©2010

Texas Department of Transportation®

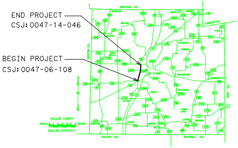
DALLAS DISTRICT
Design Schematic
William L. Hale, P.E.
District Engineer

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.
MC KINNEY
PRINCETON
FARMERSVILLE
MILES

Scale:
Horizontal 1:200
Vertical 1:20

© 2010 by Texas Department of Transportation

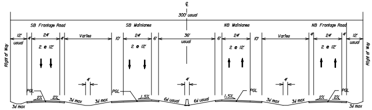
Revised - July 2009
Original Approved October 2003

SCHEMATIC PREPARED BY:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:

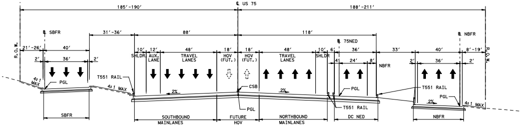
NAME	P.E. NUMBER
John Hudspeth	86945

DATE: 1-11-2010

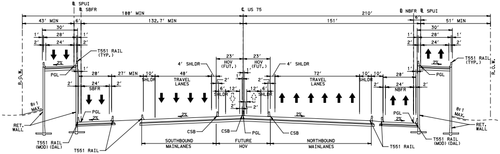
Roll 1 of 4


300' usual
SB Frontage Road
SB Mainlanes
NB Mainlanes
NB Frontage Road
Right of Way
2 @ 12'
PGL
2%
1.5%
3d max
6d usual

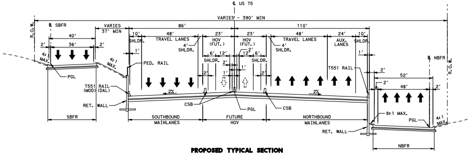
EXISTING TYPICAL SECTION


US 75
185'-190'
188'-211'
SBFR
NBFR
75NED
SHLDR
AUX. LANE
TRAVEL LANES
HOV (FUT.)
T551 RAIL
PGL
CSB
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
DC NED
R.O.W.
4:1 MAX

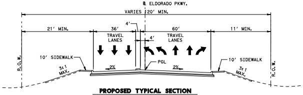
PROPOSED TYPICAL SECTION
STA. 693+00 TO STA. 705+80


SPUI
SBFR
NBFR
US 75
188' MIN
210'
132.7' MIN
151'
T551 RAIL (TYP.)
4' SHLDR
HOV (FUT.)
TRAVEL LANES
PGL
CSB
RET. WALL
T551 RAIL (MOD) (DAL)
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
8:1 MAX.

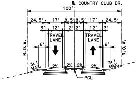
PROPOSED TYPICAL SECTION
STA. 705+80 TO STA. 735+00


US 75
VARIES - 390' MIN
SBFR
NBFR
VARIES 37' MIN
PED. RAIL
TRAVEL LANES
HOV (FUT.)
AUX. LANES
T551 RAIL
T551 RAIL (MOD) (DAL)
RET. WALL
CSB
PGL
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
8:1 MAX.

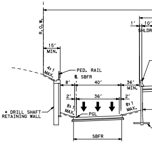
PROPOSED TYPICAL SECTION
STA. 735+00 TO STA. 745+00


ELDORADO PKWY.
VARIES 120' MIN.
21' MIN.
11' MIN.
TRAVEL LANES
10' SIDEWALK
PGL
R.O.W.
3:1 MAX.

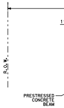
PROPOSED TYPICAL SECTION
ELDORADO PKWY.
STA. 6+40 TO STA. 15+00

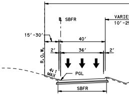

COUNTRY CLUB DR.
100'
TRAVEL LANE
PGL
R.O.W.
3:1 MAX.

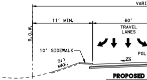
PROPOSED TYPICAL SECTION
COUNTRY CLUB DR.
STA. 10+00 TO STA. 10+55


R.O.W.
PED. RAIL
SBFR
* DRILL SHAFT RETAINING WALL
PGL
4:1 MAX.
8:1 MAX.

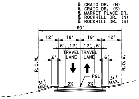
* LIMITS OF DRILL SHAFT WALL
STA. 760+12 TO STA. 766+04


R.O.W.
PRESTRESSED CONCRETE BEAM

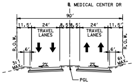

SBFR
15'-30'
R.O.W.
PGL
4:1 MAX.


11' MIN.
60'
TRAVEL LANES
10' SIDEWALK
PGL
R.O.W.
3:1 MAX.

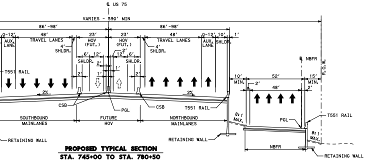
PROPOSED
ELDO
STA. 15+0


CRAIG DR. (N)
CRAIG DR. (S)
MARKET PLACE DR.
ROCKHILL DR. (N)
ROCKHILL DR. (S)
60'
TRAVEL LANE
PGL
R.O.W.
3:1 MAX.

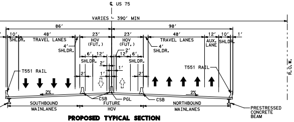
PROPOSED TYPICAL SECTION
CRAIG DR. (N) STA. 10+00 TO STA. 1
CRAIG DR. (S) STA. 10+00 TO STA. 1
MARKET PLACE DR. STA. 10+00 TO STA.
ROCKHILL DR. (N) STA. 10+02 TO STA.
ROCKHILL DR. (S) STA. 10+02 TO STA.


MEDICAL CENTER DR
90'
TRAVEL LANES
PGL
R.O.W.

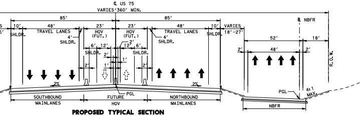
PROPOSED TYPICAL SECTION
MEDICAL CENTER DR.
STA. 10+00 TO STA. 14+12


℄ US 75
VARIES - 390' MIN
86'-98'
86'-98'
0-12'
48'
23'
23'
48'
0-12'
10'
1'
AUX. LANE
TRAVEL LANES
HOV (FUT.)
HOV (FUT.)
TRAVEL LANES
AUX. LANE
SHLDR.
4' SHLDR.
4' SHLDR.
6' 12'
12' 6'
SHLDR.
SHLDR.
T551 RAIL
2%
2%
CSB
CSB
PGL
T551 RAIL
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
RETAINING WALL
RETAINING WALL
℄ NBFR
R.O.W.
10' MIN.
52'
15' MIN.
2'
48'
2'
8:1 MAX.
PGL
T551 RAIL
8:1 MAX.
NBFR
RETAINING WALL

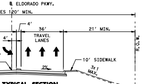
PROPOSED TYPICAL SECTION
STA. 745+00 TO STA. 780+50


℄ US 75
VARIES └ 390' MIN
86'
98'
10'
48'
23'
23'
48'
12'
10'
1'
SHLDR.
TRAVEL LANES
HOV (FUT.)
HOV (FUT.)
TRAVEL LANES
AUX. LANE
SHLDR.
4' SHLDR.
4' SHLDR.
6' 12'
12' 6'
SHLDR.
SHLDR.
T551 RAIL
T551 RAIL
R.O.W.
2%
2%
CSB
PGL
CSB
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
PRESTRESSED CONCRETE BEAM

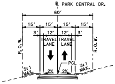
PROPOSED TYPICAL SECTION
STA. 752+00 TO STA. 753+20 (COMEGYS CREEK)
STA. 771+20 TO STA. 775+60 (WILSON CREEK)


℄ US 75
VARIES 360' MIN.
85'
85'
10'
48'
23'
23'
48'
10'
VARIES 18'-27'
SHLDR.
TRAVEL LANES
HOV (FUT.)
HOV (FUT.)
TRAVEL LANES
SHLDR.
4' SHLDR.
4' SHLDR.
6' 12'
12' 6'
SHLDR.
SHLDR.
2%
2%
PGL
SOUTHBOUND MAINLANES
FUTURE HOV
NORTHBOUND MAINLANES
℄ NBFR
52'
18'
2'
48'
2'
R.O.W.
PGL
4:1 MAX.
NBFR

PROPOSED TYPICAL SECTION
STA. 780+50 TO STA. 809+50

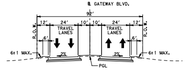

℄ ELDORADO PKWY.
ES 120' MIN.
4'
36'
21' MIN.
TRAVEL LANES
R.O.W.
10' SIDEWALK
2%
3:1 MAX.

