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Texas
Department
of Transportation

TYLER DISTRICT

FM 2493
CSJ: 0191-03-083 & 0191-04-008

PRELIMINARY DESIGN SCHEMATIC
SMITH COUNTY & CHEROKEE COUNTY

LIMITS: FROM FM 346 IN FLINT
TO US 69 IN BULLARD

PROJECT LENGTH: 9.168 MILES

DATE: MARCH 2017

TYLER DISTRICT ENGINEER
DENNIS R. COOLEY, P.E.

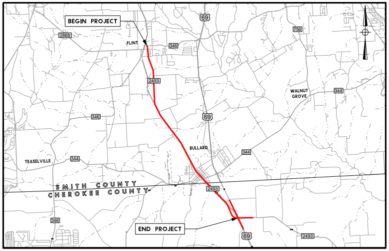
DIRECTOR OF TRANSPORTATION, PLANNING
& DEVELOPMENT
JEFFREY HARMON, P.E.

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES

PREPARED UNDER THE SUPERVISION OF

LYNN A. PIPKIN, P.E.	P.E. #	DATE
	78057	

DESIGN SPEED	FUNCTIONAL CLASS	ADT FM 2493 (FM346 IN FLINT TO FM 344)	ADT FM 2493 (FM 344 TO US 69 NEAR BULLARD)
60 MPH	RURAL ARTERIAL	2015 = 7,000	2015 = 4,500
45 MPH	URBAN ARTERIAL	2035 = 10,400	2035 = 6,600
		2045 = 11,800	2045 = 7,300


BEGIN PROJECT
FLINT
2868
346
69
756
2493
WALNUT GROVE
344
BULLARD
TEASELVILLE
SMITH COUNTY
CHEROKEE COUNTY
END PROJECT

LOCATION MAP
N.T.S.

0 200 400 600 800

SCALE: H: 1"=100'
V: 1"= 10'

RPS® klotz associates
1160 Dairy Ashford, Suite 500, Houston, Texas 77079
T 281.589.7257 • email@klotz.com • Texas PE Firm Reg. #F-929

LEGEND

←	PROPOSED TRAFFIC DIRECTION
―	PROPOSED EDGE OF PAVEMENT
―	EXISTING PROPERTY LINE
-·-·-	EXISTING ROW
-·-·-	STATE ROW (PREVIOUS RAILROAD CORRIDOR)
―	TIE-IN CONSTRUCTION LINE
-·-·-	PROPOSED ROW (REVISED)
▇	PROPOSED ROADWAY
▇	PROPOSED SIDEWALK

