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:

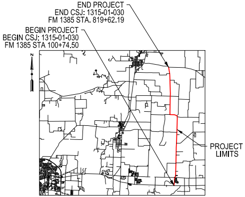
45 MPH = FM 1385

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

DATE REVISED

PRELIMINARY
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12/10/2021

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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12/10/2021

ROLL 6 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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LEGEND:

🟨	PROPOSED MAINLANES
🟪	PROPOSED CROSS STREETS
🟪	PROPOSED DRIVEWAYS
⬛	PROPOSED SIDEWALKS
🟧	PROPOSED BRIDGE STRUCTURES
▨	PAVEMENT REMOVAL
▨	DISPLACEMENTS
⌒	PROPOSED RETAINING 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.

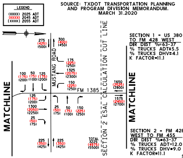
UTILITY LEGEND

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

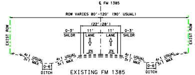
PRELIMINARY
NOT INTENDED FOR CONSTRUCTION OR BIDDING PURPOSES


LEGEND
(XXXX) 2025 ADT
(XXXX) 2045 ADT
[XXXX] 2055 ADT
SOURCE: TXDOT TRANSPORTATION PLANNING AND PROGRAM DIVISION MEMORANDUM. MARCH 31.2020
MATCHLINE
MUSTANG ROAD
FM 1385
SECTION 2 ESAL CALCULATION CUT LINE
MATCHLINE
275 (425) (500)
300 (400) (450)
175 (225) (250)
1325 (2075) (2300)
150 (225) (250)
100 (175) (200)
50 (75) (100)
125 (175) (200)
125 (175) (200)
1300 (2050) (2250)
25 (50) (75)
25 (50) (75)
50 (75) (100)
150 (225) (250)
1650 (2525) (2800)
1575 (2450) (2700)
225 (350) (425)
225 (350) (425)
TOTAL 3225 (4975) (5500)
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

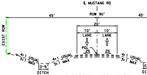
TRAFFIC DIAGRAM - FM 1385

N.T.S.

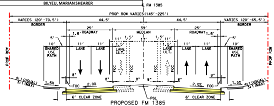
PROP ID	PROPERTY OWNERS' NAME
EB1010	GARDINER, ANDREW M & SHANNON
EB1011	GARDINER, ANDREW MAXWELL
EB1012	BROOKS, GERALD W
EB1013	SCOTT, JACQUELINE ANN TR OF JACQUELINE ANN SAVINO REV LIVING TRUST
EB1014	PHAM, HOA & TRAN,UYEN
EB1015	HOELZEL, TIMOTHY SHAWN
EB1016	GENE MCCUTCHIN LTD III
EB1017	ALEXANDER, MICHAEL & JACQUELYN
WB1001	PEMMASANI INTERESTS LLC
WB1002	MUSTANG BAPTIST CHURCH
WB1003	PICKREL, JAMES A
WB1004	MOORE, G A JR & LOIS A
WB1005	ATMOS ENERGY CORPORATION
WB1006	BRAZOS ELECTRIC POWER COOP INC
WB1007	WILKINSON, MATTHEW & RANDIE
WB1008	MUSTANG RV PARK LLC
WB1009	WILKINSON, PAUL VINCENT
WB1010	ALLEN, JACKIE JEAN
WB1011	BILYEU, MARIAN SHEARER


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

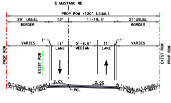
EXISTING FM 1385
TYPICAL SECTION
STA 557+00.00 TO 635+00.00


℄ MUSTANG RD
45'
ROW 90'
45'
20'
10' LANE
10' LANE
PGL
2%
2%
EXIST ROW
4:1 USUAL
3:1 MAX
0-6'
DITCH

EXISTING MUSTANG RD
TYPICAL SECTION
STA 100+00.00 TO 117+00.00


℄ FM 1385
PROP ROW VARIES (145'-225')
VARIES (20'-70.5')
BORDER
44.5'
44.5'
VARIES (20'-65.5')
BORDER
25' ROADWAY
39' MEDIAN
25' ROADWAY
1.5'
5'
10'
SHARED USE PATH
11' LANE
11' LANE
LANE ULT.
17'
FOC
8"
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
6' CLEAR ZONE
PGL
PROP ROW

