

Final Environmental Assessment

US 80 and Spur 557, Dallas District

Project limits: US 80 (from FM 460 to Spur 557) and Spur 557 (from US 80 to IH 20)

CSJ Numbers: 0095-03-106, 0095-04-076, 0495-01-081

Kaufman County, Texas

March 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Table of Contents

1.0 INTRODUCTION 1
2.0 PROJECT DESCRIPTION 1
2.1 Existing Facility 1
2.2 Proposed Facility 1
2.3 Logical Termini and Independent Utility 2
2.4 Planning Consistency 3
3.0 PURPOSE AND NEED 3
3.1 Need 3
3.2 Supporting Facts and/or Data 3
3.2.1 Safety Conditions 3
3.2.2 Travel Demand 4
3.3 Purpose 6
4.0 ALTERNATIVES 6
4.1 Build Alternative 6
4.2 No-Build Alternative 7
4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration 7
5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES 7
5.1 Right-of-Way/ Displacements 8
5.2 Land Use 8
5.3 Farmlands 8
5.4 Utility Relocation 9
5.5 Bicycle and Pedestrian Facilities 10
5.6 Community Impacts 10
5.6.1 Displacements 10
5.6.2 Access and Travel Patterns 11
5.6.3 Community Cohesion 11
5.6.4 Environmental Justice and Limited English Proficiency 11
5.7 Visual/Aesthetic Impacts 13
5.8 Cultural Resources 13
5.8.1 Archeology 13
5.8.2 Historic Properties 14
5.9 Protected Lands 15
5.9.1 Section 4(f) 16
5.9.2 Section 6(f) 16
5.9.3 Chapter 26 16
5.10 Water Resources 16
5.10.1 Clean Water Act Section 404 16
5.10.2 Clean Water Act Section 401 18
5.10.3 Executive Order 11990 Wetlands 19
5.10.4 Rivers and Harbors Act 19
5.10.5 Clean Water Act Section 303(d) 19
5.10.6 Clean Water Act Section 402 20

5.10.7 Floodplains 20
5.10.8 Wild and Scenic Rivers 21
5.10.9 Coastal Barrier Resources 21
5.10.10 Coastal Zone Management 21
5.10.11 Edwards Aquifer 21
5.10.12 International Boundary and Water Commission 21
5.10.13 Drinking Water Systems 21
5.11 Biological Resources 21
5.11.1 Impacts to Vegetation 21
5.11.2 Executive Order 13112 on Invasive Species 23
5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping 23
5.11.4 Impacts to Wildlife 23
5.11.5 Migratory Bird Protections 24
5.11.6 Fish and Wildlife Coordination Act 24
5.11.7 Bald and Golden Eagle Protection Act of 2007 25
5.11.8 Magnuson-Stevens Fishery Conservation Management Act 25
5.11.9 Marine Mammal Protection Act 25
5.11.10 Threatened, Endangered, and Candidate Species 25
5.12 Air Quality 26
5.13 Hazardous Materials 29
5.14 Traffic Noise 30
5.15 Induced Growth 39
5.16 Cumulative Impacts 40
5.17 Construction Phase Impacts 41
5.18 Greenhouse Gas Emissions and Climate Change 43
5.18.1 Statewide On-road GHG 44
5.18.2 Mitigation Measures 44
5.18.3 TxDOT and a Changing Climate 45
6.0 AGENCY COORDINATION 45
7.0 PUBLIC INVOLVEMENT 46
8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS 47
8.1 Post-Environmental Clearance Activities 47
8.2 Design/Construction Commitments 48
9.0 CONCLUSION 49
10.0 REFERENCES 49
11.0 NAMES AND QUALIFICATIONS OF PERSONS PREPARING THE EA OR CONDUCTING AN INDEPENDENT EVALUATION OF THE EA 51
12.0 APPENDICES 53

TABLES

TABLE 1. TOTAL CRASHES BY YEAR 4
TABLE 2. STATEWIDE TRAFFIC CRASH RATES PER 100 MVMT FOR RURAL 4-LANE DIVIDED HIGHWAYS (US 80 AND SPUR 557) 4
TABLE 3. POPULATION DATA 5
TABLE 4. US 80 AND SPUR 557 VEHICLES PER DAY 5
TABLE 5. LEVEL OF SERVICE GENERAL DEFINITIONS 6
TABLE 6. SECTION 404 WATERS 17
TABLE 7. SECTION 303(D) UNITS 19
TABLE 8. CONGESTION MANAGEMENT PROCESS STRATEGIES 28
TABLE 9. TRAFFIC NOISE LEVELS DB(A) LEQ 31
TABLE 10. NOISE BARRIER PROPOSAL (PRELIMINARY) 37
TABLE 11. PREDICTED NOISE IMPACT CONTOURS 38

APPENDICES

Appendix A – Project Location Map
Appendix B – Project Photos
Appendix C – Schematics
Appendix D – Typical Sections
Appendix E – Resource Map
Appendix F – Resource Agency Coordination
Appendix G – Section 4(f) Documentation
Appendix H – Comment and Response Matrix from Public Hearing

Acronyms

AADT	Average annual daily traffic
AOI	Area of influence
APE	Area of potential effects
AST	Above-ground storage tank
BMP	Best management practices
CEQ	Council on Environmental Quality
CAFE	Corporate Average Fuel Economy
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMP	Congestion management process
CO	Carbon monoxide
CRIS	Crash Records Information System
CSJ	Control-section-job number
dB(A)	A-weighted decibels
DOT	Department of Transportation (US)
EA	Environmental Assessment
EJ	Environmental Justice
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental permits, issues, and commitments
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GHG	Greenhouse gas
GIS	Geographic Information Systems
IH	Interstate Highway
ISA	Initial Site Assessment
LEP	Limited English Proficiency
Leq	Equivalent Continuous Sound Level
LOS	Level of Service
LPST	Leaking Petroleum Storage Tank
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQs	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NBI	National Bridge Inventory

NCTCOG	North Central Texas Council of Governments
NEPA	National Environmental Policy Act
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWP	Nationwide Permit
PCN	Pre-Construction Notification
PM	Particulate matter
PS&E	Plans, specifications and estimates
PWC	Parks and Wildlife Code
RCRA	Resource Conservation and Recovery Act
ROE	Right of entry
ROW	Right-of-way
RPST	Registered petroleum storage tank
RSA	Resource study area
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Plan
SWP33	Stormwater Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Plan
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
US	United States Highway
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USCB	United States Census Bureau
USFWS	United States Fish and Wildlife Service
VMT	Vehicle miles traveled

1.0 Introduction

The Texas Department of Transportation (TxDOT) proposes to improve the existing United States Highway (US) 80 from Farm-to-Market Road (FM) 460 to Spur 557, and Spur 557 from US 80 to Interstate Highway (IH) 20 in Kaufman County, Texas (see **Appendix A**).

The purpose of this Environmental Assessment (EA) is to study the potential environmental consequences of the proposed project and determine if those consequences warrant preparation of an Environmental Impact Statement. This EA was prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA). The EA was made available for public review and TxDOT considered any comments received. TxDOT determined that there are no significant adverse effects. A Finding of No Significant Impact (FONSI), will be prepared, signed and made available to the public.

2.0 Project Description

2.1 Existing Facility

The existing US 80 facility (see **Appendix B**) from FM 460 to Spur 557, is a four-lane divided highway (two lanes in each direction) divided by a grassy median. US 80 also has one-way and two-way frontage roads at some locations, with one to three lanes in each direction and turn lanes at various cross-street intersections.

From US 80 to IH 20, Spur 557 consists of a four-lane divided highway (two lanes in each direction) divided by a grassy median. Spur 557 also has one-way discontinuous one to two-lane frontage roads.

The existing typical right-of-way (ROW) width varies from approximately 300 to 400 feet along US 80 and varies from 375 to 500 feet along Spur 557, with wider footprints to accommodate large cross-street interchanges.

2.2 Proposed Facility

The proposed project consists of reconstructing US 80, from FM 460 to Spur 557, and Spur 557, from US 80 to IH 20, from a four-lane divided highway to a six-lane divided highway. This project is approximately 12 miles in length. The proposed project would also require an interstate access justification request to be approved by FHWA.

The proposed improvements consist of three 12-foot-wide travel lanes with typical ten foot inside shoulders in each direction divided by a concrete barrier along the centerline. The proposed improvements would also include one-way continuous two-lane frontage roads in each direction with ramp improvements that connect frontage roads to mainlanes with an auxiliary lane. Pedestrian and bicycle accommodations are proposed to include 10-foot shared use paths on the outside of the frontage roads in each direction. The proposed

typical ROW width varies from 300 to 420 feet along US 80, with wider footprints to accommodate large cross-street interchanges.

From US 80 to IH 20, the proposed improvements consist of reconstructing Spur 557 from a four-lane divided to a six-lane divided highway with a concrete barrier along the centerline. The proposed project would also include one-way continuous two to three-lane frontage roads in each direction with ramping improvements, shared use paths and sidewalks. The proposed typical ROW width varies from 375 to 520 feet along Spur 557, with wider footprints to accommodate large cross-street interchanges.

Interchange improvements would occur at US 80 and Spur 557 and at Spur 557 and IH 20. The proposed improvements are shown in the schematic and typical sections included in Appendix C and D, respectively. The estimated total project cost is $1.28 billion and expected funding include federal, state and local sources.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini, 23 CFR 771.111(f)(1). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. For the US 80 project, FM 460 was chosen as the western project limit because this is a major cross street generating approximately 18,000 vehicles per day north of US 80. In addition, FM 460 is a major arterial roadway and one of the main connections to the cities (Heath and Rockwall) north of the corridor. The eastern limit of the project along Spur 557 is IH 20 because it is a major thoroughfare and traffic generator. As determined by the traffic demand model for 2022 studies for this proposed project, IH 20 generates 60,000 vehicles per day east of the project limits.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area, 23 CFR 771.111(f)(2). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project can stand on its own without the implementation of other future traffic improvements because it cannot and does not irretrievably commit federal funds for other future transportation projects.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements, 23 CFR 771.111(f)(3). This means that a project must not dictate or restrict any future roadway alternatives. The US 80 and Spur 557 Project would not limit consideration of any other planned improvements or alternatives for such improvements. Furthermore, project planning for this project has included design to accommodate for other ongoing separate projects that may traverse or meet with this corridor and does not preclude the planning and design of such projects.

2.4 Planning Consistency

The North Central Texas Council of Governments (NCTCOG) is the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) region and responsible for developing Mobility 2045, the financially constrained Metropolitan Transportation Plan (MTP), adopted by the Regional Transportation Council on June 9, 2022. The proposed US 80 and Spur 557 Project is consistent with the description of the project in Mobility 2045, updated in 2022.

The NCTCOG adopted the regional 2023-2026 Transportation Improvement Plan (TIP) on June 9, 2022. The NCTCOG 2023-2026 TIP is reflected in TxDOT's 2023-2026 Statewide Transportation Improvement Program (STIP), which was approved by USDOT on November 18, 2022. The proposed project is consistent with the 2023-2026 TIP (as amended) and 2023-2026 STIP (as amended). A project level conformity determination was obtained from the Federal Highway Administration (FHWA) on October 24, 2023, as to its consistency with the USDOT-approved MTP and TIP/STIP (as amended).

3.0 Purpose and Need

3.1 Need

The proposed project is needed to improve safety, and to meet current and future travel demand from projected future population growth and traffic volumes.

3.2 Supporting Facts and/or Data

3.2.1 Safety Conditions

A safety and crash analysis study was conducted for the roadway facilities within the proposed project limits including the major interchanges at US 80/Spur 557 and Spur 557/IH 20. Data from the TxDOT Crash Records Information System (CRIS) database was used to perform the analysis and evaluation of safety conditions. The study identified total number of crashes, crash types and conditions. Over the five-year period from 2015 to 2019, there were a total of 1,854 crashes within the project area (Garver 2022). Within the five-year period, there were more than 300 crashes within the project area each year and Kaufman County reported approximately 2,000 crashes per year for the entire county. As shown in **Table 1**, approximately 20 percent of all crashes in Kaufman County occurred within the project area.

Table 1. Total Crashes by Year

	2015	2016	2017	2018	2019	Total
Total Crashes in Study Area	375	381	375	395	328	1,854
Total Crashes in Kaufman County	1,794	2,008	1,898	2,123	2,005	9,828
% of County's total crashes occurring within project area	21%	19%	20%	19%	16%	19%

Source: Safety and Operational Analysis Traffic Report, January 2023. * Note these numbers are approximations and are an average of the ADTs projected within the segments as listed.

Table 2 reflects statewide crash rates and project area crash rates per 100 million vehicle miles traveled (MVMT) for the five-year period from 2015 to 2019. The US 80 crash rate is higher than the statewide average for each year analyzed. Spur 557 has a lower crash rate than the statewide average for 2015, 2016, and 2019, which can be attributed to lower daily traffic on Spur 557.

Table 2. Statewide traffic crash rates per 100 MVMT for rural 4-lane divided highways (US 80 and Spur 557)

Year	Statewide	US 80 (Project Limits)	Spur 557 (Project Limits)
2015	62.29	114.18	49.05
2016	57.31	103.3	52.23
2017	57.65	96.84	67.59
2018	60.42	87.28	173.42
2019	57.04	92.95	53.43

Source: Safety and Operational Analysis Traffic Report, January 2023.

According to the safety analysis conducted for the proposed project, the proposed improvements are anticipated to reduce collisions by approximately 22 percent. The proposed project would help reduce the number of crashes and improve safety through wider shoulders to provide recovery space, interchange/intersection improvements to provide direct connections and designated turn lanes, auxiliary lanes between on and off ramps to reduce weaving movements, and ramp improvements to increase acceleration and deceleration lengths.

3.2.2 Travel Demand

Population Growth

According to Mobility 2045 MTP, the population for NCTCOG's 12-county planning area is projected to grow to over 11 million by 2045. Included in the 12-county area is Kaufman County. Population data for Kaufman County is shown in Table 3.

Table 3. Population Data

Geography	2020	2022	2045	Percent Increase from 2020 to 2045
Kaufman County	145,310	172,366	211,585	68%

Source: U.S. Census Bureau 2020 Census and County Quickfacts, and Texas Demographic Center Projection Data.

The county has an estimated population of 172,366 in 2022 according to the U.S. Census Bureau (USCB) Quickfacts county data. In the 2020 Census, the population was reported as 145,310 for Kaufman County. This is an 18.6 percent change from 2020 to 2022. This growth trend for Kaufman County is also anticipated to continue in the future. The Texas Demographic Center estimates a continued increase in population through 2045. Based on the 2020 Census population data, the Texas Demographic Center projected the population for Kaufman County in 2045 to be 211,585, a 68 percent increase from the 2020 census numbers. With the growth in population, Kaufman County would also experience an increasing demand for the movement of people and goods through the US 80 and Spur 557 corridors. Improvements to these facilities would address the need to improve mobility for the growing population and associated future travel demand.

Traffic Volumes

Current traffic volumes and future traffic projections were evaluated within the project limits. As shown in **Table 4**, the average daily traffic (ADT) in 2022 ranges from 30,570 to 59,113 within the project limits. The ADTs projected in 2048 range from 44,650 to 91,425 in the No-Build condition. These numbers are not substantially high; however, the 2048 numbers are an increase of generally 50 percent from the 2022 numbers.

Table 4. US 80 and Spur 557 Vehicles per Day

Project Segment	2022	2028	2048	Percent Increase from 2022 to 2048
US 80 from Clements Dr. to 548	59,113	66,225	91,425	55%
US 80 from FM 548 to Spur 557	49,514	56,288	78,313	58%
Spur 557 from US 80 to IH 20	30,570	33,125	44,650	46%

Note: The numbers provided are an average of the projected ADTs within the segments listed. Source: Safety and Operational Analysis Traffic Report, January 2023.

Level of Service (LOS) analysis was also conducted to assess traffic conditions along US 80 and Spur 557. LOS levels are used by the USDOT as a way to describe the level of congestion and travel time delay for roadway facilities. **Table 5** describes the general conditions for each LOS classification.

Table 5. Level of Service General Definitions

Level of Service (LOS)	General Operating Conditions
A	Free flow, with low volumes and high speeds.
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions.
C	Stable flow, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow; drivers have little freedom to select their own speeds.
E	Unstable flow; may be short stoppages.
F	Forced or breakdown flow; unacceptable congestion; stop-and-go.

Source: Adopted from the ASHTO Green Book and Flexibility in Highway Design

Within the project limits, ramp queue spillback onto main freeway lanes, and a LOS F was identified within several segments under existing conditions. A sharp degradation in operations throughout the study area would result in numerous segments of freeway mainlanes and ramps, as well as many intersections, anticipated to be operating at LOS E or F by 2048.

3.3 Purpose

The purpose of the project is to improve safety and mobility to accommodate future traffic volumes along US 80/Spur 557 within the project limits.

4.0 Alternatives

4.1 Build Alternative

The Build Alternative, as described in detail in **Section 2.2**, proposes a roadway facility with six mainlanes (three in each direction), one-way continuous two-to three-lane frontage roads in each direction, shared use paths and sidewalks, intersection improvements at side and cross streets and improvements to the US 80/Spur 557 and Spur 557/IH 20 interchanges. The Build Alternative extends approximately 12 miles and would acquire approximately 17 acres of ROW for transportation use and approximately 6 acres of permanent drainage easements.

This alternative meets the project's need and purpose by improving safety and meeting travel demands resulting from anticipated population growth and traffic volumes. The Build Alternative is also consistent with local and regional land use and transportation plans and policies. For these reasons, the Build Alternative is the recommended alternative.

4.2 No-Build Alternative

The No-Build Alternative would not result in any construction for the US 80 and Spur 557 corridors. This alternative does not improve mobility or safety and would not address future travel demands; therefore, the purpose and need would not be met by the No-Build Alternative and the Build Alternative would be considered the recommended alternative. The No-Build Alternative is evaluated throughout this EA for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

Other Build Alternatives considered but eliminated from further consideration include realignment of US 80 and reconfiguration of the US 80 and Spur 557 roadway facilities. These other alternatives were eliminated from further consideration because of the potential for substantial impacts as well as location limitations constrained by the UPRR Railroad that extends parallel to the south of US 80. Furthermore, additional constraints such as established residential and commercial development would be substantially impacted by any potential realignment of the existing US 80 and Spur 557 facilities.

5.0 Affected Environment and Environmental Consequences

In support of this EA, the following technical documentation was prepared and may be inspected and copied upon request at the TxDOT Dallas District Office at 4777 East Highway 80, Mesquite, Texas 75150, Monday through Friday, from 9 a.m. to 5 p.m.:

- Community Impact Assessment Technical Report Form
- Congestion Management Process Summary
- Cumulative Impacts Technical Report
- Hazardous Materials Initial Site Assessment
- Historic Bridge Section 4(f) De Minimis Checklist and Documentation
- Historic Resources Survey Report
- Historical Studies Research Design
- Induced Growth Analysis Technical Report
- Mobile Source Air Toxics Qualitative Assessment Report
- Natural Resources Conservation Service (NRCS) – CPA-106 Form
- Project Coordination Request for Historical Studies Project
- Species Analysis Form and Spreadsheet
- Surface Water Analysis
- Traffic Noise Analysis Report
- Water Features Delineation Report

These reports and associated studies were conducted in support of the preparation of this EA. Information of the study findings and environmental consequences for the Build and No-Build Alternatives are described in the following sections by resource category. These

discussions include studies of direct and indirect effects, including encroachment-alteration effects if applicable resulting from the proposed improvements.

5.1 Right-of-Way/ Displacements

The proposed project would require acquisition of approximately 17 acres of additional ROW impacting 120 parcels, but no displacements are anticipated. See **Appendix C**, Schematics, to view where additional ROW is proposed for the project. TxDOT has and will continue to communicate with the affected property owners to provide just compensation for impacts to their properties. ROW acquisition and relocation assistance would be conducted in accordance with the TxDOT Right-of Way Acquisition and Relocation Assistance Program and the Federal Uniform Relocation and Real Property Acquisitions Policy Act of 1970.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no ROW acquisitions and no displacements would be anticipated.

5.2 Land Use

The existing land use of the project area generally consists of suburban residential and commercial land use with industrial, warehouse, and distribution centers located primarily along Spur 557. The area is a mix of well-established and new subdivision developments, and undeveloped, vacant land.

Additional developments and other transportation projects are planned in the area within the project limits. These developments would replace the vacant lands and convert to urban use. Although future growth and development is anticipated in the area, the land use would not be substantially altered by changes resulting from the proposed project. The proposed project would require additional ROW to accommodate the proposed improvements. As shown in **Appendix E**, the areas needed for additional ROW generally consist of disturbed land and are located immediately adjacent to the existing US 80 roadway that would be converted for transportation use. Additional information on the vegetation types and potential impacts is discussed in **Section 5.11**. Land use impacts related to induced growth are discussed in **Section 5.15**.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to land use would be anticipated.

5.3 Farmlands

As the project will require new ROW in non-urban land use areas, the Farmland Protection Policy Act (FPPA) applies. The proposed project area is identified as an urbanized area. According to the Natural Resources Conservation Service (NRCS), a total of 16.7 acres of

Prime and Unique Farmland and 0.1 acres of Statewide and Local Important Farmland would be directly converted by the Build Alternative. The results of the Farmland Conversion Impact Rating analysis indicated a site assessment score of less than 60 points, therefore no coordination with NRCS is required.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to farmlands would be anticipated.

5.4 Utility Relocation

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway ROW (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) have been considered as part of the overall project footprint impacts within this environmental assessment. It has not yet been determined whether the dislocated utilities will be re-installed within the highway ROW, or to a location outside the highway ROW. However, the potential impacts resulting from re-installation of the displaced utilities within the highway ROW have been considered as part of the overall project footprint impacts (e.g., construction noise, potential disturbance to archeological resources, and potential impacts to species habitat) within this environmental assessment. To the extent that the owner of any displaced utility determines to reinstall the displaced utility at a location outside of highway ROW, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process. Additionally, the owner of the utility will be responsible for acquiring any easements outside the highway ROW and ensuring that the design and construction meet all regulatory and environmental compliance requirements. See 43 Texas Administrative Code (TAC) 21.37(a)(9), (g)(1)), and (g)(4); 43 TAC 21.38(e)(2).

There are four natural gas transmission pipelines, two crude oil pipelines, and one highly volatile liquid (HVL) pipeline within the ROW. A complete subsurface utility engineering (SUE) survey, Quality Level B (QL-B) for the proposed project was completed to determine the horizontal locations of these lines. Known utility owners were contacted when possible to obtain available as-built information. Some of these lines will need to be relocated and would be determined during final design.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no utility relocations would be anticipated.

5.5 Bicycle and Pedestrian Facilities

The proposed project will comply with TxDOT's Bicycle Accommodation Design Guidance, which implements USDOT and FHWA policy regarding bicycle and pedestrian accommodations. A 10-foot shared use path is proposed along the outside of the frontage roads, one in each direction within the project limits. These improvements are shown in the design schematic included in **Appendix C**. No public transportation or transit services are available within the project limits and would not require connections.

No-Build Alternative

Under the No-Build Alternative, the No-Build Alternative would not construct bicycle and pedestrian facilities.

5.6 Community Impacts

The proposed project is located in a generally suburban setting within the cities of Forney and Terrell, Texas. These communities are generally commuter cities and suburbs within the overall Dallas-Fort Worth metroplex. The proposed study area consists of urban development intermixed with undeveloped open land. Developed lands include single and multi-family residences, places of worship, public facilities, and small and large commercial and industrial businesses including distribution and warehouse centers. Undeveloped lands are comprised of vacant (unimproved acreage) and some agriculture (ranch and pasture) land.

The proposed project would generally consist of adding one mainlane in each direction and providing a continuous frontage road system within the project limits for improved mobility and access.

No-Build Alternative

The No-Build Alternative would not result in construction improvements; therefore, no improvements to address mobility and safety would occur, and this alternative would not address the purpose and need for the project.

5.6.1 Displacements

The proposed project would not result in any displacements; therefore, a displacements analysis was not required. Although no displacements are anticipated, additional ROW of approximately 17 acres would be acquired at various locations within the project limits to accommodate for the proposed improvements. No further analysis was required.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no displacements and no ROW acquisitions would be anticipated.

5.6.2 Access and Travel Patterns

Ramping and intersection improvements are proposed within the project limits. Travel times are anticipated to shorten due to increased mobility, managed congestion and improved access through the continuous frontage roads and additional mainlanes. Vehicular transportation is the current mode generally used to access destinations in the study area with possible walking and cycling in residential areas. No public bus or mass transit is available within the study area. The proposed project would not substantially change existing travel patterns because of the existing facility; however, the project would benefit commuting travel times by reducing congestion and providing improved mobility through the project limits. Proposed improvements include continuous frontage roads, sidewalks, and ramping improvements. These proposed features are anticipated to improve accessibility and provide alternative modes to driving on the mainlanes. Ramp shifts would not eliminate or prohibit access to/from the main lanes and to any portion of the study area.

Emergency response times are also anticipated to be improved because of additional travel lanes and continuous frontage roads proposed within the project limits.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no access and travel pattern impacts would be anticipated.

5.6.3 Community Cohesion

The proposed project is not anticipated to result in adverse impacts to the cohesion of any neighborhood or subdivision within the project study area. The proposed project would not divide any existing communities or planned subdivisions. No feedback from the first public meeting was received to indicate any potential impact to community cohesion. The site visit observations did not identify potential impacts to communities because residential and commercial developments are built entirely north or south of the highway facility; therefore, these neighborhoods and developments are not currently divided, and no additional separation or division is anticipated from the proposed project to adversely impact community cohesion.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to community cohesion would be anticipated.

