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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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
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ROLL 7 OF 31:	PLAN & PROFILE STA. 1003+00 TO STA. 1042+00
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ROLL 13 OF 31:	PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
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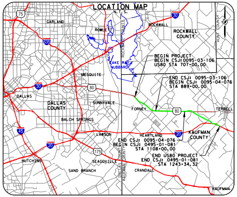
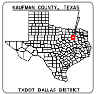


LOCATION MAP
N.T.S.
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
LAKE RAY HUBBARD
BEGIN PROJECT
BEGIN CSJ: 0095-03-106
US80 STA 707+00.00
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 889+00.00
MESQUITE
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
KAUFMAN COUNTY
END CSJ: 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

KAUFMAN COUNTY, TEXAS



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

STATE OF TEXAS
STEPHEN A. JOHNSON
103591
LICENSED PROFESSIONAL ENGINEER
12/8/2023

December 8, 2023

ROLL NUMBER	9/31

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
─o─o─	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.

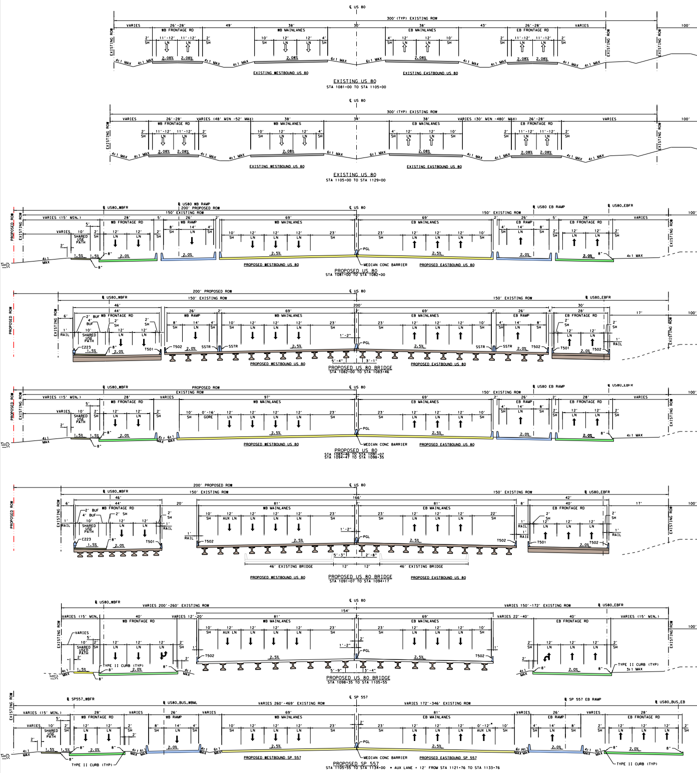
PRELIMINARY,
NOT FOR CONSTRUCTION

50' 0 50' 100'
HORIZONTAL
1":100'

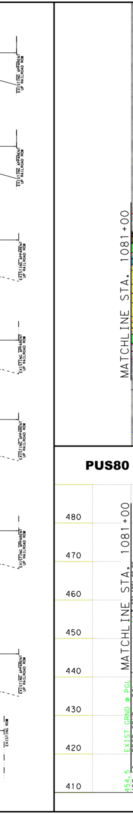
5' 0 5' 10'
VERTICAL
1":10'

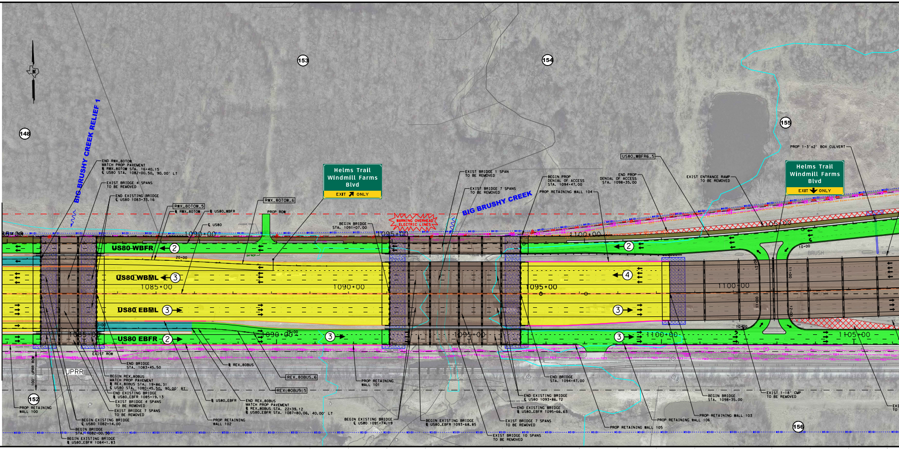
GRAPHIC SCALE IN FEET

TYPICAL SECTIONS [N.T.S.]

