TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER
US 380 DESIGN SCHEMATIC, COLLIN COUNTY

CSJ NO. 0135-11-018, 0135-02-049, 0135-02-044
AND 0135-02-050
WEST OF CR 26 (DENTON/COLLIN CL) TO FM 2478 (CUSTER ROAD)

DESIGN SPEED

US 380 MAINLANES COUNTY LINE TO CUSTER RD = 45 MPH
RAMPS = 40 MPH
FRONTAGE ROADS = 40 MPH
CROSS STREETS = 45 MPH

AVERAGE DAILY TRAFFIC =	2008	2030	2040
US 380 =	26,200	45,600	52,400

TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, JUNE 18, 2008

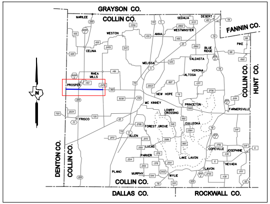
FUNCTIONAL CLASSIFICATION

US380 - URBAN PRINCIPAL ARTERIAL

SCALE

1"=100' HORIZONTAL
1"=10' VERTICAL

PROJECT LENGTH = 31,858.3 ft (6.034 miles)


GRAYSON CO.
COLLIN CO.
FANNIN CO.
HUNT CO.
COLLIN CO.
DENTON CO.
COLLIN CO.
COLLIN CO.
DALLAS CO.
ROCKWALL CO.
N
MARILEE
WESTON
CELINA
ANNA
WESTMINSTER
SEDALIA
DESERT
PIKE
BLUE RIDGE
MELISSA
VALDASTA
VERONA
ALTOGA
RHEA MILLS
PROSPER
NEW HOPE
MC KINNEY
PRINCETON
LOWRY CROSSING
FARMERSVILLE
FRISCO
FOREST GROVE
CULLEOKA
ALLEN
LUCAS
PARKER
LAKE LAVON
COPEVILLE
JOSEPHINE
NEVADA
PLANO
MURPHY
WYLIE
LAVON

LOCATION MAP

N.T.S.

INDEX OF SHEETS

SHEET 1 - MAIN LANES PLAN & PROFILE
SHEET 2 - MAIN LANES PLAN & PROFILE
SHEET 3 - MAIN LANES PLAN & CURVE DATA
SHEET 4 - PROFILES FRONTAGE ROADS, CROSS STREETS & RAMPS

LEGEND

🟥	PROPOSED MAINLANES
🟦	PROPOSED FRONTAGE ROAD
🟩	PROPOSED RAMPS
🟧	PROPOSED BRIDGES
🟨	PROPOSED SIDEWALK
▨	EXISTING ROAD TO BE REMOVED
⬜	FUTURE ROAD (BY OTHERS)
━ ━ ━	PROPOSED RETAINING WALL
── ─ ──	PROPOSED CENTERLINE
── ─ ──	EXISTING CENTERLINE
─ ‐ ─ ‐ ─	PROPOSED RIGHT-OF-WAY
─┼┼┼─	CONTROL OF ACCESS
── ── ──	PERMANENT WATERLINE EASEMENT
‐ ‐ ‐ ‐	EXISTING 72" WATERLINE
─ ‐ ─ ‐ ─	EXISTING RIGHT-OF-WAY
‐ ‐ ‐ ‐	EXISITNG EASEMENT
────	PROPOSED EASEMENT
┼┼┼┼┼	BNSF RAILROAD
── ‐ ──	CITY/COUNTY LINE
‐ ‐ ‐ ‐	PROPERTY LINE
←	LANE DIRECTIONAL INDICATOR

PREPARED BY AECOM
UNDER THE SUPERVISION OF:

RAJESH JANARTHANAN, P.E.

SERIAL NO. (TX PE NO. 99487)

DATE:________________

DATE SUBMITTED
JUNE 25, 2012

DATE APPROVED

DATE REVISED

NOT INTENDED FOR
CONSTRUCTION,
BIDDING, OR
PERMIT PURPOSES

Texas Department of Transportation

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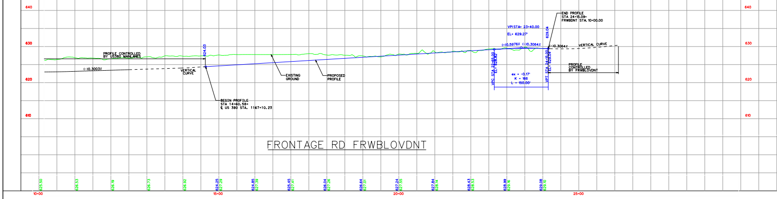
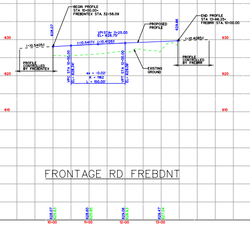
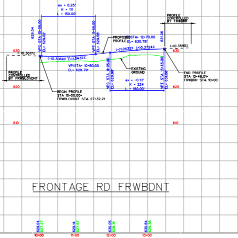
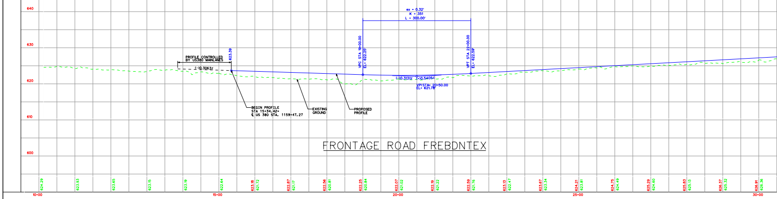
AECOM