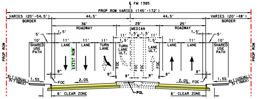
PROPOSED FM 1385
TYPICAL SECTION
STA 557+00.00 TO 567+01.51
STA 578+40.67 TO 584+78.26
STA 590+70.65 TO 600+83.80
STA 606+68.49 TO 607+70.31
STA 618+14.70 TO 618+82.27
STA 624+68.40 TO 635+00.00


℄ MUSTANG RD
PROP ROW (120' USUAL)
29' USUAL BORDER
12'
11-19.5'
21'USUAL BORDER
VARIES
1'
11' LANE
0'-8.5' MEDIAN
11' LANE
VARIES
PROP ROW
EXIST ROW
2.0%
2.0%
PGL
4:1 (USUAL)
3:1 (MAX)

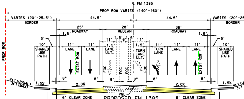
PROPOSED MUSTANG RD
TYPICAL SECTION
STA 102+28.83 TO 105+03.00

21'USUAL
BORDER
VARIES
1'
PROP ROW
EXIST ROW
4:1 (USUAL)
3:1 (MAX)

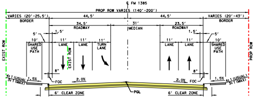
S


℄ FM 1385
PROP ROW VARIES (145'-172')
VARIES (20'-54.5')
BORDER
44.5'
44.5'
VARIES (20'-48')
BORDER
36' ROADWAY
28' MEDIAN
25' ROADWAY
SHARED USE PATH
LANE
TURN LANE
LANE ULT.
FOC
EXIST ROW
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
6' CLEAR ZONE
PGL
PROP ROW

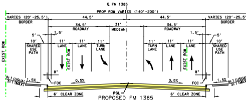
PROPOSED FM 1385
TYPICAL SECTION
STA 573+77.65 TO 578+40.67
STA 602+08.80 TO 606+68.49
STA 613+56.50 TO 618+14.70


℄ FM 1385
PROP ROW VARIES (140'-160')
VARIES (20'-25.5')
BORDER
44.5'
44.5'
36' ROADWAY
28' MEDIAN
36' ROADWAY
SHARED USE PATH
LANE
TURN LANE
LANE ULT.
FOC
EXIST ROW
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
6' CLEAR ZONE
PGL
PROP ROW

PROPOSED FM 1385
TYPICAL SECTION
STA 567+01.51 TO 571+61.15
STA 584+78.26 TO 589+42.10
STA 607+70.31 TO 612+28.30
STA 618+82.27 TO 623+42.20


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-25.5')
BORDER
44.5'
44.5'
VARIES (20'-43')
BORDER
34.5' ROADWAY
31' MEDIAN
23.5' ROADWAY
SHARED USE PATH
LANE
TURN LANE
EXIST ROW
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
FOC
6' CLEAR ZONE
PGL

PROPOSED FM 1385
TYPICAL SECTION
STA 600+83.80 TO 602+08.80


℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-25.5')
BORDER
44.5'
44.5'
VARIES (20'-25.5')
BORDER
34.5' ROADWAY
31' MEDIAN
34.5' ROADWAY
SHARED USE PATH
LANE
TURN LANE
EXIST ROW
0.5%
1.5%
4:1 (USUAL)
3:1 (MAX)
FOC
6' CLEAR ZONE
PGL

PROPOSED FM 1385
TYPICAL SECTION
STA 571+61.15 TO 573+77.65

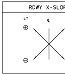
HORIZONTAL CURVE DATA TABLE

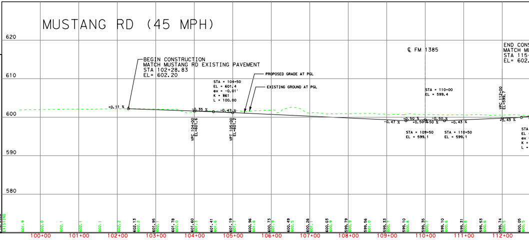
CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADUIS	PI STA	PC STA	PT STA
FM1385-102	60° 27' 17.69" (RT)	4° 46' 28.73"	699.19'	1,266.16	1200'	561+04.57	554+05.38	566+71.54
FM1385-103	28° 35' 24.56" (LT)	5° 27' 24.27"	267.55'	523.94'	1050'	578+25.39	575+57.84	580+81.79
FM1385-104	28° 01' 16.89" (RT)	5° 27' 24.27"	262.00'	513.52'	1050'	585+75.87	583+13.87	588+27.39
FM1385-105	1° 33' 26.03" (RT)	1° 08' 45.30"	67.95'	135.89'	5000'	620+93.42	620+25.47	621+61.36
FM1385-106	1° 52' 26.03" (LT)	2° 17' 30.59"	40.88	81.76	2500'	625+79.94	625+39.06	626+20.82
MUSTANG-1	8° 36' 22.33" (LT)	5° 27' 24.27"	79.00'	157.72'	1050'	103+07.84	102+28.83	103+86.55
MUSTANG-2	9° 20' 11.55" (RT)	5° 27' 24.27"	85.74'	171.10'	1050'	104+72.29	103+86.55	105+57.65
MUSTANG-3	6° 00' 35.15" (RT)	5°27' 24.27"	55.11'	110.13'	1050'	112+67.04	112+11.92	113+22.06
MUSTANG-4	5° 36' 52.97" (LT)	5° 27' 24.27"	51.48'	102.89'	1050'	114+92.69	114+41.20	115+44.09

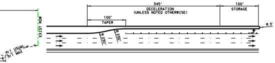
HORIZONTAL ALIGNMENT DATA

CHAIN NO.	POT STA	POT-NORTHING	POT-EASTING	BEARING	POT STA	POT-NORTHING	POT-EASTING
MUSTANG	98+00.00	7,177,800.58	2,455,889.45	S 88° 54' 05.76" E	--	--	--
MUSTANG	--	--	--	--	120+00.00	7,168,207.79	2,457,944.08

RDWY X-SLOP



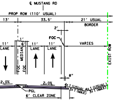




345'
DECELERATION
(UNLESS NOTED OTHERWISE)
100'
STORAGE
100'
TAPER
R 230'
R 230'
R 3'
EXIST ROW
4:1 USUAL
3:1 MAX

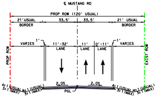
TYPICAL LEFT-TURN BAY DETAILS (45 MPH)

N.T.S



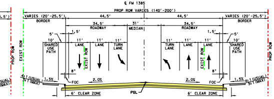
℄ MUSTANG RD
PROP ROW (110' USUAL)
13'
33.5'
21' USUAL
BORDER
2'
FOC
11'
LANE
1'
6'
MEDIAN
FOC
11'
LANE
11'
LANE
VARIES
EXIST ROW
8"
2.0%
2.0%
4:1 (USUAL)
3:1 (MAX)
PGL
6' CLEAR ZONE

PROPOSED MUSTANG RD
TYPICAL SECTION
TA 105+03.00 TO 109+55.00



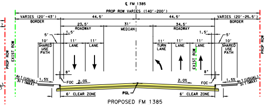
℄ MUSTANG RD
PROP ROW (120' USUAL)
21' USUAL
BORDER
33.5'
33.5'
21' USUAL
BORDER
VARIES
1'
11'-32'
LANE
11'
LANE
0'-11'
LANE
1'
VARIES
PROP ROW
EXIST ROW
2.0%
2.0%
PGL
4:1 (USUAL)
3:1 (MAX)

