Texas Department of Transportation

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

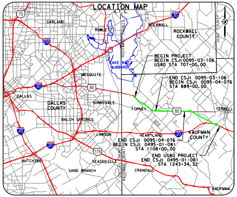
US 80
100% DESIGN SCHEMATIC

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

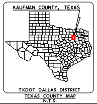
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
DIRECT CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS CONNECTORS:	20 MPH	
TURNAROUNDS:	15 MPH	

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



KAUFMAN COUNTY, TEXAS

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

STEPHEN A. JOHNSON
103591

12/8/2023

December 8, 2023

ROLL NUMBER 10/31

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 PAVEMENT 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.

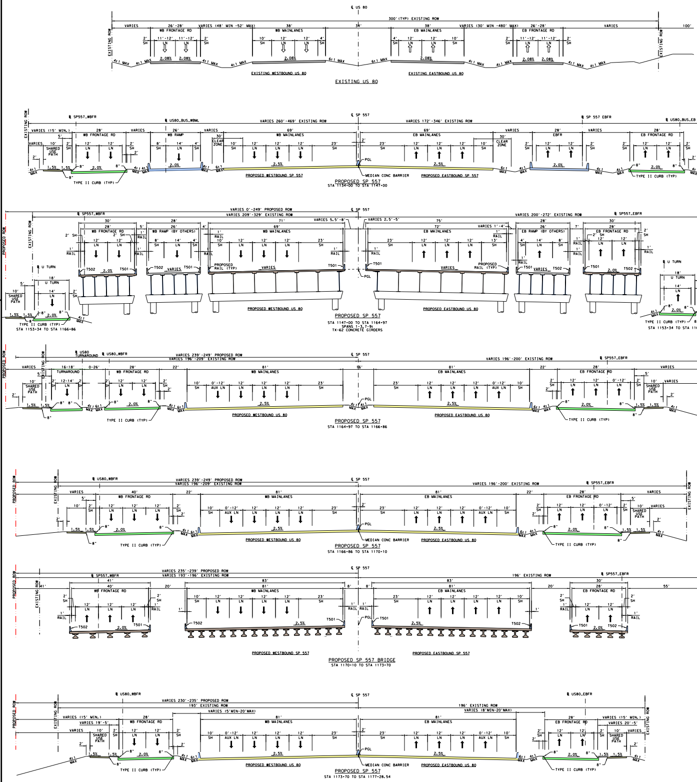
PRELIMINARY,
NOT FOR CONSTRUCTION

50′ 0 50′ 100′
HORIZONTAL
1″:100′

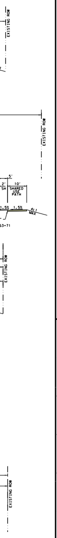
5′ 0 5′ 10′
VERTICAL
1″:10′

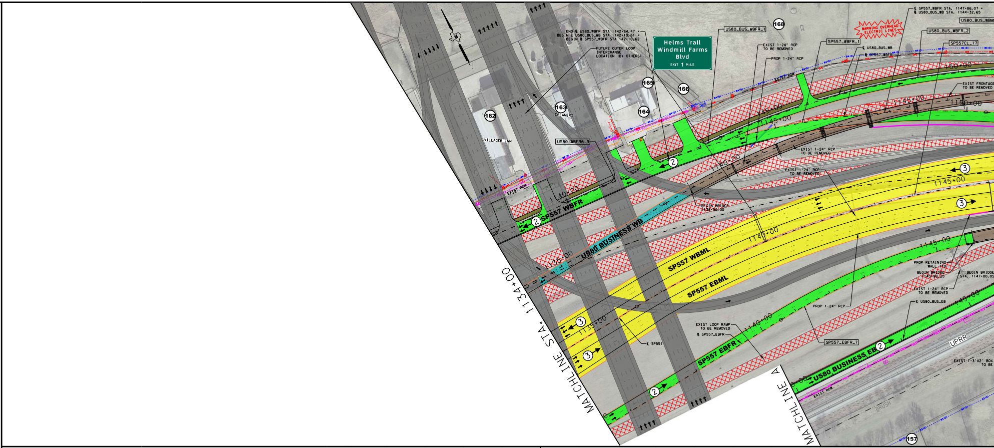
GRAPHIC SCALE IN FEET

TYPICAL SECTIONS [N.T.S.]



