Texas Department of Transportation

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DISTRICT: DALLAS
COUNTY: COLLIN
DATE: AUGUST 2022

US 380 PRINCETON
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

ROLL 5 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

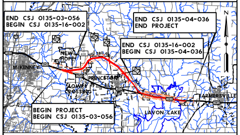
% TRUCKS:
ADT = 4.2
DHV = 3.4
K = 8.9
DD = 58

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

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

## LEGEND:

| | | | |
|---|---|---|---|
| —··— | EXISTING ROW | - - - | CITY LIMIT |
| —··— | PROPOSED ROW | ●●● | SIGNALIZED INTERSECTION |
| -I-I-I- | PROPOSED ACCESS DENIAL | 🟩 | USACE 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 USACE |
| 🟪 | PROPOSED SHARED USE PATH | — — — | PROPOSOSED EASEMENT USACE |
| ▲ | 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 | | |


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
McKINNEY
NEW HOPE
PRINCETON
LOWRY CROSSING
LAVON LAKE
FARMERSVILLE
US 380
ROLL 5
ROLL 6

LOCATION MAP (NTS)

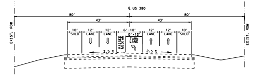
PREPARED BY AECOM TECHNICAL SERVICES, INC. TBPE NUMBER F-3580:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.

Prepared by or under the Direct Supervision of:

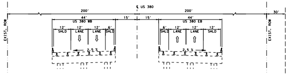
| NAME | P.E. NUMBER | NAME | P.E. NUMBER |
|---|---|---|---|
| BRAD M. HERNANDEZ | 100079 | JEFF S. PUSKOS, JR. | 97526 |

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

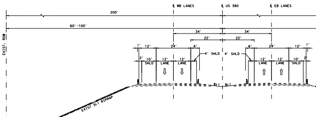
PRELIMINARY
SUBJECT TO CHANGE


℄ US 380
80'
80'
43'
43'
EXIST. ROW
EXIST. ROW
SHLD
LANE
TURN LANE
RAISED MEDIAN
2.5 %

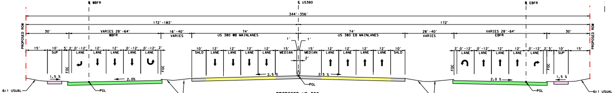
EXISTING US 380 TYPICAL SECTION
CR 458 TO LAVON LAKE
NOT TO SCALE


℄ US 380
200'
200'
US 380 WB
US 380 EB
EXIST. ROW
WATER LINE EASEMENT
2.5 %

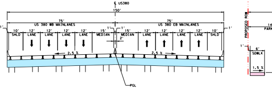
EXISTING US 380 - BRIDGE SECTION
AT LAVON LAKE
NOT TO SCALE


℄ WB LANES
℄ US 380
℄ EB LANES
200'
60'-100'
EXIST. ROW
EXIST 3:1 RIPRAP

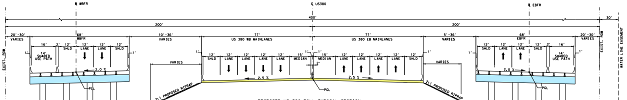
EXISTING US 380 FILL TYPICAL SECTION
AT LAKE LAVON
NOT TO SCALE


℄ WBFR
℄ US380
℄ EBFR
344'-356'
172'-183'
172'
PROPOSED ROW
US 380 WB MAINLANES
US 380 EB MAINLANES
MEDIAN
PGL
6:1 USUAL
4:1 MAX

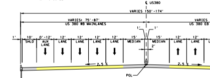
PROPOSED US 380
STA 2535+00.00 TO STA 2610+50.54
NOT TO SCALE


℄ US380
150'
US 380 WB MAINLANES
US 380 EB MAINLANES
MEDIAN
PGL

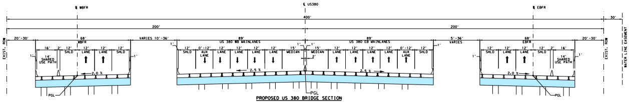
PROPOSED US 380 BRIDGE TYPICAL SECTION
AT TWIN GROVE PARK ROAD
NOT TO SCALE


℄ WBFR
℄ US380
℄ EBFR
400'
200'
200'
US 380 WB MAINLANES
US 380 EB MAINLANES
SHARED USE PATH
PGL
2:1 PROPOSED RIPRAP
EXIST 3:1 RIPRAP
FLOOD WATER EL+503.50'
EXIST. ROW
WATER LINE EASEMENT

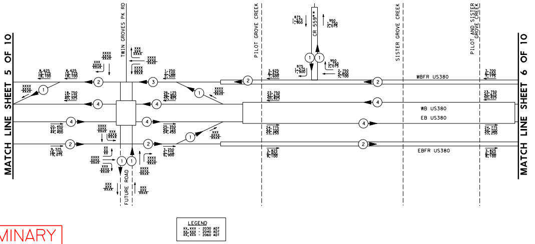
PROPOSED US 380 FILL TYPICAL SECTION
STA 2610+50.54 TO STA 2619+11.93
STA 2621+91.60 TO STA 2634+59.50
STA 2638+58.62 TO STA 2652+41.20
STA 2655+59.66 TO STA 2665+00.00
NOT TO SCALE


℄ US380
VARIES 150'-174'
US 380 WB MAINLANES
MEDIAN
PGL
RETAINING WALL
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


℄ WBFR
℄ US380
℄ EBFR
400'
200'
200'
US 380 WB MAINLANES
US 380 EB MAINLANES
SHARED USE PATH
PGL
EXIST. ROW
WATER LINE EASEMENT

PROPOSED US 380 BRIDGE SECTION
STA 2619+11.93 TO STA 2621+91.60
STA 2634+59.50 TO STA 2638+58.62
STA 2652+41.20 TO STA 2655+59.66
NOT TO SCALE


MATCH LINE SHEET 5 OF 10
MATCH LINE SHEET 6 OF 10
TWIN GROVES PK RD
FUTURE ROAD
PILOT GROVE CREEK
CR 559**
SISTER GROVE CREEK
PILOT AND SISTER GROVE CREEK
WBFR US380
WB US380
EB US380
EBFR US380
LEGEND
XX,XXX - 2030 ADT
XX,XXX - 2040 ADT
XX,XXX - 2060 ADT

** NUMBER OF TRAVEL LANES BASED ON CITY OF PRINCETON THOROUGHFARE PLAN OF JUNE 2018.

HORIZONTAL CURVE

| ALIGNMENT | CURVE | PI STATION | PI NORTHING - N | PI EASTING - E | DELTA | RADIUS | DEGREE |
|---|---|---|---|---|---|---|---|
| PRO380_1 | PRO380_110 | 2557+59.73 | 7114310.012 | 2595376.426 | 8° 1' 2.40" | 4010 | 1° 25' 43.76" |
| | PRO380_111 | 2576+42.79 | 7113619.029 | 2597129.108 | 22° 7' 1.44" | 5580 | 1° 1' 36.50" |
| | PRO380_112 | 2600+47.40 | 7113644.519 | 2599560.739 | 9° 44' 53.10" | 4010 | 1° 25' 43.76" |
| EBFR2 | EBFR22 | 4570+49.62 | 7114176.17 | 2595334.206 | 8° 1' 2.40" | 3870 | 1° 28' 49.84" |
| | EBFR23 | 4589+50.26 | 7113478.75 | 2597103.215 | 22° 7' 1.44" | 5720 | 1° 0' 6.03" |
| | EBFR24 | 4613+69.62 | 7113504.402 | 2599550.269 | 9° 44' 53.10" | 3870 | 1° 28' 49.84" |
| | EBFR25 | 4623+25.35 | 7113352.209 | 2600495.424 | 2° 15' 3.37" | 6480 | 0° 53' 3.10" |
| | EBFR26 | 4625+79.93 | 7113301.89 | 2600745.01 | 2° 15' 3.37" | 6480 | 0° 53' 3.10" |
| WBFR2 | WBFR22 | 4566+37.63 | 7114443.854 | 2595418.646 | 8° 1' 2.40" | 4150 | 1° 22' 50.24" |
| | WBFR23 | 4585+03.10 | 7113759.309 | 2597155 | 22° 7' 1.44" | 5440 | 1° 3' 11.63" |
| | WBFR24 | 4608+92.98 | 7113784.637 | 2599571.21 | 9° 44' 53.10" | 4150 | 1° 22' 50.24" |
| | WBFR25 | 4620+04.40 | 7113607.674 | 2600670.187 | 2° 15' 3.37" | 6480 | 0° 53' 3.10" |
| | WBFR26 | 4622+58.98 | 7113577.102 | 2600922.953 | 2° 15' 3.37" | 6480 | 0° 53' 3.10" |
| PR2550L | PR2550L1 | 11+03.68 | 7114553.627 | 2594867.13 | 3° 59' 33.85" | 1435 | 3° 59' 33.85" |
| | PR2550L2 | 13+62.15 | 7114596.322 | 2594612.171 | 3° 59' 33.85" | 2865 | 1° 59' 59.47" |
| | PR2550L3 | 21+47.45 | 7114779.655 | 2593848.486 | 3° 42' 31.48" | 5730 | 0° 59' 59.73" |
| | PR2550L4 | 25+18.36 | 7114842.747 | 2593482.859 | 3° 42' 31.48" | 5730 | 0° 59' 59.73" |
| PR2610R | PR2610R1 | 10+84.10 | 7113506.918 | 2598836.327 | 6° 42' 28.85" | 1435 | 3° 59' 36.76" |
| | PR2610R2 | 13+83.14 | 7113544.989 | 2599133.159 | 8° 35' 23.39" | 2865 | 1° 59' 59.84" |
| | PR2610R3 | 17+93.35 | 7113535.798 | 2599544.101 | 5° 44' 9.35" | 3910 | 1° 27' 55.46" |
| | PR2610R4 | 20+92.01 | 7113499.27 | 2599840.857 | 2° 3' 42.89" | 5730.01 | 0° 59' 59.77" |
| | PR2610R5 | 24+04.82 | 7113472.248 | 2600152.523 | 4° 11' 32.09" | 5729.99 | 0° 59' 59.78" |
| PR2612L | PR2612L1 | 11+73.45 | 7113759.542 | 2599276.065 | 6° 55' 44.38" | 2865 | 1° 59' 59.84" |
| | PR2612L2 | 14+01.21 | 7113734.388 | 2599502.873 | 2° 11' 22.31" | 2865 | 1° 59' 59.84" |
| | PR2612L3 | 16+35.69 | 7113717.463 | 2599736.766 | 5° 0' 31.03" | 4110 | 1° 23' 38.73" |
| | PR2612L4 | 22+09.69 | 7113626.173 | 2600303.696 | 4° 16' 57.85" | 5730 | 0° 59' 59.78" |
| | PR2612L5 | 25+30.86 | 7113551.529 | 2600616.286 | 4° 16' 57.85" | 2865 | 1° 59' 59.84" |

