Texas Department of Transportation

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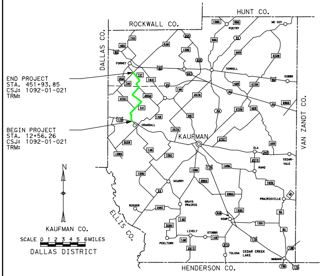
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
KAUFMAN COUNTY
FM 741
PROJECT LIMIT: FROM US 175 TO FM 548
CSJ: 1092-01-021
FM 741 FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 8.32 MILES
WIDEN 2 LANE ROADWAY TO 4 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
ROCKWALL CO.
HUNT CO.
DALLAS CO.
VAN ZANDT CO.
ELLIS CO.
HENDERSON CO.
KAUFMAN
KAUFMAN CO.
SCALE 0 1 2 3 4 5 6 MILES
DALLAS DISTRICT

LOCATION MAP

DECEMBER 2022
SCALE: 1"=100'
ROLL 4 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:

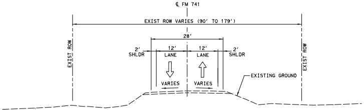
NAME	P.E. NO.	DATE
ROBERT DEAN AUSTIN	67596	11/30/2022

0' 50' 100' 200'
HORIZONTAL

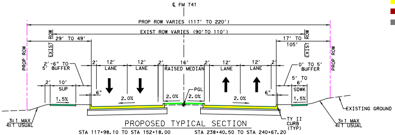
0' 5' 10' 20'
VERTICAL

GRAPHIC SCALES IN FEET

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


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

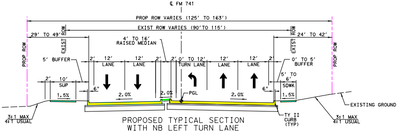
EXISTING TYPICAL SECTION
BEGIN PROJECT TO END PROJECT


℄ FM 741
PROP ROW VARIES (117' TO 220')
EXIST ROW VARIES (90' TO 110')
29' TO 49'
17' TO 105'
PROP ROW
EXIST ROW
2'-6" TO 5' BUFFER
2' 10' SUP
1.5%
2' 12' LANE
12' LANE
2' 16' RAISED MEDIAN 2'
12' LANE
12' LANE 2'
0' TO 5' BUFFER
5' TO 6' SDWK
1.5%
6"
2.0%
2.0%
2.0%
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND
TY II CURB (TYP)

PROPOSED TYPICAL SECTION

STA 117+98.10 TO STA 152+18.00
STA 158+68.00 TO STA 171+91.50
STA 174+46.50 TO STA 190+22.10
STA 196+69.00 TO STA 198+05.50
STA 200+60.50 TO STA 217+13.20
STA 230+37.30 TO STA 231+93.50

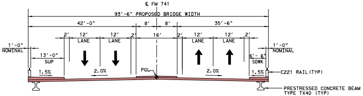
STA 238+40.50 TO STA 240+67.20
STA 249+82.30 TO STA 252+11.20
STA 257+96.20 TO STA 258+79.20
STA 323+44.10 TO STA 336+25.00
STA 341+11.80 TO STA 342+43.10
STA 348+95.00 TO STA 359+50.00


℄ FM 741
PROP ROW VARIES (125' TO 163')
EXIST ROW VARIES (90'TO 115')
29' TO 49'
24' TO 42'
PROP ROW
EXIST ROW
4' TO 16' RAISED MEDIAN
5' BUFFER
2' 10' SUP
1.5%
2' 12' LANE
12' LANE 2'
2' 0' TO 12' TURN LANE
12' LANE
12' LANE 2'
0' TO 5' BUFFER
5' TO 6' SDWK
1.5%
6"
2.0%
2.0%
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND
TY II CURB (TYP)

PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE

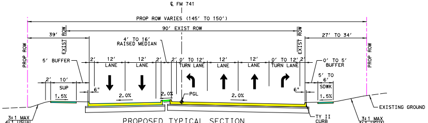
STA 152+18.00 TO STA 158+68.00
STA 231+93.50 TO STA 238+40.50
STA 240+67.20 TO STA 245+64.20