TYPICAL SECTION
RADO PKWY.
0 TO STA. 20+76

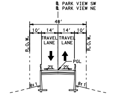

℄ PARK CENTRAL DR.
60'
15'
15'
15'
15'
3'
12'
12'
3'
TRAVEL LANE
TRAVEL LANE
R.O.W.
R.O.W.
PGL
2%
2%
3:1 MAX.
3:1 MAX.

PROPOSED TYPICAL SECTION
PARK CENTRAL DR.
STA. 10+00 TO STA. 11+20

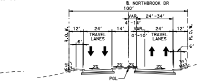
2+10
+67
10+65
10+47
11+65


℄ GATEWAY BLVD.
92'
12'
24'
10'
10'
24'
12'
TRAVEL LANES
TRAVEL LANES
R.O.W.
R.O.W.
6'
6'
6:1 MAX.
2%
2%
6:1 MAX.
PGL

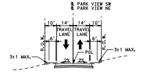
PROPOSED TYPICAL SECTION
GATEWAY BLVD.
STA. 10+00 TO STA. 10+78


℄ PARK VIEW SW
℄ PARK VIEW NE
48'
10'
14'
14'
10'
TRAVEL LANE
TRAVEL LANE
R.O.W.
R.O.W.
PGL
2%
2%
8:1
8:1

PROPOSED TYPICAL SECTION
PARK VIEW SW STA. 12+75 TO STA. 14+60
PARK VIEW NE STA. 10+00 TO STA. 10+50

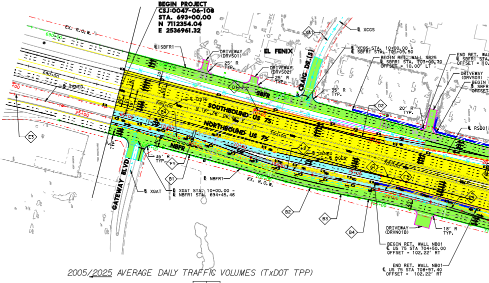

℄ NORTHBROOK DR
100'
VAR.
24'-34'
4'-14'
12'
24'
14'
VAR. 0'-10'
24'
12'
TRAVEL LANES
TRAVEL LANES
R.O.W.
R.O.W.
6'
6' SIDEWALK
3:1 MAX.
2%
2%
2%
2%
3:1 MAX.
PGL

PROPOSED TYPICAL SECTION
NORTHBROOK DR.
STA. 10+00 TO STA. 11+89

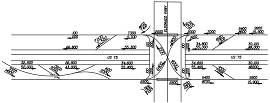

℄ PARK VIEW SW
℄ PARK VIEW NE
10'
14'
14'
10'
6'
6'
TRAVEL LANE
TRAVEL LANE
R.O.W.
R.O.W.
PGL
3:1 MAX.
3:1 MAX.
2%
2%

PROPOSED TYPICAL SECTION
PARK VIEW SW STA. 12+75 TO STA. 14+60
PARK VIEW NE STA. 10+50 TO STA. 13+70

BEGIN PROJECT
CSJ:0047-06-108
STA. 693+00.00
N 7112354.04
E 2536961.32


EX. R.O.W.
690+00
℄ SBFR1
DRIVEWAY (DRVS01)
25' R TYP.
EL FENIX
CRAIG DR.(S)
XA1
℄ XCGS
℄ XCGS STA. 10+00.00 = ℄ SBFR1 STA. 701+09.50
BEGIN RET. WALL SB25
℄ SBFR1 STA. 703+09.70
OFFSET = 10.00' LT
END RET. WAL
℄ SBFR1 STA
OFFSET = 10.
DRIVEWAY (DRVS03)
BEGIN
℄ SBFR
OFFSET
DRIVEWAY (DRVS02)
25' R TYP.
D1
SBFR
35' R TYP.
D2
20' R TYP.
℄ RSB01
℄ SBNED
℄ US75
695+00
SOUTHBOUND US 75
N 16°36'06.48" E
NORTHBOUND US 75
700+00
E4
E3
25+00
NBFR
35' R TYP.
F1
B1
℄ XGAT
℄ XGAT STA. 10+00.00 = ℄ NBFR1 STA. 694+45.46
℄ NBFR1
EX. R.O.W.
E2
℄ DBNED
℄ DCLB
G1
705+00
F2
GATEWAY BLVD
B2
B3
B4
DRIVEWAY (DRVN01B)
18' R TYP.
BEGIN RET. WALL NB01
℄ US 75 STA 704+50.00
OFFSET = 102.22' RT
END RET. WALL NB01
℄ US 75 STA 708+97.40
OFFSET = 102.22' RT

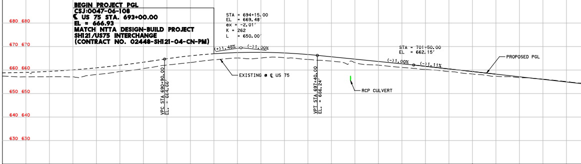
2005/2025 AVERAGE DAILY TRAFFIC VOLUMES (TxDOT TPP)

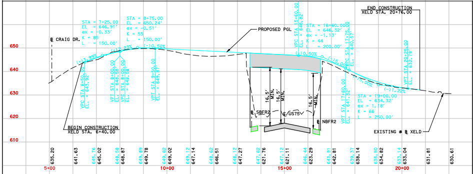

ELDORADO PKWY
US 75
US 75
100
66,800
7300 11,700
55,300
2000
2000
7000
34,800 55,300
5400 8600
9900 15,900
30,100 48,000
32,500 52,000
26,900 43,000
34,600 55,400
34,800 55,400
30,100 48200
5400 8700
5900 15,900
2500
2500

LEG
BB5

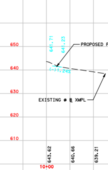
EXISTING TOPOGRAPHICAL INFORMATION
FROM AERIAL FLIGHT SEPTEMBER 11 2008

BEGIN PROJECT PGL
CSJ:0047-06-108
℄ US 75 STA. 693+00.00
EL = 666.93
MATCH NTTA DESIGN-BUILD PROJECT
SH121/US75 INTERCHANGE
(CONTRACT NO. 02448-SH121-04-CN-PM)

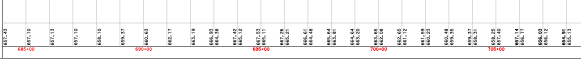


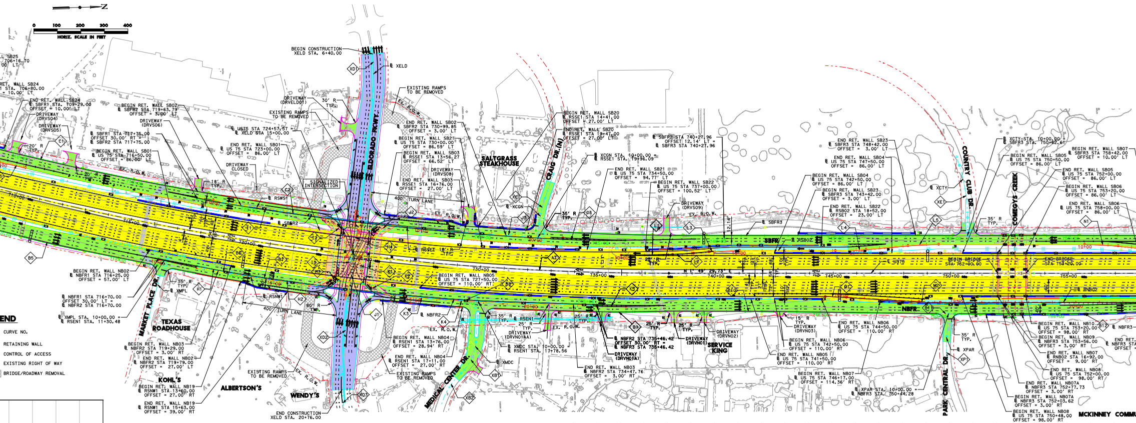


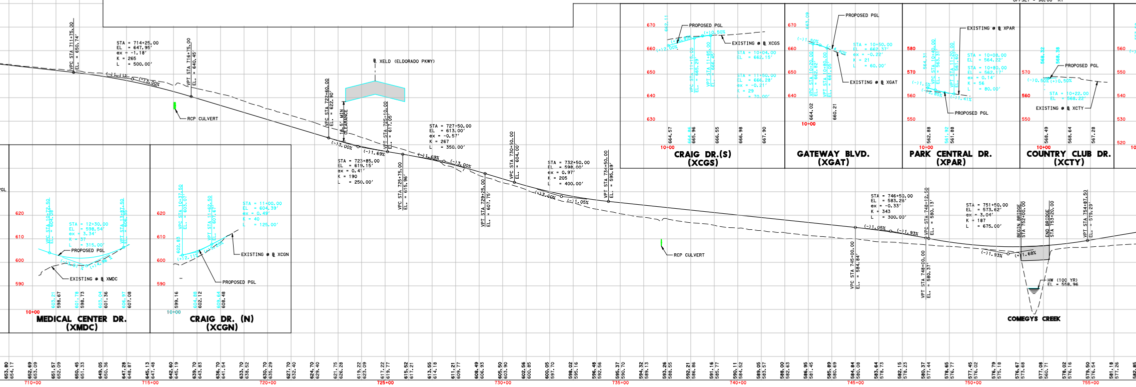
ELDORADO PKWY (XELD)



