Texas Department of Transportation

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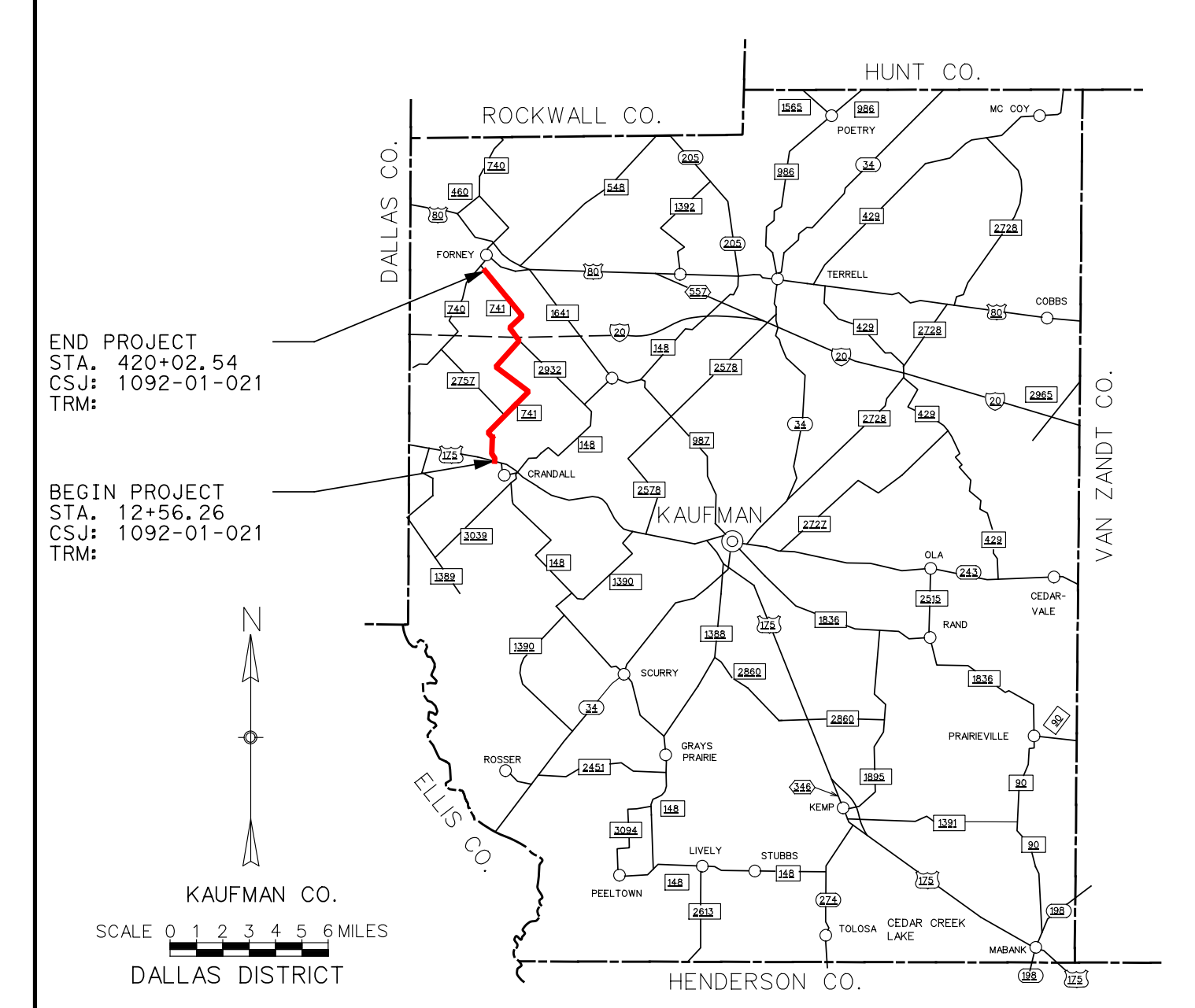
DALLAS DISTRICT
CONCEPTUAL SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
KAUFMAN COUNTY
FM 741
PROJECT LIMIT: FROM US 175
TO FM 548
CSJ: 1092-01-021
FM 741 FUNCTIONAL CLASS: URBAN ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 7.717 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE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


HUNT CO.
ROCKWALL 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
CRANDALL
TERRELL
KAUFMAN
N
ELLIS CO.
KAUFMAN CO.
SCALE 0 1 2 3 4 5 6 MILES
DALLAS DISTRICT
HENDERSON CO.

