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)

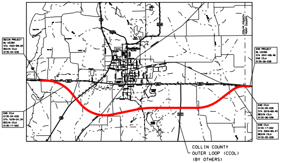
APRIL 2023

ROLL 3 OF 10

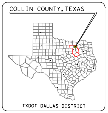
LENGTH:	7.6 MILES (ULTIMATE)
	7.9 MILES (ULTIMATE & INTERIM TRANSITION)
FUNCTIONAL CLASS:	INTERSTATE
DESIGN SPEEDS (MINIMUM)	
MAIN LANES:	70 MPH
RAMPS:	45 MPH
FRONTAGE ROAD:	40 MPH
CR 696 - MAJOR COLLECTOR:	60 MPH
HAMILTON/MAIN (FUTURE) MAJOR COLLECTOR:	50 MPH
SH 78 - PRINCIPAL ARTERIAL:	45 MPH
FM 547 - 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: ☐

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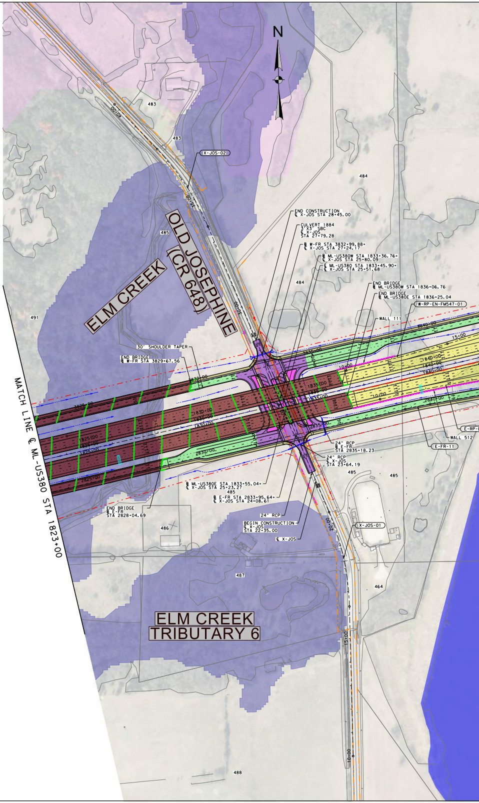
LEGEND:

— · — ·	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 1823+00
ELM CREEK
OLD JOSEPHINE (CR 648)
ELM CREEK TRIBUTARY 6
483
483
484
484
485
485
485
485
486
487
488
491
464
X-JOS-02
X-JOS-01
END CONSTRUCTION ℄ X-JOS STA 28+45.00
CULVERT 1884 3'X3' SBC ℄ X-JOS STA 27+79.28
℄ W-FR STA 3832+99.88= ℄ X-JOS STA 27+24.17
℄ ML-US380W STA 1833+36.76= ℄ X-JOS STA 25+80.09
℄ ML-US380 STA 1833+45.90= ℄ X-JOS STA 25+51.68
END BRIDGE ℄ ML-US380W STA 1836+06.76
END BRIDGE ℄ ML-US380E STA 1836+25.04
W-RP-EN-FM547-01
WALL 111
WALL 512
E-RP-
E-FR-11
30' SHOULDER TAPER
END BRIDGE ℄ W-FR STA 3829+67.56
24" RCP ℄ E-FR STA 2835+18.23
24" RCP ℄ X-JOS STA 23+64.19
℄ ML-US380E STA 1833+55.04= ℄ X-JOS STA 25+23.27
℄ E-FR STA 2833+95.64= ℄ X-JOS STA 24+08.61
END BRIDGE ℄ E-FR STA 2828+04.69
24" RCP
BEGIN CONSTRUCTION ℄ X-JOS STA 22+35.00
℄ X-JOS
3825+00
3830+00
3835+00
3840+00
1825+00
1830+00
1835+00
1840+00
2825+00
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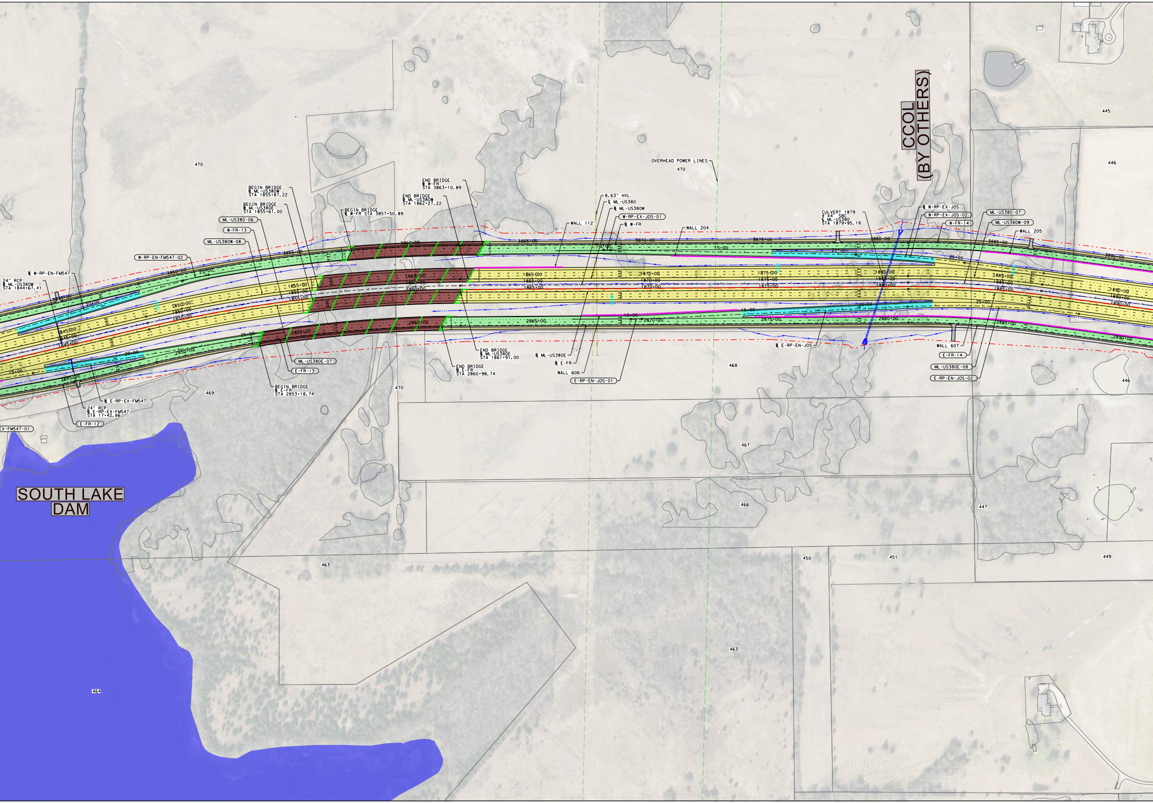
20+00
25+00
30+00
35+00
40+00


