TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

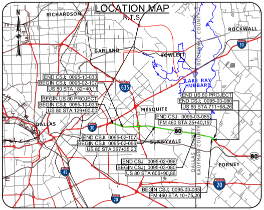
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 1 OF 12

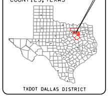
LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH

LOCATION MAP

N.T.S.


N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
DALLAS COUNTY
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
MESQUITE
DALLAS
SUNNYVALE
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
KAUFMAN COUNTY
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
635
30
80
45
20

DALLAS AND KAUFMAN
COUNTIES, TEXAS



TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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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JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

— - - —	EXISTING ROW
— — — —	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
▭	FEMA 100 YR FLOODPLAIN LIMITS
——	PARK BOUNDARY
——	EXISTING PLANIMETRIC FEATURES
- - - - - -	EXISTING CONTOURS (5-FT)
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING GAS / PETROLEUM LINE
—-—-—	CITY/COUNTY LIMITS
— — —	EXISTING CENTERLINE/BASELINE
— — —	PROPOSED CENTERLINE/BASELINE
— - - —	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
— — — —	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
━━	PROPOSED CTB
——	PROPOSED BRIDGE ABUTMENT
- - - - - -	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
— — —	POTENTIAL NOISE WALL
═ ═ ═	PROPOSED CULVERT
▩	PAVEMENT / BRIDGE TO BE REMOVED
▩	EXISTING EASTFORK WETLANDS
▩	EXISTING EASTFORK WATERS OF US
■	EXISTING BRIDGE TO REMAIN
■	PROPOSED BRIDGE
■	PROPOSED MAIN LANES
■	PROPOSED RAMP
■	PROPOSED FRONTAGE ROAD/BYPASSES
■	PROPOSED CROSS STREET
■	PROPOSED SIDEWALK
■	PROPOSED PROJECT BY OTHERS
■	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

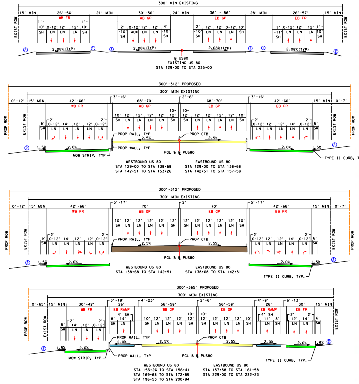
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

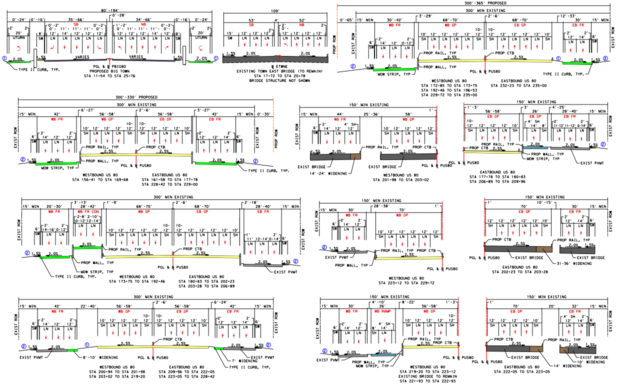
→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⏃	PERPENDICULAR CURB RAMP
▭	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP

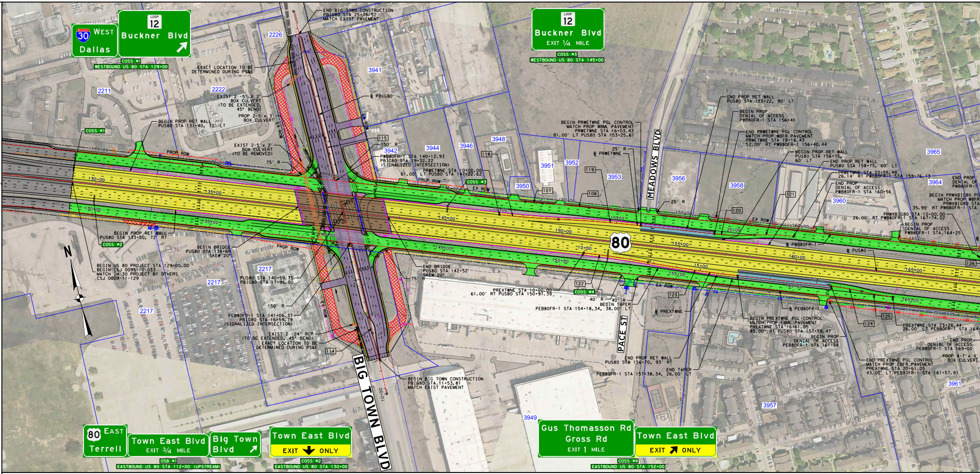
① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX

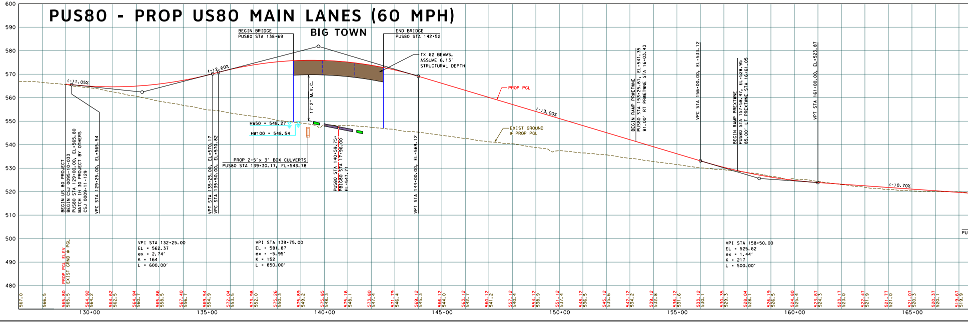
TYPICAL SECTIONS

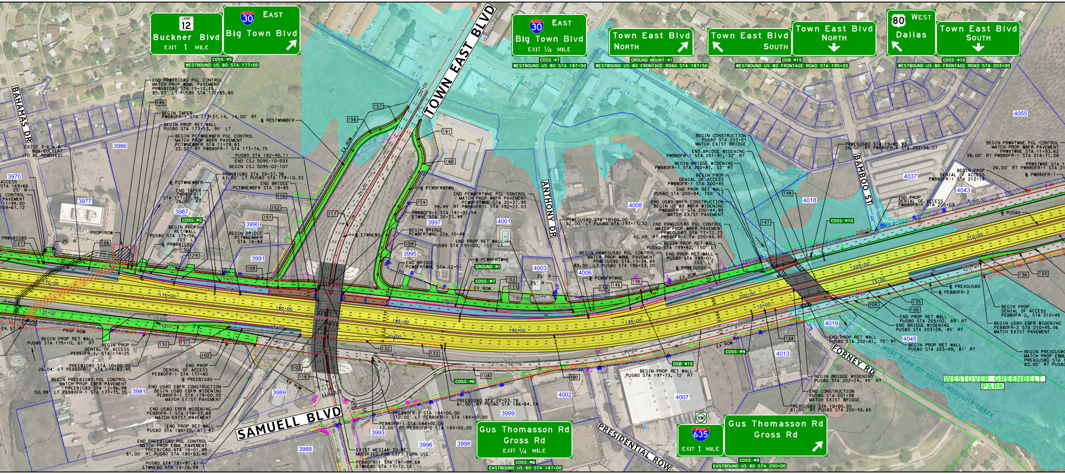

300' MIN EXISTING
EXIST ROW
WB FR
WB GP
EB GP
EB FR
SH
LN
AUX
2.08% (TYP)
℄ US80
EXISTING US 80
STA 129+00 TO STA 235+00
300'-312' PROPOSED
300' MIN EXISTING
PROP ROW
PROP RAIL, TYP
PROP CTB
PROP WALL, TYP
MOW STRIP, TYP
PGL & ℄ PUS80
TYPE II CURB, TYP.
WESTBOUND US 80
STA 129+00 TO STA 138+68
STA 142+51 TO STA 153+26
EASTBOUND US 80
STA 129+00 TO STA 138+68
STA 142+51 TO STA 157+58
WESTBOUND US 80
STA 138+68 TO STA 142+51
EASTBOUND US 80
STA 138+68 TO STA 142+51
300'-365' PROPOSED
EB RAMP
WB RAMP
WESTBOUND US 80
STA 153+26 TO STA 156+41
STA 169+68 TO STA 172+85
STA 196+53 TO STA 200+94
EASTBOUND US 80
STA 157+58 TO STA 161+58
STA 229+00 TO STA 232+23


80'-194'
SB
NB
UTURN
VARIES
TYPE II CURB, TYP.
PGL & ℄ PBIG80
PROPOSED BIG TOWN
STA 11+54 TO STA 25+76
109'
℄ ETWNE
EXISTING TOWN EAST BRIDGE (TO REMAIN)
STA 17+72 TO STA 20+78
BRIDGE STRUCTURE NOT SHOWN
300'-365' PROPOSED
WESTBOUND US 80
STA 172+85 TO STA 173+75
STA 192+46 TO STA 196+53
STA 229+72 TO STA 235+00
EASTBOUND US 80
STA 232+23 TO STA 235+00
300'-330' PROPOSED
WESTBOUND US 80
STA 156+41 TO STA 169+68
EASTBOUND US 80
STA 161+58 TO STA 177+78
STA 228+42 TO STA 229+00
150' MIN EXISTING
EXIST BRIDGE
14'-24' WIDENING
WESTBOUND US 80
STA 201+98 TO STA 203+02
EASTBOUND US 80
STA 177+78 TO STA 180+83
STA 206+89 TO STA 209+96
EXIST PVMT
WB FR CON
WESTBOUND US 80
STA 173+75 TO STA 192+46
EASTBOUND US 80
STA 180+83 TO STA 202+23
STA 203+28 TO STA 206+89
WESTBOUND US 80
STA 223+12 TO STA 229+72
31'-36' WIDENING
EASTBOUND US 80
STA 202+23 TO STA 203+28
8'-10' WIDENING
7' WIDENING
WESTBOUND US 80
STA 200+94 TO STA 201+98
STA 203+02 TO STA 219+20
EASTBOUND US 80
STA 209+96 TO STA 222+05
STA 223+05 TO STA 228+42
WESTBOUND US 80
STA 219+20 TO STA 223+12
EXISTING BRIDGE TO REMAIN
STA 221+93 TO STA 222+93
10' WIDENING
14' WIDENING
EASTBOUND US 80
STA 222+05 TO STA 223+05


30 WEST Dallas
LOOP 12 Buckner Blvd
COSS #1
WESTBOUND US 80 STA 129+00
LOOP 12 Buckner Blvd EXIT 1/4 MILE
COSS #3
WESTBOUND US 80 STA 145+00
END BIG TOWN CONSTRUCTION
PBIG80 STA 25+75.52
MATCH EXIST PAVEMENT
EXACT LOCATION TO BE DETERMINED DURING PS&E
EXIST 2 - 5' x 2' BOX CULVERT (TO BE EXTENDED, 45° BEND)
PROP 2-5' x 3' BOX CULVERT
BEGIN PROP RET WALL PUS80 STA 131+40, 72' LT
EXIST 2-5' x 2' BOX CULVERT (TO BE REMOVED)
PROP ROW
EX ROW
PBIG80
PWB80FR-1 STA 140+12.93
PBIG80 STA 19+32.22
(SIGNALIZED INTERSECTION)
PRWETWNE STA 10+00.00
61.00' LT PUS80 STA 147+22.62
BEGIN PRWETWNE PGL CONTROL
MATCH PROP WBML PAVEMENT
PRWETWNE STA 16+03.43
81.00' LT PUS80 STA 153+25.61
PRWETWNE
MEADOWS BLVD
END PROP RET WALL PUS80 STA 155+22, 90' LT
BEGIN PROP DENIAL OF ACCESS PWB80FR-1 STA 156+40
END PRWETWNE PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWETWNE STA 19+18.43
52.00' LT PWB80FR-1 156+40.44
BEGIN PROP RET WALL PUS80 STA 156+75, 60' LT
END PROP RET WALL PUS80 STA 158+75, 60' LT
PRWETWNE STA 22+55.49
26.14' RT PWB80FR-1 STA 159+76.13
END PROP DENIAL OF ACCESS PWB80FR-1 STA 160+56
PRWXBIG80 STA 10+00.00
26.00' RT PWB80FR-1 STA 167+74.02
BEGIN PROP DENIAL OF ACCESS PWB80FR-1 STA 164+25
35.99' RT PWB80FR-1 STA
BEGIN PRWXBIG80 PG
MATCH PROP WBFR
END PROP DENIAL OF PWB80FR-1
PWB80FR-1
PUS80
80
N
BEGIN PROP RET WALL PUS80 STA 133+50, 72' RT
COSS #2
BEGIN BRIDGE PUS80 STA 138+69 SKEW 20°
BEGIN US 80 PROJECT STA 129+00.00
BEGIN CSJ 0095-10-033
MATCH IH 30 PROJECT BY OTHERS
CSJ 0009-11-129
PUS80 STA 140+59.75
PBIG80 STA 17+96.00
PEB80FR-1 STA 141+06.37
PBIG80 STA 16+59.79
(SIGNALIZED INTERSECTION)
EXIST 2 - 24" RCP (TO BE EXTENDED, 45° BEND)
EXACT LOCATION TO BE DETERMINED DURING PS&E
END BRIDGE PUS80 STA 142+52 SKEW 20°
PREXTWNE STA 10+00.00
61.00' RT PUS80 STA 150+97.39
COSS #4
BEGIN TAPER
PEB80FR-1 STA 154+18.34, 38.00' LT
PREXTWNE
PACE ST
END PROP RET WALL PUS80 STA 156+70, 93' RT
END TAPER
PEB80FR-1 STA 157+38.34, 26.00' LT
BEGIN PREXTWNE PGL CONTROL
MATCH PROP EBML PAVEMENT
PREXTWNE STA 16+61.05
85.00' RT PUS80 STA 157+58.47
BEGIN PROP DENIAL OF ACCESS PEB80FR-1 STA 161+56
PEB80FR-1
END PREXTWNE PGL CONTROL
MATCH PROP EBFR PAVEMENT
PREXTWNE STA 20+61.05
43.00' LT PEB80FR-1 STA 161+57.91
PREXTWNE STA 23+28.44
26.00' LT PEB80FR-1 STA 164
END PROP DENIAL OF ACCESS PEB80FR-1 STA 169+00
PROP 4-7' x 4' BOX CULVERT
BEGIN BIG TOWN CONSTRUCTION
PBIG80 STA 11+53.81
MATCH EXIST PAVEMENT
BIG TOWN BLVD
150' R
75' R
25' R
40' R
2226 2222 2211 2217 3941 3942 3944 3946 3948 3949 3950 3951 3952 3953 3956 3957 3958 3960 3961 3964 3965
107 108 114 115 118 119 120 121 122 123 124 125 126
130+00 135+00 140+00 145+00 150+00 155+00 160+00 165+00
80 EAST Terrell
Town East Blvd EXIT 3/4 MILE
Big Town Blvd
EASTBOUND US 80 STA 112+00 (UPSTREAM)
OSB #1
Town East Blvd EXIT ONLY
COSS #2
EASTBOUND US 80 STA 130+00
Gus Thomasson Rd Gross Rd EXIT 1 MILE
Town East Blvd EXIT ONLY
COSS #4
EASTBOUND US 80 STA 152+00

PUS80 - PROP US80 MAIN LANES (60 MPH)




LOOP 12
Buckner Blvd
EXIT 1 MILE
COSS #5
WESTBOUND US 80 STA 177+00
30 EAST
Big Town Blvd
TOWN EAST BLVD
30 EAST
Big Town Blvd
EXIT 1/4 MILE
COSS #7
WESTBOUND US 80 STA 187+50
Town East Blvd
NORTH
GROUND MOUNT #1
WESTBOUND US 80 FRONTAGE ROAD STA 187+50
Town East Blvd
SOUTH
OSB #15
WESTBOUND US 80 FRONTAGE ROAD STA 195+20
Town East Blvd
NORTH
80 WEST
Dallas
Town East Blvd
SOUTH
COSS #10
WESTBOUND US 80 FRONTAGE ROAD STA 203+00
BAHAMAS DR
ANTHONY DR
BAMBOO ST
FORNEY RD
SAMUELL BLVD
PRESIDENTIAL ROW
WEST FORK OF SOUTH MESQUITE CREEK
WESTOVER GREENBELT PARK
EXIST 3-6'x 6' BOX CULVERT (TO BE REMOVED)
BEGIN CONSTRUCTION PUS80 STA 203+01 MATCH EXIST BRIDGE
END CONSTRUCTION PUS80 STA 201+98 MATCH EXIST BRIDGE
PUS80 STA 182+40.11
END CSJ 0095-10-033
BEGIN CSJ 0095-02-107
Gus Thomasson Rd
Gross Rd
EXIT 1/4 MILE
COSS #6
EASTBOUND US 80 STA 187+00
635
EXIT 1 MILE
Gus Thomasson Rd
Gross Rd
COSS #9
EASTBOUND US 80 STA 200+00
EXIST MEDIAN TO BE MODIFIED FOR LEFT TURN USE
3970
3977
3986
3987
3990
3991
3995
3997
4001
4003
4006
4008
4018
4037
4043
4055
4019
4045
4013
4007
4002
3999
3998
3996
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175+00
180+00
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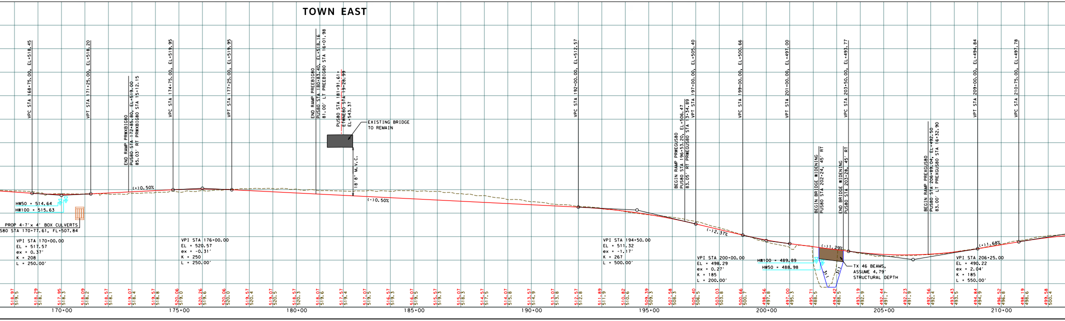
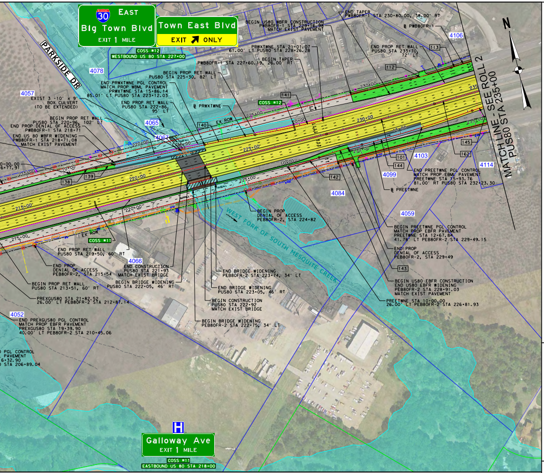
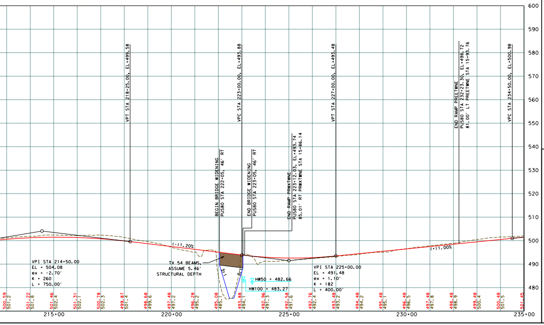
195+00
200+00
205+00
210+00


TOWN EAST
VPC STA 168+75.00, EL=518.45
VPT STA 171+25.00, EL=518.20
END RAMP PRWXBIG80 PUS80 STA 172+85.80, EL=519.00 85.03' RT PRWXBIG80 STA 15+12.15
VPC STA 174+75.00, EL=519.95
VPT STA 177+25.00, EL=519.95
END RAMP PREEBIG80 PUS80 STA 180+83.40, EL=518.16 81.00' LT PREEBIG80 STA 16+01.98
PUS80 STA 181+91.61= ETWNE80 STA 19+28.99 EL=543.37
EXISTING BRIDGE TO REMAIN
18'8" M.V.C.
(+)0.50%
(-)0.50%
HW50 = 514.64
HW100 = 515.63
PROP 4-7'x 4' BOX CULVERTS
PUS80 STA 170+77.61, FL=507.84
VPI STA 170+00.00
EL = 517.57
ex = 0.37'
K = 208
L = 250.00'
VPI STA 176+00.00
EL = 520.57
ex = -0.31'
K = 250
L = 250.00'
VPC STA 192+00.00, EL=512.57
BEGIN RAMP PRWEGUS80 PUS80 STA 196+53.20, EL=506.47 83.05' RT PRWEGUS80 STA 13+34.89
VPT STA 197+00.00, EL=505.40
VPC STA 199+00.00, EL=500.66
VPT STA 201+00.00, EL=497.00
BEGIN BRIDGE WIDENING PUS80 STA 202+24, 45' RT
END BRIDGE WIDENING PUS80 STA 203+28, 45' RT
VPC STA 203+50.00, EL=493.77
BEGIN RAMP PREXGUS80 PUS80 STA 206+89.04, EL=492.50 83.00' LT PREXGUS80 STA 16+32.90
VPT STA 209+00.00, EL=494.84
VPC STA 210+75.00, EL=497.78
VPI STA 194+50.00
EL = 511.32
ex = -1.17'
K = 267
L = 500.00'
(-)2.37%
VPI STA 200+00.00
EL = 498.29
ex = 0.27'
K = 185
L = 200.00'
HW100 = 489.89
HW50 = 488.98
(-)1.29%
TX 46 BEAMS, ASSUME 4.79' STRUCTURAL DEPTH
VPI STA 206+25.00
EL = 490.22
ex = 2.04'
K = 185
L = 550.00'
(+)1.68%
170+00
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00


30 EAST
Big Town Blvd
EXIT 1 MILE
Town East Blvd
EXIT ONLY
COSS #12
WESTBOUND US 80 STA 227+00
PARKSIDE DR
4078
4057
EXIST 3 -10' x 9' BOX CULVERT (TO BE EXTENDED)
BEGIN PROP RET WALL PUS80 STA 220+96, 102' LT
END PROP DENIAL OF ACCESS PWB80FR-1 STA 218+71
END US 80 WBFR WIDENING PWB80FR-1 STA 218+71.08 MATCH EXIST PAVEMENT
END PRWXTWNE PGL CONTROL MATCH PROP WBML PAVEMENT PRWXTWNE STA 15+86.14 85.01' LT PUS80 STA 223+12.03
END PROP RET WALL PUS80 STA 222+86, 95' LT
BEGIN PROP RET WALL PUS80 STA 225+30, 82' LT
℄ PRWXTWNE
BEGIN TAPER PWB80FR-1 STA 227+60.19, 26.00' RT
PRWXTWNE STA 21+01.07 61.00' LT PUS80 STA 228+26.28
BEGIN US80 WBFR CONSTRUCTION PWB80FR-1 STA 229+16.98 MATCH EXIST PAVEMENT
END TAPER PWB80FR-1 STA 230+80.00, 38.00' RT
℄ PWB80FR-1
END PROP RET WALL PUS80 STA 233+70, 72' LT
4106
113
112
141
140
139
138
COSS #12
EX ROW
4065
4067
215+00
220+00
225+00
230+00
235+00
10+00
15+00
4103
101
144
145
162
142
4099
4114
4084
END PREETWNE PGL CONTROL MATCH PROP EBML PAVEMENT PREETWNE STA 15+93.76 81.00' RT PUS80 STA 232+23.30
℄ PREETWNE
MATCH LINE - SEE ROLL 2 PUS80 STA 235+00
N
BEGIN PROP DENIAL OF ACCESS PEB80FR-2, STA 224+82
WEST FORK OF SOUTH MESQUITE CREEK
4059
BEGIN PREETWNE PGL CONTROL MATCH PROP EBFR PAVEMENT PREETWNE STA 12+67.84 41.78' LT PEB80FR-2 STA 229+49.15
END PROP DENIAL OF ACCESS PEB80FR-2, STA 229+49
143
BEGIN US80 EBFR CONSTRUCTION END US80 EBFR WIDENING PEB80FR-2 STA 228+91.03 MATCH EXIST PAVEMENT
PREETWNE STA 10+00.00 26.00' LT PEB80FR-2 STA 226+81.93
COSS #11
EX ROW
END PROP RET WALL PUS80 STA 219+50, 60' RT
4066
END PROP DENIAL OF ACCESS PEB80FR-2, STA 215+54
END CONSTRUCTION PUS80 STA 221+93 MATCH EXIST BRIDGE
BEGIN BRIDGE WIDENING PUS80 STA 222+05, 46' RT
END BRIDGE WIDENING PEB80FR-2 STA 223+74, 34' LT
END BRIDGE WIDENING PUS80 STA 223+05, 46' RT
BEGIN CONSTRUCTION PUS80 STA 222+92 MATCH EXIST BRIDGE
BEGIN BRIDGE WIDENING PEB80FR-2 STA 222+75, 34' LT
BEGIN PROP RET WALL PUS80 STA 213+51, 60' RT
PREXGUS80 STA 21+82.52 26.00' LT PEB80FR-2 STA 212+87.14
4052
END PREXGUS80 PGL CONTROL MATCH PROP EBFR PAVEMENT PREXGUS80 STA 19+39.90 40.00' LT PEB80FR-2 STA 210+45.06
PGL CONTROL PAVEMENT 6+32.90 STA 206+89.04
H
Galloway Ave
EXIT 1 MILE
COSS #11
EASTBOUND US 80 STA 218+00



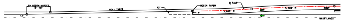
PROPERTY OWNERS

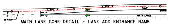
MAP	OWNER	PROPERTY ADDRESS
2208	9600 EUS80 LTD	1500 BIG TOWN
2211	TEXAS STATE OF	4600 IH 30
2217	9600 EUS80 LTD	2323 BIG TOWN BLVD
2222	TEXAS DEPT OF TRANSPORTATION	4625 W US HWY 80
2226	TEXAS STATE OF	2800 BIG TOWN BLVD
3941	MYINTYRE JAMES & PATTI	2500 BIG TOWN BLVD
3942	MCINTYRE PATTI	4515 E US HWY 80
3944	TORRES RAFAEL & PASCUAL	4501 E US HWY 80
3946	KARIKAL LLC	4417 E US HWY 80
3948	TEJAS MOTEL LLC	4405 E US HWY 80
3949	SCG MESQUITE BUSINESS CENTER	2200 BIG TOWN BLVD
3950	TEJAS MOTEL LLC	4405 E US HWY 80
3951	DAMICO JOSEPH	4337 E US HWY 80
3952	KURJI BAHADUR	4301 E US HWY 80
3953	KURJI BAHADUR	4301 E US HWY 80
3956	KINGS MUTUAL CORPORATION	4201 E US HWY 80
3957	S2 CAMELOT LLC	4260 E US HWY 80
3958	ARIKINETH PROPERTIES	4203 E US HWY 80
3960	PS TEXAS HOLDINGS LTD	4111 E US HWY 80
3961	AV ELMWOOD LTD	4049 SAMUELL BLVD
3964	VALK DON	4200 E US HWY 80
3965	VALK DON	4204 E US HWY 80
3970	ARSHIA INC	4000 E US HWY 80
3977	ZAMYAD ENTERPRISES INC	3939 E US HWY 80
3981	H&H PROPERTIES LLC	3918 E US HWY 80
3986	RJM PACIFIC PROPERTIES	3935 E US HWY 80
3987	OM SRI SAI KRISHNA INV PPTIES	3911 E US HWY 80
3988	FUEL CITY MESQUITE LP	2175 S TOWN EAST
3989	ZARIN INC	3828 E US HWY 80
3990	DEVI VAISHNO CORPORATION	3817 E US HWY 80
3991	TEXAS GREAT PROPERTIES LLC	3801 E US HWY 80
3993	QURESHI & NGUYEN PROP LLC &	3730 E US HWY 80
3995	TITUS & TITUS PARTNERS LLC	3637 N TOWN EAST
3996	RS RIDDELL FAMILY LP	3700 E US HWY 80
3997	GOVIND GROUP CORP	3629 E US HWY 80
3998	RS RIDDELL FAMILY LP	3700 E US HWY 80
3999	T & B KRUEGER	3550 E US HWY 80
4001	AMERIGOLDEN JUBILEE INC	3601 E US HWY 80
4002	ZEMAG FAMILY LP	3510 E US HWY 80
4003	HWY 80 FUEL CTR INC	3527 E US HWY 80
4006	ISSA MUHAMMAD & SONIA ISSA	3505 E US HWY 80
4007	MORRISON PRODUCTS INC	3400 E US HWY 80
4008	CARRERA RUN JV	3610 ANTHONY DR
4013	A&G SKYLINE PPTIES LP	3330 E US HWY 80
4018	INTERCITY PROPERTIES INV	3800 ANTHONY DR
4019	MESQUITE CITY OF	3300 E US HWY 80
4037	ARGPAL WTX LLC	3229 E US HWY 80
4043	SAF SALES INC	3203 E US HWY 80
4045	MESQUITE CITY OF	3100 FORNEY AVE
4052	H E L P PROPERTIES LLC	3200 E US HWY 80
4055	ROSS OIL COMPANY &	3000 E US HWY 80
4057	KIRK SHEET METAL CO INC	2900 E US HWY 80
4059	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4065	TEXAS STATE OF	2707 E US HWY 80
4066	AGARITA MESQUITE LLC	3020 E US HWY 80
4067	TEXAS STATE OF	2707 E US HWY 80
4078	OAKWOOD REDEVELOOPMENT LLC	2707 E US HWY 80
4084	PENSCO TRUST COMPANY FBO	2732 E US HWY 80
4099	AARON STEVEN L	3200 E US HWY 80
4103	PARK SUNG HO	3200 E US HWY 80
4106	1809 BAKER LLC	1809 BAKER DR
4114	JOHNSTON CLINTON EUGENE	2612 E US HWY 80

HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH
100	PUS80 (60 MPH)	PUS80-1	192+34.19	N 6,977,140.48	E 2,536,529.46	20° 48' 18.54" (LT)	3,000.00	550.74	1,089.36
101		PUS80-2	230+64.51	N 6,977,228.58	E 2,540,370.91	2° 16' 28.70" (LT)	12,000.00	238.23	476.40
162		PUS80-3	235+41.91	N 6,977,258.46	E 2,540,847.43	2° 17' 03.03" (RT)	12,000.00	239.23	478.40
102	PEB80FR-1 (40 MPH)	PEB80FR-12	177+18.91	N 6,977,525.42	E 2,535,058.27	3° 54' 13.04" (RT)	2,000.00	68.16	136.26
103		PEB80FR-13	180+12.55	N 6,977,408.81	E 2,535,327.82	0° 26' 06.90" (LT)	4,970.00	18.88	37.76
104	PEB80FR-2 (40 MPH)	PEB80FR-2-1	191+68.14	N 6,977,024.94	E 2,536,417.40	20° 44' 11.31" (LT)	3,000.00	548.88	1,085.76
105		PEB80FR-2-2	204+98.43	N 6,977,054.01	E 2,537,759.38	5° 11' 00.73" (RT)	1,000.00	45.27	90.47
106		PEB80FR-2-3	205+89.54	N 6,977,047.74	E 2,537,850.34	5° 15' 23.89" (LT)	1,000.00	45.91	91.75
107	PWB80FR-1 (40 MPH)	PWB80FR-1-3	148+62.20	N 6,978,719.84	E 2,532,450.96	2° 06' 47.58" (LT)	2,000.00	36.89	73.77
108		PWB80FR-1-4	149+97.79	N 6,978,679.34	E 2,532,580.37	2° 06' 47.58" (RT)	5,352.00	98.71	197.40
109		PWB80FR-1-5	179+49.87	N 6,977,694.33	E 2,535,363.29	5° 55' 12.41" (LT)	1,500.00	77.56	154.99
110		PWB80FR-1-6	181+04.86	N 6,977,657.93	E 2,535,514.08	5° 55' 12.41" (RT)	1,500.00	77.56	154.99
111		PWB80FR-1-7	192+29.19	N 6,977,282.73	E 2,536,574.11	20° 43' 19.33" (LT)	2,000.00	365.66	723.34
112		PWB80FR-1-8	232+71.65	N 6,977,369.73	E 2,540,623.62	3° 25' 47.25" (LT)	3,000.00	89.82	179.58
113		PWB80FR-1-9	234+49.30	N 6,977,384.16	E 2,540,800.74	3° 21' 22.37" (RT)	3,000.00	87.89	175.73
114	PBIG80 (30 MPH)	PBIG80-1	13+00.01	N 6,978,371.03	E 2,531,655.94	0° 23' 38.93" (LT)	10,000.00	34.40	68.79
115		PBIG80-2	20+84.35	N 6,979,155.34	E 2,531,649.01	0° 23' 49.27" (LT)	10,000.00	34.65	69.29
116	ETWNE80 (30 MPH)	ETWNE80-1	17+52.98	N 6,977,320.01	E 2,535,486.37	20° 57' 27.51" (RT)	675.00	124.85	246.90
117		ETWNE80-2	22+40.80	N 6,977,782.47	E 2,535,650.16	24° 17' 53.96" (RT)	675.00	145.31	286.26
118	PRWETWNE (40 MPH)	PRWETWNE-1	11+26.04	N 6,978,661.28	E 2,532,415.61	3° 47' 57.72" (LT)	3,800.00	126.04	251.98
119		PRWETWNE-2	14+27.77	N 6,978,579.65	E 2,532,706.19	3° 47' 57.72" (RT)	5,300.00	175.79	351.45
120		PRWETWNE-3	20+04.45	N 6,978,387.19	E 2,533,249.94	9° 22' 00.44" (LT)	1,050.00	86.02	171.66
121		PRWETWNE-4	21+72.96	N 6,978,356.45	E 2,533,416.01	9° 01' 31.23" (RT)	1,050.00	82.87	165.40
122	PREXTWNE (40 MPH)	PREXTWNE-1	11+38.08	N 6,978,417.21	E 2,532,739.56	4° 09' 43.75" (RT)	3,800.00	138.08	276.04
123		PREXTWNE-2	14+68.63	N 6,978,284.54	E 2,533,042.45	4° 09' 43.75" (LT)	5,300.00	192.59	385.01
124		PREXTWNE-3	21+27.99	N 6,978,064.48	E 2,533,664.18	7° 17' 43.24" (RT)	1,050.00	66.94	133.69
125		PREXTWNE-4	22+61.69	N 6,978,004.14	E 2,533,783.69	7° 17' 43.24" (LT)	1,050.00	66.94	133.69
126	PRWXBIG80 (40 MPH)	PRWXBIG80-1	10+39.92	N 6,978,048.84	E 2,534,283.78	4° 21' 16.09" (RT)	1,050.00	39.92	79.80
127		PRWXBIG80-2	11+87.28	N 6,977,989.25	E 2,534,418.60	3° 14' 25.50" (LT)	3,800.00	107.49	214.91
128		PRWXBIG80-3	14+54.67	N 6,977,895.13	E 2,534,668.93	3° 27' 26.27" (RT)	5,300.00	159.95	319.81
129		PRWXBIG80-4	18+26.06	N 6,977,743.66	E 2,535,008.14	4° 34' 16.86" (LT)	5,300.00	211.54	422.86
130	PREEBIG80 (40 MPH)	PREEBIG80-1	10+74.37	N 6,977,604.05	E 2,534,914.16	8° 06' 09.48" (LT)	1,050.00	74.37	148.49
131		PREEBIG80-2	12+22.86	N 6,977,574.68	E 2,535,059.97	8° 06' 09.48" (RT)	1,050.00	74.37	148.49
132		PREEBIG80-3	17+77.77	N 6,977,389.44	E 2,535,583.31	3° 47' 57.94" (LT)	5,300.00	175.79	351.46
133		PREEBIG80-4	20+78.65	N 6,977,308.03	E 2,535,873.11	3° 46' 29.04" (RT)	3,800.00	125.22	250.35
134	PREXGUS80 (40 MPH)	PREXGUS80-1	11+32.20	N 6,977,101.66	E 2,537,497.40	3° 59' 05.58" (RT)	3,800.00	132.20	264.29
135		PREXGUS80-2	14+48.67	N 6,977,086.91	E 2,537,813.63	3° 59' 05.58" (LT)	5,300.00	184.38	368.61
136		PREXGUS80-3	20+00.62	N 6,977,099.56	E 2,538,365.59	6° 37' 10.66" (RT)	1,050.00	60.72	121.31
137		PREXGUS80-4	21+21.93	N 6,977,088.33	E 2,538,486.51	6° 37' 10.66" (LT)	1,050.00	60.72	121.31
138	PRWXTWNE (40 MPH)	PRWXTWNE-1	10+57.70	N 6,977,310.74	E 2,539,088.49	6° 17' 25.32" (RT)	1,050.00	57.70	115.28
139		PRWXTWNE-2	11+54.50	N 6,977,302.19	E 2,539,185.04	4° 16' 44.64" (LT)	1,050.00	39.23	78.42
140		PRWXTWNE-3	16+96.12	N 6,977,294.81	E 2,539,726.64	2° 21' 48.10" (RT)	5,300.00	109.32	218.62
141		PRWXTWNE-4	19+53.31	N 6,977,280.71	E 2,539,983.48	4° 27' 28.00" (LT)	3,800.00	147.90	295.65
142	PREETWNE (40 MPH)	PREETWNE-1	10+68.98	N 6,977,122.76	E 2,540,010.62	7° 31' 01.45" (LT)	1,050.00	68.98	137.76
143		PREETWNE-2	12+02.69	N 6,977,142.30	E 2,540,143.09	7° 04' 38.07" (RT)	1,050.00	64.93	129.70
144		PREETWNE-3	15+73.85	N 6,977,150.81	E 2,540,514.32	5° 18' 07.99" (LT)	5,300.00	245.41	490.47
145		PREETWNE-4	19+95.18	N 6,977,199.40	E 2,540,933.19	5° 18' 42.32" (RT)	3,800.00	176.27	352.29
146	PRWEGUS80 (40 MPH)	PRWEGUS80-1	11+15.52	N 6,977,223.38	E 2,536,742.18	10° 43' 51.05" (LT)	1,230.00	115.52	230.37
147		PRWEGUS80-2	18+16.23	N 6,977,262.91	E 2,537,442.45	4° 46' 05.49" (LT)	1,050.00	43.72	87.38
148		PRWEGUS80-3	19+21.98	N 6,977,277.63	E 2,537,547.23	6° 46' 05.49" (RT)	1,050.00	62.09	124.03
149	PCTWNEWBFR (20 MPH)	PCTWNEWBFR-1	10+64.21	N 6,977,894.81	E 2,534,754.91	6° 59' 55.15" (RT)	1,050.00	64.21	128.18
150		PCTWNEWBFR-2	12+19.98	N 6,977,825.26	E 2,534,894.47	6° 59' 55.15" (LT)	1,500.00	91.73	183.22
151		PCTWNEWBFR-3	16+79.93	N 6,977,671.72	E 2,535,328.28	3° 53' 36.40" (LT)	1,533.00	52.11	104.15
152		PCTWNEWBFR-4	17+82.98	N 6,977,644.00	E 2,535,427.57	3° 53' 36.41" (RT)	1,500.00	50.98	101.91
153	PCWBFRTWNE (20 MPH)	PCWBFRTWNE-1	18+50.67	N 6,977,305.57	E 2,536,383.71	10° 45' 57.63" (LT)	2,000.00	188.46	375.80
154		PCWBFRTWNE-2	21+77.52	N 6,977,255.82	E 2,536,707.87	15° 08' 08.28" (LT)	1,050.00	139.50	277.38
155		PCWBFRTWNE-3	23+54.62	N 6,977,275.78	E 2,536,885.48	5° 36' 51.90" (RT)	800.00	39.23	78.39
156	PCSTWNWBFR (20 MPH)	PCSTWNWBFR-1	17+23.86	N 6,978,218.10	E 2,535,866.12	43° 37' 05.59" (RT)	200.00	80.03	152.26
157		PCSTWNWBFR-2	18+76.00	N 6,978,225.47	E 2,536,027.89	43° 33' 28.84" (LT)	200.00	79.91	152.05
158	PCWBFRNTWN (20 MPH)	PCWBFRNTWN-1	10+99.88	N 6,977,659.92	E 2,535,807.78	9° 03' 30.82" (RT)	482.00	38.18	76.21
159		PCWBFRNTWN-2	13+00.65	N 6,977,837.46	E 2,535,901.87	15° 47' 03.03" (RT)	482.00	66.82	132.78
160		PCWBFRNTWN-3	15+99.42	N 6,978,054.05	E 2,536,108.89	59° 40' 17.23" (LT)	110.00	63.09	114.56
161		PCWBFRNTWN-4	17+14.10	N 6,978,175.47	E 2,536,074.16	59° 45' 58.24" (RT)	110.00	63.21	114.74

RAMP GORE DETAILS


MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP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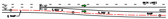
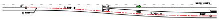
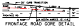
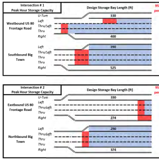

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

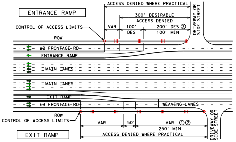

MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP


FRONTAGE ROAD GORE DETAIL

STORAGE CAPACITY DE


Intersection # 1
Peak Hour Storage Capacity
Design Storage Bay Length (ft)
Westbound US 80 Frontage Road
U-Turn
Left
Thru/Left
Thru
Right
330
400
Southbound Big Town
Left
Thru/Left
Thru
Thru
Right
390
525
Intersection # 2
Peak Hour Storage Capacity
Design Storage Bay Length (ft)
Eastbound US 80 Frontage Road
U-Turn
Left
Thru/Left
Thru
Right
330
274
Northbound Big Town
Left
Thru/Left
Thru
Thru
Right
290
374

CONTROL OF ACCESS DETAILS


ENTRANCE RAMP
ACCESS DENIED WHERE PRACTICAL
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
DRIVEWAY OR SIDE STREET
EXIT RAMP

① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

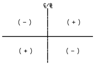
③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

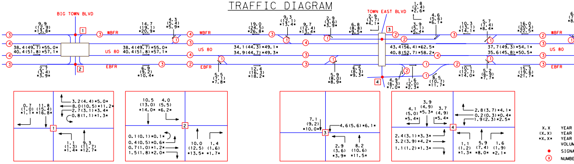
SUPERELEVATION

SUPERELEVATION SIGN CONVENTION



BASELINE	BEGIN TRAN
	STA
PBIG80 (NB) (30 MPH)	15+49.00 20+00.00
PBIG80 (SB) (30 MPH)	13+08.00 20+00.00
PEB80FR-1 (40 MPH)	137+52.00 142+20.00
PREEBIG80 (40 MPH)	13+78.00
PRWEGUS80 (40 MPH)	13+35.00
PUS80 (EB) (60 MPH)	178+95.00 196+31.00
PUS80 (WB) (60 MPH)	184+71.00 197+35.00
PWB80FR-1 (40 MPH)	138+01.00 141+00.00
PCTWNEWBFR (40 MPH)	17+19.00
PCWBFRTWNE (40 MPH)	10+55.00

TRAFFIC DIAGRAM


BIG TOWN BLVD
TOWN EAST BLVD
WBFR
US 80
EBFR
1
2
3
4
9.9 (12.9) *13.8*
14.7 (19.1) *20.9*
4.3 (5.4) *5.9*
19.0 (24.5) *26.8*
9.3 (12.1) *13.4*
9.7 (12.4) *13.4*
2.9 (3.6) *3.9*
6.8 (8.8) *9.5*
2.9 (3.7) *4.1*
1.8 (2.4) *2.6*
3.9 (5.1) *5.4*
4.6 (5.6) *6.1*
10.3 (13.1) *14.1*
5.7 (7.4) *8.4*
16.0 (20.5) *22.5*
38.4(49.7)*55.0*
40.4(51.8)*57.1*
38.4(49.7)*55.0*
40.4(51.8)*57.1*
34.1(44.3)*49.1*
34.9(44.7)*49.3*
43.4(56.4)*62.5*
40.8(52.7)*58.2*
37.7(49.3)*54.1*
35.6(45.8)*50.5*
X.X YEAR
(X.X) YEAR
X.X YEAR
VOLUM
SIGNA
NUMBE

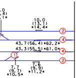
P.C. STATION	P.T. STATION
186+83.44	197+72.80
228+26.28	233+02.68
233+02.68	237+81.08
176+50.75	177+87.01
179+93.67	180+31.43
186+19.26	197+05.02
204+53.17	205+43.64
205+43.64	206+35.38
148+25.32	148+99.08
148+99.08	150+96.48
178+72.31	180+27.30
180+27.30	181+82.28
188+63.52	195+86.86
231+81.83	233+61.41
233+61.41	235+37.14
12+65.61	13+34.40
20+49.70	21+18.99
16+28.13	18+75.03
20+95.49	23+81.75
10+00.00	12+51.98
12+51.98	16+03.43
19+18.43	20+90.09
20+90.09	22+55.49
10+00.00	12+76.04
12+76.04	16+61.05
20+61.05	21+94.75
21+94.75	23+28.44
10+00.00	10+79.80
10+79.80	12+94.71
12+94.71	16+14.52
16+14.52	20+37.38
10+00.00	11+48.49
11+48.49	12+96.98
16+01.98	19+53.43
19+53.43	22+03.78
10+00.00	12+64.29
12+64.29	16+32.90
19+39.90	20+61.21
20+61.21	21+82.52
10+00.00	11+15.28
11+15.28	11+93.70
15+86.80	18+05.41
18+05.41	21+01.07
10+00.00	11+37.76
11+37.76	12+67.45
13+28.44	18+18.91
18+18.91	21+71.20
10+00.00	12+30.37
17+72.51	18+59.90
18+59.90	19+83.93
10+00.00	11+28.26
11+28.26	13+11.48
16+27.83	17+32.00
17+32.00	18+33.93
16+62.22	20+38.02
20+38.02	23+15.40
23+15.40	23+93.79
16+43.83	17+96.08
17+96.08	19+48.14
10+61.70	11+37.90
12+33.84	13+66.62
15+36.33	16+50.89
16+50.89	17+65.63

TAILS

% Que Length Thru Lane (ft)	50% Que Length per Thru Lane (ft)
260	173
538	452
538	452
0	0
434	378
434	378
434	378
434	378
0	0

% Que Length r Thru Lane (ft)	50% Que Length per Thru Lane (ft)
82	40
92	58
92	58
62	0
328	285
328	285
328	285
328	285
0	0

NSITION	END TRANSITION	
e	STA	e
-2.00%	16+00.00	-1.50%
-1.50%	20+42.00	-2.00%
2.00%	16+00.00	-1.50%
-1.50%	23+56.00	2.00%
-2.00%	140+20.00	0.50%
0.50%	143+84.00	-2.00%
-2.00%	14+00.00	-1.11%
4.34%	13+92.00	2.00%
-2.50%	188+23.00	4.34%
4.34%	201+97.00	-2.50%
2.50%	187+21.00	4.34%
4.34%	199+85.00	2.50%
2.00%	139+00.00	0.50%
0.50%	142+61.00	2.00%
2.00%	18+85.00	6.00%
6.00%	12+21.00	2.00%


.0
.4)
.1*
10.0
(13.1)
14.4
②
④
43.7(56.4)*62.2*
43.3(55.5)*61.0*
④
①
②
7.7
(9.7)
10.5
7.6
(9.9)
11.2

2025 ADT
2045 ADT
2055 ADT
E x 1000
LIZED INTERSECTION
R OF TRAVEL LANES

MATCH LINE - SEE ROLL 2

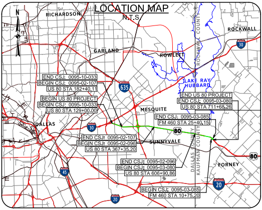
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

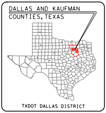
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 1 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
635
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
30
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
80
FORNEY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
20
30


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

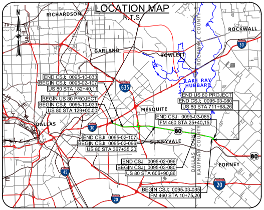
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

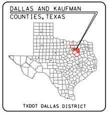
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

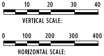
JUNE 2018
ROLL 2 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
DALLAS COUNTY
KAUFMAN COUNTY
635
30
45
20
80
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


0
10
20
30
40
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

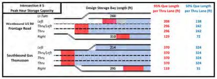
─ ─ ─	EXISTING ROW
─ ─ ─	EXISTING EASEMENT
──	EXISTING PROPERTY LIMITS
═ ═	EXISTING CULVERT
═ ═	EXISTING STORM SEWER
▭	FEMA 100 YR FLOODPLAIN LIMITS
──	PARK BOUNDARY
──	EXISTING PLANIMETRIC FEATURES
- - -	EXISTING CONTOURS (5-FT)
─ ─ ─	EXISTING TELE / CABLE / FIBER
─ ─ ─	EXISTING WATER LINE
─ ─ ─	EXISTING ELECTRIC LINE
─ ─ ─	EXISTING SANITARY SEWER LINE
─ ─ ─	EXISTING GAS / PETROLEUM LINE
──	CITY/COUNTY LIMITS
─ ─ ─	EXISTING CENTERLINE/BASELINE
─ ─ ─	PROPOSED CENTERLINE/BASELINE
─ ─ ─	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
─ ─ ─	PROPOSED DRAINAGE EASEMENT
──	PROPOSED EDGE OF PAVEMENT
──	PROPOSED CTB
──	PROPOSED BRIDGE ABUTMENT
- - -	PROPOSED BRIDGE BENT
──	PROPOSED RETAINING WALL
─ ─ ─	POTENTIAL NOISE WALL
═ ═	PROPOSED CULVERT
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING EASTFORK WETLANDS
▨	EXISTING EASTFORK WATERS OF US
■	EXISTING BRIDGE TO REMAIN
■	PROPOSED BRIDGE
■	PROPOSED MAIN LANES
■	PROPOSED RAMP
■	PROPOSED FRONTAGE ROAD/BYPASSES
■	PROPOSED CROSS STREET
■	PROPOSED SIDEWALK
■	PROPOSED PROJECT BY OTHERS
■	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

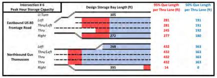
→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⊥	PERPENDICULAR CURB RAMP
▭	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP

STORAGE CAPACITY DETAILS



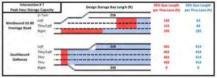
Intersection # 5
Peak Hour Storage Capacity

		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Westbound US 80 Frontage Road	U-Turn	268		
	Left		208	138
	Thru/Left		296	242
	Thru		296	242
	Right	310	129	72
Southbound Gus Thomasson	Left	214	370	324
	Thru/Left		370	324
	Thru		370	324
	Thru		370	324
	Right	295	119	31



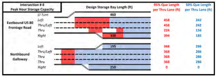
Intersection # 6
Peak Hour Storage Capacity

		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Eastbound US 80 Frontage Road	U-Turn	305		
	Left		281	191
	Thru/Left		281	191
	Thru		245	192
	Right	272	277	180
Northbound Gus Thomasson	Left	268	432	363
	Thru/Left		432	363
	Thru		432	363
	Thru		432	363
	Right	395	14	0



Intersection # 7
Peak Hour Storage Capacity

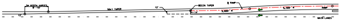
		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Westbound US 80 Frontage Road	U-Turn	256		
	Left		132	63
	Thru/Left		133	64
	Right		399	192
Southbound Galloway	Left	228	465	414
	Thru/Left		465	414
	Thru		465	414
	Thru		465	414
	Right	340	0	0



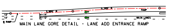
Intersection # 8
Peak Hour Storage Capacity

		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Eastbound US 80 Frontage Road	U-Turn	460		
	Left		458	242
	Thru/Left		458	242
	Thru		224	156
	Right	308	394	185
Northbound Galloway	Left	195	368	286
	Thru/Left		368	286
	Thru		368	286
	Thru		368	286
	Right	250	0	0

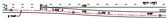
RAMP GORE DETAILS


SH WIDTH VARIES 8'-10'
50:1 TAPER
12'
BEGIN TAPER
℄ RAMP
14'
3,000' R
5,300' R
RAMP
MAIN LANES

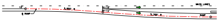
MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP


12'
℄ RAMP
14'
3,000' R
5,300' R
RAMP
MAIN LANES

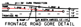
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP


MAIN LANES
12'
14'
℄ RAMP
3,000' R
5,300' R
RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

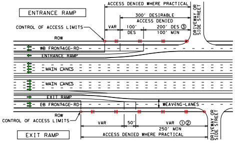

MAIN LANES
12'
14'
℄ RAMP
3,000' R
5,300' R
RAMP

MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP


30' CURB TRANSITION
RAMP
1,050' R
FRONTAGE RD
℄ RAMP
SH WIDTH VARIES 12'-14'
12'
14'

FRONTAGE ROAD GORE DETAIL

CONTROL OF ACCESS DETAILS


ENTRANCE RAMP
ACCESS DENIED WHERE PRACTICAL
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
DRIVEWAY OR SIDE STREET
EXIT RAMP

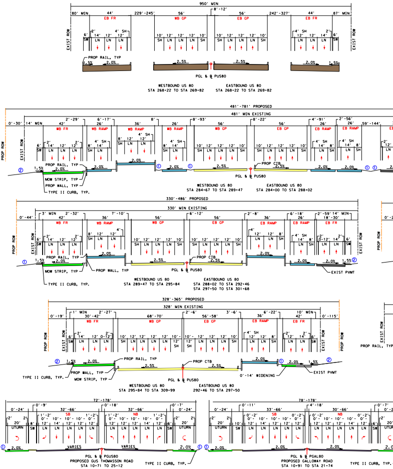
① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

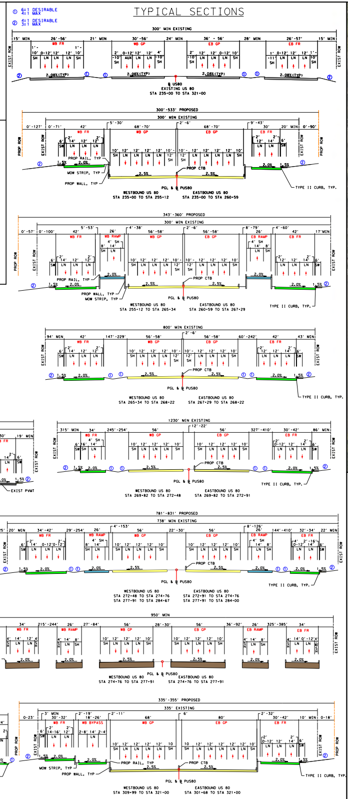
③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

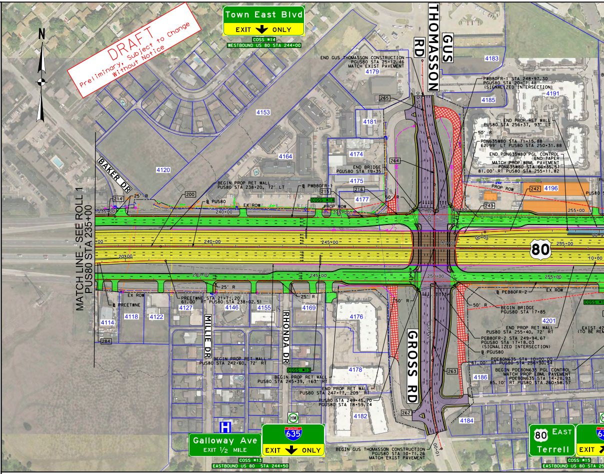
RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000


950' MIN
EB FR
WB GP
EB GP
EXIST ROW
PROP RAIL, TYP
2.5%
2.0%
PGL & ℄ PUS80
WESTBOUND US 80
STA 268+22 TO STA 269+82
EASTBOUND US 80
STA 268+22 TO STA 269+82
481'-781' PROPOSED
481' MIN EXISTING
WB FR
WB RAMP
EB RAMP
PROP ROW
MOW STRIP, TYP
PROP WALL, TYP
TYPE II CURB, TYP.
PROP CTB
WESTBOUND US 80
STA 284+67 TO STA 289+47
EASTBOUND US 80
STA 284+00 TO STA 288+02
330'-486' PROPOSED
330' MIN EXISTING
EXIST PVMT
WESTBOUND US 80
STA 289+47 TO STA 295+84
EASTBOUND US 80
STA 288+02 TO STA 292+46
STA 297+50 TO STA 301+68
328'-365' PROPOSED
328' MIN EXISTING
0'-14' WIDENING
WESTBOUND US 80
STA 295+84 TO STA 309+99
EASTBOUND US 80
292+46 TO STA 297+50
72'-178'
SB
NB
UTURN
VARIES
PGL & ℄ PGUS80
PROPOSED GUS THOMASSON ROAD
STA 10+71 TO 25+12
78'-178'
PGL & ℄ PGAL80
PROPOSED GALLOWAY ROAD
STA 10+91 TO STA 21+74
TYPE II CURB, TYP.

