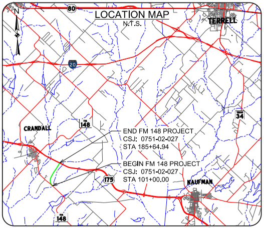
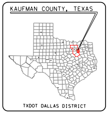
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

FM 148 DESIGN SCHEMATIC
FROM SOUTH OF FM 3039 TO US 175
KAUFMAN COUNTY, TEXAS
CSJ: 0751-02-027

MAY 2017
ROLL 1 OF 1

PROJECT LENGTH:	1.60 MILES
FUNCTIONAL CLASSIFICATION:	RURAL MAJOR COLLECTOR-FM 148 RURAL COLLECTOR-US 175 FR URBAN COLLECTOR-4TH ST RURAL FREEWAY-US 175
AVERAGE DAILY TRAFFIC:	3,400 (2020) 4,700 (2040)
DESIGN SPEED:	FM 148: 60 MPH US 175 FRONTAGE ROAD: 50 MPH 4TH ST: 30 MPH US 175: 70 MPH


LOCATION MAP
N.T.S.
N
80
TERRELL
20
CRANDALL
148
34
END FM 148 PROJECT
CSJ: 0751-02-027
STA 185+64.94
BEGIN FM 148 PROJECT
CSJ: 0751-02-027
STA 101+00.00
175
KAUFMAN
148


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE: 1"=20'

0 100 200 300 400
HORIZONTAL SCALE: 1"=200'

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
4000 FOSSIL CREEK BLVD
FORT WORTH, TEXAS 76137-2797
TEL (817) 847-1422
FAX (817) 232-9784

DATE SUBMITTED: ☐

DATE APPROVED: ☐

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LEGEND:

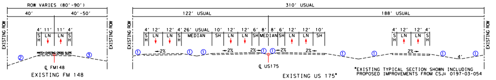
— — —	EXISTING ROW
——	EXISTING PROPERTY LIMITS
——	EXISTING SCS EASEMENT (APPROXIMATE)
— · —	PROPOSED BASELINE/CENTERLINE
— — —	PROPOSED ROW
— — —	PROPOSED EASEMENT
——	PROPOSED EDGE OF PAVEMENT
— — —	FUTURE EDGE OF PAVEMENT
——	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
▨	100 YR FLOODPLAIN LIMITS
➔➔➔	DIRECTION OF TRAVEL
■	PROPOSED BRIDGE
🟥	PROPOSED PAVEMENT
■	PROPOSED PAVEMENT BY OTHERS
🟦	FUTURE PROJECT BY OTHERS
▨	POTENTIAL DISPLACEMENTS
▨	PAVEMENT TO BE REMOVED
═══	PROPOSED CULVERT
═══	EXISTING CULVERT
——	EXISTING GAS LINE
☐	CURVE ID
XXX	PROPERTY ID
— · —	PROPOSED DITCH FLOW LINE
—XXX—	CONTOURS (5 FT)

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 MAY 2016.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE KAUFMAN COUNTY APPRAISAL DISTRICT (OCTOBER 2015).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION LOCATED AT THE PGL.
5. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
6. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (APRIL 2016).
7. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE).
8. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
9. POTENTIAL DISPLACEMENT ON PARCEL 546 IS A MOBILE HOME. LOCATION IS APPROXIMATE.

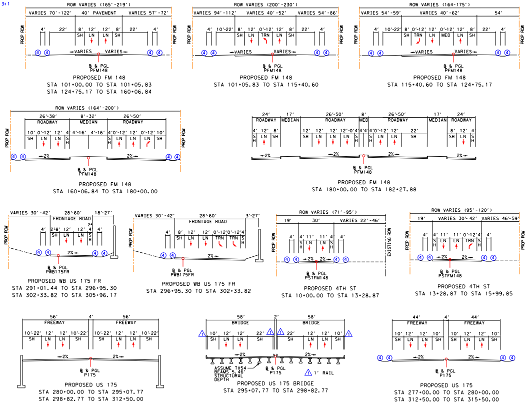
EXISTING TYPICAL SECTIONS

NOTES:
① 6:1 USUAL, 3:1 MAX
② 3:1 USUAL
③ 4:1 USUAL

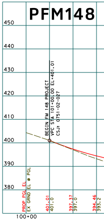

ROW VARIES (80'-90')
40'
40'-50'
EXISTING ROW
4' 11' 11' 4'
SH LN LN SH
MATCH EXISTING CROSS SLOPE
℄ FM148
EXISTING FM 148
310' USUAL
122' USUAL
188' USUAL
4' 12' 12' 4' 26' USUAL 10' 12' 12' 6' 8' 8' 6' 12' 12' 10'
SH LN LN SH MEDIAN SH LN LN SH MEDIAN SH LN LN SH
4' 12' 12' 4'
2%
℄ US175
EXISTING US 175*
*EXISTING TYPICAL SECTION SHOWN INCLUDING PROPOSED IMPROVEMENTS FROM CSJ: 0197-03-054