3/6/2017 6:55:41 PM
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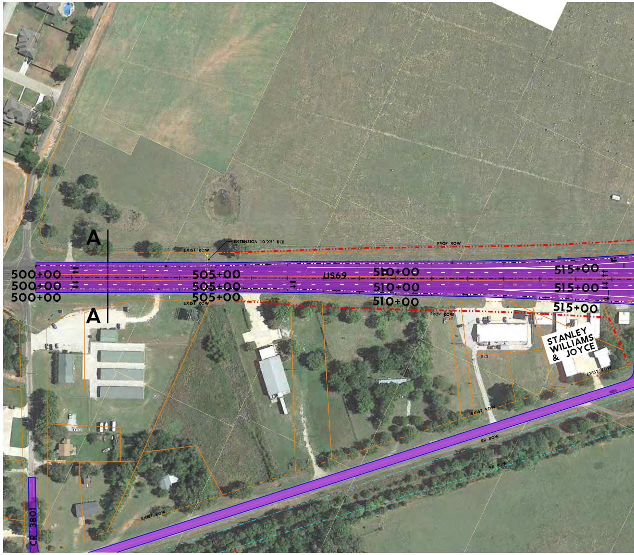
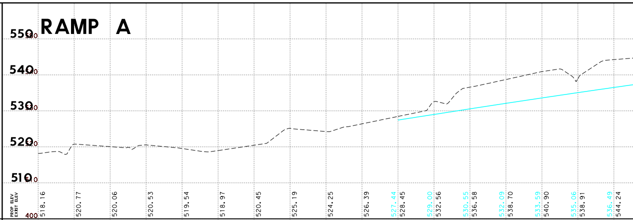
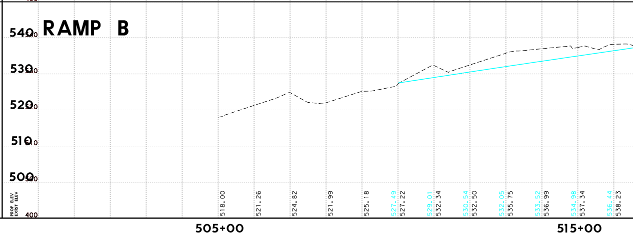
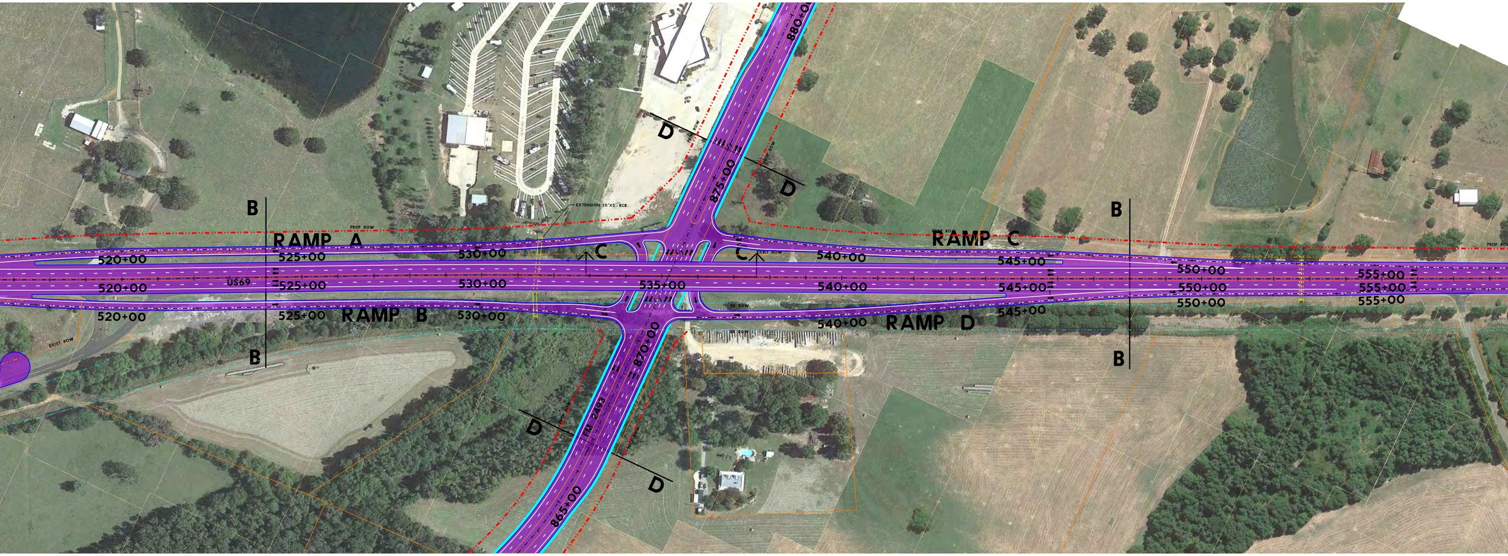

A
A
EXIST ROW
EXTENSION 10'X5' RCB
PROP ROW
500+00
500+00
500+00
505+00
505+00
505+00
US69
510+00
510+00
510+00
515+00
515+00
515+00
PROP ROW
STANLEY WILLIAMS & JOYCE
EXIST ROW
EXIST ROW
RR ROW
RR ROW
EXIST ROW
CR 3801






