TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

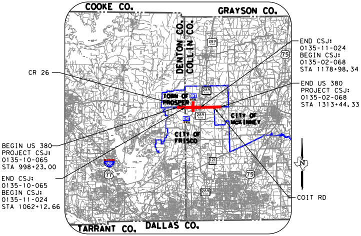
COLLIN AND DENTON COUNTY, TEXAS

CSJ: 0135-10-065 TEEL PRWY/CHAMPIONSHIP DR TO DENTON/COLLIN COUNTY LINE
CSJ: 0135-11-024 DENTON/COLLIN COUNTY LINE TO EAST OF SH 289
CSJ: 0135-02-068 EAST OF SH 289 TO WEST OF LAKEWOOD DR
LENGTH: 5.969 MILES

DATE: SEPTEMBER 2022

ROLL 3 OF 26

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
US 380 TRANSITION FROM URBAN ARTERIAL TO URBAN FREEWAY (380ML STA 998+23.00 TO 1011+61.80)	45 MPH	URBAN ARTERIAL
US 380 TRANSITION FROM URBAN FREEWAY TO URBAN ARTERIAL (380ML-ALT STA 1287+65.50 TO 1302+06.85)	45 MPH	URBAN ARTERIAL
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	45 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL
PROSPER COMMONS BLVD	25 MPH	LOCAL STREETS


COOKE CO.
GRAYSON CO.
DENTON CO.
COLLIN CO.
TOWN OF PROSPER
CITY OF McKINNEY
CITY OF FRISCO
TARRANT CO.
DALLAS CO.
CR 26
END CSJ:
0135-11-024
BEGIN CSJ:
0135-02-068
STA 1178+98.34
END US 380
PROJECT CSJ:
0135-02-068
STA 1313+44.33
BEGIN US 380
PROJECT CSJ:
0135-10-065
STA 998+23.00
END CSJ:
0135-10-065
BEGIN CSJ:
0135-11-024
STA 1062+12.66
COIT RD
289
75
121
35E
77
DNT
N

LOCATION MAP
N.T.S.

INDEX OF SHEETS

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ROLL 4: PLAN & PROFILE VIEW US 380 STA 1104+00 TO STA 1151+00
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ROLL 25: PROFILE VIEW-U-TURNS
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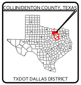
COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT

95% SUBMITTAL
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THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES.

PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.

LICENSE NO. 111427 DATE: 12/16/2022

0 100 200
HORIZONTAL
0 10 20
VERTICAL
GRAPHIC SCALES IN FEET

Jacobs
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DALLAS, TX 75201-3136
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Firm Registration F-2966

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LEGEND:

▭	EXISTING ROADWAY TO REMAIN
▬	EXISTING BRIDGE TO REMAIN
▬	PROPOSED BRIDGE
▬	PROPOSED MAIN LANES
▬	PROPOSED RAMP
▬	PROPOSED FRONTAGE ROAD
▬	DRIVEWAY
▬	DIRECT CONNECTOR
▬	COLLECTOR DISTRIBUTOR
▬	PROJECT BY OTHERS
▬	PROPOSED CROSS STREET
▬	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
▩	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING 100 YR FLOODPLAIN LIMITS
▨	EXISTING FLOODWAY
▦	PROPOSED CONC RIPRAP
—— - -	EXISTING ROW
- - - -	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
= = = =	EXISTING STORM SEWER
—·—	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS)
— - —	EXISTING DRAINAGE EASEMENT
— - —	UTILITY EASEMENT
— - —	PROPOSED CENTERLINE/BASELINE
—— - -	PROPOSED ROW
—— - -	PROPOSED ROW (BY OTHERS)
—— ——	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED BACK OF CURB
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
-⊖ -⊖-	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
═══	PROPOSED CULVERT
- - - -	CITY LIMITS
→	DIRECTION OF TRAVEL
	PERPENDICULAR CURB RAMP
	PARALLEL CURB RAMP
	DIRECTIONAL CURB RAMP
100	PARCEL ID
→	DIRECTION OF FLOW
🚦	INTERSECTION SIGNAL
▬	PROPOSED OVERHEAD SIGN STRUCTURE
▬	EXISTING OVERHEAD SIGN STRUCTURE
▦	STONE RIP RAP
——	DRAIN CHANNEL
··········	FLEXIBLE DELINEATOR POSTS

UTILITY LEGEND

SYMBOL	UTILITY	
—x—x—	ABANDONED UTILITY	
———	PROPOSED UTILITY	
—— —	UNKNOWN UTILITY	
COMMUNICATIONS		
—C1—	AT&T (FO/DUCT)	QL "B"
—C2—	AT&T (TELE)	
—C3—	MCI (FO/DUCT)	
—C4—	CITY OF IRVING (FO/DUCT)	
—C5—	SPECTRUM (FO/DUCT)	
—C6—	ZAYO (FO/DUCT)	
-—(C1)-	AT&T (FO/DUCT)	QL "C"/QL "D"
-—(C2)-	AT&T (TELE)	
-—(C3)-	MCI (FO/DUCT)	
-—(C4)-	CITY OF IRVING (FO/DUCT)	
-—(C5)-	SPECTRUM (FO/DUCT)	
-—(C6)-	ZAYO (FO/DUCT)	
ELECTRIC / POWER		
—E1—	COSERV	QL "B"
—E2—	ONCOR	
—E3—	PRIVATE	
—E4—	CITY OF FRISCO	
—E5—	TOWN OF PROSPER	
—E6—	TXDOT	
—(E1)—	COSERV	QL "C"/QL "D"
—(E2)—	ONCOR	
—(E3)—	PRIVATE	
—(E4)—	CITY OF FRISCO	
—(E5)—	TOWN OF PROSPER	
—(E6)—	TXDOT	
ELECTRIC / POWER		
—G1—	ATMOS	QL "B"
—G2—	COSERV	
—(G1)—	ATMOS	QL "C"/QL "D"
—(G2)—	COSERV	
SANITARY SEWER		
—WW1—	CITY OF FRISCO	QL "B"
—WW2—	TOWN OF PROSPER	
—WW3—	CITY OF MCKINNEY	
—(WW1)—	CITY OF FRISCO	QL "C"/QL "D"
—(WW2)—	TOWN OF PROSPER	
—(WW3)—	CITY OF MCKINNEY	
STORM DRAIN		
—SD1—	TXDOT	QL "B"
—SD2—	NTTA	
—SD3—	CITY OF FRISCO	
—SD4—	PRIVATE	
—(SD1)—	TXDOT	QL "C"/QL "D"
—(SD2)—	NTTA	
—(SD3)—	CITY OF FRISCO	
—(SD4)—	PRIVATE	
POTABLE WATER		
—W2—	TOWN OF PROSPER	
—W3—	CITY OF FRISCO	
—W4—	CITY OF MCKINNEY	
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
NON-POTABLE WATER		
—W1—	CITY OF IRVING	QL "B"
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
TRAFFIC SIGNALS		
—TS1—	CITY OF FRISCO	QL "B"
—TS2—	TXDOT	
—(TS1)—	CITY OF FRISCO	QL "C"/QL "D"
—(TS2)—	TXDOT	
(SP)	SIGNAL POLE	
SB	SIGNAL HANDHOLE/BOX	
OVERHEAD UTILITY		
—OH—	CITY OF FRISCO	QL "C"/QL "D"