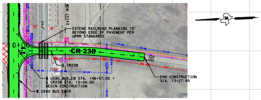
℄ US 80
300′ (TYP) EXISTING ROW
WB FRONTAGE RD
WB MAINLANES
EB MAINLANES
EB FRONTAGE RD
EXISTING ROW
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80
EXISTING US 80
℄ SP 557
PROPOSED WESTBOUND SP 557
PROPOSED EASTBOUND SP 557
MEDIAN CONC BARRIER
TYPE II CURB (TYP)
SHARED USE PATH
PROPOSED SP 557
STA 1134+00 TO STA 1147+00
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80
PROPOSED SP 557
STA 1147+00 TO STA 1164+97
SPANS 1-3,7-9;
TX-62 CONCRETE GIRDERS
TYPE II CURB (TYP)
STA 1153+34 TO STA 1166+86
PROPOSED SP 557
STA 1164+97 TO STA 1166+86
PROPOSED SP 557
STA 1166+86 TO STA 1170+10
PROPOSED SP 557 BRIDGE
STA 1170+10 TO STA 1173+70
PROPOSED SP 557
STA 1173+70 TO STA 1177+28.54

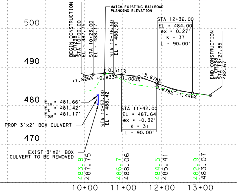

EXISTING ROW
EXISTING ROW
5'
2'
10'
SH
SHARED USE PATH
1.5%
1.5%
4:1 MAX
63+71
EXISTING ROW
EXISTING ROW

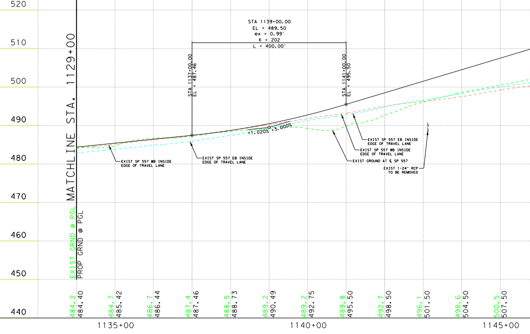

Helms Trail
Windmill Farms
Blvd
EXIT 1 MILE
WARNING OVERHEAD ELECTRIC LINES
END ℄ US80_WBFR STA 1142+84.47 =
BEGIN ℄ US80_BUS_WB STA 1142+10.61 =
BEGIN ℄ SP557_WBFR STA 142+10.62
FUTURE OUTER LOOP INTERCHANGE LOCATION (BY OTHERS)
US80_BUS_WBFR_1
US80_BUS_WBFR_2
SP557_WBFR_1
SP557CL_17
℄ SP557_WBFR STA. 1147+86.07 =
℄ US80_BUS_WB STA. 1144+32.65
US80_BUS_WBM
EXIST 1-24" RCP TO BE REMOVED
PROP 1-24" RCP
℄ US80_BUS_WB
℄ SP557_WBFR
EXIST FRONTAGE TO BE REMOVED
US80_WBFR6_9
VILLAGER INN
DREAMERS
162
163
164
165
166
168
157
EXIST ROW
SP557 WBFR
US80 BUSINESS WB
SP557 WBML
SP557 EBML
SP557 EBFR
US80 BUSINESS EB
UPRR
BRUSH
BEGIN BRIDGE 1138+90.00
EXIST 1-24" RCP TO BE REMOVED
PROP RETAINING WALL (10)
BEGIN BRIDGE 1145+98.25
BEGIN BRIDGE STA. 1147+00.05
EXIST 1-24" RCP TO BE REMOVED
PROP 1-24" RCP
℄ US80_BUS_EB
EXIST LOOP RAMP TO BE REMOVED
℄ SP557_EBFR
SP557_EBFR_7
℄ SP557
EXIST 1-3'X2' BOX TO BE
1135+00
1140+00
1145+00
1150+00
2
3
MATCHLINE STA. 1134+00
MATCHLINE ST

