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# TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

MOHAMED K. BUR, P.E. DISTRICT ENGINEER

## DESIGN SCHEMATIC

URBAN PRINCIPAL ARTERIAL

DENTON COUNTY

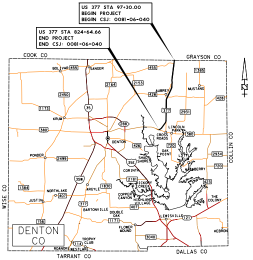
## US 377

FROM: NORTH OF BUS 377E
TO: US 380
PROJECT LENGTH: 13.776 MILES (72,734.66 FT)

CSJ: 0081-06-040

| ROADWAY SECTION | DESIGN SPEED | FUNCTIONAL CLASS |
|---|---|---|
| US 377 | 45 MPH | URBAN PRINCIPAL ARTERIAL |
| COLE RD | 30 MPH | LOCAL |
| FM 3524/E SHERMAN DR | 30 MPH | RURAL MAJOR COLLECTOR |

### PROJECT LOCATION


US 377 STA 97+30.00
BEGIN PROJECT
BEGIN CSJ: 0081-06-040
US 377 STA 824+64.66
END PROJECT
END CSJ: 0081-06-040
COOK CO
GRAYSON CO
COLLIN CO
WISE CO
TARRANT CO
DALLAS CO
DENTON CO
BOLIVAR
SANGER
AUBREY
MUSTANG
KRUM
LINCOLN PARK
CROSS ROADS
DENTON
OAK POINT
LITTLE ELM
PONDER
SHADY SHORES
CORINTH
HACKBERRY
HICKORY CREEK
NORTHLAKE
ARGYLE
COPPER CANYON
HIGHLAND VILLAGE
THE COLONY
JUSTIN
BARTONVILLE
DOUBLE OAK
LEWISVILLE
FLOWER MOUND
TROPHY CLUB
ROANOKE
WESTLAKE
HEBRON

PREPARED BY TEAGUE NALL AND PERKINS, INC.
FIRM REGISTRATION NUMBER 230

Dustin C. Ogle
91101

10/7/2020

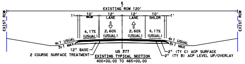
Dustin C. Ogle

08/31/2020
DATE APPROVED

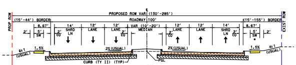
HORIZONTAL SCALE 1" = 100'
VERTICAL SCALE 1" = 10'
SCALE IN FEET

ROLL 6 of 15

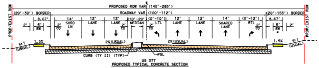
OCTOBER 2020


EXISTING ROW 120'
EXIST ROW
1'
10' SHLDR
12' LANE
12' LANE
10' SHLDR
4.17% (USUAL)
2.60% (USUAL)
4:1 USUAL
3:1 MAX
12" BASE
2 COURSE SURFACE TREATMENT
2" (TY C) ACP SURFACE
2" (TY B) ACP LEVEL UP/OVERLAY

US 377
EXISTING TYPICAL SECTION
400+00.00 TO 465+00.00


PROPOSED ROW VAR (130'-285')
PROP ROW
EXIST ROW
(15'-44') BORDER
ROADWAY 100'
(15'-155') BORDER
8.67'
2'
5' SW
2' CO
14' SHRD LN
12' LANE
VAR (10'-20') MEDIAN
6:1 (USUAL)
1.5%
2% (USUAL)
4:1 (USUAL)
CURB (TY II) (TYP)
PGL

US 377
PROPOSED TYPICAL CONCRETE SECTION
400+22.54 TO 433+24.66
438+44.45 TO 445+75.86
455+92.11 TO 465+00.00
*NO SB SW FROM 400+00.00-450+94.14


PROPOSED ROW VAR (140'-285')
PROP/EXIST ROW
(20'-30') BORDER
ROADWAY VAR (100'-112')
(20'-155') BORDER
8.67'
2'
5' SW
2' CO
14' SHRD LN
12' LANE
(10'-20') MEDIAN
(0'-10') LTL
14' SHARED LANE
(0'-12') RTL
6:1 (USUAL)
1.5%
2% (USUAL)
4:1 (USUAL)
CURB (TY II) (TYP)
PGL

