TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
US 380 FARMERSVILLE

COLLIN COUNTY, TEXAS

CSJ:	FROM	TO
0135-04-038:	CR 560	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)
0135-17-002:	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)
0135-05-028:	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)	CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)
0135-06-038:	CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)	E OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)

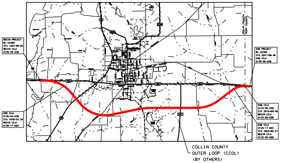
APRIL 2023

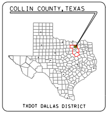
ROLL 2 OF 10

LENGTH:	7.6 MILES (ULTIMATE) 7.9 MILES (ULTIMATE & INTERIM TRANSITION)
FUNCTIONAL CLASS:	INTERSTATE
DESIGN SPEEDS (MINIMUM)	
MAIN LANES:	70 MPH
RAMPS:	45 MPH
FRONTAGE ROAD:	40 MPH
CR 696 - MAJOR COLLECTOR:	60 MPH
HAMILTON/MAIN (FUTURE) MAJOR COLLECTOR:	50 MPH
SH 78 - PRINCIPAL ARTERIAL:	45 MPH
FM 547 - PRINCIPAL ARTERIAL:	40 MPH
CR 560/W-BUS380 - MAJOR ARTERIAL:	40 MPH
CRs 607N, 607S, 609N, 609S, 697N, 697S LOCAL:	40 MPH
AUDIE MURPHY (CR 567) AND AUDIE MURPHY PARKWAY (AMP) (EAST END) PRINCIPAL ARTERIAL:	30 MPH
CR 699/CR 698 - MAJOR ARTERIAL:	30 MPH
OLD JOSEPHINE (CR 648) MINOR COLLECTOR:	30 MPH
EB AUDIE MURPHY TO WB FRONTAGE LOCAL ACCESS - LOCAL:	25 MPH

HIGHWAY CLASSIFICATION

URBAN FREEWAY


BEGIN PROJECT ML-US380 STA 1622+69.00 BEGIN CSJ: 0135-04-038
END CSJ: 0135-04-038 STA 1670+24.34 BEGIN CSJ: 0135-17-002
END PROJECT ML-US380 STA 2041+69.46 END CSJ: 0135-06-038
END CSJ: 0135-05-028 STA 2016+69.46 BEGIN CSJ: 0135-06-038
END CSJ: 0135-17-002 STA 2004+80.57 BEGIN CSJ: 0135-05-028
COLLIN COUNTY HUNT COUNTY
COLLIN COUNTY OUTER LOOP (CCOL) (BY OTHERS)


COLLIN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.

0 10 20 30 40

VERTICAL SCALE:

0 100 200 300 400

HORIZONTAL SCALE:

DATE: APRIL 21, 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:

NICOLE M. CARRILLO, P.E.

Nicole Carrillo

SERIAL NO. 101321

CHELSEA BOWEN

Chelsea Bowen

SERIAL NO. 113553

HNTB

HNTB Corporation
The HNTB Companies
Firm Registration Number F-420
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

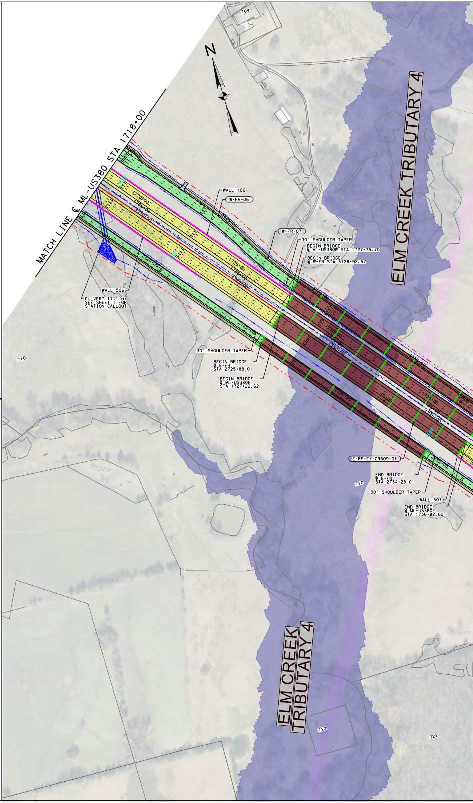
© 2023 by Texas Department of Transportation all rights reserved

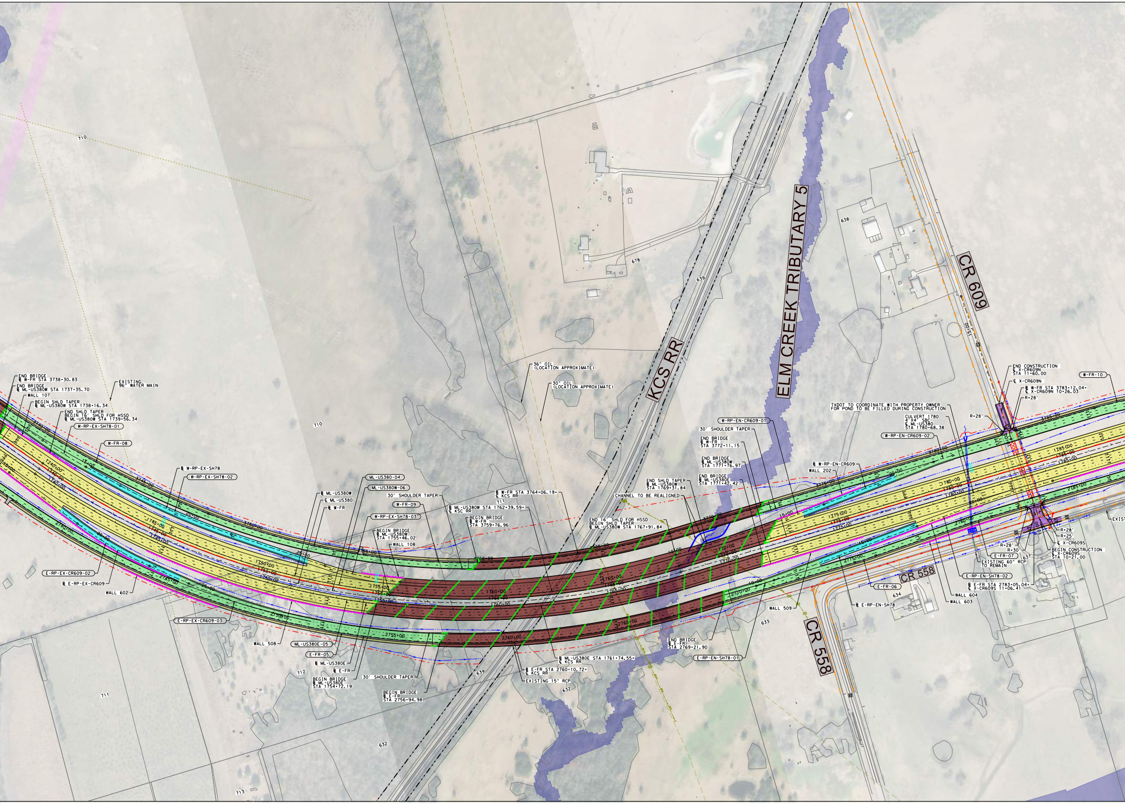
LEGEND:

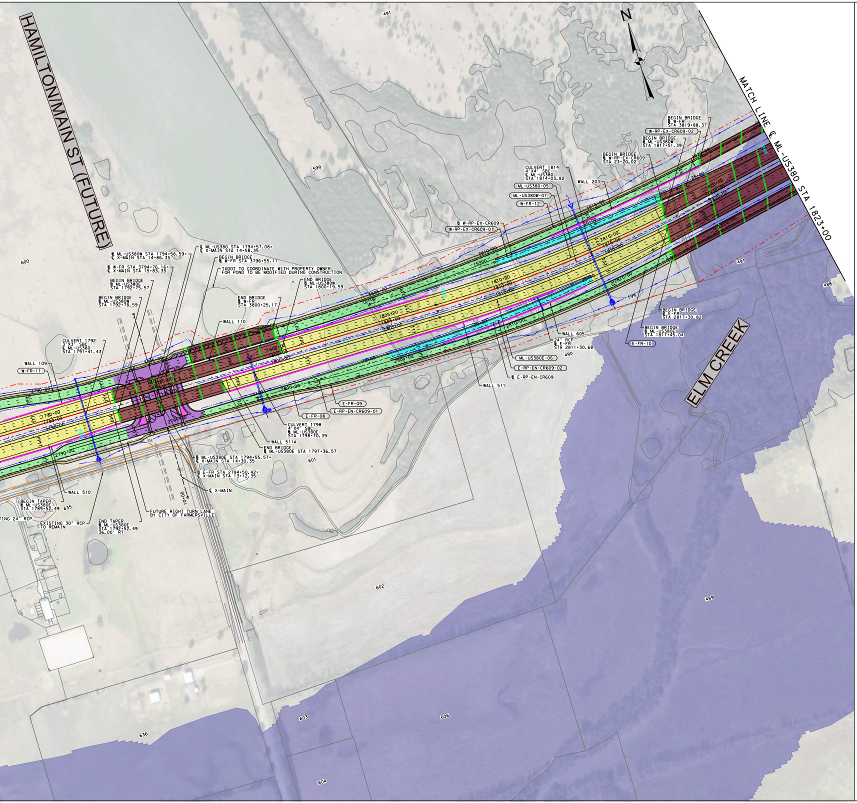
— · — ·	PROPOSED CENTERLINE/BASELINE
— · · —	PROPOSED ROW
— · · —	EXISTING ROW TxDOT (APPARENT ROW, AUGUST 2021)
— · · —	EXISTING ROW CITY OF FARMERSVILLE (APPARENT ROW, AUGUST 2021)
——	EXISTING PROPERTY LIMITS
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
🟪	PROPOSED CROSS STREET
🟪	PROPOSED CONCRETE MEDIAN
▬	PROPOSED SHARED USE PATH
⬜	PROPOSED DRIVEWAY (REPLACE EXISTING)
▨	FEASIBLE DRIVEWAY LOCATION (NO EXISTING DRIVEWAY)
⬛	PROPOSED INTERIM PAVEMENT
🟧	POTENTIAL DISPLACEMENT
☒	PAVEMENT / BRIDGE TO BE REMOVED
100	PARCEL ID
🟦	LAKE
🟦	FLOOD PLAIN ZONE A
⬜	CITY OF FARMERSVILLE BOUNDARY
——	RETAINING WALL
——	PCTB
——	PROPOSED BRIDGE BENT / ABUTMENT
→	DIRECTION OF TRAVEL
·→·	PROPOSED DRAINAGE DITCH
═══	PROPOSED DRAINAGE CULVERTS
▩	CONCRETE RIPRAP FOR DRAINAGE
- - - -	96" WATER MAIN
— — —	OVERHEAD POWER LINES
— OHE —	OVERHEAD ELECTRIC LINE
- - T1 (D) - -	TELEPHONE LINE
— T1 —	TELEPHONE LINE
- - SD1 (D) - -	LINE
- - W1 (D) - -	WATER LINE
- - - -	GAS LINE
— G1 —	GAS LINE
— G2 —	GAS LINE
— FOC1 —	FIBER OPTIC LINE
— FOC4 —	FIBER OPTIC LINE
— FOC6 —	FIBER OPTIC LINE
— WW1 —	WASTE WATER LINE
— UNK —	UNKNOWN LINE
═══	PROPOSED OVERHEAD SIGN BRIDGE (OSB)
═	PROPOSED CANTILEVER OVERHEAD SIGN SUPPORT (COSS)
▲▲	PROPOSED LARGE ROAD SIDE SIGN

NOTES:

1. THE PARCEL ID NUMBERS MATCH THE PROJECT'S AFFECTED PROPERTY OWNER MAP INCLUDED IN THE PROJECT'S PUBLIC INVOLVEMENT PLAN. THE PARCEL ID NUMBERS DO NOT MATCH THE COLLIN COUNTY APPRAISAL DISTRICT IDs.
2. SURVEY SHOWN WAS RECEIVED FROM TXDOT AUGUST, 2021. AERIAL MAPPING WAS OBTAINED THROUGH GIS OCTOBER, 2020.
3. CONTROL OF ACCESS TO BE DETERMINED THROUGH TXDOT PERMIT PROCESS.
4. MAINLANE VERTICAL CLEARANCE ACCOMMODATES FUTURE WIDENING TO THE INSIDE (NOT PLANNED AS OF 2022).
5. MEDIAN OPENINGS ARE PRELIMINARY BASED ON COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN FINAL DESIGN (PS&E) IN COORDINATION WITH LOCAL GOVERNMENTS/AREA OFFICE.
6. NO NOISE WALLS FOUND REASONABLE AND FEASIBLE PER THE NOISE ANALYSIS(2022). THE NOISE ANALYSIS TECH REPORT IS INCLUDED IN THE ENVIRONMENTAL ASSESSMENT (EA) AND WILL BE AVAILABLE FOR PUBLIC REVIEW AT THE PUBLIC HEARING.
7. WHERE POSSIBLE, PROPOSED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS DRIVEWAYS, SIDE STREETS AND CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLEMENTED IN FINAL (PS&E) DESIGN.
8. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED UNLESS NOTED OTHERWISE.
9. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TxDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
10. CURBS ON FRONTAGE ROADS AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
11. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER OR WALL UNLESS NOTED OTHERWISE.
12. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING FINAL DESIGN (PS&E) OF THE PROJECT. LARGE GUIDE SIGNS ARE SHOWN ON A SEPARATE SCHEMATIC.
14. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT. (2022)
15. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
16. LOW SPEED ROADWAYS HAVE A NORMAL CROWN (NC) OF +/- 2% AND HIGH SPEED MAIN LANES HAVE A NC OF +/- 2.5% UNLESS NOTED OTHERWISE IN THE SUPERELEVATION TABLES.
17. CROSS STREET CORNER RADII ARE R=73' UNLESS NOTED OTHERWISE.
18. KANSAS CITY SOUTHERN RAILROAD (KCS) COORDINATION IS IN PROGRESS. DESIGN IS SUBJECT TO CHANGE BASED ON EXHIBIT A REVIEW AND AGENCY COORDINATION.
19. FINAL LOCATION OF ADA RAMPS TO BE DETERMINED DURING FINAL DESIGN (PS&E).
20. THE EXISTING ROW SHOWN IS APPARENT ROW (AUGUST 2021). ROW MAPPING IS ONGOING (UNDER SEPARATE TxDOT CONTRACT).
21. SCHEMATIC IS COORDINATED WITH COLLIN COUNTY, THE CITY OF FARMERSVILLE, AND THE CITY'S THOROUGHFARE PLAN (AUGUST 2022). ANY FUTURE CITY STREETS ARE PRELIMINARY AND SUBJECT TO CHANGE.
22. THE LOCATION OF THE COLLIN COUNTY OUTER LOOP (CCOL) IS PRELIMINARY AND SUBJECT TO CHANGE AND PROVIDED FOR INFORMATION PURPOSES ONLY. FOR APPROXIMATE LOCATION, SEE FILES FROM COLLIN COUNTY (FEBRUARY 2022).
23. LOCATIONS OF BAT HOUSES ON PROPOSED BRIDGE STRUCTURES ARE NOT SHOWN AND SHALL BE COORDINATED WITH THE TxDOT DALLAS DISTRICT BIOLOGIST DURING FINAL DESIGN (PS&E).
24. CURB HEIGHT ON STRUCTURE LOCATIONS IS 8" MINIMUM.
25. TRAFFIC SIGNAL WARRANT ANALYSIS SHALL BE PERFORMED DURING PS&E.
26. ADVANCD WARNING SIGNS AND ENHANCED PAVEMENT MARKING FOR CROSS STREETS APPROACHING THE FRONTAGE ROADS SHALL BE EVALUATED DURING PS&E FOR OLD JOSEPHINE ROAD AND NORTHBOUND CR 698.