CCOL
(BY OTHERS)
SOUTH LAKE
DAM
OVERHEAD POWER LINES
470
469
468
467
466
463
464
450
451
449
447
446
445
BEGIN BRIDGE
₿ ML-US380W
STA 1855+87.22
BEGIN BRIDGE
₿ ML-US380E
STA 1855+61.00
BEGIN BRIDGE
₿ W-FR STA 3857+50.89
END BRIDGE
₿ W-FR
STA 3863+10.89
END BRIDGE
₿ ML-US380W
STA 1862+27.22
END BRIDGE
₿ ML-US380E
STA 1861+91.00
END BRIDGE
₿ E-FR
STA 2860+98.74
BEGIN BRIDGE
₿ E-FR
STA 2853+18.74
ML-US380-06
W-FR-13
ML-US380W-08
W-RP-EN-FM547-02
₿ W-RP-EN-FM547
24" RCP
₿ ML-US380W
STA 1844+67.41
₿ E-RP-EX-FM547
24" RCP
₿ E-RP-EX-FM547
STA 17+42.86
E-FR-12
EX-FM547-01
ML-US380E-07
E-FR-13
8.63" HVL
℄ ML-US380
₿ ML-US380W
W-RP-EX-JOS-01
₿ W-FR
WALL 112
WALL 204
₿ ML-US380E
₿ E-FR
WALL 606
E-RP-EN-JOS-01
₿ E-RP-EN-JOS
CULVERT 1879
4'X4' SBC
℄ ML-US380
STA 1879+95.19
₿ W-RP-EX-JOS
W-RP-EX-JOS-02
W-FR-14
ML-US380-07
ML-US380W-09
WALL 205
WALL 607
E-FR-14
ML-US380E-08
E-RP-EN-JOS-02
3845+00
3850+00
3855+00
3860+00
3865+00
3870+00
3875+00
3880+00
3885+00
3890+00
1845+00
1850+00
1855+00
1860+00
1865+00
1870+00
1875+00
1880+00
1885+00
1890+00
2845+00
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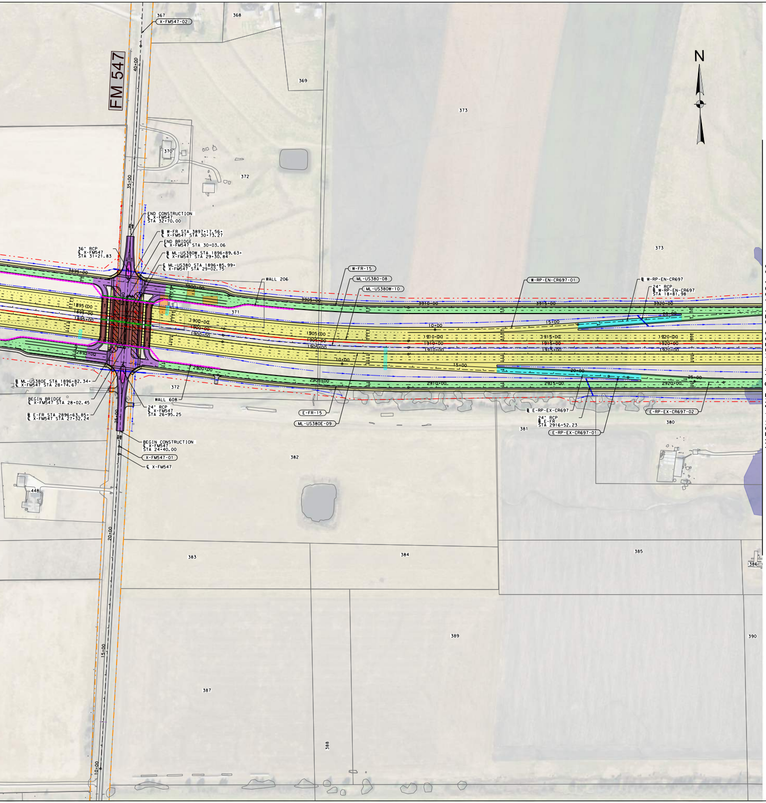
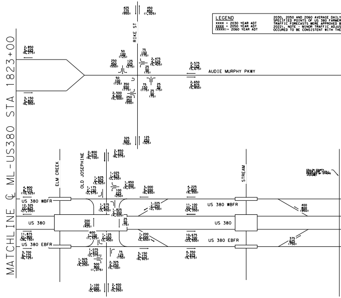
10+00
15+00
20+00
25+00


