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	1.84 MILES
AVERAGE DAILY TRAFFIC	15,328 (2021)
ROADWAY	SPEED	CLASSIFICATION
---	---	---
FM 548	45 MPH	URBAN MINOR ARTERIAL
ALL OTHER STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
THIS DOCUMENT IS RELEASED FOR REVIEW PURPOSES ONLY. IT WAS NOT INTENDED OR SUITABLE FOR ANY OTHER PURPOSE.

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-1386

DATE SUBMITTED
DATE APPROVED

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LEGEND:

- EXISTING ROW
- EXISTING CORPORATE LIMITS
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- EXISTING UTILITY
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- 100 YR FLOODPLAIN LIMITS
- DIRECTION OF TRAVEL
- EXISTING BRIDGE
- PROPOSED BRIDGE RAMP
- PROPOSED PAVEMENT
- EXISTING PAVEMENT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- EXISTING BALL
- PROPOSED BALL
- PROPOSED RETAINING WALL
- EXISTING RETAINING WALL
- FLOW SUPPLY
- PROPOSED WATER WELL - DECORATIVE CONCRETE PAVING
- PROPOSED 5' CONC SIDEWALK
- EXIST SIDEWALK TO REMAIN

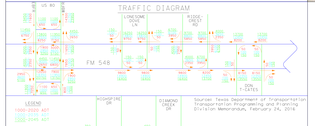
GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON CURRENT-YEAR AERIAL PHOTOGRAPHS AND RECENT FIELDS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. WITH ADDITIONAL FIELD SURVEY, THE LAYOUTS MAY BE ADJUSTED TO MEET DESIGN CRITERIA.
2. PARCEL LINES ARE APPROXIMATE INFORMATION BASED ON COUNTY TAX RECORDS AND PRELIMINARY CLIENT APPROVAL DISTRICT MAP DATA.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY CONTRACTOR AT NORTHERN FACE OF WALL / CURB / SIDEWALK BLOCKS WITH CONTRACTOR PRIOR TO CONSTRUCTION.
4. CONDITIONAL PEDWAY CROSSING (WALL) SIGNS WILL NOT BE DEVELOPED UNTIL FOR DETAILS.
5. PEDWAY WALLS TRACKS VISUAL PROJECTION DEVELOPED BY TRACT FROM TRACT DEVELOPER.
6. ALL CURBS FOR THE PEDWAY WALLS SHOULD BE PROVIDED WITH A MINIMUM OF 6" OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF WALL.
7. DRAINAGE LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINAL DETAIL DESIGN. DEPENDING ON THE FINAL DESIGN, ADDITIONAL DRAINAGE STRUCTURES.
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED BY THE PEDWAY DEVELOPER PRIOR TO CONSTRUCTION BASED ON THE FINAL DEVELOPMENT.
9. MAJOR INTERSECTIONS (DON TAYLOR AND SH 205) WILL REQUIRE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSH BUTTONS. PEDESTRIAN SIGNAL HEADS WILL BE PROVIDED.
10. CUSTOM PEDWAY SIGNS AND MESSAGES SHOULD BE PROVIDED AT THE PEDWAY PROJECT RECONSTRUCTION WILL BE PERMANENT UNLESS NOTED OTHERWISE.
11. PEDWAY WALLS SHALL BE PROVIDED WITH A MINIMUM OF 6" OF CLEARANCE FROM THE FACE OF WALL TO THE FACE OF CURB.
12. EXISTING CULVERT CONDITIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY. FIELD VERIFY PRIOR TO CONSTRUCTION.
13. ALL PEDWAY WALLS SHALL BE PROVIDED WITH A MINIMUM OF 6" OF CLEARANCE FROM THE FACE OF CURB AND COORDINATED WITH THE LOCAL DEVELOPMENT. THE DEVELOPER IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PEDWAY WALLS.
14. ALL CURBS AND SIDEWALK BLOCKS SHALL BE PROVIDED BY THE PEDWAY DEVELOPER AS PART OF THE PEDWAY WALLS. THE DEVELOPER IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROPOSED PEDWAY WALLS, INCLUDING THE CURBS AND SIDEWALK BLOCKS.