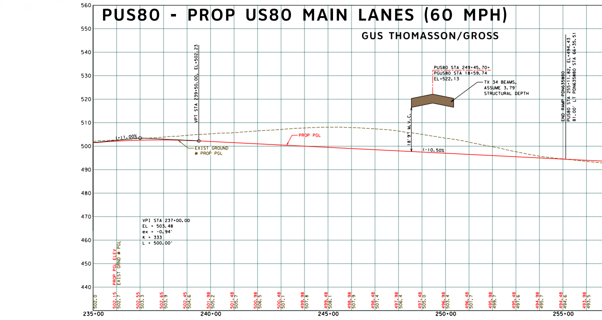
TYPICAL SECTIONS

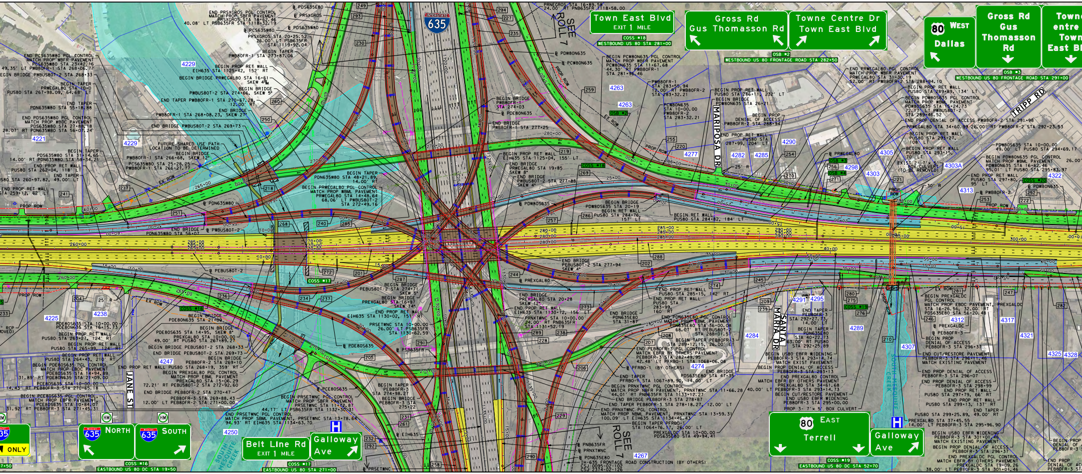

① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX
300' MIN EXISTING
℄ US80
EXISTING US 80
STA 235+00 TO STA 321+00
300'-533' PROPOSED
PROP RAIL, TYP
MOW STRIP, TYP
PROP WALL, TYP
PROP CTB
PGL & ℄ PUS80
WESTBOUND US 80
STA 235+00 TO STA 255+12
EASTBOUND US 80
STA 235+00 TO STA 260+59
TYPE II CURB, TYP.
343'-360' PROPOSED
WESTBOUND US 80
STA 255+12 TO STA 265+34
EASTBOUND US 80
STA 260+59 TO STA 267+29
800' MIN EXISTING
WESTBOUND US 80
STA 265+34 TO STA 268+22
EASTBOUND US 80
STA 267+29 TO STA 268+22
1230' MIN EXISTING
EXIST PVMT
WESTBOUND US 80
STA 269+82 TO STA 272+48
EASTBOUND US 80
STA 269+82 TO STA 272+91
781'-831' PROPOSED
738' MIN EXISTING
WESTBOUND US 80
STA 272+48 TO STA 274+76
STA 277+91 TO STA 284+67
EASTBOUND US 80
STA 272+91 TO STA 274+76
STA 277+91 TO STA 284+00
950' MIN
WESTBOUND US 80
STA 274+76 TO STA 277+91
EASTBOUND US 80
STA 274+76 TO STA 277+91
335'-355' PROPOSED
335' EXISTING
WB BYPASS
WESTBOUND US 80
STA 309+99 TO STA 321+00
EASTBOUND US 80
STA 301+68 TO STA 321+00


DRAFT
Preliminary, Subject to Change Without Notice
N
Town East Blvd
EXIT ONLY
COSS #14
WESTBOUND US 80 STA 244+00
GUS THOMASSON RD
END GUS THOMASSON CONSTRUCTION
PGUS80 STA 25+12.46
MATCH EXIST PAVEMENT
BAKER DR
MATCH LINE - SEE ROLL 1
PUS80 STA 235+00
MILLIE DR
RHONDA DR
GROSS RD
BEGIN PROP RET WALL
PUS80 STA 238+20, 72' LT
END BRIDGE
PGUS80 STA 19+35
BEGIN BRIDGE
PGUS80 STA 17+85
PWB80FR-1 STA 248+97.30
PGUS80 STA 20+01.48
(SIGNALIZED INTERSECTION)
END PROP RET WALL
PUS80 STA 256+37, 93' LT
PROP ROW
EX ROW
PREETWNE
PEB80FR-2
BEGIN GUS THOMASSON CONSTRUCTION
PGUS80 STA 10+71.26
MATCH EXIST PAVEMENT
80
Galloway Ave
EXIT 1/2 MILE
COSS #13
EASTBOUND US 80 STA 244+50
635
EXIT ONLY
80 East Terrell
COSS #15

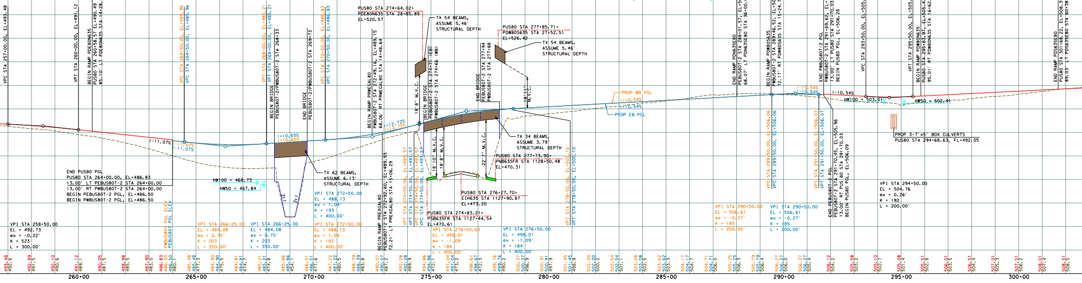
PUS80 - PROP US80 MAIN LANES (60 MPH)

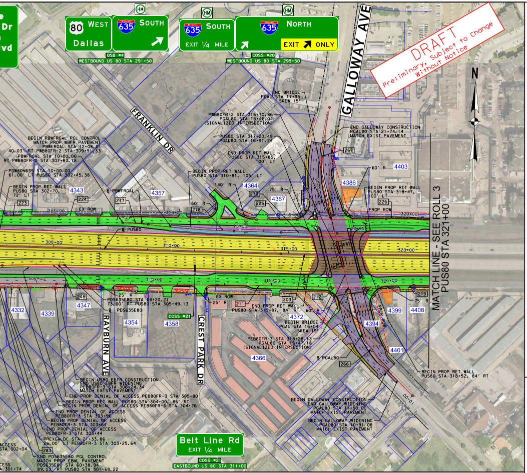
GUS THOMASSON/GROSS

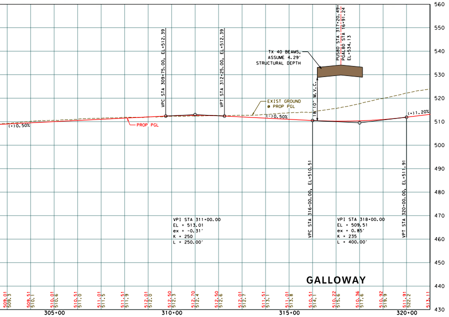



Town East Blvd
EXIT 1 MILE
Gross Rd
Gus Thomasson Rd
Towne Centre Dr
Town East Blvd
80 WEST
Dallas
Gross Rd
Gus Thomasson Rd
Towne Centre
Town East Blvd
635
SEE ROLL 7
MARIPOSA DR
SANTA MARIA DR
TRIPP RD
JANE ST
635 NORTH
635 SOUTH
ONLY
Belt Line Rd
EXIT 1 MILE
Galloway Ave
80 EAST
Terrell
Galloway Ave
SOUTH MESQUITE CREEK
SEE ROLL 7
COSS #16
COSS #17
COSS #18
COSS #19
OSB #2
OSB #3
WESTBOUND US 80 STA 281+00
WESTBOUND US 80 FRONTAGE ROAD STA 282+50
WESTBOUND US 80 FRONTAGE ROAD STA 291+00
EASTBOUND US 80 DC STA 19+50
EASTBOUND US 80 STA 271+00
EASTBOUND US 80 DC STA 52+70
FUTURE SHARED USE PATH LOCATION TO BE DETERMINED
IH-635 FRONTAGE ROAD CONSTRUCTION (BY OTHERS)
CSJ 2374-02-126
PRNECROS STA 16+89.58
260+00
265+00
270+00
275+00
280+00
285+00
290+00
295+00
300+00

PWBUS80T-2 - PROP WB US 80 TRANSITION (60 MPH)
PEBUS80T-2 - PROP EB US 80 TRANSITION (60 MPH)


VPC STA 257+00.00, EL=493.48
VPT STA 260+00.00, EL=491.12
END PUS80 PGL
PUS80 STA 264+00.00, EL=486.83
BEGIN PEBUS80T-2 PGL, EL=486.50
BEGIN PWBUS80T-2 PGL, EL=486.50
VPI STA 258+50.00
EL = 492.73
ex = -0.22'
K = 523
L = 300.00'
(-)1.07%
HW100 = 468.73
HW50 = 467.84
TX 62 BEAMS, ASSUME 6.13' STRUCTURAL DEPTH
VPI STA 266+25.00
EL = 484.08
ex = 0.75'
K = 203
L = 350.00'
VPI STA 272+50.00
EL = 486.13
ex = 1.04'
K = 193
L = 400.00'
(+)0.65%
(+)2.72%
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 34 BEAMS, ASSUME 3.79' STRUCTURAL DEPTH
VPI STA 276+50.00
EL = 499.01
ex = -1.09'
K = 184
L = 400.00'
PROP WB PGL
PROP EB PGL
(+)0.54%
VPI STA 290+50.00
EL = 506.61
ex = -0.27'
K = 185
L = 200.00'
(-)0.54%
HW100 = 503.01
HW50 = 502.41
PROP 3-7'x5' BOX CULVERTS
PUS80 STA 294+68.63, FL=492.05
VPI STA 294+50.00
EL = 504.76
ex = 0.26'
K = 192
L = 200.00'
260+00
265+00
270+00
275+00
280+00
285+00
290+00
295+00
300+00


80 WEST Dallas
635 SOUTH
635 SOUTH EXIT 1/4 MILE
635 North EXIT ONLY
OSB #4 WESTBOUND US 80 STA 291+50
COSS #20 WESTBOUND US 80 STA 299+50
DRAFT Preliminary, Subject to Change Without Notice
GALLOWAY AVE
FRANKLIN DR
RAYBURN AVE
CREST PARK DR
MATCH LINE - SEE ROLL 3 PUS80 STA 321+00
Belt Line Rd EXIT 1/4 MILE
COSS #21 EASTBOUND US 80 STA 311+00
4343
4357
4364
4367
4386
4403
4332
4339
4347
4354
4358
4372
4394
4399
4408
4401
4366
EX ROW
PROP ROW
END BRIDGE PGAL80 STA 17+95 SKEW 15°
BEGIN BRIDGE PGAL80 STA 16+04 SKEW 15°
BEGIN GALLOWAY CONSTRUCTION
END GALLOWAY WIDENING
BEGIN GALLOWAY WIDENING PGAL80 STA 10+91.08 MATCH EXIST PAVEMENT



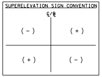
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4084	PENSCO TRUST COMPANY FBO	2732 E US HWY 80
4114	JOHNSTON CLINTON EUGENE	2612 E US HWY 80
4118	IV STAR SMITH FAMILY LLC	2612 E US HWY 80
4120	ZINTEC INVESTMENT CO	2200 BAKER DR
4122	IV STAR SMITH FAMILY LLC	2564 E US HWY 80
4127	A B BRENT A CAR INC	2550 E US HWY 80
4153	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4164	PRESTON NEIGHBOR LP	2457 E US HWY 80
4169	YOY HOLDINGS LLC	2452 E US HWY 80
4174	J MILL SHEET METAL SHEET	2143 GUS THOMASSON
4175	MIKULAS RICHARD L JR	2421 E US HWY 80
4176	ADRIELGLISTEN LTD	2414 E US HWY 80
4177	SALEH GROUP LLC THE	2401 GROSS RD
4178	ADRIELGLISTEN LTD	2414 E US HWY 80
4179	CALVARY CHURCH OF	2213 GUS THOMASSON
4181	TILLERY CARL	2151 GROSS RD
4182	ADRIELGLISTEN LTD	2414 E US HWY 80
4183	2200 AGV RETAIL LLC	2200 GUS THOMASSON
4184	GARCIA JOSE HILARIO SERRATOS &	2332 ANITA DR
4185	2200 AGV RETAIL LLC	2200 GUS THOMASSON
4186	MACHADO VICTOR MANUEL	2329 ANITA DR
4191	MQ APPLE GROVE VILLAS HOUSING	2237 E US HWY 80
4196	SAC SELF STORAGE LP	2349 E US HWY 80
4201	VAN TEXAS PROPERTIES LP	2300 GROSS RD
4221	MESQUITE HEALTH HOLDINGS	2349 E US HWY 80
4225	HOLY TABERNACLE CHURCH	2208 E US HWY 80
4229	OCEAN BARONS LP	2101 E US HWY 80
4238	HOLY TABERNACLE CHURCH	2208 E US HWY 80
4247	AMERICAN MULTICINEMA INC	2100 E US HWY 80
4250	MESQUITE CITY OF	1650 GROSS RD
4263	BOWIE BETTY J C ET AL	19205 LBJ FWY
4274	GRAYNATE A SERIES OF FITZHAWK	1630 E US HWY 80
4277	CHRISTENSEN W C SR	2101 ORLANDO DR
4282	BARKER HERBERT B JR	1544 MARIPOSA DR
4285	BARKER HERBERT B JR &	1540 MARIPOSA DR
4289	KANJI ASHIQ A	1502 E US HWY 80
4290	BARKER HERBERT B JR	1536 MARIPOSA DR
4291	DALLAS CLASSICS LLC	1524 E US HWY 80
4295	DALLAS CLASSICS LLC	1510 E US HWY 80
4298	TAYLOR REAL ESTATE	1515 E US HWY 80
4303	JENNINGS PROPERTIES LTD	1505 E US HWY 80
4305	BAIRD KENNETH	1443 TRIPP RD
4307	MESQUITE CITY OF	1100 E US HWY 80
4312	KBS SUDDEN IMPACT LLC	1422 E US HWY 80
4313	BAKER WILLARD R	1431 E US HWY 80
4317	CHATHAM GARY E	1420 E US HWY 80
4321	CHATHAM GARY E	1418 E US HWY 80
4322	IC BP III HOLDINGS II LLC	1331 E US HWY 80
4325	CHATHAM GARY E	1408 E US HWY 80
4328	HUNT MICHAEL R	1402 E US HWY 80
4332	DCJC INVESTMENTS LTD	1320 E US HWY 80
4339	KIMBLE TONI JO	1314 E US HWY 80
4343	ASI GYMNASTICS PPTIS ME LLC	1317 E US HWY 80
4347	KIMBLE TONI J	1308 E US HWY 80
4354	R ELEVEN GROUP LLC	1250 E US HWY 80
4357	ABER MESPUITE REALTY LLC	1215 E US HWY 80
4358	AUTO WAVES LLC	1220 E US HWY 80
4364	HUMPHREY PAUL	2120 FRANKLIN DR
4366	MESQUITE EXPOSITION BLVD	2090 CREST PARK DR
4367	ARK YORK CORP	1101 E US HWY 80
4372	DIPDIYA ENTERPRISES INC	2031 N GALLOWAY AVE
4386	MORGAN GRANT T &	2100 N GALLOWAY AVE
4394	HCABDN INC ET AL	1020 E US HWY 80
4399	TPC PROPERTIES LLC	1010 E US HWY 80
4403	2106 GALLOWAY LLC	2106 N GALLOWAY AVE
4408	RICHEY REVOC LIV TRUST	1006 E US HWY 80

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PDE80N635 (40 MPH)	21+10.00	-2.00%	22+98.00	5.78%
	36+10.00	5.78%	37+98.00	-2.00%
PDE80S635 (40 MPH)	16+79.00	-2.00%	17+71.00	-5.79%
	25+70.00	-5.79%	26+62.00	-2.00%
PDN635E80 (40 MPH)	24+22.00	-2.00%	25+14.00	-5.79%
	34+87.00	-5.79%	35+79.00	-2.00%
PDN635W80 (40 MPH)	50+93.00	5.71%	54+13.00	-2.00%
PDS635E80 (40 MPH)	24+00.00	-2.00%	27+16.00	5.63%
	41+73.00	5.63%	44+89.00	-2.00%
PDS635W80 (40 MPH)	26+90.00	-5.79%	27+82.00	-2.00%
PDW80N635 (40 MPH)	24+79.00	-2.00%	26+08.00	-5.10%
PDW80S635 (40 MPH)	18+54.00	-2.00%	20+42.00	5.78%
	35+04.00	5.78%	36+92.00	-2.00%
PEB80FR-2 (40 MPH)	247+77.00	-2.00%	249+00.00	-3.15%
	251+00.00	-3.15%	251+76.00	-2.00%
PEB80FR-3 (40 MPH)	316+86.00	-2.00%	317+40.00	-2.50%
	319+30.00	-2.50%	319+63.00	-2.00%
PRWEGAL80 (40 MPH)	20+02.00	2.00%	21+33.00	-3.40%
	29+57.00	-3.40%	30+88.00	2.00%
PUS80 (WB) (60 MPH)	320+64.00	2.50%	331+19.00	-4.00%
PWB80FR-2 (40 MPH)	247+25.00	2.00%	248+00.00	3.14%
	250+00.00	3.14%	250+99.00	2.00%
	315+61.00	2.00%	315+70.00	2.19%
	317+50.00	2.19%	317+71.00	2.00%
PREXGAL80 (40 MPH)	18+32.00	-2.00%	19+41.00	2.50%
	26+83.00	2.50%	27+92.00	-2.00%

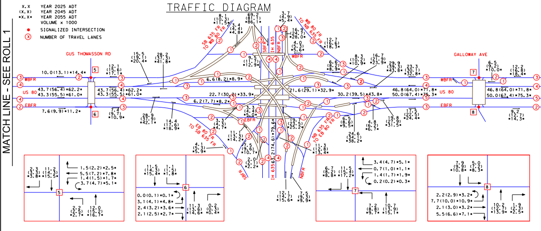
SUPERELEVATION SIGN CONVENTION



HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
200	PUS80 (60 MPH)	PUS80-3	235+41.91	N 6,977,258.46	E 2,540,847.43	2° 17' 03.03" (RT)	12,000.00	239.23	478.40	233+02.68	237+81.08
201		PUS80-4	271+43.81	N 6,977,340.44	E 2,544,448.46	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	268+22.22	274+65.24
202		PUS80-5	285+58.72	N 6,977,448.37	E 2,545,859.40	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	281+07.14	290+09.88
203		PUS80-6	315+86.90	N 6,977,451.76	E 2,548,888.00	1° 08' 35.27" (LT)	12,000.00	119.71	239.42	314+67.19	317+06.60
204	PEB80FR-2 (40 MPH)	PEB80FR-2-4	264+90.82	N 6,977,183.04	E 2,543,750.13	28° 32' 58.92" (RT)	1,750.00	445.25	872.00	260+45.57	269+17.57
205	PEB80FR-3 (40 MPH)	PEB80FR-3-1	272+29.87	N 6,976,795.95	E 2,544,528.38	31° 36' 37.24" (LT)	800.00	226.46	441.36	270+03.41	274+44.78
206		PEB80FR-3-2	280+67.48	N 6,976,860.72	E 2,545,375.06	27° 29' 37.15" (LT)	800.00	195.71	383.88	278+71.77	282+55.65
207		PEB80FR-3-3	283+50.79	N 6,977,014.28	E 2,545,622.08	18° 01' 16.70" (RT)	600.00	95.15	188.72	282+55.65	284+44.37
208		PEB80FR-3-4	285+06.62	N 6,977,051.95	E 2,545,774.90	7° 07' 26.34" (LT)	1,000.00	62.25	124.34	284+44.37	285+68.71
209		PEB80FR-3-5	290+77.55	N 6,977,256.34	E 2,546,308.16	18° 46' 58.59" (RT)	1,000.00	165.40	327.82	289+12.15	292+39.97
210		PEB80FR-3-6	295+72.36	N 6,977,275.34	E 2,546,805.58	0° 59' 46.44" (RT)	1,000.00	8.69	17.39	295+63.67	295+81.05
211		PEB80FR-3-7	315+11.84	N 6,977,315.67	E 2,548,744.64	1° 23' 05.00" (RT)	20,000.00	241.69	483.36	312+70.14	317+53.50
212		PEB80FR-3-8	318+54.03	N 6,977,314.52	E 2,549,086.85	5° 45' 17.46" (LT)	2,000.00	100.53	200.88	317+53.50	319+54.39
213		PEB80FR-3-9	320+30.42	N 6,977,331.63	E 2,549,262.58	4° 21' 15.84" (RT)	2,000.00	76.04	152.00	319+54.39	321+06.38
214	PWB80FR-1 (40 MPH)	PWB80FR-1-9	234+49.30	N 6,977,384.16	E 2,540,800.74	3° 21' 22.37" (RT)	3,000.00	87.89	175.73	233+61.41	235+37.14
215		PWB80FR-1-10	245+94.46	N 6,977,410.23	E 2,541,945.66	7° 01' 17.99" (LT)	1,000.00	61.35	122.55	245+33.11	246+55.66
216		PWB80FR-1-11	247+17.01	N 6,977,428.00	E 2,542,067.07	7° 01' 17.99" (RT)	1,000.00	61.35	122.55	246+55.66	247+78.21
217		PWB80FR-1-12	261+56.36	N 6,977,460.76	E 2,543,506.19	19° 04' 06.57" (LT)	2,000.00	335.91	665.62	258+20.44	264+86.06
218		PWB80FR-1-13	267+08.32	N 6,977,655.08	E 2,544,029.45	11° 29' 53.92" (RT)	800.00	80.54	160.55	266+27.77	267+88.32
219		PWB80FR-1-14	281+13.98	N 6,977,872.01	E 2,545,418.82	31° 38' 14.54" (RT)	900.00	254.99	496.96	278+58.99	283+55.94
220	PWB80FR-2 (40 MPH)	PWB80FR-2-1	284+33.03	N 6,977,745.41	E 2,545,751.56	14° 21' 55.28" (LT)	800.00	100.82	200.58	283+32.21	285+32.79
221		PWB80FR-2-2	294+10.10	N 6,977,602.56	E 2,546,719.20	5° 53' 58.89" (LT)	2,000.00	103.06	205.94	293+07.04	295+12.98
222		PWB80FR-2-3	299+96.50	N 6,977,576.99	E 2,547,305.23	2° 41' 25.95" (LT)	5,000.00	117.42	234.79	298+79.08	301+13.88
223		PWB80FR-2-4	303+49.53	N 6,977,578.18	E 2,547,658.30	1° 53' 07.19" (LT)	10,000.00	164.54	329.05	301+84.99	305+14.04
224		PWB80FR-2-5	306+66.64	N 6,977,589.68	E 2,547,975.23	1° 44' 54.85" (RT)	10,000.00	152.60	305.18	305+14.04	308+19.22
225		PWB80FR-2-6	314+39.78	N 6,977,594.12	E 2,548,748.37	1° 59' 32.35" (LT)	5,000.00	86.94	173.86	313+52.84	315+26.70
226		PWB80FR-2-7	320+34.84	N 6,977,618.23	E 2,549,342.97	7° 29' 38.54" (RT)	2,000.00	130.98	261.59	319+03.86	321+65.45
227	PNB635FR (40 MPH)	PNB635FR-6	1117+28.49	N 6,978,498.22	E 2,544,901.49	14° 55' 31.83" (LT)	1,000.00	130.99	260.50	1115+97.50	1118+58.00
228		PNB635FR-7	1133+58.57	N 6,976,886.66	E 2,545,156.18	22° 10' 41.11" (LT)	800.00	156.79	309.66	1132+01.77	1135+11.44
229		PNB635FR-8	1137+88.32	N 6,976,515.54	E 2,545,380.57	38° 10' 56.19" (RT)	800.00	276.89	533.13	1135+11.44	1140+44.56
230	PSB635FR (40 MPH)	PSB635FR-8	1118+30.22	N 6,978,275.61	E 2,544,669.74	14° 04' 12.81" (RT)	2,000.00	246.81	491.14	1115+83.41	1120+74.55
231		PSB635FR-9	1132+89.16	N 6,976,826.20	E 2,544,856.70	19° 24' 36.15" (RT)	1,000.00	171.02	338.77	1131+18.13	1134+56.90
232		PSB635FR-10	1137+53.15	N 6,976,369.24	E 2,544,759.07	33° 00' 13.98" (LT)	1,000.00	296.25	576.03	1134+56.90	1140+32.93
233	PDE80N635 (40 MPH)	PDE80N635-1	12+02.30	N 6,977,249.62	E 2,543,139.22	6° 05' 40.81" (RT)	3,800.00	202.30	404.21	10+00.00	14+04.21
234		PDE80N635-2	32+27.50	N 6,977,080.46	E 2,545,157.73	103° 16' 03.57" (LT)	780.00	985.31	1,405.84	22+42.19	36+48.04
235		PDE80N635-3	41+54.18	N 6,978,555.62	E 2,544,937.86	7° 01' 05.92" (LT)	5,314.00	325.87	650.93	38+28.31	44+79.24
236	PDE80S635 (40 MPH)	PDE80S635-1	12+46.51	N 6,977,194.47	E 2,543,797.23	7° 25' 23.96" (RT)	3,800.00	246.51	492.33	10+00.00	14+92.33
237		PDE80S635-2	22+16.57	N 6,976,989.10	E 2,544,746.00	62° 11' 07.02" (RT)	770.00	464.36	835.71	17+52.21	25+87.92
238	PDN635E80 (40 MPH)	PDN635E80-3	30+87.71	N 6,977,284.92	E 2,545,423.02	75° 03' 58.19" (RT)	770.00	591.55	1,008.82	24+96.17	35+04.98
239		PDN635E80-4	38+12.35	N 6,977,385.78	E 2,546,316.26	6° 21' 02.88" (RT)	3,800.00	210.82	421.20	36+01.53	40+22.73
240	PDN635W80 (40 MPH)	PDN635W80-4	46+90.23	N 6,977,604.31	E 2,545,243.35	98° 04' 25.20" (LT)	835.00	961.81	1,429.28	37+28.42	51+57.70
241		PDN635W80-5	60+98.96	N 6,977,396.49	E 2,543,351.66	4° 57' 54.23" (RT)	3,800.00	164.75	329.30	59+34.21	62+63.51
242		PDN635W80-6	68+11.30	N 6,977,380.27	E 2,542,639.31	3° 47' 57.72" (LT)	5,300.00	175.79	351.45	66+35.51	69+86.96
243		PDN635W80-7	70+51.42	N 6,977,358.90	E 2,542,400.01	1° 56' 37.61" (RT)	3,800.00	64.46	128.92	69+86.96	71+15.88
244	PDS635E80 (40 MPH)	PDS635E80-2	36+97.72	N 6,977,091.89	E 2,544,640.90	96° 47' 10.57" (LT)	900.00	1,013.45	1,520.32	26+84.27	42+04.59
245		PDS635E80-3	47+29.20	N 6,977,338.34	E 2,546,159.08	8° 00' 38.71" (RT)	3,800.00	266.08	531.29	44+63.11	49+94.41
246		PDS635E80-4	54+96.93	N 6,977,354.57	E 2,546,927.51	1° 08' 44.74" (RT)	12,000.00	119.99	239.97	53+76.94	56+16.91
247		PDS635E80-5	59+71.77	N 6,977,355.10	E 2,547,402.35	3° 59' 05.13" (LT)	5,300.00	184.37	368.60	57+87.39	61+55.99
248		PDS635E80-6	62+88.18	N 6,977,377.45	E 2,547,718.13	3° 59' 05.13" (RT)	3,800.00	132.19	264.28	61+55.99	64+20.27
249	PDS635W80 (40 MPH)	PDS635W80-1	12+54.13	N 6,978,642.46	E 2,544,574.97	7° 39' 07.64" (RT)	3,800.00	254.13	507.51	10+00.00	15+07.51
250		PDS635W80-2	22+94.85	N 6,977,605.30	E 2,544,480.26	73° 35' 44.96" (RT)	770.00	575.99	989.06	17+18.86	27+07.92
251		PDS635W80-3	29+52.29	N 6,977,446.15	E 2,543,675.49	4° 55' 01.78" (RT)	3,786.00	162.56	324.92	27+89.73	31+14.65
252	PDW80N635 (40 MPH)	PDW80N635-1	11+69.37	N 6,977,511.07	E 2,547,377.06	5° 06' 14.21" (RT)	3,800.00	169.37	338.51	10+00.00	13+38.51
253		PDW80N635-2	15+70.98	N 6,977,546.37	E 2,546,976.77	5° 01' 23.40" (LT)	5,300.00	232.48	464.66	13+38.51	18+03.16
254		PDW80N635-3	21+18.10	N 6,977,546.53	E 2,546,429.36	9° 28' 31.85" (RT)	3,800.00	314.94	628.44	18+03.16	24+31.60
255		PDW80N635-4	33+08.77	N 6,977,743.13	E 2,545,253.57	61° 30' 22.82" (RT)	1,200.00	714.01	1,288.19	25+94.75	38+82.94
256	PDW80S635 (40 MPH)	PDW80S635-1	13+17.64	N 6,977,498.04	E 2,546,452.58	9° 33' 22.66" (RT)	3,800.00	317.64	633.80	10+00.00	16+33.80
257		PDW80S635-2	31+79.29	N 6,977,805.29	E 2,544,614.97	112° 48' 54.02" (LT)	780.00	1,174.33	1,535.81	20+04.96	35+40.77
258		PDW80S635-3	42+24.88	N 6,975,996.87	E 2,545,043.23	10° 23' 49.12" (RT)	5,300.00	482.20	961.75	37+42.69	47+04.43
259	PCW80N635 (40 MPH)	PCW80N635-1	13+18.94	N 6,977,907.82	E 2,545,364.50	43° 28' 17.55" (RT)	800.00	318.94	606.98	10+00.00	16+06.98
260	PCS635W80 (40 MPH)	PCS635W80-2	22+58.72	N 6,977,740.92	E 2,544,260.61	56° 34' 07.73" (RT)	600.00	322.86	592.39	19+35.87	25+28.25
261	PCE80S635 (40 MPH)	PCE80S635-1	12+07.00	N 6,976,765.44	E 2,544,561.44	38° 04' 07.27" (RT)	600.00	207.00	398.65	10+00.00	13+98.65
262	PGUS80 (30 MPH)	PGUS80-1	12+27.92	N 6,976,655.67	E 2,542,241.25	22° 09' 31.73" (RT)	800.00	156.66	309.40	10+71.26	13+80.66
263		PGUS80-2	14+29.74	N 6,976,860.41	E 2,542,261.41	7° 01' 17.99" (LT)	800.00	49.08	98.04	13+80.66	14+78.70
264		PGUS80-3	22+31.89	N 6,977,662.45	E 2,542,241.84	14° 25' 18.17" (LT)	800.00	101.22	201.37	21+30.68	23+32.04
265		PGUS80-4	24+22.64	N 6,977,847.00	E 2,542,189.55	12° 55' 18.17" (RT)	800.00	90.59	180.42	23+32.04	25+12.46
266	PGAL80 (30 MPH)	PGAL80-1	12+98.66	N 6,977,070.27	E 2,549,130.74	30° 15' 01.28" (RT)	550.00	148.66	290.38	11+50.00	14+40.38
267		PGAL80-2	20+65.97	N 6,977,815.05	E 2,548,919.19	24° 12' 47.91" (RT)	550.00	117.98	232.43	19+48.00	21+80.43
268	PRWEGAL80 (40 MPH)	PRWEGAL80-1	14+41.98	N 6,977,414.70	E 2,544,543.00	13° 16' 06.87" (LT)	3,800.00	441.98	880.01	10+00.00	18+80.01
269		PRWEGAL80-2	25+51.50	N 6,977,712.88	E 2,545,615.81	23° 55' 50.56" (RT)	2,100.00	445.04	877.11	21+06.46	29+83.57
270		PRWEGAL80-3	32+13.06	N 6,977,614.37	E 2,546,283.12	9° 01' 31.23" (LT)	1,050.00	82.87	165.40	31+30.19	32+95.59
271		PRWEGAL80-4	33+78.46	N 6,977,616.19	E 2,546,448.85	9° 01' 31.23" (RT)	1,050.00	82.87	165.40	32+95.59	34+60.99
272	PREXGAL80 (40 MPH)	PREXGAL80-1	12+52.13	N 6,977,289.12	E 2,544,347.19	7° 35' 30.86" (RT)	3,800.00	252.13	503.51	10+00.00	15+03.51
273		PREXGAL80-2	23+13.98	N 6,977,172.75	E 2,545,403.38	14° 59' 50.27" (LT)	3,000.00	394.89	785.26	19+19.09	27+04.35
274		PREXGAL80-3	31+79.89	N 6,977,304.55	E 2,546,263.77	8° 31' 18.56" (RT)	3,800.00	283.12	565.19	28+96.78	34+61.96
275		PREXGAL80-4	35+28.35	N 6,977,305.70	E 2,546,613.28	7° 14' 07.82" (RT)	1,050.00	66.39	132.60	34+61.96	35+94.56
276		PREXGAL80-5	36+70.19	N 6,977,288.28	E 2,546,754.22	8° 14' 21.38" (LT)	1,050.00	75.63	150.99	35+94.56	37+45.55
277	PBWFRGAL (40 MPH)	PBWFRGAL-1	10+54.88	N 6,977,564.80	E 2,548,147.51	5° 59' 00.34" (RT)	1,050.00	54.88	109.65	10+00.00	11+09.65
278		PBWFRGAL-2	12+92.68	N 6,977,542.20	E 2,548,384.34	5° 30' 54.47" (LT)	3,800.00	183.03	365.78	11+09.65	14+75.43
279		PBWFRGAL-3	17+95.06	N 6,977,542.76	E 2,548,887.00	1° 08' 35.27" (LT)	11,909.00	118.80	237.60	16+76.25	19+13.85
280	PREXGALDC (40 MPH)	PREXGALDC-1	11+75.61	N 6,977,347.67	E 2,546,600.67	5° 17' 30.21" (RT)	3,800.00	175.61	350.96	10+00.00	13+50.96
281		PREXGALDC-2	15+95.03	N 6,977,317.79	E 2,547,019.28	5° 16' 24.12" (LT)	5,300.00	244.07	487.80	13+50.96	18+38.76
282		PREXGALDC-3	19+65.46	N 6,977,325.50	E 2,547,389.97	6° 07' 41.14" (RT)	1,050.00	56.21	112.30	19+09.26	20+21.56
283		PREXGALDC-4	20+77.77	N 6,977,315.83	E 2,547,501.97	6° 07' 41.14" (LT)	1,050.00	56.21	112.30	20+21.56	21+33.86
284	PREETWNE (40 MPH)	PREETWNE-4	19+95.18	N 6,977,199.40	E 2,540,933.19	5° 18' 42.32" (RT)	3,800.00	176.27	352.29	18+18.91	21+71.20
285	PWBUS80T-2 (60 MPH)	PWBUS80T-2-1	269+19.41	N 6,977,348.33	E 2,544,223.82	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	265+97.82	272+40.84
286		PWBUS80T-2-2	283+98.98	N 6,977,461.19	E 2,545,699.23	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	279+47.40	288+50.13
287	PEBUS80T-2 (60 MPH)	PEBUS80T-2-1	273+68.21	N 6,977,332.55	E 2,544,673.10	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	270+46.62	276+89.64
288		PEBUS80T-2-2	287+18.46	N 6,977,435.55	E 2,546,019.57	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	282+66.88	291+69.62
289	PRNXTWNC (40 MPH)	PRNXTWNC-1	10+58.25	N 6,977,029.22	E 2,545,109.35	6° 21' 00.69" (RT)	1,050.00	58.25	116.33	10+00.00	11+16.33
290		PRNXTWNC-2	17+83.54	N 6,976,304.53	E 2,545,142.64	4° 13' 33.89" (LT)	3,800.00	140.21	280.28	16+43.33	19+23.61
291	PRSETWNC (40 MPH)	PRSETWNC-1	10+49.45	N 6,977,005.19	E 2,544,859.83	5° 23' 35.70" (LT)	1,050.00	49.45	98.80	10+00.00	10+98.80
292		PRSETWNC-2	16+04.20	N 6,976,464.00	E 2,544,982.22	3° 46' 40.57" (RT)	3,800.00	125.33	250.56	14+78.88	17+29.43
293	PRSXGROS (40 MPH)	PRSXGROS-2	18+29.00	N 6,978,311.62	E 2,544,687.55	4° 15' 03.09" (LT)	5,300.00	196.70	393.22	16+32.30	20+25.52
294	PRNEGROS (40 MPH)	PRNEGROS-2	15+01.29	N 6,978,551.5277	E 2,544,869.8169	4° 03' 43.3391" (RT)	5,314.00	188.45	376.74	13+12.84	16+89.58

TRAFFIC DIAGRAM


X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME x 1000
SIGNALIZED INTERSECTION
NUMBER OF TRAVEL LANES
MATCH LINE - SEE ROLL 1
GUS THOMASSON RD
GALLOWAY AVE
US 80
WBFR
EBFR
IH 635
SBFR
NBFR
TO WB 80 FR
TO NB 635 FR
TO EB 80 FR
TO SB 635 FR

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

MOHAMED K. BUR, P.E., DISTRICT ENGINEER

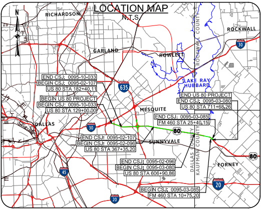
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

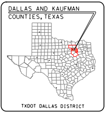
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018

ROLL 2 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
635
30
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40,11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
FORNEY
45
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90,86
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75,20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

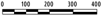
NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF

1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

VERTICAL SCALE:


0
100
200
300
400

HORIZONTAL SCALE:

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

MATCH LINE - SEE ROLL 3

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

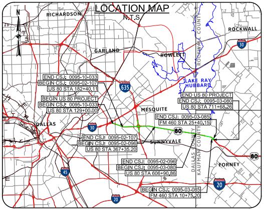
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

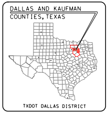
JUNE 2018
ROLL 3 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH

LOCATION MAP

N.T.S.


N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
635
30
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
FORNEY
45
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

— — —	EXISTING ROW
— — —	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
▬	FEMA 100 YR FLOODPLAIN LIMITS
——	PARK BOUNDARY
——	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING GAS / PETROLEUM LINE
—·—·—	CITY/COUNTY LIMITS
— — —	EXISTING CENTERLINE/BASELINE
— — —	PROPOSED CENTERLINE/BASELINE
—·—·—	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
— — — —	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
━━	PROPOSED CTB
——	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
—·—·—	POTENTIAL NOISE WALL
═ ═ ═	PROPOSED CULVERT
☒☒☒	PAVEMENT / BRIDGE TO BE REMOVED
☒☒☒	EXISTING EASTFORK WETLANDS
☒☒☒	EXISTING EASTFORK WATERS OF US
▬	EXISTING BRIDGE TO REMAIN
▬	PROPOSED BRIDGE
▬	PROPOSED MAIN LANES
▬	PROPOSED RAMP
▬	PROPOSED FRONTAGE ROAD/BYPASSES
▬	PROPOSED CROSS STREET
▬	PROPOSED SIDEWALK
▬	PROPOSED PROJECT BY OTHERS
▬	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

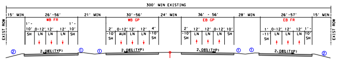
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⊥	PERPENDICULAR CURB RAMP
☐☐	PARALLEL CURB RAMP
☐	DIRECTIONAL CURB RAMP

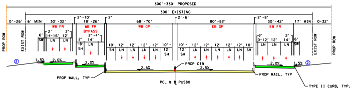
TYPICAL SECTIONS

① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX

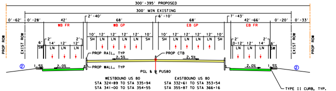

300' MIN EXISTING
15' MIN
26'-56'
21' MIN
30'-56'
24' MIN
36' - 56'
28' MIN
26'-57'
15' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SH
LN
AUX
2.08%(TYP)
①
②

EXISTING US 80
STA 321+00 TO STA 421+00


300'-330' PROPOSED
300' EXISTING
0'-26'
6' MIN
30'-32'
2'-10'
18'-26'
68'-70'
2'-6'
80'-82'
2'-8'
30'-42'
17' MIN
0-32'
WB FR
WB FR BYPASS
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
SH
LN
1.5%
2.0%
2.5%
PROP CTB
PROP WALL, TYP
PROP RAIL, TYP
PGL & ℄ PUS80
TYPE II CURB, TYP.

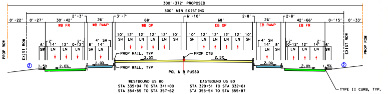
WESTBOUND US 80
STA 321+00 TO STA 324+89

EASTBOUND US 80
STA 321+00 TO STA 329+51


300'-395' PROPOSED
300' MIN EXISTING
0'-62'
0'-28'
42'
2'-40'
68'
6'-10'
68'
7'-43'
42'-66'
0'-20'
0'-33'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
SH
LN
PROP RAIL, TYP
PROP CTB
PROP WALL, TYP
PGL & ℄ PUS80
1.5%
2.0%
2.5%
TYPE II CURB, TYP.

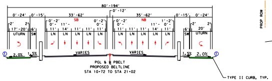
WESTBOUND US 80
STA 324+89 TO STA 335+94
STA 341+00 TO STA 354+55
STA 357+62 TO STA 366+16
STA 368+55 TO STA 372+59

EASTBOUND US 80
STA 332+61 TO STA 353+54
STA 355+87 TO STA 366+16
STA 368+55 TO STA 373+27

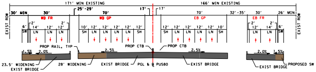

300'-372' PROPOSED
300' MIN EXISTING
0'-22'
0'-27'
30'-42'
2'-3'
26'
3'-7'
68'
6'-10'
68'
2-8'
26'
2-8'
42'-66'
0-'15'
0'-33'
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
PROP ROW
EXIST ROW
SW
SH
LN
PROP RAIL, TYP
PROP CTB
PROP WALL, TYP
PGL & ℄ PUS80
1.5%
2.0%
2.5%
TYPE II CURB, TYP.

WESTBOUND US 80
STA 335+94 TO STA 341+00
STA 354+55 TO STA 357+62

EASTBOUND US 80
STA 329+51 TO STA 332+61
STA 353+54 TO STA 355+87

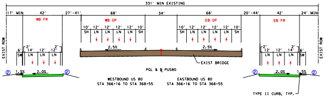

80'-194'
0'-24'
0'-15'
33'-62'
0'-12'
35'-62'
0'-15'
0'-24'
SB
NB
17'-20'
UTURN
SW
LN
20'
VARIES
2.0%
1.5%
①
TYPE II CURB, TYP.

PGL & ℄ PBELT
PROPOSED BELTLINE
STA 10+72 TO STA 21+02


171' MIN EXISTING
166' MIN EXISTING
30' MIN
30'
25'-29'
70'
17'
17'
70'
32'-35'
30'
26' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SW
SH
LN
PROP RAIL, TYP
PROP CTB
PROP CTB
1.5%
2.0%
2.5%
23.5' WIDENING
EXIST BRIDGE
28' WIDENING
EXIST BRIDGE
PGL & ℄ PUS80
EXIST BRIDGE
EXIST BRIDGE
PROPOSED SW

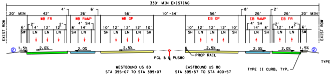
WESTBOUND US 80
STA 375+58 TO STA 377+68

EASTBOUND US 80
STA 375+58 TO STA 377+68


331' MIN EXISTING
17' MIN
42'
27'-41'
68'
34'
68'
20'-44'
42'
24' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SW
SH
LN
2.5%
EXIST BRIDGE
PGL & ℄ PUS80
1.5%
2.0%
TYPE II CURB, TYP.

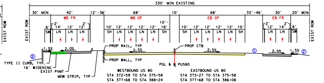
WESTBOUND US 80
STA 366+16 TO STA 368+55

EASTBOUND US 80
STA 366+16 TO STA 368+55


330' MIN EXISTING
20' MIN
42'
4'
26'
6'
56'
10'-34'
56'
8'
26'
2'
26'
20' MIN
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
EXIST ROW
SW
SH
LN
1.5%
2.0%
2.5%
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

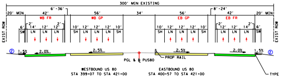
WESTBOUND US 80
STA 395+07 TO STA 399+07

EASTBOUND US 80
STA 395+57 TO STA 400+57


330' MIN EXISTING
30' MIN
42'
12'-36'
68'
10'
68'
33'-46'
30'
20' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SW
SH
LN
PROP RAIL, TYP
PROP CTB
PROP WALL, TYP
PGL & ℄ PUS80
TYPE II CURB, TYP.
16' WIDENING
EXIST PVMT
MOW STRIP, TYP
1.5%
2.0%
2.5%

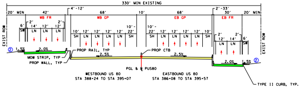
WESTBOUND US 80
STA 372+59 TO STA 375+58
STA 377+68 TO STA 388+24

EASTBOUND US 80
STA 373+27 TO STA 375+58
STA 377+68 TO STA 386+08


300' MIN EXISTING
20' MIN
42'
6'-36'
56'
34'
56'
8'-24'
42'
20' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SW
SH
LN
1.5%
2.0%
2.5%
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

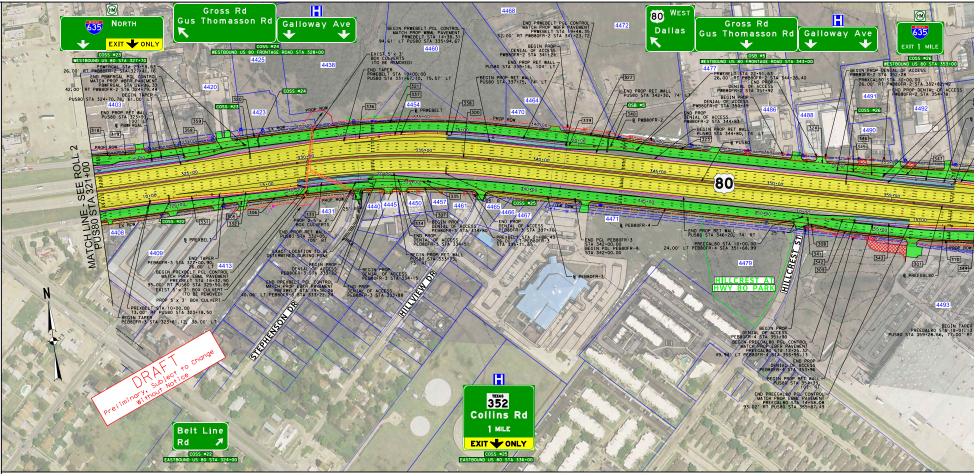
WESTBOUND US 80
STA 399+07 TO STA 421+00

EASTBOUND US 80
STA 400+57 TO STA 421+00


330' MIN EXISTING
20' MIN
42'
4'-12'
68'
10'
68'
2'-33'
30'
20' MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
SW
SH
LN
MOW STRIP, TYP
PROP WALL, TYP
PROP RAIL, TYP
PROP CTB
PGL & ℄ PUS80
1.5%
2.0%
2.5%
TYPE II CURB, TYP.

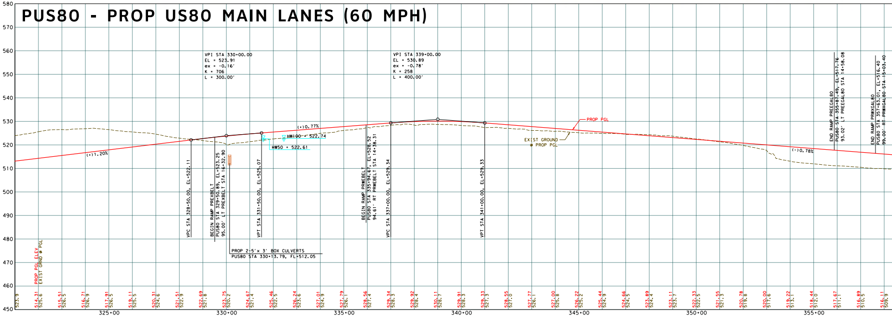
WESTBOUND US 80
STA 388+24 TO STA 395+07

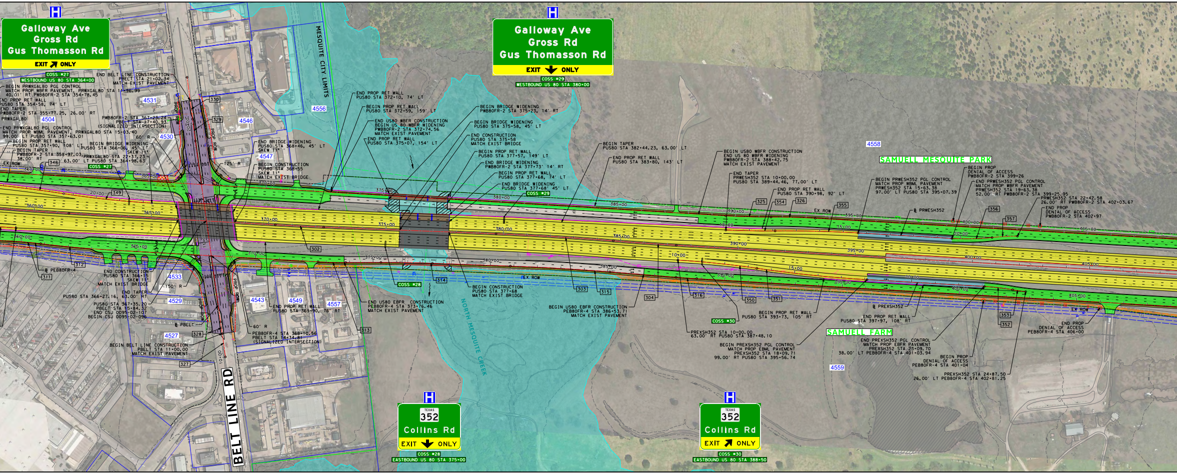
EASTBOUND US 80
STA 386+08 TO STA 395+57

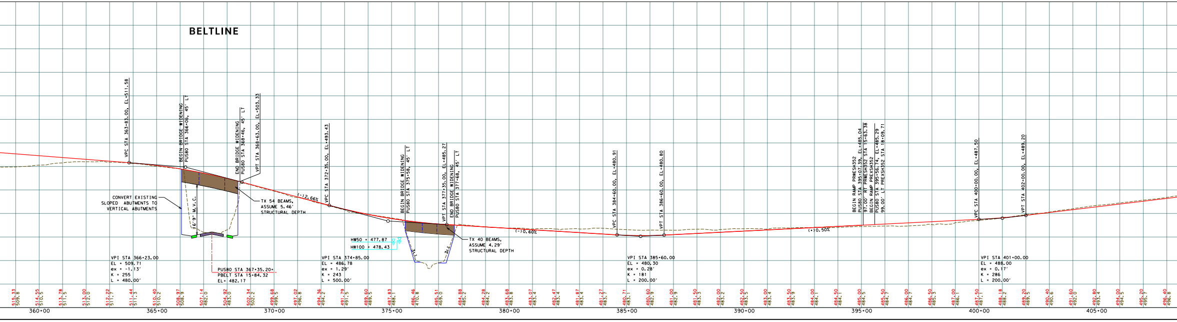

Gross Rd
Gus Thomasson Rd
Galloway Ave
635 NORTH
EXIT ONLY
COSS #23
WESTBOUND US 80 STA 327+70
COSS #24
WESTBOUND US 80 FRONTAGE ROAD STA 328+00
80 WEST
Dallas
OSB #5
WESTBOUND US 80 FRONTAGE ROAD STA 343+00
635
EXIT 1 MILE
COSS #26
WESTBOUND US 80 STA 353+00
MATCH LINE - SEE ROLL 2
PUS80 STA 321+00
80
STEPHENSON DR
HILLVIEW DR
HILLCREST ST
HILLCREST AT HWY 80 PARK
PROP ROW
EX ROW
PREXBELT
PWBFRGAL
PWBBOFR-2
PEBBOFR-3
PEBBOFR-4
PREEGAL80
PRWEBELT
Belt Line Rd
COSS #22
EASTBOUND US 80 STA 324+00
TEXAS 352
Collins Rd
1 MILE
EXIT ONLY
COSS #25
EASTBOUND US 80 STA 336+00
N

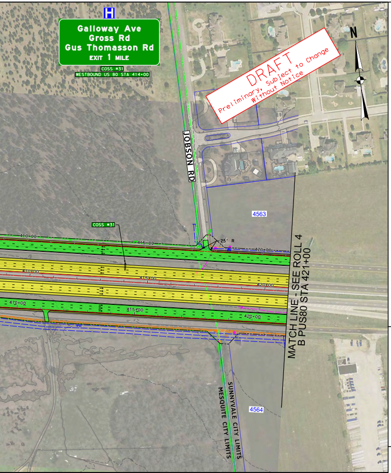
DRAFT
Preliminary, Subject to Change Without Notice

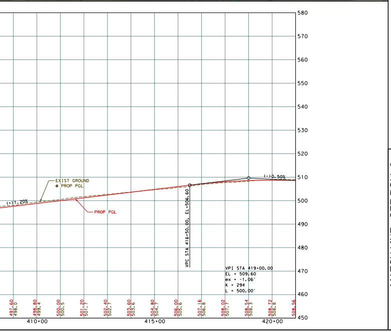
PUS80 - PROP US80 MAIN LANES (60 MPH)




Galloway Ave
Gross Rd
Gus Thomasson Rd
EXIT ONLY
COSS #27
WESTBOUND US 80 STA 364+00
Galloway Ave
Gross Rd
Gus Thomasson Rd
EXIT ONLY
COSS #29
WESTBOUND US 80 STA 380+00
MESQUITE CITY LIMITS
END BELT LINE CONSTRUCTION
PBELT STA 21+02.34
MATCH EXIST PAVEMENT
BEGIN PRWXGAL80 PGL CONTROL
MATCH PROP WBFR PAVEMENT, PRWXGAL80 STA 11+96.99
40.01' RT PWB80FR-2 STA 354+78.45
END PROP RET WALL
PUS80 STA 354+58, 74' LT
END TAPER
PWB80FR-2 STA 355+77.25, 26.00' RT
PRWXGAL80
4504
4531
330
329
4546
4556
PWB80FR-2 STA 367+23.24
PBELT STA 17+40.93
(SIGNALIZED INTERSECTION)
END PRWXGAL80 PGL CONTROL
MATCH PROP WBML PAVEMENT, PRWXGAL80 STA 15+03.40
99.00' LT PUS80 STA 357+63.01
60' R
4530
BEGIN PROP RET WALL
PUS80 STA 357+90, 108' LT
BEGIN BRIDGE WIDENING
PUS80 STA 366+06, 45' LT
SKEW 11°
BEGIN TAPER
PWB80FR-2 STA 358+97.03
38.00' RT
PRWXGAL80 STA 22+37.23
63.00' LT PUS80 STA 364+98.63
EX ROW
348
COSS #27
349
PROP ROW
20+00
END BRIDGE WIDENING
PUS80 STA 368+46, 45' LT
SKEW 11°
4547
125' R
BEGIN CONSTRUCTION
PUS80 STA 368+55
SKEW 11°
MATCH EXIST BRIDGE
END PROP RET WALL
PUS80 STA 372+10, 74' LT
BEGIN PROP RET WALL
PUS80 STA 372+59, 159' LT
END US80 WBFR CONSTRUCTION
BEGIN US 80 WBFR WIDENING
PWB80FR-2 STA 372+74.56
MATCH EXIST PAVEMENT
END PROP RET WALL
PUS80 STA 375+07, 154' LT
BEGIN BRIDGE WIDENING
PWB80FR-2 STA 375+23, 14' RT
BEGIN BRIDGE WIDENING
PUS80 STA 375+58, 45' LT
END CONSTRUCTION
PUS80 STA 375+58
MATCH EXIST BRIDGE
BEGIN PROP RET WALL
PUS80 STA 377+57, 149' LT
END BRIDGE WIDENING
PWB80FR-2 STA 377+73' 14' RT
BEGIN PROP RET WALL
PUS80 STA 377+68, 74' LT
END BRIDGE WIDENING
PUS80 STA 377+68' 45' LT
COSS #29
BEGIN TAPER
PUS80 STA 382+44.23, 63.00' LT
END PROP RET WALL
PUS80 STA 383+80, 143' LT
BEGIN US80 WBFR CONSTRUCTION
END US 80 WBFR WIDENING
PWB80FR-2 STA 388+42.75
MATCH EXIST PAVEMENT
END TAPER
PRWESH352 STA 10+00.00
PUS80 STA 389+44.46, 77.00' LT
END PROP RET WALL
PUS80 STA 390+98, 92' LT
325
354
326
355
EX ROW
4558
SAMUELL MESQUITE PARK
BEGIN PRWESH352 PGL CONTROL
MATCH PROP WBML PAVEMENT
PRWESH352 STA 15+63.38
97.00' LT PUS80 STA 395+07.39
℄ PRWESH352
BEGIN PROP
DENIAL OF ACCESS
PWB80FR-2 STA 399+26
END PRWESH352 PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWESH352 STA 19+63.38
52.00' RT PWB80FR-2 STA 399+25.95
PRWESH352 STA 22+42.58
26.00' RT PWB80FR-2 STA 402+03.67
END PROP
DENIAL OF ACCESS
PWB80FR-2 STA 402+97
356
357
360+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00
10+00
15+00
20+00
312
311
℄ PEB80FR-4
END CONSTRUCTION
PUS80 STA 366+15
SKEW 11°
MATCH EXIST BRIDGE
4533
150' R
END TAPER
PUS80 STA 366+27.16, 63.00' RT
4529
PUS80 STA 367+35.20
PBELT STA 15+84.32
END CSJ 0095-02-107
BEGIN CSJ 0095-02-096
PROP ROW
℄ PBELT
4527
328
BEGIN BELT LINE CONSTRUCTION
PBELT STA 11+00.00
MATCH EXIST PAVEMENT
327
10+00
15+00
BELT LINE RD
302
4543
4549
4557
END PROP RET WALL
PUS80 STA 369+90, 76' RT
60' R
PEB80FR-4 STA 368+10.56
PBELT STA 14+34.81
(SIGNALIZED INTERSECTION)
313
END US80 EBFR CONSTRUCTION
PEB80FR-4 STA 373+76.46
MATCH EXIST PAVEMENT
COSS #28
314
BEGIN CONSTRUCTION
PUS80 STA 377+68
MATCH EXIST BRIDGE
EX ROW
NORTH MESQUITE CREEK
303
315
BEGIN US80 EBFR CONSTRUCTION
PEB80FR-4 STA 386+53.71
MATCH EXIST PAVEMENT
304
316
350
351
COSS #30
BEGIN PROP RET WALL
PUS80 STA 393+73, 105' RT
PREXSH352 STA 10+00.00
63.00' RT PUS80 STA 387+48.10
BEGIN PREXSH352 PGL CONTROL
MATCH PROP EBML PAVEMENT
PREXSH352 STA 18+09.71
99.00' RT PUS80 STA 395+56.74
℄ PREXSH352
END PROP RET WALL
PUS80 STA 397+97, 108' RT
SAMUELL FARM
END PREXSH352 PGL CONTROL
MATCH PROP EBFR PAVEMENT
PREXSH352 STA 23+09.70
38.00' LT PEB80FR-4 STA 401+03.94
4559
BEGIN PROP
DENIAL OF ACCESS
PEB80FR-4 STA 401+04
PREXSH352 STA 24+87.50
26.00' LT PEB80FR-4 STA 402+81.25
353
352
EX ROW
END PROP
DENIAL OF ACCESS
PEB80FR-4 STA 406+00
TEXAS
352
Collins Rd
EXIT ONLY
COSS #28
EASTBOUND US 80 STA 375+00
TEXAS
352
Collins Rd
EXIT ONLY
COSS #30
EASTBOUND US 80 STA 388+50