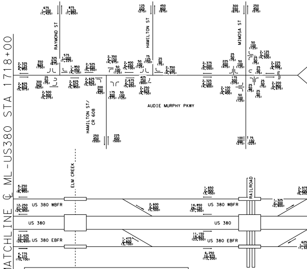

N
MATCH LINE ℄ ML-US380 STA 1718+00
ELM CREEK TRIBUTARY 4
709
710
721
722
1720+00
1725+00
1730+00
1735+00
2720+00
2725+00
2730+00
2735+00
3725+00
3730+00
3735+00
WALL 106
W-FR-06
W-FR-07
30' SHOULDER TAPER
BEGIN BRIDGE ℄ ML-US380W STA 1727+75.70
BEGIN BRIDGE ℄ W-FR STA 3728+92.57
WALL 506
CULVERT 1711(a) SEE SHEET 1 FOR STATION CALLOUT
BEGIN BRIDGE ℄ E-FR STA 2725+88.01
BEGIN BRIDGE ℄ ML-US380E STA 1727+22.62
E-RP-EX-CR609-01
END BRIDGE ℄ E-FR STA 2734+28.01
WALL 507
END BRIDGE ℄ ML-US380E STA 1736+82.62


END BRIDGE
BL W-FR STA 3738+30.83
END BRIDGE
BL ML-US380W STA 1737+35.70
WALL 107
BEGIN SHLD TAPER
BL ML-US380W STA 1738+16.34
END SHLD TAPER
BEGIN 16' SHLD FOR HSSD
BL ML-US380W STA 1739+56.34
W-RP-EX-SH78-01
W-FR-08
EXISTING
96" WATER MAIN
BL W-RP-EX-SH78
W-RP-EX-SH78-02
710
710
36" OIL
(LOCATION APPROXIMATE)
30" OIL
(LOCATION APPROXIMATE)
678
639
638
KCS RR
ELM CREEK TRIBUTARY 5
CR 609
ML-US380-04
ML-US380W-06
BL ML-US380W
℄ ML-US380
BL W-FR
30' SHOULDER TAPER
W-FR-09
W-RP-EX-SH78-03
BEGIN BRIDGE
BL ML-US380W
STA 1755+46.02
WALL 108
BL W-FR STA 3764+06.19=
℄ KCS RR
711
BL ML-US380W STA 1762+39.59=
℄ KSC RR
BEGIN BRIDGE
BL W-FR
STA 3759+76.96
CHANNEL TO BE REALIGNED
END 16' SHLD FOR HSSD
BEGIN SHLD TAPER
BL ML-US380W STA 1767+91.84
END SHLD TAPER
BL ML-US380W
STA 1769+31.84
W-RP-EN-CR609-01
30' SHOULDER TAPER
END BRIDGE
BL W-FR
STA 3772+11.15
END BRIDGE
BL ML-US380W
STA 1771+76.97
END BRIDGE
BL ML-US380E
STA 1771+42.42
BL W-RP-EN-CR609
WALL 202
TXDOT TO COORDINATE WITH PROPERTY OWNER
FOR POND TO BE FILLED DURING CONSTRUCTION
CULVERT 1780
4'X4' SBC
℄ ML-US380
STA 1780+68.38
W-RP-EN-CR609-02
END CONSTRUCTION
℄ X-CR609N
STA 11+60.00
℄ X-CR609N
BL W-FR STA 3783+12.04=
℄ X-CR609N 10+26.03
R=28'
R=28'
W-FR-10
R=28'
R=25'
℄ X-CR609S
R=28'
R=30'
BEGIN CONSTRUCTION
℄ X-CR609S
STA 10+21.00
E-FR-07
EXISTING 60" RCP
TO REMAIN
637
EXIST
E-RP-EN-SH78-02
BL E-FR STA 2783+05.04=
℄ X-CR609S 11+06.41
WALL 604
WALL 603
E-FR-06
CR 558
634
BL E-RP-EN-SH78
WALL 509
633
CR 558
END BRIDGE
BL E-FR
STA 2769+21.90
E-RP-EN-SH78-01
BL ML-US380E STA 1761+74.55=
℄ KCS RR
BL E-FR STA 2760+10.72=
℄ KCS RR
EXISTING 15" RCP
632
632
639
BEGIN BRIDGE
BL E-FR
STA 2756+94.98
30' SHOULDER TAPER
BEGIN BRIDGE
BL ML-US380E
STA 1754+72.19
712
BL E-FR
BL ML-US380E
E-FR-05
ML-US380E-05
WALL 508
E-RP-EX-CR609-03
WALL 602
BL E-RP-EX-CR609
E-RP-EX-CR609-02
711
713
3740+00
3745+00
3750+00
3760+00
3765+00
3770+00
3775+00
3780+00
3785+00
1740+00
1745+00
1750+00
1755+00
1760+00
1765+00
1770+00
1775+00
1780+00
1785+00
2740+00
2745+00
2750+00
2755+00
2760+00
2765+00
2770+00
2775+00
2780+00
2785+00
10+00
15+00
20+00
25+00


