TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

MOHAMED K. BUR, P.E.   DISTRICT ENGINEER

DESIGN SCHEMATIC

FM 1171

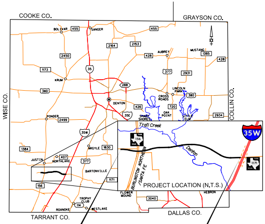
FROM FM 156
TO IH 35W

PROJECT LENGTH: 3.386 MILES

CSJ: 1311-01-055

DENTON COUNTY

ROADWAY SECTION	DESIGN SPEED	FUNCTIONAL CLASS
FM 1171 (URBAN)	40 MPH	URBAN PRINCIPAL ARTERIAL
FM 1171 (RURAL)	70 MPH	RURAL PRINCIPAL ARTERIAL
FM 156	45 MPH	URBAN MINOR ARTERIAL
JOHN WILEY RD	30 MPH	URBAN PRINCIPAL ARTERIAL
TALLY BLVD	30 MPH	URBAN COLLECTOR STREET
HARMONSON RD	30 MPH	URBAN COLLECTOR STREET
REATTA RD	30 MPH	LOCAL
JUSTIN CEMETERY RD	30 MPH	LOCAL


COOKE CO.
GRAYSON CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
BOLIVAR
SANGER
AUBREY
MUSTANG
KRUM
DENTON
CROSS ROADS
LINCOLN PARK
PONDER
SHADY SHORES
OAK POINT
LITTLE ELM
JUSTIN
NORTHLAKE
ARGYLE
BARTONVILLE
ROANOKE
TROPHY CLUB
WESTLAKE
FLOWER MOUND
HEBRON
35W
Trail Creek
Denton
BURLINGTON NORTHERN SANTA FE
PROJECT LOCATION (N.T.S.)

FM 1171 STA 14+20.00
BEGIN PROJECT
BEGIN CSJ: 1311-01-055

FM 1171 STA 193+00.00
END PROJECT
END CSJ: 1311-01-055

Texas Department of Transportation

FIRM REGISTRATION NO. F-230
tnp
teague nall & perkins

DATE APPROVED

This document is for interim review and is not intended for construction, bidding or permit purposes.
Christopher M. Hartke,
P.E. Tx. Reg. 112377
6/16/2021

PRELIMINARY
SUBJECT TO CHANGE

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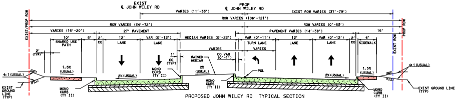
50 0 50 100 200
HORIZONTAL SCALE 1" = 100'
VERTICAL SCALE 1" = 10'
SCALE IN FEET

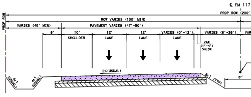
ROLL 1 of 3

JUNE 2021

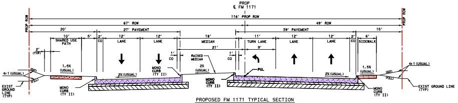

EXIST
℄ JOHN WILEY RD
PROP
℄ JOHN WILEY RD
VARIES (11'-33')
EXIST ROW VARIES (37'-79')
ROW VARIES (106'-121')
ROW VARIES (34'-72')
ROW VARIES (0'-63')
VARIES (16'-20')
27' PAVEMENT
MEDIAN VARIES (0'-22')
PAVEMENT VARIES (14'-38')
16'
10' SHARED USE PATH
5'
2' CO
12' LANE
VAR (0'-12') LANE
VAR (0'-11') TURN LANE
12' LANE
VAR (0'-12') LANE
6' SIDEWALK
RAISED MEDIAN
CO VAR (0'-1')
1' CO (TYP)
MONO CURB (TY II)
PGL
2X (USUAL)
1.5% (USUAL)
4:1 (USUAL)
(CUT)
(FILL)
EXIST GROUND LINE (TYP)
EXIST/PROP ROW
PROP ROW
EXIST ROW

PROPOSED JOHN WILEY RD TYPICAL SECTION
REATTA DR TO TALLY BLVD
STA 14+20.00 TO STA 22+18.71

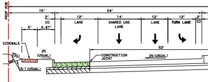
SHARED USE PATH STA LIMITS:
STA 18+23.91 TO STA 22+18.71


℄ FM 117
PROP ROW (200'
ROW VARIES (100' MIN)
VARIES (45' MIN)
PAVEMENT VARIES (47'-50')
6'
10' SHOULDER
12' LANE
12' LANE
VARIES (0'-12') LANE
VARIES (6'-26')
VAR (1'-4') SHLDR
2X (USUAL)
4:1 (USUAL)
8:1 (TYP)
PROP ROW

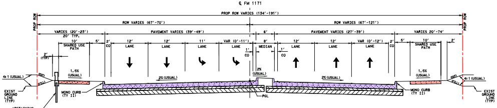
PROPOSED FM 1171 TYP
STA 58+90.00 TO STA


PROP
℄ FM 1171
116' PROP ROW
67' ROW
49' ROW
20'
27' PAVEMENT
39' PAVEMENT
16'
10' SHARED USE PATH
5'
2' CO
12' LANE
12' LANE
18' MEDIAN
21'
11' TURN LANE
9'
12' LANE
12' LANE
2' CO
6' SIDEWALK
RAISED MEDIAN
MONO CURB (TY II)
PGL
2X (USUAL)
1.5% (USUAL)
4:1 (USUAL)
EXIST GROUND LINE (TYP)
PROP ROW

PROPOSED FM 1171 TYPICAL SECTION
STA 22+18.71 TO STA 23+18.71

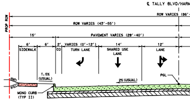

PROP ROW
15'
54'
2' CO
12' LANE
14' SHARED USE LANE
12' LANE
12' TURN LANE
5'
5.67'
SIDEWALK
2X (USUAL)
3:1 (USUAL)
CONSTRUCTION JOINT
52'
2X (USUAL)

