Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC

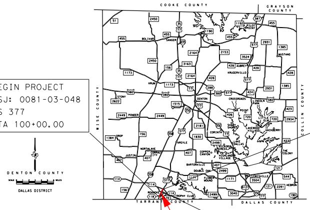
US 377

FROM: HENRIETTA CREEK ROAD
TO: SH 114

CSJ: 0081-03-048, 0081-03-046
PROJECT LENGTH: 1.51 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	40 MPH	PRINCIPLE ARTERIAL
CROSS STREETS	30 MPH	MINOR COLLECTOR

DENTON COUNTY
SEPTEMBER 18, 2013
ROLL 1 OF 2


COOKE COUNTY
GRAYSON COUNTY
WISE COUNTY
COLLIN COUNTY
TARRANT COUNTY
DALLAS COUNTY
DENTON COUNTY
DALLAS DISTRICT
BOLIVAR
SANGER
KRUM
DENTON
PONDER
JUSTIN
ARGYLE
ROANOKE
TROPHY CLUB
FLOWER MOUND
LEWISVILLE
AUBREY
PILOT POINT
CROSSROADS
CORINTH
HICKORY CREEK
LAKE DALLAS
THE COLONY
HEBRON
377
114
35
35E
35W

SHEET INDEX
ROLL 1 : US 377 PLAN & PROFILE BEGIN TO END PROJECT
ROLL 2 : CROSS STREET PROFILES

BEGIN PROJECT
CSJ: 0081-03-048
US 377
STA 100+00.00

END PROJECT
CSJ: 0081-03-048
US 377
STA 179+79.00

END PROJECT CSJ: 0081-03-048
BEGIN PROJECT CSJ: 0081-03-046
US 377 STA 145+00.00

END PROJECT CSJ: 0081-03-046
BEGIN PROJECT CSJ: 0081-03-048
US 377 STA 149+00.00

PROJECT LOCATION

NOTES:

1. CONTOURS AND TOPOGRAPHIC DATA BASED ON 1999 AERIAL FLIGHT SUPPLEMENTED BY MARCH 2012 FIELD SURVEY.
2. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENT.

JACOBS

PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
DEBORAH F. NEUBERT, P.E.

LICENSE NO. 83059

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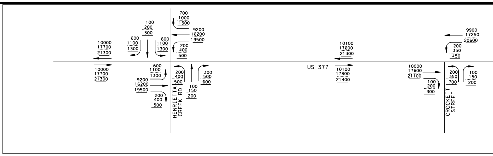
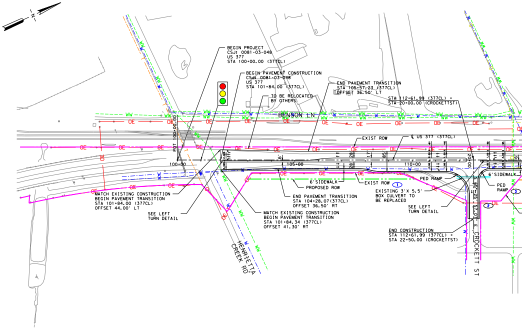
US 377: HENRIETTA CREEK DR TO: SH 114 FILE: c:\pwworking\nai\a\kompa\dms46449\377_PUBLICMTGSchematic-200.dgn DATE: 7/30/2014 TIME: 2:29:07 PM


US 377
HENRIETTA CREEK RD
CROCKETT STREET
10000 17700 21300
9200 16200 19500
700 1000 1300
600 1100 1300
100 200 300
200 400 500
300 500 600
100 150 200
10100 17600 21300
10100 17800 21400
10000 17600 21100
9900 17250 20600
200 350 450
200 350 700
100 150 200
100 200 300


BEGIN PROJECT
CSJ: 0081-03-048
US 377
STA 100+00.00 (377CL)
BEGIN PAVEMENT CONSTRUCTION
CSJ: 0081-03-048
US 377
STA 101+84.00 (377CL)
END PAVEMENT TRANSITION
STA 105+57.23 (377CL)
OFFSET 36.50' LT
TO BE RELOCATED BY OTHERS
STA 112+61.99 (377CL) = STA 20+00.00 (CROCKETTST)
BENSON LN
EXIST ROW
℄ US 377 (377CL)
POT 100+00.00
100+00
105+00
110+00
6' SIDEWALK
PROPOSED ROW
EXIST ROW
PED RAMP
6' SIDEWALK
END PAVEMENT TRANSITION
STA 104+28.07 (377CL)
OFFSET 36.50' RT
EXISTING 3' X 5.5' BOX CULVERT TO BE REPLACED
SEE LEFT TURN DETAIL
MATCH EXISTING CONSTRUCTION
BEGIN PAVEMENT TRANSITION
STA 101+84.00 (377CL)
OFFSET 44.00' LT
SEE LEFT TURN DETAIL
MATCH EXISTING CONSTRUCTION
BEGIN PAVEMENT TRANSITION
STA 101+84.34 (377CL)
OFFSET 41.30' RT
HENRIETTA CREEK RD
END CONSTRUCTION
STA 112+61.99 (377CL) =
STA 22+50.00 (CROCKETTST)
E. CROCKETT ST
OE
WW

