Texas Department of Transportation

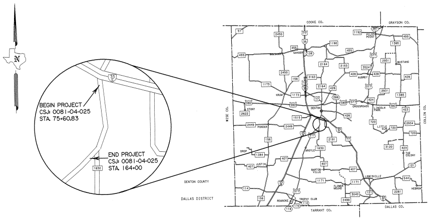
DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 377

FROM: IH35E
TO: 0.26 Miles South of FM 1830
DENTON COUNTY
PROJECT LENGTH: 1.67 MILES

CSJ: 0081-04-025
DESIGN SPEED 40 MPH
FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL

ROLL 1 OF 1
SCALE: 1"=100' H, 1"= 10' V
JULY, 2007


N
BEGIN PROJECT
CSJ: 0081-04-025
STA. 75+60.83
END PROJECT
CSJ: 0081-04-025
STA. 164+00
DENTON COUNTY
DALLAS DISTRICT
COOKE CO.
GRAYSON CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
DENTON
SANGER
KRUM
PONDER
ARGYLE
AUBREY
LITTLE ELM
THE COLONY
LEWISVILLE
FLOWER MOUND
ROANOKE
TROPHY CLUB
JUSTIN
CROSSROADS
LINCOLN PARK
PILOT POINT
MUSTANG
HEBRON

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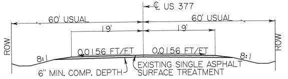
NOREEN M. HOUSEWRIGHT 94561

Noreen M. Housewright, P.E.
Signature of Engineer

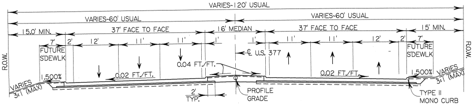
6/28/07
Date

NOTES:
- * OTHER MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS & E IN COORDINATION WITH THE CITY OF DENTON.
- * FINAL LOCATION OF DRIVEWAYS TO BE DETERMINED DURING FINAL PS & E.
- * CROSS STREET RADII = 50' UNLESS OTHERWISE NOTED.

US 377 TYPICAL SECTIONS

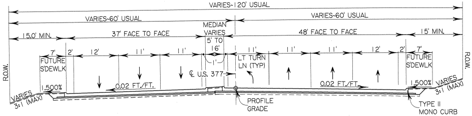

℄ US 377
60' USUAL
60' USUAL
19'
19'
ROW
ROW
0.0156 FT/FT
0.0156 FT/FT
8:1
8:1
6" MIN. COMP. DEPTH
EXISTING SINGLE ASPHALT SURFACE TREATMENT

EXISTING TYPICAL SECTION


VARIES-120' USUAL
VARIES-60' USUAL
VARIES-60' USUAL
15.0' MIN.
37' FACE TO FACE
16' MEDIAN
37' FACE TO FACE
15' MIN.
7'
2'
12'
11'
11'
1'
1'
11'
11'
12'
2'
7'
FUTURE S'DEWLK
FUTURE S'DEWLK
R.O.W.
R.O.W.
℄ U.S. 377
0.04 FT./FT.
0.02 FT./FT.
0.02 FT./FT.
1.500%
1.500%
VARIES 3:1 (MAX)
VARIES 3:1 (MAX)
2' TYP.
PROFILE GRADE
TYPE II MONO CURB

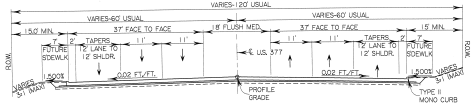
PROPOSED TYPICAL SECTION ~ US 377

STA. 75+60.83 TO STA. 152+00


VARIES-120' USUAL
VARIES-60' USUAL
VARIES-60' USUAL
MEDIAN VARIES 5' TO 16'
15.0' MIN.
37' FACE TO FACE
48' FACE TO FACE
15' MIN.
7'
2'
12'
11'
11'
1'
11'
11'
11'
12'
2'
7'
FUTURE S'DEWLK
FUTURE S'DEWLK
LT TURN LN (TYP)
℄ U.S. 377
R.O.W.
R.O.W.
0.02 FT./FT.
0.02 FT./FT.
1.500%
1.500%
VARIES 3:1 (MAX)
VARIES 3:1 (MAX)
PROFILE GRADE
TYPE II MONO CURB

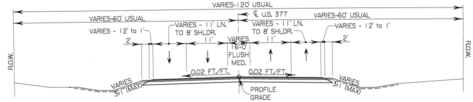
PROPOSED TYPICAL SECTION ~ US 377

STA. 76+40 TO STA. 84+54 STA. 86+59 TO STA. 94+00
STA. 102+70 TO STA. 110+73 STA. 117+30 TO STA. 125+28
STA. 127+00 TO STA. 135+58 STA. 142+72 TO STA. 151+13


