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

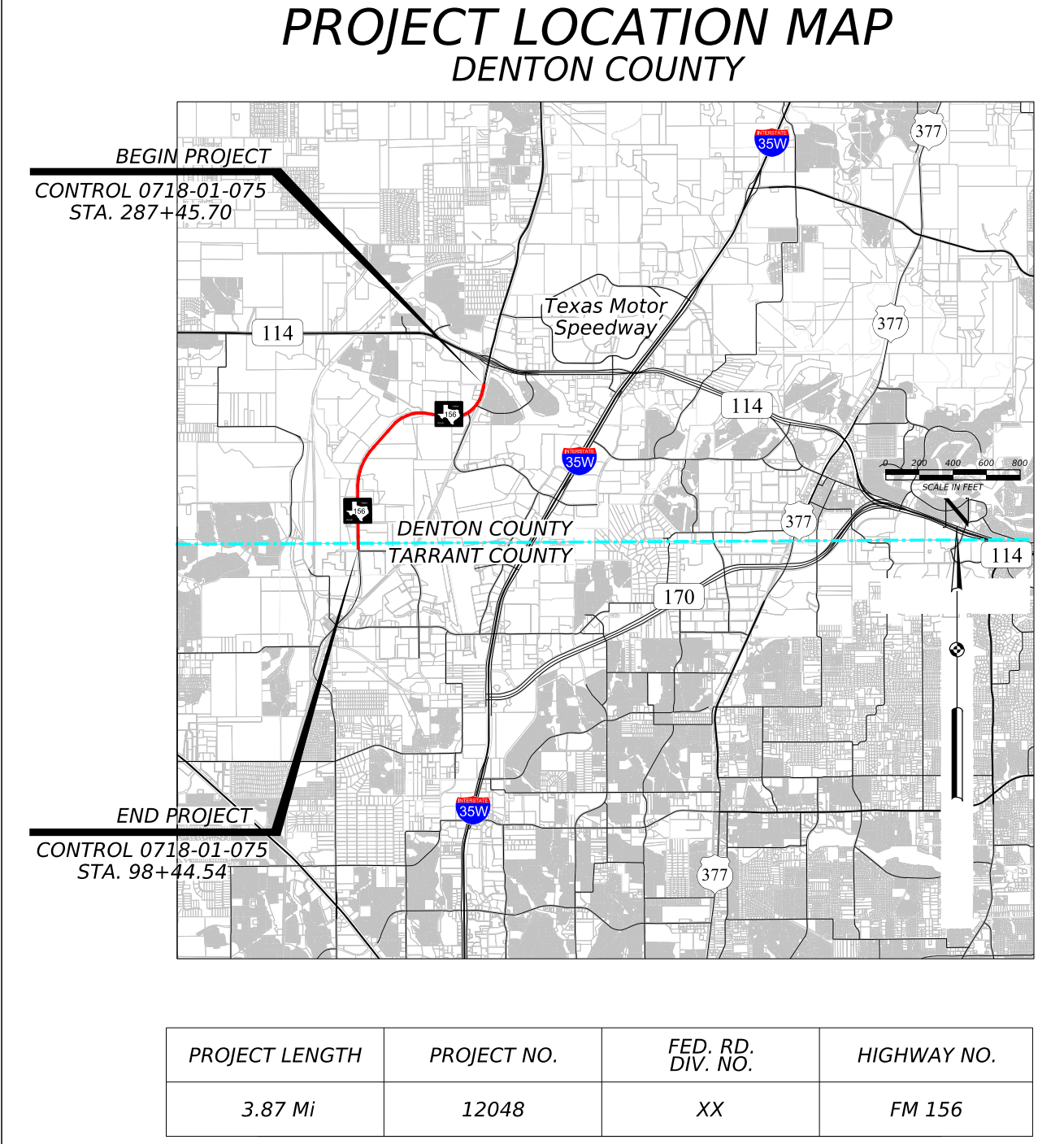
ROADWAY	FUNCTIONAL CLASS	DESIGN SPEED	eMAX
FM 156	URBAN MINOR ARTERIAL	45 MPH	4%
BOLD RULER DR	LOCAL STREET	30 MPH	4%
CHAPLIN DR	LOCAL STREET	30 MPH	4%
OLD BLUE MOUND RD	LOCAL STREET	30 MPH	4%
DOUBLE EAGLE BLVD	LOCAL STREET	30 MPH	4%

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

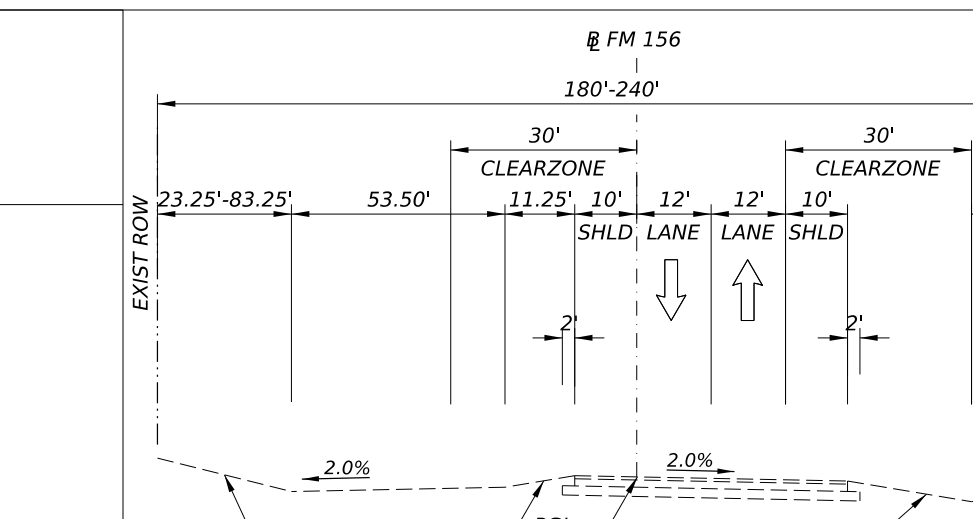
3/31/2026
DATE

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

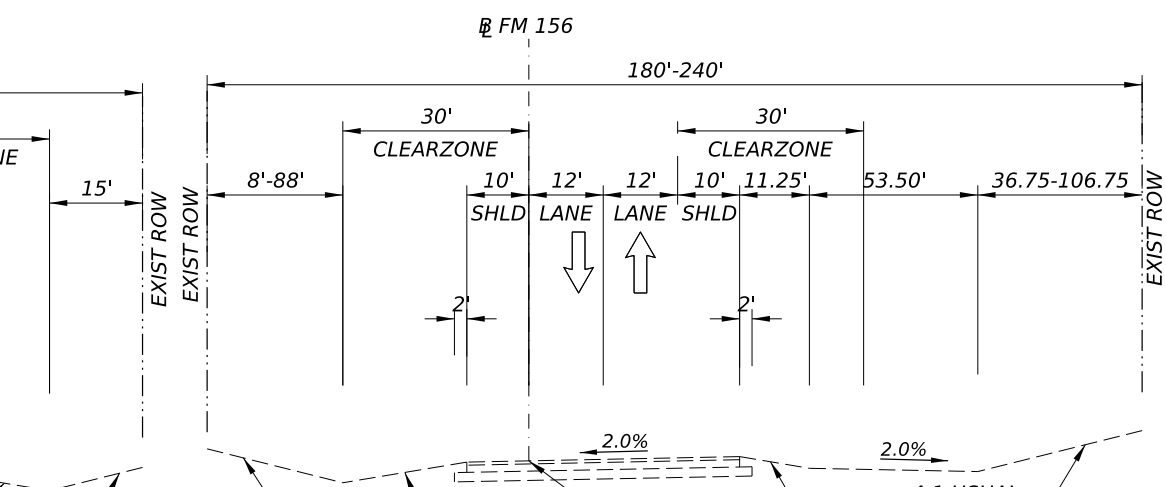
SCALE:1"=100'-H
SCALE:1"=10'-V
0 50 100 150 200
SCALE IN FEET