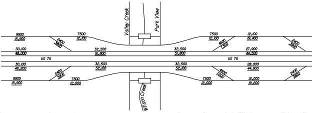
MARKET PLACE DR.
(XMPL)



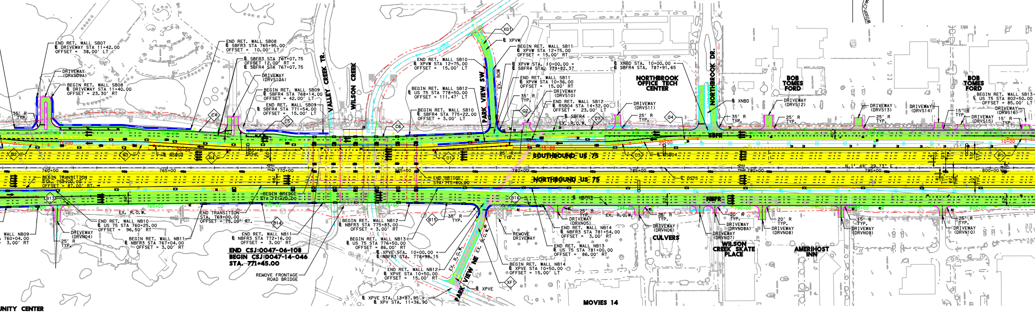

N
0 100 200 300 400
HORIZ. SCALE IN FEET
BEGIN CONSTRUCTION XELD STA. 6+40.00
℄ XELD
EXISTING RAMPS TO BE REMOVED
DRIVEWAY (DRVELD01)
30' R TYP.
EXISTING RAMPS TO BE REMOVED
ELDORADO PKWY.
SIGNALIZED INTERSECTION
400' TURN LANE
SALTGRASS STEAKHOUSE
CRAIG DR.(N)
COUNTRY CLUB DR.
COMEGYS CREEK
TEXAS ROADHOUSE
MARKET PLACE DR.
KOHL'S
ALBERTSON'S
WENDY'S
MEDICAL CENTER DR.
PARK CENTRAL DR.
SERVICE KING
MCKINNEY COMMU
END
CURVE NO.
RETAINING WALL
CONTROL OF ACCESS
EXISTING RIGHT OF WAY
BRIDGE/ROADWAY REMOVAL
BEGIN RET. WALL SB02 ℄ SBFR2 STA 719+63.79 OFFSET = 3.00' LT
END RET. WALL SB24 ℄ SBFR1 STA. 709+29.00 OFFSET = 10.00' LT
℄ SBFR1 STA 717+75.00 OFFSET 30.00' RT = ℄ SBFR2 STA 717+75.00
BEGIN RET. WALL SB01 ℄ US 75 STA 716+50.00 OFFSET = 86.00' LT
END RET. WALL SB01 ℄ US 75 STA 723+00.00 OFFSET = 86.00' LT
℄ US75 STA 724+57.57 = ℄ XELD STA 15+00.00
END RET. WALL SB02 ℄ SBFR2 STA 730+99.85 OFFSET = 3.00' LT
BEGIN RET. WALL SB21 ℄ US 75 STA 730+00.00 OFFSET = 86.59' LT
BEGIN RET. WALL SB03 ℄ RSSE1 STA 13+56.27 OFFSET = 66.52' LT
END RET. WALL SB03 ℄ RSSE1 STA 16+76.00 OFFSET = 27.00' LT
BEGIN RET. WALL SB20 ℄ RSSE1 STA 14+41.00 OFFSET = 27.00' LT
END RET. WALL SB20 ℄ RSSE1 STA 19+47.00 OFFSET = 27.00' LT
℄ XCGN STA. 10+00.00 = ℄ RSSE1 STA. 19+96.09
END RET. WALL SB21 ℄ US 75 STA 734+50.00 OFFSET = 94.77' LT
BEGIN RET. WALL SB22 ℄ US 75 STA 737+00.00 OFFSET = 100.52' LT
℄ SBFR2 STA 740+27.96 OFFSET 12.14' LT = ℄ SBFR3 STA 740+27.96
END RET. WALL SB23 ℄ SBFR3 STA 748+42.00 OFFSET = 3.00' LT
END RET. WALL SB04 ℄ US 75 STA 747+50.00 OFFSET = 86.00' LT
BEGIN RET. WALL SB04 ℄ US 75 STA 742+50.00 OFFSET = 86.00' LT
BEGIN RET. WALL SB23 ℄ SBFR3 STA 743+42.00 OFFSET = 3.00' LT
END RET. WALL SB22 ℄ RSBO2 STA 18+52.00 OFFSET = 23.00' LT
℄ XCTY STA. 10+00.00 = ℄ SBFR3 STA. 750+62.61
BEGIN RET. WALL SB05 ℄ US 75 STA 750+50.00 OFFSET = 86.00' LT
BEGIN RET. WALL SB07 ℄ SBFR3 STA 758+42.00 OFFSET = 10.00' LT
END RET. WALL SB05 ℄ US 75 STA 752+00.00 OFFSET = 86.00' LT
BEGIN RET. WALL SB06 ℄ US 75 STA 753+20.00 OFFSET = 86.00' LT
END RET. WALL SB06 ℄ US 75 STA 758+00.00 OFFSET = 86.00' LT
BEGIN BRIDGE STA 752+00.00
END BRIDGE STA 753+20.00
BEGIN RET. WALL NB02 ℄ NBFR1 STA. 716+25.00 OFFSET = 57.00' LT
℄ NBFR1 STA 716+70.00 OFFSET 30.00' LT = ℄ NBFR2 STA 716+70.00
℄ XMPL STA. 10+00.00 = ℄ RSEN1 STA. 11+30.48
BEGIN RET. WALL NB03 ℄ NBFR2 STA 719+29.00 OFFSET = 3.00' RT
END RET. WALL NB02 ℄ NBFR2 STA 719+79.00 OFFSET = 27.00' LT
BEGIN RET. WALL NB19 ℄ RSNW1 STA. 13+60.00 OFFSET = 27.00' RT
END RET. WALL NB19 ℄ RSNW1 STA 15+63.00 OFFSET = 39.00' RT
END CONSTRUCTION XELD STA. 20+76.00
BEGIN RET. WALL NB04 ℄ RSEN1 STA 13+76.00 OFFSET = 28.94' RT
END RET. WALL NB04 ℄ RSEN1 STA 17+11.00 OFFSET = 27.00' RT
BEGIN RET. WALL NB05 ℄ US 75 STA 727+50.00 OFFSET = 110.00' RT
℄ XMDC STA. 10+00.00 = ℄ RSEN1 STA. 17+78.56
END RET. WALL NB03 ℄ NBFR2 STA 734+47.76 OFFSET = 3.00' RT
℄ NBFR2 STA 735+46.42 OFFSET 30.00' RT = ℄ NBFR3 STA 735+46.42
END RET. WALL NB06 ℄ US 75 STA 744+50.00 OFFSET = 110.00' RT
BEGIN RET. WALL NB06 ℄ US 75 STA 742+50.00 OFFSET = 110.00' RT
END RET. WALL NB05 ℄ US 75 STA 741+50.00 OFFSET = 110.00' RT
BEGIN RET. WALL NB07 ℄ US 75 STA 746+17.00 OFFSET = 114.36' RT
℄ XPAR STA. 10+00.00 = ℄ NBFR3 STA. 750+44.28
END RET. WALL NB10 ℄ US 75 STA 753+20.00 OFFSET = 98.00' RT
BEGIN RET. WALL NB09 ℄ NBFR3 STA 753+56.00 OFFSET = 3.00' RT
END RET. WALL NB07 ℄ RNBO2 STA 16+92.00 OFFSET = 9.00' RT
END RET. WALL NB08 ℄ US 75 STA 752+00.00 OFFSET = 98.00' RT
END RET. WALL NB07A ℄ NBFR3 STA 752+77.73 OFFSET = 3.00' RT
BEGIN RET. WALL NB07A ℄ NBFR3 STA 752+03.62 OFFSET = 3.00' RT
BEGIN RET. WALL NB08 ℄ US 75 STA 750+48.00 OFFSET = 98.00' RT
EX. R.O.W.
SBFR
NBFR
℄ SBFR2
℄ RSSE1
℄ RSBO2
℄ RSNW1
℄ RSEN1
℄ NBFR2
℄ NBFR3
℄ RNBO2
℄ XCGN
℄ XMDC
℄ XPAR
℄ XCTY
℄ XMPL
℄ RSWS1
N 1° 49' 29.73" E
720+00
730+00
735+00
740+00
745+00
750+00
755+00
DRIVEWAY (DRVSO4)
DRIVEWAY (DRVSO5)
DRIVEWAY (DRVSO6)
DRIVEWAY CLOSED
DRIVEWAY (DRVSO8)
DRIVEWAY (DRVSO9)
DRIVEWAY (DRVNO1AA)
DRIVEWAY (DRVNO1A)
DRIVEWAY (DRVNO1)
DRIVEWAY (DRVNO2)
DRIVEWAY (DRVNO3)
EXISTING RAMPS TO BE REMOVED
C1 C2 C3 B5 B6 B7 D1 E1 H1 H2 H3 J1 J2 J3 K3 K4 K5 L1 L3 L4 L5 M2 N1 B9 B10 B11 B12 XC1 XD1 XD2 XD3 XE1 XB1 XB2 XP1


