STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT

KAUFMAN COUNTY

DESIGN SCHEMATIC

WILLIAM L. HALE, P.E.
DISTRICT ENGINEER

FM 148
WIDEN EXISTING 2 LANE FACILITY TO 4 LANES

CSJ: 0751-01-044

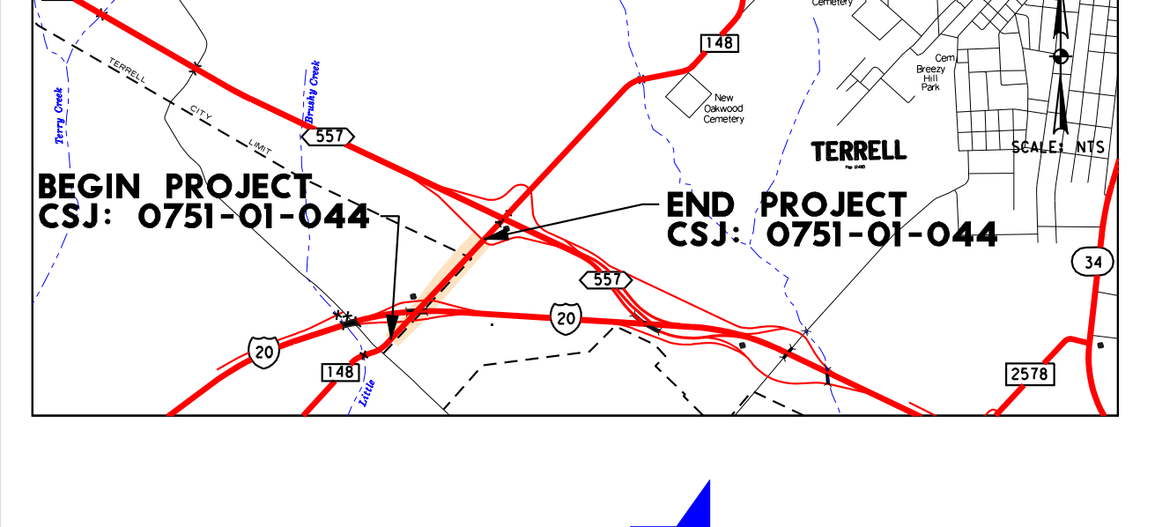
FROM: IH 20
TO: SPUR 557

NET LENGTH OF PROJECT: 0.659 MILE

FUNCTIONAL CLASSIFICATION:
URBAN COLLECTOR STREET

DESIGN SPEED
FM 148 :40 MPH
SPUR 557 EB RAMP :45 MPH
ADT(2010) = 16000
ADT(2030) = 23300
JUNE 2011

LOCATION MAP



80
80
80
205
557
557
557
148
148
20
20
34
2578
TERRELL
SCALE: NTS
N
BEGIN PROJECT
CSJ: 0751-01-044
END PROJECT
CSJ: 0751-01-044

© 2011 BY TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED

PREPARED BY:
CIVIL ASSOCIATES, INC.

KENNETH E. GOTTLEABER, P.E.

SERIAL NO. 61759
JUNE 2011

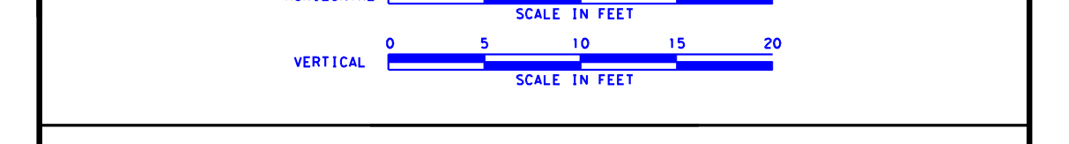
CIVIL ASSOCIATES, INC. | CAI | 1521 Northwest Highway
Garland, Texas 75041

