TEXAS DEPARTMENT OF TRANSPORTATION

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

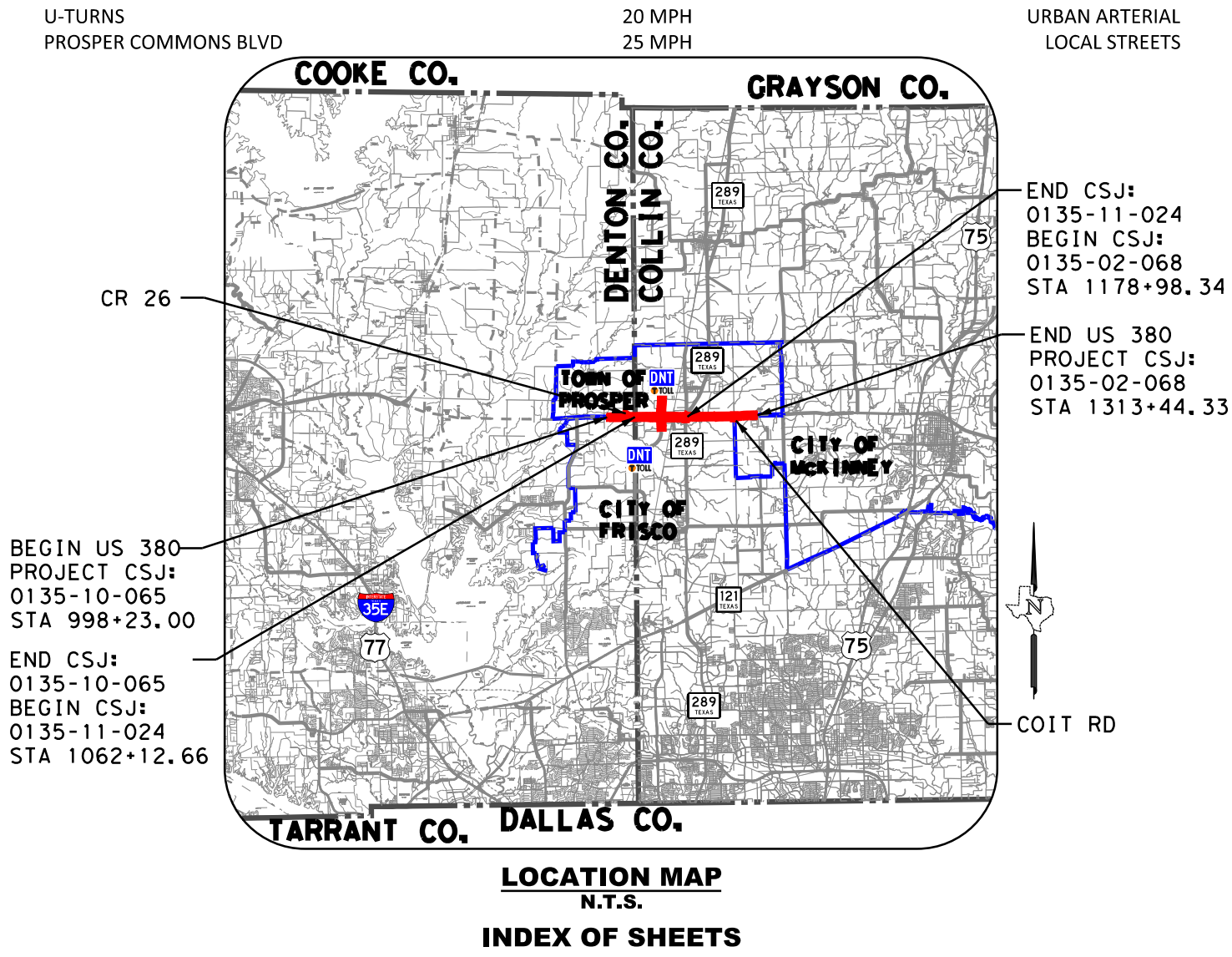
US 380
DESIGN SCHEMATIC

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 5 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.
CR 26
TOWN OF PROSPER
CITY OF MCKINNEY
CITY OF FRISCO
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
TARRANT CO.
DALLAS CO.

LOCATION MAP
N.T.S.

INDEX OF SHEETS

ROLL 1: PLAN & PROFILE VIEW US 380 BEGIN PROJECT TO STA 1010+00
ROLL 2: PLAN & PROFILE VIEW US 380 STA 1010+00 TO STA 1057+00
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
ROLL 6: PLAN & PROFILE VIEW US 380 STA 1198+00 TO STA 1245+00
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
ROLL 10: PLAN VIEW DNT BEGIN PROJECT TO STA 1687+00
ROLL 11: PLAN VIEW DNT STA 1687+00 TO END PROJECT
ROLL 12: PLAN & PROFILE VIEW 289 BEGIN PROJECT TO END PROJECT
ROLL 13: PROFILE VIEW-US 380 EBFR BEGIN PROJECT TO STA 2196+00
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ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
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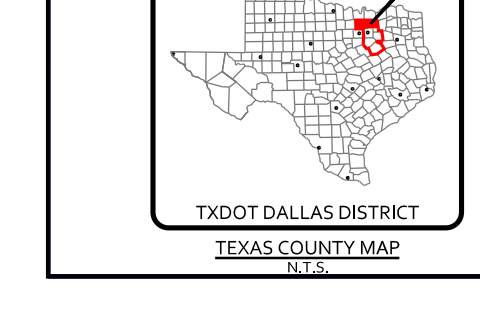
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT


COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT
95% SUBMITTAL
FOR INTERIM REVIEW ONLY
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
1999 BRYAN STREET, SUITE 1200
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

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LEGEND:

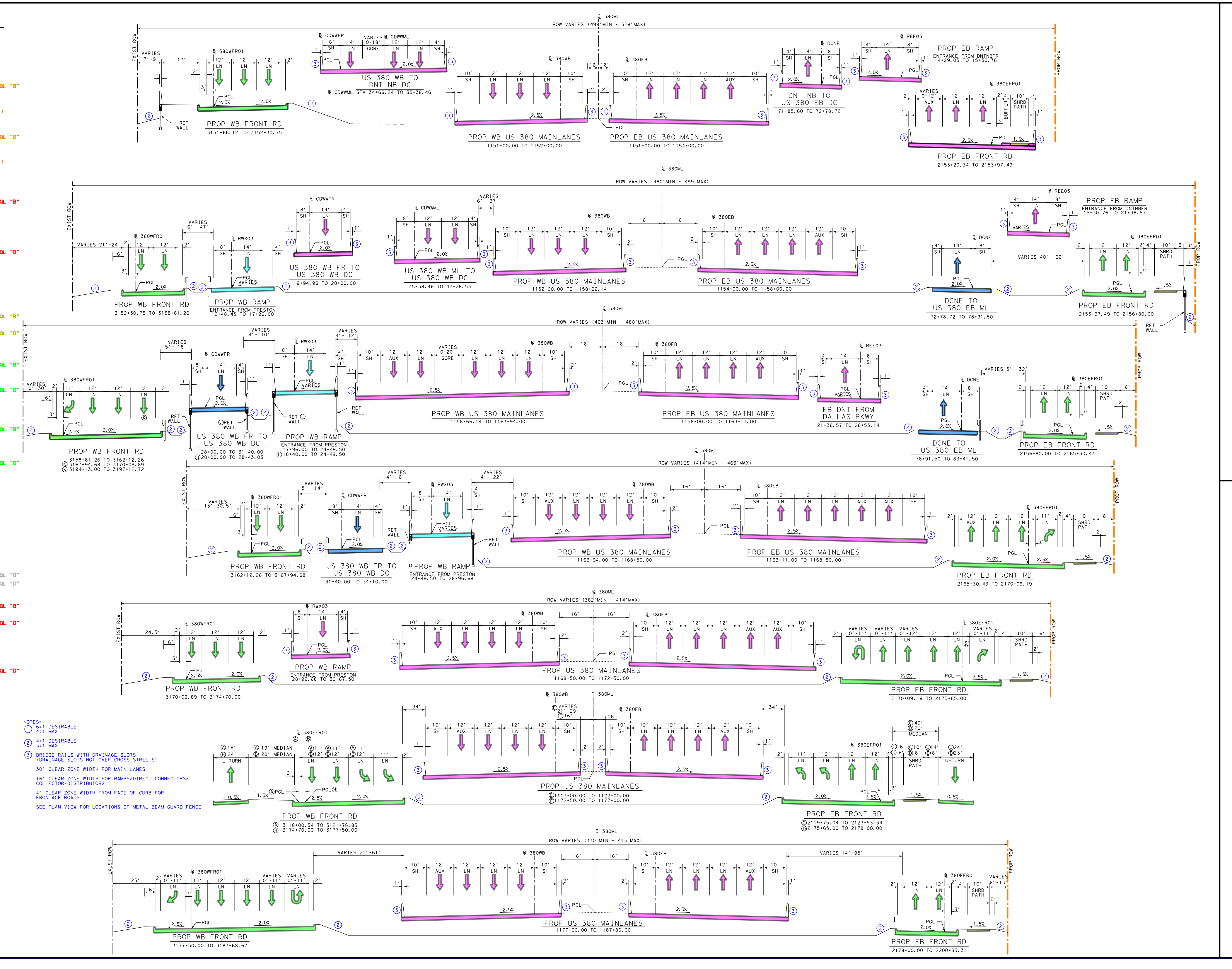
▭	EXISTING ROADWAY TO REMAIN
▭	EXISTING BRIDGE TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
▭	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
▭	DRIVEWAY
🟦	DIRECT CONNECTOR
🟥	COLLECTOR DISTRIBUTOR
🟧	PROJECT BY OTHERS
🟪	PROPOSED CROSS STREET
▭	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE 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
-Θ -Θ	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

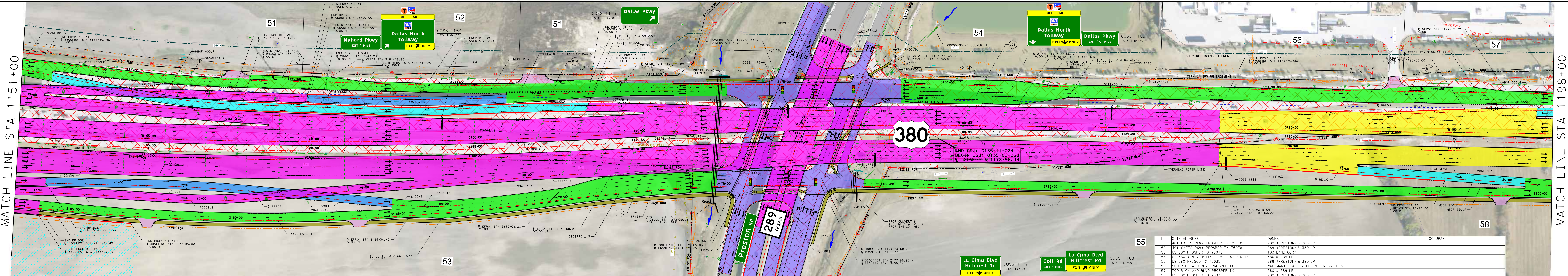
SYMBOL	UTILITY	
—x—x—	ABANDONED UTILITY	
——	PROPOSED UTILITY	
— —	UNKNOWN UTILITY	
	COMMUNICATIONS	
—C1—	AT&T (FO/DUCT)	QL "B"
—C2—	AT&T (TELE)	
—C3—	MCI (FO/DUCT)	
—C4—	CITY OF IRVING (FO/DUCT)	
—C5—	SPECTRUM (FO/DUCT)	
—C6—	ZAYO (FO/DUCT)	
—(C1)—	AT&T (FO/DUCT)	QL "C"/QL "D"
—(C2)—	AT&T (TELE)	
—(C3)—	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).