SUPERELEVATION TRANSITION TABLE

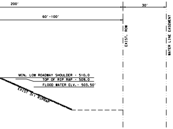
| DESCRIPTION | ALIGNMENT | BEGIN STA | BEGIN e (LT)/(RT) | | END STA | END e (LT)/(RT) | | LENGTH FT |
|---|---|---|---|---|---|---|---|---|
| TRANSITION | ℄ PRO380_110 | 2556+86.00 | 2.50% | -2.50% | 2563+36.00 | -5.00% | | 650 |
| FULL SUPER | | 2563+36.00 | -5.00% | | 2565+93.00 | -5.00% | | 257 |
| TRANSITION | | 2565+93.00 | -5.00% | | 2573+18.00 | 3.80% | | 725 |
| FULL SUPER | ℄ PRO380_111 | 2573+18.00 | 3.80% | | 2592+62.00 | 3.80% | | 1944 |
| TRANSITION | | 2592+62.00 | 3.80% | | 2598+02.00 | 2.50% | -2.50% | 540 |
| TRANSITION | ℄ PRO380_112 | 2598+15.00 | 2.50% | -2.50% | 2604+65.00 | -5.00% | | 650 |
| FULL SUPER | | 2604+65.00 | -5.00% | | 2609+54.00 | -5.00% | | 489 |
| TRANSITION | | 2609+54.00 | -5.00% | | 2616+04.00 | 2.50% | -2.50% | 650 |

PROPERTY OWNERS

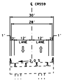
| PARCEL | OWNER | OCCUPANT |
|---|---|---|
| 418 | COPELAND COMMERICAL REAL ESTATE LTD | DANCO EXCAVATION |
| 419 | COPELAND COMMERICAL REAL ESTATE LTD | THE CDI CONNECTION |
| 420 | COPELAND COMMERICAL REAL ESTATE LTD | VACANT |
| 423 | COPELAND COMMERICAL REAL ESTATE LTD | RESIDENTIAL |
| 425 | COPE INVESTMENTS LLC | DANCO SERVICES |
| 500-A | HARWELL RITA & | RESIDENTIAL |
| 500-B | BALU MAHI INVESTMENTS LLC | VACANT |
| 500-C | SICILY LAGUNA AZURE LLC | VACANT |
| 500-D | BEWLEY DUSTIN J & LESLIE N | RESIDENTIAL |
| 500-E | BACHRAN TERRY M & CAROLYN | RESIDENTIAL |
| 500-F | MM PRINCETON 854 LLC | VACANT |
| 500-G | MAJ DG NNN LLC | VACANT |
| 500-H | DICKSON JOHNNY | VACANT |
| 500-I | VANAM SRIRAM RAO & SREEPAD KANCHANAVALLY | VACANT |
| 500-J | WATERS JAMES & SUSAN | RESIDENTIAL |
| 500-K | WATERS JAMES & SUSAN | VACANT |
| 500-L | WATERS JAMES & SUSAN | VACANT |
| 500-M | STARLIGHT HOMES TEXAS LLC | VACANT |
| 500-N | BIGGS MONTRA MARIE | VACANT |
| 500-O | ARROYO CAP II-2 LLC | VACANT |
| 500-P | BIGGS MONTRA MARIE | RESIDENTIAL |
| 500-Q | RAY MICHAELLE | VACANT |
| 500-R | RAY MICHAELLE | VACANT |
| 500-S | ANDOR PATRICIA DIANE & ESTATE OF FRANK MARTIN ANDOR | VACANT |
| 500-T | MMYA LLC | VACANT |
| 500-U | VEAL JAMES H | RESIDENTIAL |
| 500-V | ARROYO CAP IA LLC | VACANT |
| 500-W | ARROYO CAP IA LLC | VACANT |
| 500-X | ARROYO CAP IA LLC | VACANT |
| 500-Y | ARROYO CAP IA LLC | VACANT |
| 500-Z | ARROYO CAP IA LLC | VACANT |
| 500-AA | ARROYO CAP IA LLC | VACANT |
| 500-AB | ARROYO CAP IA LLC | VACANT |
| 500-AC | ARROYO CAP IA LLC | VACANT |
| 500-AD | ARROYO CAP IA LLC | VACANT |
| 500-AE | ARROYO CAP IA LLC | VACANT |
| 500-AF | ARROYO CAP IA LLC | VACANT |
| 500-AG | ARROYO CAP IA LLC | VACANT |
| 500-AH | ARROYO CAP IA LLC | VACANT |