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 21, 2020 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN INSURANCE RATE MAP BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48085C0230J AND 48085C0235J.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON AND COLLIN COUNTY APPRAISAL DISTRICT (JANUARY 13, 2022).
4. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATION PURPOSE ONLY.
5. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
6. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
7. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E PHASE OF THE PROJECT.
8. 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.
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

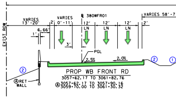
NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ BRIDGE RAIL WITH DRAINAGE SLOTS (DRAINAGE SLOTS NOT OVER CROSS STREETS)

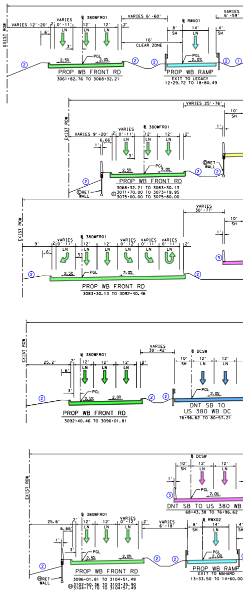
30' CLEAR ZONE WIDTH FOR MAIN LANES

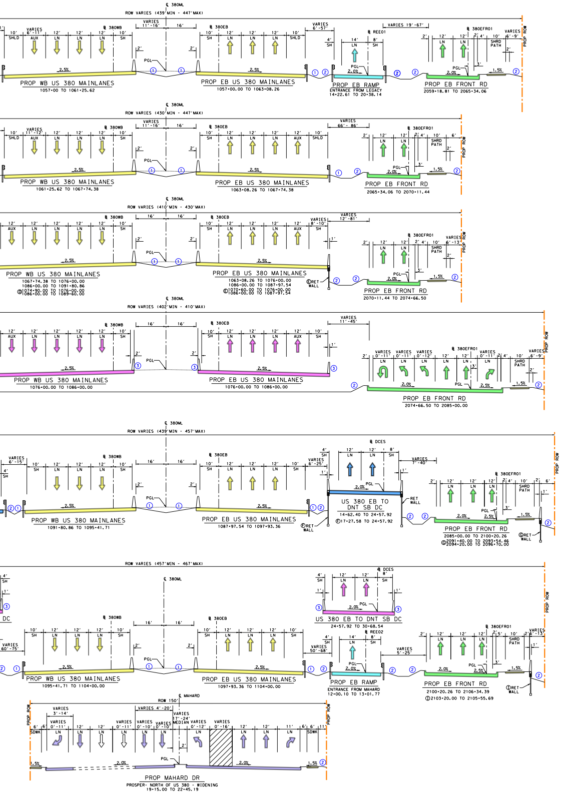
16' CLEAR ZONE WIDTH FOR RAMPS/DIRECT CONNECTORS/COLLECTOR-DISTRIBUTORS

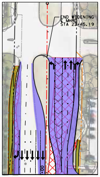
4' CLEAR ZONE WIDTH FROM FACE OF CURB FOR FRONTAGE ROADS

SEE PLAN VIEW FOR LOCATIONS OF METAL BEAM GUARD FENCE

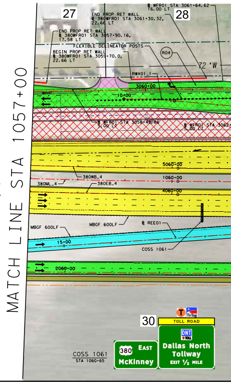

EXIST ROW
VARIES 13'-20'
VARIES 0'-11'
℄ 380WFR01
VARIES 58'-7
6.66'
PGL
2.5%
2.0%
LN
PROP WB FRONT RD
3057+62.17 TO 3061+82.76
Ⓐ RET WALL
Ⓐ 3057+62.17 TO 3059+70.00 TO 3061+30.32

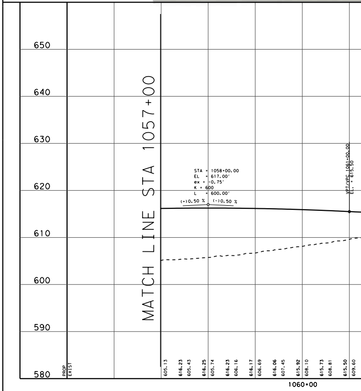

EXIST ROW
VARIES 12'-20'
℄ 380WFR01
VARIES 6'-60'
℄ RWX01
CLEAR ZONE
PROP WB FRONT RD
3061+82.76 TO 3068+32.21
PROP WB RAMP
EXIT TO LEGACY
12+29.72 TO 18+80.49
VARIES 9'-20'
VARIES 25'-76'
PROP WB FRONT RD
3068+32.21 TO 3083+30.13
Ⓒ 3071+70.00 TO 3073+19.95
Ⓒ 3075+00.00 TO 3075+80.00
Ⓒ RET WALL
VARIES 30'-77'
PROP WB FRONT RD
3083+30.13 TO 3092+40.46
℄ DCSW
25.2'
VARIES 38'-42'
PROP WB FRONT RD
3092+40.46 TO 3096+01.81
DNT SB TO US 380 WB DC
76+96.62 TO 80+57.21
DNT SB TO US 380 WB
68+43.38 TO 76+96.62
℄ RWX02
25.6'
VARIES 6'-18'
PROP WB FRONT RD
3096+01.81 TO 3104+51.49
Ⓑ RET WALL
Ⓑ 3102+50.36 TO 3103+35.90
Ⓑ 3104+17.70 TO 3104+51.49
PROP WB RAMP
EXIT TO MAHARD
13+33.50 TO 14+60.00
LN
SH
PGL
2.5%
2.0%


