Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC

MOHAMED K. BUR, P.E.
DISTRICT ENGINEER

DENTON COUNTY

FM 1385

FROM: US 380 TO FM 455
CSJ: 1315-01-030

FUNCTIONAL CLASS: URBAN MAJOR COLLECTOR

PROJECT LENGTH: 12.01 MILES

DESIGN SPEED:

45 MPH = FM 1385

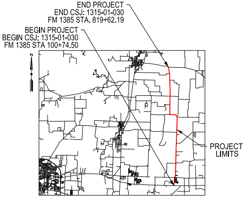
45 MPH = FM 455
30 MPH = FISHTRAP RD
45 MPH = GEE RD
30 MPH = PARVIN RD
45 MPH = FM 428 EAST
*30 MPH = ALL CONNCETIONS TO EXIST CROSS ST

45 MPH = FM 428 WEST
45 MPH = OLD FM 1385
45 MPH = MUSTANG RD
45 MPH = FRIENDSHIP RD
30 MPH = LIGHTS RANCH RD
30 MPH = STRITTMATTER RD

* MEETS OR EXCEEDS EXISTING CONDITIONS

INDEX OF SHEETS:

ROLL 1: US 380 TO UNION PARK BLVD - STA 100+74.50 TO STA 170+00
ROLL 2: UNION PARK BLVD TO NORTH OF WINN RIDGE RD - STA 170+00 TO STA 245+00
ROLL 3: NORTH OF WINN RIDGE RD TO FM 428 EAST - STA 245+00 TO STA 322+00
ROLL 4: FM 428 EAST TO NORTH OF FM 428 WEST - STA 322+00 TO STA 397+00
ROLL 5: NORTH OF FM 428 WEST TO MUSTANG CREEK - STA 397+00 TO STA 557+00
ROLL 6: MUSTAND CREEK TO NORTH OF JOE ALLEN RD - STA 557+00 TO STA 635+00
ROLL 7: NORTH OF JOE ALLEN RD TO NORTH OF FRIENDSHIP RD - STA 635+00 TO STA 713+00
ROLL 8: NORTH OF FRIENDSHIP RD TO STRITTMATTER RD - STA 713+00 TO STA 791+00
ROLL 9: STRITTMATTER RD TO FM 455 - STA 791+00 TO STA 819+62.19


END PROJECT
END CSJ: 1315-01-030
FM 1385 STA. 819+62.19
BEGIN PROJECT
BEGIN CSJ: 1315-01-030
FM 1385 STA 100+74.50
N
PROJECT LIMITS

DENTON COUNTY

LOCATION MAP

N.T.S.

DECEMBER 2021

HORIZ SCALE: 1"=100' (0 50 100 150 200)

VERTICAL SCALE: 1"=10' (0 5 10 15 20)

HOWARD COLUMBUS GIBBS III, P.E.
(TX PE NO. 100239)

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

DATE SUBMITTED
12/10/2021

DATE APPROVED
04/28/2022

DATE REVISED
05/01/2023

PRELIMINARY
FOR INTERIM REVIEW ONLY. NOT FOR PERMITTING, BIDDING, OR CONSTRUCTION. Prepared by or under the Direct Supervision of HOWARD C. GIBBS III, P.E. 100239 12/10/2021

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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ROLL 5 OF 9

Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

CIVIL ASSOCIATES, INC.
CAI
9330 LBJ Frwy, Ste. 1150
Dallas, Texas 75243
TBPE Firm Registration No. 6981

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LEGEND:

🟨 PROPOSED MAINLANES
▭ PROPOSED CROSS STREETS
🟪 PROPOSED DRIVEWAYS
▬ PROPOSED SIDEWALKS
🟧 PROPOSED BRIDGE STRUCTURES
▨ PAVEMENT REMOVAL
▨ DISPLACEMENTS
▬ PROPOSED RETAINING WALL
PROPOSED NOISE WALL
APPARENT EXISTING ROW
PROPOSED ROW
PROPOSED CENTERLINE/BASELINE
EXISTING EASEMENT
100 YR FLOODPLAIN LIMITS
FLOODWAY LIMITS
FUTURE PROJECT (BY OTHERS)
STREAM FLOW
→ DIRECTION OF TRAVEL
EXISTING CULVERT
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 MAP 48121C0270G.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM FIELD SURREY 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 TRAFFIC COUNTS AND GROWTH RATES PROVIDED BY TP&P. TRAFFIC VOLUMES APPROVED BY TXDOT TP&P (MARCH 2020).
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 2020).
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. THE LOCATIONS OF THE PROPOSED NOISE BARRIERS ARE INCLUDED ON THE SCHEMATIC AND WILL BE FINALIZED AFTER A NOISE WORKSHOP HAS BEEN CONDUCTED.