PROPOSED
STA

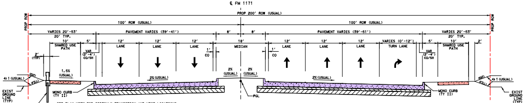

℄ FM 1171
PROP ROW VARIES (134'-191')
ROW VARIES (67'-70')
ROW VARIES (67'-121')
VARIES (20'-23')
20' TYP.
PAVEMENT VARIES (39'-49')
6'
PAVEMENT VARIES (27'-39')
VARIES 20'-74'
10' SHARED USE PATH
5'
2' CO
12' LANE
12' LANE
11' LANE
VAR (0'-11') LANE
8' MEDIAN
12' LANE
12' LANE
VAR (0'-12') LANE
10' SHARED USE PATH
1.5% (USUAL)
2X (USUAL)
MONO CURB (TY II)
PGL
4:1 (USUAL)
EXIST GROUND LINE (TYP)
*RETAINING WALL (MSE) & C221 RAIL
PROP ROW

* RETAINING WALL STA LIMITS:
STA 25+00.00 TO STA 27+40.64

PROPOSED FM 1171 TYPICAL SECTION
STA 23+18.71 TO STA 27+40.64


℄ TALLY BLVD/HARM
ROW VARIES (86'-
PROP ROW
ROW VARIES (43'-55')
16'
PAVEMENT VARIES (28'-40')
6' SIDEWALK
6'
2' CO
VARIES (0'-12') TURN LANE
14' SHARED USE LANE
12' LANE
1.5% (USUAL)
2X (USUAL)
PGL
MONO CURB (TYP II)

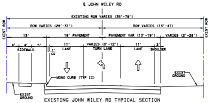
PROPOSED TALLY BLVD/HARMONSON
STA 62+29.48 TO STA 67+61.16
STA 60+05.90 TO STA 70+02.57


℄ FM 1171
PROP 200' ROW (USUAL)
100' ROW (USUAL)
100' ROW (USUAL)
VARIES 20'-53'
20' TYP.
PAVEMENT VARIES (39'-41')
8'
8'
PAVEMENT VARIES (39'-51')
VARIES 20'-53'
20' TYP.
10' SHARED USE PATH
5'
VAR (2'-4') CO/SH
12' LANE
12' LANE
12' LANE
1' CO
18' MEDIAN
12' LANE
12' LANE
12' LANE
VARIES (0'-12') TURN LANE
2X (USUAL)
1.5% (USUAL)
MONO CURB (TY II)
PGL
4:1 (USUAL)
EXIST GROUND LINE (TYP)
*RETAINING WALL (MSE) & C221 RAIL
PROP ROW

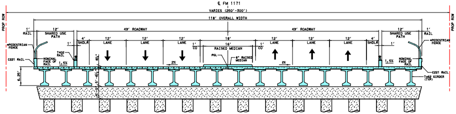
SEE PLAN VIEW FOR SIDEWALK TRANSITION AND MBGF LOCATIONS

* RETAINING WALL STA LIMITS:
STA 27+40.64 TO STA 32+05.00
STA 36+10.00 TO STA 45+00.00

PROPOSED FM 1171 TYPICAL SECTION
STA 27+40.64 TO STA 31+40.00
STA 36+75.00 TO STA 54+61.78

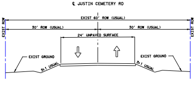

℄ JOHN WILEY RD
EXISTING ROW VARIES (35'-78')
ROW VARIES (28'-31')
ROW VARIES (15'-47)
13'
18' PAVEMENT
PAVEMENT VAR (13'-19')
VARIES (2'-28')
4'
4' SIDEWALK
5'
1' CO
11' LANE
VARIES (0'-12') TURN LANE
11' LANE
2' SHOULDER
MONO CURB (TYP II)
EXIST GROUND
EXIST GROUND LINE (TYP)
EXIST ROW

EXISTING JOHN WILEY RD TYPICAL SECTION
REATTA DR TO TALLY BLVD

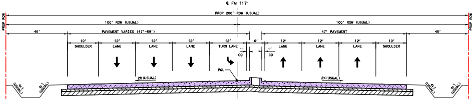

℄ FM 1171
VARIES (260'-300')
118' OVERALL WIDTH
49' ROADWAY
49' ROADWAY
1' RAIL
12' SHARED USE PATH
4' SHLDR
12' LANE
12' LANE
12' LANE
18' RAISED MEDIAN
16'
12' LANE
12' LANE
12' LANE
4' SHLDR
12' SHARED USE PATH
1' RAIL
*PEDESTRIAN FENCE
C221 RAIL
T402 RAIL
NOMINAL FACE OF RAIL
6" RAISED MEDIAN
PGL
1.5%
2%
1' CO
TX62 GIRDER (TYP)
6.25'
PROP ROW

PROPOSED FM 1171 BRIDGE SECTION
OVER FM 156, B.N.S.F RAILROAD & GE TEST TRACK
STA 31+40.00 TO STA 36+75.00

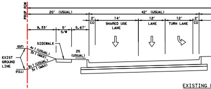
* PEDESTRIAN FENCE STA LIMITS:
STA 34+00.00 TO STA 35+45.00


℄ JUSTIN CEMETERY RD
EXIST 60' ROW (USUAL)
30' ROW (USUAL)
30' ROW (USUAL)
24' UNPAVED SURFACE
EXIST GROUND
EXIST GROUND
3:1 USUAL
3:1 USUAL
EXIST ROW

EXISTING JUSTIN CEMETERY RD TYPICAL SECTION AT FM 1171


℄ FM 1171
PROP 200' ROW (USUAL)
100' ROW (USUAL)
100' ROW (USUAL)
45'
PAVEMENT VARIES (47'-59')
47' PAVEMENT
45'
10' SHOULDER
12' LANE
12' LANE
12' LANE
12' TURN LANE
6'
1' CO
12' LANE
12' LANE
12' LANE
10' SHOULDER
PGL
2X (USUAL)
4:1 (USUAL)
PROP ROW

