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Texas Department
of Transportation

DALLAS DISTRICT
Design Schematic

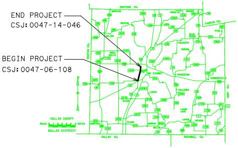
William L. Hale, P.E.
District Engineer

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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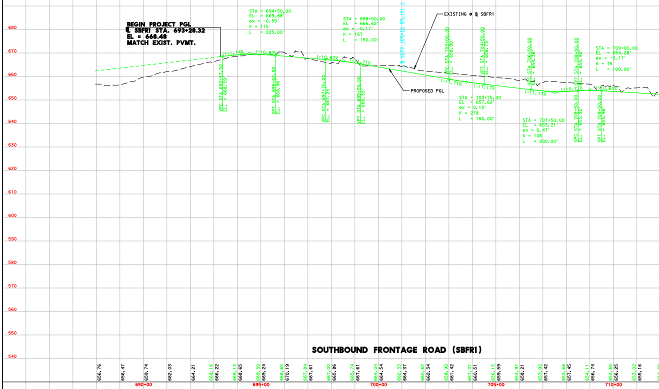
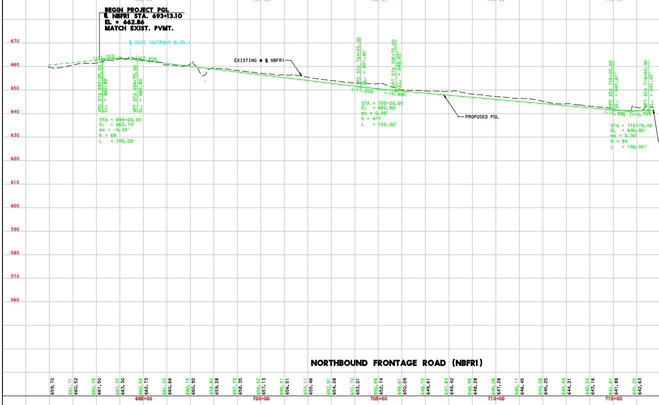
Revised - July 2009
Original Approved October 2003

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

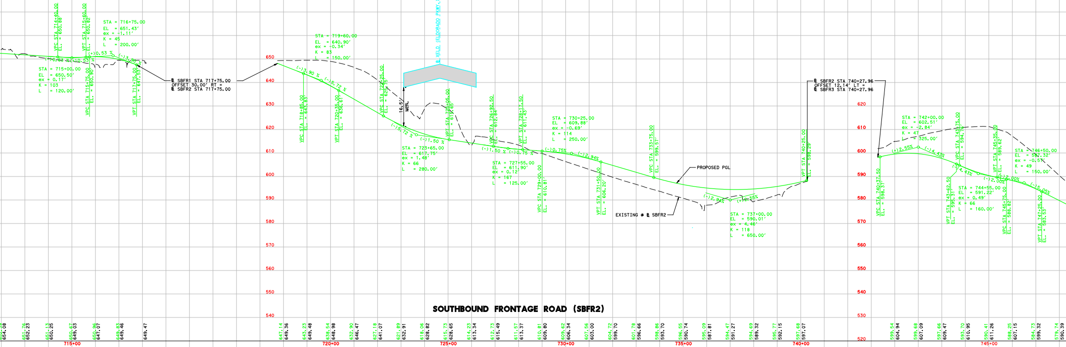
Roll 3 of 4


BEGIN PROJECT PGL
℄ SBFR1 STA. 693+28.32
EL = 668.48
MATCH EXIST. PVMT.
STA = 694+50.00
EL = 669.88'
ex = -0.55'
K = 115
L = 225.00'
STA = 698+50.00
EL = 666.62'
ex = -0.17'
K = 167
L = 150.00'
(+)1.14%
(-)0.82%
(-)0.82%
(-)1.71%
VPC STA 693+37.50 EL. = 668.59'
VPT STA 695+62.50 EL. = 668.96'
VPC STA 697+75.00 EL. = 667.23'
VPT STA 699+25.00 EL. = 665.33'
℄ XGGS (GRAIG DR. (S))
EXISTING @ ℄ SBFR1
PROPOSED PGL
VPC STA 703+00.00 EL. = 658.90'
VPT STA 704+50.00 EL. = 656.73'
(-)1.71%
(-)1.17%
(-)1.17%
STA = 703+75.00
EL = 657.62'
ex = 0.10'
K = 278
L = 150.00'
VPC STA 706+50.00 EL. = 654.38'
VPT STA 708+50.00 EL. = 653.92'
STA = 707+50.00
EL = 653.21'
ex = 0.47'
K = 106
L = 200.00'
(+)0.71%
(-)0.63%
VPC STA 708+50.00 EL. = 653.92'
VPT STA 709+50.00 EL. = 653.96'
STA = 709+00.00
EL = 654.28'
ex = -0.17'
K = 75
L = 100.00'
680
670
660
650
640
630
620
610
600
590
580
570
560
550
540
690+00
695+00
700+00
705+00
710+00

