Texas Department
of Transportation

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Dallas District

Mohamed K. Bur, P.E.
Dallas District Engineer

US 75 RIDGEVIEW INTERCHANGE

DESIGN SCHEMATIC

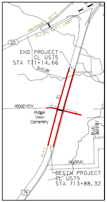
At: Ridgeview Dr.

CSJ: 0047-06-161

Collin County
Functional Class: Urban Freeway
Project Length: 0.712 Miles

Design Speed:

General Purpose Mainlanes:	55 mph
Peak Period Travel Lanes:	55 mph
Ramps:	50 mph
Frontage Roads:	40 mph
Frontage Access Roads:	40 mph
Cross Street:	30 mph
U-Turns:	25 mph
Transition Pavement:	15 mph



McKINNEY CITY
ALLEN CITY LIMIT
121
END PROJECT
CL US75
STA 771+14.66
SHELBY
RIDGEVIEW
Ridge View Cemetery
BLUE BONNET
CITY
MURRAY
BEGIN PROJECT
CL US75
STA 713+88.32
75
N

LOCATION MAP
NTS

LEGEND

⬜	EXISTING PAVEMENT
⬛	EXISTING STRUCTURES
🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROADS
🟧	PROPOSED FRONTAGE ACCESS RAMPS
🟥	PROPOSED RAMP
🟦	PROPOSED CROSS STREETS
🟪	PROPOSED BRIDGE STRUCTURES
🟦	PROPOSED SIDEWALKS
🟫	PROPOSED TRANSITION PAVEMENT
☒	REMOVE PAVEMENT
—	RETAINING WALLS
— · ·	EXISTING ROW
· —	PROPOSED ROW
· · —	EXISTING DRAINAGE EASEMENT
· · —	PROPOSED DRAINAGE EASEMENT
—+++—	CONTROL OF ACCESS
(XX)	PROPERTY OWNERSHIP LABEL

0 100 200 300 400
HORIZ. SCALE IN FEET

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

APRIL 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
BRIAN A. SWINDELL	80688
M. SHANE WALTERS	100195

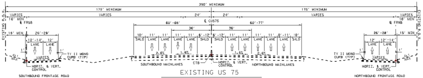
APRIL 2019
DATE

NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

ROLL 1 OF 1

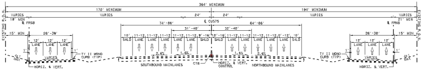
HDR
Firm Registration No. F-754

17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400



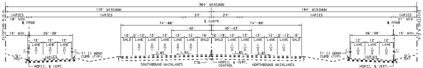
350' MINIMUM
175' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
CTB
HORIZ. & VERT. CONTROL
TY II MONO CURB (TYP)
SOUTHBOUND FRONTAGE ROAD
*SEE SOUTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
NORTHBOUND FRONTAGE ROAD
*SEE NORTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL

EXISTING US 75
STA 733+56 TO STA 758+26
NTS



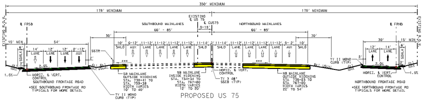
364' MINIMUM
170' MINIMUM
194' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
SOUTHBOUND FRONTAGE ROAD
*SEE SOUTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
NORTHBOUND FRONTAGE ROAD
*SEE NORTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL

EXISTING US 75
STA 758+26 TO STA 763+13
NTS



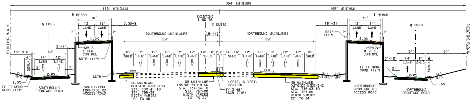
364' MINIMUM
170' MINIMUM
194' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
SOUTHBOUND FRONTAGE ROAD
*SEE SOUTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
NORTHBOUND FRONTAGE ROAD
*SEE NORTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL

EXISTING US 75
STA 758+26 TO STA 771+15
NTS



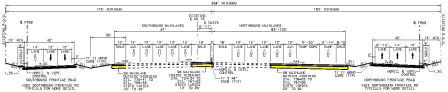
350' MINIMUM
175' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
SSTR
SB MAINLANE OUTSIDE WIDENING STA. 730+41 TO STA. 759+38 WIDTH VARIES 10' TO 40'
SB MAINLANE INSIDE WIDENING STA. 734+34 TO STA. 767+00 WIDTH VARIES 12' TO 20'
TY 3 48" SSCB (TYP)
NB MAINLANE OUTSIDE WIDENING STA. 736+03 TO STA. 767+00 WIDTH VARIES 22' TO 54'
SOUTHBOUND FRONTAGE ROAD
*SEE SOUTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
NORTHBOUND FRONTAGE ROAD
*SEE NORTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
TY II MONO CURB (TYP)

PROPOSED US 75
STA 708+53 TO 743+11



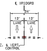
354' MINIMUM
159' MINIMUM
195' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
SOUTHBOUND FRONTAGE ROAD
SOUTHBOUND FRONTAGE RD ACCESS ROAD
NORTHBOUND FRONTAGE RD ACCESS ROAD
NORTHBOUND FRONTAGE ROAD

PROPOSED US 75
STA 743+11 TO STA 758+26



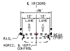
358' MINIMUM
175' MINIMUM
183' MINIMUM
SOUTHBOUND MAINLANES
NORTHBOUND MAINLANES
SOUTHBOUND FRONTAGE ROAD
*SEE SOUTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL
NORTHBOUND FRONTAGE ROAD
*SEE NORTHBOUND FRONTAGE RD TYPICALS FOR MORE DETAIL

PROPOSED US 75
STA 758+26 TO STA 767+00



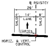
℄ XRIDGRD
24'
12' LANE
12' LANE
HORIZ. & VERT. CONTROL

EXISTING RIDGEVIEW RD
BEGIN TO 15+07
18+17 TO END
NTS



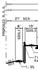
℄ XRIDGRD
26'
12' LANE
12' LANE
RAIL
BEAM (TYP)
HORIZ. & VERT. CONTROL

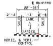
EXISTING RIDGEVIEW RD
15+07 TO 18+17
NTS



℄ RSXSTCY
26'
4' SHLD
14' LANE
8' SHLD
VARIES
HORIZ. & VERT. CONTROL

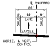
RAMP TO STACY RD
PROPOSED TYPICAL SECTION
STA 17+43 TO STA 21+95
NTS





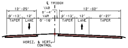
℄ RNXFRRD
22'-26'
2'-4' SHLD
14' LANE
6'-8' SHLD
VARIES
HORIZ. & VERT. CONTROL

RAMP TO FRONTAGE RD
EXISTING TYPICAL SECTION
BEGIN TO END
NTS



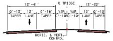
℄ RNXFRRD
26'
4' SHLD
14' LANE
8' SHLD
VARIES
HORIZ. & VERT. CONTROL

RAMP TO FRONTAGE RD
PROPOSED TYPICAL SECTION
STA 17+43 TO STA 21+95
NTS



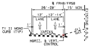
℄ TRIDGW
12'-25'
0'-13' TAPER
12' LANE
VAR 0'-4'
VAR 0'-16'
12'-52'
0'-13' TAPER
12' LANE
0'-27' TAPER
HORIZ. & VERT. CONTROL

PROPOSED RIDGEVIEW RD TRANS
℄ TRIDGW STA 10+25 TO STA 13+20
NTS



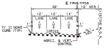
℄ TRIDGE
12'-41'
0'-13' TAPER
12' LANE
0'-16' TAPER
VAR 0'-10'
VAR 0'-10'
12'-22'
12' LANE
0'-10' TAPER
HORIZ. & VERT. CONTROL

PROPOSED RIDGEVIEW RD TRANS
℄ TRIDGE STA 10+00 TO STA 13+80
NTS



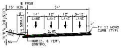
℄ FRNB/FRSB
26'-28'
15' MIN
12' LANE
12'-14' LANE
VARIES
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