ROLL 2 OF 3

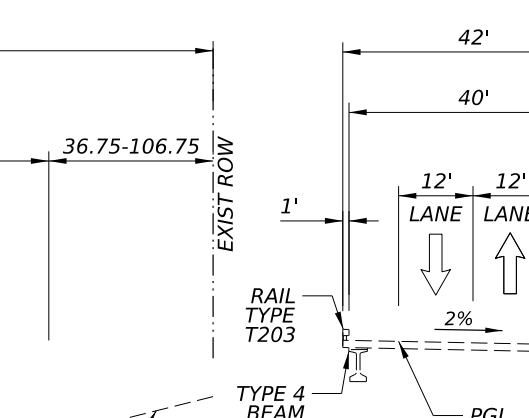
HDR
Firm Registration No. F-754
17111 Preston Road, Suite 300
Dallas, Texas 75248-1232
972.960.4400


℄ FM 156
180'-240'
30' CLEARZONE
23.25'-83.25'
53.50'
11.25' 10' 12' 12' 10'
SHLD LANE LANE SHLD
15'
EXIST ROW
2.0%
6:1
PGL
4:1 USUAL 3:1 MAX

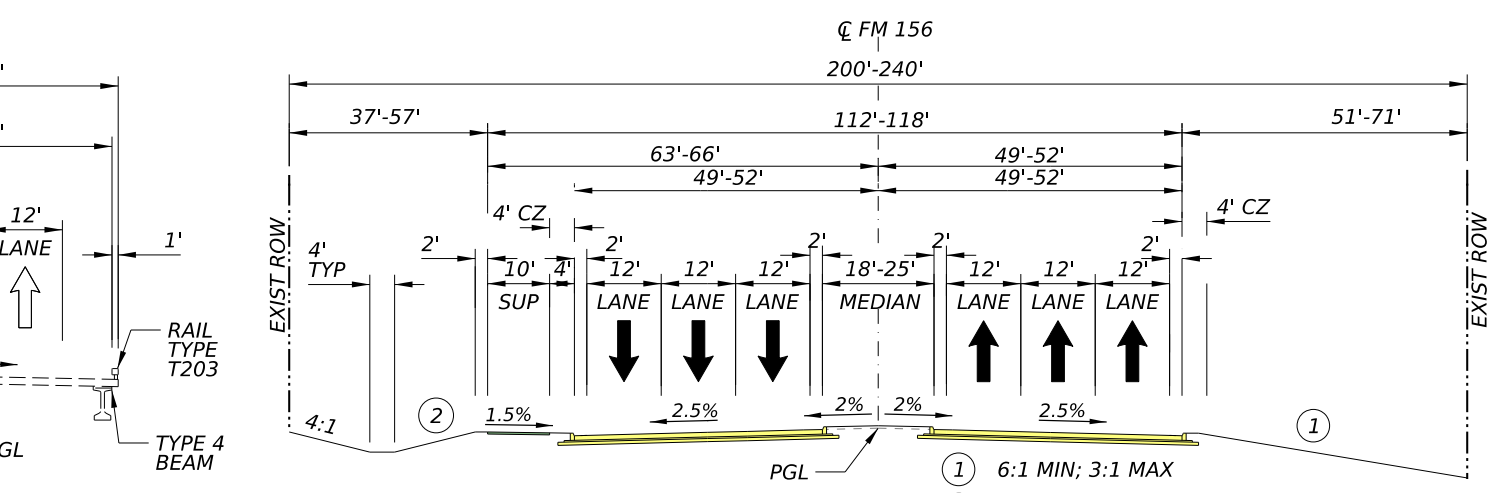
FM156 EXISTING TYPICAL SECTION
STA 172+00 TO 214+26
STA 221+36 TO 229+90.96


℄ FM 156
180'-240'
30' CLEARZONE
8'-88'
10' 12' 12' 10' 11.25'
SHLD LANE LANE SHLD
53.50'
36.75-106.75
2.0%
PGL
6:1 USUAL 3:1 MAX
4:1 USUAL 3:1 MAX

FM156 EXISTING TYPICAL SECTION
STA 229+90.96 TO 241+00

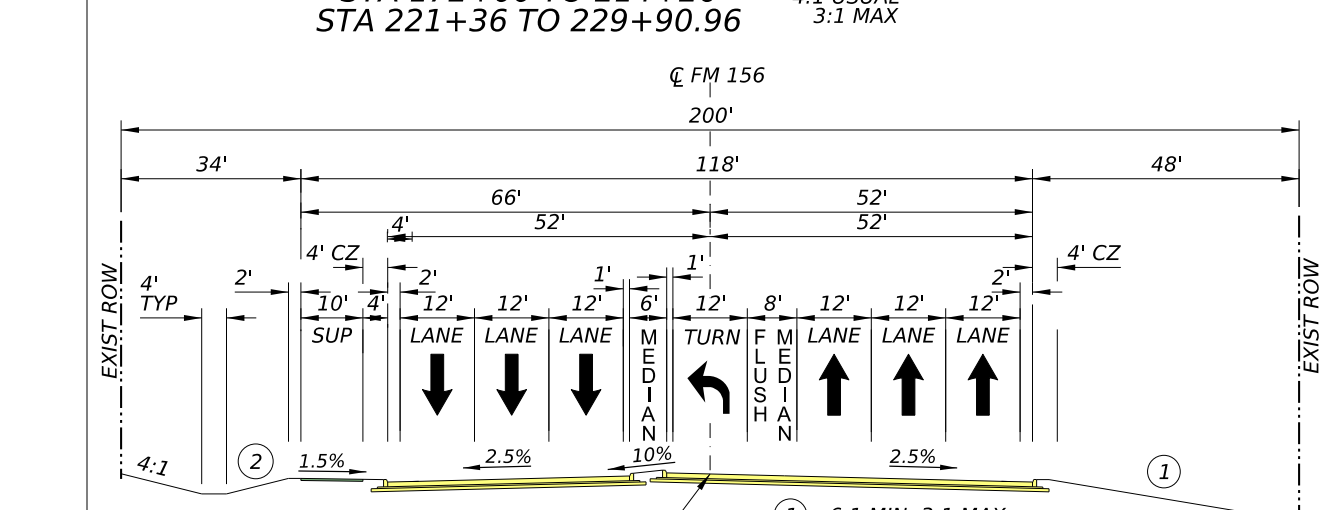

42'
40'
1' 12' 12' 1'
LANE LANE
RAIL TYPE T203
TYPE 4 BEAM
2%
PGL

FM156 EXISTING BRIDGE
TYPICAL SECTION
STA 213+92.40 TO 220+99.47


℄ FM 156
200'-240'
37'-57'
112'-118'
51'-71'
63'-66'
49'-52'
4' CZ
4' TYP
10' 4' 12' 12' 12' 18'-25' 12' 12' 12'
SUP LANE LANE LANE MEDIAN LANE LANE LANE
1.5%
2.5%
2%
PGL
EXIST ROW
4:1

