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Texas Department
of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

CEASON CLEMENS, P.E.
DALLAS DISTRICT ENGINEER

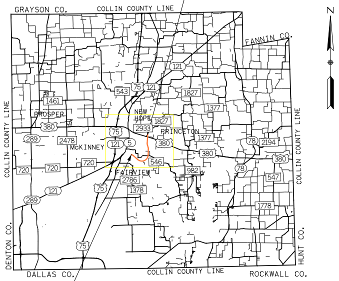
PUBLIC HEARING
SCHEMATIC

CSJ: 0364-04-051, 0047-05-058 & 0047-10-002
FROM: US 75
TO: US 380
COLLIN COUNTY
FUNCTIONAL CLASS: URBAN FREEWAY
ORANGE ALTERNATIVE LENGTH: 7.0 MILES

DESIGN SPEEDS

MAINLANES (FREEWAY):	70 MPH
GENERAL RAMPS (PRINCIPAL ARTERIAL):	40-50 MPH
FRONTAGE ROADS (COLLECTOR):	35-45 MPH
CROSS STREETS (MAJOR COLLECTOR):	30 MPH

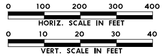
END SPUR 399
℄ CSH399 STA 1336+31.59


GRAYSON CO.
COLLIN COUNTY LINE
FANNIN CO.
N
PROSPER
NEW HOPE
PRINCETON
McKINNEY
FAIRVIEW
COLLIN COUNTY LINE
COLLIN COUNTY LINE
DENTON CO.
DALLAS CO.
COLLIN COUNTY LINE
ROCKWALL CO.
HUNT CO.
121
1461
380
289
2478
75
543
2933
1827
1377
377
5
720
546
982
2786
1378
78
2194
547
1778

BEGIN SPUR 399
℄ CSH399 STA 993+48.33

LOCATION MAP
NOT TO SCALE

SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'



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NOVEMBER 2022

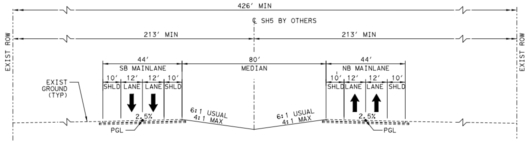
PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
DAVID SUTTON 120142
NAME P.E. NUMBER
NOVEMBER 2022
DATE

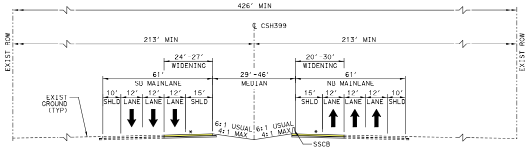
NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

ROLL 1 OF 8

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

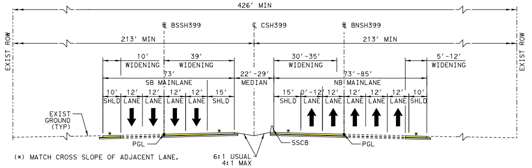

426' MIN
℄ SH5 BY OTHERS
213' MIN
213' MIN
EXIST ROW
EXIST ROW
44'
SB MAINLANE
80'
MEDIAN
44'
NB MAINLANE
10' 12' 12' 10'
SHLD LANE LANE SHLD
EXIST GROUND (TYP)
2.5%
6:1 USUAL
4:1 MAX
PGL

EXISTING TYPICAL SECTION
FROM STA 76+34.96 TO STA 106+73.24


426' MIN
℄ CSH399
213' MIN
213' MIN
EXIST ROW
24'-27' WIDENING
20'-30' WIDENING
61'
SB MAINLANE
29'-46'
MEDIAN
61'
NB MAINLANE
10' 12' 12' 12' 15'
SHLD LANE LANE LANE SHLD
15' 12' 12' 12' 10'
EXIST GROUND (TYP)
6:1 USUAL
4:1 MAX
SSCB

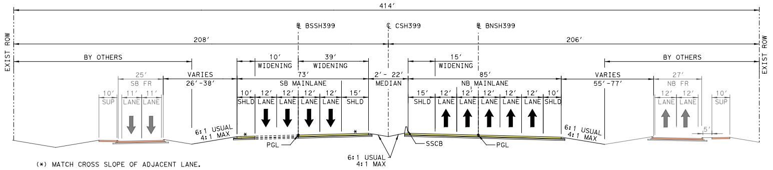
(*) MATCH CROSS SLOPE OF ADJACENT LANE.

PROPOSED SPUR 399 EXTENSION - 426' ROW
MEDIAN WIDENING
FROM STA 993+48.33 TO STA 1012+40.27


426' MIN
℄ BSSH399
℄ CSH399
℄ BNSH399
213' MIN
213' MIN
EXIST ROW
10' WIDENING
39' WIDENING
30'-35' WIDENING
5'-12' WIDENING
73'
SB MAINLANE
22'-29'
MEDIAN
73'-85'
NB MAINLANE
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
15' 0'-12' 12' 12' 12' 12' 10'
EXIST GROUND (TYP)
PGL
SSCB
6:1 USUAL
4:1 MAX

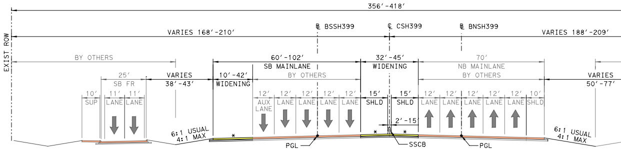
(*) MATCH CROSS SLOPE OF ADJACENT LANE.

PROPOSED SPUR 399 EXTENSION - 426' ROW
MEDIAN AND SHOULDER WIDENING
FROM STA 1012+40.27 TO STA 1025+02.51


414'
℄ BSSH399
℄ CSH399
℄ BNSH399
208'
206'
EXIST ROW
BY OTHERS
BY OTHERS
10' WIDENING
39' WIDENING
15' WIDENING
25'
SB FR
VARIES 26'-38'
73'
SB MAINLANE
2'-22'
MEDIAN
85'
NB MAINLANE
VARIES 55'-77'
27'
NB FR
10' 11' 11'
SUP LANE LANE
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 10'
12' 12' 10'
6:1 USUAL
4:1 MAX
PGL
SSCB

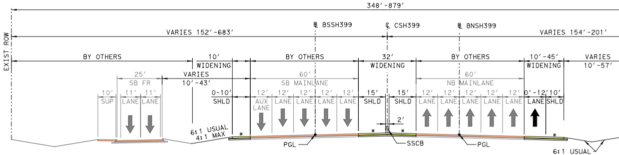
(*) MATCH CROSS SLOPE OF ADJACENT LANE.

PROPOSED SPUR 399 EXTENSION - 414' ROW
MEDIAN AND SHOULDER WIDENING
FROM STA 1025+02.51 TO STA 1039+90.03


356'-418'
VARIES 168'-210'
℄ BSSH399
℄ CSH399
℄ BNSH399
VARIES 188'-209'
EXIST ROW
BY OTHERS
25'
SB FR
VARIES 38'-43'
10'-42' WIDENING
60'-102'
SB MAINLANE
BY OTHERS
32'-45'
WIDENING
70'
NB MAINLANE
BY OTHERS
VARIES 50'-77'
10' 11' 11'
SUP LANE LANE
12' 12' 12' 12' 12' 15'
AUX LANE LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE LANE LANE SHLD
2'-15'
6:1 USUAL
4:1 MAX
PGL
SSCB

(*) MATCH CROSS SLOPE OF ADJACENT LANE.

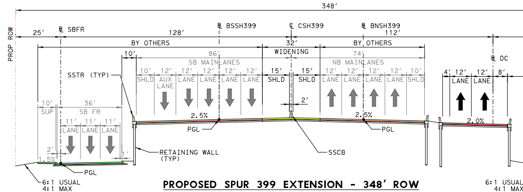
PROPOSED SPUR 399 EXTENSION - 356-418' ROW
MEDIAN AND SHOULDER WIDENING
FROM STA 1039+90.03 TO STA 1051+92.97


348'-879'
VARIES 152'-683'
℄ BSSH399
℄ CSH399
℄ BNSH399
VARIES 154'-201'
EXIST ROW
BY OTHERS
10' WIDENING
BY OTHERS
32' WIDENING
BY OTHERS
10'-45' WIDENING
VARIES 10'-57'
25'
SB FR
VARIES 10'-43'
60'
SB MAINLANE
60'
NB MAINLANE
10' 11' 11'
SUP LANE LANE
0-10'
SHLD
12' 12' 12' 12' 12' 15'
AUX LANE LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 0'-12' 10'
SHLD LANE LANE LANE LANE LANE LANE SHLD
2'
6:1 USUAL
4:1 MAX
PGL
SSCB

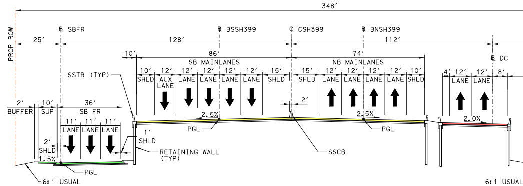
(*) MATCH CROSS SLOPE OF ADJACENT LANE.

