TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

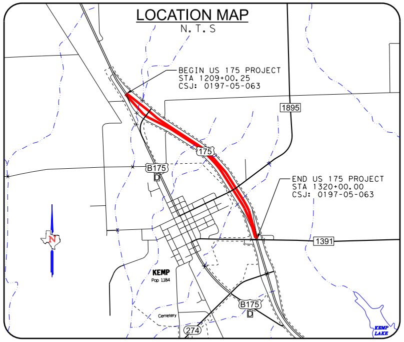
DESIGN SCHEMATIC
US 175 GRADE SEPARATIONS
NORTH OF BUS 175 TO EAST OF FM 1895
KAUFMAN COUNTY, TEXAS
CSJ: 0197-05-063

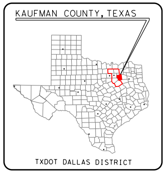
LENGTH:	2.1 MILES
FUNCTIONAL CLASS:	RURAL FREEWAY
AVERAGE DAILY TRAFFIC:	25,600 (2028) 34,500 (2048)
DESIGN SPEEDS	
MAIN LANES:	70 MPH
RAMPS:	50 MPH
FRONTAGE ROADS:	45 MPH
eMAX = 6%	LEVEL TERRAIN

ROLL 1 OF 2

LOCATION MAP

N.T.S


BEGIN US 175 PROJECT
STA 1209+00.25
CSJ: 0197-05-063
1895
175
B175
D
END US 175 PROJECT
STA 1320+00.00
CSJ: 0197-05-063
1391
KEMP
Pop 1184
B175
D
Cemetery
274
KEMP LAKE


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP

N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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

NAME	P.E. NO.	DATE
MELANIE S. CLEAVELIN	108945	1/24/2023
ARTURO BENITEZ	131960	1/24/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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

DATE SUBMITTED:

DATE APPROVED:

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LEGEND:

—··—··—	EXISTING ROW
| | |	CONTROL OF ACCESS
——	EXISTING PROPERTY LIMITS
—·—·—	CITY LIMIT LINES
— FOC —	EXISTING TELEPHONE / CABLE / FIBER LINE
— XX"W —	EXISTING WATER LINE
—OHE—	EXISTING ELECTRIC LINE
—·—·—	PROPOSED BASELINE / CENTERLINE
——	PROPOSED EDGE OF PAVEMENT
▨	FUTURE ULTIMATE PAVEMENT
——	PROPOSED BRIDGE ABUTMENT
······	PROPOSED BRIDGE BENT
——	PROPOSED BRIDGE RAIL
——	PROPOSED TRAFFIC BARRIER
- - - -	EXISTING CULVERT
——	PROPOSED CULVERT
▨	100 YR FLOODPLAIN LIMITS
→	DIRECTION OF TRAFFIC
■	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD
☒	PAVEMENT REMOVAL
XXXXXX	CURVE DATA
XXX	PARCEL NUMBER

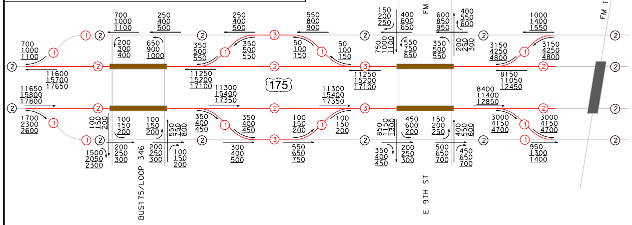
GENERAL NOTES:

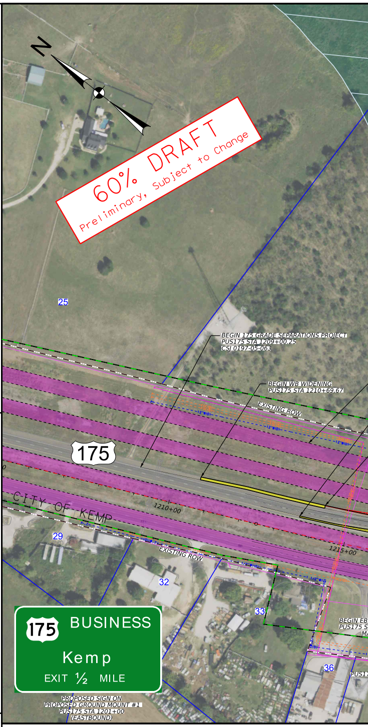
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATIC BASED ON AERIAL TOPO DATED MAY 24, 2022.
2. TRAFFIC VOLUMES APPROVED BY TTI ON DECEMBER 20, 2022.
3. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL. ACCESS DENIAL LIMITS ARE DETERMINED BY PROVIDING SAFETY TO THE TRAVELING PUBLIC, MAINTAINING LEVEL OF SERVICE ON THE FRONTAGE ROADS, AND MAINTAINING SAFE ACCESS TO ADJACENT PROPERTIES. ACCESS DENIAL LIMITS MAY BE ADJUSTED BY PROVIDING A TRAFFIC IMPACT ANALYSIS (TIA) BY THE ADJACENT PROPERTY OWNERS AND TO AVOID LANDLOCK ISSUES AS LONG AS THE SAFETY TO THE TRAVELING PUBLIC IS NOT COMPROMISED.
4. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
5. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS ASSUMED LINEAR. ALL SUPERELEVATION RATES WERE CALCULATED BASED ON USING A MAXIMUM SUPERELEVATION RATE OF 6%. SEE CHAPTER 2, SECTION 5 OF THE TXDOT ROADWAY DESIGN MANUAL FOR REFERENCE.
6. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
7. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAP 48257C0475D (JULY 2012).
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
9. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM TEXAS NATURAL RESOURCES INFORMATION SYSTEM (TNRIS) (FEBRUARY 2022).
10. LOW SPEED ROADWAYS HAVE A NC OF +/- (1.56%) AND HIGH SPEED MAIN LANES HAVE A NC OF +/- (2%) UNLESS NOTED OTHERWISE ON EACH ROLL IN THE SUPERELEVATION TABLES.

TRAFFIC LEGEND

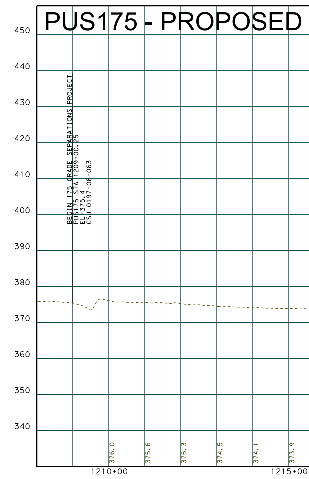
2028 2048 2058	ADT TRAFFIC VOLUMES	ⓧ	EXISTING NUMBER OF TRAVEL LANES
		ⓧ	PROPOSED NUMBER OF TRAVEL LANES
■	EXISTING BRIDGE	——	EXISTING PAVEMENT
■	PROPOSED BRIDGE	——	PROPOSED PAVEMENT
→	TRAFFIC DIRECTION		

TRAFFIC DIAGRAM


FM 1895
FM 1391
175
BUS175/LOOP 346
E 9TH ST
700
1000
1100
11600
15700
17650
11650
15800
17800
1700
2300
2600
11250
15200
17100
11300
15400
17350
8150
11050
12450
8400
11400
12850
3150
4250
4800
3000
4150
4700
1000
1400
1550
950
1300
1400


N
60% DRAFT
Preliminary, Subject to Change
25
BEGIN 175 GRADE SEPARATIONS PROJECT
PUS175 STA 1209+00.25
CSJ 0197-05-063
BEGIN WB WIDENING
PUS175 STA 1210+69.67
EXISTING ROW
175
1210+00
1215+00
CITY OF KEMP
29
EXISTING ROW
32
33
36
175 BUSINESS
Kemp
EXIT ½ MILE
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #1
PUS175 STA 1201+00
(EASTBOUND)