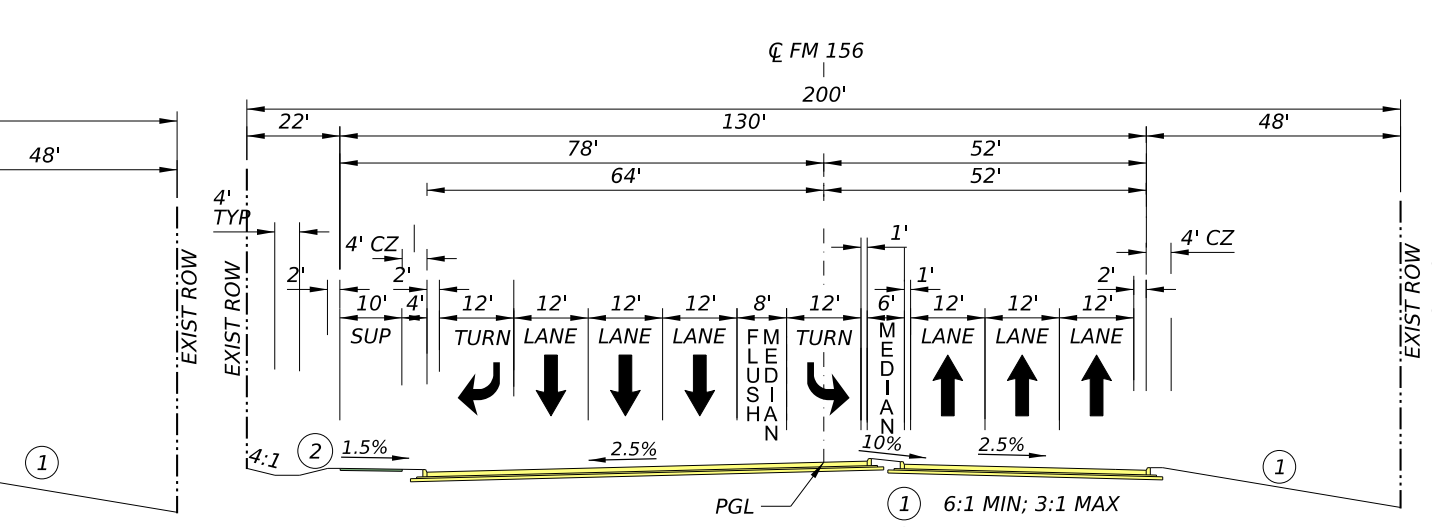
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 172+00 TO 172+60
STA 183+15 TO 204+77


℄ FM 156
200'
34'
118'
48'
66'
52'
4' CZ
4' TYP
10' 4' 12' 12' 12' 6' 12' 8' 12' 12' 12'
SUP LANE LANE LANE MEDIAN TURN FLUSH MEDIAN LANE LANE LANE
1.5%
2.5%
10%
PGL
4:1

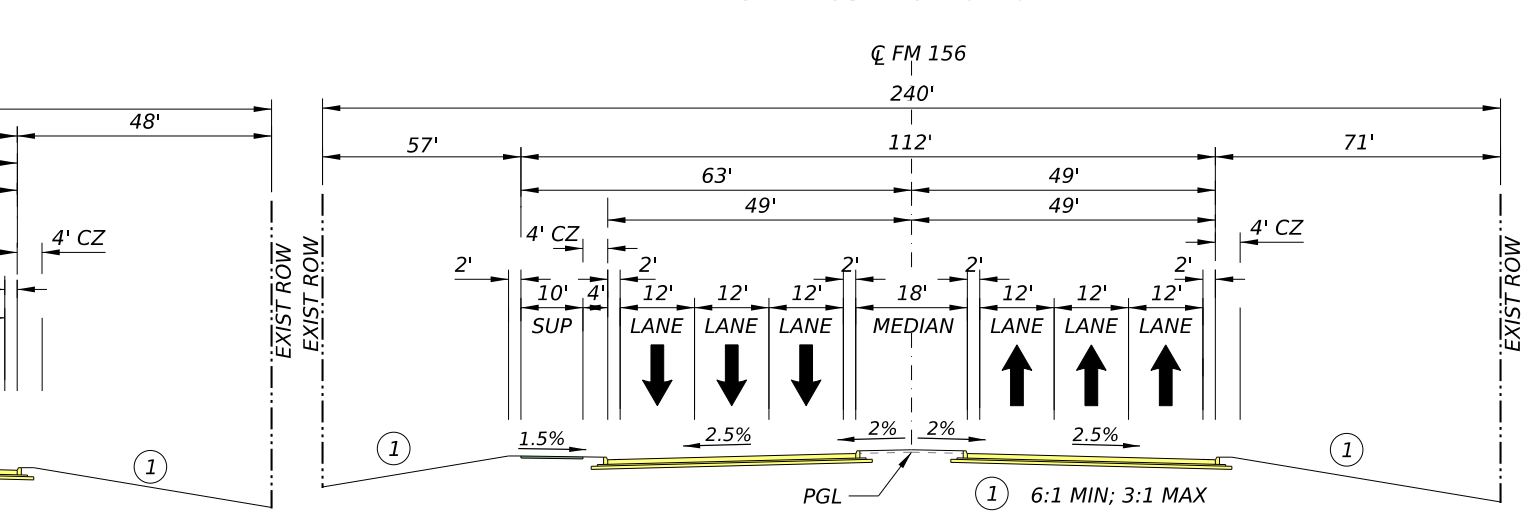
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
1 LTL ALONG NB (POSITIVE MEDIAN OFFSET)
STA 172+60 TO 177+87


℄ FM 156
200'
22'
130'
48'
78'
64'
52'
4' CZ
10' 4' 12' 12' 12' 12' 8' 12' 6' 12' 12' 12'
SUP TURN LANE LANE LANE FLUSH MEDIAN TURN MEDIAN LANE LANE LANE
1.5%
2.5%
10%
PGL
4:1

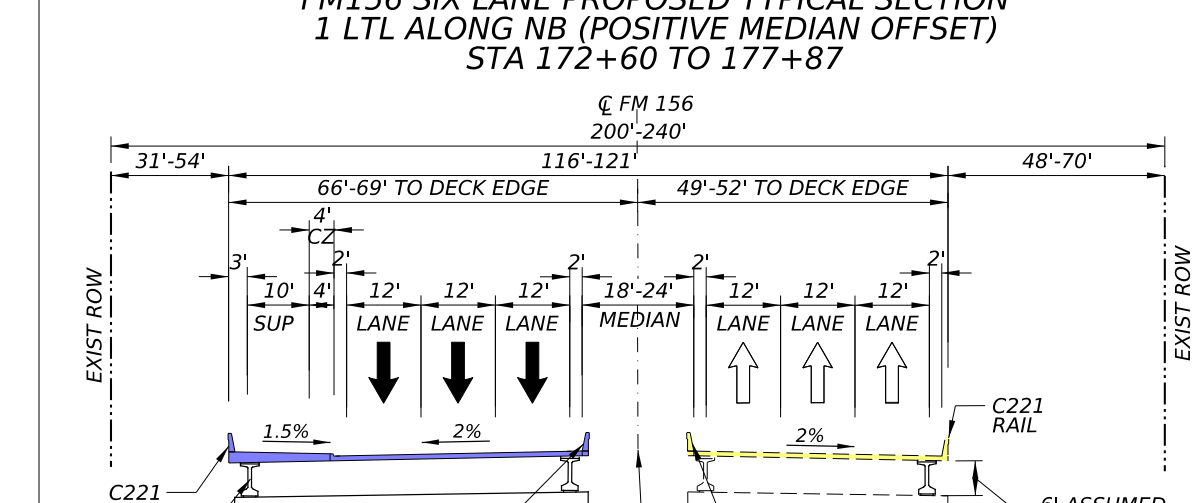
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
1 LTL ALONG SB (POSITIVE MEDIAN OFFSET), RTL ALONG SB
STA 177+87 TO 183+15

