90% SCHEMATIC

Texas Department of Transportation

DALLAS DISTRICT
CESSON CLEMENS P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC FOR FM 460

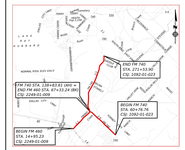
KAUFMAN COUNTY, TEXAS
FM460(FM740)
PROJECT LIMIT : FROM US 80 TO FM 740 &
FROM FM740 TO KAUFMAN COUNTY LIMIT
CSJ : 2248-01-009 & 2092-01-023
PROJECT LENGTH : FM 460 - 0.99 MILES & FM 740 - 3.99 MILES
WIDEN 2 LANE ROADWAY TO 5-LANE DIVIDED
DATE : MAY 2025

INDEX OF SHEETS

ROLL 1 OF 5 : TYPICAL SECTIONS & PROFILE & FM740
ROLL 2 OF 5 : PHASE PLAN FROM BEGIN PROJECT TO STA 67+33.34
FM740 PLAN FROM STA 158+83.61 TO STA 150+00.00
ROLL 3 OF 5 : PHASE PLAN FROM STA 150+00.00 TO END PROJECT
ROLL 4 OF 5 : FM740 PLAN FROM BEGIN PROJECT TO STA 138+83.61
ROLL 5 OF 5 : CROSS STREETS PLAN
#001 TO #155: CROSS SECTION SHEETS
#001 TO #038: CROSS STREETS CROSS-SECTION SHEETS

TRAFFIC VOLUMES:

NAME OF THE ROAD	EXISTING (2022 AADT)	OPENING (2035 AADT)	DESIGN (2055 AADT)
FM 460	12,600	21,700	39,200
FM 740	13,500	22,900	41,100



VICINITY MAP

SCALE: NTS
ROLL 2 OF 5

EXCEPTIONS: NONE
EQUATIONS: FM740 STA. 138+83.61 (400' W FM460 STA. 67+33.34 (80'E)
RAILROAD CROSSINGS: NONE

ROADWAY CLASSIFICATION	ROADWAY TYPE	TERRAIN	DESIGN SPEED	ⓒ MAX
FM 460: MAJOR COLLECTOR FM 740: MAJOR ARTERIAL	URBAN STREET	LEVEL	45 MPH	4%
	URBAN STREET	LEVEL	40 MPH	4%
	URBAN STREET	LEVEL	35 MPH	4%
	URBAN STREET	LEVEL	30 MPH	4%
URBAN LOCAL ROADS	LOCAL STREETS	LEVEL	25 MPH	4%

0 50 100 HORIZONTAL SCALE IN FEET — 0 5 10 VERTICAL SCALE IN FEET

HORIZONTAL: 1" = 100'
PROFILE VERTICAL: 1" = 10'

DESIGN SCHEMATIC 90%
Document incomplete not intended for permit, bidding or construction.
Engineer: Holden Lin P.E.
P.E. Serial No: 90775
Date: 05/06/2025

NOT A BIDDING DOCUMENT

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TBPE FIRM F-2411 TBPLS FIRM 10194
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LEGEND :

- DIRECTION OF TRAFFIC
- EXISTING RIGHT OF WAY
- EXISTING CENTERLINE
- PROPOSED ROW
- PROPERTY LINE
- EXISTING PROPERTY LINES
- PROPOSED PAVEMENT
- PROPOSED MEDIAN
- PROPOSED SIDEWALK / SUP
- PROPOSED CROSS STREET PAVEMENT
- PROPOSED DRIVEWAY
- PROPOSED CURB
- 100 YEAR FLOODPLAIN LIMITS
- FUTURE LANE
- PAVEMENT REMOVAL
- PROPOSED RETAINING WALL
- (7 BUFFER (ADJACENT TO SUP/SRR)

UTILITY LEGEND

FIBER

- FIBER — AT&T COMMUNICATIONS
- FIBER — AT&T COMMUNICATIONS
- FIBER — CLEAR
- FIBER — MCI
- FIBER — SUDDENLINK COMMUNICATIONS
- FIBER — SUDDENLINK COMMUNICATIONS
- FIBER — ZAYO
- FIBER — ZAYO
- FIBER — ZAYO
- FIBER — PEOPLES COMMUNICATIONS
- FIBER — SUDDENLINK COMMUNICATIONS
- TELEPHONE — AT&T COMMUNICATIONS
- TELEPHONE — AT&T COMMUNICATIONS
- DUCTBANK — AT&T COMMUNICATIONS
- DUCTBANK — AT&T COMMUNICATIONS

