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Texas Department of Transportation

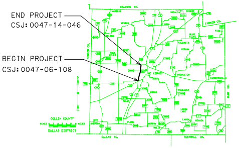
DALLAS DISTRICT
Design Schematic
William L. Hale, P.E.
District Engineer

U.S. 75
From Spur 399 (South SH 121) To South of US 380
Collin County

CSJ: 0047-06-108
0047-14-046

Functional Class.2: Urban Freeway
Project Length = 3.44 miles

Design Speed: Mainlanes 70 mph
Frontage Rds 40 mph
Major Cross Streets 40 mph
Minor Cross Streets 30 mph
SPUI Connectors 20 mph
Freeway Ramps 45 mph


END PROJECT
CSJ: 0047-14-046
BEGIN PROJECT
CSJ: 0047-06-108
GRAYSON CO.
FANNIN CO.
COLLIN COUNTY
DALLAS DISTRICT
DALLAS CO.
ROCKWALL CO.
HUNT CO.
DENTON CO.

Scale:
Horizontal 1:200
Vertical 1:20

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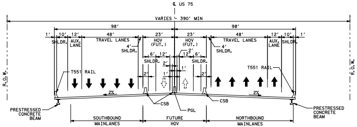
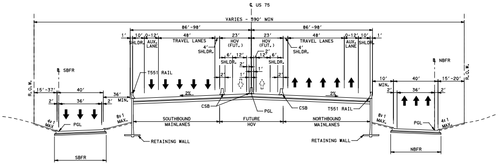
Revised - July 2009
Original Approved October 2003

SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
John Hudspeth — 86945
NAME — P.E. NUMBER
1-11-2010
DATE

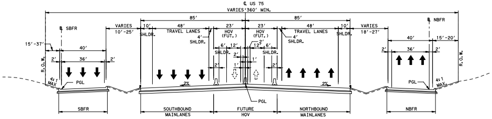
Roll 2 of 4


℄ US 75
VARIES - 390' MIN
98'
98'
SHLDR.
AUX. LANE
TRAVEL LANES
HOV (FUT.)
4' SHLDR.
T551 RAIL
2%
R.O.W.
PRESTRESSED CONCRETE BEAM
CSB
PGL
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES

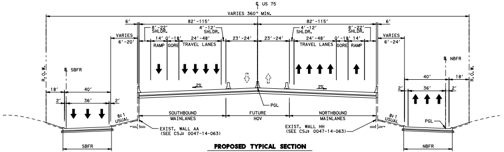
PROPOSED TYPICAL SECTION
STA. 820+01 TO STA. 822+35 (VIRGINIA PKWY.)
STA. 861+58 TO STA. 863+81 (WHITE AVE.)


℄ US 75
VARIES - 390' MIN
86'-98'
86'-98'
℄ SBFR
℄ NBFR
SHLDR.
AUX. LANE
TRAVEL LANES
HOV (FUT.)
T551 RAIL
CSB
PGL
R.O.W.
4:1 MAX.
8:1 MAX.
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
RETAINING WALL
SBFR
NBFR

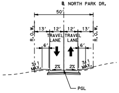
PROPOSED TYPICAL SECTION
STA. 809+50 TO STA. 836+00
STA. 852+00 TO STA. 868+13


℄ US 75
VARIES 360' MIN.
85'
85'
℄ SBFR
℄ NBFR
VARIES 10'-25'
VARIES 18'-27'
TRAVEL LANES
HOV (FUT.)
SHLDR.
PGL
R.O.W.
4:1 MAX.
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
SBFR
NBFR

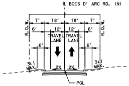
PROPOSED TYPICAL SECTION
STA. 836+00 TO STA. 852+00


℄ US 75
VARIES 360' MIN.
82'-115'
82'-115'
℄ SBFR
℄ NBFR
RAMP
GORE
TRAVEL LANES
SHLDR.
PGL
R.O.W.
8:1 USUAL
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
EXIST. WALL AA (SEE CSJ: 0047-14-063)
EXIST. WALL HH (SEE CSJ: 0047-14-063)
SBFR
NBFR

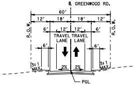
PROPOSED TYPICAL SECTION
STA. 868+13 TO STA. 874+62.27
(NB LIMITS STA. 865+71 TO STA. 871+50.00)


℄ NORTH PARK DR.
50'
TRAVEL LANE
R.O.W.
3:1 MAX.
2%
PGL

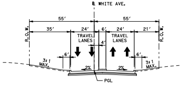
PROPOSED TYPICAL SECTION
NORTH PARK DR.
STA. 10+02 TO STA. 11+00


℄ BOIS D' ARC RD. (N)
7'
18'
18'
7'
TRAVEL LANE
R.O.W.
3:1 MAX.
2%
PGL

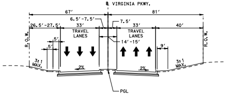
PROPOSED TYPICAL SECTION
BOIS D' ARC RD. (N)
STA. 10+00 TO STA. 11+13


℄ GREENWOOD RD.
60'
TRAVEL LANE
R.O.W.
3:1 MAX.
2%
PGL

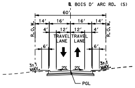
PROPOSED TYPICAL SECTION
GREENWOOD RD.
STA. 10+00 TO STA. 10+75


℄ WHITE AVE.
55'
55'
TRAVEL LANES
R.O.W.
3:1 MAX.
2%
PGL

PROPOSED TYPICAL SECTION
WHITE AVE.
STA. 12+42 TO STA. 15+00

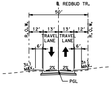

℄ VIRGINIA PKWY.
67'
81'
33'
33'
TRAVEL LANES
R.O.W.
3:1 MAX.
2%
PGL

PROPOSED TYPICAL SECTION
VIRGINIA PKWY. (FM 3038)
STA. 11+20 TO STA. 15+00



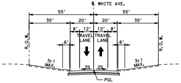
℄ BOIS D' ARC RD. (S)
60'
14'
16'
16'
14'
12'
12'
4'
4'
TRAVEL LANE
TRAVEL LANE
6'
6'
R.O.W.
R.O.W.
3:1 MAX.
3:1 MAX.
2%
2%
PGL

