FM 407 Feasibility Study > Build Alternative Alignment Concepts

Estudio de Viabilidad FM 407 > Construir Conceptos Alternativos de Alineación

FM 407 FEASIBILITY STUDY

COUNTY: DENTON
DATE: MARCH 2019

Texas Department of Transportation

FM 1171 (Cross Timbers Road)
FM 407 (Justin Road)
FM 2499 (Parkway)
FM 1830 (Stonecrest Blvd)

THE CURRENT PRELIMINARY SCHEMATIC ALIGNMENTS CONCEPTS ARE THE TWO ALTERNATIVE ROADWAY ALIGNMENTS BEING STUDIED AT THIS TIME. THE STUDY PURPOSE ALIGNMENTS FOR THE 407 TRAFFIC OPERATIONAL BENEFITS, AND FEASIBILITY, COSTS CONCERNS, ENVIRONMENTAL IMPACTS, ENGINEERING CONSTRAINTS, ROADWAY DESIGN, RIGHT-OF-WAY REQUIREMENTS, AND ROLL OUT PLAN, WHICH WERE DEVELOPED FOR THE PRELIMINARY ALIGNMENTS CONCEPTS.

LOS ALIGNAMIENTOS PRELIMINARES ESQUEMÁTICOS ACTUALES CONCEPTOS SON LAS DOS ALTERNATIVAS DE RUTAS DE ALINEACIÓN QUE SE ESTÁN ESTUDIANDO EN ESTE MOMENTO. EL PROPÓSITO DEL ESTUDIO ES MEDIRLAS LOS ALINEAMIENTOS DE PROPÓSITO, BENEFICIOS Y CONTRIBUCIONES DE 407, CASO CONCEPTO DE TRÁFICO OPERACIONAL, COSTOS, PREOCUPACIONES, IMPACTOS AMBIENTALES, RESTRICCIONES DE INGENIERÍA, DISEÑO DE RUTAS, DERECHO DE PASO, Y CRONOGRAMA PARA ROLL OUT, QUE FUERON DESARROLLADOS PARA LOS CONCEPTOS DE ALINEAMIENTOS PRELIMINARES.

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LEGEND

- EXISTING FM 407 ALIGNMENT
- PROPERTY LINE
- TOWN / CITY LIMITS (APPROXIMATE)
- SCHOOL
- AVALON AT ARGYLE DEVELOPMENT
- HARVEST DEVELOPMENT (INCLUDED COMMUNITIES)
- HEALTH TRACT DEVELOPMENT
- THE HIGHLANDS DEVELOPMENT
- PECAN SQUARE DEVELOPMENT (INCLUDED COMMUNITIES)
- CANYON FALLS DEVELOPMENT
- WATERBROOK DEVELOPMENT
- TEXAS PLUCK PLAN
- POTENTIAL WETLANDS
- CEMETERY (NOT ENTERED)
- SURVEY WELLS
- CEMETERY
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- SUPPLEMENTAL BUILD ALIGNMENT ALTERNATIVE *
- BUILD ALTERNATIVE ALIGNMENT CONCEPT *
- ACTIVITY CENTER REGIONAL VALUABLE
- POTENTIAL VALUABLE LAND ★ (TO BE STUDIED / DETERMINED BY OTHERS)
- BRIDGE LIMITS (APPROXIMATE)

DESIGN SPEED:
55 mph (MAINLINE)
30 mph (SIDEWALK)

* Provided roadway construction and ROW acquisition costs, specific dimensions and design details are to be determined during the Schematic Design / Environmental Assessment (Schematic Design / EA) phase.

★ The Regional Veloweb is a 1,000 mile network of off-street shared use paths (trails) linking all of metropolitan areas and all of the state's major cities together. The Veloweb is a network of multi-use recreational trails (PARKS, SCENIC) The Veloweb serves as the regional expressway network for active transportation, and it extends the heart of the state's bicycle tourism industry, connecting the state's major population centers. The Veloweb has alternate connections in 15 counties and 105 cities in North Central Texas. Veloweb trails are designed for all ages and abilities, and connect people and places in a major destination. Very little supplement for mileage concern. Alignment were determined through the cooperation of local governments and NCTCOG staff by:

- Identifying existing and future trailhead locations
- Identifying and connecting to existing and potential facilities
- Providing a regional network that connects to existing trailheads and creates a regional system with local supplements
- Identifying corridors that provide the greatest potential for regional connectivity

The Regional Veloweb is adopted by the Regional Transportation Council, the transportation policy board for North Central Texas and is included in the Metropolitan Transportation Plan. Metropolitan Transportation plan for the Dallas-Fort Worth area. Various elements of the Veloweb are included in the Mobility 2040 Plan, the Texas Department of Transportation's 10-year plan, and are reasonable for the planning and implementation of bicycle and pedestrian infrastructure and amenities. The North Central Texas Council of Governments, NCTCOG, works those agencies and communities in partnership with the region, with a focus on alternative commute modes. Source: NCTCOG.org

1. AERIAL PHOTO SOURCE: TEXAS NATURAL RESOURCE INFORMATION SYSTEM
2. DRAFT CONCEPTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
3. EXISTING RIGHT OF WAY LIMITS SHOWN ARE APPROXIMATE
4. DRAFT CONCEPT PLAN LOCATIONS ARE SUBJECT TO CHANGE

PRELIMINARY
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DO NOT USE FOR CONSTRUCTION PURPOSES

Entire FM 407 Corridor

Beginning of Study to End of Study

BEGIN STUDY
CSJ: 1310-01-045
(near Dove Hill Road)

END STUDY
CSJ: 1310-01-045

EXISTING FM 407 ROUTE IMPROVEMENTS

PROPOSED ROUTE
ALTERNATIVE

PROPOSED ROUTE
ALTERNATIVE

4-WAY COUPLET ROUTE

PROPOSED ROUTE
ALTERNATIVE

ARTERIAL IMPROVEMENTS FROM FM 407 TO FM 1171

ARTERIAL IMPROVEMENTS FROM FM 407 TO FM 1171

ALTERNATIVE
Grade Separated Interchange

ALTERNATIVE
Signal Light Intersection

DENTON
NORTHLAKE
JUSTIN
ARGYLE
DRAPER
FLOWER MOUND
BARTONVILLE

SECTION I - BEGINNING OF STUDY TO FLORANCE ROAD
View this section at the center room display

SECTION II - FLORANCE ROAD TO STONECREST ROAD
View this section at the center room display

SECTION III - STONECREST ROAD TO END OF STUDY (FM 1830)
View this section at the center room display

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