Texas Department of Transportation

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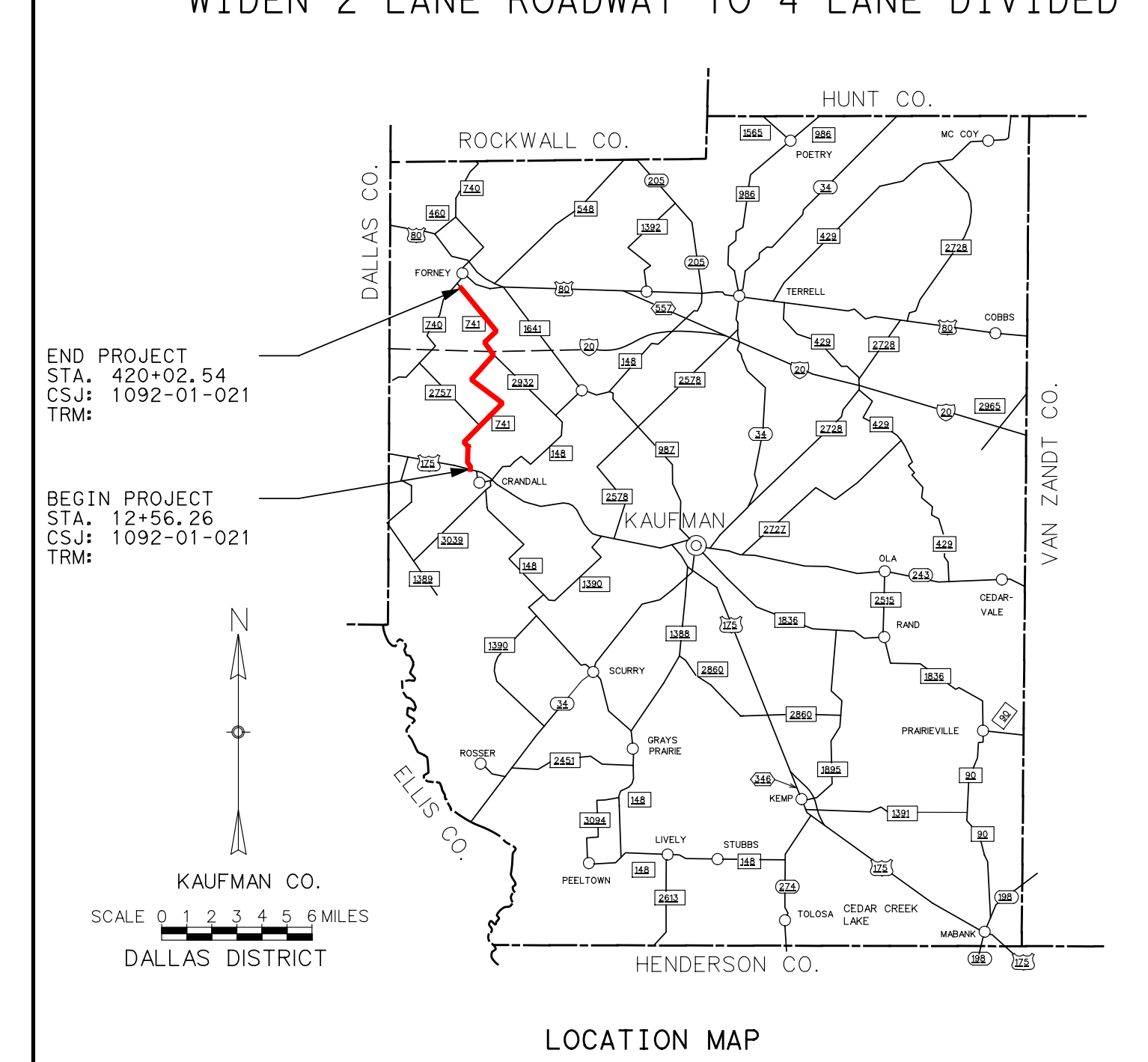
DALLAS DISTRICT
CONCEPTUAL SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
KAUFMAN COUNTY
FM 741
PROJECT LIMIT: FROM US 175
TO FM 548
CSJ: 1092-01-021
FM 741 FUNCTIONAL CLASS: URBAN ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 7.717 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED


ROCKWALL CO.
HUNT CO.
DALLAS CO.
VAN ZANDT CO.
END PROJECT
STA. 420+02.54
CSJ: 1092-01-021
TRM:
BEGIN PROJECT
STA. 12+56.26
CSJ: 1092-01-021
TRM:
FORNEY
TERRELL
CRANDALL
KAUFMAN
SCURRY
KEMP
ELLIS CO.
HENDERSON CO.
KAUFMAN CO.
SCALE 0 1 2 3 4 5 6 MILES
DALLAS DISTRICT
N

LOCATION MAP

30% SCHEMATIC

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ABENET BEKELE 86055 9/17/20
NAME P.E. NO. DATE