CURVE DATA

Curve	Radius	Length	Delta	Tangent
C1	1,000.00	1,000.00	57°15'00"	545.00
C2	1,000.00	1,000.00	57°15'00"	545.00
C3	1,000.00	1,000.00	57°15'00"	545.00
C4	1,000.00	1,000.00	57°15'00"	545.00
C5	1,000.00	1,000.00	57°15'00"	545.00
C6	1,000.00	1,000.00	57°15'00"	545.00
C7	1,000.00	1,000.00	57°15'00"	545.00
C8	1,000.00	1,000.00	57°15'00"	545.00
C9	1,000.00	1,000.00	57°15'00"	545.00
C10	1,000.00	1,000.00	57°15'00"	545.00
C11	1,000.00	1,000.00	57°15'00"	545.00
C12	1,000.00	1,000.00	57°15'00"	545.00
C13	1,000.00	1,000.00	57°15'00"	545.00
C14	1,000.00	1,000.00	57°15'00"	545.00
C15	1,000.00	1,000.00	57°15'00"	545.00
C16	1,000.00	1,000.00	57°15'00"	545.00
C17	1,000.00	1,000.00	57°15'00"	545.00
C18	1,000.00	1,000.00	57°15'00"	545.00
C19	1,000.00	1,000.00	57°15'00"	545.00
C20	1,000.00	1,000.00	57°15'00"	545.00
C21	1,000.00	1,000.00	57°15'00"	545.00
C22	1,000.00	1,000.00	57°15'00"	545.00
C23	1,000.00	1,000.00	57°15'00"	545.00
C24	1,000.00	1,000.00	57°15'00"	545.00
C25	1,000.00	1,000.00	57°15'00"	545.00
C26	1,000.00	1,000.00	57°15'00"	545.00
C27	1,000.00	1,000.00	57°15'00"	545.00
C28	1,000.00	1,000.00	57°15'00"	545.00
C29	1,000.00	1,000.00	57°15'00"	545.00
C30	1,000.00	1,000.00	57°15'00"	545.00
C31	1,000.00	1,000.00	57°15'00"	545.00
C32	1,000.00	1,000.00	57°15'00"	545.00
C33	1,000.00	1,000.00	57°15'00"	545.00
C34	1,000.00	1,000.00	57°15'00"	545.00
C35	1,000.00	1,000.00	57°15'00"	545.00
C36	1,000.00	1,000.00	57°15'00"	545.00
C37	1,000.00	1,000.00	57°15'00"	545.00
C38	1,000.00	1,000.00	57°15'00"	545.00
C39	1,000.00	1,000.00	57°15'00"	545.00
C40	1,000.00	1,000.00	57°15'00"	545.00
C41	1,000.00	1,000.00	57°15'00"	545.00
C42	1,000.00	1,000.00	57°15'00"	545.00
C43	1,000.00	1,000.00	57°15'00"	545.00
C44	1,000.00	1,000.00	57°15'00"	545.00
C45	1,000.00	1,000.00	57°15'00"	545.00
C46	1,000.00	1,000.00	57°15'00"	545.00
C47	1,000.00	1,000.00	57°15'00"	545.00
C48	1,000.00	1,000.00	57°15'00"	545.00
C49	1,000.00	1,000.00	57°15'00"	545.00
C50	1,000.00	1,000.00	57°15'00"	545.00
C51	1,000.00	1,000.00	57°15'00"	545.00
C52	1,000.00	1,000.00	57°15'00"	545.00
C53	1,000.00	1,000.00	57°15'00"	545.00
C54	1,000.00	1,000.00	57°15'00"	545.00
C55	1,000.00	1,000.00	57°15'00"	545.00
C56	1,000.00	1,000.00	57°15'00"	545.00
C57	1,000.00	1,000.00	57°15'00"	545.00
C58	1,000.00	1,000.00	57°15'00"	545.00
C59	1,000.00	1,000.00	57°15'00"	545.00
C60	1,000.00	1,000.00	57°15'00"	545.00
C61	1,000.00	1,000.00	57°15'00"	545.00
C62	1,000.00	1,000.00	57°15'00"	545.00
C63	1,000.00	1,000.00	57°15'00"	545.00
C64	1,000.00	1,000.00	57°15'00"	545.00
C65	1,000.00	1,000.00	57°15'00"	545.00
C66	1,000.00	1,000.00	57°15'00"	545.00
C67	1,000.00	1,000.00	57°15'00"	545.00
C68	1,000.00	1,000.00	57°15'00"	545.00
C69	1,000.00	1,000.00	57°15'00"	545.00
C70	1,000.00	1,000.00	57°15'00"	545.00
C71	1,000.00	1,000.00	57°15'00"	545.00
C72	1,000.00	1,000.00	57°15'00"	545.00
C73	1,000.00	1,000.00	57°15'00"	545.00
C74	1,000.00	1,000.00	57°15'00"	545.00
C75	1,000.00	1,000.00	57°15'00"	545.00
C76	1,000.00	1,000.00	57°15'00"	545.00
C77	1,000.00	1,000.00	57°15'00"	545.00
C78	1,000.00	1,000.00	57°15'00"	545.00
C79	1,000.00	1,000.00	57°15'00"	545.00
C80	1,000.00	1,000.00	57°15'00"	545.00
C81	1,000.00	1,000.00	57°15'00"	545.00
C82	1,000.00	1,000.00	57°15'00"	545.00
C83	1,000.00	1,000.00	57°15'00"	545.00
C84	1,000.00	1,000.00	57°15'00"	545.00
C85	1,000.00	1,000.00	57°15'00"	545.00
C86	1,000.00	1,000.00	57°15'00"	545.00
C87	1,000.00	1,000.00	57°15'00"	545.00
C88	1,000.00	1,000.00	57°15'00"	545.00
C89	1,000.00	1,000.00	57°15'00"	545.00
C90	1,000.00	1,000.00	57°15'00"	545.00
C91	1,000.00	1,000.00	57°15'00"	545.00
C92	1,000.00	1,000.00	57°15'00"	545.00
C93	1,000.00	1,000.00	57°15'00"	545.00
C94	1,000.00	1,000.00	57°15'00"	545.00
C95	1,000.00	1,000.00	57°15'00"	545.00
C96	1,000.00	1,000.00	57°15'00"	545.00
C97	1,000.00	1,000.00	57°15'00"	545.00
C98	1,000.00	1,000.00	57°15'00"	545.00
C99	1,000.00	1,000.00	57°15'00"	545.00
C100	1,000.00	1,000.00	57°15'00"	545.00

