Texas Department of Transportation

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DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
DIRECT CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS CONNECTORS:	20 MPH	
TURNAROUNDS:	15 MPH	

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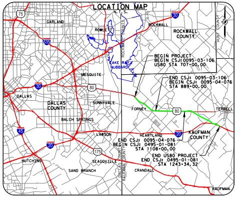
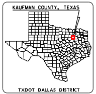

LOCATION MAP
N.T.S.
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
LAKE RAY HUBBARD
BEGIN PROJECT
BEGIN CSJ: 0095-03-106
US80 STA 707+00.00
MESQUITE
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 889+00.00
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
KAUFMAN COUNTY
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1108+00.00
END US80 PROJECT
END CSJ: 0495-01-081
STA 1243+34.32
HUTCHINS
SEAGOVILLE
SAND BRANCH
CRANDALL
KAUFMAN
75
30
635
80
20
45
175


KAUFMAN COUNTY, TEXAS

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

STEPHEN A. JOHNSON
103591
12/8/2023

Stephen A. Johnson

December 8, 2023

ROLL NUMBER	6/31

GARVER
3010 GAYLORD PARKWAY
SUITE 190
FRISCO, TX 75034
FIRM REGISTRATION NO. 5713

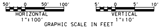
LEGEND

—··—	EXISTING ROW
– – –	EXISTING EASEMENT
——	EXISTING PROPERTY LIMITS
═··═	EXISTING CULVERT
═··═	EXISTING STORM SEWER
▭	FEMA 100 YR FLOODPLAIN LIMITS
▨	WETLANDS
——	PARK BOUNDARY
——	EXISTING PLANIMETRIC FEATURES
- - - -	EXISTING CONTOURS (5-FT)
– – –	EXISTING TELEPHONE/CABLE/FIBER OPTIC LINE
– – –	EXISTING WATER LINE
– – –	EXISTING ELECTRIC LINE
– – –	EXISTING SANITARY SEWER LINE
– – –	EXISTING GAS/PETROLEUM LINE
– – –	CITY/COUNTY LIMITS
—-—-	PROPOSED CENTERLINE/BASELINE
—··—	PROPOSED ROW
—··—	PROPOSED ROW BY OTHERS
‡——‡	PROPOSED ACCESS DENIAL
—··—	PROPOSED DRAINAGE EASEMENT
——	PROPOSED EDGE OF PAVEMENT
━━	PROPOSED CTB
——	PROPOSED BRIDGE
━━	PROPOSED RETAINING WALL
– – –	POTENTIAL NOISE WALL
═··═	PROPOSED CULVERT
▨	PAVEMENT/BRIDGE TO BE REMOVED
■	EXISTING BRIDGE TO REMAIN
■	PROPOSED CONCRETE BRIDGE
■	PROPOSED STEEL BRIDGE
■	PROPOSED MAIN LANES
■	PROPOSED RAMP
■	PROPOSED FRONTAGE ROAD/BYPASSES
■	PROPOSED CROSS STREET
■	PROPOSED SHARED USE PATH
■	PROPOSED PROJECT BY OTHERS
■	POTENTIAL DISPLACEMENTS
▭	PROPOSED RIP RAP
	PERPENDICULAR CURB RAMP
	PROPOSED GUARDRAIL
⇨	EXISTING TRAFFIC FLOW
→	PROPOSED TRAFFIC FLOW
(200)	PARCEL ID

NOTES:

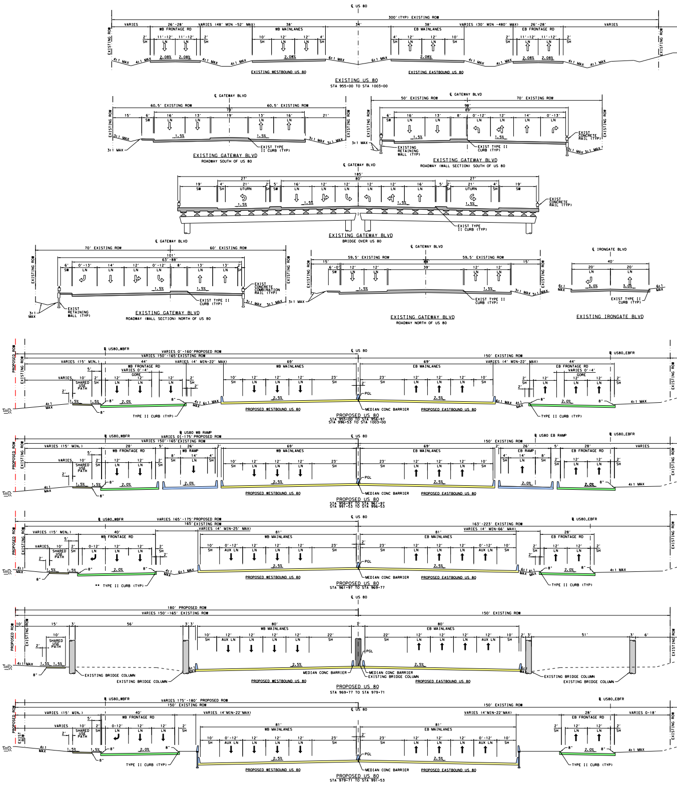
1. EXISTING FEATURES AND EXISTING ROW BASED ON LIMITED FIELD SURVEY. NO BOUNDARY SURVEY WAS PERFORMED. SCHEMATICS ARE BASED ON AERIAL TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON 05-15-2023.
3. SHARED USE PATH ADA RAMP LAYOUTS ARE 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 RESIDENTIAL AND 25′ FOR COMMERCIAL/FARM/RANCH (UNLESS NOTED OTHERWISE).
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 SUPER ELEVATION 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 48257C0040D, 48257C0155D, 48257C0175D, 48257C0200D, 48257C0185D (2012) IN PROGRESS.
11. EXISTING CULVERT LOCATIONS, SIZES, 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 KAUFMAN CENTRAL APPRAISAL DISTRICT IN FEBRUARY 2022.
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-62 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.
17. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN CLOSE PROXIMITY TO RETAINING WALLS IN THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.

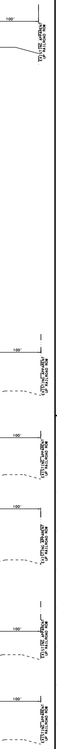
PRELIMINARY,
NOT FOR CONSTRUCTION

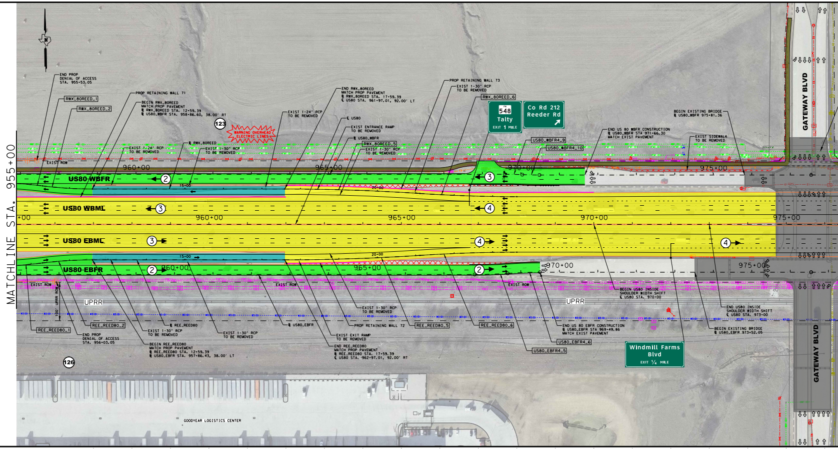

50′
0
50′
100′
HORIZONTAL
1″:100′
5′
0
5′
10′
VERTICAL
1″:10′

GRAPHIC SCALE IN FEET

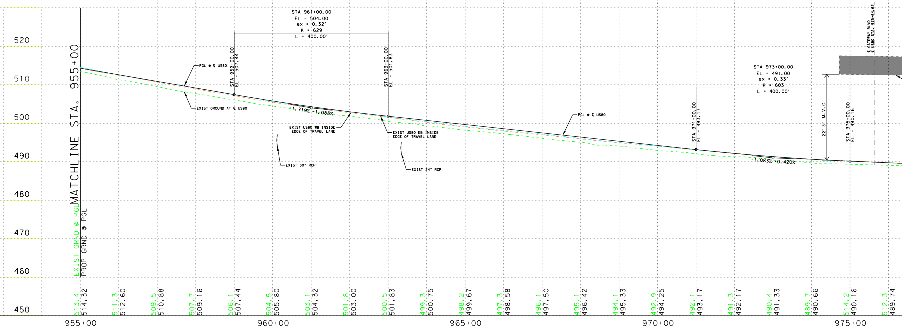
TYPICAL SECTIONS [N.T.S.]