FM 547
367
X-FM547-02
368
369
373
370
372
371
END CONSTRUCTION
℄ X-FM547
STA 32+70.00
℄ W-FR STA 3897+17.56=
℄ X-FM547 STA 30+73.27
END BRIDGE
℄ X-FM547 STA 30+03.06
36" RCP
℄ X-FM547
STA 31+21.83
℄ ML-US380W STA 1896+89.63=
℄ X-FM547 STA 29+30.84
℄ ML-US380 STA 1896+85.99=
℄ X-FM547 STA 29+02.79
WALL 206
W-FR-15
ML-US380-08
ML-US380W-10
W-RP-EN-CR697-01
℄ W-RP-EN-CR697
24" RCP
℄ W-RP-EN-CR697
STA 18+81.98
℄ ML-US380E STA 1896+82.34=
℄ X-FM547 STA 28+74.67
BEGIN BRIDGE
℄ X-FM547 STA 28+02.45
℄ E-FR STA 2896+63.85=
℄ X-FM547 STA 27+32.24
WALL 608
24" RCP
℄ X-FM547
STA 26+95.25
E-FR-15
ML-US380E-09
℄ E-RP-EX-CR697
24" RCP
℄ E-FR
STA 2916+52.23
E-RP-EX-CR697-01
E-RP-EX-CR697-02
BEGIN CONSTRUCTION
℄ X-FM547
STA 24+40.00
X-FM547-01
℄ X-FM547
380
381
382
448
383
384
385
386
387
388
389
390
N
MATCH LINE ℄ ML-US380 STA 1924+00