PROPERTY OWNERS

| PARCEL | OWNER |
|---|---|
| 500-AI | ARROYO CAP IA LLC |
| 500-AJ | ARROYO CAP IA LLC |
| 500-AK | ARROYO CAP IA LLC |
| 500-AL | ARROYO CAP IA LLC |
| 500-AM | ARROYO CAP IA LLC |
| 500-AN | ARROYO CAP IA LLC |
| 500-AO | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AP | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AQ | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AR | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AS | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AT | ASHTON DALLAS RESIDENTIAL LLC |
| 500-AU | ARROYO CAP IA LLC |
| 500-AV | ARROYO CAP IA LLC |
| 501 | PRESTON FARMLAND HOLDINGS LLC |
| 502 | PRESTON FARMLAND HOLDINGS LLC |
| 503 | SJSAS I LLC |
| 504 | USA |
| 505 | USA |
| 506 | USA |
| 507 | USA |
| 508 | USA |
| 509 | USA |
| 510 | USA |
| 511 | USA |
| 512 | USA |
| 513 | CITY OF PRINCETON |
| 514 | CITY OF PRINCETON |
| 515 | CITY OF PRINCETON |
| 516 | CITY OF PRINCETON |
| 517 | CITY OF PRINCETON |
| 518 | CITY OF PRINCETON |
| 519 | DIMAURO PAUL M & PATSY |
| 520 | USA |
| 521 | USA |
| 522 | COPELAND COMMERICAL REAL ESTAT |
| 600 | USA |
| 601 | USA |
| 673 | USA |



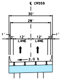
200'
30'
60'-100'
EXIST. ROW
WATER LINE EASEMENT
MIN. LOW ROADWAY SHOULDER - 510.0
TOP OF RIP RAP - 509.0
FLOOD WATER ELV. - 503.50'
EXIST 3:1 RIPRAP



℄ CR559
30'
28'
1'
2'
12'
LANE
12'
LANE
2'
1'
2.0 %

EXISTING CR 559 TYPICAL SECTION

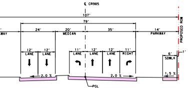
NOT TO SCALE



℄ CR559
30'
28'
1'
2'
12'
LANE
12'
LANE
2'
1'
2.0 %

PROPOSED CR 559 TYPICAL SECTION

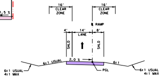
NOT TO SCALE



℄ CR985
107'
79'
WAY
24'
20'
MEDIAN
35'
14'
PARKWAY
PROPOSED ROW
12'
LANE
12'
LANE
11'
LANE
12'
LANE
12'
LANE
11'
RIGHT
6'
SDWLK
1'
2.0 %
2.0 %
1.5 %
PGL

PROPOSED CR 985 ON THROUGHFARE PLAN

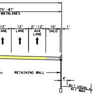
NOT TO SCALE



16'
CLEAR
ZONE
16'
CLEAR
ZONE
℄ RAMP
4'
14'
LANE
8'
SHLD
SHLD
2.0 %
6:1 USUAL
4:1 MAX
6:1 USUAL
6:1
6:1 USUAL
4:1 MAX
PGL