5.6.4 Environmental Justice and Limited English Proficiency

Environmental Justice (EJ)

In accordance with EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), a community impact assessment was performed

to identify the presence of EJ populations and evaluate any potential impacts to such populations.

Within the study area, there are 24 census block groups and 709 census blocks. The study area has a 51 percent overall minority population and includes 286 census blocks with half or more of the population identified as minorities. For the entire study area, the minority population is comprised mostly of Black or African American (21 percent) and Hispanic and Latino (22 percent), followed by two or more races (4 percent) and Asian (3 percent). No census block groups have a median household income below the poverty level. The median household incomes range from $34,018 to $204,453 among the census block group geographies.

Based on the analysis, impacts to EJ populations are not disproportionately high and adverse when compared to impacts to non-EJ populations because no displacements, no community cohesion impacts, and no adverse access changes are anticipated by the proposed improvements.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to EJ populations would be anticipated.

Limited English Proficiency (LEP)

There is a presence of persons who speak English "less than very well" in 16 out of the 24 census block groups in the study area. The LEP population percentages range from 0.2 percent to 19.4 percent among census block groups. Five census block groups have a LEP population greater than 5 percent. The most common language LEP persons are likely to speak is Spanish. Specifically, in the study area, the languages spoken by the LEP population are Spanish (2.3 percent), Asian and Pacific Islander languages (0.7 percent), other Indo-European languages (0.5 percent), and other languages (0.3 percent).

Language assistance and other accommodations were made available for outreach activities and public involvement events. Materials including the notice and comment card were provided in both English and Spanish and published in English and Spanish newspapers. An opportunity to request language accommodation and other assistance services was included in the public meeting and public hearing notices. A Spanish language translator was also present and available at the public hearing.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to LEP populations would be anticipated.

5.7 Visual/Aesthetic Impacts

The proposed project would consist of adding a mainlane in each direction and continuous one-way frontage roads along US 80 and Spur 557 within the project limits. Intersection improvements are also proposed at cross streets and improvements to the US 80/Spur 557 and Spur 557/IH 20 interchanges. Direct connectors would be included at these interchanges resulting in vertical changes in the immediate area. Throughout the project limits, the viewshed is generally flat with little obstructions to views outward from the roadway facility.

The grassy median along the center of the US 80 and Spur 557 facilities would be eliminated and replaced by a concrete center barrier and pavement for the additional mainlane and shoulder in each direction. This would change the visual aesthetics of the roadway for users of the facility. However, landscaping and other possible aesthetic treatments could be installed depending on funding and coordination conducted with local governments. Lighting would also be determined during final design and dependent on studies and funding. Some bridge structures would be replaced within the project limits; however, visually, they would be indistinguishable from existing structures. Any aesthetic treatments would be coordinated with local governments and may provide more aesthetically pleasing treatments than current conditions for roadway users. Adjacent properties and view towards the facility would not substantially change from current conditions; however, the interchange improvements would result in obstructed views from the elevated direct connectors and ramps proposed for the US 80/Spur 557 and Spur 557/IH 20 interchanges. Due to the wide existing ROW footprint, the proposed ROW would not substantially add to the existing footprint and would not substantially alter the existing views for roadway users and for adjacent viewers of the corridor.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no visual and aesthetic impacts would be anticipated.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted in accordance with TxDOT's Memorandum of Understanding (MOU) with the Texas Historical Commission (THC).

5.8.1 Archeology

An Archeological Background Study and Archeological Survey Report were prepared for the proposed project. Based on the Background research, 10 previous cultural resources surveys were identified within 0.6 mile of the area of potential effects (APE) including five that intersect the APE. Seven Protected Areas of the United States (PADUS lands), eight historical markers, and two cemeteries are within 0.6 mile of the proposed project APE. No

National Register of Historic Places (NRHP) properties or districts or State Antiquities Landmarks are within 0.6 mile of the proposed project APE.

An intensive survey of the proposed new ROW included excavating 5 backhoe trenches and 101 shovel tests within the APE. Based on the results of the survey, a finding of "no historic properties affected" was recommended and no further archaeological investigations are recommended within the 11 currently surveyed parcels. A reconnaissance of three inaccessible parcels revealed substantial disturbances and negligible potential for intact archeological deposits; therefore, no further work is recommended on these parcels. Five parcels that were inaccessible during the survey are recommended for further investigation once access is obtained based on the potential for buried deposits and Potential Archeological Liability Model data.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to archeological resources would be anticipated.

5.8.2 Historic Properties

A study was conducted to evaluate historic-age properties within the project limits based on the historic-age limit of 45 years from letting date. A Project Coordination Request, Research Design and Historical Resources Survey Report were prepared for the proposed project. These documents can be viewed and copied upon request at the TxDOT Dallas District.

TxDOT historians conducted a Historic Resources Survey and identified 32 properties in the APE with a finding of four historic properties present (two bridges, two farms).

TxDOT determined two bridges in the APE NRHP-eligible under the 1945-1965 bridge study. Located at CR 217 at US 80 (NBI No. 181300009504108) and Windmill Farms Blvd at US 80 (NBI No. 181300009504109), they carry traffic over the mainlanes of US 80. TxDOT marketed the bridges on its bridge adoption website for over 30 days ending in July 2023.

TxDOT determined Landmark Hill (007) NRHP-eligible under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. TxDOT determined the Pinson Farm (011) NRHP-eligible under Criterion A and C for its association with agriculture in Kaufman County, representing an intact farmstead, with a Craftsman style house.

Pinson Farm is located outside of the proposed project improvements; therefore, the project would result in no impacts to this property. The identified eligible property, Landmark Hill, is approximately 8.04 acres in size. The proposed project requires approximately 0.06 acre in new ROW within the southern boundary of this property along US 80. This results in a total impact of 0.7 percent (less than one percent). TxDOT determined this impact constitutes a *de minimis* use of the historic property. TxDOT determined that this minor change poses no adverse effect as the property would still possess its significance following completion of the

project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials, or workmanship.

Concurrence by THC was received on September 16, 2023 for no adverse effect to historic properties. The agency coordination letter is included in **Appendix F**.

Indirect Effect

Project activities pose minimal potential to cause indirect effects. The widening of an existing highway would not affect or diminish the qualities and characteristics that contribute to the historic significance of Landmark Hill. Potential visual impacts were assessed and determined no visual effects would occur as the roadway will remain at grade at this location. Noise impacts will not be measured as the property is now in commercial use.

Cumulative Effect

Project activities pose no foreseeable cumulative adverse effects to the property. The property is currently abandoned and not in agricultural use and any future use by other owners is not the subject of this review.

The project would result in no effect on the Pinson Farm property. The property is located away from the new ROW impacts. For additional details, the Historical Resources Survey Report is available for viewing and copy requests can be made at the TxDOT Dallas District office.

TxDOT completed programmatic mitigation for the replacement of all bridges in Group II. Group II bridges are those that are significant when considered together as a group. The significance of the Group II bridges lies in their history, rather than their potential for preservation in place. This programmatic mitigation is a public-facing education campaign about these bridges, which includes videos, a webpage, glossaries, photographs, educational activities, and continued promotion of these materials. Per prior agreement, TxDOT does not need to complete additional mitigation on Group II bridges.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to historic properties and structures would be anticipated.

5.9 Protected Lands

Section 4(f) of the USDOT Act requires special consideration to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 6(f) of the Land and Water Conservation Fund (LWCF) Act protects parklands and recreational areas purchased or developed with federal LWCF funds from being converted to non-recreational uses. Chapter 26 of the Texas Parks and Wildlife Code

(PWC) protects any public land designated and used as a park, recreation area, scientific area, wildlife refuge, or historic area from acquisition or use for other purposes.

5.9.1 Section 4(f)

Within the project limits, the USDOT Section 4(f) protections applied to two eligible historic bridges and one recommended eligible historic property. No public parks, recreational areas, or wildlife and waterfowl refuges were identified within the project limits that would be impacted by the proposed project.

The two bridges would be replaced as part of the proposed project. A programmatic Section 4(f) checklist was prepared for each of these bridges and are included in **Appendix G**. In addition to the eligible bridges, the proposed project requires approximately 0.06 acre in new ROW within the southern boundary of the Landmark Hill property along US 80. The proposed ROW would not affect the integrity and character of this site and a *de minimis* Section 4(f) checklist was prepared for this property and included in **Appendix G**.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to Section 4(f) sites would occur.

5.9.2 Section 6(f)

There are no Section 6(f) properties present in the project area.

5.9.3 Chapter 26

There are no Chapter 26 properties present in the project area.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

This project will involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404. **Table 6** shows the water features that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (NWP) (i.e., no pre-construction notification required), or if it is anticipated that a nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit will be required.

Table 6. Section 404 Waters

Name of Water Feature	Type of Water Feature	Location of water feature	Covered by non-reporting nationwide permit under Section 404?	Nationwide permit with pre-construction notification, individual standard permit, letter of permission, or regional general permit required under Section 404?
Stream 1 (Buffalo Creek)	Intermittent stream	32.7670138°N 96.4861093°W (App. E, Pg. 1)	Y	N
Stream 2	Perennial stream	32.7646593°N 96.4837355°W (App. E, Pg. 1)	Y	N
Stream 5	Intermittent stream	32.7511041°N 96.4608369°W (App. E, Pg. 4)	Y	N
Stream 6 (Mustang Creek)	Intermittent stream	32.7508546°N 96.4605845°W (App. E, Pg. 4)	Y	N
Stream 10	Intermittent stream	32.7397639°N 96.3908791°W (App. E, Pg. 10)	Y	N
Stream 13 (Big Brushy Creek)	Perennial stream	32.7393524°N 96.3754176°W (App. E, Pg. 12)	Y	N
Stream 14 (Terry Creek)	Intermittent stream	32.7355307°N 96.3508925°W (App. E, Pg. 14)	Y	N
Stream 15	Intermittent stream	32.7332702°N 96.3463723°W (App. E, Pg. 15)	Y	N

Source: Water Features Delineation Report, July 2023.

The water features listed above can be grouped into 4 single and complete crossings. The proposed project will permanently and/or temporarily impact intermittent streams 1, 5, 6, 10, 14, and 15, and perennial streams 2 and 13. One additional intermittent stream, eight ephemeral streams, and three wetlands were delineated along the corridor within the project limits; however, these streams and wetlands were either not potentially jurisdictional or not impacted by the proposed project. See **Appendix E** for locations of streams listed in **Table 6**. No wetland impacts are anticipated. Impacts at each single and complete crossing will be less than 0.10 acre and therefore will be covered by a non-reporting NWP 14 – Linear Transportation Projects. TxDOT will comply with the current Clean Water Act (CWA) rules, regulations, policies, and guidance in effect when the permit is requested or when construction begins.

The need for an individual standard permit under Section 404 is not anticipated. If it is later determined that an individual standard permit under Section 404 is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the individual standard permit application.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to jurisdictional waters would be anticipated.

5.10.2 Clean Water Act Section 401

For projects that require an NWP under Section 404 that is covered by TCEQ's blanket 401 water quality certification, regardless of whether the NWP is non-reporting, or requires the submission of a PCN, TxDOT complies with Section 401 of the Clean Water Act by implementing TCEQ conditions for NWPs. For projects that require authorization under an NWP under Section 404 that is not covered by TCEQ's blanket 401 water quality certification, or under an Individual Standard Permit, Letter of Permission, or Regional General Permit under Section 404, TxDOT will coordinate the Section 401 water quality certification with TCEQ. TCEQ will either approve or deny the Section 401 water quality certification or issue a waiver. The TCEQ Section 401 water quality certification decision must be submitted to the United States Army Corps of Engineers (USACE) before use of the NWP can be confirmed, or an Individual Standard Permit, Letter of Permission, or Regional General Permit decision can be made.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to water quality would be anticipated.

5.10.3 Executive Order 11990 Wetlands

Executive Order (EO) 11990, Protection of Wetlands (42 Federal Register 26961, 5/24/1977), prohibits new construction in wetlands unless there is no practicable alternative to such construction and the project includes all practicable measures to minimize harm to wetlands. Wetlands are present within the proposed project ROW. However, neither temporary nor permanent impacts to wetlands are anticipated resulting from the proposed project improvements.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to wetlands are anticipated.

5.10.4 Rivers and Harbors Act

The proposed project will not involve activities in a navigable waterway and therefore will not require authorization under Section 10 of the Rivers and Harbors Act. Furthermore, this project will not involve activities that alter, occupy, or use any USACE federally authorized civil works project. Therefore, Section 14 of the Rivers and Harbors Act (Section 408) does not apply for the Build and No-Build Alternatives.

5.10.5 Clean Water Act Section 303(d)

The proposed project is located within five linear miles of two impaired assessment units under Section 303(d) of the federal Clean Water Act according to the 2022 TCEQ 303(d) List (see **Table 7**).

Table 7. Section 303(d) Units

Watershed	Segment Name	Segment Number	Assessment Unit Number
Mustang Creek – East Fork Trinity River (120301060505)	East Fork Trinity River	0819	TX-0819_01
Headwaters Kings Creek (120301070105)	Kings Creek	0818C	TX-0818C_01

Source: SAS Form, July 2023.

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated

activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to impaired waters would be anticipated.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a storm water pollution prevention plan (SWP3) be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require the current version of Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SWP3, and to complete the appropriate authorization documents.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no ground disturbance would occur and compliance with the TPDES CGP would not be required.

5.10.7 Floodplains

The proposed project is located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The study area intersects approximately 70 acres of Zone AE 100-year floodplain along Buffalo Creek, Mustang Creek, Big Brushy Creek, Terry Creek, and Bachelor Creek, and 12 acres of Zone A 100-year floodplain along Terry Creek and Unnamed Tributary to Big Brushy Creek (Stream 10). This project is federally funded and therefore is subject to Executive Order (EO) 11988, Floodplain Management. However, the project will not involve a significant encroachment in the floodplain.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, coordination with the local floodplain administrator would not be required.

5.10.8 Wild and Scenic Rivers

No wild and scenic rivers are in or near the project limits; therefore, the Wild and Scenic Rivers Act does not apply.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act (CBRA) does not apply.

5.10.10 Coastal Zone Management

The project area is not located within the Texas Coastal Management Plan boundary. Therefore, a consistency determination is not required.

5.10.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules and the EPA Edwards Aquifer MOU do not apply.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) ROW or an IBWC flood control project.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), if discovered, any drinking water wells would need to be properly removed and disposed of during construction of the proposed project.

According to groundwater well data from the Texas Water Development Board (TWDB), no active drinking water wells are located within the vicinity of the project.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no impacts to drinking water systems would be anticipated.

5.11 Biological Resources

5.11.1 Impacts to Vegetation

The project area is located within the Southwestern Prairies Cotton and Forage Land Resource Region (LRR J) of the Great Plains and is more specifically located in Major Land Resource Area (MLRA) 86A (Texas Blackland Prairie). This area is characterized by fertile dark clay soils, gentle topography, deciduous trees (pecan, cedar elm, various oaks and

hackberry), and a diverse assortment of perennial and annual grasses. Watersheds and riparian zones of the Brazos and Trinity River and their associated tributaries support habitat for a variety of wildlife species.

Currently, the project area is located in an urban/suburban setting. Developed lands include single and multi-family residences, places of worship, public facilities, small and large businesses, industrial facilities, and distribution centers interspersed with mowed/maintained grasses and ornamental plants. Most of the project area is located on urbanized land. Undeveloped lands are comprised of deciduous woodland, floodplain, disturbed/tame grassland, barren ground, and cropland. There are multiple small stream and floodplain crossings within the project limits, with riparian and floodplain vegetation typically consisting of deciduous trees, shrubs, native grasses, herbs, and aquatic plants.

Dominant upland plant species include hackberry (*Celtis laevigata*), cedar elm (*Ulmus crassifolia*), American elm (*Ulmus americana*), eastern red cedar (*Juniperus virginiana*), ash (*Fraxinus spp.*), johnsongrass (*Sorghum halepense*), ragweed (*Ambrosia trifida*), bermuda grass (*Cynodon dactylon*), snow-on-the-prairie (*Euphorbia marginata*), sunflower (*Helianthus annuus*), poison ivy (*Toxicodendron radicans*), goldenrod (*Solidago sp.*), and greenbrier (*Smilax rotundifolia*). Dominant wetland plant species include balloon vine (*Cardiospermum halicacabum*), southern saltmarsh aster (*Symphyotrichum divaricatum*), cattail (*Typha sp.*), sedge (*Carex sp.*), rush (*Eleocharis sp.*) and black willow (*Salix nigra*). Soils in the project area vary but are dominated by clay soils with silty and sandy loams also present. Some clay soils exhibit hydric characteristics.

A Species Analysis Spreadsheet was prepared to identify the potential for rare, threatened and endangered species within the project area. There are no federally or state-listed plant species identified for the project. Potential habitats for Species of Greatest Conservation Need (SGCN) were also evaluated. Native species designated as SGCNs are generally those that are declining or rare and in need of attention to recover or to prevent the need to list under state or federal regulation.

See **Appendix B** for project photographs, and **Appendix E** to view exhibits showing the type and location of vegetative habitat in the existing and proposed ROW. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. No unusual vegetation or special habitat features were observed within the proposed project area; the majority of impact will occur within acreage already converted to urban land use (742 ac). Impacts to other vegetation types include: native invasive deciduous woodland (16.3 ac), floodplain herbaceous vegetation (8.5 ac), barren land (4.2 ac), Blackland Prairie disturbed grassland (3.7 ac), floodplain hardwood forest (3.6 ac), and row crops (3.2 ac).

The following BMPs would be implemented for vegetation. Refer to **Section 8.0**, for detailed BMPs:

- Minimizing the amount of vegetation cleared and avoiding removal of native vegetation to the greatest extent practicable.
- Discouraging the use of non-native vegetation in landscaping and revegetation.
- Avoiding vegetation clearing activities during the general bird nesting season, March through September, to minimize adverse impacts to birds.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, the No-Build Alternative would have no impact on vegetation.

5.11.2 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal Executive Order 13112 on Invasive Species. The department implements this Executive Order on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, compliance with EO 13112 on Invasive Species would not apply.

5.11.3 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, beneficial landscaping would not apply.

5.11.4 Impacts to Wildlife

Wildlife habitat suitability is closely linked to the vegetation and soil profiles observed in the project area. Refer to **Section 5.11.1 – Impacts to Vegetation** for detail on dominant vegetation. Typical wildlife species that have the potential to occur in the habitat surrounding the project include a variety of small mammals, birds, reptiles, amphibians, small fish, mussels, and invertebrates.

A Species Analysis Spreadsheet was prepared to identify the potential for federally and state-listed threatened and endangered species as well as SGCNs within the project area. Habitat suitability and effect/impact determinations for these species as a result of the proposed project are discussed in **Section 5.11.10 – Threatened, Endangered, and Candidate Species**.

As the project activities involve widening and improving upon existing roadway, habitat fragmentation is not anticipated and therefore long-term impacts such as disruption of animal movement and gene-flow will be minimized. However, short-term impacts may occur in fringe areas containing suitable habitat. During construction, heavy machinery could kill small, low-mobility animals or could cause soil compaction, impacting animals that live underground. Proper use of BMPs used to protect rare, threatened, and endangered species will help minimize impacts to wildlife during construction. Refer to **Section 8.0** for a discussion on wildlife BMPs and the TPWD BMPs form included in **Appendix F**.

5.11.5 Migratory Bird Protections

This project will comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas PWC Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is the department's policy to, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule vegetation clearing activities outside the typical nesting season.

Additional preemptive and preventative measures that may be applied, where appropriate and practicable, are described in TxDOT's Guidance – Avoiding Migratory Birds and Handling Potential Violations.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, impacts to migratory bird nests would not be anticipated.

5.11.6 Fish and Wildlife Coordination Act

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act will be accomplished by complying with the terms and conditions of the nationwide permit.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, compliance with the Fish and Wildlife Coordination Act would not apply.

5.11.7 Bald and Golden Eagle Protection Act of 2007

This project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with USFWS is required for either Build Alternative or the No-Build Alternative.

5.11.8 Magnuson-Stevens Fishery Conservation Management Act

The Essential Fish Habitat (EFH)/Magnuson-Stevens Fishery Conservation and Management Act (MSA) does not apply to either the Build Alternative or the No-Build Alternative.

5.11.9 Marine Mammal Protection Act

This project is not located within or over tidally influenced waters; therefore, the project area does not contain suitable habitat for marine mammals. The Marine Mammal Protection Act does not apply to either the Build Alternative or the No-Build Alternative.

5.11.10 Threatened, Endangered, and Candidate Species

The proposed project is within range of and has suitable habitat for the federal candidate monarch butterfly (*Danaus plexippus*) and the federally endangered Whooping Crane (*Grus americana*, endangered). The monarch butterfly is a candidate species, and no consultation with USFWS is required at this time. TxDOT is a partner in the Nationwide Candidate Conservation Agreement with Assurances/Candidate Conservation Agreement for Monarch Butterfly on Energy and Transportation Lands (Agreement). The Agreement authorizes incidental take for all activities included in the proposed project should the monarch butterfly be listed as endangered or threatened. Any presence of Whooping Cranes in the project area would be incidental and temporary; therefore, the project would have no effect on the species.

The proposed project is within range of and has suitable habitat for the state-threatened White-Faced Ibis (*Plegadis chihi*) and Wood Stork (*Mycteria americana*). The presence of these species in the project area would be incidental and temporary; therefore, the project would have no impact on these species.

Based on field investigations performed September 7-8, 2022, the project area includes two perennial streams, Big Brushy Creek and Buffalo Creek relief, which are ungrouped streams according to 2023 USFWS/TPWD Texas Freshwater Mussel Survey Protocol. Ungrouped streams would be studied similarly to Group 5. Group 5 consist of streams where no federally- or state-listed freshwater mussels occur, but mussels are known to occur; or perennial streams where it is anticipated that live freshwater mussels may occur, but presence or diversity have not been confirmed. For the proposed project, Freshwater Mussel BMPs, including survey/relocation of native mussel species applies in compliance with the USFWS-TPWD protocol. Any mussels found during the survey would be relocated following mussel relocation protocols established by TPWD and USFWS.

Potential habitats for SGCN were also evaluated. The proposed project is within range of, has suitable habitat for, and may impact the following SGCNs:

- Eastern tiger salamander (*Ambystoma tigrinum*),
- Woodhouse's toad (*Anaxyrus woodhousii*),
- Strecker's chorus frog (*Pseudacris streckeri*),
- Southern crawfish frog (*Lithobates areolatus areolatus*),
- Western burrowing owl (*Athene cunicularia hypugaea*),
- Sprague's pipit (*Anthus spragueii*),
- Chestnut-collared longspur (*Calcarius ornatus*),
- Swamp rabbit (*Sylvilagus aquaticus*),
- Muskrat (*Ondatra zibethicus*)
- Long-tailed weasel (*Mustela frenata*)
- Eastern spotted skunk (*Spilogale putorius*)
- Western chicken turtle (*Deirochelys reticularia miaria*)
- Eastern box turtle (*Terrapene carolina*)
- Western box turtle (*Terrapene ornata*)
- Slender glass lizard (*Ophisaurus attenuatus*)
- American bumblebee (*Bombus pensylvanicus*)

None of the species were observed during the site visits.

BMPs per the TxDOT-TPWD BMP Programmatic Agreement and TxDOT-TPWD coordination will be utilized to minimize or avoid impacts to state-listed threatened species. Specific BMPs are outlined in the TPWD BMPs form, in **Attachment F** and summarized in **Section 8.0**.

Coordination with TPWD was initiated on August 9, 2023.

No-Build Alternative

Under the No-Build Alternative, no impacts to federally- or state-listed threatened or endangered species or their habitats would be anticipated.

5.12 Air Quality

This project is located within an area that has been designated by EPA as a severe and moderate nonattainment area for the 2008 and 2015 ozone NAAQS, respectively; therefore, transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS, as applicable. The proposed action is consistent with the NCTCOG's financially constrained Mobility 2045 MTP and the 2023-2026 TIP, as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by FHWA and FTA on December 15, 2022, respectively. All projects in the NCTCOG TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

Carbon Monoxide Traffic Air Quality Analysis

Traffic data for the estimated time of completion (ETC) year (2028) and design year (2048) is 88,200 vehicles per day and 122,000 vehicles per day, respectively. A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000. The AADT projections for the project do not exceed 140,000 vehicles per day; therefore, a Traffic Air Quality Analysis was not required.

Mobile Source Air Toxics (MSAT)

A quantitative MSAT analysis was not required since this added capacity project is not estimated to have an Annual Average Daily Traffic (AADT) greater than 140,000 vehicles per day, would not affect or be affected by an intermodal facility or another facility that may be a large generator of diesel traffic, and the public has not expressed air quality concerns specifically about this project. However, since this is an added-capacity project, is not a categorical exclusion or a project of the types listed in 40 CFR 93.126, a qualitative MSAT assessment is required.

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment conducted for the proposed project is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives (Claggett and Miller, 2011).

The vehicle miles traveled (VMT) estimated for the Build Alternative is slightly higher than that for the No-Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The additional travel lanes contemplated as part of the Build Alternative will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built near intersections and interchanges, where vehicle acceleration and brake wear would increase emissions. However, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Congestion Management Process

The congestion management process is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by NCTCOG in August 2021.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for programming of these projects at the appropriate time with respect to the single occupancy vehicle (SOV) facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of constructing an additional lane for one-way continuous frontage roads in each direction, adding a mainlane in each direction, including intersection improvements and a shared use path adjacent to the frontage roads with bicycle and pedestrian accommodations. Individual projects are listed in **Table 8**.

