Texas Department of Transportation

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DALLAS DISTRICT
DESIGN SCHEMATIC

CEASON CLEMENS, P.E.,
DISTRICT ENGINEER

US 380 PRINCETON
COLLIN COUNTY, TEXAS

PROJECT LIMIT: FROM FM 1827 TO CR 560
LENGTH OF PROJECT(APPROX.)=11.7 MI (61,935.0 LF)
ROADWAY=7.7 MI (40,817.50 LF) BRIDGE=4.0 MI (21,117.50 LF)

CSJ 0135-03-056 (1.07 MI)
FROM FM 1827 TO JCT US 380/W. PRINCETON DRIVE

CSJ 0135-16-002 (6.83 MI)
FROM JCT US 380/W. PRINCETON DRIVE
TO JCT US 380/E. PRINCETON DRIVE

CSJ 0135-04-036 (3.81 MI)
FROM JCT US 380/E. PRINCETON DRIVE TO CR 560

ROADWAY TYPE	FUNCTIONAL CLASS	DESIGN SPEED
US 380 MAINLANES	URBAN FREEWAY	70 MPH
US 380 RAMPS	URBAN FREEWAY	50 MPH
US 380 FRONTAGE ROADS	URBAN COLLECTOR	45 MPH
US 380 U-TURNS	URBAN COLLECTOR	20 MPH
US 380 TRANSITION	URBAN PRINCIPAL ARTERIAL	60 MPH
E AND W PRINCETON DR	URBAN PRINCIPAL ARTERIAL	45 MPH
CR 458	URBAN PRINCIPAL ARTERIAL	40 MPH
CR 408, FUTURE PRINCETON PKWY	URBAN MAJOR COLLECTOR	40 MPH
FUTURE ROAD/TWIN GROVE PARK RD (20 MPH WITHIN PARK)	URBAN MAJOR COLLECTOR	30 MPH
CR 404	URBAN MAJOR ARTERIAL	40 MPH
FM 75, FM 1377	URBAN MAJOR ARTERIAL	45 MPH
CR 559	URBAN MAJOR ARTERIAL	30 MPH
CR 330E, CR 337, CR 406, CR 463, CR 492, CR 985, CR 557	URBAN LOCAL	30 MPH
PROPOSED LOCAL ROAD, McKISSICK DR, BIGGS RD, COLLEGE ST, CADDO PARK RD	URBAN LOCAL	30 MPH
CR 1084, CR 407, ISLAND WAY, CALMWATER COVE	URBAN LOCAL	25 MPH
CR 330W	URBAN LOCAL	20 MPH

NOTE: DESIGN SPEEDS APPLY UNLESS OTHERWISE NOTED ON SCHEMATIC.

TRAFFIC DATA
ADT (2030) = 78,125
ADT (2050) = 119,650
ADT (2060) = 134,675
% TRUCKS:ADT = 4.2
DHV = 3.4
K = 8.9
DD = 58

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

SCALE: 1"=200' H, 1"=20' V
DECEMBER 2023

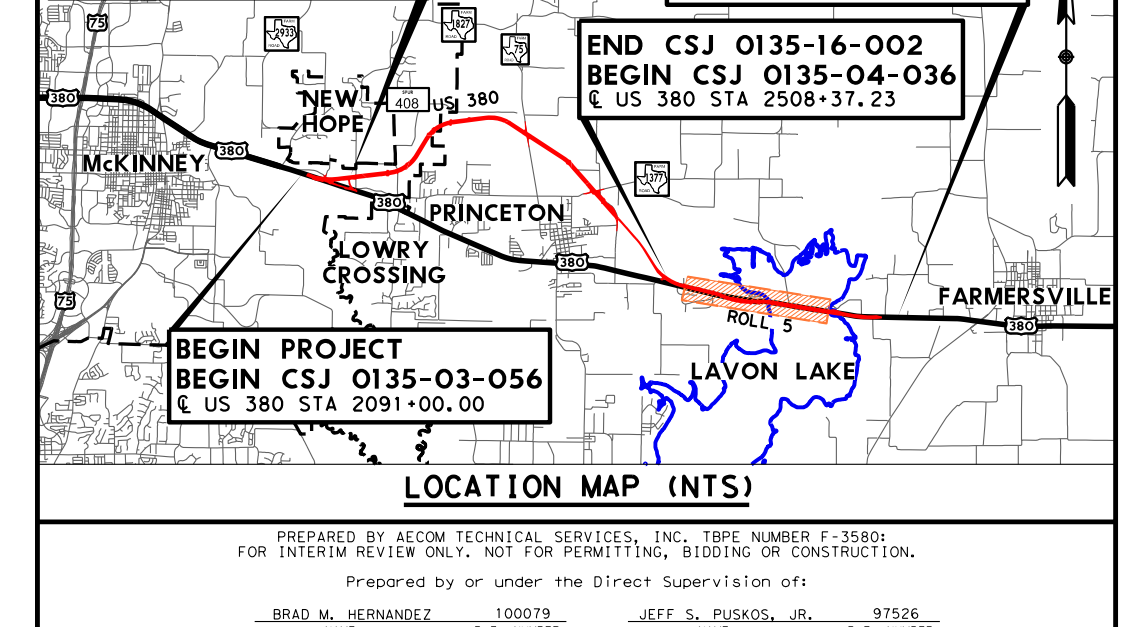
DISTRICT: DALLAS
COUNTY: COLLIN
DATE: DECEMBER 2023

US 380 PRINCETON
100% DESIGN SCHEMATIC

ROLL 5 OF 13

LEGEND:

- ▭ EXISTING PAVEMENT
- ▭ PROPOSED INTERIM PAVEMENT
- ▭ PROPOSED BRIDGE
- ▭ PROPOSED MAINLANES
- ▭ PROPOSED RAMP
- ▭ PROPOSED FRONTAGE ROAD
- ▭ PROPOSED DRIVEWAY(REPLACE)
- ▭ PROPOSED CROSS STREET
- ▭ PROPOSED SHARED USE PATH
- ▭ PROPOSED RAISED MEDIAN
- ▭ PROPOSED CONCRETE RIPRAP
- ▨ DISPLACEMENTS
- ▨ PAVEMENT/BRIDGE REMOVAL
- ▭ 100-YR FLOOD PLAIN
- ▭ USACE AND PARKS
- ▭ LAKE
- ▭ WETLAND
- ● EXISTING SIGNAL
- 100 PARCEL ID
- ⇨ EXISTING DIRECTION OF TRAVEL
- → PROPOSED DIRECTION OF TRAVEL
- → DRAINAGE FLOW
- EXISTING PROPERTY LIMITS
- EXISTING EASEMENT
- PROPOSED EASEMENT (USACE)
- EXISTING ROW
- PROPOSED ROW
- EXISTING CULVERT CROSSING
- PROPOSED CULVERT CROSSING
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ACCESS DENIAL
- PROPOSED DRILLED SHAFT WALL
- PROPOSED NOISE WALL
- PROPOSED RETAINING WALL
- PROPOSED SSCB
- CITY LIMIT
- PROPOSED DITCH
- CATV1 CATV1 SPECTRUM
- CATV1(D) CATV1 SPECTRUM
- E2 ELECTRIC GCEC
- E2(D) ELECTRIC GCEC
- E1 ELECTRIC ONCOR
- E1(D) ELECTRIC ONCOR
- OHE ELECTRIC OVERHEAD
- E3 ELECTRIC TNMP
- E3(D) ELECTRIC TNMP
- FOC3 FIBER OPTIC ATT
- FOC3(D) FIBER OPTIC ATT
- FOC9 FIBER OPTIC SPECTRUM
- FOC10(D) FIBER OPTIC SUDDENLINK
- FOC1(D) FIBER OPTIC TX GAS UTILITY
- FOC4(D) FIBER OPTIC UPN
- FOC2 FIBER OPTIC ZAYO
- FOC2(D) FIBER OPTIC ZAYO
- FM2(D) FORCE MAIN CITY OF FARMERSVILLE
- FM1(D) FORCE MAIN CITY OF PRINCETON
- G1 GAS ATMOS
- G1(D) GAS ATMOS
- G2 GAS SIENERGY
- G2(D) GAS SIENERGY
- PL1(D) PIPELINE ATMOS MIDTX
- SD3 STORM DRAIN COUNTY
- SD2(D) STORM DRAIN COUNTY
- SD1 STORM DRAIN TXDOT
- SD1(D) STORM DRAIN TXDOT
- T1 TELEPHONE ATT
- T1(D) TELEPHONE ATT
- WW2(D) WASTEWATER CITY OF FARMERSVILLE
- WW1 WASTEWATER CITY OF PRINCETON
- WW1(D) WASTEWATER CITY OF PRINCETON
- W5(D) WATER CULLEUKA WSC
- W2 WATER CITY OF FARMERSVILLE
- W2(D) WATER CITY OF FARMERSVILLE
- W3(D) WATER MILLIGAN WSC
- W4(D) WATER NORTH COLLINS SUD
- W6 WATER NTMWD
- W6(D) WATER NTMWD
- W1(D) WATER CITY OF PRINCETON

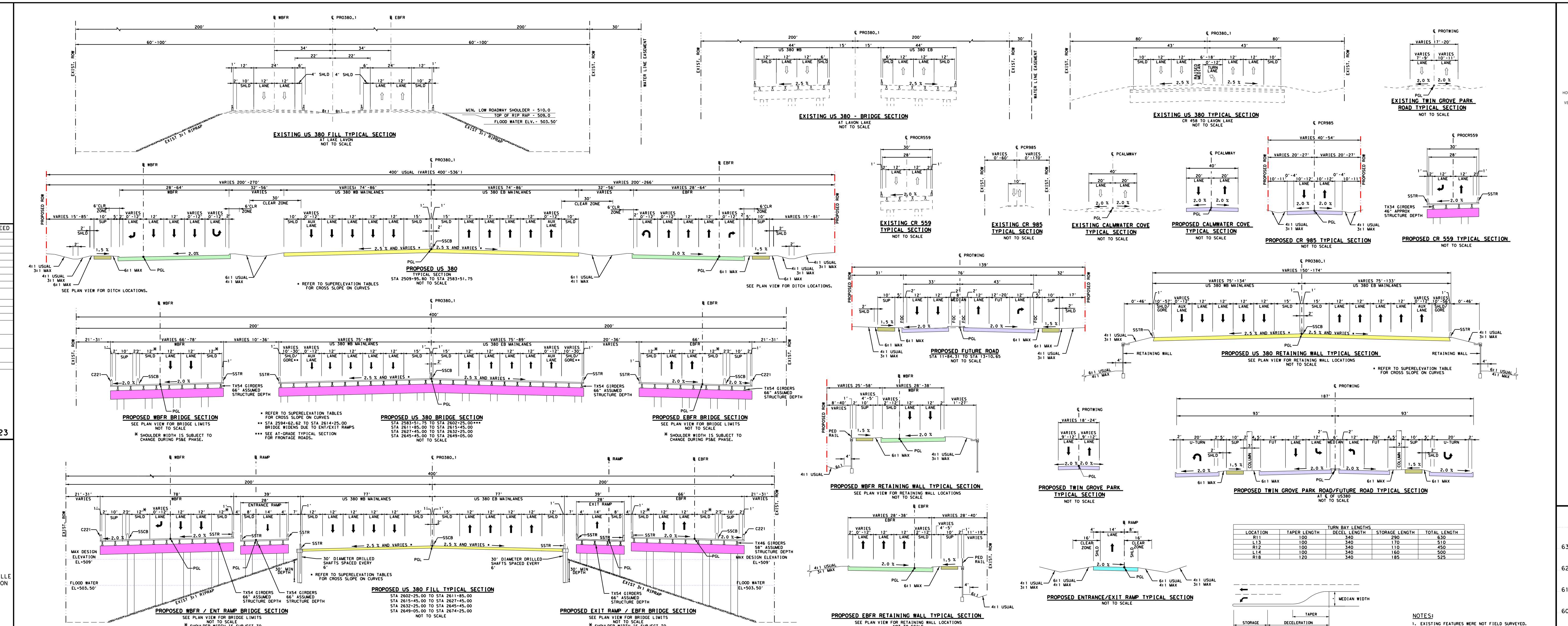

END CSJ 0135-03-056
BEGIN CSJ 0135-16-002
℄ US 380 STA 2147+37.23
END CSJ 0135-04-036
END PROJECT
℄ US 380 STA 2709+35.00
END CSJ 0135-16-002
BEGIN CSJ 0135-04-036
℄ US 380 STA 2508+37.23
BEGIN PROJECT
BEGIN CSJ 0135-03-056
℄ US 380 STA 2091+00.00
NEW HOPE
McKINNEY
PRINCETON
LOWRY CROSSING
FARMERSVILLE
LAVON LAKE
ROLL 5

LOCATION MAP (NTS)

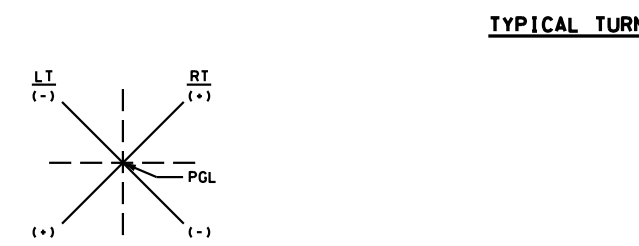
PREPARED BY AECOM TECHNICAL SERVICES, INC. TBPE NUMBER F-3580:
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the Direct Supervision of:
BRAD M. HERNANDEZ 100079 JEFF S. PUSKOS, JR. 97526
NAME P.E. NUMBER NAME P.E. NUMBER

