TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
JAMES K. (KELLY) SELMAN, P.E., DISTRICT ENGINEER

US 377
DESIGN SCHEMATIC

DENTON COUNTY, TEXAS

FROM SOUTH OF FM 1171 TO NORTH OF CRAWFORD ROAD
CSJ: 0081-03-047
LENGTH: 6.13 MILES

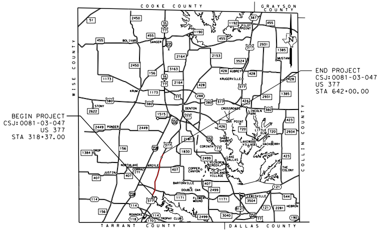
DATE: NOVEMBER, 2017

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 377, FM 1171, US 377 EAST, US 377 WEST	45 MPH	URBAN PRINCIPAL ARTERIAL
FM 407	45 MPH	URBAN MINOR ARTERIAL
COUNTRY CLUB ROAD, CRAWFORD ROAD	35 MPH	URBAN MINOR ARTERIAL
CANYON FALLS DRIVE, FRENCH TOWN ROAD, OLD JUSTIN ROAD, DENTON STREET	35 MPH	URBAN COLLECTOR
ALL OTHER ROADWAYS	35 MPH	LOCAL STREETS

INDEX OF SHEETS

ROLL 1 OF 7: PLAN & PROFILE VIEW STA. 324+50.00 TO STA. 390+00.00
ROLL 2 OF 7: PLAN & PROFILE VIEW STA. 390+00.00 TO STA. 456+00.00
ROLL 3 OF 7: PLAN & PROFILE VIEW STA. 456+00.00 TO STA. 517+00.00
ROLL 4 OF 7: PLAN & PROFILE VIEW STA. 517+00.00 TO STA. 581+00.00
ROLL 5 OF 7: PLAN & PROFILE VIEW STA. 581+00.00 TO STA. 642+00.00
ROLL 6 OF 7: PLAN & PROFILE VIEW FM 1171 AND FM 407
ROLL 7 OF 7: PROFILE VIEW INTERSECTING STREETS

ROLL 7 OF 7



COOKE COUNTY
GRAYSON COUNTY
WISE COUNTY
COLLIN COUNTY
TARRANT COUNTY
DALLAS COUNTY
END PROJECT
CSJ: 0081-03-047
US 377
STA 642+00.00
BEGIN PROJECT
CSJ: 0081-03-047
US 377
STA 318+37.00
BOLIVAR
SANGER
PILOT POINT
AUBREY
KRUGERVILLE
KRUM
DENTON
CROSSROADS
OAK POINT
LITTLE ELM
LAKEWOOD VILLAGE
HACKBERRY
CORINTH
SHADY SHORES
LAKE DALLAS
HICKORY CREEK
COPPER CANYON
HIGHLAND VILLAGE
THE COLONY
ARGYLE
NORTHLAKE
CORRAL CITY
JUSTIN
BARTONVILLE
DOUBLE OAK
FLOWER MOUND
LEWISVILLE
ROANOKE
TROPHY CLUB
HEBRON
PONDER
STONY
DROP

LOCATION MAP
N.T.S.

LEGEND

—·—·—	EXISTING ROW	-·- FOC -·-	FIBER OPTIC CABLE
—··—	PROPOSED ROW	-·- G -·-	GAS
—·—·—	PROPOSED DRAINAGE EASEMENT	— OE —	OVERHEAD ELECTRIC
—·—·—	CENTERLINE/BASELINE	— OH/FOC —	OVER HEAD / FIBER OPTIC CABLE
········	EXISTING PLANIMETRIC FEATURES	-·- T -·-	TELECOM
— —	EXISTING CULVERT	····E2····	UNDERGROUND ELECTRIC
—·—·—	EXISTING PARCEL LINE	-·- W -·-	WATER
———	PROPOSED RAILROAD EASEMENT	---- WW --	WASTE WATER
— —	PROPOSED DRIVEWAY EASEMENT	▭	PROPOSED CONCRETE PAVEMENT
☒	EXISTING TO BE REMOVED	▭	PROPOSED ASPHALT PAVEMENT
→	DIRECTION OF TRAVEL	▭	PROPOSED DRIVEWAY IMPROVEMENTS
①	PARCEL IDENTIFIER NUMBER	▭	PROPOSED SIDEWALK
═	PROPOSED CULVERT	▭	PROPOSED GRASS MEDIAN
▭	IMPROVEMENTS UNDER CONSTRUCTION	▭	PROPOSED CONCRETE MEDIAN
▭	LIMITS OF FLOOD PLAIN	▭	EXISTING PAVEMENT TO REMAIN
—560—	EXISTING 5' INTERVAL CONTOUR	▭	ASPHALT OVERLAY EXISTING PAVEMENT
|⨯|	PROPOSED R.R. CROSSING SYMBOL	▬	PROPOSED RETAINING WALL
●—	PROPOSED RR. SIGNAL & GATE	▨	PROPOSED ROCK RIPRAP

DENTON COUNTY, TEXAS

TEXAS COUNTY MAP
N.T.S.