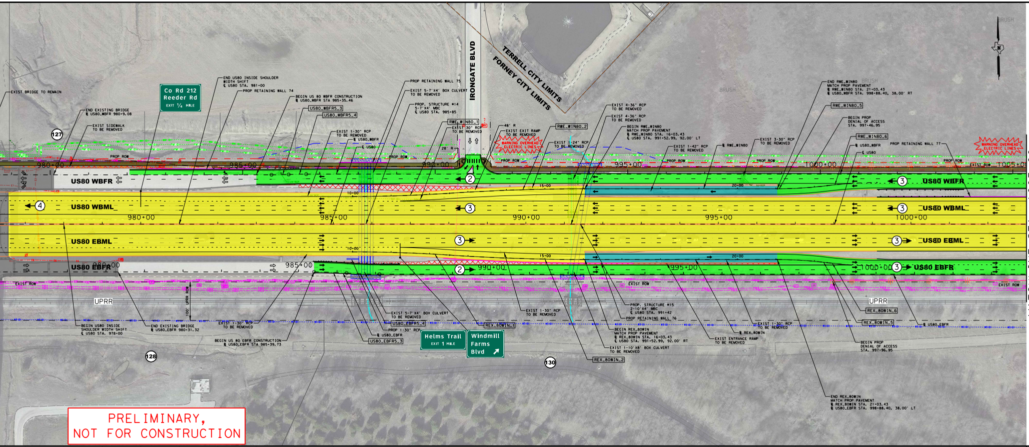

℄ US 80
300′ (TYP) EXISTING ROW
WB FRONTAGE RD
WB MAINLANES
EB MAINLANES
EB FRONTAGE RD
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80
EXISTING US 80
STA 955+00 TO STA 1003+00
℄ GATEWAY BLVD
60.5′ EXISTING ROW
EXISTING GATEWAY BLVD
ROADWAY SOUTH OF US 80
50′ EXISTING ROW
70′ EXISTING ROW
EXISTING GATEWAY BLVD
ROADWAY (WALL SECTION) SOUTH OF US 80
EXIST CONCRETE RAIL (TYP)
EXIST TYPE II CURB (TYP)
EXISTING RETAINING WALL (TYP)
185′
EXISTING GATEWAY BLVD
BRIDGE OVER US 80
70′ EXISTING ROW
60′ EXISTING ROW
EXISTING GATEWAY BLVD
ROADWAY (WALL SECTION) NORTH OF US 80
EXIST CONCRETE COMBINATION RAIL (TYP)
59.5′ EXISTING ROW
EXISTING GATEWAY BLVD
ROADWAY NORTH OF US 80
℄ IRONGATE BLVD
EXISTING IRONGATE BLVD
℄ US80_WBFR
℄ US80_EBFR
VARIES 0′-160′ PROPOSED ROW
VARIES 150′-165′ EXISTING ROW
150′ EXISTING ROW
SHARED USE PATH
MEDIAN CONC BARRIER
PGL
TYPE II CURB (TYP)
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80
PROPOSED US 80
STA 955+00 TO STA 956+97
STA 996+53 TO STA 1003+00
℄ US80 WB RAMP
℄ US80 EB RAMP
VARIES 0′-175′ PROPOSED ROW
WB RAMP
EB RAMP
PROPOSED US 80
STA 956+97 TO STA 961+97
STA 991+53 TO STA 996+53
VARIES 165′-175′ PROPOSED ROW
165′ EXISTING ROW
163′-223′ EXISTING ROW
AUX LN
PROPOSED US 80
STA 961+97 TO STA 969+77
180′ PROPOSED ROW
EXISTING BRIDGE COLUMN
PROPOSED US 80
STA 969+77 TO STA 979+71
VARIES 175′-180′ PROPOSED ROW
PROPOSED US 80
STA 979+71 TO STA 991+53


100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW


MATCHLINE STA. 955+00
END PROP
DENIAL OF ACCESS
STA. 955+53.05
RWX_80REED_1
RWX_80REED_2
PROP RETAINING WALL 71
BEGIN RWX_80REED
MATCH PROP PAVEMENT
℄ RWX_80REED STA. 12+59.39
℄ US80_WBFR STA. 958+86.60, 38.00' RT
123
WARNING OVERHEAD ELECTRIC LINES
EXIST 1-24" RCP
TO BE REMOVED
℄ RWX_80REED
EXIST 1-30" RCP
TO BE REMOVED
END RWX_80REED
MATCH PROP PAVEMENT
℄ RWX_80REED STA. 17+59.39
℄ US80 STA. 961+97.01, 92.00' LT
EXIST 1-24" RCP
TO BE REMOVED
℄ US80
EXIST ENTRANCE RAMP
TO BE REMOVED
℄ US80_WBFR
RWX_80REED_5
EXIST 1-30" RCP
TO BE REMOVED
PROP RETAINING WALL 73
EXIST 1-30" RCP
TO BE REMOVED
RWX_80REED_6
FM 548
Talty
EXIT 1 MILE
Co Rd 212
Reeder Rd
US80_WBFR4_9
US80_WBFR4_10
END US 80 WBFR CONSTRUCTION
℄ US80_WBFR STA 971+66.30
MATCH EXIST PAVEMENT
EXIST SIDEWALK
TO BE REMOVED
BEGIN EXISTING BRIDGE
℄ US80_WBFR 975+81.36
GATEWAY BLVD
EXIST ROW
960+00
965+00
970+00
975+00
US80 WBFR
2
15+00
20+00
3
US80 WBML
3
4
+00
960+00
965+00
970+00
975+00
US80 EBML
3
4
4
15+00
20+00
US80 EBFR
2
960+00
965+00
2
970+00
975+00
EXIST ROW
100' UPRR ROW
UPRR
EXIST ROW
UPRR
REE_REED80_1
END PROP
DENIAL OF ACCESS
STA. 956+03.05
REE_REED80_2
EXIST 1-30" RCP
TO BE REMOVED
BEGIN REE_REED80
MATCH PROP PAVEMENT
℄ REE_REED80 STA. 12+59.39
℄ US80_EBFR STA. 957+86.43, 38.00' LT
℄ REE_REED80
EXIST 1-30" RCP
TO BE REMOVED
℄ US80_EBFR
EXIST 1-30" RCP
TO BE REMOVED
PROP RETAINING WALL 72
REE_REED80_5
EXIST EXIT RAMP
TO BE REMOVED
END REE_REED80
MATCH PROP PAVEMENT
℄ REE_REED80 STA. 17+59.39
℄ US80 STA. 962+97.01, 92.00' RT
REE_REED80_6
END US 80 EBFR CONSTRUCTION
℄ US80_EBFR STA 969+49.86
MATCH EXIST PAVEMENT
US80_EBFR4_6
US80_EBFR4_5
BEGIN US80 INSIDE
SHOULDER WIDTH SHIFT
℄ US80 STA. 970+00
END US80 INSIDE
SHOULDER WIDTH SHIFT
℄ US80 STA. 973+00
BEGIN EXISTING BRIDGE
℄ US80_EBFR 973+52.05
Windmill Farms
Blvd
EXIT 1/4 MILE
GATEWAY BLVD
126
GOODYEAR LOGISTICS CENTER

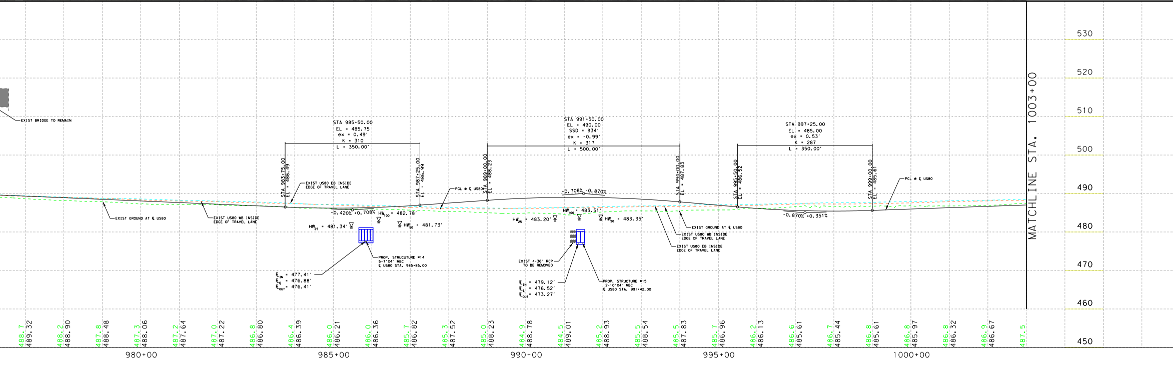
PUS80 - PROP US80 MAIN LANES (60 MPH)




