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Texas Department
of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

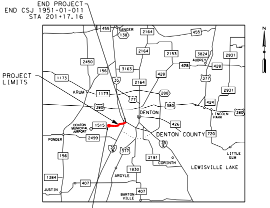
MOHAMED K. BUR, P.E. DISTRICT ENGINEER
DENTON COUNTY

FM 1515

PROJECT LIMIT: FROM MASCH BRANCH STREET
TO BONNIE BRAE STREET
CSJ: 1951-01-011
FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL

DESIGN SPEED: 40 mph FM 1515
40 mph FRONTAGE ROAD
30 mph CROSS STREETS

PROJECT LENGTH: 2.096 MILES


END PROJECT
END CSJ 1951-01-011
STA 201+17.16
PROJECT LIMITS
455
SANGER
138
2164
455
2164
2153
3824
AUBREY
2931
2450
428
428
156
3163
428
377
1173
2164
35
KRUM
1173
288
2931
77
424
380
380
LINCOLN PARK
380
DENTON MUNICIPAL AIRPORT
1515
DENTON
426
DENTON COUNTY
720
PONDER
2499
35 W
377
35 E
LITTLE ELM
156
2181
CORINTH
LEWISVILLE LAKE
1830
ARGYLE
1384
407
JUSTIN
BARTON VILLE
407
N
BEGIN PROJECT
BEGIN CSJ 1951-01-011
STA 100+83.33

LOCATION MAP
N.T.S.

MARCH 2020

HORIZ: 0 50 100 SCALE IN FEET
VERT: 0 5 10 SCALE IN FEET

ROLL 1 OF 2

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
TIFFANY HAMADA	118442
TYLER G. MARTIN	107531

3/16/2020
DATE

NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

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Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

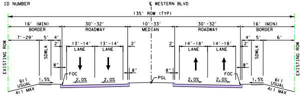
M:\PROJECTS\Denton County\FM 1515\DGN\SCHEMATICS\FM1515_SCHEMATIC_01.dgn
3/16/2020
3:19:33 PM

LEGEND:

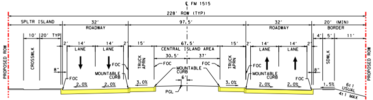
🟨	PROPOSED MAINLANES
🟦	FUTURE BONNIE BRAE (BY OTHERS)
🟥	PAVEMENT TO BE REMOVED
🟩	PROPOSED DRIVEWAYS
🟪	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE STRUCTURES
⬜	PROPOSED SIDEWALK
▨	PROPOSED DISPLACEMENTS
▨	FLOODWAY LIMITS
🟦	100 YR FLOODPLAIN LIMITS
-·-·-	PROPOSED DRAINAGE EASEMENT
-·-·-	EXISTING DRAINAGE EASEMENT
═	PROPOSED DRAINAGE STRUCTURE
-·-	EXISTING ROW
-·-·-	PROPOSED ROW
-·-·-	EXISTING RAILROAD ROW
—	EXISTING PROPERTY LINE
-·-	PROPOSED CENTERLINE/BASELINE
—	PROPOSED RETAINING WALL
→	DIRECTION OF TRAVEL
↝	DIRECTION OF FLOW
XX	CURVE ID
XXX	PARCEL ID NUMBER

NOTES:

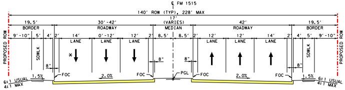
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 2018 AND RECORD PLANS.
2. THE EXACT LOCATIONS OF ADA RAMPS AND SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TxDOT AND LOCAL GOVERNMENTS.
3. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THAT THE DRIVEWAY WILL BE A SAFETY ISSUE.
4. MEDIAN OPENING LOCATIONS TO BE DETERMINED IN PS&E DESIGN.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. UNLESS OTHERWISE NOTED, EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER OR WALL UNLESS NOTED OTHERWISE.
9. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48121C0360G (4/18/2011).
10. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (JUNE 2018).
11. CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
12. ROUNDABOUT AT INTERSECTION OF FM 1515 AND WESTERN BLVD IS DESIGNED USING FHWA-SA-10-006. DESIGN USES MULTILANE ROUNDABOUT DESIGN CRITERIA.


℄ WESTERN BLVD
135' ROW (TYP)
16' (MIN) BORDER
30'-32' ROADWAY
10'-33' MEDIAN
30'-32' ROADWAY
16' (MIN) BORDER
7'-29'
5'
4'
2'
13'-14' LANE
13'-14' LANE
2'
2'
14'-18' LANE
14'-18' LANE
2'
4'
5'
6'
EXISTING ROW
SDWLK
8"
FOC
8"
PGL
8"
FOC
8"
SDWLK
EXISTING ROW
6:1 USUAL
4:1 MAX
1.5%
2.0%
2.0%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX

PROPOSED WESTERN BLVD
TYPICAL SECTION
STA. 11+36.23 TO 14+00.66

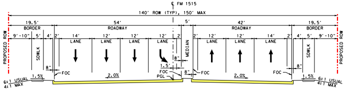

℄ FM 1515
228' ROW (TYP)
SPLTR ISLAND
32' ROADWAY
97.5'
32' ROADWAY
20' (MIN) BORDER
10'
20' TYP
2'
14' LANE
14' LANE
2'
15'
67.5' CENTRAL ISLAND AREA
30.5'
37'
15'
2'
14' LANE
14' LANE
2'
4'
5'
11'
PROPOSED ROW
CROSSWLK
8"
FOC
FOC
MOUNTABLE CURB
TRUCK APRN
FOC
MOUNTABLE CURB
6'
FOC
TRUCK APRN
FOC
MOUNTABLE CURB
FOC
8"
SDWLK
PROPOSED ROW
2.0%
2.0%
3.0%
PGL
3.0%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX

PROPOSED FM1515
TYPICAL SECTION
STA. 123+07.17 TO 124+05.54

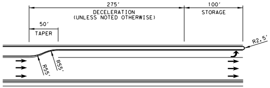

℄ FM 1515
140' ROW (TYP), 228' MAX
19.5' BORDER
30'-42' ROADWAY
17' (VARIES) MEDIAN
42' ROADWAY
19.5' BORDER
9'-10"
5'
4'
2'
14' LANE
0'-12' LANE
12' LANE
2'
8.5'
8.5'
2'
12' LANE
12' LANE
14' LANE
2'
4'
5'
9'-10"
PROPOSED ROW
SDWLK
*
8"
FOC
8"
8"
PGL
FOC
FOC
8"
SDWLK
PROPOSED ROW
6:1 USUAL
4:1 MAX
1.5%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX

* OUTSIDE LANE BECOMES RIGHT TURN ONLY UPSTREAM OF WESTERN BLVD

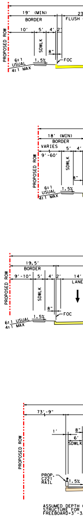
PROPOSED FM1515
TYPICAL SECTION
STA. 124+24 TO 127+98
STA. 132+99 TO 134+67
STA. 139+53 TO 143+43
STA. 152+48 TO 160+64
STA. 165+98 TO 173+96
STA. 182+74 TO 186+03
STA. 195+88 TO 200+65


℄ FM 1515
140' ROW (TYP), 150' MAX
19.5' BORDER
54' ROADWAY
5'
42' ROADWAY
19.5' BORDER
9'-10"
5'
4'
2'
14' LANE
12' LANE
12' LANE
12' LANE
2'
MEDIAN
2'
12' LANE
12' LANE
14' LANE
2'
4'
5'
9'-10"
PROPOSED ROW
SDWLK
8"
FOC
8"
1.5'
FOC
PGL
8"
FOC
FOC
8"
SDWLK
PROPOSED ROW
6:1 USUAL
4:1 MAX
1.5%
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX

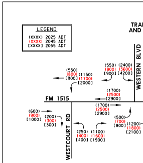
PROPOSED FM1515
TYPICAL SECTION
STA. 135+78 TO 139+53
STA. 148+73 TO 152+48
STA. 178+99 TO 182+74
STA. 187+51 TO 187+59


275'
DECELERATION
(UNLESS NOTED OTHERWISE)
100'
STORAGE
50'
TAPER
R2.5'
R55'
R55'

TYPICAL LEFT TURN BAY DETAILS
N.T.S.


PROPOSED ROW
19' (MIN) BORDER
10'
5'
4'
2'
FLUSH
SDWLK
8"
FOC
6:1 USUAL
4:1 MAX
1.5%
18' (MIN) BORDER
VARIES
9'-60'
5'
4'
PROPOSED ROW
SDWLK
8"
6:1 USUAL
4:1 MAX
1.5%
19.5' BORDER
9'-10"
5'
4'
2'
14' LANE
PROPOSED ROW
SDWLK
8"
FOC
6:1 USUAL
4:1 MAX
1.5%
73'-9"
1'
8"
6'
SDWLK
PROPOSED ROW
PROP. C221 RAIL
1.5%
ASSUMED DEPTH
STRUCTURE FOR
FREEBOARD=3'-3

TYPICAL SECTIONS
N.T.S.


