Texas Department of Transportation

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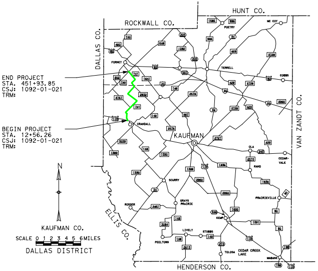
DALLAS DISTRICT
DESIGN SCHEMATIC

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 PRINCIPAL ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 8.32 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED


END PROJECT
STA. 451+93.85
CSJ: 1092-01-021
TRM:
BEGIN PROJECT
STA. 12+56.26
CSJ: 1092-01-021
TRM:
N
KAUFMAN CO.
SCALE 0 1 2 3 4 5 6MILES
DALLAS DISTRICT
HUNT CO.
ROCKWALL CO.
DALLAS CO.
VAN ZANDT CO.
ELLIS CO.
HENDERSON CO.
FORNEY
POETRY
MC COY
TERRELL
COBBS
CRANDALL
KAUFMAN
OLA
CEDAR-VALE
RAND
SCURRY
PRAIRIEVILLE
GRAYS PRAIRIE
ROSSER
KEMP
LIVELY
STUBBS
PEELTOWN
TOLOSA
CEDAR CREEK LAKE
MABANK
741
740
460
80
548
1392
2932
1641
20
148
2578
987
34
429
2728
2757
175
3039
1389
1390
2727
243
2515
1836
1895
2860
1388
1592
3094
2451
274
2613
1391
90
198
3346
986
1565

LOCATION MAP

DECEMBER 2022
SCALE: 1"=100′
ROLL 1 OF 7

SHEET INDEX

- ROLL 1: PLAN AND PROFILE - BEGIN PROJECT TO STA 65+00
- ROLL 2: PLAN AND PROFILE - STA 65+00 TO STA 130+00
- ROLL 3: PLAN AND PROFILE - STA 130+00 TO STA 194+00
- ROLL 4: PLAN AND PROFILE - STA 194+00 TO STA 259+00
- ROLL 5: PLAN AND PROFILE - STA 259+00 TO STA 324+00
- ROLL 6: PLAN AND PROFILE - STA 324+00 TO STA 390+00
- ROLL 7: PLAN AND PROFILE - STA 390+00 TO END PROJECT

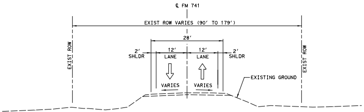
100% SCHEMATIC

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
ROBERT DEAN AUSTIN	67596	11/30/2022

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

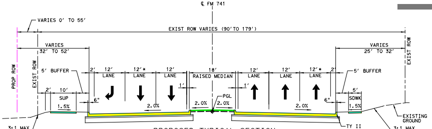
Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY
TBPE FIRM REGISTRATION NO. 2614


℄ FM 741
EXIST ROW VARIES (90′ TO 179′)
28′
2′ SHLDR
12′ LANE
12′ LANE
2′ SHLDR
VARIES
VARIES
EXISTING GROUND
EXIST ROW
EXIST ROW

EXISTING TYPICAL SECTION
BEGIN PROJECT TO END PROJECT

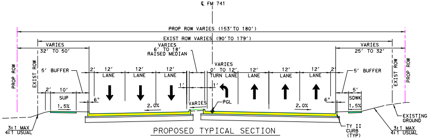
LEGEND

→	DIRECTION OF TRAFFIC
ⓧ	PROPERTY ID
ⓧ	DRIVEWAY NUMBER
△	LEFT TURN BAY NON-TYPICAL
— — —	EXISTING ROW
▨	EXISTING CROSS STREET PAVEMENT TO BE REMOVED
=======	EXISTING STORM DRAINAGE
— — —	PROPOSED ROW
— — —	PROPOSED ROW (BY OTHERS)
———	PROPOSED RETAINING WALL
———	PROPOSED SOUND WALL
🟨	PROPOSED MAIN LANE PAVEMENT
🟥	PROPOSED BRIDGE
⬛	PROPOSED APPROACH SLAB

