Texas Department of Transportation

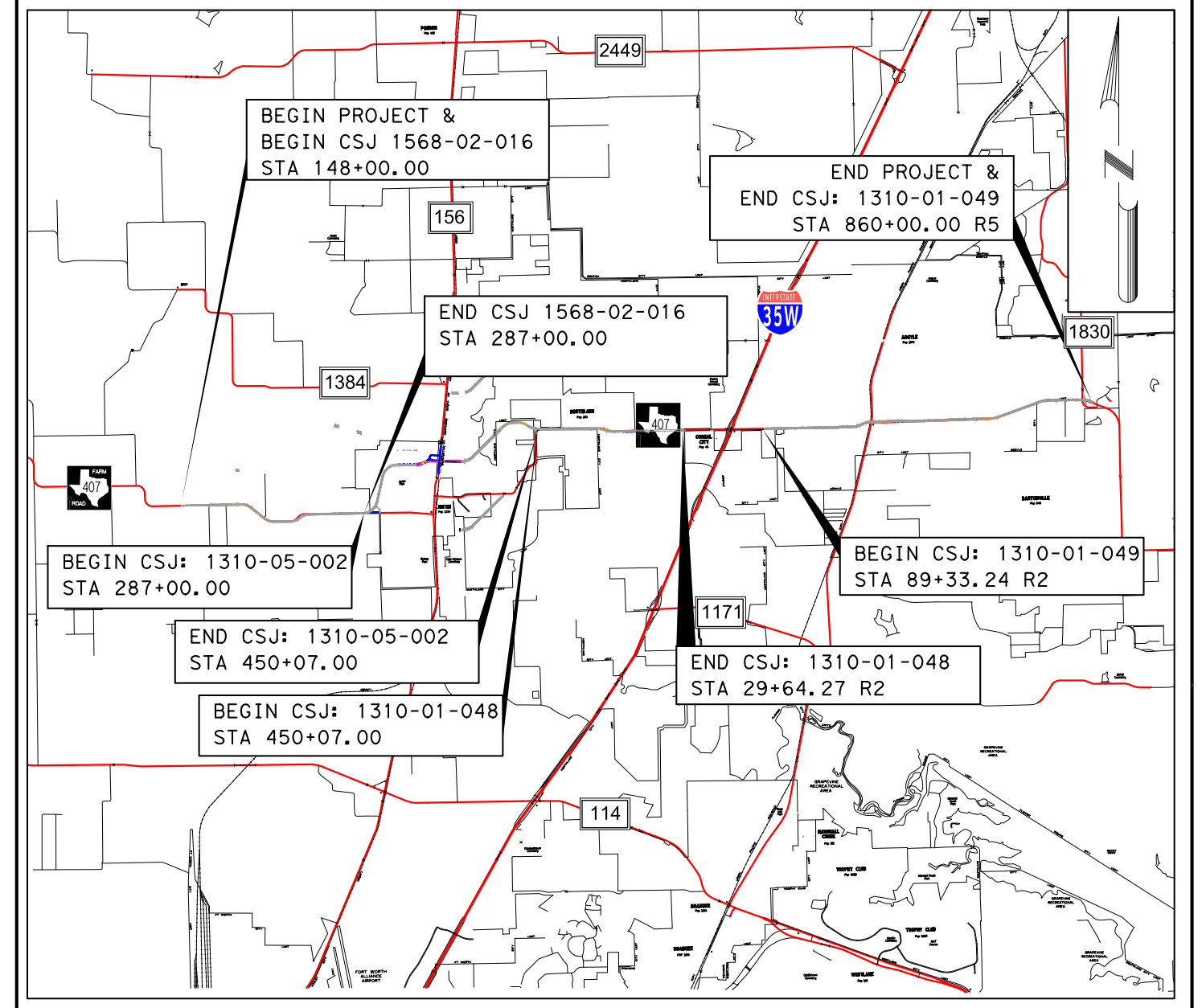
DALLAS DISTRICT
DESIGN SCHEMATIC
CEASON CLEMENS, P.E.
DISTRICT ENGINEER

FROM: BILL COOK RD
TO: FM 1830
CSJs: 1568-02-016, 1310-05-002, 1310-01-048, 1310-01-049
PROJECT LENGTH: 11.5 MILES

ROADWAY TYPE	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
FM 407 MAINLANE (EAST OF FM 156)	URBAN MINOR ARTERIAL	45 MPH
FM 407 MAINLANE (WEST OF FM 156)	URBAN MAJOR ARTERIAL	45 MPH
BILL COOK RD	LOCAL	35 MPH
7TH STREET	LOCAL	30 MPH
12TH STREET	LOCAL	30 MPH
FM 156	URBAN MINOR ARTERIAL	45 MPH
US 377	URBAN PRINCIPAL ARTERIAL	45 MPH
FM 1830	URBAN MINOR ARTERIAL	55 MPH
FM 407 / FM 156 ACCESS RAMPS	URBAN MINOR ARTERIAL	25 MPH
BOSS RANGE RD	URBAN MINOR ARTERIAL	25 MPH
OLD FM 407	URBAN MINOR ARTERIAL	25 MPH

SURVEY SCALE FACTOR: 1:1.000150630

100% COMPLETION SUBMITTAL


BEGIN PROJECT &
BEGIN CSJ 1568-02-016
STA 148+00.00
END PROJECT &
END CSJ: 1310-01-049
STA 860+00.00 R5
END CSJ 1568-02-016
STA 287+00.00
BEGIN CSJ: 1310-05-002
STA 287+00.00
END CSJ: 1310-05-002
STA 450+07.00
BEGIN CSJ: 1310-01-048
STA 450+07.00
END CSJ: 1310-01-048
STA 29+64.27 R2
BEGIN CSJ: 1310-01-049
STA 89+33.24 R2
2449
156
35W
1830
1384
1171
114

DENTON COUNTY
PROJECT LOCATION MAP
NOT TO SCALE
DESIGN WAIVER/DEVIATION: NO

ROLL 10 OF 12

INDEX OF SHEETS:
- ROLL 1: BEGIN PROJECT - STA 191+00
- ROLL 2: STA 191+00 - STA 253+00
- ROLL 3: STA 253+00 - STA 290+00
- ROLL 4: STA 290+00 - STA 334+00
- ROLL 5: STA 334+00 - STA 380+00
- ROLL 6: STA 380+00 - STA 435+00
- ROLL 7: STA 435+00 - STA 510+00
- ROLL 8: STA 510+00 - STA 59+00 R2
- ROLL 9: STA 59+00 R2 - STA 661+00 R3
- ROLL 10: STA 661+00 R3 - STA 735+00 R5
- ROLL 11: STA 735+00 R5 - STA 810+00 R5
- ROLL 12: STA 810+00 R5 - END PROJECT

STATION EQUATIONS:

FM 407_LT:
555+80.06 R1 = 29+64.27 R2
105+07.15 R2 = 631+20.95 R3
689+25.78 R3 = 6+66.54 R4
22+09.14 R4 = 704+76.60 R5

FM407_CL:
555+79.63 R1 = 29+64.27 R2
105+07.94 R2 = 631+20.95 R3
689+44.93 R3 = 6+66.54 R4
21+90.16 R4 = 704+76.60 R5

FM407_RT:
555+79.20 R1 = 29+64.27 R2
105+07.68 R2 = 631+20.95 R3
689+64.09 R3 = 6+66.54 R4
21+70.94 R4 = 704+76.60 R5

MAY 2025

HORIZ SCALE: 1"=100'
0 50 100 200
VERTICAL SCALE: 1"=10'
0 5 10 20

TIMOTHY M. NESBITT, P.E.
(TX PE NO. 66648)

DATE SUBMITTED
5/22/2025
DATE APPROVED
DATE REVISED

PRELIMINARY
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, OR CONSTRUCTION.
Prepared by or under the Direct Supervision of
TIMOTHY M. NESBITT, P.E. 66648
5/22/2025

