Texas Department of Transportation

FM 156
DALLAS DISTRICT
SCHEMATIC - PUBLIC MEETING

FROM: SH 114
TO: NORTH OF INTERMODAL PARKWAY

CEASON CLEMENS, P.E.
DISTRICT ENGINEER

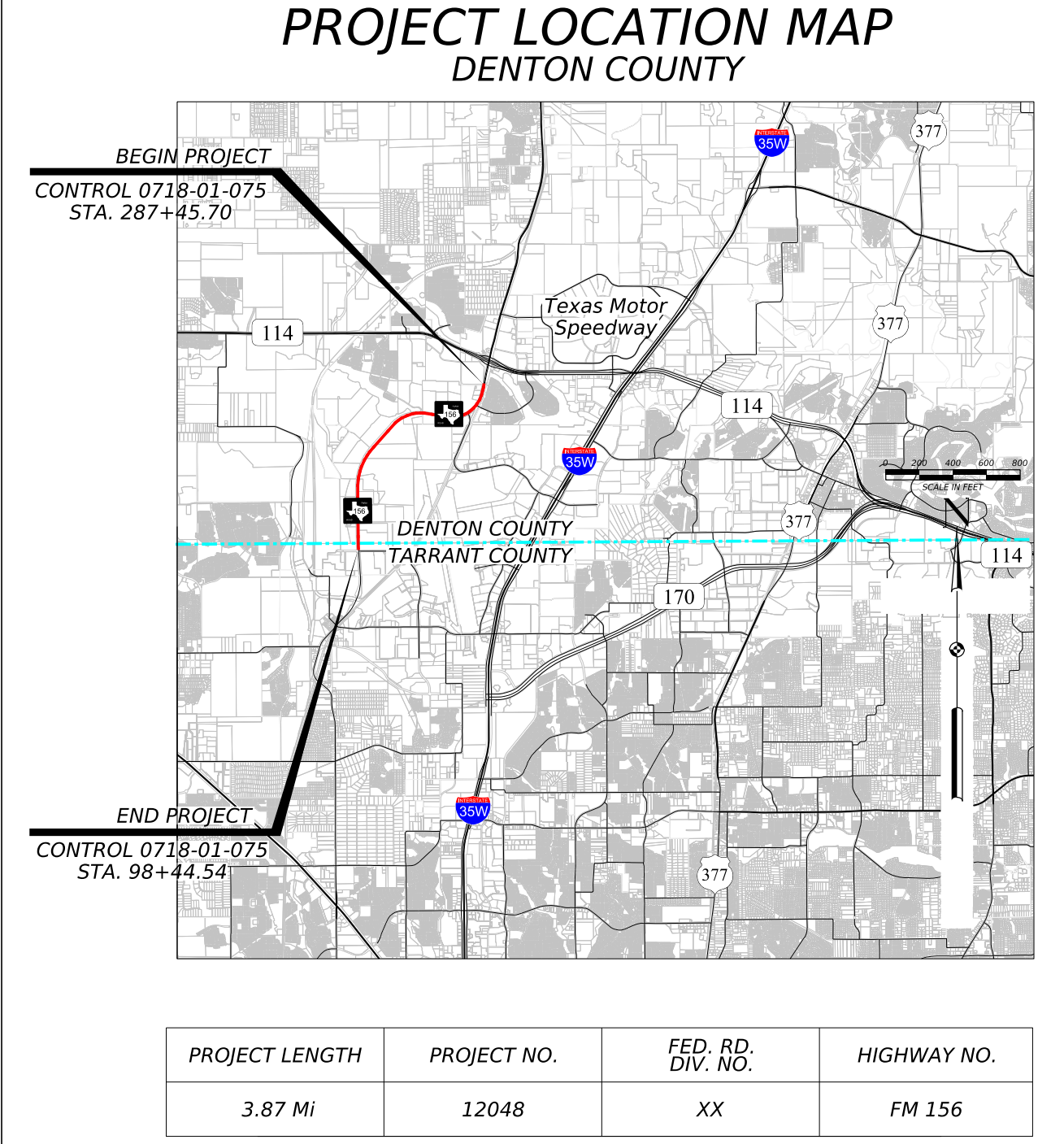
ROADWAY	FUNCTIONAL CLASS	DESIGN SPEED	eMAX
FM 156	URBAN MINOR ARTERIAL	45 MPH	4%
BOLD RULER DR	LOCAL STREET	30 MPH	4%
CHAPLIN DR	LOCAL STREET	30 MPH	4%
OLD BLUE MOUND RD	LOCAL STREET	30 MPH	4%
DOUBLE EAGLE BLVD	LOCAL STREET	30 MPH	4%

ROADWAY	2035 ADT	2055 ADT
FM156	27,050	36,200

DENTON COUNTY
CSJ:0718-01-075

WIDENING 2-LANE TO A 6-LANE URBAN ROADWAY
LENGTH = 3.87 MILES
FUNCTIONAL CLASS: URBAN MINOR ARTERIAL
TERRAIN: LEVEL

PROJECT LOCATION MAP
DENTON COUNTY



BEGIN PROJECT
CONTROL 0718-01-075
STA. 287+45.70
Texas Motor Speedway
114
377
35W
DENTON COUNTY
TARRANT COUNTY
170
END PROJECT
CONTROL 0718-01-075
STA. 98+44.54

PROJECT LENGTH	PROJECT NO.	FED. RD. DIV. NO.	HIGHWAY NO.
3.87 Mi	12048	XX	FM 156

NAD 1983 State Plane FIPS Texas North 4202 US Feet
SURFACE TO GRID FACTOR: 1.00015063