0 100 200
HORIZONTAL

0 10 20
VERTICAL

GRAPHIC SCALES IN FEET

PREPARED BY JACOBS ENGINEERING GROUP, INC.
REGISTRATION F-2966
UNDER THE SUPERVISION OF
DEBORAH F. NEUBERT, P.E.
Deborah F. Neubert 1/9/18
LICENSE NO. 83059 DATE

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Firm Registration F-2966

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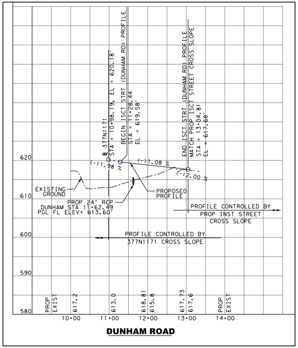
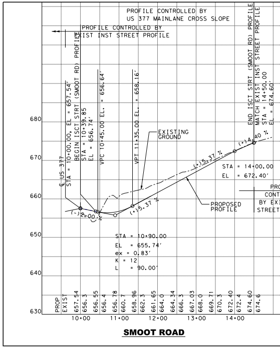


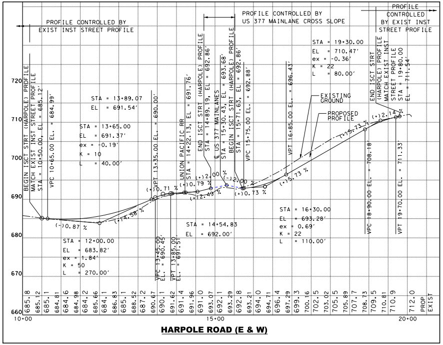
℄ 377N1171
STA = 10+98.19, EL = 620.18'
BEGIN ISCT STRT (DUNHAM RD) PROFILE
STA = 11+28.44
EL = 619.58'
END ISCT STRT (DUNHAM RD) PROFILE
MATCH PROP ISCT STREET CROSS SLOPE
STA = 13+04.81
EL = 617.68'
(-)1.98 %
(-)1.08 %
(-)2.00 %
EXISTING GROUND
PROPOSED PROFILE
PROP 24" RCP
DUNHAM STA 11+62.49
PGL FL ELEV= 613.60'
PROFILE CONTROLLED BY
PROP INST STREET
CROSS SLOPE
PROFILE CONTROLLED BY
377N1171 CROSS SLOPE
620
610
600
590
580
PROP
EXIST
617.2
613.0
618.81
615.8
617.73
617.6
PROP
EXIST
10+00
11+00
12+00
13+00
14+00

DUNHAM ROAD



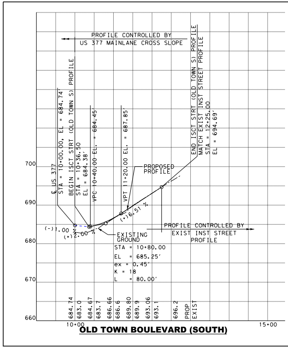
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 657.54'
BEGIN ISCT STRT (SMOOT RD) PROFILE
STA = 10+39.85
EL = 656.74'
VPC 10+45.00 EL. = 656.64'
VPT 11+35.00 EL. = 658.16'
END ISCT STRT (SMOOT RD) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 14+50.00
EL = 674.60'
EXISTING GROUND
PROPOSED PROFILE
(-)2.00 %
(+)5.37 %
(+)5.37 %
(+)4.40 %
STA = 14+00.00
EL = 672.40'
PRO
CONT
BY EXI
STREET
STA = 10+90.00
EL = 655.74'
ex = 0.83'
K = 12
L = 90.00'
680
670
660
650
640
630
PROP
EXIST
657.54
656.3
656.55
656.4
656.78
660.7
658.96
662.3
661.65
664.0
664.34
666.3
667.03
668.0
669.71
670.3
672.40
672.4
674.60
674.6
10+00
11+00
12+00
13+00
14+00

