Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-BMCD-SCH-PP-A01-PH.dgn

Texas Department of Transportation

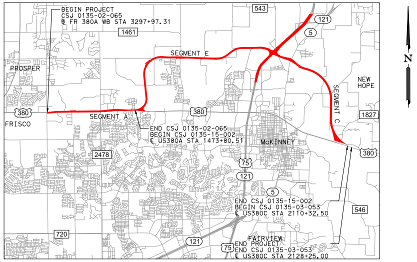
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

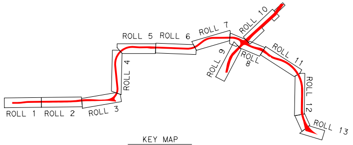
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR (W OF MCKINNEY) TO JCT US 380/E UNIVERSITY DR (E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT E LENGTH: 5.61 MILES
SEGMENT C LENGTH: 4.21 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	60 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
CROSS STREET	VARIES	30 MPH	2%
MINOR SIDE ST	VARIES	20 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


BEGIN PROJECT
CSJ 0135-02-065
℄ FR 380A WB STA 3297+97.31
543
1461
121
5
SEGMENT E
PROSPER
NEW HOPE
SEGMENT C
N
380
FRISCO
SEGMENT A
1827
END CSJ 0135-02-065
BEGIN CSJ 0135-15-002
℄ US380A STA 1473+80.51
McKINNEY
2478
380
75
121
5
END CSJ 0135-15-002
BEGIN CSJ 0135-03-053
℄ US380C STA 2110+32.50
546
720
121
75
FAIRVIEW
END PROJECT
END CSJ 0135-03-053
℄ US380C STA 2128+25.00

LOCATION MAP
NOT TO SCALE


ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 12
ROLL 13

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:

BURNS & McDONNELL
FIRM REGISTRATION NUMBER F-845

JOSHUA RYAN ROBERTSON 115996
NAME P.E. NUMBER
1/6/2023
DATE

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

JANUARY 2023

BURNS McDONNELL

13737 NOEL RD
SUITE 700
DALLAS, TX. 75240

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

ROLL 1 OF 13

Plotted on: 2/17/2023
Scale:1:100

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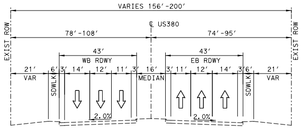
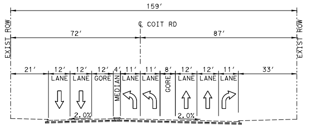
TYPICAL SECTIONS LEGEND:

⇨	EXISTING LANE DIRECTION OF TRAVEL
→	PROPOSED LANE DIRECTION OF TRAVEL
▬	EXISTING ROADWAY TO REMAIN
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS
▬	PROPOSED SHARED USE PATH (SUP) OR SIDEWALK

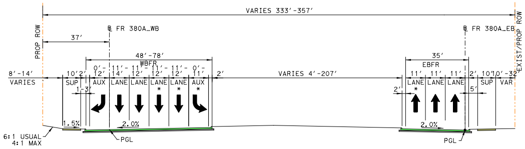
NOTES:
[1] CTB: CONCRETE TRAFFIC BARRIER
[2] CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN ADEQUATE CLEAR ZONE PROVIDED)


VARIES 156'-200'
℄ US380
EXIST ROW
78'-108'
74'-95'
43'
WB RDWY
43'
EB RDWY
21'
VAR
SDWLK
14'
12'
11'
16'
MEDIAN
11'
12'
14'
SDWLK
21'
VAR
2.0%
2.0%

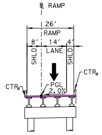
EXISTING US 380
COIT RD TO N CUSTER RD


159'
℄ COIT RD
EXIST ROW
72'
87'
21'
12' LANE
12' LANE
12' GORE
MEDIAN
LANE
LANE
GORE
12' LANE
12' LANE
11' LANE
33'
2.0%
2.0%

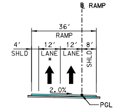
EXISTING COIT RD
SOUTH APPROACH AT US380


VARIES 333'-357'
PROP ROW
℄ FR 380A_WB
37'
48'-78'
WBFR
8'-14'
VARIES
SUP
AUX
LANE
LANE
LANE
LANE
AUX
VARIES 4'-207'
℄ FR 380A_EB
EXIST/PROP ROW
35'
EBFR
LANE
LANE
LANE
SUP
VAR
1.5%
2.0%
2.0%
6:1 USUAL
4:1 MAX
PGL
PGL

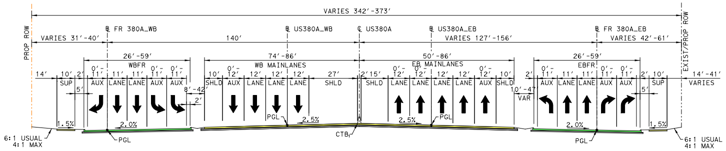
PROPOSED US 380 - 333'-357' ROW
3-4 LN FR
BEGIN PROJECT TO STA 1336+50.00
* LANES SUBJECT TO FUTURE REMOVAL


