Texas Department of Transportation

DALLAS DISTRICT
DESIGN SCHEMATIC

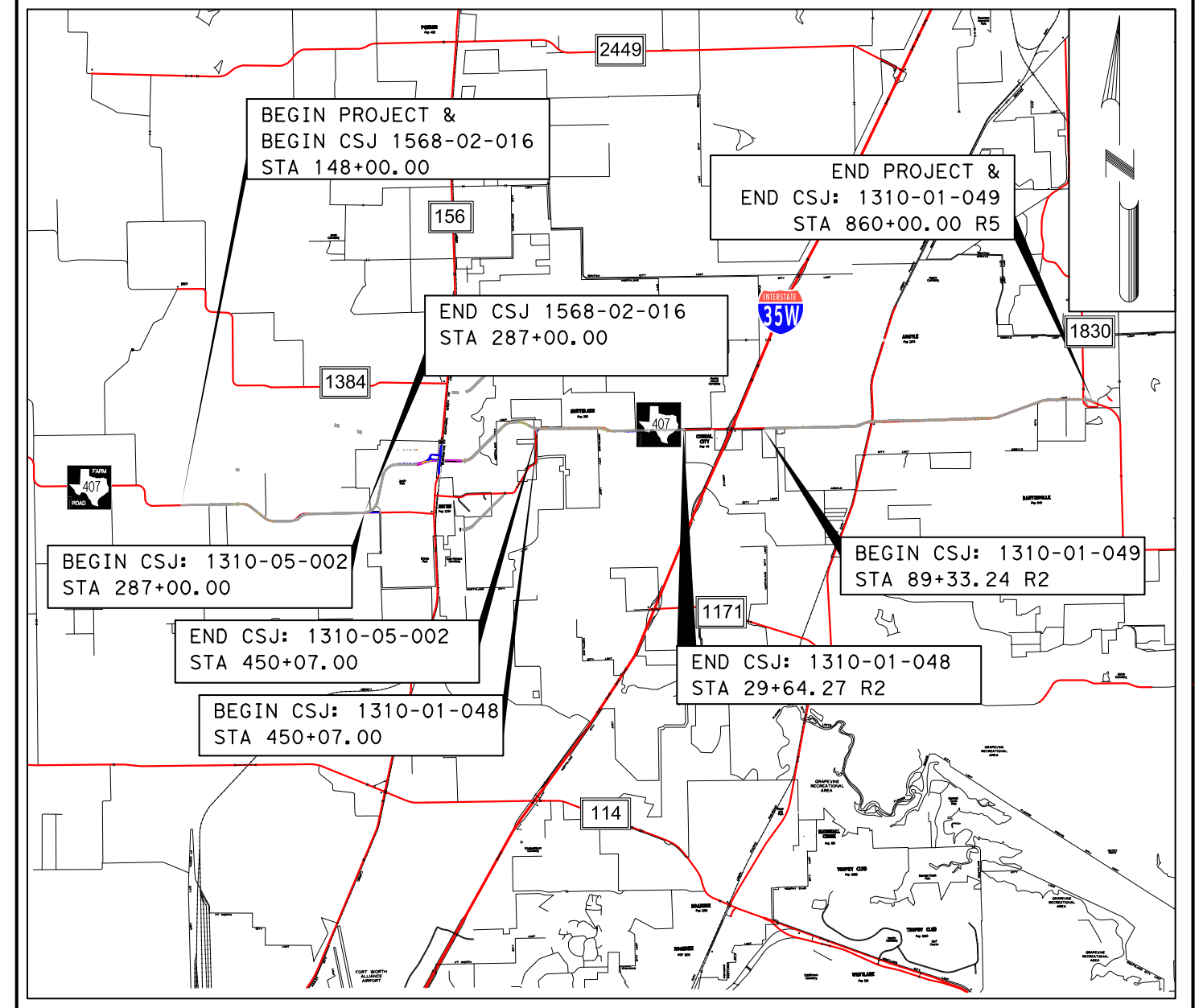
CEASON CLEMENS, P.E.
DISTRICT ENGINEER

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


2449
BEGIN PROJECT &
BEGIN CSJ 1568-02-016
STA 148+00.00
END PROJECT &
END CSJ: 1310-01-049
STA 860+00.00 R5
156
END CSJ 1568-02-016
STA 287+00.00
35W
1830
1384
407
BEGIN CSJ: 1310-05-002
STA 287+00.00
BEGIN CSJ: 1310-01-049
STA 89+33.24 R2
1171
END CSJ: 1310-05-002
STA 450+07.00
END CSJ: 1310-01-048
STA 29+64.27 R2
BEGIN CSJ: 1310-01-048
STA 450+07.00
114

DENTON COUNTY

PROJECT LOCATION MAP

NOT TO SCALE
DESIGN WAIVER/DEVIATION:NO

ROLL 5 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

DATE SUBMITTED
5/22/2025

DATE APPROVED

DATE REVISED

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

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

© 2025 by Texas Department of Transportation, All Rights Reserved

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
- ▨ DISPLACEMENTS
- PROPOSED RETAINING WALL/NOISE WALL
- 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" C1–C6; 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 — QL "B" E1–E4; QL "C"/QL "D"
COSERV
RAILROAD
PRIVATE
ONCOR

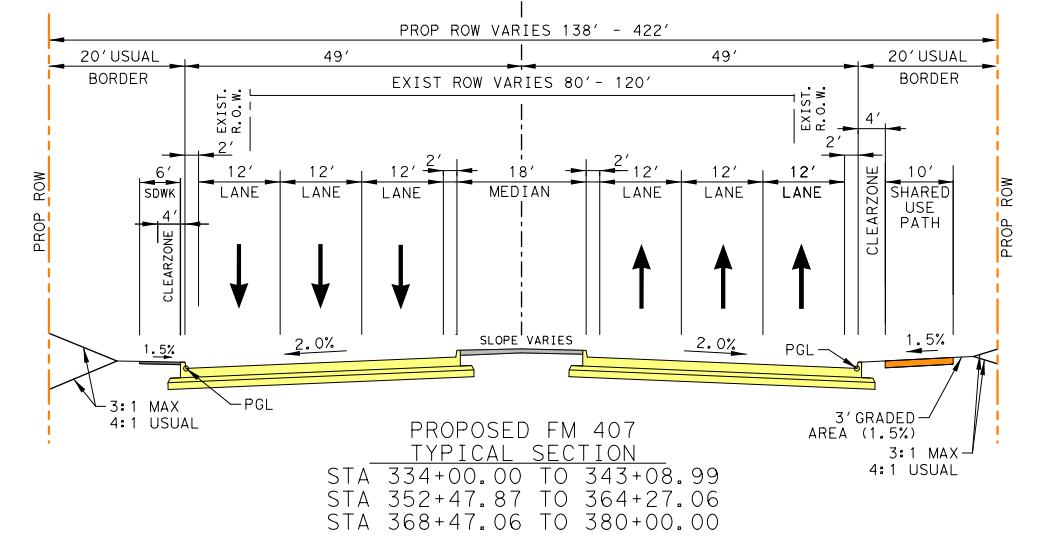
GAS / PETROLEUM — QL "B" G1, G2, PL1–PL7; QL "C"/QL "D"
ATMOS
COSERV
EAGLE RIDGE
COLT MIDSTREAM
ENLINK MIDSTREAM
ENTERPRISE
ENERGY TRANSFER
ATMOS
BEDROCK

SANITARY SEWER — QL "B" WW1, WW2; QL "C"/QL "D"
CITY OF ARGYLE
CITY OF JUSTIN

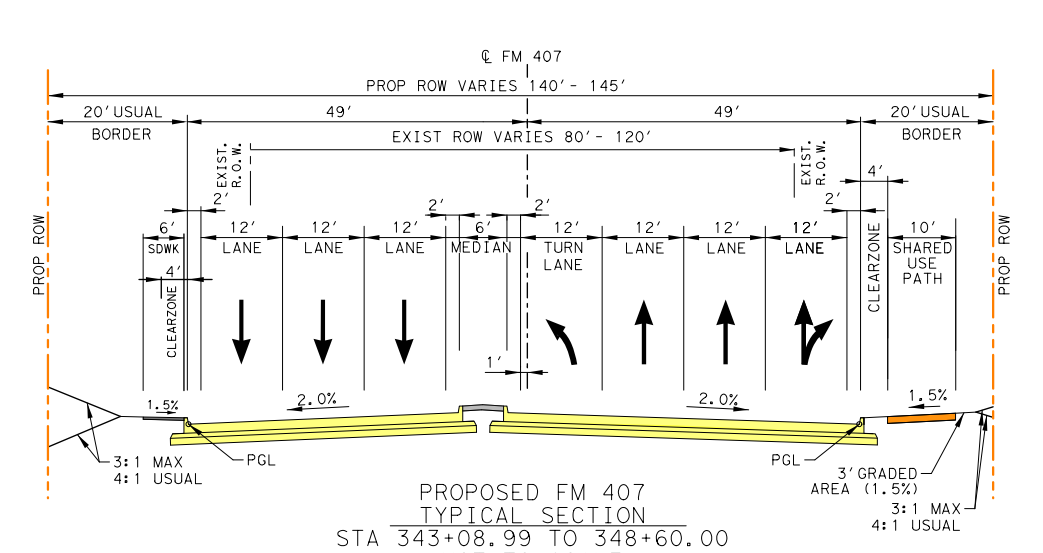
POTABLE WATER — QL "B" W1–W6; QL "C"/QL "D"
CITY OF NORTHLAKE
UPPER TRINITY REGIONAL WATER DISTRICT (UTRWD)
ARGYLE WSC
AQUA
CITY OF JUSTIN
CITY OF COLUMBUS