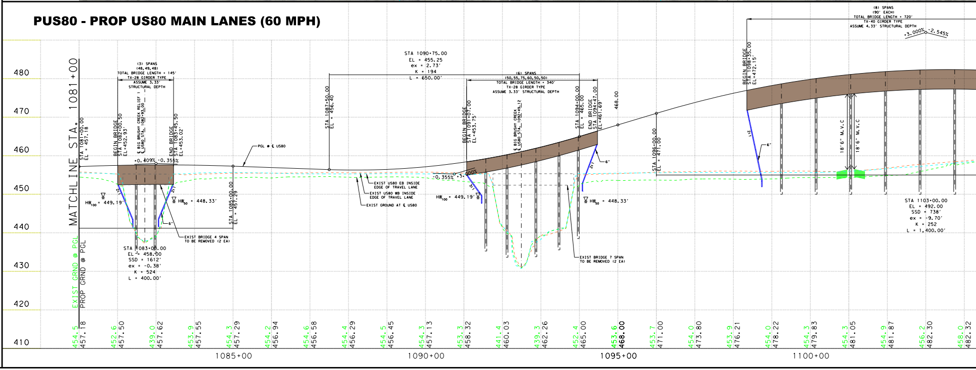


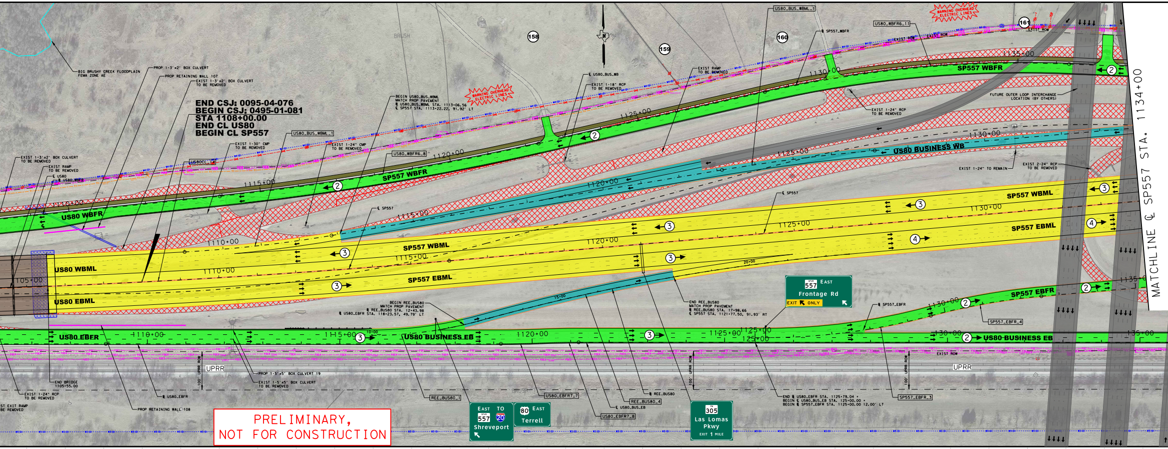
℄ US 80
300' (TYP) EXISTING ROW
WB FRONTAGE RD
WB MAINLANES
EB MAINLANES
EB FRONTAGE RD
EXISTING ROW
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80
EXISTING US 80
STA 1081+00 TO STA 1105+00
EXISTING US 80
STA 1105+00 TO STA 1129+00
℄ US80_WBFR
℄ US80 WB RAMP
℄ US80 EB RAMP
℄ US80_EBFR
PROPOSED ROW
150' EXISTING ROW
200' PROPOSED ROW
SHARED USE PATH
WB RAMP
EB RAMP
PGL
MEDIAN CONC BARRIER
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80
PROPOSED US 80
STA 1081+00 TO STA 1082+00
PROPOSED US 80 BRIDGE
STA 1082+00 TO STA 1083+46
PROPOSED US 80
STA 1083+46 TO STA 1091+07
STA 1094+47 TO STA 1098+35
46' EXISTING BRIDGE
PROPOSED US 80 BRIDGE
STA 1091+07 TO STA 1094+17
VARIES 200'-260' EXISTING ROW
VARIES 150'-172' EXISTING ROW
TYPE II CURB (TYP)
PROPOSED US 80 BRIDGE
STA 1098+35 TO STA 1105+55
℄ SP557_WBFR
℄ US80_BUS_WBML
℄ SP 557
℄ SP 557 EB RAMP
℄ US80_BUS_EB
VARIES 260'-469' EXISTING ROW
VARIES 172'-346' EXISTING ROW
PROPOSED WESTBOUND SP 557
PROPOSED EASTBOUND SP 557
PROPOSED SP 557
STA 1105+55 TO STA 1134+00 * AUX LANE = 12' FROM STA 1121+76 TO STA 1133+76


EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING APPARENT UP RAILROAD ROW
EXISTING ROW
MATCHLINE STA. 1081+00

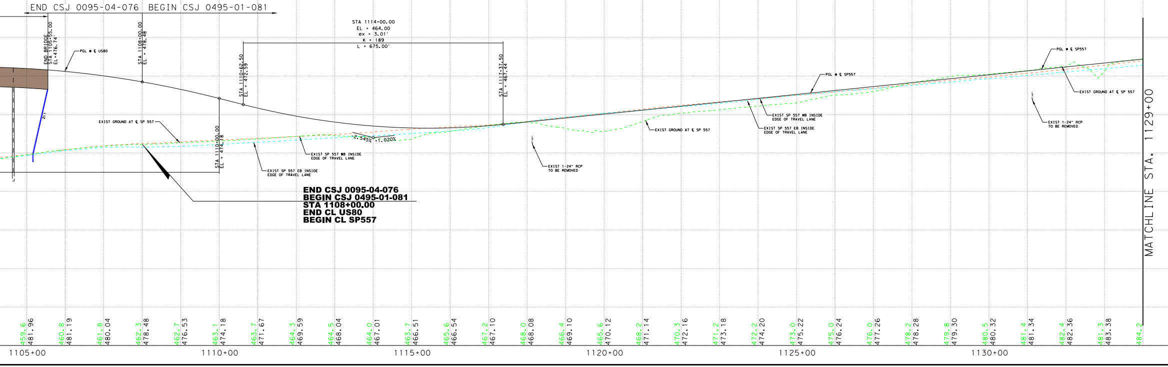

148
152
153
154
155
156
BIG BRUSHY CREEK RELIEF 1
BIG BRUSHY CREEK
Helms Trail
Windmill Farms
Blvd
EXIT ONLY
Helms Trail
Windmill Farms
Blvd
EXIT ONLY
WARNING OVERHEAD ELECTRIC LINES
US80 WBFR
US80 WBML
US80 EBML
US80 EBFR
UPRR
1085+00
1090+00
1095+00
1100+00
1105+00
END RWX_80TOW MATCH PROP PAVEMENT RWX_80TOW STA. 16+40.15 US80 STA. 1082+00.50, 90.00' LT
EXIST BRIDGE 4 SPANS TO BE REMOVED
END EXISTING BRIDGE US80 1083+33.16
RWX_80TOW_5
RWX_80TOW
US80_WBFR
RWX_80TOW_6
PROP ROW
BEGIN BRIDGE STA. 1091+07.00
EXIST BRIDGE 1 SPAN TO BE REMOVED
EXIST BRIDGE 7 SPANS TO BE REMOVED
BEGIN PROP DENIAL OF ACCESS STA. 1094+47.00
PROP RETAINING WALL 104
END PROP DENIAL OF ACCESS STA. 1098+35.00
US80_WBFR6_5
EXIST ENTRANCE RAMP TO BE REMOVED
PROP 1-3'x2' BOX CULVERT
BRUSH
EXIST ROW
END BRIDGE STA. 1083+45.50
BEGIN REX_80BUS MATCH PROP PAVEMENT REX_80BUS STA. 19+86.31 US80 STA. 1080+45.50, 90.00' RT
END EXISTING BRIDGE US80_EBFR 1085+19.13
EXIST BRIDGE 4 SPANS TO BE REMOVED
EXIST BRIDGE 7 SPANS TO BE REMOVED
BEGIN EXISTING BRIDGE US80 1082+14.00
BEGIN BRIDGE STA. 1082+00.50
BEGIN EXISTING BRIDGE US80_EBFR 1084+1.83
PROP RETAINING WALL 100
REX_80BUS
REX_80BUS_6
REX_80BUS_5
US80_EBFR
END REX_80BUS MATCH PROP PAVEMENT REX_80BUS STA. 22+39.12 US80_EBFR STA. 1087+80.06, 40.00' LT
PROP RETAINING WALL 102
PROP RETAINING WALL 101
BEGIN EXISTING BRIDGE US80 1091+74.19
BEGIN EXISTING BRIDGE US80_EBFR 1093+68.85
END BRIDGE STA. 1094+47.00
END EXISTING BRIDGE US80 1093+86.72
END EXISTING BRIDGE US80_EBFR 1095+66.63
EXIST BRIDGE 7 SPANS TO BE REMOVED
EXIST BRIDGE 10 SPANS TO BE REMOVED
PROP RETAINING WALL 105
PROP RETAINING WALL 106