PROPOSED TYPICAL SECTION
BOIS D' ARC RD. (S)
STA. 10+00 TO STA. 11+10



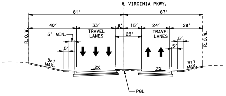
℄ REDBUD TR.
50'
12'
13'
13'
12'
TRAVEL LANE
TRAVEL LANE
6'
6'
R.O.W.
R.O.W.
3:1 MAX.
3:1 MAX.
2%
2%
PGL

PROPOSED TYPICAL SECTION
REDBUD TR.
STA. 10+00 TO STA. 11+40



℄ WHITE AVE.
55'
55'
35'
20'
20'
35'
8'
12'
12'
8'
TRAVEL LANE
TRAVEL LANE
6'
6'
R.O.W.
R.O.W.
3:1 MAX.
3:1 MAX.
2%
2%
PGL

PROPOSED TYPICAL SECTION
WHITE AVE.
STA. 15+00 TO STA. 17+36

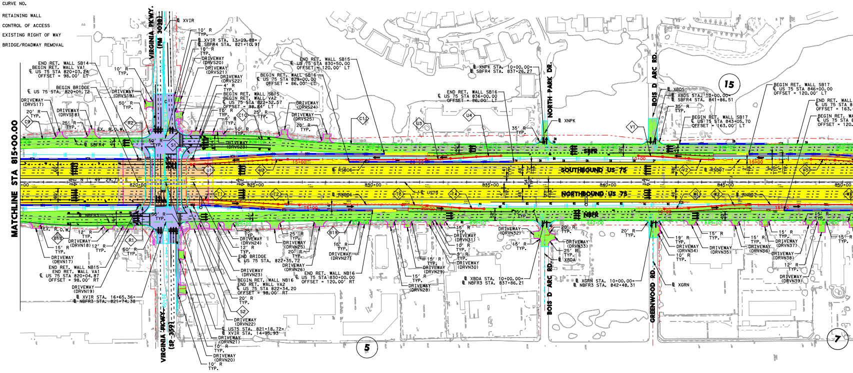


℄ VIRGINIA PKWY.
81'
67'
40'
33'
8'
15'
24'
28'
5' MIN.
23'
TRAVEL LANES
TRAVEL LANES
5'
5'
R.O.W.
R.O.W.
3:1 MAX.
3:1 MAX.
2%
2%
PGL