UTILITY LEGEND

T1	TELEPHONE ATT
T1 (D)	TELEPHONE ATT
T2	TELEPHONE FRONTIER (VERIZON)
T2 (D)	TELEPHONE FRONTIER (VERIZON)
T-DUCT1 (D)	T-DUCT ATT
FOC1	FIBER OPTIC ATT
FOC1 (D)	FIBER OPTIC ATT
FOC3	FIBER OPTIC NORTEX COMMUNICATIONS
FOC4	FIBER OPTIC GRANDE
FOC4 (D)	FIBER OPTIC GRANDE
FOC5	FIBER OPTIC SUDDENLINK
FOC6	FIBER OPTIC ZAYO
FOC7	FIBER OPTIC SPECTRUM
FOC8	FIBER OPTIC UPPER TRINITY REGIONAL WATER DISTRICT
E1	ELECTRIC COSERV
E1 (D)	ELECTRIC COSERV
FM1 (D)	FORCE MAIN MUSTANG SUD
G1	GAS ATMOS
G2	GAS COSERV
G2 (D)	GAS COSERV
PL1	PIPELINE ATMOS
PL1 (D)	PIPELINE ATMOS
PL3	PIPELINE ENERGY TRANSFER
PL5 (D)	PIPELINE ENTERPRISE
SD1	STORM SEWER TXDOT
SD1 (D)	STORM SEWER TXDOT
W1	WATER TOWN OF PROSPER
W1 (D)	WATER TOWN OF PROSPER
W2 (D)	WATER MUSTANG SUD
W3	WATER UPPER TRINITY REGIONAL WATER DISTRICT
W3 (D)	WATER UPPER TRINITY REGIONAL WATER DISTRICT
W4 (D)	WATER ARCADIA WATER
OH	(SEE OVERHEAD LEGEND)

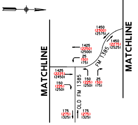
OVERHEAD LEGEND		
1	COSERV	ELECTRIC
2	ATT	COMMUNICATION
3	FRONTIER	COMMUNICATION
4	GRANDE	COMMUNICATION
5	SUDDENLINK	COMMUNICATION

UTILITY NOTE:
ALL UTITITIES SHOWN ARE LEVEL "B" WHICH WERE ARRIVED AT USING GEOPHYSICAL EQUIPMENT UNLESS NOTED. LEVEL "D" UTILITIES ARE DERIVED FROM FURNISHED RECORDS.

PROP ID	PROPERTY OWNERS' NAME
EB1000	SHINEY HINEY PARTNERS I
EB1001	MM MOBBERLY 236 LLC
WB1000	A1719 LLC
WB1001	PEMMASANI INTERESTS LLC

LEGEND
(XXXX) 2025 ADT
(XXXX) 2045 ADT
[XXXX] 2055 ADT

SOURCE: TXDOT TRANSPORTATION PLANNING AND PROGRAM DIVISION MEMORANDUM. MARCH 31.2020

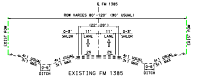

MATCHLINE
MATCHLINE
FM 1385
OLD FM 1385
1450 (2300) [2575]
1450 (2275) [2525]
1425 (2250) [2500]
25 (50) [75]
1425 (2225) [2450]
150 (225) [250]
150 (225) [250]
25 (50) [75]
175 (275) [325]
175 (275) [325]

SECTION 1 - US 380 TO FM 428 WEST
DIR DIST %=63-37
% TRUCKS ADT=5.5
% TRUCKS DHV=4.1
K FACTOR=11.1

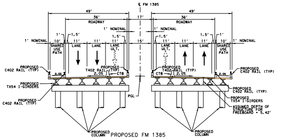
SECTION 2 - FM 428 WEST TO FM 455
DIR DIST %=63-37
% TRUCKS ADT=12.0
% TRUCKS DHV=9.0
K FACTOR=11.1

TRAFFIC DIAGRAM - FM 1385
N.T.S.

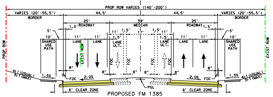
PRELIMINARY
NOT INTENDED FOR CONSTRUCTION OR BIDDING PURPOSES


℄ FM 1385
ROW VARIES 80'-120' (90' USUAL)
EXIST ROW
(22'-28')
0-3' SHLDR
11' LANE
11' LANE
0-3' SHLDR
2%
2%
4:1 USUAL 3:1 MAX
0-6' DITCH

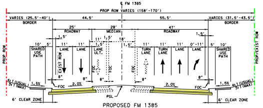
EXISTING FM 1385
TYPICAL SECTION
STA. 397+00 TO 557+00