EXISTING NB & SB FRONTAGE
NTS



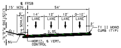
℄ FRNB/FRSB
40'
15' MIN
12' LANE
12' LANE
14' LANE
VARIES
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

EXISTING NB & SB FRONTAGE
NTS



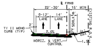
℄ FRSB
15' MIN
54'
6' SDWLK
14' LANE
12' LANE
12' LANE
0-12' LANE
2.0%
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

PROPOSED SB FRONTAGE
FRSB: STA 509+00 TO 525+00
NTS



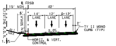
℄ FRSB
15' MIN
54'
6' SDWLK
14' LANE
12' LANE
12' LANE
0-12' LANE
2.0%
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

PROPOSED SB FRONTAGE
FRSB: STA 525+00 TO 530+16
NTS



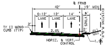
℄ FRNB
22'-30'
15' MIN
0-12' LANE
14' LANE
6' SDWLK
2.0%
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

PROPOSED NB FRONTAGE
FRNB: STA 10+00 TO STA 27+28
NTS



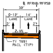
℄ FRSB
15' MIN
42'
6' SDWLK
14' LANE
12' LANE
0-12' LANE
2.0%
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

PROPOSED SB FRONTAGE
FRSB: STA 530+16 TO 563+54
NTS



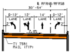
℄ FRNB
42'
15' MIN
0-12' LANE
12' LANE
14' LANE
6' SDWLK
2.0%
TY II MONO CURB (TYP)
HORIZ. & VERT. CONTROL
EXISTING R.O.W.

PROPOSED NB FRONTAGE
FRNB: STA 27+28 TO 40+52
NTS



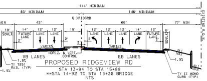
℄ RFRNB/RFRSB
30'
0-12' LANE
14' LANE
2.0%
TY T551 RAIL (TYP)

PROPOSED NB & SB
FRONTAGE RD ACCESS RAMPS
RFRNB: STA 14+20 TO STA 14+85
RFRNB: STA 21+60 TO STA 27+35
RFRSB: STA 16+30 TO STA 21+70
RFRSB: STA 28+45 TO STA 29+65
NTS

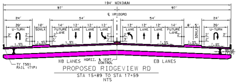


℄ RFRNB/RFRSB
30'-54'
0-12' LANE
12' LANE
14' LANE
0-12' LANE
2.0%
TY T551 RAIL (TYP)

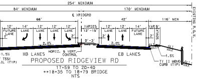
PROPOSED NB & SB
FRONTAGE RD ACCESS RAMPS
RFRNB: STA 14+85 TO STA 19+50
RFRSB: STA 23+80 TO STA 28+45
NTS



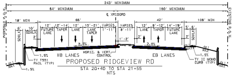
PROPOSED RIDGEVIEW RD
STA 13+94 TO STA 15+89
**STA 14+92 TO STA 15+36 BRIDGE
NTS



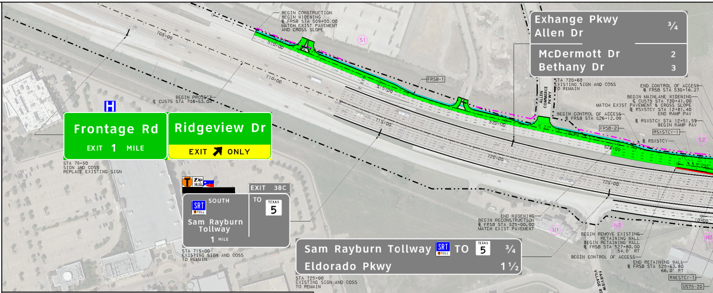
PROPOSED RIDGEVIEW RD
STA 15+89 TO STA 17+59
NTS



PROPOSED RIDGEVIEW RD
17+59 TO 20+40
**18+35 TO 18+79 BRIDGE
NTS



PROPOSED RIDGEVIEW RD
STA 20+40 TO STA 21+55
NTS



Exhange Pkwy
Allen Dr
3/4
McDermott Dr 2
Bethany Dr 3
Frontage Rd
EXIT 1 MILE
Ridgeview Dr
EXIT ONLY
STA 70+50
SIGN AND COSS
REPLACE EXISTING SIGN
EXIT 38C
SOUTH
SRT
Sam Rayburn Tollway
1 MILE
TO
TEXAS 5
STA 715+00
EXISTING SIGN AND COSS
TO REMAIN
Sam Rayburn Tollway SRT TO 5 3/4
Eldorado Pkwy 1 1/2
STA 725+00
EXISTING SIGN AND COSS
TO REMAIN
BEGIN CONSTRUCTION
BEGIN WIDENING
℄ FRSB STA 509+00.00
MATCH EXIST PAVEMENT
AND CROSS SLOPE
BEGIN PROJECT
℄ CUS75 STA 708+53.04
STA 720+60
EXISTING SIGN AND COSS
TO REMAIN
END CONTROL OF ACCESS
℄ FRSB STA 530+16.27
BEGIN MAINLANE WIDENING
℄ CUS75 STA 730+41.00
MATCH EXIST PAVEMENT & CROSS SLOPE
℄ RSXSTCY STA 12+81.40
END RAMP PAV
BEGIN CONTROL OF ACCESS
℄ FRSB STA 526+12.00
℄ RSXSTCY STA 12+51.59
BEGIN RAMP PAV
END WIDENING
BEGIN RECONSTRUCTION
℄ FRSB STA 525+00.00
MATCH EXIST PAVEMENT
BEGIN REMOVE EXISTING
RETAINING WALL
BEGIN RETAINING WALL
℄ FRSB STA 527+80.00
54.0' RT
BEGIN CONTROL OF ACCESS
END RETAINING WALL
℄ FRSB STA 529+63.80
66.0' RT
FRSB-1
FRSB-2
RSXSTCY-1
RSXSTCY
RNESTCY-1
US75-20
ALLEN COMMERCE PKWY
FAIRVIEW VILLAGE RD
705+00
710+00
715+00
720+00
725+00
510+00
515+00
520+00
525+00
10+00
S1
S2
N1
N2

CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
MAINLANES											
US75	US75-20	20° 55′ 50.26" LT	1° 00′ 00.00"	1,058.33′	2,093.06′	5,729.58′	713+01.21	7,102,612.29	2,534,138.33	723+59.54	733+94.27
	US75-21	0° 59′ 25.61" LT	0° 24′ 22.87"	121.87′	243.74′	14,100.00′	743+63.24	7,104,677.11	2,534,734.52	744+85.12	746+06.98
	US75-22	0° 22′ 18.37" LT	0° 24′ 22.87"	45.74′	91.49′	14,100.00′	753+46.54	7,105,552.91	2,534,971.07	753+92.29	754+38.03
	US75-23	1° 51′ 31.13" RT	0° 24′ 22.87"	228.72′	457.40′	14,100.00′	762+71.25	7,106,624.12	2,535,252.96	764+99.96	767+28.64
FRONTAGE ROADS											
FRNB	FRNB-1	9° 41′ 51.30" LT	0° 58′ 39.88"	497.10′	991.83′	5,860.00′	89+36.39	7,103,210.50	2,534,455.11	84+39.29	94+31.12
	FRNB-2	9° 48′ 11.05" RT	3° 49′ 10.99"	128.64′	256.64′	1,500.00′	101+28.64	7,104,363.81	2,534,766.54	100+00.00	102+56.64
	FRNB-3	9° 28′ 28.23" LT	2° 02′ 46.60"	232.03′	463.01′	2,800.00′	104+88.68	7,104,690.92	2,534,918.47	102+56.64	107+19.66
	FRNB-4	3° 45′ 22.80" LT	1° 54′ 35.49"	98.38′	196.68′	3,000.00′	114+14.40	7,105,584.25	2,535,165.20	113+16.03	115+12.71
	FRNB-5	4° 53′ 17.64" RT	2° 51′ 53.24"	85.37′	170.63′	2,000.00′	118+41.57	7,106,002.64	2,535,251.72	117+56.20	119+26.83
FRSB	FRSB-1	9° 47′ 53.97" LT	1° 44′ 31.35"	281.92′	562.46′	3,289.00′	517+52.50	7,102,173.51	2,533,634.05	514+70.59	520+33.05
	FRSB-2	6° 04′ 25.94" LT	1° 44′ 06.66"	175.19′	350.04′	3,302.00′	526+99.33	7,103,016.58	2,534,068.03	525+24.15	528+74.19
	FRSB-3	5° 46′ 19.86" LT	0° 49′ 06.64"	352.90′	705.21′	7,000.00′	532+27.09	7,103,509.04	2,534,258.69	528+74.19	535+79.39
	FRSB-4	5° 32′ 04.19" LT	1° 54′ 35.49"	145.01′	289.79′	3,000.00′	547+50.95	7,104,978.82	2,534,663.30	546+05.94	548+95.73
	FRSB-5	8° 28′ 41.11" RT	1° 37′ 29.82"	261.35′	521.74′	3,526.00′	554+92.34	7,105,709.50	2,534,790.26	552+30.99	557+52.74
	FRSB-6	2° 53′ 20.78" LT	5° 27′ 24.27"	26.48′	52.95′	1,050.00′	563+27.12	7,106,502.80	2,535,053.16	563+00.64	563+53.59
BYPASS											
BFRNB	BFRNB-1	9° 48′ 11.05" RT	3° 49′ 10.99"	128.64′	256.64′	1,500.00′	11+28.64	7,104,363.81	2,534,766.54	10+00.00	12+56.64
	BFRNB-2	9° 28′ 28.23" LT	2° 02′ 46.60"	232.03′	463.01′	2,800.00′	14+88.68	7,104,690.92	2,534,918.47	12+56.64	17+19.66
	BFRNB-3	3° 45′ 22.80" LT	1° 54′ 35.49"	98.38′	196.68′	3,000.00′	24+14.40	7,105,584.25	2,535,165.20	23+16.03	25+12.71
	BFRNB-4	4° 53′ 17.64" RT	2° 51′ 53.24"	85.37′	170.63′	2,000.00′	28+41.57	7,106,002.64	2,535,251.72	27+56.20	29+26.83
BFRSB	BFRSB-1	5° 32′ 04.19" LT	3° 10′ 59.16"	87.00′	173.87′	1,800.00′	20+79.61	7,105,098.78	2,534,696.32	19+92.61	21+66.48
	BFRSB-2	6° 37′ 08.83" RT	2° 50′ 41.55"	116.46′	232.67′	2,014.00′	25+48.69	7,105,561.07	2,534,776.65	24+32.23	26+64.90
RAMPS											
RNESTCY	RNESTCY-1	7° 51′ 48.48" LT	3° 47′ 03.83"	104.06′	207.79′	1,514.00′	10+00.00	7,103,220.73	2,534,409.76	11+04.06	12+07.79
	RNESTCY-2	4° 38′ 41.20" RT	3° 51′ 20.54"	60.27′	120.47′	1,486.00′	12+07.79	7,103,380.73	2,534,447.21	12+68.05	13+28.25
	RNESTCY-3	1° 42′ 54.64" LT	0° 59′ 05.54"	87.08′	174.15′	5,817.58′	13+28.25	7,103,521.00	2,534,492.31	14+15.33	15+02.40
	RNESTCY-4	4° 46′ 57.66" LT	1° 59′ 24.46"	120.23′	240.32′	2,879.00′	16+63.99	7,103,875.42	2,534,594.64	17+84.22	19+04.31
	RNESTCY-5	3° 18′ 00.84" RT	1° 59′ 59.47"	82.53′	165.02′	2,865.00′	19+04.31	7,104,074.24	2,534,634.45	19+86.84	20+69.33
RNXFRRD	RNXFRRD-1	4° 53′ 48.26" RT	0° 57′ 00.64"	257.83′	515.35′	6,030.00′	10+72.74	7,105,951.04	2,535,155.46	13+30.57	15+88.09
	RNXFRRD-2	2° 51′ 27.48" LT	0° 57′ 00.64"	150.40′	300.75′	6,030.00′	15+88.09	7,106,335.53	2,535,292.67	17+38.49	18+88.84
	RNXFRRD-3	7° 52′ 47.86" RT	3° 49′ 10.99"	103.31′	206.30′	1,500.00′	21+99.73	7,106,876.09	2,535,455.70	23+03.04	24+06.03
	RNXFRRD-4	5° 08′ 43.34" LT	3° 47′ 03.83"	68.03′	135.96′	1,514.00′	24+06.03	7,107,031.80	2,535,527.19	24+74.05	25+41.99
RSXSTCY	RSXSTCY-1	2° 27′ 59.80" RT	1° 54′ 35.49"	64.59′	129.15′	3,000.00′	10+16.32	7,103,141.39	2,534,155.50	10+80.90	11+45.47
	RSXSTCY-2	9° 06′ 01.75" LT	1° 59′ 59.47"	228.01′	455.06′	2,865.00′	12+52.94	7,103,503.36	2,534,325.88	14+80.95	17+08.00
RFRNB	RFRNB-1	4° 58′ 35.42" RT	3° 49′ 10.99"	65.18′	130.28′	1,500.00′	11+65.18	7,104,386.87	2,534,772.76	11+00.00	12+30.28
	RFRNB-2	4° 38′ 52.60" LT	2° 51′ 53.24"	81.17′	162.24′	2,000.00′	14+05.82	7,104,612.95	2,534,855.44	13+24.66	14+86.90
	RFRNB-3	1° 00′ 00.00" LT	1° 54′ 35.49"	26.18′	52.36′	3,000.00′	24+47.18	7,105,616.80	2,535,132.69	24+21.00	24+73.36
	RFRNB-4	3° 53′ 10.13" RT	1° 54′ 35.49"	101.78′	203.48′	3,000.00′	27+82.83	7,105,941.85	2,535,216.39	26+81.05	28+84.53
	RFRNB-5	1° 45′ 15.29" LT	1° 54′ 35.49"	45.93′	91.85′	3,000.00′	29+30.46	7,106,082.07	2,535,262.83	28+84.53	29+76.38
RFRSB	RFRSB-1	3° 37′ 30.12" RT	3° 49′ 10.99"	47.47′	94.90′	1,500.00′	11+74.04	7,104,219.24	2,534,479.09	11+26.58	12+21.48
	RFRSB-2	3° 37′ 30.12" LT	1° 38′ 16.65"	110.69′	221.31′	3,498.00′	13+32.17	7,104,368.77	2,534,530.62	12+21.48	14+42.79
	RFRSB-3	2° 22′ 39.69" LT	1° 53′ 18.44"	62.96′	125.91′	3,034.00′	18+73.44	7,104,890.70	2,534,674.30	18+10.48	19+36.38
	RFRSB-4	5° 19′ 16.61" RT	3° 49′ 10.99"	69.71′	139.31′	1,500.00′	33+12.99	7,106,293.29	2,534,998.48	32+43.29	33+82.60
CROSS STREETS											
XRIDGDR	XRIDGDR-1	15° 17′ 13.68" RT	3° 49′ 10.99"	201.30′	400.22′	1,500.00′	12+01.30	7,105,386.67	2,534,428.08	10+00.00	14+00.22
	XRIDGDR-2	32° 16′ 14.08" RT	7° 26′ 27.64"	222.76′	433.69′	770.00′	23+77.62	7,105,078.50	2,535,565.78	21+54.85	25+88.54
TRANSITIONS											
TRIDGW	TRIDGW-1	86° 50′ 30.90" RT	121° 54′ 21.29"	44.48′	71.24′	47.00′	10+93.24	7,105,337.77	2,534,374.82	10+48.76	11+20.00
	TRIDGW-2	22° 30′ 28.87" RT	14° 19′ 26.20"	79.59′	157.14′	400.00′	12+26.50	7,105,359.26	2,534,524.26	11+46.90	13+04.04
	TRIDGW-3	0° 36′ 05.12" RT	3° 49′ 10.99"	7.87′	15.75′	1,500.00′	13+11.91	7,105,337.62	2,534,609.01	13+04.04	13+19.79
TRIDGE	TRIDGE-1	13° 56′ 23.28" LT	16° 22′ 12.80"	42.79′	85.15′	350.00′	10+42.79	7,105,125.55	2,535,392.07	10+00.00	10+85.15
	TRIDGE-2	28° 23′ 44.17" RT	14° 19′ 26.20"	101.20′	198.24′	400.00′	13+24.92	7,105,119.56	2,535,674.56	12+23.72	14+21.96
U-TURNS											
UTRVNS	UTRVNS-1	90° 17′ 00.86" LT	110° 11′ 03.09"	52.26′	81.94′	52.00′	10+52.26	7,105,144.44	2,534,962.81	10+00.00	10+81.94
	UTRVNS-2	92° 08′ 31.53" LT	179° 02′ 57.52"	33.22′	51.46′	32.00′	12+29.78	7,105,196.75	2,534,769.67	11+96.56	12+48.02
UTRVSN	UTRVSN-1	87° 51′ 28.47" LT	110° 11′ 03.09"	50.09′	79.74′	52.00′	10+50.09	7,105,376.91	2,534,823.63	10+00.00	10+79.74
	UTRVSN-2	89° 42′ 59.14" LT	179° 02′ 57.52"	31.84′	50.11′	32.00′	12+37.69	7,105,322.52	2,535,024.44	12+05.85	12+55.96