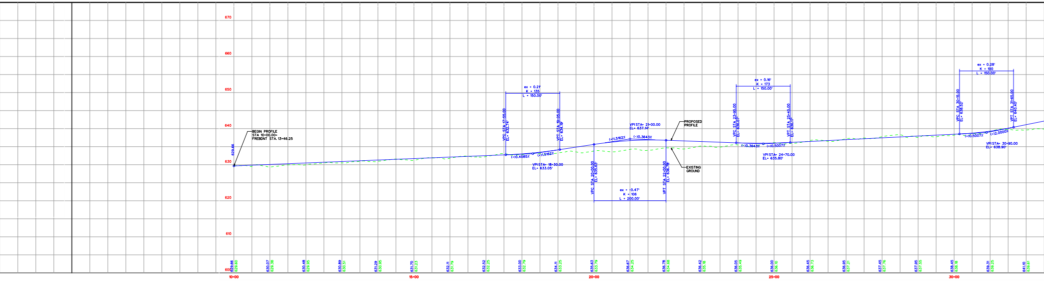
AECOM Technical Services Inc.- 3580

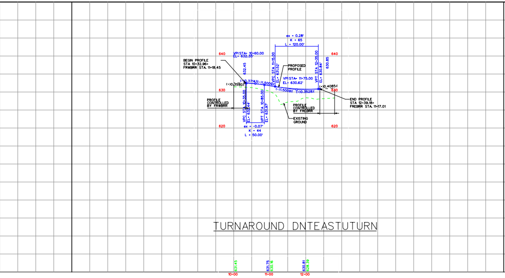

FRONTAGE RD FRWBLOVDNT
640
630
620
610
PROFILE CONTROLLED BY US380 MAINLANES
(-)0.3003%
VERTICAL CURVE
624.03
BEGIN PROFILE
STA 14+60.58=
℄ US 380 STA. 1167+10.23
EXISTING GROUND
PROPOSED PROFILE
VPI STA= 23+40.00
EL= 629.27'
(+)0.5976%
(+)0.3064%
VPC STA 22+65.00
EL= 628.82'
ex = -0.17'
K = 166
L = 150.00'
VPT STA 24+15.00
EL= 629.04'
629.04
END PROFILE
STA 24+15.09=
FRWBDNT STA. 10+00.00
(+)0.3064%
VERTICAL CURVE
PROFILE CONTROLLED BY FRWBLOVDNT
10+00
15+00
20+00
25+00


FRONTAGE RD FREBDNT
630
620
610
BEGIN PROFILE
STA 10+00.00=
FREBDNTEX STA. 32+58.09
628.07
(+)0.5405%
PROFILE CONTROLLED BY FREBDNTEX
VPI STA= 11+25.00
EL= 628.75'
(+)0.5417%
(+)0.4126%
VPC STA 10+50.00
EL= 628.34'
ex = -0.02'
K = 1162
L = 150.00'
VPT STA 12+00.00
EL= 629.06'
PROPOSED PROFILE
EXISTING GROUND
629.66
END PROFILE
STA 13+46.25=
FREBRR STA. 10+00.00
(+)0.4085%
PROFILE CONTROLLED BY FREBRR
10+00
11+00
12+00
13+00

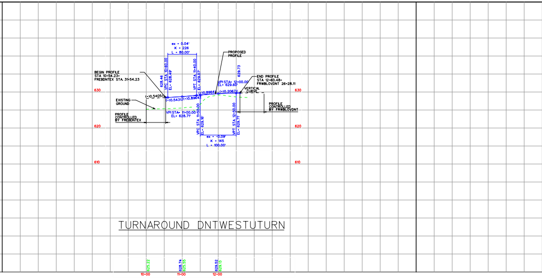

FRONTAGE RD FRWBDNT
630
620
610
ex = 0.25'
K = 111
L = 150.00'
629.04
VPC STA 10+05.00
EL= 629.02'
VPT STA 11+55.00
EL= 629.58'
(-)0.3017%
PROFILE CONTROLLED BY FRWBLOVDNT
(-)0.3064%
(+)1.0432%
VPI STA= 10+80.00
EL= 628.79'
PROPOSED PROFILE
VPI STA= 12+70.00
EL= 630.78'
(+)1.0432%
(+)0.3724%
631.06
PROFILE CONTROLLED BY FRWBRR
(+)0.3590%
EXISTING GROUND
VPC STA 11+95.00
EL= 629.99'
ex = -0.13'
K = 224
L = 150.00'
VPT STA 13+45.00
EL= 631.06'
BEGIN PROFILE
STA 10+00.00=
FRWBLOVDNT STA. 27+32.21
END PROFILE
STA 13+46.01=
FRWBRR STA. 10+00
10+00
11+00
12+00
13+00


FRONTAGE ROAD FREBDNTEX
640
630
620
610
600
PROFILE CONTROLLED BY US380 MAINLANES
(-)0.3063%
623.39
BEGIN PROFILE
STA 15+34.42=
℄ US 380 STA. 1159+47.27
EXISTING GROUND
PROPOSED PROFILE
ex = 0.32'
K = 351
L = 300.00'
VPC STA 19+00.00
EL= 622.25'
VPT STA 22+00.00
EL= 622.59'
(-)0.3131%
(+)0.5405%
VPI STA= 20+50.00
EL= 621.78'
10+00
15+00
20+00
25+00
30+00

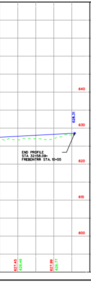

670
660
650
640
630
620
610
600
BEGIN PROFILE
STA 10+00.00=
FREBDNT STA. 13+46.25
629.66
ex = 0.21'
K = 135
L = 150.00'
VPC STA 17+55.00
EL= 632.74'
VPT STA 19+05.00
EL= 634.19'
(+)0.4085%
(+)1.5162%
VPI STA= 18+30.00
EL= 633.05'
VPC STA 20+00.00
EL= 635.63'
VPT STA 22+00.00
EL= 636.78'
ex = -0.47'
K = 106
L = 200.00'
(+)1.5162%
(-)0.3643%
VPI STA= 21+00.00
EL= 637.14'
PROPOSED
PROFILE
EXISTING
GROUND
ex = 0.16'
K = 173
L = 150.00'
VPC STA 23+95.00
EL= 636.07'
VPT STA 25+45.00
EL= 636.17'
(-)0.3643%
(+)0.5007%
VPI STA= 24+70.00
EL= 635.80'
ex = 0.28'
K = 100
L = 150.00'
VPC STA 30+15.00
EL= 638.52'
VPT STA 31+65.00
EL= 640.40'
(+)0.5007%
(+)2.0000%
VPI STA= 30+90.00
EL= 638.90'
629.66
629.60
630.07
629.38
630.48
629.95
630.89
630.51
631.29
630.95
631.70
631.23
632.11
631.79
632.52
632.25
633.00
632.79
634.11
633.25
635.63
633.79
636.67
634.25
636.78
634.68
636.42
635.18
636.05
635.49
636.00
636.10
636.45
636.73
636.95
637.21
637.45
637.76
637.95
637.55
638.45
638.18
639.31
639.25
641.10
639.61
10+00
15+00
20+00
25+00
30+00

