Texas Department of Transportation
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DISTRICT: DALLAS
COUNTY: COLLIN
DATE: AUGUST 2022

US 380 PRINCETON
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

ROLL 3 OF 6

Texas Department of Transportation
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DALLAS DISTRICT
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

MOHAMED K. BUR, P.E.,
DISTRICT ENGINEER

US 380 PRINCETON
COLLIN COUNTY, TEXAS

PROJECT LIMIT: FROM FM 1827 TO CR 560
LENGTH OF PROJECT(APPROXIMATELY)=11.8 MI

CSJ 0135-03-056
FROM FM 1827 TO JCT US 380/W. PRINCETON DRIVE

CSJ 0135-16-002
FROM JCT US 380/W. PRINCETON DRIVE
TO JCT US 380/E. PRINCETON DRIVE

CSJ 0135-04-036
FROM JCT US 380/E. PRINCETON DRIVE TO CR 560

ROADWAY TYPE	FUNCTIONAL CLASS	DESIGN SPEED
US 380 MAINLANES	URBAN FREEWAY	70 MPH
US 380 RAMPS	URBAN FREEWAY	50 MPH
US 380 FRONTAGE ROADS	URBAN COLLECTOR	45 MPH
US 380 TURNAROUNDS	URBAN COLLECTOR	20 MPH
US 380 EXISTING	URBAN PRINCIPAL ARTERIAL	40 MPH
BUS US 380	URBAN PRINCIPAL ARTERIAL	40 MPH
CR 404	URBAN MAJOR ARTERIAL	40 MPH
CR 408	URBAN MAJOR COLLECTOR	40 MPH
FM 75	URBAN MAJOR COLLECTOR	40 MPH
FM 1377	URBAN MAJOR COLLECTOR	40 MPH
CR 458	URBAN PRINCIPAL ARTERIAL	40 MPH
CR 559	URBAN LOCAL	30 MPH

NOTE: DESIGN SPEEDS APPLY UNLESS OTHERWISE NOTED ON SCHEMATIC.

TRAFFIC DATA

ADT (2030) = 78,125
ADT (2050) = 119,650
ADT (2060) = 134,675

% TRUCKS: ADT = 4.2
DHV = 3.4
K = 8.9
DD = 58

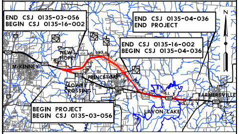
SOURCE: TxDOT TRANSPORTATION PROGRAMMING AND PLANNING DIVISION
MEMO DATED: AUGUST 31, 2020

SCALE: 1"=200' H, 1"=20' V

AUGUST 2022

LEGEND:

—·—·—	EXISTING ROW
—·—·—	PROPOSED ROW
-I-I-I-	PROPOSED ACCESS DENIAL
—·—·—	PROPOSED CENTERLINE/BASELINE
🟨	PROPOSED MAINLANES
🟩	PROPOSED FRONTAGE ROAD
🟪	PROPOSED RAMP
■	PROPOSED CROSS STREET
■	PROPOSED TURNAROUND
◀	PROPOSED GORE
■	PROPOSED SHARED USE PATH
■	PROPOSED DRIVEWAY
🟦	PROPOSED BRIDGE
■	PROPOSED SHOULDER
🟧	PROPOSED RAISED MEDIAN
┴┴┴	PROPOSED RETAINING WALL
▨	POTENTIAL DISPLACEMENTS
▩	PAVEMENT/BRIDGE REMOVAL
——	EXISTING PROPERTY LIMITS
100	PARCEL ID
⇨	EXISTING DIRECTION OF TRAVEL
➡	PROPOSED DIRECTION OF TRAVEL
– – –	CITY LIMIT
●●●	SIGNALIZED INTERSECTION
■	USACE AND PARKS
→	CREEKS AND TRIBUTARIES
■	LAKE
▩	WETLAND
■	100-YR FLOOD PLAIN
≡≡≡≡	EXISTING CULVERT CROSSING
═	PROPOSED CULVERT CROSSING
– – –	EXISTING EASEMENT USACE
– – –	PROPOSOSED EASEMENT USACE


END CSJ 0135-03-056
BEGIN CSJ 0135-16-002
END CSJ 0135-04-036
END PROJECT
END CSJ 0135-16-002
BEGIN CSJ 0135-04-036
BEGIN PROJECT
BEGIN CSJ 0135-03-056
N
NEW HOPE
McKINNEY
PRINCETON
LOWRY CROSSING
LAVON LAKE
FARMERSVILLE

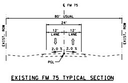
LOCATION MAP (NTS)

PREPARED BY AECOM TECHNICAL SERVICES, INC. TBPE NUMBER F-3580:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

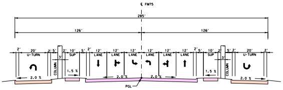
Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER	NAME	P.E. NUMBER
BRAD M. HERNANDEZ	100079	JEFF S. PUSKOS, JR.	97526

