TEXAS DEPARTMENT OF TRANSPORTATION®

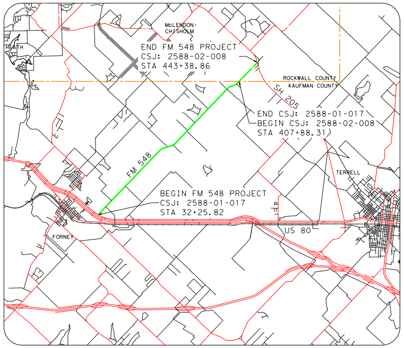
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL COUNTIES, TEXAS

CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 1 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015) 29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
US 80
FORNEY

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY

THESE DOCUMENTS 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
Gerald R Sturdivant	52202	1/2/2019

Pacheco Koch

7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED: ☐

DATE APPROVED: ☐

LEGEND:

—·—·—	EXISTING ROW
——	EXISTING PROPERTY LIMITS
······	EXISTING CULVERT
——	PROPOSED CULVERT
—·—·—	PROPOSED FM 548 BASELINE
—·—·—	PROPOSED CROSS STREET BASELINE
—·—·—	PROPOSED ROW
—·—·—	EXISTING UTILITY EASEMENT
——	PROPOSED FACE OF CURB
▬	100 YR FLOODPLAIN LIMITS
→	DIRECTION OF TRAVEL
🟨	PROPOSED BRIDGE
▬	PROPOSED BRIDGE BENT
🟥	PROPOSED PAVEMENT
▬	PROPOSED SIDEWALK
▨	PAVEMENT / BRIDGE TO BE REMOVED
—·—·—	EXISTING WATER LINE
—·—·—	EXISTING DRAINAGE EASEMENT
—·—·—	PROPOSED DRAINAGE EASEMENT
▬	CITY LIMITS
☐	POTENTIAL DISPLACEMENT
▬	PROPOSED RETAINING WALL
🟩	EXISTING MITIGATION AREA
∿→	FLOW DIRECTION
——	PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
▨	PROPOSED 5" CONC RIPRAP
▬	EXIST SIDEWALK TO REMAIN

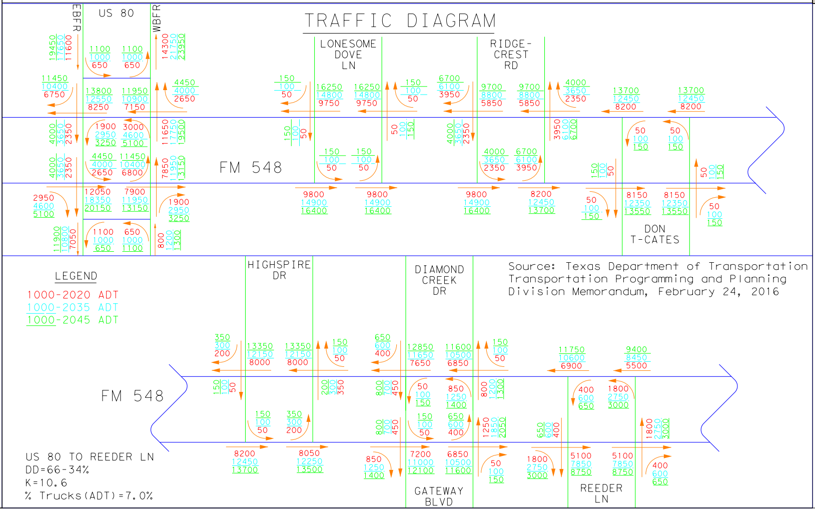
GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN APRIL 2016 AND SUPPLEMENTED IN SEPTEMBER 2018.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN AND ROCKWALL COUNTY APPRAISAL DISTRICTS (MAY 2017).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (FEBRUARY 2016).
6. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE). ADA RAMPS WILL BE DESIGNED DURING PS&E AND ARE NOT SHOWN ON THE SCHEMATIC.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. ALL DRIVEWAYS UTILIZE 15' CURB RADIUS (UNLESS NOTED OTHERWISE).
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
9. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE).
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2015.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. 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.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.

CURVE DATA:

CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PFM548-01	37+32.34	N 6960736.3767	E 2,599,726.5664	10° 39' 59.81"(LT)	1922.86	2° 58' 46.98"	179.51	357.97	N 15° 46' 16.74" E	328.50	35+52.83	39+10.81	N 21° 06' 16.65" E	N 10° 26' 16.84" E
PFM548-02	52+00.06	N 6,962,180.8265	E 2,599,992.6632	34° 01' 11.78"(RT)	1312.33	4° 21' 57.45"	401.47	779.21	N 27° 26' 52.73" E	767.81	47+98.59	55+77.80	N 10° 26' 16.84" E	N 44° 27' 28.62" E
PFM548-03	71+13.85	N 6,963,563.7605	E 2,601,349.6750	3° 02' 32.52" (LT)	5729.58	1° 00' 00.00"	152.15	304.24	N 42° 56' 12.36" E	394.62	69+61.69	72+65.93	N 44° 27' 28.62" E	N 41° 24' 56.09" E
PFM548-04	74+34.82	N 6,963,804,.5227	E 2,601,562.0517	3° 22' 36.67" (RT)	5729.58	1° 00' 00.00"	168.89	337.69	N 43° 06' 14.43" E	337.64	72+65.93 N	76+03.62	N 41° 24' 56.09" E	N 44° 47' 32.76" E
PFM548-05	102+39.63	N 6,965,795.0620	E 2,603,538.2207	4° 32' 16.36" (RT)	5729.58	1° 00' 00.00"	257.54	514.81	N 47° 03' 40.94" E	514.67	99+82.09	104+96.90	N 44° 47' 32.76" E	N 49° 19' 49.12" E
PFM548-06	111+07.11	N 6,966,360.5693	E 2,604,196.3876	10° 43' 34.34"(LT)	6500.00	0° 52' 53.30"	610.21	1216.85	N 43° 58' 01.95" E	1215.07	104+96.90	117+13.75	N 49° 19' 49.12" E	N 38° 36' 14.77" E
PFM548-07	120+65.11	N 6,967,112.0141	E 2,604,796.3462	6° 11' 17.99" (RT)	6500.00	0° 52' 53.30"	351.36	702.04	N 41° 41' 53.77" E	701.70	117+13.75	124+15.79	N 38° 36' 14.77" E	N 44° 47' 32.76" E

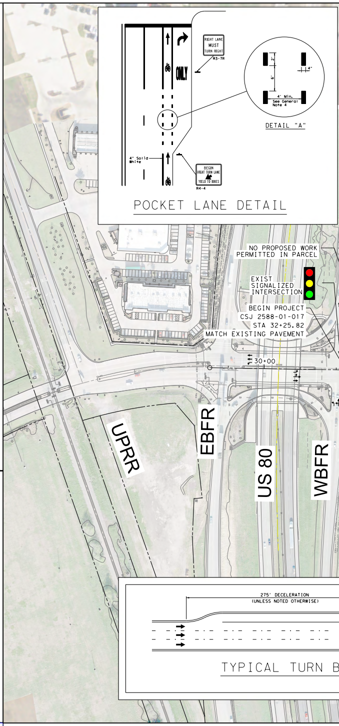
TRAFFIC DIAGRAM

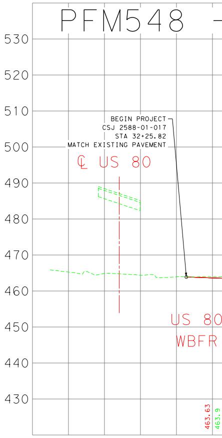

EBFR
US 80
WBFR
LONESOME DOVE LN
RIDGE-CREST RD
FM 548
DON T-CATES
HIGHSPIRE DR
DIAMOND CREEK DR
GATEWAY BLVD
REEDER LN

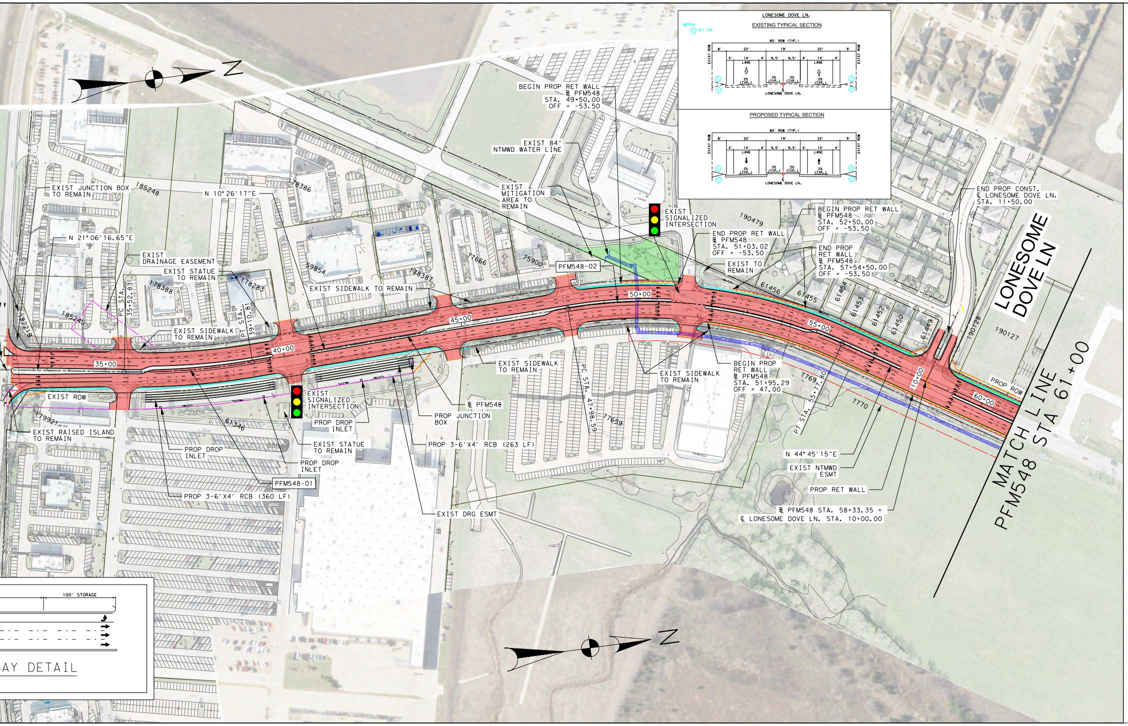
LEGEND
1000-2020 ADT
1000-2035 ADT
1000-2045 ADT

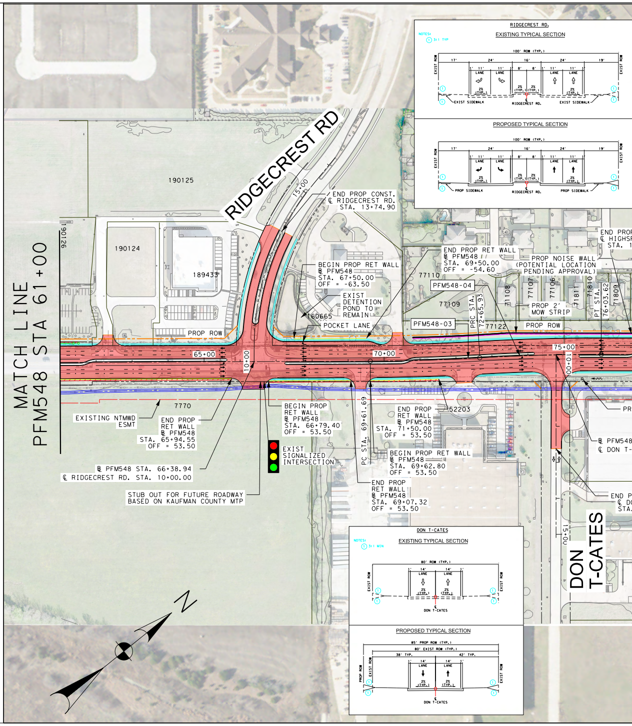
Source: Texas Department of Transportation
Transportation Programming and Planning
Division Memorandum, February 24, 2016

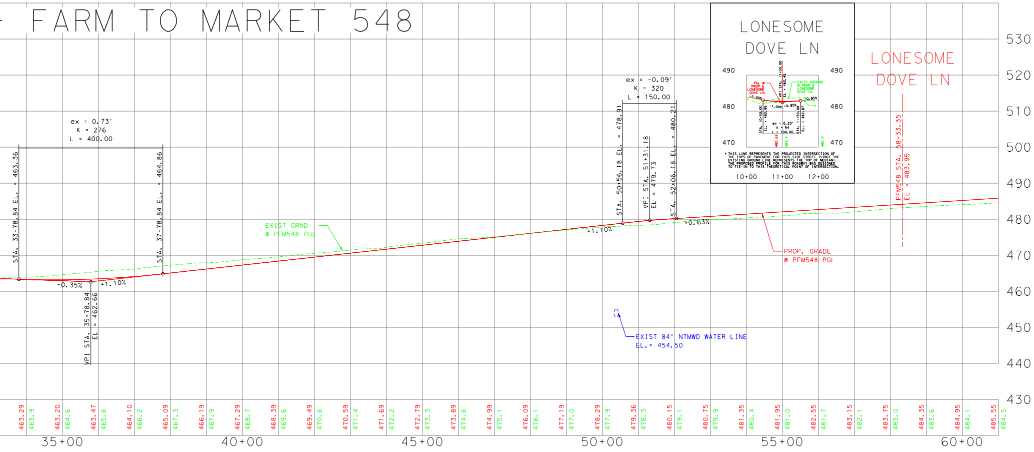
US 80 TO REEDER LN
DD=66-34%
K=10.6
% Trucks(ADT)=7.0%

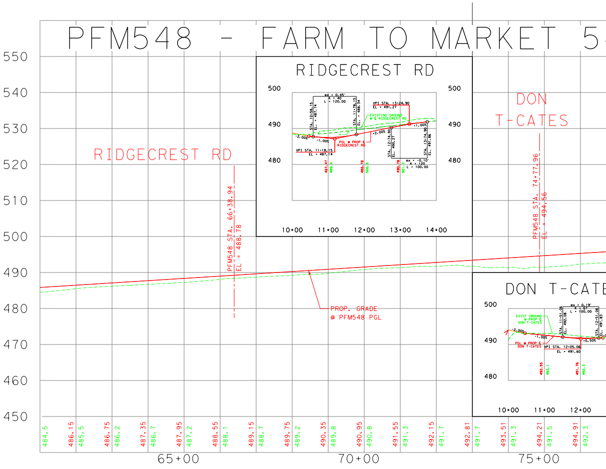

POCKET LANE DETAIL
DETAIL "A"
ONLY
NO PROPOSED WORK PERMITTED IN PARCEL
EXIST SIGNALIZED INTERSECTION
BEGIN PROJECT
CSJ 2588-01-017
STA 32+25.82
MATCH EXISTING PAVEMENT
30+00
UPRR
EBFR
US 80
WBFR
275' DECELERATION
(UNLESS NOTED OTHERWISE)
TYPICAL TURN B