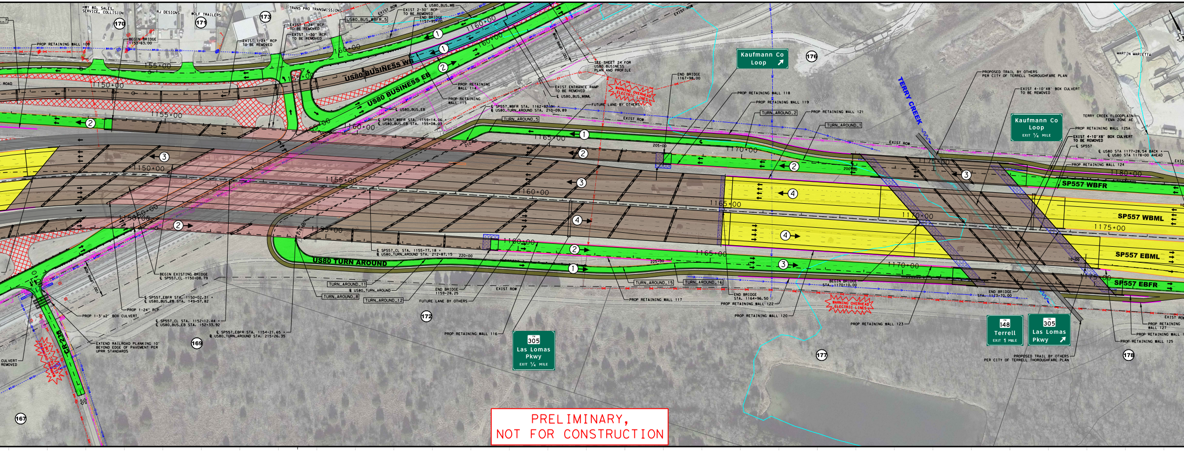
PROP SP 557 MAIN LANES (60 MPH)

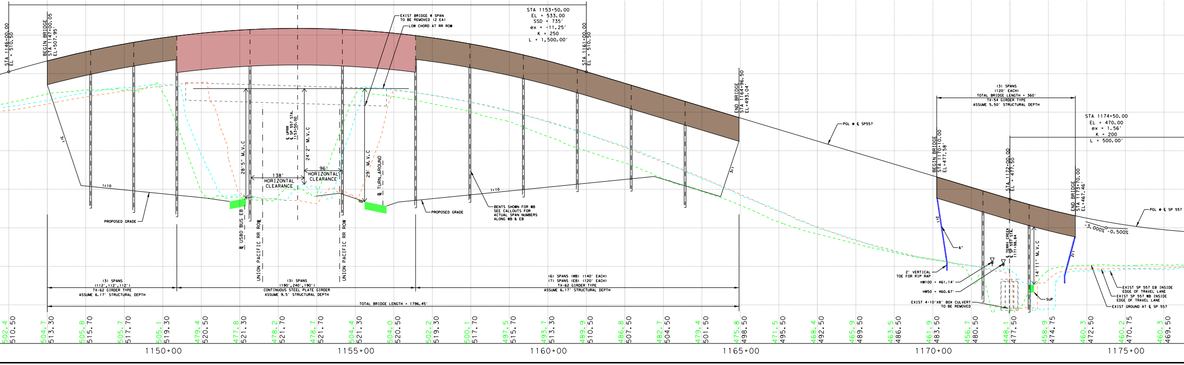
CR 238

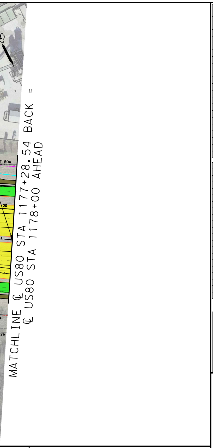

CR 238
EXIST ROW
UPRR
EXTEND RAILROAD PLANKING 10' BEYOND EDGE OF PAVEMENT PER UPRR STANDARDS
℄ CR238
℄ US80_BUS_EB STA. 146+57.05 =
℄ CR238 STA. 10+00.00
BEGIN CONSTRUCTION
℄ US80 BUS EBFR
END CONSTRUCTION STA. 13+27.85