	CURVE DATA US 377	
377CL-1	PI STATION	= 143+60.08
	DELTA	= 2° 15′ 46.02″ (LT)
	DEGREE OF CURVE	= 1° 08′ 45.30″
	TANGENT	= 98.75
	LENGTH	= 197.47
	RADIUS	= 5,000.00
	PC STATION	= 142+61.34
	PT STATION	= 144+58.80

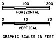
	CURVE DATA US 377	
377CL-2	PI STATION	= 145+57.55
	DELTA	= 2° 15′ 46.02″ (RT)
	DEGREE OF CURVE	= 1° 08′ 45.30″
	TANGENT	= 98.75
	LENGTH	= 197.47
	RADIUS	= 5,000.00
	PC STATION	= 144+58.80
	PT STATION	= 146+56.27

	CURVE DATA US 377	
377CL-3	PI STATION	= 154+10.37
	DELTA	= 6° 58′ 08.69″ (RT)
	DEGREE OF CURVE	= 1° 00′ 00.00″
	TANGENT	= 348.88
	LENGTH	= 696.91
	RADIUS	= 5,729.58
	PC STATION	= 150+61.49
	PT STATION	= 157+58.40

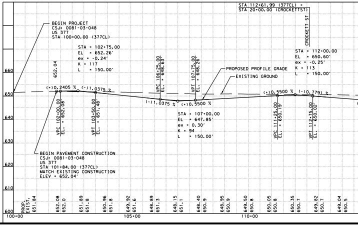
	CURVE DATA US 377	
377CL-4	PI STATION	= 162+74.16
	DELTA	= 9° 49′ 34.02″ (RT)
	DEGREE OF CURVE	= 0° 57′ 17.75″
	TANGENT	= 515.76
	LENGTH	= 1,028.99
	RADIUS	= 6,000.00
	PC STATION	= 157+58.40
	PT STATION	= 167+87.39

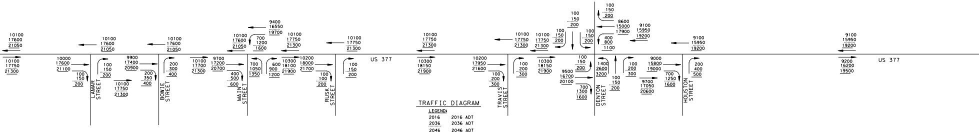
	CURVE DATA US 377	
377CL-5	PI STATION	= 168+47.01
	DELTA	= 1° 21′ 59.15″ (LT)
	DEGREE OF CURVE	= 1° 08′ 45.30″
	TANGENT	= 59.62
	LENGTH	= 119.24
	RADIUS	= 5,000.00
	PC STATION	= 167+87.39
	PT STATION	= 169+06.63

	CURVE DATA US 377	
377CL-6	PI STATION	= 171+76.10
	DELTA	= 7° 28′ 05.90″ (LT)
	DEGREE OF CURVE	= 2° 51′ 53.24″
	TANGENT	= 130.53
	LENGTH	= 260.69
	RADIUS	= 2,000.00
	PC STATION	= 170+45.57
	PT STATION	= 173+06.26

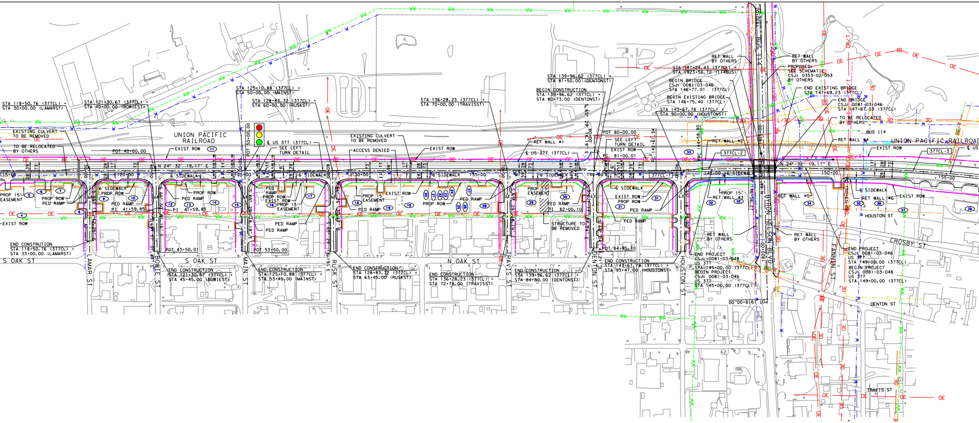

0 100 200
HORIZONTAL
0 10 20
VERTICAL

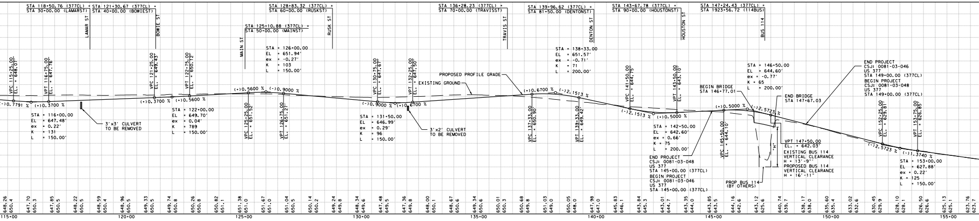
GRAPHIC SCALES IN FEET

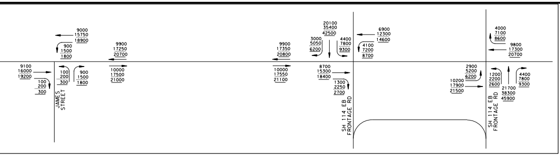



US 377
LAMAR STREET
BOWIE STREET
MAIN STREET
RUSK STREET
TRAVIS STREET
DENTON STREET
HOUSTON STREET
TRAFFIC DIAGRAM
LEGEND:
2016 2016 ADT
2036 2036 ADT
2046 2046 ADT

