Final Environmental Assessment

US 380, Dallas District

From Teel Parkway/Championship Drive to Lakewood Drive

CSJs: 0135-11-024, 0135-10-065, 0135-02-068

Collin and Denton Counties, Texas

May 2023

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Table of Contents

Appendices

Tables

Figures

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Acronyms

AADT	annual average daily traffic
AOI	Area of Influence
ASTM	American Society of Testing and Materials
APE	area of potential effects
BG	block group
BMP	Best Management Practice
CAFÉ	Corporate Average Fuel Economy
CBRA	Coastal Barrier Resources Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CRIS	Crash Record Information System
CMAQ	Congestion Mitigation and Air Quality
CMP	congestion management process
CO	carbon monoxide
CR	County Road
CWA	Clean Water Act
dB(A)	A-weighted decibel level
DHHS	Department of Health and Human Services
DNT	Dallas North Tollway
DPM	diesel particulate matter
EA	Environmental Assessment
EIS	Environmental Impact Statement
EFH	Essential Fish Habitat
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues and Commitments
ERLT	Emission Rate Lookup Tables
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Fire Insurance Rate Maps
FHWA	Federal Highway Administration
FM	Farm to Market
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GHG	greenhouse gas
IBWC	International Boundary Water Commission
IPAC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
LEP	Limited English Proficiency
Leq	Equivalent noise level
MBTA	Migratory Bird Treaty Act
MMT	million metric tons
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System

MSA	Magnuson-Stevens Fishery Conservation and Management Act
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NWP	Nationwide Permit
OHWM	ordinary high-water mark
PA-TU	First Amended Programmatic Agreement among the FHWA, TxDOT, the Texas SHPO, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings
PCN	Pre-construction Notification
PGA	Professional Golfers' Association
PM	particulate matter
ppm	parts per million
PS&E	Plans, Specifications, and Estimates
ROW	right-of-way
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	single occupancy vehicle
STIP	Statewide Transportation Improvement Program
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality
TCMP	Texas Coastal Zone Management Plan
TDM	Travel Demand Management
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPDES	Texas Pollutant Discharge Elimination System
TPP	Transportation Planning and Programming
TPWD	Texas Parks & Wildlife Department
TSM	Traffic System Management
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
TXNDD	Texas Natural Diversity Database

US or U.S.	United States
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USDA	United States Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled

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1.0 Introduction

The Texas Department of Transportation (TxDOT) proposes improving 5.9 miles of United States Highway (US) 380 to a controlled access freeway from Teel Parkway/Championship Drive to Lakewood Drive in Denton and Collin counties, Texas (see **Appendix A**). The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and to determine whether such consequences warrant the preparation of an Environmental Impact Statement (EIS). The EA is prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). The EA was made available for public review and TxDOT considered the comments submitted following the comment period. TxDOT determined that there are no significant adverse effects. A Finding of No Significant Impact (FONSI) will be prepared and signed and made available to the public.

2.0 Project Description

2.1 Existing Facility

The existing US 380 (see **Appendix B**) from Teel Parkway/Championship Drive to the Collin/Denton County line has four 12-foot-wide main lanes, a two-way left-turn lane, 10-foot-wide outside shoulders, and grass-lined drainage ditches. Sidewalks are discontinuous and only present where developers have included them. Between the Collin/Denton County line and State Highway (SH) 289/Preston Road, the existing roadway is a six-lane divided roadway with 12-foot-wide lanes, a raised center median, two-foot-wide inside and outside curb offsets, and curb and gutter. Beginning just west of the intersection with the Dallas North Tollway (DNT), there are also discontinuous two-lane frontage roads until east of SH 289/Preston Road. From SH 289/Preston Road to Lakewood Drive, the existing US 380 is a six-lane divided roadway with a raised median, two-foot-wide inside and outside curb offsets, and curb and gutter. Several culverts carry existing cross drainage from northeast to southwest along the corridor. The existing right-of-way (ROW) width is approximately 160 feet.

2.2 Proposed Facility

The proposed project (see **Appendix C**) would reconstruct 5.9 miles of US 380 from Teel Parkway/Championship Drive in Denton County to Lakewood Drive in Collin County. The proposed project involves the full reconstruction of the existing five-lane rural roadway in Denton County and six-lane urban roadway in Collin County to a six-lane divided freeway with 12-foot-wide travel lanes and two to three-lane continuous frontage roads also with 12-foot-wide travel lanes (see **Appendix D**). In addition to adding lanes, the proposed design includes drainage improvements, ramps to provide accessibility, interchange improvements to meet safety and/or capacity requirements, and shared-use paths along one or both sides of the corridor. The roadway passes through the cities of Frisco, Prosper, and McKinney. The proposed ROW width varies from 245 feet wide to 522 feet wide with a typical ROW width of 336 feet. The proposed project would require the acquisition of 152 acres of proposed ROW and 0.4 acre of permanent easements. The estimated total project cost is $842 million using a combination of state and federal funds.

From Teel Parkway/Championship Drive to the Collin/Denton County line, the proposed project would consist of six 12-foot-wide main lanes divided by a depressed median with variable-width inside shoulders, and 10-foot-wide outside shoulders. Two to three-lane continuous frontage roads with curb and gutter would be present in both directions with an adjacent 10-foot-wide shared-use path on the south side of the roadway. The proposed ROW would range from 245 feet to 324 feet.

Between the Collin/Denton County line and SH 289/Preston Road, the proposed roadway would consist of six 12-foot-wide main lanes divided by a depressed median with 10–12-foot-wide inside shoulders and 10-foot-wide outside shoulders. Two to three-lane continuous frontage roads with 12-foot-wide travel lanes and curb and gutter would be present in both directions with a 10-foot-wide shared-use path on the south side of the roadway. Direct connector ramps would be included to connect the DNT main lanes with US 380. The proposed ROW would range from 342 feet to 501 feet.

From SH 289 to Lakewood Drive, the proposed roadway would consist of six 12-foot-wide main lanes divided by a depressed median with 10–12-foot wide inside shoulders and 10-foot-wide outside shoulders. Two to three-lane continuous frontage roads with 12-foot travel lanes and curb and gutter would be present in both directions with an adjacent 10-foot-wide shared-use path on the south side of the roadway from Teel Parkway to Coit Road and on both sides of the roadway from Coit Road to Lakewood Drive. The proposed ROW would range from 342 feet to 491 feet.

2.3 Logical Termini and Independent Utility

The Code of Federal Regulations (CFR) requires that federally funded transportation projects have logical termini (23 CFR 771.111[f][1]). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The limits for the proposed improvements to US 380 are from Teel Parkway/Championship Drive to Lakewood Drive, and these limits were chosen because they are major cross-streets with considerable contributions to traffic onto and off of US 380 (Jacobs 2022).

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111[f][2]). This means a project must be able to provide benefit by itself and must not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project can stand on its own without the implementation of other traffic improvements as the project provides improved mobility along US 380 without the need for improvements to adjacent facilities. Because the proposed project stands alone, it does not irretrievably commit federal funds for other transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111[f][3]). This means that a project must not dictate or restrict any future roadway alternatives. The proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements because the proposed improvements would not preclude the future widening of adjacent roadway facilities or the development of other transportation modes or routes.

2.4 Planning Consistency

Both the financially constrained 2045 Metropolitan Transportation Plan (MTP) Update and the 2023-2026 Transportation Improvement Program (TIP), as amended, were initially found to conform to the TCEQ State Implementation Plan (SIP) by the Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) on December 15, 2022. TxDOT will not take final action on this environmental document until a project level conformity determination has been obtained from FHWA. The proposed project would also need to be added to the 2023-2026 TIP and STIP.

3.0 Purpose and Need

3.1 Need

The proposed project is needed because population growth within Denton and Collin counties has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Teel Parkway/Championship Drive and Lakewood Drive, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region.

3.2 Supporting Facts and/or Data

According to the US Census Bureau, the population of Collin County in 2010 was 782,341. In 2020, that number stood at 1,072,069, a total increase of 37 percent. Denton County exhibited similar population growth over the same 10-year period, growing from 662,614 in 2010 to 906,422 in 2020, a rate of 37 percent. Projections from the Texas State Data Center (see **Table 3.2-1**) show slightly higher growth rates for both counties through 2050, at 41 percent and 43 percent, respectively. The town of Prosper and the city of Frisco, by contrast, are growing at much higher rates. Between 2010 and 2020, Prosper grew from a population of 9,423 to 30,174, a rate of 220 percent; Frisco grew at a rate of 71 percent over the same 10-year period. The Texas State Data Center does not publish population projections for places in Texas, although the county projections suggest steady growth for both municipalities over the planning horizon for the proposed project.

Table 3.2-1: 2010 and 2020 Population Estimates and 2050 Population Projections for Project Area Geographies

Geographic Area	2010 Census	2020 Census	Percent Change 2010-2020	2050 Projection	Percent Change 2020 -2050
Collin County	782,341	1,072,069	37	1,508,619	41
Denton County	662,614	906,422	37	1,299,072	43
Town of Prosper	9,423	30,174	220	NA	NA
City of Frisco	116,989	200,490	71	NA	NA
State of Texas	25,145,561	29,145,505	16	35,465,604	22

Source: US Census Bureau; Texas State Data Center 2022

Traffic data for the baseline year 2030 and future year 2050 are an annual average daily traffic (AADT) of 130,400 and 199,350 vehicles per day, respectively. The future (2050) projections for traffic volumes indicate a 53 percent increase from the 2030 levels, and this increased volume combined with projected

increases in population would lead to even further decreases in mobility along the highway. An operational analysis of the US 380 corridor (Jacobs 2022) shows that in 2050 without the proposed improvements, 12 out of the 14 intersections within the project limits are expected to operate at a Level of Service (LOS) E or F, which equates to unstable traffic flow or "constant traffic jam" conditions, during the AM and PM peak hours. With the improvements, the 2050 LOS would be D or better during the peak hours, meaning that traffic conditions would be stable with some locations "approaching unstable flow". These conditions translate into travel times that would double or triple in the future without the proposed improvements, depending on the direction of travel and the time of day (see **Table 3.2-2**).

Table 3.2-2: US 380 Travel Time Summary (in minutes)

Direction	From	To	No Build 2050		Build 2050		% Difference	
			AM	PM	AM	PM	AM	PM
Eastbound	Teel Pkwy.	Coit Rd.	7.6	10.4	5.4	5.0	42%	107%
Westbound	Coit Rd.	Teel Pkwy.	15.7	17.6	5.4	5.3	188%	231%

Source: Jacobs 2022

According to the TxDOT Crash Record Information System (CRIS), there were 689 crashes along US 380 within the limits of the proposed project between 2016 and 2020. Among these 689 crashes, there were three fatalities and nine that included incapacitating injury. Compared to similar US highway facilities statewide between 2016 and 2020, US 380 was just below the average in terms of the rate of crashes per 100 million vehicle miles; in 2018 the US 380 rate of 196.40 was just above the statewide average rate of 186.35 (Jacobs 2022).

3.3 Purpose

The purpose of the proposed project is to manage congestion and improve east-west mobility and safety, and to accommodate future traffic demand.

4.0 Alternatives

4.1 Build Alternative

The Build Alternative is described in **Section 2.0** and includes the reconstruction of 5.9 miles of US 380 from Teel Parkway/Championship Drive to west of Lakewood Drive in Denton and Collin counties, Texas. US 380 is proposed to be a six-lane, access-controlled freeway with one-way frontage roads on each side within an anticipated ROW width of between 245 to 522 feet, depending on location. The freeway facility would also include ramps, direct connector roadways, frontage roads, and arterial roadway extensions to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major cross streets, including DNT (multi-level interchange) and SH 289/Preston Road, and a shared-use path would be included along the south side of the roadway between Teel Parkway and Coit Road and on both sides of the roadway between Coit Road and Lakewood Drive. Along DNT, the limits would extend 1.0 mile to the north and 1.2 miles to the south to transition the direct connector roadways. Along Preston Road, the limits would extend 400 feet to the north and 800 feet to the south. The Build

Alternative would require the acquisition of approximately 152 acres of new ROW and 0.4 acre of permanent easements.

The conversion to a controlled-access freeway with continuous frontage roads meets the need and purpose by providing additional capacity to improve mobility and congestion and allows free-flow traffic conditions which improves safety.

4.2 No Build Alternative

The No Build Alternative would result in TxDOT taking none of the actions described in **Section 2.0**, and consequently the mobility improvements anticipated as a result of the Build Alternative would not occur. The Build Alternative is, therefore, the preferred alternative. The No Build Alternative would not result in the impacts to the natural and human environment described in the following sections. Despite not meeting the purpose and need for the proposed project, the No Build Alternative is carried forward for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

The alignment of the Build Alternative was derived primarily from the *US 380 Collin County Feasibility Study* (TxDOT 2020), which covered 32 miles along US 380, including the portion of the proposed project from the Denton County line to Lakewood Drive. In the study, TxDOT developed and evaluated roadway options and many potential alignment options, including the existing alignment and new location alignments, based on engineering factors and environmental constraints. TxDOT presented the study recommendations to the public in May 2019, and for the portion of the corridor that includes the proposed project limits, the recommendation was to follow the existing alignment and to expand mainly to the south between the Denton County line and Coit Road and to the north between Coit Road and Lakewood Drive. Widening US 380 to the south would avoid an existing 72-inch water line for the city of Irving that occupies an easement along the north side of US 380. Shifting the alignment to widen to the north side of US 380 at the east terminus would avoid an existing neighborhood.

The NEPA process was initiated following the feasibility study phase, and the proposed project improvements reflected by the Build Alternative presented in this EA match the alignment recommended in the 2020 feasibility study. This Build Alternative and the No Build Alternative are the only alternatives considered in this EA.

5.0 Affected Environment and Environmental Consequences

Environmental issues were a primary focus in the planning, design, and environmental analysis processes. In support of this EA, the following technical reports were prepared and may be inspected and copied upon request at the TxDOT Dallas District Office:

- TxDOT 2022a. *Community Impact Assessment Technical Report Form*
- TxDOT 2022b. *Archeological Resources Survey Report*
- TxDOT 2022c. *Historic Resources Survey Report*

- TxDOT 2022d. *Water Features Delineation Report*
- TxDOT 2022e. *Quantitative Mobile Source Air Toxics Analysis*
- TxDOT 2022f. *Hazardous Materials Initial Site Assessment and Project Impact Evaluation*
- TxDOT 2022g. *Traffic Noise Analysis Report*
- TxDOT 2022h. *Indirect Effects Technical Report*
- TxDOT 2022i. *Cumulative Impacts Technical Report*
- TxDOT 2023a. *Species Analysis Form and Spreadsheet*
- TxDOT 2023b. *Carbon Monoxide Traffic Air Quality Analysis*
- TxDOT 2023c. *Transportation Conformity Report Form (In progress)*

To facilitate expedited environmental technical studies and field investigations, the project study team established a buffer around the proposed ROW line that represented a study area within which all the direct environmental impacts that could potentially occur as a result of the proposed project would be included. The technical reports listed above (with the exception of the *Hazardous Materials Initial Site Assessment and Project Impact Evaluation*) include documentation of potential project impacts based on environmental study area. By contrast, the potential impacts discussed in this EA are based on the actual proposed ROW footprint associated with the preliminary schematic design shown in **Appendix C** which is a reduced ROW footprint. The difference in area between the environmental study area (239.6 acres) and the actual proposed ROW (152 acres) and permanent easements (0.4 acre) is 87.2 acres.

Resource categories with the potential to be affected by the implementation of the proposed project are summarized in the following sections.

5.1 Right-of-Way/Displacements

The project would require the acquisition of approximately 152 acres of new ROW and 0.4 acre of permanent easements (see **Appendix C**).

The proposed project would not result in residential or commercial displacements and would not separate or divide neighborhoods.

No Build Alternative

Under the No Build Alternative, no ROW or easements would be acquired, and no residential or commercial displacements would occur.

5.2 Land Use

The primary land uses along the US 380 corridor are agricultural, commercial, and residential, with medical facilities, a day care center, and some general retail uses included along the length of the project. According to historical and current aerial imagery, the majority of the residential subdivisions in the surrounding area were built in the past two decades, as Prosper expanded south and east, Frisco expanded north, and McKinney expanded west. Additional subdivision development and commercial and mixed-use properties are currently under construction, and future development plans are prevalent along

the corridor. A Professional Golfers' Association (PGA) Championship golf course is being developed near the west end of the project limits south of US 380.

Prior to this growth, the study area primarily consisted of farmland with low-density residential uses. Twenty years ago, development associated with Prosper, Frisco, and McKinney had yet to reach this portion of US 380, which was still surrounded by rural land uses. Collin and Denton counties are the fastest growing counties in the NCTCOG planning area. This growth is evident in the rapid expansion of residential and commercial development along the outer edges of the Dallas-Fort Worth Metroplex, including the proposed project area.

Substantial traffic generators in the vicinity include a high concentration of schools; the PGA headquarters (golf course, resort, and convention center); retail establishments; and residential neighborhoods along the US 380 corridor.

The project is not anticipated to change the overall land use character of the US 380 corridor, which is a mix of agricultural, commercial, and residential land uses, as noted earlier. Future roadway-adjacent development is already planned and currently undeveloped land is likely to be converted to urban and suburban use. Given this trend, the corridor is likely to continue to develop, and the proposed improvements would not conflict with current or future land use.

No Build Alternative

Under the No Build Alternative, additional ROW or easements would not be acquired and no land uses would be converted to transportation use.

5.3 Farmlands

The proposed project would convert soil types subject to the Farmland Protection Policy Act to a nonagricultural, transportation use. However, the combined scores of the relative value of the farmland and the Farmland Conservation Impact Rating analysis completed by TxDOT do not warrant further consideration for protection and no additional sites need to be evaluated.

No Build Alternative

Under the No Build Alternative, no important farmland soil types would be converted to transportation use.

5.4 Utility Relocation

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway ROW (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this environmental assessment.

It has not yet been determined whether the dislocated utilities will be re-installed within the highway ROW, or to a location outside the highway ROW. However, the potential impacts resulting from re-installation of the displaced utilities within the highway ROW have been considered as part of the overall project footprint impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) within this environmental assessment. To the extent that the owner of any displaced utility determines to reinstall the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process. Additionally, the owner of the utility will be responsible for acquiring any easements outside the highway ROW and ensuring that the design and construction meet all regulatory and environmental compliance requirements. See 43 Texas Administrative Code (TAC) 21.37(a)(9), (g)(1)), and (g)(4); 43 TAC 21.38(e)(2).

No Build Alternative

Under the No Build Alternative, no utility relocations or adjustments would be required.

5.5 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities that comply with TxDOT's Bicycle Accommodation Design Guidance are proposed as part of the proposed project. TxDOT's guidance implements the U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations, as well as FHWA policy. As described in **Section 2.0**., bicycles and pedestrians would be accommodated on the shared-use paths to be included along the south side of US 380 between Teel Parkway and Coit Road and on both sides of the roadway between Coit Road and Lakewood Drive.

No Build Alternative

Under the No Build Alternative, no bicycle or pedestrian improvements would be made by TxDOT.

5.6 Community Impacts

5.6.1 Access and Travel Patterns

The proposed project would reconstruct US 380 from the existing five-lane rural roadway in Denton County and six-lane urban roadway in Collin County to a six-lane, access-controlled freeway with two- to three-lane continuous frontage roads. The proposed project also includes the construction of ramps, interchange improvements, and shared-use paths along both sides of the corridor. Overall, the proposed project would provide increased capacity for the growing traffic volumes in the area, and the ramps and interchange improvements would improve accessibility and safety.

Under the proposed condition, drivers traveling along US 380 in either direction would have fewer opportunities to cross the roadway, as there would no longer be designated left-hand turn lanes along the mainlanes. Instead, drivers wishing to cross the roadway would need to access the frontage roads and turn at signalized intersections or use the U-turns at the signalized intersections to change directions or access the desired community facilities, residential areas, or businesses. Drivers wishing to access the

mainlanes would have to use the frontage roads and ramps, rather than turning directly onto the roadway. Drivers wishing to access US 380 from Dallas North Tollway or Dallas North Tollway from US 380 would use the proposed direct connectors to do so.

These changes in access and travel patterns would lead to increases in travel times for some drivers wishing to cross US 380 to change directions or access businesses, community facilities, or residential areas. Additionally, the roadway would become a controlled-access highway, and driveways would no longer have direct access to the US 380 mainlanes. The differences in travel times would vary based on origin and destination. The majority of residential subdivisions are located at major intersections along the roadway and would still be accessible via these cross-streets. Additionally, drivers along the mainlanes of US 380 would no longer be required to stop at signalized intersections, and traffic would no longer slow in the mainlanes to access driveways with direct access to US 380. The proposed frontage roads and access-controlled mainlanes would result in decreased congestion and increased mobility, which would be expected to negate increases in travel times for local traffic.

The addition of shared use paths may encourage the use of alternate modes of transportation within the project limits, as there are limited walking and cycling facilities along the existing facility. No bus stops are located within the project limits and no changes in bus routes are anticipated as a result of the proposed project.

Emergency responders would generally experience a decrease in travel times as a result of reduced congestion and improved mobility due to the proposed improvements. While the proposed improvements would limit the ability of emergency response vehicles to cross the mainlanes, the designated U-turns and signalized intersections as well as the reduced congestion and improved mobility would likely negate increases in travel times. The proposed improvements would also enhance safety for drivers and emergency responders. Vehicles on the US 380 mainlanes and frontage roads would also be better able to clear a path for emergency responders, making it easier for ambulances, fire engines, and police cars to travel along US 380 in both directions.

Emergency responders from Prosper Fire Station 2 would not see a change traveling westbound on US 380. However, for eastbound travel, they would need to access the frontage roads and pass through the intersection at Legacy Drive before being able to access an on-ramp onto eastbound US 380. Similarly, emergency responders returning to the Prosper Fire Station 2 would have to use the off-ramp prior to the Legacy Drive intersection in order to access Teel Parkway.

No Build Alternative

Under the No Build Alternative, no changes to access or travel patterns would occur.

5.6.2 Community Cohesion

The proposed improvements along US 380 would potentially contribute to a heightened sense of separation experienced by residents near the project area, as access across the roadway would be less direct than under current conditions. While access across the roadway at major intersections would

remain, the construction of frontage roads along US 380 would likely exacerbate the barrier experienced by those directly adjacent to the roadway.

Overall, though, because the existing neighborhoods and cities of Prosper, and Frisco and McKinney are already separated by US 380 and have their own policies, elected officials, and school districts, the proposed project would not likely result in substantial impacts to community cohesion in residential areas located along the project limits as a whole.

No Build Alternative

The No Build Alternative would lead to increased traffic congestion and decreased mobility over time and would not provide an alternative mode of transportation for non-drivers.

5.6.3 Environmental Justice

An environmental justice analysis was completed in accordance with Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” None of the Census block groups (BGs) adjacent to the project area have a median household income below the 2022 Department of Health and Human Services (DHHS) poverty guideline for a family of four ($27,750). According to the 2020 Census, 331 of the 669 populated census blocks within the community study area have a minority population over 50 percent (TxDOT 2022a). These blocks are considered minority populations for the purposes of the environmental justice analysis.

The proposed project would not have a disproportionately high and adverse effect on environmental justice populations. No residential or commercial displacements are expected, no negative changes in community connectivity are expected, and isolation or separation of geographic areas or groups of people would not occur as a result of the proposed project. The reduced congestion and improved mobility would benefit the community as a whole, and the shared use paths planned along the proposed project would serve to increase walkability for pedestrians and non-drivers.

No Build Alternative

Under the No Build Alternative, there would be no disproportionately high and adverse effects to environmental justice populations.

5.6.4 Limited English Proficiency

Of the 27 BGs in the community study area, 23 contain persons who speak English "less than very well." About four percent of residents over the age of five in the block groups adjacent to the project area have indicated that they speak English “less than very well." Of these, approximately 29 percent speak Spanish; 15 percent speak other Indo-European languages; 47 percent speak Asian or Pacific Island languages; and nine percent speak other languages. No churches or other community facilities specifically catering to persons with limited English proficiency (LEP) were observed within the community study area.

An open house public meeting was held May 10, 2022, at Rock Hill High School. This meeting took place virtually and in person. Notices for public involvement opportunities were provided in English and Spanish, and a translator was made available upon request; however, no requests for translation services were received. Future public involvement efforts will provide the same accommodations to ensure LEP persons are provided with opportunities for meaningful involvement in the environmental process. A public hearing is planned for the proposed project, and Spanish translation services will be available.

5.7 Visual/Aesthetic Impacts

The proposed project would represent a substantial change in the visual landscape, as the US 380 mainlanes would be elevated through most of the project limits and would be the dominant feature in the viewshed, along with the Dallas North Tollway currently being constructed by others. The surrounding viewshed has been steadily converting over several decades from rural agricultural land use to more suburban and urban development, so the proposed expansion of US 380 would continue and exacerbate the increase in urbanization in the overall visual landscape. The construction of the proposed project would not impact unique or important views in the existing landscape, and the project would include aesthetic treatment and landscaping to the extent practicable.

No Build Alternative

Under the No Build Alternative, the visual landscape would remain the same and would still be dominated by US 380 and adjacent development.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act in accordance with the First Amended Programmatic Agreement among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU).

5.8.1 Archeology

In September 2022, under Antiquities Permit #30767, archeologists conducted a survey for the proposed improvements (TxDOT 2022b). In consultation with TxDOT, it was determined that 150 acres of the area of potential effects (APE) would require archeological survey. Investigations consisted of pedestrian survey supplemented with 215 shovel tests; all but three shovel tests were negative for cultural materials. During the survey, two new archeological sites were recorded within the APE (site 41COL365 and site 41COL366). Site 41COL365 is a historic period site consisting of a bottle dump, burn pits that appeared historic and modern, brick features, signs, and a windmill base. This site has modern garbage and evidence of modern use that is still apparent throughout the site. Site 41COL366 is also a historic site consisting of a rock lined well (four feet in diameter and 30 feet deep), concrete steps, a possible concrete privy, a stock pond, and a fallen powerline. Both sites are heavily disturbed or partially demolished and are not recommended for further investigation or recommended eligible for inclusion in the National Register of Historic Places (NRHP) or for designation as a State Antiquities Landmark (SAL).

Due to access constraints at the time of the survey (denial of right of entry), field investigations were completed on 103 acres of the 150 acres recommended as warranting survey. Based on the results of the survey, the soil and geologic conditions within the APE, and the previous impacts from roadway construction, utilities, and other urban development throughout the majority of the APE, no archeological historic properties (36 CFR 800.16[1]) are recommended eligible for the NRHP and no sites warranting SAL designation (13 TAC 26.12) would be impacted within the surveyed portions of the APE. Once right of entry is obtained to the remaining 47 acres of the APE, an intensive survey should be conducted prior to construction of the proposed project.

Coordination with the Texas Historical Commission (THC) has been completed under the PA-TU and Memorandum of Understanding (MOU) and the results of the coordination are included in **Appendix G**. TxDOT has also completed tribal consultation under Section 106 of the National Historic Preservation Act, and one response was received during the comment period (see **Appendix G**). The Comanche Nation responded that no properties had been identified in relation to the proposed project.

In the unlikely event that significant cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the significance of the discovery and the potential need for additional investigation, if necessary.

No Build Alternative

Under the No Build Alternative, impacts to archeological resources would not occur.

5.8.2 Historic Properties

The potential effects of the proposed project to historic resources have been evaluated by qualified historians, in compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The APE is 150 feet from the existing and proposed ROW, including all parcels partially or wholly therein.

A total of two individual resources on two parcels were identified within the APE based on a desktop survey conducted in August 2022 (TxDOT 2022c). All historic-age resources (constructed in 1981 or earlier) were evaluated according to the NRHP criteria for eligibility. All of the historic-age resources are recommended not eligible for the NRHP, and therefore no impacts to historic standing structures would result from implementation of the proposed project. Coordination with the THC has been completed under the PA-TU and MOU and the results of the coordination are included in **Appendix G**.

No Build Alternative

The No Build Alternative would not result in impacts to historic standing structures.

5.9 Protected Lands

5.9.1 Section 4(f) of the Department of Transportation Act

There are no Section 4(f) properties present in the project area, and therefore properties protected under Section 4(f) would not be impacted by the proposed project.

5.9.2 Section 6(f) of the Land and Water Conservation Fund Act

There are no Section 6(f) properties present in the project area, and therefore properties protected under Section 6(f) would not be impacted by the proposed project.

5.9.3 Chapter 26 of the Texas Parks and Wildlife Code

There are no Chapter 26 properties present in the project area, and therefore properties protected under Chapter 26 would not be impacted by the proposed project.

No Build Alternative

Under the No Build Alternative, impacts to properties protected by Section 4(f), Section 6(f), or Chapter 26 would not occur.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

This project would involve regulated activity in jurisdictional waters and therefore would require authorization under Section 404. The following table (see **Table 5.10-1**) shows water features identified within the proposed project limits, including the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (i.e., no pre-construction notification required), or if it is anticipated that a nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit would be required.

For this project, a nationwide permit with a pre-construction notification is anticipated, and a pre-application meeting with the USACE Fort Worth District has been held (December 19, 2022). The need for an individual standard permit under Section 404 is not anticipated. If it is later determined that an individual standard permit under Section 404 is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the individual standard permit application.

A review was conducted of the National Wetland Inventory (NWI) and the National Hydrography Dataset (NHD) maps, the Web Soil Survey (USDA 2022), and US Geological Survey (USGS) 7.5-minute quadrangle sheet for Frisco. A review of recent aerial photography determined that several water features exist within the vicinity of the proposed project. Field reconnaissance conducted on May 2 through 6, 2022, and June 6, 2022, confirmed this determination.

Thirty-two water features were identified within the proposed project area. Wetland boundaries and stream ordinary high-water marks (OHWMs) were determined in the field according to the US Army Corps of Engineers (USACE) 1987 Wetlands Delineation Manual and 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region (Version 2).

Table 5.10-1: Water Features within Proposed Construction Limits

Name of Water Feature	Type of Water Feature	Location of Water Feature	Covered by non-reporting nationwide permit under Section 404?	Nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit required under Section 404?
Unnamed Tributary to Panther Creek (ES-1)	Ephemeral Stream	Figure F-2	N/A	N/A
Unnamed Tributary to Panther Creek (ES-2)	Ephemeral Stream	Figure F-4	Y	N/A
Unnamed Drainage Ditch (DD-1)	Drainage Ditch	Figure F-4	N/A	N/A
Unnamed Tributary to Parvin Branch (IS-1)	Intermittent Stream	Figure F-5	N	Nationwide permit with pre-construction notification
Unnamed Palustrine Emergent Wetland (PEM-1A)	Palustrine Emergent Wetland	Figure F-5	N	Nationwide permit with pre-construction notification
Unnamed Palustrine Emergent Wetland (PEM-1B)	Palustrine Emergent Wetland	Figure F-5	N	Nationwide permit with pre-construction notification
Unnamed Drainage Ditch (DD-2)	Drainage Ditch	Figure F-5	N/A	N/A
Unnamed Drainage Ditch (DD-3)	Drainage Ditch	Figure F-7	N/A	N/A
Unnamed Drainage Ditch (DD-4)	Drainage Ditch	Figure F-8	N/A	N/A
Unnamed Drainage Ditch (DD-5)	Drainage Ditch	Figure F-8	N/A	N/A
Unnamed Tributary to Parvin Branch (IS-2)	Intermittent Stream	Figure F-9	Y	N/A
Unnamed Tributary to Parvin Branch (IS-3)	Intermittent Stream	Figure F-10	N	Nationwide permit with pre-construction notification
Parvin Branch (Parvin Branch-1)	Perennial Stream	Figure F-10	N	Nationwide permit with pre-construction notification
Unnamed Open Water/Palustrine Emergent Wetland (OW/PEM-1)	Open Water/ Palustrine Emergent Wetland	Figure F-10	N	Nationwide permit with pre-construction notification
Unnamed Tributary to Parvin Branch (IS-4)	Intermittent Stream	Figure F-11	Y	N/A

Table 5.10-1: Water Features within Proposed Construction Limits				
Name of Water Feature	**Type of Water Feature**	**Location of Water Feature**	**Covered by non-reporting nationwide permit under Section 404?**	**Nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit required under Section 404?**
Unnamed Drainage Ditch (DD-6)	Drainage Ditch	Figure F-12	N/A	N/A
Unnamed Tributary to Rutherford Branch (IS-5)	Intermittent Stream	Figure F-13	Y	N/A
Unnamed Tributary to Rutherford Branch (IS-6)	Intermittent Stream	Figure F-13	N/A	N/A
Unnamed Palustrine Forested Wetland (PFO-1)	Palustrine Forested Wetland	Figure F-13	N/A	N/A
Rutherford Branch	Perennial Stream	Figure F-13	N/A	N/A
Unnamed Tributary to Rutherford Branch (ES-3)	Ephemeral Stream	Figure F-13	N/A	N/A
Unnamed Tributary to Panther Creek (IS-7)	Intermittent Stream	Figure F-14	N/A	N/A
Unnamed Tributary to Panther Creek (IS-8)	Intermittent Stream	Figure F-15	N/A	N/A
Unnamed Drainage Ditch (DD-7)	Drainage Ditch	Figure F-15	N/A	N/A
Parvin Branch (Parvin Branch-2)	Perennial Stream	Figure F-16	N	Nationwide permit with pre-construction notification
Unnamed Palustrine Emergent Wetland (PEM-2)	Palustrine Emergent Wetland	Figure F-16	N	Nationwide permit with pre-construction notification
Unnamed Palustrine Emergent Wetland (PEM-3)	Palustrine Emergent Wetland	Figure F-16	N	Nationwide permit with pre-construction notification
Unnamed Open Water (OW-1)	Pond	Figure F-16	N	Nationwide permit with pre-construction notification
Unnamed Drainage Ditch (DD-8)	Drainage Ditch	Figure F-17	N/A	N/A
Unnamed Drainage Ditch (DD-9)	Drainage Ditch	Figure F-17	N/A	N/A
Unnamed Tributary to Doe Branch (IS-9)	Intermittent Stream	Figure F-18	N	Nationwide permit with pre-construction notification
Unnamed Drainage Ditch (DD-10)	Drainage Ditch	Figure F-18	N/A	N/A

Source: TxDOT 2022d.

No Build Alternative

Under the No Build Alternative, impacts to waters of the U.S., including wetlands, from the proposed construction activities associated with the Build Alternative would not occur. Routine maintenance of the highway, including mowing or clearing vegetation and removal of debris from drainage systems and culverts would continue, and any regulated impacts to waters of the U.S. would be permitted, as needed.

5.10.2 Clean Water Act Section 401

For projects that require a Nationwide Permit (NWP) under Section 404 that is covered by TCEQ's blanket 401 water quality certification, regardless of whether the NWP is non-reporting, or requires the submission of a Pre-construction Notification (PCN), TxDOT complies with Section 401 of the Clean Water Act (CWA) by implementing TCEQ conditions for NWPs. For projects that require authorization under a NWP under Section 404 that is not covered by TCEQ's blanket 401 water quality certification, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the USACE before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made.

No Build Alternative

Under the No Build Alternative, impacts to waters of the U.S. from the proposed construction activities associated with the Build Alternative would not occur, and therefore compliance with Section 401 would not be required.

5.10.3 Executive Order 11990 Wetlands

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize the destruction, loss or degradation of wetlands, and preserve and enhance the natural and beneficial values of wetlands. The proposed project would impact wetlands as detailed in **Section 5.10.1**. The proposed improvements would be an expansion of the existing facility, and a new location facility to avoid wetland impacts is not practicable and would result in residential and commercial displacements and other environmental effects, including impacts to wetlands. Along the north side of US 380, the project is constrained by commercial and residential development and an existing 72-inch water line that supplies water to the City of Irving. Because of these constraints, the expansion must occur to the south of the existing roadway, where wetlands are prevalent and unavoidable. Along the DNT, the project is limited to proposed frontage road and ramp improvements to transition the direct connector roadways. The design and construction of these improvements are constrained by the configuration of the existing mainlanes and must occur on the west side of the DNT where wetlands are present and unavoidable. Because of the constraints detailed above, no practicable alternatives to the placement of fill into wetlands were identified. The proposed project has been refined to the extent practicable in order to reduce wetland impacts and includes all practicable measures to avoid and minimize harm to wetlands.

No Build Alternative

Under the No Build Alternative, impacts to wetlands from the proposed construction activities associated with the Build Alternative would not occur, and therefore compliance with Executive Order 11990 would not be required.

5.10.4 Rivers and Harbors Act

Section 9 of the Rivers and Harbors Act of 1899 prohibits the construction of any bridge or causeway over or in navigable waterways of the U.S. without Congressional consent and approval through the Secretary of Transportation. Under Section 10 of the Act, the building of any wharfs, piers, jetties, and other structures is prohibited without Congressional approval, and excavation or fill within navigable waters requires USACE approval. The typical permitting process for bridges and causeways, however, was modified by the General Bridge Act of 1946, which granted the consent of Congress for any construction, maintenance and operation of bridges and approaches over navigable waters of the U.S. that are approved by the U.S. Coast Guard (USCG). This proposed project would not involve work in or over a navigable water of the U.S.; therefore, Sections 9 and 10 of the Rivers and Harbors Act and the General Bridge Act of 1946 do not apply.

No Build Alternative

Under the No Build Alternative, impacts to navigable waterways from the proposed construction activities associated with the Build Alternative would not occur, and therefore compliance with Sections 9 and 10 of the Rivers and Harbors Act and the General Bridge Act of 1946 would not be required.

5.10.5 Clean Water Act Section 303(d)

The State of Texas is required, under Sections 305(b) and 303(d) of the federal CWA, to prepare biennial statewide water quality assessments that identify the status of use attainment for water bodies, and to identify water bodies for which effluent limitations are not stringent enough to implement water quality standards. Based on the assessments, the proposed project area is accounted for on the 303(d) list. The proposed project is within five linear miles of, is within the watershed of, and drains to, an impaired assessment unit under Section 303(d) (see **Table 5.10-2**); therefore, coordination with TCEQ is required. The 2020 Texas Integrated Report Index of Water Quality Impairments was utilized in this assessment.

Table 5.10-2: Impaired Water Features within the Project Area

Watershed	Segment Name	Segment Number	Assessment Unit Number
Upper Wilson Creek (HUC 120301060206)	Wilson Creek	0821C	0821C_01

Source: TCEQ 2020

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's

CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

No Build Alternative

Under the No Build Alternative, impacts to impaired waters from the proposed construction activities associated with the Build Alternative would not occur, and therefore compliance with Section 303(d) would not be required.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SWP3) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents.

No Build Alternative

Under the No Build Alternative, impacts to surface waters from the proposed construction activities associated with the Build Alternative would not occur, and therefore compliance with Section 402 would not be required.

5.10.7 Floodplains

The project is located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain [FEMA Fire Insurance Rate Map (FIRM) panels 48121C0430G, effective 4/17/2011; 48085C0230J, effective 6/1/2009; and 48085C0235J, effective 6/1/2009]. These areas include Parvin Branch, one unnamed tributary to Doe Branch, an unnamed tributary to Panther Creek, and Rutherford Branch. This project is federally funded and is therefore subject to EO 11988, Floodplain Management. However, the project will not involve a significant encroachment in the floodplain. Coordination with the local Floodplain Administrators (City of Prosper, City of Frisco) will be required.

No Build Alternative

The No Build Alternative would not impact floodplains, and coordination with the local floodplain administrator would not be required.

5.10.8 Wild and Scenic Rivers

The proposed project would not impact any present, proposed, or potential unit of the National Wild and Scenic Rivers System.

No Build Alternative

The No Build alternative would not impact any present, proposed, or potential unit of the National Wild and Scenic Rivers System.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act (CBRA) does not apply.

No Build Alternative

The CBRA does not apply to the No Build alternative.

5.10.10 Coastal Zone Management

The proposed project is not located within the Texas Coastal Zone Management Plan (TCMP) boundary. Therefore, a consistency determination is not required.

No Build Alternative

A TCMP consistency determination is not required for the No Build alternative.

5.10.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules do not apply.

No Build Alternative

The Edwards Aquifer Rules do not apply to the No Build alternative.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

No Build Alternative

The No Build alternative does not cross or encroach upon the floodway of IBWC ROW or an IBWC flood control project.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

No Build Alternative

Under the No Build Alternative, impacts to water wells or drinking water systems would not occur.

5.11 Biological Resources

5.11.1 Impacts to Vegetation

The Ecological Mapping Systems of Texas (EMST) categorized the project area vegetation into 14 different communities. Field investigations conducted by qualified biologists somewhat agreed with the EMST though multiple discrepancies were noted. Vegetation mapped during field investigations was categorized into ten communities and potential impacts to vegetation types were calculated for the proposed project. **Table 5.11-1** provides a summary of the EMST vegetation types and total acreages that may be impacted by the proposed project in both the existing and proposed ROW and permanent easements.

Table 5.11-1: EMST Vegetation Types Potentially Impacted by the Proposed Project

EMST Type	Area Impacted (acres)
Blackland Prairie: Disturbance or Tame Grassland	27.21
Central Texas: Riparian Hardwood Forest	3.95
Central Texas: Riparian Deciduous Shrubland	1.06
Central Texas: Riparian Herbaceous Wetland	0.97
Barren	2.49
Native Invasive: Deciduous Woodland	4.10
Row Crops	102.31
Urban High Intensity	199.94
Urban Low Intensity	82.99
Open Water	0.54
Total	**425.6**

Additionally, approximately 10 large pecan trees (*Carya illinoinensis*) were identified during field investigations that may be impacted by the proposed project.

No Build Alternative

Under the No Build Alternative, impacts to vegetation from the proposed construction would not occur, although the existing ROW would continue to be mowed and maintained.

5.11.2 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. The department implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and would comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.4 Impacts to Wildlife

The proposed project would affect wildlife species present within the existing and proposed ROW. Some sessile and/or slow-moving species could be killed by heavy machinery during ROW clearing. Impacts to wildlife within the proposed project area would also occur in conjunction with the removal of vegetation and disturbance in and around water features. Wooded areas provide cover, food, and habitat for many resident and migratory species. Trees within maintained landscape areas provide nesting habitat for birds. Additionally, certain species of birds utilize sparsely vegetated areas for ground nesting, and these areas would be disturbed during construction. An increase in runoff related to the operation of the proposed project could cause minor, incremental changes in the physical and chemical characteristics of area streams. Additional information regarding impacts to wildlife can be found in **Section 5.11.10**.

The use of best management practices (BMPs), careful vegetation clearing techniques, and replanting would minimize impacts to wildlife habitat within the proposed project area. Monitoring before and during construction activities would protect wildlife species, including nesting birds, from direct harm. Adjacent wildlife habitat would be protected from stormwater runoff by implementing BMPs that would control erosion and sedimentation.

No Build Alternative

Under the No Build Alternative, impacts to wildlife and wildlife habitat would not occur, although the existing ROW would continue to be mowed and maintained.

5.11.5 Migratory Bird Treaty Act

This project would comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- schedule construction activities outside the typical nesting season.

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations.

The MBTA states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations.

TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young should they be discovered on the project site. Direction to contractors would be provided on the standard Environmental Permits, Issues and Commitments (EPIC) construction plan sheet.

Appropriate measures would be taken to avoid adverse impacts on migratory birds and would include the following:

- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if nests are active before removal. Nests that are active should not be disturbed;
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid the removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season on TxDOT-owned and operated facilities and structures proposed for replacement or repair; and
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

5.11.6 Fish and Wildlife Coordination Act

The proposed project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act will be accomplished by complying with the terms and conditions of the Nationwide permit.

5.11.7 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with the United States Fish & Wildlife Service (USFWS) is required.

5.11.8 Magnuson-Stevens Fishery Conservation Management Act

The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSA) does not apply.

5.11.9 Marine Mammal Protection Act

The project area does not contain suitable habitat for marine mammals.

5.11.10 Threatened, Endangered, and Candidate Species

A Species Analysis was performed to assess potential impacts the proposed project would have on federally and state-listed threatened, endangered, and candidate species. A Species Analysis Form and Species Analysis Spreadsheet (TxDOT 2023a) are available at the TxDOT Dallas District office.

Federally Listed Species

The Endangered Species Act (ESA) was enacted in 1973 to provide a program for the conservation of threatened and endangered species and the ecosystems upon which these species depend. The ESA is codified at 16 United States Code (USC) 1531 – 1544. Section 7(a)(1) (16 USC 1536) of the ESA directs all federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7(a)(2) requires federal agencies to consult with USFWS and/or National Marine Fisheries Service (NMFS) to ensure that any federal action authorized, funded, or carried out is not likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of critical habitat, unless granted an exemption for such action. In fulfilling section 7(a)(2) obligations, federal agencies shall use the best scientific and commercial data available. The regulations at 50 CFR 402 provide the implementing regulations for interagency cooperation with respect to section 7.

According to the USFWS, the proposed action area is within the range and in suitable habitat of federally protected species. Based on the following information, the proposed project would not affect protected species and/or their habitat and would not affect areas that have been designated as critical habitat by the USFWS.

The following species are listed in the USFWS Information for Planning and Consultation (IPaC) Official Species List (dated April 5, 2023) as possibly occurring within Collin or Denton County: Whooping Crane (*Grus americana*), Piping Plover (*Charadrius melodus*), and Red Knot (*Calidris canutus rufa*); along with three species proposed for federal listing, tricolored bat (*Perimyotis subflavus*), Texas fawnsfoot (*Truncilla macrodon*), and alligator snapping turtle (*Macrochelys temminckii*); and one candidate species for federal listing, monarch butterfly (*Danaus plexippus*). The USFWS IPaC Official Species List states that the Piping Plover and Red Knot only need to be considered for wind energy projects. Additionally, TPWD annotated county lists of rare species indicate that one federally threatened bird species, Black Rail (*Laterallus jamaicensis*), and two mollusk species proposed for federal listing, Louisiana pigtoe (*Pleurobema riddellii*) and Texas heelsplitter (*Potamilus amphichaenus*), have the potential to occur within Collin or Denton counties.

No suitable habitat for the federally listed bird or proposed reptile species was observed within the proposed action area, as verified by a qualified biologist during the May 2-6, 2022, field investigation. The Whooping Crane could potentially migrate through the project area; however, suitable habitat for this

species does not occur within the action area. Additionally, while this species utilizes a variety of habitats during migration, Whooping Cranes prefer isolated areas away from human disturbances (Campbell 2003). Likewise, the Black Rail could potentially migrate through the project area; however, suitable breeding or wintering habitat for this species does not occur within the action area and any use of potential migratory stopover habitat would be incidental. Therefore, TxDOT has determined that the proposed project would have no effect on the Piping Plover, Red Knot, Whooping Crane, Black Rail, or alligator snapping turtle. Additionally, as detailed in the IPaC Official Species List, no USFWS designated or proposed critical habitat is present in the vicinity of the proposed project.

Suitable habitat for the Texas fawnsfoot, Louisiana pigtoe, and Texas heelsplitter occurs in the vicinity of the proposed project at Parvin Branch, Panther Creek, and Rutherford Branch. The Texas fawnsfoot and Louisiana pigtoe are proposed for federal listing as threatened, while the Texas heelsplitter is proposed for federal listing as endangered; therefore, consultation with the USFWS is not required at this time. If the species become federally threatened or endangered over the life of the project, they would be re-evaluated to determine the appropriate course of action, which might include conference or consultation with USFWS. To avoid impacts to the Texas fawnsfoot, Louisiana pigtoe, and Texas heelsplitter, the following BMPs would be implemented in areas identified as suitable freshwater mussel habitat:

- Freshwater Mussel BMPs
- Water Quality BMPs
- Stream Crossing BMPs

Suitable habitat for the monarch butterfly (*Danaus plexippus*) occurs in the vicinity of the proposed project; however, the monarch butterfly is currently a candidate species and no consultation with USFWS is required at this time. As construction activities for this project are not anticipated to be completed prior to Fiscal Year 2024, when a listing decision for the species is anticipated, additional coordination may be required. The project should be reevaluated at that time to determine if further action is required if the species becomes proposed for federal listing.

Bridge culverts, deciduous woodland (including 10 large pecan trees noted during the field investigation), and riparian woodland within the project area could provide roosting habitat for the tricolored bat. No occupancy was observed within areas of potential roosting habitat identified during the field investigation; however, a full habitat assessment suitable to make an effect determination on the tricolored bat has not been performed for the proposed project. The tricolored bat is proposed for federal listing as endangered, therefore consultation with the USFWS is not required at this time. If the species becomes federally threatened or endangered over the life of the project, it would be re-evaluated to determine the appropriate course of action, which might include conference or consultation with USFWS.

State-listed Species

Endangered species legislation passed in Texas in 1973—amended in 1981, 1985 and 1987—and subsequent 1975 and 1981 revisions to the Parks and Wildlife Code established a state regulatory vehicle for the management and protection of threatened and endangered species in Texas. The Parks and Wildlife Code authorizes the Texas Parks & Wildlife Department (TPWD) to formulate lists of threatened and endangered fish and wildlife species and to regulate the taking or possession of such species.

Suitable habitat for state-listed threatened species occurs in the vicinity of the proposed project. These species include three birds, the Least Tern (*Sternula antillarum*), the White-faced Ibis (*Plegadis chihi*) and Wood Stork (*Mycteria americana*); and four mollusks, the Louisiana pigtoe (*Pleurobema riddellii*), sandbank pocketbook (*Lampsilis satura*), Texas fawnsfoot (*Truncilla macrodon*), and Texas heelsplitter (*Potamilus amphichaenus*).

To avoid or minimize impacts to state-listed freshwater mussel species, the following BMPs would be implemented:

- Freshwater Mussel BMPs
- Water Quality BMPs
- Stream Crossing BMPs

The project area does not contain suitable breeding or wintering habitat for the Least Tern, White-faced Ibis or Wood Stork. Although potential foraging habitat may be present, these species are not expected to regularly occur, and any use of this habitat would be incidental. Therefore, TxDOT has determined that the proposed project would have no impact to the Least Tern, White-faced Ibis, and Wood Stork.

Species of Greatest Conservation Need

Additionally, suitable habitat for Species of Greatest Conservation Need (SGCN) occurs in the vicinity of the proposed project. These include three amphibians, the southern crawfish frog (*Lithobates areolatus*), Strecker's chorus frog (*Pseudacris streckeri*), and Woodhouse's toad (*Anaxyrus woodhousii*); two birds, the Sprague's Pipit (*Anthus spragueii*) and Western Burrowing Owl (*Athene cunicularia hypugaea);* five mammals, the eastern spotted skunk (*Spilogale putorius*), long-tailed weasel (*Mustela frenata*), muskrat (*Ondatra zibethicus*), swamp rabbit (*Sylvilagus aquaticus*), and western hog-nosed skunk (*Conepatus leuconotus*); and six reptiles, the eastern box turtle (*Terrapene carolina*), smooth softshell (*Apalone mutica*), Texas garter snake (*Thamnophis sirtalis annectens*), timber (canebrake) rattlesnake (*Crotalus horridus*), western box turtle (*Terrapene ornata*), and western chicken turtle (*Deirochelys reticularia miaria*). The southern crawfish frog, Strecker's chorus frog, and Woodhouse's toad could occur in wet or moist areas along project area creeks, drainages, and wetlands. The Sprague's pipit and Western Burrowing Owl could occur in disturbed grassland and agricultural fields within the project area. The eastern spotted skunk, long-tailed weasel, muskrat, swamp rabbit, and western hog-nosed skunk could inhabit disturbed prairie, woodlands, and riparian areas throughout and adjacent to the proposed project.

Impacts to these SGCN would be avoided or minimized by implementing the following BMPs:

- Aquatic Amphibian and Reptile BMPs
- Bird BMPs
- Terrestrial Amphibian and Reptile BMPs
- Water Quality BMPs
- Vegetation BMPs
- Impacts to wetland habitats including isolated ephemeral pools would be minimized
- General Design and Construction BMPs

No Build Alternative

Under the No Build Alternative, impacts to wildlife and wildlife habitat, including impacts to federally or state-listed threatened or endangered species, would not occur.

5.12 Air Quality

This project is located within an area that has been designated by the U.S. Environmental Protection Agency (EPA) as a severe and moderate nonattainment area for the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS), respectively; therefore, transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS.

Both the NCTCOG's financially constrained 2045 MTP update and the 2023-2026 TIP, as amended, were initially found to conform to the TCEQ SIP by FHWA and FTA on December 15, 2022. TxDOT will not take final action on this environmental document until a project level conformity (TxDOT 2023c) determination has been obtained from FHWA, as applicable. The proposed project would also need to be added to the 2023-2026 TIP and STIP. Copies of the MTP and TIP pages are included in **Appendix E**.

Carbon Monoxide Traffic Air Quality Analysis (CO TAQA)

Traffic for the estimated time of completion (ETC) year 2030 and the design year 2050 is estimated to be 130,400 and 199,350 vehicles per day (vpd), respectively, between the mainlanes and the frontage roads. Projects that add capacity and have a design year average annual daily traffic (AADT) count greater than 140,000 vpd are subject to the CO TAQA requirements. The US 380 improvement project meets these requirements because the project is added capacity and the AADT for the design year 2050 is 199,350 vpd. The traffic data used in the analysis was obtained from the Traffic Analysis for Highway Design model dated August 12, 2022.

Carbon monoxide (CO) concentrations for the proposed action were modeled using CAL3QHC and TxDOT's Emission Rate Lookup Tables (ERLT) for CO for the Dallas-Fort Worth area and factoring in adverse meteorological conditions and sensitive receptors at the ROW line. Maximum local concentrations of carbon monoxide are not expected to exceed national standards at any time (see **Table 5.12-1**).

Table 5.12-1: Maximum Project Carbon Monoxide Concentrations				
Year	1-hour CO Concentration*	1 HR % NAAQS	8-hour CO Concentration*	8-HR % NAAQS
2030	2.8	8.0%	2.2	24.4%
2050	3.0	8.6%	2.3	25.6%

Source: TxDOT 2023b.

*The NAAQS for CO is 35 parts per million (ppm) for 1-hour and 9 ppm for 8 hours. Analysis includes a one-hour background concentration of 1.7 ppm and an 8-hour background concentration of 1.4 ppm.

