Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS P.E., DISTRICT ENGINEER

FM 740 AND FM 548 DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

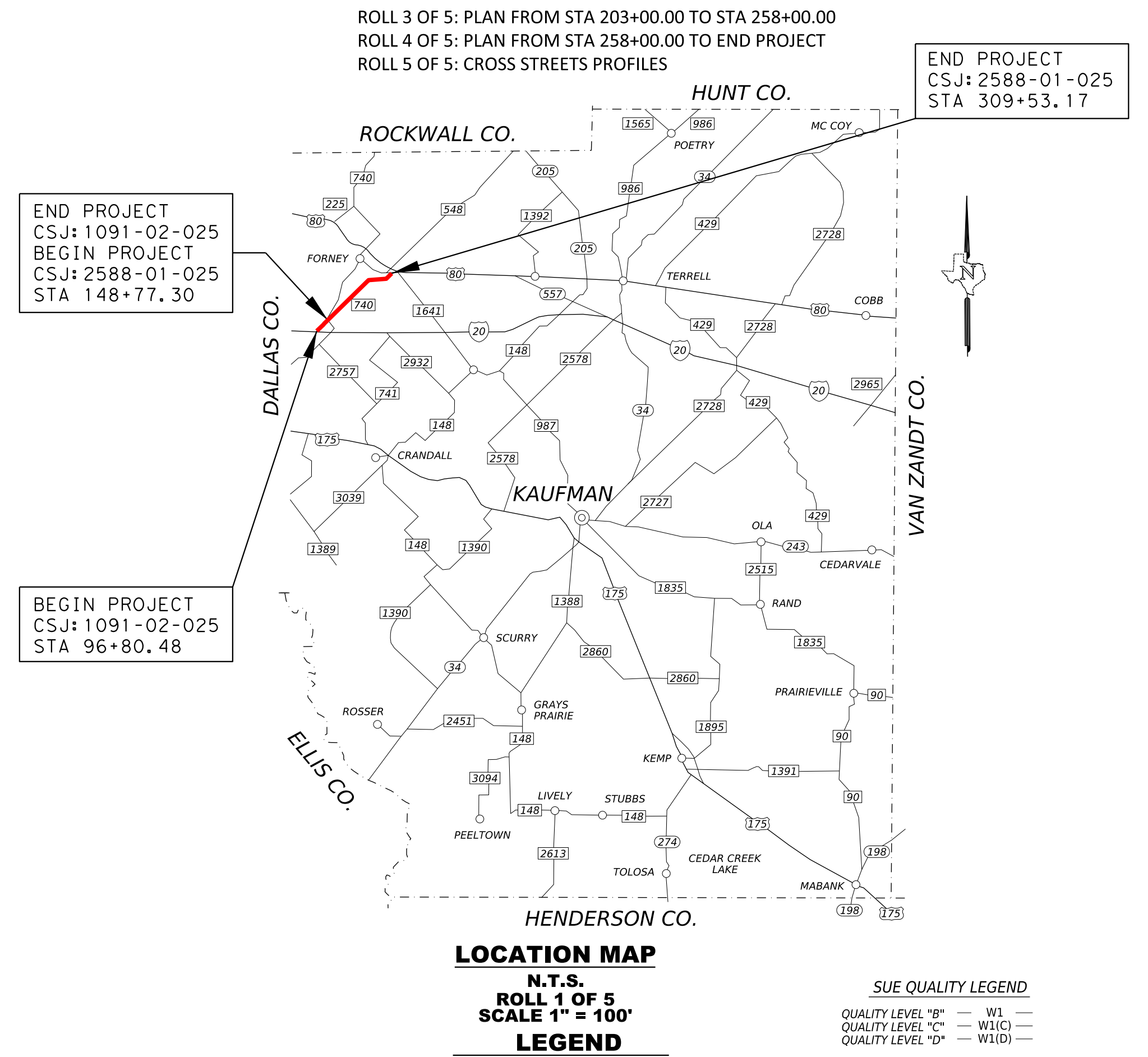
FM 740 / FM 548
PROJECT LIMIT: FROM IH 20 TO FM 1641
CSJ: 1091-02-025 / 2588-01-025
PROJECT LENGTH: 4.03 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED
TERRAIN: LEVEL

DATE: FEBRUARY, 2026

ROADWAY TYPE	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
URBAN STREET	45 MPH	URBAN ARTERIAL (FM 740, FM 548 & FM741)
URBAN STREET	30 MPH	URBAN COLLECTOR STREETS
LOCAL STREETS	25 MPH	ACCESS ROADS

INDEX OF SHEETS

ROLL 1 OF 5: PLAN FROM BEGIN PROJECT TO STA 148+00.00
ROLL 2 OF 5: PLAN FROM STA 148+00.00 TO STA 203+00.00
ROLL 3 OF 5: PLAN FROM STA 203+00.00 TO STA 258+00.00
ROLL 4 OF 5: PLAN FROM STA 258+00.00 TO END PROJECT
ROLL 5 OF 5: CROSS STREETS PROFILES



END PROJECT
CSJ:2588-01-025
STA 309+53.17
END PROJECT
CSJ:1091-02-025
BEGIN PROJECT
CSJ:2588-01-025
STA 148+77.30
BEGIN PROJECT
CSJ:1091-02-025
STA 96+80.48
HUNT CO.
ROCKWALL CO.
DALLAS CO.
VAN ZANDT CO.
ELLIS CO.
HENDERSON CO.
POETRY
MC COY
FORNEY
TERRELL
COBB
CRANDALL
KAUFMAN
OLA
CEDARVALE
RAND
SCURRY
ROSSER
GRAYS PRAIRIE
PRAIRIEVILLE
KEMP
LIVELY
STUBBS
PEELTOWN
TOLOSA
CEDAR CREEK LAKE
MABANK
740
225
80
548
1392
205
986
1565
34
429
2728
557
1641
20
148
2578
2757
741
2932
175
987
3039
1389
1390
2727
243
2515
1388
1835
2860
2451
3094
1895
1391
2613
274
198
90

LOCATION MAP

N.T.S.
ROLL 1 OF 5
SCALE 1" = 100'

LEGEND

➞	DIRECTION OF TRAFFIC
— · —	EXISTING ROW
— · —	PROPOSED ROW
🟦	PROPOSED SHARED USE PATH (SUP)
🟦	PROPOSED SHARED USE PATH ON BRIDGE
🟧	PROPOSED BRIDGE WIDENING
⬜	EXISTING BRIDGE TO REMAIN
🟨	PROPOSED PAVEMENT
🟩	PROPOSED MEDIAN
🟪	PROPOSED CROSS STREET PAVEMENT
🟦	PROPOSED DRIVEWAY
🟦	DISPLACEMENT
▨	EXISTING SIDEWALK TO BE REMOVED
🟦	100 YEAR FLOODPLAIN LIMITS
⩘	PROPOSED RETAINING WALL
●●●	EXISTING SIGNALIZED INTERSECTION

COMMUNICATIONS

FIBER - AT&T COMM	FOC1(D)	FOC1
FIBER - MCI	FOC2(D)	FOC2
FIBER - PEOPLES COMM	FOC3(D)	FOC3
FIBER - AT&T LONG DISTANCE	FOC4(D)	FOC4
FIBER - SUDDENLINK	FOC5(D)	FOC5
TELEPHONE - AT&T	T1(D)	T1
TELEPHONE - PEOPLES COMM	T3(D)	T3
DUCTBANK - AT&T COMM	DUCTT1(D)	DUCTT1
COAX - SUDDENLINK	CTV5(D)	
OH COAX - SUDDENLINK	OHCATV(D)	

ELECTRIC

ELECTRIC - PRIVATE	E1(D)	E1
ELECTRIC - ONCOR	E2(D)	E2
ELECTRIC - TRINITY VALLEY	E3(D)	E3
OH ELECTRIC - ONCOR	OE2(D)	OE2(C)
OH ELECTRIC - TRINITY VALLEY	OE3(D)	OE3(C)
OH TRAFFIC - TXDOT	OHTS1(D)	OHTS1(C)
OH FIBER - SIDDENLINK	OHFOC5(C)	

GAS

GAS - ATMOS ENERGY	G1(D)	G1
PIPELINE - SI ENERGY	G2(D)	G2
PIPELINE - ATMOS ENERGY	PL1(D)	PL1

WATER

WATER - CITY OF FORNEY	W1(D)	W1
WATER - CITY OF MESQUITE	W2(D)	W2
WATER - NTMWD	W3(D)	W3
WATER - UNKNOWN	W(D)	