SOUTHBOUND FRONTAGE ROAD (SBFR1)

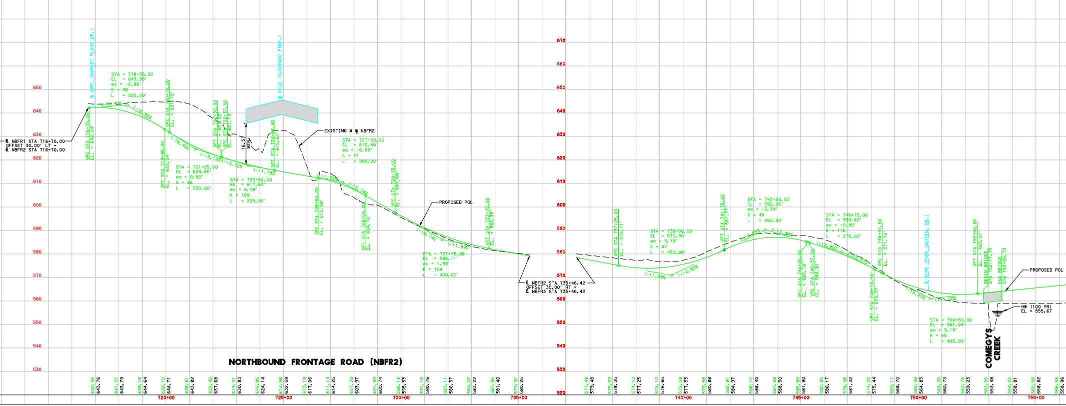

BEGIN PROJECT PGL
℄ NBFR1 STA. 693+13.10
EL = 662.86
MATCH EXIST. PVMT.
℄ XGAT (GATEWAY BLVD.)
(+)1.01%
(-)1.20%
VPC STA 693+25.00 EL. = 662.98'
VPT STA 694+75.00 EL. = 662.83'
STA = 694+00.00
EL = 663.74'
ex = -0.42'
K = 68
L = 150.00'
EXISTING @ ℄ NBFR1
VPC STA 704+25.00 EL. = 651.40'
VPT STA 705+75.00 EL. = 649.83'
(-)1.20%
(-)0.89%
STA = 705+00.00
EL = 650.50'
ex = 0.06'
K = 477
L = 150.00'
PROPOSED PGL
VPC STA 715+00.00 EL. = 641.61'
VPT STA 716+50.00 EL. = 641.47'
(-)0.89%
(+)0.70%
STA = 715+75.00
EL = 640.95'
ex = 0.30'
K = 94
L = 150.00'
670
660
650
640
630
620
610
600
590
580
570
560
695+00
700+00
705+00
710+00
715+00

NORTHBOUND FRONTAGE ROAD (NBFR1)



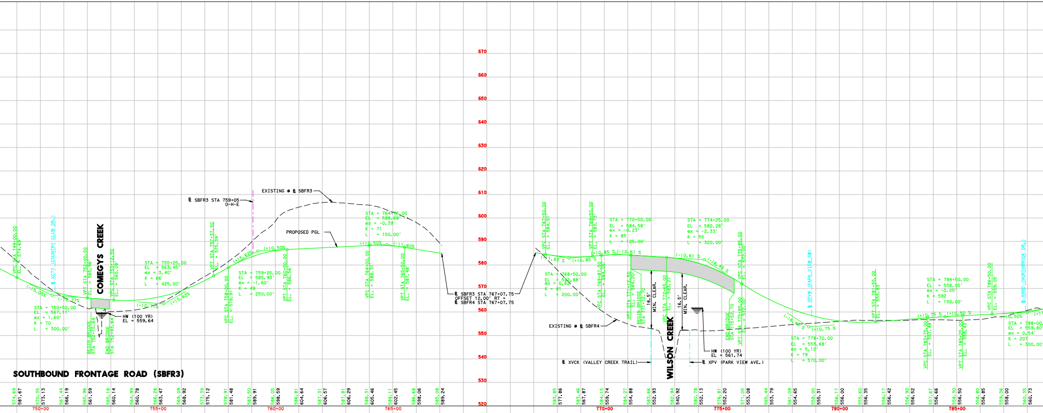
SOUTHBOUND FRONTAGE ROAD (SBFR2)