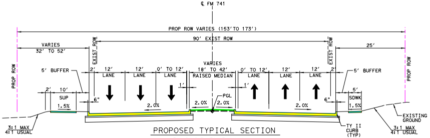

℄ FM 741
VARIES 0′ TO 55′
EXIST ROW VARIES (90′TO 179′)
VARIES 32′ TO 52′
VARIES 25′ TO 32′
PROP ROW
EXIST ROW
EXIST ROW
5′ BUFFER
2′
12′ LANE
12′* LANE
12′ LANE
18′ RAISED MEDIAN
12′ LANE
12′ LANE
12′* LANE
2′
5′ BUFFER
1′
1′
2′ 10′ SUP 1.5%
6"
2.0%
2.0%
PGL
2.0%
2.0%
6"
5′ SDWK 1.5%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX 4:1 USUAL
3:1 MAX 4:1 USUAL

PROPOSED TYPICAL SECTION
BEGIN PROJECT TO STA 14+12.10
STA 17+55.30 TO STA 21+01.70
STA 104+09.00 STA 104+59.10

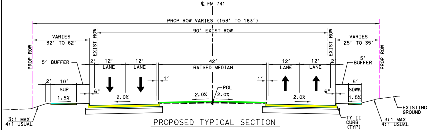
* VARIOUS LANES PAINTED CLOSED
SEE PLAN VIEW


℄ FM 741
PROP ROW VARIES (153′TO 180′)
EXIST ROW VARIES (90′TO 179′)
VARIES 32′ TO 50′
VARIES 25′ TO 32′
VARIES 6′ TO 18′ RAISED MEDIAN
VARIES 0′ TO 12′ TURN LANE
PROP ROW
EXIST ROW
EXIST ROW
PROP ROW
5′ BUFFER
2′
12′ LANE
12′ LANE
12′ LANE
12′ LANE
12′ LANE
12′ LANE
2′
5′ BUFFER
1′
1′
2′ 10′ SUP 1.5%
6"
2.0%
VARIES
PGL
2.0%
6"
5′ SDWK 1.5%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX 4:1 USUAL
3:1 MAX 4:1 USUAL

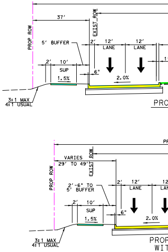
PROPOSED TYPICAL SECTION
STA 14+12.10 TO STA 17+55.30
STA 104+59.10 TO STA 111+28.60


℄ FM 741
PROP ROW VARIES (153′TO 173′)
90′ EXIST ROW
VARIES 32′ TO 52′
25′
PROP ROW
EXIST ROW
EXIST ROW
PROP ROW
5′ BUFFER
2′
12′ LANE
12′ LANE
0′ TO 12′ LANE
VARIES 18′ TO 42′ RAISED MEDIAN
0′ TO 12′ LANE
12′ LANE
12′ LANE
2′
5′ BUFFER
1′
1′
2′ 10′ SUP 1.5%
6"
2.0%
2.0%
PGL
2.0%
2.0%
6"
5′ SDWK 1.5%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX 4:1 USUAL
3:1 MAX 4:1 USUAL

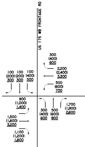
PROPOSED TYPICAL SECTION
STA 21+01.70 TO STA 29+40.00
STA 98+69.00 TO STA 104+09.00


℄ FM 741
PROP ROW VARIES (153′ TO 183′)
90′ EXIST ROW
VARIES 32′ TO 62′
VARIES 25′ TO 35′
PROP ROW
EXIST ROW
EXIST ROW
PROP ROW
5′ BUFFER
2′
12′ LANE
12′ LANE
42′ RAISED MEDIAN
12′ LANE
12′ LANE
2′
5′ BUFFER
1′
1′
2′ 10′ SUP 1.5%
6"
2.0%
2.0%
PGL
2.0%
2.0%
6"
5′ SDWK 1.5%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX 4:1 USUAL
3:1 MAX 4:1 USUAL

PROPOSED TYPICAL SECTION
STA 29+40.00 TO STA 53+80.00
STA 60+37.50 TO STA 98+69.00


37′
PROP ROW
EXIST ROW
5′ BUFFER
2′
12′ LANE
12′ LANE
2′ 10′ SUP 1.5%
6"
2.0%
3:1 MAX 4:1 USUAL
PRO
VARIES 29′ TO 49′
PROP ROW
EXIST ROW
2′-6" TO 5′ BUFFER
2′
12′ LANE
2′ 10′ SUP 1.5%
6"
2.0%
3:1 MAX 4:1 USUAL
PROP
WIT

STA 111+28.57 TO STA
STA 190+22.10 TO STA
STA 252+11.20 TO STA


US 175 WB FRONTAGE RD
300 (400) 600
2,200 (2,400) 3,300
500 (600) 700
100 (200) 300
100 (200) 300
100 (400) 500
900 (1,000) 1,400
1,500 (1,600) 3,200
1,100 (1,200) 1,600
300 (400) 600
500 (600) 800
1,700 (1,900) 2,600

K-FACTOR = 11.8%
DIR. DISTRIBUTION = 54%/46%
TRUCK PERCENTAGE = 4.8% (ADT)

SOURCE OF
TRANSPORTATION

PROPOSED CROSS STREET PAVEMENT

PROPOSED SUP/SIDEWALK

PROPOSED MEDIAN

PROPOSED DRIVEWAY

PROPOSED STORM DRAINAGE

DISPLACEMENTS

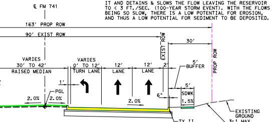
100 YEAR FLOODPLAIN LIMITS

CITY LIMIT LINE

PROPOSED PEDESTRIAN RAIL

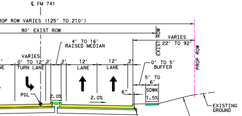
NOTES:

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 (MARCH, 2022).
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. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE CITY OF FORNEY AND KAUFMAN COUNTY.
10. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
11. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE)
12. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
13. THERE IS A SCS RESERVOIR 0.24 MI. UPSTREAM OF THE PROPOSED BRIDGE AT STA. 200+00 AND 0.67 MI. UPSTREAM OF THE PROPOSED BRIDGE AT STA. 173+00. THE UPSTREAM RESERVOIR CATCHES THE MAJORITY OF SEDIMENT COMING TO IT AND DETAINS & SLOWS THE FLOW LEAVING THE RESERVOIR TO < 3 FT./SEC. (100-YEAR STORM EVENT). WITH THE FLOWS BEING SO SLOW, THERE IS A LOW POTENTIAL FOR EROSION, AND THUS A LOW POTENTIAL FOR SEDIMENT TO BE DEPOSITED.


℄ FM 741
163' PROP ROW
90' EXIST ROW
EXIST ROW
30'
PROP ROW
VARIES
30' TO 42'
RAISED MEDIAN
VARIES
0' TO 12'
TURN LANE
12'
LANE
12'
LANE
2'
5'
BUFFER
1'
PGL
2.0%
2.0%
2.0%
6"
5'
SDWK
1.5%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX
4:1 USUAL

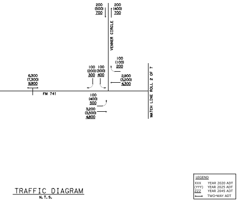
POSED TYPICAL SECTION

STA 53+80.00 TO STA 60+37.50


℄ FM 741
ROP ROW VARIES (125' TO 210')
90' EXIST ROW
EXIST ROW
VARIES
22' TO 92'
PROP ROW
4' TO 16'
RAISED MEDIAN
VARIES
0' TO 12'
TURN LANE
2'
2'
12'
LANE
12'
LANE
2'
0' TO 5'
BUFFER
5' TO 6'
SDWK
1.5%
6"
PGL
2.0%
2.0%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX
4:1 USUAL

POSED TYPICAL SECTION
TH SB LEFT TURN LANE

117+98.10 STA 262+91.20 TO STA 264+00.00
196+69.00 STA 336+25.00 TO STA 341+11.80
255+53.20 STA 342+43.10 TO STA 348+95.00

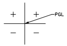

200
(500)
700
200
(400)
700
VENNER CIRCLE
100
(100)
200
100
(200)
300
100
(300)
400
2,900
(3,200)
4,300
6,300
(7,300)
9,900
FM 741
100
(400)
500
3,200
(3,500)
4,800
MATCH LINE ROLL 2 OF 7
LEGEND
XXX YEAR 2020 ADT
(YYY) YEAR 2025 ADT
ZZZ YEAR 2045 ADT
TWO-WAY ADT

TRAFFIC DIAGRAM

N.T.S.