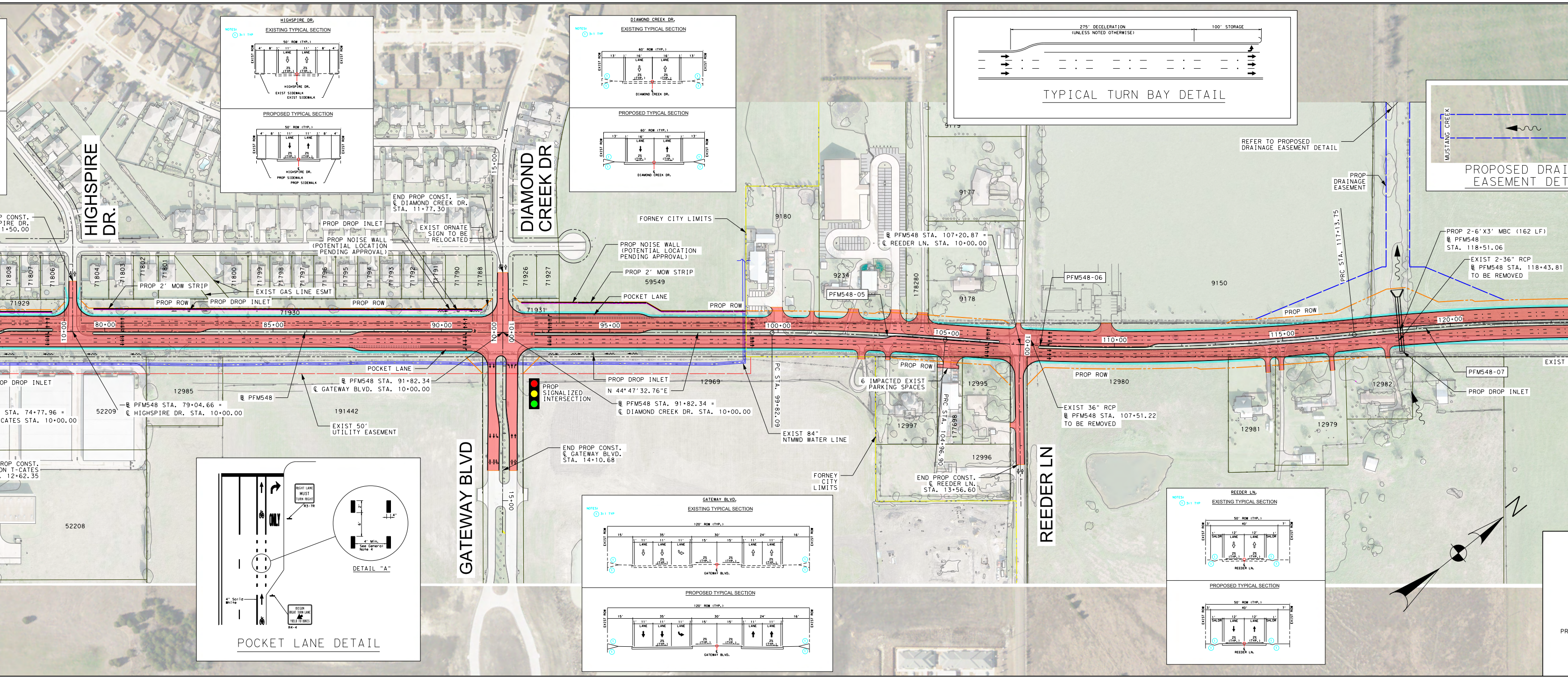


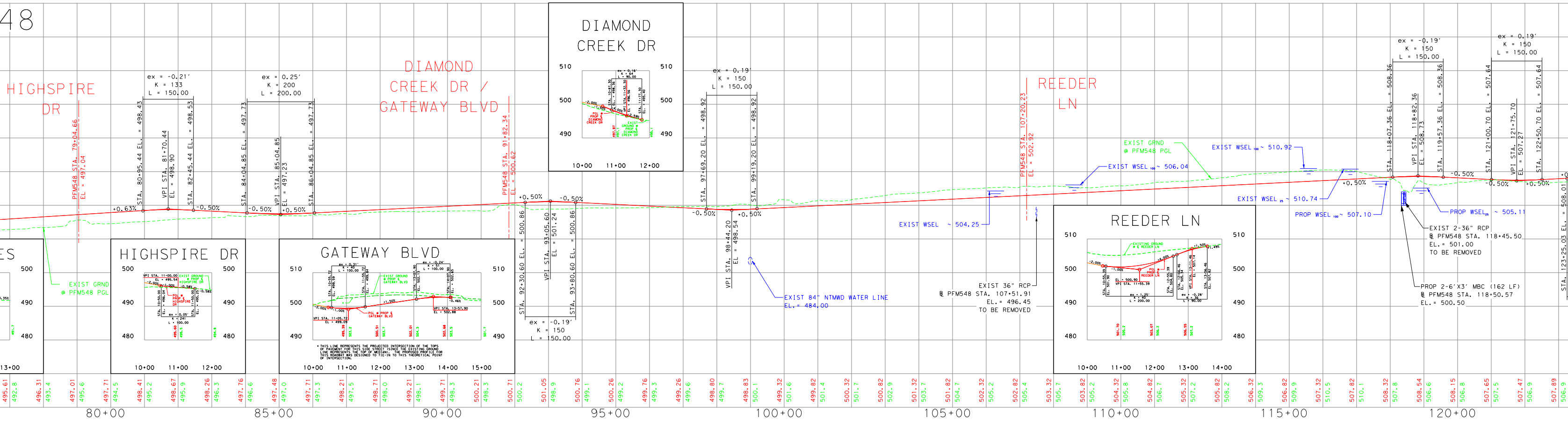

N
LONESOME DOVE LN.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
80' ROW (TYP.)
LONESOME DOVE LN.
BEGIN PROP RET WALL
℄ PFM548
STA. 49+50.00
OFF = -53.50
EXIST 84" NTMWD WATER LINE
EXIST MITIGATION AREA TO REMAIN
EXIST SIGNALIZED INTERSECTION
END PROP RET WALL
℄ PFM548
STA. 51+03.02
OFF = -53.50
EXIST TO REMAIN
BEGIN PROP RET WALL
℄ PFM548
STA. 52+50.00
OFF = -53.50
END PROP RET WALL
℄ PFM548
STA. 57+54.50.00
OFF = -53.50
END PROP CONST.
℄ LONESOME DOVE LN.
STA. 11+50.00
LONESOME DOVE LN
MATCH LINE
PFM548 STA 61+00
EXIST JUNCTION BOX TO REMAIN
N 10°26'17"E
N 21°06'16.65"E
EXIST DRAINAGE EASEMENT
EXIST STATUE TO REMAIN
EXIST SIDEWALK TO REMAIN
EXIST SIDEWALK TO REMAIN
PC STA. 35+52.83
PT STA. 39+10.81
PFM548-02
PFM548-01
35+00
40+00
45+00
50+00
55+00
60+00
10+00
EXIST ROW
EXIST RAISED ISLAND TO REMAIN
EXIST SIGNALIZED INTERSECTION
PROP DROP INLET
PROP DROP INLET
EXIST STATUE TO REMAIN
PROP DROP INLET
PROP 3-6'X4' RCB (360 LF)
PROP JUNCTION BOX
℄ PFM548
PROP 3-6'X4' RCB (263 LF)
EXIST SIDEWALK TO REMAIN
PC STA. 47+98.59
EXIST SIDEWALK TO REMAIN
BEGIN PROP RET WALL
℄ PFM548
STA. 51+95.29
OFF = 47.00
PI STA. 55+17.80
PROP ROW
N 44°45'15"E
EXIST NTMWD ESMT
PROP RET WALL
℄ PFM548 STA. 58+33.35 =
℄ LONESOME DOVE LN. STA. 10+00.00
EXIST DRG ESMT
100' STORAGE
AY DETAIL
185248
178386
190479
59854
75900
71666
178387
178283
178388
185245
179921
61346
61456
61455
61454
61453
61452
61450
61449
190128
190127
77659
7769
7770

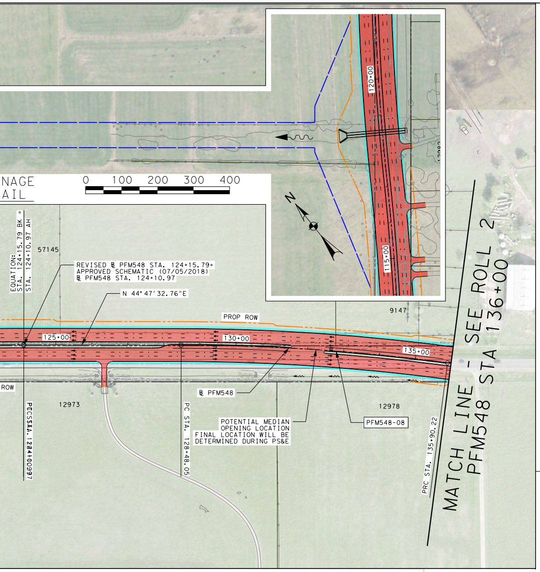

RIDGECREST RD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
100' ROW (TYP.)
EXIST SIDEWALK
PROP SIDEWALK
RIDGECREST RD
15+00
190125
190124
189433
END PROP CONST.
℄ RIDGECREST RD.
STA. 13+74.90
BEGIN PROP RET WALL
℄ PFM548
STA. 67+50.00
OFF = -63.50
EXIST DETENTION POND TO REMAIN
POCKET LANE
END PROP RET WALL
℄ PFM548
STA. 69+50.00
OFF = -54.60
PROP NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
PROP 2' MOW STRIP
PROP ROW
PFM548-04
PFM548-03
PRC STA. 72+65.93
PT STA. 76+03.62
MATCH LINE
PFM548 STA 61+00
PROP ROW
65+00
70+00
75+00
10+00
EXISTING NTMWD ESMT
END PROP RET WALL
℄ PFM548
STA. 65+94.55
OFF = 53.50
BEGIN PROP RET WALL
℄ PFM548
STA. 66+79.40
OFF = 53.50
EXIST SIGNALIZED INTERSECTION
℄ PFM548 STA. 66+38.94
℄ RIDGECREST RD. STA. 10+00.00
STUB OUT FOR FUTURE ROADWAY BASED ON KAUFMAN COUNTY MTP
PC STA. 69+61.69
END PROP RET WALL
℄ PFM548
STA. 71+50.00
OFF = 53.50
BEGIN PROP RET WALL
℄ PFM548
STA. 69+62.80
OFF = 53.50
END PROP RET WALL
℄ PFM548
STA. 69+07.32
OFF = 53.50
DON T-CATES
15+00
DON T-CATES
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
85' PROP ROW (TYP.)
80' EXIST ROW (TYP.)
7770
52203
160665
77110
77109
77122
N

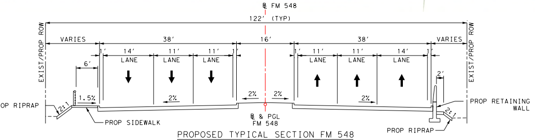

FARM TO MARKET 548
LONESOME DOVE LN
490
480
470
10+00
11+00
12+00
LONESOME DOVE LN
530
520
510
500
490
480
470
460
450
440
430
ex = 0.73'
K = 276
L = 400.00
STA. 33+78.84 EL. = 463.36
STA. 37+78.84 EL. = 464.86
VPI STA. 35+78.84 EL = 462.66
-0.35%
+1.10%
EXIST GRND @ PFM548 PGL
ex = -0.09'
K = 320
L = 150.00
STA. 50+56.18 EL. = 478.91
VPI STA. 51+31.18 EL = 479.73
STA. 52+06.18 EL. = 480.21
+1.10%
+0.63%
PROP. GRADE @ PFM548 PGL
PFM548 STA. 58+33.35 EL = 483.95
EXIST 84" NTMWD WATER LINE
EL. = 454.50
35+00
40+00
45+00
50+00
55+00
60+00


PFM548 - FARM TO MARKET 5
RIDGECREST RD
500
490
480
10+00
11+00
12+00
13+00
14+00
RIDGECREST RD
DON T-CATES
550
540
530
520
510
500
490
480
470
460
450
PFM548 STA. 66+38.94 EL = 488.78
PFM548 STA. 74+77.96 EL = 494.56
PROP. GRADE @ PFM548 PGL
DON T-CATE
500
490
480
10+00
11+00
12+00
65+00
70+00
75+00


HIGHSPIRE DR.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
50' ROW (TYP.)
HIGHSPIRE DR.
PROP SIDEWALK
EXIST SIDEWALK
DIAMOND CREEK DR.
60' ROW (TYP.)
TYPICAL TURN BAY DETAIL
275' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
MUSTANG CREEK
PROPOSED DRAI
EASEMENT DET
HIGHSPIRE DR.
DIAMOND CREEK DR
GATEWAY BLVD
REEDER LN
P CONST.
PIRE DR.
1+50.00
END PROP CONST.
℄ DIAMOND CREEK DR.
STA. 11+77.30
PROP DROP INLET
EXIST ORNATE SIGN TO BE RELOCATED
PROP NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
PROP 2' MOW STRIP
EXIST GAS LINE ESMT
PROP ROW
POCKET LANE
71808
71807
71806
71804
71803
71802
71801
71800
71799
71798
71797
71796
71795
71794
71793
71792
71791
71790
71788
71929
71930
71926
71927
71931
59549
80+00
85+00
90+00
95+00
100+00
105+00
110+00
115+00
120+00
10+00
15+00
12985
52209
191442
52208
12969
OP DROP INLET
STA. 74+77.96 =
CATES STA. 10+00.00
℄ PFM548 STA. 79+04.66 =
℄ HIGHSPIRE DR. STA. 10+00.00
℄ PFM548
℄ PFM548 STA. 91+82.34 =
℄ GATEWAY BLVD. STA. 10+00.00
EXIST 50' UTILITY EASEMENT
ROP CONST.
ON T-CATES
. 12+62.35
PROP SIGNALIZED INTERSECTION
PROP DROP INLET
N 44° 47' 32.76"E
℄ PFM548 STA. 91+82.34 =
℄ DIAMOND CREEK DR. STA. 10+00.00
END PROP CONST.
℄ GATEWAY BLVD.
STA. 14+10.68
FORNEY CITY LIMITS
9180
9177
9234
9178
178280
9179
PFM548-05
℄ PFM548 STA. 107+20.87 =
℄ REEDER LN. STA. 10+00.00
PC STA. 99+82.09
EXIST 84" NTMWD WATER LINE
6 IMPACTED EXIST PARKING SPACES
12995
12997
12996
177698
PRC STA. 104+96.90
FORNEY CITY LIMITS
END PROP CONST.
℄ REEDER LN.
STA. 13+56.60
PFM548-06
9150
12980
12981
12979
12982
EXIST 36" RCP
℄ PFM548 STA. 107+51.22
TO BE REMOVED
REFER TO PROPOSED DRAINAGE EASEMENT DETAIL
PROP DRAINAGE EASEMENT
PRC STA. 117+13.75
PROP 2-6'X3' MBC (162 LF)
℄ PFM548
STA. 118+51.06
EXIST 2-36" RCP
℄ PFM548 STA. 118+43.81
TO BE REMOVED
PFM548-07
PROP DROP INLET
EXIST
POCKET LANE DETAIL
RIGHT LANE MUST TURN RIGHT
R3-7R
ONLY
DETAIL "A"
4" Min. See General Note 4
4" Solid White
BEGIN RIGHT TURN LANE YIELD TO BIKES
R4-4
GATEWAY BLVD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
120' ROW (TYP.)
NOTES:
① 3:1 TYP
REEDER LN.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
50' ROW (TYP.)
N
PR

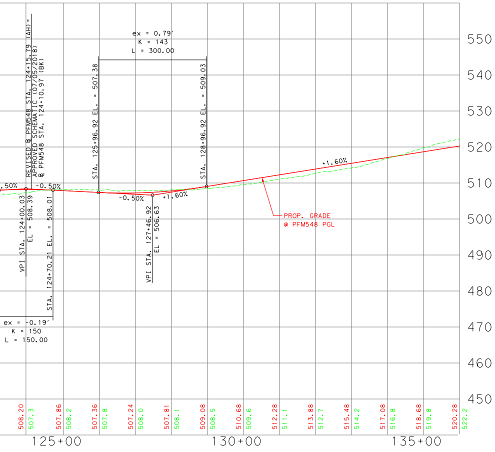

48
HIGHSPIRE DR
DIAMOND CREEK DR / GATEWAY BLVD
REEDER LN
PFM548 STA. 79+04.66
EL = 497.04
ex = -0.21'
K = 133
L = 150.00
STA. 80+95.44 EL. = 498.43
VPI STA. 81+70.44
EL = 498.90
STA. 82+45.44 EL. = 498.53
+0.63%
-0.50%
ex = 0.25'
K = 200
L = 200.00
STA. 84+04.85 EL. = 497.73
VPI STA. 85+04.85
EL = 497.23
STA. 86+04.85 EL. = 497.73
-0.50%
+0.50%
PFM548 STA. 91+82.34
EL = 500.62
+0.50%
-0.50%
STA. 92+30.60 EL. = 500.86
VPI STA. 93+05.60
EL = 501.24
STA. 93+80.60 EL. = 500.86
ex = -0.19'
K = 150
L = 150.00
ex = 0.19'
K = 150
L = 150.00
STA. 97+69.20 EL. = 498.92
STA. 99+19.20 EL. = 498.92
VPI STA. 98+44.20
EL = 498.54
-0.50%
+0.50%
EXIST 84" NTMWD WATER LINE
EL. = 484.00
EXIST WSEL ~ 504.25
EXIST 36" RCP
℄ PFM548 STA. 107+51.91
EL. = 496.45
TO BE REMOVED
PFM548 STA. 107+20.23
EL = 502.92
EXIST GRND @ PFM548 PGL
EXIST WSEL 100 ~ 506.04
EXIST WSEL 100 ~ 510.92
EXIST WSEL 25 ~ 510.74
PROP WSEL 100 ~ 507.10
PROP WSEL 25 ~ 505.11
+0.50%
ex = -0.19'
K = 150
L = 150.00
STA. 118+07.36 EL. = 508.36
VPI STA. 118+82.36
EL = 508.73
STA. 119+57.36 EL. = 508.36
-0.50%
ex = 0.19'
K = 150
L = 150.00
STA. 121+00.70 EL. = 507.64
VPI STA. 121+75.70
EL = 507.27
STA. 122+50.70 EL. = 507.64
-0.50%
+0.50%
STA. 123+25.03 EL. = 508.01
EXIST 2-36" RCP
℄ PFM548 STA. 118+45.50
EL. = 501.00
TO BE REMOVED
PROP 2-6'X3' MBC (162 LF)
℄ PFM548 STA. 118+50.57
EL. = 500.50
EXIST GRND @ PFM548 PGL
ES
HIGHSPIRE DR
VPI STA. 11+00.00
EL = 495.54
EXIST GROUND @ PROP ℄ HIGHSPIRE DR
PGL @ PROP ℄ HIGHSPIRE DR
ex = 0.05'
K = 241
L = 100.00
GATEWAY BLVD
VPI STA. 11+05.72
EL = 499.09
VPI STA. 13+57.90
EL = 502.88
EXIST GROUND @ PROP ℄ GATEWAY BLVD
PGL @ PROP ℄ GATEWAY BLVD
* THIS LINE REPRESENTS THE PROJECTED INTERSECTION OF THE TOPS OF PAVEMENT FOR THIS SIDE STREET (SINCE THE EXISTING GROUND LINE REPRESENTS THE TOP OF MEDIAN). THE PROPOSED PROFILE FOR THIS ROADWAY WAS DESIGNED TO TIE-IN TO THIS THEORETICAL POINT OF INTERSECTION.
DIAMOND CREEK DR
PGL @ PROP ℄ DIAMOND CREEK DR
EXIST GROUND @ PROP ℄ DIAMOND CREEK DR
REEDER LN
EXISTING GROUND @ ℄ REEDER LN
PGL PROP ℄ REEDER LN
EL = 500.90
VPI STA. 11+55.39
ex = 1.25'
K = 40
L = 200.00
VPI STA. 13+11.46
EL = 507.14
ex = -0.28'
K = 36
L = 90.00
510
500
490
480
10+00
11+00
12+00
13+00
14+00
15+00
495.61
492.8
496.31
493.4
497.01
495.6
497.71
494.5
498.41
495.2
498.67
495.9
498.26
496.3
497.76
496.6
497.48
497.0
497.71
497.3
498.21
497.5
498.71
498.0
499.21
498.1
499.71
498.3
500.21
498.3
500.71
500.2
501.05
498.9
500.76
499.1
500.26
499.2
499.76
499.3
499.26
499.6
498.80
499.7
498.83
500.1
499.32
501.6
499.82
501.4
500.32
501.7
500.82
502.9
501.32
503.7
501.82
504.7
502.32
505.2
502.82
505.4
503.32
505.7
503.82
505.2
504.32
505.8
504.82
506.7
505.32
507.2
505.82
508.2
506.32
509.3
506.82
509.9
507.32
510.5
507.82
510.1
508.32
507.8
508.54
506.6
508.15
506.8
507.65
507.5
507.47
506.9
507.89
506.9
80+00
85+00
90+00
95+00
100+00
105+00
110+00
115+00
120+00


NAGE
AIL
0 100 200 300 400
N
120+00
115+00
EQUATION:
STA. 124+15.79 BK =
STA. 124+10.97 AH
57145
REVISED ℄ PFM548 STA. 124+15.79=
APPROVED SCHEMATIC (07/05/2018)
℄ PFM548 STA. 124+10.97
N 44° 47′ 32.76″E
PROP ROW
9147
125+00
130+00
135+00
ROW
℄ PFM548
12973
12978
PFM548-08
POTENTIAL MEDIAN
OPENING LOCATION
FINAL LOCATION WILL BE
DETERMINED DURING PS&E
PC STA. 128+48.05
PRC STA. 135+90.22
MATCH LINE - SEE ROLL 2
PFM548 STA 136+00


℄ FM 548
122′ (TYP)
EXIST/PROP ROW
VARIES
38′
16′
38′
VARIES
14′ LANE
11′ LANE
11′ LANE
11′ LANE
11′ LANE
14′ LANE
6′
2′
1.5%
2%
2%
2%
2%
2:1
2:1
OP RIPRAP
PROP SIDEWALK
℄ & PGL
FM 548
PROP RETAINING WALL
PROP RIPRAP