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

Bartlett&West
9330 LBJ FREEWAY, STE 1150 - DALLAS, TX 75243
PHONE 888-200-6464
TBPE FIRM REGISTRATION NO. 6499

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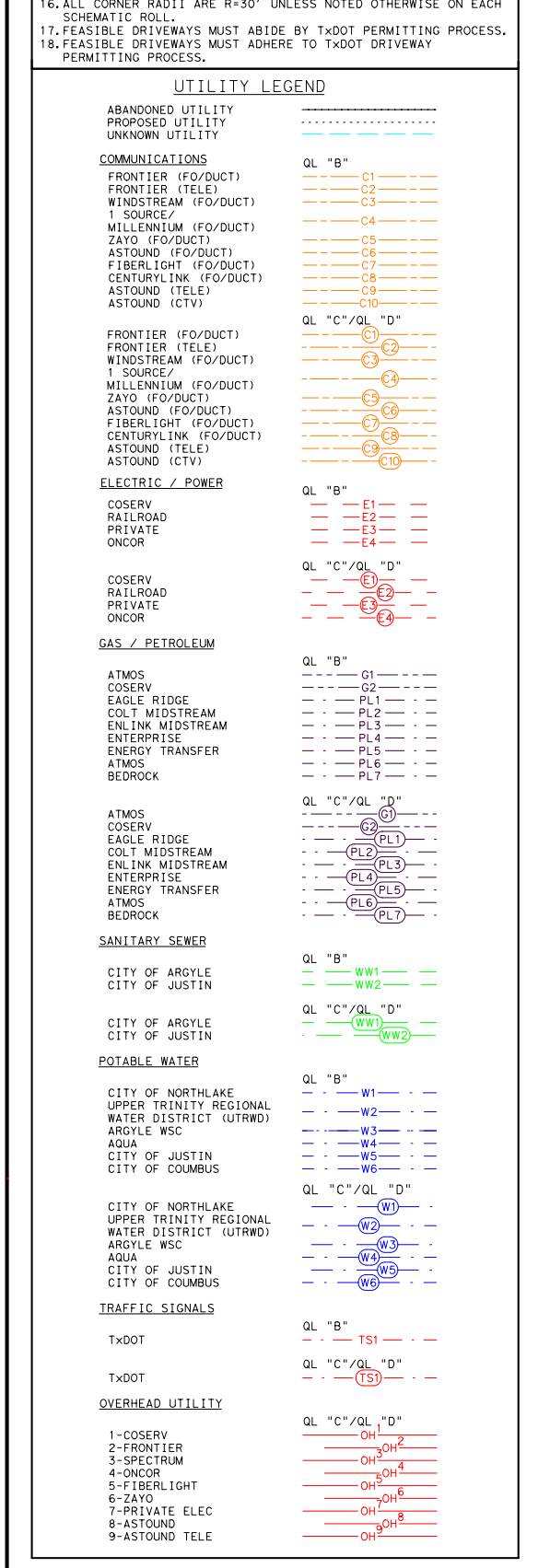
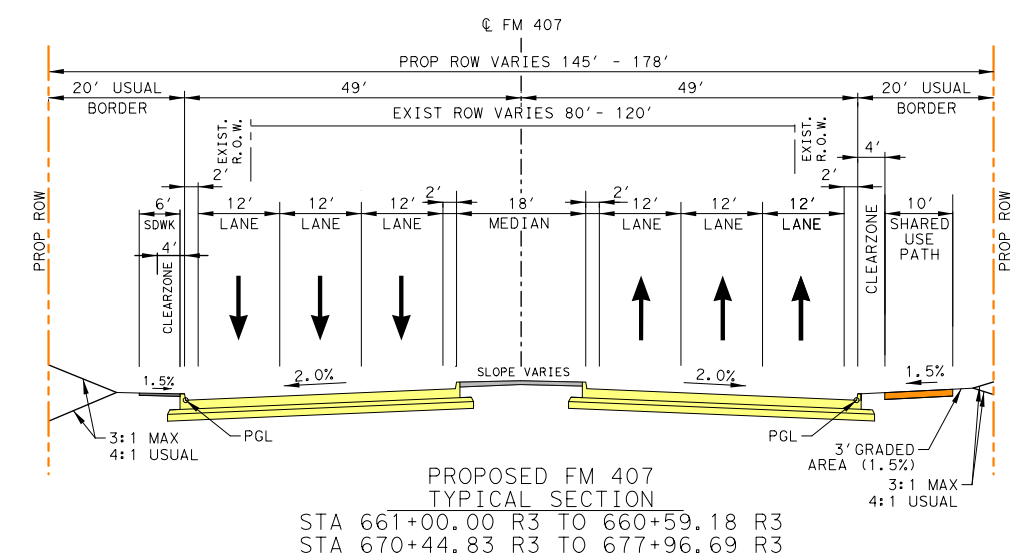
LEGEND:
- PROPOSED MAINLANES
- PROPOSED CROSS STREETS
- PROPOSED DRIVEWAYS
- FEASIBLE DRIVEWAY LOCATION
- PROPOSED SIDEWALKS
- PROPOSED BRIDGE STRUCTURES
- PROPOSED SHARED USE PATHS
- PROPOSED MEDIANS
- TEMPORARY PAVEMENT (ASPHALT TRANSITION)
- PAVEMENT REMOVAL
- PROPOSED RETAINING WALL/NOISE WALL
- DISPLACEMENTS
- PROPOSED C223 RAIL
- METAL BEAM GUARD FENCE
- APPARENT EXISTING RIGHT OF WAY (ROW)
- PROPOSED ROW
- PROPOSED CENTERLINE/BASELINE
- EXISTING EASEMENT
- 100 YR FLOODPLAIN LIMITS
- FLOODWAY LIMITS
- RIPRAP
- FUTURE PROJECT (BY OTHERS)
- STREAM FLOW
- DITCH FLOW
- TRAVEL LANE
- EXISTING SIGNAL
- EXISTING CULVERT
- EXISTING APPROXIMATE PROPERTY LINE
- PROPOSED CULVERT
- XXX-X CURVE NUMBER
- XX PROPERTY OWNERSHIP LABELS

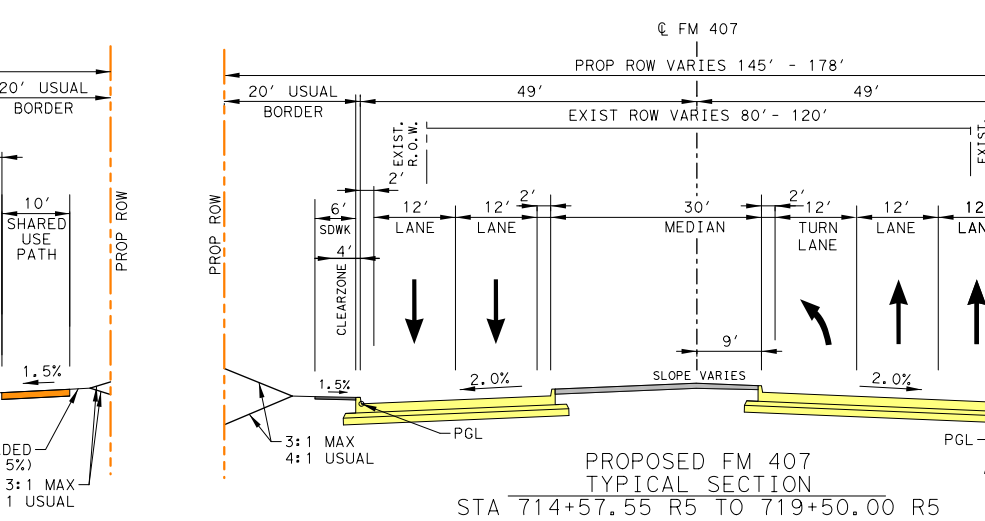
NOTES:
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON EXISTING PLANS AND AERIAL SURVEYS DATED APRIL 2020 AND RECORD PLANS.
2. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
3. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
4. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB UNLESS NOTED OTHERWISE.
5. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM FIELD SURVEY FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. ALL CURBS ARE TYPE II (8") (UNLESS NOTED OTHERWISE).
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
10. WB-62 DESIGN VEHICLE WAS USED IN EVALUATION OF TURNING MOVEMENTS.
11. TRAFFIC VOLUMES BASED ON DATA PROVIDED BY TP&P (JANUARY 2022 AND MARCH 2022).
12. AS PER MUTCD REQUIREMENTS, A TRAFFIC SIGNAL WARRANT ANALYSIS WILL BE REQUIRED BEFORE INTERSECTIONS ARE CONSTRUCTED TO JUSTIFY THE INSTALLATION OF TRAFFIC SIGNALS.
13. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT (AUGUST 2022).
14. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING FINAL DESIGN PHASE (PS&E).
15. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
16. ALL CORNER RADII ARE R=30' UNLESS NOTED OTHERWISE ON EACH SCHEMATIC ROLL.
17. FEASIBLE DRIVEWAYS MUST ABIDE BY TxDOT PERMITTING PROCESS.
18. FEASIBLE DRIVEWAYS MUST ADHERE TO TxDOT DRIVEWAY PERMITTING PROCESS.