WASTEWATER

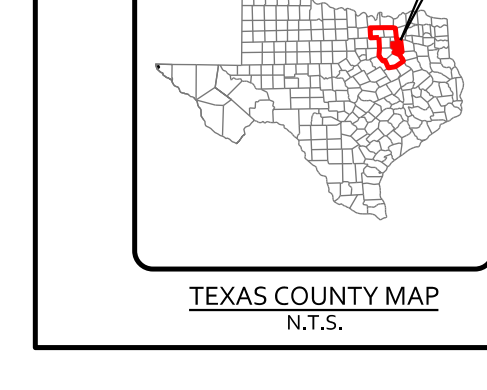
WASTEWATER - CITY OF FORNEY	WW1(D)	WW1
WASTEWATER - UNKNOWN	WW2(D)	WW2
WASTEWATER - NTMWD	WW3(D)	WW3(C)
FORCEMAIN - NTMWD	FM1(D)	

STORM SEWER

STORM DRAINAGE - CITY OF FORNEY	SD1(D)	SD1
STORM DRAINAGE - CITY OF MESQUITE	SD2(D)	SD2
STORM DRAINAGE - TXDOT	SD3(D)	SD3
STORM DRAINAGE - UNKNOWN		

SUE QUALITY LEGEND

QUALITY LEVEL "B"	W1
QUALITY LEVEL "C"	W1(C)
QUALITY LEVEL "D"	W1(D)



KAUFMAN COUNTY, TEXAS

TEXAS COUNTY MAP
N.T.S.

0 100 200
HORIZONTAL
0 10 20
VERTICAL
GRAPHIC SCALE IN FEET

100% SCHEMATIC

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

ABENET BEKELE 86055 2/20/26
NAME P.E. NO. DATE

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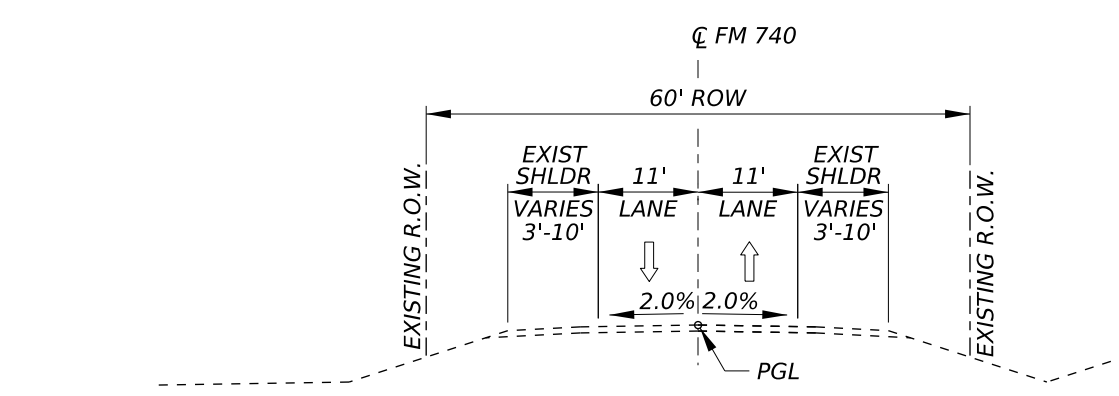
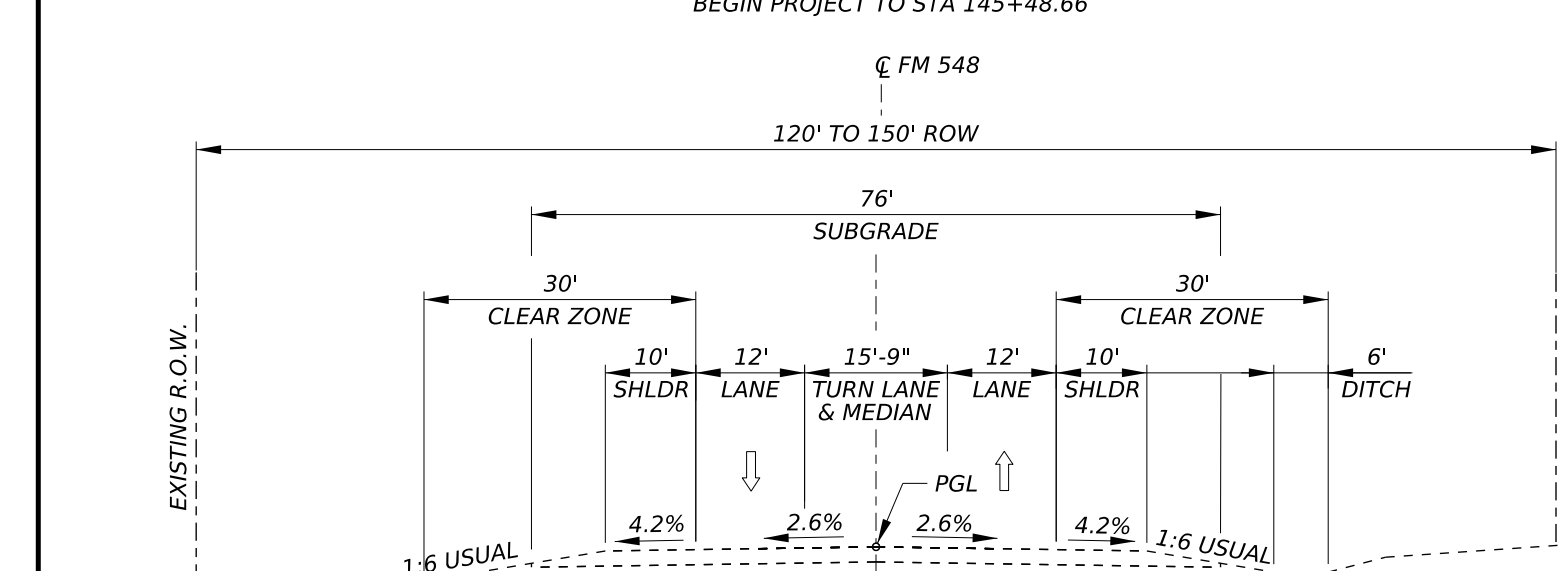
Jacobs
1999 BRYAN STREET, SUITE 3500
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966



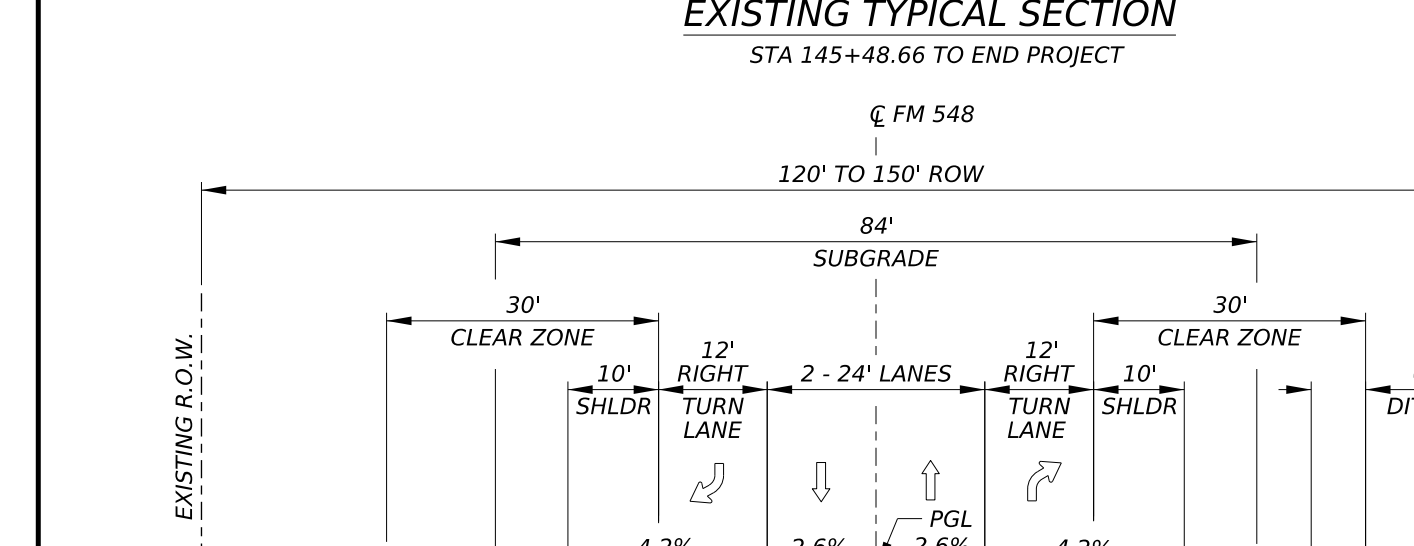
℄ FM 740
60' ROW
EXIST SHLDR VARIES 3'-10'
11' LANE
11' LANE
EXIST SHLDR VARIES 3'-10'
2.0%
2.0%
PGL
EXISTING R.O.W.
EXISTING R.O.W.

