Texas Department of Transportation

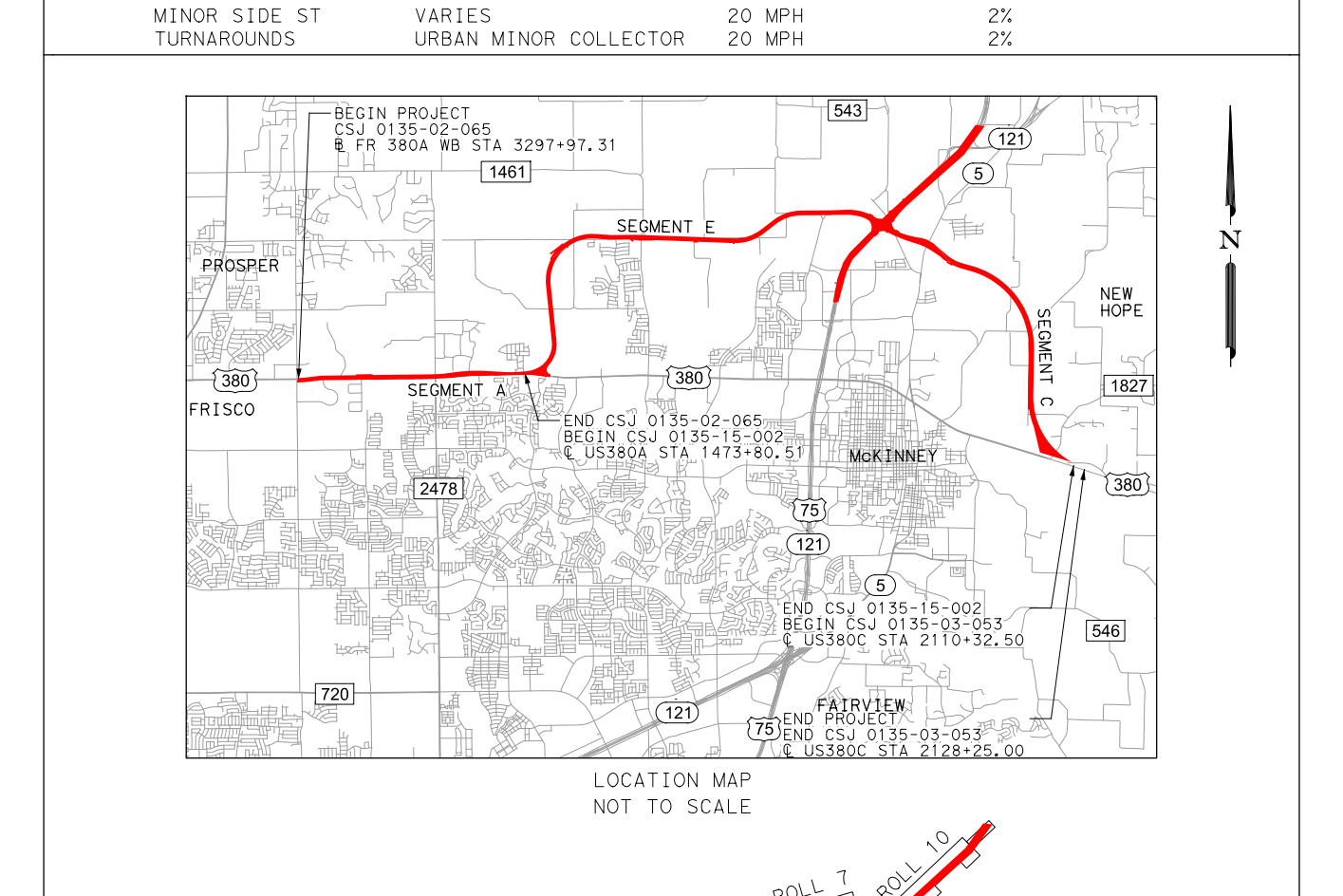
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

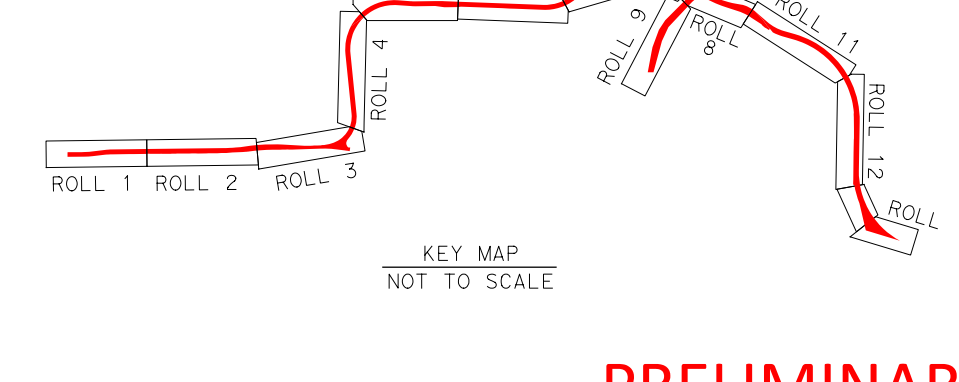
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR
(W OF MCKINNEY)
TO JCT US 380/E UNIVERSITY DR
(E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

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
121
1461
5
SEGMENT E
PROSPER
NEW HOPE
SEGMENT C
380
SEGMENT A
380
1827
FRISCO
END CSJ 0135-02-065
BEGIN CSJ 0135-15-002
℄ US380A STA 1473+80.57
2478
McKINNEY
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
N