PROP WB US 380 MAINLANES
1057+00 TO 1061+25.62
PROP EB US 380 MAINLANES
1057+00.00 TO 1063+08.26
PROP EB RAMP
ENTRANCE FROM LEGACY
14+22.61 TO 20+38.14
PROP EB FRONT RD
2059+18.81 TO 2065+34.06
PROP WB US 380 MAINLANES
1061+25.62 TO 1067+74.38
PROP EB US 380 MAINLANES
1063+08.26 TO 1067+74.38
PROP EB FRONT RD
2065+34.06 TO 2070+11.44
PROP WB US 380 MAINLANES
1067+74.38 TO 1076+00.00
1086+00.00 TO 1091+80.86
Ⓓ1074+90.00 TO 1076+00.00
Ⓓ1086+00.00 TO 1089+60.00
PROP EB US 380 MAINLANES
1063+08.26 TO 1076+00.00
1086+00.00 TO 1087+97.54
Ⓒ1070+60.00 TO 1076+00.00
Ⓒ1086+00.00 TO 1087+97.54
PROP EB FRONT RD
2070+11.44 TO 2074+66.50
PROP WB US 380 MAINLANES
1076+00.00 TO 1086+00.00
PROP EB US 380 MAINLANES
1076+00.00 TO 1086+00.00
PROP EB FRONT RD
2074+66.50 TO 2085+00.00
PROP WB US 380 MAINLANES
1091+80.86 TO 1095+41.71
PROP EB US 380 MAINLANES
1087+97.54 TO 1097+93.36
US 380 EB TO DNT SB DC
14+62.40 TO 24+57.92
Ⓕ17+27.58 TO 24+57.92
PROP EB FRONT RD
2085+00.00 TO 2100+20.26
Ⓖ2091+40.00 TO 2093+54.46
Ⓖ2094+20.00 TO 2096+70.00
US 380 EB TO DNT SB DC
24+57.92 TO 30+68.54
PROP WB US 380 MAINLANES
1095+41.71 TO 1104+00.00
PROP EB US 380 MAINLANES
1097+93.36 TO 1104+00.00
PROP EB RAMP
ENTRANCE FROM MAHARD
12+00.10 TO 13+01.77
PROP EB FRONT RD
2100+20.26 TO 2106+34.39
Ⓘ2103+20.00 TO 2105+55.69
PROP MAHARD DR
PROSPER- NORTH OF US 380 - WIDENING
19+15.00 TO 22+45.19
ROW VARIES (439'MIN - 447'MAX)
ROW VARIES (430'MIN - 447'MAX)
ROW VARIES (410'MIN - 430'MAX)
ROW VARIES (402'MIN - 410'MAX)
ROW VARIES (439'MIN - 457'MAX)
ROW VARIES (457'MIN - 467'MAX)
ROW 150'
℄ 380ML
℄ 380WB
℄ 380EB
℄ 380EFRO1
℄ REEO1
℄ REEO2
℄ DCES
℄ MAHARD
PROP ROW
PGL
SHLD
AUX
LN
SH
SHRD PATH
SDWK
MEDIAN
RET WALL
2.5%
2.0%
1.5%

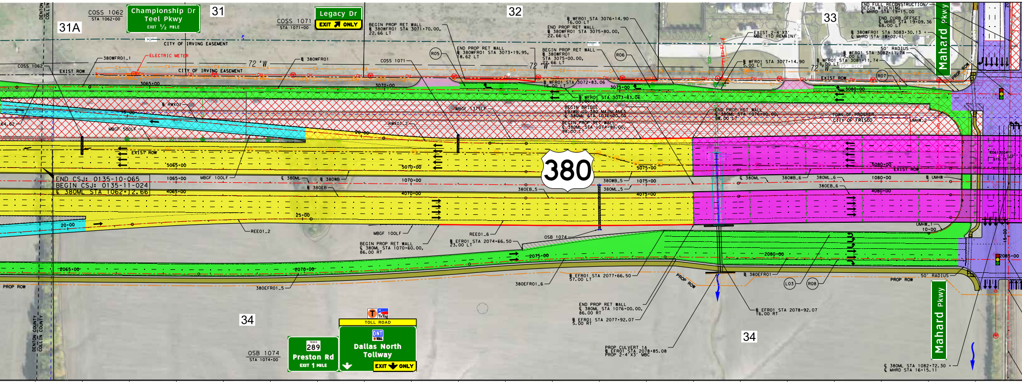

END WIDENING
℄ MHRD
STA 22+45.19

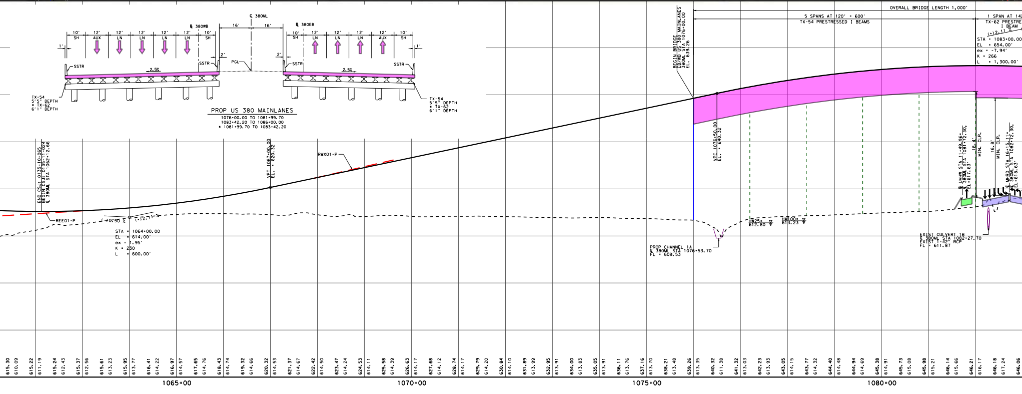
MATCH LINE
MHRD
STA 19+97


MATCH LINE STA 1057+00
27
28
30
℄ WFRO1 STA 3061+64.62
16.00 LT
END PROP RET WALL
℄ 380WFRO1 STA 3061+30.32,
22.66 LT
END PROP RET WALL
℄ 380WFRO1 STA 3057+90.16,
17.58 LT
FLEXIBLE DELINEATOR POSTS
BEGIN PROP RET WALL
℄ 380WFRO1 STA 3059+70.0,
22.66 LT
RO4
72 'W
RWXO1_1
3060+00
10+00
℄ WFRO1 STA 3058+43.86
5.00 LT
℄ WFRO1 STA 3062
5.00 LT
5060+00
380WB_4
1060+00
380ML_4
380EB_4
4060+00
MBGF 600LF
MBGF 600LF
℄ REEO1
15+00
COSS 1061
2060+00
COSS 1061
STA 1060+65
380 EAST
McKinney
TOLL ROAD
DNT
Dallas North Tollway
EXIT ½ MILE