PROP RETAINING WALL 103
BEGIN BRIDGE STA. 1098+35.00
EXIST 1-18" CMP TO BE REMOVED

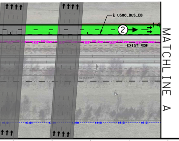
PUS80 - PROP US80 MAIN LANES (60 MPH)


480
470
460
450
440
430
420
410
MATCHLINE STA. 1081+00
EXIST GRND @ PGL
PROP GRND @ PGL
STA 1081+00.00 EL = 457.18
(3) SPANS (48, 49, 48) TOTAL BRIDGE LENGTH = 145' TX-28 GIRDER TYPE ASSUME 3.33' STRUCTURAL DEPTH
BEGIN BRIDGE STA 1082+00.50 EL=452.93'
END BRIDGE STA 1083+45.50 EL=453.02'
+0.409%
-0.355%
HW100 = 449.19'
HW50 = 448.33'
STA 1083+00.00 EL = 458.00 SSD = 1612' ex = -0.38' K = 524 L = 400.00'
EXIST BRIDGE 4 SPAN TO BE REMOVED (2 EA)
STA 1085+00.00 EL = 457.29
PGL & US80
STA 1087+50.00 EL = 456.40
STA 1090+75.00 EL = 455.25 ex = 2.73' K = 194 L = 650.00'
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
EXIST GROUND AT US80
(6) SPANS (50, 55, 75, 60, 50, 50) TOTAL BRIDGE LENGTH = 340' TX-28 GIRDER TYPE ASSUME 3.33' STRUCTURAL DEPTH
BEGIN BRIDGE STA 1091+07.00 EL=453.75'
BIG BRUSHY CREEK US80 STA 1092+49.12
STA 1094+00.00 EL = 465.00
END BRIDGE STA 1094+47.00 EL=461.69'
468.00
-0.355%
+3.000%
HW100 = 449.19'
HW50 = 448.33'
EXIST BRIDGE 7 SPAN TO BE REMOVED (2 EA)
STA 1096+00.00 EL = 471.00
(8) SPANS (90' EACH) TOTAL BRIDGE LENGTH = 720' TX-40 GIRDER TYPE ASSUME 4.33' STRUCTURAL DEPTH
+3.000%
-2.545%
BEGIN BRIDGE STA 1098+35.00 EL=472.15'
18'-6" M.V.C
18'-6" M.V.C
STA 1103+00.00 EL = 492.00 SSD = 738' ex = -9.70' K = 252 L = 1,400.00'
454.5 457.18
452.6 457.50
439.0 457.62
453.9 457.55
454.3 457.29
454.2 456.94
454.6 456.58
454.4 456.29
454.5 456.45
454.3 457.13
453.3 458.32
441.4 460.03
439.3 462.26
452.4 465.00
453.6 468.00
453.7 471.00
454.0 473.80
453.9 476.21
454.0 478.22
454.3 479.83
454.3 481.05
454.9 481.87
456.2 482.30
458.0 482.32
1085+00
1090+00
1095+00
1100+00