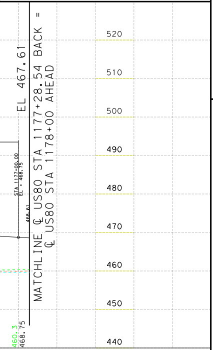





HWY 80 SALES, SERVICE, COLLISION
RJ DESIGNS
WOLF TRAILERS
TRANS PRO TRANSMISSIONS
170
171
173
176
172
169
167
177
178
PROP RETAINING WALL 109
BEGIN BRIDGE 1153+63.00
EXIST 1-24" RCP TO BE REMOVED
EXIST 1-24" RCP TO BE REMOVED
EXIST 1-30" RCP TO BE REMOVED
US80_BUS_WBFR_5
EXIST ROW
EXIST 2-30" RCP TO BE REMOVED
END BRIDGE 1157+95.00
℄ US80_BUS_WB
US80 BUSINESS WB
US80 BUSINESS EB
100' UPRR ROW
SEE SHEET 24 FOR US80 BUSINESS PLAN AND PROFILE
EXIST ENTRANCE RAMP TO BE REMOVED
℄ US80_BUS_WBML
PROP RETAINING WALL 114
PROP RETAINING WALL 115
℄ US80_BUS_EB
℄ SP557_WBFR STA. 1162+82.91 = ℄ US80_TURN_AROUND STA. 210+09.89
℄ SP557_WBFR STA. 1159+14.06 = ℄ US80_BUS_EB STA. 155+08.03
FUTURE LANE BY OTHERS
TURN_AROUND_5
WARNING OVERHEAD ELECTRIC LINES
END BRIDGE 1167+98.00
Kaufmann Co Loop
PROP RETAINING WALL 118
PROP RETAINING WALL 119
TURN_AROUND_2
PROP RETAINING WALL 121
TURN_AROUND_1
EXIST ROW
TERRY CREEK
PROPOSED TRAIL BY OTHERS PER CITY OF TERRELL THOROUGHFARE PLAN
EXIST 4-10'X8' BOX CULVERT TO BE REMOVED
MARTIN MARIETTA
BRUSH
Kaufmann Co Loop EXIT 1/4 MILE
TERRY CREEK FLOODPLAIN FEMA ZONE AE
PROP RETAINING WALL 125A
EXIST 4-10'X8' BOX CULVERT TO BE REMOVED
℄ SP557
℄ US80 STA 1177+28.54 BACK = ℄ US80 STA 1178+00 AHEAD
PROP RETAINING WALL 124
SP557 WBFR
SP557 WBML
SP557 EBML
SP557 EBFR
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00
1180+00
205+00
200+00
210+00
215+00
220+00
225+00
10+00
BEGIN EXISTING BRIDGE ℄ SP557_CL 1150+08.79
℄ SP557_EBFR STA. 1150+02.31 = ℄ US80_BUS_EB STA. 149+57.82
PROP 1-24" RCP
PROP 1-3'x2' BOX CULVERT
℄ SP557_CL STA. 1152+12.44 = ℄ US80_BUS_EB STA. 152+33.92
℄ SP557_EBFR STA. 1154+21.65 = ℄ US80_TURN_AROUND STA. 215+26.35
EXTEND RAILROAD PLANKING 10' BEYOND EDGE OF PAVEMENT PER UPRR STANDARDS
CULVERT REMOVED
CR 238
WARNING OVERHEAD ELECTRIC LINES
℄ SP557_CL STA. 1155+77.18 = ℄ US80_TURN_AROUND STA. 212+87.15
US80 TURN AROUND
TURN_AROUND_11
℄ US80_TURN_AROUND
TURN_AROUND_8
TURN_AROUND_12
END BRIDGE 1159+28.25
FUTURE LANE BY OTHERS
EXIST ROW
PROP RETAINING WALL 116
FM 305 Las Lomas Pkwy EXIT 1/4 MILE
TURN_AROUND_15
TURN_AROUND_16
PROP RETAINING WALL 117
END BRIDGE STA. 1164+96.50
PROP RETAINING WALL 122
PROP RETAINING WALL 120
BEGIN BRIDGE STA. 1170+10.00
WARNING OVERHEAD ELECTRIC LINES
PROP RETAINING WALL 123
END BRIDGE STA. 1173+70.00
FM 148 Terrell EXIT 1 MILE
FM 305 Las Lomas Pkwy
PROPOSED TRAIL BY OTHERS PER CITY OF TERRELL THOROUGHFARE PLAN
PROP RETAINING WALL 127
PROP RETAINING WALL
PROP RETAINING WALL 125
EXIST ROW
① ② ③ ④
PRELIMINARY, NOT FOR CONSTRUCTION