℄ RAMP
26'
RAMP
8'
14'
4'
SHLD
LANE
SHLD
CTR₂
PGL
2.0%

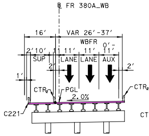
PROPOSED US 380
1 LANE BRIDGED RAMP
SEE PLAN FOR BRIDGE LIMITS
MIRROR FOR EB


℄ RAMP
36'
RAMP
4'
SHLD
12' LANE
12' LANE
8'
SHLD
2.0%
PGL

PROPOSED US 380
2 LANE RAMP
MIRROR FOR WB
* LANES TO BE REMOVED WITH ULTIMATE BUILDOUT OF US 380 WEST OF COIT RD


VARIES 342'-373'
PROP ROW
℄ FR 380A_WB
VARIES 31'-40'
140'
℄ US380A_WB
℄ US380A
℄ US380A_EB
VARIES 127'-156'
℄ FR 380A_EB
VARIES 42'-61'
EXIST/PROP ROW
26'-59'
WBFR
74'-86'
WB MAINLANES
50'-86'
EB MAINLANES
26'-59'
EBFR
14'
SUP
AUX
LANE
LANE
AUX
AUX
SHLD
AUX
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
LANE
AUX
SHLD
10'-47'
VAR
AUX
LANE
LANE
AUX
AUX
SUP
14'-41'
VARIES
1.5%
2.0%
2.5%
2.5%
2.0%
1.5%
PGL
PGL
PGL
CTB₁
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED US 380 - 342'-373' ROW
7 ML, 2-3 LN FR
STA 1336+50.00 TO STA 1386+83.99

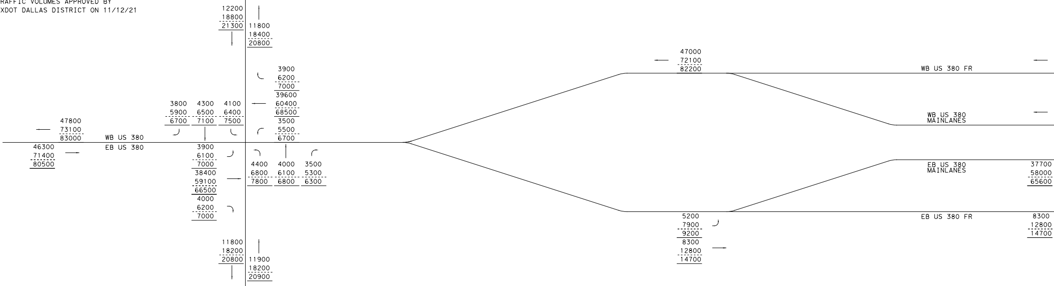

℄ FR 380A_WB
16'
VAR 26'-37'
WBFR
SUP
LANE
LANE
AUX
CTR₂
PGL
2.0%
CTR₂
C221

PROPOSED US 380 WBFR BRID
SEE PLANS FOR BRIDGE LIMITS

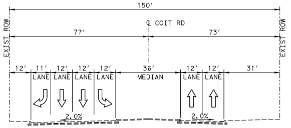
TRAFFIC LEGEND:

XX,XXX	YEAR 2030 ADT
XX,XXX	YEAR 2050 ADT
XX,XXX	YEAR 2060 ADT

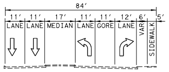
TRAFFIC VOLUMES APPROVED BY TXDOT DALLAS DISTRICT ON 11/12/21


12200
18800
21300
11800
18400
20800
3900
6200
7000
39600
60400
68500
3500
5500
6700
3800
5900
6700
4300
6500
7100
4100
6400
7500
47800
73100
83000
WB US 380
EB US 380
46300
71400
80500
3900
6100
7000
38400
59100
66500
4000
6200
7000
4400
6800
7800
4000
6100
6800
3500
5300
6300
11800
18200
20800
11900
18200
20900
COIT RD
47000
72100
82200
WB US 380 FR
WB US 380
MAINLANES
EB US 380
MAINLANES
37700
58000
65600
EB US 380 FR
5200
7900
9200
8300
12800
14700
8300
12800
14700

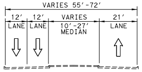
PROJECTED FUTURE TRAFFIC VOLUM


150′
EXIST ROW
℄ COIT RD
77′
73′
EXIST ROW
12′
11′
12′
12′
12′
36′
12′
12′
31′
LANE
LANE
LANE
LANE
MEDIAN
LANE
LANE
2.0%
2.0%

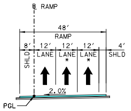
EXISTING COIT RD
NORTH APPROACH AT US380