CONSTRUCTION PHASING

PHASE 1

1. CONSTRUCT WB (NORTHERN 2/3S OF THE BRIDGE WIDTH) RIDGEVIEW BRIDGE.
2. ONCE THE BRIDGE SUBSTRUCTURE IS IN PLACE AND PROPERLY CURED INSTALL METAL BEAM GUARD FENCE, TERMINALS, CONCRETE BARRIER, AND CRASH CUSHIONS ON US-75 MEDIAN AND SHOULDERS.
3. WHEN SETTING BEAMS, PROTECT UNDERLYING TRAVEL LANES ON US-75 BY CLOSING LANES WITH TCP (6-6)-12 FREEWAY LANE CLOSURE. DETOUR TRAFFIC TO RAMPS PER TRAFFIC CONTROL PLAN STANDARDS AND PER THE FIELD ENGINEER. US-75 LANES SHALL BE CLOSED IN ONLY ONE DIRECTION AT A TIME.
4. PLACE PCTB ON THE NEWLY CONSTRUCTED RIDGEVIEW BRIDGE.
5. SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED RIDGEVIEW BRIDGE.

PHASE 2

1. DEMO EXISTING RIDGEVIEW BRIDGE
2. CONSTRUCT EB (REMAINING SOUTHERN 1/3 OF THE BRIDGE WIDTH) RIDGEVIEW BRIDGE
3. ONCE THE BRIDGE SUBSTRUCTURE IS IN PLACE AND PROPERLY CURED INSTALL METAL BEAM GUARD FENCE, TERMINALS, CONCRETE BARRIER, AND CRASH CUSHIONS ON US-75 MEDIAN AND SHOULDERS.
4. WHEN SETTING BEAMS, PROTECT UNDERLYING TRAVEL LANES ON US-75 BY CLOSING LANES WITH TCP (6-6)-12 FREEWAY LANE CLOSURE. DETOUR TRAFFIC TO RAMPS PER TRAFFIC CONTROL PLAN STANDARDS AND PER THE FIELD ENGINEER. US-75 LANES SHALL BE CLOSED IN ONLY ONE DIRECTION AT A TIME.
5. REMOVE PCTB AND SHIFT TRAFFIC TO FINAL BRIDGE CONFIGURATION

NOTES

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED NOVEMBER 2013 AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
4. ADA RAMPS ARE NOT DEPICTED IN THE PLAN.
5. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
6. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
7. TRAFFIC PROJECTIONS DEVELOPED BASED ON 2040 NCTCOG TRAVEL DEMAND MODEL. METHODOLOGY IS OUTLINED IN TRAFFIC PROJECTIONS MEMORANDUM FOR US75/RIDGEVIEW.
8. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS 48085C0385J, EFFECTIVE JUNE 2, 2009.
9. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT, JULY 23, 2018
10. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
11. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
12. TOPOGRAPHICAL INFORMATION SOURCED FROM GOOGLE MAPS, SEPTEMBER 6, 2017.

SUPERELEVATION

CROSS SLOPE & SUPERELEVATION RATES - (RFRNB)

STATION LIMITS			SUPERELEVATION RATE (%)
14+22.40	TO	29+66.70	-2.00
18+44.00	TO	18+94.00	-2.00 TO -1.50
18+94.00	TO	21+66.00	-1.50
21+66.00	TO	22+16.00	-1.50 TO -2.00
22+16.00	TO	27+36.00	-2.00

CROSS SLOPE & SUPERELEVATION RATES - (RFRSB)

STATION LIMITS			SUPERELEVATION RATE (%)
13+24.00	TO	21+09.00	-2.00
21+09.00	TO	21+59.00	-2.00 TO -1.50
21+59.00	TO	24+31.00	-1.50
24+31.00	TO	24+81.00	-1.50 TO -2.00
24+81.00	TO	29+66.00	-2.00

CROSS SLOPE & SUPERELEVATION RATES - (FRNB)

STATION LIMITS			SUPERELEVATION RATE (%)
9+87.33	TO	29+66.70	-2.00

CROSS SLOPE & SUPERELEVATION RATES - (FRSB)

STATION LIMITS			SUPERELEVATION RATE (%)
533+51.72	TO	562+45.52	-2.00

CROSS SLOPE & SUPERELEVATION RATES - (RIDGEVIEW)

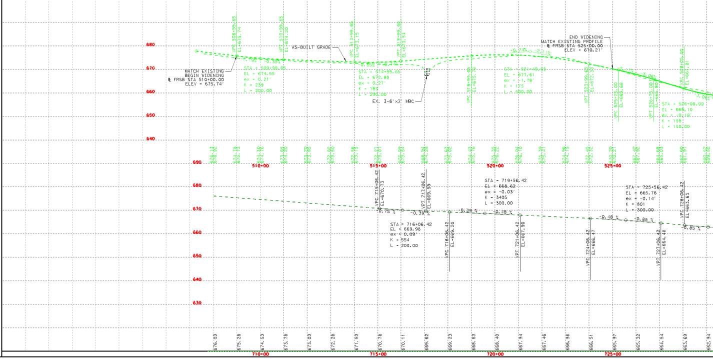
STATION LIMITS			SUPERELEVATION RATE (%) LEFT AND RIGHT FROM CL
10+00.00	TO	13+50.00	-2.00
13+50.00	TO	15+00.00	-2.00 TO -0.50
15+00.00	TO	19+00.00	-0.50
19+00.00	TO	20+50.00	-0.50 TO -2.00
20+50.00	TO	21+54.85	-2.00

CROSS SLOPE & SUPERELEVATION RATES - (RNXFRRD)