DATA: TEXAS DEPARTMENT OF TRANSPORTATION;
PROGRAMMING AND PLANNING TXDOT, AUSTIN, TEXAS
UPDATED: OCTOBER 16, 2019

SUPERELEVATION - AXIS OF ROTATION

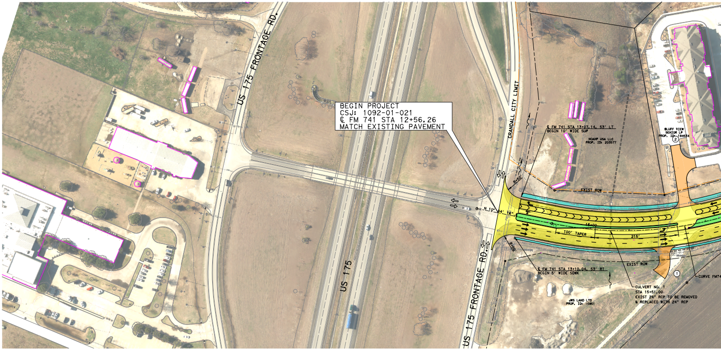


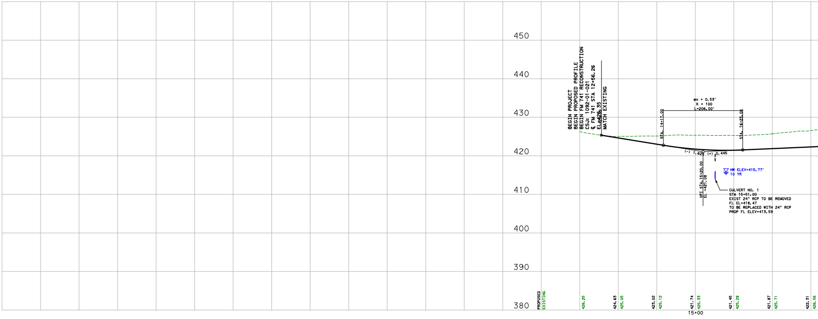
SUPERELEVATION: FM741LT

Station	Cross Slope	POINT TYPE	TRANSITION TYPE
12+56.00	-0.29%	EXISTING CROSS SLOPE	
14+03.00	-2.00%	NORMAL CROWN	LINEAR
18+59.00	-2.00%	NORMAL CROWN	LINEAR
21+15.00	-1.00%	FULL SUPER	LINEAR
23+26.00	-1.00%	FULL SUPER	LINEAR
25+82.00	-2.00%	NORMAL CROWN	LINEAR

SUPERELEVATION: FM741RT

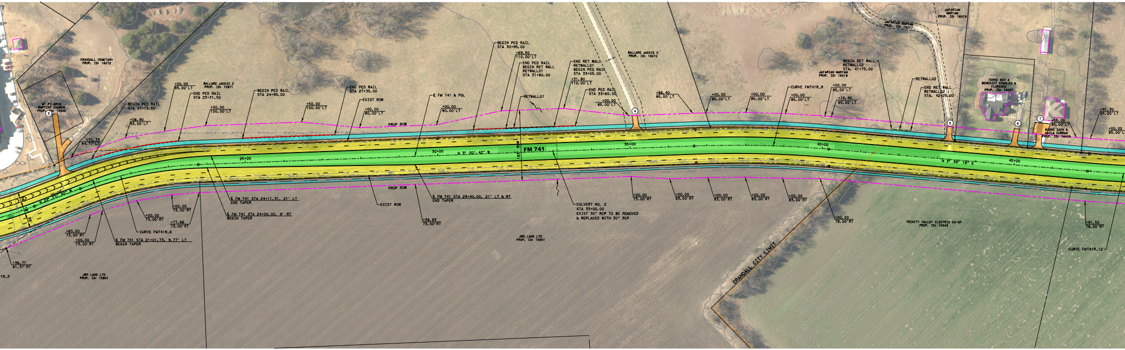
Station	Cross Slope	POINT TYPE	TRANSITION TYPE
12+56.00	0.02%	EXISTING CROSS SLOPE	
14+33.00	-1.00%	FULL SUPER	LINEAR
18+85.00	-1.00%	FULL SUPER	LINEAR
21+40.00	-2.00%	NORMAL CROWN	LINEAR