TRAFFIC DIAGRAM



US 80 TO REEDER LN
FM 548
KAUFMAN
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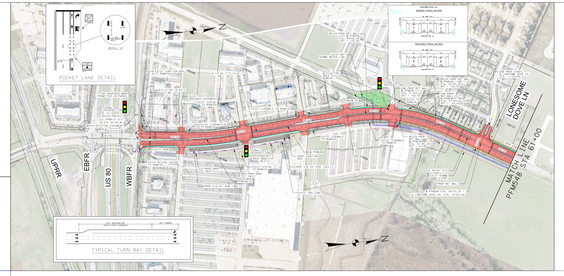

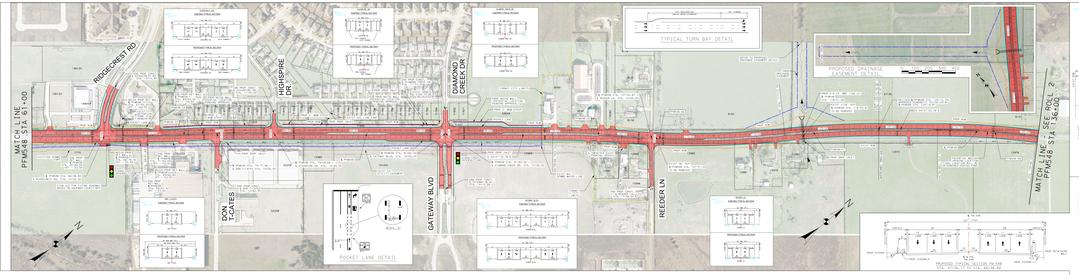

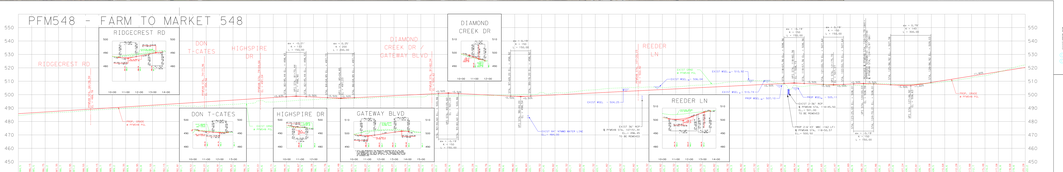
PFM548 - FARM TO MARKET 548
RIDGECREST RD
DON T-CATES
HIGHSPIRE DR
GATEWAY BLVD
DIAMOND CREEK DR
REEDER LN
EXIST WBL - 104.00'
EXIST EBL - 104.00'
EXIST WBL - 104.00'
EXIST EBL - 104.00'
EXIST WBL - 104.00'
EXIST EBL - 104.00'

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:	AVERAGE:	1.7 88 MILES
DAILY TRAFFIC:	AVERAGE:	15,248 (2015)
ROADWAY:	SPEED:	45 MPH
		CLASSIFICATION:
FM 548	45 MPH	URBAN MINOR ARTERIAL
ALL OTHER STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
THIS DOCUMENT IS RELEASED FOR REVIEW PURPOSES ONLY. IT WAS PREPARED BY OR UNDER THE SUPERVISION OF:
Brad Pacheco
TEXAS REGISTERED ENGINEER

Pacheco Koch
FIRM REGISTRATION NUMBER F-1386
7800 SHOAL CREEK BLVD, SUITE 160N, AUSTIN, TX 78757
FIRM REGISTRATION NUMBER F-1386

0 12.5 25 50 100
SCALE: 1" = 25'

DATE SUBMITTED
DATE APPROVED

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LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- EXISTING CONTOURS
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- TOP OF FLOWLINE LIMITS
- DIRECTION OF TRAVEL
- EXISTING PAVEMENT
- PROPOSED BICYCLE WAYS
- PROPOSED PAVEMENT
- EXISTING CONCRETE
- PAVEMENT - BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- EXISTING CULVERT
- VERTICAL DISPLACEMENT
- PROPOSED RETAINING WALL
- EXISTING RETENTION AREA
- FLOW DIRECTION
- PROPOSED WALL - DECORATIVE CONCRETE RETAINING STRUCTURE
- PROPOSED 5' CONC SIDEWALK
- EXIST SIDEWALK TO REMAIN

GENERAL NOTES:

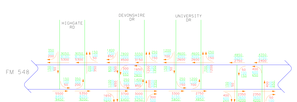