84′
11′
11′
17′
11′
11′
12′
6′
5′
LANE
LANE
MEDIAN
LANE
GORE
LANE
VAR
SIDEWALK

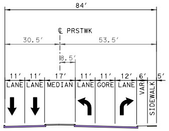
EXISTING PRESTWICK HOLLOW DR
SOUTH APPROACH AT US380


VARIES 55′-72′
12′
12′
VARIES
21′
LANE
LANE
10′-27′ MEDIAN
LANE

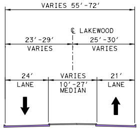
EXISTING LAKEWOOD DR
NORTH APPROACH AT US380


℄ RAMP
48′
RAMP
8′
12′
12′
12′
4′
SHLD
LANE
LANE *
LANE *
SHLD
2.0%
PGL

PROPOSED US 380
3 LANE RAMP
* LANES TO BE REMOVED WITH ULTIMATE BUILDOUT OF US 380 WEST OF COIT RD

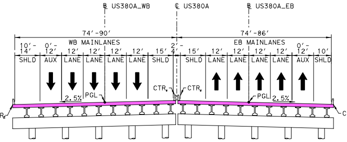

84′
℄ PRSTWK
30.5′
53.5′
8.5′
11′
11′
17′
11′
11′
12′
6′
5′
LANE
LANE
MEDIAN
LANE
GORE
LANE
VAR
SIDEWALK

PROPOSED PRESTWICK HOLLOW DR
SOUTH APPROACH AT US380

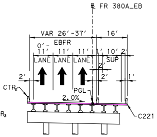

VARIES 55′-72′
℄ LAKEWOOD
23′-29′ VARIES
25′-30′ VARIES
24′
VARIES
21′
LANE
10′-27′ MEDIAN
LANE

PROPOSED LAKEWOOD DR
NORTH APPROACH AT US380

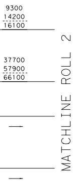
GE


℄ US380A_WB
℄ US380A
℄ US380A_EB
74′-90′
WB MAINLANES
74′-86′
EB MAINLANES
10′-14′
0′-12′
12′
12′
12′
12′
15′
2′-4′
15′
12′
12′
12′
12′
0′-12′
10′
SHLD
AUX
LANE
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
LANE
AUX
SHLD
2.5%
PGL
CTR₂
CTR₂
PGL
2.5%
CTR₂
R₂

PROPOSED US 380 BRIDGE
SEE PLANS FOR BRIDGE LIMITS


℄ FR 380A_EB
VAR 26′-37′
16′
EBFR
0′-11′
11′
11′
1′
10′
2′
LANE
LANE
LANE
SUP
2′
2′
2′
1′
CTR₂
PGL
2.0%
C221

PROPOSED US 380 EBFR BRIDGE
SEE PLANS FOR BRIDGE LIMITS

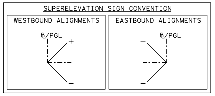

9300
14200
16100
37700
57900
66100
MATCHLINE ROLL 2

E DIAGRAM

				HORIZONTAL CURVE DATA			
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION
FR_380A_EB (45 MPH)	FR_380A_EB_1	6° 58′ 22.27"	1° 36′ 1.59"	218.11′	435.68′	3580′	2300+11.08
	FR_380A_EB_2	6° 56′ 55.31"	0° 36′ 41.61"	568.81′	1136.23′	9369′	2311+29.91
	FR_380A_EB_3	4° 15′ 0.52"	2° 51′ 53.24"	74.21′	148.36′	2000′	2338+26.94
	FR_380A_EB_4	4° 15′ 0.52"	2° 51′ 53.24"	74.21′	148.36′	2000′	2339+75.30
FR_380A_WB (45 MPH)	FR_380A_WB_1	6° 58′ 19.61"	1° 44′ 10.45"	201.03′	401.57′	3300′	3300+11.08
	FR_380A_WB_2	6° 45′ 41.43"	1° 54′ 35.49"	177.22′	354.03′	3000′	3314+23.29
RP_COIT_EBEN (45 MPH)	RP_COIT_EBEN_1	8° 40′ 10.47"	5° 27′ 24.27"	79.59′	158.88′	1050′	10+00.00
	RP_COIT_EBEN_2	8° 36′ 49.12"	5° 27′ 24.27"	79.08′	157.85′	1050′	11+58.88
	RP_COIT_EBEN_3	3° 29′ 38.84"	0° 43′ 30.95"	240.96′	481.77′	7900′	15+15.11
	RP_COIT_EBEN_4	3° 18′ 27.61"	0° 57′ 17.75"	173.24′	346.38′	6000′	19+96.89
RP_COIT_WBEX (45 MPH)	RP_COIT_WBEX_1	9° 31′ 58.68"	5° 27′ 24.27"	87.55′	174.70′	1050′	10+00.00
	RP_COIT_WBEX_2	9° 31′ 58.68"	5° 27′ 24.27"	87.55′	174.70′	1050′	11+74.70
	RP_COIT_WBEX_3	2° 59′ 42.48"	0° 43′ 30.95"	206.53′	412.97′	7900′	15+78.47
	RP_COIT_WBEX_4	2° 59′ 42.48"	0° 16′ 38.86"	539.86′	1079.48′	20650′	19+91.44
CL_PRSTWK (30 MPH)	CL_PRSTWK_1	31° 46′ 26.87"	9° 36′ 48.19"	169.63′	330.52′	596′	10+00.00
CL_LAKEWOOD (20 MPH)	CL_LAKEWOOD_1	29° 53′ 8.10"	14° 19′ 26.20"	106.75′	208.64′	400′	10+00.00
FR_380A_EB_TR (45 MPH)	FR_380A_EB_TR_1	18° 56′ 55.19"	4° 46′ 28.73"	200.26′	396.86′	1200′	10+00.00
	FR_380A_EB_TR_2	25° 17′ 22.43"	4° 46′ 28.73"	269.22′	529.66′	1200′	13+96.86

	SUPERELEVATION	
CHAIN NAME	STATION	CROSS SLOPE
CL_US380A_EB	1336+50.00	2.50%
	1470+80.00	2.50%
CL_US380A_WB	1336+00.00	2.50%
	1472+56.00	2.50%
RP_COIT_EBEN	13+17.00	2.00%
	13+67.00	2.50%
RP_COIT_WBEX	15+00.00	2.00%
	15+50.00	2.50%