STA = 715+00.00 EL = 650.50' ex = 0.17' K = 103 L = 120.00'
STA = 716+75.00 EL = 651.43' ex = -1.11' K = 45 L = 200.00'
℄ SBFR1 STA 717+75.00 OFFSET 30.00' RT = ℄ SBFR2 STA 717+75.00
STA = 719+60.00 EL = 640.90' ex = -0.34' K = 83 L = 150.00'
℄ XELD (ELDORADO PKWY.)
16.5' MIN.
STA = 723+65.00 EL = 617.75' ex = 1.48' K = 66 L = 280.00'
STA = 727+55.00 EL = 611.90' ex = 0.12' K = 167 L = 125.00'
STA = 730+25.00 EL = 609.88' ex = -0.69' K = 114 L = 250.00'
PROPOSED PGL
EXISTING @ ℄ SBFR2
STA = 737+00.00 EL = 590.01' ex = 4.46' K = 118 L = 650.00'
℄ SBFR2 STA 740+27.96 OFFSET 12.14' LT = ℄ SBFR3 STA 740+27.96
STA = 742+00.00 EL = 602.51' ex = -2.84' K = 47 L = 325.00'
STA = 744+55.00 EL = 591.22' ex = 0.49' K = 66 L = 160.00'
STA = 746+50.00 EL = 592.32' ex = -0.57' K = 49 L = 150.00'
715+00
720+00
725+00
730+00
735+00
740+00
745+00



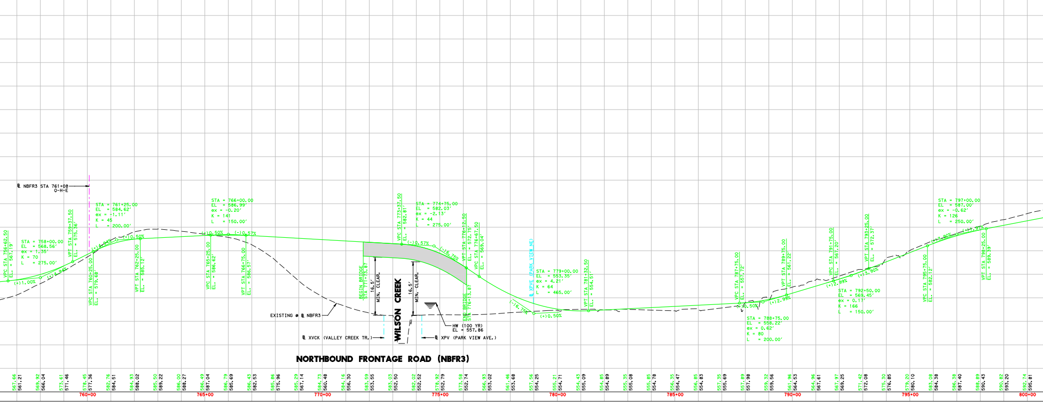
NORTHBOUND FRONTAGE ROAD (NBFR2)

℄ NBFR1 STA 716+70.00 OFFSET 30.00' LT = ℄ NBFR2 STA 716+70.00
℄ XMPL (MARKET PLACE DR.)
STA = 718+35.00 EL = 643.36' ex = -2.86' K = 45 L = 320.00'
STA = 721+25.00 EL = 624.65' ex = 0.92' K = 86 L = 220.00'
STA = 723+50.00 EL = 617.63' ex = 0.38' K = 169 L = 225.00'
℄ XELD (ELDORADO PKWY.)
16.5' MIN.
EXISTING @ ℄ NBFR2
STA = 727+50.00 EL = 610.50' ex = -0.99' K = 51 L = 200.00'
PROPOSED PGL
STA = 731+75.00 EL = 586.11' ex = 1.92' K = 104 L = 400.00'
℄ NBFR2 STA 735+46.42 OFFSET 30.00' RT = ℄ NBFR3 STA 735+46.42
STA = 739+50.00 EL = 570.86' ex = 3.79' K = 67 L = 450.00'
STA = 743+50.00 EL = 590.26' ex = -3.39' K = 45 L = 350.00'
STA = 746+75.00 EL = 580.82' ex = -0.82' K = 116 L = 275.00'
℄ XPCP (PARK CENTRAL DR.)
STA = 750+50.00 EL = 561.04' ex = 3.18' K = 65 L = 405.00'
BEGIN BRIDGE STA 752+77.73
END BRIDGE STA 753+56.73
PROPOSED PGL
HW (100 YR) EL = 555.67
COMEGYS CREEK
720+00
725+00
730+00
735+00
740+00
745+00
750+00
755+00