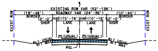
US 377
PROPOSED TYPICAL CONCRETE SECTION
400+00.00 TO 400+22.54
433+24.66 TO 438+44.45
445+75.86 TO 455+92.11

NORTHBOUND U TURNS
433+24.66 TO 438+44.45

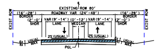
NORTHBOUND LEFT TURNS
400+00.00 TO 400+22.54
450+94.14 TO 455+92.11

SOUTHBOUND LEFT AND RIGHT TURNS
445+75.86 TO 450+94.14

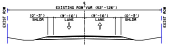
*NO SB SW FROM 400+00.00-450+94.14


EXISTING ROW VAR (52'-126')
EXIST ROW
(18'-48') BORDER
ROADWAY VAR (24'-36')
(10'-44') BORDER
(2'-0') SHDR
VAR (10'-16') LANE
2% (USUAL)
6:1 USUAL
4:1 MAX
PGL

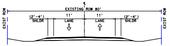
US 377 SIDESTREET
PROPOSED TYPICAL ASPHALT SECTION
COLE RD
STA 1+03.08 TO STA 2+25.00


EXISTING ROW 80'
EXIST ROW
(16'-28') BORDER
ROADWAY VAR (24'-48')
(2'-0') SHDR
VAR (9'-14') LANE
(0'-12') MEDIAN
2% (USUAL)
6:1 USUAL
4:1 MAX
PGL

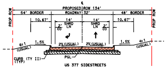
US 377 SIDESTREET
PROPOSED TYPICAL ASPHALT SECTION
FM 3524 / E SHERMAN DR
STA 0+35.00 TO STA 1+80.00


EXISTING ROW VAR (52'-126')
EXIST ROW
(0'-3') SHLDR
(9'-16') LANE

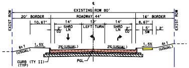
US 377 SIDESTREETS
LOCAL ROAD (ASPHALT)
EXISTING TYPICAL SECTION
COLE RD


EXISTING ROW 80'
EXIST ROW
(2'-4') SHLDR
11' LANE

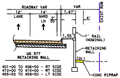
US 377 SIDESTREETS
MAJOR COLLECTOR
EXISTING TYPICAL SECTION
FM 3524 / E SHERMAN DR


PROPOSED ROW 134'
PROP ROW
54' BORDER
ROADWAY 32'
48' BORDER
10.67'
14' SHRD LN
2' CO
6:1 (USUAL)
1.5%
2% (USUAL)
4:1 (USUAL)
CURB (TY II) (TYP)
PGL

US 377 SIDESTREETS
PROPOSED TYPICAL CONCRETE SECTION
COLE RD
STA 0+49.69 TO STA 1+03.08

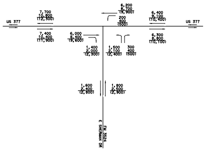

EXISTING ROW 80'
EXIST ROW
20' BORDER
ROADWAY 44'
16' BORDER
10.67'
14' SHRD LN
12' LEFT TURN
2' CO
8.67'
5' SW
2'
6:1 (USUAL)
1.5%
2% (USUAL)
4:1 (USUAL)
CURB (TY II) (TYP)
PGL