SUPERELEVATION SIGN CONVENTION


WESTBOUND ALIGNMENTS
℄/PGL
+
−
EASTBOUND ALIGNMENTS
℄/PGL
+
−

			PROPOSED TAPERS		
LOCATION	TYPE	BASELINE	BEGIN TAPER	END TAPER	TAPER RATE
1	LANE ADDITION (2)	BL US380A EB	1339+03.01 22.38 RT	1346+71.06 24.00 LT	32:1
2	LANE DROP	FR 380B WB	3332+72.52 11.00 RT	3338+22.52 22.00 RT	50:1

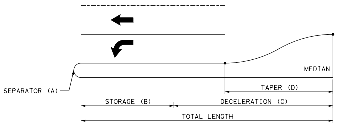
PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
2304+46.76	2302+29.19	7131552.17	2499173.58
2322+66.14	2316+98.72	7131743.10	2500631.20
2339+75.30	2339+01.16	7131762.88	2502834.94
2341+23.66	2340+49.52	7131775.20	2502982.86
3304+12.64	3302+12.11	7131832.01	2499154.11
3317+77.32	3316+00.51	7132012.39	2500531.24
11+58.88	10+79.59	7131767.96	2501926.46
13+16.73	12+37.95	7131793.13	2502083.11
19+96.89	17+56.07	7131797.78	2502601.51
23+43.26	21+70.12	7131826.74	2503014.70
11+74.70	10+87.55	7132020.23	2501827.00
13+49.40	12+62.25	7131993.34	2502000.03
19+91.44	17+85.00	7131999.74	2502523.14
30+70.92	25+31.30	7131969.86	2503268.93
13+30.52	11+69.63	7131406.36	2500672.34
12+08.64	11+06.75	7132137.47	2502048.07
13+96.86	12+00.26	7131723.94	2498940.39
19+26.52	16+66.08	7131580.17	2499387.31

PROPERTY OWNERS

PARCEL	OWNER	ADDRESS	OCCUPANT
1	DNE GRAT PROSPER 2021 LLC & JDS GRAT PROSPER 2021 LLC	2451 E UNIVERSITY DR PROSPER, TX 75078	CVS PHARMACY
2	NADG/SHOP PROSPER LP	3131 MCKINNEY AVE STE L10 DALLAS	VACANT LAND
3	NADG/SHOP PROSPER LP	3131 MCKINNEY AVE STE L10 DALLAS	VACANT LAND
4	UNITED SUPERMARKETS LLC	7830 ORLANDO AVE LUBBOCK	VACANT LAND
5	NADG/SHOP PROSPER LP	3131 MCKINNEY AVE STE L10 DALLAS	VACANT LAND
6	NADG/SHOP PROSPER LP	3131 MCKINNEY AVE STE L10 DALLAS	VACANT LAND
7	RELIABLE TEP PARTNERS LLC	2504 LOFTSMOOR LN PLANO	VACANT LAND
8	FROSTFIRE PROSPER LLC	2504 LOFTSMOOR LN PLANO	VACANT LAND
9	55 PROSPER LP	3794 W HIGHWAY 67 UNIT C GLEN ROSE	VACANT LAND W/ RESERVOIR
10	55 PROSPER LP	3794 W HIGHWAY 67 UNIT C GLEN ROSE	VACANT LAND
11	H-E-B LP	646 S FLORES ST SAN ANTONIO, TX	VACANT LAND
12	DSF PRESTWICK LP	4303 W LOVERS LN DALLAS, TX	VACANT LAND
13	PRESTWICK HOMEOWNERS ASSOCIATION INC	1512 CRESCENT DR CARROLTON, TX	COMMON AREA
14	MOLLY ANN & WESLEY RICHARDS	1913 ELITE RD MCKINNEY, TX 75071	RESIDENTIAL
15	PAMELA K GAIME	11828 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
16	MAHAL BIKRAM J & RAVINDER KAUR	11824 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
17	SHUNG YAN & KAM FONG LAM	11820 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
18	SWAMINATHAN JAYARAMAN	11816 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
19	MELISSA M CANTRELL & ASHLEY M WYNN	11812 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
20	DAVID W COOPER	11808 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
21	REDETZKE TIMOTHY BERNEAL	11804 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
22	AMMAR AL ERADHEE & GHALEB RAFAN	11800 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
23	MICHAEL GAINES & PAMELA RANKINE	11736 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
24	JULIO ANTONIO & BRENDA ZUNIGA HOLGUIN	11732 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
25	PATRICK MCGUIRE	11728 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
26	XU HUANG	11724 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
27	BECKY KAY & JAMES MCNATT	11720 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
28	SATTER KEVIN M	11716 HAMPTONBROOK DR MCKINNEY, TX 75071	RESIDENTIAL
29	PARCEL 1707 HOMEOWNERS ASSOCIATION	1221 N INTERSTATE 35E STE 112 CARROLTON, TX	COMMON AREA
30	SVR REALTY MANAGEMENT LLC	16435 W RED OAK CIR MCKINNEY, TX 75071	RESIDENTIAL
31	KHASHAYAR SAKHAEE	16485 W RED OAK CIR MCKINNEY, TX 75071	VACANT RESIDENTIAL PLOT
32	PETER BUHAY	13905 RED OAK CIR N MCKINNEY, TX 75071	RESIDENTIAL
33	FRANCES VAN TASSELL	13955 RED OAK CIR N MCKINNEY, TX 75071	RESIDENTIAL
34	RICHARD D ETUX THOMPSON	14005 RED OAK CIR N MCKINNEY, TX 75071	RESIDENTIAL
35	GORDON & CATHERINE BIUS LE GORDON BIUS & CATHERINE FAMILY TRUST	14055 RED OAK CIR N MCKINNEY, TX 75071	RESIDENTIAL
36	MAHMOOD R ESMAILI	14105 N RED OAK CIR MCKINNEY, TX 75071	VACANT RESIDENTIAL PLOT
37	FORTUNE, GERSHYWN	14155 N RED OAK CIR MCKINNEY, TX 75071	VACANT RESIDENTIAL PLOT