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

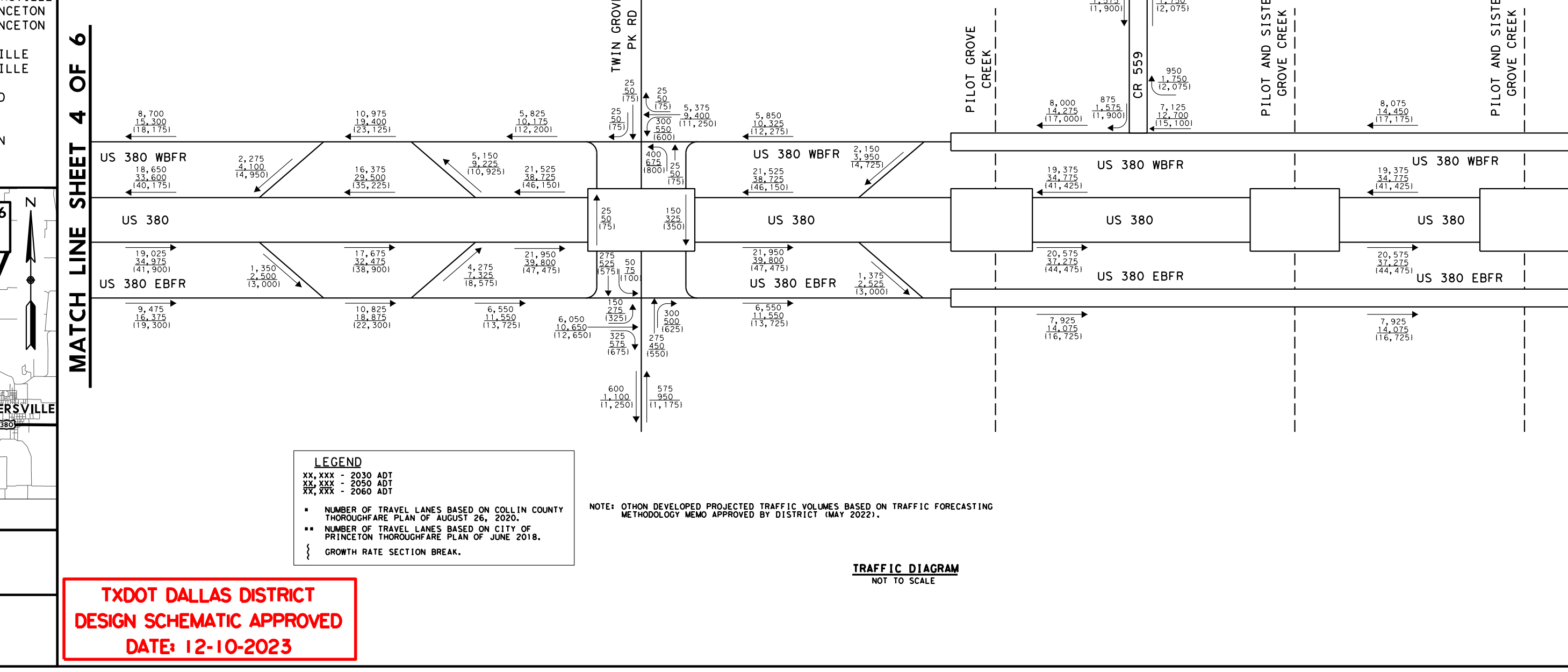
TXDOT DALLAS DISTRICT
DESIGN SCHEMATIC APPROVED
DATE: 12-10-2023


EXISTING US 380 FILL TYPICAL SECTION
AT LAKE LAVON
NOT TO SCALE
MIN. LOW ROADWAY SHOULDER = 510.0
TOP OF RIP RAP = 509.0
FLOOD WATER ELV. = 503.50'
EXISTING US 380 - BRIDGE SECTION
AT LAVON LAKE
NOT TO SCALE
EXISTING US 380 TYPICAL SECTION
CR 458 TO LAVON LAKE
NOT TO SCALE
EXISTING TWIN GROVE PARK ROAD TYPICAL SECTION
NOT TO SCALE
PROPOSED US 380
TYPICAL SECTION
STA 2509+95.80 TO STA 2583+51.75
NOT TO SCALE
* REFER TO SUPERELEVATION TABLES FOR CROSS SLOPE ON CURVES
SEE PLAN VIEW FOR DITCH LOCATIONS.
EXISTING CR 559 TYPICAL SECTION
NOT TO SCALE
EXISTING CR 985 TYPICAL SECTION
NOT TO SCALE
EXISTING CALMWATER COVE TYPICAL SECTION
NOT TO SCALE
PROPOSED CALMWATER COVE TYPICAL SECTION
NOT TO SCALE
PROPOSED CR 985 TYPICAL SECTION
NOT TO SCALE
PROPOSED CR 559 TYPICAL SECTION
NOT TO SCALE
PROPOSED FUTURE ROAD
STA 11+84.31 TO STA 13+10.65
NOT TO SCALE
PROPOSED US 380 RETAINING WALL TYPICAL SECTION
SEE PLAN VIEW FOR RETAINING WALL LOCATIONS
NOT TO SCALE
PROPOSED WBFR BRIDGE SECTION
SEE PLAN VIEW FOR BRIDGE LIMITS
NOT TO SCALE
* SHOULDER WIDTH IS SUBJECT TO CHANGE DURING PS&E PHASE.
PROPOSED US 380 BRIDGE SECTION
STA 2583+51.75 TO STA 2602+25.00***
STA 2611+85.00 TO STA 2615+45.00
STA 2627+45.00 TO STA 2632+25.00
STA 2645+45.00 TO STA 2649+05.00
NOT TO SCALE
* REFER TO SUPERELEVATION TABLES FOR CROSS SLOPE ON CURVES
** STA 2594+62.62 TO STA 2614+25.00 BRIDGE WIDENS DUE TO ENT/EXIT RAMPS
*** SEE AT-GRADE TYPICAL SECTION FOR FRONTAGE ROADS.
PROPOSED EBFR BRIDGE SECTION
SEE PLAN VIEW FOR BRIDGE LIMITS
NOT TO SCALE
TX54 GIRDERS 66" ASSUMED STRUCTURE DEPTH
PROPOSED WBFR RETAINING WALL TYPICAL SECTION
SEE PLAN VIEW FOR RETAINING WALL LOCATIONS
NOT TO SCALE
PROPOSED TWIN GROVE PARK TYPICAL SECTION
NOT TO SCALE
PROPOSED TWIN GROVE PARK ROAD/FUTURE ROAD TYPICAL SECTION
AT ℄ OF US380
NOT TO SCALE
PROPOSED WBFR / ENT RAMP BRIDGE SECTION
SEE PLAN VIEW FOR BRIDGE LIMITS
NOT TO SCALE
* SHOULDER WIDTH IS SUBJECT TO CHANGE DURING PS&E PHASE.
PROPOSED US 380 FILL TYPICAL SECTION
STA 2602+25.00 TO STA 2611+85.00
STA 2615+45.00 TO STA 2627+45.00
STA 2632+25.00 TO STA 2645+45.00
STA 2649+05.00 TO STA 2674+25.00
NOT TO SCALE
PROPOSED EXIT RAMP / EBFR BRIDGE SECTION
SEE PLAN VIEW FOR BRIDGE LIMITS
NOT TO SCALE
* SHOULDER WIDTH IS SUBJECT TO CHANGE DURING PS&E PHASE.
MAX DESIGN ELEVATION EL=509'
FLOOD WATER EL=503.50'
30' DIAMETER DRILLED SHAFTS SPACED EVERY 6'
TX46 GIRDERS 58" ASSUMED STRUCTURE DEPTH
PROPOSED EBFR RETAINING WALL TYPICAL SECTION
SEE PLAN VIEW FOR RETAINING WALL LOCATIONS
NOT TO SCALE
PROPOSED ENTRANCE/EXIT RAMP TYPICAL SECTION
NOT TO SCALE