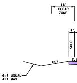
AECOM
13355 NOEL ROAD
SUITE 400
DALLAS, TEXAS 75240
214-741-7777


℄ FM 75
80' USUAL
24'
12' LANE
12' LANE
2.0 %
2.0 %
EXIST. ROW
EXIST. ROW
PGL

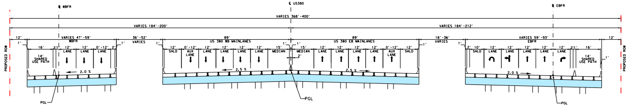
EXISTING FM 75 TYPICAL SECTION
NOT TO SCALE


℄ FM75
285'
126'
126'
2'
20' U-TURN
2'
5'
2'
10' SUP
5'
2'
12' LANE
12' LANE
12' LANE
12' LANE
12' LANE
12' LANE
2'
5'
10' SUP
2'
5'
2'
20' U-TURN
2'
3'
3'
COLUMN
COLUMN
2.0 %
1.5 %
2.0 %
2.0 %
1.5 %
2.0 %
PGL

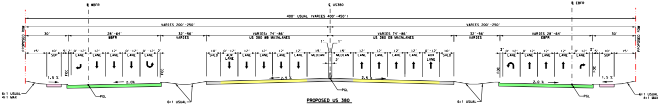
PROPOSED FM 75 TYPICAL SECTION
AT ℄ OF US380
NOT TO SCALE


16' CLEAR ZONE
4'
SHLD
6:1
6:1 USUAL
4:1 MAX

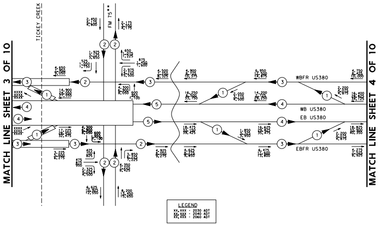
PROPOSED ENTRANCE


℄ WBFR
℄ US380
℄ EBFR
VARIES 368'-400'
VARIES 184'-200'
VARIES 184'-212'
12'
VARIES 47'-59' WBFR
36'-52' VARIES
89' US 380 WB MAINLANES
89' US 380 EB MAINLANES
18'-36' VARIES
VARIES 59'-93' EBFR
12'
1'
16'
14' SHARED USE PATH
2'
12' LANE
12' LANE
0'-12' LANE
2'
12' SHLD
0'-12' AUX LANE
12' LANE
12' LANE
12' LANE
12' LANE
15' MEDIAN
15' MEDIAN
2'
12' LANE
12' LANE
12' LANE
12' LANE
0'-12' AUX LANE
12' SHLD
2'
10' SHLD
12' LANE
12' LANE
12' LANE
12' LANE
12' LANE
2'
16'
14' SHARED USE PATH
2.0 %
2.5 %
2.5 %
2.0 %
PROPOSED ROW
PROPOSED ROW
PGL
PGL
PGL

PROPOSED US 380 BRIDGE SECTION
STA 2310+00.00 TO STA 2335+34.11
NOT TO SCALE

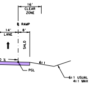

℄ WBFR
℄ US380
℄ EBFR
400' USUAL (VARIES 400'-450')
VARIES 200'-250'
VARIES 200'-250'
30'
28'-64' WBFR
32'-56' VARIES
VARIES: 74'-86' US 380 WB MAINLANES
VARIES 74'-86' US 380 EB MAINLANES
32'-56' VARIES
VARIES 28'-64' EBFR
30'
15'
10' SUP
5'
2'
0'-12' LANE
12' LANE
12' LANE
0'-12' LANE
0'-12' LANE
2'
10' SHLD
0'-12' AUX LANE
12' LANE
12' LANE
12' LANE
12' LANE
15' MEDIAN
1'
1'
2'
15' MEDIAN
12' LANE
12' LANE
12' LANE
12' LANE
0'-12' AUX LANE
10' SHLD
2'
0'-12' LANE
0'-12' LANE
12' LANE
12' LANE
0'-12' LANE
2'
5'
10' SUP
15'
FOC
FOC
FOC
FOC
1.5 %
2.0%
2.5 %
2.5 %
2.0 %
1.5 %
PROPOSED ROW
PROPOSED ROW
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
PGL
PGL
PGL

PROPOSED US 380
4-LANE SECTION WITH AUX LANE
STA 2335+34.11 TO STA 2410+00.00
NOT TO SCALE

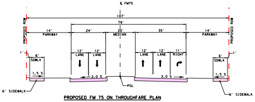

TICKEY CREEK
FM 75 **
MATCH LINE SHEET 3 OF 10
MATCH LINE SHEET 4 OF 10
WBFR US380
WB US380
EB US380
EBFR US380
LEGEND
XX,XXX - 2030 ADT
XX,XXX - 2040 ADT
XX,XXX - 2060 ADT

PRELIMINARY
SUBJECT TO CHANGE

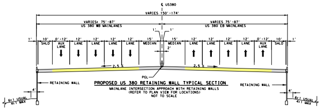
** NUMBER OF TRAVEL LANES BASED ON CITY OF PRINCETON THOROUGHFARE PLAN OF JUNE 2018.
{ GROWTH RATE SECTION BREAK.