LEGEND
(XXXX) 2025 ADT
(XXXX) 2045 ADT
[XXXX] 2055 ADT
TRA
AND
WESTERN BLVD
FM 1515
WESTCOURT RD
(550)
(800)
[900]
(1150)
(1700)
[2000]
(550)
(800)
[900]
(2400)
(3600)
[4200]
(1700)
(2500)
[2900]
(1700)
(2500)
[2900]
(600)
(900)
[1000]
(200)
(300)
[300]
(250)
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(1100)
(1600)
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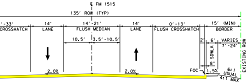
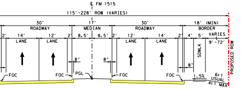
[800]
(1200)
(1800)
[2100]


℄ FM 1515
135' ROW (TYP)
-33' CROSSHATCH
14' LANE
14'-21' FLUSH MEDIAN
10.5'
3.5'-10.5'
14' LANE
0'-13' FLUSH CROSSHATCH
15' (MIN) BORDER
2'
6' SDWLK
VARIES 7'-24'
8"
EXISTING ROW
FOC
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX

PROPOSED FM1515 TYPICAL SECTION

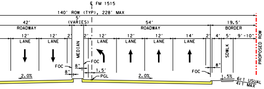
STA. BEGIN TO 103+90.39


℄ FM 1515
115'-228' ROW (VARIES)
30' ROADWAY
17' MEDIAN
30' ROADWAY
18' (MIN) BORDER
14' LANE
12' LANE
8.5'
8.5'
12' LANE
14' LANE
4' 5' SDWLK
VARIES 9'-72'
8"
FOC
PGL
1.5%
6:1 USUAL
4:1 MAX
PROPOSED ROW

PROPOSED FM1515 TYPICAL SECTION

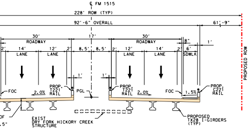
STA. 103+90.39 TO 120+56.56

NOTE:
STA 117+48 TO STA 118+98 SEE
PROPOSED BRIDGE TYPICAL SECTION


℄ FM 1515
140' ROW (TYP), 228' MAX
42' ROADWAY
5' (VARIES) MEDIAN
54' ROADWAY
19.5' BORDER
12' LANE
12' LANE
12' LANE
12' LANE
12' LANE
14' LANE
4' 5' SDWLK
9'-10"
8"
FOC
PGL
1.5'
2.0%
2.0%
1.5%
6:1 USUAL
4:1 MAX
PROPOSED ROW

PROPOSED FM1515 TYPICAL SECTION

STA. 127+98 TO 131+73
STA. 143+43 TO 147+18
STA. 160+64 TO 164+39
STA. 173+96 TO 177+71
STA. 190+29 TO 190+55

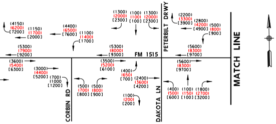

℄ FM 1515
228' ROW (TYP)
92'-6" OVERALL
61'-9"
30' ROADWAY
17'
30' ROADWAY
14' LANE
12' LANE
8.5'
8.5'
12' LANE
14' LANE
8" 6' SDWLK
1'
FOC
2.0%
PROP. T221 RAIL
PGL
2.0%
1.5%
PROP. C221 RAIL
EXIST DRY FORK HICKORY CREEK STRUCTURE
PROPOSED TX28 I-GIRDERS (TYP)
PROPOSED ROW

PROPOSED FM1515 BRIDGE TYPICAL SECTION

STA. 117+48 TO 118+98

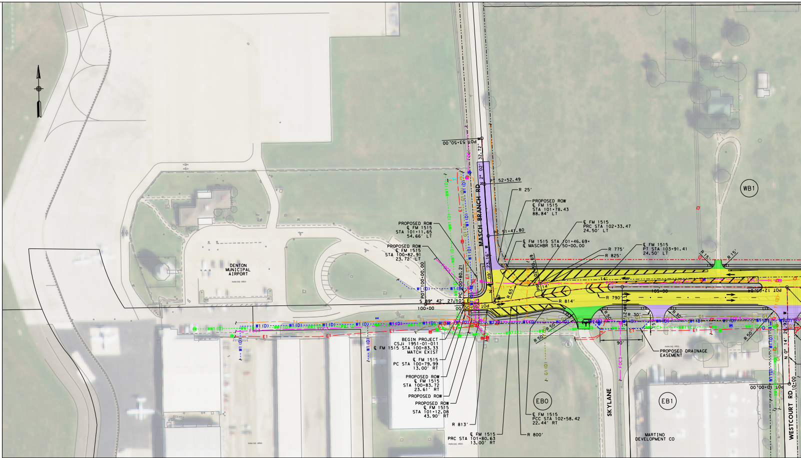
FIC PROJECTIONS BASED ON NCTCOG TDM
CORRIDOR INFORMATION PACKET PROVIDED
BY TPP. UPDATED AUGUST 16, 2018

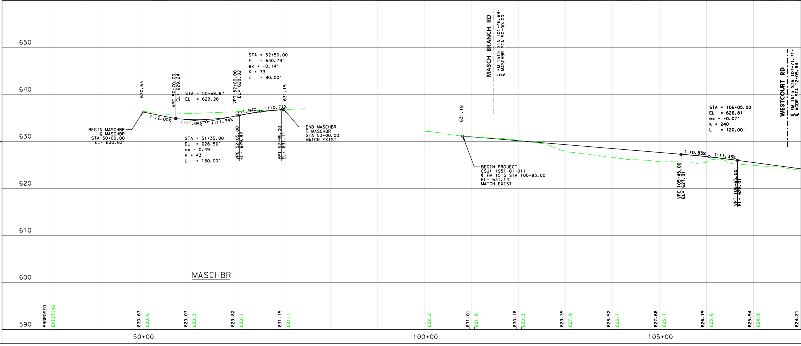
TRAFFIC VOLUME DIAGRAM
OF FM 1515

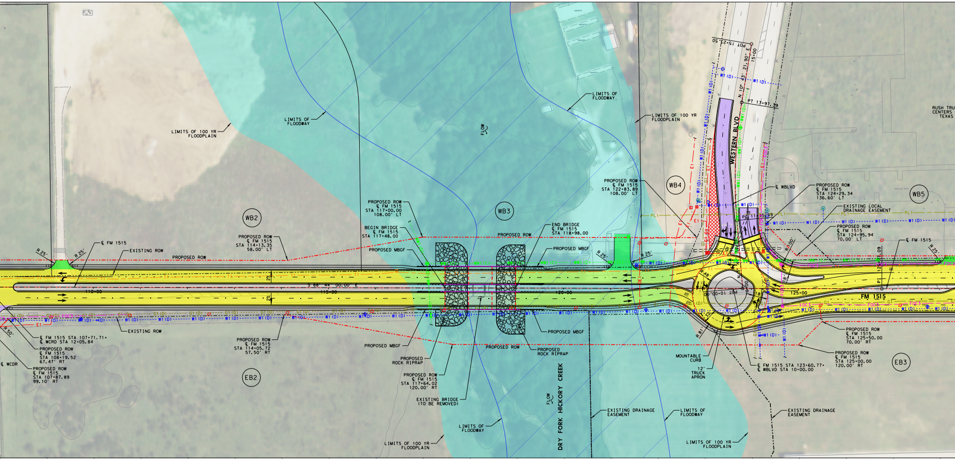

(4150) (6200) [7200]
(1150) (1700) [2000]
(4400) (6500) [7600]
(1100) (1400) [1700]
(1300) (2000) [2300]
(100) (100) [100]
(1300) (2000) [2300]
(2200) (3300) [3900]
(2800) (4200) [4900]
(500) (800) [900]
(5300) (7900) [9200]
(5300) (8000) [9300]
(5600) (8300) [9700]
(3600) (5400) [6300]
(3000) (4400) [5200]
(700) (1000) [1200]
(3500) (5200) [6100]
(400) (650) [700]
(2400) (3600) [4200]
(5600) (8300) [9700]
(500) (700) [800]
(500) (800) [900]
(100) (200) [200]
(400) (500) [600]
(100) (150) [100]
(1800) (2700) [3200]
CORBIN RD
DAKOTA LN
PETERBILT DRWY
FM 1515
MATCH LINE

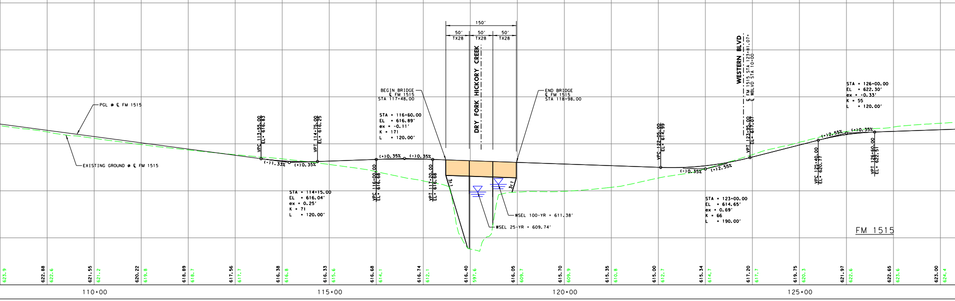
TRAFFIC DIAGRAM

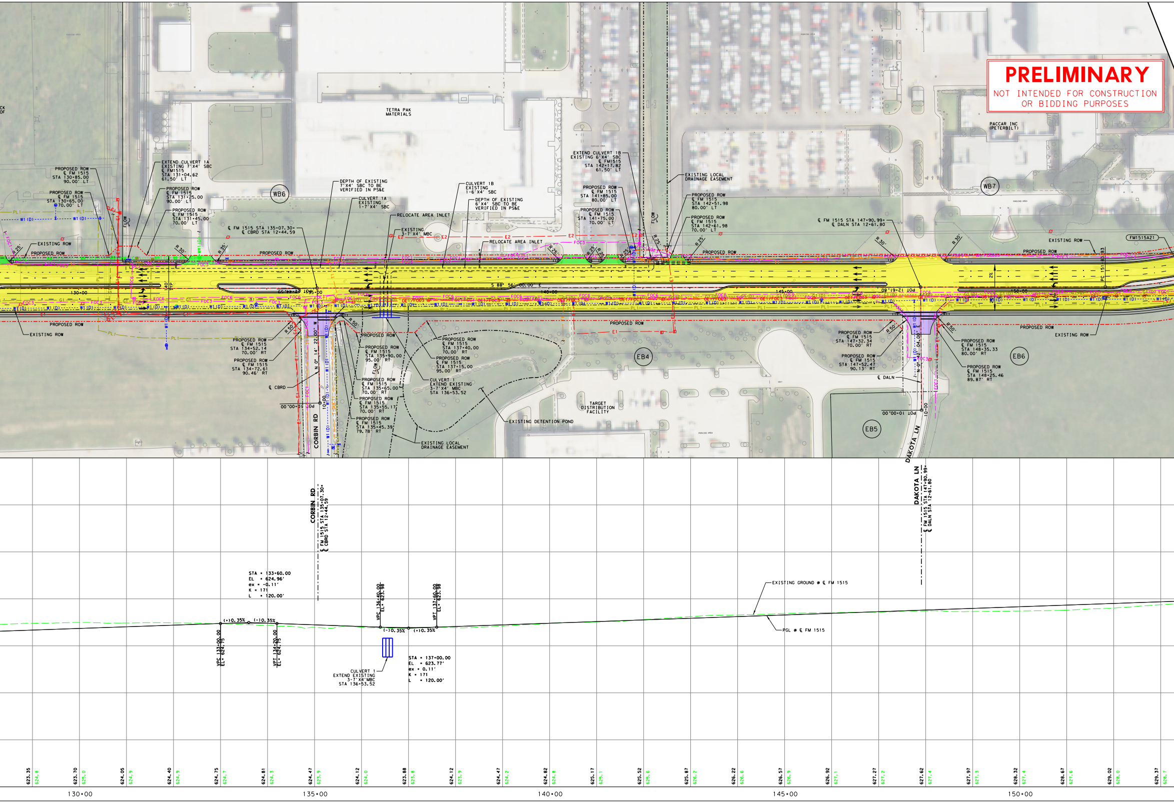
N.T.S.