℄ 380ML
ROW VARIES (499'MIN - 529'MAX)
PROP WB FRONT RD
3151+66.12 TO 3152+30.75
US 380 WB TO DNT NB DC
PROP WB US 380 MAINLANES
1151+00.00 TO 1152+00.00
PROP EB US 380 MAINLANES
1151+00.00 TO 1154+00.00
DNT NB TO US 380 EB DC
PROP EB RAMP
PROP EB FRONT RD
2153+20.34 TO 2153+97.49
ROW VARIES (480'MIN - 499'MAX)
PROP WB FRONT RD
3152+30.75 TO 3158+61.26
PROP WB RAMP
US 380 WB FR TO US 380 WB DC
US 380 WB ML TO US 380 WB DC
PROP WB US 380 MAINLANES
1152+00.00 TO 1158+66.14
PROP EB US 380 MAINLANES
1154+00.00 TO 1158+00.00
DCNE TO US 380 EB ML
PROP EB FRONT RD
2153+97.49 TO 2156+80.00
ROW VARIES (463'MIN - 480'MAX)
PROP WB FRONT RD
US 380 WB FR TO US 380 WB DC
PROP WB RAMP
PROP WB US 380 MAINLANES
1158+66.14 TO 1163+94.00
PROP EB US 380 MAINLANES
1158+00.00 TO 1163+11.00
EB DNT FROM DALLAS PKWY
DCNE TO US 380 EB ML
PROP EB FRONT RD
2156+80.00 TO 2165+30.43
ROW VARIES (414'MIN - 463'MAX)
PROP WB FRONT RD
3162+12.26 TO 3167+94.68
US 380 WB FR TO US 380 WB DC
PROP WB RAMP
PROP WB US 380 MAINLANES
1163+94.00 TO 1168+50.00
PROP EB US 380 MAINLANES
1163+11.00 TO 1168+50.00
PROP EB FRONT RD
2165+30.43 TO 2170+09.19
ROW VARIES (382'MIN - 414'MAX)
PROP WB FRONT RD
3170+09.89 TO 3174+70.00
PROP WB RAMP
PROP US 380 MAINLANES
1168+50.00 TO 1172+50.00
PROP EB FRONT RD
2170+09.19 TO 2175+65.00
PROP WB FRONT RD
PROP US 380 MAINLANES
PROP EB FRONT RD
ROW VARIES (370'MIN - 413'MAX)
PROP WB FRONT RD
3177+50.00 TO 3183+68.67
PROP US 380 MAINLANES
1177+00.00 TO 1187+80.00
PROP EB FRONT RD
2178+00.00 TO 2200+35.31

NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
③ BRIDGE RAILS 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


MATCH LINE STA 1151+00
MATCH LINE STA 1198+00
51
52
53
54
55
56
57
58
Mahard Pkwy EXIT 1 MILE
TOLL ROAD
Dallas North Tollway EXIT ONLY
Dallas Pkwy
Dallas Pkwy EXIT 1/4 MILE
COSS 1164
COSS 1175
COSS 1177
COSS 1185
COSS 1188
380
END CSJ: 0135-11-024
BEGIN CSJ: 0135-02-068
℄ 380ML STA 1178+98.34
289 TEXAS
Preston Rd
La Cima Blvd Hillcrest Rd EXIT ONLY
Colt Rd EXIT 1 MILE
TOWN OF PROSPER
CITY OF FRISCO
CITY OF IRVING EASEMENT
OVERHEAD POWER LINE
EXIST ROW
PROP ROW
END BRIDGE EB/WB US 380 MAINLANES ℄ 380ML STA 1187+80.00
N

ID #	SITE ADDRESS	OWNER	OCCUPANT
51	401 GATES PKWY PROSPER TX 75078	289 (PRESTON) & 380 LP	
52	401 GATES PKWY PROSPER TX 75078	289 (PRESTON) & 380 LP	
53	US 380 PROSPER TX 75078	183 LAND CORP	
54	US 380 (UNIVERSITY) BLVD PROSPER TX	380 & 289 LP	
55	US 380 FRISCO TX 75035	289 (PRESTON) & 380 LP	
56	500 RICHLAND BLVD PROSPER TX	WAL-MART REAL ESTATE BUSINESS TRUST	
57	700 RICHLAND BLVD PROSPER TX	380 & 289 LP	
58	US 380 PROSPER TX 75078	289 (PRESTON) & 380 LP	

OVERALL BRIDGE LENGTH = 4,980.00'
8 SPANS AT 125' = 1,000' TX-54 PRESTRESSED I BEAMS
1 SPAN AT 97.5' TX-54 PRESTRESSED I BEAM
7 SPANS AT 100' = 700' TX-54 PRESTRESSED I BEAMS
2 SPANS AT 90' = 180' TX-54 PRESTRESSED I BEAMS
1 SPAN AT 120' TX-54 PRESTRESSED I BEAM
5 SPANS AT 100' = 500' TX-54 PRESTRESSED I BEAMS
4 SPANS AT 115' = 460' TX-54 PRESTRESSED I BEAMS
MATCH LINE STA 1151+00
MATCH LINE STA 1198+00
STA = 1157+00.00 EL = 669.00' ex = 4.85' K = 258 L = 1,000.00'
STA = 1175+50.00 EL = 721.00' ex = -7.62' K = 256 L = 1,250.00'
STA = 1187+25.00 EL = 700.00' ex = 4.69' K = 193 L = 850.00'
PROP 380ML PGL
EXIST GROUND AT 380ML
CDWWML-P
REE03-P
RWX03-P
REX03-P
RWE03-P
PROP CULVERT 5 ℄ 380ML STA 1172+39.28
EXIST CULVERT 6
PROP US 380 MAINLANES
1151+00.00 TO 1187+80.00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
1185+00
1190+00
1195+00
630
640
650
660
670
680
690
700
710
720