TURN BAY LENGTHS				
LOCATION	TAPER LENGTH	DECEL LENGTH	STORAGE LENGTH	TOTAL LENGTH
R11	100	340	290	630
L13	100	340	170	510
R12	100	340	110	450
L14	100	340	160	500
R18	120	340	185	525


MEDIAN WIDTH
STORAGE
DECELERATION
TAPER
TOTAL LENGTH

TYPICAL TURN LANE LENGTH

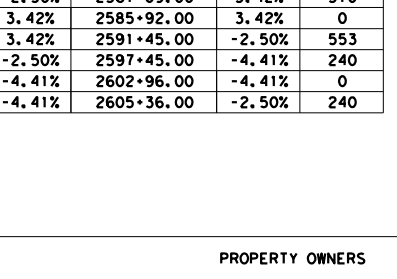

MATCH LINE SHEET 4 OF 6
MATCH LINE SHEET 6 OF 6
TWIN GROVES PK RD
PILOT GROVE CREEK
CR 559
PILOT AND SISTER GROVE CREEK
US 380 WBFR
US 380
US 380 EBFR
8,700
15,300
(18,175)
19,650
34,925
(40,775)
19,025
34,575
(41,900)
9,475
16,575
(19,500)
8,075
14,450
(17,175)
19,375
34,775
(41,425)
20,575
37,275
(44,475)
7,925
14,075
(16,725)

LEGEND
XX,XXX - 2030 ADT
XX,XXX - 2050 ADT
(XX,XXX) - 2060 ADT
* NUMBER OF TRAVEL LANES BASED ON COLLIN COUNTY THOROUGHFARE PLAN OF AUGUST 26, 2020.
** NUMBER OF TRAVEL LANES BASED ON CITY OF PRINCETON THOROUGHFARE PLAN OF JUNE 2018.
GROWTH RATE SECTION BREAK.

NOTE: OTHON DEVELOPED PROJECTED TRAFFIC VOLUMES BASED ON TRAFFIC FORECASTING METHODOLOGY MEMO APPROVED BY DISTRICT (MAY 2022).

TRAFFIC DIAGRAM
NOT TO SCALE

US 380 MAINLANES SUPERELEVATION TRANSITION TABLE											
DESCRIPTION	CURVE	BEGIN TRANSITION (LT)		END TRANSITION (LT)		LENGTH	BEGIN TRANSITION (RT)		END TRANSITION (RT)		LENGTH
		STA	e	STA	e	FT	STA	e	STA	e	FT
TRANSITION	CURVE PRO380_1_10	2550+51.00	2.50%	2556+51.00	-4.41%	600	2553+51.00	-2.50%	2555+31.00	-4.41%	180
FULL SUPER		2556+51.00	-4.41%	2558+38.00	-4.41%	0	2555+31.00	-4.41%	2559+78.00	-4.41%	0
TRANSITION		2558+38.00	-4.41%	2564+38.00	2.50%	600	2559+78.00	-4.41%	2561+58.00	-2.50%	180
TRANSITION	CURVE PRO380_1_11	2564+79.00	2.50%	2565+69.00	3.42%	90	2561+99.00	-2.50%	2567+09.00	3.42%	510
FULL SUPER		2565+69.00	3.42%	2587+12.00	3.42%	0	2567+09.00	3.42%	2585+92.00	3.42%	0
TRANSITION		2587+12.00	3.42%	2588+12.00	2.50%	100	2585+92.00	3.42%	2591+45.00	-2.50%	553
TRANSITION	CURVE PRO380_1_12	2592+65.00	2.50%	2598+65.00	-4.41%	600	2595+05.00	-2.50%	2597+45.00	-4.41%	240
FULL SUPER		2598+65.00	-4.41%	2602+25.00	-4.41%	0	2597+45.00	-4.41%	2602+96.00	-4.41%	0
TRANSITION		2602+25.00	-4.41%	2608+25.00	2.50%	600	2602+96.00	-4.41%	2605+36.00	-2.50%	240



SUPERELEVATION SIGN DIAGRAM

EASTBOUND RAMP SUPERELEVATION TRANSITION TABLE						
DESCRIPTION	RAMP ALIGNMENT	BEGIN TRANSITION		END TRANSITION		LENGTH
		STA	e	STA	e	FT
TRANSITION	℄ PR2534R	17+73.79	-2.50%	17+94.00	-2.00%	20
TRANSITION	℄ PR2560R	15+79.00	-2.00%	16+68.57	0.99%	90
TRANSITION	℄ PR2602R	15+23.15	-4.41%	16+40.17	-2.00%	117

WESTBOUND RAMP SUPERELEVATION TRANSITION TABLE						
DESCRIPTION	RAMP ALIGNMENT	BEGIN TRANSITION		END TRANSITION		LENGTH
		STA	e	STA	e	FT
TRANSITION	℄ PR2534L	17+73.79	2.50%	17+94.00	2.00%	20
TRANSITION	℄ PR2560L	16+75.00	2.00%	16+95.29	2.71%	20
TRANSITION	℄ PR2602L	17+75.05	-4.41%	18+98.05	-2.70%	123
TRANSITION		18+98.05	-2.70%	20+18.80	-2.00%	121
TRANSITION		20+18.80	-2.00%	21+38.80	2.00%	120