ELECTRIC

- ELECTRIC — ONCOR ELECTRIC
- ELECTRIC — ONCOR ELECTRIC
- ELECTRIC — FARMERS ELECTRIC COOPERATIVE INC
- ELECTRIC — FARMERS ELECTRIC COOPERATIVE INC
- ELECTRIC UTILITIES — VARIOUS OWNERS (NOT IDENTIFIED)
- ELECTRIC — ONCOR TRANSMISSION

GAS

- GAS — ATMOS
- GAS — ATMOS
- GAS — SENNERD LP
- GAS — SENNERD LP

PIPELINE

- PIPELINE — ATMOS PIPELINE
- PIPELINE — KINDER MORGAN

WATER

- WATER — DALLAS WATER UTILITIES
- WATER — DALLAS WATER UTILITIES
- WATER — FORNEY LAKE
- WATER — FORNEY LAKE WSC
- WATER — FORNEY LAKE WSC
- WATER — FORNEY LAKE WSC
- WASTE WATER — CITY OF FORNEY
- WASTE WATER — UNKNOWN
- WASTE WATER — UNKNOWN

~ END OF UTILITY LINE
↕ UTILITY CONTINUITY

NOTES:

1. THE CONCEPTUAL SCHEMATICS ARE BASED ON FIELD SURVEY AND AERIAL SURVEY DATED APRIL, 2023.
2. THE PROPERTY OWNERSHIP AND RIGHT OF WAY CHARACTERISTICS ARE OBTAINED FROM KAUFMAN COUNTY APPRAISAL DISTRICT (APRIL, 2023).
3. THE PROPOSED ROW SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
4. ALL DRIVEWAYS ARE ASPHALT TYPE II UNLESS STATED OTHERWISE.
5. ALL EXISTING DRIVEWAY ACCESS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND CONSTRUCTION STAGE BY THE FUTURE GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE.
6. THE 100 YEAR FLOODPLAIN LIMITS ARE BASED ON FEMA FIRM MAPS (48257C0205J & 48257C0215J)
7. MEDIAN OPENINGS ARE PROVIDED IN ACCORDANCE WITH TXDOT GUIDANCE.
8. THE PROPERTIES ARE SLIGHTLY SHIFTED WITH RESPECT TO THE TOPOGRAPHIC SURVEY. ALL PROPOSED SIDEWALKS FOR CROSSROADS ARE TIED TO EXISTING SIDEWALK AS PER TXDOT STD.
9. ALL DRIVEWAY RADII ARE 10' UNLESS NOTED OTHERWISE.
10. DUE TO PHYSICAL CONSTRAINING GROWTH POTENTIAL, THE PROJECT WILL BE CONSTRUCTED USING TRAFFIC SHIFTING OPERATIONS AND BASED ON ESTIMATED TRAFFIC. Said Vandyke, San Marcos, Rains County, Johnson City Area, and Maverick Dr

SUMMARY OF LAND ACQUISITION

AREA LIMITS	TOTAL AREA IN ACRES
FM 460 FROM BEGINNING OF THE PROJECT TO STA 67+33.34 FM 740 FROM STA 158+83.61 TO STA 150+00.00	11.53

CURVE DATA

CURVE NUMBER	P.I.STATION	P.I.STATION - N	P.I.STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C.STATION	P.T.STATION	BACK TANGENT	AHEAD TANGENT	SURFE ELEVATION
C1	17+41.08	4969952.68	2587404.67	13.00° LEFT	1200	136.80	272.43	N42.27°E	271.84	16+44.28	19+16.71	N48.78°E	N35.77°E	NC
C2	21+75.54	4970275.85	2587037.95	10.13° RIGHT	1200	106.23	211.98	N46.93°E	211.63	20+68.31	22+81.22	N49.79°E	N40.86°E	NC
C3	36+18.12	4971417.30	2588017.76	6.667° LEFT	4500	262.10	523.61	N42.55E°E	523.31	35+56.02	40+79.63	N45.86E°E	N39.25°E	NC
C4	40+79.63	4971779.28	2588309.21	6.667° LEFT	4500	262.10	523.61	N39.25°E	523.31	38+17.52	43+41.13	N39.25°E	N32.58°E	NC
C5	49+58.17	4972498.28	2589102.21	62.00° LEFT	400	216.38	1157.61	N6.66E°E	1078.99	41+41.80	146+99.77	N59.03E°E	N32.25E°W	+2%
C6	150+00.00	4974553.43	2590157.08	36.480° RIGHT	1050	376.79	723.52	N12.51E°W	709.29	146+22.96	153+46.48	N32.25E°W	N7.22°E	NC