UTILITY LEGEND

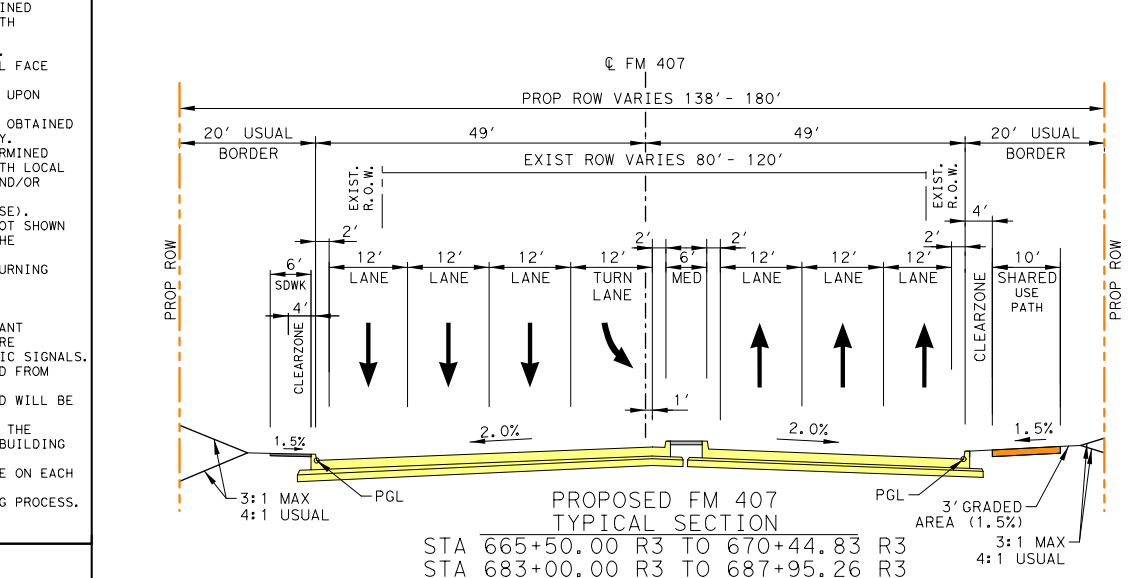

ABANDONED UTILITY
PROPOSED UTILITY
UNKNOWN UTILITY
COMMUNICATIONS
QL "B"
QL "C"/QL "D"
FRONTIER (FO/DUCT)
FRONTIER (TELE)
WINDSTREAM (FO/DUCT)
1 SOURCE/ MILLENNIUM (FO/DUCT)
ZAYO (FO/DUCT)
ASTOUND (FO/DUCT)
FIBERLIGHT (FO/DUCT)
CENTURYLINK (FO/DUCT)
ASTOUND (TELE)
ASTOUND (CTV)
ELECTRIC / POWER
COSERV
RAILROAD
PRIVATE
ONCOR
GAS / PETROLEUM
ATMOS
COSERV
EAGLE RIDGE
COLT MIDSTREAM
ENLINK MIDSTREAM
ENTERPRISE
ENERGY TRANSFER
BEDROCK
SANITARY SEWER
CITY OF ARGYLE
CITY OF JUSTIN
POTABLE WATER
CITY OF NORTHLAKE
UPPER TRINITY REGIONAL WATER DISTRICT (UTRWD)
ARGYLE WSC
AQUA
CITY OF JUSTIN
CITY OF COLUMBUS
TRAFFIC SIGNALS
TxDOT
OVERHEAD UTILITY
1-COSERV
2-FRONTIER
3-SPECTRUM
4-ONCOR
5-FIBERLIGHT
6-ZAYO
7-PRIVATE ELEC
8-ASTOUND
9-ASTOUND TELE


℄ FM 407
PROP ROW VARIES 145' - 178'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
6' SDWK
12' LANE
18' MEDIAN
10' SHARED USE PATH
CLEARZONE
PROP ROW
SLOPE VARIES
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

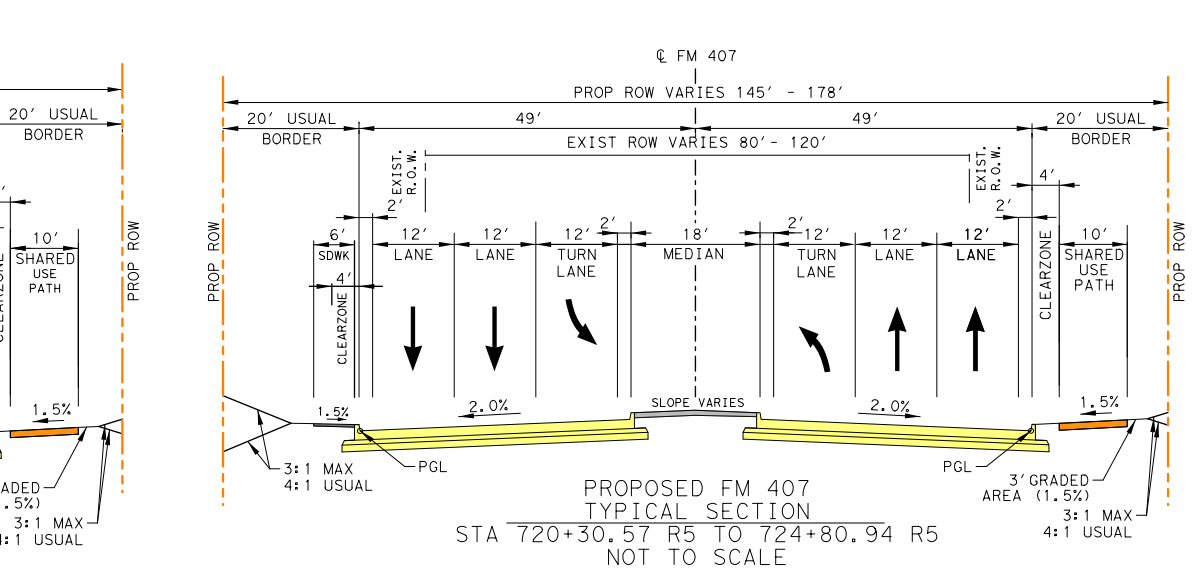
PROPOSED FM 407
TYPICAL SECTION
STA 661+00.00 R3 TO 660+59.18 R3
STA 670+44.83 R3 TO 677+96.69 R3
STA 687+95.26 R3 TO 689+10.00 R3
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 145' - 178'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
30' MEDIAN
9'
TURN LANE
12' LANE
10' SHARED USE PATH
SLOPE VARIES
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