VARIES-120' USUAL
VARIES-60' USUAL
VARIES-60' USUAL
15.0' MIN.
37' FACE TO FACE
18' FLUSH MED.
37' FACE TO FACE
15' MIN.
7'
2'
TAPERS 12' LANE TO 12' SHLDR.
11'
11'
11'
11'
TAPERS 12' LANE TO 12' SHLDR.
2'
7'
FUTURE S'DEWLK
FUTURE S'DEWLK
℄ U.S. 377
R.O.W.
R.O.W.
0.02 FT./FT.
0.02 FT./FT.
1.500%
1.500%
VARIES 3:1 (MAX)
VARIES 3:1 (MAX)
PROFILE GRADE
TYPE II MONO CURB

PROPOSED TYPICAL SECTION ~ US 377

STA. 152+00 TO STA. 158+20

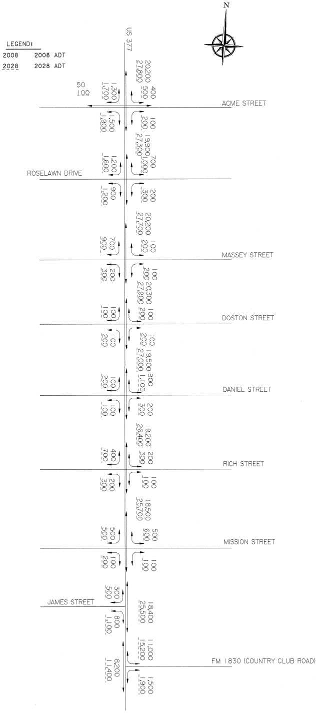

VARIES-120' USUAL
℄ U.S. 377
VARIES-60' USUAL
VARIES-60' USUAL
VARIES ~ 12' to 1'
VARIES ~ 11' LN. TO 8' SHLDR.
VARIES ~ 11' LN. TO 8' SHLDR.
VARIES ~ 12' to 1'
2'
11'
VARIES 16-0'
FLUSH MED.
11'
2'
R.O.W.
R.O.W.
0.02 FT./FT.
0.02 FT./FT.
VARIES 3:1 (MAX)
VARIES 3:1 (MAX)
PROFILE GRADE

PROPOSED TYPICAL SECTION ~ US 377

STA. 158+20TO STA. 161+40

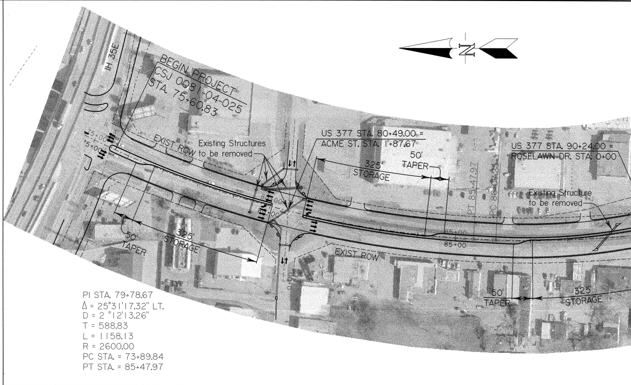
PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.
FOR REVIEW ONLY.

SCALE: 1" = 10'

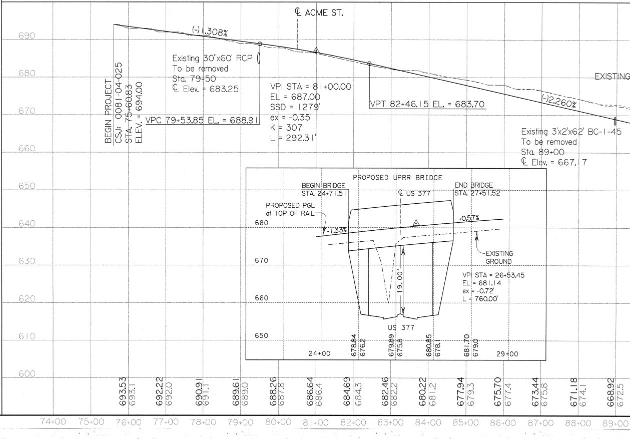

N
LEGEND:
2008 2008 ADT
2028 2028 ADT
US 377
ACME STREET
20,200 27,800
400 500
1,300 1,700
50 100
1,500 1,900
100 200
19,900 27,300
700 1,000
1,200 1,600
ROSELAWN DRIVE
900 1,200
200 300
20,200 27,700
700 900
100 200
MASSEY STREET
200 300
100 200
20,300 27,900
100 100
100 200
DOSTON STREET
100 200
100 200
19,500 27,000
100 200
900 1,100
DANIEL STREET
100 100
200 300
19,200 26,400
400 700
200 300
RICH STREET
200 300
100 100
18,500 25,700
500 500
500 600
MISSION STREET
100 200
100 100
300 500
JAMES STREET
18,400 25,500
800 1,100
11,000 15,200
8,200 11,400
FM 1830 (COUNTRY CLUB ROAD)
1,500 1,900