PROPOSED ENTRANCE/EXIT RAMP TYPICAL SECTION

NOT TO SCALE



75'-87'
MAINLANES
12'
LANE
12'
LANE
0'-12'
AUX
LANE
10'
SHLD
1'
RETAINING WALL
4'
6:1 USUAL
4:1 MAX

DATA

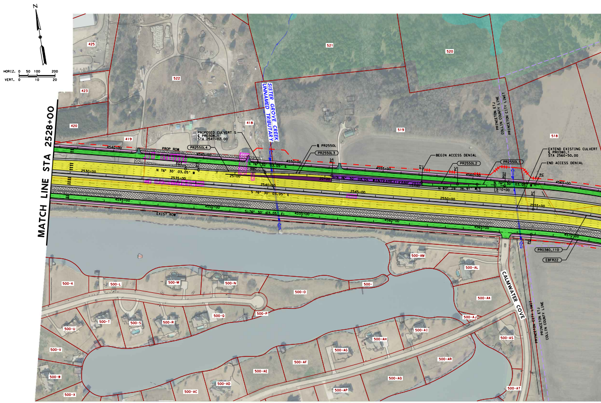
| TANGENT | LENGTH | EXTERNAL | CHORD BEARING | CHORD LENGTH | MIDDLE ORDINATE | PC STATION | PT STATION |
|---|---|---|---|---|---|---|---|
| 281.02 | 561.11 | 9.83 | S 72••° | 560.66 | 9.81 | 2554+78.72 | 2560+39.83 |
| 1090.56 | 2153.97 | 105.57 | S 79••° | 2140.62 | 103.61 | 2565+52.23 | 2587+06.20 |
| 341.95 | 682.25 | 14.55 | S 85••° | 681.42 | 14.50 | 2597+05.45 | 2603+87.70 |
| 271.21 | 541.52 | 9.49 | S 72••° | 541.08 | 9.47 | 4567+78.42 | 4573+19.94 |
| 1117.92 | 2208.01 | 108.22 | S 79••° | 2194.33 | 106.21 | 4578+32.34 | 4600+40.35 |
| 330.01 | 658.43 | 14.05 | S 85••° | 657.63 | 13.99 | 4610+39.61 | 4616+98.03 |
| 127.3 | 254.57 | 1.25 | S 79••° | 254.56 | 1.25 | 4621+98.05 | 4624+52.63 |
| 127.3 | 254.57 | 1.25 | S 79••° | 254.56 | 1.25 | 4624+52.63 | 4627+07.20 |
| 290.83 | 580.7 | 10.18 | S 72••° | 580.23 | 10.15 | 4563+46.80 | 4569+27.51 |
| 1063.2 | 2099.93 | 102.92 | S 79••° | 2086.91 | 101.01 | 4574+39.91 | 4595+39.83 |
| 353.89 | 706.06 | 15.06 | S 85••° | 705.21 | 15.01 | 4605+39.09 | 4612+45.15 |
| 127.3 | 254.57 | 1.25 | S 81••° | 254.56 | 1.25 | 4618+77.10 | 4621+31.67 |
| 127.3 | 254.57 | 1.25 | S 81••° | 254.56 | 1.25 | 4621+31.67 | 4623+86.25 |
| 50.02 | 100 | 0.87 | N 78••° | 99.98 | 0.87 | 10+53.66 | 11+53.66 |
| 99.87 | 199.65 | 1.74 | N 78••° | 199.61 | 1.74 | 12+62.29 | 14+61.94 |
| 185.52 | 370.9 | 3 | N 78••° | 370.84 | 3 | 19+61.94 | 23+32.84 |
| 185.52 | 370.9 | 3 | N 78••° | 370.84 | 3 | 23+32.84 | 27+03.74 |
| 84.1 | 167.97 | 2.46 | N 86° 2' 43.48" E | -167.91 | 2.46 | 10+00.00 | 11+67.97 |
| 215.16 | 429.5 | 8.07 | N 86••° | -429.12 | 8.05 | 11+67.97 | 15+97.47 |
| 195.88 | 391.42 | 4.9 | S 85° 51' 2.88" E | -391.27 | 4.9 | 15+97.47 | 19+88.90 |
| 103.11 | 206.2 | 0.93 | S 84° 0' 49.65" E | -206.2 | 0.93 | 19+88.90 | 21+95.10 |
| 209.72 | 419.25 | 3.84 | S 82••° | -419.16 | 3.83 | 21+95.10 | 26+14.35 |
| 173.45 | 346.46 | 5.25 | S 87° 8' 9.91" E | -346.26 | 5.24 | 10+00.00 | 13+46.46 |
| 54.75 | 109.48 | 0.52 | S 84••° | -109.48 | 0.52 | 13+46.46 | 14+55.94 |
| 179.76 | 359.27 | 3.93 | S 83••° | -359.17 | 3.93 | 14+55.94 | 18+15.21 |
| 214.25 | 428.3 | 4 | S 78••° | -428.21 | 4 | 19+95.44 | 24+23.73 |
| 107.13 | 214.14 | 2 | S 78••° | -214.1 | 2 | 24+23.73 | 26+37.88 |