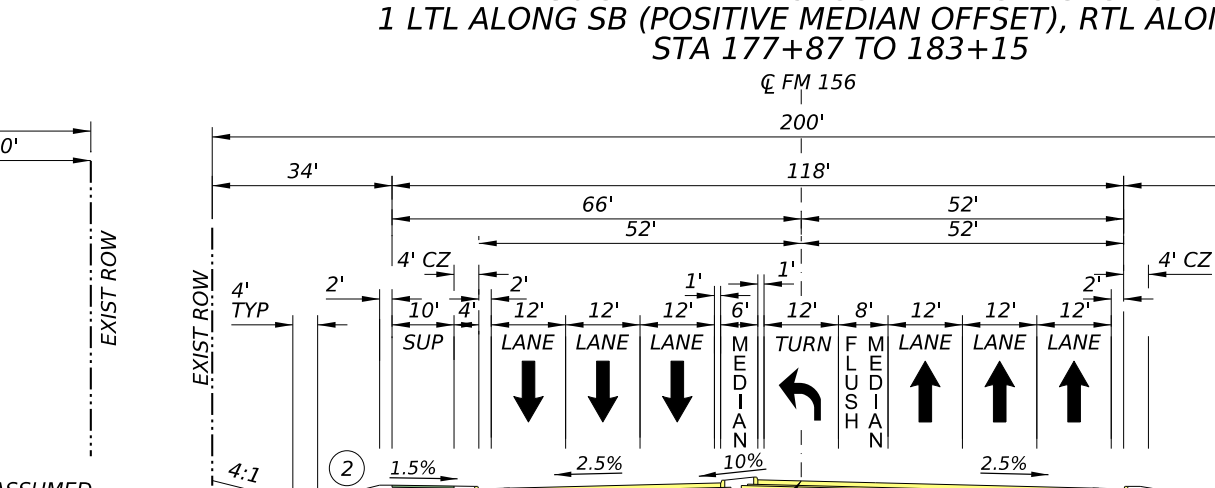

℄ FM 156
240'
57'
112'
71'
63'
49'
4' CZ
10' 4' 12' 12' 12' 18' 12' 12' 12'
SUP LANE LANE LANE MEDIAN LANE LANE LANE
1.5%
2.5%
2%
PGL

① 6:1 MIN; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 204+77 TO 213+92.40

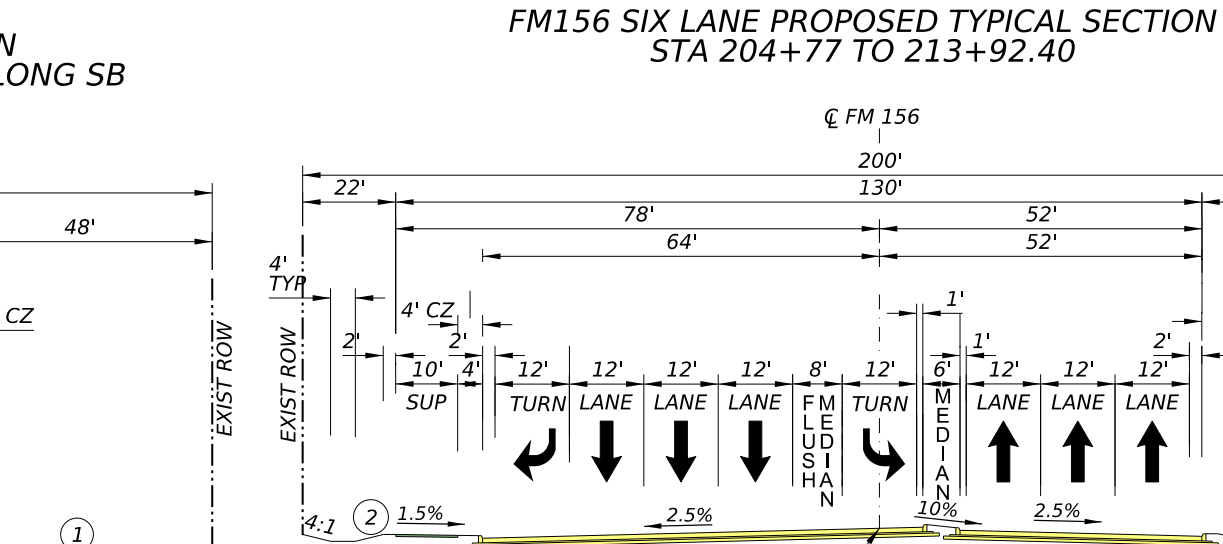

℄ FM 156
200'-240'
31'-54'
116'-121'
48'-70'
66'-69' TO DECK EDGE
49'-52' TO DECK EDGE
4' CZ
3' 10' 4' 12' 12' 12' 18'-24' 12' 12' 12'
SUP LANE LANE LANE MEDIAN LANE LANE LANE
1.5%
2%
C221 RAIL
C221 RAIL TX-54
PROPOSED BARRIER
PGL
EXISTING BARRIER
6' ASSUMED STRUCTURE DEPTH

FM156 PROPOSED BRIDGE TYPICAL SECTION
STA 213+92.40 TO 220+99.47


℄ FM 156
200'
34'
118'
48'
66'
52'
4' CZ
4' TYP
10' 4' 12' 12' 12' 6' 12' 8' 12' 12' 12'
SUP LANE LANE LANE MEDIAN TURN FLUSH MEDIAN LANE LANE LANE
1.5%
2.5%
10%
PGL
4:1

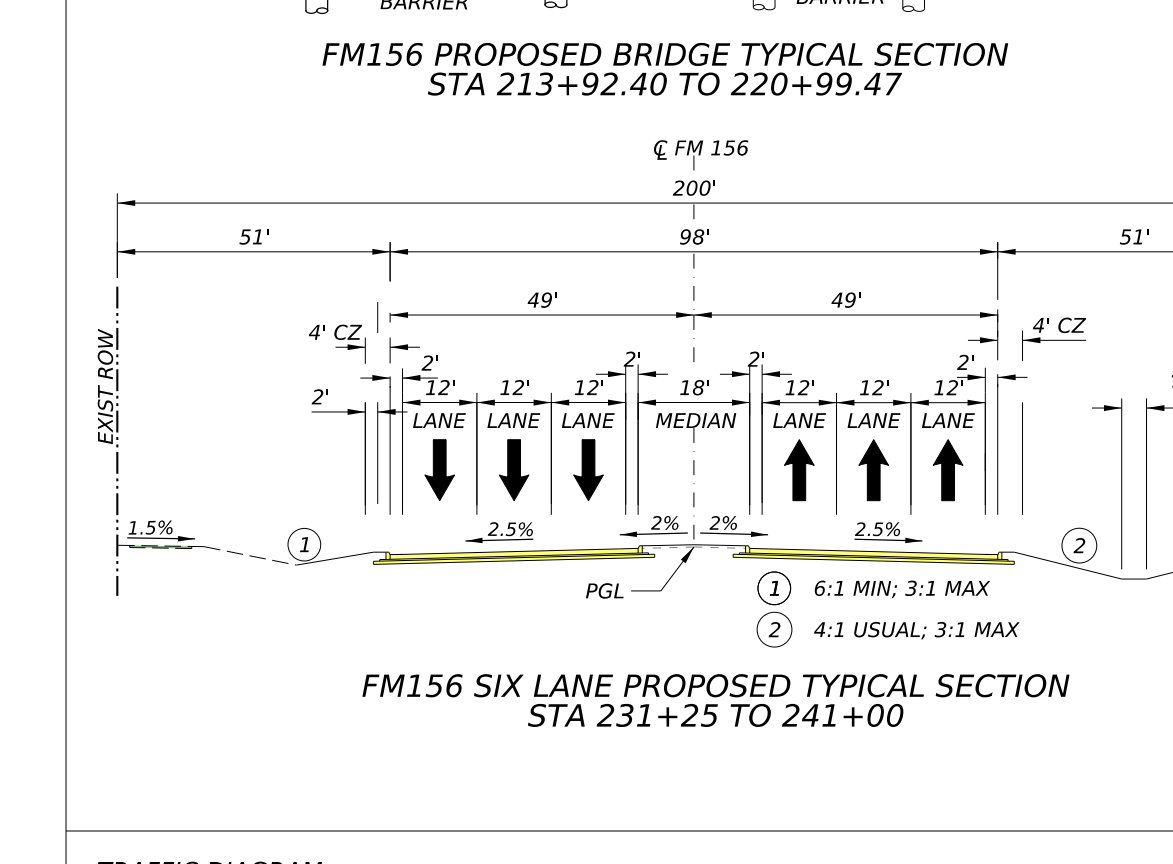
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
LTL ALONG NB
STA 220+99.47 TO 225+93