Table 8. Congestion Management Process Strategies

Operational Improvements in Travel Corridor		
Location	**Type**	**Implementation Date**
Spur 557 at Las Lomas Parkway (CR 305)	Interchange	2027
Spur 557 at Las Lomas Parkway (CR 305)	Addition of Lanes	2028
FM 548 from US 80 to FM 1641	Addition of lanes, reconstruction	2045
IH 20 from Dallas County Line to Spur 557	New roadway	2045
IH 20 from Spur 557 to east of CR 138 (Wilson Road)	New roadway	2045
FM 1641 from FM 548 to FM 148	Addition of lanes, reconstruction	2045

Note: Only projects with an implementation year of 2023 or later were included. Source: NCTCOG TIPINS Interactive Map and Query, found at https://rapts.dfwmaps.com/. Accessed 2/26/2024.

In an effort to reduce congestion and the need for SOV lanes in the region, TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP.

The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary but would not eliminate it.

Therefore, the proposed project is justified. The CMP analysis for added SOV capacity projects in the TMA is on file and available for review at NCTCOG.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, there would be no improvements to reduce congestion nor possible air quality benefits.

5.13 Hazardous Materials

A Hazardous Materials Initial Site Assessment (ISA) was completed for the Build Alternative in accordance with TxDOT's Environmental Handbook for Hazardous Materials. The purpose of the ISA is to identify sites that might pose a potential for hazardous material impacts to the proposed project. The ISA, approved in February 2023, was completed for a construction western limit at FM 460. However, the construction west limits have been reduced from FM 460 to east of Buffalo Creek Relief as shown on the 100% Design Schematic. The reduced west limits has removed as a concern for this project one hazardous materials site that was identified on the February 2023 ISA. The approved ISA is maintained in the TxDOT Dallas District project files.

The evaluation of potential hazardous materials sites began with a review of sites identified in an environmental regulatory database search, followed by information gleaned from field observations, review of historical aerial photographs and topographic maps and additional online federal and state environmental database research. The evaluation reached conclusions regarding potential impacts for each concern identified during preparation of the ISA. Evaluation of regulatory database sites determined five sites to pose moderate environmental risks to the project. All other sites were determined to be low environmental risks or not environmental concerns to the project. The moderate risk sites are as follows:

ISA Map ID 9 – IHWCA: Hoffman Drum Forney, possible address location 10462 W US Highway 80 in Forney.

ISA Map ID 31 – LPST: Bingo Fuel Stop, former location currently addressed at 104-114 E US Highway 80 in Forney.

ISA Map ID 49 – LPST: Millers Truck Stop/Xpress Travel Center, addressed at 120 E US Highway 80 in Forney.

ISA Map ID 51 – LPST: Food Fast 67, addressed at 899 Pinson Rd in Forney.

ISA Map ID 54 – LPST: Shell/Motiva Enterprises, addressed at 101 W US Highway 80 in Forney.

ISA Map ID 66 – LPST: former Stuckey's Truck Stop, addressed at 594 W US Highway 80 in Forney.

Additional research was performed for these sites as a TCEQ Regulatory File Review Report, dated September 25, 2023. Based on TCEQ file information in conjunction with proposed project work, Hoffman Drum Forney and Food Fast 67 were determined to have a low potential to impact the project. However, Bingo Fuel Stop, Millers Truck Stop/Xpress Travel Center, the former Stuckey's Truck Stop, and Shell/Motiva Enterprises were determined to have the potential to impact proposed project construction and additional subsurface investigations have been recommended to evaluate potential impacts. Map ID 66 will be addressed under a separate project (CSJ:0095-03-100) as the west portion of the project, where this is located, has been removed from construction activities under the US 80 project (CSJ: 0095-03-106, etc.). The TCEQ Regulatory File Review Report is maintained in the TxDOT Dallas District project files.

The site visit disclosed several auto body shops, auto lube and service facilities, tire shops and construction/materials companies along the corridor adjacent to the proposed project that were not identified as the regulatory facilities. These sites were considered low environmental risks to the project. In addition, the site visit identified pole-mounted electrical transformers along various sections of US 80, but it was determined that these transformers do not pose an environmental concern for the project. No evidence of spills or releases were observed near areas of proposed construction within the highway corridor.

The proposed project includes the demolition of bridge and bridge class culvert structures. The structures may involve asbestos-containing materials or lead-containing paint. Asbestos-containing materials and lead-containing paint inspections, notification, abatement, and disposal, as applicable, would be addressed prior to demolition in accordance with regulatory requirements.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, there would be no potential to encounter hazardous materials related to construction or property acquisition.

5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA-approved) Traffic Noise Policy (2019). The Traffic Noise Analysis Report (2023), which includes details about the analysis, is available for public review at the TxDOT Dallas District office.

Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement (**Table 9**).

Table 9. Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R1 (Residential)	B	67	75	75	0	**Yes**
R2 (Residential)	B	67	72	73	1	**Yes**
R3 (Residential)	B	67	70	71	1	**Yes**
R4 (Residential)	B	67	69	70	1	**Yes**
R5 (Residential)	B	67	69	70	1	**Yes**
R6 (Residential)	B	67	64	65	1	No
R7 (Residential)	B	67	63	64	1	No
R8 (Residential)	B	67	62	64	2	No
R9 (Residential)	B	67	62	63	1	No
R10 (Residential)	B	67	73	73	0	**Yes**
R11 (Residential)	B	67	70	71	1	**Yes**
R12 (Residential)	B	67	68	69	1	**Yes**
R13 (Residential)	B	67	67	68	1	**Yes**
R14 (Residential)	B	67	65	66	1	**Yes**
R15 (Residential)	B	67	64	66	2	**Yes**
R16 (Residential)	B	67	62	64	2	No
R17 (Residential)	B	67	61	63	2	No
R18 (Residential)	B	67	60	62	2	No
R19 (Residential)	B	67	60	62	2	No
R20 (Residential)	B	67	59	62	3	No
R21 (Residential)	B	67	60	63	3	No
R22 (Residential)	B	67	60	63	3	No
R23 (Residential)	B	67	61	63	2	No
R24 (Residential)	B	67	60	63	3	No
R25 (Residential)	B	67	60	62	2	No
R26 (Residential)	B	67	60	63	3	No
R27 (Residential)	B	67	67	68	1	**Yes**
R28 (Residential)	B	67	69	70	1	**Yes**
R29 (Residential)	B	67	71	70	-1	**Yes**
R30 (Residential)	B	67	72	71	-1	**Yes**
R31 (Residential)	B	67	72	72	0	**Yes**
R32 (Residential)	B	67	70	70	0	**Yes**
R33 (Residential)	B	67	63	64	1	No
R34 (Residential)	B	67	64	65	1	No

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R35 (Residential)	B	67	60	62	2	No
R36 (Residential)	B	67	61	63	2	No
R37 (Residential)	B	67	61	63	2	No
R38 (Residential)	B	67	61	63	2	No
R39 (Residential)	B	67	63	63	0	No
R40 (Restaurant)	E	72	65	65	0	No
R41 (Residential)	B	67	61	61	0	No
R42 (Residential)	B	67	62	64	2	No
R43 (Residential)	B	67	64	67	3	**Yes**
R44 (Residential)	B	67	64	67	3	**Yes**
R45 (Residential)	B	67	64	67	3	**Yes**
R46 (Residential)	B	67	63	66	3	**Yes**
R47 (Residential)	B	67	63	66	3	**Yes**
R48 (Residential)	B	67	62	65	3	No
R49 (Residential)	B	67	62	64	2	No
R50 (Residential)	B	67	63	66	3	**Yes**
R51 (Residential)	B	67	63	65	2	No
R52 (Residential)	B	67	64	66	2	**Yes**
R53 (Residential)	B	67	64	67	3	**Yes**
R54 (Residential)	B	67	65	67	2	**Yes**
R55 (Residential)	B	67	64	67	3	**Yes**
R56 (Residential)	B	67	64	66	2	**Yes**
R57 (Residential)	B	67	63	66	3	**Yes**
R58 (Residential)	B	67	63	65	2	No
R59 (Residential)	B	67	62	65	3	No
R60 (Residential)	B	67	62	64	2	No
R61 (Residential)	B	67	62	64	2	No
R62 (Residential)	B	67	63	65	2	No
R63 (Residential)	B	67	64	66	2	**Yes**
R64 (Residential)	B	67	65	67	2	**Yes**
R65 (Residential)	B	67	66	68	2	**Yes**
R66 (Residential)	B	67	66	68	2	**Yes**
R67 (Residential)	B	67	69	70	1	**Yes**
R68 (Residential)	B	67	69	69	0	**Yes**
R69 (Residential)	B	67	67	69	2	**Yes**

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R70 (Residential)	B	67	67	69	2	**Yes**
R71 (Residential)	B	67	66	68	2	**Yes**
R72 (Residential)	B	67	65	66	1	**Yes**
R73 (Residential)	B	67	66	66	0	**Yes**
R74 (Residential)	B	67	65	66	1	**Yes**
R75 (Residential)	B	67	64	65	1	No
R76 (Residential)	B	67	65	65	0	No
R77 (Residential)	B	67	65	65	0	No
R78 (Residential)	B	67	64	65	1	No
R79 (Residential)	B	67	63	64	1	No
R80 (Residential)	B	67	62	63	1	No
R81 (Residential)	B	67	62	62	0	No
R82 (Residential)	B	67	62	63	1	No
R83 (Residential)	B	67	62	63	1	No
R84 (Residential)	B	67	63	64	1	No
R85 (Residential)	B	67	64	64	0	No
R86 (Residential)	B	67	63	65	2	No
R87 (Residential)	B	67	62	64	2	No
R88 (Residential)	B	67	62	63	1	No
R89 (Residential)	B	67	61	63	2	No
R90 (Residential)	B	67	61	63	2	No
R91 (Residential)	B	67	62	64	2	No
R92 (Residential)	B	67	62	64	2	No
R93 (Residential)	B	67	61	62	1	No
R94 (Residential)	B	67	62	63	1	No
R95 (Residential)	B	67	63	63	0	No
R96 (Residential)	B	67	61	62	1	No
R97 (Residential)	B	67	62	63	1	No
R98 (Residential)	B	67	66	65	-1	No
R99 (Residential)	B	67	65	65	0	No
R100 (Residential)	B	67	65	65	0	No
R101 (Residential)	B	67	63	64	1	No
R102 (Residential)	B	67	62	63	1	No
R103 (Residential)	B	67	70	69	-1	**Yes**
R104 (Residential)	B	67	72	70	-2	**Yes**

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R105 (Residential)	B	67	75	72	-3	**Yes**
R105A (Residential)	B	67	74	71	-3	**Yes**
R106 (Residential)	B	67	61	63	2	No
R107 (Residential)	B	67	61	63	2	No
R108 (Residential)	B	67	62	64	2	No
R109 (Residential)	B	67	63	64	1	No
R110 (Residential)	B	67	63	65	2	No
R111 (Residential)	B	67	63	65	2	No
R112 (Residential)	B	67	63	65	2	No
R113 (Residential)	B	67	63	65	2	No
R114 (Residential)	B	67	63	65	2	No
R115 (Residential)	B	67	63	65	2	No
R116 (Residential)	B	67	63	65	2	No
R117 (Residential)	B	67	63	64	1	No
R118 (Residential)	B	67	63	64	1	No
R119 (Residential)	B	67	63	64	1	No
R120 (Residential)	B	67	63	64	1	No
R121 (Residential)	B	67	63	64	1	No
R122 (Residential)	B	67	63	64	1	No
R123 (Residential)	B	67	63	65	2	No
R124 (Residential)	B	67	63	65	2	No
R125 (Residential)	B	67	63	65	2	No
R126 (Residential)	B	67	63	65	2	No
R127 (Residential)	B	67	63	65	2	No
R128 (Residential)	B	67	63	64	1	No
R129 (Residential)	B	67	63	65	2	No
R130 (Residential)	B	67	63	64	1	No
R131 (Residential)	B	67	62	65	3	No
R132 (Residential)	B	67	63	65	2	No
R133 (Residential)	B	67	62	64	2	No
R134 (Residential)	B	67	62	64	2	No
R135 (Residential)	B	67	62	64	2	No
R136 (Residential)	B	67	62	64	2	No
R137 (Residential)	B	67	62	64	2	No
R138 (Residential)	B	67	60	62	2	No

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R139A (Apartment 1st Floor)	B	67	65	68	3	Yes
R139B (Apartment 2nd Floor)	B	67	70	71	1	Yes
R140A (Apartment 1st Floor)	B	67	67	69	2	Yes
R140B (Apartment 2nd Floor)	B	67	71	72	1	Yes
R141A (Apartment 1st Floor)	B	67	68	70	2	Yes
R141B (Apartment 2nd Floor)	B	67	72	73	1	Yes
R142A (Apartment 1st Floor)	B	67	69	71	2	Yes
R142B (Apartment 2nd Floor)	B	67	72	74	2	Yes
R143A (Apartment 1st Floor)	B	67	70	72	2	Yes
R143B (Apartment 2nd Floor)	B	67	73	75	2	Yes
R144A (Apartment 1st Floor)	B	67	72	74	2	Yes
R144B (Apartment 2nd Floor)	B	67	75	77	2	Yes
R145A (Apartment 1st Floor)	B	67	73	75	2	Yes
R145B (Apartment 2nd Floor)	B	67	75	78	3	Yes
R146A (Apartment 1st Floor)	B	67	75	77	2	Yes
R146B (Apartment 2nd Floor)	B	67	77	79	2	Yes
R147A (Apartment 1st Floor)	B	67	68	71	3	Yes
R147B (Apartment 2nd Floor)	B	67	72	74	2	Yes
R148A (Apartment 1st Floor)	B	67	70	73	3	Yes
R148B (Apartment 2nd Floor)	B	67	74	76	2	Yes
R149A (Apartment 1st Floor)	B	67	70	73	3	Yes
R149B (Apartment 2nd Floor)	B	67	74	76	2	Yes
R150A (Apartment 1st Floor)	B	67	70	72	2	Yes
R150B (Apartment 2nd Floor)	B	67	74	76	2	Yes
R151A (Apartment 1st Floor)	B	67	70	72	2	Yes
R151B (Apartment 2nd Floor)	B	67	74	75	1	Yes
R152A (Apartment 1st Floor)	B	67	72	75	3	Yes
R152B (Apartment 2nd Floor)	B	67	75	78	3	Yes
R153A (Apartment 1st Floor)	B	67	72	75	3	Yes
R153B (Apartment 2nd Floor)	B	67	75	78	3	Yes
R154A (Apartment 1st Floor)	B	67	71	74	3	Yes
R154B (Apartment 2nd Floor)	B	67	75	77	2	Yes
R155A (Apartment 1st Floor)	B	67	72	75	3	Yes
R155B (Apartment 2nd Floor)	B	67	75	77	2	Yes
R156 (Pool)	C	67	65	68	3	Yes

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2048	Change (+/-)	Noise Impact (yes/no)
R157A (Apartment 1st Floor)	B	67	74	76	2	**Yes**
R157B (Apartment 2nd Floor)	B	67	76	79	3	**Yes**
R158A (Apartment 1st Floor)	B	67	70	73	3	**Yes**
R158B (Apartment 2nd Floor)	B	67	74	76	2	**Yes**
R159A (Apartment 1st Floor)	B	67	69	72	3	**Yes**
R159B (Apartment 2nd Floor)	B	67	73	74	1	**Yes**
R160A (Apartment 1st Floor)	B	67	67	70	3	**Yes**
R160B (Apartment 2nd Floor)	B	67	71	73	2	**Yes**
R161A (Apartment 1st Floor)	B	67	73	76	3	**Yes**
R161B (Apartment 2nd Floor)	B	67	76	78	2	**Yes**
R162A (Apartment 1st Floor)	B	67	70	73	3	**Yes**
R162B (Apartment 2nd Floor)	B	67	74	76	2	**Yes**
R163A (Apartment 1st Floor)	B	67	69	72	3	**Yes**
R163B (Apartment 2nd Floor)	B	67	73	75	2	**Yes**
R164A (Apartment 1st Floor)	B	67	67	70	3	**Yes**
R164B (Apartment 2nd Floor)	B	67	71	73	2	**Yes**
R165 (Park)	C	67	67	69	2	**Yes**
R166A (Apartment 1st Floor)	B	67	67	68	1	**Yes**
R166B (Apartment 2nd Floor)	B	67	71	72	1	**Yes**
R167A (Apartment 1st Floor)	B	67	66	68	2	**Yes**
R167B (Apartment 2nd Floor)	B	67	71	72	1	**Yes**
R168A (Apartment 1st Floor)	B	67	66	68	2	**Yes**
R168B (Apartment 2nd Floor)	B	67	70	72	2	**Yes**
R169A (Apartment 1st Floor)	B	67	66	68	2	**Yes**
R169B (Apartment 2nd Floor)	B	67	70	71	1	**Yes**
R170 (Hotel)	E	72	65	67	2	No
R171 (Hotel)	E	72	63	65	2	No
R172 (Hotel)	E	72	59	61	2	No
R173 (Hotel)	E	72	59	61	2	No
R174 (Residential)	B	67	64	65	1	No
R175 (Residential)	B	67	63	65	2	No
R176 (Residential)	B	67	63	64	1	No

Source: Project Team, Traffic Noise Analysis Technical Report, August 2023.

Modeled noise-sensitive locations were primarily residential, but also included apartment complexes, a community pool, a park, and hotels. The traffic noise analysis determined that

out of 176 representative receptors, 105 were predicted to have noise levels that approach or exceed the FHWA noise abatement criteria or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts (see **Appendix E**).

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first-row impacted receptors and benefits a minimum of two impacted receptors. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receptor and must meet the noise reduction design goal of 7 dB(A) for at least one receptor.

One noise barrier was found to be both reasonable and feasible and is recommended for incorporation into the proposed project (**Table 10**). Noise barriers were not reasonable and feasible for the remaining impacted representative receivers, and abatement is not proposed for those locations. Additional details regarding the barrier analysis can be found in the Traffic Noise Analysis Report (2023).

A noise barrier is proposed for the following location: R139A through R 169B. As shown in **Appendix E**, these receivers represent 68 residences in Parc at Windmill Farms Apartment complex with first and second floor patios/decks that face the roadway. Twenty-seven of the first-row receptors have predicted traffic noise impacts. A continuous noise barrier would restrict access to these residences but gaps in the noise barrier would satisfy access requirements. Two noise barriers (NB3A and NB3B) with a total length of approximately 1,437 feet long and 16 feet in height, placed along the ROW would reduce noise levels by at least 5 dB(A) for 23 first-row impacted receptors and meet the noise reduction design goal of 7 dB(A) for one of those receptors. The barrier would also benefit 20 additional sites. With a total area of abatement of 22,992 square feet or 535 square feet per benefited receptor, the barrier would also be cost reasonable and below the 1,500 square feet per benefitted receptor.

Table 10. Noise Barrier Proposal (Preliminary)

Barrier	Representative Receivers	Total # Benefitted	Length (feet)	Height (Feet)	Total Square Footage	Sq. Ft. per Benefitted Receptor
NB3A and NB3B	R139A through R169B	43	1,437	16	22,992	535

Source: Project Team, Traffic Noise Analysis Technical Report, August 2023.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made

until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2048) noise impact contours (**Table 11**).

Table 11. Predicted Noise Impact Contours

Land Use	Impact Contour	Distance from Right of Way				
		Segment				
		FM 460 to Pinson Road (FM740)	Pinson Road to FM 548	FM 548 to Windmill Farms Blvd	Windmills Farms Blvd to Spur 557	Spur 557 to FM304
NAC Category B & C	66 dB(A)	225 feet (North Side)	325 feet (North side)	325 feet (North side)	350 feet (North side)	275 feet (North side)
		350 feet (South Side)	300 feet (South Side)	325 feet (South Side)	375 feet (South Side)	275 feet (South Side)
NAC Category E	71 dB(A)	75 feet (North Side)	150 feet (North Side)	150 feet (North Side)	125 feet (North Side)	75 feet (North Side)
		150 feet (South Side)	150 feet (South Side)	125 feet (South Side)	100 feet (South Side)	100 feet (South Side)

Source: Project Team, Traffic Noise Analysis Technical Report, August 2023.

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

No-Build Alternative

Under the No-Build Alternative, the proposed project would not be constructed. If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

The Council on Environmental Quality (CEQ) defines indirect effects as those "caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR Section 1508.8). For the Build Alternative, an analysis of indirect impacts followed the processes outlined in TxDOT's Guidance: Indirect Impacts Analysis (January 2019). The Indirect Impacts Analysis Technical Report provides a detailed discussion of the indirect effects analysis and is available for review at the TxDOT Dallas District office.

An Area of Influence (AOI), or study area, for the indirect impacts analysis includes the boundaries of the cities of Forney and Terrell and the unincorporated areas of Kaufman County in between. The AOI is approximately 38,501.4 acres. Temporal boundaries for the induced growth impacts analysis extend from the time of construction of the proposed project to 2045, the end of the current NCTCOG MTP planning cycle.

The analysis included a combination of Planning Judgment and Cartographic Technique (GIS-based) approaches. An indirect impacts questionnaire was completed by representatives of the cities of Forney and Terrell, and Kaufman County. The responses were used as a basis for the analysis and determinations of potential induced growth areas. Approximately 4,491.6 acres of potential induced growth areas were identified. These induced growth areas would potentially impact approximately 4,328 acres of non-urban land cover, including agriculture; disturbed prairie; Edwards plateau savannah, woodland, and shrubland; floodplain; post oak savannah; riparian; and tallgrass prairie, grassland. In addition, approximately 827.8 acres of prime farmland (4.5 percent of the total features within the AOI) and 1,923.7 acres of farmland of statewide importance (20.0 percent of the total features within the AOI) occur within the areas of potential induced growth.

Approximately 4.2 acres of NWI-mapped Freshwater Emergent Wetlands (4.5 percent of the total features within the AOI) and 1.9 acres of Freshwater Forested/Shrub Wetlands (0.4 percent of the total features within the AOI) are located within the areas of potential induced growth. Approximately 75,353.1 linear feet of National Hydrography Dataset (NHD) streams (8.1 percent of the total features within the AOI) are located within the potential induced growth area. It is anticipated that impacts to water features would likely be avoided or minimized as per local and federal regulations, but this analysis assumes a worst-case scenario where all features would be impacted.

Indirect impacts from the proposed project's induced growth are not anticipated to be substantial. Although some water resources, including wetlands, exist within the areas of induced growth, the potential impacts are anticipated to be less than the worst-case scenario presented here. Furthermore, it would be the responsibility of the owner or developer to follow applicable local, state, and federal regulations to minimize and mitigate potential impacts.

Impacts to prime farmland and farmland of statewide importance may be subject to FPPA for some projects but would not apply to private development. Since the induced growth impacts to prime farmlands represent 4.5 percent of the total features within the AOI, impacts to prime farmlands are not anticipated to be substantial.

Impacts to vegetation and wildlife habitat from project-induced growth impacts are subject primarily to regulation by city and county governments, which guide the type and location of new development. Based on the analysis, impacted habitat within the areas of induced growth total less than 12 percent of habitat within the AOI, and approximately a quarter of the induced growth areas consist of low-quality agriculture and disturbed prairie. Therefore, impacts to vegetation and wildlife habitat are not anticipated to be substantial.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no induced growth impacts are anticipated.

5.16 Cumulative Impacts

The CEQ regulations [40 CFR § 1508.7] defines cumulative impacts (i.e., effects) as "the impact on the environment which results from the incremental impact of the proposed action when added to other past, present and reasonably foreseeable future actions." The purpose of a cumulative effects analysis is to assess the direct and indirect impacts of the proposed project within the larger context of past, present, and future activities that are independent of the proposed project, but which are likely to affect the same resources in the future. In accordance with TxDOT's Cumulative Impacts Analysis Guidelines (January 2019), the cumulative impacts analysis for the Build Alternative evaluated past, present and reasonably foreseeable actions that would impact water resources and vegetation and wildlife habitat. These resources were evaluated in the cumulative impacts analysis because direct and induced-growth impacts are expected to affect vegetation and wildlife habitats and the proposed project would cause permanent impacts to several water features subject to Section 404 regulations of the CWA. This analysis is detailed in the Cumulative Impacts Analysis Technical Report and available for review at the TxDOT Dallas District office.

The cumulative impacts analysis considers both geographic and temporal study limits where applicable. A Resource Study Area (RSA) was determined using watershed characteristics to help analyze the water resources that could be potentially impacted by the proposed project.

Vegetation types are influenced by the watershed area in which they are located; therefore, the watershed boundary is used as the RSA for both water resources, and vegetation and wildlife habitat. The RSA includes the eight sub-watersheds of Anthony Branch-Buffalo Creek, Headwaters Kings Creek, High Point Creek, Little Brushy Creek-Kings Creek, Long Branch-Buffalo Creek, Middle Big Brushy Creek, Mustang Creek-East Fork Trinity River, and Upper Big Brushy Creek. The RSA is approximately 174,767.5 acres. The temporal boundaries for the cumulative impacts analysis extend from the 1950s until 2045. These years correspond to the year the US 80 facility was improved within the RSA and the project's design horizon year that correlates with the current MTP time frame.

A review of state, local, and regional project planning sources, including TxDOT Project Tracker, NCTCOG 2045 MTP and Recommended Project Listing, NCTCOG Development Monitoring Map, City of Terrell, City of Rockwall, and City of Mesquite resulted in 6,767.4 acres of reasonably foreseeable projects within the RSA. The overall effects of the proposed project combined with other actions are not considered substantial to either of the resources evaluated.

