Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-EST-RD-SHT-001.dgn

Texas Department of Transportation

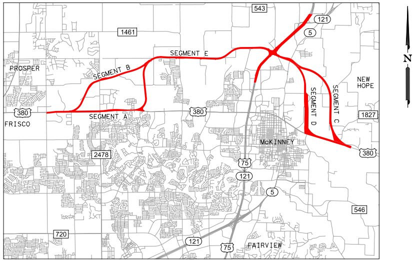
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

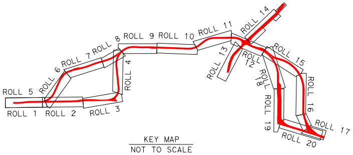
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
121
1461
5
SEGMENT E
PROSPER
SEGMENT B
NEW HOPE
SEGMENT D
SEGMENT C
N
380
FRISCO
SEGMENT A
380
1827
McKINNEY
380
2478
75
121
5
546
720
121
75
FAIRVIEW

LOCATION MAP
NOT TO SCALE


ROLL 14
ROLL 11
ROLL 10
ROLL 9
ROLL 8
ROLL 7
ROLL 6
ROLL 5
ROLL 4
ROLL 13
ROLL 12
ROLL 15
ROLL 18
ROLL 16
ROLL 19
ROLL 17
ROLL 20
ROLL 1
ROLL 2
ROLL 3

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:	
DAVID SUTTON	120142
NAME	P.E. NUMBER
02/23/2022	
DATE	

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

HDR
Firm Registration No. F-754

17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

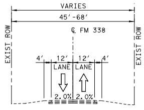
ROLL 15 OF 20

Plotted on: 3/14/2022
Scale: 1:100

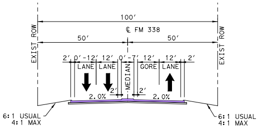
TYPICAL SECTIONS LEGEND:

⇨	EXISTING LANE DIRECTION OF TRAVEL
→	PROPOSED LANE DIRECTION OF TRAVEL
▬	EXISTING ROADWAY TO REMAIN
🟪	PROPOSED BRIDGE
🟨	PROPOSED MAINLANES
🟦	PROPOSED RAMPS
🟩	PROPOSED FRONTAGE ROADS
🟪	PROPOSED CROSS STREETS
🟫	PROPOSED SHARED USE PATH (SUP) OR SIDEWALK

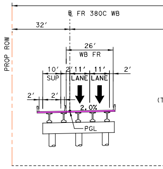
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN
ADEQUATE CLEAR ZONE PROVIDED)

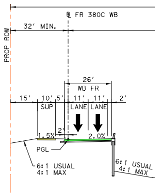

VARIES
45'-68'
℄ FM 338
EXIST ROW
EXIST ROW
4'
12'
12'
4'
LANE
LANE
2.0%
2.0%

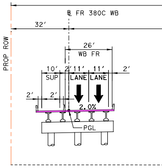
EXISTING CR 388
US 380 SEGMENT C


100'
℄ FM 338
50'
50'
EXIST ROW
EXIST ROW
2'
0'-12'
12'
0'-7'
12'
12'
2'
LANE
LANE
MEDIAN
GORE
LANE
2'
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED CR 338
US 380 SEGMENT C


℄ FR 380C WB
32'
PROP ROW
26'
WB FR
10'
2'
11'
11'
2'
SUP
LANE
LANE
2'
2'
2.0%
PGL
(T

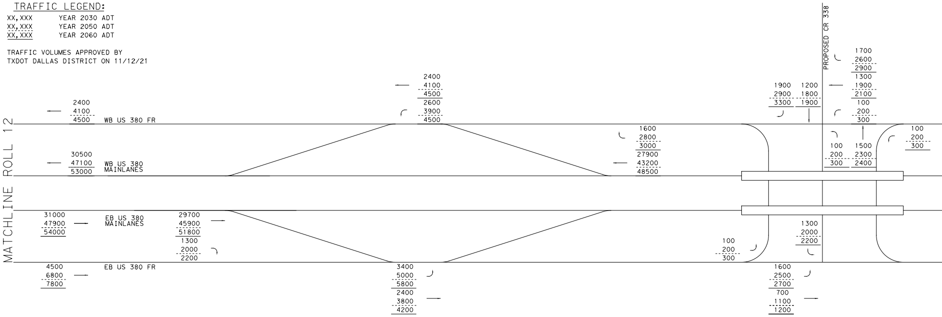

℄ FR 380C WB
32' MIN.
PROP ROW
26'
WB FR
15'
10'
5'
11'
11'
2'
SUP
LANE
LANE
2'
1.5%
2.0%
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

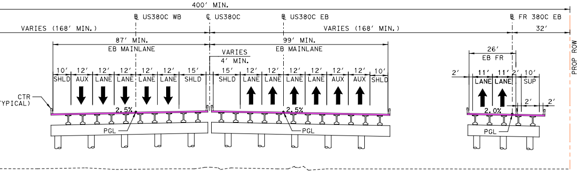

℄ FR 380C WB
32'
PROP ROW
26'
WB FR
10'
2'
11'
11'
2'
SUP
LANE
LANE
2'
2'
2.0%
PGL

TRAFFIC LEGEND:

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

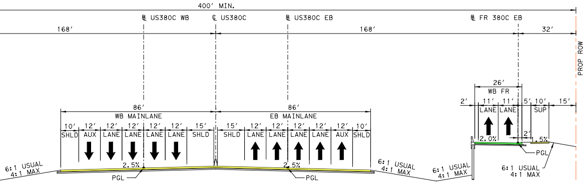
TRAFFIC VOLUMES APPROVED BY
TXDOT DALLAS DISTRICT ON 11/12/21


MATCHLINE ROLL 12
PROPOSED CR 338
2400
4100
4500
WB US 380 FR
2400
4100
4500
2600
3900
4500
1700
2600
2900
1300
1900
2100
1900
2900
3300
1200
1800
1900
100
200
300
30500
47100
53000
WB US 380 MAINLANES
1600
2800
3000
27900
43200
48500
100
200
300
1500
2300
2400
100
200
300
31000
47900
54000
EB US 380 MAINLANES
29700
45900
51800
1300
2000
2200
100
200
300
1300
2000
2200
4500
6800
7800
EB US 380 FR
3400
5000
5800
2400
3800
4200
1600
2500
2700
700
1100
1200


400' MIN.
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
VARIES (168' MIN.)
VARIES (168' MIN.)
32'
87' MIN.
EB MAINLANE
VARIES
4' MIN.
99' MIN.
EB MAINLANE
26'
EB FR
PROP ROW
10' 12' 12' 12' 12' 12' 15'
SHLD AUX LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE AUX AUX SHLD
2' 11' 11' 2' 10'
LANE LANE SUP
2' 2'
CTR
(TYPICAL)
2.5%
2.5%
2.0%
PGL
PGL
PGL

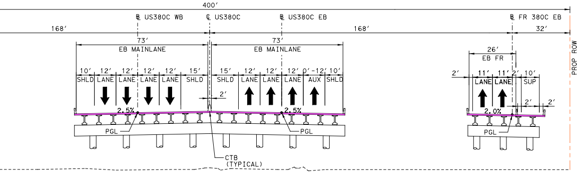
PROPOSED US 380 - 400' ROW

DIVIDED US 380 SEGMENT C
11 LN ML, 2 LN FR
STA 1883+00.00 TO STA 1940+00.00


400' MIN.
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
168'
168'
32'
PROP ROW
86'
WB MAINLANE
86'
EB MAINLANE
26'
WB FR
10' 12' 12' 12' 12' 12' 15'
SHLD AUX LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE AUX SHLD
2' 11' 11' 5' 10' 15'
LANE LANE SUP
2'
2.0%
1.5%
2.5%
2.5%
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

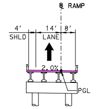
PROPOSED US 380 - 407' ROW

10 LN ML, 2 LN FR
STA 1940+00.00 TO STA 1964+50.00


400'
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
168'
168'
32'
73'
EB MAINLANE
73'
EB MAINLANE
26'
EB FR
PROP ROW
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
15' 12' 12' 12' 0'-12' 10'
SHLD LANE LANE LANE AUX SHLD
2'
2' 11' 11' 2' 10'
LANE LANE SUP
2' 2'
2.5%
2.5%
2.0%
PGL
PGL
PGL
CTB
(TYPICAL)

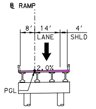
PROPOSED US 380 - 400' ROW

UNDIVIDED US 380 SEGMENT C
8 LN ML, 2 LN FR
STA 1964+50.00 TO STA 1972+50.00


℄ RAMP
4' 14' 8'
SHLD LANE
2.0%
PGL

PROPOSED US 380

1 LN RAMP


℄ RAMP
8' 14' 4'
LANE SHLD
2.0%
PGL

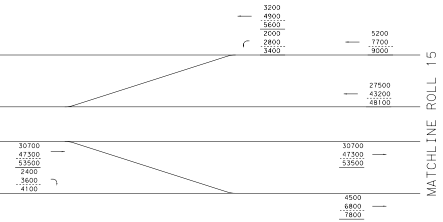
PROPOSED US 380

1 LN RAMP

ALIGNMENT
CL_US380C
BL_US380C_EB
BL_US380C_WB
FR_380C_EB
FR_380C_WB
RP_C338_EBEX
RP_SH5_EBEN
RP_NEWI_EBEX
RP_C338_WBEN
RP_SH5_WBEX
RP_NEWI_WBEN
CL_PCR338
CL_ECR338

CHAIN NAM
CL_US380C
BL_US380C_
BL_US380C_

LOCATION	
1	


3200
4900
5600
2000
2800
3400
5200
7700
9000
27500
43200
48100
30700
47300
53500
2400
3600
4100
30700
47300
53500
4500
6800
7800
MATCHLINE ROLL 15

PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

HORIZONTAL CURVE DATA

CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380C_1	22° 37′ 21.79"	1° 4′ 15.42"	1,070.14′	2,112.40′	5,350.00′	1866+29.27	1887+41.67	1876+99.41	7,142,300.86	2,546,840.63
CL_US380C_2	19° 3′ 8.80"	1° 41′ 6.61"	570.56′	1,130.59′	3,400.00′	1900+37.34	1911+67.93	1906+07.90	7,140,619.92	2,549,248.27
CL_US380C_3	75° 2′ 52.23"	0° 54′ 34.04"	4,838.34′	8,251.94′	6,300.00′	1919+05.53	2001+57.47	1967+43.87	7,138,937.56	2,555,160.05
BL_US380C_EB_1	22° 14′ 6.85"	1° 25′ 56.62"	786.05	1552.31	4000.00	2869+62.78	2885+15.10	2877+48.83	7,142,065.92	2,546,872.92
BL_US380C_EB_2	18° 52′ 21.96"	1° 36′ 20.96"	593.01	1175.27	3568.00	2899+45.04	2911+20.31	2905+38.05	7,140,464.48	2,549,180.70
BL_US380C_EB_3	75° 2′ 52.19"	0° 56′ 3.74"	4709.32	8031.89	6132.00	2918+57.92	2998+89.80	2965+67.23	7,138,811.29	2,554,989.98
BL_US380C_WB_1	24° 59′ 3.08"	3° 57′ 5.16"	321.25	632.28	1450.00	3883+38.62	3889+71.59	3886+59.87	7,142,091.25	2,547,735.62
BL_US380C_WB_2	17° 54′ 51.23"	3° 49′ 10.99"	236.43	468.99	1500.00	3889+71.59	3894+40.59	3892+08.02	7,141,646.11	2,548,072.68
BL_US380C_WB_3	19° 3′ 8.80"	1° 46′ 21.96"	542.37	1074.73	3232.00	3901+85.00	3912+59.73	3907+27.37	7,140,773.79	2,549,321.37
FR_380C_EB_1	22° 14′ 6.85"	1° 25′ 56.62"	786.05	1552.31	4000.00	2869+62.78	2885+15.10	2877+48.83	7,142,065.92	2,546,872.92
FR_380C_EB_2	18° 52′ 21.96"	1° 36′ 20.96"	593.01	1175.27	3568.00	2899+45.04	2911+20.31	2905+38.05	7,140,464.48	2,549,180.70
FR_380C_EB_3	75° 2′ 52.19"	0° 56′ 3.74"	4709.32	8031.89	6132.00	2918+57.92	2998+89.80	2965+67.23	7,138,811.29	2,554,989.98
FR_380C_WB_1	24° 51′ 36.92"	3° 57′ 5.16"	319.60	629.15	1450.00	3857+64.82	3863+93.96	3860+84.42	7,142,089.31	2,547,736.91
FR_380C_WB_2	17° 54′ 51.23"	3° 49′ 10.99"	236.43	468.99	1500.00	3863+93.96	3868+62.96	3866+30.39	7,141,646.11	2,548,072.68
FR_380C_WB_3	19° 3′ 8.80"	1° 46′ 21.96"	542.37	1074.73	3232.00	3876+07.36	3886+82.10	3881+49.74	7,140,773.79	2,549,321.37
FR_380C_WB_4	75° 2′ 52.23"	0° 53′ 9.00"	4967.36	8471.99	6468.00	3894+19.70	3978+91.69	3943+87.06	7,139,063.83	2,555,330.13
RP_C338_EBEX_1	3° 9′ 50.30"	1° 14′ 44.02"	127.04	254.02	4600.00	10+00.00	12+54.02	11+27.04	7,140,913.19	2,548,674.20
RP_C338_EBEX_2	18° 10′ 32.15"	2° 4′ 6.38"	443.08	878.71	2770.00	12+54.02	21+32.73	16+97.10	7,140,563.47	2,549,124.46
RP_C338_EBEX_3	3° 46′ 29.97"	1° 37′ 31.48"	116.17	232.25	3525.00	21+32.73	23+64.98	22+48.90	7,140,375.32	2,549,651.10
RP_C338_EBEX_4	8° 38′ 30.36"	5° 27′ 24.27"	79.33	158.37	1050.00	24+60.01	26+18.37	25+39.34	7,140,295.80	2,549,930.54
RP_C338_EBEX_5	8° 38′ 30.36"	5° 23′ 5.79"	80.39	160.48	1064.00	26+18.37	27+78.86	26+98.77	7,140,229.50	2,550,075.85
RP_SH5_EBEN_1	2° 9′ 9.07"	1° 5′ 21.38"	98.82	197.61	5260.00	10+00.00	11+97.61	10+98.82	7,139,936.64	2,551,010.01
RP_SH5_EBEN_2	7° 45′ 20.16"	1° 54′ 44.67"	203.08	405.54	2996.00	11+97.61	16+03.15	14+00.69	7,139,842.55	2,551,296.87
RP_SH5_EBEN_3	2° 54′ 5.33"	0° 55′ 41.94"	156.31	312.55	6172.00	16+03.15	19+15.70	17+59.46	7,139,685.48	2,551,620.12
RP_SH5_EBEN_4	0° 33′ 46.85"	0° 5′ 26.32"	310.57	621.13	63210.00	19+15.70	25+36.83	22+26.27	7,139,460.44	2,552,029.18
RP_SH5_EBEN_5	10° 2′ 34.29"	1° 54′ 12.65"	264.48	527.60	3010.00	25+36.83	30+64.43	28+01.31	7,139,178.33	2,552,530.27
RP_NEWI_EBEX_1	9° 15′ 16.77"	2° 54′ 30.29"	159.45	318.20	1970.00	10+00.00	13+18.20	11+59.45	7,137,998.72	2,553,716.87
RP_NEWI_EBEX_2	0° 33′ 53.90"	0° 5′ 26.32"	311.65	623.29	63210.00	13+18.20	19+41.49	16+29.85	7,137,589.86	2,553,950.87
RP_C338_WBEN_1	10° 36′ 0.18"	2° 40′ 38.54"	198.52	395.91	2140.00	10+00.00	13+95.91	11+98.52	7,140,572.57	2,549,681.47
RP_C338_WBEN_2	1° 51′ 35.07"	0° 41′ 4.33"	135.85	271.68	8370.00	13+95.91	16+67.59	15+31.76	7,140,506.73	2,550,009.29
RP_C338_WBEN_3	2° 50′ 43.01"	1° 5′ 21.38"	130.63	261.21	5260.00	19+14.59	21+75.80	20+45.22	7,140,386.59	2,550,508.52
RP_C338_WBEN_4	8° 44′ 15.82"	2° 54′ 30.29"	150.51	300.43	1970.00	21+75.80	24+76.23	23+26.31	7,140,334.46	2,550,784.78
RP_SH5_WBEX_1	7° 3′ 43.19"	2° 54′ 30.29"	121.56	242.81	1970.00	10+00.00	12+42.81	11+21.56	7,139,938.42	2,551,732.19
RP_SH5_WBEX_2	2° 42′ 1.46"	1° 5′ 21.38"	123.98	247.91	5260.00	12+42.81	14+90.72	13+66.79	7,139,803.97	2,551,937.65
RP_SH5_WBEX_3	0° 53′ 28.85"	0° 53′ 28.85"	50.00	100.00	6428.00	14+90.72	15+90.72	15+40.72	7,139,715.67	2,552,087.56
RP_SH5_WBEX_4	11° 53′ 22.49"	1° 54′ 12.65"	313.43	624.61	3010.00	15+90.72	22+15.33	19+04.15	7,139,526.37	2,552,397.80
RP_SH5_WBEX_5	3° 28′ 10.55"	1° 5′ 21.38"	159.31	318.52	5260.00	22+15.33	25+33.86	23+74.64	7,139,202.28	2,552,741.96
RP_NEWI_WBEN_1	0° 34′ 54.45"	0° 5′ 26.32"	320.93	641.84	63210.00	10+00.00	16+41.84	13+20.93	7,137,965.17	2,553,939.46
RP_NEWI_WBEN_2	9° 43′ 13.17"	1° 54′ 12.65"	255.94	510.65	3010.00	16+41.84	21+52.50	18+97.78	7,137,513.16	2,554,297.89
CL_PCR338_1	44° 43′ 47.67"	16° 22′ 12.80"	144.01	273.24	350.00	14+52.92	17+26.16	15+96.93	7,138,867.23	2,553,628.89
CL_ECR338_1	48° 49′ 31.87"	16° 22′ 12.80"	158.86	298.26	350.00	10+00.00	12+98.26	11+58.86	7,137,869.24	2,553,497.29