SEPTEMBER 2020
SCALE: 1"=100'
ROLL 4 OF 7

SHEET INDEX

ROLL 1: PLAN AND PROFILE - BEGIN PROJECT TO NORTH OF VENNER CIRCLE
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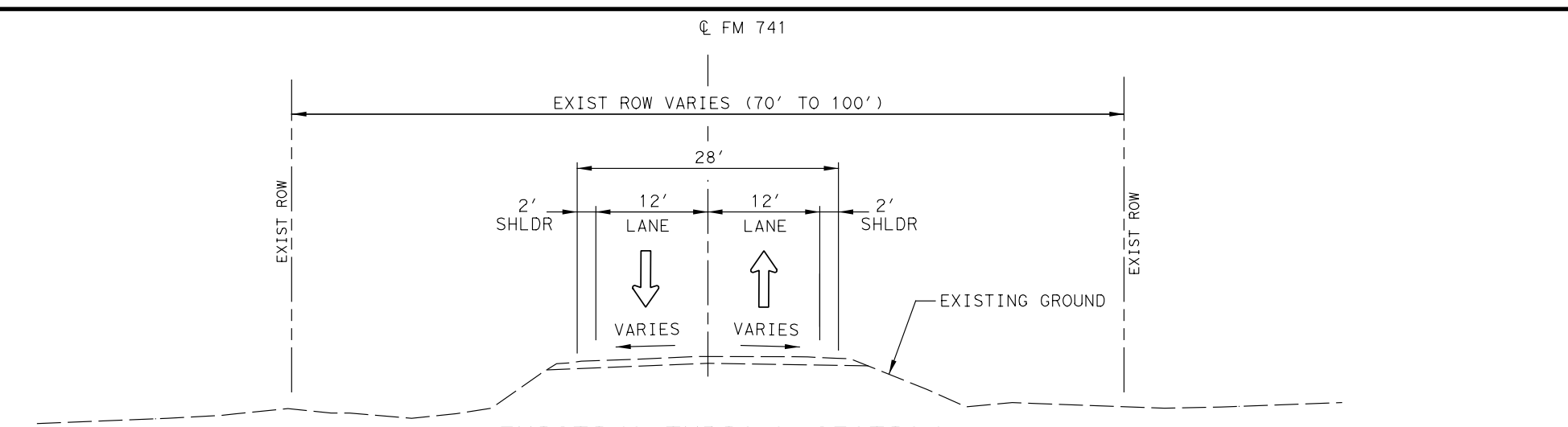
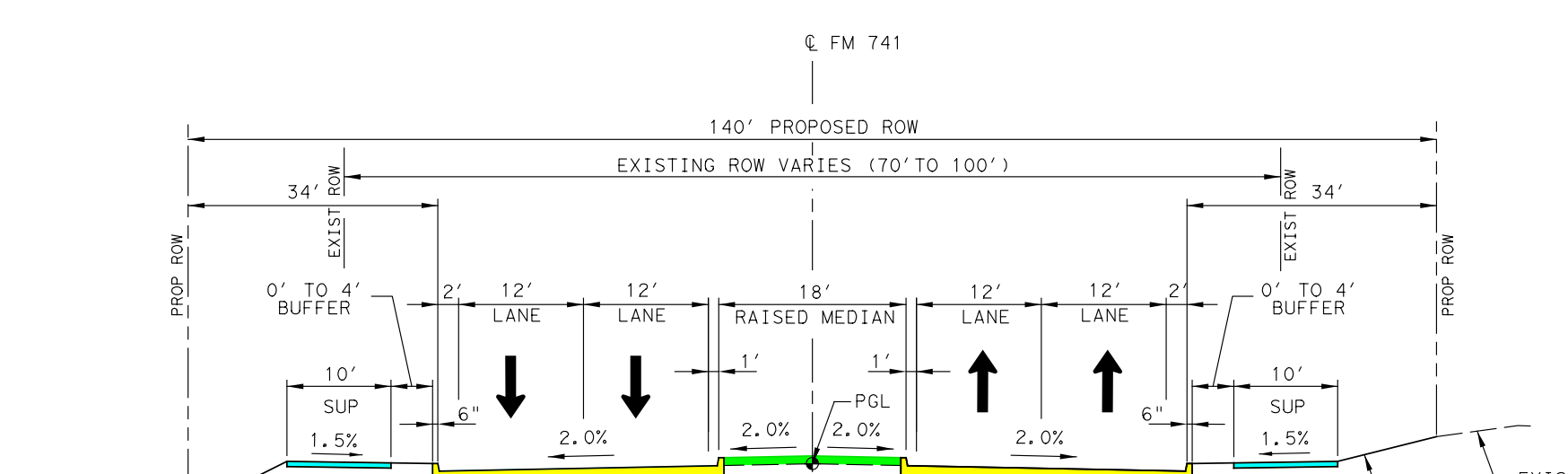
ROLL 7: PLAN AND PROFILE - NORTH OF GOLDEN MEADOW LANE TO SOUTH OF FM 548