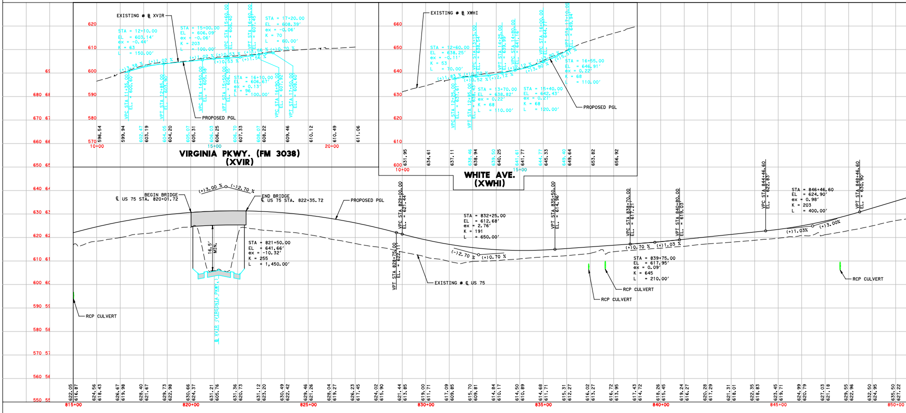
PROPOSED TYPICAL SECTION
VIRGINIA PKWY. (SP 359)
STA. 15+00 TO STA. 17+42

LEGEND

◇ BB5	CURVE NO.
▬	RETAINING WALL
╫	CONTROL OF ACCESS
— · —	EXISTING RIGHT OF WAY
▨	BRIDGE/ROADWAY REMOVAL

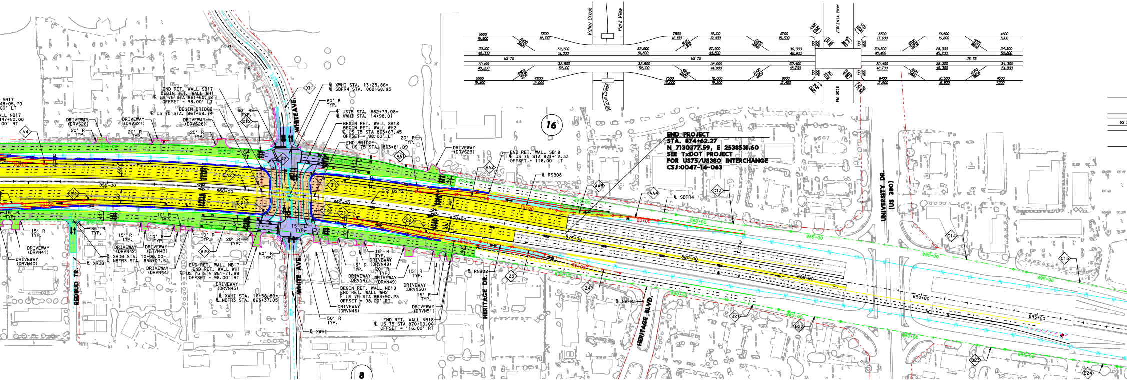


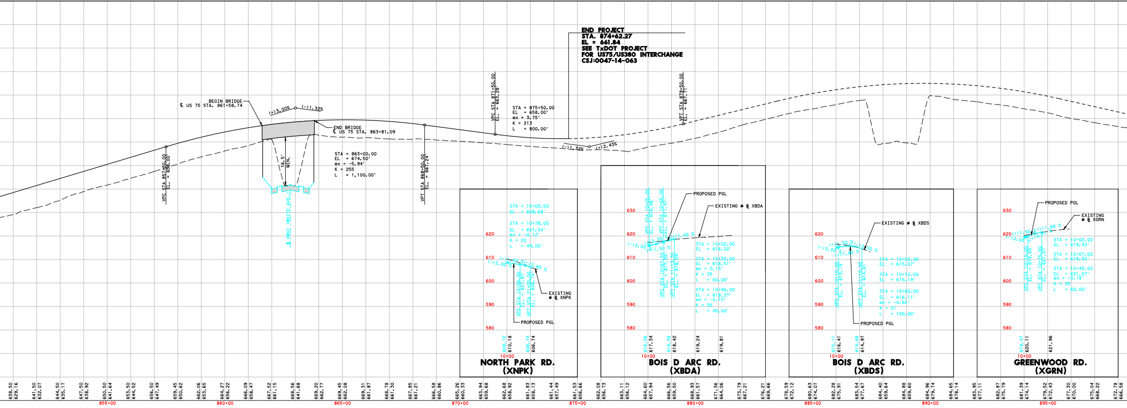
MATCHLINE STA 815+00.00
VIRGINIA PKWY. (FM 3038)
VIRGINIA PKWY. (SP 359)
℄ XVIR
NORTH PARK DR.
BOIS D ARC RD.
GREENWOOD RD.
SOUTHBOUND US 75
NORTHBOUND US 75
SBFR
NBFR
SBFR4
NBFR3
RSB06
RNB06
RSB07
RNB07
END RET. WALL SB14
BEGIN RET. WALL VA1
℄ US 75 STA 820+03.24
OFFSET = 98.00' LT
BEGIN BRIDGE
℄ US 75 STA. 820+01.72
END BRIDGE
℄ US 75 STA. 822+35.72
℄ XVIR STA. 13+09.89=
℄ SBFR4 STA. 821+10.91
℄ XVIR STA. 16+65.36=
℄ NBFR3 STA. 821+74.38
℄ US75 STA. 821+18.72=
℄ XVIR STA. 14+95.93
END RET. WALL NB15
END RET. WALL VA1
℄ US 75 STA 820+04.87
OFFSET = 98.00' RT
BEGIN RET. WALL SB15
BEGIN RET. WALL VA2
℄ US 75 STA 822+32.57
OFFSET = 98.84' LT
END RET. WALL SB15
℄ US 75 STA 830+50.00
OFFSET = 120.00' LT
BEGIN RET. WALL SB16
℄ US 75 STA 829+00.00
OFFSET = 86.00' LT
END RET. WALL SB16
℄ US 75 STA 836+00.00
OFFSET = 86.00' LT
BEGIN RET. WALL NB16
END RET. WALL VA2
℄ US 75 STA 822+34.20
OFFSET = 98.00' RT
END RET. WALL NB16
℄ US 75 STA 830+00.00
OFFSET = 120.00' RT
℄ XNPK STA. 10+00.00=
℄ SBFR4 STA. 837+26.27
℄ XNPK
℄ XBDS
℄ XBDS STA. 10+00.00=
℄ SBFR4 STA. 841+86.51
℄ XBDA
℄ XBDA STA. 10+00.00=
℄ NBFR3 STA. 837+86.21
℄ XGRN
℄ XGRN STA. 10+00.00=
℄ NBFR3 STA. 842+48.31
BEGIN RET. WALL SB17
℄ US 75 STA 843+05.70
OFFSET = 163.00' LT
BEGIN RET. WALL SB17
℄ US 75 STA 846+00.00
OFFSET = 120.00' LT
END RET. WALL
℄ US 75 STA 8
OFFSET = 163.
BEGIN RET. WA
℄ US 75 STA 8
OFFSET = 120.
EX. R.O.W.
DRIVEWAY (DRVS17)
DRIVEWAY (DRVS18)
DRIVEWAY (DRVS19)
DRIVEWAY (DRVS20)
DRIVEWAY (DRVS21)
DRIVEWAY (DRVS22)
DRIVEWAY (DRVS23)
DRIVEWAY (DRVS24)
DRIVEWAY (DRVS25)
DRIVEWAY (DRVN17)
DRIVEWAY (DRVN18)
DRIVEWAY (DRVN19)
DRIVEWAY (DRVN20)
DRIVEWAY (DRVN21)
DRIVEWAY (DRVN22)
DRIVEWAY (DRVN23)
DRIVEWAY (DRVN24)
DRIVEWAY (DRVN25)
DRIVEWAY (DRVN26)
DRIVEWAY (DRVN27)
DRIVEWAY (DRVN28)
DRIVEWAY (DRVN29)
DRIVEWAY (DRVN30)
DRIVEWAY (DRVN31)
DRIVEWAY (DRVN32)
DRIVEWAY (DRVN33)
DRIVEWAY (DRVN34)
DRIVEWAY (DRVN35)
DRIVEWAY (DRVN36)
DRIVEWAY (DRVN37)
DRIVEWAY (DRVN38)
DRIVEWAY (DRVN39)
C9
C10
C11
R1
R2
S1
S2
U1
U2
U3
U4
V1
V2
V3
T1
T2
T3
T4
W1
W2
B18
B19
15
5
7
820+00
825+00
830+00
835+00
840+00
845+00
850+00
N 1° 49' 29.73" E



