Texas Department of Transportation

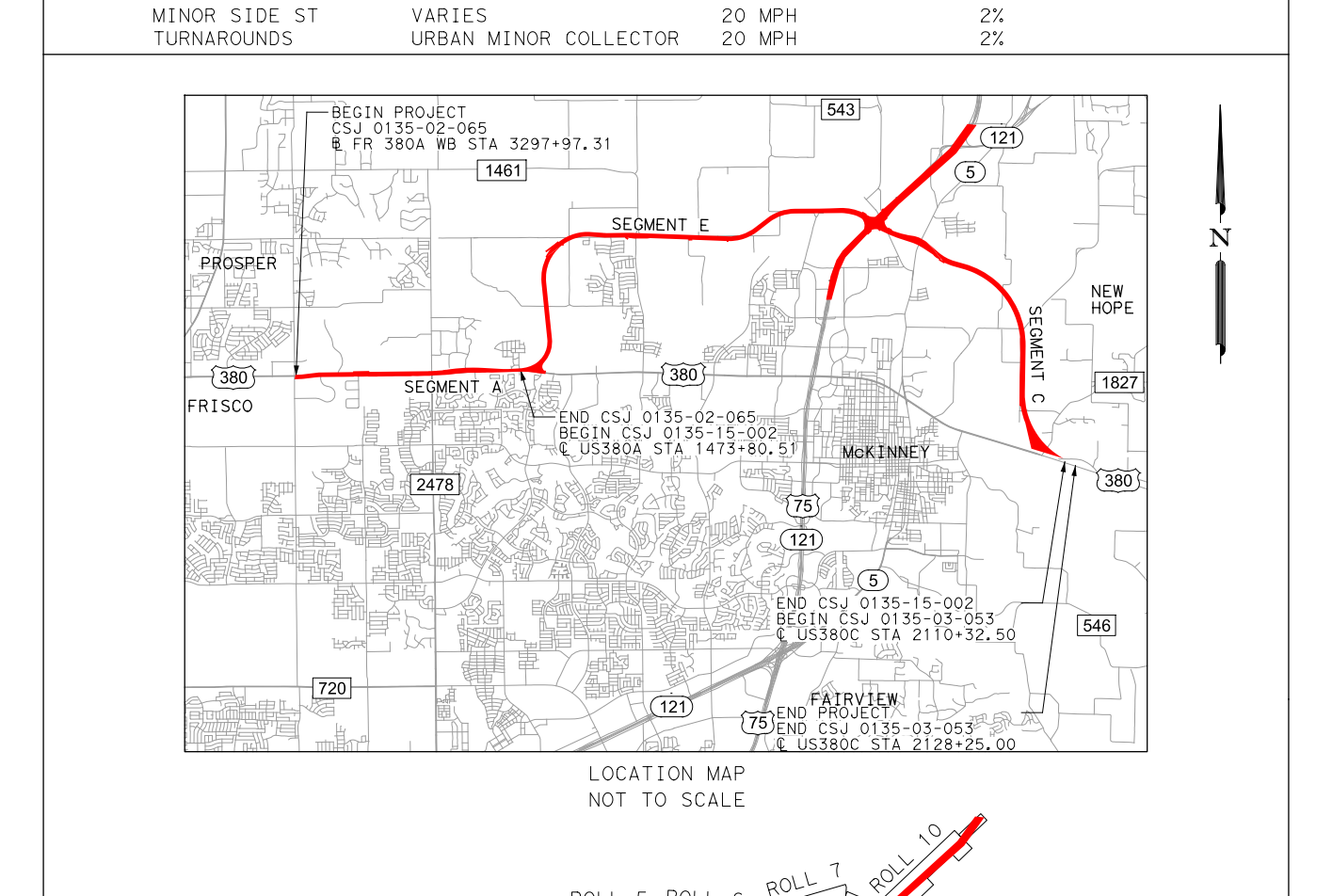
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

PUBLIC HEARING DESIGN SCHEMATIC
US 380
COLLIN COUNTY, TEXAS

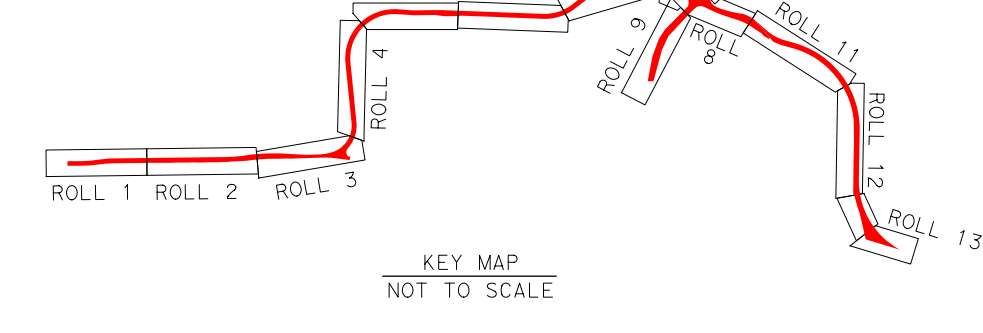
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIV DR
CSJ 0135-15-002
FROM JCT US 380/W UNIVERSITY DR
(W OF MCKINNEY)
TO JCT US 380/E UNIVERSITY DR
(E OF MCKINNEY)
CSJ 0135-03-053
FROM SH5 (NEW EXT OF SP399) TO FM 1827