TRAFFIC SIGNALS — QL "B" TS1; QL "C"/QL "D" TS0
TxDOT

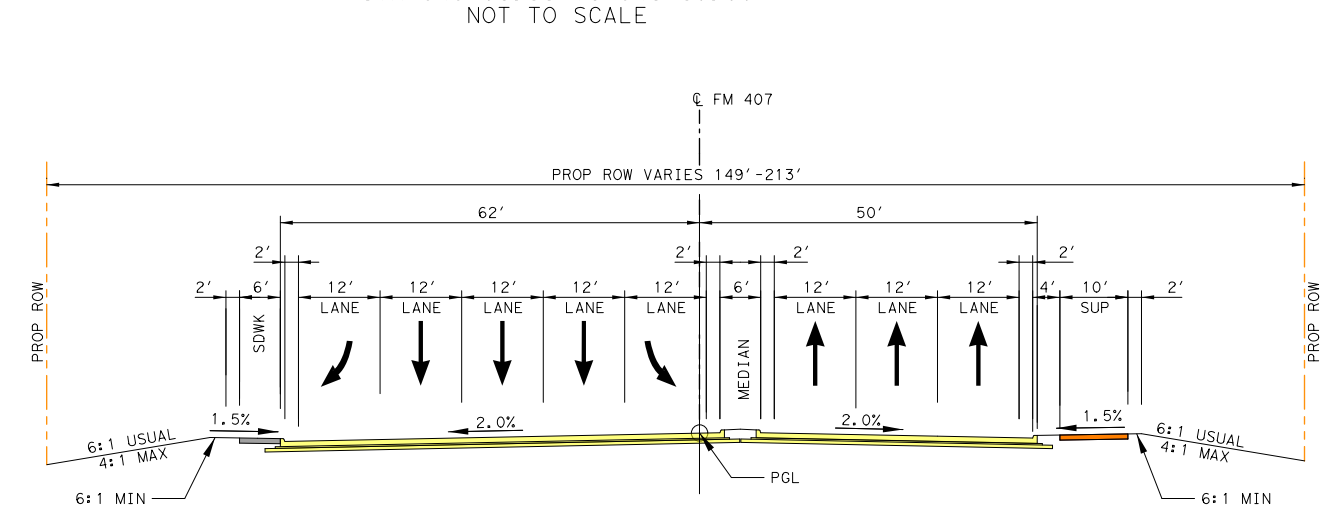
OVERHEAD UTILITY — QL "C"/QL "D" OH
1-COSERV
2-FRONTIER
3-SPECTRUM
4-ONCOR
5-FIBERLIGHT
6-ZAYO
7-PRIVATE ELEC
8-ASTOUND
9-ASTOUND TELE


℄ FM 407
PROP ROW VARIES 138' - 422'
20' USUAL BORDER
EXIST ROW VARIES 80' - 120'
49'
SDWK
12' LANE
18' MEDIAN
10' SHARED USE PATH
CLEARZONE
SLOPE VARIES
2.0%
1.5%
3:1 MAX 4:1 USUAL
PGL
3' GRADED AREA (1.5%)

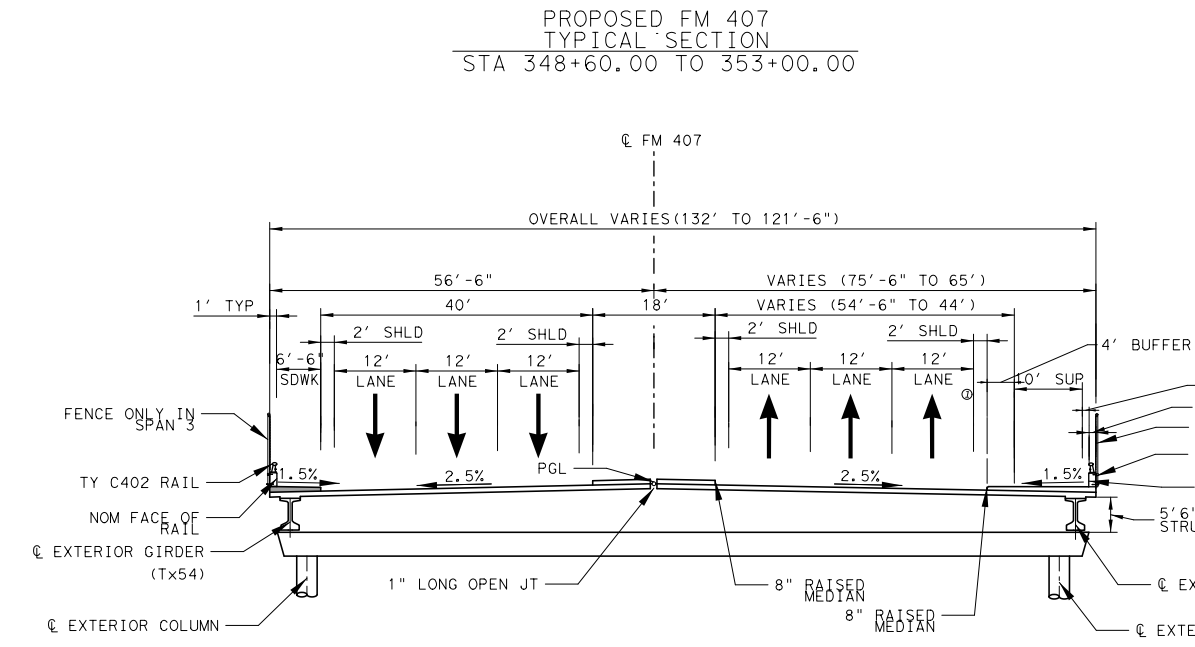
PROPOSED FM 407
TYPICAL SECTION
STA 334+00.00 TO 343+08.99
STA 352+47.87 TO 364+27.06
STA 368+47.06 TO 380+00.00
NOT TO SCALE


℄ FM 407
PROP ROW VARIES 140' - 145'
20' USUAL BORDER
EXIST ROW VARIES 80' - 120'
SDWK
12' LANE
MEDIAN
TURN LANE
10' SHARED USE PATH
2.0%
1.5%
PGL

PROPOSED FM 407
TYPICAL SECTION
STA 343+08.99 TO 348+60.00
NOT TO SCALE

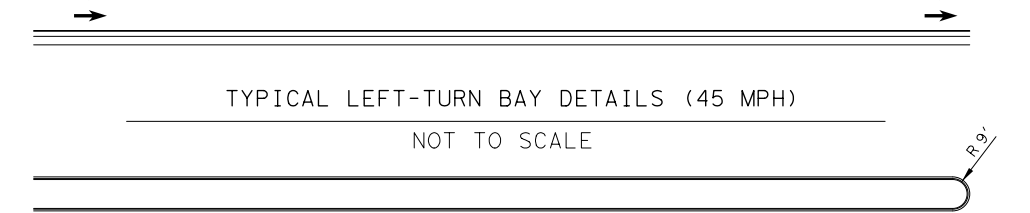

℄ FM 407
PROP ROW VARIES 149' - 213'
62'
50'
SDWK
12' LANE
MEDIAN
10' SUP
2.0%
1.5%
6:1 USUAL 4:1 MAX
6:1 MIN
PGL

PROPOSED FM 407
TYPICAL SECTION
STA 348+60.00 TO 353+00.00

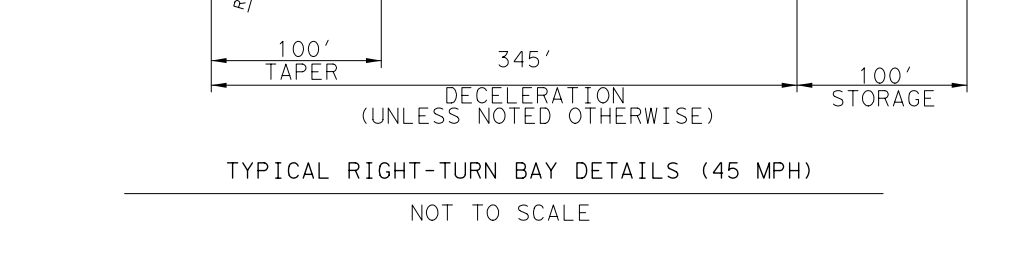

℄ FM 407
OVERALL VARIES (132' TO 121'-6")
56'-6"
VARIES (75'-6" TO 65')
2' SHLD
12' LANE
18'
10' SUP
4' BUFFER
1' BUFFER
1' TYP
FENCE ONLY IN SPAN 3
TY C402 RAIL
NOM FACE OF RAIL
5'6" ASSUMED STRUCTURE DEPTH
℄ EXTERIOR GIRDER (Tx54)
℄ EXTERIOR COLUMN
1" LONG OPEN JT
8" RAISED MEDIAN
2.5%
1.5%
PGL

