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

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ROLL 2 OF 31:	PLAN & PROFILE STA. 760+00 TO STA. 816+00
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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
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ROLL 13 OF 31:	PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
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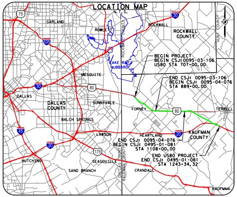
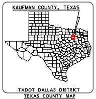
ROLL 30 OF 31:	PLAN & PROFILE U-TURNS/I-20 DIRECT CONNECTORS
ROLL 31 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS



LOCATION MAP
N.T.S.
75
GARLAND
ROWLETT
ROCKWALL
ROCKWALL COUNTY
635
30
LAKE RAY HUBBARD
MESQUITE
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
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
END US80 PROJECT
END CSJ: 0495-01-081
STA 1243+34.32
175
HUTCHINS
SEAGOVILLE
SAND BRANCH
CRANDALL
KAUFMAN



KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PAUL R. HAHN III
107365

12/08/2023

December 8, 2023

ROLL NUMBER	13/31

AGUIRRE & FIELDS
ENGINEERING INNOVATORS
FIRM REGISTRATION #739

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:

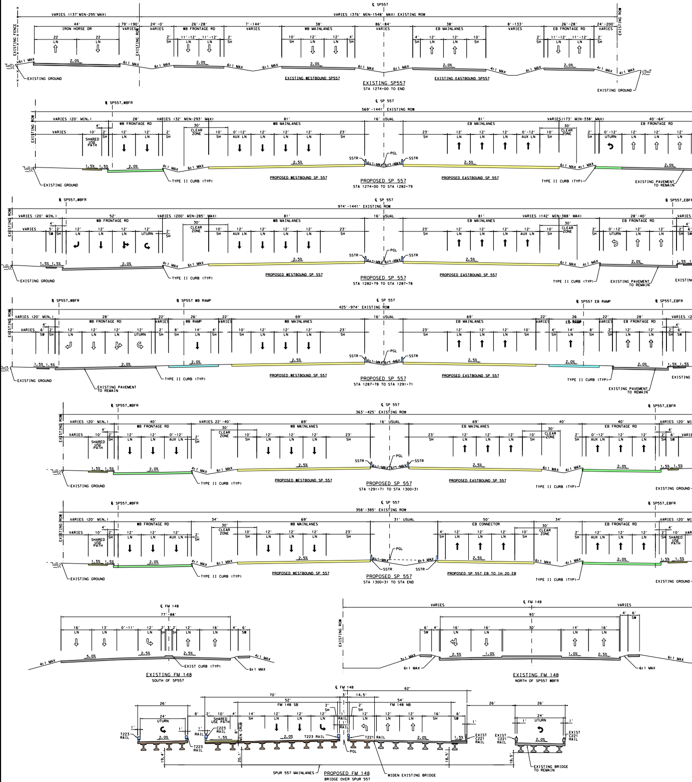
1. EXISTING FEATURES AND EXISTING ROW BASED ON LIMITED FIELD SURVEY. NO BOUNDARY SURVEY WAS PERFORMED. SCHEMATICS ARE BASED ON AERIAL TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON 05-15-2023.
3. SHARED USE PATH ADA RAMP LAYOUTS ARE 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

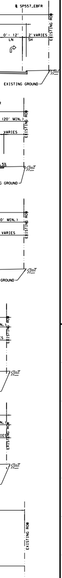
50'
0
50'
100'
HORIZONTAL
1"=100'
5'
0
5'
10'
VERTICAL
1"=10'

GRAPHIC SCALE IN FEET

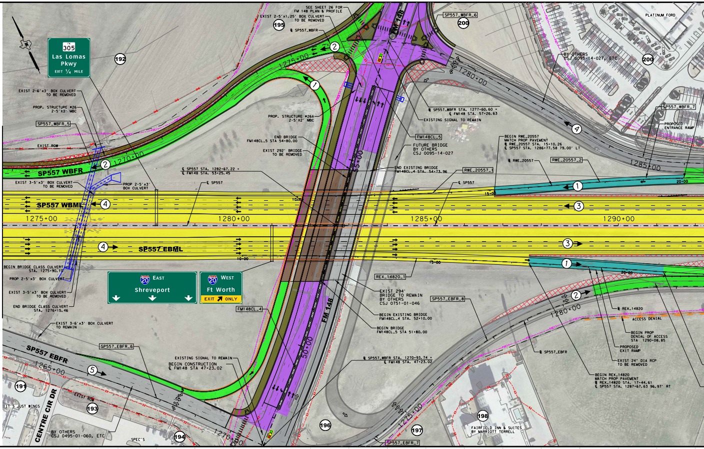
TYPICAL SECTIONS [N.T.S.]