℄ FM 156
200'
22'
130'
48'
78'
64'
52'
4' CZ
4' TYP
10' 4' 12' 12' 12' 12' 8' 12' 6' 12' 12' 12'
SUP TURN LANE LANE LANE FLUSH MEDIAN TURN MEDIAN LANE LANE LANE
1.5%
2.5%
10%
PGL
4:1

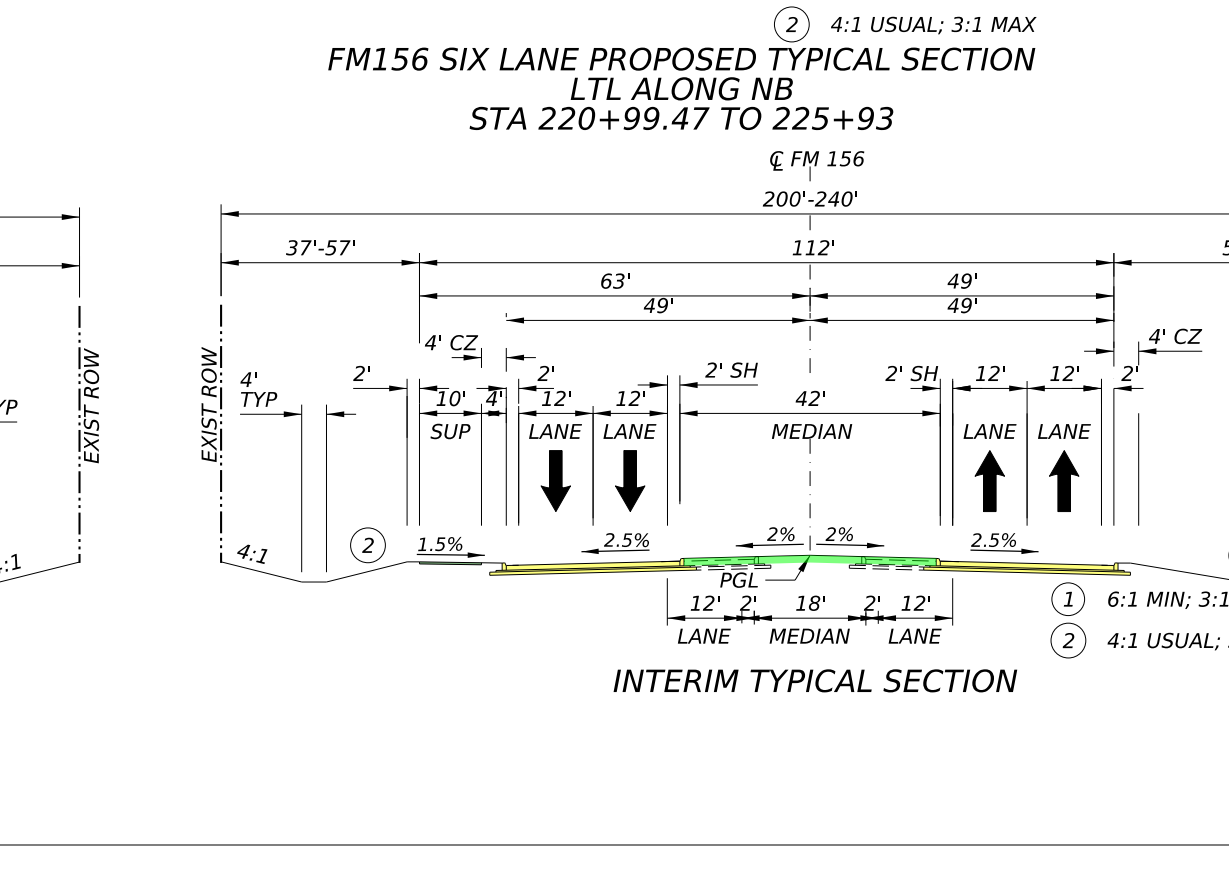
① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
1 LTL ALONG SB, RTL ALONG SB
STA 225+93 TO 231+25


℄ FM 156
200'
51'
98'
51'
49'
4' CZ
4' TYP
12' 12' 12' 18' 12' 12' 12'
LANE LANE LANE MEDIAN LANE LANE LANE
1.5%
2.5%
2%
PGL
4:1

① 6:1 MIN; 3:1 MAX
② 4:1 USUAL; 3:1 MAX

FM156 SIX LANE PROPOSED TYPICAL SECTION
STA 231+25 TO 241+00


℄ FM 156
200'-240'
37'-57'
112'
51'-71'
63'
49'
4' CZ
4' TYP
10' 4' 12' 12' 2' SH 42' 2' SH 12' 12'
SUP LANE LANE MEDIAN LANE LANE
12' 2' 18' 2' 12'
LANE MEDIAN LANE
PGL
1.5%
2.5%
2%
4:1

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
UBQUITY (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)

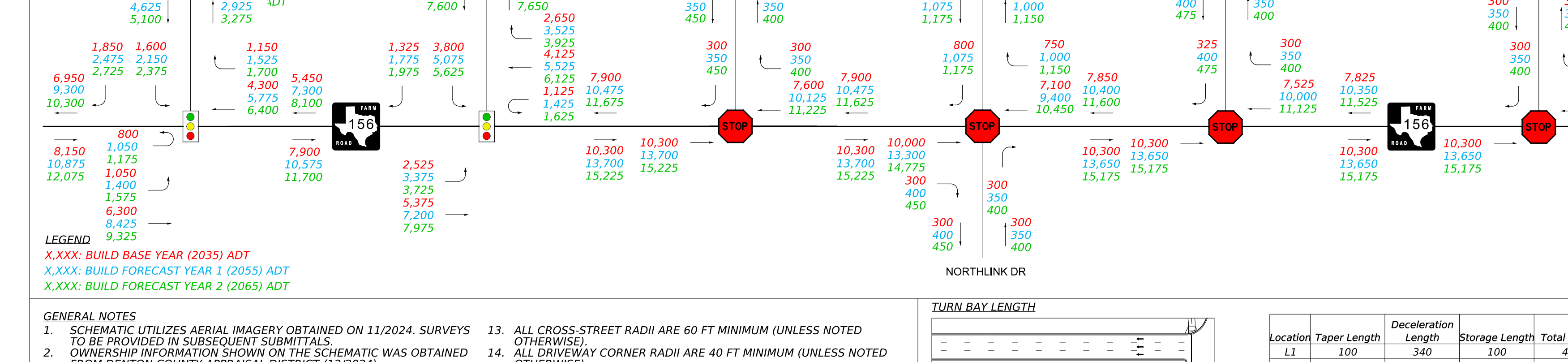
SUE SYMBOL LEGEND

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 2	
Parcel ID	Owner's name
E8	AIL INVESTMENT LP
E9	AIL INVESTMENT LP
E10	AIL INVESTMENT LP
E11	SHELTON, JEANNE
E12	VICTAULIC COMPANY
W5	NP-OV FORT WORTH PROJECT 1 LLC
W6	M T COLE FAMILY PARTNERSHIP #2
W7	NP-OV FORT WORTH PROJECT 1 LLC
W8	EXEL INC
W9	FW ALLIANCE I LLC
W10	HRUS ALLIANCE LLC
W11	HRUS ALLIANCE LLC

