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Texas Department
of Transportation

DALLAS DISTRICT DESIGN SCHEMATIC

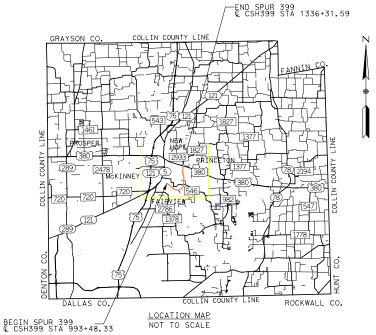
CEASON CLEMENS, P.E.
DALLAS DISTRICT ENGINEER

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.
HUNT CO.
DALLAS CO.
ROCKWALL CO.
BEGIN SPUR 399
℄ CSH399 STA 993+48.33
N

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:

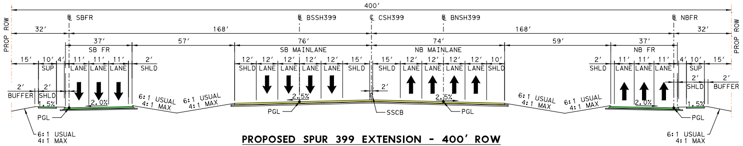
NAME	P.E. NUMBER
DAVID SUTTON	120142

NOVEMBER 2022
DATE

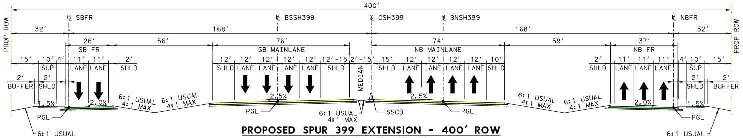
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

ROLL 3 OF 8

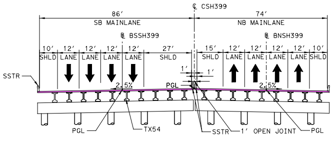
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400


400'
PROP ROW
℄ SBFR
℄ BSSH399
℄ CSH399
℄ BNSH399
℄ NBFR
32'
168'
SB FR
SB MAINLANE
NB MAINLANE
NB FR
SUP
SHLD
LANE
BUFFER
2.0%
2.5%
1.5%
6:1 USUAL
4:1 MAX
PGL
SSCB

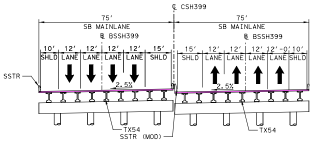
PROPOSED SPUR 399 EXTENSION - 400' ROW
8 LN ML, 3 LN FR, WITH SUP
FROM STA 1154+94.43 TO STA 1226+28.45


400'
PROP ROW
℄ SBFR
℄ BSSH399
℄ CSH399
℄ BNSH399
℄ NBFR
SB FR
SB MAINLANE
MEDIAN
NB MAINLANE
NB FR
PGL
SSCB
6:1 USUAL
4:1 MAX

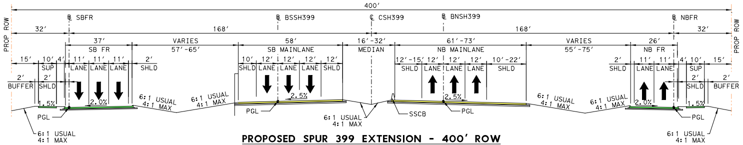
PROPOSED SPUR 399 EXTENSION - 400' ROW
8 LN ML, 3 LN FR, WITH SUP
FROM STA 1226+28.45 TO STA 1248+92.49


℄ CSH399
86'
74'
SB MAINLANE
NB MAINLANE
℄ BSSH399
℄ BNSH399
SSTR
PGL
TX54
1' OPEN JOINT

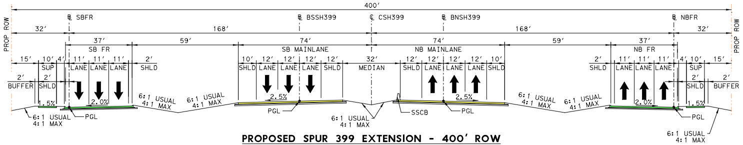
PROPOSED SPUR 399 EXTENSION
BRIDGED 8 LN ML
FROM STA 1248+92.49 TO STA 1252+05.22
* SEE SUPERELEVATION TABLE FOR SUPERELEVATION DESIGN


℄ CSH399
75'
SB MAINLANE
NB MAINLANE
℄ BSSH399
℄ BNSH399
SSTR
TX54
SSTR (MOD)

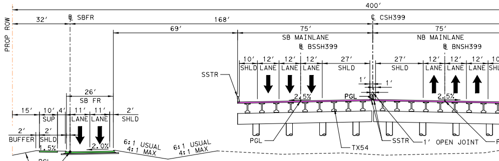
PROPOSED SPUR 399 EXTENSION - MAINLANES
FULL SUPER BRIDGE SECTION
* SEE SUPERELEVATION TABLE FOR SUPERELEVATION DESIGN


400'
PROP ROW
℄ SBFR
℄ BSSH399
℄ CSH399
℄ BNSH399
℄ NBFR
VARIES
57'-65'
58'
16'-32'
MEDIAN
61'-73'
55'-75'
SB FR
SB MAINLANE
NB MAINLANE
NB FR
PGL
SSCB

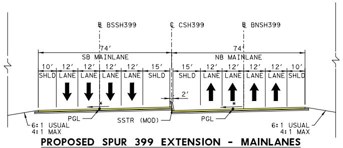
PROPOSED SPUR 399 EXTENSION - 400' ROW
6 LN ML, 3 LN FR, WITH SUP
FROM STA 1252+05.22 TO STA 1270+05.27