880+00
875+00
870+00
865+00
D
D
D
D
B
B
B
B
EXTENSION 10'X5' RCB
PROP ROW
EXIST ROW
RAMP A
RAMP B
RAMP C
RAMP D
C
C
US69
FM 2493
520+00
520+00
520+00
525+00
525+00
525+00
530+00
530+00
530+00
535+00
540+00
540+00
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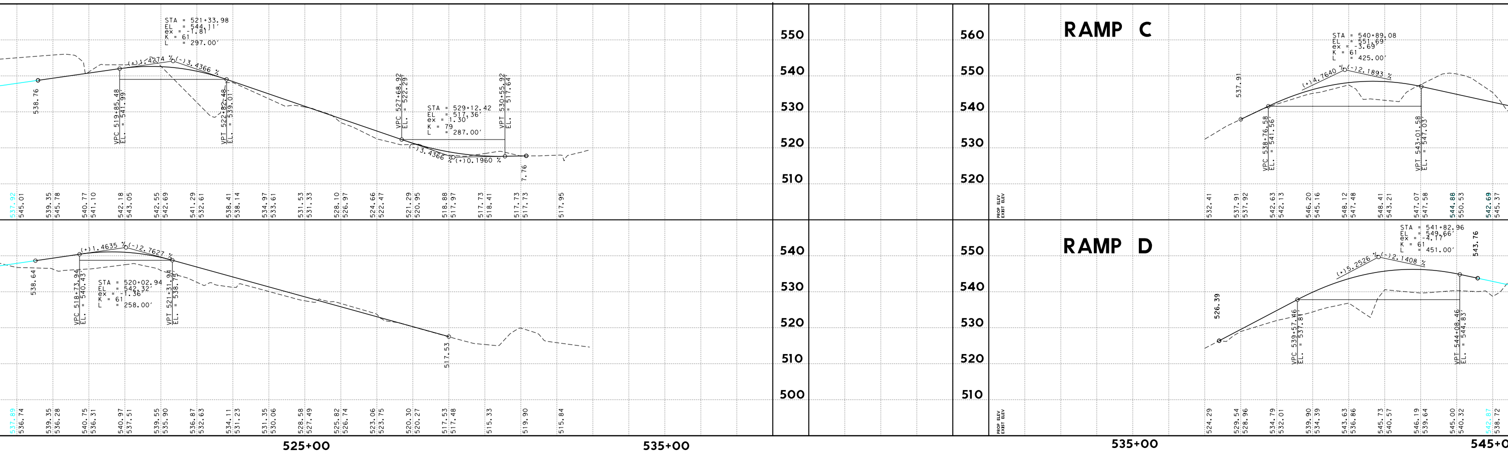
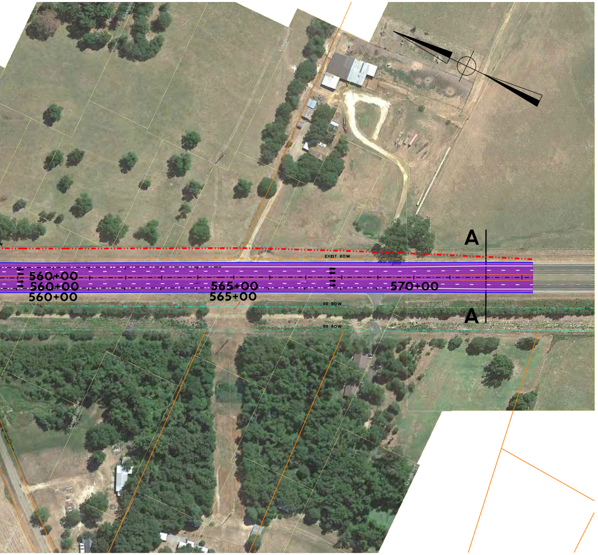
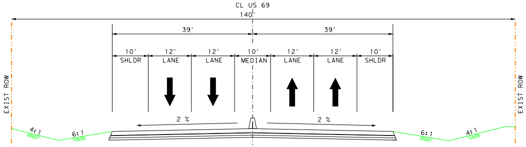
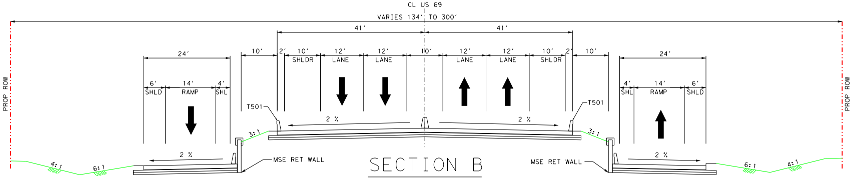
550+00
555+00
555+00
555+00