HAMILTON/MAIN ST (FUTURE)
491
599
600
N
MATCH LINE ℄ ML-US380 STA 1823+00
BEGIN BRIDGE
℄ W-FR
STA 3819+88.37
W-RP-EX-CR609-02
BEGIN BRIDGE
℄ ML-US380W
STA 1817+51.39
BEGIN BRIDGE
℄ W-RP-EX-CR609
STA 23+20.02
CULVERT 1814
4'X4' SBC
℄ ML-US380
STA 1814+03.82
WALL 203
ML-US380-05
ML-US380W-07
W-FR-12
℄ W-RP-EX-CR609
W-RP-EX-CR609-01
℄ ML-US380 STA 1794+57.08=
℄ X-MAIN STA 14+58.35
℄ ML-US380W STA 1794+58.59=
℄ X-MAIN STA 14+86.35
BEGIN BRIDGE
℄ W-FR STA 3796+55.17
℄ W-FR STA 3794+76.16=
℄ X-MAIN STA 15+83.35
TXDOT TO COORDINATE WITH PROPERTY OWNER
FOR POND TO BE MODIFIED DURING CONSTRUCTION
BEGIN BRIDGE
℄ ML-US380E
STA 1792+75.57
END BRIDGE
℄ ML-US380W
STA 1800+19.59
BEGIN BRIDGE
℄ ML-US380W
STA 1792+78.59
END BRIDGE
℄ W-FR
STA 3800+25.17
WALL 110
CULVERT 1792
3'X3' SBC
℄ ML-US380
STA 1791+41.43
WALL 109
W-FR-11
3790+00
1790+00
2790+00
3795+00
1795+00
2795+00
3800+00
1800+00
2800+00
3805+00
1805+00
3810+00
1810+00
2810+00
3815+00
1815+00
2815+00
3820+00
1820+00
2820+00
10+00
15+00
20+00
25+00
30+00
E-FR-09
E-RP-EN-CR609-01
E-FR-08
CULVERT 1798
4'X4' SBC
℄ ML-US380E
STA 1798+70.39
WALL 511A
END BRIDGE
℄ ML-US380E STA 1797+36.57
℄ ML-US380E STA 1794+55.57=
℄ X-MAIN STA 14+30.35
℄ E-FR STA 2794+50.42=
℄ X-MAIN STA 13+12.35
℄ X-MAIN
601
WALL 510
BEGIN TAPER
℄ ML-US380E
STA 1789+52.49
635
EXISTING 24" RCP
EXISTING 30" RCP
TO REMAIN
END TAPER
℄ ML-US380E
STA 1792+52.49
36.00' RT
FUTURE RIGHT TURN LANE
BY CITY OF FARMERSVILLE
WALL 605
24" RCP
℄ E-FR
STA 2811+30.68
490
599
BEGIN BRIDGE
℄ E-FR
STA 2817+30.82
BEGIN BRIDGE
℄ ML-US380E
STA 1817+45.04
E-FR-10
ML-US380E-06
E-RP-EN-CR609-02
℄ E-RP-EN-CR609
WALL 511
491
488
ELM CREEK
489
602
603
604
606
636