VPC STA 711+75.00 EL. = 650.74'
STA = 714+25.00 EL = 647.95' ex = -1.18' K = 265 L = 500.00'
(-)1.11%
(-)3.00%
VPT STA 716+75.00 EL. = 640.45
RCP CULVERT
℄ XELD (ELDORADO PKWY)
16.5' MIN CLEARANCE
VPC STA 722+60.00 EL. = 622.90'
STA = 723+85.00 EL = 619.15' ex = 0.41' K = 190 L = 250.00'
(-)3.00%
(-)1.69%
VPT STA 725+10.00 EL. = 617.05'
VPC STA 725+75.00 EL. = 615.96'
STA = 727+50.00 EL = 613.00' ex = -0.57' K = 267 L = 350.00'
(-)1.69%
(-)3.00%
VPT STA 729+25.00 EL. = 607.75'
VPC STA 730+50.00 EL. = 604.00'
STA = 732+50.00 EL = 598.00' ex = 0.97' K = 205 L = 400.00'
(-)3.00%
(-)1.05%
VPT STA 734+50.00 EL. = 595.89'
RCP CULVERT
VPC STA 745+00.00 EL. = 584.84'
STA = 746+50.00 EL = 583.28' ex = -0.33' K = 343 L = 300.00'
(-)1.05%
(-)1.93%
VPT STA 748+00.00 EL. = 580.37'
VPC STA 748+12.50 EL. = 580.13'
STA = 751+50.00 EL = 573.62' ex = 3.04' K = 187 L = 675.00'
(-)1.93%
(+)1.68%
BEGIN BRIDGE STA 752+00.00
END BRIDGE STA 753+20.00
VPT STA 754+87.50 EL. = 579.29'
HW (100 YR) EL = 558.96
COMEGYS CREEK
CRAIG DR.(S) (XCGS)
PROPOSED PGL
EXISTING ℄ XCGS
STA = 10+04.00 EL = 662.15'
STA = 11+50.00 EL = 666.28' ex = -0.21' K = 29 L = 70.00'
(+)2.00%
(+)0.50%
VPC STA 11+15.00 EL. = 665.29
VPT STA 11+85.00 EL. = 666.45
670 660 650 640 630
10+00
664.57 665.96 666.55 666.98 667.90
GATEWAY BLVD. (XGAT)
PROPOSED PGL
EXISTING ℄ XGAT
STA = 10+50.00 EL = 662.37' ex = -0.22' K = 21 L = 60.00'
(-)1.50%
VPC STA 10+20.00
VPT STA 10+80.00
670 660 650 640
10+00
664.02 660.21
PARK CENTRAL DR. (XPAR)
EXISTING ℄ XPAR
PROPOSED PGL
STA = 10+08.00 EL = 564.22'
STA = 10+80.00 EL = 562.17' ex = 0.14' K = 56 L = 80.00'
(-)1.85%
(-)1.41%
VPC STA 10+40.00
VPT STA 11+20.00
580 570 560 550
562.98 561.88
COUNTRY CLUB DR. (XCTY)
PROPOSED PGL
EXISTING ℄ XCTY
STA = 10+22.00 EL = 568.22'
(-)0.50%
(+)0.50%
570 560 550
10+00
568.49 568.64 567.28
MEDICAL CENTER DR. (XMDC)
VPC STA 10+72.50 EL. = 604.08'
STA = 12+30.00 EL = 598.54' ex = 3.34' K = 37 L = 315.00'
VPT STA 13+87.50
PROPOSED PGL
EXISTING ℄ XMDC
620 610 600 590
10+00
603.21 598.67 601.78 598.73 603.04 601.36 606.97 607.08
CRAIG DR. (N) (XCGN)
VPC STA 10+37.50 EL. = 603.07'
VPT STA 11+62.50 EL. = 607.67'
STA = 11+00.00 EL = 604.39' ex = 0.49' K = 40 L = 125.00'
EXISTING ℄ XCGN
PROPOSED PGL
620 610 600 590
10+00
602.03 599.16 604.88 602.12 609.64 608.48
710+00
715+00
720+00
725+00
730+00
735+00
740+00
745+00
750+00
755+00
653.80 654.17 652.69 653.09 651.57 652.09 650.45 651.33 649.05 650.36 647.28 648.87 645.13 647.48 642.60 645.19 639.70 643.83 636.70 641.54 633.70 638.52 630.70 635.29 627.70 632.40 624.70 629.40 621.75 626.28 619.22 623.09 617.22 619.77 615.52 617.21 613.55 614.18 611.21 609.77 608.49 606.93 605.50 603.90 602.56 600.85 600.05 597.70 598.02 595.16 596.48 592.56 595.37 590.70 594.32 589.13 593.26 588.55 592.21 586.86 591.16 585.77 590.11 584.52 589.05 583.57 588.00 582.63 586.95 581.45 585.89 580.69 584.84 580.08 583.64 578.73 582.15 578.23 580.37 577.44 578.65 576.77 577.45 576.02 576.79 575.18 576.67 573.68 577.08 560.71 578.02 576.16 579.50 576.54 581.18 577.26 582.85

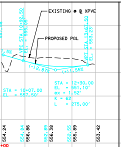
2005/2025 AVERAGE DAILY T



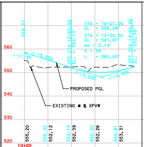
Valley Creek
Park View
Wilson Creek
US 75
US 75
9900 / 15,900
7500 / 12,100
30,100 / 48,000
32,500 / 51,800
27,900 / 44,500
30,100 / 48,200
32,500 / 52,100
28,000 / 44,900
7500 / 12,000
12,000 / 19,200