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

Mitchell John Keller, PE 139847
NAME P.E. NUMBER

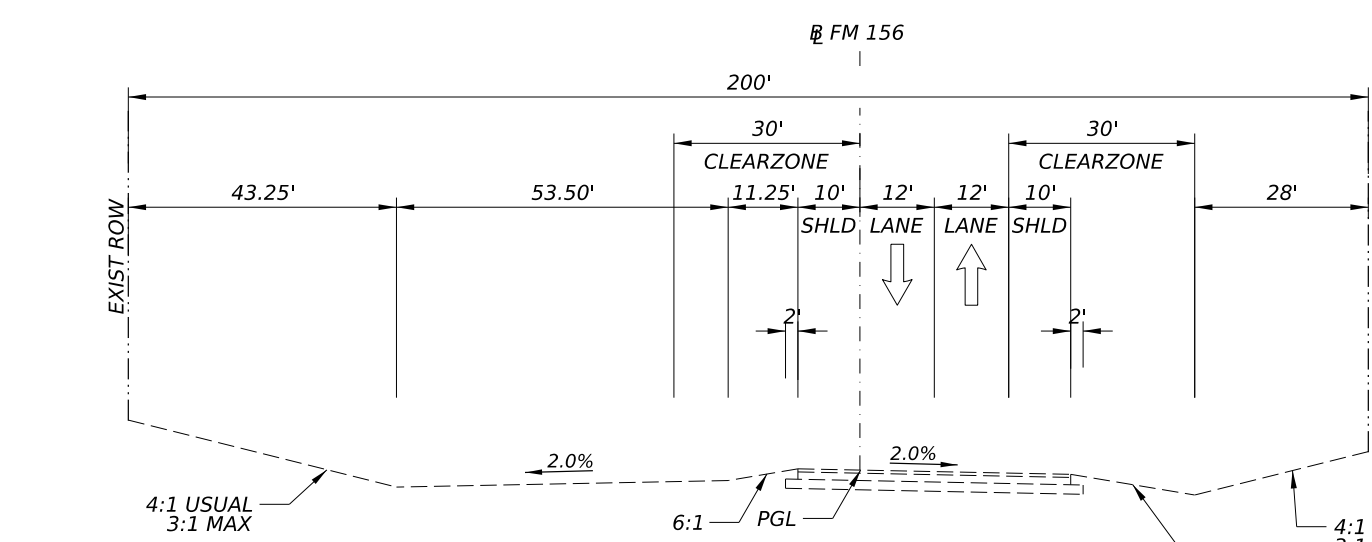
3/31/2026
DATE

PRELIMINARY
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, OR CONSTRUCTION.

SCALE:1"=100'-H
SCALE:1"=10'-V
0 50 100 150 200
SCALE IN FEET

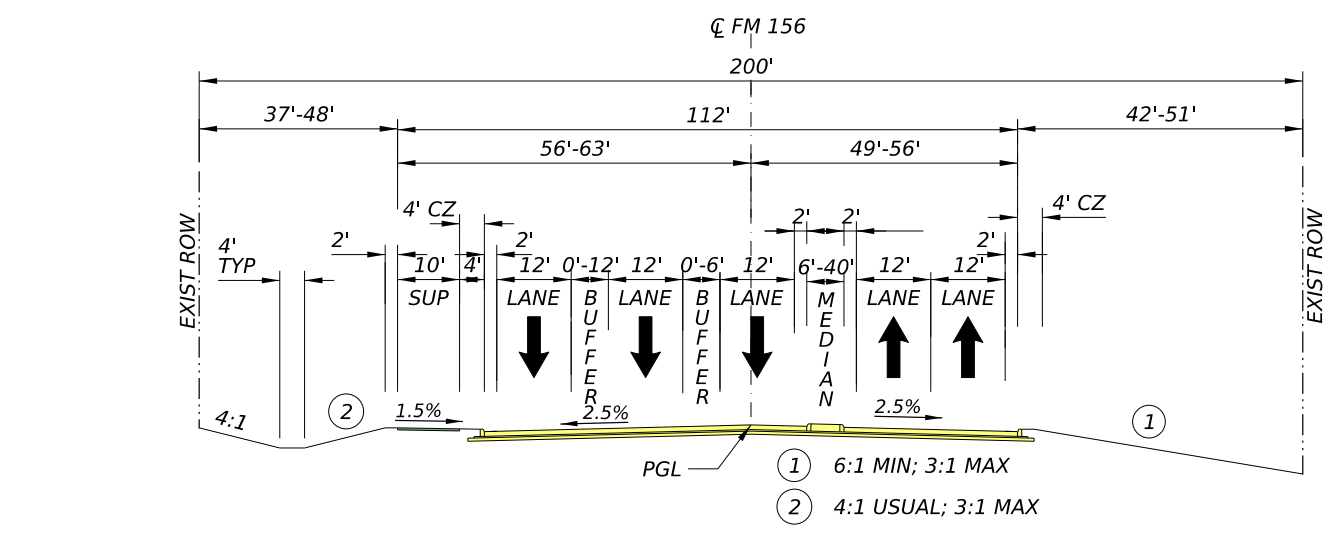
ROLL 1 OF 3

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1232
972.960.4400



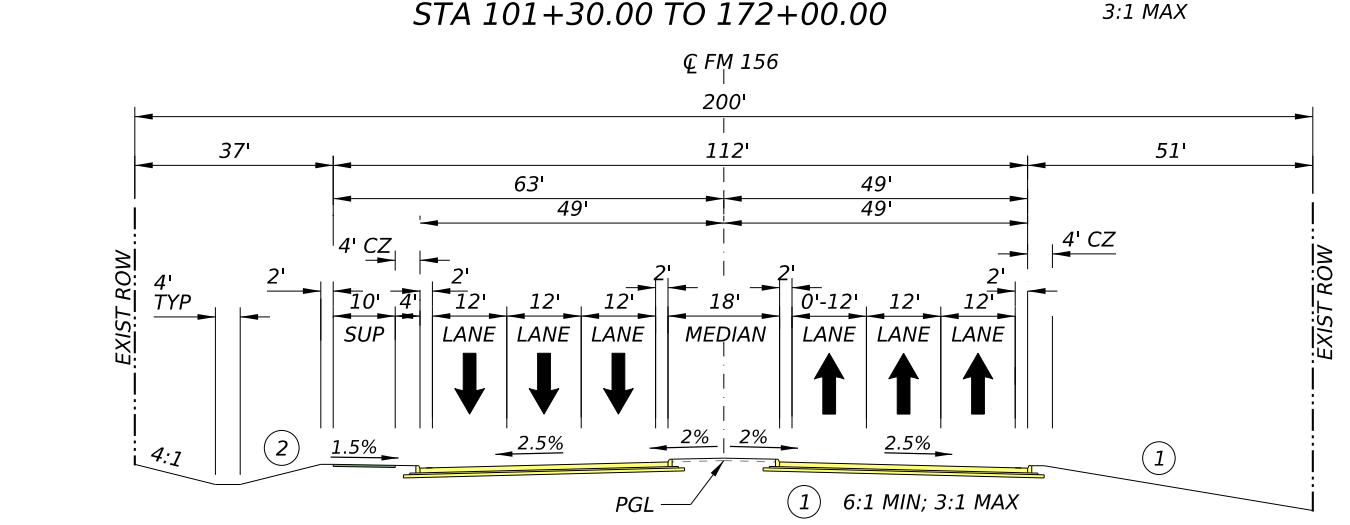
℄ FM 156
200'
30' CLEARZONE
30' CLEARZONE
43.25'
53.50'
11.25'
10'
12'
12'
10'
28'
SHLD
LANE
LANE
SHLD
2'
EXIST ROW
EXIST ROW
2.0%
2.0%
4:1 USUAL 3:1 MAX
6:1
PGL
6:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX

FM156 EXISTING TYPICAL SECTION
STA 101+30.00 TO 172+00.00



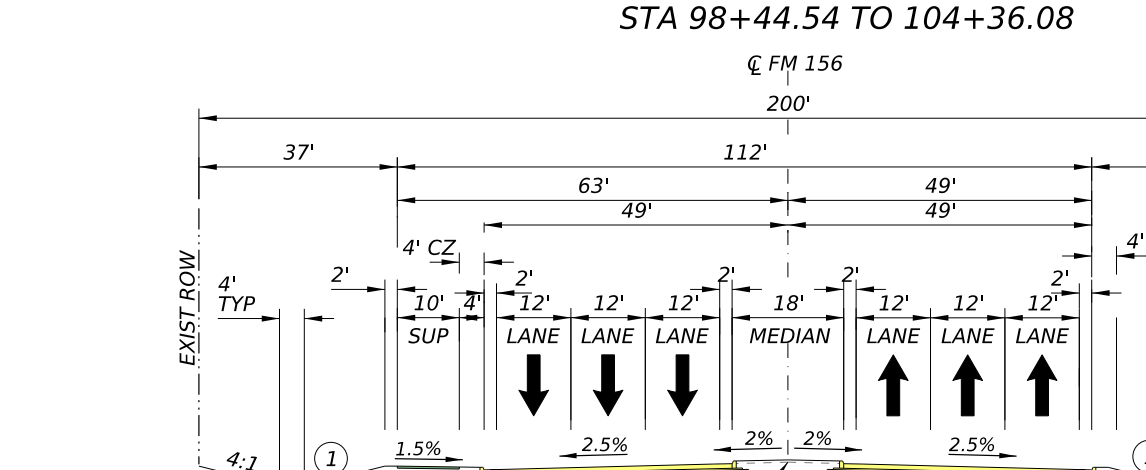
℄ FM 156
200'
37'-48'
112'
42'-51'
56'-63'
49'-56'
4' CZ
4' CZ
4' TYP
10' SUP
12' LANE
0'-12' BUFFER
12' LANE
0'-6' BUFFER
12' LANE
6'-40' MEDIAN
12' LANE
12' LANE
EXIST ROW
EXIST ROW
4:1
1.5%
2.5%
2.5%
PGL
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE TRANSITION TYPICAL SECTION
STA 98+44.54 TO 104+36.08



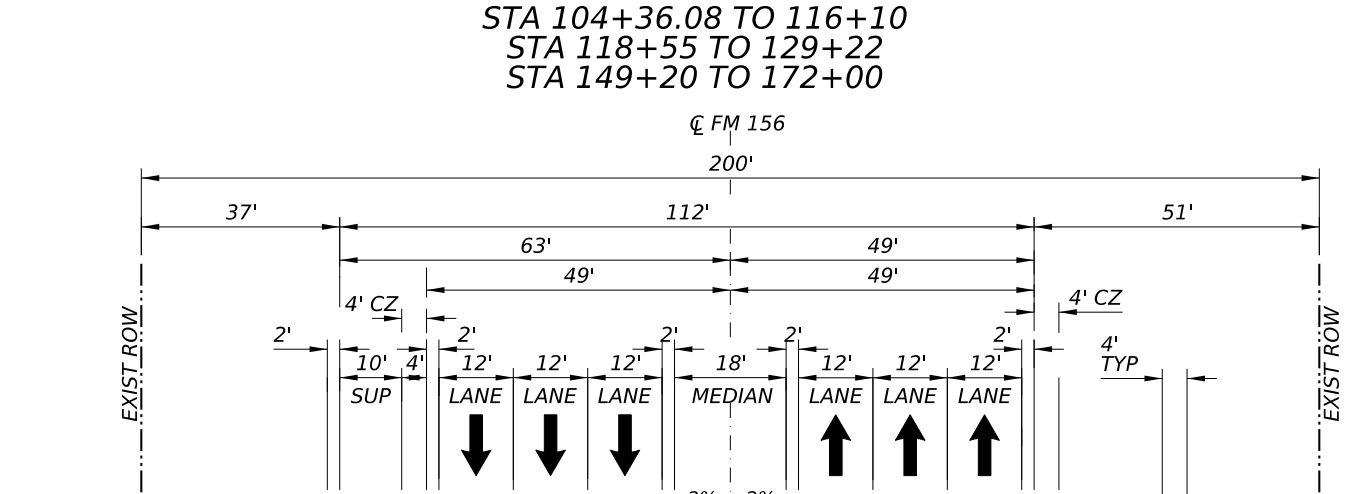
℄ FM 156
200'
37'
112'
51'
63'
49'
49'
49'
4' CZ
4' CZ
4' TYP
10' SUP
12' LANE
12' LANE
12' LANE
18' MEDIAN
0'-12' LANE
12' LANE
12' LANE
EXIST ROW
EXIST ROW
4:1
1.5%
2.5%
2%
2%
2.5%
PGL
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 104+36.08 TO 116+10
STA 118+55 TO 129+22
STA 149+20 TO 172+00



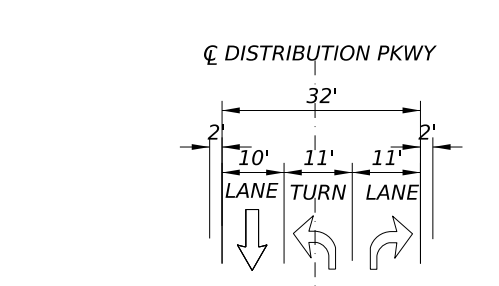
℄ FM 156
200'
37'
112'
51'
63'
49'
49'
49'
4' CZ
4' CZ
4' TYP
4' TYP
10' SUP
12' LANE
12' LANE
12' LANE
18' MEDIAN
12' LANE
12' LANE
12' LANE
EXIST ROW
EXIST ROW
4:1
4:1
1.5%
2.5%
2%
2%
2.5%
PGL
① 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 116+10 TO 118+55
STA 129+22 TO 144+20