Qualitative Mobile Source Air Toxics (MSAT) Analysis

Background

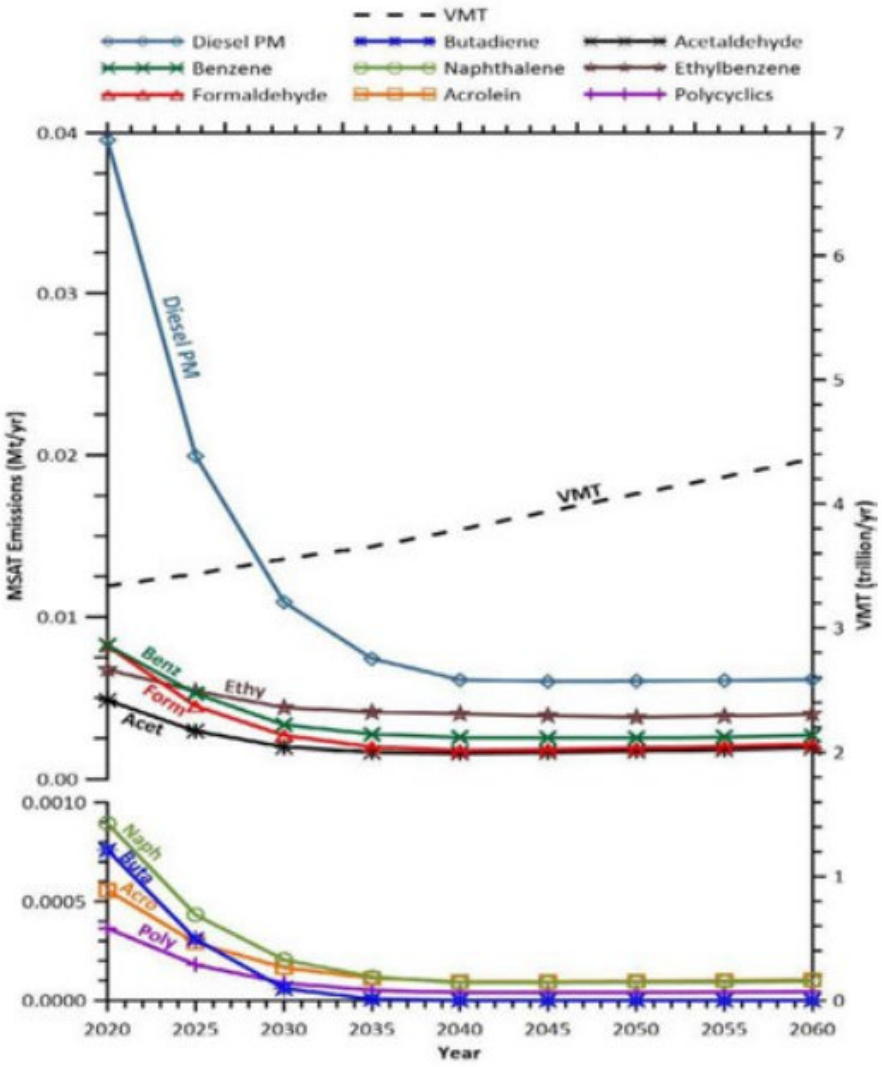
Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (EPA 2023). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA) (EPA 2014). These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES3 is a major revision to MOVES2014 and improves upon it in many respects. MOVES3 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2014. These new emissions data are for light- and heavy-duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES3 also adds updated vehicle sales, population, age distribution, and vehicle miles travelled (VMT) data. In the November 2020 EPA issued MOVES3 Mobile Source Emissions Model Questions and Answer, EPA states that for on-road emissions, MOVES3 updated heavy-duty (HD) diesel and compressed natural gas (CNG) emission running rates and updated HD gasoline emission rates (USEPA 2020). They updated light-duty (LD) emission rates for hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) and updated light-duty (LD) particulate matter rates, incorporating new data on Gasoline Direct Injection (GDI) vehicles.

Using EPA's MOVES3 model, as shown in Illustration 1, FHWA estimates that even if VMT increases by 31 percent from 2020 to 2060 as forecast, a combined reduction of 76 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Illustration 1:
FHWA PROJECTED NATIONAL MSAT EMISSION TRENDS 2020–2060 FOR VEHICLES OPERATING ON ROADWAYS



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles traveled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorological, and other factors.
Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

Diesel PM is the dominant component of MSAT emissions, making up 36 to 56 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES3 will notice some differences in emissions compared with MOVES2014. MOVES3 is based on updated data on some emissions and pollutant processes compared to MOVES2014, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES3 emissions forecasts are based on slightly higher VMT projections than MOVES2014, consistent with nationwide VMT trends.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Project-Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives (FHWA 2017).

For each alternative, the amount of MSAT emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Build Alternative is slightly lower than that for the No Build Alternative, because the construction of frontage roads, mainlanes, and direct connectors in the Build Alternative allows for more efficient movement of traffic in the future compared to the No Build, particularly through the intersection with the Dallas North Tollway, resulting in a lower VMT. While the VMT would be lower under the Build Alternative, the vehicles per day would be higher. The emissions increase from the additional vehicles per day is offset somewhat by lower MSAT emission rates due to increased speeds; according to the EPA's MOVES3 model, emissions of all of the priority MSAT decrease as speed increases. The additional travel lanes contemplated as part of the project alternatives would have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under the Build Alternative there may be localized areas where ambient concentrations of MSAT could be higher than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at the intersections with the DNT and at SH 289/Preston Road. However, the magnitude and the duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT will be lower in other locations when traffic shifts away from them; therefore, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA 2023). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (FHWA 2023). Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI 2007) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable. There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (HIE 2007). As a result, there is no national consensus on air dose-response values assumed to protect the public health and

welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA 2003)."

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (U.S. Court of Appeals, D.C. Circuit 2008).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Quantitative MSAT Analysis

The methodology employed to determine the affected network for the quantitative MSAT analysis involved using the traffic volume projections and traffic diagrams approved for use on the US 380 project by Transportation Planning and Programming Division (TP&P) to identify affected roadway links for the Base Year 2021 and 2050 No Build and Build Alternatives; the roadway links include US 380 and cross-streets within the project limits. Because the traffic projections were prepared for 2030 and 2050, a linear growth rate was determined and applied to the 2030 traffic volumes to establish traffic volumes for the base year 2021. The emission rates used in the analysis were based on the MOVES2014B model. Emission rates for the primary MSATs were derived for each roadway link in the affected network based on year, roadway type, and speed using TxDOT's emission rate lookup tables for the Dallas-Fort Worth Metropolitan area for the years 2021 and 2050; no interim year was chosen for analysis.

For the US 380 MSAT analysis, a base year of 2021 and a design year of 2050 were used. The numeric results of the MSAT analysis are shown below in **Table 5.12-2**. These results are represented graphically

in **Figure 1**, which shows emissions for each primary MSAT for each affected network (i.e., base year and design year for build and no build scenarios), and **Figure 2**, which shows total MSAT emissions as compared to total VMT for each affected network.

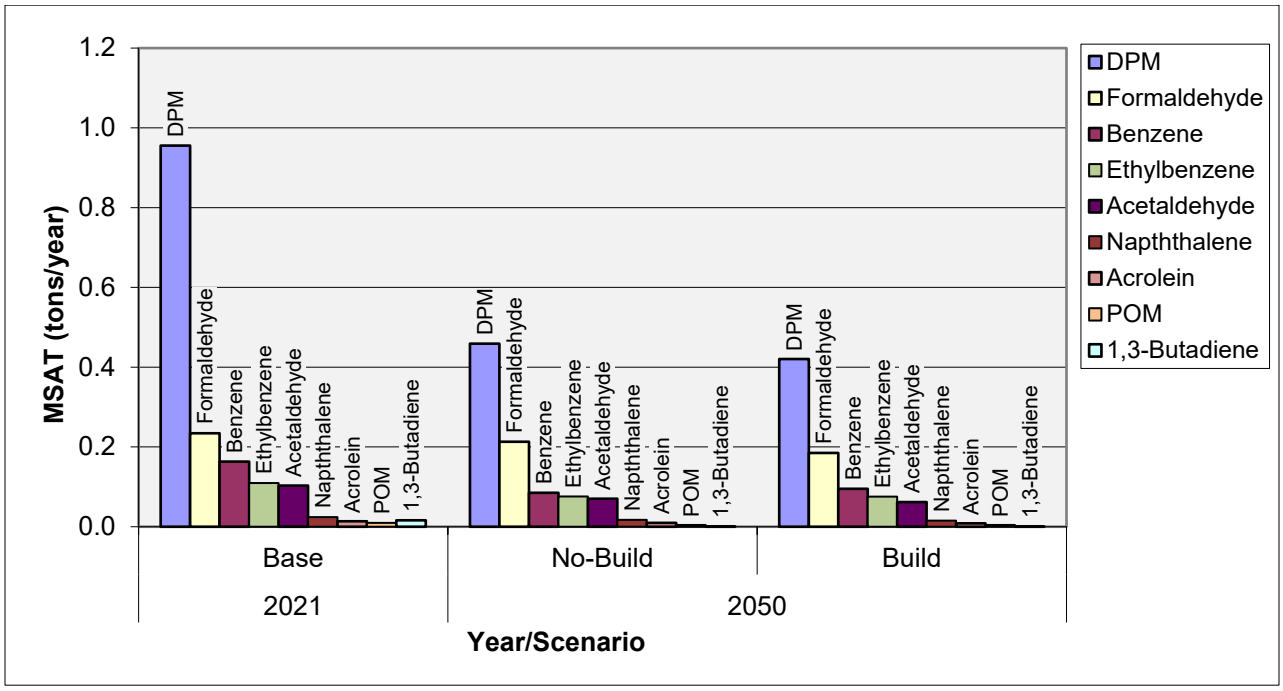
Table 5.12-2: MSAT Emissions by Alternative (Tons/Year)					
Compound	**Year / Scenario**			**% Change 2021–2050**	
	2021 Base Year	**2050 Design Year**		**No-Build**	**Build**
		No-Build	**Build**		
Diesel Particulate Matter	0.9556	0.4590	0.4205	-52%	-56%
Benzene	0.1634	0.0852	0.0950	-48%	-42%
Formaldehyde	0.2341	0.2132	0.1850	-9%	-21%
1,3-Butadiene	0.0159	0.0007	0.0006	-96%	-96%
Acrolein	0.0138	0.0099	0.0086	-29%	-38%
Ethylbenzene	0.1094	0.0759	0.0756	-31%	-31%
Acetaldehyde	0.1032	0.0704	0.0619	-32%	-40%
Polycyclic Organic Matter	0.0099	0.0045	0.0046	-55%	-53%
Naphthalene	0.242	0.0173	0.0155	-28%	-36%
Total MSAT	**1.6296**	**0.9360**	**0.8672**	**-43%**	**-47%**
Total VMT (Miles/Year)	**185,655,861**	**373,025,301**	**368,662,374**	**101%**	**99%**

Source: TxDOT 2022e.

The analysis indicates total MSAT emissions can be expected to be lower by 2050 if either the Build Alternative or the No Build Alternative were implemented. Emissions of total MSAT are predicted to be approximately 47% lower in the 2050 Build Alternative compared with the 2021 Base Year; with the No Build Alternative, emissions would be approximately 43% lower.

Of the nine priority MSAT compounds, diesel particulate matter (DPM) contributes the most to the emissions total in 2021 as well as in 2050 (see **Table 5.12-2** and **Figure 1**), though, in future years, a decrease in DPM is anticipated for both the 2050 Build Alternative (-56%) and the 2050 No Build Alternative (-52%). The amount of benzene is expected to decrease by 42% for the 2050 Build Alternative relative to the 2021 Base Year, and each of the other MSAT compounds are expected to decrease as well.

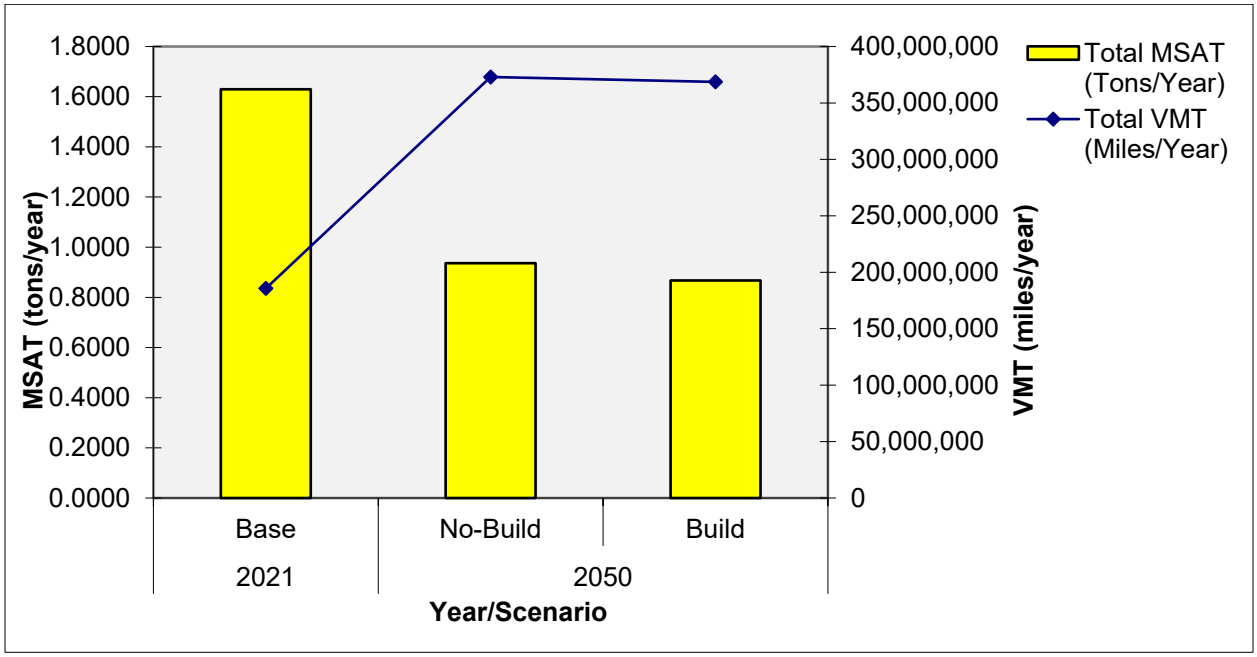
Figure 1: Projected Changes in MSAT Emissions by Project Scenario Over Time



Source: TxDOT 2022e.

When total emissions are plotted over time, the expected decrease in total MSATs can be seen (**Figure 2**) compared to an overall increase in VMT. The 2050 Build Alternative is expected to generate 47% fewer total MSAT emissions (0.76 tons/year) while the total VMT increases 99%; the 2050 No Build Alternative has a 43% decrease in total MSAT and a 101% increase in VMT.

Figure 2: Total MSAT Emissions and Vehicle Miles Traveled By Alternative (Tons/Year)



Source: TxDOT 2022e.

Both the Build and No Build Alternatives are expected to result in decreased exposure to MSAT emissions in the immediate vicinity of the project. The concentrations and duration of exposures are uncertain, however, and because of this uncertainty, the health effects from these emissions cannot be estimated. Overall, total MSAT emissions for the proposed project are expected to decrease 47% (0.76 tons/year) between the base year 2021 and the design year 2050 if the Build Alternative were implemented; a decrease of 43% (0.69 tons/year) would be expected if the No Build Alternative were implemented.

Congestion Management Process

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP 2021 Update was approved by the Regional Transportation Council in August 2021.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details the type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of new lane additions, intersection improvements, and construction of pedestrian facilities (see **Table 5.12-3**).

Table 5.12-3: Congestion Management Process Strategies

Operational Improvements in Travel Corridor		
Project	**Project Type (MTP Project Code)**	**Implementation Date**
US 380 from US 377 to West of County Road (CR) 26 (Collin County Line)	Intersection improvements (20096)	2021*
US 380 from Teel Pkwy/Championship Drive to Denton/Collin County Line	Reconstruction, Addition of Lanes (55292)	2023
US 380 from Denton/Collin County Line to East of SH 289	Reconstruction, Addition of Lanes (55280)	2024

Table 5.12-3: Congestion Management Process Strategies		
Operational Improvements in Travel Corridor		
Project	**Project Type (MTP Project Code)**	**Implementation Date**
US 380 from West of CR 26 (Denton County Line) to East of SH 289	Addition of Lanes (20013)	2015
US 380 from East of SH 289 to CR 73 (Lovers Ln)	Addition of Lanes (54113)	2015
US 380 from CR 73 (Lovers Ln) to Coit Road (CR 72/CR 74)	Addition of Lanes (20012)	2015
US 380 from East of SH 289 to West of Lakewood Drive	Reconstruction, Addition of Lanes (55281)	2024
US 380 from CR 72 (Coit Road) to Farm-to-Market (FM) 2478 (Custer Road)	Addition of Lanes (20264)	2014
US 380 from Coit Road to JCT US 380/University Drive	Reconstruction, Addition of Lanes (13067)	2024
US 380 from East of Dallas North Tollway to West of SH 289	New Roadway (55291)	2045

Source: NCTCOG 2022, Revenue and Project Tracking System https://rapts.dfwmaps.com/ accessed August 27, 2022
*2019–2022 TIP, FY 2021 Dallas District Projects, updated June 10, 2020, 12:06 PM

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the Transportation Management Area (TMA) is on file and available for review at NCTCOG.

Construction Emissions

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel PM from diesel powered construction equipment and vehicles.

The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (TCEQ 2023).

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

No Build Alternative

Under the No Build Alternative, emissions related to construction would not occur, and MSAT emissions would be expected to decrease overtime, as noted above. The No Build Alternative, however, would not result in the mobility improvements and congestion reduction anticipated with the Build Alternative.

5.13 Hazardous Materials

The presence of hazardous materials within a project study area can create issues affecting ROW acquisition, project development, and construction. The Hazardous Materials Initial Site Assessment (ISA) and Project Impact Evaluation Report (TxDOT 2022f) identifies the potential hazardous materials concerns as they relate to project construction and/or right-of-way acquisition for concerns identified.

An ISA, including a visual survey of the project limits and surrounding area and research of existing and previous land use, was prepared (TxDOT 2022f) to identify sites of potential hazardous materials concerns within the project limits. Additional components of the ISA included reviewing project design and ROW requirements and reviewing federal and state regulatory databases and files. Documentation of the ISA and Project Impact Evaluation Report is available at the TxDOT Dallas District office.

The existing and previous land use of the project limits and surrounding area is a combination of undeveloped agricultural fields and commercial and residential development. As part of the ISA, a review of selected environmental regulatory databases published by federal and state agencies was conducted to determine the potential for hazardous material issues within and near the project study area. A review of the regulatory database report dated April 26, 2022, was performed in general accordance with the American Society of Testing and Materials (ASTM) Standard E1527 and TxDOT guidelines, which defines the environmental record sources to be reviewed and their minimum search distances from the proposed project.

The federal and state database searches identified 33 located sites, based on facility addresses. Based on distance, topographic gradient, historical information, database information, and/or project design information, all 33 sites are considered low environmental risks or no environmental concerns to the project. There are no unresolved hazardous materials sites within the project limits.

Possible Asbestos-Containing Materials and Lead-Based Paint

The proposed project includes the demolition and/or relocation of structures. The structures may involve asbestos containing materials or lead-based paint. Asbestos and lead-based paint inspections, specification, notification, license, accreditation, abatement and disposal, as applicable, would comply

with federal and state regulations. Asbestos and lead-based paint issues would be addressed during the ROW process and prior to construction.

Active Pipelines

Seven natural gas pipelines, including three that are abandoned have been identified as crossing the proposed project. Additionally, a natural gas transfer station is located within the proposed project ROW. Any excavations at these pipelines or transfer station could cause a rupture. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts.

Storm Water Drainage Structures in Contamination

The proposed project requires the installation of storm sewers, however, all of the adjacent properties evaluated in the ISA and Project Impact Evaluation Report are considered low environmental risks or no environmental concerns to the project. Therefore, excavation for storm sewer installation would not likely encounter contaminated soil or groundwater.

Well Plugging (Water Quality)

Proper plugging of wells, if encountered, would be addressed during the right-of-way negotiation and acquisition process. If not plugged prior to construction, wells encountered during construction would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells.

Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in construction staging areas. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.

No Build Alternative

Under the No Build Alternative, the potential for impacts related to construction of the proposed improvements would not exist. Facilities listed in the ISA would continue to operate, and, presumably, additional records associated with contamination would be generated over time. These issues would be addressed by the appropriate regulatory agency or program.

5.14 Traffic Noise

A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's (FHWA-approved) *2019 Traffic Noise Policy*. The Traffic Noise Analysis Report (TxDOT 2022g), which includes details about the analysis, is available for public review at the TxDOT Dallas District office.

Build Alternative

Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

Modeled noise-sensitive locations were primarily residential, but also included medical facilities, restaurants, and a day-care center playground (see **Appendix F**). The traffic noise analysis determined that out of ten representative receptors, five were predicted to have noise levels that approach, equal, or exceed the FHWA noise abatement criteria or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts.

Table 5.14-1: Traffic Noise Levels dB(A) Leq

Representative Receiver(s)	NAC Category	NAC Level	Existing (2030)	Predicted (2050)	Change (+/-)	Noise Impact (Yes/No)
R-01 – Medical Facility	D	52	41	41	0	No
R-02 – Medical Facility	D	52	36	41	+5	No
R-03 – Restaurant (outdoor seating)	E	72	69	69	0	No
R-04 – Residence	B	67	62	69	+7	**Yes**
R-05 – Residence	B	67	58	62	+4	No
R-06 – Restaurant (outdoor seating)	E	72	71	72	+1	**Yes**
R-07 – Playground at Day Care Center	C	67	60	62	+2	No
R-08 – Residence	B	67	70	70	0	**Yes**
R-09 – Residence	B	67	66	67	+1	**Yes**
R-10 – Residence	B	67	66	67	+1	**Yes**
Abbreviations: NAC – noise abatement criteria; dB(A) – A-weighted decibel; Leq – average/equivalent sound level						

Source: TxDOT 2022g.

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50% of first-row impacted receptors and benefits a minimum of two impacted receptors. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receptor and must meet the noise reduction design goal of 7 dB(A) for at least one receptor.

Noise barriers were evaluated for each of the impacted receptor locations with the following results:

R-4 – This receiver represents five impacted residences in the future Dove Creek neighborhood south of US 380 west of Glade Hill Drive. A continuous noise barrier was modeled along the ROW totaling 1,200 feet at a height of 20 feet. This barrier would achieve the minimum feasible reduction of 5 dB(A) for two out of three impacted, first-row receptors but would not reduce noise levels by at least 7 dB(A) for at least one benefitted receptor. Therefore, this noise barrier is not reasonable and feasible and is not proposed for incorporation into the proposed project.

R-6 – This receiver represents a restaurant with an outdoor seating area. The impacted area is isolated, and therefore only one receptor is considered impacted. Because a noise abatement measure must potentially benefit a minimum of two impacted receptors, noise abatement for this location is not feasible.

R-8 through **R-10** – This receiver represents 17 impacted residences in the Prestwyck neighborhood on the south side of US 380 west of Lakewood Drive. A 7-foot-high brick wall exists along the length of the subdivision, and this was factored into the noise model in this location. A continuous noise barrier was modeled along the ROW totaling 1,615 feet at a height of 20 feet. This barrier would achieve the minimum feasible reduction of 5 dB(A) for 12 out of 14 impacted, first-row receptors and would reduce noise levels by at least 7 dB(A) for four benefitted receptors. However, the square footage of abatement (32,300 square feet, or 1,615 square feet per benefited receptor) would exceed the cost-reasonableness criterion of 1,500 square feet per benefited receptor. Therefore, this noise barrier is not reasonable and feasible and is not proposed for incorporation into the proposed project.

Noise barriers were not reasonable and feasible for the impacted representative receivers, and abatement is not proposed for the project. Additional details regarding the barrier analysis can be found in the *Traffic Noise Analysis Report* (TxDOT 2022g).

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2050) noise impact contours (see **Table 5.14-2**).

Table 5.14-2: Year 2050 Predicted Noise Impact Contours

Undeveloped Area	Land Use Category (NAC)	Impact Contour	Distance From ROW (feet)
Along westbound (WB) US 380, West of Legacy Dr.	B and C	66 dB(A)	250
	E	71 dB(A)	80
Along eastbound (EB) US 380, East of Mahard Pkwy.	B and C	66 dB(A)	305
	E	71 dB(A)	65
Along WB US 380, West of Preston Rd.	B and C	66 dB(A)	350
	E	71 dB(A)	60
Along EB US 380, East of Coit Rd.	B and C	66 dB(A)	270
	E	71 dB(A)	40
Along northbound (NB) Dallas Pkwy, North of PGA Pkwy.	B and C	66 dB(A)	320
	E	71 dB(A)	50
Along southbound (SB) Dallas Pkwy, North of US 380	B and C	66 dB(A)	100
	E	71 dB(A)	Within the ROW

Source: TxDOT 2022g.

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. On the date of approval of the document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

No Build Alternative

Under the No Build Alternative, the proposed project would not be constructed. If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

The proposed project is intended to improve mobility and safety and manage congestion along the US 380 corridor by adding capacity and converting the existing US 380 to a controlled-access freeway. These changes would be expected to make it more convenient for travelers to move through the area, particularly due to the addition of mainlanes, direct connectors, intersection improvements, and bicycle and pedestrian accommodations. Rapid growth within the communities of Prosper, Frisco, and McKinney is expected to continue in the future, regardless of whether the proposed project is constructed. The proposed improvements are considered an important component of reducing congestion and improving mobility throughout the US 380 corridor and would potentially encourage development to occur at a more rapid rate in the 2045 timeframe within areas near the roadway and along major intersections. However, the project is not expected to change the trajectory of the strong development trends that have occurred over the last two decades and are expected to continue in the future within the Area of Influence (AOI) and regionwide. Moreover, the development anticipated to occur within the AOI is consistent with the land use plans at the city, county, and regional levels. The anticipated growth that would potentially be accelerated by the proposed project would not result in substantial effects to ecological or socioeconomic resources. In consideration of these factors, the induced growth effects of the proposed project are not expected to be substantial (TxDOT 2022h).

No Build Alternative

Under the No Build Alternative, indirect impacts related to encroachment-alteration effects and induced growth and related effects would not occur.

5.16 Cumulative Impacts

A Cumulative Impacts Analysis (TxDOT 2022i) was prepared for the proposed project which focuses on resources anticipated to be substantially impacted by the proposed project (either directly or indirectly), as well as resources that would be affected to any degree by the proposed project and are considered at risk or in poor or declining health. In order to thoroughly assess the potential cumulative impacts to a resource, minor direct or indirect impacts to a resource considered at risk or in poor or declining health should be considered along with past, present, and reasonably foreseeable future actions to determine if such actions, when considered together, would pose a threat to the sustainability or health of that resource.

Archeological resources, historic resources, and socioeconomic resources are considered to be in good health in the context of the proposed project; therefore, these resources were not carried forward for detailed evaluation in the Cumulative Impacts Analysis (TxDOT 2022i). The health of biological resources

within the project area is considered to be at risk due to potential effects to wildlife habitat, which may, in turn, impact sensitive and protected species.

Biological resources related to sensitive species and their habitats, as well as water resources, were considered in further detail to determine if the proposed project, in conjunction with other past, present, and reasonably foreseeable future actions, would pose a risk to the sustainability or health of these resources. The proposed project would not result in cumulative effects to sensitive species and their habitats or water resources. The contribution of the proposed project to cumulative effects to these resources would be minor, and cumulative effects to these resources would not adversely affect the overall sustainability or long-term health of sensitive species and their habitats or water resources.

No Build Alternative

Implementation of the No Build Alternative would not result in cumulative impacts.

5.17 Construction Phase Impacts

This section discusses the temporary effects associated with the construction of the proposed Build Alternative. Since the No Build Alternative would not involve any project-related construction, discussions here are focused on the Build Alternative. Typically, construction effects of a disruptive nature are dependent on the type and location of proposed construction activities and the duration of the construction process from initiation to completion.

Construction activities necessary for the implementation of the Build Alternative would temporarily affect existing transportation facilities within the project area, as described below. To allow vehicles to continue utilizing US 380 during construction, the proposed project would likewise be constructed while traffic continued to use the existing facilities. In this way, traffic disruptions and other user impacts would be minimized.

The Build Alternative would similarly and temporarily affect ground transportation during the construction phase. Temporary effects would include traffic delays and work-zone congestion that could disrupt travel patterns for local residents and businesses for the duration of construction. Mitigation measures, such as maintenance of traffic plans, would be implemented to address user impacts including work-zone safety and traffic delays. Access for police, fire, and emergency vehicles would be maintained during construction; details would be developed in a maintenance of traffic plan to be implemented for the proposed project.

Short-term impacts during the construction phase of the proposed project would potentially occur due to increased economic activity in the area during the period of construction. Overall, impacts to the local economy during the construction phase of the proposed project would be expected to be beneficial and would not result in substantial, long-term changes to the local or regional economies (TxDOT 2022i).

Temporary impacts to natural resources due to construction could result from the implementation of the proposed Build Alternative and include disturbances, including hydrologic disturbances, to wildlife and

vegetative communities. Implementation of the Build Alternative would involve the removal of grasses, trees and shrubs during the construction phase, affecting the natural, erosion-inhibiting ground cover and resulting in the loss of habitat for both resident and migratory species. Disturbed areas would be restored, reseeded, and recontoured as necessary according to TxDOT specifications, making these effects largely temporary.

Noise associated with the construction of the proposed project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles. The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

5.18 Greenhouse Gas Emissions and Climate Change

The Texas Department of Transportation has prepared a Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment technical report (TxDOT 2021). The report discloses: 1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions, 2) TxDOT actions and funding that support reducing GHG emissions, 3) projected climate change effects for the state of Texas, and 4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of GHG emissions have continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

5.18.1 Statewide On-road Greenhouse Gas

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions

Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g., pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live (Transportation Research Board 2007).

5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and U.S. Department of Transportation (USDOT), which includes Corporate Average Fuel Economy (CAFE) standards;
- ”Cash for clunker” programs which remove older, higher-emitting vehicles from roads;
- Traffic system management (TSM) which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management (TDM) which provides reductions in VMT (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: 1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) traffic system management projects and funding to improve the operation of the transportation system, 3) participation in the national alternative fuels corridor program, 4) clean construction activities, 5) clean fleet activities, 6) CMAQ funding, 7) transit funding, and 8) two statewide campaigns to reduce tailpipe emissions.

5.18.3 TxDOT and a Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional detail is in the statewide technical report.

6.0 Agency Coordination

Texas Historical Commission

Coordination with the THC regarding impacts to cultural resources has been completed, and the results of the coordination are included in **Appendix G**.

Texas Parks and Wildlife Department

In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at https://www.txdot.gov/insidetxdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G**.

The project was submitted to TPWD for collaborative review on September 27, 2022, which concluded on January 20, 2023. Coordination was then initiated on January 31, 2023, and completed on March 17, 2023. In accordance with the TxDOT-TPWD MOU, **Appendix G** includes written coordination correspondence between TxDOT and TPWD.

Texas Commission on Environmental Quality

In accordance with the MOU between TxDOT and TCEQ, TCEQ reviewed TxDOT's air quality assessment and concurred with the results. TCEQ stated they are in support of the project and that the environmental assessment addresses issues related to surface and groundwater quality. TCEQ also stated that TxDOT will need to follow all other applicable laws related to this project, including applying for applicable permits.

Coordination with the TCEQ regarding impacts to air quality was completed on February 14, 2023. In accordance with the TxDOT-TCEQ MOU, **Appendix G** includes written correspondence between TxDOT and TCEQ.

7.0 Public Involvement

Public involvement for the proposed project to date has consisted of an open house public meeting held on May 10, 2022, and a public hearing held on February 23, 2023. The open house public meeting and public hearing were both held at Rock Hill High School and also took place virtually. The virtual public meeting was available from May 10, 2022, until May 25, 2022, and the virtual public hearing was available from February 23, 2023, until March 10, 2023.

Advertisement for the public meeting and public hearing included mailed notices to adjacent property owners and elected officials, and publications were made 15 days prior to the meeting and hearing both

in print and online. Publications included the *Dallas Morning News* (print), *Al Dia* (print), *Prosper Press* (print), *Frisco Enterprise* (print), *McKinney Courier-Gazette* (print), TxDOT online schedule (https://www.txdot.gov/projects/hearings-meetings/dallas/us-380-teel-parkway-championship-drive-lakewood.html), and Keep It Moving Dallas (https://www.keepitmovingdallas.com/ projects /us-highways /us-380-from-teel-parkwaychampionship-drive-to-west-of-lakewood-drive-prosperfri). Coordination with the TCEQ and TPWD was also conducted in preparation of the public hearing. This coordination included emailing the Notice of Availability of a DRAFT environmental assessment to the two coordinating agencies.

The project schematics and environmental documents were available to view at the public meeting and public hearing. A total of 37 people attended the in-person meeting; 106 people viewed the online presentation; the website received 406 views; and 35 comments were received during the comment period. Concerns documented during the public meeting comment period primarily centered around access on and off US 380, displacement of businesses and residential areas, safety, and ROW acquisition. Of the 35 comments received, 21 commenters provided positive feedback for the proposed project. However, many of these commenters also provided requests or suggestions for the roadway.

A total of 46 people attended the in-person public hearing; 77 people viewed the online presentation; the website received 154 views; and 15 comments were received during the comment period. Concerns documented during the public hearing comment period primarily centered around access on and off US 380 and ROW acquisition (see **Appendix H**). Of the 15 comments received, four provided positive feedback for the proposed project and others provided suggestions for the roadway, especially relating to access on and off US 380.

TxDOT evaluated the feedback received from the public meeting and public hearing and assured that the project design addressed these concerns to the greatest extent practicable. For commenters concerned about displacement of businesses and residential areas, TxDOT assured them that no commercial or residential displacements would occur as a result of the proposed project. For commenters concerned about ROW acquisition, TxDOT assured them that the proposed alignment was designed in such a way as to encompass the proposed project while taking environmental factors, future needs, and property acquisition into account. Additionally, TxDOT ensured those commenters that property owners would be fairly compensated for any land that would be required for the proposed ROW.

Summaries of the meeting and hearing were prepared. The public meeting summary is available online on the project website at https://www.keepitmovingdallas.com/projects/us-highways/us-380-from-teel-parkwaychampionship-drive-to-west-of-lakewood-drive-prosperfri. The Public Meeting and Public Hearing Documentation are also available at the TxDOT Dallas District Office.

A notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice would be provided after the environmental decision (i.e., FONSI), but before earthmoving or other activities requiring the use of heavy equipment begin.

8.0 Post-Environmental Clearance Activities and Design/Construction Commitments

8.1 Post-Environmental Clearance Activities

This section lists unresolved environmental activities that could not be done prior to issuance of a FONSI, for which the project sponsor will be responsible.

1. Due to limited access to private property during filed investigations, it is recommended that 47 acres of proposed ROW, located on 20 parcels, still warrant archeological survey prior to construction.
2. Asbestos and lead-based paint inspections, specification, notification, license, accreditation, abatement and disposal would be addressed during the ROW process for building structures. Existing bridges and bridge-class culverts within the project limits and footprint have been tested for asbestos and lead-based paint, and no asbestos materials or lead-based paint was found. Copies of the reports can be obtained from the TxDOT Dallas District office.
3. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts prior to construction.
4. Proper plugging of the wells would be addressed during the ROW negotiation and acquisition process and prior to construction. If not plugged prior to construction, the wells would be addressed per TxDOT Standard Specification Item 103 Disposal of Wells during construction.
5. Coordination with the local Floodplain Administrators would be required prior to construction.

8.2 Design/Construction Commitments

This section lists project-specific avoidance measures or special instructions that will be conveyed to the design or construction contractor as a result of the department's environmental review of the project.

1. In the unlikely event that significant cultural resources are discovered during construction of the proposed project, TxDOT would immediately initiate cultural resource discovery procedures. All work in the vicinity would cease until a specialist from TxDOT and/or the THC could arrive on site and assess the discovery's significance and the potential need for additional investigation, if necessary.
2. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts.
3. Should unanticipated hazardous materials/substances be encountered during construction, TxDOT and/or the contractor would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in construction staging areas. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.

4. The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp.
5. Implement BMPs to avoid or minimize impacts to migratory birds, freshwater mussels, and aquatic and terrestrial amphibian and reptiles.
6. Implement water quality BMPs including: approved temporary vegetation; blankets/matting or mulch filter berms; vegetated filter strips; and silt fence, sand bags and/or compost filter berms and socks.
7. Implement vegetation BMPs, stream crossing BMPs, and general design and construction BMPs.

As indicated above in **Section 6.0**, the TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix G**.

9.0 Conclusion

Implementation of the proposed project would not result in significant impacts to the human or natural environment. Therefore, a Finding of No Significant Impact is recommended.

10.0 References

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11.0 Names and Qualifications of Persons Preparing the EA or Conducting an Independent Evaluation of the EA

TxDOT Dallas District

Christine Polito, Environmental Program Manager, District Environmental Lead – 18 years
Adam Fouts, Environmental Specialist, District Water Resources Specialist – 11 years
Deborah Nixon, Environmental Specialist, District Hazardous Materials Specialist – 20 years
Leslie Mirise, Environmental Specialist, District Biologist – 21 years
Seung Yoo, P.E. Transportation Engineer, Project Manager – 9 years
Manuel Trevino, Environmental Specialist, District Traffic Noise Specialist – 16 years

TxDOT Environmental Affairs Division

Doug Booher, Director of Environmental Affairs – 25 years
Patrick Lee, Environmental Program Manager – 13 years
Adrienne Boer, Project Delivery Management Section Director – 28 years
Michelle Lueck, Project Delivery Manager – 22 years
Ray Umscheid, Traffic Noise Specialist – 15 years
Susan M. Shuffield, Environmental Specialist, Water Team Lead – 24 years
Rebekah Dobrasko, Environmental Program Manager – 18 years
Scott Pletka, Archeology Program Manager – 19 years
Nicolle Kord, Community Impacts Specialist – 10 years
Spencer Ward, Community Impacts Specialist – 3 years
Tim Wood, Air Quality Specialist – 10 years
Glendora Lopez, Air Quality Specialist – 2 years
Doug Mack, Environmental Program Manager – 24 years
Stirling Robertson, Ph.D., Environmental Specialists, Biology Team Lead – 28 years

Jacobs Engineering Group

Teresa Barlow, Environmental Planning Manager – 17 years
Jesus Gonzalez, P.E. Engineering Project Manager – 15 years
Sina Iman, P.E. Roadway Engineer – 15 years
Vinod Eadavalli, P.E., Traffic Engineer – 16 years

Hicks & Company, Environmental/Archeological Consultants

Jason Buntz, NEPA Task Lead – 25 years
Julie LeClair, Senior Ecologist – 13 years
Madison Torres, Ecologist – 6 years
Jerod McCleland, Traffic Noise Specialist – 15 years
Bob Huch, P.G., Air Quality Specialist – 35 years

Natasia Moore, Environmental Planner – 6 years
Patricia Frost, P.G., Hazardous Materials Specialist – 35 years
Danielle Julien, Archeologist – 5 years
Angela Gaudette, Architectural Historian – 7 years
Paul Starkel, Geographic Information Systems Specialist – 7 years

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APPENDIX A

PROJECT LOCATION MAP

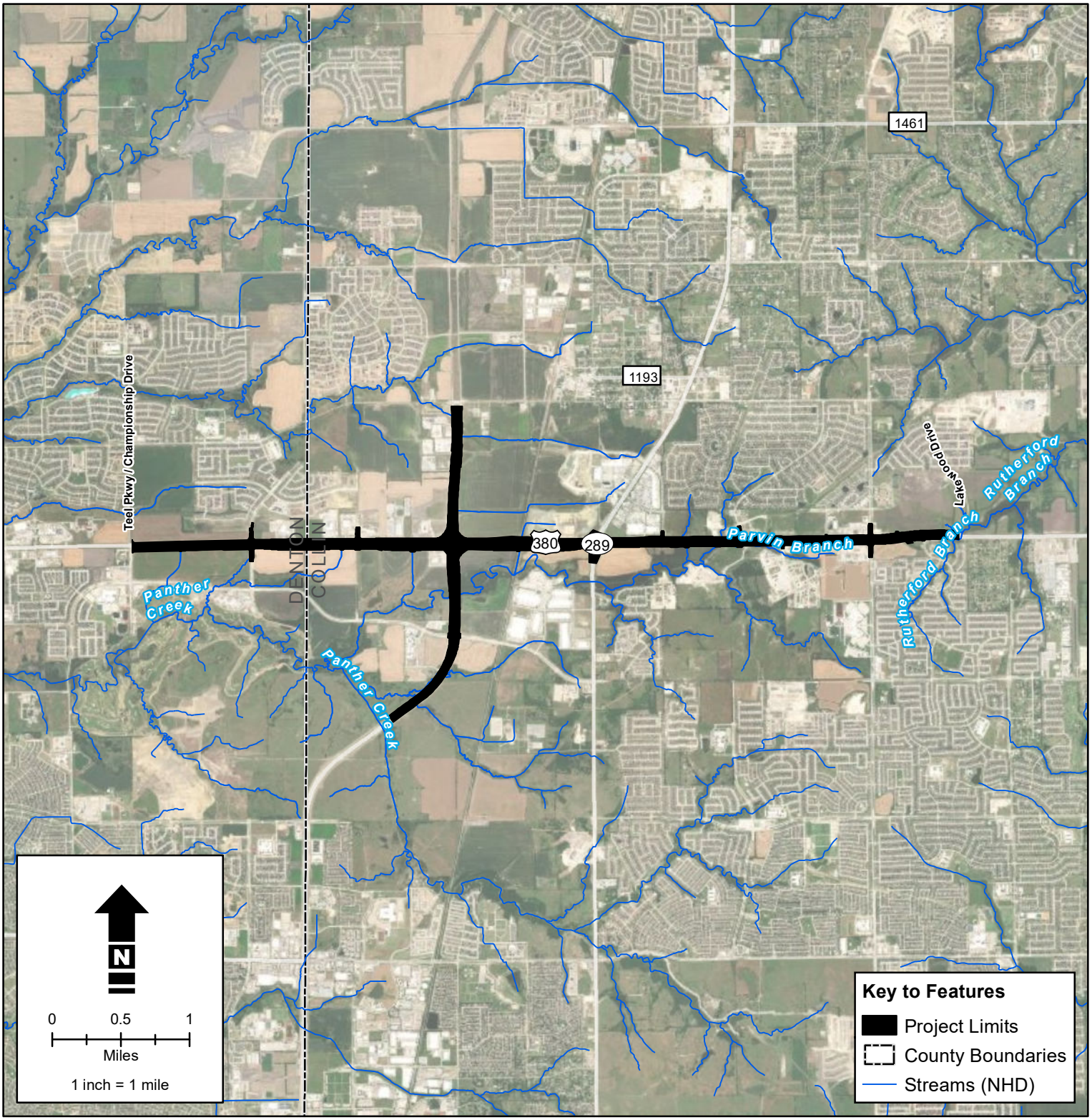
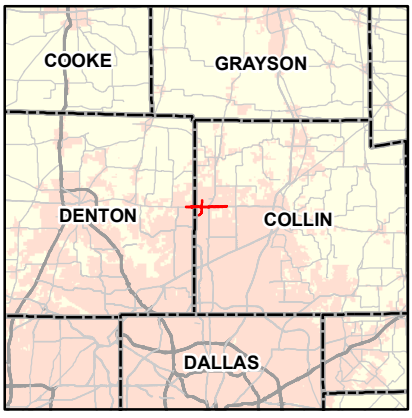


Figure 1

Project Location

US 380 from Teel Pkwy/Championship Drive to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068

NHD Source: USGS, 2019
Aerial Source: Maxar, 2021-03-02



APPENDIX B

PROJECT PHOTOS

Photo 1: View along US 380 from the eastern project terminus at Lakewood Drive: facing west (5/16/22).

Photo 2: View along US 380 from approximately 2,200 feet west of Teel Pkwy., the western terminus; facing east (5/16/22).

Photo 3: View along east side of Dallas North Tollway from Fields Pkwy., the south end of the project area and right-of-way; facing north-northeast (5/16/22).

Photo 4: View along southbound side of S. Dallas Pkwy., from the north end of the project area just south of Star Trace Pkwy. and right-of-way; facing south-southeast (5/16/22).

Photo 5 View along US 380 eastbound service road west of SH 289/Preston Road; facing east (5/3/22).

Photo 6 View of US 380 eastbound mainlane and service road on the east side of the BNSF railroad; facing east (5/3/22).

Photo 7 View across US 380 at access road to La Cima sand and gravel business; facing south-southwest (5/16/22).

Photo 8 View of Parvin Branch downstream of US 380, facing northeast (5/2/22).

Photo 9 View of the on-channel open water/palustrine emergent wetland (OW/PEM-1) of Parvin Branch-1, facing northeast (5/2/22).

Photo 10 View of Rutherford Branch under normal flow conditions, facing southeast (6/6/22).

Photo 11 View of intermittent stream (IS-8) east of Dallas North Tollway (DNT), facing southwest (5/2/22).

Photo 12 View of medical facility building from the north boundary of the water main easement along US 380; facing west (5/16/22).

Photo 13 View along US 380 of Cook Children's Pediatric Surgery Center and Urgent Care Center, taken facing west (5/16/22).

Photo 14 View along US 380 at Legacy Drive, looking east (5/3/22).

APPENDIX C

SCHEMATICS

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED N. (MO) NUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC
COLLIN AND DENTON COUNTY, TEXAS

STA 010+00 TO STA 1010+00
CSJ 0135-13-103, ETC, FEDERAL PROJECT ACNHP 0380(838)ES

DATE: SEPTEMBER 2022
ROLL 'N' FOLD

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN PRINCIPAL ARTERIAL
US 380 MAIN TRAVELWAY	70 MPH	URBAN PRINCIPAL ARTERIAL
US 380 FRONTAGE ROADS	40 MPH	COLLECTOR STREET
MUNICIPAL ROADS	40 MPH	COLLECTOR STREET
FRONTAGE ROADS	40 MPH	URBAN PRINCIPAL ARTERIAL
RAMPS	40 MPH	URBAN PRINCIPAL ARTERIAL
DIRECT CONNECTORS	40 MPH	URBAN PRINCIPAL ARTERIAL
U-TURNS	40 MPH	URBAN MINOR

INDEX OF SHEETS

SCL 1 - PLAN & PROFILE VIEW OF BB BOYER PKWY TO FM 2478 RD
SCL 2 - PLAN & PROFILE VIEW OF BB FM 2478 RD TO CR 2164 RD
SCL 3 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 4 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 5 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 6 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 7 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 8 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 9 - PLAN & PROFILE VIEW OF BB CR 2164 RD TO CR 2164 RD
SCL 10 - PROFILE VIEW OF BB CR 2164 RD TO FM 2478 RD
SCL 11 - PROFILE VIEW OF BB CR 2164 RD TO FM 2478 RD
SCL 12 - PROFILE VIEW OF BB CR 2164 RD TO FM 2478 RD
SCL

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

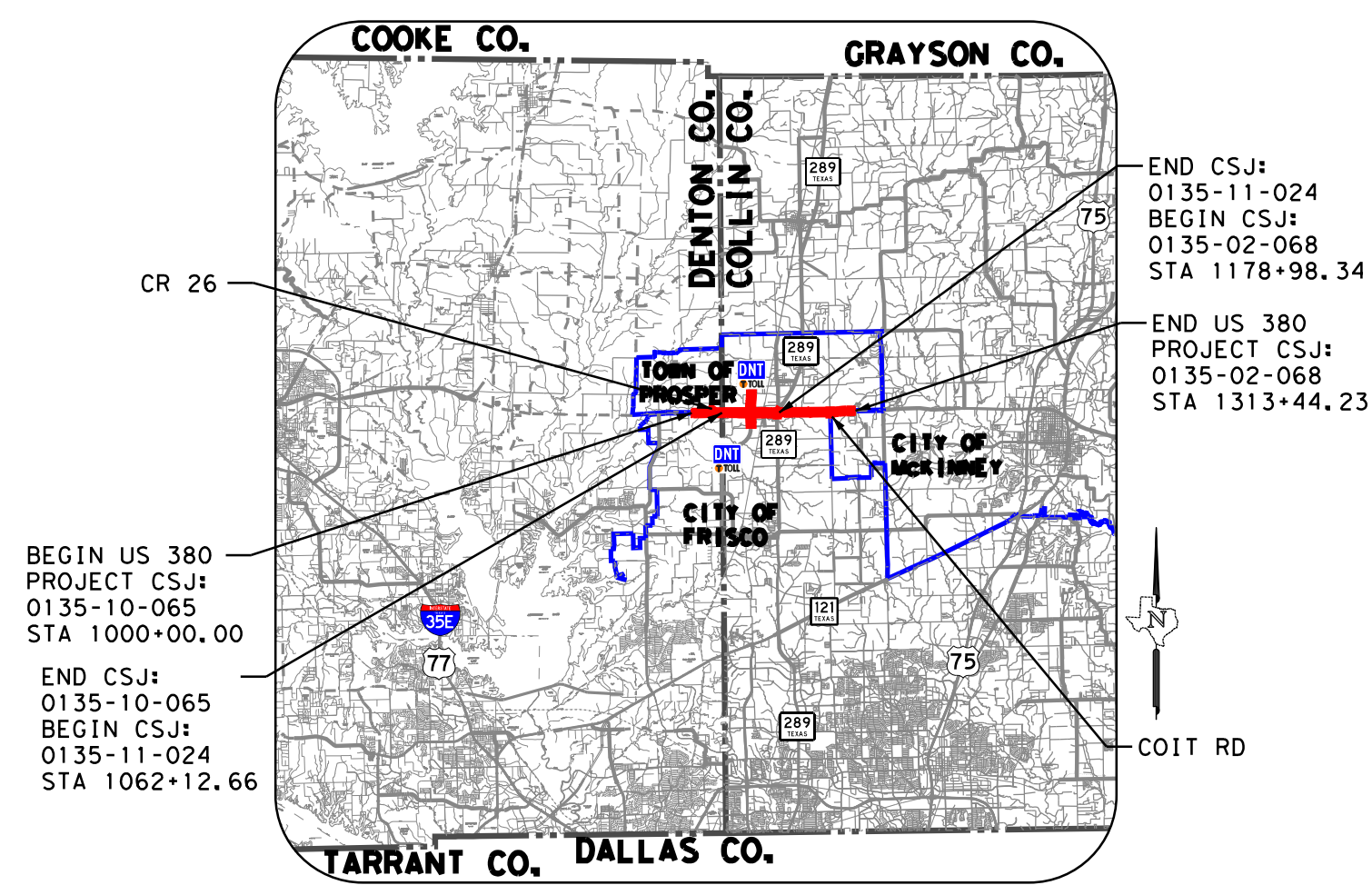
US 380
DESIGN SCHEMATIC

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 2 OF 26

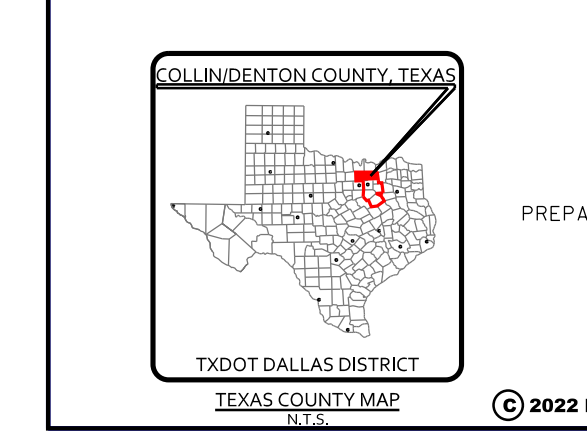
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT

90% 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

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

LEGEND:

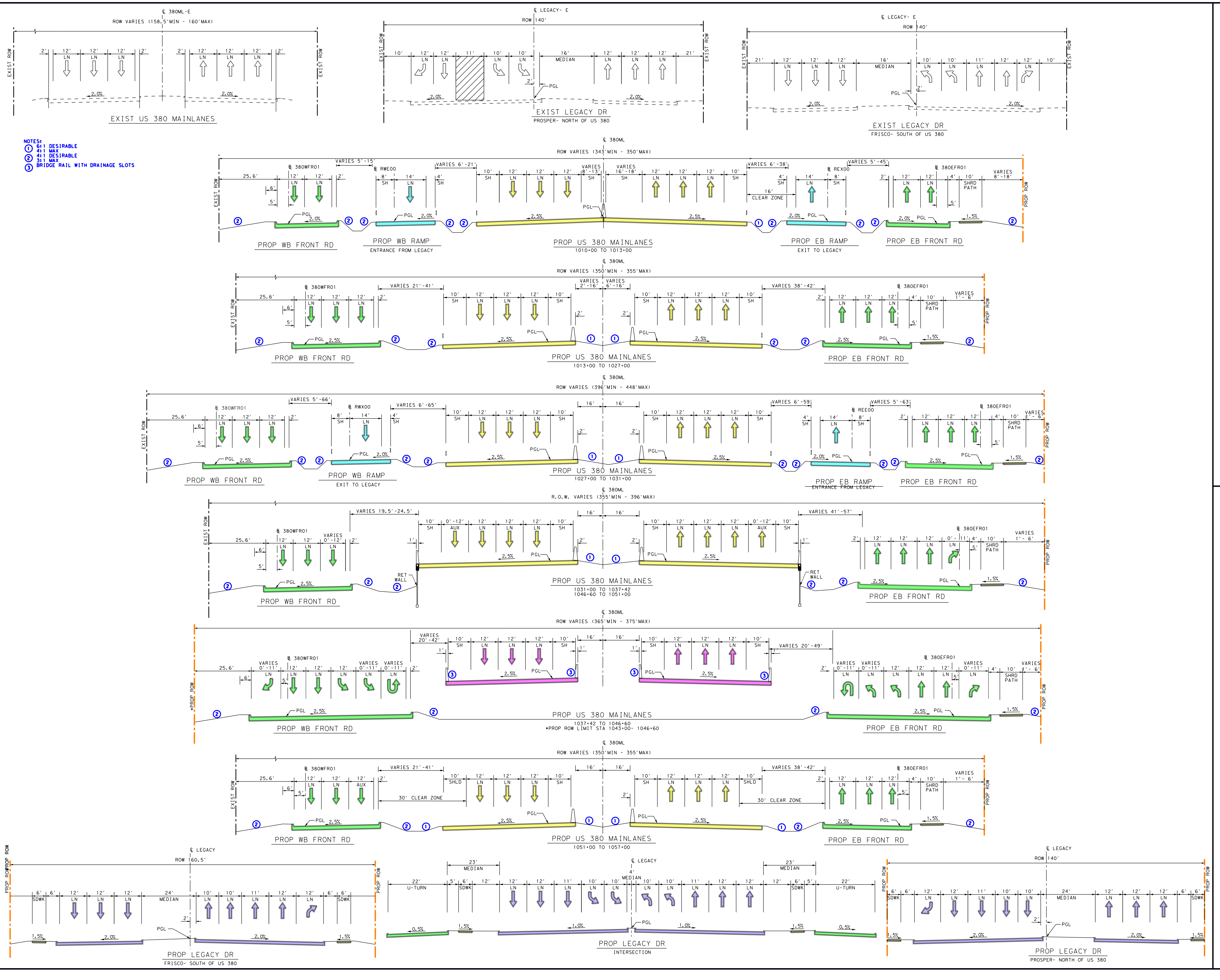
🟩	EXISTING ROADWAY TO REMAIN
▨	EXISTING BRIDGE TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟪	DRIVEWAY
🟦	DIRECT CONNECTOR
🟥	COLLECTOR DISTRIBUTOR
🟧	PROJECT BY OTHERS
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING 100 YR FLOODPLAIN LIMITS
▨	EXISTING FLOODWAY
▨	PROPOSED CONC RIPRAP
—— - -	EXISTING ROW
III	EXISTING ACCESS DENIAL
- - - -	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
III	PROPOSED ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
——	PROPOSED PRELIMINARY NOISE 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

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		
—W1—	CITY OF IRVING	QL "B"
—W2—	TOWN OF PROSPER	
—W3—	CITY OF FRISCO	
—W4—	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.



NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ BRIDGE RAIL WITH DRAINAGE SLOTS

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_2	1013+71.76	7,131,444.55	2,472,022.51	3° 35' 36.23" LT	14,580.00'	0° 23' 34.71"	457.35'	914.41'	S 89° 36' 36.81" E	914.26'	1009+14.41	1018+28.82	S 87° 48' 48.70" E	N 88° 35' 35.07" E
	380ML_3	1050+95.10	7,131,535.97	2,475,745.03	3° 18' 45.92" RT	14,580.00'	0° 23' 34.71"	421.61'	842.99'	S 89° 45' 01.97" E	842.88'	1046+73.49	1055+16.48	N 88° 35' 35.07" E	S 88° 05' 39.01" E
	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
380EB	380EB_2	4014+22.97	7,131,417.78	2,472,073.06	4° 38' 02.39" LT	14,580.00'	0° 23' 34.71"	589.93'	1,179.21'	S 89° 05' 23.74" E	1,178.89'	4008+33.05	4020+12.26	S 86° 46' 22.54" E	N 88° 35' 35.07" E
	380EB_3	4050+95.29	7,131,507.96	2,475,744.91	3° 18' 45.92" RT	14,552.00'	0° 23' 37.43"	420.80'	841.37'	S 89° 45' 01.97" E	841.26'	4046+74.49	4055+15.86	N 88° 35' 35.07" E	S 88° 05' 39.01" E
	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
380WB	380WB_2	5010+21.55	7,131,463.96	2,471,672.52	2° 57' 56.89" LT	10,300.00'	0° 33' 22.57"	266.64'	533.16'	S 89° 55' 26.48" E	533.10'	5007+54.91	5012+88.07	S 88° 26' 28.04" E	N 88° 35' 35.07" E
	380WB_3	5050+95.29	7,131,563.99	2,475,745.15	3° 18' 45.92" RT	14,608.00'	0° 23' 32.00"	422.42'	844.61'	S 89° 45' 01.97" E	844.49'	5046+72.87	5055+17.48	N 88° 35' 35.07" E	S 88° 05' 39.01" E
	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
380EFR01	380EFR01_2	2011+39.34	7,131,282.25	2,471,564.59	8° 12' 19.80" LT	6,500.00'	0° 52' 53.30"	466.24'	930.88'	S 87° 18' 15.03" E	930.09'	2006+73.10	2016+03.99	S 83° 12' 05.13" E	N 88° 35' 35.07" E
	380EFR01_3	2048+92.76	7,131,374.45	2,475,318.47	6° 50' 42.75" RT	4,700.00'	1° 13' 08.61"	281.09'	561.52'	S 87° 59' 03.56" E	561.18'	2046+11.66	2051+73.18	N 88° 35' 35.07" E	S 84° 33' 42.18" E
	380EFR01_4	2054+84.35	7,131,318.32	2,475,908.07	5° 28' 53.82" LT	6,500.00'	0° 52' 53.30"	311.17'	621.87'	S 87° 18' 09.09" E	621.63'	2051+73.18	2057+95.05	S 84° 33' 42.18" E	N 89° 57' 24.00" E
REE00	REE00_1	10+93.26	7,131,339.81	2,473,134.17	10° 14' 52.35" LT	1,040.00'	5° 30' 33.15"	93.26'	186.01'	N 83° 28' 08.89" E	185.77'	10+00.00	11+86.01	N 88° 35' 35.07" E	N 78° 20' 42.72" E
	REE00_2	12+45.92	7,131,370.75	2,473,284.17	8° 33' 52.66" RT	800.00'	7° 09' 43.10"	59.90'	119.58'	N 82° 37' 39.05" E	119.47'	11+86.01	13+05.60	N 78° 20' 42.72" E	N 86° 54' 35.38" E
	REE00_3	15+71.08	7,131,388.29	2,473,609.08	2° 06' 15.38" LT	7,900.00'	0° 43' 30.95"	145.09'	290.14'	N 85° 51' 27.69" E	290.12'	14+25.99	17+16.13	N 86° 54' 35.38" E	N 84° 48' 20.00" E
	REE00_4	18+61.62	7,131,414.60	2,473,898.46	3° 47' 15.06" RT	4,400.00'	1° 18' 07.84"	145.48'	290.86'	N 86° 41' 57.54" E	290.81'	17+16.13	20+06.99	N 84° 48' 20.00" E	N 88° 35' 35.07" E
REE01	REE01_1	10+64.07	7,131,341.23	2,475,986.82	6° 58' 59.51" LT	1,050.00'	5° 27' 24.27"	64.07'	127.97'	N 89° 05' 10.89" E	127.89'	10+00.00	11+27.97	S 87° 25' 19.36" E	N 85° 35' 41.13" E
REX00	REX00_2	24+25.45	7,131,313.71	2,472,071.66	7° 57' 22.05" LT	1,050.00'	5° 27' 24.27"	73.02'	145.80'	S 87° 25' 43.91" E	145.69'	23+52.43	24+98.23	S 83° 27' 02.89" E	N 88° 35' 35.07" E
RWE00	RWE00_1	14+17.84	7,131,516.75	2,471,645.34	8° 23' 06.28" LT	5,700.00'	1° 00' 18.68"	417.84'	834.18'	N 86° 39' 44.49" E	833.43'	10+00.00	18+34.18	S 89° 08' 42.37" E	N 82° 28' 11.35" E
	RWE00_2	18+90.34	7,131,578.86	2,472,115.25	6° 07' 23.72" RT	1,050.00'	5° 27' 24.27"	56.16'	112.21'	N 85° 31' 53.21" E	112.16'	18+34.18	19+46.39	N 82° 28' 11.35" E	N 88° 35' 35.07" E
RWX00	RWX00_1	10+46.11	7,131,604.70	2,473,167.11	5° 01' 43.97" RT	1,050.00'	5° 27' 24.27"	46.11'	92.16'	S 88° 53' 32.95" E	92.13'	10+00.00	10+92.16	N 88° 35' 35.07" E	S 86° 22' 40.97" E
	RWX00_2	11+92.38	7,131,595.45	2,473,313.15	2° 26' 35.07" LT	4,700.00'	1° 13' 08.61"	100.22'	200.41'	S 87° 35' 58.50" E	200.39'	10+92.16	12+92.57	S 86° 22' 40.97" E	S 88° 49' 16.03" E
	RWX00_3	21+49.30	7,131,575.77	2,474,269.89	2° 35' 08.90" LT	5,000.00'	1° 08' 45.30"	112.85'	225.65'	N 89° 53' 09.52" E	225.63'	20+36.45	22+62.10	S 88° 49' 16.03" E	N 88° 35' 35.07" E
ULGW	ULGW_1	10+72.00	7,131,415.13	2,474,734.84	89° 59' 59.99" LT	72.00'	79° 34' 38.90"	72.00'	113.10'	N 43° 35' 35.07" E	101.82'	10+00.00	11+13.10	N 88° 35' 35.07" E	N 1° 24' 24.92" W
	ULGW_2	12+67.11	7,131,641.10	2,474,730.31	90° 48' 04.79" LT	72.00'	79° 34' 38.90"	73.01'	114.10'	N 46° 00' 42.43" W	102.53'	11+94.10	13+08.20	N 0° 36' 40.04" W	S 88° 35' 15.17" W
ULGE	ULGE_1	10+72.00	7,131,611.99	2,474,930.07	89° 59' 59.99" LT	72.00'	79° 34' 38.90"	72.00'	113.10'	S 43° 35' 35.07" W	101.82'	10+00.00	11+13.10	S 88° 35' 35.07" W	S 1° 24' 24.92" E
	ULGE_2	12+55.10	7,131,398.05	2,474,935.32	90° 00' 00.01" LT	72.00'	79° 34' 38.90"	72.00'	113.10'	S 46° 24' 24.93" E	101.82'	11+83.10	12+96.19	S 1° 24' 24.92" E	N 88° 35' 35.07" E

ID #	SITE ADDRESS	OWNER	OCCUPANT
19	US 380 FRISCO TX 75033	NORTH FIELDS INVESTMENT PARTNERS LP C/O HUNT REALTY INVESTMENTS INC	
20	US 380 PROSPER TX 75078	PEMMASANI INTERESTS LLC	
21	US 380 PROSPER TX 75078	PEMMASANI INTERESTS LLC	
22	US 380 FRISCO TX 75033	NORTH FIELDS INVESTMENT PARTNERS LP C/O HUNT REALTY INVESTMENTS INC	
23	US 380 PROSPER TX 75078	PROSPER TOWN OF	
24	US 380 FRISCO TX 75033	FRISCO, CITY OF	
25	US 380 PROSPER TX 75078	PROSPER 380 LEGACY INVESTMENT LLC	
26	US 380 PROSPER TX 75078	CARROLL FAMILY TRUST #6 INVESTMENTS LTD	
27	US 380 PROSPER TX 75078	SHOTTENKIRK PROSPER PROPERTIES LLC	
29	US 380 FRISCO TX 75033	TEXAS REPUBLIC REALTY LTD	
30	US 380 FRISCO TX 75033	VENINGA INVESTMENT COMPANY	

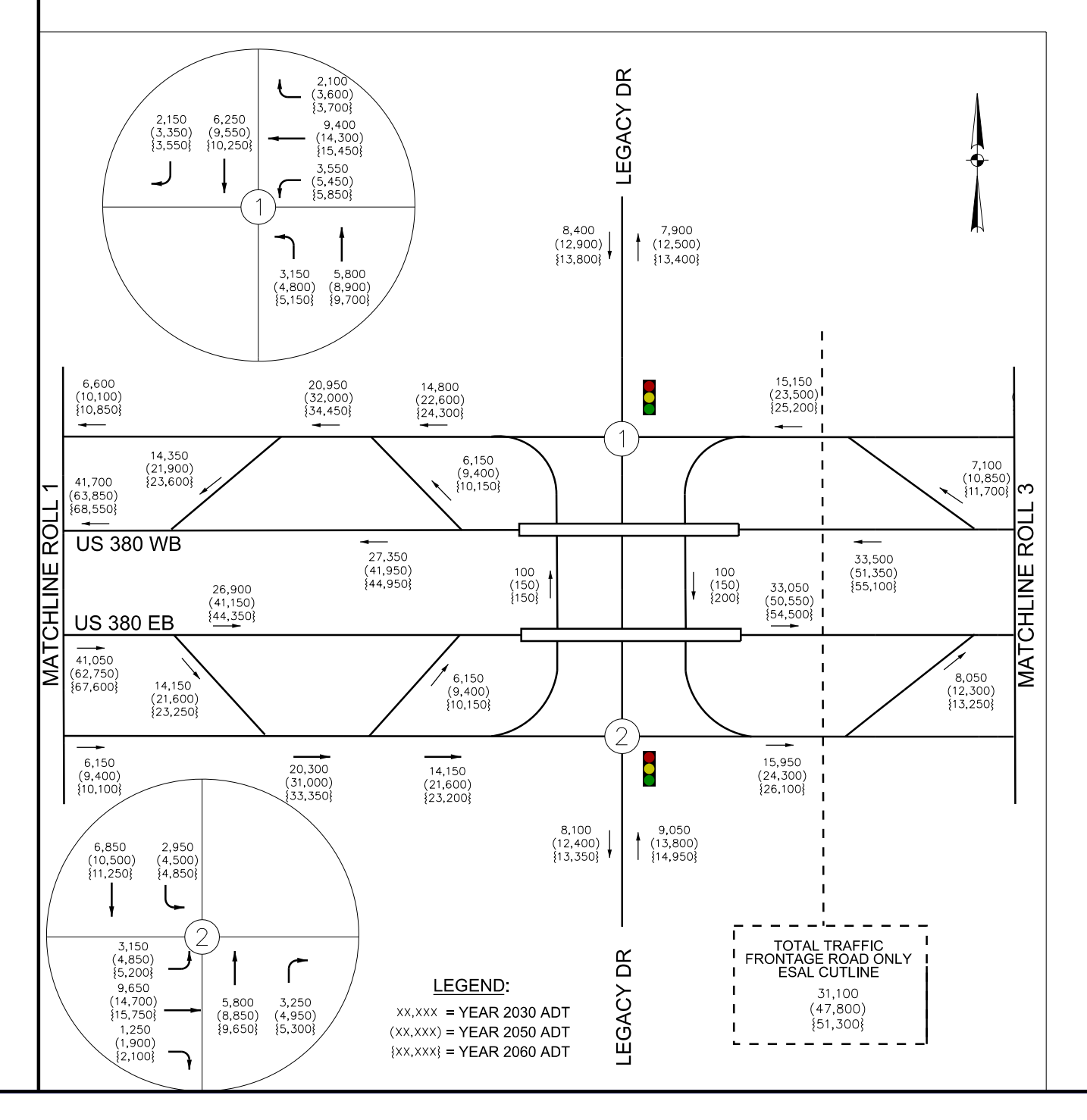
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EFR01	2041+51.00	-2.00%	2042+38.00	-0.70%
380EFR01	2045+83.00	-0.70%	2046+69.00	-2.00%
380WFR01	3038+84.00	2.00%	3040+64.00	-0.70%
380WFR01	3044+09.00	-0.70%	3045+88.00	2.00%

SUPERELEVATION SIGN CONVENTION

(-)	℄/B (+)
(+)	(-)

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L01	200'	287'	0'	487'
L02	200'	288'	0'	488'
RIGHT TURN BAY LENGTHS				
R01	100'	345'	655'	1100'
R02	100'	345'	155'	600'



TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 2 OF 26
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
US 380 70 MPH URBAN FREEWAY
DALLAS NORTH TOLLWAY 70 MPH URBAN FREEWAY
SH 289 (PRESTON RD) 55 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
LOCATION MAP N.T.S.
INDEX OF SHEETS
90% SUBMITTAL FOR INTERIM REVIEW ONLY
Jacobs

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED N. (MO) NUR, P.E., DISTRICT ENGINEER

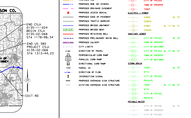
US 380
DESIGN SCHEMATIC

COLLIN AND DENTON COUNTY, TEXAS

STA 010+00.00, FED. PROJ.=(ADMINISTRATOR OF FE UNDERTAKES ON COUNTY LINE FM 2478 (CUSTER RD) TO 0.5 MILES EAST OF FM 1827 (PRESTON RD)
CSJ: 0918-24-XXX

DATE: SEPTEMBER 2022
ROLL PLOT

ROADWAY	SPEED	FUNCTIONAL CLASSIFICATION
EB MAIN	60 MPH	URBAN FREEWAY
EB ACCEL/DECEL TO MAIN	60 MPH	URBAN FREEWAY
EB ACCEL/DECEL TO FR	45 MPH	URBAN FREEWAY
MANNING RAMP	45 MPH	COLLECTOR STREET
FRONTAGE ROAD	40 MPH	COLLECTOR STREET
FRONTAGE RAMPS	40 MPH	COLLECTOR STREET
WB MAIN	60 MPH	URBAN FREEWAY
DIRECT CONNECTORS	45 MPH	URBAN FREEWAY
X STREET	40 MPH	URBAN ARTERIAL



INDEX OF SHEETS

SCL 1 PLAN & PROFILE VIEW OF EB MAIN & FRONTAGE ROAD
SCL 2 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 3 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 4 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 5 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 6 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 7 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 8 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 9 PLAN & PROFILE VIEW OF EB MAIN & EXIT RAMP TO X STREET
SCL 10 PROFILE VIEW OF EB MAIN & FRONTAGE ROAD
SCL 11 PROFILE VIEW OF EB MAIN & FRONTAGE ROAD
SCL 12 PROFILE VIEW OF EB MAIN & FRONTAGE ROAD
SCL 13 PROFILE VIEW OF EB MAIN & FRONTAGE ROAD
SCL

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

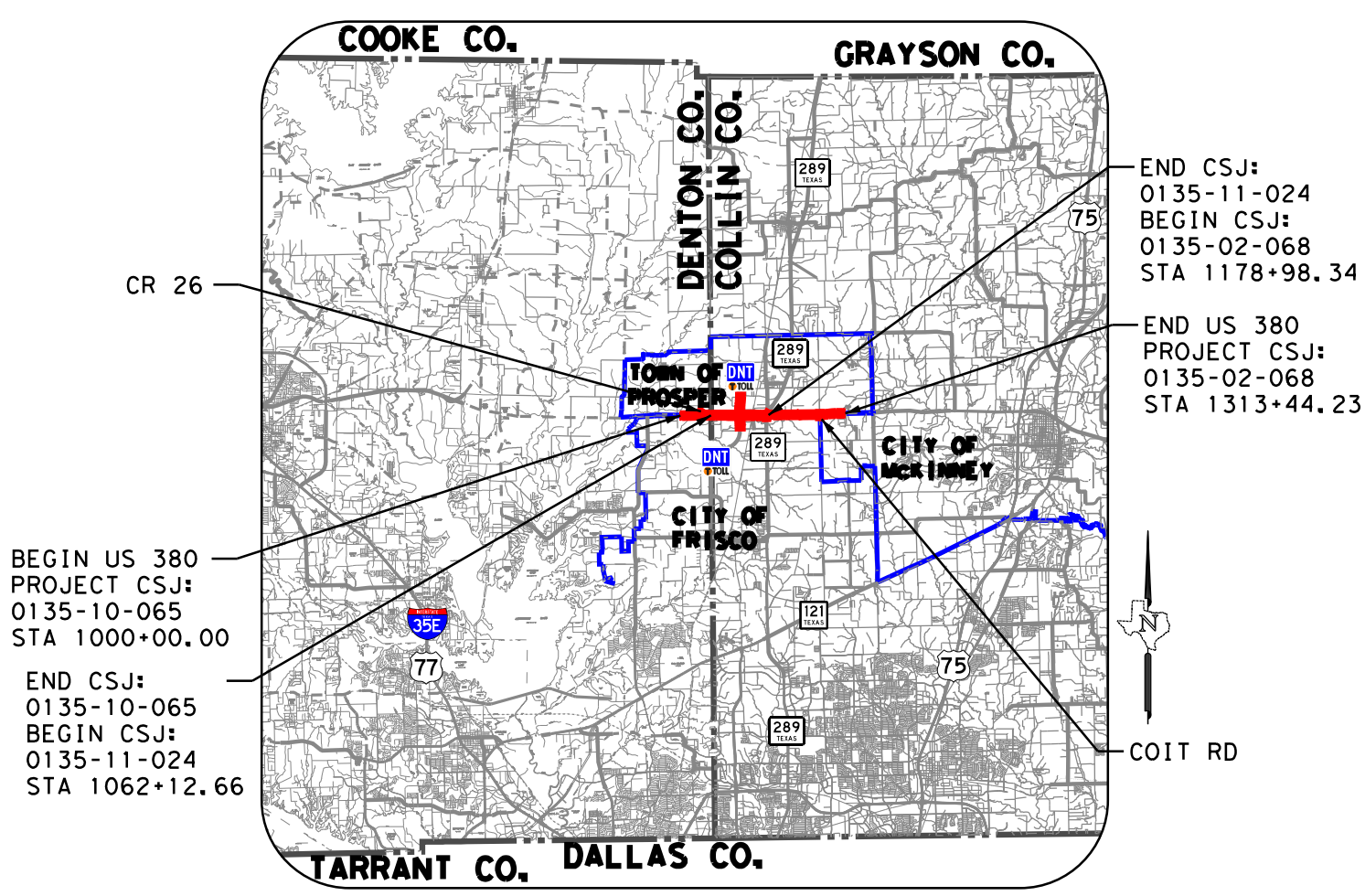
COLLIN AND DENTON COUNTY, TEXAS

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 4 OF 26

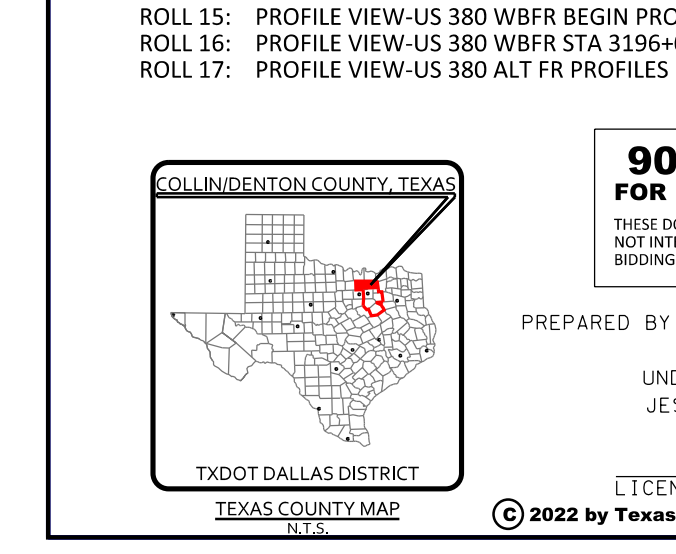
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT

90% 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

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

LEGEND:

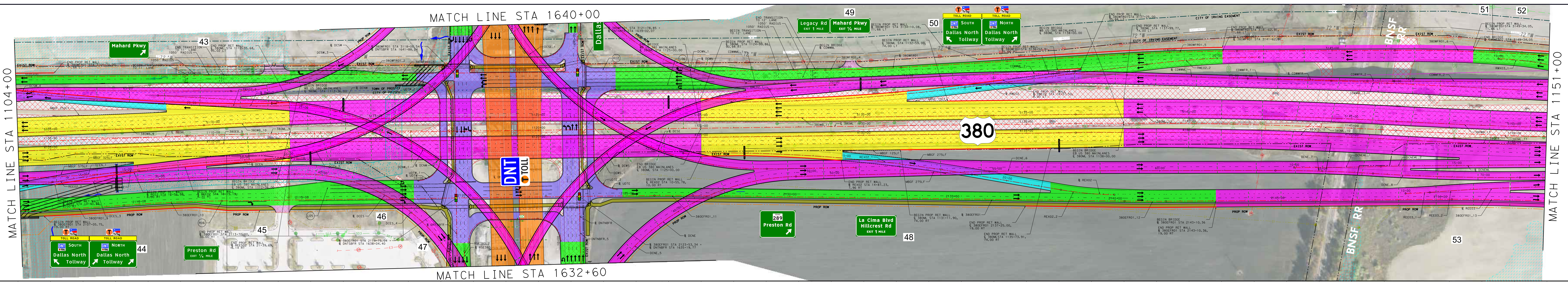
▨	EXISTING ROADWAY TO REMAIN
▨	EXISTING BRIDGE TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
▨	DRIVEWAY
🟦	DIRECT CONNECTOR
🟥	COLLECTOR DISTRIBUTOR
🟧	PROJECT BY OTHERS
🟪	PROPOSED CROSS STREET
▨	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
☒	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING 100 YR FLOODPLAIN LIMITS
▨	EXISTING FLOODWAY
▨	PROPOSED CONC RIPRAP
—— - -	EXISTING ROW
III	EXISTING ACCESS DENIAL
- - - -	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
III	PROPOSED ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
═	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
═	PROPOSED PRELIMINARY NOISE 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

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		
—W1—	CITY OF IRVING	QL "B"
—W2—	TOWN OF PROSPER	
—W3—	CITY OF FRISCO	
—W4—	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.



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_9	1110+86.39	7,131,538.19	2,481,735.46	1° 18′ 31.07" RT	14,580.00′	0° 23′ 34.71"	166.51′	333.01′	N 89° 01′ 17.36" E	333.00′	1109+19.88	1112+52.88	N 88° 22′ 01.83" E	N 89° 40′ 32.90" E
	380ML_10	1141+44.24	7,131,554.37	2,484,793.28	3° 52′ 04.10" RT	14,580.00′	0° 23′ 34.71"	492.31′	984.24′	S 88° 22′ 04.86" E	984.05′	1136+51.93	1146+36.17	N 89° 41′ 53.09" E	S 86° 26′ 02.81" E
	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
380EB	380EB_9	4110+87.17	7,131,510.19	2,481,735.94	1° 18′ 31.07" RT	14,552.00′	0° 23′ 37.43"	166.19′	332.37′	N 89° 01′ 17.36" E	332.36′	4109+20.98	4112+53.35	N 88° 22′ 01.83" E	N 89° 40′ 32.90" E
	380EB_10	4141+43.75	7,131,526.36	2,484,792.49	3° 52′ 04.10" RT	14,552.00′	0° 23′ 37.43"	491.36′	982.35′	S 88° 22′ 04.86" E	982.16′	4136+52.39	4146+34.74	N 89° 41′ 53.09" E	S 86° 26′ 02.81" E
	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
380WB	380WB_9	5108+18.86	7,131,558.54	2,481,467.98	1° 08′ 06.97" LT	15,468.00′	0° 22′ 13.49"	153.25′	306.49′	N 87° 46′ 38.15" E	306.48′	5106+65.62	5109+72.10	N 88° 20′ 41.63" E	N 87° 12′ 34.66" E
	380WB_10	5114+11.92	7,131,587.41	2,482,060.34	3° 15′ 08.46" RT	15,492.00′	0° 22′ 11.43"	439.81′	879.39′	N 88° 50′ 08.89" E	879.27′	5109+72.10	5118+51.49	N 87° 12′ 34.66" E	S 89° 32′ 16.88" E
	380WB_11	5128+69.94	7,131,575.65	2,483,518.55	0° 45′ 50.03" LT	15,492.00′	0° 22′ 11.43"	103.28′	206.55′	S 89° 55′ 11.89" E	206.55′	5127+66.66	5129+73.21	S 89° 32′ 16.88" E	N 89° 41′ 53.09" E
	380WB_12	5141+45.48	7,131,582.37	2,484,794.08	3° 52′ 04.10" RT	14,608.00′	0° 23′ 32.00"	493.25′	986.13′	S 88° 22′ 04.86" E	985.94′	5136+52.23	5146+38.36	N 89° 41′ 53.09" E	S 86° 26′ 02.81" E
	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
380EFR01	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
	380EFR01_10	2111+03.77	7,131,332.14	2,481,523.88	3° 40′ 05.93" RT	4,700.00′	1° 13′ 08.61"	150.51′	300.91′	N 87° 51′ 50.12" E	300.86′	2109+53.27	2112+54.18	N 86° 01′ 47.16" E	N 89° 41′ 53.09" E
	380EFR01_11	2126+43.28	7,131,340.25	2,483,063.47	1° 26′ 43.07" RT	4,700.00′	1° 13′ 08.61"	59.28′	118.56′	S 89° 34′ 45.38" E	118.56′	2125+83.99	2127+02.55	N 89° 41′ 53.09" E	S 88° 51′ 23.84" E
	380EFR01_12	2140+92.97	7,131,311.32	2,484,512.88	1° 07′ 09.47" LT	6,500.00′	0° 52′ 53.30"	63.49′	126.98′	S 89° 24′ 58.58" E	126.98′	2140+29.48	2141+56.46	S 88° 51′ 23.84" E	S 89° 58′ 33.32" E
	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
380WFR01	380WFR01_2	3115+44.82	7,131,719.03	2,482,136.67	0° 42′ 49.64" LT	10,000.00′	0° 34′ 22.65"	62.29′	124.58′	N 89° 35′ 59.18" E	124.58′	3114+82.53	3116+07.11	N 89° 57′ 24.00" E	N 89° 14′ 34.36" E
	380WFR01_3	3116+46.14	7,131,720.37	2,482,237.99	0° 41′ 17.41" RT	6,500.00′	0° 52′ 53.30"	39.04′	78.07′	N 89° 35′ 13.07" E	78.07′	3116+07.11	3116+85.18	N 89° 14′ 34.36" E	N 89° 55′ 51.78" E
	380WFR01_4	3130+57.57	7,131,722.07	2,483,649.41	2° 50′ 12.78" LT	4,700.00′	1° 13′ 08.61"	116.38′	232.71′	N 88° 30′ 45.39" E	232.69′	3129+41.19	3131+73.90	N 89° 55′ 51.78" E	N 87° 05′ 39.00" E
	380WFR01_5	3140+33.53	7,131,771.55	2,484,624.17	3° 04′ 08.00" RT	6,500.00′	0° 52′ 53.30"	174.12′	348.15′	N 88° 37′ 43.00" E	348.11′	3138+59.41	3142+07.56	N 87° 05′ 39.00" E	S 89° 50′ 13.00" E
	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
DNTNBFR	DNTNBFR_5	1631+54.89	7,130,973.50	2,482,776.25	4° 21′ 31.60" RT	9,420.00′	0° 36′ 29.65"	358.49′	716.63′	N 2° 36′ 18.99" W	716.45′	1627+96.40	1635+13.03	N 4° 47′ 04.79" W	N 0° 25′ 33.19" W
REE02	REE02_2	17+55.60	7,131,461.01	2,481,498.82	10° 39′ 53.79" RT	4,600.00′	1° 14′ 44.02"	429.36′	856.24′	N 84° 21′ 56.19" E	855.00′	13+26.25	21+82.48	N 79° 01′ 59.30" E	N 89° 41′ 53.09" E
REE03	REE03_1	10+37.36	7,131,329.97	2,485,350.50	4° 06′ 53.73" LT	1,040.00′	5° 30′ 33.15"	37.36′	74.69′	N 87° 57′ 59.82" E	74.68′	10+00.00	10+74.69	S 89° 58′ 33.32" E	N 85° 54′ 32.96" E
	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
RWX02	RWX02_2	20+38.30	7,131,616.96	2,481,620.64	6° 53′ 49.46" LT	5,000.00′	1° 08′ 45.30"	301.31′	601.88′	S 88° 13′ 24.26" E	601.52′	17+36.99	23+38.87	S 84° 46′ 29.53" E	N 88° 19′ 41.01" E
REX02	REX02_1	14+72.32	7,131,471.90	2,483,565.78	10° 28′ 11.85" RT	4,600.00′	1° 14′ 44.02"	421.46′	840.58′	S 85° 04′ 00.99" E	839.41′	10+50.86	18+91.44	N 89° 41′ 53.09" E	S 79° 49′ 55.06" E
	REX02_2	22+51.86	7,131,333.87	2,484,335.38	9° 01′ 28.78" LT	1,050.00′	5° 27′ 24.27"	82.86′	165.39′	S 84° 20′ 39.45" E	165.21′	21+68.99	23+34.38	S 79° 49′ 55.06" E	S 88° 51′ 23.84" E
RWE02	RWE02_1	13+60.29	7,131,622.97	2,483,603.26	7° 14′ 00.96" LT	5,700.00′	1° 00′ 18.68"	360.29′	719.63′	N 86° 50′ 42.65" E	719.15′	10+00.00	17+19.63	S 89° 32′ 16.87" E	N 83° 13′ 42.17" E
	RWE02_2	24+56.62	7,131,752.35	2,484,692.89	6° 56′ 04.83" RT	2,870.00′	1° 59′ 46.93"	173.89′	347.36′	N 86° 41′ 44.58" E	347.15′	22+82.72	26+30.09	N 83° 13′ 42.17" E	S 89° 50′ 13.00" E
REE03	REE03_1	10+37.36	7,131,329.97	2,485,350.50	4° 06′ 53.73" LT	1,040.00′	5° 30′ 33.15"	37.36′	74.69′	N 87° 57′ 59.82" E	74.68′	10+00.00	10+74.69	S 89° 58′ 33.32" E	N 85° 54′ 32.96" E
	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
RWX03	RWX03_1	10+65.24	7,131,738.58	2,485,666.73	7° 06′ 38.87" RT	1,050.00′	5° 27′ 24.27"	65.24′	130.31′	S 83° 28′ 13.75" E	130.23′	10+00.00	11+30.31	S 87° 01′ 33.19" E	S 79° 54′ 54.32" E
DCES	DCES_3	32+69.05	7,131,394.88	2,481,253.20	1° 44′ 21.64" LT	6,500.00′	0° 52′ 53.30"	98.67′	197.32′	N 89° 12′ 01.79" E	197.31′	31+70.38	33+67.71	S 89° 55′ 47.39" E	N 88° 19′ 50.97" E
	DCES_4	44+48.98	7,131,429.25	2,482,432.64	88° 51′ 28.08" RT	545.00′	10° 30′ 46.75"	534.24′	845.22′	S 47° 14′ 24.99" E	763.03′	39+14.74	47+59.96	N 88° 19′ 50.97" E	S 2° 48′ 40.95" E
DCSW	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
	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
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
	DCEN_2	27+13.27	7,131,522.59	2,482,592.74	81° 37′ 40.74" LT	910.00′	6° 17′ 46.46"	785.88′	1,296.46′	N 44° 31′ 00.60" E	1,189.56′	19+27.39	32+23.84	N 85° 19′ 50.97" E	N 3° 42′ 10.23" E
DCNW	DCNW_1	20+68.30	7,131,586.35	2,482,651.75	83° 03′ 33.55" LT	910.00′	6° 17′ 46.46"	805.94′	1,319.19′	N 44° 57′ 20.00" W	1,206.67′	12+62.36	25+81.55	N 3° 25′ 33.22" W	N 86° 29′ 06.78" W
DCWS	DCWS_1	20+36.61	7,131,610.95	2,482,526.44	85° 13′ 04.68" LT	910.00′	6° 17′ 46.46"	837.05′	1,353.47′	S 43° 47′ 51.39" W	1,232.12′	11+99.56	25+53.03	S 86° 24′ 23.73" W	S 1° 11′ 19.05" W
DCSE	DCSE_1	23+44.68	7,131,414.22	2,482,426.46	90° 52′ 36.63" LT	910.00′	6° 17′ 46.46"	924.03′	1,443.35′	S 44° 53′ 10.26" E	1,296.74′	14+20.65	28+64.00	S 0° 33′ 08.06" W	N 89° 40′ 31.43" E
DCNE	DCNE_5	44+68.04	7,131,382.07	2,482,723.18	89° 20′ 57.57" RT	725.00′	7° 54′ 10.32"	716.81′	1,130.59′	N 44° 14′ 55.56" E	1,019.47′	37+51.23	48+81.82	N 0° 25′ 33.22" W	N 88° 55′ 24.35" E
	DCNE_6	55+34.11	7,131,407.79	2,484,092.04	1° 24′ 00.00" RT	4,700.00′	1° 13′ 08.61"	57.42′	114.84′	N 89° 37′ 24.35" E	114.84′	54+76.69	55+91.53	N 88° 55′ 24.35" E	S 89° 40′ 35.65" E
	DCNE_7	65+05.93	7,131,402.31	2,485,063.85	3° 39′ 34.22" RT	4,700.00′	1° 13′ 08.61"	150.15′	300.19′	S 87° 50′ 48.54" E	300.14′	63+55.79	66+55.98	S 89° 40′ 35.65" E	S 86° 01′ 01.43" E
	DCNE_8	68+81.99	7,131,376.18	2,485,439.11	3° 58′ 58.57" LT	6,500.00′	0° 52′ 53.30"	226.02′	451.85′	S 88° 00′ 30.71" E	451.76′	66+55.98	71+07.83	S 86° 01′ 01.43" E	Due East
DCENML	DCENML_1	11+33.30	7,131,410.10	2,485,104.53	2° 20′ 59.15" LT	6,500.00′	0° 52′ 53.30"	133.30′	266.57′	N 89° 50′ 52.25" E	266.55′	10+00.00	12+66.57	S 88° 58′ 38.18" E	N 88° 40′ 22.68" E
	DCENML_2	13+17.50	7,131,414.37	2,485,288.71	1° 14′ 29.72" RT	4,700.00′	1° 13′ 08.61"	50.93′	101.85′	N 89° 17′ 37.53" E	101.85′	12+66.57	13+68.42	N 88° 40′ 22.68" E	N 89° 54′ 52.39" E
DCWN	DCWN_1	16+46.56	7,131,742.83	2,482,644.43	86° 56′ 39.15" RT	682.00′	8° 24′ 04.11"	646.56′	1,034.91′	N 41° 16′ 09.35" W	938.43′	10+00.00	20+34.91	N 84° 44′ 28.92" W	N 2° 12′ 10.23" E
CDWWFR	CDWWFR_1	10+27.55	7,131,685.46	2,484,858.12	0° 33′ 13.63" LT	5,700.00′	1° 00′ 18.68"	27.55′	55.09′	S 88° 12′ 08.82" E	55.09′	10+00.00	10+55.09	S 87° 55′ 32.00" E	S 88° 28′ 45.63" E
	CDWWFR_2	14+08.86	7,131,675.34	2,485,239.30	0° 49′ 27.11" LT	5,700.00′	1° 00′ 18.68"	41.00′	81.99′	S 88° 53′ 29.19" E	81.99′	13+67.86	14+49.86	S 88° 28′ 45.63" E	S 89° 18′ 12.74" E
CDWWML	CDWWML_1	10+43.82	7,131,679.55	2,483,331.90	7° 21′ 07.35" LT	682.00′	8° 24′ 04.11"	43.82′	87.51′	S 88° 25′ 02.60" E	87.45′	10+00.00	10+87.51	S 84° 44′ 28.92" E	N 87° 54′ 23.73" E
	CDWWML_2	18+85.00	7,131,710.29	2,484,172.64	4° 10′ 04.27" RT	7,900.00′	0° 43′ 30.95"	287.46′	574.67′	N 89° 59′ 25.86" E	574.54′	15+97.54	21+72.21	N 87° 54′ 23.73" E	S 87° 55′ 32.00" E
	CDWWML_3	28+86.46	7,131,674.03	2,485,173.70	1° 14′ 56.11" RT	7,900.00′	0° 43′ 30.95"	86.10′	172.20′	S 87° 18′ 03.95" E	172.20′	28+00.36	29+72.56	S 87° 55′ 32.00" E	S 86° 40′ 35.89" E
RSE380	RSE380_2	28+14.53	7,131,124.87	2,482,418.82	5° 12′ 00.71" RT	1,050.00′	5° 27′ 24.27"	47.68′	95.30′	N 3° 01′ 34.34" W	95.27′	27+66.85	28+62.14	N 5° 37′ 34.69" W	N 0° 25′ 33.98" W
UDTW	UDTW_1	10+70.15	7,131,391.48	2,482,348.83	90° 07′ 27.07" LT	70.00′	81° 51′ 04.01"	70.15′	110.11′	N 44° 38′ 09.55" E	99.10′	10+00.00	11+10.11	N 89° 41′ 53.09" E	N 0° 25′ 33.98" W
	UDTW_2	13+46.98	7,131,698.50	2,482,346.55	89° 38′ 36.46" LT	70.00′	81° 51′ 04.01"	69.57′	109.52′	N 45° 14′ 52.21" W	98.69′	12+77.42	13+86.94	N 0° 25′ 33.98" W	S 89° 55′ 49.56" W
UDTE	UDTE_1	10+70.41	7,131,666.04	2,482,817.11	90° 20′ 03.70" LT	70.00′	81° 51′ 03.95"	70.41′	110.36′	S 44° 44′ 28.68" W	99.28′	10+00.00	11+10.36	S 89° 54′ 30.54" W	S 0° 25′ 33.17" E
	UDTE_2	13+46.05	7,131,359.95	2,482,818.37	90° 42′ 01.47" LT	70.00′	81° 51′ 04.01"	70.86′	110.81′	S 44° 57′ 27.22" E	99.60′	12+75.19	13+86.00	S 0° 23′ 33.51" W	N 89° 41′ 32.04" E
UDPN	UDPN_1	10+72.17	7,131,766.63	2,482,444.43	91° 42′ 18.89" LT	70.06′	81° 47′ 00.92"	72.17′	112.13′	S 44° 12′ 24.52" E	100.54′	10+00.00	11+12.13	S 1° 38′ 44.92" W	N 89° 56′ 26.03" E
	UDPN_2	13+29.88	7,131,766.97	2,482,734.35	90° 21′ 24.97" LT	70.00′	81° 51′ 04.01"	70.44′	110.39′	N 44° 45′ 09.29" E	99.30′	12+59.44	13+69.83	N 89° 55′ 51.78" E	N 0° 25′ 33.19" W
UDPS	UDPS_1	10+68.90	7,131,271.41	2,482,713.98	89° 05′ 46.26" LT	70.00′	81° 51′ 04.01"	68.90′	108.85′	N 45° 45′ 13.78" W	98.21′	10+00.00	11+08.85	N 1° 12′ 20.65" W	S 89° 41′ 53.09" W
	UDPS_2	13+22.19	7,131,269.92	2,482,431.74	90° 07′ 27.07" LT	70.00′	81° 51′ 04.01"	70.15′	110.11′	S 44° 38′ 09.55" W	99.10′	12+52.04	13+62.15	S 89° 41′ 53.09" W	S 0° 25′ 33.98" E

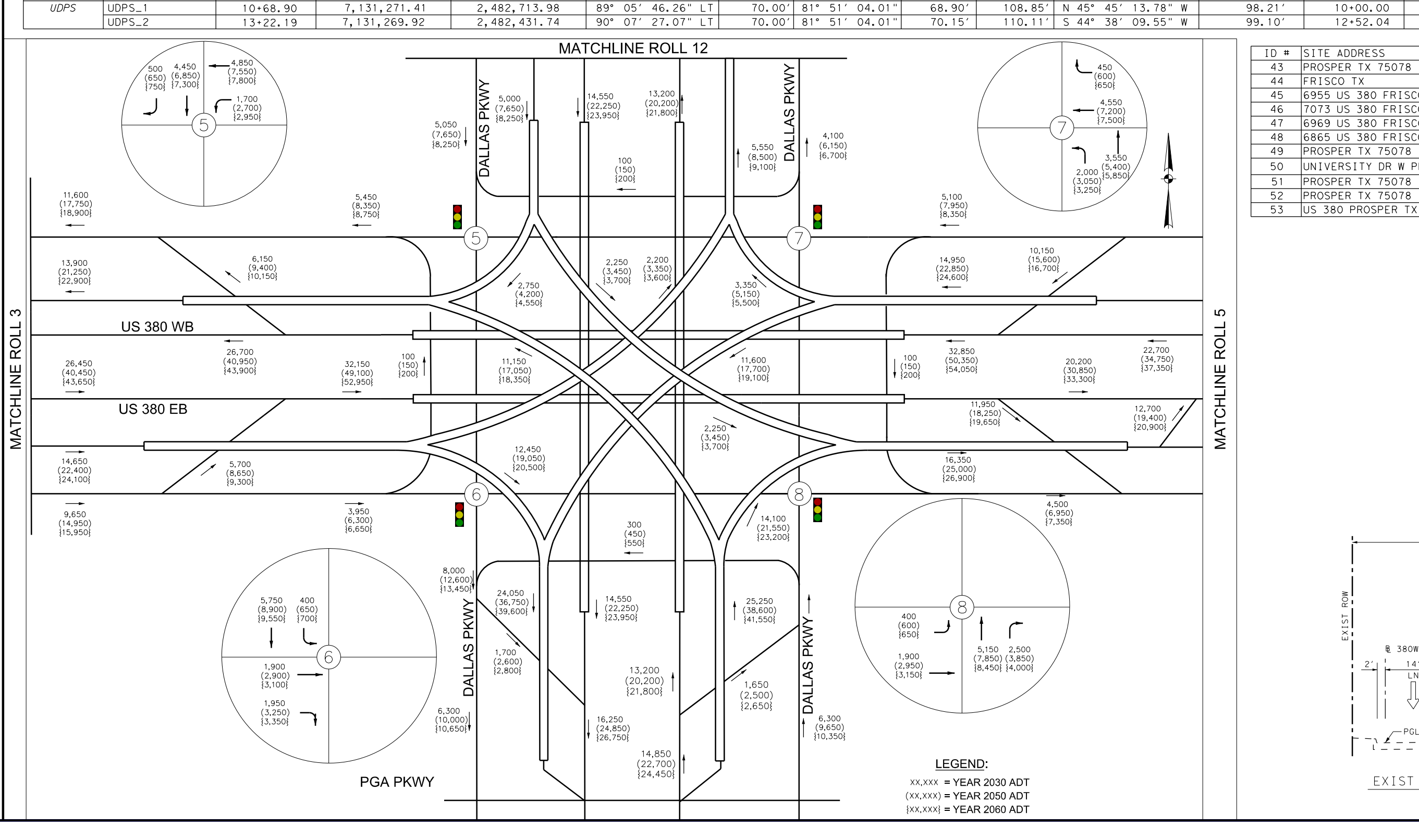
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
DCES	38+01.00	-2.00%	39+28.00	-6.00%
CDWWML	10+75.00	5.70%	11+93.00	2.00%
DCEN	17+66.00	-2.00%	19+68.00	5.60%
DCNE	48+70.00	-5.60%	49+85.00	-2.00%
DCNW	25+47.00	5.60%	27+20.00	-2.00%
DCSE	28+23.00	5.60%	30+25.00	-2.00%
DCSW	51+65.00	-5.70%	52+56.00	-2.00%
DCSW	65+14.00	-2.00%	67+73.00	5.60%
DCSW	68+24.00	5.60%	70+83.00	-2.00%
DCWS	10+38.00	-2.00%	12+40.00	5.60%
380EFR01	2117+79.00	-2.00%	2118+58.00	-0.80%
380EFR01	2120+78.00	-0.80%	2120+83.00	-0.86%
380EFR01	2124+70.00	-0.86%	2125+05.00	-2.00%
380WFR01	3115+36.00	2.00%	3116+85.00	-0.80%
380WFR01	3118+90.00	-0.80%	3119+17.00	-0.30%
380WFR01	3122+96.00	-0.30%	3124+49.00	2.00%
REE02	13+16.00	-2.00%	13+31.00	-2.50%

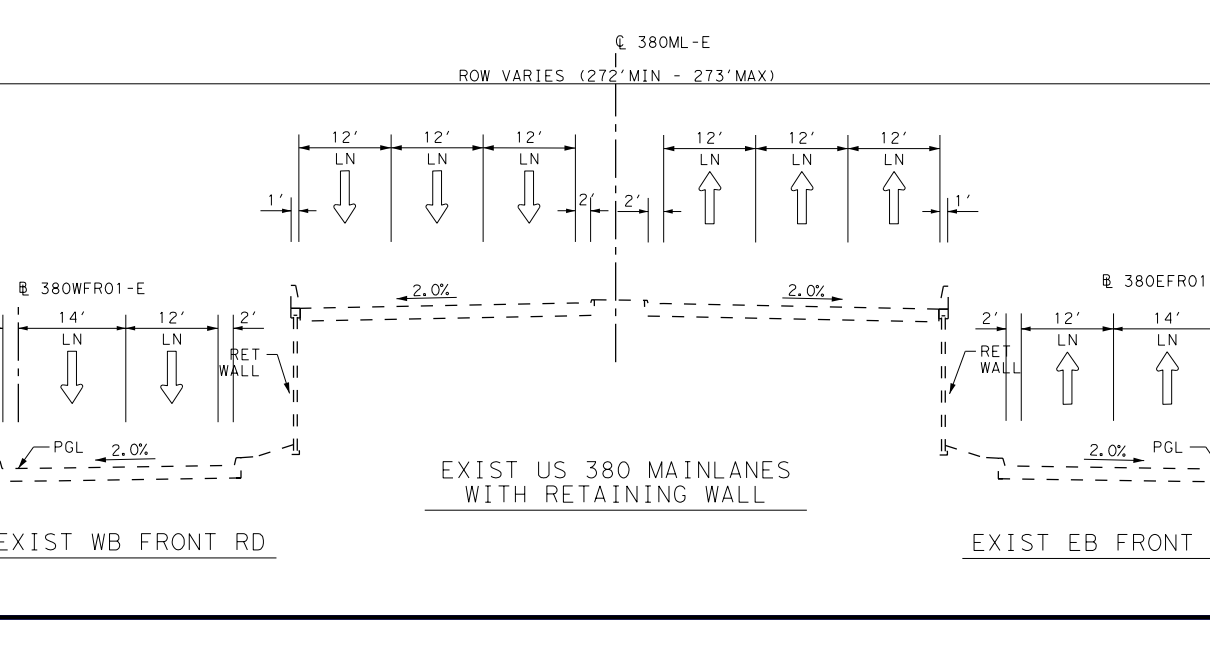
SUPERELEVATION SIGN CONVENTION

℄/℞	
(−)	(+)
(+)	(−)

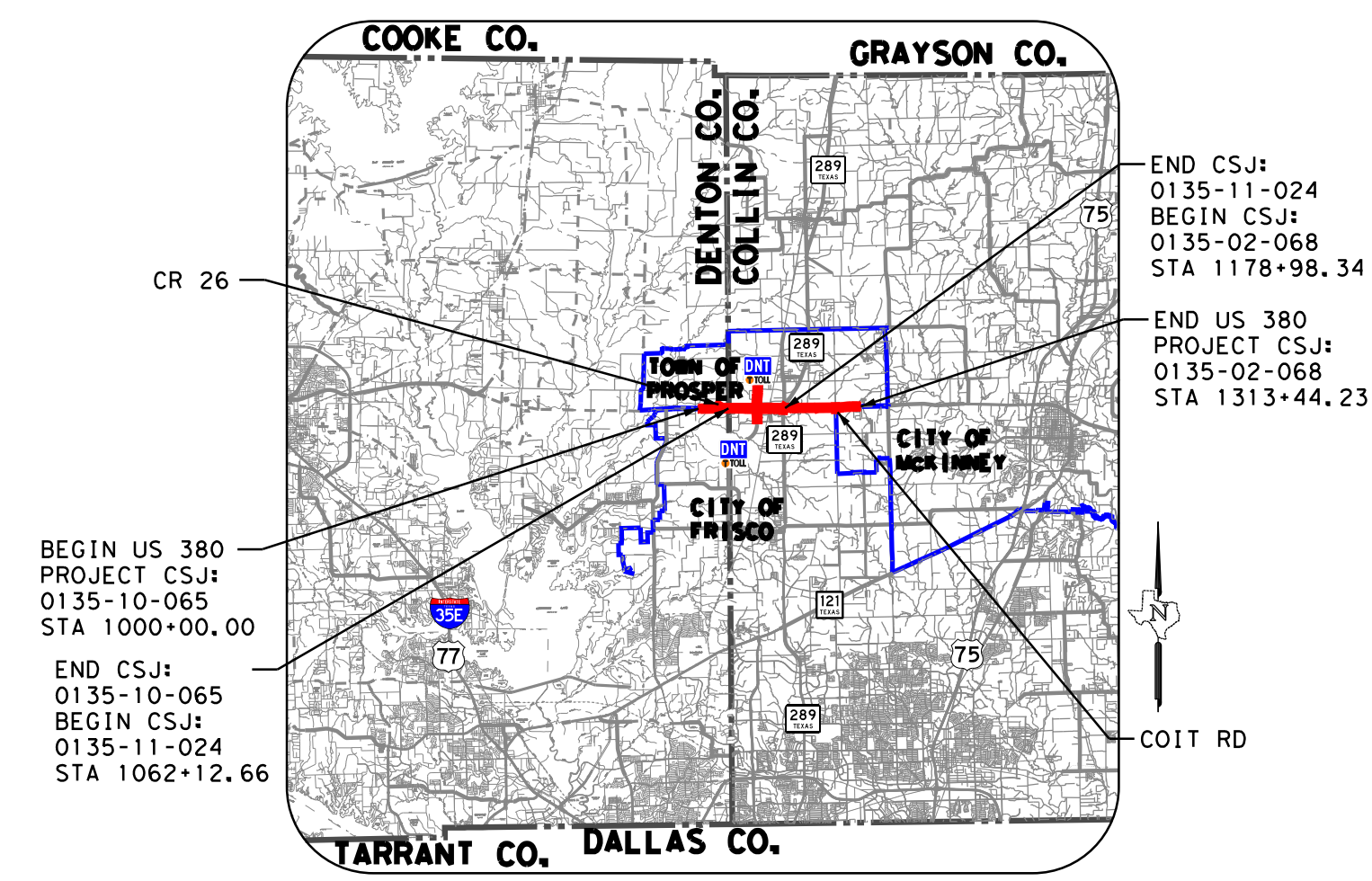
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L05	200′	345′	0′	541′
L06	291′	345′	28′	664′
RIGHT TURN BAY LENGTHS				
R06	100′	345′	341′	786′
R07	100′	345′	105′	550′



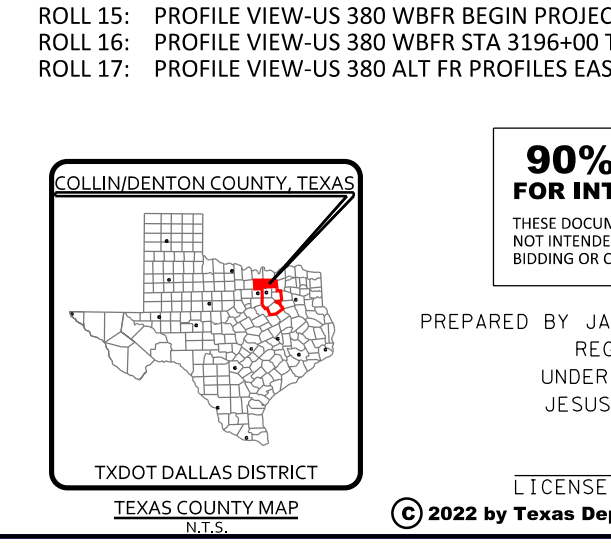
ID #	SITE ADDRESS	OWNER	OCCUPANT
43	PROSPER TX 75078	CHILDREN'S HEALTH SYSTEM OF TEXAS	
44	FRISCO TX	FRISCO ECONOMIC DEVELOPMENT	
45	6955 US 380 FRISCO TX 75033	CNMK TEXAS PROPERTIES LLC	
46	7073 US 380 FRISCO TX 75033	CNMK TEXAS PROPERTIES LLC	
47	6969 US 380 FRISCO TX 75033	CNMK TEXAS PROPERTIES LLC	
48	6865 US 380 FRISCO TX 75033	3EIGHTY TOLLWAY PARTNERS LP	
49	PROSPER TX 75078	GODWIN INVESTMENTS LTD	
50	UNIVERSITY DR W PROSPER TX 75078	GODWIN INVESTMENTS LTD	
51	PROSPER TX 75078	289 (PRESTON) & 380 LP	
52	PROSPER TX 75078	289 (PRESTON) & 380 LP	
53	US 380 PROSPER TX 75078	183 LAND CORP	



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 4 OF 26
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
US 380 70 MPH URBAN FREEWAY
DALLAS NORTH TOLLWAY 70 MPH URBAN FREEWAY
SH 289 (PRESTON RD) 55 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



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



TEXAS COUNTY MAP
N.T.S.
NOT A BINDING DOCUMENT
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.
LICENSE NO. 111427 DATE
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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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED N. (MO) NURI, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC
COLLIN AND DENTON COUNTY, TEXAS

ESA 0115-04-048, FED./STATE/LOCAL PROJECT
ESA 0115-04-049, FED./STATE/LOCAL PROJECT
ESA 0115-04-050, FED./STATE/LOCAL PROJECT
ESA 0115-04-051, FED./STATE/LOCAL PROJECT
FED.RTE.NO. 0380(0)M, STATE HWY. 380
LIMITS: FM 2478 TO SH 289

DATE: SEPTEMBER 2022
ROLL PLOT
SCALE: 1" = 200'

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN PRINCIPAL ARTERIAL
US 380 FRONTAGE ROAD	40 MPH	URBAN COLLECTOR
MIDWAY ROAD	40 MPH	COLLECTOR STREET
PRESTON ROAD	40 MPH	URBAN PRINCIPAL ARTERIAL
FRONTIER PKWY	40 MPH	URBAN ARTERIAL
FM 2478	40 MPH	URBAN PRINCIPAL ARTERIAL
DIRECT CONNECTORS	40 MPH	URBAN PRINCIPAL
K STREET	30 MPH	URBAN ARTERIAL

INDEX OF SHEETS

SHT. 1 - PLAN & PROFILE VIEW OF SB ROUTE PRESTON TO FM 2478
SHT. 2 - PLAN & PROFILE VIEW OF SB ROUTE FM 2478 TO SH 289
SHT. 3 - PLAN & PROFILE VIEW OF NB ROUTE SH 289 TO FM 2478
SHT. 4 - PLAN & PROFILE VIEW OF NB ROUTE FM 2478 TO PRESTON
SHT. 5 - PLAN & PROFILE VIEW OF EB ROUTE
SHT. 6 - PLAN & PROFILE VIEW OF WB ROUTE
SHT. 7 - PLAN & PROFILE VIEW OF EB ROUTE (FM 2478 TO PRESTON)
SHT. 8 - PLAN & PROFILE VIEW OF WB ROUTE (FM 2478 TO PRESTON)
SHT. 9 - PLAN & PROFILE VIEW OF EB ROUTE (SH 289 TO FM 2478)
SHT. 10 - PLAN & PROFILE VIEW OF WB ROUTE (SH 289 TO FM 2478)
SHT. 11 - PROFILE VIEW OF SB & NB ROUTE (PRESTON TO SH 289)
SHT. 12 - PROFILE VIEW OF SB & NB ROUTE (PRESTON TO SH 289)
SHT. 13 - PROFILE VIEW OF SB & NB ROUTE (PRESTON TO SH 289)
SHT.