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:	
DAVID SUTTON	120142
NAME	P.E. NUMBER
01/04/2023	
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

HDR
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

HORZ SCALE 0 50 100 200
VERT SCALE 0 5 10 20

ROLL 11 OF 13

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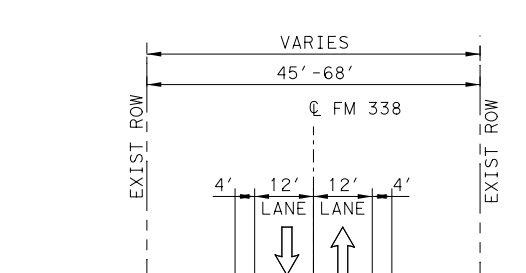
Plotted on: 1/4/2023
Scale: 1:100

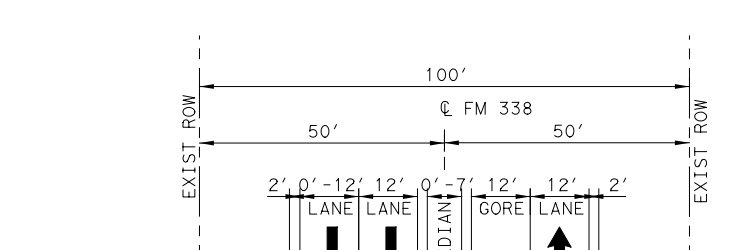
TYPICAL SECTIONS LEGEND:

- ⇨ 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

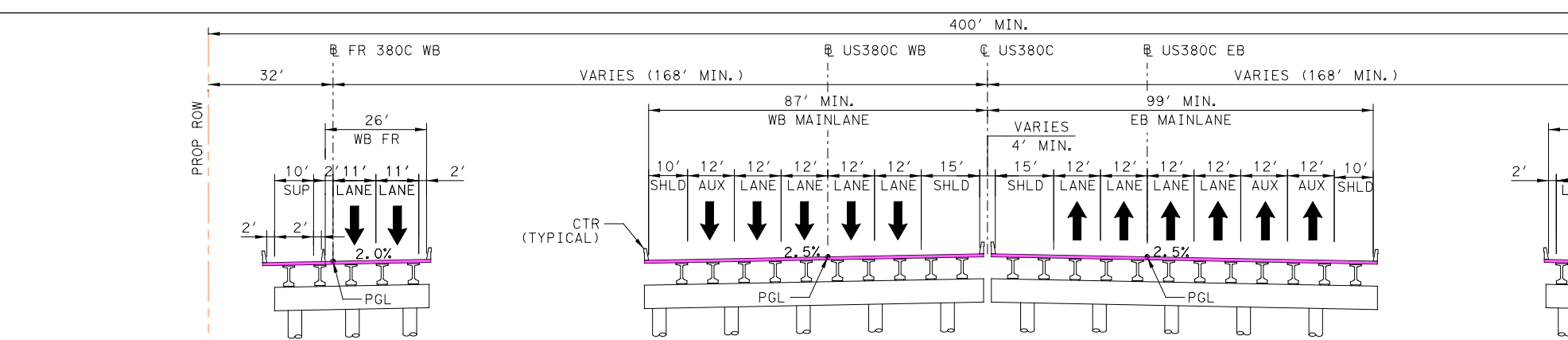
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN
ADEQUATE CLEAR ZONE PROVIDED)


VARIES
45'-68'
℄ FM 338
EXIST ROW
EXIST ROW
4'
12'
12'
4'
LANE
LANE
2.0%
2.0%

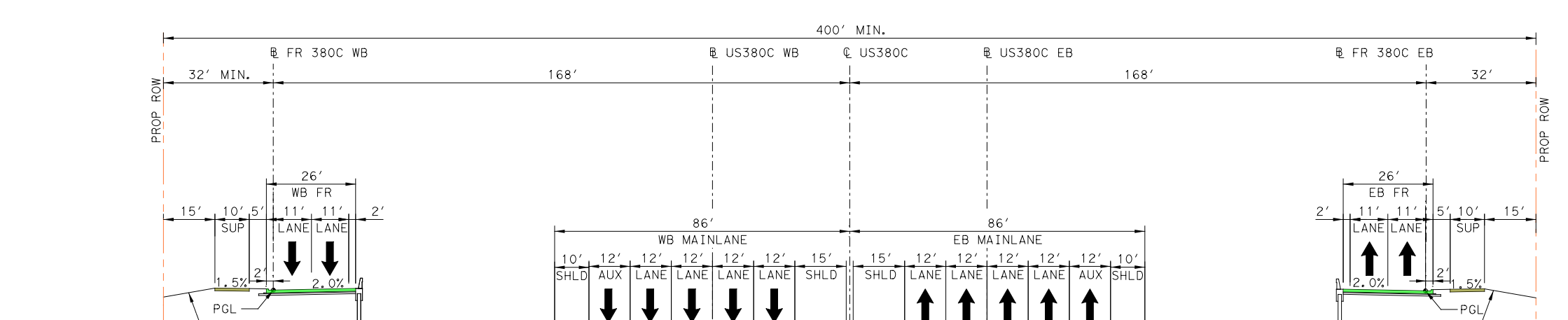
EXISTING CR 338
US 380 SEGMENT C


100'
℄ FM 338
50'
50'
EXIST ROW
EXIST ROW
LANE
LANE
MEDIAN
GORE
LANE
LANE
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