US 377 SIDESTREETS
PROPOSED TYPICAL CONCRETE SECTION
FM 3524 / E SHERMAN DR
STA 1+80.00 TO STA 4+49.82


ROADWAY VAR
VAR
EXIST ROW
12' LANE
14' SHRD LN
2' CO
7.67'
4'
1.5%
1' RAIL (NOMINAL)
RETAINING WALL
10:1
CONC RIPRAP

US 377
RETAINING WALL
401+00 TO 406+50 - RT SIDE
410+00 TO 415+00 - RT SIDE
455+50 TO 458+50 - LT SIDE

## TYPICAL SECTIONS

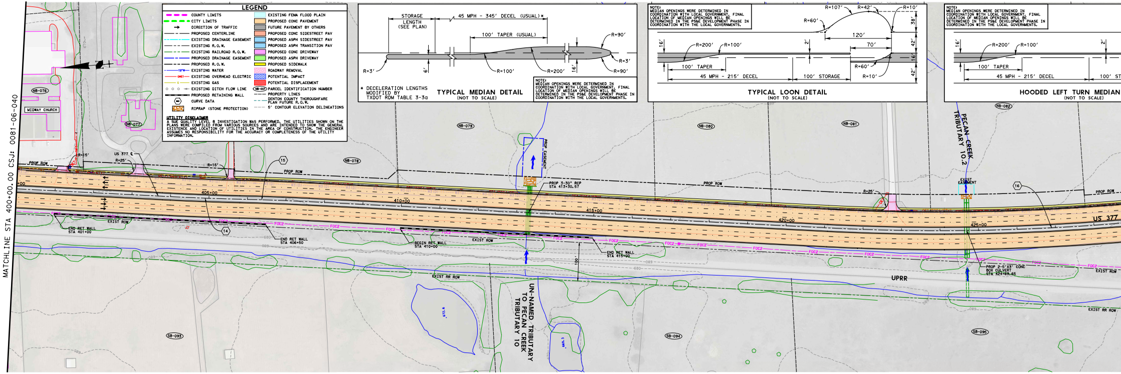

US 377
US 377
E SHERMAN DR
FM 3524
7,700
10,800
(12,300)
7,400
10,400
(11,900)
6,000
8,400
(9,600)
1,400
2,000
(2,300)
6,200
8,700
(9,900)
200
400
(500)
1,500
2,100
(2,400)
300
400
(500)
6,400
9,100
(10,400)
6,300
8,800
(10,100)
1,600
2,400
(2,800)
1,800
2,500
(2,900)

LEGEND
999-YEAR 2025 ADT
999-YEAR 2045 ADT
(999)-YEAR 2055 ADT

N.T.S.

TxDOT TPP APPROVAL GRANTED 09-22-2020
TRAFFIC DATA PROVIDED BY OTHON, INC. ON 07-13-2020

## TRAFFIC DIAGRAMS


MATCHLINE STA 400+00.00 CSJ: 0081-06-040
MIDWAY CHURCH
NB-076
NB-077
NB-078
NB-079
NB-080
NB-081
NB-082
SB-093
SB-094
SB-096
US 377 ℄
R=25'
R=15'
PROP ROW
EXIST ROW
405+00
410+00
415+00
420+00
425+00
US 377
END RET WALL
STA 401+00
END RET WALL
STA 406+50
BEGIN RET WALL
STA 410+00
END RET WALL
STA 415+00
PROP 3-30" RCP
STA 413+30.57
PROP EASEMENT
UN-NAMED TRIBUTARY TO PECAN CREEK TRIBUTARY 10
PECAN CREEK TRIBUTARY 10.2
EXIST EASEMENT
PROP 2-5'X3' CONC BOX CULVERT
STA 424+69.65
EXIST RR ROW
UPRR
FOC2
14
15
16

## LEGEND

| | |
|---|---|
| COUNTY LIMITS | EXISTING FEMA FLOOD PLAIN |
| CITY LIMITS | PROPOSED CONC PAVEMENT |
| DIRECTION OF TRAFFIC | FUTURE PAVEMENT BY OTHERS |
| PROPOSED CENTERLINE | PROPOSED CONC SIDESTREET PAV |
| EXISTING DRAINAGE EASEMENT | PROPOSED ASPH SIDESTREET PAV |
| EXISTING R.O.W. | PROPOSED ASPH TRANSITION PAV |
| EXISTING RAILROAD R.O.W. | PROPOSED CONC DRIVEWAY |
| PROPOSED DRAINAGE EASEMENT | PROPOSED ASPH DRIVEWAY |
| PROPOSED R.O.W. | PROPOSED SIDEWALK |
| 12"W EXISTING WATER | ROADWAY REMOVAL |
| OHET EXISTING OVERHEAD ELECTRIC | POTENTIAL IMPACT |
| G EXISTING GAS | POTENTIAL DISPLACEMENT |
| EXISTING DITCH FLOW LINE | NB-001 PARCEL IDENTIFICATION NUMBER |
| PROPOSED RETAINING WALL | PROPERTY LINES |
| CURVE DATA | DENTON COUNTY THOROUGHFARE PLAN FUTURE R.O.W. |
| RIPRAP (STONE PROTECTION) | 5' CONTOUR ELEVATION DELINEATIONS |

