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

Texas Department of Transportation

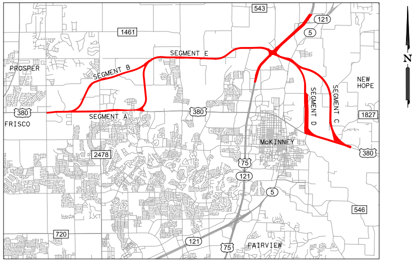
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

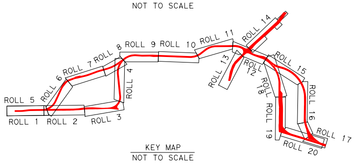
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

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
1461
121
5
SEGMENT E
SEGMENT B
PROSPER
NEW HOPE
SEGMENT D
SEGMENT C
380
FRISCO
SEGMENT A
1827
MCKINNEY
2478
75
546
720
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

ROLL 18 OF 20

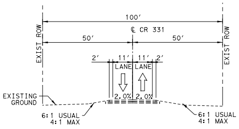
HORZ SCALE 0 50 100 200
VERT SCALE 0 5 10 20

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

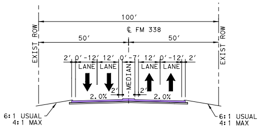
TYPICAL SECTIONS LEGEND:

⇨	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

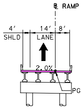
NOTES:
[1] CTB: CONCRETE TRAFFIC BARRIER
[2] CTR: CONCRETE TRAFFIC RAIL (CTR NOT REQUIRED WHEN ADEQUATE CLEAR ZONE PROVIDED)


EXIST ROW
100'
℄ CR 331
50'
50'
2'
11'
11'
2'
LANE
LANE
EXISTING GROUND
2.0%
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
EXIST ROW

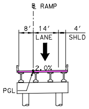
EXISTING MCINTYRE RD/CR 331
US 380 SEGMENT D


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

PROPOSED CR 338
US 380 SEGMENT D


℄ RAMP
4'
14'
8'
SHLD
LANE
2.0%
PGL

PROPOSED US 380
1 LN RAMP

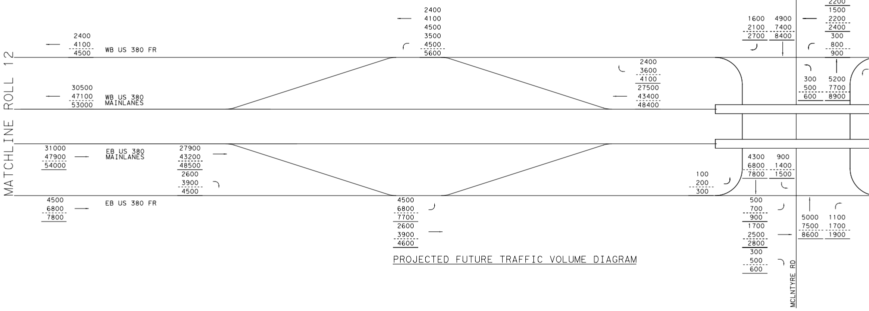

℄ RAMP
8'
14'
4'
LANE
SHLD
2.0%
PGL

PROPOSED US 380
1 LN RAMP

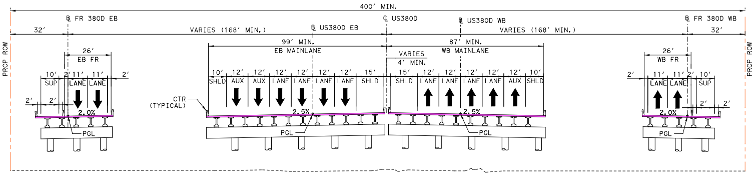
TRAFFIC LEGEND:

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

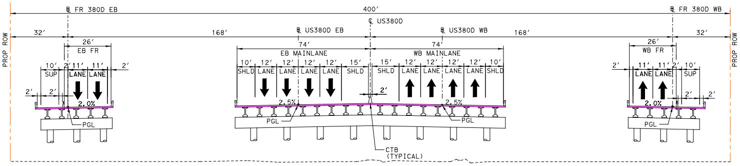

MATCHLINE ROLL 12
2400 4100 4500
WB US 380 FR
30500 47100 53000
WB US 380 MAINLANES
31000 47900 54000
EB US 380 MAINLANES
27900 43200 48500
2600 3900 4500
4500 6800 7800
EB US 380 FR
2400 4100 4500
3500 4500 5600
2400 3600 4100
27500 43400 48400
4500 6800 7700
2600 3900 4600
100 200 300
1600 2100 2700
4900 7400 8400
1200 2000 2200
1500 2200 2400
300 800 900
300 500 600
5200 7700 8900
4300 6800 7800
900 1400 1500
100 200 300
500 700 900
1700 2500 2800
300 500 600
5000 7500 8600
1100 1700 1900
FM 331
MCLNTYRE RD

PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM


400' MIN.
℄ FR 380D EB
℄ US380D EB
℄ US380D
℄ US380D WB
℄ FR 380D WB
32'
VARIES (168' MIN.)
VARIES (168' MIN.)
32'
99' MIN.
EB MAINLANE
87' MIN.
WB MAINLANE
VARIES
4' MIN.
26'
EB FR
26'
WB FR
10' 2' 11' 11' 2'
SUP LANE LANE
10' 12' 12' 12' 12' 12' 12' 15'
SHLD AUX AUX LANE LANE LANE LANE SHLD
15' 12' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE AUX SHLD
2' 11' 11' 2' 10'
LANE LANE SUP
2' 2'
CTR
(TYPICAL)
2.0%
2.5%
2.5%
2.0%
PGL
PROP ROW
PROP ROW

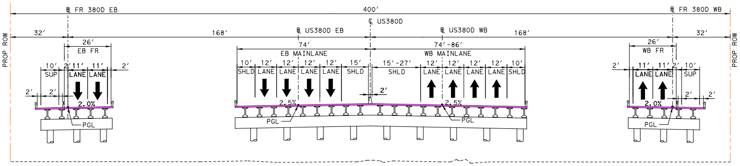
PROPOSED US 380 - 400'-569' ROW

DIVIDED US 380 SEGMENT D
8 LN ML, 2 LN FR
STA 1883+00.00 TO STA 1909+35.17


400'
℄ FR 380D EB
℄ US380D EB
℄ US380D
℄ US380D WB
℄ FR 380D WB
32'
168'
168'
32'
74'
EB MAINLANE
74'
WB MAINLANE
26'
EB FR
26'
WB 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' 12' 10'
SHLD LANE LANE LANE LANE SHLD
2' 11' 11' 2' 10'
LANE LANE SUP
2'
2.0%
2.5%
2.5%
2.0%
PGL
CTB
(TYPICAL)
PROP ROW
PROP ROW

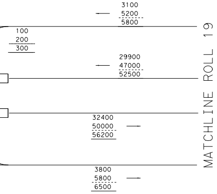
PROPOSED US 380 - 400' ROW

UNDIVIDED US 380 SEGMENT D
8 LN ML, 2 LN FR
STA 1909+35.17 TO STA 1939+09.29


400'
℄ FR 380D EB
℄ US380D EB
℄ US380D
℄ US380D WB
℄ FR 380D WB
32'
168'
168'
32'
74'
EB MAINLANE
74'-86'
WB MAINLANE
26'
EB FR
26'
WB FR
10' 2' 11' 11' 2'
SUP LANE LANE
10' 12' 12' 12' 12' 15'
SHLD LANE LANE LANE LANE SHLD
15'-27' 12' 12' 12' 12' 10'
SHLD LANE LANE LANE LANE SHLD
2' 11' 11' 2' 10'
LANE LANE SUP
2'
2.0%
2.5%
2.5%
2.0%
PGL
PROP ROW
PROP ROW

PROPOSED US 380 - 400' ROW

8 LN ML, 2 LN FR, WITH 27' SHOULDER
STA 1939+09.29 TO STA 1966+00.00


3100
5200
5800
100
200
300
29900
47000
52500
32400
50000
56200
3800
5800
6500
MATCHLINE ROLL 19

US 380 - SEGMENT D

HORIZONTAL CURVE DATA											
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380D	CL_US380D_1	8° 50′ 3.06"	1° 4′ 15.42"	413.27′	824.89′	5,350.00′	1883+00.00	1891+24.89	1887+13.27	7,141,718.46	2,547,703.41
	CL_US380D_2	27° 20′ 47.93"	1° 11′ 37.18"	1,167.75′	2,290.99′	4,800.00′	1891+24.89	1914+15.88	1902+92.64	7,140,723.55	2,548,932.13
	CL_US380D_3	23° 53′ 32.09"	0° 47′ 44.79"	1,523.33′	3,002.39′	7,200.00′	1914+15.88	1944+18.27	1929+39.21	7,138,258.59	2,550,011.90
BL_US380D_EB	BL_US380D_EB_1	9° 18′ 3.30"	1° 4′ 51.79"	431.13′	860.36′	5,300.00′	1882+76.44	1891+36.79	1887+07.56	7,141,669.66	2,547,695.71
	BL_US380D_EB_2	27° 12′ 41.51"	1° 12′ 21.50"	1,149.89′	2,256.40′	4,751.00′	1891+36.79	1913+93.19	1902+86.69	7,140,667.01	2,548,918.13
	BL_US380D_EB_3	23° 39′ 56.58"	0° 48′ 0.79"	1500.09′	2,957.40′	7,160.00′	1913+93.19	1943+50.59	1928+93.28	7,138,235.51	2,549,971.80
	BL_US380D_EB_4	5° 2′ 23.04"	0° 24′ 18.73"	622.28′	1,243.75′	14,140.00′	1968+09.99	1980+53.75	1974+32.27	7,133,687.31	2,549,953.03
BL_US380D_WB	BL_US380D_WB_1	8° 21′ 53.04"	1° 3′ 39.72"	394.88′	788.36′	5,400.00′	1883+23.50	1891+11.86	1887+18.38	7,141,767.59	2,547,710.70
	BL_US380D_WB_2	27° 28′ 59.70"	1° 10′ 53.76"	1,185.79′	2,325.94′	4,849.00′	1891+11.86	1914+37.80	1902+97.65	7,140,780.76	2,548,945.48
	BL_US380D_WB_3	24° 7′ 18.68"	0° 47′ 28.96"	1,546.96′	3,048.08′	7,240.00′	1914+37.80	1944+85.88	1929+84.76	7,138,282.05	2,550,051.99
FR_380D_EB1	FR_380D_EB1_1	1° 49′ 7.27"	1° 25′ 56.62"	63.49′	126.97′	4,000.00′	2884+86.89	2886+13.86	2885+50.38	7,141,749.58	2,547,316.94
	FR_380D_EB1_2	7° 25′ 49.92"	1° 6′ 20.41"	336.49′	672.04′	5,182.00′	2886+13.86	2892+85.90	2889+50.35	7,141,539.58	2,547,657.35
	FR_380D_EB1_3	27° 20′ 47.93"	1° 14′ 13.04"	1,126.88′	2,210.80′	4,632.00′	2892+85.90	2914+96.70	2904+12.77	7,140,618.70	2,548,794.64
	FR_380D_EB1_4	39° 12′ 52.94"	1° 6′ 35.83"	1,838.85′	3,533.01′	5,162.00′	2900+60.09	2935+93.09	2918+98.94	7,139,430.85	2,549,715.67
	FR_380D_EB1_5	23° 53′ 32.09"	0° 48′ 53.23"	1,487.79′	2,932.33′	7,032.00′	2914+96.70	2944+29.03	2929+84.49	7,138,223.74	2,549,843.75
	FR_380D_EB1_6	5° 2′ 23.78"	0° 24′ 5.65"	627.94′	1,255.06′	14,268.00′	2968+78.29	2981+33.35	2975+06.23	7,133,682.27	2,549,825.00
FR_380D_WB1	FR_380D_WB1_1	22° 55′ 27.73"	3° 57′ 5.16"	294.01′	580.15′	1,450.00′	2880+28.74	2886+08.89	2883+22.74	7,142,103.90	2,547,711.49
	FR_380D_WB1_2	8° 40′ 4.50"	1° 20′ 53.29"	322.09′	642.96′	4,250.00′	2886+08.89	2892+51.84	2889+30.98	7,141,626.19	2,548,100.56
	FR_380D_WB1_3	24° 10′ 22.34"	1° 9′ 11.87"	1,063.82′	2,095.98′	4,968.00′	2892+51.84	2913+47.83	2903+15.66	7,140,695.76	2,549,127.71
	FR_380D_WB1_4	23° 53′ 32.09"	0° 46′ 39.47"	1,558.88′	3,072.44′	7,368.00′	2913+47.83	2944+20.27	2929+06.70	7,138,293.44	2,550,180.04
	FR_380D_WB1_5	5° 2′ 24.29"	0° 24′ 40.51"	613.17′	1,225.54′	13,932.00′	2968+79.05	2981+04.59	2974+92.21	7,133,695.65	2,550,161.06
RP_WILM_EBEX	RP_WILM_EBEX_1	12° 14′ 52.65"	3° 3′ 50.20"	200.64′	399.74′	1,870.00′	10+00.00	13+99.74	12+00.64	7,140,833.12	2,548,557.53
	RP_WILM_EBEX_2	5° 2′ 5.55"	1° 28′ 8.84"	171.47′	342.71′	3,900.00′	13+99.74	17+42.46	15+71.21	7,140,518.26	2,548,755.83
	RP_WILM_EBEX_3	11° 24′ 17.54"	3° 3′ 50.20"	186.73′	372.23′	1,870.00′	18+27.74	21+99.97	20+14.47	7,140,165.19	2,549,024.19
	RP_WILM_EBEX_4	2° 30′ 3.91"	0° 55′ 43.03"	134.69′	269.33′	6,170.00′	21+99.97	24+69.30	23+34.65	7,139,875.89	2,549,164.25
RP_SH5_EBEN	RPDSH5_EBEN_1	6° 42′ 26.38"	5° 27′ 24.27"	61.53′	122.92′	1,050.00′	10+00.00	11+22.92	10+61.53	7,138,760.24	2,549,568.76
	RPDSH5_EBEN_2	14° 59′ 2.37"	2° 4′ 6.38"	364.28′	724.41′	2,770.00′	11+22.92	18+47.33	14+87.20	7,138,370.17	2,549,739.53
	RPDSH5_EBEN_3	9° 8′ 4.52"	1° 14′ 44.02"	367.46′	733.37′	4,600.00′	23+97.33	31+30.70	27+64.79	7,137,103.04	2,549,932.54
RP_ARPDR_EBEX	RP_ARPDR_EBEX_1	5° 23′ 54.30"	1° 14′ 44.02"	216.87	433.41	4600.00	10+00.00	14+33.41	12+16.87	7,135,178.42	2,549,923.18
	RP_ARPDR_EBEX_2	2° 30′ 44.66"	0° 43′ 40.90"	172.58	345.10	7870.00	14+33.41	17+78.51	16+05.99	7,134,790.86	2,549,884.94
RP_ARPDR_WBEN	RP_ARPDR_WBEN_1	5° 20′ 2.26"	1° 14′ 44.02"	214.27	428.24	4600.00	10+00.00	14+28.24	12+14.27	7,134,294.37	2,550,071.53
RP_WILM_WBEN	RP_WILM_WBEN_1	2° 58′ 44.06"	1° 14′ 44.02"	119.61	239.16	4600.00	10+00.00	12+39.16	11+19.61	7,139,591.24	2,549,580.14
	RP_WILM_WBEN_2	12° 12′ 42.62"	2° 4′ 6.38"	296.32	590.39	2770.00	12+96.76	18+87.15	15+93.08	7,139,177.61	2,549,810.65
	RP_WILM_WBEN_3	5° 42′ 16.95"	5° 27′ 24.27"	52.32	104.54	1050.00	23+25.20	24+29.74	23+77.51	7,138,424.98	2,550,039.59
RP_SH5_WBEX	RPDSH5_WBEX_1	10° 45′ 24.01"	5° 27′ 24.27"	98.85′	197.13′	1,050.00′	10+00.00	11+97.13	10+98.85	7,137,244.32	2,550,139.69
	RPDSH5_WBEX_2	7° 3′ 43.22"	5° 27′ 24.27"	64.79′	129.42′	1,050.00′	11+97.13	13+26.54	12+61.92	7,137,081.65	2,550,121.88
	RPDSH5_WBEX_3	5° 43′ 10.48"	0° 43′ 40.90"	393.14′	785.63′	7,870.00′	13+26.54	21+12.17	17+19.68	7,136,623.76	2,550,128.40
	RPDSH5_WBEX_4	4° 40′ 3.76"	1° 14′ 44.02"	187.48′	374.75′	4,600.00′	21+12.17	24+86.92	22+99.65	7,136,045.27	2,550,078.76