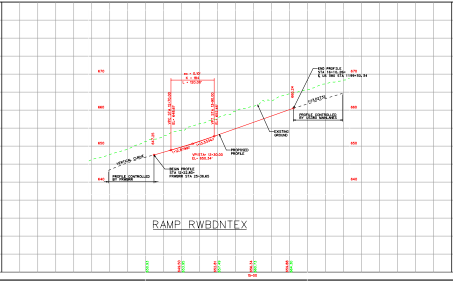

640
630
620
BEGIN PROFILE
STA 10+32.96=
FRWBRR STA. 11+18.45
VPI STA= 10+60.00
EL= 632.35'
632.45
(-)0.3590%
(-)0.3714%
(-)1.5009%
VPC STA 10+35.00
EL= 632.44'
VPT STA 10+85.00
EL= 631.97'
ex = -0.07'
K = 44
L = 50.00'
ex = 0.28'
K = 65
L = 120.00'
VPC STA 11+15.00
EL= 631.52'
VPT STA 12+35.00
EL= 630.84'
630.85
PROPOSED
PROFILE
VPI STA= 11+75.00
EL= 630.62'
(-)1.5009%
(+)0.3528%
(+)0.4085%
PROFILE
CONTROLLED
BY FRWBRR
PROFILE
CONTROLLED
BY FREBRR
EXISTING
GROUND
END PROFILE
STA 12+39.18=
FREBRR STA. 11+17.01
631.45
631.75
630.16
630.81
628.39
10+00
11+00
12+00

TURNAROUND DNTEASTUTURN

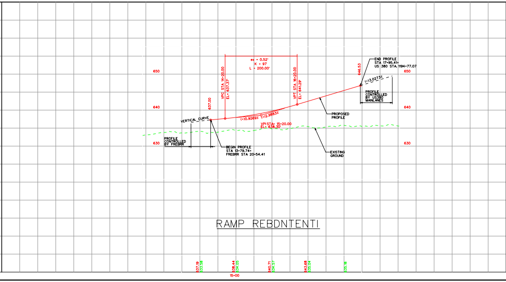

630
620
610
BEGIN PROFILE
STA 10+54.23=
FREBDNTEX STA. 31+54.23
628.46
ex = 0.04'
K = 226
L = 80.00'
VPC STA 10+60.00
EL= 628.49'
VPT STA 11+40.00
EL= 629.07'
(+)0.5405%
(+)0.5431%
(+)0.8964%
(+)0.8964%
(+)0.2067%
EXISTING
GROUND
PROFILE
CONTROLLED
BY FREBDNTEX
VPI STA= 11+00.00
EL= 628.71'
VPC STA 11+50.00
EL= 629.16'
VPT STA 12+50.00
EL= 629.71'
ex = -0.09'
K = 145
L = 100.00'
PROPOSED
PROFILE
629.73
VPI STA= 12+00.00
EL= 629.60'
END PROFILE
STA 12+60.48=
FRWBLOVDNT 26+28.11
VERTICAL
CURVE
PROFILE
CONTROLLED
BY FRWBLOVDNT
625.22
628.74
625.55
629.52
629.13
10+00
11+00
12+00

TURNAROUND DNTWESTUTURN

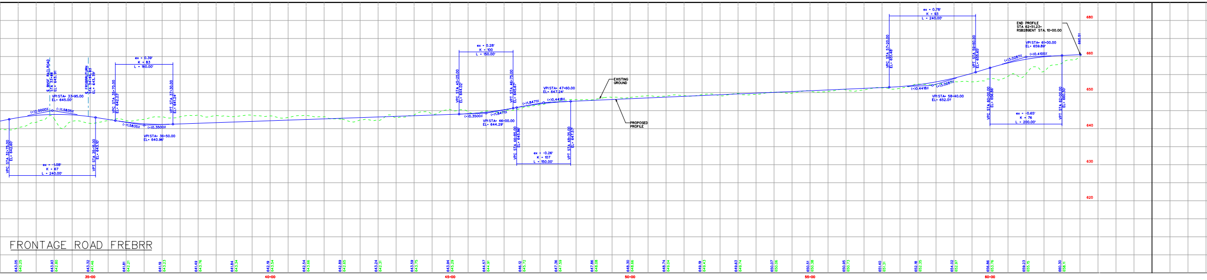

640
630
620
610
600
628.31
END PROFILE
STA 32+58.09=
FREBDNTRR STA. 10+00
627.45
626.46
627.99
626.77


670
660
650
640
ex = 0.10'
K = 184
L = 120.00'
VPC STA 12+70.00
EL= 648.61'
VPT STA 13+90.00
EL= 652.46'
647.25
(+)2.8799%
(+)3.5334%
VPI STA= 13+30.00
EL= 650.34'
PROPOSED
PROFILE
VERTICAL CURVE
PROFILE CONTROLLED
BY FRWBRR
BEGIN PROFILE
STA 12+22.80=
FRWBRR STA 25+36.65
EXISTING
GROUND
660.24
(+)3.0273%
PROFILE CONTROLLED
BY US380 MAINLANES
END PROFILE
STA 16+10.26=
℄ US 380 STA 1199+30.34
650.93
649.50
653.95
652.81
657.49
656.34
660.73
659.88
664.30
15+00

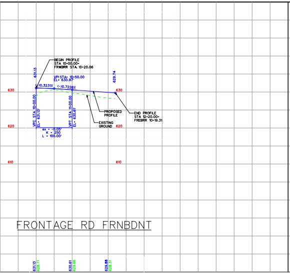
RAMP RWBDNTEX


650
640
630
ex = 0.52'
K = 97
L = 200.00'
VPC STA 14+20.00
EL= 637.37'
VPT STA 16+20.00
EL= 641.29'
637.00
VERTICAL CURVE
(+)0.9269%
(+)2.9883%
VPI STA= 15+20.00
EL= 638.30'
PROFILE
CONTROLLED
BY FREBRR
BEGIN PROFILE
STA 13+79.74=
FREBRR STA 20+54.41
646.53
END PROFILE
STA 17+95.41=
US 380 STA. 1194+77.07
(+)3.0273%
PROFILE
CONTROLLED
BY US380
MAINLANES
PROPOSED
PROFILE
EXISTING
GROUND
637.19
633.58
638.44
634.05
640.71
634.57
643.68
635.04
635.16
15+00

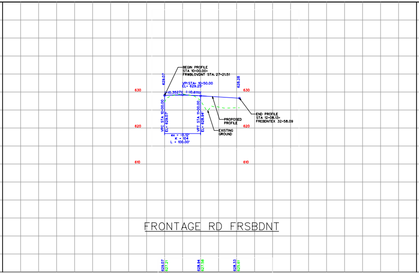
RAMP REBDNTENTI


ex = 0.39'
K = 83
L = 160.00'
VPI STA= 33+95.00
EL= 645.00'
(+)2.0000%
(-)1.5835%
VPI STA= 36+50.00
EL= 640.96'
(+)0.3500%
ex = -1.08'
K = 67
L = 240.00'
ex = 0.28'
K = 100
L = 150.00'
VPI STA= 46+00.00
EL= 644.29'
(+)1.8471%
VPI STA= 47+60.00
EL= 647.24'
(+)0.4418%
ex = -0.26'
K = 107
L = 150.00'
EXISTING GROUND
PROPOSED PROFILE
ex = 0.78'
K = 93
L = 240.00'
VPI STA= 58+40.00
EL= 652.07'
(+)3.0287%
ex = -0.65'
K = 76
L = 200.00'
VPI STA= 61+00.00
EL= 659.89'
(+)0.4100%
END PROFILE
STA 62+51.23=
RSB289ENT STA 10+00.00
680
660
650
640
630
620
35+00
40+00
45+00
50+00
55+00
60+00