**UTILITY DISCLAIMER**

A SUE QUALITY LEVEL B INVESTIGATION WAS PERFORMED. THE UTILITIES SHOWN ON THE PLANS WERE COMPILED FROM VARIOUS SOURCES AND ARE INTENDED TO SHOW THE GENERAL EXISTENCE AND LOCATION OF UTILITIES IN THE AREA OF CONSTRUCTION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE UTILITY INFORMATION.

### TYPICAL MEDIAN DETAIL

(NOT TO SCALE)

STORAGE LENGTH (SEE PLAN)

45 MPH - 345' DECEL (USUAL)*

100' TAPER (USUAL)

R=3' R=100' R=200' R=90' R=3' R=90' 6' 16'

* DECELERATION LENGTHS MODIFIED BY TXDOT RDM TABLE 3-3a

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

### TYPICAL LOON DETAIL

(NOT TO SCALE)

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

R=107' R=42' R=10' R=60' 120' 70' R=200' R=100' 16' 2' 38' 42' 16' 42' R=60' R=10'

100' TAPER

45 MPH - 215' DECEL

100' STORAGE

### HOODED LEFT TURN MEDIAN

(NOT TO SCALE)

NOTE:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.

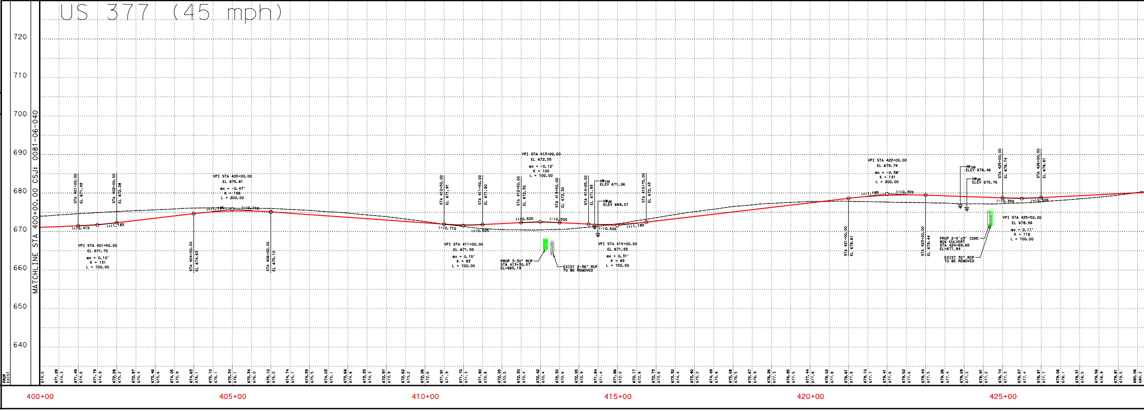
R=200' R=100' 16' 2'