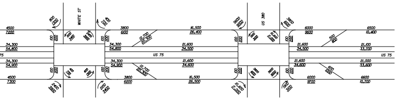
EXISTING @ ℄ XVIR
PROPOSED PGL
STA = 12+10.00
EL = 603.14'
ex = -0.44'
K = 63
L = 150.00'
STA = 15+00.00
EL = 606.09'
ex = -0.06'
K = 203
L = 100.00'
STA = 16+10.00
EL = 606.67'
ex = 0.03'
K = 96
L = 100.00'
STA = 17+20.00
EL = 608.39'
ex = -0.08'
K = 70
L = 80.00'
10+00
15+00
20+00
VIRGINIA PKWY. (FM 3038)
(XVIR)
EXISTING @ ℄ XWHI
STA = 12+60.00
EL = 638.25'
ex = -0.11'
K = 63
L = 70.00'
STA = 13+70.00
EL = 638.82'
ex = 0.22'
K = 68
L = 110.00'
STA = 15+40.00
EL = 642.43'
ex = 0.27'
K = 68
L = 120.00'
STA = 16+55.00
EL = 646.91'
ex = 0.22'
K = 68
L = 110.00'
PROPOSED PGL
10+00
15+00
WHITE AVE.
(XWHI)
BEGIN BRIDGE
℄ US 75 STA. 820+01.72
END BRIDGE
℄ US 75 STA. 822+35.72
(+)3.00 %
(-)2.70 %
16.5' MIN.
℄ XVIR (VIRGINIA PKWY.)
STA = 821+50.00
EL = 641.66'
ex = -10.32'
K = 255
L = 1,450.00'
PROPOSED PGL
VPC STA 828+75.00
VPT STA 828+75.00
EXISTING @ ℄ US 75
STA = 832+25.00
EL = 612.68'
ex = 2.76'
K = 191
L = 650.00'
(-)2.70 %
(+)0.70 %
VPT STA 835+50.00
EL = 614.96'
VPC STA 838+70.00
EL = 617.21'
VPT STA 840+80.00
EL = 619.03'
STA = 839+75.00
EL = 617.95'
ex = 0.09'
K = 645
L = 210.00'
(+)0.70 %
(+)1.03 %
VPC STA 844+46.60
EL = 622.83'
STA = 846+46.60
EL = 624.90'
ex = 0.98'
K = 203
L = 400.00'
(+)1.03%
(+)3.00%
VPT STA 848+46.60
EL = 630.90'
RCP CULVERT
RCP CULVERT
RCP CULVERT
RCP CULVERT
815+00
820+00
825+00
830+00
835+00
840+00
845+00
850+00

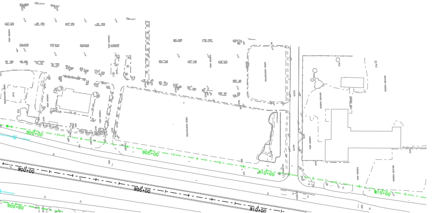
2005/2025 AVERAGE DAILY TRAFFIC VOLUMES (TxDOT TPP)

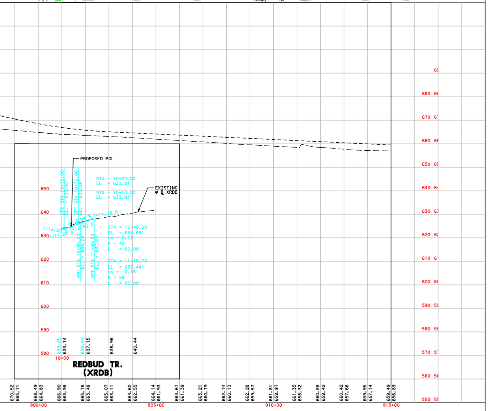

Valley Creek
Park View
Wilson Creek
VIRGINIA PKWY
FM 3038
US 75
9900
15,900
7500
12,100
2400
3800
30,100
48,000
32,500
51,800
30,100
48,200
32,500
52,100
7500
12,000
4600
7,300
12,100
19,400
27,900
44,500
28,000
44,900
4500
7,200
12,000
19,200
9700
15,500
30,300
48,400
30,400
48,700
9600
15,400
4300
6800
3100
5000
100
200
8500
13,600
8400
13,500
2000
3200
2100
3400
10,500
16,800
28,300
45,200
28,300
45,300
10,500
16,900
6200
9900
4500
7200
34,300
54,800
34,300
54,900
7300
SB17
48+05.70
00' LT
ALL NB17
47+50.00
00' RT
V4
W4
DRIVEWAY (DRVS26)
20' R TYP.
DRIVEWAY (DRVS27)
20' R TYP.
DRIVEWAY (DRVS28)
25' R TYP.
END RET. WALL SB17
BEGIN RET. WALL WH1
℄ US 75 STA 861+50.38
OFFSET = 98.00' LT
BEGIN BRIDGE
℄ US 75 STA. 861+58.74
60' R TYP.
C12
XH1
BL XWHI STA. 13+23.86=
BL SBFR4 STA. 862+68.95
60' R TYP.
℄ US75 STA. 862+79.08=
BL XWHI STA. 14+98.01
BEGIN RET. WALL SB18
BEGIN RET. WALL WH2
℄ US 75 STA 863+67.45
OFFSET = 98.00' LT
END BRIDGE
℄ US 75 STA. 863+81.09
20' R TYP.
DRIVEWAY (DRVS29)
AA1
AA2
END RET. WALL SB18
℄ US 75 STA 871+12.33
OFFSET = 116.00' LT
BL RSB08
AA3
AA4
BL SBFR4
C13
16
END PROJECT
STA. 874+62.27
N 7130377.59, E 2538531.60
SEE TxDOT PROJECT
FOR US75/US380 INTERCHANGE
CSJ:0047-14-063
UNIVERSITY DR. (US 380)
C14
C15
WHITE AVE.
X2
A2
X1
Y1
Y2
Z1
Z2
℄ US75
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00
15+00
20+00
60'
64'
48'
40'
15' R TYP.
DRIVEWAY (DRVN40)
DRIVEWAY (DRVN41)
REDBUD TR.
BL XRDB
35' R TYP.
BL XRDB STA. 10+00.00=
NBFR3 STA. 854+07.54
15' R TYP.
DRIVEWAY (DRVN42)
10' R TYP.
DRIVEWAY (DRVN43)
DRIVEWAY (DRVN44)
10' R TYP.
B20
20' R TYP.
END RET. WALL NB17
END RET. WALL WH1
℄ US 75 STA 861+71.98
OFFSET = 98.00' RT
DRIVEWAY (DRVN45)
BL XWHI STA. 16+58.80=
BL NBFR3 STA. 863+37.05
60' R TYP.
15' R TYP.
WHITE AVE.
BL XWHI
50' R TYP.
DRIVEWAY (DRVN46)
BEGIN RET. WALL NB18
END RET. WALL WH2
℄ US 75 STA 863+90.23
OFFSET = 98.00' RT
DRIVEWAY (DRVN47)
15' R TYP.
DRIVEWAY (DRVN48)
20' R TYP.
DRIVEWAY (DRVN49)
15' R TYP.
DRIVEWAY (DRVN50)
15' R TYP.
DRIVEWAY (DRVN51)
END RET. WALL NB18
℄ US 75 STA 870+00.00
OFFSET = 116.00' RT
BL RNB08
Z3
Z4
HERITAGE DR.
BL NBFR3
HERITAGE BLVD.
B21
B22
B23
B24
8