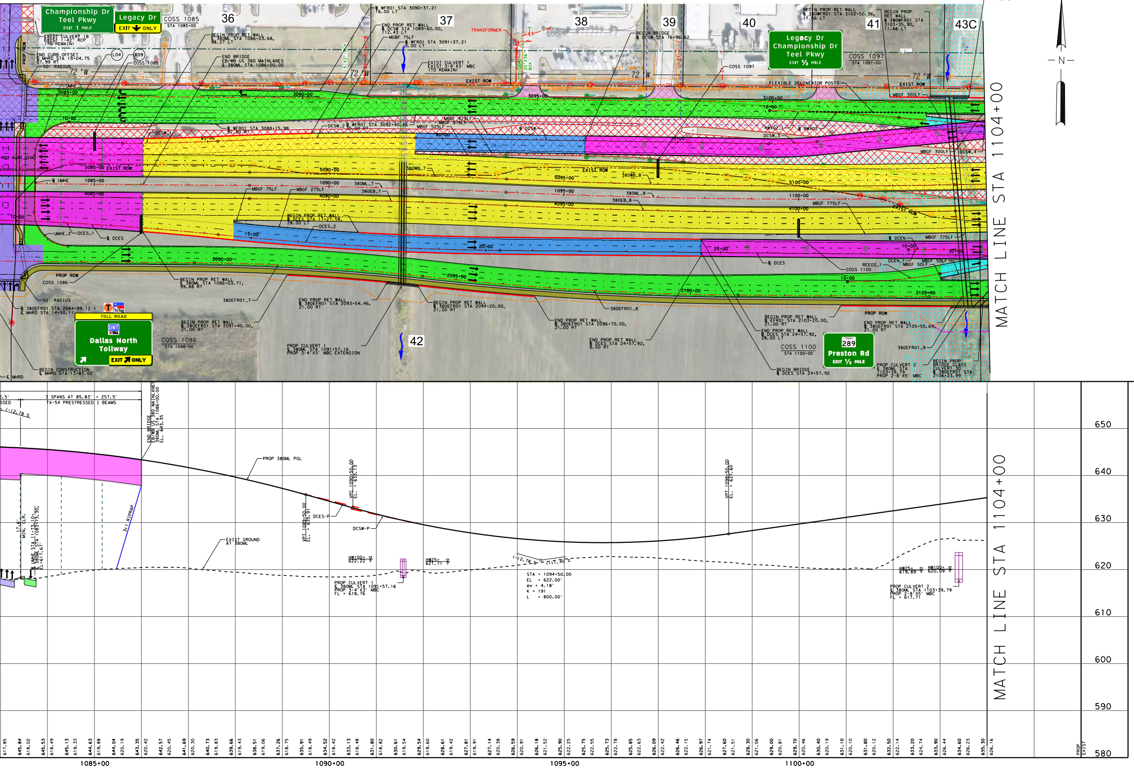


MATCH LINE MH


31A
31
32
33
34
Championship Dr
Teel Pkwy
EXIT 1/2 MILE
Legacy Dr
EXIT ONLY
COSS 1062
STA 1062+00
COSS 1071
STA 1071+00
DENTON COLLIN
CITY OF IRVING EASEMENT
ELECTRIC METER
380WFR01_1
EXIST ROW
72" W
BEGIN PROP RET WALL
380WFR01 STA 3071+70.00, 22.66 LT
END PROP RET WALL
380WFR01 STA 3073+19.95, 18.62 LT
BEGIN PROP RET WALL
380WFR01 STA 3075+00.00, 22.66 LT
END PROP RET WALL
380WFR01 STA 3075+80.00, 22.66 LT
WFR01 STA 3076+14.90 16.00 LT
EXIST 2-4'X3' MBC (TO REMAIN)
END FULL RECONSTRUCTION/BEGIN WIDENING
MHRD STA 19+15.00
END CURB OFFSET
MHRD STA 19+09.36 68.00 LT
380WFR01 STA 3083+30.13 = MHRD STA 18+02.11
50' RADIUS
WFR01 STA 3082+11.74 5.00 LT
WFR01 STA 3081+11.74 6.00 LT
72" RCCP
WFR01 STA 3077+14.90 5.00 LT
WFR01 STA 3072+83.06 16.00 LT
WFR01 STA 3073+83.06
BEGIN BRIDGE
EB/WB US 380 MAINLANES
380ML STA 1076+00.00
BEGIN PROP RET WALL
380ML STA 1074+90.00, 98.00 LT
END PROP RET WALL
380ML STA 1076+00.00 98.00 LT
TOWN OF PROSPER
CITY OF FRISCO
R05
R06
R07
3065+00
3070+00
3075+00
3080+00
RWX01
RWX01_2
MBGF 500LF
MBGF 1375LF
EXIST ROW
5065+00
5070+00
5075+00
5080+00
380
END CSJ: 0135-10-065
BEGIN CSJ: 0135-11-024
380ML STA 1062+12.66
1065+00
1070+00
1075+00
1080+00
MBGF 100LF
380ML
380WB
380EB
380WB_5
380ML_5
380EB_5
380WB_6
380ML_6
380EB_6
UMHW
UMHW_2
UMHW_1
4065+00
4070+00
4075+00
4080+00
10+00
15+00
20+00
25+00
REE01_2
REE01_6
MBGF 100LF
BEGIN PROP RET WALL
380ML STA 1070+60.00, 86.00 RT
EFR01 STA 2074+66.50 23.00 LT
OSB 1074
2065+00
2070+00
2075+00
2080+00
2085+00
PROP ROW
380EFR01_5
380EFR01_6
EFR01 STA 2077+66.50 57.00 LT
380EFR01
L03
R08
END PROP RET WALL
380ML STA 1076+00.00, 86.00 RT
EFR01 STA 2077+92.07 5.00 RT
EFR01 STA 2078+92.07 16.00 RT
PROP CULVERT 1A
EFR01 STA 2078+85.08
PROP 2-4'X3' MBC
50' RADIUS
Mahard Pkwy
380ML STA 1082+72.30 = MHRD STA 16+15.11
TOLL ROAD
DNT
Dallas North Tollway
EXIT ONLY
289
Preston Rd
EXIT 1 MILE
OSB 1074
STA 1074+00
DENTON COUNTY
COLLIN COUNTY


380ML
380WB
380EB
16'
16'
10' SH
12' AUX
12' LN
12' LN
12' LN
12' LN
10' SH
SSTR
2.5%
PGL
TX-54 5'5" DEPTH
* TX-62 6'1" DEPTH
PROP US 380 MAINLANES
1076+00.00 TO 1081+99.70
1083+42.20 TO 1086+00.00
* 1081+99.70 TO 1083+42.20
OVERALL BRIDGE LENGTH 1,000'
5 SPANS AT 120' = 600'
TX-54 PRESTRESSED I BEAMS
1 SPAN AT 14
TX-62 PRESTRE I BEAM
STA = 1083+00.00
EL = 654.00'
ex = -7.94'
K = 266
L = 1,300.00'
BEGIN BRIDGE EB/WB US 380 MAINLANES
380ML STA 1076+00.00
EL. = 639.26
VPC 1076+50.00
EL. = 640.32
VPT 1067+00.00
EL. = 620.32
RWX01-P
REE01-P
END CSJ: 0135-10-065
BEGIN CSJ: 0135-11-024
380ML STA 1062+12.66
-0.50 %
+2.71 %
STA = 1064+00.00
EL = 614.00'
ex = 1.95'
K = 230
L = 600.00'
PROP CHANNEL 1A
380ML STA 1076+53.70
FL = 609.53
HW25=612.80
HW100=613.23
EXIST CULVERT 1B
380ML STA 1082+27.70
EXIST 1-42" RCP
FL = 611.87
18.4' MIN. CLR.
16.8' MIN. CLR.
1065+00
1070+00
1075+00
1080+00