STA 255+04.30 TO STA 257+96.20
STA 258+79.20 TO STA 262+91.20


℄ FM 741
93'-6" PROPOSED BRIDGE WIDTH
42'-0"
8'
8'
35'-6"
1'-0" NOMINAL
13'-0" SUP
1.5%
2' 12' LANE
12' LANE 2'
16'
2' 12' LANE
12' LANE 2'
1'-0" NOMINAL
6'-6" SDWK
1.5%
2.0%
2.0%
PGL
C221 RAIL (TYP)
PRESTRESSED CONCRETE BEAM TYPE TX40 (TYP)

PROPOSED BRIDGE SECTION

STA 171+91.50 TO STA 174+46.50
STA 198+05.50 TO STA 200+60.50

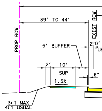

℄ FM 741
PROP ROW VARIES (145' TO 150')
90' EXIST ROW
39'
27' TO 34'
PROP ROW
EXIST ROW
4' TO 16' RAISED MEDIAN
5' BUFFER
2' 10' SUP
1.5%
2' 12' LANE
12' LANE 2'
2' 0' TO 12' TURN LANE
12' LANE
12' LANE
0' TO 12' TURN LANE 2'
0' TO 5' BUFFER
5' TO 6' SDWK
1.5%
6"
2.0%
2.0%
2.0%
PGL
3:1 MAX
4:1 USUAL
EXISTING GROUND
TY II CURB (TYP)

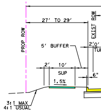
PROPOSED TYPICAL SECTION
WITH NB LEFT TURN LANE

STA 217+13.20 TO STA 223+75.20

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


PROP ROW
EXIST ROW
39' TO 44'
5' BUFFER
2' 10' SUP
1.5%
2'0'
6"
3:1 MAX
4:1 USUAL


PROP ROW
EXIST ROW
27' TO 29'
5' BUFFER
2' 10' SUP
1.5%
2'0'
6"
3:1 MAX
4:1 USUAL

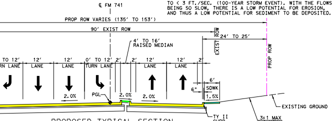
MATCH LINE ROLL 3 OF 7

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

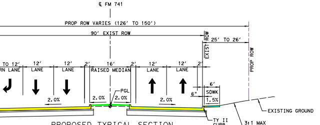
🟪	PROPOSED CROSS STREET PAVEMENT
🟦	PROPOSED SUP/SIDEWALK
🟩	PROPOSED MEDIAN
🟧	PROPOSED DRIVEWAY
═	PROPOSED STORM DRAINAGE
🟦	DISPLACEMENTS
▨	100 YEAR FLOODPLAIN LIMITS
— - —	CITY LIMIT LINE
—	PROPOSED PEDESTRIAN RAIL

NOTES:

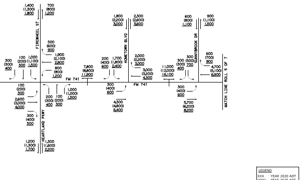
1. THE DESIGN SCHEMATICS WERE BASED ON FIELD SURVEY AND AERIAL SURVEY DATED APRIL 13, 2020.
2. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATICS WERE OBTAINED FROM KAUFMAN COUNTY APPRAISAL DISTRICT (MARCH, 2022).
3. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS WERE BASED ON FEMA FLOOD INSURANCE RATE MAP.
4. BUILDINGS 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
PROP ROW VARIES (135' TO 153')
90' EXIST ROW
EXIST ROW
24' TO 25'
PROP ROW
4' TO 16' RAISED MEDIAN
TO 12' RN LANE
12' LANE
12' LANE
0' TO 12' TURN LANE
2'
2'
12' LANE
12' LANE
2'
6'
SDWK
6"
1.5%
2.0%
PGL
2.0%
2.0%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX
4:1 USUAL