℄ FM 1385
49'
36' ROADWAY
17'
1' NOMINAL
15'
11' LANE
11' LANE ULT.
10' SHARED USE PATH
C402 RAIL (TYP)
T402 RAIL (TYP)
PROPOSED TX54 I-GIRDERS
CTB
PGL
2.0%
PROPOSED COLUMN
ASSUMED DEPTH OF STRUCTURE FOR FREEBOARD = 5.42'

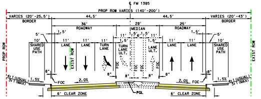
PROPOSED FM 1385
BRIDGE TYPICAL SECTION
STA. 531+24.00 TO 541+07.25


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-55.5') BORDER
44.5'
39' MEDIAN
25' ROADWAY
10' SHARED USE PATH
11' LANE
11' LANE ULT.
FOC
PGL
6' CLEAR ZONE
2.0%
1.5%
4:1 (USUAL) 3:1 (MAX)

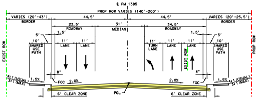
PROPOSED FM 1385
TYPICAL SECTION
STA 397+00.00 TO 407+95.00
STA 502+05.08 TO 504+35.55
STA 514+86.66 TO 522+67.90
STA 528+54.78 TO 531+24.00
STA 541+07.25 TO 557+00.00


℄ FM 1385
PROP ROW VARIES (158'-170')
VARIES (25.5'-40') BORDER
44.5'
55.5'
VARIES (31.5'-43.5') BORDER
25' ROADWAY
28' MEDIAN
47' ROADWAY
TURN LANE
SHARED USE PATH
PGL
6' CLEAR ZONE
2.0%

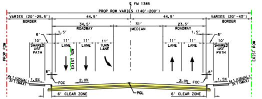
PROPOSED FM 1385
TYPICAL SECTION
STA 407+95.00 TO 411+23.60
STA 504+35.55 TO 509+00.00


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-25.5') BORDER
44.5'
28' MEDIAN
VARIES (20'-43') BORDER
TURN LANE
SHARED USE PATH
PGL
6' CLEAR ZONE

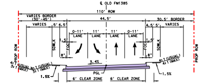
PROPOSED FM 1385
TYPICAL SECTION
STA 412+67.60 TO 502+05.08
STA 510+25.00 TO 514+86.66
STA 523+93.80 TO 528+54.78


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-43') BORDER
44.5'
23.5' ROADWAY
31' MEDIAN
34.5' ROADWAY
VARIES (20'-25.5') BORDER
PGL
6' CLEAR ZONE

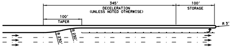
PROPOSED FM 1385
TYPICAL SECTION
STA 411+23.60 TO 412+67.60


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-25.5') BORDER
44.5'
34.5' ROADWAY
31' MEDIAN
23.5' ROADWAY
VARIES (20'-43') BORDER
PGL
6' CLEAR ZONE

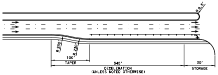
PROPOSED FM 1385
TYPICAL SECTION
STA 509+00.00 TO 510+25.00
STA 522+67.80 TO 523+93.80


℄ OLD FM1385
110' ROW
VARIES BORDER (30'-45')
44.5'
30.5' BORDER VARIES
3.4%
PGL
6' CLEAR ZONE

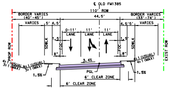
PROPOSED OLD FM1385
TYPICAL SECTION
STA. 100+42.47 TO 103+21.50


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

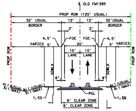
TYPICAL LEFT-TURN BAY DETAILS (45 MPH)
N.T.S


R 8.5'
R 230'
100' TAPER
345' DECELERATION (UNLESS NOTED OTHERWISE)
30' STORAGE

TYPICAL RIGHT-TURN BAY DETAILS (45 MPH)
N.T.S


℄ OLD FM1385
110' ROW
BORDER VARIES (40'-45')
44.5'
BORDER VARIES (33'-74')
3.4%
PGL
6' CLEAR ZONE

PROPOSED OLD FM1385
TYPICAL SECTION
STA. 103+90.00 TO 107+35.00


℄ OLD FM1385
PROP ROW (120' USUAL)
32' USUAL BORDER
12'
12'
32' USUAL BORDER
20'
10' LANE
10' LANE
2%
2%
PGL
6' CLEAR ZONE