STA 1146+00.00 EL = 510.50
BEGIN BRIDGE STA 1147+00.05 EL=507.95'
EXIST BRIDGE 8 SPAN TO BE REMOVED (2 EA)
LOW CHORD AT RR ROW
STA 1153+50.00 EL = 533.00 SSD = 735' ex = -11.25' K = 250 L = 1,500.00'
STA 1161+00.00 EL = 510.50
3:1
1:10
PROPOSED GRADE
28'5" M.V.C
℄ UPRR ℄ SP 557 STA. 1153+50.00
24'2" M.V.C
138' HORIZONTAL CLEARANCE
96' HORIZONTAL CLEARANCE
29' M.V.C
℄ TURN_AROUND
℄ US80 BUS EB
UNION PACIFIC RR ROW
UNION PACIFIC RR ROW
PROPOSED GRADE
BENTS SHOWN FOR WB SEE CALLOUTS FOR ACTUAL SPAN NUMBERS ALONG WB & EB
END BRIDGE STA 1164+96.50 EL=493.04'
PGL @ ℄ SP557
(3) SPANS (112',112',112') TX-62 GIRDER TYPE ASSUME 6.17' STRUCTURAL DEPTH
(3) SPANS (190',240',190') CONTINUOUS STEEL PLATE GIRDER ASSUME 9.5' STRUCTURAL DEPTH
(6) SPANS (WB) (140' EACH) (7) SPANS (EB) (120' EACH) TX-62 GIRDER TYPE ASSUME 6.17' STRUCTURAL DEPTH
TOTAL BRIDGE LENGTH = 1796.45'
(3) SPANS (120' EACH) TOTAL BRIDGE LENGTH = 360' TX-54 GIRDER TYPE ASSUME 5.50' STRUCTURAL DEPTH
STA 1174+50.00 EL = 470.00 ex = 1.56' K = 200 L = 500.00'
BEGIN BRIDGE STA 1170+10.00 EL=477.58'
STA 1172+00.00 EL = 477.50
END BRIDGE STA 1173+70.00 EL=467.46'
PGL @ ℄ SP 557
-3.000% -0.500%
2:1
6"
2' VERTICAL TOE FOR RIP RAP
HW100 = 461.14'
HW50 = 460.67'
EXIST 4-10'X8' BOX CULVERT TO BE REMOVED
℄ TERRY CREEK ℄ SP 557 STA. 1171+98.84
14'11" M.V.C
SUP
EXIST SP 557 EB INSIDE EDGE OF TRAVEL LANE
EXIST SP 557 WB INSIDE EDGE OF TRAVEL LANE
EXIST GROUND AT ℄ SP 557
502.4 510.50
504.7 513.30
505.8 515.70
505.7 517.70
505.1 519.30
479.4 520.50
477.8 521.30
478.2 521.70
478.7 521.70
504.4 521.30
504.0 520.50
502.2 519.30
500.1 517.70
497.5 515.70
493.7 513.30
489.9 510.50
486.8 507.50
482.7 504.50
479.4 501.50
475.8 498.50
471.5 495.50
468.4 492.50
465.9 489.50
463.5 486.50
461.9 483.50
456.7 480.50
448.1 477.50
458.9 474.75
460.3 472.50
460.2 470.75
460.3 469.50
1150+00
1155+00
1160+00
1165+00
1170+00
1175+00