0' 50' 100' 200'
HORIZONTAL
0' 5' 10' 20'
VERTICAL
GRAPHIC SCALES IN FEET

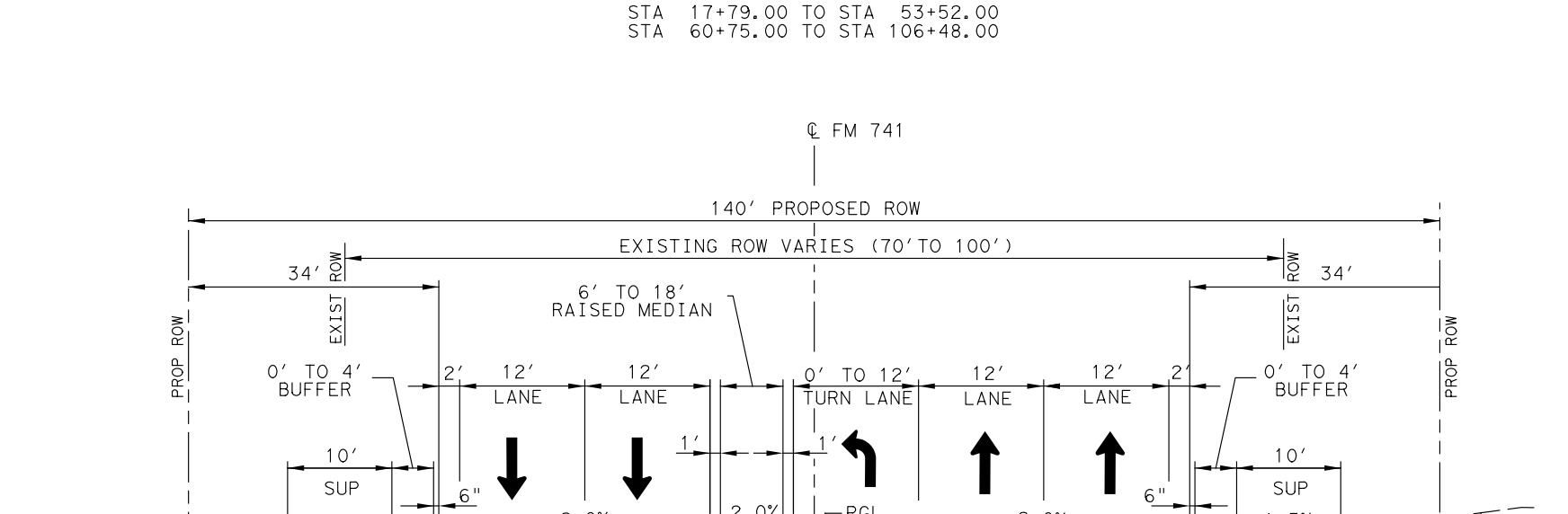
Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY
TBPE FIRM REGISTRATION NO. 2614


℄ FM 741
EXIST ROW VARIES (70' TO 100')
28'
2' SHLDR
12' LANE
12' LANE
2' SHLDR
VARIES
VARIES
EXIST ROW
EXISTING GROUND

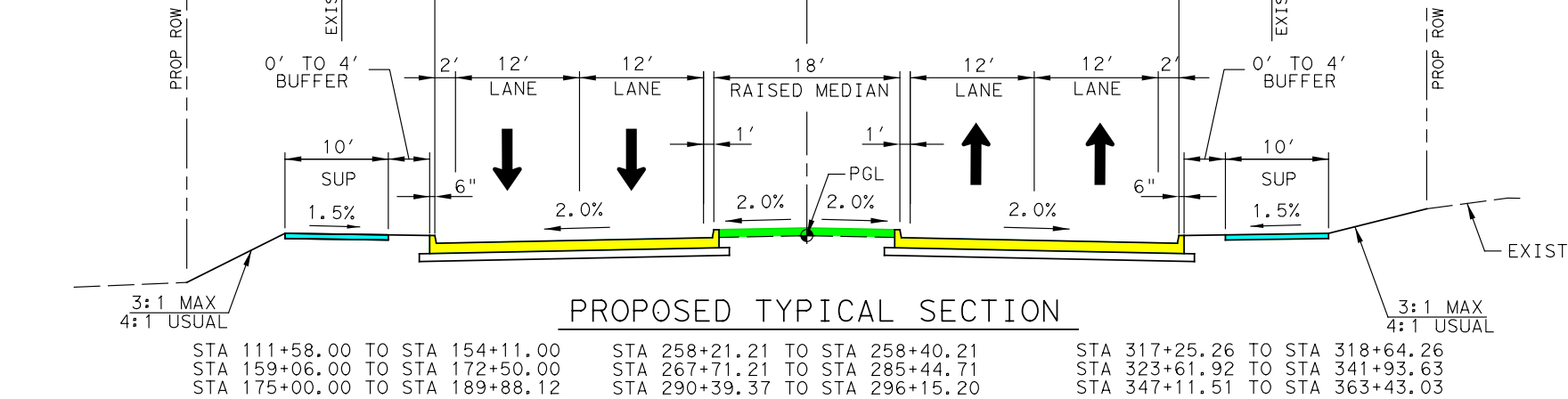
EXISTING TYPICAL SECTION
BEGIN PROJECT TO END PROJECT


℄ FM 741
140' PROPOSED ROW
EXISTING ROW VARIES (70'TO 100')
34'
34'
PROP ROW
EXIST ROW
0' TO 4' BUFFER
10' SUP
1.5%
2'
12' LANE
12' LANE
18' RAISED MEDIAN
1'
6"
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION
STA 12+98.14 TO STA 13+84.00
STA 17+79.00 TO STA 53+52.00
STA 60+75.00 TO STA 106+48.00