PUS175 - PROPOSED



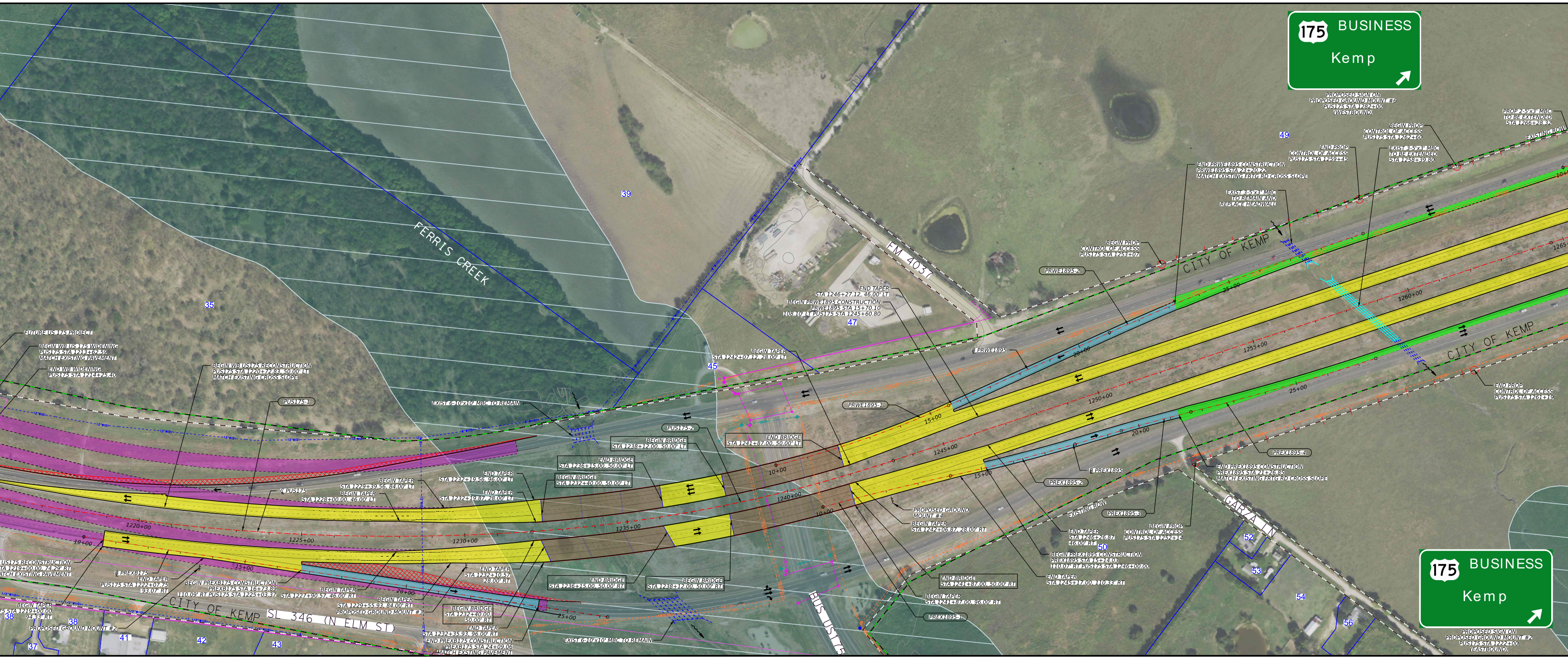
CURVE DATA

BASELINE	CURVE	PI STATION	PI STATION N	PI STATION E	DELTA	RADIUS (FT)	TANGENT (FT)	LENGTH (FT)	PC STATION	PT STATION	BACK TANGENT	AHEAD TANGENT
PUS175 (70 MPH)	PUS175-1	1222+36.57	6858419.097	2666232.865	18° 05' 13.2" (LT)	6200.00	986.789	1957.161	1212+49.78	1232+06.94	S24° 21' 12"E	S42° 26' 24"E
	PUS175-2	1237+75.28	6857271.439	2667282.286	14° 23' 45.6" (LT)	4500.00	568.332	1130.678	1232+06.94	1243+37.62	S42° 26' 24"E	S56° 50' 10"E
	PUS175-3	1277+57.93	6855089.509	2670621.213	25° 30' 14.4" (RT)	5729.578	1296.671	2550.380	1264+61.26	1290+11.64	S56° 50' 10"E	S31° 19' 56"E
	PUS175-4	1308+04.52	6852450.521	2672227.781	15° 47' 16.8" (RT)	5729.578	794.456	1578.845	1300+10.06	1315+88.91	S31° 19' 56"E	S15° 32' 38"E
PREEB175 (50 MPH)	PREEB175-1	19+68.61	6855090.582	2670310.821	14° 22' 22.8" (RT)	3020.00	380.796	757.593	15+87.82	23+45.41	S56° 47' 35"E	S42° 25' 12"E
PREX1391 (50 MPH)	PREX1391-1	14+21.49	6852858.472	2671878.745	15° 44' 9.6" (RT)	3050.00	421.492	837.677	10+00.00	18+37.68	S31° 19' 56"E	S15° 35' 46"E
PREX1895 (50 MPH)	PREX1895-1	12+01.55	6856921.657	2667674.628	2° 55' 22.8" (RT)	7900.00	201.545	403.003	10+00.00	14+03.00	S53° 42' 20"E	S50° 46' 57"E
	PREX1895-2	15+99.71	6856669.858	2667983.173	3° 57' 10.8" (LT)	5700.00	196.705	393.253	14+03.00	17+96.26	S50° 46' 57"E	S54° 44' 08"E
	PREX1895-3	20+54.72	6856407.067	2668354.814	2° 13' 15.6" (RT)	5700.00	110.498	220.969	19+44.22	21+65.19	S54° 44' 08"E	S52° 30' 52"E
	PREX1895-4	24+60.29	6856160.235	2668676.66	4° 16' 44.4" (LT)	7900.00	295.101	589.927	21+65.19	27+55.11	S52° 30' 52"E	S56° 47' 35"E
PRWE1391 (50 MPH)	PRWE1391-1	14+15.97	6853100.457	2671932.795	3° 22' 48" (LT)	14100.00	415.973	831.705	10+00.00	18+31.71	S31° 19' 56"E	S34° 42' 43"E
	PRWE1391-2	21+66.85	6852483.017	2672360.521	12° 37' 26.4" (RT)	3030.00	335.146	667.579	18+31.71	24+99.28	S34° 42' 43"E	S22° 5' 18"E
	PRWE1391-3	29+34.62	6851769.076	2672650.242	6° 24' 14.4" (RT)	5700.00	318.894	637.124	26+15.73	32+52.85	S22° 05' 18"E	S15° 41' 03"E
PRWE1895 (50 MPH)	PRWE1895-1	12+81.20	6857061.389	2667745.463	10° 32' 6" (LT)	3050.00	281.204	560.822	10+00.00	15+60.82	S52° 20' 23"E	S62° 52' 30"E
	PRWE1895-2	25+19.53	6856496.073	2668849.004	6° 03' 14.4" (RT)	7900.00	417.727	834.676	21+01.81	29+36.48	S62° 52' 30"E	S56° 49' 17"E
PRWXB175 (50 MPH)	PRWXB175-1	14+96.70	6855639.356	2670152.621	18° 12' 21.6" (RT)	3100.00	496.700	985.028	10+00.00	19+85.03	S56° 25' 04"E	S38° 12' 43"E

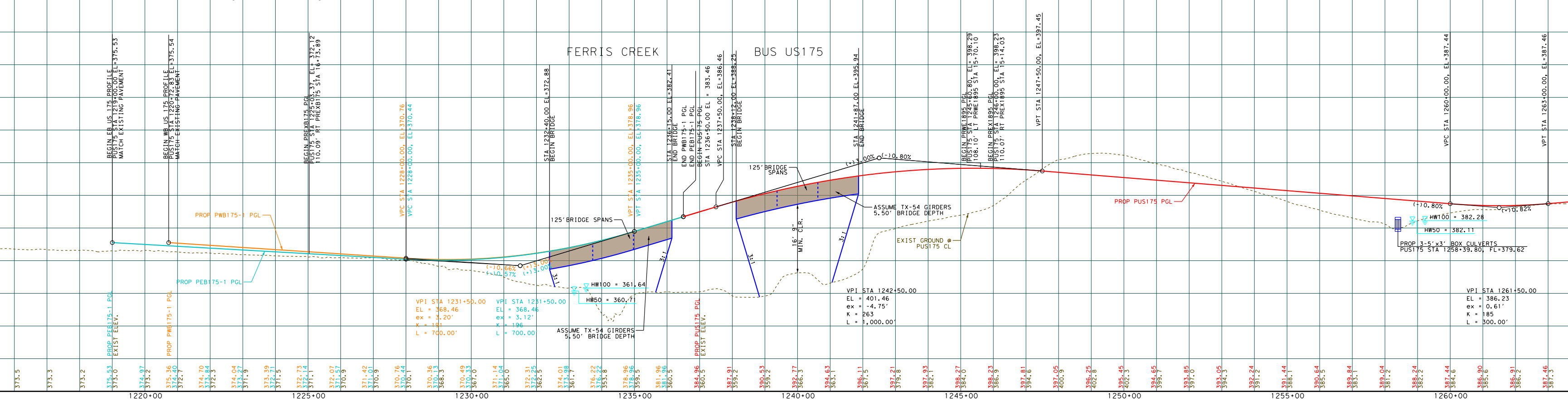
PARCEL DATA

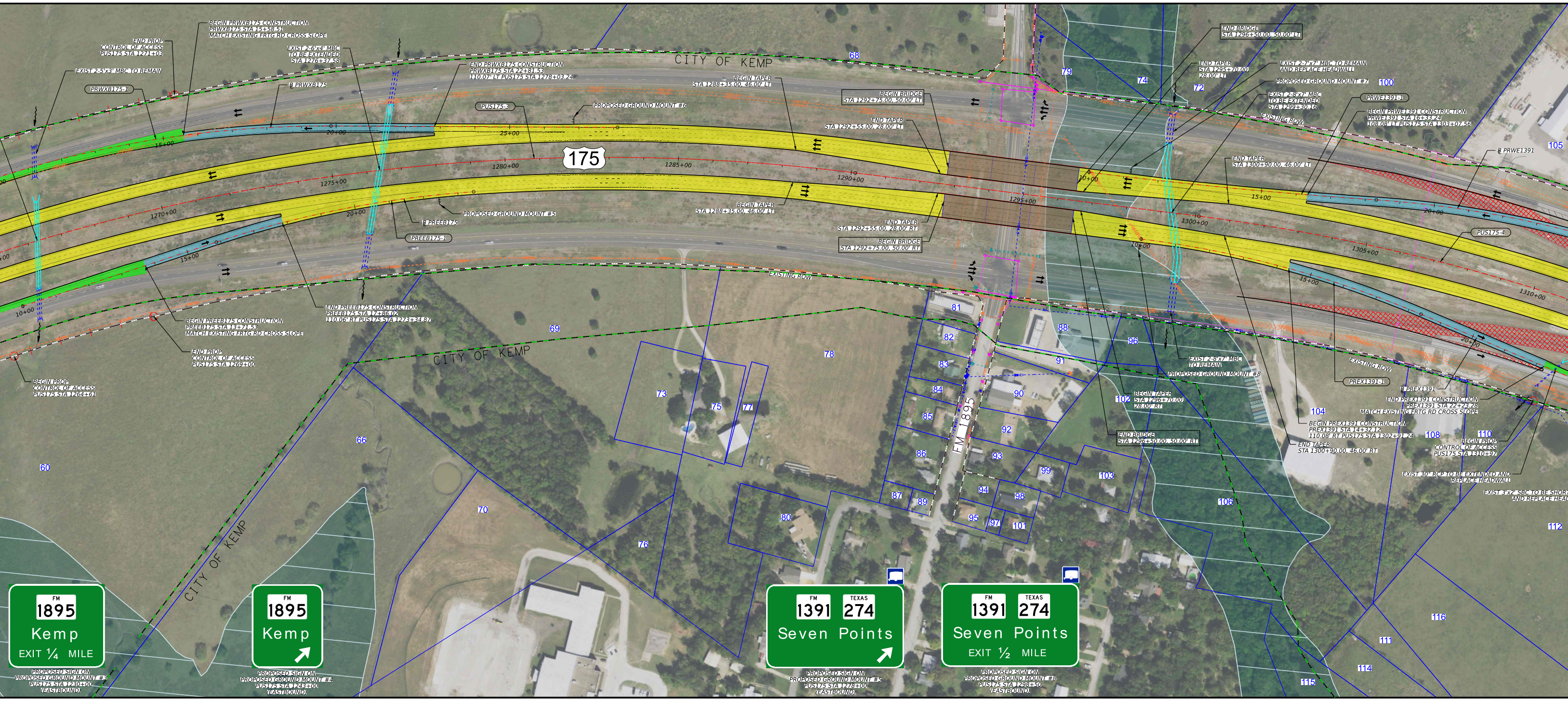
Map ID	Owner Name	Property Address
25	COOK JOHNNIE K	12485 CO RD 4037
29	WACKEROW MARY H & CALDERON TRACI L	9688 HWY 175
32	H D MC DOUGALD ENTERPRISES LTD	9800 HWY 175
33	WEAVER EMMA LOUISE	9820 E HWY 175
35	SCHMITT JULIA SUE & ALLAN BURNHAM SCHMITT	9689 E HWY 175
36	MC DOUGALD HARVEY	9978 HWY 175
37	MC DOUGALD HARVEY D	10080 E HWY 175
38	MC DOUGALD HARVEY D	TBD
41	BRANUM JACK W	10150 E HWY 175
42	BRANUM JACK W	10150 HWY 175
43	GAINUS LARRY LEROY	TBD
45	HUFFINES PROPANE LP	TBD
46	RAMIREZ FIDEL L ET AL	10390 E HWY 175
47	KAUFMAN COUNTY PRECINCT 4	TBD
49	SCHMITT HANNA PARTNERS LTD	6481 PLAIN VIEW DRIVE
50	SCHMITT HANNA PARTNERS LTD	TBD
60	SCHMITT HANNA PARTNERS LTD	TBD
68	CREECY JAMES KENT &	14000 FM RD 1895
69	CREECY JAMES KENT &	TBD

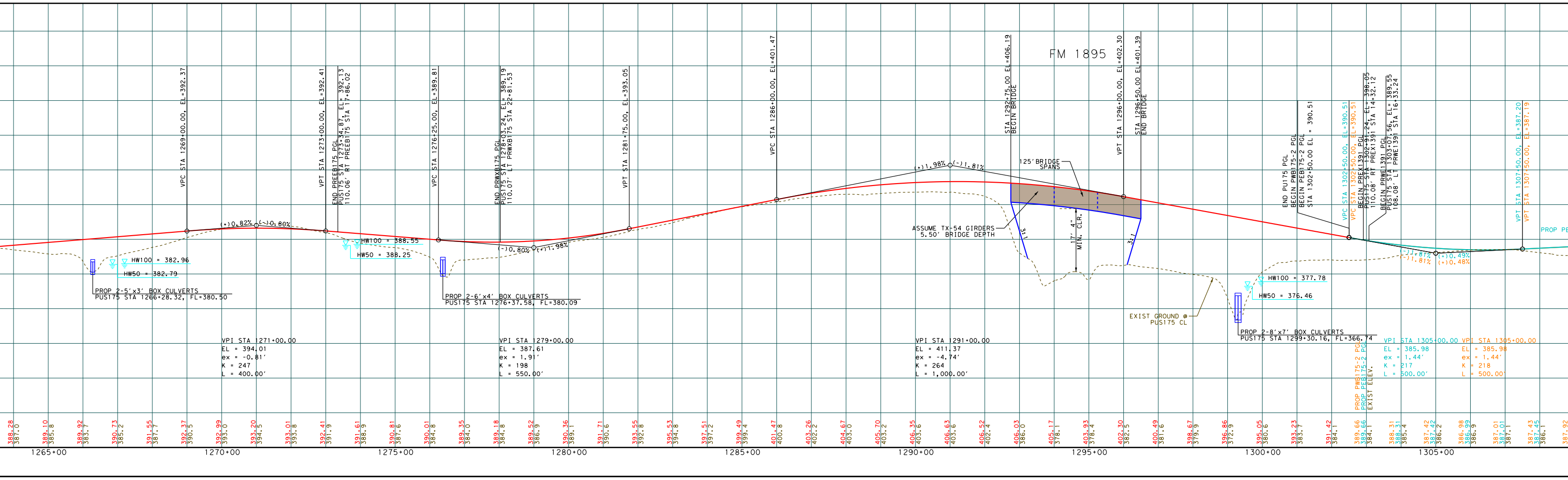
Map ID	Owner Name	Property Address
72	RENOUARD BRUCE T	TBD
74	CALVIN HOLLI R	TBD
78	CREECY MARY E &	TBD
79	CREECY JAMES KENT &	14000 FM RD 1895
81	CHANCELLOR MARK S & GERRIE F	108 9TH/HWY 175
88	TIRUVALLA INC	912 E 9TH
96	RENOUARD BRUCE T	TBD
100	ALLEN NATIONAL INVESTMENTS LLC	TBD
104	BRESNAHAN ROBERT	TBD
105	MGDM LLC	11639 E US HWY 175
108	MARABLE GERALD M & JESSIE D	11600 E HWY 175
109	ALLEN NATIONAL INVESTMENTS LLC	11719 US HWY 175
110	MARABLE GERALD	TBD
112	CASTILLO NOE	FM RD 1391
113	ALLEN NATIONAL INVESTMENTS LLC	11719 US HWY 175
117	LANE RONALD SHANE	11875 HWY 175
124	LAKEWAY RV RESORT LLC	TBD
126	FAVORITE ODESSA K	HWY 175/FM RD 1391
129	LAKEWAY RV RESORT LLC	12100 E HWY 175

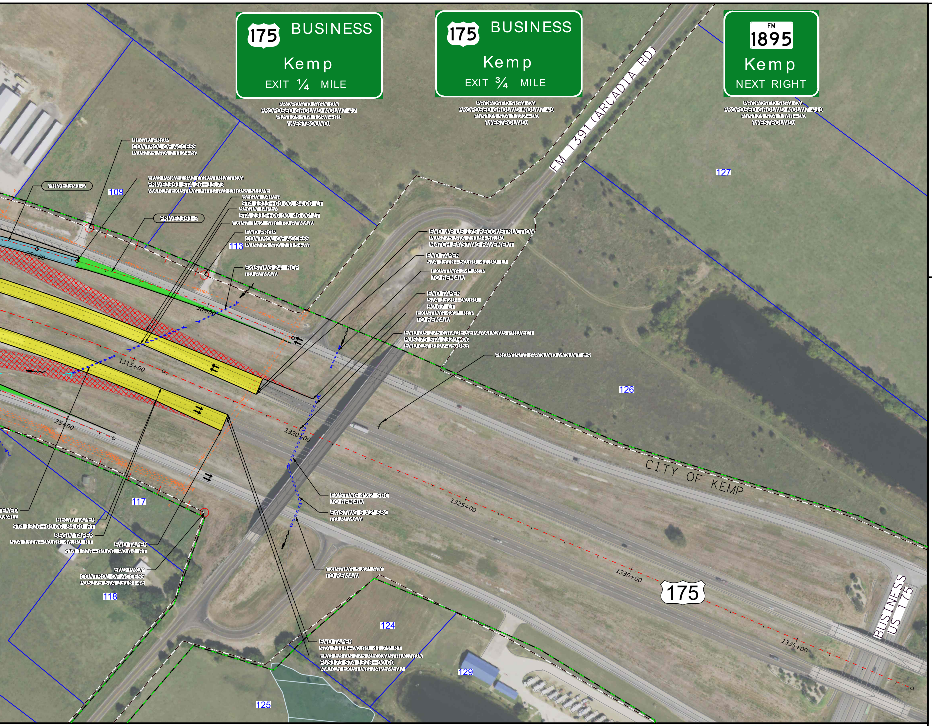

175 BUSINESS
Kemp
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #6
PUS175 STA 1282+00
(WESTBOUND)
PROP 2-5'x3' MBC
TO BE EXTENDED
STA 1266+28.32
EXISTING ROW
BEGIN PROP
CONTROL OF ACCESS
PUS175 STA 1262+60
END PROP
CONTROL OF ACCESS
PUS175 STA 1259+45
EXIST 3-5'x3' MBC
TO BE EXTENDED
STA 1258+39.80
END PRWE1895 CONSTRUCTION
PRWE1895 STA 23+20.22
MATCH EXISTING FRTG RD CROSS SLOPE
EXIST 3-5'x3' MBC
TO REMAIN AND
REPLACE HEADWALL
BEGIN PROP
CONTROL OF ACCESS
PUS175 STA 1253+07
PRWE1895-2
CITY OF KEMP
49
39
35
47
45
FERRIS CREEK
FM 4037
END TAPER
STA 1246+27.12, 46.00' LT
BEGIN PRWE1895 CONSTRUCTION
PRWE1895 STA 15+70.10
108.10' LT PUS175 STA 1245+60.80
BEGIN TAPER
STA 1242+07.12, 28.00' LT
℄ PRWE1895
PRWE1895-1
FUTURE US 175 PROJECT
BEGIN WB US 175 WIDENING
PUS175 STA 1213+62.59
MATCH EXISTING PAVEMENT
END WB WIDENING
PUS175 STA 1214+25.40
BEGIN WB US175 RECONSTRUCTION
PUS175 STA 1220+72.83, 50.00' LT
MATCH EXISTING CROSS SLOPE
PUS175-1
EXIST 6-10'x10' MBC TO REMAIN
PUS175-2
BEGIN BRIDGE
STA 1238+12.00, 50.00' LT
END BRIDGE
STA 1241+87.00, 50.00' LT
END BRIDGE
STA 1236+15.00, 50.00' LT
BEGIN BRIDGE
STA 1232+40.00, 50.00' LT
BEGIN TAPER
STA 1229+39.56, 84.00' LT
END TAPER
STA 1232+19.56, 96.00' LT
℄ PUS175
BEGIN TAPER
STA 1228+00.00, 46.00' LT
END TAPER
STA 1232+19.87, 28.00' LT
1220+00
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00
1260+00
1265+00
10+00
15+00
20+00
25+00
US175 RECONSTRUCTION
STA 1219+00.00, 74.29' RT
MATCH EXISTING PAVEMENT
℄ PREXB175
END TAPER
PUS175 STA 1222+07.75
93.07' RT
BEGIN PREXB175 CONSTRUCTION
PREXB175 STA 16+73.89
110.09' RT PUS175 STA 1225+03.37
BEGIN TAPER
STA 1227+90.57, 46.00' RT
END TAPER
STA 1232+10.57
28.00' RT
BEGIN TAPER
STA 1229+55.93, 84.00' RT
PROPOSED GROUND MOUNT #3
BEGIN BRIDGE
STA 1232+40.00,
50.00' RT
END TAPER
STA 1232+35.93, 96.00' RT
END PREXB175 CONSTRUCTION
PREXB175 STA 24+09.06
MATCH EXSTING PAVEMENT
BEGIN TAPER
STA 1219+00.00
94.33' RT
PROPOSED GROUND MOUNT #2
CITY OF KEMP
SL 346 (N ELM ST)
37
38
41
42
43
END BRIDGE
STA 1236+15.00, 50.00' RT
BEGIN BRIDGE
STA 1238+12.00, 50.00' RT
EXIST 6-10'x10' MBC TO REMAIN
BUS US175
PROPOSED GROUND
MOUNT #4
BEGIN TAPER
STA 1242+06.87, 28.00' RT
END BRIDGE
STA 1241+87.00, 50.00' RT
BEGIN TAPER
STA 1241+87.00, 96.00' RT
PREXB1895-1
PREX1895-2
℄ PREX1895
PREX1895-3
PREX1895-4
EXISTING ROW
END TAPER
STA 1246+26.87
46.00' RT
BEGIN PREX1895 CONSTRUCTION
PREX1895 STA 15+14.03
110.07' RT PUS175 STA 1246+00.00
END TAPER
STA 1245+17.00, 110.33' RT
BEGIN PROP
CONTROL OF ACCESS
PUS175 STA 1252+14
END PREX1895 CONSTRUCTION
PREX1895 STA 21+26.85
MATCH EXISTING FRTG RD CROSS SLOPE
END PROP
CONTROL OF ACCESS
PUS175 STA 1261+19
CITY OF KEMP
GARZA LN
50
52
53
54
56
175 BUSINESS
Kemp
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #2
PUS175 STA 1222+00
(EASTBOUND)

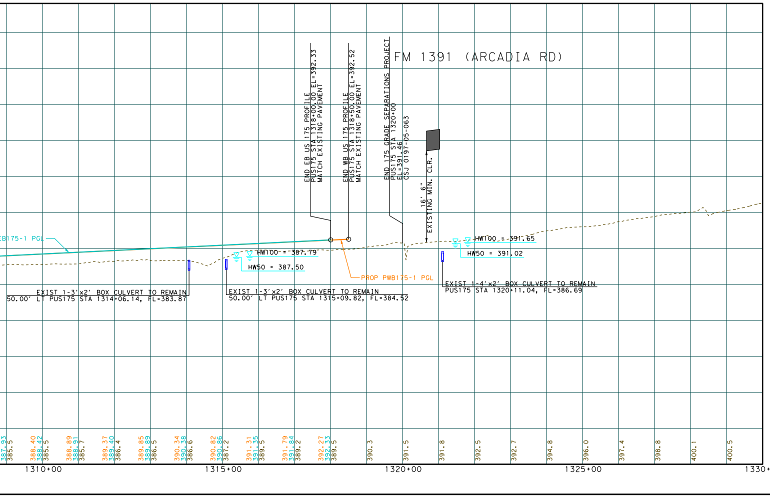
US 175 MAIN LANES (70 MPH)


FERRIS CREEK
BUS US175
BEGIN EB US 175 PROFILE
PUS175 STA 1219+00.00 EL=375.53
MATCH EXISTING PAVEMENT
BEGIN WB US 175 PROFILE
PUS175 STA 1220+72.83 EL=375.54
MATCH EXISTING PAVEMENT
BEGIN PREXB175 PGL
PUS175 STA 1225+03.37, EL= 372.12
110.09' RT PREXB175 STA 16+73.89
VPC STA 1228+00.00, EL=370.76
VPC STA 1228+00.00, EL=370.44
STA 1232+40.00 EL=372.88
BEGIN BRIDGE
VPT STA 1235+00.00, EL=378.96
VPT STA 1235+00.00, EL=378.96
STA 1236+15.00 EL=382.41
END BRIDGE
END PWB175-1 PGL
END PEB175-1 PGL
BEGIN PUS175 PGL
STA 1236+50.00 EL = 383.46
VPC STA 1237+50.00, EL=386.46
STA 1238+12.00 EL=388.25
BEGIN BRIDGE
STA 1241+87.00 EL=395.94
END BRIDGE
BEGIN PRWE1895 PGL
PUS175 STA 1245+60.80, EL= 398.29
108.10' LT PRWE1895 STA 15+70.10
BEGIN PREX1895 PGL
PUS175 STA 1246+00.00, EL= 398.23
110.07' RT PREX1895 STA 15+14.03
VPT STA 1247+50.00, EL=397.45
VPC STA 1260+00.00, EL=387.44
VPT STA 1263+00.00, EL=387.46
PROP PWB175-1 PGL
PROP PEB175-1 PGL
125' BRIDGE SPANS
125' BRIDGE SPANS
(-)0.66%
(-)0.57%
(+)3.00%
(+)3.00%
(+)3.00%
(-)0.80%
(-)0.80%
(+)0.82%
3:1
3:1
3:1
3:1
HW100 = 361.64
HW50 = 360.71
VPI STA 1231+50.00
EL = 368.46
ex = 3.20'
K = 191
L = 700.00'
VPI STA 1231+50.00
EL = 368.46
ex = 3.12'
K = 196
L = 700.00'
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
ASSUME TX-54 GIRDERS
5.50' BRIDGE DEPTH
16' 9"
MIN. CLR.
VPI STA 1242+50.00
EL = 401.46
ex = -4.75'
K = 263
L = 1,000.00'
EXIST GROUND @
PUS175 CL
PROP PUS175 PGL
HW100 = 382.28
HW50 = 382.11
PROP 3-5'x3' BOX CULVERTS
PUS175 STA 1258+39.80, FL=379.62
VPI STA 1261+50.00
EL = 386.23
ex = 0.61'
K = 185
L = 300.00'
PROP PEB175-1 PGL
EXIST ELEV.
PROP PWB175-1 PGL
PROP PUS175 PGL
EXIST ELEV.
373.5
373.3
373.2
375.53
373.0
374.97
373.2
375.36
374.40
372.7
374.70
373.84
372.3
374.04
373.27
371.9
373.39
372.71
371.5
372.73
372.14
371.1
372.07
371.57
370.9
371.42
371.01
370.9
370.76
370.44
370.1
370.36
370.13
368.3
370.49
370.33
367.0
371.14
371.04
365.0
372.31
372.25
362.5
374.01
373.98
361.7
376.22
376.22
353.8
378.96
378.96
359.5
381.96
381.96
360.5
384.96
360.5
387.91
359.2
390.53
359.2
392.77
366.3
394.63
363.1
396.11
367.5
397.21
379.8
397.93
382.1
398.27
384.0
398.23
386.9
397.81
394.6
397.05
400.9
396.25
402.8
395.45
402.3
394.65
399.7
393.85
397.0
393.05
394.3
392.24
391.2
391.44
388.1
390.64
385.5
389.84
383.1
389.04
381.2
388.24
382.2
387.44
384.6
386.90
385.6
386.91
386.2
387.46
387.3
1220+00
1225+00
1230+00
1235+00
1240+00
1245+00
1250+00
1255+00
1260+00


CITY OF KEMP
175
FM 1895
BEGIN PROP CONTROL OF ACCESS PUS175 STA 1264+61
EXIST 2-5'x3' MBC TO REMAIN
END PROP CONTROL OF ACCESS PUS175 STA 1271+03
BEGIN PRWXB175 CONSTRUCTION PRWXB175 STA 15+58.51 MATCH EXISTING FRTG RD CROSS SLOPE
PRWXB175-1
℄ PRWXB175
EXIST 2-6'x4' MBC TO BE EXTENDED STA 1276+37.58
END PRWXB175 CONSTRUCTION PRWXB175 STA 22+81.53 110.07' LT PUS175 STA 1278+03.24
PUS175-3
PROPOSED GROUND MOUNT #6
PROPOSED GROUND MOUNT #5
℄ PREEB175
PREEB175-1
BEGIN PREEB175 CONSTRUCTION PREEB175 STA 13+71.53 MATCH EXISTING FRTG RD CROSS SLOPE
END PREEB175 CONSTRUCTION PREEB175 STA 17+86.02 110.06' RT PUS175 STA 1273+34.87
END PROP CONTROL OF ACCESS PUS175 STA 1269+00
BEGIN TAPER STA 1288+35.00, 46.00' LT
BEGIN BRIDGE STA 1292+75.00, 50.00' LT
END TAPER STA 1292+55.00, 28.00' LT
BEGIN TAPER STA 1288+35.00, 46.00' LT
END TAPER STA 1292+55.00, 28.00' RT
BEGIN BRIDGE STA 1292+75.00, 50.00' RT
EXISTING ROW
END BRIDGE STA 1296+50.00, 50.00' LT
END TAPER STA 1295+70.00 28.00' LT
EXIST 2-7'x7' MBC TO REMAIN AND REPLACE HEADWALL
PROPOSED GROUND MOUNT #7
EXIST 2-8'x7' MBC TO BE EXTENDED STA 1299+30.16
PRWE1391-1
BEGIN PRWE1391 CONSTRUCTION PRWE1391 STA 16+33.24 108.08' LT PUS175 STA 1303+07.56
℄ PRWE1391
END TAPER STA 1300+90.00, 46.00' LT
PUS175-4
EXIST 2-8'x7' MBC TO REMAIN
PROPOSED GROUND MOUNT #8
BEGIN TAPER STA 1296+70.00 28.00' RT
END BRIDGE STA 1296+50.00, 50.00' RT
PREX1391-1
℄ PREX1391
END PREX1391 CONSTRUCTION PREX1391 STA 22+23.28 MATCH EXISTING FRTG RD CROSS SLOPE
BEGIN PREX1391 CONSTRUCTION PREX1391 STA 14+32.12 110.08' RT PUS175 STA 1302+91.24
END TAPER STA 1300+90.00, 46.00' RT
BEGIN PROP CONTROL OF ACCESS PUS175 STA 1310+97
EXIST 30" RCP TO BE EXTENDED AND REPLACE HEADWALL
EXIST 3'x2' SBC TO BE SHORT AND REPLACE HEAD
10+00
15+00
20+00
25+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00
1310+00
60
66
68
69
70
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
108
110
111
112
114
115
116
FM 1895 Kemp EXIT ¼ MILE
PROPOSED SIGN ON PROPOSED GROUND MOUNT #3 PUS175 STA 1230+00 (EASTBOUND)
FM 1895 Kemp ↗
PROPOSED SIGN ON PROPOSED GROUND MOUNT #4 PUS175 STA 1243+00 (EASTBOUND)
FM 1391 TEXAS 274 Seven Points ↗
PROPOSED SIGN ON PROPOSED GROUND MOUNT #5 PUS175 STA 1278+00 (EASTBOUND)
FM 1391 TEXAS 274 Seven Points EXIT ½ MILE
PROPOSED SIGN ON PROPOSED GROUND MOUNT #8 PUS175 STA 1298+50 (EASTBOUND)

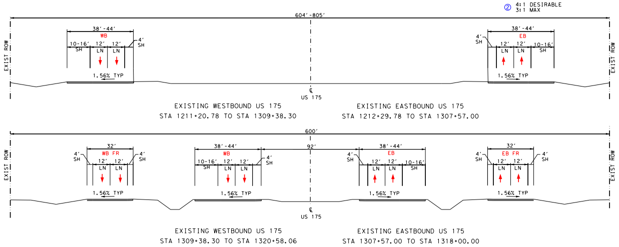

FM 1895
VPC STA 1269+00.00, EL=392.37
VPT STA 1273+00.00, EL=392.41
END PREEB175 PGL PUS175 STA 1273+34.87, EL= 392.13 110.06' RT PREEB175 STA 17+86.02
VPC STA 1276+25.00, EL=389.81
END PRWXB175 PGL PUS175 STA 1278+03.24, EL= 389.19 110.07' LT PRWXB175 STA 22+81.53
VPT STA 1281+75.00, EL=393.05
VPC STA 1286+00.00, EL=401.47
STA 1292+75.00 EL=406.19 BEGIN BRIDGE
VPT STA 1296+00.00, EL=402.30
STA 1296+50.00 EL=401.39 END BRIDGE
END PU175 PGL BEGIN PWB175-2 PGL BEGIN PEB175-2 PGL STA 1302+50.00 EL = 390.51
VPC STA 1302+50.00, EL=390.51
VPC STA 1302+50.00, EL=390.51
BEGIN PREX1391 PGL PUS175 STA 1302+91.24, EL= 398.05 110.08' RT PREX1391 STA 14+32.12
BEGIN PRWE1391 PGL PUS175 STA 1303+07.56, EL= 389.55 108.08' LT PRWE1391 STA 16+33.24
VPT STA 1307+50.00, EL=387.20
VPT STA 1307+50.00, EL=387.19
PROP PE
(+)0.82%
(-)0.80%
(-)0.80%
(+)1.98%
(+)1.98%
(-)1.81%
(-)1.81%
(-)1.81%
(+)0.49%
(+)0.48%
125' BRIDGE SPANS
ASSUME TX-54 GIRDERS 5.50' BRIDGE DEPTH
3:1
3:1
17' 4" MIN. CLR.
HW100 = 382.96
HW50 = 382.79
PROP 2-5'x3' BOX CULVERTS PUS175 STA 1266+28.32, FL=380.50
HW100 = 388.55
HW50 = 388.25
PROP 2-6'x4' BOX CULVERTS PUS175 STA 1276+37.58, FL=380.09
HW100 = 377.78
HW50 = 376.46
EXIST GROUND @ PUS175 CL
PROP 2-8'x7' BOX CULVERTS PUS175 STA 1299+30.16, FL=366.74
VPI STA 1271+00.00 EL = 394.01 ex = -0.81' K = 247 L = 400.00'
VPI STA 1279+00.00 EL = 387.61 ex = 1.91' K = 198 L = 550.00'
VPI STA 1291+00.00 EL = 411.37 ex = -4.74' K = 264 L = 1,000.00'
VPI STA 1305+00.00 EL = 385.98 ex = 1.44' K = 217 L = 500.00'
VPI STA 1305+00.00 EL = 385.98 ex = 1.44' K = 218 L = 500.00'
PROP PWB175-2 PGL
PROP PEB175-2 PGL
EXIST ELEV.
388.28 387.0
389.10 385.8
389.92 383.7
390.73 385.2
391.55 387.7
392.37 390.5
392.99 393.0
393.20 394.5
393.01 393.8
392.41 391.9
391.61 388.9
390.81 387.6
390.01 384.8
389.35 384.0
389.18 384.8
389.52 386.9
390.36 389.1
391.71 390.6
393.55 392.8
395.53 394.8
397.51 397.2
399.49 399.4
401.47 400.8
403.26 402.2
404.67 403.0
405.70 403.2
406.35 403.6
406.63 403.6
406.52 402.4
406.03 386.0
405.17 378.1
403.93 378.4
402.30 382.5
400.49 381.6
398.67 379.9
396.86 372.9
395.05 380.6
393.23 383.7
391.42 384.1
389.66 389.66 384.1
388.31 388.31 385.4
387.42 387.42 386.2
386.98 386.99 386.9
387.01 387.01 387.1
387.43 387.45 386.1
387.92
1265+00
1270+00
1275+00
1280+00
1285+00
1290+00
1295+00
1300+00
1305+00


175 BUSINESS
Kemp
EXIT ¼ MILE
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #7
PUS175 STA 1298+00
(WESTBOUND)
175 BUSINESS
Kemp
EXIT ¾ MILE
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #9
PUS175 STA 1322+00
(WESTBOUND)
FM 1895
Kemp
NEXT RIGHT
PROPOSED SIGN ON
PROPOSED GROUND MOUNT #10
PUS175 STA 1368+00
(WESTBOUND)
FM 1391 (ARCADIA RD)
BEGIN PROP
CONTROL OF ACCESS
PUS175 STA 1312+60
END PRWE1391 CONSTRUCTION
PRWE1391 STA 26+15.73
MATCH EXISTING FRTG RD CROSS SLOPE
PRWE1391-2
PRWE1391-3
BEGIN TAPER
STA 1315+00.00, 84.00' LT
BEGIN TAPER
STA 1315+00.00, 46.00' LT
EXIST 3'x2' SBC TO REMAIN
END PROP
CONTROL OF ACCESS
PUS175 STA 1315+88
EXISTING 24" RCP
TO REMAIN
END WB US 175 RECONSTRUCTION
PUS175 STA 1318+50.00
MATCH EXISTING PAVEMENT
END TAPER
STA 1318+50.00, 41.00' LT
EXISTING 24" RCP
TO REMAIN
END TAPER
STA 1320+00.00,
90.67' LT
EXISTING 4X2" RCP
TO REMAIN
END US 175 GRADE SEPARATIONS PROJECT
PUS175 STA 1320+00
END CSJ 0197-05-063
PROPOSED GROUND MOUNT #9
BEGIN TAPER
STA 1316+00.00, 84.00' RT
BEGIN TAPER
STA 1316+00.00, 46.00' RT
END TAPER
STA 1318+00.00, 90.64' RT
END PROP
CONTROL OF ACCESS
PUS175 STA 1318+46
EXISTING 4'X2' SBC
TO REMAIN
EXISTING 5'X2' SBC
TO REMAIN
EXISTING 5'X2' SBC
TO REMAIN
END TAPER
STA 1318+00.00, 41.75' RT
END EB US 175 RECONSTRUCTION
PUS175 STA 1318+00.00
MATCH EXISTING PAVEMENT
CITY OF KEMP
175
BUSINESS US 175
25+00
30+00
1315+00
1320+00
1325+00
1330+00
1335+00
109
113
117
118
124
125
126
127
129



EXISTING TYPICAL SECTIONS

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


604'-805'
600'
EXIST ROW
38'-44'
32'
92'
WB
EB
WB FR
EB FR
10-16' SH
12' LN
4' SH
1.56% TYP
℄ US 175

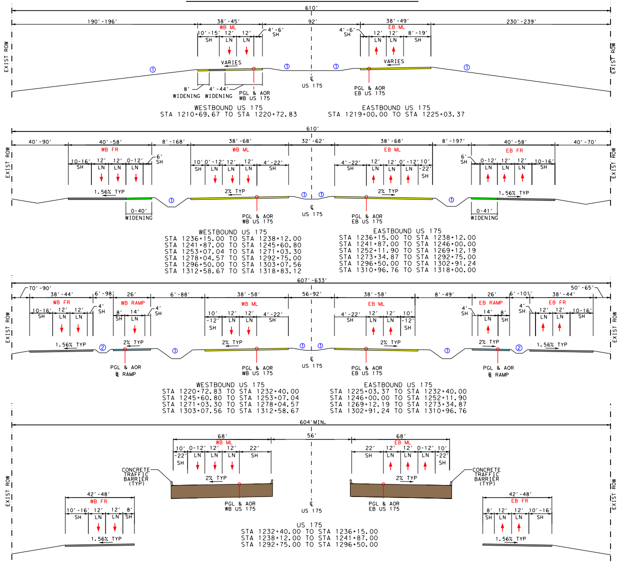
EXISTING WESTBOUND US 175
STA 1211+20.78 TO STA 1309+38.30

EXISTING EASTBOUND US 175
STA 1212+29.78 TO STA 1307+57.00

EXISTING WESTBOUND US 175
STA 1309+38.30 TO STA 1320+58.06

EXISTING EASTBOUND US 175
STA 1307+57.00 TO STA 1318+00.00

PROPOSED TYPICAL SECTIONS


610'
190'-196'
38'-45'
92'
38'-49'
230'-239'
WB ML
EB ML
10'-15' SH
12' LN
4'-6' SH
8'-19' SH
VARIES
8' WIDENING
4'-44' WIDENING
PGL & AOR WB US 175
PGL & AOR EB US 175
℄ US 175
40'-90'
40'-58'
8'-168'
38'-68'
32'-62'
8'-197'
40'-70'
WB FR
EB FR
0-12' LN
4'-22' SH
6' SH
1.56% TYP
2% TYP
0-40' WIDENING
0-41' WIDENING
607'-633'
70'-90'
38'-44'
6'-98'
26'
6'-88'
38'-58'
56-92'
8'-49'
6'-101'
50'-65'
WB RAMP
EB RAMP
14' LN
8' SH
PGL & AOR ℄ RAMP
604' MIN.
68'
56'
22' SH
10'-22' SH
CONCRETE TRAFFIC BARRIER (TYP)
42'-48'
EXIST ROW

WESTBOUND US 175
STA 1210+69.67 TO STA 1220+72.83

EASTBOUND US 175
STA 1219+00.00 TO STA 1225+03.37

WESTBOUND US 175
STA 1236+15.00 TO STA 1238+12.00
STA 1241+87.00 TO STA 1245+60.80
STA 1253+07.04 TO STA 1271+03.30
STA 1278+04.57 TO STA 1292+75.00
STA 1296+50.00 TO STA 1303+07.56
STA 1312+58.67 TO STA 1318+83.12

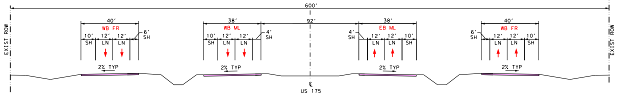
EASTBOUND US 175
STA 1236+15.00 TO STA 1238+12.00
STA 1241+87.00 TO STA 1246+00.00
STA 1252+11.90 TO STA 1269+12.19
STA 1273+34.87 TO STA 1292+75.00
STA 1296+50.00 TO STA 1302+91.24
STA 1310+96.76 TO STA 1318+00.00

WESTBOUND US 175
STA 1220+72.83 TO STA 1232+40.00
STA 1245+60.80 TO STA 1253+07.04
STA 1271+03.30 TO STA 1278+04.57
STA 1303+07.56 TO STA 1312+58.67

EASTBOUND US 175
STA 1225+03.37 TO STA 1232+40.00
STA 1246+00.00 TO STA 1252+11.90
STA 1269+12.19 TO STA 1273+34.87
STA 1302+91.24 TO STA 1310+96.76

US 175
STA 1232+40.00 TO STA 1236+15.00
STA 1238+12.00 TO STA 1241+87.00
STA 1292+75.00 TO STA 1296+50.00

FUTURE TYPICAL SECTION


600'
40'
38'
92'
WB FR
WB ML
EB ML
10' SH
12' LN
6' SH
4' SH
2% TYP
EXIST ROW
℄ US 175

FUTURE WESTBOUND US 175

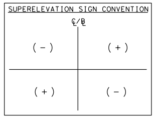
FUTURE EASTBOUND US 175

SUPERELEVATION DATA

BASELINE	BEGIN TRANSITION		ENDTRANSITION	
	STA	e	STA	e
WB PUS175 (70 MPH)	1211+82.00	1.56%	1213+10.00	3.33%
	1220+73.00	3.33%	1220+89.00	3.12%
	1231+50.00	3.12%	1232+17.00	4.04%
	1243+16.00	4.04%	1244+63.00	2.00%
	1262+56.00	2.00%	1265+12.00	-3.33%
	1289+98.00	-3.33%	1290+94.00	-2.00%
	1299+28.00	-2.00%	1300+24.00	-3.33%
	1315+42.00	-3.33%	1317+77.00	1.56%
	1317+77.00	1.56%	1318+50.00	1.56%
EB PUS175 (70 MPH)	1209+91.00	-1.56%	1213+44.00	3.33%
	1219+00.00	3.33%	1219+16.00	3.12%
	1231+50.00	3.12%	1232+17.00	4.04%
	1242+95.00	4.04%	1247+30.00	-2.00%
	1264+10.00	-2.00%	1264+74.00	-3.33%
	1289+98.00	-3.33%	1290+94.00	-2.00%
	1299+28.00	-2.00%	1300+24.00	-3.33%
	1315+72.00	-3.33%	1316+57.00	-1.56%
	1316+57.00	-1.56%	1318+00.00	-1.56%
PREXB175 (50 MPH)	16+73.89	3.12%	17+06.00	2.00%
	23+46.00	2.00%	24+09.06	MATCH EX FR SLOPE
PRWE1895 (50 MPH)	15+70.10	2.00%	22+86.00	2.00%
	22+86.00	2.00%	23+20.22	MATCH EX FR SLOPE

BASELINE	BEGIN TRANSITION		ENDTRANSITION	
	STA	e	STA	e
PREX1895 (50 MPH)	15+14.03	-0.19%	15+65.00	-2.00%
	21+10.00	-2.00%	21+26.85	MATCH EX FR SLOPE
PRWXB175 (50 MPH)	15+58.51	MATCH EX FR SLOPE	16+02.00	-3.33%
	16+02.00	-3.33%	22+81.53	-3.33%
PREEB175 (50 MPH)	13+71.53	MATCH EX FR SLOPE	13+81.00	-3.33%
	13+81.00	-3.33%	17+86.02	-3.33%
PRWE1391 (50 MPH)	16+33.24	-3.33%	25+66.00	-3.33%
	25+66.00	-3.33%	26+15.73	MATCH EX FR SLOPE
PREX1391 (50 MPH)	14+32.12	-3.33%	21+73.00	-3.33%
	21+73.00	-3.33%	22+23.28	MATCH EX FR SLOPE

SUPERELEVATION SIGN CONVENTION



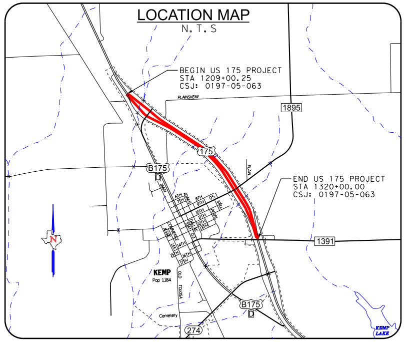
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

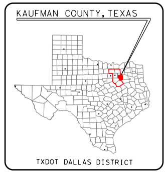
DESIGN SCHEMATIC
US 175 GRADE SEPARATIONS
NORTH OF BUS 175 TO EAST OF FM 1895
KAUFMAN COUNTY, TEXAS
CSJ: 0197-05-063

LENGTH: 2.1 MILES
FUNCTIONAL CLASS: RURAL FREEWAY
AVERAGE DAILY TRAFFIC: 25,600 (2028)
34,500 (2048)
DESIGN SPEEDS
MAIN LANES: 70 MPH
RAMPS: 50 MPH
FRONTAGE ROADS: 45 MPH
eMAX = 6% LEVEL TERRAIN

ROLL 1 OF 2

LOCATION MAP
N.T.S


BEGIN US 175 PROJECT
STA 1209+00.25
CSJ: 0197-05-063
END US 175 PROJECT
STA 1320+00.00
CSJ: 0197-05-063
PLAINSVEIW
1895
175
B175
1391
274
KEMP
Pop 1,184
Cemetery
MAIN
COMMERCE
DALLAS
ELM
PEARL
OLD TOLOSA
KEMP LAKE
N


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY

FOR INTERIM REVIEW ONLY

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

NAME	P.E. NO.	DATE
MELANIE S. CLEAVELIN	108945	1/24/2023
ARTURO BENITEZ	131960	1/24/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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

DATE SUBMITTED:

DATE APPROVED:

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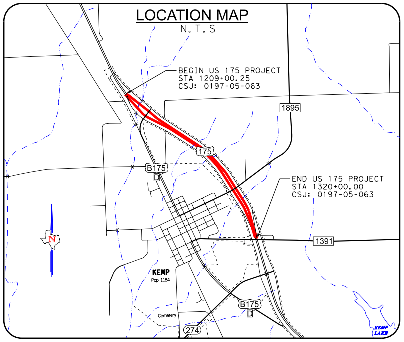
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

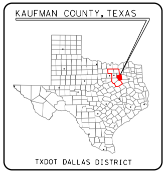
DESIGN SCHEMATIC
US 175 GRADE SEPARATIONS
NORTH OF BUS 175 TO EAST OF FM 1895
KAUFMAN COUNTY, TEXAS
CSJ: 0197-05-063

LENGTH:	2.1 MILES
FUNCTIONAL CLASS:	RURAL FREEWAY
AVERAGE DAILY TRAFFIC:	25,600 (2028) 34,500 (2048)
DESIGN SPEEDS	
MAIN LANES:	70 MPH
RAMPS:	50 MPH
FRONTAGE ROADS:	45 MPH
eMAX = 6%	LEVEL TERRAIN

ROLL 2 OF 2

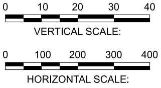

LOCATION MAP
N.T.S

BEGIN US 175 PROJECT
STA 1209+00.25
CSJ: 0197-05-063
END US 175 PROJECT
STA 1320+00.00
CSJ: 0197-05-063
1895
175
B175
1391
KEMP
Pop 1384
Cemetery
274
N
KEMP LAKE



KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.



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MELANIE S. CLEAVELIN	108945	1/24/2023
ARTURO BENITEZ	131960	1/24/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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

DATE SUBMITTED:

DATE APPROVED:

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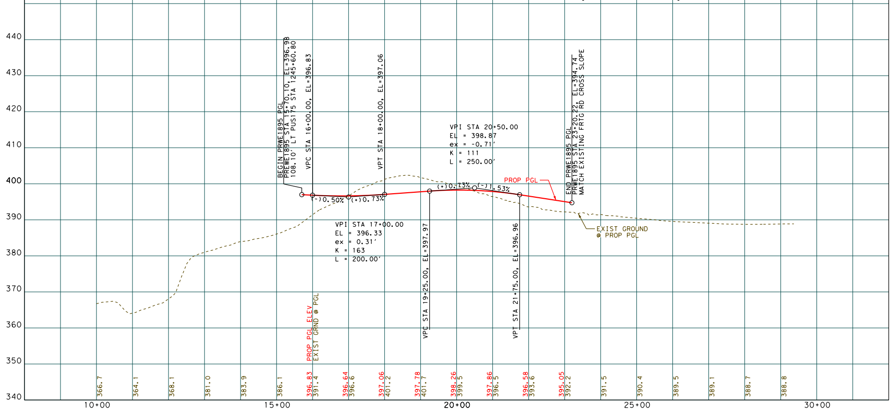
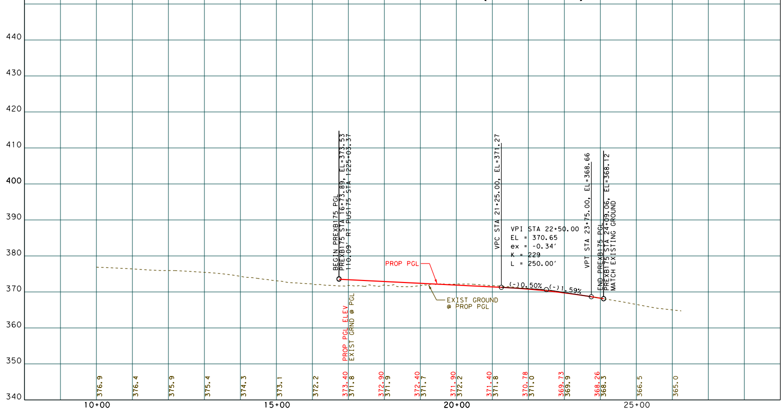
PRWE1895 - WB ENTRANCE FROM FM 1895 (50 MPH)



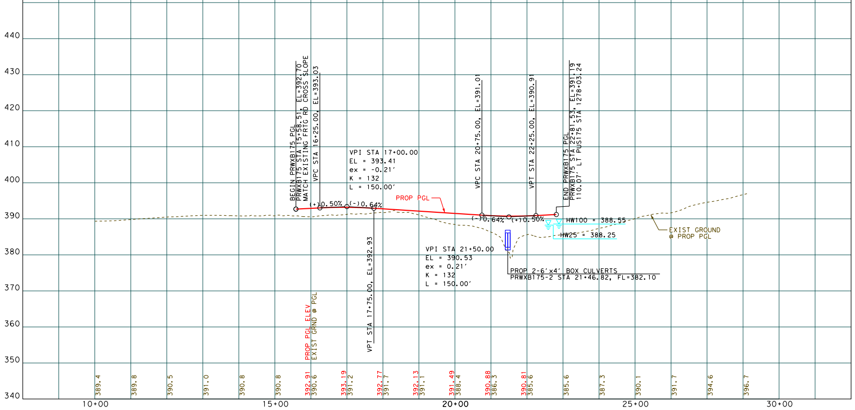
440
430
420
410
400
390
380
370
360
350
340
BEGIN PRWE1895 PGL
PREWE1895 STA 15+70.10, EL=396.98
108.10' LT PUS175 STA 1245+60.80
VPC STA 16+00.00, EL=396.83
VPT STA 18+00.00, EL=397.06
VPI STA 20+50.00
EL = 398.87
ex = -0.71'
K = 111
L = 250.00'
END PRWE1895 PGL
PRWE1895 STA 23+20.22, EL=394.74
MATCH EXISTING FRTG RD CROSS SLOPE
PROP PGL
(-)0.50%
(+)0.73%
(+)0.73%
(-)1.53%
VPI STA 17+00.00
EL = 396.33
ex = 0.31'
K = 163
L = 200.00'
EXIST GROUND
@ PROP PGL
VPC STA 19+25.00, EL=397.97
VPT STA 21+75.00, EL=396.96
PROP PGL ELEV
EXIST GRND @ PGL
366.7
364.1
368.1
381.0
383.9
386.1
396.83
391.4
396.64
396.6
397.06
401.2
397.78
401.7
398.26
399.5
397.86
396.5
396.58
393.6
395.05
392.2
391.5
390.4
389.5
389.1
388.7
388.8
10+00
15+00
20+00
25+00
30+00

PREXB175 - EB EXIT TO BUS US175 (50 MPH)

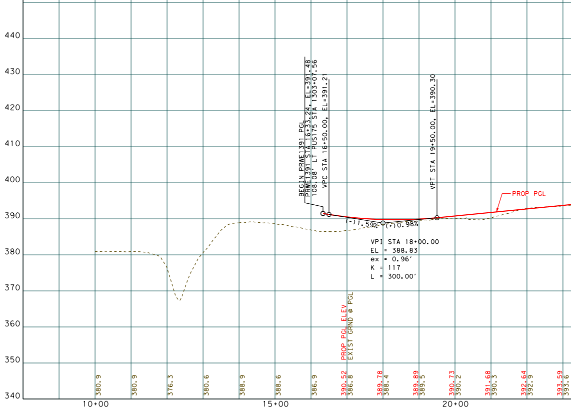


440
430
420
410
400
390
380
370
360
350
340
BEGIN PREXB175 PGL
PREXB175 STA 16+73.89, EL=373.53
110.09' RT PUS175 STA 1225+03.37
VPC STA 21+25.00, EL=371.27
VPI STA 22+50.00
EL = 370.65
ex = -0.34'
K = 229
L = 250.00'
VPT STA 23+75.00, EL=368.66
END PREXB175 PGL
PREXB175 STA 24+09.06, EL=368.12
MATCH EXISTING GROUND
PROP PGL
(-)0.50%
(-)1.59%
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
376.9
376.4
375.9
375.4
374.3
373.1
372.2
373.40
371.8
372.90
371.9
372.40
371.7
371.90
372.2
371.40
371.8
370.78
371.0
369.73
369.9
368.26
368.3
366.5
365.0
10+00
15+00
20+00
25+00

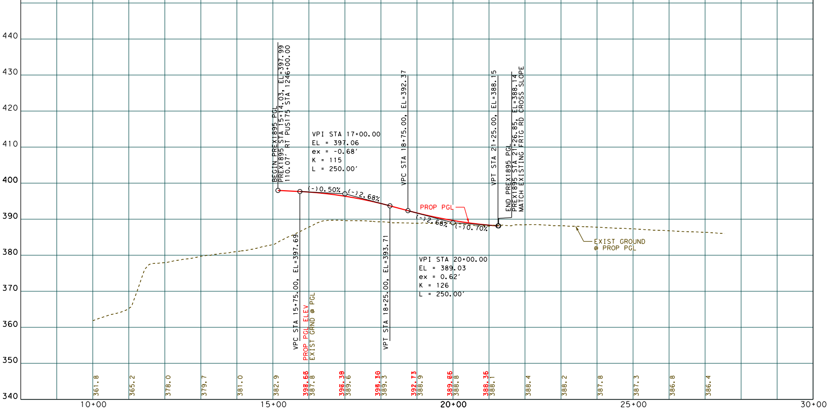
PRWXB175 - WB EXIT TO BUS 175 (50 MPH)


440
430
420
410
400
390
380
370
360
350
340
BEGIN PRWXB175 PGL
PRWXB175 STA 15+58.51, EL=392.70
MATCH EXISTING FRTG RD CROSS SLOPE
VPC STA 16+25.00, EL=393.03
VPI STA 17+00.00
EL = 393.41
ex = -0.21'
K = 132
L = 150.00'
(+)0.50%
(-)0.64%
PROP PGL
VPT STA 17+75.00, EL=392.93
VPC STA 20+75.00, EL=391.01
VPT STA 22+25.00, EL=390.91
END PRWXB175 PGL
PRWXB175 STA 22+81.53, EL=391.19
110.07' LT PUS175 STA 1278+03.24
(-)0.64%
(+)0.50%
HW100 = 388.55
HW25 = 388.25
EXIST GROUND
@ PROP PGL
VPI STA 21+50.00
EL = 390.53
ex = 0.21'
K = 132
L = 150.00'
PROP 2-6'x4' BOX CULVERTS
PRWXB175-2 STA 21+46.82, FL=382.10
PROP PGL ELEV
EXIST GRND @ PGL
389.4
389.8
390.5
391.0
390.8
390.8
392.91
390.6
393.19
391.2
392.77
391.7
392.13
391.1
391.49
388.4
390.88
386.3
390.81
385.6
385.6
387.3
390.1
391.7
394.6
396.7
10+00
15+00
20+00
25+00
30+00

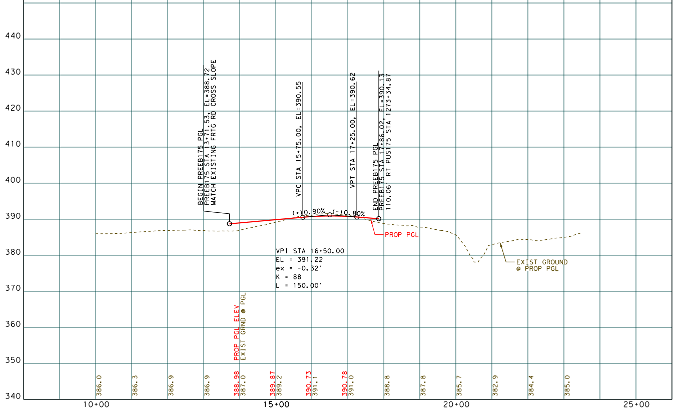
PRWE1391 - WB ENTRANCE FROM FM 1391

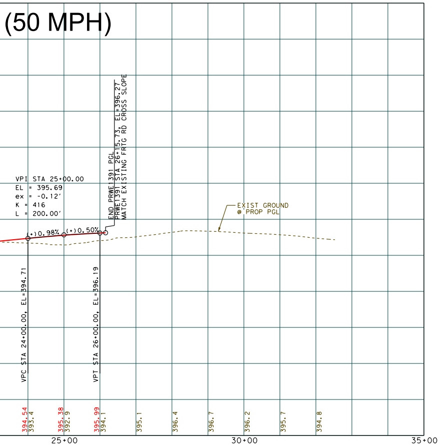

440
430
420
410
400
390
380
370
360
350
340
BEGIN PRWE1391 PGL
PRWE1391 STA 16+33.24, EL=391.48
108.08' LT PUS175 STA 1303+07.56
VPC STA 16+50.00, EL=391.21
VPT STA 19+50.00, EL=390.30
(-)1.59%
(+)0.98%
VPI STA 18+00.00
EL = 388.83
ex = 0.96'
K = 117
L = 300.00'
PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
380.9
380.9
376.3
380.6
388.9
388.6
386.9
390.52
386.8
389.78
388.4
389.89
389.5
390.73
390.2
391.68
390.3
392.64
392.9
393.59
393.6
10+00
15+00
20+00

PREX1895 - EB EXIT TO FM 1895 (50 MPH)

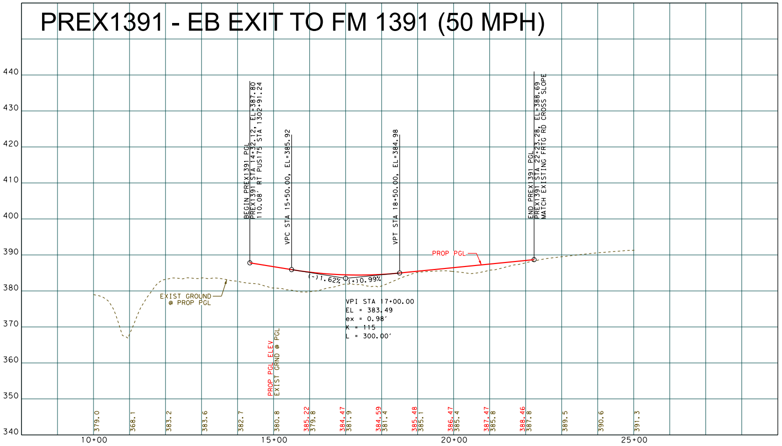

440
430
420
410
400
390
380
370
360
350
340
BEGIN PREX1895 PGL
PREX1895 STA 15+14.03, EL=397.99
110.07' RT PUS175 STA 1246+00.00
VPI STA 17+00.00
EL = 397.06
ex = -0.68'
K = 115
L = 250.00'
(-)0.50%
(-)2.68%
VPC STA 18+75.00, EL=392.37
VPT STA 21+25.00, EL=388.15
END PREX1895 PGL
PREX1895 STA 21+26.85, EL=388.14
MATCH EXISTING FRTG RD CROSS SLOPE
PROP PGL
(-)2.68%
(-)0.70%
EXIST GROUND
@ PROP PGL
VPC STA 15+75.00, EL=397.69
VPT STA 18+25.00, EL=393.71
VPI STA 20+00.00
EL = 389.03
ex = 0.62'
K = 126
L = 250.00'
PROP PGL ELEV
EXIST GRND @ PGL
361.8
365.2
378.0
379.7
381.0
382.9
398.68
387.8
396.39
389.6
394.30
389.3
392.73
388.9
389.86
388.8
388.35
388.1
388.4
388.2
387.8
387.3
386.8
386.4
10+00
15+00
20+00
25+00
30+00

PREEB175 - EB ENTRANCE FROM BUS 175 (50 MPH)


440
430
420
410
400
390
380
370
360
350
340
BEGIN PREEB175 PGL
PREEB175 STA 13+71.53, EL=388.72
MATCH EXISTING FRTG RD CROSS SLOPE
VPC STA 15+75.00, EL=390.55
VPT STA 17+25.00, EL=390.62
END PREEB175 PGL
PREEB175 STA 17+86.02, EL=390.13
110.06' RT PUS175 STA 1273+34.87
(+)0.90%
(-)0.80%
PROP PGL
VPI STA 16+50.00
EL = 391.22
ex = -0.32'
K = 88
L = 150.00'
EXIST GROUND
@ PROP PGL
PROP PGL ELEV
EXIST GRND @ PGL
386.0
386.3
386.9
386.9
388.98
387.0
389.87
389.2
390.73
391.1
390.78
391.0
388.8
387.8
385.7
382.9
384.4
385.0
10+00
15+00
20+00
25+00


(50 MPH)

VPI STA 25+00.00
EL = 395.69
ex = -0.12'
K = 416
L = 200.00'
(+)0.98%
(+)0.50%
END PRWE1391 PGL
PRWE1391 STA 26+15.73, EL=396.27
MATCH EXISTING FRTG RD CROSS SLOPE
EXIST GROUND
@ PROP PGL
VPC STA 24+00.00, EL=394.71
VPT STA 26+00.00, EL=396.19
394.54
393.4
395.38
392.9
395.99
394.1
395.1
396.4
396.7
396.2
395.7
394.8
25+00
30+00
35+00


PREX1391 - EB EXIT TO FM 1391 (50 MPH)

440
430
420
410
400
390
380
370
360
350
340
BEGIN PREX1391 PGL
PREX1391 STA 14+32.12, EL=387.80
110.08' RT PUS175 STA 1302+91.24
VPC STA 15+50.00, EL=385.92
VPT STA 18+50.00, EL=384.98
END PREX1391 PGL
PREX1391 STA 22+23.28, EL=388.69
MATCH EXISTING FRTG RD CROSS SLOPE
PROP PGL
(-)1.62%
(+)0.99%
EXIST GROUND
@ PROP PGL
VPI STA 17+00.00
EL = 383.49
ex = 0.98'
K = 115
L = 300.00'
PROP PGL ELEV
EXIST GRND @ PGL
379.0
368.1
383.2
383.6
382.7
380.8
385.22
379.8
384.47
381.9
384.59
381.4
385.48
385.1
386.47
385.4
387.47
385.8
388.46
387.8
389.5
390.6
391.3
10+00
15+00
20+00
25+00

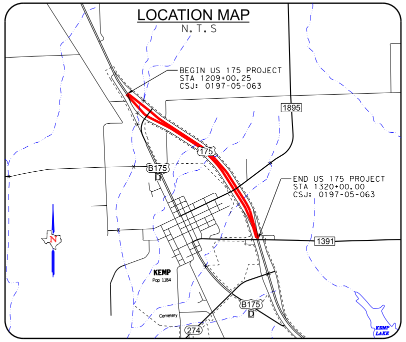
60% DRAFT
Preliminary, Subject to Change

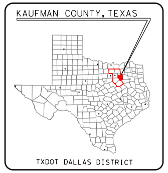
TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 175 GRADE SEPARATIONS
NORTH OF BUS 175 TO EAST OF FM 1895
KAUFMAN COUNTY, TEXAS
CSJ: 0197-05-063

LENGTH:	2.1 MILES
FUNCTIONAL CLASS:	RURAL FREEWAY
AVERAGE DAILY TRAFFIC:	25,600 (2028) 34,500 (2048)
DESIGN SPEEDS	
MAIN LANES:	70 MPH
RAMPS:	50 MPH
FRONTAGE ROADS:	45 MPH
eMAX = 6%	LEVEL TERRAIN

ROLL 2 OF 2


LOCATION MAP
N.T.S
BEGIN US 175 PROJECT
STA 1209+00.25
CSJ: 0197-05-063
1895
175
B175
END US 175 PROJECT
STA 1320+00.00
CSJ: 0197-05-063
1391
N
KEMP
Pop 1,184
B175
Cemetery
274
KEMP LAKE


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

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

PRELIMINARY
FOR INTERIM REVIEW ONLY

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ARTURO BENITEZ	131960	1/24/2023

HALFF ASSOCIATES, INC.
TBPELS FIRM #F-312

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RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED:

DATE APPROVED:

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