LOCATION MAP

30% SCHEMATIC

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

SEPTEMBER 2020
SCALE: 1"=100'
ROLL 3 OF 7

SHEET INDEX

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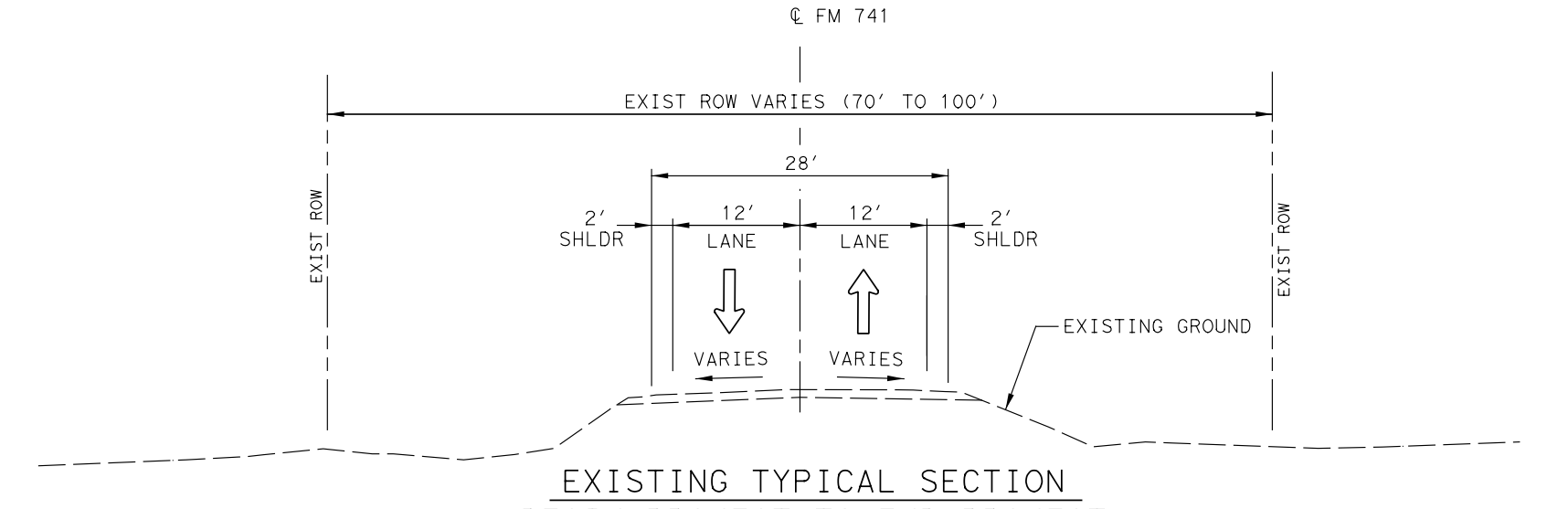
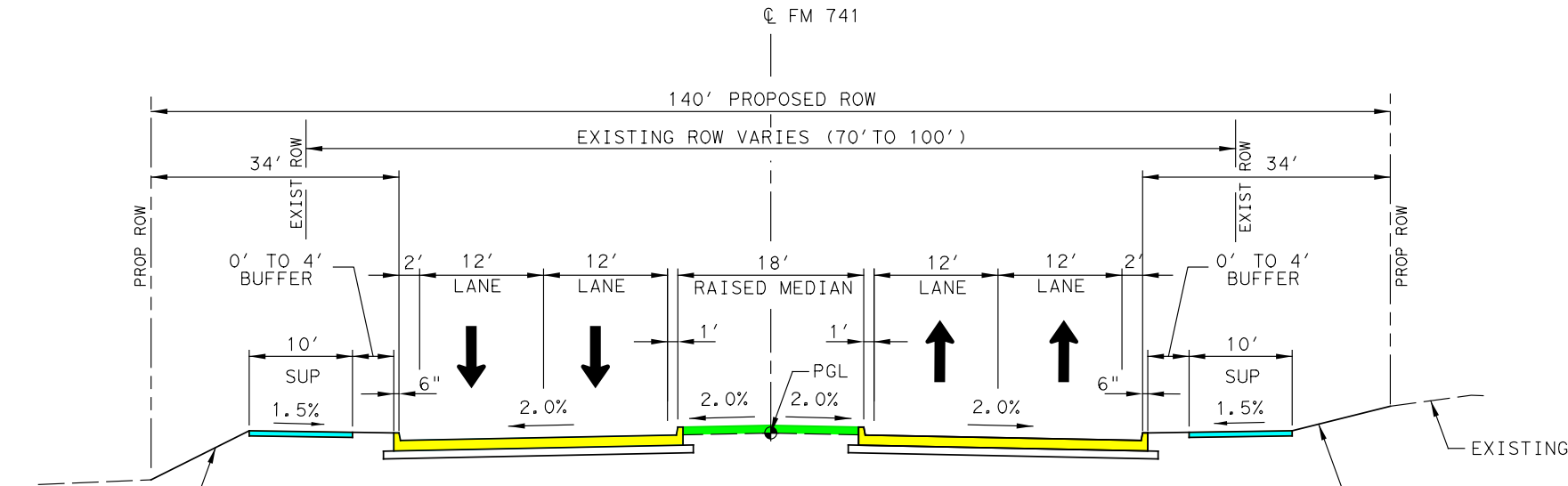
ROLL 7: PLAN AND PROFILE - NORTH OF GOLDEN MEADOW LANE TO SOUTH OF FM 548

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

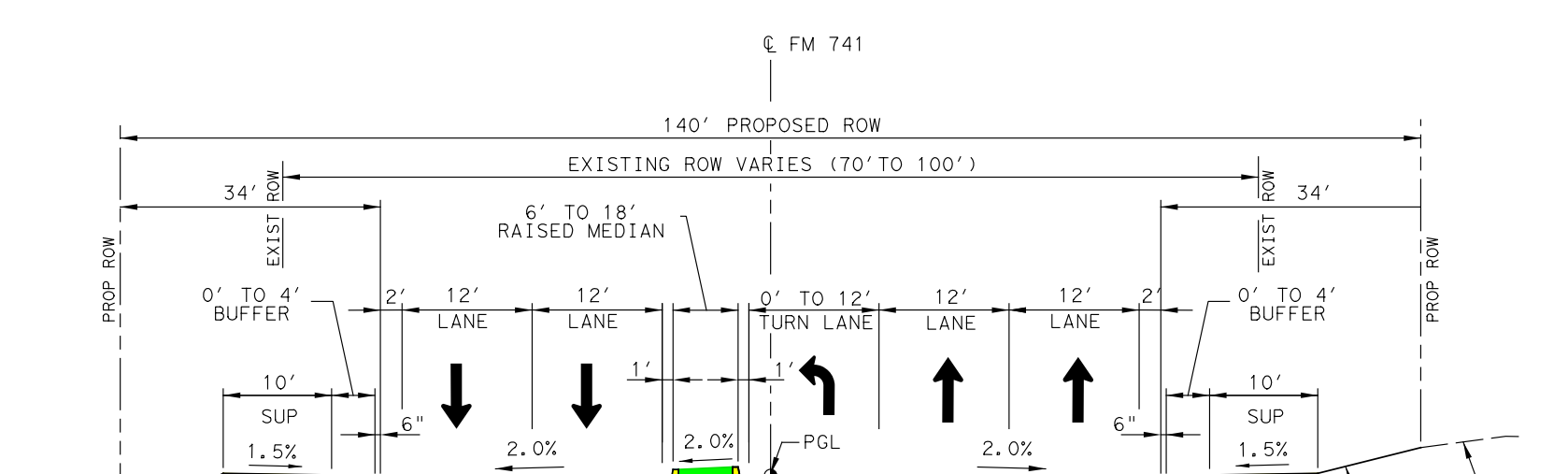

℄ FM 741
EXIST ROW VARIES (70' TO 100')
28'
2' SHLDR
12' LANE
12' LANE
2' SHLDR
VARIES
VARIES
EXIST ROW
EXISTING GROUND

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
2'
12' LANE
12' LANE
18' RAISED MEDIAN
1'
1'
PGL
10'
SUP
1.5%
6"
2.0%
2.0%
2.0%
2.0%
3:1 MAX
4:1 USUAL
EXISTING GROUND