PROPOSED OLD FM1385
TYPICAL SECTION
STA 107+35 TO 109+50

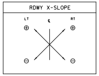
HORIZONTAL CURVE DATA TABLE

CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADUIS	PI STA	PC STA	PT STA
FM1385-101	60° 22' 51.43" (LT)	3° 00' 56.04"	1105.40'	2,002.31	1900'	522+17.06	511+11.66	531+13.97
FM1385-102	60° 27' 17.69" (RT)	4° 46' 28.73"	699.19'	1,266.16	1200'	561+04.57	554+05.38	566+71.54
OLD_FM1385_1	51° 26' 37.18" (LT)	7° 38' 21.97"	361.30	673.40	750'	104+74.71	101+13.41	107+86.80
OLD_FM1385_2	1° 55' 29.83" (LT)	1° 59' 59.63"	48.13	96.25	2865'	109+22.81	108+74.68	109+70.93

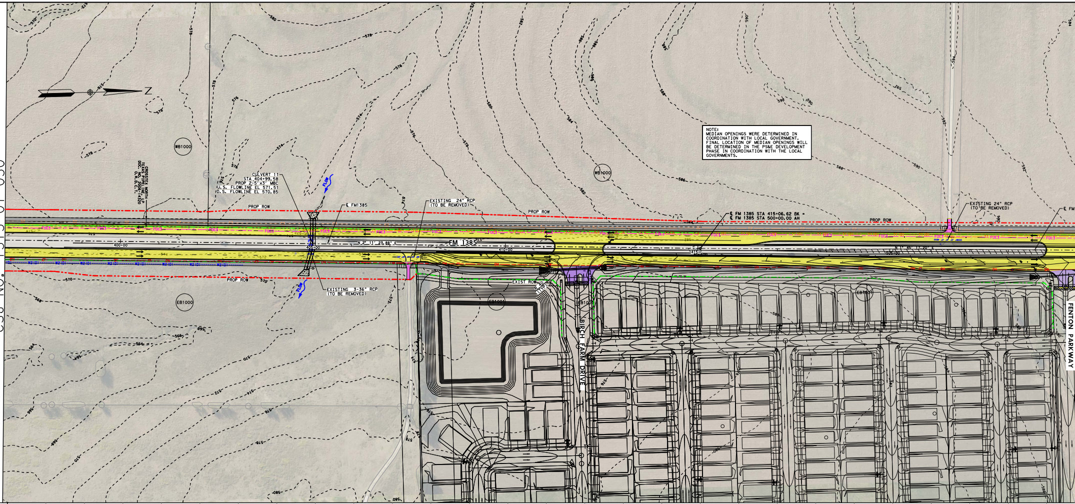
HORIZONTAL ALIGNMENT DATA

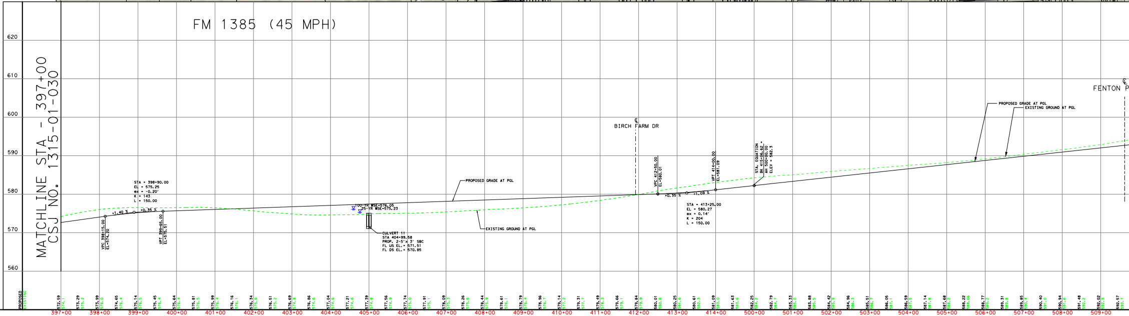
CHAIN NO.	POT STA	POT-NORTHING	POT-EASTING	BEARING	POT STA	POT-NORTHING	POT-EASTING
FM1385	--	--	--	N 2° 00' 53.44" E	398+26.56	7,160,942.83	2,460,270.15
	500+00.00	7,162,621.66	2,460,334.35	N 1° 45' 17.20" E	--	--	--
OLD_FM1385	100+00.00	7,164,883.90	2,460,023.48	N 54° 53' 05.14" E	--	--	--
OLD_FM1385	--	--	--	--	110+56.28	7,165,786.81	2,460,445.17

RDWY X-SLOPE



CROSS SLOPE TRANSITIONS				
CHAIN ID.	LEFT		RIGHT	
	STA	e	STA	e
OLD FM 1385	107+45.00	-3.41%	107+45.00	3.41%
	109+25.00	-2.00%	109+25.00	-2.00%