END PROJECT
STA. 874+62.27
EL = 661.84
SEE TxDOT PROJECT
FOR US75/US380 INTERCHANGE
CSJ:0047-14-063
BEGIN BRIDGE
℄ US 75 STA. 861+58.74
(+)3.00%
(-)1.32%
END BRIDGE
℄ US 75 STA. 863+81.09
16.5' MIN.
BL XWHI (WHITE AVE.)
STA = 863+00.00
EL = 674.50'
ex = -5.94'
K = 255
L = 1,100.00'
VPC STA 857+50.00
EL. = 698.00'
VPT STA 868+50.00
EL. = 667.24'
VPC STA 871+50.00
EL. = 663.28'
STA = 875+50.00
EL = 658.00'
ex = 3.75'
K = 213
L = 800.00'
(-)1.32%
(+)2.43%
VPT STA 879+50.00
EL. = 667.71'
STA = 10+02.00
EL = 608.68'
STA = 10+78.00
EL = 607.54'
ex = -0.12'
K = 20
L = 44.00'
(-)1.50 %
(-)2.00 %
(-)3.65 %
VPC STA 10+56.00
EL. = 607.87'
VPT STA 11+00.00
EL. = 606.74'
EXISTING @ BL XNPK
PROPOSED PGL
620
610
600
590
580
608.72
610.18
606.74
606.74
10+00
NORTH PARK RD. (XNPK)
PROPOSED PGL
EXISTING @ BL XBDA
630
620
610
600
590
580
VPC STA 10+05.00
EL. = 616.06'
VPT STA 10+65.00
EL. = 617.47'
(-)2.00 %
(+)3.20 %
(+)1.42 %
(+)1.50 %
VPC STA 10+67.50
EL. = 617.55'
VPT STA 11+12.50
EL. = 618.59'
STA = 10+02.00
EL = 616.02'
STA = 10+35.00
EL = 616.51'
ex = 0.13'
K = 35
L = 60.00'
STA = 10+90.00
EL = 618.27'
ex = -0.10'
K = 25
L = 45.00'
616.06
617.34
618.38
618.42
619.24
619.81
10+00
BOIS D ARC RD. (XBDA)
EXISTING @ BL XBDS
620
610
600
590
580
(-)2.00 %
(+)1.50 %
(-)3.00 %
(+)1.83 %
VPC STA 10+10.00
EL. = 615.19'
VPT STA 11+10.00
EL. = 614.61'
STA = 10+02.00
EL = 615.07'
STA = 10+10.00
EL = 615.19'
STA = 10+60.00
EL = 616.11'
ex = -0.60'
K = 21
L = 100.00'
PROPOSED PGL
615.11
616.41
614.88
614.97
10+00
BOIS D ARC RD. (XBDS)
PROPOSED PGL
EXISTING @ BL XGRN
630
620
610
600
590
580
(+)1.50 %
(+)1.68 %
(-)2.00 %
(+)4.11 %
VPC STA 10+15.00
EL. = 619.83'
VPT STA 10+75.00
EL. = 621.57'
STA = 10+02.00
EL = 619.43'
STA = 10+07.00
EL = 619.50'
STA = 10+45.00
EL = 621.07'
ex = -0.18'
K = 25
L = 60.00'
619.47
620.11
621.96
10+00
GREENWOOD RD. (XGRN)
638.50
629.16
641.50
632.07
644.50
635.17
647.50
638.92
650.50
641.64
653.50
644.52
656.50
647.49
659.45
650.62
662.06
653.65
664.27
656.22
666.09
658.47
667.52
661.15
668.56
641.68
669.20
662.77
669.45
662.08
669.31
661.87
668.78
661.30
667.85
661.21
666.58
660.86
665.26
660.33
663.94
659.68
662.68
658.92
661.83
658.13
661.44
657.49
661.53
656.66
662.08
656.73
663.11
656.12
664.60
657.94
666.56
659.50
668.93
661.57
671.36
664.06
673.79
667.21
676.21
669.66
678.59
672.12
680.63
674.07
682.28
675.91
683.54
677.67
684.40
659.64
684.88
659.60
684.96
679.74
684.65
678.14
683.95
677.11
682.87
675.79
681.39
674.14
679.52
672.43
677.30
670.00
675.04
668.22
672.78
666.58
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00
895+00