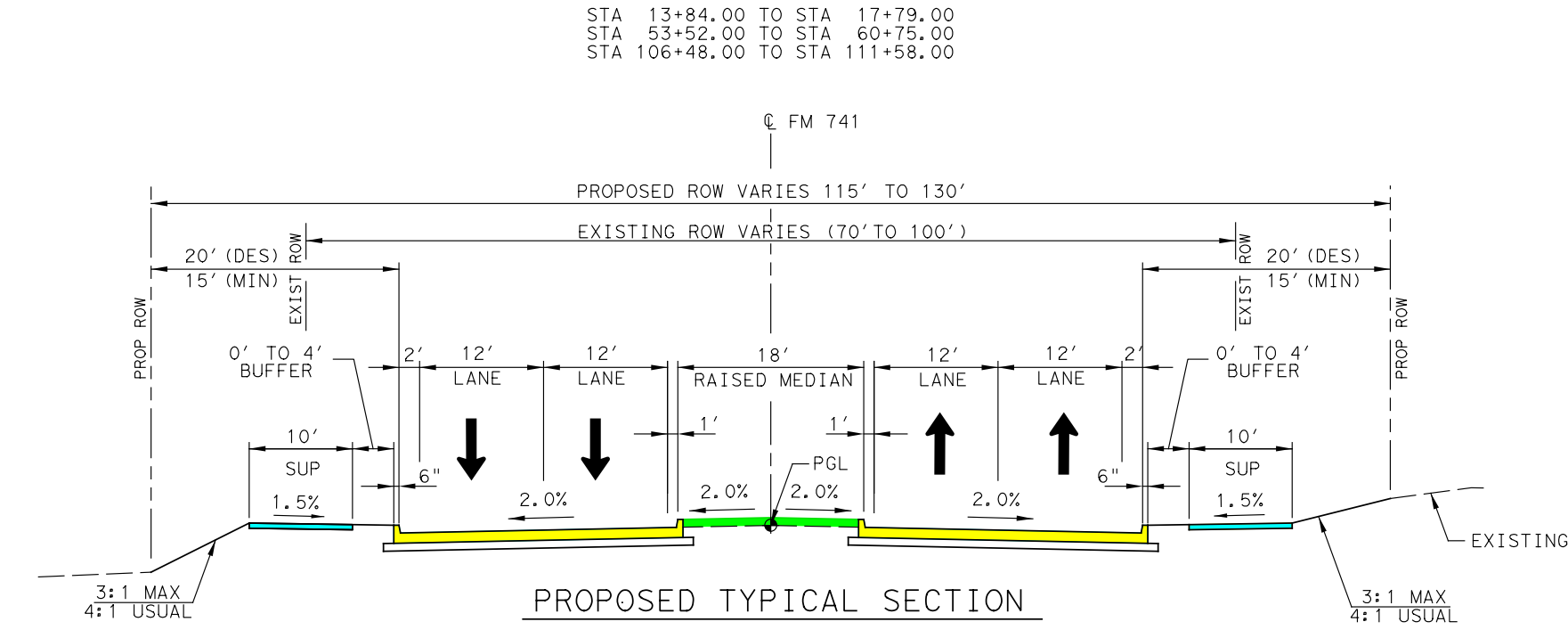
PROPOSED TYPICAL SECTION

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'
PROP ROW
EXIST ROW
0' TO 4' BUFFER
6' TO 18' RAISED MEDIAN
0' TO 12' TURN LANE
12' LANE
12' LANE
2'
1'
PGL
10'
SUP
1.5%
6"
2.0%
3:1 MAX
4:1 USUAL
EXISTING GROUND

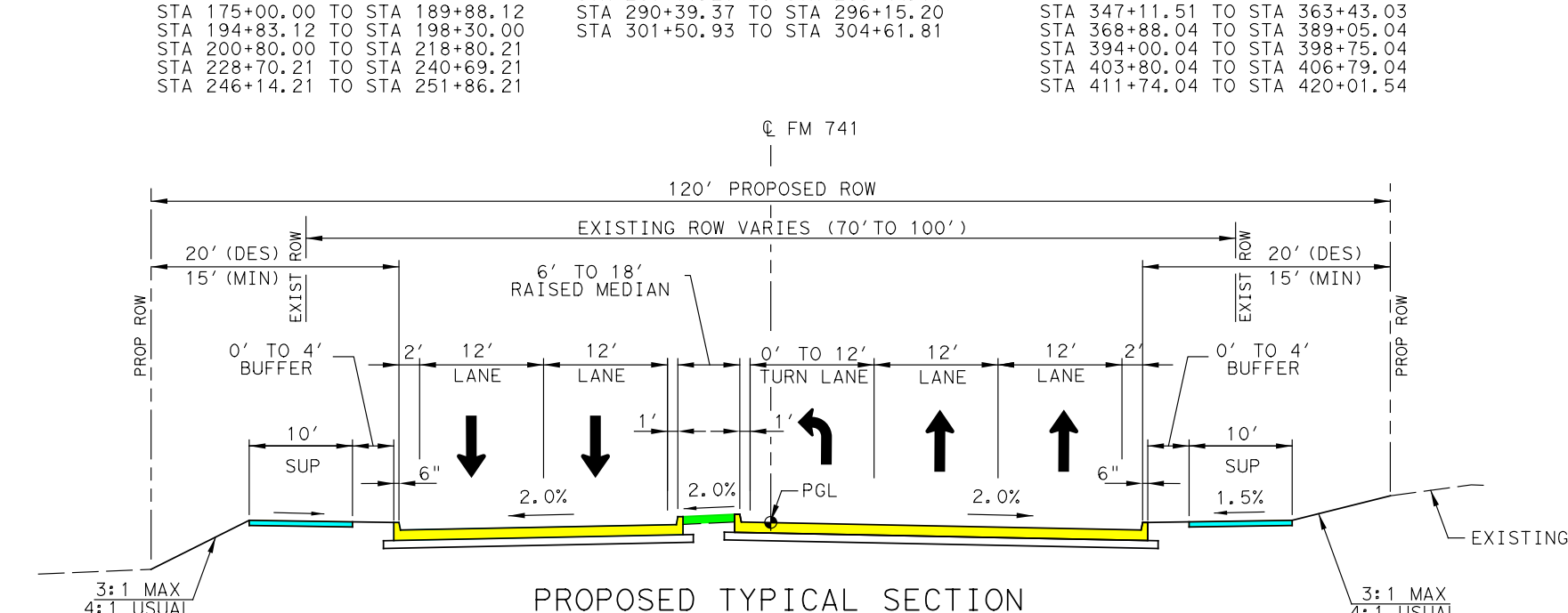
PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE

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)
PROP ROW
EXIST ROW
0' TO 4' BUFFER
2'
12' LANE
12' LANE
18' RAISED MEDIAN
1'
PGL
10'
SUP
1.5%
6"
2.0%
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+43.03
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)
PROP ROW
EXIST ROW
0' TO 4' BUFFER
6' TO 18' RAISED MEDIAN
0' TO 12' TURN LANE
12' LANE
12' LANE
2'
1'
PGL
10'
SUP
1.5%
6"
2.0%
3:1 MAX
4:1 USUAL
EXISTING GROUND

PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE

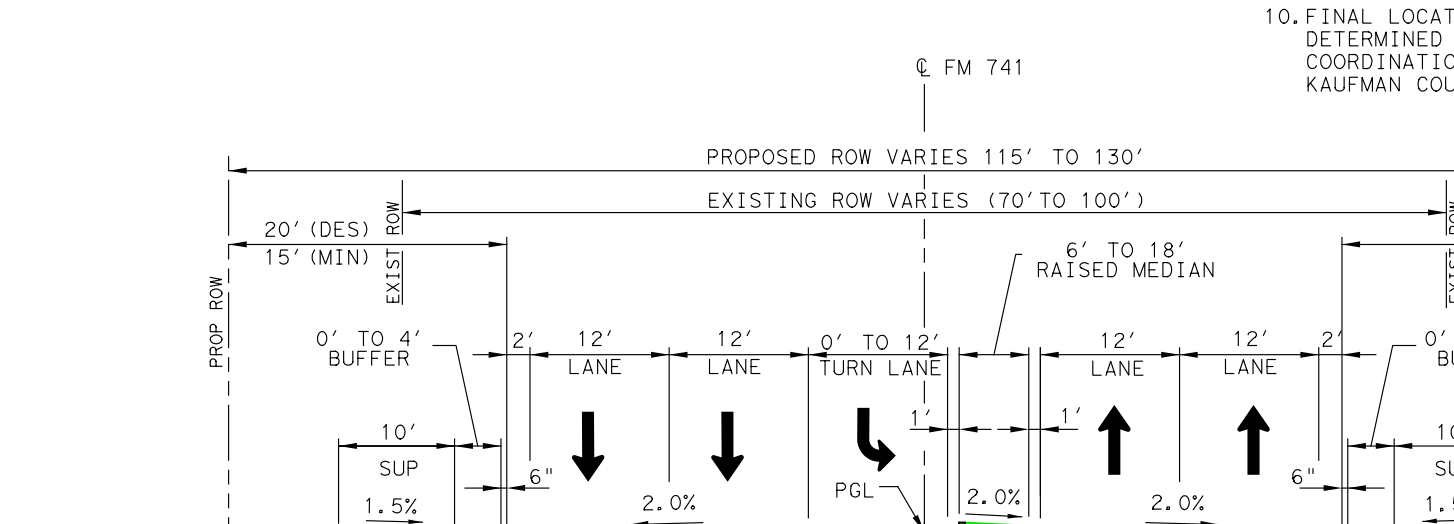
STA 13+84.00 TO STA 17+79.00	STA 240+69.21 TO STA 246+14.21
STA 55+80.00 TO STA 60+75.00	STA 254+54.06 TO STA 258+21.21
STA 106+48.00 TO STA 111+58.00	STA 258+40.21 TO STA 262+91.41
STA 154+11.00 TO STA 159+06.00	STA 318+64.26 TO STA 323+61.92
STA 218+80.21 TO STA 223+75.03	STA 363+43.04 TO STA 368+88.04

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

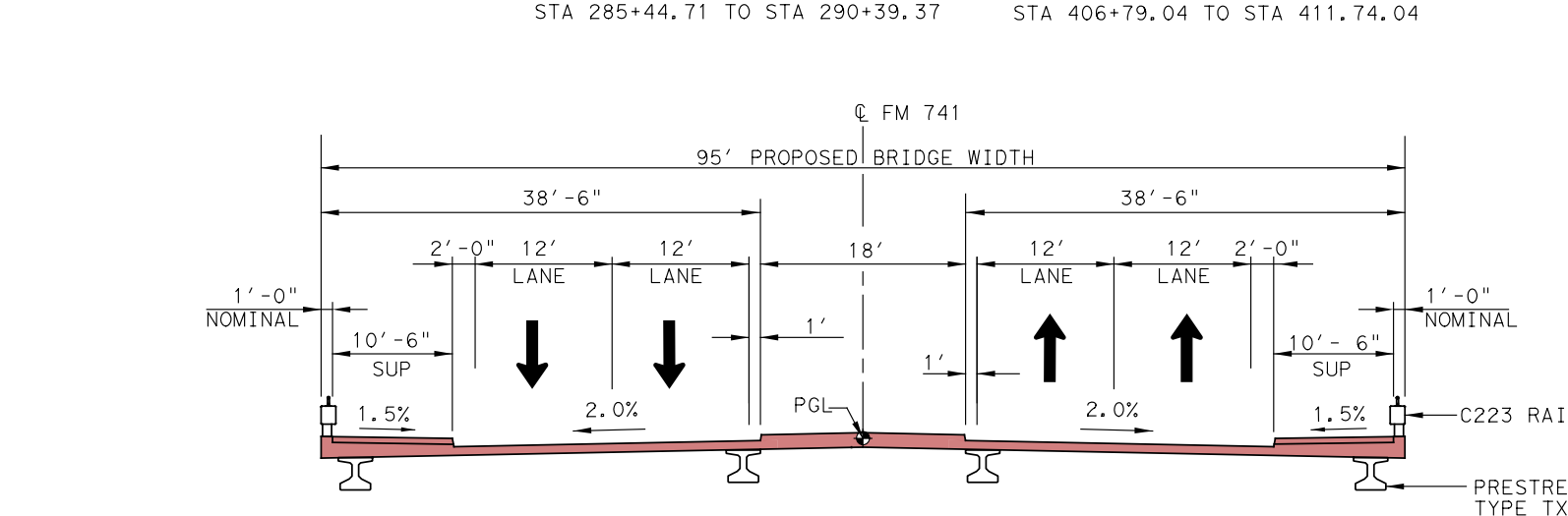
NOTES:

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)
PROP ROW
EXIST ROW
0' TO 4' BUFFER
6' TO 18' RAISED MEDIAN
0' TO 12' TURN LANE
12' LANE
12' LANE
2'
1'
PGL
10'
SUP
1.5%
6"
2.0%
3:1 MAX
4:1 USUAL
EXISTING GROUND

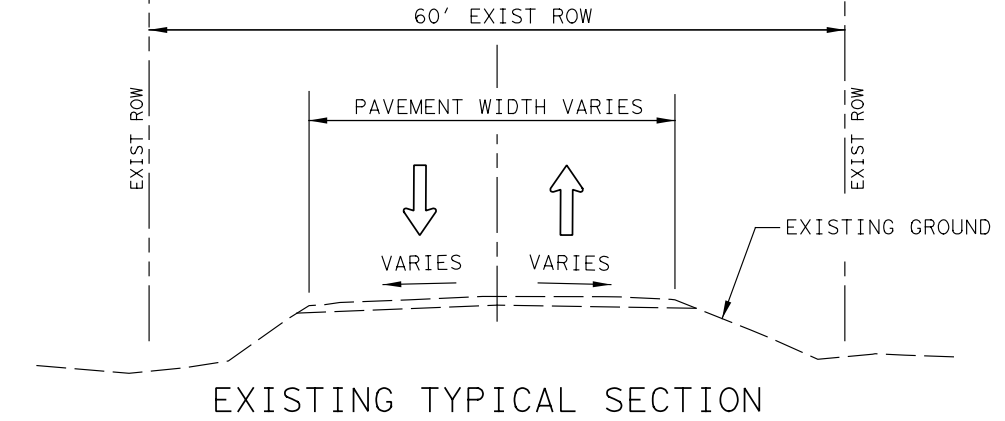
PROPOSED TYPICAL SECTION
WITH SB LEFT TURN LANE

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'
1'-0" NOMINAL
10'-6" SUP
1.5%
2.0%
PGL
C223 RAIL
PRESTRESSED CONCRETE BEAM TYPE TX28, TYP