MATCHLINE STA - 397+00
CSJ NO. 1315-01-030
NOTE:
MEDIAN OPENINGS WERE 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.
CULVERT 11
STA 404+99.58
PROP 2-5'x3' MBC
U.S. FLOWLINE EL 571.51
D.S. FLOWLINE EL 570.85
FLOW
PROP ROW
℄ FM1385
EXISTING 24" RCP (TO BE REMOVED)
FM 1385
N 2° 11' 23.88" E
400+00
405+00
410+00
415+00
505+00
EXISTING 3-36" RCP (TO BE REMOVED)
EXIST ROW
BIRCH FARM DRIVE
℄ FM 1385 STA 415+06.62 BK =
℄ FM 1385 STA 500+00.00 AH
N 1° 45' 17.20" E
FENTON PARKWAY
WB1000
EB1000
EB1001
FOC3
W2(D)
OH
Z


FM 1385 (45 MPH)
MATCHLINE STA - 397+00
CSJ NO. 1315-01-030
620
610
600
590
580
570
560
STA = 398+90.00
EL = 575.25
ex = -0.20'
K = 143
L = 150.00
+1.40 %
+0.35 %
VPC 398+15.00
EL=574.20
VPT 399+65.00
EL=575.51
100-YR WSE=576.05
25-YR WSE=575.23
CULVERT 11
STA 404+99.58
PROP. 2-5'x 3' SBC
FL US EL.= 571.51
FL DS EL.= 570.85
PROPOSED GRADE AT PGL
EXISTING GROUND AT PGL
℄ BIRCH FARM DR
VPC 412+50.00
EL=580.01
+0.35 %
+1.09 %
VPT 414+00.00
EL=581.09
STA = 413+25.00
EL = 580.27
ex = 0.14'
K = 204
L = 150.00
STA. EQUATION
BK 415+06.62 =
AH 500+00.00
ELEV = 582.3
PROPOSED GRADE AT PGL
EXISTING GROUND AT PGL
℄ FENTON P
TRANSITION LENGTH
180'
PROPOSED
397+00
398+00
399+00
400+00
401+00
402+00
403+00
404+00
405+00
406+00
407+00
408+00
409+00
410+00
411+00
412+00
413+00
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502+00
503+00
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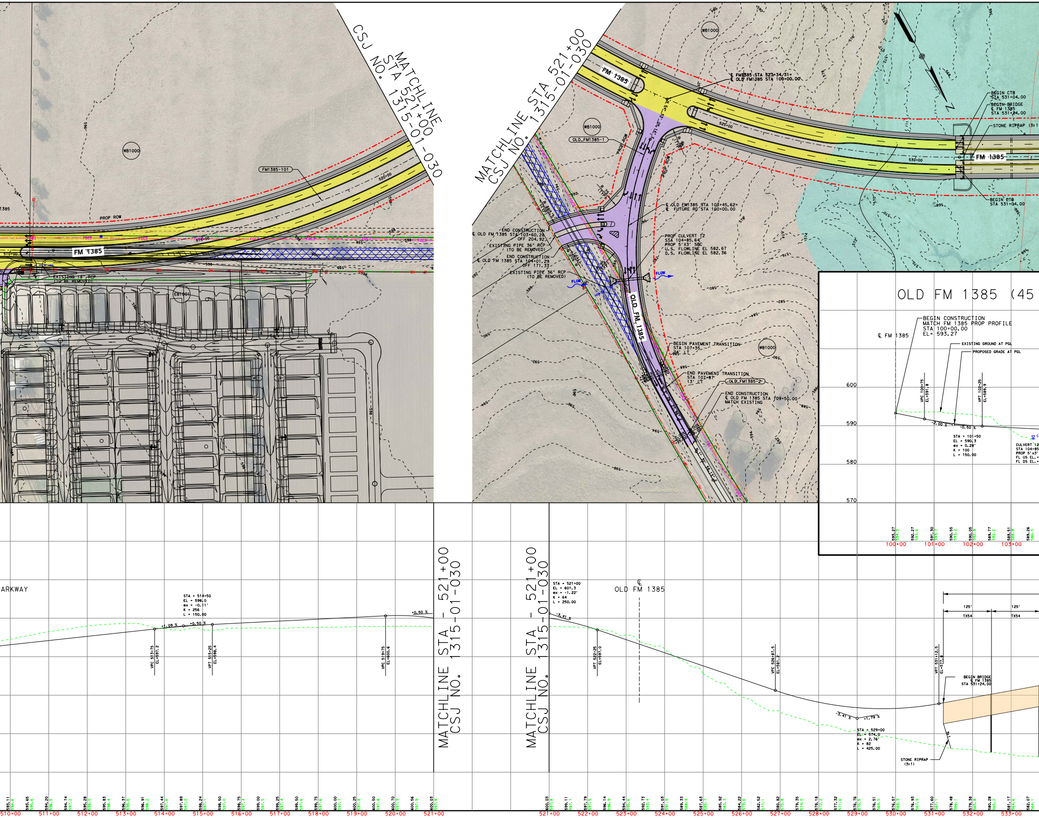
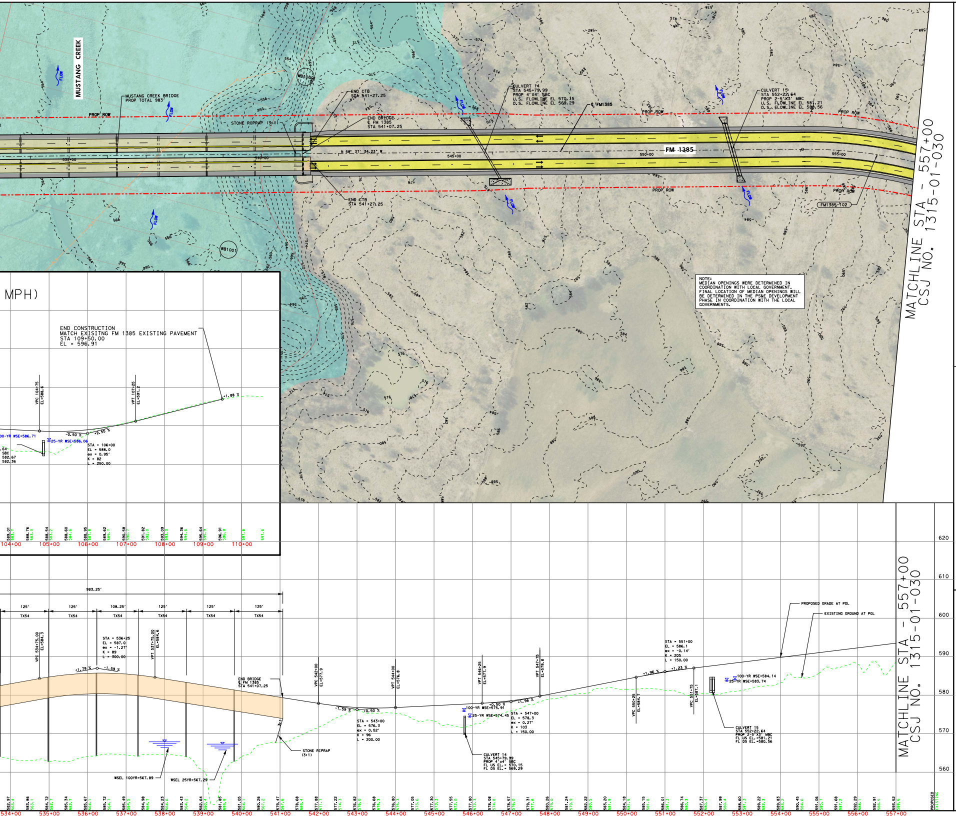
505+00
506+00
507+00
508+00
509+00