RETAININGWALLS						
	BEGIN			END		
WALL	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET
EBML_113	℄ PRO380_1	2562+28.26	109.00RT	℄ PRO380_1	2569+17.87	104.00RT
EBML_114	℄ PRO380_1	2574+66.94	87.00'RT	℄ PRO380_1	2584+14.71	87.00'RT
WBML_213	℄ PRO380_1	2535+68.97	75.00'LT	℄ PRO380_1	2540+67.57	75.00'LT
WBML_214	℄ PRO380_1	2555+59.90	92.00'LT	℄ PR2560L	11+65.42	28.00'RT
WBML_215	℄ PRO380_1	2577+71.55	104.00LT	℄ PRO380_1	2584+15.00	104.00LT
ML_105	℄ PRO380_1	2602+22.58	77.00'LT/RT	℄ PRO380_1	2611+88.45	78.00'LT/RT
ML_106	℄ PRO380_1	2615+41.01	77.00'LT/RT	℄ PRO380_1	2611+90.94	77.00'LT/RT
ML_107	℄ PRO380_1	2632+20.97	77.00'LT/RT	℄ PRO380_1	2645+48.65	77.00'LT/RT
ML_108	℄ PRO380_1	2674+21.55	113.00RT	℄ PRO380_1	2674+21.72	113.00LT
EBFR_313	℄ EBFR2	4610+39.71	20.00'RT	℄ EBFR2	4614+17.04	27.00'LT
WBFR_411	℄ WBFR2	4608+18.24	21.00LT	℄ WBFR2	4609+45.39	27.00'LT

PROPERTY OWNERS		
PARCEL	OWNER	OCCUPANT
418	COPELAND COMMERICAL REAL ESTATE LTD	DANCO EXCAVATION
419	COPELAND COMMERICAL REAL ESTATE LTD	THE CDI CONNECTION
420	COPELAND COMMERICAL REAL ESTATE LTD	VACANT
423	COPELAND COMMERICAL REAL ESTATE LTD	RESIDENTIAL
425	COPE INVESTMENTS LLC	DANCO SERVICES
500-A	PRINCETON LAKES POA INC	RESIDENTIAL
500-B	JEON BYEONG CHAN &	VACANT
500-C	WHITE HARRY L JR & TRACY L	VACANT
500-D	LAGATTUTA NICHOLAS & PEGGY	RESIDENTIAL
500-E	GARICA ANTHONY G & VERONICA MIRELES	RESIDENTIAL
500-F	SIMON HARPER JEWEL	VACANT
500-G	BRINKERHOFF CHERIE AMOUR	VACANT
500-H	WILLIAMS GLEN & DEBRA	VACANT
500-I	LEWIS JAMES E JR &	VACANT
500-J	IQBAL IMRAN & NAZLEEN S	RESIDENTIAL
500-K	LACY ROBERT S & THERESA E	VACANT
500-L	PRINCETON LAKES POA INC	VACANT
500-M	CROSBY JADON D & TERESA L	VACANT
500-N	FERGUSON SCOTT & TRACY	VACANT
500-O	MURPHY THOMAS B	VACANT
500-P	PRINCETON LAKES POA INC	RESIDENTIAL
500-Q	BENDER TRUST	VACANT
500-R	SINGER STUART	VACANT
500-S	MUSIC JEFFREY D & APRIL D	VACANT
500-T	BOLAN MARK H & AMBER L	VACANT
500-U	SU SUSHIA	RESIDENTIAL
500-V	PLATZ DAVID & MARLO	VACANT
500-W	GARCIA MARTIN B JR	VACANT
500-X	CHARPENTIER LAURENT DENIS	VACANT
500-Y	CROCKETT CHRISTOPHER & LINDA	VACANT
500-Z	WHITESTONE DANIEL J	VACANT
500-AA	MCCARTHY BRIAN E & JAMIE MCCARTHY	VACANT
500-AB	WEEKS AARON P &	VACANT
500-AC	STOGNER COREY M & MATTOX ERIN	VACANT
500-AD	MILLER DEVIN K & ASHLEY	VACANT
500-AE	TORRES GUADALUPE &	VACANT
500-AF	KELLY DEREK & DEBORAH	VACANT
500-AG	CRAWFORD DAMON & TOWANDA	VACANT
500-AH	PRICE FAMILY LIVING TRUST	VACANT

PROPERTY OWNERS		
PARCEL	OWNER	OCCUPANT
500-AI	AKKERMAN RYAN & CATHERINE	VACANT
500-AJ	PRINCETON LAKES POA INC	VACANT
500-AK	CHASE DANIEL J	VACANT
500-AL	ABBOTT DOUGLAS & EVELYN	VACANT
500-AM	FIELDING BRIAN & NAUREEN FIELDING	VACANT
500-AN	HAZAN-COHEN MARK &	VACANT
500-AO	DAMER RONALD G &	RESIDENTIAL
500-AP	ISLAND DAVID & TRACY	RESIDENTIAL
500-AQ	CHEN DAVID S &	RESIDENTIAL
500-AR	THOMPSON MICHAEL & JULIE	RESIDENTIAL
500-AS	LOCKMAN ERIC & TANGY	RESIDENTIAL
500-AT	PRINCETON LAKES POA INC	RESIDENTIAL
500-AU	612 CALM WATER LLC	COMMON AREA
500-AV	STRAAYER RUSSELL A	RESIDENTIAL
501	PRESTON FARMLAND HOLDINGS LLC	VACANT
502	PRESTON FARMLAND HOLDINGS LLC	VACANT
503	SJSAS I LLC	VACANT
504	USA	FEDERAL LAND
505	USA	FEDERAL LAND
506	USA	FEDERAL LAND
507	USA	FEDERAL LAND
508	USA	FEDERAL LAND
509	USA	FEDERAL LAND
510	USA	FEDERAL LAND
511	USA	FEDERAL LAND
512	USA	FEDERAL LAND
513	CITY OF PRINCETON	CITY LAND
514	CITY OF PRINCETON	CITY LAND
515	CITY OF PRINCETON	CITY LAND
516	CITY OF PRINCETON	CITY LAND
517	CITY OF PRINCETON	CITY LAND
518	CITY OF PRINCETON	CITY LAND
519	COLLIN COUNTY	COUNTY LAND
520	USA	FEDERAL LAND
521	USA	FEDERAL LAND
522	COPELAND COMMERICAL REAL ESTATE LTD	VACANT
600	USA	FEDERAL LAND
601	USA	FEDERAL LAND
673	USA	FEDERAL LAND