STA = 521+33.98
EL = 544.11'
ex = -1.81'
K = 61
L = 297.00'
(+)1.4274 %
(-)3.4366 %
538.76
VPC 519+85.48
EL. = 541.99'
VPT 522+82.48
EL. = 539.01'
VPC 527+68.92
EL. = 522.29'
STA = 529+12.42
EL = 517.36'
ex = 1.30'
K = 79
L = 287.00'
VPT 530+55.92
EL. = 517.64'
(-)3.4366 %
(+)0.1960 %
7.76
537.92
545.01
539.35
545.78
540.77
541.10
542.18
543.05
542.55
542.69
541.29
532.61
538.41
538.14
534.97
533.61
531.53
531.33
528.10
526.97
524.66
522.47
521.29
520.95
518.88
517.97
517.73
518.41
517.73
517.73
517.95
(+)1.4635 %
(-)2.7627 %
538.64
VPC 518+73.94
EL. = 540.43'
STA = 520+02.94
EL = 542.32'
ex = -1.36'
K = 61
L = 258.00'
VPT 521+31.94
EL. = 538.75'
517.53
537.89
536.74
539.35
536.28
540.75
536.31
540.97
537.51
539.55
535.90
536.87
532.63
534.11
531.23
531.35
530.06
528.58
527.49
525.82
526.74
523.06
523.75
520.30
520.27
517.53
517.48
515.33
519.90
515.84
550
540
530
520
510
540
530
520
510
500
525+00
535+00
RAMP C
560
550
540
530
520
STA = 540+89.08
EL = 551.69'
ex = -3.69'
K = 61
L = 425.00'
(+)4.7640 %
(-)2.1893 %
537.91
VPC 538+76.58
EL. = 541.56'
VPT 543+01.58
EL. = 547.03'
PROP ELEV
EXIST ELEV
532.41
537.91
537.92
542.63
542.13
546.20
545.16
548.12
547.48
548.41
543.21
547.07
547.58
544.88
550.53
542.69
545.37
RAMP D
550
540
530
520
510
STA = 541+82.96
EL = 549.66'
ex = -4.17'
K = 61
L = 451.00'
543.76
(+)5.2526 %
(-)2.1408 %
526.39
VPC 539+57.46
EL. = 537.81'
VPT 544+08.46
EL. = 544.83'
PROP ELEV
EXIST ELEV
524.29
529.54
528.96
534.79
532.01
539.90
534.39
543.63
536.86
545.73
540.57
546.19
539.64
545.00
540.32
542.87
538.72
535+00
545+0