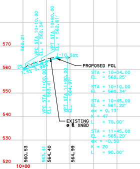
END RET. WALL SB07
℄ DRIVEWAY STA 11+42.00
OFFSET = 38.00' LT
DRIVEWAY (DRVS09A)
BEGIN RET. WALL SB08
℄ DRIVEWAY STA 11+40.00
OFFSET = 23.30' RT
END RET. WALL SB08
℄ SBFR3 STA 765+95.00
OFFSET = 10.00' LT
℄ SBFR3 STA 767+07.75
OFFSET 12.00' RT =
℄ SBFR4 STA 767+07.75
DRIVEWAY (DRVS10A)
BEGIN RET. WALL SB09
℄ SBFR4 STA 768+14.00
OFFSET = 42.00' LT
END RET. WALL SB09
℄ SBFR4 STA 771+54.00
OFFSET = 15.00' LT
VALLEY CREEK TR.
WILSON CREEK
END RET. WALL SB10
℄ XPVW STA 12+75.00
OFFSET = 15.00' LT
BEGIN RET. WALL SB12
℄ US 75 STA 778+50.00
OFFSET = 111.47' LT
BEGIN RET. WALL SB10
℄ SBFR4 STA 775+22.00
OFFSET = 3.00' LT
PARK VIEW SW
XG1
℄ XPVW
BEGIN RET. WALL SB11
℄ XPVW STA 12+75.00
OFFSET = 15.00' RT
℄ XPVW STA. 10+00.00 =
SBFR4 STA. 778+82.37
END RET. WALL SB11
℄ XPVW STA 10+36.00
OFFSET = 15.00' RT
DRIVEWAY (DRVS10)
END RET. WALL SB12
℄ RSB04 STA 14+32.00
OFFSET = 23.00' LT
℄ SBFR4
EX. R.O.W.
℄ XNBD STA. 10+00.00 =
℄ SBFR4 STA. 787+91.65
NORTHBROOK OFFICE TECH CENTER
NORTHBROOK DR.
℄ XNBD
DRIVEWAY (DRVS11)
25' R TYP.
35' R TYP.
BOB TOMES FORD
DRIVEWAY (DRVS12)
DRIVEWAY (DRVS13)
DRIVEWAY (DRVS14)
DRIVEWAY (DRVS15)
DRIVEWAY (DRVS16)
BEGIN RET. WALL SB13
℄ US 75 STA 802+50.00
OFFSET = 85.00' LT
15' R TYP.
SBFR
SOUTHBOUND US 75
NORTHBOUND US 75
NBFR
℄ RSB03
℄ RSB04
℄ DS75
C4
C5
C6
C7
O1
O2
O3
O4
B2
B3
N4
P1
B13
B14
B15
B16
XF1
BEGIN TRANSITION
STA. 759+00.00
OFFSET = 87.00' RT.
END RET. WALL NB10
℄ US 75 STA 760+25.00
OFFSET = 96.50' RT
WALL NB09
760+04.00
3.00' RT
DRIVEWAY (DRVN04)
25' R TYP.
BEGIN RET. WALL NB11
℄ NBFR3 STA 767+04.00
OFFSET = 3.00' RT
END TRANSITION
STA. 769+00.00
OFFSET = 75.00' RT.
BEGIN BRIDGE
STA 771+20.00
END RET. WALL NB11
℄ NBFR3 STA 772+16.00
OFFSET = 3.00' RT
END CSJ:0047-06-108
BEGIN CSJ:0047-14-046
STA. 771+45.00
REMOVE FRONTAGE ROAD BRIDGE
END RET. WALL NB12
℄ NBFR3 STA 775+83.00
OFFSET = 3.00' RT
BEGIN RET. WALL NB13
℄ US 75 STA 776+50.00
OFFSET = 86.00' RT
℄ XPVE STA. 10+00.00 =
℄ NBFR3 STA. 778+98.15
END RET. WALL NB12
℄ XPVE STA 10+50.00
OFFSET = 15.00' RT
END BRIDGE
STA 775+60.00
℄ XPVE STA. 13+87.95 =
℄ XPV STA. 11+36.90
PARK VIEW NE
℄ XPVE
EX. R.O.W.
35' R TYP.
REMOVE DRIVEWAY
DRIVEWAY (DRVN05)
END RET. WALL NB14
℄ NBFR3 STA 781+54.00
OFFSET = 3.00' RT
END RET. WALL NB13
℄ US 75 STA 781+00.00
OFFSET = 86.00' RT
BEGIN RET. WALL NB14
℄ XPVE STA 10+50.00
OFFSET = 15.00' LT
DRIVEWAY (DRVN06)
CULVERS
DRIVEWAY (DRVN07)
DRIVEWAY (DRVN08A)
DRIVEWAY (DRVN08)
20' R TYP.
WILSON CREEK SKATE PLACE
AMERIHOST INN
DRIVEWAY (DRVN09)
DRIVEWAY (DRVN10)
MOVIES 14
UNITY CENTER
760+00
765+00
770+00
775+00
780+00
785+00
790+00
795+00
800+00
N 1° 49' 29.73" E



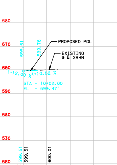
PARK VIEW NE (XPVE)



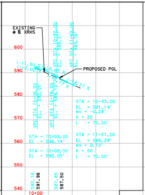
PARK VIEW SW (XPVW)



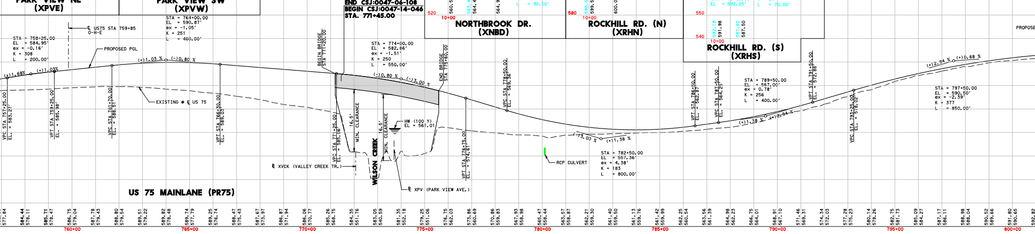
NORTHBROOK DR. (XNBD)



ROCKHILL RD. (N) (XRHN)

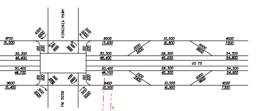


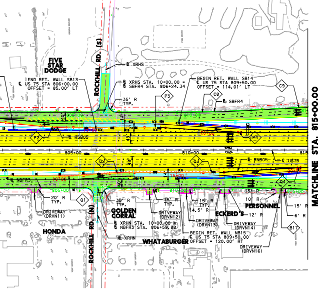
ROCKHILL RD. (S) (XRHS)

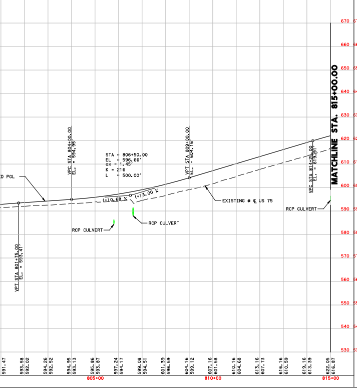


US 75 MAINLANE (PR75)

RAFFIC VOLUMES (TxDOT TPP)


VIRGINIA PKWY
FM 3038
US 75
9700
15,500
30,300
48,400
30,400
48,700
9600
15,400
8500
13,600
30,300
48,400
30,400
48,700
8400
13,500
10,500
16,800
28,300
45,200
28,300
45,200
10,500
16,800
4500
7200
34,300
54,800
34,300
54,900
4500
7300


FIVE STAR DODGE
ROCKHILL RD. (S)
℄ XRHS
END RET. WALL SB13
℄ US 75 STA 806+00.00
OFFSET = 85.00' LT
℄ XRHS STA. 10+00.00 =
℄ SBFR4 STA. 806+24.34
35' R TYP.
BEGIN RET. WALL SB14
℄ US 75 STA 809+50.00
OFFSET = 114.01' LT
P3
C8
C9
℄ SBFR4
P2
℄ RSB05
P4
805+00
810+00
815
Q2
Q3
℄ RNB05
℄ US75
NBFR3
Q1
Q4
20' R TYP.
35' R TYP.
15' R TYP.
15' R TYP.
14.5' R
15' R
10' R
12' R
15' R
6' R
DRIVEWAY (DRVN11)
DRIVEWAY (DRVN12)
DRIVEWAY (DRVN13)
DRIVEWAY (DRVN14)
DRIVEWAY (DRVN16)
GOLDEN CORRAL
PERSONNEL
ECKERD'S
HONDA
WHATABURGER
ROCKHILL RD. (N)
℄ XRHN STA. 10+00.00 =
℄ NBFR3 STA. 806+59.88
℄ XRHN
BEGIN RET. WALL NB15
℄ US 75 STA 809+50.00
OFFSET = 120.00' RT
B17
MATCHLINE STA. 815+00.00