TRAFFIC DIAGRAM
APPROVED BY TTI 2/20/2025

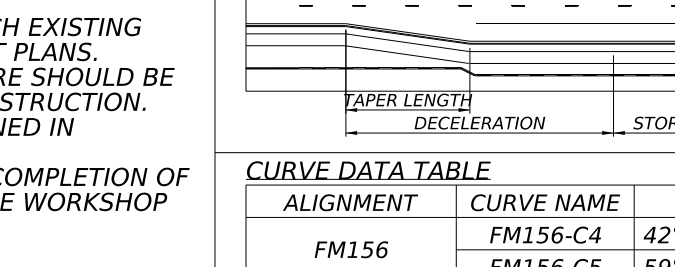

BOLD RULER DR
3,450 4,625 5,100
2,200 2,925 3,275
1,850 2,475 2,725
1,600 2,150 2,375
1,150 1,525 1,700
4,300 5,775 6,400
6,950 9,300 10,300
5,450 7,300 8,100
8,150 10,875 12,075
800 1,050 1,175
1,050 1,400 1,575
6,300 8,425 9,325
7,900 10,575 11,700
CHAPLIN DR
5,125 6,850 7,600
5,175 6,900 7,650
2,650 3,525 3,925
4,125 5,525 6,125
1,125 1,425 1,625
1,325 1,775 1,975
3,800 5,075 5,625
7,900 10,475 11,675
2,525 3,375 3,725
5,375 7,200 7,975
NORTHLINK LOGISTIC CENTER DRWY
300 350 450
300 350 400
300 350 450
300 350 400
10,300 13,700 15,225
7,600 10,125 11,225
7,900 10,475 11,625
NORTHLINK DR
800 1,075 1,175
750 1,000 1,150
800 1,075 1,175
750 1,000 1,150
7,100 9,400 10,450
7,850 10,400 11,600
10,000 13,300 14,775
300 400 450
300 350 400
LL FLOORING DRWY
325 400 475
300 350 400
325 400 475
7,525 10,000 11,125
10,300 13,650 15,175
OLD DOMINION FREIGHT LINE DRWY
300 350 400
300 375 425
7,825 10,350 11,525
7,525 10,000 11,125
7,825 10,375 11,550
10,300 13,650 15,175
STOP
156 FARM ROAD

LEGEND
X,XXX: BUILD BASE YEAR (2035) ADT
X,XXX: BUILD FORECAST YEAR 1 (2055) ADT
X,XXX: BUILD FORECAST YEAR 2 (2065) ADT

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

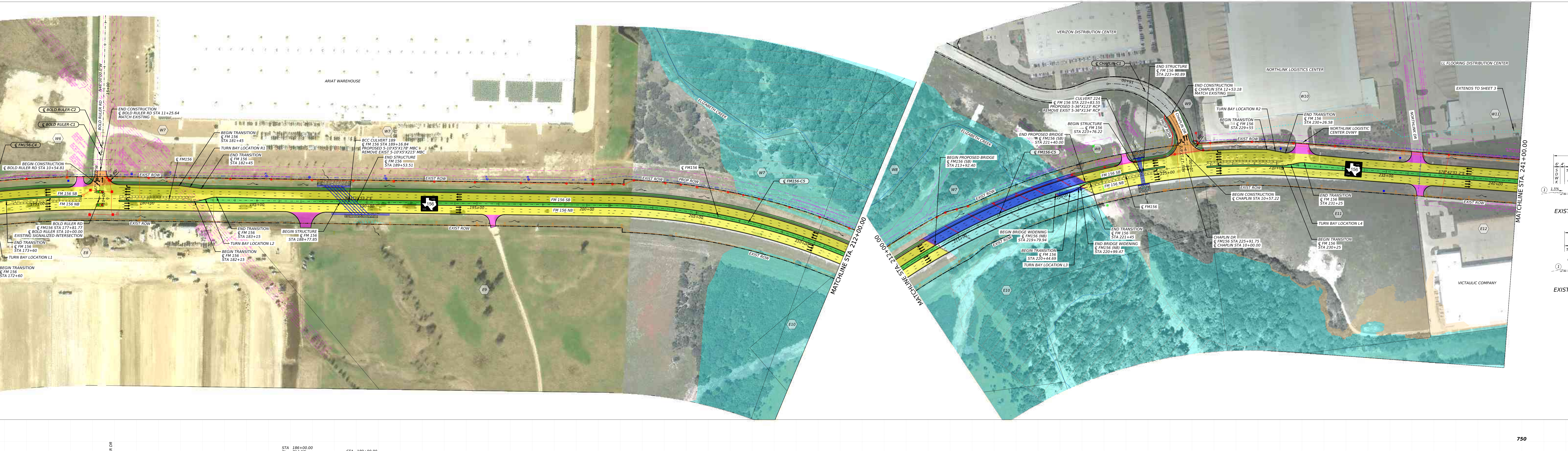

TAPER LENGTH
DECELERATION
STORAGE LENGTH

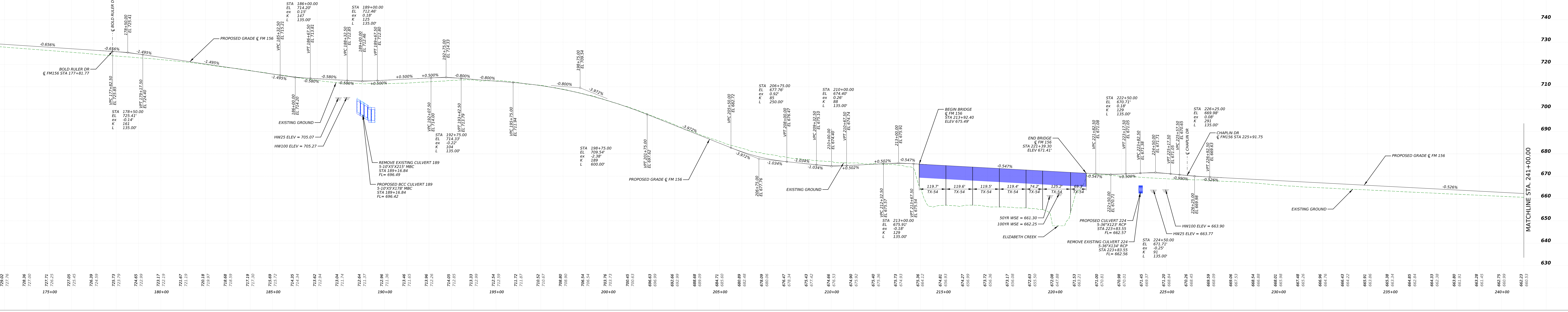
Location	Taper Length	Deceleration Length	Storage Length	Total Length
L1	100	340	100	440
R1	100	340	30	370
L2	100	340	100	440
L3	100	340	30	370
R2	100	340	30	370
L4	100	340	30	370

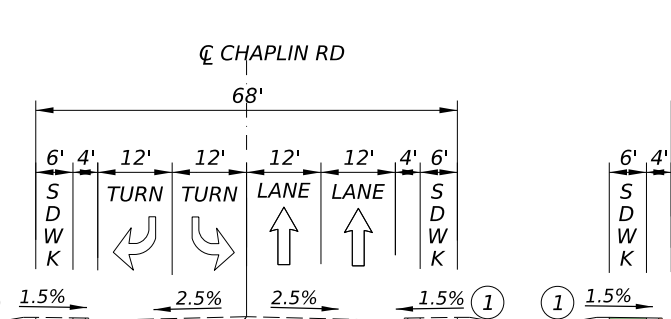
CURVE DATA TABLE

ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PI STATION	PT STATION	PI NORTHING	PI EASTING
FM156	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-C5	59°45'15.663" R	01°59'59.470"	1645.93	2987.938	2865	201+04.918	217+50.848	230+92.856	7056861.229	2327452.607

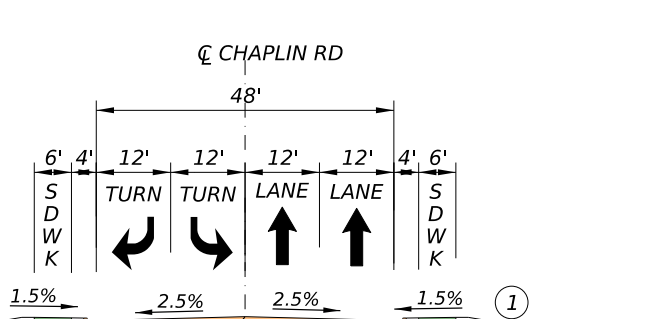
ALIGNMENT	CURVE NAME	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PC STATION	PI STATION	PT STATION	PI NORTHING	PI EASTING
BOLD RULER	BOLD_C1	10°49'40.86" R	28°38'52.40"	18.9549	37.7969	200	11+75.1438	11+94.0987	12+12.9407	7054022.24	2324679.04
	BOLD_C2	11°19'40.87" L	28°38'52.40"	19.8358	39.5422	200	12+12.9407	12+32.7764	12+52.4829	7054053.35	2324655.88
CHAPLIN	CHAPLIN_C1	87°58'17.916" L	17°06'11.584"	323.346	514.357	335	10+73.870	13+97.215	15+88.227	7056992.159	2328579.793


