

Engineering Study
Control Device: Stop Sign CR 290

Roadway / Intersection: Intersection of CR 290 (south) with W Panther Pkwy (east and west)

Location / Extent: West of Van Alstyne (see exhibit "A")

Existing Traffic Control: 40 MPH Speed Limit on County Road 290

Roadway Width/ Surface Type: CR 290 – 24-feet (2-Lane Asphalt)
W Panther Pkwy east of intersection – 24-feet (2-Lane Asphalt)
W Panther Pkwy west of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: None taken

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: Stop Sign and Yield signs were located on W Panther Pkwy (FKA CR 290) east of the intersection prior to realignment.

Recommendation: It is recommended that a Stop Sign be placed on CR 290 at its intersection with W Panther Pkwy.

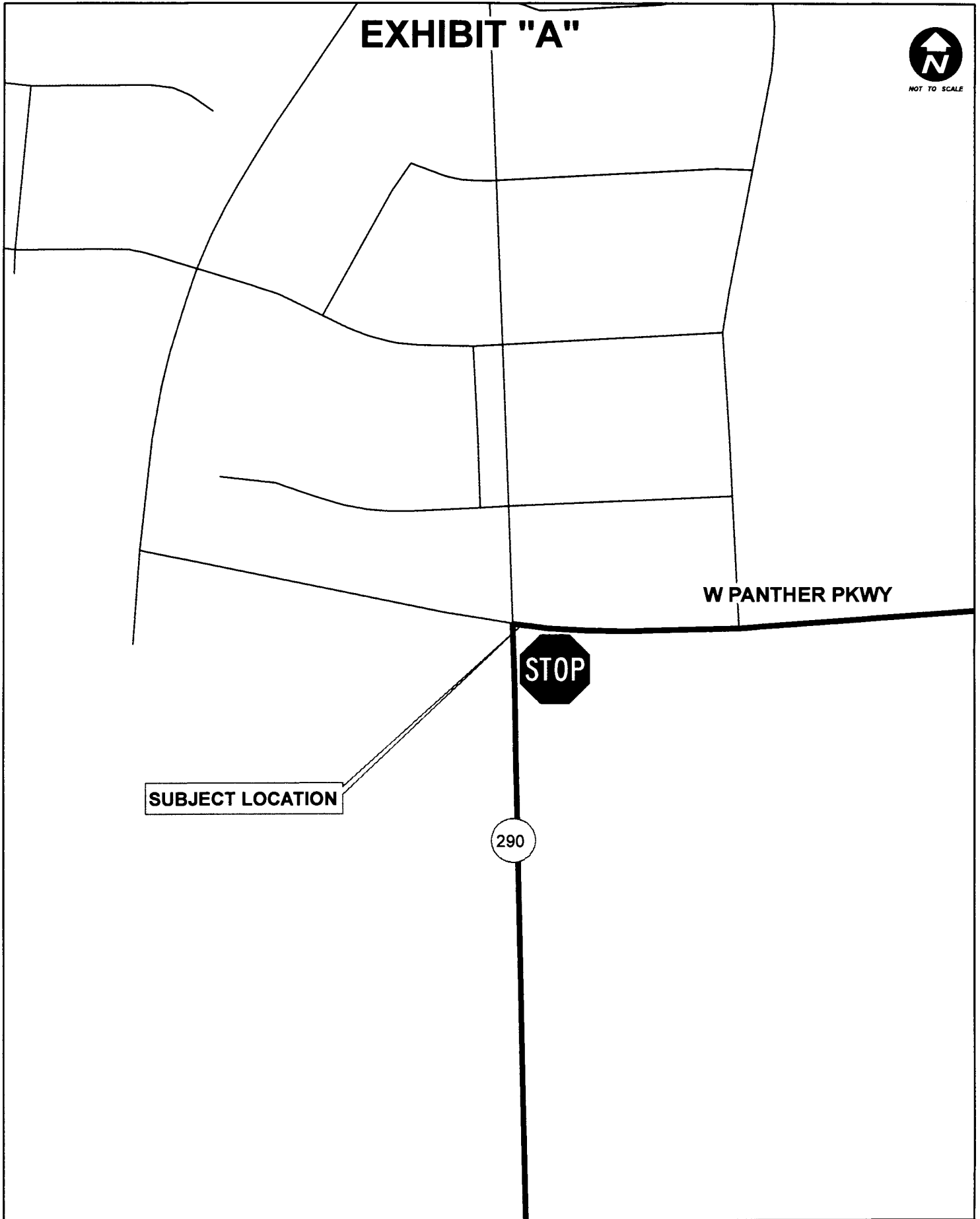
Date: April 13, 2021

Engineer: Mark Hines, P.E.