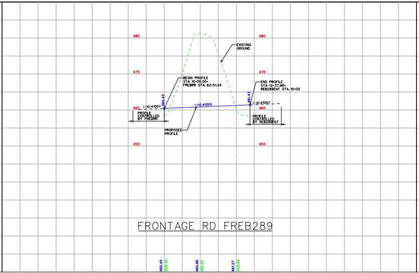
FRONTAGE ROAD FREBRR


BEGIN PROFILE
STA 10+00.00=
FRWBRR STA 10+20.06
VPI STA= 10+50.00
EL= 630.97'
(+)0.3231%
(-)0.7226%
ex = -0.05'
K = 250
L = 100.00'
PROPOSED PROFILE
EXISTING GROUND
END PROFILE
STA 12+20.00=
FREBRR 10+19.31
630
620
610
10+00

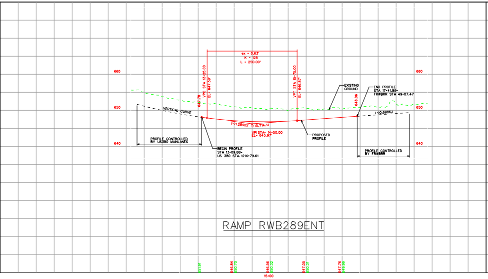
FRONTAGE RD FRNBDNT


BEGIN PROFILE
STA 10+00.00=
FRWBLOVDNT STA 27+21.51
VPI STA= 10+50.00
EL= 629.25'
(+)0.3527%
(-)0.6111%
ex = -0.12'
K = 104
L = 100.00'
PROPOSED PROFILE
EXISTING GROUND
END PROFILE
STA 12+08.13=
FREBDNTEX 32+58.09
630
620
610
10+00

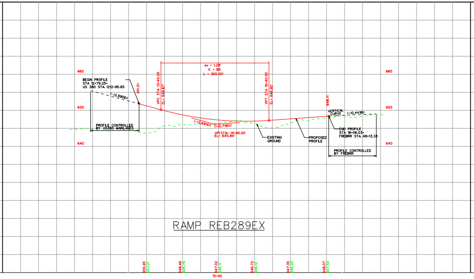
FRONTAGE RD FRSBDNT

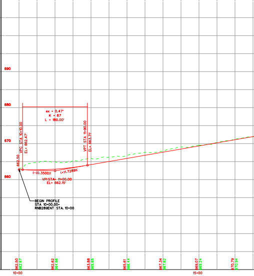

BEGIN PROFILE
STA 10+00.00=
FREBRR STA 62+51.24
EXISTING GROUND
END PROFILE
STA 12+37.98=
REB289ENT STA 10+00
(+)0.4100%
PROFILE CONTROLLED BY FREBRR
PROFILE CONTROLLED BY REB289ENT
PROPOSED PROFILE
680
670
660
650
10+00

FRONTAGE RD FREB289

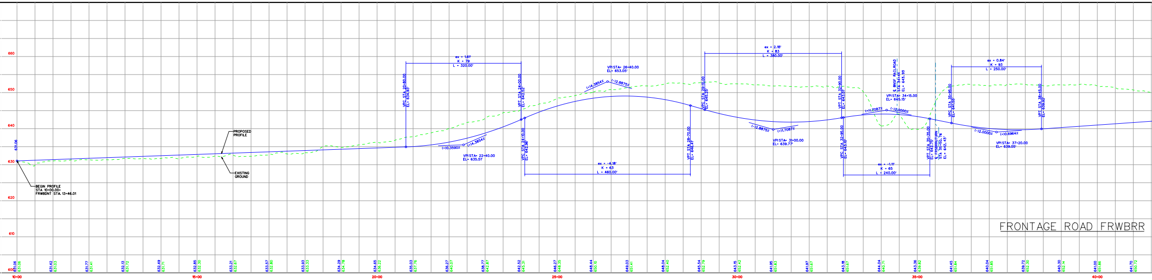

ex = 0.63'
K = 125
L = 250.00'
EXISTING GROUND
END PROFILE
STA 17+41.89=
FRWBRR STA 49+07.47
VERTICAL CURVE
(-)1.2890%
(+)0.7147%
(+)0.6966%
VPI STA= 14+50.00
EL= 645.97'
PROPOSED PROFILE
PROFILE CONTROLLED BY US380 MAINLANES
BEGIN PROFILE
STA 13+09.88=
US 380 STA 1214+79.61
PROFILE CONTROLLED BY FRWBRR
660
650
640
15+00

RAMP RWB289ENT

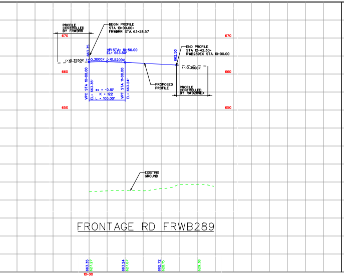

BEGIN PROFILE
STA 12+79.25=
US 380 STA 1212+95.65
(-)2.6906%
ex = 1.28'
K = 88
L = 300.00'
(-)2.6914%
(+)0.7190%
VPI STA= 14+90.00
EL= 645.84'
VERTICAL CURVE
(+)0.4418%
END PROFILE
STA 16+06.03=
FREBRR STA 48+13.33
PROFILE CONTROLLED BY US380 MAINLANES
EXISTING GROUND
PROPOSED PROFILE
PROFILE CONTROLLED BY FREBRR
660
650
640
15+00


ex = 0.47'
K = 87
L = 180.00'
(-)0.3500%
(+)1.7289%
VPI STA= 11+00.00
EL= 662.15'
BEGIN PROFILE
STA 10+00.00=
RNB289ENT STA 10+00
690
680
670
660
10+00
15+00