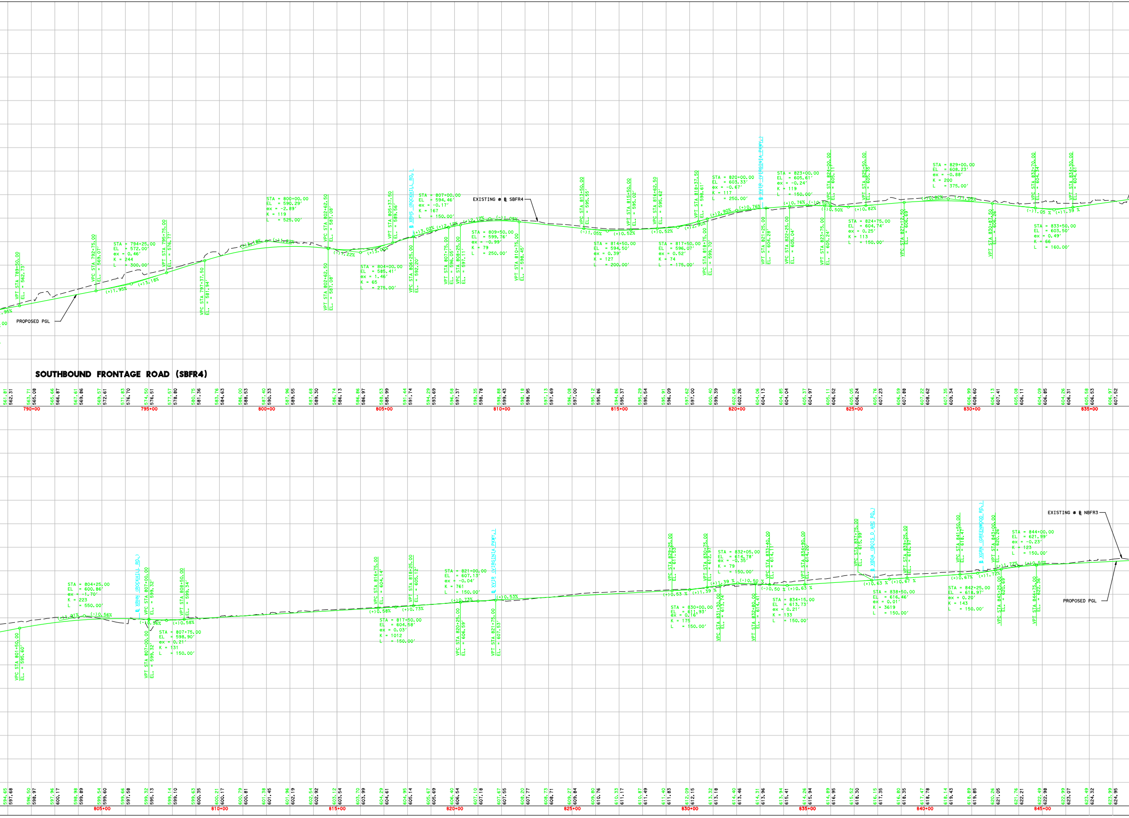
670
660
650
640
630
620
610
600
590
580
570
560
550
540
530
520
VPC STA 749+00.00 EL. = 574.69'
℄ XCTY (COUNTRY CLUB DR.)
VPT STA 752+00.00 EL. = 565.96'
COMEGYS CREEK
VPC STA 753+12.50 EL. = 565.09'
(-)5.05%
(-)0.77%
STA = 750+50.00
EL = 567.11'
ex = 1.60'
K = 70
L = 300.00'
BEGIN BRIDGE STA 752+15.64
END BRIDGE STA 752+93.64
HW (100 YR)
EL = 559.64
STA = 755+25.00
EL = 563.45'
ex = 3.40'
K = 66
L = 425.00'
(-)0.77%
(+)5.62%
VPT STA 757+37.50 EL. = 575.39'
VPC STA 758+00.00 EL. = 578.91'
℄ SBFR3 STA 759+05
O-H-E
(+)5.62%
(+)0.50%
STA = 759+25.00
EL = 585.93'
ex = -1.60'
K = 49
L = 250.00'
VPT STA 760+50.00 EL. = 586.56'
EXISTING @ ℄ SBFR3
PROPOSED PGL
STA = 764+75.00
EL = 588.68'
ex = -0.39'
K = 71
L = 150.00'
(+)0.50%
(-)1.60%
VPC STA 764+00.00 EL. = 588.31'
VPT STA 765+50.00 EL. = 587.48'
℄ SBFR3 STA 767+07.75
OFFSET 12.00' RT =
℄ SBFR4 STA 767+07.75
VPC STA 767+50.00 EL. = 584.51'
(-)1.63 %
(+)0.85 %
STA = 768+50.00
EL = 582.88'
ex = 0.62'
K = 81
L = 200.00'
VPT STA 769+50.00 EL. = 583.73'
VPC STA 769+87.50 EL. = 584.05'
(+)0.85 %
(-)0.61 %
STA = 770+50.00
EL = 584.58'
ex = -0.23'
K = 85
L = 125.00'
VPT STA 771+12.50 EL. = 584.20'
BEGIN BRIDGE STA 771+12.70
16.5' MIN. CLEAR.
VPC STA 772+65.00 EL. = 583.27'
WILSON CREEK
16.5' MIN. CLEAR.
(-)0.61 %
(-)6.43 %
STA = 774+25.00
EL = 582.28'
ex = -2.33'
K = 55
L = 320.00'
EXISTING @ ℄ SBFR4
℄ XVCK (VALLEY CREEK TRAIL)
℄ XPV (PARK VIEW AVE.)
HW (100 YR)
EL = 561.74
END BRIDGE STA 775+52.70
VPC STA 775+85.00 EL. = 572.00'
VPT STA 775+85.00 EL. = 572.00'
(-)6.43 %
(+)0.75 %
℄ XPVW (PARK VIEW SW)
STA = 778+70.00
EL = 553.68'
ex = 5.12'
K = 79
L = 570.00'
VPT STA 781+55.00 EL. = 555.83'
(+)0.75 %
(+)0.50 %
VPC STA 783+75.00 EL. = 557.49'
VPT STA 785+25.00 EL. = 558.43'
STA = 784+50.00
EL = 558.05'
ex = -0.05'
K = 592
L = 150.00'
VPC STA 786+50.00 EL. = 559.05'
(+)0.50%
℄ XNBD (NORTHBROOK DR.)
STA = 788+00.
EL = 559.80'
ex = 0.54'
K = 207
L = 300.00'
574.69 581.67
570.35 573.13
567.44 566.19
565.96 561.59
565.18 560.14
564.99 560.78
566.28 563.47
569.09 568.92
573.39 575.12
578.91 581.48
583.50 589.91
586.05 598.59
586.81 604.64
587.31 606.57
587.81 606.29
588.31 605.46
588.11 602.45
586.68 598.06
585.08 589.24
583.85 577.86
583.46 567.87
584.15 559.74
584.27 554.88
583.66 552.93
582.94 540.92
580.78 552.13
576.81 552.20
571.05 553.08
565.44 553.79
561.09 554.65
558.00 555.31
556.17 556.00
555.60 556.35
556.17 556.42
556.92 556.52
557.67 556.66
558.30 556.50
558.80 556.85
559.36 558.00
560.35 560.73
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00