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

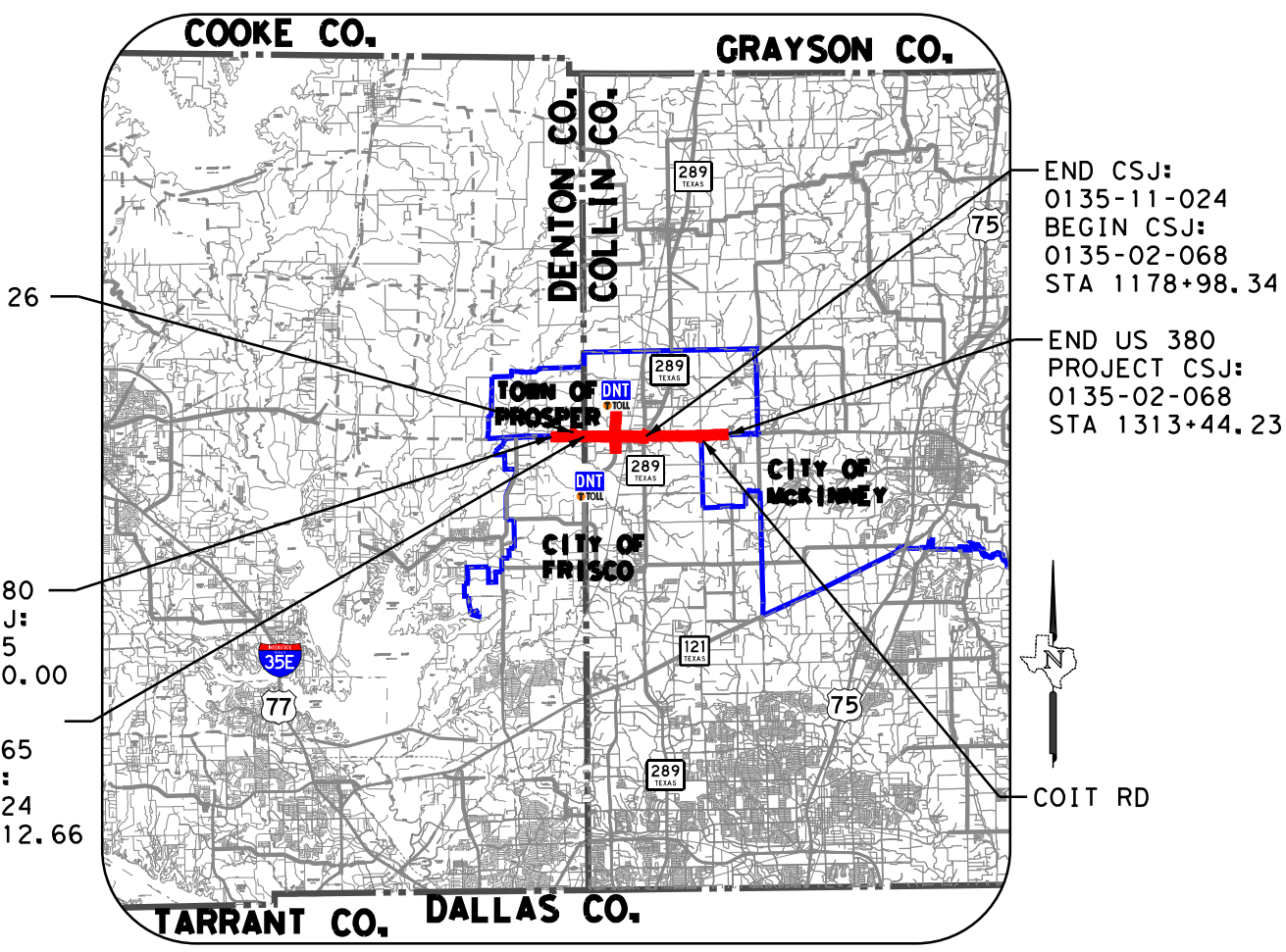
COLLIN AND DENTON COUNTY, TEXAS

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 6 OF 26

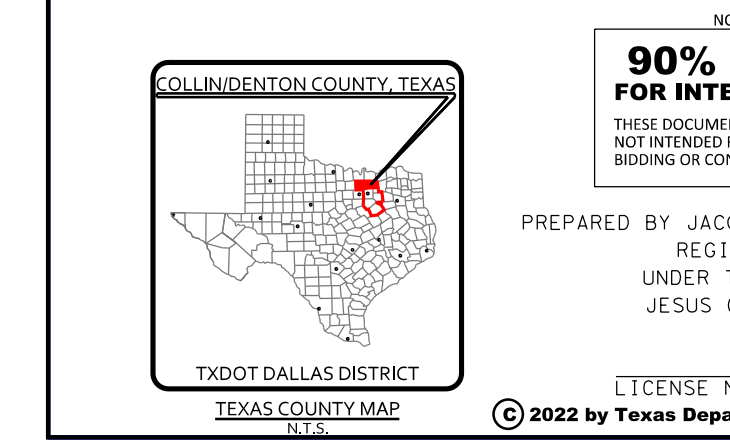
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



TEXAS COUNTY MAP
N.T.S.

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

LICENSE NO. 111427 DATE

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

LEGEND:

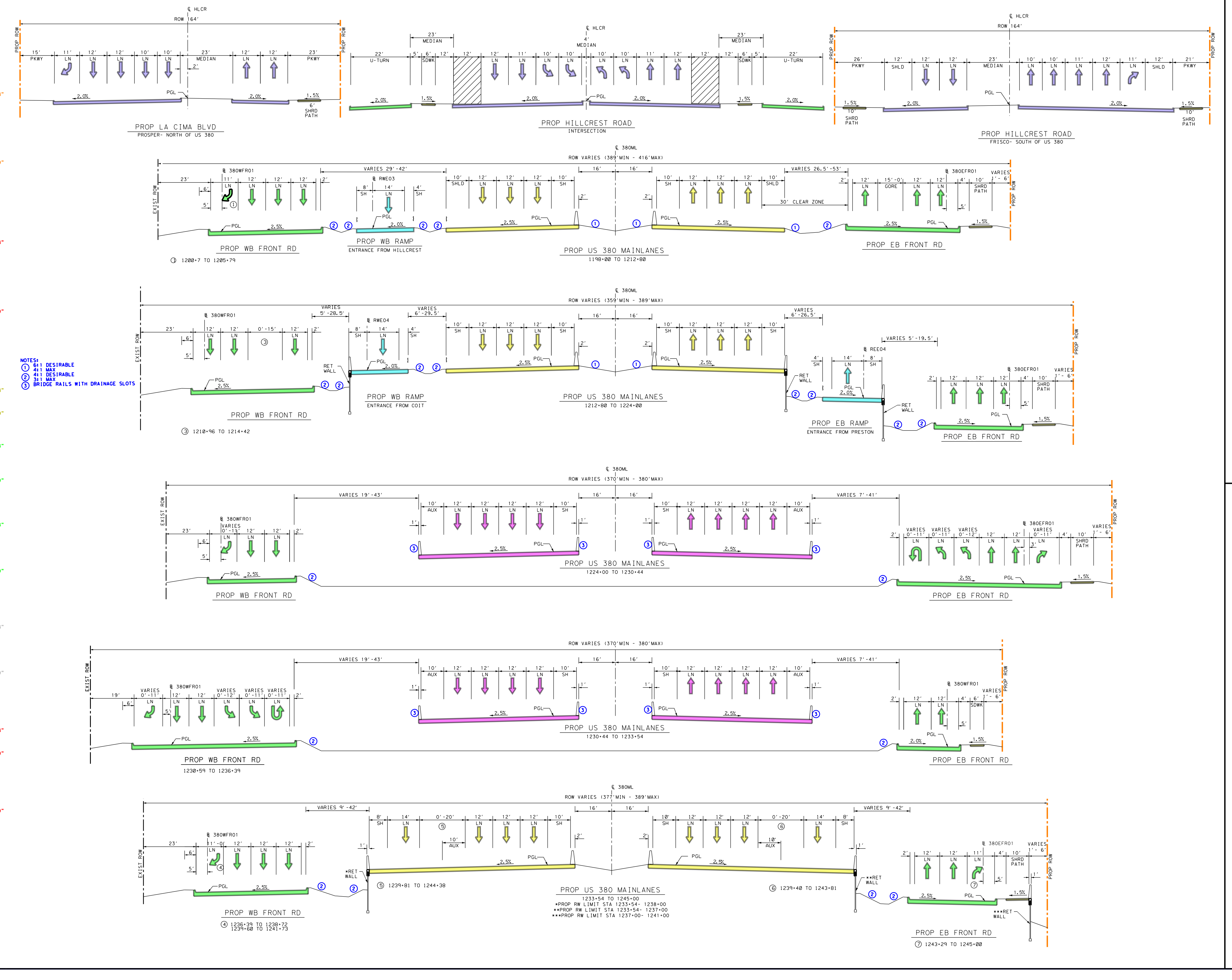
▨	EXISTING ROADWAY TO REMAIN
▨	EXISTING BRIDGE TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
▨	DRIVEWAY
🟦	DIRECT CONNECTOR
🟥	COLLECTOR DISTRIBUTOR
🟧	PROJECT BY OTHERS
🟪	PROPOSED CROSS STREET
▨	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING 100 YR FLOODPLAIN LIMITS
▨	EXISTING FLOODWAY
▨	PROPOSED CONC RIPRAP
— - -	EXISTING ROW
|||	EXISTING ACCESS DENIAL
- - - -	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 ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
— - —	PROPOSED PRELIMINARY NOISE 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

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)	
ⓒ1	AT&T (FO/DUCT)	QL "C"/QL "D"
ⓒ2	AT&T (TELE)	
ⓒ3	MCI (FO/DUCT)	
ⓒ4	CITY OF IRVING (FO/DUCT)	
ⓒ5	SPECTRUM (FO/DUCT)	
ⓒ6	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		
W1	CITY OF IRVING	QL "B"
W2	TOWN OF PROSPER	
W3	CITY OF FRISCO	
W4	CITY OF MCKINNEY	
(W1)	CITY OF IRVING	QL "C"/QL "D"
(W2)	TOWN OF PROSPER	
(W3)	CITY OF FRISCO	
(W4)	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.



NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ BRIDGE RAILS WITH DRAINAGE SLOTS

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
380EFR01	380EFR01_16	2208+50.08	7,131,448.51	2,491,261.24	2° 39' 09.06" LT	6,500.00'	0° 52' 53.30"	150.49'	300.92'	N 88° 11' 01.79" E	300.89'	2206+99.60	2210+00.52	N 89° 30' 36.31" E	N 86° 51' 27.26" E
	380EFR01_17	2211+09.33	7,131,462.72	2,491,520.15	2° 39' 09.06" RT	4,700.00'	1° 13' 08.61"	108.81'	217.59'	N 88° 11' 01.79" E	217.57'	2210+00.52	2212+18.10	N 86° 51' 27.26" E	N 89° 30' 36.31" E
REX03	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
	REX03_3	23+17.64	7,131,462.07	2,490,625.13	4° 25' 06.14" LT	3,000.00'	1° 54' 35.49"	115.73'	231.35'	S 88° 16' 50.61" E	231.29'	22+01.91	24+33.26	S 86° 04' 17.54" E	N 89° 30' 36.31" E
REE04	REE04_1	10+34.42	7,131,479.46	2,491,487.69	3° 47' 29.93" LT	1,040.00'	5° 30' 33.15"	34.42'	68.82'	N 85° 28' 57.43" E	68.81'	10+00.00	10+68.82	N 87° 22' 42.39" E	N 83° 35' 12.46" E
	REE04_2	13+63.72	7,131,516.25	2,491,814.95	5° 55' 23.85" RT	5,700.00'	1° 00' 18.68"	294.90'	589.27'	N 86° 32' 54.39" E	589.01'	10+68.82	16+58.10	N 83° 35' 12.46" E	N 89° 30' 36.31" E
	REE04_3	22+43.35	7,131,523.77	2,492,695.07	3° 34' 47.36" LT	7,900.00'	0° 43' 30.95"	246.88'	493.59'	N 87° 43' 12.64" E	493.51'	19+96.47	24+90.06	N 89° 30' 36.31" E	N 85° 55' 48.96" E
	REE04_4	26+27.56	7,131,551.05	2,493,078.48	3° 34' 47.36" RT	4,400.00'	1° 18' 07.84"	137.50'	274.91'	N 87° 43' 12.64" E	274.87'	24+90.06	27+64.97	N 85° 55' 48.96" E	N 89° 30' 36.31" E
RWX04	RWX04_1	10+51.18	7,131,748.82	2,491,880.42	5° 34' 52.55" RT	1,050.00'	5° 27' 24.27"	51.18'	102.28'	S 87° 41' 57.41" E	102.24'	10+00.00	11+02.28	N 89° 30' 36.31" E	S 84° 54' 31.14" E
	RWX04_2	13+80.82	7,131,719.55	2,492,208.85	5° 35' 43.09" LT	5,700.00'	1° 00' 18.68"	278.54'	556.64'	S 87° 42' 22.68" E	556.42'	11+02.28	16+58.92	S 84° 54' 31.14" E	N 89° 29' 45.77" E
	RWX04_3	19+06.77	7,131,724.18	2,492,735.21	3° 35' 38.01" RT	7,900.00'	0° 43' 30.95"	247.85'	495.53'	S 88° 42' 25.22" E	495.45'	16+58.92	21+54.45	N 89° 29' 45.77" E	S 86° 54' 36.22" E
	RWX04_4	22+91.95	7,131,703.41	2,493,120.00	3° 34' 47.47" LT	4,400.00'	1° 18' 07.84"	137.50'	274.91'	S 88° 41' 59.95" E	274.87'	21+54.45	24+29.37	S 86° 54' 36.22" E	N 89° 30' 36.31" E
REX04	REX04_1	11+39.29	7,131,563.99	2,494,591.90	3° 37' 35.31" RT	4,400.00'	1° 18' 07.84"	139.29'	278.49'	S 88° 40' 36.03" E	278.45'	10+00.00	12+78.49	N 89° 30' 36.31" E	S 86° 51' 48.37" E
	REX04_2	14+90.55	7,131,544.77	2,494,942.73	3° 04' 30.82" LT	7,900.00'	0° 43' 30.95"	212.06'	424.02'	S 88° 24' 03.78" E	423.96'	12+78.49	17+02.51	S 86° 51' 48.37" E	S 89° 56' 19.19" E
RWE03	RWE03_3	20+28.58	7,131,711.48	2,490,790.66	9° 20' 17.50" LT	800.00'	7° 09' 43.10"	65.34'	130.39'	N 83° 58' 38.22" E	130.24'	19+63.25	20+93.63	N 88° 38' 46.97" E	N 79° 18' 29.47" E
	RWE03_4	21+86.47	7,131,740.83	2,490,946.09	10° 12' 06.84" RT	1,040.00'	5° 30' 33.15"	92.83'	185.18'	N 84° 24' 32.89" E	184.93'	20+93.63	22+78.81	N 79° 18' 29.47" E	N 89° 30' 36.31" E
RWE04	RWE04_1	11+37.50	7,131,716.33	2,494,630.22	3° 34' 47.36" LT	4,400.00'	1° 18' 07.84"	137.50'	274.91'	N 87° 43' 12.64" E	274.87'	10+00.00	12+74.91	N 89° 30' 36.31" E	N 85° 55' 48.96" E
	RWE04_2	15+21.79	7,131,743.61	2,495,013.62	3° 34' 47.36" RT	7,900.00'	0° 43' 30.95"	246.87'	493.59'	N 87° 43' 12.64" E	493.51'	12+74.91	17+68.50	N 85° 55' 48.96" E	N 89° 30' 36.31" E
HLCR	HLCR_1	111+39.18	7,132,211.23	2,493,608.44	26° 58' 09.15" LT	919.37'	6° 13' 55.49"	220.46'	432.75'	N 13° 54' 22.32" W	428.76'	109+18.72	113+51.46	N 0° 25' 17.75" W	N 27° 23' 26.90" W
UHCW	UHCW_1	10+69.92	7,131,534.77	2,493,513.41	89° 55' 54.06" LT	70.00'	81° 51' 04.01"	69.92'	109.87'	N 44° 32' 39.28" E	98.94'	10+00.00	11+09.87	N 89° 30' 36.31" E	N 0° 25' 17.75" W
	UHCW_2	12+65.97	7,131,760.78	2,493,512.76	90° 53' 33.75" LT	70.00'	81° 51' 04.01"	71.10'	111.05'	N 45° 02' 57.86" W	99.76'	11+94.87	13+05.92	N 0° 23' 49.02" E	S 89° 30' 15.27" W
UHCE	UHCE_1	10+69.92	7,131,728.48	2,493,711.99	89° 55' 54.06" LT	70.00'	81° 51' 04.01"	69.92'	109.87'	S 44° 32' 39.28" W	98.94'	10+00.00	11+09.87	S 89° 30' 36.31" W	S 0° 25' 17.75" E
	UHCE_2	12+65.97	7,131,502.47	2,493,712.64	90° 53' 33.75" LT	70.00'	81° 51' 04.01"	71.10'	111.05'	S 45° 02' 57.86" E	99.76'	11+94.87	13+05.92	S 0° 23' 49.02" W	N 89° 30' 15.27" E

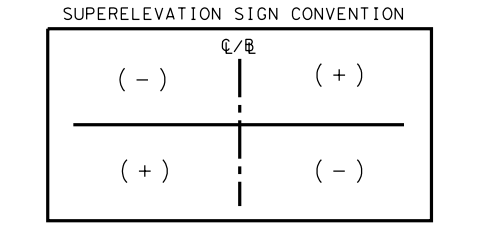
ID #	SITE ADDRESS	OWNER	OCCUPANT
57	700 RICHLAND BLVD PROSPER TX	380 & 289 LP	
58	US 380 PROSPER TX 75078	289 (PRESTON) & 380 LP	
59	S LOVERS LN PROSPER TX 75078	HAGE GRACE TSAI TRUST &	
60	924 US 380 FRISCO TX 75034	SW HILLCREST/380 LP	
61	1221 E UNIVERSITY DR PROSPER TX 75078	COX REALTY LLC	
62	1281 E UNIVERSITY DR PROSPER TX 75078	LA CIMA CROSSING LP	
63	1361 E UNIVERSITY DR PROSPER TX 75078	J EVANS PARTNERS NO 5 PLANO LP	
64	1411 E UNIVERSITY DR PROSPER TX 75078	CST STATIONS TEXAS LLC	
65	1110 US 380 FRISCO TX 75034	SW HILLCREST/380 LP	
66	1481 E UNIVERSITY DR PROSPER TX 75078	LACIMA HOLDINGS LLC	
67	US 380 PROSPER TX 75078	LACIMA HOLDINGS LLC	
68	1541 E UNIVERSITY DR PROSPER TX 75078	CH PROSPER LLC	
69	RICHLAND BLVD PROSPER TX 75078	SOP REALTY LLC	
70	US 380 FRISCO, TX 75034	124 FRISCO PROPERTY LLC	
71	US 380 FRISCO, TX 75034	124 FRISCO PROPERTY LLC	
72	US 380 FRISCO, TX 75034	SANGANI PROPERTIES II LP	
73	RICHLAND BLVD TX	38 PROSPER PARTNERS LLC	

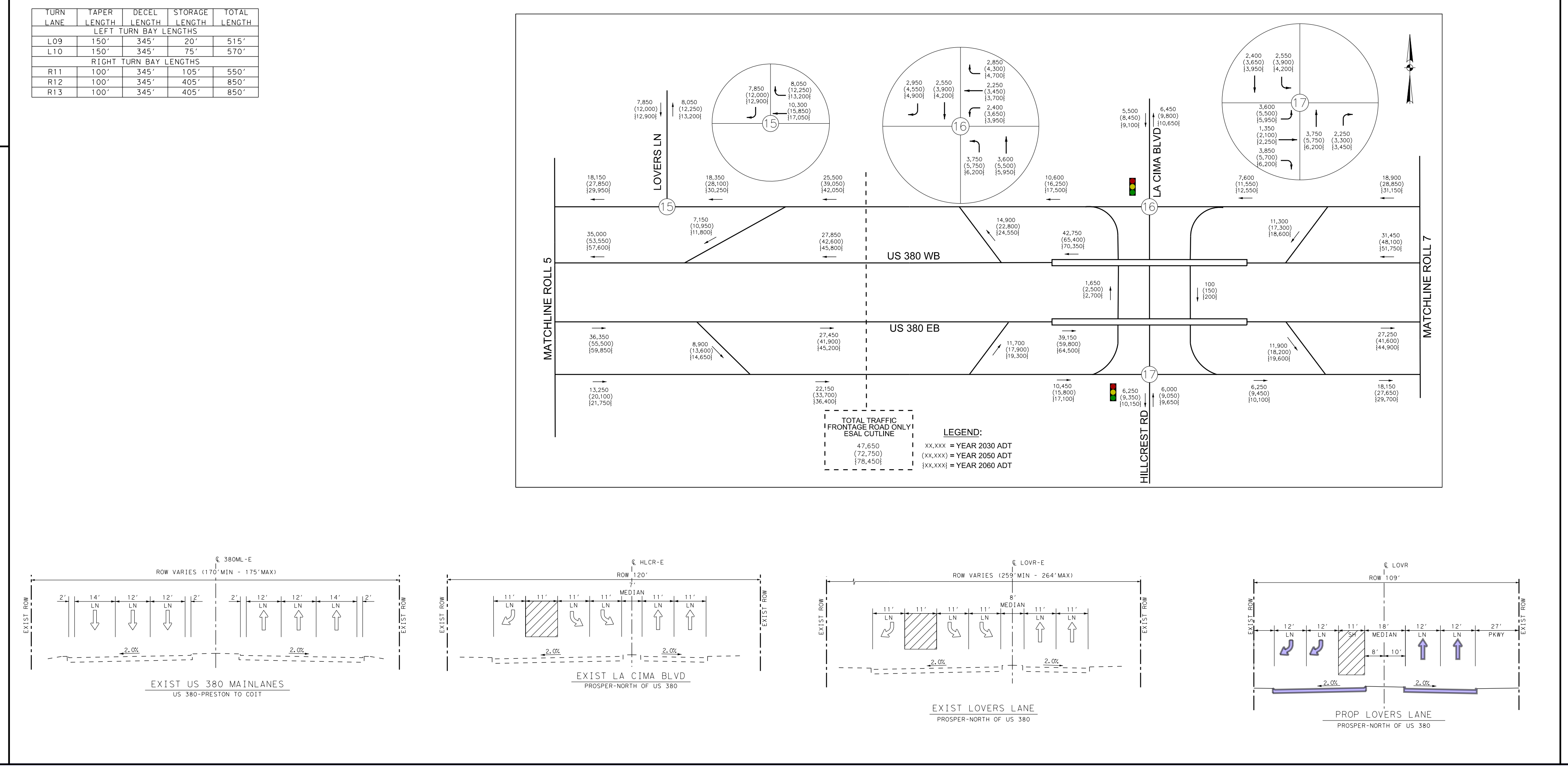
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L09	150'	345'	20'	515'
L10	150'	345'	75'	570'
RIGHT TURN BAY LENGTHS				
R11	100'	345'	105'	550'
R12	100'	345'	405'	850'
R13	100'	345'	405'	850'

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION STA	BEGIN TRANSITION e	END TRANSITION STA	END TRANSITION e
380EFR01	2229+46.00	-2.00%	2230+33.00	-0.70%
380EFR01	2233+74.00	-0.70%	2234+60.00	-2.00%
380WFR01	3227+54.00	2.00%	3228+53.00	0.50%
380WFR01	3231+94.00	0.50%	3232+94.00	2.00%

SUPERELEVATION SIGN CONVENTION





TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER
US 380
DESIGN SCHEMATIC
COLLIN AND DENTON COUNTY, TEXAS
DATE: SEPTEMBER 2022
ROLL 6 OF 26
90% SUBMITTAL FOR INTERIM REVIEW ONLY
Jacobs

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

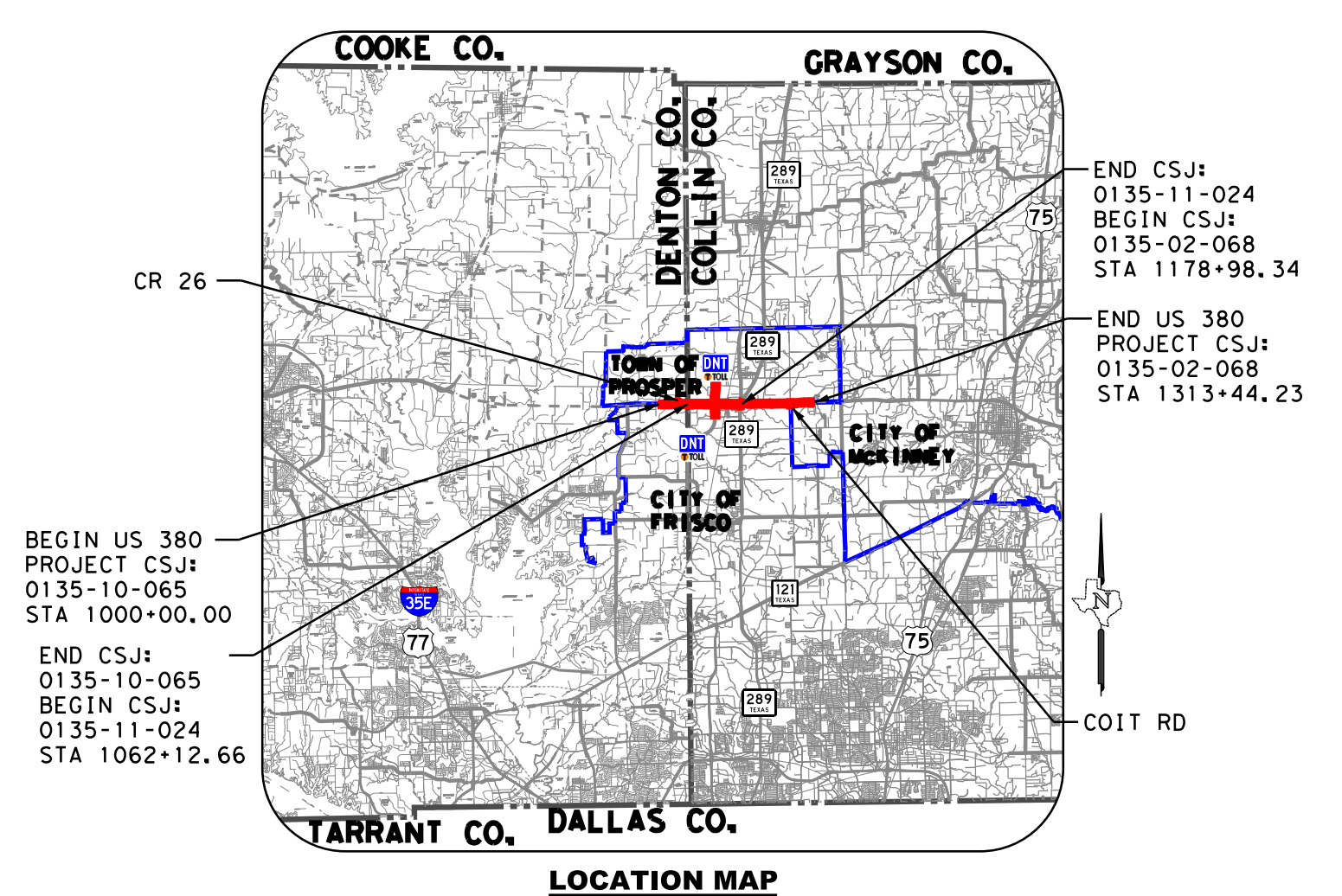
COLLIN AND DENTON COUNTY, TEXAS

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 7 OF 26

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 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



LOCATION MAP
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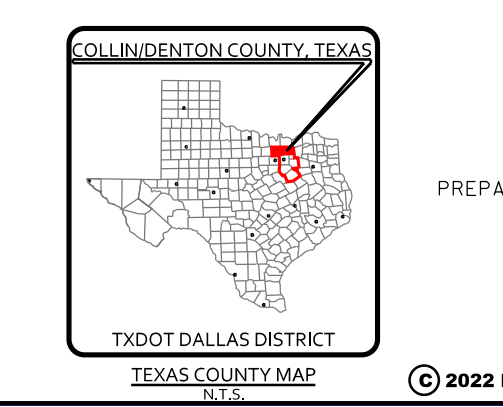
INDEX OF SHEETS



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UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.

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GRAPHIC SCALES IN FEET

Jacobs
1999 BRYAN STREET, SUITE 1200
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

LEGEND:

⬜	EXISTING ROADWAY TO REMAIN
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——	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 ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
——	PROPOSED PRELIMINARY NOISE 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

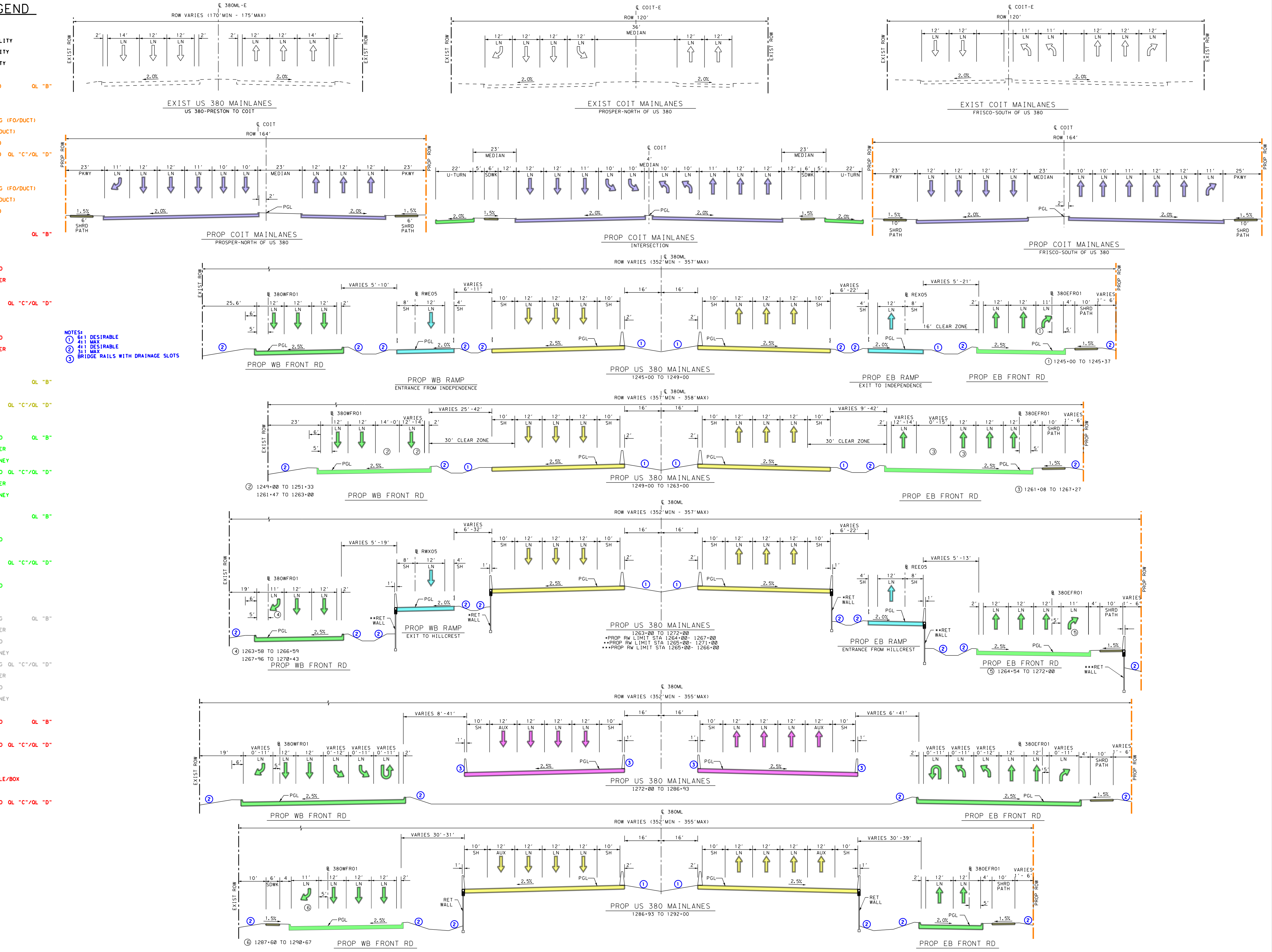
UTILITY LEGEND

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)	
—Ⓒ1—	AT&T (FO/DUCT)	QL "C"/QL "D"
—Ⓒ2—	AT&T (TELE)	
—Ⓒ3—	MCI (FO/DUCT)	
—Ⓒ4—	CITY OF IRVING (FO/DUCT)	
—Ⓒ5—	SPECTRUM (FO/DUCT)	
—Ⓒ6—	ZAYO (FO/DUCT)	
ELECTRIC / POWER		
— E1 —	COSERV	QL "B"
— E2 —	ONCOR	
— E3 —	PRIVATE	
— E4 —	CITY OF FRISCO	
— E5 —	TOWN OF PROSPER	
— E6 —	TXDOT	
—Ⓔ1—	COSERV	QL "C"/QL "D"
—Ⓔ2—	ONCOR	
—Ⓔ3—	PRIVATE	
—Ⓔ4—	CITY OF FRISCO	
—Ⓔ5—	TOWN OF PROSPER	
—Ⓔ6—	TXDOT	
ELECTRIC / POWER		
— G1 —	ATMOS	QL "B"
— G2 —	COSERV	
—Ⓖ1—	ATMOS	QL "C"/QL "D"
—Ⓖ2—	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		
— W1 —	CITY OF IRVING	QL "B"
— W2 —	TOWN OF PROSPER	
— W3 —	CITY OF FRISCO	
— W4 —	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.

NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ BRIDGE RAILS WITH DRAINAGE SLOTS



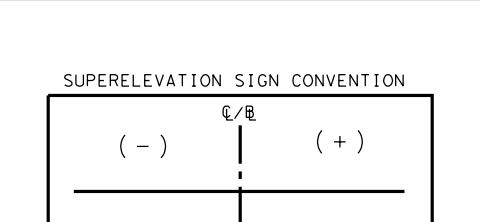
							CURVE DATA							
CURVE NAME	CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
380ML	380ML_13	1263+18.55	7,131,660.27	2,496,963.41	2° 00′ 47.78" LT	14,580.00′	0° 23′ 34.71"	256.18′	512.32′	N 88° 30′ 12.42" E	512.29′	1260+62.36	1265+74.68	N 89° 30′ 36.31" E	N 87° 29′ 48.54" E
	380ML_14	1268+30.86	7,131,682.65	2,497,475.29	2° 00′ 47.78" RT	14,580.00′	0° 23′ 34.71"	256.18′	512.32′	N 88° 30′ 12.42" E	512.29′	1265+74.68	1270+86.99	N 87° 29′ 48.54" E	N 89° 30′ 36.31" E
380EB	380EB_13	4263+19.59	7,131,632.28	2,496,964.14	2° 00′ 47.78" LT	14,608.00′	0° 23′ 32.00"	256.68′	513.30′	N 88° 30′ 12.42" E	513.27′	4260+62.91	4265+76.21	N 89° 30′ 36.31" E	N 87° 29′ 48.54" E
	380EB_14	4268+31.90	7,131,654.66	2,497,476.02	2° 00′ 47.78" RT	14,552.00′	0° 23′ 37.43"	255.69′	511.33′	N 88° 30′ 12.42" E	511.31′	4265+76.21	4270+87.54	N 87° 29′ 48.54" E	N 89° 30′ 36.31" E
	380EB_15	4285+63.00	7,131,669.46	2,499,207.10	6° 54′ 08.98" LT	7,028.00′	0° 48′ 54.90"	423.85′	846.67′	N 86° 03′ 31.82" E	846.16′	4281+39.15	4289+85.82	N 89° 30′ 36.31" E	N 82° 36′ 27.33" E
380WB	380WB_15	5263+18.26	7,131,688.27	2,496,962.68	2° 00′ 47.78" LT	14,552.00′	0° 23′ 37.43"	255.69′	511.33′	N 88° 30′ 12.42" E	511.31′	5260+62.57	5265+73.90	N 89° 30′ 36.31" E	N 87° 29′ 48.54" E
	380WB_16	5268+30.58	7,131,710.65	2,497,474.55	2° 00′ 47.78" RT	14,608.00′	0° 23′ 32.00"	256.68′	513.30′	N 88° 30′ 12.42" E	513.27′	5265+73.90	5270+87.20	N 87° 29′ 48.54" E	N 89° 30′ 36.31" E
	380WB_17	5285+59.28	7,131,725.43	2,499,203.25	6° 54′ 08.98" LT	6,972.00′	0° 49′ 18.47"	420.47′	839.93′	N 86° 03′ 31.82" E	839.42′	5281+38.81	5289+78.73	N 89° 30′ 36.31" E	N 82° 36′ 27.33" E
380EFR01	380EFR01_18	2268+71.88	7,131,512.00	2,497,282.53	3° 14′ 55.68" LT	6,500.00′	0° 52′ 53.30"	184.33′	368.56′	N 87° 53′ 08.47" E	368.52′	2266+87.55	2270+56.11	N 89° 30′ 36.31" E	N 86° 15′ 40.63" E
	380EFR01_19	2271+89.40	7,131,532.71	2,497,599.47	3° 14′ 55.68" RT	4,700.00′	1° 13′ 08.61"	133.29′	266.50′	N 87° 53′ 08.47" E	266.46′	2270+56.11	2273+22.61	N 86° 15′ 40.63" E	N 89° 30′ 36.31" E
	380EFR01_20	2287+70.09	7,131,546.22	2,499,180.18	7° 31′ 07.68" LT	6,500.00′	0° 52′ 53.30"	427.10′	852.98′	N 85° 45′ 02.47" E	852.37′	2283+42.99	2291+95.97	N 89° 30′ 36.31" E	N 81° 59′ 28.63" E
	380EFR01_21	2301+78.42	7,131,742.61	2,500,575.98	7° 29′ 40.72" RT	15,000.00′	0° 22′ 55.10"	982.45′	1,962.09′	N 85° 44′ 18.99" E	1,960.69′	2291+95.97	2311+58.06	N 81° 59′ 28.63" E	N 89° 29′ 09.36" E
380WFR01	380WFR01_10	3261+46.51	7,131,809.32	2,496,734.21	3° 14′ 55.68" LT	4,700.00′	1° 13′ 08.61"	133.29′	266.50′	N 87° 53′ 08.47" E	266.46′	3260+13.23	3262+79.73	N 89° 30′ 36.31" E	N 86° 15′ 40.63" E
	380WFR01_11	3264+64.06	7,131,830.03	2,497,051.15	3° 14′ 55.68" RT	6,500.00′	0° 52′ 53.30"	184.33′	368.56′	N 87° 53′ 08.47" E	368.52′	3262+79.73	3266+48.29	N 86° 15′ 40.63" E	N 89° 30′ 36.31" E
	380WFR01_12	3285+27.14	7,131,847.67	2,499,114.26	6° 48′ 55.73" LT	6,000.00′	0° 57′ 17.75"	357.28′	713.72′	N 86° 06′ 08.45" E	713.29′	3281+69.87	3288+83.58	N 89° 30′ 36.31" E	N 82° 41′ 40.58" E
REX04	REX04_2	14+90.55	7,131,544.77	2,494,942.73	3° 04′ 30.82" LT	7,900.00′	0° 43′ 30.95"	212.06′	424.02′	S 88° 24′ 03.78" E	423.96′	12+78.49	17+02.51	S 86° 51′ 48.37" E	S 89° 56′ 19.19" E
	REX04_3	19+35.14	7,131,544.29	2,495,387.42	4° 40′ 26.87" RT	5,700.00′	1° 00′ 18.68"	232.63′	465.00′	S 87° 36′ 05.76" E	464.87′	17+02.51	21+67.51	S 89° 56′ 19.19" E	S 85° 15′ 52.32" E
	REX04_4	22+58.77	7,131,517.55	2,495,710.20	5° 13′ 31.36" LT	2,000.00′	2° 51′ 53.24"	91.26′	182.40′	S 87° 52′ 38.00" E	182.34′	21+67.51	23+49.91	S 85° 15′ 52.32" E	N 89° 30′ 36.31" E
RWE04	RWE04_2	15+21.79	7,131,743.61	2,495,013.62	3° 34′ 47.36" RT	7,900.00′	0° 43′ 30.95"	246.87′	493.59′	N 87° 43′ 12.64" E	493.51′	12+74.91	17+68.50	N 85° 55′ 48.96" E	N 89° 30′ 36.31" E
	RWE04_3	20+79.85	7,131,748.38	2,495,571.82	4° 54′ 56.55" LT	5,700.00′	1° 00′ 18.68"	244.67′	489.03′	N 87° 03′ 08.04" E	488.88′	18+35.18	23+24.21	N 89° 30′ 36.31" E	N 84° 35′ 39.76" E
	RWE04_4	24+52.99	7,131,783.56	2,495,943.60	4° 54′ 56.55" RT	3,000.00′	1° 54′ 35.49"	128.77′	257.39′	N 87° 03′ 08.04" E	257.31′	23+24.21	25+81.60	N 84° 35′ 39.76" E	N 89° 30′ 36.31" E
REE05	REE05_1	11+29.20	7,131,525.04	2,496,586.05	4° 55′ 55.01" LT	3,000.00′	1° 54′ 35.49"	129.20′	258.24′	N 87° 02′ 38.81" E	258.16′	10+00.00	12+58.24	N 89° 30′ 36.31" E	N 84° 34′ 41.30" E
	REE05_2	15+00.23	7,131,560.12	2,496,955.59	3° 30′ 32.95" RT	7,900.00′	0° 43′ 30.95"	242.00′	483.85′	N 86° 19′ 57.78" E	483.77′	12+58.24	17+42.08	N 84° 34′ 41.30" E	N 88° 05′ 14.26" E
	REE05_3	24+36.27	7,131,591.36	2,497,891.25	2° 08′ 26.70" LT	7,900.00′	0° 43′ 30.95"	147.60′	295.17′	N 87° 01′ 00.91" E	295.15′	22+88.67	25+83.84	N 88° 05′ 14.26" E	N 85° 56′ 47.56" E
	REE05_4	27+39.38	7,131,612.79	2,498,193.64	3° 33′ 48.76" RT	5,000.00′	1° 08′ 45.30"	155.54′	310.98′	N 87° 43′ 41.94" E	310.93′	25+83.84	28+94.82	N 85° 56′ 47.56" E	N 89° 30′ 36.31" E
RWX05	RWX05_1	10+48.09	7,131,794.48	2,496,792.92	5° 14′ 41.12" RT	1,050.00′	5° 27′ 24.27"	48.09′	96.12′	S 89° 36′ 49.66" E	96.08′	10+00.00	10+96.12	N 87° 45′ 49.78" E	S 86° 59′ 29.10" E
	RWX05_2	13+37.38	7,131,779.29	2,497,081.88	3° 29′ 54.59" LT	7,900.00′	0° 43′ 30.95"	241.26′	482.38′	S 88° 44′ 26.39" E	482.30′	10+96.12	15+78.49	S 86° 59′ 29.10" E	N 89° 30′ 36.31" E
	RWX05_3	21+54.52	7,131,786.28	2,497,899.14	3° 29′ 43.99" RT	7,900.00′	0° 43′ 30.95"	241.06′	481.97′	S 88° 44′ 31.69" E	481.90′	19+13.46	23+95.43	N 89° 30′ 36.31" E	S 86° 59′ 39.70" E
	RWX05_4	25+48.00	7,131,765.64	2,498,292.23	3° 29′ 43.99" LT	5,000.00′	1° 08′ 45.30"	152.57′	305.04′	S 88° 44′ 31.69" E	305.00′	23+95.43	27+00.47	S 86° 59′ 39.70" E	N 89° 30′ 36.31" E
REX05	REX05_1	11+09.76	7,131,685.49	2,499,707.28	2° 30′ 54.30" RT	5,000.00′	1° 08′ 45.30"	109.76′	219.48′	N 84° 09′ 09.92" E	219.46′	10+00.00	12+19.48	N 82° 53′ 42.77" E	N 85° 24′ 37.07" E
RWE05	RWE05_1	11+49.44	7,131,853.18	2,499,814.83	3° 25′ 25.70" LT	5,000.00′	1° 08′ 45.30"	149.44′	298.78′	N 80° 53′ 44.48" E	298.74′	10+00.00	12+98.78	N 82° 36′ 27.33" E	N 79° 11′ 01.63" E
UCTW	UCTW_1	10+70.08	7,131,595.82	2,498,548.10	90° 03′ 43.85" LT	70.00′	81° 51′ 04.01"	70.08′	110.03′	N 44° 28′ 44.39" E	99.05′	10+00.00	11+10.03	N 89° 30′ 36.31" E	N 0° 33′ 07.54" W
	UCTW_2	12+65.97	7,131,821.83	2,498,546.93	90° 45′ 43.92" LT	70.00′	81° 51′ 04.01"	70.94′	110.89′	N 45° 06′ 52.78" W	99.65′	11+95.03	13+05.92	N 0° 15′ 59.18" E	S 89° 30′ 15.26" W
UCTE	UCTE_1	10+69.41	7,131,789.14	2,498,746.24	89° 30′ 42.01" LT	70.00′	81° 51′ 04.01"	69.41′	109.36′	S 44° 12′ 13.46" W	98.57′	10+00.00	11+09.36	S 88° 57′ 34.47" W	S 0° 33′ 07.54" W
	UCTE_2	12+65.97	7,131,563.12	2,498,747.40	91° 20′ 50.11" LT	70.00′	81° 51′ 04.01"	71.67′	111.60′	S 45° 24′ 25.54" E	100.15′	11+94.31	13+05.91	S 0° 15′ 59.52" W	N 88° 55′ 09.41" E

TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
LEFT TURN BAY LENGTHS				
L11	200′	345′	47′	592′
L12	250′	345′	37′	632′
RIGHT TURN BAY LENGTHS				
R15	100′	345′	664′	1009′

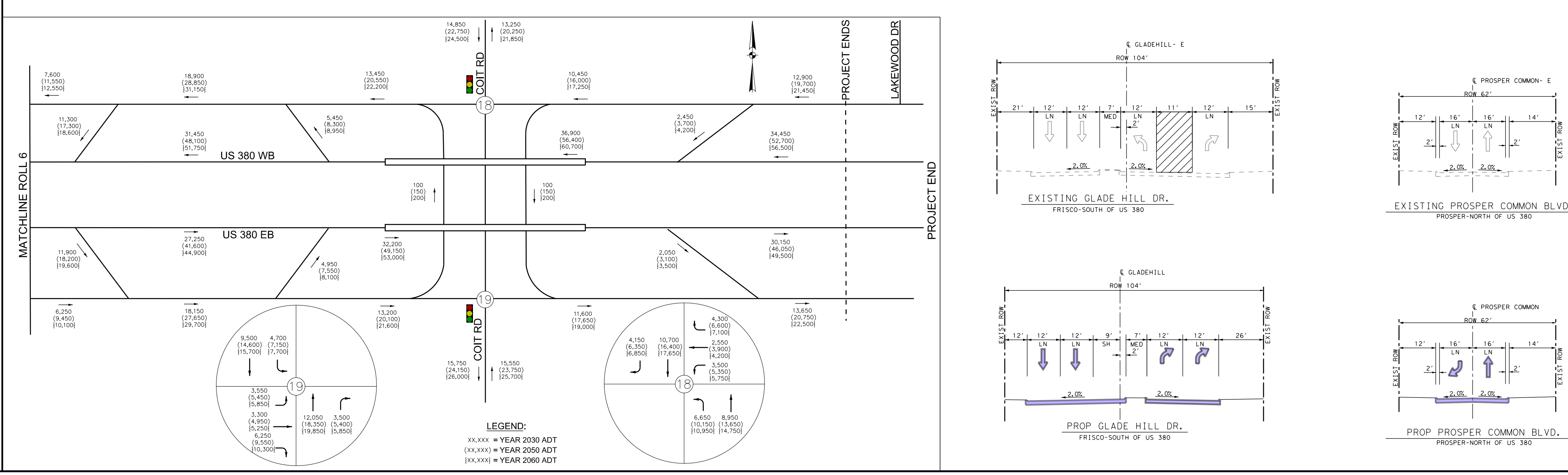
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EB	4278+60.00	-2.50%	4281+89.00	2.83%
380EB	4289+36.00	2.83%	4292+65.00	-2.50%
380WB	5281+21.00	2.50%	5281+42.00	2.83%
380WB	5289+75.00	2.83%	5289+96.00	2.50%
380EFR01	2278+03.00	-2.00%	2280+68.00	1.99%
380EFR01	2284+10.00	1.99%	2286+75.00	-2.00%
380WFR01	3276+49.00	2.00%	3278+88.00	-1.60%
380WFR01	3282+28.00	-1.60%	3284+67.00	2.00%

SUPERELEVATION SIGN CONVENTION



ID #	SITE ADDRESS	OWNER	OCCUPANT
71	US 380 FRISCO, TX 75034	124 FRISCO PROPERTY LLC	
72	US 380 FRISCO, TX 75034	SANGANI PROPERTIES II LP	
73	RICHLAND BLVD TX	38 PROSPER PARTNERS LLC	
74	US 380 FRISCO, TX 75034	124 FRISCO PROPERTY LLC	
75	US 380 FRISCO, TX 75034	SANGANI PROPERTIES II LP	
76	US 380 FRISCO, TX 75034	SANGANI PROPERTIES II LP	
77	US 380 PROSPER, TX 75078	TR 38 ACRES LLC	
78	US 380 PROSPER, TX 75078	IRVING CITY OF	
79	COUNTY ROAD 72 FRISCO TX 75035	ST CHARLES APARTMENTS INC	
80	2111 E UNIVERSITY DR PROSPER TX 75078	SHOQUIST INVESTMENTS II LP	
81	2151 E UNIVERSITY DR PROSPER TX 75078	HALLE PROPERTIES LLC	
82	1241 PROSPER COMMONS BLVD PROSPER TX 75078	PS LPT PROPERTIES INVESTORS	
83	2171 US 380 PROSPER TX 75078	QUICK N CLEAN 61 LLC	
84	2201 E UNIVERSITY DR PROSPER TX 75078	NEIGHBORHOOD CREDIT UNION	
85	US 380 PROSPER TX 75078	380 PROFESSIONAL PARK LP	
86	2251 E UNIVERSITY DR PROSPER TX 75078	CFT NV DEVELOPMENTS LLC	
87	US 380 PROSPER TX 75078	JAI AMBE REALTY INC	
88	2331 E UNIVERSITY DR PROSPER TX 75078	PAT CROW DIDO LP	
89	US 380 PROSPER TX 75078	3EIGHTY COIT PARTNERS LP	
90	US 380 FRISCO TX	THREE CORNERS PLAZA LLC	
91	2281 E UNIVERSITY DR PROSPER TX 75078	SHOPS AT THREE EIGHTY LLC	
92	2361 E UNIVERSITY DR PROSPER TX 75078	SHOPS AT THREE EIGHTY LLC	
93	2281 E UNIVERSITY DR PROSPER TX 75078	SHOPS AT THREE EIGHTY LLC	
94	MCKINNEY TX 75071	TEXAS REPUBLIC REALTY LTD	
95	COIT RD PROSPER TX	NADG/SHOP PROSPER LP	
96	2451 E UNIVERSITY DR PROSPER TX 75078	SAND PHARMACY PROSPER 10641 LLC	
97	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
98	RICHLAND BLVD PROSPER TX	UNITED SUPERMARKETS LLC	
99	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
100	US 380 PROSPER TX 75078	UNITED SUPERMARKETS LLC	
101	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
102	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	



TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 7 OF 26

ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
US 380 70 MPH URBAN FREEWAY
DALLAS NORTH TOLLWAY 70 MPH URBAN FREEWAY
SH 289 (PRESTON RD) 55 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

LOCATION MAP
N.T.S.
INDEX OF SHEETS

TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT
90% 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