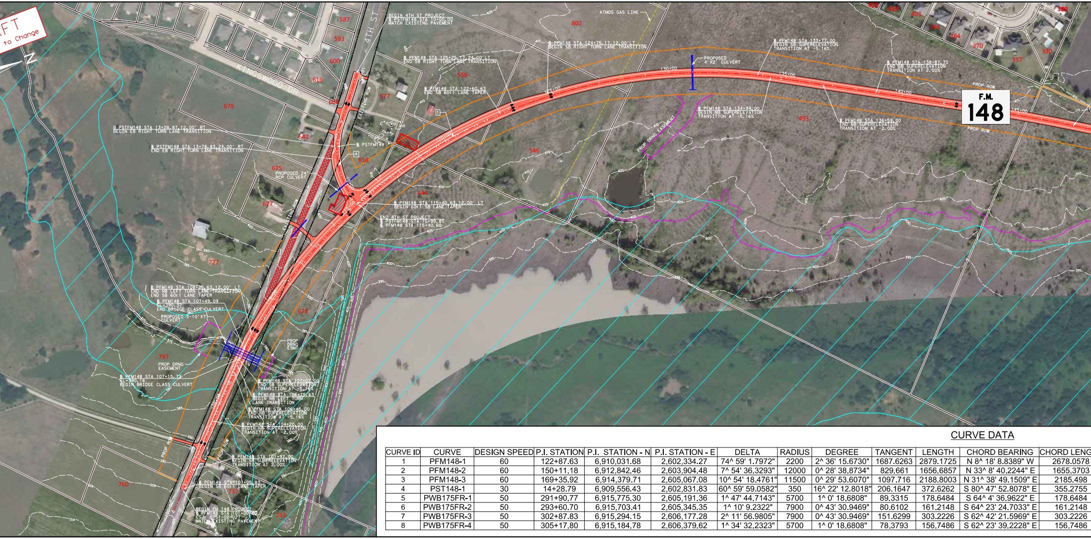
PROPOSED TYPICAL SECTIONS

NOTES:
④ 4:1
⑤ 3:1


ROW VARIES (165'-219')
VARIES 70'-122' 40' PAVEMENT VARIES 57'-72'
4' 22' 8' 12' 12' 8' 22' 4'
SH LN LN SH
PROP ROW
VARIES VARIES
℄ & PGL PFM148
PROPOSED FM 148
STA 101+00.00 TO STA 101+05.83
STA 124+75.17 TO STA 160+06.84
ROW VARIES (200'-230')
VARIES 94'-112' VARIES 40'-52' VARIES 54'-86'
4' 10'-22' 8' 12' 0'-12' 12' 8' 22' 4'
SH LN TRN LN SH
℄ & PGL PFM148
PROPOSED FM 148
STA 101+05.83 TO STA 115+40.60
ROW VARIES (164'-175')
VARIES 54'-59' VARIES 40'-62' 54'
4' 10'-22' 8' 0'-12' 12' 0'-12' 12' 8' 22' 4'
SH TRN LN MED LN SH
℄ & PGL PFM148
PROPOSED FM 148
STA 115+40.60 TO STA 124+75.17
ROW VARIES (164'-200')
26'-38' ROADWAY 8'-32' MEDIAN 26'-50' ROADWAY
10' 0'-12' 12' 4' 4'-16' 4'-16' 4' 0'-12' 12' 0'-12' 10'
SH LN LN S H H S LN LN LN SH
2% 2%
℄ & PGL PFM148
PROPOSED FM 148
STA 160+06.84 TO STA 180+00.00
24' ROADWAY 17' MEDIAN 26'-50' ROADWAY 8' MED 26'-50' ROADWAY 17' MEDIAN 24' ROADWAY
4' 12' 8' 12' 12' 12' 12'-0' 4' 4' 4' 0'-12' 12' 22' 8' 12' 4
2% 2% 2% 2%
℄ & PGL PFM148
PROPOSED FM 148
STA 180+00.00 TO STA 182+27.88
VARIES 30'-42' 28'-60' FRONTAGE ROAD 18'-27'
4' 2' 8' 12' 12' 4' 24' 4'
SH LN LN S H
2%
℄ & PGL PWB175FR
PROPOSED WB US 175 FR
STA 291+01.44 TO STA 296+95.30
STA 302+33.82 TO STA 305+96.17
VARIES 30'-42' 28'-60' FRONTAGE ROAD 3'-27'
4' 8' 12' 12' 0'-12' 0'-12' 4'
SH LN LN TRN TRN S H
2%
℄ & PGL PWB175FR
PROPOSED WB US 175 FR
STA 296+95.30 TO STA 302+33.82
ROW VARIES (71'-95')
19' 30' VARIES 22'-46'
4' 4' 11' 11' 4' 4'
S H LN LN S H
EXISTING ROW
2% 2%
℄ & PGL PSTFM148
PROPOSED 4TH ST
STA 10+00.00 TO STA 13+28.87
ROW VARIES (95'-120')
19' VARIES 30'-42' VARIES 46'-59'
4' 4' 11' 11' 0'-12' 4' 4'
S H LN LN TRN S H
2% 2%
℄ & PGL PSTFM148
PROPOSED 4TH ST
STA 13+28.87 TO STA 15+99.85
56' FREEWAY 4' 56' FREEWAY
10'-22' 12' 12' 10'-22' 10'-22' 12' 12' 10'-22'
SH LN LN SH SH LN LN SH
2% 2%
℄ & PGL P175
PROPOSED US 175
STA 280+00.00 TO STA 295+07.77
STA 298+82.77 TO STA 312+50.00
58' BRIDGE 2' 58' BRIDGE
10' 12' 12' 22' 22' 12' 12' 10'
SH LN LN SH SH LN LN SH
2% 2%
ASSUME TX54 BEAMS 5.46' STRUCTURAL DEPTH
℄ & PGL P175
1' RAIL
PROPOSED US 175 BRIDGE
STA 295+07.77 TO STA 298+82.77
44' FREEWAY 4' 44' FREEWAY
10' 12' 12' 10' 10' 12' 12' 10'
SH LN LN SH SH LN LN SH
2% 2%
℄ & PGL P175
PROPOSED US 175
STA 277+00.00 TO STA 280+00.00
STA 312+50.00 TO STA 315+50.00