CURVE

CURVE NO.	STATION	COORDINATE N	COORDINATE E	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
℄ ML-US380							
ML-US380-06	P.C. 1848+47.96	7107160.0211	2627709.9096	N 77°48'01.6229" E			
	P.I. 1855+22.26	7107302.5131	2628368.9865	12°49'28.0353" RT	1342.97	674.30	6000.00
	P.T. 1861+90.93	7107295.1589	2629043.2508	S 89°22'30.3419" E			
ML-US380-07	P.C. 1880+97.46	7107274.3654	2630949.6694	S 89°22'30.3419" E			
	P.I. 1883+82.26	7107271.2593	2631234.4471	7°56'49.2225" RT	568.68	284.79	4100.00
	P.T. 1886+66.14	7107228.8105	2631516.0605	S 81°25'41.1194" E			
ML-US380-08	P.C. 1901+04.12	7107014.4790	2632937.9758	S 81°25'41.1194" E			
	P.I. 1904+99.68	7106955.5195	2633329.1241	7°32'37.8794" LT	789.99	395.57	6000.00
	P.T. 1908+94.11	7106948.4223	2633724.6273	S 88°58'18.9987" E			
℄ ML-US380W							
ML-US380W-08	P.C. 1848+43.63	7107187.3888	2627703.9927	N 77°48'01.6229" E			
	P.I. 1855+21.08	7107330.5458	2628366.1454	12°49'28.0353" RT	1349.24	677.45	6028.00
	P.T. 1861+92.87	7107323.1572	2629043.5562	S 89°22'30.3419" E			
ML-US380W-09	P.C. 1880+99.40	7107302.3637	2630949.9748	S 89°22'30.3419" E			
	P.I. 1883+86.14	7107299.2364	2631236.6973	7°56'49.2225" RT	572.56	286.74	4128.00
	P.T. 1886+71.96	7107256.4977	2631520.2339	S 81°25'41.1193" E			
ML-US380W-10	P.C. 1901+09.94	7107042.1662	2632942.1492	S 81°25'41.1193" E			
	P.I. 1905+03.66	7106983.4819	2633331.4721	7°32'37.8794" LT	786.30	393.72	5972.00
	P.T. 1908+96.25	7106976.4177	2633725.1297	S 88°58'18.9987" E			
℄ ML-US380E							
ML-US380E-07	P.C. 1848+52.28	7107132.6534	2627715.8265	N 77°48'01.6229" E			
	P.I. 1855+23.44	7107274.4805	2628371.8277	12°49'28.0353" RT	1336.71	671.16	5972.00
	P.T. 1861+88.99	7107267.1605	2629042.9454	S 89°22'30.3419" E			
ML-US380E-08	P.C. 1880+95.52	7107246.3671	2630949.3640	S 89°22'30.3419" E			
	P.I. 1883+78.37	7107243.2822	2631232.1969	7°56'49.2225" RT	564.79	282.85	4072.00
	P.T. 1886+60.31	7107201.1233	2631511.8871	S 81°25'41.1193" E			
ML-US380E-09	P.C. 1900+98.29	7106986.7918	2632933.8023	S 81°25'41.1193" E			
	P.I. 1904+95.70	7106927.5571	2633326.7760	7°32'37.8794" LT	793.68	397.41	6028.00
	P.T. 1908+91.97	7106920.4268	2633724.1250	S 88°58'18.9987" E			
℄ W-FR							
W-FR-13	P.C. 3848+31.15	7107326.1821	2627673.9857	N 77°48'01.6229" E			
	P.I. 3855+24.56	7107472.7114	2628351.7365	12°49'28.0353" RT	1381.02	693.41	6170.00
	P.T. 3862+12.18	7107465.1488	2629045.1049	S 89°22'30.3419" E			
W-FR-14	P.C. 3881+18.71	7107444.3553	2630951.5235	S 89°22'30.3419" E			
	P.I. 3884+15.31	7107441.1204	2631248.1091	7°56'49.2225" RT	592.26	296.60	4270.00
	P.T. 3887+10.97	7107396.9115	2631541.3991	S 81°25'41.1193" E			
W-FR-15	P.C. 3901+48.94	7107182.5800	2632963.3144	S 81°25'41.1193" E			
	P.I. 3905+33.30	7107125.2911	2633343.3801	7°32'37.8794" LT	767.61	384.36	5830.00
	P.T. 3909+16.55	7107118.3949	2633727.6775	S 88°58'18.9987" E			
℄ E-FR							
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			
E-FR-11	P.C. 2838+72.63	7106810.7118	2626761.4725	N 77°48'01.6229" E			
	P.I. 2839+26.73	7106822.1448	2626814.3540	3°05'56.8925" RT	108.18	54.10	2000.00
	P.T. 2839+80.81	7106830.7021	2626867.7763	N 80°53'58.5153" E			
E-FR-12	P.C. 2844+09.01	7106898.4279	2627290.5834	N 80°53'58.5153" E			
	P.I. 2844+63.11	7106906.9852	2627344.0057	3°05'56.8925" LT	108.18	54.10	2000.00
	P.T. 2845+17.19	7106918.4181	2627396.8873	N 77°48'01.6229" E			
E-FR-13	P.C. 2848+74.19	7106993.8601	2627745.8335	N 77°48'01.6229" E			
	P.I. 2855+29.39	7107132.3149	2628386.2366	12°49'28.0353" RT	1304.92	655.20	5830.00
	P.T. 2861+79.12	7107125.1690	2629041.3967	S 89°22'30.3419" E			
E-FR-14	P.C. 2880+85.65	7107104.3755	2630947.8153	S 89°22'30.3419" E			
	P.I. 2883+58.63	7107101.3982	2631220.7852	7°56'49.2225" RT	545.10	272.99	3930.00
	P.T. 2886+30.75	7107060.7095	2631490.7219	S 81°25'41.1193" E			
E-FR-15	P.C. 2900+68.72	7106846.3780	2632912.6372	S 81°25'41.1193" E			
	P.I. 2904+75.50	7106785.7480	2633314.8680	7°32'37.8794" LT	812.37	406.77	6170.00
	P.T. 2908+81.10	7106778.4496	2633721.5772	S 88°58'18.9987" E			
℄ W-RP-EN-FM547							
W-RP-EN-FM547-01	P.C. 10+00.00	7106979.1548	2626513.6888	N 77°48'01.6229" E			
	P.I. 12+22.43	7107026.1572	2626731.0922	3°08'45.2324" LT	444.74	222.43	8100.00
	P.T. 14+44.74	7107085.0197	2626945.5885	N 74°39'16.3904" E			
W-RP-EN-FM547-02	P.C. 23+94.76	7107336.4317	2627861.7400	N 74°39'16.3904" E			
	P.I. 24+51.83	7107351.5340	2627916.7734	5°56'22.8650" RT	114.03	57.07	1100.00
	P.T. 25+08.80	7107360.8604	2627973.0742	N 80°35'39.2555" E			
℄ W-RP-EX-JOS							
W-RP-EX-JOS-01	P.C. 10+00.00	7107436.4875	2629655.7102	S 89°22'30.3419" E			
	P.I. 10+15.37	7107436.3199	2629671.0760	1°28'02.4222" RT	30.73	15.37	1200.00
	P.T. 10+30.73	7107435.7589	2629686.4326	S 87°54'27.9197" E			
W-RP-EX-JOS-02	P.C. 20+75.29	7107397.6236	2630730.2985	S 87°54'27.9197" E			
	P.I. 23+07.38	7107389.1505	2630962.2288	6°28'46.8004" RT	463.68	232.09	4100.00
	P.T. 25+38.97	7107354.5581	2631191.7213	S 81°25'41.1193" E			
℄ W-RP-EN-CR697							
W-RP-EN-CR697-01	P.C. 10+00.00	7107022.3812	2633839.0473	S 88°58'18.9987" E			
	P.I. 13+04.44	7107016.9190	2634143.4351	4°09'04.5522" LT	608.61	304.44	8400.00
	P.T. 16+08.61	7107033.5057	2634447.4197	N 86°52'36.4491" E			
℄ E-RP-EX-FM547							
E-RP-EX-FM547-01	P.C. 10+00.00	7106854.2058	2626655.0531	N 77°48'01.6229" E			
	P.I. 12+86.62	7106914.7727	2626935.1969	4°03'11.1580" RT	572.99	286.62	8100.00
	P.T. 15+72.99	7106955.3873	2627218.9209	N 81°51'12.7808" E			
℄ E-RP-EN-JOS							
E-RP-EN-JOS-01	P.C. 10+00.00	7107139.2642	2629766.2519	S 89°22'30.3419" E			
	P.I. 10+23.79	7107139.0048	2629790.0406	2°16'17.3452" LT	47.57	23.79	1200.00
	P.T. 10+47.57	7107139.6884	2629813.8208	N 88°21'12.3129" E			
E-RP-EN-JOS-02	P.C. 21+79.54	7107172.2147	2630945.3221	N 88°21'12.3129" E			
	P.I. 25+46.12	7107182.7481	2631311.7528	10°13'06.5677" RT	731.22	366.58	4100.00
	P.T. 29+10.76	7107128.1089	2631674.2401	S 81°25'41.1193" E			
℄ E-RP-EX-CR697							
E-RP-EX-CR697-01	P.C. 21+35.09	7106811.0321	2634574.2417	S 86°18'44.8414" E			
	P.I. 21+76.42	7106808.3744	2634615.4803	0°53'36.4313" RT	82.65	41.32	5300.00
	P.T. 22+17.74	7106805.0739	2634656.6724	S 85°25'08.4101" E			
E-RP-EX-CR697-02	P.C. 25+00.99	7106782.4510	2634939.0200	S 85°25'08.4101" E			
	P.I. 25+63.02	7106777.4967	2635000.8522	3°33'10.5886" LT	124.02	62.03	2000.00
	P.T. 26+25.01	7106776.3838	2635062.8726	S 88°58'18.9987" E			


