Pen Table: 123912 - US 380 EIS PenTable.tbl
Design Filename: ...\US380-BMCD-SCH-PP-E02-PH.dgn

Texas Department of Transportation

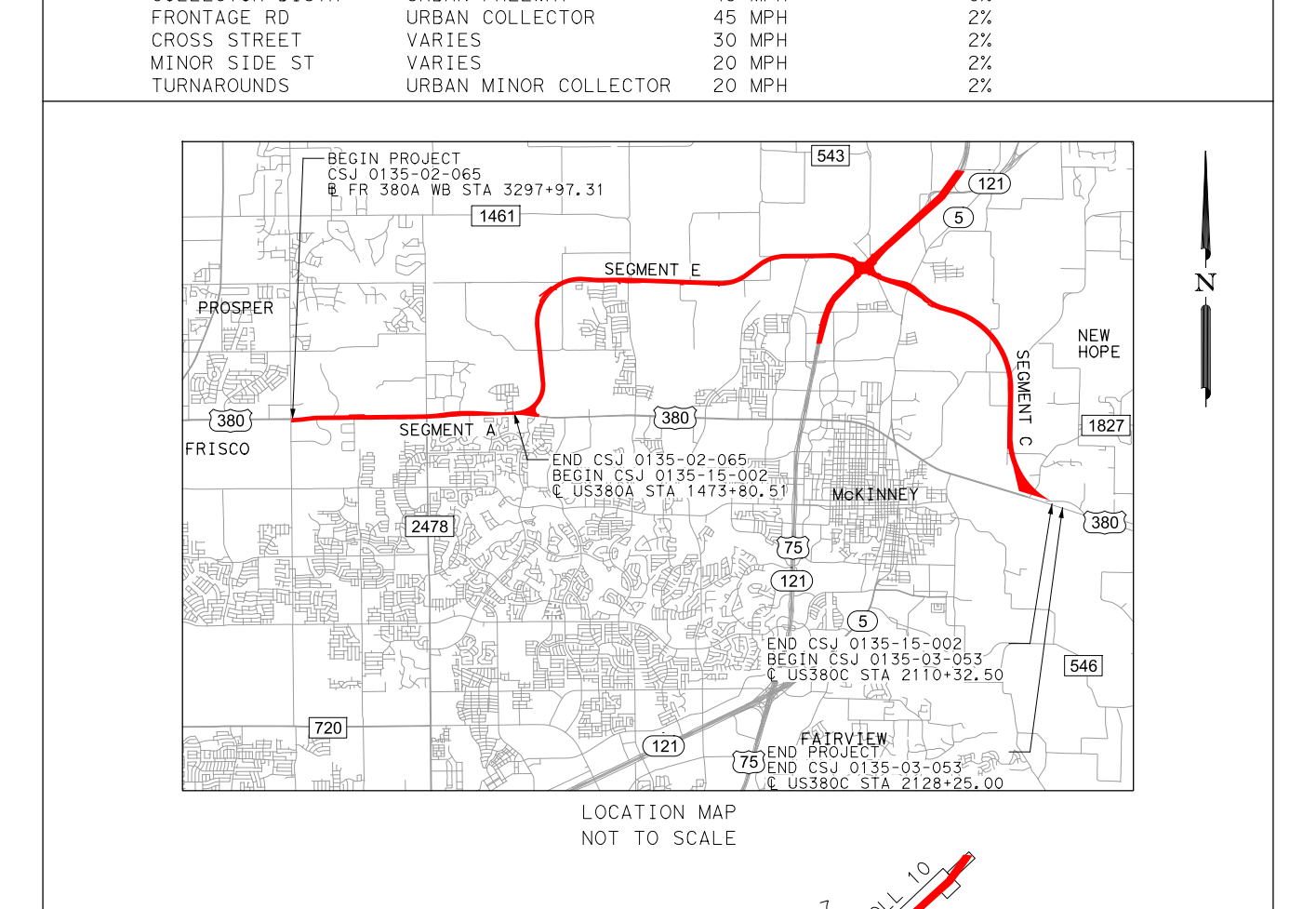
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