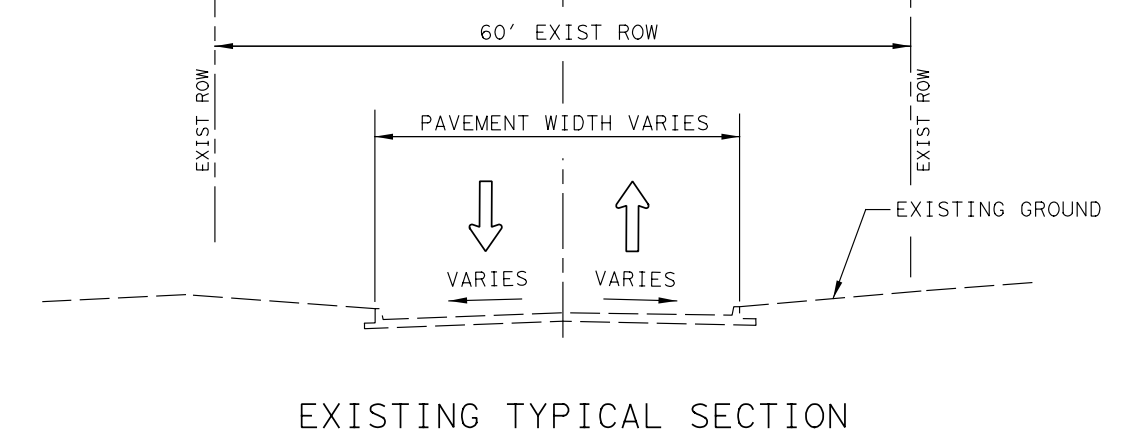
PROPOSED BRIDGE SECTION

STA 172+50.00 TO STA 175+00.00
STA 198+30.00 TO STA 200+80.00


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

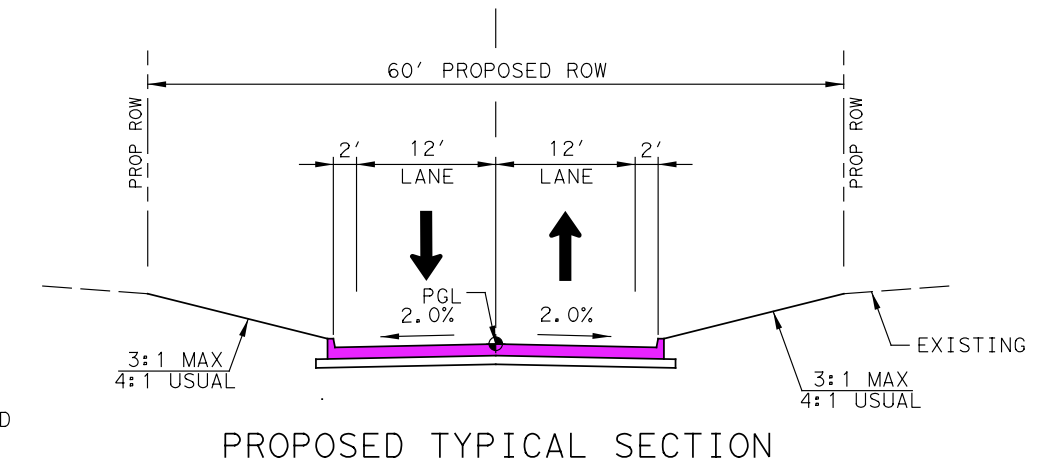
EXISTING TYPICAL SECTION
SIDE STREETS

VENNER CIR
BLACKLAND RD
COUNTY WOODS RD
HIGH COUNTRY LN
DOZIER CIR
PRECEINCT RD
LEWIS CIR
WINDY LN


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

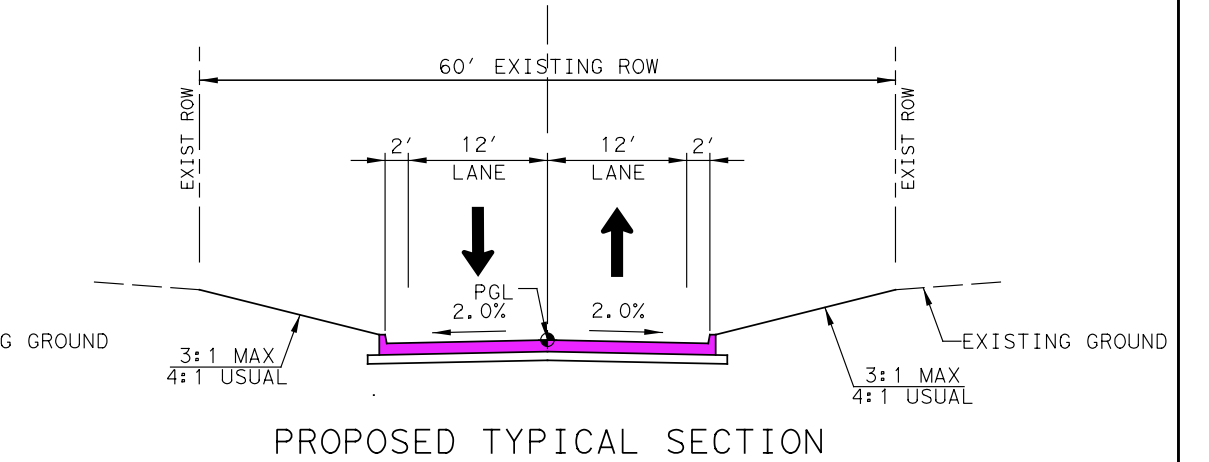
EXISTING TYPICAL SECTION
SIDE STREETS

MOONLIGHT TRAIL


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

PROPOSED TYPICAL SECTION
SIDE STREETS

BLACKLAND RD
COUNTY WOODS RD


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

PROPOSED TYPICAL SECTION
SIDE STREETS

VENNER CIR
HIGH COUNTRY LN
DOZIER CIR
PRECINET RD
LEWIS CIR
WINDY LANE
MOONLIGHT TRAIL

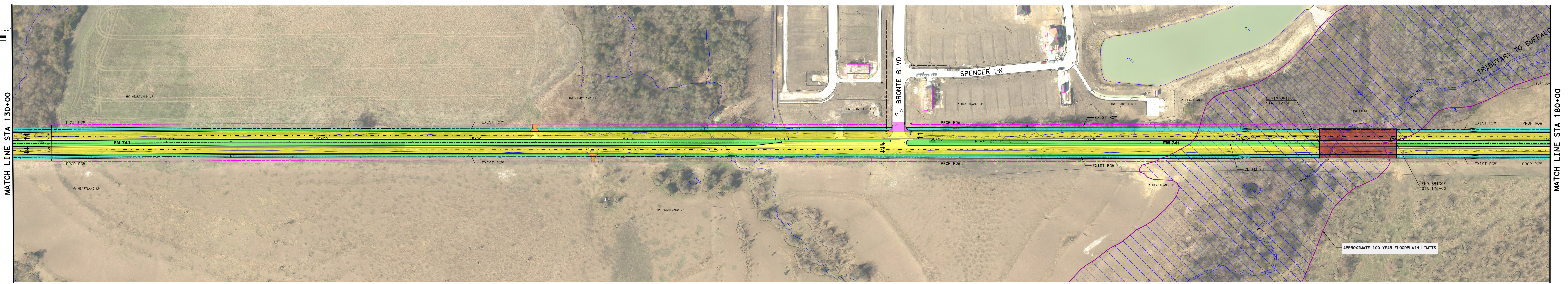
0' 50' 100' 200'
SCALE: 1"=100'

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
FM7416	190+01.61	6,935,607.68	2,602,704.39	89° 37' 00.16" (LT)	950.00'	6° 01' 52.08"	943.67'	1,485.90'	N 0° 25' 15.44" W	1,339.00'	180+57.95	195+43.85	N 44° 23' 14.64" E	N 45° 13' 45.52" W

CL COUNTY WOODS 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
CWOODS1	11+70.83	6,935,854.17	2,602,456.52	57° 04' 32.34" (RT)	273.00'	20° 59' 14.87"	148.46'	271.95'	S 74° 40' 57.31" E	260.85'	10+22.37	12+94.32	N 76° 46' 46.51" E	S 46° 08' 41.14" E


MATCH LINE STA 130+00
FM 741
PROP ROW
EXIST ROW
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
HW HEARTLAND LP
BRONTE BLVD
SPENCER LN
CL FM 741
BEGIN BRIDGE STA 172+50
END BRIDGE STA 175+00
APPROXIMATE 100 YEAR FLOODPLAIN LIMITS
TRIBUTARY TO BUFFALO
MULTIPLE
MATCH LINE STA 180+00