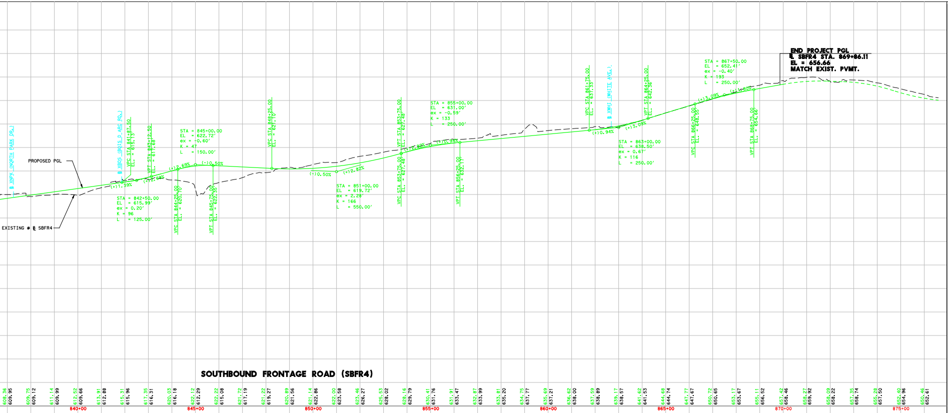
SOUTHBOUND FRONTAGE ROAD (SBFR3)