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
SPUI RAMPS																
RSWS1	I1	RSWS1-1	2° 04' 42.60" LT	0° 27' 40.21"	225.38'	450.70'	12,424.00'	12+25.38	7,115,038.68	2,537,544.91	10+00.00	7,114,817.81	2,537,500.06	14+50.70	7,115,261.03	2,537,581.72
	I2	RSWS1-2	64° 09' 40.63" RT	43° 04' 46.32"	83.37'	148.94'	133.00'	15+34.07	7,115,343.28	2,537,595.33	14+50.70	7,115,261.03	2,537,581.72	15+99.64	7,115,366.87	2,537,675.29
	I3	RSWS1-3	25° 00' 00.00" RT	14° 19' 26.20"	88.68'	174.53'	400.00'	17+12.34	7,115,398.77	2,537,783.39	16+23.66	7,115,373.67	2,537,698.34	17+98.20	7,115,385.56	2,537,871.08
RSNW1	H1	RSNW1-1	2° 38' 34.45" LT	1° 09' 06.86"	114.74'	229.44'	4,974.00'	12+81.27	7,114,850.03	2,537,811.49	11+66.53	7,114,738.35	2,537,785.16	13+95.97	7,114,962.80	2,537,832.64
	H2	RSNW1-2	1° 15' 12.49" LT	0° 29' 30.15"	127.47'	254.92'	11,652.42'	15+23.44	7,115,088.08	2,537,856.14	13+95.97	7,114,962.80	2,537,832.64	16+50.89	7,115,213.85	2,537,876.89
	H3	RSNW1-3	65° 48' 31.40" LT	48° 33' 06.16"	76.36'	135.54'	118.01'	17+27.25	7,115,289.18	2,537,889.33	16+50.89	7,115,213.85	2,537,876.89	17+86.44	7,115,331.40	2,537,825.70
	H4	RSNW1-4	25° 00' 00.00" LT	14° 19' 26.20"	88.68'	174.53'	400.00'	19+57.56	7,115,426.00	2,537,683.10	18+68.88	7,115,376.98	2,537,757.00	20+43.42	7,115,439.20	2,537,595.41
RSEN1	K1	RSEN1-1	25° 00' 00.00" LT	14° 19' 26.20"	88.68'	174.53'	400.00'	11+44.81	7,115,413.99	2,537,736.03	10+56.13	7,115,427.19	2,537,648.34	12+30.66	7,115,439.08	2,537,821.08
	K2	RSEN1-2	65° 52' 30.49" LT	43° 04' 46.32"	86.17'	152.92'	133.00'	13+29.78	7,115,467.13	2,537,916.16	12+43.62	7,115,442.75	2,537,833.51	13+96.53	7,115,552.52	2,537,927.68
	K3	RSEN1-3	0° 39' 27.02" LT	0° 29' 30.06"	66.86'	133.73'	11,653.00'	14+63.40	7,115,618.79	2,537,936.62	13+96.53	7,115,552.52	2,537,927.68	15+30.26	7,115,685.15	2,537,944.81
	K4	RSEN1-4	3° 20' 38.64" LT	0° 56' 59.51"	176.08'	352.06'	6,032.00'	17+06.34	7,115,859.90	2,537,966.35	15+30.26	7,115,685.15	2,537,944.81	18+82.32	7,116,035.62	2,537,977.67
	K5	RSEN1-5	2° 52' 48.59" LT	2° 18' 50.57"	62.25'	124.46'	2,476.00'	23+42.83	7,116,495.18	2,538,007.26	22+80.59	7,116,433.06	2,538,003.26	24+05.05	7,116,557.42	2,538,008.14
RSSE1	J1	RSSE1-1	25° 00' 00.01" RT	14° 19' 26.20"	88.68'	174.53'	400.00'	10+90.68	7,115,386.75	2,537,836.32	10+02.00	7,115,373.55	2,537,924.01	11+76.53	7,115,435.78	2,537,762.43
	J2	RSSE1-2	64° 15' 01.31" RT	48° 33' 20.68"	74.09'	132.32'	118.00'	13+43.63	7,115,528.15	2,537,623.18	12+69.54	7,115,487.19	2,537,684.92	14+01.86	7,115,601.56	2,537,633.25
	J3	RSSE1-3	3° 14' 20.18" LT	0° 27' 40.21"	351.26'	702.33'	12,424.00'	17+53.12	7,115,949.56	2,537,681.00	14+01.86	7,115,601.56	2,537,633.25	21+04.19	7,116,299.70	2,537,709.00
MAINLANES																
US 75	A1	PR75-1	14° 46' 36.74" LT	0° 29' 53.61"	1,491.23'	2,965.91'	11,500.00'	723+26.53	7,115,254.40	2,537,826.06	708+35.31	7,113,825.34	2,537,399.99	738+01.21	7,116,744.88	2,537,873.55
FRONTAGE																
NBFR1	B1	NBFR1-1	1° 05' 23.75" RT	0° 17' 13.18"	189.89'	379.77'	19,964.00'	697+43.74	7,112,712.73	2,537,265.48	695+53.84	7,112,530.73	2,537,211.31	699+33.62	7,112,893.67	2,537,323.11
	B2	NBFR1-2	3° 58' 13.40" LT	2° 48' 50.88"	70.57'	141.09'	2,036.00'	701+65.07	7,113,114.21	2,537,393.35	700+94.50	7,113,046.96	2,537,371.93	702+35.59	7,113,182.77	2,537,410.06
	B3	NBFR1-3	1° 31' 13.10" LT	1° 25' 10.62"	53.55'	107.09'	4,036.00'	703+14.51	7,113,259.46	2,537,428.75	702+60.96	7,113,207.43	2,537,416.07	703+68.06	7,113,311.80	2,537,440.04
	B4	NBFR1-4	4° 15' 09.13" RT	1° 09' 15.21"	184.30'	368.43'	4,964.00'	705+52.36	7,113,491.96	2,537,478.91	703+68.06	7,113,311.80	2,537,440.04	707+36.49	7,113,668.73	2,537,531.04
	B5	NBFR1-5	3° 09' 42.52" LT	1° 23' 50.85"	113.16'	226.25'	4,100.00'	712+05.76	7,114,118.84	2,537,663.75	710+92.60	7,114,010.31	2,537,631.75	713+18.85	7,114,228.98	2,537,689.72
NBFR2	B6	NBFR2-1	2° 38' 34.42" LT	1° 09' 11.87"	114.60'	229.16'	4,968.00'	719+51.13	7,114,851.27	2,537,805.62	718+36.53	7,114,739.73	2,537,779.32	720+65.69	7,114,963.91	2,537,826.74
	B7	NBFR2-2	3° 35' 41.43" LT	0° 29' 31.00"	365.49'	730.74'	11,646.77'	724+31.18	7,115,323.13	2,537,894.13	720+65.69	7,114,963.91	2,537,826.74	727+96.43	7,115,685.87	2,537,938.85
	B8	NBFR2-3	3° 20' 38.64" LT	0° 57' 02.77"	175.91'	351.72'	6,026.25'	729+72.34	7,115,860.46	2,537,960.38	727+96.43	7,115,685.87	2,537,938.85	731+48.16	7,116,036.01	2,537,971.68
NBFR3	B9	NBFR3-1	2° 52' 48.59" LT	2° 17' 30.59"	62.85'	125.67'	2,500.00'	736+09.27	7,116,494.24	2,538,031.25	735+46.42	7,116,431.52	2,538,027.21	736+72.09	7,116,557.08	2,538,032.13
	B10	NBFR3-2	0° 40' 45.65" RT	0° 57' 46.64"	35.27'	70.55'	5,950.00'	742+14.70	7,117,099.48	2,538,046.43	741+79.42	7,117,064.23	2,538,045.31	742+49.97	7,117,134.72	2,538,047.97
	B11	NBFR3-3	0° 45' 16.19" LT	0° 57' 17.75"	39.51'	79.01'	6,000.00'	750+30.63	7,117,914.60	2,538,082.91	749+91.12	7,117,875.13	2,538,081.13	750+70.13	7,117,954.09	2,538,084.17
	B12	NBFR3-4	1° 35' 19.26" LT	0° 57' 17.75"	83.19'	166.37'	6,000.00'	755+99.99	7,118,483.68	2,538,101.04	755+16.80	7,118,400.53	2,538,098.39	756+83.17	7,118,566.86	2,538,101.38
	B13	NBFR3-5	0° 54' 04.20" RT	0° 57' 17.75"	47.19'	94.37'	6,000.00'	761+56.74	7,119,040.43	2,538,103.34	761+09.55	7,118,993.24	2,538,103.14	762+03.92	7,119,087.60	2,538,104.27