MASCH BRANCH RD
DENTON MUNICIPAL AIRPORT
SKYLANE
WESTCOURT RD
WB1
EB0
EB1
MARTINO DEVELOPMENT CO
POT 53+50.00
PT 52+52.49
R 25'
PROPOSED ROW ℄ FM 1515 STA 101+78.43 88.84' LT
PROPOSED ROW ℄ FM 1515 STA 101+11.65 54.66' LT
PROPOSED ROW ℄ FM 1515 STA 100+82.91 23.72' LT
PC 51+41.80
℄ FM 1515 STA 101+46.69= ℄ MASCHBR STA 50+00.00
℄ FM 1515 PRC STA 102+33.47 24.50' LT
℄ FM 1515 PT STA 103+91.41 24.50' LT
R 775'
R 825'
R 790'
R 814'
R 30'
R 50'
R 15'
S 89° 42' 27.10" E
100+00
105+00
POT 12+05.84
POT 10+00.00
00+00.00
BEGIN PROJECT CSJ: 1951-01-011 ℄ FM 1515 STA 100+83.33 MATCH EXIST
℄ FM 1515 PC STA 100+79.99 13.00' RT
PROPOSED ROW ℄ FM 1515 STA 100+83.72 23.61' RT
PROPOSED ROW
PROPOSED ROW ℄ FM 1515 STA 101+12.08 43.90' RT
R 813'
℄ FM 1515 PRC STA 101+80.63 13.00' RT
℄ FM 1515 PCC STA 102+58.42 22.44' RT
R 800'
90'
PROPOSED DRAINAGE EASEMENT
N 0° 14' 23.32" E



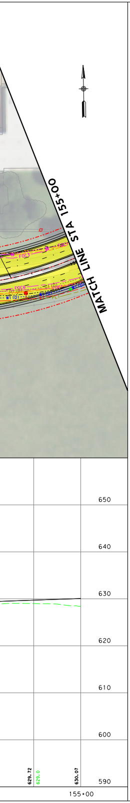

LIMITS OF 100 YR FLOODPLAIN
LIMITS OF FLOODWAY
FLOW
LIMITS OF FLOODWAY
LIMITS OF 100 YR FLOODPLAIN
POT 15+23.50
21.90° E
N 10° 45'
15+00
PT 13+97.39
WESTERN BLVD
RUSH TRU CENTERS TEXAS
WB2
WB3
WB4
WB5
EB2
EB3
PROPOSED ROW ℄ FM 1515 STA 117+00.00 108.00' LT
BEGIN BRIDGE ℄ FM 1515 STA 117+48.00
PROPOSED MBGF
PROPOSED ROW ℄ FM 1515 STA 114+13.35 58.00' LT
℄ FM 1515
EXISTING ROW
PROPOSED ROW
R 25'
R 25'
R 50'
2%
2%
S 88° 44' 00.00" E
110+00
115+00
120+00
125+00
END BRIDGE ℄ FM 1515 STA 118+98.00
PROPOSED ROW
PROPOSED MBGF
PROPOSED ROW ℄ FM 1515 STA 122+83.89 108.00' LT
℄ WBLVD
PROPOSED ROW ℄ FM 1515 STA 124+29.34 136.60' LT
EXISTING LOCAL DRAINAGE EASEMENT
PROPOSED ROW ℄ FM 1515 STA 124+95.94 70.00' LT
℄ FM 1515
R 100'
R 48'
R 81'
R 25'
18'
18
32
POT 10+00.00
PC 11+15.49
PI 125+47.09
FM 1515
℄ FM 1515 STA 107+71.71= ℄ WCRD STA 12+05.84
PROPOSED ROW ℄ FM 1515 STA 108+19.52 67.47' RT
℄ WCDR
PROPOSED ROW ℄ FM 1515 STA 107+87.89 99.10' RT
EXISTING ROW
PROPOSED ROW ℄ FM 1515 STA 114+05.72 57.50' RT
PROPOSED MBGF
PROPOSED ROCK RIPRAP
PROPOSED ROW ℄ FM 1515 STA 117+64.02 120.00' RT
EXISTING BRIDGE (TO BE REMOVED)
PROPOSED ROW
PROPOSED ROCK RIPRAP
PROPOSED MBGF
LIMITS OF FLOODWAY
LIMITS OF 100 YR FLOODPLAIN
FLOW
DRY FORK HICKORY CREEK
EXISTING DRAINAGE EASEMENT
LIMITS OF FLOODWAY
LIMITS OF 100 YR FLOODPLAIN
MOUNTABLE CURB
12' TRUCK APRON
℄ FM 1515 STA 123+60.77= ℄ WBLVD STA 10+00.00
PROPOSED ROW ℄ FM 1515 STA 125+50.00 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 125+00.00 120.00' RT
EXISTING DRAINAGE EASEMENT
W1 (D)
WW1 (C)
G1 (D)
FOC3
E1
T1
PL1


150'
50'
50'
50'
TX28
TX28
TX28
DRY FORK HICKORY CREEK
BEGIN BRIDGE ℄ FM 1515 STA 117+48.00
END BRIDGE ℄ FM 1515 STA 118+98.00
WESTERN BLVD
℄ FM 1515 STA 123+81.07= ℄ WBLVD STA 10+00
PGL @ ℄ FM 1515
EXISTING GROUND @ ℄ FM 1515
VPC 113+55.00 EL= 616.83
VPT 114+75.00 EL= 616.25
(-)1.33%
(+)0.35%
STA = 114+15.00
EL = 616.04'
ex = 0.25'
K = 71
L = 120.00'
STA = 116+60.00
EL = 616.89'
ex = -0.11'
K = 171
L = 120.00'
VPC 116+00.00 EL= 616.68
VPT 117+20.00 EL= 616.68
(+)0.35%
(-)0.35%
3:1
3:1
WSEL 100-YR = 611.38'
WSEL 25-YR = 609.74'
VPC 122+05.00 EL= 614.99
(-)0.35%
(+)2.55%
VPT 123+95.00 EL= 617.07
STA = 123+00.00
EL = 614.65'
ex = 0.69'
K = 66
L = 190.00'
VPC 125+40.00 EL= 620.77
(+)2.55%
(+)0.35%
VPT 126+60.00 EL= 622.51
STA = 126+00.00
EL = 622.30'
ex = -0.33'
K = 55
L = 120.00'
FM 1515
623.9
622.88
622.6
621.55
621.2
620.22
619.8
618.89
618.7
617.56
617.7
616.38
616.8
616.33
615.6
616.68
614.1
616.74
612.1
616.40
597.6
616.05
609.7
615.70
609.9
615.35
610.8
615.00
612.7
615.34
614.7
617.20
617.7
619.75
620.3
621.97
622.6
622.65
623.6
623.00
624.4
110+00
115+00
120+00
125+00