MATCHLINE ℄ US80 STA 1177+28.54 BACK =
℄ US80 STA 1178+00 AHEAD



PROPERTY OWNERS		
PARCEL NUMBER	OWNER	PROPERTY ADDRESS
157	AP DUPONT LIMITED PARTNERSHIP	0 CO. RD. 238, TX
162	KPJ TERRELL, LLC	6108 W. HWY. 80, TX
163	SMITH, SHARON KAY TRUSTEE	6086 W. HWY. 80, TX
164	JS THREE STAR INVESTMENT, INC.	6070 W. HWY. 80, TX
165	JS THREE STAR INVESTMENT, INC.	W. HWY. 80, TX
166	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
167	AP DUPONT LIMITED PARTNERSHIP	12238 CO. RD. 238, TX
168	HIGH POINT RANCH OWNER, LP	W. HWY. 80, TX
169	AP DUPONT LIMITED PARTNERSHIP	0 CO. RD. 238, TX
170	EVERETT, EVELYN R.	5878 W. HWY. 80, TERRELL, TX 75160
171	VILLALBA, DOMINGO M. & MORALES, TERESA	5764 W. HWY. 80, TERRELL, TX 75160
172	AP DUPONT LIMITED PARTNERSHIP	0 W. HWY. 80, TERRELL, TX
173	JLN HOLDINGS, INC.	5702 W. HWY. 80, TX
174*	HIGH POINT RANCH OWNER, LP	0 W. HWY. 80, TX
175*	HIGH POINT RANCH OWNER, LP	5550 W. HWY. 80, TX
176	TERRELL MATERIALS, LLC	320 IRON HORSE DR., TERRELL, TX
177	AP DUPONT LIMITED PARTNERSHIP	0 HWY. 80, TERRELL, TX
178	AP EASTLAND PARK, LLC	0 I20, TERRELL, TX

*SEE US 80 BUSINESS SHEET (SHEET 24) FOR PARCEL LOCATIONS

RETAINING WALLS						
NO.	ALIGNMENT	BEGIN STA.	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
WALL 109	SP557 WBFR	1147+50.00	36.00′ RT	1151+70.00	36.00′ RT	420.00
WALL 110	US80 CL 3	1145+35.00	76.00′ RT	1147+00.00	76.00′ RT	165.00
WALL 114	US80 BUS WBML	1157+95.00	19.00′ RT	1162+00.00	19.00′ RT	410.00
WALL 115	US80 BUS WBML	1158+00.00	9.00′ LT	1162+60.00	9.00′ LT±	458.00
WALL 116	SP557 EBFR	1159+30.00	26.00′ LT	1165+30.00	26.00′ LT	600.00
WALL 117	SP557 EBFR	1159+30.00	3.00′ RT	1164+00.00	3.00′ RT	470.00
WALL 118	US80 CL	1163+35.00	112.00′ LT	1165+00.00	112.00′ LT	165.00
WALL 119	SP557 WBFR	1167+64.20	62.00′ LT	1173+24.00	30.00′ LT	562.00
WALL 120	US80 CL	1165+00.00	90.00′ RT	1170+00.00	90.00′ RT	500.00
WALL 121	US80 CL	1165+00.00	90.00′ LT	1170+05.00	90.00′ LT	505.00
WALL 122	SP557 EBFR	1165+75.00	30.00′ RT	1171+75.00	18.00′ RT	600.00
WALL 123	US80 CL	1170+15.00	112.00′ RT	1171+20.00	112.00′ RT	105.00
WALL 123A	US80 CL	1172+19.80	152.00′ LT	1176+00.00	140.00′ LT	380.85
WALL 124	US80 CL	1172+80.00	110.00′ LT	1173+60.00	110.00′ LT	80.00
WALL 125	US80 CL	1174+78.00	91.40′ RT	1175+10.00	93.00′ RT	32.00
WALL 125A	WBFR	1176+84.00	30.00′ LT	1180+64.20	18.00′ LT	380.86
WALL 126	SP557 EBFR	1175+50.00	18.00′ RT	1176+35.00	18.00′ RT	100.00
WALL 127	SP557 EBFR	1175+75.00	35.00′ RT	1176+75.00	28.00′ RT	100.00