THE CURRENT LATEST AND BASIS OF PLAN IS MAPS DATED, APRIL FEBRUARY AND BEGINS ALONG, BUT ALL LOCATION FEATURES WERE FIELD VERIFIED, APRIL FEBRUARY, 2016 AND ARE SHOWN ON THE MAPS DATED, APRIL FEBRUARY, 2016.

1. PARCEL LINES ARE APPROXIMATE INFORMATION ONLY UNLESS FROM TXD DATABASE AND ORIGINAL COURT APPROVAL DOCUMENTS ARE SHOWN.
2. ALL DIMENSIONS ARE TO BE VERIFIED AT THE ENGINEERING OFFICE OR WHEN FIELD VERIFIED.
3. CONDITIONAL PERMANENT CLOSURE: SMALL CULVERTS WILL NOT BE DEVELOPED UNTIL FOR DETAILS.
4. ROADWAY WILL PROVIDE ADEQUATE PROJECTION DEVELOPED AS THERE TRAFFIC DEVELOPS.
5. ALL CURVES ARE TYPE 1 UNLESS NOTED OTHERWISE.
6. ALL DRIVEWAYS WILL BE PAVED WITH ASPHALT OR CONCRETE, AND PROMPTLY BE DESIGNED AND CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINAL DESIGN. ALL DRIVEWAYS LOCATED IN CURB ZONES, UNLESS NOTED OTHERWISE.
8. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED BY THE TEXAS DEPARTMENT OF TRANSPORTATION DURING THE FINAL ENGINEERING.
9. MAJOR INTERSECTIONS CURRENT TRAFFIC AND TRAFFIC OPERATIONS CAUSE DELAYS AND SAFETY PROBLEMS. THE PROPOSED PROJECT WILL IMPROVE THE OPERATIONS AND SAFETY.
10. ALL FUTURE PROBLEMS AND IMPROVEMENTS CONSIDERED WILL BE DEVELOPED THROUGH RECONSTRUCTION WILL BE PERMANENT UNLESS NOTED OTHERWISE.
11. ALL DRIVEWAYS WILL BE PAVED WITH ASPHALT OR CONCRETE, AND PROMPTLY BE DESIGNED AND CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER.
12. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY FOR INFORMATIONAL PURPOSES ONLY.
13. ALL DRIVEWAYS WILL BE PAVED WITH ASPHALT OR CONCRETE, AND PROMPTLY BE DESIGNED AND CONSTRUCTED WITH THE LOCAL ENVIRONMENT THAT THE DRIVEWAY IS PLACED FOR THE SATISFACTION OF THE ENGINEER.
14. INCLUDED ARE SOME OF POTENTIAL DEVELOPMENTS IN THE PROPOSED FOR PARTICULARLY INTERESTS THE EXISTING BUILDING STRUCTURE.