TURN BAY LENGTHS

LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L1	150′	345′	373′	718′
L2	100′	345′	87′	432′
R1	135′	345′	210′	555′
R2	150′	320′	30′	350′
R3	100′	345′	30′	375′
R4	100′	345′	88′	433′


MEDIAN
SEPARATOR (A)
TAPER (D)
STORAGE (B)
DECELERATION (C)
TOTAL LENGTH

TURN BAY LENGTH

GENERAL NOTES:

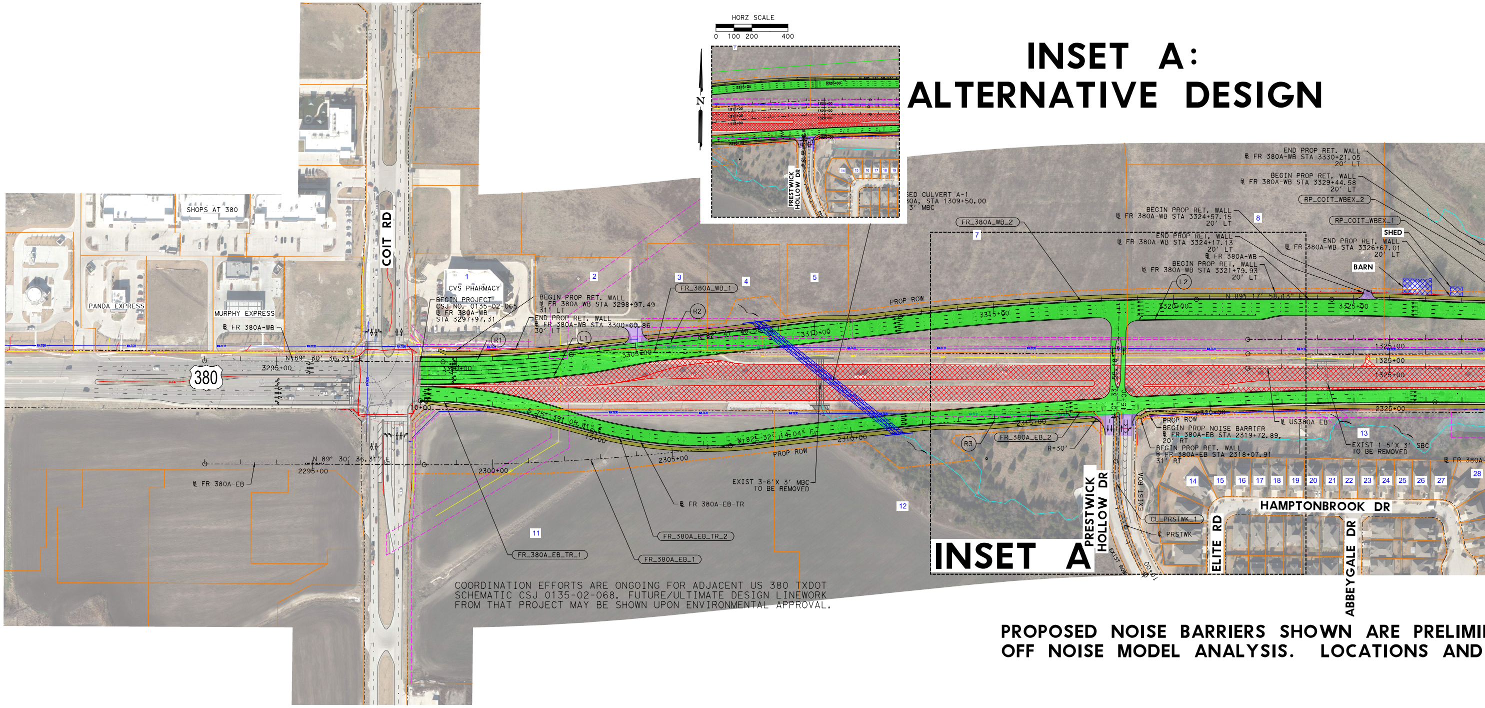
1. EXISTING FEATURES WERE PARTIALLY SURVEYED. SCHEMATICS ARE BASED ON PARTIAL FIELD SURVEY (2020-2021), AERIAL SURVEYS DATED DECEMBER 2020, AND RECORD PLANS.
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL OF BOTH THE EB AND WB MAINLANES.
4. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
6. TRAVEL LANE WIDTHS SHOWN IN THE TYPICAL SECTIONS LESS THAN 10′ WIDE ARE DUE TO TRANSITIONS.
7. LOW SPEED ROADWAYS HAVE A NORMAL CROWN OF ±2% AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN OF ±2.5% UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
8. MINOR CROSS STREET CORNER RADII ARE 25′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
9. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS (2011) WERE DOWNLOADED FROM COLLIN COUNTY'S WEBSITE.
10. PROPERTY LINES SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (OCTOBER, 2022)
11. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
12. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
13. BUILDINGS ARE CONSIDERED AS POTENTIAL DIRECT DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. BUILDINGS ARE CONSIDERED AS POTENTIAL INDUCED DISPLACEMENTS IF THE PROPOSED ROW DOES NOT PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE BUT FUNCTIONALLY IMPAIRS ITS OPERATION. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
14. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (5.75")UNLESS NOTED OTHERWISE.
15. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
16. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS ON ARTERIAL AND COLLECTOR STREETS. A CITY BUS WAS USED ON SIDE STREETS AND RESIDENTIAL STREETS.
17. TURNAROUNDS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
18. TRAFFIC VOLUMES ON THE TRAFFIC DIAGRAM ARE BASED ON TRAFFIC COUNTS AND GROWTH RATES REVIEWED BY TP&P AND APPOVED BY THE DALLAS DISTRICT ON 11/13/2021.
19. AS PER TMUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS. SIGNAL LOCATIONS SHOWN SHOULD NOT BE CONSIDERED AS FINAL.
20. WATER FEATURES (E.G. WETLANDS, STREAMS, PONDS, SWALES, ETC.) SHOWN ORIGINATE FROM A COMBINATION OF NATIONAL WETLAND INVENTORY (NWI), PHOTO INTERPRETATION (USING AERIAL PHOTOGRAPHY, SOIL SURVEY AND TOPOGRAPHIC DATA) AND FIELD DELINEATIONS CONDUCTED IN ACCORDANCE WITH APPLICABLE USACE REGULATORY GUIDANCE. ADDITIONAL ANALYSES AND FIELD DELINEATIONS MAY RESULT IN CHANGES TO THE WATER FEATURES DEPICTED.