BELTLINE
VPC STA 363+83.00, EL=511.58
BEGIN BRIDGE WIDENING
PUS80 STA 366+06, 45' LT
END BRIDGE WIDENING
PUS80 STA 368+46, 45' LT
VPT STA 368+63.00, EL=503.33
CONVERT EXISTING
SLOPED ABUTMENTS TO
VERTICAL ABUTMENTS
16'9" M.V.C.
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
(-)2.66%
VPC STA 372+35.00, EL=493.43
BEGIN BRIDGE WIDENING
PUS80 STA 375+58, 45' LT
VPT STA 377+35.00, EL=485.27
END BRIDGE WIDENING
PUS80 STA 377+68, 45' LT
HW50 = 477.87
HW100 = 478.43
3:1
3:1
TX 40 BEAMS,
ASSUME 4.29'
STRUCTURAL DEPTH
(-)0.60%
VPI STA 366+23.00
EL = 509.71
ex = -1.13'
K = 255
L = 480.00'
PUS80 STA 367+35.20=
PBELT STA 15+84.32
EL= 482.17
VPI STA 374+85.00
EL = 486.78
ex = 1.29'
K = 243
L = 500.00'
VPC STA 384+60.00, EL=480.91
VPT STA 386+60.00, EL=480.80
(+)0.50%
VPI STA 385+60.00
EL = 480.30
ex = 0.28'
K = 181
L = 200.00'
BEGIN RAMP PRWESH352
PUS80 STA 395+07.39, EL=485.04
97.00' RT PRWESH352 STA 15+63.38
BEGIN RAMP PREXSH352
PUS80 STA 395+56.74, EL=485.29
99.00' LT PREXSH352 STA 18+09.71
VPC STA 400+00.00, EL=487.50
VPT STA 402+00.00, EL=489.20
VPI STA 401+00.00
EL = 488.00
ex = 0.17'
K = 286
L = 200.00'
515.33 509.8
514.55 510.5
513.78 511.5
513.00 512.0
512.22 511.7
511.44 511.3
510.40 510.2
508.97 508.9
507.14 482.0
504.92 483.0
502.34 502.2
499.68 499.5
497.02 496.8
494.36 494.2
491.79 491.5
489.60 489.5
487.83 488.1
486.46 470.8
485.51 469.0
484.88 485.2
484.28 484.2
483.68 483.8
483.07 483.4
482.47 483.4
481.87 483.4
481.27 483.7
480.71 483.1
480.60 482.9
481.00 482.9
481.50 483.3
482.00 483.2
482.50 483.5
483.00 483.4
483.50 483.9
484.00 484.1
484.50 484.1
485.00 484.5
485.50 484.7
486.00 484.7
486.50 485.3
487.00 486.1
487.50 487.1
488.18 488.2
489.20 489.5
490.40 490.6
491.60 492.0
492.80 493.4
494.00 494.5
495.20 495.7
496.40 496.8
360+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00
400+00
405+00


Galloway Ave
Gross Rd
Gus Thomasson Rd
EXIT 1 MILE
COSS #31
WESTBOUND US 80 STA 414+00
DRAFT
Preliminary, Subject to Change Without Notice
N
JOBSON RD
4563
COSS #31
25' R
410+00
415+60
420+00
410+00
415+00
420+00
410+00
415+00
420+00
MATCH LINE - SEE ROLL 4
B PUS80 STA 421+00
SUNNYVALE CITY LIMITS
MESQUITE CITY LIMITS
4564



MATCH LINE - SEE ROLL 2

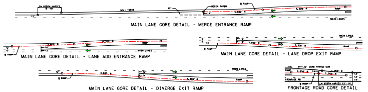
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4403	2106 GALLOWAY LLC	2106 N GALLOWAY AVE
4408	RICHEY REVOC LIV TRUST	1006 E US HWY 80
4409	WC TEXAS STORAGE PORTFOLIO I LP	920 E US HWY 80
4413	GALLOWAY AVENUE BAPTIST CHURCH	1930 N GALLOWAY AVE
4420	ADVENIR@MISSION RANCH LLC	901 E US HWY 80
4423	SAMEER A FINO FAMILY LTD PS NO	901 E US HWY 80
4425	PATEL BABUBHAJ C	901 E US HWY 80
4431	BLAKELY WITT PPTIES LLC	802 E US HWY 80
4438	SAMEER A FINO FAMILY LTD PS NO	901 E US HWY 80
4439	HISER STEVEN M	2003 HILLVIEW DR
4440	WORD WAYNE A	734 E US HWY 80
4445	WORD WAYNE A	730 E US HWY 80
4450	WWSW PROPERTIES LLC	718 E US HWY 80
4454	PIGNATARO	891 E US HWY 80
4457	CUEVAS ROCIO	712 E US HWY 80
4460	PIGNATARO	761 E US HWY 80
4461	CUEVAS ROCIO	700 E US HWY 80
4464	PIGNATARO PROPERTIES LTD	655 E US HWY 80
4465	MESQUITE FRIENDSHIP BAPTIST	630 E US HWY 80
4466	MESQUITE FRIENDSHIP BAPTIST	628 E US HWY 80
4467	MESQUITE FRIENDSHIP BAPTIST	624 E US HWY 80
4468	PIGNATARO PROPERTIES LTD	623 E US HWY 80
4470	PIGNATARO	699 E US HWY 80
4471	MESQUITE FRIENDSHIP	680 E US HWY 80
4472	PIGNATARO PROPERTIES LTD	2100 AKINS AVE
4474	SUMMIT HILLCREST APT LTD	2119 HILLCREST ST
4477	PIGNATARO PROPERTIES LTD	419 E US HWY 80
4479	MESQUITE CITY OF	600 E US HWY 80
4485	BAKER FAMILY PPTY CO LTD	415 E US HWY 80
4486	BAB PARTNERSHIP LTD	415 E US HWY 80
4488	BFPC MESQUITE LLC	321 E US HWY 80
4490	SUCHI ENTERPRISE INC	313 E US HWY 80
4491	VAS LODGING CORP	317 E US HWY 80
4492	J N FENCE CO INC	305 E US HWY 80
4493	WAL MART REAL ESTATE BUSINESS	200 E US HWY 80
4494	LUNA OLIVA	211 SOUTHERLAND AVE
4504	STARPLEX OPERATING L P	223 E US HWY 80
4527	MCDONALDS CORP	1817 N BELTLINE RD
4529	WAFFLE HOUSE INCORP	1825 N BELTLINE RD
4530	7 ELEVEN INC	105 E US HWY 80
4531	BVC INVESTMENTS	2297 N BELTLINE RD
4533	BELTLINE & US 80 FUEL	108 E US HWY 80
4536	LG MESQUITE FCER LLC	1739 N BELTLINE RD
4543	ERH TX LLC	106 E US HWY 80
4547	TEXAS BKAM LLC	2020 N BELTLINE RD
4549	BAIRD NAN TRUST THE	110 E US HWY 80
4556	ABRAHAM JAI &	2200 N BELTLINE RD
4557	MESQUITE RESTAURANT PPTY LP	114 E US HWY 80
4558	DALLAS CITY OF	960 TRIPP RD
4559	DALLAS CITY OF	960 TRIPP RD
4563	R&M MOTLEY LLC	301 E U S HWY 80
4564	R & M MOTLEY LLC	300 U S HWY 80
4084	PENSCO TRUST COMPANY FBO	2732 E US HWY 80
4059	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4099	AARON STEVEN L	3200 E US HWY 80
4103	PARK SUNG HO	3200 E US HWY 80
4106	1809 BAKER LLC	1809 BAKER DR
4114	JOHNSTON CLINTON EUGENE	2612 E US HWY 80

HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
300	PUS80 (60 MPH)	PUS80-7	333+73.00	N 6,977,489.40	E 2,550,673.72	13° 49' 25.91" (RT)	3,400.00	412.16	820.32	329+60.84	337+81.16
301		PUS80-8	358+72.91	N 6,976,942.48	E 2,553,117.17	2° 37' 53.16" (LT)	12,000.00	275.61	551.13	355+97.30	361+48.43
302		PUS80-9	371+31.46	N 6,976,724.24	E 2,554,356.75	0° 59' 10.31" (LT)	12,000.00	103.28	206.55	370+28.18	372+34.73
303		PUS80-10	382+18.91	N 6,976,554.14	E 2,555,430.82	2° 23' 17.70" (RT)	12,000.00	250.13	500.19	379+68.78	384+68.97
304		PUS80-11	386+03.14	N 6,976,478.26	E 2,555,807.56	1° 16' 52.31" (LT)	12,000.00	134.17	268.33	384+68.97	387+37.30
305	PEB80FR-3 (40 MPH)	PEB80FR-3-10	327+78.66	N 6,977,347.40	E 2,550,010.73	1° 46' 55.40" (RT)	5,000.00	77.76	155.51	327+00.90	328+56.41
306		PEB80FR-3-11	329+12.38	N 6,977,346.05	E 2,550,144.45	1° 12' 05.41" (LT)	5,338.00	55.97	111.94	328+56.41	329+68.35
307		PEB80FR-3-12	334+55.78	N 6,977,352.00	E 2,550,687.82	13° 14' 35.92" (RT)	3,800.00	441.13	878.33	330+14.65	338+92.97
308	PEB80FR-4 (40 MPH)	PEB80FR-4-1	352+05.25	N 6,976,969.01	E 2,552,398.88	7° 41' 34.12" (RT)	1,000.00	67.23	134.26	351+38.01	352+72.28
309		PEB80FR-4-2	353+39.51	N 6,976,922.34	E 2,552,524.99	7° 41' 34.12" (LT)	1,000.00	67.23	134.26	352+72.28	354+06.54
310		PEB80FR-4-3	357+39.39	N 6,976,834.95	E 2,552,915.41	5° 51' 03.21" (LT)	2,000.00	102.21	204.23	356+37.18	358+41.42
311		PEB80FR-4-4	359+62.25	N 6,976,808.68	E 2,553,136.89	6° 54' 52.90" (RT)	2,000.00	120.83	241.37	358+41.42	360+82.78
312		PEB80FR-4-5	362+43.02	N 6,976,742.20	E 2,553,409.99	3° 40' 16.20" (LT)	5,000.00	160.24	320.37	360+82.78	364+03.15
313		PEB80FR-4-6	373+24.90	N 6,976,554.14	E 2,554,475.51	3° 22' 49.78" (LT)	2,000.00	59.02	118.00	372+65.88	373+83.88
314		PEB80FR-4-7	376+43.23	N 6,976,517.39	E 2,554,791.74	2° 11' 41.16" (RT)	5,716.61	109.50	218.98	375+33.72	377+52.70
315		PEB80FR-4-8	382+97.14	N 6,976,417.09	E 2,555,437.94	2° 32' 58.38" (RT)	9,537.00	212.22	424.38	380+84.92	385+09.30
316		PEB80FR-4-9	388+35.81	N 6,976,310.85	E 2,555,966.10	1° 16' 01.34" (LT)	4,000.00	44.23	88.46	387+91.58	388+80.04
318	PWB80FR-2 (40 MPH)	PWB80FR-2-7	320+34.84	N 6,977,618.23	E 2,549,342.97	7° 29' 38.54" (RT)	2,000.00	130.98	261.59	319+03.86	321+65.45
319		PWB80FR-2-8	322+49.05	N 6,977,598.89	E 2,549,556.68	6° 22' 46.63" (LT)	1,500.00	83.60	167.02	321+65.45	323+32.47
320		PWB80FR-2-9	327+85.54	N 6,977,610.19	E 2,550,093.22	0° 51' 48.15" (RT)	10,000.00	75.35	150.69	327+10.20	328+60.88
321		PWB80FR-2-10	334+80.73	N 6,977,614.37	E 2,550,788.40	12° 57' 37.75" (RT)	3,000.00	340.76	678.61	331+39.97	338+18.58
322		PWB80FR-2-11	342+44.72	N 6,977,446.85	E 2,551,536.78	4° 37' 10.83" (RT)	3,000.00	121.01	241.89	341+23.72	343+65.60
323		PWB80FR-2-12	344+90.74	N 6,977,373.92	E 2,551,771.87	4° 46' 37.34" (LT)	3,000.00	125.14	250.13	343+65.60	346+15.73
324		PWB80FR-2-13	352+49.30	N 6,977,210.23	E 2,552,512.72	2° 16' 17.23" (LT)	5,000.00	99.12	198.22	351+50.18	353+48.40
325		PWB80FR-2-14	390+55.27	N 6,976,537.05	E 2,556,258.70	3° 40' 51.25" (LT)	3,000.00	96.40	192.73	389+58.87	391+51.60
326		PWB80FR-2-15	392+45.86	N 6,976,515.44	E 2,556,448.13	3° 35' 56.90" (RT)	3,000.00	94.26	188.45	391+51.60	393+40.05
327	PBELT (30 MPH)	PBELT-1	10+50.00	N 6,976,258.75	E 2,553,977.68	1° 08' 45.36" (LT)	5,000.00	50.00	100.00	10+00.00	11+00.00
328		PBELT-2	11+25.06	N 6,976,333.77	E 2,553,975.47	0° 34' 27.17" (RT)	5,000.00	25.06	50.11	11+00.00	11+50.11
329		PBELT-3	19+74.96	N 6,977,183.51	E 2,553,958.87	1° 04' 29.01" (RT)	5,000.00	46.90	93.79	19+28.07	20+21.85
330		PBELT-4	20+61.80	N 6,977,270.35	E 2,553,958.80	0° 54' 55.72" (LT)	5,000.00	39.95	79.89	20+21.85	21+01.74
331	PREXBELT (40 MPH)	PREXBELT-1	11+32.20	N 6,977,396.98	E 2,549,753.16	3° 59' 05.58" (RT)	3,800.00	132.20	264.29	10+00.00	12+64.29
332		PREXBELT-2	14+48.67	N 6,977,381.64	E 2,550,069.36	3° 59' 05.58" (LT)	5,300.00	184.38	368.61	12+64.29	16+32.90
333		PREXBELT-3	17+84.69	N 6,977,388.72	E 2,550,405.46	5° 14' 18.96" (RT)	3,318.00	151.79	303.37	16+32.90	19+36.27
334		PREXBELT-4	20+16.60	N 6,977,372.40	E 2,550,637.01	8° 45' 00.31" (RT)	1,050.00	80.33	160.35	19+36.27	20+96.62
335		PREXBELT-5	21+42.55	N 6,977,344.47	E 2,550,760.14	5° 00' 35.01" (LT)	1,050.00	45.93	91.81	20+96.62	21+88.43
336	PRWEBELT (40 MPH)	PRWEBELT-1	10+99.25	N 6,977,543.13	E 2,550,424.83	2° 59' 32.44" (LT)	3,800.00	99.25	198.45	10+00.00	11+98.45
337		PRWEBELT-2	13+92.17	N 6,977,559.90	E 2,550,717.31	12° 37' 59.28" (RT)	1,750.00	193.71	385.80	11+98.45	15+84.26
338		PRWEBELT-3	16+83.43	N 6,977,512.31	E 2,551,006.30	3° 15' 52.36" (RT)	3,480.00	99.17	198.27	15+84.26	17+82.53
339		PRWEBELT-4	21+54.54	N 6,977,409.39	E 2,551,466.10	6° 33' 52.11" (LT)	1,050.00	60.22	120.25	20+94.33	22+14.58
340		PRWEBELT-5	23+06.31	N 6,977,393.37	E 2,551,617.19	9° 59' 05.11" (RT)	1,050.00	91.72	182.91	22+14.58	23+97.49
341	PREEGAL80 (40 MPH)	PREEGAL80-1	10+64.96	N 6,976,983.57	E 2,552,432.28	7° 04' 47.58" (LT)	1,050.00	64.96	129.75	10+00.00	11+29.75
342		PREEGAL80-2	11+76.54	N 6,976,969.34	E 2,552,543.11	5° 06' 11.95" (RT)	1,050.00	46.79	93.52	11+29.75	12+23.27
343		PREEGAL80-3	14+30.95	N 6,976,914.63	E 2,552,791.64	4° 29' 16.68" (LT)	5,300.00	207.68	415.15	12+23.27	16+38.42
344		PREEGAL80-4	17+19.79	N 6,976,874.77	E 2,553,077.93	3° 06' 27.05" (RT)	3,000.00	81.37	162.71	16+38.42	18+01.13
345	PRWXGAL80 (40 MPH)	PRWXGAL80-1	10+56.88	N 6,977,168.47	E 2,552,596.33	6° 12' 06.13" (RT)	1,050.00	56.88	113.65	10+00.00	11+13.65
346		PRWXGAL80-2	11+55.17	N 6,977,139.46	E 2,552,690.36	4° 31' 44.31" (LT)	1,050.00	41.52	83.00	11+13.65	11+96.65
347		PRWXGAL80-3	14+21.23	N 6,977,081.34	E 2,552,950.03	0° 47' 28.29" (LT)	11,901.00	82.17	164.34	13+39.06	15+03.40
348		PRWXGAL80-4	16+81.62	N 6,977,027.98	E 2,553,204.90	3° 51' 07.05" (RT)	5,300.00	178.23	356.32	15+03.40	18+59.71
349		PRWXGAL80-5	20+48.63	N 6,976,928.77	E 2,553,558.38	5° 41' 31.92" (LT)	3,800.00	188.92	377.52	18+59.71	22+37.23
350	PREXSH352 (40 MPH)	PREXSH352-1	11+69.17	N 6,976,361.12	E 2,556,105.77	5° 05' 53.29" (RT)	3,800.00	169.17	338.12	10+00.00	13+38.12
351		PREXSH352-2	15+74.07	N 6,976,254.87	E 2,556,496.72	5° 05' 53.29" (LT)	5,300.00	235.95	471.59	13+38.12	18+09.71
352		PREXSH352-3	23+70.42	N 6,976,115.08	E 2,557,281.01	6° 37' 10.66" (RT)	1,050.00	60.72	121.31	23+09.70	24+31.01
353		PREXSH352-4	24+59.26	N 6,976,089.48	E 2,557,366.23	3° 04' 57.69" (LT)	1,050.00	28.25	56.49	24+31.01	24+87.50
354	PRWESH352 (40 MPH)	PRWESH352-1	11+04.88	N 6,976,476.97	E 2,556,260.57	3° 09' 43.22" (LT)	3,800.00	104.88	209.71	10+00.00	12+09.71
355		PRWESH352-2	13+86.61	N 6,976,446.13	E 2,556,540.66	3° 49' 24.04" (RT)	5,300.00	176.90	353.67	12+09.71	15+63.38
356		PRWESH352-3	20+49.11	N 6,976,329.86	E 2,557,193.01	9° 20' 08.34" (LT)	1,050.00	85.73	171.08	19+63.38	21+34.47
357		PRWESH352-4	21+88.57	N 6,976,327.98	E 2,557,332.83	5° 49' 19.46" (RT)	1,064.00	54.11	108.12	21+34.47	22+42.58
358	PBWFRGAL (40 MPH)	PBWFRGAL-4	27+61.17	N 6,977,563.12	E 2,549,852.90	7° 04' 03.94" (LT)	1,050.00	64.84	129.52	26+96.33	28+25.85
359		PBWFRGAL-5	28+92.33	N 6,977,582.02	E 2,549,982.85	7° 14' 42.65" (RT)	1,050.00	66.48	132.77	28+25.85	29+58.63

RAMP GORE DETAILS


SH WIDTH VARIES
BEGIN TAPER
50:1 TAPER
12'
14'
RAMP
MAIN LANES
FRONTAGE RD
LN WIDTH VARIES 12'-14'
1,050' R

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

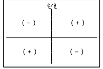
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP

FRONTAGE ROAD GORE DETAIL

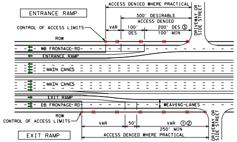
SUPERELEVATION

SUPERELEVATION SIGN CONVENTION



BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PBELT (NB) (30 MPH)	12+70.00	-2.00%	14+00.00	-0.53%
	15+00.00	-0.53%	15+85.00	-1.71%
	18+00.00	-1.71%	18+21.00	-2.00%
PBELT (SB) (30 MPH)	12+19.00	2.00%	14+00.00	-0.53%
	15+00.00	-0.53%	15+85.00	-1.71%
	18+00.00	-1.71%	20+94.00	2.00%
PEB80FR-4 (40 MPH)	361+56.00	-2.00%	367+50.00	3.55%
	369+00.00	3.55%	371+49.00	-2.00%
PUS80 (EB) (60 MPH)	327+88.00	-2.50%	329+92.00	-4.00%
	337+50.00	-4.00%	339+60.00	-2.50%
	365+56.00	-2.50%	366+15.00	-2.08%
	368+70.00	-2.08%	369+29.00	-2.50%
PUS80 (WB) (60 MPH)	336+45.00	-4.00%	345+55.00	2.50%
	365+41.00	2.50%	366+00.00	2.08%
	368+55.00	2.08%	369+14.00	2.50%
PWB80FR-2 (40 MPH)	364+76.00	2.00%	366+40.00	-0.50%
	367+90.00	-0.50%	370+58.00	2.00%
PREXBELT (40 MPH)	17+58.00	-3.71%	18+00.00	-2.00%
PRWEBELT (40 MPH)	16+55.00	-4.00%	18+00.00	2.00%

CONTROL OF ACCESS DETAILS


ENTRANCE RAMP
ACCESS DENIED WHERE PRACTICAL
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
EXIT RAMP
DRIVEWAY OR SIDE STREET

① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

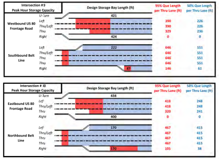
② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

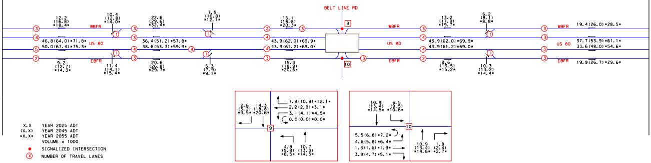
TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

STORAGE CAPACITY DETAILS


Intersection #9
Peak Hour Storage Capacity
Design Storage Bay Length (ft)
95% Que Length per Thru Lane (ft)
50% Que Length per Thru Lane (ft)
Westbound US 80 Frontage Road
U-Turn
Left
Thru/Left
Thru
Right
421
424
390
390
329
0
226
226
236
0
Southbound Belt Line
Left
Thru/Left
Thru
Thru
Right
222
87
646
646
646
646
146
551
551
551
551
61
Intersection # 10
Peak Hour Storage Capacity
Design Storage Bay Length (ft)
95% Que Length per Thru Lane (ft)
50% Que Length per Thru Lane (ft)
Eastbound US 80 Frontage Road
U-Turn
Left
Thru/Left
Thru
Right
434
400
418
418
320
0
248
248
241
0
Northbound Belt Line
Left
Thru/Left
Thru
Thru
Right
170
170
467
467
467
467
105
415
415
415
415
38

TRAFFIC DIAGRAM

MATCH LINE - SEE ROLL 2


BELT LINE RD
WBFR
US 80
EBFR
WBFR
US 80
EBFR
WBFR
US 80
EBFR
9
10
19.4(26.0)*28.5*
37.7(53.9)*61.1*
33.6(48.0)*54.6*
19.9(26.7)*29.6*
46.8(64.0)*71.8*
50.0(67.4)*75.3*
36.4(51.2)*57.8*
38.6(53.3)*59.9*
43.9(62.0)*69.9*
43.9(61.2)*69.0*
43.9(62.0)*69.9*
43.9(61.2)*69.0*
7.9(10.9)*12.1*
2.2(2.9)*3.1*
3.1(4.1)*4.5*
0.0(0.0)*0.0*
5.5(6.8)*7.2*
4.6(5.8)*6.4*
1.3(1.6)*1.9*
3.9(4.7)*5.1*
X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME x 1000
SIGNALIZED INTERSECTION
NUMBER OF TRAVEL LANES

MATCH LINE - SEE ROLL 4

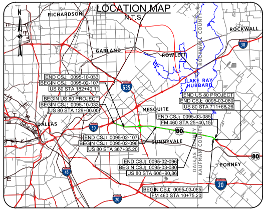
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

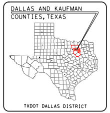
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

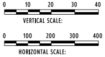
JUNE 2018
ROLL 3 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
DALLAS COUNTY
KAUFMAN COUNTY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
635
30
30
80
80
45
20
20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 4 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
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AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
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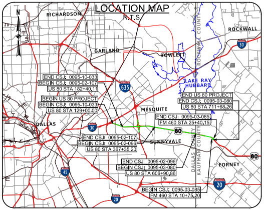
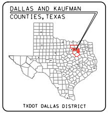
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
635
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
30
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
FORNEY
45
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

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NOT FOR CONSTRUCTION

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FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

— – —	EXISTING ROW
– – – –	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
🟦	FEMA 100 YR FLOODPLAIN LIMITS
——	PARK BOUNDARY
——	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
– – –	EXISTING TELE / CABLE / FIBER
– – –	EXISTING WATER LINE
– – –	EXISTING ELECTRIC LINE
– – –	EXISTING SANITARY SEWER LINE
– – –	EXISTING GAS / PETROLEUM LINE
—·—·—	CITY/COUNTY LIMITS
– – –	EXISTING CENTERLINE/BASELINE
– – –	PROPOSED CENTERLINE/BASELINE
— – —	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
– – – –	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
━━	PROPOSED CTB
——	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
– – –	POTENTIAL NOISE WALL
═ ═ ═	PROPOSED CULVERT
▩	PAVEMENT / BRIDGE TO BE REMOVED
▩	EXISTING EASTFORK WETLANDS
▩	EXISTING EASTFORK WATERS OF US
⬛	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SIDEWALK
⬜	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

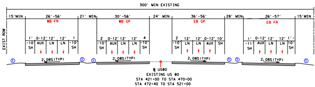
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

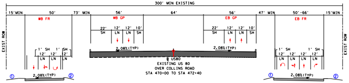
→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⊥	PERPENDICULAR CURB RAMP
⊔	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP

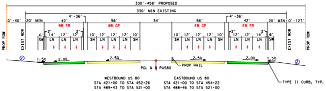
① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX

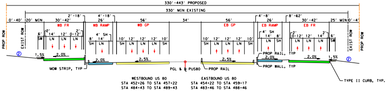
TYPICAL SECTIONS


300' MIN EXISTING
15' MIN
26'-56'
WB FR
21' MIN
30'-56'
WB GP
24' MIN
36'-56'
EB GP
28' MIN
26'-57'
EB FR
15' MIN
EXIST ROW
SH
AUX
LN
2.08%(TYP)
℄ US80
EXISTING US 80
STA 421+00 TO STA 470+00
STA 472+40 TO STA 521+00

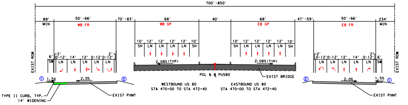

300' MIN EXISTING
15' MIN
50'
WB FR
73' MIN
56'
WB GP
64'
56'
EB GP
47' MIN
50'-66'
EB FR
15' MIN
EXIST ROW
22' SH
12' LN
10' SH
2.08%(TYP)
℄ US80
EXISTING US 80
OVER COLLINS ROAD
STA 470+00 TO STA 472+40


330'-458' PROPOSED
330' MIN EXISTING
0'-40'
20' MIN
42'
4'-36'
WB FR
56'
WB GP
34'
EB GP
EB FR
0'-127'
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.
WESTBOUND US 80
STA 421+00 TO STA 452+26
STA 489+43 TO STA 521+00

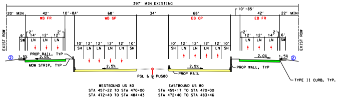
EASTBOUND US 80
STA 421+00 TO STA 454+22
STA 488+46 TO STA 521+00


330'-443' PROPOSED
330' MIN EXISTING
0'-40'
20' MIN
30'-42'
WB FR
2'-18'
4'-18'
26'
WB RAMP
56'
WB GP
34'
EB GP
4'-8'
EB RAMP
8'-62'
EB FR
25' MIN
0'-4'
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
MOW STRIP, TYP
PGL & ℄ PUS80
PROP RAIL
PROP RAIL, TYP
PROP WALL, TYP
TYPE II CURB, TYP.
WESTBOUND US 80
STA 452+26 TO STA 457+22
STA 484+43 TO STA 489+43

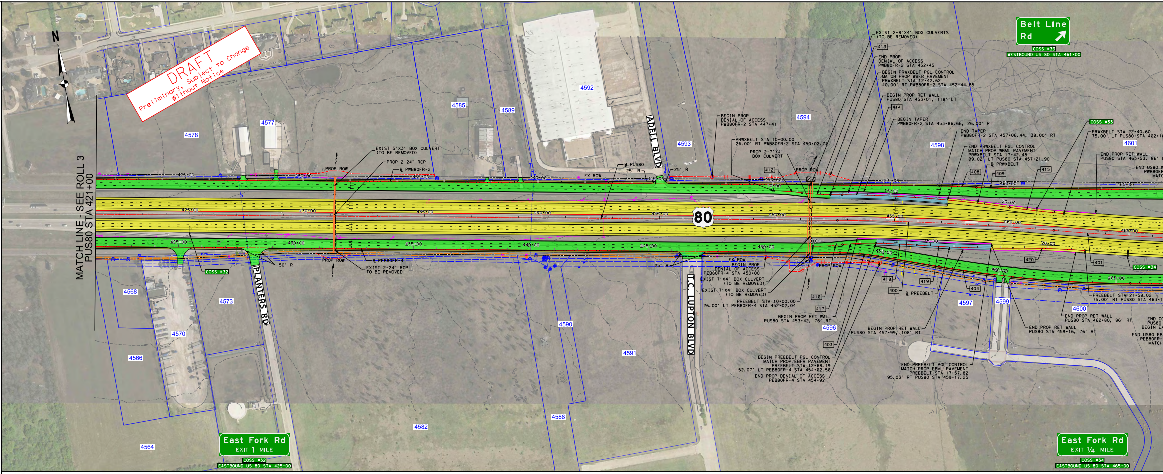
EASTBOUND US 80
STA 454+22 TO STA 459+17
STA 483+46 TO STA 488+46


700'-850'
89' MIN
50'-66'
WB FR
70'-83'
68'
WB GP
40'
EB GP
47'-59'
EB FR
234' MIN
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.08%(TYP)
PGL & ℄ PUS80
EXIST BRIDGE
TYPE II CURB, TYP.
14' WIDENING
EXIST PVMT
WESTBOUND US 80
STA 470+00 TO STA 472+40

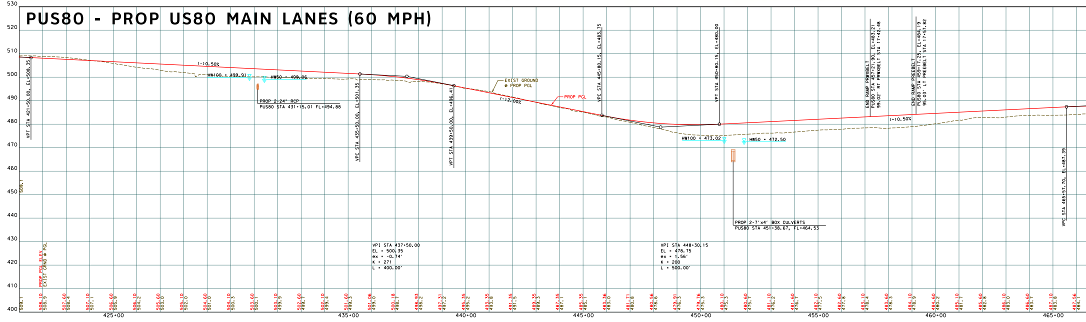
EASTBOUND US 80
STA 470+00 TO STA 472+40

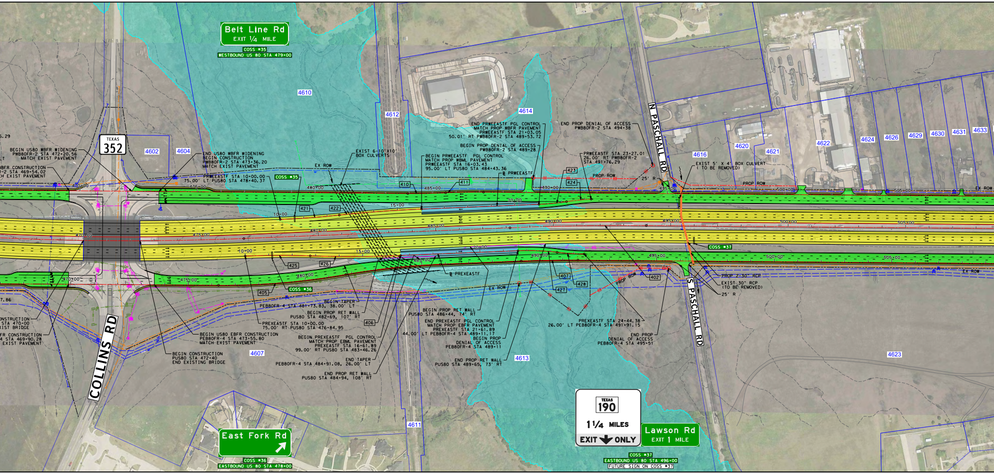

397' MIN EXISTING
20' MIN
42'
WB FR
10'-84'
68'
WB GP
34'
EB GP
10'-85'
EB FR
22' MIN
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PROP RAIL, TYP
MOW STRIP, TYP
PGL & ℄ PUS80
PROP RAIL
PROP WALL, TYP
TYPE II CURB, TYP.
WESTBOUND US 80
STA 457+22 TO STA 470+00
STA 472+40 TO STA 484+43

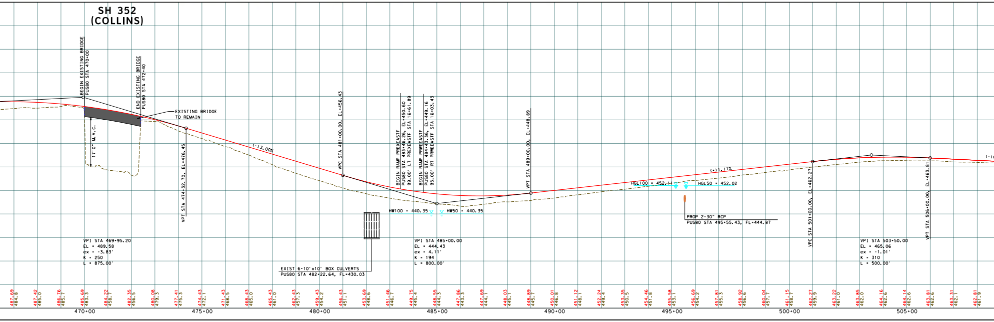
EASTBOUND US 80
STA 459+17 TO STA 470+00
STA 472+40 TO STA 483+46

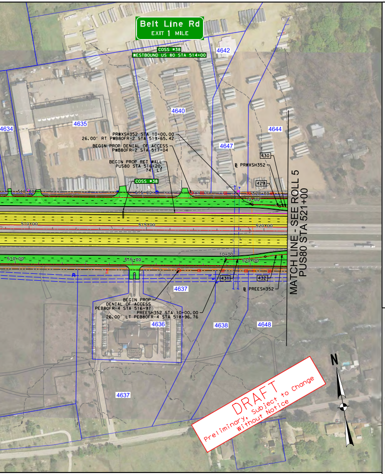

DRAFT
Preliminary, Subject to Change Without Notice
N
MATCH LINE - SEE ROLL 3
PUS80 STA 421+00
Belt Line Rd
COSS #33
WESTBOUND US 80 STA 461+00
East Fork Rd
EXIT 1 MILE
COSS #32
EASTBOUND US 80 STA 425+00
East Fork Rd
EXIT 1/4 MILE
COSS #34
EASTBOUND US 80 STA 465+00
80
ADELL BLVD
PLANTERS RD
T.C. LUPTON BLVD
4564
4566
4568
4570
4573
4577
4578
4582
4585
4588
4589
4590
4591
4592
4593
4594
4596
4597
4598
4599
4600
4601
EXIST 5'X3' BOX CULVERT (TO BE REMOVED)
PROP 2-24" RCP
℄ PWB80FR-2
PROP ROW
℄ PEB80FR-4
EXIST 2-24" RCP TO BE REMOVED
50' R
25' R
℄ PUS80
EX ROW
BEGIN PROP DENIAL OF ACCESS PWB80FR-2 STA 447+41
PRWXBELT STA 10+00.00 26.00' RT PWB80FR-2 STA 450+02.77
PROP 2-7'X4' BOX CULVERT
EXIST 2-8'X4' BOX CULVERTS (TO BE REMOVED)
END PROP DENIAL OF ACCESS PWB80FR-2 STA 452+45
BEGIN PRWXBELT PGL CONTROL MATCH PROP WBFR PAVEMENT PRWXBELT STA 12+42.62 40.00' RT PWB80FR-2 STA 452+44.85
BEGIN PROP RET WALL PUS80 STA 453+01, 118' LT
BEGIN TAPER PWB80FR-2 STA 453+86.66, 26.00' RT
END TAPER PWB80FR-2 STA 457+06.44, 38.00' RT
END PRWXBELT PGL CONTROL MATCH PROP WBML PAVEMENT PRWXBELT STA 17+42.48 99.02' LT PUS80 STA 457+21.90
℄ PRWXBELT
PRWXBELT STA 22+40.60 75.00' LT PUS80 STA 462+1
END PROP RET WALL PUS80 STA 463+53, 86'
END US80 W PWB80FR MATC
BEGIN PROP DENIAL OF ACCESS PEB80FR-4 STA 450+00
EXIST 7'X4' BOX CULVERT (TO BE REMOVED)
EXIST 7'X4' BOX CULVERT (TO BE REMOVED)
PREEBELT STA 10+00.00 26.00' LT PEB80FR-4 STA 452+02.04
BEGIN PROP RET WALL PUS80 STA 453+42, 76' RT
BEGIN PREEBELT PGL CONTROL MATCH PROP EBFR PAVEMENT PREEBELT STA 12+68.19 52.07' LT PEB80FR-4 STA 454+62.56
END PROP DENIAL OF ACCESS PEB80FR-4 STA 454+92
BEGIN PROP RET WALL PUS80 STA 457+99, 108' RT
℄ PREEBELT
END PREEBELT PGL CONTROL MATCH PROP EBML PAVEMENT PREEBELT STA 17+57.82 95.03' RT PUS80 STA 459+17.25
END PROP RET WALL PUS80 STA 459+16, 76' RT
END PROP RET WALL PUS80 STA 462+80, 86' RT
PREEBELT STA 21+58.02 75.00' RT PUS80 STA 463+1
END C PUS80 BEGIN EX
END US80 EB PEB80FR- MATCH
400
401
403
404
408
409
412
413
414
415
416
417
418
419
420
425+00
430+00
435+00
440+00
445+00
450+00
455+00
460+00
465+00
10+00
15+00
20+00

PUS80 - PROP US80 MAIN LANES (60 MPH)

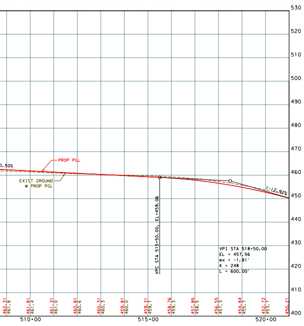



Belt Line Rd
EXIT 1/4 MILE
COSS #35
WESTBOUND US 80 STA 479+00
TEXAS
352
COLLINS RD
N PASCHALL RD
S PASCHALL RD
4602
4604
4607
4610
4611
4612
4613
4614
4616
4620
4621
4622
4623
4624
4626
4629
4630
4631
4633
BEGIN US80 WBFR WIDENING
PWB80FR-2 STA 472+20.56
MATCH EXIST PAVEMENT
END US80 WBFR WIDENING
BEGIN CONSTRUCTION
PWB80FR-2 STA 473+36.20
MATCH EXIST PAVEMENT
PREEASTF STA 10+00.00
75.00' LT PUS80 STA 478+40.37
EXIST 6-10'X10'
BOX CULVERTS
EX ROW
END PROP PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWEEASTF STA 21+03.05
50.01' RT PWB80FR-2 STA 489+53.72
BEGIN PROP DENIAL OF ACCESS
PWB80FR-2 STA 489+28
BEGIN PRWEEASTF PGL CONTROL
MATCH PROP WBML PAVEMENT
PRWEEASTF STA 16+03.43
95.00' LT PUS80 STA 484+43.36
℄ PRWEEASTF
END PROP DENIAL OF ACCESS
PWB80FR-2 STA 494+38
PRWEEASTF STA 23+27.01
26.00' RT PWB80FR-2
STA 491+76.29
PROP ROW
EXIST 5' X 4' BOX CULVERT
(TO BE REMOVED)
25' R
EX ROW
COSS #37
PROP 2-30" RCP
EXIST 30" RCP
(TO BE REMOVED)
25' R
COSS #36
PROP ROW
BEGIN TAPER
PEB80FR-4 STA 481+73.83, 38.00' LT
BEGIN PROP RET WALL
PUS80 STA 482+69, 107' RT
PREXEASTF STA 10+00.00
75.00' RT PUS80 STA 476+84.95
BEGIN US80 EBFR CONSTRUCTION
PEB80FR-4 STA 473+55.80
MATCH EXIST PAVEMENT
BEGIN PREXEASTF PGL CONTROL
MATCH PROP EBML PAVEMENT
PREXEASTF STA 16+61.89
99.00' RT PUS80 STA 483+46.26
END TAPER
PEB80FR-4 STA 484+91.08, 26.00' LT
END PROP RET WALL
PUS80 STA 484+94, 108' RT
BEGIN CONSTRUCTION
PUS80 STA 472+40
END EXISTING BRIDGE
℄ PREXEASTF
BEGIN PROP RET WALL
PUS80 STA 486+44, 74' RT
END PREXEASTF PGL CONTROL
MATCH PROP EBFR PAVEMENT
PREXEASTF STA 21+61.89
44.00' LT PEB80FR-4 STA 489+11.17
BEGIN PROP
DENIAL OF ACCESS
PEB80FR-4 STA 489+11
END PROP RET WALL
PUS80 STA 489+65, 73' RT
PREXEASTF STA 24+44.38
26.00' LT PEB80FR-4 STA 491+91.15
END PROP
DENIAL OF ACCESS
PEB80FR-4 STA 495+51
ONSTRUCTION
STA 470+00
XIST BRIDGE
FR CONSTRUCTION
4 STA 469+90.28
EXIST PAVEMENT
401
402
405
406
407
410
411
421
422
423
424
425
426
427
428
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00
10+00
15+00
20+00
East Fork Rd
COSS #36
EASTBOUND US 80 STA 478+00
TEXAS
190
1 1/4 MILES
EXIT ONLY
Lawson Rd
EXIT 1 MILE
COSS #37
EASTBOUND US 80 STA 496+00
FUTURE SIGN ON COSS #37


SH 352
(COLLINS)
BEGIN EXISTING BRIDGE
PUS80 STA 470+00
END EXISTING BRIDGE
PUS80 STA 472+40
EXISTING BRIDGE
TO REMAIN
17'0" M.V.C.
VPT STA 474+32.70, EL=476.45
(-)3.00%
VPC STA 481+00.00, EL=456.43
BEGIN RAMP PREXEASTF
PUS80 STA 483+46.26, EL=450.60
99.00' RT PREXEASTF STA 16+61.89
BEGIN RAMP PRWEEASTF
PUS80 STA 484+43.36, EL=449.16
95.00' RT PRWEEASTF STA 16+03.43
VPT STA 489+00.00, EL=448.89
HW100 = 440.35
HW50 = 440.35
HGL100 = 452.14
HGL50 = 452.02
(+)1.11%
PROP 2-30" RCP
PUS80 STA 495+55.43, FL=444.87
VPC STA 501+00.00, EL=462.27
VPT STA 506+00.00, EL=463.81
VPI STA 469+95.20
EL = 489.58
ex = -3.83'
K = 250
L = 875.00'
EXIST 6-10'x10' BOX CULVERTS
PUS80 STA 482+22.64, FL=430.03
VPI STA 485+00.00
EL = 444.43
ex = 4.11'
K = 194
L = 800.00'
VPI STA 503+50.00
EL = 465.06
ex = -1.01'
K = 310
L = 500.00'
487.69
484.8
487.42
485.0
486.76
485.7
485.69
483.3
484.22
458.7
482.35
456.5
480.08
479.3
477.41
475.3
474.43
472.1
471.43
468.5
468.43
465.0
465.43
461.0
462.43
457.3
459.43
454.2
456.43
451.1
453.69
448.6
451.46
446.7
449.75
445.4
448.55
444.3
447.86
443.3
447.69
444.1
448.03
445.1
448.89
445.7
450.01
446.8
451.12
448.1
452.24
449.4
453.35
450.5
454.46
451.8
455.58
453.1
456.69
454.2
457.81
455.3
458.92
456.6
460.04
457.7
461.15
458.7
462.27
459.9
463.22
461.0
463.85
462.0
464.16
462.6
464.14
462.6
463.81
462.6
463.31
462.1
462.81
461.9
470+00
475+00
480+00
485+00
490+00
495+00
500+00
505+00


Belt Line Rd
EXIT 1 MILE
COSS #38
WESTBOUND US 80 STA 514+00
COSS #38
4634
4635
4640
4642
4644
4647
PRWXSH352 STA 10+00.00
26.00' RT PWB80FR-2 STA 519+65.42
BEGIN PROP DENIAL OF ACCESS
PWB80FR-2 STA 517+04
BEGIN PROP RET WALL
PUS80 STA 516+20,
74' LT
℄ PRWXSH352
430
429
510+00
515+00
520+00
10+00
510+00
515+00
520+00
510+00
515+00
10+00
520+00
431
432
℄ PREESH352
4637
BEGIN PROP
DENIAL OF ACCESS
PEB80FR-4 STA 516+97
PREESH352 STA 10+00.00
26.00' LT PEB80FR-4 STA 518+96.76
4636
4638
4648
4637
N
DRAFT
Preliminary, Subject to Change
Without Notice

MATCH LINE - SEE ROLL 5
PUS80 STA 521+00



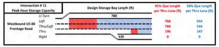
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4563	R&M MOTLEY LLC	301 E U S HWY 80
4564	R & M MOTLEY LLC	300 U S HWY 80
4566	R & M MOTLEY LLC	304 U S HWY 80
4568	R & M MOTLEY LLC	306 U S HWY 80
4570	MORRISON ERNEST L &	308 E U S HWY 80
4573	RKS SUNNYVALE LLC	201 PLANTERS RD
4577	R&M MOTLEY LLC	307 E U S HWY 80
4582	RKS SUNNYVALE LLC	200 PLANTERS RD
4585	R & M MOTLEY LLC	315 U S HWY 80
4588	TEXAS UTILITIES ELEC CO	335 E U S HWY 80
4589	TEXAS UTILITIES ELEC CO	335 E U S HWY 80
4590	FC PROPERTIES ONE LTD	330 U S HWY 80
4591	RKS SUNNYVALE LLC	332 U S HWY 80
4592	2 X 2 PARTNERSHIP LTD	200 E U S HWY 80
4593	SUN ACRES PARTNERSHIP LTD	200 E U S HWY 80
4594	CLARY SCOTT & DANIELA	319 E U S HWY 80
4596	RKS SUNNYVALE LLC	400 U S HWY 80
4597	RKS SUNNYVALE II LLC	400 U S HWY 80
4598	DANIEL SUNNYVALE PPTIES LLC	201 U S HWY 80
4599	RKS SUNNYVALE II LLC	400 U S HWY 80
4600	RKS SUNNYVALE II LLC	400 U S HWY 80
4601	HENARD PROPERTIES LTD	101 U S HWY 80
4602	RKS HENARD LLC	200 E U S HWY 80
4604	RKS HENARD LLC	100 N COLLINS RD
4607	SUNNYVALE 4B DEVELOPMENT CORP	200 S COLLINS RD
4610	RKS HENARD LLC	100 PASCHALL RD
4611	TEXAS UTILITIES ELEC CO	101 E U S HWY 80
4612	TEXAS UTILITIES ELEC CO	101 E U S HWY 80
4613	CASH PAUL E	400 PASCHALL RD
4614	LIFE COMMUNITY CHURCH	425 E US HWY 80
4616	KODIAK BRANDS INC	100 PASCHALL RD
4620	KODIAK BRANDS INC	431 E U S HWY 80
4621	KODIAK BRANDS INC	433 U S HWY 80
4622	KODIAK BRANDS INC	435 U S HWY 80
4623	NEW HOPE CEMETERY ASSOC	600 U S HWY 80
4624	GAR TEX CONST CO	441 E U S HWY 80
4626	KODIAK BRANDS INC	443 U S HWY 80
4629	KODIAK BRANDS INC	445 E U S HWY 80
4630	KODIAK BRANDS INC	447 E U S HWY 80
4631	KODIAK BRANDS INC	449 E US HWY 80
4633	KODIAK BRANDS INC	451 E US HWY 80
4634	SHAPPARD DAVID CHARLES	453 U S HWY 80
4635	SVALE PROPERTIES LLC	501 E U S HWY 80
4636	NEW HOPE CEMETERY	500 U S HWY 80
4637	NEW HOPE CEMETERY ASSOC	500 U S HWY 80
4638	DALLAS CITY OF	500 U S HWY 80
4640	SVALE PROPERTIES LLC	507 E U S HWY 80
4642	*UNAVAILABLE*	*UNAVAILABLE*
4644	SVALE PROPERTIES LLC	519 E U S HWY 80
4647	DALLAS CITY OF	500 U S HWY 80
4648	NEW HOPE ASSOCIATES INC	600 U S HWY 80

HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
400	PUS80 (60 MPH)	PUS80-12	457+18.58	N 6,975,229.72	E 2,562,812.62	4° 24′ 15.18″ (RT)	12,000.00	461.44	922.42	452+57.15	461+79.56
401		PUS80-13	469+31.91	N 6,974,925.60	E 2,563,987.69	7° 10′ 30.06″ (LT)	12,000.00	752.35	1,502.73	461+79.56	476+82.30
402		PUS80-14	491+06.36	N 6,974,647.73	E 2,566,146.29	2° 46′ 14.87″ (RT)	12,000.00	290.21	580.31	488+16.15	493+96.46
403	PEB80FR-4 (40 MPH)	PEB80FR-4-10	453+97.56	N 6,975,159.46	E 2,562,426.05	9° 17′ 05.19″ (RT)	1,000.00	81.20	162.05	453+16.36	454+78.41
404		PEB80FR-4-11	461+52.38	N 6,974,908.73	E 2,563,138.39	9° 22′ 41.69″ (LT)	5,000.00	410.12	818.41	457+42.26	465+60.67
405		PEB80FR-4-12	479+02.16	N 6,974,604.19	E 2,564,863.32	10° 24′ 19.83″ (LT)	3,000.00	273.17	544.83	476+28.99	481+73.83
406		PEB80FR-4-13	483+76.46	N 6,974,607.45	E 2,565,339.11	7° 43′ 41.46″ (RT)	3,000.00	202.63	404.65	481+73.83	485+78.47
407		PEB80FR-4-14	490+43.70	N 6,974,522.19	E 2,566,001.50	2° 46′ 14.87″ (RT)	5,000.00	120.92	241.80	489+22.77	491+64.57
408	PWB80FR-2 (40 MPH)	PWB80FR-2-16	457+86.12	N 6,975,367.81	E 2,562,886.98	3° 01′ 39.78″ (RT)	3,026.00	79.97	159.90	457+06.15	458+66.06
409		PWB80FR-2-17	459+45.20	N 6,975,331.66	E 2,563,041.93	3° 01′ 20.44″ (LT)	3,000.00	79.14	158.25	458+66.06	460+24.31
410		PWB80FR-2-18	484+76.01	N 6,974,887.33	E 2,565,533.48	3° 04′ 46.14″ (LT)	3,000.00	80.64	161.24	483+95.37	485+56.61
411		PWB80FR-2-19	486+37.11	N 6,974,867.61	E 2,565,693.40	3° 04′ 26.80″ (RT)	3,000.00	80.50	160.96	485+56.61	487+17.57
412	PRWXBELT (40 MPH)	PRWXBELT-1	10+60.72	N 6,975,469.01	E 2,562,171.00	6° 37′ 10.66″ (RT)	1,050.00	60.72	121.31	10+00.00	11+21.31
413		PRWXBELT-2	11+82.03	N 6,975,434.06	E 2,562,287.31	6° 37′ 10.66″ (LT)	1,050.00	60.72	121.31	11+21.31	12+42.62
414		PRWXBELT-3	16+51.13	N 6,975,351.73	E 2,562,749.26	7° 43′ 57.48″ (RT)	5,300.00	358.19	715.29	12+92.94	20+08.23
415		PRWXBELT-4	21+24.45	N 6,975,206.40	E 2,563,200.86	3° 30′ 13.54″ (LT)	3,800.00	116.23	232.38	20+08.23	22+40.60
416	PREEBELT (40 MPH)	PREEBELT-1	10+62.83	N 6,975,208.34	E 2,562,299.98	6° 50′ 55.17″ (LT)	1,050.00	62.83	125.51	10+00.00	11+25.51
417		PREEBELT-2	11+96.43	N 6,975,200.74	E 2,562,433.51	7° 43′ 41.55″ (RT)	1,050.00	70.92	141.63	11+25.51	12+67.14
418		PREEBELT-3	13+55.35	N 6,975,170.41	E 2,562,589.74	2° 39′ 35.23″ (RT)	3,800.00	88.22	176.40	12+67.14	14+43.54
419		PREEBELT-4	16+47.75	N 6,975,101.42	E 2,562,873.91	4° 24′ 47.17″ (LT)	5,300.00	204.21	408.22	14+43.54	18+51.76
420		PREEBELT-5	20+04.97	N 6,975,044.08	E 2,563,226.70	4° 37′ 03.62″ (RT)	3,800.00	153.21	306.26	18+51.76	21+58.02
421	PRWEEASTF (40 MPH)	PRWEEASTF-1	11+26.04	N 6,974,867.66	E 2,565,025.24	3° 47′ 57.72″ (LT)	3,800.00	126.04	251.98	10+00.00	12+51.98
422		PRWEEASTF-2	14+27.77	N 6,974,849.04	E 2,565,326.49	3° 47′ 57.72″ (RT)	5,300.00	175.79	351.45	12+51.98	16+03.43
423		PRWEEASTF-3	21+62.44	N 6,974,755.23	E 2,566,055.28	6° 25′ 59.92″ (LT)	1,050.00	59.01	117.90	21+03.43	22+21.33
424		PRWEEASTF-4	22+74.21	N 6,974,753.47	E 2,566,167.16	5° 41′ 25.91″ (RT)	1,064.00	52.88	105.67	22+21.33	23+27.01
425	PREXEASTF (40 MPH)	PREXEASTF-1	11+38.50	N 6,974,737.17	E 2,564,864.31	4° 10′ 29.17″ (RT)	3,800.00	138.50	276.88	10+00.00	12+76.88
426		PREXEASTF-2	14+69.47	N 6,974,671.17	E 2,565,188.75	4° 09′ 43.87″ (LT)	5,300.00	192.59	385.01	12+76.88	16+61.89
427		PREXEASTF-3	22+45.38	N 6,974,572.09	E 2,565,958.48	9° 05′ 33.30″ (RT)	1,050.00	83.49	166.63	21+61.89	23+28.52
428		PREXEASTF-4	23+86.51	N 6,974,532.08	E 2,566,094.18	6° 19′ 18.43″ (LT)	1,050.00	57.99	115.85	23+28.52	24+44.38
429	PRWXSH352 (40 MPH)	PRWXSH352-1	10+58.51	N 6,974,247.99	E 2,569,023.15	6° 22′ 42.88″ (RT)	1,050.00	58.51	116.89	10+00.00	11+16.89
430		PRWXSH352-2	11+75.40	N 6,974,214.52	E 2,569,135.35	6° 22′ 42.88″ (LT)	1,050.00	58.51	116.89	11+16.89	12+33.79
431	PREESH352 (40 MPH)	PREESH352-1	10+84.46	N 6,974,032.33	E 2,568,898.06	9° 11′ 51.49″ (LT)	1,050.00	84.46	168.56	10+00.00	11+68.56
432		PREESH352-2	12+53.01	N 6,974,029.65	E 2,569,066.95	9° 11′ 51.49″ (RT)	1,050.00	84.46	168.56	11+68.56	13+37.11

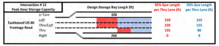
STORAGE CAPACITY DETAILS



Intersection # 11
Peak Hour Storage Capacity

Westbound US 80 Frontage Road

	Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
U-Turn	780		
Left		768	544
Thru/Left		768	544
Thru		196	147
Right	330	0	0

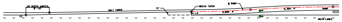


Intersection # 12
Peak Hour Storage Capacity

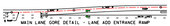
Eastbound US 80 Frontage Road

	Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
U-Turn	326		
Left		239	155
Thru/Left		239	155
Thru		126	88
Right	266	0	0

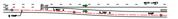
RAMP GORE DETAILS


SH WIDTH VARIES
8'-10'
12'
50:1 TAPER
12'
BEGIN TAPER
14'
℄ RAMP
3,800' R
5,300' R
RAMP
MAIN LANES

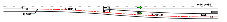
MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP


12'
12'
℄ RAMP
3,800' R
5,300' R
14'
12'
RAMP
MAIN LANES

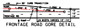
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP


12'
12'
℄ RAMP
12'
14'
3,800' R
5,300' R
MAIN LANES
RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

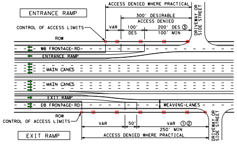

12'
℄ RAMP
3,800' R
12'
14'
5,300' R
MAIN LANES
RAMP

MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP


30' CURB TRANSITION
RAMP
1,050' R
14'
1,050' R
1,050' R
FRONTAGE RD
℄ RAMP
LN WIDTH VARIES 12'-14'
12'
12'
14'

FRONTAGE ROAD GORE DETAIL

CONTROL OF ACCESS DETAILS


ACCESS DENIED WHERE PRACTICAL
ENTRANCE RAMP
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
DRIVEWAY OR SIDE STREET
EXIT RAMP

① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

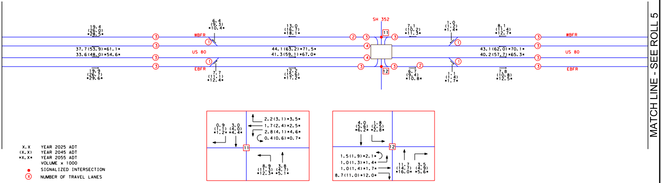
③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

TRAFFIC DIAGRAM

MATCH LINE - SEE ROLL 3


19.4
(26.0)
28.5
37.7(53.9)*61.1*
33.6(48.0)*54.6*
19.9
(26.7)
29.6
③
③
③
③
WBFR
US 80
EBFR
①
①
6.4
(9.3)
10.4
7.7
(11.1)
12.4
13.0
(16.7)
18.1
44.1(63.2)*71.5*
41.3(59.1)*67.0*
12.2
(15.6)
17.2
②
③
④
④
③
③
SH 352
11
12
③
③
②
7.1
(10.2)
11.3
6.7
(9.4)
10.8
1.0
(1.2)
1.4
1.1
(1.4)
1.7
①
①
8.1
(11.4)
12.7
43.1(62.0)*70.1*
40.2(57.7)*65.3*
7.8
(10.8)
12.5
③
③
③
③
WBFR
US 80
EBFR
0.9
(1.1)
1.2
3.0
(4.0)
4.4
2.2(3.1)*3.5*
1.7(2.4)*2.5*
2.8(4.1)*4.6*
0.4(0.6)*0.7*
11
8.9
(11.3)
12.3
3.8
(4.7)
5.1
4.0
(5.6)
6.2
1.8
(2.5)
2.8
12
1.5(1.9)*2.1*
1.0(1.3)*1.4*
1.0(1.4)*1.7*
8.7(11.0)*12.0*
11.7
(14.7)
16.0
3.5
(4.9)
5.6

X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME x 1000
● SIGNALIZED INTERSECTION
Ⓧ NUMBER OF TRAVEL LANES

MATCH LINE - SEE ROLL 5

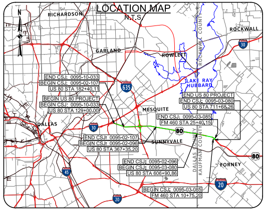
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

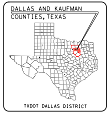
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 4 OF 12

LIMITS: I-30 TO FM 460
LENGTH: 11.04 MILES
FUNCTIONAL CLASS: URBAN FREEWAY
AVERAGE DAILY TRAFFIC: 99,600 (2025), 133,400 (2045)
DESIGN SPEEDS
MAIN LANES: 60 MPH
DIRECT CONNECTORS: 40 MPH
RAMPS: 40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS: 40 MPH
LOCAL STREETS: 30 MPH
LOCAL STREET CONNECTORS: 20 MPH
TURNAROUNDS: 15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
635
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
DALLAS
30
30
END CSJ: 0095-03-085
FM 460 STA 25+40.15
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
80
FORNEY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 5 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
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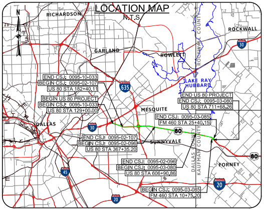
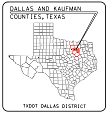
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
ROCKWALL COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
MESQUITE
DALLAS
SUNNYVALE
FORNEY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
30
635
80
45
20


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

─ ─ ─	EXISTING ROW
─ ─ ─	EXISTING EASEMENT
──	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
🟦	FEMA 100 YR FLOODPLAIN LIMITS
──	PARK BOUNDARY
──	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
─ ─ ─	EXISTING TELE / CABLE / FIBER
─ ─ ─	EXISTING WATER LINE
─ ─ ─	EXISTING ELECTRIC LINE
─ ─ ─	EXISTING SANITARY SEWER LINE
─ ─ ─	EXISTING GAS / PETROLEUM LINE
──	CITY/COUNTY LIMITS
─ ─ ─	EXISTING CENTERLINE/BASELINE
─ ─ ─	PROPOSED CENTERLINE/BASELINE
─ ─ ─	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
─ ─ ─	PROPOSED DRAINAGE EASEMENT
──	PROPOSED EDGE OF PAVEMENT
▬	PROPOSED CTB
──	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
──	PROPOSED RETAINING WALL
─ ─ ─	POTENTIAL NOISE WALL
═ ═ ═	PROPOSED CULVERT
▩	PAVEMENT / BRIDGE TO BE REMOVED
▩	EXISTING EASTFORK WETLANDS
▩	EXISTING EASTFORK WATERS OF US
⬛	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SIDEWALK
⬜	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

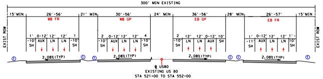
GENERAL NOTES

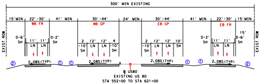
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

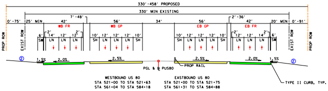
→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
	PERPENDICULAR CURB RAMP
	PARALLEL CURB RAMP
	DIRECTIONAL CURB RAMP

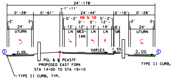
① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX

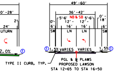
TYPICAL SECTIONS

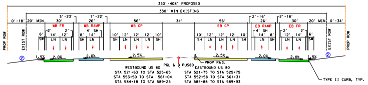

300' MIN EXISTING
15' MIN
26'-56'
WB FR
21' MIN
30'-56'
WB GP
24' MIN
36'-56'
EB GP
28' MIN
26'-57'
EB FR
15' MIN
EXIST ROW
AUX
LN
SH
2.08% (TYP)
℄ US80
EXISTING US 80
STA 521+00 TO STA 552+00

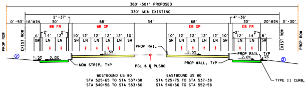

300' MIN EXISTING
15' MIN
22'-30'
WB FR
41' MIN
30'-44'
WB GP
24' MIN
30'-44'
EB GP
41' MIN
22'-30'
EB FR
15' MIN
EXIST ROW
LN
SH
2.08% (TYP)
℄ US80
EXISTING US 80
STA 552+00 TO STA 621+00

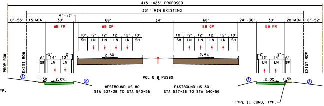

330'-458' PROPOSED
330' MIN EXISTING
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PROP RAIL
PGL & ℄ PUS80
WESTBOUND US 80
STA 521+00 TO STA 521+63
STA 561+04 TO STA 584+18
EASTBOUND US 80
STA 521+00 TO STA 521+75
STA 561+31 TO STA 584+88
TYPE II CURB, TYP.