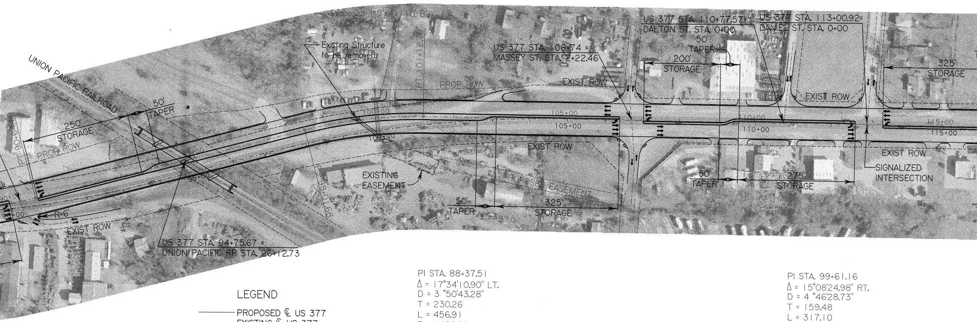
Source: TxDOT Transportation Planning and Programming Division

TRAFFIC DIAGRAM


N
IH 35E
BEGIN PROJECT
CSJ 0081-04-025
STA. 75+60.83
75+00
EXIST ROW
Existing Structures to be removed
US 377 STA. 80+49.00 =
ACME ST. STA. 1+87.67
50' TAPER
325' STORAGE
PT 85+47.97
PC 86+04.25
US 377 STA. 90+24.00 =
ROSELAWN DR. STA. 0+00
Existing Structure to be removed
85+00
EXIST ROW
50' TAPER
325' STORAGE
50' TAPER
325' STORAGE

PI STA. 79+78.67
Δ = 25°31'17.32" LT.
D = 2 °12'13.26"
T = 588.83
L = 1158.13
R = 2600.00
PC STA. = 73+89.84
PT STA. = 85+47.97


℄ ACME ST.
(-)1.308%
Existing 30"x60' RCP
To be removed
Sta. 79+50
℄ Elev. = 683.25
BEGIN PROJECT
CSJ: 0081-04-025
STA. 75+60.83
ELEV. = 694.00
VPC 79+53.85 EL. = 688.91
VPI STA = 81+00.00
EL = 687.00
SSD = 1279'
ex = -0.35'
K = 307
L = 292.31'
VPT 82+46.15 EL. = 683.70
EXISTING
(-)2.260%
Existing 3'x2'x62' BC-1-45
To be removed
Sta. 89+00
℄ Elev. = 667.17
PROPOSED UPRR BRIDGE
BEGIN BRIDGE
STA. 24+71.51
℄ US 377
END BRIDGE
STA. 27+51.52
PROPOSED PGL
at TOP OF RAIL
-1.33%
+0.57%
EXISTING GROUND
19.00'
VPI STA = 26+53.45
EL = 681.14
ex = -0.72'
L = 760.00'
US 377
680
670
660
650
24+00
678.84 676.2
679.89 675.8
680.85 678.1
681.70 679.0
29+00
690
680
670
660
650
640
630
620
610
600
693.53 693.1
692.22 692.0
690.91 691.1
689.61 689.0
688.26 687.8
686.64 686.4
684.69 684.3
682.46 682.2
680.22 681.2
677.94 679.3
675.70 677.4
673.44 675.8
671.18 674.1
668.92 672.5
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
82+00
83+00
84+00
85+00
86+00
87+00
88+00
89+00

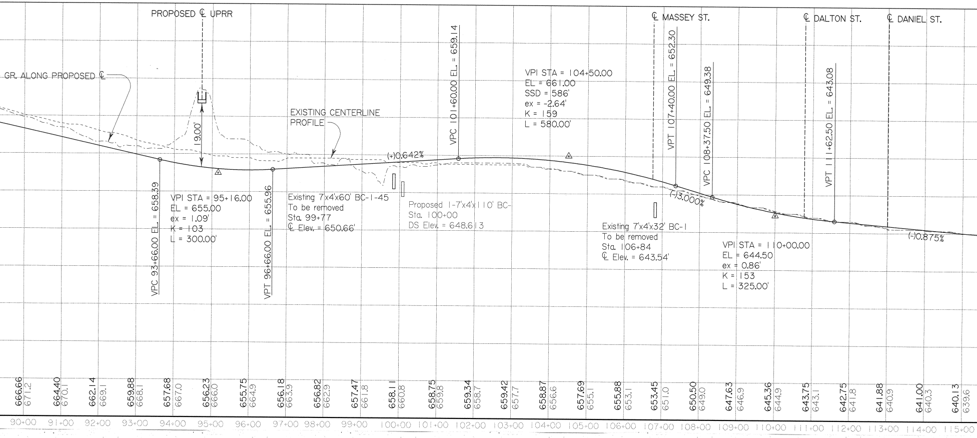

UNION PACIFIC RAILROAD
250'
STORAGE
50'
TAPER
PT 90+6
PROP ROW
R=6'
EXIST ROW
US 377 STA. 94+75.67 =
UNION PACIFIC RR STA. 26+12.73
Proposed 1-7'x4'x110' BC
Sta. 100+00
Existing Structure
to be removed
PT 101+18.78
PC 98+01.68
PROP ROW
EXISTING
EASEMENT
US 377 STA. 106+74 =
MASSEY ST. STA. 2+22.46
EXIST ROW
105+00
EXIST ROW
PROPOSED EASEMENT
50'
TAPER
325'
STORAGE
US 377 STA. 110+77.57=
DALTON ST. STA. 0+00
50'
TAPER
200'
STORAGE
110+00
50'
TAPER
275'
STORAGE
US 377 STA. 113+00.92=
DANIEL ST. STA. 0+00
EXIST ROW
325'
STORAGE
115+00
EXIST ROW
SIGNALIZED
INTERSECTION