SUPERELEVATION SIGN DIAGRAM

|  | OCCUPANT |
|---|---|
|  | VACANT |
|  | VACANT |
|  | VACANT |
|  | VACANT |
|  | VACANT |
|  | VACANT |
|  | RESIDENTIAL |
|  | RESIDENTIAL |
|  | RESIDENTIAL |
|  | RESIDENTIAL |
|  | RESIDENTIAL |
|  | RESIDENTIAL |
|  | COMMON AREA |
|  | RESIDENTIAL |
|  | VACANT |
|  | VACANT |
|  | VACANT |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | CITY LAND |
|  | CITY LAND |
|  | CITY LAND |
|  | CITY LAND |
|  | CITY LAND |
|  | CITY LAND |
|  | RESIDENTIAL |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
| E LTD | VACANT |
|  | FEDERAL LAND |
|  | FEDERAL LAND |
|  | FEDERAL LAND |

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.



N
HORIZ. 0 50 100 200
VERT. 0 10 20
MATCH LINE STA 2528+00
425
423
522
521
520
420
419
418
519
518
SISTER GROVE CREEK UNNAMED TRIBUTARY
PROPOSED CULVERT S
℄ PRO380_1
STA 2547+02.00
PR2550L4
PR2550L
PR2550L3
PR2550L2
PR2550L5
BEGIN ACCESS DENIAL
END ACCESS DENIAL
EXTEND EXISTING CULVERT S1
℄ PRO380_1
STA 2560+50.00
PRINCETON ETJ
COLLIN COUNTY LINE
PRINCETON CITY LIMIT
PROP ROW
EXIST ROW
N 76° 30' 03.05" E
S 76° 30' 03.05" E
2530+00
2535+00
2540+00
2545+00
2550+00
2555+00
4540+00
4545+00
4550+00
4555+00
4560+00
4565+00
PRO380_110
EBFR22
CALMWATER COVE
500-K
500-L
500-M
500-N
500-O
500-P
500-Q
500-R
500-S
500-T
500-U
500-V
500-W
500-X
500-AC
500-AD
500-AE
500-AF
500-AG
500-AH
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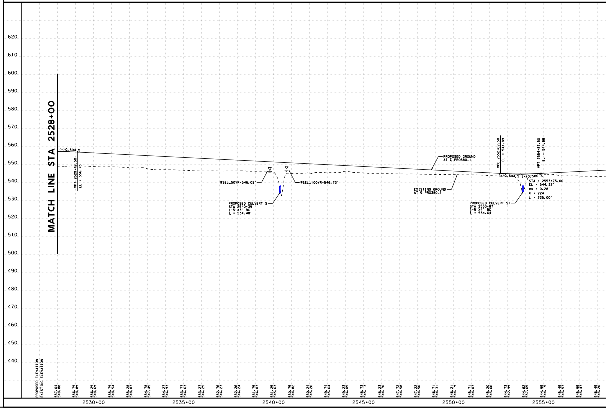
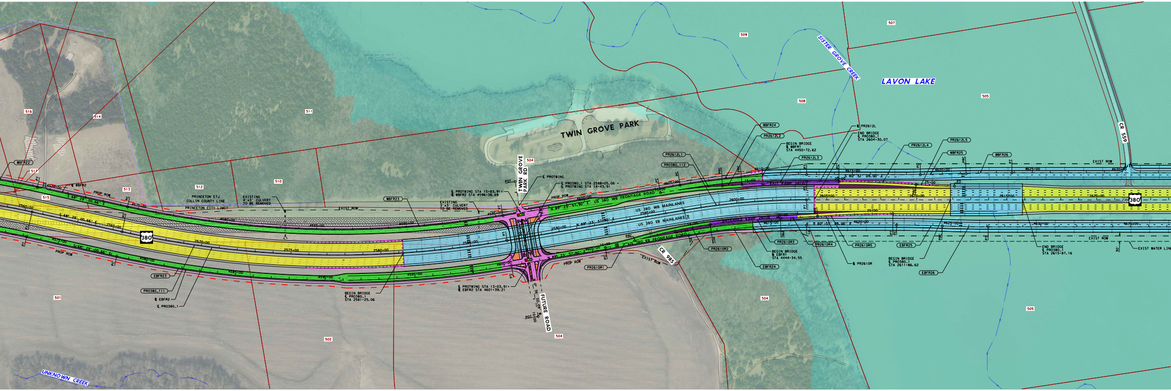
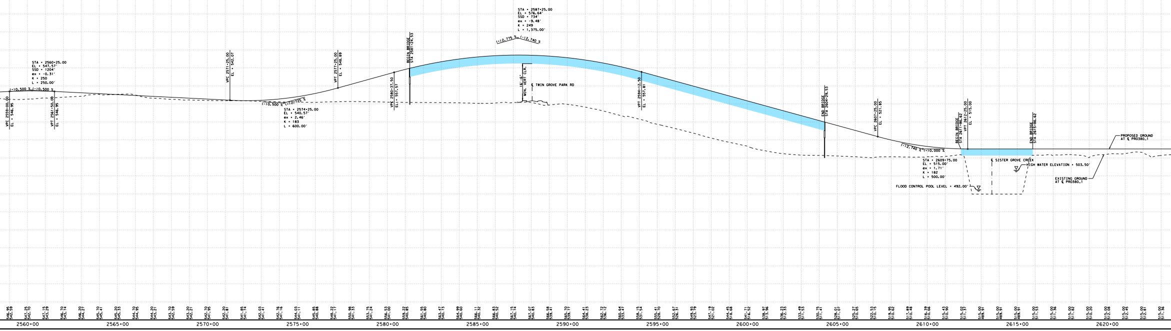
500-AP
500-AQ
500-AR
500-AS
500-AT