MATCHLINE STA 521+00
CSJ NO. 1315-01-030
WB1000
FM1385-101
PROP ROW
520+00
515+00
510+00
FM 1385
EXISTING 18" RCP
(TO BE REMOVED)
EB1001
€ FM1385 STA 523+34.31=
€ OLD FM1385 STA 100+00.00
525+00
530+00
OLD_FM1385-1
PROP ROW
R 75' (TYP)
€ OLD FM1385 STA 103+45.62=
€ FUTURE RD STA 100+00.00
END CONSTRUCTION
€ OLD FM 1385 STA 103+60.28
OFF 204.92
EXISTING PIPE 36" RCP
(TO BE REMOVED)
END CONSTRUCTION
€ OLD FM 1385 STA 104+01.29
OFF 171.33
EXISTING PIPE 36" RCP
(TO BE REMOVED)
PROP CULVERT 12
STA 104+85.64
PROP 5'X3' SBC
U.S. FLOWLINE EL 582.67
D.S. FLOWLINE EL 582.36
FLOW
FLOW
OLD_FM_1385
BEGIN PAVEMENT TRANSITION
STA 107+35
24' LT
END PAVEMENT TRANSITION
STA 107+87
13' LT
OLD_FM1385-2
END CONSTRUCTION
€ OLD FM 1385 STA 109+50.00
MATCH EXISTING
BEGIN CTB
STA 531+04.00
BEGIN BRIDGE
€ FM 1385
STA 531+24.00
STONE RIPRAP (3:1
BEGIN CTB
STA 531+04.00
N
OLD FM 1385 (45
BEGIN CONSTRUCTION
MATCH FM 1385 PROP PROFILE
STA 100+00.00
EL= 593.27
€ FM 1385
EXISTING GROUND AT PGL
PROPOSED GRADE AT PGL
VPC 100+75
EL=591.8
VPT 102+25
EL=589.9
-2.00 %
-0.50 %
STA = 101+50
EL = 590.3
ex = 0.28'
K = 100
L = 150.00
CULVERT 12
STA 104+85
PROP 5'x3'
FL US EL.=
FL DS EL.=
600
590
580
570
593.27 594.0
592.27 593.6
591.30 593.7
590.55 593.2
590.05 592.8
589.77 592.2
589.51 588.9
589.26 586.5
100+00
101+00
102+00
103+00
ARKWAY
STA = 514+50
EL = 598.0
ex = -0.11'
K = 256
L = 150.00
+1.09 %
+0.50 %
+0.50 %
VPC 513+75
EL=597.2
VPT 515+25
EL=598.4
VPC 519+75
EL=600.6
593.11 594.6
593.65 595.6
594.20 596.5
594.74 597.2
595.28 598.0
595.83 598.4
596.37 598.6
596.91 598.2
597.44 597.6
597.89 597.0
598.24 597.1
598.50 597.0
598.75 597.4
599.00 597.5
599.25 597.4
599.50 597.6
599.75 597.6
600.00 597.7
600.25 597.8
600.50 597.8
600.70 597.9
600.56 597.9
600.03 597.8
510+00
511+00
512+00
513+00
514+00
515+00
516+00
517+00
518+00
519+00
520+00
521+00
MATCHLINE STA - 521+00
CSJ NO. 1315-01-030
MATCHLINE STA - 521+00
CSJ NO. 1315-01-030
STA = 521+00
EL = 601.3
ex = -1.22'
K = 64
L = 250.00
-3.41 %
€
OLD FM 1385
VPT 522+25
EL=597.0
VPC 526+87.5
EL=581.2
-3.41 %
+1.79 %
STA = 529+00
EL = 574.0
ex = 2.76'
K = 82
L = 425.00
VPT 531+12.5
EL=577.8
BEGIN BRIDGE
€ FM 1385
STA 531+24.00
125'
125'
TX54
TX54
STONE RIPRAP
(3:1)
600.03 597.8
599.11 597.7
597.79 597.5
596.14 596.9
594.44 595.6
592.73 593.4
591.03 591.9
589.33 588.9
587.63 585.7
585.92 583.3
584.22 579.6
582.52 577.1
580.82 575.8
579.35 574.0
578.18 572.2
577.32 571.6
576.76 570.5
576.51 569.5
576.57 568.9
576.93 567.9
577.60 567.1
578.48 566.1
579.38 565.8
580.28 565.2
581.17 564.6
582.07 564.1
521+00
522+00
523+00
524+00
525+00
526+00
527+00
528+00
529+00
530+00
531+00
532+00
533+00