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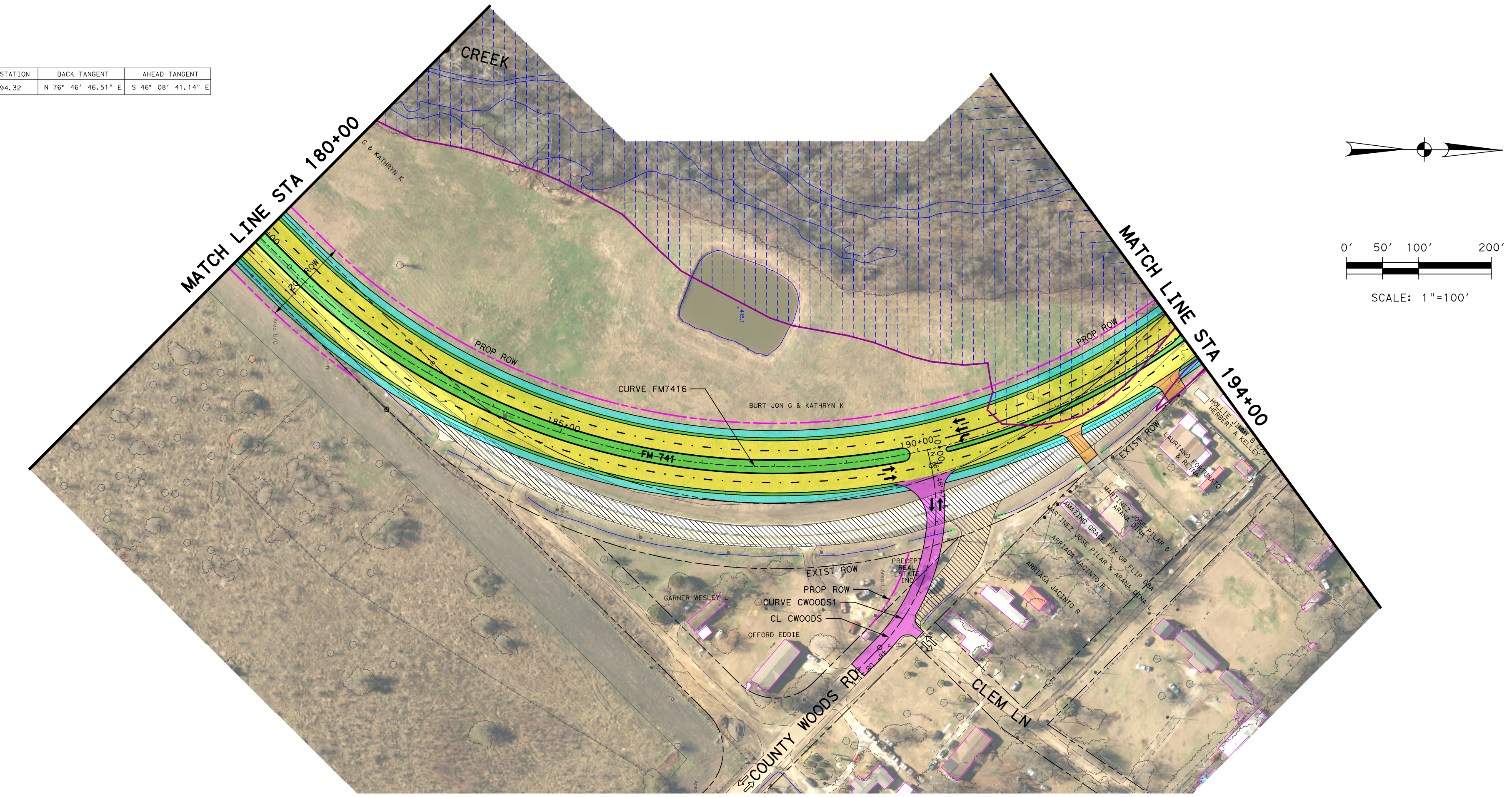
CREEK
MATCH LINE STA 180+00
MATCH LINE STA 194+00
PROP ROW
EXIST ROW
CURVE FM7416
BURT JON G & KATHRYN K
FM 741
185+00
190+00
CURVE CWOODS1
CL CWOODS
GARNER WESLEY
OFFORD EDDIE
COUNTY WOODS RD
CLEM LN
N

0' 50' 100' 200'
SCALE: 1"=100'

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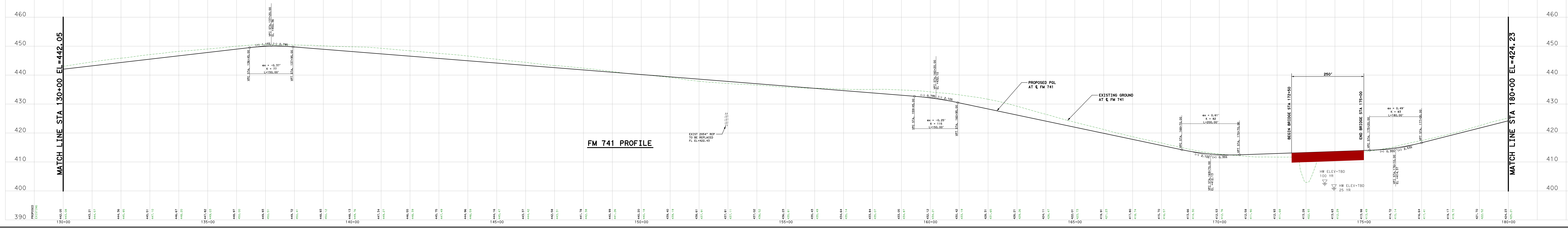