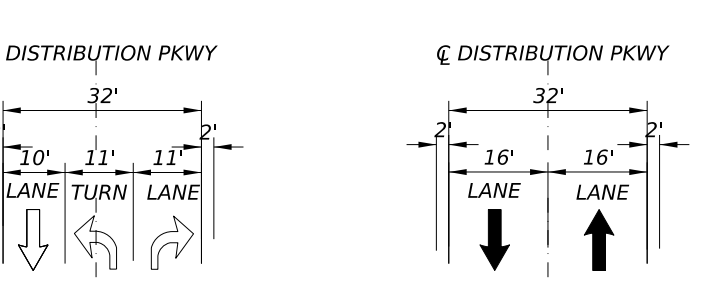
℄ FM 156
200'
37'
112'
51'
63'
49'
49'
49'
4' CZ
4' CZ
4' TYP
10' SUP
12' LANE
12' LANE
12' LANE
18' MEDIAN
12' LANE
12' LANE
12' LANE
EXIST ROW
EXIST ROW
4:1
1.5%
2.5%
2%
2%
2.5%
PGL
① 6:1 MIN; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 144+20 TO 149+20



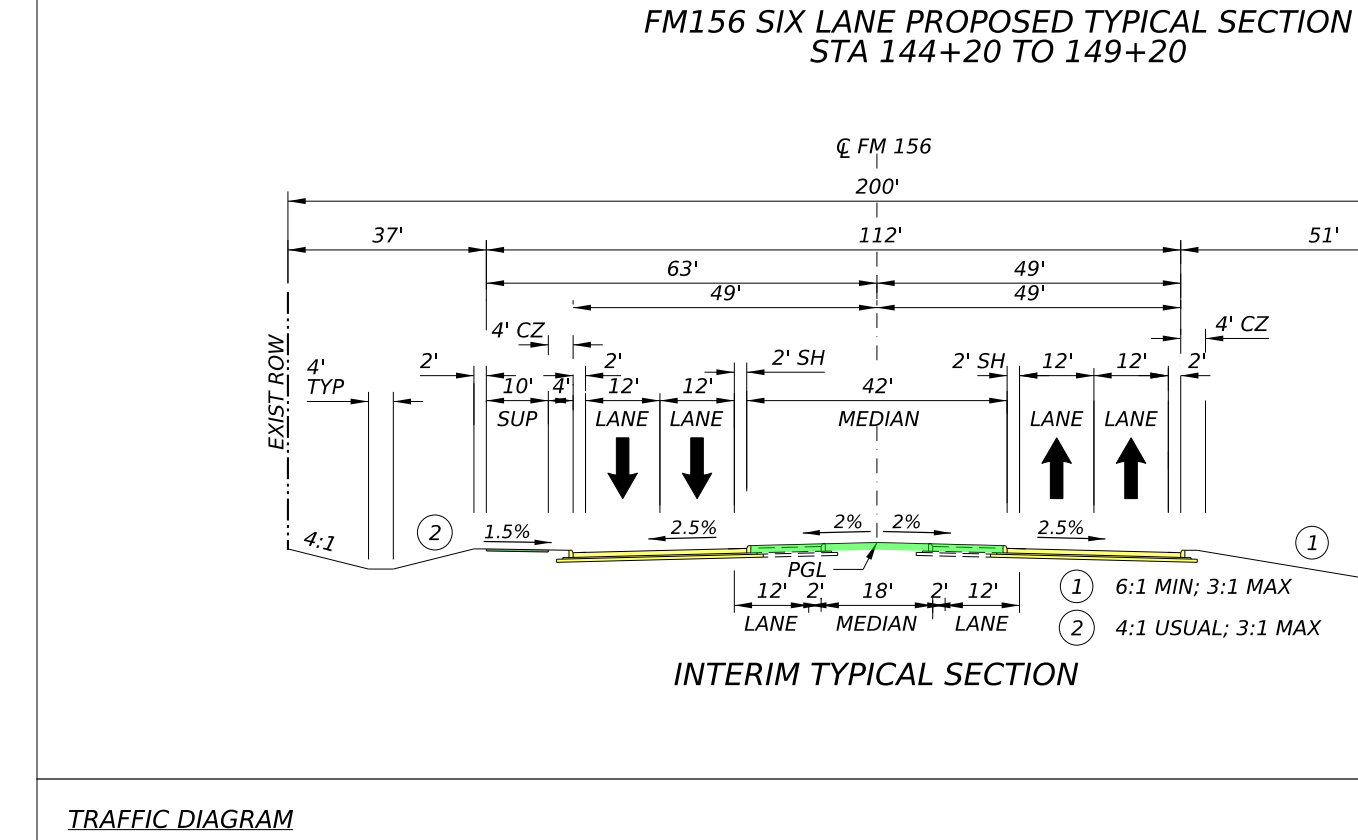
℄ DISTRIBUTION PKWY
32'
10' LANE
11' TURN
11' LANE
2'
2.5%
2.5%
PGL
① 6:1 MIN; 3:1 MAX

DISTRIBUTION PKWY
EXISTING
TYPICAL SECTION



℄ DISTRIBUTION PKWY
32'
16' LANE
16' LANE
2'
2.5%
2.5%
PGL
① 6:1 MIN; 3:1 MAX

DISTRIBUTION PKWY
PROPOSED
TYPICAL SECTION



℄ FM 156
200'
37'
112'
51'
63'
49'
49'
49'
4' CZ
4' CZ
4' TYP
10' SUP
12' LANE
12' LANE
2' SH
42' MEDIAN
2' SH
12' LANE
12' LANE
EXIST ROW
EXIST ROW
4:1
1.5%
2.5%
2%
2%
2.5%
PGL
12' LANE
2'
18' MEDIAN
2'
12' LANE
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

INTERIM TYPICAL SECTION

LEGEND

🟨	PROPOSED MAINLANE
🟧	PROPOSED CROSS STREET
🟪	PROPOSED DRIVEWAY
🟩	PROPOSED SUP
🟦	PROPOSED BRIDGE
🟩	PROPOSED RAISED MEDIAN
🟫	PROPOSED ASPHALT PAVEMENT
⬜	PROJECT BY OTHERS
⬜	BRIDGE BY OTHERS
▨	REMOVALS
	PEDESTRIAN RAIL
	RETAINING WALL
▨	FLOODWAY
⬜	FLOODPLAIN 500YR
🟦	FLOODPLAIN 100 YR
	STREAM
	EXISTING CULVERT
	PROPOSED CULVERT
■	PROPOSED AREA INLET
→	DIRECTION OF DRAINAGE
	COUNTY LINE
	EXISTING ROW
	PROPOSED ROW
	EXISTING EASEMENT LINE
	ESTIMATED PARCEL/PROPERTY LINES
E9	PARCEL ID
➡	DIRECTION OF TRAVEL
XX-X	CURVE NUMBER
●	EXISTING SIGNALIZED INTERSECTION
🟩	FUTURE LANE