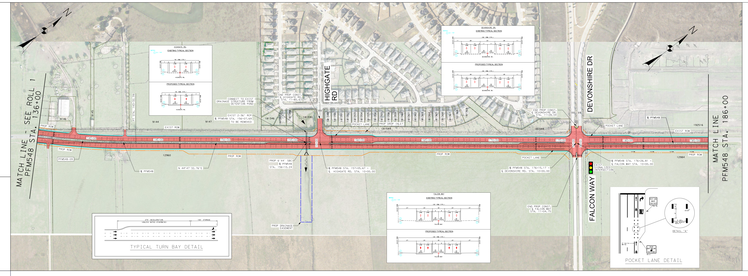
CURVE DATA

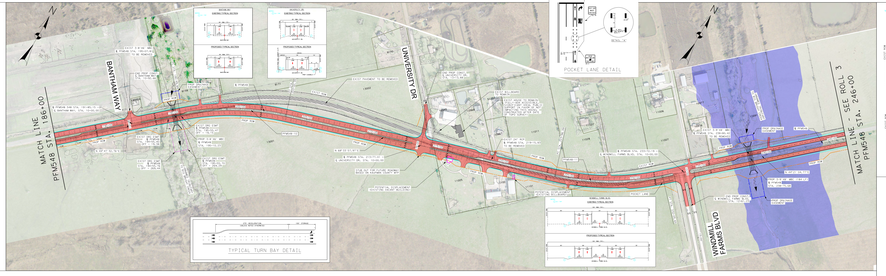
CURVE	PI STATION	P.C.STATION	P.T.STATION	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	CHORD BEARING	CHORD LENGTH	P.V. STATION	P.V. ELEVATION	MIDCURVEDIST
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

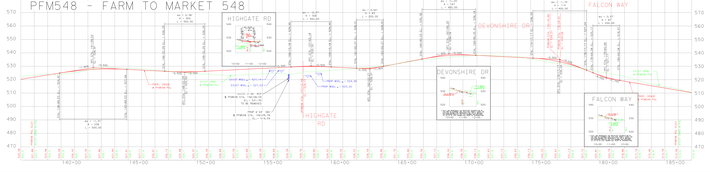
TRAFFIC DIAGRAM



Source: Texas Department of Transportation
Transportation Programming and Planning
Division Memorandum, February 24, 2018






PFM548 - FARM TO MARKET 548
HIGHGATE RD
DEVONSHIRE DR
FALCON WAY
FM 548
PROFILE PENDING (ADDITIONAL SURVEY)
PROFILE PENDING (ADDITIONAL SURVEY)
PROFILE PENDING (ADDITIONAL SURVEY)

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	7.98 MILES
AVERAGE DAILY TRAFFIC	15,328 (2015)
ROADWAY	DESIGN SPEED	CLASSIFICATION
---	---	---
FM 548	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	45 MPH	URBAN MINOR ARTERIAL
	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
Brad P. Kilburn
BRADLEY P. KILBURN
TEXAS NO. 119401
DATE: 12/21/2018