EXIST BRIDGE TO REMAIN
Co Rd 212
Reeder Rd
EXIT 1/4 MILE
END US80 INSIDE SHOULDER WIDTH SHIFT ℄ US80 STA. 981+00
PROP RETAINING WALL 74
END EXISTING BRIDGE ℄ US80_WBFR 980+9.08
EXIST SIDEWALK TO BE REMOVED
127
BEGIN US 80 WBFR CONSTRUCTION ℄ US80_WBFR STA 985+35.46
US80_WBFR5_3
US80_WBFR5_4
EXIST 1-30" RCP TO BE REMOVED
℄ US80_WBFR
℄ US80
PROP RETAINING WALL 75
EXIST 5-7'X4' BOX CULVERT TO BE REMOVED
PROP. STRUCTURE #14 5-7'X4' MBC ℄ US80 STA. 985+85
IRONGATE BLVD
RWE_WIN80_1
EXIST 30" RCP TO BE REMOVED
48' R
EXIST EXIT RAMP TO BE REMOVED
28' R
WARNING OVERHEAD ELECTRIC LINES
TERRELL CITY LIMITS
FORNEY CITY LIMITS
PROP ROW
980+00
985+00
990+00
995+00
1000+00
1005+00
US80 WBFR
US80 WBML
US80 EBML
US80 EBFR
4
2
3
10+00
15+00
20+00
RWE_WIN80_2
EXIST 1-24" RCP TO BE REMOVED
EXIST 4-36" RCP TO BE REMOVED
EXIST 4-36" RCP TO BE REMOVED
BEGIN RWE_WIN80 MATCH PROP PAVEMENT ℄ RWE_WIN80 STA. 16+03.43 ℄ US80 STA. 991+52.99, 92.00' LT
EXIST 1-42" RCP TO BE REMOVED
℄ RWE_WIN80
EXIST 3-30" RCP TO BE REMOVED
END RWE_WIN80 MATCH PROP PAVEMENT ℄ RWE_WIN80 STA. 21+03.43 ℄ US80_WBFR STA. 998+88.40, 38.00' RT
BRUSH
RWE_WIN80_5
BEGIN PROP DENIAL OF ACCESS STA. 997+46.95
RWE_WIN80_6
℄ US80_WBFR
℄ US80
PROP RETAINING WALL 77
WARNING OVERHEAD ELECTRIC LINES
EXIST ROW
UPRR
100' UPRR ROW
BEGIN US80 INSIDE SHOULDER WIDTH SHIFT ℄ US80 STA. 978+00
END EXISTING BRIDGE ℄ US80_EBFR 980+31.32
EXIST 1-30" RCP TO BE REMOVED
BEGIN US 80 EBFR CONSTRUCTION ℄ US80_EBFR STA 985+39.73
128
EXIST 5-7'X4' BOX CULVERT TO BE REMOVED
US80_EBFR5_4
PROP 1-30" RCP
℄ US80_EBFR
US80_EBFR5_3
Helms Trail
EXIT 1 MILE
Windmill Farms Blvd
REX_80WIN_1
EXIST 1-30" RCP TO BE REMOVED
PROP. STRUCTURE #15 2-10'X4' MBC ℄ US80 STA. 991+42
PROP RETAINING WALL 76
BEGIN REX_80WIN MATCH PROP PAVEMENT ℄ REX_80WIN STA. 16+03.43 ℄ US80 STA. 991+52.99, 92.00' RT
EXIST 1-10'X8' BOX CULVERT TO BE REMOVED
REX_80WIN_2
130
℄ REX_80WIN
EXIST ENTRANCE RAMP TO BE REMOVED
EXIST 1-30" RCP TO BE REMOVED
REX_80WIN_6
REX_80WIN_5
℄ US80_EBFR
BEGIN PROP DENIAL OF ACCESS STA. 997+96.95
END REX_80WIN MATCH PROP PAVEMENT ℄ REX_80WIN STA. 21+03.43 ℄ US80_EBFR STA. 998+88.40, 38.00' LT