Mark F. Hines
4/14/21

EXHIBIT "A"



LOCATION MAP CR 290

Engineering Study
Control Device: Stop Sign CR 551

Roadway / Intersection: Intersection of CR 551 (north) with CR 551 (south) and CR 552 (west)

Location / Extent: South of Farmersville (see exhibit "A")

Existing Traffic Control: 40 MPH Speed Limit on County Road 552
Stop sign on CR 551 (south) with CR 552

Roadway Width/ Surface Type: CR 552 – 24-feet (2-Lane Asphalt)
CR 551 North of intersection – 24-feet (2-Lane Asphalt)
CR 551 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 552 – 988 Cars per Day
CR 551 North of the intersection – 741 Cars per Day
CR 551 South of the intersection – 263 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 551 (north) at its intersection with CR 551 and CR 552, making it an all way stop.

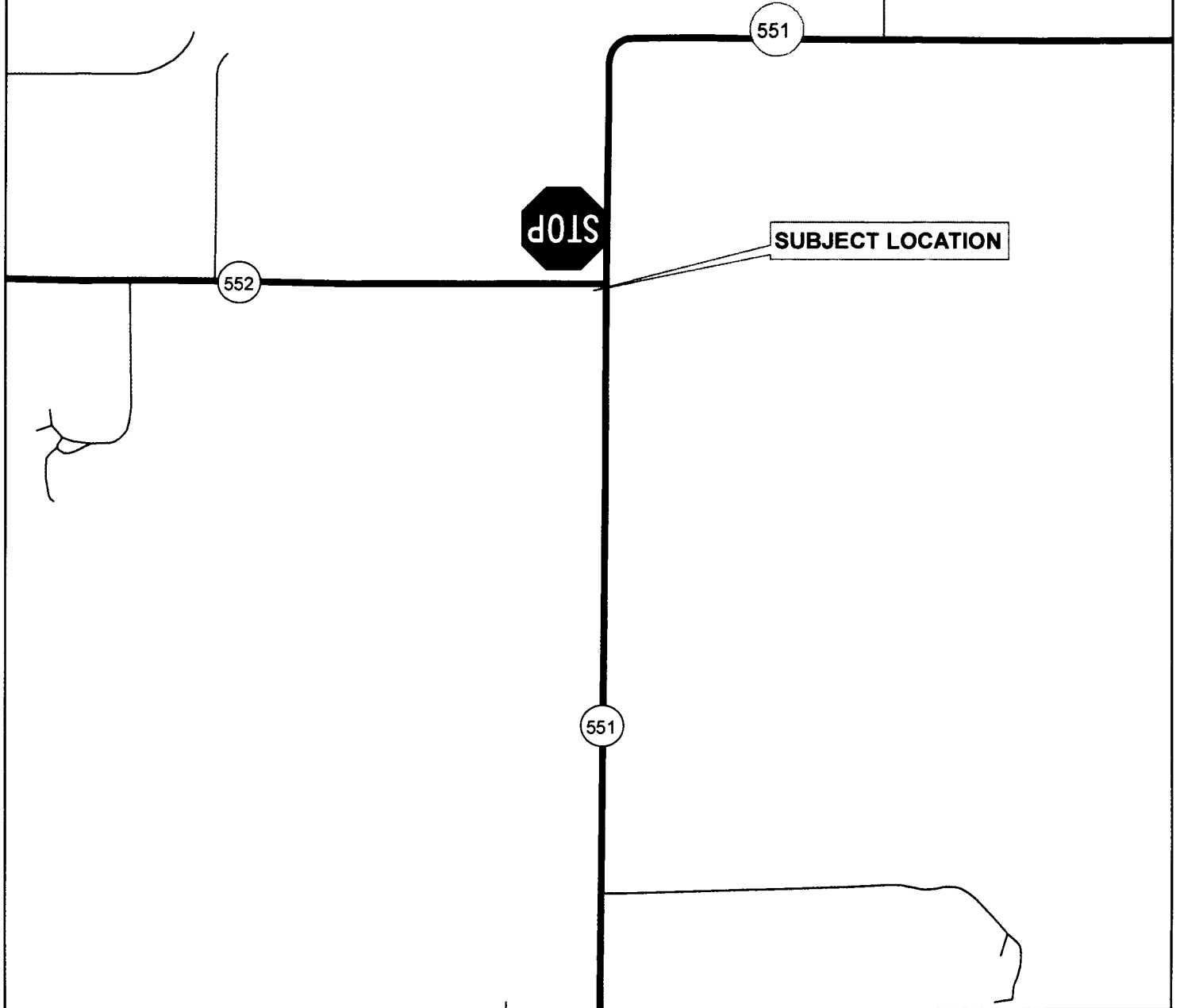
Date: April 13, 2021

Engineer: Mark Hines, P.E.



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4/13/21

EXHIBIT "A"



LOCATION MAP CR 551

Engineering Study
Control Device: Stop Sign CR 552

Roadway / Intersection: Intersection of CR 552 (west) with CR 551 (north and south)

Location / Extent: South of Farmersville (see exhibit "A")

Existing Traffic Control: 40 MPH Speed Limit on County Road 552
Stop sign on CR 551 (south) with CR 552

Roadway Width/ Surface Type: CR 552 – 24-feet (2-Lane Asphalt)
CR 551 North of intersection – 24-feet (2-Lane Asphalt)
CR 551 South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 552 – 988 Cars per Day
CR 551 North of the intersection – 741 Cars per Day
CR 551 South of the intersection – 263 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 552 at its intersection with CR 551, making it an all way stop.