SMOOT ROAD



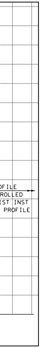
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE
CONTROLLED
BY EXIST INST
STREET PROFILE
BEGIN ISCT STRT (HARPOLE) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 10+50.00, EL = 685.12'
VPC 10+65.00 EL. = 684.99'
STA = 13+89.07
EL = 691.54'
STA = 13+65.00
EL = 691.37'
ex = -0.19'
K = 10
L = 40.00'
VPT 13+35.00 EL. = 690.00'
UNION PACIFIC RR
STA = 14+22.13, EL = 691.76'
END ISCT STRT (HARPOLE) PROFILE
STA = 14+89.19, EL = 692.86'
℄ US 377 MAINLANES
STA = 15+30.43, EL = 693.68'
BEGIN ISCT STRT (HARPOLE) PROFILE
STA = 15+71.63, EL = 692.86'
VPC 15+75.00 EL. = 692.88'
VPT 16+85.00 EL. = 696.43'
STA = 19+30.00
EL = 710.47'
ex = -0.36'
K = 22
L = 80.00'
EXISTING GROUND
PROPOSED PROFILE
END ISCT STRT
(HARPOLE) PROFILE
MATCH EXIST INST
STREET PROFILE
STA = 19+80.00
EL = 711.54'
(-)0.87 %
(+)4.58 %
(+)0.71 %
(+)0.79 %
(+)2.00 %
(+)2.49 %
(-)2.00 %
(+)0.73 %
(+)5.73 %
(+)5.73 %
(+)2.14 %
STA = 12+00.00
EL = 683.82'
ex = 1.84'
K = 50
L = 270.00'
VPC 13+45.00
EL. = 690.45'
VPT 13+85.00
EL. = 691.51'
STA = 14+54.83
EL = 692.00'
STA = 16+30.00
EL = 693.28'
ex = 0.69'
K = 22
L = 110.00'
VPC 18+90.00 EL. = 708.18'
VPT 19+70.00 EL. = 711.33'
720
710
700
690
680
670
660
685.8
685.12
685.1
684.81
684.6
684.98
684.2
685.66
684.1
686.83
685.1
688.52
687.2
690.67
690.1
691.62
691.4
691.96
691.0
693.07
692.1
693.29
692.8
693.21
694.0
694.71
696.4
697.29
699.3
700.16
702.5
703.02
705.5
705.89
707.7
708.73
709.5
710.81
710.9
712.0
PROP
EXIST
10+00
15+00
20+00

HARPOLE ROAD (E & W)

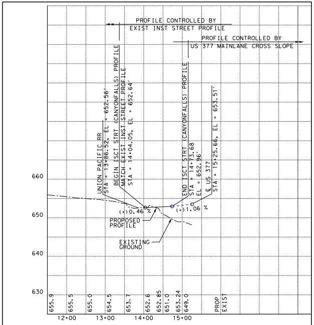


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
℄ US 377
STA = 10+00.00, EL = 684.74'
BEGIN ISCT STRT (OLD TOWN S) PROFILE
STA = 10+36.50
EL = 684.38'
VPC 10+40.00 EL. = 684.45'
VPT 11+20.00 EL. = 687.85'
END ISCT STRT (OLD TOWN S) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+25.00
EL = 694.69'
PROPOSED PROFILE
EXISTING GROUND
(-)1.00 %
(+)2.00 %
(+)6.51 %
PROFILE CONTROLLED BY
EXIST INST STREET
PROFILE
STA = 10+80.00
EL = 685.25'
ex = 0.45'
K = 18
L = 80.00'
700
690
680
670
660
684.74
683.0
684.67
683.7
686.66
686.6
689.80
689.9
693.06
693.1
696.2
PROP
EXIST
10+00
15+00

OLD TOWN BOULEVARD (SOUTH)

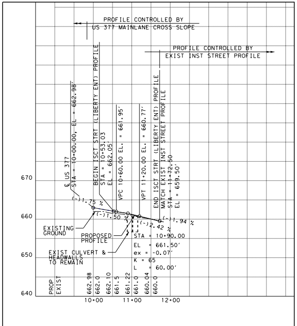


OFILE
ROLLED
IST INST
PROFILE



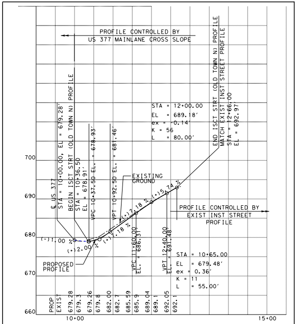
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
UNION PACIFIC RR
STA = 13+86.52, EL = 652.56'
BEGIN ISCT STRT (CANYONFALLS) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 14+04.05, EL = 652.64'
END ISCT STRT (CANYONFALL(S) PROFILE
STA = 14+73.68
EL = 652.96'
℄ US 377
STA = 15+25.66, EL = 653.51'
(+)0.46 %
(+)1.06 %
PROPOSED PROFILE
EXISTING GROUND
660
650
640
630
655.9
655.5
655.0
654.5
653.7
652.6
652.85
651.0
653.24
649.0
PROP
EXIST
12+00
13+00
14+00
15+00