PRELIMINARY,
NOT FOR CONSTRUCTION

MATCHLINE STA. 1003+00


EXIST BRIDGE TO REMAIN
STA 985+50.00
EL = 485.75
ex = 0.49'
K = 310
L = 350.00'
STA 983+75.00 EL = 486.49
STA 987+25.00 EL = 486.99
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
EXIST GROUND AT ℄ US80
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
-0.420% +0.708%
HW100 = 482.78'
HW25 = 481.34'
HW50 = 481.73'
PROP. STRUCUTURE #14 5-7'X4' MBC ℄ US80 STA. 985+85.00
FL IN = 477.41'
FL ℄ = 476.88'
FL OUT = 476.41'
PGL @ ℄ US80
STA 989+00.00 EL = 488.23
STA 991+50.00
EL = 490.00
SSD = 934'
ex = -0.99'
K = 317
L = 500.00'
+0.708% -0.870%
HW100 = 483.51'
HW25 = 483.20'
HW50 = 483.35'
EXIST 4-36" RCP TO BE REMOVED
FL IN = 479.12'
FL ℄ = 476.52'
FL OUT = 473.27'
PROP. STRUCTURE #15 2-10'X4' MBC ℄ US80 STA. 991+42.00
STA 994+00.00 EL = 487.83
EXIST GROUND AT ℄ US80
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
STA 995+50.00 EL = 486.52
STA 997+25.00
EL = 485.00
ex = 0.53'
K = 287
L = 350.00'
-0.870% +0.351%
STA 999+00.00 EL = 485.61
PGL @ ℄ US80
530
520
510
500
490
480
470
460
450
488.7 489.32
488.2 488.90
487.8 488.48
487.3 488.06
487.2 487.64
487.0 487.22
486.8 486.80
486.4 486.39
486.0 486.21
486.0 486.36
485.7 486.82
485.3 487.52
485.0 488.23
484.9 488.78
484.5 489.01
485.2 488.93
485.5 488.54
485.5 487.83
485.7 486.96
486.2 486.13
486.6 485.61
486.7 485.44
486.8 485.61
486.8 485.97
486.8 486.32
486.9 486.67
487.5
980+00
985+00
990+00
995+00
1000+00

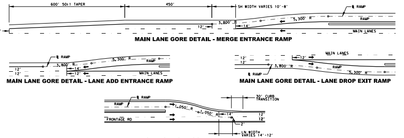
MATCHLINE STA. 1003+00

PROPERTY OWNERS		
PARCEL NUMBER	OWNER	PROPERTY ADDRESS
123	MEADOW RIDGE FARM, LP	NORTH GATEWAY BLVD., TX
126	NLP GOODYEARS BTS LLC	1500 ARKON WAY TX
127	MEADOW RIDGE FARM, LP	HWY. 80 SERVICE RD., TX
128	DI FORNEY DISTRIBUTION CENTER LP	1075 S GATEWAY BLVD FORNEY, TX
130	SOUTH FORNEY, LLC	0 HWY. 80, FORNEY, TX