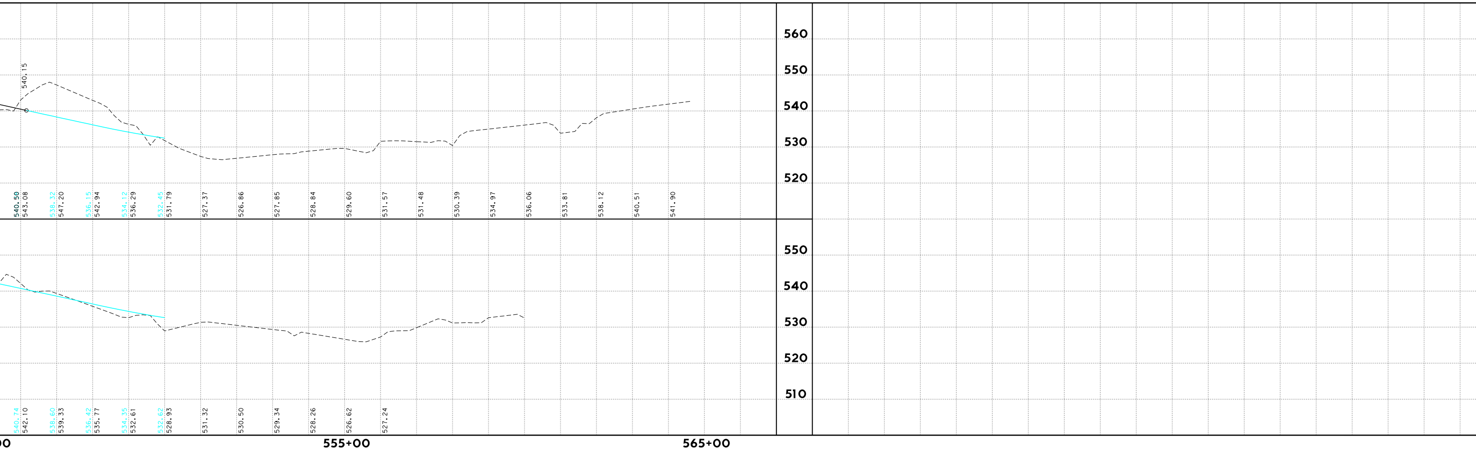

A
A
560+00
560+00
560+00
565+00
565+00
570+00
EXIST ROW
RR ROW
RR ROW

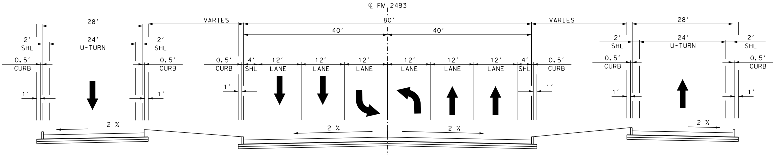

CL US 69
140'
39'
39'
10'
SHLDR
12'
LANE
12'
LANE
10'
MEDIAN
12'
LANE
12'
LANE
10'
SHLDR
EXIST ROW
EXIST ROW
2 %
2 %
4:1
6:1
6:1
4:1

SECTION A

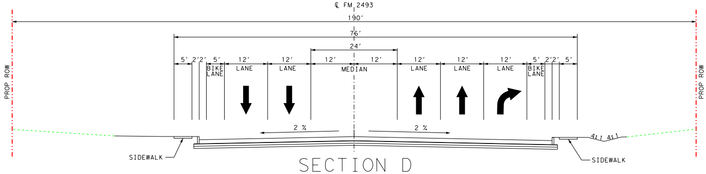

CL US 69
VARIES 134' TO 300'
41'
41'
24'
10'
2'
10'
SHLDR
12'
LANE
12'
LANE
10'
12'
LANE
12'
LANE
10'
SHLDR
2'
10'
24'
6'
SHLD
14'
RAMP
4'
SHL
4'
SHL
14'
RAMP
6'
SHLD
PROP ROW
PROP ROW
T501
T501
2 %
2 %
2 %
2 %
3:1
3:1
4:1
6:1
6:1
4:1
MSE RET WALL
MSE RET WALL

SECTION B




℄ FM 2493
28'
VARIES
80'
VARIES
28'
40'
40'
2'
SHL
24'
U-TURN
2'
SHL
0.5'
CURB
0.5'
CURB
0.5'
CURB
4'
SHL
12'
LANE
12'
LANE
12'
LANE
12'
LANE
12'
LANE
12'
LANE
4'
SHL
0.5'
CURB
2'
SHL
24'
U-TURN
2'
SHL
0.5'
CURB
0.5'
CURB
1'
1'
1'
1'
1'
1'
2 %
2 %
2 %
2 %

SECTION C


℄ FM 2493
190'
76'
24'
PROP ROW
5'
2'
2'
5'
BIKE LANE
12'
LANE
12'
LANE
12'
12'
MEDIAN
12'
LANE
12'
LANE
12'
LANE
5'
BIKE LANE
2'
2'
5'
PROP ROW
2 %
2 %
4:1
4:1
SIDEWALK
SIDEWALK

SECTION D

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don.nash

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