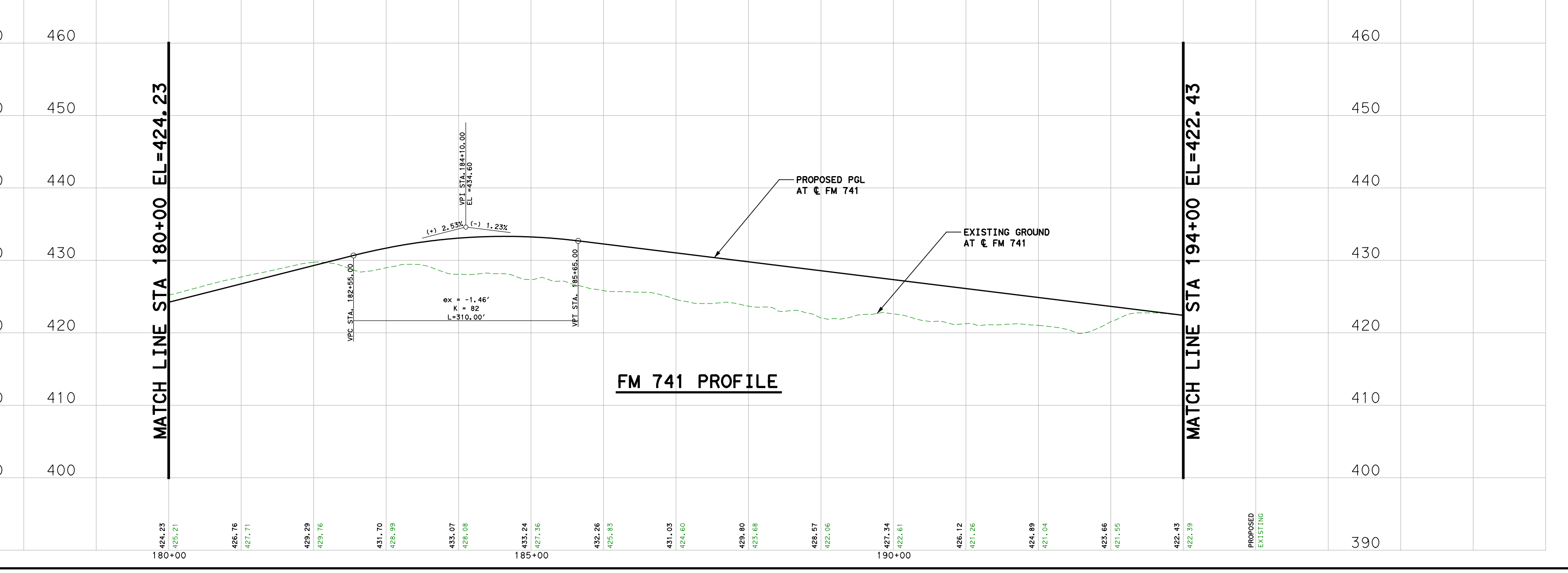

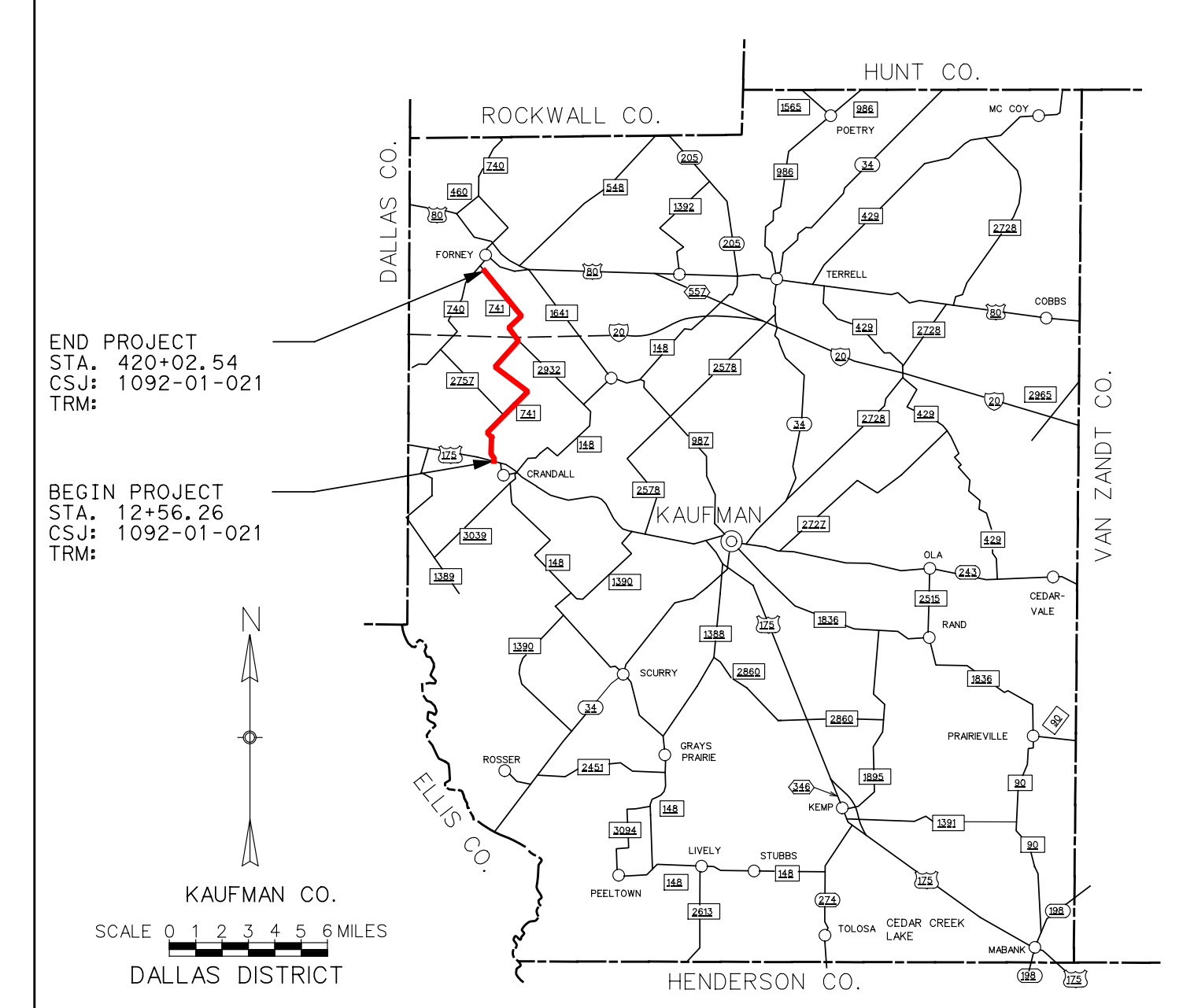
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