℄ SP557
VARIES (137'MIN-295'MAX)
VARIES (376' MIN-1548' MAX) EXISTING ROW
IRON HORSE DR
WB FRONTAGE RD
WB MAINLANES
EB MAINLANES
EB FRONTAGE RD
EXISTING FENCE
EXISTING GROUND
EXISTING WESTBOUND SP557
EXISTING SP557
STA 1274+00 TO END
EXISTING EASTBOUND SP557
℄ SP557_WBFR
℄ SP 557
569'-1441' EXISTING ROW
SHARED USE PATH
CLEAR ZONE
AUX LN
SSTR
PGL
TYPE II CURB (TYP)
PROPOSED WESTBOUND SP 557
PROPOSED SP 557
STA 1274+00 TO STA 1282+79
PROPOSED EASTBOUND SP 557
EXISTING PAVEMENT TO REMAIN
974'-1441' EXISTING ROW
STA 1282+79 TO STA 1287+78
℄ SP557 WB RAMP
℄ SP557 EB RAMP
425'-974' EXISTING ROW
WB RAMP
EB RAMP
STA 1287+78 TO STA 1291+71
363'-425' EXISTING ROW
STA 1291+71 TO STA 1300+31
358'-385' EXISTING ROW
EB CONNECTOR
PROPOSED SP 557 EB TO IH 20 EB
STA 1300+31 TO STA END
℄ FM 148
EXIST CURB (TYP)
EXISTING FM 148
SOUTH OF SP557
EXISTING FM 148
NORTH OF SP557 WBFR
FM 148 SB
FM 148 NB
UTURN
T223 RAIL
T221 RAIL
C223 RAIL
C221 RAIL
SPUR 557 MAINLANES
PROPOSED FM 148
BRIDGE OVER SPUR 557
WIDEN EXISTING BRIDGE
EXISTING BRIDGE TO REMAIN

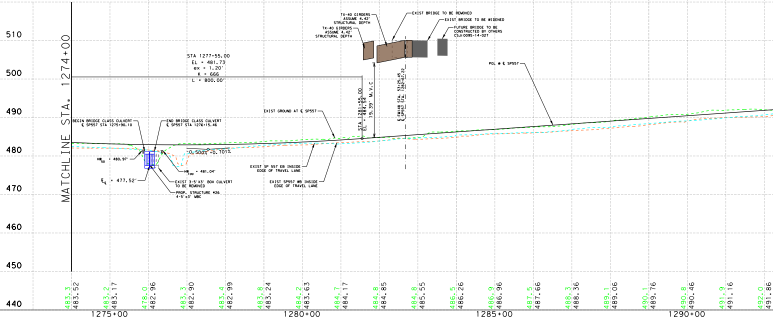


℄ SP557_EBFR
0'- 12'
LN
2' VARIES
SH
EXISTING ROW
EXISTING GROUND
(20' MIN.)
VARIES
EXISTING ROW
.5%
G GROUND
0' MIN.)
VARIES
EXISTING ROW
GROUND
EXISTING ROW
EXISTING ROW
EXISTING ROW