CANYON FALLS DRIVE



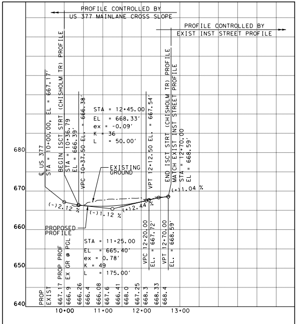
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 662.98'
BEGIN ISCT STRT (LIBERTY ENT) PROFILE
STA = 10+53.03
EL = 662.05'
VPC 10+60.00 EL. = 661.95'
VPT 11+20.00 EL. = 660.77'
END ISCT STRT (LIBERTY ENT) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 11+72.50
EL = 659.50'
(-)1.75 %
(-)1.50 %
(-)2.42 %
(-)1.94 %
STA = 10+90.00
EL = 661.50'
ex = -0.07'
K = 65
L = 60.00'
EXISTING GROUND
PROPOSED PROFILE
EXIST CULVERT & HEADWALLS TO REMAIN
670
660
650
640
PROP
EXIST
662.98
662.0
662.10
661.5
661.22
661.0
660.04
660.0
10+00
11+00
12+00

LIBERTY CHRISTIAN SCHOOL ENTRANCE



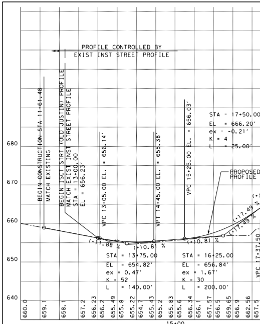
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET
PROFILE
℄ US 377
STA = 10+00.00, EL = 679.28'
BEGIN ISCT STRT (OLD TOWN N) PROFILE
STA = 10+36.50
EL = 678.91'
VPC 10+37.50 EL. = 678.93'
VPT 10+92.50 EL. = 681.46'
VPC 11+60.00
EL. = 686.31'
VPT 12+40.00
EL. = 691.48'
END ISCT STRT (OLD TOWN N) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+66.00
EL = 692.97'
STA = 12+00.00
EL = 689.18'
ex = 0.14'
K = 56
L = 80.00'
STA = 10+65.00
EL = 679.48'
ex = 0.36'
K = 11
L = 55.00'
(-)1.00 %
(+)2.00 %
(+)7.18 %
(+)7.18 %
(+)5.74 %
EXISTING GROUND
PROPOSED PROFILE
700
690
680
670
660
PROP
EXIST
679.28
679.3
679.26
679.8
682.00
682.7
685.59
685.9
689.04
689.1
692.05
692.1
10+00
15+00

OLD TOWN BOULEVARD (NORTH)



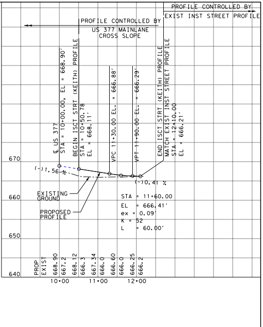
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 667.17'
BEGIN ISCT STRT (CHISHOLM TR) PROFILE
STA = 10+36.79
EL = 666.39'
VPC 10+37.50 EL. = 666.38'
VPT 12+12.50 EL. = 667.54'
END ISCT STRT (CHISHOLM TR) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+70.00
EL = 668.59'
VPC 12+20.00
EL. = 667.72'
VPT 12+70.00
EL. = 668.59'
STA = 12+45.00
EL = 668.33'
ex = -0.09'
K = 36
L = 50.00'
STA = 11+25.00
EL = 665.40'
ex = 0.78'
K = 49
L = 175.00'
(-)2.12 %
(-)1.12 %
(+)2.44 %
(+)1.04 %
EXISTING GROUND
PROPOSED PROFILE
680
670
660
650
640
PROP
EXIST
667.17 PROP PROF
666.9 EX GR @ PGL
666.26
666.4
666.08
667.6
666.41
668.0
667.25
668.3
668.33
668.4
10+00
11+00
12+00
13+00

CHISHOLM TRAIL

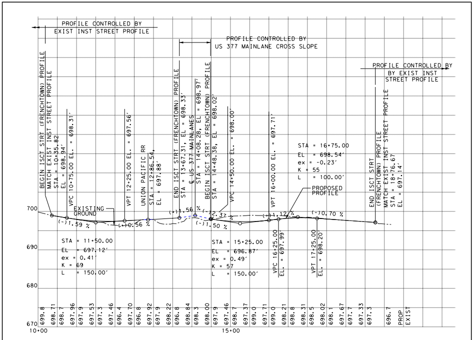


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
BEGIN CONSTRUCTION STA 11+61.48
MATCH EXISTING
BEGIN ISCT STRT (OLD JUSTIN) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 13+00.00
EL = 656.23'
VPC 13+05.00 EL. = 656.14'
VPT 14+45.00 EL. = 655.38'
VPC 15+25.00 EL. = 656.03'
VPC 17+37.50
STA = 17+50.00
EL = 666.20'
ex = -0.21'
K = 4
L = 25.00'
STA = 13+75.00
EL = 654.82'
ex = 0.47'
K = 52
L = 140.00'
STA = 16+25.00
EL = 656.84'
ex = 1.67'
K = 30
L = 200.00'
(-)1.88 %
(+)0.81 %
(+)0.81 %
(+)7.49 %
(+)7.49 %
PROPOSED PROFILE
680
670
660
650
640
660.0
659.1
658.1
657.2
656.23
656.2
655.49
655.8
655.22
654.7
655.43
655.2
655.83
655.6
656.34
656.1
657.57
656.5
659.65
656.9
662.56
657.5
15+00