90% DRA
Preliminary, Subject

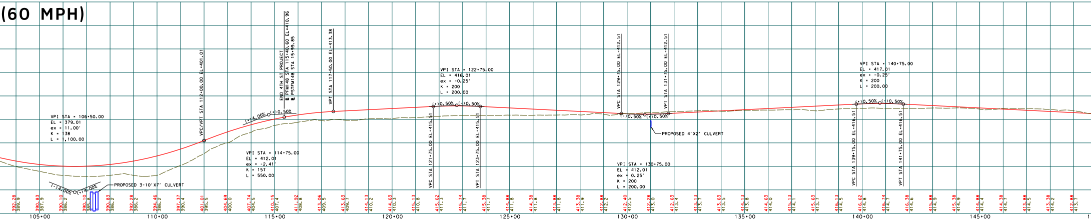


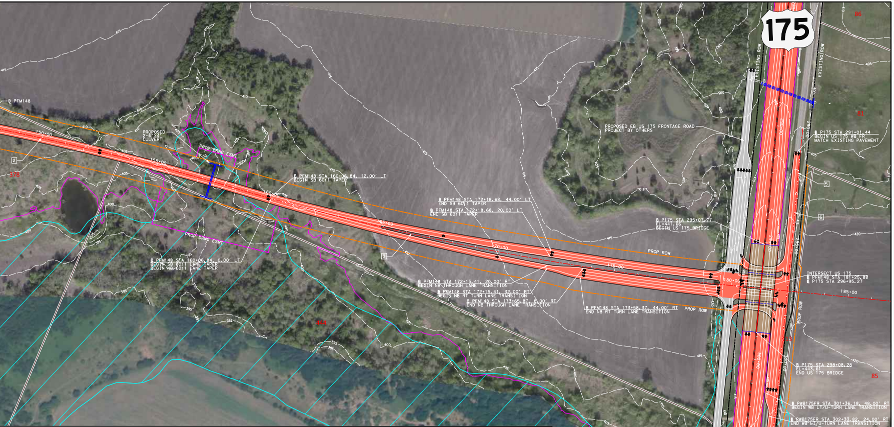

FT
to Change
N
KINGSWOOD DR
4TH ST
EXISTING ROW
BEGIN 4TH ST PROJECT
℄ PSTFM148 STA 10+00.00
MATCH EXISTING PAVEMENT
℄ PFM148 STA 125+25.17, 24.00'LT
END SB RIGHT TURN LANE TRANSITION
℄ PFM148 STA 122+60.63
END SB 60:1 LANE TAPER
℄ PSTFM148 STA 13+28.87, 12.00' RT
BEGIN EB RIGHT TURN LANE TRANSITION
℄ PSTFM148 STA 13+78.83, 24.00' RT
END EB RIGHT TURN LANE TRANSITION
℄ PSTFM148
PROPOSED 24"
RCP CULVERT
℄ PFM148 STA 115+40.63, 12.00' LT
BEGIN 60:1 SB LANE TAPER
END 4TH ST PROJECT
℄ PSTFM148 STA 15+99.85
℄ PFM148 STA 115+40.60
ATMOS GAS LINE
℄ PFM148 STA 124+75.17, 12.00'LT
BEGIN SB RIGHT TURN LANE TRANSITION
PROPOSED
4'X2' CULVERT
℄ PFM148 STA 133+77.00
BEGIN SB SUPERELEVATION
TRANSITION AT -5.16%
℄ PFM148 STA 134+34.00
BEGIN NB SUPERELEVATION
TRANSITION AT -5.16%
PROP DRNG EASEMENT
℄ PFM148 STA 136+59.00
END NB SUPERELEVATION
TRANSITION AT -2.00%
℄ PFM148 STA 138+87.70
END SB SUPERELEVATION
TRANSITION AT 2.00%
PROP ROW
PROP ROW
F.M.
148
120+00
125+00
130+00
135+00
140+00
145+00
110+00
105+00
100+00
℄ PFM148 STA 108+25.63, 12.00' LT
END NB LEFT TURN LANE TRANSITION
END SB 60:1 LANE TAPER
℄ PFM148 STA 107+49.09
EL=390.37
END BRIDGE CLASS CULVERT
PROPOSED 3-10'X7'
CULVERT
PROP DRNG
EASEMENT
PROP
DRNG
ESMT
℄ PFM148 STA 107+15.72
EL=390.16
BEGIN BRIDGE CLASS CULVERT
℄ PFM148 STA 107+02.00
END SB SUPERELEVATION
TRANSITION AT -5.16%
℄ PFM148 STA 106+75.63
BEGIN NB LEFT TURN
LANE TRANSITION
℄ PFM148 STA 106+45.00
END NB SUPERELEVATION
TRANSITION AT -5.16%
℄ PFM148 STA 104+20.00
BEGIN NB SUPERELEVATION