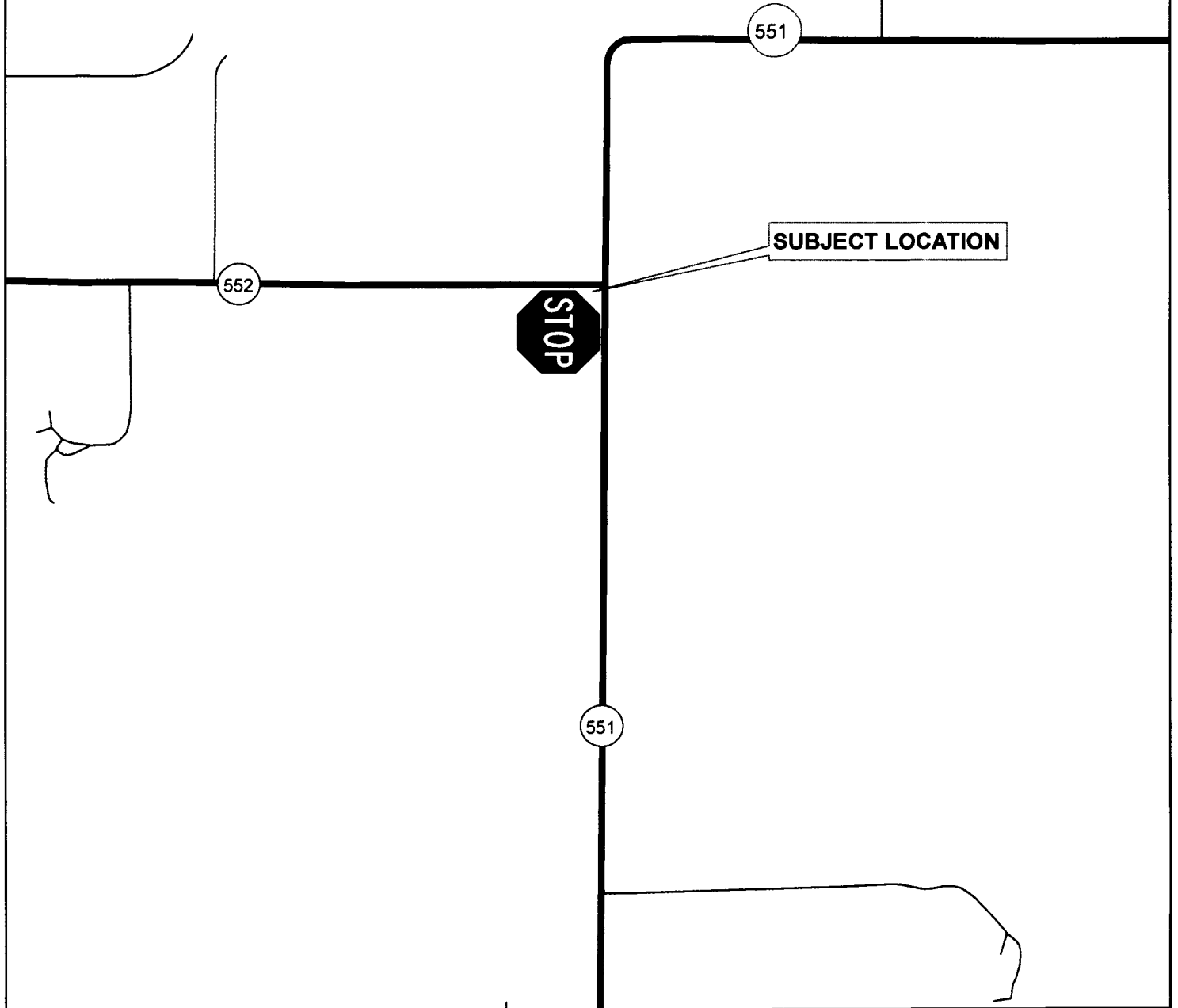
Date: April 13, 2021

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EXHIBIT "A"



LOCATION MAP CR 552

Engineering Study
Control Device: Stop Sign CR 913

Roadway / Intersection: Intersection of CR 913 (east) with Eugene Lane (north and south)

Location / Extent: North of Nevada (see exhibit "A")

Existing Traffic Control: 30 MPH Speed Limit on County Road 913
Stop sign on CR 913 at its intersection with FM 1138

Roadway Width/ Surface Type: CR 913 – 20-feet (2-Lane Asphalt)
CR Eugene Ln North of intersection – 24-feet (2-Lane Asphalt)
CR Eugene Ln South of intersection – 24-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 913 – 180 Cars per Day
CR Eugene Ln North of the intersection – 938 Cars per Day
CR Eugene Ln South of the intersection – 1066 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 913 at its intersection with Eugene Lane.