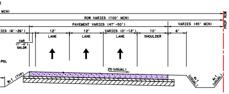
PROPOSED FM 1171 TYPICAL SECTION
STA 54+61.78 TO STA 58+90.00


PROP ROW
20' (USUAL)
42' (USUAL)
9.33'
5' S/W
5.67'
2' CO
14' SHARED USE LANE
12' LANE
12' TURN LANE
SIDEWALK
2X (USUAL)
4:1 (USUAL)
3:1 (MAX)
6:1 (USUAL)
3:1 (MAX)
EXIST GROUND LINE

EXISTING
STA 453

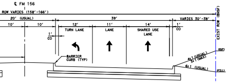
TYPICAL SECTIONS ARE NOT TO SCALE

TYPICAL SECTIONS



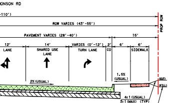
MIN)
ROW VARIES (100' MIN)
PROP ROW
PAVEMENT VARIES (47'-50')
VARIES (45' MIN)
IES (6'-26')
12'
LANE
12'
LANE
VARIES (0'-12')
LANE
10'
SHOULDER
6'
VAR (1'-4') SHLDR
PGL
2% (USUAL)
6:1 (TYP)
4:1 (USUAL)
4:1 (USUAL)

PICAL SECTION
61+50.00



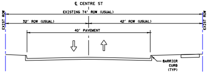
℄ FM 156
ROW VARIES (158'-166')
20' (USUAL)
10'
10'
39'
VARIES 30'-38'
12'
TURN LANE
11'
LANE
14'
SHARED USE LANE
1'
CO
1'
CO
EXIST ROW (BNSF)
BARRIER CURB (TYP)
4:1 (USUAL)
3:1 (MAX)
6:1 (USUAL)
(CUT)
(FILL)

D FM 156 TYPICAL SECTION
453+91.35 TO STA 459+18.46



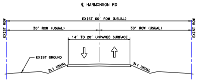
ONSON RD
-110')
ROW VARIES (43'-55')
PROP ROW
PAVEMENT VARIES (28'-40')
16'
12'
LANE
14'
SHARED USE LANE
VARIES (0'-12')
TURN LANE
2'
CO
6'
6'
SIDEWALK
1.5% (USUAL)
2% (USUAL)
(CUT)
(FILL)
4:1 (USUAL)
3:1 (MAX) (TYP)
EXIST GROUND LINE (TYP)

RD TYPICAL SECTION
(TALLY BLVD)
(HARMONSON RD)



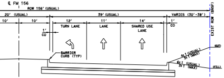
℄ CENTRE ST
EXISTING 74' ROW (USUAL)
EXIST ROW
EXIST ROW
32' ROW (USUAL)
42' ROW (USUAL)
40' PAVEMENT
BARRIER CURB (TYP)

EXISTING TALLY BLVD TYPICAL SECTION



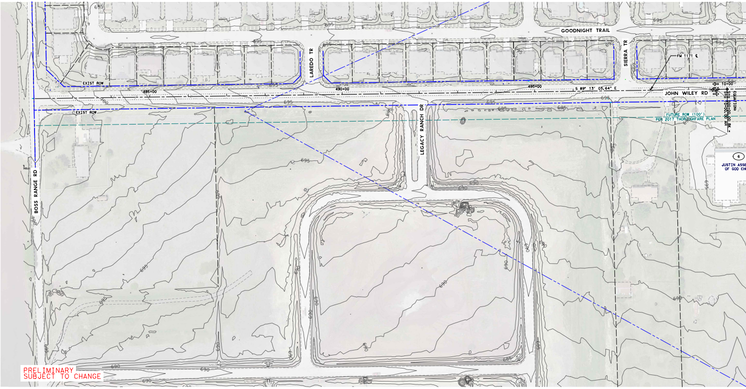
℄ HARMONSON RD
EXIST 60' ROW (USUAL)
EXIST ROW
EXIST ROW
30' ROW (USUAL)
30' ROW (USUAL)
14' TO 20' UNPAVED SURFACE
EXIST GROUND
3:1 USUAL
3:1 USUAL

EXISTING HARMONSON RD TYPICAL SECTION
STA 41+48.22 TO STA 50+00.00



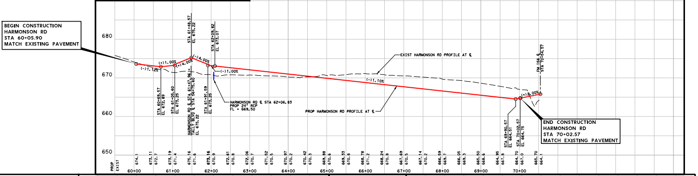
℄ FM 156
ROW 156' (USUAL)
20' (USUAL)
10'
10'
39' (USUAL)
VARIES (30'-38')
12'
TURN LANE
11'
LANE
14'
SHARED USE LANE
1'
CO
1'
CO
EXIST ROW (BNSF)
BARRIER CURB (TYP)
4:1 (USUAL)
3:1 (MAX)
6:1 (USUAL)
3:1 (MAX)
(CUT)
(FILL)

FM 156 TYPICAL SECTION
+91.35 TO STA 459+18.46

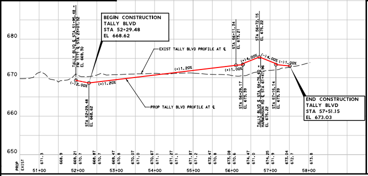


GOODNIGHT TRAIL
LAREDO TR
SIERRA TR
FM 1171 ℄
EXIST ROW
EXIST ROW
485+00
490+00
495+00
S 89° 13' 03.64" E
JOHN WILEY RD
FUTURE ROW (100')
PER 2017 THOROUGHFARE PLAN
LEGACY RANCH DR
BOSS RANGE RD
JUSTIN ASSE
OF GOD CH
6
695
690
PRELIMINARY
SUBJECT TO CHANGE