PROPOSED MUSTANG RD
TYPICAL SECTION
STA 109+55.00 TO 115+50.00



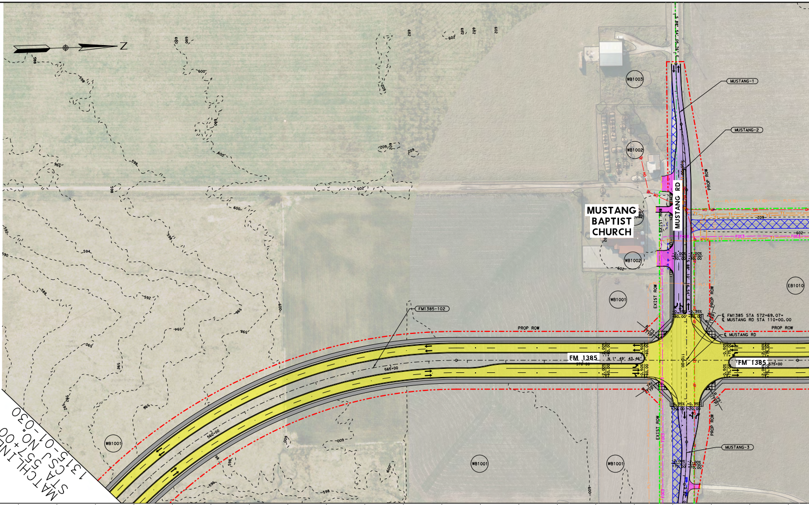
℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-25.5')
BORDER
44.5'
44.5'
VARIES (20'-25.5')
BORDER
34.5'
ROADWAY
31'
MEDIAN
34.5'
ROADWAY
5'
1.5'
1.5'
5'
10'
SHARED
USE
PATH
11'
LANE
11'
LANE
11'
TURN
LANE
11'
TURN
LANE
11'
LANE
11'
LANE
10'
SHARED
USE
PATH
PROP ROW
EXIST ROW
EXIST ROW
EXIST ROW
PROP ROW
8"
8"
FOC
FOC
1.5%
2.0%
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
PGL
6' CLEAR ZONE
6' CLEAR ZONE

PROPOSED FM 1385
TYPICAL SECTION
STA 612+28.30 TO 613+56.50



℄ FM 1385
PROP ROW VARIES (140'-200')
VARIES (20'-43')
BORDER
44.5'
44.5'
VARIES (20'-25.5')
BORDER
23.5'
ROADWAY
31'
MEDIAN
34.5'
ROADWAY
5'
1.5'
1.5'
5'
10'
SHARED
USE
PATH
11'
LANE
11'
LANE
11'
TURN
LANE
11'
LANE
11'
LANE
10'
SHARED
USE
PATH
PROP ROW
EXIST ROW
EXIST ROW
PROP ROW
8"
8"
FOC
FOC
1.5%
2.0%
2.0%
1.5%
4:1 (USUAL)
3:1 (MAX)
PGL
6' CLEAR ZONE
6' CLEAR ZONE

PROPOSED FM 1385
TYPICAL SECTION
STA 589+42.10 TO 590+70.65
STA 623+42.20 TO 624+68.40



N
MUSTANG BAPTIST CHURCH
MUSTANG RD
FM 1385
MUSTANG-1
MUSTANG-2
MUSTANG-3
FM1385-102
PROP ROW
EXIST ROW
WB1003
WB1002
WB1001
EB1010
560+00
565+00
575+00
℄ FM1385 STA 572+69.07=
℄ MUSTANG RD STA 110+00.00
℄ MUSTANG RD
N 1° 49' 43.46"
MATCHLINE STA 557+00
CSJ NO. 1315-01-030

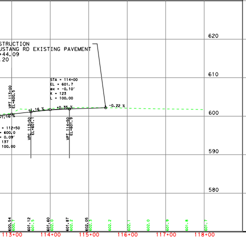
CROSS SLOPE TRANSITIONS					
CHAIN ID.	LEFT		RIGHT		TRANSITION LENGTH
	STA	e	STA	e	
FM 1385	570+60.00	-2.00%	570+60.00	-2.00%	100'
	571+60.00	-0.50%	571+60.00	-0.50%	
	573+75.00	-0.50%	573+75.00	-0.50%	100'
	574+75.00	-2.00%	574+75.00	-2.00%	
MUSTANG RD	107+30.00	-2.00%	107+30.00	-2.00%	150'
	108+80.00	0.35%	108+80.00	-0.35%	
	111+20.00	0.35%	111+20.00	-0.35%	150'
	112+70.00	-2.00%	112+70.00	-2.00%	