MATCHLINE STA. 172+00.00
ARIAT WAREHOUSE
℄ BOLD RULER-C2
℄ BOLD RULER-C1
BOLD RULER RD
END CONSTRUCTION ℄ BOLD RULER RD STA 11+25.64 MATCH EXISTING
℄ FM156-C4
BEGIN CONSTRUCTION ℄ BOLD RULER RD STA 10+54.81
BEGIN TRANSITION ℄ FM 156 STA 181+45
TURN BAY LOCATION R1
END TRANSITION ℄ FM 156 STA 182+45
BCC CULVERT 189 ℄ FM 156 STA 189+16.84 PROPOSED 5-10'X5'X178' MBC REMOVE EXIST 5-10'X5'X215' MBC
END STRUCTURE ℄ FM 156 STA 189+53.51
BOLD RULER RD ℄ FM156 STA 177+81.77 ℄ BOLD RULER STA 10+00.00 EXISTING SIGNALIZED INTERSECTION
END TRANSITION ℄ FM 156 STA 173+60
TURN BAY LOCATION L1
BEGIN TRANSITION ℄ FM 156 STA 172+60
END TRANSITION ℄ FM 156 STA 183+15
TURN BAY LOCATION L2
BEGIN TRANSITION ℄ FM 156 STA 182+15
BEGIN STRUCTURE ℄ FM 156 STA 188+77.85
EXIST ROW
PROP ROW
FM 156 SB
FM 156 NB
175+00 180+00 185+00 190+00 195+00 200+00 205+00 210+00
W5 W6 W7 W8 E8 E9 E10
ELIZABETH CREEK
℄ FM156-C5
MATCHLINE STA. 212+00.00
BEGIN PROPOSED BRIDGE ℄ FM156 (SB) STA 213+92.40
END PROPOSED BRIDGE ℄ FM156 (SB) STA 221+40.00
BEGIN BRIDGE WIDENING ℄ FM156 (NB) STA 219+79.94
BEGIN TRANSITION ℄ FM 156 STA 220+44.69
TURN BAY LOCATION L3
END TRANSITION ℄ FM 156 STA 221+45
END BRIDGE WIDENING ℄ FM156 (NB) STA 220+99.47
VERIZON DISTRIBUTION CENTER
℄ CHAPLIN-C1
END STRUCTURE ℄ FM 156 STA 223+90.89
END CONSTRUCTION ℄ CHAPLIN STA 12+53.18 MATCH EXISTING
CULVERT 224 ℄ FM 156 STA 223+83.55 PROPOSED 5-36"X123' RCP REMOVE EXIST 5-36"X134' RCP
BEGIN STRUCTURE ℄ FM 156 STA 223+76.22
CHAPLIN DR
PROP ROW
TURN BAY LOCATION R2
BEGIN TRANSITON ℄ FM 156 STA 229+55
END TRANSITION ℄ FM 156 STA 230+26.58
NORTHLINK LOGISTIC CENTER DVWY
NORTHLINK LOGISTICS CENTER
NORTHLINK DR
LL FLOORING DISTRIBUTION CENTER
EXTENDS TO SHEET 3
BEGIN CONSTRUCTION ℄ CHAPLIN STA 10+57.22
END TRANSITION ℄ FM 156 STA 231+25
TURN BAY LOCATION L4
CHAPLIN DR ℄ FM156 STA 225+91.75 ℄ CHAPLIN STA 10+00.00
BEGIN TRANSITON ℄ FM 156 STA 230+25
VICTAULIC COMPANY
W9 W10 W11 E11 E12
215+00 225+00 230+00 235+00 240+00
MATCHLINE STA. 241+00.00