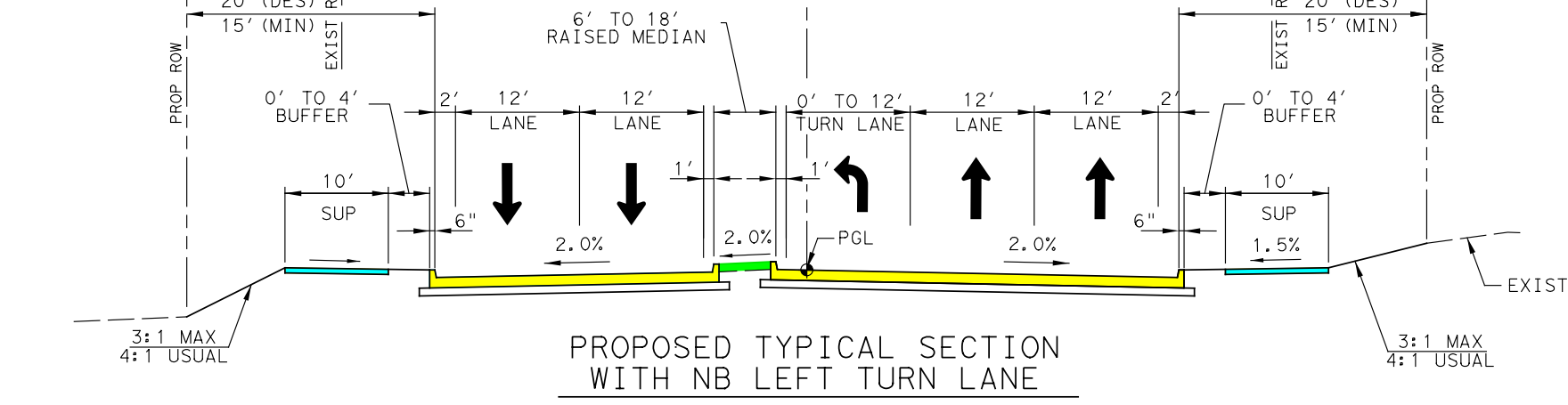

℄ FM 741
140' PROPOSED ROW
EXISTING ROW VARIES (70'TO 100')
34'
34'
6' TO 18' RAISED MEDIAN
0' TO 4' BUFFER
10' SUP
1.5%
12' LANE
12' LANE
0' TO 12' TURN LANE
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE
STA 13+84.00 TO STA 17+79.00
STA 53+52.00 TO STA 60+75.00
STA 106+48.00 TO STA 111+58.00


℄ FM 741
PROPOSED ROW VARIES 115' TO 130'
EXISTING ROW VARIES (70'TO 100')
20' (DES)
15' (MIN)
0' TO 4' BUFFER
10' SUP
1.5%
12' LANE
12' LANE
18' RAISED MEDIAN
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION

STA 111+58.00 TO STA 154+11.00	STA 258+21.21 TO STA 258+40.21	STA 317+25.26 TO STA 318+64.26
STA 159+06.00 TO STA 172+50.00	STA 267+71.21 TO STA 285+44.71	STA 323+61.92 TO STA 341+93.63
STA 175+00.00 TO STA 189+88.12	STA 290+39.37 TO STA 296+15.20	STA 347+11.51 TO STA 363+43.04
STA 194+83.12 TO STA 198+30.00	STA 301+50.93 TO STA 304+61.81	STA 368+88.04 TO STA 389+05.04
STA 200+80.00 TO STA 218+80.21		STA 394+00.04 TO STA 398+75.04
STA 228+70.21 TO STA 240+69.21		STA 403+80.04 TO STA 406+79.04
STA 246+14.21 TO STA 251+86.21		STA 411+74.04 TO STA 420+01.54


℄ FM 741
120' PROPOSED ROW
EXISTING ROW VARIES (70'TO 100')
20' (DES)
15' (MIN)
6' TO 18' RAISED MEDIAN
0' TO 4' BUFFER
10' SUP
12' LANE
12' LANE
0' TO 12' TURN LANE
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE

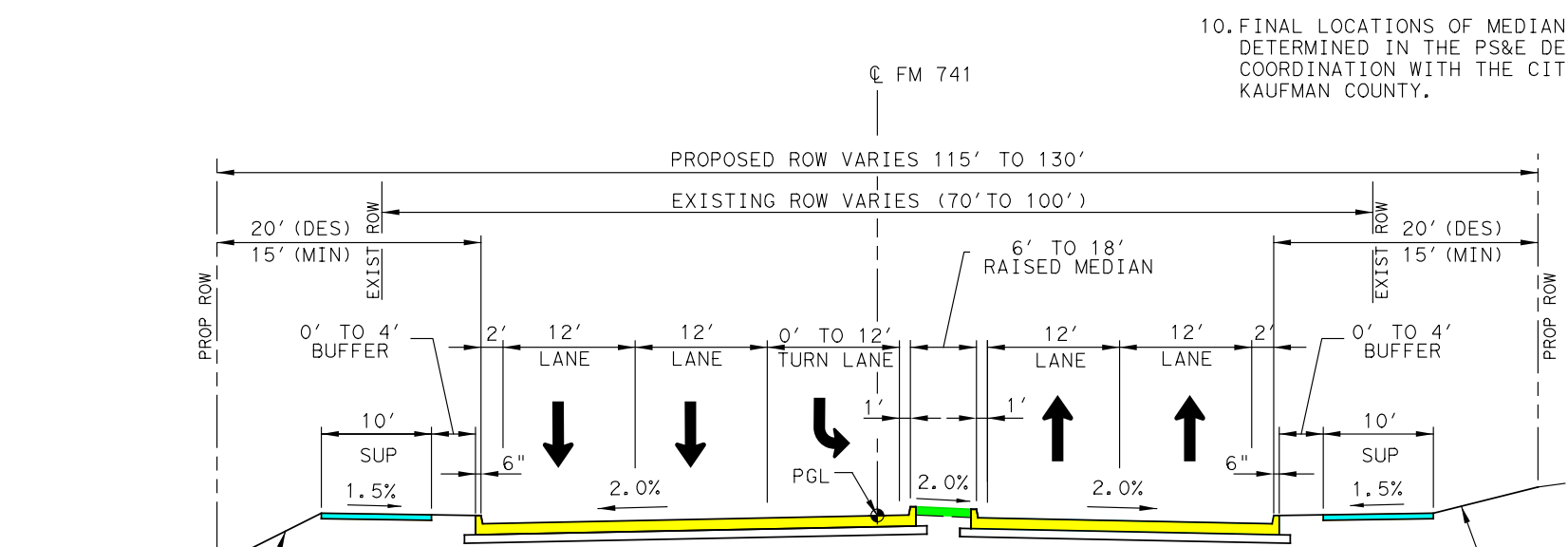
STA 13+84.00 TO STA 17+79.00	STA 240+69.21 TO STA 246+14.21
STA 55+80.00 TO STA 60+75.00	STA 254+54.06 TO STA 258+21.21
STA 106+48.00 TO STA 111+58.00	STA 258+40.21 TO STA 262+91.41
STA 154+11.00 TO STA 159+06.00	STA 318+64.26 TO STA 323+61.92
STA 218+80.21 TO STA 223+75.03	STA 363+43.04 TO STA 368+88.04