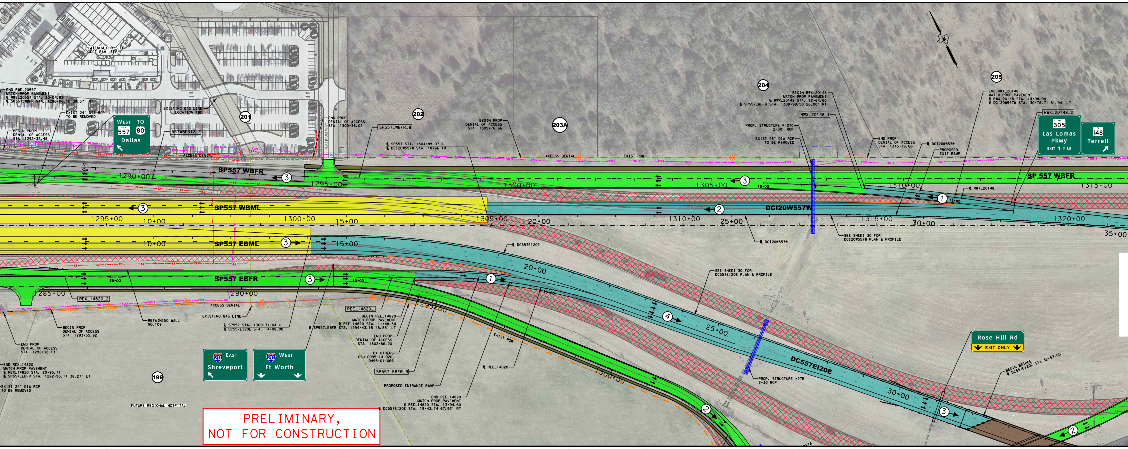


MATCHLINE STA. 1274+00
305
Las Lomas Pkwy
EXIT 1/4 MILE
20 EAST
Shreveport
20 WEST
Ft Worth
EXIT ONLY
SP557 WBFR
SP557 WBML
SP557 EBML
SP557 EBFR
FM 148
1275+00
1280+00
1285+00
1290+00
1265+00
1270+00
SEE SHEET 26 FOR FM 148 PLAN & PROFILE
EXIST 2-5'x1.25' BOX CULVERT TO BE REMOVED
℄ SP557_WBFR
EXIST 2-6'x3' BOX CULVERT TO BE REMOVED
PROP. STRUCTURE #26 2-5'x3' MBC
SP557_WBFR_5
EXIST ROW
EXIST 3-5'x3' BOX CULVERT TO BE REMOVED
PROP 2-5'x3' BOX CULVERT
BEGIN BRIDGE CLASS CULVERT STA. 1275+90.10
PROP 2-5'x3' BOX CULVERT
EXIST 3-5'x3' BOX CULVERT TO BE REMOVED
END BRIDGE CLASS CULVERT STA. 1276+15.46
EXIST 3-6'x3' BOX CULVERT TO REMAIN
SP557_EBFR_6
EXISTING SIGNAL TO REMAIN
BEGIN CONSTRUCTION ℄ FM148 STA 47+23.02
BY OTHERS CSJ 0495-01-060, ETC
CENTRE CIR DR
PROP. STRUCTURE #26A 2-5'X2' MBC
END BRIDGE FM148CL_5 STA 54+80.00
EXIST 292' BRIDGE TO BE REMOVED
℄ SP557 STA. 1282+67.22 = ℄ FM148 STA. 53+25.45
℄ SP557
SP557_WBFR_6
℄ SP557_WBFR STA. 1277+60.60 = ℄ FM148 STA. 57+26.63
EXISTING SIGNAL TO REMAIN
FM148CL_5
FUTURE BRIDGE BY OTHERS CSJ 0095-14-027
END EXISTING BRIDGE FM148CL_4 STA. 54+73.96
BY OTHERS CSJ 0095-14-027, ETC
PLATINUM FORD
BEGIN RWE_20557 MATCH PROP PAVEMENT ℄ RWE_20557 STA. 15+10.26 ℄ SP557 STA. 1286+77.58 79.00' LT
℄ RWE_20557
RWE_20557_2
RWE_20557_1
SP557_WBFR_7
PROPOSED ENTRANCE RAMP
REX_14820_1
EXIST 294' BRIDGE TO REMAIN BY OTHERS CSJ 0751-01-046
SP557_EBFR_8
FM148CL_4
BEGIN EXISTING BRIDGE FM148CL_4 STA. 52+10.00
BEGIN BRIDGE FM148CL_5 STA 51+80.00
℄ SP557_WBFR STA. 1270+93.74 = ℄ FM148 STA. 47+23.02
℄ SP557_EBFR
℄ REX_14820
ACCESS DENIAL
BEGIN PROP DENIAL OF ACCESS STA 1290+08.85
PROPOSED EXIT RAMP
EXIST 24" DIA RCP TO BE REMOVED
BEGIN REX_14820 MATCH PROP PAVEMENT ℄ REX_14820 STA. 17+44.61 ℄ SP557 STA. 1287+67.63 96.97' RT
FAIRFIELD INN & SUITES BY MARRIOTT TERRELL
SP557_EBFR_7
IT'S JUST WINGS
SPEC'S
191
192
193
194
195
196
197
198
200
①
②
③
④
⑤

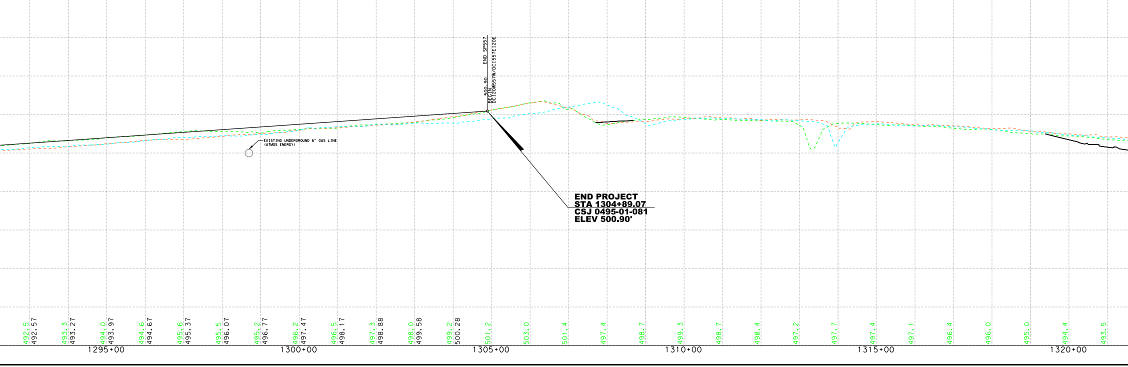
PSP557 - PROP SP 557 MAIN LANES (70 MPH)

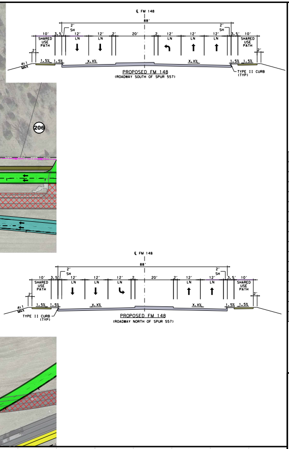


MATCHLINE STA. 1274+00
510
500
490
480
470
460
450
440
STA 1277+55.00
EL = 481.73
ex = 1.20'
K = 666
L = 800.00'
TX-40 GIRDERS ASSUME 4.42' STRUCTURAL DEPTH
TX-40 GIRDERS ASSUME 4.42' STRUCTURAL DEPTH
EXIST BRIDGE TO BE REMOVED
EXIST BRIDGE TO BE WIDENED
FUTURE BRIDGE TO BE CONSTRUCTED BY OTHERS CSJ 0095-14-027
PGL ● ℄ SP557
EXIST GROUND AT ℄ SP557
STA 1281+55.00
EL 484.54
19.39' M.V.C
℄ FM148 STA. 53+25.45
℄ SP557 STA. 1282+67.22
BEGIN BRIDGE CLASS CULVERT ℄ SP557 STA 1275+90.10
END BRIDGE CLASS CULVERT ℄ SP557 STA 1276+15.46
HW50 = 480.97'
HW100 = 481.04'
FL = 477.52'
-0.500%
-0.701%
EXIST 3-5'X3' BOX CULVERT TO BE REMOVED
PROP. STRUCTURE #26 4-5'x3' MBC
EXIST SP 557 EB INSIDE EDGE OF TRAVEL LANE
EXIST SP557 WB INSIDE EDGE OF TRAVEL LANE
483.3
483.52
483.2
483.17
478.0
482.96
483.3
482.90
483.4
482.99
483.8
483.24
484.2
483.63
484.7
484.17
484.8
484.85
484.8
485.55
486.5
486.26
486.9
486.96
487.5
487.66
488.3
488.36
489.1
489.06
490.1
489.76
490.8
490.46
491.9
491.16
492.0
491.86
1275+00
1280+00
1285+00
1290+00