RD STA 19+97



Championship Dr
Teel Pkwy
EXIT 1 MILE
Legacy Dr
EXIT ONLY
COSS 1085
STA 1085+00
36
37
38
39
40
41
43C
42
Legacy Dr
Championship Dr
Teel Pkwy
EXIT 1/2 MILE
COSS 1097
STA 1097+00
BEGIN PROP RET WALL
℄ 380WFRO1 STA 3104+17.70,
11.66 LT
N
EXIST CULVERT 1B
EXIST 1-42" RCP
(TO REMAIN)
END CURB OFFSET
℄ MHRD STA 19+04.75
57.99 RT
50' RADIUS
72" W
END BRIDGE
EB/WB US 380 MAINLANES
℄ 380ML STA 1086+00.00
BEGIN PROP RET WALL
℄ 380ML STA 1086+03.68,
98.27 LT
END PROP RET WALL
℄ DCSW STA 1089+60.00,
112.43 LT
MGBF 75LF
℄ WFRO1 STA 3090+37.21
16.00 LT
℄ WFRO1 STA 3091+37.21
5.00 LT
EXIST CULVERT 1
EXIST 3-4'X3' MBC
(TO REMAIN)
TRANSFORMER
EXIST ROW
BEGIN BRIDGE
℄ DCSW STA 76+96.62
COSS 1097
FLEXIBLE DELINEATOR POSTS
MBGF 300LF
MBGF 425LF
MBGF 375LF
MBGF 525LF
℄ WFRO1 STA 3088+15.98
97.80 RT
DCSW_2
℄ WFRO1 STA 3092+40.46
35.00 RT
RWX02_1
RWX02
DCSW_3
MBGF 300LF
DCSW_4
5085+00 EXIST ROW
5090+00
5095+00
5100+00
380WB_7
380WB_8
EXIST ROW
℄ UMHE
1085+00
1090+00
1095+00
1100+00
380ML_7
380EB_7
380ML_8
380EB_8
4085+00
4090+00
4095+00
4100+00
MBGF 75LF
MBGF 275LF
MBGF 775LF
BEGIN PROP RET WALL
℄ DCES STA 17+27.58,
28.00 LT
DCES_2
15+00
20+00
25+00
30+00
UMHE_2
DCES_1
℄ DCES
℄ DCEN
MBGF 775LF
DCEN_1
REE02_1
MBGF 50LF
COSS 1100
10+00
2090+00
2095+00
2100+00
2105+00
PROP ROW
COSS 1086
50' RADIUS
℄ 380EFRO1 STA 2084+99.12 =
℄ MHRD STA 14+50.11
TOLL ROAD
Dallas North Tollway
EXIT ONLY
BEGIN PROP RET WALL
℄ 380ML STA 1086+03.71,
99.88 RT
380EFRO1_7
BEGIN PROP RET WALL
℄ 380EFRO1 STA 2091+40.00,
21.00 RT
COSS 1086
STA 1086+00
END PROP RET WALL
℄ 380EFRO1 STA 2093+54.46,
21.00 RT
BEGIN PROP RET WALL
℄ 380EFRO1 STA 2094+20.00,
21.00 RT
380EFRO1_8
END PROP RET WALL
℄ 380EFRO1 STA 2096+70.00,
21.00 RT
END PROP RET WALL
℄ DCES STA 24+57.92,
8.00 RT
PROP CULVERT 1
℄ 380ML STA 1091+57.16
PROP 3-4'X3' MBC EXTENSION
BEGIN PROP RET WALL
℄ EFRO1 STA 2103+20.00,
21.00 RT
END PROP RET WALL
℄ DCES STA 24+57.92,
28.00 LT
COSS 1100
STA 1100+00
BEGIN BRIDGE
℄ DCES STA 24+57.92
289
Preston Rd
EXIT 1/2 MILE
PROP ROW
END PROP RET WALL
℄ 380EFRO1 STA 2105+55.69,
21.00 RT
380EFRO1_9
PROP CULVERT 2
℄ 380ML STA 1103+39.79
PROP 2-8'X5' MBC
BEGIN PROP BRIDGE CLASS CULVERT 3D
℄ 380EFRO1 STA 2106+23.99
BEGIN CONSTRUCTION
℄ MHRD STA 13+87.02
℄ MHRD
MATCH LINE STA 1104+00
3 SPANS AT 85.83' = 257.5'
TX-54 PRESTRESSED I BEAMS
END BRIDGE
EB/WB US 380 MAINLANES
380ML STA 1086+00.00
EL. 643.35
PROP 380ML PGL
VPC 1090+50.00
EL. = 633.13
VPT 1089+50.00
EL. = 635.91
VPT 1098+50.00
EL. = 627.60
DCES-P
DCSW-P
17.6'
MIN. CLR.
3:1 RIPRAP
EXIST GROUND
AT 380ML
HW100= 622.22
HW25= 621.71
PROP CULVERT 1
℄ 380ML STA 1091+57.16
PROP 3-4'X3' MBC
FL = 618.76
STA = 1094+50.00
EL = 622.00'
ex = 4.18'
K = 191
L = 800.00'
HW25= 619.89
HW100= 620.09
PROP CULVERT 2
℄ 380ML STA 1103+39.79
PROP 2-8'X5' MBC
FL = 617.71
MATCH LINE STA 1104+00
650
640
630
620
610
600
590
580
1085+00
1090+00
1095+00
1100+00
PROP
EXIST