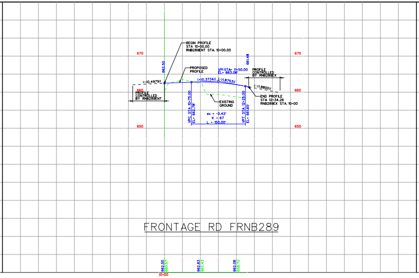
RAMP REB289EX


BEGIN PROFILE
STA 10+00.00=
FRWBDNT STA. 13+46.01
PROPOSED PROFILE
EXISTING GROUND
ex = 1.61'
K = 79
L = 320.00'
VPC STA 20+80.00
EL= 634.93'
VPT STA 24+00.00
EL= 642.52'
(+)0.3590%
(+)4.3854%
VPI STA= 22+40.00
EL= 635.51'
VPC STA 24+10.00
EL= 642.96'
ex = -4.18'
K = 63
L = 460.00'
VPI STA= 26+40.00
EL= 653.05'
(+)4.3854%
(-)2.8875%
VPT STA 28+70.00
EL= 646.41'
VPC STA 29+10.00
EL= 645.25'
ex = 2.18'
K = 83
L = 380.00'
(-)2.8875%
(+)1.7087%
VPI STA= 31+00.00
EL= 639.77'
VPT STA 32+90.00
EL= 643.01'
VPC STA 32+95.00
EL= 643.10'
ex = -1.11'
K = 65
L = 240.00'
℄ BNSF RAILROAD
STA 34+44
EL= 643.93
VPI STA= 34+15.00
EL= 645.15'
(+)1.7087%
(-)2.0000%
VPT STA 35+35.00
EL= 642.75'
℄ FRSBRRUTURN
STA 35+50.76
EL= 642.43'
VPC STA 35+95.00
EL= 641.55'
ex = 0.84'
K = 93
L = 250.00'
(-)2.0000%
(+)0.6964%
VPI STA= 37+20.00
EL= 639.05'
VPT STA 38+45.00
EL= 639.92'
660
650
640
630
620
610
600
631.06 631.06
631.42 631.03
631.77 631.41
632.13 631.72
632.49 631.71
632.85 632.30
633.21 632.67
633.57 632.80
633.93 633.33
634.29 634.78
634.65 636.22
635.03 637.76
636.27 640.07
638.77 642.87
642.52 645.31
646.27 648.35
648.44 650.10
649.03 651.41
648.04 652.40
645.54 652.79
643.15 652.42
641.95 651.83
641.97 651.67
643.18 651.67
644.04 640.71
643.36 639.82
641.45 651.84
640.04 651.85
639.72 652.30
640.30 652.14
641.00 651.86
641.70 650.72
10+00
15+00
20+00
25+00
30+00
35+00
40+00

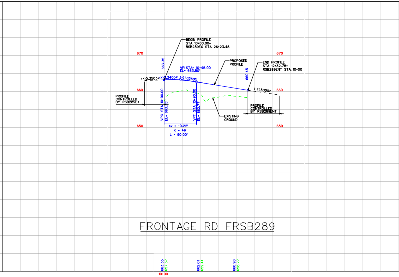
FRONTAGE ROAD FRWBRR


PROFILE CONTROLLED BY FRWBRR
BEGIN PROFILE
STA 10+00.00=
FRWBRR STA. 63+28.57
663.35
VPI STA= 10+50.00
EL= 663.50'
(+)0.3550%
(+)0.3000%
(-)0.5200%
662.50
END PROFILE
STA 12+42.30=
RWB289EX STA. 10+00.00
(-)0.3500%
VPC STA 10+00.00
EL= 663.35'
ex = -0.10'
K = 122
L = 100.00'
VPT STA 11+00.00
EL= 663.24'
PROPOSED PROFILE
PROFILE CONTROLLED BY RWB289EX
EXISTING GROUND
670
660
650
663.35 627.27
663.24 627.67
662.72 628.15
629.36
10+00

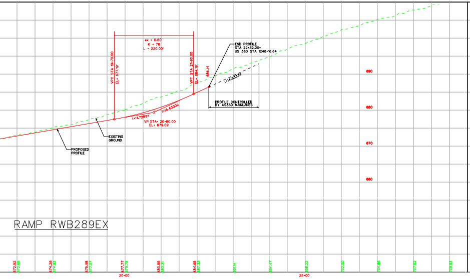
FRONTAGE RD FRWB289


BEGIN PROFILE
STA 10+00.00
RNB289ENT STA. 10+00.00
662.50
PROPOSED PROFILE
(+)0.4979%
PROFILE CONTROLLED BY RNB289ENT
VPI STA= 11+50.00
EL= 663.06'
(+)0.3734%
(-)1.8753%
661.48
PROFILE CONTROLLED BY RNB289EX
(-)1.8800%
END PROFILE
STA 12+34.26
RNB289EX STA. 10+00
EXISTING GROUND
VPC STA 10+75.00
EL= 662.78'
ex = -0.42'
K = 67
L = 150.00'
VPT STA 12+25.00
EL= 661.65'
670
660
650
662.50 660.57
662.83 662.43
662.06 658.70
10+00

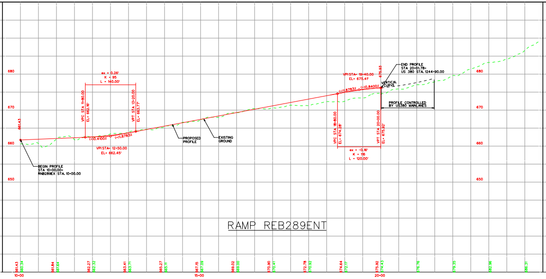
FRONTAGE RD FRNB289


BEGIN PROFILE
STA 10+00.00=
RSB289EX STA. 26+23.48
663.35
VPI STA= 10+45.00
EL= 663.50'
(+)0.3503%
(+)0.3405%
(-)1.6260%
PROPOSED PROFILE
END PROFILE
STA 12+32.78=
RSB289ENT STA. 10+00
660.45
(-)1.5000%
PROFILE CONTROLLED BY RSB289EX
PROFILE CONTROLLED BY RSB289ENT
EXISTING GROUND
VPC STA 10+00.00
EL= 663.35'
VPT STA 10+90.00
EL= 662.77'
ex = -0.22'
K = 46
L = 90.00'
670
660
650
663.35 657.37
662.61 659.41
660.98 658.77
10+00

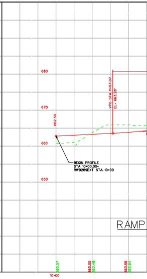
FRONTAGE RD FRSB289


ex = 0.80'
K = 76
L = 220.00'
VPC STA 19+70.00
EL= 677.19'
VPT STA 21+90.00
EL= 684.19'
686.14
END PROFILE
STA 22+32.20=
US 380 STA. 1248+16.64
(+)4.6333%
PROFILE CONTROLLED BY US380 MAINLANES
(+)1.7289%
(+)4.6300%
VPI STA= 20+80.00
EL= 679.09'
EXISTING GROUND
PROPOSED PROFILE
690
680
670
660
20+00
25+00