SEE PLAN VIEW FOR LIMITS OF PROPOSED WIDENING

PROPOSED SPUR 399 EXTENSION - 348'-879' ROW
MEDIAN AND SHOULDER WIDENING
FROM STA 1051+92.97 TO STA 1063+56.91


348'
PROP ROW
25'
℄ SBFR
128'
℄ BSSH399
℄ CSH399
℄ BNSH399
112'
BY OTHERS
10'
86'
SB MAINLANES
32'
WIDENING
BY OTHERS
74'
NB MAINLANES
℄ DC
SSTR (TYP)
10' 12' 12' 12' 12' 12' 15'
SHLD AUX LANE LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE LANE SHLD
4' 12' 12' 8'
LANE LANE
10'
SUP
36'
SB FR
11' 11' 11'
LANE LANE LANE
2'
2.5%
2.5%
2.0%
1.5%
PGL
RETAINING WALL (TYP)
SSCB
6:1 USUAL
4:1 MAX

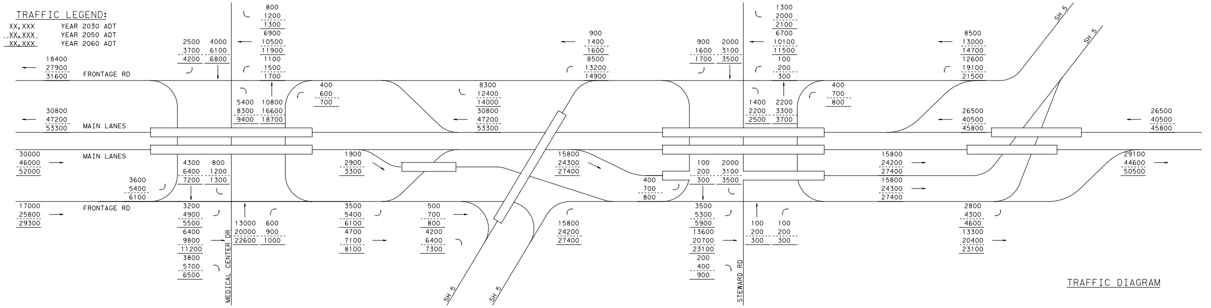
PROPOSED SPUR 399 EXTENSION - 348' ROW
8 LN ML, 2 LN NB FR, 3 LN SB FR, WITH 2 LN DC
FROM STA 1063+56.91 TO STA 1066+92.07
FROM STA 1069+67.07 TO STA 1069+94.00


348'
PROP ROW
25'
℄ SBFR
128'
℄ BSSH399
℄ CSH399
℄ BNSH399
112'
10'
86'
SB MAINLANES
74'
NB MAINLANES
℄ DC
SSTR (TYP)
10' 12' 12' 12' 12' 12' 15'
SHLD AUX LANE LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE LANE SHLD
4' 12' 12' 8'
LANE LANE
2' BUFFER
10' SUP
36'
SB FR
11' 11' 11'
LANE LANE LANE
2' SHLD
1' SHLD
2'
2.5%
2.5%
2.0%
1.5%
PGL
RETAINING WALL (TYP)
SSCB
6:1 USUAL
4:1 MAX

PROPOSED SPUR 399 EXTENSION - 348' ROW
8 LN ML, 2 LN NB FR, 3 LN SB FR, WITH 2 LN DC
FROM STA 1069+94.00 TO STA 1071+07.86

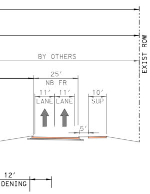
TRAFFIC LEGEND:

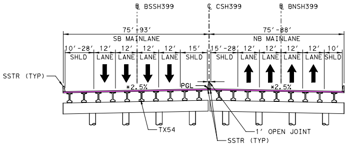
XX,XXX	YEAR 2030 ADT
XX,XXX	YEAR 2050 ADT
XX,XXX	YEAR 2060 ADT


FRONTAGE RD
MAIN LANES
MAIN LANES
FRONTAGE RD
MEDICAL CENTER DR
STEWARD RD
SH 5
SH 5
SH 5
SH 5
18400 27900 31600
30800 47200 53300
30000 46000 52000
17000 25800 29300
2500 3700 4200
4000 6100 6800
800 1200 1300
6900 10500 11900
1100 1500 1700
5400 8300 9400
10800 16600 18700
400 600 700
3600 5400 6100
4300 6400 7200
800 1200 1300
3200 4900 5500
6400 9800 11200
3800 5700 6500
13000 20000 22600
600 900 1000
900 1400 1600
8500 13200 14900
8300 12400 14000
30800 47200 53300
1900 2900 3300
15800 24300 27400
3500 5400 6100
4700 7100 8100
500 700 800
4200 6400 7300
15800 24200 27400
400 700 800
900 1600 1700
2000 3100 3500
1300 2000 2100
6700 10100 11500
100 200 300
1400 2200 2500
2200 3300 3700
400 700 800
100 200 300
2000 3100 3500
3500 5300 5900
13600 20700 23100
200 400 900
100 200 300
100 200 300
8500 13000 14700
12600 19100 21500
26500 40500 45800
26500 40500 45800
15800 24200 27400
15800 24300 27400
29100 44600 50500
2800 4300 4600
13300 20400 23100

TRAFFIC DIAGRAM

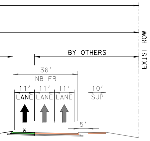
VOLUMES SHOWN HERE REFLECT THE PURPLE ALTERNATIVE VOLUMES

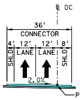

BY OTHERS
25′
NB FR
11′
11′
LANE
LANE
10′
SUP
5′
EXIST ROW
12′
DENING


℄ BSSH399
℄ CSH399
℄ BNSH399
75′-93′
SB MAINLANE
75′-88′
NB MAINLANE
10′-28′
12′
12′
12′
12′
15′
15′-28′
12′
12′
12′
12′
10′
SHLD
LANE
LANE
LANE
LANE
SHLD
SHLD
LANE
LANE
LANE
LANE
SHLD
*2.5%
*2.5%
PGL
SSTR (TYP)
TX54
1′ OPEN JOINT
SSTR (TYP)

PROPOSED SPUR 399 EXTENSION

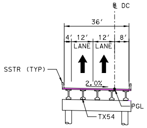
BRIDGED 8 LN ML
FROM STA 1071+07.86 TO STA 1166+10.00
* SEE SUPERELEVATION TABLE FOR SUPERELEVATION DESIGN


BY OTHERS
36′
NB FR
11′
11′
11′
LANE
LANE
LANE
10′
SUP
5′
*
EXIST ROW


℄ DC
36′
CONNECTOR
4′
12′
12′
8′
SHLD
LANE
LANE
SHLD
2.0%
PGL

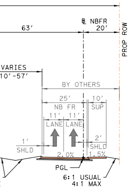
PROPOSED SPUR 399 EXTENSION

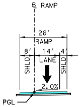
2 LN NB DC
℄ RNXSH5 FROM STA 16+65.69 TO STA 20+20.16
℄ RNXSH5 FROM STA 22+55.16 TO STA 34+19.86


℄ DC
36′
4′
12′
12′
8′
LANE
LANE
SSTR (TYP)
2.0%
PGL
TX54

PROPOSED SPUR 399 EXTENSION

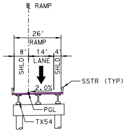
BRIDGED 2 LN NB DC
℄ RNXSH5 FROM STA 20+20.16 TO STA 22+55.16


63′
℄ NBFR
20′
VARIES
10′-57′
BY OTHERS
25′
NB FR
11′
11′
LANE
LANE
10′
SUP
1′
SHLD
2′
SHLD
2.0%
1.5%
PGL
6:1 USUAL
4:1 MAX
PROP ROW


℄ RAMP
26′
RAMP
8′
14′
4′
SHLD
LANE
SHLD
2.0%
PGL

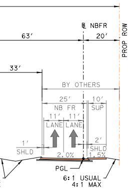
PROPOSED SPUR 399 EXTENSION

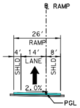
1 LN SB RAMP
℄ RSXMEDCR FROM STA 19+21.61 TO STA 20+24.71
℄ RSESH5 FROM STA 19+20.00 TO STA 20+27.20


℄ RAMP
26′
RAMP
8′
14′
4′
SHLD
LANE
SHLD
2.0%
SSTR (TYP)
PGL
TX54

PROPOSED SPUR 399 EXTENSION

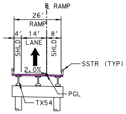
BRIDGED 1 LN SB RAMP
℄ RSXMEDCR FROM STA 16+24.97 TO STA 19+21.61
℄ RSESH5 FROM STA 14+42.17 TO STA 19+20.00