MATCHLINE ℄ ML-US380 STA 1823+00
RIKE ST
AUDIE MURPHY PKWY
ELM CREEK
OLD JOSEPHINE
STREAM
US 380 WBFR
US 380
US 380 EBFR

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

2030, 2050 AND 2060 AVERAGE DAILY
SPECIFIED POINTS OF US 380 FARMER
TRAFFIC FORECASTS WERE APPROVED B
2022). NOTE - MINOR TRAFFIC ADJUS
OCCURED TO BE CONSISTENT WITH THE

DATA

CURVE NO.	STATION	COORDINATE N	COORDINATE E	BEARING / DELTA	LENGTH (FT)	TANGENT (FT)	RADIUS (FT)
℄ X-JOS							
X-JOS-01	P.C. 16+37.12	7105974.6274	2626508.8673	N 0°25′21.6749″ W			
	P.I. 18+46.25	7106183.7523	2626507.3245	21°31′44.6380″ LT	413.33	209.13	1100.00
	P.T. 20+50.45	7106377.7207	2626429.1461	N 21°57′06.3129″ W			
X-JOS-02	P.C. 33+70.79	7107602.3314	2625935.5704	N 21°57′06.3129″ W			
	P.I. 35+70.97	7107788.0043	2625860.7354	20°37′42.6714″ LT	396.04	200.19	1100.00
	P.T. 37+66.83	7107935.4078	2625725.2846	N 42°34′48.9842″ W			
℄ X-FM547							
X-FM547-01	P.C. 23+40.55	7106516.0467	2632484.1213	N 4°18′12.2439″ E			
	P.I. 23+57.00	7106532.4554	2632485.3561	0°11′18.8194″ LT	32.91	16.46	10000.00
	P.T. 23+73.46	7106548.8680	2632486.5368	N 4°06′53.4245″ E			
X-FM547-02	P.C. 40+81.19	7108252.2013	2632609.0767	N 4°06′53.4245″ E			
	P.I. 44+03.96	7108574.1325	2632632.2369	3°41′50.3152″ LT	645.30	322.76	10000.00
	P.T. 47+26.49	7108896.8871	2632634.5889	N 0°25′03.1093″ E			