SUPERELEVATION DATA		
CHAIN NAME	STATION	CROSS SLOPE
BL_US380D_EB	1865+23.00	-2.50%
	1866+44.00	-3.50%
	1891+29.00	-3.50%
	1891+78.00	-3.90%
	1913+93.00	-3.90%
	1913+94.00	-2.70%
	1943+84.00	-2.70%
	1943+85.00	-2.50%
BL_US380D_WB	1861+60.00	-2.50%
	1867+01.00	3.50%
	1891+06.00	3.50%
	1891+43.00	3.90%
	1914+37.00	3.90%
	1914+38.00	2.70%
	1945+20.00	2.70%
	1945+21.00	-2.50%

PROPOSED TAPERS					
LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
1	LANE MERGE	CL_US380D	1907+55.65, 78.87 RT	1916+87.45, 65.71 RT	76 : 1
2	ADDITIONAL LANE	CL_US380D	1939+09.30, 16.00 LT	1948+26.01, 28.00 LT	76 : 1

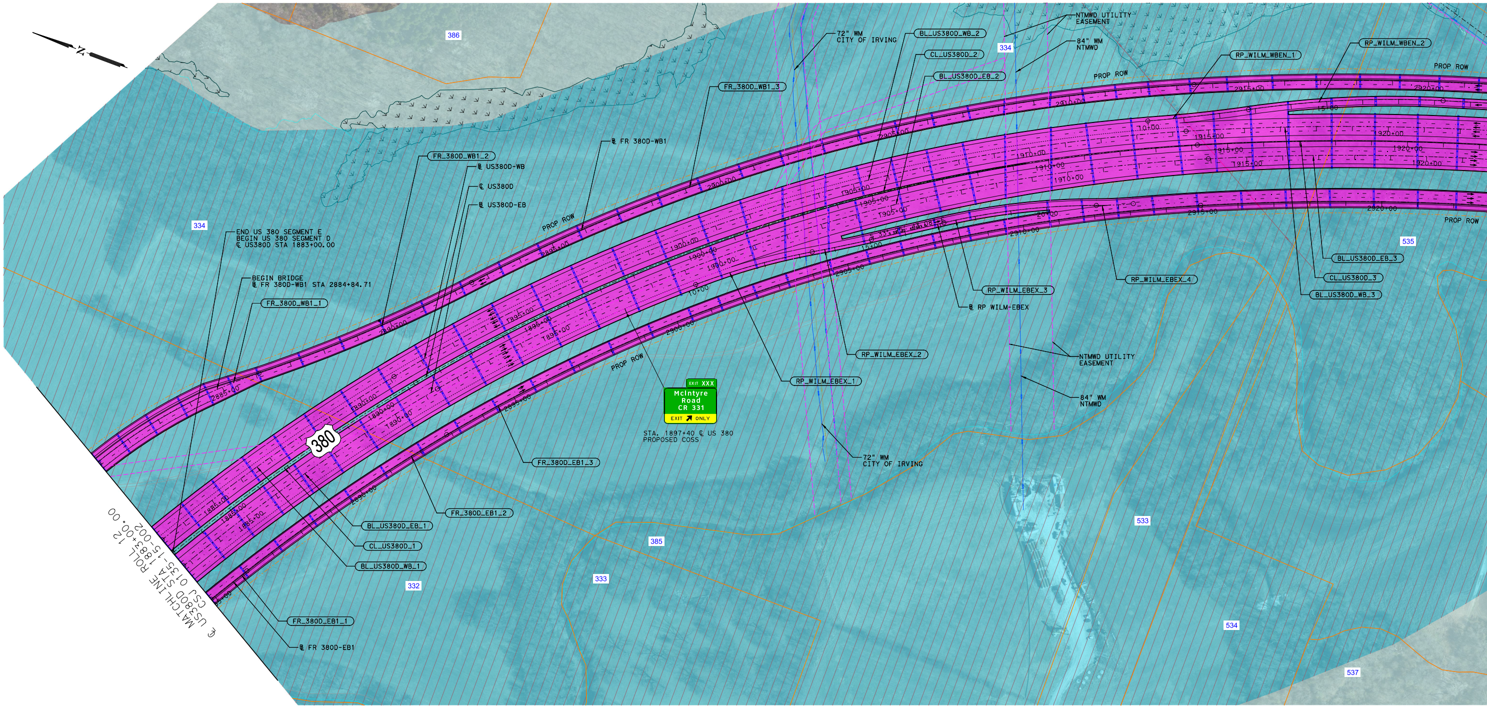
PROPERTY OWNERS DATA		
PARCEL NO.	OWNER'S NAME	ADDRESS
332	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
333	W J FAMILY LP	PO BOX 250128
334	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
384	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101
385	GLENN STEFEN DARBY &	PO BOX 104
386	WILLOW WOOD MCKINNEY HOMEOWNER'S ASSOCIATION INC	1800 PRESTON PARK BLVD STE 101
390	EUBANK RICHARD H & SHERRI L	2371 COUNTY ROAD 338
533	TRINITY EVENTS LLC	9439 SPARROW CREEK CT
534	TRINITY EVENTS LLC	9439 SPARROW CREEK CT
535	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
536	SLOAN CREEK LTD & PLF LTD	1226 CHEROKEE DR
537	MCKINNEY CITY OF	PO BOX 517
538	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
539	SLOAN CREEK LTD & PLF LTD	1226 CHEROKEE DR
540	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
541	SCHAEFFER GEORGE M REVOCABLE TRUST	641 HUMBOLDT ST
542	SCHAEFFER GEORGE M REVOCABLE TRUST	641 HUMBOLDT ST
543	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
544	ALLEN COMMERCE CENTER LP	1226 CHEROKEE DR

GENERAL NOTES:

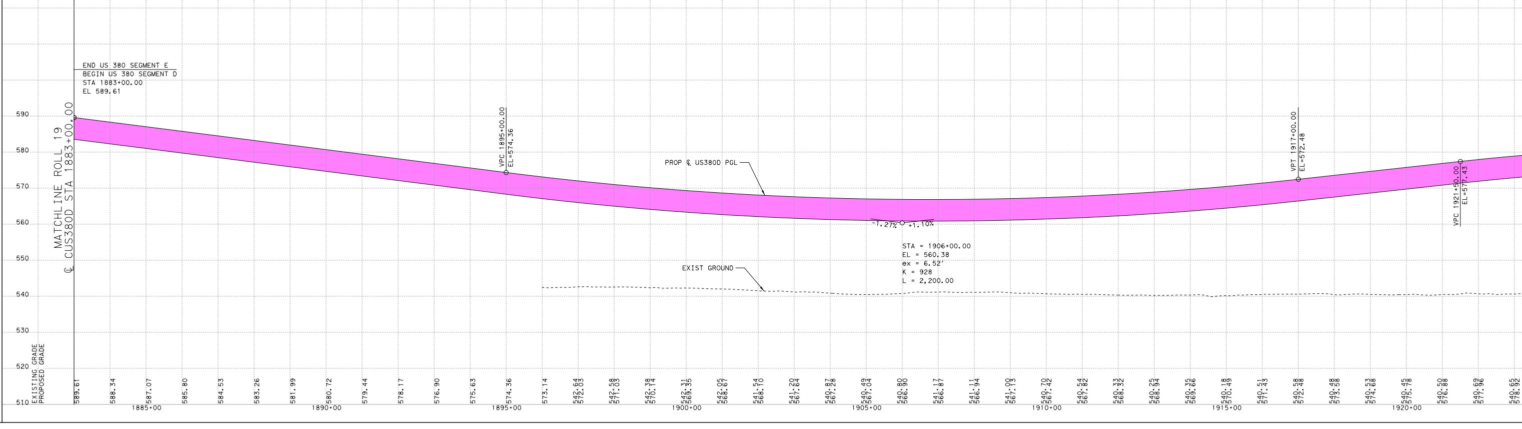
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 2020 AND RECORD PLANS.
2. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENTS. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH 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.

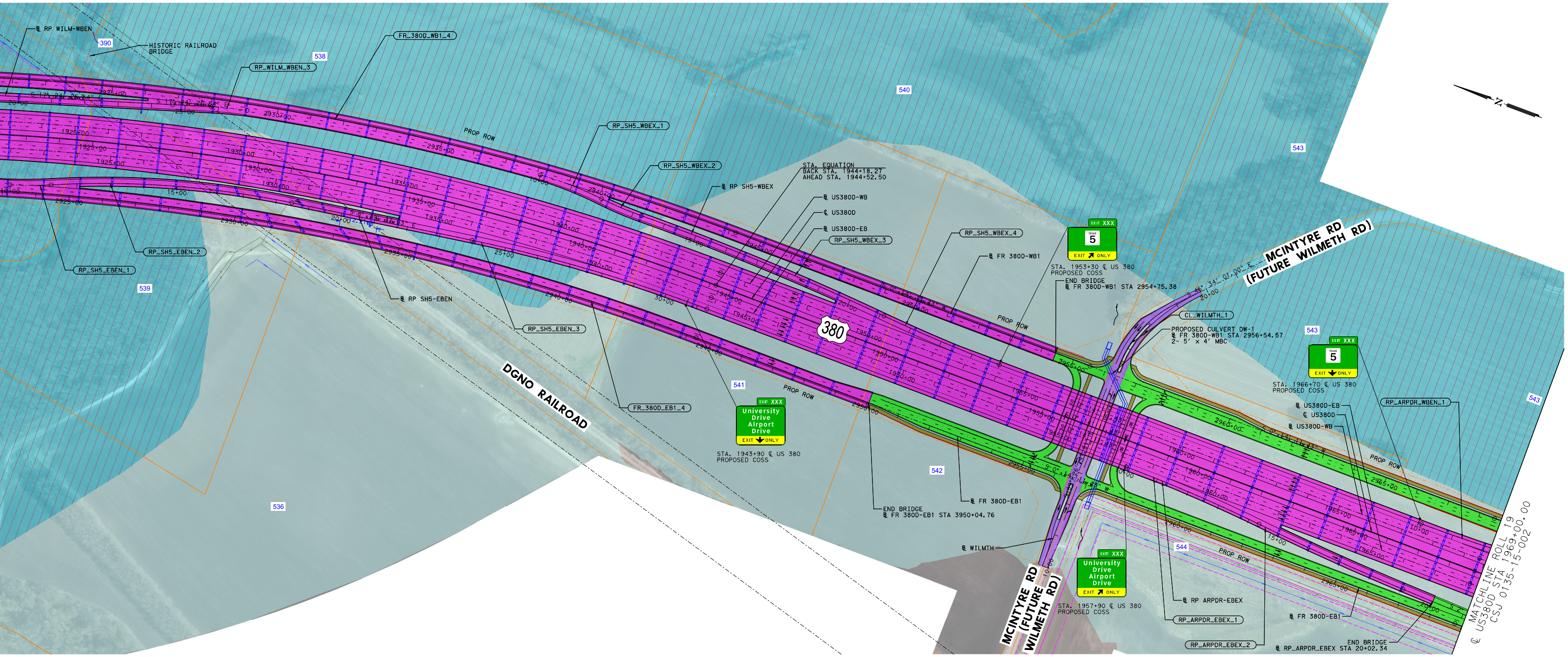
LEGEND:

— · — · —	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


N
386
334
72" WM
CITY OF IRVING
BL_US380D_WB_2
CL_US380D_2
BL_US380D_EB_2
NTMWD UTILITY
EASEMENT
84" WM
NTMWD
RP_WILM_WBEN_1
RP_WILM_WBEN_2
PROP ROW
FR_380D_WB1_3
℄ FR 380D-WB1
FR_380D_WB1_2
℄ US380D-WB
℄ US380D
℄ US380D-EB
PROP ROW
334
END US 380 SEGMENT E
BEGIN US 380 SEGMENT D
℄ US380D STA 1883+00.00
BEGIN BRIDGE
℄ FR 380D-WB1 STA 2884+84.71
FR_380D_WB1_1
2885+00
2890+00
2895+00
2900+00
2905+00
2910+00
2915+00
2920+00
1890+00
1895+00
1900+00
1905+00
1910+00
1915+00
1920+00
10+00
15+00
20+00
380
PROP ROW
EXIT XXX
McIntyre
Road
CR 331
EXIT ONLY
STA. 1897+40 ℄ US 380
PROPOSED COSS
FR_380D_EB1_3
FR_380D_EB1_2
BL_US380D_EB_1
CL_US380D_1
BL_US380D_WB_1
FR_380D_EB1_1
℄ FR 380D-EB1
RP_WILM_EBEX_1
RP_WILM_EBEX_2
RP_WILM_EBEX_3
℄ RP WILM-EBEX
RP_WILM_EBEX_4
NTMWD UTILITY
EASEMENT
84" WM
NTMWD
72" WM
CITY OF IRVING
BL_US380D_EB_3
CL_US380D_3
BL_US380D_WB_3
535
PROP ROW
385
333
332
533
534
537
MATCHLINE ROLL 20
℄ US380D STA 1883+00.00
CSJ 0135-15-002

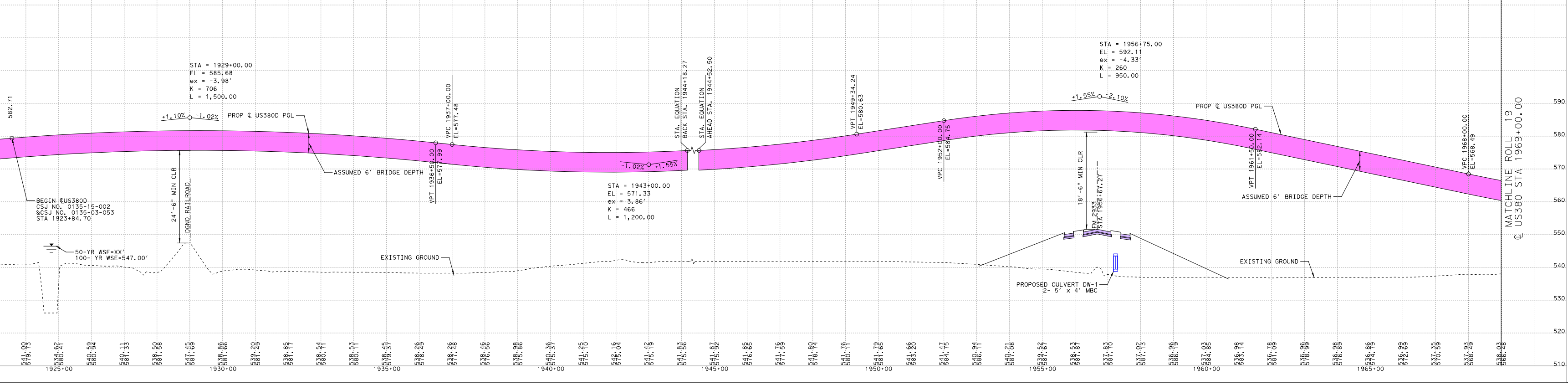
US 380 - SEGMENT D PROFILE




℄ RP WILM-WBEN
390
HISTORIC RAILROAD BRIDGE
538
RP_WILM_WBEN_3
FR_380D_WB1_4
540
543
RP_SH5_WBEX_1
RP_SH5_WBEX_2
℄ RP SH5-WBEX
STA. EQUATION
BACK STA. 1944+18.27
AHEAD STA. 1944+52.50
℄ US380D-WB
℄ US380D
℄ US380D-EB
RP_SH5_WBEX_3
RP_SH5_WBEX_4
℄ FR 380D-WB1
EXIT XXX
5
EXIT ONLY
STA. 1953+30 ℄ US 380
PROPOSED COSS
END BRIDGE
℄ FR 380D-WB1 STA 2954+75.38
MCINTYRE RD
(FUTURE WILMETH RD)
S 46° 34' 01.00" E
CL_WILMTH_1
PROPOSED CULVERT DW-1
℄ FR 380D-WB1 STA 2956+54.57
2- 5' x 4' MBC
543
EXIT XXX
5
EXIT ONLY
STA. 1966+70 ℄ US 380
PROPOSED COSS
RP_ARPDR_WBEN_1
543
℄ US380D-EB
℄ US380D
℄ US380D-WB
PROP ROW
RP_SH5_EBEN_2
RP_SH5_EBEN_1
539
℄ RP SH5-EBEN
RP_SH5_EBEN_3
380
DGNO RAILROAD
FR_380D_EB1_4
541
EXIT XXX
University Drive Airport Drive
EXIT ONLY
STA. 1943+90 ℄ US 380
PROPOSED COSS
PROP ROW
542
END BRIDGE
℄ FR 380D-EB1 STA 3950+04.76
℄ FR 380D-EB1
℄ WILMTH
MCINTYRE RD
(FUTURE WILMETH RD)
EXIT XXX
University Drive Airport Drive
EXIT ONLY
STA. 1957+90 ℄ US 380
PROPOSED COSS
544
PROP ROW
℄ RP ARPDR-EBEX
RP_ARPDR_EBEX_1
RP_ARPDR_EBEX_2
℄ FR 380D-EB1
END BRIDGE
℄ RP_ARPDR_EBEX STA 20+02.34
536
1925+00
1930+00
1935+00
1940+00
1945+00
1950+00
1955+00
1960+00
1965+00
2925+00
2930+00
2935+00
2940+00
2945+00
2950+00
2955+00
2960+00
2965+00
PROP ROW

MATCHLINE ROLL 19
℄ US380D STA 1969+00.00
CSJ 0135-15-002

US 380 - SEGMENT D PROFILE



MATCHLINE ROLL 19
℄ US380 STA 1969+00.00

Texas Department of Transportation

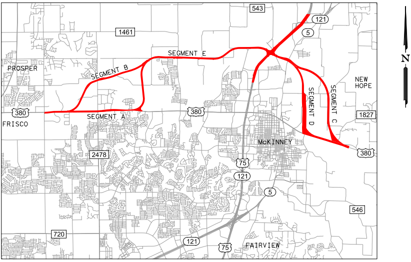
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

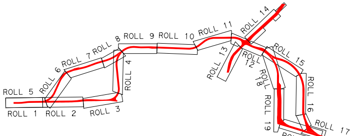
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

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
PROSPER
SEGMENT B
N
NEW HOPE
SEGMENT D
SEGMENT C
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 8
ROLL 9
ROLL 10
ROLL 7
ROLL 6
ROLL 13
ROLL 12
ROLL 15
ROLL 4
ROLL 18
ROLL 16
ROLL 5
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

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

ROLL 18 OF 20

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

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename:...\US380-WST-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
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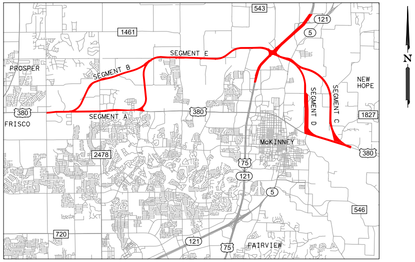
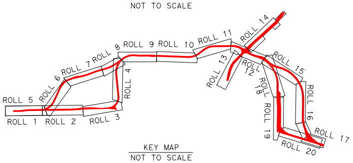
ROADWAY	FUNCTIONAL CLASS.	DESIGN SPEED	eMAX
US 380 MAINLANES	URBAN FREEWAY	70 MPH	6%
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


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

LOCATION MAP
NOT TO SCALE


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

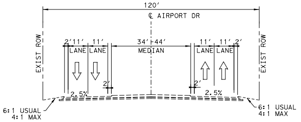
HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

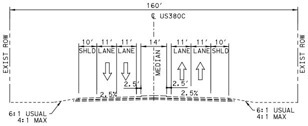
TYPICAL SECTIONS LEGEND:

⇨	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

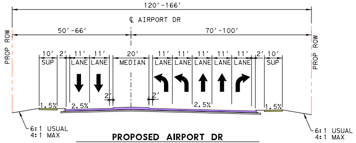
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN
ADEQUATE CLEAR ZONE PROVIDED)


120′
℄ AIRPORT DR
EXIST ROW
2′
11′
11′
34′-44′
11′
11′
2′
LANE
LANE
MEDIAN
LANE
LANE
EXIST ROW
2′
2′
2.5%
2.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

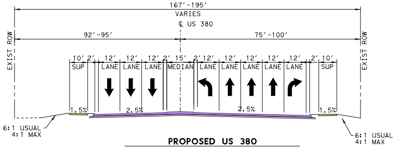
EXISTING AIRPORT DR
US 380 SEGMENT D


160′
℄ US380C
EXIST ROW
10′
11′
11′
14′
11′
11′
10′
SHLD
LANE
LANE
MEDIAN
LANE
LANE
SHLD
EXIST ROW
2.5′
2.5′
2.5%
2.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

EXISTING US 380
US 380 SEGMENT D


120′-166′
℄ AIRPORT DR
PROP ROW
50′-66′
70′-100′
10′
2′
11′
11′
20′
11′
11′
11′
11′
11′
2′
10′
SUP
LANE
LANE
MEDIAN
LANE
LANE
LANE
LANE
LANE
SUP
PROP ROW
2′
2′
1.5%
2.5%
2.5%
1.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED AIRPORT DR
US 380 SEGMENT D

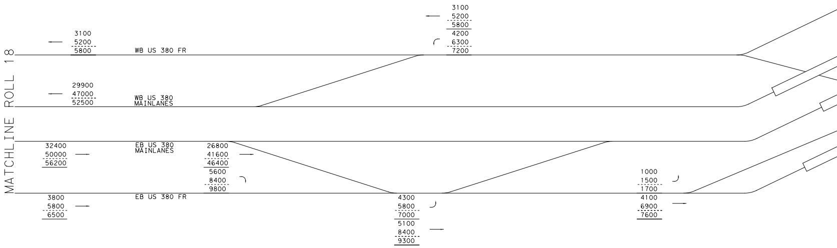

167′-195′
VARIES
℄ US 380
EXIST ROW
92′-95′
75′-100′
10′
2′
12′
12′
12′
2′
15′
2′
12′
12′
12′
12′
12′
2′
10′
SUP
LANE
LANE
LANE
MEDIAN
LANE
LANE
LANE
LANE
LANE
SUP
EXIST ROW
1.5%
2.5%
2.5%
1.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

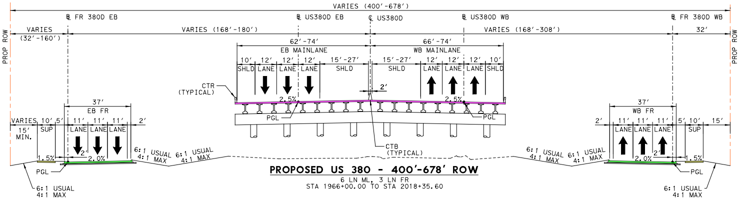
PROPOSED US 380
US 380 SEGMENT D

TRAFFIC LEGEND:

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

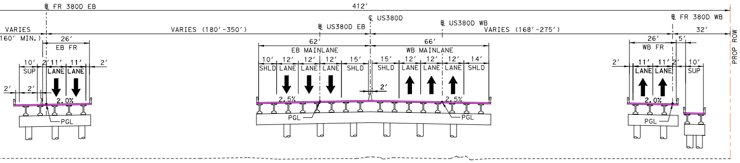
TRAFFIC VOLUMES APPROVED BY
TXDOT DALLAS DISTRICT ON 11/12/21


MATCHLINE ROLL 18
3100
5200
5800
WB US 380 FR
3100
5200
5800
4200
6300
7200
29900
47000
52500
WB US 380 MAINLANES
32400
50000
56200
EB US 380 MAINLANES
26800
41600
46400
5600
8400
9800
1000
1500
1700
3800
5800
6500
EB US 380 FR
4300
5800
7000
5100
8400
9300
4100
6900
7600


VARIES (400'-678')
℄ FR 380D EB
℄ US380D EB
℄ US380D
℄ US380D WB
℄ FR 380D WB
PROP ROW
VARIES (32'-160')
VARIES (168'-180')
VARIES (168'-308')
32'
62'-74'
EB MAINLANE
66'-74'
WB MAINLANE
10' 12' 12' 12' 15'-27'
SHLD LANE LANE LANE SHLD
15'-27' 12' 12' 12' 10'
SHLD LANE LANE LANE SHLD
2'
CTR (TYPICAL)
2.5%
2.5%
PGL
CTB (TYPICAL)
37'
EB FR
VARIES 10' 5' 11' 11' 11' 2'
15' MIN.
SUP LANE LANE LANE
1.5% 2' 2.0%
6:1 USUAL 4:1 MAX
37'
WB FR
2' 11' 11' 11' 5' 10' 15'
LANE LANE LANE SUP
2.0% 2' 1.5%
PROP ROW