PI STA. 88+37.51
Δ = 17°34'10.90" LT.
D = 3 °50'43.28"
T = 230.26
L = 456.91
R = 1490.00
PC STA. = 86+07.25
PT STA. = 90+64.16

PI STA. 99+61.16
Δ = 15°08'24.98" RT.
D = 4 °46'28.73"
T = 159.48
L = 317.10
R = 1200.00
PC STA. = 98+01.68
PT STA. = 101+18.78

LEGEND

- PROPOSED ℄ US 377
- EXISTING ℄ US 377
- PROPOSED ROW
- EXISTING ROW


PROPOSED ℄ UPRR
GR. ALONG PROPOSED ℄
19.00'
EXISTING CENTERLINE
PROFILE
VPC 93+66.00 EL. = 658.39
VPI STA = 95+16.00
EL = 655.00
ex = 1.09'
K = 103
L = 300.00'
VPT 96+66.00 EL. = 655.96
Existing 7x4'x60' BC-1-45
To be removed
Sta. 99+77
℄ Elev. = 650.66'
(+)0.642%
Proposed 1-7'x4'x110' BC-
Sta. 100+00
DS Elev. = 648.613
VPC 101+60.00 EL. = 659.14
VPI STA = 104+50.00
EL = 661.00
SSD = 586'
ex = -2.64'
K = 159
L = 580.00'
℄ MASSEY ST.
Existing 7'x4'x32' BC-1
To be removed
Sta. 106+84
℄ Elev. = 643.54'
VPT 107+40.00 EL. = 652.30
(-)3.000%
VPC 108+37.50 EL. = 649.38
VPI STA = 110+00.00
EL = 644.50
ex = 0.86'
K = 153
L = 325.00'
℄ DALTON ST.
VPT 111+62.50 EL. = 643.08
℄ DANIEL ST.
(-)0.875%
666.66
671.2
664.40
670.1
662.14
669.1
659.88
668.1
657.68
667.0
656.23
666.0
655.75
664.9
656.18
663.9
656.82
662.9
657.47
661.8
658.11
660.8
658.75
659.8
659.34
658.7
659.42
657.7
658.87
656.6
657.69
655.1
655.88
653.1
653.45
651.0
650.50
649.0
647.63
646.9
645.36
644.9
643.75
643.1
642.75
641.8
641.88
640.9
641.00
640.3
640.13
639.6
90+00
91+00
92+00
93+00
94+00
95+00
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
104+00
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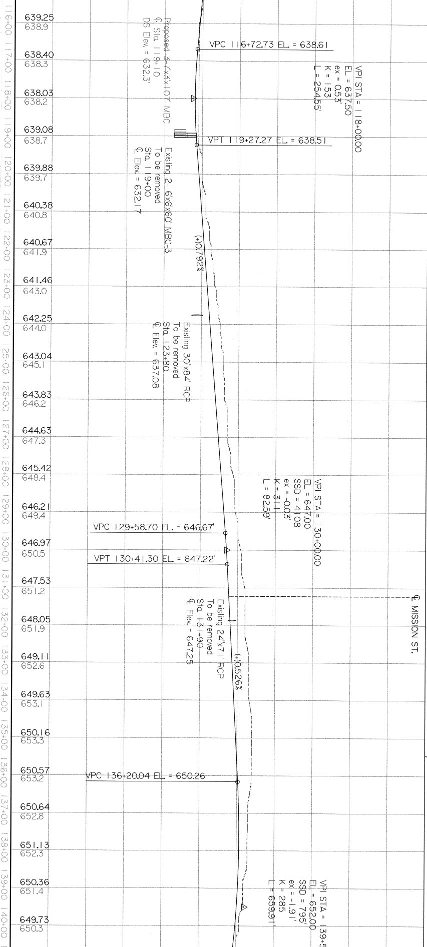
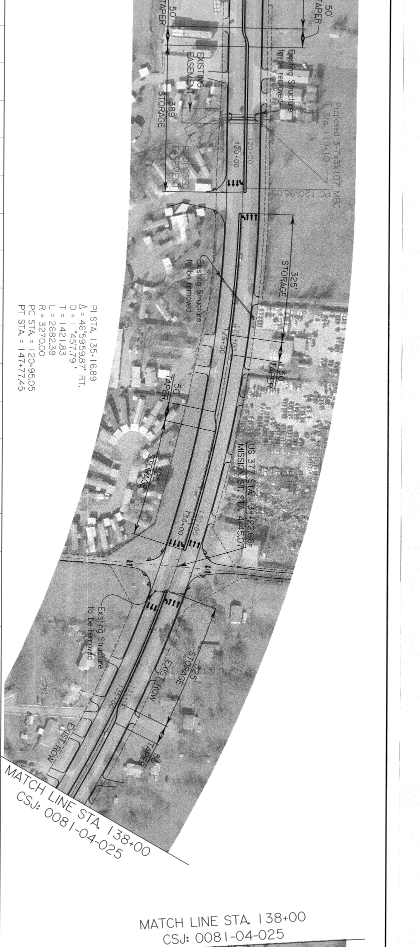
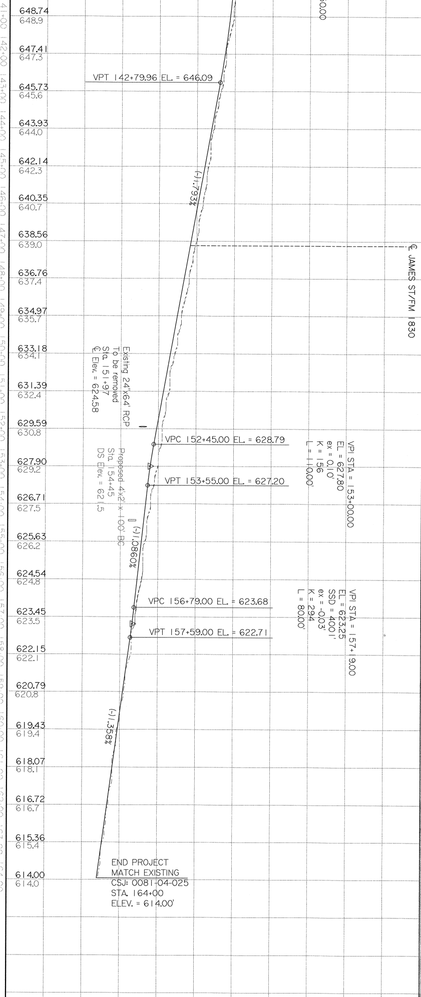
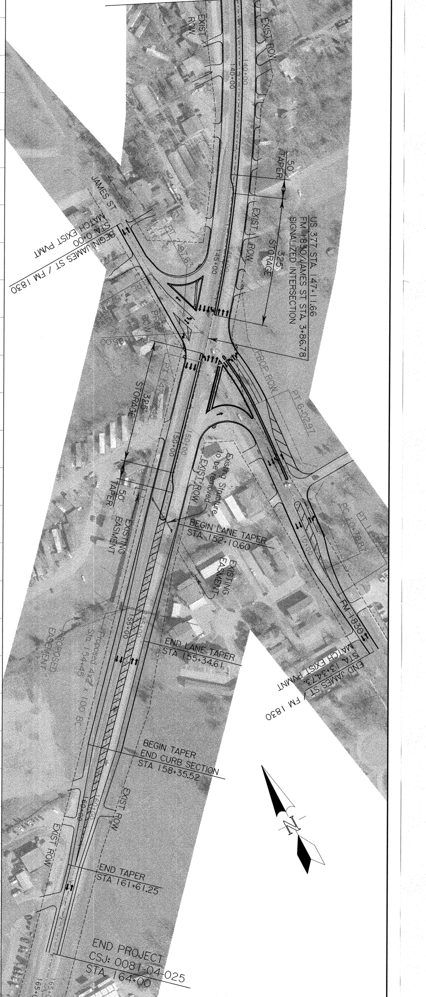
112+00
113+00
114+00
115+00