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 8 OF 13

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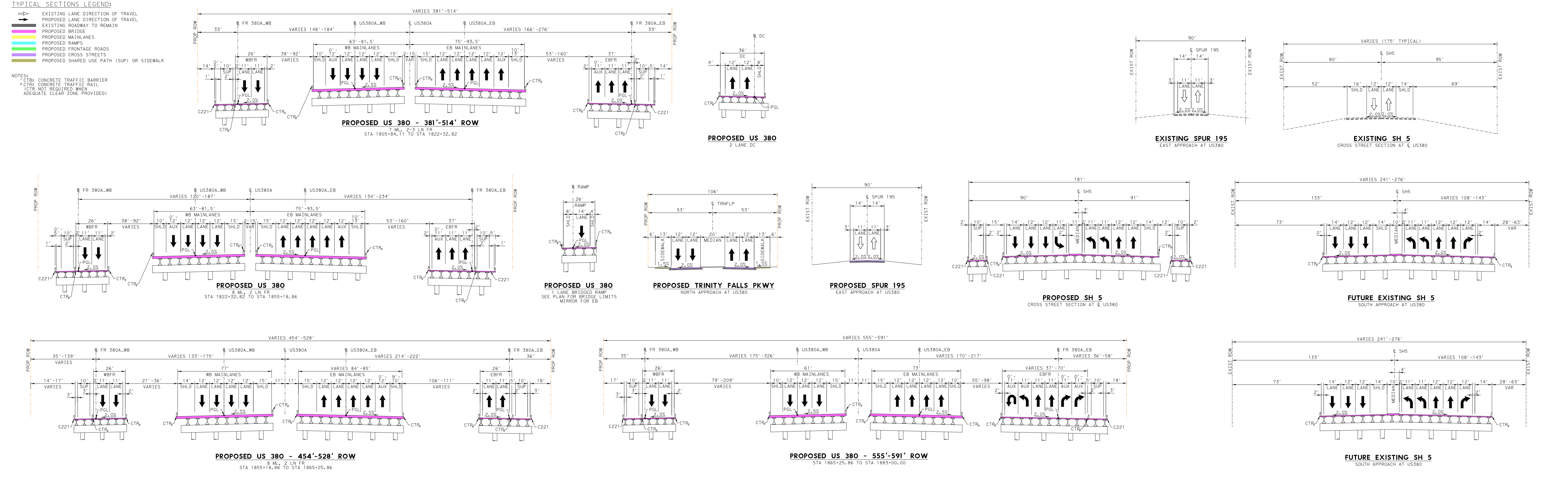
TYPICAL SECTIONS LEGEND:
- EXISTING LANE DIRECTION OF TRAVEL
- PROPOSED LANE DIRECTION OF TRAVEL
- EXISTING ROADWAY TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREETS
- PROPOSED SHARED USE PATH (SUP) OR SIDEWALK

NOTES:
- ^{1}CTB: CONCRETE TRAFFIC BARRIER
- ^{2}CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN ADEQUATE CLEAR ZONE PROVIDED)