2005/2025 AVERAGE DAILY TRAFFIC VOLUMES (TxDOT TPP)


WHITE ST
US 380
US 75


900+00
905+00
910+00
915+00


PROPOSED PGL
EXISTING
@ ℄ XRDB
VPC STA 10+10.00
EL. = 633.93'
VPT STA 10+70.00
EL. = 635.86'
STA = 10+02.00
EL = 633.81'
STA = 10+10.00
EL = 633.93'
(-)2.00 %
(+)1.66 %
(+)3.94 %
(+)2.50 %
(+)1.78 %
VPC STA 10+80.00
EL. = 636.26'
VPT STA 11+40.00
EL. = 637.97'
STA = 10+40.00
EL = 634.68'
ex = 0.11'
K = 42
L = 60.00'
STA = 11+10.00
EL = 637.44'
ex = -0.16'
K = 28
L = 60.00'
REDBUD TR.
(XRDB)
10+00
900+00
905+00
910+00
915+00

CURVE DATA

ROADWAY	CURVE NO.	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI-NORTHING	PI-EASTING	PC-STATION	PC-NORTHING	PC-EASTING	PT STATION	PT-NORTHING	PT-EASTING
MAINLANES																
US 75	A2	PR75-2	9° 42' 18.22" RT	0° 29' 53.61"	976.30'	1,947.93'	11,500.00'	861+40.70	7,129,078.10	2,538,266.50	851+64.40	7,128,102.30	2,538,235.41	871+12.33	7,130,034.70	2,538,461.65
FRONTAGE																
NBFR3	B18	NBFR3-10	2° 29' 59.07" LT	0° 57' 17.75"	130.91'	261.77'	6,000.00'	817+68.86	7,124,648.72	2,538,298.77	816+37.96	7,124,518.10	2,538,290.13	818+99.73	7,124,779.59	2,538,301.70
	B19	NBFR3-11	0° 32' 32.25" RT	0° 57' 17.75"	28.39'	56.79'	6,000.00'	829+62.30	7,125,841.89	2,538,325.49	829+33.90	7,125,813.50	2,538,324.85	829+90.69	7,125,870.27	2,538,326.39
	B20	NBFR3-12	9° 42' 17.31" RT	0° 31' 15.13"	933.83'	1,863.19'	11,000.00'	861+93.24	7,129,071.19	2,538,428.39	852+59.41	7,128,137.84	2,538,398.65	871+22.60	7,129,986.18	2,538,615.04
	B21	NBFR3-13	2° 06' 55.97" RT	0° 57' 17.75"	110.78'	221.54'	6,000.00'	883+19.41	7,131,167.40	2,538,856.01	882+08.63	7,131,058.86	2,538,833.87	884+30.17	7,131,275.06	2,538,882.15
	B22	NBFR3-14	2° 07' 24.71" LT	0° 57' 17.75"	111.20'	222.38'	6,000.00'	885+86.24	7,131,426.72	2,538,918.97	884+75.04	7,131,318.66	2,538,892.73	886+97.41	7,131,535.68	2,538,941.18
	B23	NBFR3-15	1° 09' 12.87" LT	0° 57' 17.75"	60.40'	120.80'	6,000.00'	893+48.16	7,132,173.31	2,539,071.16	892+87.75	7,132,114.13	2,539,059.09	894+08.56	7,132,232.73	2,539,082.03
	B24	NBFR3-16	1° 09' 41.48" RT	0° 57' 17.75"	60.82'	121.63'	6,000.00'	898+28.96	7,132,646.27	2,539,157.69	897+68.14	7,132,586.45	2,539,146.75	898+89.78	7,132,705.86	2,539,169.85
SBFR4	C9	SBFR4-5	3° 00' 53.52" RT	0° 57' 17.75"	157.89'	315.72'	6,000.00'	815+88.90	7,124,540.73	2,537,935.84	814+31.01	7,124,382.87	2,537,939.12	817+46.72	7,124,698.54	2,537,940.87
	C10	SBFR4-6	3° 38' 36.26" RT	0° 57' 17.75"	190.83'	381.54'	6,000.00'	824+93.86	7,125,445.30	2,537,964.67	823+03.03	7,125,254.57	2,537,958.59	826+84.57	7,125,635.27	2,537,982.85
	C11	SBFR4-7	3° 38' 36.71" LT	0° 57' 17.75"	190.84'	381.55'	6,000.00'	829+02.74	7,125,852.45	2,538,003.64	827+11.91	7,125,662.48	2,537,985.46	830+93.45	7,126,043.19	2,538,009.72
	C12	SBFR4-8	9° 42' 17.93" RT	0° 42' 58.31"	679.16'	1,355.07'	8,000.00'	861+48.54	7,129,096.73	2,538,107.01	854+69.38	7,128,417.92	2,538,085.39	868+24.45	7,129,762.19	2,538,242.76
	C13	SBFR4-9	2° 49' 53.25" LT	0° 34' 22.65"	247.14'	494.18'	10,000.00'	881+50.49	7,131,093.25	2,538,514.30	879+03.35	7,130,851.09	2,538,464.90	883+97.54	7,131,337.55	2,538,551.67
	C14	SBFR4-10	5° 30' 28.82" RT	0° 34' 22.65"	481.03'	961.33'	10,000.00'	888+78.57	7,131,813.05	2,538,624.42	883+97.54	7,131,337.55	2,538,551.67	893+58.86	7,132,279.37	2,538,742.48
	C15	SBFR4-11	2° 40' 35.48" LT	0° 34' 22.65"	233.61'	467.14'	10,000.00'	896+48.16	7,132,559.82	2,538,813.47	894+14.54	7,132,333.35	2,538,756.14	898+81.68	7,132,788.72	2,538,860.17
RAMPS																
RNB06	T1	RNB06-1	0° 32' 19.38" RT	3° 47' 03.83"	7.12'	14.24'	1,514.00'	10+51.58	7,125,224.24	2,538,219.12	10+44.46	7,125,217.15	2,538,218.53	10+58.70	7,125,231.33	2,538,219.78
	T2	RNB06-2	3° 29' 02.66" LT	3° 51' 20.54"	45.19'	90.36'	1,486.00'	14+07.57	7,125,578.71	2,538,252.06	13+62.38	7,125,533.71	2,538,247.88	14+52.74	7,125,623.88	2,538,253.50
	T3	RNB06-3	4° 00' 00.67" RT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	19+43.08	7,126,113.97	2,538,269.11	18+90.69	7,126,061.61	2,538,267.44	19+95.42	7,126,166.08	2,538,274.43
	T4	RNB06-4	4° 00' 00.00" LT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	21+86.92	7,126,356.60	2,538,293.86	21+34.54	7,126,304.49	2,538,288.55	22+39.26	7,126,408.96	2,538,295.53
RSB06	U1	RSB06-1	0° 30' 07.03" LT	3° 47' 03.83"	6.63'	13.26'	1,514.00'	10+46.42	7,125,175.52	2,538,066.78	10+39.79	7,125,168.89	2,538,066.91	10+53.05	7,125,182.15	2,538,066.60
	U2	RSB06-2	3° 26' 50.31" RT	3° 51' 20.54"	44.72'	89.41'	1,486.00'	14+06.63	7,125,535.58	2,538,056.58	13+61.91	7,125,490.88	2,538,057.85	14+51.32	7,125,580.28	2,538,058.01
	U3	RSB06-3	3° 59' 59.83" LT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	20+91.96	7,126,220.60	2,538,078.41	20+39.58	7,126,168.24	2,538,076.74	21+44.30	7,126,272.94	2,538,076.42