RETAINING WALLS

	BEGIN			END		
WALL	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
WALL 111	ML-US380W	1835+96.62	59.00′ LT	W-RP-EN-CR547	12+16.51	9.00′ LT
WALL 112	ML-US380W	1862+53.20	47.00′ LT	ML-US380W	1866+30.69	47.00′ LT
WALL 204	W-RP-EX-JOS	12+87.49	19.00′ RT	W-RP-EX-JOS	19+60.00	19.00′ RT
WALL 205	W-FR	3884+40.00	27.00′ RT	ML-US380W	1896+84.31	65.25′ LT
WALL 206	ML-US380W	1896+84.31	65.25′ LT	W-FR	3904+30.00	27.00′ RT
WALL 512	ML-US380E	1836+35.18	59.00′ RT	ML-US380E	1841+96.14	68.94′ RT
WALL 606	E-FR	2866+96.99	39.00′ LT	E-RP-EN-JOS	14+57.31	19.00′ LT
WALL 607	E-FR	2874+32.30	27.00′ LT	ML-US380E	1896+87.58	67.25′ RT
WALL 608	ML-US380E	1896+87.58	67.25′ RT	E-FR	2900+73.55	27.00′ LT

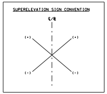
BRIDGE CLASS CULVERT TABLE

CULVERT	TYPE	ALIGNMENT	BEGIN STA	END STA

PCTB LIMIT TABLE

PCTB					
BEGIN			END		
ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
ML-US380E	1836+44.97	10.00′ LT	ML-US380E	1855+45.38	10.00′ LT
ML-US380E	1862+19.35	10.00′ LT	ML-US380E	1897+98.89	10.00′ LT
ML-US380W	1895+73.24	10.00′ RT	ML-US380W	1944+09.24	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)	1819+40	-3.4%	1820+10	-2.5%
	1846+10	-2.5%	1848+90	3.2%
	1861+50	3.2%	1864+30	-2.5%
	1878+10	-2.5%	1881+50	4.4%
	1886+00	4.4%	1890+30	-2.5%
	1900+60	-2.5%	1901+20	-3.4%
	1908+80	-3.4%	1909+40	-2.5%
	1924+80	-2.5%	1926+20	-5.2%

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)	1819+00	3.2%	1822+60	-2.5%
	1848+10	-2.5%	1848+60	-3.4%
	1861+80	-3.4%	1862+30	-2.5%
	1880+10	-2.5%	1881+10	-4.4%
	1886+40	-4.4%	1887+70	-2.5%
	1898+00	-2.5%	1901+60	3.2%
	1908+30	3.2%	1912+40	-2.5%
	1922+80	-2.5%	1926+60	5.2%

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	3796+40	-3.0%	3799+60	2.0%
	3830+50	2.0%	3831+60	-0.5%
	3834+70	-0.5%	3836+90	2.0%
	3894+10	2.0%	3895+60	-1.5%
	3898+80	-1.5%	3901+80	2.0%
	3943+70	2.0%	3944+40	0.5%

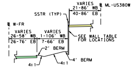
EAST FRONTAGE ROAD SUPERELEVATION SUMMARY				
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-FR	2830+90	2.0%	2832+20	0.5%
	2835+40	0.5%	2836+10	2.0%
	2944+50	2.0%	2945+00	1.5%

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-EN-FM547	16+58	2.5%	16+60	2.5%
	16+60	2.5%	16+80	2.0%
	16+80	2.0%	22+07	2.0%
W-RP-EX-JOS	17+18	2.0%	19+70	2.0%
	19+70	2.0%	21+10	-2.8%
	21+10	-2.8%	23+60	-2.8%
	23+60	-2.8%	24+10	-4.4%
	24+10	-4.4%	24+12	-4.4%
W-RP-EN-CR697	16+06	2.5%	16+10	2.5%
	16+10	2.5%	16+30	2.0%
	16+30	2.0%	20+51	2.0%

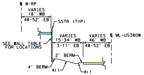
EAST RAMPS SUPERELEVATION SUMMARY				
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-RP-EX-FM547	16+25	2.5%	16+30	2.5%
	16+30	2.5%	16+50	2.0%
	16+50	2.0%	20+50	2.0%
E-RP-EN-JOS	14+77	2.0%	21+30	2.0%
	21+30	2.0%	22+00	4.4%
	22+00	4.4%	22+87	4.4%
E-RP-EX-CR697	16+57	2.5%	16+60	2.5%
	16+60	2.5%	16+80	2.0%
	16+80	2.0%	21+00	2.0%
	21+00	2.0%	21+50	3.6%
	21+50	3.6%	22+10	3.6%
	22+10	3.6%	22+60	2.0%
	22+60	2.0%	22+72	2.0%