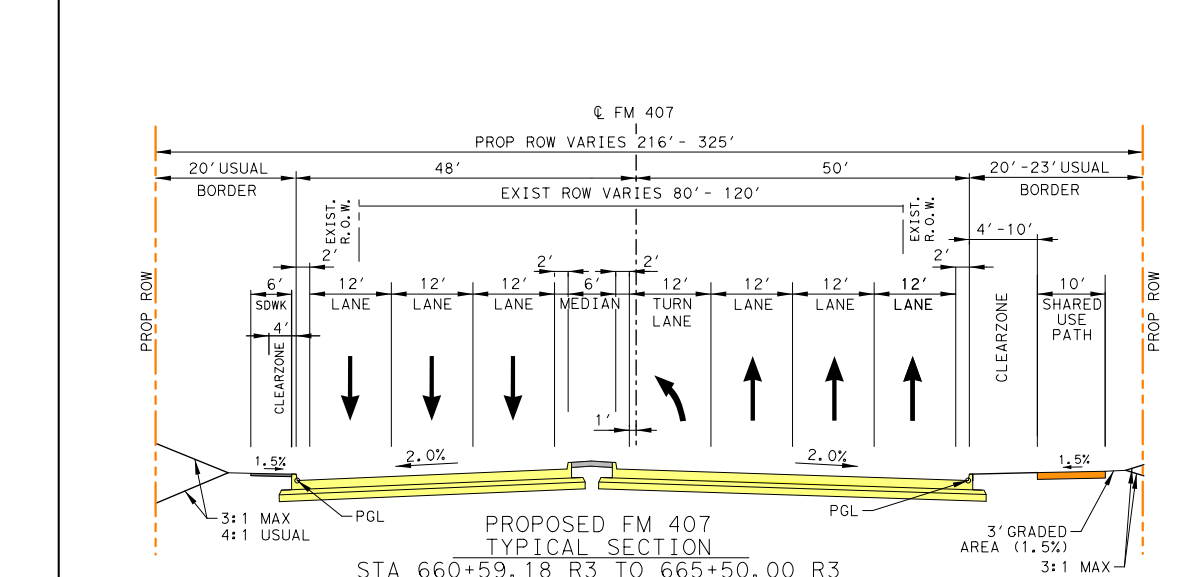
PROPOSED FM 407
TYPICAL SECTION
STA 714+57.55 R5 TO 719+50.00 R5
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 138' - 180'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
12' TURN LANE
2' MED
1'
10' SHARED USE PATH
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

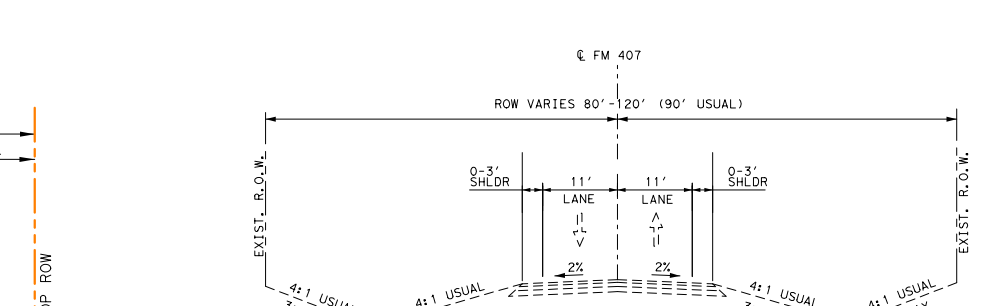
PROPOSED FM 407
TYPICAL SECTION
STA 665+50.00 R3 TO 670+44.83 R3
STA 683+00.00 R3 TO 687+95.26 R3
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 145' - 178'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
18' MEDIAN
TURN LANE
12' LANE
10' SHARED USE PATH
SLOPE VARIES
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

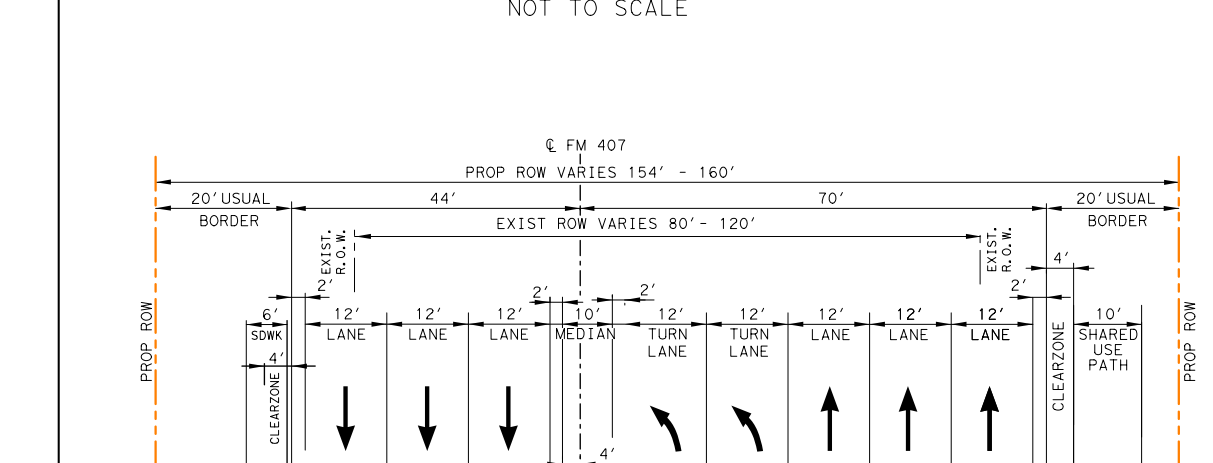
PROPOSED FM 407
TYPICAL SECTION
STA 720+30.57 R5 TO 724+80.94 R5
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 216' - 325'
20' USUAL BORDER
48'
50'
20'-23' USUAL BORDER
EXIST ROW VARIES 80' - 120'
4'-10'
2' MEDIAN
TURN LANE
12' LANE
10' SHARED USE PATH
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

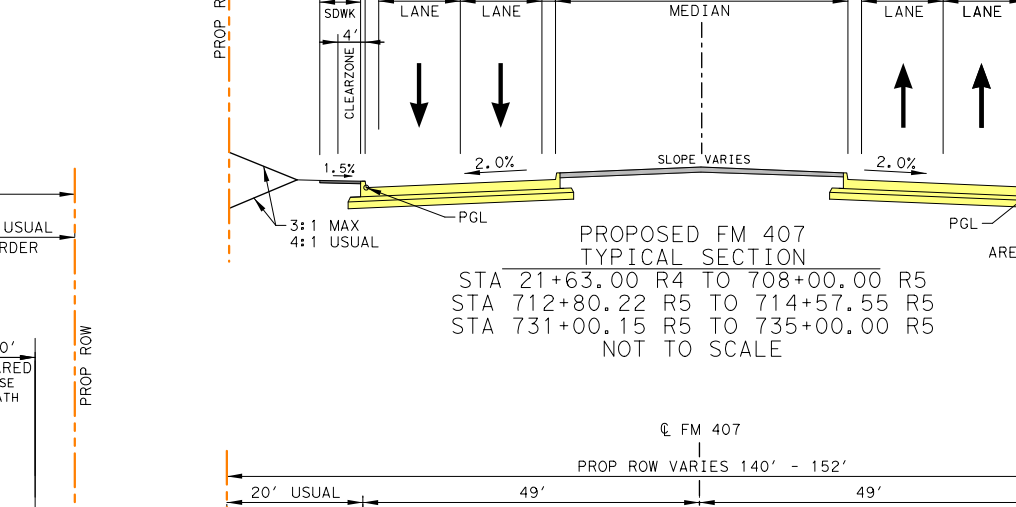
PROPOSED FM 407
TYPICAL SECTION
STA 660+59.18 R3 TO 665+50.00 R3
STA 677+96.69 R3 TO 683+00.00 R3
NOT TO SCALE