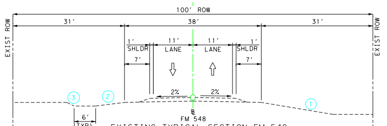
PROPOSED TYPICAL SECTION FM 548

STA. 47+26.17 TO STA. 66+38.94



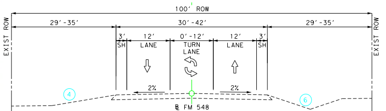
EXISTING TYPICAL SECTIONS

NOTES:
① 4:1 TYP
2:1 MAX
② 8:1 TYP
6:1 MAX
③ 8:1 TYP
④ 6:1 TYP
⑤ 4:1 TYP
⑥ 3:1 TYP


100′ ROW
EXIST ROW
31′
38′
31′
1′ SHLDR
11′ LANE
11′ LANE
1′ SHLDR
7′
7′
2%
2%
③
②
①
6′ (TYP)
℄
FM 548

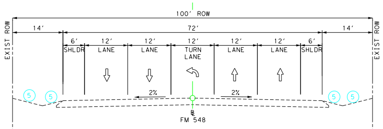
EXISTING TYPICAL SECTION FM 548

STA. 56+18.62 TO STA. 58+76.36
STA. 68+49.03 TO STA. 136+00.00


100′ ROW
EXIST ROW
29′-35′
30′-42′
29′-35′
3′ SH
12′ LANE
0′-12′ TURN LANE
12′ LANE
3′ SH
2%
2%
④
⑥
℄ FM 548

EXISTING TYPICAL SECTION FM 548

STA. 58+76.36 TO STA. 68+49.03

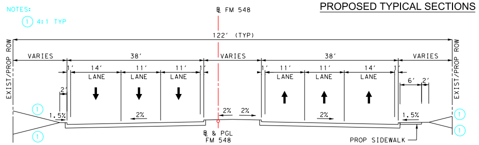

100′ ROW
EXIST ROW
14′
72′
14′
6′ SHLDR
12′ LANE
12′ LANE
12′ TURN LANE
12′ LANE
12′ LANE
6′ SHLDR
2%
2%
⑤
℄
FM 548

EXISTING TYPICAL SECTION FM 548

STA. 32+51.28 TO STA. 56+18.62

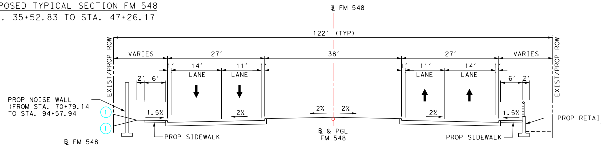
PROPOSED TYPICAL SECTIONS

NOTES:
① 4:1 TYP


℄ FM 548
122′ (TYP)
EXIST/PROP ROW
VARIES
38′
VARIES
38′
VARIES
14′ LANE
11′ LANE
11′ LANE
11′ LANE
11′ LANE
14′ LANE
6′
2′
1.5%
2%
2%
2%
2%
①
℄ & PGL
FM 548
PROP SIDEWALK

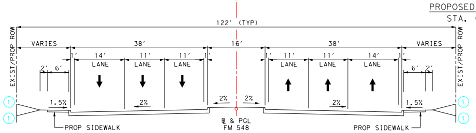
PROPOSED TYPICAL SECTION FM 548

STA. 35+52.83 TO STA. 47+26.17


℄ FM 548
122′ (TYP)
EXIST/PROP ROW
VARIES
27′
38′
27′
VARIES
2′ 6′
14′ LANE
11′ LANE
11′ LANE
14′ LANE
6′ 2′
1.5%
2%
2%
2%
2%
①
PROP NOISE WALL
(FROM STA. 70+79.14
TO STA. 94+57.94
℄ & PGL
FM 548
PROP SIDEWALK
PROP RETAINING WALL

PROPOSED TYPICAL SECTION FM 548

STA. 66+38.94 TO STA. 94+55.75


℄ FM 548
122′ (TYP)
EXIST/PROP ROW
VARIES
38′
16′
38′
VARIES
2′ 6′
14′ LANE
11′ LANE
11′ LANE
11′ LANE
11′ LANE
14′ LANE
6′ 2′
1.5%
2%
2%
2%
2%
①
℄ & PGL
FM 548
PROP SIDEWALK

PROPOSED TYPICAL SECTION FM 548

STA. 94+55.75 TO 136+00.00

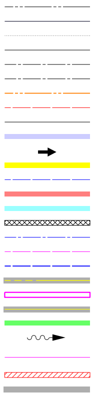
PARCEL DATA:

Parcel ID	Owner's Name
7769	Crittenden James
7770	Crittenden Stephen Et Al
59854	Fit Family Development LP
61346	Wal-Mart Real Estate Business Trust
61449	Reed George & Victoria M
61450	Chenetta Brooks
61452	Turner Alphonzie & Demeter
61453	Gonzalez Jose L & Resendiz Patricia Rodriguez
61454	Devoe Jame & Mary Apilado
61455	Pickens Josephine
61456	Rutter Charles W & Kendra K
75900	Johns Ronald & Kristin Family Trust
77659	Store Spe Starplex LLC
77666	Hart Systems Inc
178283	Forney LLC
178386	PMC Retail Venture 3 LLC
178387	Parks Forney Shops Corp
178388	2815 Grand Realty Corp
179921	Murphy Oil USA Inc
182219	State of Texas
182413	State of Texas
185245	J Evans Family Partnership Knox LTD
185248	ABCLD Forney Development LLC
190124	Forney 548 Retail LLC
190125	Forney 548 Retail LLC
190126	Forney 548 Retail LLC
190127	Forney 548 Retail LLC
190479	American National Bank

Parcel ID	Owner's Name
7771	Crittenden James Etal
12985	Merritt Rachael Renee Cook
52203	Steve Silver Company
52209	Marquis Ranch Self Storage LP
71797	Gomez Jose M & Erika J
71798	Belinda Banks Price
71799	Zhong Shihua
71800	Frilot Chereese & Antoine
71801	Comar Puneet
71802	Fry Troy & Victoria
71803	Johnson Joyce M
71804	Kadereit William Edward
71806	Phileger Paul
71807	Hollingsworth Charles G & Alauna K
71808	Delgado Anthony
71809	Gragg Brenda C
71810	Fox Michael
71811	Sanchez Salvador & Irma
71929	Diamond Creek Home Owners Association Inc
71930	Diamond Creek Home Owners Association Inc
77106	Kunde Christopher L
77107	Bell Christopher & Livingston Tabitha
77108	Espinoza Luis & Charity
77109	Shaddock Developers LTD
77122	Home Owners Association
160665	Texas Bank and Trust
189433	Aldi LLC
191442	Meadow Ridge Farm LP

Parcel ID	Owner's Name
9150	Harlan Properties Inc
9178	Elery Phillip & Peggy
9180	Wingfree LP
9234	Grace Assembly of God
12969	Meadow Ridge Farm LP
12973	Merritt Rachael Renee Cook
12978	Free Life Church Inc
12979	Forney Land & Cattle CO LLC
12980	Forney Land & Cattle CO LLC
12981	Forney Land & Cattle CO LLC
12982	Forney Land & Cattle CO LLC
12995	Wingo Rusty
12997	Mehta Vivek & Seema
57145	Harlan Properties Inc
59549	Frisco Stone Creek Village LLC
71788	Shaddock Developers LTD
71790	Shaddock Developers LTD
71791	Davis Angela
71792	Smith Elizabeth J & Sheridan M
71793	Florendo Jerome & Thao
71794	McKnight Carlon J
71795	Abraham Alex & Alex Raji
71796	Myers Chad Dillion & Megan
71926	Shaddock Developers LTD
71931	Diamond Creek Home Owners Association Inc
177698	Beltran Jesus
178280	Highpoint Water Supply Corp.

LEGEND:



EXISTING ROW
EXISTING PROPERTY LIMITS
EXISTING CULVERT
PROPOSED CULVERT
PROPOSED FM 548 BASELINE
PROPOSED CROSS STREET BASELINE
PROPOSED ROW
EXISTING UTILITY EASEMENT
PROPOSED FACE OF CURB
100 YR FLOODPLAIN LIMITS
DIRECTION OF TRAVEL
PROPOSED BRIDGE
PROPOSED BRIDGE BENT
PROPOSED PAVEMENT
PROPOSED SIDEWALK
PAVEMENT / BRIDGE TO BE REMOVED
EXISTING WATER LINE
EXISTING DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
CITY LIMITS
POTENTIAL DISPLACEMENT
PROPOSED RETAINING WALL
EXISTING MITIGATION AREA
FLOW DIRECTION
PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
PROPOSED 5" CONC RIPRAP
EXIST SIDEWALK TO REMAIN

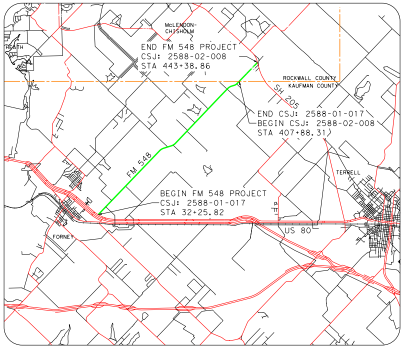
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC FROM NORTH OF US 80 TO SH 205 KAUFMAN AND ROCKWALL COUNTIES, TEXAS

CSJ′s: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 1 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015)
		29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
FORNEY
US 80

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

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

Gerald R. Sturdivant	52202	1/2/2019
NAME	P.E. NO.	DATE

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

DATE SUBMITTED:

DATE APPROVED:

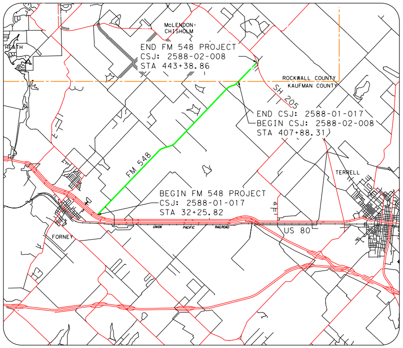
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL COUNTIES, TEXAS

CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 2 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015) 29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
FORNEY
UNION PACIFIC RAILROAD
US 80

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

THESE DOCUMENTS 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
Gerald R. Sturdivant	52202	1/2/2019

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

DATE SUBMITTED:

DATE APPROVED:

LEGEND:

— · · —	EXISTING ROW
——	EXISTING PROPERTY LIMITS
······	EXISTING CULVERT
——	PROPOSED CULVERT
— · —	PROPOSED FM 548 BASELINE
— · —	PROPOSED CROSS STREET BASELINE
— · —	PROPOSED ROW
— —	EXISTING UTILITY EASEMENT
——	PROPOSED FACE OF CURB
▬	100 YR FLOODPLAIN LIMITS
➡	DIRECTION OF TRAVEL
🟨	PROPOSED BRIDGE
— —	PROPOSED BRIDGE BENT
🟥	PROPOSED PAVEMENT
▬	PROPOSED SIDEWALK
▨	PAVEMENT / BRIDGE TO BE REMOVED
— · —	EXISTING WATER LINE
— —	EXISTING DRAINAGE EASEMENT
— —	PROPOSED DRAINAGE EASEMENT
▬	CITY LIMITS
☐	POTENTIAL DISPLACEMENT
▬	PROPOSED RETAINING WALL
🟩	EXISTING MITIGATION AREA
∿➤	FLOW DIRECTION
——	PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
▨	PROPOSED 5" CONC RIPRAP
▬	EXIST SIDEWALK TO REMAIN

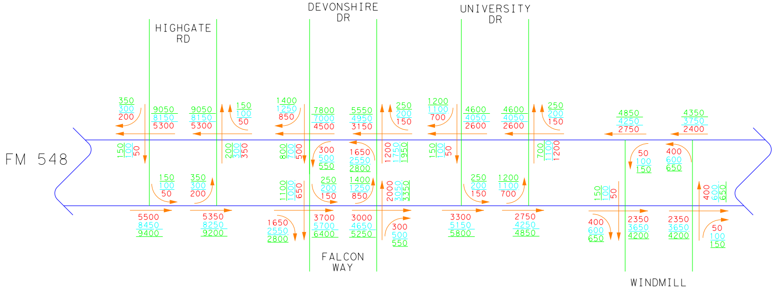
GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN APRIL 2016 AND SUPPLEMENTED IN SEPTEMBER 2018.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN AND ROCKWALL COUNTY APPRAISAL DISTRICTS (MAY 2017).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (FEBRUARY 2016).
6. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE). ADA RAMPS WILL BE DESIGNED DURING PS&E AND ARE NOT SHOWN ON THE SCHEMATIC.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. ALL DRIVEWAYS UTILIZE 15' CURB RADIUS (UNLESS NOTED OTHERWISE).
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
9. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE).
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2015.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. 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.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.

CURVE DATA:

CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PFM548-10	139+62.97	N 6,968,390.6302	E 2,606,201.0069	07° 25' 17.95" (LT)	5,729.58	1° 00' 00.00"	371.60	742.17	N 48° 30' 11.73" E	741.65	135+91.37	143+33.54	N 52° 12' 50.71" E	N 44° 47' 32.76" E
PFM548-11	199+53.06	N 6,972,642.3139	E 2,610,421.9963	23° 46' 25.21" (LT)	1,909.86	3° 00' 00.00"	402.01	792.46	N 56° 40' 45.37" E	786.78	195+51.05	203+43.50	N 44° 47' 32.76" E	N 44° 21' 04.77" E
PFM548-12	228+06.82	N 6,973,688.3306	E 2,613,089.5750	24° 22' 19.66" (LT)	1,909.86	3° 00' 00.00"	412.44	812.40	N 56° 32' 14.60" E	806.29	223+94.38	232+06.79	N 68° 43' 24.43" E	N 44° 21' 04.77" E

TRAFFIC DIAGRAM

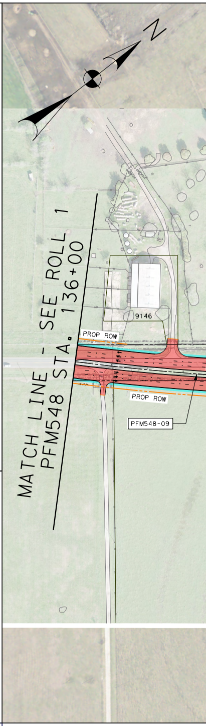

HIGHGATE RD
DEVONSHIRE DR
UNIVERSITY DR
FM 548
FALCON WAY
WINDMILL FARMS BLVD
350 300 200
9050 8150 5300
9050 8150 5300
150 100 50
1400 1250 850
7800 7000 4500
5550 4950 3150
250 200 150
1200 1100 700
4600 4050 2600
4600 4050 2600
250 200 150
4850 4250 2750
4350 3750 2400
150 100 50
200 300 350
800 700 500
300 500 550
1650 2550 2800
1200 1750 1950
150 100 50
700 1100 1200
50 100 150
400 600 650
150 100 50
350 300 200
1100 1000 650
250 200 150
1400 1250 850
2000 3050 3350
250 200 150
1200 1100 700
150 100 50
400 600 650
5500 8450 9400
5350 8250 9200
1650 2550 2800
3700 5700 6400
3000 4650 5250
300 500 550
3300 5150 5800
2750 4250 4850
400 600 650
2350 3650 4200
2350 3650 4200
50 100 150

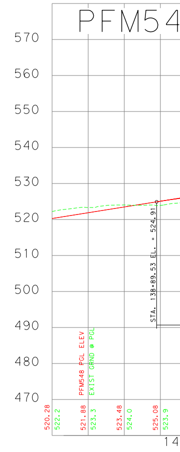
REEDER LN TO FALCON WAY
DD=66-34%
K=10.6
% Trucks(ADT)=2.8%

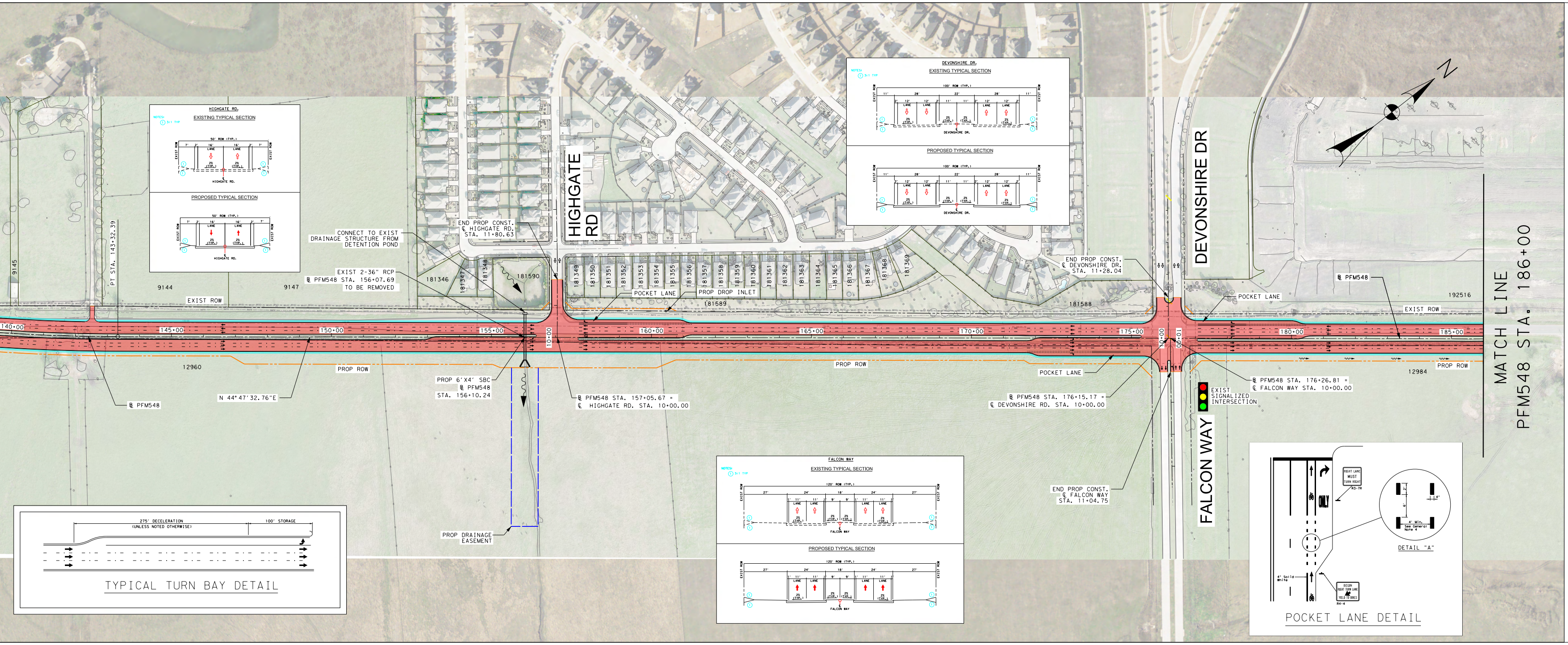
FALCON WAY TO SH 205
DD=66-34%
K=10.6
% Trucks(ADT)=2.9%

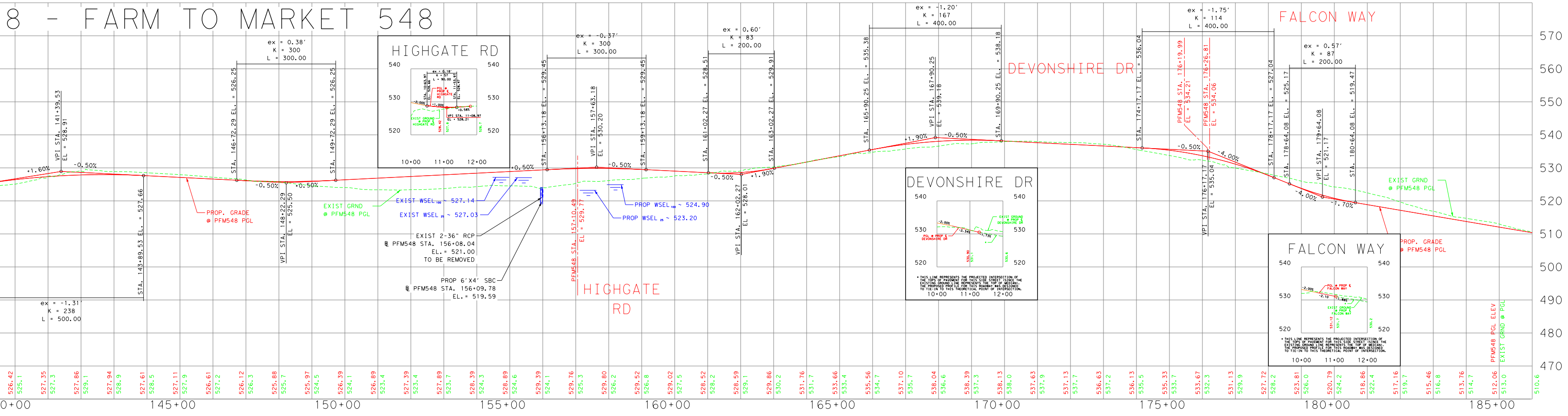
LEGEND
1000-2020 ADT
1000-2035 ADT
1000-2045 ADT