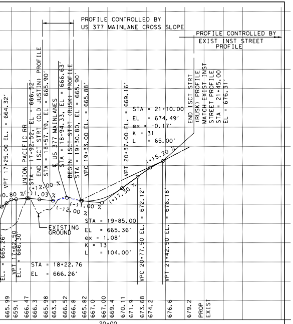
OLD JUSTIN


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE
CROSS SLOPE
℄ US 377
STA = 10+00.00, EL = 668.90'
BEGIN ISCT STRT (KEITH) PROFILE
STA = 10+50.78
EL = 668.11'
VPC 11+30.00 EL. = 666.88'
VPT 11+90.00 EL. = 666.29'
END ISCT STRT (KEITH) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+10.00
EL = 666.21'
(-)1.56 %
(-)0.41 %
EXISTING
GROUND
PROPOSED
PROFILE
STA = 11+60.00
EL = 666.41'
ex = 0.09'
K = 52
L = 60.00'
670
660
650
640
PROP
EXIST
668.90
667.2
668.12
666.3
667.34
666.0
666.60
666.0
666.25
666.2
10+00
11+00
12+00

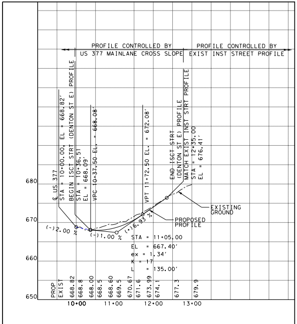
KEITH ROAD


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
BY EXIST INST
STREET PROFILE
BEGIN ISCT STRT (FRENCHTOWN) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 10+35.82
EL = 698.94'
VPC 10+75.00 EL. = 698.31'
VPT 12+25.00 EL. = 697.56'
UNION PACIFIC RR
STA = 12+86.54
EL = 697.88'
END ISCT STRT (FRENCHTOWN) PROFILE
STA = 13+67.31, EL = 698.33'
℄ US 377 MAINLANES
STA = 14+08.28, EL = 698.97'
BEGIN ISCT STRT (FRENCHTOWN) PROFILE
STA = 14+48.38, EL = 698.02'
VPC 14+50.00 EL. = 698.00'
VPT 16+00.00 EL. = 697.71'
STA = 16+75.00
EL = 698.54'
ex = -0.23'
K = 55
L = 100.00'
PROPOSED
PROFILE
END ISCT STRT
(FRENCHTOWN) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 18+76.67
EL = 697.14'
EXISTING
GROUND
(-)1.59 %
(+)0.56 %
(+)1.56 %
(-)2.37 %
(-)1.50 %
(+)1.12 %
(-)0.70 %
STA = 11+50.00
EL = 697.12'
ex = 0.41'
K = 69
L = 150.00'
STA = 15+25.00
EL = 696.87'
ex = 0.49'
K = 57
L = 150.00'
VPC 16+25.00
EL. = 697.99
VPT 17+25.00
EL. = 698.20
700
690
680
670
699.8
698.71
698.7
697.96
697.9
697.53
697.3
697.46
696.4
697.10
696.8
697.92
697.9
698.22
696.8
698.84
698.3
698.00
697.9
697.46
698.7
697.37
699.0
697.71
699.0
698.21
698.8
698.31
698.5
698.02
698.1
697.67
697.7
697.33
697.3
696.7
PROP
EXIST
10+00
15+00

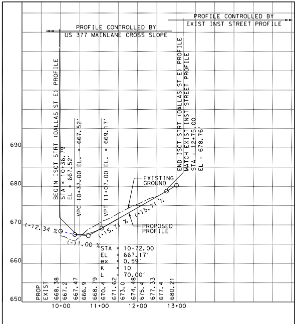
FRENCH TOWN ROAD (W/E)