US 175 FRONTAGE RD.
US 175
US 175 FRONTAGE RD.
CRANDALL CITY LIMIT
BEGIN PROJECT
CSJ: 1092-01-021
℄ FM 741 STA 12+56.26
MATCH EXISTING PAVEMENT
℄ FM 741 STA 13+07.14, 53' LT
BEGIN 10' WIDE SUP
NOAHP USA LLC
PROP. ID: 205577
BLUFF VIEW SENIOR LP
PROP. ID: 194534
2
R=50'
EXIST ROW
N 10° 04' 16"
15+00
100' TAPER
215'
R=50'
EXIST ROW
℄ FM 741 STA 13+10.04, 53' RT
BEGIN 5' WIDE SDWK
JWS LAND LTD
PROP. ID: 15851
1
CULVERT NO. 1
STA 15+51.00
EXIST 24" RCP TO BE REMOVED
& REPLACED WITH 24" RCP
CURVE FM74

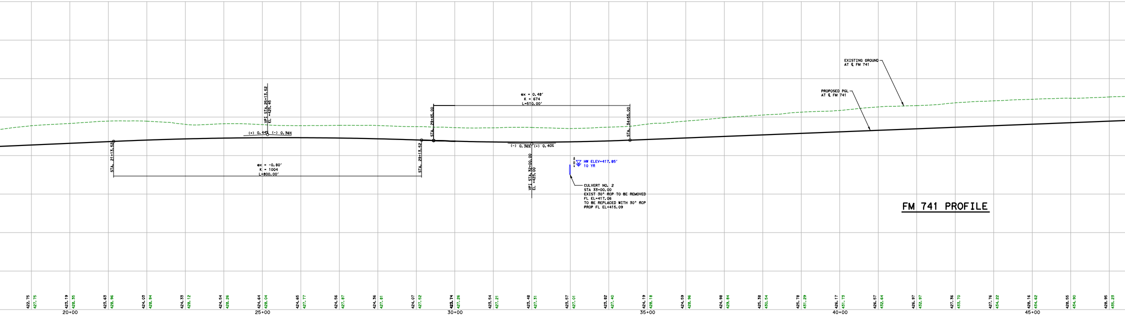


℄ FM 741 ALIGNMENT DATA

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
FM741R_3	16+74.35	6,921,632.64	2,594,721.38	32° 15′ 56.83" (LT)	955.00′	5° 59′ 58.41"	276.24′	537.80′	N 6° 03′ 41.98" W	530.72′	13+98.11	19+35.91	N 10° 04′ 16.43" E	N 22° 11′ 40.40" W
FM741R_6	22+22.00	6,922,153.30	2,594,508.96	18° 50′ 58.34" (RT)	955.00′	5° 59′ 58.41"	158.52′	314.18′	N 12° 46′ 11.23" W	312.77′	20+63.47	23+77.66	N 22° 11′ 40.40" W	N 3° 20′ 42.06" W
FM741R_9	38+41.60	6,923,773.00	2,594,414.29	7° 00′ 00.00" (RT)	2,865.00′	1° 59′ 59.47"	175.23′	350.03′	N 0° 09′ 17.94" E	349.81′	36+66.37	40+16.40	N 3° 20′ 42.06" W	N 3° 39′ 17.94" E
FM741R_12	48+13.24	6,924,743.10	2,594,476.26	4° 52′ 00.00" (LT)	2,865.00′	1° 59′ 59.47"	121.75′	243.35′	N 1° 13′ 17.94" E	243.28′	46+91.49	49+34.84	N 3° 39′ 17.94" E	N 1° 12′ 42.06" W