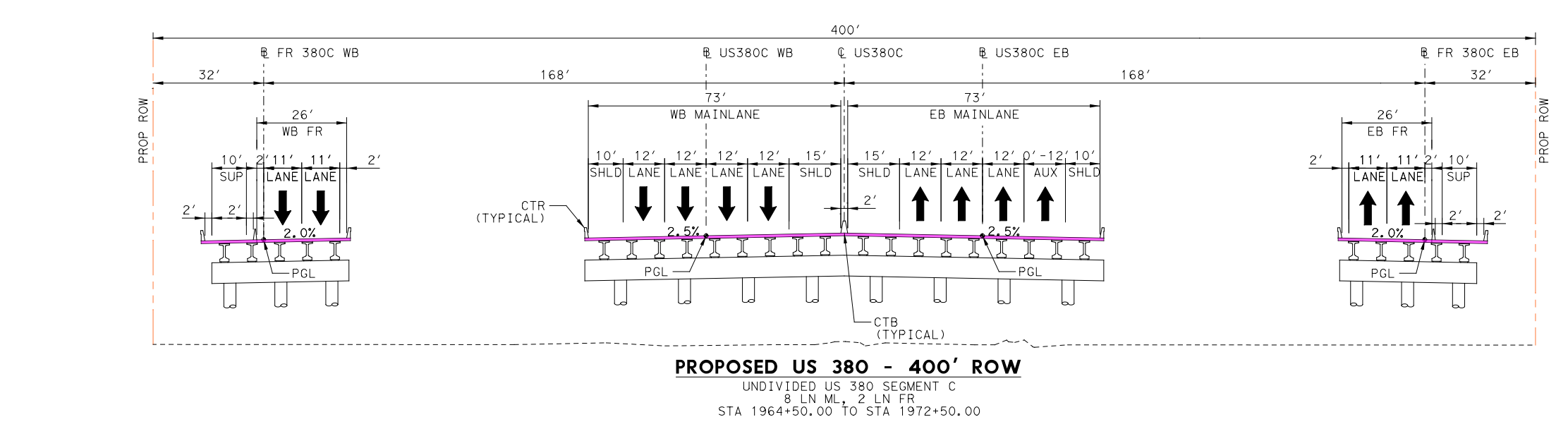
PROPOSED CR 338
US 380 SEGMENT C


400' MIN.
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32'
VARIES (168' MIN.)
VARIES (168' MIN.)
32'
87' MIN.
WB MAINLANE
99' MIN.
EB MAINLANE
VARIES
4' MIN.
26'
WB FR
26'
EB FR
PROP ROW
PROP ROW
SUP
LANE
LANE
SHLD
AUX
LANE
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
LANE
AUX
AUX
SHLD
LANE
LANE
SUP
CTR
(TYPICAL)
2.0%
2.5%
2.5%
2.0%
PGL
PGL
PGL
PGL

PROPOSED US 380 - 400' ROW
DIVIDED US 380 SEGMENT C
11 LN ML, 2 LN FR
STA 1883+00.00 TO STA 1940+00.00


400' MIN.
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32' MIN.
168'
168'
32'
26'
WB FR
86'
WB MAINLANE
86'
EB MAINLANE
26'
EB FR
PROP ROW
PROP ROW
SUP
LANE
LANE
SHLD
AUX
LANE
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
LANE
AUX
SHLD
LANE
LANE
SUP
2.0%
2.5%
2.5%
2.0%
PGL
PGL
PGL
PGL
6:1 USUAL
4:1 MAX

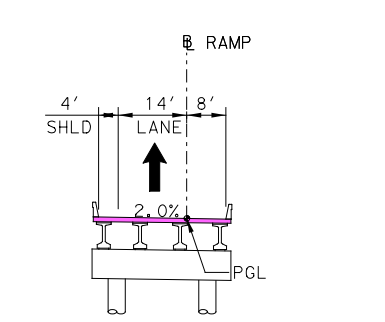
PROPOSED US 380 - 407' ROW
10 LN ML, 2 LN FR
STA 1940+00.00 TO STA 1964+50.00


400'
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32'
168'
168'
32'
73'
WB MAINLANE
73'
EB MAINLANE
26'
WB FR
26'
EB FR
PROP ROW
PROP ROW
SUP
LANE
LANE
SHLD
LANE
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
AUX
SHLD
LANE
LANE
SUP
CTR
(TYPICAL)
CTB
(TYPICAL)
2.0%
2.5%
2.5%
2.0%
PGL
PGL
PGL