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET
PROFILE
VPT 17+25.00 EL. = 664.32'
UNION PACIFIC RR
STA = 17+92.52, EL = 666.52'
END ISCT STRT (OLD JUSTIN) PROFILE
STA = 18+57.79, EL = 665.90'
℄ US 377 MAINLANES
STA = 18+94.33, EL = 666.63'
BEGIN ISCT STRT (RUSK) PROFILE
STA = 19+30.80, EL = 665.90'
VPC 19+33.00 EL. = 665.88'
VPT 20+37.00 EL. = 669.16'
STA = 21+10.00
EL = 674.49'
ex = -0.17'
K = 31
L = 65.00'
END ISCT STRT
(RUSK) PROFILE
MATCH EXIST INST
STREET PROFILE
STA = 21+45.00
EL = 676.31'
0.80 %
(-)1.03 %
(+)2.00 %
(-)2.00 %
(-)1.00 %
(+)7.30 %
(+)5.20 %
EXISTING
GROUND
STA = 19+85.00
EL = 665.36'
ex = 1.08'
K = 13
L = 104.00'
VPC 20+77.50 EL. = 672.12'
VPT 21+42.50 EL. = 676.18'
EL. = 665.26'
VPT 17+62.50
EL. = 666.30'
STA = 18+22.76
EL = 666.26'
665.99
659.1
666.47
666.3
665.98
663.5
666.52
666.8
665.82
667.0
667.00
669.4
670.11
671.9
673.68
674.2
676.6
679.2
PROP
EXIST
20+00

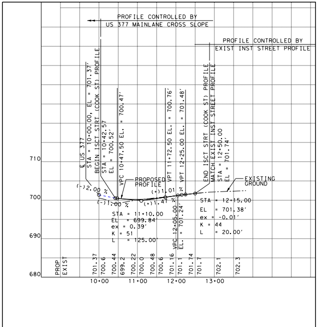
ROAD/RUSK STREET


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 668.82'
BEGIN ISCT STRT (DENTON ST E) PROFILE
STA = 10+36.51
EL = 668.09'
VPC 10+37.50 EL. = 668.08'
VPT 11+72.50 EL. = 672.08'
END ISCT STRT
(DENTON ST E) PROFILE
MATCH EXIST INST STRT PROFILE
STA = 12+35.00
EL = 676.41'
(-)2.00 %
(-)1.00 %
(+)6.93 %
PROPOSED
PROFILE
EXISTING
GROUND
STA = 11+05.00
EL = 667.40'
ex = 1.34'
K = 17
L = 135.00'
680
670
660
650
PROP
EXIST
668.82
668.8
668.00
668.5
668.60
669.5
670.67
671.6
673.99
674.1
677.3
679.9
10+00
11+00
12+00
13+00

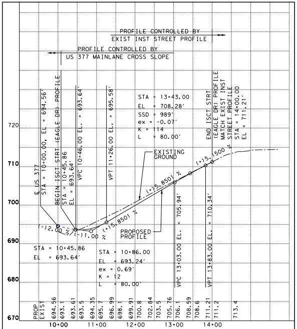
DENTON STREET EAST


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
BEGIN ISCT STRT (DALLAS ST E) PROFILE
STA = 10+36.79
EL = 667.52'
VPC 10+37.00 EL. = 667.52'
VPT 11+07.00 EL. = 669.17'
END ISCT STRT (DALLAS ST E) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+75.00
EL = 678.76'
EXISTING
GROUND
PROPOSED
PROFILE
(-)2.34 %
(-)1.00 %
(+)5.71 %
(+)5.71 %
STA = 10+72.00
EL = 667.17'
ex = 0.59'
K = 10
L = 70.00'
690
680
670
660
650
PROP
EXIST
668.38
667.2
667.47
666.9
668.79
670.4
671.62
673.0
674.48
675.4
677.33
677.4
680.21
10+00
11+00
12+00
13+00

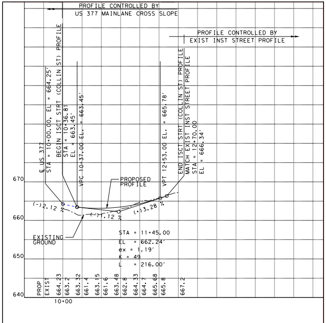
DALLAS STREET EAST


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 701.37'
BEGIN ISCT STRT (COOK ST) PROFILE
STA = 10+42.57
EL = 700.52'
VPC 10+47.50 EL. = 700.47'
VPT 11+72.50 EL. = 700.76'
VPT 12+25.00 EL. = 701.48'
END ISCT STRT (COOK ST) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+50.00
EL = 701.74'
VPC 12+05.00
EL. = 701.24'
PROPOSED PROFILE
EXISTING GROUND
(-)2.00 %
(-)11.00 %
(+)1.47 %
(+)1.01 %
STA = 11+10.00
EL = 699.84'
ex = 0.39'
K = 51
L = 125.00'
STA = 12+15.00
EL = 701.38'
ex = -0.01'
K = 44
L = 20.00'
710
700
690
680
PROP
EXIST
701.37
700.6
700.44
699.2
700.22
700.0
700.48
700.6
701.16
701.1
701.74
701.7
702.1
702.3
10+00
11+00
12+00
13+00