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_11	1158+35.05	7,131,449.18	2,486,481.19	8° 06′ 55.61" LT	16,900.00′	0° 20′ 20.50"	1,198.87′	2,393.74′	N 89° 30′ 29.39" E	2,391.74′	1146+36.17	1170+29.91	S 86° 26′ 02.81" E	N 85° 27′ 01.58" E
	380ML_12	1175+46.65	7,131,585.27	2,488,191.40	4° 03′ 34.73" RT	14,580.00′	0° 23′ 34.71"	516.74′	1,033.05′	N 87° 28′ 48.95" E	1,032.84′	1170+29.91	1180+62.96	N 85° 27′ 01.58" E	N 89° 30′ 36.31" E
380EB	380EB_11	4158+35.60	7,131,421.11	2,486,481.43	8° 06′ 55.61" LT	16,928.00′	0° 20′ 18.48"	1,200.86′	2,397.70′	N 89° 30′ 29.39" E	2,395.70′	4146+34.74	4170+32.44	S 86° 26′ 02.81" E	N 85° 27′ 01.58" E
	380EB_12	4175+48.19	7,131,557.28	2,488,192.63	4° 03′ 34.73" RT	14,552.00′	0° 23′ 37.43"	515.75′	1,031.07′	N 87° 28′ 48.95" E	1,030.85′	4170+32.44	4180+63.51	N 85° 27′ 01.58" E	N 89° 30′ 36.31" E
380WB	380WB_13	5158+35.25	7,131,477.25	2,486,480.95	8° 06′ 55.61" LT	16,872.00′	0° 20′ 22.53"	1,196.89′	2,389.77′	N 89° 30′ 29.39" E	2,387.77′	5146+38.36	5170+28.13	S 86° 26′ 02.81" E	N 85° 27′ 01.58" E
	380WB_14	5175+45.87	7,131,613.26	2,488,190.17	4° 03′ 34.73" RT	14,608.00′	0° 23′ 32.00"	517.74′	1,035.04′	N 87° 28′ 48.95" E	1,034.82′	5170+28.13	5180+63.17	N 85° 27′ 01.58" E	N 89° 30′ 36.31" E
380EFR01	380EFR01_13	2152+43.73	7,131,310.84	2,485,663.64	4° 20′ 10.58" RT	5,500.00′	1° 02′ 30.27"	208.23′	416.25′	S 87° 48′ 28.02" E	416.15′	2150+35.51	2154+51.76	S 89° 58′ 33.32" E	S 85° 38′ 22.73" E
	380EFR01_14	2162+20.88	7,131,236.53	2,486,638.16	13° 29′ 46.82" LT	6,500.00′	0° 52′ 53.30"	769.12′	1,531.11′	N 87° 36′ 43.86" E	1,527.57′	2154+51.76	2169+82.87	S 85° 38′ 22.73" E	N 80° 51′ 50.45" E
	380EFR01_15	2173+60.84	7,131,418.66	2,487,770.69	8° 38′ 45.86" RT	5,000.00′	1° 08′ 45.30"	377.97′	754.51′	N 85° 11′ 13.38" E	753.80′	2169+82.87	2177+37.38	N 80° 51′ 50.45" E	N 89° 30′ 36.31" E
380WFR01	380WFR01_6	3150+02.17	7,131,768.79	2,485,592.89	5° 26′ 41.28" RT	6,500.00′	0° 52′ 53.30"	309.08′	617.69′	S 87° 06′ 52.36" E	617.46′	3146+93.09	3153+10.78	S 89° 50′ 13.00" E	S 84° 23′ 31.72" E
	380WFR01_7	3156+44.57	7,131,705.97	2,486,232.68	5° 26′ 41.28" LT	4,700.00′	1° 13′ 08.61"	223.49′	446.64′	S 87° 06′ 52.36" E	446.47′	3154+21.09	3158+67.73	S 84° 23′ 31.72" E	S 89° 50′ 13.00" E
	380WFR01_8	3164+81.32	7,131,703.59	2,487,069.76	1° 40′ 09.26" LT	4,700.00′	1° 13′ 08.61"	68.47′	136.93′	N 89° 19′ 42.37" E	136.92′	3164+12.85	3165+49.78	S 89° 50′ 13.00" E	N 88° 29′ 37.74" E
	380WFR01_9	3177+83.35	7,131,737.81	2,488,371.35	1° 00′ 58.58" RT	6,500.00′	0° 52′ 53.30"	57.65′	115.29′	N 89° 00′ 07.03" E	115.29′	3177+25.70	3178+40.99	N 88° 29′ 37.74" E	N 89° 30′ 36.31" E
REE03	REE03_2	13+91.98	7,131,355.27	2,485,704.25	6° 22′ 19.91" RT	5,700.00′	1° 00′ 18.68"	317.29′	633.93′	N 89° 05′ 42.91" E	633.60′	10+74.69	17+08.62	N 85° 54′ 32.96" E	S 87° 43′ 07.14" E
	REE03_3	20+27.58	7,131,329.94	2,486,339.99	8° 01′ 20.01" LT	1,510.00′	3° 47′ 39.92"	105.88′	211.42′	N 88° 16′ 12.86" E	211.25′	19+21.69	21+33.12	S 87° 43′ 07.14" E	N 84° 15′ 32.86" E
	REE03_4	30+84.27	7,131,435.68	2,487,391.73	1° 53′ 52.07" RT	5,000.00′	1° 08′ 45.30"	82.81′	165.61′	N 85° 12′ 28.89" E	165.61′	30+01.45	31+67.07	N 84° 15′ 32.86" E	N 86° 09′ 24.93" E
RWX03	RWX03_2	16+71.11	7,131,632.46	2,486,263.40	9° 26′ 22.29" LT	2,000.00′	2° 51′ 53.24"	165.12′	329.50′	S 84° 38′ 05.47" E	329.13′	15+05.98	18+35.48	S 79° 54′ 54.32" E	S 89° 21′ 16.61" E