PROPOSED US 380 - 400' ROW
UNDIVIDED US 380 SEGMENT C
8 LN ML, 2 LN FR
STA 1964+50.00 TO STA 1972+50.00

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

PROPOSED US 380
1 LN RAMP

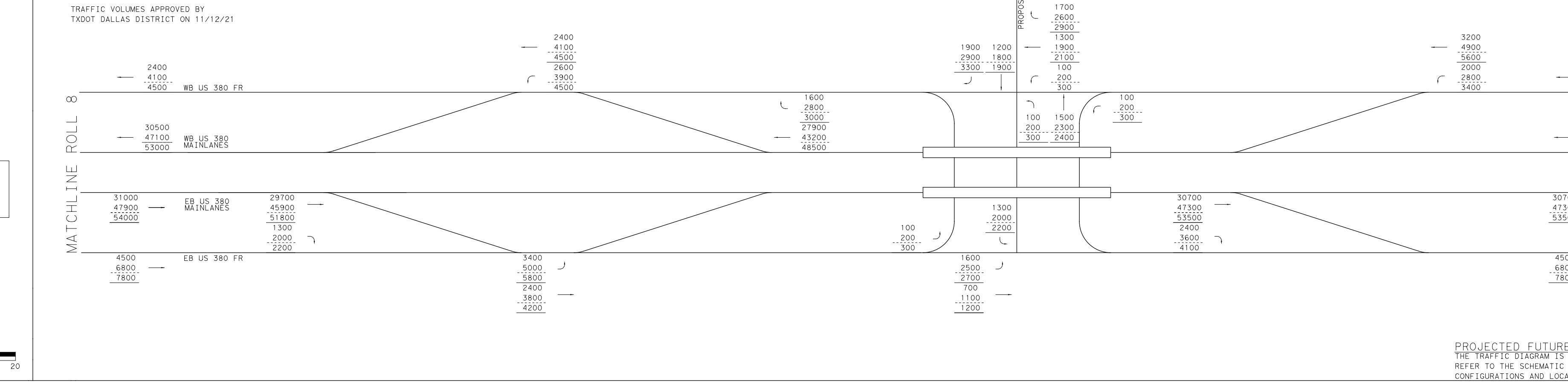

℄ RAMP
8'
SHLD
14'
LANE
4'
SHLD
2.0%
PGL

PROPOSED US 380
1 LN RAMP

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


PROPOSED CR 338
MATCHLINE ROLL 8
MATCHLINE ROLL 12
WB US 380 FR
WB US 380 MAINLANES
EB US 380 MAINLANES
EB US 380 FR
2400
4100
4500
30500
47100
53000
31000
47900
54000
4500
6800
7800
2400
4100
4500
2600
3900
4500
1600
2800
3000
27900
43200
48500
29700
45900
51800
1300
2000
2200
3400
5000
5800
2400
3800
4200
100
200
300
1900
2900
3300
1200
1800
1900
1700
2600
2900
1300
1900
2100
100
200
300
100
200
300
1500
2300
2400
100
200
300
1300
2000
2200
1600
2500
2700
700
1100
1200
3200
4900
5600
2000
2800
3400
5200
7700
9000
27500
43200
48100
30700
47300
53500
2400
3600
4100
30700
47300
53500
4500
6800
7800

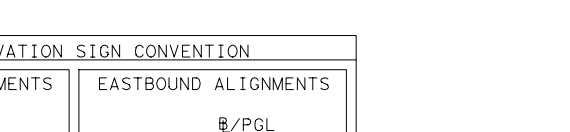
PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM
THE TRAFFIC DIAGRAM IS FOR ILLUSTRATION PURPOSES ONLY.
REFER TO THE SCHEMATIC PLAN VIEW FOR ROADWAY
CONFIGURATIONS AND LOCATIONS.