CURVE DATA

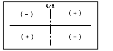
CURVE NAME	CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
380ML	380ML_4	1057+64.51	7,131,513.70	2,476,414.30	1° 56′ 56.99" LT	14,580.00′	0° 23′ 34.71"	248.02′	496.00′	S 89° 04′ 07.51" E	495.98′	1055+16.48	1060+12.49	S 88° 05′ 39.01" E	N 89° 57′ 24.00" E
	380ML_5	1074+70.12	7,131,514.99	2,478,119.96	1° 46′ 31.87" LT	14,580.00′	0° 23′ 34.71"	225.93′	451.81′	N 89° 04′ 08.07" E	451.80′	1072+44.20	1076+96.01	N 89° 57′ 24.00" E	N 88° 10′ 52.13" E
	380ML_6	1079+21.94	7,131,529.34	2,478,571.59	1° 46′ 31.87" RT	14,580.00′	0° 23′ 34.71"	225.93′	451.81′	N 89° 04′ 08.07" E	451.80′	1076+96.01	1081+47.83	N 88° 10′ 52.13" E	N 89° 57′ 24.00" E
	380ML_7	1091+03.80	7,131,530.23	2,479,753.48	2° 08′ 43.28" RT	14,580.00′	0° 23′ 34.71"	273.00′	545.93′	S 88° 58′ 14.36" E	545.89′	1088+30.80	1093+76.73	N 89° 57′ 24.00" E	S 87° 53′ 52.72" E
	380ML_8	1098+54.94	7,131,502.68	2,480,504.18	3° 45′ 25.65" LT	14,580.00′	0° 23′ 34.71"	478.21′	956.07′	S 89° 46′ 35.54" E	955.90′	1093+76.73	1103+32.80	S 87° 53′ 52.72" E	N 88° 20′ 41.63" E
380EB	380EB_4	4057+64.36	7,131,485.70	2,476,413.85	1° 56′ 56.99" LT	14,608.00′	0° 23′ 32.00"	248.50′	496.95′	S 89° 04′ 07.51" E	496.93′	4055+15.86	4060+12.81	S 88° 05′ 39.01" E	N 89° 57′ 24.00" E
	380EB_5	4074+70.89	7,131,486.99	2,478,120.42	1° 46′ 31.87" LT	14,608.00′	0° 23′ 32.00"	226.36′	452.68′	N 89° 04′ 08.07" E	452.66′	4072+44.53	4076+97.21	N 89° 57′ 24.00" E	N 88° 10′ 52.13" E
	380EB_6	4079+22.70	7,131,501.34	2,478,572.04	1° 46′ 31.87" RT	14,552.00′	0° 23′ 37.43"	225.49′	450.95′	N 89° 04′ 08.07" E	450.93′	4076+97.21	4081+48.16	N 88° 10′ 52.13" E	N 89° 57′ 24.00" E
	380EB_7	4091+03.60	7,131,502.23	2,479,752.98	2° 08′ 43.28" RT	14,552.00′	0° 23′ 37.43"	272.47′	544.88′	S 88° 58′ 14.36" E	544.85′	4088+31.13	4093+76.01	N 89° 57′ 24.00" E	S 87° 53′ 52.72" E
	380EB_8	4098+55.13	7,131,474.66	2,480,504.07	3° 45′ 25.65" LT	14,608.00′	0° 23′ 32.00"	479.13′	957.91′	S 89° 46′ 35.54" E	957.74′	4093+76.01	4103+33.92	S 87° 53′ 52.72" E	N 88° 20′ 41.63" E
380WB	380WB_4	5057+65.03	7,131,541.70	2,476,414.76	1° 56′ 56.99" LT	14,552.00′	0° 23′ 37.43"	247.55′	495.05′	S 89° 04′ 07.51" E	495.03′	5055+17.48	5060+12.53	S 88° 05′ 39.01" E	N 89° 57′ 24.00" E
	380WB_5	5074+69.73	7,131,542.99	2,478,119.51	1° 46′ 31.87" LT	14,552.00′	0° 23′ 37.43"	225.49′	450.95′	N 89° 04′ 08.07" E	450.93′	5072+44.24	5076+95.19	N 89° 57′ 24.00" E	N 88° 10′ 52.13" E
	380WB_6	5079+21.55	7,131,557.33	2,478,571.13	1° 46′ 31.87" RT	14,608.00′	0° 23′ 32.00"	226.36′	452.68′	N 89° 04′ 08.07" E	452.66′	5076+95.19	5081+47.87	N 88° 10′ 52.13" E	N 89° 57′ 24.00" E
	380WB_7	5091+04.37	7,131,558.23	2,479,753.98	2° 08′ 43.28" RT	14,608.00′	0° 23′ 32.00"	273.52′	546.97′	S 88° 58′ 14.36" E	546.94′	5088+30.85	5093+77.82	N 89° 57′ 24.00" E	S 87° 53′ 52.72" E
	380WB_8	5098+55.11	7,131,530.69	2,480,504.29	3° 45′ 25.65" LT	14,552.00′	0° 23′ 37.43"	477.29′	954.24′	S 89° 46′ 35.54" E	954.06′	5093+77.82	5103+32.06	S 87° 53′ 52.72" E	N 88° 20′ 41.63" E
380EFR01	380EFR01_5	2070+63.82	7,131,319.52	2,477,488.01	5° 04′ 49.41" LT	6,500.00′	0° 52′ 53.30"	288.37′	576.35′	N 87° 24′ 59.29" E	576.16′	2067+75.46	2073+51.81	N 89° 57′ 24.00" E	N 84° 52′ 34.59" E
	380EFR01_6	2075+60.32	7,131,363.89	2,477,982.90	5° 04′ 49.41" RT	4,700.00′	1° 13′ 08.61"	208.51′	416.75′	N 87° 24′ 59.29" E	416.61′	2073+51.81	2077+68.56	N 84° 52′ 34.59" E	N 89° 57′ 24.00" E
	380EFR01_7	2091+85.07	7,131,365.12	2,479,607.92	5° 55′ 59.98" RT	4,700.00′	1° 13′ 08.61"	243.57′	486.71′	S 87° 04′ 36.01" E	486.50′	2089+41.49	2094+28.20	N 89° 57′ 24.00" E	S 84° 06′ 36.02" E
	380EFR01_8	2097+65.06	7,131,305.56	2,480,185.29	5° 55′ 59.98" LT	6,500.00′	0° 52′ 53.30"	336.86′	673.11′	S 87° 04′ 36.01" E	672.81′	2094+28.20	2101+01.32	S 84° 06′ 36.02" E	N 89° 57′ 24.00" E
	380EFR01_9	2107+30.61	7,131,306.29	2,481,151.44	3° 55′ 36.84" LT	6,500.00′	0° 52′ 53.30"	222.83′	445.49′	N 87° 59′ 35.58" E	445.41′	2105+07.77	2109+53.27	N 89° 57′ 24.00" E	N 86° 01′ 47.16" E
380WFR01	380WFR01_1	3062+94.93	7,131,715.06	2,476,886.78	1° 21′ 48.93" RT	6,500.00′	0° 52′ 53.30"	77.35′	154.69′	N 89° 16′ 29.53" E	154.69′	3062+17.58	3063+72.27	N 88° 35′ 35.07" E	N 89° 57′ 24.00" E
REE01	REE01_2	23+28.09	7,131,438.33	2,477,247.27	4° 21′ 42.87" RT	5,000.00′	1° 08′ 45.30"	190.42′	380.65′	N 87° 46′ 32.57" E	380.56′	21+37.67	25+18.32	N 85° 35′ 41.13" E	N 89° 57′ 24.00" E
REE02	REE02_1	10+99.44	7,131,336.06	2,480,854.04	10° 55′ 24.70" LT	1,040.00′	5° 30′ 33.15"	99.44′	198.28′	N 84° 29′ 41.65" E	197.98′	10+00.00	11+98.28	N 89° 57′ 24.00" E	N 79° 01′ 59.30" E
RWX01	RWX01_1	10+53.94	7,131,689.01	2,476,600.01	5° 52′ 52.50" RT	1,050.00′	5° 27′ 24.27"	53.94′	107.78′	S 88° 27′ 58.68" E	107.73′	10+00.00	11+07.78	N 88° 35′ 35.07" E	S 85° 31′ 32.43" E
	RWX01_2	21+60.51	7,131,602.68	2,477,703.30	4° 31′ 03.57" LT	2,865.00′	1° 59′ 59.47"	113.01′	225.90′	S 87° 47′ 04.21" E	225.84′	20+47.50	22+73.40	S 85° 31′ 32.43" E	N 89° 57′ 24.00" E
RWX02	RWX02_1	11+38.03	7,131,698.96	2,480,723.92	5° 16′ 06.47" RT	3,000.00′	1° 54′ 35.49"	138.03′	275.86′	S 87° 24′ 32.77" E	275.76′	10+00.00	12+75.86	N 89° 57′ 24.00" E	S 84° 46′ 29.53" E
DCEN	DCEN_1	12+68.98	7,131,405.00	2,481,152.94	4° 44′ 21.64" LT	6,500.00′	0° 52′ 53.30"	268.98′	537.66′	N 87° 42′ 01.79" E	537.51′	10+00.00	15+37.66	S 89° 55′ 47.39" E	N 85° 19′ 50.97" E
DCES	DCES_1	11+21.27	7,131,453.74	2,479,107.20	5° 24′ 29.23" RT	6,540.00′	0° 52′ 33.90"	308.88′	617.31′	S 87° 20′ 21.38" E	617.08′	8+12.39	14+29.70	N 89° 57′ 24.00" E	S 84° 38′ 06.77" E
	DCES_2	17+30.24	7,131,396.76	2,479,713.96	5° 17′ 40.62" LT	6,500.00′	0° 52′ 53.30"	300.54′	600.66′	S 87° 16′ 57.08" E	600.44′	14+29.70	20+30.35	S 84° 38′ 06.77" E	S 89° 55′ 47.39" E
DCSW	DCSW_1	85+79.74	7,131,617.89	2,479,310.90	3° 13′ 33.23" RT	3,600.00′	1° 35′ 29.58"	101.37′	202.69′	S 88° 20′ 37.38" W	202.66′	84+78.37	86+81.06	S 86° 43′ 50.77" W	S 89° 57′ 24.00" W
	DCSW_2	82+68.10	7,131,635.67	2,479,622.18	3° 42′ 29.44" LT	6,500.00′	0° 52′ 53.30"	210.41′	420.68′	S 88° 35′ 05.49" W	420.61′	80+57.69	84+78.37	N 89° 33′ 39.80" W	S 86° 43′ 50.77" W
	DCSW_3	72+54.11	7,131,627.91	2,480,636.25	6° 28′ 25.94" RT	910.00′	6° 17′ 46.46"	51.47′	102.82′	S 87° 12′ 07.23" W	102.77′	72+02.65	73+05.47	S 83° 57′ 54.26" W	N 89° 33′ 39.80" W
	DCSW_4	67+98.50	7,131,675.82	2,481,089.45	6° 32′ 58.96" LT	910.00′	6° 17′ 46.46"	52.07′	104.03′	S 87° 14′ 23.74" W	103.97′	67+46.43	68+50.45	N 89° 29′ 06.78" W	S 83° 57′ 54.26" W
UMHW	UMHW_1	10+69.95	7,131,419.52	2,478,821.98	89° 57′ 24.00" LT	70.00′	81° 51′ 04.01"	69.95′	109.90′	N 44° 58′ 42.00" E	98.96′	10+00.00	11+09.90	N 89° 57′ 24.00" E	Due North
	UMHW_2	13+03.96	7,131,683.52	2,478,821.98	90° 02′ 36.00" LT	70.00′	81° 51′ 04.01"	70.05′	110.01′	N 45° 01′ 18.00" W	99.03′	12+33.90	13+43.91	Due North	S 89° 57′ 24.00" W
UMHE	UMHE_1	10+71.95	7,131,661.68	2,479,022.98	89° 57′ 24.00" LT	72.00′	79° 34′ 38.90"	71.95′	113.04′	S 44° 58′ 42.00" W	101.78′	10+00.00	11+13.04	S 89° 57′ 24.00" W	Due South
	UMHE_2	13+05.10	7,131,397.68	2,479,022.98	90° 02′ 36.00" LT	72.00′	79° 34′ 38.90"	72.05′	113.15′	S 45° 01′ 18.00" E	101.86′	12+33.04	13+46.19	Due South	N 89° 57′ 24.00" E