TRANSITION AT -2.00%
℄ PFM148 STA 101+92.00
BEGIN SB SUPERELEVATION
TRANSITION AT 2.00%
℄ PFM148 STA 101+05.83
BEGIN SB 60:1 LANE TAPER
BEGIN FM 148 PROJECT
℄ PFM148 STA 101+00.00
CSJ: 0751-02-027
MATCH EXISTING PAVEMENT
PROP ROW
PROP ROW
1
4
587
593
600
616
608
577
556
679
642
618
675
677
444
727
678
797
760
737
743
802
546
493
425
413
403
394
384
370
357
330
309
375
380
385
390
395
400
405
410
415

CURVE DATA

CURVE ID	CURVE	DESIGN SPEED	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	DEGREE	TANGENT	LENGTH	CHORD BEARING	CHORD LENG
1	PFM148-1	60	122+87.63	6,910,031.68	2,602,334.27	74^ 59' 1.7972"	2200	2^ 36' 15.6730"	1687.6263	2879.1725	N 8^ 18' 8.8389" W	2678.0578
2	PFM148-2	60	150+11.18	6,912,842.46	2,603,904.48	7^ 54' 36.3293"	12000	0^ 28' 38.8734"	829.661	1656.6857	N 33^ 8' 40.2244" E	1655.3703
3	PFM148-3	60	169+35.92	6,914,379.71	2,605,067.08	10^ 54' 18.4761"	11500	0^ 29' 53.6070"	1097.716	2188.8003	N 31^ 38' 49.1509" E	2185.498
4	PST148-1	30	14+28.79	6,909,556.43	2,602,831.83	60^ 59' 59.0582"	350	16^ 22' 12.8018"	206.1647	372.6262	S 80^ 47' 52.8078" E	355.2755
5	PWB175FR-1	50	291+90.77	6,915,775.30	2,605,191.36	1^ 47' 44.7143"	5700	1^ 0' 18.6808"	89.3315	178.6484	S 64^ 4' 36.9622" E	178.6484
6	PWB175FR-2	50	293+60.70	6,915,703.41	2,605,345.35	1^ 10' 9.2322"	7900	0^ 43' 30.9469"	80.6102	161.2148	S 64^ 23' 24.7033" E	161.2148
7	PWB175FR-3	50	302+87.83	6,915,294.15	2,606,177.28	2^ 11' 56.9805"	7900	0^ 43' 30.9469"	151.6299	303.2226	S 62^ 42' 21.5969" E	303.2226
8	PWB175FR-4	50	305+17.80	6,915,184.78	2,606,379.62	1^ 34' 32.2323"	5700	1^ 0' 18.6808"	78.3793	156.7486	S 62^ 23' 39.2228" E	156.7486