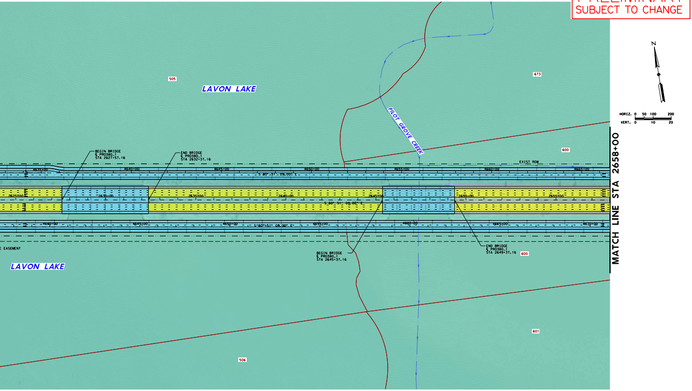


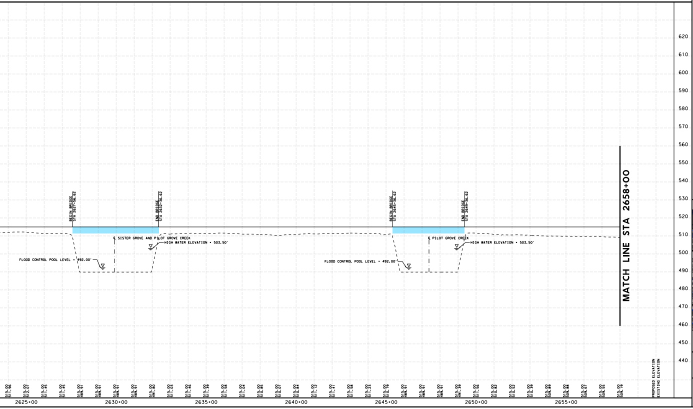

TWIN GROVE PARK
LAVON LAKE
SISTER GROVE CREEK
UNKNOWN CREEK
TWIN GROVE PARK RD
FUTURE ROAD
CR 559
CR 985
380
US 380 WB MAINLANES
US 380 EB MAINLANES
US 380 WB FRONTAGE ROAD
US 380 EB FRONTAGE ROAD
EXIT RAMP 2612R
ENTRANCE RAMP 2610R
PRINCETON ETJ
COLLIN COUNTY LINE
PRINCETON CITY LIMIT
EXISTING 4'x3' CULVERT TO BE REMOVED
EXISTING 3'x3' CULVERT TO BE REMOVED
EXIST ROW
PROP ROW
EXIST WATER LINE
BEGIN BRIDGE ℄ PRO380_1 STA 2581+25.06
END BRIDGE ℄ PRO380_1 STA 2604+30.07
BEGIN BRIDGE ℄ WBFR1 STA 4450+72.62
BEGIN BRIDGE ℄ EBFR1 STA 4444+34.55
BEGIN BRIDGE ℄ PRO380_1 STA 2611+86.62
END BRIDGE ℄ PRO380_1 STA 2615+87.16
℄ PROTWING STA 15+83.91 = ℄ WBFR2 STA 4596+38.69
℄ PROTWING STA 13+03.91 = ℄ EBFR2 STA 4601+39.21
℄ PRO380_1 STA 2588+05.06 = ℄ PROTWING STA 14+43.91
℄ PROTWING
WBFR22
WBFR23
WBFR24
WBFR25
WBFR26
EBFR23
EBFR24
EBFR25
EBFR26
℄ WBFR2
℄ EBFR2
℄ PRO380_1
PRO380_111
PRO380_112
PR2612L1
PR2612L2
PR2612L3
PR2612L4
PR2612L5
℄ PR2612L
℄ PR2610R
PR2610R1
PR2610R2
PR2610R3
PR2610R4
PR2610R5
501
502
504
505
507
508
509
510
511
512
513
514
515
516
517
2560+00
2565+00
2570+00
2575+00
2580+00
2585+00
2590+00
2595+00
2600+00
2605+00
2610+00
2615+00
2620+00
2625+00
2630+00
S 68° 29' 00.66" E
N 89° 23' 57.80" E