	U4	RSB06-4	4° 00' 00.00" RT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	23+07.03	7,126,435.56	2,538,070.25	22+54.65	7,126,383.21	2,538,072.23	23+59.37	7,126,487.91	2,538,071.91
RNB07	W1	RNB07-1	4° 00' 00.00" LT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	10+52.38	7,127,227.75	2,538,321.62	10+00.00	7,127,175.40	2,538,319.96	11+04.72	7,127,280.10	2,538,319.64
	W2	RNB07-2	3° 59' 59.33" RT	3° 49' 10.99"	52.38'	104.71'	1,500.00'	12+96.29	7,127,471.53	2,538,312.37	12+43.91	7,127,419.19	2,538,314.35	13+48.63	7,127,523.88	2,538,314.03
	W3	RNB07-3	3° 08' 38.10" LT	3° 51' 20.54"	40.78'	81.54'	1,486.00'	18+55.19	7,128,030.19	2,538,330.17	18+14.41	7,127,989.43	2,538,328.87	18+95.95	7,128,070.95	2,538,329.23
	W4	RNB07-4	1° 48' 53.04" RT	3° 47' 03.83"	23.98'	47.95'	1,514.00'	21+82.71	7,128,357.64	2,538,322.63	21+58.73	7,128,333.67	2,538,323.18	22+06.69	7,128,381.62	2,538,322.83
RSB07	V1	RSB07-1	4° 00' 00.00" RT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	10+52.38	7,127,124.80	2,538,092.21	10+00.00	7,127,072.45	2,538,090.54	11+04.72	7,127,176.91	2,538,097.52
	V2	RSB07-2	4° 00' 00.17" LT	3° 49' 10.99"	52.38'	104.72'	1,500.00'	12+67.44	7,127,338.79	2,538,114.04	12+15.06	7,127,286.68	2,538,108.72	13+19.78	7,127,391.15	2,538,115.71
	V3	RSB07-3	3° 56' 16.62" RT	3° 51' 20.54"	51.09'	102.13'	1,486.00'	17+86.18	7,127,857.31	2,538,130.56	17+35.09	7,127,806.25	2,538,128.93	18+37.22	7,127,908.14	2,538,135.69
	V4	RSB07-4	0° 25' 54.35" LT	3° 47' 03.83"	5.70'	11.41'	1,514.00'	21+05.00	7,128,174.56	2,538,162.58	20+99.29	7,128,168.88	2,538,162.00	21+10.70	7,128,180.24	2,538,163.11
RNB08	Z1	RNB08-1	1° 22' 24.90" RT	3° 47' 03.83"	18.15'	36.30'	1,514.00'	10+41.42	7,129,500.04	2,538,442.44	10+23.27	7,129,482.26	2,538,438.81	10+59.57	7,129,517.73	2,538,446.50
	Z2	RNB08-2	2° 22' 18.85" LT	3° 51' 20.54"	30.76'	61.52'	1,486.00'	13+40.68	7,129,791.74	2,538,509.29	13+09.92	7,129,761.75	2,538,502.42	13+71.43	7,129,821.98	2,538,514.92
	Z3	RNB08-3	0° 59' 36.48" RT	0° 30' 08.23"	98.90'	197.79'	11,407.00'	14+70.33	7,129,919.21	2,538,533.00	13+71.43	7,129,821.98	2,538,514.92	15+69.22	7,130,016.11	2,538,552.77
	Z4	RNB08-4	5° 24' 30.00" RT	3° 49' 29.35"	70.75'	141.40'	1,498.00'	17+78.73	7,130,221.39	2,538,594.65	17+07.97	7,130,152.06	2,538,580.51	18+49.38	7,130,289.07	2,538,615.26
	Z5	RNB08-5	5° 24' 29.86" LT	3° 49' 20.16"	70.80'	141.49'	1,499.00'	21+07.51	7,130,536.01	2,538,690.47	20+36.71	7,130,468.28	2,538,669.84	21+78.20	7,130,605.38	2,538,704.62
RSB08	AA1	RSB08-1	0° 40' 37.63" LT	3° 47' 03.83"	8.95'	17.89'	1,514.00'	10+31.85	7,129,757.04	2,538,331.88	10+22.90	7,129,748.16	2,538,330.80	10+40.79	7,129,765.94	2,538,332.84
	AA2	RSB08-2	5° 19' 42.53" RT	3° 51' 20.54"	69.15'	138.20'	1,486.00'	12+61.68	7,129,985.54	2,538,356.70	11+92.54	7,129,916.79	2,538,349.23	13+30.73	7,130,053.29	2,538,370.53
	AA3	RSB08-3	7° 22' 06.09" LT	3° 49' 10.99"	96.58'	192.90'	1,500.00'	17+23.85	7,130,438.47	2,538,449.10	16+27.26	7,130,343.84	2,538,429.80	18+20.17	7,130,534.80	2,538,456.11
	AA4	RSB08-4	7° 22' 05.97" RT	3° 48' 52.68"	96.71'	193.16'	1,502.00'	19+65.28	7,130,679.53	2,538,466.64	18+68.57	7,130,583.08	2,538,459.62	20+61.73	7,130,774.29	2,538,485.97
TURNAROUNDS																
UTRNV1	R1	UTRNV1-1	90° 00' 10.66" LT	110° 11' 03.09"	52.00'	81.68'	52.00'	10+52.00	7,124,971.10	2,538,257.98	10+00.00	7,124,919.11	2,538,256.81	10+81.68	7,124,972.26	2,538,205.99
	R2	UTRNV1-2	89° 27' 17.15" LT	110° 11' 03.09"	51.51'	81.19'	52.00'	13+01.96	7,124,977.18	2,537,985.77	12+50.45	7,124,976.03	2,538,037.26	13+31.64	7,124,925.70	2,537,984.13
UTRNV2	S1	UTRNV2-1	90° 32' 42.85" LT	110° 11' 03.09"	52.50'	82.18'	52.00'	10+52.50	7,125,148.84	2,538,003.24	10+00.00	7,125,201.31	2,538,004.91	10+82.18	7,125,147.66	2,538,055.73
	S2	UTRNV2-2	89° 59' 49.34" LT	110° 11' 03.09"	52.00'	81.68'	52.00'	13+00.33	7,125,142.79	2,538,273.82	12+48.33	7,125,143.95	2,538,221.84	13+30.01	7,125,194.78	2,538,274.99
UTRNW1	X1	UTRNW1-1	96° 12' 21.94" LT	110° 11' 03.09"	57.96'	87.31'	52.00'	10+57.96	7,129,136.04	2,538,427.53	10+00.00	7,129,078.48	2,538,420.75	10+87.31	7,129,136.55	2,538,369.57
	X2	UTRNW1-2	83° 48' 26.66" LT	110° 11' 03.09"	46.66'	76.06'	52.00'	12+79.78	7,129,138.24	2,538,177.11	12+33.12	7,129,137.83	2,538,223.77	13+09.18	7,129,091.90	2,538,171.67
UTRNW2	Y1	UTRNW2-1	98° 04' 24.21" LT	110° 11' 03.09"	59.90'	89.01'	52.00'	10+59.90	7,129,289.97	2,538,209.34	10+00.00	7,129,349.19	2,538,218.27	10+89.01	7,129,289.44	2,538,269.24
	Y2	UTRNW2-2	82° 27' 16.20" LT	110° 11' 03.09"	45.57'	74.83'	52.00'	12+79.20	7,129,287.77	2,538,459.42	12+33.64	7,129,288.17	2,538,413.86	13+08.47	7,129,332.88	2,538,465.80
CROSS STREETS																
WHITE ST	XH1	XWHI-1	23° 58' 52.69" RT	9° 32' 57.47"	127.43'	251.13'	600.00'	11+31.12	7,129,216.21	2,537,954.24	10+03.68	7,129,165.44	2,537,837.36	12+54.82	7,129,215.09	2,538,081.67