400'
PROP ROW
℄ SBFR
℄ BSSH399
℄ CSH399
℄ BNSH399
℄ NBFR
SB FR
SB MAINLANE
MEDIAN
NB MAINLANE
NB FR
PGL
SSCB

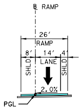
PROPOSED SPUR 399 EXTENSION - 400' ROW
6 LN ML, 3 LN FR, WITH SUP
FROM STA 1270+05.27 TO STA 1284+00.00


400'
PROP ROW
℄ SBFR
℄ CSH399
SB MAINLANE
NB MAINLANE
℄ BSSH399
℄ BNSH399
SB FR
SSTR
PGL
TX54
1' OPEN JOINT

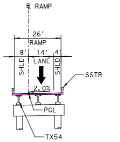
PROPOSED SPUR 399 EXTENSION
BRIDGED 8 LN ML
FROM STA 1284+00.00 TO STA 1310+24.78
* SEE SUPERELEVATION TABLE FOR SUPERELEVATION DESIGN


℄ BSSH399
℄ CSH399
℄ BNSH399
74'
SB MAINLANE
NB MAINLANE
PGL
SSTR (MOD)

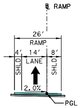
PROPOSED SPUR 399 EXTENSION - MAINLANES
FULL SUPER MAINLANES
* SEE SUPERELEVATION TABLE FOR SUPERELEVATION DESIGN


℄ RAMP
26'
RAMP
SHLD
LANE
2.0%
PGL

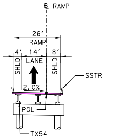
PROPOSED SPUR 399 EXTENSION
1 LN SB RAMP
℄ RSX546A FROM STA 13+75.38 TO STA 21+93.78
℄ RSEFTRIN FROM STA 15+49.32 TO STA 26+80.30


℄ RAMP
26'
RAMP
SHLD
LANE
2.0%
SSTR
PGL
TX54

PROPOSED SPUR 399 EXTENSION
BRIDGED 1 LN SB RAMP
℄ RSX546B FROM STA 12+54.24 TO STA 24+61.89


℄ RAMP
26'
RAMP
SHLD
LANE
2.0%
PGL

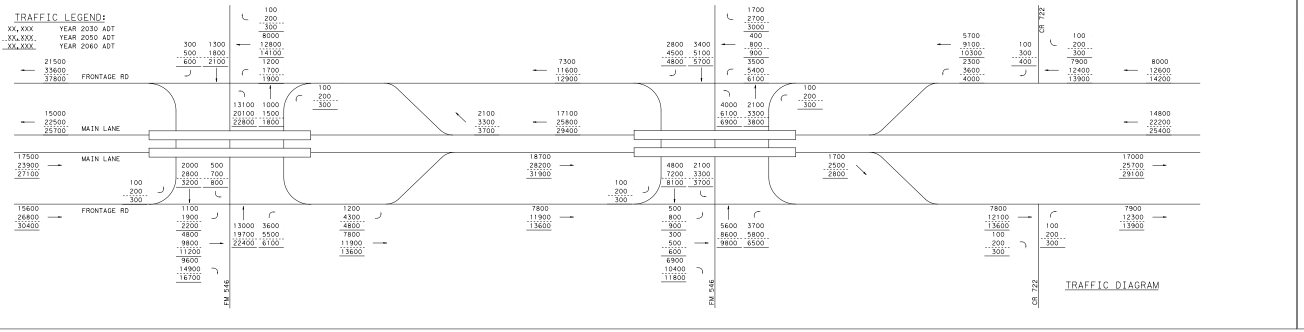
PROPOSED SPUR 399 EXTENSION
1 LN NB RAMP
℄ RNE546A FROM STA 15+87.09 TO STA 21+44.09
℄ RNXFTRIN FROM STA 15+51.63 TO STA 26+24.54


℄ RAMP
26'
RAMP
SHLD
LANE
2.0%
SSTR
PGL
TX54

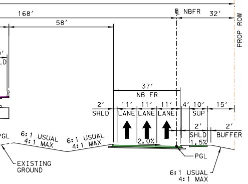
PROPOSED SPUR 399 EXTENSION
BRIDGED 1 LN NB RAMP
℄ RNE546B FROM STA 13+87.63 TO STA 27+47.08

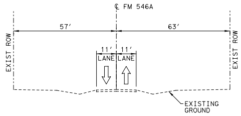
TRAFFIC LEGEND:

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

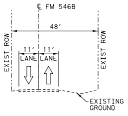

FRONTAGE RD
MAIN LANE
MAIN LANE
FRONTAGE RD
FM 546
FM 546
CR 722
CR 722

TRAFFIC DIAGRAM

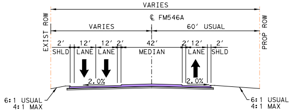

168'
58'
℄ NBFR
32'
PROP ROW
37'
NB FR
2'
SHLD
11'
11'
11'
LANE
LANE
LANE
4'
10'
15'
SUP
2'
2'
SHLD
1.5%
BUFFER
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
PGL
EXISTING
GROUND
PGL
6:1 USUAL
4:1 MAX


℄ FM 546A
57'
63'
EXIST ROW
EXIST ROW
11'
11'
LANE
LANE
EXISTING
GROUND

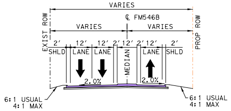
EXISTING TYPICAL SECTION
FM 546A


℄ FM 546B
48'
EXIST ROW
EXIST ROW
11'
11'
LANE
LANE
EXISTING
GROUND

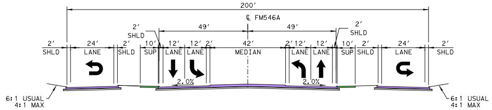
EXISTING TYPICAL SECTION
FM 546B


VARIES
℄ FM546A
VARIES
60' USUAL
EXIST ROW
PROP ROW
2'
12'
12'
2'
42'
2'
12'
2'
SHLD
LANE
LANE
MEDIAN
LANE
SHLD
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED TYPICAL SECTION
FM 546A APPROACH