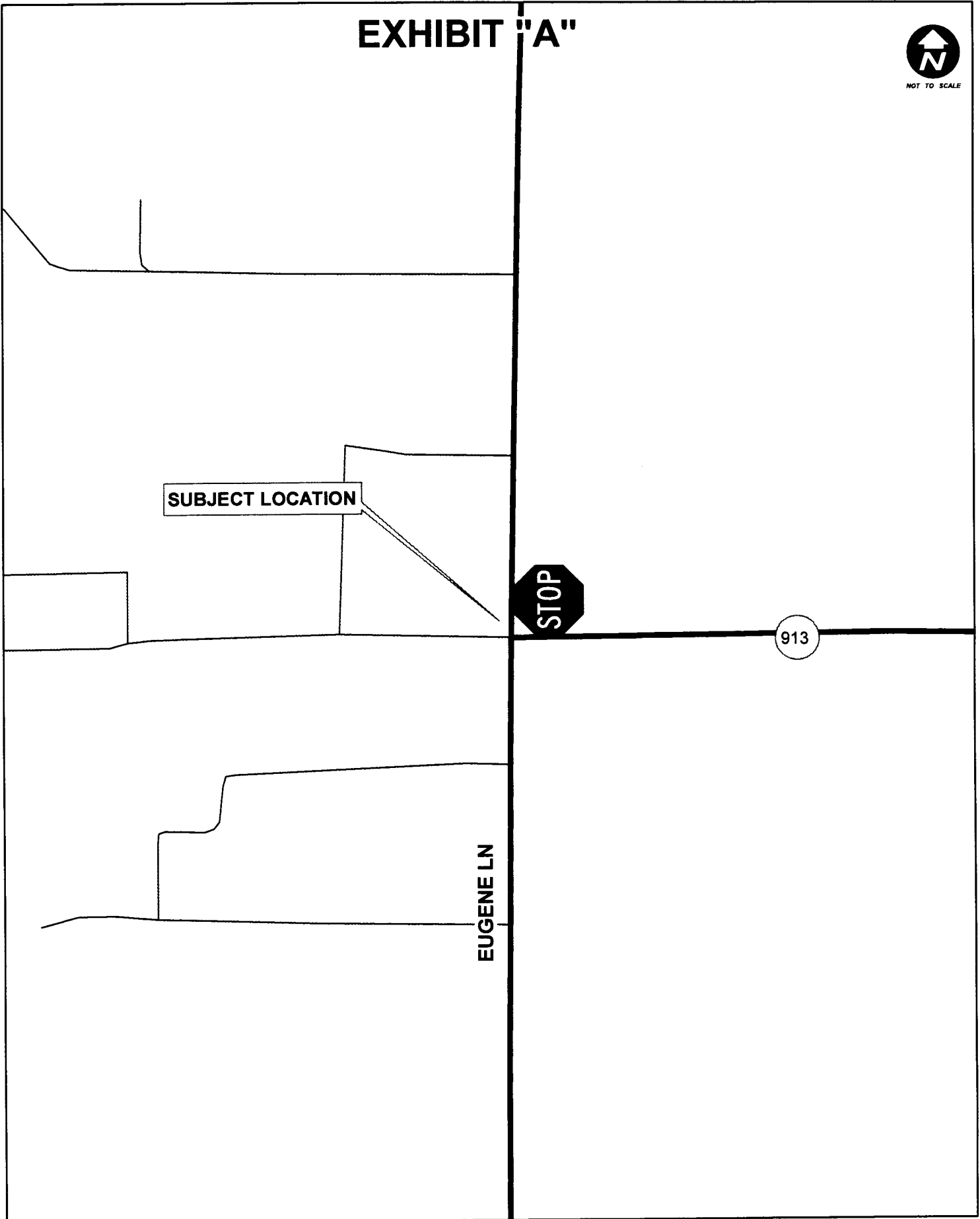
Date: April 13, 2021

Engineer: Mark Hines, P.E.



Mark F. Hines
4/13/21

EXHIBIT "A"



LOCATION MAP CR 913

Engineering Study
Control Device: Speed Limit Signs CR 959

Roadway / Intersection: County Road 959

Location / Extent: South of Princeton, from FM 982 to Highridge Rd (see exhibit "A")

Existing Speed Limit: None

Existing Traffic Control: Stop Sign at the intersection with FM 982

Traffic Counts: 321 Cars per day

Roadway Width/ Surface Type: 20-feet (2-Lane Asphalt)

Adjoining Land Development: Residential/Pasture

Roadway Design Speed: None

Visibility Along the Roadway: Good

Accident History: No speed related accidents reported to Public Works

Radar Speed Survey Result 85th percentile is 33 MPH

Other Factors: None

Recommendation: A 35 M.P.H. Speed Limit is recommended along the entire road.

Date: April 13, 2021

Engineer: Mark Hines, P.E.



Mark Hines
4/13/21

EXHIBIT "A"



FM 982

SUBJECT LOCATION

SPEED
LIMIT
35

959

392



LOCATION MAP CR 959

Engineering Study
Control Device: Stop Sign CR 1101

Roadway / Intersection: Intersection of CR 1101 (east) with CR 289 (north and south)

Location / Extent: West of Anna (see exhibit "A")

Existing Traffic Control: 40 MPH Speed Limit on County Road 289

Roadway Width/ Surface Type: CR 1101 – 22-feet (2-Lane Asphalt)
CR 289 North of intersection – 22-feet (2-Lane Asphalt)
CR 289 South of intersection – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Pasture/Residential