CK
OF
TETRA PAK MATERIALS
PACCAR INC (PETERBILT)
TARGET DISTRIBUTION FACILITY
WB6
WB7
EB4
EB5
EB6
FM1515A21
PROPOSED ROW ℄ FM 1515 STA 130+85.00 90.00' LT
PROPOSED ROW ℄ FM 1515 STA 130+65.00 70.00' LT
EXTEND CULVERT 1A EXISTING 7'X4' SBC ℄ FM1515 STA 131+04.62 61.50' LT
PROPOSED ROW ℄ FM 1515 STA 131+25.00 90.00' LT
PROPOSED ROW ℄ FM 1515 STA 131+45.00 70.00' LT
DEPTH OF EXISTING 7'X4' SBC TO BE VERIFIED IN PS&E
CULVERT 1A EXISTING 1-7'X4' SBC
℄ FM 1515 STA 135+07.30= ℄ CBRD STA 12+44.59
RELOCATE AREA INLET
EXISTING 3-7'X4' MBC
CULVERT 1B EXISTING 1-6'X4' SBC
DEPTH OF EXISTING 6'X4' SBC TO BE VERIFIED IN PS&E
RELOCATE AREA INLET
EXTEND CULVERT 1B EXISTING 6'X4' SBC ℄ FM1515 STA 142+17.82 61.50' LT
PROPOSED ROW ℄ FM 1515 STA 141+85.00 80.00' LT
PROPOSED ROW ℄ FM 1515 STA 141+75.00 70.00' LT
EXISTING LOCAL DRAINAGE EASEMENT
PROPOSED ROW ℄ FM 1515 STA 142+51.98 80.00' LT
PROPOSED ROW ℄ FM 1515 STA 142+61.98 70.00' LT
℄ FM 1515 STA 147+90.99= ℄ DALN STA 12+61.80
EXISTING ROW
PROPOSED ROW
PC 151+83.83
2%
R 25'
R 30'
R 35'
R 50'
140' TYP
FLOW
130+00
135+00
140+00
145+00
150+00
POT 12+44.59
POT 12+61.80
S 88° 56' 00.00" E
PL1
W1 (D)
WW1 (C)
FOC1
FOC3
FOC6
OE1
OE1/FOC3
E1
E2
E3
G1
G1 (D)
T1
T-DUCT1
PROPOSED ROW ℄ FM 1515 STA 134+52.14 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 134+72.61 90.46' RT
℄ CBRD
POT 10+00.00
10+00
N 0° 14' 22.00" W
CORBIN RD
PROPOSED ROW ℄ FM 1515 STA 135+90.00 95.00' RT
PROPOSED ROW ℄ FM 1515 STA 135+65.00 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 135+55.17 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 135+45.39 79.78' RT
PROPOSED ROW ℄ FM 1515 STA 137+40.00 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 137+15.00 95.00' RT
CULVERT 1 EXTEND EXISTING 3-7'X4' MBC STA 136+53.52
EXISTING DETENTION POND
EXISTING LOCAL DRAINAGE EASEMENT
PROPOSED ROW ℄ FM 1515 STA 147+32.34 70.00' RT
PROPOSED ROW ℄ FM 1515 STA 147+52.47 90.13' RT
℄ DALN
POT 10+00.00
N 0° 12' 04.00" E
DAKOTA LN
PROPOSED ROW ℄ FM 1515 STA 148+35.33 80.00' RT
PROPOSED ROW ℄ FM 1515 STA 148+25.46 89.87' RT
CORBIN RD
℄ FM 1515 STA 135+07.30= ℄ CBRD STA 12+44.59
DAKOTA LN
℄ FM 1515 STA 147+90.99= ℄ DALN STA 12+61.80
STA = 133+60.00
EL = 624.96'
ex = -0.11'
K = 171
L = 120.00'
(+)0.35%
(-)0.35%
VPC 133+00.00 EL= 624.75
VPT 134+20.00 EL= 624.75
VPC 136+40.00 EL= 623.98
VPT 137+60.00 EL= 623.98
(-)0.35%
(+)0.35%
CULVERT 1 EXTEND EXISTING 3-7'X4'MBC STA 136+53.52
STA = 137+00.00
EL = 623.77'
ex = 0.11'
K = 171
L = 120.00'
EXISTING GROUND @ ℄ FM 1515
PGL @ ℄ FM 1515
623.35 624.8
623.70 625.0
624.05 624.9
624.40 624.9
624.75 624.7
624.81 624.3
624.47 623.9
624.12 624.0
623.88 623.8
624.12 623.9
624.47 624.2
624.82 624.8
625.17 625.1
625.52 625.6
625.87 626.2
626.22 626.6
626.57 626.9
626.92 627.1
627.27 627.2
627.62 627.4
627.97 627.3
628.32 627.4
628.67 627.6
629.02 628.0
629.37 628.7
130+00
135+00
140+00
145+00
150+00

PRELIMINARY

NOT INTENDED FOR CONSTRUCTION
OR BIDDING PURPOSES


MATCH LINE STA 155+00
FOC3
FOC6
W1 (D)
650
640
630
620
610
600
590
629.72
629.0
630.07
155+00

HORIZONTAL ALIGNMENT DATA

℄ FM 1515

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	100+00.00		7,123,767.2669	2,368,569.7553					
		S 89° 42′ 27″ E							
PC	100+80.21		7,123,766.8574	2,368,649.9648	7° 09′ 43″	800.0000′	170.4779′	85.5630′	12° 12′ 34″ LT
FM1515A21	101+65.77		7,123,764.9660	2,368,735.5069					
PRC	102+50.69		7,123,781.2085	2,368,819.5140					
		N 79° 03′ 26″ E							
PRC	102+50.69		7,123,781.2085	2,368,819.5140	7° 09′ 43″	800.0000′	170.4779′	85.5630′	12° 12′ 34″ RT
FM1515A22	103+36.25		7,123,797.4510	2,368,903.5212					
PT	104+21.17		7,123,795.5595	2,368,989.0633					
		S 88° 44′ 00″ E							
POT	126+77.09		7,123,745.6907	2,371,244.4379					
		S 88° 56′ 00″ E							
PC	151+83.83		7,123,699.0259	2,373,750.7393	7° 09′ 43″	800.0000′	962.3286′	549.0204′	68° 55′ 18″ LT
FM1515A23	157+32.85		7,123,688.8055	2,374,299.6645					
PRC	161+46.16		7,124,197.3263	2,374,506.6184					
		N 22° 08′ 42″ E							
PRC	161+46.16		7,124,197.3263	2,374,506.6184	7° 09′ 43″	800.0000′	961.7468′	548.5926′	68° 52′ 48″ RT
FM1515A24	166+94.75		7,124,705.4510	2,374,713.4110					
PT	171+07.90		7,124,695.6374	2,375,261.9158					
		S 88° 58′ 30″ E							
PC	177+56.12		7,124,684.0417	2,375,910.0262	2° 34′ 30″	2,225.0000′	890.7991′	451.4458′	22° 56′ 20″ LT
FM1515A25	182+07.56		7,124,675.9659	2,376,361.3998					
PT	186+46.92		7,124,844.4512	2,376,780.2268					
		N 68° 05′ 10″ E							
PC	197+49.93		7,125,256.1080	2,377,803.5384	7° 09′ 43″	800.0000′	305.9756′	154.8805′	21° 54′ 50″ RT
FM1515A26	199+04.81		7,125,313.9114	2,377,947.2281					
PT	200+55.90		7,125,313.9114	2,378,102.1086					
		Due East							
POT	202+22.30		7,125,313.9114	2,378,268.5089					

℄ MASCHBR

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	50+00.00		7,123,768.1493	2,368,716.4096					
		N 4° 09′ 23″ W							
PC	51+41.80		7,123,909.5787	2,368,706.1318	1° 54′ 35″	3,000.0000′	110.6894′	55.3510′	2° 06′ 50″ RT
MASCHBRA21	51+97.15		7,123,964.7841	2,368,702.1200					
PT	52+52.49		7,124,020.0999	2,368,700.1473					
		N 2° 02′ 33″ W							
POT	53+50.00		7,124,117.5462	2,368,696.6722					

℄ WCDR

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,123,581.9734	2,369,340.3859					
		N 0° 14′ 29″ W							
POT	12+05.84		7,123,787.8106	2,369,339.5188					

℄ WBLVD

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,123,752.2345	2,370,948.4877					
		N 3° 42′ 36″ W							
PC	11+45.49		7,123,897.4192	2,370,939.0734	5° 43′ 46″	1,000.0000′	251.9006′	126.6205′	14° 25′ 58″ RT
WBLVD A21	12+72.11		7,124,023.7744	2,370,930.8800					
PT	13+97.39		7,124,148.1841	2,370,954.4386					
		N 10° 43′ 22″ E							
POT	15+23.50		7,124,272.0965	2,370,977.9031					

℄ CBRD

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,123,485.6447	2,372,075.5256					
		N 0° 14′ 22″ W							
POT	12+44.59		7,123,730.2357	2,372,074.5035					

℄ DALN

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,123,444.5553	2,373,354.7639					
		N 0° 42′ 04″ E							
POT	12+61.80		7,123,706.3389	2,373,357.9675					

PROPERTY IDENTIFICATION

ID	NAME	STREET ADDRESS
EB0	CITY OF DENTON	215 E MCKINEEY ST, DENTON, TX 76201
EB1	MARTINO DEVELOPMENT CO	1448 WESTCOURT RD, DENTON, TX 76207
EB2	CHESTER PROPERTIES LTD	AIRPORT/WESTCOURT RD, DENTON, TX 76207
EB3	FASTENAL CO	3833 AIRPORT RD, DENTON, TX 76207
EB4	TARGET CORPORATION	3255 AIRPORT RD, DENTON, TX 76207-3928
EB5	RAYZOR INV LTD	AIRPORT RD, DENTON, TX 76207
EB6	PACCAR INC	3200 AIRPORT RD, DENTON, TX 76207
WB1	COOK, DOROTHY N	4488 ARIPORT RD, DENTON, TX 76207-3925
WB2	RAYZOR INV LTD	AIRPORT RD, DENTON, TX 76207
WB3	CITY OF DENTON	215 E MCKINNEY ST, DENTON, TX 76201
WB4	RAYZOR INV LTD	AIRPORT RD, DENTON, TX 76207
WB5	RUSH TRUCK CENTERS OF TEXAS LP	3500 AIRPORT RD, DENTON, TX 76207
WB6	TETRA PAK MATERIALS LP	3300 AIRPORT RD, DENTON, TX 76207
WB7	PACCAR INC	3200 AIRPORT RD, DENTON, TX 76207

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Texas Department
of Transportation

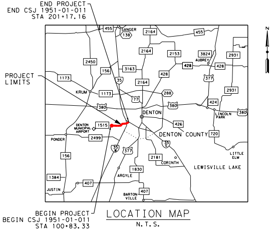
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E. DISTRICT ENGINEER
DENTON COUNTY

FM 1515

PROJECT LIMIT: FROM MASCH BRANCH STREET
TO BONNIE BRAE STREET
CSJ: 1951-01-011
FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL

DESIGN SPEED: 40 mph FM 1515
40 mph FRONTAGE ROAD
30 mph CROSS STREETS

PROJECT LENGTH: 2.096 MILES


END PROJECT
END CSJ 1951-01-011
STA 201+17.16
PROJECT LIMITS
BEGIN PROJECT
BEGIN CSJ 1951-01-011
STA 100+83.33
N
455
SANGER
138
2164
2153
3824
AUBREY
2931
2450
156
3163
428
1173
35
377
KRUM
288
77
380
DENTON
424
LINCOLN PARK
1515
DENTON MUNICIPAL AIRPORT
426
DENTON COUNTY
720
PONDER
2499
35 W
35 E
377
2181
CORINTH
LITTLE ELM
LEWISVILLE LAKE
1830
ARGYLE
1384
407
JUSTIN
BARTON-VILLE

LOCATION MAP
N.T.S.