VARIES
℄ FM546B
VARIES
VARIES
EXIST ROW
PROP ROW
2'
12'
12'
2'
2'
12'
2'
SHLD
LANE
LANE
MEDIAN
LANE
SHLD
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

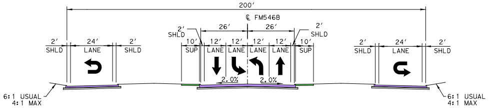
PROPOSED TYPICAL SECTION
FM 546B APPROACH


200'
℄ FM546A
49'
49'
2'
SHLD
2'
SHLD
2'
24'
2'
10'
12'
12'
2'
42'
2'
12'
12'
10'
2'
24'
2'
SHLD
LANE
SHLD
SUP
LANE
LANE
MEDIAN
LANE
LANE
SUP
SHLD
LANE
SHLD
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED TYPICAL SECTION
FM 546A

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


200'
℄ FM546B
26'
26'
2'
SHLD
2'
SHLD
2'
24'
2'
10'
12'
12'
12'
12'
10'
2'
24'
2'
SHLD
LANE
SHLD
SUP
LANE
LANE
LANE
LANE
SUP
SHLD
LANE
SHLD
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED TYPICAL SECTION
FM 546B

GEOMETRIC CURVE DATA

ROADWAY	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CSH399	CSH399-12	130° 52' 43.23"	01° 30' 28.02"	8,315.00'	8,680.20'	3,800.00'	1171+49.11	1258+29.31	1254+64.11	7106616.57	2557471.84
BNSH399	BNSH399-10	130° 52' 43.23"	01° 29' 31.48"	8,402.52'	8,771.57'	3,840.00'	1170+95.07	1258+66.65	1254+97.60	7106528.18	2557509.90
FRNB	FRNB-10	130° 52' 43.23"	01° 26' 38.21"	8,682.61'	9,063.96'	3,968.00'	5171+49.11	5262+13.07	5258+31.72	7106245.33	2557631.67
RNE546A	RNE546A-1	10° 00' 53.12"	03° 29' 37.12"	143.69'	286.66'	1,640.00'	10+00.00	12+86.66	11+43.69	7111409.37	2555476.84
	RNE546A-2	01° 28' 43.77"	00° 29' 32.03"	150.22'	300.43'	11,640.00'	12+86.66	15+87.09	14+36.88	7111565.71	2555725.73
	RNE546A-3	01° 27' 43.20"	01° 27' 43.20"	50.00'	100.00'	3,919.00'	15+87.09	16+87.09	16+37.09	7111667.81	2555897.97
	RNE546A-4	13° 11' 37.83"	02° 30' 07.20"	264.84'	527.33'	2,290.00'	16+87.09	22+14.42	19+51.93	7111835.20	2556164.62
RNE546B	RNE546B-1	06° 35' 39.11"	05° 23' 05.79"	61.30'	122.46'	1,064.00'	10+00.00	11+22.46	10+61.30	7117260.21	2557856.33
	RNE546B-2	06° 35' 39.11"	01° 13' 27.37"	269.61'	538.62'	4,680.00'	11+22.46	16+61.08	13+92.07	7117589.69	2557825.61
RNXFTRIN	RNXFTRIN-1	06° 24' 45.28"	01° 14' 44.02"	257.69'	514.83'	4,600.00'	14+19.82	19+34.66	16+77.51	7115173.13	2557777.16
	RNXFTRIN-2	06° 08' 40.66"	01° 13' 27.37"	251.19'	501.90'	4,680.00'	22+62.77	27+64.67	25+13.96	7116009.91	2557795.67
	RNXFTRIN-3	06° 08' 40.66"	05° 23' 05.79"	57.11'	114.11'	1,064.00'	27+64.67	28+78.78	28+21.78	7116315.63	2557835.44
BSSH399	BSSH399-10	130° 52' 43.23"	10° 31' 25.77"	8,227.47'	8,588.83'	3,760.00'	1172+00.57	1257+89.40	1254+28.04	7106704.96	2557433.79
FRSB	FRSB-10	130° 52' 43.23"	01° 34' 39.10"	7,947.39'	8,296.45'	3,632.00'	3171+49.21	3254+45.65	3250+96.60	7106987.81	2557312.01
RSEFTRIN	RSEFTRIN-1	11° 58' 37.84"	02° 29' 28.04"	241.28'	480.79'	2,300.00'	09+99.95	14+80.74	12+41.23	7114395.24	2557536.89
	RSEFTRIN-2	06° 55' 58.73"	01° 13' 27.37"	283.49'	566.30'	4,680.00'	23+45.38	29+11.67	26+28.87	7115784.31	2557567.62
	RSEFTRIN-3	06° 55' 58.73"	05° 23' 05.79"	64.45'	128.75'	1,064.00'	29+11.67	30+40.42	29+76.13	7116130.56	2557533.27
RSX546A	RSX546A-1	09° 50' 08.92"	03° 29' 37.12"	141.11'	281.53'	1,640.00'	13+48.65	16+30.19	14+89.77	7112286.42	2556333.01
	RSX546A-2	03° 06' 47.69"	01° 33' 23.50"	100.03'	200.01'	3,681.00'	16+30.19	18+30.20	17+30.22	7112455.24	2556505.20
	RSX546A-3	13° 09' 16.56"	03° 29' 37.12"	189.10'	376.53'	1,640.00'	23+07.21	26+83.74	24+96.30	7113020.54	2557022.31
RSX546B	RSX546B-1	06° 08' 40.66"	05° 23' 05.79"	57.11'	114.11'	1,064.00'	10+00.00	11+14.11	10+57.11	7117307.40	2557559.31
	RSX546B-2	06° 08' 40.66"	01° 13' 27.37"	251.19'	501.90'	4,680.00'	11+14.11	16+16.01	13+65.30	7117613.12	2557599.08
XFM546A	XFM546A-1	03° 07' 46.28"	06° 54' 11.18"	22.67'	45.33'	830.00'	10+00.00	10+45.33	10+22.67	7111851.78	2554220.97
	XFM546A-2	30° 24' 49.85"	18° 11' 20.89"	85.62'	167.21'	315.00'	12+97.37	14+64.58	13+83.00	7111531.08	2554056.67
	XFM546A-3	64° 31' 10.27"	05° 27' 17.55"	662.98'	1,182.79'	1,050.36'	19+15.72	30+98.51	25+78.70	7110333.31	2554125.45