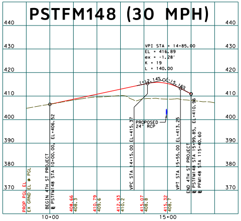
(60 MPH)

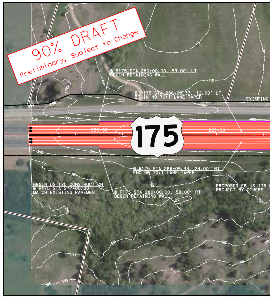


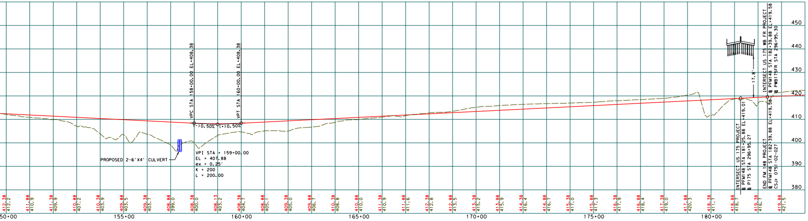

175
℄ PFM148
PROPOSED 2-6'X4' CULVERT
PROP DRNG ESMT
PROP DRNG ESMT
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
2
3
5
6
7
8
378
81
85
86
96
113
℄ PFM148 STA 160+06.84, 12.00' LT
BEGIN SB 60:1 TAPER
℄ PFM148 STA 160+06.84, 0.00' LT
BEGIN SB 60:1 LANE TAPER
BEGIN WB 60:1 LANE TAPER
℄ PFM148 STA 172+18.68, 44.00' LT
END SB 60:1 TAPER
℄ PFM148 STA 172+18.68, 20.00' LT
END SB 60:1 TAPER
℄ PFM148 STA 172+15.41, 20.00' RT
BEGIN NB THROUGH LANE TRANSITION
℄ PFM148 STA 172+15.41, 32.00' RT
BEGIN NB RT TURN LANE TRANSITION
℄ PFM148 STA 173+65.87, 8.00' RT
END NB THROUGH LANE TRANSITION
℄ PFM148 STA 173+58.37, 44.00' RT
END NB RT TURN LANE TRANSITION
PROP ROW
PROP ROW
PROP ROW
EXISTING ROW
EXISTING ROW
PROPOSED EB US 175 FRONTAGE ROAD
PROJECT BY OTHERS
℄ P175 STA 291+01.44
BEGIN US 175 WB FR
MATCH EXISTING PAVEMENT
℄ P175 STA 295+07.77
EL=441.66
BEGIN US 175 BRIDGE
INTERSECT US 175
℄ PFM148 STA 181+25.88
℄ P175 STA 296+95.27
℄ P175 STA 298+08.28
EL=443.61
END US 175 BRIDGE
℄ PWB175FR STA 301+36.18, 48.00' RT
BEGIN WB LT/U-TURN LANE TRANSITION
℄ PWB175FR STA 302+33.82, 24.00' RT
END WB LT/U-TURN LANE TRANSITION
℄ PWB175FR STA 305+96.17
END US 175 WB FR
MATCH EXISTING PAVEMENT
290+00
295+00
300+00
395
400
405
410
415
420

GTH	P.C. STATION	P.C. STATION - N	P.C. STATION - E	P.T. STATION	P.T. STATION - N	P.T. STATION - E	BACK TANGENT	AHEAD TANGENT
	106+00.00	6,908,855.01	2,603,544.03	134+79.17	6,911,505.00	2,603,157.32	N 45^ 47' 39.7375" W	N 29^ 11' 22.0597" E
	141+81.52	6,912,118.16	2,603,499.86	158+38.20	6,913,504.19	2,604,404.93	N 29^ 11' 22.0597" E	N 37^ 05' 58.3890" E
	158+38.20	6,913,504.19	2,604,404.93	180+27.00	6,915,364.70	2,605,551.63	N 37^ 05' 58.3890" E	N 26^ 11' 39.9129" E
	12+22.62	6,909,688.13	2,602,673.21	15+95.25	6,909,631.32	2,603,023.91	S 50^ 17' 53.2787" E	N 68^ 42' 07.6632" E
	291+01.44	6,915,815.61	2,605,111.64	292+80.08	6,915,737.51	2,605,272.31	S 63^ 10' 44.6051" E	S 64^ 58' 29.3194" E
	292+80.08	6,915,737.51	2,605,272.31	294+41.30	6,915,667.83	2,605,417.68	S 64^ 58' 29.3194" E	S 63^ 48' 20.0871" E
	301+36.20	6,915,361.09	2,606,041.22	304+39.42	6,915,222.05	2,606,310.67	S 63^ 48' 20.0871" E	S 61^ 36' 23.1066" E
	304+39.42	6,915,222.05	2,606,310.67	305+96.17	6,915,149.42	2,606,449.57	S 61^ 36' 23.1066" E	S 63^ 10' 55.3390" E