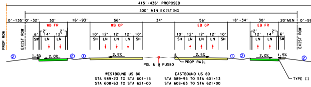

24'-178'
0'-28'
0'-61'
1'-11'
24'-44'
NB & SB
0'-16'
0'-28'
UTURN
LN
MED-IAN
SW
2.0%
VARIES
1.5%
PGL & ℄ PEASTF
PROPOSED EAST FORK
STA 14+00 TO STA 19+10
TYPE II CURB, TYP.

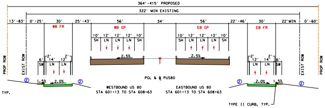

49'-60'
36'-42'
NB & SB
SW
LN
1.5%
VARIES
TYPE II CURB, TYP.
PGL & ℄ PLAWS
PROPOSED LAWSON
STA 12+65 TO STA 16+50

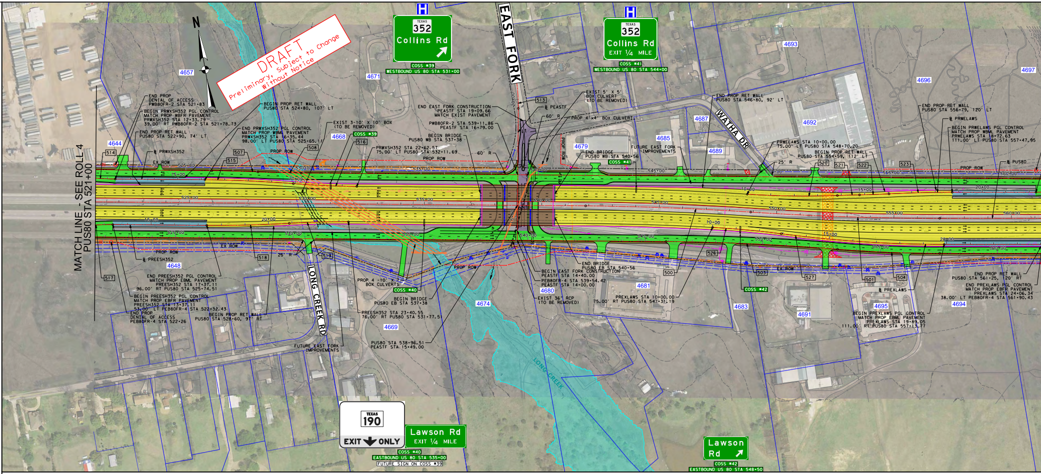

330'-408' PROPOSED
330' MIN EXISTING
0'-18'
20' MIN
30'
3'-23'
7'-22'
26'
56'
34'
56'
2'-16'
26'
2'-18'
30'
20' MIN
0'-34'
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PROP RAIL
PGL & ℄ PUS80
WESTBOUND US 80
STA 521+63 TO STA 525+65
STA 553+50 TO STA 561+04
STA 584+18 TO STA 589+23
EASTBOUND US 80
STA 521+75 TO STA 525+75
STA 552+58 TO STA 561+31
STA 584+88 TO STA 589+93
TYPE II CURB, TYP.


360'-501' PROPOSED
330' MIN EXISTING
0'-53'
16' MIN
30'
2'-37'
68'
34'
68'
4'-36'
30'
20' MIN
0'-30'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PROP RAIL
MOW STRIP, TYP
PGL & ℄ PUS80
PROP WALL, TYP
PROP RAIL, TYP
WESTBOUND US 80
STA 525+65 TO STA 537+38
STA 540+56 TO STA 553+50
EASTBOUND US 80
STA 525+75 TO STA 537+38
STA 540+56 TO STA 552+58
TYPE II CURB, TYP.


415'-423' PROPOSED
331' MIN EXISTING
0'-55'
15' MIN
5'-17'
30'
68'
34'
68'
24'-36'
30'
20' MIN
18'-52'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PGL & ℄ PUS80
WESTBOUND US 80
STA 537+38 TO STA 540+56
EASTBOUND US 80
STA 537+38 TO STA 540+56
TYPE II CURB, TYP.

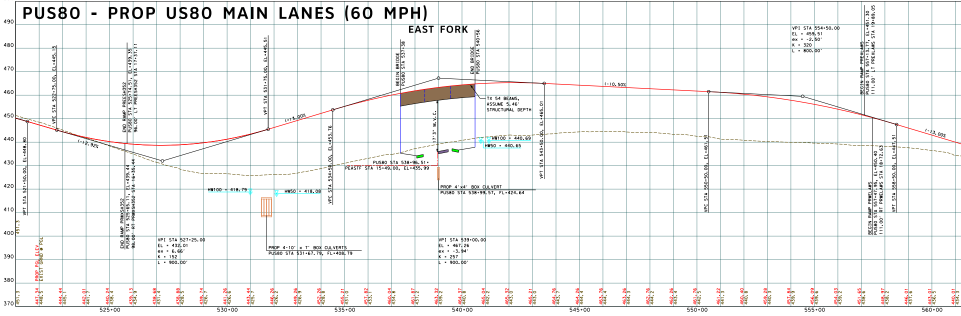

415'-436' PROPOSED
300' MIN EXISTING
0'-135'
0'-32'
30'
16'-93'
56'
34'
56'
18'-34'
30'
20' MIN
0'-59'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PGL & ℄ PUS80
PROP RAIL
WESTBOUND US 80
STA 589+23 TO STA 601+13
STA 608+63 TO STA 621+00
EASTBOUND US 80
STA 589+93 TO STA 601+13
STA 608+63 TO STA 621+00
TYPE II CURB, TYP.

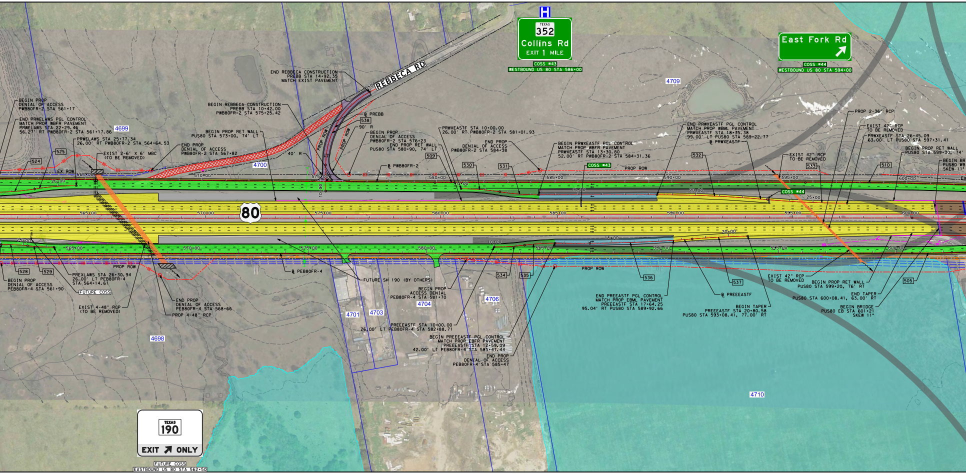

364'-415' PROPOSED
322' MIN EXISTING
13'-83'
0'-25'
30'
25'-43'
56'
34'
56'
22'-46'
30'
22' MIN
0'-60'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
SW
LN
SH
1.5%
2.0%
2.5%
PGL & ℄ PUS80
WESTBOUND US 80
STA 601+13 TO STA 608+63
EASTBOUND US 80
STA 601+13 TO STA 608+63
TYPE II CURB, TYP.

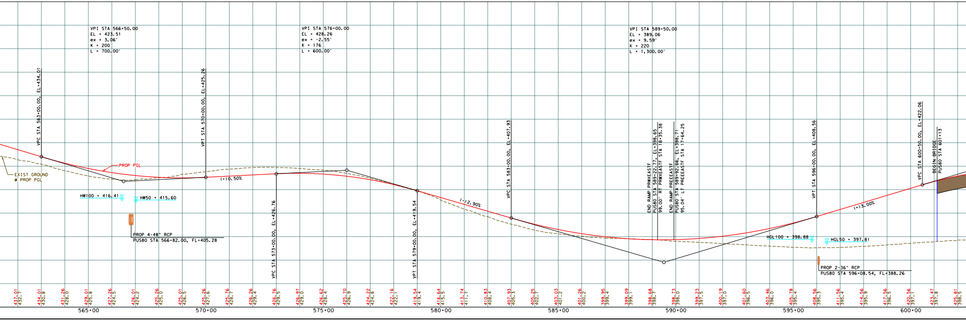


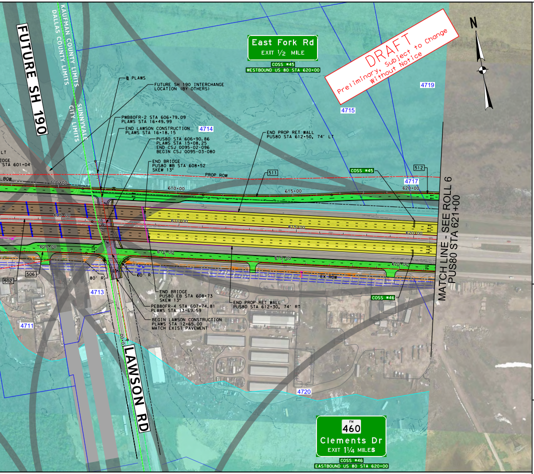
DRAFT
Preliminary, Subject to Change Without Notice
N
MATCH LINE - SEE ROLL 4
PUS80 STA 521+00
EAST FORK
LONG CREEK RD
WATHA DR
LONG CREEK
TEXAS 352
Collins Rd
COSS #39
WESTBOUND US 80 STA 531+00
TEXAS 352
Collins Rd
EXIT 1/4 MILE
COSS #41
WESTBOUND US 80 STA 544+00
TEXAS 190
EXIT ONLY
Lawson Rd
EXIT 1/4 MILE
COSS #40
EASTBOUND US 80 STA 535+00
FUTURE SIGN ON COSS #39
Lawson Rd
COSS #42
EASTBOUND US 80 STA 548+50
END PROP DENIAL OF ACCESS PWB80FR-2 STA 521+83
BEGIN PRWXSH352 PGL CONTROL MATCH PROP WBFR PAVEMENT PRWXSH352 STA 12+33.79 39.00' RT PWB80FR-2 STA 521+78.73
END PROP RET WALL PUS80 STA 522+90, 74' LT
℄ PRWXSH352
BEGIN PROP RET WALL PUS80 STA 524+80, 107' LT
END PRWXSH352 PGL CONTROL MATCH PROP WBML PAVEMENT PRWXSH352 STA 16+35.44 98.00' LT PUS80 STA 525+65.11
EXIST 3-10' X 10' BOX (TO BE REMOVED)
PROP ROW
EX ROW
PRWXSH352 STA 22+62.57 75.00' LT PUS80 STA 532+11.69
BEGIN BRIDGE PUS80 WB STA 537+38
END EAST FORK CONSTRUCTION PEASTF STA 19+09.66 MATCH EXIST PAVEMENT
PWB80FR-2 STA 539+11.86 PEASTF STA 16+79.00
60' R
℄ PEASTF
EXIST 5' X 5' BOX CULVERT (TO BE REMOVED)
PROP 4'x4' BOX CULVERT
END BRIDGE PUS80 WB STA 540+56
FUTURE EAST FORK IMPROVEMENTS
END PROP RET WALL PUS80 STA 546+80, 92' LT
PRWELAWS STA 10+00.00 75.00' LT PUS80 STA 548+70.20
BEGIN PROP RET WALL PUS80 STA 554+59, 112' LT
25' R
END PROP RET WALL PUS80 STA 556+79, 120' LT
℄ PRWELAWS
BEGIN PRWELAWS PGL CONTROL MATCH PROP WBML PAVEMENT PRWELAWS STA 18+72.63 111.00' LT PUS80 STA 557+47.95
℄ PUS80
℄ PREESH352
END PREESH352 PGL CONTROL MATCH PROP EBML PAVEMENT PREESH352 STA 17+37.11 96.00' RT PUS80 STA 525+74.51
BEGIN PREESH352 PGL CONTROL MATCH PROP EBFR PAVEMENT PREESH352 STA 13+37.11 53.00' LT PEB80FR-4 STA 522+32.43
END PROP DENIAL OF ACCESS PEB80FR-4 STA 522+26
BEGIN PROP RET WALL PUS80 STA 528+60, 97' RT
25' R
PROP 4-10' X 7' BOX CULVERTS
BEGIN BRIDGE PUS80 EB STA 537+38
PREESH352 STA 23+40.55 76.00' RT PUS80 STA 531+77.51
PUS80 STA 538+96.51 PEASTF STA 15+49.00
FUTURE EAST FORK IMPROVEMENTS
END BRIDGE PUS80 EB STA 540+56
BEGIN EAST FORK CONSTRUCTION PEASTF STA 14+40.00
PEB80FR-4 STA 539+54.42 PEASTF STA 14+00.00
EXIST 36" RCP (TO BE REMOVED)
PREXLAWS STA 10+00.00 75.00' RT PUS80 STA 547+31.19
℄ PREXLAWS
BEGIN PREXLAWS PGL CONTROL MATCH PROP EBML PAVEMENT PREXLAWS STA 19+89.05 111.00' RT PUS80 STA 557+13.77
END PROP RET WALL PUS80 STA 561+25, 120' RT
END PREXLAWS PGL CONTROL MATCH PROP EBFR PAVEMENT PREXLAWS STA 24+06.34 38.00' LT PEB80FR-4 STA 561+90.43
4657
4671
4644
4668
4648
4669
4674
4679
4680
4681
4683
4685
4687
4689
4691
4692
4693
4694
4695
4696
4697
500
501
503
504
507
508
513
514
515
516
517
518
519
520
521
522
523
526
527
525+00
530+00
535+00
540+00
545+00
550+00
555+00
560+00
15+00
20+00
10+00

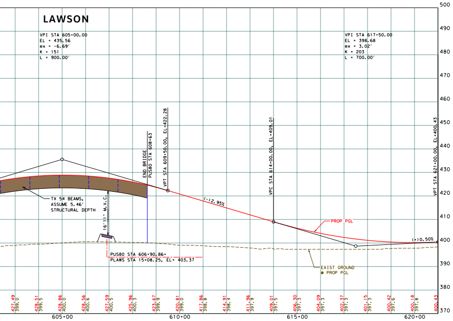
PUS80 - PROP US80 MAIN LANES (60 MPH)




TEXAS
352
Collins Rd
EXIT 1 MILE
COSS #43
WESTBOUND US 80 STA 586+00
East Fork Rd
COSS #44
WESTBOUND US 80 STA 594+00
4709
END REBBECA CONSTRUCTION
PREBB STA 14+92.35
MATCH EXIST PAVEMENT
REBBECA RD
BEGIN REBBECA CONSTRUCTION
PREBB STA 10+42.00
PWB80FR-2 STA 575+25.42
℄ PREBB
538
90' R
BEGIN PROP
DENIAL OF ACCESS
PWB80FR-2 STA 561+17
END PRWELAWS PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWELAWS STA 22+29.46
56.27' RT PWB80FR-2 STA 561+17.86
4699
PRWELAWS STA 25+77.34
26.00' RT PWB80FR-2 STA 564+64.53
BEGIN PROP RET WALL
PUS80 STA 573+00, 74' LT
END PROP
DENIAL OF ACCESS
PWB80FR-2 STA 567+82
EXIST 2-6' X 6' MBC
(TO BE REMOVED)
525
524
EX ROW
4700
40' R
PROP ROW
BEGIN PROP
DENIAL OF ACCESS
PWB80FR-2 STA 576+23
END PROP RET WALL
PUS80 STA 580+90, 74' LT
PRWXEASTF STA 10+00.00
26.00' RT PWB80FR-2 STA 581+01.93
END PROP
DENIAL OF ACCESS
PWB80FR-2 STA 584+38
BEGIN PRWXEASTF PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWXEASTF STA 13+30.80
52.00' RT PWB80FR-2 STA 584+31.36
509
℄ PWB80FR-2
530
531
COSS #43
PROP ROW
END PRWXEASTF PGL CONTROL
MATCH PROP WBML PAVEMENT
PRWXEASTF STA 18+35.38
99.00' LT PUS80 STA 589+22.77
℄ PRWXEASTF
532
EXIST 42" RCP
TO BE REMOVED
533
PROP 2-36" RCP
EXIST 42" RCP
TO BE REMOVED
PRWXEASTF STA 26+45.09
63.00' LT PUS80 STA 597+31.41
BEGIN PROP RET WALL
PUS80 STA 599+30, 74'
510
BEGIN BR
PUS80 WB
SKEW 11°
COSS #44
565+00
570+00
575+00
580+00
585+00
590+00
595+00
600+00
25+00
10+00
15+00
20+00
80
528
529
BEGIN PROP
DENIAL OF ACCESS
PEB80FR-4 STA 561+90
PREXLAWS STA 26+30.94
26.00' LT PEB80FR-4
STA 564+14.61
FUTURE COSS
PROP ROW
EXIST 4-48" RCP
(TO BE REMOVED)
END PROP
DENIAL OF ACCESS
PEB80FR-4 STA 568+66
PROP 4-48" RCP
℄ PEB80FR-4
FUTURE SH 190 (BY OTHERS)
BEGIN PROP
ACCESS DENIAL
PEB80FR-4 STA 581+70
4704
4706
4701
4703
PREEEASTF STA 10+00.00
26.00' LT PEB80FR-4 STA 582+88.71
BEGIN PREEEASTF PGL CONTROL
MATCH PROP EBFR PAVEMENT
PREEEASTF STA 12+59.39
42.00' LT PEB80FR-4 STA 585+47.44
END PROP
DENIAL OF ACCESS
PEB80FR-4 STA 585+47
534
535
536
PROP ROW
END PREEASTF PGL CONTROL
MATCH PROP EBML PAVEMENT
PREEEASTF STA 17+64.25
95.04' RT PUS80 STA 589+92.66
537
℄ PREEEASTF
BEGIN TAPER
PREEEASTF STA 20+80.58
PUS80 STA 593+08.41, 77.00' RT
EXIST 42" RCP
TO BE REMOVED
BEGIN PROP RET WALL
PUS80 STA 599+20, 76' RT
END TAPER
PUS80 STA 600+08.41, 63.00' RT
BEGIN BRIDGE
PUS80 EB STA 601+21
SKEW 11°
505
4698
4710
TEXAS
190
EXIT ONLY
FUTURE COSS
EASTBOUND US 80 STA 562+50


VPI STA 566+50.00
EL = 423.51
ex = 3.06'
K = 200
L = 700.00'
VPI STA 576+00.00
EL = 428.26
ex = -2.55'
K = 176
L = 600.00'
VPI STA 589+50.00
EL = 389.06
ex = 9.59'
K = 220
L = 1,300.00'
VPC STA 563+00.00, EL=434.01
VPT STA 570+00.00, EL=425.26
VPC STA 573+00.00, EL=426.76
VPT STA 579+00.00, EL=419.54
VPC STA 583+00.00, EL=407.93
END RAMP PRWXEASTF
PUS80 STA 589+22.77, EL=398.65
99.00' RT PRWXEASTF STA 18+35.38
END RAMP PREEEASTF
PUS80 STA 589+92.66, EL=398.71
95.04' LT PREEEASTF STA 17+64.25
VPT STA 596+00.00, EL=408.56
VPC STA 600+50.00, EL=422.06
BEGIN BRIDGE
PUS80 STA 601+13
PROP PGL
EXIST GROUND
@ PROP PGL
(+)0.50%
(-)2.90%
(+)3.00%
HW100 = 416.41
HW50 = 415.60
PROP 4-48" RCP
PUS80 STA 566+82.00, FL=405.28
HGL100 = 398.88
HGL50 = 397.81
PROP 2-36" RCP
PUS80 STA 596+08.54, FL=388.26
437.01 432.7
434.01 430.8
431.26 428.0
429.01 425.8
427.26 424.5
426.01 424.2
425.26 425.0
425.01 426.5
425.26 427.6
425.76 428.7
426.26 429.4
426.76 429.5
426.97 429.0
426.62 428.4
425.70 426.9
424.22 424.8
422.16 422.1
419.54 419.4
416.64 415.5
413.74 411.7
410.83 408.4
407.93 405.3
405.25 402.7
403.03 401.2
401.26 400.2
399.95 399.4
399.09 399.1
398.68 398.7
398.73 398.0
399.23 397.5
400.19 397.0
401.60 396.5
403.46 396.0
405.78 395.4
408.56 395.3
411.56 395.4
414.56 395.9
417.56 396.5
420.56 397.1
423.47 397.8
425.81 398.5
565+00
570+00
575+00
580+00
585+00
590+00
595+00
600+00


FUTURE SH 190
KAUFMAN COUNTY LIMITS
DALLAS COUNTY LIMITS
SUNNYVALE CITY LIMITS
East Fork Rd
EXIT 1/2 MILE
COSS #45
WESTBOUND US 80 STA 620+00
DRAFT
Preliminary, Subject to Change Without Notice
N
℄ PLAWS
FUTURE SH 190 INTERCHANGE LOCATION (BY OTHERS)
PWB80FR-2 STA 606+79.09
PLAWS STA 16+49.99
END LAWSON CONSTRUCTION
PLAWS STA 16+18.15
PUS80 STA 606+90.86
PLAWS STA 15+08.25
END CSJ 0095-02-096
BEGIN CSJ 0095-03-080
END BRIDGE
PUS80 WB STA 608+52
SKEW 13°
END PROP RET WALL
PUS80 STA 612+50, 74' LT
PROP ROW
EX ROW
4714
4715
4719
4717
4713
4711
4720
511
512
506
502
605+00
610+00
615+00
620+00
COSS #45
COSS #46
80' R
60' R
END BRIDGE
PUS80 EB STA 608+73
SKEW 13°
PEB80FR-4 STA 607+74.81
PLAWS STA 13+69.59
BEGIN LAWSON CONSTRUCTION
PLAWS STA 12+65.00
MATCH EXIST PAVEMENT
END PROP RET WALL
PUS80 STA 612+30, 74' RT
LAWSON RD
MATCH LINE - SEE ROLL 6
PUS80 STA 621+00
460
Clements Dr
EXIT 1 1/4 MILES
COSS #46
EASTBOUND US 80 STA 620+00



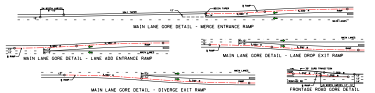
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4644	SVALE PROPERTIES	519 E U S HWY 80
4648	NEW HOPE ASSOCIATES	600 U S HWY 80
4657	SAMPAGUITA INC	519 E US HWY 80
4668	BERRY IDA MYRLE	529 E U S HWY 80
4669	FISCHER LEONA DERUE	600 U S HWY 80
4670	FISCHER LEONA DERUE	536 LONG CREEK
4671	BERRY MARK W &	529 E U S HWY 80
4674	B & A SUNNYVALE	608 U S HWY 80
4679	CASTLEGATE	595 U S HWY 80
4680	VALDEZ RUMALDA	612 U S HWY 80
4681	C LIFE CHURCH	610 U S HWY 80
4683	MARTINEZ FAUSTO	612 U S HWY 80
4685	KIRCO LEASING LLC	607 U S HWY 80
4687	KIRCO LEASING LLC	601 E U S HWY 80
4689	KIRCO LEASING LLC	609 E U S HWY 80
4691	ROBINSON RONALD G	614 U S HWY 80
4692	EAST FORK	613 E U S HWY 80
4693	EAST FORK	611 WATHA RD
4694	OCAMPO BROTHERS LTD	618 U S HWY 80
4696	EAST FORK	613 E U S HWY 80
4697	BOYD ANNABETH	613 E U S HWY 80
4698	MCWHORTER FRED	620 U S HWY 80
4699	SETCO ENTERPRISES	101 REBECCA RD
4700	SUNNYVALE REAL ESTATE INVESTMENTS	641 E U S HWY 80
4701	LUEDTKE ROD	642 E U S HWY 80
4703	LUEDTKE ROD	624 U S HWY 80
4704	NABORS BILLY L &	626 U S HWY 80
4706	NABORS BILLY L &	628 U S HWY 80
4709	SMITH EUGENE B ETAL	701 E U S HWY 80
4710	MCWHORTER F A	700 U S HWY 80
4711	AYERS RONALD D	710 U S HWY 80
4713	AYERS RONALD D	780 U S HWY 80
4714	SMITH EUGENE BRAGG JR TRUST ET AL	*UNAVAILABLE*
4715	ONCOR ELECTRIC DELIVERY COMPANY	*UNAVAILABLE*
4717	ONCOR ELECTRIC DELIVERY COMPANY	*UNAVAILABLE*
4719	SMITH EUGENE BRAGG JR TRUST ET AL	*UNAVAILABLE*
4720	STARR ALVIN &	15651 HWY 80 TX
4722	ONCOR ELECTRIC DELIVERY COMPANY	LAWSON RD TX

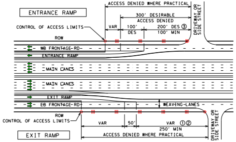
HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
500	PUS80 (60 MPH)	PUS80-15	545+38.16	N 6,973,694.59	E 2,571,493.92	3° 21' 25.39" (RT)	12,000.00	351.65	703.10	541+86.51	548+89.61
501		PUS80-16	552+92.29	N 6,973,518.97	E 2,572,227.52	3° 50' 37.98" (LT)	12,000.00	402.68	805.06	548+89.61	556+94.67
502		PUS80-17	603+19.44	N 6,972,678.89	E 2,577,184.29	2° 58' 09.82" (RT)	12,000.00	311.02	621.91	600+08.41	606+30.32
503	PEB80FR-4 (40 MPH)	PEB80FR-4-15	549+53.36	N 6,973,485.21	E 2,571,819.52	4° 11' 13.58" (RT)	10,000.00	365.56	730.79	545+87.80	553+18.59
504		PEB80FR-4-16	555+36.44	N 6,973,341.18	E 2,572,384.86	4° 40' 26.16" (LT)	5,338.00	217.85	435.45	553+18.59	557+54.04
505		PEB80FR-4-17	601+52.26	N 6,972,569.84	E 2,576,936.03	1° 56' 09.00" (LT)	5,000.00	84.47	168.93	600+67.79	602+36.72
506		PEB80FR-4-18	604+50.88	N 6,972,529.91	E 2,577,231.98	4° 54' 18.82" (RT)	5,000.00	214.16	428.06	602+36.72	606+64.78
507	PWB80FR-2 (40 MPH)	PWB80FR-2-20	527+07.73	N 6,974,153.33	E 2,569,700.91	2° 06' 30.57" (RT)	5,339.00	98.25	196.48	526+09.49	528+05.96
508		PWB80FR-2-21	528+97.97	N 6,974,113.07	E 2,569,886.86	2° 06' 30.57" (LT)	5,000.00	92.01	184.00	528+05.96	529+89.96
509		PWB80FR-2-22	580+33.03	N 6,973,212.02	E 2,574,942.27	0° 29' 12.58" (LT)	10,000.00	42.48	84.97	579+90.55	580+75.52
510		PWB80FR-2-23	600+85.58	N 6,972,869.04	E 2,576,965.96	2° 58' 09.82" (RT)	20,000.00	518.37	1,036.51	595+67.21	606+03.72
511		PWB80FR-2-24	613+90.73	N 6,972,584.54	E 2,578,239.96	5° 55' 12.92" (LT)	5,300.00	274.06	547.64	611+16.67	616+64.31
512		PWB80FR-2-25	621+23.49	N 6,972,499.39	E 2,578,968.25	9° 54' 12.21" (RT)	5,300.00	459.19	916.09	616+64.31	625+80.39
513	PEASTF (30 MPH)	PEASTF-1	20+36.19	N 6,974,286.81	E 2,570,947.71	10° 38' 17.44" (LT)	800.00	74.48	148.54	19+61.71	21+10.25
514	PRWXSH352 (40 MPH)	PRWXSH352-2	11+75.40	N 6,974,214.52	E 2,569,135.35	6° 22' 42.88" (LT)	1,050.00	58.51	116.89	11+16.89	12+33.79
515		PRWXSH352-3	18+03.97	N 6,974,104.20	E 2,569,754.28	4° 04' 28.13" (RT)	5,300.00	188.53	376.90	16+15.44	19+92.34
516		PRWXSH352-4	21+27.51	N 6,974,024.90	E 2,570,068.12	4° 04' 28.13" (LT)	3,800.00	135.17	270.23	19+92.34	22+62.57
517	PREESH352 (40 MPH)	PREESH352-2	12+53.01	N 6,974,029.65	E 2,569,066.95	9° 11' 51.49" (RT)	1,050.00	84.46	168.56	11+68.56	13+37.11
518		PREESH352-3	19+12.90	N 6,973,913.80	E 2,569,716.96	3° 47' 57.72" (LT)	5,300.00	175.79	351.45	17+37.11	20+88.56
519		PREESH352-4	22+14.60	N 6,973,880.64	E 2,570,016.96	3° 47' 57.72" (RT)	3,800.00	126.04	251.98	20+88.56	23+40.55
520	PRWELAWS (40 MPH)	PRWELAWS-1	11+91.98	N 6,973,645.80	E 2,572,021.15	5° 47' 03.50" (LT)	3,800.00	191.98	383.63	10+00.00	13+83.63
521		PRWELAWS-2	14+30.82	N 6,973,614.22	E 2,572,258.22	1° 01' 12.70" (RT)	5,300.00	47.19	94.37	13+83.63	14+78.00
522		PRWELAWS-3	15+40.84	N 6,973,597.76	E 2,572,367.01	1° 53' 41.14" (LT)	3,800.00	62.84	125.67	14+78.00	16+03.67
523		PRWELAWS-4	17+38.18	N 6,973,574.69	E 2,572,563.00	2° 54' 27.52" (RT)	5,300.00	134.51	268.96	16+03.67	18+72.63
524		PRWELAWS-5	23+14.06	N 6,973,478.45	E 2,573,130.85	9° 15' 35.57" (LT)	1,050.00	85.03	169.70	22+29.03	23+98.72
525		PRWELAWS-6	24+88.25	N 6,973,477.36	E 2,573,305.40	9° 44' 48.15" (RT)	1,050.00	89.52	178.62	23+98.72	25+77.34
526	PREXLAWS (40 MPH)	PREXLAWS-1	11+46.95	N 6,973,543.10	E 2,571,808.46	4° 25' 44.66" (RT)	3,800.00	146.95	293.75	10+00.00	12+93.75
527		PREXLAWS-2	16+41.90	N 6,973,397.22	E 2,572,281.58	7° 30' 59.72" (LT)	5,300.00	348.15	695.30	12+93.75	19+89.05
528		PREXLAWS-3	24+62.54	N 6,973,259.93	E 2,573,091.67	6° 07' 41.14" (RT)	1,050.00	56.21	112.30	24+06.34	25+18.64
529		PREXLAWS-4	25+74.84	N 6,973,229.42	E 2,573,199.86	6° 07' 41.14" (LT)	1,050.00	56.21	112.30	25+18.64	26+30.94
530	PRWXEASTF (40 MPH)	PRWXEASTF-1	10+82.87	N 6,973,161.03	E 2,575,087.56	9° 01' 31.23" (RT)	1,050.00	82.87	165.40	10+00.00	11+65.40
531		PRWXEASTF-2	12+48.27	N 6,973,108.04	E 2,575,244.60	9° 01' 31.23" (LT)	1,050.00	82.87	165.40	11+65.40	13+30.80
532		PRWXEASTF-3	20+71.33	N 6,972,970.45	E 2,576,056.43	5° 05' 53.29" (RT)	5,300.00	235.95	471.59	18+35.38	23+06.97
533		PRWXEASTF-4	24+76.14	N 6,972,867.53	E 2,576,448.26	5° 05' 53.29" (LT)	3,800.00	169.17	338.12	23+06.97	26+45.09
534	PREEEASTF (40 MPH)	PREEEASTF-1	10+64.93	N 6,972,896.02	E 2,575,167.04	7° 04' 38.07" (LT)	1,050.00	64.93	129.70	10+00.00	11+29.70
535		PREEEASTF-2	11+94.63	N 6,972,890.26	E 2,575,296.77	7° 04' 38.07" (RT)	1,050.00	64.93	129.70	11+29.70	12+59.39
536		PREEEASTF-3	16+26.21	N 6,972,818.12	E 2,575,722.45	4° 42' 44.20" (LT)	5,300.00	218.07	435.90	14+08.14	18+44.04
537		PREEEASTF-4	19+62.34	N 6,972,789.34	E 2,576,057.60	3° 33' 59.45" (RT)	3,800.00	118.31	236.54	18+44.04	20+80.58
538	PREBB (30 MPH)	PREBB-1	13+23.28	N 6,973,580.39	E 2,574,489.88	62° 19' 22.80" (RT)	350.00	211.65	380.71	11+11.64	14+92.35

RAMP GORE DETAILS


MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP
MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP
FRONTAGE ROAD GORE DETAIL
30' CURB TRANSITION
1,050' R
FRONTAGE RD
℄ RAMP
LN WIDTH VARIES 12'-14'
MAIN LANES
RAMP

CONTROL OF ACCESS DETAILS


ENTRANCE RAMP
ACCESS DENIED WHERE PRACTICAL
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
DRIVEWAY OR SIDE STREET
EXIT RAMP

① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

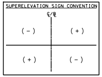
RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

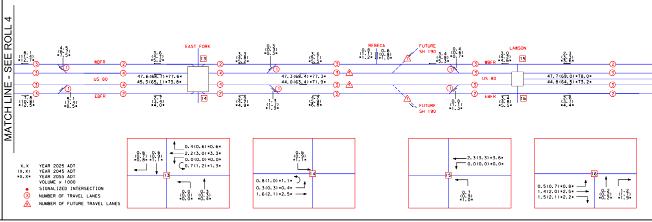
SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEASTF (NB) (30 MPH)	14+00.00	1.63%	14+16.00	1.87%
	17+00.00	1.87%	18+98.00	-2.00%
PLAWS (NB) (30 MPH)	13+13.00	-2.00%	13+50.00	-0.50%
	15+75.00	-0.50%	16+00.00	0.50%
PLAWS (SB) (30 MPH)	12+89.00	2.00%	13+50.00	-0.50%
	15+75.00	-0.50%	16+00.00	0.50%
PEB80FR-4 (40 MPH)	606+78.00	-2.00%	607+00.00	-1.67%
	608+50.00	-1.67%	608+65.00	-2.00%
PWB80FR-2 (40 MPH)	537+20.00	2.00%	539+00.00	-2.00%
	539+60.00	-2.00%	543+05.00	2.00%

SUPERELEVATION SIGN CONVENTION



TRAFFIC DIAGRAM


MATCH LINE - SEE ROLL 4
WBFR
US 80
EBFR
EAST FORK
REBECA
FUTURE SH 190
LAWSON
13
14
15
16
8.1 (11.4) *12.7*
4.5 (6.7) *7.5*
7.8 (10.8) *12.5*
5.1 (7.4) *8.5*
3.6 (4.7) *5.2*
2.7 (3.4) *4.0*
47.6(68.7)*77.6*
45.3(65.1)*73.8*
3.3 (4.8) *5.2*
2.9 (4.2) *4.9*
0.3 (0.3) *0.3*
1.3 (1.7) *1.9*
47.3(68.4)*77.3*
44.0(63.4)*71.9*
3.6 (5.1) *5.5*
4.2 (5.9) *6.8*
0.8 (1.1) *1.2*
0.6 (0.8) *1.0*
3.4 (4.8) *5.3*
0.4 (0.6) *0.7*
0.8 (1.1) *1.3*
3.0 (4.2) *4.6*
3.4 (4.8) *5.5*
2.3 (3.3) *3.6*
2.6 (3.7) *4.4*
47.7(69.0)*78.0*
44.8(64.5)*73.2*
0.6 (0.7) *0.8*
0.6 (0.9) *1.1*
0.4(0.6)*0.6*
2.2(3.0)*3.3*
0.0(0.0)*0.0*
0.7(1.2)*1.3*
0.0 (0.0) *0.0*
0.3 (0.3) *0.4*
0.6 (0.9) *1.1*
0.8(1.0)*1.1*
0.3(0.3)*0.4*
1.6(2.1)*2.5*
2.3(3.3)*3.6*
0.0(0.0)*0.0*
0.7 (0.9) *1.0*
0.5(0.7)*0.8*
1.4(2.0)*2.5*
1.5(2.1)*2.2*
0.2 (0.2) *0.2*
1.2 (1.7) *1.9*
X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME x 1000
● SIGNALIZED INTERSECTION
Ⓧ NUMBER OF TRAVEL LANES
△ NUMBER OF FUTURE TRAVEL LANES

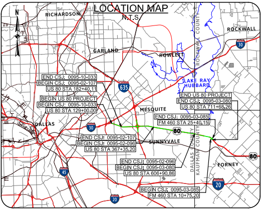
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

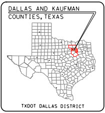
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 5 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
635
30
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

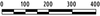
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

VERTICAL SCALE:


0
100
200
300
400
HORIZONTAL SCALE:

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

MATCH LINE - SEE ROLL 6

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 6 OF 12

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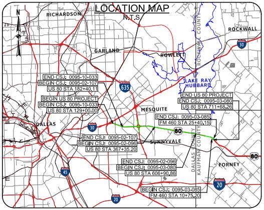
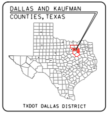
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S

N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
ROCKWALL COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
MESQUITE
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.28
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
30
635
80
45
20



DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

— - —	EXISTING ROW
— — —	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═ ═ ═	EXISTING CULVERT
═ ═ ═	EXISTING STORM SEWER
🟦	FEMA 100 YR FLOODPLAIN LIMITS
——	PARK BOUNDARY
——	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING GAS / PETROLEUM LINE
—-—-—	CITY/COUNTY LIMITS
— — —	EXISTING CENTERLINE/BASELINE
— — —	PROPOSED CENTERLINE/BASELINE
— - —	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
— — —	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
▬	PROPOSED CTB
——	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
——	PROPOSED RETAINING WALL
— — —	POTENTIAL NOISE WALL
═ ═ ═	PROPOSED CULVERT
▨	PAVEMENT / BRIDGE TO BE REMOVED
▨	EXISTING EASTFORK WETLANDS
▨	EXISTING EASTFORK WATERS OF US
■	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
■	PROPOSED SIDEWALK
■	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

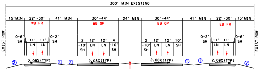
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⏃	PERPENDICULAR CURB RAMP
▭	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP

TYPICAL SECTIONS

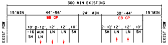
① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX



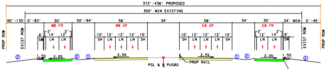
300' MIN EXISTING
15'MIN
22'-30'
41' MIN
30'-44'
24' MIN
30'-44'
41' MIN
22'-30'
15'MIN
WB FR
WB GP
EB GP
EB FR
EXIST ROW
0-6' SH
11' LN
11' LN
0-2' SH
2-10' SH
12' LN
12' LN
4-10' SH
10' SH
2.08%(TYP)
①
②

℄ US80
EXISTING US 80
STA 621+00 TO STA 642+20
STA 687+35 TO STA 715+00



300 MIN EXISTING
15'MIN
44'-56'
24' MIN
30'-44'
15'MIN
WB GP
EB GP
EXIST ROW
10'-16 SH
0-12' AUX LN
12' LN
10' SH
2-10' SH
2.08%(TYP)
①

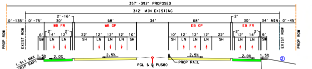
℄ US80
EXISTING US 80
STA 642+20 TO STA 687+35



372'-436' PROPOSED
300' MIN EXISTING
40'-135'
0'-83'
30'
50'-94'
56'
34'
56'
34'
30'
34' MIN
0'-45'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
6' SW
14' LN
12' LN
10' SH
12' LN
2'
1.5%
2.0%
2.5%
①
②
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

WESTBOUND US 80
STA 621+00 TO STA 630+00

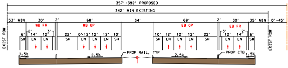
EASTBOUND US 80
STA 621+00 TO STA 640+00



357'-392' PROPOSED
342' MIN EXISTING
0'-135'
0'-75'
2'-16'
30'
68'
34'
68'
2'
30'
34' MIN
0'-45'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
6' SW
14' LN
12' LN
22' SH
12' LN
10' SH
1.5:1 MAX (RIP RAP)
1.5%
2.0%
2.5%
②
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

WESTBOUND US 80
STA 630+00 TO STA 641+03
STA 644+03 TO STA 656+03
STA 670+58 TO STA 684+63
STA 687+88 TO STA 691+48

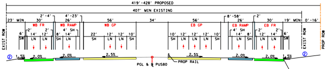
EASTBOUND US 80
STA 640+00 TO STA 641+03
STA 644+03 TO STA 656+03
STA 670+58 TO STA 684+63
STA 687+88 TO STA 688+27



357'-392' PROPOSED
342' MIN EXISTING
53' MIN
30'
2'
68'
34'
68'
2'
30'
35' MIN
0'-45'
WB FR
WB GP
EB GP
EB FR
EXIST ROW
PROP ROW
6' SW
14' LN
12' LN
22' SH
0'-12' LN
12' LN
10' SH
3'
1.5%
2.5%
PROP RAIL, TYP
PROP CTB
PGL & ℄ PUS80

WESTBOUND US 80
STA 641+03 TO STA 644+03
STA 656+03 TO STA 670+58
STA 684+63 TO STA 687+88

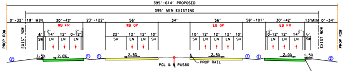
EASTBOUND US 80
STA 641+03 TO STA 644+03
STA 656+03 TO STA 670+58
STA 684+63 TO STA 687+88



419'-428' PROPOSED
407' MIN EXISTING
23' MIN
2'-4'
30'
4'-23'
26'
56'
34'
56'
8'-58'
26'
2'
30'
19' MIN
0'-16'
WB FR
WB RAMP
WB GP
EB GP
EB RAMP
EB FR
EXIST ROW
PROP ROW
6' SW
14' LN
12' LN
4' SH
8' SH
22' SH
10' SH
1.5%
2.0%
2.5%
②
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

WESTBOUND US 80
STA 691+48 TO STA 695+48

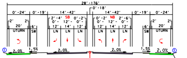
EASTBOUND US 80
STA 688+27 TO STA 693+61



395'-614' PROPOSED
395' MIN EXISTING
0'-32'
19' MIN
30'-42'
23'-122'
56'
34'
56'
58'-101'
30'-42'
13'MIN
0'-34'
WB FR
WB GP
EB GP
EB FR
PROP ROW
EXIST ROW
6' SW
14' LN
12' LN
0-12' LN
22' SH
10' SH
1.5%
2.0%
2.5%
①
②
PGL & ℄ PUS80
PROP RAIL
TYPE II CURB, TYP.

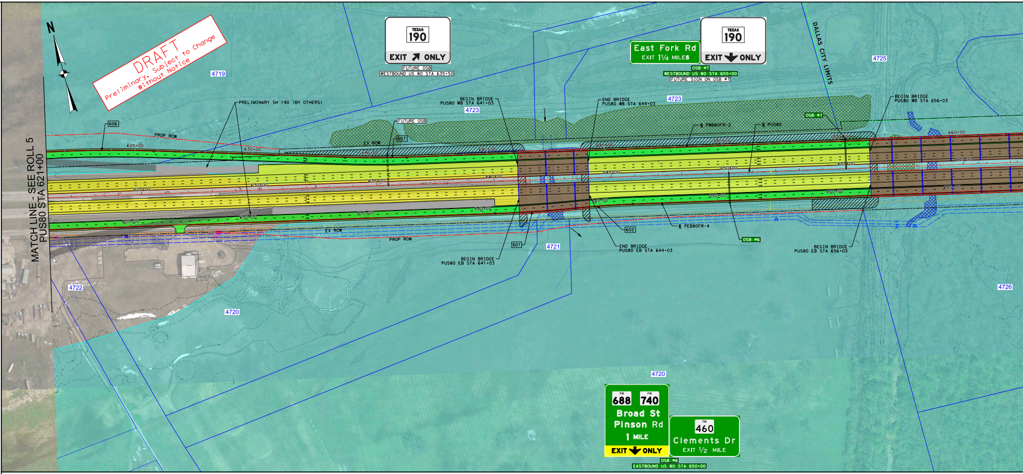
WESTBOUND US 80
STA 695+48 TO STA 711+68

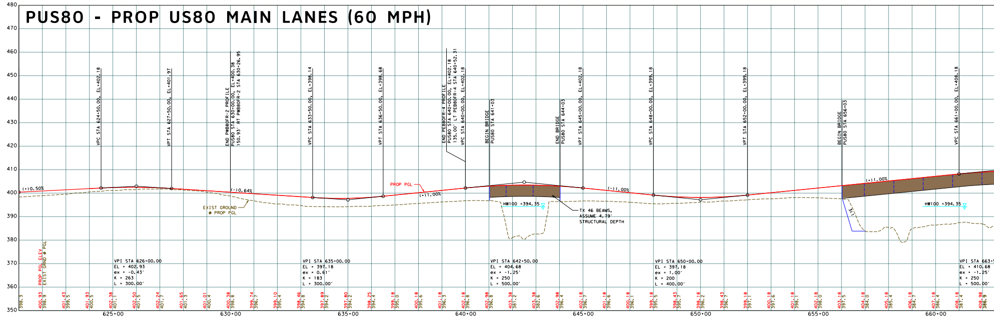
EASTBOUND US 80
STA 693+61 TO STA 711+68

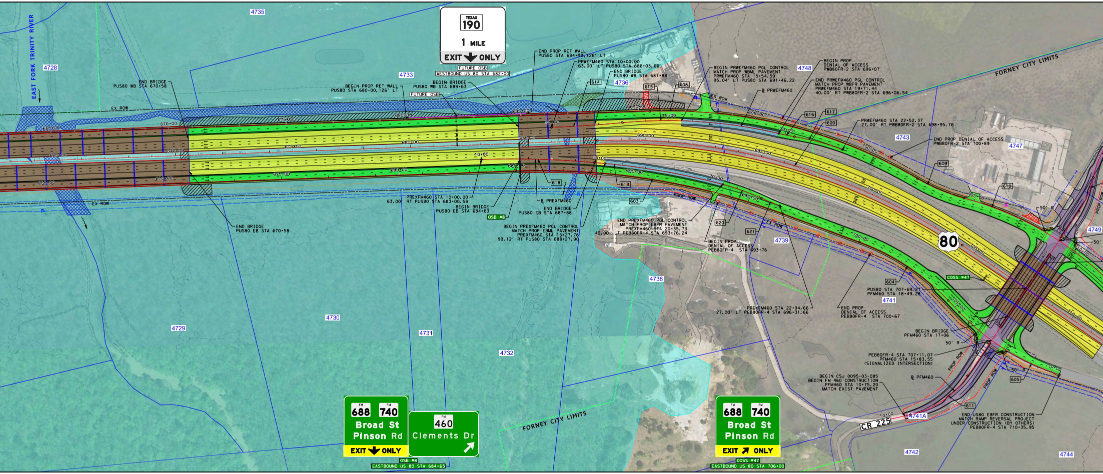


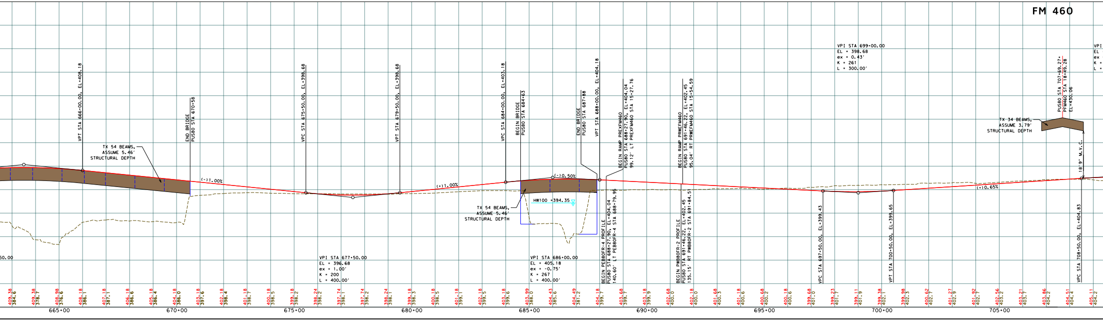
28'-176'
0'-18'
0'-24'
0'-19'
14'-42'
14'-42'
0'-19'
0'-24'
SB
NB
2'-4'
0'-2'
2'-6'
0'-12' LN
12'-14' LN
20' UTURN
6' SW
2'
1.5%
2.0%
①
TYPE II CURB, TYP.