PROPERTY OWNERS DATA

PARCEL NO.	OWNER'S NAME	ADDRESS
332	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
333	W J FAMILY LP	PO BOX 250128
334	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
384	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101
385	GLENN STEFEN DARBY &	PO BOX 104
386	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101
387	BEAUCHAMP BEVERLY	1600 BANDY DR
388	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
389	STERLING TRUST COMPANY CUSTODIAN FBO	2665 CR 338
390	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
391	EQUITY TRUST COMPANY	2665 COUNTY ROAD 338
392	EQUITY TRUST COMPANY	2665 COUNTY ROAD 338
393	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
394	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
395	SKW9 LLC	2665 COUNTY ROAD 338
396	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
397	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
398	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338
399	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338
400	O'NEAL MARGARET RODDEY	2235 COUNTY ROAD 338
401	BORCHARD JOE & MARY	PO BOX 354
402	SWIM MICHAEL & LORI &	2280 COUNTY ROAD 338
403	SWIM MICHAEL & LORI &	2280 COUNTY ROAD 338
404	SWIM MICHAEL D & LORI A	2172 COUNTY ROAD 338
405	2118 CR 338 LLC	2118 COUNTY ROAD 338
406	GIBSON GARY MAX	GENERAL DELIVERY

SUPERELEVATION DATA

E	STATION	CROSS SLOPE
	1896+82.00	-2.50%
	1901+27.00	4.90%
	1910+79.00	4.90%
	1915+24.00	-2.50%
	1918+76.00	-2.50%
	1919+13.00	-3.10%
EB	1886+90.00	-3.50%
	1887+51.00	-2.50%
WB	1887+17.00	3.50%
	1890+78.00	-2.50%

PROPOSED TAPERS

TYPE	BASELINE	BEGIN	END	TAPER RATE
LANE MERGE	CL_US380C	1919+05.53, 76.00 RT	1927+55.79, 64.00 RT	70 : 1

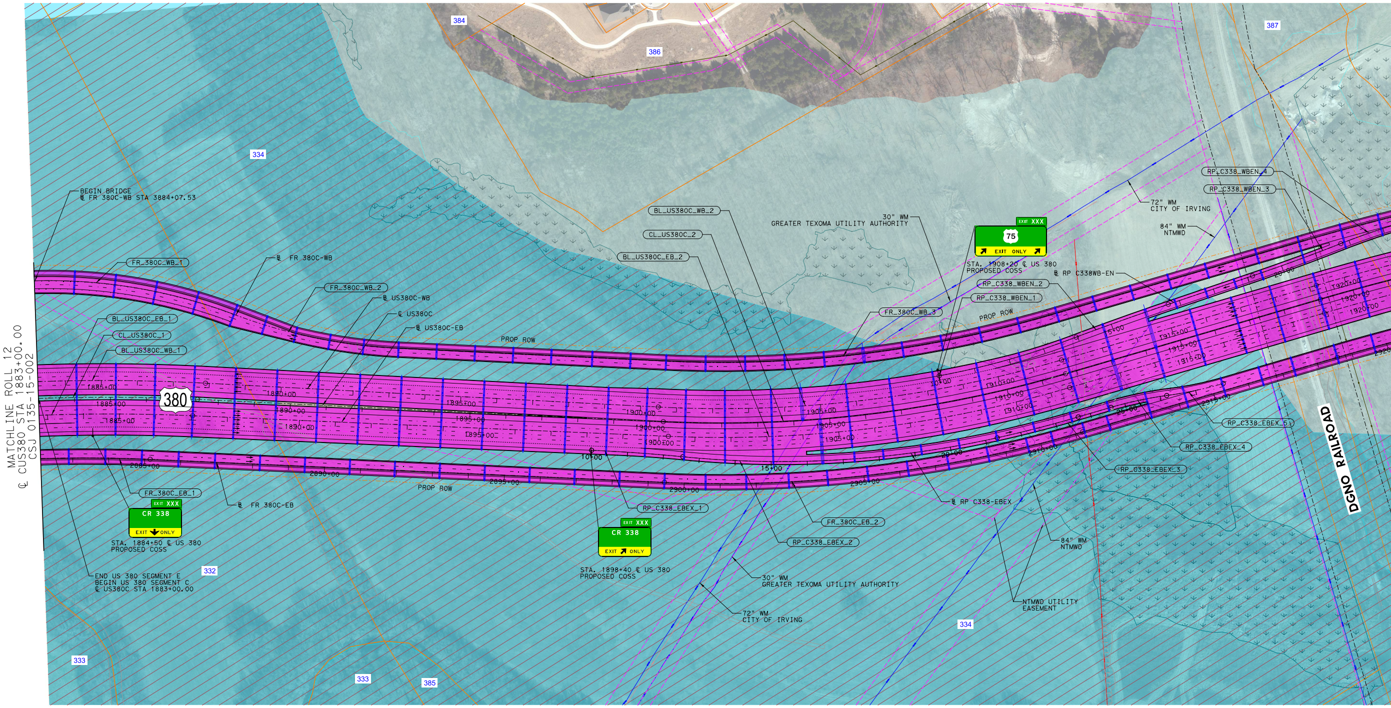
GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 2020 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENTS. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL OF BOTH THE EB AND WB MAINLANES.
4. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
6. TRAVEL LANE WIDTHS SHOWN IN THE TYPICAL SECTIONS LESS THAN 10′ WIDE ARE DUE TO TRANSITIONS.
7. LOW SPEED ROADWAYS HAVE A NORMAL CROWN OF ±2% AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN OF ±2.5% UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
8. MINOR CROSS STREET CORNER RADII ARE 25′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
9. MAJOR CROSS STREET CORNER RADII ARE 50′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
10. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
11. PROPERTY LINES SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (JANUARY, 2021)
12. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
13. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
14. BUILDINGS ARE CONSIDERED AS POTENTIAL DIRECT DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. BUILDINGS ARE CONSIDERED AS POTENTIAL INDUCED DISPLACEMENTS IF THE PROPOSED ROW DOES NOT PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE BUT FUNCTIONALLY IMPAIRS ITS OPERATION. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
15. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (8")UNLESS NOTED OTHERWISE.
16. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
17. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
18. TURNAROUNDS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
19. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P.
20. AS PER TMUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS. SIGNAL LOCATIONS SHOWN SHOULD NOT BE CONSIDERED AS FINAL.
21. WATER FEATURES (E.G. WETLANDS, STREAMS, PONDS, SWALES, ETC.) SHOWN ORIGINATE FROM A COMBINATION OF NATIONAL WETLAND INVENTORY (NWI), PHOTO INTERPRETATION (USING AERIAL PHOTOGRAPHY, SOIL SURVEY AND TOPOGRAPHIC DATA) AND FIELD DELINEATIONS CONDUCTED IN ACCORDANCE WITH APPLICABLE USACE REGULATORY GUIDANCE. ADDITIONAL ANALYSES AND FIELD DELINEATIONS MAY RESULT IN CHANGES TO THE WATER FEATURES DEPICTED IN SUBSEQUENT SUBMITTALS.

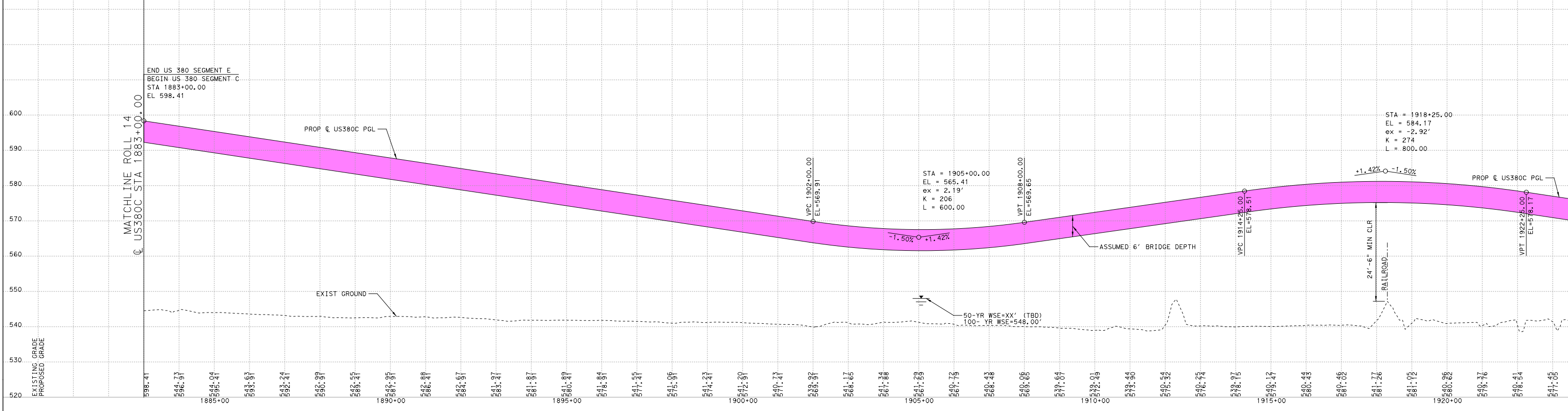
LEGEND:

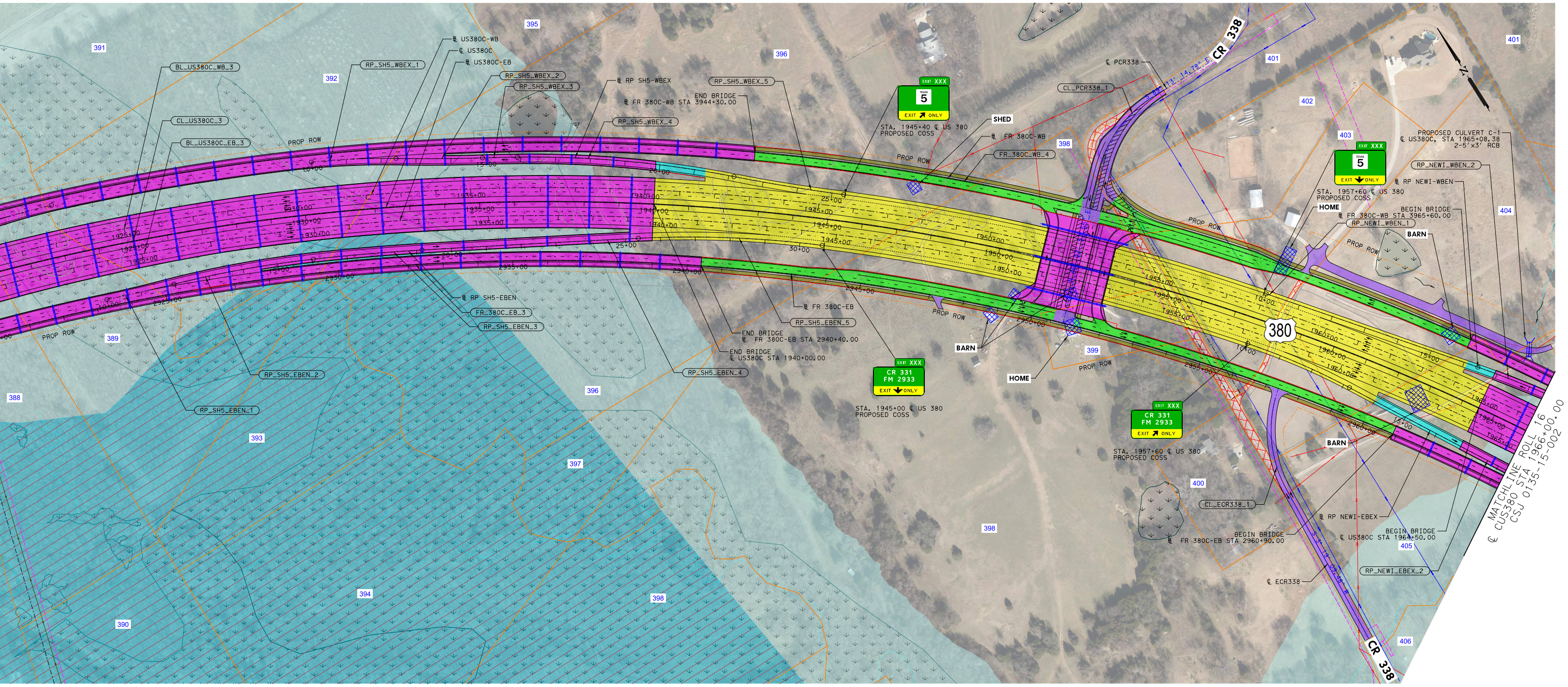
—·—·—	EXISTING ROW
———	EXISTING PROPERTY LINES
———	EXISTING STREAMS
▭	EXISTING WETLANDS
▬	EXISTING 100 YR FLOODPLAIN
▨	EXISTING FLOODWAY
- - - -	EXISTING DRAINAGE CULVERT
- - - -	EXISTING ROADWAY AND UTILITY EASEMENTS
———	PROPOSED DRAINAGE CULVERT
—·—·—	PROPOSED CENTERLINE/BASELINE
—·—·—	PROPOSED ROW
—·—·—	PROPOSED ROW (BY OTHERS)
— — —	PROPOSED UTILITY EASEMENT (BY OTHERS)
——III——	EXISTING DENIAL OF ACCESS
———	PROPOSED TRAFFIC BARRIER
▭	PROPOSED BRIDGE BENTS
———	PROPOSED RETAINING WALL
——●——	EXISTING NOISE WALL
- - - -	ULTIMATE/FUTURE IMPROVEMENTS (BY OTHERS)
⇨	EXISTING LANE DIRECTION OF TRAVEL
➔	PROPOSED LANE DIRECTION OF TRAVEL
~→	DIRECTION OF FLOW
●●●	PROPOSED SIGNALIZED INTERSECTION
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS AND DRIVEWAYS
▬	PROPOSED SHARED USE PATH OR SIDEWALK
▬	PROPOSED TRANSITION/INTERIM PAVEMENT
▨	PAVEMENT TO BE REMOVED
▬	PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION
▨	DIRECT BUILDING DISPLACEMENT
▨	INDUCED BUILDING DISPLACEMENT
(CL_US380A_1)	HORIZONTAL ALIGNMENT CURVE NAME
120	PARCEL ID NUMBER
—WATER—	EXISTING WATER
—WWL—	EXISTING SANITARY SEWER
—GP—	EXISTING GAS
—ELEC—	EXISTING ELECTRIC
—TELE—	EXISTING COMMUNICATIONS