HORIZONTAL CURVE DATA											
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380C (70MPH)	CL_US380C_1	22° 37′ 21.79"	1° 4′ 15.42"	1,070.14′	2,112.40′	5,350.00′	1866+29.27	1887+41.67	1876+99.41	7,142,300.86	2,546,840.63
	CL_US380C_2	19° 3′ 8.80"	1° 41′ 6.61"	570.56′	1,130.59′	3,400.00′	1900+37.34	1911+67.93	1906+07.90	7,140,619.92	2,549,248.27
	CL_US380C_3	75° 2′ 52.23"	0° 54′ 34.04"	4,838.34′	8,251.94′	6,300.00′	1919+05.53	2001+57.47	1967+43.87	7,138,937.56	2,555,160.05
BL_US380C_EB (70 MPH)	BL_US380C_EB_1	22° 24′ 3.00"	1° 4′ 51.79"	1,049.47′	2,072.13′	5,300.00′	1866+31.11	1887+03.24	1876+80.58	7,142,254.20	2,546,819.86
	BL_US380C_EB_2	18° 47′ 11.82"	1° 39′ 56.07"	569.08′	1,127.94′	3,440.00′	1900+25.87	1911+53.81	1905+94.95	7,140,581.04	2,549,238.75
	BL_US380C_EB_3	75° 2′ 52.15"	0° 54′ 54.96"	4,807.62′	8,199.55′	6,260.00′	1918+91.41	2000+90.96	1966+99.03	7,138,907.50	2,555,119.56
BL_US380C_WB (70 MPH)	BL_US380C_WB_1	22° 56′ 17.21"	1° 3′ 39.72"	1,095.61′	2,161.87′	5,400.00′	1866+27.43	1887+89.30	1877+23.04	7,142,346.48	2,546,866.15
	BL_US380C_WB_2	19° 19′ 25.35"	1° 42′ 18.83"	572.03′	1,133.20′	3,360.00′	1900+48.82	1911+82.02	1906+20.85	7,140,658.80	2,549,257.81
	BL_US380C_WB_3	75° 2′ 51.91"	0° 54′ 13.39"	4,869.05′	8,304.33′	6,340.00′	1919+19.62	2002+23.95	1967+88.67	7,138,967.63	2,555,200.54
FR_380C_EB01 (45 MPH)	FR_380C_EB01_1	22° 14′ 6.85"	1° 25′ 56.62"	786.05	1552.31	4000.00	2869+63.09	2885+15.40	2877+49.13	7,142,065.92	2,546,872.92
	FR_380C_EB01_2	18° 52′ 21.96"	1° 36′ 20.96"	593.01	1175.27	3568.00	2899+45.34	2911+20.62	2905+38.35	7,140,464.48	2,549,180.70
	FR_380C_EB01_3	75° 2′ 52.15"	0° 56′ 3.74"	4709.32	8031.89	6132.00	2918+58.22	2998+90.11	2965+67.53	7,138,811.29	2,554,989.97
FR_380C_WB01 (45 MPH)	FR_380C_WB01_1	24° 59′ 4.54"	3° 57′ 5.16"	321.25	632.29	1450.00	3883+38.61	3889+70.91	3886+59.87	7,142,091.26	2,547,735.61
	FR_380C_WB01_2	17° 56′ 25.73"	3° 49′ 10.99"	236.78	469.68	1500.00	3889+70.91	3894+40.59	3892+07.68	7,141,646.31	2,548,072.39
	FR_380C_WB01_3	19° 3′ 8.80"	1° 46′ 21.96"	542.37	1074.73	3232.00	3901+85.00	3912+59.73	3907+27.37	7,140,773.79	2,549,321.37
	FR_380C_WB01_4	75° 2′ 52.23"	0° 53′ 9.00"	4967.36	8471.99	6468.00	3919+97.33	4004+69.32	3969+64.69	7,139,063.83	2,555,330.13
RP_C338_EBEX (45 MPH)	RP_C338_EBEX_1	1° 34′ 42.18"	0° 22′ 55.10"	206.62	413.22	15000.00	10+00.00	14+13.22	12+06.62	7,140,885.12	2,548,714.77
	RP_C338_EBEX_2	11° 14′ 31.21"	2° 40′ 38.54"	210.62	419.89	2140.00	14+13.22	18+33.11	16+23.84	7,140,638.40	2,549,051.25
	RP_C338_EBEX_3	5° 37′ 46.33"	1° 37′ 49.80"	172.77	345.26	3514.00	18+33.11	21+78.37	20+05.88	7,140,476.32	2,549,398.70
	RP_C338_EBEX_4	3° 29′ 36.47"	5° 27′ 24.27"	32.02	64.02	1050.00	28+27.90	28+91.92	28+59.92	7,140,192.85	2,550,204.62
RP_SH5_EBEN (45 MPH)	RP_SH5_EBEN_1	2° 2′ 27.08"	1° 5′ 21.38"	93.69	187.36	5260.01	10+00.00	11+87.36	10+93.69	7,139,910.69	2,551,075.48
	RP_SH5_EBEN_2	7° 23′ 18.93"	1° 54′ 12.65"	194.35	388.16	3010.00	11+87.36	15+75.51	13+81.71	7,139,817.03	2,551,347.87
	RP_SH5_EBEN_3	2° 32′ 28.51"	0° 55′ 43.03"	136.85	273.66	6170.00	15+75.51	18+49.17	17+12.37	7,139,669.95	2,551,644.62
	RP_SH5_EBEN_4	10° 31′ 3.78"	1° 54′ 12.65"	277.05	552.54	3010.00	24+35.86	29+88.40	27+12.91	7,139,186.31	2,552,520.55
RP_NEWI_EBEX (45 MPH)	RP_NEWI_EBEX_1	11° 6′ 45.94"	1° 42′ 55.59"	324.92	647.81	3340.00	10+00.00	16+47.81	13+24.92	7,137,911.00	2,553,791.13
RP_C338_WBEN (45 MPH)	RP_C338_WBEN_1	4° 56′ 32.73"	1° 14′ 44.02"	198.52	396.80	4600.00	10+00.00	13+96.80	11+98.52	7,140,397.81	2,550,306.42
	RP_C338_WBEN_2	3° 33′ 16.02"	0° 43′ 40.90"	244.19	488.23	7870.00	13+96.80	18+85.03	16+41.00	7,140,313.77	2,550,741.09
	RP_C338_WBEN_3	7° 50′ 22.43"	2° 54′ 30.29"	134.98	269.55	1970.00	18+85.03	21+54.58	20+20.02	7,140,218.85	2,551,108.19
RP_SH5_WBEX (45 MPH)	RP_SH5_WBEX_1	6° 34′ 53.39"	2° 54′ 30.29"	113.27	226.29	1970.00	10+00.00	12+26.29	11+13.27	7,139,789.81	2,552,004.50
	RP_SH5_WBEX_2	11° 1′ 23.38"	1° 47′ 25.78"	308.78	615.65	3200.00	17+57.14	23+72.79	20+65.92	7,139,235.80	2,552,779.80
	RP_SH5_WBEX_3	2° 24′ 27.03"	0° 43′ 40.90"	165.37	330.69	7870.00	23+72.79	27+03.48	25+38.16	7,138,891.46	2,553,105.75
CL_PCR338 (30 MPH)	CL_PCR338_1	44° 43′ 47.67"	16° 22′ 12.80"	144.01	273.24	350.00	14+52.92	17+26.16	15+96.93	7,138,867.23	2,553,628.89
CL_ECR338 (30 MPH)	CL_ECR338_1	48° 49′ 31.87"	16° 22′ 12.80"	158.86	298.26	350.00	10+00.00	12+98.26	11+58.86	7,137,869.24	2,553,497.29