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
SP557CL	SP557CL_17	1143+63.02	N 6,959,572.60	E 2,627,104.00	34° 52′ 26.98" (RT)	2,350.00	738.12	1,430.37	1136+24.91	1150+55.28
US80_BUS_WBML	US80_BUS_WBML_7	1144+34.73	N 6,959,768.17	E 2,627,175.07	34° 28′ 30.19" (RT)	2,000.00	620.54	1,203.41	1138+14.19	1150+17.59
US80_BUS_WBML	US80_BUS_WBML_10	1156+77.97	N 6,959,120.27	E 2,628,280.05	33° 56′ 32.76" (LT)	2,000.00	610.36	1,184.81	1150+67.61	1162+52.43
US80_BUS_WBML	US80_BUS_WBML_11	1163+27.98	N 6,959,162.84	E 2,628,964.64	4° 19′ 36.69" (RT)	2,000.00	75.55	151.04	1162+52.43	1164+03.46
US80_WBFR6	US80_WBFR6_9	1141+45.50	N 6,959,829.77	E 2,626,551.55	3° 42′ 35.46" (RT)	2,012.00	65.16	130.28	1140+80.34	1142+10.61
SP557_WBFR	SP557_WBFR_1	1146+36.31	N 6,959,770.87	E 2,627,038.86	23° 53′ 34.02" (RT)	2,012.00	425.70	839.02	1142+10.61	1150+49.63
US80_BUS_WBFR	US80_BUS_WBFR_1	142+83.44	N 6,959,813.21	E 2,626,688.54	4° 10′ 14.57" (LT)	2,000.00	72.82	145.59	142+10.61	143+56.20
US80_BUS_WBFR	US80_BUS_WBFR_2	148+38.90	N 6,959,786.85	E 2,627,243.44	27° 08′ 16.33" (RT)	2,000.00	482.70	947.29	143+56.20	153+03.49
US80_BUS_WBFR	US80_BUS_WBFR_5	160+01.08	N 6,959,199.23	E 2,628,267.07	28° 51′ 31.31" (LT)	2,020.00	519.75	1,017.43	154+81.33	164+98.76
SP557_EBFR	SP557_EBFR_7	1145+73.58	N 6,959,355.01	E 2,627,201.57	34° 52′ 26.98" (RT)	1,650.00	518.25	1,004.30	1140+55.33	1150+59.63
SP557_EBFR	SP557_EBFR_8	1145+73.59	N 6,959,355.02	E 2,627,201.58	34° 52′ 26.98" (RT)	1,650.00	518.25	1,004.30	1140+55.34	1150+59.64
TURN_AROUND	TURN_AROUND_1	201+04.57	N 6,958,462.72	E 2,629,233.52	11° 45′ 18.67" (RT)	1,015.75	104.57	208.40	200+00.00	202+08.40
TURN_AROUND	TURN_AROUND_2	202+49.21	N 6,958,560.46	E 2,629,125.91	9° 19′ 55.94" (LT)	500.00	40.81	81.44	202+08.40	202+89.84
TURN_AROUND	TURN_AROUND_5	209+49.65	N 6,958,920.51	E 2,628,524.91	29° 34′ 29.25" (LT)	50.00	13.20	25.81	209+36.45	209+62.26
TURN_AROUND	TURN_AROUND_8	216+66.57	N 6,958,935.79	E 2,627,807.56	150° 26′ 11.58" (LT)	52.00	197.07	136.53	214+69.51	216+06.04
TURN_AROUND	TURN_AROUND_11	218+02.44	N 6,958,734.42	E 2,628,145.59	8° 06′ 34.61" (LT)	1,000.00	70.89	141.54	217+31.55	218+73.09
TURN_AROUND	TURN_AROUND_12	219+43.98	N 6,958,679.76	E 2,628,276.41	8° 06′ 34.61" (RT)	1,000.00	70.89	141.54	218+73.09	220+14.63
TURN_AROUND	TURN_AROUND_15	224+01.56	N 6,958,445.45	E 2,628,669.72	9° 56′ 10.92" (LT)	1,000.00	86.93	173.42	223+14.63	224+88.05
TURN_AROUND	TURN_AROUND_16	225+74.98	N 6,958,383.58	E 2,628,832.20	9° 56′ 10.92" (RT)	1,000.00	86.93	173.42	224+88.05	226+61.48