HORIZONTAL
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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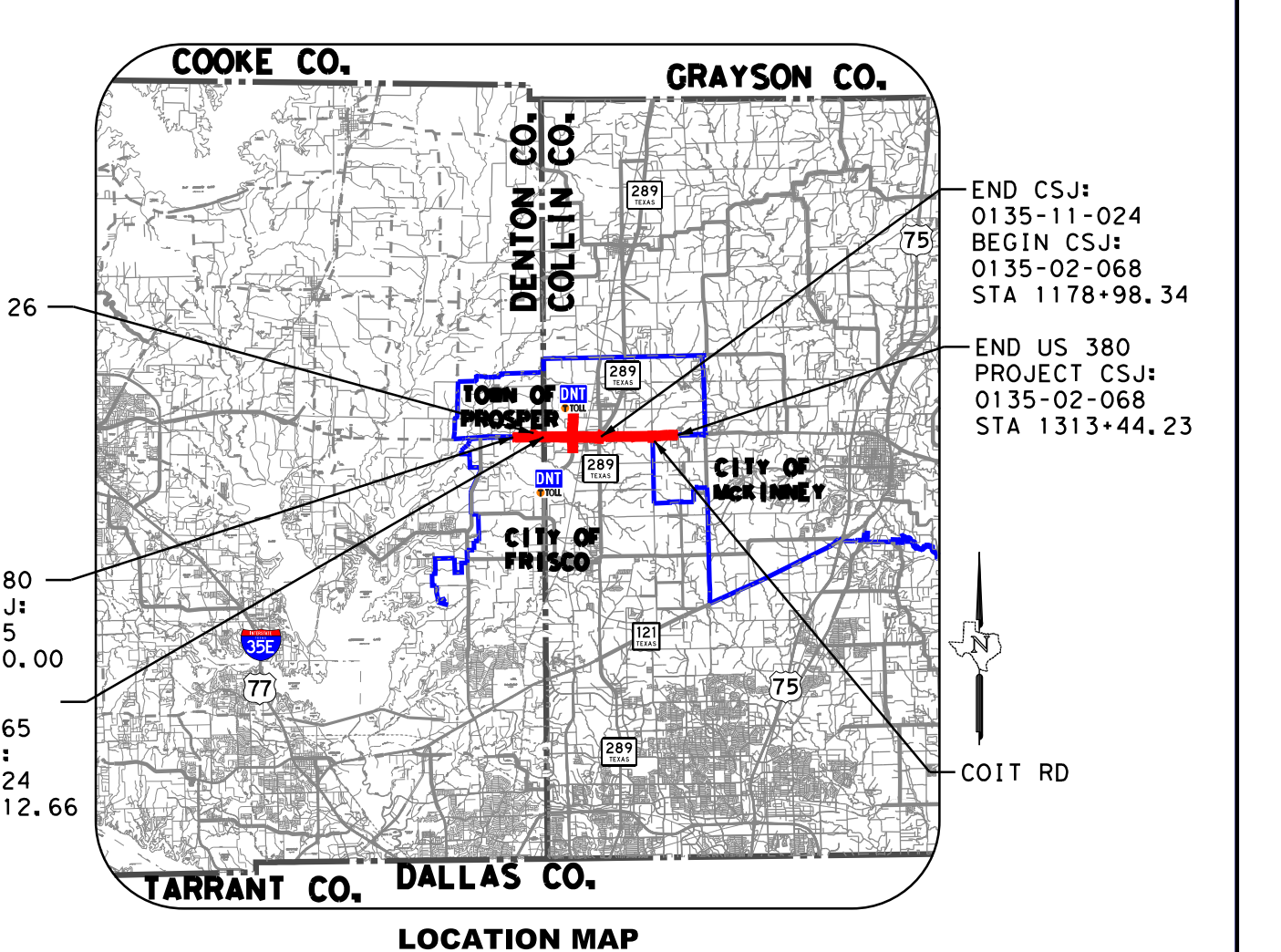
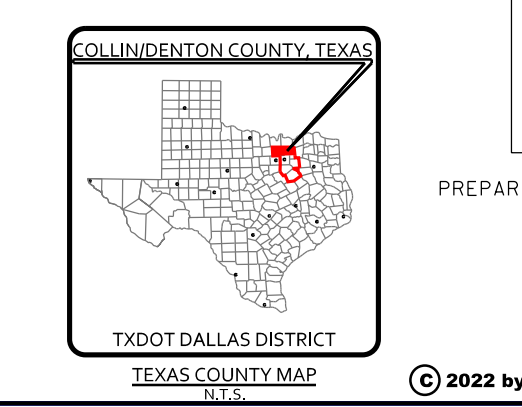




TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

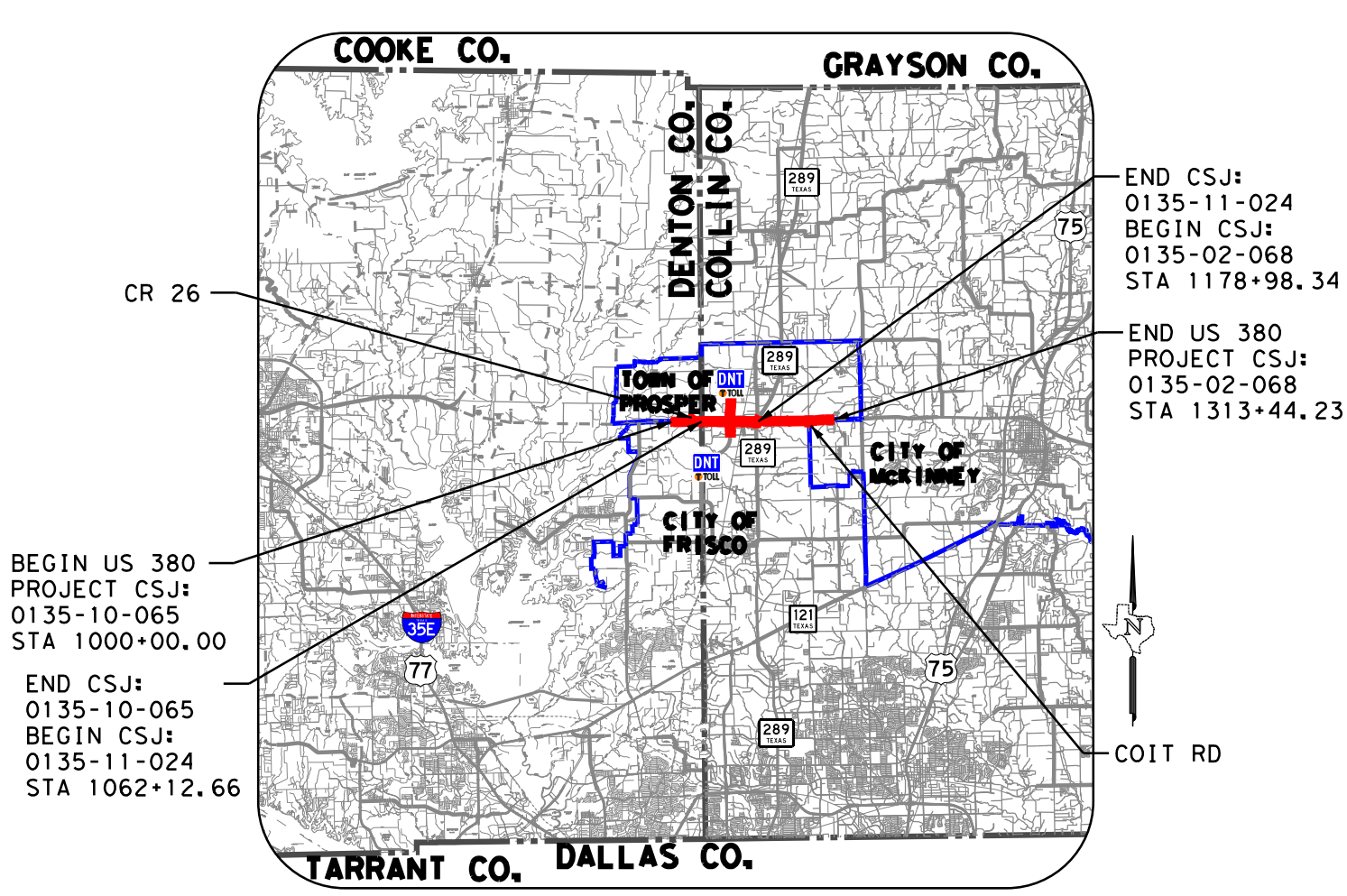
COLLIN AND DENTON COUNTY, TEXAS

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 8 OF 26

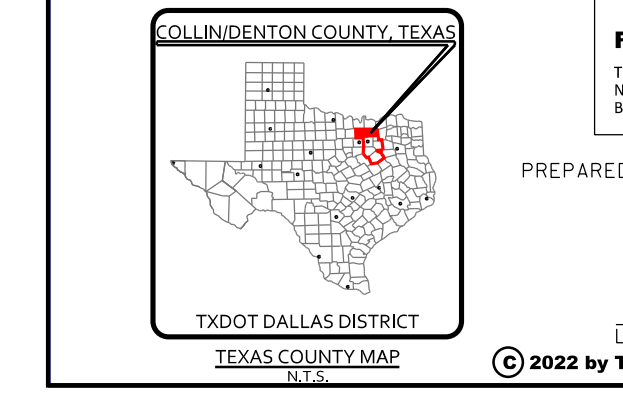
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS


COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT

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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

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

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DALLAS, TX 75201-3136
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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 ACCESS DENIAL
----	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 ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
——	PROPOSED PRELIMINARY NOISE 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

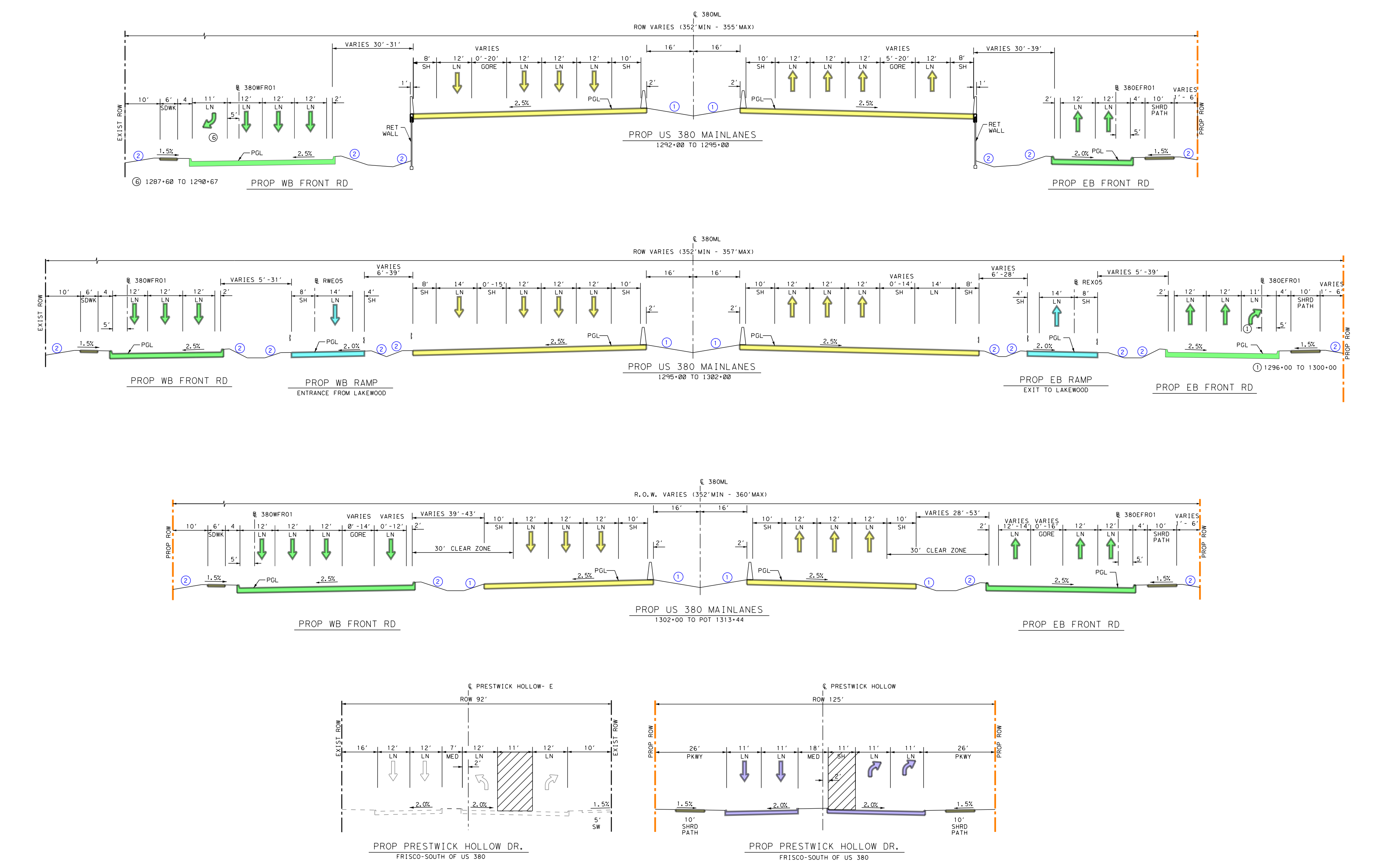
UTILITY LEGEND

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		
—W1—	CITY OF IRVING	QL "B"
—W2—	TOWN OF PROSPER	
—W3—	CITY OF FRISCO	
—W4—	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.

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



CURVE DATA

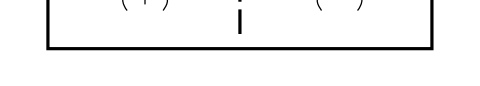
CURVE NAME	CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
380ML	380ML_16	1299+21.68	7,131,872.68	2,500,555.80	6° 41′ 30.79" RT	7,000.00′	0° 49′ 06.64"	409.25′	817.57′	N 85° 57′ 12.73" E	817.10′	1295+12.43	1303+30.00	N 82° 36′ 27.33" E	N 89° 17′ 58.13" E
380EB	380EB_16	4299+23.96	7,131,844.70	2,500,557.77	6° 41′ 30.79" RT	6,972.00′	0° 49′ 18.47"	407.61′	814.30′	N 85° 57′ 12.73" E	813.84′	4295+16.35	4303+30.65	N 82° 36′ 27.33" E	N 89° 17′ 58.13" E
380WB	380WB_18	5299+20.15	7,131,900.65	2,500,553.82	6° 41′ 30.79" RT	7,028.00′	0° 48′ 54.90"	410.89′	820.84′	N 85° 57′ 12.73" E	820.37′	5295+09.26	5303+30.10	N 82° 36′ 27.33" E	N 89° 17′ 58.13" E
380EFR01	380EFR01_21	2301+78.42	7,131,742.61	2,500,575.98	7° 29′ 40.72" RT	15,000.00′	0° 22′ 55.10"	982.45′	1,962.09′	N 85° 44′ 18.99" E	1,960.69′	2291+95.97	2311+58.06	N 81° 59′ 28.63" E	N 89° 29′ 09.36" E
380WFR01	380WFR01_13	3299+03.25	7,132,022.76	2,500,480.03	6° 36′ 17.54" RT	7,151.00′	0° 48′ 04.42"	412.63′	824.34′	N 85° 59′ 49.35" E	823.89′	3294+90.62	3303+14.96	N 82° 41′ 40.58" E	N 89° 17′ 58.13" E
	380WFR01_14	3308+34.97	7,132,034.16	2,501,412.59	2° 32′ 22.46" RT	6,500.00′	0° 52′ 53.30"	144.08′	288.11′	S 89° 25′ 50.65" E	288.08′	3306+90.89	3309+79.00	N 89° 17′ 58.13" E	S 88° 09′ 39.42" E
	380WFR01_15	3310+83.17	7,132,026.20	2,501,660.72	2° 32′ 22.46" LT	4,700.00′	1° 13′ 08.61"	104.18′	208.32′	S 89° 25′ 50.65" E	208.31′	3309+79.00	3311+87.32	S 88° 09′ 39.42" E	N 89° 17′ 58.13" E
REX05	REX05_2	21+73.25	7,131,770.61	2,500,767.39	5° 59′ 03.17" RT	5,700.00′	1° 00′ 18.68"	297.94′	595.33′	N 88° 24′ 03.30" E	595.06′	18+75.31	24+70.64	N 85° 24′ 31.72" E	S 88° 36′ 25.11" E
	REX05_3	25+53.32	7,131,761.36	2,501,147.90	3° 09′ 26.66" LT	3,000.00′	1° 54′ 35.49"	82.68′	165.32′	N 89° 48′ 51.56" E	165.30′	24+70.64	26+35.96	S 88° 36′ 25.11" E	N 88° 14′ 08.23" E
RWE05	RWE05_1	11+49.44	7,131,853.18	2,499,814.83	3° 25′ 25.70" LT	5,000.00′	1° 08′ 45.30"	149.44′	298.78′	N 80° 53′ 44.48" E	298.74′	10+00.00	12+98.78	N 82° 36′ 27.33" E	N 79° 11′ 01.63" E
	RWE05_2	16+01.61	7,131,938.05	2,500,259.06	4° 23′ 25.64" RT	7,900.00′	0° 43′ 30.95"	302.83′	605.36′	N 81° 22′ 44.45" E	605.21′	12+98.78	19+04.14	N 79° 11′ 01.63" E	N 83° 34′ 27.27" E
	RWE05_3	22+32.87	7,132,008.73	2,500,886.65	5° 43′ 30.86" RT	3,000.00′	1° 54′ 35.49"	150.01′	299.77′	N 86° 26′ 12.70" E	299.65′	20+82.86	23+82.63	N 83° 34′ 27.27" E	N 89° 17′ 58.13" E

ID #	SITE ADDRESS	OWNER NAME	OCCUPANT
94	MCKINNEY TX 75071	TEXAS REPUBLIC REALTY LTD	
102	US 380 PROSPER TX	NADG/SHOP PROSPER LP	
103	W US 380 TX	RELIABLE TEP PARTNERS LLC	
104	PRESTWICK HOLLOW DR MCKINNEY TX	PRESTWYCK HOMEOWNERS ASSOCIATION INC	
105	US 380 PROSPER TX 75078	COTHRAN MALIBU LP	
106	US 380 PROSPER TX 75078	55 PROSPER LP	
107	MCKINNEY TX 75071	PRESTWYCK HOMEOWNERS ASSOCIATION INC	
108	1905 ELITE RD MCKINNEY TX 75071	DIETERMAN JONATHAN & CHRISTY L	
109	1909 ELITE RD MCKINNEY TX 75071	WANG QIANG & JUN SHAN	
110	1913 ELITE RD MCKINNEY TX 75071	RICHARDS MOLLY ANN &	
111	11828 HAMPTONBROOK DR MCKINNEY TX 75071	GAIME PAMELA K	
112	11824 HAMPTONBROOK DR MCKINNEY TX 75071	MAHAL BIKRAM J & RAVINDER KAUR	
113	11820 HAMPTONBROOK DR MCKINNEY TX 75071	LAM SHUNG YAN &	
114	11816 HAMPTONBROOK DR MCKINNEY TX 75071	JAYARAMAN SWAMINATHAN	
115	11812 HAMPTONBROOK DR MCKINNEY TX 75071	CANTRELL MELISSA M &	
116	11808 HAMPTONBROOK DR MCKINNEY TX 75071	COOPER DAVID W	
117	11804 HAMPTONBROOK DR MCKINNEY TX 75071	GIBSON MARY &	
118	11800 HAMPTONBROOK DR MCKINNEY TX 75071	ERADHEE AMMAR AL & RAFAN GHALEB	
119	11736 HAMPTONBROOK DR MCKINNEY TX 75071	GAINES MICHAEL &	
120	11732 HAMPTONBROOK DR MCKINNEY TX 75071	HOLGUIN JULIO ANTONIO &	
121	11728 HAMPTONBROOK DR MCKINNEY TX 75071	MCGUIRE PATRICK	
122	11724 HAMPTONBROOK DR MCKINNEY TX 75071	HUANG XU	
123	11720 HAMPTONBROOK DR MCKINNEY TX 75071	MCNATT BECKY KAY & JAMES	
124	11716 HAMPTONBROOK DR MCKINNEY TX 75071	SATTER KEVIN M	
125	11712 HAMPTONBROOK DR MCKINNEY TX 75071	MATHERNE MATTHEW S & ALISA R	
126	11708 HAMPTONBROOK DR MCKINNEY TX 75071	WISE JASON S & SAMANTHA R	
127	11821 HAMPTONBROOK DR MCKINNEY TX 75071	GADAM MOHAN SHYAM &	
128	11817 HAMPTONBROOK DR MCKINNEY TX 75071	DAIH JACK &	
129	11813 HAMPTONBROOK DR MCKINNEY TX 75071	THYAGARAJAN SRINAATH &	
130	11809 HAMPTONBROOK DR MCKINNEY TX 75071	ACQUAYE SAMUEL & SHEBA ASHITEY	
131	11805 HAMPTONBROOK DR MCKINNEY TX 75071	LAKSHMINARAYAN MANJUNATH SUBBANNACHARYA & BHAVYA MANJUNATH	
132	11801 HAMPTONBROOK DR MCKINNEY TX 75071	JUFFO AYLA	
133	1916 ABBEYGALE DR MCKINNEY TX 75071	STEPHENS DIANE HODGES	
134	11713 HAMPTONBROOK DR MCKINNEY TX 75071	CHITRANSHI AMITOSH & RAKSHA SHRIVASTAV	
135	MCKINNEY TX 75071	PARCEL 1707 HOMEOWNERS ASSOCIATION	
136	1913 JACE DR MCKINNEY TX 75071	WRIGHT ALINA M &	
137	1917 JACE DR MCKINNEY TX 75071	DAVIS MARK A & LYNDA LANDERS	
138	1920 JACE DR MCKINNEY TX 75071	SHROATS BENJAMIN H &	
139	1916 JACE DR MCKINNEY TX 75071	ANDERSON RAMONYA D &	
140	1912 JACE DR MCKINNEY TX 75071	SANTOS- SANTANA ANA CAROLINA &	
141	PROSPER TX	55 PROSPER LP	
142	16435 W RED OAK CIR MCKINNEY TX 75071	OLIVER BRUCE E	
143	16485 W RED OAK CIR MCKINNEY TX 75071	SAKHAEE KHASHAYAR	
144	13905 N RED OAK CIR MCKINNEY TX 75071	BUHAY PETER &	
145	13955 N RED OAK CIR MCKINNEY TX 75071	VAN TASSELL FRANCES	
146	14005 N RED OAK CIR MCKINNEY TX 75071	THOMPSON RICHARD D ETUX	
147	14055 N RED OAK CIR MCKINNEY TX 75071	BIUS GORDON R & CATHERINE - LE	
148	14105 N RED OAK CIR MCKINNEY TX 75071	ESMAILI MAHMOOD R	
149	14155 N RED OAK CIR MCKINNEY TX 75071	FORTUNE GERSHWYN	
150	14205 N RED OAK CIR MCKINNEY TX 75071	ROESCHLEY KEITH & MARCIE	
151	W UNIVERSITY DR PROSPER TX 75078	310 PROSPER LP	
152	16990 REDBUD DR MCKINNEY TX 75071	SMITH R L &	
153	16940 REDBUD DR MCKINNEY TX 75071	WARREN JAMES W & JERRI	
154	10753 W UNIVERSITY DR MCKINNEY TX 75071	STORY FAMILY TRUST U/T/A	
155	10753 W UNIVERSITY DR MCKINNEY TX 75071	STORY LIVING TRUST	
156	1865 PRIVATE ROAD 5312 MCKINNEY TX 75071	PHIPPS J B	

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EB	4289+36.00	2.83%	4292+65.00	-2.50%
380EB	4295+02.00	-2.50%	4295+19.00	-2.83%
380EB	4303+28.00	-2.83%	4303+45.00	-2.50%
380WB	5289+75.00	2.83%	5289+96.00	2.50%
380WB	5292+90.00	2.50%	5295+48.00	-2.83%
380WB	5302+91.00	-2.83%	5305+49.00	2.50%

SUPERELEVATION SIGN CONVENTION



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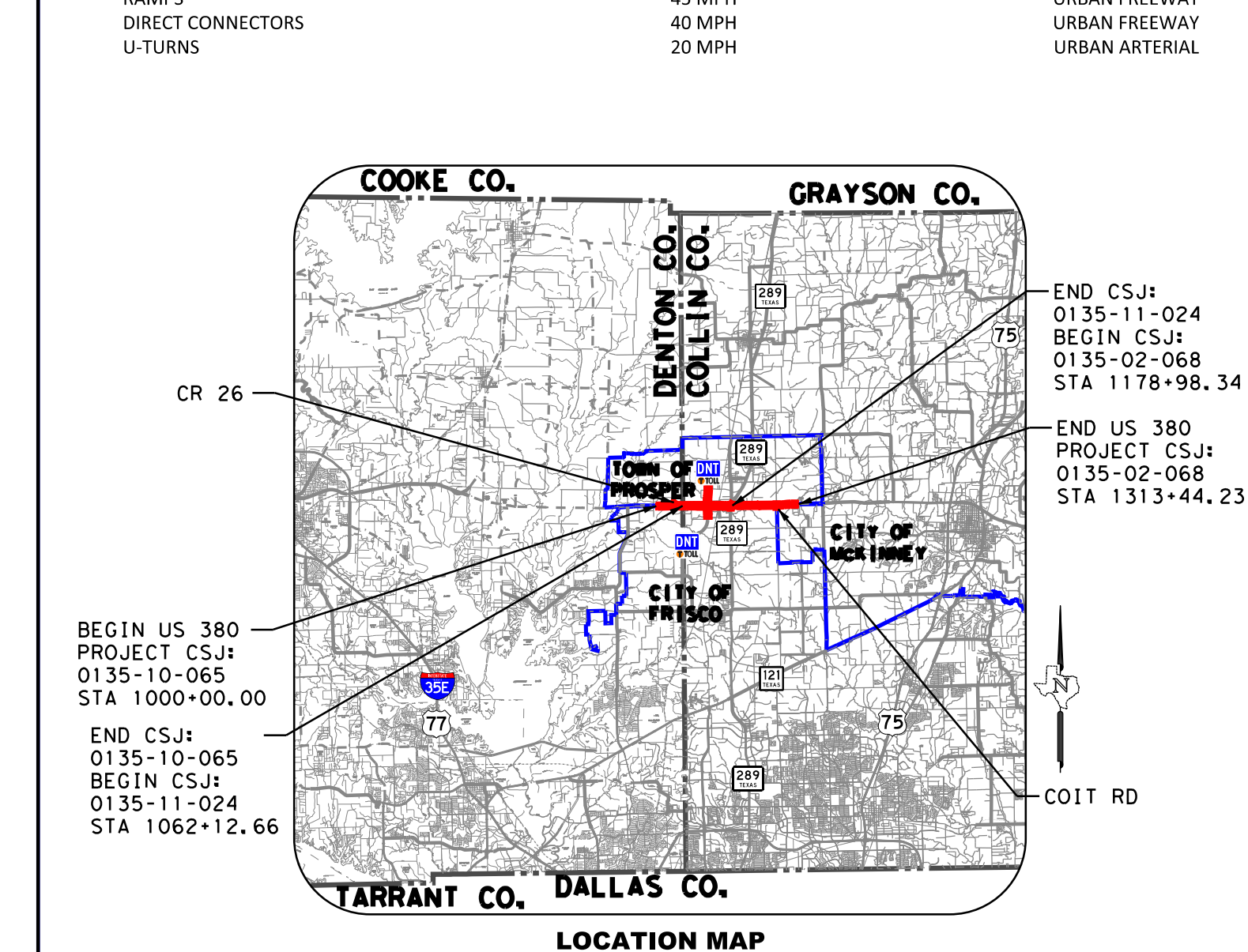

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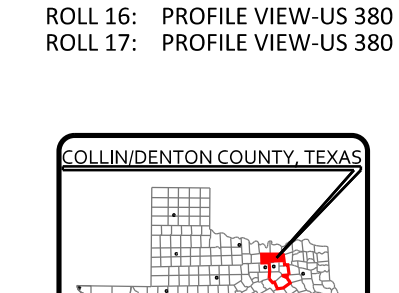
INDEX OF SHEETS

- 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
- ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
- ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
- ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
- ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
- ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
- ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
- ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
- ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
- ROLL 22: PROFILE VIEW-RAMPS
- ROLL 23: PROFILE VIEW-RAMPS
- ROLL 24: PROFILE VIEW-CROSS STREETS
- ROLL 25: PROFILE VIEW-U-TURNS
- ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



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

LICENSE NO. 111427 DATE

0 100 200
HORIZONTAL
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VERTICAL
GRAPHIC SCALES IN FEET

Jacobs
1999 BRYAN STREET, SUITE 1200
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

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 ACCESS DENIAL
- 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 ACCESS DENIAL
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE 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

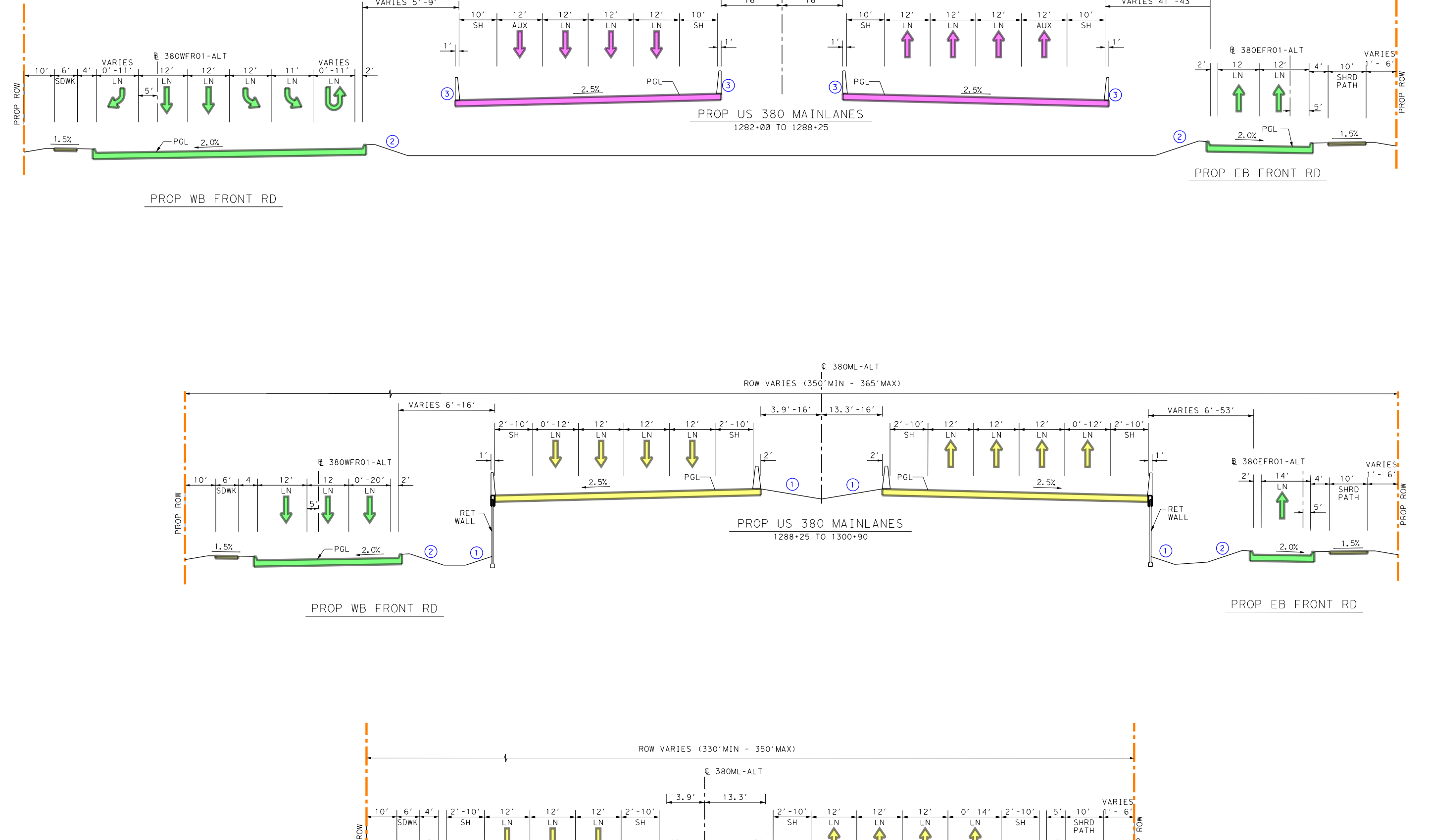
UTILITY LEGEND

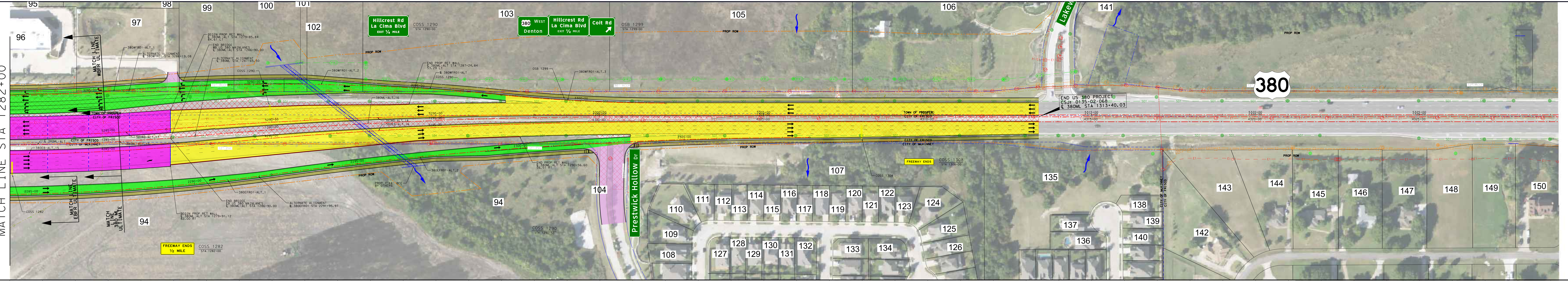
SYMBOL	UTILITY	
—X—X—	ABANDONED UTILITY	
——	PROPOSED UTILITY	
— —	UNKNOWN UTILITY	
COMMUNICATIONS		
C1	AT&T (FO/DUCT)	QL "B"
C2	AT&T (TELE)	
C3	MCI (FO/DUCT)	
C4	CITY OF IRVING (FO/DUCT)	
C5	SPECTRUM (FO/DUCT)	
C6	ZAYO (FO/DUCT)	
(C1)	AT&T (FO/DUCT)	QL "C"/QL "D"
(C2)	AT&T (TELE)	
(C3)	MCI (FO/DUCT)	
(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		
W1	CITY OF IRVING	QL "B"
W2	TOWN OF PROSPER	
W3	CITY OF FRISCO	
W4	CITY OF MCKINNEY	
(W1)	CITY OF IRVING	QL "C"/QL "D"
(W2)	TOWN OF PROSPER	
(W3)	CITY OF FRISCO	
(W4)	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.

NOTES:
① 6:1 DESIRABLE
4:1 MAX
② 4:1 DESIRABLE
3:1 MAX
③ BRIDGE RAILS WITH DRAINAGE SLOTS





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-ALT	380ML-ALT_15	1284+52.26	7,131,696.52	2,499,096.68	5° 07' 52.31" LT	7,000.00'	0° 49' 06.64"	313.66'	626.89'	N 86° 56' 40.16" E	626.68'	1281+38.60	1287+65.50	N 89° 30' 36.31" E	N 84° 22' 44.00" E
	380ML-ALT_16	1294+17.53	7,131,791.11	2,500,057.73	5° 07' 16.56" RT	14,580.00'	0° 23' 34.71"	652.04'	1,303.20'	N 86° 56' 22.28" E	1,302.77'	1287+65.50	1300+68.70	N 84° 22' 44.00" E	N 89° 30' 00.56" E
380EB-ALT	380EB-ALT_15	4284+76.26	7,131,668.72	2,499,120.37	5° 29' 32.75" LT	7,028.00'	0° 48' 54.90"	337.11'	673.71'	N 86° 45' 49.94" E	673.45'	4281+39.15	4288+12.86	N 89° 30' 36.31" E	N 84° 01' 03.57" E
	380EB-ALT_16	4295+10.96	7,131,776.61	2,500,149.94	5° 28' 56.99" RT	14,580.00'	0° 23' 34.71"	698.10'	1,395.13'	N 86° 45' 32.06" E	1,394.59'	4288+12.86	4302+07.99	N 84° 01' 03.57" E	N 89° 30' 00.56" E
380WB-ALT	380WB-ALT_17	5284+08.36	7,131,724.14	2,499,052.34	4° 25' 41.51" LT	6,972.00'	0° 49' 18.47"	269.56'	538.84'	N 87° 17' 45.56" E	538.71'	5281+38.81	5286+77.65	N 89° 30' 36.31" E	N 85° 04' 54.80" E
	380WB-ALT_18	5292+40.09	7,131,795.47	2,499,881.26	4° 25' 05.76" RT	14,580.00'	0° 23' 34.71"	562.43'	1,124.31'	N 87° 17' 27.68" E	1,124.03'	5286+77.65	5298+01.96	N 85° 04' 54.80" E	N 89° 30' 00.56" E
380EFR01-ALT	380EFR01-ALT_1	2287+90.15	7,131,546.40	2,499,200.23	7° 52' 14.83" LT	6,500.00'	0° 52' 53.30"	447.16'	892.91'	N 85° 34' 28.90" E	892.21'	2283+42.99	2292+35.90	N 89° 30' 36.31" E	N 81° 38' 21.49" E
	380EFR01-ALT_2	2300+60.38	7,131,731.30	2,500,458.36	7° 51' 39.07" RT	12,000.00'	0° 28' 38.87"	824.48'	1,646.37'	N 85° 34' 11.02" E	1,645.08'	2292+35.90	2308+82.27	N 81° 38' 21.49" E	N 89° 30' 00.56" E
380WFR01-ALT	380WFR01-ALT_1	3283+94.57	7,131,846.54	2,498,981.69	4° 17' 22.32" LT	6,000.00'	0° 57' 17.75"	224.70'	449.20'	N 87° 21' 55.15" E	449.09'	3281+69.87	3286+19.06	N 89° 30' 36.31" E	N 85° 13' 13.99" E
	380WFR01-ALT_2	3291+89.28	7,131,912.77	2,499,773.85	10° 01' 37.25" RT	6,500.00'	0° 52' 53.30"	570.22'	1,137.53'	S 89° 45' 57.38" E	1,136.08'	3286+19.06	3297+56.59	N 85° 13' 13.99" E	S 84° 45' 08.76" E
	380WFR01-ALT_3	3300+07.58	7,131,837.66	2,500,591.62	5° 44' 50.68" LT	5,000.00'	1° 08' 45.30"	250.99'	501.56'	S 87° 37' 34.10" E	501.35'	3297+56.59	3302+58.15	S 84° 45' 08.76" E	N 89° 30' 00.56" E

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
380EB-ALT	4278+60.00	-2.50%	4281+89.00	2.83%
380EB-ALT	4287+63.00	2.83%	4290+92.00	-2.50%
380WB-ALT	5281+21.00	2.50%	5281+42.00	2.83%
380WB-ALT	5286+74.00	2.83%	5286+95.00	2.50%

SUPERELEVATION SIGN CONVENTION

℄/℞	
(-)	(+)
(+)	(-)

ID #	SITE ADDRESS	OWNER NAME	OCCUPANT
88	2331 E UNIVERSITY DR PROSPER TX 75078	PAT CROW DIDO LP	
89	US 380 PROSPER TX 75078	3EIGHTY COIT PARTNERS LP	
90	US 380 FRISCO TX	THREE CORNERS PLAZA LLC	
94	MCKINNEY TX 75071	TEXAS REPUBLIC REALTY LTD	
96	2451 E UNIVERSITY DR PROSPER TX 75078	SAND PHARMACY PROSPER 10641 LLC	
97	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
99	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
100	US 380 PROSPER TX 75078	UNITED SUPERMARKETS LLC	
102	US 380 PROSPER TX 75078	NADG/SHOP PROSPER LP	
103	W US 380 TX	RELIABLE TEP PARTNERS LLC	
104	PRESTWICK HOLLOW DR MCKINNEY TX	PRESTWYCK HOMEOWNERS ASSOCIATION INC	
105	US 380 PROSPER TX 75078	COTHRAN MALIBU LP	
106	US 380 PROSPER TX 75078	55 PROSPER LP	
107	MCKINNEY TX 75071	PRESTWYCK HOMEOWNERS ASSOCIATION INC	
108	1905 ELITE RD MCKINNEY TX 75071	DIETERMAN JONATHAN & CHRISTY L	
109	1909 ELITE RD MCKINNEY TX 75071	WANG QIANG & JUN SHAN	
110	1913 ELITE RD MCKINNEY TX 75071	RICHARDS MOLLY ANN &	
111	11828 HAMPTONBROOK DR MCKINNEY TX 75071	GAIME PAMELA K	
112	11824 HAMPTONBROOK DR MCKINNEY TX 75071	MAHAL BIKRAM J & RAVINDER KAUR	
113	11820 HAMPTONBROOK DR MCKINNEY TX 75071	LAM SHUNG YAN &	
114	11816 HAMPTONBROOK DR MCKINNEY TX 75071	JAYARAMAN SWAMINATHAN	
115	11812 HAMPTONBROOK DR MCKINNEY TX 75071	CANTRELL MELISSA M &	
116	11808 HAMPTONBROOK DR MCKINNEY TX 75071	COOPER DAVID W	
117	11804 HAMPTONBROOK DR MCKINNEY TX 75071	GIBSON MARY &	
118	11800 HAMPTONBROOK DR MCKINNEY TX 75071	ERADHEE AMMAR AL & RAFAN GHALEB	
119	11736 HAMPTONBROOK DR MCKINNEY TX 75071	GAINES MICHAEL &	
120	11732 HAMPTONBROOK DR MCKINNEY TX 75071	HOLGUIN JULIO ANTONIO &	
121	11728 HAMPTONBROOK DR MCKINNEY TX 75071	MCGUIRE PATRICK	
122	11724 HAMPTONBROOK DR MCKINNEY TX 75071	HUANG XU	
123	11720 HAMPTONBROOK DR MCKINNEY TX 75071	MCNATT BECKY KAY & JAMES	
124	11716 HAMPTONBROOK DR MCKINNEY TX 75071	SATTER KEVIN M	
125	11712 HAMPTONBROOK DR MCKINNEY TX 75071	MATHERNE MATTHEW S & ALISA R	
126	11708 HAMPTONBROOK DR MCKINNEY TX 75071	WISE JASON S & SAMANTHA R	
127	11821 HAMPTONBROOK DR MCKINNEY TX 75071	GADAM MOHAN SHYAM &	
128	11817 HAMPTONBROOK DR MCKINNEY TX 75071	DAIH JACK &	
129	11813 HAMPTONBROOK DR MCKINNEY TX 75071	THYAGARAJAN SRINAATH &	
130	11809 HAMPTONBROOK DR MCKINNEY TX 75071	ACQUAYE SAMUEL & SHEBA ASHITEY	
131	11805 HAMPTONBROOK DR MCKINNEY TX 75071	LAKSHMINARAYAN MANJUNATH SUBBANNACHARYA & BHAVYA MANJUNATH	
132	11801 HAMPTONBROOK DR MCKINNEY TX 75071	JUFFO AYLA	
133	1916 ABBEYGALE DR MCKINNEY TX 75071	STEPHENS DIANE HODGES	
134	11713 HAMPTONBROOK DR MCKINNEY TX 75071	CHITRANSHI AMITOSH & RAKSHA SHRIVASTAV	
135	MCKINNEY TX 75071	PARCEL 1707 HOMEOWNERS ASSOCIATION	
136	1913 JACE DR MCKINNEY TX 75071	WRIGHT ALINA M &	
137	1917 JACE DR MCKINNEY TX 75071	DAVIS MARK A & LYNDA LANDERS	
138	1920 JACE DR MCKINNEY TX 75071	SHROATS BENJAMIN H &	
139	1916 JACE DR MCKINNEY TX 75071	ANDERSON RAMONYA D &	
140	1912 JACE DR MCKINNEY TX 75071	SANTOS- SANTANA ANA CAROLINA &	
141	PROSPER TX	55 PROSPER LP	
142	16435 W RED OAK CIR MCKINNEY TX 75071	OLIVER BRUCE E	
143	16485 W RED OAK CIR MCKINNEY TX 75071	SAKHAEE KHASHAYAR	
144	13905 N RED OAK CIR MCKINNEY TX 75071	BUHAY PETER &	
145	13955 N RED OAK CIR MCKINNEY TX 75071	VAN TASSELL FRANCES	
146	14005 N RED OAK CIR MCKINNEY TX 75071	THOMPSON RICHARD D ETUX	
147	14055 N RED OAK CIR MCKINNEY TX 75071	BIUS GORDON R & CATHERINE - LE	
148	14105 N RED OAK CIR MCKINNEY TX 75071	ESMAILI MAHMOOD R	
149	14155 N RED OAK CIR MCKINNEY TX 75071	FORTUNE GERSHWYN	
150	14205 N RED OAK CIR MCKINNEY TX 75071	ROESCHLEY KEITH & MARCIE	
151	W UNIVERSITY DR PROSPER TX 75078	310 PROSPER LP	
152	16990 REDBUD DR MCKINNEY TX 75071	SMITH R L &	
153	16940 REDBUD DR MCKINNEY TX 75071	WARREN JAMES W & JERRI	
154	10753 W UNIVERSITY DR MCKINNEY TX 75071	STORY FAMILY TRUST U/T/A	
155	10753 W UNIVERSITY DR MCKINNEY TX 75071	STORY LIVING TRUST	
156	1865 PRIVATE ROAD 5312 MCKINNEY TX 75071	PHIPPS J B	

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 9 OF 26
LOCATION MAP
N.T.S.
INDEX OF SHEETS
90% SUBMITTAL
FOR INTERIM REVIEW ONLY
Jacobs
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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

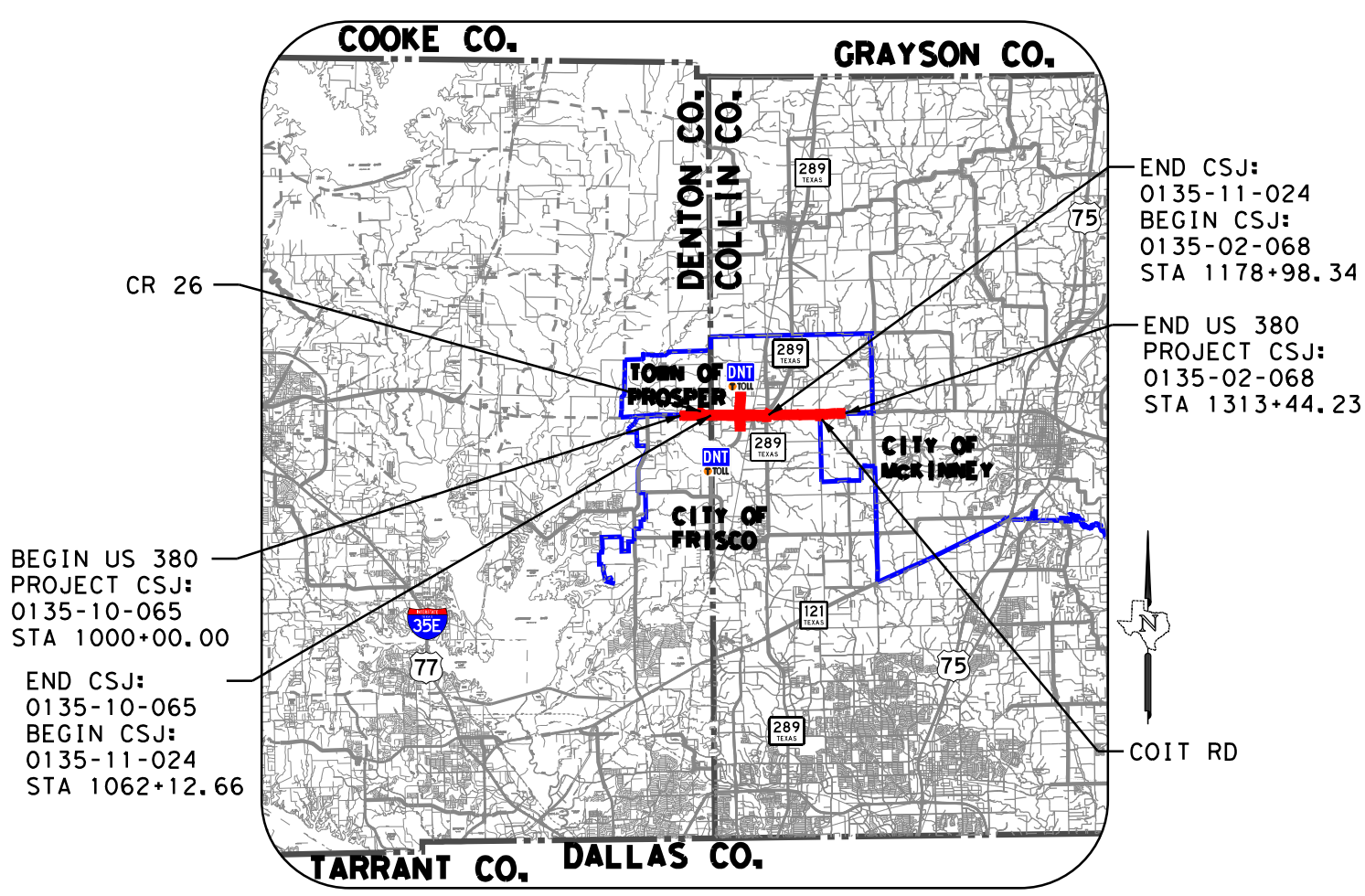
COLLIN AND DENTON COUNTY, TEXAS

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 10 OF 26

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 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



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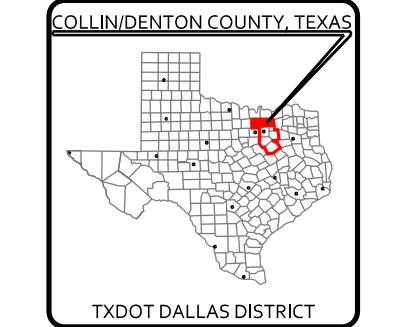

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GRAPHIC SCALES IN FEET

Jacobs
1999 BRYAN STREET, SUITE 1200
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

LEGEND:

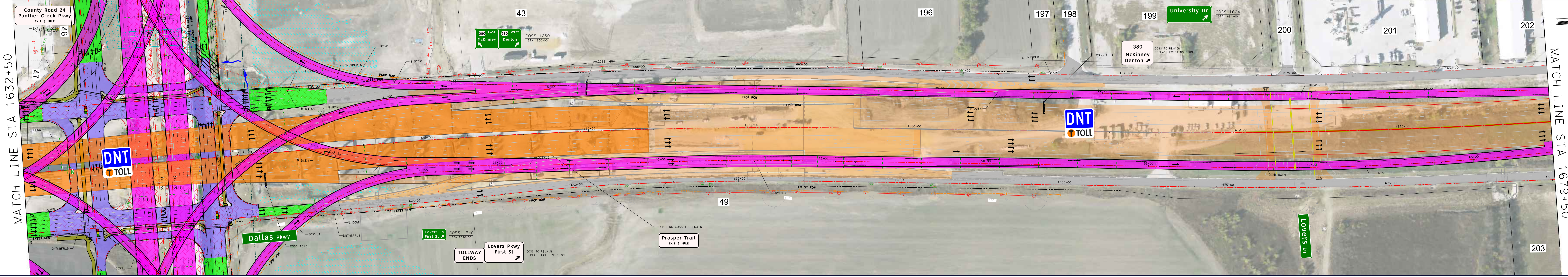
- EXISTING ROADWAY TO REMAIN
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD
- DRIVEWAY
- DIRECT CONNECTOR
- COLLECTOR DISTRIBUTOR
- PROJECT BY OTHERS
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- POTENTIAL DISPLACEMENTS
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING FLOODWAY
- PROPOSED CONC RIPRAP
- EXISTING ROW
- EXISTING ACCESS DENIAL
- 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 ACCESS DENIAL
- PROPOSED EDGE OF PAVEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED PRELIMINARY NOISE 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

UTILITY LEGEND

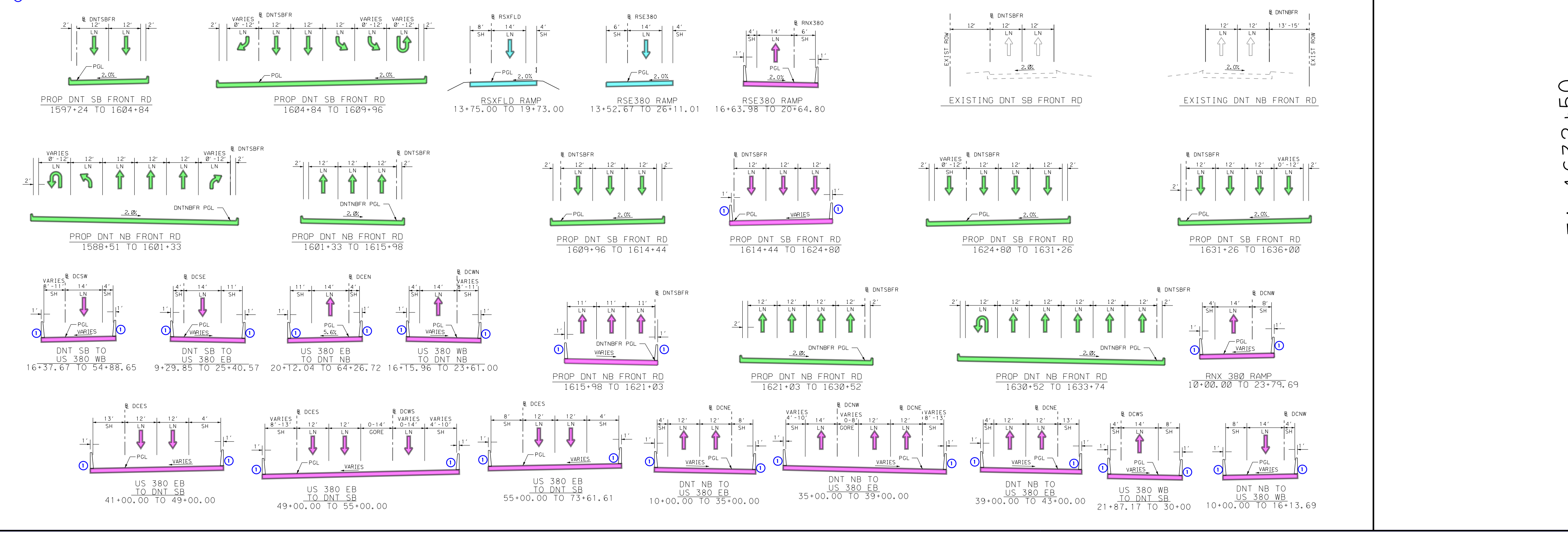
SYMBOL	UTILITY	
—X—X—	ABANDONED UTILITY	
———	PROPOSED UTILITY	
—— —	UNKNOWN UTILITY	
COMMUNICATIONS		
— C1 —	AT&T (FO/DUCT)	QL "B"
— C2 —	AT&T (TELE)	
— C3 —	MCI (FO/DUCT)	
— C4 —	CITY OF IRVING (FO/DUCT)	
— C5 —	SPECTRUM (FO/DUCT)	
— C6 —	ZAYO (FO/DUCT)	
—(C1)—	AT&T (FO/DUCT)	QL "C"/QL "D"
—(C2)—	AT&T (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		
— W1 —	CITY OF IRVING	QL "B"
— W2 —	TOWN OF PROSPER	
— W3 —	CITY OF FRISCO	
— W4 —	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.