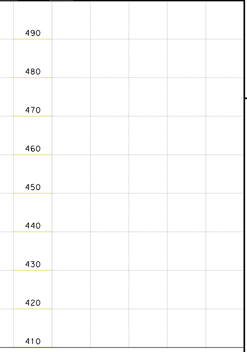

BIG BRUSHY CREEK FLOODPLAIN
FEMA ZONE AE
PROP 1-3'x2' BOX CULVERT
PROP RETAINING WALL 107
EXIST 1-3'x2' BOX CULVERT TO BE REMOVED
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1108+00.00
END CL US80
BEGIN CL SP557
US80_BUS_WBML_1
EXIST 1-30" CMP TO BE REMOVED
EXIST 1-24" CMP TO BE REMOVED
US80CL_14
EXIST 1-3'x2' BOX CULVERT TO BE REMOVED
EXIST RAMP TO BE REMOVED
℄ US80
℄ US80_WBFR
US80_WBFR6_8
BRUSH
BEGIN US80_BUS_WBML
MATCH PROP PAVEMENT
℄ US80_BUS_WBML STA. 1113+06.56
℄ SP557 STA. 1113+22.22, 91.92' LT
WARNING OVERHEAD ELECTRIC LINES
158
159
160
161
℄ US80_BUS_WB
EXIST 1-18" RCP TO BE REMOVED
EXIST RAMP TO BE REMOVED
US80_BUS_WBML_1
℄ SP557_WBFR
US80_WBFR6_11
EXIST ROW
EXIST 1-24" RCP TO BE REMOVED
FUTURE OUTER LOOP INTERCHANGE LOCATION (BY OTHERS)
EXIST 1-24" TO REMAIN
EXIST 2-24" RCP TO BE REMOVED
℄ SP557
SP557 WBFR
US80 WBFR
US80 BUSINESS WB
SP557 WBML
SP557 EBML
US80 WBML
US80 EBML
US80 EBFR
US80 BUSINESS EB
SP557 EBFR
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
15+00
20+00
10+00
125+00
②
③
④
BEGIN REE_BUS80
MATCH PROP PAVEMENT
℄ REE_BUS80 STA. 12+43.98
℄ US80_EBFR STA. 118+23.57, 49.79' LT
END REE_BUS80
MATCH PROP PAVEMENT
℄ REE_BUS80 STA. 17+98.66
℄ SP557 STA. 1121+77.50, 91.93' RT
557 EAST
Frontage Rd
EXIT ONLY
℄ SP557_EBFR
SP557_EBFR_4
END BRIDGE 1105+55.00
EXIST 1-24" RCP TO BE REMOVED
ST EXIT RAMP BE REMOVED
℄ US80_EBFR
PROP RETAINING WALL 108
100' UPRR ROW
UPRR
PROP 1-5'x5' BOX CULVERT 19
EXIST 1-5'x5' BOX CULVERT TO BE REMOVED
REE_BUS80_1
US80_EBFR7_7
REE_BUS80_4
℄ REE_BUS80
℄ US80_BUS_EB
US80_EBFR7_8
EAST TO 557 20
Shreveport
80 EAST
Terrell
305
Las Lomas Pkwy
EXIT 1 MILE
END ℄ US80_EBFR STA. 1125+79.04 =
BEGIN ℄ US80_BUS_EB STA. 125+00.00 =
BEGIN ℄ SP557_EBFR STA. 1125+00.00 12.00' LT
SP557_EBFR_3
EXIST ROW
MATCHLINE ℄ SP557 STA. 1134+00