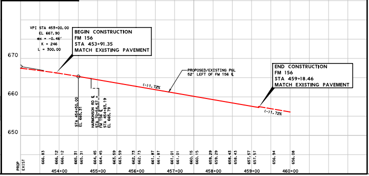
HARMONSON RD

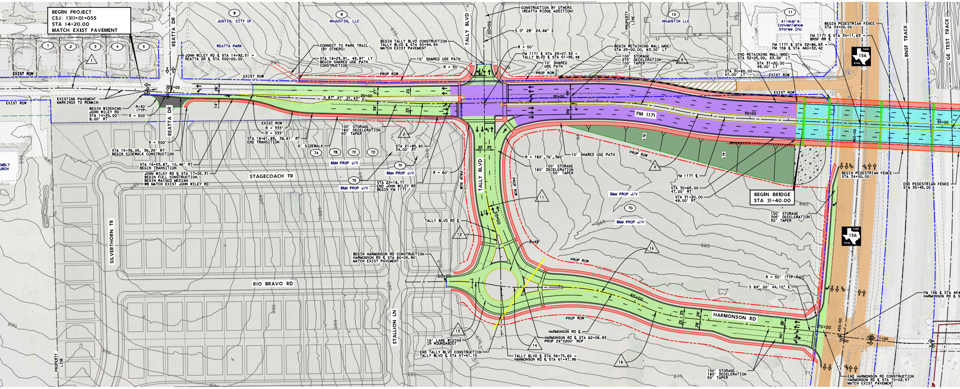


TALLY BLVD

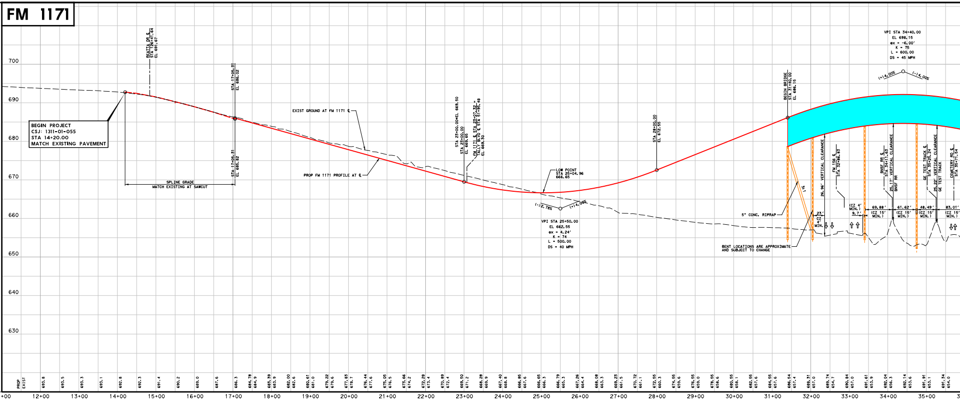


FM 156




BEGIN PROJECT
CSJ: 1311-01-055
STA 14+20.00
MATCH EXIST PAVEMENT
JUSTIN, CITY OF
NHJUSTIN, LLC
NHJUSTIN LLC
Allsup's Convenience Stores Inc
REATTA DR
REATTA PARK
TALLY BLVD
PROPERTY LINE
BNSF TRACK
GE TEST TRACK
EXIST ROW
PROP ROW
CONSTRUCTION BY OTHERS (REATTA RIDGE ADDITION)
CONNECT TO PARK TRAIL (BY OTHERS)
BEGIN TALLY BLVD CONSTRUCTION
TALLY BLVD ℄ STA 50+94.94
MATCH EXIST PAVEMENT
STA 18+23.91, 49.97' LT
BEGIN SHARED USE PATH CONSTRUCTION
10' SHARED USE PATH
R = 50'
S 0° 28' 24.66" E
FM 1171 ℄ STA 23+07.32 = TALLY BLVD ℄ STA 51+95.48
BEGIN RETAINING WALL (MSE)
STA 25+00.00, 63.00' LT
100' STORAGE
275' DECELERATION
100' TAPER
END RETAINING WALL (MSE)
STA 32+05.00, 63.00' LT
STA 31+20.00
49.00' LT
STA 30+65.00
47.00' LT
BEGIN PEDESTRIAN FENCE
STA 34+00.00
FM 1171 ℄ STA 34+11.63 = BNSF RR ℄
FM 1171 ℄ STA 32+86.83 = FM 156 ℄ STA 460+32.42
JOHN WILEY RD ℄ STA 14+92.51 = REATTA DR ℄ STA 500+00.00
EXISTING PAVEMENT MARKINGS TO REMAIN
BEGIN WIDENING JOHN WILEY RD
STA 14+20.00
8.00' RT
R=30' (TYP)
R = 500'
S 87° 27' 21.43" E
FM 1171
EXIST ROW
R = 333'
R = 333'
STA 18+61.89, 38.61' RT
END TRANSITION
100' STORAGE
160' DECELERATION
50' TAPER
6' SIDEWALK
STA 15+36.05, 36.25' RT
BEGIN SIDEWALK CONSTRUCTION
STA 16+53.87, 10.46' RT
BEGIN TRANSITION
JOHN WILEY RD ℄ STA 17+05.31
BEGIN FULL CONSTRUCTION
BEGIN RAISED MEDIAN
WB MATCH EXIST JOHN WILEY RD
STAGECOACH TR
B&M PROP J/V
STA 21+85.60
34.00' RT
STA 22+18.71
END JOHN WILEY RD
BEGIN FM 1171
R = 60'
R = 160', 70', 360'
100' STORAGE
160' DECELERATION
50' TAPER
10' SHARED USE PATH
FM 1171 ℄
STA 30+65.00
47.00' RT
STA 31+20.00
49.00' RT
BEGIN BRIDGE
STA 31+40.00
100' STORAGE
305' DECELERATION
50' TAPER
BEGIN PEDESTRIAN FENCE
STA 34+00.00
END PEDESTRIAN FENCE
STA 35+45.00
SILVERTHORN TR
TALLY BLVD ℄
BEGIN HARMONSON RD CONSTRUCTION
HARMONSON RD ℄ STA 60+05.90
MATCH EXIST PAVEMENT
R=43'
RIO BRAVO RD
STALLION LN
16' LANE WIDTHS IN ROUNDABOUT
END TALLY BLVD CONSTRUCTION
TALLY BLVD ℄ STA 57+61.15
TALLY BLVD ℄ STA 56+75.60 = HARMONSON RD ℄ STA 61+47.96
HARMONSON RD ℄
HARMONSON RD ℄ STA 62+06.83
PROP 24"X200' RCP
HARMONSON RD
R = 50' (TYP)
S 84° 00' 44.10" E
100' STORAGE
160' DECELERATION
50' TAPER
END HARMONSON RD CONSTRUCTION
HARMONSON RD ℄ STA 70+02.57
MATCH EXIST PAVEMENT
FM 156 ℄ STA 454 HARMONSON RD ℄ S
PROPERTY LINE
1
2
3
4
5
6
7A
7B
7C
7D
7E
7F
7G
8
9
10
11
12
13
14
15
16
20+00
25+00
30+00
35+00
60+00
65+00
70+00
455+00
460+00
665
675
680
685
690
695