FM 407 PROPOSED BRIDGE
STA 364+27.06 TO 368+47.06

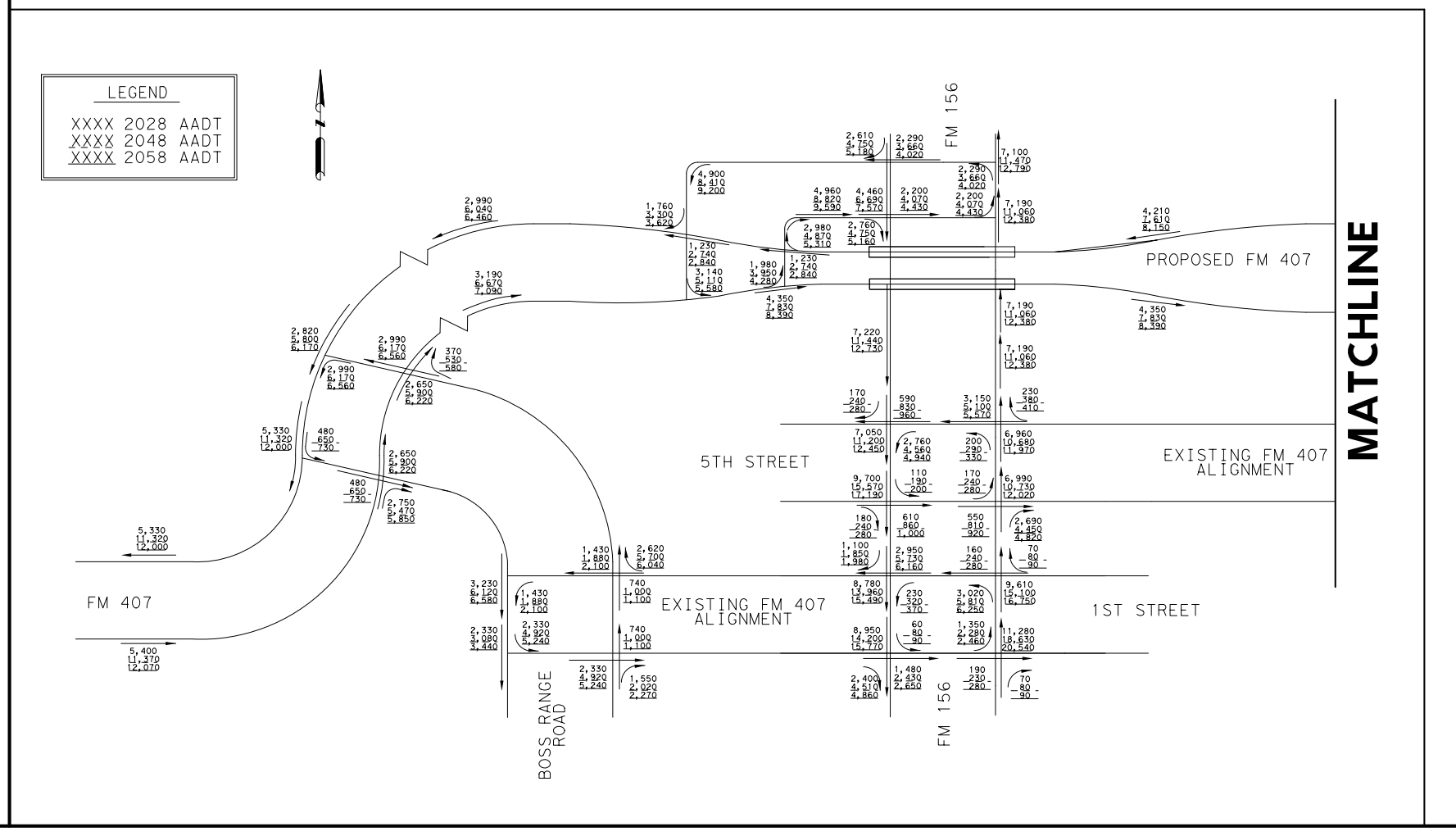
①AUXILARY LANE VARIES (12' TO 0')


100' TAPER
340' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
R 230'
R 3'

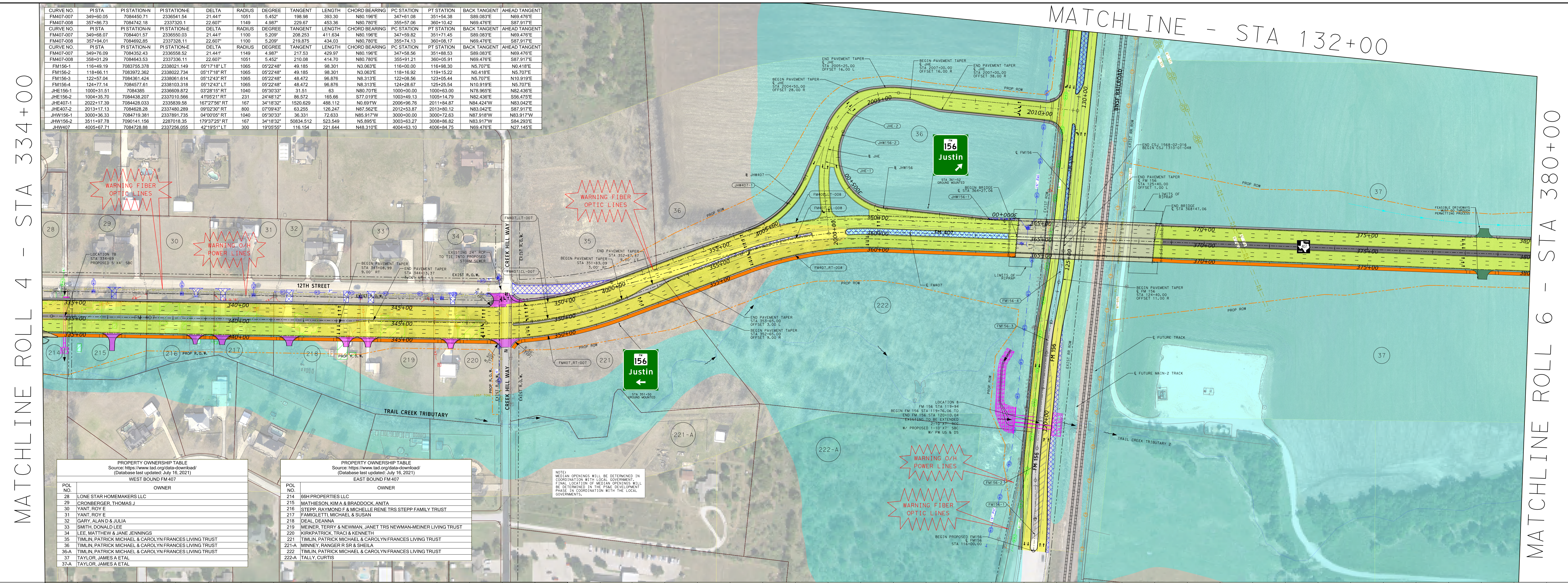
TYPICAL LEFT-TURN BAY DETAILS (45 MPH)
NOT TO SCALE


100' TAPER
345' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
R 230'
R 3'

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


LEGEND
XXXX 2028 AADT
XXXX 2048 AADT
XXXX 2058 AADT
FM 156
PROPOSED FM 407
MATCHLINE
5TH STREET
EXISTING FM 407 ALIGNMENT
FM 407
EXISTING FM 407 ALIGNMENT
1ST STREET
BOSS RANGE ROAD
FM 156

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
FM407-007	349+60.05	7084450.71	2336541.54	21.441°	1051	5.452°	198.98	393.30	N80.196°E	347+61.08	351+54.38	S89.083°E	N69.476°E
FM407-008	357+86.73	7084742.18	2337320.1	22.607°	1149	4.987°	229.67	453.36	N80.780°E	355+57.06	360+10.42	N69.476°E	S87.917°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
FM407-007	349+68.07	7084401.57	2336550.03	21.441°	1100	5.209°	208.253	411.634	N80.196°E	347+59.82	351+71.45	S89.083°E	N69.476°E
FM407-008	357+94.01	7084692.85	2337328.11	22.607°	1100	5.209°	219.875	434.03	N80.780°E	355+74.13	360+08.17	N69.476°E	S87.917°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
FM407-007	349+76.09	7084352.43	2336558.52	21.441°	1149	4.987°	217.53	429.97	N80.196°E	347+58.56	351+88.53	S89.083°E	N69.476°E
FM407-008	358+01.29	7084643.53	2337336.11	22.607°	1051	5.452°	210.08	414.70	N80.780°E	355+91.21	360+05.91	N69.476°E	S87.917°E
FM156-1	116+49.19	7083755.378	2338021.149	05°17'18" LT	1065	05°22'48"	49.185	98.301	N3.063°E	116+00.00	116+98.30	N5.707°E	N0.418°E
FM156-2	118+66.11	7083972.362	2338022.734	05°17'18" RT	1065	05°22'48"	49.185	98.301	N3.063°E	118+16.92	119+15.22	N0.418°E	N5.707°E
FM156-3	122+57.04	7084361.424	2338061.614	05°12'43" RT	1065	05°22'48"	48.472	96.876	N8.313°E	122+08.56	123+05.44	N5.707°E	N10.919°E
FM156-4	124+77.14	7084577.61	2338103.318	05°12'43" LT	1065	05°22'48"	48.472	96.876	N8.313°E	124+28.67	125+25.54	N10.919°E	N5.707°E
JHE156-1	1000+31.51	7084385	2336609.872	03°28'15" RT	1040	05°30'33"	31.51	63	N80.701°E	1000+00.00	1000+63.00	N78.965°E	N82.436°E
JHE156-2	1004+35.70	7084438.207	2337010.566	41°05'21" RT	231	24°48'12"	86.572	165.66	S77.019°E	1003+49.13	1005+14.79	N82.436°E	S56.475°E
JHE407-1	2022+17.39	7084428.033	2335839.58	167°27'56" RT	167	34°18'32"	1520.629	488.112	N0.691°W	2006+96.76	2011+84.87	N84.424°W	N83.042°E
JHE407-2	2013+17.13	7084628.28	2337480.289	09°02'30" RT	800	07°09'43"	63.255	126.247	N87.562°E	2012+53.87	2013+80.12	N83.042°E	S87.917°E
JHW156-1	3000+36.33	7084719.381	2337891.735	04°00'05" RT	1040	05°30'33"	36.331	72.633	N85.917°W	3000+00.00	3000+72.63	N87.918°W	N83.917°W
JHW156-2	3511+97.78	7090141.156	2287018.35	179°37'25" RT	167	34°18'32"	50834.512	523.549	N5.895°E	3003+63.27	3008+86.82	N83.917°W	S84.293°E
JHW407	4005+67.71	7084728.88	2337256.055	42°19'51" LT	300	19°05'55"	116.154	221.644	N48.310°E	4004+63.10	4006+84.75	N69.476°E	N27.145°E