PRELIMINARY,
NOT FOR CONSTRUCTION


END CSJ 0095-04-076 BEGIN CSJ 0495-01-081
END BRIDGE
STA 1105+55.00
EL=476.74'
PGL ● ℄ US80
STA 1108+00.00
EL = 478.48
STA 1114+00.00
EL = 464.00
ex = 3.01'
K = 189
L = 675.00'
STA 1110+62.50
EL = 472.59
STA 1117+37.50
EL = 467.44
STA 1110+00.00
EL = 474.18
2:1
EXIST GROUND AT ℄ SP 557
-2.545%
+1.020%
EXIST SP 557 WB INSIDE EDGE OF TRAVEL LANE
EXIST SP 557 EB INSIDE EDGE OF TRAVEL LANE
EXIST 1-24" RCP TO BE REMOVED
PGL ● ℄ SP557
EXIST GROUND AT ℄ SP 557
END CSJ 0095-04-076
BEGIN CSJ 0495-01-081
STA 1108+00.00
END CL US80
BEGIN CL SP557
MATCHLINE STA. 1129+00
459.6 481.96
460.8 481.19
461.8 480.04
462.3 478.48
462.7 476.53
463.1 474.18
463.7 471.67
464.3 469.59
464.5 468.04
464.0 467.01
463.7 466.51
465.6 466.54
467.2 467.10
468.0 468.08
466.4 469.10
465.6 470.12
468.2 471.14
470.3 472.16
471.2 473.18
472.2 474.20
473.0 475.22
475.0 476.24
476.0 477.26
478.2 478.28
479.8 479.30
480.5 480.32
481.4 481.34
482.4 482.36
481.3 483.38
484.2
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00



℄ US80_BUS_EB
②
EXIST ROW
MATCHLINE A



PROPERTY OWNERS		
PARCEL NUMBER	OWNER	PROPERTY ADDRESS
148	GENTRY WESLEY H & SAMMYE L	E. HWY 80, TX
150	SACK STUART V ETAL	
152	AP DUPONT LIMITED PARTNERSHIP	
153	FORNEY PARTNERSHIP LLC	E. HWY 80, TX
154	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
155	LAND ADVISORS, LTD.	HWY. 80, TX
156	AP DUPONT LIMITED PARTNERSHIP	0 CO. RD. 305, TX
157	AP DUPONT LIMITED PARTNERSHIP	0 CO. RD. 238, TX
158	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
159	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
160	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
161	SANDERS, BILLY V.	6160 W. HWY. 80, TX