SUE LEGEND

COMMUNICATION:

AT&T (FIBER)	FOC1
CAPROCK (FIBER)	FOC2
FIBERLIGHT (FIBER)	FOC3
FRONTIER (FIBER)	FOC4
LUMEN (FIBER)	FOC5
SPECTRUM (FIBER)	FOC6
UBIQUITY (FIBER)	FOC7
UNKNOWN (FIBER)	FOC8
UNITED (FIBER)	FOC9
AT&T (TELEPHONE)	T1
SPECTRUM (CABLE TV)	CATV1

ELECTRIC:

ONCOR (ELECTRIC)	E1
COSERV (ELECTRIC)	E2
TXDOT (ELECTRIC)	E3
UNKNOWN (ELECTRIC)	E4
OVERHEAD	OH

GAS:

ATMOS	G1
BKV NTX BARNETT	G2
COSERV	G3
DIVERSIFIED GAS & OIL	G4
ENLINK	G5
ENERGY TRANSFER	G6

STORM DRAINAGE:

CITY OF FT WORTH	STM1

WATER:

CITY OF FT WORTH	W1

WASTEWATER:

CITY OF FT WORTH	WW1

OVERHEAD LEGEND

ONCOR	(1)	OH
COSERV ELEC	(2)	OH
AT&T	(3)	OH
FRONTIER	(4)	OH
UBIQUITY	(5)	OH
UNITED	(6)	OH

QUALITY LEVEL LEGEND

QL "A"	✦
QL "B"	T1 (B)
QL "C"	T1 (C)
QL "D"	T1 (D)

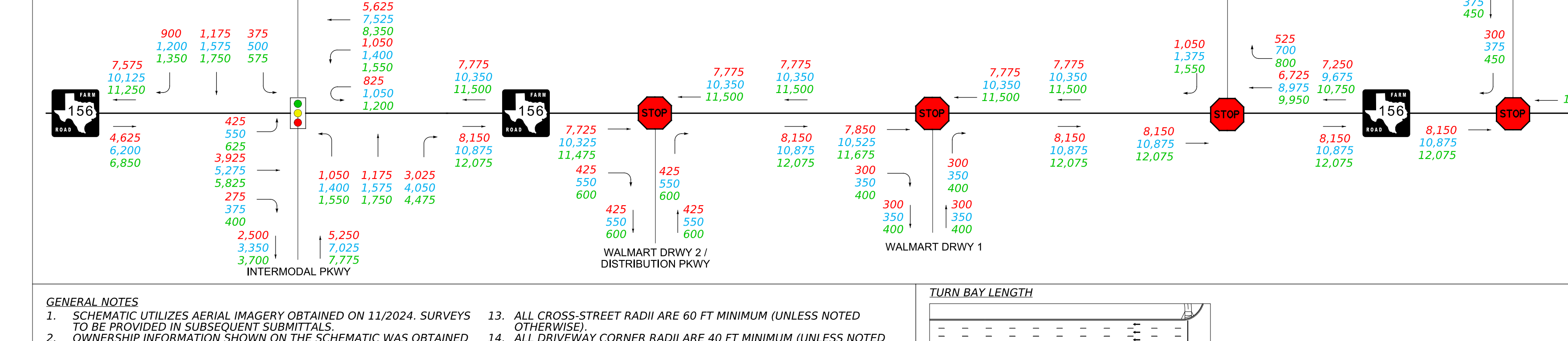
SUE SYMBOL LEGEND

FIBER MARKER
FIBER MANHOLE
FIBER HANDHOLE
FIBER PEDESTAL
FIBER VAULT
FIBER TEST STATION
FIBER POLE RISER
FIBER RESIDENTIAL PEDESTAL
FIBER RT HUT
TELEPHONE MARKER
TELEPHONE PEDESTAL
TELEPHONE MANHOLE
TELEPHONE VAULT
TELEPHONE FILTER REPEATER
TELEPHONE CROSS BOX
TELEPHONE DROP PEDESTAL
TELEPHONE POLE RISER
TELEPHONE TERMINAL
CATV MARKER
CATV PEDESTAL
CATV HANDHOLE
CATV VAULT
CATV JUNCTION BOX
CATV REPEATER
CATV POLE RISER
CATV TEST STATION
CELL TOWER FENCE CORNER
ELECTRIC MARKER
ELECTRIC METER
ELECTRIC MANHOLE
ELECTRIC PULL BOX
ELECTRIC PEDESTAL
ELECTRIC TRANSFORMER
ELECTRIC SWITCHGEAR
TRAFFIC SIGNAL POLE
TRAFFIC CONTROL BOX
TRAFFIC CAMERA
PEDESTRIAN CROSSING SIGNAL
LIGHT POLE
HIGH MAST LIGHT POLE
POWER POLE
POWER POLE W/RISER
GUY WIRE
TRANSMISSION TOWER LEG
GAS MARKER
GAS METER
GAS VALVE
GAS TEST STATION
GAS MANHOLE
GAS VENT
GAS FARM TAP
GAS REGULATOR STATION
WATER MARKER
WATER VALVE
WATER FIRE HYDRANT
WATER MANHOLE
WATER VAULT
WATER TEST STATION
WATER VENT
SEWER MARKER
SEWER MANHOLE
SEWER CLEAN OUT
SEWER LIFT STATION
SEWER FORCE MAIN VALVE
STORM MANHOLE
STORM GRATE INLET
STORM CURB DRAIN
TEST HOLE
EXPLORATORY TEST HOLE
END CAP/PLUG
UTILITY CONT.
SITE SIGN
CONTROL POINT
QUALITY LEVEL CHANGE
EOI/LOST TONE

PARCEL DATA

SHT 1	
Parcel ID	Owner's name
E1	JC PENNEY CO INC
E2	ALLIANCE GATEWAY 59 LTD
E3	AIL INVESTMENT LP
E4	ALLIANCE WESTPORT NO 11 LTD
E5	AIL INVESTMENT LP
E6	ALLIANCE WESTPORT NO. 25 LTD
E7	AIL INVESTMENT LP
E8	AIL INVESTMENT LP
W1	BNSF RAILWAY COMPANY
W2	AIL INVESTMENT LP
W3	BNSF RAILWAY COMPANY
W4	BNSF RAILWAY COMPANY
W5	NP-OV FORT WORTH PROJECT 1 LLC