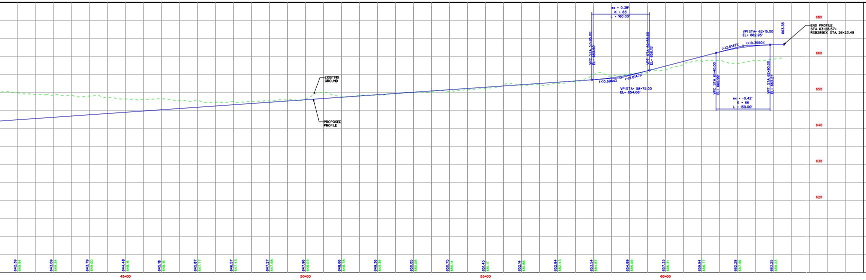
RAMP RWB289EX

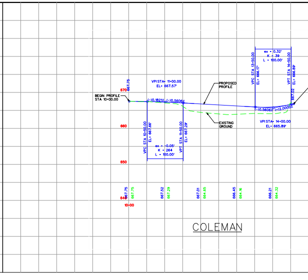

ex = 0.26'
K = 95
L = 140.00'
VPC STA 11+80.00
EL= 662.16'
VPT STA 13+20.00
EL= 663.77'
661.43
(+)0.4100%
(+)1.8783%
VPI STA= 12+50.00
EL= 662.45'
BEGIN PROFILE
STA 10+00.00=
RNB289EX STA. 10+00.00
PROPOSED PROFILE
EXISTING GROUND
VPI STA= 19+40.00
EL= 675.41'
675.93
END PROFILE
STA 20+01.78=
US 380 STA. 1244+90.00
VERTICAL CURVE
(+)1.8783%
(+)0.8400%
PROFILE CONTROLLED BY US380 MAINLANES
VPC STA 18+80.00
EL= 674.28'
VPT STA 20+00.00
EL= 675.92'
ex = -0.16'
K = 116
L = 120.00'
680
670
660
650
10+00
15+00
20+00

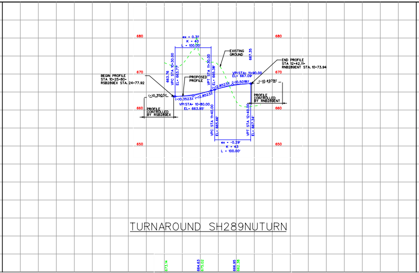
RAMP REB289ENT

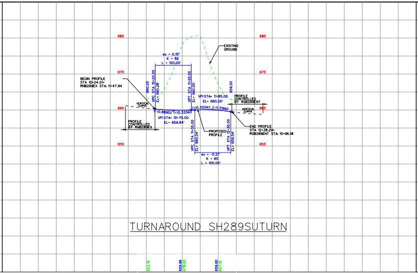

VPC STA 11+57.07
EL= 663.28'
662.50
BEGIN PROFILE
STA 10+00.00=
RWB289EXT STA. 10+00
680
670
660
650
10+00

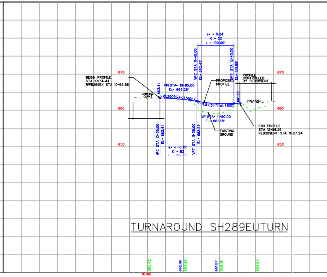
RAMP

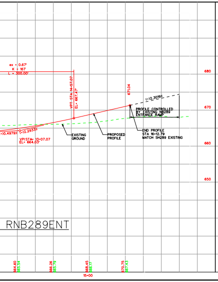

ex = 0.38'
K = 83
L = 160.00'
VPC STA 57+95.00
EL= 653.50'
VPT STA 59+55.00
EL= 656.15'
(+)0.6964%
(+)2.6147%
VPI STA= 58+75.00
EL= 654.06'
(+)2.6147%
(+)0.3550%
VPI STA= 62+15.00
EL= 662.95'
663.35
END PROFILE
STA 63+28.57=
RSB289EX STA 26+23.48
VPC STA 61+40.00
EL= 660.99'
VPT STA 62+90.00
EL= 663.21'
ex = -0.42'
K = 66
L = 150.00'
EXISTING GROUND
PROPOSED PROFILE
680
660
650
640
630
620
642.39 649.94
643.09 649.34
643.79 649.00
644.48 648.16
645.18 648.16
645.87 647.77
646.57 647.43
647.27 647.58
647.96 648.03
648.66 648.78
649.36 649.39
650.05 650.05
650.75 650.14
651.45 651.17
652.14 651.88
652.84 652.43
653.54 654.87
654.89 655.09
657.33 656.31
659.94 658.77
662.28 657.96
663.25 659.23
45+00
50+00
55+00
60+00

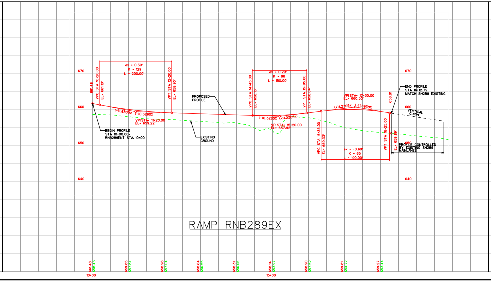

BEGIN PROFILE
STA 10+00.00
667.75
670
VPI STA= 11+00.00
EL= 667.57'
(-)0.1821%
(-)0.5606%
PROPOSED PROFILE
EXISTING GROUND
VPC STA 10+50.00
EL= 667.66'
VPT STA 11+50.00
EL= 667.29'
ex = -0.05'
K = 264
L = 100.00'
VPC STA 13+50.00
EL= 666.17'
VPT STA 14+50.00
EL= 666.89'
ex = 0.32'
K = 39
L = 100.00'
667.02
(-)0.5606%
(+)2.0000%
VPI STA= 14+00.00
EL= 665.89'
660
650
640
667.75 667.75
667.52 667.29
667.01 664.65
666.45 664.16
666.21 664.32
10+00
COLEMAN

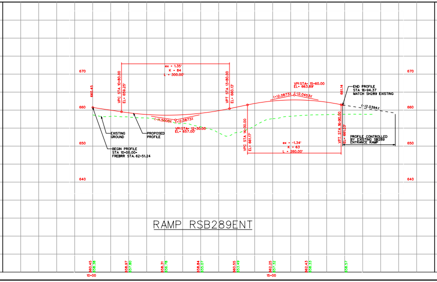

680
670
660
650
ex = 0.31'
K = 40
L = 100.00'
BEGIN PROFILE
STA 10+25+80=
RSB289EX STA. 24+77.92
663.76
VPC STA 10+30.00
EL= 663.77'
PROPOSED PROFILE
VPT STA 11+30.00
EL= 665.38'
EXISTING GROUND
667.35
END PROFILE
STA 12+42.11=
RNB289ENT STA. 10+73.94
VPI STA= 11+90.00
EL= 667.09'
(+)0.3503%
(+)0.3523%
(+)2.8523%
(+)2.8523%
(+)0.5018%
(+)0.4979%
VPI STA= 10+80.00
EL= 663.95'
PROFILE CONTROLLED BY RSB289EX
PROFILE CONTROLLED BY RNB289ENT
VPC STA 11+40.00
EL= 665.66'
VPT STA 12+40.00
EL= 667.34'
ex = -0.29'
K = 43
L = 100.00'
673.14
664.63 674.02
666.95 668.38
10+00
TURNAROUND SH289NUTURN