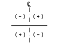
HORIZONTAL ALIGNMENT DATA

BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
US80CL	US80CL_14	1106+09.31	N 6,959,304.76	E 2,623,358.62	4° 56′ 23.69" (LT)	23,000.00	992.12	1,983.01	1096+17.20	1116+00.20
US80_BUS_WBML	US80_BUS_WBML_1	1110+92.31	N 6,959,416.77	E 2,623,853.19	6° 17′ 23.74" (LT)	3,500.00	192.31	384.23	1109+00.00	1112+84.23
US80_BUS_WBML	US80_BUS_WBML_4	1125+13.11	N 6,959,631.08	E 2,625,258.13	4° 34′ 58.06" (RT)	5,000.00	200.07	399.92	1123+13.04	1127+12.97
US80_WBFR6	US80_WBFR6_5	1102+05.73	N 6,959,446.46	E 2,622,570.40	5° 56′ 28.25" (LT)	7,000.00	363.25	725.85	1098+42.48	1105+68.33
US80_WBFR6	US80_WBFR6_8	1118+14.54	N 6,959,589.30	E 2,624,173.50	6° 52′ 29.62" (LT)	7,000.00	420.47	839.93	1113+94.07	1122+34.00
US80_WBFR6	US80_WBFR6_11	1132+37.36	N 6,959,884.52	E 2,625,566.40	15° 08′ 51.68" (RT)	3,012.00	400.49	796.30	1128+36.88	1136+33.18
SP557_EBFR	SP557_EBFR_3	1127+45.92	N 6,959,160.76	E 2,625,385.55	15° 04′ 44.29" (LT)	1,650.00	218.38	434.24	1125+27.54	1129+61.78
SP557_EBFR	SP557_EBFR_4	1131+08.16	N 6,959,250.42	E 2,625,739.12	10°08′20.60" (RT)	1,650.00	146.37	291.98	1129+61.78	1132+53.77
US80_EBFR7	US80_EBFR7_7	1118+69.25	N 6,959,157.38	E 2,624,529.75	2° 18′ 44.14" (LT)	2,500.00	50.45	100.89	1118+18.79	1119+19.68
US80_EBFR7	US80_EBFR7_8	1119+70.14	N 6,959,159.96	E 2,624,630.62	2° 18′ 44.14" (RT)	2,500.00	50.45	100.89	1119+19.68	1120+20.58
RWX_80TOW	RWX_80TOW_1	10+68.89	N 6,959,456.85	E 2,620,386.26	7° 30′ 25.73" (RT)	1,050.00	68.89	137.58	10+00.00	11+37.58
RWX_80TOW	RWX_80TOW_2	12+06.46	N 6,959,436.83	E 2,620,522.57	7° 30′ 25.73" (LT)	1,050.00	68.89	137.58	11+37.58	12+75.15
RWX_80TOW	RWX_80TOW_5	19+33.43	N 6,959,426.04	E 2,621,249.66	3° 25′ 16.30" (RT)	5,300.00	158.28	316.47	17+75.15	20+91.62
RWX_80TOW	RWX_80TOW_6	22+34.97	N 6,959,403.58	E 2,621,550.45	3° 25′ 16.30" (LT)	4,800.00	143.35	286.61	20+91.62	23+78.23
REX_80TOW	REX_80TOW_1	11+26.04	N 6,959,314.07	E 6,959,314.07	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	10+00.00	12+51.98
REX_80TOW	REX_80TOW_2	14+27.77	N 6,959,289.61	E 2,618,175.72	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	12+51.98	16+03.43
REX_80TOW	REX_80TOW_5	21+68.37	N 6,959,278.62	E 2,618,916.36	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	21+03.43	22+33.13
REX_80TOW	REX_80TOW_6	22+98.06	N 6,959,260.71	E 2,619,044.98	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	22+33.13	23+62.83
REX_80BUS	REX_80BUS_1	11+54.41	N 6,959,290.73	E 2,620,258.17	4° 39′ 13.26" (RT)	3,800.00	154.41	308.64	10+00.00	13+08.64
REX_80BUS	REX_80BUS_2	15+24.00	N 6,959,255.27	E 2,620,626.23	4° 39′ 13.26" (LT)	5,300.00	215.36	430.48	13+08.64	17+39.12
REX_80BUS	REX_80BUS_5	23+08.01	N 6,959,243.64	E 2,621,410.39	7° 30′ 25.73" (RT)	1,050.00	68.89	137.58	22+39.12	23+76.70
REX_80BUS	REX_80BUS_6	24+45.58	N 6,959,223.62	E 2,621,546.70	7° 30′ 25.73" (LT)	1,050.00	68.89	137.58	23+76.70	25+14.27
REE_BUS80	REE_BUS80_1	11+40.20	N 6,959,183.02	E 2,624,284.66	15° 12′ 39.33" (LT)	1,050.00	140.20	278.75	10+00.00	12+78.75
REE_BUS80	REE_BUS80_4	17+86.25	N 6,959,343.67	E 2,624,912.12	10° 16′ 15.64" (RT)	5,300.00	476.32	950.09	13+09.93	22+60.02

RETAINING WALLS

NO.	ALIGNMENT	BEGIN STA.	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
WALL 100	EBFR	1082+86.75	3.00′ RT	1083+85.00	3.00′ RT	98.25
WALL 101	EBFR	1085+30.00	3.00′ RT	1093+00.00	3.00′ RT	770.00
WALL 102	US80 CL	1084+70.00	71.00′ RT	1086+30.00	71.00′ RT	160.00
WALL 103	US80 CL	1094+60.00	83.00′ RT	1098+35.00	83.00′ RT	375.00
WALL 104	US80 CL	1094+60.00	83.00′ LT	1098+35.00	83.00′ LT	375.00
WALL 105	EBFR	1096+30.00	3.00′ RT	1097+85.00	3.00′ RT	155.00
WALL 106	EBFR	1098+80.00	3.00′ RT	1104+70.00	3.00′ RT	590.00
WALL 107	WBFR	1109+30.00	48.00′ RT	1110+90.00	48.00′ RT	160.00
WALL 108	EBFR	1107+45.00	48.00′ RT	1111+00.00	48.00′ LT	355.00