CURV

CURVE NO.	STATION	COORDINATE N	COORDINATE E	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
℄ ML-US380							
ML-US380-04	P.C. 1739+29.80	7107580.3295	2617227.4618	S 39°02'17.7546" E			
	P.I. 1754+63.58	7106388.9997	2618193.4997	51°13'03.0848" LT	2860.53	1533.78	3200.00
	P.T. 1767+90.32	7106395.8471	2619727.2693	N 89°44'39.1605" E			
ML-US380-05	P.C. 1807+04.57	7106413.3216	2623641.4744	N 89°44'39.1605" E			
	P.I. 1813+32.22	7106416.1236	2624269.1165	11°56'37.5377" LT	1250.75	627.65	6000.00
	P.T. 1819+55.31	7106548.7564	2624882.5910	N 77°48'01.6229" E			
℄ ML-US380W							
ML-US380W-06	P.C. 1739+56.34	7107597.9650	2617249.2101	S 39°02'17.7546" E			
	P.I. 1754+76.70	7106417.0594	2618206.7952	51°13'03.0848" LT	2835.50	1520.36	3172.00
	P.T. 1767+91.84	7106423.8468	2619727.1443	N 89°44'39.1605" E			
ML-US380W-07	P.C. 1807+06.08	7106441.3213	2623641.3494	N 89°44'39.1605" E			
	P.I. 1813+30.80	7106444.1103	2624266.0625	11°56'37.5377" LT	1244.91	624.72	5972.00
	P.T. 1819+50.99	7106576.1241	2624876.6741	N 77°48'01.6229" E			
℄ ML-US380E							
ML-US380E-05	P.C. 1739+03.25	7107562.6940	2617205.7135	S 39°02'17.7546" E			
	P.I. 1754+50.46	7106360.9401	2618180.2042	51°13'03.0848" LT	2885.56	1547.21	3228.00
	P.T. 1767+88.81	7106367.8473	2619727.3943	N 89°44'39.1605" E			
ML-US380E-06	P.C. 1807+03.05	7106385.3219	2623641.5994	N 89°44'39.1605" E			
	P.I. 1813+33.63	7106388.1370	2624272.1705	11°56'37.5377" LT	1256.58	630.58	6028.00
	P.T. 1819+59.64	7106521.3888	2624888.5079	N 77°48'01.6229" E			
℄ W-FR							
W-FR-06	P.C. 3723+61.74	7109030.5208	2616270.3831	S 39°02'17.7546" E			
	P.I. 3724+84.62	7108935.0730	2616347.7808	9°22'00.4400" RT	245.22	122.88	1500.00
	P.R.C. 3726+06.96	7108828.3011	2616408.6120	S 29°40'17.3147" E			
W-FR-07	P.R.C. 3726+06.96	7108828.3011	2616408.6120	S 29°40'17.3147" E			
	P.I. 3727+29.84	7108721.5292	2616469.4432	9°22'00.4400" LT	245.22	122.88	1500.00
	P.T. 3728+52.18	7108626.0815	2616546.8408	S 39°02'17.7546" E			
W-FR-08	P.C. 3737+52.54	7107926.7518	2617113.9206	S 39°02'17.7546" E			
	P.I. 3742+81.04	7107516.2538	2617446.7895	13°23'48.2167" LT	1052.18	528.50	4500.00
	P.C.C. 3748+04.71	7107194.0489	2617865.7100	S 52°26'05.9714" E			
W-FR-09	P.C.C. 3748+04.71	7107194.0489	2617865.7100	S 52°26'05.9714" E			
	P.I. 3758+42.73	7106561.2113	2618688.5054	37°49'14.8681" LT	2000.10	1038.02	3030.00
	P.T. 3768+04.81	7106565.8454	2619726.5103	N 89°44'39.1605" E			
W-FR-10	P.C. 3786+90.66	7106574.2644	2621612.3382	N 89°44'39.1605" E			
	P.I. 3788+21.05	7106574.8465	2621742.7306	9°56'10.9215" RT	260.13	130.39	1500.00
	P.R.C. 3789+50.79	7106552.9202	2621871.2676	S 80°19'09.9180" E			
W-FR-11	P.R.C. 3789+50.79	7106552.9202	2621871.2676	S 80°19'09.9180" E			
	P.I. 3790+81.18	7106530.9938	2621999.8045	9°56'10.9215" LT	260.13	130.39	1500.00
	P.T. 3792+10.92	7106531.5759	2622130.1969	N 89°44'39.1605" E			
W-FR-12	P.C. 3800+72.71	7106535.4232	2622991.9723	N 89°44'39.1605" E			
	P.I. 3811+18.79	7106540.0933	2624038.0425	11°56'37.5377" LT	2084.58	1046.08	10000.00
	P.T. 3821+57.29	7106761.1480	2625060.5000	N 77°48'01.6229" E			
℄ E-FR							
E-FR-05	P.C. 2737+68.65	7107473.2568	2617095.4185	S 39°02'17.7546" E			
	P.I. 2753+83.92	7106218.6376	2618112.7772	51°13'03.0848" LT	3012.49	1615.27	3370.00
	P.T. 2767+81.14	7106225.8488	2619728.0282	N 89°44'39.1605" E			
E-FR-06	P.C. 2775+02.63	7106229.0697	2620449.5076	N 89°44'39.1605" E			
	P.I. 2775+48.62	7106229.2750	2620495.4945	2°38'03.9091" LT	91.96	45.99	2000.00
	P.T. 2775+94.59	7106231.5938	2620541.4234	N 87°06'35.2514" E			
E-FR-07	P.C. 2780+24.77	7106253.2846	2620971.0595	N 87°06'35.2514" E			
	P.I. 2780+70.76	7106255.6034	2621016.9884	2°38'03.9091" RT	91.96	45.99	2000.00
	P.T. 2781+16.73	7106255.8087	2621062.9754	N 89°44'39.1605" E			
E-FR-08	P.C. 2798+55.45	7106263.5710	2622801.6808	N 89°44'39.1605" E			
	P.I. 2799+65.16	7106264.0607	2622911.3889	6°16'46.4903" RT	219.20	109.71	2000.00
	P.R.C. 2800+74.65	7106252.5477	2623020.4923	S 83°58'34.3492" E			
E-FR-09	P.R.C. 2800+74.65	7106252.5477	2623020.4923	S 83°58'34.3492" E			
	P.I. 2801+84.36	7106241.0347	2623129.5958	6°16'46.4903" LT	219.2	109.71	2000.00
	P.T. 2802+93.85	7106241.5244	2623239.3039	N 89°44'39.1605" E			
E-FR-10	P.C. 2806+79.04	7106243.2441	2623624.4955	N 89°44'39.1605" E			
	P.I. 2812+02.08	7106245.5791	2624147.5305	11°56'37.5377" LT	1042.29	523.04	5000.00
	P.T. 2817+21.33	7106356.1065	2624658.7593	N 77°48'01.6229" E			
℄ W-RP-EX-SH78							
W-RP-EX-SH78-01	P.C. 12+83.97	7107692.3308	2617275.6863	S 39°02'17.7546" E			
	P.I. 13+92.41	7107608.1011	2617343.9874	6°12'25.9090" LT	216.67	108.44	2000.00
	P.T. 15+00.64	7107531.7501	2617420.9953	S 45°14'43.6636" E			
W-RP-EX-SH78-02	P.C. 16+66.95	7107414.6577	2617539.0953	S 45°14'43.6636" E			
	P.I. 19+25.82	7107232.3961	2617722.9254	9°51'48.9914" LT	516.46	258.87	3000.00
	P.T. 21+83.40	7107084.3193	2617935.2601	S 55°06'32.6550" E			
W-RP-EX-SH78-03	P.C. 26+05.09	7106843.1087	2618281.1441	S 55°06'32.6550" E			
	P.I. 27+69.81	7106748.8876	2618416.2525	13°25'14.2274" LT	327.93	164.72	1400.00
	P.T. 29+33.02	7106688.5978	2618569.5399	S 68°31'46.8824" E			
℄ W-RP-EN-CR609							
W-RP-EN-CR609-01	P.C. 10+00.00	7106471.8463	2619726.9300	N 89°44'39.1605" E			
	P.I. 13+33.23	7106473.3339	2620060.1523	4°42'41.4782" LT	666.08	333.23	8100.00
	P.T. 16+66.08	7106502.1871	2620392.1264	N 85°01'57.6823" E			
W-RP-EN-CR609-02	P.C. 21+66.63	7106545.5287	2620890.8000	N 85°01'57.6823" E			
	P.I. 22+09.41	7106549.2333	2620933.4239	4°42'41.4782" RT	85.52	42.78	1040.00
	P.T. 22+52.15	7106549.4243	2620976.2080	N 89°44'39.1605" E			
℄ W-RP-EX-CR609							
W-RP-EX-CR609-01	P.C. 15+59.43	7106546.0166	2623930.7864	N 87°34'19.9678" E			
	P.I. 17+89.47	7106555.7615	2624160.6277	4°23'29.1710" LT	459.87	230.05	6000.00
	P.T. 20+19.30	7106583.0767	2624389.0479	N 83°10'50.7968" E			
W-RP-EX-CR609-02	P.C. 23+96.88	7106627.9098	2624763.9599	N 83°10'50.7969" E			
	P.I. 26+78.80	7106661.3842	2625043.8860	5°22'49.1740" LT	563.43	281.92	6000.00
	P.T. 29+60.31	7106720.9588	2625319.4399	N 77°48'01.6229" E			


MATCH LINE ℄ ML-US380 STA 1718+00
RAYMOND ST
HAMILTON ST
MIMOSA ST
AUDIE MURPHY PKWY
HAMILTON ST/
CR 608
ELM CREEK
RAILROAD
US 380 WBFR
US 380
US 380 EBFR
12,250
21,650
(25,860)
12,625
22,225
(26,650)
4,775
8,375
(10,100)
1,475
2,600
(3,100)
2,800
11,150
19,625
(23,550)
14,850
6,250
10,975
(13,200)
1,650

LEGEND
XXXX = 2030 YEAR ADT
XXXX = 2050 YEAR ADT
(XXXX)= 2060 YEAR ADT

2030, 2050 AND 2060 AVERAGE DAILY TRAFFIC ALONG SPECIFIED POINTS OF US 380 FARMERSVILLE. THE TRAFFIC FORECASTS WERE APPROVED BY TTI (APRIL 2022). NOTE - MINOR TRAFFIC ADJUSTMENTS HAVE OCCURED TO BE CONSISTENT WITH THE SCHEMATIC.