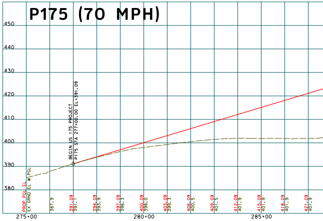
PSTFM148 (30 MPH)

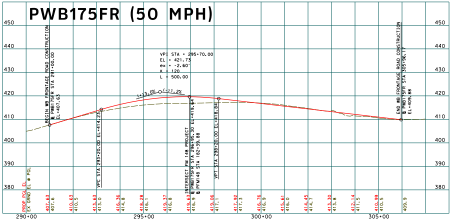



90% DRAFT
Preliminary, Subject to Change
℄ P175 STA 280+00.00, 59.00' LT
BEGIN RETAINING WALL
℄ P175 STA 286+09.33, 12.00' LT
BEGIN NB 70:1 LANE TAPER
EXISTING
175
280+00
285+00
℄ P175 STA 286+09.33, 24.00' RT
END NB 70:1 LANE TAPER
BEGIN US 175 CONSTRUCTION
℄ P175 STA 277+00.00
MATCH EXISTING PAVEMENT
℄ P175 STA 280+00.00, 59.00' RT
BEGIN RETAINING WALL
PROPOSED EB US 175
PROJECT BY OTHERS

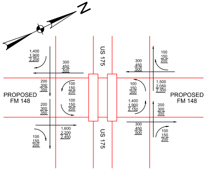


P175 (70 MPH)




PWB175FR (50 MPH)
450
440
430
420
410
400
390
380
BEGIN WB FRONTAGE ROAD CONSTRUCTION
℄ PWB175FR STA 291+00.00
EL=407.63
VPC STA 293+20.00 EL=414.23
VPI STA = 295+70.00
EL = 421.73
ex = -2.60'
K = 120
L = 500.00
(+)3.0%
(-)1.2%
INTERSECT FM 148 PROJECT
℄ PWB175FR STA 296+95.30 EL=419.64
℄ PFM148 STA 182+39.88
VPT STA 298+20.00 EL=418.84
END WB FRONTAGE ROAD CONSTRUCTION
℄ PWB175FR STA 305+96.17
EL=409.88
PROP PGL EL
EX GRND EL @ PGL
407.63 407.6
410.63 410.5
413.63 413.0
416.36 414.8
418.28 416.1
419.37 416.8
419.63 416.9
419.06 417.1
417.92 417.3
416.76 416.9
415.61 416.0
414.45 414.7
413.30 413.8
412.14 411.5
410.99 410.5
409.9
290+00
295+00
300+00
305+00

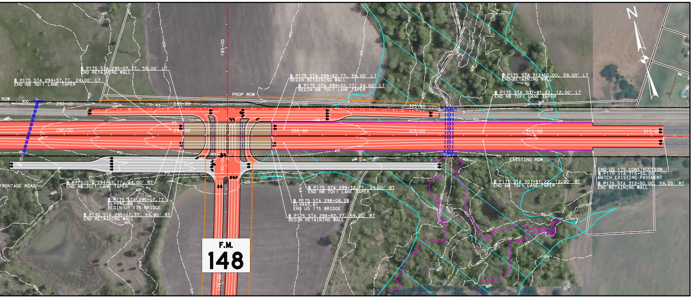
PROPOSED TRAFFIC DATA

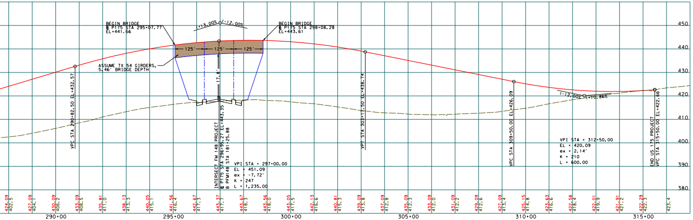

N
US 175
US 175
PROPOSED FM 148
PROPOSED FM 148
1,400
1,900
2,200
300
450
500
200
300
350
100
150
200
200
300
350
100
150
200
100
150
200
1,600
2,200
2,450
100
150
200
300
450
500
100
150
200
1,500
2,050
2,300
1,400
1,900
2,150
200
300
350
300
450
500
100
150
200