Pacheco Koch
7500 GRAPEVINE HIGHWAY, SUITE 1000, DALLAS, TX 75231
972.235.3031 FIRM REGISTRATION NUMBER F-1386

0 15 30 60 90 120
SCALE: 1" = 30'-0"

DATE
SUBMITTED

DATE
APPROVED

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LEGEND:

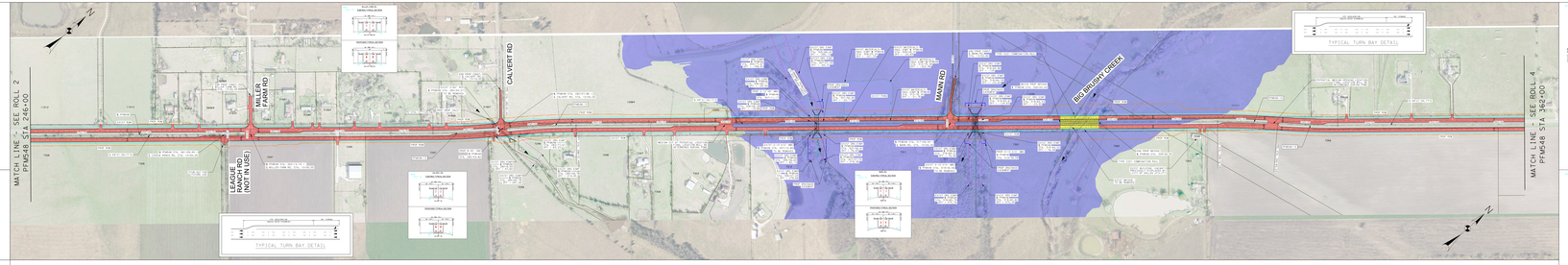
- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- EXISTING CONTOURS
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- TCEQ PM PLUS/DRAIN LIMITS
- DIRECTION OF TRAVEL
- EXISTING BRIDGE
- PROPOSED BRIDGE BENT
- PROPOSED PAVEMENT
- EXISTING PAVEMENT
- PAVEMENT - BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- HISTORICAL ALIGNMENT
- PROPOSED RETAINING WALL
- EXISTING RETINATION AREA
- FLOW SUBMERGED
- PROPOSED WALL - DECORATIVE CONCRETE PEDESTRIAN RAILING
- PROPOSED 5' CONC SIDEWALK
- EXIST SIDEWALK TO REMAIN

GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON CURRENT FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. APPROXIMATE LOCATIONS OF EXISTING FEATURES ARE SHOWN. ALL DIMENSIONS ARE APPROXIMATE.
2. PARCEL LINES ARE APPROXIMATE INFORMATION ONLY COLLECTED FROM TAX RECORDS AND REGIONAL COUNTY APPRAISAL DISTRICTS. NOT ON SURVEY.
3. PROPOSED CONTOURS ARE BASED ON ELEVATIONS AT ROADWAY FACE OF ROLL / CURB & GUTTER. ALSO SEE CROSS SECTIONS.
4. CONDITIONAL PERMANENT EROSION CONTROL (SHALL COVER) WILL NOT BE DEVELOPED UNTIL FINAL DESIGN.
5. ROADWAY WILL PARTIALLY BLOCK PRIVATE/PUBLIC DRIVEWAYS AT TIMES DURING CONSTRUCTION.
6. ALL CURBS ARE TYPE I UNLESS NOTED OTHERWISE. ALL RAMPS WILL BE DESIGNED TO TDLR STANDARDS. ALL RAMPS WILL BE PEDESTRIAN ACCESSIBLE.
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINAL DESIGN. ALL DRIVEWAYS LOCATED ON FM 548 WILL BE LIMITED TO RIGHT TURN MOVEMENTS.
8. BRIDGE OPENING AND PRELIMINARY AND SUBJECT TO CHANGE. FINAL BRIDGE OPENING WILL BE DETERMINED BY HYDRAULIC STUDIES PRIOR TO THE CONSTRUCTION PHASE OF THE FINAL ENGINEERING.
9. BRIDGE CONSTRUCTION WILL BEGIN ONE MILE, BEYOND CONSTRUCTION LIMITS WHICH ARE, FM 548 STA. 2+00 TO STA. 362+00. THE ROADWAY WILL BE CONSTRUCTED WITH THE FINAL ENGINEERING.
10. BRIDGE PROPOSED CONSTRUCTION WILL BE PHASED WITH THE CONSTRUCTION OF THE FINAL ENGINEERING.
11. BRIDGE CONSTRUCTION WILL BE PHASED WITH THE CONSTRUCTION OF THE FINAL ENGINEERING.
12. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY. ALL CULVERTS WILL BE REPLACED.
13. ALL CULVERTS WILL BE DESIGNED TO MEET THE HYDRAULIC CRITERIA OUTLINED IN TCEQ RULES AND COORDINATED WITH THE LOCAL GOVERNMENT. THE DRAINAGE IS A SUBSTITUTE FOR THE DRAINAGE PLAN FOR THE LOCAL GOVERNMENT.
14. BUILDING AND DAMAGE TO EXISTING DEVELOPMENTS IN THE PROPOSED FEMA FLOODWAY INTENDED TO BE EXCLUDED BEYOND STRUCTURES.