PLATINUM CHRYSLER DODGE RAM JEEP
END RWE_20557
MATCH PROP PAVEMENT
℄ RWE_20557 STA. 20+04.82
℄ SP557_WBFR STA. 1286+00.16 39.57' RT
EXIST 24" DIA RCP
TO BE REMOVED
EXISTING GAS LINE
LOCATION TBD
201
West TO
SPUR 557 80
Dallas
557WBENT2_2
BEGIN PROP
DENIAL OF ACCESS
STA 1292+32.48
ACCESS DENIAL
FRONTAGE ROAD
SPUR 557
PLATINUM WAY
END PROP
DENIAL OF ACCESS
STA 1300+36.02
SP557_WBFR_8
202
BEGIN PROP
DENIAL OF ACCESS
STA 1305+76.66
203A
℄ SP557 STA. 1304+89.07 =
℄ DCI20W557W STA. 18+66.10
ACCESS DENIAL
EXIST ROW
204
BEGIN RWX_20148
MATCH PROP PAVEMENT
℄ RWX_20148 STA. 12+64.60
℄ SP557_WBFR STA. 1308+99.50 26.00' RT
RWX_20148_1
PROP. STRUCTURE # 27C
2-30' RCP
EXIST 48" DIA RCP
TO BE REMOVED
END PROP
DENIAL OF ACCESS
STA 1315+76.66
℄ DCI20W557W
PROPOSED
EXIT RAMP
205
END RWX_20148
MATCH PROP PAVEMENT
℄ RWX_20148 STA. 14+98.94
℄ DCI20W557W STA. 30+78.71 51.94' LT
RWX_20148_2
FM 305
Las Lomas
Pkwy
EXIT 1 MILE
FM 148
Terrell
SP557 WBFR
SP 557 WBFR
1290+00
1295+00
1300+00
1305+00
1310+00
1315+00
10+00
15+00
℄ RWX_20148
SP557 WBML
1295+00
10+00
1300+00
15+00
1305+00
20+00
DCI20W557W
1310+00
25+00
1315+00
30+00
1320+00
35+00
℄ DCI20W557W
SEE SHEET 30 FOR
DCI20W557W PLAN & PROFILE
SP557 EBML
10+00
15+00
℄ DC557EI20E
20+00
SEE SHEET 30 FOR
DC557EI20E PLAN & PROFILE
25+00
DC557EI20E
30+00
15+00
SP557 EBFR
25+00
10+00
1285+00
1290+00
1295+00
1300+00
REX_14820_2
RETAINING WALL
NO. 108
ACCESS DENIAL
EXISTING GAS LINE
℄ SP557 STA. 1300+31.04 =
℄ DC557EI20E STA. 14+08.00
℄ SP557_EBFR STA. 1294+43.15 45.83' LT
REE_14820_1
BEGIN REE_14820
MATCH PROP PAVEMENT
℄ REE_14820 STA. 11+48.54
END PROP
DENIAL OF ACCESS
STA 1302+86.20
BY OTHERS
CSJ 0095-14-020,
0495-01-066
SP557_EBFR_9
PROPOSED ENTRANCE RAMP
END REE_14820
MATCH PROP PAVEMENT
℄ REE_14820 STA. 13+94.60
℄ DC557EI20E STA. 19+43.74 67.92' RT
℄ REE_14820
EXIST ROW
BEGIN PROP
DENIAL OF ACCESS
STA 1293+55.82
END PROP
DENIAL OF ACCESS
STA 1292+32.13
END REX_14820
MATCH PROP PAVEMENT
℄ REX_14820 STA. 20+95.11
℄ SP557_EBFR STA. 1282+95.11 38.27' LT
EXIST 24" DIA RCP
TO BE REMOVED
199
FUTURE REGIONAL HOSPITAL
20 East
Shreveport
20 West
Ft Worth
PROP. STRUCTURE #27B
2-30 RCP
Rose Hill Rd
EXIT ONLY
BEGIN BRIDGE
℄ DC557EI20E STA 32+52.05
1
2
3
4

PRELIMINARY,
NOT FOR CONSTRUCTION

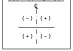

END SP557
500.90
BEGIN
DCI20W557W/DCI557EI20E
EXISTING UNDERGROUND 6" GAS LINE
(ATMOS ENERGY)
END PROJECT
STA 1304+89.07
CSJ 0495-01-081
ELEV 500.90'
492.5 492.57
493.3 493.27
494.0 493.97
494.6 494.67
495.6 495.37
495.5 496.07
495.2 496.77
496.2 497.47
496.5 498.17
497.3 498.88
498.0 499.58
499.2 500.28
501.2
503.0
501.4
497.4
498.7
499.3
498.7
498.4
497.2
497.7
497.4
497.1
496.4
496.0
495.0
494.4
493.5
1295+00
1300+00
1305+00
1310+00
1315+00
1320+00


℄ FM 148
88'
PROPOSED FM 148
(ROADWAY SOUTH OF SPUR 557)
PROPOSED FM 148
(ROADWAY NORTH OF SPUR 557)
SHARED USE PATH
LN
SH
TYPE II CURB (TYP)
206

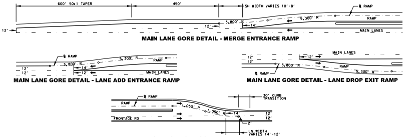
HORIZONTAL ALIGNMENT DATA										
BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
SP557_WBFR	SP557_WBFR_5	1270+35.31	N6,953,282.50	E2,638,886.2709	41° 21′ 28.67" (LT)	794.00	299.69	573.14	1267+35.61	1273+08.75
SP557_WBFR	SP557_WBFR_6	1276+98.55	N6,953,463.5384	E2,639,551.5795	70° 51′ 00.73" (RT)	548.00	389.80	677.64	1273+08.75	1279+86.39
SP557_WBFR	SP557_WBFR_7	1284+76.88	N6,952,736.9467	E2,640,048.5641	27° 07′ 32.26" (LT)	432.00	104.22	204.52	1283+72.67	1285+77.19
SP557_WBFR	SP557_WBFR_8	1295+62.70	N6,952,216.9359	E2,641,006.2064	2° 24′ 15.90" (LT)	5,714.00	119.91	239.79	1294+42.78	1296+82.57
SP557_EBFR	SP557_EBFR_6	1267+87.01	N6,952,735.3134	E2,638,660.9982	6° 09′ 42.35" (RT)	2,500.00	134.56	268.86	1266+52.45	1269+21.31
SP557_EBFR	SP557_EBFR_7	1273+00.85	N6,952,337.1989	E2,638,986.2760	69° 18′ 57.23" (LT)	304.00	210.17	367.78	1270+90.68	1274+58.46
SP557_EBFR	SP557_EBFR_8	1279+59.66	N6,952,563.6991	E2,639,660.6194	44° 41′ 04.63" (RT)	900.00	369.89	701.90	1275+89.76	1282+91.67
SP557_EBFR	SP557_EBFR_9	1294+34.06	N6,951,897.9512	E2,641,018.4805	22° 08′ 02.73" (RT)	1,000.00	195.60	386.31	1292+38.46	1296+24.78
RWE_20557	RWE_20557_1	13+36.04	N6,952,892.8929	E2,639,521.3945	4° 47′ 54.8609" (LT)	8,020.00	336.04	671.68	10+00.00	16+71.68
RWE_20557	RWE_20557_2	20+77.39	N6,952,623.0024	E2,640,212.2992	7° 09′ 54.6662" (RT)	6,480.00	405.71	810.36	16+71.68	24+82.05
REX_14820	REX_14820_1	15+20.30	N6,952,736.5893	E2,639,490.3433	4° 13′ 35.8468" (RT)	14,100.00	520.30	1,040.14	10+00.00	20+40.14
REX_14820	REX_14820_2	22+80.25	N6,952,352.2232	E2,640,146.4636	4° 14′ 38.9601" (LT)	6,480.00	240.11	480.00	20+40.14	25+20.14
REE_14820	REE_14820_1	14+51.81	N6,951,778.5198	E2,641,316.5905	19° 21′ 52.3680" (RT)	1,496.00	255.24	505.61	11+96.57	17+02.18
RWX_20148	RWX_20148_1	13+06.72	N6,951,591.8135	E2,642,235.8170	6° 41′ 40.8925" (RT)	5,224.00	306.71	612.73	10+00.00	16+12.73
RWX_20148	RWX_20148_2	18+00.26	N6,951,312.7576	E2,642,643.7465	3° 17′ 31.1448" (LT)	6,526.00	187.53	374.96	16+12.73	19+87.69

RETAINING WALLS					
NO.	BEGIN STA.	BEGIN OFFSET	END STA.	END OFFSET	WALL LENGTH
WALL 108	1294+00.00	113.2′ RT	1297+00.00	114.9′ RT	300

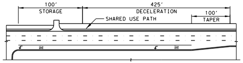
SUPERELEVATION SIGN CONVENTION



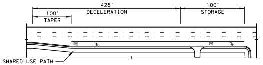
RAMP GORE DETAILS [N.T.S.]


600' 50:1 TAPER
450'
SH WIDTH VARIES 10'-8'
℄ RAMP
RAMP
5,300' R
3,800' R
14'
12'
MAIN LANES
MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP
MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP
30' CURB TRANSITION
1,050' R
FRONTAGE RD
LN WIDTH VARIES 14'-12'
2'

FRONTAGE ROAD GORE DETAIL

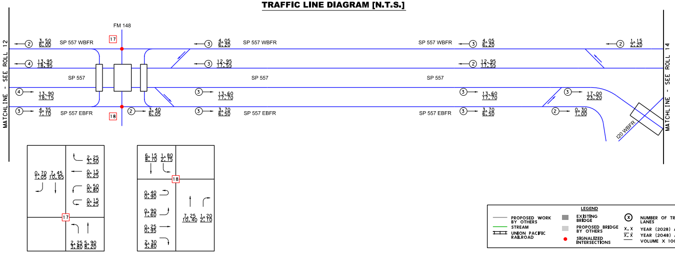

100' STORAGE
425' DECELERATION
100' TAPER
SHARED USE PATH

LEFT-TURN BAY DETAIL (TYPICAL)


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

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]


MATCHLINE - SEE ROLL 12
MATCHLINE - SEE ROLL 14
FM 148
SP 557 WBFR
SP 557
SP 557 EBFR
I20 WBFR
17
18
3.50 / 6.00
4.05 / 6.20
1.15 / 2.20
13.95 / 18.95
12.95 / 17.55
13.90 / 18.15
13.60 / 17.70
17.00 / 23.20
4.35 / 7.10
3.40 / 6.05
3.70 / 6.50
0.30 / 1.00

LEGEND					
▬	PROPOSED WORK BY OTHERS	■	EXISTING BRIDGE	ⓧ	NUMBER OF TRAVEL LANES
▬	STREAM	■	PROPOSED BRIDGE BY OTHERS	X.X / X.X	YEAR (2028) ADT YEAR (2048) ADT VOLUME X 1000
┿┿	UNION PACIFIC RAILROAD	●	SIGNALIZED INTERSECTIONS		

Texas Department of Transportation

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

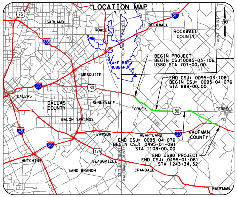
US 80
100% DESIGN SCHEMATIC

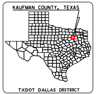
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 889+00.00
MESQUITE
LAKE RAY HUBBARD
DALLAS
DALLAS COUNTY
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
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
LAWSON
SEAGOVILLE
HUTCHINS
SAND BRANCH
CRANDALL
KAUFMAN


KAUFMAN COUNTY, TEXAS

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

December 8, 2023

ROLL NUMBER 13/31

AGUIRRE & FIELDS
ENGINEERING INNOVATORS
FIRM REGISTRATION #739