US 380 - SEGMENT C

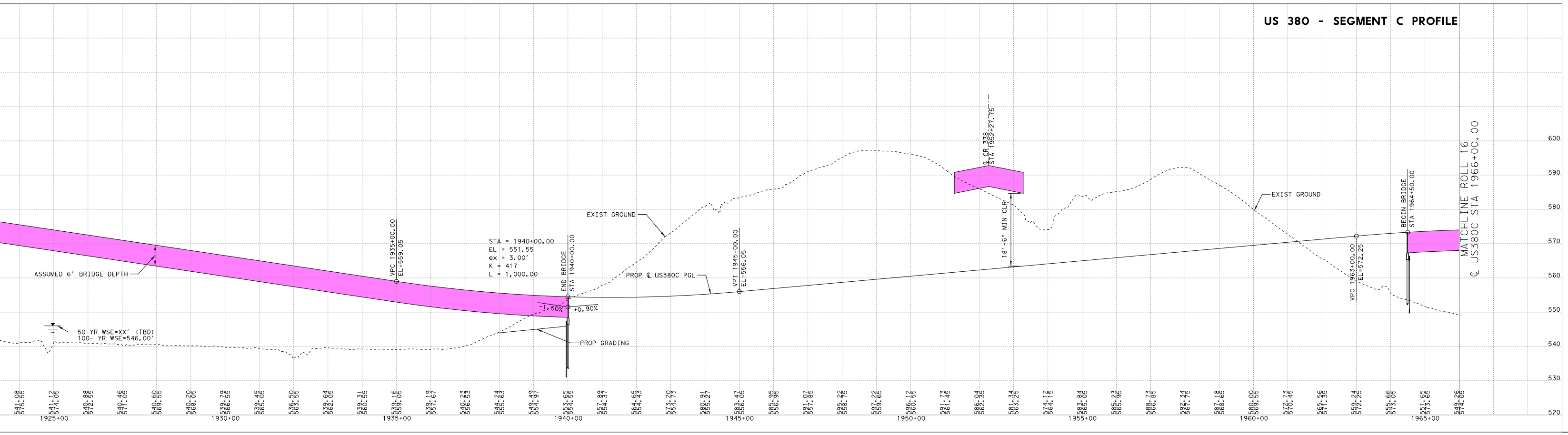

MATCHLINE ROLL 12
℄ CUS380 STA 1883+00.00
CSJ 0135-15-002
384
386
387
334
332
333
333
385
334
BEGIN BRIDGE
℄ FR 380C-WB STA 3884+07.53
FR_380C_WB_1
℄ FR 380C-WB
FR_380C_WB_2
℄ US380C-WB
℄ US380C
℄ US380C-EB
BL_US380C_EB_1
CL_US380C_1
BL_US380C_WB_1
BL_US380C_WB_2
CL_US380C_2
BL_US380C_EB_2
PROP ROW
380
1885+00
1890+00
1895+00
1900+00
1905+00
1910+00
1915+00
1920+00
2885+00
2890+00
2895+00
2900+00
2905+00
10+00
15+00
20+00
FR_380C_EB_1
EXIT XXX
CR 338
EXIT ONLY
STA. 1884+50 ℄ US 380
PROPOSED COSS
℄ FR 380C-EB
END US 380 SEGMENT E
BEGIN US 380 SEGMENT C
℄ US380C STA 1883+00.00
PROP ROW
RP_C338_EBEX_1
EXIT XXX
CR 338
EXIT ONLY
STA. 1898+40 ℄ US 380
PROPOSED COSS
30" WM
GREATER TEXOMA UTILITY AUTHORITY
72" WM
CITY OF IRVING
FR_380C_EB_2
RP_C338_EBEX_2
℄ RP C338-EBEX
84" WM
NTMWD
NTMWD UTILITY
EASEMENT
RP_C338_EBEX_3
RP_C338_EBEX_4
RP_C338_EBEX_5
30" WM
GREATER TEXOMA UTILITY AUTHORITY
EXIT XXX
75
EXIT ONLY
STA. 1908+20 ℄ US 380
PROPOSED COSS
℄ RP C338WB-EN
RP_C338_WBEN_2
RP_C338_WBEN_1
FR_380C_WB_3
PROP ROW
72" WM
CITY OF IRVING
84" WM
NTMWD
RP_C338_WBEN_4
RP_C338_WBEN_3
DGNO RAILROAD

US 380 - SEGMENT C PROFILE




CR 338
€ PCR338
CL_PCR338_1
€ US380C-WB
€ US380C
€ US380C-EB
BL_US380C_WB_3
CL_US380C_3
BL_US380C_EB_3
RP_SH5_WBEX_1
RP_SH5_WBEX_2
RP_SH5_WBEX_3
RP_SH5_WBEX_4
RP_SH5_WBEX_5
€ RP SH5-WBEX
€ FR 380C-WB STA 3944+30.00
END BRIDGE
PROP ROW
SHED
€ FR 380C-WB
FR_380C_WB_4
EXIT XXX
5
EXIT ONLY
STA. 1945+40 € US 380
PROPOSED COSS
PROPOSED CULVERT C-1
€ US380C, STA 1965+08.38
2-5'x3' RCB
RP_NEWI_WBEN_2
€ RP NEWI-WBEN
STA. 1957+60 € US 380
PROPOSED COSS
HOME
BEGIN BRIDGE
€ FR 380C-WB STA 3965+60.00
RP_NEWI_WBEN_1
BARN
380
€ RP SH5-EBEN
FR_380C_EB_3
RP_SH5_EBEN_3
€ FR 380C-EB
RP_SH5_EBEN_5
END BRIDGE
€ FR 380C-EB STA 2940+40.00
END BRIDGE
€ US380C STA 1940+00.00
RP_SH5_EBEN_4
RP_SH5_EBEN_2
RP_SH5_EBEN_1
EXIT XXX
CR 331
FM 2933
EXIT ONLY
STA. 1945+00 € US 380
PROPOSED COSS
HOME
STA. 1957+60 € US 380
PROPOSED COSS
CL_ECR338_1
€ RP NEWI-EBEX
BEGIN BRIDGE
€ FR 380C-EB STA 2960+90.00
BEGIN BRIDGE
€ US380C STA 1964+50.00
RP_NEWI_EBEX_2
€ ECR338
MATCHLINE ROLL 16
€ US380 STA 1966+00.00
CSJ 0135-15-002
N
1925+00
1930+00
1935+00
1940+00
1945+00
1950+00
1955+00
1960+00
1965+00
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406

US 380 - SEGMENT C PROFILE



Texas Department of Transportation

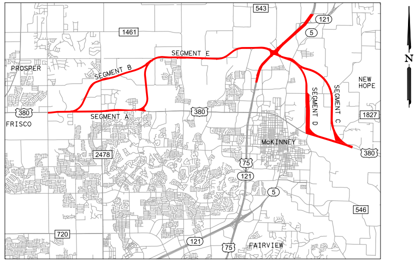
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

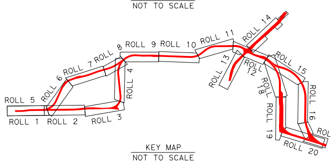
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
121
5
1461
SEGMENT E
SEGMENT B
PROSPER
380
FRISCO
SEGMENT A
380
SEGMENT D
SEGMENT C
NEW HOPE
1827
McKINNEY
380
2478
75
121
5
546
720
121
75
FAIRVIEW
N

LOCATION MAP
NOT TO SCALE


ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 12
ROLL 13
ROLL 14
ROLL 15
ROLL 16
ROLL 17
ROLL 18
ROLL 19
ROLL 20

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:

DAVID SUTTON	120142
NAME	P.E. NUMBER

02/23/2022
DATE

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

HDR
Firm Registration No. F-754

17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

ROLL 15 OF 20

Plotted on: 3/14/2022
Scale:1:100

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename:...\US380-EST-RD-SHT-001.dgn

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-EST-RD-SHT-002.dgn

Texas Department of Transportation

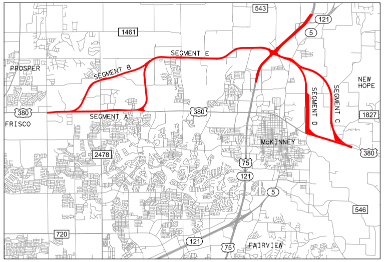
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

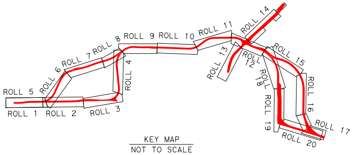
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
121
1461
5
SEGMENT E
SEGMENT B
PROSPER
NEW HOPE
N
SEGMENT D
SEGMENT C
380
SEGMENT A
FRISCO
1827
McKINNEY
2478
75
121
380
5
546
720
121
75
FAIRVIEW

LOCATION MAP
NOT TO SCALE


ROLL 14
ROLL 11
ROLL 10
ROLL 9
ROLL 8
ROLL 7
ROLL 6
ROLL 5
ROLL 4
ROLL 13
ROLL 12
ROLL 15
ROLL 18
ROLL 16
ROLL 19
ROLL 17
ROLL 20
ROLL 1
ROLL 2
ROLL 3

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:
DAVID SUTTON — 120142
NAME — P.E. NUMBER
02/23/2022
DATE

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

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

HORZ SCALE 0 50 100 200
VERT SCALE 0 5 10 20

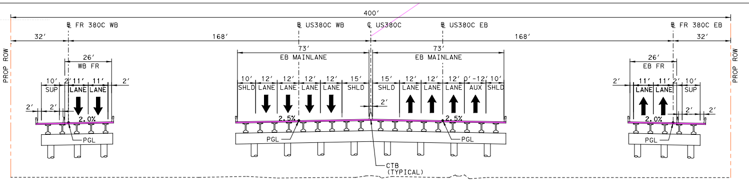
ROLL 16 OF 20

Plotted on: 3/14/2022
Scale:1:100

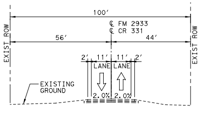
TYPICAL SECTIONS LEGEND:

⇨	EXISTING LANE DIRECTION OF TRAVEL
→	PROPOSED LANE DIRECTION OF TRAVEL
▬	EXISTING ROADWAY TO REMAIN
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS
▬	PROPOSED SHARED USE PATH (SUP) OR SIDEWALK

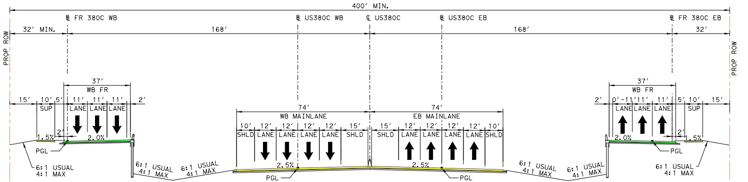
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN ADEQUATE CLEAR ZONE PROVIDED)


400'
FR 380C WB
US380C WB
US380C
US380C EB
FR 380C EB
32'
168'
168'
32'
PROP ROW
26'
WB FR
73'
EB MAINLANE
73'
EB MAINLANE
26'
EB FR
10' 2' 11' 11' 2'
SUP LANE LANE
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
15' 12' 12' 12' 0'-12' 10'
SHLD LANE LANE LANE AUX SHLD
2' 11' 11' 2' 10'
LANE LANE SUP
2.0%
2.5%
2.5%
2.0%
PGL
CTB (TYPICAL)

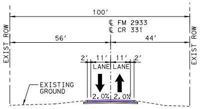
PROPOSED US 380 - 400' ROW
UNDIVIDED US 380 SEGMENT C
8 LN ML, 2 LN FR
STA 1964+50.00 TO STA 1972+50.00


100'
FM 2933
CR 331
56'
44'
EXIST ROW
2' 11' 11' 2'
LANE LANE
EXISTING GROUND
2.0% 2.0%

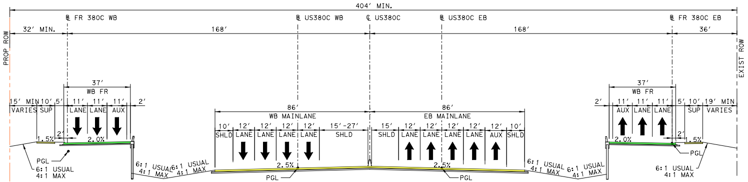
EXISTING FM 2933/CR 331
US 380 SEGMENT C


400' MIN.
FR 380C WB
US380C WB
US380C
US380C EB
FR 380C EB
32' MIN.
168'
168'
32'
PROP ROW
37'
WB FR
15' 10' 5' 11' 11' 11' 2'
SUP LANE LANE LANE
74'
WB MAINLANE
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
74'
EB MAINLANE
15' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE SHLD
37'
WB FR
2' 0'-11' 11' 11' 5' 10' 15'
LANE LANE LANE SUP
1.5%
2.0%
2.5%
2.5%
2.0%
1.5%
PGL
6:1 USUAL
4:1 MAX

PROPOSED US 380 - 407' ROW
8 LN ML, 2 LN FR
STA 1972+50.00 TO STA 2000+36.62


100'
FM 2933
CR 331
56'
44'
EXIST ROW
2' 11' 11' 2'
LANE LANE
EXISTING GROUND
2.0% 2.0%

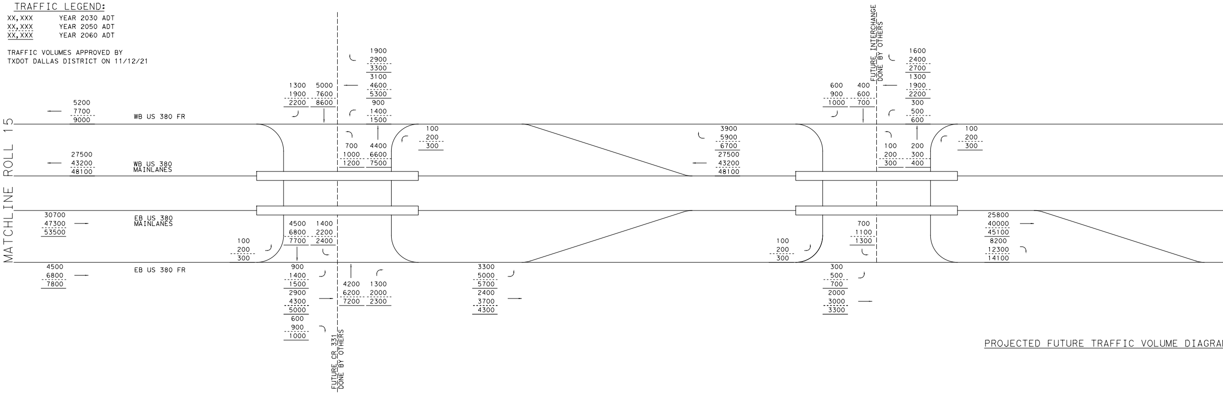
PROPOSED FM 2933/CR 331
US 380 SEGMENT C


404' MIN.
FR 380C WB
US380C WB
US380C
US380C EB
FR 380C EB
32' MIN.
168'
168'
36'
PROP ROW
EXIST ROW
37'
WB FR
15' MIN 10' 5' 11' 11' 11' 2'
VARIES SUP LANE LANE AUX
86'
WB MAINLANE
10' 12' 12' 12' 12' 15'-27'
SHLD LANE LANE LANE LANE SHLD
86'
EB MAINLANE
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE AUX SHLD
37'
WB FR
2' 11' 11' 11' 5' 10' 19' MIN
AUX LANE LANE SUP VARIES
1.5%
2.0%
2.5%
2.5%
2.0%
1.5%
PGL
6:1 USUAL
4:1 MAX

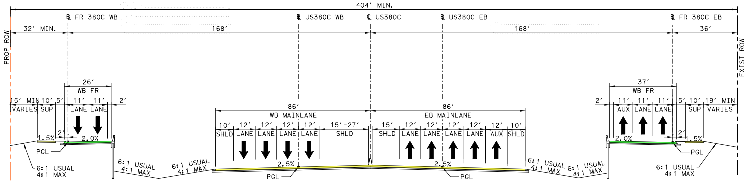
PROPOSED US 380 - 407' ROW
8 LN ML, 2 LN FR
STA 2000+36.62 TO STA 2031+00.00

TRAFFIC LEGEND:
XX,XXX YEAR 2030 ADT
XX,XXX YEAR 2050 ADT
XX,XXX YEAR 2060 ADT

TRAFFIC VOLUMES APPROVED BY
TXDOT DALLAS DISTRICT ON 11/12/21

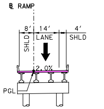

MATCHLINE ROLL 15
WB US 380 FR
WB US 380 MAINLANES
EB US 380 MAINLANES
EB US 380 FR
5200 7700 9000
27500 43200 48100
30700 47300 53500
4500 6800 7800
1300 1900 2200
5000 7600 8600
1900 2900 3300
3100 4600 5300
900 1400 1500
700 1000 1200
4400 6600 7500
100 200 300
4500 6800 7700
1400 2200 2400
100 200 300
900 1400 1500
2900 4300 5000
600 900 1000
4200 6200 7200
1300 2000 2300
FUTURE CR 331 DONE BY OTHERS
100 200 300
3900 5900 6700
27500 43200 48100
3300 5000 5700
2400 3700 4300
FUTURE INTERCHANGE DONE BY OTHERS
600 900 1000
400 600 700
1600 2400 2700
1300 1900 2200
300 500 600
100 200 300
200 300 400
100 200 300
700 1100 1300
100 200 300
300 500 700
2000 3000 3300
25800 40000 45100
8200 12300 14100