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Texas Department
of Transportation

DALLAS DISTRICT
Design Schematic
William L Hale, P.E.
District Engineer

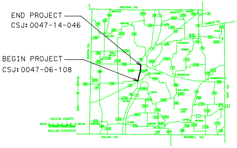
U.S. 75
From Spur 399 (South SH 121)
To South of US 380

Collin County

CSJ: 0047-06-108
0047-14-046

Functional Class.2: Urban Freeway
Project Length = 3.44 miles

Design Speed: Mainlanes 70 mph
Frontage Rds 40 mph
Major Cross Streets 40 mph
Minor Cross Streets 30 mph
SPUI Connectors 20 mph
Freeway Ramps 45 mph


END PROJECT
CSJ: 0047-14-046
BEGIN PROJECT
CSJ: 0047-06-108
GRAYSON CO.
FANNIN CO.
DENTON CO.
HUNT CO.
DALLAS CO.
ROCKWALL CO.
WESTON
ANNA
CELINA
BLUE RIDGE
MC KINNEY
PRINCETON
FARMERSVILLE
LUCAS
ALLEN
LAVON LAKE
PLANO
MURPHY
WYLIE
LAVON
NEVADA
N
COLLIN COUNTY
SCALE 0 1 2 3 4 5 6 MILES
DALLAS DISTRICT

Scale:
Horizontal 1:200
Vertical 1:20

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Revised - July 2009
Original Approved October 2003

Roll 2 of 4