	RWX03_3	23+79.69	7,131,624.47	2,486,972.69	4° 32′ 52.58" LT	2,000.00′	2° 51′ 53.24"	79.42′	158.75′	N 88° 22′ 17.10" E	158.71′	23+00.27	24+59.03	S 89° 21′ 16.61" E	N 86° 05′ 50.80" E
	RWX03_4	29+33.58	7,131,662.17	2,487,525.38	5° 47′ 57.22" RT	7,900.00′	0° 43′ 30.95"	400.14′	799.60′	N 88° 59′ 49.42" E	799.26′	25+33.44	33+33.04	N 86° 05′ 50.80" E	S 88° 06′ 11.97" E
	RWX03_5	34+46.99	7,131,645.16	2,488,039.19	4° 33′ 18.52" LT	2,865.00′	1° 59′ 59.47"	113.95′	227.77′	N 89° 37′ 08.77" E	227.71′	33+33.04	35+60.82	S 88° 06′ 11.97" E	N 87° 20′ 29.50" E
	RWX03_6	36+27.59	7,131,653.54	2,488,219.71	0° 31′ 19.58" RT	14,656.00′	0° 23′ 27.37"	66.78′	133.55′	N 87° 36′ 09.29" E	133.55′	35+60.82	36+94.37	N 87° 20′ 29.50" E	N 87° 51′ 49.08" E
REX03	REX03_1	11+35.78	7,131,519.98	2,489,444.65	3° 06′ 39.53" RT	5,000.00′	1° 08′ 45.30"	135.78′	271.48′	S 88° 56′ 03.92" E	271.45′	10+00.00	12+71.48	N 89° 30′ 36.31" E	S 87° 22′ 44.16" E
	REX03_2	21+48.29	7,131,473.67	2,490,456.18	1° 18′ 26.61" RT	4,700.00′	1° 13′ 08.61"	53.63′	107.25′	S 86° 43′ 30.85" E	107.24′	20+94.67	22+01.91	S 87° 22′ 44.16" E	S 86° 04′ 17.54" E
RWE03	RWE03_1	11+34.30	7,131,675.86	2,489,897.16	3° 29′ 47.80" LT	4,400.00′	1° 18′ 07.84"	134.30′	268.52′	N 87° 45′ 42.41" E	268.48′	10+00.00	12+68.52	N 89° 30′ 36.31" E	N 86° 00′ 48.51" E
	RWE03_2	14+50.07	7,131,697.81	2,490,212.24	2° 37′ 58.45" RT	7,900.00′	0° 43′ 30.95"	181.55′	363.03′	N 87° 19′ 47.74" E	363.00′	12+68.52	16+31.55	N 86° 00′ 48.51" E	N 88° 38′ 46.97" E
DCNE	DCNE_9	77+50.72	7,131,376.18	2,486,308.01	3° 59′ 32.32" RT	4,700.00′	1° 13′ 08.61"	163.81′	327.49′	S 88° 00′ 13.84" E	327.42′	75+86.90	79+14.40	Due East	S 86° 00′ 27.68" E
	DCNE_10	84+57.82	7,131,326.94	2,487,013.53	10° 35′ 27.12" LT	1,050.00′	5° 27′ 24.27"	97.32′	194.09′	N 88° 41′ 48.76" E	193.81′	83+60.49	85+54.58	S 86° 00′ 27.68" E	N 83° 24′ 05.20" E
DCNEML	DCNEML_3	22+07.91	7,131,415.70	2,486,179.12	0° 28′ 08.53" RT	10,500.00′	0° 32′ 44.43"	42.98′	85.96′	S 89° 51′ 03.34" E	85.96′	21+64.93	22+50.89	N 89° 54′ 52.39" E	S 89° 36′ 59.07" E
CDWWFR	CDWWFR_3	32+81.66	7,131,652.57	2,487,111.97	7° 01′ 22.82" LT	5,700.00′	1° 00′ 18.68"	349.78′	698.68′	N 87° 11′ 05.84" E	698.24′	29+31.89	36+30.56	S 89° 18′ 12.74" E	N 83° 40′ 24.43" E
	CDWWFR_4	36+74.76	7,131,695.99	2,487,503.54	4° 49′ 13.30" RT	1,050.00′	5° 27′ 24.27"	44.19′	88.34′	N 86° 05′ 01.08" E	88.31′	36+30.56	37+18.90	N 83° 40′ 24.43" E	N 88° 29′ 37.74" E
CDWWML	CDWWML_4	41+55.38	7,131,600.46	2,486,440.50	2° 40′ 40.72" LT	5,700.00′	1° 00′ 18.68"	133.23′	266.42′	S 88° 00′ 56.25" E	266.39′	40+22.15	42+88.57	S 86° 40′ 35.89" E	S 89° 21′ 16.61" E
	CDWWML_5	49+73.73	7,131,591.25	2,487,258.84	4° 27′ 08.32" LT	5,000.00′	1° 08′ 45.30"	194.37′	388.54′	N 88° 25′ 09.23" E	388.44′	47+79.36	51+67.90	S 89° 21′ 16.61" E	N 86° 11′ 35.06" E
UPRW	UPRW_1	10+49.17	7,131,471.23	2,487,943.37	70° 09′ 55.91" LT	70.00′	81° 51′ 04.01"	49.17′	85.72′	N 51° 32′ 51.39" E	80.47′	10+00.00	10+85.72	N 86° 37′ 49.35" E	N 16° 27′ 53.44" E
	UPRW_2	12+71.18	7,131,695.35	2,488,012.75	109° 09′ 29.37" LT	70.00′	81° 51′ 04.01"	98.42′	133.36′	N 36° 54′ 53.55" W	114.09′	11+72.76	13+06.12	N 17° 39′ 51.14" E	S 88° 30′ 21.76" W
UPRE	UPRE_1	10+48.76	7,131,682.33	2,488,350.19	69° 43′ 02.88" LT	70.00′	81° 51′ 04.01"	48.76′	85.18′	S 54° 22′ 48.04" W	80.02′	10+00.00	10+85.18	S 89° 14′ 19.48" W	S 19° 31′ 16.60" W
	UPRE_2	12+89.99	7,131,443.87	2,488,263.99	111° 12′ 04.27" LT	52.00′	110° 11′ 03.09"	75.95′	100.92′	S 34° 54′ 07.88" E	85.81′	12+14.04	13+14.97	S 20° 41′ 54.26" W	N 89° 29′ 49.99" E