PROPOSED TYPICAL SECTION
WITH SB LEFT TURN LANE
STA 223+75.20 TO STA 230+37.30


℄ FM 741
PROP ROW VARIES (126' TO 150')
90' EXIST ROW
EXIST ROW
25' TO 26'
PROP ROW
TO 12' RN LANE
12' LANE
12' LANE
2'
16' RAISED MEDIAN
2'
12' LANE
12' LANE
2'
6'
SDWK
6"
1.5%
2.0%
2.0%
PGL
2.0%
2.0%
EXISTING GROUND
TY II CURB (TYP)
3:1 MAX
4:1 USUAL

PROPOSED TYPICAL SECTION
WITH SB LEFT TURN LANE
STA 245+64.20 TO STA 249+82.30

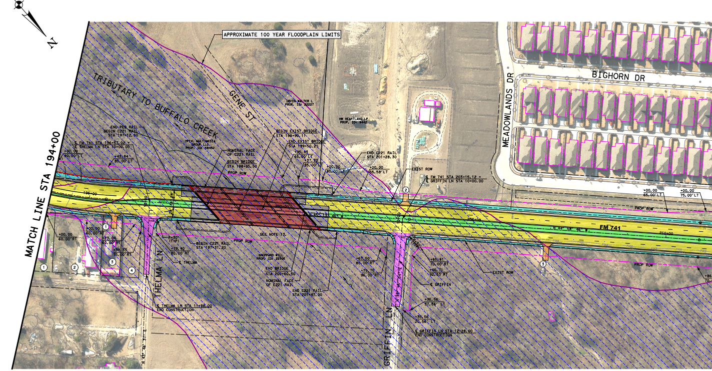

FIREWHEEL ST
HOMETOWN BLVD
SUNNYBROOK DR
HEARTLAND PKWY
FM 741
FM 741
MATCH LINE ROLL 5 OF 7
1,400 (1,300) 1,800
700 (800) 1,200
500 (600) 900
1,900 (2,100) 2,800
600 (900) 1,200
7,800 (8,800) 11,200
1,900 (2,200) 3,000
2,300 (2,600) 3,600
2,000 (2,200) 3,000
3,000 (3,200) 4,300
11,000 (12,000) 16,100
600 (800) 1,100
900 (1,100) 1,500
600 (700) 900
4,700 (5,100) 6,900
300 (300) 400
100 (200) 300
1,000 (1,100) 1,500
200 (400) 600
1,700 (1,800) 2,400
300 (500) 700
300 (300) 400
100 (200) 300
2,600 (3,000) 4,000
200 (300) 400
100 (200) 300
1,100 (1,000) 1,500
300 (400) 600
4,300 (4,800) 6,400
300 (400) 600
5,700 (6,200) 8,200
300 (400) 500
1,200 (1,300) 1,700
1,300 (1,600) 2,200

LEGEND
XXX YEAR 2020 ADT
(YYY) YEAR 2025 ADT
ZZZ YEAR 2045 ADT
⟷ TWO-WAY ADT

TRAFFIC DIAGRAM
N.T.S.
SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION;
TRANSPORTATION PROGRAMMING AND PLANNING TXDOT, AUSTIN, TEXAS
UPDATED: OCTOBER 16, 2019