TRAFFIC DATA SOURCE: TEXAS DEPARTMENT OF TRANSPORTATION; TP&P DIVISION MEMORANDUM DATED OCTOBER 15, 2012


UNION PACIFIC RAILROAD
STA 118+50.76 (377CL) = STA 30+00.00 (LAMARST)
STA 121+30.67 (377CL) = STA 40+00.00 (BOWIEST)
STA 125+10.88 (377CL) = STA 50+00.00 (MAINST)
STA 128+83.32 (377CL) = STA 60+00.00 (RUSKST)
STA 136+28.23 (377CL) = STA 70+00.00 (TRAVISST)
STA 139+96.62 (377CL) = STA 81+50.00 (DENTONST)
BEGIN CONSTRUCTION STA 139+96.62 (377CL) = STA 80+73.00 (DENTONST)
STA 143+67.78 (377CL) = STA 90+00.00 (HOUSTONST)
STA 147+24.43 (377CL) = STA 1923+56.72 (114BUS)
RET WALL BY OTHERS
PROPOSED BUS 114 SEE SCHEMATIC CSJ: 0353-02-053 BY OTHERS
BEGIN BRIDGE CSJ: 0081-03-046 STA 146+77.01 (377CL)
BEGIN EXISTING BRIDGE STA 146+75.40 (377CL)
END EXISTING BRIDGE STA 147+69.23 (377CL)
END BRIDGE CSJ: 0081-03-046 STA 147+67.03 (377CL)
TO BE RELOCATED BY OTHERS
EXISTING CULVERT TO BE REMOVED
TO BE RELOCATED BY OTHERS
EXIST ROW
POT 40+00.00
N 24° 32' 19.17" E
6' SIDEWALK
PROP 15' EASEMENT
PROP ROW
PED RAMP
PI 41+59.85
END CONSTRUTION STA 118+50.76 (377CL) = STA 33+00.00 (LAMARST)
S OAK ST
LAMAR ST
BOWIE ST
POT 43+50.01
END CONSTRUCTION STA 121+30.67 (377CL) = STA 45+45.00 (BOWIEST)
MAIN ST
POT 50+00.00
€ US 377 (377CL)
SEE LEFT TURN DETAIL
ACCESS DENIED
PROP 15' EASEMENT
POT 53+50.00
END CONSTRUCTION STA 125+10.88 (377CL) = STA 53+45.00 (MAINST)
RUSK ST
END CONSTRUCTION STA 128+83.32 (377CL) = STA 63+45.00 (RUSKST)
EXISTING CULVERT TO BE REMOVED
N OAK ST
END CONSTRUCTION STA 136+28.23 (377CL) = STA 72+78.00 (TRAVISST)
TRAVIS ST
RET WALL #1
POT 80+00.00
PI 81+00.01
PI 82+00.10
POT 84+95.10
STRUCTURE TO BE REMOVED
END CONSTRUCTION STA 139+96.62 (377CL) = STA 84+80.00 (DENTONST)
DENTON ST
RET WALL #2
RET WALL #3
END CONSTRUCTION STA 143+67.78 (377CL) = STA 93+47.00 (HOUSTONST)
HOUSTON ST
377CL-1
377CL-2
377CL-3
BUS 114
BYRON NELSON BLVD
RET WALL #4
RET WALL #5
RET WALL #6
RET WALL BY OTHERS
END PROJECT CSJ: 0081-03-048 US 377 STA 145+00.00 (377CL)
BEGIN PROJECT CSJ: 0081-03-046 US 377 STA 145+00.00 (377CL)
END PROJECT CSJ: 0081-03-046 US 377 STA 149+00.00 (377CL)
BEGIN PROJECT CSJ: 0081-03-048 US 377 STA 149+00.00 (377CL)
HOUSTON ST
CROSBY ST
FANNIN ST
DENTON ST
TRAVIS ST
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00