ROLL 1 OF 1

TBPE REG NO. F-6981

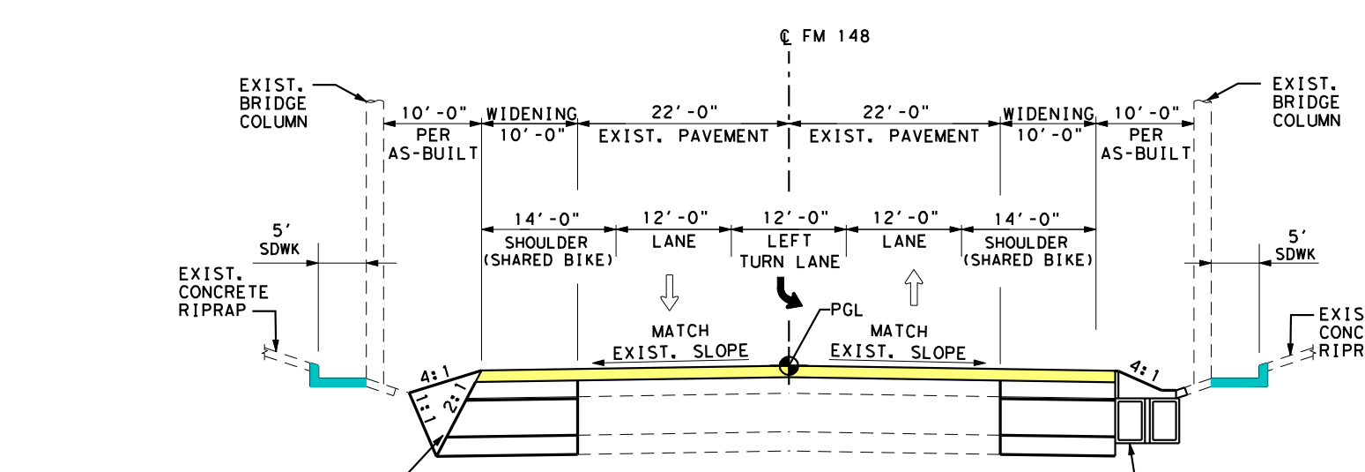
LEGEND

🟨	**PROPOSED FM 148**
🟦	**PROPOSED 5' SIDEWALK**
—·—·—	**EXISTING ROW**
—·—·—	**PRPOPOSED ROW**
———	**EXISTING ACCESS CONTROL**
———	**PROPOSED ACCESS CONTROL**



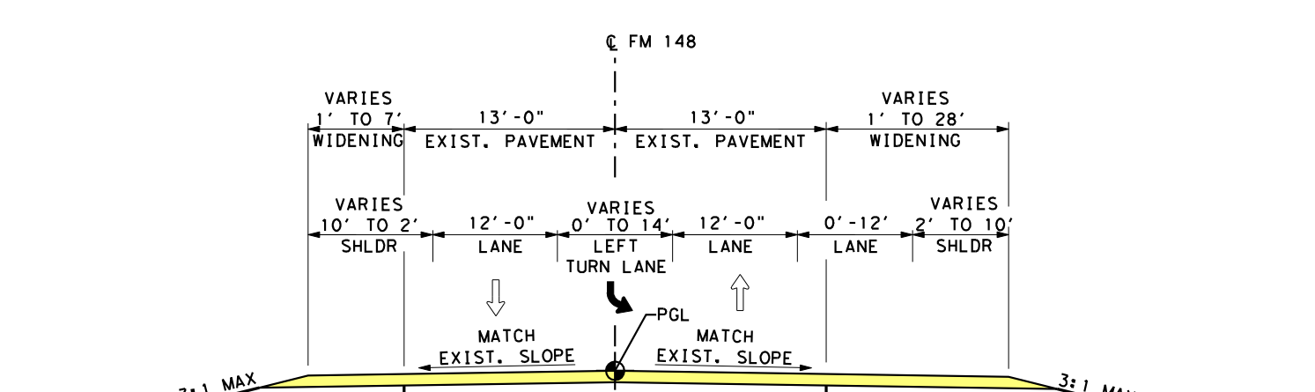
HORIZONTAL
0
50
100
150
200
SCALE IN FEET
VERTICAL
0
5
10
15
20
SCALE IN FEET

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF REVIEW. IT IS NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.