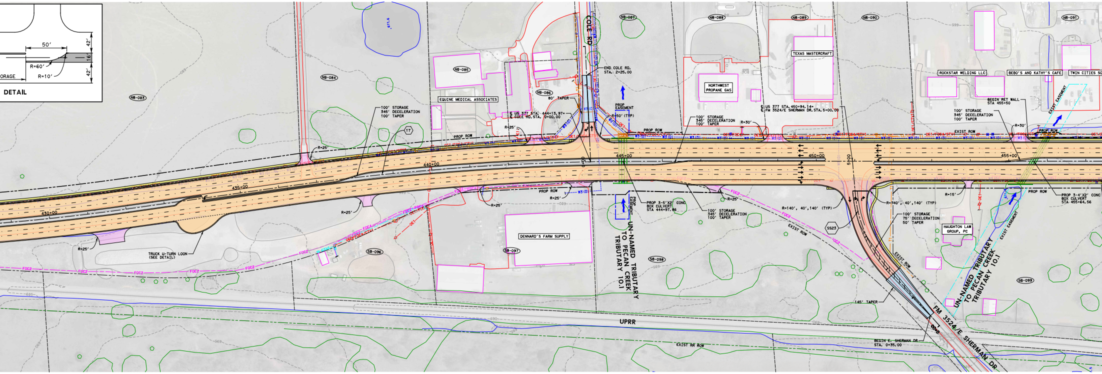
100' TAPER

45 MPH - 215' DECEL

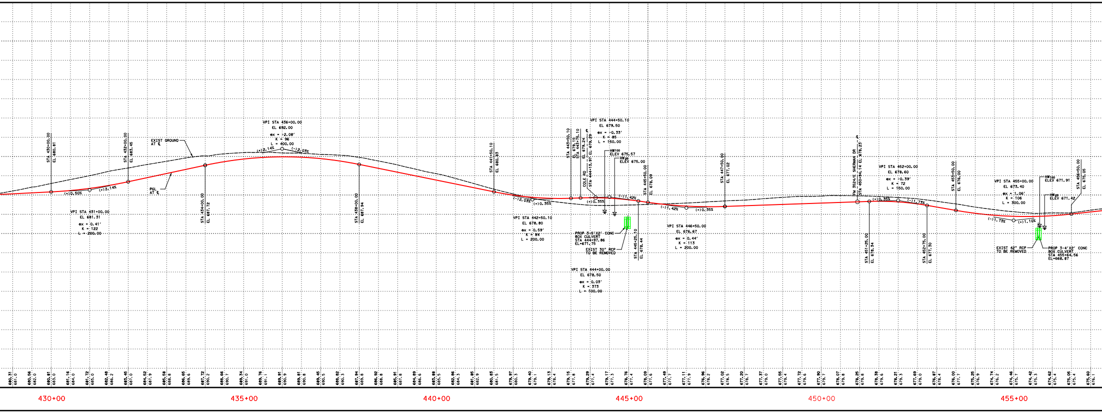
100' ST

## US 377 (45 mph)

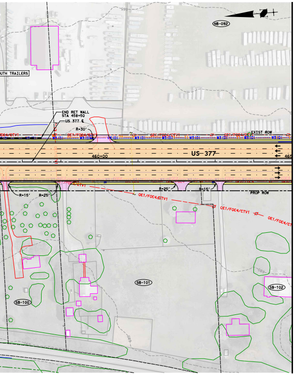


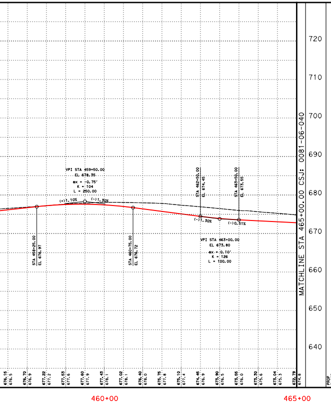


50'
R=60'
R=10'
42'
16'
42'
ORAGE
DETAIL
COLE RD
END COLE RD. STA. 2+25.00
UPRR
EXIST RR ROW
FM 3524/E SHERMAN DR
UN-NAMED TRIBUTARY TO PECAN CREEK TRIBUTARY 10.1
UN-NAMED TRIBUTARY TO PECAN CREEK TRIBUTARY 10.1
EQUINE MEDICAL ASSOCIATES
DENNARD'S FARM SUPPLY
NORTHWEST PROPANE GAS
TEXAS MASTERCRAFT
ROCKSTAR WELDING LLC
BEBO'S AND KATHY'S CAFE
TWIN CITIES SC
HAUGHTON LAW GROUP, PC
NB-083
NB-084
NB-085
NB-086
NB-087
NB-088
NB-089
NB-090
NB-091
SB-096
SB-097
SB-098
SB-099
SS23
17
100' STORAGE 346' DECELERATION 100' TAPER
100' STORAGE 345' DECELERATION 100' TAPER
100' STORAGE 345' DECELERATION 100' TAPER
100' STORAGE 345' DECELERATION 100' TAPER
100' STORAGE 75' DECELERATION 50' TAPER
80' TAPER
145' TAPER
℄ US 377 STA. 444+13.97= ℄ COLE RD. STA. 0+00.00
℄ US 377 STA. 450+94.14= ℄ FM 3524/E SHERMAN DR. STA. 5+00.00
BEGIN E. SHERMAN DR STA. 0+35.00
BEGIN RET WALL STA 455+50
PROP 3-5'X2' CONC BOX CULVERT STA 444+97.86
PROP 3-4'X2' CONC BOX CULVERT STA 455+64.56
PROP EASEMENT
PROP ROW
EXIST ROW
EXIST EASEMENT
TRUCK U-TURN LOON (SEE DETAIL)
R=25'
R=15'
R=30'
R=50' (TYP)
R=140', 40',140' (TYP)
430+00
435+00
440+00
445+00
450+00
455+00
5+00