STA 118+50.76 (377CL) = STA 30+00.00 (LAMARST)
STA 121+30.67 (377CL) = STA 40+00.00 (BOWIEST)
STA 125+10.88 (377CL) = STA 50+00.00 (MAINST)
STA 128+83.32 (377CL) = STA 60+00.00 (RUSKST)
STA 136+28.23 (377CL) = STA 70+00.00 (TRAVISST)
STA 139+96.62 (377CL) = STA 81+50.00 (DENTONST)
STA 143+67.78 (377CL) = STA 90+00.00 (HOUSTONST)
STA 147+24.43 (377CL) = STA 1923+56.72 (114BUS)
LAMAR ST
BOWIE ST
MAIN ST
RUSK ST
TRAVIS ST
DENTON ST
HOUSTON ST
BUS 114
VPC 115+25.00 EL. = 648.07
VPT 116+75.00 EL. = 647.76
STA = 116+00.00 EL = 647.48' ex = 0.22' K = 131 L = 150.00'
(-)0.7791 %
(+)0.3700 %
3'x3' CULVERT TO BE REMOVED
VPC 121+25.00 EL. = 649.43'
VPT 122+75.00 EL. = 650.12'
(+)0.3700 %
(+)0.5600 %
STA = 122+00.00 EL = 649.70' ex = 0.04' K = 789 L = 150.00'
(+)0.5600 %
(-)0.9000 %
VPC 125+25.00 EL. = 651.52
VPT 126+75.00 EL. = 651.27
STA = 126+00.00 EL = 651.94' ex = -0.27' K = 103 L = 150.00'
VPC 130+75.00 EL. = 647.67
VPT 132+25.00 EL. = 647.50
STA = 131+50.00 EL = 646.99' ex = 0.29' K = 96 L = 150.00'
(-)0.9000 %
(+)0.6700 %
3'x2' CULVERT TO BE REMOVED
PROPOSED PROFILE GRADE
EXISTING GROUND
(+)0.6700 %
(-)2.1513 %
STA = 138+33.00 EL = 651.57' ex = -0.71' K = 71 L = 200.00'
VPC 137+33.00 EL. = 650.90'
VPT 139+33.00 EL. = 649.42
VPC 141+50.00 EL. = 644.75
VPT 143+50.00 EL. = 643.10
(-)2.1513 %
(+)0.5000 %
STA = 142+50.00 EL = 642.60' ex = 0.66' K = 75 L = 200.00'
END PROJECT CSJ: 0081-03-048 US 377 STA 145+00.00 (377CL)
BEGIN PROJECT CSJ: 0081-03-046 US 377 STA 145+00.00 (377CL)
BEGIN BRIDGE STA 146+77.01
END BRIDGE STA 147+67.03
VPC 145+50.00 EL. = 644.10
STA = 146+50.00 EL = 644.60' ex = -0.77' K = 65 L = 200.00'
(+)0.5000 %
(-)2.5723 %
VPT 147+50.00 EL. = 642.03'
EXISTING BUS 114 VERTICAL CLEARANCE H = 13'-9"
PROPOSED BUS 114 VERTICAL CLEARANCE H = 16'-11"
PROP BUS 114 (BY OTHERS)
END PROJECT CSJ: 0081-03-046 US 377 STA 149+00.00 (377CL)
BEGIN PROJECT CSJ: 0081-03-048 US 377 STA 149+00.00 (377CL)
VPC 152+25.00 EL. = 629.81'
VPT 153+75.00 EL. = 626.85'
(-)2.5723 %
(-)1.3740 %
STA = 153+00.00 EL = 627.88' ex = 0.22' K = 125 L = 150.00'
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00

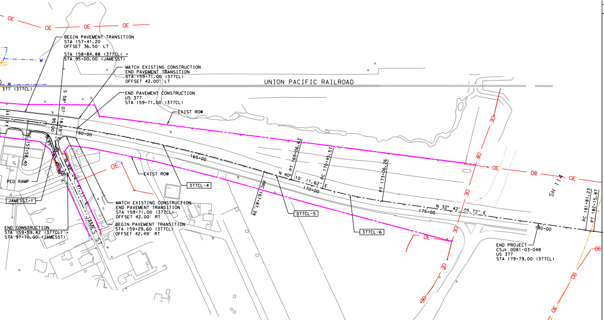

9000
15750
18900
900
1500
1800
9900
17250
20700
9100
16000
19200
100
200
300
100
200
300
900
1500
1800
10000
17500
21000
JAMES STREET
9900
17350
20800
10000
17550
21100
20100
35400
42500
3000
5050
6200
4400
7800
9300
8700
15300
18400
1300
2250
2700
6900
12300
14600
4100
7200
8700
SH 114 EB FRONTAGE RD
2900
5200
6200
10200
17900
21500
4000
7100
8600
9800
17300
20700
1200
2200
2600
21700
38300
45900
4400
7800
9300
SH 114 EB FRONTAGE RD

RETAINING WALL TABLE

NO.	BEGIN STATION	END STATION
1	STA 136+50.00	STA 139+50.00
2	STA 144+30.00	STA 146+75.00
3	STA 143+97.00	STA 146+75.00
4	STA 147+69.00	STA 150+10.00
5	STA 147+69.00	STA 150+10.00
6	STA 150+85.00	STA 151+60.00

