Texas Department of Transportation

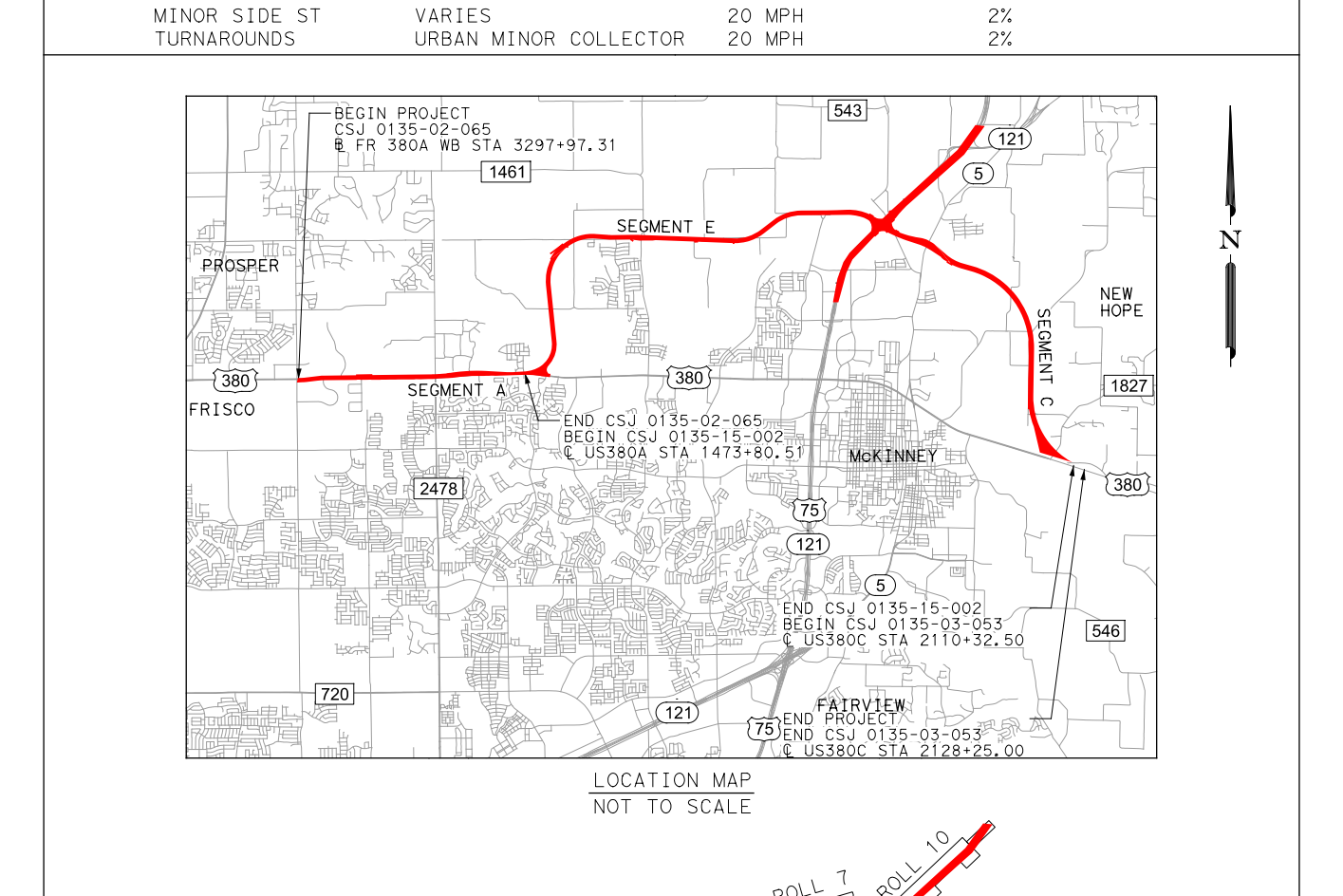
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

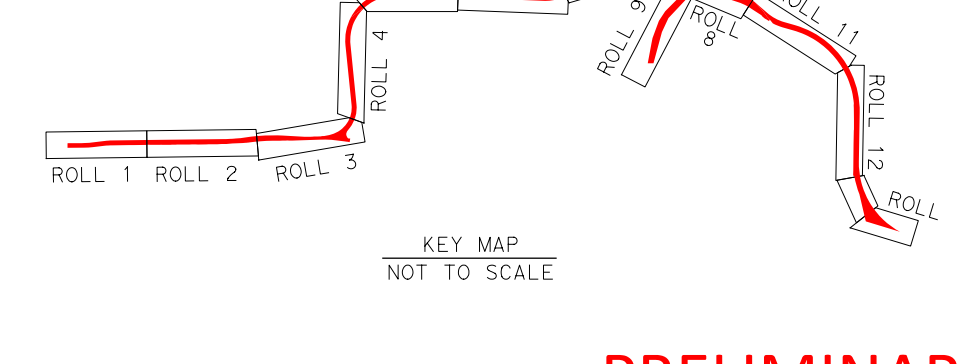
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR
(W OF MCKINNEY)
TO JCT US 380/E UNIVERSITY DR
(E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

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
PROSPER
FRISCO
SEGMENT E
SEGMENT A
SEGMENT C
NEW HOPE
McKINNEY
FAIRVIEW
END CSJ 0135-02-065
BEGIN CSJ 0135-15-002
℄ US380A STA 1473+80.51
END CSJ 0135-15-002
BEGIN CSJ 0135-03-053
℄ US380C STA 2110+32.50
END PROJECT
END CSJ 0135-03-053
℄ US380C STA 2128+25.00
380
121
5
1461
543
1827
2478
75
546
720
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
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 12 OF 13