℄ FM 407
ROW VARIES 80'-120' (90' USUAL)
0-3' SHDR
11' LANE
2%
4:1 USUAL
3:1 MAX
0-6' DITCH

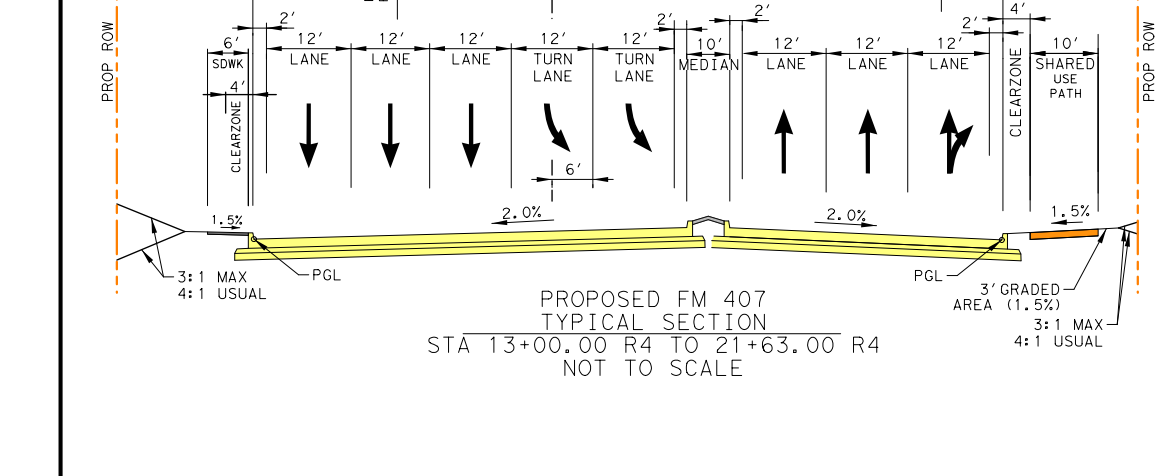
EXISTING FM 407 TYPICAL SECTION
STA 661+00 R3 TO STA 735+00 R5
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 154' - 160'
20' USUAL BORDER
44'
70'
EXIST ROW VARIES 80' - 120'
10' MEDIAN
TURN LANE
12' LANE
10' SHARED USE PATH
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

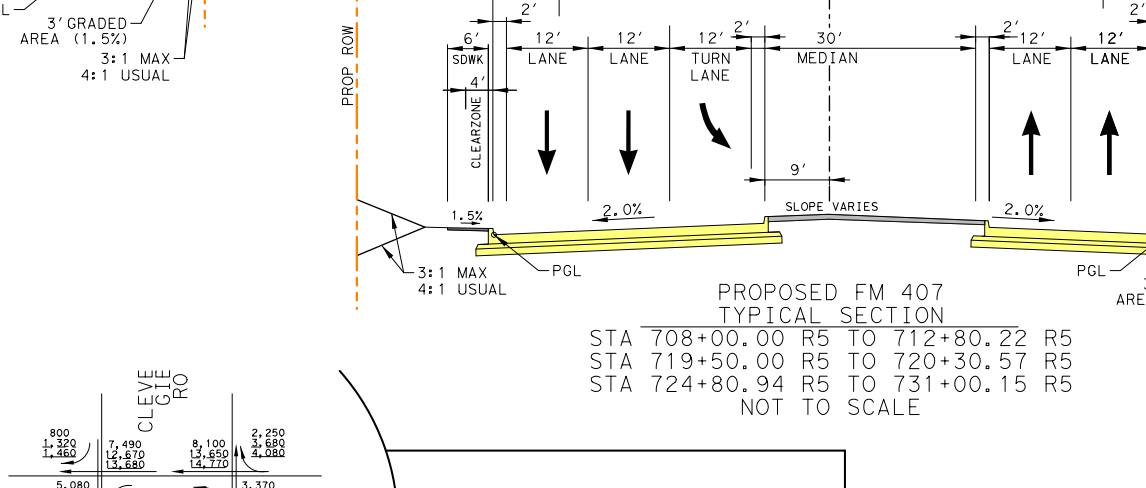
PROPOSED FM 407
TYPICAL SECTION
STA 689+10.00 R3 TO 13+00.00 R4
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 145' - 178'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
42' MEDIAN
12' LANE
10' SHARED USE PATH
SLOPE VARIES
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

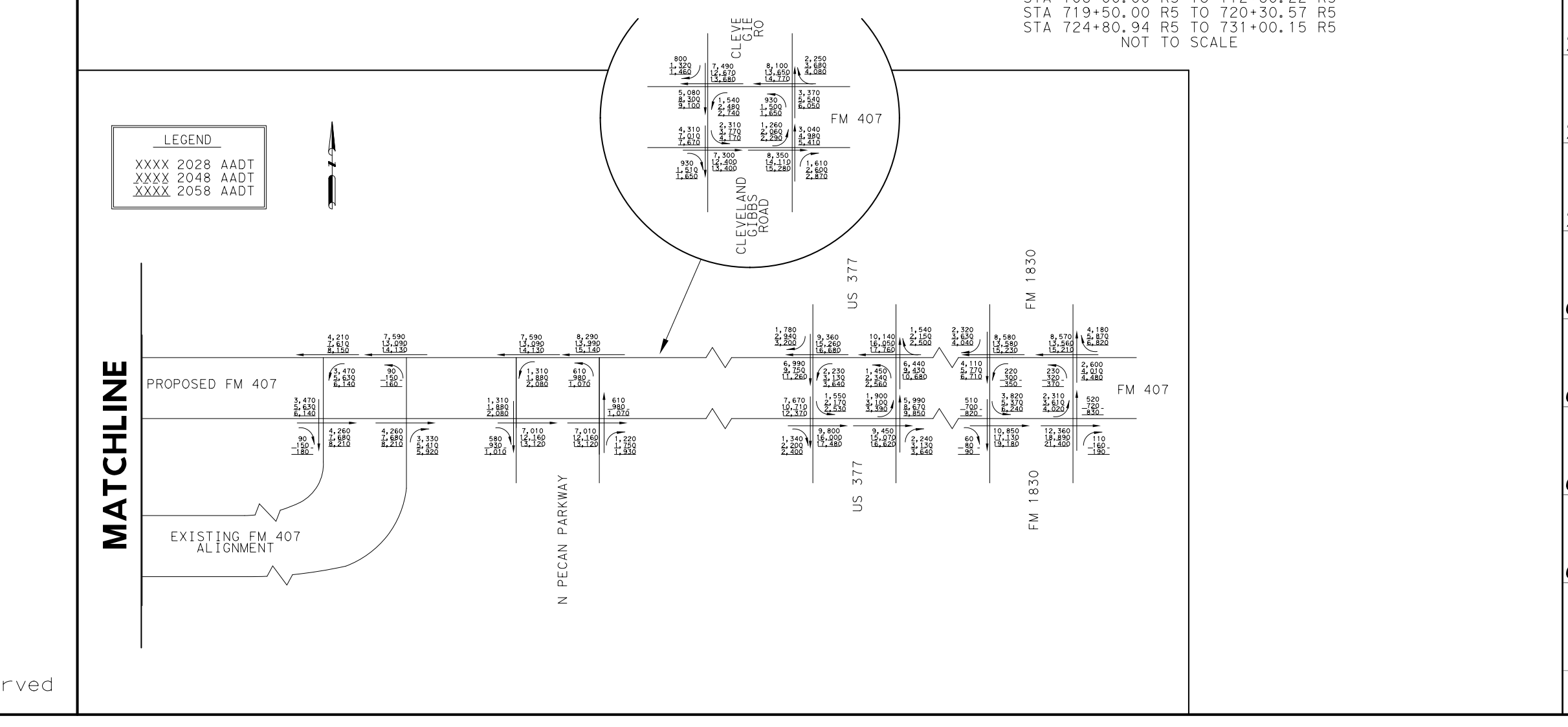
PROPOSED FM 407
TYPICAL SECTION
STA 21+63.00 R4 TO 708+00.00 R5
STA 712+80.22 R5 TO 714+57.55 R5
STA 731+00.15 R5 TO 735+00.00 R5
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 150' - 158'
20' USUAL BORDER
44'
70'
EXIST ROW VARIES 80' - 120'
TURN LANE
10' MEDIAN
12' LANE
10' SHARED USE PATH
6'
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

PROPOSED FM 407
TYPICAL SECTION
STA 13+00.00 R4 TO 21+63.00 R4
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 140' - 152'
20' USUAL BORDER
49'
EXIST ROW VARIES 80' - 120'
30' MEDIAN
TURN LANE
9'
12' LANE
10' SHARED USE PATH
SLOPE VARIES
2.0%
1.5%
3:1 MAX
4:1 USUAL
PGL
3' GRADED AREA (1.5%)

PROPOSED FM 407
TYPICAL SECTION
STA 708+00.00 R5 TO 712+80.22 R5
STA 719+50.00 R5 TO 720+30.57 R5
STA 724+80.94 R5 TO 731+00.15 R5
NOT TO SCALE