SUPERELEVATION SIGN CONVENTION

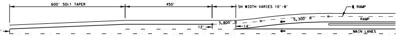
℄

(-) | (+)

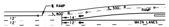
(+) | (-)

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%

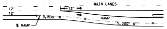
RAMP GORE DETAILS [N.T.S.]


600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
5,300′ R
RAMP
3,800′ R
12′
14′
12′
MAIN LANES

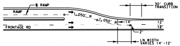
MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP


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

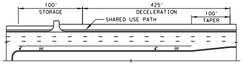
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP


MAIN LANES
12′
12′
12′
3,800′ R
RAMP
℄ RAMP
5,300′ R

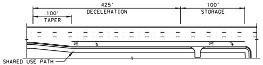
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP


℄ RAMP
RAMP
30′ CURB TRANSITION
1,050′ R
1,050′ R
14′
12′
12′
FRONTAGE RD
2′
LN WIDTH VARIES 14′-12′

FRONTAGE ROAD GORE DETAIL

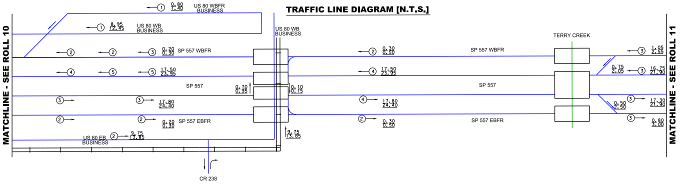

100′
STORAGE
425′
DECELERATION
100′
TAPER
SHARED USE PATH

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 10
MATCHLINE - SEE ROLL 11
① 0.80 / 1.40 US 80 WBFR BUSINESS
① 8.95 / 12.45 US 80 WB BUSINESS
US 80 WB BUSINESS
② ② ③ 0.20 / 0.30 SP 557 WBFR
④ ⑤ ⑤ 17.50 / 23.95
SP 557
0.70 / 0.95
0.10 / 0.15
③ ③ 17.80 / 24.40
② ② 0.20 / 0.30 SP 557 EBFR
US 80 EB BUSINESS ② 9.75 / 13.85
9.75 / 13.85
CR 238
TERRY CREEK
② 0.30 / 0.50 SP 557 WBFR
④ 17.50 / 23.95
SP 557
④ 17.80 / 24.40
② 0.30 / 0.50 SP 557 EBFR
③ 1.05 / 2.55
0.75 / 2.05 ③ 16.75 / 21.90
0.50 / 2.50 ③ 17.30 / 21.90
③ 0.80 / 3.00

Texas Department of Transportation

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

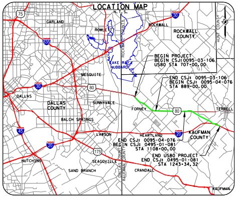
US 80
100% DESIGN SCHEMATIC

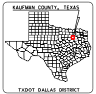
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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.
75
30
635
45
20
175
80
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
HUNT COUNTY
ROCKWALL COUNTY
LAKE RAY HUBBARD
MESQUITE
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
KAUFMAN COUNTY
HUTCHINS
SEAGOVILLE
SAND BRANCH
CRANDALL
KAUFMAN
DALLAS COUNTY
KAUFMAN COUNTY
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


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

December 8, 2023

ROLL NUMBER 10/31

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