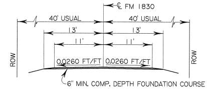

116+00
117+00
118+00
119+00
120+00
121+00
122+00
123+00
124+00
125+00
126+00
127+00
128+00
129+00
130+00
131+00
132+00
133+00
134+00
135+00
136+00
137+00
138+00
139+00
140+00
639.25
638.9
638.40
638.3
638.03
638.2
639.08
638.7
639.88
639.7
640.38
640.8
640.67
641.9
641.46
643.0
642.25
644.0
643.04
645.1
643.83
646.2
644.63
647.3
645.42
648.4
646.21
649.4
646.97
650.5
647.53
651.2
648.05
651.9
649.11
652.6
649.63
653.1
650.16
653.3
650.57
653.2
650.64
652.8
651.13
652.3
650.36
651.4
649.73
650.3
Proposed 3-7'x3'x107' MBC
℄ Sta. 119+10
DS Elev. = 632.3'
VPC 116+72.73 EL. = 638.61
VPI STA = 118+00.00
EL = 637.50
ex = 0.53'
K = 153
L = 254.55'
VPT 119+27.27 EL. = 638.51
Existing 2- 6'x6'x60' MBC-3
To be removed
Sta. 119+00
℄ Elev. = 632.17
(+)0.792%
Existing 30"x84' RCP
To be removed
Sta. 123+80
℄ Elev. = 637.08
VPI STA = 130+00.00
EL = 647.00
SSD = 408'
ex = -0.03'
K = 311
L = 82.59'
VPC 129+58.70 EL. = 646.67'
VPT 130+41.30 EL. = 647.22'
℄ MISSION ST.
Existing 24"x71' RCP
To be removed
Sta. 131+90
℄ Elev. = 647.25
(+)0.526%
VPC 136+20.04 EL. = 650.26
VPI STA = 139+5
EL = 652.00
SSD = 795'
ex = -1.91'
K = 285
L = 659.91'