	B14	NBFR3-6	0° 41' 15.06" RT	0° 57' 17.75"	36.00'	72.00'	6,000.00'	769+54.22	7,119,837.76	2,538,119.17	769+18.22	7,119,801.77	2,538,118.45	769+90.22	7,119,873.74	2,538,120.31
	B15	NBFR3-7	1° 59' 24.22" RT	0° 57' 24.64"	104.00'	207.98'	5,988.00'	777+10.66	7,120,593.81	2,538,143.26	776+06.66	7,120,489.86	2,538,139.94	778+14.64	7,120,697.58	2,538,150.17
	B16	NBFR3-8	1° 59' 24.04" LT	1° 59' 59.47"	49.76'	99.51'	2,865.00'	780+85.04	7,120,967.38	2,538,168.17	780+35.28	7,120,917.73	2,538,164.86	781+34.79	7,121,017.11	2,538,169.75
	B17	NBFR3-9	1° 57' 27.32" RT	0° 57' 17.75"	102.51'	205.00'	6,000.00'	813+79.56	7,124,260.24	2,538,273.09	812+77.05	7,124,157.78	2,538,269.82	814+82.05	7,124,362.52	2,538,279.85
SBFR1	C1	SBFR1-1	5° 09' 54.62" LT	0° 27' 43.43"	559.30'	1,117.85'	12,400.00'	712+85.51	7,114,274.49	2,537,365.24	707+26.21	7,113,738.62	2,537,205.04	718+44.06	7,114,822.61	2,537,476.54
SBFR2	C2	SBFR2-1	7° 13' 29.36" LT	0° 27' 39.41"	784.73'	1,567.39'	12,430.00'	725+59.57	7,115,516.99	2,537,652.42	717+74.83	7,114,748.83	2,537,491.97	733+42.22	7,116,299.22	2,537,714.98
	C3	SBFR2-2	3° 46' 19.30" LT	1° 25' 43.76"	132.05'	264.00'	4,010.00'	734+74.26	7,116,430.85	2,537,725.51	733+42.22	7,116,299.22	2,537,714.98	736+06.21	7,116,562.88	2,537,727.36
SBFR3	C4	SBFR3-1	3° 26' 11.34" RT	0° 57' 10.89"	180.35'	360.59'	6,012.00'	765+09.87	7,119,465.62	2,537,800.16	763+29.52	7,119,285.37	2,537,794.41	766+90.11	7,119,645.21	2,537,816.69
SBFR4	C5	SBFR4-1	3° 26' 11.41" LT	1° 59' 59.47"	85.94'	171.84'	2,865.00'	767+93.70	7,119,747.26	2,537,838.14	767+07.75	7,119,661.68	2,537,830.26	768+79.59	7,119,833.16	2,537,840.88
	C6	SBFR4-2	2° 06' 35.57" LT	1° 59' 59.47"	52.76'	105.50'	2,865.00'	774+45.67	7,120,398.96	2,537,858.91	773+92.92	7,120,346.23	2,537,857.23	774+98.42	7,120,451.72	2,537,858.64
	C7	SBFR4-3	2° 06' 35.58" RT	0° 57' 17.75"	110.49'	220.95'	6,000.00'	782+33.26	7,121,186.55	2,537,854.99	781+22.78	7,121,076.06	2,537,855.54	783+43.72	7,121,296.98	2,537,858.51
	C8	SBFR4-4	3° 00' 52.91" LT	0° 57' 17.75"	157.89'	315.70'	6,000.00'	810+94.51	7,124,046.37	2,537,946.11	809+36.63	7,123,888.57	2,537,941.08	812+52.33	7,124,204.23	2,537,942.83
	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
RAMPS																
75NED	E1	75NED-1	12° 26' 52.83" RT	3° 49' 10.99"	163.59'	325.89'	1,500.00'	11+63.59	7,110,940.37	2,536,606.62	10+00.00	7,110,783.60	2,536,559.88	13+25.89	7,111,083.38	2,536,686.06
	E2	75NED-2	17° 05' 34.22" LT	3° 49' 10.99"	225.42'	447.49'	1,500.00'	16+59.21	7,111,374.76	2,536,847.91	14+33.79	7,111,177.70	2,536,738.45	18+81.28	7,111,595.29	2,536,894.61
	E3	75NED-3	4° 37' 10.55" RT	1° 08' 23.14"	202.77'	405.31'	5,027.00'	22+08.34	7,111,915.26	2,536,962.37	20+05.57	7,111,716.89	2,536,920.36	24+10.89	7,112,109.60	2,537,020.22
	E4	75NED-4	3° 43' 08.05" RT	2° 51' 53.24"	64.93'	129.81'	2,000.00'	28+59.72	7,112,539.78	2,537,148.27	27+94.79	7,112,477.55	2,537,129.74	29+24.61	7,112,600.68	2,537,170.79
DCNED	F1	DCNED-1	4° 49' 30.85" RT	2° 51' 53.24"	84.27'	168.43'	2,000.00'	10+84.27	7,112,632.41	2,537,159.10	10+00.00	7,112,551.65	2,537,135.02	11+68.43	7,112,710.85	2,537,189.88
	F2	DCNED-2	7° 43' 51.36" LT	2° 50' 41.55"	136.08'	271.75'	2,014.00'	15+11.69	7,113,030.38	2,537,315.28	13+75.61	7,112,903.71	2,537,265.57	16+47.36	7,113,162.60	2,537,347.50
	F3	DCNED-3	2° 43' 56.04" RT	2° 51' 53.24"	47.70'	95.37'	2,000.00'	19+85.19	7,113,490.82	2,537,427.49	19+37.50	7,113,444.48	2,537,416.20	20+32.87	7,113,536.57	2,537,440.98
	F4	DCNED-4	4° 00' 00.00" RT	2° 51' 53.24"	69.84'	139.63'	2,000.00'	22+33.71	7,113,729.21	2,537,497.78	21+63.87	7,113,662.22	2,537,478.03	23+03.50	7,113,794.66	2,537,522.16
DCEN	G1	DCEN-1	2° 12' 06.70" RT	1° 59' 36.92"	55.23'	110.45'	2,874.00'	76+68.41	7,113,508.67	2,537,374.44	76+13.18	7,113,455.17	2,537,360.71	77+23.63	7,113,561.60	2,537,390.22
RNB02	M1	RNB02-1	3° 26' 28.31" RT	3° 49' 10.99"	45.06'	90.09'	1,500.00'	9+78.42	7,117,451.35	2,537,995.11	9+33.36	7,117,406.31	2,537,993.67	10+23.45	7,117,496.21	2,537,999.24
	M2	RNB02-2	3° 26' 28.31" LT	3° 49' 10.99"	45.06'	90.09'	1,500.00'	13+78.31	7,117,849.58	2,538,031.81	13+33.25	7,117,804.71	2,538,027.68	14+23.34	7,117,894.61	2,538,033.25
RNB05	Q1	RNB05-1	4° 00' 00.18" LT	3° 48' 52.68"	52.45'	104.86'	1,502.00'	10+52.45	7,123,431.24	2,538,198.65	10+00.00	7,123,378.81	2,538,196.98	11+04.86	7,123,483.65	2,538,196.66
	Q2	RNB05-2	4° 00' 00.00" RT	3° 49' 29.35"	52.31'	104.58'	1,498.00'	12+67.49	7,123,646.17	2,538,190.48	12+15.18	7,123,593.90	2,538,192.47	13+19.76	7,123,698.46	2,538,192.15
	Q3	RNB05-3	3° 25' 03.56" LT	3° 51' 20.54"	44.33'	88.64'	1,486.00'	16+57.82	7,124,036.34	2,538,202.91	16+13.49	7,123,992.03	2,538,201.50	17+02.13	7,124,080.66	2,538,201.68
	Q4	RNB05-4	0° 28' 20.29" LT	3° 47' 03.83"	6.24'	12.48'	1,514.00'	20+33.94	7,124,399.86	2,538,192.81	20+27.70	7,124,406.10	2,538,192.69	20+40.18	7,124,393.63	2,538,192.98
RSB01	D1	RSB01-1	0° 53' 37.84" LT	1° 59' 36.92"	22.42'	44.84'	2,874.00'	10+00.00	7,112,947.88	2,537,069.50	9+77.58	7,112,926.40	2,537,063.10	10+22.42	7,112,969.46	2,537,075.57
	D2	RSB01-2	3° 14' 59.63" LT	3° 47' 03.83"	42.95'	85.88'	1,514.00'	14+51.06	7,113,382.10	2,537,191.62	14+08.11	7,113,340.76	2,537,179.99	14+93.99	7,113,424.04	2,537,200.89
	D3	RSB01-3	2° 45' 15.44" RT	2° 17' 30.59"	60.10'	120.18'	2,500.00'	20+48.93	7,113,965.91	2,537,320.60	19+88.83	7,113,907.22	2,537,307.64	21+09.00	7,114,023.90	2,537,336.37