EXISTING TYPICAL SECTION
BEGIN PROJECT TO STA 145+48.66



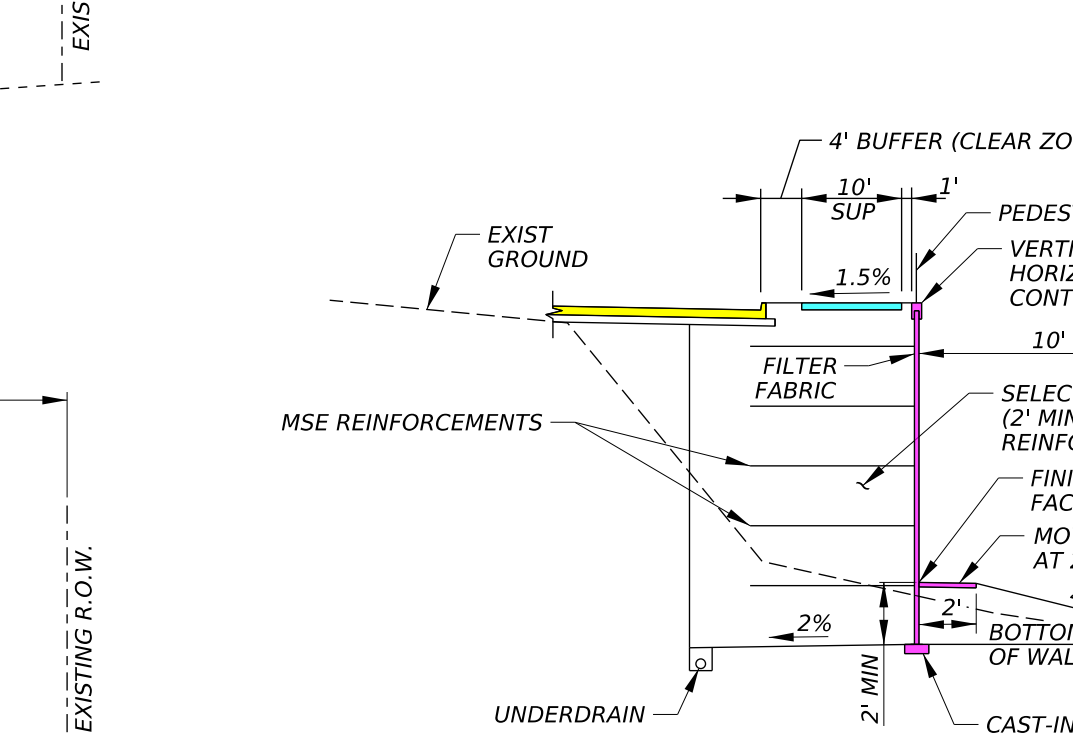
℄ FM 548
120' TO 150' ROW
76' SUBGRADE
30' CLEAR ZONE
30' CLEAR ZONE
10' SHLDR
12' LANE
15'-9" TURN LANE & MEDIAN
12' LANE
10' SHLDR
6' DITCH
PGL
4.2%
2.6%
2.6%
4.2%
1:6 USUAL
1:6 USUAL
EXISTING R.O.W.
EXISTING R.O.W.

EXISTING TYPICAL SECTION
STA 145+48.66 TO END PROJECT



℄ FM 548
120' TO 150' ROW
84' SUBGRADE
30' CLEAR ZONE
30' CLEAR ZONE
10' SHLDR
12' RIGHT TURN LANE
2 - 24' LANES
12' RIGHT TURN LANE
10' SHLDR
6' DITCH
PGL
4.2%
2.6%
2.6%
4.2%
1:6 USUAL
1:6 USUAL
EXISTING R.O.W.
EXISTING R.O.W.

EXISTING TYPICAL SECTION
WITH RIGHT TURN LANES

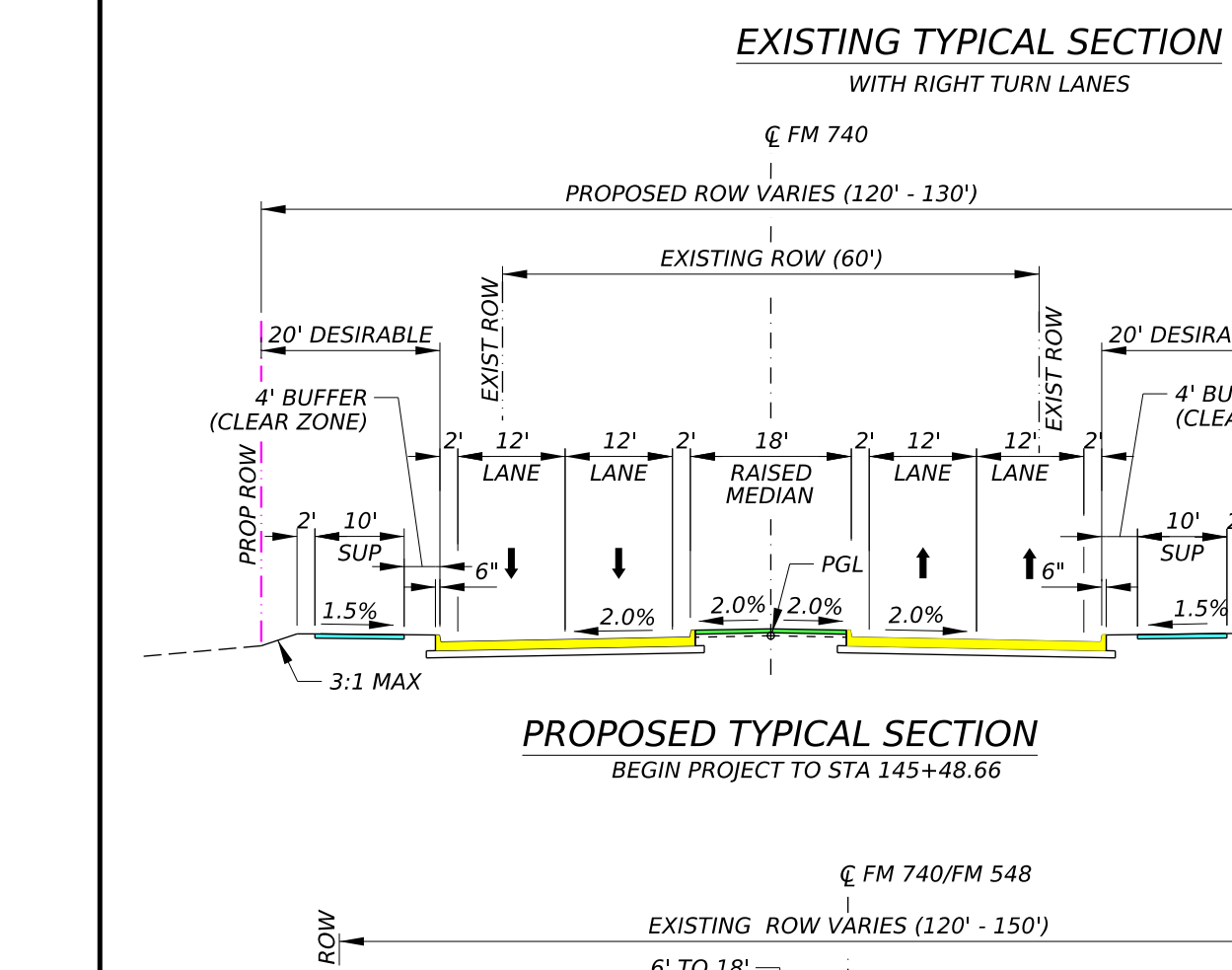


4' BUFFER (CLEAR ZONE)
10' SUP
1'
1.5%
EXIST GROUND
PEDESTRIAN RAIL
VERTICAL AND HORIZONTAL CONTROL POINT
10' MIN
FILTER FABRIC
MSE REINFORCEMENTS
SELECT BACKFILL (2' MIN BEYOND REINFORCEMENT)
FINISH GRADE AT FACE OF WALL
MOW STRIP AT 2%
2'
4:1 MAX
2%
BOTTOM OF WALL
2' MIN
UNDERDRAIN
CAST-IN-PLACE LEVELING PAD
EXISTING R.O.W.