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

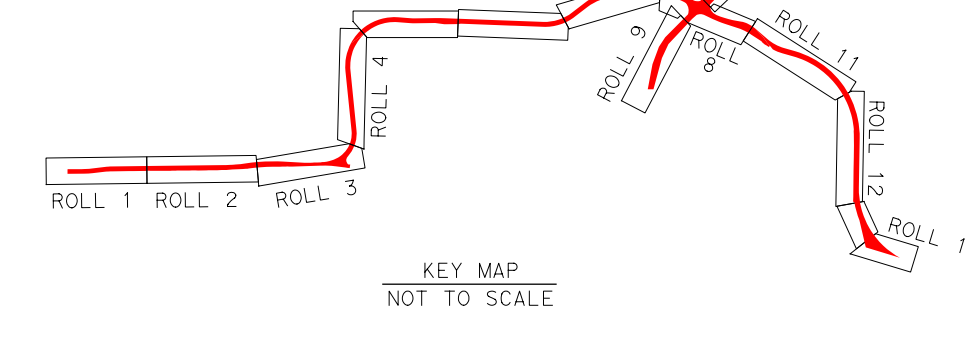
SEGMENT A LENGTH: 5.47 MILES
SEGMENT E LENGTH: 5.61 MILES
SEGMENT C LENGTH: 4.21 MILES

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
121
1461
5
SEGMENT E
PROSPER
NEW HOPE
SEGMENT C
380
FRISCO
SEGMENT A
380
1827
END CSJ 0135-02-065
BEGIN CSJ 0135-15-002
℄ US380A STA 1473+80.57
2478
MCKINNEY
75
121
380
END CSJ 0135-15-002
BEGIN CSJ 0135-03-053
℄ US380C STA 2110+32.50
546
720
121
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:
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 6 OF 13

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

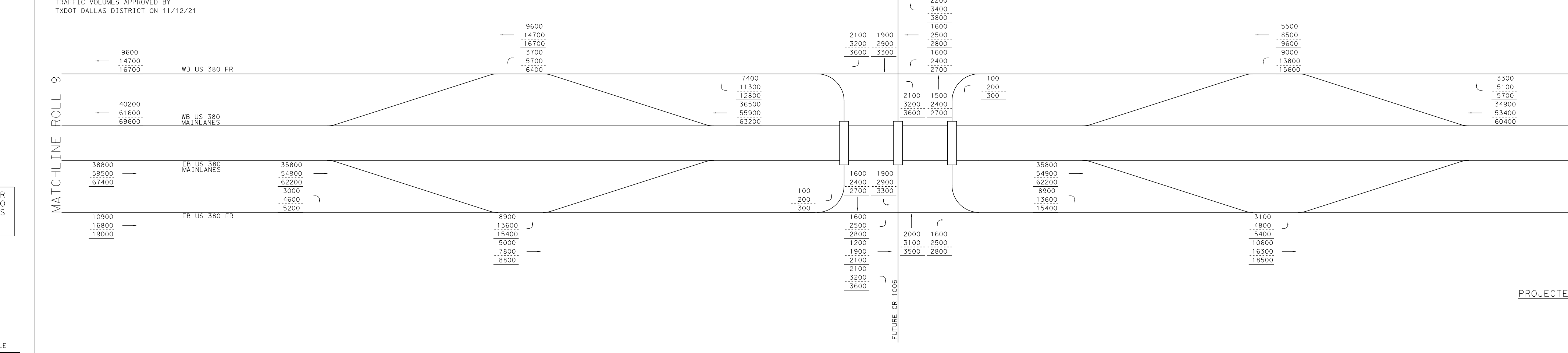
TYPICAL SECTIONS LEGEND:

⇨	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)

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



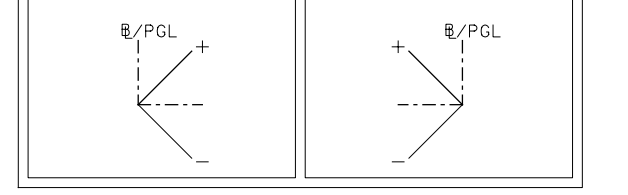
MATCHLINE ROLL 9
WB US 380 FR
WB US 380 MAINLANES
EB US 380 MAINLANES
EB US 380 FR
9600 14700 16700
40200 61600 69600
38800 59500 67400
10900 16800 19000
35800 54900 62200
3000 4600 5200
9600 14700 16700
3700 5700 6400
8900 13600 15400
5000 7800 8800
7400 11300 12800
36500 55900 63200
2100 3200 3600
1900 2900 3300
2200 3400 3800
1600 2500 2800
1600 2400 2700
2100 3200 3600
1500 2400 2700
100 200 300
100 200 300
1600 2400 2700
1900 2900 3300
1600 2500 2800
1200 1900 2100
2100 3200 3600
2000 3100 3500
1600 2500 2800
FUTURE CR 1006
5500 8500 9600
9000 13800 15600
35800 54900 62200
8900 13600 15400
3100 4800 5400
10600 16300 18500
3300 5100 5700
34900 53400 60400
11200 17200 19500
38200 58500 66100
38900 59700 67600
10600 16300 18500
MATCHLINE ROLL 11

PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

HORIZONTAL CURVE DATA											
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380A (60 MPH)	CL_US380A_8	44° 13′16.73"	1° 39′ 56.07"	1397.58′	2655.02′	3440′	1719+30.94	1745+85.96	1733+28.52	7142359.21	2533600.47
BL_US380A_EB (60 MPH)	BL_US380A_EB_8	44° 13′ 16.73"	1° 38′ 47.15"	1413.84′	2685.89′	3480′	1719+29.04	1746+14.93	1733+42.88	7142318.60	2533615.15
BL_US380A_WB (60 MPH)	BL_US380A_WB_8	44° 13′ 16.73"	1° 41′ 06.61"	1381.33′	2624.15′	3400′	1719+32.85	1745+56.99	1733+14.18	7142399.81	2533585.80
FR_380A_EB (45 MPH)	FR_380A_EB_24	2° 8′ 28.33"	2° 51′ 53.24"	37.38′	74.74′	2000′	2677+67.41	2678+42.15	2678+04.78	7142426.89	2528082.06
	FR_380A_EB_25	3° 58′ 23.89"	0° 55′ 26.85"	215.06′	429.95′	6200′	2678+42.15	2682+72.10	2680+57.21	7142407.61	2528333.76
	FR_380A_EB_26	1° 49′ 55.56"	1° 8′ 45.30"	79.95′	159.88′	5000′	2682+72.10	2684+31.98	2683+52.05	7142405.51	2528628.76
	FR_380A_EB_27	9° 43′ 55.98"	1° 11′ 37.18"	408.65′	815.32′	4800′	2718+28.24	2726+43.56	2722+36.88	7142253.71	2532510.64
	FR_380A_EB_28	34° 9′ 16.64"	1° 47′ 25.78"	983.06′	1907.55′	3200′	2726+43.56	2745+51.12	2736+26.62	7142435.19	2533890.46
FR_380A_WB (45 MPH)	FR_380A_WB_19	1° 52′ 58.31"	1° 8′ 45.30"	82.16′	164.31′	5000′	3662+75.47	3664+39.79	3663+57.64	7142777.36	2526694.78
	FR_380A_WB_20	4° 5′ 0.24"	0° 55′ 26.85"	221.03′	441.87′	6200′	3664+39.79	3668+81.65	3666+60.81	7142775.48	2526997.96
	FR_380A_WB_21	2° 12′ 1.93"	2° 51′ 53.24"	38.41′	76.81′	2000′	3668+81.65	3669+58.47	3669+20.06	7142755.39	2527256.62
	FR_380A_WB_22	0° 58′ 46.48"	1° 8′ 45.30"	42.74′	85.48′	5000′	3703+50.77	3704+36.26	3703+93.51	7142619.67	2530727.43
	FR_380A_WB_23	12° 39′ 55.98"	2° 34′ 9.54"	247.49′	492.95′	2230′	3721+65.87	3726+58.83	3724+13.36	7142575.26	2532746.79
	FR_380A_WB_24	30° 34′ 34.27"	1° 44′ 25.64"	899.85′	1756.79′	3292′	3726+58.83	3744+15.62	3735+58.68	7142802.15	2533871.47
RP_1006_EBEX (45 MPH)	RP_1006_EBEX_1	4° 17′ 20.07"	1° 14′ 44.02"	172.25′	344.34′	4600′	10+00.00	13+44.34	11+72.25	7142573.18	2526183.75
	RP_1006_EBEX_2	4° 17′ 27.51"	0° 43′ 30.95"	295.96′	591.64′	7900′	13+44.34	19+35.98	16+40.30	7142519.94	2526648.92
	RP_1006_EBEX_3	7° 30′ 33.17"	5° 27′ 24.27"	68.91′	137.61′	1050′	20+64.32	22+01.93	21+33.22	7142500.69	2527141.75
	RP_1006_EBEX_4	7° 30′ 25.73"	5° 27′ 24.27"	68.89′	137.58′	1050′	22+01.93	23+39.51	22+70.82	7142477.36	2527277.56
RP_1461_EBEN (45 MPH)	RP_1461_EBEN_1	11° 28′ 23.94"	5° 27′ 24.27"	105.48′	210.26′	1050′	10+00.00	12+10.26	11+05.48	7142434.46	2528229.47
	RP_1461_EBEN_2	8° 2′ 0.26"	5° 27′ 24.27"	73.73′	147.22′	1050′	12+10.26	13+57.48	12+83.99	7142456.28	2528407.35
	RP_1461_EBEN_3	2° 20′ 27.00"	0° 43′ 30.95"	161.40′	322.76′	7900′	16+57.52	19+80.27	18+18.92	7142446.55	2528942.43
