PROPOSED SH 48

PHARR DISTRICT PROJECT DEVELOPMENT

PRELIMINARY SUBJECT TO CHANGE

VICINITY MAP
N.T.S.

NOTE: ALL BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM NAD 83. DISTANCES AND COORDINATES ARE ADJUSTED TO GRID USING THE SURFACE TO GRID ADJUSTMENT FACTOR OF 0.9996

PROJECT DESIGN CRITERIA

FUNCTIONAL CLASSIFICATION:	URBAN ARTERIAL
CONTROL-SECTION-JOB:	0220-05-080
COUNTY	CAMERON
DESIGN SPEED:	45 MPH
POSTED SPEED:	45 MPH
TRAFFIC DATA (MCKENZIE):	ADT 26,466 (2018)
	ADT 37,052 (2038)
TRAFFIC DATA (FM 802):	ADT 20,919 (2018)
	ADT 29,287 (2038)
PERCENT TRUCKS:	3%
SUPERELEVATION (emax)	4%
DESIGN CRITERIA: TXDOT ROADWAY DESIGN MANUAL	
	CHAPTER 2 (BASIC DESIGN CRITERIA)
	CHAPTER 3, SECTION 2 (URBAN STREETS)

PROJECT CURVE DATA

CURVE #1

PI STATION	= 293+78.65
DELTA	= 18°,20',24.02" (LT)
DEGREE of CURVE	= 2°,30',28.04"
TANGENT	= 137.61
LENGTH	= 274.89
RADIUS	= 2500.00
PC STATION	= 292+41.01
PT STATION	= 294+16.90
e	=MATCH EXISTING

CURVE #2

PI STATION	= 304+65.14
DELTA	= 18°,20',24.03" (LT)
DEGREE of CURVE	= 2°,17',30.58"
TANGENT	= 403.57
LENGTH	= 806.91
RADIUS	= 2500.00
PC STATION	= 300+41.57
PT STATION	= 308+48.48
e	=MATCH EXISTING

THIS DOCUMENT IS FOR INTERIM REVIEW UNDER THE AUTHORITY OF JOSE A. BARRERA, P.E. REGISTERED ENGINEER IN TEXAS

TBPE NO.

P.E.

SCALE:
H 1" = 50'

Texas Department of Transportation

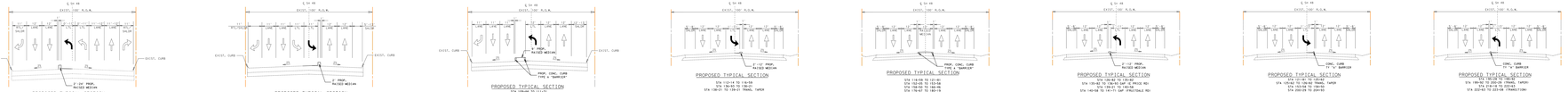
SCHEMATIC LAYOUT FOR:
SH 48
SH 4 TO FM 511

DISTRICT	COUNTY	CONT NO.	SECT. NO.	JOB NO.
PHARR	CAMERON	0220	05	080

SHEET 1 OF 2

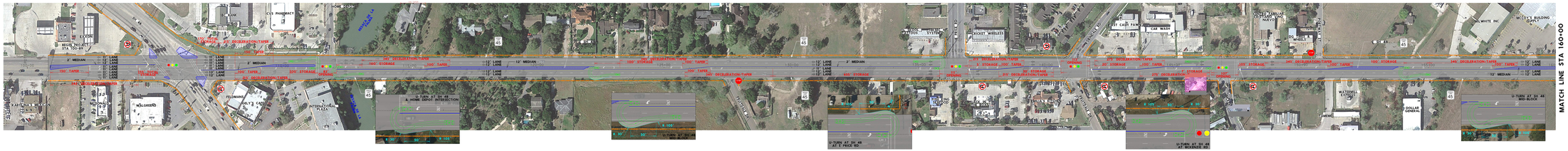
LEGEND

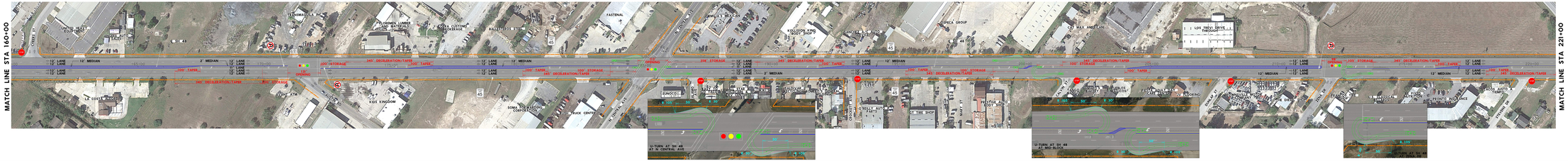
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- PROPOSED RAISED MEDIAN
- EXISTING RIGHT-OF-WAY
- PEAK HOUR TURNING MOVEMENT 2019 (2040)
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT



PEAK HOUR TURNING MOVEMENTS (AM)

PEAK HOUR TURNING MOVEMENTS (PM)





PHARR DISTRICT PROJECT DEVELOPMENT

PROPOSED SH 48

PRELIMINARY SUBJECT TO CHANGE

PROPOSED SH 48

PRELIMINARY SUBJECT TO CHANGE

PHARR DISTRICT
PROJECT DEVELOPMENT

PROPOSED SH 48

PRELIMINARY
SUBJECT TO CHANGE

VICINITY MAP
N.T.S.

NOTE: ALL BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM NAD 83. DISTANCES AND COORDINATES ARE ADJUSTED TO GRID USING THE SURFACE TO GRID ADJUSTMENT FACTOR OF 0.9996.

PROJECT DESIGN CRITERIA

FUNCTIONAL CLASSIFICATION:	URBAN ARTERIAL
CONTROL-SECTION-JOB:	0220-05-080
COUNTY:	CAMERON
DESIGN SPEED:	45 MPH
POSTED SPEED:	45 MPH
TRAFFIC DATA (MCKENZIE):	ADT 26,466 (2018) ADT 37,052 (2038)
TRAFFIC DATA (FM 802):	ADT 20,919 (2018) ADT 29,287 (2038)
PERCENT TRUCKS:	3%
SUPERELEVATION (emax)	4%
DESIGN CRITERIA:	TXDOT ROADWAY DESIGN MANUAL CHAPTER 2 (BASIC DESIGN CRITERIA) CHAPTER 3, SECTION 2 (URBAN STREETS)

PROJECT CURVE DATA

CURVE #1
PI STATION = 293+78.65
DELTA = 5° 25' 52.2" (LT)
DEGREE of CURVE = 2° 25' 28.04"
TANGENT = 137.61
LENGTH = 274.99
RADIUS = 2,366.00
BC STATION = 292+40.91
PT STATION = 294+15.90
e =MATCH EXISTING

CURVE #2
PI STATION = 304+65.14
DELTA = 18° 20' 24.03" (LT)
DEGREE of CURVE = 2° 17' 30.58"
TANGENT = 403.57
LENGTH = 797.61
RADIUS = 2,500.00
BC STATION = 300+41.57
PT STATION = 308+41.80
e =MATCH EXISTING

THIS DOCUMENT IS FOR INTERIM REVIEW AND MUST NOT BE USED FOR BIDDING OR PERMIT PURPOSES.
TBPE NO. _____
P.E. _____

SCALE:
H 1" = 50'

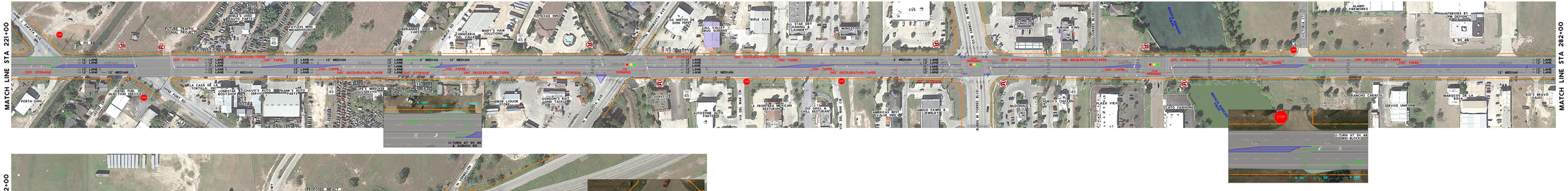
Texas Department of Transportation

SCHEMATIC LAYOUT FOR:
SH 48
SH 4 TO FM 511

DATE/SIGN	STATE DISTRICT	COUNTY	CONT NO.	SECT. NO.	JOB NO.
SHEET 2 OF 8	PHARR	CAMERON	0220	05	080

LEGEND

- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- PROPOSED RAISED MEDIAN
- EXISTING RIGHT-OF-WAY
- XX (XX) PEAK HOUR TURNING MOVEMENT 2019 (2040)
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT



PHARR DISTRICT
PROJECT DEVELOPMENT

PROPOSED SH 48

PRELIMINARY
SUBJECT TO CHANGE