NOTES:
① BRIDGE RAILS WITH DRAINAGE SLOTS



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
DNTNBFR	DNTNBFR_1	1581+31.52	7,126,045.88	2,482,120.18	29° 01′ 22.46" LT	3,413.05′	1° 40′ 43.42"	883.40′	1,728.86′	N 39° 04′ 28.16" E	1,710.44′	1572+48.11	1589+76.98	N 53° 35′ 09.39" E	N 24° 33′ 46.93" E
	DNTNBFR_2	1595+47.82	7,127,368.52	2,482,724.70	17° 59′ 00.88" LT	2,000.00′	2° 51′ 53.24"	316.48′	627.75′	N 15° 34′ 16.49" E	625.17′	1592+31.35	1598+59.09	N 24° 33′ 46.93" E	N 6° 34′ 46.06" E
	DNTNBFR_3	1605+70.39	7,128,389.52	2,482,842.46	7° 00′ 19.25" LT	9,420.00′	0° 36′ 29.65"	576.59′	1,151.75′	N 3° 04′ 36.43" E	1,151.03′	1599+93.79	1611+45.54	N 6° 34′ 46.06" E	N 0° 25′ 33.19" W
	DNTNBFR_4	1625+36.73	7,130,357.25	2,482,827.83	4° 21′ 31.60" LT	6,830.00′	0° 50′ 19.98"	259.92′	519.59′	N 2° 36′ 18.99" W	519.47′	1622+76.81	1627+96.40	N 0° 25′ 33.19" W	N 4° 47′ 04.79" W
	DNTNBFR_5	1631+54.89	7,130,973.50	2,482,776.25	4° 21′ 31.60" RT	9,420.00′	0° 36′ 29.65"	358.49′	716.63′	N 2° 36′ 18.99" W	716.45′	1627+96.40	1635+13.03	N 4° 47′ 04.79" W	N 0° 25′ 33.19" W
DNTSBFR	DNTSBFR_1	1588+30.19	7,126,354.26	2,482,066.21	36° 06′ 46.93" LT	3,134.00′	1° 49′ 41.52"	1,021.72′	1,975.33′	N 35° 31′ 02.96" E	1,942.80′	1578+08.47	1597+83.80	N 53° 34′ 26.43" E	N 17° 27′ 39.50" E
	DNTSBFR_2	1600+69.54	7,127,601.47	2,482,458.51	16° 15′ 40.75" LT	2,000.00′	2° 51′ 53.24"	285.73′	567.63′	N 9° 19′ 49.12" E	565.72′	1597+83.80	1603+51.43	N 17° 27′ 39.50" E	N 1° 11′ 58.74" E
	DNTSBFR_3	1618+65.69	7,129,401.07	2,482,496.20	7° 12′ 34.13" LT	6,830.00′	0° 50′ 19.98"	430.27′	859.41′	N 2° 24′ 18.32" W	858.85′	1614+35.41	1622+94.83	N 1° 11′ 58.74" E	N 6° 00′ 35.39" W
	DNTSBFR_4	1627+54.20	7,130,285.82	2,482,403.05	5° 35′ 01.41" RT	9,420.00′	0° 36′ 29.65"	459.37′	918.02′	N 3° 13′ 04.69" W	917.66′	1622+94.83	1632+12.85	N 6° 00′ 35.39" W	N 0° 25′ 33.98" W
DCES	DCES_4	44+48.98	7,131,429.25	2,482,432.64	88° 51′ 28.08" RT	545.00′	10° 30′ 46.75"	534.24′	845.22′	S 47° 14′ 24.99" E	763.03′	39+14.74	47+59.96	N 88° 19′ 50.97" E	S 2° 48′ 40.95" E
	DCES_5	53+20.08	7,130,336.20	2,482,486.32	2° 16′ 02.76" RT	4,680.00′	1° 13′ 27.37"	92.62′	185.21′	S 1° 40′ 39.57" E	185.20′	52+27.46	54+12.67	S 2° 48′ 40.95" E	S 0° 32′ 38.19" E
	DCES_6	56+88.46	7,129,967.81	2,482,489.81	4° 51′ 33.21" LT	6,500.00′	0° 52′ 53.30"	275.80′	551.26′	S 2° 58′ 24.80" E	551.10′	54+12.67	59+63.93	S 0° 32′ 38.19" E	S 5° 24′ 11.40" E
	DCES_7	61+70.33	7,129,487.75	2,482,535.22	4° 58′ 38.15" RT	4,749.00′	1° 12′ 23.33"	206.40′	412.54′	S 2° 54′ 52.33" E	412.41′	59+63.93	63+76.47	S 5° 24′ 11.40" E	S 0° 25′ 33.25" E
	DCES_8	72+18.97	7,128,438.88	2,482,543.01	3° 57′ 32.99" LT	6,480.00′	0° 53′ 03.10"	223.97′	447.77′	S 2° 24′ 19.75" E	447.68′	69+94.99	74+42.77	S 0° 25′ 33.25" E	S 4° 23′ 06.24" E
	DCES_9	75+76.39	7,128,082.33	2,482,570.36	10° 10′ 52.76" RT	1,500.00′	3° 49′ 10.99"	133.62′	266.55′	S 0° 42′ 20.14" W	266.20′	74+42.77	77+09.31	S 4° 23′ 06.24" E	S 5° 47′ 46.52" W
DCNW	DCNW_1	20+68.30	7,131,586.35	2,482,651.75	83° 03′ 33.55" LT	910.00′	6° 17′ 46.46"	805.94′	1,319.19′	N 44° 57′ 20.00" W	1,206.67′	12+62.36	25+81.55	N 3° 25′ 33.22" W	N 86° 29′ 06.78" W
DCNE	DCNE_1	10+36.17	7,127,954.09	2,482,714.27	1° 26′ 47.21" RT	2,865.00′	1° 59′ 59.47"	36.17′	72.33′	N 6° 47′ 11.00" E	72.33′	10+00.00	10+72.33	N 6° 03′ 47.39" E	N 7° 30′ 34.60" E
	DCNE_2	15+23.18	7,128,436.93	2,482,777.92	7° 56′ 07.85" LT	6,500.00′	0° 52′ 53.30"	450.85′	900.26′	N 3° 32′ 30.67" E	899.54′	10+72.33	19+72.58	N 7° 30′ 34.60" E	N 0° 25′ 33.25" W
	DCNE_3	27+25.06	7,129,640.23	2,482,768.98	4° 23′ 22.11" LT	6,500.00′	0° 52′ 53.30"	249.11′	497.97′	N 2° 37′ 14.31" W	497.85′	24+75.96	29+73.93	N 0° 25′ 33.25" W	N 4° 48′ 55.36" W
	DCNE_4	31+54.05	7,130,067.94	2,482,732.95	4° 23′ 22.14" RT	4,700.00′	1° 13′ 08.61"	180.12′	360.07′	N 2° 37′ 14.29" W	359.98′	29+73.93	33+34.00	N 4° 48′ 55.36" W	N 0° 25′ 33.22" W
	DCNE_5	44+68.04	7,131,382.07	2,482,723.18	89° 20′ 57.57" RT	725.00′	7° 54′ 10.32"	716.81′	1,130.59′	N 44° 14′ 55.56" E	1,019.47′	37+51.23	48+81.82	N 0° 25′ 33.22" W	N 88° 55′ 24.35" E
RNX380	RNX380_1	11+25.92	7,129,010.33	2,482,711.77	5° 01′ 59.57" RT	2,865.00′	1° 59′ 59.47"	125.92′	251.68′	N 2° 05′ 26.53" E	251.60′	10+00.00	12+51.68	N 0° 25′ 33.25" W	N 4° 36′ 26.31" E
	RNX380_2	21+88.62	7,130,069.64	2,482,798.68	6° 31′ 51.64" LT	3,400.00′	1° 41′ 06.61"	193.99′	387.56′	N 1° 26′ 09.84" E	387.35′	19+94.63	23+82.19	N 4° 42′ 05.66" E	N 1° 49′ 45.98" W
RSE380	RSE380_1	12+12.53	7,129,530.31	2,482,575.90	5° 12′ 01.44" LT	4,680.00′	1° 13′ 27.37"	212.53′	424.78′	N 3° 01′ 33.97" W	424.63′	10+00.00	14+24.78	N 0° 25′ 33.25" W	N 5° 37′ 34.69" W
	RSE380_2	28+14.53	7,131,124.87	2,482,418.82	5° 12′ 00.71" RT	1,050.00′	5° 27′ 24.27"	47.68′	95.30′	N 3° 01′ 34.34" W	95.27′	27+66.85	28+62.14	N 5° 37′ 34.69" W	N 0° 25′ 33.98" W
RSXFLD	RSXFLD_1	11+05.92	7,125,020.66	2,480,275.90	8° 04′ 42.16" RT	1,500.00′	3° 49′ 10.99"	105.92′	211.49′	N 57° 36′ 47.51" E	211.32′	10+00.00	12+11.49	N 53° 34′ 26.43" E	N 61° 39′ 08.59" E
	RSXFLD_2	13+10.90	7,125,118.15	2,480,456.61	7° 35′ 00.05" LT	1,500.00′	3° 49′ 10.99"	99.41′	198.53′	N 57° 51′ 38.56" E	198.39′	12+11.49	14+10.02	N 61° 39′ 08.59" E	N 54° 04′ 08.54" E
	RSXFLD_3	21+56.22	7,125,614.37	2,481,141.33	2° 39′ 05.25" RT	7,900.00′	0° 43′ 30.95"	182.83′	365.59′	N 55° 23′ 41.17" E	365.55′	19+73.40	23+38.99	N 54° 04′ 08.54" E	N 56° 43′ 13.79" E
	RSXFLD_4	25+01.97	7,125,804.12	2,481,430.43	9° 19′ 04.62" LT	2,000.00′	2° 51′ 53.24"	162.99′	325.26′	N 52° 03′ 41.49" E	324.90′	23+38.99	26+64.24	N 56° 43′ 13.79" E	N 47° 24′ 09.18" E
UPGAN	UPGAN_1	10+56.11	7,128,096.53	2,482,528.89	86° 09′ 36.02" LT	60.00′	95° 29′ 34.68"	56.11′	90.23′	S 41° 52′ 49.27" E	81.96′	10+00.00	10+90.23	S 1° 11′ 58.74" W	S 84° 57′ 37.27" E
	UPGAN_2	12+72.84	7,128,075.56	2,482,766.69	90° 23′ 32.47" LT	60.00′	95° 29′ 34.68"	60.41′	94.66′	N 49° 50′ 36.49" E	85.14′	12+12.42	13+07.08	S 84° 57′ 37.27" E	N 4° 38′ 50.25" E
UPGAS	UPGAS_1	10+61.63	7,127,875.97	2,482,722.83	91° 32′ 23.33" LT	60.00′	95° 29′ 34.68"	61.63′	95.86′	N 39° 11′ 25.61" W	85.99′	10+00.00	10+95.86	N 6° 34′ 46.06" E	N 84° 57′ 37.27" W
	UPGAS_2	12+68.32	7,127,896.54	2,482,489.64	92° 21′ 05.57" LT	60.00′	95° 29′ 34.68"	62.51′	96.71′	S 48° 51′ 49.94" W	86.58′	12+05.81	13+02.52	N 84° 57′ 37.27" W	S 2° 41′ 17.15" W

CURVE DATA

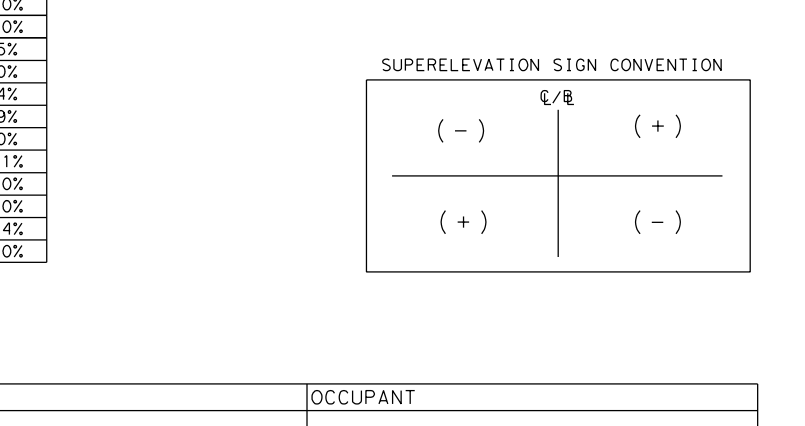
CURVE NAME	CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
380WB	380WB_10	5114+11.92	7,131,587.41	2,482,060.34	3° 15′ 08.46" RT	15,492.00′	0° 22′ 11.43"	439.81′	879.39′	N 88° 50′ 08.89" E	879.27′	5109+72.10	5118+51.49	N 87° 12′ 34.66" E	S 89° 32′ 16.88" E
380WFROI	380WFRO1_3	3116+46.14	7,131,720.37	2,482,237.99	0° 41′ 17.41" RT	6,500.00′	0° 52′ 53.30"	39.04′	78.07′	N 89° 35′ 13.07" E	78.07′	3116+07.11	3116+85.18	N 89° 14′ 34.36" E	N 89° 55′ 51.78" E
DNTNBFR	DNTNBFR_6	1642+23.80	7,132,042.73	2,482,768.30	0° 56′ 04.81" LT	10,000.00′	0° 34′ 22.65"	81.57′	163.13′	N 0° 53′ 35.60" W	163.13′	1641+42.23	1643+05.36	N 0° 25′ 33.19" W	N 1° 21′ 38.00" W
DNTSBFR	DNTSBFR_5	1644+21.40	7,131,953.71	2,482,390.65	2° 00′ 00.00" RT	2,000.00′	2° 51′ 53.24"	34.91′	69.81′	N 0° 34′ 26.02" E	69.81′	1643+86.49	1644+56.30	N 0° 25′ 33.98" W	N 1° 34′ 26.02" E
	DNTSBFR_6	1645+65.30	7,132,097.56	2,482,394.60	1° 59′ 59.61" LT	1,500.00′	3° 49′ 10.99"	26.18′	52.36′	N 0° 34′ 26.22" E	52.35′	1645+39.12	1645+91.47	N 1° 34′ 26.02" E	N 0° 25′ 33.59" W
DCEN	DCEN_2	27+13.27	7,131,522.59	2,482,592.74	81° 37′ 40.74" LT	910.00′	6° 17′ 46.46"	785.88′	1,296.46′	N 44° 31′ 00.60" E	1,189.56′	19+27.39	32+23.84	N 85° 19′ 50.97" E	N 3° 42′ 10.23" E
	DCEN_3	36+29.14	7,132,711.28	2,482,669.67	1° 30′ 00.00" LT	6,500.00′	0° 52′ 53.30"	85.09′	170.17′	N 2° 57′ 10.23" E	170.16′	35+44.06	37+14.22	N 3° 42′ 10.23" E	N 2° 12′ 10.23" E
	DCEN_4	42+51.17	7,133,332.86	2,482,693.58	2° 25′ 41.19" RT	6,012.00′	0° 57′ 10.89"	127.41′	254.78′	N 3° 25′ 00.83" E	254.76′	41+23.76	43+78.54	N 2° 12′ 10.23" E	N 4° 37′ 51.42" E
	DCEN_5	63+58.35	7,135,433.20	2,482,863.71	8° 53′ 07.07" LT	7,988.00′	0° 43′ 02.18"	620.62′	1,238.76′	N 0° 11′ 17.89" E	1,237.52′	57+37.73	69+76.49	N 4° 37′ 51.42" E	N 4° 15′ 15.65" W
DCES	DCES_4	44+48.98	7,131,429.25	2,482,432.64	88° 51′ 28.08" RT	545.00′	10° 30′ 46.75"	534.24′	845.22′	S 47° 14′ 24.99" E	763.03′	39+14.74	47+59.96	N 88° 19′ 50.97" E	S 2° 48′ 40.95" E
DCNE	DCNE_5	44+68.04	7,131,382.07	2,482,723.18	89° 20′ 57.57" RT	725.00′	7° 54′ 10.32"	716.81′	1,130.59′	N 44° 14′ 55.56" E	1,019.47′	37+51.23	48+81.82	N 0° 25′ 33.22" W	N 88° 55′ 24.35" E
DCSE	DCSE_1	23+44.68	7,131,414.22	2,482,426.46	90° 52′ 36.63" LT	910.00′	6° 17′ 46.46"	924.03′	1,443.35′	S 44° 53′ 10.26" E	1,296.74′	14+20.65	28+64.00	S 0° 33′ 08.06" W	N 89° 40′ 31.43" E
DCSW	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_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
DCWN	DCWN_1	16+46.56	7,131,742.83	2,482,644.43	86° 56′ 39.15" RT	682.00′	8° 24′ 04.11"	646.56′	1,034.91′	N 41° 16′ 09.35" W	938.43′	10+00.00	20+34.91	N 84° 44′ 28.92" W	N 2° 12′ 10.23" E
DCWS	DCWS_1	20+36.61	7,131,610.95	2,482,526.44	85° 13′ 04.68" LT	910.00′	6° 17′ 46.46"	837.05′	1,353.47′	S 43° 47′ 51.39" W	1,232.12′	11+99.56	25+53.03	S 86° 24′ 23.73" W	S 1° 11′ 19.05" W
UDTW	UDTW_1	10+70.15	7,131,391.48	2,482,348.83	90° 07′ 27.07" LT	70.00′	81° 51′ 04.01"	70.15′	110.11′	N 44° 38′ 09.55" E	99.10′	10+00.00	11+10.11	N 89° 41′ 53.09" E	N 0° 25′ 33.98" W
	UDTW_2	13+46.98	7,131,698.50	2,482,346.55	89° 38′ 36.46" LT	70.00′	81° 51′ 04.01"	69.57′	109.52′	N 45° 14′ 52.21" W	98.69′	12+77.42	13+86.94	N 0° 25′ 33.98" W	S 89° 55′ 49.56" W
UDTE	UDTE_1	10+70.41	7,131,666.04	2,482,817.11	90° 20′ 03.70" LT	70.00′	81° 51′ 03.95"	70.41′	110.36′	S 44° 44′ 28.68" W	99.28′	10+00.00	11+10.36	S 89° 54′ 30.54" W	S 0° 25′ 33.17" E
	UDTE_2	13+45.04	7,131,360.96	2,482,819.37	89° 52′ 33.72" LT	70.00′	81° 51′ 04.01"	69.85′	109.80′	S 45° 21′ 50.05" E	98.89′	12+75.19	13+85.00	S 0° 25′ 33.19" E	N 89° 41′ 53.09" E
UDPN	UDPN_1	10+72.17	7,131,766.63	2,482,444.43	91° 42′ 18.89" LT	70.06′	81° 47′ 00.92"	72.17′	112.13′	S 44° 12′ 24.52" E	100.54′	10+00.00	11+12.13	S 1° 38′ 44.92" W	N 89° 56′ 26.03" E
	UDPN_2	13+29.88	7,131,766.97	2,482,734.35	90° 21′ 24.97" LT	70.00′	81° 51′ 04.01"	70.44′	110.39′	N 44° 45′ 09.29" E	99.30′	12+59.44	13+69.83	N 89° 55′ 51.78" E	N 0° 25′ 33.19" W
UDPS	UDPS_1	10+68.90	7,131,271.41	2,482,713.98	89° 05′ 46.26" LT	70.00′	81° 51′ 04.01"	68.90′	108.85′	N 45° 45′ 13.78" W	98.21′	10+00.00	11+08.85	N 1° 12′ 20.65" W	S 89° 41′ 53.09" W
	UDPS_2	13+22.19	7,131,269.92	2,482,431.74	90° 07′ 27.07" LT	70.00′	81° 51′ 04.01"	70.15′	110.11′	S 44° 38′ 09.55" W	99.10′	12+52.04	13+62.15	S 89° 41′ 53.09" W	S 0° 25′ 33.98" E

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
DCES	47+47.00	-6.00%	48+74.00	-2.00%
DCEN	31+83.00	5.60%	33+85.00	-2.00%
DCNE	36+48.00	-2.00%	37+63.00	-5.60%
DCSE	12+60.00	-2.00%	14+61.00	5.60%
DCSE	28+23.00	5.60%	30+25.00	-2.00%
DCNW	11+24.00	-2.00%	12+97.00	5.60%
DCNW	25+47.00	5.60%	27+20.00	-2.00%
DCWN	20+16.00	-5.70%	21+08.00	-2.00%
DCWS	25+12.00	5.60%	27+14.00	-2.00%
DCSW	40+87.00	-2.00%	41+79.00	-5.70%
DNTSBFR	1603+42.00	3.90%	1604+30.00	1.35%
DNTSBFR	1606+19.00	1.35%	1606+66.00	2.00%
DNTSBFR	1636+52.00	2.00%	1636+67.00	1.74%
DNTSBFR	1640+47.00	1.74%	1640+80.00	1.19%
DNTSBFR	1643+07.00	1.19%	1643+61.00	2.00%
DNTNBFR	1598+28.00	3.90%	1601+31.00	-1.31%
DNTNBFR	1603+12.00	-1.31%	1603+62.00	-2.00%
DNTNBFR	1633+48.00	-2.00%	1633+84.00	-1.50%
DNTNBFR	1636+84.00	-1.50%	1637+48.00	-0.64%
DNTNBFR	1640+19.00	-0.64%	1640+98.00	-2.00%

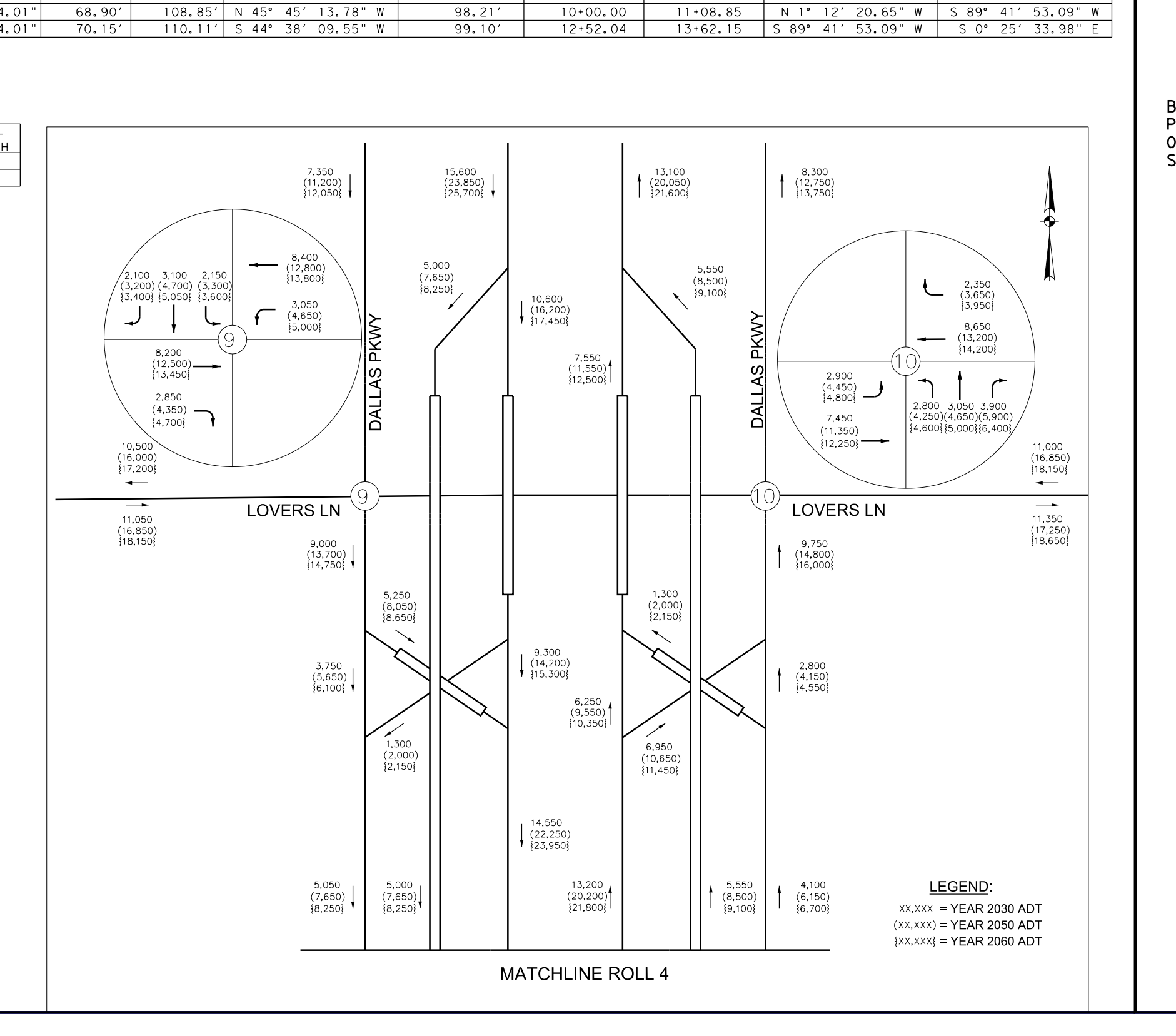
TURN LANE	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
RIGHT TURN BAY LENGTHS				
R19	150′	345′	5′	500′

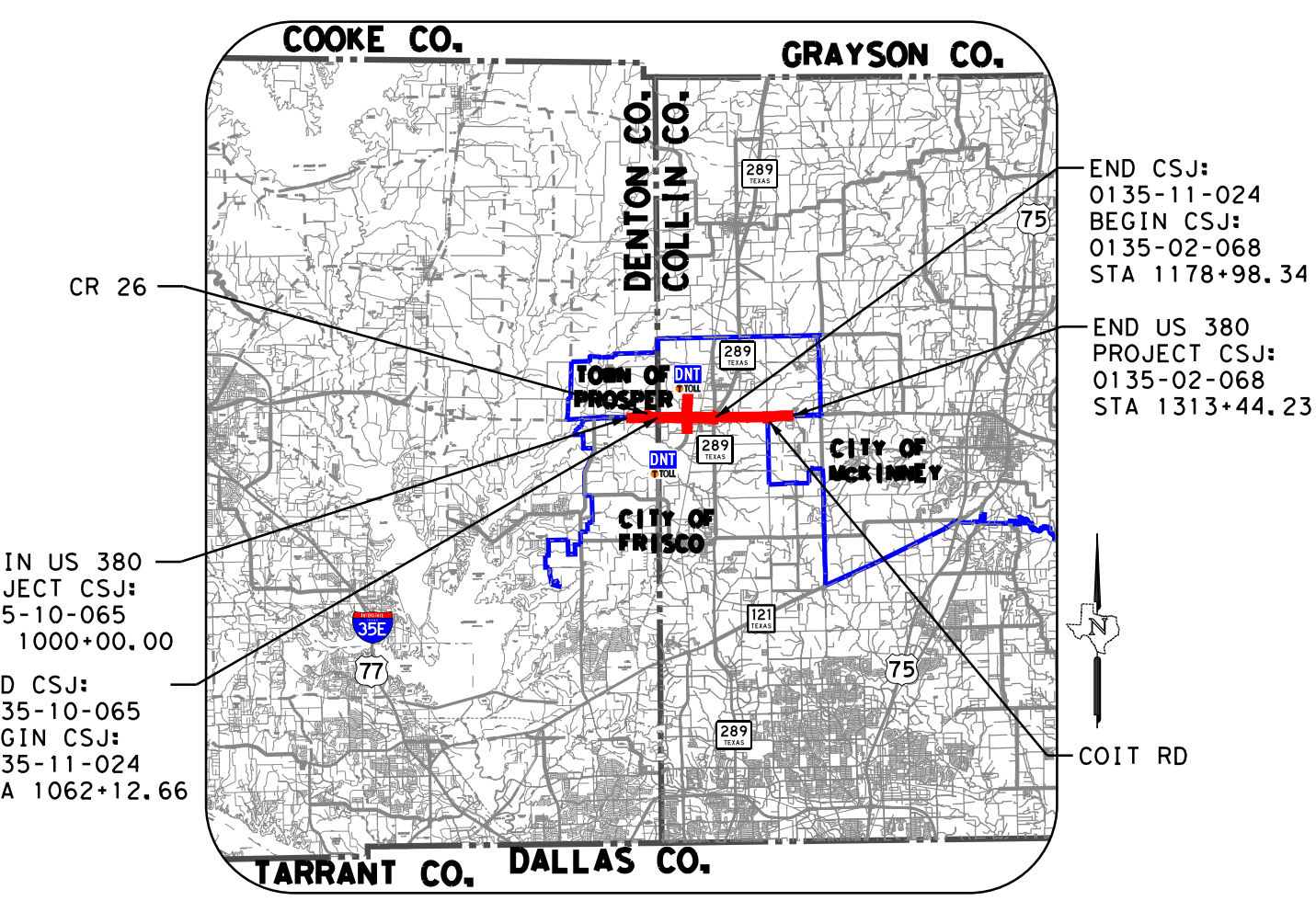
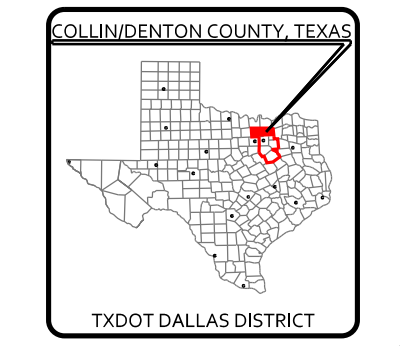
SUPERELEVATION SIGN CONVENTION



ID #	SITE ADDRESS	OWNER	OCCUPANT
43	DALLAS PKWY PROSPER TX 75078	CHILDREN'S HEALTH SYSTEM OF TEXAS	
49	DALLAS PKWY PROSPER TX 75078	GODWIN INVESTMENTS LTD	
196	DALLAS PKWY PROSPER TX 75078	LANTOWER PROSPER LP	
197	DALLAS PKWY PROSPER TX 75078	MSW PROSPER 380 II LP	
198	890 S DALLAS PKWY PROSPER TX 75078	TOMFRIM PROSPER LP	
199	LOVERS LN TX	OPHIR PASS PARTNERSHIP FUND LTD	
200	770 S DALLAS PKWY PROSPER TX 75078	SOUTHERN STAR CONCRETE INC	
201	749 COUNTY ROAD 27 PROSPER TX 75078	BEALL CONCRETE ENTERPRISES LTD	
202	626 S DALLAS PKWY PROSPER TX 75078	G & H PROPERTIES LP	
203	1191 W FIRST ST PROSPER TX 75078	TOLLWAY FIRST PARTNERS LP	
204	570 S DALLAS PKWY PROSPER TX 75078	A&J OWENS LTD	
205	544 S DALLAS PKWY PROSPER TX 75078	SITEONE LANDSCAPE SUPPLY LLC	
206	1515 W FIRST ST PROSPER TX 75078	TOLLWAY FISH TRAP PARTNERS LLC	
207	PROSPER TX 75078	A M HAGHI & ASSOCIATES LLC	
208	1195 W FIRST ST PROSPER TX 75078	TOLLWAY FIRST PARTNERS LP	

ID #	SITE ADDRESS	OWNER	OCCUPANT
44	FRISCO TX	FRISCO ECONOMIC DEVELOPMENT	
47	6969 US 380 FRISCO TX 75033	CNMK TEXAS PROPERTIES LLC	
48	DALLAS PKWY FRISCO, TX 75033	3EIGHTY TOLLWAY PARTNERS LP	
186	DALLAS PKWY FRISCO, TX 75033	TRIAD FRISCO PARTNERS LLC	
187	DALLAS PKWY FRISCO, TX 75033	BLUE STAR LAND LP	
188	DALLAS PKWY FRISCO, TX 75033	BLUE STAR LAND LP	
189	DALLAS PKWY FRISCO, TX 75033	FRISCO ECONOMIC DEVELOPMENT CORPORATION	
190	DALLAS PKWY FRISCO, TX 75033	FRISCO ECONOMIC DEVELOPMENT CORPORATION	
191	DALLAS PKWY FRISCO, TX 75033	BLUE STAR LAND LP	
192	COUNTY ROAD 26 PROSPER TX 75078	FRISCO NORTH DEVELOPMENT LLC	
193	DALLAS PKWY FRISCO TX 75033	YINTAI INVESTMENT (TX) LLC	
194	STATE HWY 289 PROSPER TX 75078	FRISCO ECONOMIC DEVELOPMENT	
195	DALLAS PKWY FRISCO TX 75033	DEG REAL ESTATE LLC	



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 10 OF 26
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
US 380 70 MPH URBAN FREEWAY
DALLAS NORTH TOLLWAY 70 MPH URBAN FREEWAY
SH 289 (PRESTON RD) 55 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

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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS

TEXAS COUNTY MAP
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.
LICENSE NO. 111427 DATE
HORIZONTAL
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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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

US 380
DESIGN SCHEMATIC

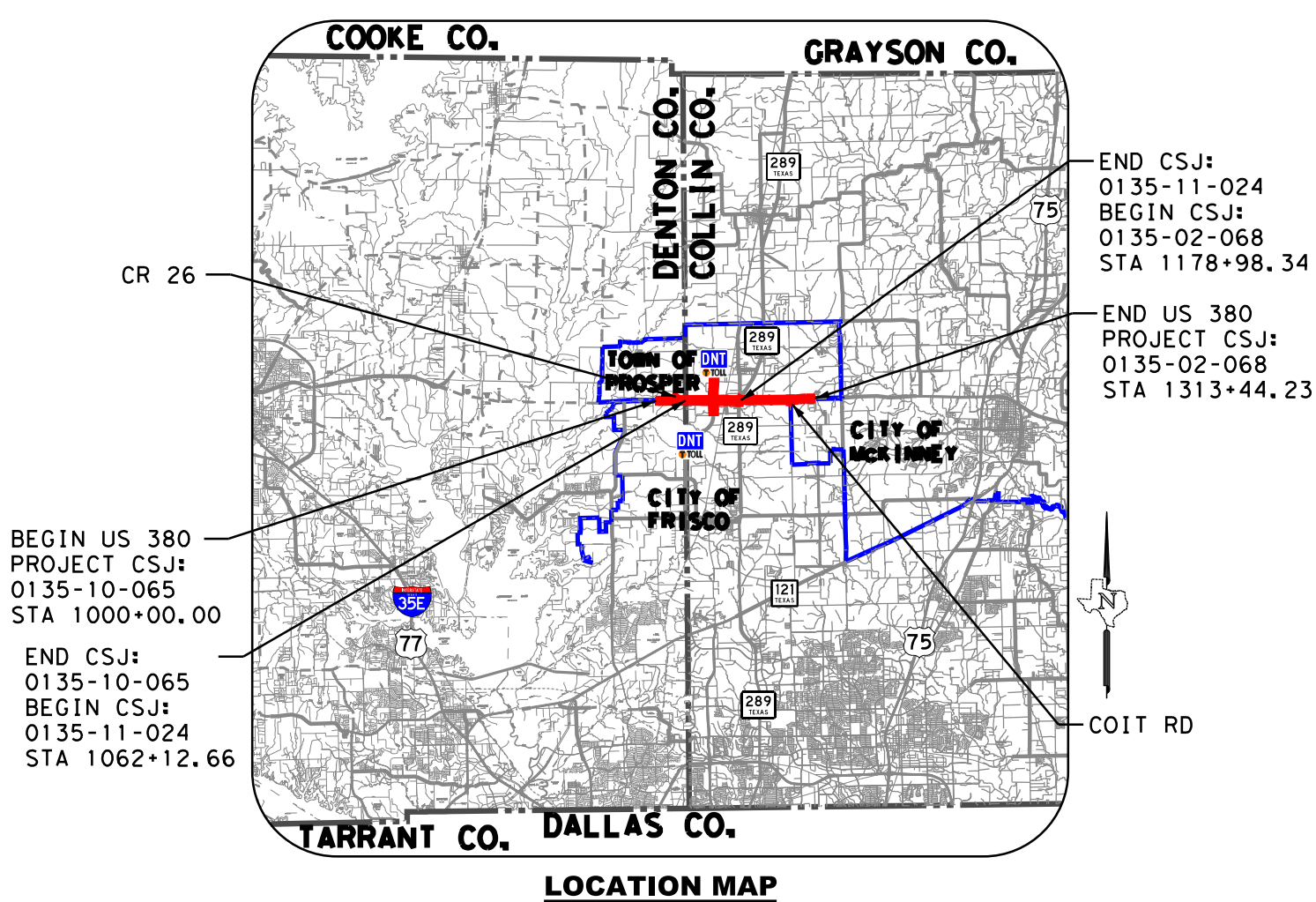
COLLIN AND DENTON COUNTY, TEXAS

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 11 OF 26

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 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



LOCATION MAP
N.T.S.

INDEX OF SHEETS

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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
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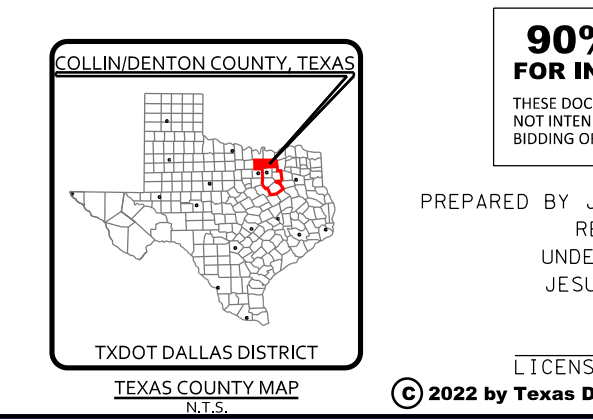
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



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

LICENSE NO. 111427 DATE

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

LEGEND:

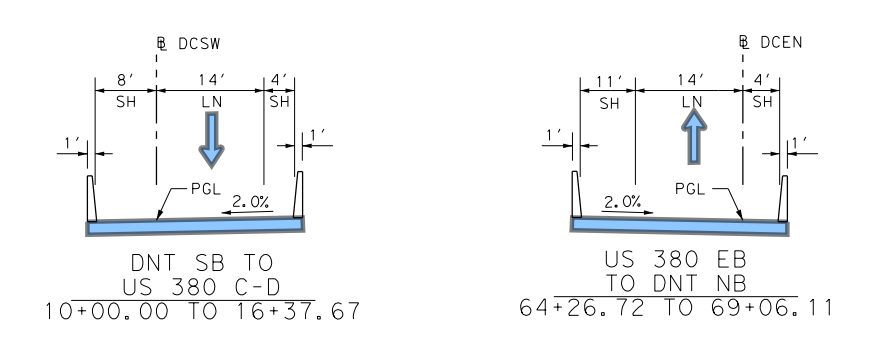
⬜	EXISTING ROADWAY TO REMAIN
⬜	EXISTING BRIDGE TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟪	DRIVEWAY
🟦	DIRECT CONNECTOR
🟥	COLLECTOR DISTRIBUTOR
🟧	PROJECT BY OTHERS
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SIDEWALK
▨	POTENTIAL DISPLACEMENTS
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING 100 YR FLOODPLAIN LIMITS
▨	EXISTING FLOODWAY
▨	PROPOSED CONC RIPRAP
— - -	EXISTING ROW
‖‖‖	EXISTING ACCESS DENIAL
- - - -	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 ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
═	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
═	PROPOSED PRELIMINARY NOISE 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

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		
— W1 —	CITY OF IRVING	QL "B"
— W2 —	TOWN OF PROSPER	
— W3 —	CITY OF FRISCO	
— W4 —	CITY OF MCKINNEY	
—(W1)—	CITY OF IRVING	QL "C"/QL "D"
—(W2)—	TOWN OF PROSPER	
—(W3)—	CITY OF FRISCO	
—(W4)—	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.



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
DCEN	DCEN_5	63+58.35	7,135,433.20	2,482,863.71	8° 53′ 07.07" LT	7,988.00′	0° 43′ 02.18"	620.62′	1,238.76′	N 0° 11′ 17.89" E	1,237.52′	57+37.73	69+76.49	N 4° 37′ 51.42" E	N 4° 15′ 15.65" W
	DCEN_6	71+00.00	7,136,175.29	2,482,808.51	2° 49′ 48.78" RT	5,000.00′	1° 08′ 45.30"	123.52′	246.98′	N 2° 50′ 21.26" W	246.96′	69+76.49	72+23.47	N 4° 15′ 15.65" W	N 1° 25′ 26.87" W
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

ID #	SITE ADDRESS	OWNER NAME	OCCUPANT
206	1515 W FIRST ST PROSPER TX 75078	TOLLWAY FISH TRAP PARTNERS LLC	
208	1195 W FIRST ST PROSPER TX 75078	TOLLWAY FIRST PARTNERS LP	
209	W FIRST ST PROSPER TX 75078	NWC FISH TRAP & DNT LLC	
210	W FIRST ST PROSPER TX 75078	ROOTIN-TOOTIN HOOTONS LTD	
211	N DALLAS PKWY PROSPER TX 75078	BLUE STAR LAND LP	
212	PROSPER TX 75078	BLUE STAR ALLEN LAND LP	
213	PROSPER TX 75078	ARMSTRONG SUZANNE TEMPLIN INDEPENDENT EXECUTOR OF THE	
214	PROSPER TX 75078	BLUE STAR ALLEN LAND LP	

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 11 OF 26

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
MOHAMED K. (MO) BUR, P.E., DISTRICT ENGINEER

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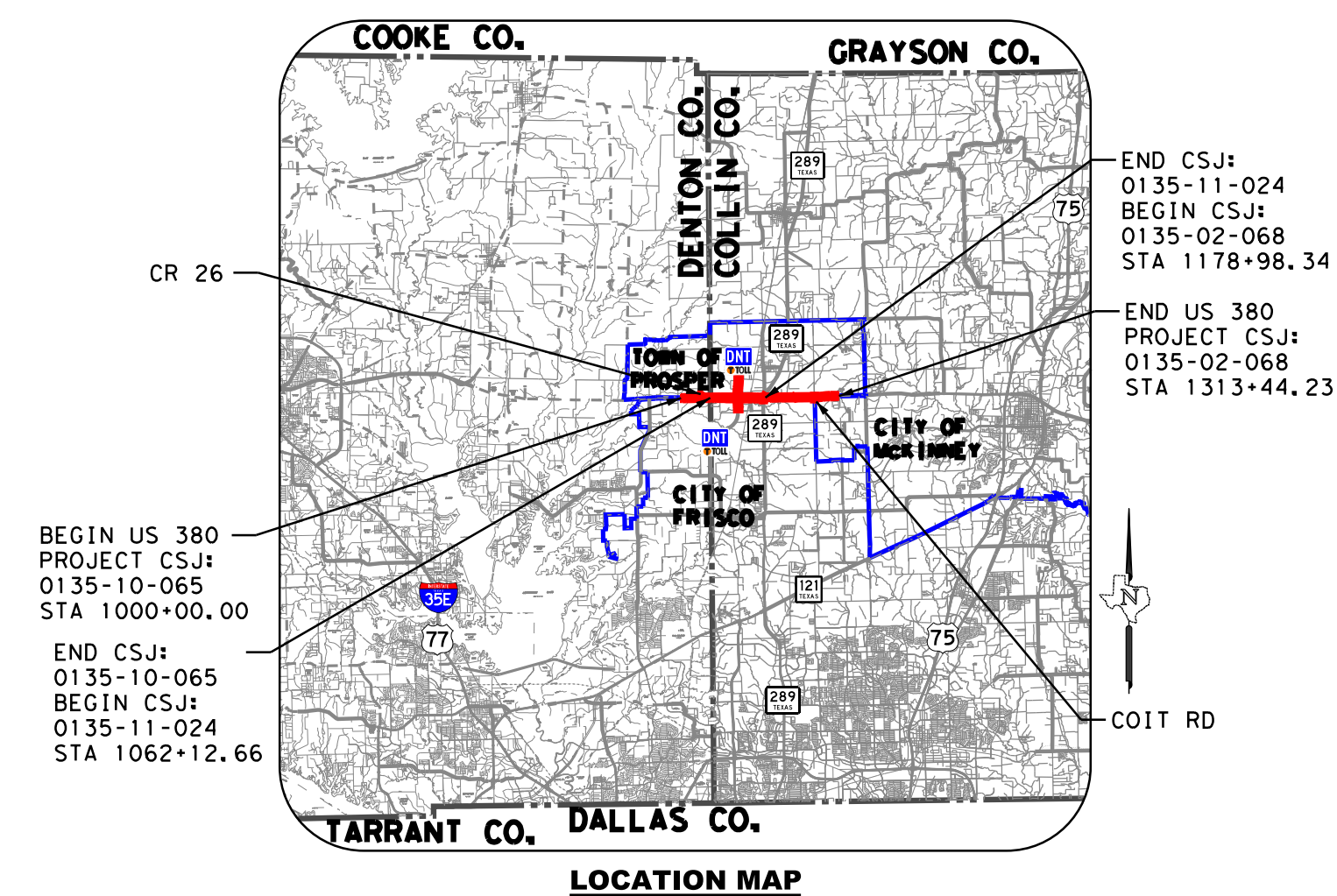
LENGTH: 5.969 MILES

DATE: SEPTEMBER 2022
ROLL 12 OF 26

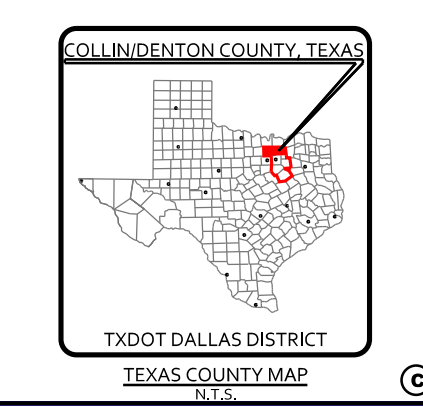
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 380	70 MPH	URBAN FREEWAY
DALLAS NORTH TOLLWAY	70 MPH	URBAN FREEWAY
SH 289 (PRESTON RD)	55 MPH	URBAN ARTERIAL
MAHARD PKWY	40 MPH	COLLECTOR STREET
CROSS STREETS	40 MPH	LOCAL STREETS
FRONTAGE ROADS	45 MPH	URBAN ARTERIAL
RAMPS	45 MPH	URBAN FREEWAY
DIRECT CONNECTORS	40 MPH	URBAN FREEWAY
U-TURNS	20 MPH	URBAN ARTERIAL



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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS



TEXAS COUNTY MAP
N.T.S.

NOT A BINDING DOCUMENT

90% 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

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

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 ACCESS DENIAL
- - - -	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 ACCESS DENIAL
——	PROPOSED EDGE OF PAVEMENT
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE ABUTMENT
——	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
——	PROPOSED PRELIMINARY NOISE 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

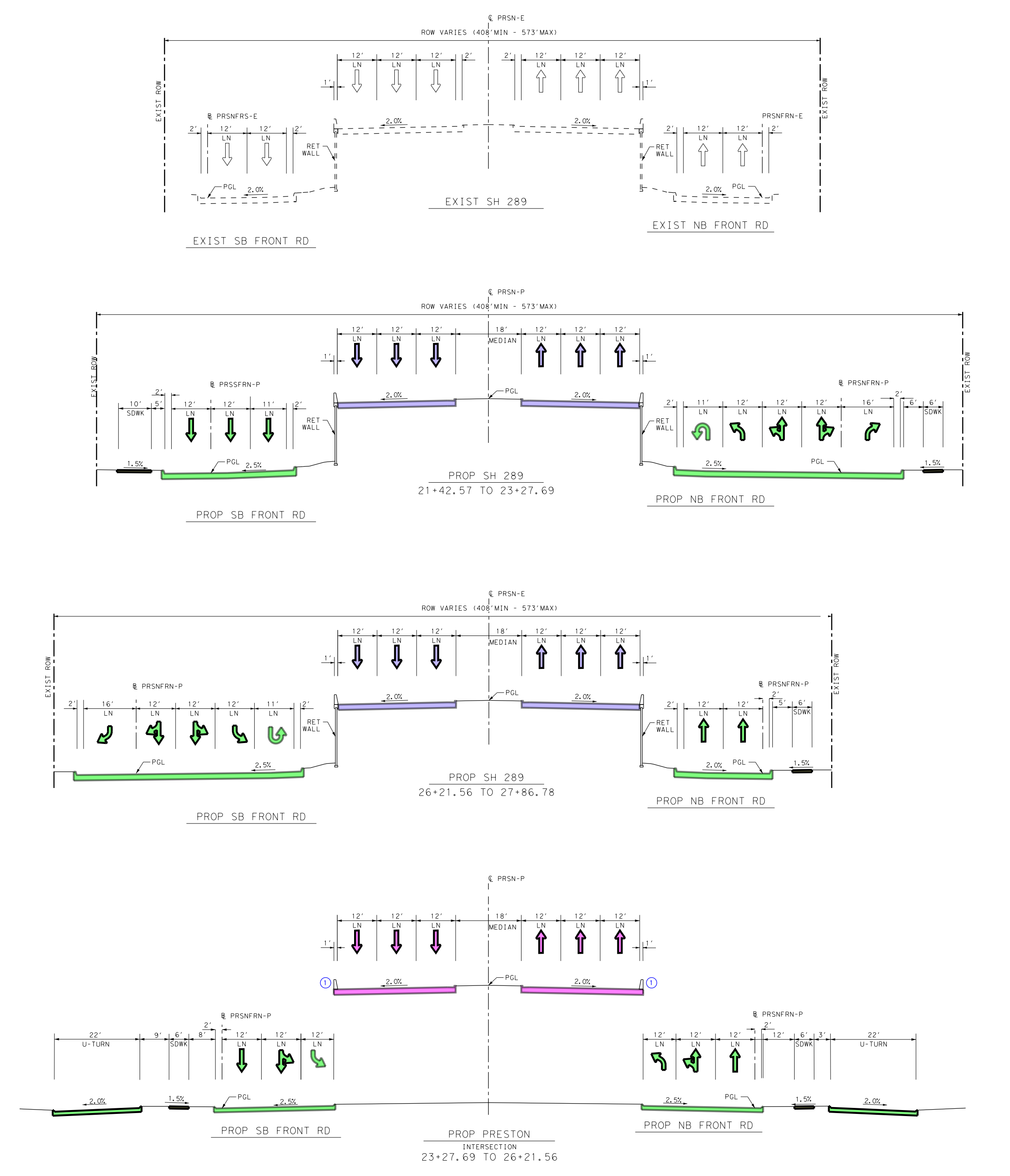
UTILITY LEGEND

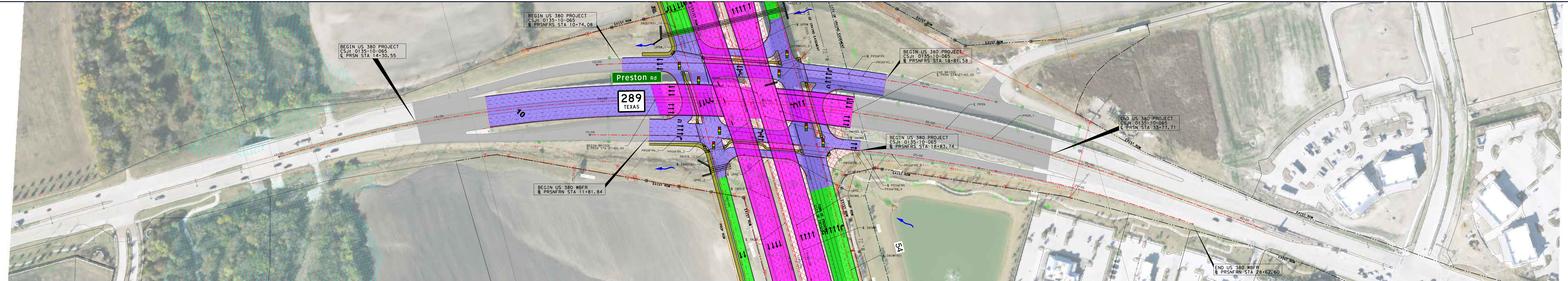
SYMBOL	UTILITY	
—x—x-	ABANDONED UTILITY	
——	PROPOSED UTILITY	
—— —	UNKNOWN UTILITY	
COMMUNICATIONS		
— C1 —	AT&T (FO/DUCT)	QL "B"
— C2 —	AT&T (TELE)	
— C3 —	MCI (FO/DUCT)	
— C4 —	CITY OF IRVING (FO/DUCT)	
— C5 —	SPECTRUM (FO/DUCT)	
— C6 —	ZAYO (FO/DUCT)	
— (C1) —	AT&T (FO/DUCT)	QL "C"/QL "D"
— (C2) —	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		
— W1 —	CITY OF IRVING	QL "B"
— W2 —	TOWN OF PROSPER	
— W3 —	CITY OF FRISCO	
— W4 —	CITY OF MCKINNEY	
— (W1) —	CITY OF IRVING	QL "C"/QL "D"
— (W2) —	TOWN OF PROSPER	
— (W3) —	CITY OF FRISCO	
— (W4) —	CITY OF MCKINNEY	
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).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.