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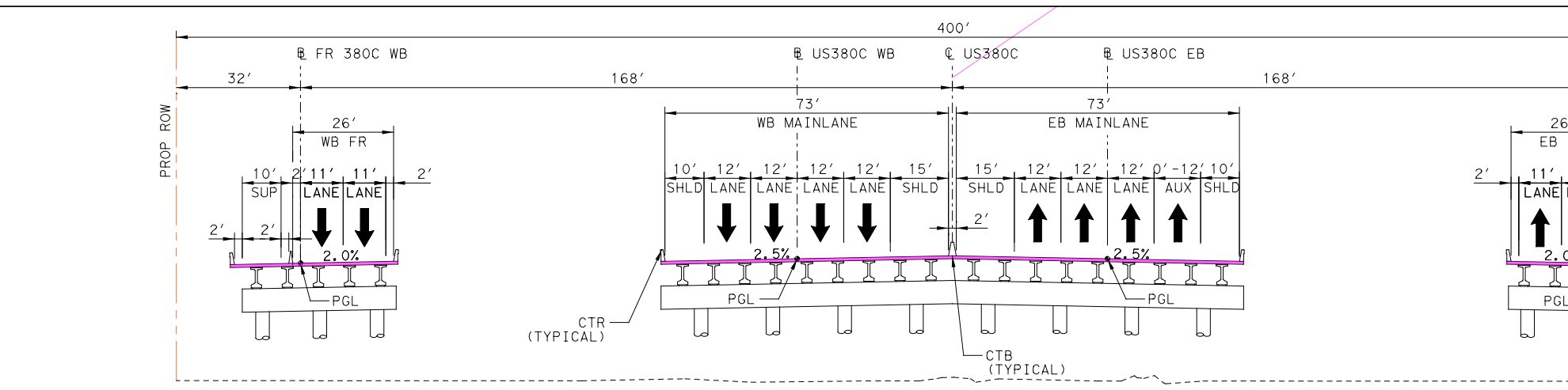
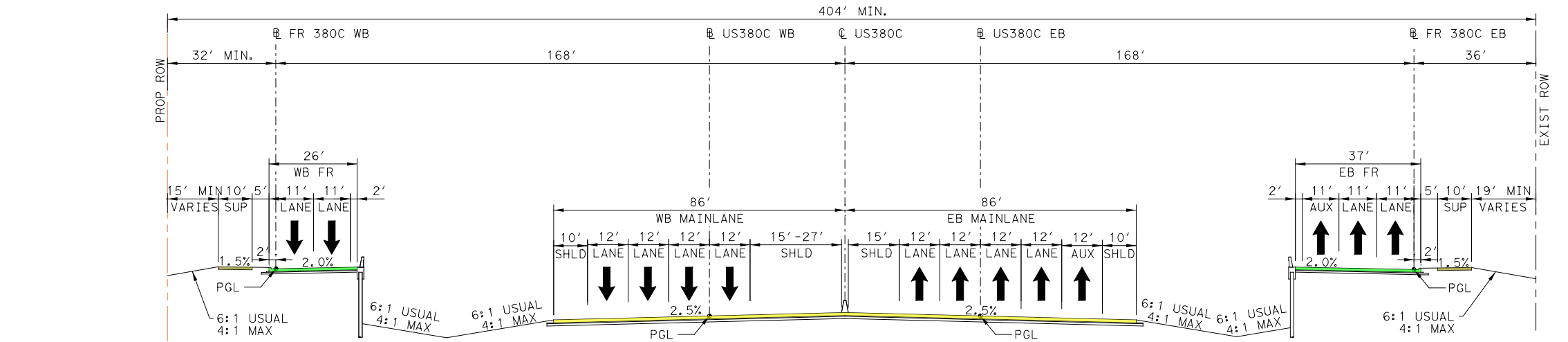
TYPICAL SECTIONS LEGEND:

- 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

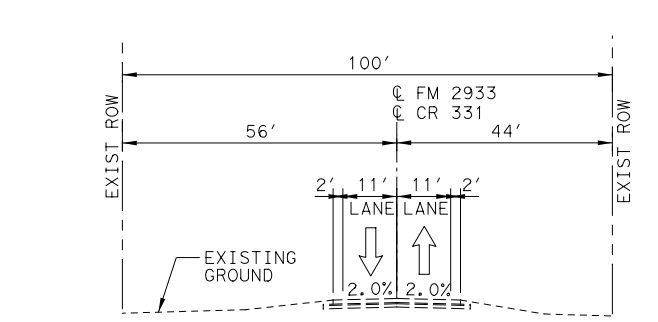
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN ADEQUATE CLEAR ZONE PROVIDED)