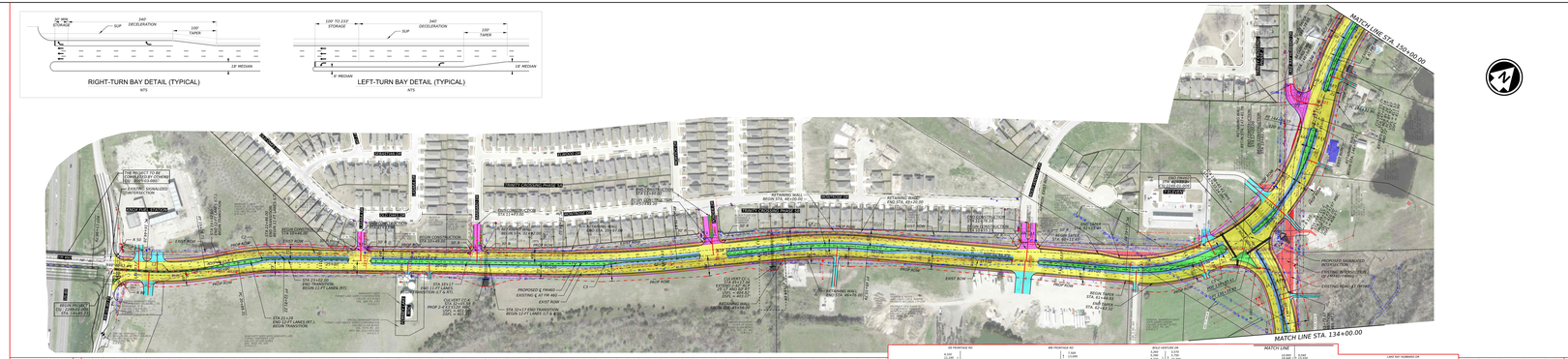
SUPERELEVATION TABLE

	ROAD NAME	STATION	X-SLOPE
BEGIN CONSTRUCTION	FM460	14+85.21	-2.00%
BEGIN TRANSITION	FM460	59+80.00	-2.00%
END TANGENT RUNOUT/BEGIN SE RUNOFF	FM460	60+80.00	0.00% RT
END SE RUNOFF / BEGIN FULL SUPER	FM460	61+70.00	2.00% RT
BEGIN SE RUNOFF / END FULL SUPER	FM740	144+45.00	2.00% RT
END SE RUNOFF / BEGIN TANGENT RUNOUT	FM740	145+35.00	0.00% RT
END TRANSITION	FM740	146+25.00	-2.00%
BEGIN TRANSITION	FM740	172+40.00	-2.00%
END TANGENT RUNOUT/BEGIN SE RUNOFF	FM740	174+30.00	0.00% LT
END SE RUNOFF / BEGIN FULL SUPER	FM740	175+20.00	2.00% LT
BEGIN SE RUNOFF / END FULL SUPER	FM740	177+50.00	2.00% LT
END SE RUNOFF / BEGIN TANGENT RUNOUT	FM740	178+40.00	0.00% LT
END TRANSITION	FM740	179+30.00	-2.00%
END CONSTRUCTION	FM740	271+53.90	-2.00%

SUPERELEVATION DIAGRAM

RIGHT-TURN BAY DETAIL (TYPICAL)
NTS

LEFT-TURN BAY DETAIL (TYPICAL)
NTS


MATCH LINE STA. 150+00.00
MATCH LINE STA. 134+00.00
THE PROJECT TO BE CONSTRUCTED BY COMMON CONTRACTOR
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BEGIN CONSTRUCTION - SE TC
B