

FM 407 Feasibility Study

Build Alternative Alignment Concepts

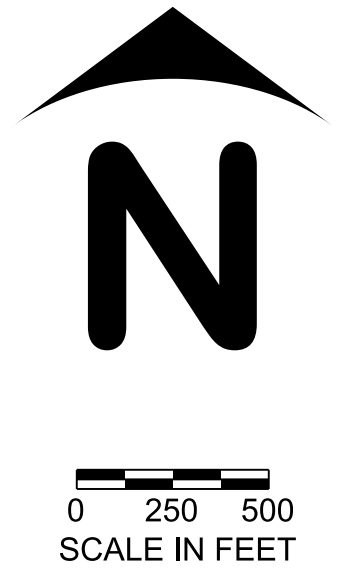
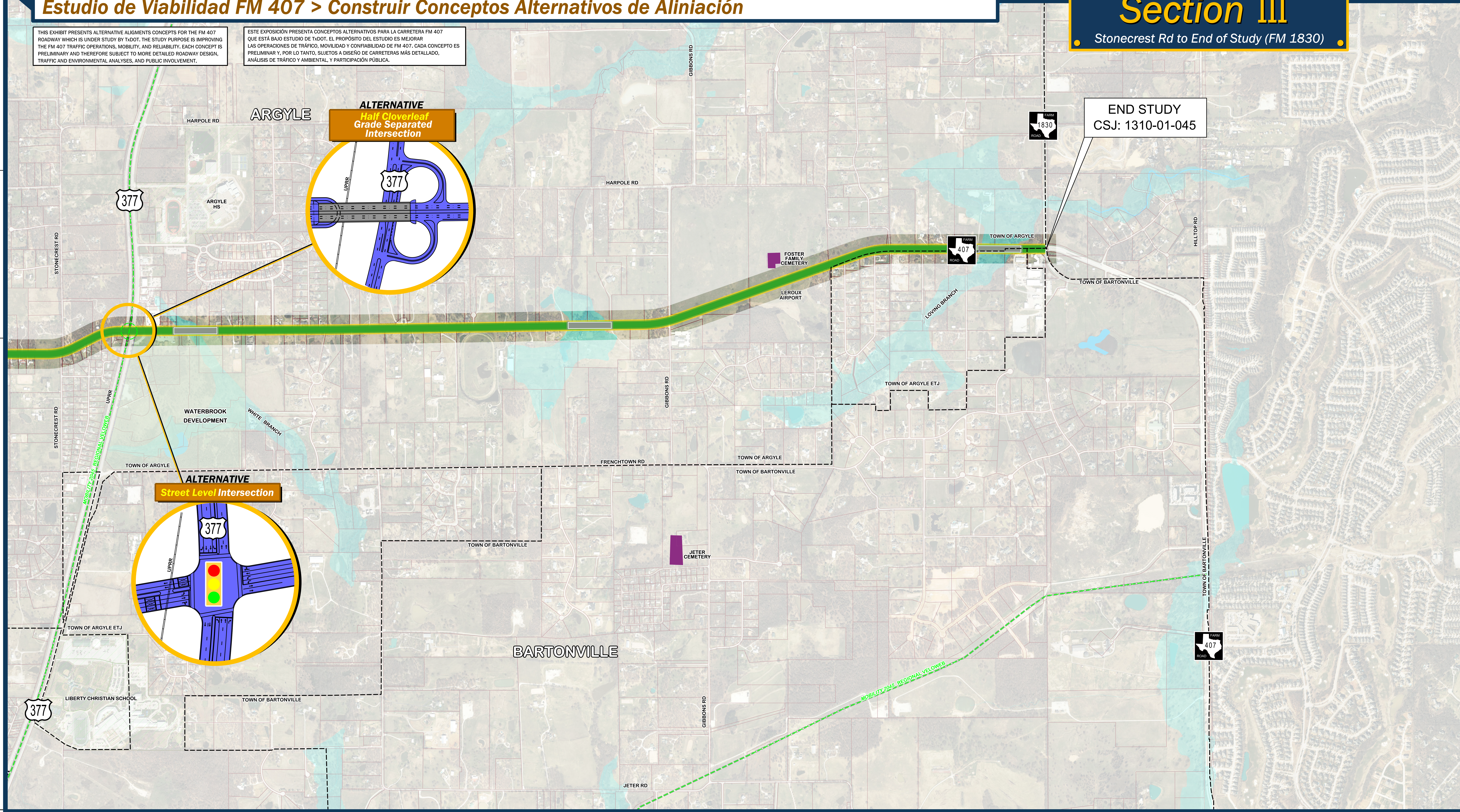
Estudio de Viabilidad FM 407 > Construir Conceptos Alternativos de Aliniación

THIS EXHIBIT PRESENTS ALTERNATIVE ALIGNMENTS CONCEPTS FOR THE FM 407 ROADWAY WHICH IS UNDER STUDY BY TxDOT. THE STUDY PURPOSE IS IMPROVING THE FM 407 TRAFFIC OPERATIONS, MOBILITY, AND RELIABILITY. EACH CONCEPT IS PRELIMINARY AND THEREFORE SUBJECT TO MORE DETAILED ROADWAY DESIGN, TRAFFIC AND ENVIRONMENTAL ANALYSES, AND PUBLIC INVOLVEMENT.

ESTE EXPOSICIÓN PRESENTA CONCEPTOS ALTERNATIVOS PARA LA CARRETERA FM 407 QUE ESTÁ BAJO ESTUDIO DE TxDOT. EL PROPÓSITO DEL ESTUDIO ES MEJORAR LAS OPERACIONES DE TRÁFICO, MOVILIDAD Y CONFIABILIDAD DE FM 407. CADA CONCEPTO ES PRELIMINAR Y, POR LO TANTO, SUJETOS A DISEÑO DE CARRETERAS MÁS DETALLADO, ANÁLISIS DE TRÁFICO Y AMBIENTAL, Y PARTICIPACIÓN PÚBLICA.