MATCHLINE ROLL 4 - STA 334+00
MATCHLINE - STA 132+00
MATCHLINE ROLL 6 - STA 380+00
WARNING FIBER OPTIC LINES
WARNING O/H POWER LINES
LOCATION 7B
STA 334+69
PROPOSED 5' X4' SBC
12TH STREET
EXIST R.O.W.
PROP R.O.W.
FM 407
335+00
340+00
345+00
350+00
355+00
360+00
365+00
370+00
375+00
380
BEGIN PAVEMENT TAPER STA 343+08.99 9.00' RT
END PAVEMENT TAPER STA 344+13.37 3.00' RT
EXISTING 24" RCP TO TIE INTO PROPOSED STORM SEWER
CREEK HILL WAY
TRAIL CREEK TRIBUTARY
LOST TONE
156 Justin
STA 351+50 GROUND MOUNTED
156 Justin
STA 361+52 GROUND MOUNTED
BEGIN PAVEMENT TAPER STA 351+83.09 3.00' RT
END PAVEMENT TAPER STA 352+87.47 9.00' LT
END PAVEMENT TAPER STA 353+65.00 OFFSET 3.00 L
BEGIN PAVEMENT TAPER STA 352+65.00 OFFSET 9.00 R
END PAVEMENT TAPER ℄ JHE STA 2005+25.00 OFFSET 16.00 L
BEGIN PAVEMENT TAPER ℄ JHE STA 2007+00.00 OFFSET 16.00 R
END PAVEMENT TAPER ℄ JHE STA 2007+00.00 OFFSET 38.00 R
BEGIN PAVEMENT TAPER ℄ JHE STA 2004+50.00 OFFSET 28.00 R
JHE-2
JHW156-2
JHE-1
℄ JHE
℄ JHW156
℄ JHW407
JHW407-1
JHW156-1
FM407_LT-008
FM407_CL-008
FM407_RT-008
FM407_LT-007
FM407_CL-007
FM407_RT-007
BEGIN BRIDGE ℄ STA 364+27.06
END BRIDGE ℄ STA 368+47.06
LIMITS OF RIPRAP
BNSF RAILROAD
EXIST RR ROW
℄ FM156
END CSJ 1568-02-016
BEGIN CSJ 1310-01-048
END PAVEMENT TAPER ℄ FM 156 STA 125+40.00 OFFSET 1.00 L
BEGIN PAVEMENT TAPER ℄ FM 156 STA 124+40.00 OFFSET 11.00 R
FM156-4
FM156-3
FM156-2
FM156-1
℄ FUTURE TRACK
℄ FUTURE MAIN-2 TRACK
TRAIL CREEK TRIBUTARY 2
LOCATION 8
FM 156 STA 119+94
BEGIN FM 156 STA 119+76.06 TO END FM 156 STA 120+10.04
EXISTING TO BE EXTENDED 2-10' X7' BCC W/ PROPOSED 1-10' X7' SBC W/ PW US & DS
BEGIN PROPOSED FM156 ℄ FM156 STA 116+00.00
FEASIBLE DRIVEWAYS MUST GO THROUGH PERMITTING PROCESS
PROP ROW
28 29 30 31 32 33 34 35 36 37
214 215 216 217 218 219 220 221 221-A 222 222-A

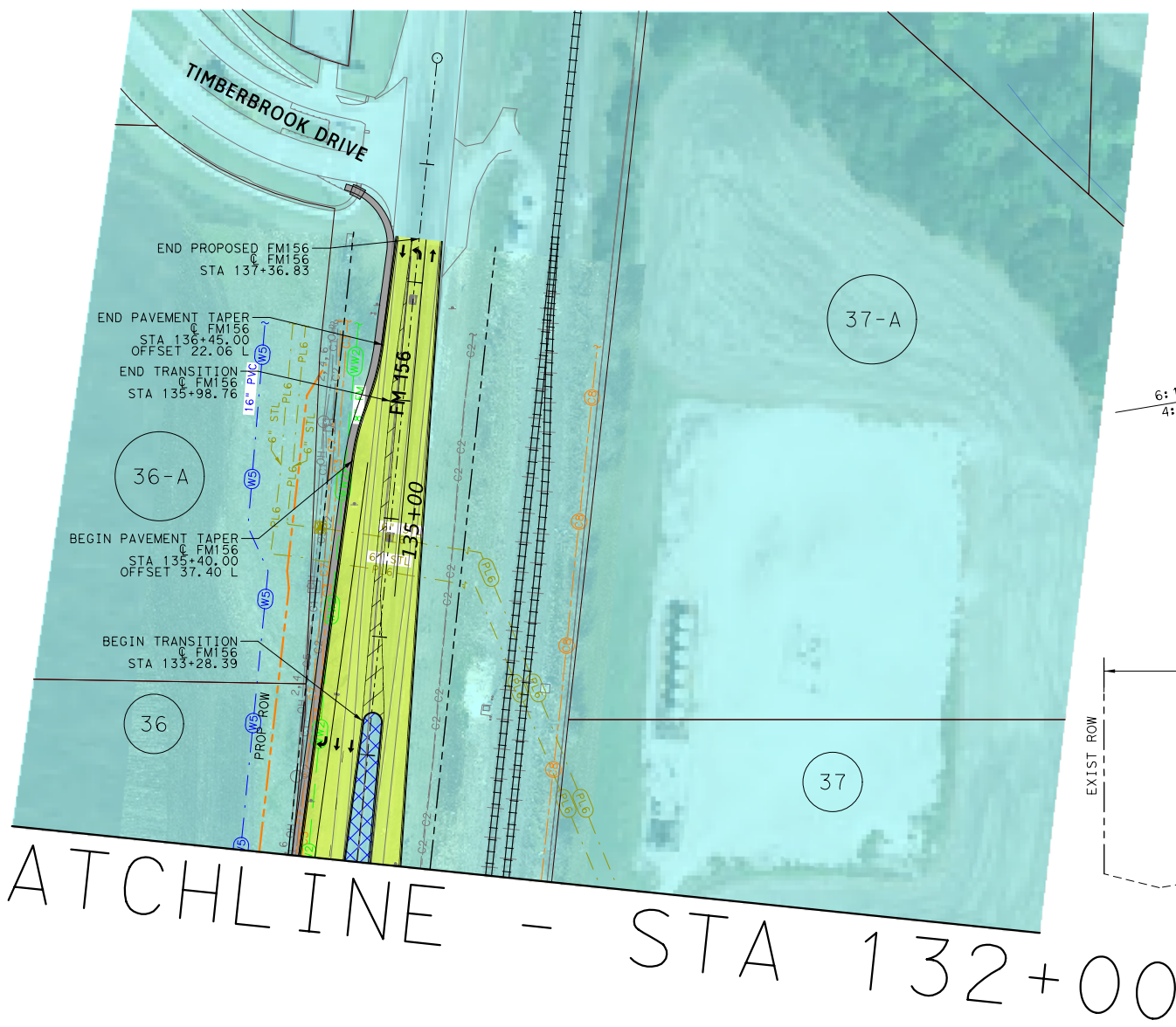
PROPERTY OWNERSHIP TABLE
Source: https://www.tad.org/data-download/
(Database last updated: July 16, 2021)
WEST BOUND FM 407

POL NO.	OWNER
28	LONE STAR HOMEMAKERS LLC
29	CRONBERGER, THOMAS J
30	YANT, ROY E
31	YANT, ROY E
32	GARY, ALAN D & JULIA
33	SMITH, DONALD LEE
34	LEE, MATTHEW & JANE JENNINGS
35	TIMLIN, PATRICK MICHAEL & CAROLYN FRANCES LIVING TRUST
36	TIMLIN, PATRICK MICHAEL & CAROLYN FRANCES LIVING TRUST
36-A	TIMLIN, PATRICK MICHAEL & CAROLYN FRANCES LIVING TRUST
37	TAYLOR, JAMES A ETAL
37-A	TAYLOR, JAMES A ETAL

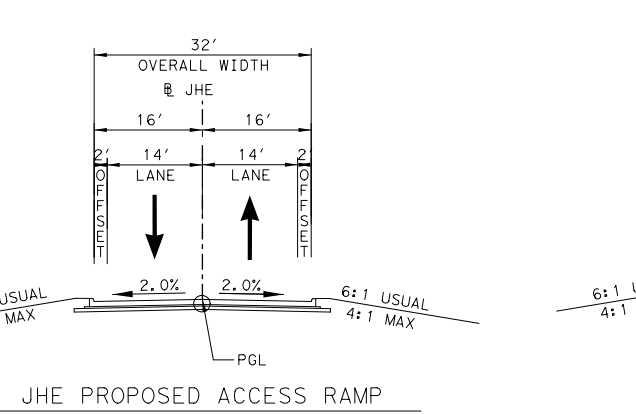
PROPERTY OWNERSHIP TABLE
Source: https://www.tad.org/data-download/
(Database last updated: July 16, 2021)
EAST BOUND FM 407