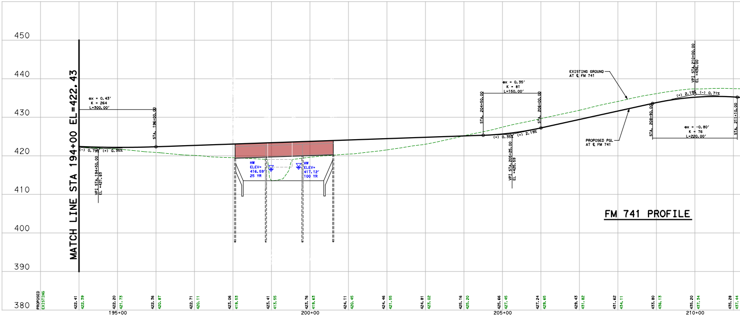
℄ CROSS STREET ALIGNMENT DATA

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
FWHEEL_30_3	11+17.18	6,938,164.99	2,599,934.11	13° 38' 28.73" (LT)	333.00'	17° 12' 21.38"	39.83'	79.28	S 23° 46'00.77" W	79.10	10+77.35	11+56.64	S 30° 35' 15.14" W	S 16° 56' 46.41" W
FWHEEL_30_4	12+08.90	6,937,974.59	2,599,853.56	15° 30' 55.29" (LT)	383.34'	14° 56' 47.75"	52.22'	103.81'	S 2° 30' 18.98" W	103.49'	11+56.67	12+60.48	S 10° 15' 46.62" W	S 5° 15' 08.67" E


N
APPROXIMATE 100 YEAR FLOODPLAIN LIMITS
MATCH LINE STA 194+00
TRIBUTARY TO BUFFALO CREEK
GENE ST
BIGHORN DR
MEADOWLANDS DR
THELMA LN
GRIFFIN LN
FM 741
END PED RAIL
BEGIN C221 RAIL STA 197+12.60
℄ FM 741 STA 196+57.02 = ℄ THELMA LN STA 10+00.00
BEGIN EXIST BRIDGE STA 198+99.11
END EXIST BRIDGE STA 199+50.21
NOMINAL FACE OF C221 RAIL
BEGIN BRIDGE STA 198+95.50
END C221 RAIL STA 201+28.30
EXIST ROW
PROP ROW
℄ FM 741 STA 203+15.12 = ℄ GRIFFIN LN STA 10+00.00
SEE NOTE 13.
BEGIN C221 RAIL STA 197+31.20
END BRIDGE STA 200+60.50
NOMINAL FACE OF C221 RAIL
END C221 RAIL STA 201+47.00
℄ THELMA
℄ THELMA LN STA 11+88.00 END CONSTRUCTION
℄ GRIFFIN
℄ GRIFFIN LN STA 12+28.00 END CONSTRUCTION
N 43° 46' 37" E
N 43° 58' 46" E
1
2
3
4

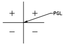
PROPERTY OWNER	PROPERTY ID
① FLORES VALENTINA RICO	22286
② MENDOZA MARIA D & DANIEL	22287
③ MORALES GABRIELA A	194893
④ BARRIOS DOLMAN A	22288

NOTE:
THE ROADWAY AND BRIDGES HAVE BEEN RAISED SO THAT THE ROADWAY AND BRIDGE ARE NO LONGER IN THE FEMA ZONE A FLOODPLAIN LIMITS.



FM 741 PROFILE

SUPERELEVATION - AXIS OF ROTATION



SUPERELEVATION: FM741LT

Station	Cross Slope	POINT TYPE	TRANSITION TYPE
244+12.00	-2.00%	NORMAL CROWN	LINEAR
244+75.00	-1.00%	INTERSECTING ROADWAY	LINEAR
248+25.00	-1.00%	INTERSECTING ROADWAY	LINEAR
248+88.00	-2.00%	NORMAL CROWN	LINEAR