63′
℄ NBFR
20′
33′
BY OTHERS
25′
NB FR
11′
11′
LANE
LANE
10′
SUP
1′
SHLD
2′
SHLD
2.0%
1.5%
PGL
6:1 USUAL
4:1 MAX
PROP ROW


℄ RAMP
26′
RAMP
4′
14′
8′
SHLD
LANE
SHLD
2.0%
PGL

PROPOSED SPUR 399 EXTENSION

1 LN NB RAMP
℄ RNXSTWRD FROM STA 28+97.25 TO STA 32+65.27
℄ RNXSTWRD FROM STA 24+97.03 TO STA 34+69.10


℄ RAMP
26′
RAMP
4′
14′
8′
SHLD
LANE
SHLD
2.0%
SSTR (TYP)
PGL
TX54

PROPOSED SPUR 399 EXTENSION

BRIDGED 1 LN NB RAMP
℄ RNXSTWRD FROM STA 17+38.95 TO STA 24+97.03
℄ RNESTWRD FROM STA 13+79.00 TO STA 29+94.22

GEOMETRIC CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CSH399	CSH399-1	06° 49′ 03.13"	00° 28′ 33.45"	717.04′	1,432.38′	12,038.00′	1004+46.10	1018+78.48	1011+63.13	7111348.49	2538237.74
	CSH399-2	0° 43′ 47.58"	0° 21′ 53.79"	100.00′	200.00′	15,700.00′	1026+76.26	1028+76.26	1027+76.26	7112288.14	2539551.03
	CSH399-3	21° 13′ 4.12"	2° 7′ 19.44"	505.73′	999.87′	2,700.00′	1041+00.90	1051+00.76	1046+06.62	7113334.15	2541053.05
	CSH399-4	12° 39′ 24.39"	1° 58′ 32.58"	321.62′	640.62′	2,900.00′	1057+33.00	1063+73.62	1060+54.62	7114545.21	2541867.74
	CSH399-5	61° 4′ 46.96"	2° 12′ 13.26"	1,533.95′	2,771.71′	2,600.00′	1071+30.00	1099+01.71	1086+63.95	7116340.34	2543765.06
BNSH399	BNSH399-1	0° 43′ 47.58"	0° 21′ 53.79"	100.00′	200.00′	15,700.00′	1034+60.65	1036+60.65	1035+60.65	7112704.08	2540218.30
	BNSH399-2	21° 13′ 4.12"	2° 12′ 13.26"	487.00′	962.83′	2,600.00′	1041+26.23	1050+89.07	1046+13.23	7113305.61	2541082.06
	BNSH399-3	12° 39′ 24.39"	2° 0′ 12.06"	317.18′	631.78′	2,860.00′	1057+47.53	1063+79.31	1060+64.71	7114519.21	2541898.45
	BNSH399-4	61° 4′ 46.96"	2° 14′ 17.22"	1,510.35′	2,729.07′	2,560.00′	1071+35.69	1098+64.76	1086+46.05	7116295.06	2543775.41
FRNB	S399NF2-1	3° 15′ 21.93"	2° 51′ 53.24"	56.84′	113.66′	2,000.00′	81+12.20	82+25.86	81+69.04	7115476.63	2543106.81
	S399NF2-2	15° 30′ 16.25"	3° 49′ 10.99"	204.20′	405.91′	1,500.00′	82+25.86	86+31.76	84+30.06	7115644.98	2543306.32
RNESTWRD	RNESTWRD-1	61° 4′ 46.96"	2° 17′ 30.59"	1,474.96′	2,665.11′	2,500.00′	10+00.00	36+65.11	24+74.96	7116219.99	2543892.49
RNXSH5	RNXSH5-1	12° 38′ 40.86"	3° 1′ 6.17"	210.32′	418.92′	1,898.23′	10+00.00	14+18.92	12+10.32	7114359.75	2541834.67
	RNXSH5-2	4° 49′ 7.75"	2° 24′ 33.88"	100.06′	200.00′	2,378.00′	24+66.05	26+66.05	25+66.11	7115292.72	2542820.77
	RNXSH5-3	13° 40′ 4.01"	2° 43′ 42.13"	251.67′	500.95′	2,100.00′	27+94.62	32+95.57	30+46.29	7115592.34	2543196.15
	RNXSH5-4	3° 23′ 58.06"	2° 16′ 15.38"	74.87′	149.69′	2,523.00′	36+31.45	37+81.14	37+06.32	7116116.20	2543601.57
RNXSTWRD	RNXSTWRD-1	5° 42′ 32.35"	1° 13′ 8.61"	234.35′	468.31′	4,700.00′	10+00.00	14+68.31	12+34.35	7112294.90	2539708.28
	RNXSTWRD-2	8° 48′ 53.76"	0° 45′ 53.50"	577.38′	1,152.49′	7,491.00′	14+68.31	26+20.80	20+45.69	7112699.22	2540412.14
	RNXSTWRD-3	18° 50′ 8.10"	2° 54′ 40.94"	326.43′	646.97′	1,968.00′	27+37.44	33+84.41	30+63.87	7113337.11	2541208.66
BSSH399	BSSH399-1	1° 5′ 27.83"	0° 21′ 53.79"	149.49′	298.97′	15,700.00′	1025+42.98	1028+41.95	1026+92.47	7112280.22	2539454.04
	BSSH399-2	21° 34′ 44.37"	1° 46′ 6.20"	617.45′	1,220.26′	3,240.00′	1039+74.20	1051+94.47	1045+91.65	7113355.73	2541019.36
	BSSH399-3	12° 39′ 24.39"	1° 56′ 55.81"	326.05′	649.45′	2,940.00′	1057+15.89	1063+65.34	1060+41.94	7114571.22	2541837.02
	BSSH399-4	61° 4′ 46.96"	2° 10′ 13.06"	1,557.55′	2,814.35′	2,640.00′	1071+21.73	1099+36.08	1086+79.28	7116385.61	2543754.71
FRSB	S399SF-1	9° 13′ 44.10"	2° 51′ 53.24"	161.42′	322.15′	2,000.00′	73+94.87	77+17.02	75+56.30	7115687.28	2542888.58
	S399SF-2	14° 2′ 40.72"	2° 14′ 39.31"	314.48′	625.80′	2,553.00′	77+17.02	83+42.83	80+31.50	7115954.67	2543282.25
RSHESH5	RSESH5-1	06° 48′ 20.32"	02° 17′ 30.59"	148.65′	296.95′	2,500.00′	12+02.96	14+99.92	13+51.61	7115582.95	2542853.98
	RSESH5-2	08° 30′ 16.47"	03° 00′ 56.04"	141.27′	282.02′	1,900.00′	17+23.02	20+05.04	18+64.29	7115888.90	2543265.80
	RSESH5-3	08° 56′ 07.12"	03° 00′ 56.05"	148.45′	296.31′	1,900.00′	20+05.04	23+01.35	21+53.50	7116094.17	2543470.26
RSXMEDCR	RSXMEDCR-1	7° 4′ 38.08"	5° 27′ 24.27"	64.93′	129.70′	1,050.00′	10+00.00	11+29.70	10+64.93	7112766.58	2540010.04
	RSXMEDCR-2	7° 4′ 38.08"	5° 27′ 24.27"	64.93′	129.70′	1,050.00′	11+29.70	12+59.39	11+94.63	7112826.37	2540125.32
	RSXMEDCR-3	0° 49′ 18.99"	1° 48′ 26.78"	22.74′	45.48′	3,170.00′	16+13.66	16+59.13	16+36.40	7113076.64	2540489.56
	RSXMEDCR-4	3° 39′ 8.87"	0° 44′ 45.74"	244.87′	489.58′	7,680.00′	16+59.13	21+48.71	19+04.01	7113231.33	2540707.93
	RSXMEDCR-5	9° 52′ 57.14"	3° 44′ 41.36"	132.28′	263.90′	1,530.00′	21+48.71	24+12.61	22+80.99	7113468.51	2541001.17
XSWRTRD	XSWRTRD-1	09° 34′ 48.12"	10° 06′ 28.08"	47.50′	94.78′	566.85′	10+00.00	10+94.78	10+47.50	7115199.42	2542319.21
	XSWRTRD-2	06° 50′ 18.34"	05° 43′ 46.48"	59.75′	119.35′	1,000.00′	13+01.40	14+20.75	13+61.15	7115160.3	2542356.22