16'
CLEAR ZONE
℄ RAMP
14'
LANE
8'
SHLD
6:1
PGL
6:1 USUAL
4:1 MAX

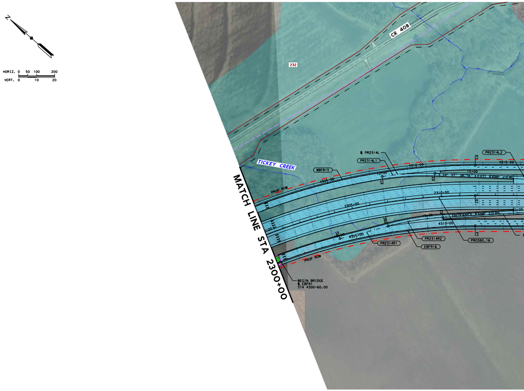
E/EXIT RAMP TYPICAL SECTION
OT TO SCALE


℄ FM75
107'
79'
PROPOSED ROW
PROPOSED ROW
14'
PARKWAY
24'
20'
MEDIAN
35'
14'
PARKWAY
1'
6'
SDWLK
12'
LANE
12'
LANE
12'
LANE
12'
LANE
11'
RIGHT
6'
SDWLK
1'
1.5 %
2.0 %
2.0 %
1.5 %
PGL
6' SIDEWALK
6' SIDEWALK

PROPOSED FM 75 ON THROUGHFARE PLAN
NOT TO SCALE


℄ US380
VARIES 150'-174'
VARIES: 75'-87'
US 380 WB MAINLANES
VARIES 75'-87'
US 380 EB MAINLANES
1'
1'
1'
10'
SHLD
0'-12'
AUX LANE
12'
LANE
12'
LANE
12'
LANE
12'
LANE
12'
LANE
15'
MEDIAN
15'
MEDIAN
2'
12'
LANE
12'
LANE
12'
LANE
12'
LANE
0'-12'
AUX LANE
10'
SHLD
1'
2.5 %
2.5 %
PGL
RETAINING WALL
RETAINING WALL
4'
4'
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED US 380 RETAINING WALL TYPICAL SECTION
MAINLANE INTERSECTION APPROACH WITH RETAINING WALLS
(REFER TO PLAN VIEW FOR LOCATIONS)
NOT TO SCALE


N
HORIZ. 0 50 100 200
VERT. 0 10 20
CR 408
232
TICKEY CREEK
MATCH LINE STA 2300+00
PROP ROW
PROP ROW
WBFR15
℄ PR2314L
PR2314L1
PR2314L2
PR2314R1
PR2314R2
EBFR16
PR0380_16
4310+00
4305+00
2305+00
2310+00
15+00
10+00
4305+00
4310+00
EXIT RAMP 2314L
ENTRANCE RAMP 2314R
BEGIN BRIDGE
℄ EBFR1
STA 4300+60.00