PROPOSED RETAINING WALL TYPICAL SECTION
SEE RETAINING WALL DATA TABLE FOR STATION LIMITS
(NTS)

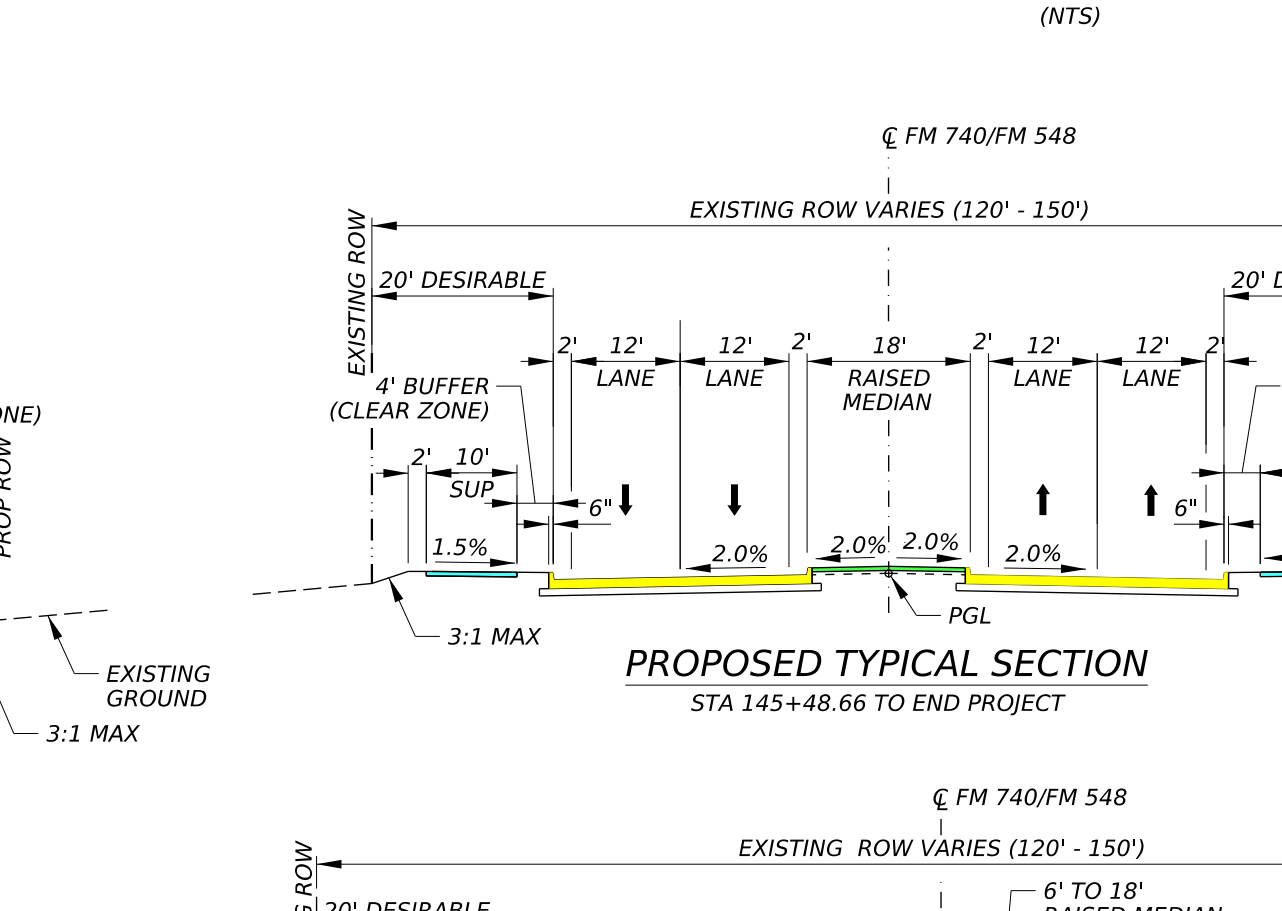
NOTES:

1. THE CONCEPTUAL SCHEMATICS ARE BASED ON FIELD SURVEY AND ARIEL SURVEY DATED DECEMBER 16,2022.
2. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATICS ARE OBTAINED FROM KAUFMAN COUNTY APPRAISAL DISTRICT (DECEMBER 2022).
3. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS WERE BASED ON FEMA FLOOD INSURANCE RATE MAP FROM GIS (FIRM PANEL: 48257C0155E).
4. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE.
5. PROPOSED CURBS ARE TYPE II UNLESS STATED OTHERWISE.
6. PROPOSED LEFT TURN LANES ARE PROVIDED AT EVERY EXISTING LEFT TURN LOCATIONS ONLY.
7. UNLESS DIRECTED BY TxDOT, ALL EXISTING DRIVEWAY ACCESS WILL REMAIN AND CONNECTIONS TO PROPOSED WIDENING AS SHOWN IN THE SCHEMATIC.
8. ALL DRIVEWAY RADIUS ARE 15' UNLESS NOTED OTHERWISE.



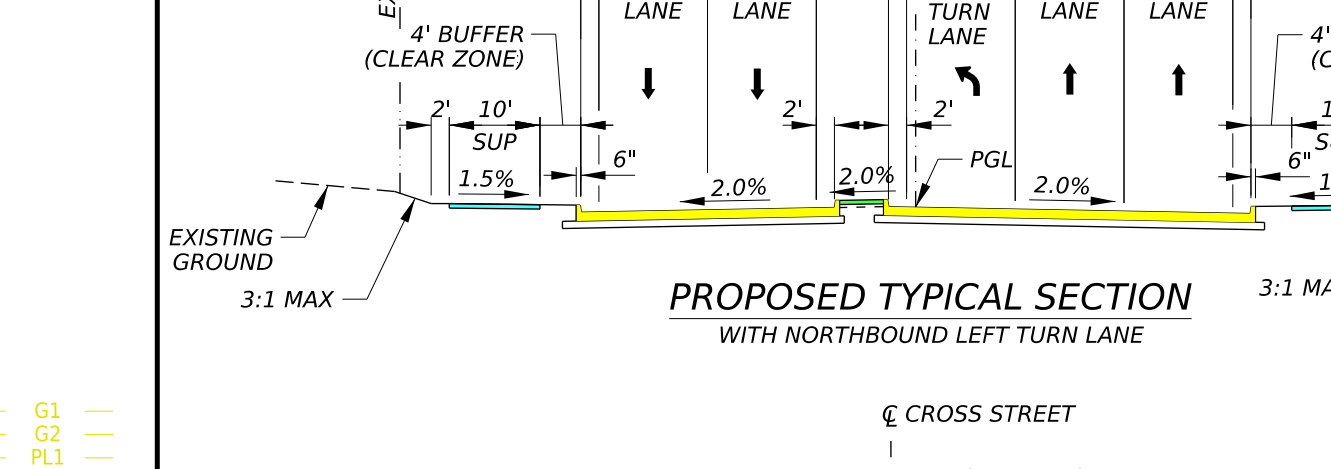
℄ FM 740
PROPOSED ROW VARIES (120' - 130')
EXISTING ROW (60')
20' DESIRABLE
20' DESIRABLE
4' BUFFER (CLEAR ZONE)
4' BUFFER (CLEAR ZONE)
EXIST ROW
PROP ROW
2' 10' SUP
2' 12' LANE
12' LANE
2' 18' RAISED MEDIAN
12' LANE
12' LANE
10' SUP 2'
6"
1.5%
2.0%
2.0%
2.0%
2.0%
1.5%
PGL
3:1 MAX
EXISTING GROUND
3:1 MAX