PROPERTY OWNER DATA

ID	OWNER'S NAME	ADDRESS
E1	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP	PO BOX 80610
E2	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP &	PO BOX 80610
E3	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP	PO BOX 80610
E4	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP	PO BOX 80610
E5	COLUMBIA MEDICAL CENTER OF MCKINNEY SUBSIDIARY LP	PO BOX 80610
E6	7-ELEVEN INC	1722 ROUTH ST STE 1000
E7	MCKINNEY MED CENTER LP	5850 GRANITE PKWY STE 100
E8	MITCHELL KENNETH H	1005 SHADY RIVER CT N
E9	COMMERCE TX HOLDING LLC	2107 GRASSLAND DR
E10	STATE OF TEXAS	ENGINEERS MAINT OFC
E11	HIGH POINT MHC LLC	31550 NORTHWESTERN HWY STE 220
E12	SHMAISANI ISSAM AL	5608 NORMANDY DR
E13	SHMAISANI ISSAM AL	5608 NORMANDY DR
E14	TXI OPERATIONS LP	PO BOX 8040
E15	LHOIST NORTH AMERICA OF TEXAS LTD	5600 CLEARFORK MAIN ST STE 300
E16	MCKINNEY CITY OF	PO BOX 517
E17	MCKINNEY ECONOMIC DEVELOPMENT CORPORATION	5900 S LAKE FOREST DR STE 110
E18	MCKINNEY CITY OF	PO BOX 517
E19	MCKINNEY CITY OF	PO BOX 517
W1	MCKINNEY ECONOMIC DEVELOPMENT CORPORATION	5900 S LAKE FOREST DR STE 110
W2	UNKNOWN DATA	UNKNOWN DATA
W3	MCKINNEY CITY OF	PO BOX 517
W4	COLLIN COUNTY COMMUNITY COLLEGE DISTRICT	4800 PRESTON PARK BLVD
W5	MCKINNEY ECONOMIC DEVELOPMENT CORPORATION	5900 S LAKE FOREST DR STE 110
W6	CHURCH OF GOD A WORLDWIDE ASSOCIATION INC	PO BOX 3490
W7	EAST DALLAS BW LTD	192 PRIVATE ROAD 4293
W8	FAIRWAYS WILSON CREEK APARTMENTS LLC	5400 LYNDON B JOHNSON FWY STE 1060
W9	WILBOW-MERIDIAN LLC	LOCKBOX 13
W10	STRICKLAND KENNETH RAY- LE &	STRICKLAND KENNETH & DIANNA LIVING TRUST
W11	JEANES OSCAR L	1515 STEWART RD
W12	MCKINNEY GREENS HOMEOWNERS ASSOCIATION INC	1512 CRESCENT DR STE 112
W13	DEAN WANDA J	1513 STEWART RD
W14	DEAN WANDA J	1513 STEWART RD
W15	MCKINNEY CITY OF	PO BOX 517

TYPICAL SECTIONS LEGEND:

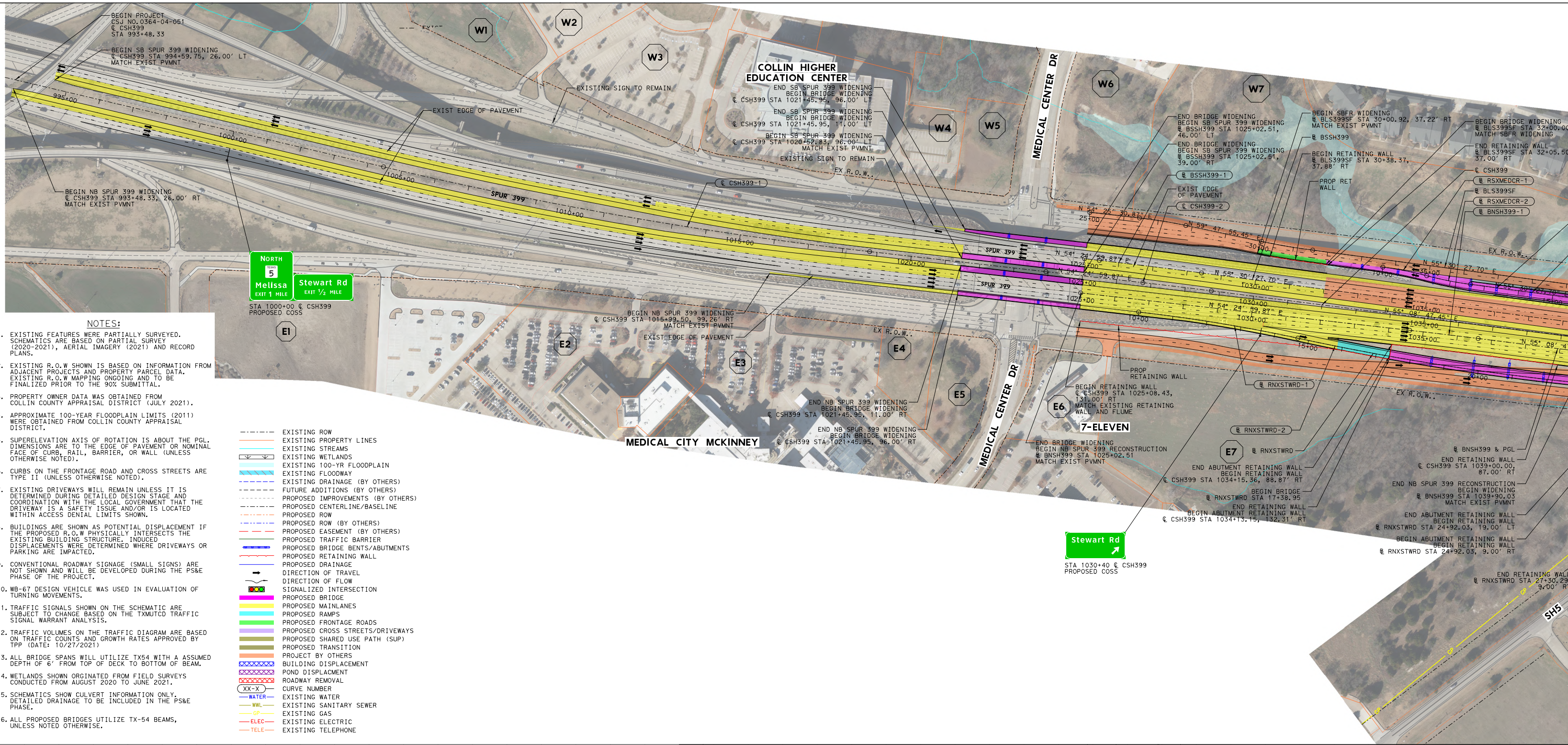
➞	DIRECTION OF TRAVEL
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS
🟩	PROPOSED SHARED USE PATH (SUP)
🟫	PROPOSED TRANSITION
🟧	PROJECT BY OTHERS

MAINLANE SUPERELEVATION

CHAIN NAME	STATION	CROSS SLOPE
℄ S399	1069+94.00 (NB)	-2.50%
	1073+38.00 (NB)	-5.70%
	1069+94.00 (SB)	4.90%
	1071+46.00 (SB)	5.70%

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
1	AUX LANE MERGE	SW1-CSH399	1023+93.31, 23.07 RT	1023+93.31, 26.00 RT	50:1
2	AUX LANE MERGE	SW1-CSH399	1049+19.39, 89.39 RT	1051+87.72, 76.00 RT	23:1
3	AUX LANE MERGE	SW1-CSH399	1106+01.71, 76.00 RT	1112+01.71, 64.00 RT	50:1