LEGEND
XXXX 2028 AADT
XXXX 2048 AADT
XXXX 2058 AADT
CLEVE RD
CLEVELAND GIBBS ROAD
FM 407
MATCHLINE
PROPOSED FM 407
EXISTING FM 407 ALIGNMENT
N PECAN PARKWAY
US 377
FM 1830

PROPERTY OWNERSHIP TABLE
Source: https://www.tad.org/data-download/
(Database last updated: July 16, 2021)
WEST BOUND FM 407

POL NO.	OWNER
101	SPRINGER, F MICHAEL & RAHALL, PEGGY JEAN
102	GOETZ, LEON B
103	COLE, CLINTON J & SHERRIEE
104	CROWN OF LIFE LUTHERAN CHURCH
105	WILLIAMSON, VIKILYNN
106	MOULTON, BRUCE K
107	STEWART, CASEY J & KRISTI K
108	SHIELDS FAMILY HOLDINGS - ARGYLE LLC
109	ARGYLE NEIGHBORHOOD SHOPS BY SLATE LLC ETAL
110	VANOVER, JANICE CAROLYN & VANOVER, CHARLES LEON
111	PECK RENTALS LTD
112	PECK RENTALS LTD
113	NIEDERER, SHERRILL
114	TETRA 6 LLC
115	TETRA 6 LLC
116	STABLE VETERINARY SUPPLY LLC
117	PERRY, DOYAL E & SUZANNE
118	OAKS OF ARGYLE HOA, THE
119	ARNESEN, TERESA
120	HERNANDEZ, SILVIA
121	BROOKS, PATRICK SVEN
122	ARMUTH, COLE D & AUDREY L
123	DHC FUTURES LLC
124	API-ARGYLE 407, L.P.
125	OH, YOONSUK

PROPERTY OWNERSHIP TABLE
Source: https://www.tad.org/data-download/
(Database last updated: July 16, 2021)
EAST BOUND FM 407

POL NO.	OWNER
275	TURPIN, CLIFF W & JO A
276	WELLS, CASEY & ILIANA
277	DUBBERLEY, DARREN BRUCE & LISA DIANE TRS DUBBERLEY REVOCABLE TRUST
278	PAGEL, CINDY D
279	NGUYEN, XUAN-VINH & ASHLEY
280	MCPHERSON, REBECCA
281	PILAWSKI, SCOTT D & SUZANNE
282	BOSSOW, RODNEY CHADD
283	PATTERSON, CHARLES W & PATRICIA M
284	MILLS, JUSTIN & GREEN, MELISSA
285	HIGHTSHOE, LINDA L
286	REEVES, EDWARD & ERIKA
287	WASHBURN, DANIEL W & MELISSA J
288	TEXAS DEPARTMENT OF TRANSPORTATION
289	TEXAS DEPARTMENT OF TRANSPORTATION
290	TEXAS DEPARTMENT OF TRANSPORTATION
291	TEXAS DEPARTMENT OF TRANSPORTATION
292	TEXAS DEPARTMENT OF TRANSPORTATION
293	TEXAS DEPARTMENT OF TRANSPORTATION
294	WATERBROOK ARGYLE LLC
295	WATERBROOK ARGYLE LLC
296	WATERBROOK ARGYLE LLC
297	WATERBROOK ARGYLE LLC
298	WATERBROOK HOMEOWNERS ASSOCIATION INC
299	ARGYLE 407 PARTNERS LLC
300	WISTEX66 LLC
301	ARGYLE 407 PARTNERS LLC
302	ARGYLE 407 PARTNERS LLC
303	ARGYLE DVM PROPERTY LLC
304	ARGYLE DVM PROPERTY LLC
305	STABLE VETERINARY SUPPLY LLC
306	TACKL ASSOCIATES INC
307	JUERGENS, JAMES P & SUSANNE M
308	COOK, CHARLES JR & HEATHER
309	LARRY CAUSEY INC
310	LARRY CAUSEY INC

340'
DECELERATION (UNLESS NOTED OTHERWISE)
100' TAPER
100' STORAGE
R 250'
R 3'
100' TAPER
345'
DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
R 250'

TYPICAL LEFT-TURN BAY DETAILS (45 MPH)
NOT TO SCALE

TYPICAL RIGHT-TURN BAY DETAILS (45 MPH)
NOT TO SCALE

SUPERELEVATION

ALIGNMENT	BEGIN STA	END STA	RATE	BEGIN X-SLOPE	END X-SLOPE
FM407 (LT)	706+50.00	706+85.00	0.53%	-2.00%	-1.50%
FM407 (LT)	708+50.00	708+85.00	0.53%	-1.50%	-2.00%

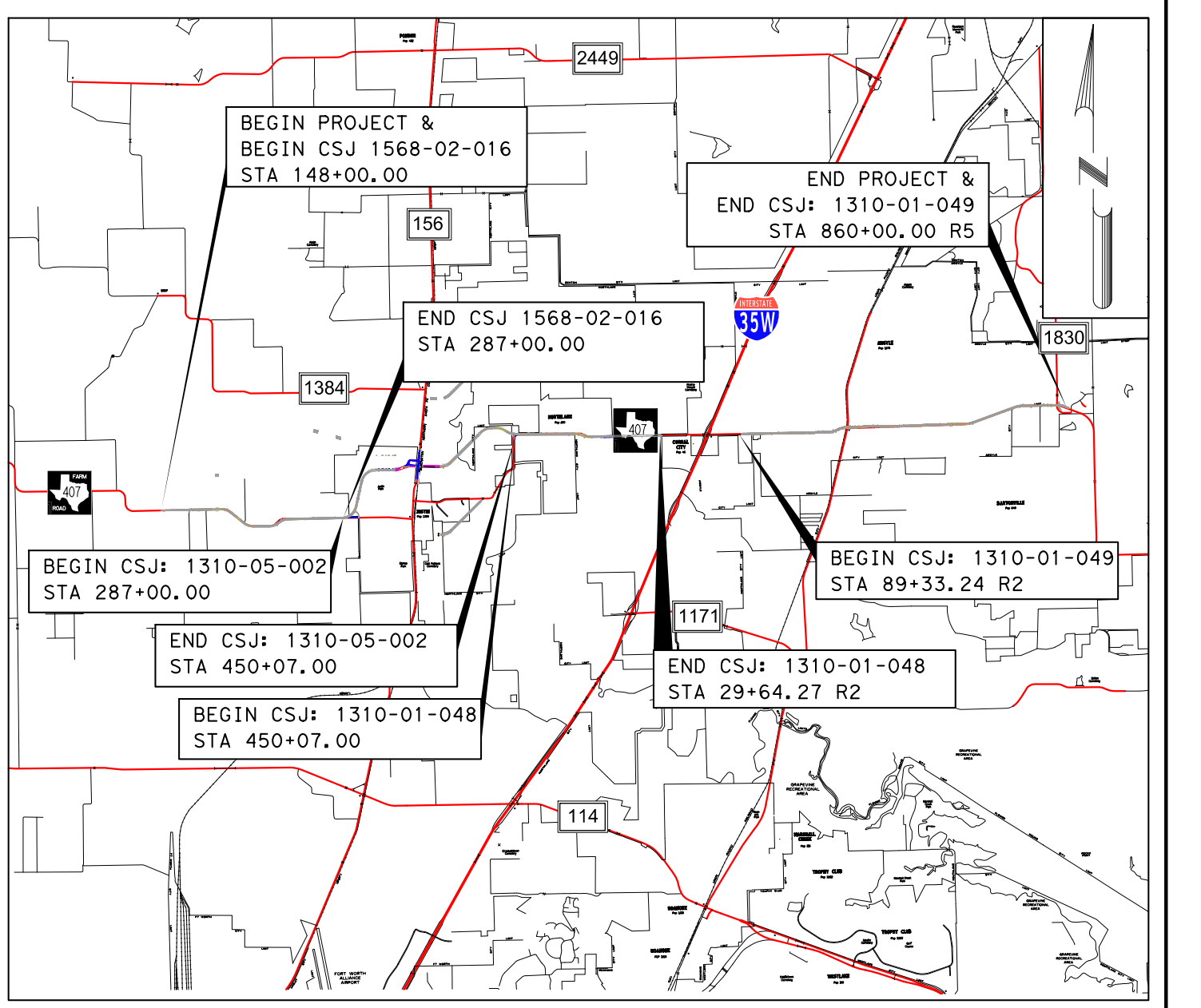
	CURVE NO.	PI STA	PI STATION-N	PI STATION-E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	PC STATION	PT STATION	BACK TANGENT	AHEAD TANGENT
LT	FM407-027	670+13.85	7086812.94	2367377.01	10.021°	1051	5.452°	92.15	183.82	N85.051'E	669+21.71	671+05.53	S89.938'E	N80.041'E
	FM407-028	672+06.20	7086846.29	2367566.92	10.015°	1149	4.987°	100.67	200.83	N85.048'E	671+05.53	673+06.36	N80.041'E	S89.945'E
	FM407-029	682+49.12	7086845.28	2368610.35	22.812°	1451	3.949°	292.73	577.70	N78.649'E	679+56.39	685+34.10	S89.945'E	N67.243'E
	FM407-030	08+79.92	7087192.56	2369438.26	22.193°	1088	5.266°	213.38	421.42	N78.340'E	06+66.54	10+87.96	N67.243'E	N89.436'E
	FM407-031	705+57.31	7087206.5	2370853.47	8.782°	1051	5.452°	80.70	161.09	N85.045'E	704+76.60	706+37.69	N89.436'E	N80.654'E
	FM407-032	707+27.08	7087234.12	2371021.3	8.897°	1149	4.987°	89.39	178.42	N85.103'E	706+37.69	708+16.11	N80.654'E	N89.551'E
	FM407-033	716+61.80	7087241.45	2371956.35	9.473°	1149	4.987°	95.20	189.97	S85.713'E	715+66.60	717+56.57	N89.551'E	S80.976'E
	FM407-034	718+43.67	7087212.85	2372136.39	9.475°	1051	5.452°	87.10	173.80	S85.713'E	717+56.57	719+30.37	S80.976'E	N89.549'E