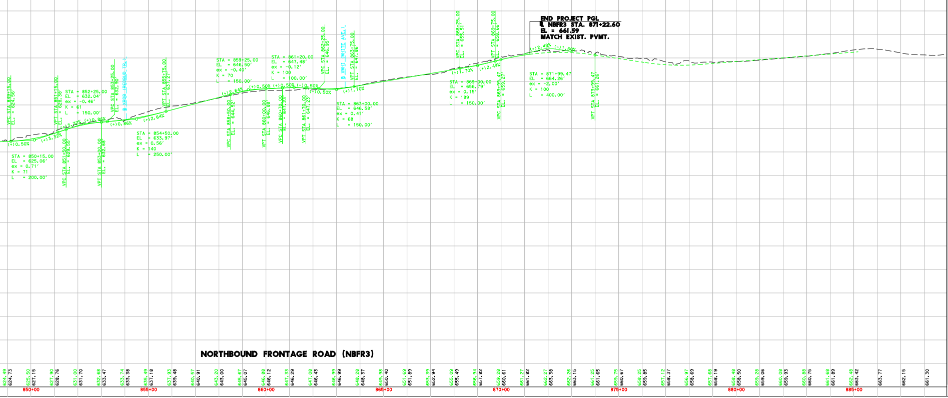


℄ NBFR3 STA 761+08
O-H-E
VPC STA 756+62.50 EL. = 567.19'
(+)1.00%
STA = 758+00.00
EL = 568.56'
ex = 1.35'
K = 70
L = 275.00'
(+)4.94%
VPT STA 759+37.50 EL. = 575.36'
VPC STA 760+25.00 EL. = 579.68'
(+)4.94%
STA = 761+25.00
EL = 584.62'
ex = -1.11'
K = 45
L = 200.00'
(+)0.50%
VPT STA 762+25.00 EL. = 585.12'
STA = 766+00.00
EL = 586.99'
ex = -0.20'
K = 141
L = 150.00'
(+)0.50%
(-)0.57%
VPC STA 765+25.00 EL. = 586.62'
VPT STA 766+75.00 EL. = 586.57'
EXISTING @ ℄ NBFR3
BEGIN BRIDGE STA 771+73.87
16.5' MIN. CLEAR.
WILSON CREEK
16.5' MIN. CLEAR.
VPC STA 773+37.50 EL. = 582.81'
(-)0.57%
(-)6.75%
STA = 774+75.00
EL = 582.03'
ex = -2.13'
K = 44
L = 275.00'
VPT STA 776+12.50 EL. = 572.75'
VPC STA 776+67.50 EL. = 569.04'
END BRIDGE STA 776+13.87
HW (100 YR)
EL = 557.86
℄ XVCK (VALLEY CREEK TR.)
℄ XPV (PARK VIEW AVE.)
(-)6.75%
(+)0.50%
℄ XPVE (PARK VIEW NE)
STA = 779+00.00
EL = 553.35'
ex = 4.21'
K = 64
L = 465.00'
VPT STA 781+32.50 EL. = 554.51'
VPC STA 787+75.00 EL. = 557.72'
(+)0.50%
STA = 788+75.00
EL = 558.22'
ex = 0.62'
K = 80
L = 200.00'
(+)2.99%
VPT STA 789+75.00 EL. = 561.22'
(+)2.99%
VPC STA 791+75.00 EL. = 567.20'
STA = 792+50.00
EL = 569.45'
ex = 0.17'
K = 166
L = 150.00'
(+)3.90%
VPT STA 793+25.00 EL. = 572.37'
VPC STA 795+75.00 EL. = 582.12'
(+)3.90%
(+)1.91%
STA = 797+00.00
EL = 587.00'
ex = -0.62'
K = 126
L = 250.00'
VPT STA 798+25.00 EL. = 589.39'
567.66 561.21
569.92 566.04
573.61 571.46
578.45 577.36
582.76 584.51
584.93 588.02
585.50 589.22
586.00 588.27
586.49 587.04
586.79 585.69
586.43 582.53
585.86 575.96
585.29 567.14
584.73 560.48
584.16 556.30
583.59 553.55
583.03 552.50
582.02 552.52
578.92 552.79
573.58 552.74
566.93 553.02
561.46 553.68
557.56 554.25
555.21 554.71
554.43 555.09
554.85 554.89
555.35 555.08
555.85 554.78
556.35 554.47
556.85 554.83
557.35 555.69
557.89 557.98
559.32 559.56
561.96 564.53
564.96 567.61
567.97 569.25
571.42 572.08
575.30 576.85
579.20 580.10
583.08 584.38
586.38 587.40
588.89 590.43
590.82 593.20
592.74 595.81
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00