## US380 MAINLANES PROFILE


STA = 2560+25.00
EL = 547.57'
SSD = 1204'
ex = -0.31'
K = 250
L = 250.00'
(+)0.500 %
(-)0.500 %
VPC 2559+00.00 EL = 546.95
VPT 2561+50.00 EL = 546.95
VPC 2571+25.00 EL = 542.07
(-)0.500 %
(+)2.725 %
STA = 2574+25.00
EL = 540.57'
ex = 2.46'
K = 183
L = 600.00'
VPT 2577+25.00 EL = 548.89
VPC 2580+37.50 EL = 557.57
BEGIN BRIDGE STA 2581+24.53
STA = 2587+25.00
EL = 576.64'
SSD = 734'
ex = -9.48'
K = 249
L = 1,375.00'
(+)2.775 %
(-)2.740 %
16'-6" MIN. VERT CLR.
℄ TWIN GROVE PARK RD
VPT 2594+12.50 EL = 557.81
END BRIDGE STA 2604+29.53
VPC 2607+25.00 EL = 521.85
(-)2.740 %
(+)0.000 %
STA = 2609+75.00
EL = 515.00'
ex = 1.71'
K = 182
L = 500.00'
BEGIN BRIDGE STA 2611+86.62
VPT 2612+25.00 EL = 515.00
END BRIDGE STA 2615+86.62
℄ SISTER GROVE CREEK
HIGH WATER ELEVATION = 503.50'
FLOOD CONTROL POOL LEVEL = 492.00'
PROPOSED GROUND AT ℄ PRO380_1
EXISTING GROUND AT ℄ PRO380_1
2560+00
2565+00
2570+00
2575+00
2580+00
2585+00
2590+00
2595+00
2600+00
2605+00
2610+00
2615+00
2620+00

**PRELIMINARY**
**SUBJECT TO CHANGE**


LAVON LAKE
LAVON LAKE
PILOT GROVE CREEK
505
673
600
600
601
506
BEGIN BRIDGE
℄ PRO380_1
STA 2627+57.16
END BRIDGE
℄ PRO380_1
STA 2632+37.16
BEGIN BRIDGE
℄ PRO380_1
STA 2645+37.16
END BRIDGE
℄ PRO380_1
STA 2649+37.16
EXIST ROW
E EASEMENT
4635+00
4640+00
4645+00
4650+00
4655+00
4660+00
4665+00
4670+00
2625+00
2630+00
2635+00
2640+00
2645+00
2650+00
2655+00
S 80° 51' 09.00" E
N
HORIZ. 0 50 100 200
VERT. 0 10 20
MATCH LINE STA 2658+00


BEGIN BRIDGE STA 2627+56.62
END BRIDGE STA 2632+36.62
BEGIN BRIDGE STA 2645+36.62
END BRIDGE STA 2649+36.62
℄ SISTER GROVE AND PILOT GROVE CREEK
℄ PILOT GROVE CREEK
HIGH WATER ELEVATION = 503.50'
HIGH WATER ELEVATION = 503.50'
FLOOD CONTROL POOL LEVEL = 492.00'
FLOOD CONTROL POOL LEVEL = 492.00'
MATCH LINE STA 2658+00
620
610
600
590
580
570
560
550
540
530
520
510
500
490
480
470
460
450
440
PROPOSED ELEVATION
EXISTING ELEVATION
2625+00
2630+00
2635+00
2640+00
2645+00
2650+00
2655+00

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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

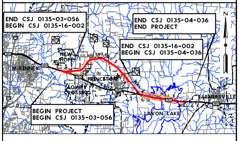
SOURCE: TxDOT TRANSPORTATION PROGRAMMING AND PLANNING DIVISION
MEMO DATED: AUGUST 31, 2020

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

AUGUST 2022

## LEGEND:

| | | | |
|---|---|---|---|
| — · — | EXISTING ROW | - - - | CITY LIMIT |
| — · — | PROPOSED ROW | ●●● | SIGNALIZED INTERSECTION |
| ┤┼┼├ | PROPOSED ACCESS DENIAL | 🟩 | USACE 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 USACE |
| 🟪 | PROPOSED SHARED USE PATH | — — — | PROPOSOSED EASEMENT USACE |
| ▲ | 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 | | |


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
NEW HOPE
MCKINNEY
PRINCETON
LOWRY CROSSING
LAVON LAKE
FARMERSVILLE
N

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

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DISTRICT: DALLAS
COUNTY: COLLIN
DATE: AUGUST 2022

US 380 PRINCETON
PUBLIC MEETING
PRELIMINARY DESIGN SCHEMATIC

ROLL 5 OF 6