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 4 OF 4

PROJECT LENGTH	5.4 MILES
FUNCTIONAL CLASSIFICATION	URBAN ARTERIAL
AVERAGE DAILY TRAFFIC(2)	FROM FM 407 FROM RYAN RD TO RYAN RD TO US 377
	15,000 (2015) 15,000 (2015) 15,000 (2015)
	19,500 (2040) 19,500 (2040) 19,500 (2040)
	1,500 (SEASONAL)
FM 1830	40 MPH
CROSS STREETS	30 MPH

END PROJECT
CSJ: 1785-01-038
STA: 321+61.89

BEGIN PROJECT
CSJ: 1785-01-038
STA: 50+00.51

LOCATION MAP
N.T.S.

DENTON COUNTY, TEXAS

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR CONTROL REVIEW ONLY
THIS DOCUMENT WAS PREPARED UNDER 22 TAC 137.33 OF THE TEXAS BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS
DATE OF PLANNING: JANUARY 2018
DATE OF PRELIMINARY: MARCH 2018

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TBPE FIRM F-1704
TBPLS FIRM 10029601

VERTICAL SCALE: 1" = 10'
HORIZONTAL SCALE: 1" = 40'

DATE SUBMITTED
DATE APPROVED

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LEGEND:

- EXISTING ROW
- PROPOSED ROW/RIGHT LIMITS
- EXISTING CULVERT
- PROPOSED CULVERT
- EXISTING CENTERLINE
- PROPOSED CURB
- PROPOSED DRAINAGE EASEMENT
- PROPOSED ROW CUT (FEMOVE)
- PROPOSED EDGE OF PAVEMENT
- EXISTING BRIDGE RAIL
- PROPOSED BRIDGE RAIL
- PROPOSED BRIDGE ABUTMENT
- PROPOSED RETAINING WALL
- 100 YR FLOODPLAIN LIMITS
- DIRECTION OF TRAVEL
- FLOW ARROW
- PROPOSED BRIDGE
- EXISTING CONCRETE
- PROPOSED SIDEWALK
- EXISTING BRIDGE TO REMAIN
- POTENTIAL DISPLACEMENT
- PAVEMENT + BRIDGE TO BE REMOVED
- EXISTING GAS LINE
- EXISTING FIBER OPTIC
- EXISTING TELEPHONE / CABLE
- EXISTING ELECTRIC
- EXISTING STORM SEWER
- EXISTING WATER LINE
- EXISTING SAN. LINE
- CURB RAMP

GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY MAPS, AND ARCGIS DATA. THE AERIAL TOPOGRAPHY WAS COLLECTED BY AERIAL TOPOGRAPHY DATA WAS COLLECTED ON DECEMBER 2016.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE DENTON COUNTY APPRAISAL DISTRICT MARCH 2017.
3. ALL CURVES ARE TYPE II1 (UNLESS NOTED OTHERWISE); DIMENSIONS ARE TO EDGE OF PAVEMENT/FEMOVE OR MARGINAL EDGE 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 TAC, MINOR INTERSECTION CURVE RADII ARE 30' UNLESS OTHERWISE NOTED. ALL RADII ARE TO THE EDGE OF PAVEMENT. PEDESTRIAN LOCATIONS ARE PRELIMINARY AND WILL BE REFINED 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 4/18/2011.
12. EXISTING CULVERT 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 FOR PROJECTED NOISE LEVELS HAS NOT BEEN COMPLETED AT THE NOISE ANALYSIS WORK PROCESS AND CONFIRMATION OCCURS THE SUBMITTED AT A LATER STAGE IN DESIGN.

PARCEL DATA

PARCEL #	OWNER	PROPERTY ADDRESS
1	[illegible]	[illegible]
2	[illegible]	[illegible]
3	[illegible]	[illegible]
4	[illegible]	[illegible]
5	[illegible]	[illegible]