PROPERTY OWNER DATA

ID	OWNER'S NAME	ADDRESS
E112	POWELL JOHN W SR	1392 OLD MILL RD
E113	POWELL JOHN WARREN SR	1392 OLD MILL RD
E114	LEZAMA FELIPE &	2501 MARKLAND ST
E115	BECERRA JOSE A	3499 COUNTY ROAD 317
E118	FAIRVIEW TOWN OF	372 TOWN PL
E120	PRESSNELL HAROLD D	3487 COUNTY ROAD 317
E121	RUTLEDGE HULAN-LE	3487 COUNTY ROAD 317
E122	PIERSON KYLE RAY &	RANDY PIERSON CHARITABLE REMAINDER UNITRUST
E123	FAIRVIEW TOWN OF	372 TOWN PL
E124	FERNANDEZ GUSTAVO AHUMADA & KAREN FRANCO	2928 ALMETA LN
E125	TM CYPRESS HOLDINGS LLC	2935 ALMETA LN
E126	GRIFFIN WILEY E TRUST	PO BOX 455
E127	MAP HOLDINGS LP	1410 N CROSSING DR
W108	MCKINNEY CITY OF	PO BOX 517
W109	TXI OPERATIONS LP	1503 LYNDON B JOHNSON FWY STE 400
W110	MCKINNEY 114 LAND & CATTLE LTD	10950 RESEARCH RD
W111	DAVIS BOBBY T SR	1969 FM 546
W112	DAVIS BOBBY T SR	1969 FM 546
W113	MCKINNEY CITY OF	PO BOX 517
W114	GRIFFIN WILEY E TRUST	PO BOX 455
W115	MCKINNEY UPLANDS LP	1410 N CROSSING DR