PROJECTED FUTURE TRAFFIC VOLUME DIAGRA


404′ MIN.
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32′ MIN.
168′
168′
36′
PROP ROW
EXIST ROW
26′
WB FR
15′ MIN
VARIES
10′
SUP
5′
11′
LANE
11′
LANE
2′
2′
1.5%
2.0%
PGL
6:1 USUAL
4:1 MAX
86′
WB MAINLANE
10′
SHLD
12′
LANE
12′
LANE
12′
LANE
12′
LANE
15′-27′
SHLD
2.5%
PGL
86′
EB MAINLANE
15′
SHLD
12′
LANE
12′
LANE
12′
LANE
12′
LANE
12′
AUX
10′
SHLD
2.5%
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
37′
WB FR
2′
11′
AUX
11′
LANE
11′
LANE
5′
10′
SUP
19′ MIN
VARIES
2′
2.0%
1.5%
PGL
6:1 USUAL
4:1 MAX

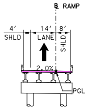
PROPOSED US 380 - 407′ ROW

8 LN ML, 2 LN FR
STA 2031+00.00 TO STA 2053+39.62


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

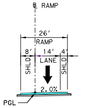
PROPOSED US 380

1 LN RAMP


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

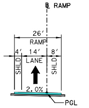
PROPOSED US 380

1 LN RAMP


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

PROPOSED US 380

1 LN WB RAMP

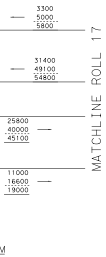

℄ RAMP
26′
RAMP
4′
14′
8′
SHLD
LANE
SHLD
2.0%
PGL

PROPOSED US 380

1 LN EB RAMP

HORIZONTAL CURVE DATA									
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION
CL_US380C	CL_US380C_3	75° 2′ 52.23"	0° 54′ 34.04"	4,838.34′	8,251.94′	6,300.00′	1919+05.53	2001+57.47	1967+43.87
	CL_US380C_4	68° 54′ 59.61"	0° 58′ 16.01"	4,048.64′	7,096.64′	5,900.00′	2037+50.36	2108+47.01	2077+99.00
BL_US380C_EB	BL_US380C_EB_3	75° 2′ 52.15"	0° 54′ 54.96"	4,807.62′	8,199.55′	6,260.00′	1918+91.41	2000+90.96	1966+99.03
	BL_US380C_EB_4	66° 28′ 44.98"	0° 57′ 52.47"	3,892.89′	6,892.06′	5,940.00′	2036+83.85	2105+75.91	2075+76.74
BL_US380C_WB	BL_US380C_WB_3	75° 2′ 51.91"	0° 54′ 13.39"	4,869.05′	8,304.33′	6,340.00′	1919+19.62	2002+23.95	1967+88.67
	BL_US380C_WB_4	68° 54′ 59.61"	0° 58′ 39.88"	4,021.19′	7,048.53′	5,860.00′	2038+16.85	2108+65.38	2078+38.03
FR_380C_EB	FR_380C_EB_3	75° 2′ 52.19"	0° 56′ 3.74"	4709.32	8031.89	6132.00	2918+57.92	2998+89.80	2965+67.23
	FR_380C_EB_4	30° 6′ 2.20"	0° 56′ 39.22"	1631.63	3187.85	6068.00	3034+82.69	3066+70.55	3051+14.32
FR_380C_WB	FR_380C_WB_4	75° 2′ 52.23"	0° 53′ 9.00"	4967.36	8471.99	6468.00	3919+97.33	4004+69.32	3969+64.69
	FR_380C_WB_5	33° 11′ 48.10"	0° 59′ 58.48"	1708.60	3321.07	5732.00	4040+62.21	4073+83.28	4057+70.81
RP_NEWI_EBEX	RP_NEWI_EBEX_2	0° 33′ 53.90"	0° 5′ 26.32"	311.65	623.29	63210.00	13+18.20	19+41.49	16+29.85
	RP_NEWI_EBEX_3	1° 23′ 32.92"	0° 55′ 41.94"	75.00	150.00	6172.00	19+41.49	20+91.49	20+16.50
	RP_NEWI_EBEX_4	7° 12′ 15.84"	2° 54′ 30.29"	124.02	247.71	1970.00	20+91.49	23+39.20	22+15.51
	RP_NEWI_EBEX_5	2° 38′ 48.89"	1° 5′ 21.38"	121.52	243.00	5260.00	23+39.20	25+82.20	24+60.72
RP_C338_EBEN	RP_C338_EBEN_1	1° 54′ 22.46"	1° 14′ 57.71"	76.30	152.58	4586.00	18+48.40	20+00.98	19+24.70
	RP_C338_EBEN_2	2° 50′ 51.94"	0° 43′ 40.90"	195.62	391.16	7870.00	21+98.56	25+89.73	23+94.19
	RP_C338_EBEN_3	3° 55′ 56.34"	1° 14′ 44.02"	157.92	315.71	4600.00	25+89.73	29+05.43	27+47.64
RP_E380_EBEX	RP_E380_EBEX_1	2° 48′ 14.60"	1° 1′ 43.14"	136.33	272.60	5570.00	10+00.00	12+72.60	11+36.33
	RP_E380_EBEX_2	10° 29′ 4.36"	1° 58′ 8.14"	267.00	532.50	2910.00	12+72.60	18+05.10	15+39.59
	RP_E380_EBEX_3	6° 18′ 5.03"	0° 57′ 9.74"	331.04	661.42	6014.00	18+05.10	24+66.52	21+36.14
RP_NEWI_WBEN	RP_NEWI_WBEN_2	9° 43′ 13.17"	1° 54′ 12.65"	255.94	510.65	3010.00	16+41.84	21+52.50	18+97.78
	RP_NEWI_WBEN_3	1° 20′ 13.27"	0° 53′ 28.85"	75.00	150.00	6428.00	21+52.50	23+02.50	22+27.50
	RP_NEWI_WBEN_4	2° 41′ 36.83"	1° 5′ 21.38"	123.66	247.28	5260.00	23+02.50	25+49.78	24+26.16
	RP_NEWI_WBEN_5	7° 3′ 58.42"	2° 53′ 16.41"	122.50	244.68	1984.00	25+49.78	27+94.46	26+72.27
RP_C338_WBEX	RP_C338_WBEX_1	5° 57′ 45.62"	5° 23′ 5.79"	55.41	110.73	1064.00	10+00.00	11+10.73	10+55.41
	RP_C338_WBEX_2	5° 57′ 45.62"	1° 13′ 40.59"	243.01	485.58	4666.00	11+10.73	15+96.31	13+53.74
	RP_C338_WBEX_3	3° 58′ 30.37"	0° 43′ 40.90"	273.11	546.01	7870.00	18+20.28	23+66.29	20+93.39
	RP_C338_WBEX_4	3° 58′ 30.37"	1° 14′ 44.02"	159.63	319.14	4600.00	23+66.29	26+85.43	25+25.92
CL_CR332	CL_CR332_1	83° 50′ 32.78"	114° 35′ 29.61"	44.90	73.17	50.00	10+44.94	11+18.10	10+89.83
	CL_CR332_2	88° 59′ 45.28"	95° 29′ 34.68"	58.96	93.20	60.00	14+19.58	15+12.77	14+78.53
CL_PFM2933	CL_PFM2933_1	16° 16′ 37.84"	5° 30′ 33.15"	148.73	295.45	1040.00	10+73.19	13+68.64	12+21.92
	CL_PFM2933_2	35° 15′ 2.24"	5° 30′ 33.15"	330.41	639.85	1040.00	32+60.02	38+99.87	35+90.43

SUPERELEVATION DATA		
CHAIN NAME	STATION	CROSS SLOPE
CL_US380C	2001+50.00	-3.10%
	2001+87.00	-2.50%
	2034+71.00	-2.50%
	2038+20.00	3.30%


3300
5000
5800
31400
49100
54800
25800
40000
45100
11000
16600
19000
M

MATCHLINE ROLL 17

PROPOSED TAPERS					
LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
2	ADDITIONAL LANE	CL_US380C	2028+71.05, 88.00 LT	2031+71.05, 76.00 LT	25 : 1

PI NORTHING (Y)	PI EASTING (X)
7,138,937.56	2,555,160.05
7,126,459.35	2,554,956.84
7,138,907.50	2,555,119.56
7,126,615.73	2,554,919.38
7,138,967.63	2,555,200.54
7,126,486.14	2,554,997.28
7,138,811.29	2,554,989.98
7,128,878.77	2,554,828.22
7,139,063.83	2,555,330.13
7,128,796.34	2,555,162.92
7,137,589.86	2,553,950.87
7,137,256.19	2,554,146.23
7,137,082.05	2,554,242.59
7,136,853.99	2,554,333.58
7,133,499.21	2,554,962.34
7,133,029.71	2,554,963.58
7,132,676.66	2,554,982.08
7,130,220.13	2,554,947.49
7,129,817.13	2,554,931.46
7,129,225.22	2,555,016.83
7,137,513.16	2,554,297.89
7,137,222.86	2,554,456.78
7,137,046.41	2,554,548.07
7,136,833.34	2,554,671.33
7,133,476.35	2,555,220.14
7,133,180.09	2,555,184.31
7,132,440.09	2,555,172.25
7,132,008.93	2,555,135.23
7,129,484.99	2,554,834.48
7,129,079.85	2,554,822.21
7,135,468.58	2,553,396.31
7,136,095.85	2,555,682.33

PROPERTY OWNERS DATA

PARCEL NO.	OWNER'S NAME	ADDRESS
405	2118 CR 338 LLC	2118 COUNTY ROAD 338
406	GIBSON GARY MAX	GENERAL DELIVERY
407	BROWDER KENNETH WAYNE	PO BOX 888
408	WOODLAWN CEMETERY	ASSOC OF MCKINNEY
409	MILES SUSAN L	7425 OAK RIDGE DR
410	BELLEMEADE FARM LP	1974 BELLEMEADE LN
411	MILES SUSAN L	7425 OAK RIDGE DR
412	THOMPSON J DAVID & KAREN K	1974 BELLEMEADE LN
413	JBG LITTLE FARM LLC	7230 MASON DELLS DR
414	JBG LITTLE FARM LLC	7230 MASON DELLS DR
415	LADD DEBRA	2022 WAYSIDE TRL
416	SHAABANI JEFFREY	12647 COLBORNE DR
417	BLOCK DANIEL W & AMBER	2548 FM 2933
418	JBA LITTLE FARM LLC &	7230 MASON DELLS DR
419	PATEL BHARGAV & RACHANA	2516 FM 2933
420	SANDERS GARY W &	2500 FM 2933
421	JBG LITTLE FARM LLC	7230 MASON DELLS DR
422	JBG RENT HOUSES LLC	7230 MASON DELLS DR
423	FEAGINS EDWIN	611 MILLICAN DR
424	MCKINNEY HILL PARK LLC	924 S BELT LINE RD
425	FEAGINS EDWIN	611 MILLICAN DR
426	EQUINE TRANSITIONS LLC	9028 VILLA PARK CIR
427	OWEN NEVA	161 NEW HOPE RD W
428	MCKINNEY HILL PARK LP	826 MANGO CT
429	CARTER EDGAR LAMAR III &	2663 COUNTY ROAD 332
430	TORRES DAVID & ROSIO CARDENAS	1501 N COLLEGE ST
431	MCBROOM JOHN THOMAS	2571 COUNTY ROAD 332

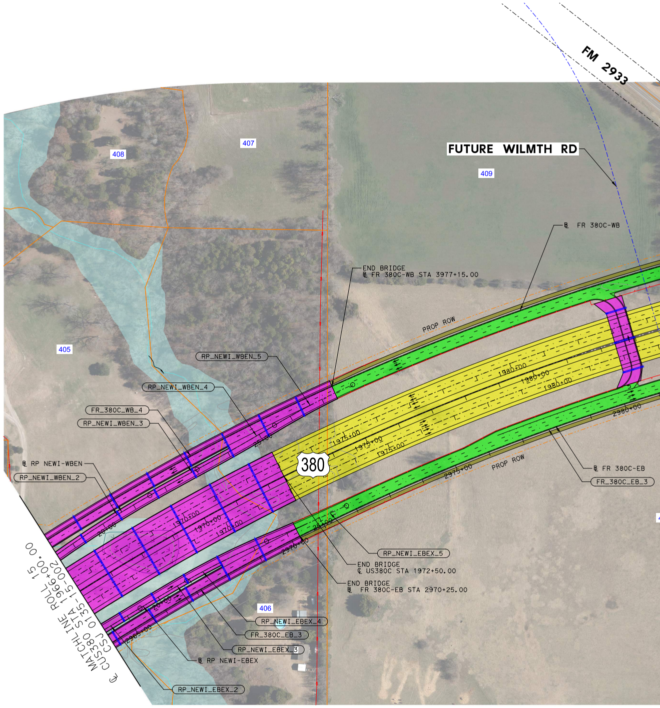
GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 2020 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENTS. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL OF BOTH THE EB AND WB MAINLANES.
4. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
6. TRAVEL LANE WIDTHS SHOWN IN THE TYPICAL SECTIONS LESS THAN 10' WIDE ARE DUE TO TRANSITIONS.
7. LOW SPEED ROADWAYS HAVE A NORMAL CROWN OF ±2% AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN OF ±2.5% UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
8. MINOR CROSS STREET CORNER RADII ARE 25' UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
9. MAJOR CROSS STREET CORNER RADII ARE 50' UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
10. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
11. PROPERTY LINES SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (JANUARY, 2021)
12. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
13. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
14. BUILDINGS ARE CONSIDERED AS POTENTIAL DIRECT DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. BUILDINGS ARE CONSIDERED AS POTENTIAL INDUCED DISPLACEMENTS IF THE PROPOSED ROW DOES NOT PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE BUT FUNCTIONALLY IMPAIRS ITS OPERATION. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
15. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (8")UNLESS NOTED OTHERWISE.
16. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
17. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
18. TURNAROUNDS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
19. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P.
20. AS PER TMUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS. SIGNAL LOCATIONS SHOWN SHOULD NOT BE CONSIDERED AS FINAL.
21. WATER FEATURES (E.G. WETLANDS, STREAMS, PONDS, SWALES, ETC.) SHOWN ORIGINATE FROM A COMBINATION OF NATIONAL WETLAND INVENTORY (NWI), PHOTO INTERPRETATION (USING AERIAL PHOTOGRAPHY, SOIL SURVEY AND TOPOGRAPHIC DATA) AND FIELD DELINEATIONS CONDUCTED IN ACCORDANCE WITH APPLICABLE USACE REGULATORY GUIDANCE. ADDITIONAL ANALYSES AND FIELD DELINEATIONS MAY RESULT IN CHANGES TO THE WATER FEATURES DEPICTED IN SUBSEQUENT SUBMITTALS.