LEGEND:

— · — · —	EXISTING ROW
——	EXISTING PROPERTY LINES
——	EXISTING STREAMS
▭	EXISTING WETLANDS/PONDS
▬	EXISTING 100 YR FLOODPLAIN
▨	EXISTING FLOODWAY
- - - -	EXISTING DRAINAGE CULVERT
— — —	EXISTING ROADWAY AND UTILITY EASEMENTS
——	PROPOSED DRAINAGE CULVERT
— · — · —	PROPOSED CENTERLINE/BASELINE
— · — · —	PROPOSED ROW
— · — · —	PROPOSED ROW (BY OTHERS)
— — —	PROPOSED UTILITY EASEMENT (BY OTHERS)
——	PROPOSED TRAFFIC BARRIER
▬	PROPOSED BRIDGE BENTS
——	PROPOSED RETAINING WALL
—■—	EXISTING NOISE BARRIER
——	PROPOSED NOISE BARRIER
- - - -	ULTIMATE/FUTURE IMPROVEMENTS (BY OTHERS)
⇨	EXISTING LANE DIRECTION OF TRAVEL
➡	PROPOSED LANE DIRECTION OF TRAVEL
∼→	DIRECTION OF FLOW
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS AND DRIVEWAYS
▬	PROPOSED SHARED USE PATH OR SIDEWALK
▬	PROPOSED TRANSITION/INTERIM PAVEMENT
▩	PAVEMENT TO BE REMOVED
▬	PROJECT BY OTHERS
▬	FUTURE ROADWAY CONNECTION BY OTHERS
▩	DIRECT BUILDING DISPLACEMENT
▩	INDUCED BUILDING DISPLACEMENT
CL_US380A_1	HORIZONTAL ALIGNMENT CURVE NAME
120	PARCEL ID NUMBER
—WATER—	EXISTING WATER
—WWL—	EXISTING SANITARY SEWER
—GAS—	EXISTING GAS
—ELEC—	EXISTING ELECTRIC
—TELE—	EXISTING COMMUNICATIONS