LEGEND

→	DIRECTION OF TRAFFIC
— — —	EXISTING ROW
▨	EXISTING CROSS STREET PAVEMENT TO BE REMOVED
— — —	PROPOSED ROW
🟨	PROPOSED MAIN LANE PAVEMENT
🟥	PROPOSED BRIDGE
🟪	PROPOSED CROSS STREET PAVEMENT
🟦	PROPOSED SIDEWALK
🟩	PROPOSED MEDIAN
🟧	PROPOSED DRIVEWAY
🟦	DISPLACEMENTS
▨	100 YEAR FLOODPLAIN LIMITS
— — —	CITY LIMIT LINE

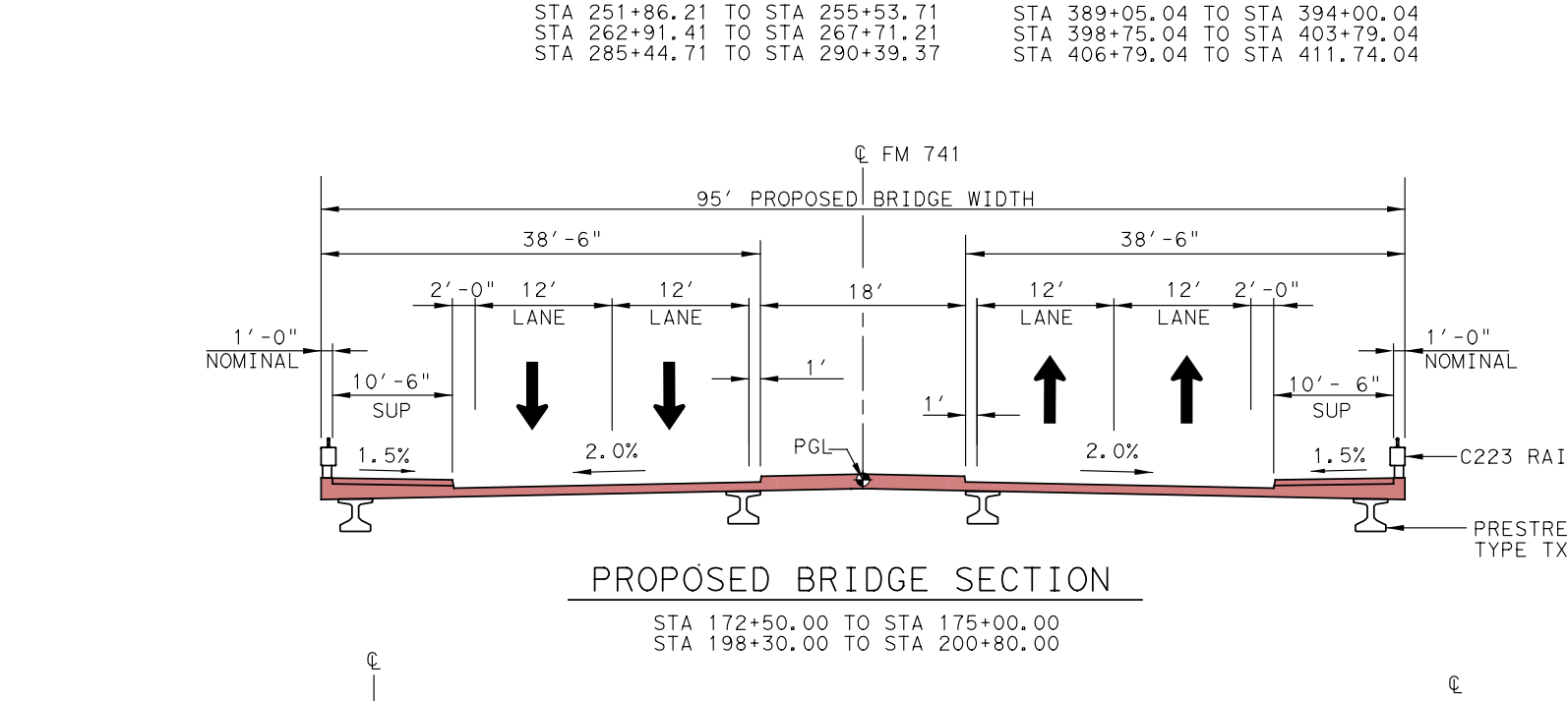
NOTES:

1. THE DESIGN SCHEMATICS WERE BASED ON FIELD SURVEY AND AERIAL SURVEY DATED APRIL 13, 2020.
2. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATICS WERE OBTAINED FROM KAUFMAN COUNTY APPRAISAL DISTRICT (JUNE, 2020).
3. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS WERE BASED ON FEMA FLOOD INSURANCE RATE MAP.
4. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
5. PROPOSED CURBS ARE TYPE II UNLESS STATED OTHERWISE.
6. EXISTING SKEWED INTERSECTIONS WERE REALIGNED TO IMPROVE SAFETY AT INTERSECTIONS.
7. ADA RAMPS AND SIDEWALKS ARE DIAGRAMMATIC ONLY AND WILL BE DESIGNED DURING PS&E. SIDEWALKS ARE SHOWN ON THE TYPICAL SECTIONS AND PLAN VIEW.
8. TRAFFIC PROJECTIONS ARE CURRENTLY IN PROGRESS. TRAFFIC STICK-DIAGRAMS WILL BE PROVIDED IN THE 60% SCHEMATIC.
9. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
10. FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE CITY OF FORNEY AND KAUFMAN COUNTY.

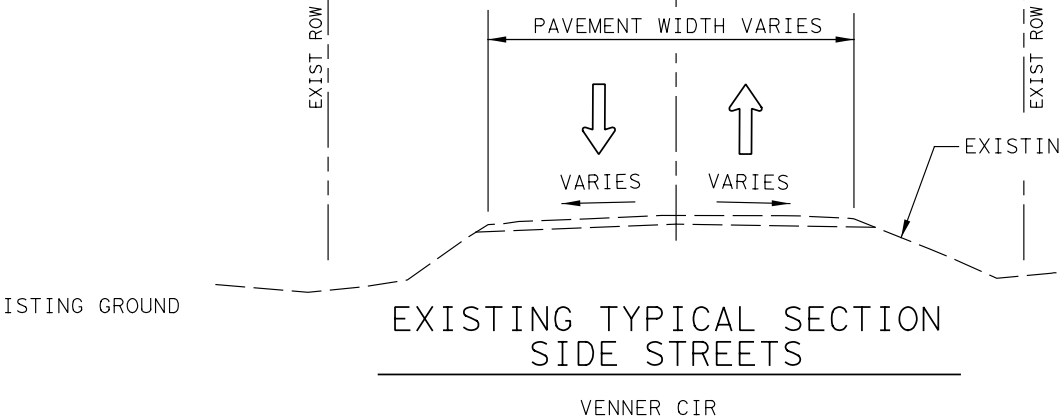

℄ FM 741
PROPOSED ROW VARIES 115' TO 130'
EXISTING ROW VARIES (70'TO 100')
20' (DES)
15' (MIN)
20' (DES)
15' (MIN)
6' TO 18' RAISED MEDIAN
0' TO 4' BUFFER
10' SUP
1.5%
12' LANE
12' LANE
0' TO 12' TURN LANE
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION
WITH SB LEFT TURN LANE

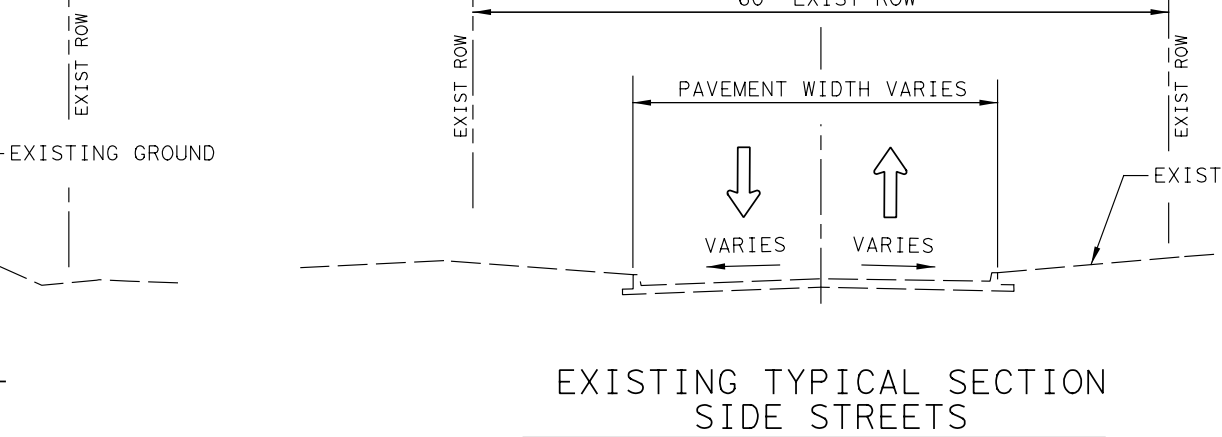
STA 189+88.12 TO STA 194+83.12	STA 296+15.20 TO STA 301+50.93
STA 223+75.03 TO STA 228+70.21	STA 341+93.63 TO STA 347+11.51
STA 251+86.21 TO STA 255+53.71	STA 389+05.04 TO STA 394+00.04
STA 262+91.41 TO STA 267+71.21	STA 398+75.04 TO STA 403+79.04
STA 285+44.71 TO STA 290+39.37	STA 406+79.04 TO STA 411.74.04


℄ FM 741
95' PROPOSED BRIDGE WIDTH
38'-6"
38'-6"
2'-0"
12' LANE
12' LANE
18'
1'-0" NOMINAL
10'-6" SUP
1.5%
2.0%
PGL
C223 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX28, TYP