POL NO.	OWNER
214	66H PROPERTIES LLC
215	MATHIESON, KIM A & BRADDOCK, ANITA
216	STEPP, RAYMOND F & MICHELLE RENE TRS STEPP FAMILY TRUST
217	FAMIGLETTI, MICHAEL & SUSAN
218	DEAL, DEANNA
219	MEINER, TERRY & NEWMAN, JANET TRS NEWMAN-MEINER LIVING TRUST
220	KIRKPATRICK, TRACI & KENNETH
221	TIMLIN, PATRICK MICHAEL & CAROLYN FRANCES LIVING TRUST
221-A	MINNEY, RANGER R SR & SHEILA
222	TIMLIN, PATRICK MICHAEL & CAROLYN FRANCES LIVING TRUST
222-A	TALLY, CURTIS

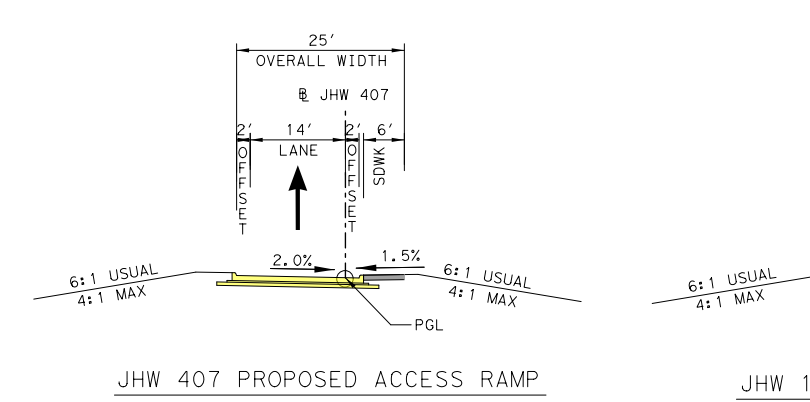
NOTE:
MEDIAN OPENINGS WILL BE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.


TIMBERBROOK DRIVE
FM 156
135+00
END PROPOSED FM156 ℄ FM156 STA 137+36.83
END PAVEMENT TAPER ℄ FM156 STA 136+45.00 OFFSET 22.06 L
END TRANSITION ℄ FM156 STA 135+98.76
BEGIN PAVEMENT TAPER ℄ FM156 STA 135+40.00 OFFSET 37.40 L
BEGIN TRANSITION ℄ FM156 STA 133+28.39
36-A
36
37-A
37
MATCHLINE - STA 132+00

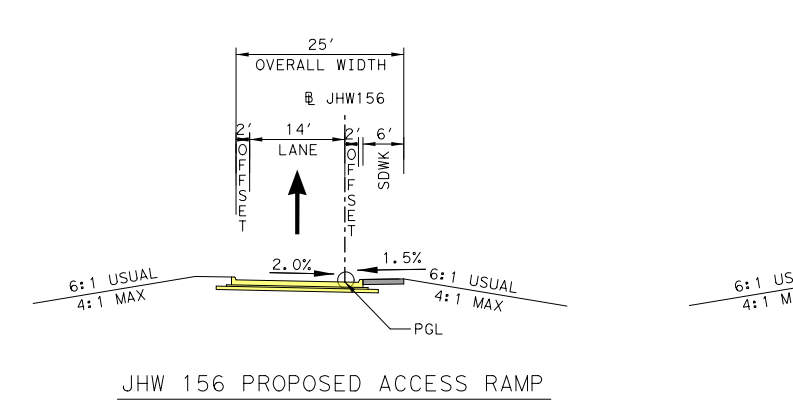
N


32' OVERALL WIDTH
℄ JHE
16' 16'
14' LANE
2.0%
6:1 USUAL 4:1 MAX
PGL

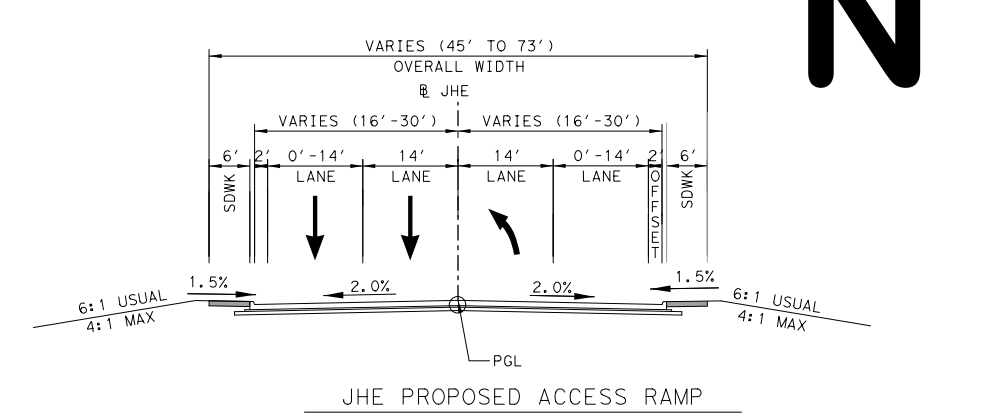
JHE PROPOSED ACCESS RAMP
STA 2000+47.00 TO 2002+06.34


25' OVERALL WIDTH
℄ JHW 407
14' LANE
6' SDWK
2.0%
1.5%
6:1 USUAL 4:1 MAX
PGL

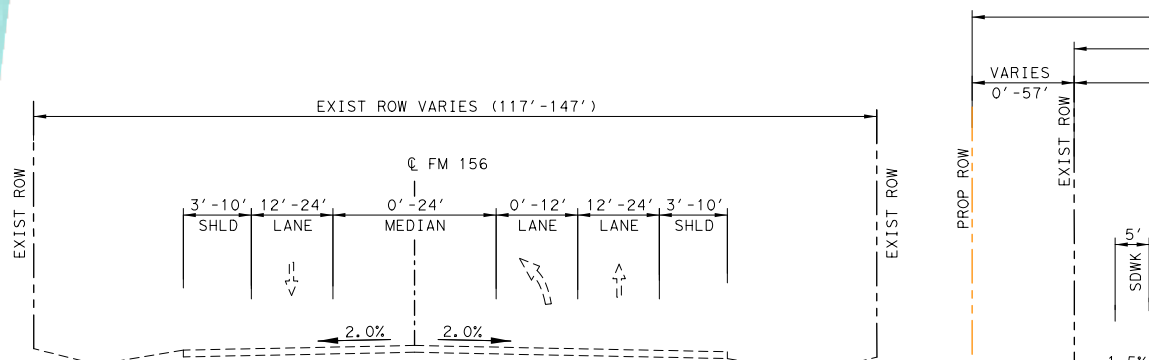
JHW 407 PROPOSED ACCESS RAMP
STA 4005+43.02 TO 4007+41.06


25' OVERALL WIDTH
℄ JHW156
14' LANE
SDWK
2.0%
1.5%
6:1 USUAL 4:1 MAX
PGL

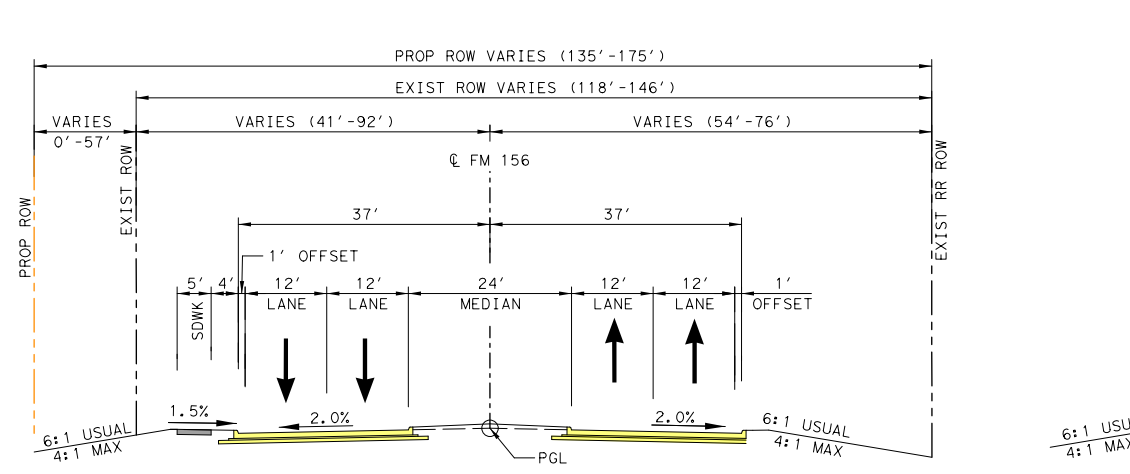
JHW 156 PROPOSED ACCESS RAMP
STA 3004+10.59 TO 3005+72.80


VARIES (45' TO 73') OVERALL WIDTH
℄ JHE
VARIES (16'-30')
SDWK
0'-14' LANE
14' LANE
2.0%
1.5%
6:1 USUAL 4:1 MAX
PGL

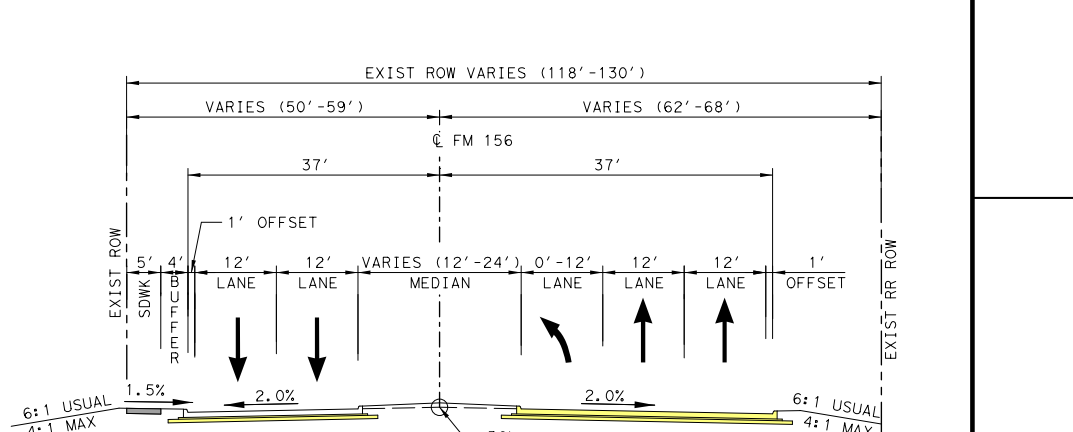
JHE PROPOSED ACCESS RAMP
STA 2007+00.90 TO 2010+71.90