PE

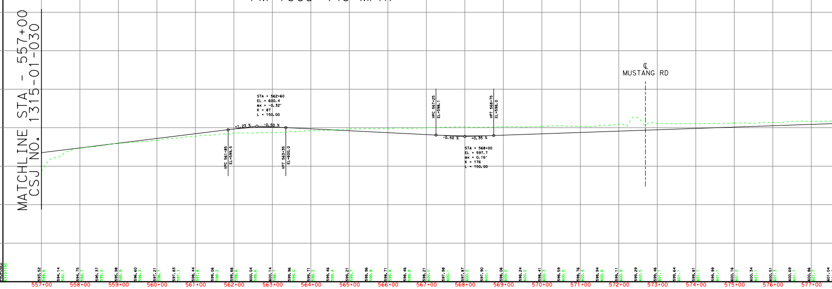
RT

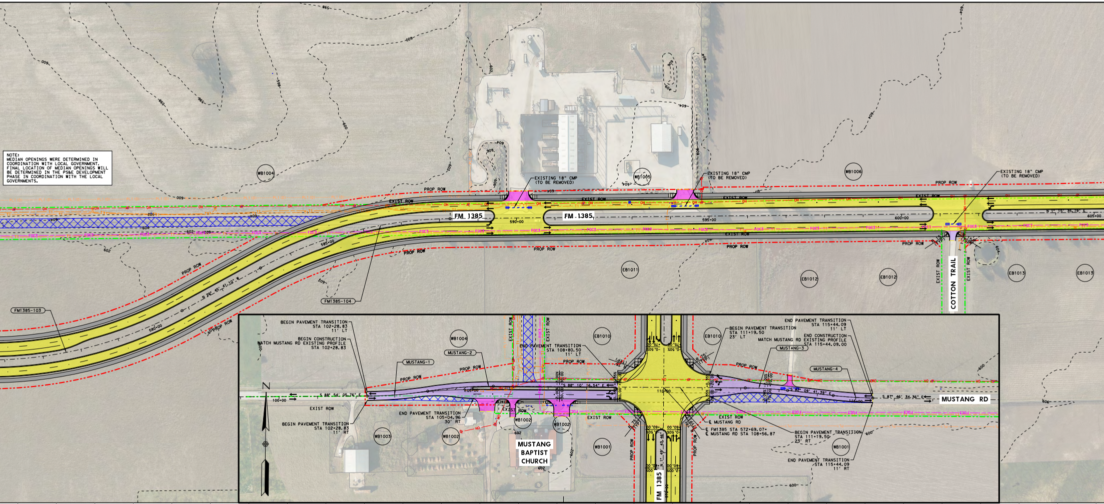
⊕

⊖



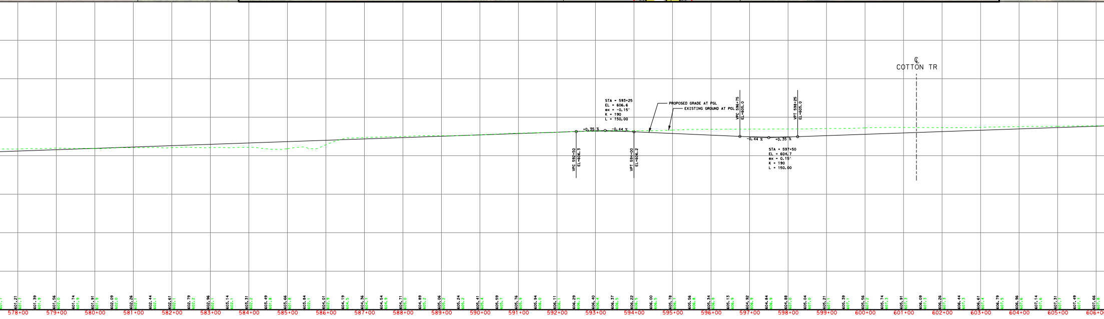
FM 1385 (45 MPH)





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.