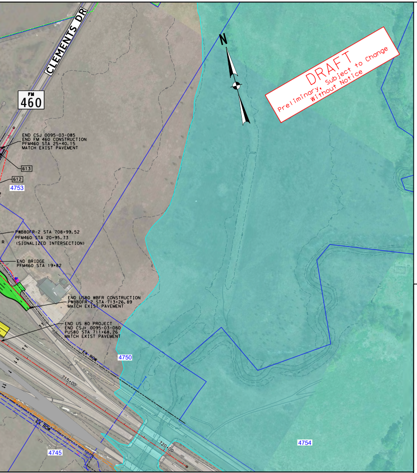
PGL & ℄ PFM460
PROPOSED FM 460 (CLEMENTS)
STA 10+75 TO STA 25+40

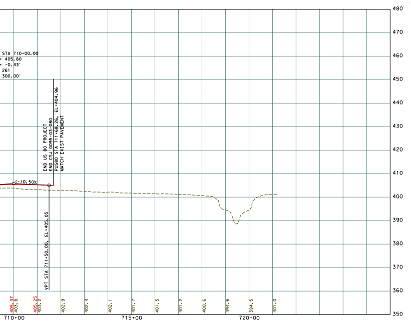

N
DRAFT
Preliminary, Subject to Change Without Notice
MATCH LINE - SEE ROLL 5
PUS80 STA 621+00
PRELIMINARY SH 190 (BY OTHERS)
PROP ROW
EX ROW
606
607
601
602
625+00
630+00
635+00
640+00
645+00
650+00
655+00
660+00
FUTURE OSB
4719
4720
4721
4722
4723
4725
4726
TEXAS 190
EXIT ↗ ONLY
FUTURE OSB
WESTBOUND US 80 STA 635+50
East Fork Rd
EXIT 1¼ MILES
TEXAS 190
EXIT ↓ ONLY
OSB #7
WESTBOUND US 80 STA 655+00
FUTURE SIGN ON OSB #7
DALLAS CITY LIMITS
BEGIN BRIDGE
PUS80 WB STA 641+03
END BRIDGE
PUS80 WB STA 644+03
BEGIN BRIDGE
PUS80 WB STA 656+03
℄ PWB80FR-2
℄ PUS80
OSB #7
℄ PEB80FR-4
OSB #6
BEGIN BRIDGE
PUS80 EB STA 641+03
END BRIDGE
PUS80 EB STA 644+03
BEGIN BRIDGE
PUS80 EB STA 656+03
FM 688
FM 740
Broad St
Pinson Rd
1 MILE
EXIT ↓ ONLY
FM 460
Clements Dr
EXIT ½ MILE
OSB #6
EASTBOUND US 80 STA 650+00


PUS80 - PROP US80 MAIN LANES (60 MPH)
480
470
460
450
440
430
420
410
400
390
380
370
360
350
(+)0.50%
VPC STA 624+50.00, EL=402.18
VPT STA 627+50.00, EL=401.97
END PWB80FR-2 PROFILE
PUS80 STA 630+00.00, EL=400.38
150.93' RT PWB80FR-2 STA 630+26.95
(-)0.64%
EXIST GROUND
@ PROP PGL
VPC STA 633+50.00, EL=398.14
VPT STA 636+50.00, EL=398.68
PROP PGL
(+)1.00%
END PEB80FR-4 PROFILE
PUS80 STA 640+00.00, EL=402.18
135.00' LT PEB80FR-4 STA 640+52.31
VPC STA 640+00.00, EL=402.18
BEGIN BRIDGE
PUS80 STA 641+03
HW100 =394.35
END BRIDGE
PUS80 STA 644+03
TX 46 BEAMS,
ASSUME 4.79'
STRUCTURAL DEPTH
VPT STA 645+00.00, EL=402.18
(-)1.00%
VPC STA 648+00.00, EL=399.18
VPT STA 652+00.00, EL=399.18
BEGIN BRIDGE
PUS80 STA 656+03
3:1
(+)1.00%
HW100 =394.35
VPC STA 661+00.00, EL=408.18
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 626+00.00
EL = 402.93
ex = -0.43'
K = 263
L = 300.00'
VPI STA 635+00.00
EL = 397.18
ex = 0.61'
K = 183
L = 300.00'
VPI STA 642+50.00
EL = 404.68
ex = -1.25'
K = 250
L = 500.00'
VPI STA 650+00.00
EL = 397.18
ex = 1.00'
K = 200
L = 400.00'
VPI STA 663+5
EL = 410.68
ex = -1.25'
K = 250
L = 500.00'
398.3
400.93 398.9
401.43 399.5
401.93 400.5
402.38 401.1
402.50 401.5
402.24 401.7
401.65 401.3
401.01 400.4
400.38 398.8
399.74 396.7
399.10 395.4
398.46 394.8
397.89 394.2
397.80 394.2
398.25 394.4
399.18 395.0
400.18 395.6
401.18 396.3
402.18 396.8
402.98 396.8
403.38 381.2
403.38 382.6
402.98 396.4
402.18 396.7
401.18 396.6
400.18 396.1
399.18 395.5
398.43 395.7
398.18 396.2
398.43 396.7
399.18 397.1
400.18 397.6
401.18 398.1
402.18 398.0
403.18 397.5
404.18 384.0
405.18 385.4
406.18 384.7
407.18 386.4
408.18 387.4
408.98 386.9
625+00
630+00
635+00
640+00
645+00
650+00
655+00
660+00


EAST FORK TRINITY RIVER
4728
4735
4733
4736
4748
4743
4747
4749
4729
4730
4731
4732
4738
4739
4741
4741A
4742
4744
TEXAS 190
1 MILE
EXIT ONLY
FUTURE OSB
WESTBOUND US 80 STA 682+00
END BRIDGE
PUS80 WB STA 670+58
EX ROW
665+00
670+00
675+00
680+00
685+00
690+00
695+00
700+00
705+00
710+00
10+00
15+00
20+00
25+00
BEGIN PROP RET WALL
PUS80 STA 680+00, 126' LT
FUTURE OSB
BEGIN BRIDGE
PUS80 WB STA 684+63
END PROP RET WALL
PUS80 STA 684+99, 126' LT
PRWEFM460 STA 10+00.00
63.00' LT PUS80 STA 686+03.66
END BRIDGE
PUS80 WB STA 687+88
614
615
608
BEGIN PRWEFM460 PGL CONTROL
MATCH PROP WBML PAVEMENT
PRWEFM460 STA 15+54.59
95.04' LT PUS80 STA 691+46.22
℄ PRWEFM460
BEGIN PROP
DENIAL OF ACCESS
PWB80FR-2 STA 696+07
END PRWEFM460 PGL CONTROL
MATCH PROP WBFR PAVEMENT
PRWEFM460 STA 19+71.44
40.00' RT PWB80FR-2 STA 696+06.54
FORNEY CITY LIMITS
616
617
600
PRWEFM460 STA 22+52.37
27.00' RT PWB80FR-2 STA 698+95.76
END PROP DENIAL OF ACCESS
PWB80FR-2 STA 700+89
609
610
50' R
PROP ROW
END BRIDGE
PUS80 EB STA 670+58
PREXFM460 STA 10+00.00
63.00' RT PUS80 STA 683+00.58
BEGIN BRIDGE
PUS80 EB STA 684+63
OSB #8
618
℄ PREXFM460
END BRIDGE
PUS80 EB STA 687+88
BEGIN PREXFM460 PGL CONTROL
MATCH PROP EBML PAVEMENT
PREXFM460 STA 15+27.76
99.12' RT PUS80 STA 688+27.90
619
603
END PREXFM460 PGL CONTROL
MATCH PROP EBFR PAVEMENT
PREXFM460 STA 20+35.73
40.00' LT PEB80FR-4 STA 693+76.24
620
621
BEGIN PROP
DENIAL OF ACCESS
PEB80FR-4 STA 693+76
EX ROW
PROP ROW
80
PREXFM460 STA 22+94.66
27.00' LT PEB80FR-4 STA 696+31.66
END PROP
DENIAL OF ACCESS
PEB80FR-4 STA 700+67
604
COSS #47
PUS80 STA 707+69.27
PFM460 STA 18+49.28
BEGIN BRIDGE
PFM460 STA 17+06
50' R
PEB80FR-4 STA 707+11.07
PFM460 STA 15+83.55
(SIGNALIZED INTERSECTION)
BEGIN CSJ 0095-03-085
BEGIN FM 460 CONSTRUCTION
PFM460 STA 10+75.20
MATCH EXIST PAVEMENT
℄ PFM460
605
611
CR 225
END US80 EBFR CONSTRUCTION
MATCH RAMP REVERSAL PROJECT
UNDER CONSTRUCTION (BY OTHERS)
PEB80FR-4 STA 710+35.95
FORNEY CITY LIMITS
FM 688
FM 740
Broad St
Pinson Rd
EXIT ONLY
OSB #8
FM 460
Clements Dr
EASTBOUND US 80 STA 684+63
FM 688
FM 740
Broad St
Pinson Rd
EXIT ONLY
COSS #47
EASTBOUND US 80 STA 706+00


FM 460
VPT STA 666+00.00, EL=408.18
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
END BRIDGE
PUS80 STA 670+58
(-)1.00%
VPC STA 675+50.00, EL=398.68
VPT STA 679+50.00, EL=398.68
(+)1.00%
VPC STA 684+00.00, EL=403.18
BEGIN BRIDGE
PUS80 STA 684+63
(-)0.50%
END BRIDGE
PUS80 STA 687+88
VPT STA 688+00.00, EL=404.18
HW100 =394.35
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
BEGIN RAMP PREXFM460
PUS80 STA 688+27.90, EL=404.04
99.12' LT PREXFM460 STA 15+27.76
BEGIN PEB80FR-4 PROFILE
PUS80 STA 688+27.90, EL=404.04
140.60' LT PEB80FR-4 STA 688+79.95
BEGIN RAMP PRWEFM460
PUS80 STA 691+46.22, EL=402.45
95.04' RT PRWEFM460 STA 15+54.59
BEGIN PWB80FR-2 PROFILE
PUS80 STA 691+46.22, EL=402.45
135.15' RT PWB80FR-2 STA 691+84.51
VPI STA 699+00.00
EL = 398.68
ex = 0.43'
K = 261
L = 300.00'
VPC STA 697+50.00, EL=399.43
VPT STA 700+50.00, EL=399.65
(+)0.65%
TX 34 BEAMS,
ASSUME 3.79'
STRUCTURAL DEPTH
PUS80 STA 707+69.27=
PFM460 STA 18+49.28
EL=430.06
18'9" M.V.C.
VPC STA 708+50.00, EL=404.83
VPI
EL
ex
K
L
50.00
VPI STA 677+50.00
EL = 396.68
ex = 1.00'
K = 200
L = 400.00'
VPI STA 686+00.00
EL = 405.18
ex = -0.75'
K = 267
L = 400.00'
409.38 384.6
409.38 378.7
408.98 376.6
408.18 386.1
407.18 387.1
406.18 386.6
405.18 386.4
404.18 386.0
403.18 397.6
402.18 398.4
401.18 398.7
400.18 398.5
399.18 398.2
398.24 398.2
397.74 398.1
397.74 398.2
398.24 398.1
399.18 398.3
400.18 398.5
401.18 399.1
402.18 399.5
403.18 399.6
403.99 388.0
404.43 385.6
404.49 381.2
404.18 399.7
403.68 399.7
403.18 399.9
402.68 400.0
402.18 400.0
401.68 400.3
401.18 400.6
400.68 400.2
400.18 400.6
399.68 401.0
399.23 401.7
399.11 401.9
399.38 402.1
399.98 402.3
400.62 402.7
401.27 402.9
401.92 402.7
402.56 403.2
403.21 403.7
403.86 404.2
404.51 404.4
405.11 404.2
665+00
670+00
675+00
680+00
685+00
690+00
695+00
700+00
705+00


CLEMENTS DR
FM 460
N
DRAFT
Preliminary, Subject to Change Without Notice
END CSJ 0095-03-085
END FM 460 CONSTRUCTION
PFM460 STA 25+40.15
MATCH EXIST PAVEMENT
613
612
4753
PWB80FR-2 STA 708+99.52
PFM460 STA 20+95.73
(SIGNALIZED INTERSECTION)
END BRIDGE
PFM460 STA 19+82
END US80 WBFR CONSTRUCTION
PWB80FR-2 STA 713+26.89
MATCH EXIST PAVEMENT
END US 80 PROJECT
END CSJ: 0095-03-080
PUS80 STA 711+68.26
MATCH EXIST PAVEMENT
EX ROW
4750
715+00
720+00
EX ROW
4745
4754



PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4719	SMITH EUGENE BRAGG JR TRUST ET	*UNAVAILABLE*
4720	STARR ALVIN & PAMELA	15651 HWY 80 TX
4721	CITY OF DALLAS	LAWSON RD TX
4722	ONCOR ELECTRIC DELIVERY	LAWSON RD TX
4723	STARR ALVIN & PAMELA	HWY 80 TX
4725	CITY OF DALLAS	0 HWY 80 TX
4726	CRISWELL JOHN SAMUEL II	0 HWY 80 TX
4728	CITY OF DALLAS	*UNAVAILABLE*
4729	SEAY NANCY C ETAL	HWY 80 TX
4730	BODIN CONCRETE L P	W HWY 80 TX
4731	CITY OF DALLAS	W HWY 80 TX
4732	REDI MIX LLC	14755 W HWY 80 TX
4733	TRAVIS RANCH LLC	*UNAVAILABLE*
4735	TRAVIS RANCH LLC	*UNAVAILABLE*
4736	LATTIMORE MATERIALS CO L P	0 HWY 80 FORNEY, TX
4738	REDI MIX LLC	14755 W HWY 80 TX
4739	REDI MIX LLC	14755 W HWY 80 TX
4741	TRBP LIMITED	0 HWY 80 FORNEY, TX
4742	TRBP LIMITED	0 HWY 80 FORNEY, TX
4743	KNOX OIL OF TEXAS	0 W HWY 80 FORNEY, TX
4744	TRBP LIMITED	0 W HWY 80 FORNEY, TX
4745	BODIN CONCRETE L P	14755 W HWY 80 TX
4747	KNOX OIL OF TEXAS	600 W HWY FORNEY, TX
4748	TRAVIS RANCH LLC	*UNAVAILABLE*
4749	LITTLE FORNEY CROSSING LTD	0 HWY 80 FORNEY, TX
4750	BEACON HILL BAPTIST CHURCH	594 W HWY 80 FORNEY,
4754	YANDELL DAVID L & JOANNE	3 LOVERS LN FORNEY, TX

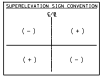
HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
600	PUS80	PUS80-18	696+45.59	N 6,970,646.23	E 2,586,286.38	36° 11' 33.51" (RT)	2,600.00	849.63	1,642.37	687+95.97	704+38.34
601	PEB80FR-4 (40 MPH)	PEB80FR-4-19	642+24.82	N 6,971,707.33	E 2,580,915.46	3° 42' 05.42" (LT)	5,339.00	172.52	344.92	640+52.31	643+97.22
602		PEB80FR-4-20	645+19.01	N 6,971,661.86	E 2,581,206.23	3° 42' 05.42" (RT)	3,769.00	121.79	243.49	643+97.22	646+40.71
603		PEB80FR-4-21	690+84.88	N 6,970,666.72	E 2,585,662.42	22° 25' 35.68" (RT)	2,959.00	586.61	1,158.20	684+98.27	696+56.48
604		PEB80FR-4-22	702+35.77	N 6,969,997.73	E 2,586,617.30	26° 09' 25.93" (RT)	1,000.00	232.31	456.53	700+03.45	704+59.98
605		PEB80FR-4-23	707+87.93	N 6,969,506.90	E 2,586,887.44	29° 03' 34.87" (LT)	1,000.00	259.17	507.19	705+28.76	710+35.95
606	PWB80FR-2 (40 MPH)	PWB80FR-2-25	621+23.49	N 6,972,499.39	E 2,578,968.25	9° 54' 12.21" (RT)	5,300.00	459.19	916.09	616+64.31	625+80.39
607		PWB80FR-2-26	635+26.71	N 6,972,098.52	E 2,580,315.38	3° 58' 59.28" (LT)	3,769.00	131.06	262.02	633+95.65	636+57.67
608		PWB80FR-2-27	696+60.50	N 6,970,761.65	E 2,586,301.81	32° 27' 59.62" (RT)	2,101.00	611.72	1,190.53	690+48.78	702+39.30
609		PWB80FR-2-28	703+47.15	N 6,970,252.34	E 2,586,810.13	15° 21' 20.76" (LT)	800.00	107.85	214.41	702+39.30	704+53.71
610		PWB80FR-2-29	709+05.03	N 6,969,975.31	E 2,587,295.84	35° 44' 10.63" (RT)	1,399.96	451.32	873.18	704+53.71	713+26.89
611	PFM460 (30 MPH)	PFM460-1	12+58.63	N 6,969,358.99	E 2,586,608.56	43° 15' 53.80" (LT)	400.00	158.63	302.05	11+00.00	14+02.05
612		PFM460-2	23+27.20	N 6,970,073.14	E 2,587,423.79	22° 32' 31.28" (LT)	400.00	79.72	157.37	22+47.49	24+04.86
613		PFM460-3	24+73.16	N 6,970,205.90	E 2,587,489.23	19° 22' 46.20" (RT)	400.00	68.30	135.29	24+04.86	25+40.15
614	PRWEFM460 (40 MPH)	PRWEFM460-1	11+51.39	N 6,970,901.81	E 2,585,430.97	3° 16' 20.15" (LT)	5,300.00	151.39	302.69	10+00.00	13+02.69
615		PRWEFM460-2	16+40.04	N 6,970,822.70	E 2,585,913.26	18° 36' 00.95" (RT)	2,060.00	337.34	668.75	13+02.69	19+71.44
616		PRWEFM460-3	20+05.86	N 6,970,648.64	E 2,586,241.76	3° 48' 18.93" (LT)	1,036.00	34.42	68.81	19+71.44	20+40.25
617		PRWEFM460-4	21+46.67	N 6,970,591.11	E 2,586,370.31	11° 34' 30.30" (RT)	1,050.00	106.42	212.12	20+40.25	22+52.37
618	PREXFM460 (40 MPH)	PREXFM460-1	12+40.93	N 6,970,825.38	E 2,585,195.12	7° 15' 20.94" (RT)	3,800.00	240.93	481.22	10+00.00	14+81.22
619		PREXFM460-2	17+81.24	N 6,970,641.75	E 2,585,703.94	9° 44' 39.89" (RT)	3,000.00	255.72	510.22	15+25.51	20+35.73
620		PREXFM460-3	21+23.32	N 6,970,472.23	E 2,586,002.49	9° 32' 14.48" (RT)	1,050.00	87.59	174.78	20+35.73	22+10.51
621		PREXFM460-4	22+52.61	N 6,970,390.39	E 2,586,103.10	4° 35' 29.95" (LT)	1,050.00	42.10	84.15	22+10.51	22+94.66

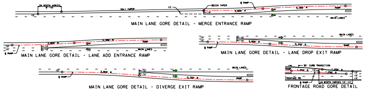
SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB80FR-4 (40 MPH)	688+80.00	-4.58%	689+96.00	-2.00%
	703+38.00	-2.00%	706+20.00	-4.63%
	708+00.00	-4.63%	709+18.00	-2.00%
PREXFM460 (40 MPH)	19+67.00	-4.58%	20+30.00	-2.00%
PRWEFM460 (40 MPH)	18+07.00	-4.72%	19+70.00	2.00%
PUS80 (EB) (60 MPH)	684+81.00	-2.50%	688+51.00	-4.72%
	703+92.00	-4.72%	707+03.00	-2.50%
PUS80 (WB) (60 MPH)	681+41.00	2.50%	689+12.00	-4.72%
	701+35.00	-4.72%	711+46.00	2.50%
PWB80FR-2 (40 MPH)	691+85.00	-4.72%	694+87.00	2.00%
	706+29.00	2.00%	708+00.00	4.60%
	709+70.00	4.60%	712+48.00	2.00%

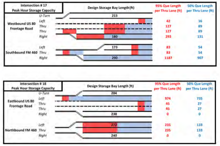
SUPERELEVATION SIGN CONVENTION



RAMP GORE DETAILS


MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP
MAIN LANE GORE DETAIL - DIVERGE EXIT RAMP
FRONTAGE ROAD GORE DETAIL
30' CURB TRANSITION
MAIN LANES
RAMP
FRONTAGE RD
LN WIDTH VARIES 12'-14'

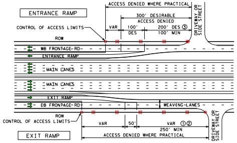
STORAGE CAPACITY DETAILS



Intersection # 17 Peak Hour Storage Capacity		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Westbound US 80 Frontage Road	U-Turn	213		
	Left		42	16
	Thru		127	89
	Thru		127	89
	Right	180	293	131
Southbound FM 460	Left	173	83	54
	Thru		83	54
	Right	290	1187	907

Intersection # 18 Peak Hour Storage Capacity		Design Storage Bay Length (ft)	95% Que Length per Thru Lane (ft)	50% Que Length per Thru Lane (ft)
Eastbound US 80 Frontage Road	U-Turn	284		
	Left		974	735
	Thru		45	27
	Thru		45	27
	Right	238	0	0
Northbound FM 460	Left	272	235	133
	Thru		235	133
	Right	240	0	0

CONTROL OF ACCESS DETAILS


ENTRANCE RAMP
ACCESS DENIED WHERE PRACTICAL
300' DESIRABLE
ACCESS DENIED
CONTROL OF ACCESS LIMITS
VAR
100' DES
200' DES ③
100' MIN
DRIVEWAY OR SIDE STREET
ROW
WB FRONTAGE RD
ENTRANCE RAMP
MAIN LANES
MAIN LANES
EXIT RAMP
EB FRONTAGE RD
WEAVING LANES
ROW
CONTROL OF ACCESS LIMITS
VAR
50'
VAR ①②
250' MIN
ACCESS DENIED WHERE PRACTICAL
DRIVEWAY OR SIDE STREET
EXIT RAMP

① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).

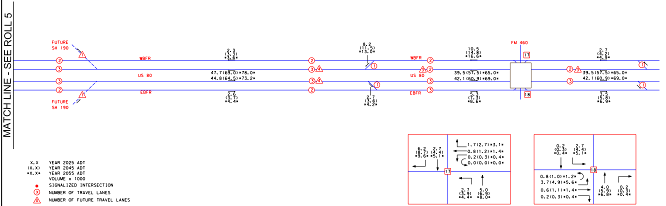
② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.

③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIXATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.)		
		NUMBER OF WEAVING LANES		
		2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

TRAFFIC DIAGRAM


MATCH LINE - SEE ROLL 5
FUTURE SH 190
FUTURE SH 190
WBFR
US 80
EBFR
2.3 (3.3) *3.6*
47.7(69.0)*78.0*
44.8(64.5)*73.2*
2.6 (3.7) *4.4*
8.2 (11.5) *13.0*
2.7 (3.6) *4.2*
WBFR
US 80
EBFR
10.5 (14.8) *16.6*
39.5(57.5)*65.0*
42.1(60.9)*69.0*
5.3 (7.3) *8.6*
FM 460
17
18
2.7 (4.2) *4.9*
39.5(57.5)*65.0*
42.1(60.9)*69.0*
3.5 (5.8) *6.9*
6.2 (8.7) *9.6*
2.7 (4.4) *5.1*
1.7(2.7)*3.1*
0.8(1.2)*1.4*
0.2(0.3)*0.4*
0.0(0.0)*0.0*
2.7 (3.9) *4.4*
5.0 (6.9) *8.0*
0.2 (0.3) *0.4*
2.7 (4.4) *5.1*
0.8(1.0)*1.2*
3.7(4.9)*5.6*
0.6(1.1)*1.4*
0.2(0.3)*0.4*
4.0 (5.9) *6.8*
0.2 (0.3) *0.4*

X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME x 1000
● SIGNALIZED INTERSECTION
ⓧ NUMBER OF TRAVEL LANES
⚠ NUMBER OF FUTURE TRAVEL LANES

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

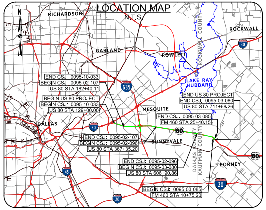
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

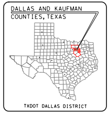
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 6 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH

LOCATION MAP
N.T.S.


RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
635
30
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
80
SUNNYVALE
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
20
45
DALLAS COUNTY
KAUFMAN COUNTY
ROCKWALL COUNTY


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 7 OF 12

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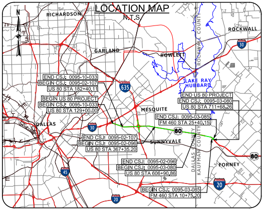
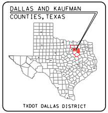
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
635
30
MESQUITE
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
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1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

LEGEND

— - —	EXISTING ROW
— — —	EXISTING EASEMENT
—	EXISTING PROPERTY LIMITS
═══	EXISTING CULVERT
═══	EXISTING STORM SEWER
🟦	FEMA 100 YR FLOODPLAIN LIMITS
—	PARK BOUNDARY
—	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
— — —	EXISTING TELE / CABLE / FIBER
— — —	EXISTING WATER LINE
— — —	EXISTING ELECTRIC LINE
— — —	EXISTING SANITARY SEWER LINE
— — —	EXISTING GAS / PETROLEUM LINE
— - —	CITY/COUNTY LIMITS
— — —	EXISTING CENTERLINE/BASELINE
— — —	PROPOSED CENTERLINE/BASELINE
— - —	PROPOSED ROW
III	PROPOSED ACCESS DENIAL
— — —	PROPOSED DRAINAGE EASEMENT
—	PROPOSED EDGE OF PAVEMENT
━	PROPOSED CTB
—	PROPOSED BRIDGE ABUTMENT
- - - -	PROPOSED BRIDGE BENT
—	PROPOSED RETAINING WALL
— - —	POTENTIAL NOISE WALL
═══	PROPOSED CULVERT
▩	PAVEMENT / BRIDGE TO BE REMOVED
▩	EXISTING EASTFORK WETLANDS
▩	EXISTING EASTFORK WATERS OF US
⬛	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SIDEWALK
⬜	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▨	PROPOSED RIP RAP

GENERAL NOTES

1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL AND 25' FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

→	DIRECTION OF TRAVEL
2000	PARCEL ID
100	CURVE ID
⏊	PERPENDICULAR CURB RAMP
▭	PARALLEL CURB RAMP
▯	DIRECTIONAL CURB RAMP

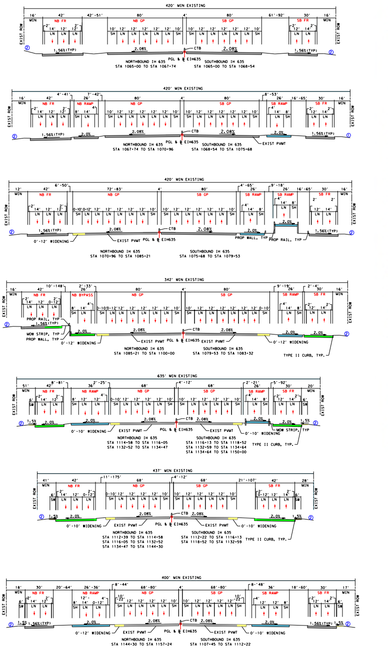
PROPERTY OWNERS

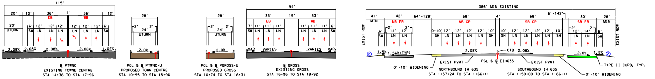
MAP ID	OWNER	PROPERTY ADDRESS
4229	OCEAN BARONS LP	2101 E US HWY 80
4232	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4246	HD DEVELOPMENT PPTS LP	18855 LBJ FWY
4247	AMERICAN MULTICINEMA INC	2100 E US HWY 80
4249	BRE DDR MARKETPLACE AT TOWNE	19075 LBJ FWY
4250	MESQUITE CITY OF	1650 GROSS RD
4251	BRE DDR MARKETPLACE AT TOWNE	18965 LBJ FWY
4252	BRE DDR MARKETPLACE AT TOWNE	18995 LBJ FWY
4253	BRE DDR MARKETPLACE AT TOWNE	19035 LBJ FWY
4254	EPT MESQUITE INC	19919 LBJ FWY
4255	GREAT TEXAS FOODS CORPORATION	1530 N PEACHTREE RD
4256	MEGAPLEX FOUR INC	1420 N PEACHTREE RD
4257	CNC SWAGAT NINE LIMITED	2861 FRANKLIN DR
4258	PARDUE FALLTREE APTS LTD	19201 LBJ FWY
4259	BOWIE BETTY J C ET AL	2335 ORLANDO DR
4261	CNC-SWAGAT EIGHT LTD PS	2701 FRANKLIN DR
4263	BOWIE BETTY J C ET AL	19205 LBJ FWY
4265	ARGUS RESOURCES INC	2000 E US HWY 80
4267	ARGUS RESOURCES INC	2000 E US HWY 80
5006	MESQUITE I S D	2000 N TOWN EAST
5012	MALAMUT MICHAEL LEE	3434 TOWNE CROSSING
5014	PLS MESQUITE PPTIES LP	1921 N TOWN EAST
5015	ZIMU REALTY LLC	18049 LBJ FWY
5016	TOWN EAST DEALERSHIP PPTY LP	18415 LBJ FWY
5017	WDG DALLAS LLC	18661 LBJ FWY
5018	WDG DALLAS LLC	18641 LBJ FWY
5019	ARCHLAND PROPERTY II LP	18751 LBJ FWY
5020	HAVERTY FURNITURE CO INC	18515 LBJ FWY
5021	INTERNATIONAL TOWN E TWR	18601 LBJ FWY
5022	DRAGNA ANN ZETA TRUST &	18775 LBJ FWY
5024	KOURY FAMILY LTD PS	18835 LBJ FWY
5029	KAZE SUSHI LLC	3919 PAVILLION CT
5030	MESQUITE EMPORIUM LP	1765 N TOWN EAST
5031	ROCKOLA CORPORATION THE	18500 LBJ FWY
5032	REALTY INCOME TEXAS	18600 LBJ FWY
5033	635 TOWN EAST PLAZA LP	18640 LBJ FWY
5034	MEGAPLEX FOUR INC	1320 N PEACHTREE RD
5035	OIL & LAND INV LLC	1320 GROSS RD
5036	MESQUITE CITY OF	1200 N PEACHTREE RD
5037	FSI RESTAURANT DEV LTD	18680 LBJ FWY
5038	RUTTER & WILBANKS CORP	1340 N PEACHTREE RD
5039	DANIEL PARTNERS LIMITED	18770 LBJ FWY
5040	SRC REAL ESTATE TX LP	1738 N TOWN EAST
5041	TEXAS UTILITIES ELEC CO	1007 FRANKLIN DR
5042	TEXAS UTILITIES ELEC CO	1008 FRANKLIN DR
5043	TOWN EAST MALL PS	1800 N TOWN EAST
5044	GHARAVI SHAHABODDIN & ALEXIS	20104 LBJ FWY
5045	IVEY LMBER SALES INC ETAL	1000 RIDGEVIEW ST
5046	HAINES & MOHINDRA INC	20100 LBJ FWY

TYPICAL SECTIONS

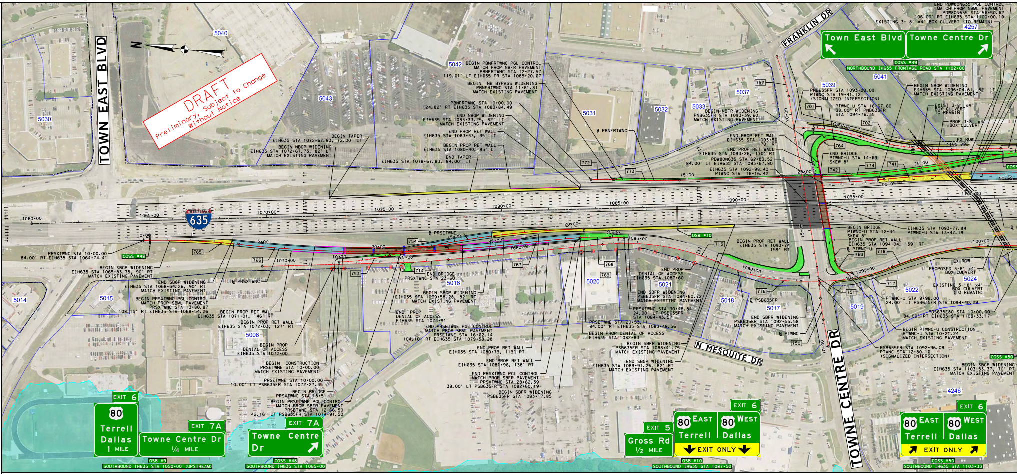
① 6:1 DESIRABLE
4:1 MAX

② 4:1 DESIRABLE
3:1 MAX

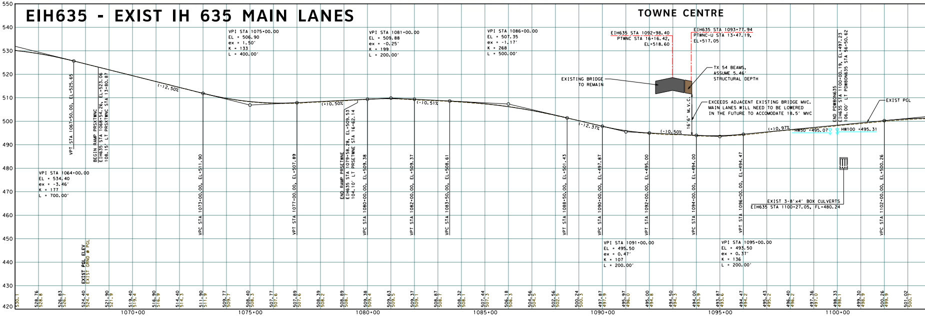

420' MIN EXISTING
NB FR
NB GP
SB GP
SB FR
EXIST ROW
LN
SH
CTB
1.56%(TYP)
2.08%
PGL & ℄ EIH635
NORTHBOUND IH 635
STA 1065+00 TO STA 1067+74
SOUTHBOUND IH 635
STA 1065+00 TO STA 1068+54
420' MIN EXISTING
NB RAMP
SB RAMP
2.0%
EXIST PVMT
NORTHBOUND IH 635
STA 1067+74 TO STA 1070+96
SOUTHBOUND IH 635
STA 1068+54 TO STA 1075+68
420' MIN EXISTING
0'-12' WIDENING
PROP WALL, TYP
PROP RAIL, TYP
NORTHBOUND IH 635
STA 1070+96 TO STA 1085+21
SOUTHBOUND IH 635
STA 1075+68 TO STA 1079+53
342' MIN EXISTING
NB BYPASS
MOW STRIP, TYP
TYPE II CURB, TYP.
NORTHBOUND IH 635
STA 1085+21 TO STA 1100+00
SOUTHBOUND IH 635
STA 1079+53 TO STA 1083+32
635' MIN EXISTING
SW
1.5%
0'-10' WIDENING
NORTHBOUND IH 635
STA 1114+58 TO STA 1116+05
STA 1132+52 TO STA 1134+47
SOUTHBOUND IH 635
STA 1116+13 TO STA 1118+52
STA 1132+59 TO STA 1134+64
STA 1134+64 TO STA 1150+00
437' MIN EXISTING
NORTHBOUND IH 635
STA 1112+39 TO STA 1114+58
STA 1116+05 TO STA 1132+52
STA 1134+47 TO STA 1144+30
SOUTHBOUND IH 635
STA 1112+22 TO STA 1116+13
STA 1118+52 TO STA 1132+59
400' MIN EXISTING
NORTHBOUND IH 635
STA 1144+30 TO STA 1157+24
SOUTHBOUND IH 635
STA 1107+45 TO STA 1112+22

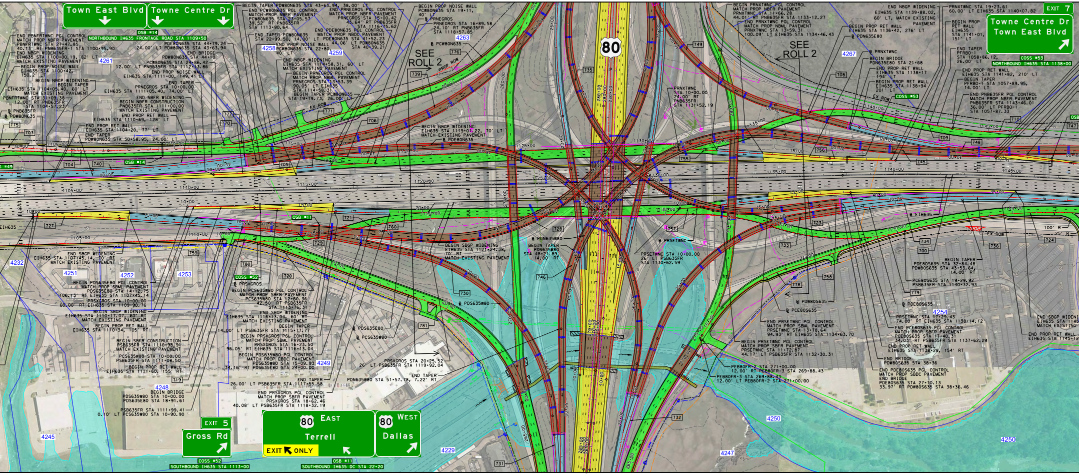

115'
EB
WB
UTURN
SW
LN
2.08%
1.04%
℄ PTWNC
EXISTING TOWNE CENTRE
STA 14+36 TO STA 17+96
28'
24'
UTURN
2.0%
PGL & ℄ PTWNC-U
PROPOSED TOWN CENTRE
STA 10+95 TO STA 15+96
PGL & ℄ PGROSS-U
PROPOSED GROSS
STA 10+74 TO STA 16+31
94'
VAR
VARIES
℄ GROSS
EXISTING GROSS
STA 16+96 TO STA 19+92
386' MIN EXISTING
NB FR
NB GP
SB GP
SB FR
EXIST ROW
CTB
PGL & ℄ EIH635
0'-10' WIDENING
EXIST PVMT
TYPE II CURB, TYP.
NORTHBOUND IH 635
STA 1157+24 TO STA 1166+11
SOUTHBOUND IH 635
STA 1150+00 TO STA 1166+11

DRAFT
Preliminary, Subject to Change
Without Notice

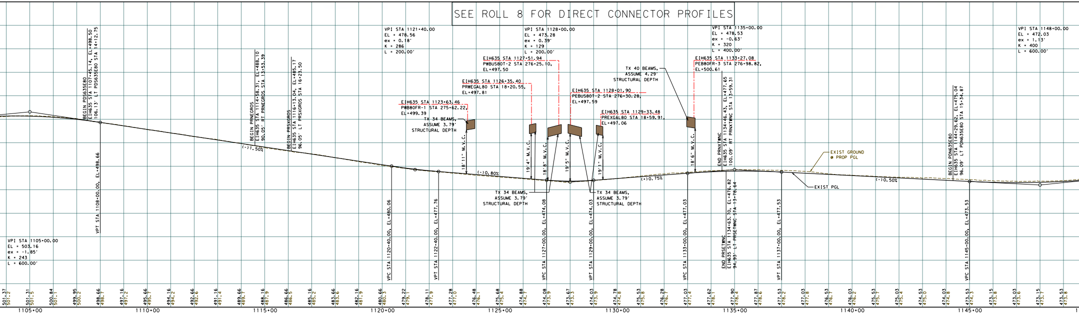

TOWN EAST BLVD
N
5040
5042
5043
5030
5031
5032
5033
5037
5039
5041
4257
FRANKLIN DR
Town East Blvd
Towne Centre Dr
COSS #49
NORTHBOUND IH635 FRONTAGE ROAD STA 1102+00
END PDW80N635 PGL CONTROL
MATCH PROP NBML PAVEMENT
PDW80N635 STA 56+50.62
106.00' RT EIH635 STA 1100+00.19
EXISTING 3- 8' x4' BOX CULVERT (TO REMAIN)
BEGIN PBNFRTWNC PGL CONTROL
MATCH PROP NBFR PAVEMENT
PBNFRTWNC STA 12+27.57
119.61' LT EIH635 FR STA 1085+20.67
BEGIN NB BYPASS WIDENING
PBNFRTWNC STA 11+81.81
MATCH EXISTING PAVEMENT
PBNFRTWNC STA 10+00.00
124.82' RT EIH635 STA 1083+84.49
END NBGP WIDENING
EIH635 STA 1083+33.25, 82' LT
MATCH EXISTING PAVEMENT
END PROP RET WALL
EIH635 STA 1083+33, 95' LT
BEGIN PROP RET WALL
EIH635 STA 1080+40, 95' LT
END TAPER
EIH635 STA 1078+67.83, 84.00' LT
BEGIN TAPER
EIH635 STA 1072+67.83, 72.00' LT
BEGIN NBGP WIDENING
EIH635 STA 1072+67.73, 82' LT
MATCH EXISTING PAVEMENT
℄ PBNFRTWNC
772
773
752
PNB635FR STA 1093+00.09
PTWNC STA 19+41.12
(SIGNALIZED INTERSECTION)
701
PTWNC-U STA 16+67.60
38.00' RT PNB635FR
STA 1094+76.35
702
BEGIN NBFR WIDENING
PNB635FR STA 1093+39.60
MATCH EXISTING PAVEMENT
BEGIN NBGP WIDENING
EIH635 STA 1096+04.61, 82' LT
MATCH EXISTING PAVEMENT
EXIST 3-8' x4'
BOX CULVERT
TO REMAIN
PROP 3-8' x4'
BOX CULVERT
EX ROW
END PROP RET WALL
EIH635 STA 1093+56
170' RT
END PROP RET WALL
EIH635 STA 1093+26, 170' RT
PDW80N635 STA 62+83.52
84.00' LT EIH635 STA 1093+67.80
EIH635 STA 1092+98.40
PTWNC STA 16+16.42
764
END BRIDGE
PTWNC-U STA 14+69
SKEW 8°
742
774
741
COSS
1060+00
1065+00
1070+00
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
INTERSTATE
635
10+00
15+00
20+00
25+00
30+00
PRSXTWNC STA 10+00.00
84.00' RT EIH635 STA 1064+74.41
COSS #48
765
766
753
754
BEGIN SBGP WIDENING
EIH635 STA 1065+83.75, 90' RT
MATCH EXISTING PAVEMENT
END SBGP WIDENING
EIH635 STA 1068+54.26, 90' RT
MATCH EXISTING PAVEMENT
℄ PRSXTWNC
BEGIN PRSXTWNC PGL CONTROL
MATCH PROP SBML PAVEMENT
PRSXTWNC STA 13+80.87
108.15' RT EIH635 STA 1068+54.26
BEGIN PROP RET WALL
EIH635 STA 1071+01, 146' RT
BEGIN PROP RET WALL
EIH635 STA 1072+03, 127' RT
BEGIN PROP
DENIAL OF ACCESS
EIH635 STA 1072+00
BEGIN CONSTRUCTION
PRSETWNE STA 10+00.00
MATCH EXISTING PAVEMENT
PRSETWNE STA 10+00.00
10.00' LT PSB635FR STA 1072+27.35
BEGIN BRIDGE
PRSXTWNC STA 18+51
BEGIN PRSETWNE PGL CONTROL
MATCH PROP SBFR PAVEMENT
PRSETWNE STA 12+66.50
42.16' LT PSB635FR STA 1074+91.50
5014
5015
5006
℄ PRSETWNE
714
END BRIDGE
PRSXTWNC STA 23+60
5016
BEGIN SBGP WIDENING
EIH635 STA 1079+58.28, 82' RT
MATCH EXISTING PAVEMENT
END PROP
DENIAL OF ACCESS
EIH635 STA 1074+91
END PRSETWNE PGL CONTROL
MATCH PROP SBML PAVEMENT
PRSETWNE STA 16+62.14
104.10' RT EIH635 STA 1079+58.28
END PROP RET WALL
EIH635 STA 1080+79, 119' RT
END PROP RET WALL
EIH635 STA 1081+96, 138' RT
END PRSXTWNC PGL CONTROL
MATCH PROP SBFR PAVEMENT
PRSXTWNC STA 28+62.39
38.00' LT PSB635FR STA 1082+60.19
BEGIN SBFR WIDENING
PSB635FR STA 1083+17.85
767
768
769
5020
5021
OSB #10
END PROP
DENIAL OF ACCESS
EIH635 STA 1087+60
END SBFR WIDENING
PSB635FR STA 1084+60.72
MATCH EXISTING PAVEMENT
PRSXTWNC STA 30+48.84
24.00' LT PSB635FR
STA 1084+43.57
PRSETWNE STA 20+53.11
84.00' RT EIH635 STA 1083+48.56
BEGIN PROP DENIAL OF ACCESS
EIH635 STA 1082+83
BEGIN SBFR WIDENING
PSB635FR STA 1088+41.75
MATCH EXISTING PAVEMENT
END SBGP WIDENING
EIH635 STA 1089+91.26, 82' RT
MATCH EXISTING PAVEMENT
N MESQUITE DR
715
BEGIN PROP RET WALL
EIH635 STA 1093+74
159' RT
716
5018
5017
℄ PSB635FR
END SBFR WIDENING
PSB635FR STA 1092+55.58
MATCH EXISTING PAVEMENT
℄ PTWNC
750
BEGIN BRIDGE
PTWNC-U STA 12+34
SKEW 8°
BEGIN PROP RET WALL
EIH635 STA 1094+04, 159' RT
EIH635 STA 1093+77.94
PTWNC-U STA 13+47.19
℄ PTWNC-U
763
718
717
751
5019
5022
5024
4246
PROPOSED 3-8' x4'
BOX CULVERT
EXISTING 3- 8' x4'
BOX CULVERT
(TO REMAIN)
PTWNC-U STA 9+98.00
24.00' LT PSB635FR STA 1094+40.29
PDS635E80 STA 10+00.00
84.00' RT EIH635 STA 1103+33.17
BEGIN PTWNC-U CONSTRUCTION
PTWNC-U STA 10+21.24
MATCH EXISITNG PAVEMENT
PSB635FR STA 1092+96.08
PTWNC STA 12+80.16
(SIGNALIZED INTERSECTION)
COSS #50
BEGIN SBGP WIDENING
EIH635 STA 1103+53.37, 70' RT
MATCH EXISTING PAVEMENT
TOWNE CENTRE DR
EXIT 6
80
Terrell
Dallas
1 MILE
EXIT 7A
Towne Centre Dr
1/4 MILE
OSB #9
SOUTHBOUND IH635 STA 1050+00 (UPSTREAM)
EXIT 7A
Towne Centre
Dr
COSS #48
SOUTHBOUND IH635 STA 1065+00
EXIT 5
Gross Rd
1/2 MILE
EXIT 6
80 EAST
Terrell
80 WEST
Dallas
EXIT ONLY
OSB #10
SOUTHBOUND IH635 STA 1087+50
EXIT 6
80 EAST
Terrell
80 WEST
Dallas
EXIT ONLY
COSS #50
SOUTHBOUND IH635 STA 1103+33

EIH635 - EXIST IH 635 MAIN LANES

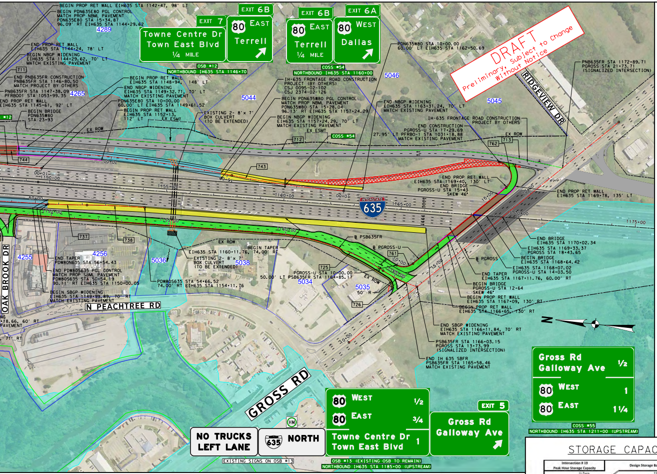


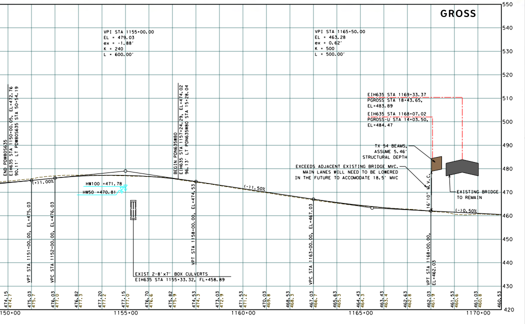


Town East Blvd
Towne Centre Dr
OSB #14
NORTHBOUND IH635 FRONTAGE ROAD STA 1109+50
END PBNFRTWNC PGL CONTROL
MATCH PROP NBFR PAVEMENT
END NBGP WIDENING
BEGIN PROP NOISE WALL
BEGIN NBGP WIDENING
BEGIN TAPER
MATCH EXISTING PAVEMENT
4261
4258
4259
4263
SEE ROLL 2
80
SEE ROLL 2
4267
EXIT 7
Towne Centre Dr
Town East Blvd
COSS #53
NORTHBOUND IH635 STA 1138+00
BEGIN NBGP WIDENING
EIH635 STA 1119+01.22, 70' LT
MATCH EXISTING PAVEMENT
PRNXTWNC
STA 10+00.00
24.00' RT
PNB635FR
STA 1131+52.19
EX ROW
OSB #11
COSS #52
BEGIN SBGP WIDENING
EIH635 STA 1121+24.38,
70' RT
MATCH EXISTING PAVEMENT
BEGIN TAPER
PDN635W80
STA 48+21.89,
14.00' RT
PRSETWNC STA 10+00.00
26' LT PSB635FR
STA 1130+62.59
END SBGP WIDENING
EIH635 STA 1107+45.14
MATCH EXISTING PAVEMENT
4232
4251
4252
4253
4254
4249
4248
BEGIN BRIDGE
END TAPER
END PRSXGROS PGL CONTROL
MATCH PROP SBFR PAVEMENT
BEGIN PRSETWNC PGL CONTROL
MATCH PROP SBFR PAVEMENT
END BRIDGE
END PDE80S635 PGL CONTROL
MATCH PROP SBDC PAVEMENT
4250
4247
4245
4229
EXIT 5
Gross Rd
COSS #52
SOUTHBOUND IH635 STA 1113+00
80 East
Terrell
EXIT ONLY
80 West
Dallas
OSB #11
SOUTHBOUND IH635 DC STA 22+20



SEE ROLL 8 FOR DIRECT CONNECTOR PROFILES
VPI STA 1105+00.00
EL = 503.16
ex = -1.85'
K = 243
L = 600.00'
VPI STA 1121+40.00
EL = 478.56
ex = 0.18'
K = 286
L = 200.00'
VPI STA 1128+00.00
EL = 473.28
ex = 0.39'
K = 129
L = 200.00'
VPI STA 1135+00.00
EL = 478.53
ex = -0.63'
K = 320
L = 400.00'
VPI STA 1148+00.00
EL = 472.03
ex = 1.13'
K = 400
L = 600.00'
EIH635 STA 1127+51.94
PWBUS80T-2 STA 276+25.10,
EL=497.50
EIH635 STA 1126+35.40
PRWEGAL80 STA 18+20.55,
EL=497.81
EIH635 STA 1123+63.46
PWB80FR-1 STA 275+62.22,
EL=499.39
EIH635 STA 1128+01.90
PEBUS80T-2 STA 276+30.26,
EL=497.59
EIH635 STA 1129+33.48
PREXGAL80 STA 18+59.91,
EL=497.06
EIH635 STA 1133+27.08
PEB80FR-3 STA 276+98.82,
EL=500.61
TX 34 BEAMS,
ASSUME 3.79'
STRUCTURAL DEPTH
TX 40 BEAMS,
ASSUME 4.29'
STRUCTURAL DEPTH
18'11" M.V.C.
19'4" M.V.C.
18'8" M.V.C.
19'5" M.V.C.
19'3" M.V.C.
18'6" M.V.C.
(-)1.50%
(-)0.80%
(+)0.75%
(-)0.50%
EXIST GROUND
@ PROP PGL
EXIST PGL
VPT STA 1108+00.00, EL=498.66
VPC STA 1120+40.00, EL=480.06
VPT STA 1122+40.00, EL=477.76
VPC STA 1127+00.00, EL=474.08
VPT STA 1129+00.00, EL=474.03
VPC STA 1133+00.00, EL=477.03
VPT STA 1137+00.00, EL=477.53
VPC STA 1145+00.00, EL=473.53
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00

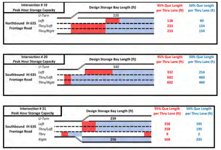

DRAFT
Preliminary, Subject to change Without Notice
EXIT 7
Towne Centre Dr
Town East Blvd
1/4 MILE
EXIT 6B
80 EAST
Terrell
EXIT 6B
80 EAST
Terrell
1/4 MILE
EXIT 6A
80 WEST
Dallas
RIDGEVIEW DR
635
N PEACHTREE RD
GROSS RD
OAK BROOK DR
Gross Rd
Galloway Ave 1/2
80 WEST 1
80 EAST 1 1/4
NORTHBOUND IH635 STA 1211+00 (UPSTREAM)
80 WEST 1/2
80 EAST 3/4
Towne Centre Dr
Town East Blvd 1
EXIT 5
Gross Rd
Galloway Ave
NO TRUCKS LEFT LANE
635 NORTH
EXISTING SIGNS ON OSB #13
OSB #13 (EXISTING OSB TO REMAIN)
NORTHBOUND IH635 STA 1185+00 (UPSTREAM)
NORTHBOUND IH635 STA 1146+70
NORTHBOUND IH635 STA 1160+00
BEGIN PROP RET WALL EIH635 STA 1142+47, 98' LT
END PROP RET WALL EIH635 STA 1169+78, 135' LT
END BRIDGE EIH635 STA 1170+02.34
EXISTING 2 - 8'x 7' BOX CULVERT (TO BE EXTENDED)
IH-635 FRONTAGE ROAD CONSTRUCTION PROJECT (BY OTHERS)
EX ROW



HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
700	EIH635 (60 MPH)	EIH635-1	1143+66.88	N 6,975,802.88	E 2,545,151.87	5° 49′ 26.63" (RT)	11,500.00	584.99	1,168.96	1137+81.90	1149+50.86
701	PNB635FR (40 MPH)	PNB635FR-1	1094+63.32	N 6,980,749.20	E 2,544,781.11	18° 38′ 57.77" (RT)	765.00	125.61	249.00	1093+37.71	1095+86.71
702		PNB635FR-2	1097+85.77	N 6,980,430.87	E 2,544,717.26	19° 16′ 44.86" (LT)	1,172.00	199.06	394.36	1095+86.71	1099+81.07
703		PNB635FR-3	1103+41.94	N 6,979,876.31	E 2,544,794.58	5° 08′ 41.58" (RT)	3,388.00	152.22	304.23	1101+89.72	1104+93.95
704		PNB635FR-4	1106+06.81	N 6,979,611.55	E 2,544,807.49	5° 08′ 43.73" (LT)	2,511.75	112.86	225.57	1104+93.95	1107+19.52
705		PNB635FR-5	1114+76.95	N 6,978,749.60	E 2,544,927.67	13° 52′ 57.18" (RT)	1,000.00	121.74	242.30	1113+55.20	1115+97.50
706		PNB635FR-6	1117+28.49	N 6,978,498.22	E 2,544,901.49	14° 55′ 31.83" (LT)	1,000.00	130.99	260.50	1115+97.50	1118+58.00
708		PNB635FR-8	1137+88.32	N 6,976,515.54	E 2,545,380.57	38° 10′ 56.19" (RT)	800.00	276.89	533.13	1135+11.44	1140+44.56
709		PNB635FR-9	1141+95.36	N 6,976,091.07	E 2,545,328.27	4° 16′ 45.79" (LT)	4,036.00	150.79	301.45	1140+44.56	1143+46.01
710		PNB635FR-10	1144+68.89	N 6,975,817.71	E 2,545,315.17	14° 00′ 39.81" (LT)	1,000.00	122.88	244.54	1143+46.01	1145+90.55
711		PNB635FR-11	1146+64.45	N 6,975,624.71	E 2,545,353.61	8° 27′ 13.01" (RT)	1,000.00	73.91	147.54	1145+90.55	1147+38.09
712		PNB635FR-12	1160+59.38	N 6,974,231.20	E 2,545,422.09	3° 38′ 56.76" (LT)	2,000.00	63.71	127.38	1159+95.67	1161+23.05
713		PNB635FR-13	1169+36.76	N 6,973,359.35	E 2,545,520.84	12° 19′ 00.08" (RT)	2,000.00	215.80	429.93	1167+20.96	1171+50.90
714	PSB635FR (40 MPH)	PSB635FR-1	1075+85.07	N 6,982,414.70	E 2,544,015.40	4° 06′ 25.81" (LT)	3,000.00	107.57	215.05	1074+77.49	1076+92.54
715		PSB635FR-2	1086+08.56	N 6,981,413.78	E 2,544,229.63	28° 46′ 09.44" (RT)	1,000.00	256.47	502.12	1083+52.09	1088+54.21
716		PSB635FR-3	1090+59.80	N 6,980,971.18	E 2,544,096.94	23° 10′ 53.86" (LT)	800.00	164.08	323.68	1088+95.72	1092+19.40
717		PSB635FR-4	1094+58.85	N 6,980,570.23	E 2,544,142.58	22° 30′ 16.94" (LT)	818.51	162.85	321.50	1092+96.00	1096+17.49
718		PSB635FR-5	1098+29.04	N 6,980,242.78	E 2,544,324.07	20° 55′ 07.29" (RT)	1,145.93	211.54	418.38	1096+17.49	1100+35.87
719		PSB635FR-6	1111+54.60	N 6,978,925.71	E 2,544,511.03	8° 39′ 38.71" (RT)	594.00	44.98	89.79	1111+09.62	1111+99.41
720		PSB635FR-7	1113+93.80	N 6,978,686.35	E 2,544,508.61	22° 00′ 06.67" (LT)	1,000.00	194.40	384.00	1111+99.41	1115+83.41
721		PSB635FR-8	1118+30.22	N 6,978,275.61	E 2,544,669.74	14° 04′ 12.81" (RT)	2,000.00	246.81	491.14	1115+83.41	1120+74.55
723		PSB635FR-10	1137+53.15	N 6,976,369.24	E 2,544,759.07	33° 00′ 13.98" (LT)	1,000.00	296.25	576.03	1134+56.90	1140+32.93
724		PSB635FR-11	1144+45.03	N 6,975,707.69	E 2,545,012.28	18° 43′ 16.03" (RT)	2,500.00	412.10	816.86	1140+32.93	1148+49.79
725		PSB635FR-12	1161+99.81	N 6,973,946.90	E 2,545,080.62	28° 55′ 30.07" (RT)	1,000.00	257.92	504.84	1159+41.89	1164+46.72
726		PSB635FR-13	1165+27.38	N 6,973,644.43	E 2,544,928.48	15° 18′ 47.13" (LT)	600.00	80.66	160.36	1164+46.72	1166+07.08
727	PDS635E80 (40 MPH)	PDS635E80-1	11+84.11	N 6,979,603.52	E 2,544,534.12	5° 32′ 51.45" (RT)	3,800.00	184.11	367.93	10+00.00	13+67.93
728		PDS635E80-2	36+97.72	N 6,977,091.89	E 2,544,640.90	96° 47′ 10.57" (LT)	900.00	1,013.45	1,520.32	26+84.27	42+04.59
729	PDS635W80 (40 MPH)	PDS635W80-1	12+54.13	N 6,978,642.46	E 2,544,574.97	7° 39′ 07.64" (RT)	3,800.00	254.13	507.51	10+00.00	15+07.51
730		PDS635W80-2	22+94.85	N 6,977,605.30	E 2,544,480.26	73° 35′ 44.96" (RT)	770.00	575.99	989.06	17+18.86	27+07.92
731		PDS635W80-3	29+52.29	N 6,977,446.15	E 2,543,675.49	4° 55′ 01.78" (RT)	3,786.00	162.56	324.92	27+89.73	31+14.65
732	PDE80S635 (40 MPH)	PDE80S635-1	12+46.51	N 6,977,194.47	E 2,543,797.23	7° 25′ 23.96" (RT)	3,800.00	246.51	492.33	10+00.00	14+92.33
733		PDE80S635-2	22+16.57	N 6,976,989.10	E 2,544,746.00	62° 11′ 07.02" (RT)	770.00	464.36	835.71	17+52.21	25+87.92
734		PDE80S635-3	30+28.22	N 6,976,117.77	E 2,544,989.30	7° 44′ 22.62" (RT)	3,800.00	257.05	513.31	27+71.17	32+84.48
735	PDW80S635 (40 MPH)	PDW80S635-2	31+79.29	N 6,977,805.29	E 2,544,614.97	112° 48′ 54.02" (LT)	780.00	1,174.33	1,535.81	20+04.96	35+40.77
736		PDW80S635-3	42+24.88	N 6,975,996.87	E 2,545,043.23	10° 23′ 49.12" (RT)	5,300.00	482.20	961.75	37+42.69	47+04.43
737		PDW80S635-4	51+37.48	N 6,975,082.92	E 2,545,091.60	1° 47′ 43.74" (LT)	5,300.00	83.05	166.09	50+54.43	52+20.52
738		PDW80S635-5	53+43.56	N 6,974,877.90	E 2,545,112.67	3° 42′ 33.03" (RT)	3,800.00	123.04	246.00	52+20.52	54+66.52
739	PDW80N635 (40 MPH)	PDW80N635-4	33+08.77	N 6,977,743.13	E 2,545,253.57	61° 30′ 22.82" (RT)	1,200.00	714.01	1,288.19	25+94.75	38+82.94
740		PDW80N635-5	45+50.86	N 6,979,049.76	E 2,544,803.62	11° 01′ 10.17" (RT)	5,300.00	511.24	1,019.33	40+39.62	50+58.95
741		PDW80N635-6	58+35.00	N 6,980,324.58	E 2,544,624.87	3° 59′ 05.58" (LT)	5,300.00	184.38	368.61	56+50.62	60+19.23
742		PDW80N635-7	61+51.43	N 6,980,634.28	E 2,544,559.23	3° 59′ 05.58" (RT)	3,800.00	132.20	264.29	60+19.23	62+83.52
743	PDN635W80 (40 MPH)	PDN635W80-1	12+40.65	N 6,974,162.14	E 2,545,273.73	7° 14′ 50.75" (RT)	3,800.00	240.65	480.67	10+00.00	14+80.67
744		PDN635W80-2	21+34.26	N 6,975,052.86	E 2,545,353.06	14° 05′ 12.15" (LT)	5,290.00	653.59	1,300.60	14+80.67	27+81.26
745		PDN635W80-3	31+41.47	N 6,976,054.19	E 2,545,194.52	10° 48′ 05.82" (RT)	3,810.00	360.21	718.28	27+81.26	34+99.54
746		PDN635W80-4	46+90.23	N 6,977,604.31	E 2,545,243.35	98° 04′ 25.20" (LT)	835.00	961.81	1,429.28	37+28.42	51+57.70
747	PDN635E80 (40 MPH)	PDN635E80-1	11+07.00	N 6,975,316.84	E 2,545,230.22	3° 13′ 33.33" (RT)	3,800.00	107.00	213.95	10+00.00	12+13.95
748		PDN635E80-2	18+80.34	N 6,976,090.10	E 2,545,244.64	7° 25′ 23.97" (RT)	3,800.00	246.51	492.33	16+33.83	21+26.16
749		PDN635E80-3	30+87.71	N 6,977,284.92	E 2,545,423.02	75° 03′ 58.19" (RT)	770.00	591.55	1,008.82	24+96.17	35+04.98
750	PTWNC (30 MPH)	PTWNC-1	11+61.48	N 6,980,707.89	E 2,544,007.89	5° 17′ 14.22" (RT)	1,000.00	46.17	92.28	11+15.30	12+07.58
751		PTWNC-2	13+02.76	N 6,980,736.41	E 2,544,146.33	4° 14′ 32.67" (LT)	1,000.00	37.04	74.04	12+65.72	13+39.76
752		PTWNC-3	21+19.82	N 6,980,960.01	E 2,544,932.23	9° 17′ 52.68" (LT)	510.00	41.47	82.76	20+78.35	21+61.11
753	PRSETWNE (40 MPH)	PRSETWNE-1	11+08.85	N 6,982,662.54	E 2,543,990.78	11° 43′ 35.95" (LT)	1,060.00	108.85	216.95	10+00.00	12+16.95
754		PRSETWNE-2	16+65.88	N 6,982,137.40	E 2,544,178.81	11° 43′ 06.15" (RT)	3,800.00	389.96	777.19	12+75.92	20+53.11
755	PRNXTWNC (40 MPH)	PRNXTWNC-1	10+58.25	N 6,977,029.22	E 2,545,109.35	6° 21′ 00.69" (RT)	1,050.00	58.25	116.33	10+00.00	11+16.33
756		PRNXTWNC-2	17+83.54	N 6,976,304.53	E 2,545,142.64	4° 13′ 33.89" (LT)	3,800.00	140.21	280.28	16+43.33	19+23.61
757	PRSETWNC (40 MPH)	PRSETWNC-1	10+49.45	N 6,977,005.19	E 2,544,859.83	5° 23′ 35.70" (LT)	1,050.00	49.45	98.80	10+00.00	10+98.80
758		PRSETWNC-2	16+04.20	N 6,976,464.00	E 2,544,982.22	3° 46′ 40.57" (RT)	3,800.00	125.33	250.56	14+78.88	17+29.43
759	PRSXGROS (40 MPH)	PRSXGROS-1	11+42.59	N 6,978,996.75	E 2,544,643.43	4° 17′ 52.64" (RT)	3,800.00	142.59	285.05	10+00.00	12+85.05
760		PRSXGROS-2	18+29.00	N 6,978,311.62	E 2,544,687.55	4° 15′ 03.09" (LT)	5,300.00	196.70	393.22	16+32.30	20+25.52
761	PGROSS-U (15 MPH)	PGROSS-U-1	10+42.38	N 6,973,623.05	E 2,544,978.00	68° 42′ 28.91" (LT)	62.00	42.38	74.35	10+00.00	10+74.35
762		PGROSS-U-2	17+26.70	N 6,973,137.63	E 2,545,475.01	132° 16′ 11.87" (LT)	62.00	140.14	143.13	15+86.56	17+29.69
763	PTWNC-U (15 MPH)	PTWNC-U-1	10+60.27	N 6,980,655.46	E 2,544,158.79	90° 15′ 25.19" (RT)	60.00	60.27	94.52	10+00.00	10+94.52
764		PTWNC-U-2	16+36.79	N 6,980,824.94	E 2,544,737.00	109° 24′ 46.36" (RT)	62.00	87.59	118.40	15+49.20	16+67.60
765	PRSXTWNC (40 MPH)	PRSXTWNC-1	12+03.79	N 6,983,405.40	E 2,544,001.01	7° 46′ 20.45" (RT)	3,000.00	203.79	406.96	10+00.00	14+06.96
766		PRSXTWNC-2	20+10.96	N 6,982,597.62	E 2,544,003.97	13° 00′ 10.69" (LT)	5,300.00	604.00	1,202.81	14+06.96	26+09.77
767		PRSXTWNC-3	27+36.22	N 6,981,886.50	E 2,544,170.92	2° 44′ 00.47" (RT)	5,300.00	126.45	252.85	26+09.77	28+62.62
768		PRSXTWNC-4	29+25.92	N 6,981,699.92	E 2,544,205.44	6° 54′ 01.24" (RT)	1,050.00	63.30	126.46	28+62.62	29+89.07
769		PRSXTWNC-5	30+18.96	N 6,981,606.90	E 2,544,211.25	3° 15′ 39.85" (LT)	1,050.00	29.89	59.76	29+89.07	30+48.84
770	PRNEGROS (40 MPH)	PRNEGROS-1	11+56.51	N 6,978,888.05	E 2,544,793.99	4° 43′ 00.82" (LT)	3,800.00	156.51	312.84	10+00.00	13+12.84
771		PRNEGROS-2	15+01.29	N 6,978,551.5277	E 2,544,869.8169	4° 03′ 43.3391" (RT)	5,314.00	188.45	376.74	13+12.84	16+89.58
772	PBNFRTWNC (40 MPH)	PBNFRTWNC-1	11+40.36	N 6,981,696.13	E 2,544,452.55	5° 21′ 29.13" (RT)	1,050.00	49.13	98.19	10+91.23	11+89.42
773		PBNFRTWNC-2	13+28.79	N 6,981,508.05	E 2,544,464.98	4° 12′ 02.91" (LT)	3,800.00	139.37	278.61	11+89.42	14+68.03
774		PBNFRTWNC-3	24+10.96	N 6,980,436.24	E 2,544,615.27	10° 11′ 01.44" (LT)	3,772.00	336.10	670.43	20+74.86	27+45.29
775		PBNFRTWNC-4	29+28.35	N 6,979,942.95	E 2,544,777.13	14° 45′ 10.49" (RT)	1,414.00	183.06	364.09	27+45.29	31+09.38
776	PCW80N635 (40 MPH)	PCW80N635-1	13+18.94	N 6,977,907.82	E 2,545,364.50	43° 28′ 17.55" (RT)	800.00	318.94	606.98	10+00.00	16+06.98
777		PCW80N635-2	24+04.07	N 6,978,929.21	E 2,544,914.74	15° 49′ 40.56" (RT)	600.00	83.41	165.75	23+20.67	24+86.42
778	PCE80S635 (40 MPH)	PCE80S635-1	12+07.00	N 6,976,765.44	E 2,544,561.44	38° 04′ 07.27" (RT)	600.00	207.00	398.65	10+00.00	13+98.65
779		PCE80S635-2	18+48.10	N 6,976,169.03	E 2,544,835.70	3° 45′ 04.96" (RT)	2,500.00	81.87	163.68	17+66.23	19+29.92
780	PCS635W80 (40 MPH)	PCS635W80-1	11+11.95	N 6,978,860.51	E 2,544,520.29	21° 08′ 15.86" (RT)	600.00	111.95	221.35	10+00.00	12+21.35
781		PCS635W80-2	22+58.72	N 6,977,740.92	E 2,544,260.61	56° 34′ 07.73" (RT)	600.00	322.86	592.39	19+35.87	25+28.25