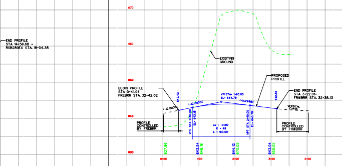

680
670
660
650
EXISTING GROUND
ex = 0.15'
K = 82
L = 100.00'
BEGIN PROFILE
STA 10+24.01=
RNB289EX STA. 11+47.94
660.29
VPC STA 10+25.00
EL= 660.28'
VPT STA 11+25.00
EL= 660.00'
659.50
VPI STA= 11+85.00
EL= 660.20'
PROFILE CONTROLLED BY RSB289ENT
VERTICAL CURVE
(-)0.8890%
(+)0.3334%
(+)0.3334%
(-)1.3199%
VPI STA= 10+75.00
EL= 659.84'
PROFILE CONTROLLED BY RNB289EX
VPC STA 11+35.00
EL= 660.04'
PROPOSED PROFILE
VPT STA 12+35.00
EL= 659.54'
END PROFILE
STA 12+38.29=
RSB289ENT STA. 10+96.18
ex = -0.21'
K = 60
L = 100.00'
663.19
659.96
659.90
10+00
TURNAROUND SH289SUTURN


ex = 0.24'
K = 52
L = 100.00'
670
660
650
BEGIN PROFILE
STA 10+34.44
RWB289EX STA 10+65.56
VERTICAL CURVE
663.41
VPI STA= 10+85.00
EL= 663.26'
(-)0.2900%
(-)1.5105%
VPC STA 11+40.00
EL= 662.43'
VPT STA 12+40.00
EL= 661.88'
PROPOSED PROFILE
PROFILE CONTROLLED BY REB289ENT
661.95
(-)1.5105%
(+)0.4100%
(+)0.4100%
VPI STA= 11+90.00
EL= 661.68'
EXISTING GROUND
END PROFILE
STA 12+56.51
REB289ENT STA. 11+27.24
VPC STA 10+35.00
EL= 663.41'
VPT STA 11+35.00
EL= 662.51'
ex = -0.15'
K = 82
663.42
662.96 663.26
661.87 659.79
660.63
10+00
TURNAROUND SH289EUTURN

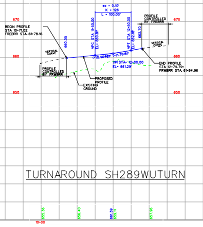

ex = 0.67'
K = 167
L = 300.00'
VPT STA 14+57.07
EL= 667.47'
671.04
(+)2.3019%
PROFILE CONTROLLED BY EXISTING NB289 ENTRANCE RAMP
(+)0.4979%
(+)2.2933%
VPI STA= 13+07.07
EL= 664.03'
EXISTING GROUND
PROPOSED PROFILE
END PROFILE
STA 16+12.79
MATCH SH289 EXISTING
680
670
660
650
664.60 665.54
666.26 665.79
668.45 666.17
670.75 667.43
15+00
RNB289ENT


670
660
650
640
ex = 0.39'
K = 129
L = 200.00'
661.48
VPC STA 10+20.00
EL= 661.10'
VPT STA 12+20.00
EL= 658.90'
(-)1.8800%
(-)0.3260%
VPI STA= 11+20.00
EL= 659.22'
BEGIN PROFILE
STA 10+00.00=
RNB289ENT STA. 10+00
PROPOSED PROFILE
EXISTING GROUND
ex = 0.29'
K = 96
L = 150.00'
VPC STA 14+45.00
EL= 658.16'
VPT STA 15+95.00
EL= 658.84'
(-)0.3260%
(+)1.2305%
VPI STA= 15+20.00
EL= 657.92'
VPI STA= 17+30.00
EL= 660.50'
(+)1.2305%
(-)1.6938%
658.81
END PROFILE
STA 16+12.79
MATCH SH289 EXISTING
VERTICAL CURVE
VPC STA 16+35.00
EL= 659.33'
VPT STA 18+25.00
EL= 658.89'
ex = -0.69'
K = 65
L = 190.00'
PROFILE CONTROLLED BY EXISTING SH289 MAINLANES
661.48 658.43
659.85 657.81
658.98 657.04
658.64 656.55
658.31 656.06
658.14 653.97
658.90 657.52
659.81 654.77
659.27 653.44
10+00
15+00
RAMP RNB289EX

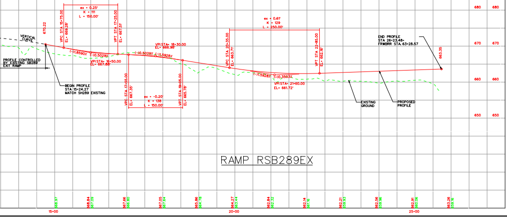

670
660
650
640
ex = 1.35'
K = 84
L = 300.00'
660.45
VPC STA 10+80.00
EL= 659.25'
VPT STA 13+80.00
EL= 660.13'
(-)1.5000%
(+)2.0873%
VPI STA= 12+30.00
EL= 657.00'
EXISTING GROUND
PROPOSED PROFILE
BEGIN PROFILE
STA 10+00.00=
FREBRR STA. 62+51.24
VPI STA= 15+60.00
EL= 663.89'
(+)2.0873%
(-)2.0453%
661.14
END PROFILE
STA 16+94.37
MATCH SH289 EXISTING
(-)2.0394%
VPC STA 14+30.00
EL= 661.17'
VPT STA 16+90.00
EL= 661.23'
ex = -1.34'
K = 63
L = 260.00'
PROFILE CONTROLLED BY EXISTING SH289 ENTRANCE RAMP
660.45 658.38
658.97 657.80
658.31 656.78
658.84 655.07
660.55 653.49
662.25 657.32
662.43 658.33
658.57
10+00
15+00
RAMP RSB289ENT