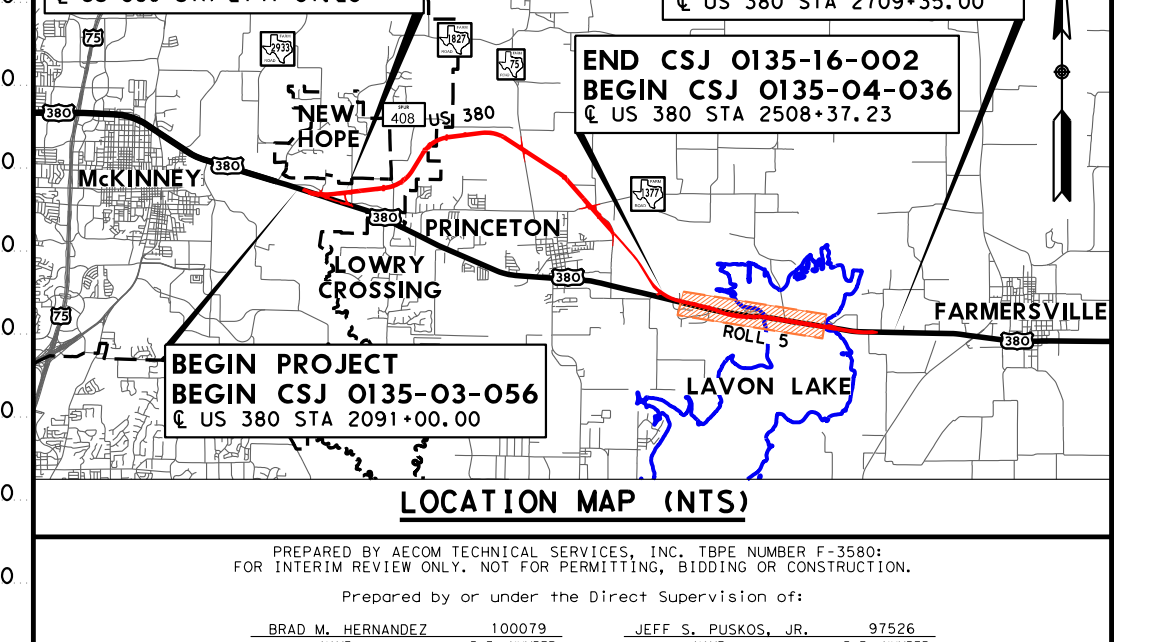
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS (RECEIVED FROM TXDOT ON AUGUST 2021) AND RECORD PLANS.
2. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
3. PARCEL LINES AND EXISTING RIGHT OF WAY (R.O.W.) HAVE NOT BEEN FIELD VERIFIED AND ARE BEST FIT. GIS FILES USED FOR BASE MAPPING.
4. PROPERTY OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM COLLIN COUNTY APPRAISAL DISTRICT (APRIL 25, 2022).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS SHOWN ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS (FIRM). EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM SURVEY AND RECORD DOCUMENTS. SEE HYDROLOGIC/HYDRAULIC REPORT FOR US 380 FOR MORE INFORMATION.
6. EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN DENIAL OF ACCESS LIMITS.
7. ALL PROPOSED DRIVEWAY REQUESTS WILL BE REVIEWED AND APPROVED THROUGH TXDOT'S AREA OFFICE IN ACCORDANCE WITH TXDOT'S ACCESS MANAGEMENT MANUAL.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE BUILDING STRUCTURE.
9. SCHEMATICS ARE BASED ON AERIAL AND DESIGN SURVEYS DATED AUGUST 2021, AS-BUILTS, AND GOOGLE EARTH IMAGERY DATED OCTOBER 2021.
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR FACE OF CURB, RAIL, OR BARRIER UNLESS NOTED OTHERWISE.
11. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
12. MAINLANE SUPERELEVATION AXIS OF ROTATION IS ABOUT THE CENTERLINE.
13. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 5 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
14. LOW SPEED ROADWAYS HAVE A NORMAL CROWN WITH 2% PAVEMENT CROSS SLOPES AND HIGH SPEED MAINLANES HAVE A NORMAL CROWN WITH 2.5% PAVEMENT CROSS SLOPE UNLESS NOTED OTHERWISE IN THE SUPERLEVATION TABLES.
15. SEE INTERSECTION DESIGN DETAIL ON ROLL 1 FOR CORNER RADII. MINOR CROSS STREET CORNER RADII ARE 30' UNLESS NOTED OTHERWISE ON THE SCHEMATIC PLAN VIEW.
16. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAPS.
17. CURB RAMPS, SIDEWALKS AND SHARED USE PATHS ARE SHOWN FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS AND SHARED USE PATHS ARE SHOWN ON TYPICAL SECTIONS.
18. WB-67 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS. CORNER RADII MAY VARY AT INTERSECTIONS DUE TO DIFFERENCES IN SKEW.
19. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
20. A TRAFFIC SIGNAL WARRANT ANALYSIS TO JUSTIFY TRAFFIC SIGNAL INSTALLATION WILL BE PERFORMED DURING PS&E.
21. TRANSITION LENGTHS FOR DROP/ADD LANES ARE BASED ON DESIGN SPEED WHERE APPLICABLE. FOR DROP LANE SCENARIO, A 840 FOOT TRANSITION LENGTH IS SHOWN ALONG MAINLANES (70 MPH) AND 540 FOOT TRANSITION LENGTH IS SHOWN SHOWN ALONG FRONTAGE ROADS (45 MPH).FOR ADD SCENARIO, 420 FOOT IS SHOWN ALONG MAINLANES AND 270 FOOT IS SHOWN ALONG FRONTAGE ROADS.

MATCH LINE STA 2528+00
CSJ 0135-04-036
HORIZ. 0 50 100 200
VERT. 0 10 20
SISTER GROVE CREEK UNNAMED TRIBUTARY
PRINCETON CITY LIMIT
ENTRANCE RAMP 2534L
EXIT RAMP 2534R
EXIT RAMP 2560L
ENTRANCE RAMP 2560R
Caddo Park Rd
County Rd 557
EXIT 1 MILE
STA 2542+00 PROPOSED COSS
380 BUSINESS
E Princeton Dr
STA 2575+60 PROPOSED COSS
EXIT XX
380 BUSINESS
E Princeton Dr
EXIT 1/4 MILE
STA 2587+10 PROPOSED COSS
Caddo Park Rd
County Rd 557
EXIT ONLY
STA 2582+00 PROPOSED COSS
Caddo Park Rd
County Rd 557
EXIT ONLY
STA 2595+00 PROPOSED COSS
CALMWATER COVE
UNKNOWN CREEK
TWIN GROVE PARK
TWIN GROVE PARK RD
FUTURE ROAD
CR 985
PRINCETON ETJ
PRINCETON CITY LIMIT
EXIST ROW
PROP ROW
US 380 WB FRONTAGE ROAD
US 380 WB MAINLANES
US 380 EB MAINLANES
US 380 EB FRONTAGE ROAD
SISTER GROVE CREEK
LAVON LAKE
CR 559
380 BUSINESS
E Princeton Dr
EXIT 1 MILE
STA 2626+40 PROPOSED COSS
PILOT GROVE CREEK
ENTRANCE RAMP 2602L
EXIT RAMP 2602R
FREEWAY ENDS 1 MILE
STA 2638+00 PROPOSED COSS
MATCH LINE STA 2658+00
CSJ 0135-04-036