TRAFFIC DIAGRAM
APPROVED BY TTI 2/20/2025

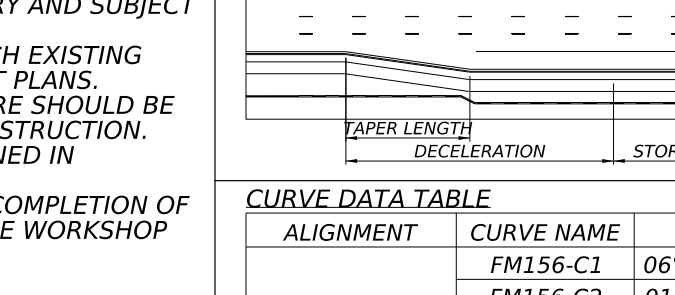


INTERMODAL PKWY
LEGEND
X,XXX: BUILD BASE YEAR (2035) ADT
X,XXX: BUILD FORECAST YEAR 1 (2055) ADT
X,XXX: BUILD FORECAST YEAR 2 (2065) ADT
156
2,450 3,275 3,675
1,875 2,500 2,725
275 375 400
5,625 7,525 8,350
1,050 1,400 1,550
825 1,050 1,200
900 1,200 1,350
1,175 1,575 1,750
375 500 575
7,575 10,125 11,250
4,625 6,200 6,850
425 550 625
3,925 5,275 5,825
275 375 400
2,500 3,350 3,700
1,050 1,400 1,550
1,175 1,575 1,750
3,025 4,050 4,475
5,250 7,025 7,775
INTERMODAL PKWY
7,775 10,350 11,500
8,150 10,875 12,075
STOP
7,725 10,325 11,475
425 550 600
425 550 600
425 550 600
425 550 600
WALMART DRWY 2 / DISTRIBUTION PKWY
7,775 10,350 11,500
7,775 10,350 11,500
8,150 10,875 12,075
7,850 10,525 11,675
300 350 400
300 350 400
300 350 400
300 350 400
WALMART DRWY 1
7,775 10,350 11,500
7,775 10,350 11,500
8,150 10,875 12,075
8,150 10,875 12,075
BNSF ENTRANCE / EXIT
1,050 1,375 1,550
525 700 800
1,050 1,375 1,550
525 700 800
6,725 8,975 9,950
7,250 9,675 10,750
8,150 10,875 12,075
8,150 10,875 12,075
BNSF EXIT
300 375 450
300 375 450
6,950 9,300 10,300
6,950 9,300 10,300
8,150 10,875 12,075

GENERAL NOTES

1. SCHEMATIC UTILIZES AERIAL IMAGERY OBTAINED ON 11/2024. SURVEYS TO BE PROVIDED IN SUBSEQUENT SUBMITTALS.
2. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WAS OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (12/2024).
3. EXISTING ROW WAS DERIVED FROM SURVEY ROW RETRACEMENT (11/2024).
4. EXISTING PARCEL INFORMATION SHOWN IS BASED ON SURVEY ROW RETRACEMENT AND PARCEL DEEDS (11/2024).
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS (PANEL ID 48121C0490G EFF. 4/18/2011 AND PANEL ID 48121C0495G EFF. 4/18/2011).
6. ROADWAY TYPICAL SECTIONS AND GEOMETRY WERE DEVELOPED UTILIZING TXDOT'S ROADWAY DESIGN MANUAL 11/2024.
7. DIMENSIONS ARE TO EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
8. CURBS SHOWN ON THIS PROJECT ARE TYPE II (UNLESS OTHERWISE NOTED).
9. PAVEMENT MARKINGS SHOWN ARE INTENDED TO BE REPRESENTATIVE AND WILL BE REFINED IN SUBSEQUENT SUBMITTAL.
10. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
11. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
12. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN THE LIMITS OF PROPOSED CONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
13. ALL CROSS-STREET RADII ARE 60 FT MINIMUM (UNLESS NOTED OTHERWISE).
14. ALL DRIVEWAY CORNER RADII ARE 40 FT MINIMUM (UNLESS NOTED OTHERWISE).
15. SIDEWALK AND DRIVEWAY LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE.
16. PROPOSED CULVERTS SHOWN ARE DESIGNED TO MATCH EXISTING CULVERT SIZE, SLOPE AND ELEVATIONS FROM AS-BUILT PLANS. FEASIBILITY OF MAINTAINING EXISTING INFRASTRUCTURE SHOULD BE EVALUATED DURING PS&E DESIGN PHASE AND/OR CONSTRUCTION.
17. PROPOSED ROW LIMITS WILL BE EVALUATED AND REFINED IN SUBSEQUENT SUBMITTALS.
18. NOISE ABATEMENT FEATURES TO BE PROVIDED UPON COMPLETION OF NOISE ANALYSIS AND WILL BE FINALIZED AFTER A NOISE WORKSHOP HAS BEEN CONDUCTED.
19. SUE PERFORMED OCTOBER 2025

TURN BAY LENGTH



TAPER LENGTH
DECELERATION
STORAGE LENGTH

CURVE DATA TABLE

ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PI STATION	PT STATION	PI NORTHING	PI EASTING
FM156	FM156-C1	06°58'15.551" R	01°54'35.494"	182.725	365	3000	91+24.345	93+07.071	94+89.345	7045689.517	2323760.611
	FM156-C2	01°32'30.659" L	01°54'35.494"	40.368	80.731	3000	99+81.950	100+22.318	100+62.681	7046405.114	2323748.505
	FM156-C3	01°57'31.748" R	01°54'35.494"	51.287	102.564	3000	103+33.513	103+84.800	104+36.076	7046767.252	2323732.623
	FM156-C4	42°05'01.159" R	01°14'58.687"	1763.858	3367.675	4585	144+51.699	162+15.557	178+19.374	7052597.749	2323676.427
FM156-SBLT	FM156-SBLT-C1	06°14'47.35" L	04°49'22.36"	64.8231	129.5179	1188	11+37.4207	12+02.2438	12+66.9385	7046429.61	2323750.09
	FM156-SBLT-C2	06°39'48.43" R	04°43'38.55"	70.5569	140.9546	1212	14+52.2495	15+22.8064	15+93.2041	7046747.76	2323709.81
FM156-SBT	FM156-SBT-C1	04°40'17.41" L	04°53'49.47"	47.7233	95.3937	1170	11+37.4207	11+85.1440	12+32.8144	7046412.21	2323732.38
	FM156-SBT-C2	05°05'18.49" R	04°40'51.70"	54.3878	108.7041	1224	14+84.0198	15+38.4076	15+92.7240	7046763.81	2323697.65
FM156-SBRT	FM156-SBRT-C1	03°27'33.77" L	02°53'58.50"	59.6712	119.3061	1976	11+30.5593	11+90.2305	12+49.8654	7046416.89	2323708.49
	FM156-SBRT-C2	03°40'16.69" R	01°52'49.44"	97.6537	195.2405	3047	13+96.9115	14+94.5652	13+96.9115	7046720.43	2323686.07