HORIZONTAL ALIGNMENT DATA										
BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
US80_WBFR4	US80_WBFR4_9	969+80.99	N 6,959,645.95	E 2,609,544.40	2° 09′ 07.30" (RT)	1,212.00	22.76	45.52	969+58.22	970+03.74
US80_WBFR4	US80_WBFR4_10	970+26.06	N 6,959,643.53	E 2,609,589.42	2° 09′ 07.30" (LT)	1,188.00	22.31	44.62	970+03.74	970+48.37
US80_WBFR5	US80_WBFR5_3	985+97.22	N 6,959,619.09	E 2,611,114.62	2° 09′ 07.30" (LT)	1,188.00	22.31	44.62	985+74.91	986+19.53
US80_WBFR5	US80_WBFR5_4	986+42.29	N 6,959,620.06	E 2,611,159.69	2° 09′ 07.30" (RT)	1,212.00	22.76	45.52	986+19.53	986+65.05
US80_EBFR4	US80_EBFR4_5	968+22.83	N 6,959,386.91	E 2,609,482.26	4° 03′ 08.16" (LT)	1,212.00	42.88	85.72	967+79.95	968+65.67
US80_EBFR4	US80_EBFR4_6	969+07.70	N 6,959,391.55	E 2,609,567.04	4° 03′ 08.16" (RT)	1,188.00	42.03	84.02	968+65.67	969+49.69
US80_EBFR5	US80_EBFR5_3	985+82.73	N 6,959,364.73	E 2,611,241.07	4° 02′ 31.82" (RT)	1,200.00	42.35	84.66	985+40.38	986+25.04
US80_EBFR5	US80_EBFR5_4	986+67.81	N 6,959,357.37	E 2,611,325.87	4° 02′ 31.82" (LT)	1,212.00	42.77	85.51	986+25.04	987+10.55
RWX_80REED	RWX_80REED_1	10+64.93	N 6,959,644.59	E 2,608,256.03	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	10+00.00	11+29.70
RWX_80REED	RWX_80REED_2	11+94.63	N 6,959,626.53	E 2,608,384.63	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	11+29.70	12+59.39
RWX_80REED	RWX_80REED_5	19+35.18	N 6,959,614.66	E 2,609,125.25	3° 47′ 57.73" (RT)	5,300.00	175.79	351.45	17+59.39	21+10.85
RWX_80REED	RWX_80REED_6	22+36.88	N 6,959,589.84	E 2,609,426.06	3° 47′ 57.73" (LT)	3,800.00	126.04	251.98	21+10.85	23+62.83
REE_REED80	REE_REED80_1	10+64.93	N 6,959,428.62	E 2,608,252.57	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	10+00.00	11+29.70
REE_REED80	REE_REED80_2	11+94.63	N 6,959,442.55	E 2,608,381.68	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	11+29.70	12+59.39
REE_REED80	REE_REED80_5	19+35.18	N 6,959,430.68	E 2,609,122.30	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	17+59.39	21+10.85
REE_REED80	REE_REED80_6	22+36.88	N 6,959,445.86	E 2,609,423.75	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	21+10.85	23+62.83
RWE_WIN80	RWE_WIN80_1	11+26.04	N 6,959,557.76	E 2,611,427.88	3° 47′ 57.73" (LT)	3,800.00	126.04	251.98	10+00.00	12+51.98
RWE_WIN80	RWE_WIN80_2	14+27.77	N 6,959,572.93	E 2,611,729.32	3° 47′ 57.73" (RT)	5,300.00	175.79	351.45	12+51.98	16+03.43
RWE_WIN80	RWE_WIN80_5	21+68.37	N 6,959,561.06	E 2,612,469.95	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	21+03.43	22+33.13
RWE_WIN80	RWE_WIN80_6	22+98.06	N 6,959,574.99	E 2,612,599.06	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	22+33.13	23+62.83
REX_80WIN	REX_80WIN_1	11+26.04	N 6,959,413.78	E 2,611,425.57	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	10+00.00	12+51.98
REX_80WIN	REX_80WIN_2	14+27.77	N 6,959,388.95	E 2,611,726.37	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	12+51.98	16+03.43
REX_80WIN	REX_80WIN_5	21+68.37	N 6,959,377.09	E 2,612,467.00	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	21+03.43	22+33.13
REX_80WIN	REX_80WIN_6	22+98.06	N 6,959,359.02	E 2,612,595.60	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	22+33.13	23+62.83

RETAINING WALLS						
NO.	ALIGNMENT	BEGIN STA.	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
WALL 71	US 80 CL	955+00.00	71.00′ LT	962+00.00	71.00′ LT	700.00
WALL 72	US 80 CL	962+00.00	101.00′ RT	964+10.00	97.00′ RT	210.63
WALL 73	US 80 CL	962+00.00	101.00′ LT	970+00.00	83.00′ LT	1036.93
WALL 74	WBFR	982+55.00	15.00′ LT	985+35.00	15.00′ LT	280.00
WALL 75	WBFR	987+50.00	30.00′ LT	988+75.00	30.00′ LT	125.00
WALL 76	US 80 CL	987+85.00	88.00′ RT	992+80.00	101.00′ RT	828.00
WALL 77	US 80 CL	999+40.00	71.00′ LT	1003+00.00	71.00′ LT	360.00

RAMP GORE DETAILS [N.T.S.]

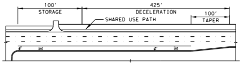

600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
RAMP
MAIN LANES
3,800′ R
5,300′ R
12′
14′
1,050′ R
30′ CURB TRANSITION
FRONTAGE RD
2′
LN WIDTH VARIES 14′-12′

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

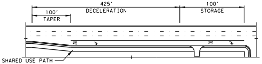
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL

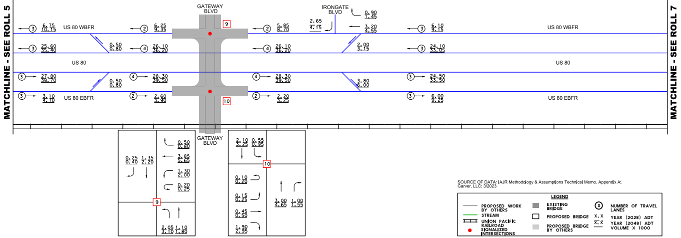

100′
STORAGE
425′
DECELERATION
100′
TAPER
SHARED USE PATH

LEFT-TURN BAY DETAIL (TYPICAL)


425′
DECELERATION
100′
STORAGE
100′
TAPER
SHARED USE PATH

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]