TEXAS DEPARTMENT OF TRANSPORTATION; TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM, APRIL 7, 2016

PARCEL OWNER DATA

PARCEL ID	OWNER	PROPERTY ADDRESS
76	CRANDALL 1357 INVESTORS LP	FM RD 148
81	CRANDALL 1357 INVESTORS LP	HWY 175
85	CRANDALL 1357 INVESTORS LP	HWY 175
86	CRANDALL 1357 INVESTORS LP	HWY 175
96	FACEY ENTERPRISES NV	HWY 175
113	CRANDALL 1357 INVESTORS LP	HWY 175
180	GATEWAY DALLAS GLOBAL LP	HWY 175
186	RIZOS FAMILY PARTNERSHIP	HWY 175
309	PASHIA GREGORY & MARY	304 COUNTRYVIEW LN
330	WILLIAMS GARY D & PAMELA G	302 COUNTRYVIEW LN
357	KIMBLE MORGAN & ALISON	300 COUNTRYVIEW LN
370	GIARRAPUTO PHILLIP T & MARY KAY	240 COUNTRYVIEW LN
378	GATEWAY DALLAS GLOBAL LP	HWY 175
384	SIMONS JURGEN D	238 COUNTRYVIEW LN
394	STEPHENS NESDIRA	236 COUNTRYVIEW LN
403	DIEGAS LEONARDO & GRETA	234 COUNTRYVIEW LANE
413	KING GREG & TRACIE K	232 COUNTRYVIEW LN
425	POTASH MITCH	P O BOX 593
444	GATEWAY DALLAS GLOBAL LP	HWY 175
493	GATEWAY DALLAS GLOBAL LP	HWY 175
529	CENTRAL BAPTIST CHURCH	P O BOX 416
532	CENTRAL BAPTIST CHURCH	P O BOX 416
539	STAR MOBILE HOMES LP	FM RD 148
546	TINA GRUBBS	S FM RD 148
552	ALTURA HOMES DFW LP	5763 S STATE HWY 205
554	BAKER CHAD W & BRIDGET M	123 STONERIDGE DR
556	CHARLES CODY GRUBBS	FM RD 148
559	OAK NATIONAL HOLDINGS LLC	5763 S ST HWY 205
562	OAK NATIONAL HOLDINGS LLC	5763 S ST HWY 205
568	TOWNSEND KELLI	7477 FM 2451
572	OAK NATIONAL HOLDINGS LLC	5763 S ST HWY 205
577	TINA GRUBBS	1971 S FM RD 148
578	SOLSBERTY JUSTIN & LANEY	111 STONEBRIDGE DR
583	KIRKLAND KELLY	P O BOX 208
587	REDMAN TYLER J & MAGON N	107 STONERIDGE DR
593	BLAIR SEAN & JAMIE	105 STONEWALL DR
600	WILSON GAYLA M	103 STONERIDGE DR
608	ALTURA HOMES DFW LP	FM RD 148
616	STEWART ASHLEY	101 STONERIDGE DR
618	SANDRA GRUBBS	2065 FM RD 148
642	LOYD STEVE & TERRI	2030 FM RD 148
675	GRUBBS JOE E SR	FM RD 148
677	GRUBBS JOE E SR	2136 FM RD 148
678	GATEWAY DALLAS GLOBAL LP	HWY 175
679	TINA GRUBBS	KINGSWOOD DR
701	STAR MOBILE HOMES LP	3037 WYNCHASE LN
727	GRUBBS STEVEN C	FM RD 148
731	VEGA JOEL E	WYNCHASE LN
737	ALLEN CHARLES S & TERESA L	2363 S FM RD 148
743	ENGLISH JASON	2377 S FM RD 148
749	SMITH JACK G	2391 S FM RD 148
757	NABORS AFTON & BONNIE	3161 WYNCHASE LN
760	WATT ELDRED JAMES JR	2324 FM RD 148
761	MORGAN DENNIS	2449 S FM RD 148
797	WATT ELDRED JAMES JR	FM RD 148
799	NEWTON RONALD T	FM RD 148
802	TINA GRUBBS	FM RD 148


N
185+00
180+00
290+00
295+00
300+00
305+00
310+00
315+00
ROW
PROP ROW
EXISTING ROW
FRONTAGE ROAD
℄ P175 STA 294+57.77, 24.00' LT
END NB 70:1 LANE TAPER
℄ P175 STA 295+07.77, 59.00' LT
END RETAINING WALL
℄ P175 STA 298+82.77, 59.00' LT
BEGIN RETAINING WALL
℄ P175 STA 299+32.77, 24.00' LT
BEGIN NB 70:1 LANE TAPER
℄ P175 STA 312+50.00, 59.00' LT
END RETAINING WALL
℄ P175 STA 307+81.22, 12.00' LT
END NB 70:1 LANE TAPER
℄ P175 STA 294+57.77, 24.00' RT
END NB 70:1 LANE TAPER
℄ P175 STA 295+07.77
EL=441.66
BEGIN US 175 BRIDGE
℄ P175 STA 295+07.77, 59.00' RT
END RETAINING WALL
℄ P175 STA 299+32.77, 24.00' RT
END NB 70:1 LANE TAPER
℄ P175 STA 298+08.28
EL=443.61
END US 175 BRIDGE
℄ P175 STA 298+82.77, 59.00' RT
BEGIN RETAINING WALL
℄ P175 STA 307+81.22, 12.00' RT
END NB 70:1 LANE TAPER
END US 175 CONSTRUCTION
℄ P175 STA 315+50.00
MATCH EXISTING PAVEMENT
℄ P175 STA 312+50.00, 59.00' RT
END RETAINING WALL
F.M.
148
395
400
405
410
415
420