CARGILL COTTON
ADJACENT PROJECT BY CITY OF FORT WORTH
℄ FM156-C1
END PROJECT ℄ FM 156 STA 98+44.54 CSJ: 0718-01-075 MATCH EXISTING
℄ FM156-SBRT-C1
℄ FM156-SBT-C1
℄ FM156-SBLT-C1
℄ FM156-SBRT-C2
℄ FM156-SBT-C2
℄ FM156-SBLT-C2
℄ FM156-C2
℄ FM156-C3
EXISTING SIGNALIZED INTERSECTION
INTERMODAL PKWY
BEGIN TRANSITION ℄ FM 156 STA 104+34.50
END TRANSITION ℄ FM 156 STA 107+34.50
TARRANT COUNTY
DENTON COUNTY
BEGIN STRUCTURE ℄ FM 156 STA 109+05.33
BCC CULVERT 109 ℄ FM 156 STA 109+30.34 PROPOSED 4-8'X4'X172' MBC REMOVE EXIST 4-8'X4'X197' MBC
END STRUCTURE ℄ FM 156 STA 109+55.35
℄ FM 156
EXIST ROW
FM 156 SB
FM 156 NB
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
W1
W2
E1
E2
E3
E4
E5
E6
ALLIANCE LOGISTICS ACCESSIBILITY CORRIDOR (PROPOSED BY OTHERS)
DISTRIBUTION PKWY
JCPENNEY DISTRIBUTION LOGISTICS CENTER
UPS
WALMART DISTRIBUTION CENTER
BCC CULVERT 126 ℄ FM 156 STA 125+99.24 PROPOSED 5-7'X3'X148' MBC REMOVE EXIST 5-7'X3'X139' MBC
BEGIN STRUCTURE ℄ FM 156 STA 125+79.31
END STRUCTURE ℄ FM 156 STA 126+19.17
EXISTING 5-7'X3' CULVERT
WALMART DVWY 1
BNSF RAILWAY
BNSF ENTRANCE/EXIT
SOUTHWIRE DFW
℄ FM156-C4
℄ FM156
W3
W4
W5
E7
E8
MATCHLINE STA. 150+00.00
BCC CULVERT 155 ℄ FM 156 STA 154+77.74 PROPOSED 5-10'X5'X169' MBC REMOVE EXIST 5-10'X5'X186' MBC
BEGIN STRUCTURE ℄ FM 156 STA 154+39.54
END STRUCTURE ℄ FM 156 STA 155+16.25
BNSF EXIT
BCC CULVERT 170 ℄ FM 156 STA 170+46.28 PROPOSED 4-7'X3'X124' MBC REMOVE EXIST 4-7'X3'X134' MBC
BEGIN STRUCTURE ℄ FM 156 STA 170+30.62
END STRUCTURE ℄ FM 156 STA 170+61.28
MATCHLINE STA. 172+00.00
156

810
800
790
780
770
760
750
740
730
720
710
700
690
680
670
PROPOSED
EXISTING
END PROJECT PROPOSED ℄ FM 156 STA. 98+44.54 ELEV 725.40 END CONSTRUCTION MATCH EXISTING
VPI 98+44.54 EL 725.40
+2.365%
VPC 102+00.00 EL 733.80
103+25.00 EL 736.76
STA 103+25.00 EL 736.76' ex -0.32' K 240 L 250.00'
VPT 104+50.00 EL 738.42
+1.325%
VPC 106+32.50 EL 740.83
107+00.00 EL 741.73
STA 107+00.00 EL 741.73' ex -0.11' K 204 L 135.00'
VPT 107+67.50 EL 742.18
+0.663%
PROPOSED GRADE ℄ FM 156
EXISTING GROUND
HW100 ELEV = 736.51
HW25 ELEV = 736.31
REMOVE EXISTING CULVERT 109 4-8'X4'X172' MBC STA 109+30.34 FL=734.95'
PROPOSED BCC CULVERT 109 4-8'X4'X192' MBC STA 109+30.34 FL=734.72'
VPC 113+57.50 EL 746.09
114+25.00 EL 746.53
STA 114+25.00 EL 746.53' ex -0.20' K 116 L 135.00'
VPT 114+92.50 EL 746.20
-0.500%
ALLIANCE LOGISTICS ACCESSIBILITY CONNECTOR
18'-8" MIN CLEARANCE
VPC 122+32.50 EL 742.50
123+00.00 EL 742.16
STA 123+00.00 EL 742.16' ex 0.18' K 124 L 135.00'
VPT 123+67.50 EL 742.56
+0.588%
VPC 125+32.50 EL 743.53
126+00.00 EL 743.92
STA 126+00.00 EL 743.92' ex -0.20' K 113 L 135.00'
VPT 126+67.50 EL 743.51
-0.608%
HW100 ELEV = 737.22
HW25 ELEV = 737.09
PROPOSED BCC CULVERT 126 5-7'X3'X148' MBC STA 125+99.24 FL=736.10
REMOVE EXISTING CULVERT 126 5-7'X3'X139' MBC STA 125+99.24 FL=735.26
VPC 130+82.50 EL 740.99
131+50.00 EL 740.58
STA 131+50.00 EL 740.58' ex 0.20' K 113 L 135.00'
VPT 132+17.50 EL 740.97
+0.583%
VPC 132+32.50 EL 741.06
133+00.00 EL 741.45
STA 133+00.00 EL 741.45' ex -0.18' K 124 L 135.00'
VPT 133+67.50 EL 741.11
-0.509%
VPC 154+82.50 EL 730.34
155+50.00 EL 729.99
STA 155+50.00 EL 729.99' ex 0.22' K 104 L 135.00'
VPT 156+17.50 EL 730.53
+0.792%
HW100 ELEV = 724.41
HW25 ELEV = 724.02
REMOVE EXISTING CULVERT 155 5-10'X5'X186' MBC STA 155+77.74 FL=720.94
PROPOSED BCC CULVERT 155 5-10'X5'X169' MBC STA 154+77.74 FL=720.95
VPC 162+07.50 EL 735.20
162+75.00 EL 735.74
STA 162+75.00 EL 735.74' ex -0.24' K 93 L 135.00'
VPT 163+42.50 EL 735.29
-0.656%
HW100 ELEV = 723.86
HW25 ELEV = 723.73
EXISTING CULVERT 170 4-7'X3'X134' MBC STA 170+46.28 FL=722.74
PROPOSED BCC CULVERT 170 4-7'X3'X124' MBC STA 170+46.28 FL=722.50
MATCHLINE STA. 172+00.00
95+00
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00