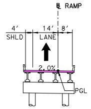
PROPOSED US 380 - 400'-678' ROW

6 LN ML, 3 LN FR
STA 1966+00.00 TO STA 2018+35.60


℄ FR 380D EB
412'
℄ US380D
℄ US380D EB
℄ US380D WB
℄ FR 380D WB
VARIES (160' MIN.)
26'
EB FR
VARIES (180'-350')
VARIES (168'-275')
32'
PROP ROW
10' 2' 11' 11' 2'
SUP LANE LANE
2' 2'
2.0%
PGL
62'
EB MAINLANE
10' 12' 12' 12' 15'
SHLD LANE LANE LANE SHLD
66'
WB MAINLANE
15' 12' 12' 12' 14'
SHLD LANE LANE LANE SHLD
2'
2.5%
2.5%
26'
WB FR
5'
2' 11' 11' 2' 10'
LANE LANE SUP
2.0%

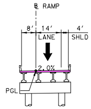
PROPOSED US 380 - 412' ROW

6 LN ML, 2 LN FR
STA 2018+35.60 TO STA 2035+00.00


℄ RAMP
4' 14' 8'
SHLD LANE
2.0%
PGL

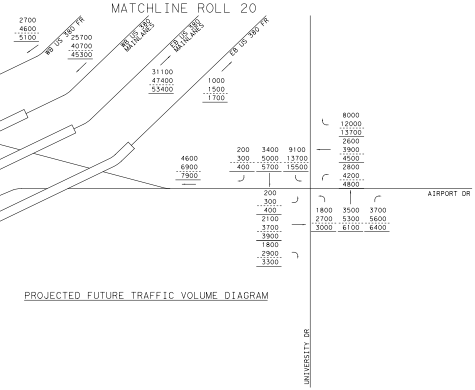
PROPOSED US 380

1 LN RAMP


℄ RAMP
8' 14' 4'
LANE SHLD
2.0%
PGL

PROPOSED US 380

1 LN RAMP


MATCHLINE ROLL 20
WB US 380 FR
WB US 380 MAINLANES
EB US 380 MAINLANES
EB US 380 FR
2700
4600
5100
25700
40700
45300
31100
47400
53400
1000
1500
1700
4600
6900
7900
200
300
400
3400
5000
5700
9100
13700
15500
8000
12000
13700
2600
3900
4500
2800
4200
4800
200
300
400
2100
3700
3900
1800
2900
3300
1800
2700
3000
3500
5300
6100
3700
5600
6400
AIRPORT DR
UNIVERSITY DR

PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

US 380 - SEGMENT D

HORIZONTAL CURVE DATA

ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)	PI EASTING (X)
CL_US380D	CL_US380D_4	5° 2′ 24.29"	0° 24′ 22.87"	620.56′	1,240.32′	14,100.00′	1968+78.29	1981+18.61	1974+98.85	7,133,688.95	2,549,993.03
	CL_US380D_5	5° 23′ 24.97"	0° 24′ 22.87"	663.74′	1,326.50′	14,100.00′	1981+18.61	1994+45.11	1987+82.35	7,132,409.16	2,550,100.58
	CL_US380D_6	73° 48′ 51.11"	1° 41′ 6.61"	2,553.45′	4,380.22′	3,400.00′	2009+21.44	2053+01.66	2034+74.89	7,127,715.89	2,550,052.52
BL_US380D_EB	BL_US380D_EB_4	5° 2′ 23.04"	0° 24′ 18.73"	622.28′	1,243.75′	14,140.00′	1968+09.99	1980+53.75	1974+32.27	7,133,687.31	2,549,953.03
	BL_US380D_EB_5	5° 23′ 24.97"	0° 24′ 27.03"	661.86′	1,322.74′	14,060.00′	1980+53.75	1993+76.48	1987+15.60	7,132,407.69	2,550,060.56
	BL_US380D_EB_6	73° 48′ 51.11"	1° 39′ 56.07"	2,583.49′	4,431.75′	3,440.00′	2008+52.82	2052+84.57	2034+36.31	7,127,686.26	2,550,012.22
BL_US380D_WB	BL_US380D_WB_4	5° 2′ 24.29"	0° 24′ 27.03"	618.80′	1,236.80′	14,060.00′	1969+46.62	1981+83.42	1975+65.42	7,133,690.55	2,550,033.04
	BL_US380D_WB_5	5° 23′ 24.97"	0° 24′ 18.73"	665.62′	1,330.26′	14,140.00′	1981+83.42	1995+13.68	1988+49.04	7,132,410.64	2,550,140.60
	BL_US380D_WB_6	73° 48′ 51.11"	1° 42′ 18.83"	2,523.41′	4,328.69′	3,360.00′	2009+90.01	2053+18.71	2035+13.42	7,127,745.52	2,550,092.83
FR_380D_EB1	FR_380D_EB1_6	5° 2′ 23.78"	0° 24′ 5.65"	627.94′	1,255.06′	14,268.00′	2968+78.29	2981+33.35	2975+06.23	7,133,682.27	2,549,825.00
	FR_380D_EB1_7	5° 23′ 24.46"	0° 24′ 40.35"	655.88′	1,310.80′	13,933.47′	2981+33.35	2994+44.15	2987+89.23	7,132,402.96	2,549,932.51
	FR_380D_EB1_8	15° 13′ 21.67"	1° 36′ 20.96"	476.79′	947.97′	3,568.00′	3009+68.14	3019+16.10	3014+44.93	7,129,746.44	2,549,905.30
	FR_380D_EB1_9	23° 11′ 56.97"	5° 28′ 1.76"	215.12′	424.34′	1,048.00′	3028+13.43	3032+37.77	3030+28.54	7,128,208.77	2,550,306.87
	FR_380D_EB1_10	35° 23′ 32.47"	3° 0′ 56.04"	606.23′	1,173.65′	1,900.00′	3035+78.97	3047+52.63	3041+85.20	7,127,290.62	2,551,019.97
FR_380D_EB2	FR_380D_EB2_1	14° 46′ 46.12"	1° 36′ 38.84"	461.33′	917.53′	3,557.00′	5000+00.00	5009+17.53	5004+61.33	7,129,213.16	2,550,025.85
	FR_380D_EB2_2	41° 13′ 11.22"	7° 3′ 53.39"	304.99′	583.45′	811.00′	5013+91.19	5019+74.64	5016+96.18	7,128,072.93	2,550,513.10
FR_380D_EB3	FR_380D_EB3_1	5° 26′ 4.17"	0° 59′ 30.40"	274.18′	547.95′	5,777.08′	6023+02.32	6028+50.28	6025+76.50	7,127,596.52	2,549,836.95
FR_380D_WB1	FR_380D_WB1_6	6° 26′ 42.25"	0° 24′ 5.65"	803.33′	1,604.97′	14,268.00′	2981+04.59	2997+09.56	2989+07.92	7,132,284.13	2,550,279.68
	FR_380D_WB1_7	8° 3′ 17.29"	1° 55′ 26.29"	209.67′	418.66′	2,978.00′	2997+09.56	3001+28.22	2999+19.24	7,131,271.53	2,550,250.66
	FR_380D_WB1_8	25° 7′ 39.74"	2° 51′ 58.40"	445.51′	876.68′	1,999.00′	3018+67.80	3027+44.48	3023+13.30	7,128,891.76	2,550,518.16
	FR_380D_WB1_9	41° 41′ 11.37"	1° 50′ 53.70"	1,180.26′	2,255.46′	3,100.00′	3027+44.48	3049+99.94	3039+24.74	7,127,506.18	2,551,368.61
FR_380D_WB2	FR_380D_WB2_1	1° 29′ 53.51"	1° 0′ 30.09"	74.29′	148.58′	5,682.08′	4022+55.39	4024+03.97	4023+29.68	7,127,761.48	2,549,684.07
	FR_380D_WB2_2	4° 28′ 35.85"	2° 35′ 24.82"	86.46′	172.83′	2,212.00′	4024+03.97	4025+76.79	4024+90.42	7,127,704.53	2,549,834.40
	FR_380D_WB2_3	29° 53′ 48.72"	5° 27′ 24.27"	280.33′	547.89′	1,050.00′	4035+04.51	4040+52.40	4037+84.84	7,127,335.11	2,551,075.06
FR_380D_WB3	FR_380D_WB3_1	14° 8′ 11.20"	2° 23′ 53.94"	296.22′	589.43′	2,389.00′	11+36.15	17+25.58	14+32.37	7,128,902.36	2,550,494.83
	FR_380D_WB3_2	38° 37′ 52.56"	6° 58′ 13.04"	288.11′	554.23′	822.00′	17+25.58	22+79.81	20+13.69	7,128,355.21	2,550,699.94
RP_ARPDR_EBEX	RP_ARPDR_EBEX_3	4° 33′ 22.59"	5° 27′ 24.27"	41.77	83.50	1050.00	22+50.12	23+33.62	22+91.89	7,134,105.95	2,549,847.15
RP_WILM_EBEN	RP_WILM_EBEN_1	8° 59′ 55.55"	5° 27′ 24.27"	82.63	164.91	1050.00	10+00.00	11+64.91	10+82.63	7,132,563.19	2,549,929.51
	RP_WILM_EBEN_2	10° 49′ 19.18"	5° 27′ 24.27"	99.46	198.32	1050.00	11+64.91	13+63.23	12+64.37	7,132,385.16	2,549,967.69
	RP_WILM_EBEN_3	2° 46′ 41.58"	0° 43′ 40.90"	190.84	381.61	7870.00	18+71.55	22+53.16	20+62.39	7,131,586.74	2,549,985.57
	RP_WILM_EBEN_4	4° 38′ 50.85"	1° 14′ 44.02"	186.66	373.12	4600.00	22+53.16	26+26.28	24+39.82	7,131,210.19	2,550,012.30
RP_ARPDR_WBEN	RP_ARPDR_WBEN_1	5° 20′ 2.26"	1° 14′ 44.02"	214.27	428.24	4600.00	10+00.00	14+28.24	12+14.27	7,134,294.37	2,550,071.53
	RP_ARPDR_WBEN_2	1° 4′ 46.67"	0° 43′ 40.90"	74.15	148.30	7870.00	14+28.24	15+76.53	15+02.39	7,134,007.09	2,550,097.16
	RP_ARPDR_WBEN_3	9° 47′ 37.12"	5° 27′ 24.27"	89.96	179.48	1050.00	20+33.52	22+13.00	21+23.48	7,133,387.52	2,550,140.68
	RP_ARPDR_WBEN_4	9° 12′ 28.08"	5° 23′ 5.79"	85.68	170.99	1064.00	22+13.00	23+83.99	22+98.68	7,133,216.96	2,550,182.61
CL_WOODLWN1	CL_WOODLWN1_1	48° 34′ 21.00"	15° 52′ 17.07"	162.89	306.04	361.00	11+26.93	14+32.96	12+89.82	7,133,718.70	2,550,463.69
CL_WOODLWN2	CL_WOODLWN2_1	85° 41′ 29.44"	44° 4′ 25.24"	120.57	194.43	130.00	10+37.38	12+31.81	11+57.95	7,132,790.86	2,549,739.07

PROPERTY OWNERS DATA

PARCEL NO.	OWNER'S NAME	ADDRESS
453	OWEN MIKE &	2834 BANDIT TRL
543	LACORE AGRICULTURE LLC	901 SAM RAYBURN HWY
544	ALLEN COMMERCE CENTER LP	1226 CHEROKEE DR
545	CARAWAY STEVE	150 BUCKINGHAM LN
546	ESCAMILLA PATRICIA ANNETTE &	2327 W LINE RD
547	ALLEN COMMERCE CENTER LP	1226 CHEROKEE DR
548	MUELLER JENS	2902 WOODLAWN RD
549	CARAWAY STEVE &	150 BUCKINGHAM LN
550	CARAWAY STEVE L	150 BUCKINGHAM LN
551	CARAWAY MEAGHAN K & STEVE L	150 BUCKINGHAM LN
552	MUELLER JENS	2902 WOODLAWN RD
553	MUELLER JENS	2902 WOODLAWN RD
554	MONTES ALEJANDRA	2900 WOODLAWN RD
555	ALLEN COMMERCE CENTER LP	1226 CHEROKEE DR
556	SYMPHONY NORTHCREEK LLC	4004 BELT LINE RD STE 115
557	CARAWAY STEVE	150 BUCKINGHAM LN
558	MCLAUGHLIN GAIL LIVING TRUST	PO BOX 2424
559	KING EDWIN V JR	2601 WOODLAWN RD
560	COWART MILTON & VANESSA	PO BOX 2955
561	WOODLAWN380 HOLDING LLC	2107 GRASSLAND DR
562	COWART MILTON & VANESSA	PO BOX 2955
563	KRIECHBAUM VICTOR M & MONIKA	2501 WOODLAWN RD
564	SALINAS OSIEL	900 HART RD
565	0	0
566	THUONG HANH BUDDHIST MONASTERY	2301 WOODLAWN RD
567	COLLINS BRYAN	807 E UNIVERSITY DR
568	SAULS FAMILY LTD	PO BOX 2882
569	CANO ROSALVA &	1005 E UNIVERSITY DR
570	SAULS FAMILY LTD	PO BOX 2882
571	RACETRAC PETROLEUM INC	200 GALLERIA PKWY SE STE 900
572	LATTIMORE MATERIALS COMPANY LP	PO BOX 2469
573	LATTIMORE MATERIALS COMPANY LP	PO BOX 2469
574	MCKINNEY CITY OF	PO BOX 517
575	INTERMCKINNEY LLC	119 W VIRGINIA ST STE 205
576	MCKINNEY CITY OF	PO BOX 517
577	PONSE JUAN U & TEODORA	301 BOLIN RD
578	PONSE JUAN	301 BOLIN RD
579	PONSE JUAN	301 BOLIN RD
580	PONSE JUAN & TEODORA	301 BOLIN RD
581	PONSE JUAN	301 BOLIN RD
582	GUERRERO MARIA	1215 ROOSEVELT ST
583	CORONADO MARCELINO J	2908 CEDAR CT
584	CORONADO MARCELINO J	2908 CEDAR CT
585	MCKEE LIVING TRUST	2101 WOODLAWN RD

SUPERELEVATION DATA

CHAIN NAME	STATION	CROSS SLOPE
CL_US380D	2005+66.00	-2.50%
	2010+11.00	4.90%
	2052+12.00	4.90%
	2056+57.00	-2.50%

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
3	LANE MERGE	CL_US380D	1968+78.55, 16.00 RT	1977+15.46, 28.00 RT	70 : 1
4	LANE MERGE	CL_US380D	2007+49.77, 76.00 RT	2018+65.96, 52.00 RT	94 : 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.

