



Congestion Management Process Disclosure Statement

FM 741

Dallas District

From US 175 to FM 549, Kaufman County, Texas

CSJ: 1092-01-021

September 2022

Introduction

The Texas Department of Transportation (TxDOT) is proposing to reconstruct and widen FM 741 from US 175 to FM 548 in Kaufman County. An additional 12-foot travel lane is proposed in each direction as well as a raised median, totaling four lanes with a typical section varying from 140 to 180-feet-wide from US 175 to FM 2757 and 120 to 153-feet-wide from FM 2757 to the end of project. No shoulders are proposed, and a 2-foot offset would be included for safety reasons. The project would include the replacement of two bridges and a 10-foot shared-use path on both sides of the roadway. Twelve-foot northbound and/or southbound turn-lanes are proposed at major cross streets. The bridges at the unnamed tributary to Buffalo Creek would be replaced; four 12-foot mainlanes would be separated by an 18-foot median, with 10.5-foot shared-use paths along both sides of the bridge. Roadside drainage would be conveyed through a combination of enclosed storm sewers and grass-lined ditches.

Congestion Management Process

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the North Central Texas Council of Government's (NCTCOG) CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by the NCTCOG in July 2013 and updated August 2021. The NCTCOG CMP Project Form for the proposed project is attached.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by the NCTCOG; they are included in the financially constrained Metropolitan Transportation Plan (MTP), and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements as part of the proposed project will consist of addition of lanes and intersection improvements. Individual strategies within the study boundary are listed in **Table 1**.

Table 1: Congestion Management Process Strategies

	Location	Type	Implementation Date
	FM 741 from US 175 to FM 548	Addition of Lanes	2023
	FM 741 from FM 740 (Bois D'Arc) to East of FM 548	Addition of Lanes	2011

Source: NCTOG, <https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform>, Transportation Improvement Program Information System (TIPINS) (Accessed August 2022).

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the TMA is on file and available for review at NCTCOG.

Attachment:
CMP Project Form

Fill in orange fields ONLY

2022 Congestion Management Process Project Form

Submitter Name	Agency Name	Date
Nelson Underwood	TxDOT - Dallas District	8/16/2022
Email	Phone Number	
Nelson.Underwood@txdot.gov	214.320.6200	



City
Forney

Project Name
FM 741

Facility Name
FM 741

Project Limits (From)
US 175

Project Limits (To)
FM 548

Does project add roadway capacity?

Yes

Project Description (Including TSM&O and TDM Strategies)

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Complementary TDM and TSM&O Projects in TIP (2020-2025)

[Link to TIPINS Database](#)

Project Name	TIP Code	CSJ #
FM 741 from US 175 to FM 548	55272 0000	1092-01-021
FM 741 from FM 740 (Bois D'Arc) to East of FM 548	53058 0000	

Other Complementary Projects not in TIP

Project Name	Implementing Agency

Are the project limits within a current Metropolitan Transportation Plan Corridor?

[MTP Webpage](#)

Click to Select	MTP Reference #
	NRSA1-DAL-320

[Roadway Recommendations Listing](#)

[Non-Regionally Significant Arterials](#)

Was the segment evaluated in the 2021 CMP Update?

[Link to CMP Corridor Fact Sheets](#)

No			
CMP Segment Number	CMP Segment Facility	Facility Limit (From)	Facility Limit (To)

**Functional Class
Number**

Description

4	Minor Arterial
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Area Type

Rural

Divided/Undivided

Undivided

Number of Lanes

Enter Current

Enter Proposed

2	4
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Next Step:

Continue to Corridor Evaluation

CMP Corridor Evaluation Sheet

Facility Type: Arterial

Performance Measures:

Crash Rate 0.5 Travel Time Reliability 0.5

Travel Time Index 1 Bridge/Pavement Condition

Performance Measure Deficiencies? 2

Eligibility Corridor is eligible, continue to asset evaluation and strategy selection

Asset Category Scores

Roadway Infrastructure	High
Modal Options	Medium
Roadway Operations	Low

Potential CMP Strategy Matches

SOV Trip Reduction Programming / Commuter Financial Incentives

Active Parking Mgmt

Intersection Improvements

Probe Surveillance

Speed Harmonization and Monitoring

511

Integrated Transportation Management/Route Guidance

Specify deficiency-correcting congestion mitigation strategy that will be implemented as part of the project.

Strategies can be selected from above or from Appendix C of the 2021 Congestion Management Process.

[Link to Appendix C](#)

[Intersection improvements](#)

If not implementing a congestion mitigation strategy, please select an exemption category from dropdown list.

Click to Select

Please provide a description of reason for exemption below.

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Form Status **(Select one from option)**

Information completed, ready for corridor analysis
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Insert PDF Map here:

