TEXAS DEPARTMENT OF TRANSPORTATION®

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

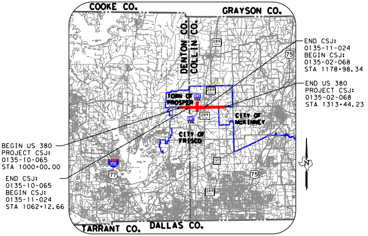
# US 380
# DESIGN SCHEMATIC
## COLLIN AND DENTON COUNTY, TEXAS

**CSJ: 0135-10-065 TEEL PRWY/CHAMPIONSHIP DR TO DENTON/COLLIN COUNTY LINE**
**CSJ: 0135-11-024 DENTON/COLLIN COUNTY LINE TO EAST OF SH 289**
**CSJ: 0135-02-068 EAST OF SH 289 TO WEST OF LAKEWOOD DR**
**LENGTH: 5.9 MILES**

**DATE: MAY 2022**

**ROLL 4 OF 24**

| ROADWAY | DESIGN SPEED | FUNCTIONAL CLASSIFICATION |
|---|---|---|
| US 380 | 70 MPH | URBAN FREEWAY |
| DALLAS NORTH TOLLWAY | 70 MPH | URBAN FREEWAY |
| SH 289 (PRESTON RD) | 55 MPH | MAJOR THOROUGHFARE |
| CROSS STREETS | 40 MPH | LOCAL STREETS |
| FRONTAGE ROADS | 45 MPH | URBAN ARTERIAL |
| RAMPS | 50 MPH | URBAN FREEWAY |
| DIRECT CONNECTORS | 45 MPH | URBAN FREEWAY |
| DIRECT CONNECTOR DCES | 40 MPH | URBAN FREEWAY |


COOKE CO.
GRAYSON CO.
DENTON CO.
COLLIN CO.
TOWN OF PROSPER
DNT
CITY OF MCKINNEY
CITY OF FRISCO
289
75
35E
77
121
TARRANT CO.
DALLAS CO.
N

END CSJ:
0135-11-024
BEGIN CSJ:
0135-02-068
STA 1178+98.34

END US 380
PROJECT CSJ:
0135-02-068
STA 1313+44.23

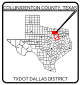
BEGIN US 380
PROJECT CSJ:
0135-10-065
STA 1000+00.00

END CSJ:
0135-10-065
BEGIN CSJ:
0135-11-024
STA 1062+12.66

**LOCATION MAP**
**N.T.S.**

### INDEX OF SHEETS

ROLL 1: PLAN & PROFILE VIEW US 380 BEGIN PROJECT TO STA 1010+00
ROLL 2: PLAN & PROFILE VIEW US 380 STA 1010+00 TO STA 1057+00
ROLL 3: PLAN & PROFILE VIEW US 380 STA 1057+00 TO STA 1104+00
ROLL 4: PLAN & PROFILE VIEW US 380 STA 1104+00 TO STA 1151+00
ROLL 5: PLAN & PROFILE VIEW US 380 STA 1151+00 TO STA 1198+00
ROLL 6: PLAN & PROFILE VIEW US 380 STA 1198+00 TO STA 1245+00
ROLL 7: PLAN & PROFILE VIEW US 380 STA 1245+00 TO STA 1292+00
ROLL 8: PLAN & PROFILE VIEW US 380 STA 1292+00 TO END PROJECT
ROLL 9: PLAN VIEW DNT BEGIN PROJECT TO STA 1687+00
ROLL 10: PLAN VIEW DNT STA 1687+00 TO END PROJECT
ROLL 11: PLAN & PROFILE VIEW 289 BEGIN PROJECT TO END PROJECT
ROLL 12: PROFILE VIEW-US 380 EBFR BEGIN PROJECT TO STA 2196+00
ROLL 13: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 14: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 15: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 16: PROFILE VIEW-DIRECT CONNECTORS
ROLL 17: PROFILE VIEW-DIRECT CONNECTORS
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-RAMPS
ROLL 21: PROFILE VIEW-RAMPS
ROLL 22: PROFILE VIEW-CROSS STREETS
ROLL 23: PROFILE VIEW-U-TURNS
ROLL 24: PROFILE VIEW-DNT FRONTAGE ROADS


COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

**PRELIMINARY**
**FOR INTERIM REVIEW ONLY**
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES.

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

LICENSE NO. 111427 DATE

0 100 200
HORIZONTAL

0 10 20
VERTICAL

GRAPHIC SCALES IN FEET

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

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## LEGEND:

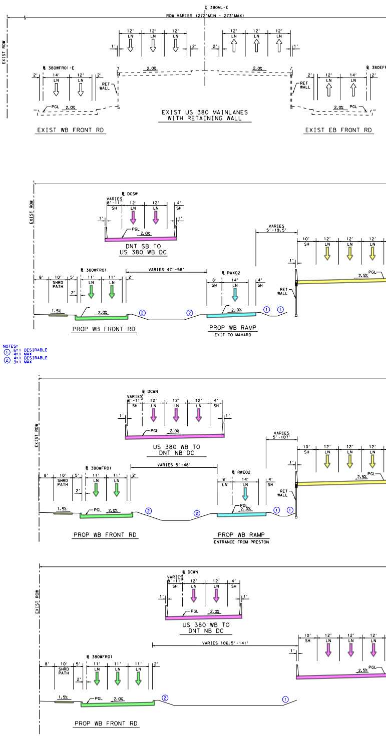
| | |
|---|---|
| ░ | EXISTING ROADWAY TO REMAIN |
| ▒ | EXISTING BRIDGE TO REMAIN |
| 🟪 | PROPOSED BRIDGE |
| 🟨 | PROPOSED MAIN LANES |
| 🟦 | PROPOSED RAMP |
| 🟩 | PROPOSED FRONTAGE ROAD |
| 🟪 | DRIVEWAY |
| 🟦 | DIRECT CONNECTOR |
| 🟥 | COLLECTOR DISTRIBUTOR |
| 🟧 | PROJECT BY OTHERS |
| 🟪 | PROPOSED CROSS STREET |
| 🟫 | PROPOSED SIDEWALK |
| ▨ | POTENTIAL DISPLACEMENTS |
| ▩ | PAVEMENT / BRIDGE TO BE REMOVED |
| ▨ | EXISTING 100 YR FLOODPLAIN LIMITS |
| ▨ | EXISTING FLOODWAY |
| ▦ | PROPOSED CONC RIPRAP |
| ——— - - | EXISTING ROW |
| \|\|\| | EXISTING ACCESS DENIAL |
| - - - - | EXISTING EASEMENT |
| ——— | EXISTING PROPERTY LIMITS |
| ═══ | EXISTING STORM SEWER |
| —·— | EXISTING PLANIMETRIC FEATURES |
| - - - - | EXISTING TOPOGRAPHIC CONTOURS (5-FT INTERVALS) |
| — - — | EXISTING DRAINAGE EASEMENT |
| — - — | UTILITY EASEMENT |
| — - — | PROPOSED CENTERLINE/BASELINE |
| —— - - | PROPOSED ROW |
| —— - - | PROPOSED ROW (BY OTHERS) |
| —— —— | PROPOSED DRAINAGE EASEMENT |
| \|\|\| | PROPOSED ACCESS DENIAL |
| ——— | PROPOSED EDGE OF PAVEMENT |
| ——— | PROPOSED TRAFFIC BARRIER |
| ——— | PROPOSED BRIDGE ABUTMENT |
| ═══ | PROPOSED BRIDGE BENT |
| ━━━ | PROPOSED RETAINING WALL |
| ━━━ | PROPOSED PRELIMINARY NOISE WALL |
| ═══ | PROPOSED CULVERT |
| - - - - | CITY LIMITS |
| → | DIRECTION OF TRAVEL |
| ▲ | PERPENDICULAR CURB RAMP |
| ■ | PARALLEL CURB RAMP |
| ■ | DIRECTIONAL CURB RAMP |
| 100 | PARCEL ID |
| ⤳ | DIRECTION OF FLOW |
| 🚦 | INTERSECTION SIGNAL |

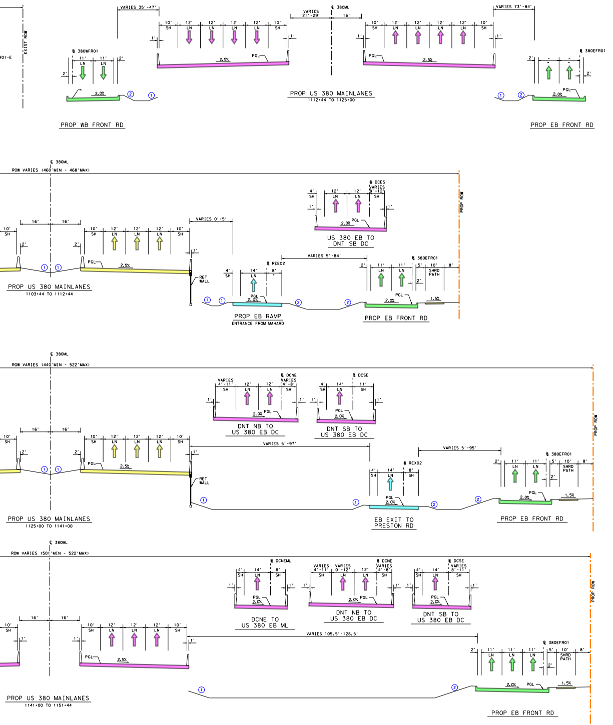
## UTILITY LEGEND

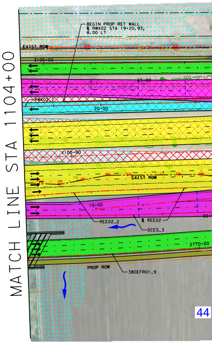
| SYMBOL | UTILITY | |
|---|---|---|
| —x—x- | ABANDONED UTILITY | |
| ——— | PROPOSED UTILITY | |
| —— — | UNKNOWN UTILITY | |
| **COMMUNICATIONS** | | |
| —C1— | AT&T (FO/DUCT) | QL "B" |
| —C2— | AT&T (TELE) | |
| —C3— | MCI (FO/DUCT) | |
| —C4— | CITY OF IRVING (FO/DUCT) | |
| —C5— | SPECTRUM (FO/DUCT) | |
| —C6— | ZAYO (FO/DUCT) | |
| - —(C1)- | AT&T (FO/DUCT) | QL "C"/QL "D" |
| - —(C2)- | AT&T (TELE) | |
| - —(C3)- | MCI (FO/DUCT) | |
| - —(C4)- | CITY OF IRVING (FO/DUCT) | |
| - —(C5)- | SPECTRUM (FO/DUCT) | |
| - —(C6)- | ZAYO (FO/DUCT) | |
| **ELECTRIC / POWER** | | |
| —E1— | COSERV | QL "B" |
| —E2— | ONCOR | |
| —E3— | PRIVATE | |
| —E4— | CITY OF FRISCO | |
| —E5— | TOWN OF PROSPER | |
| —E6— | TXDOT | |
| —(E1)— | COSERV | QL "C"/QL "D" |
| —(E2)— | ONCOR | |
| —(E3)— | PRIVATE | |
| —(E4)— | CITY OF FRISCO | |
| —(E5)— | TOWN OF PROSPER | |
| —(E6)— | TXDOT | |
| **ELECTRIC / POWER** | | |
| —G1— | ATMOS | QL "B" |
| —G2— | COSERV | |
| —(G1)— | ATMOS | QL "C"/QL "D" |
| —(G2)— | COSERV | |
| **SANITARY SEWER** | | |
| —WW1— | CITY OF FRISCO | QL "B" |
| —WW2— | TOWN OF PROSPER | |
| —WW3— | CITY OF MCKINNEY | |
| —(WW1)— | CITY OF FRISCO | QL "C"/QL "D" |
| —(WW2)— | TOWN OF PROSPER | |
| —(WW3)— | CITY OF MCKINNEY | |
| **STORM DRAIN** | | |
| —SD1— | TXDOT | QL "B" |
| —SD2— | NTTA | |
| —SD3— | CITY OF FRISCO | |
| —SD4— | PRIVATE | |
| —(SD1)— | TXDOT | QL "C"/QL "D" |
| —(SD2)— | NTTA | |
| —(SD3)— | CITY OF FRISCO | |
| —(SD4)— | PRIVATE | |
| **POTABLE WATER** | | |
| —W1— | CITY OF IRVING | QL "B" |
| —W2— | TOWN OF PROSPER | |
| —W3— | CITY OF FRISCO | |
| —W4— | CITY OF MCKINNEY | |
| —(W1)— | CITY OF IRVING | QL "C"/QL "D" |
| —(W2)— | TOWN OF PROSPER | |
| —(W3)— | CITY OF FRISCO | |
| —(W4)— | CITY OF MCKINNEY | |
| **TRAFFIC SIGNALS** | | |
| —TS1— | CITY OF FRISCO | QL "B" |
| —TS2— | TXDOT | |
| —(TS1)— | CITY OF FRISCO | QL "C"/QL "D" |
| —(TS2)— | TXDOT | |
| **OVERHEAD UTILITY** | | |
| —OH— | CITY OF FRISCO | QL "C"/QL "D" |

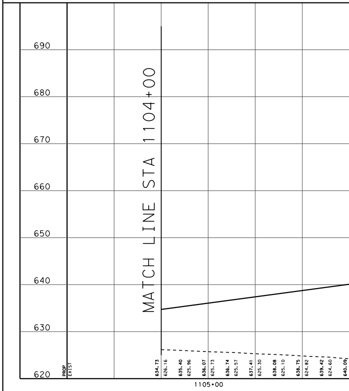
## NOTES:

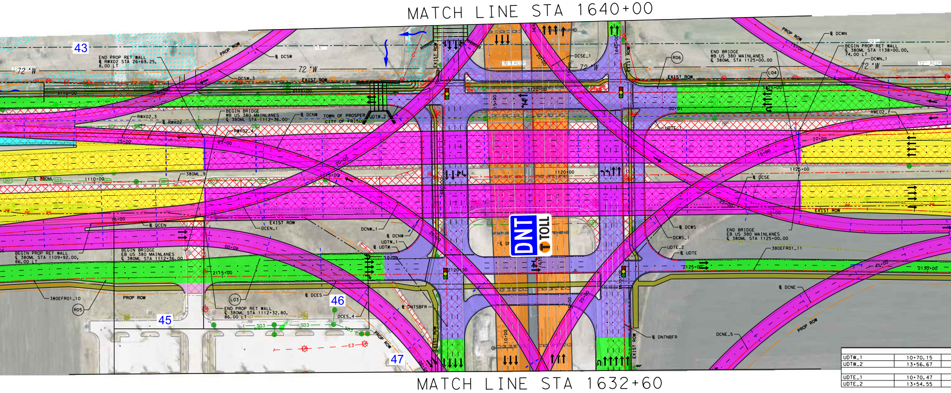
1. EXISTING FEATURES WERE NOT FIELD SURVEYED, SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 21, 2020 AND RECORD PLANS.
2. APPROXIMATE 100 YEAR FLOODPLAIN INSURANCE RATE MAO BASED UPON FEMA FLOOD INSURANCE RATE MAP PANELS 48085C0230J AND 48085C0235J.
3. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM DENTON AND COLLIN COUNTY APPRAISAL DISTRICT (JANUARY 13, 2022).
4. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATION PURPOSE ONLY.
5. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
6. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
7. SIDEWALK INTERSECTION ADA RAMP LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL LOCATIONS TO BE DETERMINED DURING PS&E PHASE OF THE PROJECT.
8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. ACCESS DENIAL BASED ON ℄ 380ML STATIONING.


℄ 380ML-E
ROW VARIES (272'MIN - 273'MAX)
EXIST ROW
12' LN
1'
2'
℄ 380WFR01-E
℄ 380EFR
14' LN
RET WALL
PGL
2.0%
EXIST WB FRONT RD
EXIST US 380 MAINLANES WITH RETAINING WALL
EXIST EB FRONT RD
℄ DCSW
VARIES 8'-11' SH
4' SH
DNT SB TO US 380 WB DC
VARIES 5'-19.5'
10' SH
℄ 380WFR01
VARIES 47'-58'
℄ RWX02
8' SH
8'
10' SHRD PATH
5'
11' LN
1.5%
2.5%
PROP WB FRONT RD
PROP WB RAMP
EXIT TO MAHARD
NOTES:
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
℄ DCWN
US 380 WB TO DNT NB DC
VARIES 5'-107'
VARIES 5'-48'
℄ RWE02
8' LN
ENTRANCE FROM PRESTON
VARIES 106.5'-141'

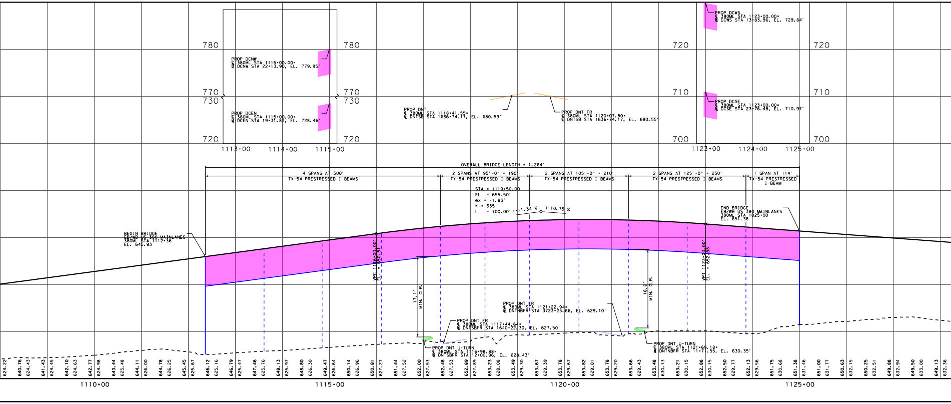

EXIST ROW
RO1-E
VARIES 35'-47'
VARIES 21'-29'
℄ 380ML
16'
VARIES 73'-84'
10' SH
12' LN
10' SH
1'
℄ 380WFRO1
11' LN
2'
2.0%
2.5%
PGL
① ②
℄ 380EFRO1
PROP US 380 MAINLANES
1112+44 TO 1125+00
PROP WB FRONT RD
PROP EB FRONT RD
℄ 380ML
ROW VARIES (460'MIN - 468'MAX)
℄ DCES
VARIES 8'-12'
4' SH
US 380 EB TO
DNT SB DC
PROP ROW
VARIES 0'-5'
VARIES 5'-84'
℄ REE02
℄ 380EFRO1
14' LN
8'
5'
10' SHRD PATH
8'
1.5%
RET WALL
PROP US 380 MAINLANES
1103+44 TO 1112+44
PROP EB RAMP
ENTRANCE FROM MAHARD
PROP EB FRONT RD
℄ 380ML
ROW VARIES (440'MIN - 522'MAX)
℄ DCNE
VARIES 4'-11'
VARIES 4'-8'
℄ DCSE
DNT NB TO
US 380 EB DC
DNT SB TO
US 380 EB DC
VARIES 5'-97'
VARIES 5'-95'
℄ REX02
℄ 380EFRO1
PROP US 380 MAINLANES
1125+00 TO 1141+00
EB EXIT TO
PRESTON RD
PROP EB FRONT RD
℄ 380ML
ROW VARIES (501'MIN - 522'MAX)
℄ DCNEML
℄ DCNE
VARIES 4'-11'
VARIES 0'-12'
℄ DCSE
VARIES 8'-11'
DCNE TO
US 380 EB ML
DNT NB TO
US 380 EB DC
DNT SB TO
US 380 EB DC
VARIES 105.5'-128.5'
℄ 380EFRO1
PROP US 380 MAINLANES
1141+00 TO 1151+44
PROP EB FRONT RD

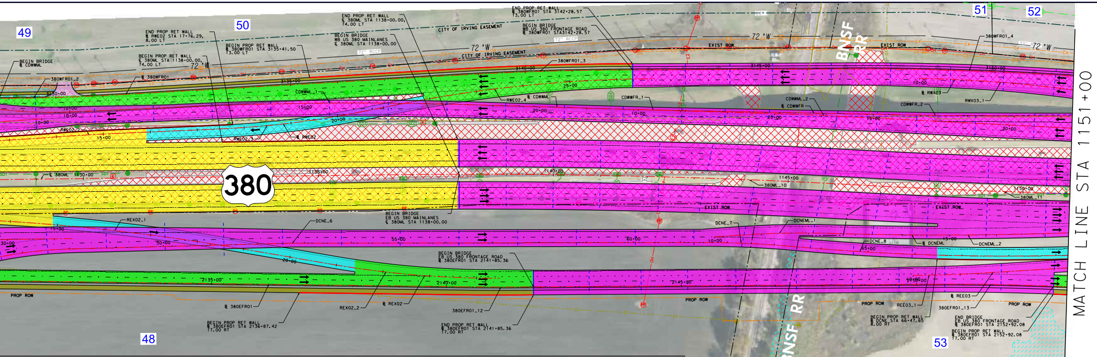

MATCH LINE STA 1104+00
BEGIN PROP RET WALL
℄ RWX02 STA 19+20.93,
8.00 LT
EXIST ROW
1105+00
65+00
RWX02_2
20+00
1105+00
EXIST ROW
10+00
REE02_2
℄ REE02
DCES_3
27T0+00
PROP ROW
380EFRO1_9
44



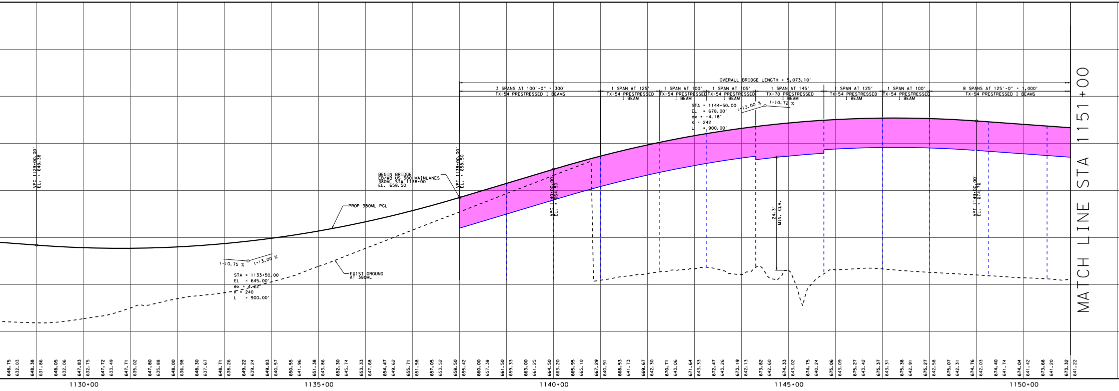

MATCH LINE STA 1640+00
43
END PROP RET WALL
℄ RWX02 STA 26+69.25,
8.00 LT
PROP ROW
℄ DCSW
72 "W
DCSW_3
EXIST ROW
3110+00
3115+00
RWX02_3
℄ RWX02
BEGIN BRIDGE
WB US 380 MAINLANES
℄ 380ML STA 1112+36.00
℄ DCNW
TOWN OF PROSPER
CITY OF FRISCO
UDTW_2
RWX02_4
25+00
20+00
380ML_9
℄ 380ML
1110+00
1115+00
15+00
℄ DCEN
EXIST ROW
DCEN_1
DCNW_1
℄ DCNW
UDTW_1
℄ UDTW
EXIST ROW
DCSE_1
72" RCCP
3120+00
15+00
1640+00
R06
END BRIDGE
WB US 380 MAINLANES
℄ 380ML STA 1125+00.00
L04
3125+00
PROP ROW
℄ DCWN
BEGIN PROP RET WALL
℄ 380ML STA 1138+00.00,
74.00 LT
DCWN_1
20"
RWE02_1
UDTE_1
10+00
15+00
1120+00
1125+00
℄ DCSE
25+00
10+00
EXIST ROW
DNT TOLL
℄ DCWS
DCWS_1
END BRIDGE
EB US 380 MAINLANES
℄ 380ML STA 1125+00.00
UDTE_2
℄ UDTE
380EFR01_11
2125+00
45+00
2130+00
℄ DCNE
DCNE_5
PROP ROW
℄ DNTNBFR
EXIST ROW
10+00
20+00
BEGIN PROP RET WALL
℄ 380ML STA 1109+92.00,
86.00 LT
BEGIN BRIDGE
EB US 380 MAINLANES
℄ 380ML STA 1112+36.00
40+00
2115+00
2120+00
380EFR01_10
PROP ROW
R05
L03
END PROP RET WALL
℄ 380ML STA 1112+32.80,
86.00 LT
℄ DCES
46
DCES_4
45
SD3
E3
PROP ROW
47
℄ DNTSBFR
MATCH LINE STA 1632+60

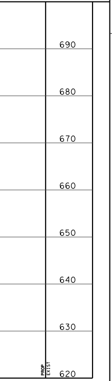
| | |
|---|---|
| UDTW_1 | 10+70.15 |
| UDTW_2 | 13+56.67 |
| | |
| UDTE_1 | 10+70.47 |
| UDTE_2 | 13+54.55 |

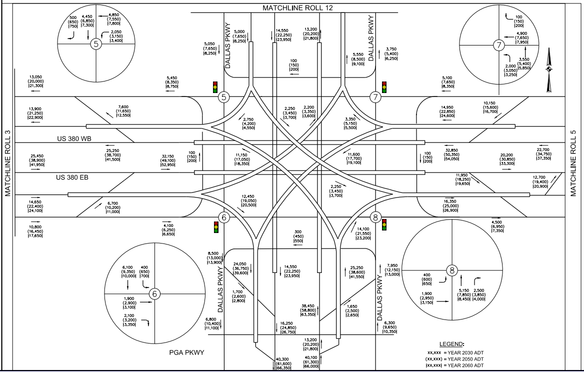

780
770
730
720
PROP DCNW
℄ 380ML STA 1115+00.00=
℄ DCNW STA 22+13.90, EL. 779.95'
PROP DCEN
℄ 380ML STA 1115+00.00=
℄ DCEN STA 19+31.81, EL. 728.46'
1113+00
1114+00
1115+00
PROP DNT
℄ 380ML STA 1118+41.55=
℄ DNTSB STA 1636+74.17, EL. 680.59'
PROP DNT FR
℄ 380ML STA 1120+07.80=
℄ DNTSB STA 1636+74.17, EL. 680.55'
720
710
700
PROP DCWS
℄ 380ML STA 1123+00.00=
℄ DCWS STA 13+83.96, EL. 729.84'
PROP DCSE
℄ 380ML STA 1123+00.00=
℄ DCSE STA 23+76.48, EL. 710.97'
1123+00
1124+00
1125+00
OVERALL BRIDGE LENGTH = 1,264'
4 SPANS AT 500'
TX-54 PRESTRESSED I BEAMS
2 SPANS AT 95'-0" = 190'
TX-54 PRESTRESSED I BEAMS
2 SPANS AT 105'-0" = 210'
TX-54 PRESTRESSED I BEAMS
2 SPANS AT 125'-0" = 250'
TX-54 PRESTRESSED I BEAMS
1 SPAN AT 114'
TX-54 PRESTRESSED I BEAM
STA = 1119+50.00
EL = 655.50'
ex = -1.83'
K = 335
L = 700.00'
(+)1.34 %
(-)0.75 %
BEGIN BRIDGE
EB/WB US 380 MAINLANES
380ML STA 1112+36
EL. 645.93
END BRIDGE
EB/WB US 380 MAINLANES
380ML STA 1025+00
EL. 651.38
VPC 1116+00.00'
EL. = 650.81
VPT 1123+00.00'
EL. = 652.88
17.1'
MIN. CLR.
16.6'
MIN. CLR.
PROP DNT FR
℄ 380ML STA 1121+22.94=
℄ DNTNBFR STA 3723+23.66, EL. 629.10'
PROP DNT FR
℄ 380ML STA 1117+44.64=
℄ DNTSBFR STA 1640+22.30, EL. 627.50'
PROP DNT U-TURN
℄ 380ML STA 1116+98.88=
℄ DNTSBFR STA 12+00.96, EL. 628.43'
PROP DNT U-TURN
℄ 380ML STA 1121+69.18=
℄ DNTNBFR STA 11+71.55, EL. 630.35'
624.22 640.76 624.43 641.43 624.45 642.10 624.63 642.77 624.98 643.44 625.48 644.11 626.00 644.78 626.25 645.45 625.67 646.12 625.16 646.79 625.47 647.46 625.76 648.13 625.97 648.80 626.30 649.47 626.64 650.14 626.96 650.81 627.27 651.44 627.52 652.00 627.53 652.48 627.53 652.89 627.89 653.23 628.08 653.49 629.30 653.67 629.39 653.78 629.67 653.82 629.81 653.78 629.20 653.66 629.43 653.48 630.13 653.21 630.15 652.88 630.15 652.50 629.77 652.13 629.56 651.75 630.68 651.38 631.46 651.00 631.77 650.63 632.15 650.25 632.51 649.88 632.94 649.50 633.00 649.13 632.36
1110+00
1115+00
1120+00
1125+00


49
50
51
52
48
53
380
BNSF RR
BNSF RR
END PROP RET WALL
℄ RWE02 STA 17+76.29,
8.00 LT
BEGIN BRIDGE
℄ CDWWML
BEGIN PROP RET WALL
℄ 380ML STA 1138+00.00,
74.00 LT
END PROP RET WALL
℄ 380ML STA 1138+00.00,
74.00 LT
BEGIN PROP RET WALL
℄ 380WFR01 STA 3135+41.50
13.00 LT
BEGIN BRIDGE
WB US 380 MAINLANES
℄ 380ML STA 1138+00.00
CITY OF IRVING EASEMENT
END PROP RET WALL
℄ 380WFR01 STA 3142+28.57
13.00 LT
BEGIN BRIDGE
WB US 380 FRONTAGE ROAD
℄ 380WFR01 STA 3142+28.57
72"W
72" RCCP
EXIST ROW
380WFR01_4
380WFR01_3
380WFR01_2
380WFR01
CDWWML_1
CDWWML_2
CDWWFR_1
CDWWFR_2
℄ CDWWML
℄ CDWWFR
RWE02_4
RWE02_2
RWE02_3
℄ RWE02
RWX03
RWX03_1
℄ 380ML 1130+00
1135+00
1140+00
1145+00
1150+00
380ML_10
380ML_11
EXIST ROW
BEGIN BRIDGE
EB US 380 MAINLANES
℄ 380ML STA 1138+00.00
DCNE_6
DCNE_7
DCNE_8
DCNEML_1
DCNEML_2
℄ DCNEML
REX02_1
REX02_2
℄ REX02
BEGIN BRIDGE
EB US 380 FRONTAGE ROAD
℄ 380EFR01 STA 2141+85.36
2135+00
2140+00
2145+00
PROP ROW
℄ 380EFR01
380EFR01_12
380EFR01_13
REE03_1
℄ REE03
BEGIN PROP RET WALL
℄ 380EFR01 STA 2136+87.42
17.00 RT
END PROP RET WALL
℄ 380EFR01 STA 2141+85.36
17.00 RT
BEGIN PROP RET WALL
℄ DCNE STA 66+47.65
8.00 RT
END BRIDGE
EB US 380 FRONTAGE ROAD
℄ 380EFR01 STA 2152+92.08
BEGIN PROP RET WALL
℄ 380EFR01 STA 2152+92.08
17.00 RT
MATCH LINE STA 1151+00

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| UTURN WEST OF DNT (UDTW) | | | | | | | | | | |
| 7,131,380.48 | 2,482,348.91 | 90° 07′ 27.07" LT | 70.00′ | 81° 51′ 04.01" | 70.15′ | 110.11′ | N 44° 38′ 09.55" E | 99.10′ | 10+00.00 | 11+10.11 | N 89° 41′ 53.09" E | N 0° 25′ 33.98" W |
| 7,131,697.19 | 2,482,346.56 | 89° 37′ 02.02" LT | 70.00′ | 81° 51′ 04.01" | 69.53′ | 109.49′ | N 45° 14′ 04.99" W | 98.66′ | 12+87.14 | 13+96.62 | N 0° 25′ 33.98" W | S 89° 57′ 24.00" W |
| UTURN EAST OF DNT (UDTE) | | | | | | | | | | |
| 7,131,675.55 | 2,482,817.03 | 90° 22′ 57.19" LT | 70.00′ | 81° 51′ 04.01" | 70.47′ | 110.42′ | S 44° 45′ 55.40" W | 99.32′ | 10+00.00 | 11+10.42 | S 89° 57′ 24.00" W | S 0° 25′ 33.19" E |
| 7,131,360.96 | 2,482,819.37 | 89° 52′ 33.72" LT | 70.00′ | 81° 51′ 04.01" | 69.85′ | 109.80′ | S 45° 21′ 50.05" E | 98.89′ | 12+84.70 | 13+94.50 | S 0° 25′ 33.19" E | N 89° 41′ 53.09" E |


OVERALL BRIDGE LENGTH = 5,073.10′
3 SPANS AT 100′-0" = 300′
TX-54 PRESTRESSED I BEAMS
1 SPAN AT 125′
TX-54 PRESTRESSED I BEAM
1 SPAN AT 100′
TX-54 PRESTRESSED I BEAM
1 SPAN AT 105′
TX-54 PRESTRESSED I BEAM
1 SPAN AT 145′
TX-70 PRESTRESSED I BEAM
1 SPAN AT 125′
TX-54 PRESTRESSED I BEAM
1 SPAN AT 100′
TX-54 PRESTRESSED I BEAM
8 SPANS AT 125′-0" = 1,000′
TX-54 PRESTRESSED I BEAMS
STA = 1144+50.00
EL = 678.00′
ex = -4.18′
K = 242
L = 900.00′
(+)3.00 %
(-)0.72 %
VPC 1129+00.00′
EL = 648.38
BEGIN BRIDGE
EB/WB US 380 MAINLANES
380ML STA 1138+00
EL. 658.50
VPT 1138+00.00′
EL = 658.50
PROP 380ML PGL
VPC 1140+00.00′
EL = 664.50
24.3′
MIN. CLR.
VPT 1149+00.00′
EL = 674.76
(-)0.75 %
(+)3.00 %
STA = 1133+50.00
EL = 645.00′
ex = -3.22′
K = 240
L = 900.00′
EXIST GROUND
AT 380ML
648.75
632.03
648.38
631.86
648.05
632.06
647.83
632.75
647.72
633.49
647.71
635.02
647.80
635.88
648.00
636.98
648.30
637.67
648.71
638.26
649.22
639.24
649.83
640.57
650.55
641.96
651.38
643.86
652.30
645.74
653.33
647.68
654.47
649.62
655.71
651.58
657.05
653.52
658.50
655.42
660.00
657.38
661.50
659.33
663.00
661.25
664.50
663.20
665.95
665.10
667.29
640.91
668.53
641.73
669.67
642.30
670.71
643.06
671.64
643.33
672.47
643.26
673.19
642.13
673.82
642.60
674.33
643.02
674.75
640.24
675.06
643.09
675.27
643.42
675.37
643.31
675.38
642.91
675.27
642.58
675.07
642.31
674.76
642.03
674.40
641.74
674.04
641.42
673.68
641.20
673.32
641.22
1130+00
1135+00
1140+00
1145+00
1150+00
MATCH LINE STA 1151+00





MATCHLINE ROLL 12
MATCHLINE ROLL 3
MATCHLINE ROLL 5
US 380 WB
US 380 EB
DALLAS PKWY
DALLAS PKWY
DALLAS PKWY
DALLAS PKWY
PGA PKWY
5
500 (650) {750}
4,450 (6,850) {7,300}
4,850 (7,550) {7,800}
2,050 (3,150) {3,400}
5,050 (7,650) {8,250}
5,000 (7,650) {8,250}
14,550 (22,250) {23,950}
13,200 (20,200) {21,800}
100 (150) {200}
5,550 (8,500) {9,100}
3,750 (5,400) {6,250}
7
100 (150) {200}
4,900 (7,650) {7,950}
2,000 (3,050) {3,250}
3,550 (5,400) {5,850}
13,050 (20,000) {21,300}
5,450 (8,350) {8,750}
5,100 (7,650) {8,350}
13,900 (21,250) {22,900}
7,600 (11,650) {12,550}
2,750 (4,200) {4,550}
2,250 (3,450) {3,700}
2,200 (3,350) {3,600}
3,350 (5,150) {5,500}
14,950 (22,850) {24,600}
10,150 (15,600) {16,700}
25,450 (38,900) {41,950}
25,250 (38,700) {41,500}
32,150 (49,100) {52,950}
100 (150) {200}
11,150 (17,050) {18,350}
11,600 (17,700) {19,100}
100 (150) {200}
32,850 (50,350) {54,050}
20,200 (30,850) {33,300}
22,700 (34,750) {37,350}
11,950 (18,250) {19,650}
12,700 (19,400) {20,900}
2,250 (3,450) {3,700}
14,650 (22,400) {24,100}
6,700 (10,200) {11,000}
12,450 (19,050) {20,500}
16,350 (25,000) {26,900}
6
8
10,800 (16,450) {17,650}
4,100 (6,250) {6,650}
300 (450) {550}
14,100 (21,550) {23,200}
4,500 (6,950) {7,350}
6
6,100 (9,350) {10,000}
400 (650) {700}
1,900 (2,900) {3,100}
2,100 (3,200) {3,350}
8,500 (13,000) {13,900}
24,050 (36,750) {39,600}
14,550 (22,250) {23,950}
25,250 (38,600) {41,550}
7,950 (12,150) {13,000}
8
400 (600) {650}
1,900 (2,950) {3,150}
5,150 (7,850) {8,450}
2,500 (3,850) {4,000}
1,700 (2,600) {2,800}
38,450 (58,800) {63,350}
1,650 (2,500) {2,650}
6,800 (10,400) {11,100}
16,250 (24,850) {26,750}
6,300 (9,650) {10,350}
13,200 (20,200) {21,800}
40,300 (61,600) {66,350}
40,100 (61,300) {66,000}

**LEGEND:**

xx,xxx = YEAR 2030 ADT

(xx,xxx) = YEAR 2050 ADT

{xx,xxx} = YEAR 2060 ADT

| TURN LANE | TAPER LENGTH | DECEL LENGTH | STORAGE LENGTH | TOTAL LENGTH |
|---|---|---|---|---|
| LEFT TURN BAY LENGTHS | | | | |
| L03 | 200′ | 345′ | 195′ | 540′ |
| L04 | 288′ | 345′ | 271′ | 616′ |
| RIGHT TURN BAY LENGTHS | | | | |
| R05 | 100′ | 345′ | 655′ | 1000′ |
| R06 | 100′ | 345′ | 655′ | 1000′ |

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

TEXAS DEPARTMENT OF TRANSPORTATION®

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

# US 380
# DESIGN SCHEMATIC

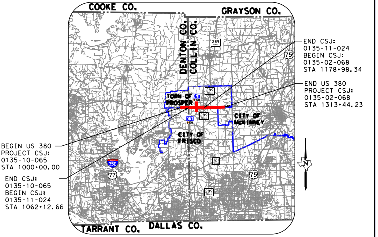
## COLLIN AND DENTON COUNTY, TEXAS

**CSJ: 0135-10-065 TEEL PRWY/CHAMPIONSHIP DR TO DENTON/COLLIN COUNTY LINE**
**CSJ: 0135-11-024 DENTON/COLLIN COUNTY LINE TO EAST OF SH 289**
**CSJ: 0135-02-068 EAST OF SH 289 TO WEST OF LAKEWOOD DR**
**LENGTH: 5.9 MILES**

**DATE: MAY 2022**

## ROLL 4 OF 24

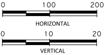
| ROADWAY | DESIGN SPEED | FUNCTIONAL CLASSIFICATION |
|---|---|---|
| US 380 | 70 MPH | URBAN FREEWAY |
| DALLAS NORTH TOLLWAY | 70 MPH | URBAN FREEWAY |
| SH 289 (PRESTON RD) | 55 MPH | MAJOR THOROUGHFARE |
| CROSS STREETS | 40 MPH | LOCAL STREETS |
| FRONTAGE ROADS | 45 MPH | URBAN ARTERIAL |
| RAMPS | 50 MPH | URBAN FREEWAY |
| DIRECT CONNECTORS | 45 MPH | URBAN FREEWAY |
| DIRECT CONNECTOR DCES | 40 MPH | URBAN FREEWAY |


COOKE CO.
GRAYSON CO.
DENTON CO.
COLLIN CO.
289
75
END CSJ:
0135-11-024
BEGIN CSJ:
0135-02-068
STA 1178+98.34
END US 380
PROJECT CSJ:
0135-02-068
STA 1313+44.23
TOWN OF PROSPER
DNT
289
CITY OF MCKINNEY
CITY OF FRISCO
BEGIN US 380
PROJECT CSJ:
0135-10-065
STA 1000+00.00
END CSJ:
0135-10-065
BEGIN CSJ:
0135-11-024
STA 1062+12.66
35E
77
121
75
289
N
TARRANT CO.
DALLAS CO.

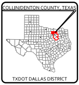
**LOCATION MAP**
**N.T.S.**

### INDEX OF SHEETS

ROLL 1: PLAN & PROFILE VIEW US 380 BEGIN PROJECT TO STA 1010+00
ROLL 2: PLAN & PROFILE VIEW US 380 STA 1010+00 TO STA 1057+00
ROLL 3: PLAN & PROFILE VIEW US 380 STA 1057+00 TO STA 1104+00
ROLL 4: PLAN & PROFILE VIEW US 380 STA 1104+00 TO STA 1151+00
ROLL 5: PLAN & PROFILE VIEW US 380 STA 1151+00 TO STA 1198+00
ROLL 6: PLAN & PROFILE VIEW US 380 STA 1198+00 TO STA 1245+00
ROLL 7: PLAN & PROFILE VIEW US 380 STA 1245+00 TO STA 1292+00
ROLL 8: PLAN & PROFILE VIEW US 380 STA 1292+00 TO END PROJECT
ROLL 9: PLAN VIEW DNT BEGIN PROJECT TO STA 1687+00
ROLL 10: PLAN VIEW DNT STA 1687+00 TO END PROJECT
ROLL 11: PLAN & PROFILE VIEW 289 BEGIN PROJECT TO END PROJECT
ROLL 12: PROFILE VIEW-US 380 EBFR BEGIN PROJECT TO STA 2196+00
ROLL 13: PROFILE VIEW-US 380 EBFR STA 2196+00 TO END PROJECT
ROLL 14: PROFILE VIEW-US 380 WBFR BEGIN PROJECT TO STA 3196+00
ROLL 15: PROFILE VIEW-US 380 WBFR STA 3196+00 TO END PROJECT
ROLL 16: PROFILE VIEW-DIRECT CONNECTORS
ROLL 17: PROFILE VIEW-DIRECT CONNECTORS
ROLL 18: PROFILE VIEW-DIRECT CONNECTORS
ROLL 19: PROFILE VIEW-DIRECT CONNECTORS
ROLL 20: PROFILE VIEW-RAMPS
ROLL 21: PROFILE VIEW-RAMPS
ROLL 22: PROFILE VIEW-CROSS STREETS
ROLL 23: PROFILE VIEW-U-TURNS
ROLL 24: PROFILE VIEW-DNT FRONTAGE ROADS


0
100
200
HORIZONTAL
0
10
20
VERTICAL

GRAPHIC SCALES IN FEET


COLLIN/DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

**PRELIMINARY**
**FOR INTERIM REVIEW ONLY**
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PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
JESUS GONZALEZ JR., P.E.

LICENSE NO. 111427 DATE

Jacobs
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DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966

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