The combined cumulative impacts to wetlands total 5.3 acres of NWI-mapped Freshwater Emergent Wetland and 9.9 acres of Freshwater Forested/Shrub Wetland. Each of these total less than one percent of the total resource type within the RSA. The combined cumulative impacts to National Hydrography Dataset (NHD)-mapped streams total 213,612.6 feet, approximately 4.9 percent of total NHD streams within the RSA. It is likely that many of these wetland and stream features would likely be avoided on an individual project basis, in accordance with local, state, and federal regulations and permitting requirements. Therefore, it is not anticipated that the cumulative impacts would be substantial.

The combined cumulative impacts to nonurban MOU habitat types, representing vegetation and wildlife resources, total 10,524.4 acres, approximately 6.0 percent of total nonurban MOU habitat types within the RSA. The additional 1,516.8 acres of urban habitat type is highly developed and would not be considered suitable habitat for wildlife or conducive to vegetation. The cumulative impacts to vegetation and wildlife habitat are less than 9 percent for any MOU habitat type. Therefore, it is not anticipated that the cumulative impacts to vegetation and wildlife habitat would be substantial.

No-Build Alternative

Under the No-Build Alternative, construction activities would not occur; therefore, no cumulative impacts are anticipated.

5.17 Construction Phase Impacts

Temporary impacts may occur during construction activities associated with the proposed project. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other disruptions.

Construction Noise

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles. The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (https://www.tceq.texas.gov/airquality/terp).

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

Light Pollution

Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours. Due to the close proximity of businesses and residents to the project, if construction were to occur during the night-time hours, it would be of short duration. Construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

Construction Activity Impacts

Construction activities would be limited to the proposed project footprint. Excessive vibration from construction equipment is not anticipated. If excessive vibration were to result from construction equipment it would be of short duration.

Temporary Lane, Road, or Bridge Closures, Including Detours

During the construction phase, traffic would follow the existing traffic patterns. Traffic control plans would be prepared and implemented in coordination with the cities and the counties. Construction that would require cross-street closures would be scheduled so only one crossing in an area is affected at a time. Where detours are required, clear and visible signage for an alternative route would be displayed. Construction of the proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

Work on US 80/Spur 557 would be phased in such a manner to allow the roadway to remain open during construction. Access to businesses and residences would be maintained at all times and no detours are anticipated. However, in the event that road closures or detours are required, county and local public safety officials would be notified of the proposed road closures or detours. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies. Motorists would be inconvenienced during construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided.

No-Build Alternative

Under the No-Build Alternative, construction would not occur and would not result in noise, dust or light pollution; impacts associated with physical construction activity, temporary lane, road closures; and other traffic disruptions associated with construction.

5.18 Greenhouse Gas Emissions and Climate Change

The Texas Department of Transportation (TxDOT) has prepared a Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment technical report (TxDOT 2021). The report discloses: 1) an analysis of available data regarding statewide greenhouse gas (GHG) emissions for on-road GHG emissions,[1] 2) TxDOT actions and funding that support reducing GHG emissions, 3) projected climate change effects for the state of Texas and 4) TxDOT's current strategies and plans for addressing the changing climate. A summary of key issues in this technical report is provided below. Please refer to the technical report for more details.

The Earth has gone through many natural changes in climate over time. However, since the industrial revolution began in the 1700s, atmospheric concentration of GHG emissions has

[1] Greenhouse gas (GHG) emissions consist of on-road tailpipe emissions and upstream fuel cycle emissions. Upstream fuel cycle emissions are the emissions generated by extracting, shipping, refining, and delivering fuels.

continued to climb, primarily due to humans burning fossil fuel (e.g., coal, natural gas, gasoline, oil and/or diesel) to generate electricity, heat and cool buildings, and power industrial processes, vehicles, and equipment. According to the Intergovernmental Panel on Climate Change (IPCC), this increase in GHG emissions is projected to contribute to future changes in climate (Solomon 2007, Stocker 2013).

5.18.1 Statewide On-road GHG

TxDOT prepared a GHG analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.[2]

5.18.2 Mitigation Measures

Strategies that reduce on-road GHG emissions fall under four major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and USDOT, which includes Corporate Average Fuel Economy (CAFE) standards;
- "Cash for clunker" programs which remove older, higher-emitting vehicles from roads;
- Traffic system management which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems); and
- Travel demand management which provides reductions in VMT (e.g., transit, rideshare, and bicycle and pedestrian facilities) and requires personal choice decisions.

TxDOT has implemented programmatic strategies that reduce GHG emissions including: 1) travel demand management projects and funding to reduce VMT, such as bicycle and pedestrian facilities, 2) traffic system management projects and funding to improve the operation of the transportation system, 3) participation in the national alternative fuels

[2] Transportation Research Board Special Report 288 (2007) Metropolitan Travel Forecasting Current Practice and Future Direction.

corridor program, 4) clean construction activities, 5) clean fleet activities, 6) CMAQ funding, 7) transit funding, and 8) two statewide campaigns to reduce tailpipe emissions.

5.18.3 TxDOT and a Changing Climate

TxDOT has strategies that address a changing climate in accordance with TxDOT and FHWA design, asset management, maintenance, emergency response, and operational policies and guidance. The flexibility and elasticity in TxDOT transportation planning, design, emergency response, maintenance, asset management, and operation and maintenance of the transportation system are intended to consider any number of changing scenarios over time. Additional details are in the statewide technical report.

6.0 Agency Coordination

Coordination with TPWD was initiated on August 9, 2023. In accordance with the MOU between TxDOT and TPWD, TPWD has provided a set of recommended BMPs in a document titled, "Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources," which is available on TxDOT's Natural Resources Toolkit at https://www.txdot.gov/insidetxdot/division/environmental/compliance-toolkits/natural-resources.html. The MOU provides that application of specific BMPs to individual projects will be determined by TxDOT at its discretion. The TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix F**.

Coordination with TCEQ and the EPA would be completed during the notice of availability period for this draft EA and any feedback would be incorporated into the final EA.

TxDOT initiated project-specific consultation under Section 106 of the National Historic Preservation Act with federally recognized tribes on August 23, 2023. TxDOT sent a request for consultation to the following federally recognized tribes: Caddo Nation, Comanche Nation of Oklahoma, Delaware Nation, Jena Band of Choctaw Indians, Kiowa Tribe, Mescalero Apache Tribe, Shawnee Tribe, Tonkawa Tribe of Oklahoma, and Wichita and Affiliated Tribes. The Caddo Nation responded on August 25, 2023 and determined that the project does not affect known cultural, tradition or sacred sites of interest to the Caddo Nation. The Caddo Nation has no objection to the project. To date, no other tribe has responded with objections or any other response. TxDOT will continue coordination with these tribes after access to the remaining unsurveyed portions of the APE has been obtained and those studies have been completed.

Coordination in accordance with the Section 106 process was initiated with State Historic Preservation Officer (SHPO) and THC on July 27, 2023. Concurrence by the SHPO was received on August 16, 2023, that NRHP eligible properties are present with adverse effects

with mitigation for the two bridges, and no adverse effect to historic properties and no comments on the Section 4(f) evaluations associated with these properties. Additional coordination with the Advisory Council for Historic Preservation on the eligible historic bridges was also completed. TxDOT initiated project-specific consultation regarding archeological historic properties under Section 106 of the National Historic Preservation Act with SHPO/THC on August 30, 2023. On September 20, 2023, TxDOT received concurrence from SHPO/THC that the project would have no effect on archeological historic properties within the evaluated portions of the area of potential effects. TxDOT will continue coordination with SHPO/THC after access to the remaining unsurveyed portions of the APE has been obtained and those studies have been completed. For additional information, see correspondence included in **Appendix F**.

Coordination with staff from the City of Terrell, City of Forney and Kaufman County was conducted for the proposed project. As a result of these discussions, design modifications were incorporated into the proposed design to accommodate for other separate transportation projects and developments proposed by others along the project corridor. The proposed project would not preclude the construction of other projects as discussed with local entities.

7.0 Public Involvement

A virtual public meeting with an in-person option was held on July 28, 2022 for the proposed project. The in-person meeting was held from 5:30 to 7:30 p.m. at Brown Middle School (1050 Windmill Farms Boulevard, Forney, Texas 75126). The open house format allowed for the public to come and go at their convenience to view project materials, ask questions, and receive information from the project team members and TxDOT staff about the proposed project. The virtual meeting was held online at www.keepitmovingdallas.com/US80-Spur557, and made available from 5:30 p.m. on Thursday, July 28, 2022, through 11:59 p.m. on Friday, April 12, 2022. The virtual public meeting and in-person option were conducted in English; however, translation and interpreter services and other language accommodations were made available upon request. Fifty-five people were in attendance, including three elected officials, at the in-person public meeting. A total of 19 comments were received within the 15-day comment period ending on Friday, April 12, 2022. No comments opposing the proposed project were received and comments were generally positive and included questions related to access, ramping improvements, and proposed ROW impacts.

A virtual public hearing with an in-person option was held on February 8, 2024, at Rhodes Intermediate School (775 Innovation Boulevard, Forney, Texas 75126). Similar to the public meeting, bilingual notices were mailed and published in both Spanish and English language newspapers. The combined notice of availability of the draft EA/notice of public hearing was distributed through published notices in local newspapers (*Terrell Tribune* on January 20,

2024, *Al Dia* on January 24, 2024, and *Forney Messenger* on January 25, 2024) and by mail to adjacent property owners, project stakeholders, and elected officials. The online public hearing was held online at www.keepitmovingdallas.com/US80-Spur557, and made available from 5:30 p.m. on Thursday, February 8, 2024, through 11:59 p.m. on Friday, February 23, 2024. Language translation services and other accommodations were also provided upon request. A total of six comments were received. No comments opposing the proposed project were received and comments were generally positive and included questions related to access, construction schedules, and accommodation for possible future projects. Documentation of the public meeting and the public hearing held for the project may be inspected and copied upon request at the TxDOT Dallas District offices at 4777 East Highway 80, Mesquite, Texas 75150, Monday through Friday, from 9 a.m. to 5 p.m. Comments and responses from the public hearing are included in **Appendix H**.

A notice of pending construction of the added capacity improvements will be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, notice via website when the recipient has previously been informed of the relevant website address, or other means. This notice will be provided after the environmental decision for the project, but before earthmoving or other activities requiring the use of heavy equipment.

8.0 Post-Environmental Clearance Activities and Design/Construction Commitments

8.1 Post-Environmental Clearance Activities

This section lists any unresolved environmental activities that could not be completed prior to environmental decision. These activities must be completed within short duration prior to commencement of construction activities and are listed as follows:

- Completion of presence/absence surveys of protected mussel species.
- Sampling of bridges and bridge class culverts for presence of asbestos and lead prior to demolition.
- USACE 404 permit without PCN.
- Proposed noise wall constructability review and conduct noise workshop for impacted adjacent property owners.
- Completion of archeological surveys in recommended areas specified in the Archeological Resource Survey Report when additional access might be granted during or after the ROW acquisition process.
- Sampling of soil and groundwater is proposed at sites that were identified in the Hazardous Materials ISA and TCEQ Regulatory File Review Report with the potential to impact the project (see Section 5.13).
- Formal utility location review and advance planning prior to construction.

8.2 Design/Construction Commitments

Based on the analysis performed for the proposed project, this section outlines project-specific avoidance measures or special instructions needed in the final design and construction of the project.

- In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area will cease and TxDOT archeological staff will be contacted to initiate post-review discovery procedures.
- Comply with Executive Order 13112 on Invasive Species and the intent of the Executive Order Memorandum on Beneficial Landscapes for re-vegetating the project area. The proposed seed mixture (both grasses and forbs) would be in accordance with Item 164, Seeding for Erosion Control in TxDOT's Standard Specifications for the construction of Highways, Streets, and Bridges.
- Should unanticipated hazardous materials/substances be encountered, the TxDOT Dallas District would be notified, and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials encountered during construction would be handled according to applicable federal, state, and local regulations per TxDOT Standard Specifications. During construction, appropriate measures would be taken to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for this project would be removed as soon as the work schedules permit.
- If any species on the Kaufman County Threatened & Endangered List is sighted in the project area during construction, stop construction and notify the Area Engineer immediately.

As indicated above in **Section 6.0**, the TPWD-recommended BMPs that will be applied to this project are indicated in the Form – Documentation of Texas Parks and Wildlife Department Best Management Practices prepared for the project, which is included in **Appendix F**. These BMPs are summarized below:

- Minimize impacts to wetland habitats including isolated ephemeral pools
- Vegetation BMP
- Water Quality BMP
- Bird BMP (in addition to complying with the Migratory Bird Treaty Act (MBTA) and Chapter 64 of the Parks and Wildlife Code (PWC) regarding nongame bird protections)
- Freshwater Mussel BMP
- Aquatic Amphibian and Reptile BMP
- Terrestrial Amphibian and Reptile BMP
- Insect Pollinator BMP

9.0 Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

10.0 References

Clagett, Michael and Terry L. Miller, 2011. A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives. Found at https://www.fhwa.dot.gov/environment/air_quality/air_toxics/research_and_analysis/methodology/msatemissions.pdf. Accessed on 08/10/2023.

Federal Highway Administration (FHWA). 2023. Updated Interim Guidance on Mobile Source Air Toxic (MSAT) Analysis in National Environmental Policy Act (NEPA) Documents. Available at: http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/msat/index.cfm).

Garver. 2023. US 80 Schematic and Environmental – Safety and Operational Analysis Traffic Report.

---------- . 2022. US 80 Crash Data Summary Memo.

NCTCOG. 2022. Mobility 2045 (2022 Update). Found at https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update. Accessed on 08/10/2023.

---------- . 2021. Congestion Management Process 2021 Update, Congestion Management Corridor Fact Sheet for US 80 from IH 635 to IH 20 (Corridor # 32.10). Found at https://www.nctcog.org/getmedia/bcdd3906-3ee4-402f-8609-4866f2a8bbec/CMP_2021_Update_Final.pdf. Accessed on 08/10/2023.

Solomon, Susan, et al. 2007. Climate Change 2007: The Physical Science Basis. The Intergovernmental Panel on Climate Change (IPCC), United Nations. Found at https://www.ipcc.ch/report/ar4/wg1/. Accessed 8/7/2023.

Stocker, Thomas, et al. 2013. Climate Change 2013: The Physical Science Basis. The Intergovernmental Panel on Climate Change (IPCC), United Nations. Found at https://www.ipcc.ch/report/ar5/wg1/. Accessed 8/7/2023.

Texas Commission on Environmental Quality (TCEQ). 2023. TCEQ Transportation Conformity website. Found at Transportation Conformity – Texas Commission on Environmental Quality - www.tceq.texas.gov. Accessed on 08/09/XX/2023.

--------- . 2023b. TCEQ Texas Emissions Reduction Plan (TERP) website. Found at https://www.tceq.texas.gov/airquality/terp. Accessed 08/09/XX/2023.

--------- . 2022. TCEQ 2022 Integrated Report – Texas 303(d) List (Category 5) (July 7, 2022). Found at https://www.tceq.texas.gov/downloads/water-quality/assessment/integrated-report-2022/2022-303d.pdf. Accessed 07/25/2023.

Texas Demographic Center. 2022. Texas Population Projections Program – County Projection 0.5 Migration Scenario. Found at https://www.demographics.texas.gov/Data/TPEPP/Projections/#2022prj.Found at https://www.demographics.texas.gov/Data/TPEPP/Projections/#2022prj. Accessed on 08/09/2023.

Texas Department of Transportation (TxDOT). 2015. TxDOT Right of Way Division. Relocation Assistance. Found at Relocation Assistance (txdot.gov). Accessed 05/15/2023.

--------- . 2017. TxDOT Landscape and Aesthetics Design Manual. Found at Landscape and Aesthetics Design Manual (txdot.gov). Accessed 05/01/2023.

--------- . 2018. TxDOT Roadside Vegetation Management Manual. Found at Roadside Vegetation Management Manual (VEG) (txdot.gov). Accessed 05/01/2023.

--------- . 2018b. TxDOT-ENV. Complying with Laws Protecting Birds and Managing Potential Violations. Found at Guidance: Avoiding Migratory Birds and Handling Potential Violations (state.tx.us). Accessed 05/01/2023.

--------- . 2019. TxDOT-ENV. (1) Noise Policy: Roadway Traffic and Construction Noise; and (2) Guidance – Traffic Noise Policy Implementation: Procedures for Analysis and Abatement of Roadway Traffic Noise and Construction Noise. Found at Traffic Noise Toolkit (txdot.gov). Accessed 03/01/2023.

--------- . 2021. Statewide On-Road Greenhouse Gas Analysis and Climate Change Assessment technical report. See https://ftp.txdot.gov/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Available upon request from TxDOT-ENV (envdivision@txdot.gov).

--------- . 2021b. TxDOT Memorandum on Bicycle Accommodation Design Guidance. Found at Bicycle Accommodation Design Guidance (txdot.gov). Accessed 7/13/2022.

--------- . 2022. 2022-2026 Statewide Transportation Improvement Program. Found at Statewide Transportation Improvement Program - STIP (txdot.gov). Accessed 6/23/2022.

Texas Parks and Wildlife Department (TPWD). “Beneficial Management Practices – Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources." Found at https://ftp.txdot.gov/pub/txdot-info/env/toolkit/300-01-bmp.pdf. Accessed on 05/01/2023.

Transportation Research Board (TRB). 2007. Special Report 288: Metropolitan Travel Forecasting – Current Practice and Future Direction. Found at https://onlinepubs.trb.org/onlinepubs/sr/sr288.pdf. Accessed on 08/07/2023.

U.S. Census Bureau. 2022. Quickfacts: Kaufman County, Texas. Found at https://www.census.gov/quickfacts/fact/table/kaufmancountytexas/PST045222. Accessed on 08/09/2023.

U.S. Fish and Wildlife Service (USFWS). 2022. USFWS website: Information for Planning and Consultation (IPaC). Found at IPaC: Home (fws.gov). Project-specific Official Species List downloaded on 05/01/2023.

11.0 Names and Qualifications of Persons Preparing the EA or Conducting an Independent Evaluation of the EA

The following persons assisted in compiling this draft EA:

TxDOT Dallas District
Nelson Underwood, P.E. Transportation Engineer, Project Manager – 25 years
Mohammed Shaikh, District Environmental Coordinator – 20 years
Adam Fouts, Environmental Specialist, District Water Resources Specialist – 11 years
Deborah Nixon, Environmental Specialist, District Hazardous Materials Specialist – 20 years
Leslie Mirise, Environmental Specialist, District Biologist – 21 years
Manuel Trevino, Environmental Specialist, District Traffic Noise Specialist – 16 years
Jamila Murchison, Environmental Specialist, District Biologist – 2 years
Adelina Munoz, Environmental Specialist – 24 years

TxDOT Environmental Affairs Division
Michelle Lueck, Project Delivery Manager – 22 years
Ray Umscheid, Traffic Noise Specialist – 15 years
Susan M. Shuffield, Environmental Specialist, Water Team Lead – 24 years
Scott Pletka, Archeology Program Manager – 19 years
Renee Benn-Lee, Historic Resources Program Manager – 18 years
Spencer Ward, Community Impacts Specialist – 3 years
Glendora Lopez, Air Quality Specialist – 2 years

Garver, Inc.
Stephen Johnson, P.E., Project Manager – 19 years
Susan Chavez, Texas Program Leader – 25 years
Michele Lopez, Environmental Task Lead – 23 years
Tracy Michel, Senior Planner– 17 years
Rain Nox, Program Manager– 16 years
Leigh Mercer, Environmental Planner – 2 years

WSP

Michael Lieu, Noise Specialist, Assistant Vice President – 23 years
Lauren Taylor, Air/Noise Specialist, Vice President – 23 years

Amaterra/ERG

Deborah Dobson-Brown – Texas Services Director, 38 years
Kurt Korfmacher – Architectural Historian, 21 years
Robert Lassen – Principal Investigator/Archeologist, 20 years

12.0 Appendices

Appendix A – Project Location Map
Appendix B – Project Photos
Appendix C – Schematics
Appendix D – Typical Sections
Appendix E – Resource Map
Appendix F – Resource Agency Coordination
Appendix G – Section 4(f) Documentation
Appendix H – Comment and Response Matrix from Notice of Availability of Draft EA/Notice of Public Hearing

Appendix A: Project Location Map

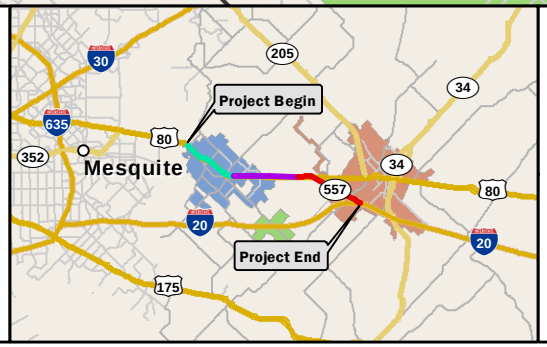


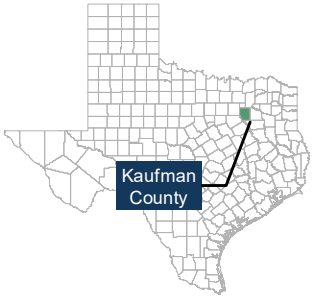
Project Limits

- US 80 (FM 460 to East of FM 548)
- US 80 (East of FM 548 to Spur 557)
- Spur 557 (US 80 to IH 20)

10 5 0 10
Miles

N





Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

PROJECT LOCATION

Kaufman County, Texas

Version Date: December 2022

Document Path: L:\2018\1820774\0 - TXDOT US 80 SE DAL\GIS\Maps\Proj_Desc\US80_ProjLocMap_Roads.mxd Date Saved: 12/13/2022 3:41:35 PM User Name: MALopez

Appendix B: Project Photos

Project Area Photographs
U.S. Highway 80 (from FM 460 to Spur 557) and Spur 557 (from US 80 to IH 20)
CSJs: 0095-03-106, 0095-04-076, 0495-01-081
Kaufman County, Texas



Photo 1: View from FM 460, facing east toward US 80 main lanes at project start. (1/19/23)



Photo 2: View facing north along US 80 westbound frontage road, toward typical undeveloped open land present in the study area with urban development in the background. (1/19/23)

Project Area Photographs
U.S. Highway 80 (from FM 460 to Spur 557) and Spur 557 (from US 80 to IH 20)
CSJs: 0095-03-106, 0095-04-076, 0495-01-081
Kaufman County, Texas



Photo 3: View facing south from the US 80 eastbound frontage road at Summer Haven Mobile Home and RV Park located at 655 Summer Haven, Forney. (9/8/22)

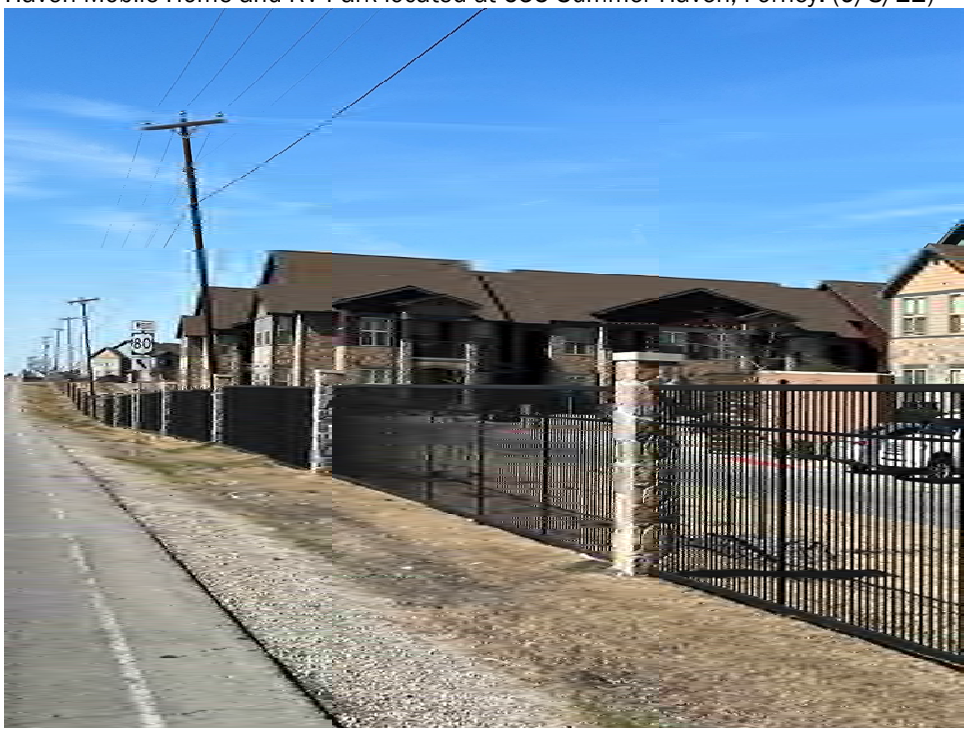


Photo 4: View facing west from the US 80 westbound frontage road toward the apartment complex west of Windmill Farms Boulevard. (1/19/23)



Photo 5: View facing southeast along US 80 westbound frontage road, toward eligible historic bridge at Reeder Road/CR 217 (NBI#181300009504108). (10/12/23)



Photo 6: View facing northwest along US 80 eastbound frontage road, toward eligible historic bridge at Windmill Farms Boulevard (NBI# 181300009504109). (10/12/23)