PROPOSED TYPICAL SECTION
BEGIN PROJECT TO STA 145+48.66



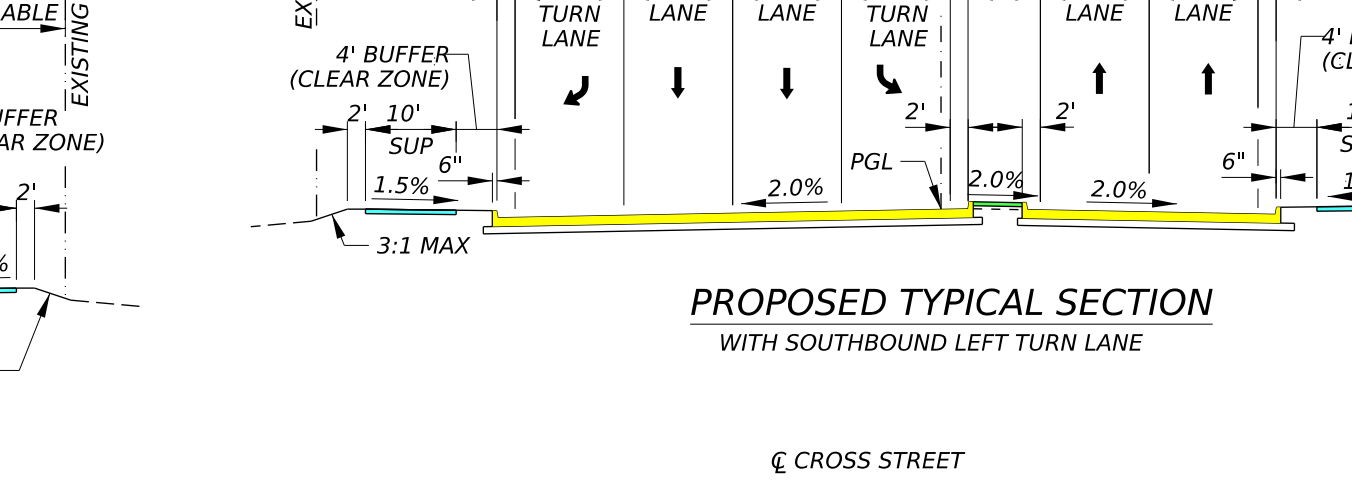
℄ FM 740/FM 548
EXISTING ROW VARIES (120' - 150')
20' DESIRABLE
20' DESIRABLE
EXISTING ROW
EXISTING ROW
4' BUFFER (CLEAR ZONE)
4' BUFFER (CLEAR ZONE)
2' 10' SUP
12' LANE
12' LANE
18' RAISED MEDIAN
12' LANE
12' LANE
10' SUP 2'
6"
1.5%
2.0%
2.0%
2.0%
2.0%
1.5%
PGL
3:1 MAX
EXISTING GROUND
3:1 MAX

PROPOSED TYPICAL SECTION
STA 145+48.66 TO END PROJECT



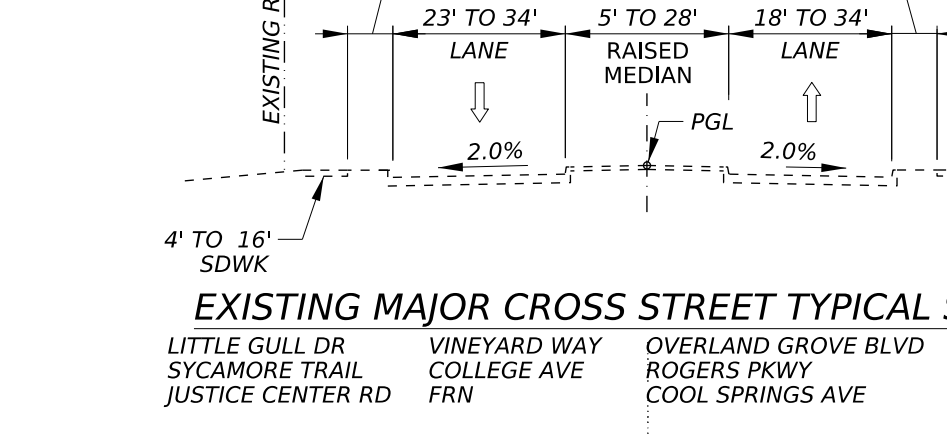
℄ FM 740/FM 548
EXISTING ROW VARIES (120' - 150')
6' TO 18' RAISED MEDIAN
20' DESIRABLE
20' DESIRABLE
EXISTING ROW
EXISTING ROW
4' BUFFER (CLEAR ZONE)
4' BUFFER (CLEAR ZONE)
2' 10' SUP
12' LANE
12' LANE
0' TO 12' TURN LANE
12' LANE
12' LANE
10' SUP 2'
6"
1.5%
2.0%
2.0%
2.0%
1.5%
PGL
EXISTING GROUND
3:1 MAX
3:1 MAX

PROPOSED TYPICAL SECTION
WITH NORTHBOUND LEFT TURN LANE



℄ FM 740/FM 548
EXISTING ROW VARIES (120' - 150')
6' TO 18' RAISED MEDIAN
20' DESIRABLE
20' DESIRABLE
EXISTING ROW
EXISTING ROW
4' BUFFER (CLEAR ZONE)
4' BUFFER (CLEAR ZONE)
2' 10' SUP
0' TO 12' TURN LANE
12' LANE
12' LANE
0' TO 12' TURN LANE
12' LANE
12' LANE
10' SUP 2'
6"
1.5%
2.0%
2.0%
2.0%
1.5%
PGL
EXISTING GROUND
3:1 MAX
3:1 MAX

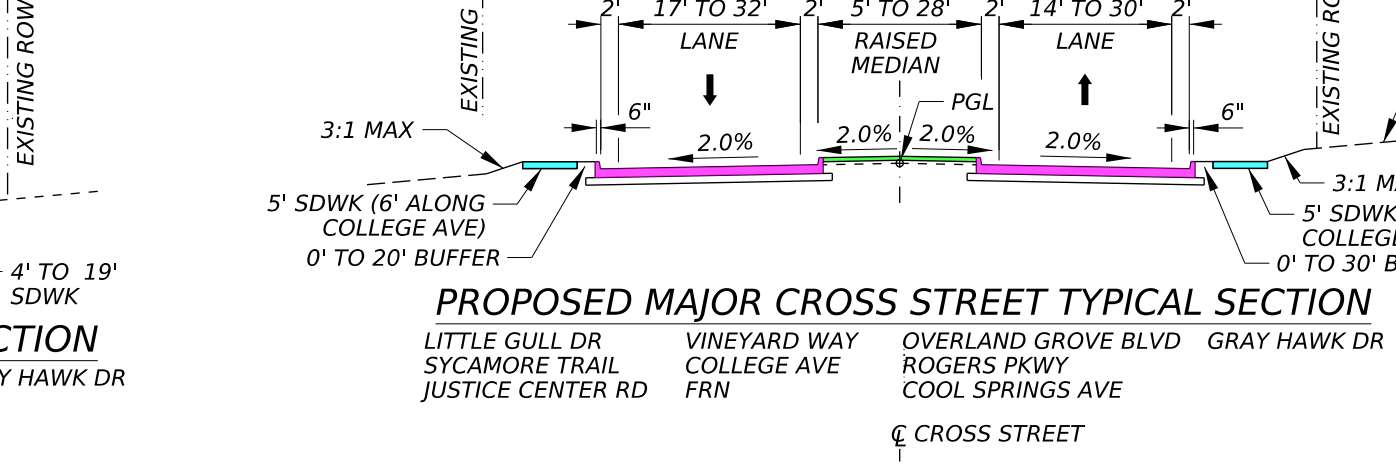
PROPOSED TYPICAL SECTION
WITH SOUTHBOUND LEFT TURN LANE



℄ CROSS STREET
EXISTING ROW VARIES (29' - 100')
0' TO 16' BUFFER
0' TO 11' BUFFER
23' TO 34' LANE
5' TO 28' RAISED MEDIAN
18' TO 34' LANE
PGL
2.0%
2.0%
4' TO 16' SDWK
4' TO 19' SDWK
EXISTING ROW
EXISTING ROW

EXISTING MAJOR CROSS STREET TYPICAL SECTION

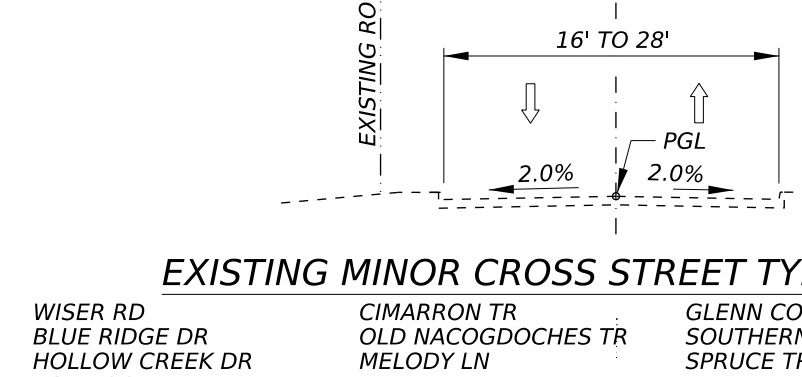
LITTLE GULL DR SYCAMORE TRAIL JUSTICE CENTER RD	VINEYARD WAY COLLEGE AVE FRN	OVERLAND GROVE BLVD ROGERS PKWY COOL SPRINGS AVE	GRAY HAWK DR