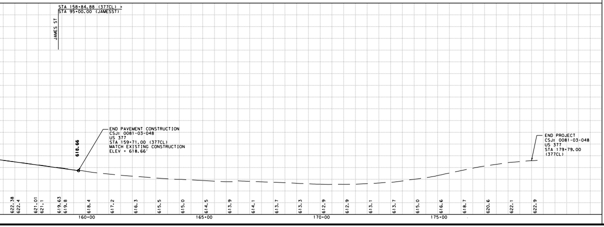
PARCEL	OWNER NAME
1	PETERSON/COLEMAN FAMILY P/S
2	COLEMAN, JOHN A, JR
3	BLEVINS, LINDA R ETAL
4	BLEVINS, LINDA R ETAL
5	BLEVINS, LINDA R ETAL
6	HARD SUN II INC
7	HARD SUN II INC
8	HARD SUN II INC
9	SODSAIVELILUX, SONGSANGCHARNTARA
10	LAI RM INC
11	UNION PACIFIC RAILROAD CO
12	SW LEE ENTERPRISES II
13	SW LEE ENTERPRISES II
14	BECKETT, LLOYD J
15	OLD TOWN DEVELOPMENT LLC
16	BEAN REALTY LLC
17	V M REAL ESTATE LTD
18	WILLIAMS, RON
19	RG WILLIAMS FAMILY ENTERPRISES LP
20	120 LAND CORPORATION & QUICKSALL, JERRY W
21	120 LAND CORPORATION & QUICKSALL, JERRY W
22	120 LAND CORPORATION & QUICKSALL, JERRY W

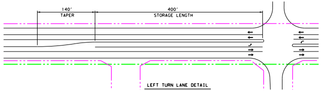
PARCEL	OWNER NAME
23	120 LAND CORPORATION & QUICKSALL, JERRY W
24	120 LAND CORPORATION & QUICKSALL, JERRY W
25	120 LAND CORPORATION & QUICKSALL, JERRY W
26	120 LAND CORPORATION & QUICKSALL, JERRY W
27	120 LAND CORPORATION & QUICKSALL, JERRY W
28	CRITCHFIELD, WILLIAM A & CYNTHIA A DECLARATION OF TRUST
29	AB GARAGE HOLDINGS LP
30	METROPORT MEALS ON WHEELS INC
31	SOUTHWEST TOWNE WEST LTD
32	GIERISCH COMM LTD
33	UNION PACIFIC RAILROAD CO
34	WOLF, CARROLL H TRUSTEE OF THE WOLF JOINT REV LIV TRUST
35	WOLF, CARROLL H TRUSTEE OF THE WOLF JOINT REV LIV TRUST
36	WHITE, KENDELL E JR & MARCENDA
37	WHITE, KENDELL E JR & MARCENDA
38	SADEGHIAN, MASOUD D/B/A
39	ROANOKE, CITY OF
40	4 WATER GROUP
41	TEXAS COUNTRYVIEW PROPERTIES LTD P/S
42	ROANOKE CORNERS LLC
43	ROANOKE CORNERS LLC
44	ABS TX INVESTOR LP


N
OE
BEGIN PAVEMENT TRANSITION
STA 157+41.20
OFFSET 36.50' LT
STA 158+84.88 (377CL) =
STA 95+00.00 (JAMESST)
MATCH EXISTING CONSTRUCTION
END PAVEMENT TRANSITION
STA 159+71.00 (377CL)
OFFSET 42.00' LT
UNION PACIFIC RAILROAD
END PAVEMENT CONSTRUCTION
US 377
STA 159+71.00 (377CL)
EXIST ROW
377 (377CL)
160+00
165+00
170+00
175+00
180+00
PED RAMP
JAMESST-1
EXIST ROW
377CL-4
377CL-5
377CL-6
MATCH EXISTING CONSTRUCTION
END PAVEMENT TRANSITION
STA 159+71.00 (377CL)
OFFSET 42.00' RT
BEGIN PAVEMENT TRANSITION
STA 159+29.60 (377CL)
OFFSET 42.49' RT
END CONSTRUCTION
STA 159+59.42 (377CL) =
STA 97+10.00 (JAMESST)
JAMES ST
PT 169+06.63
PC 170+45.57
PT 173+06.26
N 40° 11' 62" E
N 32° 42' 05.72" E
PC 181+81.23
PT 182+15.87
END PROJECT
CSJ: 0081-03-048
US 377
STA 179+79.00 (377CL)
SH 114
3D
OE

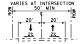
CURVE DATA JAMES STREET JAMESST-1

PI STATION = 95+80.09
DELTA = 27° 12' 24.33" (LT)
DEGREE OF CURVE = 114° 35' 29.61"
TANGENT = 12.10
LENGTH = 23.74
RADIUS = 50.00
PC STATION = 95+67.99
PT STATION = 95+91.73

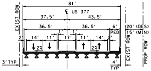



140'
TAPER
400'
STORAGE LENGTH

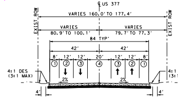
LEFT TURN LANE DETAIL


VARIES AT INTERSECTION
50' MIN
ROW
20'
20'
2%
2%

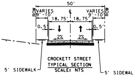
EXISTING CROCKETT STREET
TYPICAL SECTION
SCALE: NTS


81'
℄ US 377
37.5'
43.5'
36.5'
36.5'
6'
PED
1'
1'
2'
14'
11'
17'
11'
14'
2'
2%
2%
20' (DES)
15' (MIN)
EXIST ROW
PROP ROW
3' TYP
4'
TYP