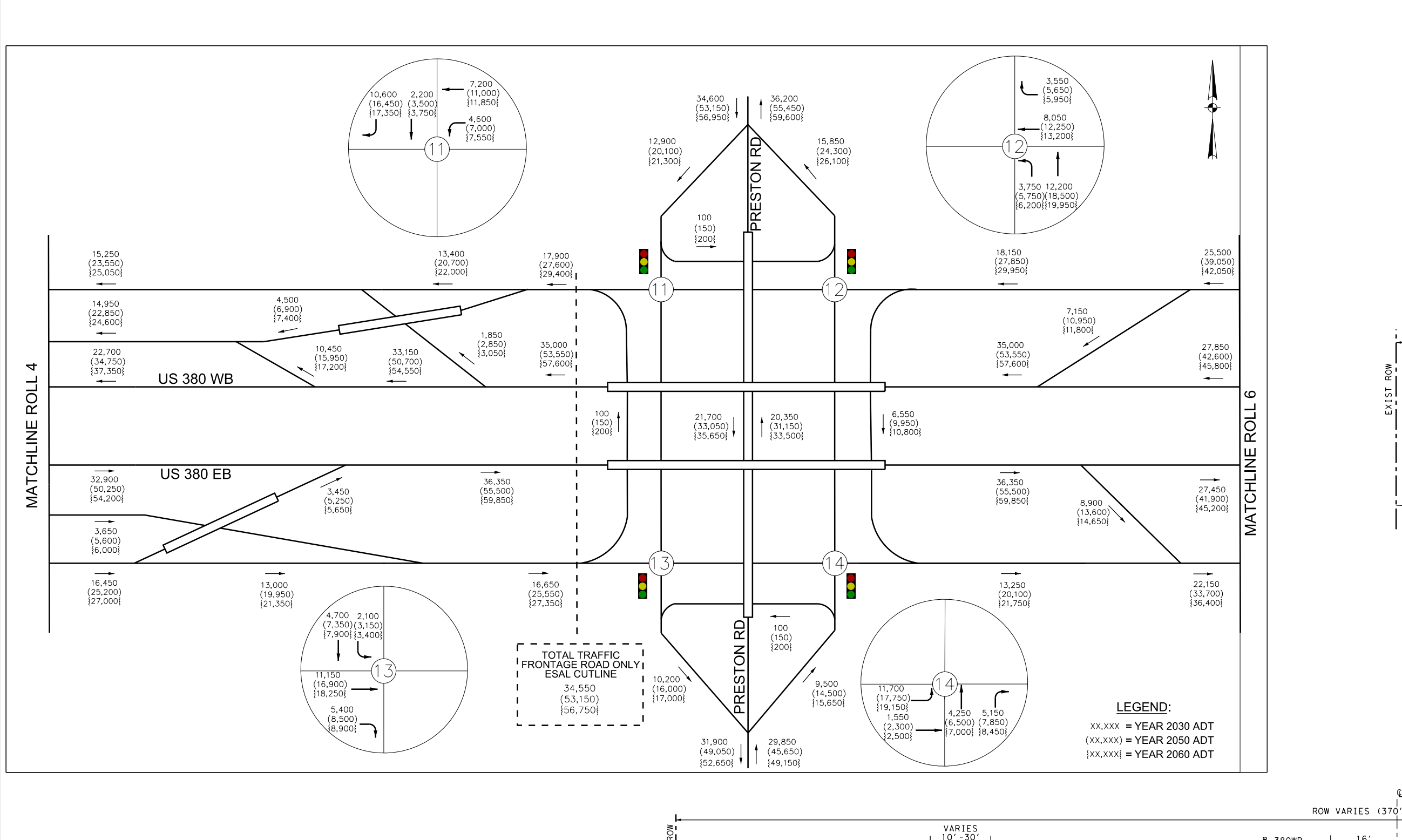
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