CRANDALL CEMETARY
PROP. ID: 16072
MT PILGRIM
BAPTIST CHURCH
PROP. ID: 15945
3
BALLARD JACKIE C
PROP. ID: 15871
+00.00
93.00′LT
END PED RAIL
STA 23+31.50
BEGIN PED RAIL
STA 21+15.50
+06.90
93.00′LT
+70.33
84.77′LT
+00.00
100.00′LT
BEGIN PED RAIL
STA 24+95.00
+50.00
100.00′LT
END PED RAIL
STA 27+35.00
EXIST ROW
+00.00
80.00′LT
PROP ROW
25+00
N 22° 11′ 40" W
℄ FM 741 STA 24+11.31, 21′ LT
END TAPER
℄ FM 741 STA 24+00.00, 9′ RT
BEGIN TAPER
+00.00
73.00′RT
+77.66
73.00′RT
CURVE FM741R_6
+00.00
73.00′RT
+63.50
73.00′RT
+00.00
73.00′RT
℄ FM 741 STA 21+01.73, 9.77′ LT
BEGIN TAPER
+36.71
81.37′RT
1R_3
JWS LAND LTD
PROP. ID: 15851
BEGIN PED RAIL
STA 30+95.00
+69.50
110.00′LT
END PED RAIL
BEGIN RET WALL
RETWALL01
STA 31+80.00
℄ FM 741 & PGL
+00.00
80.00′LT
RETWALL01
END RET WALL
RETWALL01
BEGIN PED RAIL
STA 33+05.00
+31.80
110.00′LT
END PED RAIL
STA 33+60.00
+00.00
85.00′LT
4
BALLARD JACKIE C
PROP. ID: 16010
+66.40
85.00′LT
30+00
N 3° 20′ 42" W
180′ ROW
FM 741
35+00
PROP ROW
EXIST ROW
℄ FM 741 STA 29+40.00, 21′ LT & RT
END TAPER
+38.83
73.00′RT
CULVERT NO. 2
STA 33+00.00
EXIST 30" RCP TO BE REMOVED
& REPLACED WITH 30" RCP
JWS LAND LTD
PROP. ID: 15851
+00.00
73.00′RT
+00.00
83.00′RT
+00.00
83.00′RT
+00.00
83.00′RT
CRANDALL CITY LIMIT
+00.00
85.00′LT
+00.00
85.00′LT
CURVE FM741R_9
+00.00
85.00′LT
+00.00
85.00′LT
+16.40
85.00′LT
JAFARIAN MARYAM
PROP. ID: 16018
BEGIN RET WALL
RETWALL02
STA. 41+75.00
RETWALL02
END RET WALL
RETWALL02
STA. 42+25.00
JAFARIAN MARYAM
PROP. ID: 16017
JAFARIAN
MARYAM
PROP. ID: 16019
TARNO BEN A
BENEDICT CHARLES &
FLORENCE
PROP. ID: 16007
5
6
7
+55.00
85.00′LT
HUGHS ZACH &
KAYLA CURRAN
PROP. ID: 16006
+91.30
85.00′LT
+00.00
85.00′LT
40+00
N 3° 39′ 18" E
45+00
+00.00
83.00′RT
+00.00
83.00′RT
+00.00
78.00′RT
TRINITY VALLEY ELECTRIC CO-OP
PROP. ID: 15943
+91.50
78.00′RT
CURVE FM741R_12

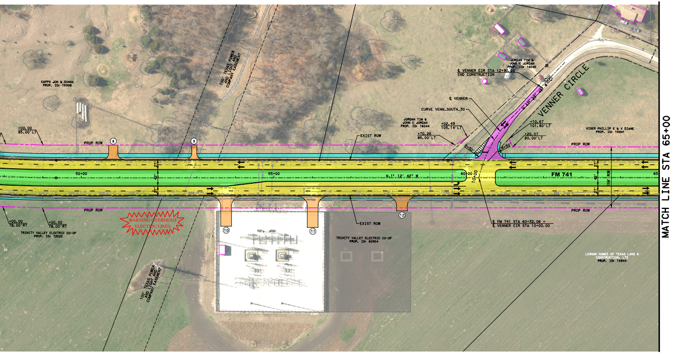
FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH LOCAL GOVERNMENTS

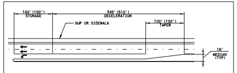


FM 741 PROFILE

℄ VENNER CIRCLE (SOUTH END) ALIGNMENT DATA

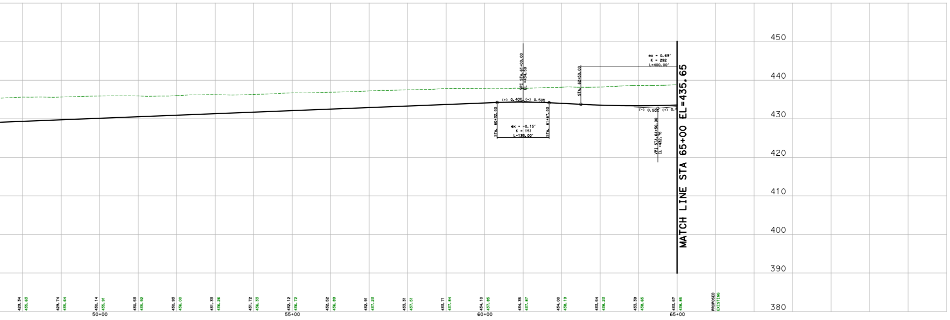
CURVE NO.	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
VENN_SOUTH_30	10+98.84	6,925,982.2935	2,594,353.7985	33° 03′ 43.39" (RT)	333.00′	17° 12′ 21.38"	98.84	192.16′	N 61° 29′ 46.61" W	189.50′	10+00.00	11+92.15	N 78° 01′ 38.31" W	N 44° 57′ 54.92" W