	CURVE NO.	PI STA	PI STATION-N	PI STATION-E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	PC STATION	PT STATION	BACK TANGENT	AHEAD TANGENT
CL	FM407-027	670+17.26	7086763.93	2367381.25	10.021°	1100	5.209°	96.442	192.391	N85.051'E	669+20.82	671+13.21	S89.938'E	N80.041'E
	FM407-028	672+09.59	7086797.28	2367571.17	10.015°	1100	5.209°	96.379	192.266	N85.048'E	671+13.21	673+05.48	N80.041'E	S89.945'E
	FM407-029	682+58.13	7086796.27	2368620.19	22.812°	1500	3.820°	302.613	597.21	N78.649'E	679+55.51	685+52.72	S89.945'E	N67.243'E
	FM407-030	691+48.18	7087143.66	2369448.35	22.193°	1039	5.515°	203.774	402.44	N78.340'E	689+44.40	10+68.45	N67.243'E	N89.436'E
	FM407-031	22+74.10	7087157.53	2370857.71	8.782°	1100	5.209°	84.467	168.602	N85.045'E	21+89.63	706+44.68	N89.436'E	N80.654'E
	FM407-032	707+30.25	7087185.15	2371025.5	8.897°	1100	5.209°	85.577	170.81	N85.103'E	706+44.68	708+15.49	N80.654'E	N89.551'E
	FM407-033	716+57.12	7087192.41	2371952.68	9.473°	1100	5.209°	91.14	181.865	S85.713'E	715+65.98	717+47.84	N89.551'E	S80.976'E
	FM407-034	718+39.00	7087163.82	2372132.72	9.475°	1100	5.209°	91.157	181.898	S85.713'E	717+47.84	719+29.74	S80.976'E	N89.549'E
RT	FM407-027	670+19.43	7086714.93	2367383.2	10.021°	1149	4.987°	100.74	200.96	N85.051'E	669+18.70	671+19.66	S89.938'E	N80.041'E
	FM407-028	672+11.74	7086748.27	2367573.12	10.015°	1051	5.452°	92.09	183.70	N85.048'E	671+19.66	673+03.36	N80.041'E	S89.945'E
	FM407-029	682+65.89	7086747.26	2368627.74	22.812°	1549	3.699°	312.50	616.72	N78.649'E	679+53.39	685+70.11	S89.945'E	N67.243'E
	FM407-030	691+56.96	7087095.14	2369457.07	22.299°	1039	5.515°	204.77	404.36	N78.393'E	689+52.18	10+59.00	N67.243'E	N89.542'E
	FM407-031	22+56.88	7087108.57	2370859.66	8.782°	1149	4.987°	88.23	176.11	N85.045'E	21+68.65	706+50.42	N89.436'E	N80.654'E
	FM407-032	707+32.19	7087136.18	2371027.4	8.897°	1051	5.452°	81.77	163.20	N85.103'E	706+50.42	708+13.62	N80.654'E	N89.551'E
	FM407-033	716+51.19	7087143.38	2371946.71	9.473°	1051	5.452°	87.08	173.76	S85.713'E	715+64.11	717+37.88	N89.551'E	S80.976'E
	FM407-034	718+33.09	7087114.79	2372126.75	9.475°	1149	4.987°	95.22	190.00	S85.713'E	717+37.88	719+27.88	S80.976'E	N89.549'E

MATCHLINE ROLL 9 - STA 661+00 R3
MATCHLINE ROLL 11 - STA 735+00 R5
N
ROBIN LN
STONECREST RD
UP RAILROAD
US 377
BLUE HORIZON WY
MYRTLE DR
BEN BOYD DR
WARNING FIBER OPTIC LINES
WARNING O/H POWER LINES
END PAVEMENT TAPER STA 661+63.57 R3 3.00' LT
BEGIN PAVEMENT TAPER STA 669+37.86 R3 3.00' RT
END PAVEMENT TAPER STA 670+44.83 R3 9.00' LT
PROPOSED INLET STA 663+00 (TIES INTO STORM SEWER)
BEGIN PAVEMENT TAPER STA 677+42.85 R3 9.00' RT
END PAVEMENT TAPER STA 678+47.05 R3 3.00' LT
LOCATION 23 STA 683+11 EXISTING TO BE REMOVED 2-30" RCP PROPOSED 5'X3' SBC AT 13° LHF SKEW
BEGIN PAVEMENT TAPER STA 686+90.86 R3 3.00' RT
END PAVEMENT TAPER STA 687+95.26 R3 9.00' RT
LOCATION 24 STA 684+49 EXISTING TO BE REMOVED 1-24" RCP PROPOSED 4'X2' SBC AT 19° LHF SKEW
BEGIN PAVEMENT TAPER STA 689+10.00 R3 12.67' RT
END PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 12+84.87 R4 86.30' LT
BEGIN PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 13+68.56 R4 101.20' LT
BEGIN FULL RECONSTRUCTION END PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 18+00.00 R4 18.00' LT
BEGIN FULL RECONSTRUCTION END PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 18+50.00 R4 40.00' RT
PROPOSED INLET STA 14+00 R4 (TIES INTO STORM SEWER)
BEGIN PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 13+43.51 R4 108.56' RT
END PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 12+53.70 R4 132.33' RT
END FULL RECONSTRUCTION BEGIN PAVEMENT WIDENING MATCH FM 407 FUTURE PROFILE BY OTHERS STA 9+75.00 R4 46.00' RT
NOTE: MEDIAN OPENINGS WILL BE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.
BEGIN PAVEMENT TAPER STA 19+84.61 R4 15.00' RT
LOCATION 25 STA 706+01 EXISTING TO BE REMOVED 1-36" RCP PROPOSED 8'X4' SBC
END PAVEMENT TAPER STA 20+63.00 R4 21.00' LT
EXISTING INLET TO REMAIN STA 708+24
END PAVEMENT TAPER STA 712+80.22 R5 21.00' LT
BEGIN PAVEMENT TAPER STA 711+75.84 R5 9.00' LT
BEGIN PAVEMENT TAPER STA 714+57.55 R5 21.00' RT
LOCATION 26 STA 718+07 EXISTING TO BE REMOVED 1-24" RCP PROPOSED 5'X3' SBC AT 5° RHF SKEW
END PAVEMENT TAPER STA 715+66.51 R5 9.00' RT
END PAVEMENT TAPER STA 721+34.96 R5 9.00' RT
BEGIN PAVEMENT TAPER STA 720+30.57 R5 21.00' RT
END PAVEMENT TAPER STA 724+80.94 R5 21.00' LT
BEGIN PAVEMENT TAPER STA 723+80.94 R5 3.00' LT
LOCATION 27 STA 730+28 EXISTING TO BE REMOVED 2-36" RCP PROPOSED 5'X3' SBC
BEGIN PAVEMENT TAPER STA 729+95.77 R5 9.00' LT
END PAVEMENT TAPER STA 731+00.15 R5 21.00' RT
PROP R.O.W.
EXIST R.O.W.
665+00
670+00
675+00
680+00
685+00
10+00
15+00
20+00
705+00
710+00
715+00
720+00
725+00
730+00
101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125
275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310