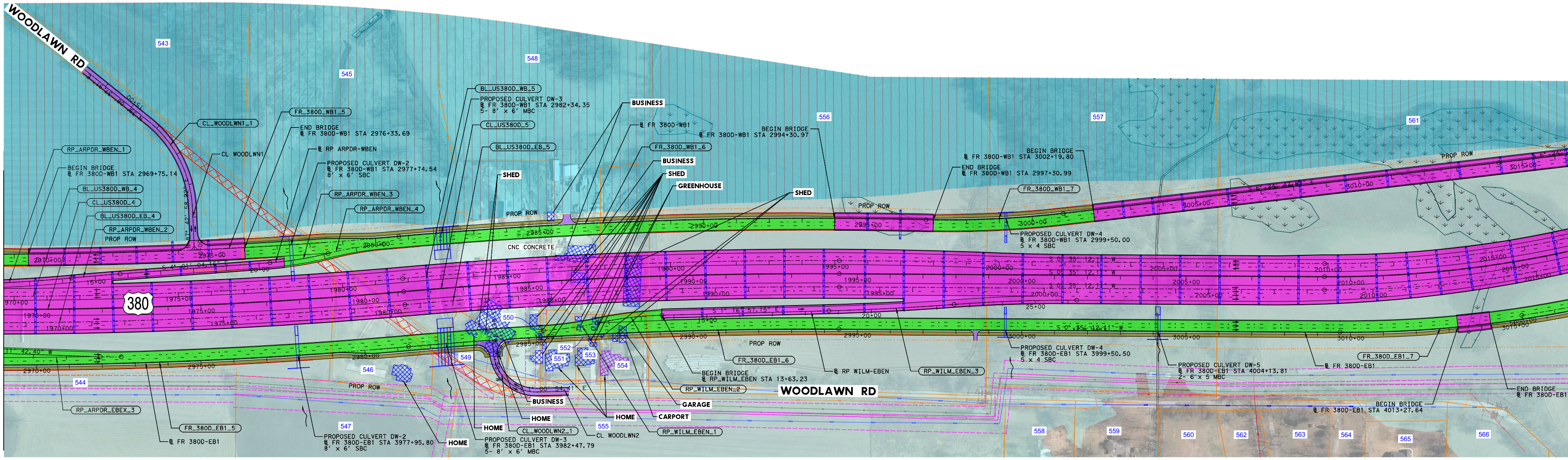
19. TRAFFIC VOLUMES BASED ON TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P.

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


N
WOODLAWN RD
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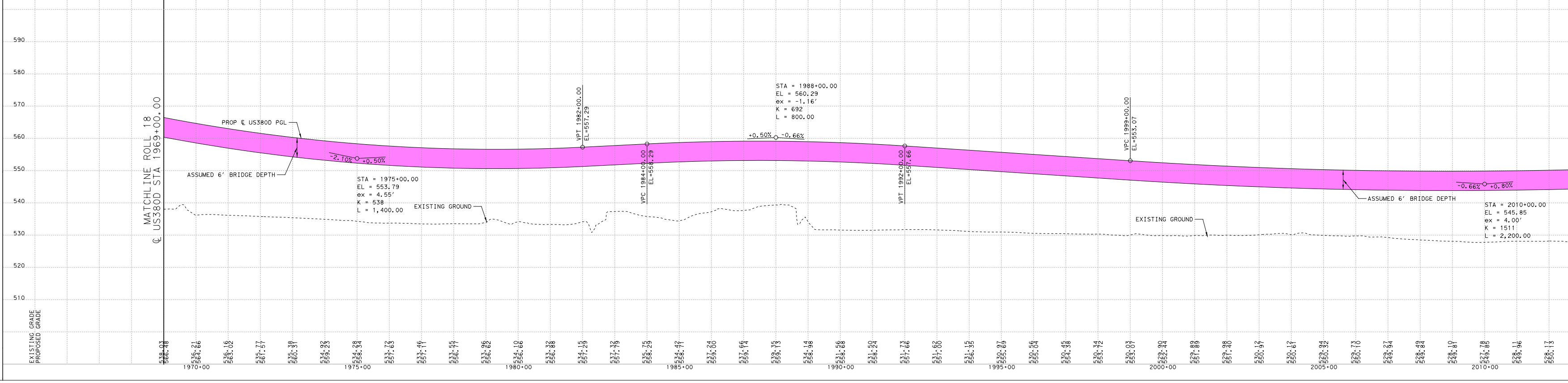
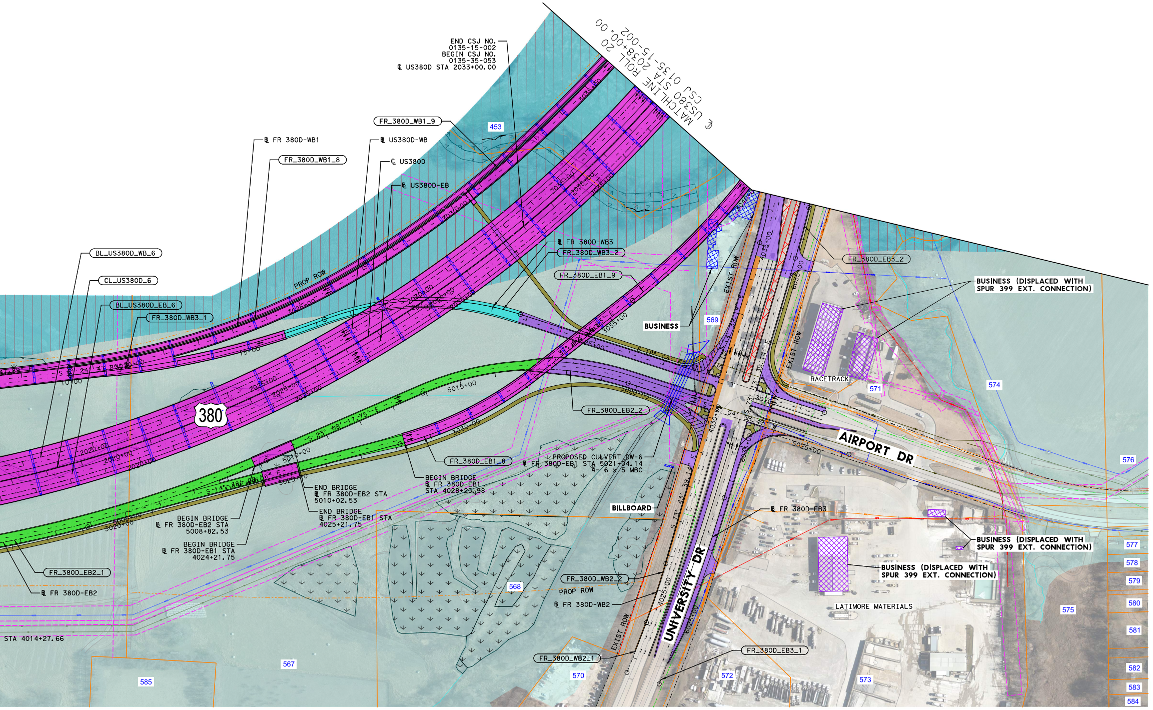
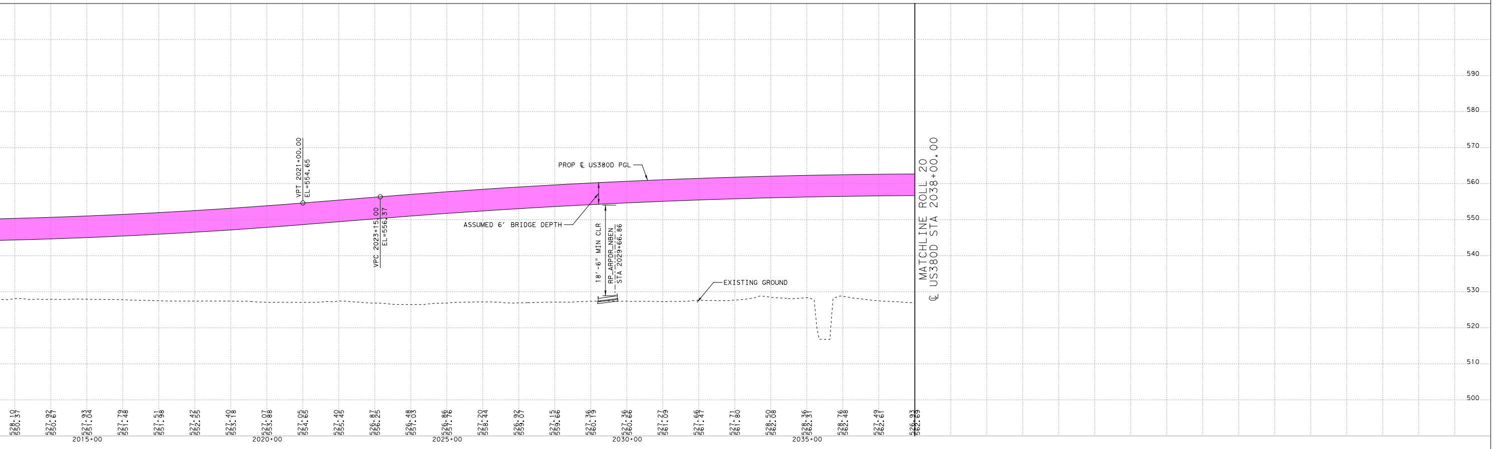
566
380
MATCHLINE ROLL 18
℄ US380 STA 1969+00.00
CSJ 0135-15-002
RP_ARPDR_WBEN_1
BEGIN BRIDGE
℄ FR 380D-WB1 STA 2969+75.14
BL_US380D_WB_4
CL_US380D_4
BL_US380D_EB_4
RP_ARPDR_WBEN_2
PROP ROW
CL_WOODLWN1_1
CL WOODLWN1
FR_380D_WB1_5
END BRIDGE
℄ FR 380D-WB1 STA 2976+33.69
℄ RP ARPDR-WBEN
PROPOSED CULVERT DW-2
℄ FR 380D-WB1 STA 2977+74.54
8' x 6' SBC
RP_ARPDR_WBEN_3
RP_ARPDR_WBEN_4
BL_US380D_WB_5
PROPOSED CULVERT DW-3
℄ FR 380D-WB1 STA 2982+34.35
5- 8' x 6' MBC
CL_US380D_5
BL_US380D_EB_5
SHED
BUSINESS
℄ FR 380D-WB1
FR_380D_WB1_6
BUSINESS
SHED
GREENHOUSE
SHED
PROP ROW
CNC CONCRETE
BEGIN BRIDGE
℄ FR 380D-WB1 STA 2994+30.97
BEGIN BRIDGE
℄ FR 380D-WB1 STA 3002+19.80
END BRIDGE
℄ FR 380D-WB1 STA 2997+30.99
FR_380D_WB1_7
PROP ROW
PROPOSED CULVERT DW-4
℄ FR 380D-WB1 STA 2999+50.00
5 x 4 SBC
S 4° 01' 04.16" E
S 0° 35' 12.11" W
S 1° 16' 57.15" E
S 6° 24' 47.49" E
11' 42.40" W
00' 54.41" E
1970+00
1975+00
1980+00
1985+00
1990+00
1995+00
2000+00
2005+00
2010+00
2015+00
2970+00
2975+00
2980+00
2985+00
2990+00
2995+00
3000+00
3005+00
3010+00
3015+00
15+00
20+00
25+00
RP_ARPDR_EBEX_3
FR_380D_EB1_5
℄ FR 380D-EB1
PROPOSED CULVERT DW-2
℄ FR 380D-EB1 STA 3977+95.80
8' x 6' SBC
HOME
HOME
PROPOSED CULVERT DW-3
℄ FR 380D-EB1 STA 3982+47.79
5- 8' x 6' MBC
CL_WOODLWN2_1
BUSINESS
HOME
CL WOODLWN2
HOME
CARPORT
GARAGE
RP_WILM_EBEN_1
RP_WILM_EBEN_2
BEGIN BRIDGE
℄ RP_WILM_EBEN STA 13+63.23
FR_380D_EB1_6
PROP ROW
℄ RP WILM-EBEN
RP_WILM_EBEN_3
WOODLAWN RD
PROPOSED CULVERT DW-4
℄ FR 380D-EB1 STA 3999+50.50
5 x 4 SBC
PROPOSED CULVERT DW-5
℄ FR 380D-EB1 STA 4004+13.81
2- 6 x 5 MBC
℄ FR 380D-EB1
FR_380D_EB1_7
BEGIN BRIDGE
℄ FR 380D-EB1 STA 4013+27.64
END BRIDGE
℄ FR 380D-EB1