MARCH 2020

HORIZ: 0 50 100
SCALE IN FEET

VERT: 0 5 10
SCALE IN FEET

ROLL 1 OF 2

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
TIFFANY HAMADA	118442
TYLER G. MARTIN	107531

DATE: 3/16/2020

NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

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Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

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Texas Department
of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

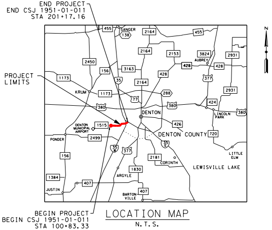
MOHAMED K. BUR, P.E. DISTRICT ENGINEER
DENTON COUNTY

FM 1515

PROJECT LIMIT: FROM MASCH BRANCH STREET
TO BONNIE BRAE STREET
CSJ: 1951-01-011
FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL

DESIGN SPEED: 40 mph FM 1515
40 mph FRONTAGE ROAD
30 mph CROSS STREETS

PROJECT LENGTH: 2.096 MILES


END PROJECT
END CSJ 1951-01-011
STA 201+17.16
PROJECT LIMITS
BEGIN PROJECT
BEGIN CSJ 1951-01-011
STA 100+83.33
SANGER
KRUM
DENTON
DENTON MUNICIPAL AIRPORT
PONDER
DENTON COUNTY
AUBREY
LINCOLN PARK
LITTLE ELM
CORINTH
LEWISVILLE LAKE
ARGYLE
JUSTIN
BARTON VILLE
455
138
2164
2153
3824
2931
428
2450
156
3163
1173
377
35
288
380
424
1515
426
720
2499
2181
1830
1384
407
77

LOCATION MAP
N.T.S.

MARCH 2020

HORIZ: 0 50 100 SCALE IN FEET
VERT: 0 5 10 SCALE IN FEET

ROLL 2 OF 2

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
TIFFANY HAMADA	118442
TYLER G. MARTIN	107531

3/16/2020
DATE

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3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

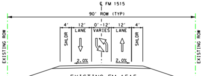
M:\PROJECTS\Denton County\FM 1515\DGN\SCHEMATICS\FM1515_SCHEMATIC_02.dgn
3/16/2020
3:20:30 PM

LEGEND:

🟨	PROPOSED MAINLANES
🟦	FUTURE BONNIE BRAE (BY OTHERS)
🟥	PAVEMENT TO BE REMOVED
🟩	PROPOSED DRIVEWAYS
🟪	PROPOSED CROSS STREETS
🟧	PROPOSED BRIDGE STRUCTURES
⬜	PROPOSED SIDEWALK
▨	PROPOSED DISPLACEMENTS
▨	FLOODWAY LIMITS
🟦	100 YR FLOODPLAIN LIMITS
-·-·-	PROPOSED DRAINAGE EASEMENT
-·-·-	EXISTING DRAINAGE EASEMENT
═	PROPOSED DRAINAGE STRUCTURE
-·-·-	EXISTING ROW
-·-·-	PROPOSED ROW
-·-·-	EXISTING RAILROAD ROW
—	EXISTING PROPERTY LINE
— · —	PROPOSED CENTERLINE/BASELINE
—	PROPOSED RETAINING WALL
→	DIRECTION OF TRAVEL
↝	DIRECTION OF FLOW
XX	CURVE ID
XXX	PARCEL ID NUMBER

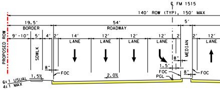
NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED JUNE 2018 AND RECORD PLANS.
2. THE EXACT LOCATIONS OF ADA RAMPS AND SIDEWALKS WILL BE DETERMINED DURING THE PS&E DESIGN THROUGH COORDINATION BETWEEN TxDOT AND LOCAL GOVERNMENTS.
3. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THAT THE DRIVEWAY WILL BE A SAFETY ISSUE.
4. MEDIAN OPENING LOCATIONS TO BE DETERMINED IN PS&E DESIGN.
5. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
6. UNLESS OTHERWISE NOTED, EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED.
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER OR WALL UNLESS NOTED OTHERWISE.
9. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48121C0360G (4/18/2011).
10. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (JUNE 2018).
11. CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
12. ROUNDABOUT AT INTERSECTION OF FM 1515 AND WESTERN BLVD IS DESIGNED USING FHWA-SA-10-006. DESIGN USES MULTILANE ROUNDABOUT DESIGN CRITERIA.


℄ FM 1515
90' ROW (TYP)
EXISTING ROW
4'
12'
0'-12'
12'
4'
SHLDR
LANE
VARIES
LANE
SHLDR
2.0%
2.0%

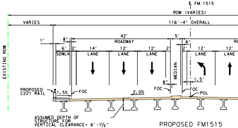
EXISTING FM 1515
TYPICAL SECTION

STA. 102+05 TO 117+58
STA. 118+58 TO 187+97
STA. 190+17 TO 192+40
STA. 196+70 TO 201+80


℄ FM 1515
140' ROW (TYP), 150' MAX
19.5'
BORDER
54'
ROADWAY
5'
PROPOSED ROW
9'-10"
5'
4'
2'
14'
12'
12'
12'
2'
2'
12'
LANE
LANE
LANE
LANE
LANE
SDWLK
MEDIAN
8"
1.5'
FOC
PGL
8"
FOC
6:1 USUAL
4:1 MAX
1.5%
2.0%

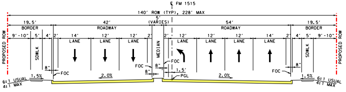
PROPOSED FM1515
TYPICAL SECTION

STA. 135+78 TO 139+53
STA. 148+73 TO 152+48
STA. 178+99 TO 182+74
STA. 187+51 TO 187+59


℄ FM 1515
ROW (VARIES)
VARIES
116'-4" OVERALL
42'
ROADWAY
5'
1'
8"
6'
2'
14'
12'
12'
2'
12'
12'
SDWLK
LANE
LANE
LANE
MEDIAN
LANE
LANE
EXISTING ROW
8"
1.5'
PROPOSED C221 RAIL
1.5%
FOC
2.0%
FOC
FOC
PGL
ASSUMED DEPTH OF STRUCTURE FOR VERTICAL CLEARANCE= 6'-1½"

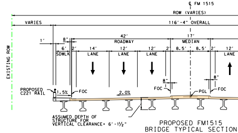
PROPOSED FM1515
BRIDGE TYPICAL SECTION

STA. 187+59 TO 190+29


℄ FM 1515
140' ROW (TYP), 228' MAX
19.5'
BORDER
42'
ROADWAY
5'
(VARIES)
54'
ROADWAY
19.5'
BORDER
PROPOSED ROW
9'-10"
5'
4'
2'
14'
12'
12'
2'
2'
12'
12'
12'
14'
2'
4'
5'
9'-10"
SDWLK
LANE
LANE
LANE
MEDIAN
LANE
LANE
LANE
LANE
SDWLK
8"
FOC
FOC
8"
8"
FOC
1.5'
PGL
FOC
8"
6:1 USUAL
4:1 MAX
1.5%
2.0%
2.0%
1.5%

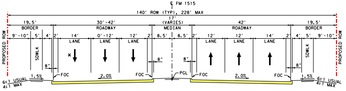
PROPOSED FM1515
TYPICAL SECTION

STA. 127+98 TO 131+73
STA. 143+43 TO 147+18
STA. 160+64 TO 164+39
STA. 173+96 TO 177+71
STA. 190+29 TO 190+55


℄ FM 1515
ROW (VARIES)
VARIES
116'-4" OVERALL
42'
ROADWAY
17'
MEDIAN
1'
8"
6'
2'
14'
12'
12'
2'
8.5'
8.5'
2'
12'
SDWLK
LANE
LANE
LANE
LANE
EXISTING ROW
8"
8"
PROPOSED C221 RAIL
1.5%
FOC
2.0%
FOC
PGL
FOC
ASSUMED DEPTH OF STRUCTURE FOR VERTICAL CLEARANCE= 6'-1½"

PROPOSED FM1515
BRIDGE TYPICAL SECTION

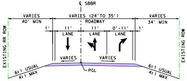
STA. 191+73 TO 195+88


℄ FM 1515
140' ROW (TYP), 228' MAX
19.5'
BORDER
30'-42'
ROADWAY
17'
(VARIES)
MEDIAN
42'
ROADWAY
19.5'
BORDER
PROPOSED ROW
9'-10"
5'
4'
2'
14'
0'-12'
12'
2'
8.5'
8.5'
2'
12'
12'
14'
2'
4'
5'
9'-10"
SDWLK
LANE
LANE
LANE
LANE
LANE
LANE
SDWLK
*
8"
FOC
FOC
8"
PGL
FOC
FOC
8"
6:1 USUAL
4:1 MAX
1.5%
2.0%
2.0%
1.5%

* OUTSIDE LANE BECOMES RIGHT TURN ONLY UPSTREAM OF WESTERN BLVD

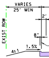
PROPOSED FM1515
TYPICAL SECTION

STA. 124+24 TO 127+98
STA. 132+99 TO 134+67
STA. 139+53 TO 143+43
STA. 152+48 TO 160+64
STA. 165+98 TO 173+96
STA. 182+74 TO 186+03
STA. 195+88 TO 200+65


℄ SBBR
VARIES
40' MIN
VARIES (24' TO 35')
ROADWAY
VARIES
34' MIN
1'
11'
11'
0'-11'
1'
LANE
LANE
LANE
VARIES
VARIES
EXISTING RR ROW
EXISTING ROW
PGL
6:1 USUAL
4:1 MAX
6:1 USUAL
4:1 MAX

PROPOSED SBBR
TYPICAL SECTION

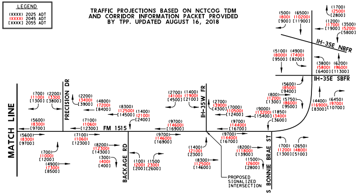
STA. 10+50 TO 15+60


VARIES
25' MIN
EXIST ROW
8"
1.5%
4:1

TYPICAL SECTIONS
N.T.S.