CURVE DATA

CURVE	PI STATION	PI ELEVATION	PI OFFSET	DELTA	RADIUS	DEGREE OF CURVE	TANGENT	CHORD	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.C. ELEVATION	P.T. STATION	P.T. ELEVATION
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

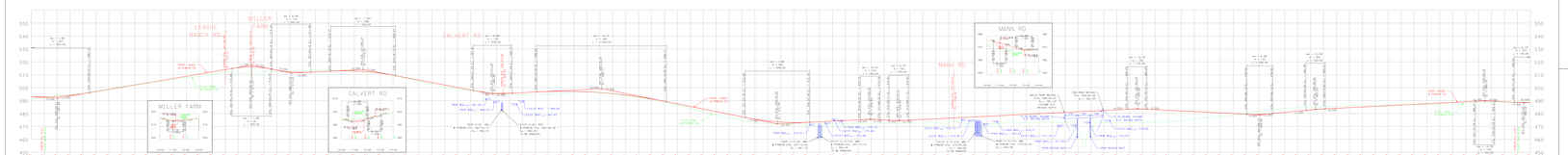


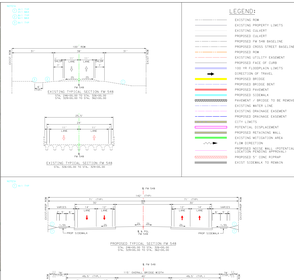
TRAFFIC DIAGRAM

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

FALCON WAY TO SH 205
20-46-545
4-T3LS
5 Trucks(AOT)=12.9%

LEGEND
1000-2020 ADT
2020-2040 ADT





LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- EXISTING CONTOURS
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- TCEQ PM PLUS/DRAIN LIMITS
- DIRECTION OF TRAVEL
- EXISTING BRIDGE
- PROPOSED BRIDGE BENT
- PROPOSED PAVEMENT
- EXISTING PAVEMENT
- PAVEMENT - BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- HISTORICAL ALIGNMENT
- PROPOSED RETAINING WALL
- EXISTING RETINATION AREA
- FLOW SUBMERGED
- PROPOSED WALL - DECORATIVE CONCRETE PEDESTRIAN RAILING
- PROPOSED 5' CONC SIDEWALK
- EXIST SIDEWALK TO REMAIN

PARCEL DATA

Parcel	Owner's Name
1000	Young, Tommie Ruth
1001	Young, Tommie Ruth
1002	Miller, Gary L
1003	Miller, Gary L
1004	Miller, Gary L
1005	Miller, Gary L
1006	Miller, Gary L

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

PROJECT LENGTH	1.88 MILES
AVERAGE DAILY TRAFFIC (2015)	10,328 (2015)
ROADWAY SPEED	FUNCTIONAL CLASSIFICATION
FM 548	45 MPH	URBAN MINOR ARTERIAL
ALL CROSS STREETS EXCEPT FOR DEVONSHIRE DRIVE	30 MPH	MAJOR COLLECTOR
DEVONSHIRE DRIVE	30 MPH	MINOR COLLECTOR

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
THIS DOCUMENT IS BEING RELEASED FOR REVIEW PURPOSES ONLY. IT WAS NOT INTENDED OR SUITABLE FOR STAKING, BIDDING OR CONSTRUCTION PURPOSES.