US 380 - SEGMENT D PROFILE




END CSJ NO. 0135-15-002
BEGIN CSJ NO. 0135-35-053
℄ US380D STA 2033+00.00
MATCHLINE ℄ US380D STA 2038+00.00 ROLL 20
CSJ 0135-15-002
FR_380D_WB1_9
℄ FR 380D-WB1
FR_380D_WB1_8
℄ US380D-WB
℄ US380D
℄ US380D-EB
BL_US380D_WB_6
CL_US380D_6
BL_US380D_EB_6
FR_380D_WB3_1
℄ FR 380D-WB3
FR_380D_WB3_2
FR_380D_EB1_9
FR_380D_EB3_2
PROP ROW
EXIST ROW
BUSINESS
BUSINESS (DISPLACED WITH SPUR 399 EXT. CONNECTION)
RACETRACK
380
FR_380D_EB2_2
FR_380D_EB1_8
PROPOSED CULVERT DW-6
℄ FR 380D-EB1 STA 5021+04.14
4 - 6' x 5' MBC
BEGIN BRIDGE
℄ FR 380D-EB1
STA 4028+25.98
END BRIDGE
℄ FR 380D-EB2 STA 5010+02.53
END BRIDGE
℄ FR 380D-EB1 STA 4025+21.75
BEGIN BRIDGE
℄ FR 380D-EB2 STA 5008+82.53
BEGIN BRIDGE
℄ FR 380D-EB1 STA 4024+21.75
FR_380D_EB2_1
℄ FR 380D-EB2
STA 4014+27.66
BILLBOARD
℄ FR 380D-EB3
AIRPORT DR
UNIVERSITY DR
FR_380D_WB2_2
PROP ROW
℄ FR 380D-WB2
FR_380D_WB2_1
FR_380D_EB3_1
LATIMORE MATERIALS
453
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
N



Texas Department of Transportation

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

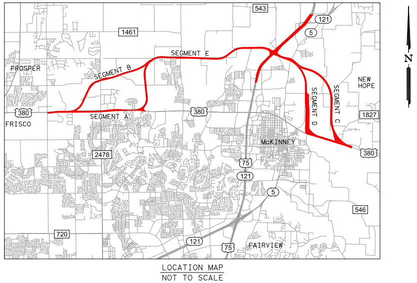
PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

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

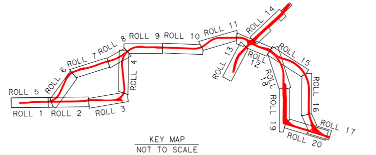
SEGMENT A LENGTH: 5.47 MILES
SEGMENT B LENGTH: 4.54 MILES
SEGMENT C LENGTH: 4.21 MILES

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
SEGMENT D
SEGMENT C
380
SEGMENT A
1827
FRISCO
McKINNEY
2478
75
121
5
546
720
121
75
FAIRVIEW
N

LOCATION MAP
NOT TO SCALE


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

KEY MAP
NOT TO SCALE

SCHEMATIC PREPARED BY:

NAME	P.E. NUMBER
DAVID SUTTON	120142

DATE: 02/23/2022

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 19 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-WST-RD-SHT-002.dgn

Pen Table: 123912 - US 380 EIS Pentable.tbl
Design Filename: ...\US380-WST-RD-SHT-003.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
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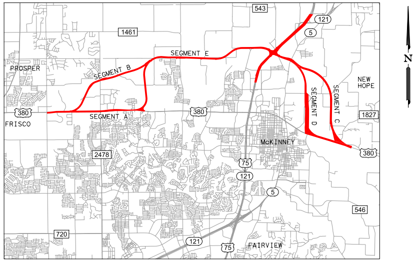
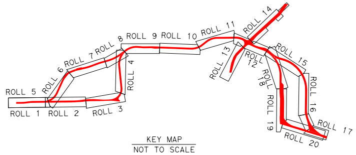
RAMPS	URBAN FREEWAY	45 MPH	6%
DIRECT CONNECTOR	URBAN FREEWAY	45 MPH	6%
COLLECTOR DISTR	URBAN FREEWAY	45 MPH	6%
FRONTAGE RD	URBAN COLLECTOR	45 MPH	2%
INTERSECTING ST	URBAN MINOR ARTERIAL	30 MPH	2%
INTERSECTING ST	URBAN COLLECTOR	30 MPH	2%
TURNAROUNDS	URBAN MINOR COLLECTOR	20 MPH	2%


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

LOCATION MAP
NOT TO SCALE


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

HORZ SCALE
0 50 100 200

VERT SCALE
0 5 10 20

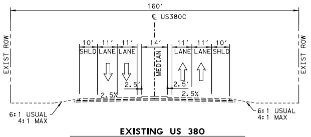
ROLL 20 OF 20

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

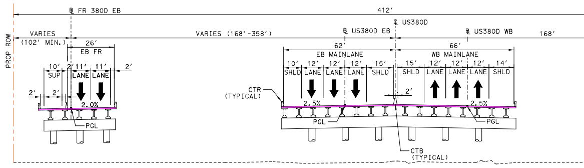
TYPICAL SECTIONS LEGEND:

⇨	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

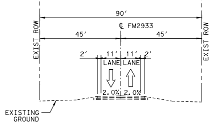
NOTES:
CTB: CONCRETE TRAFFIC BARRIER
CTR: CONCRETE TRAFFIC RAIL
(CTR NOT REQUIRED WHEN
ADEQUATE CLEAR ZONE PROVIDED)


160'
℄ US380C
EXIST ROW
10' 11' 11' 14' 11' 11' 10'
SHLD LANE LANE MEDIAN LANE LANE SHLD
2.5%
2.5%
6:1 USUAL
4:1 MAX

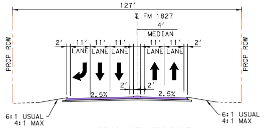
EXISTING US 380
US 380 SEGMENT D


℄ FR 380D EB
412'
PROP ROW
VARIES (102' MIN.)
VARIES (168'-358')
℄ US380D
℄ US380D EB
℄ US380D WB
168'
26'
EB FR
10' 2' 11' 11' 2'
SUP LANE LANE
2' 2'
2.0%
PGL
62'
66'
EB MAINLANE
WB MAINLANE
10' 12' 12' 12' 15' 15' 12' 12' 12' 14'
SHLD LANE LANE LANE SHLD SHLD LANE LANE LANE SHLD
CTR (TYPICAL)
2'
2.5%
2.5%
PGL
CTB (TYPICAL)

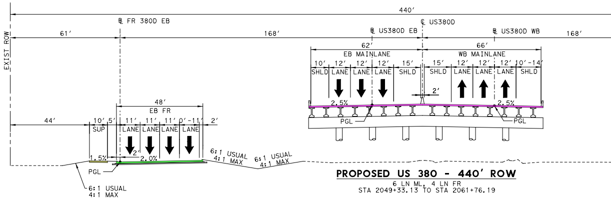
PROPOSED US 380 - 412' ROW
6 LN ML, 2 LN FR
STA 2035+00.00 TO STA 2049+33.13


90'
℄ FM2933
EXIST ROW
45' 45'
2' 11' 11' 2'
LANE LANE
2.0% 2.0%
EXISTING GROUND

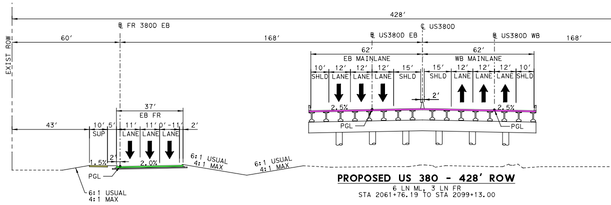
EXISTING FM1827
US 380 SEGMENT D


127'
℄ FM 1827
4'
MEDIAN
PROP ROW
2' 11' 11' 11' 11' 11' 2'
LANE LANE LANE LANE LANE
2' 2'
2.5% 2.5%
6:1 USUAL
4:1 MAX

PROPOSED FM 1827
US 380 SEGMENT D


440'
℄ FR 380D EB
℄ US380D
℄ US380D EB
℄ US380D WB
EXIST ROW
61'
168'
168'
62'
66'
EB MAINLANE
WB MAINLANE
10' 12' 12' 12' 15' 15' 12' 12' 12' 10'-14'
SHLD LANE LANE LANE SHLD SHLD LANE LANE LANE SHLD
2'
2.5%
2.5%
PGL
48'
EB FR
44'
10' 5' 11' 11' 11' 0'-11' 2'
SUP LANE LANE LANE LANE
1.5% 2' 2.0%
PGL
6:1 USUAL
4:1 MAX

PROPOSED US 380 - 440' ROW
6 LN ML, 4 LN FR
STA 2049+33.13 TO STA 2061+76.19

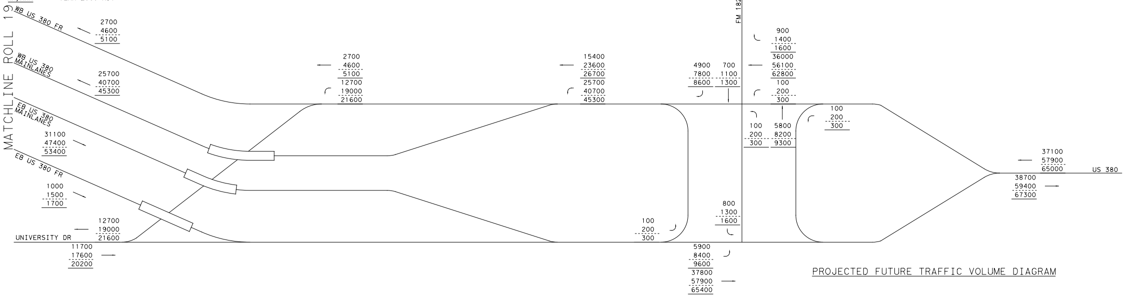

428'
℄ FR 380D EB
℄ US380D
℄ US380D EB
℄ US380D WB
EXIST ROW
60'
168'
168'
62'
62'
EB MAINLANE
WB MAINLANE
10' 12' 12' 12' 15' 15' 12' 12' 12' 10'
SHLD LANE LANE LANE SHLD SHLD LANE LANE LANE SHLD
2'
2.5%
2.5%
PGL
37'
EB FR
43'
10' 5' 11' 11' 0'-11' 2'
SUP LANE LANE LANE
1.5% 2' 2.0%
PGL
6:1 USUAL
4:1 MAX

PROPOSED US 380 - 428' ROW
6 LN ML, 3 LN FR
STA 2061+76.19 TO STA 2099+13.00

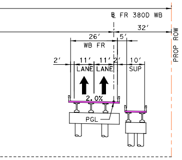
TRAFFIC LEGEND:

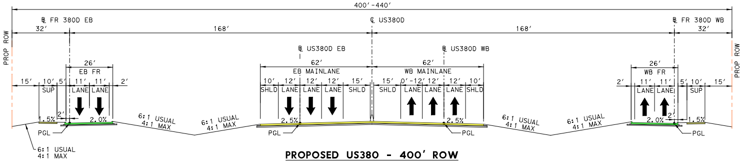
XX,XXX	YEAR 2030 ADT
XX,XXX	YEAR 2050 ADT
XX,XXX	YEAR 2060 ADT

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


MATCHLINE ROLL 19
WB US 380 FR
2700
4600
5100
WB US 380 MAINLANES
25700
40700
45300
EB US 380 MAINLANES
31100
47400
53400
EB US 380 FR
1000
1500
1700
UNIVERSITY DR
12700
19000
21600
11700
17600
20200
2700
4600
5100
12700
19000
21600
15400
23600
26700
25700
40700
45300
FM 1827
4900
7800
8600
700
1100
1300
900
1400
1600
36000
56100
62800
100
200
300
100
200
300
5800
8200
9300
100
200
300
100
200
300
800
1300
1600
5900
8400
9600
37800
57900
65400
37100
57900
65000
US 380
38700
59400
67300

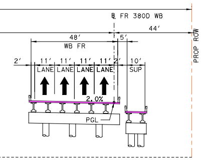
PROJECTED FUTURE TRAFFIC VOLUME DIAGRAM

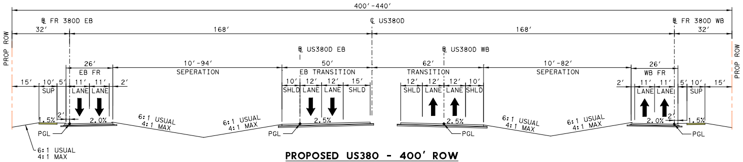

℄ FR 380D WB
32'
PROP ROW
26'
5'
WB FR
2'
11'
11'
2'
10'
LANE
LANE
SUP
2.0%
PGL


400'–440'
℄ FR 380D EB
32'
168'
℄ US380D
168'
℄ FR 380D WB
32'
PROP ROW
PROP ROW
℄ US380D EB
℄ US380D WB
26'
EB FR
62'
EB MAINLANE
62'
WB MAINLANE
26'
WB FR
15'
10'
5'
11'
11'
2'
SUP
LANE
LANE
10'
12'
12'
12'
15'
SHLD
LANE
LANE
LANE
SHLD
15'
0'-12'
12'
12'
10'
SHLD
LANE
LANE
LANE
SHLD
2'
11'
11'
5'
10'
15'
LANE
LANE
SUP
1.5%
2'
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
2.5%
2.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
2.0%
2'
1.5%
PGL
PGL
PGL
PGL
6:1 USUAL
4:1 MAX

PROPOSED US380 - 400' ROW

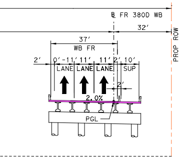
6 LN ML, 4 LN FR
STA 2071+84.69 TO STA 2118+73.04