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

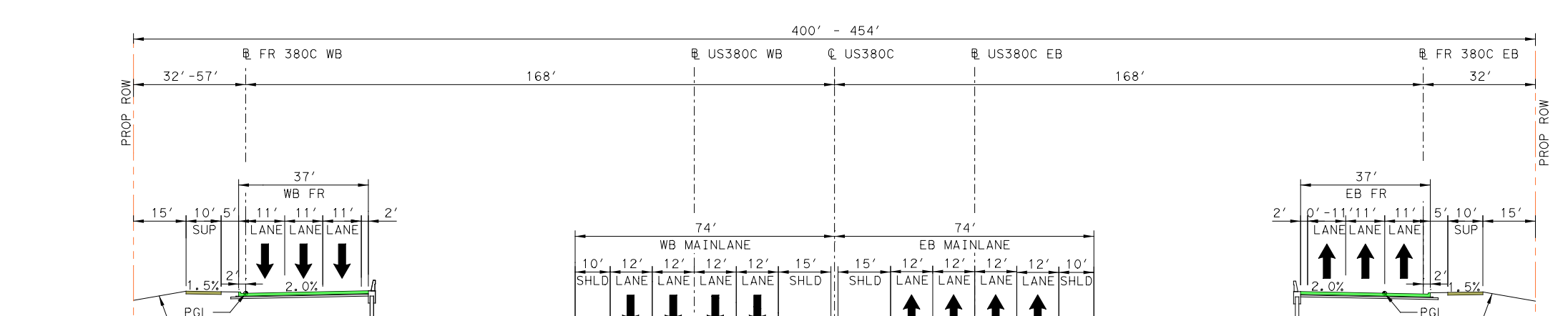
PROPOSED US 380 - 400' ROW
UNDIVIDED US 380 SEGMENT C
8 LN ML, 2 LN FR
STA 1964+50.00 TO STA 1972+50.00


404' MIN.
PROP ROW
EXIST ROW
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32' MIN.
168'
36'
26'
WB FR
86'
WB MAINLANE
EB MAINLANE
37'
EB FR
SUP
LANE
SHLD
AUX
VARIES
2.0%
2.5%
PGL
6:1 USUAL
4:1 MAX

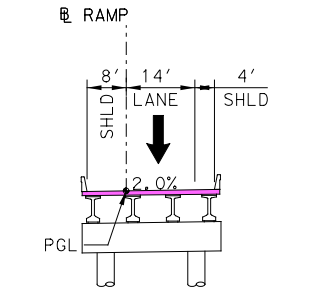
PROPOSED US 380 - 407' ROW
8 LN ML, 2 LN FR
STA 2031+00.00 TO STA 2053+39.62


100'
EXIST ROW
℄ FM 2933
℄ CR 331
56'
44'
LANE
EXISTING GROUND
2.0%

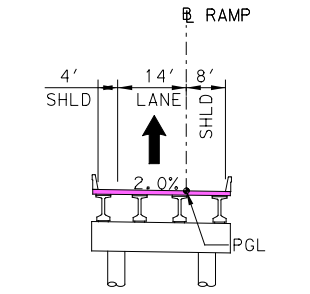
EXISTING FM 2933/CR 331
US 380 SEGMENT C


400' - 454'
PROP ROW
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32'-57'
168'
32'
37'
WB FR
74'
WB MAINLANE
EB MAINLANE
EB FR
SUP
LANE
SHLD
AUX
2.0%
2.5%
PGL
6:1 USUAL
4:1 MAX

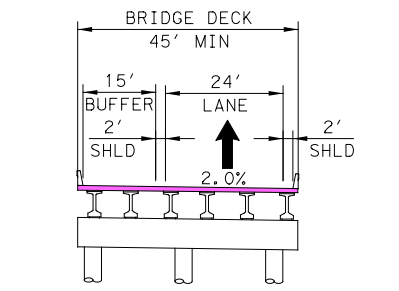
PROPOSED US 380 - 407' ROW
8 LN ML, 2 LN FR
STA 1972+50.00 TO STA 2000+36.62