RSB02	L1	RSB02-1	1° 16' 00.44" LT	0° 34' 49.25"	109.15'	218.28'	9,872.68'	11+09.15	7,116,653.88	2,537,793.19	10+00.00	7,116,544.77	2,537,790.33	12+18.28	7,116,763.02	2,537,793.64
	L2	RSB02-2	3° 24' 30.18" LT	3° 49' 10.99"	44.63'	89.23'	1,500.00'	12+62.91	7,116,807.65	2,537,793.82	12+18.28	7,116,763.02	2,537,793.64	13+07.51	7,116,852.21	2,537,791.35
	L3	RSB02-3	5° 00' 00.00" RT	3° 49' 10.99"	65.49'	130.90'	1,500.00'	14+38.58	7,116,983.07	2,537,784.09	13+73.08	7,116,917.68	2,537,787.71	15+03.98	7,117,048.53	2,537,786.17
	L4	RSB02-4	5° 00' 00.00" LT	3° 49' 10.99"	65.49'	130.90'	1,500.00'	19+76.75	7,117,521.06	2,537,801.23	19+11.26	7,117,455.60	2,537,799.14	20+42.16	7,117,586.45	2,537,797.60
	L5	RSB02-5	5° 00' 00.07" RT	3° 49' 10.99"	65.49'	130.90'	1,500.00'	22+86.45	7,117,830.36	2,537,784.07	22+20.96	7,117,764.97	2,537,787.70	23+51.86	7,117,895.82	2,537,786.16
RSB03	N1	RSB03-1	5° 27' 47.91" RT	3° 49' 10.99"	71.57'	143.03'	1,500.00'	10+71.57	7,118,587.34	2,537,808.19	10+00.00	7,118,515.81	2,537,805.91	11+43.03	7,118,658.33	2,537,817.27
	N2	RSB03-2	5° 27' 47.98" LT	3° 49' 10.99"	71.57'	143.03'	1,500.00'	13+55.03	7,118,868.62	2,537,844.16	12+83.46	7,118,797.63	2,537,835.08	14+26.49	7,118,940.15	2,537,846.44
	N3	RSB03-3	3° 26' 10.58" RT	3° 51' 20.54"	44.57'	89.12'	1,486.00'	18+29.89	7,119,343.35	2,537,859.29	17+85.32	7,119,298.80	2,537,857.87	18+74.44	7,119,387.74	2,537,863.38
	N4	RSB03-4	0° 29' 27.31" LT	3° 47' 03.83"	6.49'	12.97'	1,514.00'	21+91.35	7,119,703.31	2,537,892.44	21+84.87	7,119,696.85	2,537,891.84	21+97.84	7,119,709.78	2,537,892.98
RSB04	O1	RSB04-1	0° 34' 11.56" LT	3° 47' 03.83"	7.53'	15.06'	1,514.00'	10+20.83	7,120,583.21	2,537,920.39	10+13.30	7,120,575.68	2,537,920.54	10+28.36	7,120,590.73	2,537,920.17
	O2	RSB04-2	3° 31' 51.24" RT	3° 51' 20.54"	45.80'	91.58'	1,486.00'	13+71.39	7,120,933.61	2,537,909.96	13+25.58	7,120,887.83	2,537,911.32	14+17.16	7,120,979.39	2,537,911.42
	O3	RSB04-3	5° 21' 51.41" LT	3° 49' 10.99"	70.27'	140.44'	1,500.00'	17+80.44	7,121,342.48	2,537,922.99	17+10.17	7,121,272.24	2,537,920.75	18+50.60	7,121,412.61	2,537,918.65
	O4	RSB04-4	5° 21' 51.42" RT	3° 49' 10.99"	70.27'	140.44'	1,500.00'	20+69.10	7,121,630.70	2,537,905.16	19+98.83	7,121,560.56	2,537,909.50	21+39.27	7,121,700.93	2,537,907.40
RSB05	P1	RSB05-1	5° 21' 26.76" RT	3° 49' 10.99"	70.18'	140.26'	1,500.00'	10+70.18	7,123,088.63	2,537,951.61	10+00.00	7,123,018.49	2,537,949.38	11+40.26	7,123,158.26	2,537,960.39
	P2	RSB05-2	5° 21' 26.77" LT	3° 49' 10.99"	70.18'	140.26'	1,500.00'	13+59.21	7,123,375.50	2,537,987.76	12+89.03	7,123,305.87	2,537,978.99	14+29.29	7,123,445.65	2,537,990.00
	P3	RSB05-3	3° 26' 28.31" RT	3° 51' 20.54"	44.64'	89.25'	1,486.00'	17+76.72	7,123,792.90	2,538,001.06	17+32.09	7,123,748.29	2,537,999.64	18+21.34	7,123,837.35	2,538,005.16
	P4	RSB05-4	0° 29' 45.03" LT	3° 47' 03.83"	6.55'	13.10'	1,514.00'	21+37.61	7,124,152.29	2,538,034.19	21+31.06	7,124,145.77	2,538,033.58	21+44.16	7,124,158.82	2,538,034.73
CROSS STREETS																
CRAIG DR. (S)	XA1	XCGS-1	19° 57' 34.12" RT	8° 48' 53.05"	114.38'	226.43'	650.00'	12+13.70	7,113,208.77	2,536,823.60	10+99.33	7,113,176.11	2,536,933.21	13+25.76	7,113,276.88	2,536,731.71
ELDORADO PKWY	XD1	XELD-1	16° 53' 31.43" RT	6° 07' 40.41"	138.84'	275.66'	935.00'	6+97.42	7,115,527.24	2,536,956.86	5+58.58	7,115,507.13	2,536,819.49	8+34.24	7,115,506.57	2,537,094.15
	XD2	XELD-2	2° 59' 51.71" LT	3° 00' 04.86"	49.95'	99.88'	1,909.00'	17+95.41	7,115,363.49	2,538,044.61	17+45.46	7,115,370.92	2,537,995.21	18+45.33	7,115,358.64	2,538,094.32
	XD3	XELD-3	16° 00' 37.98" LT	8° 48' 53.05"	91.41'	181.63'	650.00'	21+00.94	7,115,333.86	2,538,348.72	20+09.52	7,115,342.72	2,538,257.74	21+91.16	7,115,350.44	2,538,438.62
MEDICAL CENTER DR.	XB1	XMDC-1	43° 08' 22.00" RT	28° 38' 52.40"	79.06'	150.59'	200.00'	12+48.88	7,115,907.33	2,538,217.75	11+69.81	7,115,915.21	2,538,139.08	13+20.40	7,115,847.79	2,538,269.76
	XB2	XMDC-2	31° 45' 57.25" LT	19° 05' 54.94"	85.36'	166.33'	300.00'	14+05.76	7,115,783.51	2,538,325.92	13+20.40	7,115,847.79	2,538,269.76	14+86.72	7,115,758.42	2,538,407.51
CRAIG DR. (N)	XC1	XCGN-1	12° 19' 59.42" RT	11° 01' 06.31"	56.18'	111.93'	520.00'	11+11.43	7,116,208.54	2,537,589.73	10+55.24	7,116,200.19	2,537,645.29	11+67.17	7,116,228.56	2,537,537.23
PARK CENTRAL	XP1	XPAR-1	7° 44' 30.69" LT	8° 29' 17.75"	45.67'	91.21'	675.00'	11+42.28	7,117,913.44	2,538,224.85	10+96.61	7,117,918.20	2,538,179.42	11+87.82	7,117,914.85	2,538,270.50
COUNTRY CLUB DR.	XE1	XCTY-1	17° 50' 01.54" LT	7° 54' 10.32"	113.75'	225.66'	725.00'	11+91.54	7,118,025.57	2,537,562.63	10+77.79	7,118,021.73	2,537,676.32	13+03.46	7,117,994.42	2,537,453.23
PARKVIEW NE	XF1	XPVE-1	21° 05' 16.52" RT	19° 05' 54.94"	55.84'	110.42'	300.00'	10+68.02	7,120,774.64	2,538,223.46	10+12.18	7,120,779.79	2,538,167.86	11+22.60	7,120,749.83	2,538,273.49
PARKVIEW SW	XG1	XPVW-1	29° 17' 42.90" LT	19° 05' 54.94"	78.41'	153.39'	300.00'	13+52.95	7,120,825.16	2,537,503.94	12+74.54	7,120,827.49	2,537,582.31	14+27.93	7,120,784.77	2,537,436.73

©2010

Texas Department
of Transportation

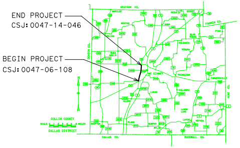
DALLAS DISTRICT
Design Schematic
William L Hale, P.E.
District Engineer

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
COLLIN COUNTY
DALLAS DISTRICT
ROCKWALL CO.
DALLAS CO.

Scale:
Horizontal 1:200
Vertical 1:20

© 2010 by Texas Department of Transportation

Revised - July 2009
Original Approved October 2003

Roll 1 of 4