MUSTANG CREEK
FLOW
MUSTANG CREEK BRIDGE
PROP TOTAL 983'
PROP ROW
STONE RIPRAP (3:1)
END CTB
STA 541+27.25
END BRIDGE
℄ FM 1385
STA 541+07.25
END CTB
STA 541+27.25
WB1000
WB1001
N 54° 47' 34.23" W
535+00
540+00
545+00
550+00
555+00
CULVERT 14
STA 545+79.99
PROP 4'X4' SBC
U.S. FLOWLINE EL 570.15
D.S. FLOWLINE EL 569.29
℄ FM1385
FM 1385
CULVERT 15
STA 552+22.64
PROP 2-5'X3' MBC
U.S. FLOWLINE EL 581.21
D.S. FLOWLINE EL 580.56
FM1385-102
NOTE:
MEDIAN OPENINGS WERE 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.
MPH)
END CONSTRUCTION
MATCH EXISITNG FM 1385 EXISTING PAVEMENT
STA 109+50.00
EL = 596.91
VPC 104+75
EL=588.6
VPT 107+25
EL=591.2
-0.50 %
+2.55 %
+1.88 %
00-YR WSE=586.71
25-YR WSE=586.06
STA = 106+00
EL = 588.0
ex = 0.95'
K = 82
L = 250.00
104+00
105+00
106+00
107+00
108+00
109+00
110+00
983.25'
125'
125'
108.25'
125'
125'
125'
TX54
VPC 534+75.00
EL=584.3
STA = 536+25
EL = 587.0
ex = -1.27'
K = 89
L = 300.00
+1.79 %
-1.59 %
VPT 537+75.00
EL=584.6
END BRIDGE
℄ FM 1385
STA 541+07.25
3:1
STONE RIPRAP
(3:1)
WSEL 100YR=567.89
WSEL 25YR=567.29
VPC 542+00
EL=577.9
VPT 544+00
EL=576.8
-1.59 %
+0.50 %
STA = 543+00
EL = 576.3
ex = 0.52'
K = 96
L = 200.00
VPT 546+25
EL=577.9
VPT 547+75
EL=579.8
100-YR WSE=575.91
25-YR WSE=574.45
+0.50 %
+1.96 %
STA = 547+00
EL = 578.3
ex = 0.27'
K = 103
L = 150.00
CULVERT 14
STA 545+79.99
PROP 4'x4' SBC
FL US EL.= 570.15
FL DS EL.= 569.29
VPC 550+25
EL=584.7
STA = 551+00
EL = 586.1
ex = -0.14'
K = 205
L = 150.00
+1.96 %
+1.23 %
VPC 551+75
EL=587.1
100-YR WSE=584.14
25-YR WSE=583.74
CULVERT 15
STA 552+22.64
PROP 2-5'X3' MBC
FL US EL.=581.21
FL DS EL.=580.56
PROPOSED GRADE AT PGL
EXISTING GROUND AT PGL
620
610
600
590
580
570
560
PROPOSED
EXISTING
534+00
535+00
536+00
537+00
538+00
539+00
540+00
541+00
542+00
543+00
544+00
545+00
546+00
547+00
548+00
549+00
550+00
551+00
552+00
553+00
554+00
555+00
556+00
557+00
MATCHLINE STA - 557+00
CSJ NO. 1315-01-030