E DATA

CURVE NO.	STATION	COORDINATE N	COORDINATE E	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
℄ E-RP-EX-CR609							
E-RP-EX-CR609-01	P.C. 10+00.00	7108006.7746	2616783.8149	S 39°02'17.7530" E			
	P.I. 12+58.14	7107806.2732	2616946.3996	2°05'51.5728" RT	516.22	258.14	14100.00
	P.T. 15+16.22	7107599.9551	2617101.5364	S 36°56'26.1802" E			
E-RP-EX-CR609-02	P.C. 18+78.59	7107310.3282	2617319.3155	S 36°56'26.1802" E			
	P.I. 20+57.49	7107167.3399	2617426.8327	12°45'35.4607" LT	356.32	178.90	1600.00
	P.T. 22+34.91	7107051.6295	2617563.2759	S 49°42'01.6408" E			
E-RP-EX-CR609-03	P.C. 24+18.10	7106933.1426	2617702.9931	S 49°42'01.6408" E			
	P.I. 26+27.44	7106797.7436	2617862.6527	10°24'04.5744" LT	417.53	209.34	2300.00
	P.T. 28+35.64	7106693.3946	2618044.1339	S 60°06'06.2153" E			
℄ E-RP-EN-SH78							
E-RP-EN-SH78-01	P.C. 10+00.00	7106249.1468	2620018.7401	N 89°44'39.1605" E			
	P.I. 10+39.87	7106249.3248	2620058.6064	4°09'04.5522" LT	79.70	39.87	1100.00
	P.T. 10+79.70	7106252.3882	2620098.3553	N 85°35'34.6083" E			
E-RP-EN-SH78-02	P.C. 17+30.01	7106302.3593	2620746.7434	N 85°35'34.6083" E			
	P.I. 20+34.45	7106325.7527	2621050.2801	4°09'04.5533" RT	608.61	304.44	8400.00
	P.T. 23+38.62	7106327.1118	2621354.7138	N 89°44'39.1616" E			
℄ E-RP-EN-CR609							
E-RP-EN-CR609-01	P.C. 12+28.29	7106274.5900	2623029.9267	N 89°44'39.1605" E			
	P.I. 12+55.14	7106274.7099	2623056.7768	1°01'32.0997" LT	53.70	26.85	3000.00
	P.T. 12+81.99	7106275.3103	2623083.6205	N 88°43'07.0608" E			
E-RP-EN-CR609-02	P.C. 17+53.60	7106285.8565	2623555.1057	N 88°43'07.0608" E			
	P.I. 22+79.22	7106297.6107	2624080.6007	10°55'05.4380" LT	1048.07	525.63	5500.00
	P.T. 28+01.67	7106408.6845	2624594.3572	N 77°48'01.6229" E			
℄ X-CR609N							
TANGENT	P.O.B. 10+00.00	7106546.5804	2621235.1728	BEARING			
	P.O.E. 16+44.25	7107189.8417	2621199.4298	N 3°10'49.4102" W	644.25		
℄ X-CR609S							
TANGENT	P.O.B. 10+00.00	7106150.4047	2621257.1865	BEARING			
	P.O.E. 11+32.44	7106282.6432	2621249.8386	N 3°10'49.4102" W	132.44		
℄ X-MAIN							
TANGENT	P.O.B. 10+00.00	7105949.4204	2622398.0439	BEARING			
	P.O.E. 18+13.56	7106762.9682	2622394.4119	N 0°15'20.8395" W	813.56		

RETAINING WALLS

	BEGIN			END		
WALL	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
WALL 106	ML-US380W	1717+62.36	47.00' LT	ML-US380W	1727+75.70	47.00' LT
WALL 107	ML-US380W	1737+35.77	47.00' LT	ML-US380W	1740+92.02	53.00' LT
WALL 108	W-RP-EX-SH78	27+61.23	11.21' LT	ML-US380W	1756+02.86	65.00' LT
WALL 109	ML-US380W	1787+99.14	47.00' LT	ML-US380W	1792+78.59	47.00' LT
WALL 110	ML-US380W	1800+19.59	47.00' LT	ML-US380W	1806+88.37	47.00' LT
WALL 202	W-RP-EN-CR609	14+54.55	9.00' LT	W-RP-EN-CR609	18+39.27	9.00' LT
WALL 203	W-FR	3812+74.98	27.00' RT	W-FR	3819+73.43	29.00' RT
WALL 506	ML-US380E	1717+04.84	59.00' RT	ML-US380E	1723+54.72	59.00' RT
WALL 507	E-RP-EX-CR609	13+90.32	8.94' RT	E-RP-EX-CR609	23+19.81	9.00' RT
WALL 508	ML-US380E	1744+72.00	47.00' RT	ML-US380E	1754+34.61	47.00' RT
WALL 509	ML-US380E	1771+26.04	47.00' RT	ML-US380E	1775+75.50	47.00' RT
WALL 510	ML-US380E	1784+47.15	59.00' RT	ML-US380E	1792+75.57	47.00' RT
WALL 511	ML-US380E	1797+36.57	47.00' RT	ML-US380E	1812+08.38	47.00' RT
WALL 511A	ML-US380E	1797+34.81	13.00' LT	ML-US380E	1800+16.57	13.00' LT
WALL 602	E-FR	2742+98.00	18.00' RT	E-FR	2747+37.00	18.00' RT
WALL 603	E-FR	2778+00.00	18.00' RT	E-FR	2781+50.00	18.00' RT
WALL 604	E-RP-EN-SH78	15+16.62	9.00' RT	E-RP-EN-SH78	20+23.84	9.00' RT
WALL 605	E-RP-EN-CR609	18+23.48	9.00' RT	E-RP-EN-CR609	24+76.78	9.00' RT

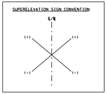
BRIDGE CLASS CULVERT TABLE

CULVERT	TYPE	ALIGNMENT	BEGIN STA	END STA

PCTB LIMIT TABLE

PCTB					
BEGIN			END		
ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
ML-US380E	1717+24.79	10.00' LT	ML-US380E	1727+04.70	10.00' LT
ML-US380W	1737+53.70	10.00' RT	ML-US380W	1755+11.51	10.00' RT
ML-US380W	1771+90.83	10.00' RT	ML-US380W	1792+63.59	10.00' RT
ML-US380W	1800+34.59	10.00' RT	ML-US380W	1817+28.22	10.00' RT

SUPERELEVATION


SUPERELEVATION SIGN CONVENTION
℄/℄
(+)
(+)
(-)
(-)

WEST MAINLANES SUPERELEVATION SUMMARY

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
ML-US380 (WB/LT)	1703+20	5.2%	1708+00	-2.5%
	1738+40	-2.5%	1739+80	-5.2%
	1767+70	-5.2%	1769+10	-2.5%
	1806+70	-2.5%	1807+20	-3.4%
	1819+40	-3.4%	1820+10	-2.5%
	1846+10	-2.5%	1848+90	3.2%

EAST MAINLANES SUPERELEVATION SUMMARY

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
ML-US380 (EB/RT)	1703+10	-5.2%	1704+80	-2.5%
	1733+90	-2.5%	1739+90	5.2%
	1767+30	5.2%	1771+10	-2.5%
	1804+70	-2.5%	1807+50	3.2%
	1819+00	3.2%	1822+60	-2.5%
	1848+10	-2.5%	1848+60	-3.4%

WEST FRONTAGE ROAD SUPERELEVATION SUMMARY

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
W-FR	3717+50	-1.0%	3720+10	2.0%
	3789+90	2.0%	3793+10	-3.0%
	3796+40	-3.0%	3799+60	2.0%
	3830+50	2.0%	3831+60	-0.5%

EAST FRONTAGE ROAD SUPERELEVATION SUMMARY

BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-FR	2714+20	-1.0%	2715+50	2.0%
	2830+90	2.0%	2832+20	0.5%

WEST RAMPS SUPERELEVATION SUMMARY

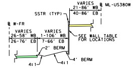
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
W-RP-EX-SH78	15+18	2.0%	16+40	2.0%
	16+40	2.0%	16+70	3.0%
	16+70	3.0%	21+80	3.0%
	21+80	3.0%	22+10	2.0%
	22+10	2.0%	24+90	2.0%
	24+40	2.0%	25+30	5.2%
W-RP-EN-CR609	15+68	2.5%	15+70	2.5%
	15+70	2.5%	15+90	2.0%
	15+90	2.0%	19+91	2.0%
W-RP-EX-CR609	14+19	2.0%	23+70	2.0%
	23+70	2.0%	24+10	3.4%
	24+10	3.4%	24+18	3.4%