PROPERTY OWNERS DATA			
PARCEL NO.	OWNER'S NAME	ADDRESS	OCCUPANT
332	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY	FARM
333	W J FAMILY LP	PO BOX 250128	RESEDENTIAL
334	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY	FARM
384	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101	COMMON AREA
385	GLENN STEFEN DARBY &	PO BOX 104	FARM
386	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101	COMMON AREA
387	BEAUCHAMP BEVERLY	1600 BANDY DR	VACANT LAND
388	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY	FARM
389	STERLING TRUST COMPANY CUSTODIAN FBO	2665 CR 338	FARM
390	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338	FARM
391	EQUITY TRUST COMPANY	2665 COUNTY ROAD 338	FARM
392	EQUITY TRUST COMPANY	2665 COUNTY ROAD 338	FARM
393	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338	FARM
394	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338	FARM
395	SKW9 LLC	2665 COUNTY ROAD 338	FARM
396	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338	RESIDENTIAL
397	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338	FARM
398	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338	RESIDENTIAL
399	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338	RESIDENTIAL
400	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338	RESIDENTIAL
401	BORCHARD JOE & MARY	PO BOX 354	FARM
402	SWIM MICHAEL & LORI &	2280 COUNTY ROAD 338	RESIDENTIAL
403	SWIM MICHAEL & LORI &	2280 COUNTY ROAD 338	RESIDENTIAL
404	SWIM MICHAEL D & LORI A	2172 COUNTY ROAD 338	RESIDENTIAL
405	2118 CR 338 LLC	2118 COUNTY ROAD 338	RESIDENTIAL
406	GIBSON GARY MAX	GENERAL DELIVERY	RESIDENTIAL

SUPERELEVATION DATA		
CHAIN NAME	STATION	CROSS SLOPE
BL_US380C_EB	1865+88.00	2.50%
	1866+42.00	3.60%
	1886+92.00	3.60%
	1887+46.00	2.50%
	1895+72.00	2.50%
	1901+06.00	-4.90%
	1910+73.00	-4.90%
	1916+07.00	2.50%
	1918+68.00	2.50%
	1918+98.00	3.10%
BL_US380C_WB	1863+93.00	2.50%
	1866+86.00	-3.60%
	1887+30.00	-3.60%
	1890+24.00	2.50%
	1899+56.00	2.50%
	1900+72.00	4.90%
	1911+58.00	4.90%
	1912+75.00	2.50%
	1917+04.00	2.50%
	1919+74.00	-3.10%
RP_C338_EBEX	17+63.00	-4.90%
	18+63.00	-3.00%
	21+00.00	-3.00%
	23+61.00	2.00%
RP_SH5_EBEN	23+78.00	2.00%
	24+36.00	3.10%
RP_NEWI_EBEX	16+07.00	3.10%
	16+65.00	2.00%
RP_C338_WBEN	14+54.00	0.00%
	15+59.00	2.00%
RP_SH5_WBEX	15+71.00	2.00%
	18+37.00	-3.10%

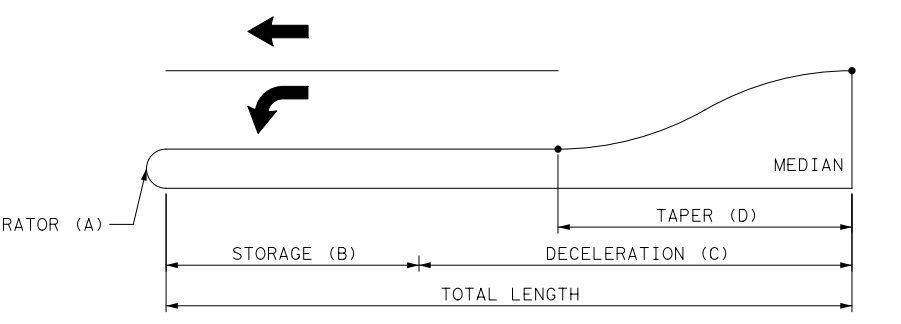
SUPERELEVATION SIGN CONVENTION


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

HORIZONTAL CURVE SHOULDER DATA			
ROADWAY	CURVE NAME	INSIDE SHOULDER WIDTH(FT)	OUTSIDE SHOULDER WIDTH (FT)
BL_US380C_EB	BL_US380C_EB_1	15	10
	BL_US380C_EB_2	15	10
	BL_US380C_EB_3	15	10
BL_US380C_WB	BL_US380C_WB_1	15	10
	BL_US380C_WB_2	15	10
	BL_US380C_WB_3	15	10

PROPOSED TAPERS					
LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
1	LANE MERGE	CL_US380C	1919+05.53, 76.00 RT	1927+55.79, 64.00 RT	70 : 1

TURN BAY LENGTHS				
LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L1	182′	340′	635′	975′
L2	150′	340′	385′	725′
L3	100′	340′	221′	561′
R1	179′	340′	646′	986′
R2	100′	340′	221′	561′