EXIST ROW VARIES (117'-147')
℄ FM 156
3'-10' SHLD
12'-24' LANE
0'-24' MEDIAN
2.0%
EXIST ROW

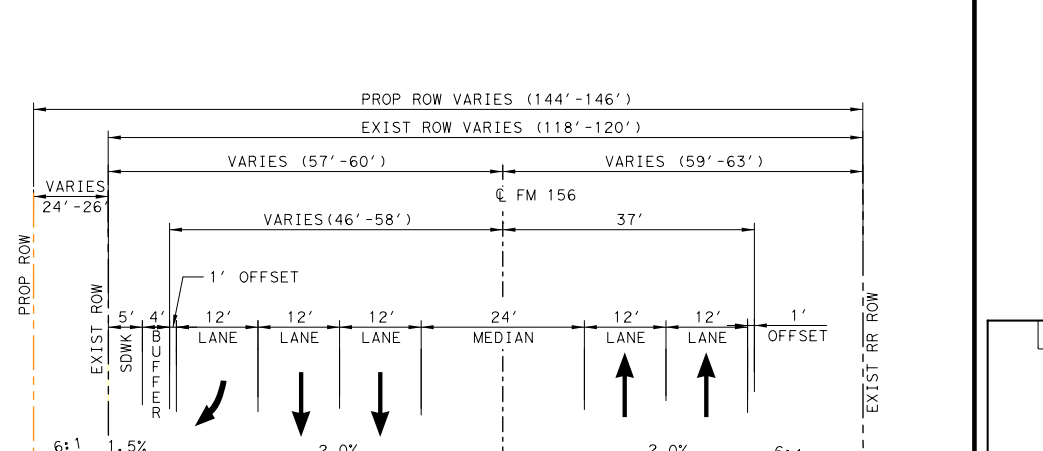
EXISTING FM 156
STA 116+00.00 TO 137+36.29


PROP ROW VARIES (135'-175')
EXIST ROW VARIES (118'-146')
VARIES (41'-92')
VARIES (54'-76')
℄ FM 156
37'
1' OFFSET
SDWK
12' LANE
24' MEDIAN
2.0%
1.5%
6:1 USUAL 4:1 MAX
PGL
EXIST RR ROW

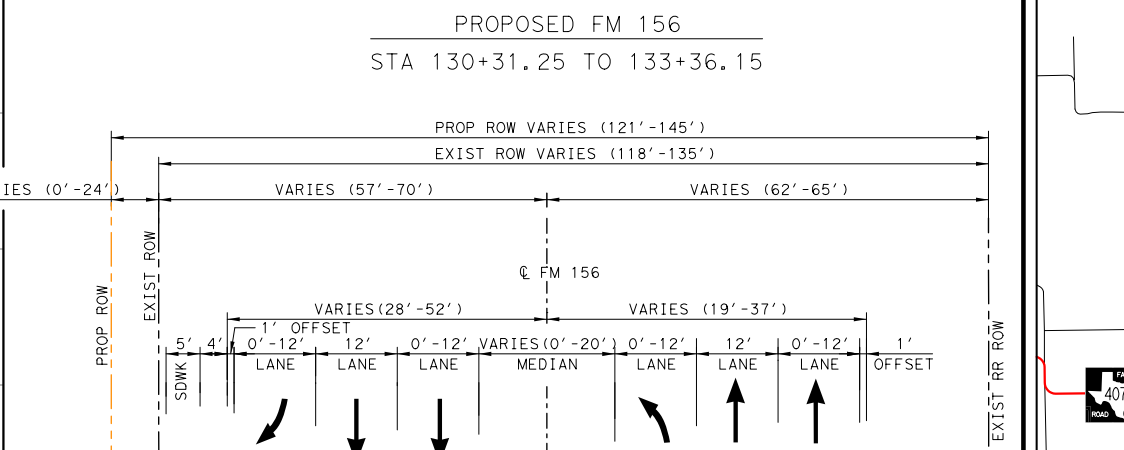
PROPOSED FM 156
STA 116+00.00 TO 123+22.33


EXIST ROW VARIES (118'-130')
VARIES (50'-59')
VARIES (62'-68')
℄ FM 156
37'
1' OFFSET
VARIES (12'-24') MEDIAN
0'-12' LANE
12' LANE
2.0%
1.5%
PGL

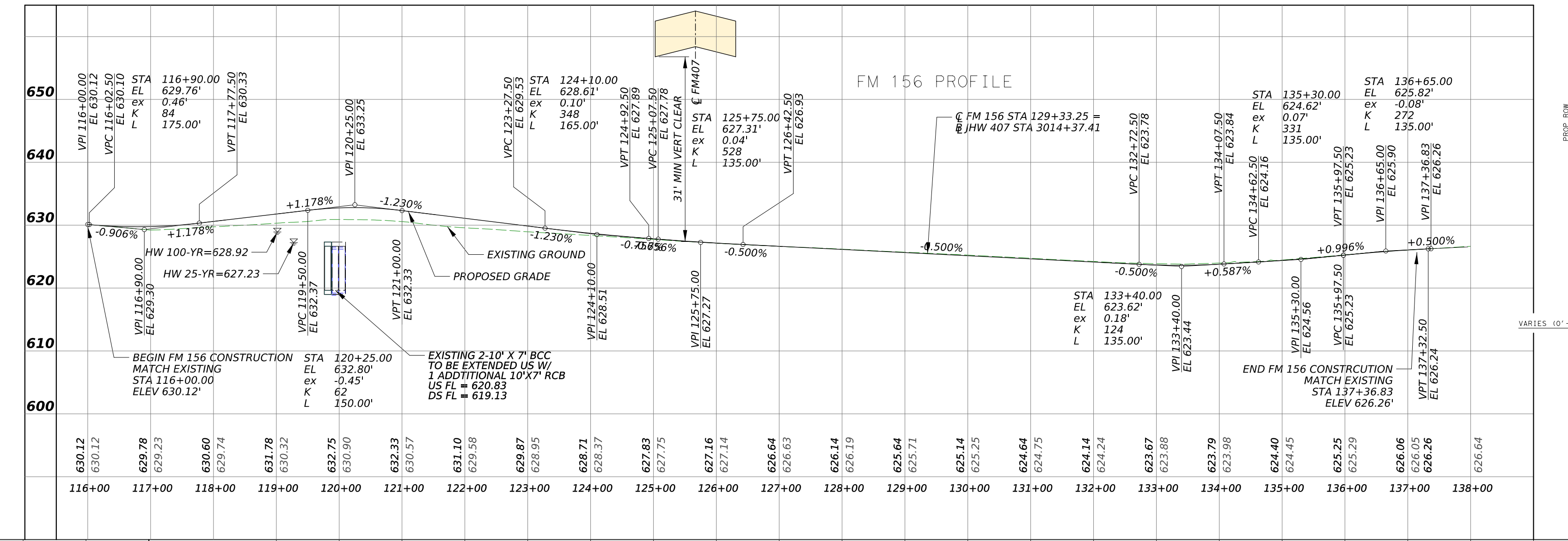
PROPOSED FM 156
STA 130+31.25 TO 133+36.15