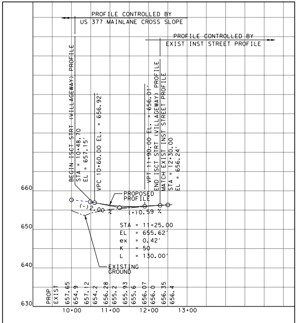
COOK STREET


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
℄ US 377
STA = 10+00.00, EL = 694.56'
BEGIN ISCT STRT (EAGLE DR) PROFILE
STA = 10+45.86
EL = 693.64'
VPC 10+46.00 EL. = 693.64'
VPT 11+26.00 EL. = 695.58'
STA = 13+43.00
EL = 708.28'
SSD = 989'
ex = -0.07'
K = 114
L = 80.00'
END ISCT STRT (EAGLE DR) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 14+00.00
EL = 711.21'
EXISTING GROUND
(+)15.1500 %
(+)5.8501 %
(+)5.8501 %
(-)2.00 %
(-)11.00 %
PROPOSED PROFILE
STA = 10+45.86
EL = 693.64'
STA = 10+86.00
EL = 693.24'
ex = 0.69'
K = 12
L = 80.00'
VPC 13+03.00 EL. = 705.94'
VPT 13+83.00 EL. = 710.34'
720
710
700
690
680
670
PROP
EXIST
694.56
693.1
693.61
693.5
694.35
695.7
696.99
698.1
699.91
700.8
702.84
703.5
705.76
706.1
708.59
708.6
711.21
711.2
713.4
10+00
11+00
12+00
13+00
14+00

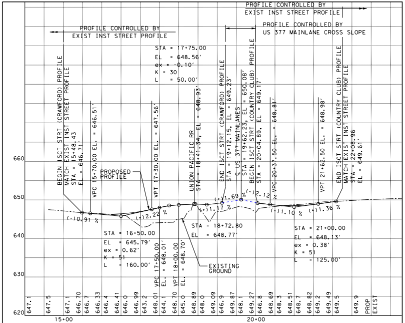
EAGLE DRIVE


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
℄ US 377
STA = 10+00.00, EL = 664.25'
BEGIN ISCT STRT (COLLIN ST) PROFILE
STA = 10+36.81
EL = 663.45'
VPC 10+37.00 EL. = 663.45'
VPT 12+53.00 EL. = 665.78'
END ISCT STRT (COLLIN ST) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+70.00
EL = 666.34'
PROPOSED PROFILE
(-)2.12 %
(-)1.12 %
(+)3.28 %
EXISTING GROUND
STA = 11+45.00
EL = 662.24'
ex = 1.19'
K = 49
L = 216.00'
670
660
650
640
PROP
EXIST
664.23
663.2
663.32
661.4
663.15
661.6
663.48
662.8
664.33
664.7
665.68
665.8
667.2
10+00

COLLIN STREET


PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
BEGIN ISCT STRT (VILLAGEWAY) PROFILE
STA = 10+48.70
EL = 657.15'
VPC 10+60.00 EL. = 656.92'
VPT 11+90.00 EL. = 656.01'
END ISCT STRT (VILLAGEWAY) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 12+30.00
EL = 656.24'
PROPOSED PROFILE
(-)2.00 %
(+)0.59 %
STA = 11+25.00
EL = 655.62'
ex = 0.42'
K = 50
L = 130.00'
EXISTING GROUND
660
650
640
630
PROP
EXIST
657.65
654.9
657.12
654.2
656.28
655.2
655.93
655.6
656.07
656.0
656.35
656.4
10+00
11+00
12+00
13+00

VILLAGE WAY


PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
EXIST INST STREET PROFILE
PROFILE CONTROLLED BY
US 377 MAINLANE CROSS SLOPE
STA = 17+75.00
EL = 648.56'
ex = -0.10'
K = 30
L = 50.00'
BEGIN ISCT STRT (CRAWFORD) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 15+48.43
EL = 646.71'
VPC 15+70.00 EL. = 646.51'
PROPOSED PROFILE
VPT 17+30.00 EL. = 647.56'
UNION PACIFIC RR
STA = 18+41.34, EL = 648.93'
END ISCT STRT (CRAWFORD) PROFILE
STA = 19+12.15, EL = 649.23'
℄ US 377 MAINLANES
STA = 19+62.23, EL = 650.08'
BEGIN ISCT STRT (COUNTRY CLUB) PROFILE
STA = 20+04.89, EL = 649.17'
VPC 20+37.50 EL. = 648.81'
VPT 21+62.50 EL. = 648.98'
END ISCT STRT (COUNTRY CLUB) PROFILE
MATCH EXIST INST STREET PROFILE
STA = 22+08.96
EL = 649.61'
(-)0.91 %
(+)2.22 %
(+)1.17 %
(+)1.69 %
(-)2.12 %
(-)1.10 %
(+)1.36 %
STA = 16+50.00
EL = 645.79'
ex = 0.62'
K = 51
L = 160.00'
VPC 17+50.00
EL. = 648.01'
VPT 18+00.00
EL. = 648.70'
STA = 18+72.80
EL = 648.77'
EXISTING GROUND
STA = 21+00.00
EL = 648.13'
ex = 0.38'
K = 51
L = 125.00'
660
650
640
630
620
647.1
647.5
647.1
646.70
646.7
646.33
646.4
646.41
646.0
646.99
643.2
648.01
644.1
648.70
645.0
648.89
649.0
649.09
646.9
649.87
649.1
649.27
646.8
648.69
648.3
648.51
648.7
648.82
649.2
649.2
649.5
649.9
PROP
EXIST
15+00
20+00