FM 1171


700
690
680
670
660
650
640
630
REATTA DR ℄ STA 126+41.64 EL 691.67
STA 17+05.31 EL 686.02
STA 17+05.31 EL 685.82
BEGIN PROJECT
CSJ: 1311-01-055
STA 14+20.00
MATCH EXISTING PAVEMENT
SPLINE GRADE
MATCH EXISTING AT SAWCUT
EXIST GROUND AT FM 1171 ℄
PROP FM 1171 PROFILE AT ℄
STA 23+00.00 EL 669.50
STA 23+00.00 EL 669.65
FM 1171 ℄ STA 23+07.32 = TALLY BLVD ℄ STA 51+95.48 EL 669.30
LOW POINT
STA 25+04.96
666.65
(-)2.78%
(+)4.00%
VPI STA 25+50.00
EL 662.55
e = 4.24'
K = 74
L = 500.00
DS = 40 MPH
STA 28+00.00 EL 672.55
BEGIN BRIDGE STA 31+40.00 EL 686.15
VPI STA 34+40.00
EL 698.15
e = -6.00'
K = 75
L = 600.00
DS = 45 MPH
(+)4.00%
(-)4.00%
5" CONC. RIPRAP
BENT LOCATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE
26.36' VERTICAL CLEARANCE
FM 156 ℄ STA 32+86.83
(CZ 4' MIN.)
9.7'
23'
CZ 4' MIN.
BNSF RR ℄ STA 34+11.63
25.17' VERTICAL CLEARANCE BNSF RR
69.88' (CZ 15' MIN.)
61.62' (CZ 15' MIN.)
GE TEST TRACK ℄ STA 35+25.24
25.22' VERTICAL CLEARANCE GE TEST TRACK
48.49' (CZ 15' MIN.)
CEMETERY RD ℄ STA 35+71.54
83.01' (CZ 15' MIN.)
PROP
EXIST
693.8
693.5
693.3
693.1
692.8
692.3
691.4
690.2
689.0
687.6
686.3
684.78 684.9
683.39 683.9
682.00 682.6
680.61 681.0
679.22 679.6
677.83 678.7
676.44 677.6
675.05 676.5
673.66 674.2
672.28 673.4
670.89 672.4
669.50 671.2
668.28 669.9
667.40 668.8
666.85 667.6
666.65 666.3
666.79 665.3
667.26 664.4
668.08 663.3
669.23 661.5
670.72 661.1
672.55 660.3
674.56 659.6
676.55 659.0
678.56 658.6
680.55 658.1
682.55 657.6
684.56 657.6
686.54 657.4
688.31 657.0
689.74 654.7
690.84 657.0
691.61 653.9
692.04 656.3
692.14 653.6
691.91 653.1
691.34 654.0
12+00
13+00
14+00
15+00
16+00
17+00
18+00
19+00
20+00
21+00
22+00
23+00
24+00
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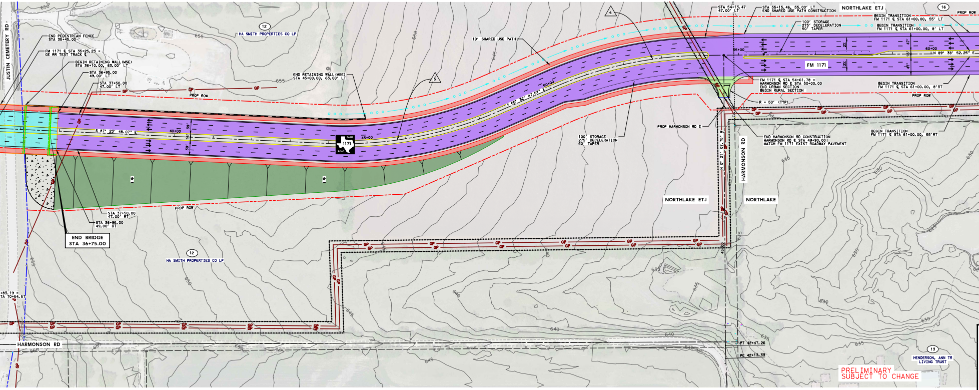
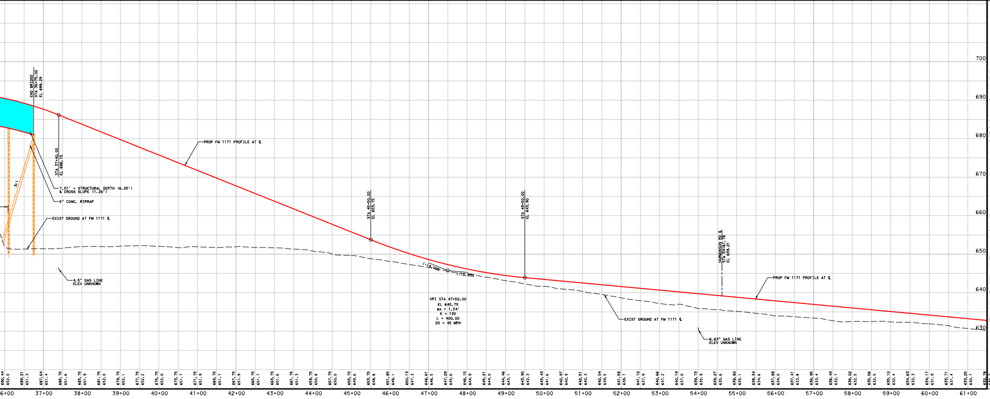
32+00
33+00
34+00
35+00