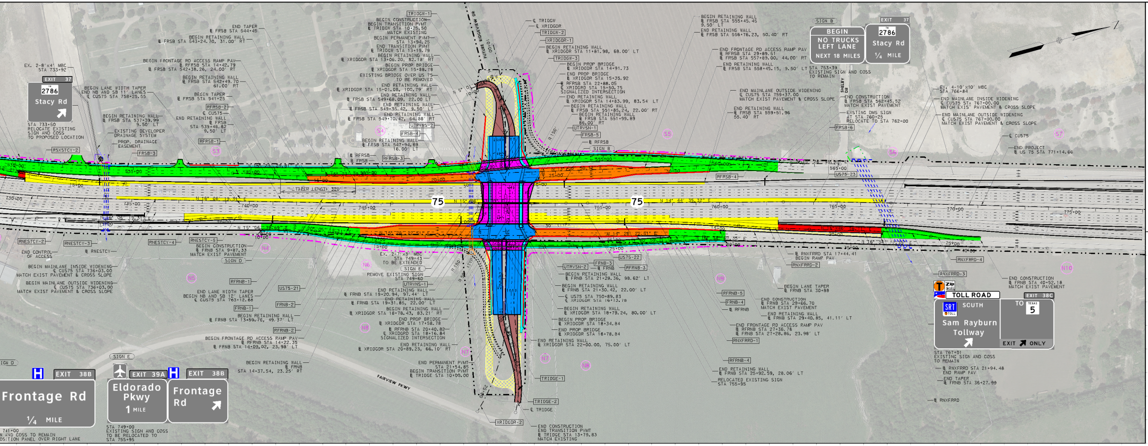
STATION LIMITS			SUPERELEVATION RATE (%)
10+00.00	TO	15+50.00	-2.50
15+50.00	TO	17+50.00	-2.50 TO -2.00
17+50.00	TO	25+13.00	-2.00

PROPERTY OWNERSHIP DATA

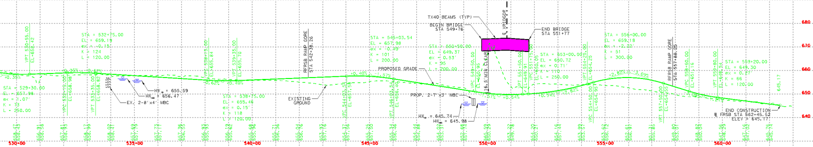
PROP ID	OWNER	ADDRESS	CITY	COUNTY
S1	ALLEN PREMIUM OUTLETS LP	820 W STACY RD - ALLEN, TX 75013	ALLEN	COLLIN
S2	ALLEN COMMERCE CENTER LP	CENTRAL EXPY - ALLEN, TX	ALLEN	COLLIN
S3	RIDGEVIEW MEMORIAL PARK INC	N CENTRAL EXPY - ALLEN, TX 75013	ALLEN	COLLIN
S4	TURRENTINE JACKSON MORROW INC	2525 N CENTRAL EXPY - ALLEN, TX 75013	ALLEN	COLLIN
S5	ALLENTOWNE MALL LP	CENTRAL EXPY - ALLEN, TX 75013	ALLEN	COLLIN
S6	ALLENTOWNE MALL LP	820 SHELBY DR - ALLEN, TX 75013	ALLEN	COLLIN
S7	ALLENTOWNE MALL LP	800 SHELBY DR - ALLEN, TX 75013	ALLEN	COLLIN
N1	CIRCLE TEN COUNCIL/BOY SCOUTS OF AMERICA	5600 S CENTRAL EXPY - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N2	VILLAGE FV LTD	US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N3	LAWLER H ROGER	US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N4	LAWLER H ROGER	US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N5	LAWLER H ROGER	US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N6	RJJ INVESTMENTS INC	5000 US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N7	LAWLER H ROGER	295 RIDGEVIEW DR - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N8	LAWLER H ROGER	US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N9	LAWLER H ROGER	4808 US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN
N10	WP SLOAN CREEK VII LLC	4600 US HWY 75 - FAIRVIEW, TX 75069	FAIRVIEW	COLLIN



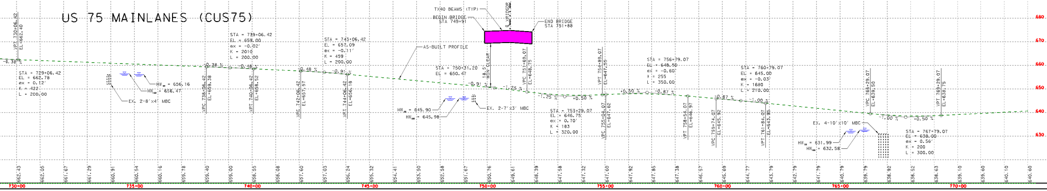
AS-BUILT GRADE
MATCH EXISTING
BEGIN WIDENING
℄ FRSB STA 510+00.00
ELEV = 675.74'
EX. 3-6'x3' MBC
END WIDENING
MATCH EXISTING PROFILE
℄ FRSB STA 525+00.00
ELEV = 670.21'
510+00
515+00
520+00
525+00
710+00
715+00
720+00
725+00