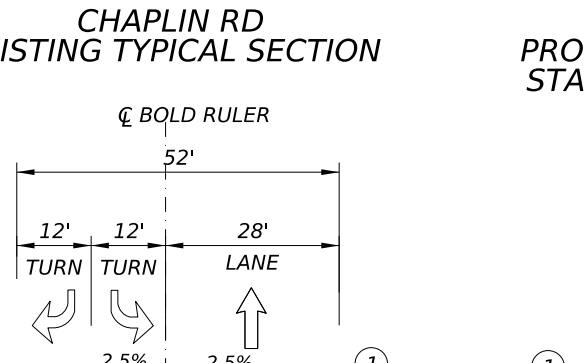



℄ CHAPLIN RD
68'
6' 4' 12' 12' 12' 12' 4' 6'
SDWK TURN TURN LANE LANE SDWK
1.5% 2.5% 2.5% 1.5%
PGL
① 6:1 MIN; 3:1 MAX

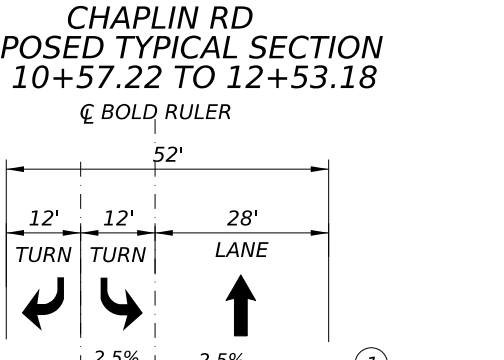
CHAPLIN RD
EXISTING TYPICAL SECTION


℄ CHAPLIN RD
48'
6' 4' 12' 12' 12' 12' 4' 6'
SDWK TURN TURN LANE LANE SDWK
1.5% 2.5% 2.5% 1.5%
PGL
① 6:1 MIN; 3:1 MAX

CHAPLIN RD
PROPOSED TYPICAL SECTION
STA 10+57.22 TO 12+53.18

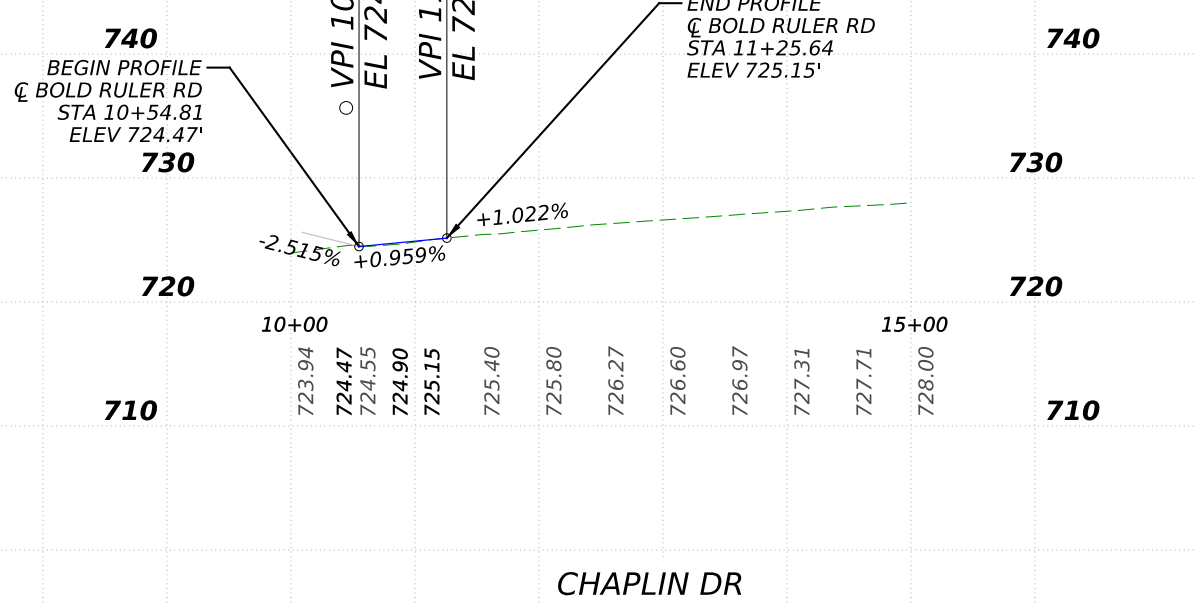

℄ BOLD RULER
52'
12' 12' 28'
TURN TURN LANE
2.5% 2.5%
PGL
① 6:1 MIN; 3:1 MAX

BOLD RULER RD
EXISTING TYPICAL SECTION

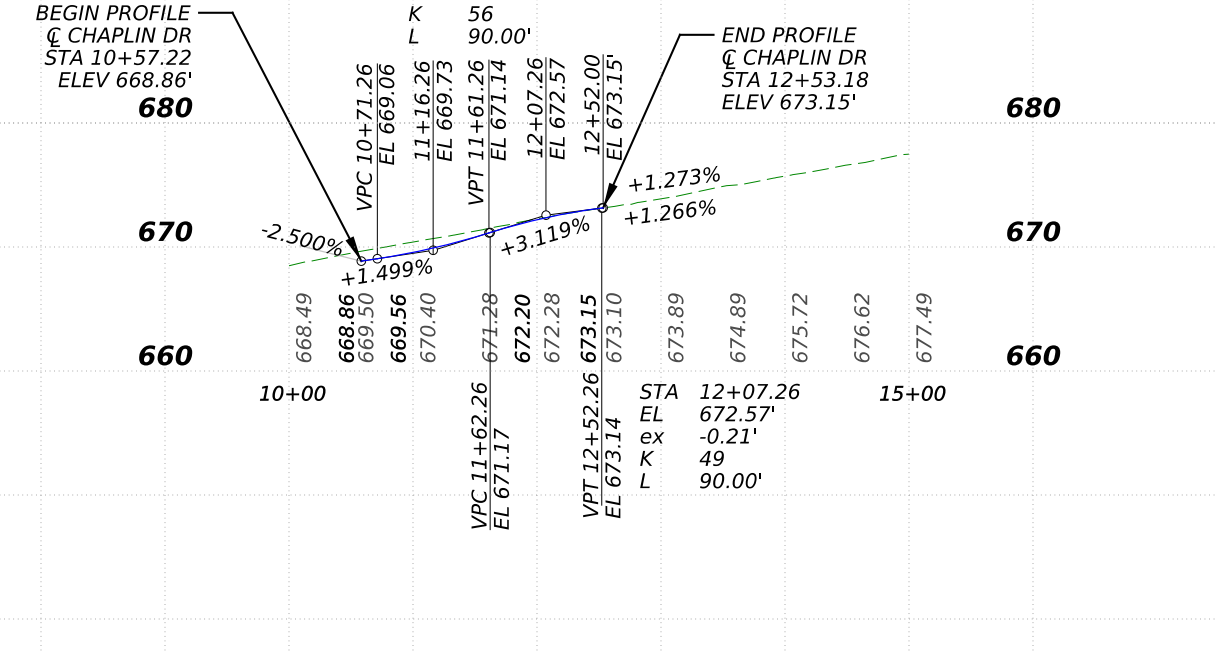

℄ BOLD RULER
52'
12' 12' 28'
TURN TURN LANE
2.5% 2.5%
PGL
① 6:1 MIN; 3:1 MAX

BOLD RULER RD
PROPOSED TYPICAL SECTION
STA 10+54.81 TO 11+25.64

BOLD RULER RD



CHAPLIN DR



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

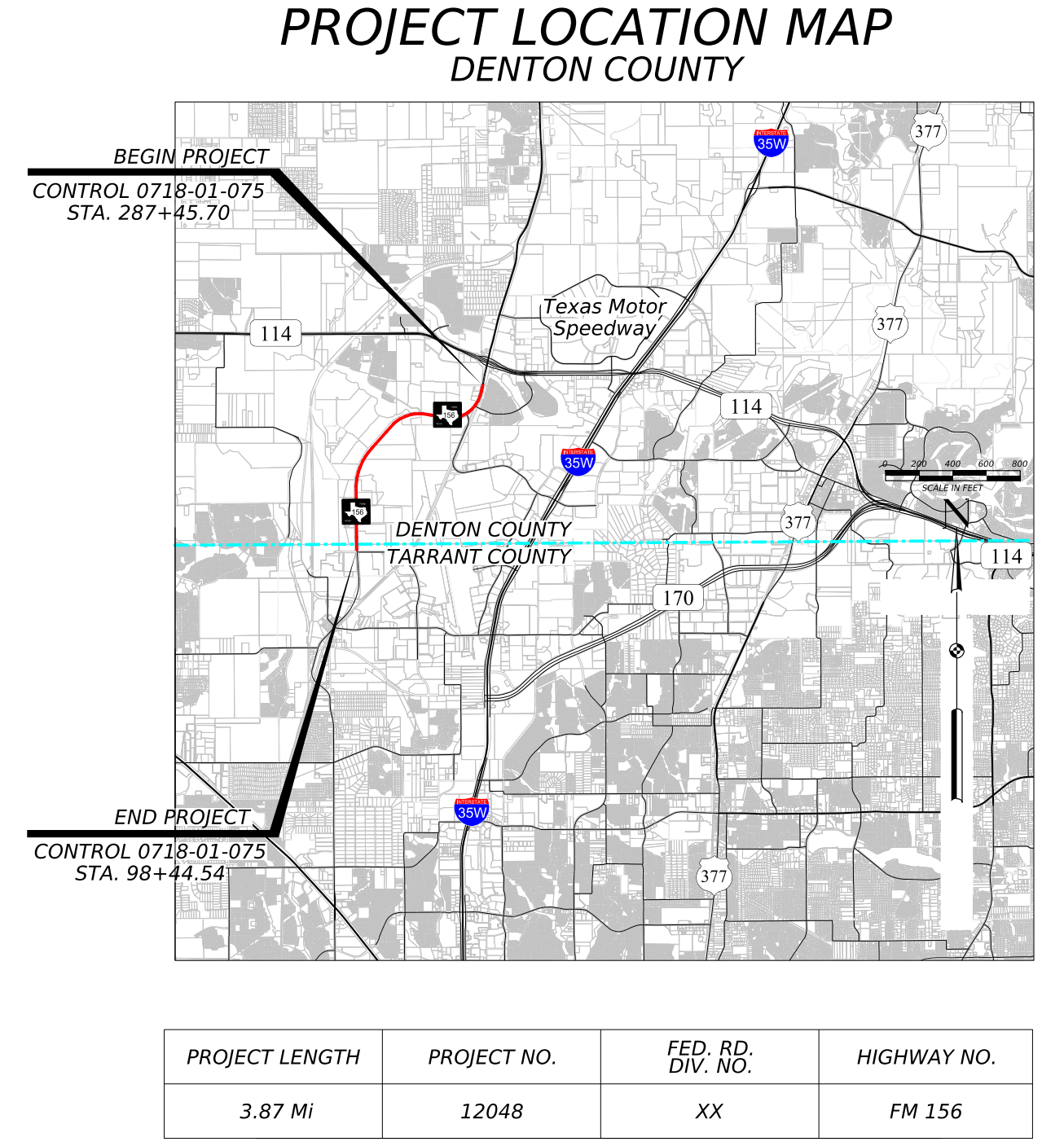
ROADWAY	FUNCTIONAL CLASS	DESIGN SPEED	eMAX
FM 156	URBAN MINOR ARTERIAL	45 MPH	4%
BOLD RULER DR	LOCAL STREET	30 MPH	4%
CHAPLIN DR	LOCAL STREET	30 MPH	4%
OLD BLUE MOUND RD	LOCAL STREET	30 MPH	4%
DOUBLE EAGLE BLVD	LOCAL STREET	30 MPH	4%

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 2 OF 3

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