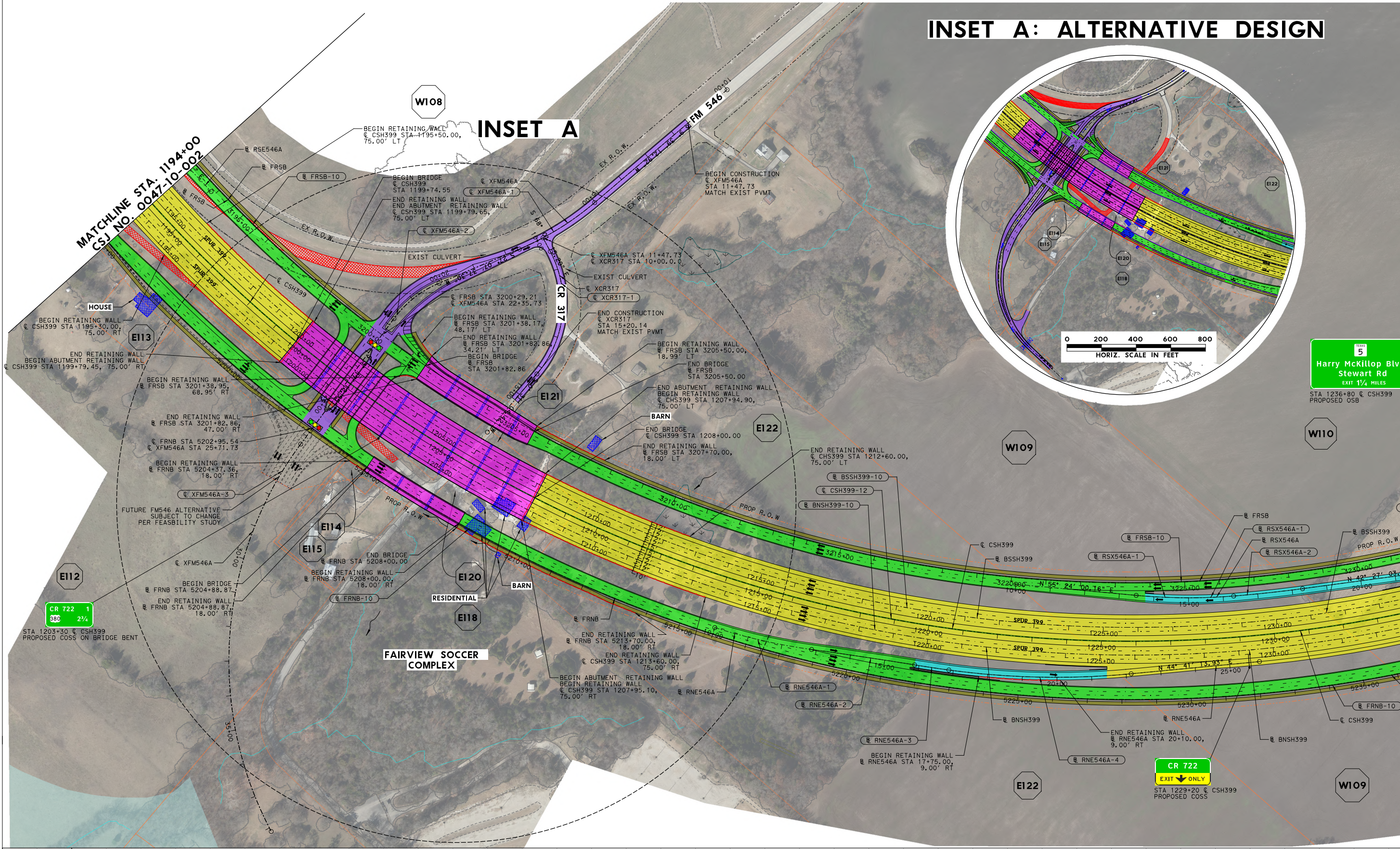
MAINLANE SUPERELEVATION

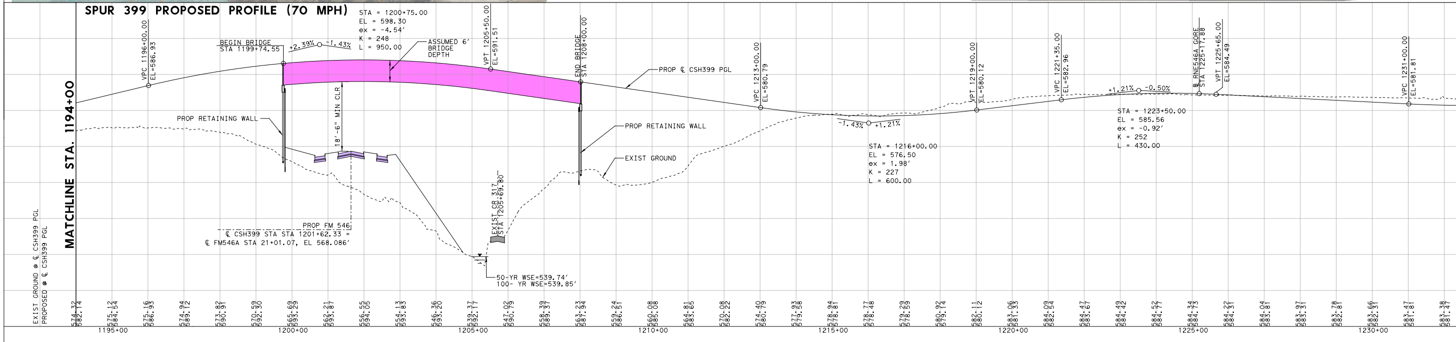
CHAIN NAME	STATION	CROSS SLOPE
℄ S399	1257+01.00	4.60%
	1265+54.00	-2.50%
	1285+29.00	-2.50%

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
1	AUX LANE MERGE	SE1-CSH399	1235+15.73 76.00 RT	1241+05.79 64.00 RT	50:1

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 DISPLACEMENT
ROADWAY REMOVAL
CURVE NUMBER
EXISTING WATER
EXISTING SANITARY SEWER
EXISTING GAS
EXISTING ELECTRIC
EXISTING TELEPHONE


INSET A: ALTERNATIVE DESIGN
INSET A
MATCHLINE STA. 1194+00
CSJ NO 0047-10-002
FM 546
CR 317
W108
W109
W110
E112
E113
E114
E115
E118
E120
E121
E122
HOUSE
BARN
RESIDENTIAL
FAIRVIEW SOCCER COMPLEX
SPUR 399
CSH399
FRSB
FRNB
BSSH399
BNSH399
RNE546A
RSX546A
XFM546A
XCR317
EX R.O.W.
PROP R.O.W
EXIST CULVERT
BEGIN RETAINING WALL ℄ CSH399 STA 1195+50.00, 75.00' LT
BEGIN BRIDGE ℄ CSH399 STA 1199+74.55
END RETAINING WALL END ABUTMENT RETAINING WALL ℄ CSH399 STA 1199+79.65, 75.00' LT
℄ XFM546A STA 11+47.73 ℄ XCR317 STA 10+00.00
BEGIN CONSTRUCTION ℄ XFM546A STA 11+47.73 MATCH EXIST PVMT
END CONSTRUCTION ℄ XCR317 STA 15+20.14 MATCH EXIST PVMT
END BRIDGE ℄ CSH399 STA 1208+00.00
FUTURE FM546 ALTERNATIVE SUBJECT TO CHANGE PER FEASIBILITY STUDY
CR 722 380 2¼
STA 1203+30 ℄ CSH399 PROPOSED COSS ON BRIDGE BENT
Harry McKillop Blvd Stewart Rd EXIT 1¼ MILES
STA 1236+80 ℄ CSH399 PROPOSED OSB
CR 722 EXIT ONLY
STA 1229+20 ℄ CSH399 PROPOSED COSS
0 200 400 600 800
HORIZ. SCALE IN FEET