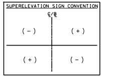
STORAGE CAPACITY DETAILS



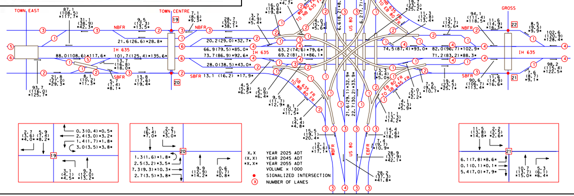
SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PDN635W80 (40 MPH)	34+41.00	-2.00%	37+61.00	5.71%
PDS635W80 (40 MPH)	16+45.00	-2.00%	17+37.00	-5.79%
PDW80N635 (40 MPH)	38+70.00	-5.10%	39+99.00	-2.00%

SUPERELEVATION SIGN CONVENTION



TRAFFIC DIAGRAM


TOWN EAST
TOWN CENTRE
GROSS
NBFR
SBFR
WBFR
EBFR
IH 635
US 80
X.X YEAR 2025 ADT
(X.X) YEAR 2045 ADT
X.X YEAR 2055 ADT
VOLUME × 1000
SIGNALIZED INTERSECTION
NUMBER OF LANES

TEXAS DEPARTMENT OF TRANSPORTATION®

DALLAS DISTRICT

MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS

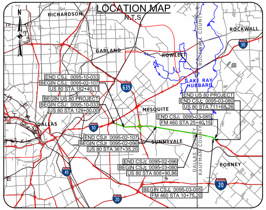
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

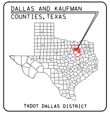
JUNE 2018
ROLL 7 OF 12

LIMITS: I-30 TO FM 460
LENGTH: 11.04 MILES
FUNCTIONAL CLASS: URBAN FREEWAY
AVERAGE DAILY TRAFFIC: 99,600 (2025), 133,400 (2045)
DESIGN SPEEDS
MAIN LANES: 60 MPH
DIRECT CONNECTORS: 40 MPH
RAMPS: 40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS: 40 MPH
LOCAL STREETS: 30 MPH
LOCAL STREET CONNECTORS: 20 MPH
TURNAROUNDS: 15 MPH

LOCATION MAP

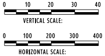
N.T.S.


RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
635
30
20
45
80
DALLAS COUNTY
KAUFMAN COUNTY
ROCKWALL COUNTY


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.



APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

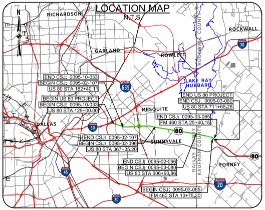
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

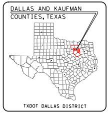
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 8 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
DALLAS COUNTY
KAUFMAN COUNTY
ROCKWALL COUNTY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
635
30
80
45
20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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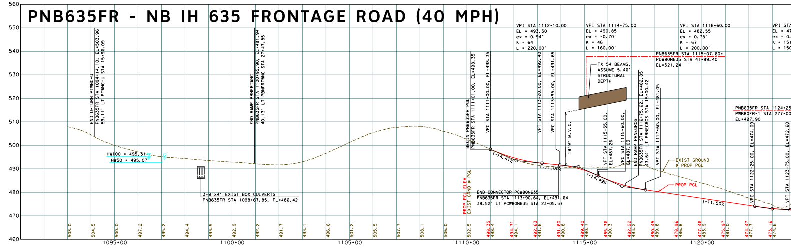
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

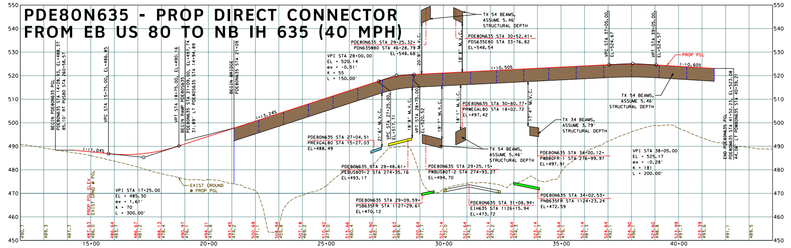
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

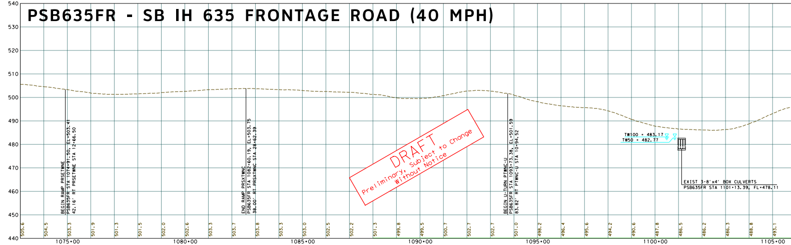
HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

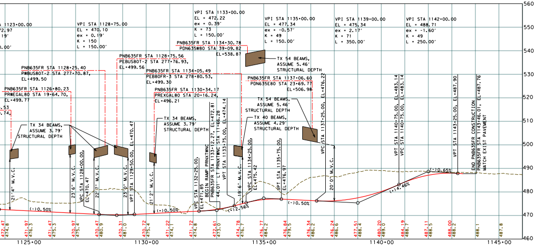
DATE APPROVED: AUGUST 24, 2018


PNB635FR - NB IH 635 FRONTAGE ROAD (40 MPH)
VPI STA 1112+10.00
EL = 493.50
ex = 0.94'
K = 64
L = 220.00'
VPI STA 1114+75.00
EL = 490.85
ex = -0.70'
K = 46
L = 160.00'
VPI STA 1116+60.00
EL = 482.55
ex = 0.75'
K = 67
L = 200.00'
END U-TURN PTWNC-U PNB635FR STA 1094+14.10, EL=503.96 59.11' LT PTWNC-U STA 15+96.09
END RAMP PBNFRTWNC PNB635FR STA 1100+95.90, EL=491.94 40.13' LT PBNFRTWNC STA 27+47.85
HW100 = 495.31
HW50 = 495.07
3-8'x4' EXIST BOX CULVERTS
PNB635FR STA 1098+67.85, FL=486.42
BEGIN PNB635FR PGL
PNB635FR STA 1113+90.64, EL=491.64
END CONNECTOR PCW80N635
39.52' LT PCW80N635 STA 23+05.57
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
PNB635FR STA 1115+07.60=
PDW80N635 STA 41+99.40
EL=521.24
18'9" M.V.C.
(-14.41%)
(-1.00%)
(-14.49%)
(-1.50%)
EXIST GROUND
PROP PGL
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
PNB635FR STA 1124+25
PWB80FR-1 STA 277+00
EL=497.90
560
550
540
530
520
510
500
490
480
470
460
1095+00
1100+00
1105+00
1110+00
1115+00
1120+00

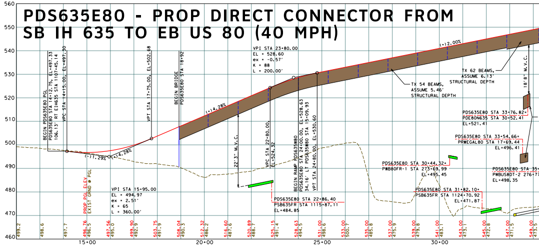

PDE80N635 - PROP DIRECT CONNECTOR FROM EB US 80 TO NB IH 635 (40 MPH)
BEGIN PDE80N635 PGL PDE80N635 STA 14+28.93, EL=488.37 85.10' RT PUS80 STA 260+58.57
VPC STA 15+75.00, EL=486.85
VPT STA 18+75.00, EL=490.16
BEGIN RAMP PDE80S635 PDE80N635 STA 21+09.00, EL=497.74 31.89' LT PDE80S635 STA 14+94.89
BEGIN BRIDGE PDE80N635 STA 21+09
(-)1.04%
(+)3.24%
(+)0.50%
(-)0.60%
VPI STA 17+25.00
EL = 485.30
ex = 1.61'
K = 70
L = 300.00'
VPI STA 28+00.00
EL = 520.14
ex = -0.51'
K = 55
L = 150.00'
VPI STA 38+05.00
EL = 525.17
ex = -0.28'
K = 181
L = 200.00'
PDE80N635 STA 29+25.32=
PDN635W80 STA 46+28.79
EL=548.68
PDE80N635 STA 30+52.41=
PDS635E80 STA 33+76.82
EL=548.54
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 34 BEAMS, ASSUME 3.79' STRUCTURAL DEPTH
PDE80N635 STA 27+04.51
PREXGAL80 STA 15+27.03
EL=488.49
PDE80N635 STA 28+48.61=
PEBUS80T-2 STA 274+35.16
EL=493.17
PDE80N635 STA 29+25.15=
PWBUS80T-2 STA 274+93.27
EL=494.70
PDE80N635 STA 29+09.59=
PSB635FR STA 1127+29.61
EL=470.12
PDE80N635 STA 31+08.94=
EIH635 STA 1126+15.94
EL=473.72
PDE80N635 STA 30+80.77=
PRWEGAL80 STA 18+02.72
EL=497.42
PDE80N635 STA 34+00.12=
PWB80FR-1 STA 276+99.97
EL=497.91
PDE80N635 STA 34+02.53=
PNB635FR STA 1124+23.24
EL=472.59
END PDE80N635 PGL PDE80N635 STA 41+52.23, EL=523.08 44.06' LT PDW80N635 STA 40+39.21
EXIST GROUND
PROP PGL
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
550
540
530
520
510
500
490
480
470
460
450
15+00
20+00
25+00
30+00
35+00
40+00


PSB635FR - SB IH 635 FRONTAGE ROAD (40 MPH)
BEGIN RAMP PRSETWNE PSB635FR STA 1074+91.50, EL=503.41 42.16' RT PRSETWNE STA 12+66.50
END RAMP PRSXTWNC PSB635FR STA 1082+60.19, EL=503.75 38.00' RT PRSXTWNC STA 28+62.39
BEGIN U-TURN PTWNC-U PSB635FR STA 1093+73.38, EL=501.59 83.82' RT PTWNC-U STA 10+94.52
TW100 = 483.17
TW50 = 482.77
EXIST 3-8'x4' BOX CULVERTS
PSB635FR STA 1101+13.39, FL=478.11
540
530
520
510
500
490
480
470
460
450
440
1075+00
1080+00
1085+00
1090+00
1095+00
1100+00
1105+00

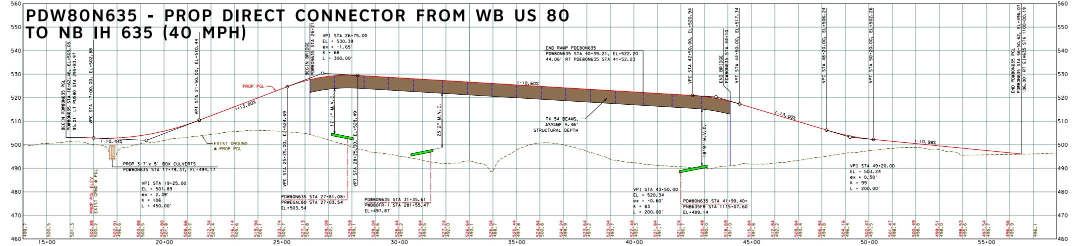
DRAFT
Preliminary, Subject to Change
Without Notice

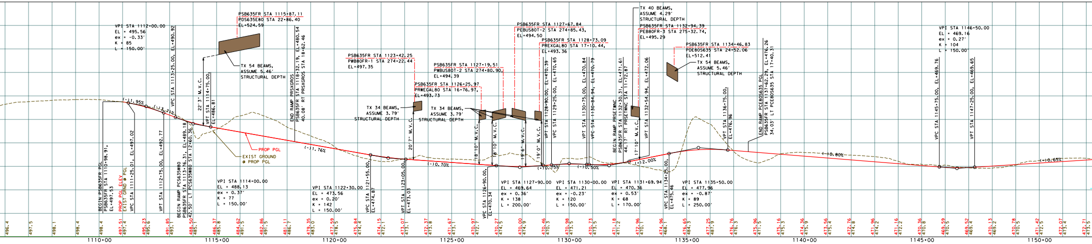

VPI STA 1128+75.00
EL = 470.10
ex = 0.19'
K = 150
L = 150.00'
VPI STA 1133+00.00
EL = 472.22
ex = 0.39'
K = 73
L = 150.00'
VPI STA 1135+00.00
EL = 477.34
ex = -0.57'
K = 49
L = 150.00'
VPI STA 1139+00.00
EL = 475.34
ex = 2.17'
K = 71
L = 350.00'
VPI STA 1142+00.00
EL = 488.71
ex = -1.60'
K = 49
L = 250.00'
TX 34 BEAMS, ASSUME 3.79' STRUCTURAL DEPTH
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
(-)0.50%
(+)0.50%
(-)2.56%
(-)0.50%
(+)4.46%
(-)0.65%
1125+00
1130+00
1135+00
1140+00
1145+00

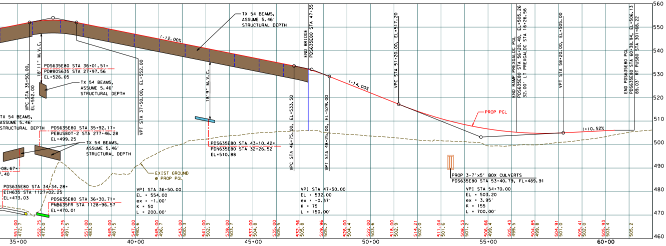
PDS635E80 - PROP DIRECT CONNECTOR FROM SB IH 635 TO EB US 80 (40 MPH)


VPI STA 15+95.00
EL = 494.97
ex = 2.51'
K = 65
L = 360.00'
VPI STA 23+80.00
EL = 528.60
ex = -0.57'
K = 88
L = 200.00'
BEGIN BRIDGE PDS635E80 STA 18+92
(-)1.29%
(+)4.28%
(+)2.00%
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 62 BEAMS, ASSUME 6.13' STRUCTURAL DEPTH
PDS635E80 STA 22+86.40
PSB635FR STA 1115+87.11
EL=484.85
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00
25+00
30+00

PDW80N635 - PROP DIRECT CONNECTOR FROM WB US 80 TO NB IH 635 (40 MPH)

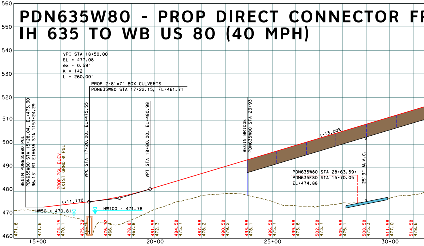

VPI STA 19+25.00
EL = 501.89
ex = 2.39'
K = 106
L = 450.00'
VPI STA 26+75.00
EL = 530.39
ex = -1.65'
K = 68
L = 300.00'
VPI STA 43+50.00
EL = 520.34
ex = -0.60'
K = 83
L = 200.00'
VPI STA 49+20.00
EL = 503.24
ex = 0.50'
K = 99
L = 200.00'
PROP PGL
EXIST GROUND @ PROP PGL
PROP 3-7'x 5' BOX CULVERTS
PDW80N635 STA 17+79.37, FL=494.17
BEGIN BRIDGE PDW80N635 STA 26+21
END BRIDGE PDW80N635 STA 44+10
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
END RAMP PDE80N635
PDW80N635 STA 40+39.21, EL=522.20
44.06' RT PDE80N635 STA 41+52.23
(-)0.44%
(+)3.80%
(-)0.60%
(-)3.00%
(-)0.98%
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00


VPI STA 1112+00.00
EL = 495.56
ex = -0.33'
K = 85
L = 150.00'
VPI STA 1114+00.00
EL = 488.13
ex = 0.37'
K = 77
L = 150.00'
VPI STA 1122+30.00
EL = 473.56
ex = 0.20'
K = 142
L = 150.00'
VPI STA 1127+90.00
EL = 469.64
ex = 0.36'
K = 138
L = 200.00'
VPI STA 1130+00.00
EL = 471.21
ex = -0.23'
K = 120
L = 150.00'
VPI STA 1131+69.94
EL = 470.36
ex = 0.53'
K = 68
L = 170.00'
VPI STA 1135+50.00
EL = 477.96
ex = -0.87'
K = 89
L = 250.00'
VPI STA 1146+50.00
EL = 469.16
ex = 0.27'
K = 104
L = 150.00'
PSB635FR STA 1115+87.11
PDS635E80 STA 22+86.40
EL=524.59
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 34 BEAMS, ASSUME 3.79' STRUCTURAL DEPTH
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
PROP PGL
EXIST GROUND @ PROP PGL
(-)1.95%
(-)3.71%
(-)1.76%
(-)0.70%
(-)0.75%
(-)0.50%
(+)2.00%
(-)0.80%
(+)0.65%
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
1140+00
1145+00
1150+00



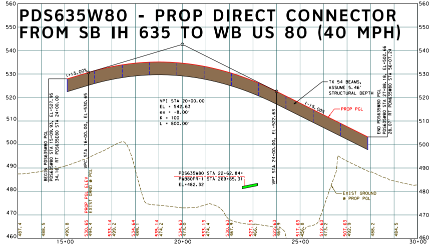
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
(-)2.00%
PDS635E80 STA 36+01.51=
PDW80S635 STA 27+97.56
EL=526.05
18'11" M.V.C.
VPC STA 35+50.00, EL=552.00
VPT STA 37+50.00, EL=552.00
18'9" M.V.C.
END BRIDGE PDS635E80 STA 47+35
(-)4.00%
VPC STA 51+20.00, EL=517.20
VPT STA 58+20.00, EL=505.00
END RAMP PREXGALDC PGL PDS635E80 STA 56+20.48, EL=505.26
32.00' LT PREXGALDC STA 16+26.56
END PDS635E80 PGL PDS635E80 STA 60+38.94, EL=506.13
89.03' RT PU580 STA 301+68.22
PROP PGL
(+)0.52%
PDS635E80 STA 35+92.17=
PEBUS80T-2 STA 277+46.28
EL=499.25
PDS635E80 STA 43+10.42=
PDN635E80 STA 32+26.52
EL=510.88
VPC STA 46+75.00, EL=533.50
VPT STA 48+25.00, EL=529.00
EXIST GROUND
PROP PGL
PROP 3-7'x5' BOX CULVERTS
PDS635E80 STA 53+40.79, FL=489.91
PDS635E80 STA 34+34.28=
EIH635 STA 1127+02.25
EL=473.03
PDS635E80 STA 36+30.71=
PNB635FR STA 1128+96.57
EL=470.01
VPI STA 36+50.00
EL = 554.00
ex = -1.00'
K = 50
L = 200.00'
VPI STA 47+50.00
EL = 532.00
ex = -0.37'
K = 75
L = 150.00'
VPI STA 54+70.00
EL = 503.20
ex = 3.95'
K = 155
L = 700.00'
35+00
40+00
45+00
50+00
55+00
60+00
460
470
480
490
500
510
520
530
540
550
560

PDN635W80 - PROP DIRECT CONNECTOR FR
IH 635 TO WB US 80 (40 MPH)



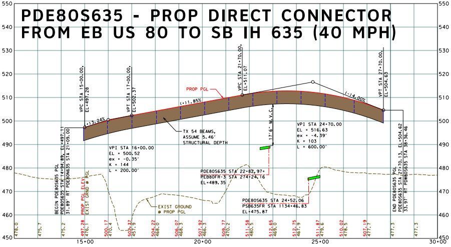
VPI STA 18+50.00
EL = 477.08
ex = 0.59'
K = 142
L = 260.00'
PROP 2-8'x7' BOX CULVERTS
PDN635W80 STA 17+22.15, FL=461.71
BEGIN PDN635W80 PGL PDN635W80 STA 15+28.04, EL=473.30
96.13' RT EIH635 STA 115+24.29
VPC STA 17+20.00, EL=475.55
VPT STA 19+80.00, EL=480.98
BEGIN BRIDGE PDN635W80 STA 23+93
(+)3.00%
(+)1.17%
HW50 = 470.81
HW100 = 471.78
PROP PGL ELEV
EXIST GRND @ PGL
PDN635W80 STA 28+63.59=
PDS635E80 STA 15+70.05
EL=474.88
25'3" M.V.C.
15+00
20+00
25+00
30+00
460
470
480
490
500
510
520
530
540
550
560

PDS635W80 - PROP DIRECT CONNECTOR
FROM SB IH 635 TO WB US 80 (40 MPH)



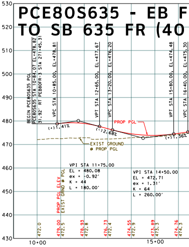
(+)3.00%
VPI STA 20+00.00
EL = 542.63
ex = -8.00'
K = 100
L = 800.00'
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
(-)5.00%
PROP PGL
BEGIN PDS635W80 PGL PDS635W80 STA 15+09.93, EL=527.95
34.16' RT PDS635E80 STA 24+00.00
VPC STA 16+00.00, EL=530.65
VPT STA 24+00.00, EL=522.63
END PDS635W80 PGL PDS635W80 STA 27+88.18, EL=502.66
28.07' RT PDN635W80 STA 56+07.24
PDS635W80 STA 22+62.84=
PWB80FR-1 STA 269+85.31
EL=482.32
EXIST GROUND
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00
25+00
30+00
460
470
480
490
500
510
520
530
540
550
560

PDE80S635 - PROP DIRECT CONNECTOR
FROM EB US 80 TO SB IH 635 (40 MPH)

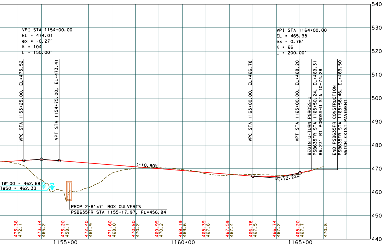


PROP PGL
(+)1.85%
(+)3.24%
(-)4.00%
VPC STA 15+00.00, EL=497.28
VPT STA 17+00.00, EL=502.37
VPC STA 21+70.00, EL=511.07
VPT STA 27+70.00, EL=504.63
17'6" M.V.C.
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
VPI STA 16+00.00
EL = 500.52
ex = -0.35'
K = 144
L = 200.00'
VPI STA 24+70.00
EL = 516.63
ex = -4.39'
K = 103
L = 600.00'
PDE80S635 STA 22+82.97=
PEB80FR-3 STA 274+24.16
EL=489.35
PDE80S635 STA 24+52.06
PSB635FR STA 1134+46.83
EL=475.87
BEGIN PDE80S635 PGL PDE80S635 STA 14+94.89, EL=497.11
31.89' RT PDN635W80 STA 21+09.00
END PDE80S635 PGL PDE80S635 STA 27+70.13, EL=504.62
33.97' RT PDW80S635 STA 38+36.46
EXIST GROUND
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00
25+00
30+00
450
460
470
480
490
500
510
520
530
540
550

PCE80S635 - EB F
TO SB 635 FR (40

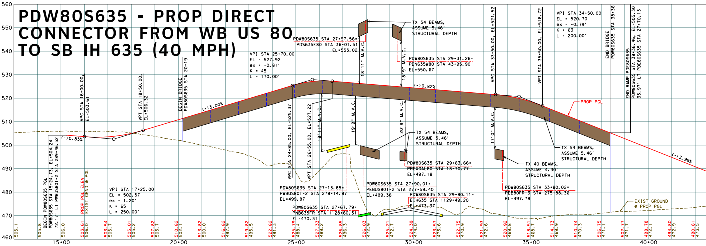


BEGIN PCE80S635 PGL PCE80S635 STA 10+84.07 EL=478.82
31.92' RT PEB80FR-3 STA 271+45.31
VPC STA 10+85.00, EL=478.81
VPT STA 12+65.00, EL=477.67
VPC STA 13+20.00, EL=476.20
VPT STA 15+80.00, EL=474.48
(+)1.41%
(-)2.68%
(+)1.36%
PROP PGL
EXIST GROUND
PROP PGL
VPI STA 11+75.00
EL = 480.08
ex = -0.92'
K = 44
L = 180.00'
VPI STA 14+50.00
EL = 472.71
ex = 1.31'
K = 64
L = 260.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
430
440
450
460
470
480
490
500
510
520
530

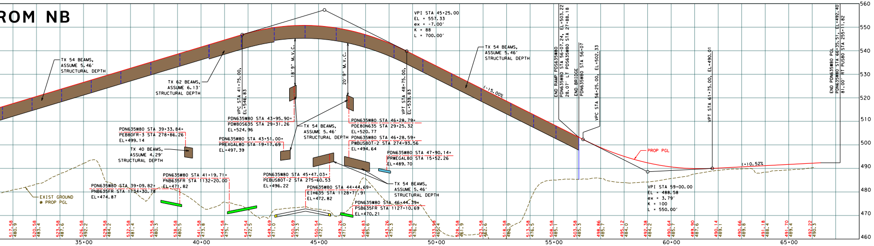


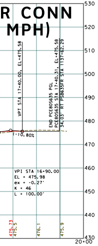
VPI STA 1154+00.00
EL = 474.01
ex = -0.27'
K = 104
L = 150.00'
VPI STA 1164+00.00
EL = 465.98
ex = 0.76'
K = 66
L = 200.00'
VPC STA 1153+25.00, EL=473.52
VPT STA 1154+75.00, EL=473.41
VPC STA 1163+00.00, EL=466.78
VPT STA 1165+00.00, EL=468.20
BEGIN U-TURN PGROSS-U PSB635FR STA 1165+50.24, EL=469.31
86.23' RT PGROSS-U STA 10+74.28
END PSB635FR CONSTRUCTION PSB635FR STA 1165+86.46, EL=469.50
MATCH EXIST PAVEMENT
(-)0.80%
(+)2.22%
TW100 = 462.68
TW50 = 462.33
PROP 2-8'x7' BOX CULVERTS
PSB635FR STA 1155+17.97, FL=456.94
1155+00
1160+00
1165+00
440
450
460
470
480
490
500
510
520
530
540

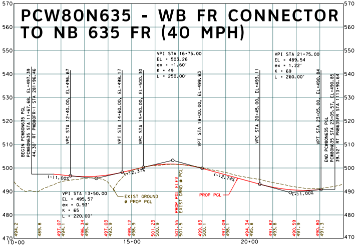
PDW80S635 - PROP DIRECT
CONNECTOR FROM WB US 80
TO SB IH 635 (40 MPH)

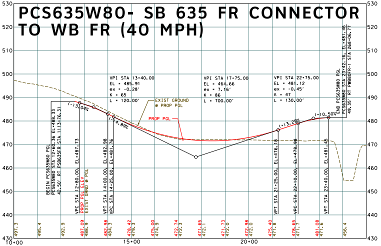


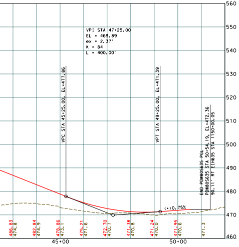
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
PDW80S635 STA 27+97.56=
PDS635E80 STA 36+01.51
EL=553.02
PDW80S635 STA 29+31.26=
PDN635W80 STA 43+95.90
EL=550.67
18'11" M.V.C.
18'9" M.V.C.
VPI STA 25+70.00
EL = 527.92
ex = -0.81'
K = 45
L = 170.00'
VPI STA 34+50.00
EL = 520.70
ex = -0.79'
K = 63
L = 200.00'
(-)0.82%
(+)3.00%
(-)0.83%
(-)3.99%
PROP PGL
VPC STA 16+00.00, EL=503.61
VPT STA 18+50.00, EL=506.32
BEGIN BRIDGE PDW80S635 STA 20+19
VPC STA 24+85.00, EL=525.37
VPT STA 26+55.00, EL=527.22
VPC STA 33+50.00, EL=521.52
VPT STA 35+50.00, EL=516.72
END BRIDGE PDW80S635 STA 38+36
END RAMP PDE80S635 PDW80S635 STA 38+36.46, EL=505.30
33.97' LT PDE80S635 STA 27+70.13
18'11" M.V.C.
19'9" M.V.C.
20'9" M.V.C.
17'0" M.V.C.
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 40 BEAMS, ASSUME 4.30' STRUCTURAL DEPTH
PDW80S635 STA 29+63.66=
PREXGAL80 STA 18+70.77
EL=497.18
PDW80S635 STA 27+13.85=
PWBUS80T-2 STA 278+14.87
EL=499.87
PDW80S635 STA 27+90.01=
PEBUS80T-2 STA 277+59.40
EL=499.38
PDW80S635 STA 29+80.11=
EIH635 STA 1129+49.20
EL=473.37
PDW80S635 STA 27+67.79=
PNB635FR STA 1128+60.31
EL=470.31
PDW80S635 STA 33+80.02=
PEB80FR-3 STA 275+88.36
EL=497.78
BEGIN PDW80S635 PGL PDW80S635 STA 15+24.73, EL=504.24
72.17' LT PWBUS80T-2 STA 289+46.52
VPI STA 17+25.00
EL = 502.57
ex = 1.20'
K = 65
L = 250.00'
PROP PGL ELEV
EXIST GRND @ PGL
EXIST GROUND
PROP PGL
15+00
20+00
25+00
30+00
35+00
40+00
460
470
480
490
500
510
520
530
540
550
560

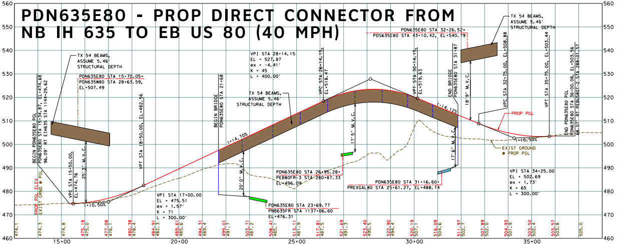

ROM NB
VPI STA 45+25.00
EL = 557.33
ex = -7.00'
K = 88
L = 700.00'
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
TX 62 BEAMS, ASSUME 6.13' STRUCTURAL DEPTH
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
18'9" M.V.C.
20'9" M.V.C.
(-)15.00%
PROP PGL
EXIST GROUND
PROP PGL
(+)0.52%
VPI STA 59+00.00
EL = 488.58
ex = 3.79'
K = 100
L = 550.00'
VPC STA 41+75.00, EL=546.83
VPT STA 48+75.00, EL=539.83
VPC STA 56+25.00, EL=502.33
VPT STA 61+75.00, EL=490.01
35+00
40+00
45+00
50+00
55+00
60+00
65+00


R CONN
MPH)
VPI STA 16+90.00
EL = 475.98
ex = -0.27'
K = 46
L = 100.00'
(-)0.80%
20+00


PCW80N635 - WB FR CONNECTOR TO NB 635 FR (40 MPH)
VPI STA 16+75.00
EL = 503.26
ex = -1.60'
K = 49
L = 250.00'
VPI STA 21+75.00
EL = 489.54
ex = 1.22'
K = 69
L = 260.00'
VPI STA 13+50.00
EL = 495.57
ex = 0.93'
K = 65
L = 220.00'
(-)1.00%
(+)12.31%
(-)12.74%
(+)1.00%
EXIST GROUND
PROP PGL
PROP PGL
10+00
15+00
20+00


PCS635W80- SB 635 FR CONNECTOR TO WB FR (40 MPH)
VPI STA 13+40.00
EL = 485.91
ex = -0.28'
K = 65
L = 120.00'
VPI STA 17+75.00
EL = 464.66
ex = 7.16'
K = 86
L = 700.00'
VPI STA 22+75.00
EL = 481.12
ex = -0.45'
K = 47
L = 130.00'
(-)13.04%
(-)14.89%
(+)3.29%
(+)0.50%
EXIST GROUND
PROP PGL
PROP PGL
10+00
15+00
20+00


VPI STA 47+25.00
EL = 469.89
ex = 2.37'
K = 84
L = 400.00'
VPC STA 45+25.00, EL=477.86
VPT STA 49+25.00, EL=471.39
(+)0.75%
45+00
50+00


PDN635E80 - PROP DIRECT CONNECTOR FROM NB IH 635 TO EB US 80 (40 MPH)
VPI STA 28+14.15
EL = 527.87
ex = -4.41'
K = 45
L = 400.00'
VPI STA 17+00.00
EL = 475.51
ex = 1.57'
K = 71
L = 300.00'
VPI STA 34+25.00
EL = 502.69
ex = 1.73'
K = 65
L = 300.00'
TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
(+)14.70%
(-)14.12%
(+)0.50%
(+)0.50%
PROP PGL
EXIST GROUND
PROP PGL
15+00
20+00
25+00
30+00
35+00

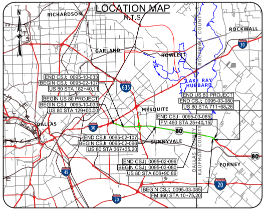
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

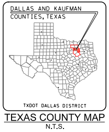
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 8 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
635
30
80
45
20


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

VERTICAL SCALE: 0 10 20 30 40

HORIZONTAL SCALE: 0 100 200 300 400

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

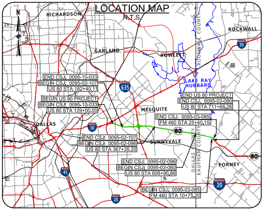
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

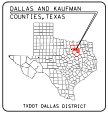
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 9 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
DALLAS COUNTY
KAUFMAN COUNTY
635
30
45
20
80
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

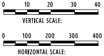
APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

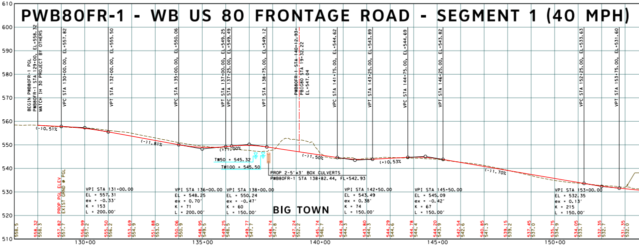
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

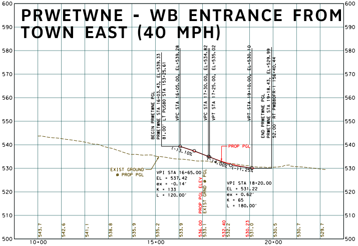
HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

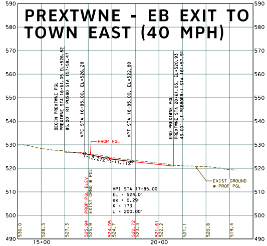

0
10
20
30
40
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

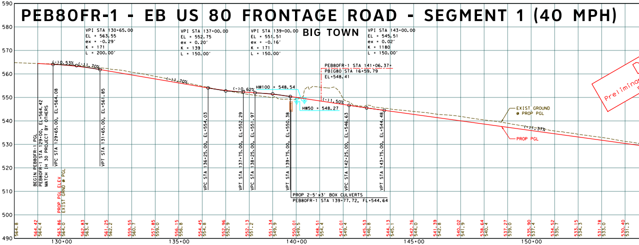
DATE SUBMITTED: JUNE 29, 2018

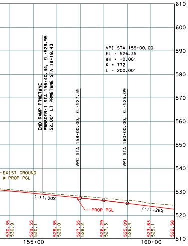
DATE APPROVED: AUGUST 24, 2018


PWB80FR-1 - WB US 80 FRONTAGE ROAD - SEGMENT 1 (40 MPH)
BEGIN PWB80FR-1 PGL
PWB80FR-1 STA 129+00, EL=558.32
MATCH IH 30 PROJECT BY OTHERS
VPC STA 130+00.00, EL=557.82
VPT STA 132+00.00, EL=555.50
VPC STA 135+00.00, EL=550.06
VPT STA 137+00.00, EL=549.25
VPC STA 137+25.00, EL=549.49
VPT STA 138+75.00, EL=549.12
PWB80FR-1 STA 140+12.93=
PBIG80 STA 19+32.22
EL=547.04
VPC STA 141+75.00, EL=544.62
VPT STA 143+25.00, EL=543.89
VPC STA 144+75.00, EL=544.69
VPT STA 146+25.00, EL=543.82
VPC STA 152+25.00, EL=533.63
VPT STA 153+75.00, EL=531.60
(-)0.51%
(-)1.81%
(+)1.00%
(-)1.50%
(+)0.53%
(-)1.70%
TW50 = 545.32
TW100 = 545.50
PROP 2-5'x3' BOX CULVERTS
PWB80FR-1 STA 138+82.44, FL=542.93
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 131+00.00
EL = 557.31
ex = -0.33'
K = 153
L = 200.00'
VPI STA 136+00.00
EL = 548.25
ex = 0.70'
K = 71
L = 200.00'
VPI STA 138+00.00
EL = 550.24
ex = -0.47'
K = 60
L = 150.00'
BIG TOWN
VPI STA 142+50.00
EL = 543.49
ex = 0.38'
K = 74
L = 150.00'
VPI STA 145+50.00
EL = 545.09
ex = -0.42'
K = 67
L = 150.00'
VPI STA 153+00.00
EL = 532.35
ex = 0.13'
K = 215
L = 150.00'
558.5
558.32 558.3
557.82 557.7
556.99 557.2
555.50 556.2
553.69 554.9
551.88 553.0
550.06 550.9
548.95 549.5
549.25 548.5
549.77 547.7
548.74 547.8
547.24 552.2
545.74 546.7
544.28 544.3
543.80 544.3
544.29 544.6
544.78 544.4
544.20 543.9
542.54 542.6
540.85 541.3
539.15 539.2
537.45 537.0
535.75 534.9
534.05 533.7
532.35 532.7
531.35 532.0
130+00
135+00
140+00
145+00
150+00
610
600
590
580
570
560
550
540
530
520
510

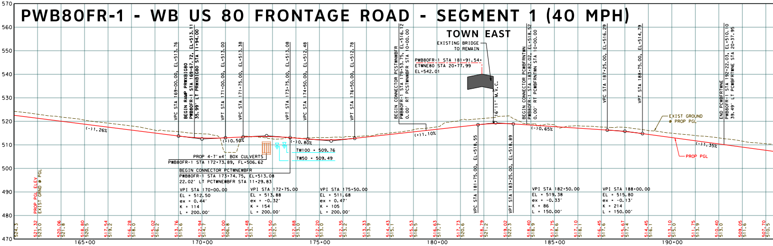

PRWETWNE - WB ENTRANCE FROM TOWN EAST (40 MPH)
BEGIN PRWETWNE PGL
PRWETWNE STA 16+03.43, EL=539.33
81.00' LT PUS80 STA 153+25.61
VPC STA 16+05.00, EL=539.28
VPC STA 17+30.00, EL=534.82
VPT STA 17+25.00, EL=535.02
VPT STA 19+10.00, EL=530.10
END PRWETWNE PGL
PRWETWNE STA 19+18.43, EL=529.99
52.00' RT PWB80FR-1 156+40.44
PROP PGL
(-)3.10%
(-)4.00%
(-)1.25%
EXIST GROUND
@ PROP PGL
VPI STA 16+65.00
EL = 537.42
ex = -0.14'
K = 133
L = 120.00'
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 18+20.00
EL = 531.22
ex = 0.62'
K = 65
L = 180.00'
543.7
542.6
541.1
538.8
535.9
535.2
533.9
536.00 533.1
532.40 532.2
530.23 531.0
530.5
530.7
529.7
10+00
15+00
20+00
600
590
580
570
560
550
540
530
520
510
500


PREXTWNE - EB EXIT TO TOWN EAST (40 MPH)
BEGIN PREXTWNE PGL
PREXTWNE STA 16+61.05 EL=526.82
85.00' RT PUS80 STA 157+58.47
VPC STA 16+85.00, EL=526.28
VPT STA 18+85.00, EL=522.89
END PREXTWNE PGL
PREXTWNE STA 20+61.05, EL=520.93
43.00' LT PEB80FR-1 STA 161+57.91
PROP PGL
(-)2.27%
(-)1.11%
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 17+85.00
EL = 524.01
ex = 0.29'
K = 173
L = 200.00'
530.0
528.3
527.3
525.94 525.9
524.05 524.7
522.72 523.3
521.61 522.2
521.1
520.8
519.4
15+00
20+00
590
580
570
560
550
540
530
520
510
500
490

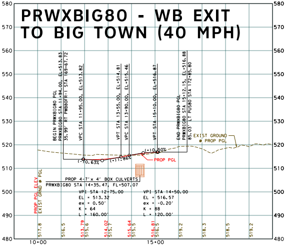

PEB80FR-1 - EB US 80 FRONTAGE ROAD - SEGMENT 1 (40 MPH)
VPI STA 130+65.00
EL = 563.55
ex = -0.29'
K = 171
L = 200.00'
VPI STA 137+00.00
EL = 552.75
ex = 0.20'
K = 139
L = 150.00'
VPI STA 139+00.00
EL = 551.51
ex = -0.16'
K = 171
L = 150.00'
BIG TOWN
VPI STA 143+00.00
EL = 545.51
ex = 0.02'
K = 1180
L = 150.00'
PEB80FR-1 STA 141+06.37=
PBIG80 STA 16+59.79
EL=548.41
(-)0.53%
(-)1.70%
(-)1.70%
(-)0.62%
(-)1.50%
(-)1.37%
HW100 = 548.54
HW50 = 548.27
EXIST GROUND
@ PROP PGL
PROP PGL
BEGIN PEB80FR-1 PGL
PEB80FR-1 STA 129+00, EL=564.42
MATCH IH 30 PROJECT BY OTHERS
VPC STA 129+65.00, EL=564.08
VPT STA 131+65.00, EL=561.85
VPC STA 136+25.00, EL=554.03
VPT STA 137+75.00, EL=552.29
VPC STA 138+25.00, EL=551.97
VPT STA 139+75.00, EL=550.38
VPC STA 142+25.00, EL=546.63
VPT STA 143+75.00, EL=544.48
PROP 2-5'x3' BOX CULVERTS
PEB80FR-1 STA 139+77.72, FL=544.64
PROP PGL ELEV
EXIST GRND @ PGL
Prelimina
564.8
564.42 564.4
563.86 564.0
562.83 563.4
561.25 562.2
559.55 560.7
557.85 559.0
556.15 556.8
554.45 554.8
552.96 552.9
552.13 551.2
551.34 549.9
550.01 549.5
548.51 554.4
547.01 549.4
545.53 546.8
544.13 545.1
542.76 544.0
541.39 542.8
540.02 541.9
538.64 540.4
537.27 539.0
535.90 537.4
534.52 535.7
533.15 534.3
531.78 533.0
530.40 531.3
130+00
135+00
140+00
145+00
150+00
590
580
570
560
550
540
530
520
510
500
490


END RAMP PRWETWNE
PWB80FR-1 STA 156+40.44, EL=528.95
52.00' LT PRWETWNE STA 19+18.43
VPC STA 158+00.00, EL=527.35
VPT STA 160+00.00, EL=525.09
VPI STA 159+00.00
EL = 526.35
ex = -0.06'
K = 772
L = 200.00'
EXIST GROUND
@ PROP PGL
PROP PGL
(-)1.00%
(-)1.26%
155+00
160+00

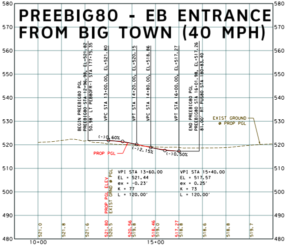
PWB80FR-1 - WB US 80 FRONTAGE ROAD - SEGMENT 1 (40 MPH)


TOWN EAST
EXISTING BRIDGE
TO REMAIN
PWB80FR-1 STA 181+91.54=
ETWNE80 STA 20+77.99
EL=542.01
16'11" M.V.C.
VPC STA 169+00.00, EL=513.76
BEGIN RAMP PRWXBIG80
PWB80FR-1 STA 169+67.72, EL=513.11
35.99' LT PRWXBIG80 STA 11+94.00
VPT STA 171+00.00, EL=513.00
VPC STA 171+75.00, EL=513.38
VPT STA 173+75.00, EL=513.08
VPC STA 174+50.00, EL=512.48
VPT STA 176+50.00, EL=512.78
BEGIN CONNECTOR PCSTWNWBFR
PWB80FR-1 STA 179+53.75, EL=516.12
0.00' RT PCSTWNWBFR STA 10+00.00
VPC STA 181+75.00, EL=518.55
VPT STA 183+25.00, EL=518.89
BEGIN CONNECTOR PCWBFRNTWN
PWB80FR-1 STA 183+82.02, EL=518.52
0.00' RT PCWBFRNTWN STA 10+00.00
VPC STA 187+25.00, EL=516.29
VPT STA 188+75.00, EL=514.79
END PCWBFRTWNE
PWB80FR-1 STA 192+22.03, EL=510.10
39.49' LT PCWBFRTWNE STA 20+37.95
PROP 4-7'x4' BOX CULVERTS
PWB80FR-1 STA 172+73.89, FL=506.62
TW100 = 509.76
TW50 = 509.49
BEGIN CONNECTOR PCTWNEWBFR
PWB80FR-1 STA 173+74.75, EL=513.08
22.02' LT PCTWNEWBFR STA 11+29.83
VPI STA 170+00.00
EL = 512.50
ex = 0.44'
K = 114
L = 200.00'
VPI STA 172+75.00
EL = 513.88
ex = -0.32'
K = 154
L = 200.00'
VPI STA 175+50.00
EL = 511.68
ex = 0.47'
K = 105
L = 200.00'
VPI STA 182+50.00
EL = 519.38
ex = -0.33'
K = 86
L = 150.00'
VPI STA 188+00.00
EL = 515.80
ex = -0.13'
K = 214
L = 150.00'
(-)1.26%
(+)0.50%
(-)0.80%
(+)1.10%
(-)0.65%
(-)1.35%
EXIST GROUND
@ PROP PGL
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
165+00
170+00
175+00
180+00
185+00
190+00

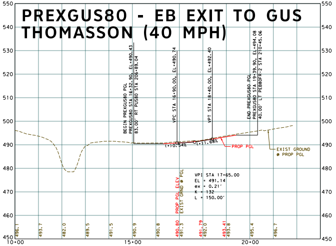
PRWXBIG80 - WB EXIT TO BIG TOWN (40 MPH)

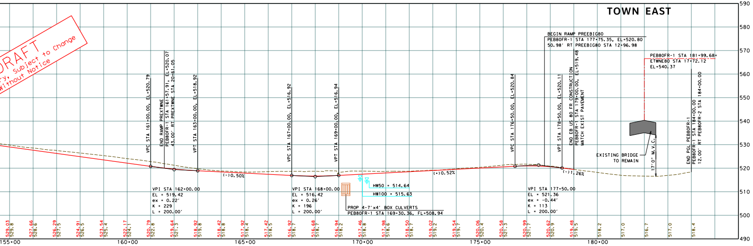

BEGIN PRWXBIG80 PGL
PRWXBIG80 STA 11+94.00, EL=513.83
35.99' RT PWB80FR-1 STA 169+67.72
VPC STA 11+95.00, EL=513.82
VPT STA 13+55.00, EL=514.81
VPC STA 13+90.00, EL=515.46
VPT STA 15+10.00, EL=516.87
END PRWXBIG80 PGL
PRWXBIG80 STA 15+12.15, EL=516.88
85.03' LT PUS80 STA 172+85.80
EXIST GROUND
@ PROP PGL
PROP PGL
(-)0.63%
(+)1.86%
(+)0.50%
PROP 4-7'x 4' BOX CULVERTS
PRWXBIG80 STA 14+35.47, FL=507.07
VPI STA 12+75.00
EL = 513.32
ex = 0.50'
K = 64
L = 160.00'
VPI STA 14+50.00
EL = 516.57
ex = -0.20'
K = 88
L = 120.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00

PREEBIG80 - EB ENTRANCE FROM BIG TOWN (40 MPH)

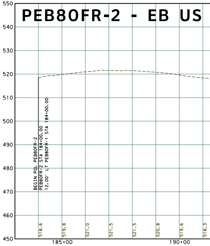

BEGIN PREEBIG80 PGL
PREEBIG80 STA 12+96.98, EL=521.82
50.98' LT PEB80FR-1 STA 177+75.35
VPC STA 13+00.00, EL=521.80
VPT STA 14+20.00, EL=520.15
VPC STA 14+80.00, EL=518.86
VPT STA 16+00.00, EL=517.27
END PREEBIG80 PGL
PREEBIG80 STA 16+01.98, EL=517.26
81.00' RT PUS80 STA 180+83.40
EXIST GROUND
@ PROP PGL
PROP PGL
(-)0.60%
(-)2.15%
(-)0.50%
VPI STA 13+60.00
EL = 521.44
ex = -0.23'
K = 77
L = 120.00'
VPI STA 15+40.00
EL = 517.57
ex = 0.25'
K = 73
L = 120.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00

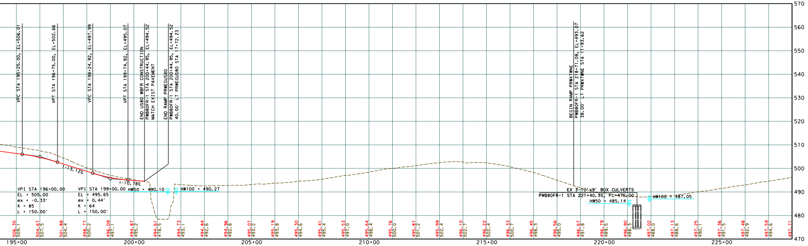
PREXGUS80 - EB EXIT TO GUS THOMASSON (40 MPH)


BEGIN PREXGUS80 PGL
PREXGUS80 STA 16+32.90, EL=490.43
83.00' RT PUS80 STA 206+89.04
VPC STA 16+90.00, EL=490.74
VPT STA 18+40.00, EL=492.40
END PREXGUS80 PGL
PREXGUS80 STA 19+39.90, EL=494.08
40.00' LT PEB80FR-2 STA 210+45.06
(+)0.54%
(+)1.68%
PROP PGL
EXIST GROUND
@ PROP PGL
VPI STA 17+65.00
EL = 491.14
ex = 0.21'
K = 132
L = 150.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00

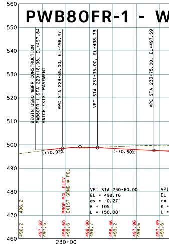

TOWN EAST
VPC STA 161+00.00, EL=520.79
END RAMP PREXTWNE
PEB80FR-1 STA 161+57.91, EL=520.07
43.00' RT PREXTWNE STA 20+61.05
VPT STA 163+00.00, EL=518.92
VPC STA 167+00.00, EL=516.92
VPT STA 169+00.00, EL=516.94
VPC STA 176+50.00, EL=520.84
BEGIN RAMP PREEBIG80
PEB80FR-1 STA 177+75.35, EL=520.80
50.98' RT PREEBIG80 STA 12+96.98
VPT STA 178+50.00, EL=520.11
END EB US 80 FR CONSTRUCTION
PEB80FR-1 STA 179+00.00, EL=519.48
MATCH EXIST PAVEMENT
PEB80FR-1 STA 181+99.68=
ETWNE80 STA 17+72.12
EL=540.37
EXISTING BRIDGE
TO REMAIN
17'0" M.V.C.
END PGL PEB80FR-1
PEB80FR-1 STA 184+00.00
12.00' RT PEB80FR-2 STA 184+00.00
(-)0.50%
(+)0.52%
(-)1.26%
HW50 = 514.64
HW100 = 515.63
PROP 4-7'x4' BOX CULVERTS
PEB80FR-1 STA 169+30.36, FL=508.94
VPI STA 162+00.00
EL = 519.42
ex = 0.22'
K = 229
L = 200.00'
VPI STA 168+00.00
EL = 516.42
ex = 0.26'
K = 196
L = 200.00'
VPI STA 177+50.00
EL = 521.36
ex = -0.44'
K = 113
L = 200.00'
155+00
160+00
165+00
170+00
175+00
180+00