NOTES:
① BRIDGE RAILS WITH DRAINAGE SLOTS





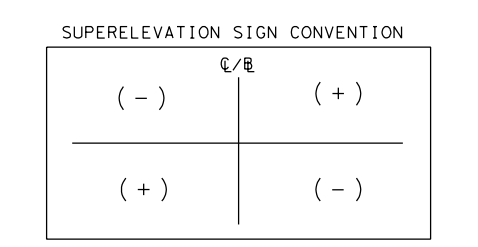
CURVE DATA															
CURVE NAME	CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
380ML	380ML_12	1175+46.65	7,131,585.27	2,488,191.40	4° 03' 34.73" RT	14,580.00'	0° 23' 34.71"	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_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_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_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_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
RWX03	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
PRSN	PRSN_1	113+57.81	7,131,501.09	2,487,890.47	36° 23' 50.41" RT	4,130.13'	1° 23' 14.15"	1,357.81'	2,623.68'	N 16° 03' 09.71" E	2,579.78'	100+00.00	126+23.68	N 2° 08' 45.50" W	N 34° 15' 04.92" E
PRSNFRN	PRSNFRN_1	12+82.77	7,131,348.95	2,488,186.52	1° 38' 30.82" RT	3,015.79'	1° 53' 59.49"	43.21'	86.42'	N 15° 49' 10.72" E	86.42'	12+39.56	13+25.98	N 14° 59' 55.31" E	N 16° 38' 26.13" E
	PRSNFRN_2	13+58.10	7,131,420.94	2,488,208.71	1° 42' 59.06" RT	2,144.41'	2° 40' 18.73"	32.12'	64.24'	N 18° 39' 47.07" E	64.24'	13+25.98	13+90.22	N 17° 48' 17.54" E	N 19° 31' 16.60" E
	PRSNFRN_3	18+17.33	7,131,795.80	2,488,341.41	1° 00' 20.30" RT	4,866.55'	1° 10' 38.42"	42.71'	85.42'	N 19° 45' 42.90" E	85.42'	17+74.62	18+60.04	N 19° 15' 32.75" E	N 20° 15' 53.05" E
	PRSNFRN_4	18+65.78	7,131,841.25	2,488,358.18	0° 07' 11.06" RT	5,494.44'	1° 02' 34.07"	5.74'	11.48'	N 20° 15' 53.05" E	11.48'	18+60.04	18+71.52	N 20° 12' 17.52" E	N 20° 19' 28.57" E
	PRSNFRN_5	20+61.10	7,132,023.77	2,488,427.74	3° 57' 18.73" RT	5,490.51'	1° 02' 36.75"	189.58'	379.02'	N 22° 51' 19.34" E	378.94'	18+71.52	22+50.53	N 20° 52' 39.98" E	N 24° 49' 58.71" E
	PRSNFRN_6	25+92.89	7,132,506.53	2,488,651.14	8° 45' 51.47" RT	3,773.63'	1° 31' 05.95"	289.18'	577.24'	N 29° 12' 54.45" E	576.67'	23+03.71	28+80.94	N 24° 49' 58.71" E	N 33° 35' 50.18" E
PRSNFRS	PRSNFRS_1	16+16.63	7,131,753.87	2,488,036.13	16° 32' 24.91" RT	4,242.30'	1° 21' 02.10"	616.63'	1,224.67'	N 19° 50' 25.97" E	1,220.43'	10+00.00	22+24.67	N 11° 34' 13.52" E	N 28° 06' 38.43" 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+88.32	7,131,444.90	2,488,266.01	110° 00' 40.29" LT	52.00'	110° 11' 03.09"	74.28'	99.84'	S 35° 29' 03.54" E	85.20'	12+14.04	13+13.89	S 19° 31' 16.60" W	N 89° 30' 36.31" E
UPRN	UPRN_1	10+78.91	7,131,778.79	2,488,141.79	113° 14' 02.40" LT	52.00'	110° 11' 03.09"	78.91'	102.77'	S 34° 53' 21.07" E	86.84'	10+00.00	11+02.77	S 21° 43' 40.13" W	N 88° 29' 37.74" E
	UPRN_2	11+90.82	7,131,783.18	2,488,308.69	68° 36' 15.03" LT	52.00'	110° 11' 03.09"	35.47'	62.26'	N 54° 11' 30.22" E	58.61'	11+55.34	12+17.61	N 88° 29' 37.74" E	N 19° 53' 22.70" E
UPRS	UPRS_1	10+69.44	7,131,376.34	2,488,144.16	106° 20' 53.43" LT	52.00'	110° 11' 03.09"	69.44'	96.52'	N 38° 10' 31.41" W	83.25'	10+00.00	10+96.52	N 14° 59' 55.31" E	S 88° 39' 01.88" W
	UPRS_2	11+82.44	7,131,372.07	2,487,988.86	73° 52' 43.71" LT	52.00'	110° 11' 03.09"	39.10'	67.05'	S 51° 08' 47.31" W	62.50'	11+43.34	12+10.39	S 88° 05' 09.17" W	S 14° 12' 25.46" W

DNTNBFR	1640+19.00	-0.64%	1640+98.00	-2.00%

SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE

ALIGNMENT	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PRSNFRS	11+64.00	2.00%	11+95.00	3.00%
PRSNFRS	14+62.00	3.00%	15+31.00	1.80%
PRSNFRS	17+53.00	1.80%	17+64.00	2.00%
PRSNFRN	10+78.00	-2.00%	12+28.00	0.60%
PRSNFRN	15+08.00	0.60%	15+59.00	-0.50%
PRSNFRN	17+69.00	-0.50%	18+37.00	-2.00%

SUPERELEVATION SIGN CONVENTION



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. (MO) BUR, 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 12 OF 26
ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
US 380 70 MPH URBAN FREEWAY
DALLAS NORTH TOLLWAY 70 MPH URBAN FREEWAY
SH 289 (PRESTON RD) 55 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
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
ROLL 14: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 15: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 16: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 17: PROFILE VIEW-US 380 ALT FR PROFILES EAST END
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-DIRECT CONNECTORS
ROLL 21: PROFILE VIEW-DIRECT CONNECTORS
ROLL 22: PROFILE VIEW-RAMPS
ROLL 23: PROFILE VIEW-RAMPS
ROLL 24: PROFILE VIEW-CROSS STREETS
ROLL 25: PROFILE VIEW-U-TURNS
ROLL 26: PROFILE VIEW-DNT FRONTAGE ROADS
TEXAS COUNTY MAP N.T.S.
NOT A BINDING DOCUMENT
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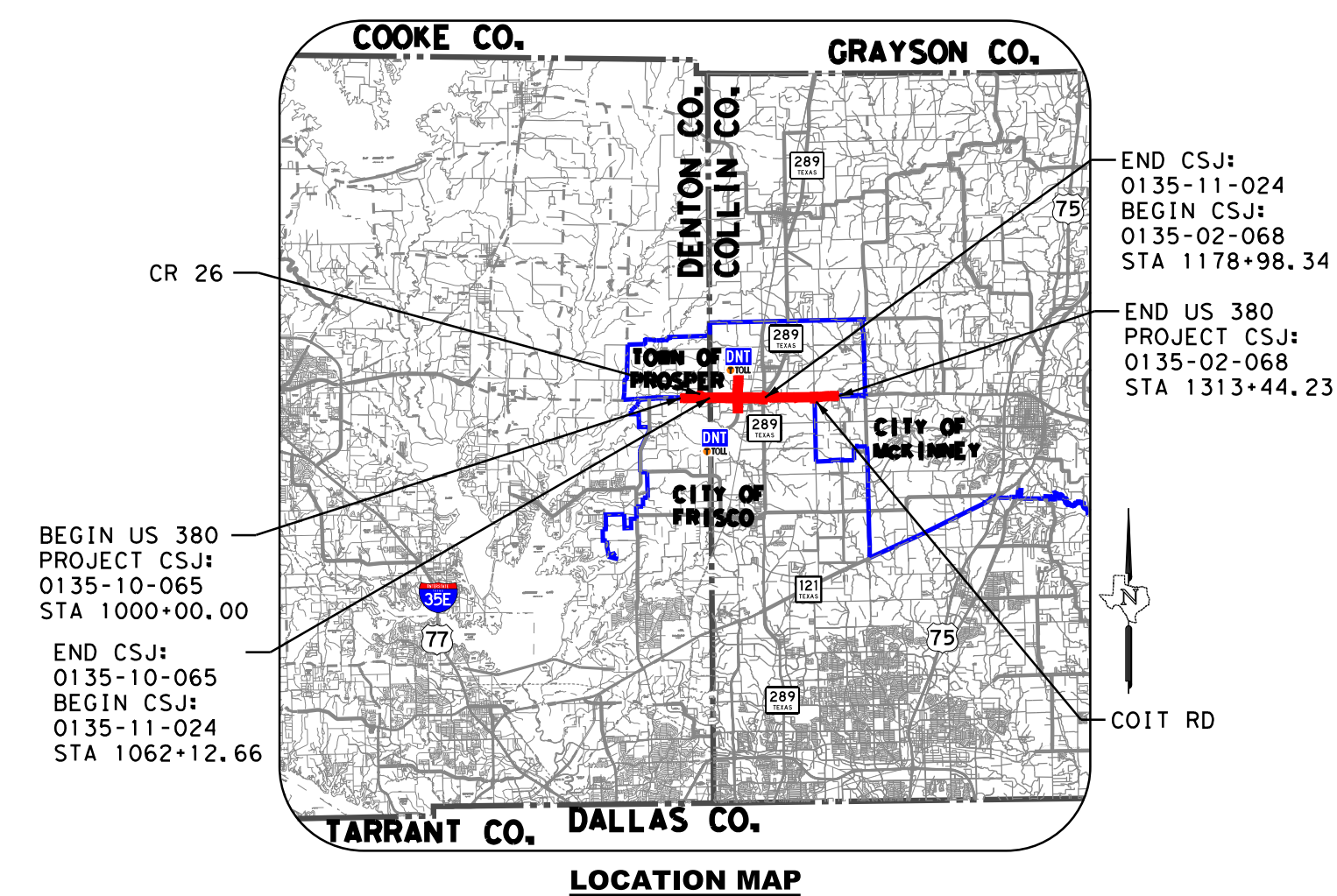
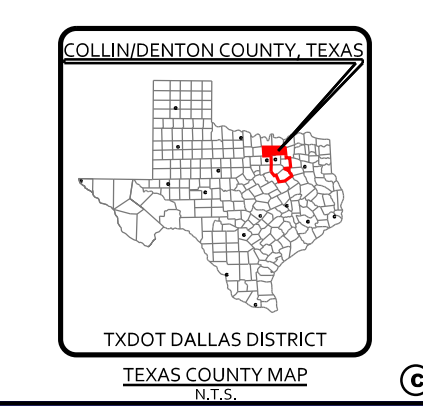
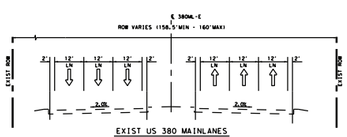
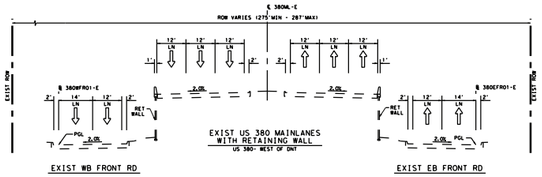
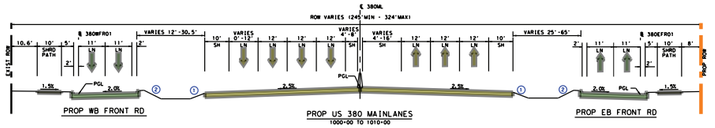



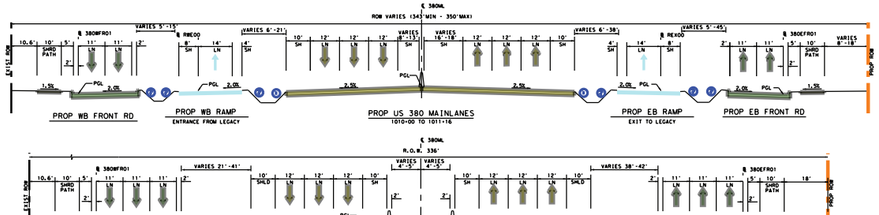
APPENDIX D

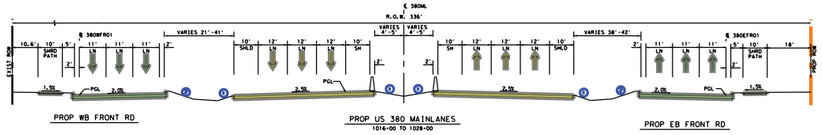
TYPICAL SECTIONS

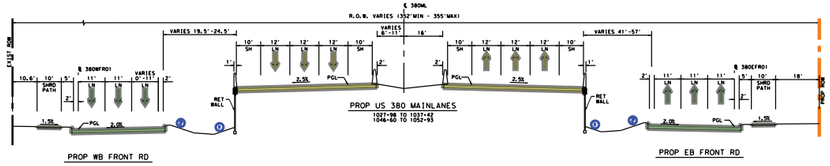


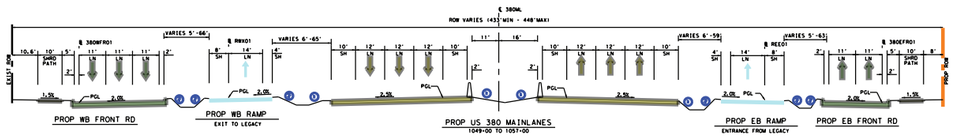


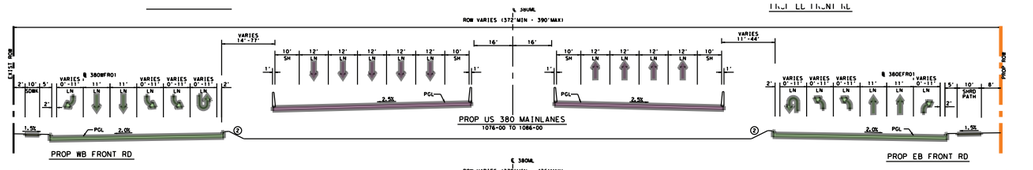


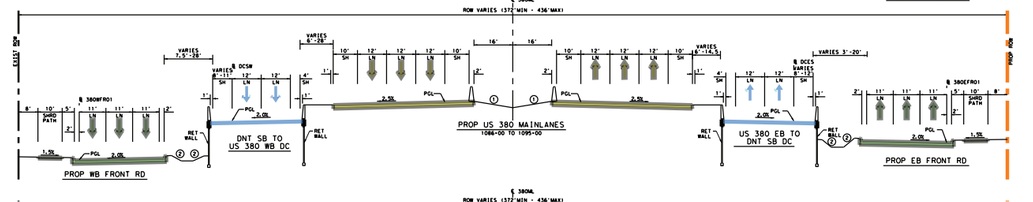


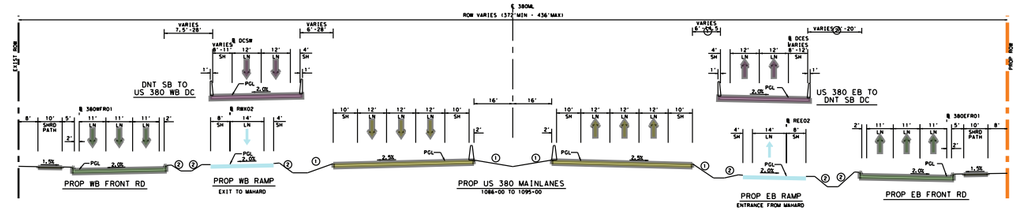


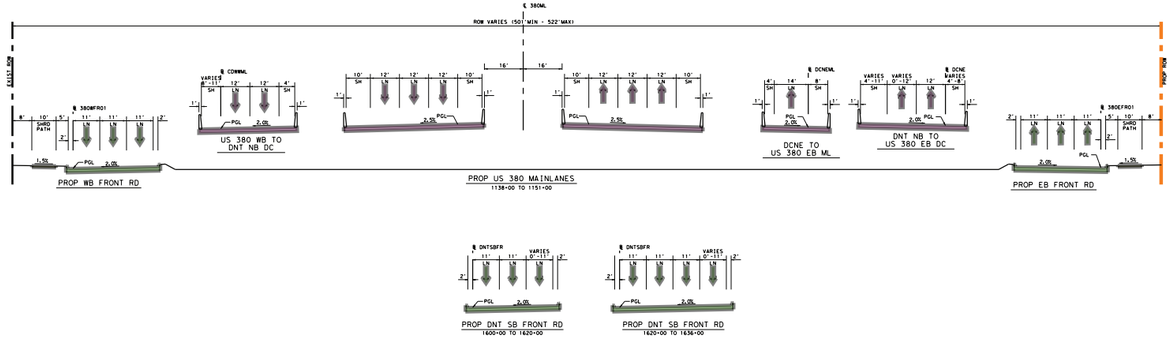












Existing and Proposed Typical Sections

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-10-065, 0135-11-024, & 0135-02-068

APPENDIX E

PLAN AND PROGRAM EXCERPTS

Freeway, Tollway, Express/HOV/Tolled Managed Lanes Recommendations Summary

April 5, 2023

FT Corridor	MTP ID	Facility	From	To	2023 Lanes	2026 Lanes	2036 Lanes	2045 Lanes	Asset Optimization Description	Total Project Cost
57 - US 380 Farmersville Bypass	2.140.2	US 380 Farmersville Bypass	West of CR 698/CR 699	East of CR 698/CR 699 (Hunt County Line)			4 (Frwy), 4/6 (Frtg-C)	4 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.1	US 380	West of Legacy Drive	SH 289			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.50.2	US 380	SH 289	Lakewood Drive			6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$3,196,700,966
58 - US 380 Freeway	2.110.1	US 380	Spur 399 Extension	West of CR 337			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
58 - US 380 Freeway	2.130.1	US 380	East of CR 456	CR 560			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.80.1	US 380 McKinney Bypass	Lakewood Drive	CR 1006			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.90.1	US 380 McKinney Bypass	CR 1006	US 75			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
59 - US 380 McKinney Bypass	2.100.1	US 380 McKinney Bypass	US 75	US 380			8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2
60 - US 380 Princeton Bypass	2.110.2	US 380	West of CR 337	East of CR 406			10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)		Included w/ 2.50.2

(Frwy): Freeway Lanes; (Toll): Tolled Lanes; (Frtg-D): Discontinuous Frontage Lanes; (Frtg-C): Continuous Frontage Lanes; CD: Collector-Distributor Lanes; (ML/T-C): Tolled Concurrent Managed Lanes; (ML/T-R): Tolled Reversible Managed Lanes; (Tech-C): Concurrent Technology Lanes; (ExL-R): Reversible Express Lanes; (Rural): Rural highways with some grade-separated intersections but also allow some roads and/or driveways direct access to the facility

NB, SB, EB, WB: Directional Lanes; X/Y Lanes: X is the minimum and Y is the maximum number of lanes (for both directions)

*Temporary use of shoulder lanes during the peak periods to add additional capacity in interim years before ultimate improvements

NOTE: Asset Optimization improvements are typically low-cost improvements implemented prior to, or in lieu of, ultimate capacity improvement. These types of improvements are targeted to address location-specific operation, safety, and bottleneck issues within the corridor, and do not affect Transportation Conformity.

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0135-10-065	US 380	E,R	VARIOUS	TXDOT-DALLAS	**$15,000,000**

LIMITS FROM: TEEL PKWY/CHAMPIONSHIP DRIVE
LIMITS TO: DENTON/COLLIN COUNTY LINE
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 4 TO 6 LANE ARTERIAL AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 55292
FUNDING CATEGORY: SW PE,SW ROW
MTP REFERENCE: RSA1-2.225.500

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,000,000
Right Of Way:	$12,000,000
Construction:	$58,646,629
Construction Engineering:	$3,474,314
Contingencies:	$5,811,881
Indirects:	$1,869,297
Bond Financing:	$0
Total Project Cost:	**$84,802,121**

Cost of Approved Phases: **$15,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
SW PE:	$0	$3,000,000	$0	$0	$0	$3,000,000
SW ROW:	$9,600,000	$1,200,000	$0	$1,200,000	$0	$12,000,000
Funding by Share:	$9,600,000	$4,200,000	$0	$1,200,000	$0	**$15,000,000**

DALLAS	ELLIS	0172-12-007	BUS 287S	E,R	ENNIS	TXDOT-DALLAS	**$5,500,000**

LIMITS FROM: ON BUS 287/ENNIS AVE AT UP RAILROAD
LIMITS TO:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION AT THE INTERSECTION OF BUS 287/ENNIS AVE AND THE UPRR LINE
REMARKS: LOCAL CONTRIBUTION PAID BY ENNIS AND UNION PACIFIC

REV DATE: 07/2022
MPO PROJECT ID: 14028
FUNDING CATEGORY: 3LC,SW ROW
MTP REFERENCE: MO3-002, FP3-001, FP3-013, FP2-120

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,000,000
Right Of Way:	$1,500,000
Construction:	$17,000,000
Construction Engineering:	$1,433,489
Contingencies:	$741,200
Indirects:	$514,495
Bond Financing:	$0
Total Project Cost:	**$25,189,184**

Cost of Approved Phases: **$5,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3LC:	$0	$0	$0	$0	$4,000,000	$4,000,000
SW ROW:	$1,200,000	$0	$0	$300,000	$0	$1,500,000
Funding by Share:	$1,200,000	$0	$0	$300,000	$4,000,000	**$5,500,000**

DALLAS	DENTON	0195-02-076	IH 35	C	SANGER	TXDOT-DALLAS	**$27,745,863**

LIMITS FROM: AT FM 455
LIMITS TO:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN 4 TO 6 MAINLANES AND RECONSTRUCT EXISTING 4 TO 4 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 55250
FUNDING CATEGORY: 12,4
MTP REFERENCE: FT1-3.10.1

Project History: REGIONAL 10-YEAR PLAN PROJECT

Total Project Cost Information:

Preliminary Engineering:	$2,353,051
Right Of Way:	$10,000,000
Construction:	$27,745,863
Construction Engineering:	$2,386,918
Contingencies:	$3,865,521
Indirects:	$1,177,222
Bond Financing:	$0
Total Project Cost:	**$47,528,575**

Cost of Approved Phases: **$27,745,863**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4:	$706,854	$176,713	$0	$0	$0	$883,567
12:	$21,489,837	$5,372,459	$0	$0	$0	$26,862,296
Funding by Share:	$22,196,691	$5,549,172	$0	$0	$0	**$27,745,863**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-02-067	CS	C	MCKINNEY	MCKINNEY	**$1,200,000**

LIMITS FROM: ON US 380/WEST UNIVERSITY DRIVE AT COMMUNITY AVE
LIMITS TO:
TIP DESCRIPTION: CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING DUAL LEFT TURN LANES AND RIGHT TURN LANES
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 19010
FUNDING CATEGORY: 5,OTHER - Cat 3 - TDC (MPO)
MTP REFERENCE: TSMO2-001
NOX (LBS/DAY): 0.32 VOC (LBS/DAY): 0.17

Project History: 240,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL; CATEGORY 2 AND MTP POLICY BUNDLE TDCS

Total Project Cost Information:

Preliminary Engineering:	$250,000
Right Of Way:	$340,000
Construction:	$1,200,000
Construction Engineering:	$101,187
Contingencies:	$52,320
Indirects:	$36,317
Bond Financing:	$0
Total Project Cost:	**$1,979,824**

Cost of Approved Phases: **$1,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
OTHER - Cat 3 - TDC (MPO):	$0	$0	$240,000	$0	$0	$240,000
5:	$1,200,000	$0	$0	$0	$0	$1,200,000
Funding by Share:	$1,200,000	$0	$0	$0	$0	**$1,200,000**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-02-068	US 380	E,R	FRISCO	TXDOT-DALLAS	**$23,520,000**

LIMITS FROM: EAST OF SH 289
LIMITS TO: WEST OF LAKEWOOD DRIVE
TIP DESCRIPTION: RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 55281
FUNDING CATEGORY: SW PE,SW ROW
MTP REFERENCE: FT1-2.50.2, RSA1-2.225.535, RSA1-2.225.550

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,320,000
Right Of Way:	$19,200,000
Construction:	$85,300,000
Construction Engineering:	$3,530,531
Contingencies:	$5,459,200
Indirects:	$2,632,017
Bond Financing:	$0
Total Project Cost:	**$120,441,748**

Cost of Approved Phases: **$23,520,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
SW PE:	$0	$4,320,000	$0	$0	$0	$4,320,000
SW ROW:	$15,360,000	$1,920,000	$0	$1,920,000	$0	$19,200,000
Funding by Share:	$15,360,000	$6,240,000	$0	$1,920,000	$0	**$23,520,000**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-03-046	US 380	C	PRINCETON	TXDOT-DALLAS	**$31,189,901**

LIMITS FROM: WEST OF BRIDGEFARMER ROAD
LIMITS TO: 4TH STREET
TIP DESCRIPTION: WIDEN 4 LANE ROADWAY TO 6 LANE DIVIDED
REMARKS: LOCAL CONTRIBUTION PAID BY COLLIN COUNTY

REV DATE: 07/2022
MPO PROJECT ID: 55233
FUNDING CATEGORY: 2M,3LC
MTP REFERENCE: RSA1-2.225.670

Project History: REGIONAL 10 YEAR PLAN PROJECT

Total Project Cost Information:

Preliminary Engineering:	$2,000,000
Right Of Way:	$32,000,000
Construction:	$31,189,901
Construction Engineering:	$1,796,950
Contingencies:	$1,797,669
Indirects:	$886,251
Bond Financing:	$0
Total Project Cost:	**$69,670,771**

Cost of Approved Phases: **$31,189,901**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2M:	$16,151,921	$4,037,980	$0	$0	$0	$20,189,901
3LC:	$0	$0	$0	$0	$11,000,000	$11,000,000
Funding by Share:	$16,151,921	$4,037,980	$0	$0	$11,000,000	**$31,189,901**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-11-024	US 380	E,R	FRISCO	TXDOT-DALLAS	**$44,345,000**

LIMITS FROM: DENTON/COLLIN COUNTY LINE
LIMITS TO: EAST OF SH 289
TIP DESCRIPTION: RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 55280
FUNDING CATEGORY: SW PE,SW ROW
MTP REFERENCE: FT1-2.50.1, RSA1-2.225.525

Project History:

Total Project Cost Information:

Preliminary Engineering:	$8,145,000
Right Of Way:	$36,200,000
Construction:	$161,000,000
Construction Engineering:	$9,537,880
Contingencies:	$15,955,100
Indirects:	$5,131,698
Bond Financing:	$0
Total Project Cost:	**$235,969,678**

Cost of Approved Phases: **$44,345,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
SW PE:	$0	$8,145,000	$0	$0	$0	$8,145,000
SW ROW:	$28,960,000	$3,620,000	$0	$3,620,000	$0	$36,200,000
Funding by Share:	$28,960,000	$11,765,000	$0	$3,620,000	$0	**$44,345,000**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-15-002	US 380	E,R	MCKINNEY	TXDOT-DALLAS	**$197,837,500**

LIMITS FROM: JCT US 380/WEST UNIVERSITY (WEST OF MCKINNEY)
LIMITS TO: JCT US 380/EAST UNIVERSITY (EAST OF MCKINNEY)
TIP DESCRIPTION: CONSTRUCT 0 TO 8 LANE FREEWAY AND 0 TO 4/6 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 13070
FUNDING CATEGORY: SW PE,SW ROW
MTP REFERENCE: FT1-2.80.1, FT1-2.90.1, FT1-2.100.1

Project History: REGIONAL 10-YEAR PLAN PROJECT

Total Project Cost Information:

Preliminary Engineering:	$36,337,500
Right Of Way:	$161,500,000
Construction:	$723,246,500
Construction Engineering:	$49,910,547
Contingencies:	$41,080,401
Indirects:	$22,165,480
Bond Financing:	$0
Total Project Cost:	**$1,034,240,428**

Cost of Approved Phases: **$197,837,500**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
SW PE:	$0	$36,337,500	$0	$0	$0	$36,337,500
SW ROW:	$129,200,000	$16,150,000	$0	$16,150,000	$0	$161,500,000
Funding by Share:	$129,200,000	$52,487,500	$0	$16,150,000	$0	**$197,837,500**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-16-002	US 380	E,R	PRINCETON	TXDOT-DALLAS	**$107,065,000**

LIMITS FROM: JCT US 380/UNIVERSITY DRIVE (WEST OF PRINCETON)
LIMITS TO: JCT US 380/UNIVERSITY DRIVE (EAST OF PRINCETON)
TIP DESCRIPTION: CONSTRUCT 0 TO 8/10 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
REMARKS:

REV DATE: 07/2022
MPO PROJECT ID: 55284
FUNDING CATEGORY: SW PE,SW ROW
MTP REFERENCE: FT1-2.110.2, FT1-2.120.1

Project History:

Total Project Cost Information:

Preliminary Engineering:	$19,665,000
Right Of Way:	$87,400,000
Construction:	$389,610,000
Construction Engineering:	$16,125,802
Contingencies:	$24,935,040
Indirects:	$12,021,806
Bond Financing:	$0
Total Project Cost:	**$549,757,648**

Cost of Approved Phases: **$107,065,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
SW PE:	$0	$19,665,000	$0	$0	$0	$19,665,000
SW ROW:	$69,920,000	$8,740,000	$0	$8,740,000	$0	$87,400,000
Funding by Share:	$69,920,000	$28,405,000	$0	$8,740,000	$0	**$107,065,000**

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0081	Revised Mod:	No	Action Type:	Current RTC Action	STIP Revision:	Yes
Reason for Request:	INCREASE ROW FUNDING IN FY2023						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55292	US 380	DENTON	VARIOUS	TXDOT-DALLAS	RSA1-2.225.500

Limits From:	TEEL PKWY/CHAMPIONSHIP DRIVE
Limits To:	DENTON/COLLIN COUNTY LINE
Project Scope:	RECONSTRUCT AND WIDEN 4 TO 6 LANE ARTERIAL AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	0135-10-065	SW PE	$0	$3,000,000	$0	$0	$0	$3,000,000
2023	ROW	0135-10-065	SW ROW	$9,600,000	$1,200,000	$0	$1,200,000	$0	$12,000,000
			Total	**$9,600,000**	**$4,200,000**	**$0**	**$1,200,000**	**$0**	**$15,000,000**

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55292	US 380	DENTON	VARIOUS	TXDOT-DALLAS	RSA1-2.225.500

Limits From:	TEEL PKWY/CHAMPIONSHIP DRIVE
Limits To:	DENTON/COLLIN COUNTY LINE
Project Scope:	RECONSTRUCT AND WIDEN 4 TO 6 LANE ARTERIAL AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Comments:	
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2023	ENG	0135-10-065	SW PE	$0	$3,000,000	$0	$0	$0	$3,000,000
2023	ROW	0135-10-065	SW ROW	$35,200,000	$4,400,000	$0	$4,400,000	$0	$44,000,000
			Total	**$35,200,000**	**$7,400,000**	**$0**	**$4,400,000**	**$0**	**$47,000,000**

Yes - Contingent on TxDOT approval?

The following signature authorizes:
No - Additional MPO Allocated Funds Moved to Year One
Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

Michael Morris, P.E. — 12/9/2022
Michael Morris, P.E.
Director of Transportation
NCTCOG
Date

CERTIFIED BY:

Ceason Clemens, P.E. — 12/8/2022
Ceason Clemens, P.E.
District Engineer
TxDOT Dallas District
Date

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0089	Revised Mod:	No	Action Type:	Current RTC Action	STIP Revision:	Yes
Reason for Request:	INCREASE ROW FUNDING IN FY2024						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55281	US 380	COLLIN	FRISCO	TXDOT-DALLAS	FT1-2.50.2, RSA1-2.225.535, RSA1-2.225.550

Limits From:	EAST OF SH 289
Limits To:	WEST OF LAKEWOOD DRIVE
Project Scope:	RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2024	ENG	0135-02-068	SW PE	$0	$4,320,000	$0	$0	$0	$4,320,000
2024	ROW	0135-02-068	SW ROW	$15,360,000	$1,920,000	$0	$1,920,000	$0	$19,200,000
			Total	**$15,360,000**	**$6,240,000**	**$0**	**$1,920,000**	**$0**	**$23,520,000**

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55281	US 380	COLLIN	FRISCO	TXDOT-DALLAS	RSA1-2.225.535, RSA1-2.225.550, FT1-2.50.2

Limits From:	EAST OF SH 289
Limits To:	WEST OF LAKEWOOD DRIVE
Project Scope:	RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Comments:	
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2024	ENG	0135-02-068	SW PE	$0	$4,320,000	$0	$0	$0	$4,320,000
2024	ROW	0135-02-068	SW ROW	$48,000,000	$6,000,000	$0	$6,000,000	$0	$60,000,000
			Total	**$48,000,000**	**$10,320,000**	**$0**	**$6,000,000**	**$0**	**$64,320,000**

Yes - Contingent on TxDOT approval?

CERTIFIED BY:

Michael Morris, P.E. — 12/9/2022
Michael Morris, P.E. — Date
Director of Transportation
NCTCOG

The following signature authorizes:
No - Additional MPO Allocated Funds Moved to Year One
Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

Ceason Clemens, P.E. — 12/8/2022
Ceason Clemens, P.E. — Date
District Engineer
TxDOT Dallas District

Transportation Improvement Program Project Modification

CURRENTLY APPROVED

Modification Number:	2023-0091	Revised Mod:	No	Action Type:	Current RTC Action	STIP Revision:	Yes
Reason for Request:	INCREASE ROW FUNDING IN FY2024						

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55280	US 380	COLLIN	FRISCO	TXDOT-DALLAS	FT1-2.50.1, RSA1-2.225.525

Limits From:	DENTON/COLLIN COUNTY LINE
Limits To:	EAST OF SH 289
Project Scope:	RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2024	ENG	0135-11-024	SW PE	$0	$8,145,000	$0	$0	$0	$8,145,000
2024	ROW	0135-11-024	SW ROW	$28,960,000	$3,620,000	$0	$3,620,000	$0	$36,200,000
			Total	**$28,960,000**	**$11,765,000**	**$0**	**$3,620,000**	**$0**	**$44,345,000**

PROPOSED MODIFICATION

PROJECT DETAILS

District	TIP Code	Highway	County	City	Implementing Agency	MTP Reference(s)
DALLAS	55280	US 380	COLLIN	FRISCO	TXDOT-DALLAS	RSA1-2.225.550, RSA1-2.225.525, FT1-2.50.1

Limits From:	DENTON/COLLIN COUNTY LINE
Limits To:	EAST OF SH 289
Project Scope:	RECONSTRUCT 6 LANE ARTERIAL TO 6 LANE FREEWAY AND CONSTRUCT 0 TO 4/6 LANE FRONTAGE ROADS
Comments:	
AQ Statement:	THIS PROJECT IS INCLUDED WITH MOBILITY 2045 UPDATE AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS

FUNDING

FY	Phase	CSJ	Category	Federal	State	Regional	Local	Local Contribution	Total
2024	ENG	0135-11-024	SW PE	$0	$8,145,000	$0	$0	$0	$8,145,000
2024	ROW	0135-11-024	SW ROW	$84,800,000	$10,600,000	$0	$10,600,000	$0	$106,000,000
			Total	**$84,800,000**	**$18,745,000**	**$0**	**$10,600,000**	**$0**	**$114,145,000**

Yes - Contingent on TxDOT approval?

The following signature authorizes:
No - Additional MPO Allocated Funds Moved to Year One
Yes - Modification to TxDOT Selected Program

CERTIFIED BY:

Michael Morris, P.E. — 12/9/2022
Michael Morris, P.E.
Director of Transportation
NCTCOG
Date

CERTIFIED BY:

Ceason Clemens, P.E. — 12/8/2022
Ceason Clemens, P.E.
District Engineer
TxDOT Dallas District
Date

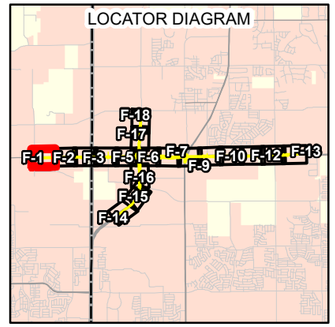
APPENDIX F

RESOURCE-SPECIFIC MAPS

Figure F-1

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

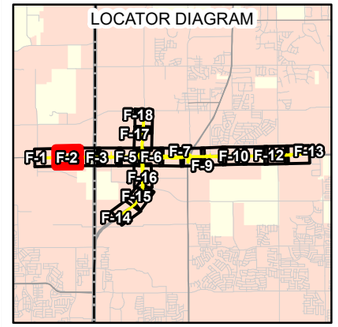
0 100 200
Feet

1 inch = 200 feet

Figure F-2

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

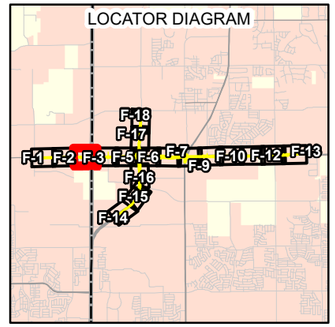
0 100 200
Feet

1 inch = 200 feet

Figure F-3

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

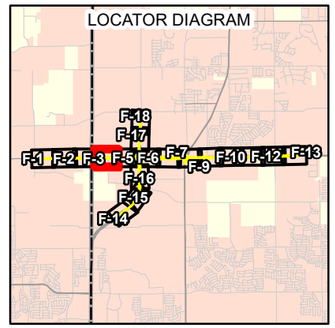
0 100 200
Feet

1 inch = 200 feet

Figure F-4

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

0 100 200
Feet

1 inch = 200 feet

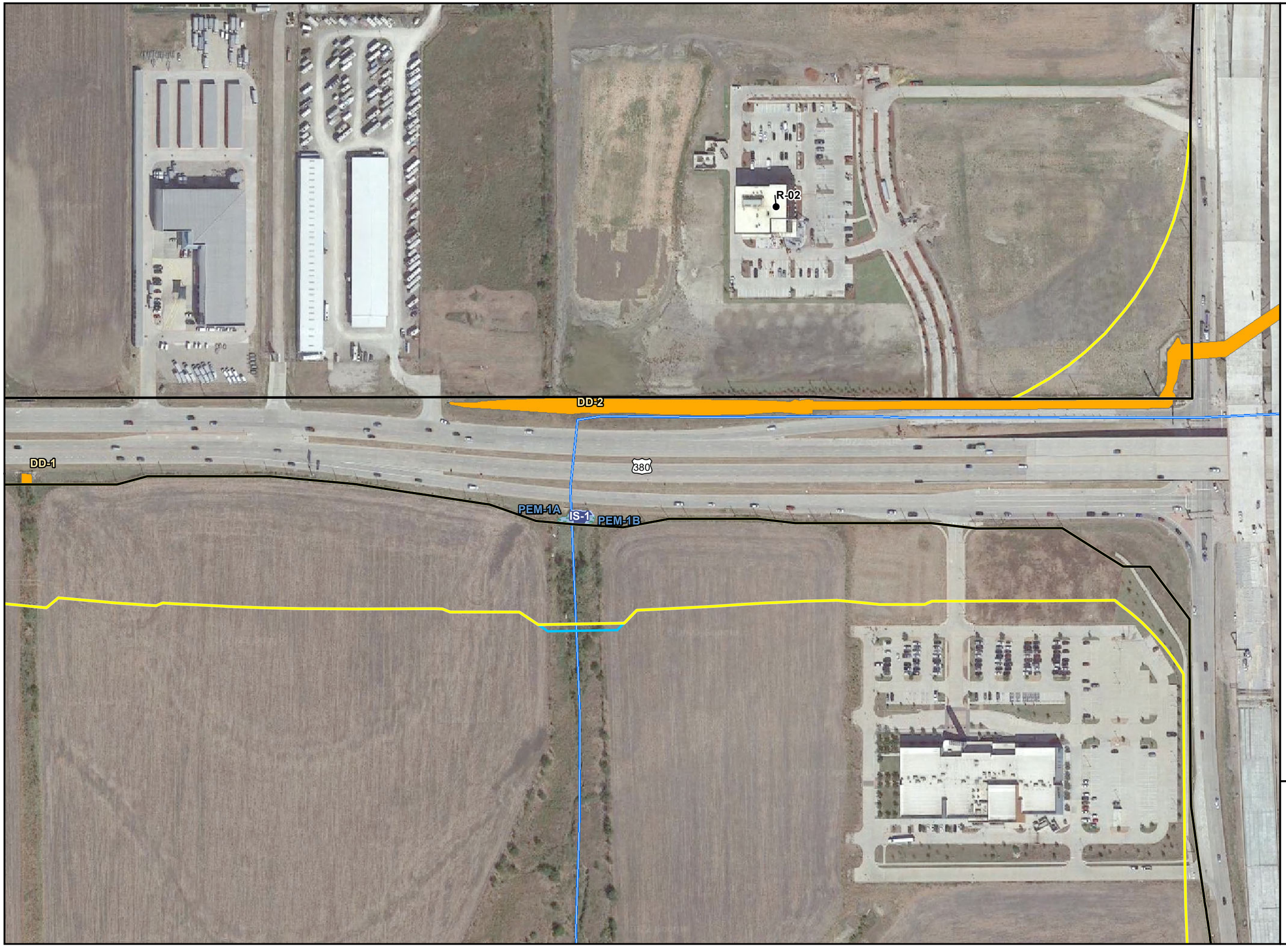
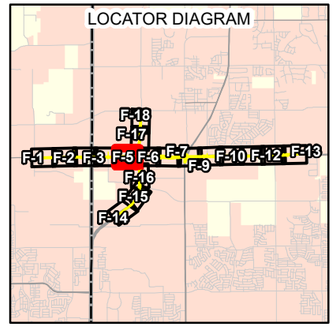


Figure F-5

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

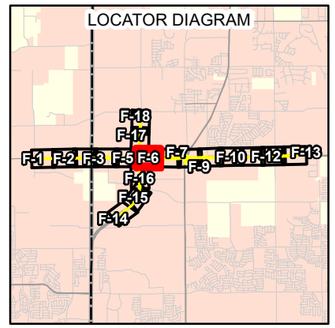
0 100 200
Feet

1 inch = 200 feet

Figure F-6

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

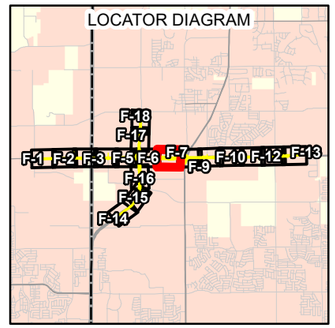
0 100 200
Feet

1 inch = 200 feet

Figure F-7

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

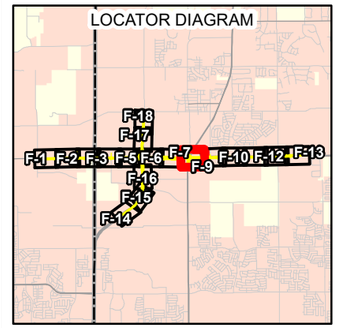
0 100 200
Feet

1 inch = 200 feet

Figure F-8

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

0 100 200
Feet

1 inch = 200 feet

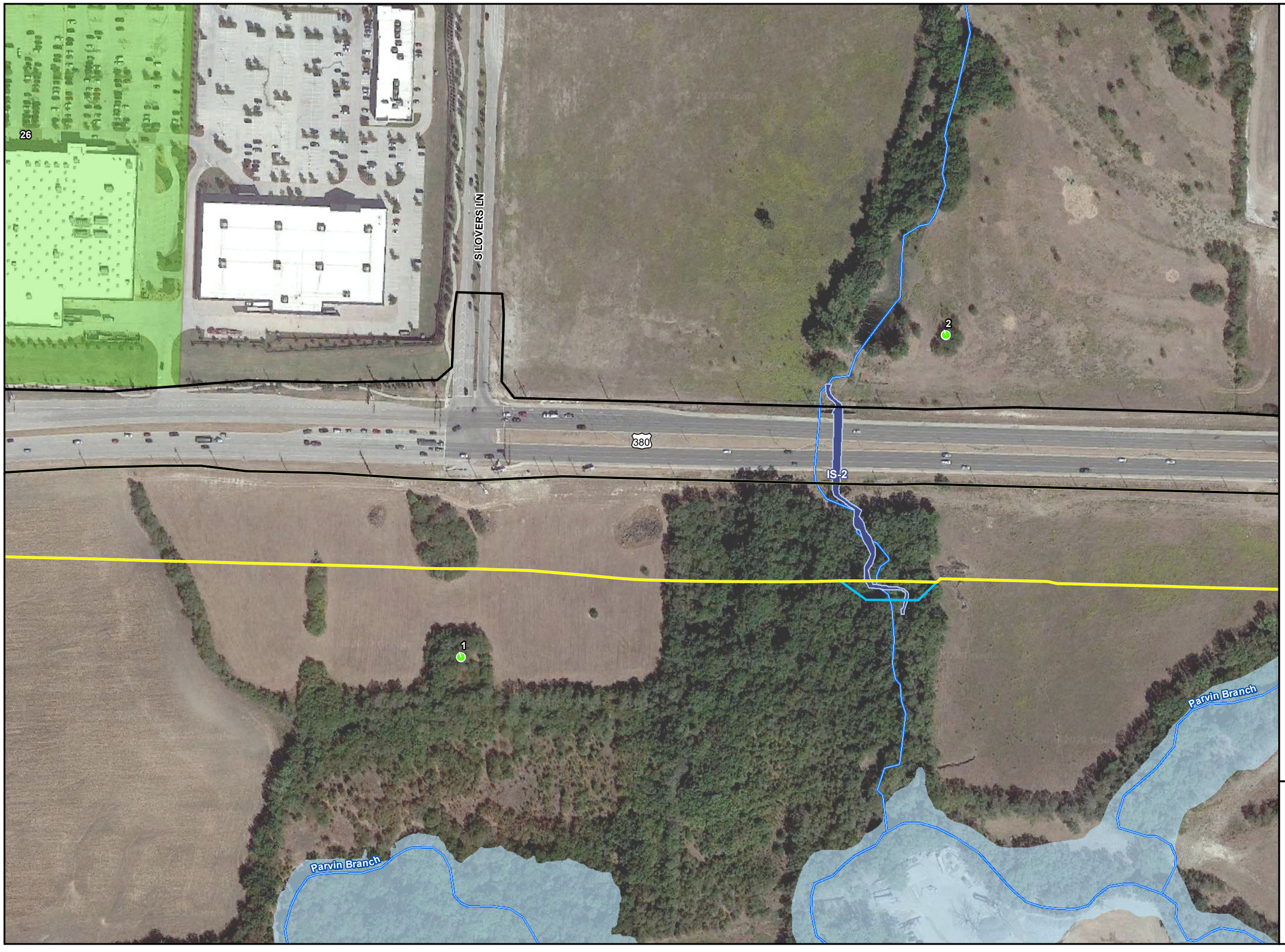
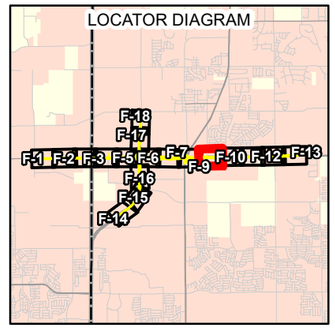


Figure F-9

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

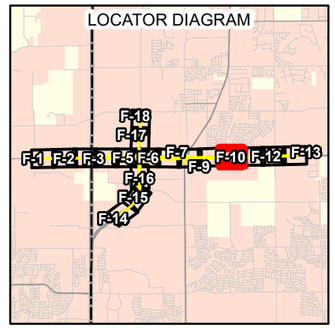
0 100 200
Feet

1 inch = 200 feet

Figure F-10

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

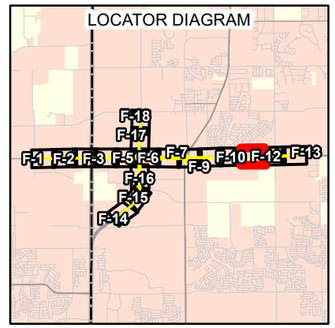
0 100 200
Feet

1 inch = 200 feet

Figure F-11

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

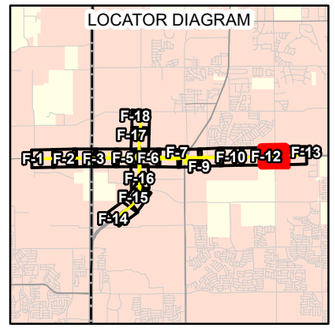
0 100 200
Feet

1 inch = 200 feet

Figure F-12

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

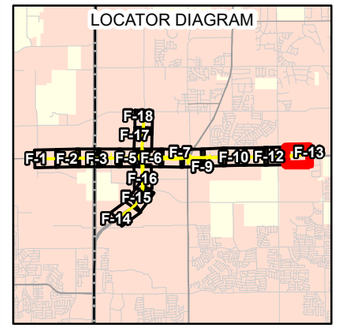
0 100 200
Feet

1 inch = 200 feet

Figure F-13

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

0 100 200
Feet

1 inch = 200 feet

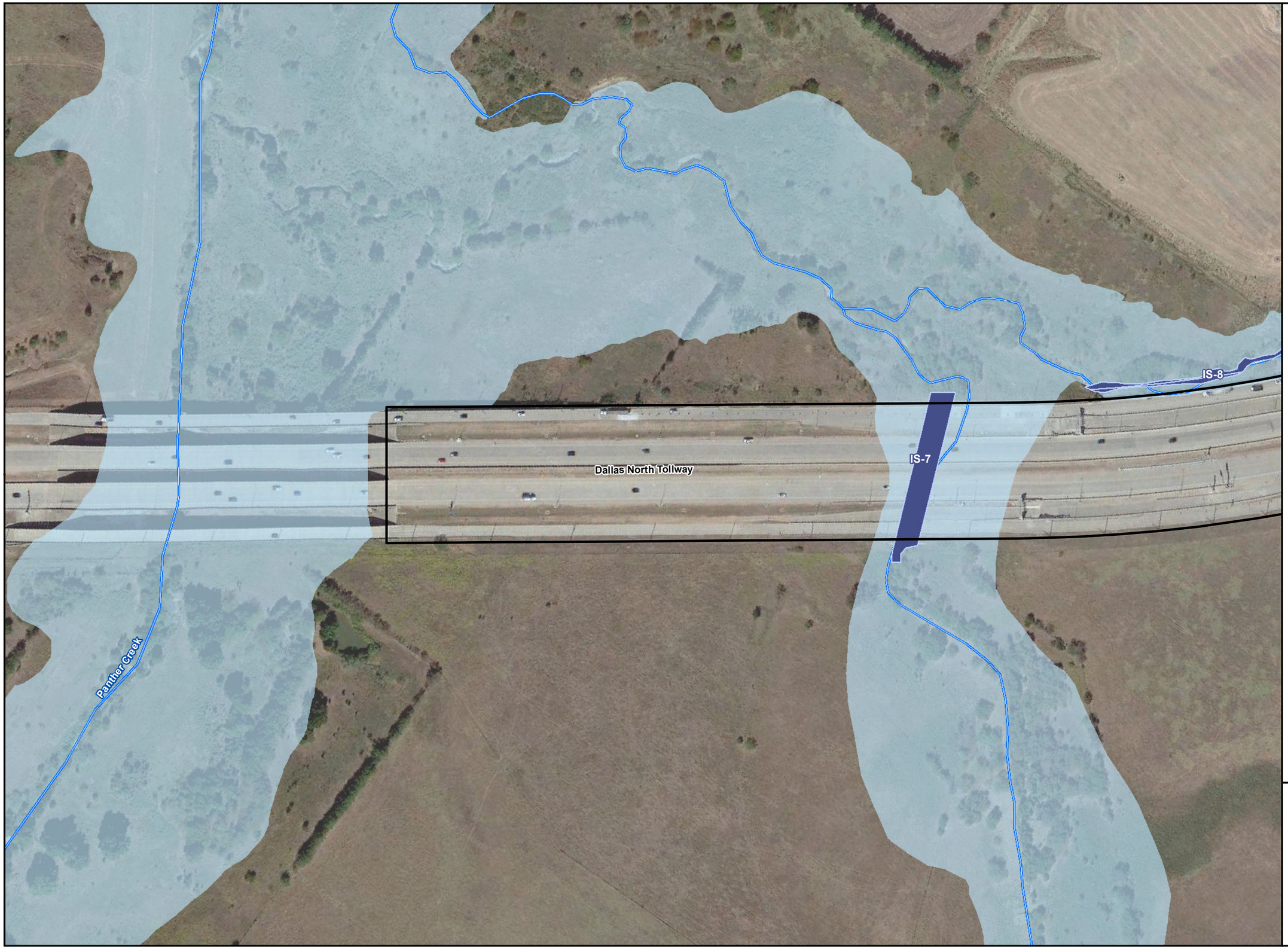
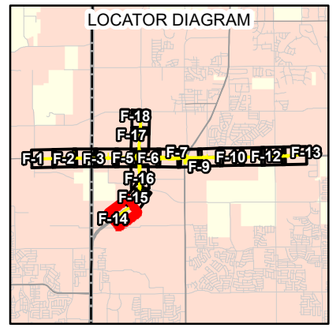


Figure F-14

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

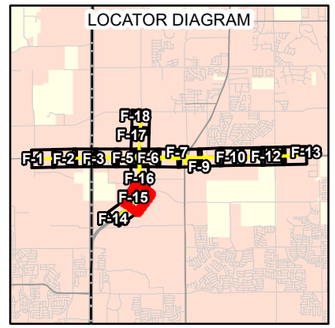
0 100 200
Feet

1 inch = 200 feet

Figure F-15

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

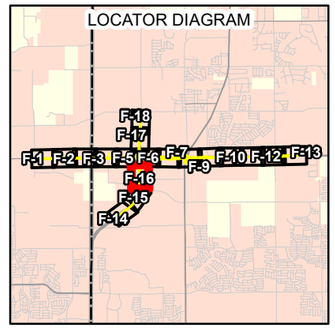
0 100 200
Feet

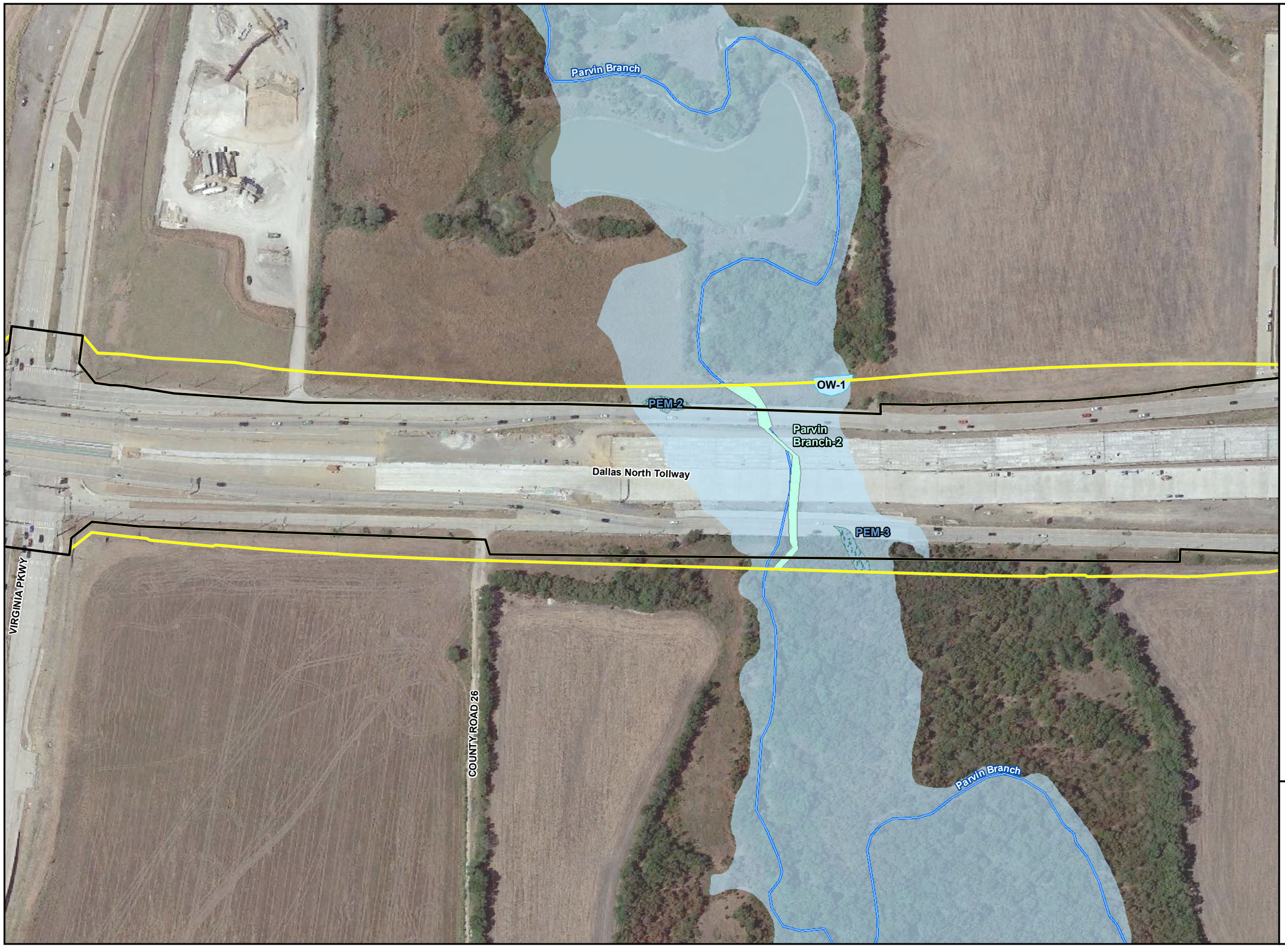
1 inch = 200 feet

Figure F-16

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068





Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

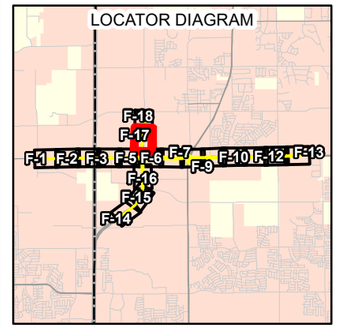
0 100 200
Feet

1 inch = 200 feet

Figure F-17

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

0 100 200
Feet

1 inch = 200 feet

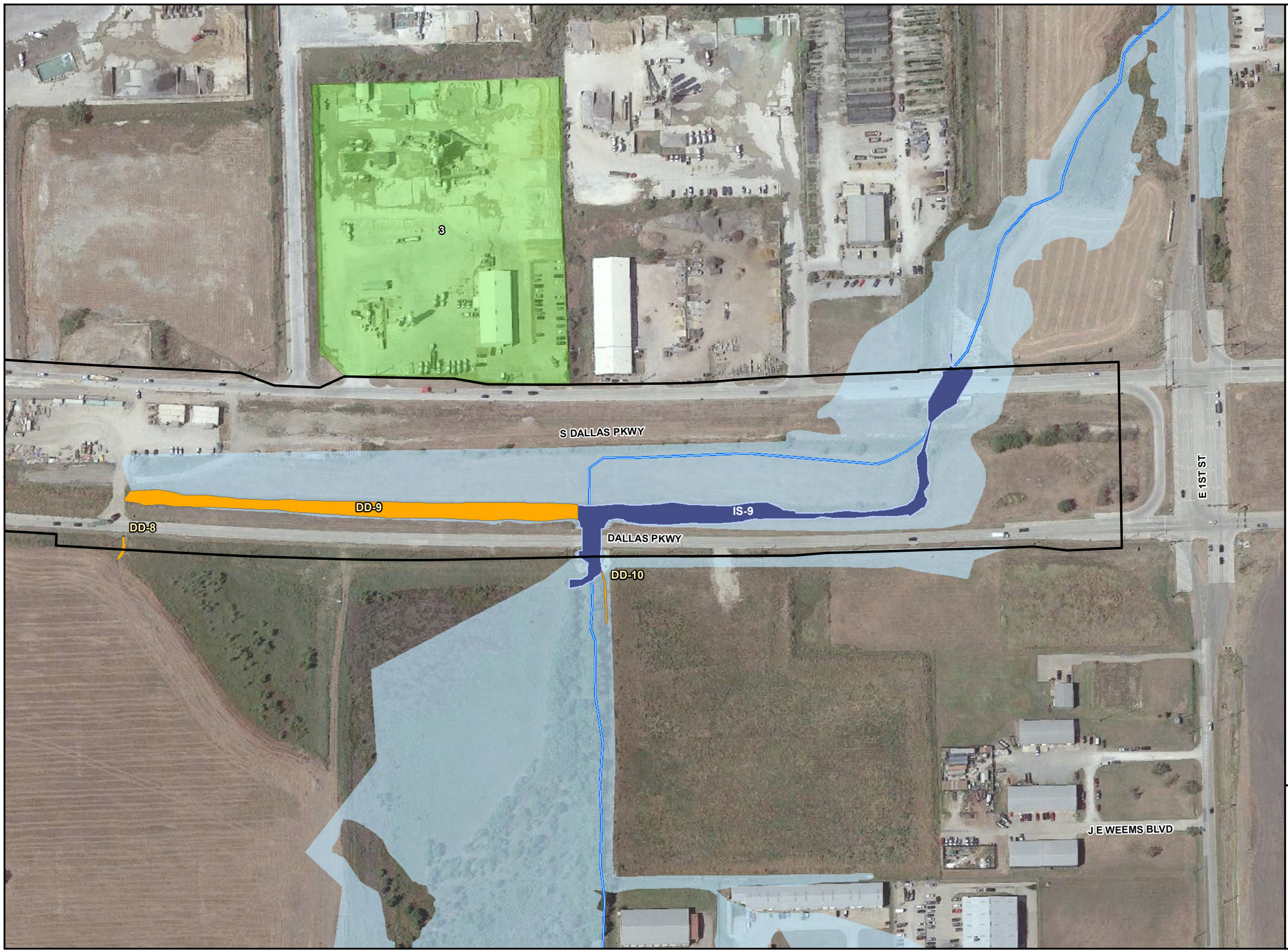
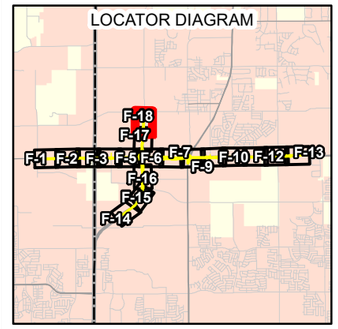


Figure F-18

US 380 Project Constraints

US 380 from Teel Pkwy/Championship Drive
to Lakewood Drive
Collin and Denton Counties, Texas
CSJs: 0135-11-024, 0135-10-065, & 0135-02-068



Key to Features

- Existing ROW
- Proposed ROW
- Drainage Easement
- Drainage Ditch
- Ephemeral Stream
- Intermittent Stream
- Open Water
- Open Water / Palustrine Emergent Wetland
- Palustrine Emergent Wetland
- Palustrine Forested Wetland
- Perennial Stream
- FEMA Floodplains (100-year)
- Cemetery
- Streams (NHD)
- Historic-age Features
- Non-impacted Noise Receptors
- Impacted Noise Receptors

Hazardous Materials Sites

- Low Potential
- Low Potential

N

0 100 200
Feet

1 inch = 200 feet

APPENDIX G

RESOURCE AGENCY COORDINATION

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

February 14, 2023

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

US 380, From Teel Parkway/Championship Drive to west of Lakewood Drive, Denton and Collin Counties (CSJs: 0135-11-024, 0135-10-065, 0135-02-068)

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as severe nonattainment for the 2008 ozone National Ambient Air Quality Standard (NAAQS) and moderate nonattainment for the 2015 ozone NAAQS. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov

Christine Polito

From: Christine Polito
Sent: Tuesday, January 31, 2023 8:44 AM
To: NEPA
Cc: Dan Perge; Michelle Lueck
Subject: Draft environmental assessment for a highway project
Attachments: 0135-11-024, etc US 380 Prosper-Frisco PH - Notice of a Public Hearing (English) FINAL.pdf

Attached please find a Notice of Availability of a DRAFT environmental assessment for a highway project.