	RP_1461_EBEN_4	3° 32′ 19.67"	1° 14′ 44.02"	142.10′	284.11′	4600′	19+80.27	22+64.39	21+22.37	7142453.43	2529245.86
RP_BLMD_EBEX (45 MPH)	RP_BLMD_EBEX_1	4° 17′ 19.05"	1° 14′ 44.02"	172.24′	344.31′	4600′	10+00.00	13+44.31	11+72.24	7142384.36	2531012.27
	RP_BLMD_EBEX_2	2° 43′ 23.57"	0° 43′ 30.95"	187.78′	375.48′	7900′	13+44.31	17+19.79	15+32.09	7142343.43	2531369.95
	RP_BLMD_EBEX_3	5° 43′ 47.76"	5° 27′ 24.27"	52.55′	105.01′	1050′	18+78.67	19+83.68	19+31.22	7142316.94	2531768.27
	RP_BLMD_EBEX_4	7° 17′ 43.24"	5° 27′ 24.27"	66.94′	133.69′	1050′	19+83.68	21+17.37	20+50.61	7142297.15	2531886.10
RP_1006_EBEN (45 MPH)	RP_1006_EBEN_1	8° 15′ 27.67"	5° 27′ 24.27"	75.80′	151.33′	1050′	10+00.00	11+51.33	10+75.80	7142339.50	2532935.27
	RP_1006_EBEN_2	19° 5′ 36.04"	2° 12′ 13.26"	437.27′	866.43′	2600′	14+83.11	23+49.54	19+20.38	7142559.75	2533750.90
RP_1006_WBEN (45 MPH)	RP_1006_WBEN_1	3° 39′ 44.26"	1° 14′ 44.02"	147.06′	294.03′	4600′	10+00.00	12+94.03	11+47.06	7142727.78	2526120.12
	RP_1006_WBEN_2	2° 27′ 34.84"	0° 43′ 30.95"	169.60′	339.14′	7900′	12+94.03	16+33.17	14+63.63	7142735.64	2526436.68
	RP_1006_WBEN_3	7° 8′ 27.05"	5° 27′ 24.27"	65.52′	130.86′	1050′	19+77.10	21+07.96	20+42.62	7142725.17	2527015.63
	RP_1006_WBEN_4	8° 20′ 36.47"	5° 27′ 24.27"	76.59′	152.90′	1050′	21+07.96	22+60.87	21+84.55	7142740.28	2527156.93
RP_1461_WBEX (45 MPH)	RP_1461_WBEX_1	7° 30′ 25.73"	5° 27′ 24.27"	68.89′	137.58′	1050′	10+00.00	11+37.58	10+68.89	7142704.04	2528083.60
	RP_1461_WBEX_2	7° 30′ 25.73"	5° 27′ 24.27"	68.89′	137.58′	1050′	11+37.58	12+75.15	12+06.46	7142680.72	2528219.38
	RP_1461_WBEX_3	4° 17′ 19.05"	0° 43′ 30.95"	295.80′	591.32′	7900′	13+54.07	19+45.39	16+49.87	7142663.38	2528662.65
	RP_1461_WBEX_4	4° 17′ 19.05"	1° 14′ 44.02"	172.24′	344.31′	4600′	19+45.39	22+89.70	21+17.63	7142610.17	2529127.65
RP_BLMD_WBEN (45 MPH)	RP_BLMD_WBEN_1	3° 47′ 17.09"	1° 14′ 44.02"	152.12′	304.13′	4600′	10+00.00	13+04.13	11+52.12	7142544.70	2530802.06
	RP_BLMD_WBEN_2	3° 8′ 35.59"	0° 43′ 30.95"	216.75′	433.39′	7900′	13+04.13	17+37.52	15+20.88	7142554.67	2531170.80
	RP_BLMD_WBEN_3	6° 55′ 20.88"	1° 13′ 8.61"	284.27′	567.85′	4700′	18+02.27	23+70.13	20+86.55	7142538.92	2531736.35
	RP_BLMD_WBEN_4	6° 35′ 15.90"	5° 27′ 24.27"	60.43′	120.73′	1050′	23+70.13	24+90.85	24+30.56	7142570.93	2532079.57
RP_1006_WBEX (45 MPH)	RP_1006_WBEX_1	5° 43′ 45.54"	5° 27′ 24.27"	52.54′	105.00′	1050′	10+00.00	11+05.00	10+52.54	7142615.94	2533044.53
	RP_1006_WBEX_2	12° 6′ 17.23"	5° 27′ 24.27"	111.33′	221.83′	1050′	11+05.00	13+26.83	12+16.33	7142632.14	2533207.60
	RP_1006_WBEX_3	11° 0′ 58.49"	1° 13′ 8.61"	453.23′	903.67′	4700′	13+26.83	22+30.49	17+80.06	7142804.52	2533745.20