50
TAPER
50
TAPER
EXISTING
EASEMENT
389'
STORAGE
Existing Structure
to be removed
PROPOSED
EASEMENT
120+00
120+00
Proposed 3-7'x3'x107' MBC
℄ Sta. 119+10
PC 120+95.05
325'
STORAGE
Existing Structure
to be removed
PI STA. 135+16.89
Δ = 46°59'59.87" RT.
D = 1°45'7.79"
T = 1421.83
L = 2682.39
R = 3270.00
PC STA. = 120+95.05
PT STA. = 147+77.45
125+00
125+00
50
TAPER
50
TAPER
325'
STORAGE
US 377 STA. 131+22.66=
MISSION ST. STA. 4+45.07
130+00
130+00
Existing Structure
to be removed
325'
STORAGE
EXIST ROW
135+00
135+00
EXIST ROW
50'
TAPER
MATCH LINE STA. 138+00
CSJ: 0081-04-025
MATCH LINE STA. 138+00
CSJ: 0081-04-025

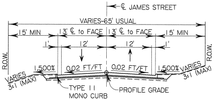

648.74
648.9
647.41
647.3
645.73
645.6
643.93
644.0
642.14
642.3
640.35
640.7
638.56
639.0
636.76
637.4
634.97
635.7
633.18
634.1
631.39
632.4
629.59
630.8
627.90
629.2
626.71
627.5
625.63
626.2
624.54
624.8
623.45
623.5
622.15
622.1
620.79
620.8
619.43
619.4
618.07
618.1
616.72
616.7
615.36
615.4
614.00
614.0
VPT 142+79.96 EL. = 646.09
(-)1.793%
℄ JAMES ST/FM 1830
Existing 24"x64' RCP
To be removed
Sta. 151+97
℄ Elev. = 624.58
VPC 152+45.00 EL. = 628.79
VPT 153+55.00 EL. = 627.20
VPI STA = 153+00.00
EL = 627.80
ex = 0.10'
K = 156
L = 110.00'
Proposed 4'x2' x 100' BC
Sta. 154+45
DS Elev. = 621.5
(-)1.0860%
VPC 156+79.00 EL. = 623.68
VPT 157+59.00 EL. = 622.71
VPI STA = 157+19.00
EL = 623.25
SSD = 400'
ex = -0.03'
K = 294
L = 80.00'
(-)1.358%
END PROJECT
MATCH EXISTING
CSJ: 0081-04-025
STA. 164+00
ELEV. = 614.00'


EXIST ROW
140+00
EXIST ROW
50' TAPER
JAMES ST
BEGIN JAMES ST / FM 1830
STA 0+00
MATCH EXIST PVMT
US 377 STA. 147+11.66
FM 1830/JAMES ST STA. 3+86.78
SIGNALIZED INTERSECTION
325' STORAGE
EXIST ROW
145+00
PROP ROW
PROP ROW
325' STORAGE
150+00
Existing Structure to be removed
EXIST ROW
50' TAPER
EXISTING EASMENT
BEGIN LANE TAPER
STA. 152+10.60
EXISTING EASMENT
PT 6+02.97
PC 10+78.87
FM 1830
END JAMES ST / FM 1830
STA 13+34.73
MATCH EXIST PVMT
END LANE TAPER
STA 155+34.61
155+00
Proposed 4'x2' x 100' BC
Sta. 154+45
PROPOSED EASEMENT
BEGIN TAPER
END CURB SECTION
STA 158+35.52
160+00
EXIST ROW
EXIST ROW
N
END TAPER
STA 161+61.25
END PROJECT
CSJ: 0081-04-025
STA. 164+00
165+00

FM 1830 / JAMES STREET TYPICAL SECTIONS

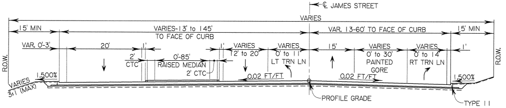

℄ FM 1830
40' USUAL
40' USUAL
13'
13'
11'
11'
ROW
ROW
0.0260 FT/FT
0.0260 FT/FT
6" MIN. COMP. DEPTH FOUNDATION COURSE
70 C.Y./STA. (LOOSE MEASURMENT)