PROPOSED US 380 - 381'-514' ROW
7 ML, 2-3 LN FR
STA 1805+84.11 TO STA 1822+32.82

PROPOSED US 380
2 LANE DC

EXISTING SPUR 195
EAST APPROACH AT US380

EXISTING SH 5
CROSS STREET SECTION AT ℄ US380

PROPOSED US 380
8 ML, 2 LN FR
STA 1822+32.82 TO STA 1855+18.86

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

PROPOSED TRINITY FALLS PKWY
NORTH APPROACH AT US380

PROPOSED SPUR 195
EAST APPROACH AT US380

PROPOSED SH 5
CROSS STREET SECTION AT ℄ US380

FUTURE EXISTING SH 5
SOUTH APPROACH AT US380

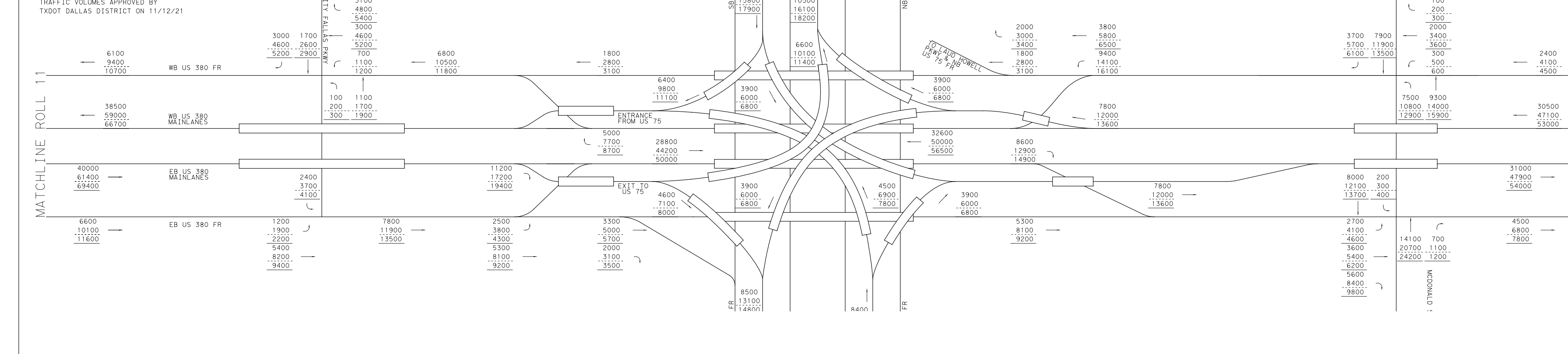
PROPOSED US 380 - 454'-528' ROW
8 ML, 2 LN FR
STA 1855+18.86 TO STA 1865+25.86