Pacheco Koch
7800 SHOAL CREEK BLVD, SUITE 160N, AUSTIN, TX 78757
FIRM REGISTRATION NUMBER F-1386

DATE SUBMITTED
DATE APPROVED

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LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING CULVERT
- PROPOSED CULVERT
- PROPOSED FM 548 BASELINE
- PROPOSED CROSS STREET BASELINE
- EXISTING CONTOURS
- EXISTING UTILITY EASEMENT
- PROPOSED FACE OF CURB
- FDR OR FLOODPLAIN LIMITS
- DIRECTION OF TRAVEL
- PROPOSED RIP RAP
- PROPOSED BRIDGE BENT
- PROPOSED PAVEMENT
- PROPOSED RIGHT OF WAY
- PAVEMENT - BRIDGE TO BE REMOVED
- EXISTING WATER LINE
- EXISTING DRAINAGE EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED INLET
- ROTATIONAL ALIGNMENT
- PROPOSED RETAINING WALL
- EXISTING RECTANGULAR AREA
- FLOW DIRECTION
- PROPOSED RETAIN WALL - HORIZONTAL CONSTRUCTION BEGINNING
- PROPOSED 5' CONC SIDEWALK
- EXIST SIDEWALK TO REMAIN

GENERAL NOTES:

1. THE GEOMETRIC LAYOUTS ARE BASED ON CURRENT FIELD SURVEY, DATA, TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. APPROXIMATE LOCATIONS OF EXISTING FEATURES ARE SHOWN. ALL DIMENSIONS ARE APPROXIMATE.
2. PARCEL LINES ARE APPROXIMATE INFORMATION WERE COLLECTED FROM TAX RECORDS AND REGIONAL COUNTY APPROVAL DISTRICTS. NOT ON SITE.
3. PROPOSED CONTOURS ARE BASED ON THE ELEVATIONS OF THE ROADWAY FACE OF WALL / CURB / SIDEWALK. ADJUST ACCORDINGLY.
4. CONVENTIONAL PAVEMENT CONTROL JOINTS WILL BE PLACED AT 15' INTERVALS UNTIL FOR DETAILS.
5. ROADWAY WILL PROVIDE ADEQUATE PROJECTION DEVELOPED BY THEIR OWN ENGINEERS.
6. ALL CURBS ARE TYPE II UNLESS NOTED OTHERWISE.
7. ALL DRIVEWAYS TO BE CONCRETE PAVEMENT UNLESS NOTED OTHERWISE.
8. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING FINAL DESIGN. ALL DRIVEWAYS LOCATED IN CURB ROUTE SHALL RECEIVE STAMPED/ACID.
9. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENINGS WILL BE DETERMINED BY THE PERMANENT SIGNING PLAN AND CONSTRUCTION WITH THE LOCAL GOVERNMENTS.
10. BRIDGE CONSTRUCTION CURB TRANSITIONS WILL BE PLACED BETWEEN CURB BRIDGE END. THE CURB TRANSITION SHALL BE PLACED BEYOND THE BRIDGE END BY CONSTRUCTION WITH THE LOCAL GOVERNMENTS.
11. EXISTING TEMPORARY PAVEMENT MARKINGS WILL BE REMOVED. PERMANENT PAVEMENT MARKINGS WILL BE PLACED LOCALLY WITH PAVED OVER THE LOCAL GOVERNMENTS.
12. EXISTING CULVERT CONDITIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND FIELD SURVEY FOR INFORMATIONAL PURPOSES ONLY.
13. ROADWAY WILL PROVIDE ADEQUATE PROJECTION DEVELOPED BY THEIR OWN ENGINEERS AND CONSULTANTS WITH THE LOCAL GOVERNMENT THAT THE DRAINAGE IS NOT ADVERSE TO THE EXISTING DRAINAGE PATTERNS.
14. ROADWAY WILL PROVIDE ADEQUATE PROJECTION DEVELOPMENT TO THE PROPOSED FM 548 PROJECT. PROVIDED TO THE EXISTING ROADWAY STRUCTURE.

CURVE DATA

| | | |