Project Area Photographs
U.S. Highway 80 (from FM 460 to Spur 557) and Spur 557 (from US 80 to IH 20)
CSJs: 0095-03-106, 0095-04-076, 0495-01-081
Kaufman County, Texas



Photo 7: View facing northeast along US 80, toward Landmark Hill property (300 W. US 80, Forney), a recommended eligible historic property. (10/12/22)



Photo 8: View facing south toward typical industrial-type business within the project limits. The business shown is Smurfit Kappa located at 855 E. US 80, Forney. (1/19/23)

Project Area Photographs
U.S. Highway 80 (from FM 460 to Spur 557) and Spur 557 (from US 80 to IH 20)
CSJs: 0095-03-106, 0095-04-076, 0495-01-081
Kaufman County, Texas



Photo 9: View facing northwest along Spur 557, toward Walmart distribution typical of the large facilities found along Spur 557. (1/19/23)



Photo 10: View looking northwest along westbound frontage road southeast of FM 740. Xpress Travel Center (former Millers Truck Stop) is visible in center right of photo. The former Bingo Fuel Stop was located where Applebee's and the retail center are located, photo background. These sites are considered moderate environmental risks to the project. (1/19/23)



Photo 11: View facing east looking upstream of (Stream 2) tributary to Buffalo Creek as the stream crosses under the US 80 eastbound frontage road. (9/8/22)



Photo 12: View facing north looking upstream to (Stream 5) tributary to Mustang Creek. Culvert is located on the US 80 eastbound frontage road. (9/8/22)



Photo 13: View facing south along US 80 eastbound frontage road, looking downstream of Mustang Creek. (9/8/22)



Photo 14: View facing south along US 80 eastbound frontage road, looking downstream of Stream 7. This stream does not cross US 80. Pooling is shown before the stream narrows considerably as it flows south. (9/8/22)



Photo 15: View facing south along US 80 eastbound frontage road, looking downstream of Stream 8 as it crosses under the UPRR. (9/8/22)



Photo 16: View facing south along US 80 eastbound frontage road, looking downstream of Stream 9 as it crosses under the UPRR. (9/8/22)



Photo 17: View facing south along US 80 eastbound frontage road, looking downstream of Stream 11 as it crosses under UPRR. This stream does not fully cross US 80. (9/8/22)



Photo 18: View facing north along Spur 557 eastbound frontage road, looking upstream of (Stream 16) Little Brushy Creek. (9/8/22)



Photo 19: View of the southwest corner of FM 740 and US 80 eastbound frontage road showing former location of Shell gas station, at 101 W US Hwy 80 in Forney. The site has been redeveloped as a Dairy Queen. The site is considered a moderate environmental risk to the proposed project. (9/8/22)

Appendix C: Schematics

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM W/ST OF FM 460 TO JCT OF IH 20
CSJs 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 31:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31:	PLAN & PROFILE STA. 760+00 TO STA. 834+00
ROLL 3 OF 31:	PLAN & PROFILE STA. 834+00 TO STA. 907+00
ROLL 4 OF 31:	PLAN & PROFILE STA. 907+00 TO STA. 981+00
ROLL 5 OF 31:	PLAN & PROFILE STA. 981+00 TO STA. 1054+00
ROLL 6 OF 31:	PLAN & PROFILE STA. 1054+00 TO STA. 1127+00
ROLL 7 OF 31:	PLAN & PROFILE STA. 1127+00 TO STA. 1200+00
ROLL 8 OF 31:	PLAN & PROFILE STA. 1200+00 TO STA. 1273+00
ROLL 9 OF 31:	PLAN & PROFILE STA. 1273+00 TO STA. 1346+00
ROLL 10 OF 31:	PLAN & PROFILE STA. 1346+00 TO STA. 1419+00
ROLL 11 OF 31:	PLAN & PROFILE STA. 1419+00 TO STA. 1492+00
ROLL 12 OF 31:	PLAN & PROFILE STA. 1492+00 TO STA. 1565+00
ROLL 13 OF 31:	PLAN & PROFILE STA. 1565+00 TO STA. 1638+00
ROLL 14 OF 31:	PLAN & PROFILE STA. 1638+00 TO STA. 1711+00
ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 17 OF 31:	PLAN & PROFILE MS FRONTAGE ROADS
ROLL 18 OF 31:	PLAN & PROFILE MS FRONTAGE ROADS
ROLL 19 OF 31:	PLAN & PROFILE SH 205 AND MS USBO BUSINESS
ROLL 20 OF 31:	PLAN & PROFILE SH 205 AND MS USBO BUSINESS
ROLL 21 OF 31:	PLAN & PROFILE SPOOT CREEK STREETS
ROLL 22 OF 31:	PLAN & PROFILE USBO/SPOOT RAMPS
ROLL 23 OF 31:	PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 24 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS



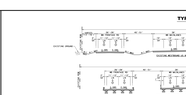


December 8, 2023

ROLL NUMBER 1/31

3000 GALLERIA PARKWAY
SUITE 100
PEARL, TX 75034
FIRM REGISTRATION NO. 9711

LEGEND



NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY PERFORMED BY BENCHMARK SURVEY, INC. AND SUPPLEMENTAL SURVEY PERFORMED BY KIMLEY-HORN AND TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE OR TO TOP OF RETAINING WALL.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH SHALL BE CONSTRUCTED WITH 6" REINFORCED CONCRETE PAVEMENT (CONCRETE PAVEMENT CONTRACTION JOINTS SHALL BE PLACED AT MAXIMUM 6' SPACING AND EXPANSION JOINTS SHALL BE PLACED AT MAXIMUM 30' SPACING UNLESS NOTED OTHERWISE).
   b. RAMP LAYOUT SHALL BE DESIGNED TO MEET ADA REQUIREMENTS AS CONTROLLED BY PERMIT IN ACCORDANCE WITH TAS AND TXDOT STANDARDS.
4. EXISTING PAVEMENT/CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE RECONSTRUCTED AS SHOWN.
5. SUPERELEVATION AT ROTATION IS ABOUT THE CENTERLINE OF THE MAIN LANES UNLESS NOTED OTHERWISE. SUPERELEVATION RATES WERE CALCULATED BASED ON A DESIGN SPEED OF 60 MPH AND AN E MAX OF 6%.
6. ALL CURVE AND TYPE II UNLESS NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 2' UNLESS NOTED OTHERWISE.
8. FINAL RIGHT-OF-WAY/EASEMENT LIMITS FROM FLOOD INSURANCE RATE MAPS (FIRM), DRAINAGE, UTILITIES, ENVIRONMENTAL, AND OTHER CONSTRAINTS (SUBJECT TO CHANGE).
9. PROPOSED RIGHT-OF-WAY LOCATIONS, TAKINGS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
10. CONSTRUCTION, TEMPORARY, AND/OR SMALL SLIVER ARE NOT SHOWN ON THE PLAN AND PROFILE SHEETS.
11. UNDERPASS ENGINEERING DESIGNED FROM RAILROAD CLEARANCE DIAGRAMS.
12. ALL PROPOSED UTILITIES SHOWN ARE APPROXIMATE LOCATIONS IF THE PROPOSED ROW PARTIALLY SATISFACTORY THE UTILITY WILL BE RELOCATED WITHIN THE PROPOSED ROW. ALL PROPOSED UTILITIES TO BE DETERMINED DURING DESIGN.
13. CLIMB DESIGNED TO ACCOMMODATE 80-KIP TRUCK AT CRAWL SPEED.
14. RAMP CROSS SLOPE TRANSITIONS AT POINTS WHICH LANE LIE OUT AND FRONTAGE ROADS TIED WILL MATCH THE CROSS SLOPE OF THE ROAD.
15. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED RETAINING WALL SHALL BE CONSTRUCTED PRIOR TO WALL. NOTE TO BE INCORPORATED INTO THE RETAINING WALL SECTION SHEETS.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]

MS SECTION NO. 1
EXISTING MS (4 LANE DIVIDED)
EXISTING MS (4 LANE DIVIDED)
EXISTING MS (4 LANE DIVIDED)

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO CR 25
CSJs 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
RAMP CONNECTORS:	45 MPH	
RAMPS:	45 MPH	
FRONTAGE ROADS WITH/USES CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
FRONTAGE ROADS - CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31 - PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31 - PLAN & PROFILE STA. 760+00 TO STA. 814+00
ROLL 3 OF 31 - PLAN & PROFILE STA. 814+00 TO STA. 867+00
ROLL 4 OF 31 - PLAN & PROFILE STA. 867+00 TO STA. 921+00
ROLL 5 OF 31 - PLAN & PROFILE STA. 921+00 TO STA. 974+00
ROLL 6 OF 31 - PLAN & PROFILE STA. 974+00 TO STA. 1028+00
ROLL 7 OF 31 - PLAN & PROFILE STA. 1028+00 TO STA. 1082+00
ROLL 8 OF 31 - PLAN & PROFILE STA. 1082+00 TO STA. 1136+00
ROLL 9 OF 31 - PLAN & PROFILE STA. 1136+00 TO STA. 1189+00
ROLL 10 OF 31 - PLAN & PROFILE STA. 1189+00 TO STA. 1243+00 AND (BRIDGE)
ROLL 11 OF 31 - PLAN & PROFILE STA. 1243+00 TO STA. 1297+00
ROLL 12 OF 31 - PLAN & PROFILE STA. 1297+00 TO STA. 1350+00
ROLL 13 OF 31 - PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 14 OF 31 - PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 15 OF 31 - PLAN & PROFILE SH 34 INTERCHANGE
ROLL 16 OF 31 - PLAN & PROFILE NB FRONTAGE ROADS
ROLL 17 OF 31 - PLAN & PROFILE SB AND NB USBS BUSINESS
ROLL 18 OF 31 - PLAN & PROFILE SOUTH STEVENS STREET
ROLL 19 OF 31 - PLAN & PROFILE GRAYSTONE STREET
ROLL 20 OF 31 - PLAN & PROFILE LONESTREET RAMPS
ROLL 21 OF 31 - PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 22 OF 31 - PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 2/31

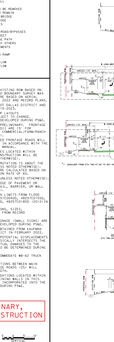
3010 GALLERIA PARKWAY
SUITE 100
PLANO, TX 75034
FIRM REGISTRATION NO. 9791

LEGEND

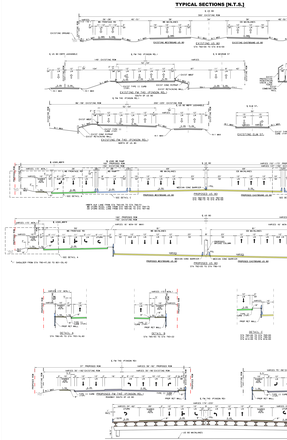


NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON AERIAL SURVEY PERFORMED BY KIMLEY-HORN AND TOPO DATED FEBRUARY 14, 2020 AND RECORD PLANS.
2. PROPOSED ROW BASED ON ROW MAPS DATED 10/31/2023.
3. SHARED USE PATH AND RAMP LAYOUT BASED ON PLANS DATED 10/31/2023.
4. ALL PROPOSED ROW, EASEMENTS, SHARED USE PATHS, SIDEWALKS, RAMPS, CURB RAMPS, PAVEMENT MARKINGS, AND SIGNAGE ON FRONTAGE ROAD BRIDGES RETURN BACK ONTO THE ROW.
5. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE ON PLANS.
6. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE ON PLANS OR DETAILS.
7. ALL PROPOSED RIGHT-OF-WAY LIMITS FROM TITLE INSURANCE RATE MAPS (NOT-TO-SCALE), PROTECTIVE BUY LINES, AND EASEMENTS ARE SUBJECT TO CHANGE DURING PROCESS.
8. ALL PROPOSED RIGHT-OF-WAY LOCATIONS, STATIONS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
9. CONVENTIONAL PAVEMENT MARKINGS, SIGNALS, SIGNS AND ILLUMINATION ARE TO BE INSTALLED BY OTHERS.
10. OWNERSHIP OF UTILITIES DETERMINED FROM AERIALS.
11. EXISTING UTILITIES SHOWN ON PLANS ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR IS RESPONSIBLE FOR DETERMINING IF THE PROPOSED ROW PHYSICALLY CONFLICTS THE EXISTING UTILITIES. ANY CONFLICTS SHALL BE NOTED ON PLANS AND PROTECTED OR RELOCATED DURING CONSTRUCTION.
12. TURNING RADIUSES TO ACCOMMODATE 48-62 TRUCK TURNING MOVEMENTS.
13. ALL CROSS SLOPE TRANSITIONS OF RETAIN WALK LANES (S.W.) AND FRONTAGE ROADS (SD) WILL BE MADE WITHIN THE ROW.
14. CUSTOM SIGNAL POLE STANDARDS WILL BE LOCATED WITHIN THE ROW. IF ANY CUSTOM SIGNAL POLES ARE USED ON THE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.



TYPICAL SECTIONS [N.T.S.]


SB SECTION AB
EXISTING ROW
EXISTING SB US 80
EXISTING SB US 80
EXISTING SB US 80

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80

100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO CR 20

CSJs 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
RAMPS WITH BYPASSED CONNECTIONS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
TURNAROUND CONNECTORS:	30 MPH	
TURNAROUNDS:	30 MPH	

INDEX OF SHEETS

SHEET 1 OF 31: PLAN & PROFILE STA. 810+00 TO STA. 760+00
SHEET 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 814+00
SHEET 3 OF 31: PLAN & PROFILE STA. 814+00 TO STA. 868+00
SHEET 4 OF 31: PLAN & PROFILE STA. 868+00 TO STA. 917+00
SHEET 5 OF 31: PLAN & PROFILE STA. 917+00 TO STA. 965+00
SHEET 6 OF 31: PLAN & PROFILE STA. 965+00 TO STA. 1019+00
SHEET 7 OF 31: PLAN & PROFILE STA. 1019+00 TO STA. 1068+00
SHEET 8 OF 31: PLAN & PROFILE STA. 1068+00 TO STA. 1118+00
SHEET 9 OF 31: PLAN & PROFILE STA. 1118+00 TO STA. 1167+00
SHEET 10 OF 31: PLAN & PROFILE STA. 1167+00 TO STA. 1216+00
SHEET 11 OF 31: PLAN & PROFILE STA. 1216+00 TO STA. 1274+00
SHEET 12 OF 31: PLAN & PROFILE STA. 1274+00 TO STA. 1327+00
SHEET 13 OF 31: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
SHEET 14 OF 31: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
SHEET 15 OF 31: PLAN & PROFILE FM 460 INTERCHANGE
SHEET 16 OF 31: PLAN & PROFILE FM 460 FRONTAGE ROADS
SHEET 17 OF 31: PLAN & PROFILE SH 205 AND WB USR2 BUSINESS
SHEET 18 OF 31: PLAN & PROFILE EB USR2 BUSINESS
SHEET 19 OF 31: PLAN & PROFILE GROUP CROSS STREETS
SHEET 20 OF 31: PLAN & PROFILE USR2/WEST RAMPS
SHEET 21 OF 31: PLAN & PROFILE EAST RAMPS CONNECTORS
SHEET 22 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 3/31

CP&Y, Inc.
3000 GALLERIA PARKWAY
SUITE 100
PEARLAND, TX 77584
FIRM REGISTRATION NO. 9711

LEGEND

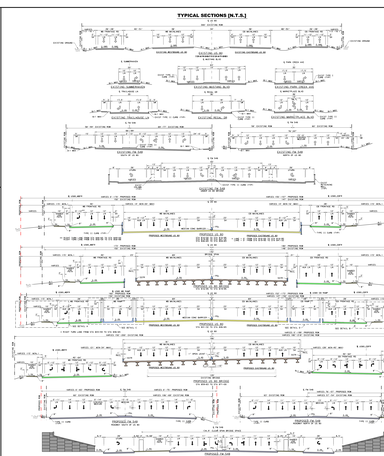
EXISTING TRAFFIC FLOW
EXISTING PAVEMENT
EXISTING PROPERTY LINES
EXISTING EASEMENT
EXISTING CITY LIMITS
EXISTING ROW & EASEMENT LIMITS
PARK BOUNDARY
EXISTING GEOMETRIC FEATURES
EXISTING CONTOURS (1'x5')
EXISTING UNDERGROUND UTILITY/FIBER OPTIC LINE
EXISTING WATER LINE
EXISTING GAS LINE
EXISTING SANITARY SEWER LINE
EXISTING OVERHEAD POWER LINE
EXISTING FENCE
EXISTING CENTERLINE/BASELINE
PROPOSED ROW
PROPOSED ROW BY OTHERS
PROPOSED EASEMENT
PROPOSED PROPERTY SUMMARY
PROPOSED CURB
PROPOSED FENCE
PROPOSED EXCAVATION WALL
POTENTIAL NOISE WALL
PROPOSED CONCRETE PAVEMENT
PROPOSED CONCRETE TO BE REMOVED
PROPOSED ASPHALT PAVEMENT
PROPOSED CONCRETE DRIVING
PROPOSED RIP RAP
PROPOSED MAIN LANES
PROPOSED RAMPS
PROPOSED FRONTAGE ROAD/PHASES
PROPOSED SIDEWALK
PROPOSED TRAFFIC FLOW
PHASE 1A

NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY PERFORMED BY CP&Y, INC. IN JANUARY 2021.
2. TYPICAL SECTIONS ARE BASED ON TXDOT STANDARDS AND TIPS DATED FEBRUARY 1st, 2022 AND RECORD PLANS.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
   b. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE BASED ON CURRENT RETURN DAILY AND PI. FOR PROPOSED SHARED USE PATH AND RAMP ALIGNMENTS.
   c. UNLESS NOTED OTHERWISE, ALL PROPOSED RAMPS ARE TO BE CONSTRUCTED AT 5% MAXIMUM.
4. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF.
5. SUPERELEVATION AT DEVIATION IS ABOVE THE MAXIMUM ALLOWABLE SUPERELEVATION RATE. SUPERELEVATION RATES WERE CALCULATED BASED ON THE MAXIMUM ALLOWABLE SUPERELEVATION RATE.
6. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE PERPENDICULAR TO CENTERLINE.
8. TYPICAL TO MAINTAIN EXISTING LIMITS FROM TO FOR DRAINAGE PATH MATCH POINTS, PROPOSED TEMPORARY DRAINAGE FACILITIES MAY BE REQUIRED DURING PHASING.
9. ALL CROSSOVER LEFT LOCATIONS, TURNS AND ELEVATIONS DETAILED FROM RECORD DRAWINGS.
10. CONVENTIONAL ROADWAY SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN FOR CLARITY.
11. UNDERPASS CLEARANCES DETERMINED FROM AS-BUILT PLANS.
12. ALL PROPOSED CURB INLETS ARE TYPE C UNLESS NOTED. IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING ROW, THE EXISTING ROW WILL BE REMOVED AND PROPOSED ROW TO BE DETERMINED DURING DESIGN.
13. CLIMBING DESIGNED TO ACCOMMODATE 40-62 TRUCK TRACTOR SEMI-TRAILER.
14. MAX CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (3.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A MIN. 50' LENGTH.
15. CUSTOM CURBS, FULL PAVEMENT/CURB LOCATED WITHIN THE LIMITS OF THE PROPOSED RETAINING WALLS ON PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]


EXISTING MAIN LANES
EXISTING FRONTAGE ROAD
EXISTING RAMP
PROPOSED MAIN LANES
PROPOSED FRONTAGE ROAD
PROPOSED

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM W/ST OF FM 460 TO JCT OF

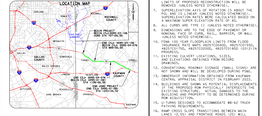
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
RAMP/FRONTAGE ROADS INTERSECTIONS CONNECTIONS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
RAMP/FRONTAGE CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 85+00, TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 870+00
ROLL 4 OF 3: PLAN & PROFILE STA. 870+00 TO STA. 977+00
ROLL 5 OF 3: PLAN & PROFILE STA. 977+00 TO STA. 980+00
ROLL 6 OF 3: PLAN & PROFILE STA. 980+00 TO STA. 1084+00
ROLL 7 OF 3: PLAN & PROFILE STA. 1082+00 TO STA. 1542+00
ROLL 8 OF 3: PLAN & PROFILE STA. 1542+00 TO STA. 1586+00
ROLL 9 OF 3: PLAN & PROFILE STA. 1586+00 TO STA. 1736+00
ROLL 10 OF 3: PLAN & PROFILE 197077, STA. 1736+00 TO STA. 1776+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1776+00 TO STA. 1827+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1827+00 TO STA. 1874+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1874+00 TO STA. 1927+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE MS CROSSOVER
ROLL 17 OF 3: PLAN & PROFILE MS FRONTAGE ROADS
ROLL 18 OF 3: PLAN & PROFILE SH 205 AND MS USRS BUSINESS
ROLL 19 OF 3: PLAN & PROFILE SH 205 INTERCHANGE
ROLL 20 OF 3: PLAN & PROFILE GROUT CREEK STRUCTS
ROLL 21 OF 3: PLAN & PROFILE CRKS/CRTST RAMPS
ROLL 22 OF 3: PLAN & PROFILE RAMP/FRONTAGE CONNECTORS
ROLL 23 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS







December 8, 2023

ROLL NUMBER 4/31

3000 GALLERIA PARKWAY
SUITE 700
PLANO, TX 75024

TBPE REGISTRATION NO. 5772

LEGEND

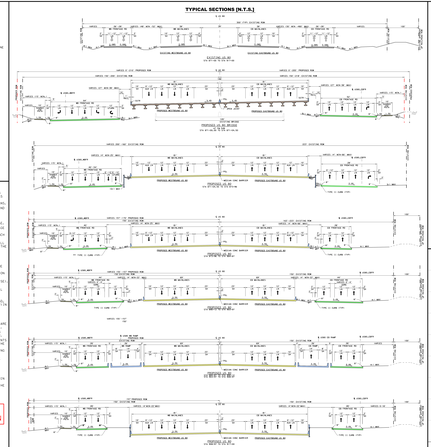
EXISTING ROW
EXISTING EASEMENT
EXISTING GAS/LIQUID UNITS
EXISTING CULVERT
EXISTING OVERHEAD UTILITIES
EXISTING TOP OF EMBANKMENT
EXISTING TOP OF CUT
PAVE MARKINGS
EXISTING GEOMETRIC FEATURES
EXISTING CONTOURS (5'x1')
EXISTING UNDERGROUND FIBER OPTIC LINE
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING SANITARY SEWER LINE
EXISTING CABLE/TELEPHONE LINE
EXISTING RAILROAD
PROPOSED CENTERLINE/BASELINE
PROPOSED ROW
PROPOSED ROW BY OTHERS
PROPOSED EASEMENT
PROPOSED GAS/LIQUID UNITS
PROPOSED CULVERT
PROPOSED SEWER
PROPOSED WATER
POTENTIAL NOISE WALL
PROPOSED RETAINING WALL
PROPOSED MSE WALL TO BE REMOVED
PROPOSED CONCRETE BRIDGE
PROPOSED STEEL BRIDGE
PROPOSED BOX CULVERT
PROPOSED PAVEMENT
PROPOSED FRONTAGE ROAD/ENTRIES
PROPOSED RAMP
PROPOSED HIKE/BIKE PATH
PROPOSED PROJECT BY OTHERS
PROPOSED SIDEWALK
PROPOSED RIPRAP
PROPOSED CONCRETE FLUME
PROPOSED GUARDRAIL
PROPOSED CONCRETE FLUME
PROPOSED TRAFFIC FLOW
PHASE 1A

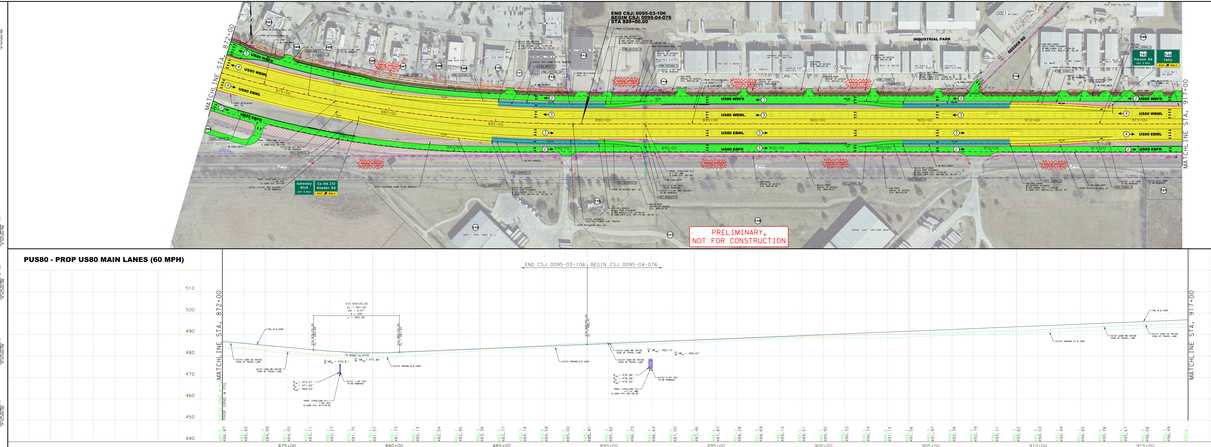
NOTES:

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY PERFORMED BY ROADWAY SURVEYS INC. DATED FEBRUARY 2023 AND AERIAL PHOTOGRAPHY TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL PROPOSED ROW AND EASEMENTS ARE SHOWN AT 90° UNLESS NOTED OTHERWISE.
3. SHARED USE PATH AND RAMP LAYOUT:
   - SHARED USE PATH WILL BE CONSTRUCTED SHARED, DIRECTIONAL, AND SEPARATED AS SHOWN ON ROADWAY PLANS. DETAILED LOCATIONS OF SHARED USE PATH AND RAMPS SHALL BE DETERMINED DURING FUTURE DESIGN. DESIGNER SHALL REVIEW DRIVEWAY RETURN RADII AND FIT, FOR ACCESS BY SCHOOL BUSES, FIRE TRUCKS, AND REFUSE VEHICLES UNLESS NOTED OTHERWISE.
4. ALL PROPOSED RAMPS AND FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TxDOT ACCESS MANAGEMENT MANUAL.
5. EXISTING PAVEMENT CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
6. SUPERELEVATION RATES ARE ROTATED IN DIRECTION OF TRAFFIC FLOW ABOUT THE PROFILE GRADE LINE. SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK 2018 AND TxDOT TRM 2023.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE PERPENDICULAR.
9. CONSTRUCTION EASEMENT LIMITS FROM FLOOD, DRAINAGE, RATE MAPS (FIRM), MAPSCO, PROJECTIONS, AND ROW MAPS. FINAL LIMITS TO BE DETERMINED DURING FINAL DESIGN.
10. ALL UTILITY LOCATIONS, FLOWLINE ELEVATIONS, AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONFIGURATIONS, SIGNAGE, SMALL SIGNS, AND SIGNALS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.
12. UNDERPASS UNDERRAIN CAN BE DIRECTED FROM RAIRWAY TO ROADWAY AND VICE VERSA AS NEEDED.
13. ALL PROPOSED RAMPS AND FRONTAGE ROADS INTERSECT AT THE PROPOSED NEW PERPENDICULAR INTERSECTS THE EXISTING ROADWAY AT THE EXISTING GRADE WHERE POSSIBLE AND PROPOSED TO BE DETERMINED DURING FINAL DESIGN.
14. TURNS DESIGNED TO ACCOMMODATE WB-62 TRUCK TURNING TEMPLATES.
15. RAMP CROSS SLOPE TRANSITIONS OF 8% WITH MAIN LANES (3.5%) AND FRONTAGE ROADS (2%) WILL BE MADE WITHIN THE RAMP.
16. CUSTOM CURBS, FULL FOUNDATION CURBS LOCATED WITHIN THE CLEAR ZONE OF THE MAIN LANES AND RAMPS OF THE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]





PUS80 - PROP US80 MAIN LANES (60 MPH)

PROPERTY OWNERS

PARCEL	OWNER NAME	PROPERTY ADDRESS
1	CCI TOWERS II LP & MRC TOWERS, LLC	000 W. MS, FORNEY, TX
2	SEE CONVEYANCE	000 W. MS, FORNEY, TX
3	SEE CONVEYANCE	000 W. MS, FORNEY, TX
4	SEE CONVEYANCE	000 W. MS, FORNEY, TX
5	LAND VIEW ESTATES, INC.	000 W. MS, FORNEY, TX 75126
6	SEE CONVEYANCE	000 W. MS, FORNEY, TX
7	SEE CONVEYANCE	000 W. MS, FORNEY, TX
8	SEE CONVEYANCE	000 W. MS, FORNEY, TX
9	SEE CONVEYANCE	000 W. MS, FORNEY, TX
10	SEE CONVEYANCE	000 W. MS, FORNEY, TX
11	BRIARWOOD PROPERTIES, LLC	000 W. MS, FORNEY, TX
12	BRIARWOOD PROPERTIES, LLC	000 W. MS, FORNEY, TX
13	BRIARWOOD PROPERTIES, LLC	000 W. MS, FORNEY, TX
14	BRIARWOOD PROPERTIES, LLC	000 W. MS, FORNEY, TX
15	FORNEY INDUSTRIAL PARK	000 W. MS, FORNEY, TX
16	FORNEY INDUSTRIAL PARK	000 W. MS, FORNEY, TX
17	FORNEY INDUSTRIAL PARK	000 W. MS, FORNEY, TX

Texas Department of Transportation

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

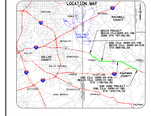
US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM W/ST OF FM 460 TO JCT OF 20
CSJs 0095-03-106, 0095-04-075 & 0495-01-081
LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 31 - PLAN & PROFILE STA. 853+00 TO STA. 760+00
ROLL 2 OF 31 - PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 31 - PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 31 - PLAN & PROFILE STA. 853+00 TO STA. 947+00
ROLL 5 OF 31 - PLAN & PROFILE STA. 947+00 TO STA. 900+00
ROLL 6 OF 31 - PLAN & PROFILE STA. 900+00 TO STA. 1042+00
ROLL 7 OF 31 - PLAN & PROFILE STA. 1042+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 STA. 1174+00
ROLL 10 OF 31 - PLAN & PROFILE STA. 1174+00 TO STA. 1178+00
ROLL 11 OF 31 - PLAN & PROFILE STA. 1178+00 TO STA. 1247+00
ROLL 12 OF 31 - PLAN & PROFILE STA. 1247+00 TO STA. 1274+00
ROLL 13 OF 31 - PLAN & PROFILE STA. 1274+00 TO STA. 1322+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 OF 31 - PLAN & PROFILE MR FRONTAGE ROADS
ROLL 17 OF 31 - PLAN & PROFILE MR FRONTAGE ROADS
ROLL 18 OF 31 - PLAN & PROFILE SR AND WB USR80 BUSINESS
ROLL 19 OF 31 - PLAN & PROFILE EB USR80 BUSINESS
ROLL 20 OF 31 - PLAN & PROFILE SPENCER ROAD STREETS
ROLL 21 OF 31 - PLAN & PROFILE USR80/WEST RAMPS
ROLL 22 OF 31 - PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 23 OF 31 - PLAN & PROFILE I-20 FRONTAGE ROADS





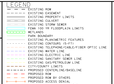


12/8/2023

ROLL NUMBER 1/31

3000 GALLERIA PARKWAY
SUITE 100
PLANO, TX 75024
TBPE REGISTRATION NO. 5772

LEGEND

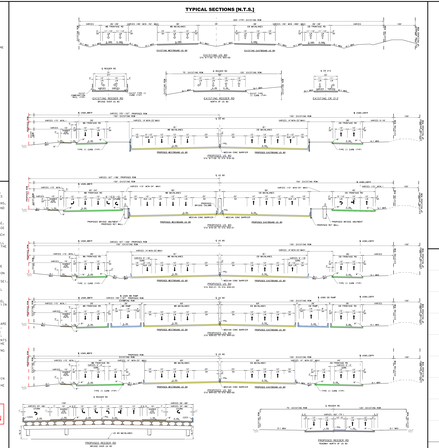


NOTES:

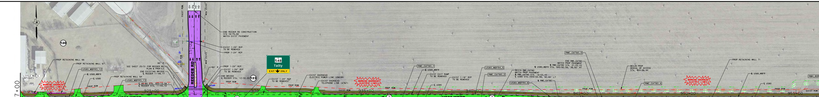
1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY CLIENT, SEE BOUNDARY SHEETS FOR ADDITIONAL INFORMATION.
2. TYPICAL SECTIONS PER USR80 PROJECT, 2022 AND RECORD PLANS, TIPS DATED FEBRUARY 14, 2023 AND RECORD PLANS.
3. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE.
4. SHARED USE PATH AND RAMP LAYOUT.
5. ALL WORK WITHIN THE RIGHT OF WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES AND TXDOT ROADWAY DESIGN MANUAL DATED JANUARY 2020 AND ITS FUTURE REVISIONS UNLESS NOTED OTHERWISE.
6. ALL WORK WITHIN TXDOT RIGHT OF WAY SHALL REQUIRE A PERMIT TO BE CONTROLLED BY TXDOT IN ACCORDANCE WITH THE LATEST EDITION OF TXDOT RULES.
7. EXISTING PAVEMENT/MISC. LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF BY CONTRACTOR.
8. SUPERELEVATION DEVELOPMENT TO OBTAIN THE DESIRED SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK 2018 AND TXDOT GEOMETRIC MANUAL.
9. ALL CURVES ARE TYPE 1-2 UNLESS NOTED OTHERWISE.
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 1' UNLESS NOTED OTHERWISE.
11. CONSTRUCTION AND TEMPORARY LIMITS FROM CLEAR ZONE, DRAINAGE, SAFETY, AND UTILITIES, PROPERTY/ROW, EASEMENTS, ENVIRONMENTAL CONSTRAINTS, AND CONSTRUCTION PHASING.
12. UNDERGROUND UTILITIES ARE DIRECTLY FROM AS-BUILT PLANS AND SURFACE OBSERVATIONS. ADDITIONAL UTILITIES MAY EXIST.
13. CONTRACTOR TO VERIFY LOCATIONS, SIZES, TYPES AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
14. CONFLICTING TRAFFIC SIGNAGE, SMALL SIGNS AND PAVEMENT MARKINGS SHALL BE REMOVED AS NECESSARY.
15. UNDERGROUND UTILITIES ARE DISTANCES FROM SURFACE FEATURES AND ARE NOT TO BE CONSTRUED AS EXACT LOCATIONS.
16. EXISTING UTILITIES SHALL BE LOCATED AND ADJUSTED IF THE PROPOSED ARE POTENTIALLY INTERFERING THE CONTRACTOR SHALL CONTACT THE UTILITY OWNER FOR RELOCATION AND PAYMENT TO BE DETERMINED BETWEEN THE UTILITY AND OWNER.
17. ALL TURNS DESIGNED TO ACCOMMODATE WB-62 TRUCK TURNING MOVEMENTS.
18. ALL RAMP GRADE SLOPE TRANSITIONS OCCUR BETWEEN MAIN LANES CL'S OR AND FRONTAGE ROADS TOP. ALL RAMPS ARE 2% FROM TOP.
19. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN SIDEWALK AREAS SHALL BE CONSTRUCTED WITH THE PROJECT ALL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS WHERE APPLICABLE.

PRELIMINARY, NOT FOR CONSTRUCTION

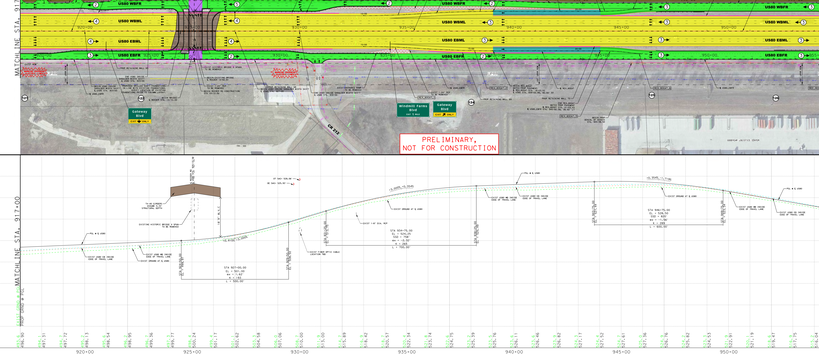
TYPICAL SECTIONS [N.T.S.]







PUS80 - PROP US80 MAIN LANES (60 MPH)



PROPERTY OWNERS

PARCEL	OWNER NAME	PROPERTY ADDRESS
1	MCCOY CHESTERFIELD	13151 FM 460, FORNEY, TX
2	SWEET CLAYTO SCOTT JAMIESON	13151 FM 460, FORNEY, TX
3	SWEET CLAYTO SCOTT JAMIESON	13151 FM 460, FORNEY, TX
4	TEXAS DEPARTMENT OF TRANSPORTATION	13151 FM 460, FORNEY, TX
5	TEXAS DEPARTMENT OF TRANSPORTATION	13151 FM 460, FORNEY, TX
6	TEXAS DEPARTMENT OF TRANSPORTATION	13151 FM 460, FORNEY, TX

HORIZONTAL ALIGNMENT DATA

ROUTE	CURVE	DELTA	RADIUS	TANGENT	LENGTH	P.T. STATION	P.T. STATION
MAIN LANES	L1	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
LEAD-IN/TIE-LINES	L2	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L3	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L4	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L5	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L6	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L7	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L8	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L9	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L10	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L11	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L12	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L13	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L14	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L15	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L16	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L17	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L18	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L19	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L20	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L21	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L22	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L23	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L24	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L25	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L26	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L27	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L28	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L29	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L30	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L31	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L32	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L33	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L34	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L35	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L36	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L37	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L38	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L39	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L40	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L41	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L42	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L43	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L44	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L45	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L46	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L47	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L48	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L49	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L50	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L51	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L52	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L53	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L54	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L55	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L56	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L57	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L58	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L59	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L60	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L61	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L62	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L63	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L64	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L65	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L66	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L67	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L68	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L69	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L70	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L71	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L72	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L73	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L74	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L75	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L76	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L77	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L78	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L79	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L80	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L81	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L82	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L83	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L84	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L85	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L86	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L87	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L88	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L89	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L90	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L91	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L92	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L93	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L94	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L95	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L96	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L97	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L98	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L99	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00
MAIN LANES	L100	0°00'00"	0.00	0.00	0.00	853+00.00	853+00.00

VERTICAL ALIGNMENT DATA

ROUTE	VC	STATION	ELEVATION	INCOMING	OUTGOING	K	CURVE LENGTH
MAIN LANES	VC1	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC2	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC3	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC4	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC5	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC6	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC7	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC8	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC9	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC10	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC11	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC12	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC13	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC14	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC15	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC16	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC17	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC18	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC19	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC20	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC21	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC22	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC23	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC24	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC25	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC26	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC27	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC28	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC29	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC30	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC31	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC32	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC33	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC34	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC35	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC36	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC37	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC38	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC39	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC40	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC41	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC42	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC43	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC44	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC45	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC46	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC47	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC48	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC49	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC50	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC51	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC52	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC53	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC54	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC55	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC56	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC57	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC58	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC59	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC60	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC61	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC62	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC63	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC64	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC65	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC66	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC67	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC68	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC69	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC70	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC71	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC72	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC73	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC74	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC75	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC76	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC77	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC78	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC79	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC80	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC81	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC82	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC83	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC84	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC85	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC86	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC87	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC88	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC89	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC90	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC91	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC92	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC93	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC94	853+00.00	0.00	0.00%	0.00%	0.00	0.00
MAIN LANES	VC95	853+00.00

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM W/ST OF FM 460 TO /W ED

CSJs 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 2 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 857+00
ROLL 2 OF 3: PLAN & PROFILE STA. 857+00 TO STA. 917+00
ROLL 2 OF 3: PLAN & PROFILE STA. 917+00 TO STA. 950+00
ROLL 2 OF 3: PLAN & PROFILE STA. 950+00 TO STA. 1024+00
ROLL 2 OF 3: PLAN & PROFILE STA. 1024+00 TO STA. 1040+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1040+00 TO STA. 1084+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1084+00 TO STA. 1134+00
ROLL 3 OF 3: PLAN & PROFILE (SPOT) STA. 1134+00 TO STA. 1176+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1176+00 TO STA. 1227+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1274+00 TO STA. 1320+00
ROLL 3 OF 3: PLANS & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 3 OF 3: PLANS & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 3 OF 3: PLANS & PROFILE MB FRONTAGE ROADS
ROLL 24 OF 3: PLANS & PROFILE SB FRONTAGE ROADS
ROLL 24 OF 3: PLANS & PROFILE SB AND WB USRS BUSNESS
ROLL 24 OF 3: PLANS & PROFILE EB USRS BUSINESS
ROLL 24 OF 3: PLANS & PROFILE SPOOT CREEK STREETS
ROLL 27 OF 3: PLANS & PROFILE SUNNYCREST RAMPS
ROLL 27 OF 3: PLANS & PROFILE SUNNYCREST RAMPS CONNECTORS
ROLL 27 OF 3: PLANS & PROFILE I-20 FRONTAGE ROADS





PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER 6/31

3000 GALLERIA PARKWAY
SUITE 100
PLANO, TX 75024
FIRM REGISTRATION NO. 9743

LEGEND

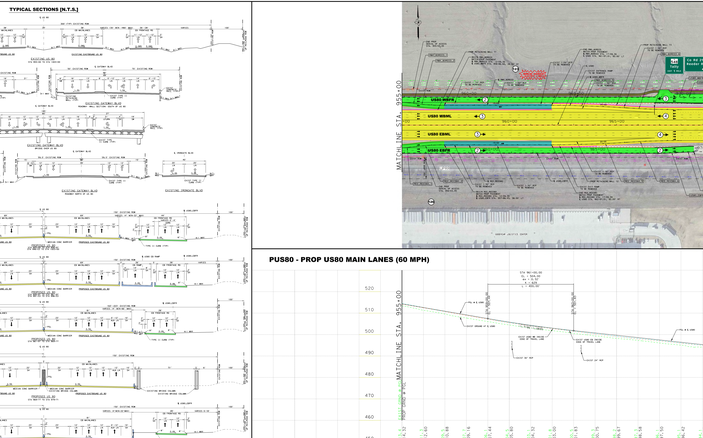


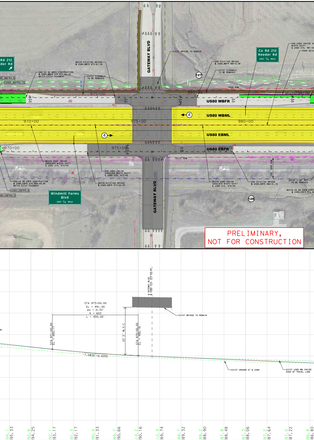
NOTES

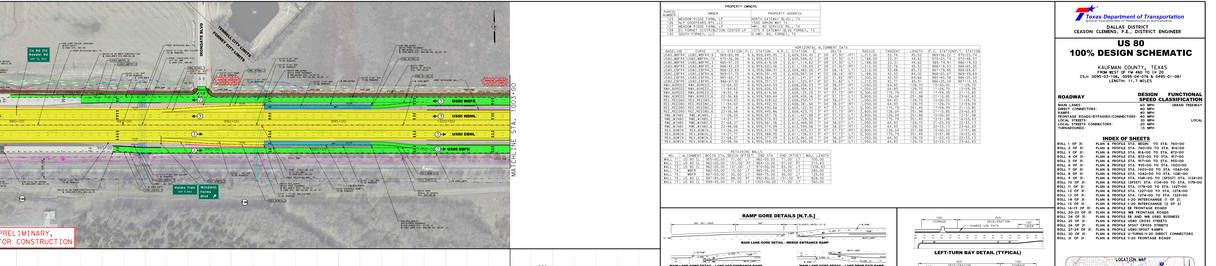
1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY G. ELLIOTT, RPLS, TEXAS NORTH CENTRAL ZONE, NAD83(2011) DATUM, GRID COORDINATES, SURFACE DATUM DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO BE FIELD VERIFIED BY CONTRACTOR.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. FINAL LAYOUT WILL BE DETERMINED DURING ROADWAY DESIGN. RETAIN SHEET AND TIE FOR SHARED USE PATH AND RAMP LAYOUT CONTINUATION.
4. ALL CONSTRUCTION WITHIN TXDOT RIGHT-OF-WAY SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE LATEST TXDOT SPECIFICATIONS.
5. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF BY CONTRACTOR.
6. SUPERELEVATION AND REVISION TO CROSS SLOPE ON EXISTING PAVEMENT TO BE DETERMINED DURING SUPERELEVATION PASS WORK CALCULATED BASED ON EXISTING PAVEMENT CROSS SLOPE AND GRADE.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 2'-0" UNLESS NOTED OTHERWISE.
9. CONFLICTING UTILITIES, INCLUDING SMALL SIGNS AND LIGHTING, SHALL BE RELOCATED BY UTILITY OWNERS AT NO ADDITIONAL EXPENSE TO CONTRACT.
10. CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS FOR LOCATIONS AND ELEVATIONS OBTAINED FROM RECORD PROVIDED.
11. CONFLICTING UTILITIES, INCLUDING SMALL SIGNS AND LIGHTING, SHALL BE RELOCATED BY UTILITY OWNERS AT NO ADDITIONAL EXPENSE TO CONTRACT.
12. CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS FOR LOCATIONS AND ELEVATIONS OBTAINED FROM RECORD PROVIDED.
13. IF THE PROPOSED ROW PARCELS/EASEMENTS TO BE ACQUIRED ARE NOT ACQUIRED BY THE TIME OF LETTING, THE BIDDING AND PERFORMANCE MAY BE DETERMINED DURING CONSTRUCTION.
14. CLIMBING DESIGNED TO ACCOMMODATE 80-KIP TRUCK WITH 3% GRADE MAXIMUM.
15. RAMP CROSS SLOPE TRANSITIONS OCCUR BETWEEN MAIN LANES CL'S/ EOP AND FRONTAGE ROADS TOCL WILL BE SET AT 2% CROSS SLOPE.
16. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROJECT LIMITS SHALL BE CONSTRUCTED WITH THE PROJECT BUT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS BEFORE BUILT.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]






PRELIMINARY, NOT FOR CONSTRUCTION
MATCHLINE STA. 955+00
MATCHLINE STA. 1003+00
SAYERS BLVD
DENNIS BLVD
TRAMMELL CROW DRIVE
US80 WBFR
US80 WBML
US80 EBML
US80 EBFR
EX 24.00' RCP
EX 54.00' RCP
EX 36.00' RCP
EX 24.00' RCP
EX 30.00' RCP
EX 24.00' RCP
EX 30.00' RCP
EX 24

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80

100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO CR 22

CSJ: 0095-03-106, 0095-04-076 & 0095-01-081

LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	45 MPH	URBAN FREEWAY
FRONTAGE ROADS/CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
FRONTAGE ROADS RYTHIDES CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31 :	PLAN & PROFILE STA. BEGIN TO STA. 743+00
ROLL 2 OF 31 :	PLAN & PROFILE STA. 740+00 TO STA. 804+00
ROLL 3 OF 31 :	PLAN & PROFILE STA. 800+00 TO STA. 870+00
ROLL 4 OF 31 :	PLAN & PROFILE STA. 870+00 TO STA. 947+00
ROLL 5 OF 31 :	PLAN & PROFILE STA. 947+00 TO STA. 1010+00
ROLL 6 OF 31 :	PLAN & PROFILE STA. 1010+00 TO STA. 1080+00
ROLL 7 OF 31 :	PLAN & PROFILE STA. 1080+00 TO STA. 1142+00
ROLL 8 OF 31 :	PLAN & PROFILE STA. 1140+00 TO STA. 1208+00
ROLL 9 OF 31 :	PLAN & PROFILE STA. 1206+00 TO CIP207 STA. 1134+00
ROLL 10 OF 31 :	PLAN & PROFILE STA. 1134+00 TO STA. 1176+00
ROLL 11 OF 31 :	PLAN & PROFILE STA. 1176+00 TO STA. 1237+00
ROLL 12 OF 31 :	PLAN & PROFILE STA. 1237+00 TO STA. 1274+00
ROLL 13 OF 31 :	PLAN & PROFILE STA. 1274+00 TO STA. 1322+00
ROLL 14 OF 31 :	PLAN & PROFILE F.M. INTERCHANGE (1 OF 2)
ROLL 15 OF 31 :	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 31 :	PLAN & PROFILE F.M. 1641 ROADWAY
ROLL 20-CS OF 31 :	PLAN & PROFILE FM 1641/US 80 FRONTAGE ROADS
ROLL 24 OF 31 :	PLAN & PROFILE SE AND NB US80 BUSINESS
ROLL 25 OF 31 :	PLAN & PROFILE US80/CR207 RAMPS
ROLL 26 OF 31 :	PLAN & PROFILE DROP CREEK STREETS
ROLL 27 OF 31 :	PLAN & PROFILE US80/CR207 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



Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM W/ST OF FM 460 TO JO ZO
CSJs 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH= 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 31 - PLAN & PROFILE STA. 40+00 TO STA. 760+00
ROLL 2 OF 31 - PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 31 - PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 31 - PLAN & PROFILE STA. 947+00 TO STA. 977+00
ROLL 5 OF 31 - PLAN & PROFILE STA. 977+00 TO STA. 1040+00
ROLL 6 OF 31 - PLAN & PROFILE STA. 1040+00 TO STA. 1134+00
ROLL 7 OF 31 - PLAN & PROFILE STA. 1134+00 TO STA. 1227+00
ROLL 8 OF 31 - PLAN & PROFILE STA. 1227+00 TO STA. 1320+00
ROLL 9 OF 31 - PLAN & PROFILE STA. 1320+00 TO STA. 1374+00
ROLL 10 OF 31 - PLAN & PROFILE STA. 1374+00 TO STA. 1413+00
ROLL 11 OF 31 - PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 12 OF 31 - PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 13 OF 31 - PLAN & PROFILE SH 34 INTERCHANGE
ROLL 14 OF 31 - PLAN & PROFILE NB FRONTAGE ROADS
ROLL 15 OF 31 - PLAN & PROFILE SB AND NB USR2 RUNNING
ROLL 16 OF 31 - PLAN & PROFILE SB FRONTAGE ROADS
ROLL 17 OF 31 - PLAN & PROFILE SHOOT CREEK STRUCTS
ROLL 18 OF 31 - PLAN & PROFILE USR2/WEST RAMPS
ROLL 19 OF 31 - PLAN & PROFILE CROSSROADS CONNECTORS
ROLL 20 OF 31 - PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 8/31

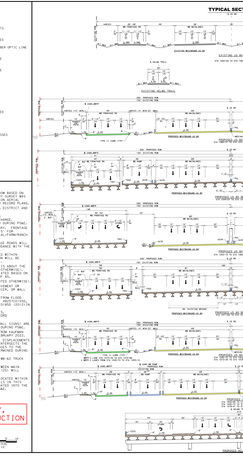
3000 GALLERIA PARKWAY
SUITE 100
PEARLAND, TX 77584
FIRM REGISTRATION NO. 9776

LEGEND

NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY LOCKWOOD, ANDREWS & NEWNAM DATED MAY 2021 AND TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH TCP DETAILS SHEETS.
3. SHARED USE PATH AND RAMP LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE. SHARED USE PATH AND RAMP LAYOUT TO BE DETERMINED DURING DETAILED LAYOUTS AND PUBLIC INVOLVEMENT. FINAL RAMP DESIGNS RETURN RADII ARE 11', 13', 15', 20', 25', 30', 35', 40', 45', 50' AND 55' AS APPROPRIATE PER DESIGN SPEED OF RAMP.
4. ALL PROPOSED PAVEMENT MARKINGS AND SIGNING SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TEXAS MUTCD AND TXDOT STANDARDS.
5. EXISTING PAVEMENT/BRIDGE LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF BY CONTRACTOR.
6. SUPERELEVATION AS INDICATED IN SUBSEQUENT SUPERELEVATION SHEETS. SUPERELEVATION RATES WERE CALCULATED BASED ON DESIGN SPEED AND CURVATURE PER AASHTO.
7. ALL CURVE AND TYPE II GUARDRAIL RATES STRAIGHTAWAY.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS ARE HORIZONTAL UNLESS OTHERWISE NOTED.
9. FINAL ROW/PROPERTY/EASEMENT LIMITS FROM TITLE INSURANCE RATE MAPS (NOT SHOWN). PROJECTIONS, ADJUSTMENTS AND ACQUISITIONS TO BE DETERMINED DURING PLANNING.
10. ALL PROPOSED RIGHT-OF-WAY LOCATIONS, DISTANCES AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONFLICTING PROPOSED SIGNAGE, SIGNAL POLES AND LIGHTING WILL BE RELOCATED AS NECESSARY DURING FINAL DESIGN.
12. UNDERPASS CLEARANCE TO EXTENDED FROM EXISTING CONDITIONS AS NECESSARY TO ACCOMMODATE 16'-6" TRUCK CLEARANCE.
13. IF THE PROPOSED ROW PARTIALLY INTERSECTS THE EXISTING BUILDING, THE EXTENT OF THE ROW TAKE, DEMOLITION AND PROPERTY TO BE DETERMINED DURING FINAL DESIGN.
14. TURNING RADIUSES TO ACCOMMODATE 48'-0" TRUCK TURNING MOVEMENTS.
15. RAMP GRADE SLOPE TRANSITIONS OF BETWEEN MAIN LANES (3.5%) AND FRONTAGE ROADS (3%) WILL BE MADE WITHIN RAMP LENGTH.
16. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AND SHARED USE PATH ON PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGN DURING PS&E.