NORTHBOUND FRONTAGE ROAD (NBFR3)


SOUTHBOUND FRONTAGE ROAD (SBFR4)
PROPOSED PGL
EXISTING @ ℄ SBFR4
VPT STA 789+50.00 EL. = 562.73'
(+)1.95%
VPC STA 792+75.00 EL. = 569.07'
STA = 794+25.00 EL = 572.00' ex = 0.46' K = 244 L = 300.00'
(+)3.18%
VPT STA 795+75.00 EL. = 576.77'
VPC STA 797+37.50 EL. = 581.94'
STA = 800+00.00 EL = 590.29' ex = -2.89' K = 119 L = 525.00'
(-)1.22%
VPC STA 802+62.50 EL. = 587.08'
VPT STA 802+62.50 EL. = 587.08'
STA = 804+00.00 EL = 585.41' ex = 1.46' K = 65 L = 275.00'
(+)3.02%
VPT STA 805+37.50 EL. = 589.56'
℄ XRHS (ROCKHILL RD.)
VPC STA 806+25.00 EL. = 592.20'
STA = 807+00.00 EL = 594.46' ex = -0.17' K = 167 L = 150.00'
(+)2.12%
VPT STA 807+75.00 EL. = 596.05'
VPC STA 808+25.00 EL. = 597.11'
STA = 809+50.00 EL = 599.76' ex = -0.99' K = 79 L = 250.00'
(-)1.05%
VPT STA 810+75.00 EL. = 598.45'
VPC STA 813+50.00 EL. = 595.55'
STA = 814+50.00 EL = 594.50' ex = 0.39' K = 127 L = 200.00'
(+)0.52%
VPT STA 815+50.00 EL. = 595.02'
VPC STA 816+62.50 EL. = 595.62'
STA = 817+50.00 EL = 596.07' ex = 0.52' K = 74 L = 175.00'
(+)2.90%
VPT STA 818+37.50 EL. = 598.61'
VPC STA 818+75.00 EL. = 599.70'
STA = 820+00.00 EL = 603.33' ex = -0.67' K = 117 L = 250.00'
(+)0.76%
℄ XVIR (VIRGINIA PKWY.)
VPT STA 821+25.00 EL. = 604.28'
VPC STA 822+25.00 EL. = 605.04'
STA = 823+00.00 EL = 605.61' ex = -0.24' K = 119 L = 150.00'
(-)0.50%
VPT STA 823+75.00 EL. = 605.24'
VPC STA 824+00.00 EL. = 605.11'
STA = 824+75.00 EL = 604.74' ex = 0.25' K = 113 L = 150.00'
(+)0.82%
VPT STA 825+50.00 EL. = 605.35'
VPC STA 827+12.50 EL. = 606.69'
STA = 829+00.00 EL = 608.23' ex = -0.88' K = 200 L = 375.00'
(-)1.05%
VPT STA 830+87.50 EL. = 606.26'
VPC STA 832+70.00 EL. = 604.34'
STA = 833+50.00 EL = 603.50' ex = 0.49' K = 66 L = 160.00'
(-)1.05 %
(+)1.39 %
VPT STA 834+30.00 EL. = 604.61'
561.81 562.31
563.71 565.08
565.66 566.87
567.61 569.86
569.57 572.61
571.83 576.70
574.50 576.51
577.57 578.80
580.75 581.36
583.76 584.63
586.00 588.53
587.40 590.33
587.96 589.55
587.68 589.30
586.74 586.13
586.86 586.97
588.53 585.99
591.44 591.74
594.29 593.69
596.58 597.37
598.35 598.78
598.88 599.43
598.18 598.95
597.13 597.69
596.08 597.00
595.12 595.86
594.86 595.37
595.29 595.54
595.91 596.09
597.62 597.00
600.40 599.39
602.66 602.26
604.06 604.13
604.85 604.04
605.37 604.97
605.11 606.52
605.05 606.24
605.76 607.23
606.59 607.88
607.22 608.62
607.35 609.34
606.99 608.60
606.13 607.41
605.08 606.11
604.09 606.85
604.26 606.31
605.58 606.53
606.97 607.52
790+00
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00
835+00
EXISTING @ ℄ NBFR3
PROPOSED PGL
VPC STA 801+50.00 EL. = 595.60'
STA = 804+25.00 EL = 600.86' ex = -1.70' K = 223 L = 550.00'
(+)1.91%
(-)0.56%
℄ XRHN (ROCKHILL RD.)
VPC STA 807+00.00 EL. = 599.32'
VPT STA 807+00.00 EL. = 599.32'