EXISTING TYPICAL SECTION


℄ JAMES STREET
VARIES-65' USUAL
15' MIN
13' ℄ to FACE
13' ℄ to FACE
15' MIN
1'
12'
12'
1'
R.O.W.
R.O.W.
1.500%
0.02 FT/FT
0.02 FT/FT
1.500%
VARIES
3:1 (MAX)
VARIES
3:1 (MAX)
TYPE 11
MONO CURB
PROFILE GRADE

PROPOSED TYPICAL SECTION ~ JAMES STREET

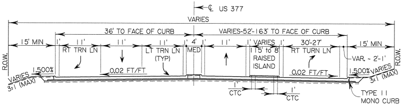
STA. 0+00 to STA. 1+9.78


℄ JAMES STREET
VARIES
15' MIN
VARIES-13' to 145'
TO FACE OF CURB
VAR. 13-60' TO FACE OF CURB
15' MIN
VAR. 0'-3'
20'
1'
2'
CTC
0'-85'
RAISED MEDIAN
2' CTC
1'
VARIES
12' to 20'
VARIES
0' to 11'
LT TRN LN
15'
VARIES
0' to 30'
PAINTED
GORE
VARIES
0' to 14'
RT TRN LN
1'
R.O.W.
R.O.W.
1.500%
0.02 FT/FT
0.02 FT/FT
1.500%
VARIES
3:1 (MAX)
PROFILE GRADE
TYPE 11
MONO CURB

PROPOSED TYPICAL SECTION ~ JAMES STREET

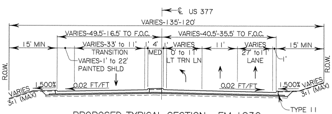
SHOWING LEFT TURN LANE

STA. 1+9.78 to STA. 3 +31.32


℄ US 377
VARIES
36' TO FACE OF CURB
VARIES-52'-163' TO FACE OF CURB
15' MIN
1'
11'
RT TRN LN
11'
11'
LT TRN LN
(TYP)
1'
4'
MED
1'
11'
1'
VARIES
1'
15' to 8'
RAISED
ISLAND
30'-27'
RT TURN LN
15' MIN
VAR. ~ 2'-1'
R.O.W.
R.O.W.
VARIES
3:1 (MAX)
1.500%
0.02 FT/FT
0.02 FT/FT
1.500%
VARIES
3:1 (MAX)
1'
CTC
1'
CTC
TYPE 11
MONO CURB

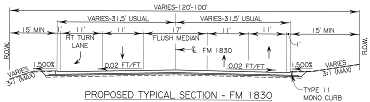
PROPOSED TYPICAL SECTION ~ FM 1830

STA. 4+40.91 to STA. 6+00


℄ US 377
VARIES-135'-120'
VARIES-49.5'-16.5' TO F.O.C.
VARIES-40.5'-35.5' TO F.O.C.
15' MIN
VARIES-33' to 11'
TRANSITION
VARIES-1' to 22'
PAINTED SHLD
1'
4'
MED
1'
VARIES
0' to 11'
LT TRN LN
11'
VARIES
27' to 11'
LANE
1'
15' MIN
R.O.W.
R.O.W.
VARIES
3:1 (MAX)
1.500%
0.02 FT/FT
0.02 FT/FT
1.500%
VARIES
3:1 (MAX)
TYPE 11
MONO CURB

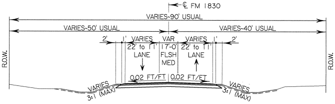
PROPOSED TYPICAL SECTION ~ FM 1830

STA. 6+00 to STA. 8+18.1


VARIES-120'-100'
VARIES-31.5' USUAL
VARIES-31.5' USUAL
15' MIN
1'
11'
RT TURN
LANE
11'
17'
FLUSH MEDIAN
11'
11'
1'
15' MIN
℄ FM 1830
R.O.W.
R.O.W.
VARIES
3:1 (MAX)
1.500%
0.02 FT/FT
0.02 FT/FT
1.500%
VARIES
3:1 (MAX)
TYPE 11
MONO CURB

PROPOSED TYPICAL SECTION ~ FM 1830

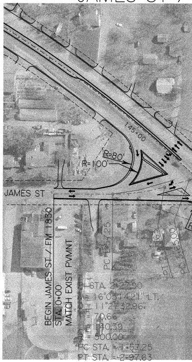
STA. 8+18.1 to STA. 10+00

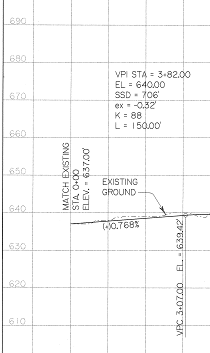

℄ FM 1830
VARIES-90' USUAL
VARIES-50' USUAL
VARIES-40' USUAL
2'
1'
VARIES
22' to 11'
LANE
VAR
17'-0'
FLSH
MED
VARIES
22' to 11'
LANE
1'
2'
R.O.W.
R.O.W.
0.02 FT/FT
0.02 FT/FT
VARIES
3:1 (MAX)
VARIES
3:1 (MAX)