PROPOSED US 380 - 555'-591' ROW
STA 1865+25.86 TO STA 1883+00.00

FUTURE EXISTING SH 5
SOUTH APPROACH AT US380

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



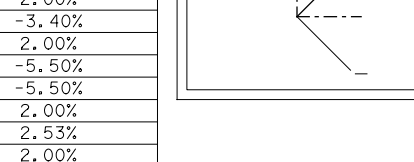
HORIZONTAL CURVE DATA											
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380A (60 MPH)	CL_US380A_10	35° 23' 43.63"	1° 35' 58.37"	1143.01'	2212.84'	3582'	1810+77.31	1832+90.15	1822+20.31	7144580.50	2541884.67
	CL_US380A_11	23° 36' 42.39"	1° 39' 56.07"	719.02'	1417.63'	3440'	1843+59.83	1857+77.47	1850+78.85	7142862.15	2544260.00
	CL_US380A_12	23° 6' 39.14"	1° 4' 15.42"	1093.86'	2157.98'	5350'	1866+29.27	1887+87.25	1877+23.13	7142295.82	2546863.81
BL_US380A_EB (60 MPH)	BL_US380A_EB_10	35° 23' 45.09"	1° 36' 30.70"	1136.64'	2200.51'	3562'	1810+52.98	1832+53.49	1821+89.62	7144540.76	2541854.32
	BL_US380A_EB_11	23° 36' 27.60"	1° 38' 13.28"	731.43'	1442.11'	3500'	1843+28.60	1857+70.71	1850+60.03	7142815.67	2544238.93
	BL_US380A_EB_12	77° 57' 40.39"	1° 00' 28.87"	4599.63'	7734.10'	5684'	1863+01.36	1940+35.47	1909+00.99	7141565.30	2549985.55
BL_US380A_WB (60 MPH)	BL_US380A_WB_10	35° 23' 42.14"	1° 35' 26.40"	1149.37'	2225.17'	3602'	1811+01.63	1833+26.81	1822+51.01	7144620.24	2541915.03
	BL_US380A_WB_11	23° 36' 42.39"	1° 41' 24.51"	708.57'	1397.03'	3390'	1843+88.82	1857+85.85	1850+97.39	7142908.79	2544280.84
	BL_US380A_WB_12	77° 57' 56.64"	1° 3' 39.72"	4370.16'	7348.10'	5400'	1866+27.43	1939+75.53	1909+97.59	7141650.53	2550065.90
FR_380A_EB (45 MPH)	FR_380A_EB_31	22° 38' 2.19"	2° 51' 53.24"	400.26'	790.07'	2000'	2821+51.91	2829+41.98	2825+52.16	7144109.45	2542184.69
	FR_380A_EB_32	4° 2' 35.93"	3° 34' 51.55"	56.48'	112.91'	1600'	2836+89.75	2838+02.66	2837+46.23	7143463.83	2543201.55
	FR_380A_EB_33	25° 59' 42.49"	2° 51' 53.24"	461.65'	907.40'	2000'	2845+81.05	2854+88.45	2850+42.70	7142655.98	2544215.56
	FR_380A_EB_34	23° 17' 2.30"	1° 25' 56.62"	824.14'	1625.53'	4000'	2869+62.64	2885+88.17	2877+86.78	7142057.91	2546909.96
FR_380A_WB (45 MPH)	FR_380A_WB_27	42° 57' 46.91"	1° 43' 32.80"	1306.55'	2489.49'	3320'	3812+10.09	3836+99.58	3825+16.63	7144725.55	2542231.74
	FR_380A_WB_28	6° 28' 53.60"	2° 51' 53.24"	113.25'	226.25'	2000'	3836+99.58	3839+25.83	3838+12.82	7143749.13	2543262.47
	FR_380A_WB_29	27° 9' 44.99"	1° 58' 32.58"	700.58'	1374.82'	2900'	3844+09.63	3857+84.44	3851+10.21	7142968.77	2544299.23
	FR_380A_WB_30	18° 11' 12.16"	3° 41' 55.98"	247.93'	491.68'	1549'	3875+17.40	3880+09.08	3877+65.33	7142512.08	2546941.52
FR_75_NB (40 MPH)	FR_75_NB_6	6° 36' 15.52"	1° 54' 35.49"	173.09'	345.80'	3000'	3009+12.95	3012+58.75	3010+86.04	7142857.24	2543085.31
	FR_75_NB_7	9° 43' 3.80"	2° 29' 28.04"	195.52'	390.09'	2300'	3013+75.13	3017+65.22	3015+70.65	7143200.12	2543428.31
	FR_75_NB_8	8° 13' 59.34"	2° 51' 53.24"	143.94'	287.39'	2000'	3020+34.75	3023+22.14	3021+78.70	7143551.78	2543925.50
FR_75_SB (40 MPH)	FR_75_SB_2	7° 58' 14.49"	3° 49' 10.99"	104.50'	208.67'	1500'	5016+82.25	5018+90.92	5017+86.75	7143479.93	2543219.37
	FR_75_SB_3	7° 58' 14.49"	3° 49' 10.99"	104.50'	208.67'	1500'	5024+17.49	5026+26.16	5025+21.99	7144055.41	2543677.52
RP_TFP_EBEX (45 MPH)	RP_TFP_EBEX_2	6° 3' 7.15"	5° 27' 24.27"	55.51'	110.91'	1050'	24+23.42	25+34.33	24+78.93	7144371.75	2540867.27
	RP_TFP_EBEX_3	7° 21' 9.28"	5° 27' 24.27"	67.46'	134.74'	1050'	25+34.33	26+69.07	26+01.79	7144335.52	2540984.78
RP_TFP_EBEN (45 MPH)	RP_TFP_EBEN_1	14° 4' 56.61"	5° 27' 24.27"	129.69'	258.07'	1050'	11+52.66	14+10.73	12+82.35	7144081.26	2542257.96
	RP_TFP_EBEN_2	7° 9' 37.52"	1° 13' 8.61"	294.07'	587.37'	4700'	14+10.73	19+98.11	17+04.80	7143888.68	2542635.43
	RP_TFP_EBEN_3	2° 24' 12.20"	0° 49' 6.78"	146.83'	293.62'	7000'	19+98.11	22+91.72	21+44.94	7143640.93	2543000.13
	RP_TFP_EBEN_4	4° 14' 5.86"	1° 19' 57.88"	158.95'	317.76'	4299'	22+91.72	26+09.48	24+50.67	7143479.86	2543260.06
RP_SH5_EBEX (45 MPH)	RP_SH5_EBEX_1	7° 26' 48.22"	2° 51' 53.24"	130.15'	259.94'	2000'	19+39.28	21+99.22	20+69.43	7142391.51	2545494.65
RP_TFP_WBEX (45 MPH)	RP_TFP_WBEX_1	11° 46' 6.86"	5° 27' 24.27"	108.22'	215.67'	1050'	10+00.00	12+15.67	11+08.22	7144296.69	2542536.27
	RP_TFP_WBEX_2	3° 39' 47.63"	1° 13' 8.61"	150.30'	300.50'	4700'	21+77.61	24+78.11	23+27.91	7143519.64	2543477.39
RP_SH5_WBEN (45 MPH)	RP_SH5_WBEN_1	5° 16' 0.07"	1° 2' 57.74"	251.12'	501.89'	5460'	10+00.00	15+01.89	12+51.12	7142728.27	2545223.71
	RP_SH5_WBEN_2	6° 35' 23.08"	5° 27' 24.22"	60.45'	120.76'	1050'	21+63.93	22+84.69	22+24.38	7142609.55	2546190.05
	RP_SH5_WBEN_3	9° 23' 20.45"	5° 27' 24.27"	86.22'	172.06'	1050'	22+84.69	24+56.76	23+70.92	7142608.49	2546336.72
RP_BLMD_NBEN (45 MPH)	RP_BLMD_NBEN_1	6° 59' 42.60"	5° 27' 24.27"	64.18'	128.19'	1050'	10+00.00	11+28.19	10+64.18	7142636.46	2542781.01
	RP_BLMD_NBEN_2	6° 47' 4.61"	1° 13' 8.61"	278.60'	556.55'	4700'	11+28.19	16+84.74	14+06.79	7142900.72	2542999.33
RP_LDHP_SBEN (45 MPH)	RP_LDHP_SBEN_1	4° 0' 58.88"	1° 0' 18.68"	199.86'	399.56'	5700'	10+00.00	13+99.56	11+99.86	7142665.80	2542471.71
	RP_LDHP_SBEN_2	2° 5' 44.26"	0° 43' 30.95"	144.49'	288.95'	7900'	13+99.56	16+88.51	15+44.05	7142919.77	2542704.26
	RP_LDHP_SBEN_3	5° 32' 11.63"	1° 54' 35.49"	145.06'	289.89'	3000'	19+80.78	22+70.67	21+25.84	7143334.22	2543112.60
CL_TRNFLP (30 MPH)	CL_TRNFLP_1	29° 47' 40.68"	5° 12' 31.35"	292.63'	572.02'	1100'	13+26.12	18+98.13	16+18.75	7144736.08	2542123.76
DC_380EB75NB (40 MPH)	DC_380EB75NB_01	76° 13' 4.16"	7° 26' 27.64"	603.95'	1024.29'	770'	20+50.24	30+74.53	26+54.19	7143248.96	2543487.09
DC_380EB75SB (40 MPH)	DC_380EB75SB_01	15° 39' 9.05"	3° 28' 20.90"	226.79'	450.76'	1650'	10+00.00	14+50.76	12+26.79	7144495.39	2541118.95
	DC_380EB75SB_02	17° 52' 58.15"	1° 28' 8.84"	613.61'	1217.24'	3900'	14+50.76	26+68.00	20+64.37	7144221.95	2541913.63
	DC_380EB75SB_03	94° 14' 32.05"	7° 50' 55.45"	786.15'	1200.73'	730'	26+68.00	38+68.74	34+54.16	7143382.09	2543033.44
DC_380WB75NB (40 MPH)	DC_380WB75NB_05	105° 36' 24.41"	6° 14' 28.93"	1209.57'	1692.04'	918'	35+55.00	52+47.05	47+64.57	7143366.13	2543841.19
	DC_380WB75NB_06	11° 3' 3.78"	1° 13' 8.61"	454.67'	906.52'	4700'	52+47.05	61+53.57	57+01.72	7142722.24	2545375.83
	DC_380WB75NB_07	14° 52' 45.36"	1° 54' 35.49"	391.74'	779.08'	3000'	63+34.62	71+13.70	67+26.36	7142513.69	2546381.91
DC_380WB75SB (40 MPH)	DC_380WB75SB_02	71° 13' 29.75"	6° 2' 37.89"	679.01'	1178.47'	948'	17+60.72	29+39.19	24+39.74	7143573.78	2543333.36
	DC_380WB75SB_03	10° 51' 11.15"	0° 43' 30.95"	750.46'	1496.44'	7900'	30+83.24	45+79.68	38+33.70	7142892.20	2544751.60
DC_75NB380EB (40 MPH)	DC_75NB380EB_03	7° 20' 13.57"	1° 8' 45.30"	320.58'	640.28'	5000'	22+15.26	28+55.54	25+35.84	7142689.05	2542790.64
	DC_75NB380EB_04	58° 28' 51.75"	7° 50' 55.45"	408.66'	745.10'	730'	28+55.54	36+00.64	32+64.20	7143119.41	2543379.35
	DC_75NB380EB_05	11° 2' 36.12"	1° 53' 36.42"	292.53'	583.24'	3026'	42+65.86	48+49.10	45+58.39	7142600.63	2544643.45
	DC_75NB380EB_06	19° 52' 26.35"	1° 19' 56.86"	753.33'	1491.53'	4300'	59+40.57	74+32.09	66+93.90	7142182.93	2546739.56
DC_75NB380WB (40 MPH)	DC_75NB380WB_01	5° 19' 42.92"	1° 12' 55.58"	219.36'	438.41'	4714'	10+00.00	14+38.41	12+19.36	7144173.80	2542661.52
	DC_75NB380WB_02	108° 7' 22.49"	7° 42' 3.76"	1026.34'	1404.00'	744'	14+38.41	28+42.41	24+64.75	7143553.83	2543741.99
DC_75SB380EB (40 MPH)	DC_75SB380EB_01	3° 36' 27.07"	0° 43' 34.26"	248.47'	496.78'	7890'	10+00.00	14+96.78	12+48.47	7144242.94	2544038.46
	DC_75SB380EB_02	104° 47' 41.12"	7° 40' 49.44"	968.61'	1364.44'	746'	14+96.78	28+61.22	24+65.39	7143375.82	2543184.41
	DC_75SB380EB_03	5° 22' 10.43"	1° 54' 3.56"	141.33'	282.46'	3014'	28+61.22	31+43.68	30+02.56	7142824.71	2544147.87
DC_75SB380WB (40 MPH)	DC_75SB380WB_01	24° 1' 52.03"	1° 41' 6.61"	723.66'	1426.04'	3400'	10+00.00	24+26.04	17+23.66	7144658.69	2541627.34
	DC_75SB380WB_02	64° 31' 16.51"	6° 59' 14.24"	517.59'	923.41'	820'	32+30.21	41+53.62	37+47.80	7143809.87	2543488.33
FR_CONN_75SB (45 MPH)	FR_CONN_75SB_1	43° 14' 22.35"	5° 27' 24.27"	416.14'	792.41'	1050'	10+00.00	17+92.41	14+16.14	7143776.98	2542757.00
FR_CONN_S195 (45 MPH)	FR_CONN_S195_1	12° 59' 56.40"	5° 22' 29.42"	121.45'	241.85'	1066'	12+90.41	15+32.26	14+11.85	7142972.29	2544931.84
	FR_CONN_S195_2	10° 52' 50.52"	3° 49' 10.99"	138.46'	276.13'	1500'	18+79.91	21+56.04	20+18.37	7142760.98	2545501.47