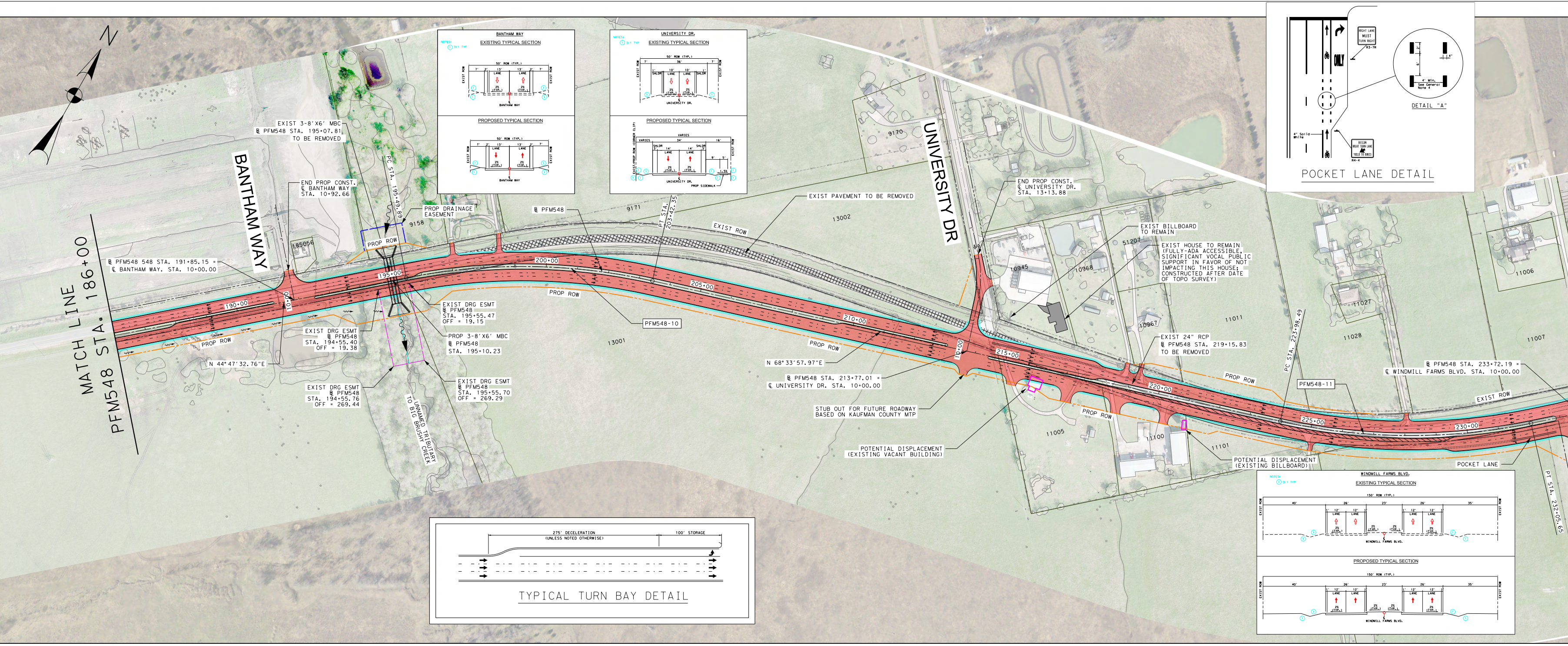
Source: Texas Department of Transportation
Transportation Programming and Planning
Division Memorandum, February 24, 2016

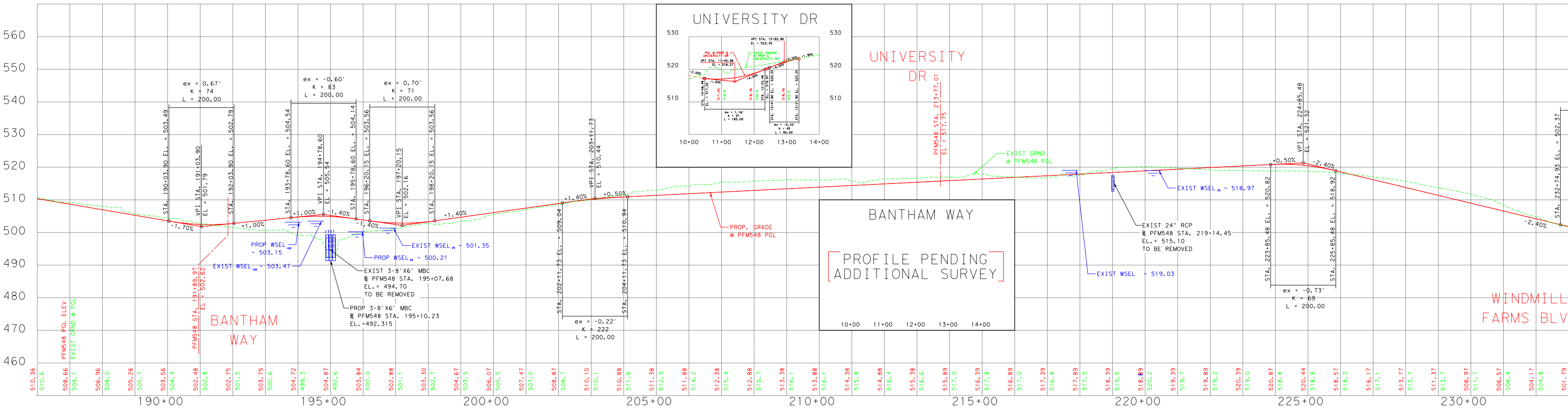

N
MATCH LINE - SEE ROLL 1
PFM548 STA. 136+00
9146
PROP ROW
PROP ROW
PFM548-09

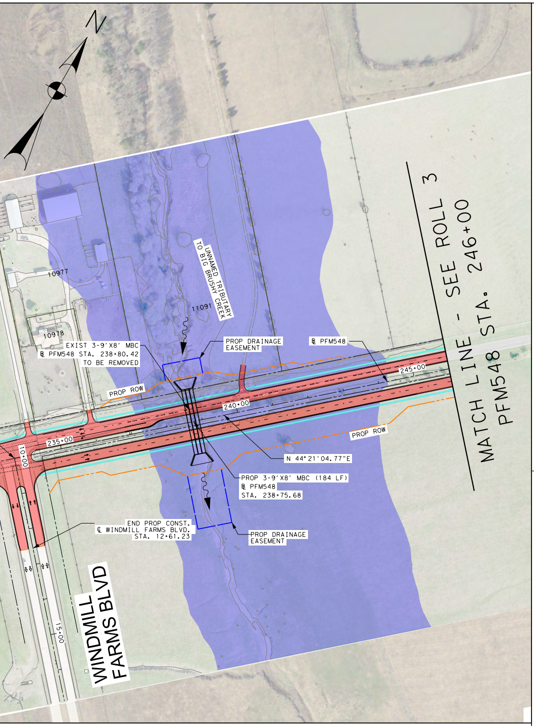


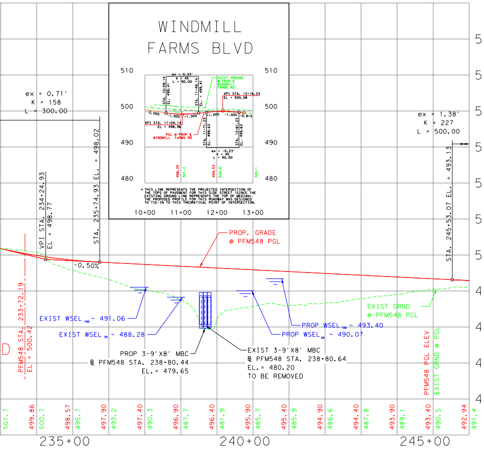

HIGHGATE RD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
50' ROW (TYP.)
7' 2' 16' LANE 16' LANE 2' 7'
2% (TYP.)
EXIST ROW
℄ HIGHGATE RD.
DEVONSHIRE DR.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
100' ROW (TYP.)
11' 28' 22' 28' 11'
12' LANE 12' LANE 11' 11' 12' LANE 12' LANE
℄ DEVONSHIRE DR.
FALCON WAY
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
120' ROW (TYP.)
27' 24' 18' 24' 27'
℄ FALCON WAY
NOTES:
① 3:1 TYP
HIGHGATE RD
DEVONSHIRE DR
FALCON WAY
N
9145
9144
9147
PT STA. 143+32.39
EXIST ROW
PROP ROW
12960
12984
192516
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
10+00
℄ PFM548
N 44° 47' 32.76"E
CONNECT TO EXIST DRAINAGE STRUCTURE FROM DETENTION POND
EXIST 2-36" RCP
℄ PFM548 STA. 156+07.69
TO BE REMOVED
END PROP CONST.
℄ HIGHGATE RD.
STA. 11+80.63
PROP 6'X4' SBC
℄ PFM548
STA. 156+10.24
PROP DRAINAGE EASEMENT
℄ PFM548 STA. 157+05.67 =
℄ HIGHGATE RD. STA. 10+00.00
181346
181347
181348
181590
181349
181350
181351
181352
181353
181354
181355
181356
181357
181358
181359
181360
181361
181362
181363
181364
181365
181366
181367
181368
181369
181589
181588
POCKET LANE
PROP DROP INLET
END PROP CONST.
℄ DEVONSHIRE DR.
STA. 11+28.04
℄ PFM548 STA. 176+15.17 =
℄ DEVONSHIRE RD. STA. 10+00.00
℄ PFM548 STA. 176+26.81 =
℄ FALCON WAY STA. 10+00.00
EXIST SIGNALIZED INTERSECTION
END PROP CONST.
℄ FALCON WAY
STA. 11+04.75
POCKET LANE
MATCH LINE
PFM548 STA. 186+00
275' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
TYPICAL TURN BAY DETAIL
RIGHT LANE MUST TURN RIGHT
R3-7R
ONLY
BEGIN RIGHT TURN LANE YIELD TO BIKES
R4-4
4" Solid White
2'
6'
4"
4' Min. See General Note 4
DETAIL "A"
POCKET LANE DETAIL




MATCH LINE
PFM548 STA. 186+00
BANTHAM WAY
UNIVERSITY DR
EXIST 3-8'X6' MBC
℄ PFM548 STA. 195+07.81
TO BE REMOVED
END PROP CONST.
℄ BANTHAM WAY
STA. 10+92.66
PC STA. 195+49.89
PROP DRAINAGE
EASEMENT
9158
185056
PROP ROW
℄ PFM548 548 STA. 191+85.15 =
℄ BANTHAM WAY. STA. 10+00.00
190+00
10+00
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00
N 44°47'32.76"E
EXIST DRG ESMT
℄ PFM548
STA. 195+55.47
OFF = 19.15
EXIST DRG ESMT
℄ PFM548
STA. 194+55.40
OFF = 19.38
PROP 3-8'X6' MBC
℄ PFM548
STA. 195+10.23
EXIST DRG ESMT
℄ PFM548
STA. 194+55.76
OFF = 269.44
EXIST DRG ESMT
℄ PFM548
STA. 195+55.70
OFF = 269.29
UNNAMED TRIBUTARY
TO BIG BRUSHY CREEK
℄ PFM548
9171
PT STA. 203+42.35
EXIST ROW
PFM548-10
13001
13002
9170
EXIST PAVEMENT TO BE REMOVED
END PROP CONST.
℄ UNIVERSITY DR.
STA. 13+13.88
EXIST BILLBOARD
TO REMAIN
EXIST HOUSE TO REMAIN
(FULLY-ADA ACCESSIBLE,
SIGNIFICANT VOCAL PUBLIC
SUPPORT IN FAVOR OF NOT
IMPACTING THIS HOUSE;
CONSTRUCTED AFTER DATE
OF TOPO SURVEY)
51207
10945
10968
10967
11011
11027
11028
11006
11007
11005
11100
11101
N 68°33'57.97"E
℄ PFM548 STA. 213+77.01 =
℄ UNIVERSITY DR. STA. 10+00.00
STUB OUT FOR FUTURE ROADWAY
BASED ON KAUFMAN COUNTY MTP
POTENTIAL DISPLACEMENT
(EXISTING VACANT BUILDING)
EXIST 24" RCP
℄ PFM548 STA. 219+15.83
TO BE REMOVED
PC STA. 223+98.49
PFM548-11
℄ PFM548 STA. 233+72.19 =
℄ WINDMILL FARMS BLVD. STA. 10+00.00
POTENTIAL DISPLACEMENT
(EXISTING BILLBOARD)
POCKET LANE
PT STA. 232+05.65
BANTHAM WAY
EXISTING TYPICAL SECTION
50' ROW (TYP.)
7' 2' 13' 13' 2' 7'
LANE LANE
2% (TYP.)
EXIST ROW
PROPOSED TYPICAL SECTION
UNIVERSITY DR.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
VARIES
PROP SIDEWALK
NOTES:
① 3:1 TYP
POCKET LANE DETAIL
DETAIL "A"
ONLY
TYPICAL TURN BAY DETAIL
275' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE
WINDMILL FARMS BLVD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
150' ROW (TYP.)
40' 26' 23' 26' 35'
12' 12' LANE LANE

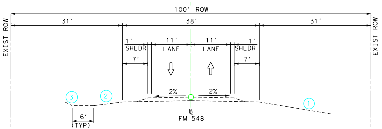



N
MATCH LINE - SEE ROLL 3
PFM548 STA. 246+00
UNNAMED TRIBUTARY TO BIG BRUSHY CREEK
10977
11091
10978
EXIST 3-9'X8' MBC
℄ PFM548 STA. 238+80.42
TO BE REMOVED
PROP DRAINAGE EASEMENT
℄ PFM548
245+00
PROP ROW
240+00
235+00
10+00
15+00
PROP ROW
N 44°21'04.77"E
PROP 3-9'X8' MBC (184 LF)
℄ PFM548
STA. 238+75.68
END PROP CONST.
℄ WINDMILL FARMS BLVD.
STA. 12+61.23
PROP DRAINAGE EASEMENT
WINDMILL FARMS BLVD



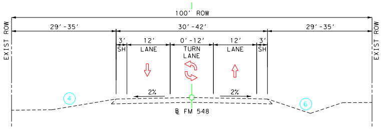
EXISTING TYPICAL SECTIONS

NOTES:
- ① 4:1 TYP
2:1 MAX
- ② 8:1 TYP
6:1 MAX
- ③ 8:1 TYP
- ④ 6:1 TYP
- ⑤ 4:1 TYP
- ⑥ 3:1 TYP


100' ROW
31'
38'
31'
EXIST ROW
1'
SHLDR
11'
LANE
11'
LANE
1'
SHLDR
7'
7'
2%
2%
③
②
①
6'
(TYP)
℄
FM 548

EXISTING TYPICAL SECTION FM 548

STA. 136+00.00 TO STA. 150+93.52
STA. 162+80.01 TO STA. 171+08.95
STA. 182+20.23 TO STA. 226+00.00
STA. 237+35.58 TO STA. 246+00.00


100' ROW
29'-35'
30'-42'
29'-35'
EXIST ROW
3'
SH
12'
LANE
0'-12'
TURN LANE
12'
LANE
3'
SH
2%
2%
④
⑥
℄ FM 548

EXISTING TYPICAL SECTION FM 548

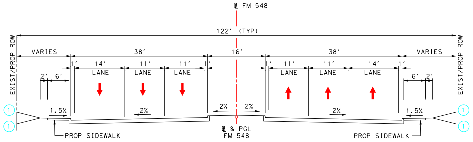
STA. 150+93.52 TO STA. 162+80.01
STA. 171+08.95 TO STA. 182+20.23
STA. 226+00.00 TO STA. 237+35.28

LEGEND:

—·—·—	EXISTING ROW
——	EXISTING PROPERTY LIMITS
······	EXISTING CULVERT
——	PROPOSED CULVERT
—·—·—	PROPOSED FM 548 BASELINE
—·—·—	PROPOSED CROSS STREET BASELINE
—·—·—	PROPOSED ROW
— — —	EXISTING UTILITY EASEMENT
——	PROPOSED FACE OF CURB
▬	100 YR FLOODPLAIN LIMITS
→	DIRECTION OF TRAVEL
▬	PROPOSED BRIDGE
— — —	PROPOSED BRIDGE BENT
▬	PROPOSED PAVEMENT
▬	PROPOSED SIDEWALK
▨	PAVEMENT / BRIDGE TO BE REMOVED
—·—·—	EXISTING WATER LINE
— — —	EXISTING DRAINAGE EASEMENT
— — —	PROPOSED DRAINAGE EASEMENT
▬	CITY LIMITS
▭	POTENTIAL DISPLACEMENT
▬	PROPOSED RETAINING WALL
▬	EXISTING MITIGATION AREA
∿→	FLOW DIRECTION
——	PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
▨	PROPOSED 5" CONC RIPRAP
▬	EXIST SIDEWALK TO REMAIN

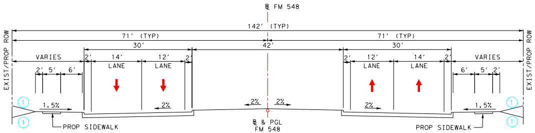
NOTES:
- ① 4:1 TYP

PROPOSED TYPICAL SECTIONS


℄ FM 548
122' (TYP)
EXIST/PROP ROW
VARIES
38'
16'
38'
VARIES
1'
14'
LANE
11'
LANE
11'
LANE
1'
1'
11'
LANE
11'
LANE
14'
LANE
1'
2'
6'
6'
2'
1.5%
2%
2%
2%
2%
1.5%
①
PROP SIDEWALK
℄ & PGL
FM 548
PROP SIDEWALK

PROPOSED TYPICAL SECTION FM 548

STA. 136+00.00 TO STA. 233+68.53


℄ FM 548
142' (TYP)
71' (TYP)
71' (TYP)
EXIST/PROP ROW
30'
42'
30'
VARIES
2'
14'
LANE
12'
LANE
2'
2'
12'
LANE
14'
LANE
2'
VARIES
2'
5'
6'
6'
5'
2'
1.5%
2%
2%
2%
2%
1.5%
①
PROP SIDEWALK
℄ & PGL
FM 548
PROP SIDEWALK

PROPOSED TYPICAL SECTION FM 548

STA. 233+68.38 TO STA. 246+00.00

PARCEL DATA:

Parcel ID	Owner's Name
9144	Evans 114 Land Investments Partners LP
9145	Evans 114 Land Investments Partners LP
9146	Evans 114 Land Investments Partners LP
9147	Evans 114 Land Investments Partners LP
12960	Harlan Properties Inc
181347	Ibarra Juan M Jr & Melinda Ann
181348	Malone Carolyn Canady & Bricket D
181349	Laswell Steve A
181350	Jenkins Robert Frank & Lujan Vivian Elena
181351	Kennedy Patrick William
181352	Combs Chad Heath & Jordan Michelle
181353	Cantu Santino & Kate
181354	Loggins Barbara
181355	Snowden Revocable Living Trust
181356	Larry Aaron & Vanleca
181357	Hughes Monta Ray & Norma Sue
181358	Williams Graham & Dixie
181359	Lewis-Thomas Alicaia M
181360	Mitchell Richard J & Hayli A
181361	Duttlinger Joshua D & Markeel J
181362	Williams Michael T & Tammy
181363	Adams Jason S
181364	Carlisle Tiara M
181365	Chumley Chris & Debra
181366	Hailey Kristin
181367	Wright Terence & Laura H
181589	WS DDV Development LLC
181590	WS DDV Development LLC

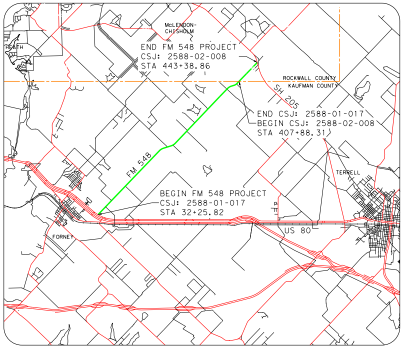
Parcel ID	Owner's Name
7308	EQK Bridgeview Plaza Inc
9157	Shipman Clay & Marilee
9158	Shipman Clay & Marilee
9171	Horton Emory E & Pauline L Revocable Trust
10945	Anderson Danny R Jr & Ronny J
10967	Brashier David E & Laura
10968	Crow Bill & Christine
10977	Bentley Thomas E & Belinda S
10978	Bentley Thomas E & Belinda S
11005	Hendrickson Rita Sue
11007	Slaughter Michael L
11011	Brewer Jimmy B
11027	McWhorter Sandra L
11028	McWhorter Sandra L
11091	Vasquez Vencente T & Elma V
11100	Anderson Brothers Partnership
11101	Kaufman Land Partners LTD
12984	Forney ISD
13001	EQK Bridgeview Plaza Inc
13002	Horton Emory E & Pauline L Revocable Trust
181368	Ledy Levi & Audrey
181369	Hamilton Chad & Kimberly
181588	WS DDV Development LLC
185056	Kaufman County Manicipal Utility District #2
192516	WS DDV Development LLC

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL COUNTIES, TEXAS
CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 2 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015) 29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
FORNEY
US 80

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

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

Gerald R. Sturdivant	52202	1/2/2019
NAME	P.E. NO.	DATE

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

DATE SUBMITTED: ____

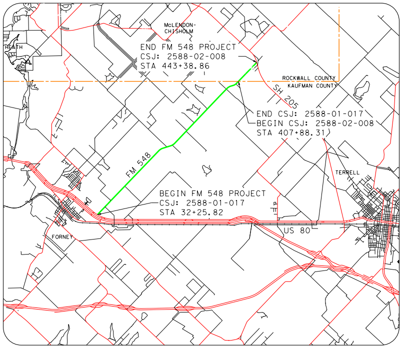
DATE APPROVED: ____

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

# FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL
COUNTIES, TEXAS
CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 3 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015) 29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
US 80
FORNEY

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY

THESE DOCUMENTS 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
Gerald R. Sturdivant	52202	1/2/2019

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED: ☐

DATE APPROVED: ☐

LEGEND:

—·—·—	EXISTING ROW
———	EXISTING PROPERTY LIMITS
······	EXISTING CULVERT
———	PROPOSED CULVERT
—·—·—	PROPOSED FM 548 BASELINE
—·—·—	PROPOSED CROSS STREET BASELINE
– – –	PROPOSED ROW
– – –	EXISTING UTILITY EASEMENT
———	PROPOSED FACE OF CURB
▬	100 YR FLOODPLAIN LIMITS
→	DIRECTION OF TRAVEL
▬	PROPOSED BRIDGE
– – –	PROPOSED BRIDGE BENT
▬	PROPOSED PAVEMENT
▬	PROPOSED SIDEWALK
▨	PAVEMENT / BRIDGE TO BE REMOVED
—·—·—	EXISTING WATER LINE
– – –	EXISTING DRAINAGE EASEMENT
– – –	PROPOSED DRAINAGE EASEMENT
▬	CITY LIMITS
☐	POTENTIAL DISPLACEMENT
▬	PROPOSED RETAINING WALL
▬	EXISTING MITIGATION AREA
〰→	FLOW DIRECTION
———	PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
▨	PROPOSED 5" CONC RIPRAP
▬	EXIST SIDEWALK TO REMAIN

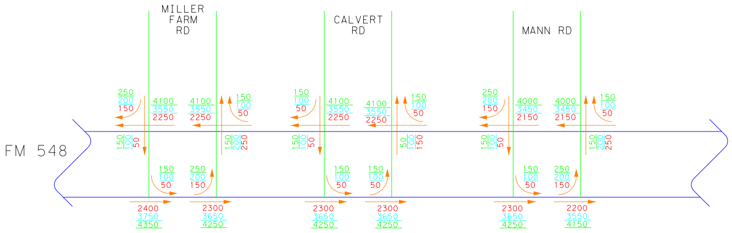
GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN APRIL 2016 AND SUPPLEMENTED IN SEPTEMBER 2018.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN AND ROCKWALL COUNTY APPRAISAL DISTRICTS (MAY 2017).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (FEBRUARY 2016).
6. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE). ADA RAMPS WILL BE DESIGNED DURING PS&E AND ARE NOT SHOWN ON THE SCHEMATIC.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. ALL DRIVEWAYS UTILIZE 15' CURB RADIUS (UNLESS NOTED OTHERWISE).
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
9. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE).
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2015.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. 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.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.

CURVE DATA:

CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PFM548-13	280+04.18	N 6,977,413.7105	E 2,616,731.5418	05° 33' 52.33" (LT)	5,729.58	1° 00' 00.00"	278.45	556.45	N 41° 34' 08.61" E	556.23	277+25.74	282+82.19	N 44° 21' 04.77" E	N 38° 47' 12.44" E
PFM548-14	285+60.64	N 6,977,847.7974	E 2,617,080.3919	05° 33' 52.33" (RT)	5,729.58	1° 00' 00.00"	278.45	556.45	N 41° 34' 08.61" E	556.23	282+82.19	288+38.64	N 38° 47' 12.44" E	N 44° 21' 04.77" E
PFM548-15	340+50.95	N 6,981,774.0490	E 2,620,918.7328	04° 40' 02.57" (RT)	5,729.58	1° 00' 00.00"	233.50	466.74	N 46° 41' 06.06" E	466.61	338+17.45	342+84.19	N 44° 21' 04.77" E	N 49° 01' 07.34" E
PFM548-16	345+17.68	N 6,982,080.3111	E 2,621,271.2794	04° 40' 02.57" (LT)	5,729.58	1° 00' 00.00"	233.50	466.74	N 46° 41' 06.06" E	466.61	342+84.19	347+50.92	N 49° 01' 07.34" E	N 44° 21' 04.77" E

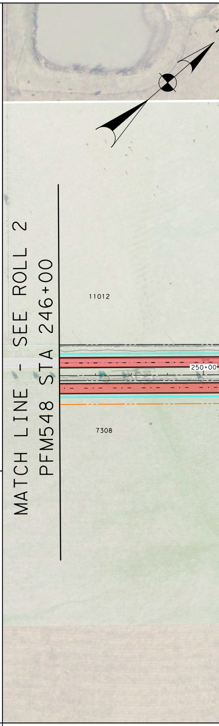
TRAFFIC DIAGRAM

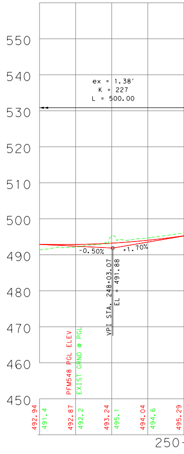

MILLER FARM RD
CALVERT RD
MANN RD
FM 548
250
200
150
4100
3550
2250
4100
3550
2250
150
100
50
150
100
50
50
100
150
150
200
250
150
100
50
150
100
50
250
200
150
2400
3750
4350
2300
3650
4250
150
100
50
4100
3550
2250
4100
3550
2250
150
100
50
150
100
50
50
100
150
150
100
50
150
100
50
2300
3650
4250
2300
3650
4250
250
200
150
4000
3450
2150
4000
3450
2150
150
100
50
150
100
50
150
200
250
150
100
50
250
200
150
2300
3650
4250
2200
3550
4150

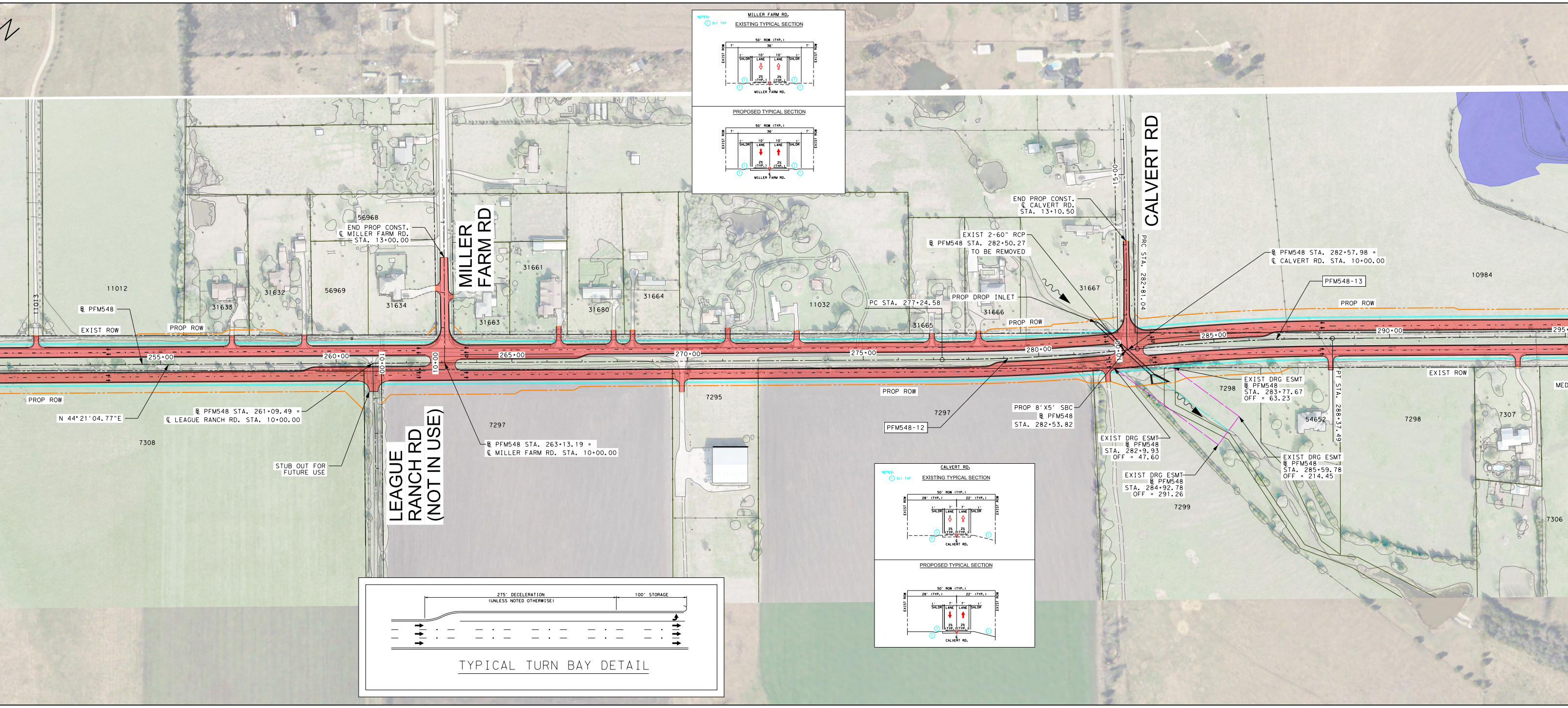
Source: Texas Department of Transportation Transportation Programming and Planning Division Memorandum, February 24, 2016

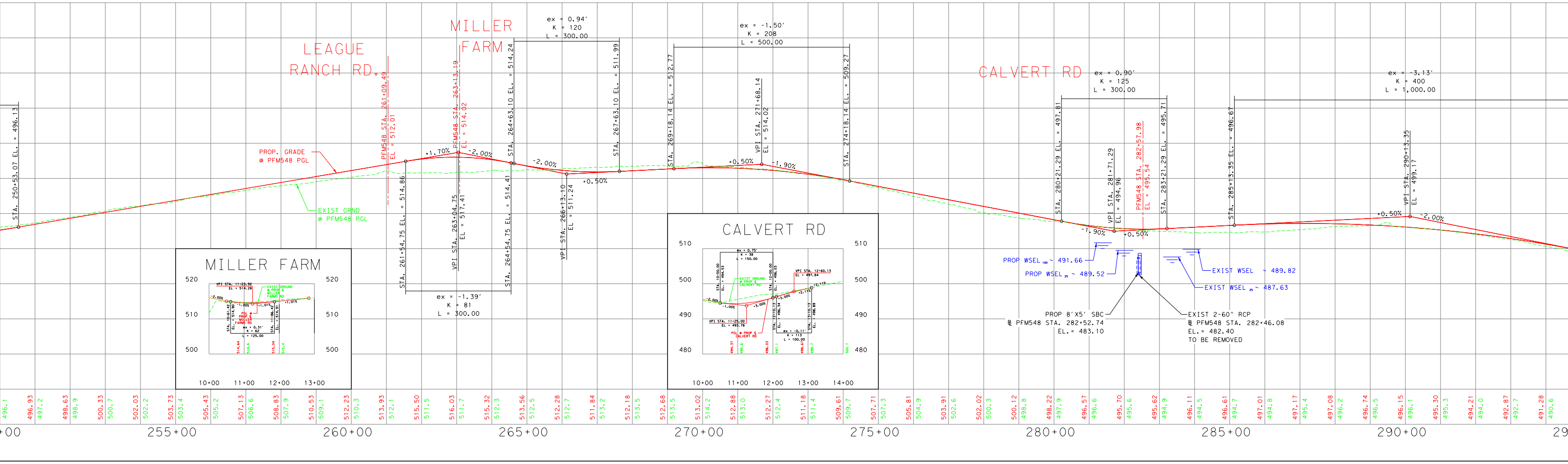
FALCON WAY TO SH 205
DD=66-34%
K=10.6
% Trucks(ADT)=2.9%

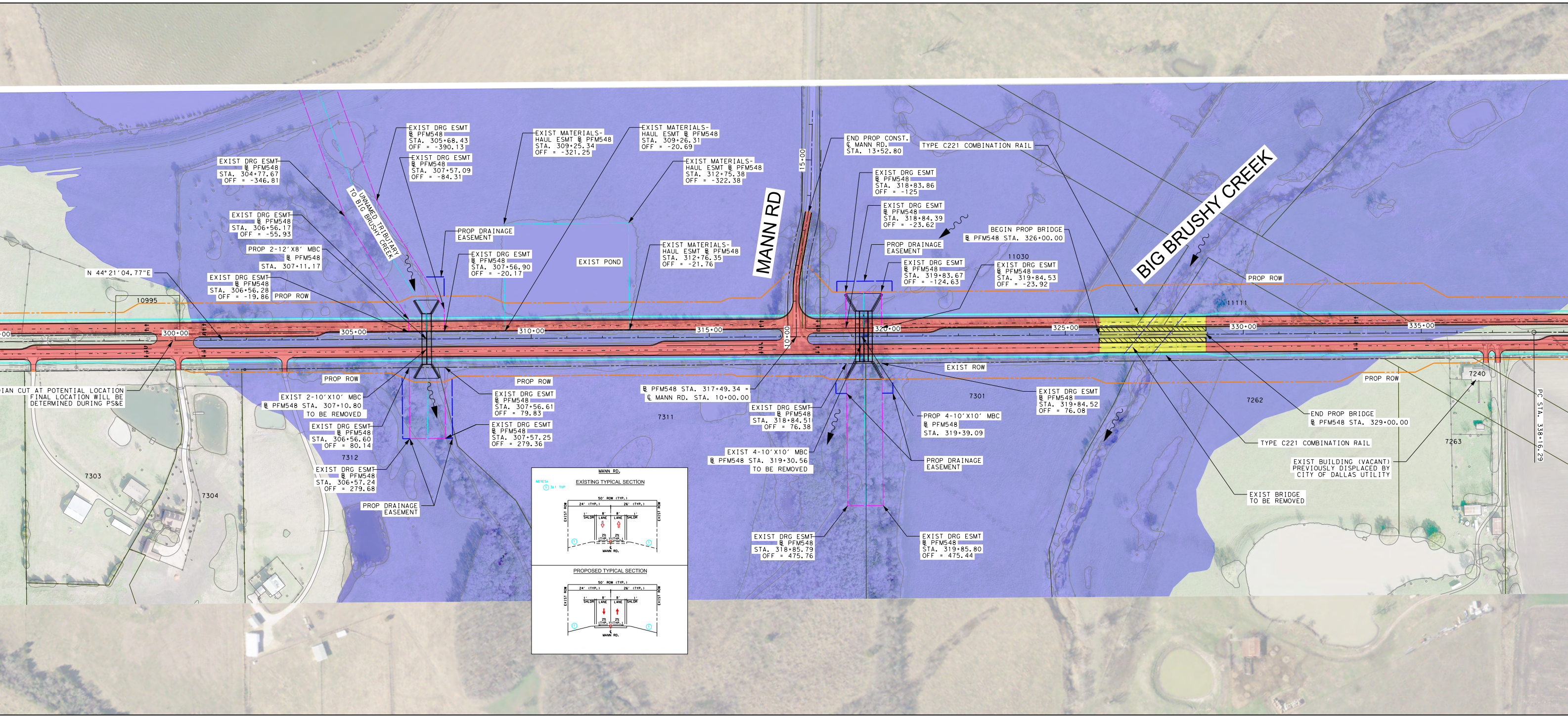
LEGEND
1000-2020 ADT
1000-2035 ADT
1000-2045 ADT