SUPERELEVATION: FM741RT

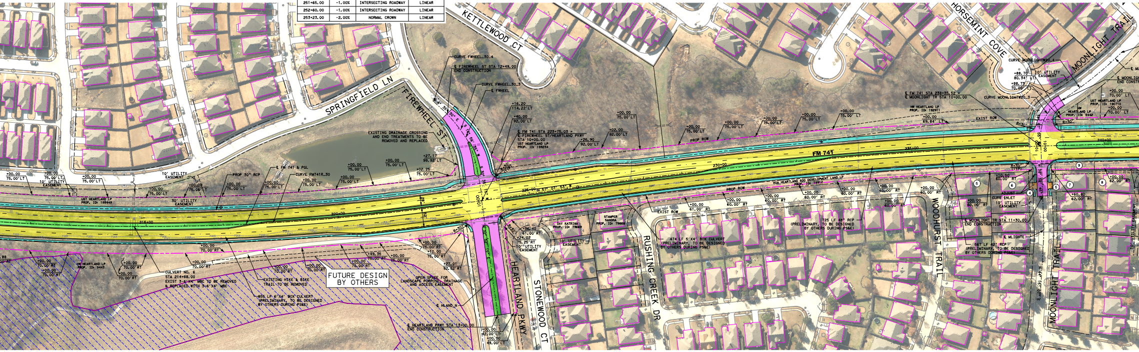
Station	Cross Slope	POINT TYPE	TRANSITION TYPE
196+19.00	-1.00%	FULL SUPER	LINEAR
196+45.00	-2.00%	NORMAL CROWN	LINEAR
237+14.00	-2.00%	NORMAL CROWN	LINEAR
238+00.00	-1.00%	INTERSECTING ROADWAY	LINEAR
240+00.00	-1.00%	INTERSECTING ROADWAY	LINEAR
240+86.00	-2.00%	NORMAL CROWN	LINEAR
251+02.00	-2.00%	NORMAL CROWN	LINEAR
251+65.00	-1.00%	INTERSECTING ROADWAY	LINEAR
252+60.00	-1.00%	INTERSECTING ROADWAY	LINEAR
253+23.00	-2.00%	NORMAL CROWN	LINEAR

SUPERELEVATION: HOMETOWN BLVD

Station	Cross Slope	POINT TYPE	TRANSITION TYPE
10+41.00	0.78%	CROSS SLOPE @ FM 741	LINEAR
10+68.00	1.50%	FULL SUPER	LINEAR
10+79.00	1.50%	FULL SUPER	LINEAR
12+07.00	-2.00%	EXISTING CROSS SLOPE	LINEAR

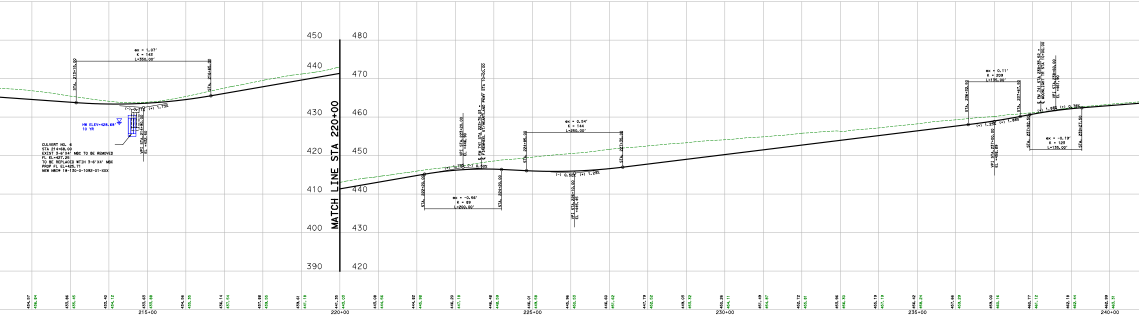
℄ FM 741 ALIGNMENT DATA

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 TA
FM741R_30	216+96.89	6,937,792.82	2,600,510.14	12° 09′ 07.46" (LT)	5,730.00′	0° 59′ 59.73"	609.94′	1,215.30′	N 51° 03′ 19.36" W	1,213.02′	210+86.95	223+02.25	N 44° 58′
FM741R_33	238+18.61	6,938,946.79	2,598,724.23	11° 54′ 27.42" (RT)	11,427.00′	0° 30′ 05.07"	1,191.71′	2,374.84′	N 51° 10′ 39.38" W	2,370.57′	226+26.90	250+01.74	N 57° 07′
	203+32.25	6,936,827.53	2,601,474.74										