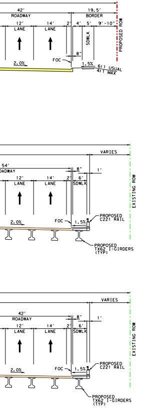
LEGEND
(XXXX) 2025 ADT
(XXXX) 2045 ADT
[XXXX] 2055 ADT

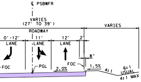
TRAFFIC PROJECTIONS BASED ON NCTCOG TDM
AND CORRIDOR INFORMATION PACKET PROVIDED
BY TPP. UPDATED AUGUST 16, 2018


MATCH LINE
PRECISION DR
FM 1515
BACKAGE RD
IH-35W FR
IH-35E NBFR
IH-35E SBFR
S. BONNIE BRAE ST
PROPOSED SIGNALIZED INTERSECTION

TRAFFIC DIAGRAM
N.T.S.

TRAFFIC VOLUME
OF FM 15

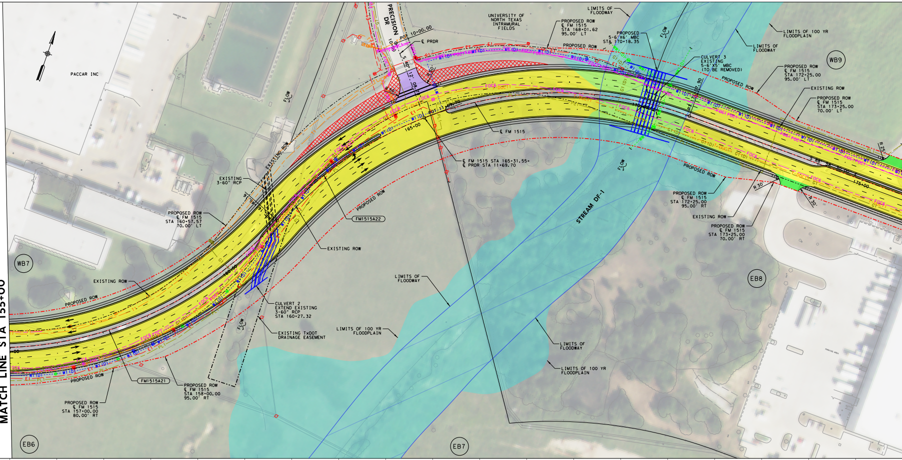

42'
ROADWAY
19.5'
BORDER
12' LANE
14' LANE
2'
4'
5'
9'-10"
SDWLK
PROPOSED ROW
8"
FOC
2.0%
1.5%
6:1 USUAL
4:1 MAX
VARIES
54'
ROADWAY
12' LANE
14' LANE
8"
1'
6'
SDWLK
EXISTING ROW
2.0%
FOC
1.5%
PROPOSED C221 RAIL
PROPOSED TX62 I-GIRDERS (TYP)
VARIES
42'
ROADWAY
12' LANE
14' LANE
8"
1'
6'
SDWLK
EXISTING ROW
2.0%
FOC
1.5%
PROPOSED C221 RAIL
PROPOSED TX62 I-GIRDERS (TYP)

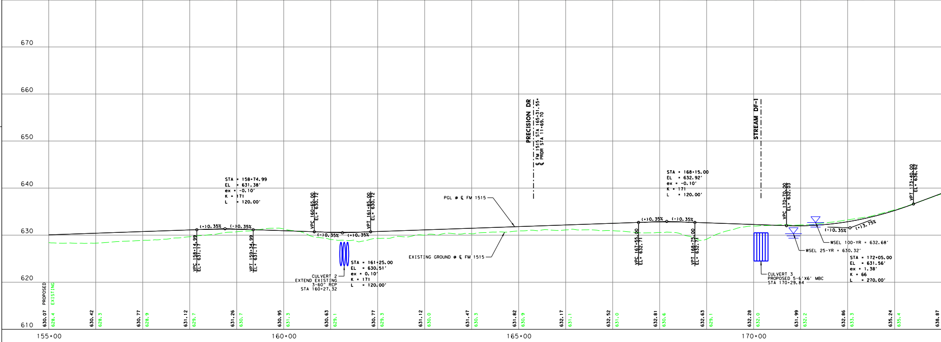

℄ PSBWFR
VARIES (27' TO 39')
ROADWAY
VARIES
0'-12' LANE
11' LANE
12' LANE
2'
8"
FOC
PGL
2.0%
FOC
1.5%
4:1
6:1 USUAL
4:1 MAX

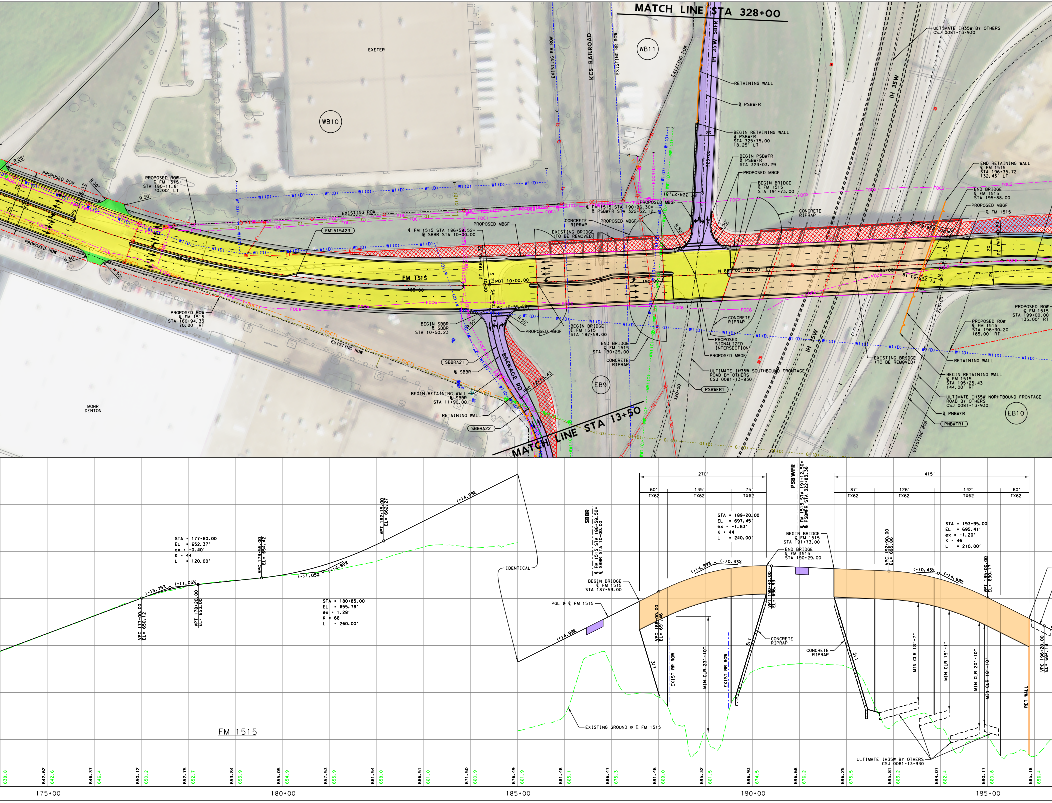
PROPOSED PSBWFR
TYPICAL SECTION
STA. 323+34 TO 333+25

DIAGRAM
15

MATCH LINE STA 155+00

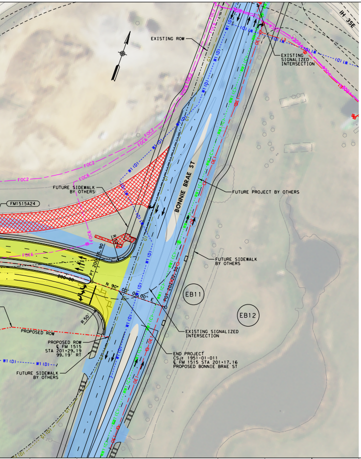

PACCAR INC
PRECISION DR
UNIVERSITY OF NORTH TEXAS INTRAMURAL FIELDS
LIMITS OF FLOODWAY
LIMITS OF 100 YR FLOODPLAIN
LIMITS OF FLOODWAY
PROPOSED ROW ℄ FM 1515 STA 168+01.62 95.00' LT
PROPOSED 5-6'X6' MBC STA 170+18.35
PROPOSED ROW
CULVERT 3 EXISTING 5-6'X5' MBC (TO BE REMOVED)
PROPOSED ROW ℄ FM 1515 STA 172+25.00 95.00' LT
EXISTING ROW
PROPOSED ROW ℄ FM 1515 STA 173+25.00 70.00' LT
WB9
℄ PRDR
POT 10+00.00
℄ FM 1515
165+00
℄ FM 1515 STA 165+31.55= ℄ PRDR STA 11+69.70
FLOW
STREAM DF-1
PROPOSED ROW
PROPOSED ROW ℄ FM 1515 STA 172+25.00 95.00' RT
EXISTING ROW
PROPOSED ROW ℄ FM 1515 STA 173+25.00 70.00' RT
R 30
R 30'
R 25
175+00
EB8
EXISTING 3-60" RCP
EXISTING ROW
PROPOSED ROW ℄ FM 1515 STA 160+57.57 70.00' LT
PROPOSED ROW
FM1515A22
EXISTING ROW
WB7
EXISTING ROW
PROPOSED ROW
LIMITS OF FLOODWAY
CULVERT 2 EXTEND EXISTING 3-60" RCP STA 160+27.32
EXISTING TxDOT DRAINAGE EASEMENT
LIMITS OF 100 YR FLOODPLAIN
LIMITS OF FLOODWAY
LIMITS OF 100 YR FLOODPLAIN
PROPOSED ROW
FM1515A21
PROPOSED ROW ℄ FM 1515 STA 158+00.00 95.00' RT
PROPOSED ROW ℄ FM 1515 STA 157+00.00 80.00' RT
EB6
EB7