HORIZONTAL CURVE DATA															
ALIGNMENT	CURVE	PI STATION	PI NORTHING - N	PI EASTING - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	EXTERNAL	CHORD BEARING	CHORD LENGTH	MIDDLE ORDINATE	PC STATION	PT STATION
PR0380_1	PR0380_16	2301+08.82	7130131.219	2575937.985	40° 21' 44.70"	3200	1° 47' 25.78"	1176.18	2254.26	209.31	S 77° 3' 27.98" E	2207.94	196.46	2289+32.64	2311+86.90
	PR0380_17	2373+11.75	7126141.612	2582052.560	15° 32' 35.52"	3200	1° 47' 25.78"	436.73	868.10	29.66	S 49° 6' 17.86" E	865.44	29.39	2368+75.02	2377+43.12
EBFR1	EBFR16	4301+41.62	7129956.777	2575897.897	40° 21' 44.70"	3032	1° 53' 23.24"	1114.43	2135.82	198.32	S 77° 3' 27.98" E	-2092.02	186.15	4290+27.19	4311+63.01
	EBFR17	4372+64.93	7126013.442	2581941.555	15° 32' 35.52"	3032	1° 53' 23.24"	413.80	822.48	28.11	S 49° 6' 17.86" E	-820.00	27.85	4368+51.13	4376+73.61
WBFR1	WBFR15	4301+93.01	7130305.660	2575978.072	40° 21' 44.70"	3368	1° 42' 4.48"	1237.93	2372.52	220.30	S 77° 3' 27.98" E	-2323.86	206.77	4289+55.08	4313+27.60
	WBFR16	4374+75.38	7126269.782	2582163.565	15° 32' 35.52"	3368	1° 42' 4.48"	459.66	913.64	31.22	S 49° 6' 17.86" E	-910.87	30.94	4370+15.72	4379+29.36
PR2314R	PR2314R1	11+38.29	7129653.211	2576294.119	0° 41' 27.78"	22932	0° 14' 59.46"	138.29	276.58	0.42	S 71° 27' 10.71" E	-276.58	0.42	10+00.00	12+76.58
	PR2314R2	14+31.02	7129561.775	2576572.201	11° 32' 33.26"	1528	3° 45' 1.42"	154.43	307.77	7.78	S 66° 1' 37.97" E	-307.3	7.75	12+76.58	15+84.35
	PR2314R3	23+51.81	7129104.398	2577372.635	3° 22' 45.71"	2865	1° 59' 59.84"	84.51	168.97	1.25	S 58° 33' 58.48" E	-168.96	1.25	22+67.30	24+36.27
PR2314L	PR2314L1	11+47.08	7129799.075	2576682.357	10° 53' 50.17"	1542	3° 42' 58.79"	147.08	293.23	7	S 60° 18' 33.84" E	-292.84	6.97	10+00.00	12+93.23
	PR2314L2	18+46.93	7129395.728	2577255.427	4° 0' 43.72"	3289	1° 44' 31.59"	115.2	230.3	2.02	S 52° 51' 16.90" E	-230.27	2.02	17+31.72	19+62.03
	PR2314L3	21+12.88	7129227.75	2577461.745	6° 1' 40.59"	2865	1° 59' 59.84"	150.85	301.4	3.97	S 53° 51' 45.33" E	-301.28	3.96	19+62.03	22+63.43
PR2345R	PR2345R1	10+71.52	7127964.454	2579119.744	2° 51' 35.71"	2865	1° 59' 59.84"	71.52	143	0.89	S 55° 26' 47.77" E	-142.99	0.89	10+00.00	11+43.00
	PR2345R2	24+74.45	7127140.14	2580255.008	2° 51' 35.71"	2879	1° 59' 24.82"	71.87	143.7	0.9	S 55° 26' 47.77" E	-143.69	0.9	24+02.58	25+46.28
PR2345L	PR2345L1	10+64.38	7128009.065	2579329.533	2° 34' 28.40"	2865	1° 59' 59.84"	64.38	128.73	0.72	S 58° 9' 49.82" E	-128.73	0.72	10+00.00	11+28.73
	PR2345L2	26+22.70	7127216.998	2580671.577	2° 34' 28.40"	2879	1° 59' 24.82"	64.69	129.36	0.73	S 58° 9' 49.82" E	-129.36	0.73	25+58.01	26+87.37
PR2402R	PR2402R1	12+63.19	7125008.052	2582855.148	6° 2' 3.27"	2875	1° 59' 34.43"	151.53	302.79	3.99	S 44° 21' 1.73" E	302.65	3.99	11+11.66	14+14.44
	PR2402R2	15+14.18	7124837.872	2583040.008	3° 58' 24.66"	2875	1° 59' 34.43"	99.73	199.38	1.73	S 45° 22' 51.03" E	199.34	1.73	14+14.44	16+13.83
	PR2402R3	22+03.10	7124337.209	2583513.364	1° 46' 21.20"	5750	0° 59' 47.21"	88.95	177.89	0.69	S 44° 16' 49.30" E	177.88	0.69	21+14.15	22+92.04
	PR2402R4	24+84.46	7124138.83	2583712.9	3° 49' 59.80"	5750	0° 59' 47.21"	192.42	384.69	3.22	S 43° 15' 0.00" E	384.62	3.22	22+92.04	26+76.73
PR2402L	PR2402L1	11+99.55	7124990.704	2583259.284	3° 49' 10.38"	2865	1° 59' 59.47"	95.53	190.99	1.59	S 39° 25' 24.91" E	190.96	1.59	11+04.02	12+95.02
	PR2402L2	24+30.45	7124014.294	2584008.884	3° 49' 10.38"	2865	1° 59' 59.47"	95.53	190.99	1.59	S 39° 25' 24.91" E	190.96	1.59	23+34.92	25+25.91

SUPERELEVATION TRANSITION TABLE								
DESCRIPTION	ALIGNMENT	BEGIN			END			LENGTH
		STA	e (LT)/(RT)		STA	e (LT)/(RT)		FT
TRANSITION	℄ PR0380_16	2292+84.00	2.50%	-2.50%	2299+74.00	-5.50%		690
FULL SUPER		2299+74.00	-5.50%		2319+97.00	-5.50%		2023
TRANSITION		2319+97.00	-5.50%		2326+87.00	2.50%	-2.50%	690