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

TURN BAY LENGTH

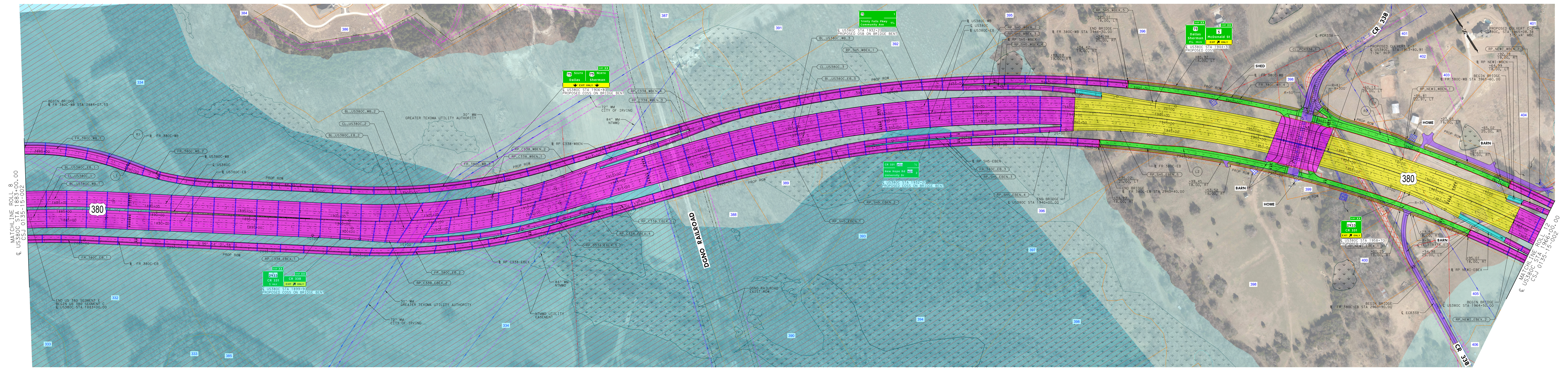
GENERAL NOTES:

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.

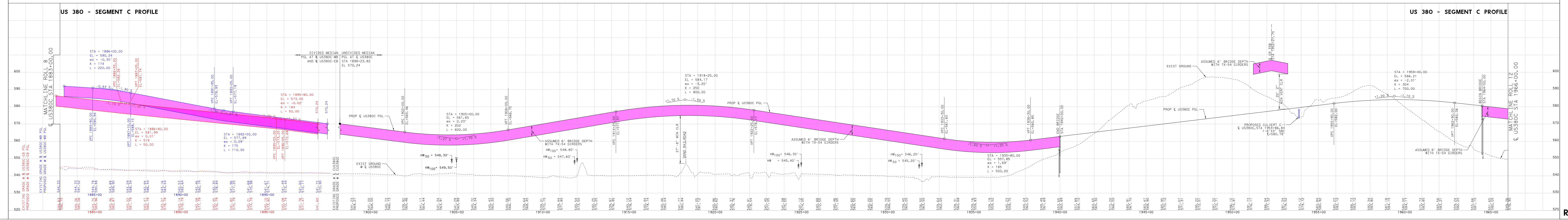
LEGEND:

- −·−·− 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 C


MATCHLINE ROLL 8
℄ US380C STA 1883+00.00
CSJ 0135-15-002
384
386
334
332
333
385
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
380
BEGIN BRIDGE
℄ FR 380C-WB STA 3884+07.53
FR_380C_WB_1
FR_380C_WB_2
BL_US380C_WB_2
CL_US380C_2
BL_US380C_EB_2
BL_US380C_EB_1
CL_US380C_1
BL_US380C_WB_1
℄ US380C-WB
℄ US380C
℄ US380C-EB
PROP ROW
FR_380C_EB_1
FR_380C_EB_2
RP_C338_EBEX_1
RP_C338_EBEX_2
RP_C338_WBEN_1
RP_C338_WBEN_2
RP_C338_WBEN_3
RP_SH5_WBEX_1
RP_SH5_WBEX_2
RP_SH5_EBEN_1
RP_SH5_EBEN_2
RP_SH5_EBEN_3
RP_SH5_EBEN_4
RP_NEWI_WBEN_1
RP_NEWI_WBEN_2
RP_NEWI_EBEX_1
RP_NEWI_EBEX_2
END US 380 SEGMENT E
BEGIN US 380 SEGMENT C
℄ US380C STA 1883+00.00
30" WM
GREATER TEXOMA UTILITY AUTHORITY
72" WM
CITY OF IRVING
84" WM
NTMWD
NTMWD UTILITY EASEMENT
DGNO RAILROAD
DGNO RAILROAD EXIST ROW
75 South Dallas
75 North Sherman
EXIT ONLY
℄ US380C STA 1906+80
PROPOSED COSS ON BRIDGE BENT
Trinity Falls Pkwy
Community Ave
℄ US380C STA 1932+20
PROPOSED OSB ON BRIDGE BENT
2933 CR 331
New Hope Rd
University Dr
℄ US380C STA 1932+20
PROPOSED COSS ON BRIDGE BENT
75 Dallas Sherman
5 McDonald St
EXIT ONLY
℄ US380C STA 1944+55
PROPOSED COSS
2933 CR 331
EXIT ONLY
℄ US380C STA 1958+70
PROPOSED COSS ON BRIDGE BENT
2933 CR 331
CR 338
EXIT ONLY
℄ US380C STA 1899+95
PROPOSED COSS ON BRIDGE BENT
END BRIDGE
℄ FR 380C-WB STA 3944+30.00
END BRIDGE
℄ US380C STA 1940+00.00
END BRIDGE
℄ FR 380C-EB STA 2945+40.00
BEGIN BRIDGE
℄ FR 380C-WB STA 3965+60.00
BEGIN BRIDGE
℄ FR 380C-EB STA 2960+90.00
BEGIN BRIDGE
℄ US380C STA 1964+50.00
PROPOSED CULVERT C-1
℄ US380C STA 1953+80.91
1-36" RCP
PROPOSED CULVERT C-2
℄ US380C STA 1965+08.38
3-5'x4' MBC
CL_PCR338_1
℄ PCR338
℄ ECR338
CR 338
SHED
HOME
BARN
HOME
BARN
BARN
L1
L2
L3
R1
R2
R=50'
R=30'
MATCHLINE ROLL 12
℄ US380C STA 1966+00.00
CSJ 0135-15-002
380