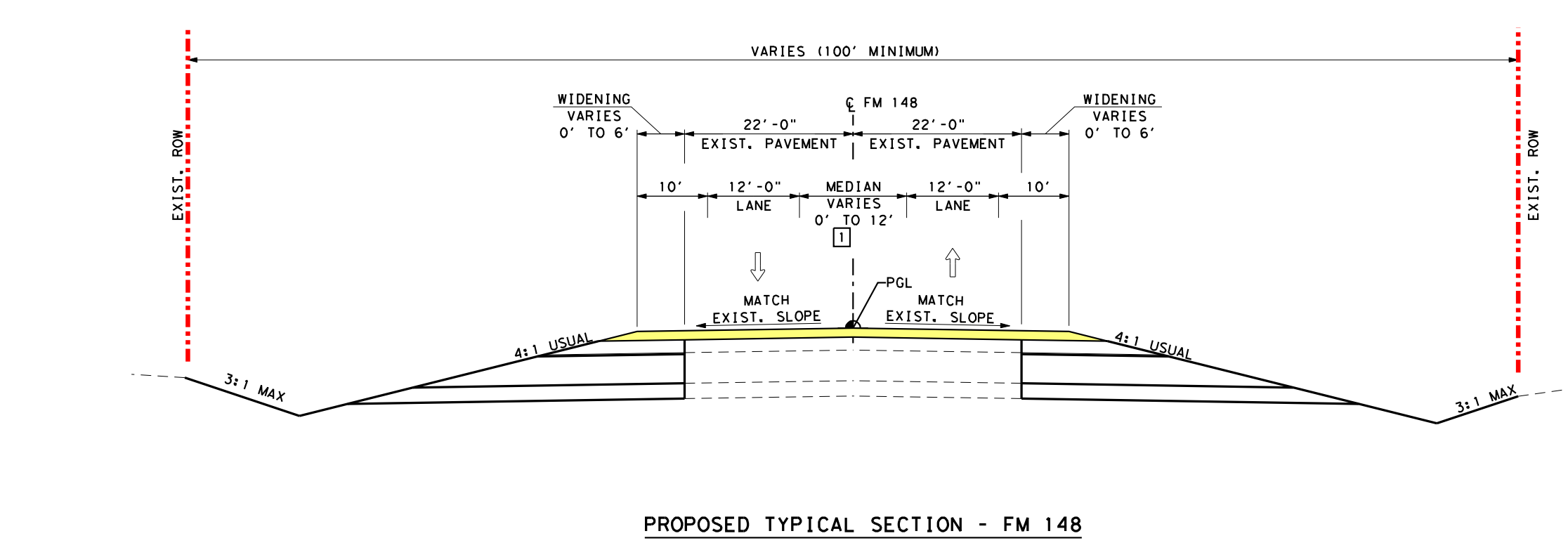
℄ FM 148
EXIST. BRIDGE COLUMN
EXIST. BRIDGE COLUMN
10'-0" PER AS-BUILT
WIDENING 10'-0"
22'-0" EXIST. PAVEMENT
22'-0" EXIST. PAVEMENT
WIDENING 10'-0"
10'-0" PER AS-BUILT
5' SDWK
5' SDWK
14'-0" SHOULDER (SHARED BIKE)
12'-0" LANE
12'-0" LEFT TURN LANE
12'-0" LANE
14'-0" SHOULDER (SHARED BIKE)
EXIST. CONCRETE RIPRAP
EXIST. CONCRETE RIPRAP
PGL
MATCH EXIST. SLOPE
MATCH EXIST. SLOPE
4:1
4:1
BACKFILL MATERIAL
PROP 2-3'x2' BC

PROPOSED TYPICAL SECTION - FM 148
(NTS)
℄ FM 148 STA 121+36.64 TO STA 127+38.89



℄ FM 148
VARIES 1' TO 7' WIDENING
13'-0" EXIST. PAVEMENT
13'-0" EXIST. PAVEMENT
VARIES 1' TO 28' WIDENING
VARIES 10' TO 2' SHLDR
12'-0" LANE
VARIES 0' TO 14' LEFT TURN LANE
12'-0" LANE
0'-12' LANE
VARIES 2' TO 10' SHLDR
PGL
MATCH EXIST. SLOPE
MATCH EXIST. SLOPE
3:1 MAX
3:1 MAX