Texas Department of Transportation®

DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E.
DISTRICT ENGINEER
DENTON COUNTY

FM 1385

FROM: US 380 TO FM 455
CSJ: 1315-01-030

FUNCTIONAL CLASS: URBAN MAJOR COLLECTOR

PROJECT LENGTH: 12.01 MILES

DESIGN SPEED:

45 MPH = FM 1385

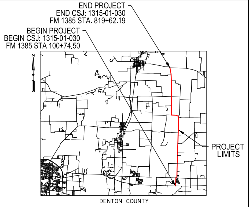
45 MPH = FM 455
30 MPH = FISHTRAP RD
45 MPH = GEE RD
30 MPH = PARVIN RD
45 MPH = FM 428 EAST
*30 MPH = ALL CONNCETIONS TO EXIST CROSS ST

45 MPH = FM 428 WEST
45 MPH = OLD FM 1385
45 MPH = MUSTANG RD
45 MPH = FRIENDSHIP RD
30 MPH = LIGHTS RANCH RD
30 MPH = STRITTMATTER RD

* MEETS OR EXCEEDS EXISTING CONDITIONS

INDEX OF SHEETS:

- ROLL 1: US 380 TO UNION PARK BLVD - STA 100+74.50 TO STA 170+00
- ROLL 2: UNION PARK BLVD TO NORTH OF WINN RIDGE RD - STA 170+00 TO STA 245+00
- ROLL 3: NORTH OF WINN RIDGE RD TO FM 428 EAST - STA 245+00 TO STA 322+00
- ROLL 4: FM 428 EAST TO NORTH OF FM 428 WEST - STA 322+00 TO STA 397+00
- ROLL 5: NORTH OF FM 428 WEST TO MUSTANG CREEK - STA 397+00 TO STA 557+00
- ROLL 6: MUSTAND CREEK TO NORTH OF JOE ALLEN RD - STA 557+00 TO STA 635+00
- ROLL 7: NORTH OF JOE ALLEN RD TO NORTH OF FRIENDSHIP RD - STA 635+00 TO STA 713+00
- ROLL 8: NORTH OF FRIENDSHIP RD TO STRITTMATTER RD - STA 713+00 TO STA 791+00
- ROLL 9: STRITTMATTER RD TO FM 455 - STA 791+00 TO STA 819+62.19


END PROJECT
END CSJ: 1315-01-030
FM 1385 STA. 819+62.19
BEGIN PROJECT
BEGIN CSJ: 1315-01-030
FM 1385 STA 100+74.50
N
PROJECT LIMITS

DENTON COUNTY

LOCATION MAP

N.T.S.

DECEMBER 2021

HORIZ SCALE: 1"=100'
0 50 100 150 200

VERTICAL SCALE: 1"=10'
0 5 10 15 20

HOWARD COLUMBUS GIBBS III, P.E.
(TX PE NO. 100239)

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

DATE SUBMITTED
12/10/2021

DATE APPROVED
04/28/2022

DATE REVISED
05/01/2023

PRELIMINARY
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12/10/2021

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12/10/2021

ROLL 5 OF 9

LTRA
Lina T. Ramey & Associates, Inc.
3320 Belt Line Rd
Farmers Branch, Texas 75234
TBPE Registration No. F-782

CIVIL ASSOCIATES, INC.
CAI
9330 LBJ Frwy, Ste. 1150
Dallas, Texas 75243
TBPE Firm Registration No. 6981

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