STA = 807+75.00 EL = 598.90' ex = 0.21' K = 131 L = 150.00'
(+)0.58%
VPT STA 808+50.00 EL. = 599.34'
VPC STA 816+75.00 EL. = 604.14'
STA = 817+50.00 EL = 604.58' ex = 0.03' K = 1012 L = 150.00'
(+)0.73%
VPT STA 818+25.00 EL. = 605.12'
STA = 821+00.00 EL = 607.13' ex = -0.04' K = 761 L = 150.00'
VPC STA 820+25.00 EL. = 606.59'
℄ XVIR (VIRGINIA PKWY.)
(+)0.53%
VPT STA 821+75.00 EL. = 607.53'
VPC STA 829+25.00 EL. = 611.53'
(+)0.53 %
STA = 830+00.00 EL = 611.93' ex = 0.16' K = 175 L = 150.00'
(+)1.39 %
VPT STA 830+75.00 EL. = 612.97'
VPC STA 831+30.00 EL. = 613.74'
STA = 832+05.00 EL = 614.78' ex = -0.35' K = 79 L = 150.00'
(-)0.50 %
VPT STA 832+80.00 EL. = 614.41'
VPC STA 833+40.00 EL. = 614.11'
STA = 834+15.00 EL = 613.73' ex = 0.21' K = 133 L = 150.00'
(+)0.63 %
VPT STA 834+90.00 EL. = 614.20'
VPC STA 837+75.00 EL. = 615.99'
℄ XBDA (BOIS D ARC RD.)
STA = 838+50.00 EL = 616.46' ex = 0.01' K = 3619 L = 150.00'
(+)0.67 %
VPT STA 839+25.00 EL. = 616.97'
VPC STA 841+50.00 EL. = 618.47'
(+)0.67%
STA = 842+25.00 EL = 618.97' ex = 0.20' K = 143 L = 150.00'
(+)1.72%
℄ XGRN (GREENWOOD RD.)
VPT STA 843+00.00 EL. = 620.26'
VPC STA 843+25.00 EL. = 620.69'
STA = 844+00.00 EL = 621.99' ex = -0.23' K = 123 L = 150.00'
(+)0.50%
VPT STA 844+75.00 EL. = 622.36'
594.65 597.68
596.50 598.97
597.96 600.17
598.98 599.89
599.54 599.60
599.66 597.58
599.32 595.13
599.14 599.10
599.63 600.35
600.21 600.17
600.79 600.81
601.38 601.45
601.96 602.19
602.54 602.92
603.12 603.54
603.70 603.99
604.29 604.61
604.95 605.14
605.67 605.69
606.40 606.54
607.10 607.18
607.67 607.55
608.20 607.77
608.73 608.71
609.27 609.84
609.80 610.76
610.33 611.17
610.87 611.49
611.40 611.83
612.09 612.15
613.32 613.18
614.40 613.46
614.31 613.96
613.94 615.41
614.26 615.94
614.89 616.95
615.52 618.30
616.15 617.35
616.80 618.35
617.47 618.78
618.14 619.43
618.89 619.85
620.26 621.05
621.76 622.21
622.49 622.98
622.99 623.07
623.49 624.32
623.99 624.95
805+00
810+00
815+00
820+00
825+00
830+00
835+00
840+00
845+00


END PROJECT PGL
℄ SBFR4 STA. 869+86.11
EL = 656.66
MATCH EXIST. PVMT.
PROPOSED PGL
EXISTING ℗ ℄ SBFR4
SOUTHBOUND FRONTAGE ROAD (SBFR4)
840+00
845+00
850+00
855+00
860+00
865+00
870+00
875+00


END PROJECT PGL
℄ NBFR3 STA. 871+22.60
EL = 661.59
MATCH EXIST. PVMT.
NORTHBOUND FRONTAGE ROAD (NBFR3)
850+00
855+00
860+00
865+00
870+00
875+00
880+00
885+00

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DALLAS DISTRICT

Design Schematic

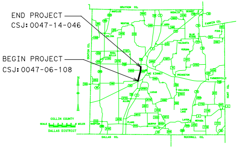
William L. Hale, P.E.
District Engineer

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.
COLLIN COUNTY
DALLAS DISTRICT
DALLAS CO.
ROCKWALL CO.

Scale:
Horizontal 1:200
Vertical 1:20

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Original Approved October 2003

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