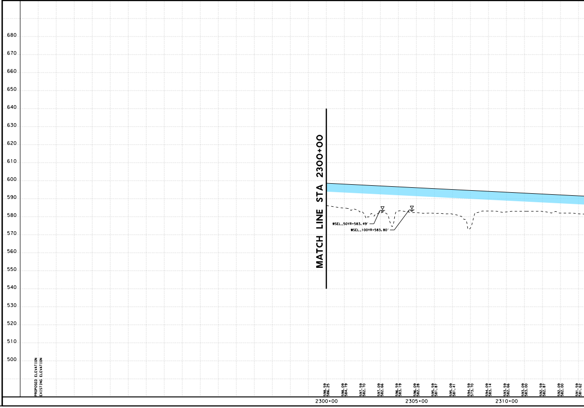
SUPERELEVATION SIGN DIAGRAM

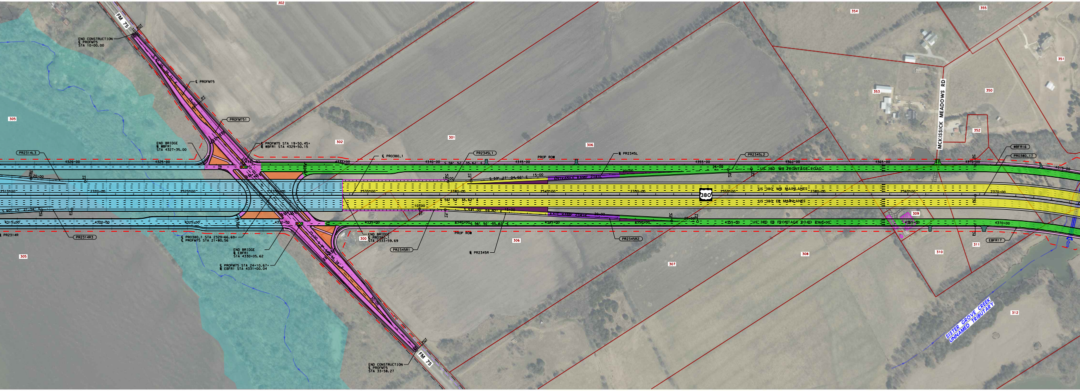
PROPERTY OWNERS		
PARCEL	OWNER	OCCUPANT
232	MERITAGE HOMES OF TEXAS & GRBK EDGEWOOD LLC	VACANT
300	HARWELL RITA &	RESIDENTIAL
301	BALU MAHI INVESTMENTS LLC	VACANT
302	SICILY LAGUNA AZURE LLC	VACANT
303	BEWLEY DUSTIN J & LESLIE N	RESIDENTIAL
304	BACHRAN TERRY M & CAROLYN	RESIDENTIAL
305	MM PRINCETON 854 LLC	VACANT
306	MAJ DG NNN LLC	VACANT
307	DICKSON JOHNNY	VACANT
308	VANAM SRIRAM RAO & SREEPAD KANCHANAVALLY	VACANT
309	WATERS JAMES & SUSAN	RESIDENTIAL
310	WATERS JAMES & SUSAN	VACANT
311	WATERS JAMES & SUSAN	VACANT
312	STARLIGHT HOMES TEXAS LLC	VACANT
313	BIGGS MONTRA MARIE	VACANT
314	ARROYO CAP II-2 LLC	VACANT
315	BIGGS MONTRA MARIE	RESIDENTIAL
316	RAY MICHAELLE	VACANT
317	RAY MICHAELLE	VACANT
318	ANDOR PATRICIA DIANE & ESTATE OF FRANK MARTIN ANDOR	VACANT
319	MMYA LLC	VACANT
320	VEAL JAMES H	RESIDENTIAL
321	BAILEY STEPHANIE	VACANT
322	ABBOTT WILLIAM L & SANDRA S	RESIDENTIAL
323	PRUETT GREGORY SCOTT ETAL	RESIDENTIAL
324	BRACEY TOMMY & MADELINE	RESIDENTIAL
325	SANTIBANEZ REGINO & SOFIA	RESIDENTIAL
326	MCCOMIC IRA W JR & MCCOMIC REBECCA GRETCHEN	RESIDENTIAL
327	SCHIFF ROBERT JAMES	RESIDENTIAL
328	LGI HOMES - TEXAS LLC	RESIDENTIAL
329	FISHELL, ROBERT	VACANT
330	BAILEY STEPHANIE	VACANT
331	BAILEY STEPHANIE & TRACY RENNIE	RESIDENTIAL
332	WESTER BARBARA K	RESIDENTIAL
333	KARNAM INVESTMENTS LLC	VACANT
334	HOY RHONDA DALE	RESIDENTIAL
335	OSBORNE GLENN A & HOLLY A	RESIDENTIAL
336	SNYDER MARIE P & ROBERT T	RESIDENTIAL
337	TILLEY CHARLES M & MILDRED	RESIDENTIAL
338	COMBEST RANDY D & LEAH G COMBEST	RESIDENTIAL
339	MONDOUX ALFRED	RESIDENTIAL
340	BRADFORD DEVI K	RESIDENTIAL
341	BAILE FREDDY A &	VACANT