℄ CROSS STREET
EXISTING ROW VARIES (29' - 100')
2' 17' TO 32' LANE
2' 5' TO 28' RAISED MEDIAN
2' 14' TO 30' LANE 2'
6"
6"
PGL
2.0%
2.0%
2.0%
2.0%
3:1 MAX
3:1 MAX
5' SDWK (6' ALONG COLLEGE AVE)
0' TO 20' BUFFER
5' SDWK (6' ALONG COLLEGE AVE)
0' TO 30' BUFFER
EXISTING GROUND
EXISTING ROW
EXISTING ROW

PROPOSED MAJOR CROSS STREET TYPICAL SECTION

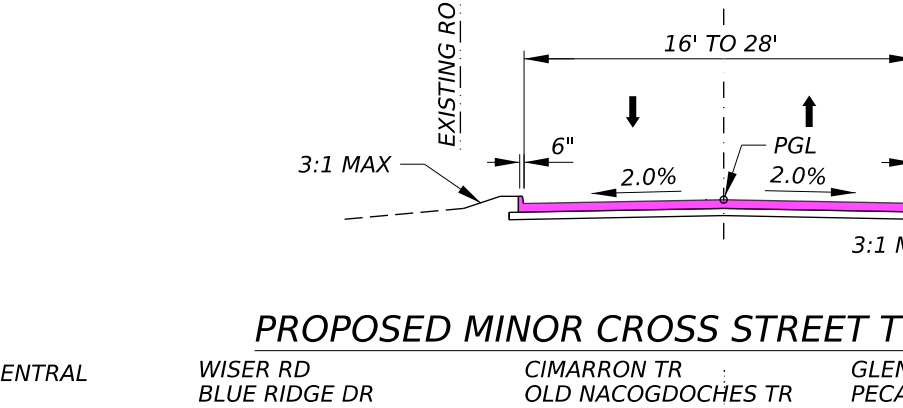
LITTLE GULL DR SYCAMORE TRAIL JUSTICE CENTER RD	VINEYARD WAY COLLEGE AVE FRN	OVERLAND GROVE BLVD ROGERS PKWY COOL SPRINGS AVE	GRAY HAWK DR



℄ CROSS STREET
EXISTING ROW VARIES (40' - 60')
16' TO 28'
PGL
2.0%
2.0%
EXISTING ROW
EXISTING ROW

EXISTING MINOR CROSS STREET TYPICAL SECTION

WISER RD BLUE RIDGE DR HOLLOW CREEK DR ASHWOOD LN	CIMARRON TR OLD NACOGDOCHES TR MELODY LN	GLENN COVE SOUTHERNCROSS TR SPRUCE TR	MARKOUT CENTRAL PECAN LN WALNUT LN



℄ CROSS STREET
EXISTING ROW VARIES (40' TO 60')
16' TO 28'
6"
6"
PGL
2.0%
2.0%
3:1 MAX
3:1 MAX
EXISTING GROUND
EXISTING ROW
EXISTING ROW

PROPOSED MINOR CROSS STREET TYPICAL SECTION

WISER RD BLUE RIDGE DR MELODY LN	CIMARRON TR OLD NACOGDOCHES TR SPRUCE TR	GLENN COVE PECAN LN WALNUT LN	MARKOUT CENTRAL HOLLOW CREEK DR ASHWOOD LN

SHARED USE PATH CROSS-SLOPE TRANSITION TABLE (SB)

ALIGNMENT	BEGIN STA	BEGIN e	END STA	END e
FM 740	116+30.00	1.50%	116+50.00	-2.00%
FM 740	116+50.00	-2.00%	117+00.00	2.00%
FM 740	117+00.00	-2.00%	117+20.00	1.50%

SHARED USE PATH CROSS-SLOPE TRANSITION TABLE (NB)

ALIGNMENT	BEGIN STA	BEGIN e	END STA	END e
FM 740	111+10.00	1.50%	111+30.00	-2.00%
FM 740	111+30.00	-2.00%	112+30.00	-2.00%
FM 740	112+30.00	-2.00%	112+50.00	1.50%
FM 740	112+50.00	1.50%	124+70.00	1.50%
FM 740	124+70.00	1.50%	124+80.00	2.00%
FM 740	124+80.00	2.00%	127+60.00	1.50%

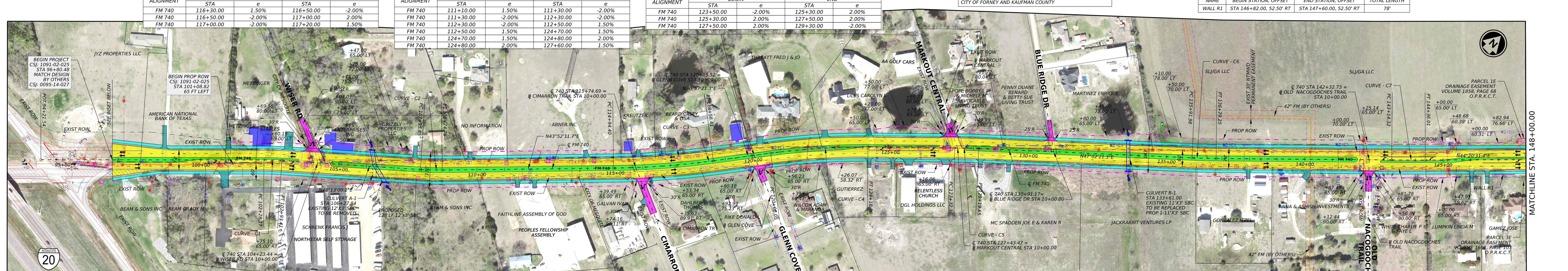
SUPERELEVATION TRANSITION AND CROSS-SLOPE TABLE (NB)

ALIGNMENT	BEGIN STA	BEGIN e	END STA	END e
FM 740	123+50.00	-2.00%	125+30.00	2.00%
FM 740	125+30.00	2.00%	127+50.00	2.00%
FM 740	127+50.00	2.00%	129+30.00	-2.00%

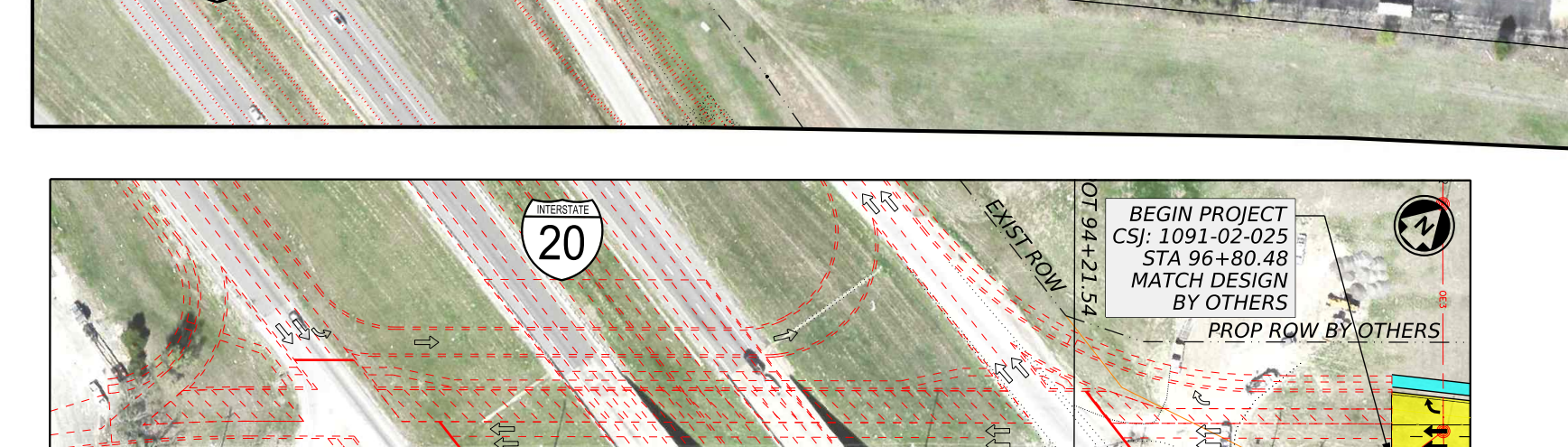
FINAL LOCATIONS OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE CITY OF FORNEY AND KAUFMAN COUNTY