CAPPS JON & DONNA
PROP. ID: 16998
100′ TEXAS POWER AND LIGHT AND COMPANY EASEMENT
+00.00
85.00′LT
PROP ROW
8
9
50+00
55+00
N 1° 12′ 42" W
EXIST ROW
27′
42′
+00.00
78.00′RT
TRINITY VALLEY ELECTRIC CO-OP
PROP. ID: 72522
WARNING OVERHEAD ELECTRIC LINES
10
11
12
TRINITY VALLEY ELECTRIC CO-OP
PROP. ID: 60954
JORDAN TIM & JOHN C JORDAN
PROP. ID: 16044
JORDAN TIM & JOHN C JORDAN
PROP. ID: 16045
℄ VENNER CIR STA 12+90.00
END CONSTRUCTION
℄ VENNER
CURVE VENN_SOUTH_30
+70.26
85.00′LT
+02.49
105.14′LT
+10.67
101.80′LT
+20.07
80.00′LT
R=30′
VENNER CIRCLE
N 42° 23′ 48" W
HISER PHILLIP E & V DIANE
PROP. ID: 15941
60+00
10+00
FM 741
158′ ROW
℄ FM 741 STA 60+32.06 =
℄ VENNER CIR STA 10+00.00
LENNAR HOMES OF TEXAS LAND & CONSTRUCTION, LTD
PROP. ID: 15944
MATCH LINE STA 65+00


100′ (100′)
STORAGE
345′ (510′)
DECELERATION
100′ (100′)
TAPER
SUP OR SIDEWALK
16′
MEDIAN
(TYP)

LEFT-TURN BAY DETAIL TYPICAL, 45 MPH (55 MPH)

NOTE: LEFT-TURN BAYS NON-COMPLIANT WITH 45 (OR 55) MPH DESIGN CRITERIA, SEE PLAN VIEW FOR DIMENSIONS



Texas Department of Transportation

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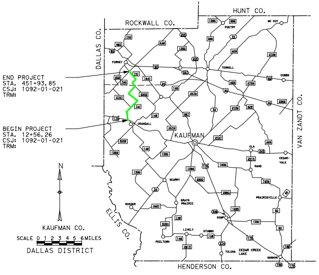
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
KAUFMAN COUNTY
FM 741
PROJECT LIMIT: FROM US 175 TO FM 548
CSJ: 1092-01-021
FM 741 FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 8.32 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED


END PROJECT
STA. 451+93.85
CSJ: 1092-01-021
TRM:
BEGIN PROJECT
STA. 12+56.26
CSJ: 1092-01-021
TRM:
ROCKWALL CO.
HUNT CO.
DALLAS CO.
VAN ZANDT CO.
ELLIS CO.
HENDERSON CO.
KAUFMAN
FORNEY
TERRELL
CRANDALL
N
KAUFMAN CO.
SCALE 0 1 2 3 4 5 6 MILES
DALLAS DISTRICT

LOCATION MAP

DECEMBER 2022
SCALE: 1"=100′
ROLL 1 OF 7

SHEET INDEX

ROLL 1: PLAN AND PROFILE - BEGIN PROJECT TO STA 65+00
ROLL 2: PLAN AND PROFILE - STA 65+00 TO STA 130+00
ROLL 3: PLAN AND PROFILE - STA 130+00 TO STA 194+00
ROLL 4: PLAN AND PROFILE - STA 194+00 TO STA 259+00
ROLL 5: PLAN AND PROFILE - STA 259+00 TO STA 324+00
ROLL 6: PLAN AND PROFILE - STA 324+00 TO STA 390+00
ROLL 7: PLAN AND PROFILE - STA 390+00 TO END PROJECT

100% SCHEMATIC

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ROBERT DEAN AUSTIN	67596	11/30/2022
NAME	P.E. NO.	DATE

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

Design Filename: c:\projectwise\rdbaker\d0763348\FM741+SCHEM-01.dgn
Plotted on: 11/30/2022