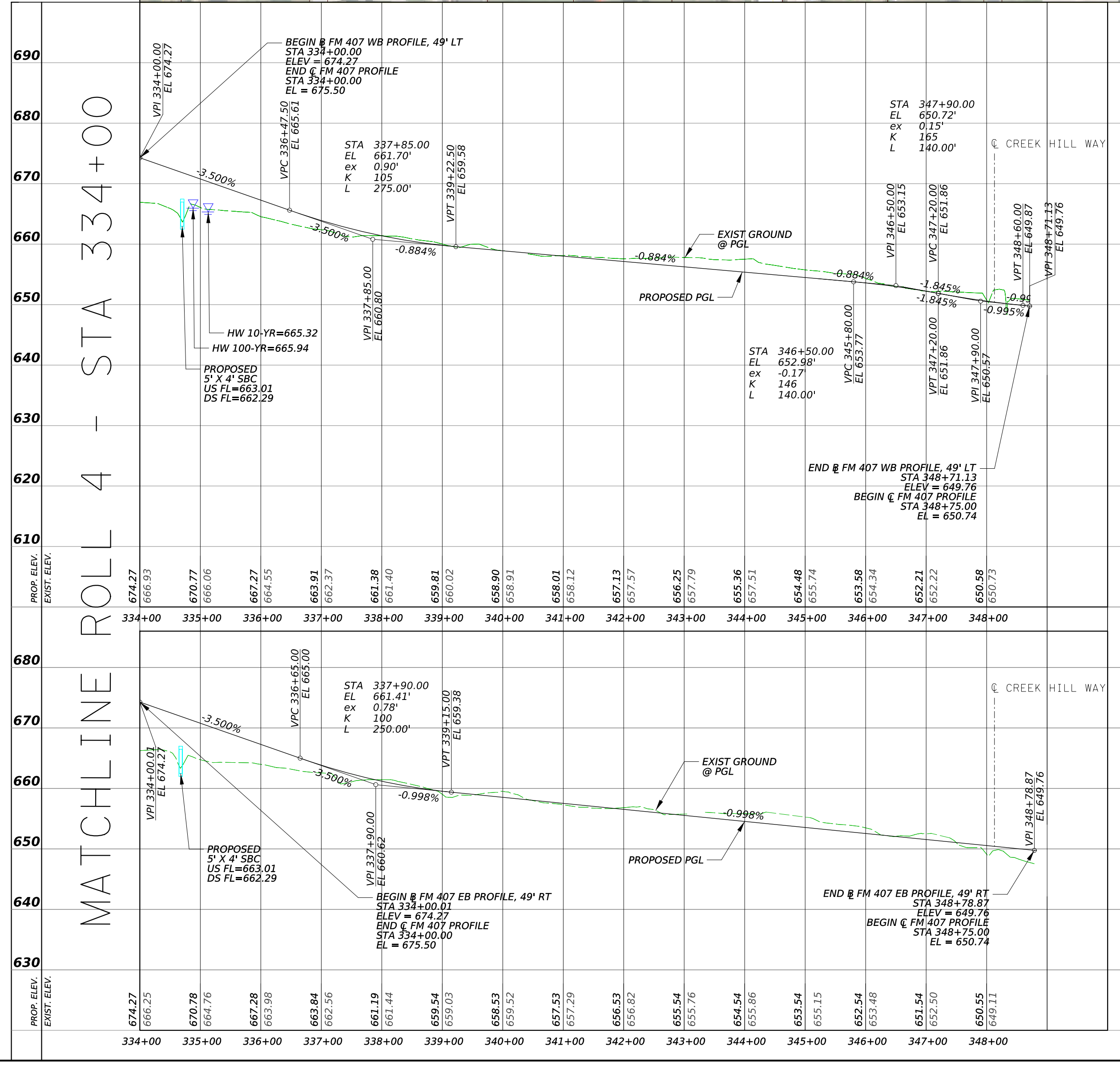

PROP ROW VARIES (144'-146')
EXIST ROW VARIES (118'-120')
VARIES (57'-60')
VARIES (59'-63')
VARIES(46'-58')
℄ FM 156
1' OFFSET
12' LANE
24' MEDIAN
2.0%
1.5%
PGL

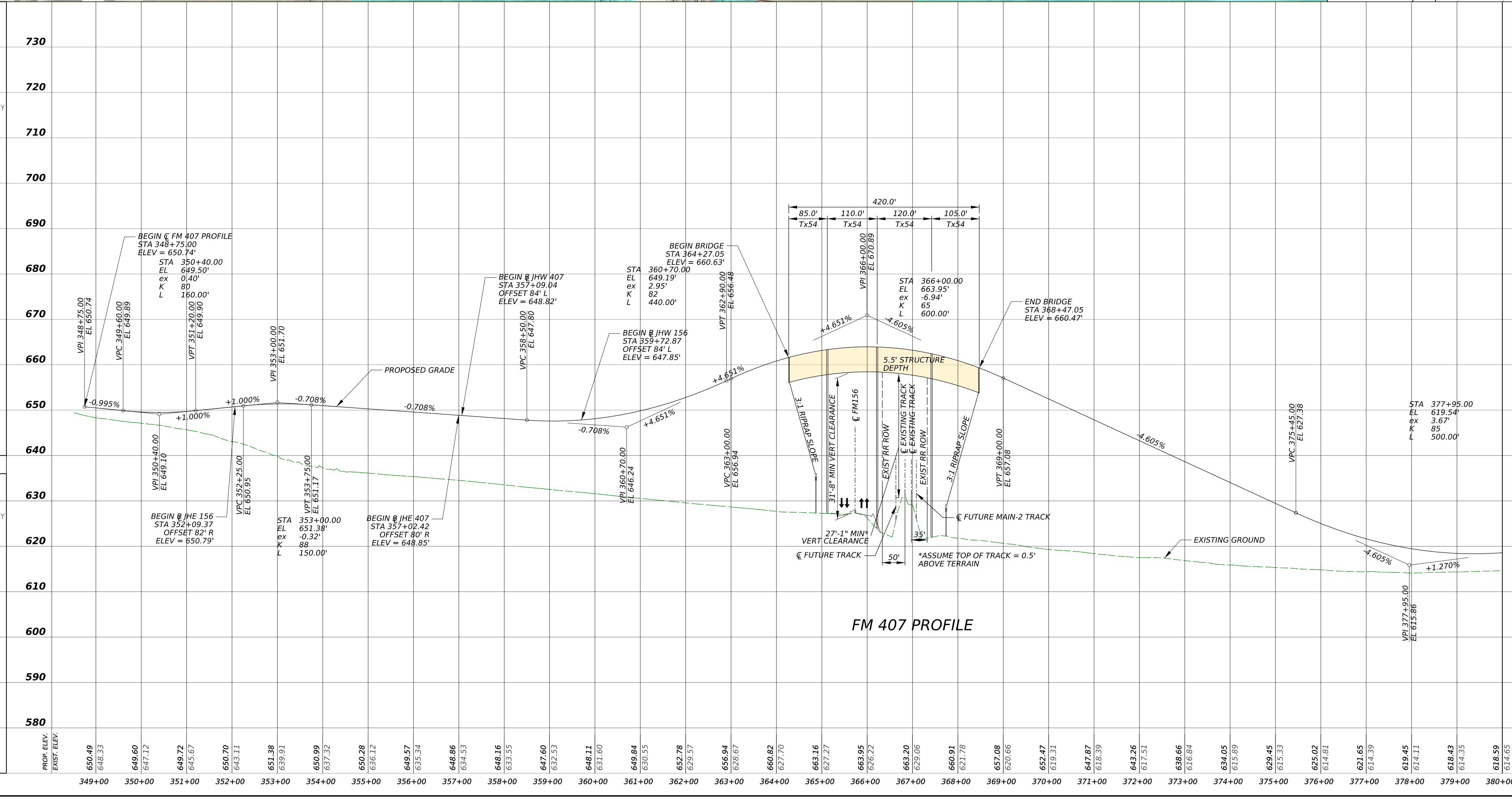
PROPOSED FM 156
STA 130+31.25 TO 133+36.15

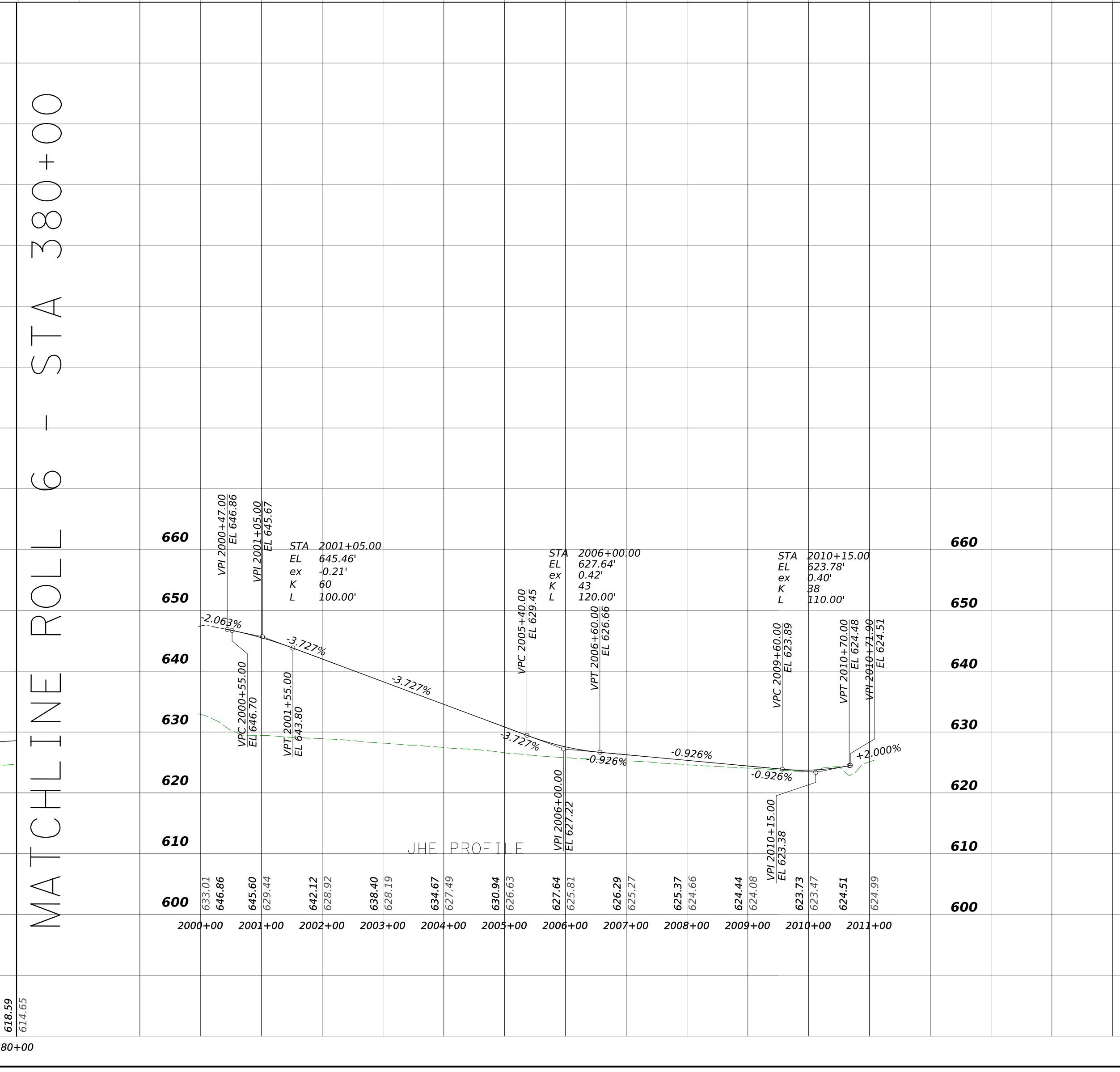

PROP ROW VARIES (121'-145')
EXIST ROW VARIES (118'-135')
VARIES (0'-24')
VARIES (57'-70')
VARIES (62'-65')
℄ FM 156
VARIES(28'-52')
VARIES (19'-37')
1' OFFSET
0'-12' LANE
12' LANE
VARIES (0'-20') MEDIAN
2.0%
1.5%
PGL