450
440
430
420
410
400
390
380
BEGIN BRIDGE
℄ P175 STA 295+07.77
EL=441.66
BEGIN BRIDGE
℄ P175 STA 298+08.28
EL=443.61
(+)3.00%
(-)2.00%
125'
125'
125'
17.8'
ASSUME TX 54 GIRDERS,
5.46' BRIDGE DEPTH
VPC STA 290+82.50 EL=432.57
INTERSECT FM 148 PROJECT
℄ P175 STA 296+95.27 EL=443.35
℄ PFM148 STA 181+25.88
VPI STA = 297+00.00
EL = 451.09
ex = -7.72'
K = 247
L = 1,235.00
VPT STA 303+17.50 EL=438.74
VPC STA 309+50.00 EL=426.09
VPI STA = 312+50.00
EL = 420.09
ex = 2.14'
K = 210
L = 600.00
(-)2.00%
(+)0.86%
END US 175 PROJECT
VPC STA 315+50.00 EL=422.66
424.09 402.5
427.09 404.1
430.09 406.2
433.09 408.5
435.81 411.0
438.13 413.3
440.05 415.1
441.56 416.4
442.67 417.3
443.37 417.7
443.67 418.3
443.56 418.0
443.05 417.5
442.13 416.6
440.81 415.3
439.09 413.8
437.09 412.8
435.09 412.3
433.09 412.0
431.09 412.2
429.09 412.6
427.09 413.4
425.15 414.8
423.63 416.6
422.58 418.4
422.01 419.9
421.91 421.2
422.29 422.3
423.4
290+00
295+00
300+00
305+00
310+00
315+00

SUPERELEVATION DATA

CHAIN	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
NB PFM148	104+20.00	-2.00%	106+45.00	-5.16%
NB PFM148	134+34.00	-5.16%	136+59.00	-2.00%
SB PFM148	101+92.00	2.00%	107+02.00	-5.16%
SB PFM148	133+77.00	-5.16%	138+87.00	2.00%

SUPERELEVATION COORDINATE SYSTEM

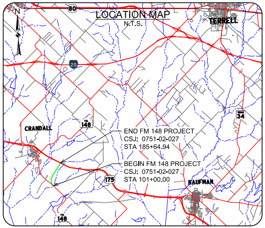
(-)	(+)
(+)	(-)

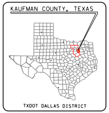
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
JAMES K. SELMAN, P.E., DISTRICT ENGINEER

# FM 148 DESIGN SCHEMATIC
FROM SOUTH OF FM 3039 TO US 175
KAUFMAN COUNTY, TEXAS
CSJ: 0751-02-027

MAY 2017
ROLL 1 OF 1

PROJECT LENGTH:	1.60 MILES
FUNCTIONAL CLASSIFICATION:	RURAL MAJOR COLLECTOR-FM 148 RURAL COLLECTOR-US 175 FR URBAN COLLECTOR-4TH ST RURAL FREEWAY-US 175
AVERAGE DAILY TRAFFIC:	3,400 (2020) 4,700 (2040)
DESIGN SPEED:	FM 148: 60 MPH US 175 FRONTAGE ROAD: 50 MPH 4TH ST: 30 MPH US 175: 70 MPH


LOCATION MAP
N.T.S.
N
80
20
175
34
148
148
CRANDALL
TERRELL
KAUFMAN
END FM 148 PROJECT
CSJ: 0751-02-027
STA 185+64.94
BEGIN FM 148 PROJECT
CSJ: 0751-02-027
STA 101+00.00


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT
TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
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NAME	P.E. NO.	DATE
MIKE E. ROMANOWSKI	56306	05/23/2017
JEREMY W. MCGAHAN	103650	05/23/2017

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
4000 FOSSIL CREEK BLVD
FORT WORTH, TEXAS 76137-2797
TEL (817) 847-1422
FAX (817) 232-9784

0 10 20 30 40
VERTICAL SCALE: 1"=20'

0 100 200 300 400
HORIZONTAL SCALE: 1"=200'

DATE SUBMITTED:

DATE APPROVED:

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