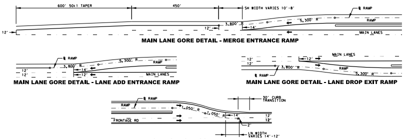
SUPERELEVATION SIGN CONVENTION



SUPERELEVATION

BASELINE	ROADWAY	BEGIN TRANSITION		END TRANSITION	
		STATION	e	STATION	e
SP557CL	SP557 WBML	1127+60	2.50%	1137+80	-6.00%
		1149+00	-6.00%	1159+20	2.50%
SP557CL	SP557 EBML	1127+60	-2.50%	1137+80	-6.00%
		1149+00	-6.00%	1159+20	-2.50%

RAMP GORE DETAILS [N.T.S.]



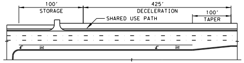
600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
RAMP
5,300′ R
3,800′ R
12′
14′
MAIN LANES
℄ RAMP
5,300′ R
RAMP
3,800′ R
12′
14′
12′
MAIN LANES
12′
12′
MAIN LANES
3,800′ R
RAMP
℄ RAMP
5,300′ R
℄ RAMP
RAMP
1,050′ R
1,050′ R
14′
30′ CURB TRANSITION
FRONTAGE RD
2′
12′
12′
LN WIDTH VARIES 14′-12′

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

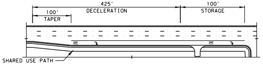
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL



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

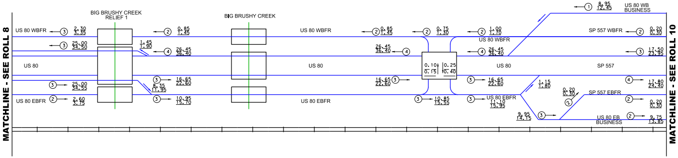
LEFT-TURN BAY DETAIL (TYPICAL)



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

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]



MATCHLINE - SEE ROLL 8
MATCHLINE - SEE ROLL 10
BIG BRUSHY CREEK RELIEF 1
BIG BRUSHY CREEK
US 80 WBFR
US 80
US 80 EBFR
US 80 WBFR
US 80
US 80 EBFR
US 80 WBFR
US 80 EBFR
US 80
SP 557 WBFR
SP 557
SP 557 EBFR
US 80 WB BUSINESS
US 80 EB BUSINESS
2.30 / 3.35
25.00 / 34.50
25.00 / 34.55
2.60 / 3.75
0.85 / 1.45
1.45 / 1.90
26.45 / 36.40
16.65 / 22.60
8.35 / 11.95
10.95 / 15.70
0.85 / 1.45
26.45 / 36.40
16.65 / 22.60
10.85 / 15.55
0.75 / 1.30
1.00 / 1.70
0.10 / 0.15
0.25 / 0.40
26.45 / 36.40
16.65 / 22.60
11.10 / 15.95
9.95 / 14.15
1.15 / 1.80
0.20 / 0.30
8.95 / 12.45
0.20 / 0.30
17.50 / 23.95
17.80 / 24.40
0.20 / 0.30
9.75 / 13.85

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

LEGEND

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

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

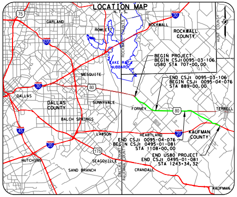
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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

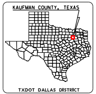
ROLL 1 OF 31: PLAN & PROFILE STA. BEGIN TO STA. 760+00
ROLL 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 816+00
ROLL 3 OF 31: PLAN & PROFILE STA. 816+00 TO STA. 872+00
ROLL 4 OF 31: PLAN & PROFILE STA. 872+00 TO STA. 917+00
ROLL 5 OF 31: PLAN & PROFILE STA. 917+00 TO STA. 955+00
ROLL 6 OF 31: PLAN & PROFILE 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
HUNT COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
KAUFMAN COUNTY
HUTCHINS
SEAGOVILLE
SAND BRANCH
CRANDALL
KAUFMAN
BEGIN PROJECT
BEGIN CSJ: 0095-03-106
US80 STA 707+00.00
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 889+00.00
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
75
30
635
80
20
45
175

KAUFMAN COUNTY, TEXAS



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

December 8, 2023

ROLL NUMBER	9/31

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