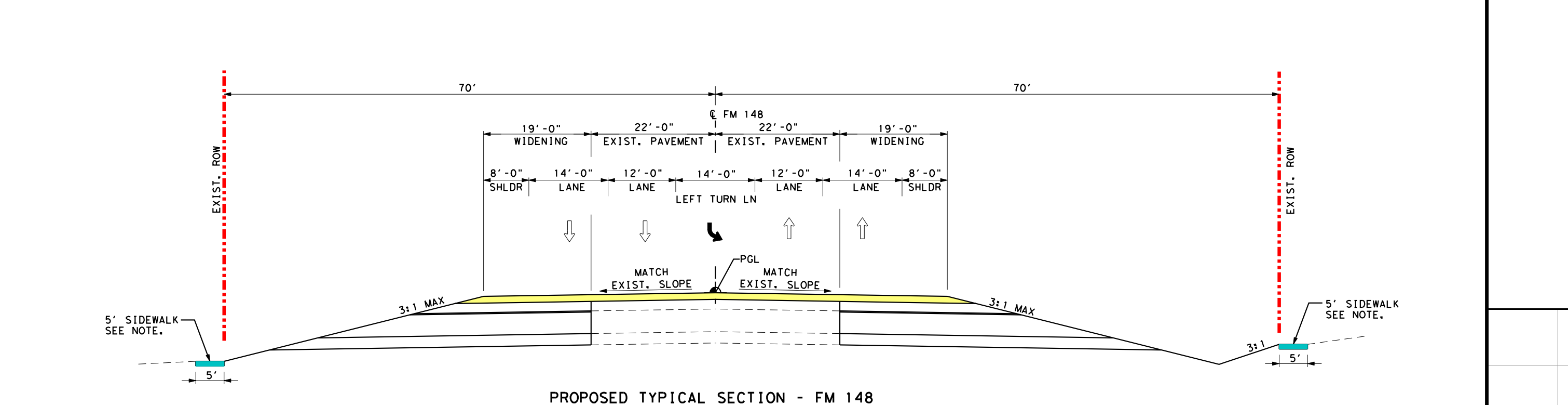
PROPOSED TYPICAL SECTION - FM 148
(NTS)
℄ FM 148 STA 145+65.05 TO STA 149+60



VARIES (100' MINIMUM)
EXIST. ROW
EXIST. ROW
℄ FM 148
WIDENING VARIES 0' TO 6'
22'-0" EXIST. PAVEMENT
22'-0" EXIST. PAVEMENT
WIDENING VARIES 0' TO 6'
10'
12'-0" LANE
MEDIAN VARIES 0' TO 12'
1
12'-0" LANE
10'
PGL
MATCH EXIST. SLOPE
MATCH EXIST. SLOPE
4:1 USUAL
4:1 USUAL
3:1 MAX
3:1 MAX

PROPOSED TYPICAL SECTION - FM 148
(NTS)
℄ FM 148 STA 114+79 TO STA 121+36.64

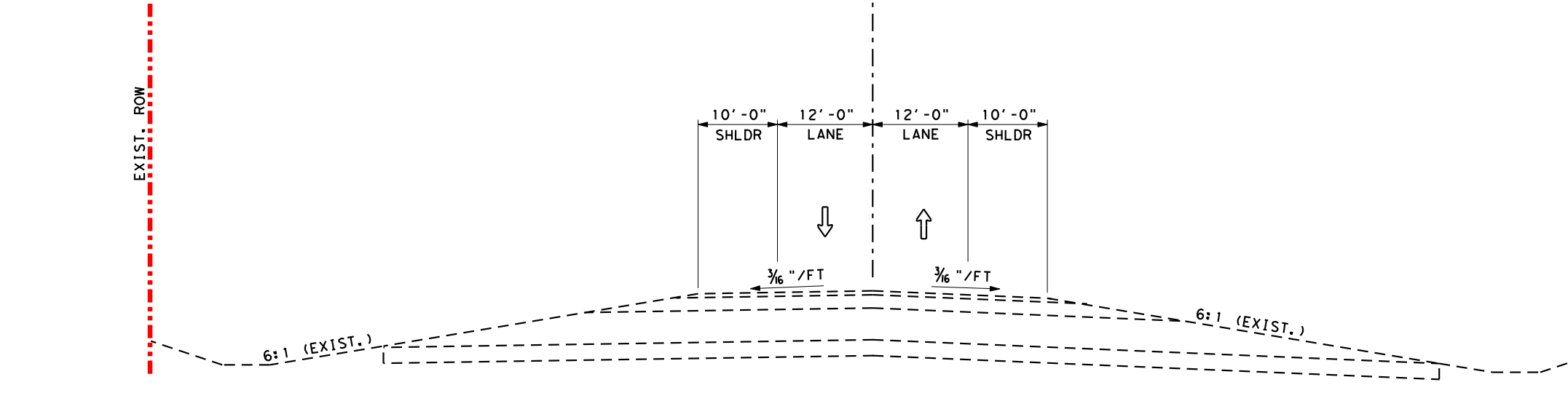
1 - MEDIAN VARIES 0' TO 12' FROM STA 115+63.40 TO STA 120+65.33