℄ RAMP
14'
LANE
SHLD
2.0%
PGL

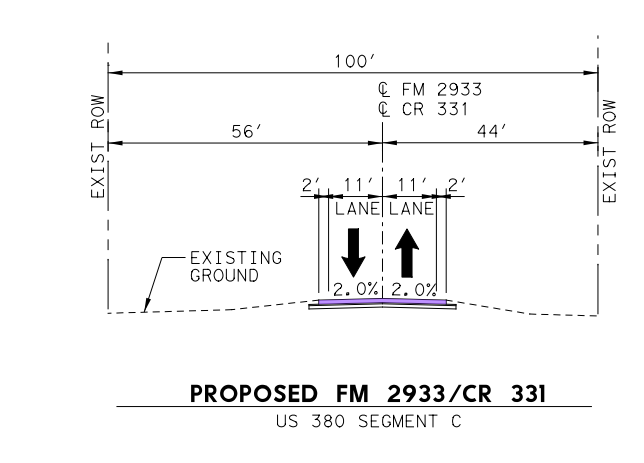
PROPOSED US 380
1 LN RAMP


℄ RAMP
14'
LANE
SHLD
2.0%
PGL

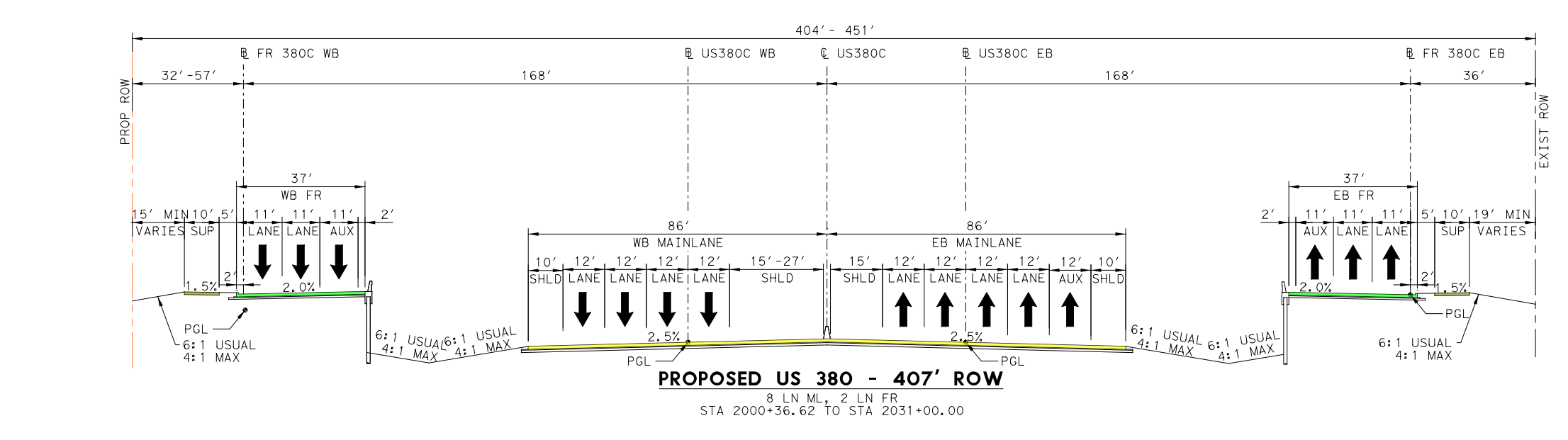
PROPOSED US 380
1 LN RAMP


BRIDGE DECK
45' MIN
24'
LANE
BUFFER
SHLD
2.0%

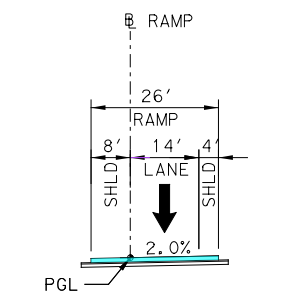
PROPOSED US 380
TURNAROUND LANE


100'
EXIST ROW
℄ FM 2933
℄ CR 331
56'
44'
LANE
EXISTING GROUND
2.0%

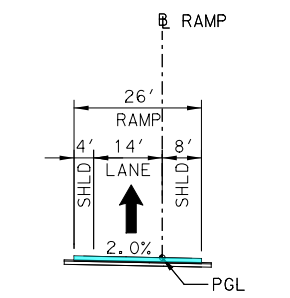
PROPOSED FM 2933/CR 331
US 380 SEGMENT C


404' - 451'
PROP ROW
EXIST ROW
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32'-57'
168'
36'
37'
WB FR
86'
WB MAINLANE
EB MAINLANE
EB FR
SUP
LANE
SHLD
AUX
VARIES
2.0%
2.5%
PGL
6:1 USUAL
4:1 MAX

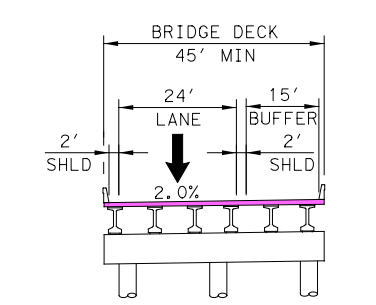
PROPOSED US 380 - 407' ROW
8 LN ML, 2 LN FR
STA 2000+36.62 TO STA 2031+00.00