PROPERTY OWNERS

ID	OWNER	PROPERTY ADDRESS
358	NICHOLS CRAIG & LANI	383 FM 547
359	SCHOOPING JEAN & RICHARD NASSAR & DIANE NASSAR	3670 ORR RD
366	AVILA JOSE M & MARIA A GARCIA	300 N 4TH ST
367	STUBBLEFIELD GLEN C	587 FM 547
368	DARTE BRADFORD & SUZANNE REVOCABLE TRUST	18440 PAPAW RD
369	COLEMAN DAVID E & DONNA GAYLE	586 FM 547
370	COLEMAN BILLY E	655 FM 547
371	LAISURE RICHARD D & CYNTHIA	781 FM 547
372	COLEMAN BILLY E	655 FM 547
373	FUCHS MARY	632 COUNTY ROAD 697
380	OJAS FARMS LLC	11266 LA CANTERA TRL
381	OJAS FARMS LLC	11266 LA CANTERA TRL
382	COLEMAN DAVID E & GAYLE	586 FM 547
383	COLEMAN DAVID E & GAYLE	586 FM 547
384	COLEMAN DAVID E	586 FM 547
385	OJAS FARMS LLC	11266 LA CANTERA TRL
387	ASTON JOE III & CANDICE L	PO BOX 719
438	DEARING VELMA	360 FM 547
439	GRANT JACK W	390 FM 547
441	DAVIS PAUL G ETAL	432 FM 547
442	QUEST TRUST CO FBO A. CHROBAK IRA & PTLA	100 E ANDERSON LN STE 100
443	QUEST TRUST CO FBO A. CHROBAK IRA & PTLA	100 E ANDERSON LN STE 100
445	COLEMAN DAVID E	586 FM 547
446	COLEMAN DAVID EARL & DONNA GAYLE	586 FM 547
447	COLEMAN DAVID E	586 FM 547
448	DALE RODNEY L & CHRISTY	970 FM 547
449	COLEMAN DAVID E	586 FM 547
450	ASTON JOE III	PO BOX 719
451	ASTON JOE III & CANDICE L	PO BOX 719
463	SMITH THOMAS G	PO BOX 679
464	CITY OF FARMERSVILLE	205 S MAIN ST
466	ASTON JOE III	PO BOX 719
467	COLEMAN DAVID EARL & DONNA GAYLE	586 FM 547
468	COLEMAN DAVID E	586 FM 547
469	CITY OF FARMERSVILLE	205 S MAIN ST
470	SMITH THOMAS G	PO BOX 679
483	STUART EDWARD E	1940 W SPRING CREEK APT 259
484	SMITH THOMAS G	PO BOX 679
485	CITY OF FARMERSVILLE	205 S MAIN ST
486	DOUGLAS MIKKI L	PO BOX 781
487	DOUGLAS MIKKI L	PO BOX 781
488	FARMERSVILLE ISD	501A STATE HIGHWAY 78 N

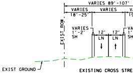

VARIES
21-86′ WB
40-86′ EB
℄ ML-US380W
SSTR (TYP)
℄ W-FR
VARIES
26-58′ WB
26-76′ EB
VARIES
1-106′ WB
7-66′ EB
SEE WALL TABLE FOR LOCATIONS
2′ BERM
4′ BERM
4:1
4:1

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

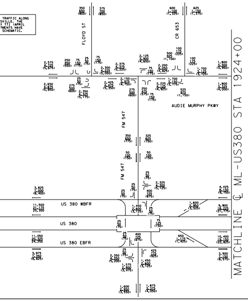

℄ W-RP
VARIES
18′ WB
48-52′ EB
SSTR (TYP)
SEE WALL TABLE FOR LOCATIONS
VARIES
15-34′ WB
3-11′ EB
VARIES
46′ WB
48-52′ EB
℄ ML-US380W
2′ BERM
4′ BERM
4:1
4:1

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

SEE WAL
FOR LO
SEE WAL
FOR LO
WALL

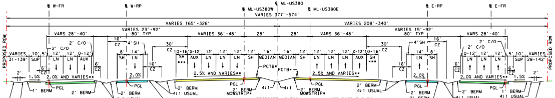

VARIES 89′-107′
VARIES
18′-25′
VARIES
VA
19
EXIST ROW
VARIES
1′-2′
SH
12′
12′
LN
LN
VA
1′
SH
EXIST GROUND

EXISTING CROSS STRE
OLD JOSEPHINE (CR 64

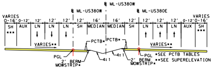

TRAFFIC ALONG
SVILLE. THE
Y TTI (APRIL
TMENTS HAVE
SCHEMATIC.
FLOYD ST
CR 653
AUDIE MURPHY PKWY
FM 547
FM 547
US 380 WBFR
US 380
US 380 EBFR
MATCHLINE ℄ ML-US380 STA 1924+00