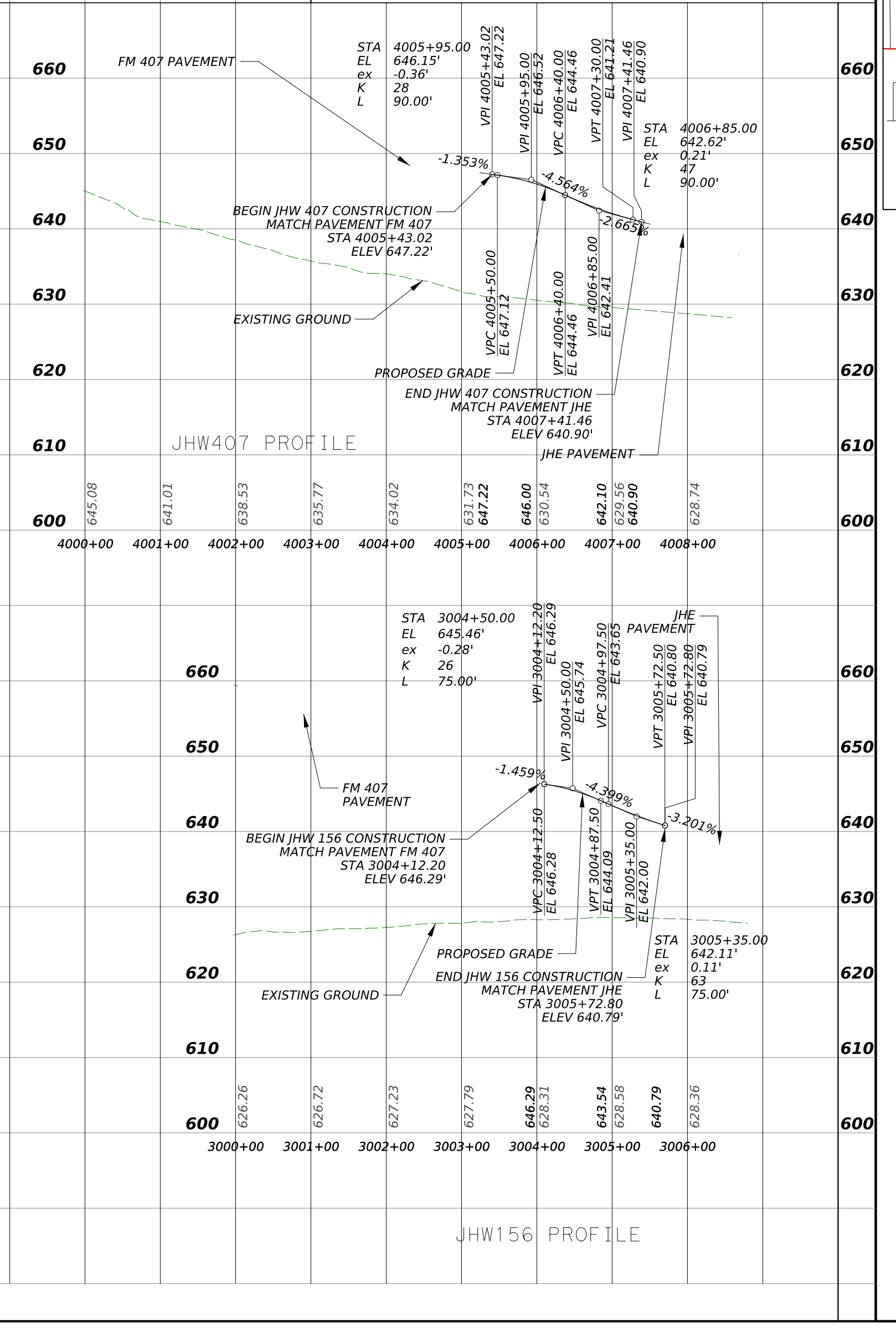
PROPOSED FM 156
STA 133+36.15 TO 137+36.83

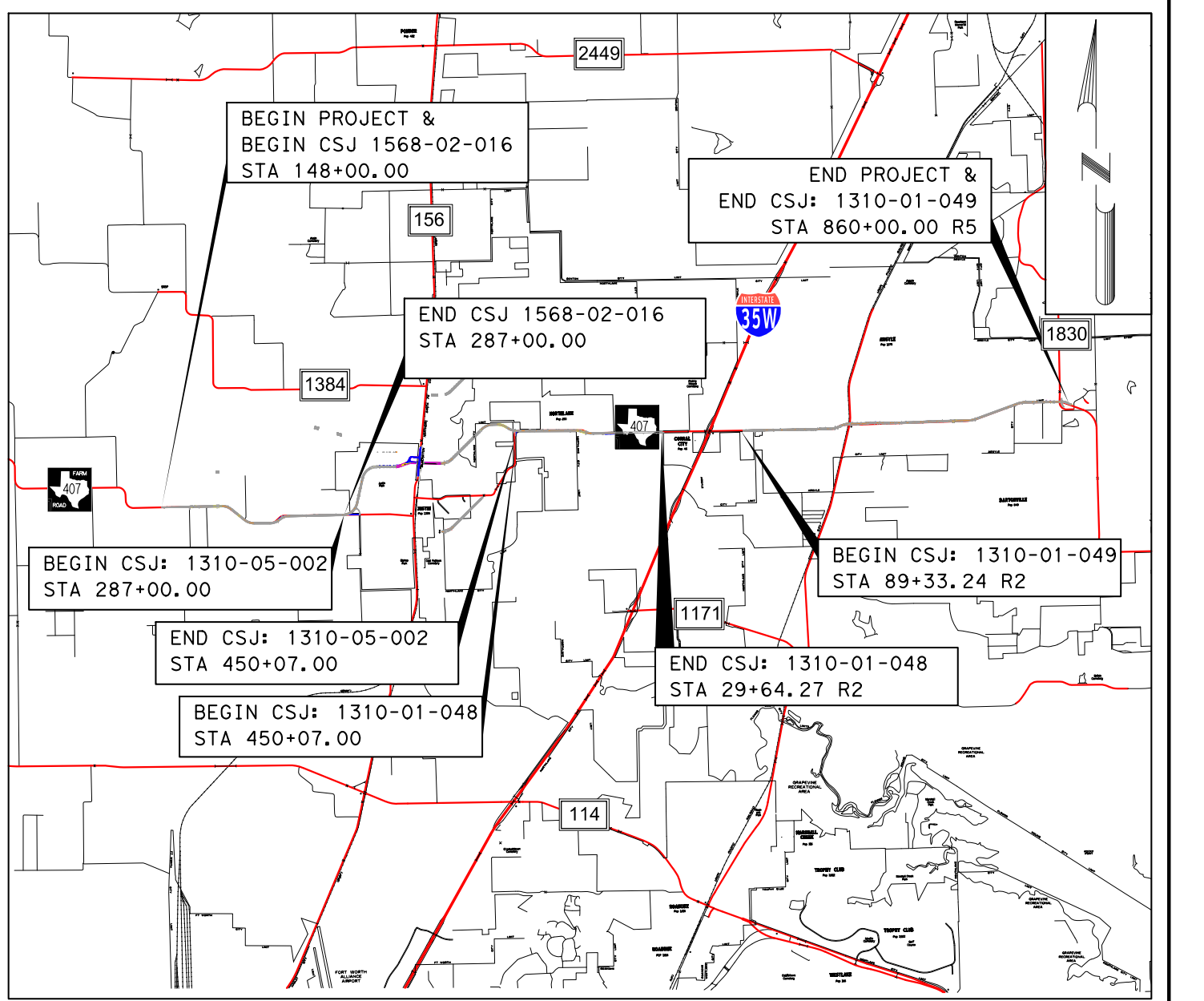










Texas Department of Transportation
DALLAS DISTRICT
DESIGN SCHEMATIC
CEASON CLEMENS, P.E.
DISTRICT ENGINEER
FROM: BILL COOK RD
TO: FM 1830
CSJs: 1568-02-016, 1310-05-002, 1310-01-048, 1310-01-049
PROJECT LENGTH: 11.5 MILES
ROADWAY TYPE / FUNCTIONAL CLASSIFICATION / DESIGN SPEED (as at left)
SURVEY SCALE FACTOR: 1:1.000150630
100% COMPLETION SUBMITTAL
DENTON COUNTY
PROJECT LOCATION MAP
NOT TO SCALE
DESIGN WAIVER/DEVIATION:NO
ROLL 5 OF 12
MAY 2025
HORIZ SCALE: 1"=100'
VERTICAL SCALE: 1"=10'
DATE SUBMITTED 5/22/2025
DATE APPROVED
DATE REVISED
TIMOTHY M. NESBITT, P.E.
(TX PE NO. 66648)
PRELIMINARY
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
© 2025 by Texas Department of Transportation, All Rights Reserved