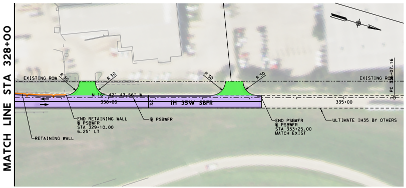



MATCH LINE STA 328+00
MATCH LINE STA 13+50
EXETER
WB10
WB11
EB9
EB10
MOHR
DENTON
EXISTING RR ROW
KCS RAILROAD
EXISTING RR ROW
EXISTING ROW
IH 35W SBFR
IH 35W
IH 35W
ULTIMATE IH35W BY OTHERS
CSJ 0081-13-930
RETAINING WALL
℄ PSBWFR
BEGIN RETAINING WALL
℄ PSBWFR
STA 325+75.00
18.25' LT
BEGIN PSBWFR
℄ PSBWFR
STA 323+03.29
PROPOSED MBGF
BEGIN BRIDGE
℄ FM 1515
STA 191+73.00
CONCRETE
RIPRAP
END RETAINING WALL
℄ FM 1515
STA 196+35.72
132.43' LT
END BRIDGE
℄ FM 1515
STA 195+88.00
PROPOSED MBGF
℄ FM 1515
PROPOSED ROW
℄ FM 1515
STA 199+00.00
135.00' RT
PROPOSED ROW
℄ FM 1515
STA 196+30.20
185.00' RT
RETAINING WALL
BEGIN RETAINING WALL
℄ FM 1515
STA 195+25.43
144.00' RT
ULTIMATE IH35W NORHTBOUND FRONTAGE
ROAD BY OTHERS
CSJ 0081-13-930
℄ PNBWFR
PNBWFR1
EXISTING ROW
EXISTING BRIDGE
(TO BE REMOVED)
ULTIMATE IH35W SOUTHBOUND FRONTAGE
ROAD BY OTHERS
CSJ 0081-13-930
PSBWFR1
PROPOSED MBGF
PROPOSED
SIGNALIZED
INTERSECTION
CONCRETE
RIPRAP
℄ FM 1515 STA 190+96.30=
℄ PSBWFR STA 322+52.12
324+27.81
325+00
320+00
PROPOSED MBGF
CONCRETE
RIPRAP
EXISTING BRIDGE
(TO BE REMOVED)
PROPOSED MBGF
℄ FM 1515 STA 186+58.52=
℄ SBBR STA 10+00.00
EXISTING ROW
PROPOSED ROW
PROPOSED ROW
PROPOSED ROW
℄ FM 1515
STA 180+11.81
70.00' LT
PROPOSED ROW
℄ FM 1515
STA 180+94.33
70.00' RT
R 25'
R 30'
R 30'
R 30'
R 30'
R 50'
R 50'
R 50'
R 50'
FM1515A23
FM 1515
185+00
180+00
190+00
195+00
225+00
PT 186+46.92
POT 10+00.00
PC 10+55.58
PRC 12+53.43
PC 197+49.93
POT 226+62.39
PT 225+53.18
N 68° 05' 10.00" E
2%
BEGIN SBBR
℄ SBBR
STA 10+50.23
PROPOSED MBGF
BEGIN BRIDGE
℄ FM 1515
STA 187+59.00
END BRIDGE
℄ FM 1515
STA 190+29.00
CONCRETE
RIPRAP
SBBRA21
℄ SBBR
BACKAGE RD
BEGIN RETAINING WALL
℄ SBBR
STA 11+90.00
RETAINING WALL
SBBRA22
W1 (D)
WW1 (D)
WW1 (C)
G1 (D)
G1
FOC1
FOC2
FOC4 (D)
FOC6
OE1
E1
T-DUCT1
STA = 177+60.00
EL = 652.37'
ex = -0.40'
K = 44
L = 120.00'
VPC 177+00.00
EL= 650.12
VPT 178+20.00
EL= 653.00
(+)3.75%
(+)1.05%
VPC 179+55.00
EL= 654.42
(+)1.05%
(+)4.99%
STA = 180+85.00
EL = 655.78'
ex = 1.28'
K = 66
L = 260.00'
VPT 182+15.00
EL= 662.27
(+)4.99%
IDENTICAL
SBBR
℄ FM 1515 STA 186+58.52=
℄ SBBR STA 10+00.00
PGL @ ℄ FM 1515
(+)4.99%
BEGIN BRIDGE
℄ FM 1515
STA 187+59.00
270'
60'
TX62
135'
TX62
75'
TX62
STA = 189+20.00
EL = 697.45'
ex = -1.63'
K = 44
L = 240.00'
(+)4.99%
(-)0.43%
VPC 188+00.00
EL= 691.46
VPT 190+40.00
EL= 696.93
3:1
3:1
EXIST RR ROW
MIN CLR 23'-10"
EXIST RR ROW
CONCRETE
RIPRAP
PSBWFR
℄ FM 1515 STA 191+12.50=
℄ PSBWFR STA 322+83.38
BEGIN BRIDGE
℄ FM 1515
STA 191+73.00
END BRIDGE
℄ FM 1515
STA 190+29.00
CONCRETE
RIPRAP
3:1
415'
87'
TX62
126'
TX62
142'
TX62
60'
TX62
STA = 193+95.00
EL = 695.41'
ex = -1.20'
K = 46
L = 210.00'
VPC 192+90.00
EL= 695.86
(-)0.43%
(-)4.99%
VPT 195+00.00
EL= 690.17
MIN CLR 18'-7"
MIN CLR 19'-1"
MIN CLR 20'-10"
MIN CLR 18'-10"
RET WALL
VPC 196+20.00
EL= 684.18
EXISTING GROUND @ ℄ FM 1515
ULTIMATE IH35W BY OTHERS
CSJ 0081-13-930
FM 1515
638.8
642.62
642.6
646.37
646.4
650.12
650.2
652.75
652.7
653.84
653.9
655.05
654.9
657.53
655.9
661.54
658.0
666.51
661.0
671.50
660.9
676.49
661.9
681.48
665.1
686.47
675.3
691.46
669.0
695.32
661.5
696.93
674.5
696.68
676.2
696.25
675.5
695.81
663.2
694.07
662.4
690.17
660.8
685.18
656.4
175+00
180+00
185+00
190+00
195+00

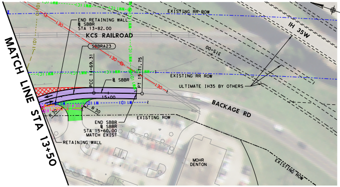
PRELIMINARY

NOT INTENDED FOR CONSTRUCTION
OR BIDDING PURPOSES

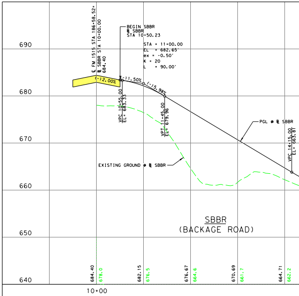

IH 35E
EXISTING ROW
EXISTING SIGNALIZED INTERSECTION
FUTURE SIDEWALK BY OTHERS
FM1515A24
BONNIE BRAE ST
FUTURE PROJECT BY OTHERS
FUTURE SIDEWALK BY OTHERS
EB11
EB12
EXISTING SIGNALIZED INTERSECTION
PROPOSED ROW
PROPOSED ROW
℄ FM 1515
STA 201+29.19
99.19' RT
FUTURE SIDEWALK BY OTHERS
END PROJECT
CSJ: 1951-01-011
℄ FM 1515 STA 201+17.16
PROPOSED BONNIE BRAE ST
200+00
R 50'

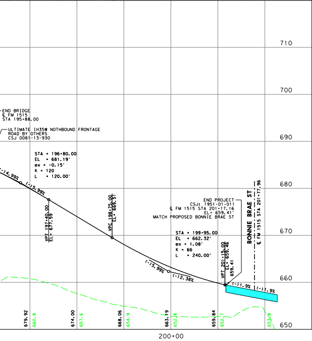

MATCH LINE STA 328+00
EXISTING ROW
R 30
R 30
R 30
R 30
EXISTING ROW
N 16° 42' 43.56" W
330+00
IH 35W SBFR
335+00
PC 336+07.16
END RETAINING WALL
℄ PSBWFR
STA 329+10.00
6.25' LT
℄ PSBWFR
END PSBWFR
℄ PSBWFR
STA 333+25.00
MATCH EXIST
ULTIMATE IH35 BY OTHERS
RETAINING WALL

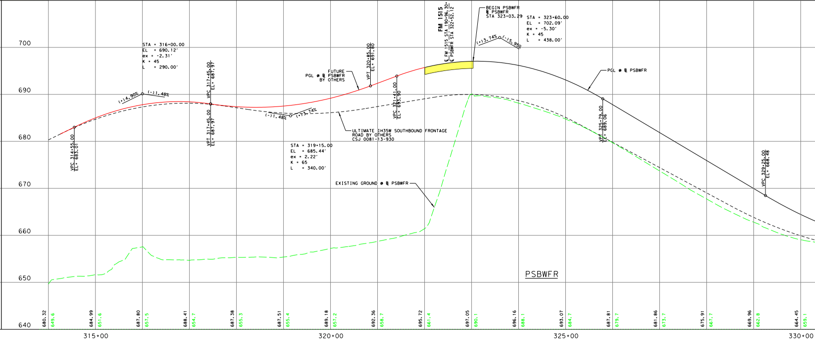
IH 35W SBFR (℄ PSBWFR)


MATCH LINE STA 13+50
END RETAINING WALL
℄ SBBR
STA 13+82.00
KCS RAILROAD
SBBRA23
EXISTING RR ROW
IH 35W
PCC 13+69.31
PT 15+71.75
℄ SBBR
EXISTING RR ROW
ULTIMATE IH35 BY OTHERS
BACKAGE RD
R 30
END SBBR
℄ SBBR
STA 15+60.00
MATCH EXIST
EXISTING ROW
RETAINING WALL
MOHR DENTON
EXISTING ROW

BACKAGE RD (℄ SBBR)