VPI STA 431+00.00 EL 681.31 ex = -0.41' K = 122 L = 200.00
VPI STA 436+00.00 EL 692.00 ex = -2.08' K = 96 L = 400.00
VPI STA 442+50.10 EL 678.80 ex = -0.59' K = 84 L = 200.00
VPI STA 444+00.00 EL 678.50 ex = -0.03' K = 373 L = 500.00
VPI STA 444+50.10 EL 679.50 ex = -0.33' K = 85 L = 150.00
VPI STA 446+50.00 EL 676.67 ex = -0.44' K = 113 L = 200.00
VPI STA 452+00.00 EL 678.60 ex = -0.39' K = 72 L = 150.00
VPI STA 455+00.00 EL 673.40 ex = -1.06' K = 106 L = 300.00
EXIST GROUND AT ℄
PGL AT ℄
(+)0.50%
(+)2.14%
(+)2.14%
(-)2.03%
(-)2.03%
(+)0.35%
(+)0.35%
(-)1.42%
(-)1.42%
(+)0.35%
(+)0.35%
(-)1.73%
(-)1.73%
(+)1.10%
HW100 ELEV 675.57
HW25 ELEV 675.00
HW100 ELEV 671.91
HW25 ELEV 671.42
PROP 3-5'X2' CONC BOX CULVERT STA 444+97.86 EL=671.75
EXIST 30" RCP TO BE REMOVED
EXIST 42" RCP TO BE REMOVED
PROP 3-4'X2' CONC BOX CULVERT STA 455+64.56 EL=668.87
STA 430+00.00 EL 680.81
STA 432+00.00 EL 683.45
STA 434+00.00 EL 687.72
STA 438+00.00 EL 687.94
STA 441+50.10 EL 680.83
STA 443+50.10
COLE RD STA 444+13.97
STA 446+00.00 EL 678.09
STA 446+25.10 EL 678.44
STA 447+50.00 EL 677.02
℄ FM 3524/E SHERMAN DR STA 450+94.14 EL 678.25
STA 451+25.00 EL 678.34
STA 452+75.00 EL 677.30
STA 453+50.00 EL 676.00
STA 456+50.00 EL 675.05
430+00
435+00
440+00
445+00
450+00
455+00


MATCHLINE STA. 465+00.00 CSJ: 0081-06-040
NB-092
UTH TRAILERS
END RET WALL
STA 458+50
US 377 E
R=30'
EXIST ROW
460+00
US 377
PROP ROW
R=15'
R=25'
R=25'
R=15'
SB-100
SB-101
SB-102