FM 1385
FM 1385
COTTON TRAIL
MUSTANG RD
MUSTANG BAPTIST CHURCH
EXISTING 18" CMP (TO BE REMOVED)
EXISTING 18" CMP (TO BE REMOVED)
EXISTING 18" CMP (TO BE REMOVED)
PROP ROW
EXIST ROW
FM1385-103
FM1385-104
N 26° 45' 41.10" W
WB1004
WB1005
WB1006
EB1011
EB1012
EB1013
590+00
595+00
600+00
605+00
580+00
585+00
BEGIN PAVEMENT TRANSITION STA 102+28.83 11' LT
BEGIN CONSTRUCTION MATCH MUSTANG RD EXISTING PROFILE STA 102+28.83
BEGIN PAVEMENT TRANSITION STA 102+28.83 11' RT
MUSTANG-1
MUSTANG-2
MUSTANG-3
MUSTANG-4
S 88° 54' 05.76" E
S 88° 10' 16.54" E
S 82° 09' 41.39" E
S 87° 46' 34.36" E
100+00
105+00
110+00
115+00
END PAVEMENT TRANSITION STA 105+04.96 30' RT
END PAVEMENT TRANSITION STA 108+80.50 11' LT
BEGIN PAVEMENT TRANSITION STA 111+19.50 23' LT
BEGIN PAVEMENT TRANSITION STA 111+19.50 23' RT
END PAVEMENT TRANSITION STA 115+44.09 11' LT
END CONSTRUCTION MATCH MUSTANG RD EXISTING PROFILE STA 115+44.09.00
END PAVEMENT TRANSITION STA 115+44.09 11' RT
℄ MUSTANG RD
℄ FM1385 STA 572+69.07= ℄ MUSTANG RD STA 108+56.87
R 75' (TYP)
WB1001
WB1002
WB1003
EB1010
N



℄ COTTON TR
STA = 593+25
EL = 606.6
ex = -0.15'
K = 190
L = 150.00
PROPOSED GRADE AT PGL
EXISTING GROUND AT PGL
VPC 592+50 EL=606.3
VPT 594+00 EL=606.2
VPC 596+75 EL=605.0
VPT 598+25 EL=605.0
+0.35 %
-0.44 %
-0.44 %
+0.35 %
STA = 597+50
EL = 604.7
ex = 0.15'
K = 190
L = 150.00
578+00
579+00
580+00
581+00
582+00
583+00
584+00
585+00
586+00
587+00
588+00
589+00
590+00
591+00
592+00
593+00
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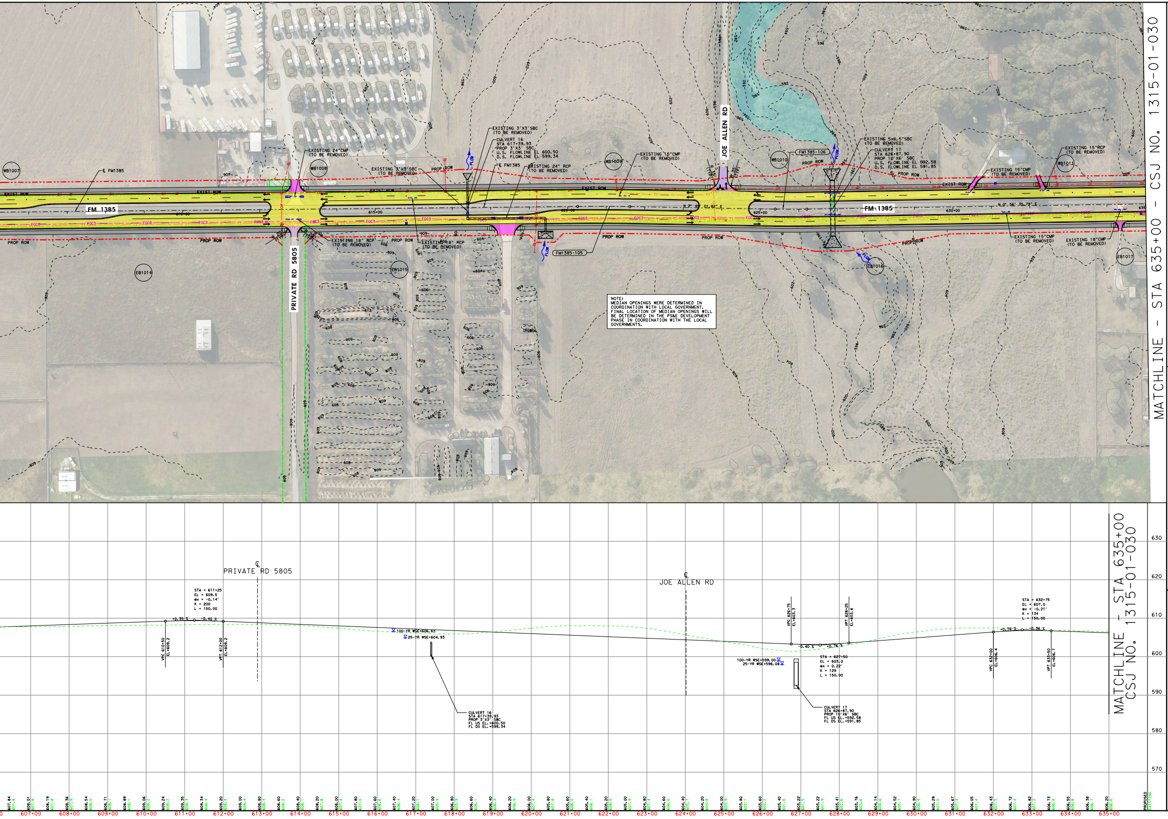
601+00
602+00
603+00
604+00
605+00