HORIZONTAL ALIGNMENT DATA

℄ FM 1515

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
FM1515A22 PI	157+32.85		7,123,688.8055	2,374,299.6645	7° 09′ 43"	800.0000′	962.3286′	549.0204′	68° 55′ 18" LT
PRC	161+46.16		7,124,197.3263	2,374,506.6184					
		N 22° 08′ 42" E							
PRC	161+46.16		7,124,197.3263	2,374,506.6184					
FM1515A23 PI	166+94.75		7,124,705.4510	2,374,713.4110	7° 09′ 43"	800.0000′	961.7468′	548.5926′	68° 52′ 48" RT
PT	171+07.90		7,124,695.6374	2,375,261.9158					
		S 88° 58′ 30" E							
PC	177+56.12		7,124,684.0417	2,375,910.0262					
FM1515A24 PI	182+07.56		7,124,675.9659	2,376,361.3998	2° 34′ 30"	2,225.0000′	890.7991′	451.4458′	22° 56′ 20" LT
PT	186+46.92		7,124,844.4512	2,376,780.2268					
		N 68° 05′ 10" E							
PC	197+49.93		7,125,256.1080	2,377,803.5384					
FM1515A25 PI	199+04.81		7,125,313.9114	2,377,947.2281	7° 09′ 43"	800.0000′	305.9756′	154.8805′	21° 54′ 50" RT
PT	200+55.90		7,125,313.9114	2,378,102.1086					
		Due East							
POT	202+22.30		7,125,313.9114	2,378,268.5089					

℄ PRDR

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,124,635.9310	2,374,621.1353					
		S 40° 12′ 09" E							
POT	11+69.70		7,124,506.3229	2,374,730.6721					

℄ SBBR

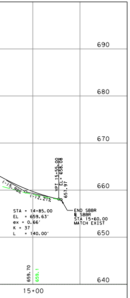
DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	10+00.00		7,124,848.7810	2,376,790.9901					
		S 21° 54′ 50" E							
PC	10+55.58		7,124,797.2198	2,376,811.7321					
SBBRA21 PI	11+57.31		7,124,702.8388	2,376,849.6996	16° 36′ 27"	345.0000′	197.8557′	101.7315′	32° 51′ 32" LT
PRC	12+53.43		7,124,644.1579	2,376,932.8011					
		S 54° 46′ 22" E							
PRC	12+53.43		7,124,644.1579	2,376,932.8011					
SBBRA22 PI	13+65.04		7,124,579.7820	2,377,023.9676	16° 36′ 27"	345.0000′	215.8783′	111.6046′	35° 51′ 07" RT
PCC	14+69.31		7,124,474.2076	2,377,060.1566					
		S 18° 55′ 15" E							
PCC	14+69.31		7,124,474.2076	2,377,060.1566					
SBBRA23 PI	15+20.53		7,124,425.7552	2,377,076.7652	1° 21′ 52"	4,199.0000′	102.4348′	51.2199′	1° 23′ 52" RT
PT	15+71.75		7,124,376.9121	2,377,092.1870					
		S 17° 31′ 23" E							

℄ PSBWFR

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
PC	310+71.27		7,123,849.9311	2,377,111.9844					
PSBWFR-1 PI	317+74.16		7,124,509.1596	2,377,355.8312	2° 43′ 42"	2,100.0000′	1,356.5383′	702.8823′	37° 00′ 41" LT
PT	324+27.81		7,125,182.3534	2,377,153.7084					
		N 16° 42′ 44" W							
PC	336+07.16		7,126,311.8909	2,376,814.5709					
PSBWFR-2 PI	337+70.39		7,126,468.2243	2,376,767.6326	3° 49′ 11"	1,500.0000′	325.1763′	163.2279′	12° 25′ 15" RT
PT	339+32.34		7,126,630.9946	2,376,755.4187					

℄ PNBWFR

DESCRIPTION	STATION	BEARING	NORTHING	EASTING	DEGREE	RADIUS	CURVE LENGTH	TANGENT	DEFLECTION
POT	200+00.00		7,122,736.0852	2,377,036.9014					
		N 20° 17′ 57" E							
PC	215+86.45		7,124,224.0081	2,377,587.2798					
PNBWFR-1 PI	220+79.45		7,124,686.3876	2,377,758.3126	2° 51′ 53"	2,000.0000′	966.7237′	492.9981′	27° 41′ 41" LT
PT	225+53.18		7,125,175.2848	2,377,694.8567					
		N 7° 23′ 43" W							
POT	226+62.39		7,125,283.5923	2,377,680.7990					

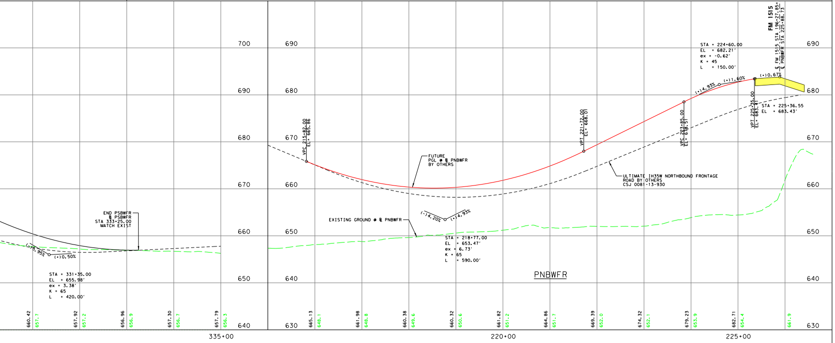

690
680
670
660
650
640
(-)5.98%
(-)2.21%
VPT 15+55.00
EL= 658.08
657.97
STA = 14+85.00
EL = 659.63′
ex = 0.66′
K = 37
L = 140.00′
END SBBR
℄ SBBR
STA 15+60.00
MATCH EXIST
659.70
659.1
15+00

PROPERTY IDENTIFICATION

ID	NAME	MAILING ADDRESS
EB6	PACCAR INC	3200 AIRPORT RD, DENTON, TX 76207
EB7	RAYZOR INV LTD	AIRPORT RD, DENTON, TX 76207
EB8	MOHR DENTON LLC	2800 AIRPORT RD, DENTON, TX 76207
EB9	BNSF RAILWAY CO	PO BOX 961089, FORT WORTH, TX 76161
EB10	RAYZOR INV LTD	BONNIE BRAE ST, DENTON, TX 76207
EB11	CITY OF DENTON	215 E MCKINEEY ST, DENTON, TX 76201
EB12	TEXAS DEPARTMENT OF TRANSPORTATION	2624 W PRAIRIE ST, DENTON, TX 76201
WB7	PACCAR INC	3200 AIRPORT RD, DENTON, TX 76207
WB8	UNIVERSITY OF NORTH TEXAS	901 PRECISION DR, DENTON, TX 76207-2115
WB9	RAYZOR INV LTD	AIRPORT RD, DENTON, TX 76207
WB10	EXETER 3900 AIRPORT, LP	2900 AIRPORT RD, DENTON, TX 76207
WB11	FISHER FAMILY PARTNERSHIP L/P	2419 N I35, DENTON, TX 76207

SUPERELEVATION TABLE

CHAIN	CURVE NAME	BEGIN TRANSITION		END TRANSITION	
		STA	e	STA	e
SBBR	SBBRA21	10+50.23	-4.98%	12+30.00	-2.00%
SBBR	SBBRA23	14+70.00	-2.00%	15+60.00	-0.57%


700
690
680
670
660
650
640
END PSBWFR
℄ PSBWFR
STA 333+25.00
MATCH EXIST
(-)5.95%
(+)0.50%
STA = 331+35.00
EL = 655.98′
ex = 3.38′
K = 65
L = 420.00′
660.42
657.7
657.92
657.2
656.96
656.9
657.30
656.7
657.79
656.3
335+00
690
680
670
660
650
640
630
VPC 215+82.00
EL= 665.86
FUTURE
PGL @ ℄ PNBWFR
BY OTHERS
EXISTING GROUND @ ℄ PNBWFR
(-)4.20%
(+)4.93%
STA = 218+77.00
EL = 653.47′
ex = 6.73′
K = 65
L = 590.00′
VPT 221+72.00
EL= 668.01
ULTIMATE IH35W NORTHBOUND FRONTAGE
ROAD BY OTHERS
CSJ 0081-13-930
VPC 223+85.00
EL= 678.51
STA = 224+60.00
EL = 682.21′
ex = -0.62′
K = 45
L = 150.00′
(+)4.93%
(+)1.60%
(+)0.67%
VPT 225+35.00
EL= 683.41
STA = 225+36.55
EL = 683.43′
FM 1515
℄ FM 1515 STA 196+27.85=
℄ PNBWFR STA 225+88.73
PNBWFR
665.13
648.1
661.98
648.8
660.38
649.6
660.32
650.6
661.82
651.2
664.86
651.7
669.39
652.0
674.32
652.1
679.23
653.9
682.71
654.4
661.9
220+00
225+00

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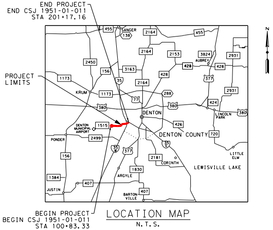
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E. DISTRICT ENGINEER
DENTON COUNTY

FM 1515

PROJECT LIMIT: FROM MASCH BRANCH STREET
TO BONNIE BRAE STREET
CSJ: 1951-01-011
FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL

DESIGN SPEED: 40 mph FM 1515
40 mph FRONTAGE ROAD
30 mph CROSS STREETS

PROJECT LENGTH: 2.096 MILES


END PROJECT
END CSJ 1951-01-011
STA 201+17.16
PROJECT
LIMITS
BEGIN PROJECT
BEGIN CSJ 1951-01-011
STA 100+83.33
N
455
SANGER
2164
2450
156
3163
2153
3824
AUBREY
428
2931
1173
35
428
377
KRUM
288
77
380
424
DENTON
LINCOLN PARK
1515
DENTON MUNICIPAL AIRPORT
426
PONDER
2499
DENTON COUNTY
720
35
377
2181
CORINTH
LITTLE ELM
LEWISVILLE LAKE
1830
ARGYLE
1384
JUSTIN
407
BARTONVILLE

LOCATION MAP
N.T.S.

MARCH 2020

HORIZ: 0 50 100
SCALE IN FEET

VERT: 0 5 10
SCALE IN FEET

ROLL 2 OF 2

PRELIMINARY
SUBJECT TO REVISIONS

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

NAME	P.E. NUMBER
TIFFANY HAMADA	118442
TYLER G. MARTIN	107531

3/16/2020
DATE

NOT INTENDED FOR CONSTRUCTION,
BIDDING, OR PERMIT PURPOSES

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Farmers Branch, Texas 75234
TBPE Registration No. F-782