PROPERTY OWNERS		
PARCEL	OWNER	OCCUPANT
342	ANDOR PATRICIA DIANE &	VACANT
343	WHITE TRENTON J & CHERI T	RESIDENTIAL
344	EAHEART JOHN B & SHARON	VACANT
345	EAHEART JOHN B & SHARON	VACANT
346	ANDOR PATRICIA DIANE &	RESIDENTIAL
347	RAY JEFFREY D SR & MARIA M	RESIDENTIAL
348	WORLEY JOHN M	RESIDENTIAL
349	STRONG ROBERT E JR	FARM
350	ROBINSON WILLIAM & LAVENA	VACANT
351	OVERTON KENNETH & KAREN	RESIDENTIAL
352	ROBINSON WILLIAM & LAVENA	RESIDENTIAL
353	DONALDSON DALE TRUST THE	RESIDENTIAL
354	COURTS RICHARD ERIC & CYNTHIA CAROLE	RESIDENTIAL
355	DALEBOUT MICHAEL CHAD & LADONA FLYGARE	RESIDENTIAL

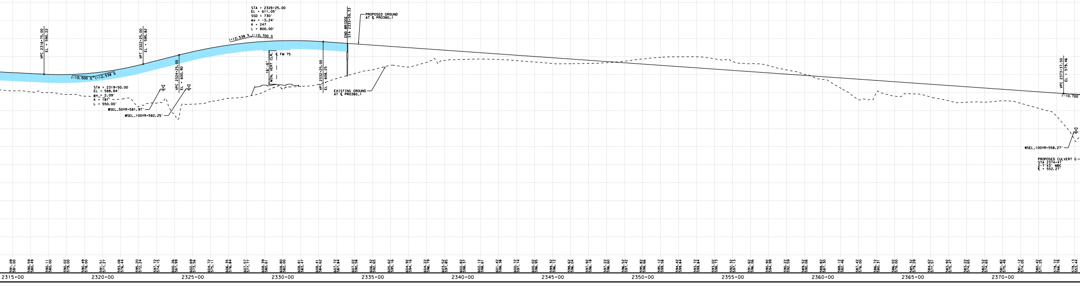
NOTES:

1. BEGIN/END PROJECT ARE PRELIMINARY AND MAY BE REFINED BASED ON FUTURE COORDINATION WITH ADJACENT US 380 PROJECTS.
2. FURTHER COORDINATION MAY BE REQUIRED WITH STAKEHOLERS TO EVALUATE FUTURE INTERCHANGES AND PROPOSED ROW FOOTPRINT.
3. RAMP LOCATIONS ARE PRELIMINARY PENDING FURTHER GEOMETRIC DESIGN, TXDOT REVIEW, PUBLIC INPUT, AND TRAFFIC ANALYSIS.
4. PARCEL LINES AND EXISTING ROW OF WAY (R.O.W.) HAVE NOT BEEN FIELD VERIFIED AND ARE BEST FIT. GIS FILES USED FOR BASE MAPPING.
5. PROPERTY OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (APRIL 25, 2022).
6. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS SHOWN ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM SURVEY AND RECORD DOCUMENTS.
7. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN DENIAL OF ACCESS LIMITS.
8. DRIVEWAY LOCATIONS ARE PRELIMINARY AND MAY BE REVISED AFTER TXDOT REVIEW AND PUBLIC INPUT.
9. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE BUILDING STRUCTURE.
10. SCHEMATICS ARE BASED ON AERIAL AND DESIGN SURVEYS DATED AUGUST 2021, AS-BUILTS, AND GOOGLE EARTH IMAGERY DATED OCTOBER 2021.
11. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR FACE OF CURB, RAIL, OR BARRIER UNLESS NOTED OTHERWISE.
12. MAINLANE SUPERELEVATION AXIS OF ROTATION IS ABOUT THE CENTERLINE.
13. 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.
14. LOW SPEED ROADWAYS HAVE A NORMAL CROWN WITH 2% PAVEMENT CROSS SLOPES AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN WITH 2.5% PAVEMENT CROSS SLOPE UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
15. MINOR CROSS STREET CORNER RADII ARE 25' AND MAJOR CROSS STREET RADII ARE 90' UNLESS NOTED OTHERWISE ON THE SCHEMATIC PLAN VIEW.
16. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS.
17. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE SHOWN FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
18. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS. CORNER RADII MAY VARY AT INTERSECTIONS DUE TO DIFFERENCES IN SKEW.
19. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P.
20. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
21. PROPOSED SIGNAL LOCATIONS SHOWN ARE PRELIMINARY. COORDINATION WITH TxDOT AND CITY TO PERFORM A TRAFFIC SIGNAL WARRANT ANALYSIS TO JUSTIFY TRAFFIC SIGNAL INSTALLATION WILL BE REQUIRED.