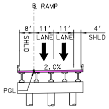

℄ FR 380D WB
44'
PROP ROW
48'
5'
WB FR
2'
11'
11'
11'
11'
2'
10'
LANE
LANE
LANE
LANE
SUP
2.0%
PGL


400'–440'
℄ FR 380D EB
32'
168'
℄ US380D
168'
℄ FR 380D WB
32'
PROP ROW
PROP ROW
℄ US380D EB
℄ US380D WB
26'
EB FR
10'-94'
SEPERATION
50'
EB TRANSITION
62'
TRANSITION
10'-82'
SEPERATION
26'
WB FR
15'
10'
5'
11'
11'
2'
SUP
LANE
LANE
10'
12'
12'
15'
SHLD
LANE
LANE
SHLD
12'
12'
12'
10'
SHLD
LANE
LANE
SHLD
2'
11'
11'
5'
10'
15'
LANE
LANE
SUP
1.5%
2'
2.0%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
2.5%
2.5%
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX
2.0%
2'
1.5%
PGL
PGL
PGL
PGL
6:1 USUAL
4:1 MAX

PROPOSED US380 - 400' ROW

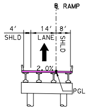
6 LN ML, 4 LN FR
STA 2071+84.69 TO STA 2118+73.04


℄ FR 380D WB
32'
PROP ROW
37'
WB FR
2'
0'-11'
11'
11'
2'
10'
LANE
LANE
LANE
SUP
2'
2.0%
PGL


℄ RAMP
8'
11'
11'
4'
SHLD
LANE
LANE
SHLD
2.0%
PGL

PROPOSED US 380

2 LN RAMP


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

PROPOSED US 380

1 LN RAMP

HORIZONTAL CURVE DATA

ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PT STATION	PI STATION	PI NORTHING (Y)
CL_US380D	CL_US380D_6	73° 48′ 51.11"	1° 41′ 6.61"	2,553.45′	4,380.22′	3,400.00′	2009+21.44	2053+01.66	2034+74.89	7,127,715.89
	CL_US380D_7	1° 10′ 52.41"	0° 22′ 55.10"	154.63′	309.24′	15,000.00′	2100+14.73	2103+23.97	2101+69.36	7,125,574.35
BL_US380D_EB	BL_US380D_EB_6	73° 48′ 51.11"	1° 39′ 56.07"	2,583.49′	4,431.75′	3,440.00′	2008+52.82	2052+84.57	2034+36.31	7,127,686.26
	BL_US380D_EB_7	1° 10′ 52.41"	0° 22′ 58.78"	154.22′	308.42′	14,960.00′	2099+97.64	2103+06.06	2101+51.85	7,125,536.17
BL_US380D_WB	BL_US380D_WB_6	73° 48′ 51.11"	1° 42′ 18.83"	2,523.41′	4,328.69′	3,360.00′	2009+90.01	2053+18.71	2035+13.42	7,127,745.52
	BL_US380D_WB_7	1° 10′ 52.41"	0° 22′ 51.44"	155.04′	310.07′	15,040.00′	2100+31.77	2103+41.84	2101+86.81	7,125,612.53
FR_380D_EB1	FR_380D_EB1_10	35° 23′ 32.47"	3° 0′ 56.04"	606.23′	1,173.65′	1,900.00′	3035+78.97	3047+52.63	3041+85.20	7,127,290.62
	FR_380D_EB1_11	7° 17′ 40.46"	5° 12′ 31.35"	70.12′	140.05′	1,100.00′	3052+83.03	3054+23.07	3053+53.14	7,126,942.38
	FR_380D_EB1_12	7° 17′ 40.46"	5° 5′ 50.96"	71.65′	143.10′	1,124.00′	3054+23.07	3055+66.17	3054+94.72	7,126,884.57
FR_380D_EB3	FR_380D_EB3_2	3° 17′ 35.04"	2° 16′ 5.67"	72.61′	145.18′	2,526.00′	6035+44.19	6036+89.37	6036+16.80	7,127,296.20
	FR_380D_EB3_3	3° 17′ 35.18"	2° 11′ 0.70"	75.43′	150.82′	2,624.00′	6036+89.37	6038+40.19	6037+64.80	7,127,261.69
	FR_380D_EB3_4	1° 10′ 52.41"	1° 0′ 28.87"	58.59′	117.18′	5,684.00′	6099+63.51	6100+80.69	6100+22.10	7,125,455.99
FR_380D_WB1	FR_380D_WB1_9	41° 41′ 11.37"	1° 50′ 53.70"	1,180.26′	2,255.46′	3,100.00′	3027+44.48	3049+99.94	3039+24.74	7,127,506.18
FR_380D_WB2	FR_380D_WB2_3	29° 53′ 48.72"	5° 27′ 24.27"	280.33′	547.89′	1,050.00′	4035+04.51	4040+52.40	4037+84.84	7,127,335.11
	FR_380D_WB2_4	38° 28′ 45.15"	5° 15′ 58.16"	379.73′	730.69′	1,088.00′	4040+52.40	4047+83.09	4044+32.12	7,127,484.99
	FR_380D_WB2_5	8° 34′ 56.29"	1° 50′ 30.18"	233.43′	466.00′	3,111.00′	4047+83.09	4052+49.08	4050+16.52	7,127,222.42
	FR_380D_WB2_6	13° 0′ 24.62"	5° 26′ 28.30"	120.04′	239.04′	1,053.00′	4103+39.09	4105+78.13	4104+59.13	7,125,651.62
	FR_380D_WB2_7	11° 48′ 19.43"	3° 22′ 13.22"	175.76′	350.27′	1,700.00′	4115+04.21	4118+54.48	4116+79.97	7,125,045.14
RP_FM1827_EBEX	RPDFM1827_EBEX_1	4° 52′ 8.46"	1° 14′ 44.02"	195.57	390.91	4600.00	10+00.00	13+90.91	11+95.57	7,126,743.84
	RPDFM1827_EBEX_2	4° 52′ 8.46"	0° 43′ 40.90"	334.60	668.80	7870.00	13+90.91	20+59.71	17+25.51	7,126,548.32
	RPDFM1827_EBEX_3	6° 51′ 29.60"	1° 13′ 27.37"	280.43	560.19	4680.00	21+59.71	27+19.89	24+40.13	7,126,341.98
	RPDFM1827_EBEX_4	6° 51′ 29.60"	5° 27′ 24.27"	62.92	125.68	1050.00	27+19.89	28+45.58	27+82.81	7,126,204.35
RP_FM1827_WBEN	RPDFM1827_WBEN_1	4° 30′ 12.47"	1° 14′ 44.02"	180.87	361.56	4600.00	10+00.00	13+61.56	11+80.87	7,126,552.18
	RPDFM1827_WBEN_2	4° 30′ 12.47"	0° 43′ 40.90"	309.45	618.58	7870.00	13+61.56	19+80.15	16+71.01	7,126,447.99
	RPDFM1827_WBEN_3	7° 18′ 15.62"	1° 13′ 27.37"	298.72	596.63	4680.00	20+30.15	26+26.77	23+28.86	7,126,258.06
	RPDFM1827_WBEN_4	7° 18′ 15.62"	5° 27′ 24.27"	67.02	133.86	1050.00	26+26.77	27+60.63	26+93.79	7,126,197.89
RP_TRANS_EBEX	RP_TRANS_EBEX_1	7° 19′ 54.16"	1° 56′ 36.77"	188.87	377.23	2948.00	10+00.00	13+77.23	11+88.87	7,125,022.42
	RP_TRANS_EBEX_2	7° 19′ 53.99"	3° 39′ 23.04"	100.39	200.52	1567.00	19+10.76	21+11.28	20+11.15	7,124,670.98
RP_TRANS_WBEN	RP_TRANS_WBEN_1	11° 1′ 38.15"	1° 53′ 5.03"	293.45	585.08	3040.00	10+00.00	15+85.08	12+93.45	7,125,077.70
	RP_TRANS_WBEN_2	11° 1′ 38.15"	3° 49′ 10.99"	144.79	288.69	1500.00	18+26.49	21+15.18	19+71.28	7,124,748.40
CL_FM1827	CL_FM1827_1	19° 2′ 41.03"	4° 59′ 58.67"	192.23	380.92	1146.00	13+40.19	17+21.12	15+32.43	7,126,050.42

SUPERELEVATION DATA

CHAIN NAME	STATION	CROSS SLOPE
CL_US380D	2005+66.00	-2.50%
	2010+11.00	4.90%
	2052+12.00	4.90%
	2056+57.00	-2.50%

PROPOSED TAPERS

LOCATION	TYPE	BASELINE	BEGIN	END	TAPER RATE
5	LANE MERGE	CL_US380D	2067+73.96, 83.60 RT	2073+70.24, 137.71 RT	50 : 1
6	ADDITIONAL LANE	CL_US380D	2068+30.20, 96.52 LT	2071+29.69, 117.67 LT	25 : 1
7	FRONTAGE ROAD MERGE	FR_380D_EB3	6056+62.23, 44.00 LT	6062+62.23, 33.00 LT	50 : 1
8	FRONTAGE ROAD MERGE	FR_380D_EB3	6065+62.23, 33.00 LT	6071+62.23, 22.00 LT	50 : 1

PI EASTING (X)
2,550,052.52
2,557,157.96
2,550,012.22
2,557,146.02
2,550,092.83
2,557,169.89
2,551,019.97
2,552,175.37
2,552,304.81
2,550,833.38
2,550,977.34
2,556,968.48
2,551,368.61
2,551,075.06
2,551,717.88
2,552,271.98
2,557,483.89
2,558,544.62
2,553,097.48
2,553,590.28
2,554,274.89
2,554,589.44
2,554,135.38
2,554,614.51
2,555,244.68
2,555,605.43
2,558,692.61
2,559,436.58
2,558,820.45
2,559,414.99
2,556,841.26

PROPERTY OWNERS DATA

PARCEL NO.	OWNER'S NAME	ADDRESS
446	OWEN EDDY MIKE	4173 FM 2933
450	SIFUENTES SALVADOR S ETAL	708 1ST AVE
452	HASCAL RANDY J & LYNNE K	1892 PEACOCK TRL
453	OWEN MIKE &	2834 BANDIT TRL
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
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
569	CANO ROSALVA &	1005 E UNIVERSITY DR
586	MCKINNEY CITY OF	PO BOX 517

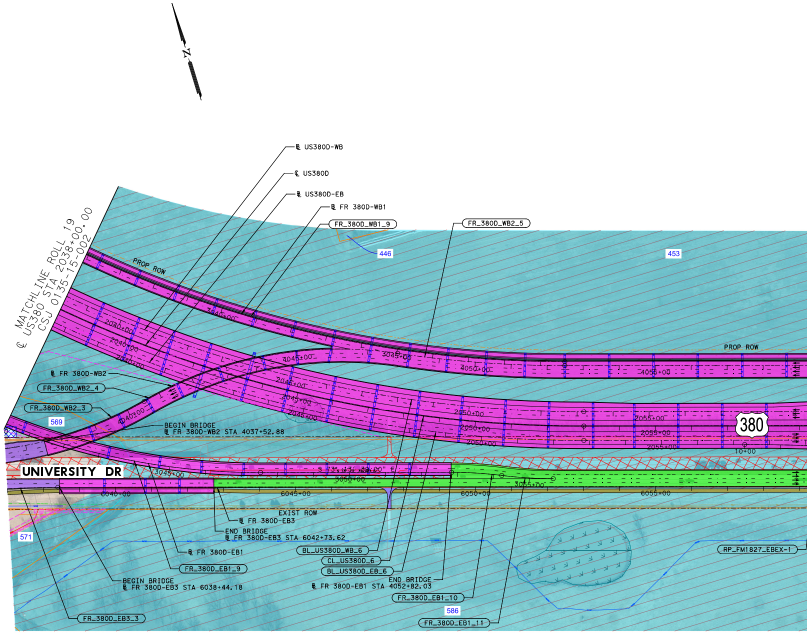
GENERAL NOTES:

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 D



N
℄ US380D-WB
℄ US380D
℄ US380D-EB
℄ FR 380D-WB1
FR_380D_WB1_9
FR_380D_WB2_5
446
453
MATCHLINE ROLL 19
℄ US380 STA 2038+00.00
CSJ 0135-15-002
PROP ROW
3040+00
2040+00
2040+00
2040+00
4045+00
3045+00
2045+00
2045+00
2045+00
4050+00
4055+00
2050+00
2050+00
2050+00
2055+00
2055+00
2055+00
10+00
380
℄ FR 380D-WB2
FR_380D_WB2_4
FR_380D_WB2_3
569
4040+00
BEGIN BRIDGE
℄ FR 380D-WB2 STA 4037+52.88
UNIVERSITY DR
3045+00
S 73° 13' 39.00" E
3050+00
3055+00
6040+00
6045+00
6050+00
6055+00
EXIST ROW
℄ FR 380D-EB3
END BRIDGE
℄ FR 380D-EB3 STA 6042+73.62
571
℄ FR 380D-EB1
FR_380D_EB1_9
BL_US380D_WB_6
CL_US380D_6
BL_US380D_EB_6
BEGIN BRIDGE
℄ FR 380D-EB3 STA 6038+44.18
END BRIDGE
℄ FR 380D-EB1 STA 4052+82.03
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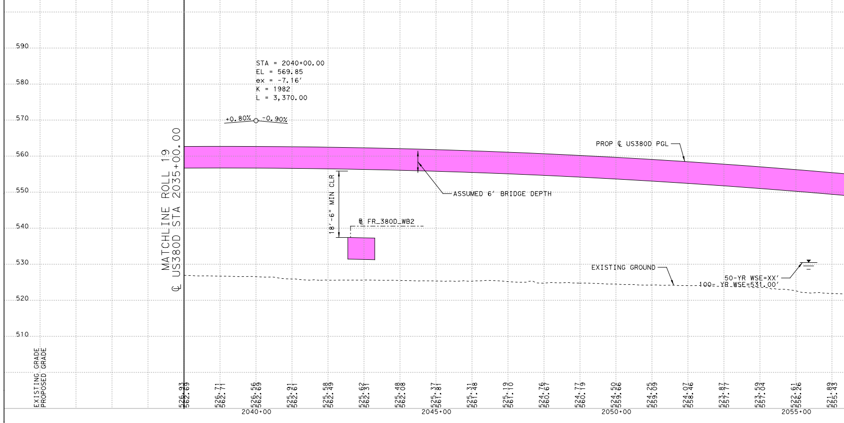
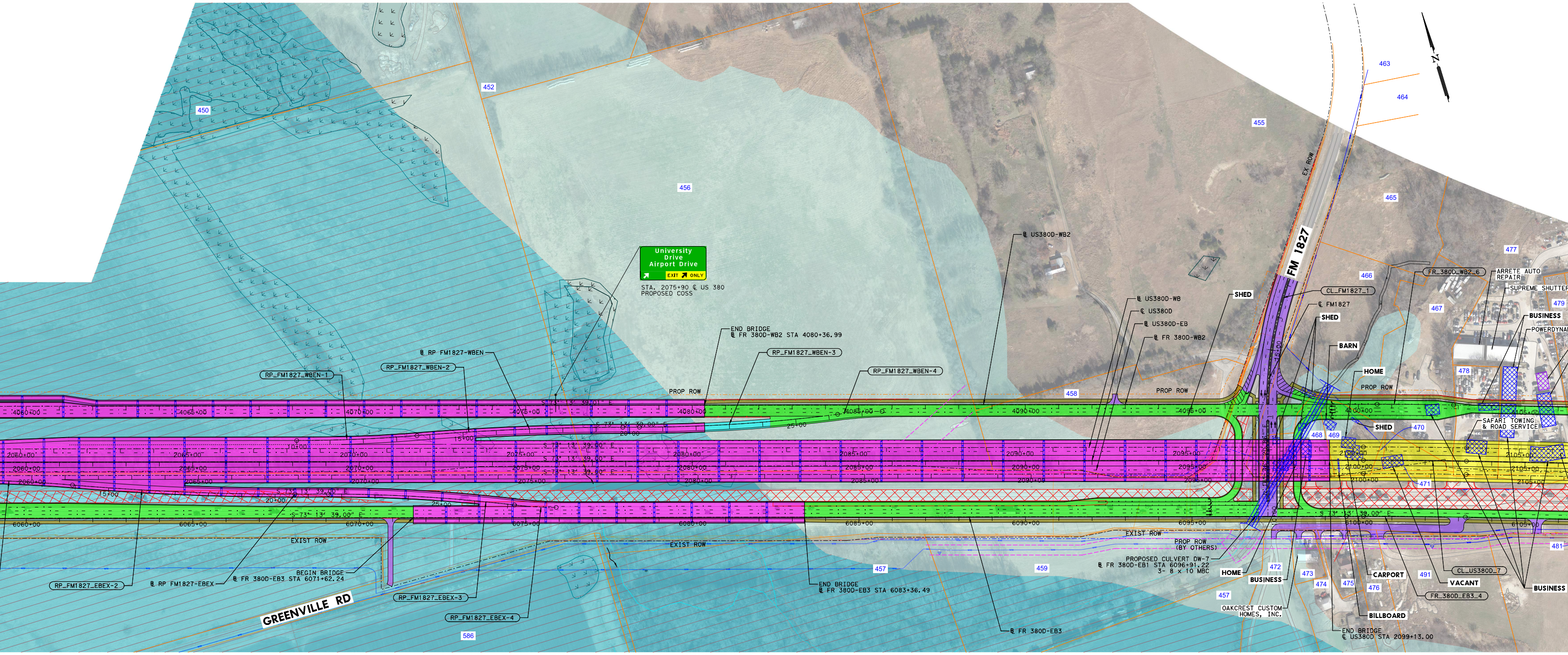
FR_380D_EB1_11
FR_380D_EB3_3
RP_FM1827_EBEX-1

US 380 - SEGMENT D PROFILE





N
463
464
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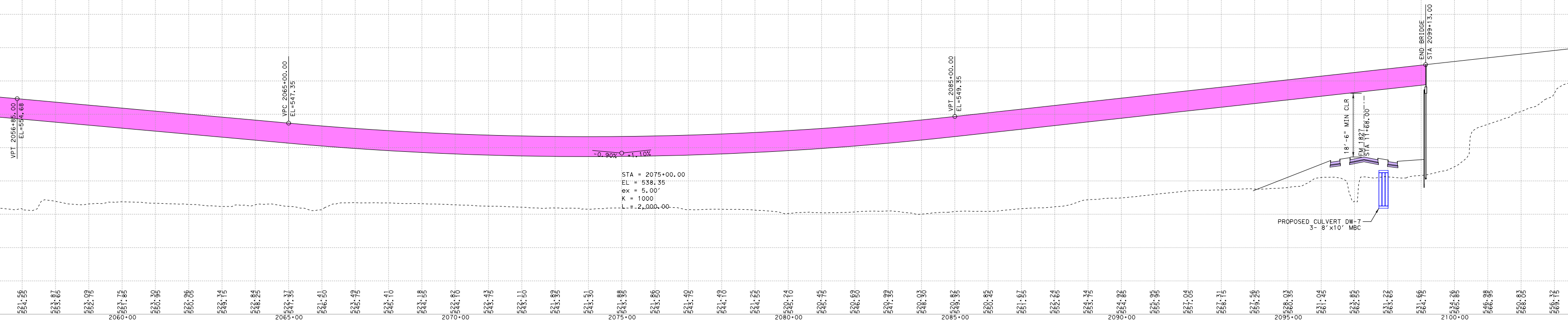
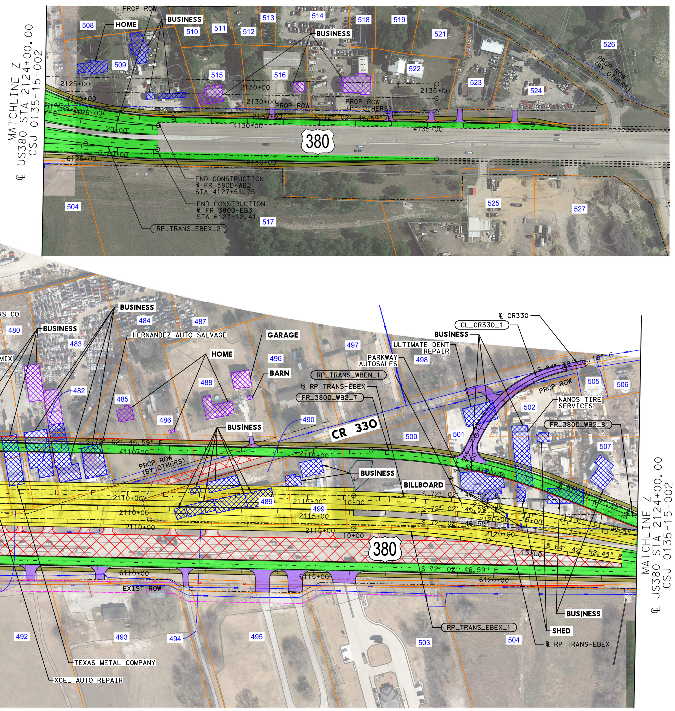
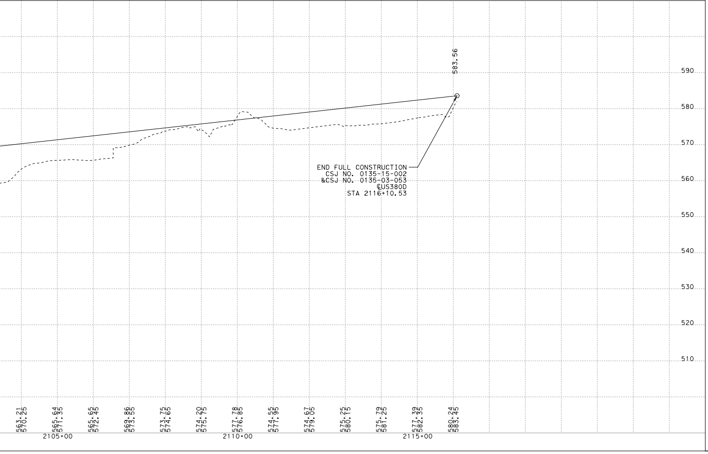
481
586
EX ROW
FM 1827
University Drive
Airport Drive
EXIT ONLY
STA. 2075+90 ℄ US 380
PROPOSED COSS
℄ US380D-WB2
℄ US380D-WB
℄ US380D
℄ US380D-EB
℄ FR 380D-WB2
CL_FM1827_1
℄ FM1827
FR_380D_WB2_6
ARRETE AUTO REPAIR
SUPREME SHUTTER
BUSINESS
POWERDYNA
SHED
SHED
BARN
HOME
PROP ROW
SHED
SAFARI TOWING & ROAD SERVICE
END BRIDGE
℄ FR 380D-WB2 STA 4080+36.99
RP_FM1827_WBEN-3
RP_FM1827_WBEN-4
℄ RP FM1827-WBEN
RP_FM1827_WBEN-2
RP_FM1827_WBEN-1
PROP ROW
4060+00
4065+00
4070+00
4075+00
4080+00
4085+00
4090+00
4095+00
4100+00
4105+00
S 73° 13' 39.00" E
20+00
25+00
10+00
15+00
2060+00
2065+00
2070+00
2075+00
2080+00
2085+00
2090+00
2095+00
2100+00
2105+00
15+00
20+00
25+00
6060+00
6065+00
6070+00
6075+00
6080+00
6085+00
6090+00
6095+00
6100+00
6105+00
EXIST ROW
EXIST ROW
PROP ROW (BY OTHERS)
PROPOSED CULVERT DW-7
℄ FR 380D-EB1 STA 6096+91.22
3- 8 x 10 MBC
HOME
BUSINESS
OAKCREST CUSTOM HOMES, INC.
END BRIDGE
℄ US380D STA 2099+13.00
BILLBOARD
CARPORT
VACANT
FR_380D_EB3_4
CL_US380D_7
BUSINESS
BEGIN BRIDGE
℄ FR 380D-EB3 STA 6071+62.24
℄ RP FM1827-EBEX
RP_FM1827_EBEX-2
RP_FM1827_EBEX-3
RP_FM1827_EBEX-4
END BRIDGE
℄ FR 380D-EB3 STA 6083+36.49
℄ FR 380D-EB3
GREENVILLE RD



VPT 2056+85.00
EL=554.68
VPC 2065+00.00
EL=547.35
VPT 2085+00.00
EL=549.35
-0.90%
+1.10%
STA = 2075+00.00
EL = 538.35
ex = 5.00'
K = 1000
L = 2,000.00
18'-6" MIN CLR
FM 1827
STA 11+68.00
END BRIDGE
STA 2099+13.00
PROPOSED CULVERT DW-7
3- 8'x10' MBC
521.56 554.55
523.87 553.65
523.09 552.75
523.75 551.85
523.30 550.95
522.96 550.05
522.34 549.15
522.84 548.25
522.37 547.35
521.41 546.50
523.49 545.75
523.41 545.10
523.18 544.55
522.82 544.10
522.43 543.75
522.11 543.50
521.89 543.35
521.51 543.30
521.88 543.35
521.86 543.50
521.40 543.75
521.49 544.10
521.25 544.55
520.24 545.10
520.45 545.75
520.69 546.50
520.99 547.35
520.03 548.30
520.82 549.35
520.85 550.45
521.67 551.55
522.24 552.65
524.34 553.75
524.92 554.85
525.95 555.95
527.04 557.05
527.31 558.15
527.56 559.25
528.03 560.35
531.04 561.45
523.85 562.55
531.22 563.65
531.66 564.75
534.26 565.85
546.98 566.95
550.83 568.05
556.32 569.15
2060+00
2065+00
2070+00
2075+00
2080+00
2085+00
2090+00
2095+00
2100+00


MATCHLINE Z
℄ US380 STA 2124+00.00
CSJ 0135-15-002
PROP ROW
HOME
BUSINESS
PROP ROW (BY OTHERS)
380
END CONSTRUCTION
℄ FR 380D-WB2
STA 4127+51.75
END CONSTRUCTION
℄ FR 380D-EB3
STA 6127+12.41
RP_TRANS_EBEX_2
HERNANDEZ AUTO SALVAGE
GARAGE
BARN
ULTIMATE DENT REPAIR
PARKWAY AUTOSALES
RP_TRANS_WBEN_1
℄ RP TRANS-EBEX
FR_380D_WB2_7
℄ CR330
CL_CR330_1
CR 330
NANOS TIRE SERVICES
FR_380D_WB2_8
BILLBOARD
EXIST ROW
TEXAS METAL COMPANY
XCEL AUTO REPAIR
RP_TRANS_EBEX_1
SHED
℄ RP TRANS-EBEX
MATCHLINE Z
℄ US380 STA 2124+00.00
CSJ 0135-15-002



Texas Department of Transportation

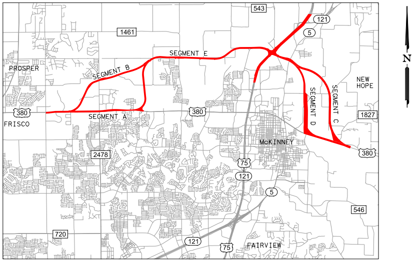
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

PUBLIC MEETING ROLL PLOTS
US 380
COLLIN COUNTY, TEXAS

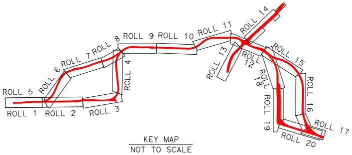
CSJ 0135-02-065
FROM COIT RD TO JCT US 380/UNIVERSITY DR
CSJ 0135-15-002
FROM EAST JCT US 380/UNIVERSITY DR
TO WEST JCT US 380/UNIVERSITY DR
CSJ 0135-03-053
FROM SH5 TO FM 1827

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
SEGMENT A
380
FRISCO
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 20 OF 20

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

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