Visibility: Good

Accident History: None have been reported to Public Works Department

Traffic Counts: CR 1101 – 52 Cars per Day
CR 289 North of the intersection – 69 Cars per Day
CR 289 South of the intersection – 65 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on CR 1101 at its intersection with CR 289.

Date: April 13, 2021

Engineer: Mark Hines, P.E.



Mark F. Hines
4/14/21

EXHIBIT "A"



SUBJECT LOCATION



1101

289



LOCATION MAP CR 1101

Engineering Study
Control Device: Stop Sign Beaver Creek Rd

Roadway / Intersection: Intersection of Beaver Creek Rd (south) with E Stone Rd (west and north)

Location / Extent: East of Wylie (see exhibit "A")

Existing Traffic Control: 25 MPH Speed Limit on Beaver Creek Rd
Stop sign on E Stone Rd (west) at Beaver Creek Rd
Stop sign on E Stone Rd (north) at Beaver Creek Rd

Roadway Width/ Surface Type: Beaver Creek Rd – 26-feet (2-Lane Asphalt)
E Stone Rd West of intersection – 22-feet (2-Lane Asphalt)
E Stone Rd North of intersection – 22-feet (2-Lane Asphalt)

Adjoining Land Development: Residential

Visibility: Visibility restricted north of the intersection

Accident History: None have been reported to Public Works Department

Traffic Counts: Beaver Creek Rd – 897 Cars per Day
E Stone Rd west of the intersection – 1918 Cars per Day
E Stone Rd north of the intersection – 2242 Cars per Day

Application for Stop Sign: A Stop sign is warranted by Section 2B.04, P2, Article B of the 2011 Texas Manual on Uniform Traffic Control Devices.

Other Factors: None

Recommendation: It is recommended that a Stop Sign be placed on Beaver Creek Rd at its intersection with E Stone Rd.

Date: April 14, 2021

Engineer: Mark Hines, P.E.

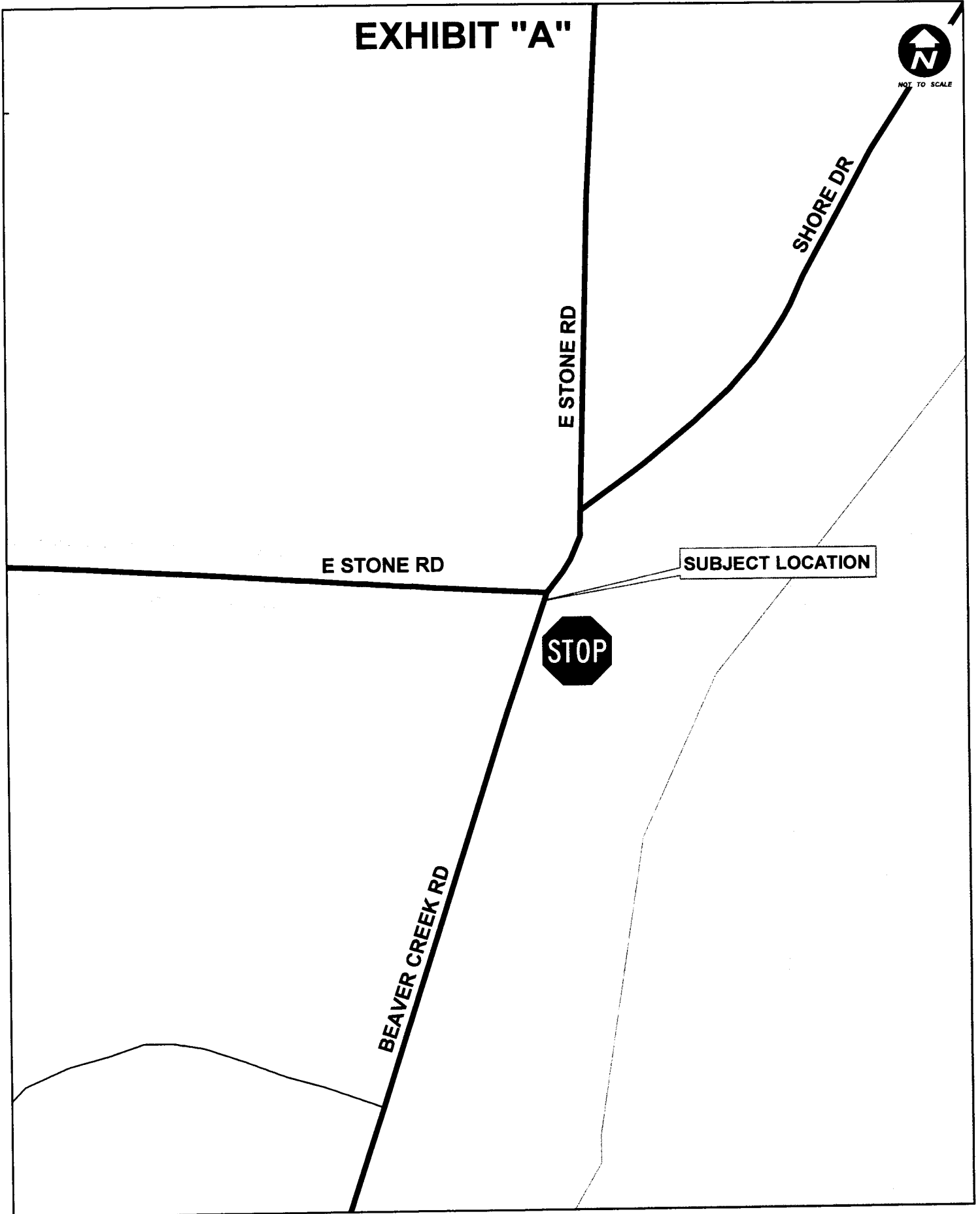


Mark F. Hines
9/15/21

EXHIBIT "A"



NOT TO SCALE



LOCATION MAP BEAVER CREEK RD