SPRINGFIELD LN
FIREWHEEL ST
KETTLEWOOD CT
HORSEMINT COVE
MOONLIGHT TRAIL
FM 741
HEARTLAND PKWY
STONEWOOD CT
RUSHING CREEK DR
WOODHURST TRAIL
MOONLIGHT TRAIL
FUTURE DESIGN BY OTHERS
CURVE FWHEEL_30_4
℄ FIREWHEEL ST STA 12+49.00 END CONSTRUCTION
CURVE FWHEEL_30_3
℄ FWHEEL
EXISTING DRAINAGE CROSSING AND END TREATMENTS TO BE REMOVED AND REPLACED
℄ FM 741 STA 223+75.03 = ℄ FIREWHEEL ST/HEARTLAND PKWY STA 10+00.00
UST HEARTLAND LP PROP. ID: 199234
℄ FM 741 & PGL
CURVE FM741R_30
PROP 30" RCP
10' UTILITY EASEMENT
30' UTILITY EASEMENT
UST HEARTLAND LP PROP. ID: 199449
CULVERT NO. 6 STA 214+68.00 EXIST 3-6'X4' MBC TO BE REMOVED & REPLACED WITH 3-6'X4' MBC
EXISTING HIKE & BIKE TRAIL TO BE REMOVED
855 LF 6'X4' BOX CULVERT (PRELIMINARY, TO BE DESIGNED BY OTHERS DURING PS&E)
OPEN SPACE FOR LANDSCAPE PURPOSES, DRAINAGE AND ACCESS EASEMENT
℄ HLAND_N
℄ HEARTLAND PKWY STA 13+00.00 END CONSTRUCTION
PROP ROW
EXIST ROW
474 LF 5'X4' BOX CULVERT (PRELIMINARY, TO BE DESIGNED BY OTHERS DURING PS&E)
725 LF 48" RCP (PRELIMINARY, TO BE DESIGNED BY OTHERS DURING PS&E)
567 LF 42" RCP (PRELIMINARY, TO BE DESIGNED BY OTHERS DURING PS&E)
℄ FM 741 STA 238+35.52 = ℄ MOONLIGHT TR STA 10+00.00
CURVE MOONLIGHTW20_4
CURVE MOONLIGHTW20_3
℄ MOONLIGHT TR STA 11+30.00 END CONSTRUCTION
℄ MLIGHT
CURB INLET

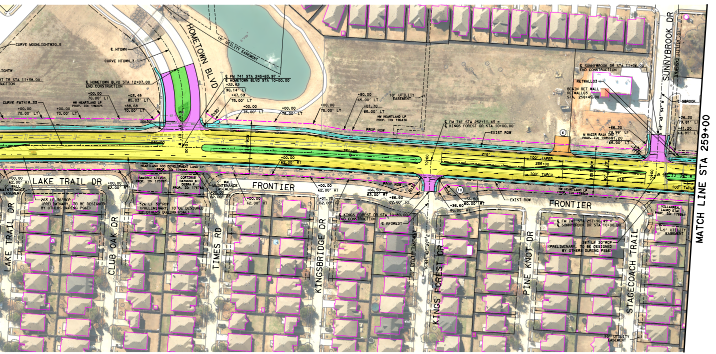
FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH LOCAL GOVERNMENTS



…ANGENT	AHEAD TANGENT
46.63" W	N 57° 07' 53.09" W
53.09" W	N 45° 13' 25.67" W

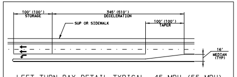
℄ CROSS STREET ALIGNMENT DATA

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
MOONLIGHTW20_3	10+83.20	6,938,943.69	2,598,694.25	59° 47' 23.52" (RT)	107.00'	53° 32' 50.85"	61.51'	111.66'	S 68° 51' 36.88" W	106.66'	10+21.69	11+33.35	S 38° 57' 55.12" W	N 81° 14' 41.36" W
MOONLIGHTW20_4	12+13.23	6,938,965.21	2,598,554.50	9° 36' 47.85" (LT)	950.00'	6° 01' 52.08"	79.89'	159.39'	N 86° 03' 05.28" W	159.21'	11+33.35	12+92.74	N 81° 14' 41.36" W	S 89° 08' 30.79" W
MOONLIGHTW20_5	13+17.76	6,938,963.64	2,598,449.62	3° 00' 56.04" (LT)	950.00'	6° 01' 52.08"	25.01'	50.00'	S 87° 38' 02.77" W	49.99'	12+92.74	13+42.74	S 89° 08' 30.79" W	S 86° 07' 34.75" W
MLIGHTE_3	12+23.32	6,939,182.22	2,598,886.75	5° 20' 25.40" (RT)	500.00'	11° 27' 32.96"	23.32'	46.60'	N 41° 34' 54.52" E	46.59'	12+00.00	12+46.60	N 38° 54' 41.82" E	N 44° 15' 07.22" E
HTOWN_3	12+38.73	6,939,305.37	2,598,036.31	49° 00' 17.36" (LT)	278.50'	20° 34' 22.77"	126.93'	238.20'	S 17° 06' 51.97" W	231.01'	11+11.80	13+50.00	S 41° 37' 00.65" W	S 7° 23' 16.71" E