PROPERTY OWNERS			
PARCEL	OWNER	ADDRESS	OCCUPANT
423	JOSEPH P & SHANNON S BLAKE	800 COUNTY ROAD 1200 MCKINNEY, TX 75071	RESIDENTIAL
424	COLLIN COUNTY	2300 BLOOMDALE RD MCKINNEY, TX 75071-8517	COLLIN COUNTY JUSTICE CENTER
425	CENTRAL & FANNIN WILSON 155 LLLP	8800 N GAINEY CENTER DR STE 225 SCOTTSDALE, AZ 85258-2118	VACANT LAND
426	MZ SERIES LLC SERIES	337 DOUBLETREE DR LEWISVILLE, TX 75077-7237	RESIDENTIAL
427	CITY OF MCKINNEY	PO BOX 517 MCKINNEY, TX 75070-8013	VACANT LAND
428	LAUDHOWELL 75 HOLDING LLC	2107 GRASSLAND DR ALLEN, TX 75013-5902	VACANT LAND
429	LAUDHOWELL 75 HOLDING LLC	2107 GRASSLAND DR ALLEN, TX 75013-5902	VACANT LAND
430	ASSOSCIATED TEXAS DEV 534 JV	802 E 15TH ST PLANO, TX 75074-5806	VACANT LAND
431	WESTGOLD REALTORS INC	79687 COUNTRY CLUB DR STE 201 BERMUDA DUNES, CA 92203-1251	FARM
432	WILLIAM J MCCALLUM	8600 GREENTREE CT FORT WORTH, CA 76179-3019	VACANT LAND
433	JAMAL & NAZNEEN TALUKDER	600 W MCDERMOTT DR ALLEN, TX 75013-8064	VACANT LAND
434	JAMAL & NAZNEEN TALUKDER	600 W MCDERMOTT DR ALLEN, TX 75013-8064	VACANT LAND
435	TERRY LACORE	522 LACORE LN MELISSA, TX 75454-2659	VACANT LAND
436	MIKE A SCOTTI	4177 N MCDONALD ST MCKINNEY, TX 75071	RESIDENTIAL
437	W J FAMILY LP	4080 N MCDONALD ST MCKINNEY, TX 75071	RESIDENTIAL
438	TERRY LACORE	522 LACORE LN MELISSA, TX 75454-2659	VACANT LAND
439	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY MELISSA, TX 75454-2218	VACANT LAND