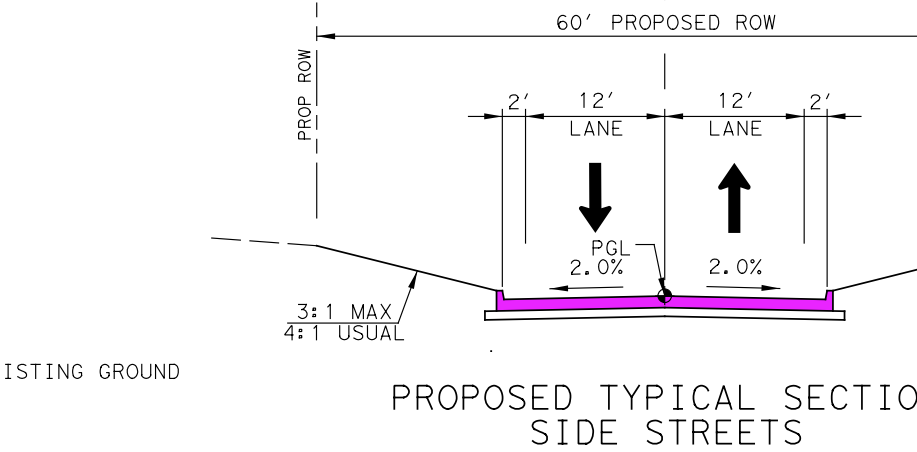
PROPOSED BRIDGE SECTION
STA 172+50.00 TO STA 175+00.00
STA 198+30.00 TO STA 200+80.00


℄
60' EXIST ROW
PAVEMENT WIDTH VARIES
VARIES
VARIES
EXIST ROW
EXISTING GROUND

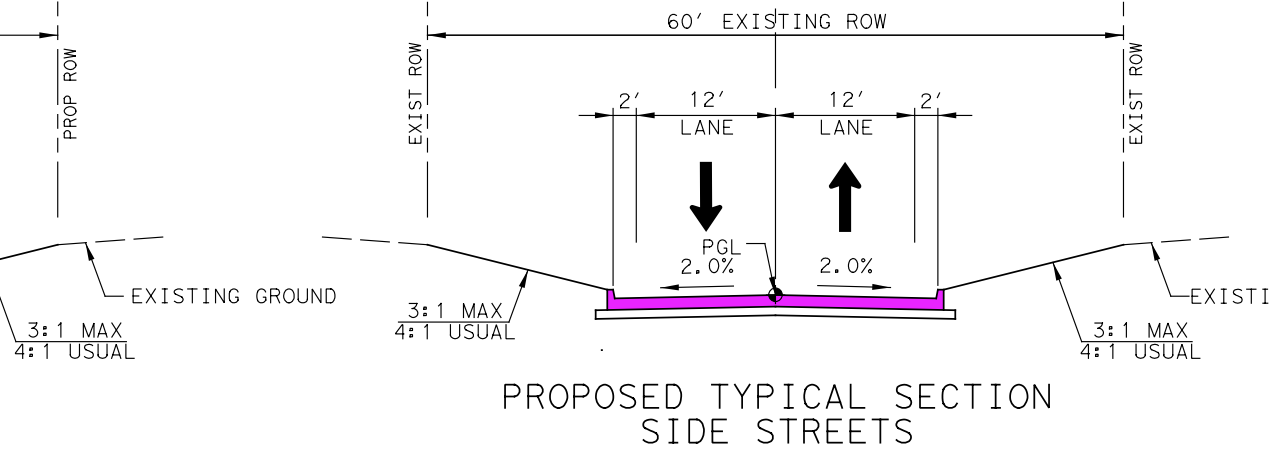
EXISTING TYPICAL SECTION
SIDE STREETS
VENNER CIR
BLACKLAND RD
COUNTY WOODS RD
HIGH COUNTRY LN
DOZIER CIR
PRECEINCT RD
LEWIS CIR
WINDY LN


℄
60' EXIST ROW
PAVEMENT WIDTH VARIES
VARIES
VARIES
EXIST ROW
EXISTING GROUND

EXISTING TYPICAL SECTION
SIDE STREETS
MOONLIGHT TRAIL


℄
60' PROPOSED ROW
2'
12' LANE
12' LANE
PGL
2.0%
3:1 MAX
4:1 USUAL
PROP ROW
EXISTING GROUND

PROPOSED TYPICAL SECTION
SIDE STREETS
BLACKLAND RD
COUNTY WOODS RD


℄
60' EXISTING ROW
2'
12' LANE
12' LANE
PGL
2.0%
3:1 MAX
4:1 USUAL
EXIST ROW
EXISTING GROUND

PROPOSED TYPICAL SECTION
SIDE STREETS
VENNER CIR
HIGH COUNTRY LN
DOZIER CIR
PRECINET RD
LEWIS CIR
WINDY LANE
MOONLIGHT TRAIL

CL FM 741 ALIGNMENT DATA

CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
FM7417	216+96.89	6,937,792.82	2,600,510.14	12° 09' 07.46" (LT)	5,729.58'	1° 00' 00.00"	609.89'	1,215.21'	N 51° 03' 19.36" W	1,212.93'	210+87.00	223+02.21	N 44° 58' 45.63" W	N 57° 07' 53.09" W
FM7418	238+18.61	6,938,946.79	2,598,724.23	11° 54' 27.42" (RT)	11,427.09'	0° 30' 05.05"	1,191.72'	2,374.86'	N 51° 10' 39.38" W	2,370.59'	226+26.89	250+01.75	N 57° 07' 53.09" W	N 45° 13' 25.67" W