PRELIMINARY, NOT FOR CONSTRUCTION


TYPICAL SECTIONS [N.T.S.]
EXISTING US 80
EXISTING CROSSOVER RD
PROPOSED USR2
PROPOSED RAMP
PROPOSED FRONTAGE ROAD
PROPOSED SHARED USE PATH
PROPOSED SIDEWALK
PROPOSED RETAINING WALL
PROPOSED CONCRETE BARRIER
PROPOSED MEDIAN
PROPOSED SHOULDER
PROPOSED TURN LANE
PROPOSED CURB & GUTTER
PROPOSED DRAINAGE
PROPOSED SIDEWALK
PROPOSED CONCRETE PAVEMENT
PROPOSED ASPHALT PAVEMENT
PROPOSED TRAFFIC FLOW
PROPOSED TRAFFIC FLOW
PROPOSED TRAFFIC FLOW

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM W/ST OF FM 460 TO JCT OF 20
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 814+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 814+00 TO STA. 867+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 867+00 TO STA. 921+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 921+00 TO STA. 974+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 974+00 TO STA. 1028+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1028+00 TO STA. 1082+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1082+00 TO STA. 1136+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1136+00 TO STA. 1189+00
ROLL 10 OF 3:	PLAN & PROFILE STA. 1189+00 TO STA. 1243+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1243+00 TO STA. 1274+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1297+00
ROLL 13 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 14 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE
ROLL 16 OF 3:	PLAN & PROFILE NB FRONTAGE ROAD
ROLL 17 OF 3:	PLAN & PROFILE SB AND NB USBS BUSINESS
ROLL 18 OF 3:	PLAN & PROFILE SB FRONTAGE ROAD
ROLL 19 OF 3:	PLAN & PROFILE SHORT CREEK STREETS
ROLL 20 OF 3:	PLAN & PROFILE USBS/SPDST RAMPS
ROLL 21 OF 3:	PLAN & PROFILE FRONTAGE ROADS CONNECTORS
ROLL 22 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
KAUFMAN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
VAN ZANDT COUNTY
HENDERSON COUNTY
RAINS COUNTY
SMITH COUNTY
GREGG COUNTY
RUSK COUNTY
PANOLA COUNTY
HARRISON COUNTY
WOOD COUNTY
UPSHUR COUNTY
MARION COUNTY
CASS COUNTY
BOWIE COUNTY
LAMAR COUNTY
RED RIVER COUNTY
US 80 PROJECT LIMITS
I-20
I-30
I-35E
I-45
I-635
US 175
US 271
US 287
US 380
US 67
US 75
US 80
SH 34
SH 154
SH 205
SH 276
SH 34
SH 205
SH 276
SH 154
SH 34
SH 205
SH 276
SH 154
SH 34
SH 205
SH 276
SH 154

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO IH 20

CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 853+00 TO STA. 947+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 947+00 TO STA. 950+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 947+00 TO STA. 1042+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1042+00 TO STA. 1064+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1042+00 TO STA. 1061+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1061+00 TO STA. 1134+00
ROLL 10 OF 3:	PLAN & PROFILE 1(FIST) STA. 1134+00 TO STA. 1176+00
ROLL 11 OF 3:	PLAN & PROFILE 1(SEC) STA. 1134+00 TO STA. 1176+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1137+00 TO STA. 1274+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1372+00
ROLL 14 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE FM 460 AND MB 85
ROLL 17 OF 3:	PLAN & PROFILE MB FRONTAGE ROADS
ROLL 18 OF 3:	PLAN & PROFILE SH 205 AND MB 85(B) BUSINESS
ROLL 19 OF 3:	PLAN & PROFILE SH 205 AND MB 85(B)
ROLL 20 OF 3:	PLAN & PROFILE SPOST CR238 STREETS
ROLL 21 OF 3:	PLAN & PROFILE CR557/SPOST RAMPS
ROLL 22 OF 3:	PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 23 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS





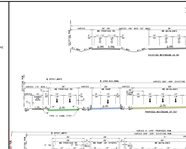
December 8, 2023

ROLL NUMBER 10/31

1000 GALLERIA PARKWAY
SUITE 700
PLANO, TX 75024

TBPE REGISTRATION NO. 5772

LEGEND

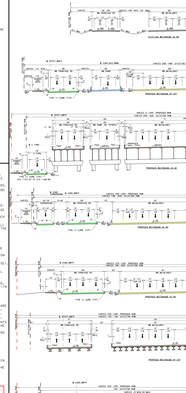


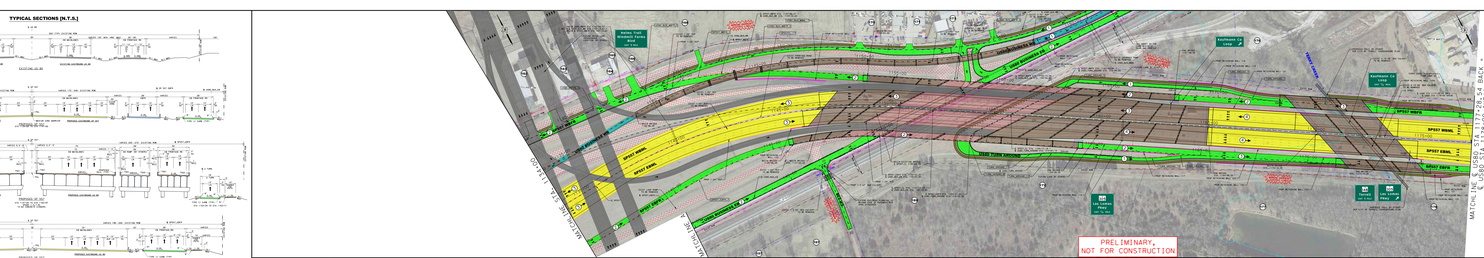
NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY CLIENT'S SURVEYOR. ALL BOUNDARY SURVEY WILL BE PERFORMED IN ACCORDANCE WITH TXDOT SURVEY MANUAL DATED FEBRUARY 1st, 2022 AND RELORD PLATS.
2. ALL PROPOSED DESIGN WILL BE IN ACCORDANCE WITH TXDOT DESIGN MANUALS DATED FEBRUARY 1st, 2022 AND REVISED PLANS.
3. SHARED USE PATH AND RAMP LAYOUT SHOWN ON THESE PLANS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. FINAL DESIGN WILL BE IN ACCORDANCE WITH TXDOT STANDARDS AND PROVIDE ROAD DESIGNED RETURN RADII AND ITS TYPE.
4. ALL PROPOSED ROW, ROW TAKES AND EASEMENTS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
5. ALL PROPOSED ROW, ROW TAKES AND EASEMENTS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
6. EXISTING PAVEMENT DEPICTED, LOCATION AND LIMITS OF PROPOSED RECONSTRUCTION WILL BE DETERMINED DURING FINAL DESIGN.
7. ALL PROPOSED GRADES AT INTERSECTIONS AND DRIVEWAYS SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE LATEST TXDOT STANDARDS.
8. ALL CURVES ARE TYPE 1-C UNLESS NOTED OTHERWISE.
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO CHANGE.
10. CONSTRUCTION, TEMPORARY SLOPES, SMALL SLOPES AND RETAINING WALLS WILL BE CONTAINED WITHIN PROJECT LIMITS/RIGHT-OF-WAY/EASEMENTS. PROTECTIVE/PERMANENT UNDERMINING DISTANCES FROM ADJOINING PROPERTIES WILL BE DETERMINED DURING FINAL DESIGN.
11. ALL PROPOSED SIGNS ON EXISTING OR PROPOSED SIDEWALKS IF THE PROPOSED RW PHYSICALLY INTERSECTS THE SIDEWALK, THE SIDEWALK WILL BE RECONSTRUCTED AND REPLACED TO BE AS DETERMINED DURING FINAL DESIGN.
12. CLEARING REQUIRED TO ACCOMMODATE 60-62 TRUCK TURNING MOVEMENTS.
13. RAMP GRADES SLOPE TRANSITIONS OF BETWEEN MAIN LANES (LTS) AND FRONTAGE ROADS (CD) WILL BE DETERMINED DURING FINAL DESIGN.
14. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AREA, AS SHOWN ON THE PROJECT PLAN, NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]




MATCH LINE STA. 112+00.00 BACK = STA. 1178+00.00 AHEAD
MATCH LINE STA. 1178+00.00 BACK = STA. 1245+00.00 AHEAD
Kaufman Co Line
Kaufman Co Line
SPOST MAIN
SPOST MAIN
SPOST MAIN
SPOST MAIN
SPOST RAMP
SPOST RAMP
SPOST RAMP

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM W/ST OF FM 460 TO JW DD
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	65 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	45 MPH	
RAMPS W/ STOPS/SIGNALS/CONNECTIONS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS/ CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 2 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 921+00
ROLL 2 OF 3: PLAN & PROFILE STA. 921+00 TO STA. 977+00
ROLL 2 OF 3: PLAN & PROFILE STA. 977+00 TO STA. 1032+00
ROLL 2 OF 3: PLAN & PROFILE STA. 1032+00 TO STA. 1092+00
ROLL 2 OF 3: PLAN & PROFILE STA. 1092+00 TO STA. 1164+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1164+00 TO STA. 1248+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1248+00 TO STA. 1319+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1319+00 TO STA. 1374+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1374+00 TO STA. 1439+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1439+00 TO STA. 1500+00
ROLL 13 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 23 OF 3: PLAN & PROFILE NB FRONTAGE ROAD
ROLL 24 OF 3: PLAN & PROFILE NB FRONTAGE ROAD
ROLL 24 OF 3: PLAN & PROFILE SB AND WB US80 BUSINESS
ROLL 25 OF 3: PLAN & PROFILE SB FRONTAGE ROAD
ROLL 26 OF 3: PLAN & PROFILE SPOOT CEDAR STREETS
ROLL 27 OF 3: PLAN & PROFILE CR801/SPOOT RAMPS
ROLL 27 OF 3: PLAN & PROFILE CR801/SPOOT RAMPS CONNECTORS
ROLL 31 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS

LOCATION MAP



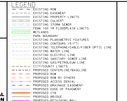


December 8, 2023

ROLL NUMBER 11/31

AGUIRRE & FIELDS
TBPE FIRM NO. F-2566
TBPLS FIRM NO. 10070300

LEGEND

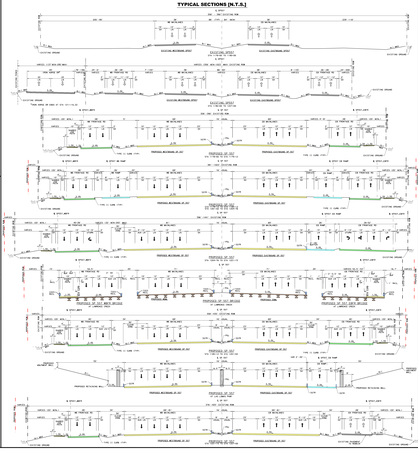


NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON AERIAL SURVEY PERFORMED BY ROBERTS SURVEY, INC. DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
3. SEE SHEET 2 FOR TYPICAL SECTIONS AND SHEETS 3-5 FOR DETAILS OF TYP SECT.
4. TRANSITION FROM MAIN LANES TO RAMPS, FRONTAGE ROADS, AND CROSSROADS SHALL BE IN ACCORDANCE WITH TXDOT ROADWAY DESIGN MANUAL.
5. ROAD DESIGNED TO MEET TXDOT 2014 AND 11' LANE WIDTHS WITH 2' INSIDE SHOULDERS AND 10' OUTSIDE SHOULDERS UNLESS NOTED OTHERWISE.
6. EXISTING PAVEMENT TO REMAIN IN FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TXDOT STANDARD SPECIFICATIONS.
7. EXISTING PAVEMENT CROSSES LOCATIVE WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS SHOWN.
8. SUPERELEVATION AND SUPERELEVATION TRANSITIONS SHALL BE IN ACCORDANCE WITH TXDOT STANDARDS. SUPERELEVATION RATES WERE CALCULATED BASED ON DESIGN SPEEDS AND RADII SHOWN ON PLAN SHEETS.
9. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
10. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.
11. FINAL ROW/PROPERTY/EASEMENT LIMITS FROM FLOOD, DRAINAGE, RATE MAPS, HYDROLOGY, HYDRAULICS, DRAINAGE AREA MAPS, AND DRAINAGE DESIGN WILL BE DETERMINED DURING PHASE II.
12. ALL CURVE AND EASEMENT LOCATIONS, TIES, BEARINGS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
13. CONVENTIONAL ROADWAY SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN FOR CLARITY.
14. UNDERCUT UNSUITABLE SOILS DETECTED FROM RAISING EMBANKMENT AREAS SHALL BE DETERMINED DURING PHASE II.
15. ALL EXISTING UTILITIES SHOWN ARE APPROXIMATE LOCATIONS. IT IS THE PROVIDED BY PHYSICALLY LOCATED(S) THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES BEFORE BEGINNING ANY EXCAVATION. TO BE DETERMINED DURING PHASE II.
16. CLEARING DESIGNED TO ACCOMMODATE 48-62 TRUCK TRACTOR SEMI-TRAILER.
17. RAMP GRADE SLOPE TRANSITIONS OF BETWEEN MAIN LANES (3.5%) AND FRONTAGE ROADS (3%) WILL BE MADE WITHIN THE RAMP.
18. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AREAS. SIDEWALK WIDTH AT THESE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PHASE II.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]


EXISTING MAIN LANES
PROPOSED MAIN LANES
EXISTING FRONTAGE ROAD
PROPOSED FRONTAGE ROAD
EXISTING CROSSROADS
PROPOSED CROSSROADS
EXISTING RAMP
PROPOSED RAMP
EXISTING RAMP
PROPOSED RAMP
EXISTING RAMP
PROPOSED RAMP

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
DIRECT CONNECTORS BYPASSES/CONNECTORS:	60 MPH	
LOCAL STREETS:	30 MPH	LOCAL
DIRECT CONNECTORS:	50 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 937+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 937+00 TO STA. 1040+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 1040+00 TO STA. 1122+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 1122+00 TO STA. 1224+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1224+00 TO STA. 1342+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1342+00 TO STA. 1561+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1561+00 TO STA. 1748+00
ROLL 10 OF 3:	PLAN & PROFILE STA. 1748+00 TO STA. 1916+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1916+00 TO STA. 2074+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 2074+00 TO STA. 2234+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 2234+00 TO STA. 2374+00
ROLL 14 OF 3:	PLAN & PROFILE STA. 2374+00 TO STA. 2500+00
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 17 OF 3:	PLAN & PROFILE FM 460 INTERCHANGE
ROLL 18 OF 3:	PLAN & PROFILE MS RIDGE ROAD BRIDGE
ROLL 19 OF 3:	PLAN & PROFILE CR 2000 AND MS 1982 BUSINESS
ROLL 20 OF 3:	PLAN & PROFILE CR 2000 AND CR 2010
ROLL 21 OF 3:	PLAN & PROFILE SPOOT CREEK STRUCTS
ROLL 22 OF 3:	PLAN & PROFILE CR80/SPOOT RAMPS
ROLL 23 OF 3:	PLAN & PROFILE CR 2010 DIRECT CONNECTORS
ROLL 24 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS







December 8, 2023

ROLL NUMBER 12/31

AGUIRRE & FIELDS
TEXAS REGISTERED ENGINEERING FIRM F-2578

LEGEND

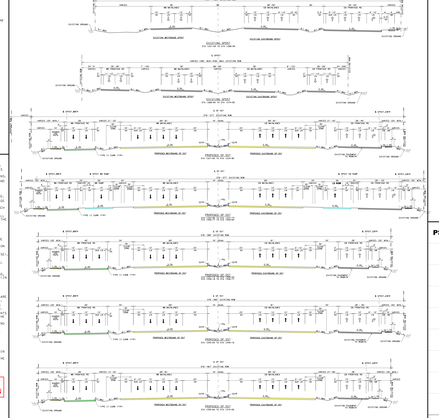


NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY AGUIRRE & FIELDS IN NOVEMBER, 2020 AND TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. PROPOSED ROW AND EASEMENT TO BE ACQUIRED AND RELEASED BY TXDOT (ID 01-17-0033).
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH TO BE CONSTRUCTED ALONG FRONTAGE ROADS, CROSSROADS, AND RAMPS (WHERE PSNL).
   b. SHARED USE PATH TO BE CONSTRUCTED ALONG RAMPS WHERE DESIGN VEHICLE (WB-67) CANNOT NEGOTIATE RAMP CURVATURE WITHOUT ENCROACHING INTO SHARED USE PATH.
4. EXISTING ACCESS POINTS ALONG FRONTAGE ROADS TO BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TxDOT ACCESS MANAGEMENT MANUAL.
5. EXISTING PAVEMENT CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED WITH NEW.
6. RECONSTRUCTION AND/OR OF REVISION TO DIRECT THE FLOW OF WATER AWAY FROM THE ROADWAY AND SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK (2018) AND TxDOT LTP.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE ON PLANS.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE ON PLANS.
9. TYPICAL SECTIONS:
   a. TYPICAL SECTIONS SHOWING LIMITS FROM CLOSE, ENGINEER MAY MAKE MINOR CHANGES, MODIFICATIONS, OR ADJUSTMENTS TO THE TYPICAL SECTIONS AS THE PROJECT PROGRESS.
   b. TYPICAL SECTIONS LOCATIONS, STATIONS AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
10. CONFLICTING ROADWAY SIGNAGE, SIGNALS, SIGNALS AND PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE UNIFORMLY ORDERED/ CLEARLY DISTINCTED FROM ALIGNMENT.
11. ALL PROPOSED ROADWAY ELEMENTS ARE CONSTRUCTED AT THE PROPOSED ROW PHYSICALLY DISTINCTIVE THE PROPOSED ROW AND THE EXISTING ROW. THE EXISTING BUILDING AND PROPERTIES TO BE DETERMINED DURING DESIGN PHASE.
12. TURNING RADIUSES TO ACCOMMODATE WB-62 TRUCK TURNING MOVEMENTS.
13. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (3.0%) AND FRONTAGE ROADS (2%) WILL OCCUR ON THE RAMP TERMINALS.
14. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROJECT LIMITS, WHICH ARE NOT PART OF THE PROJECT BUT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [M.T.S.]


4 SPOT
CRD_CRD_SBR_EXISTING_RW
EXISTING_MAINLANE_SPOT
EXISTING_MAINLANE_SPOT
4 SPOT
CRD_CRD_SBR_EXISTING_RW
EXISTING_MAINLANE_SPOT
EXISTING_MAINLANE_SPOT
4 SPOT
CRD_CR

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

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

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 650+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 951+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 951+00 TO STA. 1047+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 1047+00 TO STA. 1143+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 1143+00 TO STA. 1239+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1239+00 TO STA. 1342+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1342+00 TO STA. 1368+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1368+00 TO STA. 1374+00
ROLL 10 OF 3:	PLAN & PROFILE SP557 STA. 1374+00 TO STA. 1378+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1378+00 TO STA. 1429+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1429+00 TO STA. 1474+00
ROLL 13 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 14 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (3 OF 3)
ROLL 16 OF 3:	PLAN & PROFILE FRONTAGE ROADS
ROLL 17 OF 3:	PLAN & PROFILE NB FRONTAGE ROADS
ROLL 18 OF 3:	PLAN & PROFILE SB AND WB USRS BUSINESS
ROLL 19 OF 3:	PLAN & PROFILE EB USRS BUSINESS
ROLL 20 OF 3:	PLAN & PROFILE SPOOT CENTER STREETS
ROLL 21 OF 3:	PLAN & PROFILE SOMO/SPOOT RAMPS
ROLL 22 OF 3:	PLAN & PROFILE SOMO/SPOOT DIRECT CONNECTORS
ROLL 23 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 13/31

AGUIRRE & FIELDS
TEXAS REGISTERED ENGINEERING FIRM F-2616

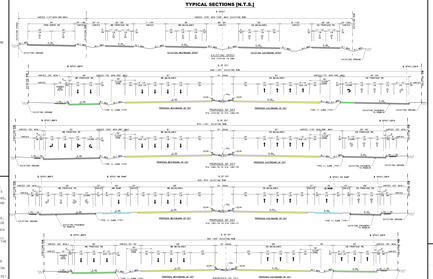
LEGEND

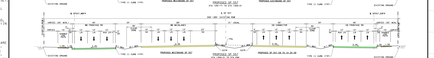
NOTES

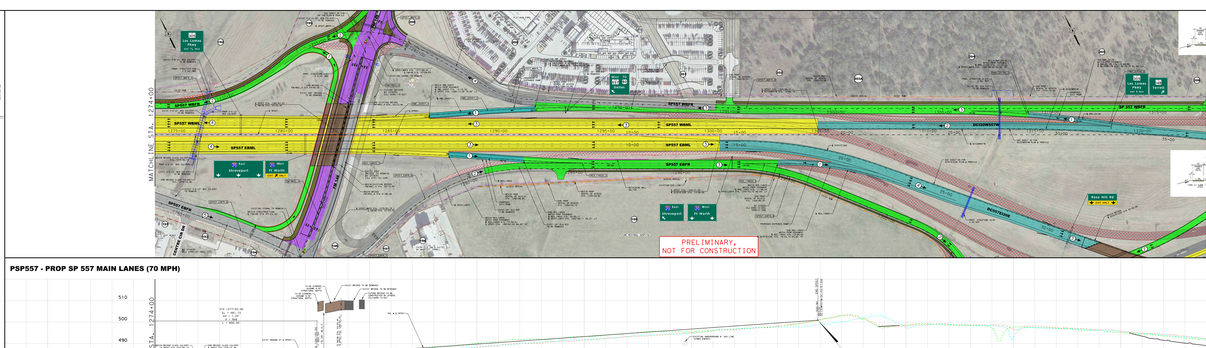
1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY PERFORMED BY AGUIRRE & FIELDS, INC. AND TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO BE MEASURED HORIZONTALLY UNLESS NOTED OTHERWISE.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH SHALL BE CONSTRUCTED PRIOR TO OPENING OF ADJACENT ROADWAY TO TRAFFIC.
   b. SHARED USE PATH SHALL BE CONSTRUCTED WITH ROAD DRAINAGE RETURN INLETS AND I.T. FOR DRAINAGE PURPOSES. SEE ROADWAY DRAINAGE PLANS UNLESS NOTED OTHERWISE.
4. CONSTRUCTION ACTIVITIES ON THE PROJECT SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE CITY OF KAUFMAN ORDINANCES.
5. EXISTING PAVEMENT/CROSS LOCATIONS WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF.
6. SUPERELEVATION AND REVISION TO CROSS SLOPE MAY BE REQUIRED AT SOME LOCATIONS. ACTUAL SUPERELEVATION RATES WERE CALCULATED BASED ON DESIGN SPEED AND CURVATURE OF ROADWAY.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE FACE OF PAVEMENT OR BACK OF CURB UNLESS NOTED OTHERWISE. SEE TYPICAL SECTIONS FOR CURB TYPES.
9. CONTRACTOR SHALL VERIFY ALL LIMITS FROM R.O.W. INSURANCE RATE MAPS, EASEMENTS, PROJECTIONS, ETC. PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER.
10. ALL PROPERTY CORNERS, EXISTING MONUMENTATION AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONVENTIONAL SIGNAGE, STRIPING, HANDI-SIGNS AND SIGNALIZATION TO BE INSTALLED BY CONTRACTOR.
12. UNDERGROUND UTILITIES DETECTED FROM SURFACE APPURTENANCES AND UTILITY COMPANY RESPONSES.
13. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE UTILITY COMPANY'S FACILITIES. THE EXTENT OF THE CONFLICTS AND PROPERTY TO BE DETERMINED DURING CONSTRUCTION.
14. CLIMB DESIGNED TO ACCOMMODATE 40-62 TRUCK TRACTOR SEMI-TRAILER.
15. RAMP CROSS SLOPE TRANSITIONS OF MATCH WITH LANE CS, RAP AND FRONTAGE ROADS TOO WILL VARY FROM 1.5% TO 2.0%.
16. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE SIDEWALK AREA AT SOME INTERSECTIONS. AS THE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [N.T.S.]