Section III

Stonecrest Rd to End of Study (FM 1830)



LEGEND

- EXISTING FM 407 ALIGNMENT
- PROPERTY LINE
- TOWN / CITY LIMITS (APPROXIMATE)
- SCHOOL
- 100-YR FLOOD PLAIN
- POTENTIAL WETLANDS
- CREEKS AND TRIBUTARIES
- SURFACE WELLS
- CEMETERY
- WATERBROOK DEVELOPMENT
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- MOBILITY 2045 REGIONAL VELOWEB **
- POTENTIAL VELOWEB LINK ** (TO BE STUDIED / DETERMINED BY OTHERS)
- BRIDGE LIMITS (APPROXIMATE)

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

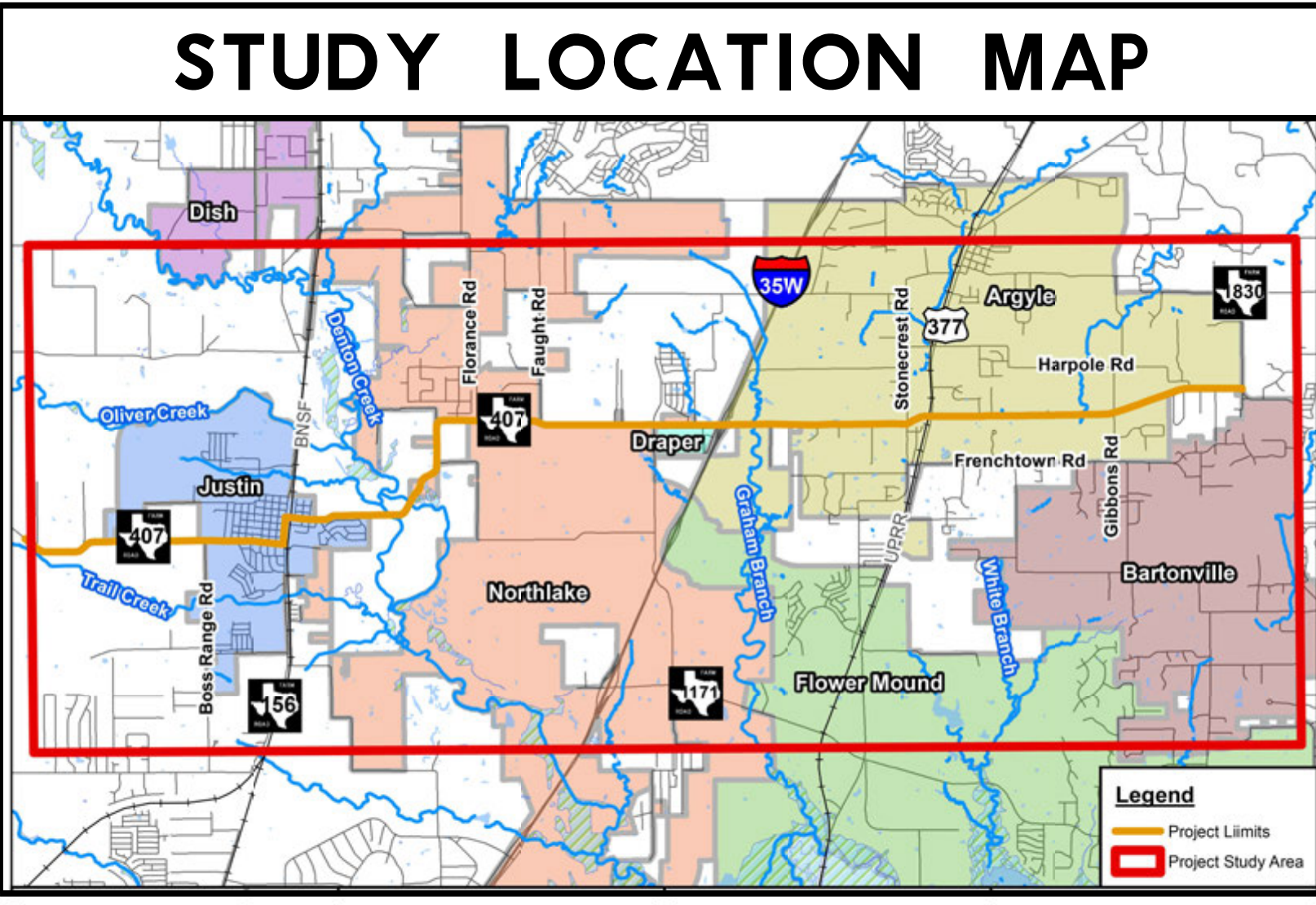
*Potential roadway construction and land acquisition zone; specific dimensions would be determined during TxDOT's future FM 407 Schematic Design, Environmental Analysis, and Public Involvement phase.

**The Regional Veloweb is a 1,883 mile network of off-street shared use paths (trails) 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 passenger rail transit network for non-motorized transportation. The Veloweb has planned connections in 30 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 regional connectivity.

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)

1. AERIAL PHOTO SOURCE: TEXAS NATURAL RESOURCE INFORMATION SYSTEM
2. DRAFT CONCEPTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
3. EXISTING FM 407 ALIGNMENT SHOWN IS APPROXIMATE.
4. EXISTING PROPERTY LINES SHOWN ARE APPROXIMATE.
5. DRAFT CONCEPT TIE-IN LOCATIONS ARE SUBJECT TO CHANGE.



PRELIMINARY
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