℄ RAMP
26'
RAMP
14'
LANE
SHLD
2.0%
PGL

PROPOSED US 380
1 LN WB RAMP


℄ RAMP
26'
RAMP
14'
LANE
SHLD
2.0%
PGL

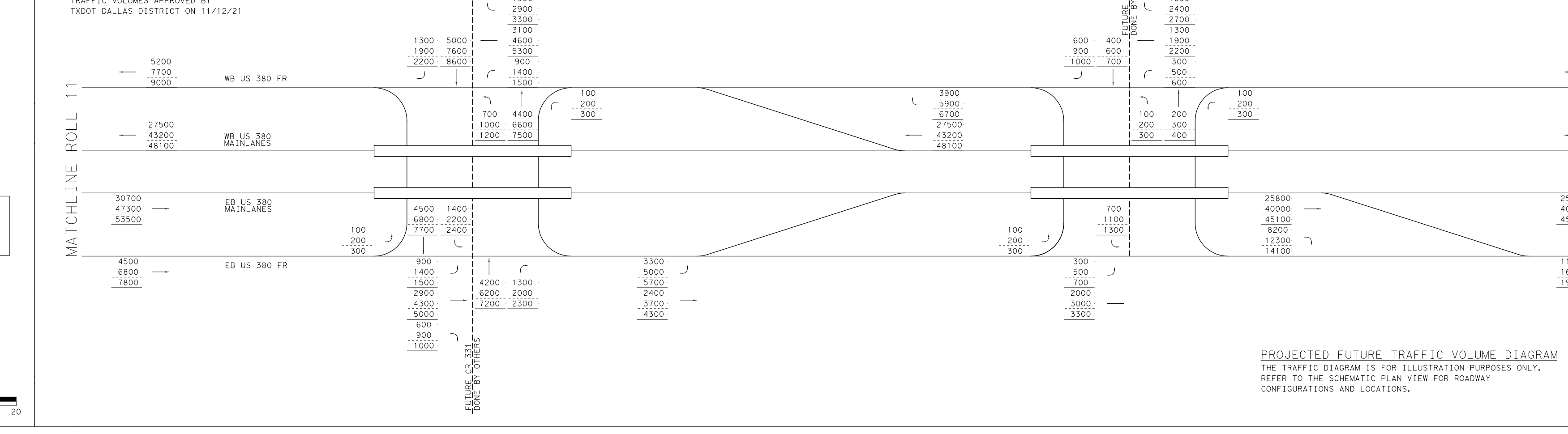
PROPOSED US 380
1 LN EB RAMP


BRIDGE DECK
45' MIN
24'
LANE
15'
BUFFER
SHLD
2.0%

PROPOSED US 380
TURNAROUND LANE

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

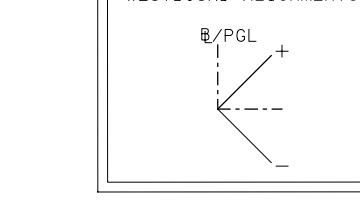

MATCHLINE ROLL 11
MATCHLINE ROLL 13
WB US 380 FR
WB US 380 MAINLANES
EB US 380 MAINLANES
EB US 380 FR
FUTURE CR 331 DONE BY OTHERS
FUTURE INTERCHANGE DONE BY OTHERS
5200
7700
9000
27500
43200
48100
30700
47300
53500
4500
6800
7800
1300
1900
2200
5000
7600
8600
1900
2900
3300
3100
4600
5300
900
1400
1500
700
1000
1200
4400
6600
7500
100
200
300
4500
6800
7700
1400
2200
2400
900
1400
1500
2900
4300
5000
600
900
1000
4200
6200
7200
1300
2000
2300
3300
5000
5700
2400
3700
4300
3900
5900
6700
27500
43200
48100
600
900
1000
400
600
700
1600
2400
2700
1300
1900
2200
300
500
600
700
1100
1300
300
500
700
2000
3000
3300
25800
40000
45100
8200
12300
14100
3300
5000
5800
31400
49100
54800
25800
40000
45100
11000
16600
19000

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_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
	CL_US380C_4	68° 54′ 59.61"	0° 58′ 16.01"	4,048.64′	7,096.64′	5,900.00′	2037+50.36	2108+47.01	2077+99.00	7,126,459.35	2,554,956.84
BL_US380C_EB (70MPH)	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_EB_4	66° 28′ 44.98"	0° 57′ 52.47"	3,892.89′	6,892.06′	5,940.00′	2036+83.85	2105+75.91	2075+76.74	7,126,615.73	2,554,919.38
BL_US380C_WB (70MPH)	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
	BL_US380C_WB_4	68° 54′ 59.61"	0° 58′ 39.88"	4,021.19′	7,048.53′	5,860.00′	2038+16.85	2108+65.38	2078+38.03	7,126,486.14	2,554,997.28
FR_380C_EB01 (45 MPH)	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_EB01_4	30° 6′ 2.20"	0° 56′ 39.22"	1631.63	3187.85	6068.00	3034+83.00	3066+70.85	3051+14.62	7,128,878.77	2,554,828.22
FR_380C_WB01 (45 MPH)	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
	FR_380C_WB01_5	33° 11′ 48.10"	0° 59′ 58.48"	1708.60	3321.07	5732.00	4040+62.21	4073+83.28	4057+70.81	7,128,796.34	2,555,162.92
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_NEWI_EBEX_2	6° 30′ 34.76"	2° 54′ 30.29"	112.03	223.82	1970.00	21+78.45	24+02.28	22+90.49	7,137,059.78	2,554,251.21
	RP_NEWI_EBEX_3	2° 31′ 2.62"	1° 5′ 21.38"	115.57	231.11	5260.00	24+02.28	26+33.38	25+17.85	7,136,848.57	2,554,336.04
RP_C338_EBEN (45 MPH)	RP_C338_EBEN_1	7° 42′ 47.40"	5° 27′ 24.27"	70.78	141.35	1050.00	10+00.00	11+41.35	10+70.78	7,133,624.11	2,554,924.50
	RP_C338_EBEN_2	7° 42′ 47.40"	5° 27′ 24.27"	70.78	141.35	1050.00	11+41.35	12+82.70	12+12.13	7,133,483.53	2,554,941.21
	RP_C338_EBEN_3	5° 20′ 2.63"	0° 43′ 40.90"	366.60	732.67	7870.00	14+22.14	21+54.81	17+88.74	7,132,906.79	2,554,931.82
	RP_C338_EBEN_4	5° 20′ 2.63"	1° 14′ 44.02"	214.28	428.25	4600.00	21+54.81	25+83.05	23+69.09	7,132,327.62	2,554,976.40
RP_E380_EBEX (45 MPH)	RP_E380_EBEX_1	10° 58′ 23.76"	1° 50′ 53.70"	297.77	593.71	3100.00	15+14.50	21+08.21	18+12.26	7,129,685.35	2,554,934.89
RP_NEWI_WBEN (45 MPH)	RP_NEWI_WBEN_1	2° 41′ 1.28"	0° 43′ 40.90"	184.35	368.62	7870.00	10+00.00	13+68.62	11+84.35	7,137,656.44	2,554,144.69
	RP_NEWI_WBEN_2	11° 55′ 4.49"	1° 47′ 25.78"	334.02	665.62	3200.00	13+68.62	20+34.25	17+02.64	7,137,243.14	2,554,457.55
	RP_NEWI_WBEN_3	1° 44′ 28.89"	0° 53′ 27.85"	97.72	195.42	6430.00	20+34.25	22+29.67	21+31.97	7,136,852.51	2,554,641.42
	RP_NEWI_WBEN_4	2° 34′ 7.12"	1° 5′ 21.38"	117.93	235.81	5260.00	22+29.67	24+65.48	23+47.60	7,136,654.70	2,554,727.29
	RP_NEWI_WBEN_5	6° 43′ 1.86"	2° 54′ 30.29"	115.61	230.96	1970.00	24+65.48	26+96.44	25+81.09	7,136,444.86	2,554,829.79
RP_C338_WBEX (45 MPH)	RP_C338_WBEX_1	7° 41′ 15.16"	5° 23′ 5.79"	71.49	142.76	1064.00	10+00.00	11+42.76	10+71.49	7,133,460.28	2,555,219.87
	RP_C338_WBEX_2	7° 41′ 15.17"	5° 27′ 24.27"	70.55	140.88	1050.00	11+42.76	12+83.64	12+13.31	7,133,319.85	2,555,198.58
	RP_C338_WBEX_3	4° 42′ 13.76"	0° 43′ 40.90"	323.23	646.11	7870.00	16+61.91	23+08.01	19+85.14	7,132,547.90	2,555,186.01
	RP_C338_WBEX_4	4° 42′ 13.76"	1° 14′ 44.02"	188.93	377.65	4600.00	23+08.01	26+85.66	24+96.94	7,132,038.22	2,555,135.71
CL_FM2933 (30 MPH)	CL_FM1827_1	34° 20′ 4.49"	11° 27′ 32.96"	154.46	299.63	500.00	12+06.43	15+06.06	13+60.89	7,126,899.81	2,556,885.86
	CL_FM1827_2	79° 56′ 44.82"	16° 22′ 12.80"	293.40	488.36	350.00	15+06.06	19+94.42	17+99.46	7,126,950.71	2,557,330.83
CL_CR332 (30 MPH)	CL_CR332_1	83° 50′ 32.78"	114° 35′ 29.61"	44.90	73.17	50.00	10+44.94	11+18.10	10+89.83	7,129,484.99	2,554,834.48
	CL_CR332_2	88° 59′ 45.28"	95° 29′ 34.68"	58.96	93.20	60.00	14+19.58	15+12.77	14+78.53	7,129,079.85	2,554,822.21