SPUR 399 PROPOSED PROFILE (70 MPH)
MATCHLINE STA. 1194+00
STA = 1200+75.00
EL = 598.30
ex = -4.54'
K = 248
L = 950.00
BEGIN BRIDGE STA 1199+74.55
+2.39%
-1.43%
ASSUMED 6' BRIDGE DEPTH
VPT 1205+50.00 EL=591.51
END BRIDGE STA 1208+00.00
PROP ℄ CSH399 PGL
PROP RETAINING WALL
18'-6" MIN CLR
EXIST GROUND
PROP FM 546
℄ CSH399 STA STA 1201+62.33 = ℄ FM546A STA 21+01.07, EL 568.086'
EXIST CR 317 STA 1203+69.80
50-YR WSE=539.74'
100- YR WSE=539.85'
VPC 1213+00.00 EL=580.79
STA = 1216+00.00
EL = 576.50
ex = 1.98'
K = 227
L = 600.00
-1.43%
+1.21%
VPT 1219+00.00 EL=580.12
VPC 1221+35.00 EL=582.96
+1.21%
-0.50%
STA = 1223+50.00
EL = 585.56
ex = -0.92'
K = 252
L = 430.00
℄ RNE546A GORE STA 1225+11.88
VPT 1225+65.00 EL=584.49
VPC 1231+00.00 EL=581.81
EXIST GROUND @ ℄ CSH399 PGL
PROPOSED @ ℄ CSH399 PGL
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
1230+00

NOTES:

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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.
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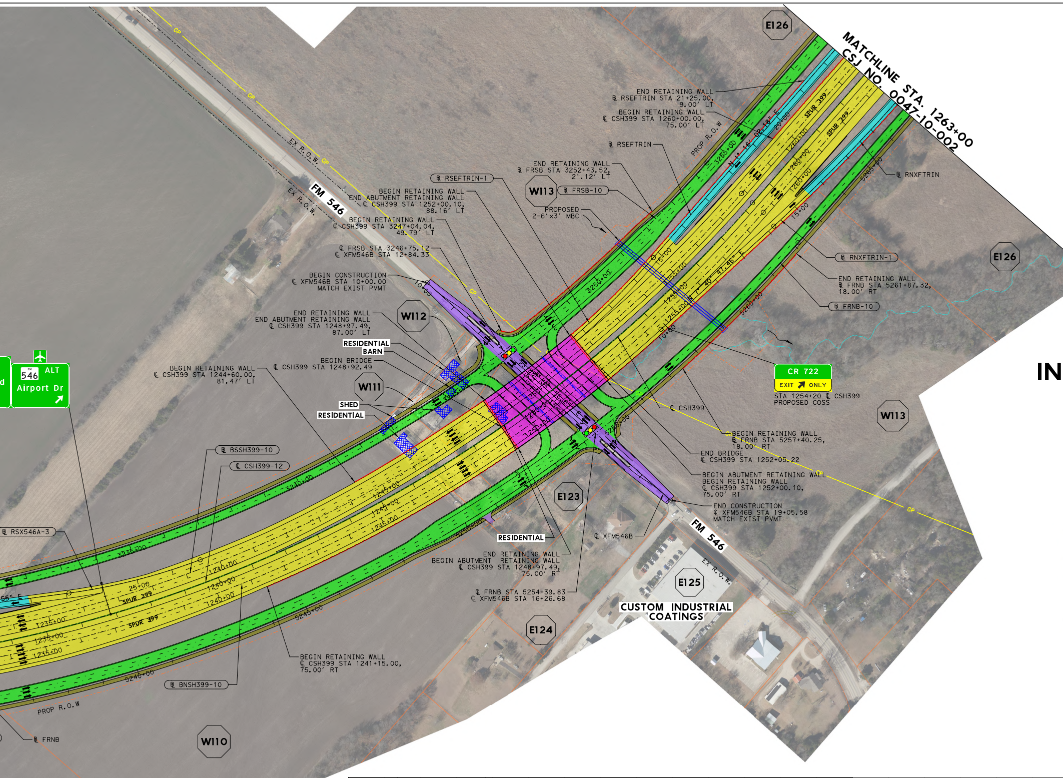
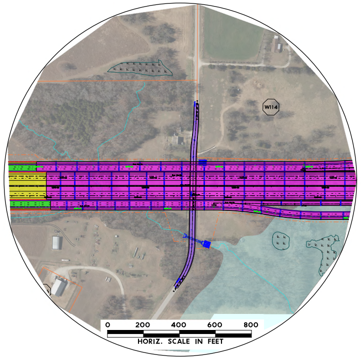
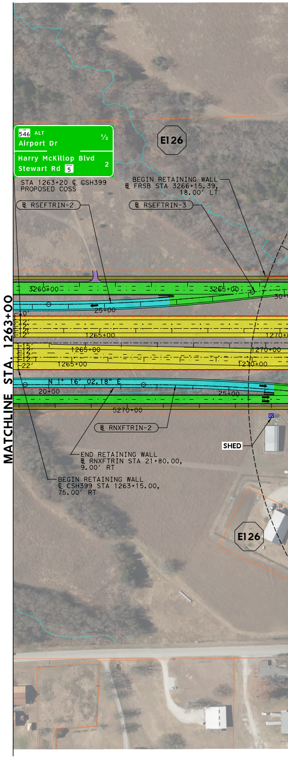
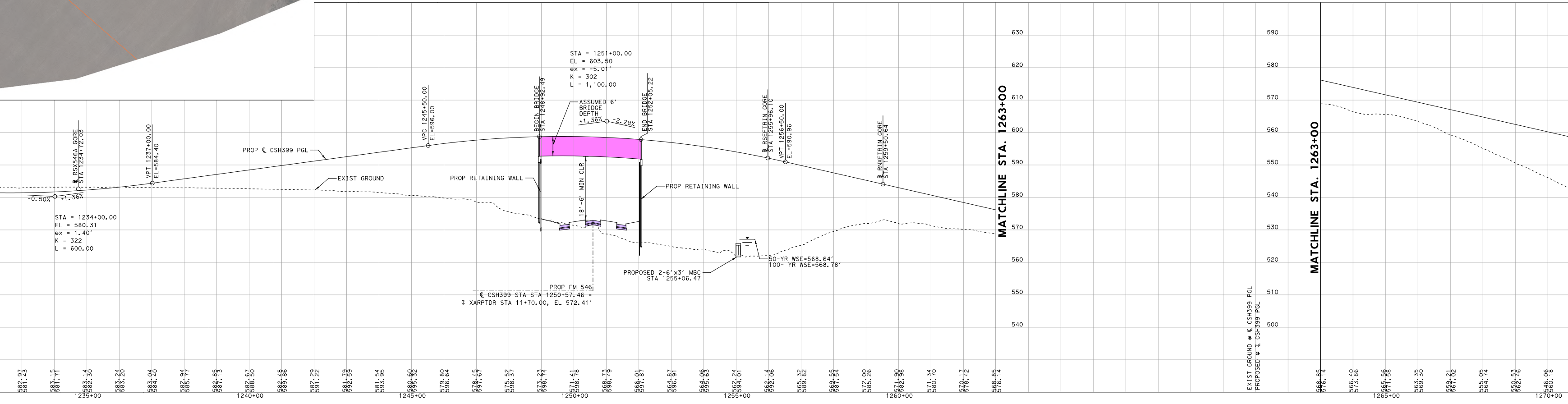
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
10. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
11. TRAFFIC SIGNALS SHOWN ON THE SCHEMATIC ARE SUBJECT TO CHANGE BASED ON THE TXMUTCD TRAFFIC SIGNAL WARRANT ANALYSIS.
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.