PROPOSED TYPICAL SECTION ~ FM 1830

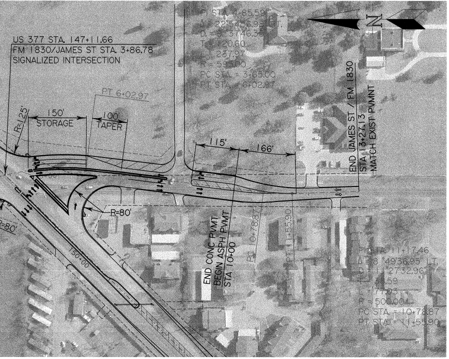
STA. 10+00 to STA. 13+34.58

JAMES ST /

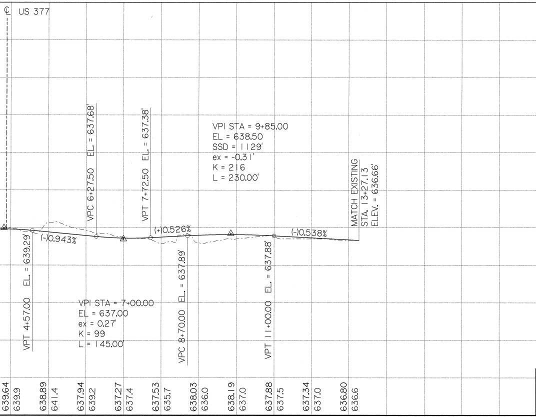

JAMES ST
145+00
R=80'
R=100'
BEGIN JAMES ST / FM 1830
STA. 0+00
MATCH EXIST PVMNT
PC 1+57.25
STA. 2+27.90
16°05'14.21" LT.
11°27'32.96"
70.66
140.39
500.00
PC STA. = 1+57.25
PT STA. = 2+97.63
PT
PC 3+65.00



FM 1830 PLAN AND PROFILE



US 377 STA. 147+11.66
FM 1830/JAMES ST STA. 3+86.78
SIGNALIZED INTERSECTION
PI STA. 4+85.59
Δ = 22°54'56.98" RT.
D. = 9°37'46.35"
T = 120.60
L = 237.97
R = 595.00
PC STA. = 3+65.00
PT STA. = 6+02.97
PT 6+02.97
R=125'
150' STORAGE
100' TAPER
115'
166'
END JAMES ST / FM 1830
STA 13+27.13
MATCH EXIST PVMNT
R=80'
R=80'
150+00
END CONC PVMT
BEGIN ASPH PVMT
STA 10+00
PC 10+78.87
PT 11+55.90
PI STA. 11+17.46
Δ = 8°49'36.95" LT.
D. = 11°27'32.96"
T = 38.59
L = 77.03
R = 500.00
PC STA. = 10+78.87
PT STA. = 11+55.90
N



℄ US 377
VPC 6+27.50 EL. = 637.68'
VPT 7+72.50 EL. = 637.38'
VPI STA = 9+85.00
EL = 638.50
SSD = 1129'
ex = -0.31'
K = 216
L = 230.00'
MATCH EXISTING
STA. 13+27.13
ELEV. = 636.66'
(-)0.943%
(+)0.526%
(-)0.538%
VPT 4+57.00 EL. = 639.29'
VPI STA = 7+00.00
EL = 637.00
ex = 0.27'
K = 99
L = 145.00'
VPC 8+70.00 EL. = 637.89'
VPT 11+00.00 EL. = 637.88'
639.64
639.9
638.89
641.4
637.94
639.2
637.27
637.4
637.53
635.7
638.03
636.0
638.19
637.0
637.88
637.5
637.34
637.0
636.80
636.6

PRELIMINARY

NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. FOR REVIEW ONLY.

BASIC DESIGN DATA

Proposed Design Speed: 40 mph

Highway Functional Class: Urban Collector

Terrain: Level

Work Type:

FM 1830: Widen from 2 lane rural to 4 lane urban and realign with James Street.

James Street: Add turn lanes and realign with FM 1830.

Texas Department of Transportation

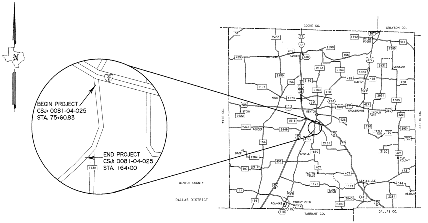
DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 377

FROM: IH35E
TO: 0.26 Miles South of FM 1830
DENTON COUNTY
PROJECT LENGTH: 1.67 MILES

CSJ: 0081-04-025
DESIGN SPEED 40 MPH
FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL

ROLL 1 OF 1
SCALE: 1"=100' H, 1"= 10' V
JULY, 2007



N
BEGIN PROJECT
CSJ: 0081-04-025
STA. 75+60.83
END PROJECT
CSJ: 0081-04-025
STA. 164+00
COOKE CO.
GRAYSON CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
DENTON COUNTY
DALLAS DISTRICT
DENTON
SANGER
KRUM
PONDER
ARGYLE
LEWISVILLE
ROANOKE

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