CHAIN NAME	STATION	CROSS SLOPE
BL_US380C_EB	2000+85.00	3.10%
	2001+14.00	2.50%
	2034+61.00	2.50%
	2037+40.00	-3.30%
BL_US380C_WB	2001+70.00	-3.10%
	2004+39.00	2.50%
	2037+86.00	2.50%
	2038+25.00	3.30%
RP_C338_EBEN	20+60.00	2.00%
	20+87.00	2.50%
RP_E380_EBEX	19+15.00	-3.30%
	21+91.00	2.00%
RP_NEWI_WBEN	19+54.00	-3.10%
	22+20.00	2.00%
RP_C338_WBEX	21+38.00	2.00%
	21+65.00	2.50%

SUPERELEVATION SIGN CONVENTION

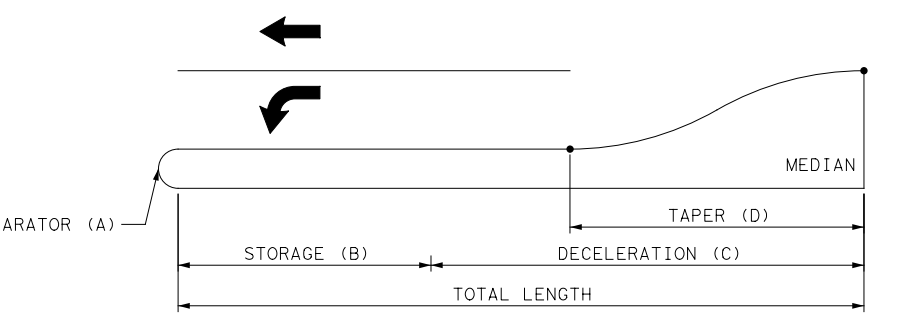

WESTBOUND ALIGNMENTS
EASTBOUND ALIGNMENTS
℄/PGL
+
−

PROPERTY OWNERS DATA			
PARCEL NO.	OWNER'S NAME	ADDRESS	OCCUPANT
405	2118 CR 338 LLC	2118 COUNTY ROAD 338	RESIDENTIAL
406	GIBSON GARY MAX	GENERAL DELIVERY	RESIDENTIAL
407	BROWDER KENNETH WAYNE	PO BOX 888	FARM
408	WOODLAWN CEMETERY	ASSOC OF MCKINNEY	CEMETRY-WOODLAWN
409	MILES SUSAN L	7425 OAK RIDGE DR	RESIDENTIAL
410	BELLEMEADE FARM LP	1974 BELLEMEADE LN	RESIDENTIAL
411	MILES SUSAN L	7425 OAK RIDGE DR	FARM
412	THOMPSON J DAVID & KAREN K	1974 BELLEMEADE LN	RESIDENTIAL
413	JBG LITTLE FARM LLC	7230 MASON DELLS DR	FARM
414	JBG LITTLE FARM LLC	7230 MASON DELLS DR	RESIDENTIAL
415	LADD DEBRA	2022 WAYSIDE TRL	VACANT LAND
416	SHAABANI JEFFREY	12647 COLBORNE DR	RESIDENTIAL
417	BLOCK DANIEL W & AMBER	2548 FM 2933	RESIDENTIAL
418	JBA LITTLE FARM LLC &	7230 MASON DELLS DR	RESIDENTIAL
419	PATEL BHARGAV & RACHANA	2516 FM 2933	RESIDENTIAL
420	SANDERS GARY W &	2500 FM 2933	RESIDENTIAL
421	JBG LITTLE FARM LLC	7230 MASON DELLS DR	FARM
422	JBG RENT HOUSES LLC	7230 MASON DELLS DR	RESIDENTIAL
423	FEAGINS EDWIN	611 MILLICAN DR	RESIDENTIAL
424	MCKINNEY HILL PARK LLC	924 S BELT LINE RD	RESIDENTIAL
425	FEAGINS EDWIN	611 MILLICAN DR	RESIDENTIAL
426	EQUINE TRANSITIONS LLC	9028 VILLA PARK CIR	TARA ROYAL EQUESTRIAN
427	OWEN NEVA	161 NEW HOPE RD W	RESIDENTIAL
428	MCKINNEY HILL PARK LP	826 MANGO CT	FARM
429	CARTER EDGAR LAMAR III &	2663 COUNTY ROAD 332	RESIDENTIAL
430	TORRES DAVID & ROSIO CARDENAS	1501 N COLLEGE ST	FARM
431	MCBROOM JOHN THOMAS	2571 COUNTY ROAD 332	RESIDENTIAL