TRIDGW-1
BEGIN CONSTRUCTION
BEGIN TRANSITION PVMT
℄ TRIDGW STA 10+25.50
MATCH EXISTING
BEGIN PERMANENT PVMT
STA 13+94.25
END TRANSITION PVMT
℄ TRIDGW STA 13+19.79
BEGIN RETAINING WALL
℄ XRIDGDR STA 13+06.20, 82.18' RT
BEGIN PROP BRIDGE
℄ XRIDGDR STA 15+88.78
EXISTING BRIDGE OVER US 75
TO BE REMOVED
END RETAINING WALL
℄ XRIDGDR STA 15+01.08, 100.79' RT
END RETAINING WALL
℄ FRSB STA 549+68.09, 22.00 LT
END RETAINING WALL
℄ FRSB STA 549+35.42, 9.50' LT
END RETAINING WALL
℄ FRSB STA 549+70.42, 64.88' RT
UTRVNS-2
FRSB-4
BEGIN RETAINING WALL
℄ FRSB STA 547+94.89
16.00' LT
END TAPER
℄ FRSB STA 544+45
BEGIN RETAINING WALL
℄ FRSB STA 543+24.70, 31.00' RT
BEGIN FRONTAGE RD ACCESS RAMP PAV
℄ RFRSB STA 14+42.79
℄ FRSB STA 542+38.26, 24.00' RT
BEGIN RETAINING WALL
℄ FRSB STA 542+49.70
61.00' RT
BEGIN TAPER
℄ FRSB STA 541+25
RFRSB-2
℄ CUS75
END RETAINING WALL
℄ FRSB
STA 539+46.82
9.50' LT
RFRSB-1
EX. 2-8'x4' MBC
STA 733+92
EXIT 37
FM 2786
Stacy Rd
STA 733+50
RELOCATE EXISTING
SIGN AND COSS
TO PROPOSED LOCATION
BEGIN LANE WIDTH TAPER
END NB AND SB 11' LANES
℄ CUS75 STA 758+25.55
BEGIN RETAINING WALL
℄ FRSB STA 537+39.99
9.50' LT
EXISTING DEVELOPER
DRAINAGE SYSTEM
PROP. DRAINAGE
EASEMENT
R5XSTCY-2
FRSB-3
S3
S4
℄ RFRSB
℄ FRSB
RFRSB-3
530+00
535+00
15+00
20+00
730+00
735+00
740+00
745+00
N 16° 23' 29.81" E
N 16° 06' 19.31" E
TAPER LENGTH 320'
75
N 15° 06'
N 14° 44' 35.32" E
N 13° 00' 50.12" E
N 15° 06' 39.69" E
N 20° 05' 15.31" E
N 15° 26' 22.51" E
N 14° 26' 22.51" E
℄ TRIDGW
℄ XRIDGDR
TRIDGW-2
XRIDGDR-1
BEGIN RETAINING WALL
℄ XRIDGDR STA 11+81.98, 68.00' LT
TRIDGW-3
BEGIN PROP BRIDGE
℄ XRIDGDR STA 14+91.73
END PROP BRIDGE
℄ XRIDGDR STA 15+35.92
℄ RFRSB STA 22+88.05
℄ XRIDGRD STA 15+50.75
SIGNALIZED INTERSECTION
END RETAINING WALL
℄ XRIDGDR STA 14+83.99, 83.54 LT
BEGIN RETAINING WALL
℄ FRSB STA 551+85.24, 22.00' RT
BEGIN RETAINING WALL
℄ FRSB STA 551+99.89
86.00' RT
UTRVSN-1
FRSB-5
℄ RFRSB
SIGN B
FUTURE RIDGEVIEW DR
10+00
N 5° 01'
R 150'
S5
555+00
560+00
25+00
30+00
750+00
755+00
BEGIN RETAINING WALL
℄ FRSB STA 555+45.45
9.50' LT
END RETAINING WALL
℄ FRSB STA 556+76.23, 50.40' RT
END FRONTAGE RD ACCESS RAMP PAV
℄ RFRSB STA 29+89.51
℄ FRSB STA 557+89.00, 44.00' RT
END RETAINING WALL
℄ FRSB STA 558+45.15, 9.50' LT
STA 753+39
EXISTING SIGN AND COSS
TO REMAIN
END MAINLANE OUTSIDE WIDENING
℄ CUS75 STA 759+37.00
MATCH EXIST PAVEMENT & CROSS SLOPE
END RETAINING WALL
℄ FRSB STA 559+51.96
55.40' RT
SIGN B
BEGIN
NO TRUCKS
LEFT LANE
NEXT 18 MILES
EXIT 37
FM 2786
Stacy Rd
¼ MILE
SHELBY DR
END CONSTRUCTION
℄ FRSB STA 562+45.52
MATCH EXIST PAVEMENT
EXSTING DMS SIGN
AT STA 760+25
RELOCATE TO STA 762+00
FRSB-6
RFRSB-4
565+00
US75-23
EX. 4-10'x10' MBC
STA 766+84
END MAINLANE INSIDE WIDENING
℄ CUS75 STA 767+00.00
MATCH EXIST PAVEMENT & CROSS SLOPE
END MAINLANE OUTSIDE WIDENING
℄ CUS75 STA 767+00.00
MATCH EXIST PAVEMENT & CROSS SLOPE
℄ CUS75
END PROJECT
℄ US 75 STA 771+14.66
S6
S7
760+00
765+00
770+00
775+00
N 16° 46' 56.71" E
N 16° 34' 17.35" E
35+00
40+00
RNESTCY-2
RNESTCY-3
RNESTCY-4
RNESTCY-5
END CONTROL
OF ACCESS
℄ RNESTCY
BEGIN CONSTRUCTION
℄ FRNB STA 9+87.33
MATCH EXIST PAVEMENT
SIGN D
N4
N5
BEGIN MAINLANE INSIDE WIDENING
℄ CUS75 STA 736+03.00
MATCH EXIST PAVEMENT & CROSS SLOPE
BEGIN MAINLANE OUTSIDE WIDENING
℄ CUS75 STA 736+03.00
MATCH EXIST PAVEMENT & CROSS SLOPE
RFRNB-1
US75-21
END LANE WIDTH TAPER
BEGIN NB AND SB 12' LANES
℄ CUS75 STA 763+12.68
FRNB-2
FRNB-1
BEGIN RETAINING WALL
℄ FRNB STA 13+59.76, 49.37' LT
RFRNB-2
BEGIN FRONTAGE RD ACCESS RAMP PAV
℄ RFRNB STA 14+22.35
℄ FRNB STA 14+09.02, 23.98' LT
BEGIN RETAINING WALL
℄ FRNB
STA 14+37.54, 23.25' RT
SIGN E
SIGN D
EXIT 38B
Frontage Rd
¼ MILE
741+00
N AND COSS TO REMAIN
OSITION PANEL OVER RIGHT LANE
EXIT 39A
Eldorado
Pkwy
1 MILE
EXIT 38B
Frontage
Rd
STA 749+00
EXISTING SIGN AND COSS
TO BE RELOCATED TO
STA 755+95
FAIRVIEW PKWY
EX. 2-7'x3' MBC
STA 749+43
TO BE EXTENDED
N6
SIGN E
REMOVE EXISTING SIGN
STA 749+60
UTRVNS-1
END RETAINING WALL
℄ FRNB STA 19+20.94, 97.44' LT
END RETAINING WALL
℄ FRNB STA 19+31.85, 22.00' LT
BEGIN RETAINING WALL
℄ XRIDGDR STA 18+78.43, 83.21' RT
END PROP BRIDGE
℄ XRIDGDR STA 17+58.78
℄ RFRNB STA 20+40.82
℄ XRIDGRD STA 18+16.84
SIGNALIZED INTERSECTION
END RETAINING WALL
℄ XRIDGDR STA 20+89.23, 66.10' RT
N7
N8
END PERMANENT PVMT
STA 21+54.85
BEGIN TRANSITION PVMT
℄ TRIDGE STA 10+00.00
R 150'
R 50'
(TYP)
25+00
US75-22
FRNB-3
UTRVSN-2
℄ FRNB
RFRNB-3
BEGIN RETAINING WALL
℄ FRNB STA 21+28.36, 98.62' LT
BEGIN RETAINING WALL
℄ FRNB STA 21+30.42, 22.00' LT
℄ US75 STA 750+89.83
℄ XRIDGDR STA 16+73.78
BEGIN RETAINING WALL
℄ XRIDGDR STA 18+79.24, 80.00' LT
BEGIN PROP BRIDGE
℄ XRIDGDR STA 18+34.84
END PROP BRIDGE
℄ XRIDGDR STA 18+78.84
END RETAINING WALL
℄ XRIDGDR STA 22+00.00, 75.00' LT
TRIDGE-1
TRIDGE-2
℄ TRIDGE
XRIDGDR-2
END CONSTRUCTION
END TRANSITION PVMT
℄ TRIDGE STA 13+79.83
MATCH EXISTING
℄ RNXFRRD STA 17+44.41
BEGIN RAMP PAV
RNXFRRD-2
RNXFRRD-4
RNXFRRD-3
N9
N10
BEGIN LANE TAPER
℄ FRNB STA 30+88
RFRNB-5
FRNB-4
℄ RFRNB
END CONSTRUCTION
℄ FRNB STA 29+66.70
MATCH EXIST PAVEMENT
END RETAINING WALL
℄ FRNB STA 29+40.85, 41.11' LT
END FRONTAGE RD ACCESS RAMP PAV
℄ RFRNB STA 27+36.78
℄ FRNB STA 27+28.86, 23.98' LT
RNXFRRD-1
RFRNB-4
END RETAINING WALL
℄ FRNB STA 25+92.59, 28.06' LT
RELOCATED EXISTING SIGN
STA 755+95
END CONSTRUCTION
℄ FRNB STA 40+52.18
MATCH EXIST PAVEMENT
TOLL ROAD
EXIT 38C
SRT
TOLL
SOUTH
Sam Rayburn
Tollway
TO
TEXAS
5
EXIT ONLY
STA 767+01
EXISTING SIGN AND COSS
TO REMAIN
℄ RNXFRRD STA 21+94.48
END RAMP PAV
END TAPER
℄ FRNB STA 36+27.99
℄ RNXFRRD

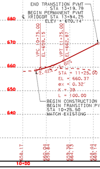
SB FRONTAGE ROAD (FRSB)