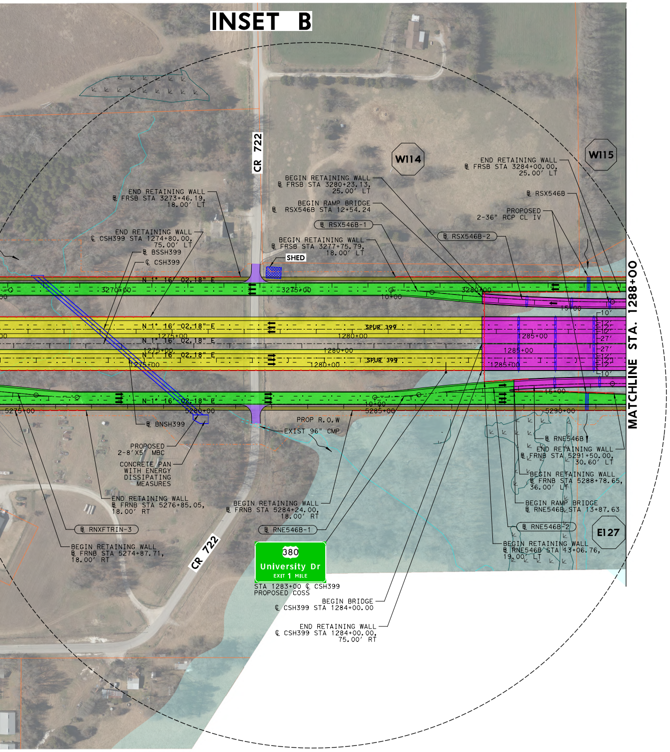

MATCHLINE STA. 1263+00
CSJ NO. 0047-10-002
E126
END RETAINING WALL
℄ RSEFTRIN STA 21+25.00,
9.00' LT
BEGIN RETAINING WALL
℄ CSH399 STA 1260+00.00,
75.00' LT
℄ RSEFTRIN
PROP R.O.W
END RETAINING WALL
℄ FRSB STA 3252+43.52,
21.12' LT
℄ RSEFTRIN-1
W113
℄ FRSB-10
PROPOSED
2-6'x3' MBC
BEGIN RETAINING WALL
END ABUTMENT RETAINING WALL
℄ CSH399 STA 1252+00.10,
88.16' LT
BEGIN RETAINING WALL
℄ CSH399 STA 3247+04.04,
49.79' LT
℄ FRSB STA 3246+75.12
℄ XFM546B STA 12+84.33
BEGIN CONSTRUCTION
℄ XFM546B STA 10+00.00
MATCH EXIST PVMT
FM 546
EX R.O.W.
GP
SPUR 399
N 1° 16' 02.18" E
N 1° 40' 47.46" E
℄ RNXFTRIN
℄ RNXFTRIN-1
E126
END RETAINING WALL
℄ FRNB STA 5261+87.32,
18.00' RT
℄ FRNB-10
END RETAINING WALL
END ABUTMENT RETAINING WALL
℄ CSH399 STA 1248+97.49,
87.00' LT
W112
RESIDENTIAL
BARN
BEGIN BRIDGE
℄ CSH399 STA 1248+92.49
BEGIN RETAINING WALL
℄ CSH399 STA 1244+60.00,
81.47' LT
W111
SHED
RESIDENTIAL
546 ALT
Airport Dr
CR 722
EXIT ONLY
STA 1254+20 ℄ CSH399
PROPOSED COSS
℄ CSH399
W113
BEGIN RETAINING WALL
℄ FRNB STA 5257+40.25,
18.00' RT
END BRIDGE
℄ CSH399 STA 1252+05.22
BEGIN ABUTMENT RETAINING WALL
BEGIN RETAINING WALL
℄ CSH399 STA 1252+00.10,
75.00' RT
END CONSTRUCTION
℄ XFM546B STA 19+05.58
MATCH EXIST PVMT
℄ BSSH399-10
℄ CSH399-12
℄ RSX546A-3
E123
RESIDENTIAL
℄ XFM546B
END RETAINING WALL
BEGIN ABUTMENT RETAINING WALL
℄ CSH399 STA 1248+97.49,
75.00' RT
℄ FRNB STA 5254+39.83
℄ XFM546B STA 16+26.68
E125
CUSTOM INDUSTRIAL COATINGS
E124
BEGIN RETAINING WALL
℄ CSH399 STA 1241+15.00,
75.00' RT
℄ BNSH399-10
PROP R.O.W
℄ FRNB
W110
3235+00
3240+00
3245+00
3250+00
3255+00
1235+00
1240+00
1245+00
1250+00
1255+00
1260+00
5240+00
5245+00
5250+00
5255+00
5260+00
5265+00
10+00
15+00
20+00
25+00