EAST RAMPS SUPERELEVATION SUMMARY

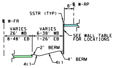
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-RP-EX-CR609	17+84	-5.2%	18+70	-5.2%
	18+70	-5.2%	18+80	-5.0%
	21+75	-5.0%	23+75	2.0%
E-RP-EN-SH78	12+88	2.0%	17+10	2.0%
	17+10	2.0%	17+30	2.5%
E-RP-EN-CR609	15+90	2.0%	16+60	2.0%
	16+60	2.0%	17+80	-2.2%
	17+80	-2.2%	24+83	-2.2%
	24+83	-2.2%	25+13	-3.2%

PROPERTY OWNERS

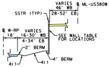
ID	OWNER	PROPERTY ADDRESS
489	ALLURI PRADEEP & MADHURI KALIDINDI & V. M. & N. N.	1098 FOSSIL LAKE DR
490	SCHNEIDER MARVIN E & CHRISTINA	8017 WEATHERLY DR
491	MORRIS JACK L SR LIVING TRUST THE	3425 MARQUETTE ST
599	LAFON FAMILY TRUST & LAFON SURVIVOR'S TRUST	616 PAINT CREEK CT
600	LAFON FAMILY TRUST & LAFON SURVIVOR'S TRUST	616 PAINT CREEK CT
601	SCHNEIDER MARVIN E & CHRISTINA	8017 WEATHERLY DR
602	SCHNEIDER MARVIN E & CHRISTINA	8017 WEATHERLY DR
603	ALLURI PRADEEP & MADHURI KALIDINDI & V. M. & N. N.	1098 FOSSIL LAKE DR
604	ALLURI PRADEEP & MADHURI KALIDINDI & V. M. & N. N.	1098 FOSSIL LAKE DR
606	ALLURI PRADEEP & MADHURI KALIDINDI & V. M. & N. N.	1098 FOSSIL LAKE DR
632	KLEYPAS ELLA MAE REVOCABLE LIVING TRUST THE	PO BOX 615
633	KLEYPAS ELLA MAE REVOCABLE LIVING TRUST THE	PO BOX 615
634	RODGERS MARY A	17244 COUNTY ROAD 558
635	PARKER PAGE & PARKER LINDA	1144 COUNTY ROAD 609
636	WADE PATRICIA A	1364 COUNTY ROAD 609
637	POTTER JAMES E	1046 COUNTY ROAD 609
638	WADE PEGGY L REV LIVING TRUST	794 COUNTY ROAD 609
639	KANSAS CITY RAILWAY COMPANY	PO BOX 219335
678	SMITH GREGORY T & DEBBIE J	574 COUNTY ROAD 609
709	LOVELL LIVING TRUST	829 STATE HIGHWAY 78 S
710	LOVELL INVESTMENTS LTD	829 STATE HIGHWAY 78 S
711	SPANGLER JOHN & SHARON M	16457 COUNTY ROAD 558
712	NELSON LAYNE & CRYSTAL	16461 COUNTY ROAD 558
721	PROKUP RICHARD A	10811 EDEN ROC DR
722	HOLLOWAY BETTY - LE	2808 BRIARWOOD DR


VARIES
21-86' WB
40-86' EB
℄ ML-US380W
SSTR (TYP)
℄ W-FR
VARIES
26-58' WB
26-76' EB
VARIES
1-106' WB
7-66' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1

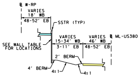
WALL TYPICAL SECTION
WALL AT MAIN LANES ADJACENT TO FRONTAGE ROAD
MIRROR SECTION FOR EASTBOUND


8'
℄ W-RP
SSTR (TYP)
℄ W-FR
VARIES
26' WB
8-48' EB
VARIES
6-38' WB
1-26' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1

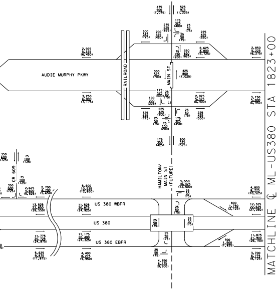
WALL TYPICAL SECTION
WALL AT RAMP ADJACENT TO FRONTAGE ROAD
MIRROR SECTION FOR EASTBOUND

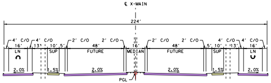

VARIES
46' WB
28-52' EB
℄ ML-US380W
SSTR (TYP)
℄ W-RP
18'
VARIES
16-30' WB
4-34' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1

WALL TYPICAL SECTION
WALL AT MAIN LANES ADJACENT TO RAMP
MIRROR SECTION FOR EASTBOUND

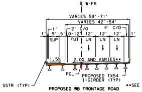

℄ W-RP
VARIES
18' WB
48-52' EB
SSTR (TYP)
SEE WALL TABLE FOR LOCATIONS
VARIES
15-34' WB
3-11' EB
VARIES
46' WB
48-52' EB
℄ ML-US380W
2' BERM
4' BERM
4:1
4:1

WALL TYPICAL SECTION
WALL AT RAMP ADJACENT TO MAIN LANES
MIRROR SECTION FOR EASTBOUND


AUDIE MURPHY PKWY
RAILROAD
MAIN ST
CR 609
HAMILTON/ MAIN ST (FUTURE)
US 380 WBFR
US 380
US 380 EBFR
MATCHLINE ℄ ML-US380 STA 1823+00

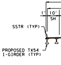

℄ X-MAIN
224'
4' C/O
4' C/O
2' C/O
2' C/O
2' C/O
2' C/O
4' C/O
4' C/O
16'
13'
10'
5'
48'
16'
48'
5'
10'
13'
16'
LN
SUP
FUTURE
MEDIAN
FUTURE
SUP
LN
2.0%
1.5%
2.0%
2.0%
1.5%
2.0%
PGL

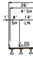
PROPOSED CROSS STREET
HAMILTON/MAIN ST (FUTURE)


℄ W-FR
VARIES 59'-71'
VARIES 42'-54'
1'
2' C/O
4' C/O
1'
9'
5'
0-12'
12'
12'
12'
1'
SUP
FUT
LN
LN
LN
1.5%
2.0% AND VARIES**
PGL
PROPOSED TX54 I-GIRDER (TYP)
SSTR (TYP)

PROPOSED WB FRONTAGE ROAD
OVER POND EAST OF HAMILTON/MAIN ST (FUTURE)

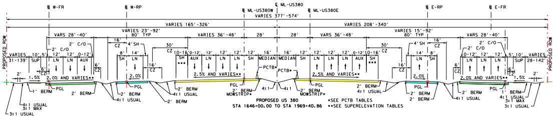
**SEE SUPERELEVATION TABLES


1'
10'
SH
SSTR (TYP)
PROPOSED TX54 I-GIRDER (TYP)


26'
4' SH
1'
8'
14'
SH
LN
2.0%

TYPICAL SECTIONS

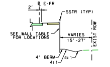
NOT TO SCALE



℄ W-FR
℄ W-RP
℄ ML-US380
℄ ML-US380W
℄ ML-US380E
℄ E-RP
℄ E-FR
PROPOSED ROW
VARIES 377'-574'
VARIES 165'-326'
VARIES 208'-340'
PCTB*
PGL

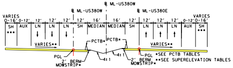
PROPOSED US 380
STA 1646+00.00 TO STA 1969+40.86