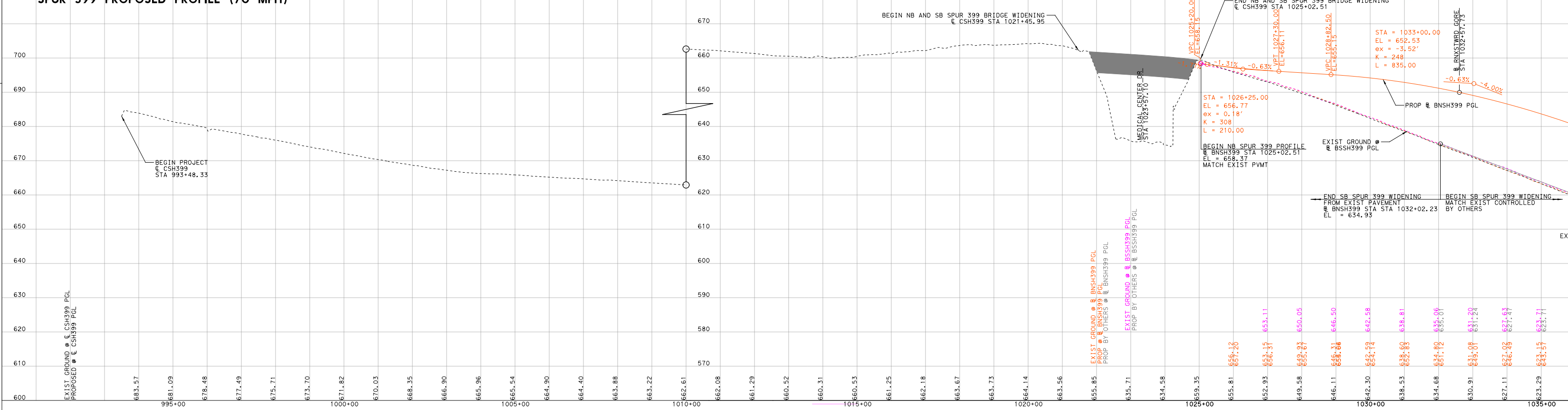

BEGIN PROJECT
CSJ NO.0364-04-051
℄ CSH399
STA 993+48.33
BEGIN SB SPUR 399 WIDENING
℄ CSH399 STA 994+59.75, 26.00′ LT
MATCH EXIST PVMNT
BEGIN NB SPUR 399 WIDENING
℄ CSH399 STA 993+48.33, 26.00′ RT
MATCH EXIST PVMNT
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
1030+00
1035+00
SPUR 399
EXIST EDGE OF PAVEMENT
EXISTING SIGN TO REMAIN
W1
W2
W3
W4
W5
W6
W7
E1
E2
E3
E4
E5
E6
E7
NORTH
TEXAS 5
Melissa
EXIT 1 MILE
Stewart Rd
EXIT ½ MILE
STA 1000+00 ℄ CSH399
PROPOSED COSS
COLLIN HIGHER EDUCATION CENTER
END SB SPUR 399 WIDENING
BEGIN BRIDGE WIDENING
℄ CSH399 STA 1021+45.95, 96.00′ LT
END SB SPUR 399 WIDENING
BEGIN BRIDGE WIDENING
℄ CSH399 STA 1021+45.95, 11.00′ LT
BEGIN SB SPUR 399 WIDENING
℄ CSH399 STA 1020+52.83, 96.00′ LT
MATCH EXIST PVMNT
EXISTING SIGN TO REMAIN
EX R.O.W.
℄ CSH399-1
BEGIN NB SPUR 399 WIDENING
℄ CSH399 STA 1015+99.50, 99.26′ RT
MATCH EXIST PVMNT
EXIST EDGE OF PAVEMENT
END NB SPUR 399 WIDENING
BEGIN BRIDGE WIDENING
℄ CSH399 STA 1021+45.95, 11.00′ RT
END NB SPUR 399 WIDENING
BEGIN BRIDGE WIDENING
℄ CSH399 STA 1021+45.95, 96.00′ RT
MEDICAL CITY MCKINNEY
MEDICAL CENTER DR
7-ELEVEN
END BRIDGE WIDENING
BEGIN SB SPUR 399 WIDENING
℄ BSSH399 STA 1025+02.51,
46.00′ LT
END BRIDGE WIDENING
BEGIN SB SPUR 399 WIDENING
℄ BSSH399 STA 1025+02.51,
39.00′ RT
℄ BSSH399-1
EXIST EDGE OF PAVEMENT
℄ CSH399-2
N 54° 25′ 30.87″ E
N 59° 47′ 55.45″ E
N 54° 24′ 59.87″ E
N 55° 30′ 27.70″ E
N 55° 08′ 47.45″ E
25+00
30+00
35+00
10+00
15+00
20+00
PROP RETAINING WALL
BEGIN RETAINING WALL
℄ CSH399 STA 1025+08.43,
131.00′ RT
MATCH EXISTING RETAINING WALL AND FLUME
℄ RNXSTWRD-1
℄ RNXSTWRD-2
END BRIDGE WIDENING
BEGIN NB SPUR 399 RECONSTRUCTION
℄ BNSH399 STA 1025+02.51
MATCH EXIST PVMNT
℄ RNXSTWRD
END ABUTMENT RETAINING WALL
BEGIN RETAINING WALL
℄ CSH399 STA 1034+15.36, 88.87′ RT
BEGIN BRIDGE
℄ RNXSTWRD STA 17+38.95
END RETAINING WALL
BEGIN ABUTMENT RETAINING WALL
℄ CSH399 STA 1034+13.15, 132.31′ RT
Stewart Rd
STA 1030+40 ℄ CSH399
PROPOSED COSS
BEGIN SBFR WIDENING
℄ BLS399SF STA 30+00.92, 37.22′ RT
MATCH EXIST PVMNT
℄ BSSH399
BEGIN RETAINING WALL
℄ BLS399SF STA 30+38.37,
37.88′ RT
PROP RET WALL
BEGIN BRIDGE WIDENING
℄ BLS399SF STA 32+00.0
MATCH SBFR WIDENING
END RETAINING WALL
℄ BLS399SF STA 32+05.5
37.00′ RT
℄ CSH399
℄ RSXMEDCR-1
℄ BLS399SF
℄ RSXMEDCR-2
℄ BNSH399-1
EX R.O.W.
℄ BNSH399 & PGL
END RETAINING WALL
℄ CSH399 STA 1039+00.00,
87.00′ RT
END NB SPUR 399 RECONSTRUCTION
BEGIN WIDENING
℄ BNSH399 STA 1039+90.03
MATCH EXIST PVMNT
END ABUTMENT RETAINING WALL
BEGIN RETAINING WALL
℄ RNXSTWRD STA 24+92.03, 19.00′ LT
BEGIN ABUTMENT RETAINING WALL
BEGIN RETAINING WALL
℄ RNXSTWRD STA 24+92.03, 9.00′ RT
END RETAINING WAL
℄ RNXSTWRD STA 27+30.29
9.00′ R
GP
SH5

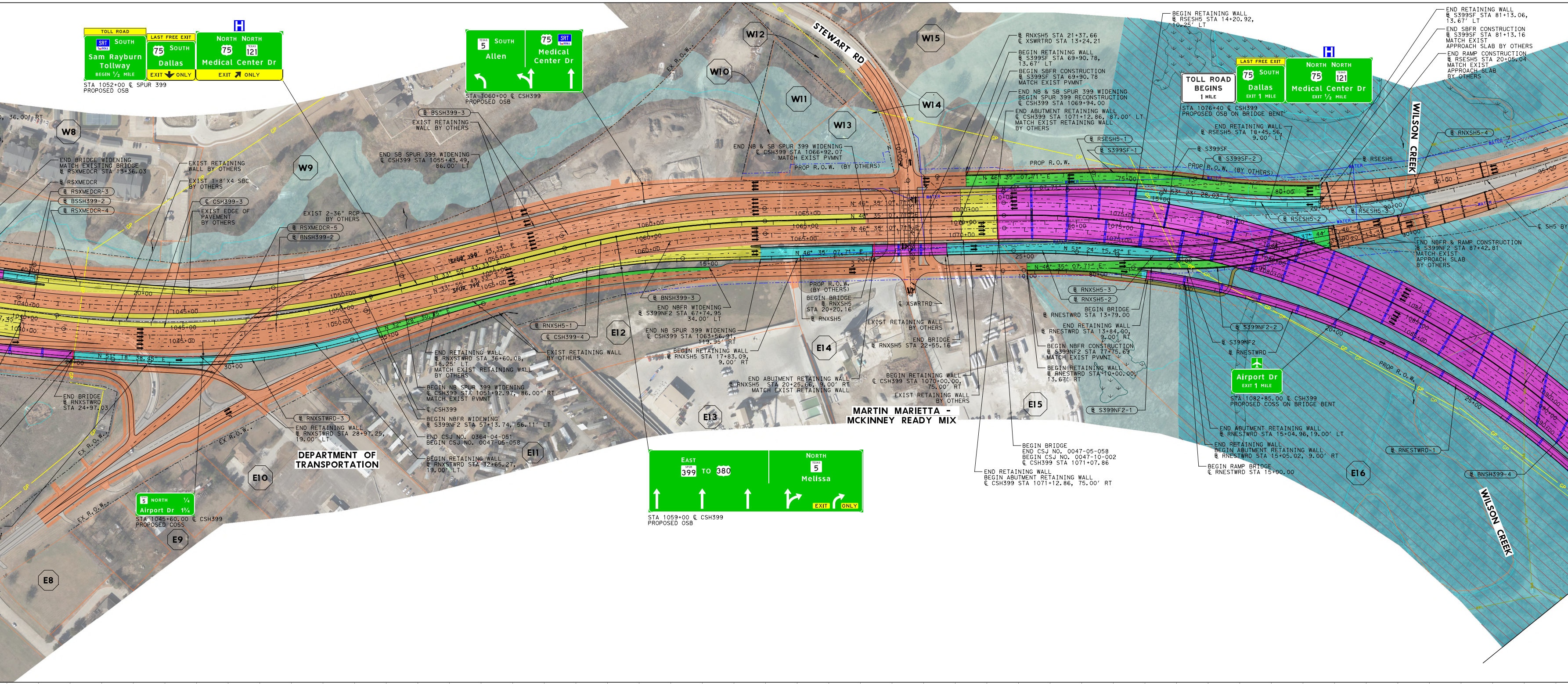
NOTES:

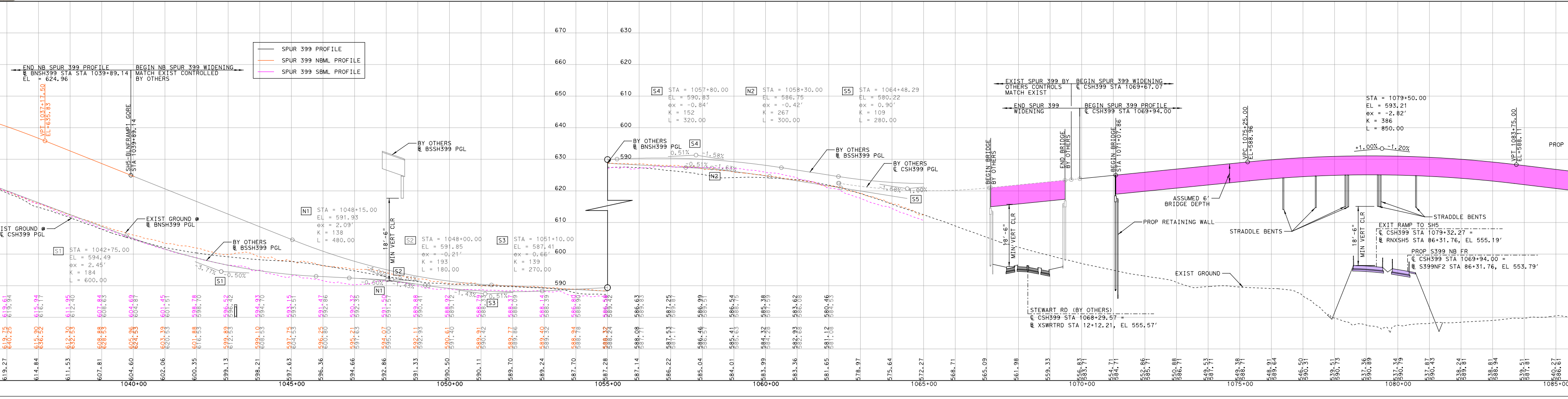
1. EXISTING FEATURES WERE PARTIALLY SURVEYED. SCHEMATICS ARE BASED ON PARTIAL SURVEY (2020-2021), AERIAL IMAGERY (2021) AND RECORD PLANS.
2. EXISTING R.O.W SHOWN IS BASED ON INFORMATION FROM ADJACENT PROJECTS AND PROPERTY PARCEL DATA. EXISTING R.O.W MAPPING ONGOING AND TO BE FINALIZED PRIOR TO THE 90% SUBMITTAL.
3. PROPERTY OWNER DATA WAS OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (JULY 2021).
4. APPROXIMATE 100-YEAR FLOODPLAIN LIMITS (2011) WERE OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT.
5. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS OTHERWISE NOTED).
6. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS OTHERWISE NOTED).
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED R.O.W PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. INDUCED DISPLACEMENTS WERE DETERMINED WHERE DRIVEWAYS OR PARKING ARE IMPACTED.
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
10. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
11. TRAFFIC SIGNALS SHOWN ON THE SCHEMATIC ARE SUBJECT TO CHANGE BASED ON THE TXMUTCD TRAFFIC SIGNAL WARRANT ANALYSIS.
12. TRAFFIC VOLUMES ON THE TRAFFIC DIAGRAM ARE BASED ON TRAFFIC COUNTS AND GROWTH RATES APPROVED BY TPP (DATE: 10/27/2021)
13. ALL BRIDGE SPANS WILL UTILIZE TX54 WITH A ASSUMED DEPTH OF 6′ FROM TOP OF DECK TO BOTTOM OF BEAM.
14. WETLANDS SHOWN ORGINATED FROM FIELD SURVEYS CONDUCTED FROM AUGUST 2020 TO JUNE 2021.
15. SCHEMATICS SHOW CULVERT INFORMATION ONLY. DETAILED DRAINAGE TO BE INCLUDED IN THE PS&E PHASE.
16. ALL PROPOSED BRIDGES UTILIZE TX-54 BEAMS, UNLESS NOTED OTHERWISE.

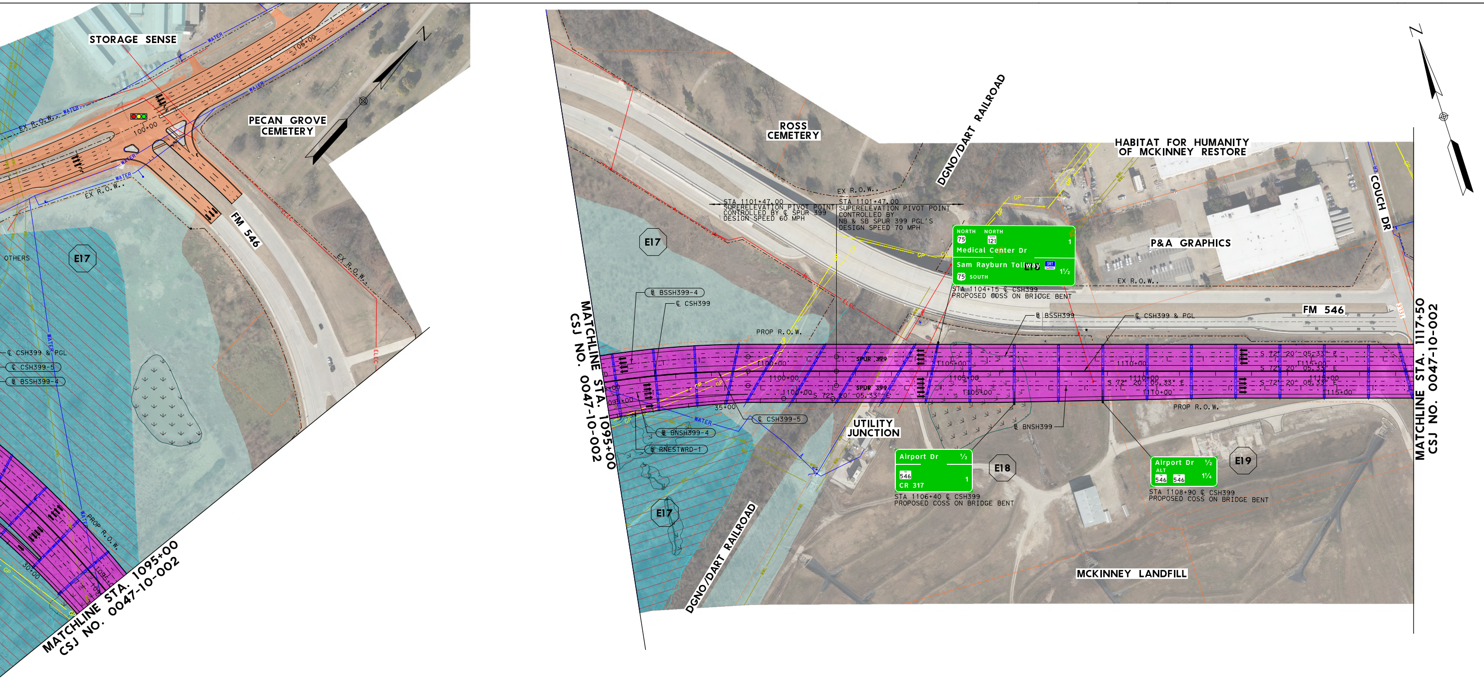
-·-·-·-	EXISTING ROW
——	EXISTING PROPERTY LINES
——	EXISTING STREAMS
▭	EXISTING WETLANDS
▭	EXISTING 100-YR FLOODPLAIN
▨	EXISTING FLOODWAY
- - - -	EXISTING DRAINAGE (BY OTHERS)
- - - -	FUTURE ADDITIONS (BY OTHERS)
- - - -	PROPOSED IMPROVEMENTS (BY OTHERS)
-·-·-·-	PROPOSED CENTERLINE/BASELINE
-·-·-·-	PROPOSED ROW
-·-·-·-	PROPOSED ROW (BY OTHERS)
— — —	PROPOSED EASEMENT (BY OTHERS)
——	PROPOSED TRAFFIC BARRIER
——	PROPOSED BRIDGE BENTS/ABUTMENTS
——	PROPOSED RETAINING WALL
——	PROPOSED DRAINAGE
➡	DIRECTION OF TRAVEL
→	DIRECTION OF FLOW
●	SIGNALIZED INTERSECTION
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS/DRIVEWAYS
🟫	PROPOSED SHARED USE PATH (SUP)
🟫	PROPOSED TRANSITION
🟧	PROJECT BY OTHERS
☒	BUILDING DISPLACEMENT
☒	POND DISPLACMENT
☒	ROADWAY REMOVAL
XX-X	CURVE NUMBER
—WATER—	EXISTING WATER
—WWL—	EXISTING SANITARY SEWER
—GP—	EXISTING GAS
—ELEC—	EXISTING ELECTRIC
—TELE—	EXISTING TELEPHONE

SPUR 399 PROPOSED PROFILE (70 MPH)