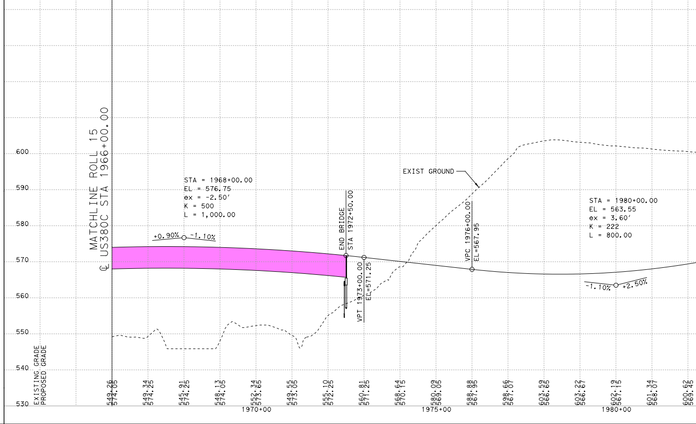
LEGEND:

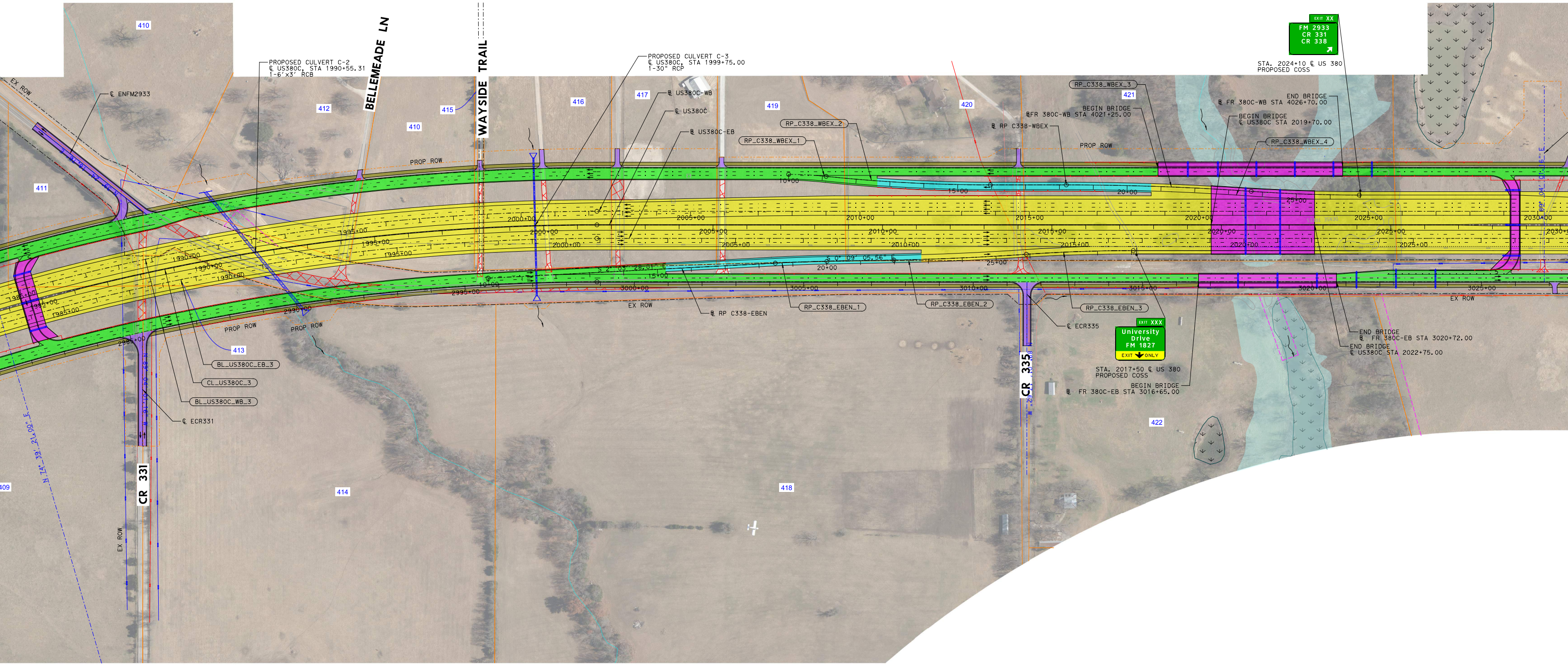
— · — · —	EXISTING ROW
——	EXISTING PROPERTY LINES
——	EXISTING STREAMS
▭	EXISTING WETLANDS
▬	EXISTING 100 YR FLOODPLAIN
▨	EXISTING FLOODWAY
- - - -	EXISTING DRAINAGE CULVERT
- - - -	EXISTING ROADWAY AND UTILITY EASEMENTS
——	PROPOSED DRAINAGE CULVERT
— · — · —	PROPOSED CENTERLINE/BASELINE
— · — · —	PROPOSED ROW
— · — · —	PROPOSED ROW (BY OTHERS)
— — —	PROPOSED UTILITY EASEMENT (BY OTHERS)
——III——	EXISTING DENIAL OF ACCESS
——	PROPOSED TRAFFIC BARRIER
▭	PROPOSED BRIDGE BENTS
—^—^—	PROPOSED RETAINING WALL
——●——	EXISTING NOISE WALL
- - - - -	ULTIMATE/FUTURE IMPROVEMENTS (BY OTHERS)
⇨	EXISTING LANE DIRECTION OF TRAVEL
➡	PROPOSED LANE DIRECTION OF TRAVEL
⁓→	DIRECTION OF FLOW
●●●	PROPOSED SIGNALIZED INTERSECTION
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS AND DRIVEWAYS
▬	PROPOSED SHARED USE PATH OR SIDEWALK
▬	PROPOSED TRANSITION/INTERIM PAVEMENT
☒☒☒	PAVEMENT TO BE REMOVED
▬	PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION
☒☒☒	DIRECT BUILDING DISPLACEMENT
☒☒☒	INDUCED BUILDING DISPLACEMENT
(CL_US380A_1)	HORIZONTAL ALIGNMENT CURVE NAME
120	PARCEL ID NUMBER
—WATER—	EXISTING WATER
—WWL—	EXISTING SANITARY SEWER
—GP—	EXISTING GAS
—ELEC—	EXISTING ELECTRIC
—TELE—	EXISTING COMMUNICATIONS

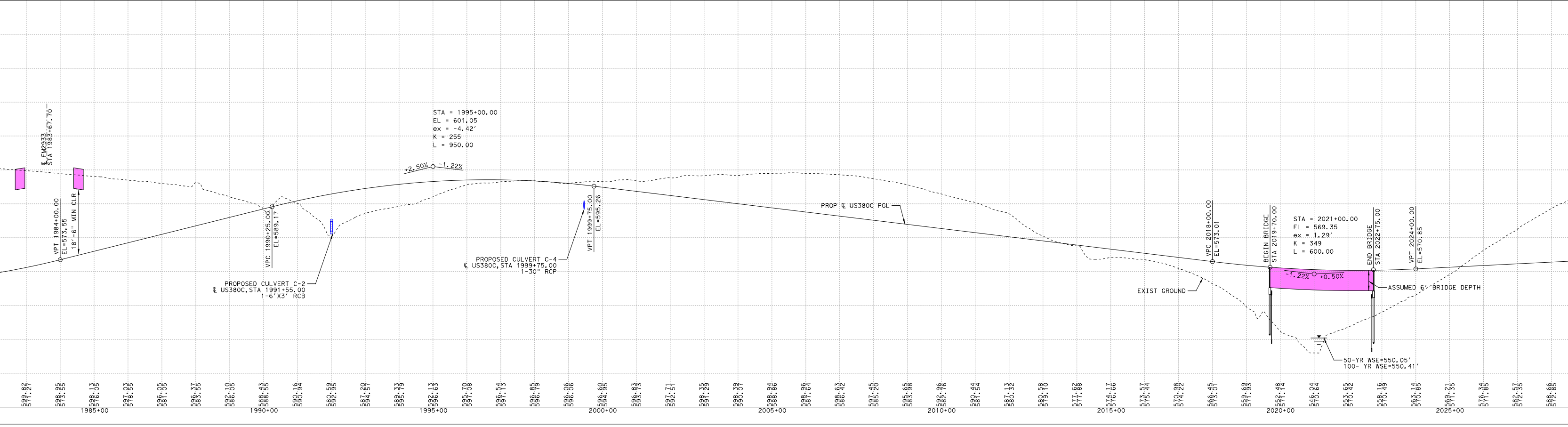
US 380 - SEGMENT C

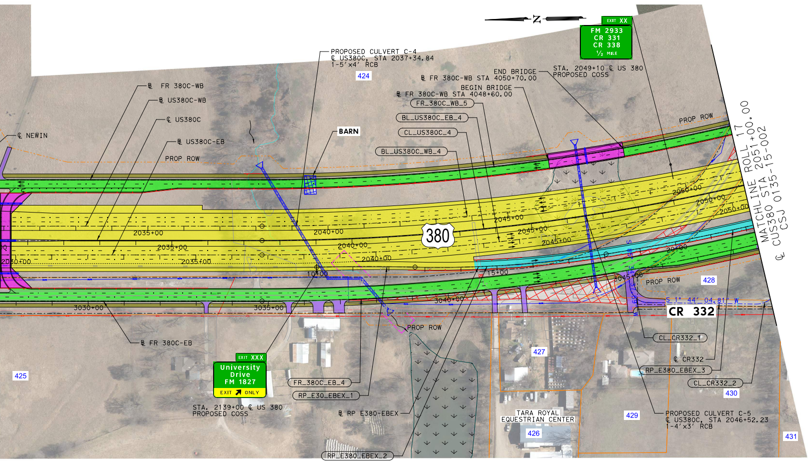

FM 2933
FUTURE WILMTH RD
408
407
409
405
406
℄ FR 380C-WB
END BRIDGE
℄ FR 380C-WB STA 3977+15.00
PROP ROW
RP_NEWI_WBEN_5
RP_NEWI_WBEN_4
FR_380C_WB_4
RP_NEWI_WBEN_3
℄ RP NEWI-WBEN
RP_NEWI_WBEN_2
380
1980+00
1975+00
1970+00
2980+00
2975+00
2970+00
2965+00
25+00
20+00
℄ FR 380C-EB
FR_380C_EB_3
RP_NEWI_EBEX_5
END BRIDGE
℄ US380C STA 1972+50.00
END BRIDGE
℄ FR 380C-EB STA 2970+25.00
RP_NEWI_EBEX_4
FR_380C_EB_3
RP_NEWI_EBEX_3
℄ RP NEWI-EBEX
RP_NEWI_EBEX_2
MATCHLINE ROLL 15
℄ US380 STA 1966+00.00
CSJ 0135-15-002

US 380 - SEGMENT C PROFILE

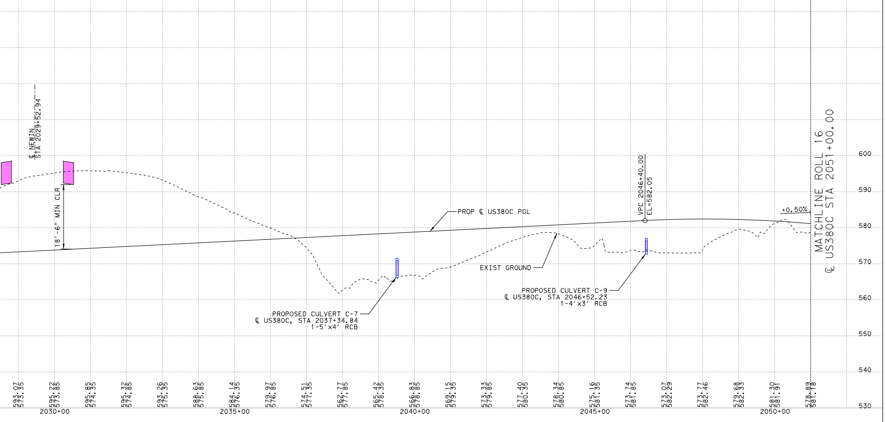



EX ROW
℄ ENFM2933
PROPOSED CULVERT C-2
℄ US380C, STA 1990+55.31
1-6'x3' RCB
BELLEMEADE LN
WAYSIDE TRAIL
PROPOSED CULVERT C-3
℄ US380C, STA 1999+75.00
1-30" RCP
℄ US380C-WB
℄ US380C
℄ US380C-EB
RP_C338_WBEX_1
RP_C338_WBEX_2
RP_C338_WBEX_3
RP_C338_WBEX_4
410
411
412
413
414
415
416
417
418
419
420
421
422
409
PROP ROW
EX ROW
BEGIN BRIDGE
℄ FR 380C-WB STA 4021+25.00
END BRIDGE
℄ FR 380C-WB STA 4026+70.00
BEGIN BRIDGE
℄ US380C STA 2019+70.00
℄ RP C338-WBEX
EXIT XX
FM 2933
CR 331
CR 338
STA. 2024+10 ℄ US 380
PROPOSED COSS
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
2025+00
2030+00
2985+00
2990+00
2995+00
3000+00
3005+00
3010+00
3015+00
3020+00
3025+00
10+00
15+00
20+00
25+00
S 2° 03' 28.01" E
S 0° 09' 05.56" E
N 74° 39' 21.00" E
N 89° 04' 01.16" E
N 89° 04' 01.16" W
℄ RP C338-EBEN
RP_C338_EBEN_1
RP_C338_EBEN_2
RP_C338_EBEN_3
℄ ECR335
BL_US380C_EB_3
CL_US380C_3
BL_US380C_WB_3
℄ ECR331
CR 331
CR 335
EXIT XXX
University
Drive
FM 1827
EXIT ONLY
STA. 2017+50 ℄ US 380
PROPOSED COSS
BEGIN BRIDGE
℄ FR 380C-EB STA 3016+65.00
END BRIDGE
℄ FR 380C-EB STA 3020+72.00
END BRIDGE
℄ US380C STA 2022+75.00
DENSE TREES


℄ FM2933
STA 1983+67.70
VPT 1984+00.00
EL=573.55
18'-6" MIN CLR
VPC 1990+25.00
EL=589.17
PROPOSED CULVERT C-2
℄ US380C, STA 1991+55.00
1-6'X3' RCB
STA = 1995+00.00
EL = 601.05
ex = -4.42'
K = 255
L = 950.00
+2.50%
-1.22%
PROPOSED CULVERT C-4
℄ US380C, STA 1999+75.00
1-30" RCP
VPT 1999+75.00
EL=595.26
PROP ℄ US380C PGL
EXIST GROUND
VPC 2018+00.00
EL=573.01
BEGIN BRIDGE
STA 2019+70.00
STA = 2021+00.00
EL = 569.35
ex = 1.29'
K = 349
L = 600.00
-1.22%
+0.50%
END BRIDGE
STA 2022+75.00
VPT 2024+00.00
EL=570.85
ASSUMED 6' BRIDGE DEPTH
50-YR WSE=550.05'
100- YR WSE=550.41'
599.82 571.27
598.95 573.55
598.13 576.05
597.03 578.55
596.05 581.05
596.37 583.55
592.10 586.05
588.43 588.55
590.16 590.94
580.59 592.95
587.20 594.57
589.33 595.79
592.13 596.63
595.70 597.08
596.54 597.13
596.85 596.79
596.06 596.06
596.60 594.95
596.83 593.73
597.71 592.51
598.35 591.29
598.39 590.07
598.94 588.86
598.96 587.64
598.63 586.42
597.45 585.20
595.65 583.98
592.96 582.76
590.44 581.54
587.13 580.32
580.58 579.10
577.62 577.88
574.17 576.66
573.57 575.44
570.98 574.22
566.45 573.01
559.69 571.93
552.48 571.14
546.04 570.64
553.65 570.42
558.16 570.49
563.14 570.85
569.21 571.35
576.34 571.85
582.57 572.35
588.66 572.85
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2020+00
2025+00


PROPOSED CULVERT C-4
℄ US380C, STA 2037+34.84
1-5'x4' RCB
424
℄ FR 380C-WB
℄ US380C-WB
℄ US380C
℄ NEWIN
℄ US380C-EB
PROP ROW
BARN
END BRIDGE
℄ FR 380C-WB STA 4050+70.00
BEGIN BRIDGE
℄ FR 380C-WB STA 4048+60.00
FR_380C_WB_5
BL_US380C_EB_4
CL_US380C_4
BL_US380C_WB_4
EXIT XX
FM 2933
CR 331
CR 338
½ MILE
STA. 2049+10 ℄ US 380
PROPOSED COSS
N
380
2030+00
2035+00
2040+00
2045+00
2050+00
3030+00
3035+00
3040+00
3045+00
10+00
15+00
20+00
MATCHLINE ROLL 17
℄ CUS380 STA 2051+00.00
CSJ 0135-15-002
PROP ROW
428
S 1° 44' 04.81" W
CR 332
℄ FR 380C-EB
EXIT XXX
University Drive
FM 1827
EXIT ONLY
425
STA. 2139+00 ℄ US 380
PROPOSED COSS
FR_380C_EB_4
RP_E30_EBEX_1
℄ RP E380-EBEX
RP_E380_EBEX_2
427
TARA ROYAL
EQUESTRIAN CENTER
426
429
430
431
CL_CR332_1
℄ CR332
RP_E380_EBEX_3
CL_CR332_2
PROPOSED CULVERT C-5
℄ US380C, STA 2046+52.23
1-4'x3' RCB

US 380 – SEGMENT C PROFILE



Texas Department of Transportation

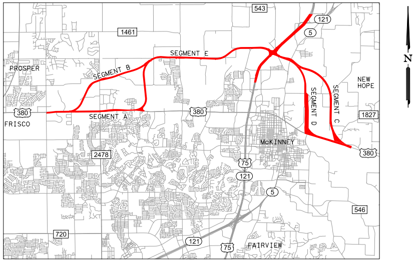
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

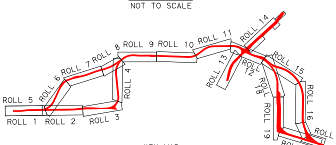
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
121
5
1461
SEGMENT E
SEGMENT B
PROSPER
380
FRISCO
SEGMENT A
380
SEGMENT D
SEGMENT C
NEW HOPE
1827
McKINNEY
380
2478
75
121
5
546
720
121
75
FAIRVIEW
N

LOCATION MAP
NOT TO SCALE


ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 5
ROLL 6
ROLL 7
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 12
ROLL 13
ROLL 14
ROLL 15
ROLL 16
ROLL 17
ROLL 18
ROLL 19
ROLL 20

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:

NAME	P.E. NUMBER
DAVID SUTTON	120142

02/23/2022
DATE

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

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

ROLL 16 OF 20

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

Plotted on: 3/14/2022
Scale:1:100

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename:...\US380-EST-RD-SHT-002.dgn

Texas Department of Transportation

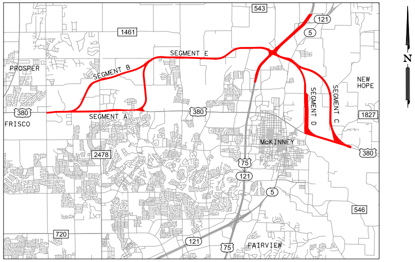
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

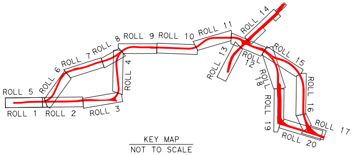
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
121
1461
5
SEGMENT E
PROSPER
SEGMENT B
NEW HOPE
SEGMENT D
SEGMENT C
380
FRISCO
SEGMENT A
380
1827
McKINNEY
2478
75
380
121
5
546
720
121
75
FAIRVIEW
N

LOCATION MAP
NOT TO SCALE


ROLL 5
ROLL 6
ROLL 7
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 14
ROLL 1
ROLL 2
ROLL 3
ROLL 4
ROLL 13
ROLL 12
ROLL 18
ROLL 15
ROLL 19
ROLL 16
ROLL 17
ROLL 20

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:	
DAVID SUTTON	120142
NAME	P.E. NUMBER
02/23/2022	
DATE	

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

HDR

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

ROLL 17 OF 20

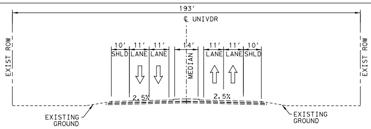
HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

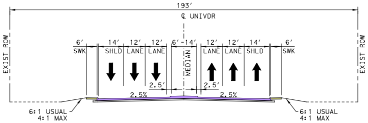
TYPICAL SECTIONS LEGEND:

⇨	EXISTING LANE DIRECTION OF TRAVEL
→	PROPOSED LANE DIRECTION OF TRAVEL
▬	EXISTING ROADWAY TO REMAIN
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS
▬	PROPOSED SHARED USE PATH (SUP) OR SIDEWALK

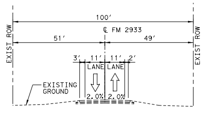
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN
ADEQUATE CLEAR ZONE PROVIDED)


193'
℄ UNIVDR
EXIST ROW
10' 11' 11'
SHLD LANE LANE
14'
MEDIAN
11' 11' 10'
LANE LANE SHLD
EXIST ROW
2.5%
2.5%
EXISTING GROUND
EXISTING GROUND

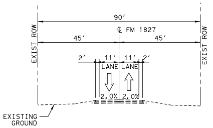
EXISTING UNIVERSITY DR/US 380
US 380 SEGMENT C


193'
℄ UNIVDR
EXIST ROW
6' 14' 12' 12' 6'-14' 12' 12' 14' 6'
SWK SHLD LANE LANE MEDIAN LANE LANE SHLD SWK
EXIST ROW
2.5'
2.5'
2.5%
2.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

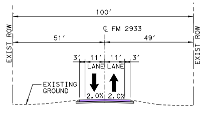
PROPOSED UNIVERSITY DR
US 380 SEGMENT C


100'
℄ FM 2933
51'
49'
EXIST ROW
EXIST ROW
3' 11' 11' 2'
LANE LANE
EXISTING GROUND
2.0% 2.0%

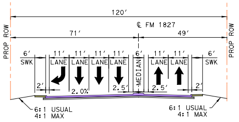
EXISTING FM 2933
US 380 SEGMENT C


90'
℄ FM 1827
45'
45'
EXIST ROW
EXIST ROW
2' 11' 11' 2'
LANE LANE
2.0% 2.0%
EXISTING GROUND

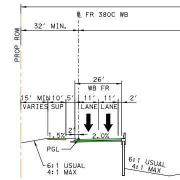
EXISTING FM 1827
US 380 SEGMENT C

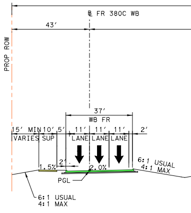

100'
℄ FM 2933
51'
49'
EXIST ROW
EXIST ROW
3' 11' 11' 3'
LANE LANE
EXISTING GROUND
2.0% 2.0%

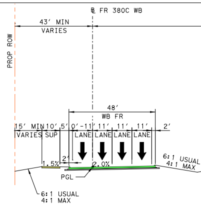
PROPOSED FM 2933
US 380 SEGMENT C


120'
℄ FM 1827
71'
49'
PROP ROW
PROP ROW
6' 11' 11' 11' 11' 6' 11' 11' 6'
SWK LANE LANE LANE LANE MEDIAN LANE LANE SWK
2'
2.0%
2.5'
2.5'
2'
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED FM 1827
US 380 SEGMENT C


℄ FR 380C WB
32' MIN.
PROP ROW
26'
WB FR
15' MIN 10' 5' 11' 11' 2'
VARIES SUP LANE LANE
1.5%
2'
2.0%
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

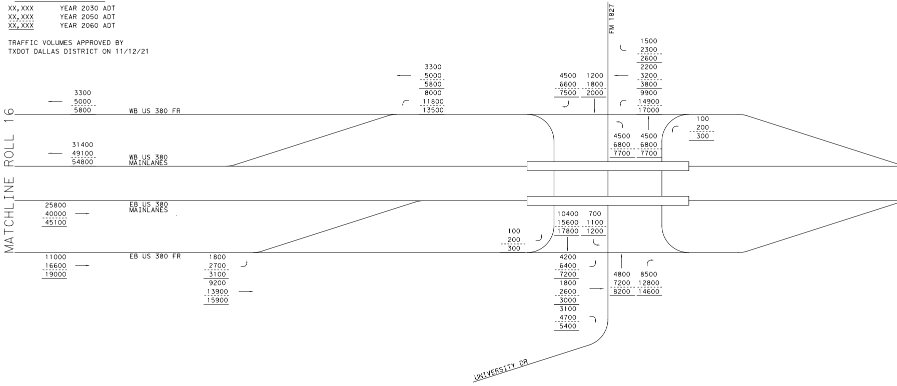

℄ FR 380C WB
43'
PROP ROW
37'
WB FR
15' MIN 10' 5' 11' 11' 11' 2'
VARIES SUP LANE LANE LANE
1.5%
2'
2.0%
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX


℄ FR 380C WB
43' MIN
VARIES
PROP ROW
48'
WB FR
15' MIN 10' 5' 0'-11' 11' 11' 11' 2'
VARIES SUP LANE LANE LANE LANE
1.5%
2'
2.0%
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

TRAFFIC LEGEND:

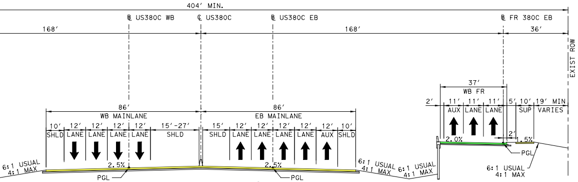
XX,XXX	YEAR 2030 ADT
XX,XXX	YEAR 2050 ADT
XX,XXX	YEAR 2060 ADT

TRAFFIC VOLUMES APPROVED BY
TXDOT DALLAS DISTRICT ON 11/12/21


MATCHLINE ROLL 16
FM 1827
3300
5000
5800
WB US 380 FR
31400
49100
54800
WB US 380 MAINLANES
25800
40000
45100
EB US 380 MAINLANES
11000
16600
19000
EB US 380 FR
1800
2700
3100
9200
13900
15900
3300
5000
5800
8000
11800
13500
4500
6600
7500
1200
1800
2000
1500
2300
2600
2200
3200
3800
9900
14900
17000
100
200
300
4500
6800
7700
4500
6800
7700
10400
15600
17800
700
1100
1200
100
200
300
4200
6400
7200
1800
2600
3000
3100
4700
5400
4800
7200
8200
8500
12800
14600
UNIVERSITY DR

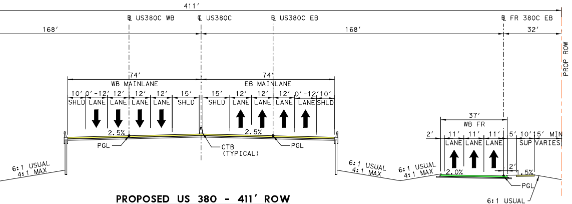
Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-EST-RD-SHT-003.dgn

Plotted on: 3/14/2022
Scale: 1:100


404' MIN.
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
168'
168'
36'
EXIST ROW
86'
WB MAINLANE
10' 12' 12' 12' 12' 15'-27'
SHLD LANE LANE LANE LANE SHLD
86'
EB MAINLANE
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE AUX SHLD
37'
WB FR
2' 11' 11' 11' 5' 10' 19' MIN
AUX LANE LANE SUP VARIES
2.5%
2.5%
2.0%
1.5%
2'
PGL
6:1 USUAL
4:1 MAX

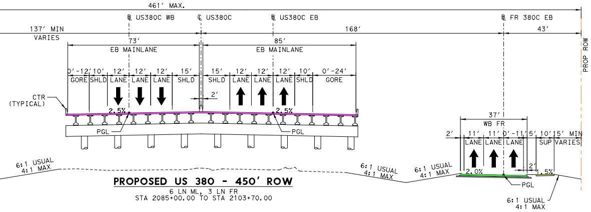
PROPOSED US 380 - 407' ROW

8 LN ML, 2 LN FR
STA 2031+00.00 TO STA 2053+39.62


411'
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
168'
168'
32'
PROP ROW
74'
WB MAINLANE
10' 0'-12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
74'
EB MAINLANE
15' 12' 12' 12' 0'-12' 10'
SHLD LANE LANE LANE LANE SHLD
37'
WB FR
2' 11' 11' 11' 5' 10' 15' MIN
LANE LANE LANE SUP VARIES
2.5%
2.5%
2.0%
1.5%
2'
PGL
CTB
(TYPICAL)
6:1 USUAL
4:1 MAX

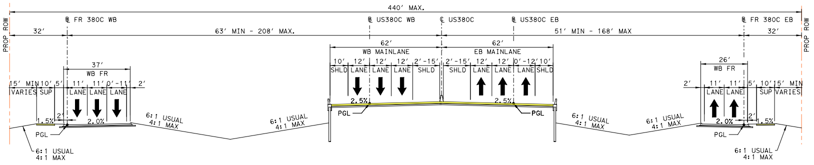
PROPOSED US 380 - 411' ROW

6 LN ML, 3 LN FR
STA 2053+39.62 TO STA 2085+00.00


461' MAX.
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
137' MIN
VARIES
168'
43'
PROP ROW
73'
EB MAINLANE
0'-12' 10' 12' 12' 12' 15'
GORE SHLD LANE LANE LANE SHLD
85'
EB MAINLANE
15' 12' 12' 12' 10' 0'-24'
SHLD LANE LANE LANE SHLD GORE
2'
CTR
(TYPICAL)
2.5%
2.5%
PGL
37'
WB FR
2' 11' 11' 0'-11' 5' 10' 15' MIN
LANE LANE LANE SUP VARIES
2.0%
1.5%
2'
6:1 USUAL
4:1 MAX

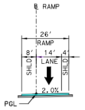
PROPOSED US 380 - 450' ROW

6 LN ML, 3 LN FR
STA 2085+00.00 TO STA 2103+70.00


440' MAX.
PROP ROW
℄ FR 380C WB
℄ US380C WB
℄ US380C
℄ US380C EB
℄ FR 380C EB
32'
63' MIN - 208' MAX.
51' MIN - 168' MAX
32'
37'
WB FR
15' MIN 10' 5' 11' 11' 0'-11' 2'
VARIES SUP LANE LANE LANE
62'
WB MAINLANE
10' 12' 12' 12' 2'-15'
SHLD LANE LANE LANE SHLD
62'
EB MAINLANE
2'-15' 12' 12' 0'-12' 10'
SHLD LANE LANE LANE SHLD
26'
WB FR
2' 11' 11' 5' 10' 15' MIN
LANE LANE SUP VARIES
1.5%
2.0%
2.5%
2.5%
2.0%
1.5%
2'
PGL
6:1 USUAL
4:1 MAX

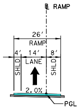
PROPOSED US 380 - 440' ROW

INTERSECTION APPROACH
6 LN ML, 3 LN FR
STA 2103+70.00 TO STA 2121+13.38


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

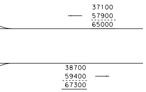
PROPOSED US 380

1 LN WB RAMP


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

PROPOSED US 380

1 LN EB RAMP


37100
57900
65000
38700
59400
67300

PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

US 380 - SEGMENT C

HORIZONTAL CURVE DATA

ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380C	CL_US380C_4	68° 54′ 59.61"	0° 58′ 16.01"	4,048.64′	7,096.64′	5,900.00′	2037+50.36	2108+47.01	2077+99.00	7,126,459.35	2,554,956.84
	CL_US380C_5	4° 3′ 45.82"	2° 11′ 24.74"	92.79′	185.50′	2,616.00′	2108+47.01	2110+32.50	2109+39.79	7,124,906.84	2,558,796.25
BL_US380C_EB	BL_US380C_EB_4	66° 28′ 44.98"	0° 57′ 52.47"	3,892.89′	6,892.06′	5,940.00′	2036+83.85	2105+75.91	2075+76.74	7,126,615.73	2,554,919.38
BL_US380C_WB	BL_US380C_WB_4	68° 54′ 59.61"	0° 58′ 39.88"	4,021.19′	7,048.53′	5,860.00′	2038+16.85	2108+65.38	2078+38.03	7,126,486.14	2,554,997.28
FR_380C_EB	FR_380C_EB_4	30° 6′ 2.20"	0° 56′ 39.22"	1631.63	3187.85	6068.00	3034+82.69	3066+70.55	3051+14.32	7,128,878.77	2,554,828.22
	FR_380C_EB_5	5° 48′ 47.95"	2° 51′ 53.24"	101.55	202.92	2000.00	3066+70.55	3068+73.47	3067+72.10	7,127,365.37	2,555,672.91
	FR_380C_EB_6	19° 32′ 0.65"	2° 51′ 53.24"	344.27	681.85	2000.00	3068+73.47	3075+55.32	3072+17.73	7,126,956.08	2,555,849.64
	FR_380C_EB_7	29° 44′ 29.74"	0° 56′ 39.22"	1611.26	3149.83	6068.00	3081+31.46	3112+81.29	3097+42.72	7,125,101.16	2,557,572.60
	FR_380C_EB_8	13° 36′ 55.57"	1° 52′ 53.89"	363.51	723.60	3045.00	3112+81.29	3120+04.88	3116+44.80	7,124,511.59	2,559,457.31
	FR_380C_EB_9	14° 11′ 54.78"	5° 27′ 24.27"	130.77	260.20	1050.00	3120+04.88	3122+65.09	3121+35.66	7,124,479.22	2,559,950.53
FR_380C_WB	FR_380C_WB_5	33° 11′ 48.10"	0° 59′ 58.48"	1708.60	3321.07	5732.00	4040+62.21	4073+83.28	4057+70.81	7,128,796.34	2,555,162.92
	FR_380C_WB_6	8° 35′ 48.14"	1° 29′ 28.68"	288.77	576.46	3842.00	4073+83.28	4079+59.74	4076+72.05	7,127,107.36	2,556,229.15
	FR_380C_WB_7	24° 47′ 48.05"	1° 59′ 34.43"	632.02	1244.25	2875.00	4087+89.45	4100+33.70	4094+21.47	7,125,783.44	2,557,374.36
	FR_380C_WB_8	14° 7′ 44.20"	5° 27′ 24.27"	130.12	258.93	1050.00	4112+19.04	4114+77.97	4113+49.16	7,124,980.70	2,559,148.70
	FR_380C_WB_9	20° 31′ 5.34"	5° 10′ 15.96"	200.54	396.79	1108.00	4114+77.97	4118+74.75	4116+78.51	7,124,774.98	2,559,407.59
RP_E380_EBEX	RP_E380_EBEX_3	6° 18′ 5.03"	0° 57′ 9.74"	331.04	661.42	6014.00	18+05.10	24+66.52	21+36.14	7,129,225.22	2,555,016.83
	RP_E380_EBEX_4	3° 17′ 7.63"	1° 1′ 43.14"	159.74	319.39	5570.00	24+66.52	27+85.91	26+26.26	7,128,750.08	2,555,139.78
	RP_E380_EBEX_5	9° 18′ 25.54"	2° 56′ 50.33"	158.24	315.78	1944.00	27+85.91	31+01.69	29+44.15	7,128,438.18	2,555,201.67
RP_NEWI_EBEN	RP_NEWI_EBEN_1	10° 34′ 51.26"	5° 27′ 24.27"	97.23	193.91	1050.00	10+00.00	11+93.91	10+97.23	7,127,378.40	2,555,687.40
RP_E380_WBEN	RP_E380_WBEN_1	15° 13′ 0.21"	1° 58′ 8.14"	388.71	772.84	2910.00	10+00.00	17+72.84	13+88.71	7,127,880.27	2,555,649.08
CL_CR332	CL_CR332_2	88° 59′ 45.28"	95° 29′ 34.68"	58.96	93.20	60.00	14+19.58	15+12.77	14+78.53	7,129,079.85	2,554,822.21
CL_ESFM2933	CL_ESFM2933_1	14° 32′ 40.36"	5° 27′ 24.27"	133.99	266.54	1050.00	10+98.94	13+65.48	12+32.93	7,129,083.26	2,555,585.70
CL_EUS380	CL_EUS380_1	32° 15′ 45.14"	8° 48′ 53.05"	188.00	366.01	650.00	11+29.03	14+95.04	13+17.03	7,126,704.35	2,557,314.79
	CL_EUS380_2	70° 44′ 38.34"	10° 48′ 37.89"	376.26	654.40	530.00	22+61.40	29+15.80	26+37.66	7,125,628.24	2,556,532.14