CRAWFORD ROAD/COUNTRY CLUB ROAD

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
JAMES K. (KELLY) SELMAN, P.E., DISTRICT ENGINEER

US 377
DESIGN SCHEMATIC

DENTON COUNTY, TEXAS

FROM SOUTH OF FM 1171 TO NORTH OF CRAWFORD ROAD
CSJ: 0081-03-047
LENGTH: 6.13 MILES

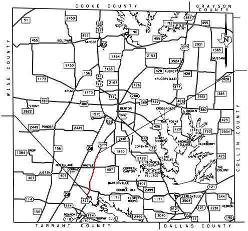
DATE: NOVEMBER, 2017

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
US 377, FM 1171, US 377 EAST, US 377 WEST	45 MPH	URBAN PRINCIPAL ARTERIAL
FM 407	45 MPH	URBAN MINOR ARTERIAL
COUNTRY CLUB ROAD, CRAWFORD ROAD	35 MPH	URBAN MINOR ARTERIAL
CANYON FALLS DRIVE, FRENCH TOWN ROAD, OLD JUSTIN ROAD, DENTON STREET	35 MPH	URBAN COLLECTOR
ALL OTHER ROADWAYS	35 MPH	LOCAL STREETS

INDEX OF SHEETS

ROLL 1 OF 7:	PLAN & PROFILE VIEW STA. 324+50.00 TO STA. 390+00.00
ROLL 2 OF 7:	PLAN & PROFILE VIEW STA. 390+00.00 TO STA. 456+00.00
ROLL 3 OF 7:	PLAN & PROFILE VIEW STA. 456+00.00 TO STA. 517+00.00
ROLL 4 OF 7:	PLAN & PROFILE VIEW STA. 517+00.00 TO STA. 581+00.00
ROLL 5 OF 7:	PLAN & PROFILE VIEW STA. 581+00.00 TO STA. 642+00.00
ROLL 6 OF 7:	PLAN & PROFILE VIEW FM 1171 AND FM 407
ROLL 7 OF 7:	PROFILE VIEW INTERSECTING STREETS

ROLL 7 OF 7


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

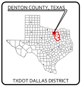
BEGIN PROJECT
CSJ: 0081-03-047
US 377
STA 318+37.00

END PROJECT
CSJ: 0081-03-047
US 377
STA 642+00.00

LOCATION MAP
N.T.S.

LEGEND

—·—·—	EXISTING ROW	--- FOC ---	FIBER OPTIC CABLE
—·—·—	PROPOSED ROW	--- G ---	GAS
—·—·—	PROPOSED DRAINAGE EASEMENT	— OE —	OVERHEAD ELECTRIC
—·—·—	CENTERLINE/BASELINE	—OH/FOC—	OVER HEAD / FIBER OPTIC CABLE
········	EXISTING PLANIMETRIC FEATURES	--- T ---	TELECOM
— —	EXISTING CULVERT	····E2····	UNDERGROUND ELECTRIC
—·—·—	EXISTING PARCEL LINE	-·-·- W -·-	WATER
—— ·	PROPOSED RAILROAD EASEMENT	---- WW --	WASTE WATER
— —	PROPOSED DRIVEWAY EASEMENT	▭	PROPOSED CONCRETE PAVEMENT
▨	EXISTING TO BE REMOVED	■	PROPOSED ASPHALT PAVEMENT
→	DIRECTION OF TRAVEL	■	PROPOSED DRIVEWAY IMPROVEMENTS
①	PARCEL IDENTIFIER NUMBER	■	PROPOSED SIDEWALK
═	PROPOSED CULVERT	🟩	PROPOSED GRASS MEDIAN
▭	IMPROVEMENTS UNDER CONSTRUCTION	■	PROPOSED CONCRETE MEDIAN
■	LIMITS OF FLOOD PLAIN	🟧	EXISTING PAVEMENT TO REMAIN
—560—	EXISTING 5' INTERVAL CONTOUR	🟪	ASPHALT OVERLAY EXISTING PAVEMENT
| ≍ |	PROPOSED R.R. CROSSING SYMBOL	▬	PROPOSED RETAINING WALL
●—	PROPOSED RR. SIGNAL & GATE	▨	PROPOSED ROCK RIPRAP


DENTON COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0
100
200
0
10
20

HORIZONTAL
VERTICAL
GRAPHIC SCALES IN FEET

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

Deborah F. Neubert 1/9/18
LICENSE NO. 83059 DATE

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