# CURVE DATA TABLE

| CENTERLINE US 377 CURVE DATA | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CURVE NO. | CURVE | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
| 14 | P_377-14 | 404+90.05 | 7174491.14 | 2436231.72 | 1° 35' 29.76" (LT) | 6480.00 | 0° 53' 03.10" | 90.01 | 180.01 | S 6° 53' 39.71" W | 180.00 | 404+00.05 | 405+80.05 | S 7° 41' 24.59" W | S 6° 05' 54.83" W |
| 15 | P_377-15 | 406+70.06 | 7174312.14 | 2436212.60 | 1° 35' 29.76" (RT) | 6480.00 | 0° 53' 03.10" | 90.01 | 180.01 | S 6° 53' 39.71" W | 180.00 | 405+80.05 | 407+60.06 | S 6° 05' 54.83" W | S 7° 41' 24.59" W |
| 16 | P_377-16 | 426+58.44 | 7172341.63 | 2435946.52 | 10° 58' 21.28" (LT) | 5729.58 | 1° 00' 00.00" | 550.31 | 1097.26 | S 2° 12' 13.95" W | 1095.58 | 421+08.13 | 432+05.39 | S 7° 41' 24.59" W | S 3° 16' 56.69" E |
| 17 | P_377-17 | 440+83.88 | 7170915.18 | 2436028.33 | 8° 03' 53.78" (RT) | 6548.09 | 0° 52' 30.00" | 461.62 | 921.71 | S 0° 45' 00.20" W | 920.95 | 436+22.26 | 445+43.97 | S 3° 16' 56.69" E | S 4° 46' 57.09" W |

| CENTERLINE FM 3524/ E SHERMAN RD CURVE DATA | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CURVE NO. | CURVE | P.I. STATION | P.I. STATION - N | P.I. STATION - E | DELTA | RADIUS | DEGREE | TANGENT | LENGTH | CHORD BEARING | CHORD LENGTH | P.C. STATION | P.T. STATION | BACK TANGENT | AHEAD TANGENT |
| SS23 | P_SHERMAN | 3+12.23 | 7169906.61 | 2435748.30 | 37° 09' 10.46" (RT) | 333.00 | 17° 12' 21.38" | 111.91 | 215.93 | N 71° 20' 15.23" E | 212.17 | 2+00.32 | 4+16.25 | N 52° 45' 40.00" E | N 89° 54' 50.46" E |

# OWNER INFORMATION TABLE

| PARCEL NO. | OWNER'S NAME | SITUS ADDRESS | ACRES |
|---|---|---|---|
| NB-076 | MIDWAY BAPTIST CHURCH | 9540 US 377 | 5.00 |
| NB-077 | GOOD, CURTIS R | 9470 US 377 | 20.64 |
| NB-078 | GOOD, CURTIS R & KAREN R | 9470 US 377 | 13.95 |
| NB-079 | AUBREY 80 PARTNERS LTD | 1513 S US 377 | 20.00 |
| NB-080 | AUBREY 80 PARTNERS LTD | - | 9.15 |
| NB-081 | DIETZ, ROGER D & SALLIANNE | US 377 | 6.52 |
| NB-082 | DIETZ, ROGER D & SALLIANNE | US 377 | 13.58 |
| NB-083 | AUBREY 80 PARTNERS LTD | - | 24.65 |
| NB-084 | DAVID, J RAYMOND | 8834 HIGHWAY 377 | 8.45 |
| NB-085 | EQUINE MEDICAL ASSOC INC | 8720 S US 377 | 4.01 |
| NB-086 | EQUINE MEDICAL ASSOC INC | 8720 S US 377 | 0.86 |
| NB-087 | FREEDOM CORNERSTONE LLC | 9432 COLE RD | 2.01 |
| NB-088 | NORTH WEST RANCH LTD | 8620 US 377 | 2.02 |
| NB-089 | HNH HOLDINGS LTD | 8600 US 377 | 1.65 |
| NB-090 | DEVINE PARTNERS LLC | 8500 US 377 | 1.73 |
| NB-091 | BIG D COMMERCIAL VENTURES LLC | 8448 US 377 | 20.00 |
| NB-092 | BIG D COMMERCIAL VENTURES LLC | 1549 S US 377 | 52.60 |
| SB-093 | MOORE, GAIL S TRUSTEE OF MOORE REVOCABLE TRUST | - | 24.71 |
| SB-094 | MILLER, WAYNE L TR OF THE MILLER LIVING TRUST | - | 9.47 |
| SB-095 | VENABLE ESTATES LTD | - | 10.69 |
| SB-096 | FRIENDSHIP CABLE OF TEXAS INC | 8835 HIGHWAY 377 | 1.07 |
| SB-097 | DENNARD'S FARM SUPPLY INC | 8767 S US 377 | 2.73 |
| SB-098 | VENABLE ESTATES LTD | US 377 | 4.35 |
| SB-099 | VENABLE ESTATES LTD | 8491 US 377 | 4.38 |
| SB-100 | PENNINGTON, ROSELITA | 8437 US 377 | 1.34 |
| SB-101 | REED, BOBBY GENE | 8407 HIGHWAY 377 | 4.00 |
| SB-102 | SHEEDER, MILES & OLLIE | 8293 HIGHWAY 377 | 2.71 |