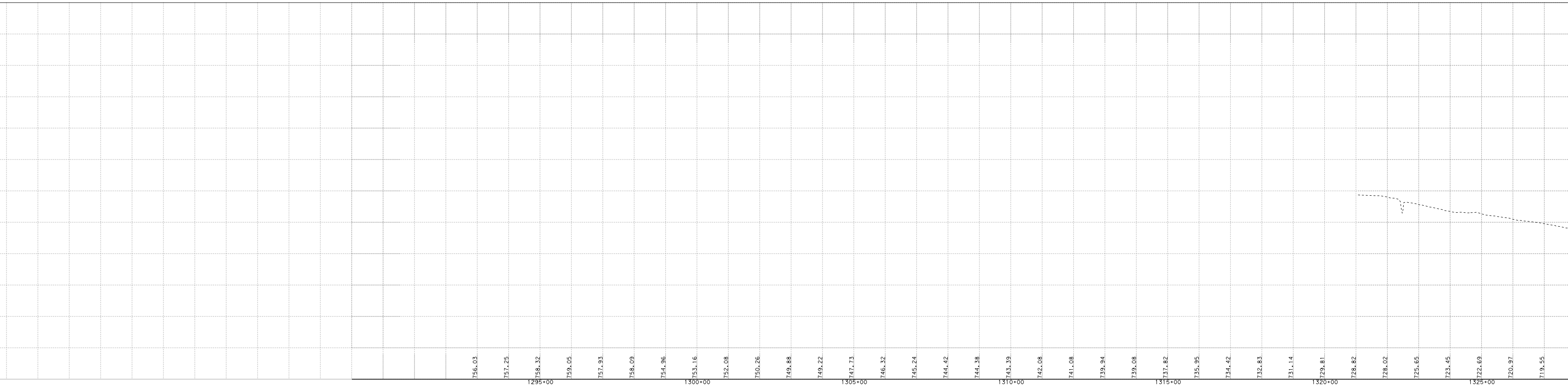
US 380 - SEGMENT A

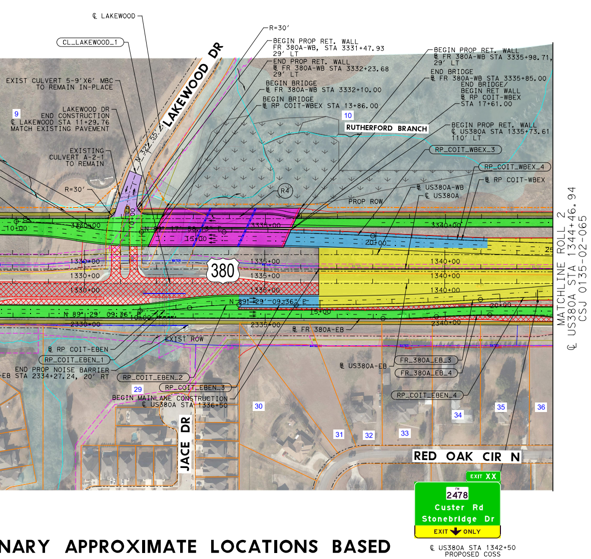
INSET A:
ALTERNATIVE DESIGN


HORZ SCALE
0 100 200 400
N
PRESTWICK HOLLOW DR
SED CULVERT A-1
30A, STA 1309+50.00
3' MBC
SHOPS AT 380
PANDA EXPRESS
MURPHY EXPRESS
COIT RD
CVS PHARMACY
380
℄ FR 380A-WB
N 89° 30' 36.31" E
3295+00
℄ FR 380A-EB
N 89° 30' 36.31" E
2295+00
BEGIN PROJECT
CSJ NO. 0135-02-065
℄ FR 380A-WB
STA 3297+97.31
BEGIN PROP RET. WALL
℄ FR 380A-WB STA 3298+97.49
31' LT
END PROP RET. WALL
℄ FR 380A-WB STA 3300+60.86
30' LT
R1
L1
R2
FR_380A_WB_1
3300+00
3305+00
3310+00
N 82° 41' 40.58" E
PROP ROW
10+00
S 75° 39' 05.81" E
15+00
N 82° 32' 14.04" E
2300+00
2305+00
2310+00
PROP ROW
EXIST 3-6'X 3' MBC
TO BE REMOVED
℄ FR 380A-EB-TR
FR_380A_EB_TR_2
FR_380A_EB_TR_1
FR_380A_EB_1
1
2
3
4
5
7
8
11
12
13
FR_380A_WB_2
END PROP RET. WALL
℄ FR 380A-WB STA 3330+21.05
20' LT
BEGIN PROP RET. WALL
℄ FR 380A-WB STA 3329+44.58
20' LT
RP_COIT_WBEX_2
RP_COIT_WBEX_1
SHED
BEGIN PROP RET. WALL
℄ FR 380A-WB STA 3324+57.15
20' LT
END PROP RET. WALL
℄ FR 380A-WB STA 3324+17.13
20' LT
℄ FR 380A-WB
BEGIN PROP RET. WALL
℄ FR 380A-WB STA 3321+79.93
20' LT
END PROP RET. WALL
℄ FR 380A-WB STA 3326+67.01
20' LT
BARN
L2
N 89° 17' 58.13" E
3315+00
3320+00
3325+00
1325+00
1325+00
1325+00
2315+00
2320+00
2325+00
R3
FR_380A_EB_2
R=30'
PROP ROW
BEGIN PROP NOISE BARRIER
℄ FR 380A-EB STA 2319+72.89,
20' RT
BEGIN PROP RET. WALL
℄ FR 380A-EB STA 2318+07.91
31' RT
℄ US380A-EB
EXIST 1-5'X 3' SBC
TO BE REMOVED
℄ FR 380A-
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
HAMPTONBROOK DR
EXIST ROW
CL_PRSTWK_1
℄ PRSTWK
EXIST ROW
10+00
ELITE RD
ABBEYGALE DR
INSET A

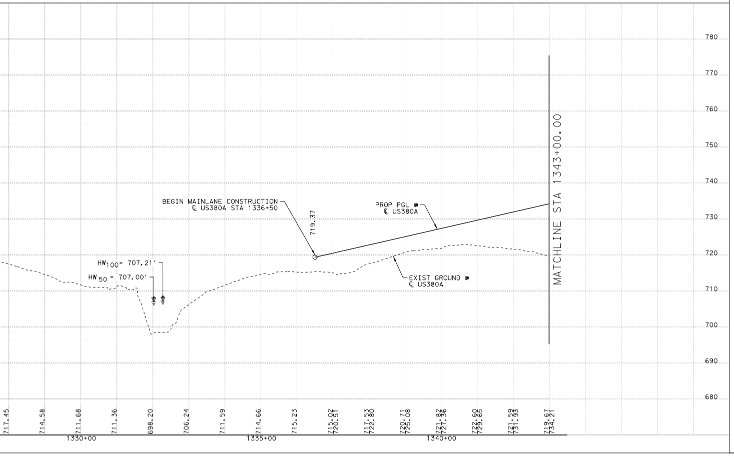
COORDINATION EFFORTS ARE ONGOING FOR ADJACENT US 380 TXDOT SCHEMATIC CSJ 0135-02-068. FUTURE/ULTIMATE DESIGN LINEWORK FROM THAT PROJECT MAY BE SHOWN UPON ENVIRONMENTAL APPROVAL.