END PROFILE
STA 14+56.68 -
RSB289EX STA. 18+04.38
670
660
650
640
630
EXISTING GROUND
PROPOSED PROFILE
BEGIN PROFILE
STA 0+41.94
FREBRR STA. 32+42.02
642.42
(+)2.0000%
(+)2.0000%
VPI STA= 1+60.00
EL= 644.78'
(-)1.2448%
642.86
END PROFILE
STA 3+22.01=
FRWBRR STA. 32+38.13
VERTICAL CURVE
VPC STA 0+80.00
EL= 643.18'
ex = -0.65'
K = 49
L = 160.00'
VPT STA 2+40.00
EL= 643.79'
PROFILE CONTROLLED BY FREBRR
PROFILE CONTROLLED BY FRWBRR
637.86
643.54
648.18
644.12
670.05
643.04
659.05
0+00
1+00
2+00
3+00
4+00

TURNAROUND RRWBUTURN


ex = 0.10'
K = 126
L = 100.00'
PROFILE CONTROLLED BY FREBRR
670
670
BEGIN PROFILE
STA 10+71.02
FREBRR STA. 61+78.16
VPC STA 11+50.00
EL= 660.81'
VPT STA 12+50.00
EL= 662.18'
662.70
660.05
VERTICAL CURVE
VERTICAL CURVE
660
660
(+)0.9648%
(+)1.7616%
VPI STA= 12+00.00
EL= 661.29'
END PROFILE
STA 12+79.79=
FRWBRR STA. 61+94.96
PROFILE CONTROLLED BY FRWBRR
PROPOSED PROFILE
EXISTING GROUND
650
650
655.36
656.40
661.39
659.11
657.96
10+00

TURNAROUND SH289WUTURN


ex = 0.25'
K = 111
L = 150.00'
ex = 0.61'
K = 129
L = 250.00'
680
680
670.22
VPC STA 15+75.00
EL= 669.28'
VPT STA 17+25.00
EL= 667.51'
VERTICAL CURVE
VPI STA= 18+30.00
EL= 666.98'
VPC STA 20+35.00
EL= 663.71'
VPT STA 22+85.00
EL= 662.16'
END PROFILE
STA 26+23.48=
FRWBRR STA. 63+28.57
663.35
670
670
(-)1.8590%
(-)0.5029%
(-)0.5029%
(-)1.5928%
VPI STA= 16+50.00
EL= 667.88'
PROFILE CONTROLLED BY EXISTING SB289 EXIT RAMP
(-)1.5928%
(+)0.3503%
VPI STA= 21+60.00
EL= 661.72'
660
660
BEGIN PROFILE
STA 15+24.27
MATCH SH289 EXISTING
VPC STA 17+55.00
EL= 667.35'
ex = -0.20'
K = 138
L = 150.00'
VPT STA 19+05.00
EL= 665.78'
EXISTING GROUND
PROPOSED PROFILE
650
650
668.97
668.84
667.09
667.66
666.80
667.05
667.64
665.86
664.78
664.27
663.44
662.84
662.32
662.14
661.16
662.21
659.93
662.56
659.96
662.91
660.06
663.26
659.16
15+00
20+00
25+00

RAMP RSB289EX

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER
US 380 DESIGN SCHEMATIC, COLLIN COUNTY

CSJ NO. 0135-11-018, 0135-02-049, 0135-02-044
AND 0135-02-050
EAST OF CR 26 (DENTON/COLLIN CL) TO FM 2478 (CUSTER ROAD)

DESIGN SPEED

US 380 MAINLANES COUNTY LINE TO CUSTER RD = 45 MPH
RAMPS = 40 MPH
FRONTAGE ROADS = 40 MPH
CROSS STREETS = 45 MPH

AVERAGE DAILY TRAFFIC =	2008	2030	2040
US 380 =	26,200	45,600	52,400

TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION
MEMORANDUM, JUNE 18, 2008

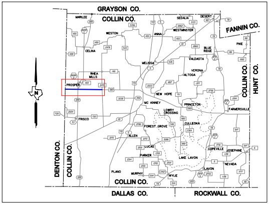
FUNCTIONAL CLASSIFICATION

US380 - URBAN PRINCIPAL ARTERIAL

SCALE

1"=100' HORIZONTAL
1"=10' VERTICAL

PROJECT LENGTH = 31,858.3 ft (6.034 miles)


GRAYSON CO.
COLLIN CO.
FANNIN CO.
MARILEE
SEDALIA
DESERT
WESTMINSTER
WESTON
ANNA
CELINA
BLUE RIDGE
PIKE
VALDASTA
MELISSA
VERONA
ALTOGA
RHEA MILLS
PROSPER
NEW HOPE
PRINCETON
MC KINNEY
LOWRY CROSSING
FARMERSVILLE
FRISCO
FOREST GROVE
CULLEOKA
ALLEN
LUCAS
COPEVILLE
JOSEPHINE
PARKER
LAKE LAVON
NEVADA
LAVON
PLANO
MURPHY
WYLIE
COLLIN CO.
HUNT CO.
DENTON CO.
COLLIN CO.
COLLIN CO.
DALLAS CO.
ROCKWALL CO.
N

LOCATION MAP
N.T.S.

INDEX OF SHEETS

SHEET 1 - MAIN LANES PLAN & PROFILE
SHEET 2 - MAIN LANES PLAN & PROFILE
SHEET 3 - MAIN LANES PLAN & CURVE DATA
SHEET 4 - PROFILES FRONTAGE ROADS, CROSS STREETS & RAMPS

LEGEND

🟥	PROPOSED MAINLANES
🟦	PROPOSED FRONTAGE ROAD
🟩	PROPOSED RAMPS
🟧	PROPOSED BRIDGES
🟨	PROPOSED SIDEWALK
▨	EXISTING ROAD TO BE REMOVED
⬜	FUTURE ROAD (BY OTHERS)
━ ━ ━	PROPOSED RETAINING WALL
—— – ——	PROPOSED CENTERLINE
—— – ——	EXISTING CENTERLINE
— · — · —	PROPOSED RIGHT-OF-WAY
——┼┼┼——	CONTROL OF ACCESS
—— – – ——	PERMANENT WATERLINE EASEMENT
– – – – –	EXISTING 72" WATERLINE
— - — - —	EXISTING RIGHT-OF-WAY
– – – – –	EXISTING EASEMENT
—————	PROPOSED EASEMENT
┼┼┼┼┼┼	BNSF RAILROAD
—— – – ——	CITY/COUNTY LINE
— – – —	PROPERTY LINE
←	LANE DIRECTIONAL INDICATOR

PREPARED BY AECOM
UNDER THE SUPERVISION OF:

RAJESH JANARTHANAN, P.E.

SERIAL NO. (TX PE NO. 99487)

DATE:________________

DATE SUBMITTED
JUNE 25, 2012

DATE APPROVED

DATE REVISED

NOT INTENDED FOR
CONSTRUCTION,
BIDDING, OR
PERMIT PURPOSES

ROLL 4 OF 4

Texas Department of Transportation

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