SUPERELEVATION DATA

CHAIN NAME	STATION	CROSS SLOPE
CL_US380C	2109+62.00	3.30%
	2113+11.00	-2.50%

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
3	LANE MERGE	CL_US380C	2053+27.80, 64.00 RT	2059+22.56, 52.00 RT	50 : 1
4	AUX LANE MERGE	CL_US380C	2084+98.64, 64.00 RT	2092+73.46, 52.00 RT	65 : 1
5	LANE MERGE	CL_US380C	2105+95.47, 52.00 RT	2114+33.24, 47.21 RT	70 : 1
6	FRONTAGE ROAD MERGE	FR_380C_EB	3109+21.97, 33.00 LT	3116+02.90, 22.29 LT	62 : 1
7	FRONTAGE ROAD MERGE	FR_380C_EB	3117+65.39, 22.00 LT	3122+65.39, 14.00 LT	62 : 1
8	FRONTAGE ROAD MERGE	FR_380C_WB	4086+41.41, 33.00 RT	4089+16.76, 22.00 RT	25 : 1

PROPERTY OWNERS DATA

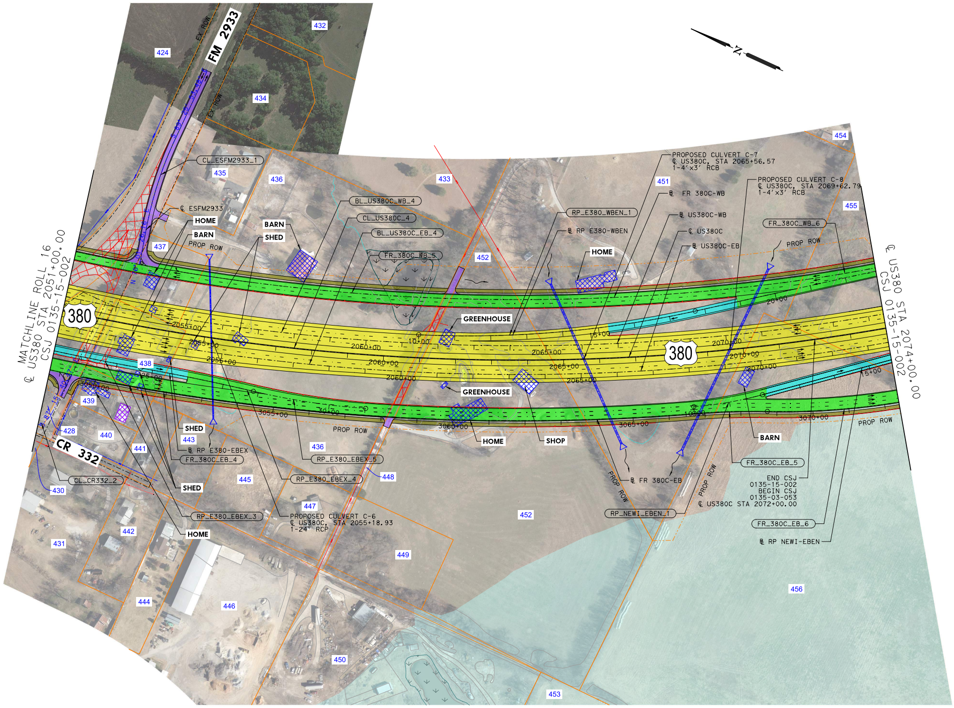
PARCEL NO.	OWNER'S NAME	ADDRESS
424	MCKINNEY HILL PARK LLC	924 S BELT LINE RD
428	MCKINNEY HILL PARK LP	826 MANGO CT
431	MCBROOM JOHN THOMAS	2571 COUNTY ROAD 332
432	UECKER EUGENE	1643 FM 2933
433	UECKER EUGENE	1643 FM 2933
434	UECKER E EUGENE & DIANA S	1643 FM 2933
435	CAVE JAMES L & PATSY	1675 FM 2933
436	PAT VENTURES LLP	3402 SPRINGBRANCH DR
437	PAT VENTURES LLP	3402 SPRINGBRANCH DR
438	MURLEY ADDIE JEAN	1836 COUNTY ROAD 329
439	SULLIVAN JIMMY & ANGELA	1834 COUNTY ROAD 329
440	SULLIVAN JIMMY & ANGELA	1834 COUNTY ROAD 329
441	PRINCE PEGGY	2566 COUNTY ROAD 332
442	PRINCE O'ANN SPENCER & GRADY M	2563 COUNTY ROAD 332
443	WILSON AMBER	2550 COUNTY ROAD 332
444	GARCIA LUCIO JOSE	2543 COUNTY ROAD 332
445	WEIBLEY RICHARD E & PAMELA D	2514 COUNTY ROAD 332
446	OWEN EDDY MIKE	4173 FM 2933
447	WEIBLEY RICHARD E & PAMELA D	2514 COUNTY ROAD 332
448	HASCAL RANDY J & LYNNE K &	1892 PEACOCK TRL
449	HASCAL LYNNE K	1892 PEACOCK TRL
450	SIFUENTES SALVADOR S ETAL	708 1ST AVE
451	WHITE HORSE RANCH LLC	2040 PEACOCK TRL
452	HASCAL RANDY J & LYNNE K	1892 PEACOCK TRL
453	OWEN MIKE &	2834 BANDIT TRL
454	FISHER TRUST	160 FISHER RD
455	MCKINNEY HILL PARK LLC	924 S BELT LINE RD
456	OWEN MIKE A/K/A EDDY MIKE OWEN &	2834 BANDIT TRL
457	MCKINNEY CITY OF	PO BOX 517
458	BROWN BILLY CHARLES	2163 E DAVE BROWN RD
459	DOUGLAS BRAD	227 E LOUISIANA ST
460	RANDALL PAULA HERRON	1185 FM 1827
461	GIRARD GIL & RACHEL OPPENHEIMER	1172 FM 1827
462	DONNELL STEPHEN F	1162 FM 1827
463	BLANCO CESAR ANTONIO	1134 FM 1827
464	CAMPBELL WAITE	1128 FM 1827
465	YU TIANHUA	2705 GOLDEN MEADOW CT
466	CALATX PROPERTIES LLC	2600 STILL SPRINGS DR
467	MONARCH GROUP LLC	5100 ELDORADO PKWY STE 102
468	CARROLL BILLY CLAUDE	2229 E UNIVERSITY DR
469	JOHNSON CURTIS L & DEBRA M	2273 E UNIVERSITY DR
470	MALDONADO MARTIN	860 S STATE HIGHWAY 5
471	MALDONADO MARTIN	860 S STATE HIGHWAY 5
472	PATEL MALTI	2236 E UNIVERSITY DR
473	BLACK KELLY & AMY	2310 N WALNUT GROVE RD
474	SERENO CARLOS	2425 COUNTY ROAD 564
475	SERENO SIMON	811 S MCDONALD ST
476	SERENO SIMON	811 S MCDONALD ST
477	DYNAMIX INVESTMENT LLC	20 BUCKINGHAM LN
478	RILEY DEBBIE TATE	4606 COUNTY ROAD 408
479	TEXAS RND LLC	2431 E UNIVERSITY DR
480	GAO XIAODONG & JIAQIAN DENG	2431 E UNIVERSITY DR
481	TEXAS RND LLC	2431 E UNIVERSITY DR
482	GAO XIAODONG & JIAQIAN DENG	2431 E UNIVERSITY DR
483	HERNANDEZ GONZALO & ANTONIA A	2441 E UNIVERSITY DR
484	HERNANDEZ GONZALO	2441 E UNIVERSITY DR
485	RODRIGUEZ ERNESTO F	PO BOX 68
486	GONZALES TERRY GLENN	2461 COUNTY ROAD 330
487	TREJO RUDDY & GLORIA	2155 STICKHORSE LN
488	COSTELLO LAWRENCE J & DALE	2495 COUNTY ROAD 330
489	OHM VERTEX LLX	8800 SANTA FE TRL
490	RODRIGUEZ ERNESTO F	PO BOX 68
491	HOPE 380 HOLDINGS LLC	4429 WHITE ROCK LN
492	PANNKUK BOBBY JR &	PO BOX 1309
493	P4 HOLDINGS LLC	3300 N A ST
494	WEBSTER RICKY JACK JR	2526 E UNIVERSITY DR
495	MASTER HALCO INC	3010 LYNDON B JOHNSON FWY STE 800
496	BERHOW JEAN J	2539 COUNTY ROAD 330
497	AREVALO-FRANCO ARTURO	2115 STICKHORSE LN
498	BEST WAY PROPERTIES LLC	3616 TREE SHADOW TRL
499	OHM VERTEX LLX	8800 SANTA FE TRL
500	COLLINS PROPERTY CO THE	PO BOX 578
501	AZAMI MOHAMMAD S &	1803 HACKBERRY BRANCH DR
502	RODRIGUEZ MAURO G	2735 E UNIVERSITY DR
503	OSTTEND LANDFILL LTD	2540 E UNIVERSITY DR
504	PHASE 17 INVESTMENTS LP	PO BOX 601638
505	NORTH COLLIN SPECIAL UTILITY DISTRICT	2333 SAM RAYBURN HWY
506	NORTH COLLIN SPECIAL UTILITY DISTRICT	2333 SAM RAYBURN HWY
507	WRIGHT FREDDIE	3200 NOTTINGHAM DR
508	RAFAELOV MOSHE	6423 LINDEN LN
509	RAFAELOV MOSHE	11836 JUDD CT STE 322
510	IZAGUIRRE CRESENCIO	2784 COUNTY ROAD 330
511	MCCLELLAN BRADLEY	PO BOX 3027
512	MCCLELLAN AMY HINES	PO BOX 3027
513	MCCLELLAN AMY HINES	PO BOX 3027
514	COLLIN COUNTY RECYCLERS INC	2933 E UNIVERSITY DR
515	HOLLAND GERALD C	2126 FM 982
516	MCCLELLAN AMY HINES	PO BOX 3027
517	KAYASA HOLDINGS LLC	979 FOREST AVE
518	COLLIN COUNTY RECYCLERS INC	2933 E UNIVERSITY DR
519	SARVER MILDRED	2910 COUNTY ROAD 330
520	RELEMKE TRUST	2701 W 15TH ST STE 169
521	HERNANDEZ ALEJANDRO LOPEZ & MARIA DOLORES PAREDES CERVANTES	123 WILSON CREEK BLVD APT 29
522	APOSTOLIC CHURCH OF JESUS	PO BOX 1537
523	KHORASAN PROPERTIES LLC	2675 E UNIVERSITY DR
524	LAWSON LIVING TRUST	PO BOX 2304
525	STAPLETON ENTERPRISES INC	421 FOREST OAKS DR
526	CALDWELL D L	PO BOX 812
527	STAPLETON ENTERPRISES INC	421 FOREST OAKS DR
528	NESHYBA RYAN & MISTY	14263 COUNTY ROAD 830
529	MCCLELLAN BILLY J & AMY &	PO BOX 3027
530	MCCLELLAN BILLY JOEL & AMY GAIL	PO BOX 3027

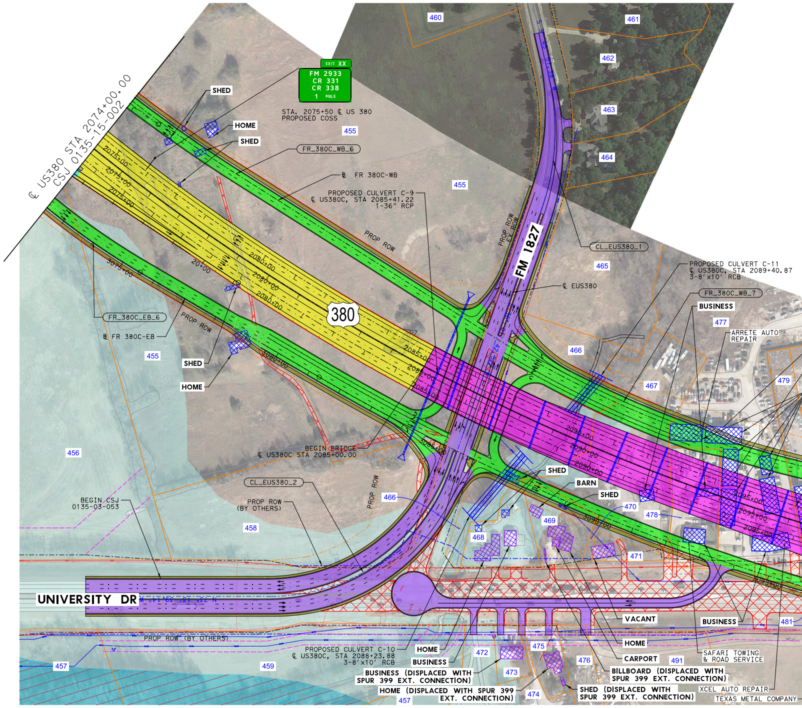
GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 2020 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENTS. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL OF BOTH THE EB AND WB MAINLANES.
4. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 4 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
6. TRAVEL LANE WIDTHS SHOWN IN THE TYPICAL SECTIONS LESS THAN 10′ WIDE ARE DUE TO TRANSITIONS.
7. LOW SPEED ROADWAYS HAVE A NORMAL CROWN OF ±2% AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN OF ±2.5% UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
8. MINOR CROSS STREET CORNER RADII ARE 25′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
9. MAJOR CROSS STREET CORNER RADII ARE 50′ UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
10. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS.
11. PROPERTY LINES SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (JANUARY, 2021)
12. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
13. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS.
14. BUILDINGS ARE CONSIDERED AS POTENTIAL DIRECT DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. BUILDINGS ARE CONSIDERED AS POTENTIAL INDUCED DISPLACEMENTS IF THE PROPOSED ROW DOES NOT PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE BUT FUNCTIONALLY IMPAIRS ITS OPERATION. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
15. CURBS ON THE FRONTAGE ROADS AND CROSS STREETS ARE TYPE II (8")UNLESS NOTED OTHERWISE.
16. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
17. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
18. TURNAROUNDS WERE DESIGNED TO ACCOMMODATE A WB-67 DESIGN VEHICLE. CORNER RADII VARY PER INTERSECTION DUE TO THE DIFFERENCES IN SKEW.
19. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P.
20. AS PER TMUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED AFTER INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS. SIGNAL LOCATIONS SHOWN SHOULD NOT BE CONSIDERED AS FINAL.
21. WATER FEATURES (E.G. WETLANDS, STREAMS, PONDS, SWALES, ETC.) SHOWN ORIGINATE FROM A COMBINATION OF NATIONAL WETLAND INVENTORY (NWI), PHOTO INTERPRETATION (USING AERIAL PHOTOGRAPHY, SOIL SURVEY AND TOPOGRAPHIC DATA) AND FIELD DELINEATIONS CONDUCTED IN ACCORDANCE WITH APPLICABLE USACE REGULATORY GUIDANCE. ADDITIONAL ANALYSES AND FIELD DELINEATIONS MAY RESULT IN CHANGES TO THE WATER FEATURES DEPICTED IN SUBSEQUENT SUBMITTALS.