JUSTIN CEMETERY RD
END PEDESTRIAN FENCE STA 35+45.00
FM 1171 ℄ STA 35+25.23 = GE RR TEST TRACK ℄
BEGIN RETAINING WALL (MSE) STA 36+10.00, 63.00' LT
STA 36+95.00 49.00' LT
STA 37+50.00 47.00' LT
12
HA SMITH PROPERTIES CO LP
655
650
PROP ROW
GP
END RETAINING WALL (MSE) STA 45+00.00, 63.00' LT
10' SHARED USE PATH
5
6
S 87° 23' 48.07" E
40+00
39'
16'
39'
45+00
FARM ROAD 1171
4:1
S 66° 32' 47.07" E
50+00
STA 37+50.00 47.00' RT
STA 36+95.00 49.00' RT
END BRIDGE STA 36+75.00
+83.19 = TA 70+64.57
HARMONSON RD
100' STORAGE 275' DECELERATION 50' TAPER
PROP HARMONSON RD ℄
STA 54+13.47 47.00' LT
STA 55+15.46, 55.00' LT END SHARED USE PATH CONSTRUCTION
NORTHLAKE ETJ
16
PROP ROW
BEGIN TRANSITION FM 1171 ℄ STA 61+00.00, 55' LT
100' STORAGE 275' DECELERATION 50' TAPER
BEGIN TRANSITION FM 1171 ℄ STA 61+00.00, 8' LT
55+00
2%
47'
16'
47'
60+00
N 89° 38' 52.25" E
FM 1171
FM 1171 ℄ STA 54+61.78 = HARMONSON RD ℄ STA 50+00.00 END URBAN SECTION BEGIN RURAL SECTION
R = 50' (TYP)
BEGIN TRANSITION FM 1171 ℄ STA 61+00.00, 8'RT
PROP ROW
END HARMONSON RD CONSTRUCTION HARMONSON RD ℄ STA 49+90.00 MATCH FM 1171 EXIST ROADWAY PAVEMENT
BEGIN TRANSITION FM 1171 ℄ STA 61+00.00, 55'RT
N 0° 21' 07.75" W
HARMONSON RD
NORTHLAKE ETJ
NORTHLAKE
645
640
635
630
PT 42+47.26
PC 42+13.39
13
HENDERSON, ANN TR LIVING TRUST
PRELIMINARY SUBJECT TO CHANGE

CURVE NO.	P.I. STA
1	12+31.57
2	21+56.76
3	26+92.21
4	28+89.32
5	46+25.53
6	52+14.65
7	84+75.71
8	117+62.47
9	160+57.11
10	173+88.39

MATCHLINE STA 61+50.00 CSJ: 1311-01-055


END BRIDGE STA 36+75.00 EL 688.29
STA 37+40.00 EL 686.15
PROP FM 1171 PROFILE AT ℄
3:1
7.51' = STRUCTURAL DEPTH (6.25') & CROSS SLOPE (1.26')
5" CONC. RIPRAP
EXIST GROUND AT FM 1171 ℄
4.5" GAS LINE ELEV UNKNOWN
STA 45+50.00 EL 653.75
(-)4.00%
(-)0.93%
VPI STA 47+50.00
EL 645.75
ex = 1.54'
K = 130
L = 400.00
DS = 45 MPH
STA 49+50.00 EL 643.90
HARMONSON RD ℄ STA 54+61.78 EL 639.21
PROP FM 1171 PROFILE AT ℄
EXIST GROUND AT FM 1171 ℄
6.63" GAS LINE ELEV UNKNOWN
700
690
680
670
660
650
640
630
36+00
37+00
38+00
39+00
40+00
41+00
42+00
43+00
44+00
45+00
46+00
47+00
48+00
49+00
50+00
51+00
52+00
53+00
54+00
55+00
56+00
57+00
58+00
59+00
60+00
61+00

MATCHLINE STA 61+50.00 CSJ: 1311-01-055

LEGEND

— — —	EXISTING RIGHT OF WAY	⇨	EXISTING TRAFFIC DIRECTION
— — —	PROPERTY LINES, ETJ/MUNICIPAL	→	PROPOSED TRAFFIC DIRECTION
— — —	PROPOSED RIGHT OF WAY	XX	PARCEL IDENTIFICATION NUMBER
— — —	DRAINAGE EASEMENT	▨	ROADWAY REMOVAL
▬ ▬ ▬	RETAINING WALL	🟪	PROPOSED ROADWAY
— GP —	GAS	■	PROPOSED BRIDGE
••••••••	EXISTING UTILITY EASEMENT	🟩	PROPOSED LOCAL STREETS
— — —	FLOODPLAIN BOUNDARY	■	PROPOSED DRIVEWAYS
— — —	FLOODWAY BOUNDARY	🟥	PROPOSED SIDEWALK
→ ○ ○	DITCH FLOW LINE	🟧	FM 156 ROADWAY
▬▬▬	MBGF, END SECTION AND RIPRAP	🟩	BRIDGE EMBANKMENT
→	DIRECTION OF WATER FLOW	■	FLOODWAY/FLOODPLAIN
		□	PROJECT BY OTHERS
		▨	POTENTIAL DISPLACEMENT

UTILITY DISCLAIMER:
THE UTILITIES SHOWN ON THE PLANS WERE COMPILED FROM VARIOUS SOURCES AND ARE INTENDED TO SHOW THE GENERAL EXISTENCE AND LOCATION OF UTILITIES IN THE AREA OF CONSTRUCTION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE UTILITY INFORMATION.