RETAINING WALL DATA

NAME	BEGIN STATION, OFFSET	END STATION, OFFSET	TOTAL LENGTH
WALL R1	STA 146+82.00, 52.50' RT	STA 147+60.00, 52.50' RT	78'



BEGIN PROJECT
CSJ: 1091-02-025
STA 96+80.48
MATCH DESIGN
BY OTHERS
CSJ: 0095-14-027
JYZ PROPERTIES LLC
BEGIN PROP ROW
CSJ: 1091-02-025
STA 101+08.82
65 FT LEFT
METZINGER
WISER RD
CITY OF MESQUITE
SEE INSET BELOW
POT 94+21.54
EXIST ROW
AMERICAN NATIONAL BANK OF TEXAS
METZINGER STABLES
PTS ENTERPRISES INC
GRIZZLY PROPERTIES LLC
NO INFORMATION
ABNER INC
CURVE - C1
CURVE - C2
CURVE - C3
CURVE - C4
CURVE - C5
CURVE - C6
CURVE - C7
PC 102+28.17
PT 102+93.41
PC 107+95.85
PT 108+74.76
PC 114+94.40
PT 118+56.41
PC 120+66.05
PT 124+18.76
PC 127+32.38
PT 128+19.65
PC 135+91.98
PT 136+79.25
PC 143+14.32
PT 144+36.01
℄ 740 STA 104+23.44 = ℄ WISER RD STA 10+00.00
℄ 740 STA 115+74.69 = ℄ CIMARRON TRAIL STA 10+00.00
℄ 740 STA 120+05.52 = ℄ GLENN COVE STA 10+00.00
℄ 740 STA 127+43.47 = ℄ MARKOUT CENTRAL STA 10+00.00
℄ 740 STA 130+91.17 = ℄ BLUE RIDGE DR STA 10+00.00
℄ 740 STA 142+32.73 = ℄ OLD NACOGDOCHES TRAIL STA 10+00.00
N48°13'00.2"E
N43°52'11.7"E
N36°57'21.3"E
N47°02'21.3"E
N44°20'31.4"E
CULVERT A-1
STA 106+27.84
EXISTING 12'X3' SBC
TO BE REMOVED
PROPOSED
128 LF 12'x3' SBC
CULVERT B-1
STA 133+61.00
EXISTING 11'X3' SBC
TO BE REPLACED
PROP 1-11'X3' SBC
BEAM & SONS INC
BEAM GRADY M
SCHRENK FRANCIS J
NORTHSTAR SELF STORAGE
FAITHLINE ASSEMBLY OF GOD
PEOPLES FELLOWSHIP ASSEMBLY
KREUTZER
BEARD CASEY & LISA
THREATT FRED J & JO
AA GOLF CARS
LILES CAROLYN
POPE BOBBY L JR & MICHELE M REVOCABLE LIVING TRUST
PENNY DUANE BENARD & BETTY SUE LIVING TRUST
MARTINEZ ENRIQUE
GALVAN IVAN
DAHLBERG THOMAS
RIKE DONALD
WILCOX ADAM & MARANDA
GUTIERREZ
RELENTLESS CHURCH
DGL HOLDINGS LLC
MC SPADDEN JOE E & KAREN R
JACKRABBIT VENTURES LP
GONZALEZ ITZEL
ANNA & ASHISH INVESTMENTS
WHITE CHARLIE P & FAYE L
LUMPKIN LINDA M
GAMEZ JOSE
SLJ/GA LLC
EXIST 30' NTMWD PERMANENT EASEMENT
42" FM (BY OTHERS)
30' NTMWD SS EASEMENT
PARCEL 1E
DRAINAGE EASEMENT
VOLUME 1858, PAGE 68
O.P.R.K.C.T.
PARCEL 3E
DRAINAGE EASEMENT
VOLUME 1691, PAGE 103
O.P.R.K.C.T.
WALL R1
CIMARRON TRAIL
GLENN COVE
MARKOUT CENTRAL
BLUE RIDGE DR
OLD NACOGDOCHES TRAIL
PROP ROW
EXIST ROW
℄ FM 740
FM 740
95+00
100+00
105+00
110+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
20
MATCHLINE STA. 148+00.00

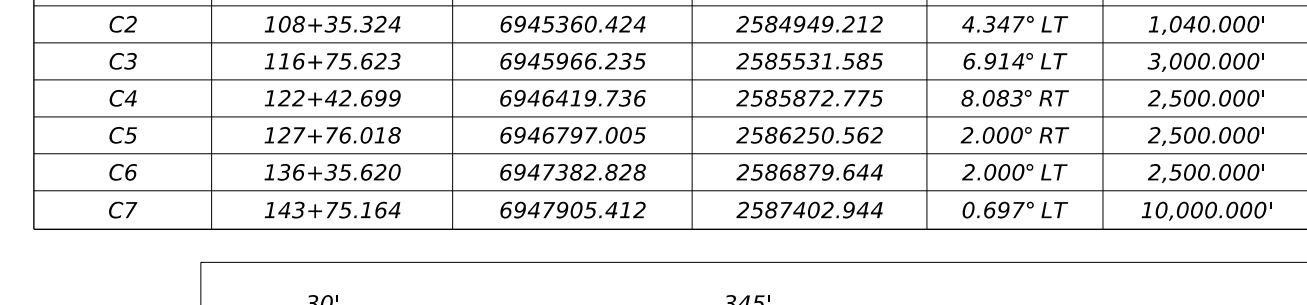


BEGIN PROJECT
CSJ: 1091-02-025
STA 96+80.48
MATCH DESIGN
BY OTHERS
PROP ROW BY OTHERS
POT 94+21.54
EXIST ROW
95+00
20
FUTURE TURN LANE
FUTURE THRU LANE
ROW
EXIST

INSET (DESIGN BY OTHERS)

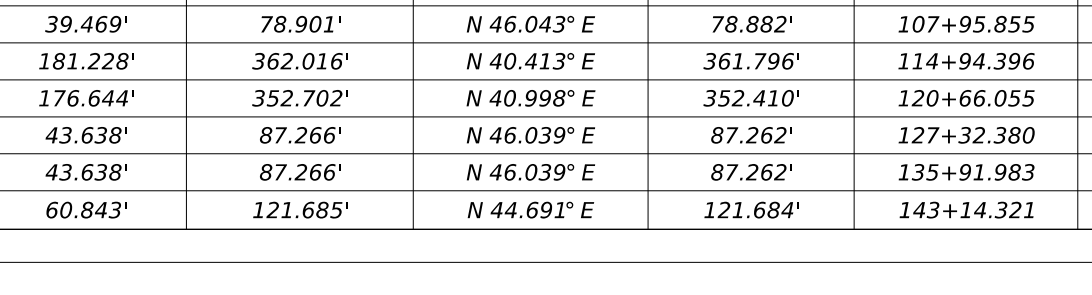
CURVE DATA

CURVE NO.	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
C1	102+60.798	6944977.594	2584520.789	3.594° RT	1,040.000'	32.632'	65.243'	N 46.420° E	65.233'	102+28.166	102+60.798	N 44.622° E	N 48.217° E
C2	108+35.324	6945360.424	2584949.212	4.347° LT	1,040.000'	39.469'	78.901'	N 46.043° E	78.882'	107+95.855	108+74.756	N 48.217° E	N 43.870° E
C3	116+75.623	6945966.235	2585531.585	6.914° LT	3,000.000'	181.228'	362.016'	N 40.413° E	361.796'	114+94.396	118+56.411	N 43.870° E	N 36.956° E
C4	122+42.699	6946419.736	2585872.775	8.083° RT	2,500.000'	176.644'	352.702'	N 40.998° E	352.410'	120+66.055	124+18.757	N 36.956° E	N 45.039° E
C5	127+76.018	6946797.005	2586250.562	2.000° RT	2,500.000'	43.638'	87.266'	N 46.039° E	87.262'	127+32.380	128+19.647	N 45.039° E	N 47.039° E
C6	136+35.620	6947382.828	2586879.644	2.000° LT	2,500.000'	43.638'	87.266'	N 46.039° E	87.262'	135+91.983	136+79.249	N 47.039° E	N 45.039° E
C7	143+75.164	6947905.412	2587402.944	0.697° LT	10,000.000'	60.843'	121.685'	N 44.691° E	121.684'	143+14.321	144+36.006	N 45.039° E	N 44.342° E