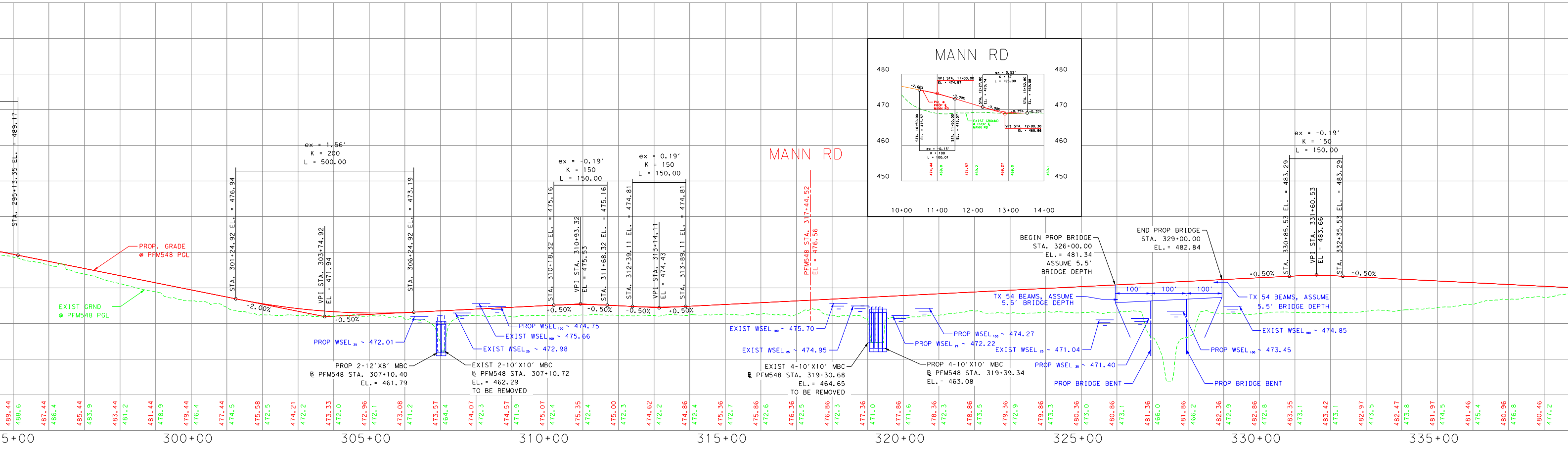

MATCH LINE - SEE ROLL 2
PFM548 STA 246+00
11012
7308
250+00

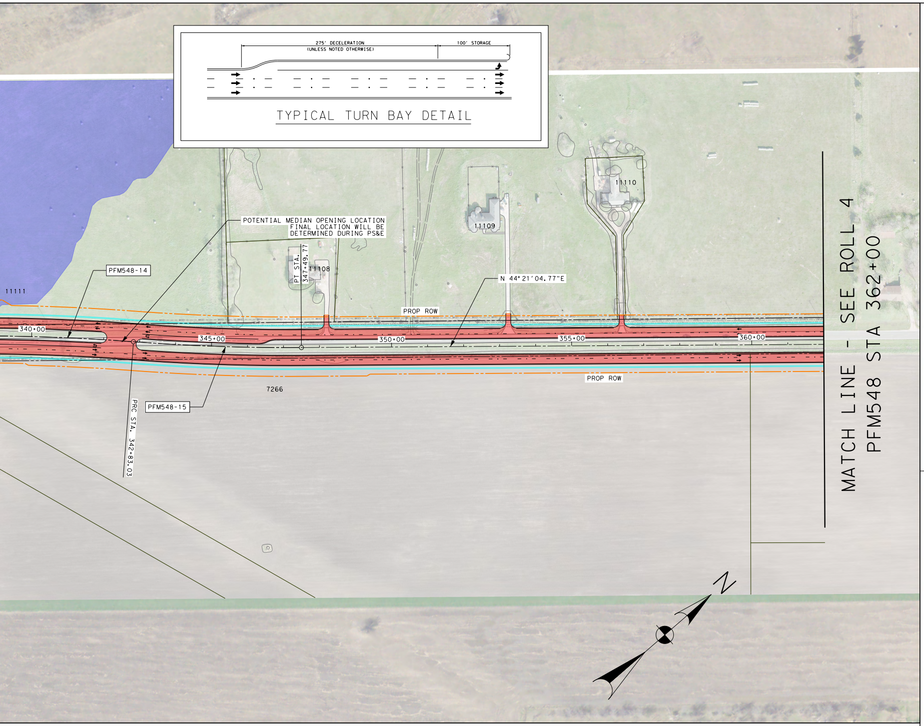


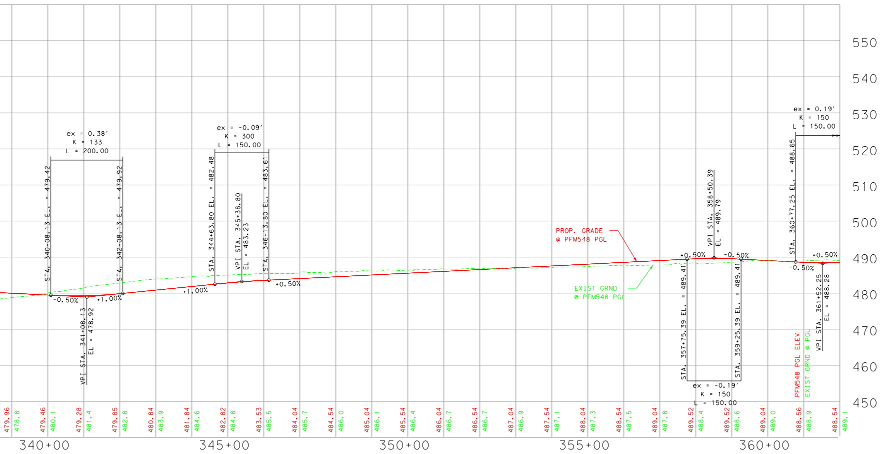

MILLER FARM RD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
50' ROW (TYP.)
SHLDR
LANE
MILLER FARM RD.
CALVERT RD
END PROP CONST.
℄ CALVERT RD.
STA. 13+10.50
EXIST 2-60" RCP
℄ PFM548 STA. 282+50.27
TO BE REMOVED
℄ PFM548 STA. 282+57.98 =
℄ CALVERT RD. STA. 10+00.00
PFM548-13
PROP ROW
10984
PC STA. 277+24.58
PROP DROP INLET
31667
31666
31665
11032
31664
31661
31680
31663
MILLER FARM RD
56968
END PROP CONST.
℄ MILLER FARM RD.
STA. 13+00.00
56969
31632
31633
31634
11012
11013
℄ PFM548
EXIST ROW
PROP ROW
255+00
260+00
265+00
270+00
275+00
280+00
285+00
290+00
15+00
10+00
PRC STA. 282+81.04
PROP ROW
N 44°21'04.77"E
℄ PFM548 STA. 261+09.49 =
℄ LEAGUE RANCH RD. STA. 10+00.00
7308
STUB OUT FOR
FUTURE USE
LEAGUE
RANCH RD
(NOT IN USE)
7297
℄ PFM548 STA. 263+13.19 =
℄ MILLER FARM RD. STA. 10+00.00
7295
7297
PFM548-12
PROP 8'X5' SBC
℄ PFM548
STA. 282+53.82
EXIST DRG ESMT
℄ PFM548
STA. 283+77.67
OFF = 63.23
7298
EXIST DRG ESMT
℄ PFM548
STA. 282+9.93
OFF = 47.60
EXIST DRG ESMT
℄ PFM548
STA. 284+92.78
OFF = 291.26
EXIST DRG ESMT
℄ PFM548
STA. 285+59.78
OFF = 214.45
7299
54652
7298
PT STA. 288+37.49
EXIST ROW
7307
7306
CALVERT RD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
CALVERT RD.
275' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE
TYPICAL TURN BAY DETAIL


LEAGUE
RANCH RD.
MILLER
FARM
CALVERT RD
PROP. GRADE
@ PFM548 PGL
EXIST GRND
@ PFM548 PGL
STA. 250+53.07 EL. = 496.13
PFM548 STA. 261+09.49
EL = 512.01
STA. 261+54.75 EL. = 514.86
+1.70%
PFM548 STA. 263+13.19
EL = 514.02
VPI STA. 263+04.75
EL = 517.41
-2.00%
ex = -1.39'
K = 81
L = 300.00
STA. 264+63.10 EL. = 514.24
STA. 264+54.75 EL. = 514.41
ex = 0.94'
K = 120
L = 300.00
-2.00%
VPI STA. 266+13.10
EL = 511.24
-0.50%
STA. 267+63.10 EL. = 511.99
STA. 269+18.14 EL. = 512.77
ex = -1.50'
K = 208
L = 500.00
+0.50%
VPI STA. 271+68.14
EL = 514.02
-1.90%
STA. 274+18.14 EL. = 509.27
STA. 280+21.29 EL. = 497.81
ex = 0.90'
K = 125
L = 300.00
-1.90%
VPI STA. 281+71.29
EL = 494.96
PFM548 STA. 282+57.98
EL = 495.54
+0.50%
STA. 283+21.29 EL. = 495.71
STA. 285+13.35 EL. = 496.67
ex = -3.13'
K = 400
L = 1,000.00
+0.50%
VPI STA. 290+13.35
EL = 499.17
-2.00%
PROP WSEL100 ~ 491.66
PROP WSEL25 ~ 489.52
EXIST WSEL ~ 489.82
EXIST WSEL25 ~ 487.63
PROP 8'X5' SBC
℄ PFM548 STA. 282+52.74
EL. = 483.10
EXIST 2-60" RCP
℄ PFM548 STA. 282+46.08
EL. = 482.40
TO BE REMOVED
MILLER FARM
520
510
500
10+00
11+00
12+00
13+00
CALVERT RD
510
500
490
480
10+00
11+00
12+00
13+00
14+00
496.1
496.93
497.2
498.63
498.9
500.33
500.7
502.03
502.2
503.73
503.4
505.43
505.2
507.13
506.6
508.83
507.9
510.53
509.1
512.23
510.3
513.93
512.1
515.50
511.5
516.03
511.7
515.32
512.3
513.56
512.5
512.28
512.7
511.84
513.2
512.18
513.5
512.68
513.5
513.02
514.2
512.88
513.0
512.27
512.4
511.18
511.4
509.61
509.7
507.71
507.3
505.81
504.9
503.91
502.6
502.02
500.3
500.12
498.8
498.22
497.9
496.57
496.6
495.70
495.6
495.62
494.9
496.11
494.5
496.61
494.7
497.01
494.8
497.17
495.4
497.08
496.2
496.74
496.5
496.15
496.1
495.30
495.3
494.21
494.0
492.87
492.7
491.28
490.6
255+00
260+00
265+00
270+00
275+00
280+00
285+00
290+00


EXIST DRG ESMT ℄ PFM548 STA. 305+68.43 OFF = -390.13
EXIST DRG ESMT ℄ PFM548 STA. 307+57.09 OFF = -84.31
EXIST MATERIALS-HAUL ESMT ℄ PFM548 STA. 309+25.34 OFF = -321.25
EXIST MATERIALS-HAUL ESMT ℄ PFM548 STA. 309+26.31 OFF = -20.69
EXIST MATERIALS-HAUL ESMT ℄ PFM548 STA. 312+75.38 OFF = -322.38
EXIST DRG ESMT ℄ PFM548 STA. 304+77.67 OFF = -346.81
EXIST DRG ESMT ℄ PFM548 STA. 306+56.17 OFF = -55.93
PROP 2-12'X8' MBC ℄ PFM548 STA. 307+11.17
N 44°21'04.77"E
EXIST DRG ESMT ℄ PFM548 STA. 306+56.28 OFF = -19.86
PROP ROW
10995
UNNAMED TRIBUTARY TO BIG BRUSHY CREEK
PROP DRAINAGE EASEMENT
EXIST DRG ESMT ℄ PFM548 STA. 307+56.90 OFF = -20.17
EXIST POND
EXIST MATERIALS-HAUL ESMT ℄ PFM548 STA. 312+76.35 OFF = -21.76
MANN RD
15+00
10+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00
335+00
IAN CUT AT POTENTIAL LOCATION FINAL LOCATION WILL BE DETERMINED DURING PS&E
PROP ROW
EXIST 2-10'X10' MBC ℄ PFM548 STA. 307+10.80 TO BE REMOVED
EXIST DRG ESMT ℄ PFM548 STA. 306+56.60 OFF = 80.14
7312
7303
7304
EXIST DRG ESMT ℄ PFM548 STA. 306+57.24 OFF = 279.68
PROP DRAINAGE EASEMENT
PROP ROW
EXIST DRG ESMT ℄ PFM548 STA. 307+56.61 OFF = 79.83
EXIST DRG ESMT ℄ PFM548 STA. 307+57.25 OFF = 279.36
℄ PFM548 STA. 317+49.34 = ℄ MANN RD. STA. 10+00.00
7311
MANN RD.
NOTES:
① 3:1 TYP
EXISTING TYPICAL SECTION
50' ROW (TYP.)
24' (TYP.)
26' (TYP.)
EXIST ROW
1' SHLDR
8' LANE
8' LANE
1' SHLDR
2% (TYP.)
℄ MANN RD.
PROPOSED TYPICAL SECTION
50' ROW (TYP.)
24' (TYP.)
26' (TYP.)
EXIST ROW
SHLDR
LANE
LANE
SHLDR
MANN RD.
END PROP CONST. ℄ MANN RD. STA. 13+52.80
TYPE C221 COMBINATION RAIL
EXIST DRG ESMT ℄ PFM548 STA. 318+83.86 OFF = -125
EXIST DRG ESMT ℄ PFM548 STA. 318+84.39 OFF = -23.62
PROP DRAINAGE EASEMENT
EXIST DRG ESMT ℄ PFM548 STA. 319+83.67 OFF = -124.63
BEGIN PROP BRIDGE ℄ PFM548 STA. 326+00.00
11030
EXIST DRG ESMT ℄ PFM548 STA. 319+84.53 OFF = -23.92
BIG BRUSHY CREEK
PROP ROW
11111
EXIST ROW
EXIST DRG ESMT ℄ PFM548 STA. 318+84.51 OFF = 76.38
EXIST 4-10'X10' MBC ℄ PFM548 STA. 319+30.56 TO BE REMOVED
PROP 4-10'X10' MBC ℄ PFM548 STA. 319+39.09
PROP DRAINAGE EASEMENT
7301
EXIST DRG ESMT ℄ PFM548 STA. 319+84.52 OFF = 76.08
7262
END PROP BRIDGE ℄ PFM548 STA. 329+00.00
TYPE C221 COMBINATION RAIL
EXIST BRIDGE TO BE REMOVED
EXIST BUILDING (VACANT) PREVIOUSLY DISPLACED BY CITY OF DALLAS UTILITY
PROP ROW
7240
7263
PC STA. 338+16.29
EXIST DRG ESMT ℄ PFM548 STA. 318+85.79 OFF = 475.76
EXIST DRG ESMT ℄ PFM548 STA. 319+85.80 OFF = 475.44


STA. 295+13.35 EL. = 489.17
PROP. GRADE @ PFM548 PGL
EXIST GRND @ PFM548 PGL
ex = 1.56'
K = 200
L = 500.00
STA. 301+24.92 EL. = 476.94
VPI STA. 303+74.92 EL = 471.94
STA. 306+24.92 EL. = 473.19
-2.00%
+0.50%
PROP WSEL₂₅ ~ 472.01
PROP 2-12'X8' MBC ℄ PFM548 STA. 307+10.40 EL.= 461.79
EXIST 2-10'X10' MBC ℄ PFM548 STA. 307+10.72 EL.= 462.29 TO BE REMOVED
PROP WSEL₁₀₀ ~ 474.75
EXIST WSEL₁₀₀ ~ 475.66
EXIST WSEL₂₅ ~ 472.98
ex = -0.19'
K = 150
L = 150.00
STA. 310+18.32 EL. = 475.16
VPI STA. 310+93.32 EL = 475.53
STA. 311+68.32 EL. = 475.16
+0.50%
-0.50%
ex = 0.19'
K = 150
L = 150.00
STA. 312+39.11 EL. = 474.81
VPI STA. 313+14.11 EL = 474.43
STA. 313+89.11 EL. = 474.81
-0.50%
+0.50%
MANN RD
PFM548 STA. 317+44.52 EL = 476.56
EXIST WSEL₁₀₀ ~ 475.70
EXIST WSEL₂₅ ~ 474.95
EXIST 4-10'X10' MBC ℄ PFM548 STA. 319+30.68 EL.= 464.65 TO BE REMOVED
PROP 4-10'X10' MBC ℄ PFM548 STA. 319+39.34 EL.= 463.08
PROP WSEL₁₀₀ ~ 474.27
PROP WSEL₂₅ ~ 472.22
MANN RD
480
470
460
450
VPI STA. 11+00.00 EL = 474.57
-2.00%
-3.00%
PGL @ PROP ℄ MANN RD
STA. 10+50.00 EL = 475.57
STA. 11+50.00 EL = 473.07
ex = -0.13'
K = 100
L = 100.01
ex = 0.52'
K = 37
L = 125.00
STA. 12+27.80 EL = 470.74
STA. 13+52.80 EL = 469.08
-3.00%
-0.35%
+0.35%
EXIST GROUND @ PROP ℄ MANN RD
VPI STA. 12+90.30 EL = 468.86
474.44
469.0
471.57
469.2
469.27
469.0
469.1
10+00
11+00
12+00
13+00
14+00
BEGIN PROP BRIDGE STA. 326+00.00 EL.= 481.34 ASSUME 5.5' BRIDGE DEPTH
END PROP BRIDGE STA. 329+00.00 EL.= 482.84
100'
100'
100'
TX 54 BEAMS, ASSUME 5.5' BRIDGE DEPTH
TX 54 BEAMS, ASSUME 5.5' BRIDGE DEPTH
EXIST WSEL₂₅ ~ 471.04
PROP WSEL₂₅ ~ 471.40
PROP BRIDGE BENT
PROP BRIDGE BENT
PROP WSEL₁₀₀ ~ 473.45
EXIST WSEL₁₀₀ ~ 474.85
ex = -0.19'
K = 150
L = 150.00
STA. 330+85.53 EL. = 483.29
VPI STA. 331+60.53 EL = 483.66
STA. 332+35.53 EL. = 483.29
+0.50%
-0.50%
489.44 488.6 487.44 486.4 485.44 483.9 483.44 481.2 481.44 478.9 479.44 476.4 477.44 474.5 475.58 472.5 474.21 472.2 473.33 472.0 472.96 472.1 473.08 471.2 473.57 464.4 474.07 472.3 474.57 471.9 475.07 472.4 475.35 472.4 475.00 472.3 474.62 472.2 474.86 472.4 475.36 472.7 475.86 472.6 476.36 472.5 476.86 472.3 477.36 471.0 477.86 471.6 478.36 472.3 478.86 473.5 479.36 472.9 479.86 473.3 480.36 473.0 480.86 473.1 481.36 466.0 481.86 466.2 482.36 472.9 482.86 472.8 483.35 473.1 483.42 473.1 482.97 473.5 482.47 473.8 481.97 474.5 481.46 475.4 480.96 476.8 480.46 477.2
5+00
300+00
305+00
310+00
315+00
320+00
325+00
330+00
335+00


275' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE
TYPICAL TURN BAY DETAIL
POTENTIAL MEDIAN OPENING LOCATION
FINAL LOCATION WILL BE
DETERMINED DURING PS&E
PFM548-14
PFM548-15
11111
11108
11109
11110
7266
PT STA. 347+49.77
PRC STA. 342+83.03
N 44°21'04.77"E
PROP ROW
340+00
345+00
350+00
355+00
360+00
MATCH LINE - SEE ROLL 4
PFM548 STA 362+00
N

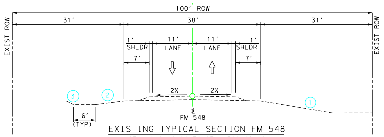


NOTES:

① 4:1 TYP
2:1 MAX

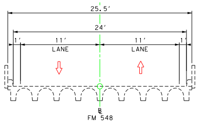
② 8:1 TYP
6:1 MAX

③ 8:1 TYP


100' ROW
31'
38'
31'
EXIST ROW
EXIST ROW
1'
SHLDR
7'
11'
LANE
11'
LANE
1'
SHLDR
7'
2%
2%
③
②
①
6'
(TYP)
℄
FM 548

EXISTING TYPICAL SECTION FM 548

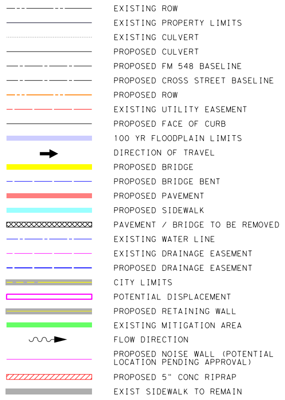
STA. 246+00.00 TO STA. 326+00.00
STA. 329+00.00 TO STA. 362+00.00


25.5'
24'
1'
11'
LANE
11'
LANE
1'
℄
FM 548

EXISTING TYPICAL SECTION FM 548

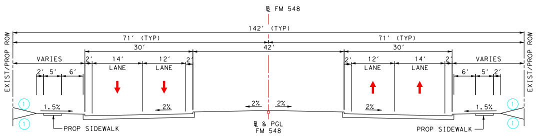
STA. 326+00.00 TO STA. 329+00.00

LEGEND:


EXISTING ROW
EXISTING PROPERTY LIMITS
EXISTING CULVERT
PROPOSED CULVERT
PROPOSED FM 548 BASELINE
PROPOSED CROSS STREET BASELINE
PROPOSED ROW
EXISTING UTILITY EASEMENT
PROPOSED FACE OF CURB
100 YR FLOODPLAIN LIMITS
DIRECTION OF TRAVEL
PROPOSED BRIDGE
PROPOSED BRIDGE BENT
PROPOSED PAVEMENT
PROPOSED SIDEWALK
PAVEMENT / BRIDGE TO BE REMOVED
EXISTING WATER LINE
EXISTING DRAINAGE EASEMENT
PROPOSED DRAINAGE EASEMENT
CITY LIMITS
POTENTIAL DISPLACEMENT
PROPOSED RETAINING WALL
EXISTING MITIGATION AREA
FLOW DIRECTION
PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
PROPOSED 5" CONC RIPRAP
EXIST SIDEWALK TO REMAIN

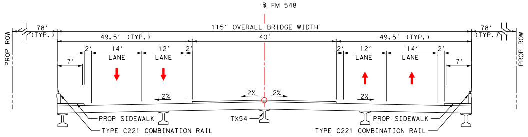
NOTES:

① 4:1 TYP


℄ FM 548
142' (TYP)
71' (TYP)
71' (TYP)
30'
42'
30'
EXIST/PROP ROW
EXIST/PROP ROW
VARIES
2' 5' 6'
2'
14'
LANE
12'
LANE
2'
2'
12'
LANE
14'
LANE
2'
VARIES
6' 5' 2'
1.5%
2%
2%
2%
2%
1.5%
①
PROP SIDEWALK
℄ & PGL
FM 548
PROP SIDEWALK

PROPOSED TYPICAL SECTION FM 548

STA. 246+00.00 TO STA. 326+00.00
STA. 329+00.00 TO STA. 362+00.00


℄ FM 548
78'
(TYP.)
115' OVERALL BRIDGE WIDTH
78'
(TYP.)
PROP ROW
PROP ROW
49.5' (TYP.)
40'
49.5' (TYP.)
7'
2'
14'
LANE
12'
LANE
2'
2'
12'
LANE
14'
LANE
2'
7'
2%
2%
2%
2%
PROP SIDEWALK
TYPE C221 COMBINATION RAIL
TX54
PROP SIDEWALK
TYPE C221 COMBINATION RAIL

PROPOSED TYPICAL SECTION FM 548

STA. 326+00.00 TO STA. 329+00.00

PARCEL DATA:

Parcel ID	Owner's Name
7295	Forney Texas Properties LLC
7297	Miller Virgina
7298	Williams Inez C
7299	Gem L Dunn Inc
7303	Epton Jame Leland
7304	Keith Alan C & Susan M
7306	Bearb Dorothy & Nicky
7307	Bearb Nicky J
7308	EQK Bridgeview Plaza Inc
7311	Mann Janice Sue Trustee
7312	Shepherd Jason L & Joanna E
10984	Mann Janice Sue
10995	Mann Janice Sue
11012	Coe William J & Dennis R Coe Trustees
11013	Coe William J & Dennis R Coe Trustees
11032	Mahdavi Mehdi
31632	Briones Armondo
31633	Banks Gloria J & Shedrick R SR
31634	Marquez Carlos & Kari
31661	Reyes Doraella & Fernando Villazon
31663	Ryals Doyle G & Judy K
31664	Mahdavi Mehdi & Jackie
31665	Rodriguez Jose Luis Morales & Morales Mayra Aguillon
31666	Stickles Joseph L
31667	Holmes Rocky
31680	Molina Gilbert N & Sharon A
54652	Williams Daniel R & Kimberly K

Parcel ID	Owner's Name
7240	City of Dallas
7262	Mahdavi Mehdi & Jackie
7263	Mahdavi Mehdi & Jackie
7266	Sams Partnership
7301	Mahdavi Mehdi & Jackie
11030	Mann Janice Sue
11108	Chapman Max B & Beverly
11109	Chapman Max B & Beverly
11110	Chapman Max B & Beverly
11111	Mann Janice Sue
56969	Marquez Carlos & Kari

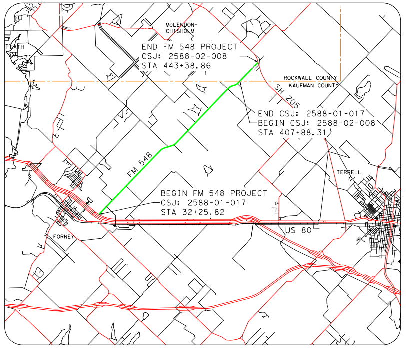
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL COUNTIES, TEXAS

CSJ's: 2588-01-017, 2588-02-008

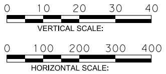
DECEMBER 2018
ROLL 3 OF 4

PROJECT LENGTH:		7.84 MILES
AVERAGE DAILY TRAFFIC:		15,239 (2015) 29,800 (2035)
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 548	40 MPH	URBAN MINOR ARTERIAL
SH 205	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


HEATH
McLENDON-CHISHOLM
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
FORNEY
US 80

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.



PRELIMINARY

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

Gerald R Sturdivant	52202	1/2/2019
NAME	P.E. NO.	DATE

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

DATE SUBMITTED:

DATE APPROVED:

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL COUNTIES, TEXAS

CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 4 OF 4

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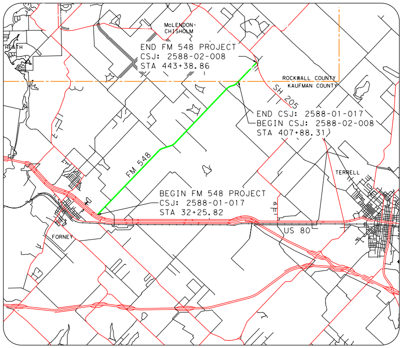
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
US 80
FORNEY

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY

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NAME	P.E. NO.	DATE
Gerald R. Sturdivant	52202	1/2/2019

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED:

DATE APPROVED:

LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LIMITS
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- PROPOSED ROW
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- 100 YR FLOODPLAIN LIMITS
- ➡ DIRECTION OF TRAVEL
- PROPOSED BRIDGE
- PROPOSED BRIDGE BENT
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- ▨ PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- CITY LIMITS
- POTENTIAL DISPLACEMENT
- PROPOSED RETAINING WALL
- EXISTING MITIGATION AREA
- FLOW DIRECTION
- PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
- PROPOSED 5" CONC RIPRAP
- EXIST SIDEWALK TO REMAIN

GENERAL NOTES:

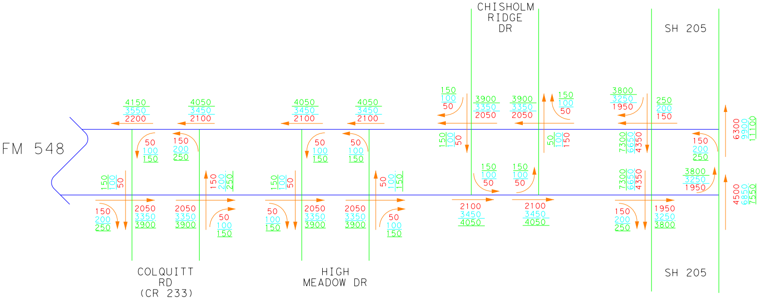
1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN APRIL 2016 AND SUPPLEMENTED IN SEPTEMBER 2018.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN AND ROCKWALL COUNTY APPRAISAL DISTRICTS (MAY 2017).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
5. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (FEBRUARY 2016).
6. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE). ADA RAMPS WILL BE DESIGNED DURING PS&E AND ARE NOT SHOWN ON THE SCHEMATIC.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. ALL DRIVEWAYS UTILIZE 15' CURB RADIUS (UNLESS NOTED OTHERWISE).
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
9. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE).
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED AUGUST 2015.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. 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.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.

MATCH LINE - SEE ROLL 3
PFM548 STA 362+00

CURVE DATA:

CURVE	P.I. STATION	P.I. STATION-N	P.I. STATION-E	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
PFM548-17	376+42.30	N 6,984,314.8074	E 2,623,455.7443	36° 45' 08.03" (RT)	1,432.39	4° 00' 00.00"	475.83	918.81	N 62° 43' 38.79" E	903.13	371+66.47	380+85.28	N 44° 21' 04.77" E	N 81° 06' 12.80" E
PFM548-18	385+59.92	N 6,984,461.7969	E 2,624,394.7806	36° 39' 59.68" (LT)	1,432.39	4° 00' 00.08"	474.64	916.66	N 62°46' 12.96" E	901.10	380+85.28	390+01.94	N 81° 06' 12.80" E	N 44° 26' 13.12" E
PFM548-19	404+13.85	N 6,985,808.8367	E 2,625,715.6037	05° 51' 56.85" (RT)	5,729.58	1° 00' 00.00"	293.55	586.58	N 47°22' 11.55" E	586.32	401+20.31	407+06.89	N 44° 26' 13.12" E	N 50° 18' 09.97" E
PFM548-20	410+00.43	N 6,986,183.8303	E 2,626,167.3301	05° 51' 56.85" (LT)	5,729.58	1° 00' 00.00"	293.55	586.58	N 47°22' 11.55" E	586.32	407+06.89	412+93.46	N 50° 18' 09.97" E	N 44° 26' 13.12" E
PFM548-21	422+21.03	N 6,987,055.7276	E 2,627,022.2580	04° 47' 19.32" (LT)	5,729.58	1° 00' 00.00"	239.57	478.87	N 42° 02' 33.46" E	478.73	419+81.45	424+60.32	N 44° 26' 13.12" E	N 39° 38' 53.80" E
PFM548-22	426+99.90	N 6,987,424.6608	E 2,627,327.9901	04° 47' 19.32" (RT)	5,729.58	1° 00' 00.00"	239.57	478.87	N 42° 02' 33.46" E	478.73	424+60.32	429+39.19	N 39° 38' 53.80" E	N 44° 26' 13.12" E
PFM548-23	439+94.34	N 6,988,349.1174	E 2,628,234.4545	28° 33' 38.08" (RT)	1,145.92	5° 00' 00.00"	291.67	571.21	N 58° 43' 02.16" E	565.32	437+02.67	442+73.88	N 44° 26' 13.12" E	N 72° 59' 51.20" E

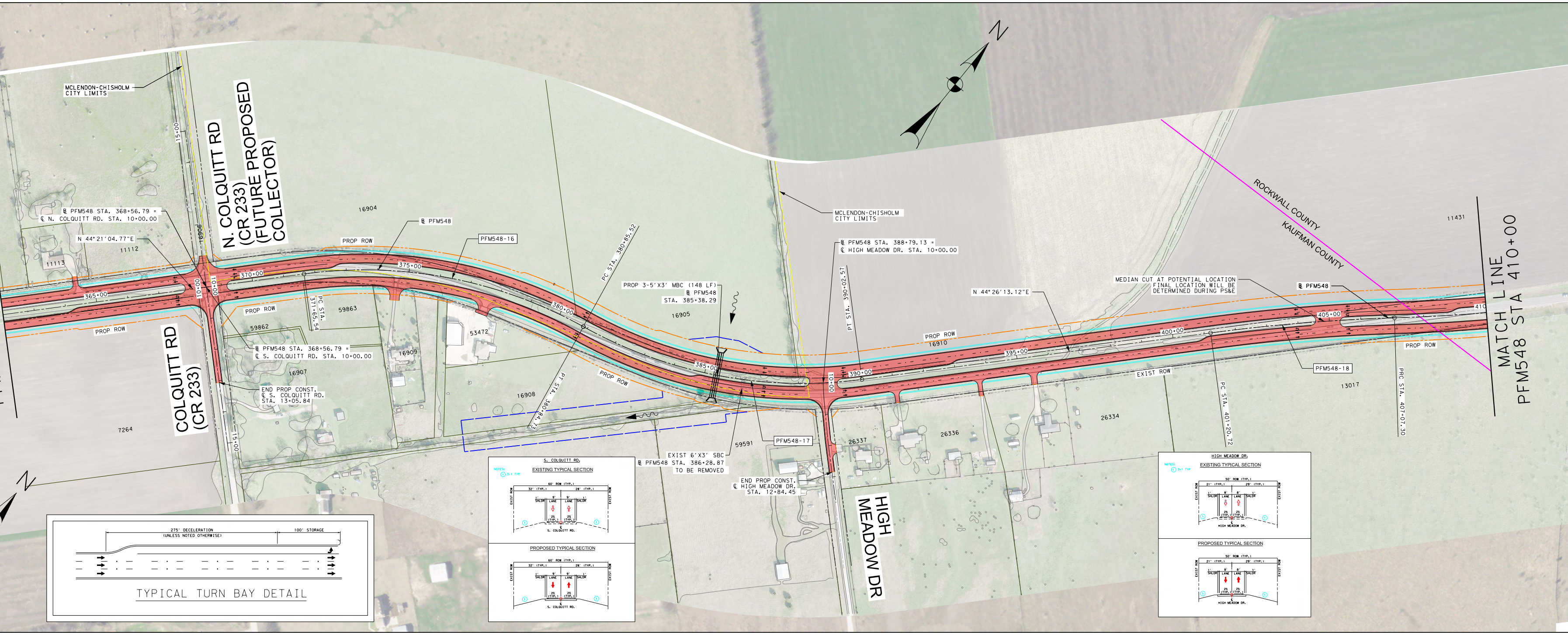
TRAFFIC DIAGRAM

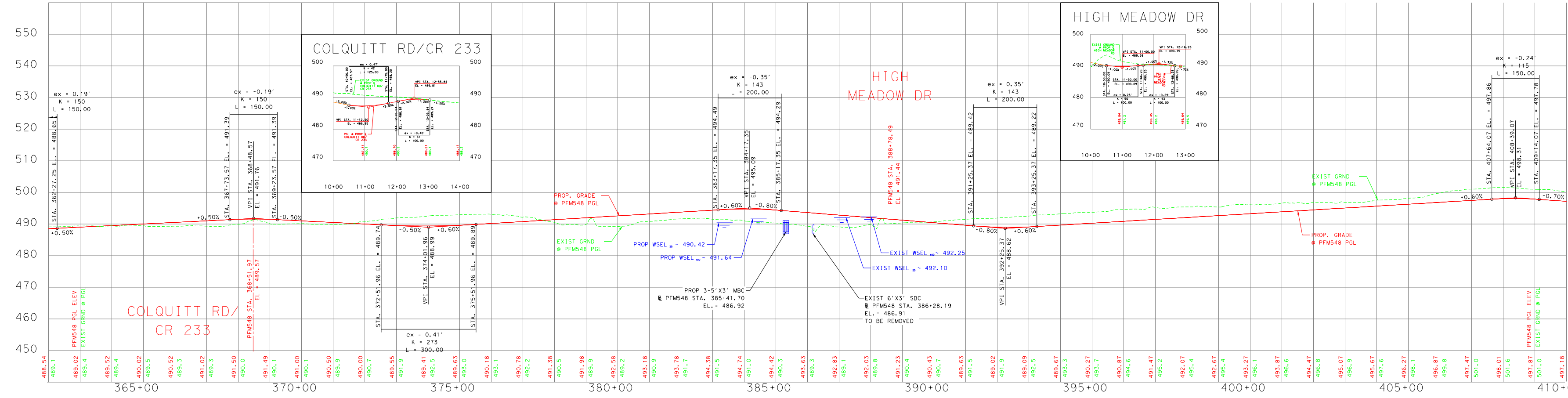

FM 548
CHISHOLM RIDGE DR
SH 205
COLQUITT RD (CR 233)
HIGH MEADOW DR
SH 205
4150 3550 2200
4050 3450 2100
4050 3450 2100
4050 3450 2100
50 100 150
150 200 250
50 100 150
50 100 150
150 100 50
150 200 250
150 100 50
50 100 150
150 200 250
2050 3350 3900
2050 3350 3900
50 100 150
50 100 150
2050 3350 3900
2050 3350 3900
50 100 150
150 100 50
3900 3350 2050
3900 3350 2050
150 100 50
3800 3250 1950
250 200 150
150 100 50
50 100 150
7300 6650 4350
150 200 250
6300 9900 11100
150 100 50
150 100 50
7300 6650 4350
3800 3250 1950
2100 3450 4050
2100 3450 4050
150 200 250
1950 3250 3800
4500 6850 7550