Texas Department of Transportation

FM 156
DALLAS DISTRICT
SCHEMATIC - PUBLIC MEETING

FROM: SH 114
TO: NORTH OF INTERMODAL PARKWAY

CEASON CLEMENS, P.E.
DISTRICT ENGINEER

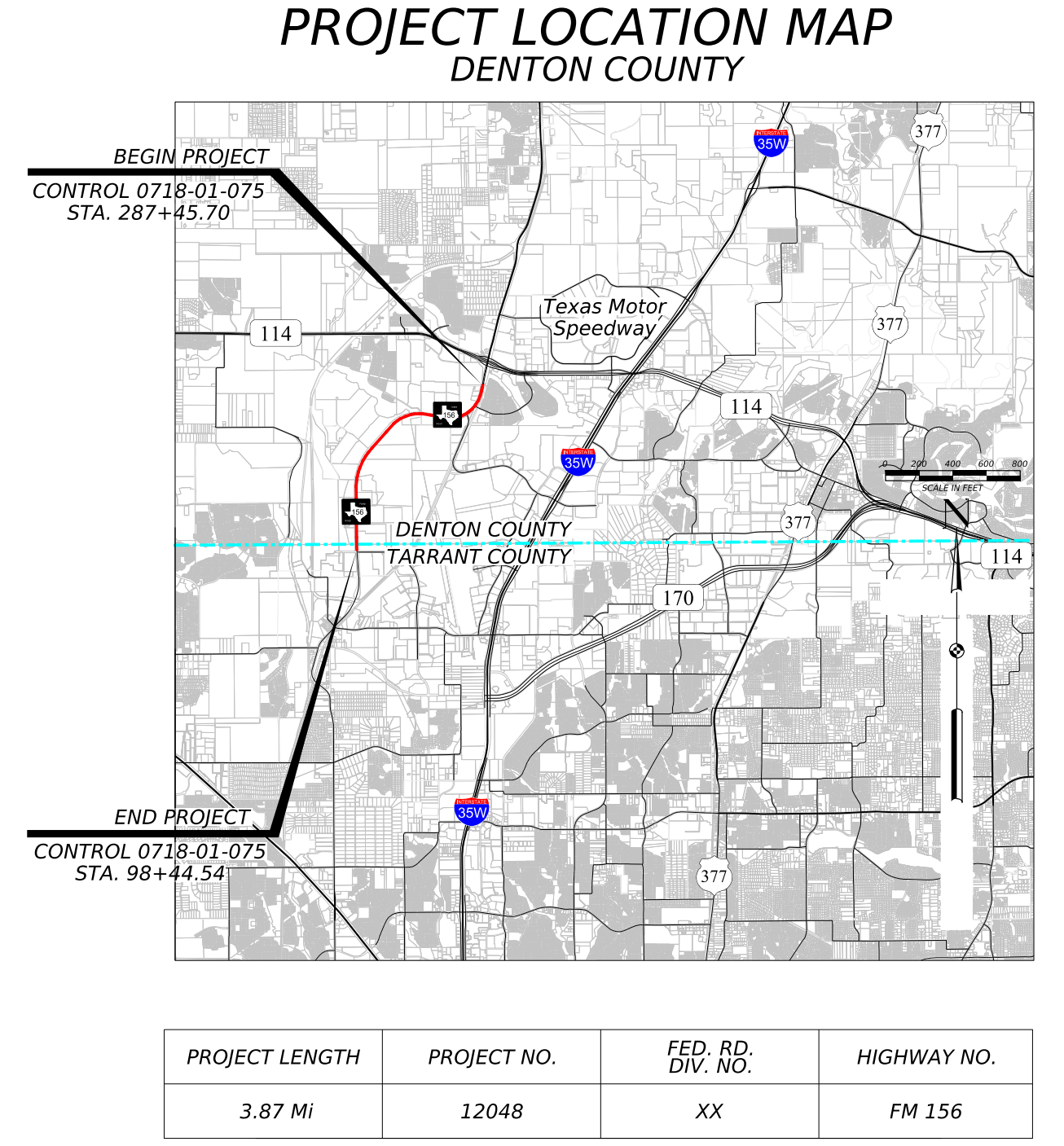
ROADWAY	FUNCTIONAL CLASS	DESIGN SPEED	eMAX
FM 156	URBAN MINOR ARTERIAL	45 MPH	4%
BOLD RULER DR	LOCAL STREET	30 MPH	4%
CHAPLIN DR	LOCAL STREET	30 MPH	4%
OLD BLUE MOUND RD	LOCAL STREET	30 MPH	4%
DOUBLE EAGLE BLVD	LOCAL STREET	30 MPH	4%

ROADWAY	2035 ADT	2055 ADT
FM156	27,050	36,200

DENTON COUNTY
CSJ:0718-01-075

WIDENING 2-LANE TO A 6-LANE URBAN ROADWAY
LENGTH = 3.87 MILES
FUNCTIONAL CLASS: URBAN MINOR ARTERIAL
TERRAIN: LEVEL

PROJECT LOCATION MAP
DENTON COUNTY



BEGIN PROJECT
CONTROL 0718-01-075
STA. 287+45.70
Texas Motor Speedway
114
377
35W
DENTON COUNTY
TARRANT COUNTY
170
END PROJECT
CONTROL 0718-01-075
STA. 98+44.54

PROJECT LENGTH	PROJECT NO.	FED. RD. DIV. NO.	HIGHWAY NO.
3.87 Mi	12048	XX	FM 156

NAD 1983 State Plane FIPS Texas North 4202 US Feet
SURFACE TO GRID FACTOR: 1.00015063

SCHEMATIC PREPARED BY OR UNDER
THE DIRECT SUPERVISION OF:

Mitchell John Keller, PE 139847
NAME P.E. NUMBER

3/31/2026
DATE

PRELIMINARY
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, OR CONSTRUCTION.

SCALE:1"=100'-H
SCALE:1"=10'-V
0 50 100 150 200
SCALE IN FEET

ROLL 1 OF 3

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1232
972.960.4400