HORIZONTAL CURVE SHOULDER DATA			
ROADWAY	CURVE NAME	INSIDE SHOULDER WIDTH(FT)	OUTSIDE SHOULDER WIDTH (FT)
BL_US380C_EB	BL_US380C_EB_3	15	10
	BL_US380C_EB_4	15	10
BL_US380C_WB	BL_US380C_WB_3	15	10
	BL_US380C_WB_4	15	10

PROPOSED TAPERS					
LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
1	ADDITIONAL LANE	CL_US380C	2028+71.05, 88.00 LT	2031+71.05, 76.00 LT	25 : 1

TURN BAY LENGTHS				
LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L4	100′	340′	160′	500′
L5	100′	340′	160′	500′
L6	150′	340′	160′	500′
L7	100′	340′	110′	450′
R3	100′	340′	30′	370′


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

TURN BAY LENGTH

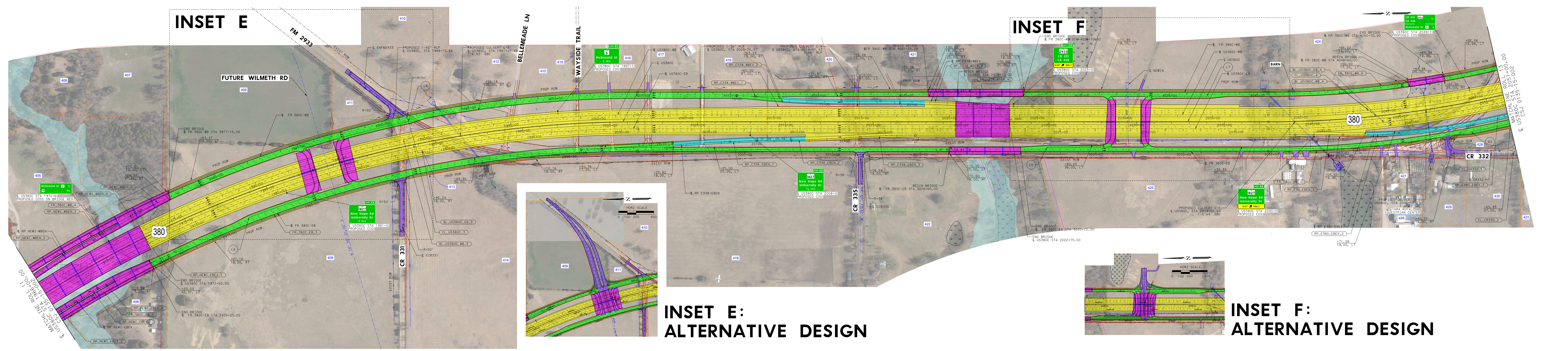
GENERAL NOTES:

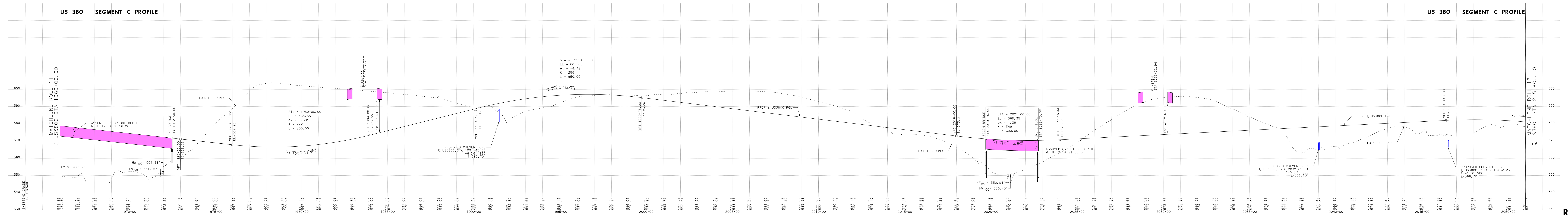
1. EXISTING FEATURES WERE PARTIALLY SURVEYED. SCHEMATICS ARE BASED ON PARTIAL FIELD SURVEY (2020-2021), AERIAL SURVEYS DATED DECEMBER 2020, AND RECORD PLANS.
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION 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.