SUPERELEVATION		
CHAIN NAME	STATION	CROSS SLOPE
CL_US380A_EB	1832+32.00	4.80%
	1833+37.00	2.50%
	1840+65.00	2.50%
	1843+95.00	-4.80%
	1857+05.00	-4.80%
	1860+34.00	2.50%
	1862+68.00	2.50%
	1863+10.00	3.40%
CL_US380A_WB	1832+61.00	-4.80%
	1835+91.00	2.50%
	1842+98.00	2.50%
	1844+12.00	4.90%
	1857+63.00	4.90%
	1858+77.00	2.50%
	1864+11.00	2.50%
	1866+82.00	-3.50%
RP_SH5_EBEX	15+00.00	-4.90%
	17+00.00	2.00%
RP_TFP_WBEX	14+00.00	2.00%
	14+50.00	2.50%
RP_TFP_EBEN	20+45.00	2.00%
	20+95.00	2.50%
RP_SH5_WBEN	15+00.00	2.50%
	15+50.00	2.00%
DC_380EB75NB	18+20.00	4.80%
	21+00.00	-5.80%
	30+35.00	-5.80%
	31+33.41	-2.00%
	31+85.21	0.00%
	32+37.00	2.00%
DC_380EB75SB	26+50.00	4.80%
	26+80.00	5.90%
	38+40.00	5.90%
	39+42.00	2.00%
	44+90.00	2.00%
	46+70.00	-3.31%