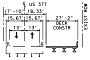
PROPOSED US 377
BRIDGE TYPICAL SECTION
NTS
STA 146+77.01 TO STA 147+67.03


℄ US 377
EXIST ROW
VARIES 160.0' TO 177.4'
VARIES
80.9' TO 100.1'
VARIES
79.7' TO 77.3'
84 TYP'
42'
42'
8'
12'
12'
20'
12'
12'
8'
①
②
③
④
③
②
①
2%
2%
4:1 DES
(3:1 MAX)
4'
4'

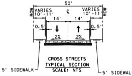
PROPOSED US 377
TYPICAL SECTION
SCALE: NTS
STA 158+37 TO STA 159+71
① VARIES FROM 0' TO 8'
② VARIES FROM 14' TO 122
③ VARIES 11' TO 12'
④ VARIES 19' TO 20'


50'
ROW
VARIES
9'-10'
℄
18.75'
18.75'
0.5'
0.5'
2%
2%
5' SIDEWALK
5' SIDEWALK

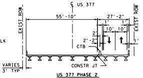
CROCKETT STREET
TYPICAL SECTION
SCALE: NTS


℄ US 377
17'-10"
18.33'
15.67'
15.67'
13'
13'
27'-2"
DECK
CONSTR
EXIST ROW

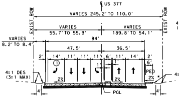
US 377 PHASE 1
NTS


50'
ROW
VARIES
10'-11'
℄
14'
14'
0.5'
0.5'
2%
2%
5' SIDEWALK
5' SIDEWALK

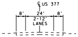
CROSS STREETS
TYPICAL SECTION
SCALE: NTS


℄ US 377
EXIST ROW
55'-10"
27'-2"
1'
1'
10'
10'
2'
2'-2"
1'
CTB
CONSTR JT
VARIES
3' TYP

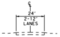
US 377 PHASE 2
NTS


℄ US 377
EXIST ROW
VARIES 245.2' TO 110.0'
VARIES
55.7' TO 55.9'
VARIES
189.8' TO 54.1'
VARIES
8.2' TO 8.4'
84'
47.5'
36.5'
2'
14'
11'
11'
11'
6'
11'
14'
2'
1'
1'
6'
PED
①
2%
2%
2%
*
4:1 DES
(3:1 MAX)
4'
4'
PGL

PROPOSED US 377
WITH LEFT SOUTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 101+84 TO STA 105+57
① VARIES FROM 0' TO 14'
* TRANSITION TO MATCH CROSS STREET AT INTERSECTIONS


℄ US 377
8'
24'
8'
2-12'
LANES

EXISTING US 377
TYPICAL SECTION
SCALE: NTS


℄
24'
2-12'
LANES

EXISTING CROSS STREET
TYPICAL SECTION
SCALE: NTS

PLAN LEGEND

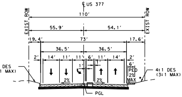
— · —	EXISTING ROW
— · —	PROPOSED ROW
— - —	PROPERTY LINE
——	RETAINING WALL
	PEDESTRAIN RAMP (TYPE 10 TYP.)
→	TRAFFIC LANE
🚦	EXISTING TRAFFIC SIGNAL
— — —	PROPOSED EASEMENT

UTILITIES LEGEND

overhead ELECTRIC	OE	TRICOUNTY, oncor, or txdot traffic signal
underground ELECTRIC	E	TRICOUNTY, oncor, or txdot traffic signal
OVERHEAD ELECTRIC / telecom	OE/T	TRICOUNTY, oncor, or txdot traffic signal
GAS	G	ATMOS or nu star
telecom	T	ATT, verizon business, level 3, fiberlight, or verizon telecom
OVERHEAD telecom	OHT	ATT, verizon business, level 3, fiberlight, or verizon telecom
WATER	W	ROANOKE OR ARGYLE
WASTE WATER	WW	ROANOKE, ARGYLE, OR TRA
STORM SEWER	SD	TXDOT

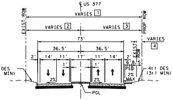
⊡	ELECTRICAL POWER BOX
⊟	ELECTRICAL HAND HOLE
○	POWER POLE
⊙	TELEPHONE MANHOLE
⊘	TELEPHONE PEDESTAL
⊟	TELEPHONE HAND HOLE
⊡	TELEPHONE VAULT
⋈	WATER VALVE
⊙	WASTE WATER MANHOLE
~	OUT OF SCOPE

QUALITY LEVEL d- typical


℄ US 377
EXIST ROW
110'
55.9'
54.1'
19.4'
73'
17.6'
36.5'
36.5'
2'
14'
11'
11'
6'
11'
14'
2'
6'
PED
2%
MAX
2%
2%
DES
MAX)
4:1 DES
(3:1 MAX)
PGL

PROPOSED US 377
WITH LEFT SOUTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 105+57 TO STA 106+76

* TRANSITION TO MATCH CROSS STREET AT INTERSECTIONS


℄ US 377
EXIST ROW
PROP ROW
VARIES 1
VARIES 2
VARIES 3
VARIES 4
73'
36.5'
36.5'
2'
14'
11'
17'
11'
14'
2'
1'
1'
EXIST ROW
6'
8.5'
PED
2%
MAX
2%
2%
DES
MIN)
4:1 DES
(3:1 MIN)
PGL