MATCHLINE - STA 635+00 - CSJ NO. 1315-01-030
FM 1385
PRIVATE RD 5805
JOE ALLEN RD
℄ FM1385
EXISTING 24"CMP (TO BE REMOVED)
EXISTING 3'x3'SBC (TO BE REMOVED)
PROP ROW
EXIST ROW
EXISTING 3'X3'SBC (TO BE REMOVED)
CULVERT 16
STA 617+39.93
PROP 3'X3' SBC
U.S. FLOWLINE EL 600.50
D.S. FLOWLINE EL 599.34
EXISTING 24" RCP (TO BE REMOVED)
EXISTING 15"CMP (TO BE REMOVED)
EXISTING 18" RCP (TO BE REMOVED)
EXISTING 18" RCP (TO BE REMOVED)
FM1385-105
FM1385-106
EXISTING 5x6.5'SBC (TO BE REMOVED)
CULVERT 17
STA 626+87.90
PROP 10'X6' SBC
U.S. FLOWLINE EL 592.58
D.S. FLOWLINE EL 591.85
EXISTING 15"CMP (TO BE REMOVED)
EXISTING 15"RCP (TO BE REMOVED)
EXISTING 15"CMP (TO BE REMOVED)
EXISTING 18"CMP (TO BE REMOVED)
N 0° 56' 35.79" E
FLOW
WB1007
WB1008
WB1009
WB1010
WB1011
EB1014
EB1015
EB1016
EB1017
615+00
620+00
625+00
630+00
635
STA = 611+25
EL = 609.5
ex = -0.14'
K = 200
L = 150.00
STA = 627+50
EL = 603.0
ex = 0.22'
K = 129
L = 150.00
STA = 632+75
EL = 607.0
ex = -0.21'
K = 134
L = 150.00
100-YR WSE=606.63
25-YR WSE=604.93
100-YR WSE=599.00
25-YR WSE=598.08
CULVERT 16
STA 617+39.93
PROP 3'X3' SBC
FL US EL.=600.50
FL DS EL.=599.34
CULVERT 17
STA 626+87.90
PROP 10'X6' SBC
FL US EL.=592.58
FL DS EL.=591.85
630
620
610
600
590
580
570
PROPOSED
EXISTING

NOTE:
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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

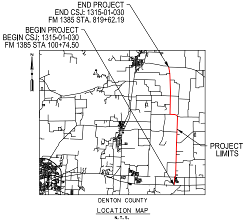
FUNCTIONAL CLASS: URBAN MAJOR COLLECTOR
PROJECT LENGTH: 12.01 MILES

DESIGN SPEED:
45 MPH = FM 1385

45 MPH = FM 455	45 MPH = FM 428 WEST
30 MPH = FISHTRAP RD	45 MPH = OLD FM 1385
45 MPH = GEE RD	45 MPH = MUSTANG RD
30 MPH = PARVIN RD	45 MPH = FRIENDSHIP RD
45 MPH = FM 428 EAST	30 MPH = LIGHTS RANCH RD
*30 MPH = ALL CONNCETIONS TO EXIST CROSS ST	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
PROJECT LIMITS
N

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
DATE REVISED

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ROLL 6 OF 9

LTRA
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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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