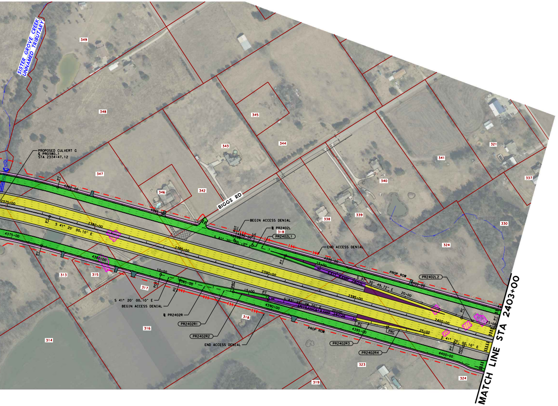



FM 75
END CONSTRUCTION
℄ PROFM75
STA 10+00.00
℄ PROFM75
PROFM751
END BRIDGE
℄ WBFR1
STA 4327+35.00
℄ PROFM75 STA 19+50.45=
℄ WBFR1 STA 4329+50.15
PR2314L3
PR2314R
PR2314R3
℄ PRO380_1 STA 2329+66.69=
℄ PROFM75 STA 21+80.56
END BRIDGE
℄ EBFR1
STA 4330+05.62
℄ PROFM75 STA 24+10.67=
℄ EBFR1 STA 4331+00.04
END CONSTRUCTION
℄ PROFM75
STA 33+58.27
305
302
301
306
307
300
℄ PRO380_1
PR2345L1
℄ PR2345L
PROP ROW
ENTRANCE RAMP 2345L
EXIT RAMP 2345R
END BRIDGE
℄ PRO380_1
STA 2333+59.69
PR2345R1
℄ PR2345R
PR2345R2
PR2345L2
380
US 380 WB FRONTAGE ROAD
US 380 WB MAINLANES
US 380 EB MAINLANES
US 380 EB FRONTAGE ROAD
S 56° 52' 35.62" E
S 59° 27' 04.02" E
S 54° 00' 59.82" E
MCKISSICK MEADOWS RD
354
355
353
350
351
352
308
309
310
311
312
WBFR16
PRO380_17
EBFR17
SISTER GROVE CREEK
UNNAMED TRIBUTARY

US380 MAINLANES PROFILE



PRELIMINARY
SUBJECT TO CHANGE


SISTER GROVE CREEK UNNAMED TRIBUTARY
PROPOSED CULVERT G
℄ PR0380_1
STA 2374+47.12
BIGGS RD
BEGIN ACCESS DENIAL
END ACCESS DENIAL
PR2402L
PR2402L1
PR2402L2
PR2402R
PR2402R1
PR2402R2
PR2402R3
PR2402R4
S 41° 20' 00.10" E
S 37° 30' 49.72" E
BEGIN ACCESS DENIAL
END ACCESS DENIAL
PROP ROW
2375+00
2380+00
2385+00
2390+00
2395+00
2400+00
4375+00
4380+00
4385+00
4390+00
4395+00
4400+00
349
348
347
346
345
344
343
342
341
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324
323
321
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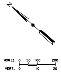
314
313
MATCH LINE STA 2403+00


N
HORIZ. 0 50 100 200
VERT. 0 10 20

Texas Department of Transportation

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DALLAS DISTRICT
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

MOHAMED K. BUR, P.E.,
DISTRICT ENGINEER

US 380 PRINCETON
COLLIN COUNTY, TEXAS

PROJECT LIMIT: FROM FM 1827 TO CR 560
LENGTH OF PROJECT(APPROXIMATELY)=11.8 MI

CSJ 0135-03-056
FROM FM 1827 TO JCT US 380/W. PRINCETON DRIVE

CSJ 0135-16-002
FROM JCT US 380/W. PRINCETON DRIVE
TO JCT US 380/E. PRINCETON DRIVE

CSJ 0135-04-036
FROM JCT US 380/E. PRINCETON DRIVE TO CR 560

ROADWAY TYPE	FUNCTIONAL CLASS	DESIGN SPEED
US 380 MAINLANES	URBAN FREEWAY	70 MPH
US 380 RAMPS	URBAN FREEWAY	50 MPH
US 380 FRONTAGE ROADS	URBAN COLLECTOR	45 MPH
US 380 TURNAROUNDS	URBAN COLLECTOR	20 MPH
US 380 EXISTING	URBAN PRINCIPAL ARTERIAL	40 MPH
BUS US 380	URBAN PRINCIPAL ARTERIAL	40 MPH
CR 404	URBAN MAJOR ARTERIAL	40 MPH
CR 408	URBAN MAJOR COLLECTOR	40 MPH
FM 75	URBAN MAJOR COLLECTOR	40 MPH
FM 1377	URBAN MAJOR COLLECTOR	40 MPH
CR 458	URBAN PRINCIPAL ARTERIAL	40 MPH
CR 559	URBAN LOCAL	30 MPH

NOTE: DESIGN SPEEDS APPLY UNLESS OTHERWISE NOTED ON SCHEMATIC.