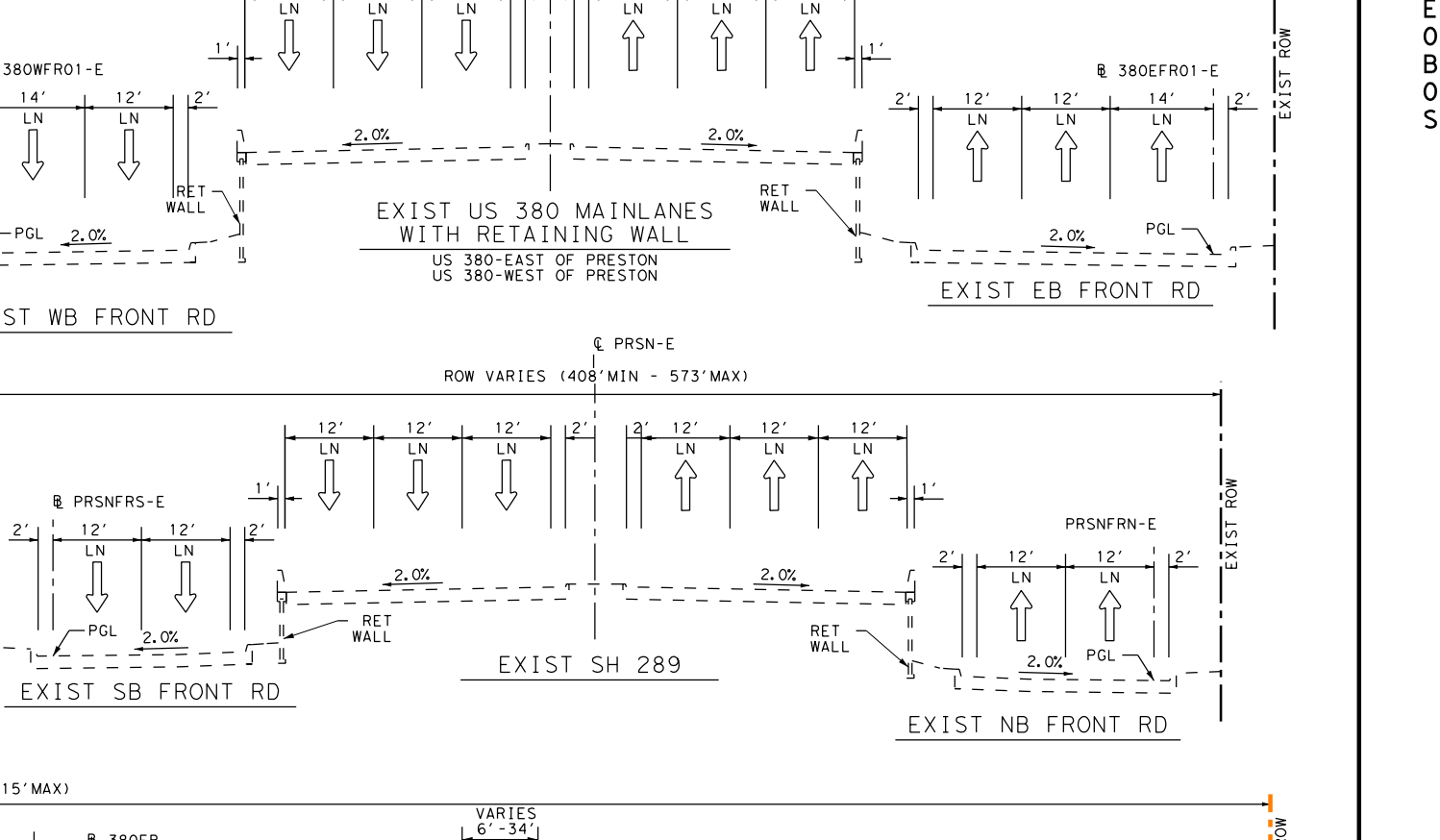
ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EFR01	2173+20.00	-2.00%	2174+86.00	0.50%
380EFR01	2176+86.00	0.50%	2176+93.00	0.59%
380EFR01	2179+30.00	0.59%	2180+10.00	-2.00%
380WFR01	3172+59.00	2.00%	3173+25.00	0.76%
380WFR01	3175+45.00	0.76%	3176+23.00	-0.69%
380WFR01	3178+11.00	-0.69%	3179+89.00	2.00%
REE03	17+84.00	-2.00%	19+81.00	5.00%
REE03	20+74.00	5.00%	22+71.00	-2.00%
RWX03	14+58.00	2.00%	15+27.00	4.40%
RWX03	18+15.00	4.40%	18+83.00	2.00%
RWX03	22+53.00	2.00%	23+21.00	4.40%
RWX03	24+38.00	4.40%	25+07.00	2.00%
RWX03	30+53.00	2.00%	30+67.47	2.50%
RWX03	33+22.00	2.50%	33+36.00	3.00%
RWX03	35+58.00	3.00%	35+72.00	2.50%