70'
EXIST. ROW
EXIST. ROW
℄ FM 148
19'-0" WIDENING
22'-0" EXIST. PAVEMENT
22'-0" EXIST. PAVEMENT
19'-0" WIDENING
8'-0" SHLDR
14'-0" LANE
12'-0" LANE
14'-0" LEFT TURN LN
12'-0" LANE
14'-0" LANE
8'-0" SHLDR
PGL
MATCH EXIST. SLOPE
MATCH EXIST. SLOPE
3:1 MAX
3:1 MAX
3:1
5' SIDEWALK SEE NOTE.
5' SIDEWALK SEE NOTE.
5'
5'

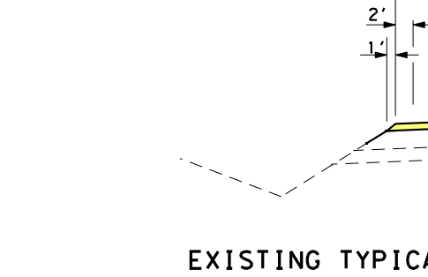
PROPOSED TYPICAL SECTION - FM 148
(NTS)
℄ FM 148 STA 127+38.89 TO STA 145+65.05

NOTE:
BICYCLE TRAFFIC WILL BE ACCOMMODATED WITH 14' WIDE OUTSIDE JOINT LANES AND AN 8' PAVED SHOULDER. ADA COMPLIANT SIDEWALKS ARE PLANNED IN THE FUTURE ALONG THIS PROJECT IN ACCORDANCE WITH CITY OF TERRELL GOVERNING SIDEWALK POLICIES FOR RESIDENTIAL AND COMMERCIAL DEVELOPMENT THAT WILL MEET OR EXCEED THE MINIMUM REQUIREMENTS OF STATE AND FEDERAL PEDESTRIAN ACCOMMODATIONS POLICIES.



140'
EXIST. ROW
EXIST. ROW
℄ EXIST. FM 148
10'-0" SHLDR
12'-0" LANE
12'-0" LANE
10'-0" SHLDR
3/8"/FT
3/8"/FT
6:1 (EXIST.)
6:1 (EXIST.)