PEB80FR-2 - EB US

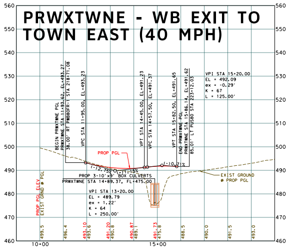

BEGIN PGL PEB80FR-2
PEB80FR-2 STA 184+00.00
12.00' LT PEB80FR-1 STA 184+00.00
185+00
190+00


VPC STA 195+25.00, EL=506.01
VPT STA 196+75.00, EL=502.66
VPC STA 198+24.92, EL=497.99
VPT STA 199+74.92, EL=495.07
END US80 WBFR CONSTRUCTION
PWB80FR-1 STA 200+44.95, EL=494.52
MATCH EXIST PAVEMENT
END RAMP PRWEGUS80
PWB80FR-1 STA 200+44.95, EL=494.52
40.00' LT PRWEGUS80 STA 17+72.23
(-)3.12%
(-)0.78%
VPI STA 196+00.00
EL = 505.00
ex = -0.33'
K = 85
L = 150.00'
VPI STA 199+00.00
EL = 495.65
ex = 0.44'
K = 64
L = 150.00'
HW50 = 490.10
HW100 = 490.27
BEGIN RAMP PRWXTWNE
PWB80FR-1 STA 218+71.08, EL=493.07
38.00' LT PRWXTWNE STA 11+93.62
EX 3-10'x9' BOX CULVERTS
PWB80FR-1 STA 221+40.35, FL=475.00
HW50 = 485.14
HW100 = 487.05
506.35 509.1
504.67 507.5
501.88 504.4
498.77 500.2
496.09 497.1
494.87 495.2
494.61 478.5
494.73 493.1
494.84 492.6
494.96 492.8
495.07 493.2
495.19 493.8
495.30 494.6
495.41 495.4
495.53 497.0
495.64 498.4
495.76 500.0
495.87 501.2
495.99 502.4
496.10 502.7
496.22 502.4
496.33 500.7
496.45 498.3
496.56 495.0
496.67 491.8
496.79 489.5
496.90 488.3
497.02 488.0
497.13 488.6
497.25 490.1
497.36 491.5
497.48 492.9
497.59 494.6
497.71
195+00
200+00
205+00
210+00
215+00
220+00
225+00
570
560
550
540
530
520
510
500
490
480
470

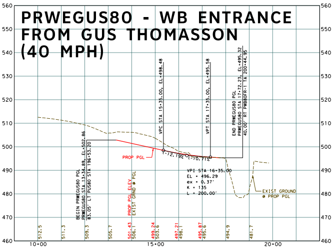
PWB80FR-1 - W


BEGIN US80 WBFR CONSTRUCTION
PWB80FR-1 STA 229+16.98, EL=497.84
MATCH EXIST PAVEMENT
VPC STA 229+85.00, EL=498.47
VPT STA 231+35.00, EL=498.79
VPC STA 233+75.00, EL=497.59
(+)0.92%
(-)0.50%
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 230+60.00
EL = 499.16
ex = -0.27'
K = 105
L = 150.00'
VPI
EL
ex
K
L
496.2
497.82 497.5
498.60 498.6
498.90 498.7
498.46 499.2
497.96 499.6
497.49 499.6
230+00
560
550
540
530
520
510
500
490
480
470
460

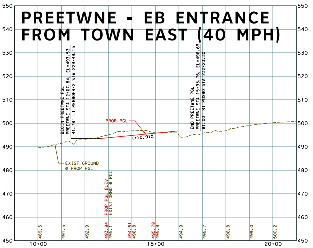
PRWXTWNE - WB EXIT TO TOWN EAST (40 MPH)


BEGIN PRWXTWNE PGL
PRWXTWNE STA 11+93.62, EL=493.27
38.00' RT PWB80FR-1 STA 218+71.08
VPC STA 11+95.00, EL=493.23
VPT STA 14+45.00, EL=491.23
VPC STA 14+57.50, EL=491.37
VPT STA 15+82.50, EL=491.65
END PRWXTWNE PGL
PRWXTWNE STA 15+86.14, EL=491.62
85.01' LT PUS80 STA 223+12.03
VPI STA 15+20.00
EL = 492.09
ex = -0.29'
K = 67
L = 125.00'
PROP PGL
(-)2.75%
(+)1.15%
(-)0.71%
PROP 3-10'x9' BOX CULVERTS
PRWXTWNE STA 14+89.37, FL=475.00
VPI STA 13+20.00
EL = 489.79
ex = 1.22'
K = 64
L = 250.00'
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
499.5
496.4
493.10 493.6
491.20 490.8
490.87 489.1
491.73 475.8
488.5
490.0
491.5
493.0
10+00
15+00
560
550
540
530
520
510
500
490
480
470
460

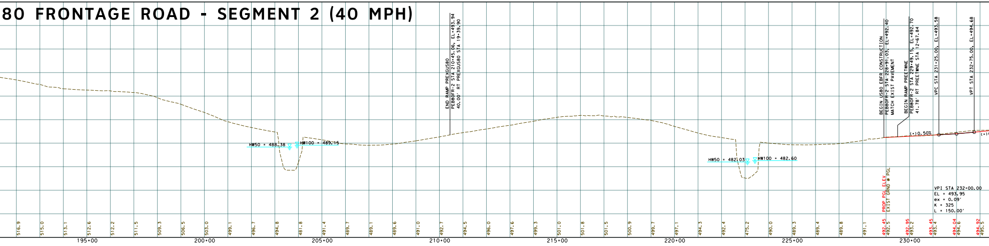
PRWEGUS80 - WB ENTRANCE FROM GUS THOMASSON (40 MPH)


BEGIN PRWEGUS80 PGL
PRWEGUS80 STA 13+34.89, EL=502.86
83.05' LT PUS80 STA 196+53.20
VPC STA 15+35.00, EL=498.48
VPT STA 17+35.00, EL=495.58
END PRWEGUS80 PGL
PRWEGUS80 STA 17+72.23, EL=495.32
40.00' RT PWB80FR-1 TA 200+44.95
PROP PGL
(-)2.19%
(-)0.71%
VPI STA 16+35.00
EL = 496.29
ex = 0.37'
K = 135
L = 200.00'
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
512.5
511.3
509.3
505.7
501.43 506.1
499.24 503.6
497.21 498.1
495.87 495.6
494.9
481.7
10+00
15+00
20+00
560
550
540
530
520
510
500
490
480
470
460

PREETWNE - EB ENTRANCE FROM TOWN EAST (40 MPH)

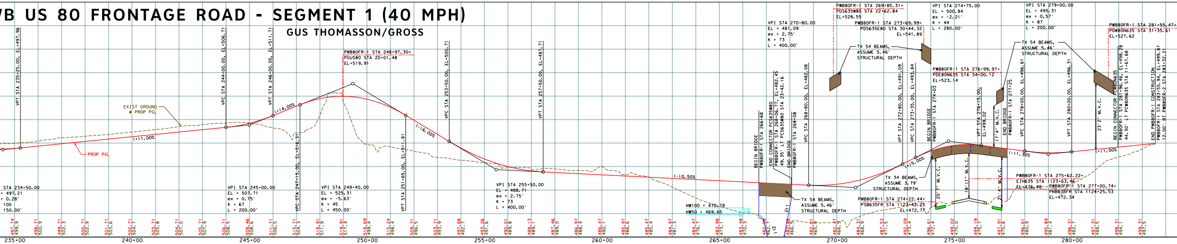

BEGIN PREETWNE PGL
PREETWNE STA 12+67.84, EL=493.53
41.78' LT PEB80FR-2 STA 229+49.15
END PREETWNE PGL
PREETWNE STA 15+93.76, EL=496.69
81.00' RT PUS80 STA 232+23.30
PROP PGL
(+)0.97%
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
489.5
491.5
492.9
493.84 495.1
494.81 496.8
495.78 495.9
494.9
495.7
496.8
499.0
500.2
10+00
15+00
20+00
550
540
530
520
510
500
490
480
470
460
450

80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)

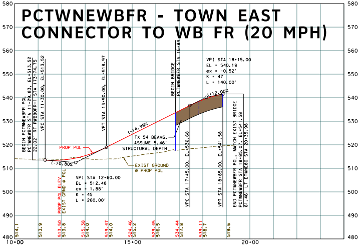

HW50 = 488.38
HW100 = 489.15
END RAMP PREXGUS80
PEB80FR-2 STA 210+45.06, EL=493.94
40.00' RT PREXGUS80 STA 19+39.90
HW50 = 482.03
HW100 = 482.60
BEGIN US80 EBFR CONSTRUCTION
PEB80FR-2 STA 228+91.03, EL=492.40
MATCH EXIST PAVEMENT
BEGIN RAMP PREETWNE
PEB80FR-2 STA 229+49.15, EL=492.70
41.78' RT PREETWNE STA 12+67.84
VPC STA 231+25.00, EL=493.58
VPT STA 232+75.00, EL=494.68
(+)0.50%
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 232+00.00
EL = 493.95
ex = 0.09'
K = 325
L = 150.00'
516.9
515.0
513.1
512.6
512.2
511.5
509.3
506.5
503.0
499.1
496.7
494.8
481.8
491.4
489.7
489.1
489.6
491.0
492.7
494.5
496.0
497.6
499.3
501.0
501.8
501.5
500.9
499.7
497.1
494.3
492.4
475.2
490.0
489.3
489.4
489.8
491.1
492.45 492.5
492.95 493.2
493.45 493.4
494.04 494.6
494.92 495.5
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00

B US 80 FRONTAGE ROAD - SEGMENT 1 (40 MPH)

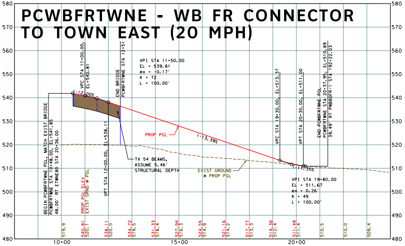
GUS THOMASSON/GROSS


VPT STA 235+25.00, EL=497.96
VPC STA 244+00.00, EL=506.71
VPT STA 246+00.00, EL=511.71
VPC STA 247+15.00, EL=516.31
PWB80FR-1 STA 248+97.30=
PGUS80 STA 20+01.48
EL=519.91
VPT STA 251+65.00, EL=511.81
VPC STA 253+50.00, EL=500.71
VPT STA 257+50.00, EL=487.71
EXIST GROUND
@ PROP PGL
PROP PGL
(+)1.00%
(+)4.00%
(-)6.00%
(-)0.50%
STA 234+50.00
= 497.21
= 0.28'
100
150.00'
VPI STA 245+00.00
EL = 507.71
ex = 0.75'
K = 67
L = 200.00'
VPI STA 249+40.00
EL = 525.31
ex = -5.63'
K = 45
L = 450.00'
VPI STA 255+50.00
EL = 488.71
ex = 2.75'
K = 73
L = 400.00'
VPI STA 270+80.00
EL = 481.09
ex = 2.75'
K = 73
L = 400.00'
PWB80FR-1 STA 269+85.31=
PDS635W80 STA 22+62.84
EL=528.55
PWB80FR-1 STA 273+69.99=
PDS635E80 STA 30+44.32
EL=541.89
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
VPI STA 274+75.00
EL = 500.84
ex = -2.21'
K = 44
L = 280.00'
VPI STA 279+00.00
EL = 495.31
ex = 0.57'
K = 87
L = 200.00'
PWB80FR-1 STA 281+55.47=
PDW80N635 STA 31+35.61
EL=527.62
BEGIN BRIDGE
PWB80FR-1 STA 266+68
END CONNECTOR PCS635W80
PWB80FR-1 STA 268+06.77, EL=482.45
49.35' LT PCS635W80 STA 23+42.16
END BRIDGE
PWB80FR-1 STA 268+08
VPC STA 268+80.00, EL=482.08
VPT STA 272+80.00, EL=491.09
VPC STA 273+35.00, EL=493.84
BEGIN BRIDGE
PWB80FR-1 STA 274+03
PWB80FR-1 STA 276+99.97=
PDE80N635 STA 34+00.12
EL=523.14
VPT STA 276+15.00,
EL=499.02
17'4" M.V.C.
END BRIDGE
PWB80FR-1 STA 277+25
VPC STA 278+00.00, EL=496.61
VPT STA 280+00.00, EL=496.31
23'2" M.V.C.
BEGIN CONNECTOR PCW80N635
PWB80FR-1 STA 281+96.46, EL=498.28
44.30' LT PCW80N635 STA 11+67.68
END PWB80FR-1 CONSTRUCTION
PWB80FR-1 STA 283+55.94, EL=499.87
12.00' RT PWB80FR-2 STA 283+32.21
(+)5.00%
(-)1.30%
(+)1.00%
20'7" M.V.C.
18'11" M.V.C.
21'4" M.V.C.
TX 34 BEAMS,
ASSUME 3.79'
STRUCTURAL DEPTH
PWB80FR-1 STA 274+22.44=
PSB635FR STA 1123+42.25
EL=472.77
PWB80FR-1 STA 275+62.22=
EIH635 STA 1123+63.46
EL=476.48
PWB80FR-1 STA 277+00.74=
PNB635FR STA 1124+25.53
EL=472.34
HW100 = 470.79
HW50 = 469.65
2:1
235+00
240+00
245+00
250+00
255+00
260+00
265+00
270+00
275+00
280+00

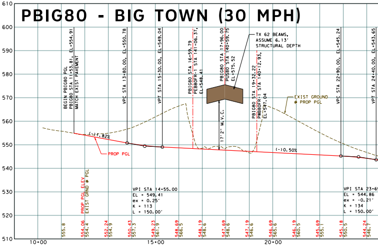
PCTWNEWBFR - TOWN EAST CONNECTOR TO WB FR (20 MPH)


580
570
560
550
540
530
520
510
500
490
480
BEGIN PCTWNEWBFR PGL
PCTWNEWBFR STA 11+29.83, EL=513.52
22.02' RT PWB80FR-1 STA 173+74.75
VPC STA 11+30.00, EL=513.52
VPT STA 13+90.00, EL=518.97
BEGIN BRIDGE
PCTWNEWBFR STA 16+84
VPI STA 18+15.00
EL = 540.18
ex = -0.52'
K = 47
L = 140.00'
(+)2.00%
(+)4.99%
(-)0.80%
PROP PGL
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
EXIST GROUND
@ PROP PGL
VPC STA 17+45.00, EL=536.68
VPT STA 18+85.00, EL=541.58
END PCTWNEWBFR PGL, MATCH EXIST BRIDGE
PCTWNEWBFR STA 18+85.07, EL=541.58
61.46' LT ETWNE80 STA 20+35.98
VPI STA 12+60.00
EL = 512.48
ex = 1.88'
K = 45
L = 260.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00

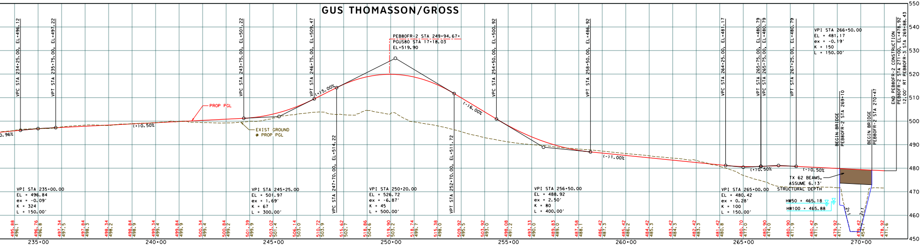
PCWBFRTWNE - WB FR CONNECTOR TO TOWN EAST (20 MPH)

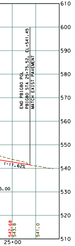

580
570
560
550
540
530
520
510
500
490
480
BEGIN PCWBFRTWNE PGL, MATCH EXIST BRIDGE
PCWBFRTWNE STA 10+48.00, EL=541.85
48.00' RT ETWNE80 STA 20+36.00
VPC STA 11+00.00,
EL=540.81
END BRIDGE
PCWBFRTWNE STA 12+51
VPI STA 11+50.00
EL = 539.81
ex = -0.17'
K = 72
L = 100.00'
(-)2.00%
PROP PGL
(-)3.39%
VPT STA 12+00.00, EL=538.11
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
EXIST GROUND
@ PROP PGL
VPC STA 19+30.00, EL=513.37
VPT STA 20+30.00, EL=511.00
END PCWBFRTWNE PGL
PCWBFRTWNE STA 20+37.95, EL=510.89
39.49' RT PWB80FR-1 STA 192+22.03
(-)1.35%
VPI STA 19+80.00
EL = 511.67
ex = 0.26'
K = 49
L = 100.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00

PBIG80 - BIG TOWN (30 MPH)


610
600
590
580
570
560
550
540
530
520
510
BEGIN PBIG80 PGL
PBIG80 STA 11+53.81, EL=554.91
MATCH EXIST PAVEMENT
VPC STA 13+80.00, EL=550.78
VPT STA 15+30.00, EL=549.04
PBIG80 STA 16+59.79
PEB80FR-1 STA 141+06.37,
EL=548.41
PBIG80 STA 17+96.00
PUS80 STA 140+59.75
EL=575.52
TX 62 BEAMS,
ASSUME 6.13'
STRUCTURAL DEPTH
PBIG80 STA 19+32.22
PWB80FR-1 STA 140+12.93,
EL=547.04
17'2" M.V.C.
EXIST GROUND
@ PROP PGL
VPC STA 22+90.00, EL=545.24
VPT STA 24+40.00, EL=543.65
(-)1.82%
(-)0.50%
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 14+55.00
EL = 549.41
ex = 0.25'
K = 113
L = 150.00'
VPI STA 23+6
EL = 544.86
ex = -0.21'
K = 134
L = 150.00'
10+00
15+00
20+00

GUS THOMASSON/GROSS


VPC STA 234+25.00, EL=496.12
VPT STA 235+75.00, EL=497.22
VPC STA 243+75.00, EL=501.22
VPT STA 246+75.00, EL=509.47
PEB80FR-2 STA 249+94.67=
PGUS80 STA 17+18.03
EL=519.90
VPC STA 254+50.00, EL=500.92
VPT STA 258+50.00, EL=486.92
VPC STA 264+25.00, EL=481.17
VPT STA 265+75.00, EL=480.79
VPC STA 265+75.00, EL=480.79
VPT STA 267+25.00, EL=480.79
VPI STA 266+50.00
EL = 481.17
ex = -0.19'
K = 150
L = 150.00'
BEGIN BRIDGE
PEB80FR-2 STA 269+10
BEGIN BRIDGE
PEB80FR-2 STA 270+47
END PEB80FR-2 CONSTRUCTION
PEB80FR-2 STA 271+00, EL=478.92
12.00' RT PEB80FR-3 STA 269+88.43
0.96%
PROP PGL
(+)0.50%
(+)5.00%
(-)6.00%
EXIST GROUND
@ PROP PGL
VPC STA 247+70.00, EL=514.22
VPT STA 252+70.00, EL=511.72
(-)1.00%
(+)0.50%
(-)0.50%
TX 62 BEAMS,
ASSUME 6.13'
STRUCTURAL DEPTH
HW50 = 465.18
HW100 = 465.88
2:1
VPI STA 235+00.00
EL = 496.84
ex = -0.09'
K = 324
L = 150.00'
VPI STA 245+25.00
EL = 501.97
ex = 1.69'
K = 67
L = 300.00'
VPI STA 250+20.00
EL = 526.72
ex = -6.87'
K = 45
L = 500.00'
VPI STA 256+50.00
EL = 488.92
ex = 2.50'
K = 80
L = 400.00'
VPI STA 265+00.00
EL = 480.42
ex = 0.28'
K = 100
L = 150.00'
550
540
530
520
510
500
490
480
470
460
450
235+00
240+00
245+00
250+00
255+00
260+00
265+00
270+00



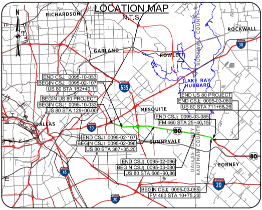
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

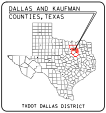
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

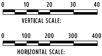
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 9 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
30
635
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
30
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
80
FORNEY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
20


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


0
10
20
30
40
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
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JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

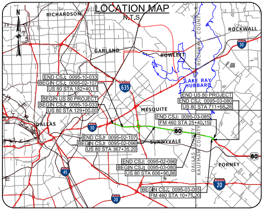
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

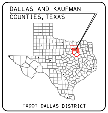
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

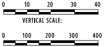
JUNE 2018
ROLL 10 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
ROCKWALL COUNTY
LAKE RAY HUBBARD
635
30
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
80
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
DALLAS COUNTY
KAUFMAN COUNTY
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
45
20
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


0
10
20
30
40
0
100
200
300
400

VERTICAL SCALE:
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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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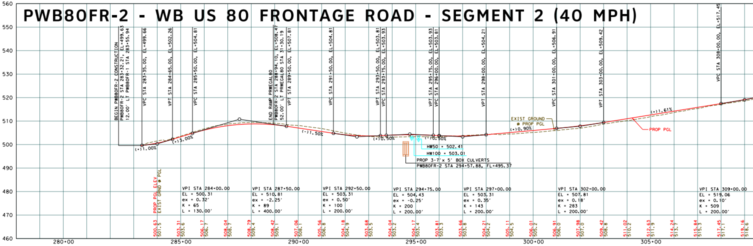
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

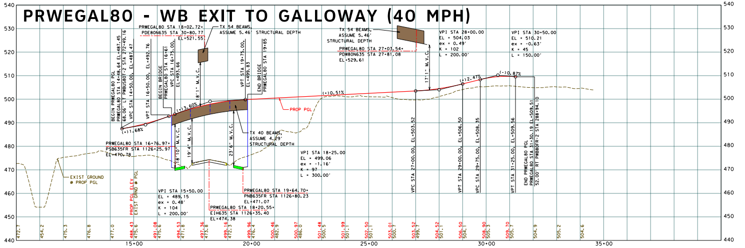
HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

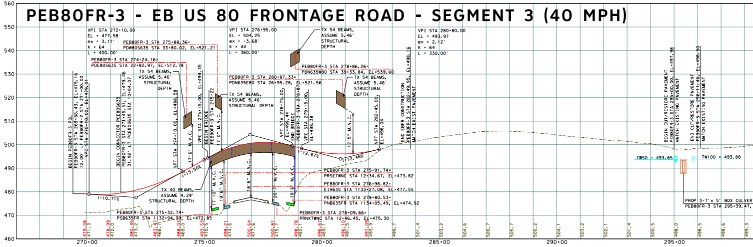
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)

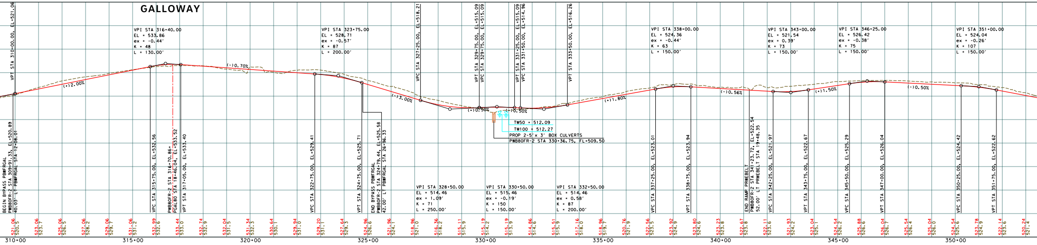

560
550
540
530
520
510
500
490
480
470
460
BEGIN PWB80FR-2 CONSTRUCTION
EXIST GROUND
PROP PGL
HW50 = 502.41
HW100 = 503.01
PROP 3-7' x 5' BOX CULVERTS
PWB80FR-2 STA 294+57.88, FL=495.37
(+)1.00%
(+)3.00%
(-)1.50%
(-)0.50%
(-)0.50%
(+)0.90%
(+)1.61%
VPI STA 284+00.00
EL = 500.31
ex = 0.32'
K = 65
L = 130.00'
VPI STA 287+50.00
EL = 510.81
ex = -2.25'
K = 89
L = 400.00'
VPI STA 292+50.00
EL = 503.31
ex = 0.50'
K = 100
L = 200.00'
VPI STA 294+75.00
EL = 504.43
ex = -0.25'
K = 200
L = 200.00'
VPI STA 297+00.00
EL = 503.31
ex = 0.35'
K = 143
L = 200.00'
VPI STA 302+00.00
EL = 507.81
ex = 0.18'
K = 283
L = 200.00'
VPI STA 309+00.00
EL = 519.06
ex = 0.10'
K = 509
L = 200.00'
PROP PGL ELEV
EXIST GRND @ PGL
280+00
285+00
290+00
295+00
300+00
305+00

PRWEGAL80 - WB EXIT TO GALLOWAY (40 MPH)

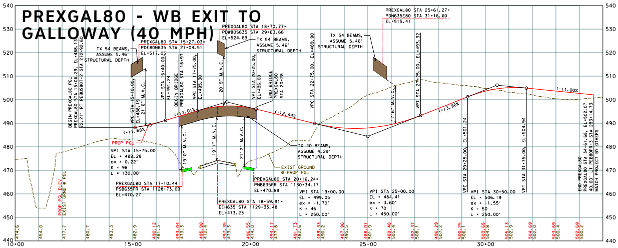

540
530
520
510
500
490
480
470
460
450
440
PRWEGAL80 STA 18+02.72=
PDE80N635 STA 30+80.77
EL=521.55
TX 54 BEAMS,
ASSUME 5.46' STRUCTURAL DEPTH
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
PRWEGAL80 STA 27+03.54=
PDW80N635 STA 27+81.08
EL=529.61
VPI STA 28+00.00
EL = 504.03
ex = 0.49'
K = 102
L = 200.00'
VPI STA 30+50.00
EL = 510.21
ex = -0.63'
K = 45
L = 150.00'
(+)3.60%
(+)0.51%
(+)2.47%
(-)0.87%
(+)1.68%
PROP PGL
TX 40 BEAMS,
ASSUME 4.29'
STRUCTURAL DEPTH
PRWEGAL80 STA 16+76.97=
PSB635FR STA 1126+25.97
EL=470.78
VPI STA 18+25.00
EL = 499.06
ex = -1.16'
K = 97
L = 300.00'
EXIST GROUND
PROP PGL
VPI STA 15+50.00
EL = 489.15
ex = 0.48'
K = 104
L = 200.00'
PRWEGAL80 STA 19+64.70=
PNB635FR STA 1126+80.23
EL=471.07
PRWEGAL80 STA 18+20.55=
EIH635 STA 1126+35.40
EL=474.38
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00
25+00
30+00
35+00

PEB80FR-3 - EB US 80 FRONTAGE ROAD - SEGMENT 3 (40 MPH)

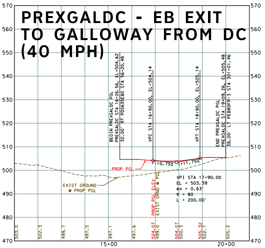

560
550
540
530
520
510
500
490
480
470
460
VPI STA 272+10.00
EL = 477.58
ex = 3.11'
K = 64
L = 400.00'
PEB80FR-3 STA 275+88.36=
PDW80S635 STA 33+80.02, EL=521.21
PEB80FR-3 STA 274+24.16=
PDE80S635 STA 22+82.97, EL=512.78
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
VPI STA 276+95.00
EL = 504.25
ex = -3.68'
K = 44
L = 360.00'
PEB80FR-3 STA 280+87.33=
PDN635E80 STA 26+95.28, EL=521.56
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
PEB80FR-3 STA 278+86.26=
PDN635W80 STA 39+33.84, EL=539.60
VPI STA 280+80.00
EL = 493.97
ex = 2.12'
K = 64
L = 330.00'
(+)15.50%
(-)0.71%
(-)12.67%
(+)2.46%
TX 40 BEAMS,
ASSUME 4.29'
STRUCTURAL DEPTH
PEB80FR-3 STA 275+91.74=
PRSETWNC STA 12+34.67, EL=473.82
PEB80FR-3 STA 276+98.82=
EIH635 STA 1133+27.08, EL=477.55
PEB80FR-3 STA 278+80.53=
PNB635FR STA 1134+05.49, EL=474.92
PEB80FR-3 STA 274+32.74=
PSB635FR STA 1132+94.39, EL=472.85
PEB80FR-3 STA 278+09.66=
PRNXTWNC STA 12+46.45, EL=475.30
TW50 = 493.65
TW100 = 493.88
PROP 3-7' x 5' BOX CULVER
PEB80FR-3 STA 295+39.47,
270+00
275+00
280+00
285+00
290+00
295+00


GALLOWAY
VPI STA 316+40.00
EL = 533.86
ex = -0.44'
K = 48
L = 130.00'
VPI STA 323+75.00
EL = 528.71
ex = -0.57'
K = 87
L = 200.00'
VPI STA 338+00.00
EL = 524.36
ex = -0.44'
K = 63
L = 150.00'
VPI STA 343+00.00
EL = 521.54
ex = 0.39'
K = 73
L = 150.00'
VPI STA 346+25.00
EL = 526.42
ex = -0.38'
K = 75
L = 150.00'
VPI STA 351+00.00
EL = 524.04
ex = -0.26'
K = 107
L = 150.00'
VPI STA 328+50.00
EL = 514.46
ex = 1.09'
K = 71
L = 250.00'
VPI STA 330+50.00
EL = 515.46
ex = -0.19'
K = 150
L = 150.00'
VPI STA 332+50.00
EL = 514.46
ex = 0.58'
K = 87
L = 200.00'
(+)2.00%
(-)0.70%
(-)3.00%
(+)0.50%
(-)0.50%
(+)1.80%
(-)0.56%
(+)1.50%
(-)0.50%
TW50 = 512.09
TW100 = 512.27
PROP 2-5' x 3' BOX CULVERTS
PWB80FR-2 STA 330+36.75, FL=509.50
BEGIN BYPASS PBWFRGAL
PWB80FR-2 STA 309+91.33, EL=520.89
40.03' LT PBWFRGAL STA 12+08.01
END BYPASS PBWFRGAL
PWB80FR-2 STA 324+79.44, EL=525.58
42.00' LT PBWFRGAL STA 26+96.33
END RAMP PRWEBELT
PWB80FR-2 STA 341+23.72, EL=522.54
52.00' LT PRWEBELT STA 19+48.35
PWB80FR-2 STA 316+70.86=
PGAL80 STA 18+46.04, EL=533.52
310+00
315+00
320+00
325+00
330+00
335+00
340+00
345+00
350+00

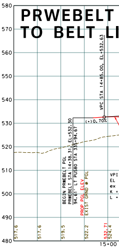
PREXGAL80 - WB EXIT TO GALLOWAY (40 MPH)

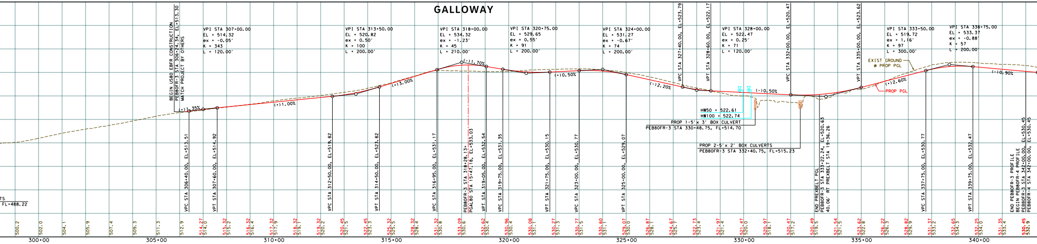

TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
PREXGAL80 STA 15+27.03=
PDE80N635 STA 27+04.51
EL=517.05
PREXGAL80 STA 18+70.77=
PDW80S635 STA 29+63.66
EL=524.69
PREXGAL80 STA 25+61.27=
PDN635E80 STA 31+16.60
EL=515.41
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
BEGIN BRIDGE PREXGAL80 STA 16+97
END BRIDGE PREXGAL80 STA 20+28
21'6" M.V.C.
20'9" M.V.C.
17'6" M.V.C.
19'0" M.V.C.
19'1" M.V.C.
21'2" M.V.C.
(+)1.68%
(+)3.01%
(-)12.44%
(+)3.96%
(-)1.00%
PROP PGL
EXIST GROUND
VPI STA 15+75.00
EL = 489.28
ex = 0.22'
K = 98
L = 130.00'
VPI STA 19+00.00
EL = 499.05
ex = -1.70'
K = 46
L = 250.00'
VPI STA 25+00.00
EL = 484.41
ex = 3.60'
K = 70
L = 450.00'
VPI STA 30+50.00
EL = 506.19
ex = -1.55'
K = 50
L = 250.00'
PREXGAL80 STA 17+10.44
PSB635FR STA 1128+73.09
EL=470.27
PREXGAL80 STA 18+59.91=
EIH635 STA 1129+33.48
EL=473.23
PREXGAL80 STA 20+16.24=
PNB635FR STA 1130+34.17
EL=470.89
BEGIN PREXGAL80 PGL
PREXGAL80 STA 15+06.29, EL=488.13
72.21' RT PEBUS80T-2 STA 272+92.60
END PREXGAL80
PREXGAL80 STA 34+61.68, EL=502.07
PEB80FR-3 STA 293+14.73
40.00' LT PEB80FR-3 STA
MATCH PROJECT BY OTHERS
10+00
15+00
20+00
25+00
30+00

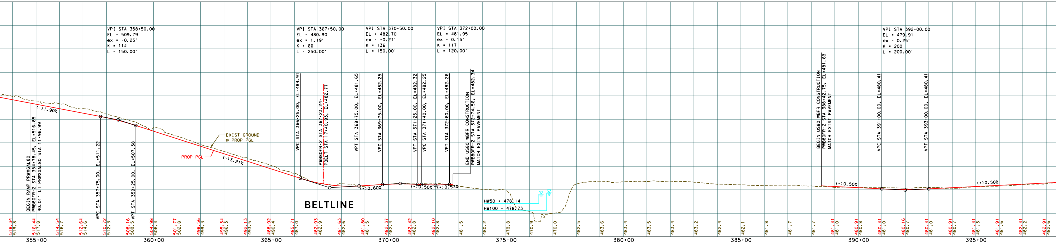
PREXGALDC - EB EXIT TO GALLOWAY FROM DC (40 MPH)


BEGIN PREXGALDC PGL
PREXGALDC STA 16+26.56, EL=504.62
32.00' RT PDS635E80 STA 56+20.48
END PREXGALDC PGL
PREXGALDC STA 19+09.26, EL=505.48
38.00' LT PEB80FR-3 STA 301+01.46
(-)0.75%
(+)1.75%
PROP PGL
EXIST GROUND
VPI STA 17+90.00
EL = 503.39
ex = 0.63'
K = 80
L = 200.00'
15+00
20+00

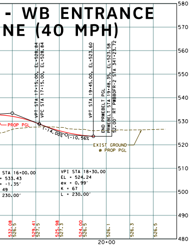
PRWEBELT TO BELT LI


BEGIN PRWEBELT PGL
(-)0.70%
15+00

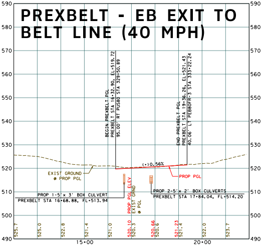

GALLOWAY
VPI STA 307+00.00
EL = 514.32
ex = -0.05'
K = 343
L = 120.00'
VPI STA 313+50.00
EL = 520.82
ex = 0.50'
K = 100
L = 200.00'
VPI STA 318+00.00
EL = 534.32
ex = -1.23'
K = 45
L = 210.00'
VPI STA 320+75.00
EL = 529.65
ex = 0.55'
K = 91
L = 200.00'
VPI STA 324+00.00
EL = 531.27
ex = -0.67'
K = 74
L = 200.00'
VPI STA 328+00.00
EL = 522.47
ex = 0.25'
K = 71
L = 120.00'
VPI STA 333+50.00
EL = 519.72
ex = 1.16'
K = 97
L = 300.00'
VPI STA 338+75.00
EL = 533.37
ex = -0.88'
K = 57
L = 200.00'
(+)1.35%
(+)1.00%
(+)3.00%
(-)1.70%
(-)0.50%
(-)2.20%
(-)0.50%
(+)2.60%
(-)0.90%
EXIST GROUND
PROP PGL
HW50 = 522.61
HW100 = 522.74
PROP 1-5' x 3' BOX CULVERT
PEB80FR-3 STA 330+48.75, FL=514.70
PROP 2-5' x 2' BOX CULVERTS
PEB80FR-3 STA 332+40.75, FL=515.23
BEGIN US80 EBFR CONSTRUCTION
PEB80FR-3 STA 306+24.34, EL=513.30
MATCH PROJECT BY OTHERS
END PREXBELT PGL
PEB80FR-3 STA 333+22.24, EL=520.63
40.06' RT PREXBELT STA 19+36.26
END PEB80FR-3 PROFILE
BEGIN PEB80FR-4 PROFILE
PEB80FR-3 STA 342+00.00, EL=530.45
PEB80FR-4 STA 342+00.00, EL=530.45
PEB80FR-3 STA 318+28.13=
PGAL80 STA 15+47.18, EL=533.03
300+00
305+00
310+00
315+00
320+00
325+00
330+00
335+00
340+00


VPI STA 358+50.00
EL = 509.79
ex = -0.25'
K = 114
L = 150.00'
VPI STA 367+50.00
EL = 480.90
ex = 1.19'
K = 66
L = 250.00'
VPI STA 370+50.00
EL = 482.70
ex = -0.21'
K = 136
L = 150.00'
VPI STA 372+00.00
EL = 481.95
ex = 0.15'
K = 117
L = 120.00'
VPI STA 392+00.00
EL = 479.91
ex = 0.25'
K = 200
L = 200.00'
BEGIN RAMP PRWXGAL80 PWB80FR-2 STA 354+78.45, EL=516.85 40.01' LT PRWXGAL80 STA 11+96.99
VPC STA 357+75.00, EL=511.22
VPT STA 359+25.00, EL=507.38
VPC STA 366+25.00, EL=484.91
PWB80FR-2 STA 367+23.24= PBELT STA 17+40.93, EL=482.77
VPT STA 368+75.00, EL=481.65
VPC STA 369+75.00, EL=482.25
VPT STA 371+25.00, EL=482.32
VPC STA 371+40.00, EL=482.25
VPT STA 372+60.00, EL=482.26
END US80 WBFR CONSTRUCTION PWB80FR-2 STA 372+74.56, EL=482.34 MATCH EXIST PAVEMENT
BEGIN US80 WBFR CONSTRUCTION PWB80FR-2 STA 388+42.75, EL=481.69 MATCH EXIST PAVEMENT
VPC STA 391+00.00, EL=480.41
VPT STA 393+00.00, EL=480.41
(-)1.90%
(-)3.21%
(+)0.60%
(-)0.50%
(+)0.53%
(-)0.50%
(+)0.50%
EXIST GROUND
PROP PGL
PROP PGL
BELTLINE
HW50 = 478.14
HW100 = 478.73
355+00
360+00
365+00
370+00
375+00
380+00
385+00
390+00
395+00

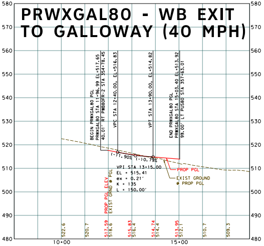
- WB ENTRANCE NE (40 MPH)


VPT STA 17+15.00, EL=528.84
VPC STA 17+15.00, EL=528.84
VPT STA 19+45.00, EL=523.60
END PRWEBELT PGL PRWEBELT STA 19+48.35, EL=523.58 52.00' RT PWB80FR-2 STA 341+23.72
PROP PGL
(-)4.00%
(-)0.56%
EXIST GROUND
PROP PGL
STA 16+00.00
= 533.43
= -1.35'
49
230.00'
VPI STA 18+30.00
EL = 524.24
ex = 0.99'
K = 67
L = 230.00'
20+00

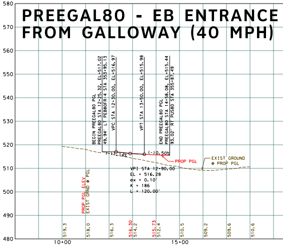
PREXBELT - EB EXIT TO BELT LINE (40 MPH)


BEGIN PREXBELT PGL PREXBELT STA 16+32.90, EL=519.72 95.00' RT PUS80 STA 329+50.89
END PREXBELT PGL PREXBELT STA 19+36.26, EL=521.43 40.06' LT PEB80FR-3 STA 333+22.24
(+)0.56%
EXIST GROUND
PROP PGL
PROP PGL
PROP PGL ELEV
EXIST GRND PGL
PROP 1-5' x 3' BOX CULVERT
PREXBELT STA 16+68.88, FL=513.94
PROP 2-5' x 2' BOX CULVERTS
PREXBELT STA 17+84.04, FL=514.20
15+00
20+00

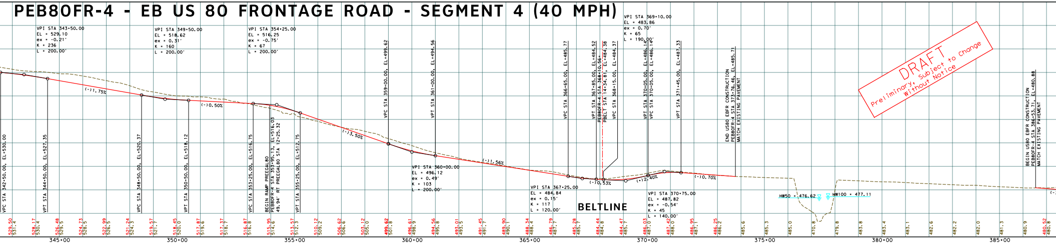
PRWXGAL80 - WB EXIT TO GALLOWAY (40 MPH)


BEGIN PRWXGAL80 PGL PRWXGAL80 STA 11+96.99 EL=517.65 40.01' RT PWB80FR-2 STA 354+78.45
VPC STA 12+40.00, EL=516.83
VPT STA 13+90.00, EL=514.82
END PRWXGAL80 PGL PRWXGAL80 STA 15+03.40 EL=513.92 99.00' RT PUS80 STA 357+63.01
(-)1.90%
(-)0.79%
VPI STA 13+15.00
EL = 515.41
ex = 0.21'
K = 135
L = 150.00'
PROP PGL
EXIST GROUND
PROP PGL
PROP PGL ELEV
EXIST GRND PGL
10+00
15+00

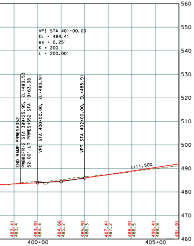
PREEGAL80 - EB ENTRANCE FROM GALLOWAY (40 MPH)


BEGIN PREEGAL80 PGL PREEGAL80 STA 12+25.32, EL=517.02 49.94' LT PEB80FR-4 STA 353+95.13
VPC STA 12+30.00, EL=516.97
VPT STA 13+50.00, EL=515.98
END PREEGAL80 PGL PREEGAL80 STA 14+58.08, EL=515.44 93.02' RT PUS80 STA 355+87.49
(-)1.14%
(-)0.50%
VPI STA 12+90.00
EL = 516.28
ex = 0.10'
K = 186
L = 120.00'
PROP PGL
EXIST GROUND
PROP PGL
PROP PGL ELEV
EXIST GRND PGL
10+00
15+00

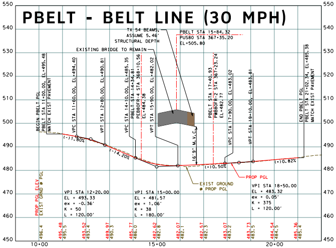
PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)


VPI STA 343+50.00
EL = 529.10
ex = -0.21'
K = 236
L = 200.00'
VPI STA 349+50.00
EL = 518.62
ex = 0.31'
K = 160
L = 200.00'
VPI STA 354+25.00
EL = 516.25
ex = -0.75'
K = 67
L = 200.00'
VPI STA 369+10.00
EL = 483.86
ex = 0.70'
K = 65
L = 190.00'
VPC STA 342+50.00, EL=530.00
VPT STA 344+50.00, EL=527.35
VPC STA 348+50.00, EL=520.37
VPT STA 350+50.00, EL=518.12
VPC STA 353+25.00, EL=516.75
BEGIN RAMP PREEGAL80 PEB80FR-4 STA 353+95.13, EL=516.03 49.94' RT PREEGAL80 STA 12+25.32
VPT STA 355+25.00, EL=512.75
VPC STA 359+00.00, EL=499.62
VPT STA 361+00.00, EL=494.56
VPC STA 366+65.00, EL=485.77
VPT STA 367+85.00, EL=484.52
PEB80FR-4 STA 368+10.56= PBELT STA 14+34.81, EL=484.38
VPC STA 368+15.00, EL=484.37
VPT STA 370+05.00, EL=486.14
VPC STA 370+05.00, EL=486.14
VPT STA 371+45.00, EL=487.33
END US80 EBFR CONSTRUCTION PEB80FR-4 STA 373+76.46, EL=485.71 MATCH EXISTING PAVEMENT
BEGIN US80 EBFR CONSTRUCTION PEB80FR-4 STA 386+53.71, EL=480.88 MATCH EXISTING PAVEMENT
(-)1.75%
(-)0.50%
(-)3.50%
(-)1.56%
(-)0.53%
(+)2.40%
(-)0.70%
VPI STA 360+00.00
EL = 496.12
ex = 0.49'
K = 103
L = 200.00'
VPI STA 367+25.00
EL = 484.84
ex = 0.15'
K = 117
L = 120.00'
VPI STA 370+75.00
EL = 487.82
ex = -0.54'
K = 45
L = 140.00'
BELTLINE
HW50 = 476.62
HW100 = 477.11
345+00
350+00
355+00
360+00
365+00
370+00
375+00
380+00
385+00

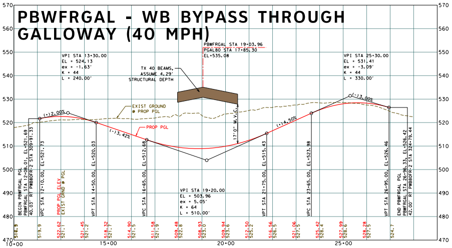
DRAFT
Preliminary, Subject to Change Without Notice

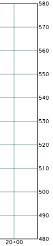

VPI STA 401+00.00
EL = 484.41
ex = 0.25'
K = 200
L = 200.00'
(+)1.50%
400+00
405+00

PBELT - BELT LINE (30 MPH)

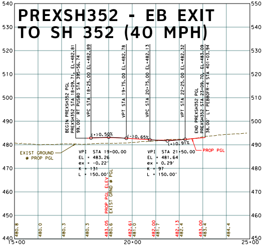

TX 54 BEAMS, ASSUME 5.46' STRUCTURAL DEPTH
PBELT STA 15+84.32
PUS80 STA 367+35.20
EL=505.80
EXISTING BRIDGE TO REMAIN
(-)1.80%
(-)4.20%
(+)0.50%
(+)0.82%
PROP PGL
EXIST GROUND
PROP PGL
VPI STA 12+20.00
EL = 493.33
ex = -0.36'
K = 50
L = 120.00'
VPI STA 15+00.00
EL = 481.57
ex = 1.06'
K = 38
L = 180.00'
VPI STA 18+50.00
EL = 483.32
ex = 0.05'
K = 375
L = 120.00'
10+00
15+00
20+00

PBWFRGAL - WB BYPASS THROUGH GALLOWAY (40 MPH)

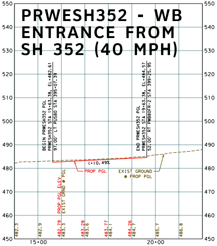

PBWFRGAL STA 19+03.96
PGAL80 STA 17+85.30
EL=535.08
VPI STA 13+30.00
EL = 524.13
ex = -1.63'
K = 44
L = 240.00'
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
VPI STA 25+30.00
EL = 531.41
ex = -3.09'
K = 44
L = 330.00'
(+)2.00%
(-)13.42%
(+)14.50%
(-)3.00%
EXIST GROUND
PROP PGL
PROP PGL
VPI STA 19+20.00
EL = 503.96
ex = 5.05'
K = 64
L = 510.00'
10+00
15+00
20+00
25+00



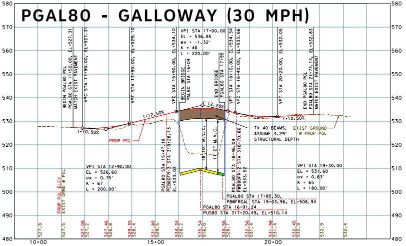
PREXSH352 - EB EXIT TO SH 352 (40 MPH)

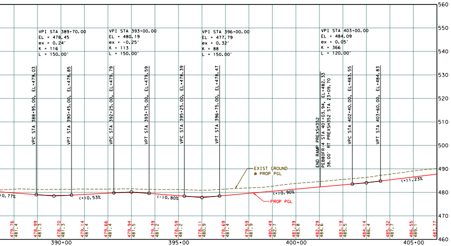

(+)0.50%
(-)0.65%
(+)0.91%
EXIST GROUND
PROP PGL
VPI STA 19+00.00
EL = 483.26
ex = -0.22'
K = 131
L = 150.00'
VPI STA 21+50.00
EL = 481.64
ex = 0.29'
K = 97
L = 150.00'
PROP PGL
15+00
20+00
25+00

PRWESH352 - WB ENTRANCE FROM SH 352 (40 MPH)

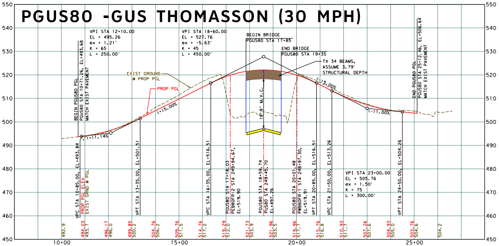

(+)0.49%
PROP PGL
EXIST GROUND
PROP PGL
15+00
20+00

PGAL80 - GALLOWAY (30 MPH)


VPI STA 17+00.00
EL = 536.85
ex = -1.32'
K = 46
L = 220.00'
(+)2.50%
(-)2.28%
(-)0.50%
(+)0.50%
TX 40 BEAMS, ASSUME 4.29' STRUCTURAL DEPTH
EXIST GROUND
PROP PGL
PROP PGL
VPI STA 12+90.00
EL = 526.60
ex = 0.75'
K = 67
L = 200.00'
VPI STA 19+30.00
EL = 531.60
ex = 0.63'
K = 65
L = 180.00'
PGAL80 STA 17+85.30,
PBWFRGAL STA 19+03.96, EL=508.94
PGAL80 STA 16+91.24
PUS80 STA 317+20.49, EL=510.14
10+00
15+00
20+00


VPI STA 389+70.00
EL = 478.45
ex = 0.24'
K = 116
L = 150.00'
VPI STA 393+00.00
EL = 480.19
ex = -0.25'
K = 113
L = 150.00'
VPI STA 396+00.00
EL = 477.79
ex = 0.32'
K = 88
L = 150.00'
VPI STA 403+00.00
EL = 484.09
ex = 0.05'
K = 366
L = 120.00'
(-)0.77%
(+)0.53%
(-)0.80%
(+)0.90%
(+)1.23%
EXIST GROUND
PROP PGL
PROP PGL
390+00
395+00
400+00
405+00

PGUS80 -GUS THOMASSON (30 MPH)


VPI STA 12+10.00
EL = 495.26
ex = 1.21'
K = 65
L = 250.00'
VPI STA 18+60.00
EL = 527.76
ex = -5.63'
K = 45
L = 450.00'
BEGIN BRIDGE
PGUS80 STA 17+85
END BRIDGE
PGUS80 STA 19+35
TX 34 BEAMS, ASSUME 3.79' STRUCTURAL DEPTH
EXIST GROUND
PROP PGL
PROP PGL
(+)1.14%
(+)15.00%
(-)15.00%
(-)1.00%
VPI STA 23+00.00
EL = 505.76
ex = 1.50'
K = 75
L = 300.00'
10+00
15+00
20+00
25+00

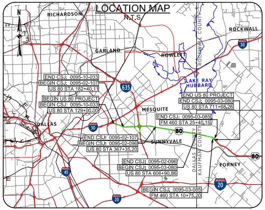
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

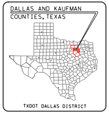
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

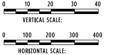
JUNE 2018
ROLL 10 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
30
635
80
45
20


DALLAS AND KAUFMAN COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


0
10
20
30
40
VERTICAL SCALE:
0
100
200
300
400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

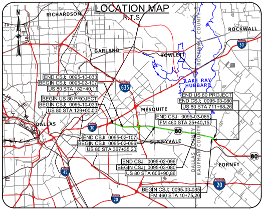
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

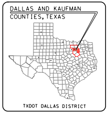
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 11 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
ROCKWALL COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
30
635
80
45
20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

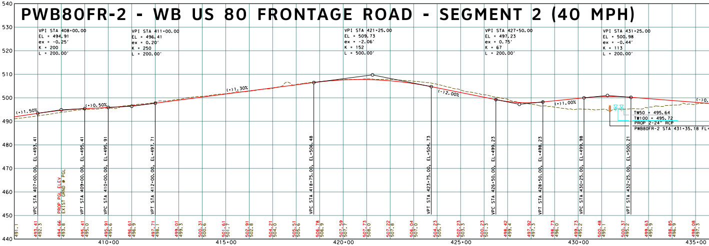
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

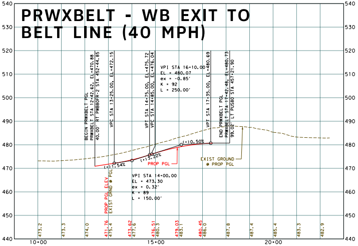
DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

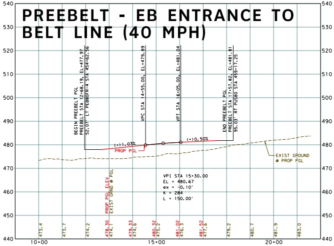
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)


VPI STA 408+00.00
EL = 494.91
ex = -0.25'
K = 200
L = 200.00'
VPI STA 411+00.00
EL = 496.41
ex = 0.20'
K = 250
L = 200.00'
VPI STA 421+25.00
EL = 509.73
ex = -2.06'
K = 152
L = 500.00'
VPI STA 427+50.00
EL = 497.23
ex = 0.75'
K = 67
L = 200.00'
VPI STA 431+25.00
EL = 500.98
ex = -0.44'
K = 113
L = 200.00'
(+)1.50%
(+)0.50%
(+)1.30%
(-)2.00%
(+)1.00%
TW50 = 495.64
TW100 = 495.72
PROP 2-24" RCP
PWB80FR-2 STA 431+35.18 FL=
VPC STA 407+00.00, EL=493.41
VPT STA 409+00.00, EL=495.41
VPC STA 410+00.00, EL=495.91
VPT STA 412+00.00, EL=497.71
VPC STA 418+75.00, EL=506.48
VPT STA 423+75.00, EL=504.73
VPC STA 426+50.00, EL=499.23
VPT STA 428+50.00, EL=498.23
VPC STA 430+25.00, EL=499.98
VPT STA 432+25.00, EL=500.21
PROP PGL ELEV
EXIST GRND @ PGL
410+00
415+00
420+00
425+00
430+00
435+00

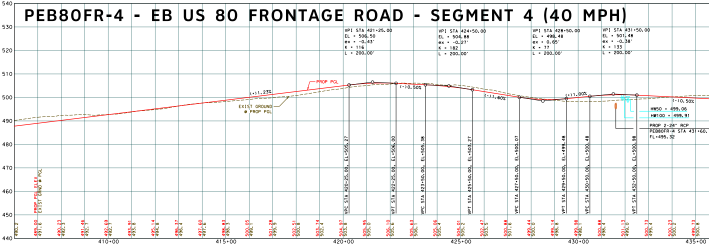
PRWXBELT - WB EXIT TO BELT LINE (40 MPH)


BEGIN PRWXBELT PGL
PRWXBELT STA 12+42.62, EL=470.88
40.00' RT PWB80FR-2 STA 452+44.85
VPC STA 13+25.00, EL=472.15
VPT STA 14+75.00, EL=475.72
VPC STA 14+85.00, EL=476.04
VPT STA 17+35.00, EL=480.69
END PRWXBELT PGL
PRWXBELT STA 17+42.48, EL=480.73
99.02' LT PUS80 STA 457+21.90
VPI STA 16+10.00
EL = 480.07
ex = -0.85'
K = 92
L = 250.00'
VPI STA 14+00.00
EL = 473.30
ex = 0.32'
K = 89
L = 150.00'
(+)1.54%
(+)3.22%
(+)0.50%
PROP PGL
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00

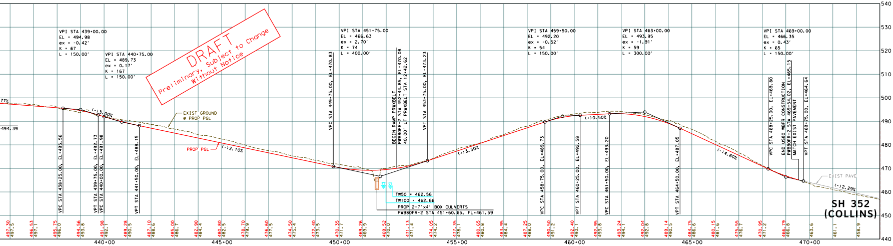
PREEBELT - EB ENTRANCE TO BELT LINE (40 MPH)

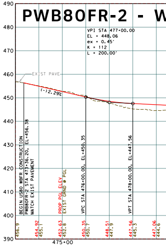

BEGIN PREEBELT PGL
PREEBELT STA 12+68.19, EL=477.97
52.07' LT PEB80FR-4 STA 454+62.36
VPC STA 14+55.00, EL=479.89
VPT STA 16+05.00, EL=481.04
END PREEBELT PGL
PREEBELT STA 17+57.82, EL=481.81
95.03' RT PUS80 STA 459+17.25
VPI STA 15+30.00
EL = 480.67
ex = -0.10'
K = 284
L = 150.00'
(+)1.03%
(+)0.50%
PROP PGL
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00

PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)


VPI STA 421+25.00
EL = 506.50
ex = -0.43'
K = 116
L = 200.00'
VPI STA 424+50.00
EL = 504.88
ex = -0.27'
K = 182
L = 200.00'
VPI STA 428+50.00
EL = 498.48
ex = 0.65'
K = 77
L = 200.00'
VPI STA 431+50.00
EL = 501.48
ex = -0.38'
K = 133
L = 200.00'
PROP PGL
EXIST GROUND
@ PROP PGL
(+)1.23%
(-)0.50%
(-)1.60%
(+)1.00%
(-)0.50%
HW50 = 499.06
HW100 = 499.91
PROP 2-24" RCP
PEB80FR-4 STA 431+60.
FL=495.32
VPC STA 420+25.00, EL=505.27
VPT STA 422+25.00, EL=506.00
VPC STA 423+50.00, EL=505.38
VPT STA 425+50.00, EL=503.27
VPC STA 427+50.00, EL=500.07
VPT STA 429+50.00, EL=499.48
VPC STA 430+50.00, EL=500.48
VPT STA 432+50.00, EL=500.98
PROP PGL ELEV
EXIST GRND @ PGL
410+00
415+00
420+00
425+00
430+00
435+00