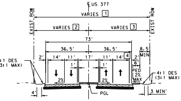
PROPOSED US 377
TYPICAL SECTION
SCALE: NTS
STA 106+76 TO STA 108+50
STA 118+50TO STA 125+51
STA 130+32 TO STA 134+13

1. STA 106+76 TO 108+50 = 110'
   STA 118+50 TO 125+51 Varies 98' to 98.3'
   STA 130+32 TO 134+13 Varies 98.6' to 98.7'

2. STA 106+76 TO 108+50 VARIES 55.9' TO 56'
   STA 118+50 TO 125+51 Varies 46.5' to 46.8'
   STA 130+32 TO 134+13 Varies 47.1' to 47.2'

3. STA 106+76 TO 108+50 VARIES 54.1' TO 54'
   STA 118+50 TO 125+51 = 51.5'
   STA 130+32 TO 134+13 = 51.5'

4. STA 106+76 TO 108+50 VARIES 17.6' TO 17.5'
   STA 118+50 TO 125+51 VARIES 8' TO 8.3'
   STA 130+32 TO 134+13 Varies 8.6' to 8.7'


℄ US 377
EXIST ROW
EXIST ROW
VARIES 1
VARIES 2
VARIES 3
73'
36.5'
36.5'
8.5'
MIN
4
2'
14'
11'
17'
11'
14'
2'
1'
1'
6'
PED
2%
MAX
2%
2%
4'
3 MIN'
:1 DES
3:1 MAX)
4:1 DES
(3:1 MAX)
PGL
DES
MAX)
1 DES

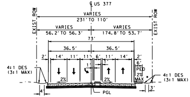
PROPOSED US 377
TYPICAL SECTION
SCALE: NTS
STA 108+50 TO STA 112+90
STA 151+50 TO STA 158+37

1. STA 108+50 TO 112+90 VARIES 110' TO 243'
   STA 151+60 TO 158+37 VARIES 111.2' TO 160.1'

2. STA 108+50 TO 112+90 VARIES 56' TO 56.2'
   STA 151+60 TO 158+37 VARIES 51.2' TO 80.9'

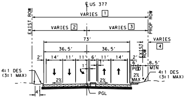
3. STA 108+50 TO 112+90 VARIES 54' TO 186.8'
   STA 151+60 TO 158+37 VARIES 60' TO 79.7'

4. STA 108+50 TO 112+90 VARIES 14' TO 26'


℄ US 377
EXIST ROW
EXIST ROW
VARIES
231' TO 110'
VARIES
56.2' TO 56.3'
VARIES
174.8' TO 53.7'
73'
36.5'
36.5'
2'
14'
11'
11'
6'
11'
14'
2'
1'
1'
6'
PED
2%
MAX
2%
2%
4'
3'
4:1 DES
(3:1 MAX)
4:1 DES
(3:1 MAX)
PGL

PROPOSED US 377
WITH LEFT SOUTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 112+90 TO STA 114+90

* TRANSITION TO MATCH CROSS STREET AT INTERSECTIONS


℄ US 377
EXIST ROW
PROP ROW
VARIES 1
VARIES 2
VARIES 3
VARIES 4
73'
36.5'
36.5'
2'
14'
11'
11'
6'
11'
14'
2'
1'
1'
EXIST ROW
6'
8.5'
MIN
PED
2%
MAX
2%
2%
4:1 DES
(3:1 MAX)
4:1 DES
(3:1 MAX)
4'
PGL

PROPOSED US 377
WITH LEFT SOUTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 114+90 TO STA 118+50
STA 125+51 TO STA 130+32

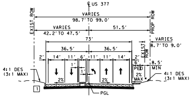
* TRANSITION TO MATCH CROSS STREET AT INTERSECTIONS

1. STA 114+90 TO 116+14.6 VARIES 110' TO 107.9'
   STA 116+14.6 TO 118+50 = 107.9'
   STA 125+51 TO 130+32 Varies 98.3' to 98.6'

2. STA 114+90 TO 116+14.6 VARIES 56.3' TO 56.4'
   STA 116+14.6 TO 118+50 = 56.4'
   STA 125+51 TO 130+32 Varies 46.8' to 47.1'

3. STA 114+90 TO 116+14.6 VARIES 53.7' TO 51.5'
   STA 116+14.6 TO 118+50 = 51.5'
   STA 125+51 TO 130+32 = 51.5'

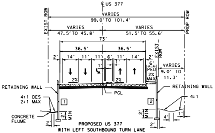
4. STA 114+90 TO 116+46 = 0'
   STA 116+14.6 TO 118+50 = 8.5'
   STA 125+51 TO 130+32 VARIES 8.3' TO 8.6'


℄ US 377
EXIST ROW
PROP ROW
VARIES
98.7' TO 99.0'
VARIES
42.2' TO 47.5'
51.5'
VARIES
8.7' TO 9.0'
73'
36.5'
36.5'
2'
14'
11'
6'
11'
11'
14'
2'
1'
1'
EXIST ROW
6'
8.5'
MIN
PED
2%
MAX
2%
2%
4:1 DES
(3:1 MAX)
4:1 DES
(3:1 MAX)
1
PGL