HORIZONTAL CURVE DATA														
ALIGNMENT	CURVE	PI STATION	PI NORTHING - N	PI EASTING - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	PC STATION	INCOMING BEARING	PT STATION	OUTGOING BEARING
US 380 MAIN LANES (DESIGN SPEED: 70 MPH)													
PRO380_1	PRO380_1_10	2557+55.05	7114307.176	2595383.618	8° 5' 19.07"	4010	1° 25' 43.89"	283.52	566.09	2554+71.52	S 76° 34' 19.73" E	2560+37.61	S 68° 29' 00.66" E
	PRO380_1_11	2576+30.33	7113619.029	2597129.108	22° 7' 1.44"	5580	1° 1' 36.55"	1090.56	2153.94	2565+39.77	S 68° 29' 00.66" E	2586+93.71	N 89° 23' 57.90" E
	PRO380_1_12	2600+34.92	7113644.519	2599560.739	9° 44' 53.10"	4010	1° 25' 43.89"	341.95	682.23	2596+92.97	N 89° 23' 57.90" E	2603+75.20	S 80° 51' 09.00" E
FRONTAGE ROADS (DESIGN SPEED: 45 MPH)													
EBFR2	EBFR23	4570+57.39	7114173.302	2595341.479	8° 5' 19.07"	3870	1° 28' 49.84"	273.62	546.34	4567+83.77	S 76° 34' 19.73" E	4573+30.11	S 68° 29' 00.66" E
	EBFR24	4589+50.19	7113478.75	2597103.215	22° 7' 1.44"	5720	1° 0' 6.03"	1117.92	2208.01	4578+32.26	S 68° 29' 00.66" E	4600+40.27	N 89° 23' 57.90" E
	EBFR25	4613+69.54	7113504.402	2599550.269	9° 44' 53.10"	3870	1° 28' 49.84"	330.01	658.43	4610+39.53	N 89° 23' 57.90" E	4616+97.96	S 80° 51' 09.00" E
	EBFR26	4623+25.28	7113352.209	2600495.424	2° 15' 3.37"	6480	0° 53' 3.10"	127.3	254.57	4621+97.97	S 80° 51' 09.00" E	4624+52.55	S 78° 36' 05.63" E
	EBFR27	4625+79.85	7113301.89	2600745.01	2° 15' 3.37"	6480	0° 53' 3.10"	127.3	254.57	4624+52.55	S 78° 36' 05.63" E	4627+07.12	S 80° 51' 09.00" E
WBFR2	WBFR2_2	4566+45.30	7114441.051	2595425.757	8° 5' 19.07"	4150	1° 22' 50.24"	293.42	585.87	4563+51.88	S 76° 34' 19.73" E	4569+37.75	S 68° 29' 00.66" E
	WBFR2_3	4585+03.10	7113759.309	2597155	22° 7' 1.44"	5440	1° 3' 11.63"	1063.2	2099.93	4574+39.91	S 68° 29' 00.66" E	4595+39.83	N 89° 23' 57.90" E
	WBFR2_4	4608+92.98	7113784.637	2599571.21	9° 44' 53.10"	4150	1° 22' 50.24"	353.89	706.06	4605+39.09	N 89° 23' 57.90" E	4612+45.15	S 80° 51' 09.00" E
	WBFR2_5	4618+72.28	7113628.679	2600539.742	2° 15' 3.37"	6480	0° 53' 3.10"	127.3	254.57	4617+44.97	S 80° 51' 09.00" E	4619+99.55	S 83° 06' 12.37" E
	WBFR2_6	4621+26.85	7113598.107	2600792.507	2° 15' 3.37"	6480	0° 53' 3.10"	127.3	254.57	4619+99.55	S 83° 06' 12.37" E	4622+54.12	S 80° 51' 09.00" E
RAMPS (DESIGN SPEED: 50 MPH)													
PR2534R	PR2534R_1	11+42.77	7114926.566	2592462.012	3° 33' 19.18"	4600	1° 14' 44.02"	142.77	285.44	10+00.00	S 76° 34' 19.73" E	12+85.44	S 73° 01' 00.54" E
	PR2534R_2	15+29.69	7114813.521	2592832.154	3° 33' 19.18"	7870	0° 43' 40.90"	244.25	488.35	12+85.44	S 73° 01' 00.54" E	17+73.79	S 76° 34' 19.73" E
	PR2534R_3	23+42.45	7114624.747	2593622.842	7° 28' 55.96"	1050	5° 27' 24.27"	68.66	137.12	22+73.79	S 76° 34' 19.73" E	24+10.91	S 69° 05' 23.76" E
	PR2534R_4	24+80.48	7114575.412	2593751.968	7° 28' 55.96"	1064	5° 23' 5.79"	69.57	138.95	24+10.91	S 69° 05' 23.76" E	25+49.86	S 76° 34' 19.73" E
PR2560R	PR2560R_1	10+53.71	7114146.511	2595462.409	5° 46' 47.68"	1064	5° 23' 5.79"	53.71	107.33	10+00.00	S 71° 30' 06.59" E	11+07.33	S 77° 16' 54.27" E
	PR2560R_2	11+88.11	7114116.902	2595593.599	8° 47' 53.62"	1050	5° 27' 24.27"	80.78	161.24	11+07.33	S 77° 16' 54.27" E	12+68.57	S 68° 29' 00.66" E
	PR2560R_3	18+36.80	7113878.866	2596197.379	6° 43' 15.77"	2865	1° 59' 59.47"	168.23	336.08	16+68.57	S 68° 29' 00.66" E	20+04.65	S 75° 12' 16.43" E
PR2602R	PR2602R_1	11+28.18	7113566.261	2599345.71	8° 56' 18.38"	1950	3° 29' 37.12"	128.18	255.85	10+00.00	N 89° 23' 57.90" E	12+55.85	S 81° 39' 43.72" E
	PR2602R_2	13+89.51	7113528.291	2599604.786	1° 20' 11.16"	11460	0° 29' 59.87"	133.66	267.31	12+55.85	S 81° 39' 43.72" E	15+23.15	S 82° 59' 54.87" E
	PR2602R_3	15+96.39	7113503.072	2599810.137	2° 8' 45.87"	3910	1° 27' 55.31"	73.24	146.45	15+23.15	S 82° 59' 54.87" E	16+69.61	S 80° 51' 09.00" E
	PR2602R_4	22+04.52	7113406.391	2600410.55	0° 36' 47.86"	6520	0° 52' 43.57"	34.9	69.79	21+69.62	S 80° 51' 09.00" E	22+39.41	S 80° 14' 21.14" E
	PR2602R_5	23+03.38	7113389.631	2600507.977	6° 58' 19.15"	1050	5° 27' 24.27"	63.96	127.77	22+39.41	S 80° 14' 21.14" E	23+67.18	S 73° 16' 01.99" E
	PR2602R_6	25+07.32	7113330.868	2600703.437	7° 35' 7.01"	2114	2° 42' 37.09"	140.14	279.87	23+67.18	S 73° 16' 01.99" E	26+47.05	S 80° 51' 09.00" E
PR2534L	PR2534L_1	11+42.77	7115074.411	2592497.309	3° 33' 19.18"	4600	1° 14' 44.02"	142.77	285.44	10+00.00	S 76° 34' 19.73" E	12+85.44	S 80° 07' 38.91" E
	PR2534L_2	15+29.69	7115008.054	2592878.598	3° 33' 19.18"	7870	0° 43' 40.90"	244.25	488.35	12+85.44	S 80° 07' 38.91" E	17+73.79	S 76° 34' 19.73" E
	PR2534L_3	23+42.45	7114819.279	2593669.286	7° 28' 55.96"	1050	5° 27' 24.27"	68.66	137.12	22+73.79	S 76° 34' 19.73" E	24+10.91	S 84° 03' 15.69" E
	PR2534L_4	24+80.48	7114804.961	2593806.772	7° 28' 55.96"	1064	5° 23' 5.79"	69.57	138.95	24+10.91	S 84° 03' 15.69" E	25+49.86	S 76° 34' 19.73" E
PR2560L	PR2560L_1	10+89.54	7114363.993	2595557.085	9° 37' 14.02"	1064	5° 23' 5.79"	89.54	178.66	10+00.00	S 71° 42' 59.53" E	11+78.66	S 62° 05' 45.51" E
	PR2560L_2	12+37.25	7114294.67	2595687.991	6° 23' 15.14"	1050	5° 27' 24.27"	58.59	117.06	11+78.66	S 62° 05' 45.51" E	12+95.71	S 68° 29' 00.66" E
	PR2560L_3	22+60.26	7113919.416	2596639.826	6° 37' 30.57"	2950	2° 59' 59.20"	110.55	220.85	21+49.71	S 68° 29' 00.66" E	23+70.56	S 75° 06' 31.22" E
PR2602L	PR2602L_1	11+96.04	7113716.571	2599183.705	1° 57' 36.18"	11460	0° 29' 59.87"	196.04	392.04	10+00.00	N 89° 23' 57.90" E	13+92.04	N 87° 26' 21.72" E
	PR2602L_2	15+83.99	7113733.905	2599571.307	9° 33' 43.40"	2295	2° 29' 47.57"	191.95	383.01	13+92.04	N 87° 26' 21.72" E	17+75.05	S 82° 59' 54.87" E
	PR2602L_3	18+52.03	7113701.124	2599838.234	2° 8' 45.87"	4110	1° 23' 38.61"	76.98	153.94	17+75.05	S 82° 59' 54.87" E	19+28.99	S 80° 51' 09.00" E
	PR2602L_4	24+63.81	7113603.863	2600442.247	0° 37' 2.31"	6496	0° 52' 55.26"	34.99	69.99	24+28.81	S 80° 51' 09.00" E	24+98.80	S 81° 28' 11.31" E
	PR2602L_5	25+77.88	7113586.942	2600555.06	8° 36' 50.94"	1050	5° 27' 24.27"	79.08	157.86	24+98.80	S 81° 28' 11.31" E	26+56.66	N 89° 54' 57.75" E
	PR2602L_6	28+19.26	7113587.296	2600796.739	9° 13' 53.25"	2014	2° 50' 41.55"	162.6	324.49	26+56.66	N 89° 54' 57.75" E	29+81.16	S 80° 51' 09.00" E
TURNAROUNDS (DESIGN SPEED: 20 MPH)													
PROCRTWINGUWB	PROCRTWINGUWB_1	10+87.39	7113525.563	2598191.351	81° 10' 36.05"	102	56° 10' 20.40"	87.39	144.51	10+00.00	S 89° 25' 26.05" E	11+44.51	N 09° 23' 57.90" E
	PROCRTWINGUWB_2	12+79.81	7113745.262	2598227.72	98° 50' 55.99"	102	56° 10' 20.40"	119.11	175.97	11+60.71	N 09° 23' 57.90" E	13+36.68	N 89° 26' 58.09" W
PROCRTWINGUEB	PROCRTWINGUEB_1	10+85.59	7113736.193	2598384.342	80° 0' 0.00"	102	56° 10' 20.40"	85.59	142.42	10+00.00	S 89° 23' 57.90" W	11+42.42	S 09° 23' 57.90" W
	PROCRTWINGUEB_2	12+80.22	7113515.799	2598347.858	100° 0' 0.00"	102	56° 10' 20.40"	121.56	178.02	11+58.67	S 09° 23' 57.90" W	13+36.69	N 89° 23' 57.90" E
SIDE STREETS (DESIGN SPEED: 30 MPH)													
PCR985	PCR985_1	11+39.16	7113374.656	2599098.675	3° 57' 42.56"	350	16° 22' 12.80"	12.11	24.2	11+27.05	S 35° 23' 50.82" E	11+51.25	S 31° 26' 08.27" E
	PCR985_2	10+66.49	7113434.917	2599055.854	20° 2' 0.37"	350	16° 22' 12.80"	61.82	122.38	10+04.67	S 15° 21' 50.45" E	11+27.05	S 35° 23' 50.82" E
PROCR559	PROCR559_1	11+62.92	7113615.467	2601709.044	16° 15' 58.23"	1140	5° 1' 33.40"	162.92	323.64	10+00.00	N 07° 27' 39.72" E	13+23.64	N 08° 48' 18.51" W