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES



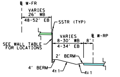
℄ E-FR
SSTR (TYP)
SEE WALL TABLE FOR LOCATIONS
VARIES 15'-27'
EXIST ROW
4' BERM
4:1

WALL TYPICAL SECTION
WALL AT FRONTAGE ROAD ADJACENT TO ROW



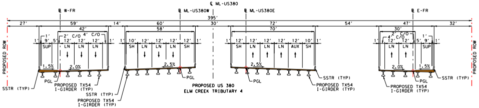
℄ ML-US380W
℄ ML-US380
℄ ML-US380E
PCTB*
PGL
2' BERM MOWSTRIP*
*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES

SUPERELEVATED SECTION
(AT GRADE)



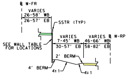
℄ W-FR
VARIES 26' WB 48-52' EB
SSTR (TYP)
SEE WALL TABLE FOR LOCATIONS
VARIES 8-30' WB 4-34' EB
℄ W-RP
2' BERM
4' BERM
4:1

WALL TYPICAL SECTION
WALL AT FRONTAGE ROAD ADJACENT TO RAMP
MIRROR SECTION FOR EASTBOUND



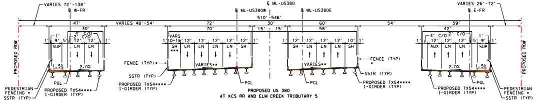
℄ ML-US380
℄ W-FR
℄ ML-US380W
℄ ML-US380E
℄ E-FR
395'
PROPOSED ROW
SSTR (TYP)
PGL
PROPOSED TX54 I-GIRDER (TYP)

PROPOSED US 380
ELM CREEK TRIBUTARY 4



℄ W-FR
VARIES 26-58' WB 26-57' EB
SSTR (TYP)
SEE WALL TABLE FOR LOCATIONS
VARIES 7-45' WB 30-57' EB
VARIES 46-66' WB 58-82' EB
℄ W-RP
2' BERM
4' BERM
4:1

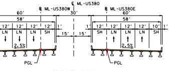
WALL TYPICAL SECTION
WALL AT FRONTAGE ROAD ADJACENT TO MAIN LANES
MIRROR SECTION FOR EASTBOUND



VARIES 72'-138'
℄ W-FR
℄ ML-US380W
℄ ML-US380
℄ ML-US380E
VARIES 26'-72'
℄ E-FR
510'-546'
FENCE (TYP)*
SSTR (TYP)
PEDESTRIAN FENCING * SSTR (TYP)
PROPOSED TX54**** I-GIRDER (TYP)
PGL
PROPOSED ROW

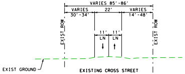
PROPOSED US 380
AT KCS RR AND ELM CREEK TRIBUTARY 5

*FENCING AND PEDESTRIAN FENCING ONLY USED OVER RAILROAD ROW
**SEE SUPERELEVATION TABLES
***SEE PLAN VIEW FOR CALLOUTS FOR SHOULDER WIDTHS GREATER THAN 10'
****PROPOSED TX70 I-GIRDER OVER KCS RAILROAD ROW



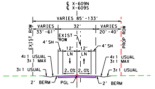
℄ ML-US380
℄ ML-US380W
℄ ML-US380E
PGL

PROPOSED US 380
OVER HAMILTON/MAIN ST (FUTURE)



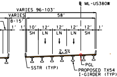
VARIES 85'-86'
VARIES 30'-34'
22'
VARIES 14'-48'
EXIST ROW
EXIST GROUND

EXISTING CROSS STREET
CR 609



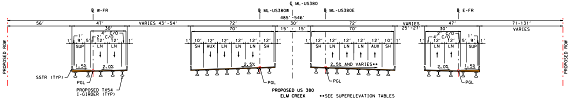
℄ X-609N
℄ X-609S
VARIES 85'-133'
EXIST ROW
PROP ROW
PGL
2' BERM

PROPOSED CROSS STREET
CR 609 NORTH OF US 380
CR 609 SOUTH OF US 380



℄ ML-US380W
VARIES 96-103'
SSTR (TYP)
PGL
PROPOSED TX54 I-GIRDER (TYP)

ELM CREEK AND
WB EXIT RAMP TO CR 699
BRIDGE SPAN 1



℄ ML-US380
℄ W-FR
℄ ML-US380W
℄ ML-US380E
℄ E-FR
485'-546'
PROPOSED ROW
SSTR (TYP)
PGL
PROPOSED TX54 I-GIRDER (TYP)

PROPOSED US 380
ELM CREEK

**SEE SUPERELEVATION TABLES

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
US 380 FARMERSVILLE

COLLIN COUNTY, TEXAS

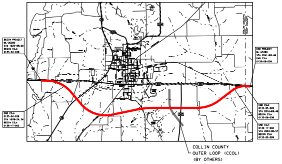
CSJ:	FROM	TO
0135-04-038:	CR 560	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)
0135-17-002:	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)
0135-05-028:	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)	CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)
0135-06-038:	CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)	E OF CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)

APRIL 2023

ROLL 2 OF 10

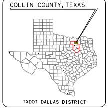
LENGTH:	7.6 MILES (ULTIMATE) 7.9 MILES (ULTIMATE & INTERIM TRANSITION)
FUNCTIONAL CLASS:	INTERSTATE
DESIGN SPEEDS (MINIMUM)	
MAIN LANES:	70 MPH
RAMPS:	45 MPH
FRONTAGE ROAD:	40 MPH
CR 696 - MAJOR COLLECTOR:	60 MPH
HAMILTON/MAIN (FUTURE) MAJOR COLLECTOR:	50 MPH
SH 78 - PRINCIPAL ARTERIAL:	45 MPH
FM 547 - PRINCIPAL ARTERIAL:	40 MPH
CR 560/W-BUS380 - MAJOR ARTERIAL:	40 MPH
CRs 607N,607S,609N,609S,697N,697S LOCAL:	40 MPH
AUDIE MURPHY(CR 567) AND AUDIE MURPHY PARKWAY (AMP) (EAST END) PRINCIPAL ARTERIAL:	30 MPH
CR 699/CR 698 - MAJOR ARTERIAL:	30 MPH
OLD JOSEPHINE(CR 648) MINOR COLLECTOR:	30 MPH
EB AUDIE MURPHY TO WB FRONTAGE LOCAL ACCESS - LOCAL:	25 MPH

HIGHWAY CLASSIFICATION
URBAN FREEWAY



BEGIN PROJECT
END PROJECT
COLLIN COUNTY / HUNT COUNTY

COLLIN COUNTY
OUTER LOOP (CCOL)
(BY OTHERS)



COLLIN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE: APRIL 21, 2023
PREPARED BY HNTB
UNDER THE SUPERVISION OF:
NICOLE M. CARRILLO, P.E.
Nicole Carrillo
SERIAL NO. 101321

CHELSEA BOWEN
Chelsea Bowen
SERIAL NO. 113553

HNTB

HNTB Corporation
The HNTB Companies
Firm Registration Number F-420
Engineers Architects Planners

DATE SUBMITTED:

DATE APPROVED:

SHEET X OF X

© 2023 by Texas Department of Transportation all rights reserved