PROPOSED US 377
WITH LEFT NORTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 134+13 TO 140+32

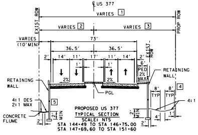
* TRANSITION TO MATCH CROSS STREET AT INTERSECTIONS

1. WALL BEGINS STA 138+67.00


℄ US 377
EXIST ROW
PROP ROW
VARIES
99.0' TO 101.4'
VARIES
47.5' TO 45.8'
VARIES
51.5' TO 55.6'
73'
36.5'
36.5'
2'
14'
11'
11'
6'
11'
14'
2'
EXIST ROW
6'
PED
2%
MAX
VARIES
9.0' TO 11.3'
2%
2%
RETAINING WALL
RETAINING WALL
4:1 DES
2:1 MAX
1
2
4:1
CONCRETE FLUME
2' MIN
2'
2' MIN
4'
1'
2'
PGL

PROPOSED US 377
WITH LEFT SOUTHBOUND TURN LANE
TYPICAL SECTION
SCALE: NTS
STA 140+32 TO STA 144+49

1. WALL BEGINS STA 138+67.00
2. WALL BEGINS STA 143+90.00


℄ US 377
EXIST ROW
PROP ROW
VARIES 1
VARIES 2
VARIES 3
VARIES
(10' MIN)
73'
36.5'
36.5'
2'
14'
11'
17'
11'
14'
2'
1'
1'
EXIST ROW
6'
PED
2%
MAX
2%
2%
RETAINING WALL
RETAINING WALL
4:1 DES
2:1 MAX
5
4
8' TYP
8' TYP
4:1
CONCRETE FLUME
2' MIN
2'
2' MIN
4'
1'
2'
PGL

PROPOSED US 377
TYPICAL SECTION
SCALE: NTS
STA 144+49 TO STA 146+75.00
STA 147+69.60 TO STA 151+60

1. STA 144+49 TO 146+79.69 VARIES 114.7' TO 107.1'
   STA 147+69 TO 151+60 VARIES 100.7' TO 111.2'

2. STA 144+49 TO 146+79.69 VARIES 45.7' TO 40.1'
   STA 147+69 TO 151+60 VARIES 40.8' TO 51.2'

3. STA 144+49 TO 146+79.69 VARIES 69' TO 67'
   STA 147+69 TO 151+60 VARIES 59.9' TO 60'

4. STA 144+49 TO 146+79.69 VARIES 24.7' TO 40.1'
   STA 147+69 TO 148+00 =10'
   STA 148+00 TO 151+60 =0'

5. WALL ENDS STA 150+10

Texas Department of Transportation ®

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC

US 377

FROM: HENRIETTA CREEK ROAD
TO: SH 114

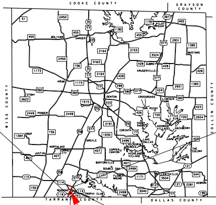
CSJ: 0081-03-048, 0081-03-046
PROJECT LENGTH: 1.51 MILES

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAINLANES	40 MPH	PRINCIPLE ARTERIAL
CROSS STREETS	30 MPH	MINOR COLLECTOR

DENTON COUNTY
SEPTEMBER 18, 2013
ROLL 1 OF 2

BEGIN PROJECT
CSJ: 0081-03-048
US 377
STA 100+00.00

DENTON COUNTY
DALLAS DISTRICT


COOKE COUNTY
GRAYSON COUNTY
WISE COUNTY
COLLIN COUNTY
TARRANT COUNTY
DALLAS COUNTY
SANGER
PILOT POINT
KRUGERVILLE
KRUM
AUBREY
DENTON
CROSSROADS
LINCOLN PARK
OAK POINT
PONDER
CORINTH
SHADY SHORES
LAKE DALLAS
LITTLE ELM
HACKBERRY
ARGYLE
LAKEWOOD VILLAGE
THE COLONY
NORTHLAKE
COPPER CANYON
HIGHLAND VILLAGE
JUSTIN
BARTONVILLE
DOUBLE OAK
FLOWER MOUND
LEWISVILLE
HEBRON
ROANOKE
TROPHY CLUB
STONY
DROP
BOLIVAR
MUSTANG

END PROJECT
CSJ: 0081-03-048
US 377
STA 179+79.00

END PROJECT CSJ: 0081-03-048
BEGIN PROJECT CSJ: 0081-03-046
US 377 STA 145+00.00

END PROJECT CSJ: 0081-03-046
BEGIN PROJECT CSJ: 0081-03-048
US 377 STA 149+00.00

PROJECT LOCATION

NOTES:

1. CONTOURS AND TOPOGRAPHIC DATA BASED ON 1999 AERIAL FLIGHT SUPPLEMENTED BY MARCH 2012 FIELD SURVEY.
2. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENT.

JACOBS

PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
DEBORAH F. NEUBERT, P.E.

LICENSE NO. 83059

0 100 200
HORIZONTAL
0 10 20
VERTICAL
GRAPHIC SCALES IN FEET

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FILE: c:\pwworking\nafs\el\compa\dms46449\377_PUBLICMTGSchematic-200.dgn DATE: 7/30/2014 TIME: 2:29:08 PM

US 377: ROANOKE