PARCEL #	OWNER'S NAME	BUSINESS NAME
1	Allen, Alicia	
2	Wallis, Derek	
3	Watkins, William C & Mary E	
4	Olivarez, Michael & Jaime A	
5	Foster, Larry D & Peggy M	
6	Justin Assembly of God Church	
7A-7G	B&M Prop J/V	
8	Justin, City of	
9	NHJustin, LLC	
10	NHJustin, LLC	
11	Allsup's Convenience Stores Inc	Allsup's
12	HA Smith Properties Co LP	
13	Henderson, Ann TR Living Trust	
14	Henderson, Ann TR Living Trust	
15	Kethcersid, Cameron B	
16	HA Smith Properties Co LP	
17	Kethcersid, Cameron B	
18	HA Smith Properties Co LP	
19	Kethcersid, Cameron B	
20	J Young Land And Cattle LTD	
21	J Young Land And Cattle LTD	
22	Charis & Associates, LLC	Quail Creek Shooting Range
23	Beall,Concrete Enterprises LTD	Beall Concrete
24	Beall,Concrete Enterprises LTD	Beall Concrete
25	Northlake Corners LLC	
26	Young, Jean	

TALLY BLVD CURVE DATA TABLE

CURVE NO.	PC STATION	PT STATION	T	L	R	Δ	D
11	53+79.44	55+13.48	67.61	134.04	415.00	18°30′ 20.11″ (LT)	13°48′ 22.36″
12	55+13.48	56+19.53	53.48	106.05	333.00	18°14′ 49.47″ (RT)	17°12′ 21.38″

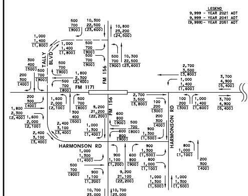
HARMONSON RD CURVE DATA TABLE

CURVE NO.	PC STATION	PT STATION	T	L	R	Δ	D
13	60+25.84	61+21.35	47.90	95.51	500.00	10°56′ 41.50″ (RT)	11°27′ 32.96″
14	61+21.35	62+16.86	47.90	95.51	500.00	10°56′ 41.50″ (LT)	11°27′ 32.96″
15	62+94.01	65+23.62	47.90	229.60	500.00	26°18′ 37.45″ (RT)	11°27′ 32.96″
16	65+23.62	66+37.48	57.49	113.86	333.00	19°35′ 26.25″ (RT)	17°12′ 21.38″

JOHN WILEY RD/FM 1171 HORIZONTAL ALIGNMENT DATA TABLE

P.I. STAT - N	P.I. STA - E	PC STA	PT STA	T	L	R	Δ	D	SE
7,076,373.93	2,335,764.38	12+02.53	12+60.59	29.04	58.06	1,000.00	03°19′34.94″ (RT)	05°43′46.48″	NC
7,075,332.86	2,336,678.68	21+27.15	21+86.35	29.61	59.20	1,000.00	03°23′30.35″ (LT)	05°43′46.48″	NC
7,075,340.78	2,337,214.09	25+77.96	28+05.48	114.25	227.52	1,000.00	13°02′09.63″ (RT)	05°43′46.48″	NC
7,075,298.96	2,337,407.72	28+05.48	29+72.77	83.84	167.29	1,000.00	09°35′05.92″ (LT)	05°43′46.48″	NC
7,075,220.08	2,339,142.53	43+94.14	48+48.92	231.39	454.78	1,000.00	26°03′24.86″ (LT)	05°43′46.48″	NC
7,075,457.74	2,339,690.32	50+10.28	54+13.47	204.37	403.20	1,000.00	23°06′05.18″ (RT)	05°43′46.48″	NC
7,076,477.82	2,342,956.86	76+56.18	92+78.78	819.52	1622.59	4,680.00	19°51′53.56″ (LT)	01°13′27.37″	4.0%
7,076,619.34	2,346,056.57	97+26.28	135+67.45	2036.20	3841.17	4,680.00	47°01′34.60″ (RT)	01°13′27.37″	4.0%
7,074,578.07	2,350,095.97	157+02.17	164+04.75	354.95	702.58	2,000.00	20°07′38.87″ (RT)	02°51′53.24″	NC
7,073,600.10	2,351,009.96	165+04.75	181+68.87	883.64	1664.12	2,000.00	47°40′24.78″ (LT)	02°51′53.24″	NC

TRAFFIC DATA


LEGEND
9,999 - YEAR 2021 ADT
9,999 - YEAR 2041 ADT
[9,999] - YEAR 2051 ADT
TALLY BLVD
FM 1171
FM 156
HARMONSON RD
500 / 700 / [900]
10,300 / 22,500 / [23,600]
10,800 / 23,200 / [24,500]
1,000 / 1,400 / [1,800]
1,000 / 1,400 / [1,800]
500 / 700 / [900]
500 / 700 / [900]
500 / 700 / [900]
10,300 / 22,500 / [23,600]
300 / 400 / [500]
500 / 700 / [900]
500 / 700 / [900]
1,800 / 2,300 / [2,400]
200 / 300 / [400]
500 / 700 / [800]
2,700 / 3,500 / [3,800]
1,000 / 1,400 / [1,600]
3,700 / 4,900 / [5,400]
200 / 300 / [400]
1,800 / 2,300 / [2,400]
1,600 / 2,000 / [2,100]
1,600 / 2,000 / [2,100]
500 / 700 / [800]
300 / 400 / [500]
9,200 / 21,200 / [22,200]
2,400 / 3,100 / [3,400]
2,400 / 3,100 / [3,400]
1,000 / 1,300 / [1,400]
600 / 800 / [900]
600 / 800 / [900]
500 / 700 / [800]
2,700 / 3,500 / [3,800]
100 / 200 / [300]
200 / 300 / [400]
900 / 1,300 / [1,500]
100 / 200 / [300]
1,000 / 1,400 / [1,600]
3,700 / 4,900 / [5,400]
1,000 / 1,300 / [1,400]
500 / 700 / [800]
900 / 1,100 / [1,200]
900 / 1,100 / [1,200]
600 / 800 / [900]
900 / 1,300 / [1,500]
800 / 1,000 / [1,100]
800 / 1,000 / [1,100]
200 / 300 / [400]
9,200 / 21,100 / [22,200]
1,000 / 1,300 / [1,500]
1,000 / 1,300 / [1,500]
10,700 / 23,000 / [24,300]
10,700 / 23,000 / [24,300]