TRAFFIC DATA

ADT (2030) = 78,125
ADT (2050) = 119,650
ADT (2060) = 134,675

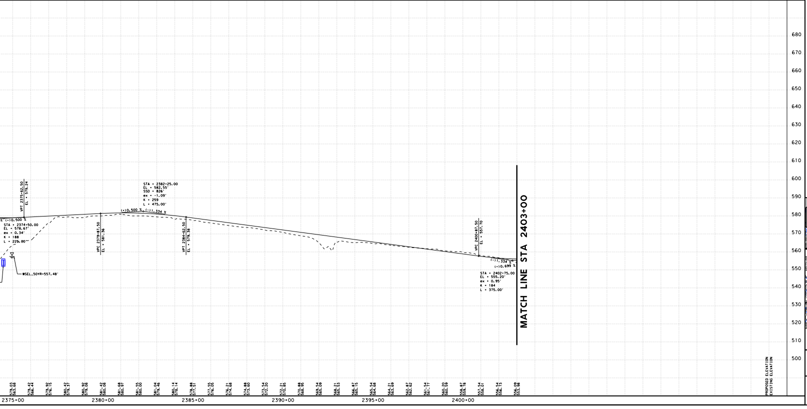
% TRUCKS:
ADT = 4.2
DHV = 3.4
K = 8.9
DD = 58

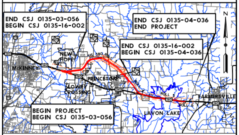
SOURCE: TxDOT TRANSPORTATION PROGRAMMING AND PLANNING DIVISION
MEMO DATED: AUGUST 31, 2020

SCALE: 1"=200' H, 1"=20' V **AUGUST 2022**

LEGEND:

— · —	EXISTING ROW	- - -	CITY LIMIT
— · —	PROPOSED ROW	●●●	SIGNALIZED INTERSECTION
-I-I-I-	PROPOSED ACCESS DENIAL	▭	USAGE AND PARKS
— - —	PROPOSED CENTERLINE/BASELINE	—→—	CREEKS AND TRIBUTARIES
🟨	PROPOSED MAINLANES	▬	LAKE
🟩	PROPOSED FRONTAGE ROAD	▨	WETLAND
🟪	PROPOSED RAMP	▭	100-YR FLOOD PLAIN
▬	PROPOSED CROSS STREET	═══	EXISTING CULVERT CROSSING
▬	PROPOSED TURNAROUND	═══	PROPOSED CULVERT CROSSING
◀	PROPOSED GORE	— — —	EXISTING EASEMENT USAGE
▭	PROPOSED SHARED USE PATH	- - -	PROPOSOSED EASEMENT USAGE
▲	PROPOSED DRIVEWAY		
▬	PROPOSED BRIDGE		
▬	PROPOSED SHOULDER		
🟧	PROPOSED RAISED MEDIAN		
┴┴┴	PROPOSED RETAINING WALL		
▨	POTENTIAL DISPLACEMENTS		
▩	PAVEMENT/BRIDGE REMOVAL		
——	EXISTING PROPERTY LIMITS		
100	PARCEL ID		
⇨	EXISTING DIRECTION OF TRAVEL		
➡	PROPOSED DIRECTION OF TRAVEL		


680
670
660
650
640
630
620
610
600
590
580
570
560
550
540
530
520
510
500
VPT 2375+62.50 EL = 579.24
(-)0.500 % (+)0.500 %
STA = 2374+50.00
EL = 578.67'
ex = 0.34'
K = 188
L = 225.00'
WSEL_50YR=557.48'
VPC 2379+87.50 EL = 581.36
STA = 2382+25.00
EL = 582.55'
SSD = 826'
ex = -1.09'
K = 259
L = 475.00'
(+)0.500 % (-)1.334 %
VPT 2384+62.50 EL = 579.38
VPC 2400+87.50 EL = 557.70
(-)1.334 %
(+)0.699 %
STA = 2402+75.00
EL = 555.20'
ex = 0.95'
K = 184
L = 375.00'
MATCH LINE STA 2403+00
PROPOSED ELEVATION
EXISTING ELEVATION
2375+00
2380+00
2385+00
2390+00
2395+00
2400+00


END CSJ 0135-03-056
BEGIN CSJ 0135-16-002
END CSJ 0135-04-036
END PROJECT
END CSJ 0135-16-002
BEGIN CSJ 0135-04-036
BEGIN PROJECT
BEGIN CSJ 0135-03-056
N
NEW HOPE
McKINNEY
PRINCETON
LOWRY CROSSING
FARMERSVILLE
LAVON LAKE
US 380
ROLL 6

LOCATION MAP (NTS)

PREPARED BY AECOM TECHNICAL SERVICES, INC. TBPE NUMBER F-3580:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

NAME	P.E. NUMBER	NAME	P.E. NUMBER
BRAD M. HERNANDEZ	100079	JEFF S. PUSKOS, JR.	97526

AECOM
13355 NOEL ROAD
SUITE 400
DALLAS, TEXAS 75240
214-741-7777

Texas Department of Transportation
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DISTRICT: DALLAS
COUNTY: COLLIN
DATE: AUGUST 2022

US 380 PRINCETON
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

ROLL 3 OF 6