MATCHLINE ROLL 9 - STA 661+00 R3
MATCHLINE ROLL 11 - STA 735+00 R5
℄ ROBIN LN
℄ STONECREST RD
℄ UP RAILROAD
℄ US 377
℄ BLUE HORIZON WAY
℄ MYRTLE DR
℄ BEN BOYD DR
EXIST GROUND @ PGL
PROPOSED PGL
VPI 670+75.00 R3 EL 740.47
+1.857%
-2.044%
STA 670+75.00 R3 EL 738.52' ex -1.95' K 103 L 400.00'
STA 681+00.00 R3 EL 720.57' ex 1.05' K 90 L 275.00'
STA 683+50.00 R3 EL 721.70' ex -0.32' K 89 L 150.00'
STA 687+00.00 R3 EL 720.48' ex 0.88' K 89 L 250.00'
STATION EQUATION 689+25.78 BK = 6+66.54 AH
STA 7+85.00 R4 EL 723.81' ex -3.08' K 65 L 400.00'
+1.000%
-0.691%
+2.118%
-4.043%
PROPOSED 5' X 3' SBC US FL = 714.47 DS FL = 714.00
HW 10-YR = 717.92
HW 100-YR = 719.19
PROPOSED 4' X 2' SBC US FL = 714.83 DS FL = 714.22
HW 100-YR = 717.66
HW 10-YR = 717.43
END PROFILE MATCH FUTURE PROFILE BY OTHERS ℄ FM 407 STA 9+75.00 R4 ℄ FM 407 WB STA 9+89.55 R4 EL = 718.62
END PROPOSED PROFILE BEGIN PROFILE BY OTHERS STATION 9+75.00
PROFILE BY OTHERS
EXIST GROUND @ ℄ FM 407 PGL
END PROFILE BY OTHERS BEGIN PROPOSED PROFILE STATION 18+50.00
BEGIN PROFILE MATCH FUTURE PROFILE BY OTHERS ℄ FM 407 STA 18+50.00 R4 ℄ FM 407 WB STA 18+68.98 R4 EL = 698.83
STA 20+15.00 R4 EL 694.05' ex 1.34' K 79 L 292.00'
STATION EQUATION 22+09.14 BK = 704+76.60 AH
-4.192%
-0.511%
+1.913%
HW 25-YR = 689.40
HW 100-YR = 690.21
PROPOSED 8' X 4' SBC US FL = 684.65 DS FL = 683.57
STA 709+00.00 R5 EL 690.16' ex 0.61' K 83 L 200.00'
STA 713+50.00 R5 EL 697.31' ex -0.85' K 92 L 250.00'
-0.793%
PROPOSED 5' X 3' SBC US FL = 688.81 DS FL = 688.30
HW 10-YR = 690.36
HW 100-YR = 690.78
STA 720+50.00 R5 EL 692.40' ex -0.21' K 136 L 150.00'
-1.896%
STA 727+75.00 R5 EL 679.61' ex 0.75' K 104 L 250.00'
+0.504%
STA 732+00.00 R5 EL 680.80' ex -0.20' K 138 L 150.00'
-0.583%
PROPOSED 5' X 3' SBC US FL = 673.40 DS FL = 672.80
HW 10-YR = 677.10
HW 100-YR = 678.66
740 730 720 710 700 690 680 670 660
PROP. ELEV.
EXIST. ELEV.

MATCHLINE ROLL 9 - STA 661+00 R3
MATCHLINE ROLL 11 - STA 735+00 R5
℄ ROBIN LN
℄ STONECREST RD
℄ UP RAILROAD
℄ US 377
℄ BLUE HORIZON WAY
℄ MYRTLE DR
℄ BEN BOYD DR
EXIST GROUND @ PGL
PROPOSED PGL
VPI 670+75.00 R3 EL 740.47
+1.857%
-2.200%
STA 670+75.00 R3 EL 737.05' ex -3.42' K 166 L 675.00'
STA 680+50.00 R3 EL 720.12' ex 1.10' K 86 L 275.00'
STA 683+50.00 R3 EL 721.67' ex -0.35' K 81 L 150.00'
STA 687+00.00 R3 EL 720.10' ex 1.10' K 86 L 275.00'
STATION EQUATION 689+64.09 BK = 6+66.54 AH
STA 7+50.00 R4 EL 723.92' ex -3.19' K 63 L 400.00'
+1.000%
-0.863%
+2.333%
-4.043%
PROPOSED 5' X 3' SBC US FL = 714.47 DS FL = 714.00
END PROFILE MATCH FUTURE PROFILE BY OTHERS ℄ FM 407 STA 9+75.00 R4 ℄ FM 407 EB STA 9+60.24 R4 EL = 718.61
END PROPOSED PROFILE BEGIN PROFILE BY OTHERS STATION 9+75.00
PROFILE BY OTHERS
EXIST GROUND @ ℄ FM 407 PGL
END PROFILE BY OTHERS BEGIN PROPOSED PROFILE STATION 18+50.00
BEGIN PROFILE MATCH FUTURE PROFILE BY OTHERS ℄ FM 407 STA 18+50.00 R4 ℄ FM 407 EB STA 18+30.78 R4 EL = 698.83
STA 19+85.00 R4 EL 693.74' ex 1.39' K 81 L 300.00'
STATION EQUATION 21+70.94 BK = 704+76.60 AH
-4.194%
-0.500%
+1.194%
PROPOSED 8' X 4' SBC US FL = 684.65 DS FL = 683.57
STA 709+00.00 R5 EL 689.84' ex 0.53' K 148 L 250.00'
STA 715+25.00 R5 EL 696.15' ex -0.62' K 126 L 250.00'
-0.793%
PROPOSED 5' X 3' SBC US FL = 688.81 DS FL = 688.30
STA 720+50.00 R5 EL 692.40' ex -0.20' K 138 L 150.00'
-1.883%
STA 728+00.00 R5 EL 679.23' ex 0.75' K 105 L 250.00'
+0.501%
STA 732+75.00 R5 EL 680.60' ex -0.26' K 109 L 150.00'
PROPOSED 5' X 3' SBC US FL = 673.40 DS FL = 672.80
STA 735+00.00 R5 EL 679.87' ex 0.97' K 97 L 275.00'
-0.871%
740 730 720 710 700 690 680 670 660
PROP. ELEV.
EXIST. ELEV.

Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
CEASON CLEMENS, P.E.
DISTRICT ENGINEER
FROM: BILL COOK RD
TO: FM 1830
CSJs: 1568-02-016, 1310-05-002, 1310-01-048, 1310-01-049
PROJECT LENGTH: 11.5 MILES
ROADWAY TYPE / FUNCTIONAL CLASSIFICATION / DESIGN SPEED
SURVEY SCALE FACTOR: 1:1.000150630
100% COMPLETION SUBMITTAL
DENTON COUNTY
PROJECT LOCATION MAP
NOT TO SCALE
DESIGN WAIVER/DEVIATION: NO
ROLL 10 OF 12
MAY 2025
DATE SUBMITTED 5/22/2025
TIMOTHY M. NESBITT, P.E. (TX PE NO. 66648)
PRELIMINARY
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES
Bartlett&West
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