TXDOT TPP APPROVAL GRANTED:
PROVIDED BY OTHON, INC. ON 9/9/2020

NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS (PERFORMED ON 4/2018) 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 INSIDE EDGE OF TRAVELED WAY.
4. DIMENSIONS ARE TO THE NOMINAL FACE OF CURB OR FACE OF RAIL UNLESS OTHERWISE NOTED.
5. APPROXIMATE FLOODPLAIN LIMITS ARE BASED ON FEMA FLOOD INSURANCE RATE MAP NUMBERS 48121C0485G AND 48121C0505G.
6. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON TYPICAL SECTIONS.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ARE BARRIER CURB UNLESS OTHERWISE NOTED.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
11. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM DENTON COUNTY APPRAISAL DISTRICT 10-19-2017.
12. DESIGN VEHICLE FOR TURN VARIES IN ACCORDANCE WITH RDM CHAPTER 7, SECTION 7
13. BEARINGS OF LINES SHOWN HEREON REFER TO GRID NORTH OF THE TEXAS COORDINATE SYSTEM OF 1983 (NORTH CENTRAL ZONE; NAD83(2011) EPOCH 2010) AS DERIVED LOCALLY FROM TXDOTS#325 VIRTUAL REFERENCE STATION (VRS) NETWORK VIA REAL TIME KINEMATIC (RTK) METHODS. A SURFACE ADJUSTMENT FACTOR OF 1.000150630 WAS USED TO SCALE GRID DISTANCES TO SURFACE. ALL COORDINATES AND DISTANCES SHOWN ARE SURFACE.
14. THE ELEVATIONS SHOWN ARE NAVD 88 AND WERE DERIVED FROM THE ABOVE RTK OBSERVATIONS. ORTHOMETRIC HEIGHTS WERE CALCULATED BY APPLYING THE GEOID09 MODEL TO THE ELLIPSOID HEIGHTS. NGS SECOND ORDER STATION K945 (ELEV=627.435#32) WAS HELD FIXED VERTICALLY AND NGS SECOND ORDER STATION N945, TXDOT STATIONS R0610035, R061088 AND R0610168 WERE USED AS QUALITY CONTROL CHECKS ON THE VERTICAL ADJUSTMENT.

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

MOHAMED K. BUR, P.E. DISTRICT ENGINEER

DESIGN SCHEMATIC

FM 1171

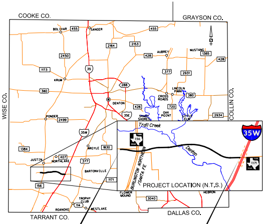
FROM FM 156
TO IH 35W

PROJECT LENGTH: 3.386 MILES

CSJ: 1311-01-055

DENTON COUNTY

ROADWAY SECTION	DESIGN SPEED	FUNCTIONAL CLASS
FM 1171 (URBAN)	40 MPH	URBAN PRINCIPAL ARTERIAL
FM 1171 (RURAL)	70 MPH	RURAL PRINCIPAL ARTERIAL
FM 156	45 MPH	URBAN MINOR ARTERIAL
JOHN WILEY RD	30 MPH	URBAN PRINCIPAL ARTERIAL
TALLY BLVD	30 MPH	URBAN COLLECTOR STREET
HARMONSON RD	30 MPH	URBAN COLLECTOR STREET
REATTA RD	30 MPH	LOCAL
JUSTIN CEMETERY RD	30 MPH	LOCAL


COOKE CO.
GRAYSON CO.
WISE CO.
COLLIN CO.
TARRANT CO.
DALLAS CO.
N
BOLIVAR
455
SANGER
455
2164
2153
2450
428
AUBREY
MUSTANG
1385
428
1173
35
KRUM
377
2931
288
380
LINCOLN PARK
380
CROSS ROADS
DENTON
426
720
OAK POINT
35E
SHADY SHORES
LITTLE ELM
2934
PONDER
2499
35W
1384
ARGYLE
1830
JUSTIN
407
NORTHLAKE
377
BARTONVILLE
1171
156
TROPHY CLUB
114
ROANOKE
WESTLAKE
FLOWER MOUND
3040
HEBRON
Trail Creek
Denton
156
1171
35W
BURLINGTON NORTHERN /SANTA FE
PROJECT LOCATION (N.T.S.)

FM 1171 STA 14+20.00
BEGIN PROJECT
BEGIN CSJ: 1311-01-055

FM 1171 STA 193+00.00
END PROJECT
END CSJ: 1311-01-055

Texas Department of Transportation

FIRM REGISTRATION NO. F-230
tnp
teague nall & perkins

DATE APPROVED

This document is for interim review and is not intended for construction, bidding or permit purposes.

Christopher M. Hartke,
P.E. Tx. Reg. 112377
6/16/2021

PRELIMINARY
SUBJECT TO CHANGE

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50 0 50 100 200
HORIZONTAL SCALE 1" = 100′
VERTICAL SCALE 1" = 10′
SCALE IN FEET

ROLL 1 of 3

JUNE 2021