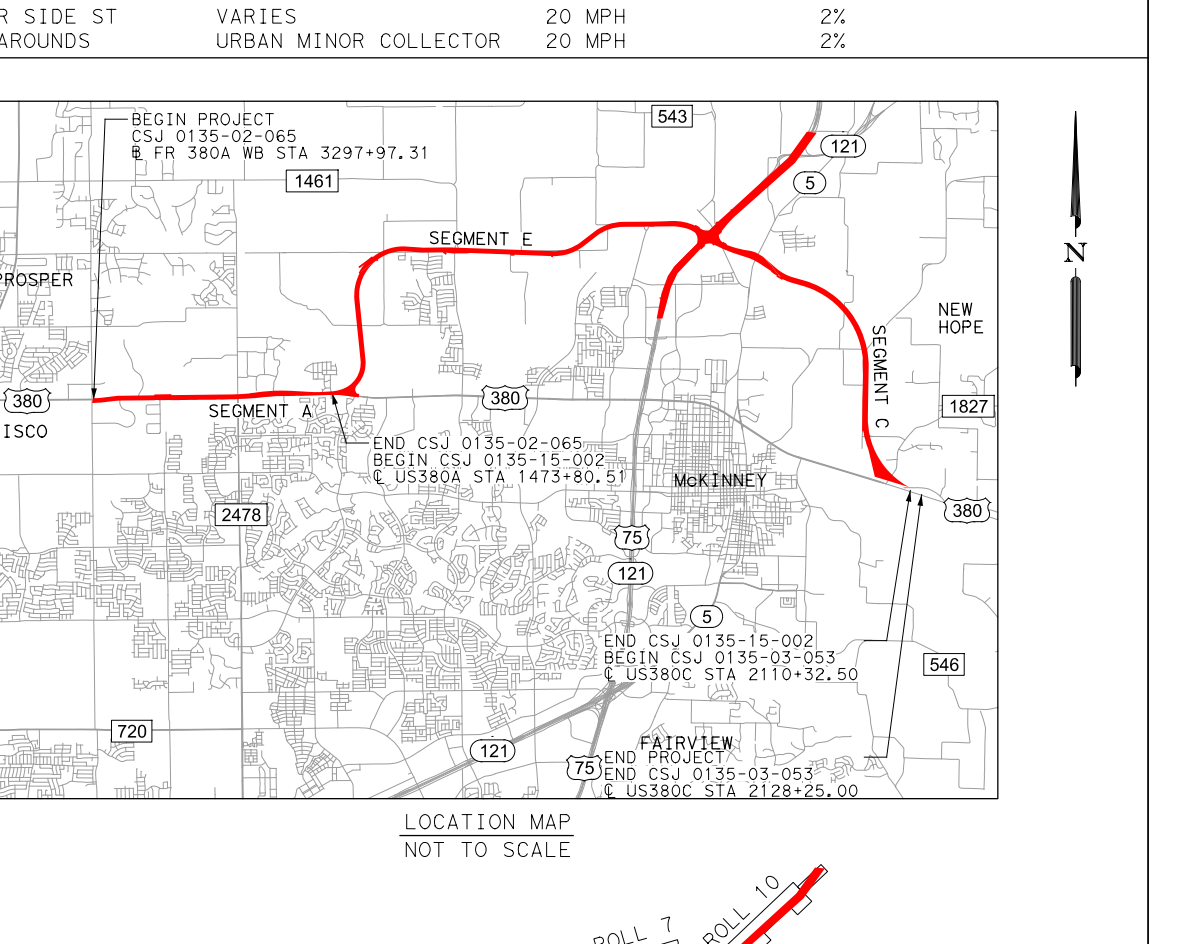
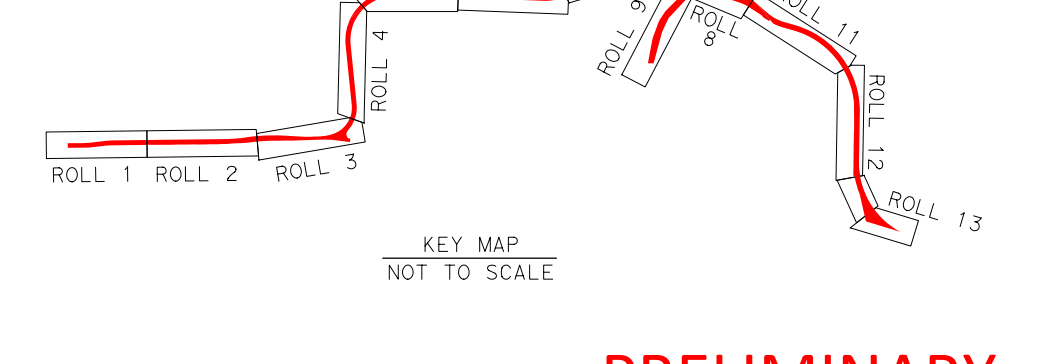
LEGEND:

−·−·−·	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


INSET E
INSET F
FM 2933
FUTURE WILMETH RD
BELLEMEADE LN
WAYSIDE TRAIL
CR 331
CR 335
CR 332
380
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
424
425
426
427
428
429
430
431
McDonald St
New Hope Rd
University Dr
CR 331
CR 338
EXIT ONLY
℄ US380C STA 1970+60
PROPOSED COSS ON BRIDGE
℄ US380C STA 1997+10
PROPOSED COSS
℄ US380C STA 2008+00
℄ US380C STA 2023+00
℄ US380C STA 2040+00
℄ US380C STA 2049+10
MATCHLINE ROLL 11
℄ US380C STA 1966+00.00
CSJ 0135-15-002
MATCHLINE ROLL 13
℄ US380C STA 2051+00.00
CSJ 0135-15-002
PROP ROW
EXIST ROW
BARN
END BRIDGE
BEGIN BRIDGE
PROPOSED CULVERT
INSET E:
ALTERNATIVE DESIGN
INSET F:
ALTERNATIVE DESIGN
HORZ SCALE
0 100 200 400



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 12 OF 13
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