PROPOSED NOISE BARRIERS SHOWN ARE PRELIMI
OFF NOISE MODEL ANALYSIS. LOCATIONS AND




N
℄ LAKEWOOD
CL_LAKEWOOD_1
R=30'
BEGIN PROP RET. WALL
FR 380A-WB, STA 3331+47.93
29' LT
END PROP RET. WALL
℄ FR 380A-WB STA 3332+23.68
29' LT
BEGIN BRIDGE
℄ FR 380A-WB STA 3332+10.00
BEGIN BRIDGE
℄ RP COIT-WBEX STA 13+86.00
BEGIN PROP RET. WALL
℄ FR 380A-WB STA 3335+98.71,
29' LT
END BRIDGE
℄ FR 380A-WB STA 3335+85.00
END BRIDGE/
BEGIN RET WALL
℄ RP COIT-WBEX
STA 17+61.00
LAKEWOOD DR
EXIST CULVERT 5-9'X6' MBC
TO REMAIN IN-PLACE
LAKEWOOD DR
END CONSTRUCTION
℄ LAKEWOOD STA 11+29.76
MATCH EXISTING PAVEMENT
RUTHERFORD BRANCH
BEGIN PROP RET. WALL
℄ US380A STA 1335+73.61
110' LT
EXISTING
CULVERT A-2-1
TO REMAIN
RP_COIT_WBEX_3
RP_COIT_WBEX_4
℄ RP COIT-WBEX
℄ US380A-WB
℄ US380A
PROP ROW
R=30'
R4
380
EXIST ROW
℄ FR 380A-EB
℄ RP COIT-EBEN
RP_COIT_EBEN_1
END PROP NOISE BARRIER
-EB STA 2334+27.24, 20' RT
RP_COIT_EBEN_2
RP_COIT_EBEN_3
BEGIN MAINLANE CONSTRUCTION
℄ US380A STA 1336+50
℄ US380A-EB
FR_380A_EB_3
FR_380A_EB_4
RP_COIT_EBEN_4
JACE DR
RED OAK CIR N
EXIT XX
2478
Custer Rd
Stonebridge Dr
EXIT ONLY
℄ US380A STA 1342+50
PROPOSED COSS
9
10
29
30
31
32
33
34
35
36
MATCHLINE ROLL 2
℄ US380A STA 1344+46.94
CSJ 0135-02-065

NARY APPROXIMATE LOCATIONS BASED
LIMITS ARE SUBJECT TO CHANGE.



Texas Department of Transportation

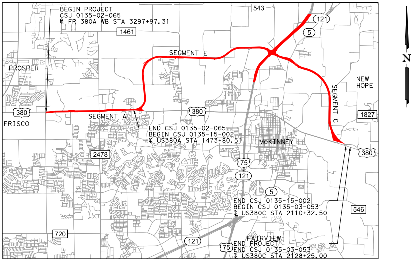
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

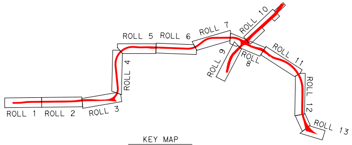
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR
(W OF MCKINNEY)
TO JCT US 380/E UNIVERSITY DR
(E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT E LENGTH: 5.61 MILES
SEGMENT C LENGTH: 4.21 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	60 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	40 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
CROSS STREET	VARIES	30 MPH	2%
MINOR SIDE ST	VARIES	20 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


BEGIN PROJECT
CSJ 0135-02-065
℄ FR 380A WB STA 3297+97.31
1461
543
121
5
SEGMENT E
PROSPER
SEGMENT C
NEW HOPE
N
380
1827
FRISCO
SEGMENT A
380
END CSJ 0135-02-065
BEGIN CSJ 0135-15-002
℄ US380A STA 1473+80.51
McKINNEY
380
2478
75
121
5
END CSJ 0135-15-002
BEGIN CSJ 0135-03-053
℄ US380C STA 2110+32.50
546
720
FAIRVIEW
121
75
END PROJECT
END CSJ 0135-03-053
℄ US380C STA 2128+25.00

LOCATION MAP
NOT TO SCALE


ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 12
ROLL 13

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:
BURNS & MCDONNELL
FIRM REGISTRATION NUMBER F-845

JOSHUA RYAN ROBERTSON 115996
NAME P.E. NUMBER
1/6/2023
DATE

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

JANUARY 2023

BURNS McDONNELL

13737 NOEL RD
SUITE 700
DALLAS, TX. 75240

ROLL 1 OF 13

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

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Plotted on: 2/17/2023
Scale: 1:100

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-BMCD-SCH-PP-A01-PH.dgn