EXISTING TYPICAL SECTION - FM 148
(NTS)
℄ FM 148 STA 114+79.00 TO STA 149+60.00



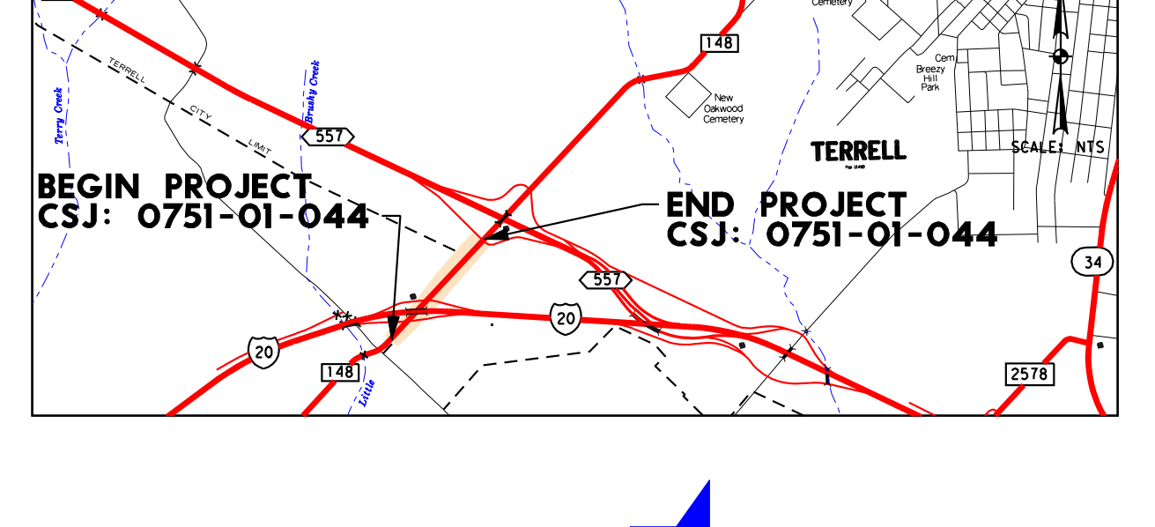
24' EXIST PAVEMENT MILL & RESURFACE
2'
14'
6'
1'
1'

EXISTING TYPICAL SECTION - IH 20 RAMPS
(NTS)

TRAFFIC DATA
LEGEND
XXX-2010 ADT
(XXX)-2030 ADT
[XXX]-2040 ADT
PROPOSED PRIVATE RD.
PROPOSED PRIVATE RD.
F.M. 148
F.M. 148
F.M. 148
I.H. 20
I.H. 20
NEW ROAD
SPUR 557
CURVE FM148-1
PI STATION = 110+84.90
DELTA = 19° 37' 50.83" (RT)
DEGREE OF CURVE = 4° 00' 00.00"
TANGENT = 247.81
LENGTH = 490.77
RADIUS = 1,432.39
PC STATION = 108+37.08
PT STATION = 113+27.85
CURVE FM148-2
PI STATION = 118+17.07
DELTA = 20° 05' 06.56" (LT)
DEGREE OF CURVE = 4° 00' 00.00"
TANGENT = 253.67
LENGTH = 502.13
RADIUS = 1,432.39
PC STATION = 115+63.40
PT STATION = 120+65.53
CURVE FM148-3
PI STATION = 144+79.34
DELTA = 2° 51' 16.36" (RT)
DEGREE OF CURVE = 3° 00' 00.00"
TANGENT = 47.59
LENGTH = 95.15
RADIUS = 1,909.86
PC STATION = 144+31.76
PT STATION = 145+26.91
CURVE FM148-4
PI STATION = 148+57.55
DELTA = 5° 55' 42.15" (LT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 148.34
LENGTH = 296.42
RADIUS = 2,864.79
PC STATION = 147+09.21
PT STATION = 150+05.63
LITTLE BRUSHY CREEK
CR 305
IH 20 EB RAMP
STATE OF TEXAS
BEGIN PROJECT
CSJ: 0751-01-044
℄ FM 148
STA 114+79.00
N 63° 09' 34.67" E
MATCH EXIST X-SLOPE
EXIST ROW
℄ IH 20 EB RAMP STA 13+55.79
℄ FM 148 STA 121+36.64= ℄ IH 20 EB RAMP STA 14+95.35
160' DECELERATION
40' STORAGE
5' SIDEWALK
℄ FM 148 STA 124+69.42= ℄ IH 20 STA 1144+15.76
PROP 2-3'x2'x480' BC
℄ IH 20 EB RAMP STA 16+40.80
EB IH 20
WB IH 20
IH 20 WBFR
FUTURE ℄ IH 20 WBFR STA 99+49.88
℄ FM 148 STA 127+38.03= FUTURE ℄ IH 20 WBFR STA 100+99.78
N 43° 04' 28.11" E
PROPOSED BUILDING
PROPOSED PUBLIC RD.
℄ FM 148 STA 136+44.37
255 TERRELL, LP
CONVENIENCE STORE
BEYER ADDITION
NOORANI ABDUL RASHID & DAR ENTERPRISES, LLC
N 44° 08' 57.13" E
100' STORAGE
PROP 2-12"X160' CMP
FUEL CENTER
TERRELL MARKET CENTER, LTD
CSJ: 0751-01-044 ℄ SPUR 557 EB RAMP STA 10+80.00
℄ SPUR 557 EB RAMP
MATCH EXIST X-SLOPE
N 47° 00' 13.49" E
70' STORAGE
℄ FM 148 STA 145+65.05= ℄ SPUR 557 EB RAMP STA 14+00.39
CSJ: 0751-01-044 ℄ SPUR 557 EB RAMP STA 16+10.00
SPUR 557 EB RAMP
EB SPUR 557
WB SPUR 557
N 41° 04' 31.34" E
END PROJECT
CSJ: 0751-01-044
℄ FM 148
STA 149+60.00
N