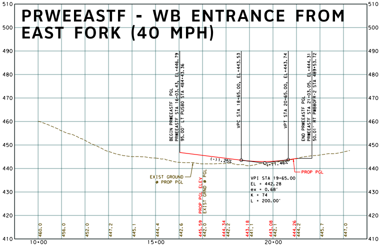
DRAFT
Preliminary, Subject to Change Without Notice


VPI STA 439+00.00 EL = 494.98 ex = -0.42' K = 67 L = 150.00'
VPI STA 440+75.00 EL = 489.73 ex = 0.17' K = 167 L = 150.00'
VPI STA 451+75.00 EL = 466.63 ex = 2.70' K = 74 L = 400.00'
VPI STA 459+50.00 EL = 492.20 ex = -0.52' K = 54 L = 150.00'
VPI STA 463+00.00 EL = 493.95 ex = -1.91' K = 59 L = 300.00'
VPI STA 469+00.00 EL = 466.35 ex = 0.43' K = 65 L = 150.00'
EXIST GROUND @ PROP PGL
PROP PGL
(-)3.00%
(-)2.10%
(+)3.30%
(+)0.50%
(-)4.60%
(-)2.29%
EXIST PAVE
BEGIN RAMP PRWXBELT PWB80FR-2 STA 452+44.85, EL=470.08 40.00' LT PRWXBELT STA 12+42.62
END US80 WBFR CONSTRUCTION PWB80FR-2 STA 469+54.02, EL=465.15 MATCH EXIST PAVEMENT
TW50 = 462.56
TW100 = 462.66
PROP 2-7'x4' BOX CULVERTS
PWB80FR-2 STA 451+60.65, FL=461.59
SH 352 (COLLINS)
440+00
445+00
450+00
455+00
460+00
465+00
470+00



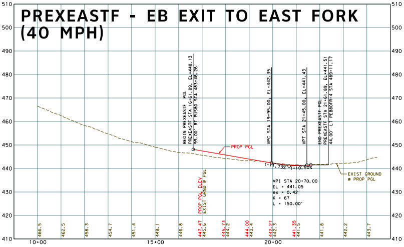
PWB80FR-2 - W

VPI STA 477+00.00 EL = 448.06 ex = 0.45' K = 112 L = 200.00'
EXIST PAVE
(-)2.29%
BEGIN US80 WBFR CONSTRUCTION PWB80FR-2 STA 473+36.20, EL=456.38 MATCH EXIST PAVEMENT
PROP PGL ELEV
EXIST GRND @ PGL
475+00



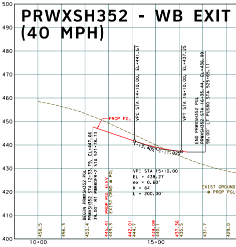
PRWEEASTF - WB ENTRANCE FROM EAST FORK (40 MPH)

BEGIN PRWEEASTF PGL PRWEEASTF STA 16+03.43, EL=446.79 95.00' RT PUS80 STA 484+43.36
END PRWEEASTF PGL PRWEEASTF STA 21+03.05, EL=444.31 50.01' RT PWB80FR-2 STA 489+53.72
VPI STA 19+65.00 EL = 442.28 ex = 0.68' K = 74 L = 200.00'
(-)1.25%
(+)1.46%
EXIST GROUND @ PROP PGL
PROP PGL
10+00
15+00
20+00



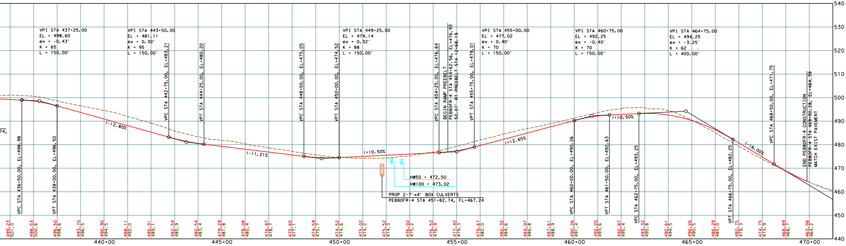
PREXEASTF - EB EXIT TO EAST FORK (40 MPH)

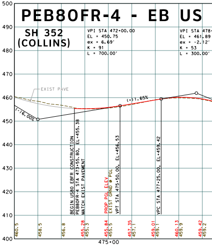
BEGIN PREXEASTF PGL PREXEASTF STA 16+61.89, EL=448.13 99.00' RT PUS80 STA 483+46.26
END PREXEASTF PGL PREXEASTF STA 21+61.89, EL=441.51 44.00' LT PEB80FR-4 STA 489+11.17
VPI STA 20+70.00 EL = 441.05 ex = 0.42' K = 67 L = 150.00'
(+)0.50%
PROP PGL
EXIST GROUND @ PROP PGL
10+00
15+00
20+00



PRWXSH352 - WB EXIT (40 MPH)

BEGIN PRWXSH352 PGL PRWXSH352 STA 12+53.79, EL=447.66 35.00' RT PWB80FR-2 STA 521+78.73
END PRWXSH352 PGL PRWXSH352 STA 16+35.44, EL=436.99 98.00' LT PUS80 STA 525+65.11
VPI STA 15+10.00 EL = 438.27 ex = 0.60' K = 84 L = 200.00'
(-)3.40%
(-)1.02%
PROP PGL
EXIST GROUND @ PROP PGL
10+00
15+00

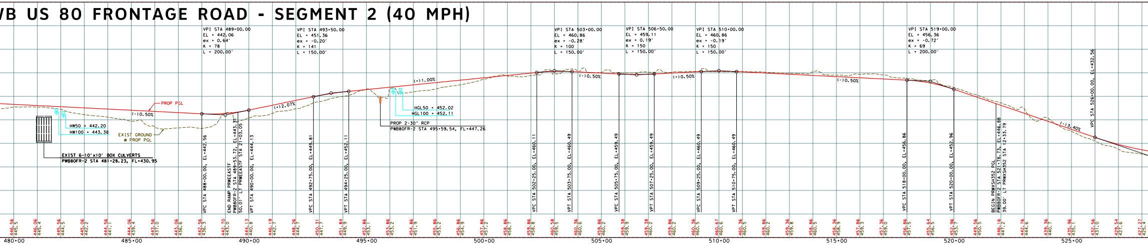

VPI STA 437+25.00 EL = 498.60 ex = -0.43' K = 65 L = 150.00'
VPI STA 443+50.00 EL = 481.11 ex = 0.30' K = 95 L = 150.00'
VPI STA 449+25.00 EL = 474.14 ex = 0.32' K = 88 L = 150.00'
VPI STA 455+00.00 EL = 477.02 ex = 0.40' K = 70 L = 150.00'
VPI STA 460+75.00 EL = 492.25 ex = -0.40' K = 70 L = 150.00'
VPI STA 464+75.00 EL = 494.25 ex = -3.25' K = 62 L = 400.00'
(-)2.80%
(-)1.21%
(+)0.50%
(+)2.65%
(+)0.50%
(-)6.00%
BEGIN RAMP PEEBBELT PEB80FR-4 STA 454+62.56, EL=476.93 52.07' RT PEEBBELT STA 12+48.19
END PEB80FR-4 CONSTRUCTION PEB80FR-4 STA 469+90.28, EL=464.39 MATCH EXIST PAVEMENT
HW50 = 472.50
HW100 = 473.02
PROP 2-7'x4' BOX CULVERTS
PEB80FR-4 STA 451+82.74, FL=467.24
440+00
445+00
450+00
455+00
460+00
465+00
470+00



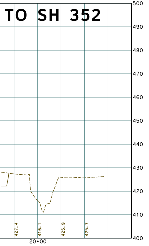
PEB80FR-4 - EB US

SH 352 (COLLINS)
VPI STA 472+00.00 EL = 450.75 ex = 6.69' K = 91 L = 700.00'
VPI STA 478+ EL = 461.89 ex = -2.12' K = 53 L = 300.00'
EXIST PAVE
(-)16.00%
(+)1.65%
BEGIN US80 EBFR CONSTRUCTION PEB80FR-4 STA 473+55.80, EL=455.38 MATCH EXIST PAVEMENT
PROP PGL ELEV
EXIST GRND @ PGL
475+00

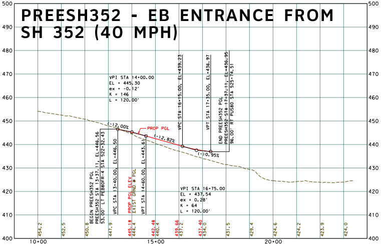
WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)


VPI STA 489+00.00
EL = 442.06
ex = 0.64'
K = 78
L = 200.00'
VPI STA 493+50.00
EL = 451.36
ex = -0.20'
K = 141
L = 150.00'
VPI STA 503+00.00
EL = 460.86
ex = -0.28'
K = 100
L = 150.00'
VPI STA 506+50.00
EL = 459.11
ex = 0.19'
K = 150
L = 150.00'
VPI STA 510+00.00
EL = 460.86
ex = -0.19'
K = 150
L = 150.00'
VPI STA 519+00.00
EL = 456.36
ex = -0.72'
K = 69
L = 200.00'
PROP PGL
(-)0.50%
(+)2.07%
(+)1.00%
(-)0.50%
(+)0.50%
(-)0.50%
(-)3.40%
HW50 = 442.20
HW100 = 443.38
EXIST GROUND @ PROP PGL
EXIST 6-10'x10' BOX CULVERTS
PWB80FR-2 STA 481+28.23, FL=430.95
HGL50 = 452.02
HGL100 = 452.11
PROP 2-30" RCP
PWB80FR-2 STA 495+59.54, FL=447.26
VPC STA 488+00.00, EL=442.56
END RAMP PRWEEASTF
PWB80FR-2 STA 489+53.72, EL=443.31
50.01' LT PRWEEASTF STA 21+03.05
VPT STA 490+00.00, EL=444.13
VPC STA 492+75.00, EL=449.81
VPT STA 494+25.00, EL=452.11
VPC STA 502+25.00, EL=460.11
VPT STA 503+75.00, EL=460.49
VPC STA 505+75.00, EL=459.49
VPT STA 507+25.00, EL=459.49
VPC STA 509+25.00, EL=460.49
VPT STA 510+75.00, EL=460.49
VPC STA 518+00.00, EL=456.86
VPT STA 520+00.00, EL=452.96
BEGIN PRWXSH352 PGL
PWB80FR-2 STA 521+78.73, EL=446.88
39.00' LT PRWXSH352 STA 12+33.79
VPC STA 526+00.00, EL=432.56
446.56 445.5
446.06 445.4
445.56 444.5
445.06 442.2
444.56 441.1
444.06 439.4
443.56 437.0
443.06 436.6
442.56 436.3
442.70 443.0
444.13 440.8
446.19 442.7
448.26 444.7
450.31 447.7
451.84 449.9
452.86 453.1
453.86 453.2
454.86 451.9
455.86 453.2
456.86 454.9
457.86 457.2
458.86 458.7
459.86 458.8
460.58 459.5
460.36 460.6
459.86 460.2
459.38 459.9
459.38 460.2
459.86 460.2
460.36 460.5
460.67 460.6
460.36 460.5
459.86 460.2
459.36 459.8
458.86 460.5
458.36 458.9
457.86 459.3
457.36 459.0
456.86 457.5
455.64 456.5
452.96 453.7
449.56 450.5
446.16 447.2
442.76 444.6
439.36 440.7
435.96 435.1
432.56 431.0
429.54 427.6
427.27 425.4
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00

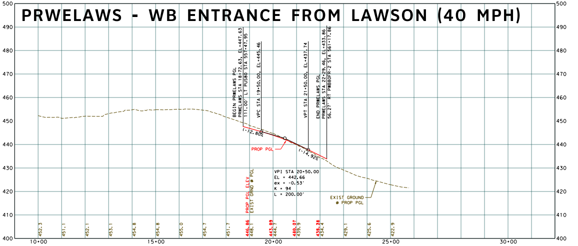
TO SH 352


500
490
480
470
460
450
440
430
420
410
400
427.4
416.1
425.9
425.7
20+00

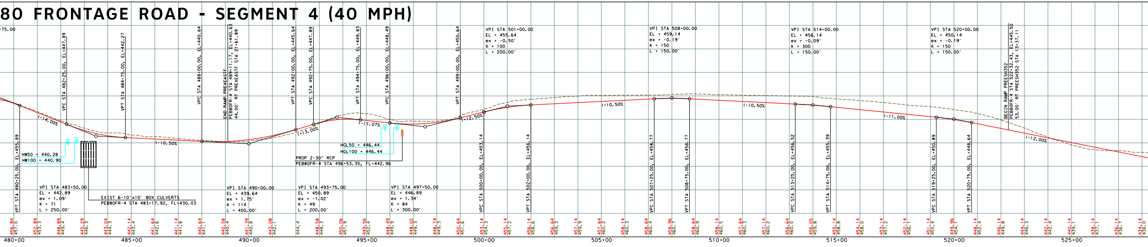
PREESH352 - EB ENTRANCE FROM SH 352 (40 MPH)

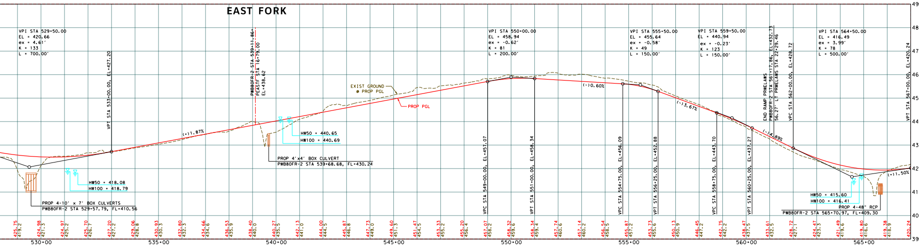

VPI STA 14+00.00
EL = 445.30
ex = -0.12'
K = 146
L = 120.00'
VPI STA 16+75.00
EL = 437.54
ex = 0.28'
K = 64
L = 120.00'
(-)2.00%
PROP PGL
(-)2.82%
(-)0.95%
BEGIN PREESH352 PGL
PREESH352 STA 13+37.11, EL=446.56
53.00' LT PEB80FR-4 STA 522+32.43
VPC STA 13+40.00, EL=446.50
PROP PGL ELEV
EXIST GRND @ PGL
VPT STA 14+60.00, EL=443.61
VPC STA 16+15.00, EL=439.23
VPT STA 17+35.00, EL=436.97
END PREESH352 PGL
PREESH352 STA 17+37.11, EL=436.95
96.00' RT PUS80 STA 525+74.51
454.2
452.5
450.8
447.9
445.18 444.4
442.48 440.4
439.66 437.2
437.40 434.0
431.5
429.4
424.6
424.2
423.9
424.0
500
490
480
470
460
450
440
430
420
410
400
10+00
15+00
20+00

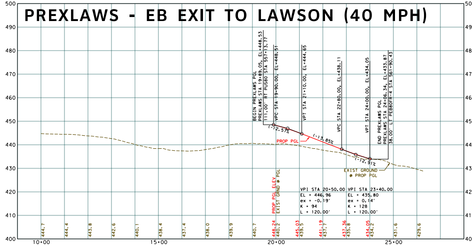
PRWELAWS - WB ENTRANCE FROM LAWSON (40 MPH)

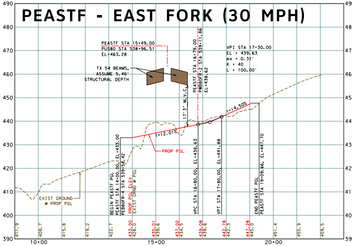

BEGIN PRWELAWS PGL
PRWELAWS STA 18+72.63, EL=447.63
111.00' LT PUS80 STA 557+47.95
VPC STA 19+50.00, EL=445.46
VPT STA 21+50.00, EL=437.74
END PRWELAWS PGL
PRWELAWS STA 22+29.46, EL=433.86
56.27' RT PWB80FR-2 STA 561+17.86
(-)2.80%
PROP PGL
(-)4.92%
VPI STA 20+50.00
EL = 442.66
ex = -0.53'
K = 94
L = 200.00'
EXIST GROUND @ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
452.3
451.1
452.1
453.1
454.8
454.8
455.0
454.7
451.7
446.86 448.1
443.89 444.7
440.07 439.9
438.38 434.4
429.1
425.6
422.9
500
490
480
470
460
450
440
430
420
410
400
10+00
15+00
20+00
25+00
30+00

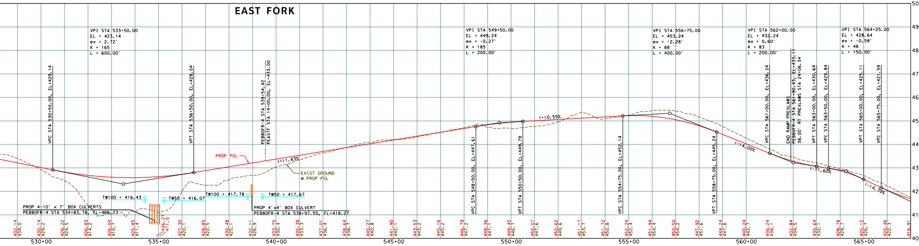
80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)


+75.00
VPT STA 480+25.00, EL=455.89
VPC STA 482+25.00, EL=447.89
VPT STA 484+75.00, EL=442.27
VPC STA 488+00.00, EL=440.64
END RAMP PREXEASTF
PEB80FR-4 STA 489+11.17, EL=440.63
44.00' RT PREXEASTF STA 21+61.89
VPT STA 492+00.00, EL=445.64
VPC STA 492+75.00, EL=447.89
VPT STA 494+75.00, EL=449.83
VPC STA 496+00.00, EL=448.49
VPT STA 499+00.00, EL=450.64
VPC STA 500+00.00, EL=453.14
VPT STA 502+00.00, EL=456.14
VPC STA 507+25.00, EL=458.77
VPT STA 508+75.00, EL=458.77
VPC STA 513+25.00, EL=456.52
VPT STA 514+75.00, EL=455.39
VPC STA 519+25.00, EL=450.89
VPT STA 520+75.00, EL=448.64
BEGIN RAMP PREESH352
PEB80FR-4 STA 522+32.43, EL=445.50
53.00' RT PREESH352 STA 13+37.11
(-)4.00%
(-)0.50%
(+)3.00%
(-)1.07%
(+)2.50%
(+)0.50%
(-)0.50%
(-)1.00%
(-)2.00%
HW50 = 440.28
HW100 = 440.90
EXIST 6-10'x10' BOX CULVERTS
PEB80FR-4 STA 483+17.92, FL=430.03
HGL50 = 446.44
HGL100 = 446.44
PROP 2-30" RCP
PEB80FR-4 STA 496+53.35, FL=442.96
VPI STA 483+50.00
EL = 442.89
ex = 1.09'
K = 71
L = 250.00'
VPI STA 490+00.00
EL = 439.64
ex = 1.75'
K = 114
L = 400.00'
VPI STA 493+75.00
EL = 450.89
ex = -1.02'
K = 49
L = 200.00'
VPI STA 497+50.00
EL = 446.89
ex = 1.34'
K = 84
L = 300.00'
VPI STA 501+00.00
EL = 455.64
ex = -0.50'
K = 100
L = 200.00'
VPI STA 508+00.00
EL = 459.14
ex = -0.19'
K = 150
L = 150.00'
VPI STA 514+00.00
EL = 456.14
ex = -0.09'
K = 300
L = 150.00'
VPI STA 520+00.00
EL = 450.14
ex = -0.19'
K = 150
L = 150.00'
456.84 457.0
452.89 453.3
448.89 449.4
445.29 446.3
443.04 444.3
442.14 443.4
441.64 442.6
441.14 441.8
440.64 441.1
440.58 440.4
441.39 440.8
443.08 442.1
444.4
448.58 448.3
450.06 451.9
449.56 452.4
448.49 449.9
448.02 449.3
448.74 449.3
450.64 451.6
453.14 454.3
455.14 457.2
456.14 458.6
456.64 459.3
457.14 459.9
457.64 460.2
458.14 460.3
458.64 460.4
458.96 460.7
458.64 460.9
458.14 460.5
457.64 460.3
457.14 460.2
456.64 460.0
456.05 459.8
455.14 458.8
454.14 458.0
453.14 457.2
452.14 456.1
451.14 455.4
449.96 454.1
448.14 452.4
446.14 449.8
444.14 446.3
442.14 442.4
440.14 439.1
438.14 437.1
436.14 436.7
434.14 436.0
480+00
485+00
490+00
495+00
500+00
505+00
510+00
515+00
520+00
525+00


EAST FORK
VPI STA 529+50.00
EL = 420.66
ex = 4.61'
K = 133
L = 700.00'
VPT STA 533+00.00, EL=427.20
PWB80FR-2 STA 539+11.86=
PEASTF STA 16+79.00
EL=438.62
(+)1.87%
EXIST GROUND
@ PROP PGL
PROP PGL
HW50 = 440.65
HW100 = 440.69
PROP 4'x4' BOX CULVERT
PWB80FR-2 STA 539+68.68, FL=430.24
HW50 = 418.08
HW100 = 418.79
PROP 4-10' x 7' BOX CULVERTS
PWB80FR-2 STA 529+57.79, FL=410.56
VPI STA 550+00.00
EL = 458.94
ex = -0.62'
K = 81
L = 200.00'
VPC STA 549+00.00, EL=457.07
VPT STA 551+00.00, EL=458.34
(-)0.60%
VPI STA 555+50.00
EL = 455.64
ex = -0.58'
K = 49
L = 150.00'
VPC STA 554+75.00, EL=456.09
VPT STA 556+25.00, EL=452.88
(-)3.67%
VPI STA 559+50.00
EL = 440.94
ex = -0.23'
K = 123
L = 150.00'
VPC STA 558+75.00, EL=443.70
VPT STA 560+25.00, EL=437.27
(-)4.89%
END RAMP PREXLAWS
PWB80FR-2 STA 561+17.86, EL=432.73
56.27' LT PREXLAWS STA 22+29.46
VPC STA 562+00.00, EL=428.72
VPI STA 564+50.00
EL = 416.49
ex = 3.99'
K = 78
L = 500.00'
VPT STA 567+00.00, EL=420.24
(+)1.50%
HW50 = 415.60
HW100 = 416.41
PROP 4-48" RCP
PWB80FR-2 STA 565+70.97, FL=409.30
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
390
400
410
420
430
440
450
460
470
480
490


PREXLAWS - EB EXIT TO LAWSON (40 MPH)
BEGIN PREXLAWS PGL
PREXLAWS STA 19+89.05, EL=448.53
111.00' RT PUSB0 STA 557+13.77
VPC STA 19+90.00, EL=448.51
VPT STA 21+10.00, EL=444.65
VPC STA 22+80.00, EL=438.11
VPT STA 24+00.00, EL=434.05
END PREXLAWS PGL
PREXLAWS STA 24+06.34, EL=433.87
38.00' LT PEB80FR-4 STA 561+90.43
(-)2.57%
(-)3.85%
(-)2.91%
PROP PGL
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
VPI STA 20+50.00
EL = 446.96
ex = -0.19'
K = 94
L = 120.00'
VPI STA 23+40.00
EL = 435.80
ex = 0.14'
K = 128
L = 120.00'
10+00
15+00
20+00
25+00
400
410
420
430
440
450
460
470
480
490
500


PEASTF - EAST FORK (30 MPH)
PEASTF STA 15+49.00
PUS80 STA 538+96.51
EL=463.28
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
17'3" M.V.C.
PEASTF STA 16+79.00
PWB80FR-2 STA 539+11.86
EL=438.62
VPI STA 17+30.00
EL = 439.63
ex = 0.31'
K = 40
L = 100.00'
(+)4.50%
(+)2.01%
PROP PGL
EXIST GROUND
@ PROP PGL
BEGIN PEASTF PGL
PEASTF STA 14+00.00, EL=433.00
PEB80FR-4 STA 539+54.42
PROP PGL ELEV
EXIST GRND @ PGL
VPC STA 16+80.00, EL=438.63
VPT STA 17+80.00, EL=441.88
END PEASTF PGL
PEASTF STA 19+09.66, EL=447.70
10+00
15+00
20+00
390
400
410
420
430
440
450
460
470
480
490


EAST FORK
VPI STA 533+50.00
EL = 423.14
ex = 2.72'
K = 165
L = 600.00'
VPC STA 530+50.00, EL=429.14
VPT STA 536+50.00, EL=428.04
PEB80FR-4 STA 539+54.42
PEASTF STA 14+00.00, EL=433.00
PROP PGL
(+)1.63%
EXIST GROUND
@ PROP PGL
TW100 = 416.43
TW50 = 416.07
TW100 = 417.78
TW50 = 417.67
PROP 4-10' x 7' BOX CULVERTS
PEB80FR-4 STA 534+83.78, FL=406.77
PROP 4'x4' BOX CULVERT
PEB80FR-4 STA 538+97.55, FL=418.27
VPI STA 549+50.00
EL = 449.24
ex = -0.27'
K = 185
L = 200.00'
VPC STA 548+50.00, EL=447.61
VPT STA 550+50.00, EL=449.79
(+)0.55%
VPI STA 556+75.00
EL = 453.24
ex = -2.28'
K = 88
L = 400.00'
VPC STA 554+75.00, EL=452.14
VPT STA 558+75.00, EL=445.24
(-)4.00%
VPI STA 562+00.00
EL = 432.24
ex = 0.60'
K = 83
L = 200.00'
VPC STA 561+00.00, EL=436.24
END RAMP PREXLAWS
PEB80FR-4 STA 561+90.43, EL=433.11
38.00' RT PREXLAWS STA 24+06.34
VPT STA 563+00.00, EL=430.64
(-)1.60%
VPI STA 564+25.00
EL = 428.64
ex = -0.58'
K = 48
L = 150.00'
VPC STA 563+50.00, EL=429.84
VPT STA 565+00.00, EL=425.11
VPC STA 565+75.00, EL=421.59
(-)4.70%
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
400
410
420
430
440
450
460
470
480
490
500

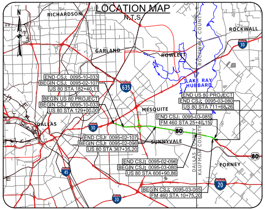
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

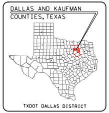
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

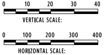
JUNE 2018
ROLL 11 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
MESQUITE
END CSJ: 0095-03-085
FM 460 STA 25+40.15
DALLAS
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
SUNNYVALE
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
FORNEY
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
DALLAS COUNTY
KAUFMAN COUNTY
ROCKWALL COUNTY
30
635
80
20
45


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

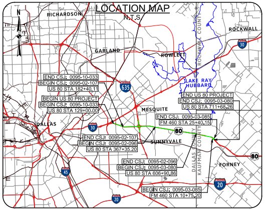
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

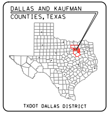
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 12 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
ROCKWALL
GARLAND
ROWLETT
LAKE RAY HUBBARD
ROCKWALL COUNTY
DALLAS COUNTY
KAUFMAN COUNTY
MESQUITE
DALLAS
SUNNYVALE
FORNEY
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20
30
635
80
45
20


DALLAS AND KAUFMAN
COUNTIES, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
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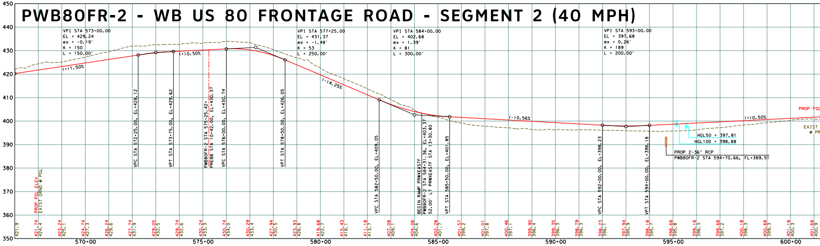
HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

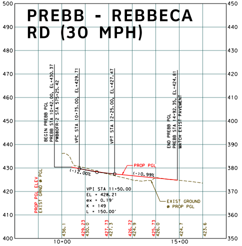
DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

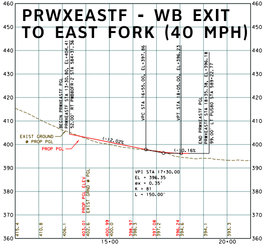
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)


450
440
430
420
410
400
390
380
370
360
350
VPI STA 573+00.00
EL = 429.24
ex = -0.19'
K = 150
L = 150.00'
VPI STA 577+25.00
EL = 431.37
ex = -1.48'
K = 53
L = 250.00'
VPI STA 584+00.00
EL = 402.68
ex = 1.39'
K = 81
L = 300.00'
VPI STA 593+00.00
EL = 397.68
ex = 0.26'
K = 189
L = 200.00'
(+)1.50%
(+)0.50%
(-)4.25%
(-)0.56%
(+)0.50%
VPC STA 572+25.00, EL=428.12
VPT STA 573+75.00, EL=429.62
PWB80FR-2 STA 575+25.42=
PREBB STA 10+42.00, EL=430.37
VPC STA 576+00.00, EL=430.74
VPT STA 578+50.00, EL=426.05
VPC STA 582+50.00, EL=409.05
BEGIN RAMP PRWXEASTF
PWB80FR-2 STA 584+31.36, EL=403.37
52.00' LT PRWXEASTF STA 13+30.80
VPT STA 585+50.00, EL=401.85
VPC STA 592+00.00, EL=398.23
VPT STA 594+00.00, EL=398.18
HGL50 = 397.81
HGL100 = 398.88
PROP 2-36" RCP
PWB80FR-2 STA 594+70.66, FL=389.51
PROP PGL
EXIST
PROP PGL ELEV
EXIST GRND @ PGL
421.9
421.74 424.4
423.24 425.1
424.74 427.3
426.24 429.6
427.74 431.9
429.05 432.5
429.74 432.6
430.24 433.3
430.74 434.0
430.29 433.4
427.94 430.5
423.93 426.8
419.68 422.7
415.43 418.1
411.18 413.7
407.08 409.1
404.06 404.6
402.28 401.7
401.57 399.2
401.01 397.8
400.46 397.1
399.90 396.4
399.35 396.3
398.79 396.3
398.23 396.1
397.94 395.9
398.18 395.7
398.68 395.8
399.18 396.3
399.68 397.2
400.18 398.3
400.68 399.3
401.18 400.3
401.68 400.9
570+00
575+00
580+00
585+00
590+00
595+00
600+00

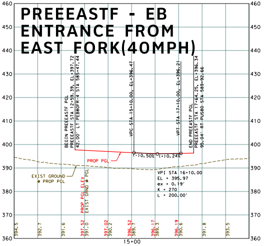
PREBB - REBBECA RD (30 MPH)


500
490
480
470
460
450
440
430
420
410
400
450
440
430
420
410
400
390
380
370
360
350
BEGIN PREBB PGL
PREBB STA 10+42.00, EL=430.37
PWB80FR-2 STA 575+25.42
VPC STA 10+75.00, EL=429.71
VPT STA 12+25.00, EL=427.47
END PREBB PGL
PREBB STA 14+92.35, EL=424.81
MATCH EXIST PAVEMENT
PROP PGL
(-)2.00%
(-)0.99%
VPI STA 11+50.00
EL = 428.21
ex = 0.19'
K = 149
L = 150.00'
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
436.1
429.23 430.0
427.73 427.3
426.72 424.9
425.73 426.0
424.7
423.6
10+00
15+00

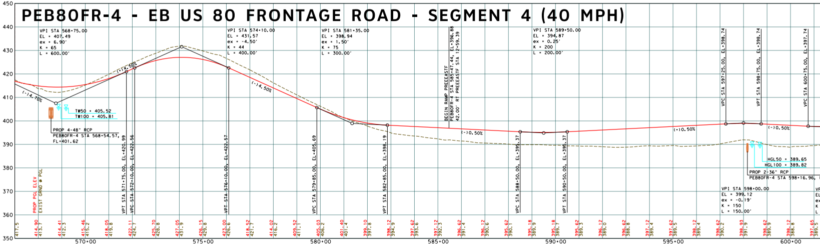
PRWXEASTF - WB EXIT TO EAST FORK (40 MPH)


460
450
440
430
420
410
400
390
380
370
360
BEGIN PRWXEASTF PGL
PRWXEASTF STA 13+30.80, EL=404.41
52.00' RT PWB80FR-2 STA 584+31.36
VPC STA 16+55.00, EL=397.86
VPT STA 18+05.00, EL=396.23
END PRWXEASTF PGL
PRWXEASTF STA 18+35.38, EL=396.18
99.00' LT PUS80 STA 589+22.77
EXIST GROUND
@ PROP PGL
PROP PGL
(-)2.02%
(-)0.16%
VPI STA 17+30.00
EL = 396.35
ex = 0.35'
K = 81
L = 150.00'
PROP PGL ELEV
EXIST GRND @ PGL
415.4
410.8
406.1
403.01 402.6
400.99 400.0
398.97 398.3
397.08 397.2
396.24 394.6
394.1
393.3
15+00
20+00

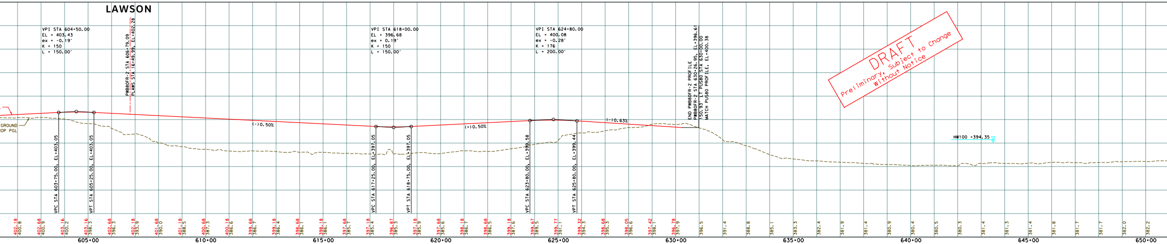
PREEEASTF - EB ENTRANCE FROM EAST FORK(40MPH)


460
450
440
430
420
410
400
390
380
370
360
BEGIN PREEEASTF PGL
PREEEASTF STA 12+59.39, EL=397.72
42.00' LT PEB80FR-4 STA 585+47.44
VPC STA 15+10.00, EL=396.47
VPT STA 17+10.00, EL=396.21
END PREEEASTF PGL
PREEEASTF STA 17+64.25, EL=396.34
95.04' RT PUS80 STA 589+92.66
(-)0.50%
(+)0.24%
PROP PGL
EXIST GROUND
@ PROP PGL
VPI STA 16+10.00
EL = 395.97
ex = 0.19'
K = 270
L = 200.00'
PROP PGL ELEV
EXIST GRND @ PGL
394.5
392.7
391.6
397.52 391.0
397.02 390.2
396.52 389.7
396.17 389.3
396.19 390.6
391.8
393.5
15+00

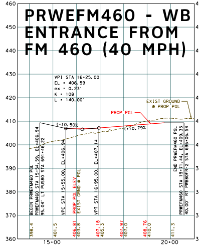
PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)


450
440
430
420
410
400
390
380
370
360
350
VPI STA 568+75.00
EL = 407.49
ex = 6.90'
K = 65
L = 600.00'
VPI STA 574+10.00
EL = 431.57
ex = -4.50'
K = 44
L = 400.00'
VPI STA 581+35.00
EL = 398.94
ex = 1.50'
K = 75
L = 300.00'
VPI STA 589+50.00
EL = 394.87
ex = 0.25'
K = 200
L = 200.00'
VPI STA 598+00.00
EL = 399.12
ex = -0.19'
K = 150
L = 150.00'
(-)4.70%
(+)4.50%
(-)4.50%
(-)0.50%
(+)0.50%
(-)0.50%
TW50 = 405.52
TW100 = 405.81
PROP 4-48" RCP
PEB80FR-4 STA 568+54.57,
FL=401.62
VPT STA 571+75.00, EL=420.99
VPC STA 572+10.00, EL=422.56
VPT STA 576+10.00, EL=422.57
VPC STA 579+85.00, EL=405.69
VPT STA 582+85.00, EL=398.19
BEGIN RAMP PREEEASTF
PEB80FR-4 STA 585+47.44, EL=396.88
42.00' RT PREEEASTF STA 12+59.39
VPC STA 588+50.00, EL=395.37
VPT STA 590+50.00, EL=395.37
VPC STA 597+25.00, EL=398.74
VPT STA 598+75.00, EL=398.74
VPC STA 600+75.00, EL=397.74
HGL50 = 389.65
HGL100 = 389.82
PROP 2-36" RCP
PEB80FR-4 STA 598+16.96,
PROP PGL ELEV
EXIST GRND @ PGL
417.5
414.90 413.7
414.41 412.3
415.46 415.2
418.05 419.8
422.11 424.7
425.70 428.8
427.05 431.9
426.15 429.8
423.00 426.6
418.52 421.7
414.02 416.2
409.52 411.1
405.03 406.2
401.40 401.4
399.10 397.8
398.12 394.9
397.62 393.6
397.12 392.3
396.62 391.4
396.12 390.6
395.62 390.1
395.18 389.9
395.18 389.7
395.62 389.3
396.12 389.0
396.62 388.8
397.12 389.4
397.62 389.5
398.12 389.4
398.62 390.2
398.93 391.9
398.62 389.9
398.12 388.8
397.65 389.5
570+00
575+00
580+00
585+00
590+00
595+00
600+00

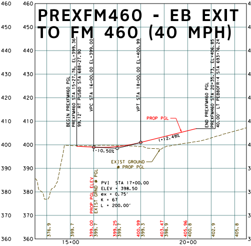
DRAFT
Preliminary, Subject to Change Without Notice


LAWSON
VPI STA 604+50.00
EL = 403.43
ex = -0.19'
K = 150
L = 150.00'
PWB80FR-2 STA 606+79.09, EL=402.28
PLAWS STA 16+49.99
VPI STA 618+00.00
EL = 396.68
ex = 0.19'
K = 150
L = 150.00'
VPI STA 624+80.00
EL = 400.08
ex = -0.28'
K = 176
L = 200.00'
END PWB80FR-2 PROFILE
PWB80FR-2 STA 630+26.95, EL=396.61
150.93' LT PUS80 STA 630+00.00
MATCH PUS80 PROFILE, EL=400.38
(-)0.50%
(+)0.50%
(-)0.63%
GROUND
OP PGL
HW100 =394.35
VPC STA 603+75.00, EL=403.05
VPT STA 605+25.00, EL=403.05
VPC STA 617+25.00, EL=397.05
VPT STA 618+75.00, EL=397.05
VPC STA 623+80.00, EL=399.58
VPT STA 625+80.00, EL=399.44
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00
650+00

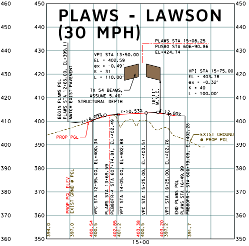
PRWEFM460 - WB ENTRANCE FROM FM 460 (40 MPH)


VPI STA 16+25.00
EL = 406.59
ex = 0.23'
K = 108
L = 140.00'
EXIST GROUND
PROP PGL
PROP PGL
(-)0.50%
(+)0.79%
BEGIN PRWEFM460 PGL
PRWEFM460 STA 15+54.59, EL=406.94
95.04' LT PUS80 STA 691+46.22
VPC STA 15+55.00, EL=406.94
VPT STA 16+95.00, EL=407.14
END PRWEFM460 PGL
PRWEFM460 STA 19+71.44, EL=409.33
40.00' RT PWB80FR-2 STA 696+06.54
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00

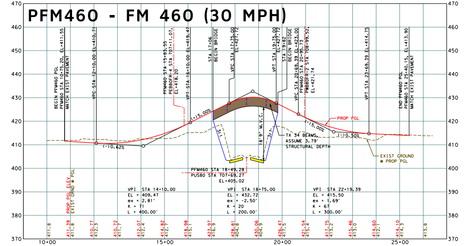
PREXFM460 - EB EXIT TO FM 460 (40 MPH)

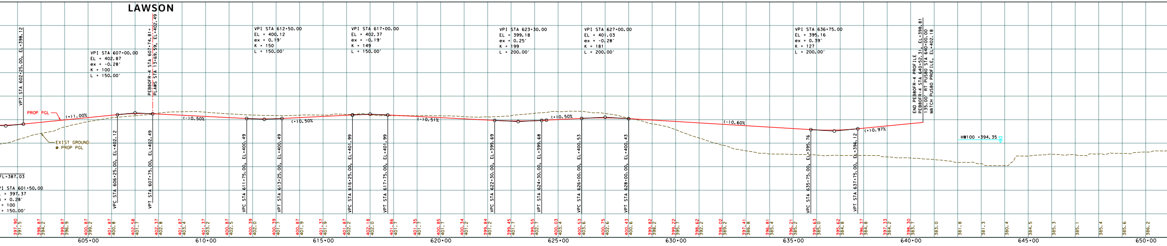

BEGIN PREXFM460 PGL
PREXFM460 STA 15+27.76, EL=399.36
99.12' RT PUS80 STA 688+21.90
VPC STA 16+00.00 EL=399.00
VPT STA 18+00.00 EL=400.99
END PREXFM460 PGL
PREXFM460 STA 20+35.73, EL=406.85
40.00' LT PEB80FR-4 STA 693+76.24
PROP PGL
(+)2.49%
(-)0.50%
EXIST GROUND
PROP PGL
PVI STA 17+00.00
ELEV = 398.50
ex = 0.75'
K = 67
L = 200.00'
PROP PGL ELEV
EXIST GRND @ PGL
15+00
20+00

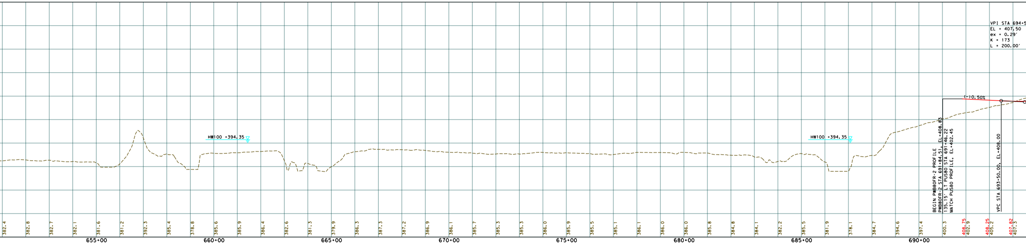
PLAWS - LAWSON (30 MPH)


PLAWS STA 15+08.25
PUS80 STA 606+90.86
EL=424.74
VPI STA 13+50.00
EL = 402.59
ex = -0.49'
K = 31
L = 110.00'
VPI STA 15+75.00
EL = 403.78
ex = -0.32'
K = 40
L = 100.00'
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
16'11" M.V.C.
(+)4.09%
(+)0.53%
(-)2.00%
PROP PGL
EXIST GROUND
PROP PGL
BEGIN PLAWS PGL
PLAWS STA 12+65.00, EL=399.11
MATCH EXIST PAVEMENT
VPC STA 12+95.00, EL=400.34
PLAWS STA 13+69.59
PEB80FR-4 STA 607+74.81, EL=402.49
VPT STA 14+05.00, EL=402.88
VPC STA 15+25.00, EL=403.51
VPT STA 16+25.00, EL=402.78
END PLAWS PGL
PLAWS STA 16+49.99
PWB80FR-2 STA 606+79.09, EL=402.28
PROP PGL ELEV
EXIST GRND @ PGL
15+00

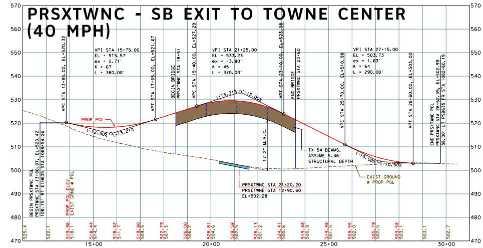
PFM460 - FM 460 (30 MPH)


BEGIN PFM460 PGL
PFM460 STA 10+75.20, EL=411.55
MATCH EXIST PAVEMENT
VPC STA 12+10.00 EL=410.71
PFM460 STA 15+83.55
PEB80FR-4 STA 707+11.07,
EL=418.20
VPT STA 16+10.00 EL=419.47
STA 17+06
BEGIN BRIDGE
VPC STA 17+75.00
EL=427.72
VPT STA 19+75.00
EL=427.72
STA 19+82
END BRIDGE
VPC STA 20+69.30 EL=423.00
PFM460 STA 20+85.73
PWB80FR-2 STA 708+99.52
EL=421.74
VPT STA 23+69.39 EL=414.75
END PFM460 PGL
PFM460 STA 25+40.15, EL=413.90
MATCH EXIST PAVEMENT
(+)5.00%
(+)5.00%
(-)5.00%
(-)0.62%
(-)0.50%
PROP PGL
EXIST GROUND
PROP PGL
TX 34 BEAMS,
ASSUME 3.79'
STRUCTURAL DEPTH
18'9" M.V.C.
PFM460 STA 18+49.28
PUS80 STA 707+69.27
EL=405.02
VPI STA 14+10.00
EL = 409.47
ex = 2.81'
K = 71
L = 400.00'
VPI STA 18+75.00
EL = 432.72
ex = -2.50'
K = 20
L = 200.00'
VPI STA 22+19.39
EL = 415.50
ex = 1.69'
K = 67
L = 300.00'
PROP PGL ELEV
EXIST GRND @ PGL
10+00
15+00
20+00
25+00

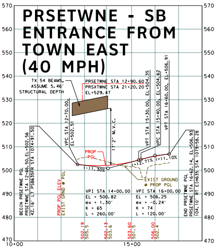

LAWSON
VPT STA 602+25.00, EL=398.12
VPI STA 607+00.00
EL = 402.87
ex = -0.28'
K = 100
L = 150.00'
PEB80FR-4 STA 607+74.81=
PLAWS STA 13+69.59, EL=402.49
VPI STA 612+50.00
EL = 400.12
ex = 0.19'
K = 150
L = 150.00'
VPI STA 617+00.00
EL = 402.37
ex = -0.19'
K = 149
L = 150.00'
VPI STA 623+30.00
EL = 399.18
ex = 0.25'
K = 199
L = 200.00'
VPI STA 627+00.00
EL = 401.03
ex = -0.28'
K = 181
L = 200.00'
VPI STA 636+75.00
EL = 395.16
ex = 0.39'
K = 127
L = 200.00'
END PEB80FR-4 PROFILE
PEB80FR-4 STA 640+52.31, EL=398.81
135.00' RT PUS80 STA 640+00.00
MATCH PUS80 PROFILE, EL=402.18
PROP PGL
(+)1.00%
(-)0.50%
(+)0.50%
(-)0.51%
(+)0.50%
(-)0.60%
(+)0.97%
EXIST GROUND
PROP PGL
HW100 =394.35
FL=387.03
I STA 601+50.00
= 397.37
= 0.28'
= 100
= 150.00'
VPC STA 606+25.00, EL=402.12
VPT STA 607+75.00, EL=402.49
VPC STA 611+75.00, EL=400.49
VPT STA 613+25.00, EL=400.49
VPC STA 616+25.00, EL=401.99
VPT STA 617+75.00, EL=401.99
VPC STA 622+30.00, EL=399.69
VPT STA 624+30.00, EL=399.68
VPC STA 626+00.00, EL=400.53
VPT STA 628+00.00, EL=400.43
VPC STA 635+75.00, EL=395.76
VPT STA 637+75.00, EL=396.12
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00
650+00


HW100 =394.35
HW100 =394.35
VPI STA 694+5
EL = 407.50
ex = 0.29'
K = 173
L = 200.00'
(-)0.50%
BEGIN PWB80FR-2 PROFILE
PWB80FR-2 STA 691+84.51, EL=408.83
135.15' LT PUS80 STA 691+46.22
MATCH PUS80 PROFILE, EL=402.45
VPC STA 693+50.00, EL=408.00
382.4
382.8
382.7
382.1
381.6
381.2
392.3
385.4
378.8
385.6
385.9
386.4
382.6
381.3
379.9
386.3
387.3
387.2
386.9
386.1
385.7
385.3
385.3
386.0
385.9
385.5
385.1
386.1
386.0
386.0
385.8
384.8
384.1
382.2
385.5
381.9
378.1
384.7
394.6
397.4
400.3
408.75
402.9
408.25
405.2
407.82
407.3
655+00
660+00
665+00
670+00
675+00
680+00
685+00
690+00

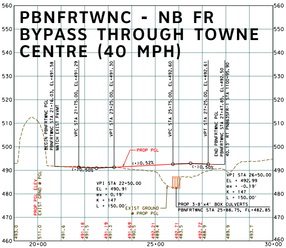
PRSXTWNC - SB EXIT TO TOWNE CENTER (40 MPH)

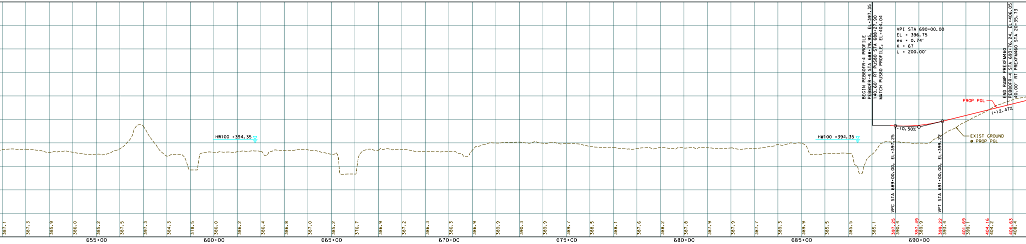

570
560
550
540
530
520
510
500
490
480
470
VPC STA 13+85.00, EL=520.32
VPI STA 15+75.00
EL = 515.57
ex = 2.71'
K = 67
L = 380.00'
VPT STA 17+65.00, EL=521.67
BEGIN BRIDGE
PRSXTWNC STA 18+51
VPC STA 19+40.00, EL=527.29
VPI STA 21+25.00
EL = 533.23
ex = -3.80'
K = 45
L = 370.00'
VPT STA 23+10.00, EL=523.98
END BRIDGE
PRSXTWNC STA 23+60
VPC STA 25+70.00, EL=510.98
VPI STA 27+15.00
EL = 503.73
ex = 1.63'
K = 64
L = 290.00'
VPT STA 28+60.00, EL=503.00
END PRSXTWNC PGL
PRSXTWNC STA 28+62.39, EL=502.99
38.00' LT PSB635 FR STA 1082+60.19
PROP PGL
(-)2.50%
(+)3.21%
(+)3.21%
(-)5.00%
17'2" M.V.C.
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
(-)5.00%
(-)0.50%
EXIST GROUND
@ PROP PGL
PRSXTWNC STA 21+20.20
PRSETWNE STA 12+90.60
EL=502.28
BEGIN PRSXTWNC PGL
PRSXTWNC STA 13+80.87, EL=520.42
108.15' RT EIH635 STA 1068+54.26
PROP PGL ELEV
EXIST GRND @ PGL
525.4
522.1
519.96
518.1
518.44
514.4
518.42
511.7
519.90
509.5
522.79
507.5
526.00
506.2
528.81
504.6
529.58
502.5
528.13
501.2
524.47
500.6
519.48
500.9
514.48
501.5
509.55
502.0
505.79
502.5
503.58
503.1
503.1
502.7
15+00
20+00
25+00
30+00

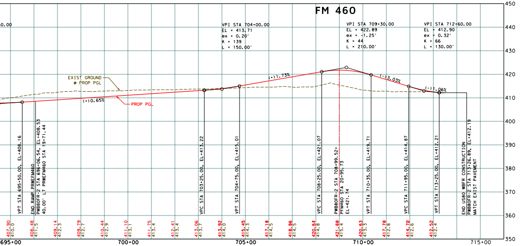
PRSETWNE - SB ENTRANCE FROM TOWN EAST (40 MPH)

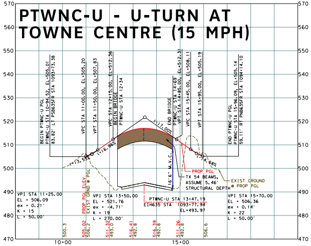

570
560
550
540
530
520
510
500
490
480
470
TX 54 BEAMS,
ASSUME 5.46'
STRUCTURAL DEPTH
PRSETWNE STA 12+90.60
PRSXTWNC STA 21+20.20
EL=529.47
VPC STA 12+70.00,
EL=502.51
17'2" M.V.C.
VPT STA 15+30.00, EL=504.35
VPC STA 15+40.00, EL=504.62
VPT STA 16+60.00, EL=506.91
PROP
PGL
(-)1.30%
(+)2.71%
(+)1.10%
EXIST GROUND
@ PROP PGL
VPI STA 14+00.00
EL = 500.82
ex = 1.30'
K = 65
L = 260.00'
VPI STA 16+00.00
EL = 506.25
ex = -0.24'
K = 74
L = 120.00'
BEGIN PRSETWNE PGL
PRSETWNE STA 12+66.50,EL=502.56
42.16' LT PSB635FR STA 1074+91.50
END PRSETWNE PGL
PRSETWNE STA 16+62.14, EL=506.93
104.10' RT EIH635 STA 1079+58.28
PROP PGL ELEV
EXIST GRND @ PGL
502.19
505.5
502.13
503.6
503.60
501.5
506.00
502.4
10+00
15+00

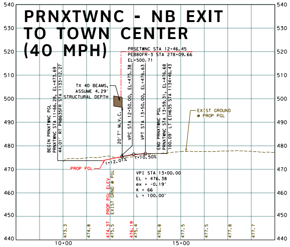
PBNFRTWNC - NB FR BYPASS THROUGH TOWNE CENTRE (40 MPH)

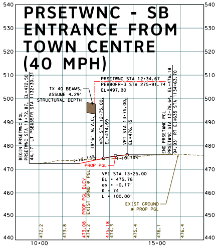

560
550
540
530
520
510
500
490
480
470
460
BEGIN PBNFRTWNC PGL
PBNFRTWNC STA 21+16.03, EL=491.58
MATCH EXIST PAVMT
VPC STA 21+75.00, EL=491.29
VPT STA 23+25.00, EL=491.30
VPC STA 25+75.00, EL=492.60
VPT STA 27+25.00, EL=492.61
END PBNFRTWNC PGL
PBNFRTWNC STA 27+47.85, EL=492.50
40.13' RT PNB635FR-1 STA 1100+95.90
PROP PGL
(-)0.50%
(+)0.52%
(-)0.50%
VPI STA 22+50.00
EL = 490.91
ex = 0.19'
K = 147
L = 150.00'
EXIST GROUND
@ PROP PGL
VPI STA 26+50.00
EL = 492.99
ex = -0.19'
K = 147
L = 150.00'
PROP 3-8'x4' BOX CULVERTS
PBNFRTWNC STA 25+88.75, FL=482.85
PROP PGL ELEV
EXIST GRND @ PGL
493.0
511.0
491.6
491.18
491.5
491.19
491.3
491.69
490.5
492.21
489.4
492.71
483.5
492.72
488.9
489.9
493.7
20+00
25+00
30+00

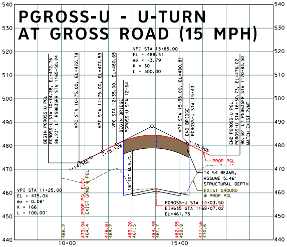

HW100 =394.35
HW100 =394.35
HW100 =394.35
BEGIN PEB80FR-4 PROFILE
PEB80FR-4 STA 688+79.95, EL=397.35
140.60' RT PUS80 STA 688+27.90
MATCH PUS80 PROFILE, EL=404.04
VPI STA 690+00.00
EL = 396.75
ex = 0.74'
K = 67
L = 200.00'
END RAMP PREXFM460
PEB80FR-4 STA 693+76.24, EL=406.05
40.00' RT PREXFM460 STA 20+35.73
PROP PGL
(+)2.47%
(-)0.50%
EXIST GROUND
@ PROP PGL
VPC STA 689+00.00, EL=397.25
VPT STA 691+00.00, EL=399.22
387.1
387.3
385.9
386.0
385.2
387.5
397.3
384.3
378.5
386.0
386.2
386.4
386.8
387.0
385.2
376.7
386.9
387.2
386.3
386.3
386.9
389.9
390.3
389.9
389.7
388.5
388.1
387.6
388.2
387.8
387.9
387.9
387.7
389.3
389.9
385.5
385.5
385.1
397.25
390.4
397.49
389.9
399.22
393.4
401.69
399.1
404.16
404.2
406.63
408.4
655+00
660+00
665+00
670+00
675+00
680+00
685+00
690+00

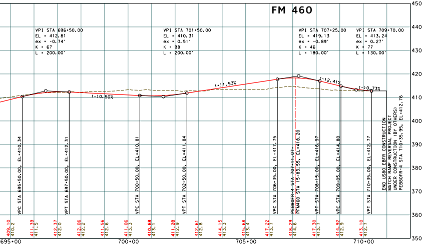

FM 460

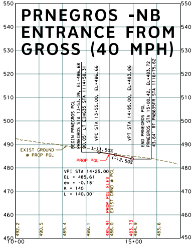

PTWNC-U - U-TURN AT TOWNE CENTRE (15 MPH)

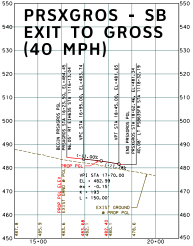

PRNXTWNC - NB EXIT TO TOWN CENTER (40 MPH)


PRSETWNC - SB ENTRANCE FROM TOWN CENTRE (40 MPH)


PGROSS-U - U-TURN AT GROSS ROAD (15 MPH)


FM 460


PRNEGROS -NB ENTRANCE FROM GROSS (40 MPH)


PRSXGROS - SB EXIT TO GROSS (40 MPH)

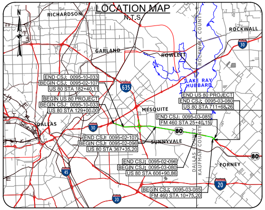
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

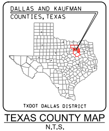
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 12 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH


LOCATION MAP
N.T.S.
N
RICHARDSON
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
DALLAS COUNTY
KAUFMAN COUNTY
635
30
80
45
20
END CSJ: 0095-10-033
BEGIN CSJ: 0095-02-107
US 80 STA 182+40.11
BEGIN US 80 PROJECT
BEGIN CSJ: 0095-10-033
US 80 STA 129+00.00
END US 80 PROJECT
END CSJ: 0095-03-080
US 80 STA 711+68.26
END CSJ: 0095-03-085
FM 460 STA 25+40.15
END CSJ: 0095-02-107
BEGIN CSJ: 0095-02-096
US 80 STA 367+35.20
END CSJ: 0095-02-096
BEGIN CSJ: 0095-03-080
US 80 STA 606+90.86
BEGIN CSJ: 0095-03-085
FM 460 STA 10+75.20


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

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018