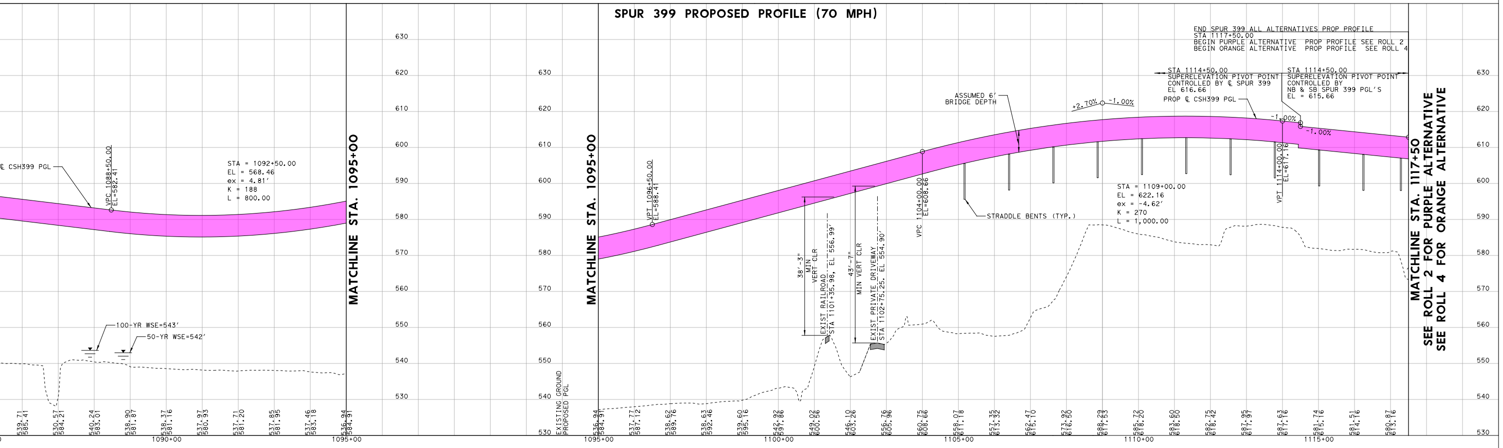



TOLL ROAD
SRT SOUTH
Sam Rayburn Tollway
BEGIN 1/2 MILE
LAST FREE EXIT
75 SOUTH
Dallas
EXIT ONLY
NORTH NORTH
75 121
Medical Center Dr
EXIT ONLY
STA 1052+00 ℄ SPUR 399
PROPOSED OSB
5 SOUTH
Allen
75 SRT
Medical Center Dr
STA 1060+00 ℄ CSH399
PROPOSED OSB
STEWART RD
W8
W9
W10
W11
W12
W13
W14
W15
E8
E9
E10
E11
E12
E13
E14
E15
E16
END BRIDGE WIDENING
MATCH EXISTING BRIDGE
℄ RSXMEDCR STA 13+36.03
℄ RSXMEDCR
℄ RSXMEDCR-3
℄ BSSH399-2
℄ RSXMEDCR-4
EXIST RETAINING WALL BY OTHERS
EXIST 1-8'X4 SBC BY OTHERS
℄ CSH399-3
EXIST EDGE OF PAVEMENT BY OTHERS
EXIST 2-36" RCP BY OTHERS
℄ RSXMEDCR-5
℄ BNSH399-2
℄ BSSH399-3
EXIST RETAINING WALL BY OTHERS
END SB SPUR 399 WIDENING
℄ CSH399 STA 1055+43.49, 86.00' LT
END NB & SB SPUR 399 WIDENING
℄ CSH399 STA 1066+92.07
MATCH EXIST PVMNT
PROP R.O.W. (BY OTHERS)
℄ RNXSH5 STA 21+37.66
℄ XSWRTRD STA 13+24.21
BEGIN RETAINING WALL
℄ S399SF STA 69+90.78, 13.67' LT
BEGIN SBFR CONSTRUCTION
℄ S399SF STA 69+90.78
MATCH EXIST PVMNT
END NB & SB SPUR 399 WIDENING
BEGIN SPUR 399 RECONSTRUCTION
℄ CSH399 STA 1069+94.00
END ABUTMENT RETAINING WALL
℄ CSH399 STA 1071+12.86, 87.00' LT
MATCH EXIST RETAINING WALL BY OTHERS
℄ RSESH5-1
℄ S399SF-1
PROP R.O.W.
BEGIN RETAINING WALL
℄ RSESH5 STA 14+20.92, 10.25' LT
TOLL ROAD BEGINS 1 MILE
LAST FREE EXIT
75 SOUTH
Dallas
EXIT 1 MILE
NORTH NORTH
75 121
Medical Center Dr
EXIT 1/2 MILE
STA 1076+40 ℄ CSH399
PROPOSED OSB ON BRIDGE BENT
END RETAINING WALL
℄ RSESH5 STA 18+45.56, 9.00' LT
℄ S399SF
℄ S399SF-2
PROP R.O.W. (BY OTHERS)
℄ RSESH5-2
℄ RSESH5
℄ RSESH5-3
END RETAINING WALL
℄ S399SF STA 81+13.06, 13.67' LT
END SBFR CONSTRUCTION
℄ S399SF STA 81+13.16
MATCH EXIST APPROACH SLAB BY OTHERS
END RAMP CONSTRUCTION
℄ RSESH5 STA 20+05.04
MATCH EXIST APPROACH SLAB BY OTHERS
℄ RNXSH5-4
WILSON CREEK
℄ SH5 BY
END NBFR & RAMP CONSTRUCTION
℄ S399NF2 STA 87+42.81
MATCH EXIST APPROACH SLAB BY OTHERS
SPUR 399
℄ BNSH399-3
END NBFR WIDENING
℄ S399NF2 STA 67+74.95, 34.00' LT
END NB SPUR 399 WIDENING
℄ CSH399 STA 1063+56.91, 119.95' RT
BEGIN RETAINING WALL
℄ RNXSH5 STA 17+83.09, 9.00' RT
PROP R.O.W. (BY OTHERS)
BEGIN BRIDGE
℄ RNXSH5 STA 20+20.16
℄ RNXSH5
℄ XSWRTRD
EXIST RETAINING WALL BY OTHERS
END BRIDGE
℄ RNXSH5 STA 22+55.16
℄ RNXSH5-3
℄ RNXSH5-2
BEGIN BRIDGE
℄ RNESTWRD STA 13+79.00
END RETAINING WALL
℄ RNESTWRD STA 13+84.00, 9.00' RT
BEGIN NBFR CONSTRUCTION
℄ S399NF2 STA 77+75.69
MATCH EXIST PVMNT
BEGIN RETAINING WALL
℄ RNESTWRD STA 10+00.00, 13.67' RT
℄ S399NF2-2
℄ S399NF2
℄ RNESTWRD
Airport Dr
EXIT 1 MILE
STA 1082+85.00 ℄ CSH399
PROPOSED COSS ON BRIDGE BENT
℄ RNXSH5-1
℄ CSH399-4
END RETAINING WALL
℄ RNXSTWRD STA 36+60.08, 18.25' LT
MATCH EXIST RETAINING WALL
BEGIN NB SPUR 399 WIDENING
℄ CSH399 STA 1051+92.97, 86.00' RT
MATCH EXIST PVMNT
℄ CSH399
BEGIN NBFR WIDENING
℄ S399NF2 STA 57+13.74, 56.11' LT
END CSJ NO. 0364-04-051
BEGIN CSJ NO. 0047-05-058
BEGIN RETAINING WALL
℄ RNXSTWRD STA 32+65.27, 19.00' LT
EXIST RETAINING WALL BY OTHERS
END ABUTMENT RETAINING WALL
℄ RNXSH5 STA 20+25.66, 9.00' RT
MATCH EXIST RETAINING WALL
BEGIN RETAINING WALL
℄ CSH399 STA 1070+00.00, 75.00' RT
EXIST RETAINING WALL BY OTHERS
MARTIN MARIETTA - MCKINNEY READY MIX
℄ S399NF2-1
END BRIDGE
℄ RNXSTWRD STA 24+97.03
℄ RNXSTWRD-3
END RETAINING WALL
℄ RNXSTWRD STA 28+97.25, 19.00' LT
DEPARTMENT OF TRANSPORTATION
EX R.O.W.
5 NORTH 1/4
Airport Dr 1 3/4
STA 1045+60.00 ℄ CSH399
PROPOSED COSS
EAST
399 TO 380
NORTH
5
Melissa
EXIT ONLY
STA 1059+00 ℄ CSH399
PROPOSED OSB
BEGIN BRIDGE
END CSJ NO. 0047-05-058
BEGIN CSJ NO. 0047-10-002
℄ CSH399 STA 1071+07.86
END RETAINING WALL
BEGIN ABUTMENT RETAINING WALL
℄ CSH399 STA 1071+12.86, 75.00' RT
END ABUTMENT RETAINING WALL
℄ RNESTWRD STA 15+04.96, 19.00' LT
END RETAINING WALL
BEGIN ABUTMENT RETAINING WALL
℄ RNESTWRD STA 15+05.02, 9.00' RT
BEGIN RAMP BRIDGE
℄ RNESTWRD STA 15+00.00
℄ RNESTWRD-1
℄ BNSH399-4
PROP R.O.W.
N 46° 35' 07.71" E
N 53° 24' 15.42" E
N 33° 55' 43.33" E
WATER
GP