SUPERELEVATION		
CHAIN NAME	STATION	CROSS SLOPE
CL_US380A_EB	1716+59.00	2.50%
	1719+97.00	-5.00%
CL_US380A_WB	1718+42.00	2.50%
	1719+56.00	4.90%
RP_1006_EBEX	14+82.00	2.50%
	19+12.00	2.00%
RP_1461_EBEN	15+00.00	2.00%
	15+50.00	2.50%
RP_BLMD_EBEX	18+00.00	2.50%
	18+50.00	2.00%
RP_1006_EBEN	13+00.00	2.00%
	14+80.00	-4.90%
RP_1006_WBEN	17+50.00	2.50%
	18+00.00	2.00%
RP_1461_WBEX	12+75.00	2.00%
	13+25.00	2.50%
RP_BLMD_WBEN	17+50.00	2.50%
	18+00.00	2.00%
RP_1006_WBEX	14+00.00	2.00%
	14+80.00	4.90%

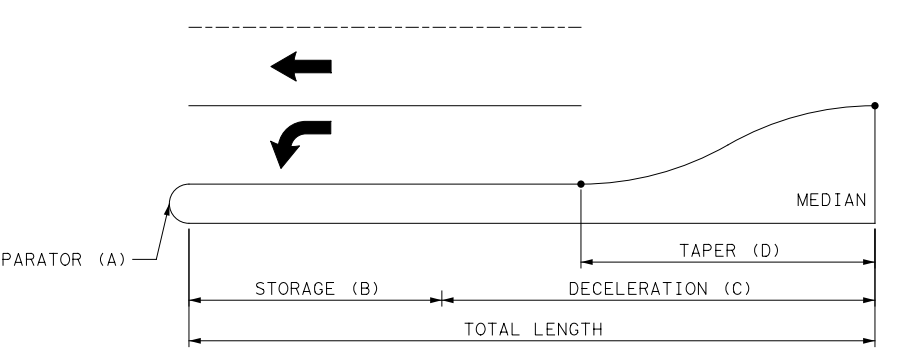
SUPERELEVATION SIGN CONVENTION



WESTBOUND ALIGNMENTS
℄/PGL
+
–
EASTBOUND ALIGNMENTS
℄/PGL
+
–

HORIZONTAL CURVE SHOULDER DATA			
ROADWAY	CURVE NAME	INSIDE SHOULDER WIDTH (FT)	OUTSIDE SHOULDER WIDTH (FT)
BL_US380A_EB	BL_US380A_EB_8	15	10
BL_US380A_WB	BL_US380A_WB_8	15	10-14