INSET B: ALTERNATIVE DESIGN

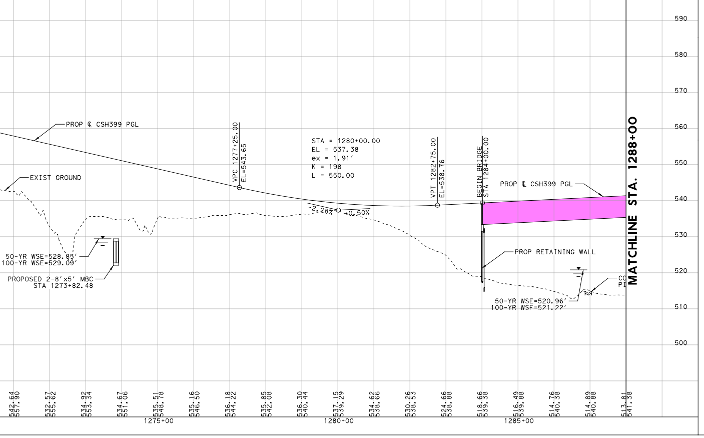

W114
0
200
400
600
800
HORIZ. SCALE IN FEET


546 ALT
Airport Dr
½
Harry McKillop Blvd
Stewart Rd 5
2
STA 1263+20 ℄ CSH399
PROPOSED COSS
E126
BEGIN RETAINING WALL
℄ FRSB STA 3266+15.39,
18.00' LT
℄ RSEFTRIN-2
℄ RSEFTRIN-3
MATCHLINE STA. 1263+00
3260+00
3265+00
25+00
1265+00
1270+00
N 1° 16' 02.18" E
20+00
5270+00
℄ RNXFTRIN-2
SHED
END RETAINING WALL
℄ RNXFTRIN STA 21+80.00,
9.00' RT
BEGIN RETAINING WALL
℄ CSH399 STA 1263+15.00,
75.00' RT
E126




INSET B
CR 722
W114
W115
END RETAINING WALL
℄ FRSB STA 3273+46.19, 18.00' LT
END RETAINING WALL
℄ CSH399 STA 1274+80.00, 75.00' LT
℄ BSSH399
℄ CSH399
BEGIN RETAINING WALL
℄ FRSB STA 3280+23.13, 25.00' LT
BEGIN RAMP BRIDGE
℄ RSX546B STA 12+54.24
℄ RSX546B-1
BEGIN RETAINING WALL
℄ FRSB STA 3277+75.79, 18.00' LT
SHED
℄ RSX546B-2
END RETAINING WALL
℄ FRSB STA 3284+00.00, 25.00' LT
℄ RSX546B
PROPOSED 2-36" RCP CL IV
N 1° 16' 02.18" E
3270+00
3275+00
3280+00
10+00
15+00
SPUR 399
1275+00
1280+00
1285+00
10'
12'
27'
5275+00
5280+00
5285+00
5290+00
MATCHLINE STA. 1288+00
℄ BNSH399
PROP R.O.W
EXIST 96" CMP
PROPOSED 2-8'X5' MBC
CONCRETE PAN WITH ENERGY DISSIPATING MEASURES
END RETAINING WALL
℄ FRNB STA 5276+85.05, 18.00' RT
BEGIN RETAINING WALL
℄ FRNB STA 5284+24.00, 18.00' RT
℄ RNXFTRIN-3
℄ RNE546B-1
BEGIN RETAINING WALL
℄ FRNB STA 5274+87.71, 18.00' RT
CR 722
380
University Dr
EXIT 1 MILE
STA 1283+00 ℄ CSH399
PROPOSED COSS
BEGIN BRIDGE
℄ CSH399 STA 1284+00.00
END RETAINING WALL
℄ CSH399 STA 1284+00.00, 75.00' RT
℄ RNE546B
END RETAINING WALL
℄ FRNB STA 5291+50.00, 30.60' LT
BEGIN RETAINING WALL
℄ FRNB STA 5288+78.65, 36.00' LT
BEGIN RAMP BRIDGE
℄ RNE546B STA 13+87.63
℄ RNE546B-2
E127
BEGIN RETAINING WALL
℄ RNE546B STA 13+06.76, 19.00' LT

SPUR 399 PROPOSED PROFILE (70 MPH)



-·-·-·-	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

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Texas Department
of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

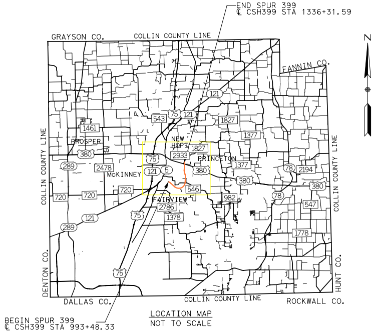
CEASON CLEMENS, P.E.
DALLAS DISTRICT ENGINEER

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
COLLIN COUNTY LINE
COLLIN COUNTY LINE
DENTON CO.
HUNT CO.
DALLAS CO.
COLLIN COUNTY LINE
ROCKWALL CO.
PROSPER
NEW HOPE
PRINCETON
MCKINNEY
FAIRVIEW
75
121
543
1461
1827
1377
380
289
2478
5
2933
720
546
78
2194
982
547
1778
2786
1378
BEGIN SPUR 399
℄ CSH399 STA 993+48.33

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 3 OF 8

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