TYPICAL SECTIONS

NOT TO SCALE

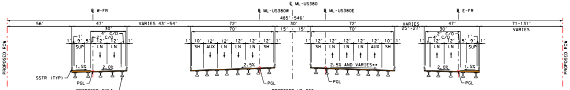

℄ ML-US380
℄ W-FR
℄ W-RP
℄ ML-US380W
℄ ML-US380E
℄ E-RP
℄ E-FR
VARIES 377'-574'
VARIES 165'-326'
VARIES 208'-340'
VARIES 23'-92' 80' TYP
VARIES 15'-92' 80' TYP
VARS 28'-40'
VARIES 36'-48'
VARS 36'-48'
28'
30' CZ
16' CZ
PROPOSED ROW
VARIES 31-139'
VARIES 28-142'
SUP
LN
AUX
SH
MEDIAN
2' C/O
4' SH
PCTB*
2.0% AND VARIES**
2.5% AND VARIES**
1.5%
2.0%
PGL
1' BERM
2' BERM
2' BERM MOWSTRIP*
4:1 USUAL
3:1 MAX
3:1 USUAL
4:1

PROPOSED US 380
STA 1646+00.00 TO STA 1969+40.86
*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES

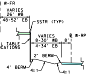

℄ ML-US380W
℄ ML-US380W
℄ ML-US380E
VARIES 0-16'
0-12'
12'
16'
SH
AUX
LN
MEDIAN
PCTB*
VARIES**
PGL
2' BERM MOWSTRIP*
4:1

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES

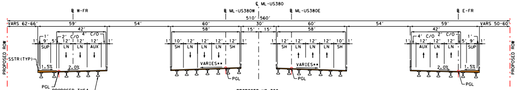
SUPERELEVATED SECTION
(AT GRADE)


℄ ML-US380
℄ W-FR
℄ ML-US380W
℄ ML-US380E
℄ E-FR
485'-546'
56'
47'
VARIES 43'-54'
72'
70'
30'
15'
VARIES 25'-27'
71-131' VARIES
PROPOSED ROW
4' C/O
2' C/O
SUP
LN
AUX
SH
1.5%
2.0%
2.5%
2.5% AND VARIES**
SSTR (TYP)
PGL
PROPOSED TX54 I-GIRDER (TYP)

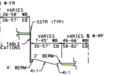
PROPOSED US 380
ELM CREEK
**SEE SUPERELEVATION TABLES


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

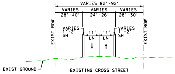
WALL TYPICAL SECTION
WALL AT FRONTAGE ROAD ADJACENT TO RAMP
MIRROR SECTION FOR EASTBOUND


℄ ML-US380
℄ W-FR
℄ ML-US380W
℄ ML-US380E
℄ E-FR
510'-560'
VARS 62-66'
59'
54'
60'
58'
30'
15'
42'
VARS 50-60'
PROPOSED ROW
SSTR (TYP)
4' C/O
2' C/O
SUP
LN
AUX
SH
VARIES**
1.5%
2.0%
PGL
PROPOSED TX54 I-GIRDER (TYP)

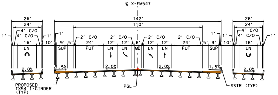
PROPOSED US 380
OVER UNSPECIFIED CREEK AND CATTLE CROSSING TO REMAIN
**SEE SUPERELEVATION TABLES


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

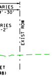
WALL TYPICAL SECTION
L AT FRONTAGE ROAD ADJACENT TO MAIN LANES
MIRROR SECTION FOR EASTBOUND

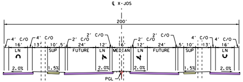

VARIES 82'-92'
VARIES 28'-40'
VARIES 24'-26'
VARIES 28'-30'
EXIST ROW
VARIES 1'-2' SH
11'
LN
EXIST GROUND

EXISTING CROSS STREET
FM 547

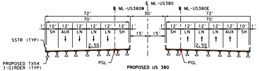

℄ X-FM547
142'
110'
26'
24'
16'
4' C/O
2' C/O
24'
12'
6'
10'
9'
5'
LN
SUP
FUT
MD
2.0%
1.5%
PROPOSED TX54 I-GIRDER (TYP)
PGL
SSTR (TYP)

PROPOSED CROSS STREET
FM 547


ARIES
'-30'
RIES
'-2'
EXIST ROW
ET
48)


℄ X-JOS
200'
4' C/O
2' C/O
16'
13'
10'
5'
24'
12'
LN
SUP
FUTURE
MEDIAN
2.0%
1.5%
PGL

PROPOSED CROSS STREET
OLD JOSEPHINE RD (CR 648)


℄ ML-US380
℄ ML-US380W
℄ ML-US380E
72'
70'
30'
15'
10'
12'
SH
AUX
LN
2.5%
SSTR (TYP)
PROPOSED TX54 I-GIRDER (TYP)
PGL

PROPOSED US 380
OVER OLD JOSEPHINE RD (CR 648)

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)

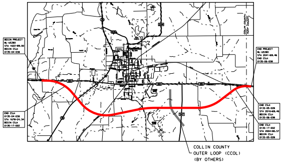
APRIL 2023

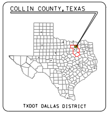
ROLL 3 OF 10

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

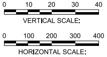
URBAN FREEWAY


BEGIN PROJECT ML-US380 STA 1622+89.00 BEGIN CSJ: 0135-04-038
END CSJ: 0135-04-038 STA 1678+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+89.46 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.



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

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