TXDOT DALLAS DISTRICT
DESIGN SCHEMATIC APPROVED
DATE: 12-10-2023

Texas Department of Transportation
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DALLAS DISTRICT
DESIGN SCHEMATIC
CEASON CLEMENS, P.E.,
DISTRICT ENGINEER
US 380 PRINCETON
COLLIN COUNTY, TEXAS
PROJECT LIMIT: FROM FM 1827 TO CR 560
LENGTH OF PROJECT(APPROX.)=11.7 MI (61,935.0 LF)
ROADWAY=7.7 MI (40,817.50 LF) BRIDGE=4.0 MI (21,117.50 LF)
CSJ 0135-03-056 (1.07 MI)
FROM FM 1827 TO JCT US 380/W. PRINCETON DRIVE
CSJ 0135-16-002 (6.83 MI)
FROM JCT US 380/W. PRINCETON DRIVE
TO JCT US 380/E. PRINCETON DRIVE
CSJ 0135-04-036 (3.81 MI)
FROM JCT US 380/E. PRINCETON DRIVE TO CR 560
SCALE: 1"=200' H, 1"=20' V DECEMBER 2023
* - SEE NOTE NO. 7.
LEGEND:
FUTURE DRIVEWAY(NEW ACCESS)*
POTENTIAL DISPLACEMENTS
DISTRICT: DALLAS
COUNTY: COLLIN
DATE: DECEMBER 2023
US 380 PRINCETON
100% DESIGN SCHEMATIC
ROLL 5 OF 13
LOCATION MAP (NTS)
AECOM
13355 NOEL ROAD
SUITE 400
DALLAS, TEXAS 75240
214-741-7777