TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

FM 1830 DESIGN SCHEMATIC
FROM FM 407 TO US 377
DENTON COUNTY, TEXAS
CSJ: 1785-01-038

MARCH 2018
ROLL 1 OF 4

PROJECT LENGTH:	5.4 MILES
FUNCTIONAL CLASSIFICATION:	URBAN ARTERIAL
AVERAGE DAILY TRAFFIC:	FROM FM 407: 12,000 (2023) / 15,000 (2038); FROM RYAN RD TO US 377: 14,000 (2023) / 18,000 (2038)
FM 1830:	DESIGN SPEED: 40 MPH
CROSS STREETS:	30 MPH

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR REVIEW PURPOSES ONLY
THIS DOCUMENT WAS PREPARED UNDER THE AUTHORITY OF JAMES K. SELMAN, P.E. 108 IN DALLAS, TEXAS.

PRELIM. ENGINEER:	JAMES K. SELMAN
DATE OF SEALING:	3/15/2018
SEALED FOR REVIEW:	YES
DATE FINAL PLANS PREPARED:	TBD

HALFF
201 SOUTH BONNIE ST.
DENTON, TEXAS 76201
PH: 940.565.1018
TBPE FIRM #312 TBPLS FIRM #10064500

VERTICAL SCALE: 0 2 4 6 8 10
HORIZONTAL SCALE: 0 100 200 300 400

DATE SUBMITTED:
DATE APPROVED:

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LEGEND:

- EXISTING ROW
- PROPOSED PROPERTY LIMITS
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED BARILLING
- EXISTING BRIDGE
- PROPOSED DRAINAGE EASEMENT
- PROPOSED ROW (BY OTHERS)
- PROPOSED EDGE OF PAVEMENT
- EXISTING BRIDGE
- PROPOSED BRIDGE DECK
- PROPOSED BRIDGE ABUTMENT
- PROPOSED RETAINING WALL
- 100 YR FLOODPLAIN LIMITS
- PROPOSED FLOW TRAVEL
- FLOW ARROW
- PROPOSED BRIDGE
- PROPOSED PAVEMENT
- PROPOSED CONCRETE
- EXISTING BRIDGE TO REMAIN
- POTENTIAL DISPLACEMENT
- PAVEMENT / BRIDGE TO BE REMOVED (BY OTHERS)
- EXISTING FIBER OPTIC
- EXISTING TELEPHONE / CABLE
- EXISTING ELECTRIC
- EXISTING STORM SEWER
- EXISTING GAS LINE
- EXISTING GAS LINE
- CURB RAMP

GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY MAPS, AND ROW MAPS. ALL DIMENSIONS ARE BASED ON FIELD SURVEYED, AERIAL TOPOGRAPHY DATA WAS COLLECTED IN DECEMBER 2016.
2. PARCEL LINES AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE DENTON COUNTY APPRAISAL DISTRICT MARCH 2017(+).
3. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE). DIMENSIONS ARE TO EDGE OF UNJOINED PAVEMENT OR MINIMUM FACE OF MACHINE/CURB/BARRIER (UNLESS NOTED OTHERWISE).
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION LOCATED AT THE CL.
5. THE SPECIFIC TYPE OF BRIDGE RAIL WILL BE DETERMINED DURING FINE DESIGN.
6. CONDITIONAL MOVEMENT SIGNALS (SMALL SIGNS) WILL NOT BE DEVELOPED (AFTER FINE DESIGN).
7. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TPP (AUGUST 2016).
8. MAJOR CONSTRUCTION CURVE RADII ARE 50'+, MINOR INTERSECTION CURVE RADII ARE 30'+ (UNLESS NOTED OTHERWISE). ALL CURVE RADII ARE SHOWN AS APPROXIMATE, ARCHAEO LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINE DESIGN.
9. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED DURING FINE DESIGN AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED UNLESS NOTED OTHERWISE.
11. APPROXIMATE 100-YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2011.
12. EXISTING UTILITIES, SIGNS, POLES, SITE, AND ELEVATIONS OBTAINED FROM MESONS SURVEYING, INC. AND TERRAPOINT (ARCHAEOLOGICAL PURPOSES ONLY).
13. A BUILDING IS SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING THE ROW ACQUISITION PROCESS.
14. PRELIMINARY NOISE WALLS WILL BE IDENTIFIED DURING DEVELOPMENT OF THE NOISE STUDY REPORT. ANALYSIS AND INCORPORATED INTO THE SCHEMATICS AT A LATER STAGE IN DESIGN.

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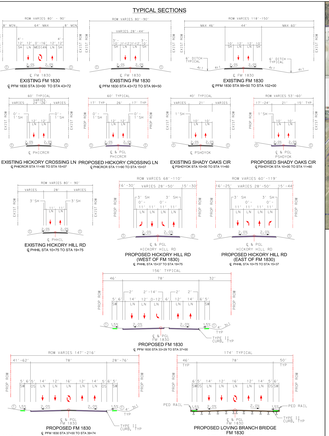
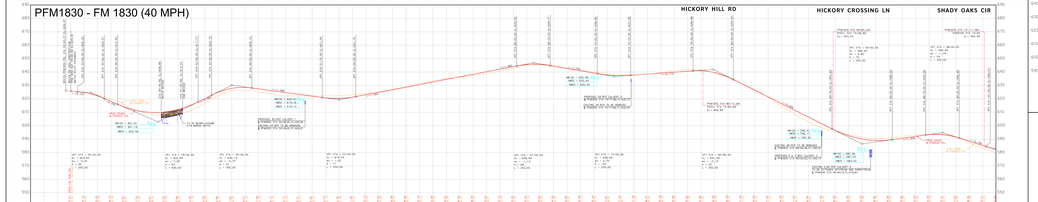
TYPICAL SECTIONS



NOTES:
① 4:1 DESIRABLE
3:1 MAX

TYPICAL CROSS SLOPES ARE 2%
REFER TO SUPERELEVATION TABLES FOR NON-TYPICAL CROSS SLOPES.



CURVE DATA

CURVE	P.I. STATION	P.C. STATION	P.T. STATION	DELTA	DEGREE OF CURVE	TANGENT	LENGTH	P.C. COORD BEARING	CONTROL LENGTH	P.C. COORDS	P.T. COORDS	P.C. TANGENT BEARING	P.T. TANGENT BEARING
PRHIL1	20+00.00	18+00.00	22+00.00	90°00'00"	57°17'46.48"	200.000	400.000	N 90°00'00" E	400.000	N 18°00'00" E	N 18°00'00" E	N 90°00'00" E	N 90°00'00" E
PRHIL2	36+00.00	34+00.00	38+00.00	90°00'00"	57°17'46.48"	200.000	400.000	N 90°00'00" E	400.000	N 34°00'00" E	N 34°00'00" E	N 90°00'00" E	N 90°00'00" E
PRHIL3	48+64.61	N 33°45'33.0000"	51+00.00	33°45'33.0000"	11.00	2.35.00	4.35.00	N 33°45'33.0000" E	4.35.00	N