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L03	300′	345′	38′	683′
L04	425′	345′	287′	1057′
RIGHT TURN BAY LENGTHS				
R04	100′	230′	100′	330′
R05	100′	155′	100′	255′
R06	100′	150′	100′	250′
R07	100′	245′	100′	345′
R08	100′	265′	135′	400′
R09	100′	345′	373′	718′

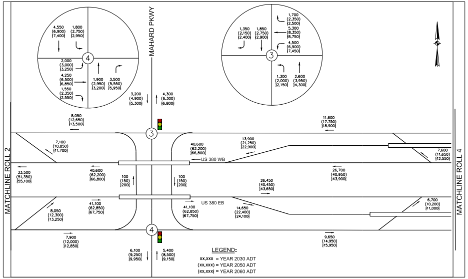
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EFR01	2082+29.00	-2.00%	2083+29.00	-0.50%
380EFR01	2086+73.00	-0.50%	2087+72.00	-2.00%
380WFR01	3079+77.00	2.00%	3081+60.00	-0.75%
380WFR01	3085+04.00	-0.75%	3086+86.00	2.00%
DCSW	68+24.00	5.60%	70+83.00	-2.00%
DCSW	70+92.00	-2.00%	72+15.00	-5.60%
DCSW	72+93.00	-5.60%	74+16.00	-2.00%
RWX01	20+36.00	2.50%	20+51.00	3.00%
RWX01	22+70.00	3.00%	22+84.00	2.50%

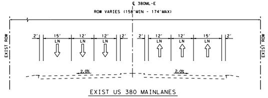
SUPERELEVATION SIGN CONVENTION



ID #	SITE ADDRESS	OWNER	OCCUPANT
27	US 380 PROSPER TX 75078	SHOTTENKIRK PROSPER PROPERTIES LLC	
28	E US 380 PROSPER TX 75078	SHOTTENKIRK HIGHWAY 380 PROPERTIES LLC	
30	US 380 FRISCO TX 75033	VENINGA INVESTMENT COMPANY	
31	E UNIVERSITY DR PROSPER TX 75078	REMINGTON PROSPER LLC	
31A	US 380 PROSPER TX 75078	SHOTTENKIRK HIGHWAY 380 PROPERTIES LLC	
32	US 380 PROSPER TX	BHA REAL ESTATE HOLDINGS LLC	
33	US 380 PROSPER TX	GWOOD 2 LLC	
34	US HWY 380 FRISCO TX 75033	PGA 76 LP	
36	1970 W UNIVERSITY DR PROSPER TX 75078	TEXAS HEALTH RESOURCES	
37	1971 W UNIVERSITY DR PROSPER TX 75078	TEXAS HEALTH RESOURCES	
38	1566 US 380 PROSPER TX 75078	FIVE SAC RW LLC	
39	1530 W UNIVERSITY DR PROSPER TX 75078	Y-C NURSERIES INC	
40	1480 E UNIVERSITY DR PROSPER TX 75078	CORINTH REALTY US 380 & TOLLWAY LLC	
41	1470 US 380 PROSPER TX 75078	380 BUSINESS CENTER LTD ETAL	
42	FRISCO TX 75033	FRISCO NORTH DEVELOPMENT LLC	
43C	PROSPER TX 75078	CHILDREN'S HEALTH SYSTEM OF TEXAS	