SUPERELEVATION		
CHAIN NAME	STATION	CROSS SLOPE
DC_380WB75NB	34+90.00	2.00%
	35+90.00	5.60%
	52+15.00	5.60%
	53+15.00	2.00%
	61+30.00	2.00%
	63+10.00	-3.40%
DC_380WB75SB	16+00.00	2.00%
	18+00.00	-5.50%
	29+00.00	-5.50%
	30+95.00	2.00%
DC_75NB380EB	18+00.00	2.53%
	18+50.00	2.00%
	27+80.00	2.00%
	28+80.00	5.90%
	35+60.00	5.90%
	38+00.00	-2.90%
	48+00.00	-2.90%
	50+50.00	2.00%
	58+80.00	2.00%
	59+50.00	3.40%
DC_75NB380WB	13+56.00	-2.00%
	14+59.00	-5.90%
	28+00.00	-5.90%
	30+05.00	2.00%
DC_75SB380EB	14+09.00	2.00%
	15+19.00	-5.90%
	28+45.00	-5.90%
	29+25.00	-2.90%
DC_75SB380WB	24+12.00	-4.80%
	25+47.00	-2.00%
	30+68.00	-2.00%
	32+70.00	5.80%
	41+15.00	5.80%
	43+17.00	2.00%

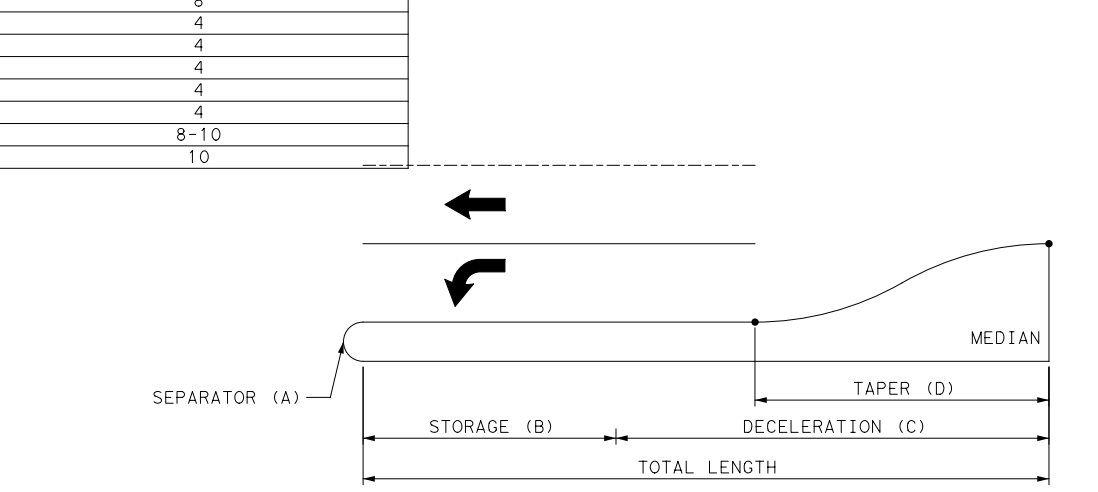
SUPERELEVATION SIGN CONVENTION



HORIZONTAL CURVE SHOULDER DATA			
ROADWAY	CURVE NAME	INSIDE SHOULDER WIDTH (FT)	OUTSIDE SHOULDER WIDTH (FT)
BL_US380A_EB	BL_US380A_EB_10	15	10-13
	BL_US380A_EB_11	15	10
	BL_US380A_EB_12	15	10
BL_US380A_WB	BL_US380A_WB_10	15	10
	BL_US380A_WB_11	15	12-14
	BL_US380A_WB_12	15	10
DC_380EB75NB	DC_380EB75NB_01	9-10	4-5
DC_380EB75SB	DC_380EB75SB_01	N/A	8-13
	DC_380EB75SB_02	4	8-10
	DC_380EB75SB_03	4	10
DC_380WB75NB	DC_380WB75NB_05	4	10
	DC_380WB75NB_06	4	8-10
	DC_380WB75NB_07	4	8
DC_380WB75SB	DC_380WB75SB_02	10	4
	DC_380WB75SB_03	4-6	7-8
DC_75NB380EB	DC_75NB380EB_03	4-7	8-10
	DC_75NB380EB_04	4	10
	DC_75NB380EB_05	4	8
	DC_75NB380EB_06	4	8
DC_75NB380WB	DC_75NB380WB_01	4-10	4
	DC_75NB380WB_02	10	4
DC_75SB380EB	DC_75SB380EB_01	4-9	4
	DC_75SB380EB_02	9-10	4
	DC_75SB380EB_03	4-9	4
DC_75SB380WB	DC_75NB380WB_01	4	8-10
	DC_75NB380WB_02	4	10

