

PROPERTY LINE (APPROXIMATE)

CITY LIMITS (APPROXIMATE) - CITY OF NEW FAIRVIEW CITY LIMITS (APPROXIMATE) - CITY OF JUSTIN CITY ETJ (APPROXIMATE) - CITY OF NEW FAIRVIEW

CITY ETJ (APPROXIMATE) - CITY OF JUSTIN ======= POTENTIAL REGIONAL VELOWEB (APPROXIMATE; SPECIFIC ALIGNMENT TBD) : POTENTIAL VELOWEB LINK (TO BE STUDIED / DETERMINED BY OTHERS) \bigstar ----- EXISTING UTILITIES / PIPELINES

RAILROAD THOROUGHFARE PLAN 2019 (APPROXIMATE) - CITY OF NEW FAIRVIEW THOROUGHFARE PLAN 2017 (APPROXIMATE) - CITY OF JUSTIN

----- THOROUGHFARE PLAN 2009 (APPROXIMATE) - WISE COUNTY ----- THOROUGHFARE PLAN 2017 (APPROXIMATE) - DENTON COUNTY POTENTIAL RIPARIAN ZONE

100-YR FLOOD PLAIN POTENTIAL WETLANDS CREEKS AND TRIBUTARIES

EXISTING FM 407 ALIGNMENT

RECOMMENDED FM 407 ALIGNMENT * * RETAINING WALL

BRIDGE OR CULVERT LIMITS (APPROXIMATE)

DESIGN SPEED: 40 mph (MINIMUM) 50 mph (DESIRABLE)

★ The Regional Veloweb consists of 7,303 miles of regional shared-use paths, supporting community shared-use paths, and the on-street bikeway network (including on-street wide shoulders in rural areas) in various stages of development, and is designed for multi-use trip purposes by bicyclists, pedestrians, and other non-motorized forms of transportation adopted as part of Mobility 2045. The Veloweb serves as the regional expressway network for active transportation, and it extends the reach of the region's roadway and passen rail transit network for non-motorized transportation. The Veloweb has planned connection

in 10 counties and 105 cities in North Central Texas. Community Pathways are similar to the Veloweb although they may not provide a connection to a major destination, they help supplement the Veloweb network. Alignments were determined through the cooperative efforts of local governments and NCTCOG staff by:

 Identifying existing and funded facilities. Reviewing locally planned bicycle and pedestrian facilities. Locating routes that would provide air quality benefits and

access to transit stations and major destinations. Identifying corridors that provide the greatest potential for

The Regional Veloweb is adopted by the Regional Transportation Council, the transportation policy body of the Metropolitan Planning Organization, as part of the long-term metropolitan transportation plan for the Dallas-Fort Worth area. Corridors identified on the Veloweb as "planned" may be prioritized for future funding. Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. The North Central Texas Council of Governments (NCTCOG) takes those plans and promotes connections throughout the region, with a focus on alternative

commute routes. (Source: NCTCOG.org) * Potential roadway construction and land acquisition zone; specific dimensions would be determined during TxDOT's future FM 407 Schematic Design, Environmental

Analysis, and Public Involvement phase and would include driveway and cross stree

access and median openings. 1. Aerial photo source: Texas Natural Resource Information System, 2021 (via NCTCOG)

2. Diagrammatic content is conceptual, preliminary, and subject to change.

3. Existing FM 407 alignment shown is approximate.

* Potential Roadway Land Acquisition and Construction Zone: specific / final dimensions will be determined during TxDOT's future FM 407 Roadway Schematic Design, Environmental Analyses, and Public Involvement Phase

4. Existing property line and right of way limits shown are approximate. 5. Draft concept tie-in locations are subject to change.

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