N
0' 50' 100' 200'
SCALE: 1"=100'
APPROXIMATE 100 YEAR FLOODPLAIN LIMITS
TRIBUTARY TO BUFFALO CREEK
MATCH LINE STA 194+00
BEGIN BRIDGE STA 198+30
END BRIDGE STA 200+80
EXIST ROW
PROP ROW
THELMA LN
GRIFFIN LN
MEADOWLANDS DR
BIGHORN DR
SPRINGFIELD LN
FIREWHEEL ST
KETTLEWOOD CT
HORSEMINT COVE
MOONLIGHT TRAIL
HOMETOWN BLVD
SUNNYBROOK DR
FM 741
CURVE FM7417
CURVE FM7418
CL FM 741
HEARTLAND PKWY
STONEWOOD CT
RUSHING CREEK DR
WOODHURST TRAIL
LAKE TRAIL DR
LAKE TRAIL DR
CLUB OAK DR
TIMES RD
KINGSBRIDGE DR
KING FOREST DR
PINE KNOT DR
STAGECOACH TRAIL
FRONTIER
PROPOSED CONSTRUCTION EASEMENT
PARTIAL RECONSTRUCTION OF 10 FT BY 369 FT SECTION OF EXISTING HEARTLAND STATE TRAIL ON PRIVATE PROPERTY
HW HEARTLAND LP
M NAZIR RAJA INC
MATCH LINE STA 259+00
205+00
210+00
215+00
220+00
225+00
230+00
235+00
240+00
245+00
250+00
255+00

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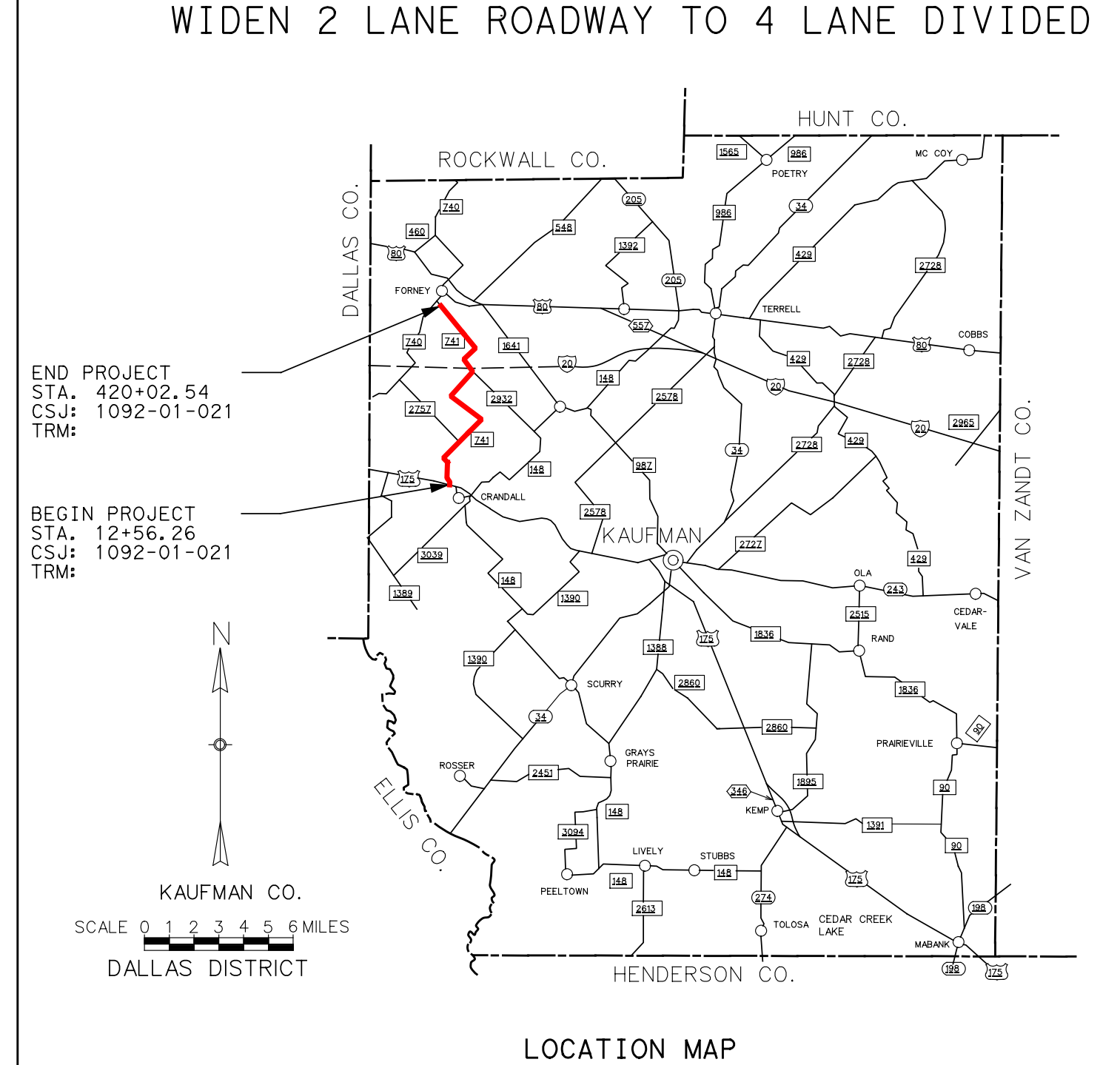
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DALLAS DISTRICT
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