TURN BAY LENGTHS				
LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L42	150′	340′	206′	696′
L43	160′	340′	200′	700′
R42	150′	340′	204′	694′
R43	150′	340′	190′	680′
R44	150′	340′	155′	495′



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

TURN BAY LENGTH

PROPERTY OWNERS			
PARCEL	OWNER	ADDRESS	OCCUPANT
387	KAYE GALLOWAY	3420 FM 1461 MCKINNEY, TX 75071	RESIDENTIAL
388	TANAY & RUSSANN BHATT	777 CUSTER RD APT 1-1 RICHARDSON, TX 75080	BLOOMDALE ESTATES
392	JEN TEXAS 22 LLC	680 5TH AVE FL 25 NEW YORK, NY 10019-5431	FARM
393	MCKINNEY RANCH LTD	4366 COUNTY ROAD 164 MCKINNEY, TX 75071	VACANT LAND
394	GRBK EDGEWOOD LLC	2805 DALLAS PKWY STE 400 PLANO, TX 75093-8722	VACANT LAND
395	CHRIST REDEEMER CHURCH	PO BOX 206 MCKINNEY, TX 75070-8134	VACANT LAND
396	JEN TEXAS 22 LLC	680 5TH AVE FL 25 NEW YORK, NY 10019-5431	VACANT LAND
397	CITY OF MCKINNEY	PO BOX 517 MCKINNEY, TX 75070-8013	VACANT LAND
398	CITY OF MCKINNEY	PO BOX 517 MCKINNEY, TX 75070-8013	FARM
399	COLLIN COUNTY	2300 BLOOMDALE RD MCKINNEY, TX 75071-8517	VACANT LAND
400	CITY OF MCKINNEY	222 N TENNESSEE ST MCKINNEY, TX 75069-3937	VACANT LAND
401	COLLIN COUNTY	4690 COMMUNITY AVE STE 200 MCKINNEY, TX 75071	VACANT LAND
402	CADG ERWIN FARMS LLC	1800 VALLEY VIEW LN STE300 MCKINNEY, TX 75234	VACANT LAND
403	CITY OF MCKINNEY	PO BOX 517 MCKINNEY, TX 75070-8013	FARM
404	TIMBER CREEK PROPERTIES LLC	2221 E LAMAR BLVD STE 790 ARLINGTON, TX 76006	VACANT LAND
405	CADG ERWIN FARMS LLC	1800 VALLEY VIEW LN STE300 MCKINNEY, TX 75234	VACANT LAND
406	TIMBER CREEK PROPERTIES LLC	2221 E LAMAR BLVD STE 790 ARLINGTON, TX 76006	VACANT LAND
407	MAC TMK LP	2600 ELDORADO PKWY STE 115 MCKINNEY, TX 75070	VACANT LAND
408	MAC TMK LP	2600 ELDORADO PKWY STE 115 MCKINNEY, TX 75070	VACANT LAND
409	MAC TMK LP	2600 ELDORADO PKWY STE 115 MCKINNEY, TX 75070	VACANT LAND
441	COLLIN COUNTY	3533 COUNTY ROAD 164 MCKINNEY, TX 75071	VACANT LAND

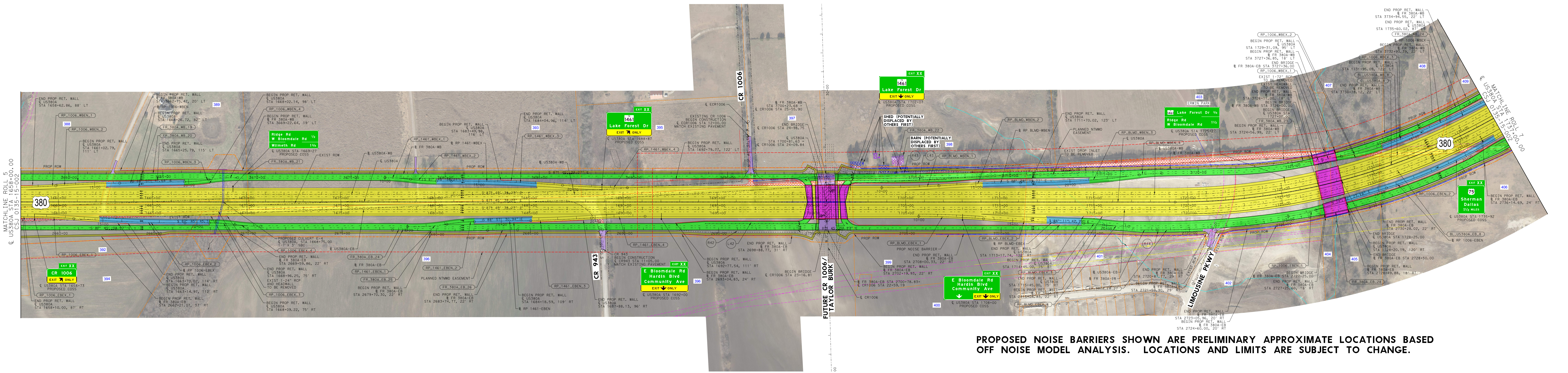
GENERAL NOTES:

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 E



MATCHLINE ROLL 5
℄ US380A STA 1658+00.00
CSJ 0135-15-002
380
EXIT XX
CR 1006
EXIT ONLY
Ridge Rd
W Bloomdale Rd
Wilmeth Rd
CR 1006
CR 943
1461
Lake Forest Dr
EXIT ONLY
E Bloomdale Rd
Hardin Blvd
Community Ave
EXIT ONLY
SHED (POTENTIALLY DISPLACED BY OTHERS FIRST)
BARN (POTENTIALLY DISPLACED BY OTHERS FIRST)
FUTURE CR 1006/ TAYLOR BURK
ERWIN PARK
Lake Forest Dr
Ridge Rd
W Bloomdale Rd
LIMOUSINE PKWY
75
Sherman
Dallas
1½ MILES
PROP ROW
EXIST ROW
PLANNED NTMWD EASEMENT
PROPOSED NOISE BARRIER
MATCHLINE ROLL 7
℄ US380A STA 1737+00.00
CSJ 0135-15-002
387
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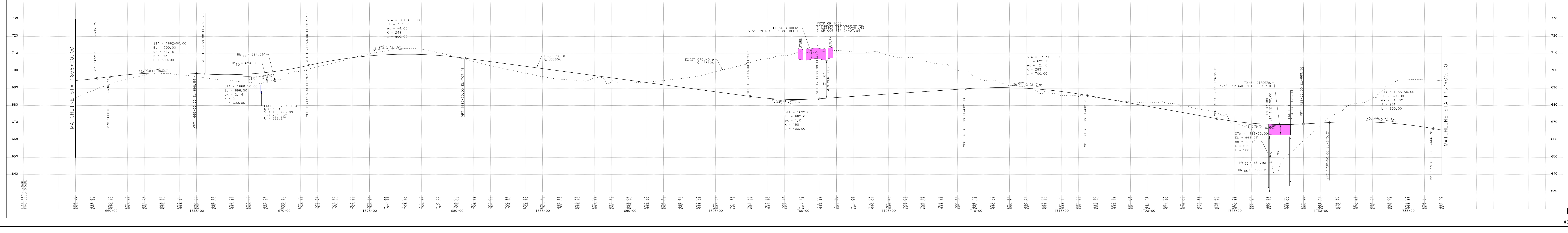
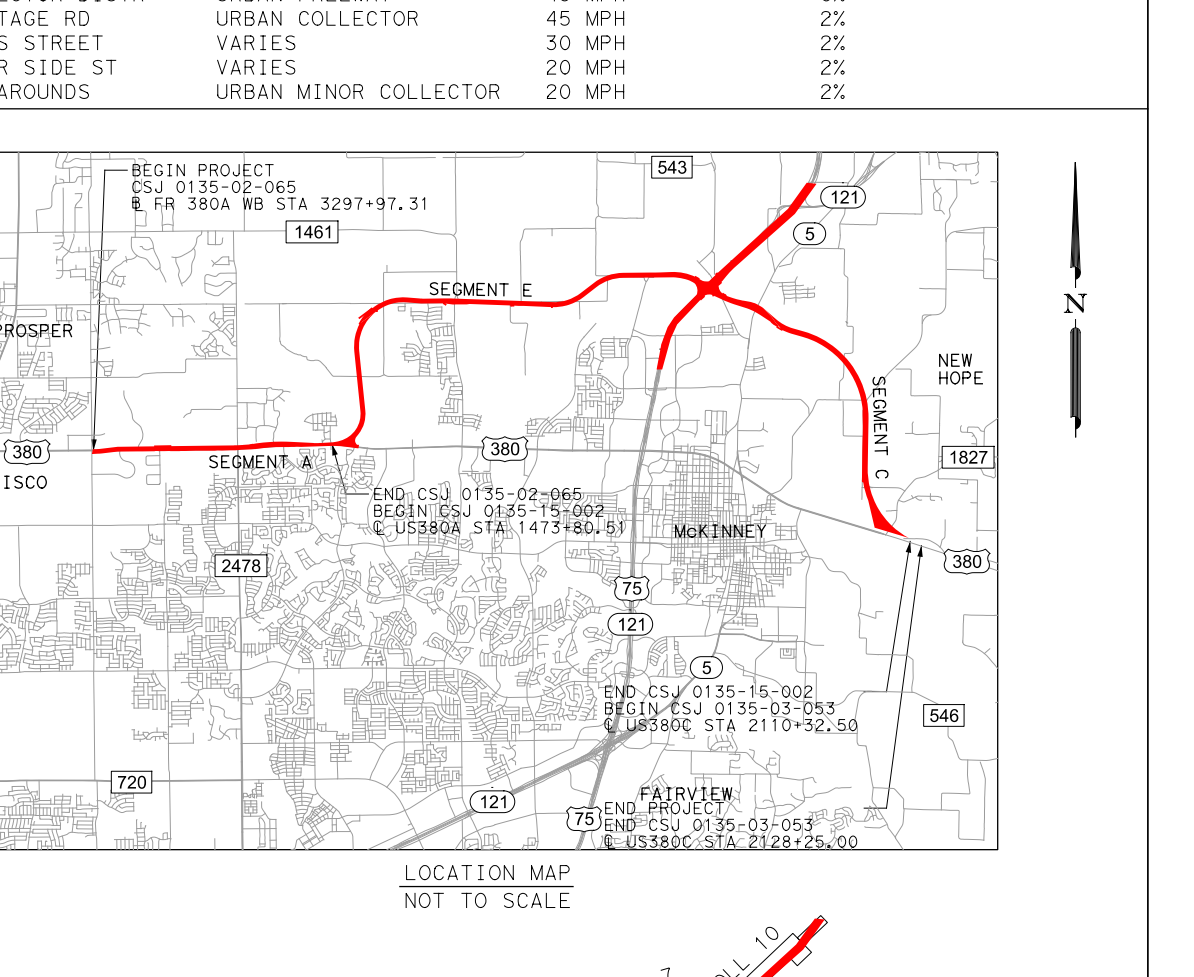
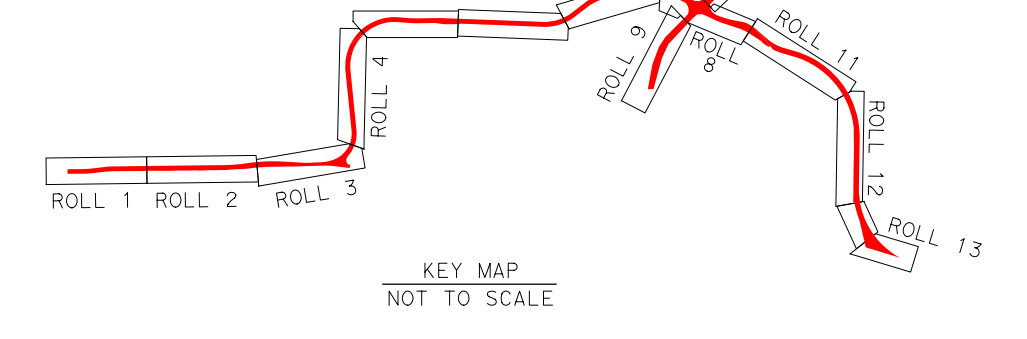
PROPOSED NOISE BARRIERS SHOWN ARE PRELIMINARY APPROXIMATE LOCATIONS BASED OFF NOISE MODEL ANALYSIS. LOCATIONS AND LIMITS ARE SUBJECT TO CHANGE.



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%
LOCATION MAP
NOT TO SCALE
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 6 OF 13
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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-E02-PH.dgn