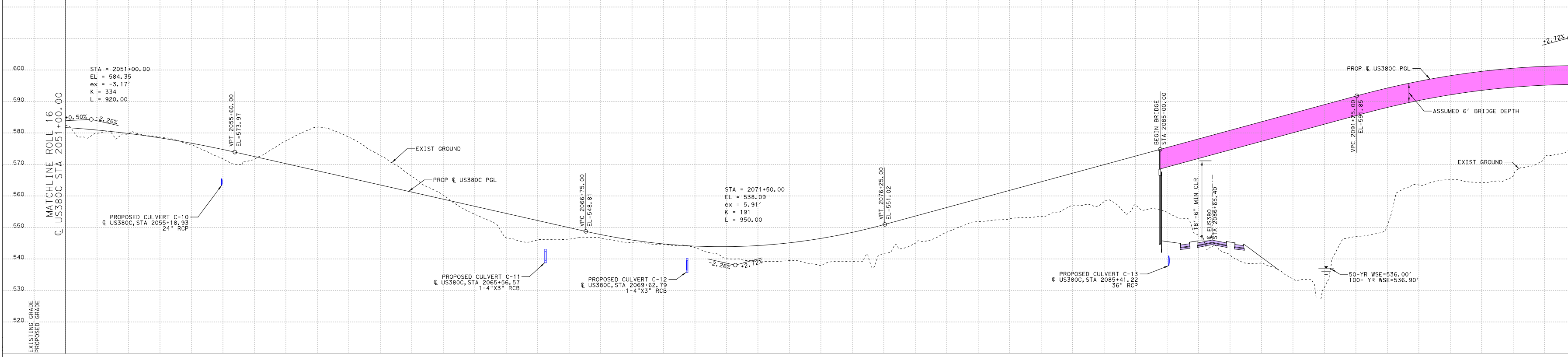
LEGEND:

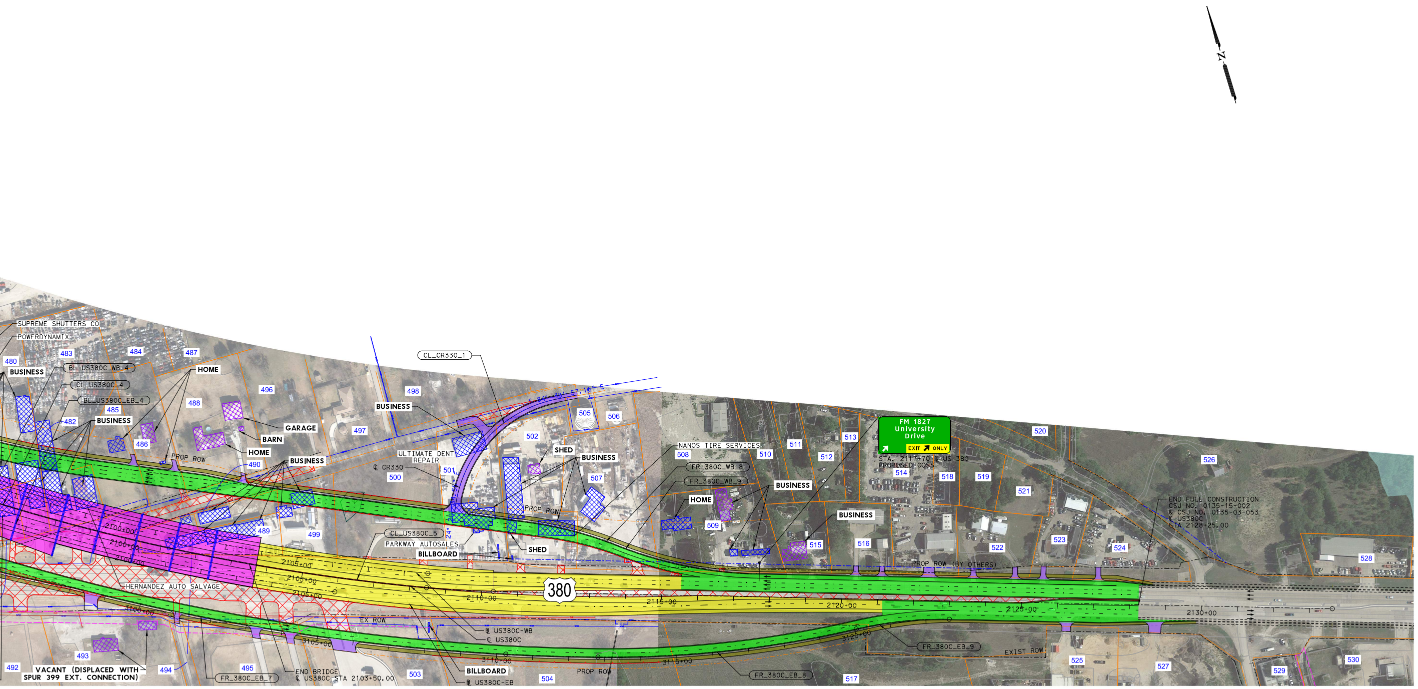
—·—·—	EXISTING ROW
——	EXISTING PROPERTY LINES
——	EXISTING STREAMS
▭	EXISTING WETLANDS
▬	EXISTING 100 YR FLOODPLAIN
▨	EXISTING FLOODWAY
═ ═ ═	EXISTING DRAINAGE CULVERT
– – –	EXISTING ROADWAY AND UTILITY EASEMENTS
——	PROPOSED DRAINAGE CULVERT
—·—·—	PROPOSED CENTERLINE/BASELINE
—·—·—	PROPOSED ROW
—·—·—	PROPOSED ROW (BY OTHERS)
— — —	PROPOSED UTILITY EASEMENT (BY OTHERS)
——III——	EXISTING DENIAL OF ACCESS
——	PROPOSED TRAFFIC BARRIER
▬	PROPOSED BRIDGE BENTS
—^—^—	PROPOSED RETAINING WALL
——●——	EXISTING NOISE WALL
- - - -	ULTIMATE/FUTURE IMPROVEMENTS (BY OTHERS)
⇒	EXISTING LANE DIRECTION OF TRAVEL
➞	PROPOSED LANE DIRECTION OF TRAVEL
⤳	DIRECTION OF FLOW
🚦	PROPOSED SIGNALIZED INTERSECTION
▬	PROPOSED BRIDGE
▬	PROPOSED MAINLANES
▬	PROPOSED RAMPS
▬	PROPOSED FRONTAGE ROADS
▬	PROPOSED CROSS STREETS AND DRIVEWAYS
▬	PROPOSED SHARED USE PATH OR SIDEWALK
▬	PROPOSED TRANSITION/INTERIM PAVEMENT
▩	PAVEMENT TO BE REMOVED
▬	PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION
▩	DIRECT BUILDING DISPLACEMENT
▩	INDUCED BUILDING DISPLACEMENT
(CL_US380A_1)	HORIZONTAL ALIGNMENT CURVE NAME
120	PARCEL ID NUMBER
—WATER—	EXISTING WATER
—WWL—	EXISTING SANITARY SEWER
—GP—	EXISTING GAS
—ELEC—	EXISTING ELECTRIC
—TELE—	EXISTING COMMUNICATIONS

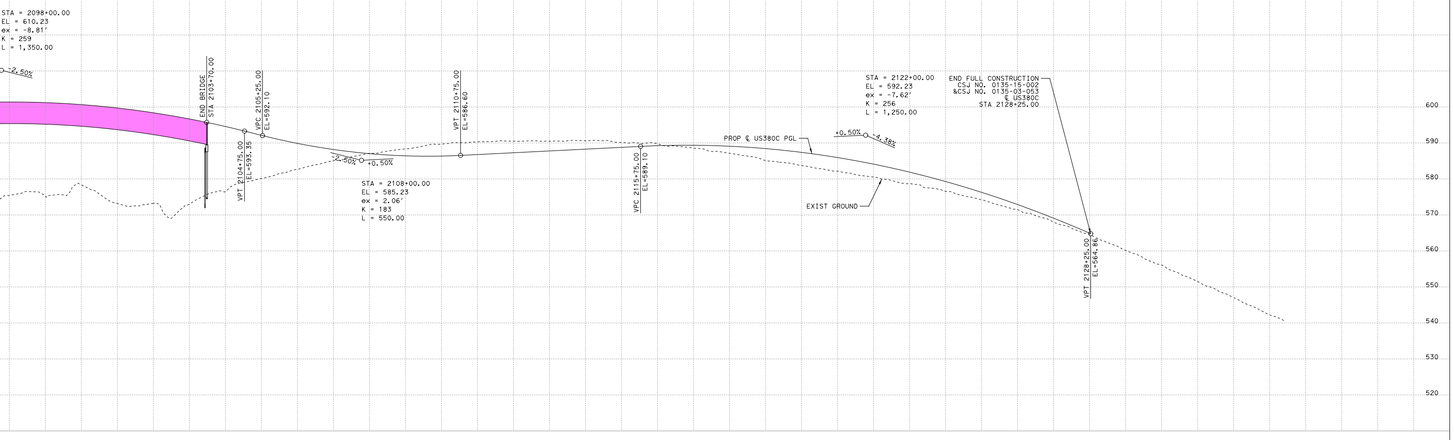

FM 2933
EX ROW
424
432
434
435
436
433
437
438
439
428
430
431
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
CL_ESFM2933_1
℄ ESFM2933
HOME
BARN
BARN
SHED
PROP ROW
BL_US380C_WB_4
CL_US380C_4
BL_US380C_EB_4
FR_380C_WB_5
GREENHOUSE
GREENHOUSE
MATCHLINE ROLL 16
℄ US380 STA 2051+00.00
CSJ 0135-15-002
380
2055+00
2060+00
10+00
3055+00
3060+00
3065+00
3070+00
2065+00
2070+00
15+00
20+00
SHED
SHED
℞ RP E380-EBEX
FR_380C_EB_4
RP_E380_EBEX_5
RP_E380_EBEX_4
RP_E380_EBEX_3
HOME
HOME
SHOP
CR 332
CL_CR332_2
PROPOSED CULVERT C-6
℄ US380C, STA 2055+18.93
1-24" RCP
PROPOSED CULVERT C-7
℄ US380C, STA 2065+56.57
1-4'x3' RCB
PROPOSED CULVERT C-8
℄ US380C, STA 2069+62.79
1-4'x3' RCB
RP_E380_WBEN_1
℞ RP E380-WBEN
℞ FR 380C-WB
℞ US380C-WB
℄ US380C
℞ US380C-EB
FR_380C_WB_6
PROP ROW
BARN
FR_380C_EB_5
END CSJ
0135-15-002
BEGIN CSJ
0135-03-053
℄ US380C STA 2072+00.00
FR_380C_EB_6
℞ RP NEWI-EBEN
℞ FR 380C-EB
RP_NEWI_EBEN_1
℄ US380 STA 2074+00.00
CSJ 0135-15-002
N


℄ US380 STA 2074+00.00
CSJ 0135-15-002
EXIT XX
FM 2933
CR 331
CR 338
1 MILE
STA. 2075+50 ℄ US 380
PROPOSED COSS
SHED
HOME
SHED
FR_380C_WB_6
℞ FR 380C-WB
PROPOSED CULVERT C-9
℄ US380C, STA 2085+41.22
1-36" RCP
PROP ROW
2075+00
2080+00
2085+00
2090+00
2095+00
3075+00
3080+00
3085+00
3090+00
20+00
380
FR_380C_EB_6
℞ FR 380C-EB
SHED
HOME
BEGIN BRIDGE
℄ US380C STA 2085+00.00
CL_EUS380_2
PROP ROW
(BY OTHERS)
BEGIN CSJ
0135-03-053
UNIVERSITY DR
PROP ROW (BY OTHERS)
PROPOSED CULVERT C-10
℄ US380C, STA 2088+23.88
3-8'x10' RCB
HOME
BUSINESS
BUSINESS (DISPLACED WITH
SPUR 399 EXT. CONNECTION)
HOME (DISPLACED WITH SPUR 399
EXT. CONNECTION)
FM 1827
PROP ROW
EX ROW
CL_EUS380_1
℄ EUS380
PROPOSED CULVERT C-11
℄ US380C, STA 2089+40.87
3-8'x10' RCB
FR_380C_WB_7
BUSINESS
ARRETE AUTO
REPAIR
SHED
BARN
SHED
VACANT
HOME
CARPORT
BILLBOARD (DISPLACED WITH
SPUR 399 EXT. CONNECTION)
SHED (DISPLACED WITH
SPUR 399 EXT. CONNECTION)
BUSINESS
SAFARI TOWING
& ROAD SERVICE
XCEL AUTO REPAIR
TEXAS METAL COMPANY
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
481
491

US 380 - SEGMENT C PROFILE




N
SUPREME SHUTTERS CO
POWERDYNAMIX
480
483
484
487
BUSINESS
BL_US380C_WB_4
CL_US380C_4
BL_US380C_EB_4
HOME
485
488
496
482
BUSINESS
486
GARAGE
BARN
HOME
PROP ROW
490
BUSINESS
489
499
497
498
BUSINESS
CL_CR330_1
ULTIMATE DENT REPAIR
℄ CR330
500
501
502
505
506
SHED
BUSINESS
507
PROP ROW
CL_US380C_5
PARKWAY AUTOSALES
BILLBOARD
SHED
2100+00
2105+00
2110+00
2115+00
2120+00
2125+00
2130+00
380
HERNANDEZ AUTO SALVAGE
EX ROW
3100+00
3105+00
3110+00
3115+00
3120+00
℄ US380C-WB
℄ US380C
BILLBOARD
℄ US380C-EB
492
493
494
495
VACANT (DISPLACED WITH SPUR 399 EXT. CONNECTION)
FR_380C_EB_7
END BRIDGE ℄ US380C STA 2103+50.00
503
504
PROP ROW
NANOS TIRE SERVICES
508
FR_380C_WB_8
FR_380C_WB_9
HOME
509
510
511
512
513
BUSINESS
BUSINESS
515
516
FM 1827 University Drive
EXIT ONLY
STA. 2117+70 ℄ US 380 PROPOSED COSS
514
518
519
520
521
522
523
524
525
526
527
528
529
530
517
PROP ROW (BY OTHERS)
END FULL CONSTRUCTION CSJ NO. 0135-15-002 & CSJ NO. 0135-03-053 ℄ US380C STA 2128+25.00
FR_380C_EB_9
FR_380C_EB_8
EXIST ROW


STA = 2098+00.00
EL = 610.23
ex = -8.81'
K = 259
L = 1,350.00
-2.50%
END BRIDGE STA 2103+70.00
VPT 2104+75.00 EL=593.35
VPC 2105+25.00 EL=592.10
-2.50%
+0.50%
STA = 2108+00.00
EL = 585.23
ex = 2.06'
K = 183
L = 550.00
VPT 2110+75.00 EL=586.60
VPC 2115+75.00 EL=589.10
PROP ℄ US380C PGL
EXIST GROUND
STA = 2122+00.00
EL = 592.23
ex = -7.62'
K = 256
L = 1,250.00
+0.50%
-4.38%
END FULL CONSTRUCTION CSJ NO. 0135-15-002 &CSJ NO. 0135-03-053 ℄ US380C STA 2128+25.00
VPT 2128+25.00 EL=564.86
600
590
580
570
560
550
540
530
520

Texas Department of Transportation

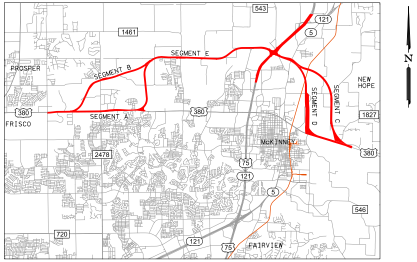
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

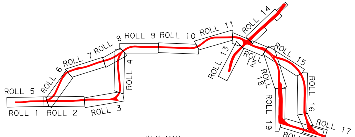
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES
SEGMENT D LENGTH: 4.43 MILES
SEGMENT E LENGTH: 5.61 MILES

ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


543
1461
121
5
PROSPER
SEGMENT B
SEGMENT E
380
FRISCO
SEGMENT A
380
SEGMENT D
SEGMENT C
NEW HOPE
1827
McKINNEY
380
2478
75
121
5
546
720
121
75
FAIRVIEW
N

LOCATION MAP
NOT TO SCALE


ROLL 14
ROLL 8
ROLL 9
ROLL 10
ROLL 11
ROLL 7
ROLL 6
ROLL 13
ROLL 12
ROLL 15
ROLL 4
ROLL 18
ROLL 5
ROLL 16
ROLL 1
ROLL 2
ROLL 3
ROLL 19
ROLL 17
ROLL 20

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:	
DAVID SUTTON	120142
NAME	P.E. NUMBER
02/23/2022	
DATE	

PRELIMINARY

NOT INTENDED FOR PERMIT, BIDDING, OR CONSTRUCTION PURPOSES AND SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.

MARCH 2022

HDR
Firm Registration No. F-754

17111 Preston Road, Suite 300
Dallas, Texas 75248-1229
972.960.4400

ROLL 17 OF 20

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

Plotted on: 3/14/2022
Scale:1:100

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename:...\US380-EST-RD-SHT-003.dgn