SPUR 399 PROFILE
SPUR 399 NBML PROFILE
SPUR 399 SBML PROFILE
END NB SPUR 399 PROFILE
℄ BNSH399 STA 1039+89.14
EL = 624.96
BEGIN NB SPUR 399 WIDENING
MATCH EXIST CONTROLLED BY OTHERS
VPT 1037+17.50
EL=635.83
SH5-BLNFRAMP1 GORE STA 1039+89.14
EXIST GROUND ℄ BNSH399 PGL
EXIST GROUND ℄ CSH399 PGL
BY OTHERS ℄ BSSH399 PGL
BY OTHERS ℄ BNSH399 PGL
BY OTHERS ℄ CSH399 PGL
S1 STA = 1042+75.00 EL = 594.49 ex = 2.45' K = 184 L = 600.00
N1 STA = 1048+15.00 EL = 591.93 ex = 2.09' K = 138 L = 480.00
S2 STA = 1048+00.00 EL = 591.85 ex = -0.21' K = 193 L = 180.00
S3 STA = 1051+10.00 EL = 587.41 ex = 0.66' K = 139 L = 270.00
S4 STA = 1057+80.00 EL = 590.83 ex = -0.84' K = 152 L = 320.00
N2 STA = 1058+30.00 EL = 586.75 ex = -0.42' K = 267 L = 300.00
S5 STA = 1064+48.29 EL = 580.22 ex = 0.90' K = 109 L = 280.00
18'-6" MIN VERT CLR
EXIST SPUR 399 BY OTHERS CONTROLS MATCH EXIST
BEGIN SPUR 399 WIDENING ℄ CSH399 STA 1069+67.07
END SPUR 399 WIDENING
BEGIN SPUR 399 PROFILE ℄ CSH399 STA 1069+94.00
BEGIN BRIDGE BY OTHERS
END BRIDGE BY OTHERS
BEGIN BRIDGE STA 1071+07.86
VPC 1076+25.00 EL=588.96
STA = 1079+50.00 EL = 593.21 ex = -2.82' K = 386 L = 850.00
+1.00% -1.20%
VPT 1083+75.00 EL=588.11
PROP
ASSUMED 6' BRIDGE DEPTH
PROP RETAINING WALL
STRADDLE BENTS
EXIT RAMP TO SH5
℄ CSH399 STA 1079+32.27 = ℄ RNXSH5 STA 86+31.76, EL 555.19'
PROP S399 NB FR
℄ CSH399 STA 1069+94.00 = ℄ S399NF2 STA 86+31.76, EL 553.79'
EXIST GROUND
STEWART RD (BY OTHERS)
℄ CSH399 STA 1068+29.57 = ℄ XSWRTRD STA 12+12.21, EL 555.57'
670 660 650 640 630 620 610 600 590
630 620 610 600 590
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00


STORAGE SENSE
PECAN GROVE CEMETERY
FM 546
E17
OTHERS
℄ CSH399 & PGL
℄ CSH399-5
℄ BSSH399-4
MATCHLINE STA. 1095+00
CSJ NO. 0047-10-002
ROSS CEMETERY
DGNO/DART RAILROAD
HABITAT FOR HUMANITY OF MCKINNEY RESTORE
COUCH DR
P&A GRAPHICS
STA 1101+47.00 SUPERELEVATION PIVOT POINT CONTROLLED BY ℄ SPUR 399 DESIGN SPEED 60 MPH
STA 1101+47.00 SUPERELEVATION PIVOT POINT CONTROLLED BY NB & SB SPUR 399 PGL'S DESIGN SPEED 70 MPH
Medical Center Dr
Sam Rayburn Tollway
STA 1104+15 ℄ CSH399 PROPOSED OCSS ON BRIDGE BENT
EX R.O.W.
PROP R.O.W.
℄ BSSH399-4
℄ CSH399
℄ BSSH399
℄ CSH399 & PGL
FM 546
S 72° 20' 05.33" E
SPUR 399
UTILITY JUNCTION
℄ CSH399-5
℄ BNSH399-4
℄ BNESTWRD-1
℄ BNSH399
Airport Dr
CR 317
STA 1106+40 ℄ CSH399 PROPOSED OCSS ON BRIDGE BENT
E18
E19
STA 1108+90 ℄ CSH399 PROPOSED OCSS ON BRIDGE BENT
MCKINNEY LANDFILL
MATCHLINE STA. 1117+50
CSJ NO. 0047-10-002
N

SPUR 399 PROPOSED PROFILE (70 MPH)


℄ CSH399 PGL
VPC 1088+50.00 EL=582.41
STA = 1092+50.00
EL = 568.46
ex = 4.81'
K = 188
L = 800.00
100-YR WSE=543'
50-YR WSE=542'
MATCHLINE STA. 1095+00
EXISTING GROUND
PROPOSED PGL
VPT 1096+50.00 EL=588.41
38'-3" MIN VERT CLR
EXIST RAILROAD STA 1101+35.90, EL 556.99'
43'-7" MIN VERT CLR
EXIST PRIVATE DRIVEWAY STA 1102+75.25, EL 554.90'
VPC 1104+00.00 EL=608.66
ASSUMED 6' BRIDGE DEPTH
STRADDLE BENTS (TYP.)
STA = 1109+00.00
EL = 622.16
ex = -4.62'
K = 270
L = 1,000.00
+2.70%
-1.00%
STA 1114+50.00 SUPERELEVATION PIVOT POINT CONTROLLED BY ℄ SPUR 399 EL 616.66
PROP ℄ CSH399 PGL
STA 1114+50.00 SUPERELEVATION PIVOT POINT CONTROLLED BY NB & SB SPUR 399 PGL'S EL = 615.66
END SPUR 399 ALL ALTERNATIVES PROP PROFILE STA 1117+50.00
BEGIN PURPLE ALTERNATIVE PROP PROFILE SEE ROLL 2
BEGIN ORANGE ALTERNATIVE PROP PROFILE SEE ROLL 4
VPT 1114+00.00 EL=617.16
MATCHLINE STA. 1117+50
SEE ROLL 2 FOR PURPLE ALTERNATIVE
SEE ROLL 4 FOR ORANGE ALTERNATIVE
630
620
610
600
590
580
570
560
550
540
530
1090+00
1095+00
1100+00
1105+00
1110+00
1115+00

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Texas Department of Transportation

DALLAS DISTRICT DESIGN SCHEMATIC

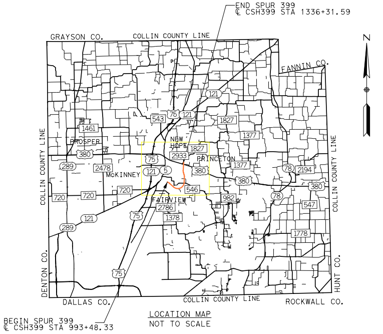
CEASON CLEMENS, P.E.
DALLAS DISTRICT ENGINEER

PUBLIC HEARING SCHEMATIC

CSJ: 0364-04-051, 0047-05-058 & 0047-10-002
FROM: US 75
TO: US 380
COLLIN COUNTY
FUNCTIONAL CLASS: URBAN FREEWAY
ORANGE ALTERNATIVE LENGTH: 7.0 MILES

DESIGN SPEEDS

MAINLANES (FREEWAY):	70 MPH
GENERAL RAMPS (PRINCIPAL ARTERIAL):	40-50 MPH
FRONTAGE ROADS (COLLECTOR):	35-45 MPH
CROSS STREETS (MAJOR COLLECTOR):	30 MPH


END SPUR 399
℄ CSH399 STA 1336+31.59
GRAYSON CO.
COLLIN COUNTY LINE
FANNIN CO.
PROSPER
NEW HOPE
PRINCETON
MCKINNEY
FAIRVIEW
COLLIN COUNTY LINE
DENTON CO.
DALLAS CO.
ROCKWALL CO.
HUNT CO.
BEGIN SPUR 399
℄ CSH399 STA 993+48.33
N

LOCATION MAP
NOT TO SCALE

SCALE: HORIZONTAL 1"=100'
SCALE: VERTICAL 1"=10'

0 100 200 300 400
HORIZ. SCALE IN FEET
0 10 20 30 40
VERT. SCALE IN FEET

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NOVEMBER 2022

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY:
DAVID SUTTON 120142
NAME P.E. NUMBER
NOVEMBER 2022
DATE

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 1 OF 8

HDR
Firm Registration No. F-754

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Dallas, Texas 75248-1229
972.960.4400