PROPOSED SPUR 557 EB RAMP
PROPOSED FM 148
500
490
480
470
460
450
510
10+00
15+00
115+00
120+00
125+00
130+00
135+00
140+00
145+00
BEGIN PROJECT CSJ: 0751-01-044 ℄ SPUR 557 EB RAMP STA 10+80.00 MATCH EXIST. PVMT EL=485.67
STA = 11+30.00 EL = 486.91' ex = 0.04' K = 321 L = 100.00'
STA = 13+00.00 EL = 491.67' ex = -0.16' K = 77 L = 100.00'
STA = 15+10.00 EL = 492.63' ex = 0.55' K = 82 L = 190.00'
END PROJECT CSJ: 0751-01-044 ℄ SPUR 557 EB RAMP STA 16+10.00 MATCH EXIST. PVMT EL=494.46
BEGIN PROJECT CSJ: 0751-01-044 ℄ FM 148 STA 114+79.00 MATCH EXIST. PVMT EL=470.57
STA = 117+00.00 EL = 472.78' ex = -0.30' K = 508 L = 350.00'
STA = 128+50.00 EL = 476.35' ex = 1.27' K = 416 L = 650.00'
STA = 137+00.00 EL = 492.27' ex = -1.24' K = 253 L = 500.00'
STA = 145+50.00 EL = 491.38' ex = 1.50' K = 75 L = 300.00'
STA = 149+10.00 EL = 505.36' ex = -0.29' K = 44 L = 100.00'
END PROJECT CSJ: 0751-01-044 ℄ FM 148 STA 149+60.00 MATCH EXIST. PVMT EL=506.16
(+)2.4883 %
(+)2.8000 %
(+)1.5000 %
(-)0.5000 %
(+)1.8265 %
(+)1.0000 %
(+)0.3106 %
(+)1.8726 %
(-)0.1040 %
(+)3.8837 %
(+)1.5925 %
EB IH 20
WB IH 20
℄ IH 20
℄ IH 20 WBFR
16.5' MIN
16.5' MIN
℄ FM 148
℄ SPUR 557 EB RAMP
EXIST GROUND
EXISTING 36" RCP
EXIST. ELEV.
PROP. ELEV.

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
KAUFMAN COUNTY
DESIGN SCHEMATIC
WILLIAM L. HALE, P.E.
DISTRICT ENGINEER
FM 148
WIDEN EXISTING 2 LANE FACILITY TO 4 LANES
CSJ: 0751-01-044
FROM: IH 20
TO: SPUR 557
NET LENGTH OF PROJECT: 0.659 MILE
FUNCTIONAL CLASSIFICATION:
URBAN COLLECTOR STREET
DESIGN SPEED
FM 148 :40 MPH
SPUR 557 EB RAMP :45 MPH
ADT(2010) = 16000
ADT(2030) = 23300
JUNE 2011
LOCATION MAP



TERRELL
BEGIN PROJECT
CSJ: 0751-01-044
END PROJECT
CSJ: 0751-01-044

© 2011 BY TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED
PREPARED BY:
CIVIL ASSOCIATES, INC.
KENNETH E. GOTTLEABER, P.E.
SERIAL NO. 61759
JUNE 2011
CIVIL ASSOCIATES, INC. | CAI | 1521 Northwest Highway Garland, Texas 75041
ROLL 1 OF 1
TBPE REG NO. F-6981