TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
CEASON CLEMENS, P.E., DALLAS DISTRICT ENGINEER

DESIGN SCHEMATIC
US 380 FARMERSVILLE
COLLIN COUNTY, TEXAS

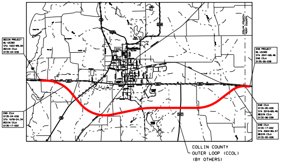
CSJ:	FROM	TO
0135-04-038:	CR 560	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)
0135-17-002:	JCT US 380/AUDIE MURPHY (WEST OF FARMERSVILLE)	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)
0135-05-028:	WEST OF CR 698 (COLLIN/HUNT COUNTY LINE)	CR 698/CR 699 (COLLIN/HUNT COUNTY LINE)
0135-06-038:	CR 698/CR 699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

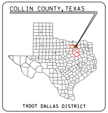
APRIL 2023

ROLL 4 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
COLLIN COUNTY / HUNT COUNTY
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
380
547
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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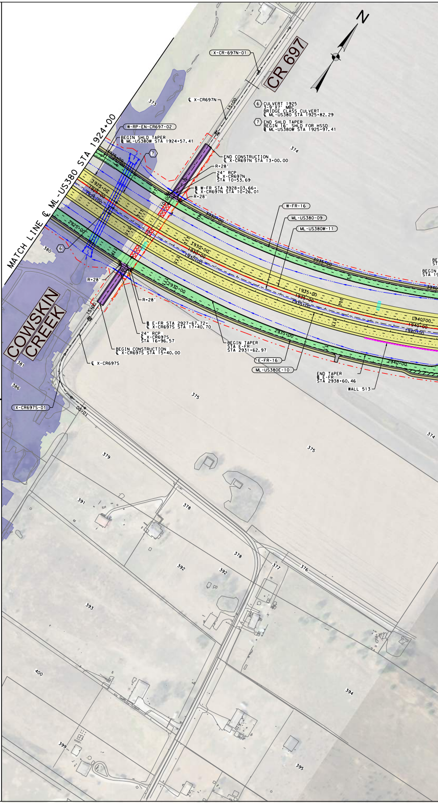
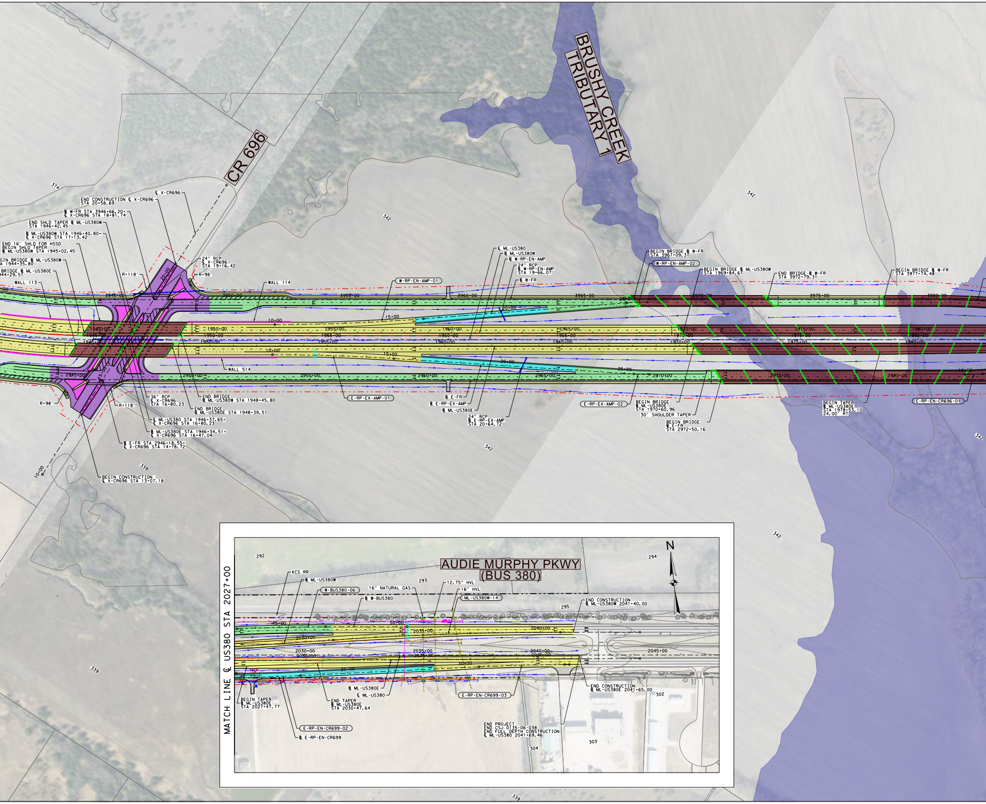
LEGEND:

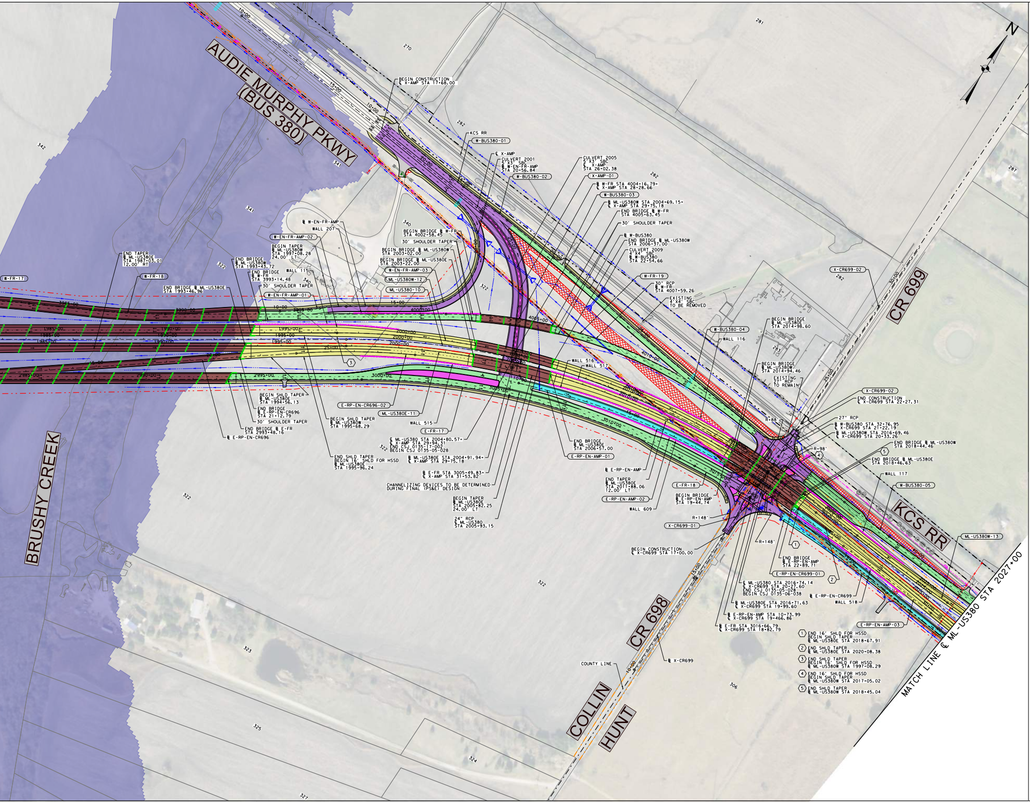
— · — ·	PROPOSED CENTERLINE/BASELINE
— · · —	PROPOSED ROW
— · · —	EXISTING ROW TxDOT (APPARENT ROW, AUGUST 2021)
— · · —	EXISTING ROW CITY OF FARMERSVILLE (APPARENT ROW, AUGUST 2021)
——	EXISTING PROPERTY LIMITS
■	PROPOSED BRIDGE
■	PROPOSED MAIN LANES
■	PROPOSED RAMP
■	PROPOSED FRONTAGE ROAD
■	PROPOSED 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
CR 697
MATCH LINE ℄ ML-US380 STA 1924+00
X-CR-697N-01
℄ X-CR697N
15+00
W-RP-EN-CR697-02
BEGIN SHLD TAPER
℄ ML-US380W STA 1924+57.41
⑥ CULVERT 1925
3-9'X7' MBC
BRIDGE CLASS CULVERT
℄ ML-US380 STA 1925+82.29
⑦ END SHLD TAPER
BEGIN 16' SHLD FOR HSSD
℄ ML-US380W STA 1925+97.41
END CONSTRUCTION
℄ X-CR697N STA 13+00.00
R=28'
24" RCP
℄ X-CR697N
STA 10+53.69
℄ W-FR STA 3928+03.66=
℄ X-CR697N STA 10+26.01
W-FR-16
ML-US380-09
ML-US380W-11
1925+00
1930+00
1935+00
1940+00
2925+00
2930+00
2935+00
2940+00
3930+00
3935+00
R=28'
℄ E-FR STA 2927+67.72=
℄ X-CR697S STA 17+40.70
24" RCP
℄ X-CR697S
STA 16+96.57
BEGIN CONSTRUCTION
℄ X-CR697S STA 15+40.00
BEGIN TAPER
STA E-FR
STA 2931+62.97
E-FR-16
ML-US380E-10
END TAPER
℄ E-FR
STA 2938+60.46
WALL 513
℄ X-CR697S
X-CR697S-01
10+00
COWSKIN CREEK
373
374
375
376
377
378
379
380
381
386
391
392
393
394
395
399
400


BRUSHY CREEK TRIBUTARY 1
CR 696
374
342
339
℄ X-CR696
END CONSTRUCTION ℄ X-CR696
STA 20+58.69
BL W-FR STA 3946+66.20=
℄ X-CR696 STA 18+81.74
END SHLD TAPER BL ML-US380W
STA 1946+42.45
BL ML-US380W STA 1946+40.80=
℄ X-CR696 STA 17+13.42
END 16' SHLD FOR HSSD
BEGIN SHLD TAPER
BL ML-US380W STA 1945+02.45
GIN BRIDGE BL ML-US380W
A 1944+35.80
BRIDGE BL ML-US380E
944+29.51
WALL 113
WALL 114
WALL 514
R=118'
R=98'
24" RCP
℄ X-CR696
STA 19+16.42
20+00
15+00
10+00
3945+00
3950+00
3955+00
3960+00
3965+00
3970+00
3975+00
3980+00
1945+00
1950+00
1955+00
1960+00
1965+00
1970+00
1975+00
1980+00
2945+00
2950+00
2955+00
2960+00
2965+00
2970+00
2975+00
2980+00
25+00
36" RCP
℄ X-CR696
STA 16+80.23
END BRIDGE
BL ML-US380W STA 1948+45.80
END BRIDGE
BL ML-US380E STA 1948+39.51
℄ ML-US380 STA 1946+37.65=
℄ X-CR696 STA 16+80.23
BL ML-US380E STA 1946+34.51=
℄ X-CR696 STA 16+47.04
BL E-FR STA 2946+18.55=
℄ X-CR696 STA 14+78.72
BEGIN CONSTRUCTION
℄ X-CR696 STA 13+07.18
W-RP-EN-AMP-01
℄ ML-US380
BL ML-US380W
BL W-RP-EN-AMP
24" RCP
BL W-RP-EN-AMP
STA 19+66.07
BL W-FR
BEGIN BRIDGE BL W-FR
STA 3967+09.31
W-RP-EN-AMP-02
BEGIN BRIDGE BL ML-US380W
STA 1969+84.61
END BRIDGE BL W-FR
STA 3972+79.31
BEGIN BRIDGE BL W-FR
STA 3977+74.48
E-RP-EX-AMP-01
BL E-FR
BL E-RP-EX-AMP
BL ML-US380E
24" RCP
BL E-RP-EX-AMP
STA 20+64.72
E-RP-EX-AMP-02
BEGIN BRIDGE
BL ML-US380E
STA 1970+60.96
30' SHOULDER TAPER
BEGIN BRIDGE
BL E-FR
STA 2972+50.16
BEGIN TAPER
BL ML-US380E
STA 1978+53.10
24.00' RT
E-RP-EN-CR696-01
AUDIE MURPHY PKWY
(BUS 380)
N
MATCH LINE ℄ US380 STA 2027+00
292
293
294
295
302
303
304
KCS RR
BL ML-US380W
W-BUS380-06
BL W-BUS380
16" NATURAL GAS
12.75" HVL
16" HVL
ML-US380W-14
45+00
50+00
30+00
2030+00
2035+00
2040+00
2045+00
END CONSTRUCTION
BL ML-US380W 2041+40.00
END CONSTRUCTION
BL ML-US380E 2041+65.00
BL ML-US380E
℄ ML-US380
E-RP-EN-CR699-03
BEGIN TAPER
BL ML-US380E
STA 2027+47.77
END TAPER
BL ML-US380E
STA 2030+47.64
E-RP-EN-CR699-02
BL E-RP-EN-CR699
END PROJECT
END CSJ 0135-06-038
END FULL DEPTH CONSTRUCTION
℄ ML-US380 2041+69.46


AUDIE MURPHY PKWY
(BUS 380)
BRUSHY CREEK
CR 699
CR 698
KCS RR
COLLIN
HUNT
N
BEGIN CONSTRUCTION
℄ X-AMP STA 17+68.00
KCS RR
W-BUS380-01
℄ X-AMP
CULVERT 2001
5'X3' SBC
BL W-EN-FR-AMP
STA 20+56.84
W-BUS380-02
CULVERT 2005
5'X3' SBC
℄ X-AMP
STA 26+02.38
X-AMP-01
BL W-FR STA 4004+16.79=
℄ X-AMP STA 28+28.66
W-BUS380-03
BL ML-US380W STA 2004+69.15=
℄ X-AMP STA 29+75.18
END BRIDGE BL W-FR
STA 4005+63.45
30' SHOULDER TAPER
BL W-BUS380
END BRIDGE BL ML-US380W
STA 2006+37.00
CULVERT 2009
4'X4' SBC
BL W-BUS380
STA 22+54.66
W-FR-19
30" RCP
BL W-FR
STA 4007+59.26
EXISTING
4'X4' SBC
TO BE REMOVED
X-CR699-02
W-BUS380-04
WALL 116
BEGIN BRIDGE
BL ML-US380E
STA 2014+98.60
BEGIN BRIDGE
BL ML-US380W
STA 2014+94.46
EXISTING
27" RCP
TO REMAIN
X-CR699-02
END CONSTRUCTION
℄ X-CR699 STA 22+27.31
27" RCP
BL W-BUS380 STA 32+76.95
℄ X-CR699 STA 21+22.19
BL ML-US380W STA 2016+69.46
℄ X-CR699 STA 20+33.26
END BRIDGE BL ML-US380W
STA 2018+44.46
END BRIDGE BL ML-US380E
STA 2018+46.63
R=88'
R=98'
WALL 117
W-BUS380-05
ML-US380W-13
BL W-EN-FR-AMP
WALL 207
W-EN-FR-AMP-02
BEGIN TAPER
BL ML-US380W
STA 1997+08.28
24.00' LT
BEGIN BRIDGE BL W-FR
STA 4002+58.45
30' SHOULDER TAPER
BEGIN BRIDGE BL ML-US380W
STA 2003+02.00
BEGIN BRIDGE BL ML-US380E
STA 2003+22.00
W-EN-FR-AMP-03
ML-US380W-12
ML-US380-10
END TAPER
BL ML-US380E
STA 1987+03.01
12.00' RT
END BRIDGE
BL ML-US380W
STA 1993+43.72
END BRIDGE
BL W-FR
STA 3993+14.48
WALL 115
30' SHOULDER TAPER
W-EN-FR-AMP-01
W-FR-17
W-FR-18
END BRIDGE BL ML-US380E
STA 1993+46.96
WALL 516
WALL 517
BEGIN SHLD TAPER
BL ML-US380E
STA 1994+56.13
END BRIDGE
BL E-RP-EN-CR696
STA 21+12.79
30' SHOULDER TAPER
END BRIDGE BL E-FR
STA 2993+48.16
BL E-RP-EN-CR696
E-RP-EN-CR696-02
ML-US380E-11
BEGIN SHLD TAPER
BL ML-US380W
STA 1995+68.29
WALL 515
E-FR-17
℄ ML-US380 STA 2004+80.57=
℄ X-AMP STA 29+94.31
END CSJ 0135-17-002
BEGIN CSJ 0135-05-028
END SHLD TAPER
BEGIN 16' SHLD FOR HSSD
BL ML-US380E
STA 1995+96.24
BL ML-US380E STA 2004+91.94=
℄ X-AMP STA 29+75.18
BL E-FR STA 3005+49.83=
℄ X-AMP STA 31+53.82
CHANNELIZING DEVICES TO BE DETERMINED
DURING FINAL (PS&E) DESIGN
BEGIN TAPER
BL ML-US380E
STA 2005+82.25
24.00' LT
24" RCP
℄ ML-US380
STA 2005+93.15
END BRIDGE
BL ML-US380E
STA 2006+57.00
E-RP-EN-AMP-01
BL E-RP-EN-AMP
END TAPER
BL ML-US380E
STA 2011+88.06
12.00' LT
E-RP-EN-AMP-02
WALL 609
E-FR-18
BEGIN BRIDGE
BL E-RP-EN-AMP
STA 19+44.74
R=148'
X-CR699-01
R=148'
BEGIN CONSTRUCTION
℄ X-CR699 STA 17+00.00
END BRIDGE
BL E-RP-EN-AMP
STA 22+89.71
E-RP-EN-CR699-01
℄ ML-US380 STA 2016+74.14
℄ X-CR699 STA 20+27.60
END CSJ 0135-05-028
BEGIN CSJ 0135-06-038
BL ML-US380E STA 2016+71.63
℄ X-CR699 STA 19+99.60
BL E-RP-EN-AMP STA 10+73.99
℄ X-CR699 STA 19+466.86
BL E-FR STA 3016+66.79
℄ X-CR699 STA 18+82.79
BL E-RP-EN-CR699
WALL 518
E-RP-EN-AMP-03
BL X-CR699
COUNTY LINE
① END 16' SHLD FOR HSSD
BEGIN SHLD TAPER
BL ML-US380E STA 2018+67.91
② END SHLD TAPER
BL ML-US380E STA 2020+08.38
③ END SHLD TAPER
BEGIN 16' SHLD FOR HSSD
BL ML-US380W STA 1997+08.29
④ END 16' SHLD FOR HSSD
BEGIN SHLD TAPER
BL ML-US380W STA 2017+05.02
⑤ END SHLD TAPER
BL ML-US380W STA 2018+45.04
MATCH LINE ℄ ML-US380 STA 2027+00
270
281
282
282
282
283
287
340
340
341
341
342
322
322
322
322
322
322
323
324
325
327
306
10+00
15+00
20+00
25+00
30+00
40+00
1985+00
1990+00
1995+00
2000+00
2010+00
2020+00
2025+00
2985+00
2990+00
2995+00
3000+00
3005+00
3010+00
3015+00
3985+00
3990+00
3995+00
4000+00
4005+00
4010+00

CURVE DATA

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
℄ ML-US380							
ML-US380-09	P.C. 1925+95.27	7106917.9000	2635425.5181	S 88°58'18.9987" E			
	P.I. 1935+86.17	7106900.1213	2636416.2533	34°24'38.7280" LT	1921.86	990.89	3200.00
	P.T. 1945+17.13	7107445.3400	2637243.6642	N 56°37'02.2733" E			
ML-US380-10	P.C. 1997+62.39	7110331.4316	2641623.5286	N 56°37'02.2733" E			
	P.I. 2009+07.23	7110961.3535	2642579.4833	39°22'13.8053" RT	2198.86	1144.84	3200.00
	P.T. 2019+61.25	7110841.9279	2643718.0738	S 84°00'43.9213" E			
℄ ML-US380W							
ML-US380W-11	P.C. 1925+97.41	7106945.8955	2635426.0205	S 88°58'18.9987" E			
	P.I. 1935+79.64	7106928.2724	2636408.0867	34°24'38.7280" LT	1905.04	982.22	3172.00
	P.T. 1945+02.45	7107468.7204	2637228.2578	N 56°37'02.2733" E			
ML-US380W-12	P.C. 1997+08.29	7110333.1190	2641575.2014	N 56°37'02.2733" E			
	P.I. 2008+23.81	7110946.9103	2642506.6766	38°07'40.3579" RT	2148.10	1115.52	3228.00
	P.T. 2018+56.38	7110854.6297	2643618.3736	S 85°15'17.3688" E			
ML-US380W-13	P.C. 2021+36.81	7110831.4311	2643897.8444	S 85°15'17.3688" E			
	P.I. 2023+76.25	7110811.6237	2644136.4626	2°39'48.1379" LT	478.79	239.44	10300.00
	P.T. 2026+15.61	7110802.9258	2644375.7434	S 87°55'05.5067" E			
ML-US380W-14	P.C. 2031+17.65	7110784.6884	2644877.4558	S 87°55'05.5067" E			
	P.I. 2036+01.86	7110767.0987	2645361.3485	3°54'21.5854" RT	968.05	484.21	14200.00
	P.T. 2040+85.70	7110716.5873	2645842.9189	S 84°00'43.9213" E			
℄ ML-US380E							
ML-US380E-10	P.C. 1925+93.13	7106889.9045	2635425.0157	S 88°58'18.9987" E			
	P.I. 1935+92.70	7106871.9703	2636424.4198	34°24'38.7280" LT	1938.68	999.57	3228.00
	P.T. 1945+31.81	7107421.9596	2637259.0706	N 56°37'02.2733" E			
ML-US380E-11	P.C. 1997+77.07	7110308.0512	2641638.9350	N 56°37'02.2733" E			
	P.I. 2009+02.23	7110927.1514	2642578.4668	39°03'40.0792" RT	2162.50	1125.17	3172.00
	P.T. 2019+39.56	7110815.8214	2643698.1144	S 84°19'17.6474" E			
℄ W-FR							
W-FR-16	P.C. 3926+17.72	7107087.8726	2635428.5683	S 88°58'18.9987" E			
	P.I. 3935+55.97	7107071.0385	2636366.6706	34°24'38.7280" LT	1819.76	938.25	3030.00
	P.T. 3944+37.48	7107587.2924	2637150.1254	N 56°37'02.2733" E			
W-FR-17	P.C. 3980+13.32	7109554.8217	2640136.0013	N 56°37'02.2733" E			
	P.I. 3981+73.59	7109643.0087	2640269.8318	6°06'58.2374" RT	320.24	160.27	3000.00
	P.T. 3983+33.56	7109716.4347	2640412.2964	N 62°44'00.5107" E			
W-FR-18	P.C. 3985+94.93	7109836.1754	2640644.6226	N 62°44'00.5107" E			
	P.I. 3987+55.20	7109909.6014	2640787.0872	6°06'58.2374" LT	320.24	160.27	3000.00
	P.T. 3989+15.17	7109997.7884	2640920.9177	N 56°37'02.2733" E			
W-FR-19	P.C. 4001+09.74	7110655.0748	2641918.3999	N 56°37'02.2733" E			
	P.I. 4008+19.18	7111045.4280	2642510.7907	39°03'40.0792" RT	1363.49	709.44	2000.00
	P.T. 4014+73.23	7110975.2325	2643216.7475	S 84°19'17.6474" E			
℄ E-FR							
E-FR-16	P.C. 2925+82.26	7106747.9273	2635422.4680	S 88°58'18.9987" E			
	P.I. 2936+25.80	7106729.2042	2636465.8360	34°24'38.7280" LT	2023.96	1043.54	3370.00
	P.T. 2946+06.22	7107303.3876	2637337.2031	N 56°37'02.2733" E			
E-FR-17	P.C. 2999+17.54	7110225.8299	2641772.2326	N 56°37'02.2733" E			
	P.I. 3006+35.62	7110620.9372	2642371.8380	27°48'53.7253" RT	1407.84	718.08	2900.00
	P.T. 3013+25.38	7110690.6074	2643086.5284	N 84°25'55.9986" E			
E-FR-18	P.C. 3013+96.67	7110697.5235	2643157.4747	N 84°25'55.9986" E			
	P.I. 3015+15.54	7110709.0574	2643275.7913	3°35'01.1705" RT	237.68	118.88	3800.00
	P.T. 3016+34.34	7110713.1732	2643394.5974	N 88°00'57.1690" E			
℄ W-RP-EN-CR697							
W-RP-EN-CR697-02	P.C. 24+24.69	7107077.9685	2635262.2875	N 86°52'36.4491" E			
	P.I. 24+64.55	7107080.1405	2635302.0950	4°09'04.5607" RT	79.70	39.87	1100.00
	P.T. 25+04.39	7107079.4252	2635341.9553	S 88°58'18.9902" E			
℄ W-RP-EN-AMP							
W-RP-EN-AMP-01	P.C. 10+00.00	7107908.4641	2637830.1752	N 56°37'02.2733" E			
	P.I. 13+16.98	7108082.8766	2638094.8594	4°28'55.5134" LT	633.64	316.98	8100.00
	P.T. 16+33.64	7108277.4400	2638345.1043	N 52°08'06.7599" E			
W-RP-EN-AMP-02	P.C. 25+02.06	7108810.4756	2639030.6875	N 52°08'06.7599" E			
	P.I. 25+45.11	7108836.8978	2639064.6714	4°28'55.5277" RT	86.05	43.05	1100.00
	P.T. 25+88.11	7108860.5835	2639100.6162	N 56°37'02.2876" E			
℄ W-EN-FR-AMP							
W-EN-FR-AMP-01	P.C. 10+00.00	7110276.3947	2641321.9148	N 56°37'02.2733" E			
	P.I. 10+85.07	7110323.2003	2641392.9458	8°06'34.6120" LT	169.85	85.07	1200.00
	P.R.C. 11+69.85	7110379.5580	2641456.6639	N 48°30'27.6613" E			
W-EN-FR-AMP-02	P.R.C. 11+69.85	7110379.5580	2641456.6639	N 48°30'27.6613" E			
	P.I. 12+26.56	7110417.1298	2641499.1426	8°06'34.6120" RT	113.23	56.71	800.00
	P.T. 12+83.08	7110448.3335	2641546.4966	N 56°37'02.2733" E			
W-EN-FR-AMP-03	P.C. 16+01.40	7110623.4834	2641812.2999	N 56°37'02.2733" E			
	P.I. 23+03.15	7111009.6046	2642398.2683	140°46'57.7948" LT	614.28	701.75	250.00
	P.T. 22+15.68	7111080.9418	2641700.1569	N 84°09'55.5214" W			
℄ W-BUS380							
W-BUS380-01	P.C. 14+42.96	7111154.2778	2641612.0554	S 84°09'55.5214" E			
	P.I. 14+78.33	7111150.6819	2641647.2451	2°01'35.4171" LT	70.74	35.37	2000.00
	P.T. 15+13.70	7111148.3327	2641682.5398	S 86°11'30.9385" E			
W-BUS380-02	P.C. 16+81.16	7111137.2104	2641849.6373	S 86°11'30.9385" E			
	P.I. 17+14.43	7111135.0008	2641882.8337	1°54'21.7709" RT	66.53	33.27	2000.00
	P.T. 17+47.70	7111131.6883	2641915.9383	S 84°17'09.1676" E			
W-BUS380-03	P.C. 20+03.08	7111106.2615	2642170.0486	S 84°17'09.1676" E			
	P.I. 20+49.62	7111101.6276	2642216.3587	2°39'58.1116" RT	93.07	46.54	2000.00
	P.T. 20+96.14	7111094.8445	2642262.4031	S 81°37'11.0560" E			
W-BUS380-04	P.C. 23+82.13	7111053.1641	2642545.3371	S 81°37'11.0560" E			
	P.I. 26+17.95	7111018.7947	2642778.6420	2°42'06.5915" LT	471.56	235.82	10000.00
	P.T. 28+53.69	7110995.4612	2643013.3078	S 84°19'17.6474" E			
W-BUS380-05	P.C. 36+18.84	7110919.7533	2643774.7026	S 84°19'17.6474" E			
	P.I. 37+39.08	7110907.8565	2643894.3495	2°22'30.7216" LT	240.44	120.24	5800.00
	P.T. 38+59.28	7110900.9284	2644014.3866	S 86°41'48.3691" E			
W-BUS380-06	P.C. 43+21.12	7110874.3172	2644475.4569	S 86°41'48.3691" E			
	P.I. 45+08.57	7110863.5161	2644662.5980	2°41'04.4477" RT	374.84	187.45	8000.00
	P.T. 46+95.95	7110843.9617	2644849.0278	S 84°00'43.9213" E			

CURVE NO.	STATION	COORDINATE		BEARING / DELTA	LENGTH	TANGENT	RADIUS
		N	E		(FT)	(FT)	(FT)
℄ E-RP-EX-AMP							
E-RP-EX-AMP-01	P.C. 10+00.00	7107795.9202	2637892.0117	N 56°37'02.2733" E			
	P.I. 12+58.79	7107938.3138	2638108.1050	3°39'35.5837" RT	517.40	258.79	8100.00
	P.T. 15+17.40	7108066.6231	2638332.8470	N 60°16'37.8570" E			
E-RP-EX-AMP-02	P.C. 25+40.99	7108574.1209	2639221.7627	N 60°16'37.8570" E			
	P.I. 25+74.54	7108590.7536	2639250.8960	3°39'35.5837" LT	67.07	33.55	1050.00
	P.T. 26+08.06	7108609.2121	2639278.9081	N 56°37'02.2733" E			
℄ E-RP-EN-CR696							
E-RP-EN-CR696-01	P.C. 10+00.00	7109348.0785	2640400.1944	N 56°37'02.2733" E			
	P.I. 10+37.17	7109368.5282	2640431.2282	3°52'12.8362" LT	74.30	37.17	1100.00
	P.T. 10+74.30	7109391.0258	2640460.8111	N 52°44'49.4372" E			
E-RP-EN-CR696-02	P.C. 23+53.06	7110165.1034	2641478.6666	N 52°44'49.4372" E			
	P.I. 26+06.55	7110318.5453	2641680.4314	9°12'26.1205" RT	505.87	253.48	3148.00
	P.T. 28+58.94	7110437.7266	2641904.1484	N 61°57'15.5577" E			
℄ E-RP-EN-AMP							
E-RP-EN-AMP-01	P.C. 10+00.00	7110579.8527	2642338.6616	N 70°06'17.6691" E			
	P.I. 11+12.20	7110618.0345	2642444.1658	2°44'48.3035" RT	224.36	112.2	4680.00
	P.C.C. 12+24.36	7110651.1165	2642551.3787	N 72°51'05.9726" E			
E-RP-EN-AMP-02	P.C.C. 12+24.36	7110651.1165	2642551.3787	N 72°51'05.9726" E			
	P.I. 17+15.03	7110795.7884	2643020.2340	19°30'36.6867" RT	971.84	490.67	2854.00
	P.T. 21+96.19	7110775.5678	2643510.4854	S 87°38'17.3406" E			
E-RP-EN-AMP-03	P.C. 25+60.12	7110760.5701	2643874.1069	S 87°38'17.3406" E			
	P.I. 27+94.63	7110750.9062	2644108.4085	3°18'59.6932" RT	468.87	234.50	8100.00
	P.T. 30+29.00	7110727.7035	2644341.7586	S 84°19'17.6474" E			
℄ E-RP-EN-CR699							
E-RP-EN-CR699-01	P.C. 10+03.75	7110714.4261	2643430.7643	N 88°00'57.1693" E			
	P.I. 13+57.62	7110726.6781	2643784.4246	6°58'58.2962" RT	706.87	353.87	5800.00
	P.T. 17+10.61	7110695.8438	2644136.9511	S 85°00'04.5345" E			
E-RP-EN-CR699-02	P.C. 20+45.05	7110666.7029	2644470.1177	S 85°00'04.5345" E			
	P.I. 21+71.43	7110655.6911	2644596.0146	1°48'36.2700" LT	252.73	126.38	8000.00
	P.T. 22+97.79	7110648.6615	2644722.1966	S 86°48'40.8045" E			
E-RP-EN-CR699-03	P.C. 30+59.33	7110606.3017	2645482.5568	S 86°48'40.8045" E			
	P.I. 32+41.86	7110596.1482	2645664.8123	2°29'23.1571" RT	365.02	182.54	8400.00
	P.T. 34+24.35	7110578.0869	2645846.4546	S 84°19'17.6475" E			
℄ X-CR697N							
TANGENT	P.O.B. 10+00.00	7107064.1963	2635613.9874	N 1°03'04.9637" E	671.63		
X-CR697N-01	P.C. 16+71.63	7107735.7169	2635626.3112	N 1°03'04.9637" E			
	P.I. 16+76.40	7107740.4811	2635626.3987	0°29'46.9644" RT	9.53	4.76	1100.00
	P.T. 16+81.16	7107745.2442	2635626.5274	N 1°32'51.9282" E			
TANGENT	P.O.E. 19+08.29	7107972.2846	2635632.6620	N 1°32'51.9282" E	227.12		
℄ X-CR697S							
X-CR697S-01	P.C. 10+73.34	7106148.5694	2635721.9164	N 85°09'33.1484" W			
	P.I. 11+99.98	7106159.2561	2635595.7294	86°20'21.1722" RT	203.43	126.64	135.00
	P.T. 12+76.77	7106285.8680	2635598.3373	N 1°10'48.0238" E			
℄ X-CR696							
TANGENT	P.O.B. 10+00.00	7106831.5124	2637355.0871	BEARING			
	P.O.E. 24+60.16	7108291.4926	2637331.9383	N 0°54'30.1759" W	1460.16		
℄ X-AMP							
TANGENT	P.O.B. 10+00.00	7111236.3824	2640493.7894	S 84°09'55.5214" E	1318.61		
X-AMP-01	P.C. 23+18.61	7111102.3368	2641805.5693	S 84°09'55.5214" E			
	P.I. 25+65.76	7111077.2124	2642051.4379	57°33'10.5708" RT	452.02	247.15	450.00
	P.T. 27+70.63	7110856.2473	2642162.1492	S 26°36'44.9506" E			
TANGENT	P.O.E. 31+53.82	7110513.6525	2642333.8013	S 26°36'44.9506" E	383.19		
℄ X-CR699							
X-CR699-01	P.C. 16+70.89	7110502.4417	2643423.2276	N 0°16'01.0291" E			
	P.I. 17+77.98	7110609.5220	2643423.7265	1°32'01.4523" RT	214.15	107.08	8000.00
	P.T. 18+85.04	7110716.5505	2643427.0913	N 1°48'02.4814" E			
X-CR699-02	P.C. 20+94.60	7110926.0049	2643433.6762	N 1°48'02.4814" E			
	P.I. 21+85.31	7111016.6682	2643436.5265	1°17'57.2712" LT	181.41	90.71	8000.00
	P.T. 22+76.01	7111107.3728	2643437.3204	N 0°30'05.2101" E			

RETAINING WALLS

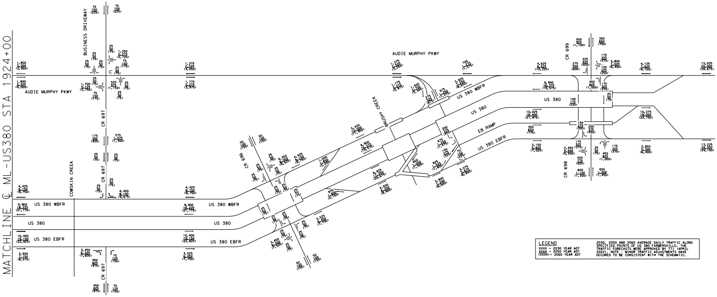
	BEGIN			END		
WALL	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
WALL 113	ML-US380W	1940+75.88	53.00' LT	ML-US380W	1944+67.26	53.00' LT
WALL 114	ML-US380W	1948+74.43	47.00' LT	W-RP-EN-AMP	10+68.04	10.71' LT
WALL 115	ML-US380W	1993+59.11	35.00' LT	ML-US380W	1999+70.70	24.45' LT
WALL 116	ML-US380W	2009+31.96	23.00' LT	ML-US380W	2014+94.53	23.00' LT
WALL 117	ML-US380W	2018+43.35	23.00' LT	ML-US380W	2023+69.73	22.07' LT
WALL 207	W-FR	3997+15.33	3.00' LT	W-FR	4002+58.45	5.00' LT
WALL 513	ML-US380E	1937+97.87	47.00' RT	ML-US380W	1944+03.36	47.00' RT
WALL 514	ML-US380E	1948+10.87	47.00' RT	ML-US380E	1952+86.10	47.00' RT
WALL 515	ML-US380E	1998+36.34	41.00' RT	ML-US380E	2003+22.00	41.00' RT
WALL 516	ML-US380E	2006+61.26	40.00' RT	ML-US380E	2014+98.24	29.00' RT
WALL 517	ML-US380E	2006+55.64	13.00' LT	ML-US380E	2014+98.79	13.00' LT
WALL 518	E-RP-EN-AMP	22+89.81	9.00' RT	ML-US380E	2024+57.00	35.58' RT
WALL 609	E-RP-EN-AMP	13+03.57	9.00' RT	E-RP-EN-AMP	19+44.57	9.00' RT

BRIDGE CLASS CULVERT TABLE

CULVERT	TYPE	ALIGNMENT	BEGIN STA	END STA
1925	3-9'x7' MBC BRIDGE CLASS CULVERT	ML-US380E	1925+67.79	1926+00.27

PCTB LIMIT TABLE

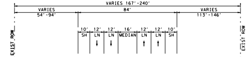
PCTB					
BEGIN			END		
ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
ML-US380W	1895+73.24	10.00' RT	ML-US380W	1944+09.24	10.00' RT
ML-US380W	1948+58.80	10.00' RT	ML-US380W	1969+71.84	10.00' RT
ML-US380E	1993+74.09	10.00' LT	ML-US380E	2003+06.57	10.00' LT
ML-US380E	2018+64.09	10.00' LT	ML-US380E	2031+99.58	10.00' LT


MATCHLINE ℄ ML-US380 STA 1924+00
BUSINESS DRIVEWAY
AUDIE MURPHY PKWY
CR 697
COWSKIN CREEK
US 380 WBFR
US 380
US 380 EBFR
CR 698
BRUSHY CREEK
EB RAMP
CR 699

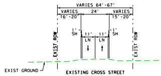
LEGEND

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.

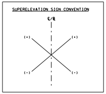

VARIES 167'-240'
VARIES
54'-94'
84'
VARIES
113'-146'
10'
12'
12'
16'
12'
12'
10'
SH
LN
LN
MEDIAN
LN
LN
SH
EXIST ROW
EXIST ROW
EXIST GROUND

EXISTING CROSS STREET
AUDIE MURPHY PKWY (BUS 380)


VARIES 64'-67'
VARIES
16'-20'
24'
VARIES
15'-20'
1'
SH
11'
11'
1'
SH
LN
LN
EXIST ROW
EXIST ROW
EXIST GROUND

EXISTING CROSS STREET
CR 698/CR 699

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)	1908+80	-3.4%	1909+40	-2.5%
	1924+80	-2.5%	1926+20	-5.2%
	1944+80	-5.2%	1946+20	-2.5%
	1994+90	-2.5%	1997+70	5.2%
	2017+90	5.2%	2019+80	-2.5%
	2041+40	-2.5%		

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)	1922+80	-2.5%	1926+60	5.2%
	1944+70	5.2%	1948+50	-2.5%
	1997+00	-2.5%	1998+00	-5.2%
	2019+20	-5.2%	2019+90	-2.5%
	2041+65	-2.5%		

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	3898+80	-1.5%	3901+80	2.0%
	3943+70	2.0%	3944+40	0.5%
	3947+80	0.5%	3949+10	2.0%
	4011+36	2.0%		
W-BUS380			17+75	2.0%
	30+00	2.0%	31+30	-1.0%
	34+30	-1.0%	37+00	2.0%
	47+29	2.0%		

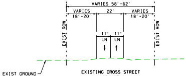
EAST FRONTAGE ROAD SUPERELEVATION SUMMARY				
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-FR	2835+40	0.5%	2836+10	2.0%
	2944+50	2.0%	2945+00	1.5%
	2948+50	1.5%	2948+80	2.0%
	3002+80	2.0%	3004+80	0.5%
	3006+10	0.5%	3008+20	2.0%
	3011+70	2.0%	3015+30	-2.0%
	3016+71	-2.0%		

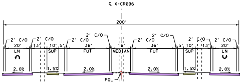
WEST RAMPS SUPERELEVATION SUMMARY				
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
W-RP-EN-AMP	15+96	2.5%	16+00	2.5%
	16+00	2.5%	16+20	2.0%
W-EN-FR-AMP	12+02	2.0%	21+00	2.0%

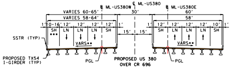
EAST RAMPS SUPERELEVATION SUMMARY				
BASELINE	END FULL SUPER OR NORMAL CROWN/BEGIN TRANSITION		END TRANSITION/BEGIN FULL SUPER OR NORMAL CROWN	
	STA	e	STA	e
E-RP-EX-AMP	16+34	2.5%	16+40	2.5%
	16+40	2.5%	16+60	2.0%
	16+60	2.0%	22+92	2.0%
E-RP-EN-CR696	13+34	2.0%	21+00	2.0%
	21+00	2.0%	21+20	2.5%
	21+20	2.5%	21+22	2.5%
E-RP-EN-AMP	10+59	1.0%	10+60	1.0%
	10+60	1.0%	10+90	2.0%
	10+90	2.0%	12+00	2.0%
	12+00	2.0%	12+30	3.0%
	12+30	3.0%	22+00	3.0%
	22+00	3.0%	22+20	2.5%
	22+20	2.5%	24+84	2.5%
E-RP-EN-CR699	10+60	-1.0%	10+90	-1.0%
	10+90	-1.0%	12+40	2.0%
	12+40	2.0%	28+50	2.0%
	28+50	2.0%	28+70	2.5%

PROPERTY OWNERS

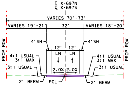
ID	OWNER	PROPERTY ADDRESS
270	JMR FARMS LTD	508 COUNTY ROAD 610
281	DOUGLAS T. HUGH & TERRY R. D. DOUGLAS & R. R. DOUGLAS	381 COUNTY ROAD 699
282	FARMERSVILLE PLANT LLC	PO BOX 338
283	LISTOCON GROUP LLC, BIG D CONCRETE	401 TOM LANDRY HWY
293	TEETAH ENTERPRISES LLC C/O LISA CAIN-SPRIGGS	3975 MCCREARY RD
295	KANSAS CITY SOUTHERN RAILWAY CO, PROPERTY TAX DEPT	PO BOX 219335
297	REZAKHANI GHOLAMREZA & GITA BAHARI LASHKARI	3505 EMILTY DR
298	HWY 380 SELF STORAGE LLC & KERNWOOD PROPERTIES LLC	8045 CR 592
299	HARRIENGER MARC & CATHERINE	1629 DREAM CATCHER WAY
302	HWY 380 SELF STORAGE LLC & KERNWOOD PROPERTIES LLC	8045 CR 592
303	IVAN USA LLC	2346 AREZZO LN
304	ARBOGAST JOHN	PO BOX 273
306	NELDA JUNE SIMS TRUST	6035 HWY 380
322	HUNT-COLLIN PARTNERS INC	4201 MEDICAL CENTER DR STE 400
323	STROUP PAUL L	PO BOX 218
324	STROUP PAUL L	PO BOX 218
325	T. J. VIDAL & C. CADENA-DE-TREVINO & C. C. OVALLE	510 MEADOW DR
327	KAMAL SHARIQ S	313 GENTLE CREEK DR
339	MML GRUBSTAKE LLC	PO BOX 211987
340	LINDAMOOD ELMER & ANGEL	PO BOX 466
341	LINDAMOOD ELMER & ANGEL	PO BOX 466
342	ROLAND JULIA CAMPBELL & ESTATE OR JAMES WADE CAMPBELL	1701 CAMPBELL TRL
374	BARATAM SATISH & POONAM SUBUDHI &	10801 KNOLLWOOD LN
375	AGUIRRE JESUS & CARMEN FRIAS	784 COUNTY ROAD 2730
376	MML GRUBSTAKE LLC	PO BOX 211987
377	PHAM KIMANN	PO BOX 2461
378	MILLER JOSEPH & MARY MILLER	1000 COUNTY ROAD 697
379	MILLER JOSEPH & MARY MILLER	1000 COUNTY ROAD 697
381	OJAS FARMS LLC	11266 LA CANTERA TRL
386	OJAS FARMS LLC	11266 LA CANTERA TRL
392	MILLER JOSEPH & MARY MILLER	1000 COUNTY ROAD 697
393	ROJAS AURELIANO	1150 COUNTY ROAD 697
394	PHAM KIMANN	PO BOX 2461
395	IZAGUIRRE JANETTE	1141 COUNTY ROAD 697
397	HERNANDEZ ANTONIO	1187 COUNTY ROAD 697
399	OCHOA CARLOS	1190 COUNTY ROAD 697
400	OCHOA PANFILO	1206 DREXEL DR
402	ASTON III JOE & CANDICE L	PO BOX 719
409	DUARTE NATURE	1222 COUNTY ROAD 697

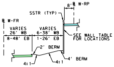

VARIES 58'-62'
VARIES 18'-20'
22'
VARIES 18'-20'
11' 11'
LN LN
EXIST ROW
EXIST ROW
EXIST GROUND
EXISTING CROSS STREET
CR 697

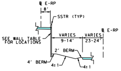

℄ X-CR696
200'
2' C/O
20'
LN
13'
10' 5'
SUP
36'
FUT
16'
MEDIAN
36'
FUT
5' 10'
SUP
13'
20'
LN
2.0%
1.5%
PGL
PROPOSED CROSS STREET
CR 696


℄ ML-US380W
℄ ML-US380
℄ ML-US380E
VARIES 60-65'
VARIES 58-64'
30'
60'
58'
1' 0-16' 12' 12' 12' 12' 1'
SH LN LN LN SH
***
15' 15'
1' 12' 12' 12' 12' 10' 1'
SH LN LN LN SH
VARS**
SSTR (TYP)
PROPOSED TX54 I-GIRDER (TYP)
PGL
PGL
PROPOSED US 380
OVER CR 696

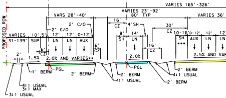
**SEE SUPERELEVATION TABLES
***SEE PLAN VIEW CALLOUTS FOR SHOULDER WIDTHS GREATER THAN 10'

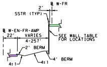

℄ X-697N
℄ X-697S
VARIES 70'-73'
VARIES 19'-21'
32'
VARIES 18'-20'
4'SH
12' 12'
LN LN
4:1 USUAL 3:1 MAX
3:1 USUAL
2.0% 2.0%
2' BERM
PGL
PROP ROW
PROPOSED CROSS STREET
CR 697 NORTH OF US 380
CR 697 SOUTH OF US 380

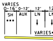

SSTR (TYP)
8'
℄ W-RP
℄ W-FR
VARIES 26' WB
8-48' EB
VARIES 6-38' WB
1-26' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT RAMP ADJACENT TO FRONTAGE ROAD
MIRROR SECTION FOR EASTBOUND

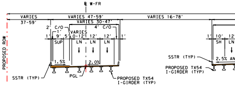

℄ E-RP
8'
SSTR (TYP)
℄ E-RP
SEE WALL TABLE FOR LOCATIONS
VARIES 9-14'
VARIES 23-24'
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT RAMP ADJACENT TO RAMP

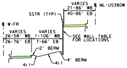
TYPI

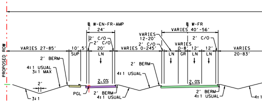

℄ W-FR
℄ W-RP
VARIES 165'-326'
VARIES 23'-92'
80' TYP
VARS 28'-40'
VARIES 36'
PROPOSED ROW
VARIES 31-139'
10' SUP
5'
2' C/O
12' LN
12' LN
0-12' AUX
6' CZ
16' CZ
4' SH
8' SH
14' LN
16' CZ
30' CZ
10-16' SH ***
0-12' AUX
12' LN
1.5%
2.0% AND VARIES**
2.0%
2.5% AND VAR
PGL
1' BERM
2' BERM
4:1 USUAL
3:1 MAX
3:1 USUAL

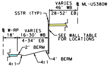

℄ W-FR
2'
SSTR (TYP)
℄ W-EN-FR-AMP
22'
VARIES 4-257'
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT FRONTAGE ROAD ADJACENT TO AUDIE MURPHY PARKWAY

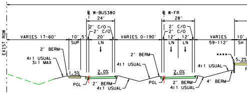

VARIES
0-16' SH ***
0-12' AUX
12' LN
VARIES*

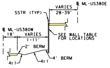

℄ W-FR
VARIES 37-59'
VARIES 47-59'
VARIES 30-47'
VARIES 16-78'
PROPOSED ROW
2' C/O
4' C/O
1' 9' 5'
SUP
VARIES 0-12'
12' 12'
LN LN LN
1' 10' 12'
SH LN
1.5%
2.0%
2.5% AN
SSTR (TYP)
PGL
PROPOSED TX54 I-GIRDER (TYP)
AT B

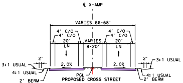

VARIES 21-86' WB
40-86' EB
℄ ML-US380W
SSTR (TYP)
℄ W-FR
VARIES 26-58' WB
26-76' EB
VARIES 1-106' WB
7-66' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT MAIN LANES ADJACENT TO FRONTAGE ROAD
MIRROR SECTION FOR EASTBOUND

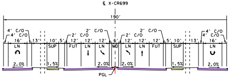

℄ W-EN-FR-AMP
℄ W-FR
PROPOSED ROW
VARIES 27-85'
10' 5'
SUP
24'
20'
LN
VARIES 12-20'
VARIES 0-245'
VARIES 40'-56'
VARIES 0-8'
12' 12'
LN GR LN LN
VARIES 20-83'
2' C/O
2.0%
2' BERM
4:1 USUAL
3:1 MAX
3:1
PGL

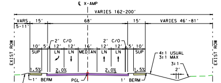

VARIES 46' WB
28-52' EB
℄ ML-US380W
SSTR (TYP)
℄ W-RP
18'
VARIES 16-30' WB
4-34' EB
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT MAIN LANES ADJACENT TO RAMP
MIRROR SECTION FOR EASTBOUND

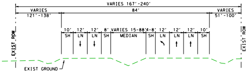

℄ W-BUS380
℄ W-FR
EXIST ROW
VARIES 17-60'
10' 5'
SUP
24'
20'
LN
VARIES 0-190'
28'
12' 12'
LN LN
VARIES 59-112'
10'
SH
****
5.2%
2' C/O
1.5%
2.0%
2' BERM
4' BERM
4:1 USUAL
3:1 MAX
PGL

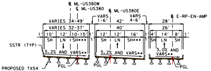

VARIES 28-39'
℄ ML-US380E
SSTR (TYP)
℄ ML-US380W
18'
VARIES 1-11'
SEE WALL TABLE FOR LOCATIONS
2' BERM
4' BERM
4:1
4:1
WALL TYPICAL SECTION
WALL AT MAIN LANES ADJACENT TO MAIN LANES


℄ X-AMP
VARIES 66-68'
4' C/O
20'
LN
VARIES 8-20'
20'
LN
2'
2.0%
2.0%
3:1 USUAL
4:1 USUAL
2' BERM
PGL
PROPOSED CROSS STREET
EASTBOUND AUDIE MURPHY PKWY (BUS 380)
STA 23+13.47 TO STA 29+99.06

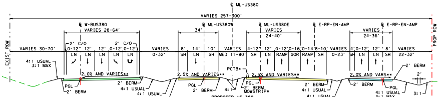

℄ X-CR699
190'
4' C/O
16'
LN
13'
10' 5'
SUP
2' C/O
12' 12' 12'
FUT LN LN
6'
MD
12' 12' 12'
LN LN FUT
5' 10'
SUP
13'
16'
LN
2.0%
1.5%
PGL
PROPOSED CROSS STREET
CR 698/CR 699


℄ X-AMP
VARIES 162-200'
VARS 5-11'
15'
68'
15'
VARIES 46'-81'
EXIST ROW
10' 5'
SUP
2' C/O
12' 12'
LN LN
16'
MEDIAN
12' 12'
LN LN
5' 10'
SUP
1.5%
2.0%
1' BERM
PGL
4:1 USUAL
3:1 MAX
3:1
2'
PROPOSED CROSS STREET
AUDIE MURPHY PKWY (BUS 380)
STA 17+68.00 TO STA 23+13.47


VARIES 167'-240'
VARIES 121'-138'
84'
VARIES 51'-100'
10' 12' 12' 8'
SH LN LN SH
VARIES 15-88'
MEDIAN
4-8' 12' 12' 12' 10'
SH LN LN LN SH
EXIST ROW
EXIST ROW
EXIST GROUND
EXISTING CROSS STREET
AUDIE MURPHY PKWY (BUS 380)


℄ ML-US380W
℄ ML-US380
℄ ML-US380E
℄ E-RP-EN-AMP
VARIES 34-49'
VARIES 32-37'
VARS 1-6'
42'
40'
VARS 4-6'
28'
26'
1' 10' 12' 10-15' 1'
SH LN SH***
1' 12' 12' 16' 1'
SH LN SH***
1' 4' 14' 8' 1'
SH LN SH
5.2% AND VARS**
3.0% AND VARS**
SSTR (TYP)
PROPOSED TX54 I-GIRDER (TYP)
PGL
PROPOSED US 380
OVER CR 699

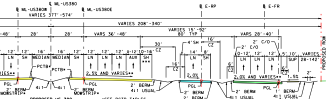
**SEE SUPERELEVATION TABLES
***SEE PLAN VIEW CALLOUTS FOR SHOULDER WIDTHS GREATER THAN 10'


℄ ML-US380
VARIES 257-300'
℄ W-BUS380
VARIES 28-64'
℄ ML-US380W
34'
℄ ML-US380E
VARIES 24-40'
℄ E-RP-EN-AMP
℄ E-RP-EN-AMP
VARIES 24-36'
EXIST ROW
PROP ROW
VARIES 30-70'
2' C/O
0-12' 12' 12' 0-12' 0-12'
LN LN LN LN LN
VARIES 0-32'
8' 14' 10'
SH LN SH
VARIES MED 11-80'
4-12' 12' 0-12' 0-16' 0-14' 8-10'
SH LN RAMP GOR RAMP SH
VARIES 0-23'
4' 0-12' 12' 8'
SH LN LN SH
VARIES 22-32'
2.0% AND VARIES**
2.5% AND VARIES**
2.5% AND VARIES**
2.0% AND VARS**
PCTB*
MOWSTRIP*
PGL
2' BERM
4:1 USUAL
3:1 MAX
4:1
3:1
2'
PROPOSED US 380
TRANSITION SECTION
STA 2020+47.82 TO STA 2035+51.30

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES

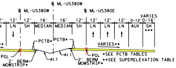
CAL SECTIONS

NOT TO SCALE


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

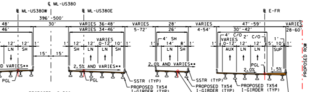
PROPOSED US 380
STA 1646+00.00 TO STA 1969+40.86

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES

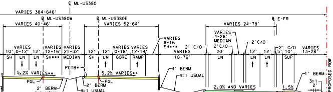

℄ ML-US380W
℄ ML-US380E
VARIES 0-16'
LN
SH
MEDIAN
AUX
PCTB*
VARIES**
PGL
2' BERM
MOWSTRIP*
4:1

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLE

SUPERELEVATED SECTION
(AT GRADE)

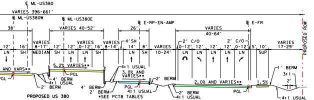

℄ ML-US380
℄ ML-US380W
℄ ML-US380E
℄ E-FR
396'-500'
VARIES 36-48'
VARIES 34-46'
VARIES 5-72'
VARIES 4-54'
47'-59'
30'-42'
VARIES 28-60'
15'
15'
4' SH
4' C/O
2' C/O
2.5% AND VARIES**
2.0% AND VARIES**
2.0%
1.5%
PGL
SSTR (TYP)
PROPOSED TX54 I-GIRDER (TYP)
PROPOSED ROW

PROPOSED US 380
RUSHY CREEK AND BRUSHY CREEK TRIBUTARY 1 **SEE SUPERELEVATION TABLES


℄ ML-US380
℄ ML-US380W
℄ ML-US380E
℄ E-FR
VARIES 384-646'
VARIES 40-46'
VARIES 52-64'
VARIES 24-78'
VARIES 8-16 SH***
VARIES 18-76'
VARIES 4-26' MEDIAN
2' C/O
VARIES 13-28'
SH
LN
MEDIAN
GORE
RAMP
SUP
PCTB*
5.2% VARIES**
2.0% AND VARIES
1.5%
PGL
2' BERM
4' BERM
4:1 USUAL
1' BERM
3:1
4' BERM USUAL
4:1 USUAL
3:1 MAX
PROPOSED ROW

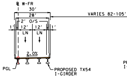
PROPOSED US 380
TRANSITION SECTION
STA 1993+43.72 TO STA 2003+02.00

*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES
***SEE PLAN VIEW CALLOUTS FOR SHOULDER WIDTHS GREATER THAN 10'

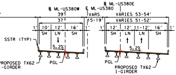

℄ ML-US380
VARIES 396-661'
℄ ML-US380W
℄ ML-US380E
℄ E-RP-EN-AMP
℄ E-FR
38'
VARIES 40-52'
26'
VARIES 40-64'
VARIES 8-17'
VARIES 8-14'
4'SH
VARIES 10-24'
2' C/O
VARIES 17-29'
LN
SH
MEDIAN
SUP
AND VARS**
5.2% VARIES**
3.0% AND VARIES**
2.0% AND VARIES**
1.5%
PGL
4' BERM
2' BERM
4:1 USUAL
1' BERM
3:1
4:1 USUAL
3:1 MAX
PROPOSED ROW

PROPOSED US 380
TRANSITION SECTION
STA 2006+47.64 TO STA 2014+99.50

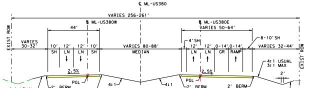
*SEE PCTB TABLES
**SEE SUPERELEVATION TABLES
***SEE PLAN VIEW CALLOUTS FOR SHOULDER WIDTHS GREATER THAN 10'


℄ W-FR
30'
28'
2' O/S
12'
LN
2.0%
PGL
PROPOSED TX54 I-GIRDER

PROPOSED WB FRONTAGE ROAD
OVER EASTBOUND AUDIE MURPHY PKWY (BUS 380)


VARIES 82-105'
℄ ML-US380W
℄ ML-US380
℄ ML-US380E
39'
37'
VARS 15-19'
VARIES 53-54'
VARIES 51-52'
SH
LN
SSTR (TYP)
5.2%
PGL
PROPOSED TX62 I-GIRDER

PROPOSED US 380
OVER EASTBOUND AUDIE MURPHY PKWY (BUS 380)


℄ ML-US380
VARIES 256-261'
℄ ML-US380W
℄ ML-US380E
44'
VARIES 50-64'
VARIES 30-32'
VARIES 80-88' MEDIAN
4'SH
8-10'SH
VARIES 32-44'
SH
LN
GR
RAMP
2.5%
PGL
2' BERM
4:1
4:1 USUAL
3:1 MAX
3:1
EXIST ROW

PROPOSED US 380
TRANSITION SECTION
STA 2035+51.30 TO END PROJCT

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)

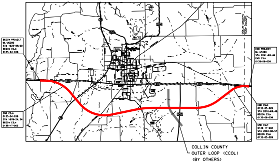
APRIL 2023

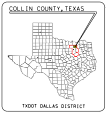
ROLL 4 OF 10

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

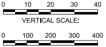
URBAN FREEWAY


BEGIN PROJECT ML-US380 STA 1622+69.00 BEGIN CSJ# 0135-04-038
END CSJ# 0135-04-038 STA 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+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.



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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