Thank you,

Christine Polito *(she/her/hers)*
Environmental Program Manager
Dallas Environmental
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-6141
Christine.Polito@txdot.gov

Leslie Mirise

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, March 17, 2023 5:15 PM
To: Christine Polito
Cc: Leslie Mirise; Dan Perge; Michelle Lueck
Subject: RE: 0135-11-024, etc. US 380 Prosper Notice of Availability of Draft EA

Christine,

Thank you for submitting the following project for coordination of an *Environmental Assessment (EA)*: US 380 from Teel Parkway/Championship Drive to Lakewood Drive (CSJ: 0135-11-024). TPWD appreciates TxDOT's commitment to implement the practices listed in the draft EA (January 2023) submitted on January 31, 2023. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.207(f) of the 2021 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
Phone: (512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Tuesday, January 31, 2023 4:38 PM
To: Christine Polito <Christine.Polito@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Leslie Mirise <Leslie.Mirise@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: 0135-11-024, etc. US 380 Prosper Notice of Availability of Draft EA

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 49961. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant

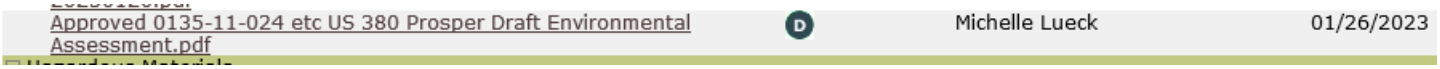
Texas Parks & Wildlife Department
Wildlife Division – Ecological & Environmental Planning Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Christine Polito <Christine.Polito@txdot.gov>
Sent: Tuesday, January 31, 2023 8:50 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Leslie Mirise <Leslie.Mirise@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Michelle Lueck <Michelle.Lueck@txdot.gov>
Subject: 0135-11-024, etc. US 380 Prosper Notice of Availability of Draft EA

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental assessment for the subject project. For your convenience, you can use this link to access the Draft EA:
https://www.keepitmovingdallas.com/US380ProsperFriscoWidening

Type of Request: Coordination of a Draft EA
CSJ: 0135-11-024, etc.
Project Name: US 380 Prosper/Frisco Widening
Project Location: Town of Prosper, City of Frisco, Collin County, Texas
File names for Draft EA in ECOS (this file is available on the Documents page under the Project heading):



Thank you,

Christine Polito *(she/her/hers)*
Environmental Program Manager
Dallas Environmental
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-6141
Christine.Polito@txdot.gov

Christine Polito

From: Christine Polito
Sent: Tuesday, January 31, 2023 8:50 AM
To: WHAB_TxDOT
Cc: Leslie Mirise; Dan Perge; Michelle Lueck
Subject: 0135-11-024, etc. US 380 Prosper Notice of Availability of Draft EA
Attachments: 0135-11-024, etc US 380 Prosper-Frisco PH - Notice of a Public Hearing (English) FINAL.pdf

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental assessment for the subject project. For your convenience, you can use this link to access the Draft EA:
https://www.keepitmovingdallas.com/US380ProsperFriscoWidening

Type of Request: Coordination of a Draft EA
CSJ: 0135-11-024, etc.
Project Name: US 380 Prosper/Frisco Widening
Project Location: Town of Prosper, City of Frisco, Collin County, Texas
File names for Draft EA in ECOS (this file is available on the Documents page under the Project heading):

Thank you,

Christine Polito *(she/her/hers)*
Environmental Program Manager
Dallas Environmental
Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX 75150-6643
(214) 320-6141
Christine.Polito@txdot.gov

Leslie Mirise

From: Leslie Mirise
Sent: Friday, January 20, 2023 11:29 AM
To: Suzanne Walsh
Cc: Christine Polito; Dan Perge; Stirling Robertson
Subject: RE: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

Suzanne,

TxDOT has updated the BMP Form to include the full BMP language. The form will be included in the Draft EA that we expect to be released in the next couple weeks. I believe the public hearing is scheduled a few weeks after the Draft EA release.

Thanks,

Leslie Mirise
Environmental Specialist
Dallas District – DAL-ENV
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Wednesday, November 30, 2022 4:53 PM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: RE: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

Leslie,

Thank you for your patience.

TPWD recommends revising TxDOT's *"Documentation of Texas Parks and Wildlife Department Best Management Practices"* form (8/8/2022 completed date) to add the full language of all individual BMP within a category (i.e. bulleted list) from TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources* (September 17, 2021 Version) that will be implemented for this project and including the revised form in the Draft EA.

Please feel free to reach out to me if you need any further assistance. We would also appreciate being notified about any upcoming scoping or public meetings for this project. TPWD looks forward to reviewing the draft EA when it is available.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Wednesday, October 5, 2022 10:19 AM
To: Leslie Mirise <Leslie.Mirise@txdot.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 49310. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Tuesday, September 27, 2022 9:30 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

Hello,

TxDOT requests initial collaboration review for the US 380 Prosper/Frisco Widening project in Collin & Denton counties, Texas. Please see ECOS WPD I screen for the project description. The project extends along existing US 380 from Teel Pkwy/Championship Dr to West of Lakewood Dr. The following file names for relevant documents are available in ECOS:

1. APPROVED 01 0135-11-024, etc. US 380 Prosper SAS 20220808.pdf
2. APPROVED 02 0135-11-024, etc. US 380 Prosper SAF 20220808.pdf
3. APPROVED 03 0135-11-024, etc. US 380 Prosper BMP Form 20220808. pdf
4. APPROVED 04 0135-11-024, etc. US 380 Prosper TPWD RTEST accessed 20220712.pdf
5. APPROVED 05 0135-11-024, etc. US 380 Prosper TxNDD accessed 20220401.pdf
6. APPROVED 06 0135-11-024, etc. US 380 Prosper EMSTfigures 20220808.pdf
7. APPROVED 07 0135-11-024, etc. US 380 Prosper ObservedVegFigures 20220808.pdf
8. APPROVED 08 0135-11-024, etc. US 380 Prosper EMSTandObservedVegSpreadsheet 20220808.pdf
9. APPROVED 09 0135-11-024, etc. US 380 Prosper Photos 20220808.pdf
10. APPROVED 10 0135-11-024, etc. US 380 Prosper SuitableHabitatFreshwaterMussels_20220808.pdf
11. CSJ 0135-11-024, etc._US 380 Prosper_USFWS Species List_20220425.pdf
12. APPROVED 0135-11-024, etc. US 380 Draft 2 Surface Waters Analysis Form_9-09-22.pdf
13. APPROVED 0135-11-024, etc. US 380 Draft 2 Delineation Report_9.09.2022.pdf

As general timeline information, the Draft EA is expected to be published in late 2022, the public hearing is expected in January 2023, and environmental clearance in May 2023. Please feel free to contact me with any questions of it additional information is needed.

Thank you,

Leslie Mirise
Environmental Specialist
Dallas District – DAL-ENV
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150
(214) 320-6162 office
(214) 320-4470 FAX

Form
Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **US 380 Prosper/Frisco Widening**

CSJ(s): **0135-11-024, 0135-10-065, 0135-02-068**

County(ies): **Collin, Denton**

Date Form Completed: **1/20/2023**

Prepared by: **Madison Torres, Hicks & Company**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

   N/A

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

   N/A

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   N/A

4. List all BMP that will be applied to this project per the document *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources*.

***Note, these are BMP that TxDOT commits to implement at the time this form is completed. This list may change prior to or during construction based on changes to project impacts, design, etc.**

BMP to be Implemented:

- Minimize impacts to wetland habitats including isolated ephemeral pools.

Aquatic Amphibian and Reptile BMP:

- Minimize impacts to wetlands, temporary and permanent open water features, including depressions, and riverine habitats.
- Maintain the existing hydrologic regime and any connections between wetlands and other aquatic features.
- Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
- When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and refugia/overwinter sites (e.g., brush and debris piles, crayfish burrows, aquatic logjams, and leaf packs).
- If gutters and curbs are part of the roadway design, install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
- For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two.
- For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
- When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Biotechnical streambank stabilization methods using live native vegetation, or a combination of vegetative and structural materials should be used.

Terrestrial Amphibian and Reptile BMP:

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- Avoid or minimize disturbing or removing cover objects, such as downed trees, rotting stumps, brush piles, and leaf litter. If avoidance or minimization is not practicable, consider removing cover objects prior to the start of the project and replace them at project completion.
- Examine heavy equipment stored on site before use, particularly after rain events when reptile and amphibian movements occur more often, to ensure use will not harm individuals that might be seeking temporary refuge.
- Due to increased activity (mating) of reptiles and amphibian during the spring, construction activities like clearing or grading should attempt to be scheduled outside of the spring (March-May) season. Also, timing ground disturbing activities before October when reptiles and amphibians become less active and may be using burrows in the project area is also encouraged.
- When designing roads with curbs, consider using Type I or Type III curbs to provide a gentle slope to enable turtles and small animals to get out of roadways.
- If Texas tortoises (*Gopherus berlandieri*) or box turtles (*Terrepene spp.*) are present in a project area, they should be removed from the area and relocated between 100 and 200 meters from the project area. After removal of the individuals, the area that will be disturbed during active construction and project specific locations should be fenced off to exclude reentry by turtles, tortoises, and other reptiles. The exclusion fence should be constructed and maintained as follows:
  - The exclusion fence should be constructed with metal flashing or drift fence material.
  - Rolled erosion control mesh material should not be used.
  - The exclusion fence should be buried at least 6 inches deep and be at least 24 inches high.
  - The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated.
- After project is complete, revegetate disturbed areas with an appropriate locally sourced native seed mix. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.

Water Quality BMP:

In addition to BMP required for a TCEQ Storm Water Pollution Prevention Plan and/or 401 Water Quality Certification:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Wet-Bottomed detention ponds are recommended to benefit wildlife and downstream water quality. Consider potential wildlife-vehicle interactions when siting detention ponds.

- Rubbish found near bridges on TxDOT ROW should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

Vegetation BMP:

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. Impacted vegetation should be replaced with in-kind onsite replacement/restoration of native vegetation.
- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- It is strongly recommended that trees greater than 12 inches in diameter at breast height (DBH) that are removed be replaced. TPWD's experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3:1) lost should be provided to either on-site or off-site. Trees less than 12 inches DBH should be replaced at a 1:1 ratio.
- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species.
- When trees are planted, a maintenance plan that ensures at least an 85 percent survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only regional ecotype native species is recommended.

Bird BMP:

In addition to complying with the Migratory Bird Treaty Act (MBTA) and Chapter 64 of the Parks and Wildlife Code (PWC) regarding nongame bird protections, perform the following BMP:

- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.
- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed. If active nests are observed during surveys, TPWD recommends a 150-foot buffer of vegetation remain around the nests until the young have fledged or the nest is abandoned.
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
- If unoccupied, inactive nests will be removed, ensure that nests are not protected under the Endangered Species Act (ESA), MBTA, or BGEPA.
- Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Minimize extended human presence near nesting birds during construction and maintenance activities. Protect sensitive habitat areas with temporary barriers or fencing to limit human foot

traffic and off-road vehicle use to alert and discourage contractors from causing any unintentional impacts.

- Minimize construction noise above ambient levels during general bird nesting season to minimize adverse impacts on birds.
- Minimize construction lighting during the general bird nesting season by scheduling work activities between dawn and dusk.

General Design and Construction BMP:

- Employees and contractors will be provided information prior to start of construction to educate personnel of the potential for all state-listed threatened species or other SGCN to occur within the project area and should be advised of relevant rules and regulations to protect plants, fish, and wildlife.
- Contractors will be informed to avoid harming all wildlife species if encountered and allow them to safely leave the project site. Due diligence should be used to avoid killing or harming any wildlife species in the implementation of transportation projects.
- Direct animals away from the construction area with the judicious use and placement of sediment control fencing to exclude wildlife. Exclusion fence should be buried at least 6 inches and be at least 24 inches high, maintained for the life of the project, and removed after construction is completed. Contractors should examine the inside of the exclusion area daily to determine if any wildlife species have been trapped inside the area of impact and provide safe egress opportunities prior to initiation of construction activities.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas.
- If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
- Project staging areas, stockpiles, temporary construction easements, and other project related sites should be situated in previously disturbed areas to avoid or minimize impacts to sensitive or unique habitats including intact native vegetation, floodplains, riparian corridors, wetlands, playa lakes, and habitat for wildlife species.
- When lighting is added, consider wildlife impacts from light pollution and incorporating dark-sky practices into design strategies. Minimize sky glow by focusing light downward, with full cutoff luminaries to avoid light emitting above the horizontal. The minimum amount of night-time lighting needed for safety and security should be used.

Freshwater Mussel BMP:

- In addition to Water Quality and Stream Crossing BMP, follow the most recent, "*TPWD–TxDOT Annual Work Plan for Pre-Construction Surveys, Aquatic Resources Relocations, and Other Best Management Practices to Avoid, Minimize, and Mitigate Impacts to Freshwater Resources*."
- When work is adjacent to the water: Water Quality BMP implemented as part of the Texas Commission on Environmental Quality (TCEQ) Stormwater Pollution Prevention Plan (SWPPP)

for a construction general permit or any conditions of the 401 Water Quality Certification for the project will be implemented.

Stream Crossings BMP:

- Use spanning bridges rather than culverts.
- If using a culvert, staggered culverts that concentrate low flows but provide conveyance of higher flows through staggered culverts placed at higher elevations is recommended.
- Bottomless culverts are recommended to allow for fish and other aquatic wildlife passage in the low flow channel. If bottomless culverts are not used, making a low flow channel for fish passage is recommended.
- Avoid placing riprap across stream channels and instead use alternative stabilization such as biotechnical stream bank stabilization methods including live native vegetation or a combination of vegetative and structural materials. When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of aquatic and terrestrial wildlife underneath the bridge. In some instances, rip rap may be buried, back-filled with topsoil and planted with native vegetation.
- Incorporate bat-friendly design into bridges and culverts.
- Design bridges for adequate vertical and horizontal clearances under the roadway to allow for terrestrial wildlife to safely pass under the road.
- A span wide enough to cross the stream and allow for dry ground and a natural surface path under the roadway is encouraged. For culverts, incorporation of an artificial ledge inside the culvert on one or both sides for use by terrestrial wildlife is recommended.
- Riparian buffer zones should remain undisturbed.

5. List all TxDOT species protection specifications that will be applied to this project (e.g., Amphibian and Reptile Exclusion Fence, Bat Houses, etc.)

Species protection specifications to be Implemented:

FW: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

1 message

Christine Polito <Christine.Polito@txdot.gov> Tue, Sep 27, 2022 at 9:32 AM
To: Jason Buntz <jbuntz@hicksenv.com>
Cc: Seung Yoo <Seung.Yoo@txdot.gov>, Dan Perge <Dan.Perge@txdot.gov>, "Barlow, Teresa" <Teresa.Barlow@jacobs.com>

FYI, TPWD collaborative review has been initiated.

From: Leslie Mirise <Leslie.Mirise@txdot.gov>
Sent: Tuesday, September 27, 2022 9:30 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>; Dan Perge <Dan.Perge@txdot.gov>; Stirling Robertson <Stirling.Robertson@txdot.gov>
Subject: CSJ 0135-11-024, etc. US 380 Prosper/Frisco Widening in Collin & Denton counties - request for collaborative review

Hello,

TxDOT requests initial collaboration review for the US 380 Prosper/Frisco Widening project in Collin & Denton counties, Texas. Please see ECOS WPD I screen for the project description. The project extends along existing US 380 from Teel Pkwy/Championship Dr to West of Lakewood Dr. The following file names for relevant documents are available in ECOS:

1. APPROVED 01 0135-11-024, etc. US 380 Prosper SAS 20220808.pdf
2. APPROVED 02 0135-11-024, etc. US 380 Prosper SAF 20220808.pdf
3. APPROVED 03 0135-11-024, etc. US 380 Prosper BMP Form 20220808. pdf
4. APPROVED 04 0135-11-024, etc. US 380 Prosper TPWD RTEST accessed 20220712.pdf
5. APPROVED 05 0135-11-024, etc. US 380 Prosper TxNDD accessed 20220401.pdf
6. APPROVED 06 0135-11-024, etc. US 380 Prosper EMSTfigures 20220808.pdf
7. APPROVED 07 0135-11-024, etc. US 380 Prosper ObservedVegFigures 20220808.pdf
8. APPROVED 08 0135-11-024, etc. US 380 Prosper EMSTandObservedVegSpreadsheet 20220808.pdf
9. APPROVED 09 0135-11-024, etc. US 380 Prosper Photos 20220808.pdf
10. APPROVED 10 0135-11-024, etc. US 380 Prosper SuitableHabitatFreshwaterMussels_20220808.pdf
11. CSJ 0135-11-024, etc._US 380 Prosper_USFWS Species List_20220425.pdf
12. APPROVED 0135-11-024, etc. US 380 Draft 2 Surface Waters Analysis Form_9-09-22.pdf
13. APPROVED 0135-11-024, etc. US 380 Draft 2 Delineation Report_9.09.2022.pdf

As general timeline information, the Draft EA is expected to be published in late 2022, the public hearing is expected in January 2023, and environmental clearance in May 2023. Please feel free to contact me with any questions of it additional information is needed.

Thank you,

Leslie Mirise

Environmental Specialist

Dallas District – DAL-ENV

Texas Department of Transportation

4777 East Highway 80

Mesquite, Texas 75150

(214) 320-6162 office

(214) 320-4470 FAX

MEMO

September 26, 2022

TO: Administrative File
From: Rebekah Dobrasko

District: Dallas
County: Collin and Denton
CSJ#: 0135-11-024, etc.
Highway: US 380
Limits: From Teel Parkway/Championship Drive to Lakewood Drive
Let Date: June 2026

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Project Description

See the attached project description from TxDOT's Environmental Compliance Oversight System (ECOS) that describes the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determination of Eligibility:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE). TxDOT defined the APE for this project as 150 feet from any existing and proposed new ROW and easements necessary for this project.

TxDOT historians performed a desktop survey and found 5 historic-age (built prior to 1981) properties within the project APE. The properties are mostly residual agricultural support buildings and one cemetery well outside of the APE for the project. TxDOT historians find the 5 identified historic-age properties **not eligible** for listing in the NRHP due to lack of significance or lack of integrity.

Determination of Effects:
Pursuant to Stipulation IX, Appendix 6 “Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)” of the Section 106 PA and the MOU, TxDOT historians determined there are no historic properties in the project APE, and therefore the project will not affect any historic properties. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required.

Section Director DocuSigned by: Rebekah Dobrasko 0F414A49C0E44B3... for TxDOT 9/26/2022

Rebekah Dobrasko Date

Back To List

- WPD Section I - Project Definition
- WPD Section II - Tool
- WPD Section III - Project Work Plan
- WPD Section IV - Findings

Print this Page

Project Definition

Project Name: 0135-11-024, etc. US 380 Prosper/Frisco Widening

CSJ: 0135 - 11 - 024

Anticipated Environmental Classification: EA

No — Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

DCIS Project Funding and Location

Funding

DCIS Funding Type:

☐ Federal ☐ State ☐ Local ☐ Private

Location

DCIS Project Number:

Highway: US 380

District: DALLAS

County: COLLIN

Project Limit -- From: DENTON/COLLIN CL

Project Limit -- To: EAST OF SH 289

Begin Latitude: + 33 . 2193045

Begin Longitude: - 96 . 8385250

End Latitude: + 33 . 2186714

End Longitude: - 96 . 8013882

DCIS & P6 Letting Dates

DCIS Project Description

Jurisdiction

No — Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

TXDOT — Who is the project sponsor as defined by 43 TAC 2.7?

No — Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes — Does the project require any federal permit, license, or approval?

☑ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 3 (Feet)

Maximum Depth of Impacts: 30 (Feet)

New ROW Required: 239.6 (Acres)

New Perm. Easement Required: 0 (Acres)

New Temp. Easement Required: 0 (Acres)

Project Description

Describe Limits of All Activities:

The project is proposing to reconstruct 5.9 miles of US 380 from Teel Parkway/Championship Drive to west of Lakewood Drive in Denton and Collin counties, Texas.

The existing right-of-way width is approximately 160 feet. The proposed right-of-way width is approximately 245 to 522 feet depending on location.

Along DNT, the limits would extend 1.9 miles to the north and 1.3 miles to the south to transition the direct connector roadways.

Along Preston Road, the limits would extend 400 feet to the north and 800 feet to the south.

Describe Project Setting:

The project area is suburban, with Frisco to the south, Prosper to the north, and McKinney to the east. Commercial development and undeveloped parcels exist along the majority of the corridor, with the residential subdivision of Prestwyck located adjacent to the project at the eastern end, south of US 380. Additional subdivision development and commercial and mixed-use properties are currently under construction, and future development plans are prevalent along the corridor. A PGA Championship golf course is being developed near the west end of the project, south of US 380.

Substantial traffic generators in the vicinity include schools, PGA headquarters (golf course, resort, and convention center), retail establishments and residential neighborhoods along the US 380 corridor, and through traffic using US 380 for travel to destinations east and west of the project area.

The undeveloped parcels are a mix of pasture and riparian areas along drainages.

There are several streams in the corridor, including Parvin Branch, which drains southwest toward Lewisville Lake outside the project area, and Rutherford Branch that drains east and into Lavon Lake, also outside the project area.

Describe Existing Facility:

The existing US 380 from Teel Parkway/Championship Drive to the Collin/Denton County line has four main lanes, a center left-turn lane, 10-foot-wide outside shoulders, and grass-lined drainage ditches. Sidewalks are discontinuous and only present where developers have included them. Between the Collin/Denton County line and SH 289/Preston Road the existing roadway is a six-lane divided roadway with a raised center median, two-foot wide inside and outside shoulders, and curb and gutter. Beginning just west of the intersection with the DNT, there are also discontinuous two-lane frontage roads until east of SH 289/Preston Road. From SH 289/Preston Road to Lakewood Drive, the existing US 380 is a six-lane divided roadway with a raised median, two-foot wide inside and outside shoulders, and curb and gutter. Several culverts carry existing cross drainage from northeast to southwest along the corridor. The existing right-of-way width is approximately 160 feet.

Describe Proposed Facility:

The proposed project would reconstruct 5.9 miles of US 380 from Teel Parkway/Championship Drive in Denton County to west of Lakewood Drive in Collin County. The proposed project involves the full reconstruction of the existing five-lane rural roadway in Denton County and six-lane urban roadway in Collin County to a six-lane divided highway with two to three-lane continuous frontage roads. In addition to adding lanes, the proposed design includes drainage improvements, ramps to provide accessibility, interchange improvements to meet safety and/or capacity requirements, and shared use paths along both sides of the corridor. The roadway passes through the cities of Frisco, Prosper and McKinney. The proposed ROW width varies from 245 feet wide to 522 feet wide with a typical ROW width of 336 feet.

From Teel Parkway/Championship Drive to the Collin/Denton County line the proposed project would consist of six 12-foot-wide main lanes divided by a depressed median with variable-width inside shoulders, and 10-foot-wide outside shoulders. Two to three-lane continuous frontage roads with curb and gutter would be present in both directions with an adjacent 10-foot-wide shared use path. The proposed ROW would range from 245 feet to 324 feet wide.

Between the Collin/Denton County line and SH 289/Preston Road the proposed roadway would consist of six 12-foot-wide main lanes divided by a depressed median with 10-12-foot wide inside shoulders and 10-foot-wide outside shoulders. Two to three-lane continuous frontage roads with curb and gutter would be present in both directions with an adjacent 10-foot-wide shared use path. Direct

Yes Would the project add capacity?

Transportation Planning

Environmental Clearance Information

Project Contacts

Last Updated By: System Admin

Last Updated Date: 08/08/2022 07:13:51

Texas Department of Transportation
125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

November 8, 2022

RE: CSJ: 0135-11-024; US 380 Prosper/Frisco Widening, Convert Non-Freeway to Freeway, Collin County, Dallas District; Section 106 Consultation and Antiquities Code Coordination; Texas Antiquities Permit No. 30767

Mr. Mark Wolfe
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Dear Mr. Wolfe:

As required by the Programmatic Agreement and the Memorandum of Understanding with your agency, we are initiating consultation on this project. Environmental studies are in the process of being conducted for this project. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT. We have enclosed for your review a draft report of archeological investigations for this undertaking.

Undertaking Description

The proposed project will be undertaken with federal funds and will occur in part or in whole on non-federal public lands. TxDOT is proposing to reconstruct 5.9 miles of US 380 from Teel Parkway/Championship Drive to west of Lakewood Drive in Denton and Collin counties. The proposed project involves the full reconstruction of the existing five-lane rural roadway in Denton County and six-lane urban roadway in Collin County to a six-lane divided highway with two- to three-lane continuous frontage roads. In addition to adding lanes, the proposed design includes drainage improvements, ramps to provide accessibility, interchange improvements to meet safety and/or capacity requirements, and shared use paths along both sides of the corridor.

Area of Potential Effects

The project's area of potential effects (APE) comprises the following area.

- The project limits extend from the Denton/Collin County Line to East of SH 289 along US 380. The total project length is thus 3.2 miles, and the APE includes any existing ROW within these limits.

- The existing ROW comprises approximately 302.4 acres.
- The proposed project would require 239.6 acres of new right of way.
- The proposed project would require 0 acres of new easements.
- The proposed project would require 0 acres of additional project specific locations and/or utility installations specified by the project sponsor.
- The estimated depth of impacts is typically 3 feet with a maximum depth of impacts of 30 feet.
- The APE is further detailed and illustrated in the attached report.

Identification Efforts

For this project, TxDOT has conducted a survey. The enclosed report of investigations has more details regarding this work. The following bullets summarize the identification efforts.

- The investigations reported here concern the entire APE.
- Archeologists undertook a survey. For this survey,
    - 0 acres had been previously surveyed or otherwise evaluated for this project;
    - 392 acres were identified as not requiring field survey, due to existing conditions of the setting identified through background research and described in the attached report;
    - 103 acres were surveyed and described in the attached report;
    - 47 acres still require survey due to access issues;
    - previous investigation within the APE identified no archeological sites; and
    - the current survey identified 41COL365 and 41COL366.
- Identified archeological sites that are not eligible for inclusion in the National Register of Historic Places and/or that do not warrant formal designation as State Antiquities Landmarks include: 41COL365 and 41COL366 due to a lack of integrity and lack of potential to yield further research data.

Effects Determination

The proposed project would have direct effects resulting from ground-disturbing construction activities within the APE. Given the results of the identification efforts, TxDOT proposes that the project will have no effect on archeological historic properties as the APE does not contain sites that are eligible for inclusion in the National Register of Historic Places or that warrant formal designation as State Antiquities Landmarks. The next section identifies the steps recommended by TxDOT based on the results of the identification efforts and this effects analysis.

Recommendations

TxDOT seeks your concurrence on the following points:

- The identification efforts and analysis of effects completed to date are adequate.

- No further work or consultation is required within the evaluated portions of the APE. Once access is obtained to areas for which access has been denied, TxDOT will complete required investigations and consultation prior to construction.
- The attached draft report meets the reporting requirements of the Texas Antiquities Permit issued for the investigation.

Thank you for your consideration of this matter. If you have any questions or have need of further information, please contact me at 512-924-7418.

Sincerely,

Jennifer B. Anderson

Jennifer B. Anderson
Archeological Studies Branch
Environmental Affairs Division

Cc w/o attachments: ECOS Scan

Subject: Section 106 Submission

noreply@thc.state.tx.us <noreply@thc.state.tx.us>
to Scott Pletka, reviews@thc.state.tx.us

Sun, Nov 27, 2:35 PM

TEXAS HISTORICAL COMMISSION
real places telling real stories

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202302195
Date: 11/27/2022
013511024 US 380 (Permit 30767)
US 380 at Championship Dr
Prosper,TX 75078

Description: TxDOT proposes improvements to US 380. The submitted report is the draft archeological survey report for the accessible portions of this project.

Dear TxDOT Staff:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff, led by Bill Martin, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- Property/properties are not eligible for listing in the National Register of Historic Places.
- This draft report is acceptable. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submission of tagged pdf copies of the final report including one restricted version with all site location information (if applicable), and one public version with all site location information redacted; an online abstract form submitted via the abstract tab on eTRAC; and survey area shapefiles submitted via the shapefile tab on eTRAC. For questions on how to submit these please visit our video training series at: https://www.youtube.com/playlist?list=PLONbbv2pt4cog5t6mCqZVaEAx3d0MkgQC Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

COMANCHE NATION

Texas Department of Transportation
Attn: Ms. Jennifer Anderson
118 E. Riverside
Texas 78704

December 1, 2022

Re: TXDOT Sec. 106 Consultation Request – CSJ-0135-11-024- US 380
Prosper-Frisco Widening, Collin County-Dallas District

Dear Ms. Anderson,

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of ***"No Properties"*** have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 492-1153) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office
Theodore E. Villicana , Technician
#6 SW "D" Avenue, Suite C
Lawton, OK. 73502

Consult Response delayed due to Covid-19 work conditions.

APPENDIX H

PUBLIC HEARING COMMENT MATRIX

COMMENTER NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT TOPIC	RESPONSE
1	Noah Weiss 7604 Oak Street Frisco, TX 75033	2/23/23	Comment Form	At no point on this project were genuine alternatives proposed. The feasibility study looked at doing nothing, only intersection improvements, or widening to 6, 8, or 4 the full outer loop plan. But Alternatives were essentially the same solution. A real alternative would show from all proposals. Do the intersection upgrades, do the controlled access like you want, but instead of 6 or 8 lane freeway, narrow it to a four-lane tollway. With the space saved on ROW you could fund a high-capacity transit system. The Paris RER system is a great example of how 4 lanes could function.	The feasibility study was focused on improvements to US 380 which is a free facility. TxDOT cannot consider tolling existing free lanes which is why a four-lane tollway was not considered. The 2045 Metropolitan Transportation Plan shows the facility as a freeway as well after considering all other modes. Various alternatives were explored during the feasibility study, including a proposed northern route that was not on the US 380 alignment. The alternative headed north at the DNT from US 380, then proceeded east along the Prosper city limits and continued until the connection with US 75 and SH 121 to the east. This alternative was not considered feasible because of the impacts to homes, businesses, and major developments. Transit improvements were considered but transit would only support a portion of the trips drivers make along that corridor and there are no connecting facilities in the area. Five feasible alternatives were identified for intensive analysis: 1) No Build 2) Intersection Improvements 3) Freeway with continuous frontage roads 4) Grade separated interchanges at major intersections (Super Arterial) and 5) Outer Loop. The Outer Loop alternative was also a northern alternative, but this was determined to be the most impactful and expensive of all the alternatives by a large margin. The feasibility of all alternatives was analyzed and the most feasible alternative for the US 380 corridor was moved to the design stage – it included intersection improvements and grade-separated intersections as part of the freeway, so did combine important solutions. As the project progressed through design, the preferred alternative of a six-lane freeway with frontage roads was modified in areas to improve mobility.
2	Noah Weiss 7604 Oak Street Frisco, TX 75033	2/23/23	Comment Form	There has been a lot of inconsistent math on the previous studies and work done on this corridor. When looking at the traffic projections from the 2012 CE for the previous expansion of the same section of road, it anticipated an ADT of 52,400 in 2040. The NCTCOG Study from 2020 final feasibility study anticipated an avg. AADT of 86,300 AADT 86,300. The Draft EA for this project cites 130,400 AADT for 2030 and 199,350 for 2050. This illustrates the inability to accurately show future traffic. Also, the 2040 numbers from the expansion were met on parts of US 380 already in 2021.	Traffic projections change regularly due to population growth, new development, and transportation improvements. Between 2010 and 2020, the population in Collin and Denton counties increased 36% and continues to increase each year. During that time, transportation improvements occurred on US 380 and other nearby roadways and development in the metroplex continued to move northward. All of these changes increased the traffic projections beyond the numbers projected by TxDOT in 2012 and 2020. The 2012 CE project was an urban arterial which constrained the amount of traffic that could be accommodated in 2040. With upgrading to a freeway, the facility is less constrained and could carry higher projected volumes in 2040.

COMMENTER NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT TOPIC	RESPONSE
3	Noah Weiss 7604 Oak Street Frisco, TX 75033	2/23/23	Comment Form	The initial cost proposed in 2020 was $311 million according to the feasibility study. This is for the section from County Line to Coit. The cost now for essentially the same section is $842 million. This is 2.7x the initial projection. You could double the initial project cost, add $200 million, and still be under the new budget. Yet there is no clear breakdown on what drives these cost increases.	The original construction cost estimate from 2020 was updated as the design progressed to include cross streets improvements, frontage roads, and expanded bridges. Also, due to the 7% inflation and the 30% increase in construction/materials prices since 2020, the total construction cost increased to $842 million. The design elements that changed from the Feasibility Study were due to meetings with stakeholders and developers to incorporate existing or planned projects.
4	Noah Weiss 7604 Oak Street Frisco, TX 75033	2/23/23	Comment Form	In the future, TxDOT should make any traffic studies done as part of a project publicly visible. All of the draft's projections are based off work done by a third party and is obfuscated from public access.	Traffic data used in this environmental assessment were obtained from TxDOT's Transportation Planning and Programming Division. A request to obtain TxDOT Traffic documentation may be placed by calling Seung Yoo, P.E., US 380 Prosper/Frisco Widening Project Manager, at [redacted] or Seung.Yoo@TxDOT.gov.
5	Amanda Wilson, AICP Public Involvement Manager [redacted] Samuel Simmons Senior Transportation Planner [redacted] NCTCOG 616 Six Flags Drive Arlington, TX 76011	2/23/23	Hand Delivered Letter	Statement of Support US 380 from Teel Parkway/Championship Drive to west of Lakewood Drive Submitted on February 23, 2023, by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area. In the North Central Texas region, US 380 is a key transportation corridor that serves as a principal route for local commuters and provides access to several key highways and transportation facilities. The proposed improvements to this segment of US 380 includes the reconstruction and widening of mainlanes, construction of ramps and continuous frontage roads, as well as interchange improvements. In addition, US 380 is part of a statewide and national transportation system that connects Greenville to south of Lubbock into New Mexico. This project includes shared-use paths to accommodate bicyclists and pedestrians and to support multimodal safety and access. The recommended improvements to this section of US 380 are significant to toe region because they will provide additional east-west capacity, connectivity, and accessibility to the cities of Frisco and McKinney, the town of Prosper, Collin and Denton counties, and the region. Today, the Dallas-Fort Worth area is the fourth-largest metropolitan area in the United States with over eight million people. By 2045, the region is projected to have a population of over 11 million. Additional roadway capacity will be needed at	Comment noted.

COMMENTER NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT TOPIC	RESPONSE
				numerous strategic locations to meet the growing demand from both passenger vehicles and truck freight movements. The recommended improvements to this portion of US 380 are consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas: 2022 Update. Because of the regional significance of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of this project.	
6	TCEQ NEPA Coordinator [redacted] P.O. Box 13087 Austin, Texas 78711	2/14/23	Letter	February 14, 2023 Re: Response to Request for TCEQ Environmental Review The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: US 380, From Teel Parkway/Championship Drive to west of Lakewood Drive, Denton and Collin Counties (CSJs: 0135-11-024, 0135-10-065, 0135-02-068) In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments. This project is in an area of Texas classified by the United States Environmental Protection Agency as severe nonattainment for the 2008 ozone National Ambient Air Quality Standard (NAAQS) and moderate nonattainment for the 2015 ozone NAAQS. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93. We concur with TxDOT's assessment. We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality. TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits. If you have any questions, please contact the agency NEPA coordinator at [redacted]	Comment noted.

COMMENTER NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT TOPIC	RESPONSE
7	Charles Shelburne [redacted]	2/27/23	Email	Seung, Good morning. Thank you for the invite to last week's meeting, we will be submitting comments soon, however I wanted to confirm something. From East or West bound US 380, there is not an exit or pathway to the PGA parkway without traveling south to exit CR 24 and turning around to traveling north? Thank you, Charles Shelburne Baylor Scott and White [redacted] "I commit to support the strategic and fiduciary healthcare real estate challenges so our customers, patients and team members are empowered to live well."	The response below was provided via email on 2/27/2023: Good Morning Charles, Thank you for the clarification this morning. If you are taking the direct connectors to go southbound from US 380 to the DNT, you are correct you would have to take the next exit south past PGA parkway and turn around on CR 24. Otherwise, the frontage road would have to be accessed to go south through the box intersection at Dallas Parkway to access PGA Pkwy. Other access opportunities would be Legacy Dr or Mahard when it's built out by the city or SH 289. This would require exiting off the US 380 Freeway system and getting on to the frontage road. If you have any further questions, please let me know. Thank you, Seung B. Yoo, P.E. TxDOT Project Manager Dallas District – Project Delivery Office/Schematics
8	Samantha Tuffin Executive Administrator [redacted] Dallas, TX	3/1/23	Email	Hello Seung, If we own land that could be affected by the highway expansion, what does that process look like? We currently own land on the Northern side of US 380 between La Cima and Coit Rd and we have another parcel on the south side of US 380 between Dallas North Tollway and Coit Rd. Thank you, Samantha Tuffin Executive Administrator [redacted] Dallas, TX	The response below was provided via email on 3/06/2023: Good Morning Samantha, The general process is outlined below. If your parcel is needing to be acquired to build out US 380 the state will hire an appraiser to evaluate the land value at the fair market value. An initial offer will be sent out to acquire the necessary land. You may accept the offer or negotiate a value. If no value can be negotiated, the state may need to acquire the land through eminent domain which would go through the process of an eminent domain hearing. The eminent domain hearing will have appointed special commissioners that will hear out both parties and determine a value of the property. The state will then deposit the money value to the court and both parties will have the opportunity to either accept or object to the value. If either side files objections the process will then proceed into a jury trial. If you have any further questions, please reach out to our ROW project manager Michael Lake Michael.Lake@txdot.gov. Thank you, Seung B. Yoo, P.E. TxDOT Project Manager Dallas District – Project Delivery Office/Schematics

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9	Michael Morris NCTCOG 616 Six Flags Drive Arlington, Texas 76011 [redacted]	3/9/23	Voice Message	Hello, my name is Michael Morris. I am the director of Transportation at the North Central Texas Council of Governments, Staff Director to the Regional Transportation Council. My phone number is 817-695-9241 and the Council of Government's address is 616 Six Flags Drive. Arlington, Texas 76011. I would like to applaud TxDOT's effort along with the communities in trying to come up with a consensus position. With regard to US 380, a lot of hard work was done in the Frisco-Prosper area. We fully support the advancement of the freeway facility in that area, consistent with the Mobility 2045 plan. We also desire that we retain the benefits of the recently completed grade separation interchanges. What that means is we may not want to start construction immediately in that corridor to retain the value of what is currently constructed so we don't have throwaways from the current grade separation. Therefore, what will result is, over time, we will transition from a super street - this grade separated arterial street - to a freeway system, hopefully connecting the whole northern boundary across Collin County. Hopefully getting consensus in other segments of the 380 projects. I very much appreciate the opportunities to speak on behalf of the hard work of TxDOT and the local government. And hope to be able to implement the recommendations in Mobility 2045. Thank you.	Comment noted.
10	Kiru Thangavelu 9710 Cliffside Dr Denton, TX [redacted]	2/25/23	Online Comment Form	Refer: In the schematic roll 007PDF, property ID 72 and 76 on either side of Glade Hill Dr identified as Sangani Properties II LP. But, a new home residential community called Dove Creek is being built and sold 90 percent. Request you assess how these new homes are impacted by this extension and update the public documents. The buyers who have not yet closed the house should be informed on this. Builders never disclosed this extension project in place.	The Dove Creek plats were considered during the environmental assessment process and were included in analyses like the noise analysis in order to identify any potential impacts. Property owner information included on the schematic was based on current data from the Collin Central Appraisal District. All existing property owners were notified of the project.
				How deep in terms of feet does this extension go into Glade Hill Dr from the current entry point from US Highway 380? It should be clearly marked, hard to find out now.	Proposed ROW acquisition width at the Dove Creek neighborhood varies from 203' to 217'.
				Have you considered building bridges instead of widening the roads near houses so that roads don't go very close to house? or bridge for the entire 5.9 miles? If not, why? If yes, why was that ruled out?	Bridges are not feasible because they limit access to adjacent properties and businesses.
				Note: I am buying a house in Dove Creek	Comment noted.
11	Brandon Koca 851 Hempstead Ct Prosper, TX 75078 [redacted]	2/25/23	Online Comment Form	We are residents of Lakewood at Brookhollow and we are pleased with what has been proposed near our neighborhood and along 380 to Teel Pkwy.	Comment noted.

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12	Charles Shelburne 301 N. Washington [redacted]	3/09/23	Online Comment Form	**Comments & Concerns:** 1. With amount of private funds being invested in the area, including a new Baylor Scott & White Hospital at the NE corner of DNT and PGA pkwy, access to that intersection is crucial for accessibility and traffic considerations for the region.	Comment noted.
				2. EMS traffic to the new Baylor Scott & White hospital is critical for public safety and emergency management. An extra few minutes of travel time can significantly impact emergency care a patient receives.	TxDOT anticipates that emergency responders would generally experience a decrease in travel times as a result of reduced congestion and improved mobility from the proposed improvements.
				3. In the current plan there is poor access to the DNT & PGA Intersection. Can an exit or access point be added for east and west bound 380 traffic so vehicles can access PGA / DNT intersection without traveling on 380 Service road or continuing 1.25 miles south and turning around at CR24?	Traffic data for US 380 does not justify additional ramps near the DNT intersection and the geometric requirements of ramp spacing, and traffic movements constrict the development of additional ramps within the US 380/DNT interchange.
				4. How does the future Frisco Street tie to 380? This is a part of the thoroughfare plan, could conflict with the east bound on ramp.	Based on conversations with the City of Frisco during project development, the city does not have plans to extend Frisco Street to US 380 at this time.
				5. Is there a plan for the DNT and CR 24 intersection improvements? The intersection is current undersized for future developments (Universal, Fields, Fire-Fly etc.) and without a dedicated U turn to improve traffic flow.	The DNT and CR 24 are not TxDOT roads. Improvements by the City of Frisco and NTTA at this intersection are under construction and include a dedicated U-turn.
				Specific traffic flow and access concerns: 6. Eastbound 380 traffic from Denton: Traffic has two options, neither efficient, (1) exit from 380 towards Legacy follow services roads (2.7 Miles) to intersection OR continue to DNT south exit, exit CR 24, turn around (no dedicated U turn), travel back north 1.25 miles (2.5 miles total).	Traffic studies were conducted during both the feasibility and design schematic phases of the US 380 project to determine ramp locations. Entrance and exit ramps are determined based on modeled traffic movements, AASHTO minimum distance requirements, and were evaluated for weaving/safety conditions.
				7. Westbound 380 traffic from McKinney: Traffic has two options, neither efficient, (1) exit from 380 towards Dallas Pkwy / Legacy follow services roads (1.9 Miles) to intersection OR continue to DNT south exit, exit CR 24, turn around (no dedicated U turn), travel back north 1.25 miles (2.5 miles total).	Traffic studies were conducted during both the feasibility and design schematic phases of the US 380 project to determine ramp locations. Entrance and exit ramps are determined based on modeled traffic movements, AASHTO minimum distance requirements, and were evaluated for weaving/safety conditions.
				8. Southbound DNT traffic from Prosper: Exit University / Business 380, follow service road for 1 mile to intersection.	The DNT is a NTTA facility and ramps to and from the facility are not part of this project. The US 380 project only addresses the direct connectors between US 380 and the DNT. Additionally, the space between University and PGA Parkway is too short to add an exit ramp.
				9. Northbound DNT traffic: With the only access to DNT / PGA intersection is to exit Fields / (County Road 24), considering Universal Studio's forth coming, this intersection is going to be an extremely congested. Considerations for a dedicated PGA Parkway exit?	A northbound exit ramp to PGA Parkway is currently under construction by NTTA.

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13	Miguel Chung 1321 Markum Gate Way, Suite 100 Fort Worth TX 76126 [redacted]	3/10/23	Online Comment Form	1. With amount of private funds being invested in the area, including Firefly Park Master Planned Development at the NW corner of DNT at PGA pkwy, and the new Baylor Scott & White Hospital at the NE corner of DNT at PGA pkwy, access to that intersection is crucial for accessibility and traffic considerations for the region.	Comment noted.
				2. EMS traffic to the new Baylor Scott & White hospital is critical for public safety and emergency management. An extra few minutes of travel time can significantly impact emergency care a patient receives.	TxDOT anticipates that emergency responders would generally experience a decrease in travel times as a result of reduced congestion and improved mobility from the proposed improvements.
				3. In the current plan there is poor access to the DNT & PGA Intersection. Can an exit or access point be added for east and west bound 380 traffic so vehicles can access PGA / DNT intersection without traveling on 380 Service road or continuing 1.25 miles south and turning around at CR24?	Traffic data for US 380 does not justify additional ramps near the DNT intersection and the geometric requirements of ramp spacing, and traffic movements constrict the development of additional ramps within the US 380/DNT interchange.
				4. How does the future Frisco Street tie to 380? This is a part of the thoroughfare plan, could conflict with the east bound on ramp.	Based on conversations with the City of Frisco during project development, the city does not have plans to extend Frisco Street to US 380 at this time.
				5. Is there a plan for the DNT and Fields / CR 24 intersection improvements? The intersection is currently undersized for future developments (Universal, Fields, FireFly Park, etc.) and without a dedicated U turn to improve traffic flow.	The DNT and CR 24 are not TxDOT roads. Improvements by the City of Frisco and NTTA at this intersection are under construction and include a dedicated U-turn.
				Specific traffic flow and access concerns: 6. Eastbound 380 traffic from Denton: Traffic has two options, neither efficient, (1) exit from 380 towards Legacy follow services roads (2.7 Miles) to intersection OR continue to DNT south exit, exit CR 24, turn around (no dedicated U turn), travel back north 1.25 miles (2.5 miles total).	Traffic studies were conducted during both the feasibility and design schematic phases of the US 380 project to determine ramp locations. Entrance and exit ramps are determined based on modeled traffic movements, AASHTO minimum distance requirements, and were evaluated for weaving/safety conditions.
				7. Westbound 380 traffic from McKinney: Traffic has two options, neither efficient, (1) exit from 380 towards Dallas Pkwy / Legacy follow services roads (1.9 Miles) to intersection OR continue to DNT south exit, exit CR 24, turn around (no dedicated U turn), travel back north 1.25 miles (2.5 miles total)	Traffic studies were conducted during both the feasibility and design schematic phases of the US 380 project to determine ramp locations. Entrance and exit ramps are determined based on modeled traffic movements, AASHTO minimum distance requirements, and were evaluated for weaving/safety conditions.
				8. Southbound DNT traffic from Prosper: Exit University / Business 380, follow service road for 1 mile to intersection.	The DNT is a NTTA facility and ramps to and from the facility are not part of this project. The US 380 project only addresses the direct connectors between US 380 and the DNT. Additionally, the space between University and PGA Parkway is too short to add an exit ramp.
				9. Northbound DNT traffic: With the only access to DNT / PGA intersection is to exit Fields / (County Road 24), considering Universal Studio's forth coming, this intersection is going to be an extremely congested. Considerations for a dedicated PGA Parkway exit?	A northbound exit ramp to PGA Parkway is currently under construction by NTTA.

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14	Jess 1321 Markum Gate Way Fort Worth, Texas [redacted]	3/10/23	Online Comment Form	The improvements needs to provide an exit at PGA Parkway, Southbound on the DNT.	Providing additional ramps on the Dallas North Tollway is the responsibility of NTTA.
15	Kyle Wilks 10170 IH 20 Cisco, Texas 76437 [redacted]	3/10/23	Online Comment Form	**Comments & Concerns:** 1. With amount of private funds being invested in the area, including a new Baylor Scott & White Hospital at the NE corner of DNT and PGA pkwy, access to that intersection is crucial for accessibility and traffic considerations for the region.	Comment noted.
				2. EMS traffic to the new Baylor Scott & White hospital is critical for public safety and emergency management. An extra few minutes of travel time can significantly impact emergency care a patient receives.	TxDOT anticipates that emergency responders would generally experience a decrease in travel times as a result of reduced congestion and improved mobility from the proposed improvements.
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				8. Southbound DNT traffic from Prosper: Exit University / Business 380, follow service road for 1 mile to intersection.	The DNT is a NTTA facility and ramps to and from the facility are not part of this project. The US 380 project only addresses the direct connectors between US 380 and the DNT. Additionally, the space between University and PGA Parkway is too short to add an exit ramp.

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				9. Northbound DNT traffic: With the only access to DNT / PGA intersection is to exit Fields / (County Road 24), considering Universal Studio's forth coming, this intersection is going to be an extremely congested. Considerations for a dedicated PGA Parkway exit?	A northbound exit ramp to PGA Parkway is currently under construction by NTTA.