# SUPERELEVATION TABLE

| SOUTHBOUND STATION | SUPERELEVATION e% | NORTHBOUND STATION | SUPERELEVATION e% |
|---|---|---|---|
| 407+00.00 | 4.0% | 407+00.00 | -4.0% |
| 411+10.00 | 2.0% | 411+10.00 | -2.0% |
| 412+60.00 | -2.0% | 412+60.00 | -2.0% |
| 449+40.00 | -2.0% | 449+40.00 | -2.0% |
| 449+90.00 | -1.5% | 449+90.00 | -1.5% |
| 452+15.00 | -1.5% | 452+15.00 | -1.5% |
| 452+65.00 | -2.0% | 452+65.00 | -2.0% |
| | | | |
| | | | |
| | | | |
| | | | |

NOTES:

1. PROPERTY OWNERSHIP DATA FROM D.C.A.D. 10-29-2019.
2. EXISTING TOPO CURRENT AS OF 10-19-17.
3. MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
4. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB (UNLESS NOTED OTHERWISE).
6. EXISTING CULVERT LOCATIONS, SIZE AND ELEVATIONS WERE OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ON THE CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.

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**TEXAS DEPARTMENT OF TRANSPORTATION**
DALLAS DISTRICT
MOHAMED K. BUR, P.E. DISTRICT ENGINEER

# DESIGN SCHEMATIC
URBAN PRINCIPAL ARTERIAL

DENTON COUNTY

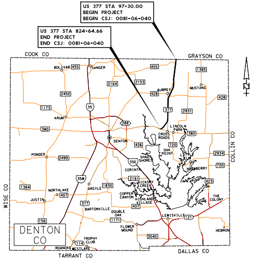
# US 377

FROM: NORTH OF BUS 377E
TO: US 380
PROJECT LENGTH: 13.776 MILES (72,734.66 FT)

CSJ: 0081-06-040

| ROADWAY SECTION | DESIGN SPEED | FUNCTIONAL CLASS |
|---|---|---|
| US 377 | 45 MPH | URBAN PRINCIPAL ARTERIAL |
| COLE RD | 30 MPH | LOCAL |
| FM 3524/E SHERMAN DR | 30 MPH | RURAL MAJOR COLLECTOR |

PROJECT LOCATION


US 377 STA 97+30.00
BEGIN PROJECT
BEGIN CSJ: 0081-06-040
US 377 STA 824+64.66
END PROJECT
END CSJ: 0081-06-040
COOK CO
GRAYSON CO
WISE CO
COLLIN CO
DALLAS CO
TARRANT CO
DENTON CO
N
BOLIVAR
SANGER
AUBREY
MUSTANG
KRUM
LINCOLN PARK
CROSS ROADS
DENTON
PONDER
OAK POINT
SHADY SHORES
CORINTH
HACKBERRY
NORTHLAKE
ARGYLE
HICKORY CREEK
COPPER CANYON
HIGHLAND VILLAGE
JUSTIN
BARTONVILLE
DOUBLE OAK
LEWISVILLE
THE COLONY
FLOWER MOUND
TROPHY CLUB
ROANOKE
WESTLAKE
HEBRON
455
1385
2164
2153
428
2450
35
1173
377
2931
380
288
720
2499
2934
156
1384
407
1830
2181
423
3040
114
121
1171

PREPARED BY TEAGUE NALL AND PERKINS, INC.
FIRM REGISTRATION NUMBER 230

Dustin C. Ogle
91101
10/7/2020
DustinC.Ogle

08/31/2020
DATE APPROVED

ROLL 6 of 15

OCTOBER 2020

50 0 50 100
HORIZONTAL SCALE 1" = 100'
VERTICAL SCALE 1" = 10'
SCALE IN FEET