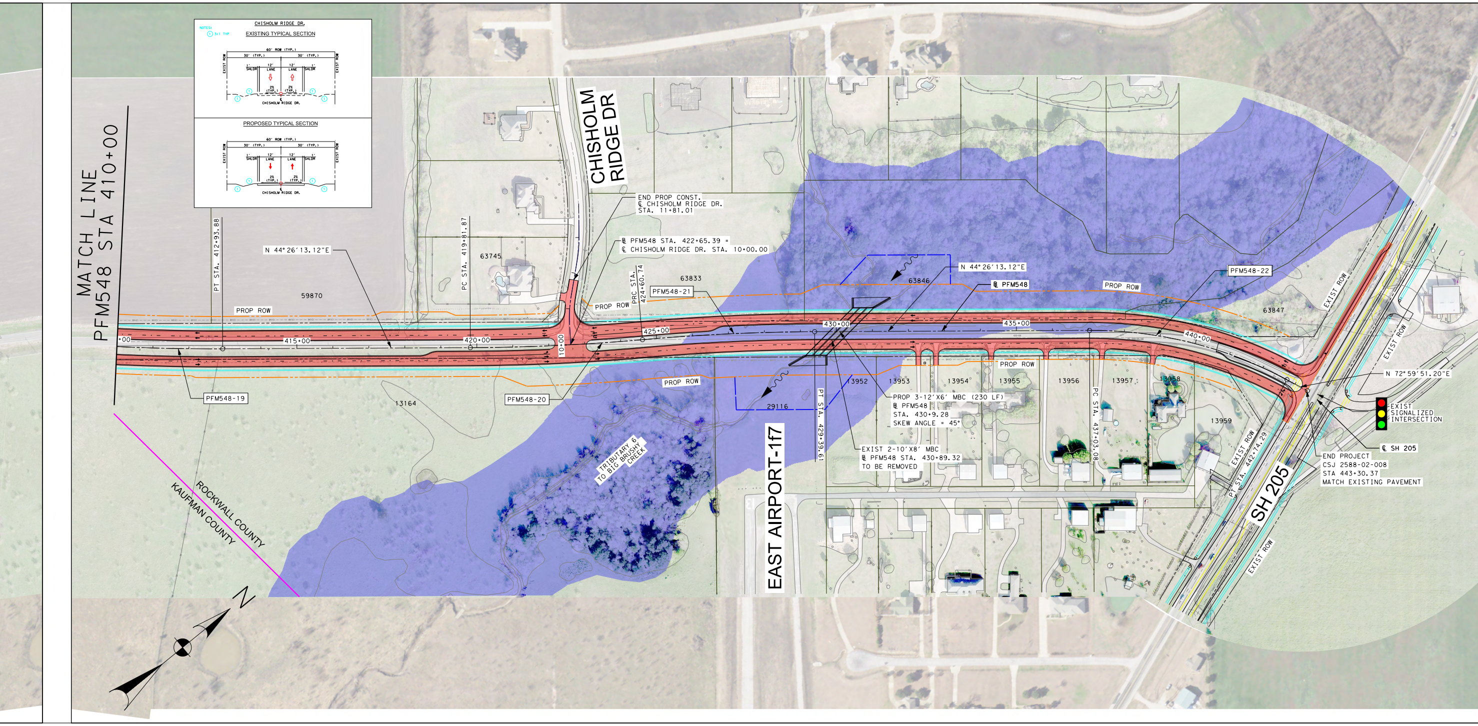
Source: Texas Department of Transportation
Transportation Programming and Planning
Division Memorandum, February 24, 2016

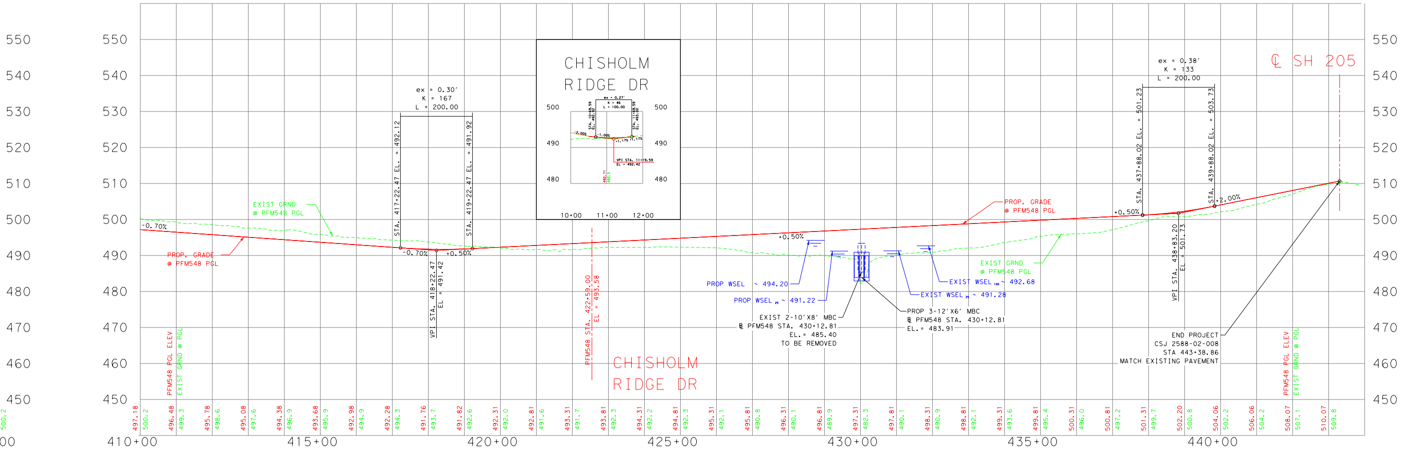
FALCON WAY TO SH 205
DD=66-34%
K=10.6
% Trucks(ADT)=2.9%

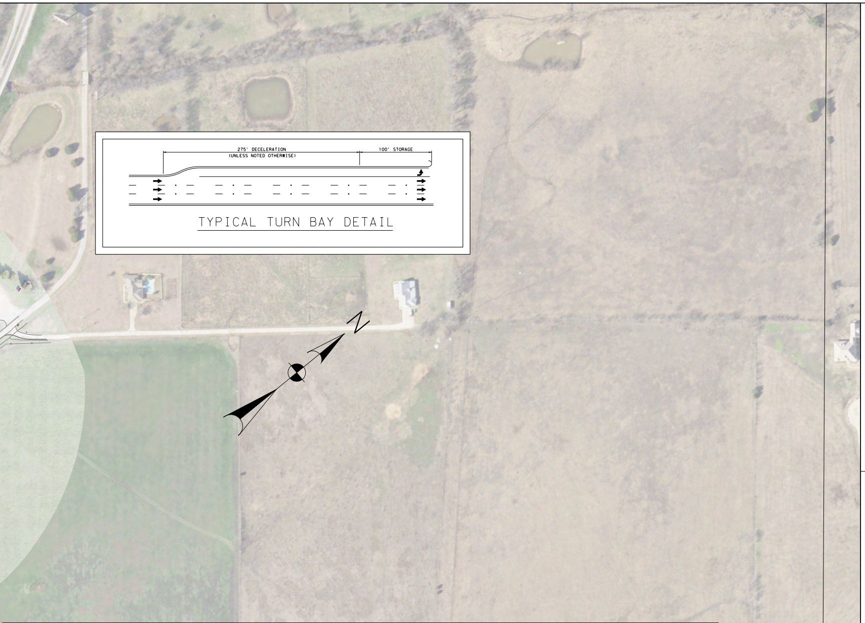
LEGEND
1000-2020 ADT
1000-2035 ADT
1000-2045 ADT


MCLENDON-CHISHOLM CITY LIMITS
N. COLQUITT RD (CR 233) (FUTURE PROPOSED COLLECTOR)
℄ PFM548 STA. 368+56.79 = ℄ N. COLQUITT RD. STA. 10+00.00
N 44°21'04.77"E
11112
11113
16906
16904
℄ PFM548
PFM548-16
PROP ROW
370+00
375+00
365+00
10+00
15+00
PC STA. 371+65.54
59863
59862
℄ PFM548 STA. 368+56.79 = ℄ S. COLQUITT RD. STA. 10+00.00
16909
53472
16907
END PROP CONST. ℄ S. COLQUITT RD. STA. 13+05.84
COLQUITT RD (CR 233)
7264
PC STA. 380+85.52
PT STA. 380+84.13
380+00
385+00
PROP 3-5'X3' MBC (148 LF) ℄ PFM548 STA. 385+38.29
16905
16908
EXIST 6'X3' SBC ℄ PFM548 STA. 386+28.87 TO BE REMOVED
59591
PFM548-17
MCLENDON-CHISHOLM CITY LIMITS
℄ PFM548 STA. 388+79.13 = ℄ HIGH MEADOW DR. STA. 10+00.00
PT STA. 390+02.57
PROP ROW
16910
390+00
395+00
END PROP CONST. ℄ HIGH MEADOW DR. STA. 12+84.45
26337
26336
HIGH MEADOW DR
N 44°26'13.12"E
MEDIAN CUT AT POTENTIAL LOCATION FINAL LOCATION WILL BE DETERMINED DURING PS&E
ROCKWALL COUNTY
KAUFMAN COUNTY
℄ PFM548
400+00
405+00
410
EXIST ROW
PFM548-18
PC STA. 401+20.72
PRC STA. 407+07.30
26334
13017
11431
MATCH LINE PFM548 STA 410+00
N
S. COLQUITT RD.
EXISTING TYPICAL SECTION
PROPOSED TYPICAL SECTION
HIGH MEADOW DR.
EXISTING TYPICAL SECTION
NOTES:
① 3:1 TYP
50' ROW (TYP.)
21' (TYP.)
29' (TYP.)
1' SHLDR
8' LANE
8' LANE
1' SHLDR
EXIST ROW
PROPOSED TYPICAL SECTION
275' DECELERATION (UNLESS NOTED OTHERWISE)
100' STORAGE
TYPICAL TURN BAY DETAIL




CHISHOLM RIDGE DR.
NOTES:
① 3:1 TYP
EXISTING TYPICAL SECTION
60' ROW (TYP.)
30' (TYP.)
30' (TYP.)
EXIST ROW
1' SHLDR
12' LANE
12' LANE
1' SHLDR
2% (TYP.)
2% (TYP.)
℄ CHISHOLM RIDGE DR.
PROPOSED TYPICAL SECTION
60' ROW (TYP.)
30' (TYP.)
30' (TYP.)
EXIST ROW
1' SHLDR
12' LANE
12' LANE
1' SHLDR
2% (TYP.)
2% (TYP.)
℄ CHISHOLM RIDGE DR.
MATCH LINE
PFM548 STA 410+00
PT STA. 412+93.88
N 44°26'13.12"E
59870
PROP ROW
+00
415+00
420+00
PC STA. 419+81.87
63745
PFM548-19
13164
CHISHOLM RIDGE DR
END PROP CONST.
℄ CHISHOLM RIDGE DR.
STA. 11+81.01
℄ PFM548 STA. 422+65.39 =
℄ CHISHOLM RIDGE DR. STA. 10+00.00
10+00
PRC STA. 424+60.74
63833
PFM548-21
PROP ROW
425+00
PFM548-20
PROP ROW
ROCKWALL COUNTY
KAUFMAN COUNTY
TRIBUTARY 6 TO BIG BRUSHY CREEK
29116
EAST AIRPORT-1f7
PT STA. 429+39.61
63846
N 44°26'13.12"E
℄ PFM548
430+00
435+00
PROP ROW
PFM548-22
440+00
63847
EXIST ROW
EXIST ROW
PROP ROW
13952
13953
13954
13955
13956
13957
13958
13959
PROP 3-12'X6' MBC (230 LF)
℄ PFM548
STA. 430+9.28
SKEW ANGLE = 45°
EXIST 2-10'X8' MBC
℄ PFM548 STA. 430+89.32
TO BE REMOVED
PC STA. 437+03.08
PT STA. 442+74.29
EXIST ROW
N 72°59'51.20"E
EXIST SIGNALIZED INTERSECTION
℄ SH 205
END PROJECT
CSJ 2588-02-008
STA 443+30.37
MATCH EXISTING PAVEMENT
SH 205
EXIST ROW
N

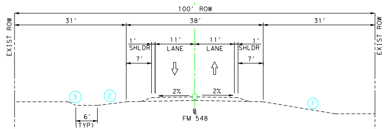



275' DECELERATION
(UNLESS NOTED OTHERWISE)
100' STORAGE
N

TYPICAL TURN BAY DETAIL

NOTES:
① 4:1 TYP
2:1 MAX
② 8:1 TYP
6:1 MAX
③ 8:1 TYP

EXISTING TYPICAL SECTION


100' ROW
31'
38'
31'
EXIST ROW
1'
11'
11'
1'
SHLDR
LANE
LANE
SHLDR
7'
7'
2%
2%
5'
6'
(TYP)
FM 548
①
②
③
①

EXISTING TYPICAL SECTION FM 548
STA. 362+00.00 TO STA. 443+35.29

LEGEND:

—·—·—	EXISTING ROW
——	EXISTING PROPERTY LIMITS
······	EXISTING CULVERT
——	PROPOSED CULVERT
—·—·—	PROPOSED FM 548 BASELINE
—·—·—	PROPOSED CROSS STREET BASELINE
—·—·—	PROPOSED ROW
— — —	EXISTING UTILITY EASEMENT
——	PROPOSED FACE OF CURB
▬	100 YR FLOODPLAIN LIMITS
➡	DIRECTION OF TRAVEL
▬	PROPOSED BRIDGE
— — —	PROPOSED BRIDGE BENT
▬	PROPOSED PAVEMENT
▬	PROPOSED SIDEWALK
▩	PAVEMENT / BRIDGE TO BE REMOVED
—·—·—	EXISTING WATER LINE
— — —	EXISTING DRAINAGE EASEMENT
— — —	PROPOSED DRAINAGE EASEMENT
▬	CITY LIMITS
▭	POTENTIAL DISPLACEMENT
▬	PROPOSED RETAINING WALL
▬	EXISTING MITIGATION AREA
∿➤	FLOW DIRECTION
——	PROPOSED NOISE WALL (POTENTIAL LOCATION PENDING APPROVAL)
▨	PROPOSED 5" CONC RIPRAP
▬	EXIST SIDEWALK TO REMAIN

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MO BUR, P.E., DISTRICT ENGINEER

FM 548 DESIGN SCHEMATIC
FROM NORTH OF US 80 TO SH 205
KAUFMAN AND ROCKWALL
COUNTIES, TEXAS

CSJ's: 2588-01-017, 2588-02-008

DECEMBER 2018
ROLL 4 OF 4

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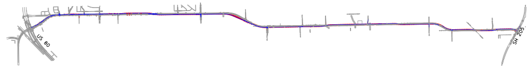
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR

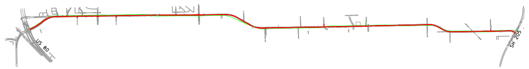
CONSTRUCTION SEQUENCE PLAN

LEGEND
- 🟦 UNDER CONSTRUCTION
- 🟥 ROAD DEMOLITION
- 🟩 CONSTRUCTED IN PREVIOUS PHASE



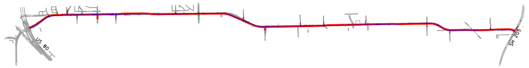
CONSTRUCTION PHASE I

1. CONSTRUCT EB/WB PAVEMENT WHERE EXISTING PAVEMENT DOES NOT COINCIDE WITH PROPOSED WORK.



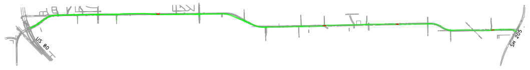
CONSTRUCTION PHASE IIA

1. SHIFT TRAFFIC TO NEWLY CONSTRUCTED PAVEMENT.
2. REMOVE EXISTING FM 548 MAINLANE PAVEMENT EXCEPT IN AREAS WHERE PROPOSED PAVEMENT CROSSES EXISTING PAVEMENT.



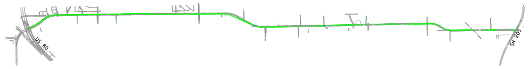
CONSTRUCTION PHASE IIB

1. CONSTRUCT REMAINING EB/WB PAVEMENT THROUGHOUT PROJECT.



CONSTRUCTION PHASE IIIA

1. SHIFT TRAFFIC TO OUTSIDE LANES IN PROPOSED FLOW DIRECTION.
2. REMOVE EXISTING PAVEMENT AT TRANSITIONS.

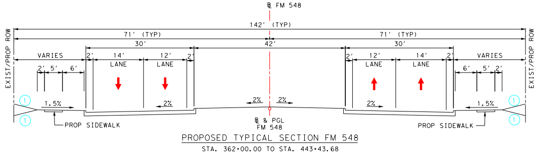


CONSTRUCTION PHASE IIIB

1. CONSTRUCT TRANSITIONS THROUGHOUT PROJECT.
2. OPEN ALL PROPOSED LANES TO TRAFFIC

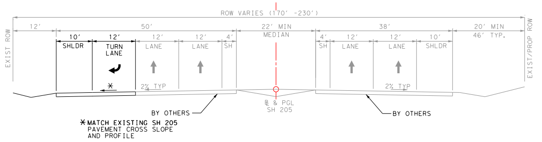
NOTES:
① 4:1 TYP

PROPOSED TYPICAL SECTION


℄ FM 548
142' (TYP)
71' (TYP)
71' (TYP)
30'
42'
30'
EXIST/PROP ROW
VARIES
2'
5'
6'
2'
14'
LANE
12'
LANE
2'
2'
12'
LANE
14'
LANE
2'
6'
5'
2'
VARIES
1.5%
2%
2%
2%
2%
1.5%
①
①
PROP SIDEWALK
℄ & PGL
FM 548
PROP SIDEWALK

PROPOSED TYPICAL SECTION FM 548
STA. 362+00.00 TO STA. 443+43.68

SH 205 TYPICAL SECTION


ROW VARIES (170' -230')
12'
50'
22' MIN
MEDIAN
38'
20' MIN
46' TYP.
EXIST ROW
10'
SHLDR
12'
TURN LANE
12'
LANE
12'
LANE
4'
SH
4'
SH
12'
LANE
12'
LANE
10'
SHLDR
EXIST/PROP ROW
2% TYP
2% TYP
*
BY OTHERS
℄ & PGL
SH 205
BY OTHERS

*MATCH EXISTING SH 205
PAVEMENT CROSS SLOPE
AND PROFILE

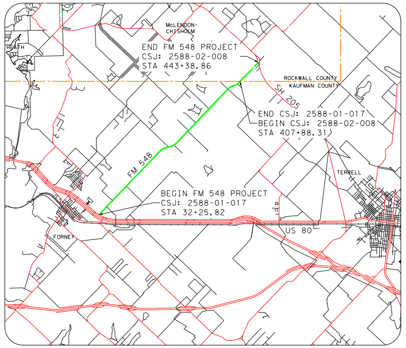
PARCEL DATA:

KAUFMAN COUNTY:

Parcel ID	Owner's Name
7264	Sams Partnership
11112	Chapman Max B & Beverly
11113	Chapman Max B & Beverly
13017	Terrell 400 CR250 LLP
16904	McLendon Chisolm Ranch LP
16905	McLendon Chisolm Ranch LP
16908	R Cornelius East LLC
16909	Butler Richard W
16910	Piarcage 205 Investments LLC
26334	Taylor Kenneth W
26336	Eoff Tom Dean
26337	Dyer Peter
53472	Martin George C
59591	Owens George Lee
59862	Gensler David Dwayne
59863	Gensler David Dwayne

ROCKWALL COUNTY:

Parcel ID	Owner's Name
11431	Piarcage 205 Investments LLC
13164	Terrell 400 CR205 LLP
13952	Tuck Richard D
13953	King Grady W & Patricia J
13954	Washburn Tom & Lori
13955	Spaulding Bernard & Barbara
13956	Howell Larry A
13957	Raines David & Marcia
13958	Parrish James M & Lisa G Estate
13959	Parrish James M & Lisa G Estate
29116	Dowco Investments Inc
59870	Piarcage 205 Investments LLC
63745	Haragan Michael Dewayne & Nancy
63833	Mariotti Julie L & David S
63846	Chisholm Ranch Estates Homeowners Association Inc
63847	Golf Dallas Development LLC


McLENDON-CHISHOLM
HEATH
END FM 548 PROJECT
CSJ: 2588-02-008
STA 443+38.86
ROCKWALL COUNTY
KAUFMAN COUNTY
SH 205
END CSJ: 2588-01-017
BEGIN CSJ: 2588-02-008
STA 407+88.31
FM 548
TERRELL
BEGIN FM 548 PROJECT
CSJ: 2588-01-017
STA 32+25.82
FORNEY
US 80

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY

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

Gerald R Sturdivant | 52202 | 1/2/2019
NAME | P.E. NO. | DATE

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-469

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

DATE SUBMITTED: ☐

DATE APPROVED: ☐