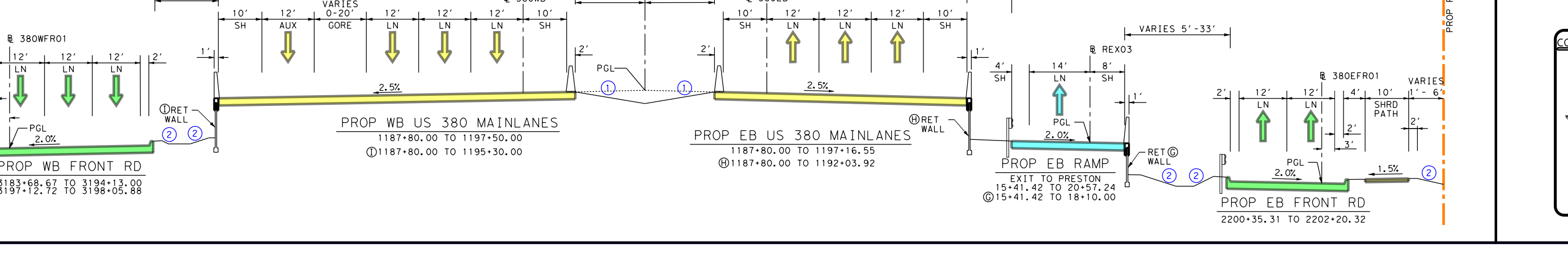
SUPERELEVATION SIGN CONVENTION

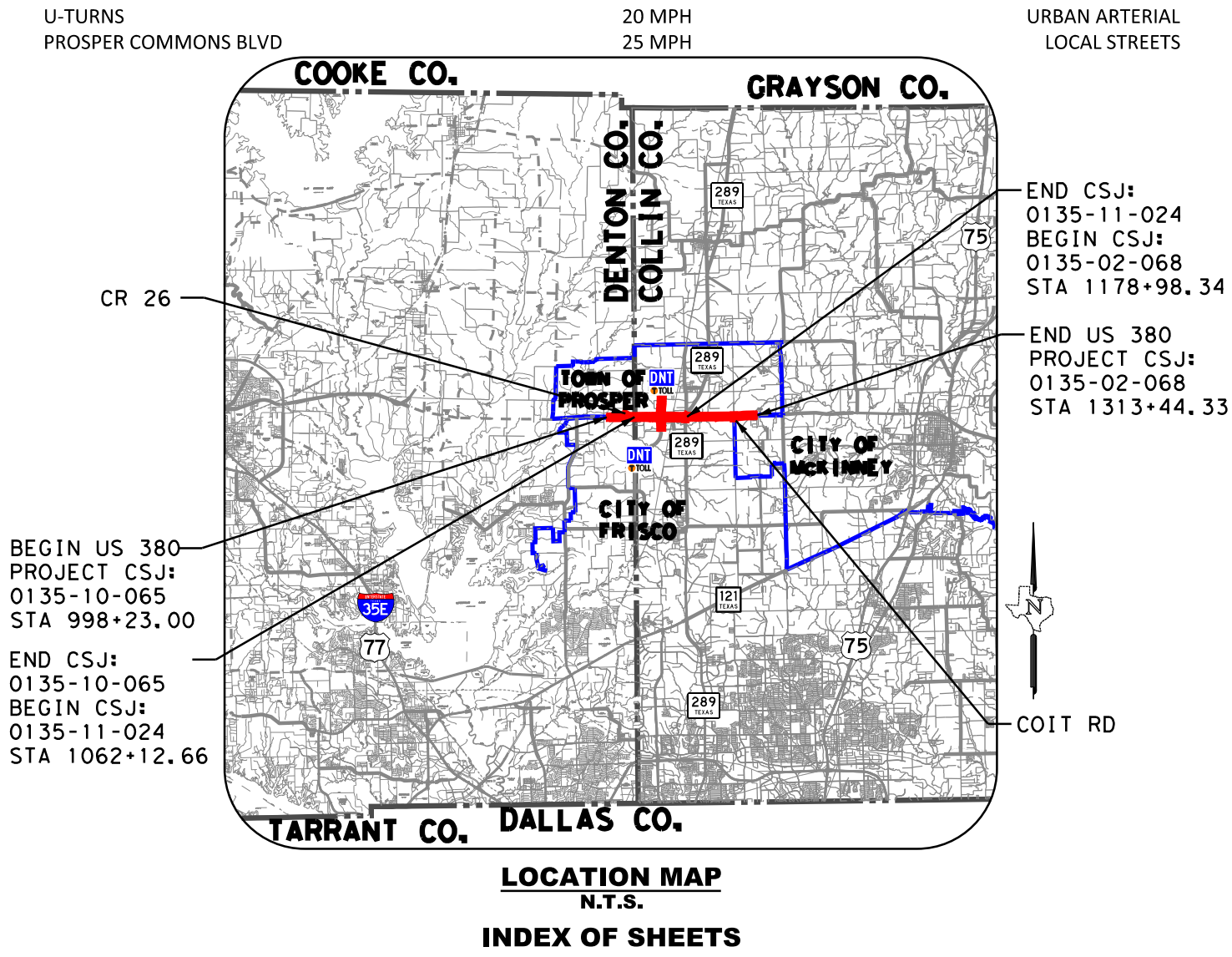
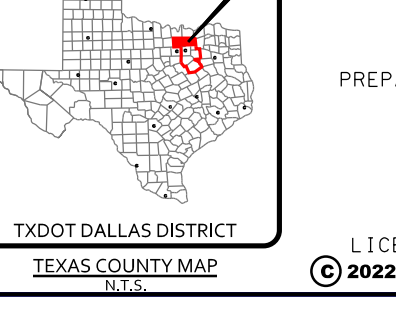
(-)	(+)
(+)	(-)

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L07	150′	345′	206′	551′
L08	150′	345′	283′	628′
RIGHT TURN BAY LENGTHS				
R13	100′	275′	100′	375′
R14	100′	145′	100′	245′
R15	100′	345′	655′	1000′
R16	100′	345′	205′	550′
R17	150′	297′	150′	447′


MATCHLINE ROLL 4
MATCHLINE ROLL 6
US 380 WB
US 380 EB
PRESTON RD
11
12
13
14
TOTAL TRAFFIC FRONTAGE ROAD ONLY ESAL CUTLINE
34,550 (53,150) [56,750]
LEGEND:
xx,xxx = YEAR 2030 ADT
(xx,xxx) = YEAR 2050 ADT
[xx,xxx] = YEAR 2060 ADT


℄ 380ML-E
ROW VARIES (259'MIN - 264'MAX)
EXIST WB FRONT RD
EXIST US 380 MAINLANES WITH RETAINING WALL
US 380-EAST OF PRESTON
US 380-WEST OF PRESTON
EXIST EB FRONT RD
℄ PRSN-E
ROW VARIES (408'MIN - 573'MAX)
EXIST SB FRONT RD
EXIST SH 289
EXIST NB FRONT RD


℄ 380ML
ROW VARIES (370'MIN - 415'MAX)
PROP WB FRONT RD
3183+68.67 TO 3194+13.00
PROP WB US 380 MAINLANES
1187+80.00 TO 1197+50.00
PROP EB US 380 MAINLANES
1187+80.00 TO 1197+16.55
PROP EB RAMP
EXIT TO PRESTON
15+41.42 TO 20+57.24
PROP EB FRONT RD
2200+35.31 TO 2202+20.32



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 5 OF 26
LOCATION MAP N.T.S.
INDEX OF SHEETS
95% SUBMITTAL FOR INTERIM REVIEW ONLY
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 1999 BRYAN STREET, SUITE 1200 DALLAS, TX 75201-3136 Phone 214.638.0145 Firm Registration F-2966
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