VPT 530+55.00
EL=658.42
STA = 529+30.00
EL = 657.98
ex = 1.07'
K = 73
L = 250.00
-0.35%
STA = 532+75.00
EL = 659.19
ex = -0.15'
K = 124
L = 120.00
VPC 532+15.00
EL=658.98
VPT 533+35.00
EL=658.82
HW₅₀ = 655.59
HW₁₀₀ = 656.47
EX. 2-8'x4' MBC
VPC 538+15.00
EL=655.84
VPT 539+35.00
EL=655.70
-0.62%
+0.40%
STA = 538+75.00
EL = 655.46
ex = 0.15'
K = 118
L = 120.00
RFRSB RAMP GORE
STA 542+38.26
EXISTING
GROUND
STA = 545+03.54
EL = 657.98
ex = -0.49'
K = 101
L = 200.00
VPC 544+03.54
EL=657.58
VPT 546+03.54
EL=656.40
+0.40%
-1.57%
PROPOSED GRADE
STA = 550+50.00
EL = 649.37
ex = 0.53'
K = 95
L = 200.00
TX40 BEAMS (TYP)
BEGIN BRIDGE
STA 549+76
END BRIDGE
STA 551+77
℄ XRIDGDR
16.5' MIN CLEAR
VPC 549+50.00
EL=650.95
VPT 551+50.00
EL=649.91
PROP. 2-7'x3' MBC
HW₅₀ = 645.74
HW₁₀₀ = 645.98
+0.54%
VPC 551+75.00
EL=650.05
STA = 553+00.00
EL = 650.72
ex = 0.71'
K = 110
L = 250.00
+2.82%
VPT 554+25.00
EL=654.25
VPC 554+50.00
EL=654.95
STA = 556+00.00
EL = 659.18
ex = -2.22'
K = 51
L = 300.00
-3.09%
RFRSB RAMP GORE
STA 557+88.25
VPT 557+50.00
EL=654.55
VPC 558+60.00
EL=651.16
VPT 559+80.00
EL=648.54
STA = 559+20.00
EL = 649.30
ex = 0.27'
K = 66
L = 120.00
645.17
END CONSTRUCTION
℄ FRSB STA 562+45.52
ELEV = 645.17
530+00
535+00
540+00
545+00
550+00
555+00
560+00
680
670
660
650
640

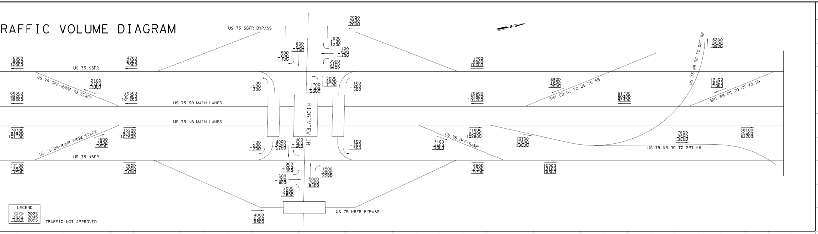
US 75 MAINLANES (CUS75)


VPT 730+06.42
EL=662.40
-0.38 %
STA = 729+06.42
EL = 662.78
ex = 0.12'
K = 422
L = 200.00
HW₅₀ = 656.16
HW₁₀₀ = 656.47
EX. 2-8'x4' MBC
STA = 739+06.42
EL = 659.00
ex = -0.02'
K = 2010
L = 200.00
VPC 738+06.42
EL=659.38
VPT 740+06.42
EL=658.52
-0.38 %
-0.48 %
STA = 743+06.42
EL = 657.09
ex = -0.11'
K = 459
L = 200.00
VPC 742+06.42
EL=657.57
VPT 744+06.42
EL=656.18
-0.91 %
AS-BUILT PROFILE
TX40 BEAMS (TYP)
BEGIN BRIDGE
STA 749+91
END BRIDGE
STA 751+88
℄ XRIDGDR
18.5' MIN CLEAR
STA = 750+31.20
EL = 650.47
HW₅₀ = 645.90
HW₁₀₀ = 645.98
EX. 2-7'x3' MBC
VPC 751+69.07
EL=648.75
-1.25 %
STA = 753+29.07
EL = 646.75
ex = 0.70'
K = 183
L = 320.00
VPT 754+89.07
EL=647.55
VPC 755+04.07
EL=647.62
+0.50 %
STA = 756+79.07
EL = 648.50
ex = -0.60'
K = 255
L = 350.00
-0.87 %
VPT 758+54.07
EL=646.97
VPC 759+74.07
EL=645.92
STA = 760+79.07
EL = 645.00
ex = -0.03'
K = 1680
L = 210.00
-1.00 %
VPT 761+84.07
EL=643.95
EX. 4-10'x10' MBC
HW₅₀ = 631.99
HW₁₀₀ = 632.58
VPC 766+29.07
EL=639.50
STA = 767+79.07
EL = 638.00
ex = 0.56'
K = 200
L = 300.00
VPT 769+29.07
EL=638.75
+0.50 %
730+00
735+00
740+00
745+00
750+00
755+00
760+00
765+00
770+00
690
680
670
660
650
640
630

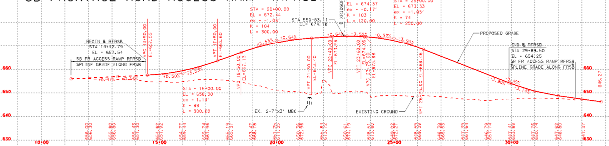
WEST RIDGEVI TRANSITION (TRIDGW)


END TRANSITION PVMT
STA 13+19.79
BEGIN PERMANENT PVMT
℄ XRIDGDR STA 13+94.25
ELEV = 670.14'
VPC 10+75.00
EL=659.15
VPT 11+75.00
EL=662.87
2.42%
5.02%
STA = 11+25.00
EL = 660.37
ex = 0.32'
K = 39
L = 100.00
BEGIN CONSTRUCTION
BEGIN TRANSITION PVMT
STA 10+25.50
MATCH EXISTING
680
670
660
650
640
10+00

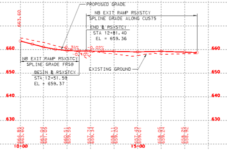
RAFFIC VOLUME DIAGRAM


US 75 SBFR BYPASS
US 75 SBFR
US 75 OFF-RAMP TO STACY
US 75 SB MAIN LANES
US 75 NB MAIN LANES
US 75 ON-RAMP FROM STACY
US 75 NBFR
RIDGEVIEW DR
US 75 OFF-RAMP
SRT EB DC TO US 75 SB
US 75 NB DC TO SRT EB
SRT WB DC TO US 75 SB
US 75 NB DC TO SRT WB
US 75 NBFR BYPASS
LEGEND
XXXX 2025
XXXX 2035
XXXX 2055
TRAFFIC NOT APPROVED

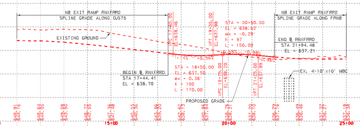
SB FRONTAGE ROAD ACCESS RAMP (RFRSB)


BEGIN ℄ RFRSB
STA 14+42.79
EL = 657.54
SB FR ACCESS RAMP RFRSB
SPLINE GRADE ALONG FRSB
STA = 16+00.00
EL = 658.30
ex = 1.18
K = 39
L = 300.00
STA = 20+00.00
EL = 672.44
ex = -1.06'
K = 104
L = 300.00
STA 550+83.11
EL= 674.18
℄ XRIDGDR
STA = 23+00.00
EL = 674.37
ex = -0.17'
K = 103
L = 120.00
STA = 25+00.00
EL = 673.33
ex = -1.05'
K = 74
L = 250.00
PROPOSED GRADE
END ℄ RFRSB
STA 29+89.50
EL = 654.25
SB FR ACCESS RAMP RFRSB
SPLINE GRADE ALONG FRSB
EX. 2-7'x3' MBC
EXISTING GROUND
+0.50%
+3.53%
+0.64%
-0.52%
-3.90%
660
650
640
630
10+00
15+00
20+00
25+00
30+00

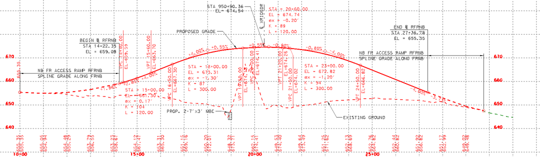
SB EXIT RAMP (RSXSTCY)


PROPOSED GRADE
NB EXIT RAMP RSXSTCY
SPLINE GRADE ALONG CUS75
END ℄ RSXSTCY
STA 12+81.40
EL = 659.36
NB EXIT RAMP RSXSTCY
SPLINE GRADE FRSB
BEGIN ℄ RSXSTCY
STA 12+51.59
EL = 659.37
EXISTING GROUND
660
650
640
630
10+00
15+00

NB EXIT RAMP (RNXFRRD)

