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 3 OF 4

PROJECT LENGTH	5.4 MILES
FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
AVERAGE DAILY TRAFFIC	FROM FM 407 TO RYAN RD: 24,000 (2015) / 25,600 (2040) FROM RYAN RD TO US 377: 19,800 (2015) / 21,800 (2040)
FM 1830 CROSS STREETS	FROM SPEED LIMIT: 40 MPH TO SPEED LIMIT: 50 MPH

END PROJECT
CSJ: 1785-01-038
STA: 321+71.89

BEGIN PROJECT
CSJ: 1785-01-038
STA: 52+93.57

LOCATION MAP
N.T.S.

DENTON COUNTY, TEXAS

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR REVIEW PURPOSES ONLY
THIS DOCUMENT WAS NOT PREPARED FOR, AND SHOULD NOT BE USED FOR, ANY PURPOSE OTHER THAN THE PRELIMINARY REVIEW PROCESS.

PE: JASON A. SCHMIDT
DATE: 03-01-2018
PE: JOHN D. HOLLIS
DATE: 03-01-2018

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
(972) 779-6000

VERTICAL SCALE: 1" = 20'
HORIZONTAL SCALE: 1" = 40'

DATE SUBMITTED
DATE APPROVED

© 2018 by Texas Department of Transportation; all rights reserved.

LEGEND:

- EXISTING ROW
- PROPOSED PROPERTY LIMITS
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING CENTERLINE
- PROPOSED RAIL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED ROW (BY OTHERS)
- PROPOSED EDGE OF PAVEMENT
- EXISTING BRIDGE RAIL
- PROPOSED BRIDGE RAIL
- PROPOSED BRIDGE ABUTMENT
- PROPOSED RETAINING WALL
- 100 YR FLOODPLAIN LIMITS (BASED ON FEMA FLOW DATA)
- FLOW ARROW
- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED SIDEWALK
- 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 WATER LINE
- EXISTING GAS LINE
- CURB RAMP

GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY MAPS, AND ARCGIS DATA. ALL DIMENSIONS ARE TO BE FIELD VERIFIED. AERIAL TOPOGRAPHY DATA WAS COLLECTED ON DECEMBER 2016.
2. PARCEL LINES AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE DENTON COUNTY APPRAISAL DISTRICT WEBSITE 2017.
3. ALL CURVES ARE TYPE 2.1 UNLESS NOTED OTHERWISE; DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF WALL/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 FINAL DESIGN.
6. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL FINAL DESIGN.
7. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TPP (AUGUST 2016).
8. MAJOR INTERSECTION CURVE RADII ARE TO ADJACENT INTERSECTION CURVE RADII ARE TO BE DETERMINED DURING FINAL DESIGN. ALL RADII ARE TO BE DETERMINED. PRELIMINARY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINAL DESIGN.
9. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS LOCATIONS AND TYPES TO BE DETERMINED DURING FINAL 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 (FIRM) DATED 2014.
12. EXISTING UTILITY LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL 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. ANALYSIS AND MODELING WERE CONDUCTED TO DETERMINE IMPACTS AT A THE NOISE SENSITIVE SITES. REASONABLE AND FEASIBLE NOISE WALLS WERE ANALYZED AT A LATER STAGE IN DESIGN.

PARCEL DATA

PARCEL	OWNER
1	[illegible]
2	[illegible]
3	[illegible]
4	[illegible]
5	[illegible]
6	[illegible]
7	[illegible]
8	[illegible]