US 380 - SEGMENT C PROFILE



Texas Department of Transportation

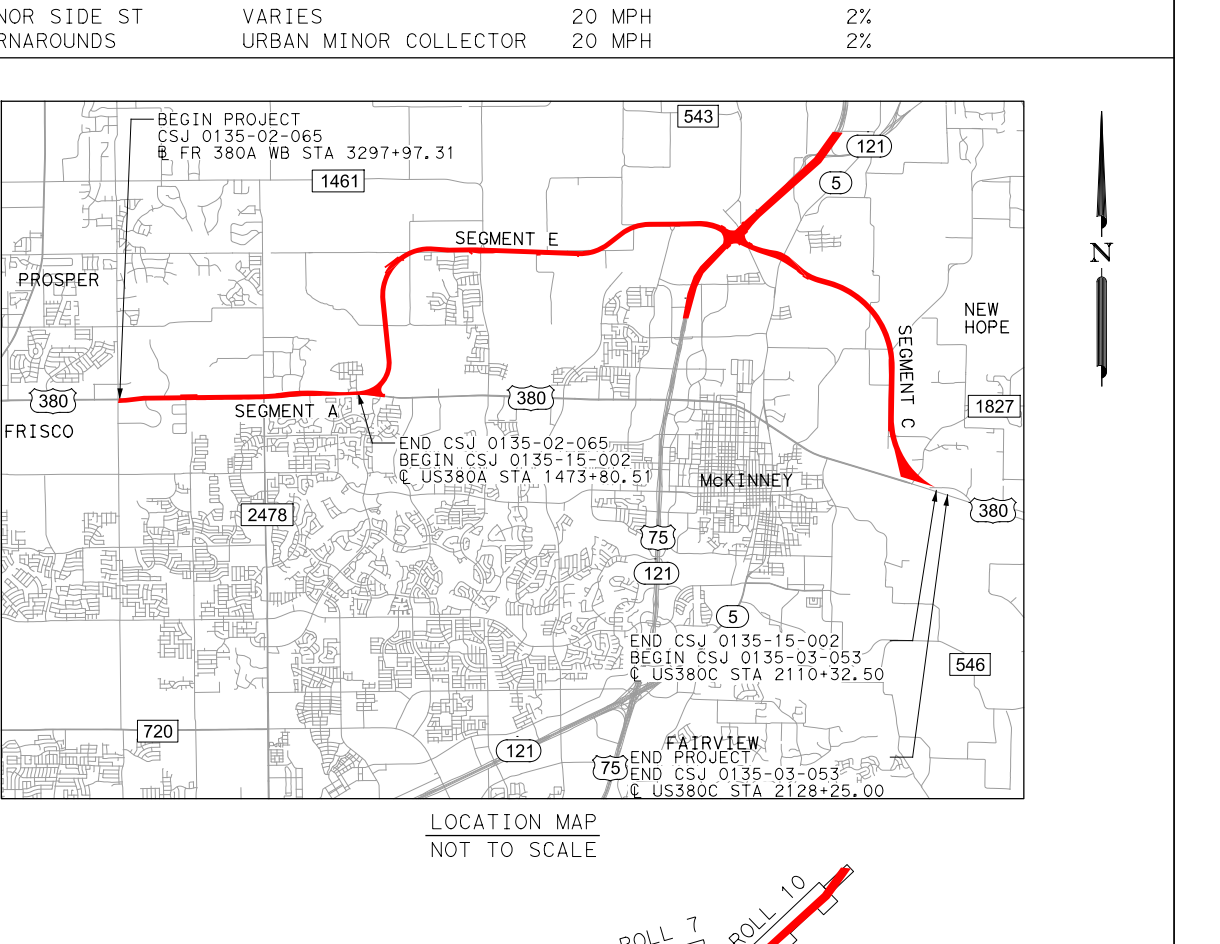
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

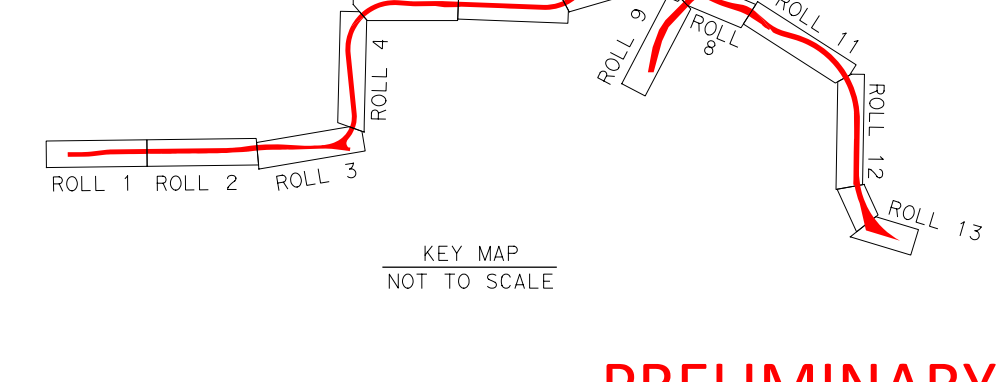
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR
(W OF MCKINNEY)
TO JCT US 380/E UNIVERSITY DR
(E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

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%



LOCATION MAP
NOT TO SCALE



KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:
DAVID SUTTON 120142
NAME P.E. NUMBER
01/04/2023
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

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

HORZ SCALE 0 50 100 200
VERT SCALE 0 5 10 20

ROLL 11 OF 13

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