MATCHLINE - SEE ROLL 5
MATCHLINE - SEE ROLL 7
GATEWAY BLVD
IRONGATE BLVD
US 80 WBFR
US 80
US 80 EBFR
3
6.75/10.15
2
6.25/9.35
2
5.85/8.70
2.65/4.15
0.90/1.45
3.20/4.55
3
6.10/9.15
3
25.60/35.40
0.50/0.80
4
26.10/36.20
4
26.10/36.20
2.00/3.15
3
24.10/33.05
3
27.80/38.70
0.50/0.80
4
28.30/39.50
4
28.30/39.50
3.80/6.00
3
24.50/33.50
3
3.10/4.70
2
2.60/3.90
2
2.20/3.25
3
6.00/9.25
9
10
0.25/0.40
1.35/2.20
0.50/0.80
3.85/5.65
1.30/2.00
0.20/0.25
2.05/3.10
1.10/1.80
2.10/3.25
0.55/0.95
0.10/0.20
0.15/0.25
0.45/0.50
1.90/2.95
3.00/4.65
1.00/1.55

SOURCE OF DATA: IAJR Methodology & Assumptions Technical Memo, Appendix A; Garver, LLC; 3/2023

LEGEND

—	PROPOSED WORK BY OTHERS	▇	EXISTING BRIDGE	(X)	NUMBER OF TRAVEL LANES
—	STREAM	☐	PROPOSED BRIDGE	X.X / X.X	YEAR (2028) ADT YEAR (2048) ADT VOLUME X 1000
┼┼┼	UNION PACIFIC RAILROAD	▨	PROPOSED BRIDGE BY OTHERS		
●	SIGNALIZED INTERSECTIONS				

Texas Department of Transportation

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DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

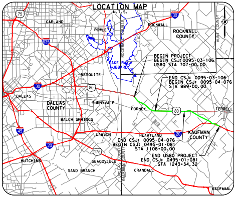
US 80
100% DESIGN SCHEMATIC

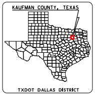
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
DIRECT CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS CONNECTORS:	20 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31:	PLAN & PROFILE STA. BEGIN TO STA. 760+00
ROLL 2 OF 31:	PLAN & PROFILE STA. 760+00 TO STA. 816+00
ROLL 3 OF 31:	PLAN & PROFILE STA. 816+00 TO STA. 872+00
ROLL 4 OF 31:	PLAN & PROFILE STA. 872+00 TO STA. 917+00
ROLL 5 OF 31:	PLAN & PROFILE STA. 917+00 TO STA. 955+00
ROLL 6 OF 31:	PLAN & PROFILE STA. 955+00 TO STA. 1003+00
ROLL 7 OF 31:	PLAN & PROFILE STA. 1003+00 TO STA. 1042+00
ROLL 8 OF 31:	PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
ROLL 9 OF 31:	PLAN & PROFILE STA. 1081+00 TO (SP557) STA. 1134+00
ROLL 10 OF 31:	PLAN & PROFILE (SP557) STA. 1134+00 TO STA. 1178+00
ROLL 11 OF 31:	PLAN & PROFILE STA. 1178+00 TO STA. 1227+00
ROLL 12 OF 31:	PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 31:	PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
ROLL 14 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16-19 OF 31:	PLAN & PROFILE EB FRONTAGE ROADS
ROLL 20-23 OF 31:	PLAN & PROFILE WB FRONTAGE ROADS
ROLL 24 OF 31:	PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 25 OF 31:	PLAN & PROFILE US80 CROSS STREETS
ROLL 26 OF 31:	PLAN & PROFILE SP557 CROSS STREETS
ROLL 27-29 OF 31:	PLAN & PROFILE US80/SP557 RAMPS
ROLL 30 OF 31:	PLAN & PROFILE U-TURNS/I-20 DIRECT CONNECTORS
ROLL 31 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
N.T.S.
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
BEGIN PROJECT
BEGIN CSJ: 0095-03-106
US80 STA 707+00.00
MESQUITE
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 889+00.00
LAKE RAY HUBBARD
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
KAUFMAN COUNTY
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1108+00.00
END US80 PROJECT
END CSJ: 0495-01-081
STA 1243+34.32
HUTCHINS
SEAGOVILLE
SAND BRANCH
CRANDALL
KAUFMAN
75
30
635
80
20
45
175


KAUFMAN COUNTY, TEXAS

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

December 8, 2023

ROLL NUMBER 6/31

GARVER
3010 GAYLORD PARKWAY
SUITE 190
FRISCO, TX 75034
FIRM REGISTRATION NO. 5713