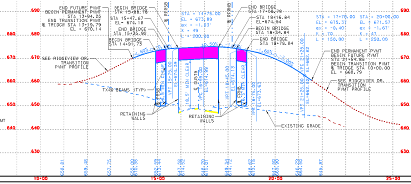

NB EXIT RAMP RNXFRRD
SPLINE GRADE ALONG CUS75
EXISTING GROUND
NB EXIT RAMP RNXFRRD
SPLINE GRADE ALONG FRNB
STA = 20+50.00
EL = 638.02
ex = -0.29'
K = 97
L = 150.00
END ℄ RNXFRRD
STA 21+94.48
EL = 637.21
BEGIN ℄ RNXFRRD
STA 17+44.41
EL = 638.70
STA = 18+50.00
EL = 637.50
ex = 0.36'
K = 100
L = 170.00
PROPOSED GRADE
EX. 4-10'x10' MBC
-0.50%
15+00
20+00
25+00

NB FRONTAGE ROAD ACCESS RAMP (RFRNB)

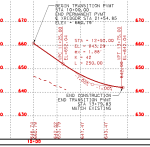

STA 950+90.36
EL= 674.54
℄ XRIDGDR
STA = 20+60.00
EL = 674.74
ex = -0.20'
K = 89
L = 120.00
PROPOSED GRADE
BEGIN ℄ RFRNB
STA 14+22.35
EL = 659.08
NB FR ACCESS RAMP RFRNB
SPLINE GRADE ALONG FRNB
STA = 15+00.00
EL = 661.50
ex = 1.35
K = 104
L = 120.00
STA = 18+00.00
EL = 673.31
ex = -1.30'
K = 87
L = 300.00
STA = 23+00.00
EL = 672.82
ex = -1.20'
K = 94
L = 300.00
END ℄ RFRNB
STA 27+36.78
EL = 655.36
NB FR ACCESS RAMP RFRNB
SPLINE GRADE ALONG FRNB
PROP. 2-7'x3' MBC
EXISTING GROUND
+4.00%
+0.55%
-0.80%
-4.00%
670
660
650
640
10+00
15+00
20+00
25+00

EW

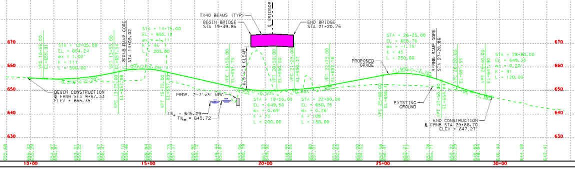
RIDGEVIEW DRIVE (XRIDGDR)


END FUTURE PVMT
BEGIN PERMANENT PVMT
STA 13+94.25
END TRANSITION PVMT
℄ TRIDGW STA 13+19.79
EL = 670.14
BEGIN BRIDGE
STA 15+88.78
STA 15+47.67
EL= 674.18
END BRIDGE
STA 15+35.92
BEGIN BRIDGE
STA 14+91.73
℄ RFRSB
STA = 14+75.00
EL = 673.89
ex = -1.03'
K = 49
L = 200.00
℄ RFRNB
END BRIDGE
STA 17+68.78
STA 18+16.84
EL=674.54
BEGIN BRIDGE
STA 18+34.84
END BRIDGE
STA 18+78.84
STA = 17+70.00
EL = 675.37
ex = -0.40'
K = 70
L = 150.00
STA = 20+00.00
EL = 671.57
ex = -1.67'
K = 47
L = 250.00
SEE RIDGEVIEW DR. TRANSITION PVMT PROFILE
END PERMANENT PVMT
BEGIN FUTURE PVMT
STA 21+54.85
BEGIN TRANSITION PVMT
℄ TRIDGE STA 10+00.00
EL = 660.79
SEE RIDGEVIEW DR. TRANSITION PVMT PROFILE
TX40 BEAMS (TYP)
RETAINING WALLS
RETAINING WALLS
EXISTING GRADE
18.5' MIN CLEAR
+0.50%
+4.60%
-1.65%
-5.00%
700
690
680
670
660
650
640
630
10+00
15+00
20+00
25+00

EAST RIDGEVIEW TRANSITION (TRIDGE)


BEGIN TRANSITION PVMT
STA 10+00.00
END PERMANENT PVMT
℄ XRIDGDR STA 21+54.85
ELEV = 660.79
STA = 12+50.00
EL = 643.29
ex = 1.88'
K = 42
L = 250.00
END CONSTRUCTION
END TRANSITION PVMT
STA 13+79.83
MATCH EXISTING
-1.00%
10+00

NB FRONTAGE ROAD (FRNB)


TX40 BEAMS (TYP)
BEGIN BRIDGE
STA 19+39.85
END BRIDGE
STA 21+20.75
℄ XRIDGDR
STA = 12+00.00
EL = 654.24
ex = 1.02'
K = 115
L = 500.00
STA = 14+75.00
EL = 650.18
L = 200.00
RFRNB RAMP GORE
STA 14+09.02
STA = 19+50.00
EL = 649.50
ex = 0.69
K = 73
L = 200.00
STA = 22+00.00
EL = 650.75
ex = 0.26
K = 108
L = 150.00
STA = 26+25.00
EL = 658.76
ex = -1.75
K = 46
L = 250.00
RFRNB RAMP GORE
STA 27+28.86
STA = 28+50.00
EL = 649.93
ex = 0.20
K = 91
L = 120.00
PROPOSED GRADE
BEGIN CONSTRUCTION
℄ FRNB STA 9+87.33
ELEV = 655.35
PROP. 2-7'x3' MBC
EXISTING GROUND
END CONSTRUCTION
℄ FRNB STA 29+66.70
ELEV = 647.27
16.5' MIN CLEAR
670
660
650
640
630
10+00
15+00
20+00
25+00
30+00

Texas Department
of Transportation

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Dallas District

Mohamed K. Bur, P.E.
Dallas District Engineer

US 75 RIDGEVIEW INTERCHANGE

DESIGN SCHEMATIC

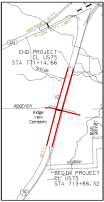
At: Ridgeview Dr.

CSJ: 0047-06-161

Collin County
Functional Class: Urban Freeway
Project Length: 0.712 Miles

Design Speed:

General Purpose Mainlanes:	55 mph
Peak Period Travel Lanes:	55 mph
Ramps:	50 mph
Frontage Roads:	40 mph
Frontage Access Roads:	40 mph
Cross Street:	30 mph
U-Turns:	25 mph
Transition Pavement:	15 mph

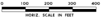

McKINNEY CITY
ALLEN CITY LIMIT
121
END PROJECT
CL US75
STA 771+14.66
SHELBY
21
RIDGEVIEW
Ridge View Cemetery
BLUE BONNET
CITY
MURRAY
BEGIN PROJECT
CL US75
STA 713+88.32
75

LOCATION MAP
NTS

N

LEGEND

░	EXISTING PAVEMENT
▓	EXISTING STRUCTURES
🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROADS
🟧	PROPOSED FRONTAGE ACCESS RAMPS
🟥	PROPOSED RAMP
🟦	PROPOSED CROSS STREETS
🟪	PROPOSED BRIDGE STRUCTURES
▨	PROPOSED SIDEWALKS
🟫	PROPOSED TRANSITION PAVEMENT
☒	REMOVE PAVEMENT
—	RETAINING WALLS
— · ·	EXISTING ROW
· —	PROPOSED ROW
· —	EXISTING DRAINAGE EASEMENT
· —	PROPOSED DRAINAGE EASEMENT
—III—	CONTROL OF ACCESS
(XX)	PROPERTY OWNERSHIP LABEL


0
100
200
300
400
HORIZ. SCALE IN FEET

Scale: Horizontal 1"=200'
Scale: Vertical 1"=20'

APRIL 2019

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
BRIAN A. SWINDELL	80688
M. SHANE WALTERS	100195

APRIL 2019
DATE

NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

ROLL 1 OF 1

HDR
Firm Registration No. F-754

17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400