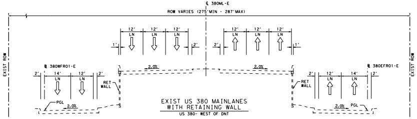


MAHARD PKWY
MATCHLINE ROLL 2
MATCHLINE ROLL 4
US 380 WB
US 380 EB
3
4
4,550 (6,900) {7,400}
1,800 (2,750) {2,950}
2,000 (3,000) {3,250}
4,250 (6,500) {6,850}
1,550 (2,350) {2,550}
1,900 (2,950) {3,200}
3,500 (5,550) {5,950}
3,200 (4,900) {5,300}
4,300 (6,300) {6,800}
1,350 (2,150) {2,400}
1,850 (2,750) {2,900}
1,700 (2,350) {2,500}
5,300 (8,350) {8,750}
4,500 (6,900) {7,450}
1,300 (2,000) {2,150}
2,600 (3,950) {4,300}
8,050 (12,650) {13,500}
11,600 (17,750) {18,900}
7,100 (10,850) {11,700}
40,600 (62,200) {66,800}
13,900 (21,250) {22,900}
7,600 (11,650) {12,550}
33,500 (51,350) {55,100}
40,600 (62,200) {66,800}
100 (150) {200}
100 (150) {200}
26,700 (40,950) {43,900}
26,450 (40,450) {43,650}
41,100 (62,850) {67,750}
41,100 (62,850) {67,750}
8,050 (12,300) {13,250}
14,650 (22,400) {24,100}
6,700 (10,200) {11,000}
7,900 (12,000) {12,850}
9,650 (14,950) {15,950}
6,100 (9,250) {9,950}
5,400 (8,500) {9,150}
LEGEND:
xx,xxx = YEAR 2030 ADT
(xx,xxx) = YEAR 2050 ADT
{xx,xxx} = YEAR 2060 ADT



℄ 380ML-E
ROW VARIES (158′MIN - 174′MAX)
EXIST ROW
2′
15′
12′
LN
2.0%

EXIST US 380 MAINLANES



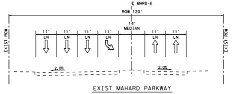
℄ 380ML-E
ROW VARIES (275′MIN - 287′MAX)
EXIST ROW
12′
LN
1′
2′
14′
℄ 380WFR01-E
℄ 380EFR01-E
RET WALL
PGL
2.0%

EXIST WB FRONT RD

EXIST US 380 MAINLANES WITH RETAINING WALL

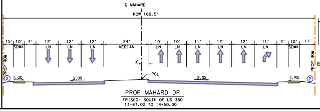
US 380- WEST OF DNT

EXIST EB FRONT RD



℄ MHRD-E
ROW 120′
14′ MEDIAN
11′
LN
EXIST ROW
2.0%

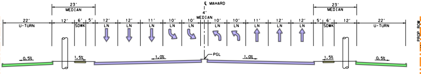
EXIST MAHARD PARKWAY



℄ MAHARD
ROW 160.5′
15′
10′
4′
12′
24′
11′
SDWK
LN
MEDIAN
2′
PROP ROW
PGL
1.5%
2.0%
2

PROP MAHARD DR

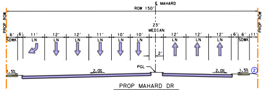
FRISCO- SOUTH OF US 380
13+87.02 TO 14+50.00



℄ MAHARD
23′ MEDIAN
4′ MEDIAN
22′ U-TURN
12′
6′
5′
11′
10′
SDWK
LN
PGL
0.5%
1.5%
1.0%

PROP MAHARD DR

INTERSECTION
14+50.00 TO 18+00.00



℄ MAHARD
ROW 150′
23′ MEDIAN
6′
11′
12′
10′
SDWK
LN
2′
PROP ROW
PGL
1.5%
2.0%
2

PROP MAHARD DR

PROSPER- NORTH OF US 380 - FULL RECONSTRUCTION
18+00.00 TO 19+15.00

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

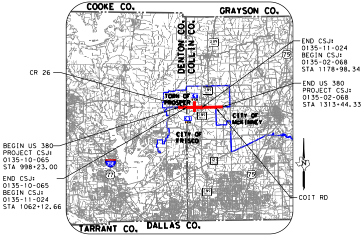
COLLIN AND DENTON COUNTY, TEXAS

CSJ: 0135-10-065 TEEL PRWY/CHAMPIONSHIP DR TO DENTON/COLLIN COUNTY LINE
CSJ: 0135-11-024 DENTON/COLLIN COUNTY LINE TO EAST OF SH 289
CSJ: 0135-02-068 EAST OF SH 289 TO WEST OF LAKEWOOD DR
LENGTH: 5.969 MILES

DATE: SEPTEMBER 2022

ROLL 3 OF 26

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
US 380 TRANSITION FROM URBAN ARTERIAL TO URBAN FREEWAY (380ML STA 998+23.00 TO 1011+61.80)	45 MPH	URBAN ARTERIAL
US 380 TRANSITION FROM URBAN FREEWAY TO URBAN ARTERIAL (380ML-ALT STA 1287+65.50 TO 1302+06.85)	45 MPH	URBAN ARTERIAL
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	45 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL
PROSPER COMMONS BLVD	25 MPH	LOCAL STREETS



COOKE CO.
GRAYSON CO.
DENTON CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
TOWN OF PROSPER
CITY OF FRISCO
CITY OF MCKINNEY
DNT
289
75
35E
77
121
N
CR 26
END CSJ: 0135-11-024 BEGIN CSJ: 0135-02-068 STA 1178+98.34
END US 380 PROJECT CSJ: 0135-02-068 STA 1313+44.33
BEGIN US 380 PROJECT CSJ: 0135-10-065 STA 998+23.00
END CSJ: 0135-10-065 BEGIN CSJ: 0135-11-024 STA 1062+12.66
COIT RD

LOCATION MAP
N.T.S.

INDEX OF SHEETS

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ROLL 3: PLAN & PROFILE VIEW US 380 STA 1057+00 TO STA 1104+00
ROLL 4: PLAN & PROFILE VIEW US 380 STA 1104+00 TO STA 1151+00
ROLL 5: PLAN & PROFILE VIEW US 380 STA 1151+00 TO STA 1198+00
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ROLL 7: PLAN & PROFILE VIEW US 380 STA 1245+00 TO STA 1292+00
ROLL 8: PLAN & PROFILE VIEW US 380 STA 1292+00 TO END PROJECT
ROLL 9: PLAN & PROFILE VIEW US 380 ALT EAST END
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ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
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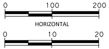
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT



0
100
200
HORIZONTAL
0
10
20
VERTICAL

GRAPHIC SCALES IN FEET

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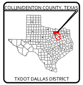

COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.

LICENSE NO. 111427 DATE: 12/16/2022

Jacobs
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DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

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