PROPOSED TAPERS					
LOCATION	TYPE	BASELINE	BEGIN TAPER	END TAPER	TAPER RATE
1	LANE DROP	FR 380A WB	3931+96.72 11.00 RT	3839+99.58 22.00 RT	45:1

TURN BAY LENGTHS				
LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
L50	N/A	340'	58'	398'
L51	100'	205'	110'	415'
R48	100'	150'	26'	276'



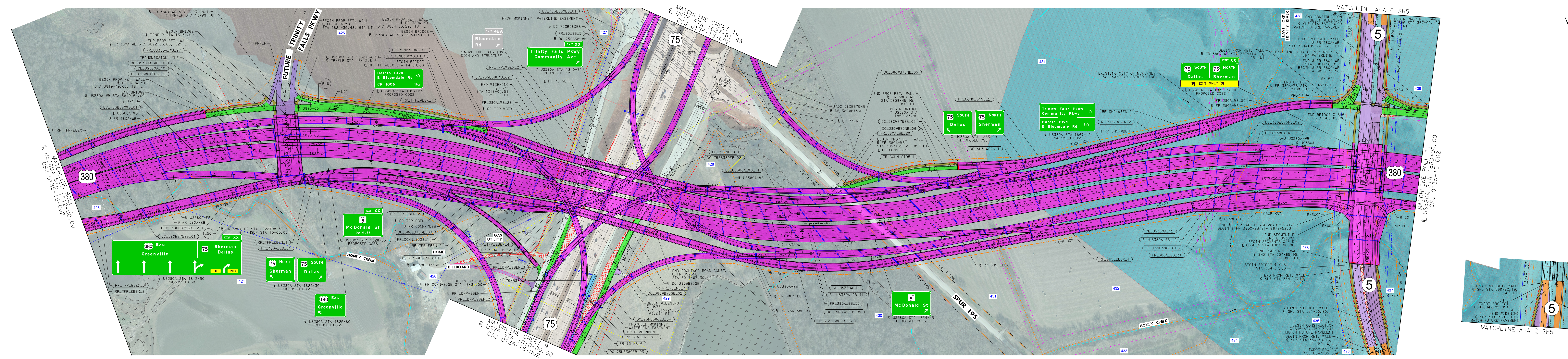
TURN BAY LENGTH

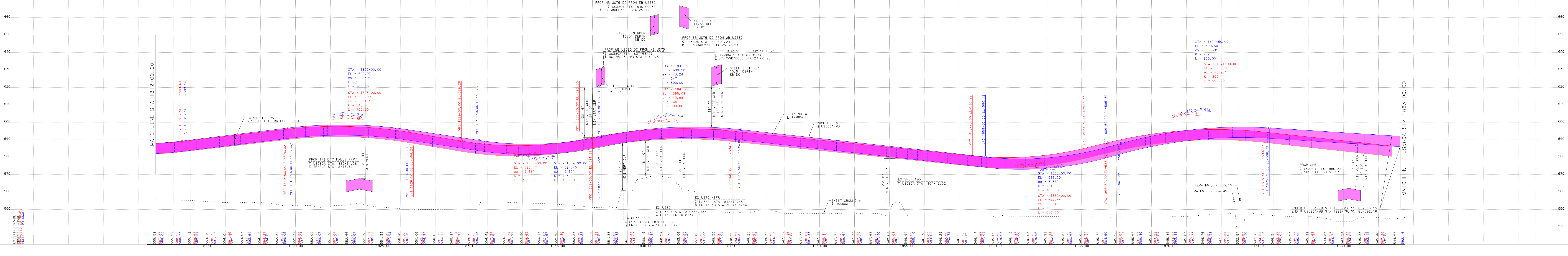
GENERAL NOTES:

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 E





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

SCHEMATIC PREPARED BY:
BURNS & MCDONNELL
FIRM REGISTRATION NUMBER F-845
JOSHUA RYAN ROBERTSON 115996
1/6/2023

PRELIMINARY
JANUARY 2023
ROLL 8 OF 13