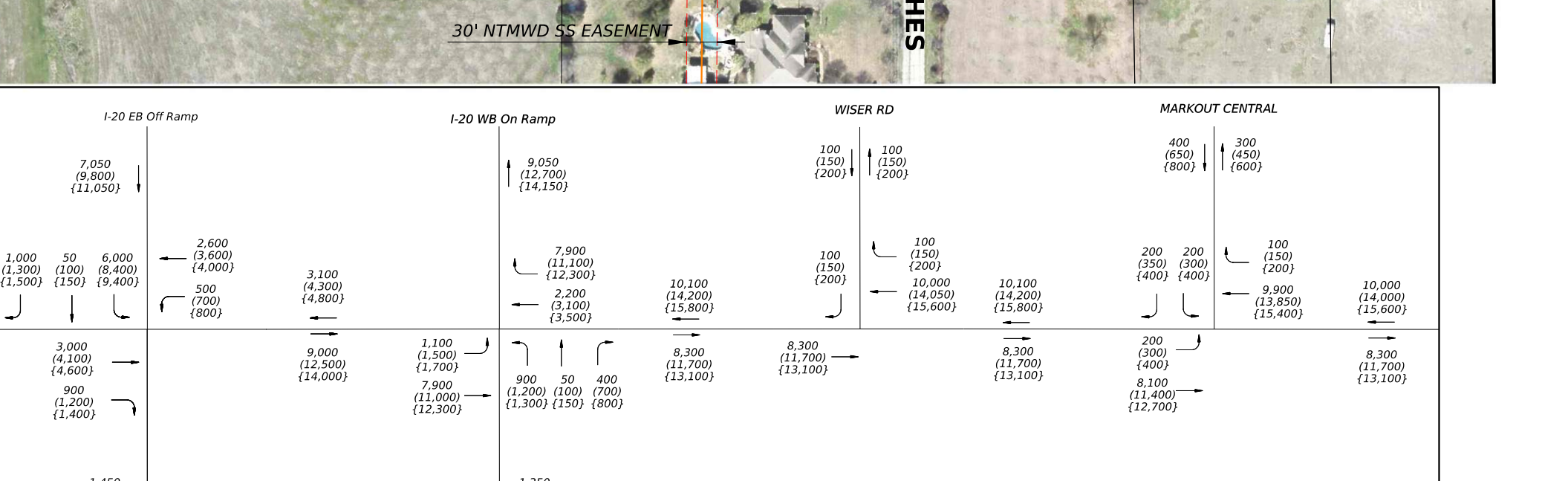
30' STORAGE
345' DECELERATION
100' TAPER
SUP
18' MEDIAN

RIGHT-TURN BAY DETAIL (TYPICAL)
NTS



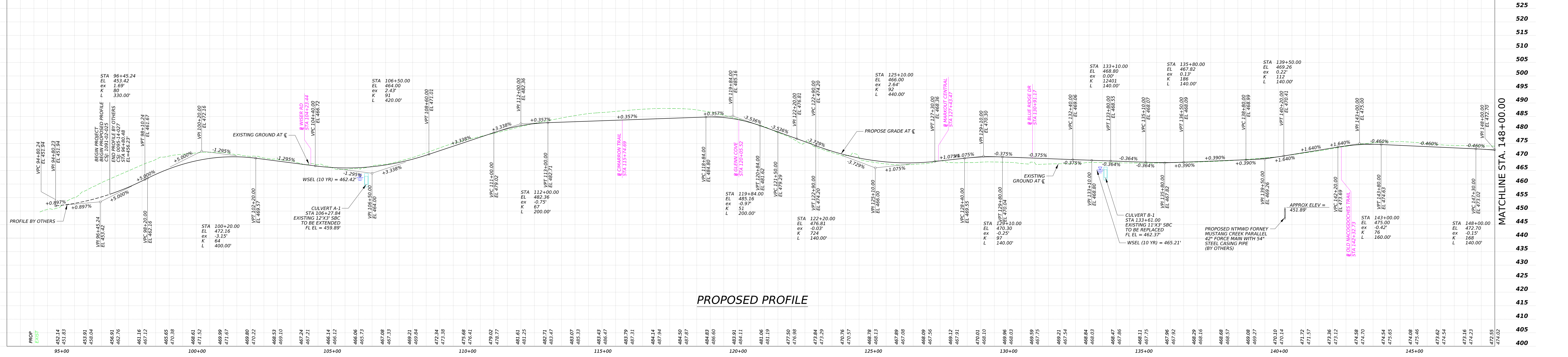
100' STORAGE
345' DECELERATION
100' TAPER
SUP
18' MEDIAN

LEFT-TURN BAY DETAIL (TYPICAL)
NTS



I-20 EB Off Ramp
I-20 WB On Ramp
WISER RD
MARKOUT CENTRAL
I-20 WB Off Ramp
7,050 (9,800) {11,050}
9,050 (12,700) {14,150}
3,600 (4,900) {5,500}
1,000 (1,300) {1,500}
50 (100) {150}
6,000 (8,400) {9,400}
2,600 (3,600) {4,000}
500 (700) {800}
3,100 (4,300) {4,800}
7,900 (11,100) {12,300}
2,200 (3,100) {3,500}
10,100 (14,200) {15,800}
10,000 (14,050) {15,600}
10,100 (14,200) {15,800}
10,000 (14,000) {15,600}
3,900 (5,300) {6,000}
3,000 (4,100) {4,600}
900 (1,200) {1,400}
9,000 (12,500) {14,000}
1,100 (1,500) {1,700}
7,900 (11,000) {12,300}
900 (1,200) {1,300}
50 (100) {150}
400 (700) {800}
8,300 (11,700) {13,100}
8,300 (11,700) {13,100}
8,300 (11,700) {13,100}
8,300 (11,700) {13,100}
1,450 (2,000) {2,350}
1,350 (2,000) {2,250}
100 (150) {200}
400 (650) {800}
300 (450) {600}
200 (350) {400}
200 (300) {400}
9,900 (13,850) {15,400}
8,100 (11,400) {12,700}
X,XXX = YEAR 2029 ADT
(X,XXX) = YEAR 2049 ADT
{X,XXX} = YEAR 2059 ADT

TRAFFIC DIAGRAM
N.T.S.
SOURCE OF DATA: TEXAS DEPARTMENT OF TRANSPORTATION
TRAFFIC PROJECTION, DALLAS DISTRICT
JULY 24, 2003



PROPOSED PROFILE

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS P.E., DISTRICT ENGINEER

FM 740 AND FM 548 DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FM 740 / FM 548
PROJECT LIMIT: FROM IH 20 TO FM 1641
CSJ: 1091-02-025 / 2588-01-025
PROJECT LENGTH: 4.03 MILES
WIDEN 2 LANE ROADWAY TO 4 LANE DIVIDED
TERRAIN: LEVEL

DATE: FEBRUARY, 2026

ROADWAY TYPE / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
URBAN STREET 45 MPH URBAN ARTERIAL (FM 740, FM 548 & FM741)
URBAN STREET 30 MPH URBAN COLLECTOR STREETS
LOCAL STREETS 25 MPH ACCESS ROADS

INDEX OF SHEETS
ROLL 1 OF 5: PLAN FROM BEGIN PROJECT TO STA 148+00.00
ROLL 2 OF 5: PLAN FROM STA 148+00.00 TO STA 203+00.00
ROLL 3 OF 5: PLAN FROM STA 203+00.00 TO STA 258+00.00
ROLL 4 OF 5: PLAN FROM STA 258+00.00 TO END PROJECT
ROLL 5 OF 5: CROSS STREETS PROFILES

LOCATION MAP
N.T.S.
ROLL 1 OF 5
SCALE 1" = 100'
LEGEND

100% SCHEMATIC

PRELIMINARY
FOR INTERIM REVIEW ONLY
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ABENET BEKELE 86055 2/20/26

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Jacobs
1999 BRYAN STREET, SUITE 3500
DALLAS, TX 75201-3136
Phone 214.638.0145
Firm Registration F-2966