HOMETOWN BLVD
CURVE MOONLIGHTW20_5
CURVE HTOWN_3
15' UTILITY EASEMENT
SUNNYBROOK DR
LAKE TRAIL DR
LAKE TRAIL DR
CLUB OAK DR
TIMES RD
KINGSBRIDGE DR
KINGS FOREST DR
PINE KNOT DR
STAGECOACH TRAIL
FRONTIER
FRONTIER
PROP ROW
EXIST ROW
100' TAPER
MATCH LINE STA 259+00

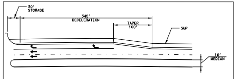
PROPERTY OWNER	PROPERTY ID
⑤ ESTRIBI JAVIER O	79862
⑥ EPPS WILLIE C JR & GIZELLE L OSORIO	79861
⑦ VANHOOK ROSONDA N	79875
⑧ JACOBY MARK	175727

PROPERTY OWNER	PROPERTY ID
⑨ HEARTLAND 600 DEVELOPMENT LAND LP	79908
⑩ HEARTLAND 600 DEVELOPMENT LAND LP	175932

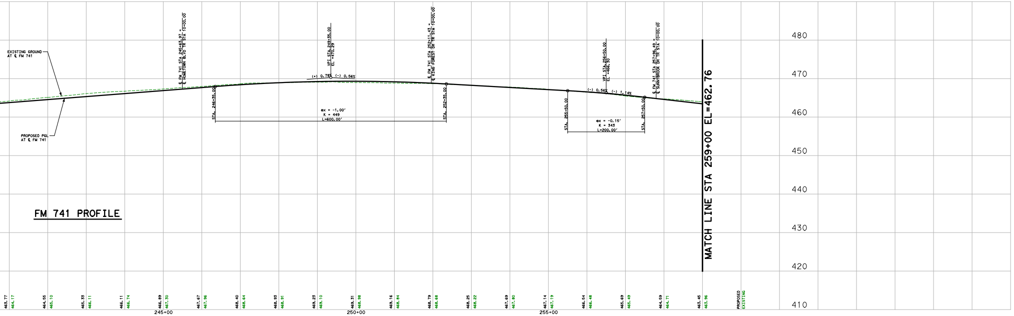

100' (100') STORAGE
345' (510') DECELERATION
SUP OR SIDEWALK
100' (100') TAPER
16' MEDIAN (TYP)

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


30' STORAGE
345' DECELERATION
TAPER 100'
SUP
16' MEDIAN

RIGHT-TURN BAY DETAIL (TYPICAL)



FM 741 PROFILE

Texas Department of Transportation

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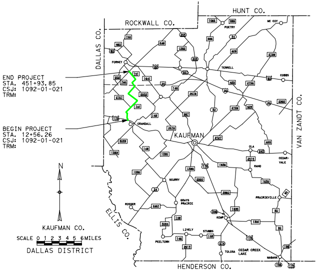
DALLAS DISTRICT
DESIGN SCHEMATIC
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
KAUFMAN COUNTY
FM 741
PROJECT LIMIT: FROM US 175 TO FM 548
CSJ: 1092-01-021
FM 741 FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
DESIGN SPEED: 45 MPH FM 741
30 MPH CROSS STREETS
PROJECT LENGTH: 8.32 MILES
WIDEN 2 LANE ROADWAY TO 4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


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

LOCATION MAP

DECEMBER 2022
SCALE: 1"=100'
ROLL 4 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

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