MATCHLINE - STA. 1274+00
SPOOT MAINS
SPOOT RAMPS
SP SPOOT RAMPS
SPOOT DIRECT CONNECTORS
SPOOT CENTER STREETS
SOMO/SPOOT RAMPS
SOMO/SPOOT DIRECT CONNECTORS
SPOOT MAINS
SPOOT RAMPS
SPOOT CENTER STREETS
SOMO/SPOOT RAMPS
SOMO/SPOOT DIRECT CONNECTORS
SP SPOOT RAMPS
SP SPOOT DIRECT CONNECTORS
SP SPOOT CENTER STREETS
SP SPOOT MAIN

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80

100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM W/ST OF FM 460 TO 2# SE

CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	65 MPH	URBAN FREEWAY
FRONTAGE ROADS/CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
CROSSING ROADS BYPASSES/CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
FRONTAGE ROADS/CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31 - PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31 - PLAN & PROFILE STA. 760+00 TO STA. 856+00
ROLL 3 OF 31 - PLAN & PROFILE STA. 856+00 TO STA. 937+00
ROLL 4 OF 31 - PLAN & PROFILE STA. 937+00 TO STA. 1017+00
ROLL 5 OF 31 - PLAN & PROFILE STA. 1017+00 TO STA. 1100+00
ROLL 6 OF 31 - PLAN & PROFILE STA. 1100+00 TO STA. 1182+00
ROLL 7 OF 31 - PLAN & PROFILE STA. 1182+00 TO STA. 1264+00
ROLL 8 OF 31 - PLAN & PROFILE STA. 1264+00 TO STA. 1346+00
ROLL 9 OF 31 - PLAN & PROFILE STA. 1346+00 TO STA. 1428+00
ROLL 10 OF 31 - PLAN & PROFILE 1#RT/1#LT STA. 1428+00 TO STA. 1510+00
ROLL 11 OF 31 - PLAN & PROFILE STA. 1510+00 TO STA. 1592+00
ROLL 12 OF 31 - PLAN & PROFILE STA. 1592+00 TO STA. 1674+00
ROLL 13 OF 31 - PLAN & PROFILE STA. 1674+00 TO STA. 1756+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 OF 31 - PLAN & PROFILE FM 460 INTERCHANGE
ROLL 17 OF 31 - PLAN & PROFILE MB FRONTAGE ROADS
ROLL 24 OF 31 - PLAN & PROFILE EB AND WB USRS BUSINESS
ROLL 26 OF 31 - PLAN & PROFILE FM 2578 CONNECTORS
ROLL 28 OF 31 - PLAN & PROFILE SPOOT CEDAR STREETS
ROLL 29 OF 31 - PLAN & PROFILE LONESTEEP RAMPS
ROLL 30 OF 31 - PLAN & PROFILE FM 460 & LONESTEEP CONNECTORS
ROLL 31 OF 31 - PLAN & PROFILE I-20 FRONTAGE ROADS







December 8, 2023

ROLL NUMBER 1#/31

AGUIRRE & FIELDS

TEXAS REGISTERED ENGINEERING FIRM F-2578

LEGEND

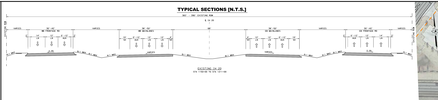


NOTES

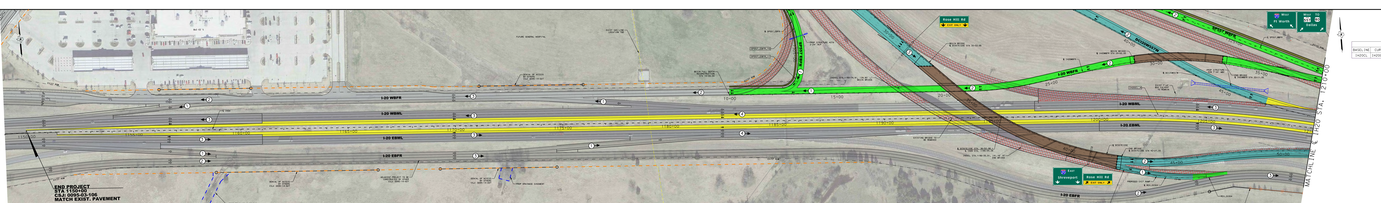
1. EXISTING FEATURES AND EXISTING ROW BASED ON CONSTRUCTION PLANS, ROW MONUMENT SURVEY AND AERIAL PHOTOGRAPHY FLOWN BY AERIAL SURVEYS INC. DATED FEBRUARY 1#, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO THE FACE OF PAVEMENT OR CURB UNLESS OTHERWISE NOTED.
3. SHARED USE PATH AND RAMP LENGTHS SHOWN ARE APPROXIMATE. SHARED USE PATHS, RAMPS, AND ASSOCIATED RETAINING WALLS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL ROAD DESIGNS. RETAIN SHEET 1#1 FOR ADDITIONAL NOTES AND DETAILS. SEE SHEET 1#2 FOR PEDESTRIAN/BICYCLE FACILITY DETAILS.
4. ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TEXAS MUTCD AND TXDOT STANDARDS.
5. EXISTING PAVEMENT CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
6. SUPERELEVATION RATES AT MINIMUM TO ABOVE THE MINIMUM RADIUS FOR THE DESIGN SPEED. SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK 2018 AND TXDOT 2020.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS OTHERWISE NOTED. SEE TYPICAL SECTIONS FOR ROADWAY CLEARANCES.
9. ALL ROW AND EASEMENT CLIMITS FROM FLOOD INSURANCE RATE MAPS (NOT-STUDIED, UNSHADED ZONE X) AND FLOOD INSURANCE STUDY (12257CV1 PANEL#).
10. ALL RIGHT-OF-WAY LOCATIONS, WIDTHS, ITEMS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONVENTIONAL PAVEMENT SIGNING (SMALL SIGNS AND PAVEMENT MARKINGS) WILL BE USED THROUGHOUT.
12. UNDERPUT OVERHEAD UTILITIES/POLES FROM AUSTIN.
13. ALL UTILITIES WILL BE ADJUSTED/RELOCATED AS NEEDED.
14. THE CONTRACTOR SHALL CONTACT UTILITY COMPANIES IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE UTILITY FACILITIES TO DETERMINE THE NEED FOR RELOCATION AND PRIORITY TO BE DETERMINED DURING DESIGN.
15. CLIMBING DESIGNED TO ACCOMMODATE 4#-62 TRUCK TRAFFIC CLASSIFICATION.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES CLOSE AND FRONTAGE ROADS TOO WILL BE DETERMINED DURING DESIGN.
17. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AND SHARED USE PATH PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.

PRELIMINARY, NOT FOR CONSTRUCTION

TYPICAL SECTIONS [M.T.S.]







HORIZONTAL ALIGNMENT DATA

BASELINE	CURVE	P.I. STATION	P.C. STATION	P.T. STATION	RADIUS	TANGENT LENGTH	P.C. STATION	P.T. STATION
MODEL	MODEL_2	121+93.31	96,955,534.8846	33,644,165,5198	27° 54' 15.9530"	9713.726,58	106,693,190.92	1200+74.51

1233+61.81

RAMP GORE DETAILS [M.T.S.]

LEFT-TURN BAY DETAIL (TYPICAL)

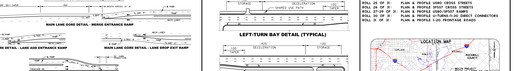


RIGHT-TURN BAY DETAIL (TYPICAL)



MATCHLINE - SEE ROLL 13

TRAFFIC LINE DIAGRAM [M.T.S.]



IH 20 - EXIST IH 20 MAIN LANES (70 MPH)



Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

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

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 937+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 937+00 TO STA. 1035+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 1035+00 TO STA. 1124+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 1124+00 TO STA. 1208+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1208+00 TO STA. 1302+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1302+00 TO STA. 1384+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1384+00 TO STA. 1481+00
ROLL 10 OF 3:	PLAN & PROFILE STA. 1481+00 TO STA. 1578+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1578+00 TO STA. 1674+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1674+00 TO STA. 1774+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1774+00 TO STA. 1874+00
ROLL 14 OF 3:	PLAN & PROFILE STA. 1874+00 TO STA. 1972+00
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 17 OF 3:	PLAN & PROFILE MS FRONTAGE ROADS
ROLL 18 OF 3:	PLAN & PROFILE MS MEDIAN BUSWAY
ROLL 19 OF 3:	PLAN & PROFILE SE AND WB USRS BUSWAYS
ROLL 20 OF 3:	PLAN & PROFILE EB FRONTAGE ROAD
ROLL 21 OF 3:	PLAN & PROFILE SHORT CREEK STREETS
ROLL 22 OF 3:	PLAN & PROFILE CONCINNITY & MARY
ROLL 23 OF 3:	PLAN & PROFILE CROSSTIE ROADS - CONNECTORS
ROLL 24 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
KAUFMAN COUNTY
DALLAS COUNTY
ROCKWALL COUNTY
VAN ZANDT COUNTY
HENDERSON COUNTY
KAUFMAN
TERRELL
FORNEY
MESQUITE
SEAGOVILLE
US 80
IH 20
IH 30
SH 34
SH 205
SH 276
SH 243
SH 64
SH 66
SH 198
SH 154
SH 19
SH 31
SH 175
SH 274
SH 334
SH 224
SH 471
SH 557
SH 429
SH 78
SH 276

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO CH 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
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
EXISTING SH 205/BS RYTHASSES/CONNECTORS:	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
TURNAROUNDS/CONNECTORS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 740+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 740+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 965+00
ROLL 4 OF 5:	PLAN & PROFILE STA. 825+00 TO STA. 927+00
ROLL 5 OF 5:	PLAN & PROFILE STA. 917+00 TO STA. 955+00
ROLL 6 OF 9:	PLAN & PROFILE STA. 1025+00 TO STA. 1140+00
ROLL 7 OF 9:	PLAN & PROFILE STA. 1025+00 TO STA. 1342+00
ROLL 8 OF 9:	PLAN & PROFILE STA. 1342+00 TO STA. 1561+00
ROLL 9 OF 9:	PLAN & PROFILE STA. 1561+00 TO STA. 1784+00
ROLL 10 OF 31:	PLAN & PROFILE 12FR01 STA. 1134+00 TO STA. 1216+00
ROLL 11 OF 31:	PLAN & PROFILE 12FR02 STA. 1216+00 TO STA. 1274+00
ROLL 12 OF 31:	PLAN & PROFILE 12FR03 STA. 1274+00 TO STA. 1327+00
ROLL 13 OF 31:	PLAN & PROFILE STA. 1327+00 TO STA. 1374+00
ROLL 14 OF 31:	PLAN & PROFILE STA. 1374+00 TO STA. 1425+00
ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 17 OF 31:	PLAN & PROFILE MR FRONTAGE ROADS
ROLL 18 OF 31:	PLAN & PROFILE EB AND WB USR2 BUSINESS
ROLL 19 OF 31:	PLAN & PROFILE FM 460 AND MR USR2
ROLL 20 OF 31:	PLAN & PROFILE 12ROY GROSS STREETS
ROLL 21 OF 31:	PLAN & PROFILE 12ROY/ROY RAMPS
ROLL 22 OF 31:	PLAN & PROFILE SH 205/BS RYTHASSES/CONNECTORS
ROLL 23 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS





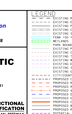
PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER 16/31

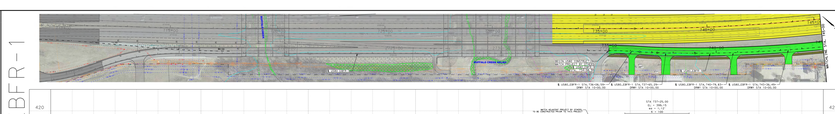
3000 GATEWAY BOULEVARD
SUITE 145
FRISCO, TX 75034
TBPE REGISTRATION NO. 5772

LEGEND



NOTES:

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY KIMLEY-HORN, AND BOUNDARY SURVEY BY TEXAS DEPARTMENT OF TRANSPORTATION, DALLAS DISTRICT. TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. PROPOSED ROADWAY DESIGN BASED ON 3D MODEL DATED REVISED BY TXDOT ON 10/31/2023.
3. SHARED USE PATH AND RAMP LAYOUT:
   - SHARED USE PATH WIDTH: 10' UNLESS NOTED OTHERWISE.
   - SHARED USE PATH CROSS SLOPE: 2% TOWARDS PRIMARY ROADWAY UNLESS NOTED OTHERWISE.
   - SHARED USE PATH LONGITUDINAL SLOPE: FOLLOW ROAD DESIGNS' RETURN SLOPES AND FG. FOR RAMPS, MAX SLOPE 5% OR 1:20.
   - SHARED USE PATH CROSSINGS: ALL CROSSINGS MUST BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TxDOT ACCESS MANAGEMENT MANUAL.
4. EXISTING PAVEMENT/BRIDGES WIDTHS WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS SHOWN.
5. ALL EXISTING ROW AT THE LIMITS TO REMAIN THE RESPONSIBILITY OF THE CONTRACTOR. ANY DAMAGE DURING CONSTRUCTION WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
6. ALL CURVE AND TYPE II BARRIER NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 2' UNLESS NOTED OTHERWISE.
8. CONSTRUCTION LIMITS: CONSTRUCTION LIMITS FROM SLOPE, DRAINAGE, RETAINING WALLS, UTILITY ADJUSTMENTS, TEMPORARY EASEMENTS, AND ANY OTHER ITEMS NECESSARY TO COMPLETE THE PROJECT.
9. UTILITIES: ALL UTILITY LOCATIONS, CLEARANCES, AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
10. CONVENTIONAL PAVEMENT SIGNAGE, SMALL SIGNS AND PAVEMENT MARKINGS ARE NOT SHOWN ON THESE PLANS.
11. UNDERGROUND UTILITIES ARE DEFLECTED FROM ALIGNMENT AT 45° OR LESS UNLESS NOTED OTHERWISE.
12. ALL PROPOSED UTILITIES SHALL BE CONSTRUCTED UNDER IF AT THE PROPOSED OR POTENTIAL INTERSECTS THE PAVEMENT, SHOULDER, OR DITCH LINE. THE EXACT LOCATIONS AND PROFILES TO BE DETERMINED DURING THE DESIGN PHASE.
13. CLIMBING DESIGNED TO ACCOMMODATE 80-KIP TRUCK ON ALL GRADES.
14. RAMP CROSS SLOPE TRANSITIONS OF WHICH WILL LIKELY OCCUR AT FRONTAGE ROADS TIED WILL BE DESIGNED AT 2% OR LESS.
15. FLUME SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE LIMITS OF THE RETAINING WALLS ON THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.



PRELIMINARY, NOT FOR CONSTRUCTION

Texas Department of Transportation

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

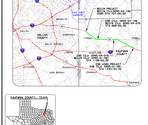
US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO CH 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
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
EXISTING SH 205/BS RYTHASSES/CONNECTORS:	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
TURNAROUNDS/CONNECTORS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 740+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 740+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 965+00
ROLL 4 OF 5:	PLAN & PROFILE STA. 825+00 TO STA. 927+00
ROLL 5 OF 5:	PLAN & PROFILE STA. 917+00 TO STA. 955+00
ROLL 6 OF 9:	PLAN & PROFILE STA. 1025+00 TO STA. 1140+00
ROLL 7 OF 9:	PLAN & PROFILE STA. 1025+00 TO STA. 1342+00
ROLL 8 OF 9:	PLAN & PROFILE STA. 1342+00 TO STA. 1561+00
ROLL 9 OF 9:	PLAN & PROFILE STA. 1561+00 TO STA. 1784+00
ROLL 10 OF 31:	PLAN & PROFILE 12FR01 STA. 1134+00 TO STA. 1216+00
ROLL 11 OF 31:	PLAN & PROFILE 12FR02 STA. 1216+00 TO STA. 1274+00
ROLL 12 OF 31:	PLAN & PROFILE 12FR03 STA. 1274+00 TO STA. 1327+00
ROLL 13 OF 31:	PLAN & PROFILE STA. 1327+00 TO STA. 1374+00
ROLL 14 OF 31:	PLAN & PROFILE STA. 1374+00 TO STA. 1425+00
ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 17 OF 31:	PLAN & PROFILE MR FRONTAGE ROADS
ROLL 18 OF 31:	PLAN & PROFILE EB AND WB USR2 BUSINESS
ROLL 19 OF 31:	PLAN & PROFILE FM 460 AND MR USR2
ROLL 20 OF 31:	PLAN & PROFILE 12ROY GROSS STREETS
ROLL 21 OF 31:	PLAN & PROFILE 12ROY/ROY RAMPS
ROLL 22 OF 31:	PLAN & PROFILE SH 205/BS RYTHASSES/CONNECTORS
ROLL 23 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 16/31

3000 GATEWAY BOULEVARD
SUITE 145
FRISCO, TX 75034
TBPE REGISTRATION NO. 5772

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80

100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO IH 20

CSJs 0095-03-106, 0095-04-076 & 0495-01-081

LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 31:	PLAN & PROFILE STA. 853+00 TO STA. 760+00
ROLL 2 OF 31:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 31:	PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 31:	PLAN & PROFILE STA. 872+00 TO STA. 877+00
ROLL 5 OF 31:	PLAN & PROFILE STA. 877+00 TO STA. 900+00
ROLL 6 OF 31:	PLAN & PROFILE STA. 900+00 TO STA. 1042+00
ROLL 7 OF 31:	PLAN & PROFILE STA. 1042+00 TO STA. 1164+00
ROLL 8 OF 31:	PLAN & PROFILE STA. 1164+00 TO STA. 1268+00
ROLL 9 OF 31:	PLAN & PROFILE STA. 1268+00 TO STA. 1374+00
ROLL 10 OF 31:	PLAN & PROFILE STA. 1374+00 TO STA. 1479+00
ROLL 11 OF 31:	PLAN & PROFILE STA. 1479+00 TO STA. 1579+00
ROLL 12 OF 31:	PLAN & PROFILE STA. 1579+00 TO STA. 1674+00
ROLL 13 OF 31:	PLAN & PROFILE STA. 1674+00 TO STA. 1774+00
ROLL 14 OF 31:	PLAN & PROFILE STA. 1774+00 TO STA. 1874+00
ROLL 15 OF 31:	PLAN & PROFILE STA. 1874+00 TO STA. 1974+00
ROLL 16 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 17 OF 31:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 18 OF 31:	PLAN & PROFILE MS PEDESTRIAN BRIDGE
ROLL 19 OF 31:	PLAN & PROFILE MS PEDESTRIAN BRIDGE
ROLL 20 OF 31:	PLAN & PROFILE SH 205 AND WB USR2 BUSINESS
ROLL 21 OF 31:	PLAN & PROFILE SH 205 AND WB USR2 BUSINESS
ROLL 22 OF 31:	PLAN & PROFILE GROOT CREEK STRUCTS
ROLL 23 OF 31:	PLAN & PROFILE GROOT/WEST RAMPS
ROLL 24 OF 31:	PLAN & PROFILE FM 460 & GROOT CONNECTORS
ROLL 25 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS





PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER 1/31

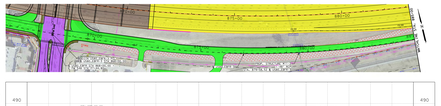
3010 GALLERIA PARKWAY
SUITE 100
PLANO, TX 75034

FIRM REGISTRATION NO. 5772

LEGEND

NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY PERFORMED BY KIMLEY-HORN AND ASSOCIATES, INC. TOPO DATED FEBRUARY 1st, 2022 AND RECORD PLANS.
2. ALL PROPOSED ROW TO BE DEDICATED IN FEE SIMPLE TO TXDOT OR TTTA AS DETERMINED BY TXDOT.
3. SHARED USE PATH AND RAMP LAYOUT:
   - SHARED USE PATH WILL BE CONSTRUCTED CHANGE, ADJACENT TO ALL RAMPS AND ACCESS ROADS (SEE PSNL).
   - DETAILED LOCATIONS TO BE DETERMINED DURING FUTURE DESIGN PHASES. SEE SHEET 2 OF 31 FOR PROPOSED ROW DESIGNATIONS.
   - SHARED USE PATH WILL BE CONSTRUCTED CONCURRENTLY WITH ADJACENT ROADWAY CONSTRUCTION UNLESS NOTED OTHERWISE.
   - CONSTRUCTION OF SHARED USE PATHWAYS SHOULD NOT BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TXDOT ACCESS MANAGEMENT MANUAL.
4. EXISTING PAVEMENT CROSSES LOCATES WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
5. PROPOSED CONSTRUCTION OF MEDIAN TO CONNECT THE EXISTING MEDIAN OPENINGS WILL BE DETERMINED BY SUPERELEVATION RATES WERE CALCULATED BASED ON 60 MPH DESIGN SPEED AND 0.06 MAX E.
6. ALL CURVE DATA TYPE (1) UNLESS NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. SEE TYPICAL SECTIONS FOR PROPOSED CURB TYPES.
8. FINAL TIE-IN AND CONSTRUCTION LIMITS FROM FLOOD, DRAINAGE, RATE MAPS, AND FLOODWAYS, PROJECTIONS, AND ANALYSIS WILL BE DETERMINED DURING FUTURE DESIGN PHASES.
9. ALL UTILITY/UTILITY LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
10. CONVENTIONAL PAVEMENT SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN FOR CLARITY.
11. OWNERSHIP UNDERPASS LINE DISTINCTION FROM EASEMENT, EXISTING ROW, AND PROPOSED ROW.
12. ALL PROPOSED RETAINING WALLS ARE ESTIMATED LENGTHS. IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING ROW, THE LIMITS OF THE WALL WILL BE ADJUSTED AND PROPERTY TO BE DETERMINED DURING FUTURE DESIGN PHASES.
13. TURNING RADIUSES TO ACCOMMODATE 48-62 TRUCK TURNING TEMPLATE.
14. RAMP CROSS SLOPE TRANSITIONS OF BETWEEN MAIN LANES (3.5%) AND FRONTAGE ROADS (2%) WILL OCCUR ON THE RAMP.
15. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AND SHARED USE PATH PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PSNL.


US 80 EBFR-3
870+00
875+00
880+00
885+00
490
480
470
460
450
STA 870+00.00
EL = 464.39
N = 6,903,...
E = 2,...
STA 875+00.00
EL = 466.00
N = 6,903,...
E = 2,...
STA 880+00.00
EL = 466.00
N = 6,903,...
E = 2,...
STA 885+00.00
EL = 466.00
N = 6,903,...
E = 2,...
PVI STA 872+00.00
EL = 464.39
PVI STA 877+00.00
EL = 466.00
PVI STA 882+00.00
EL = 466.00
-0.32% (-1.60%)
0.00% (-0.00%)
0.00% (-0.00%)
-0.32% (-1.60%)
-1.92% (-9.60%)
-1.92% (-9.60

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS/CONNECTORS:	40 MPH	
RAMPS:	40 MPH	
LOCAL ROADS BYPASSED/CONNECTIONS:	40 MPH	LOCAL
LOCAL STREETS:	30 MPH	
SIDEWALKS/BIKE CONNECTORS:	10 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 2 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 913+00
ROLL 2 OF 3: PLAN & PROFILE STA. 913+00 TO STA. 971+00
ROLL 3 OF 3: PLAN & PROFILE STA. 971+00 TO STA. 1030+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1030+00 TO STA. 1088+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1088+00 TO STA. 1146+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1146+00 TO STA. 1204+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1204+00 TO STA. 1262+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1262+00 TO STA. 1320+00 & STA. 1100+00 (SP557) TO STA. 1116+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1320+00 TO STA. 1378+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1378+00 TO STA. 1436+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1436+00 TO STA. 1494+00
ROLL 14 OF 3: PLAN & PROFILE STA. 1494+00 TO STA. 1552+00
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 23 OF 3: PLAN & PROFILE NB FRONTAGE ROAD
ROLL 24 OF 3: PLAN & PROFILE SB AND NB USRS BUSINESS
ROLL 25 OF 3: PLAN & PROFILE SB FRONTAGE ROAD
ROLL 26 OF 3: PLAN & PROFILE SPOOT CENTER STREETS
ROLL 27 OF 3: PLAN & PROFILE SPRUCE/WEST RAMPS
ROLL 28 OF 3: PLAN & PROFILE SPRUCE/WEST RAMPS CONNECTORS
ROLL 31 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
KAUFMAN
DALLAS
ROCKWALL
HUNT
VAN ZANDT
SMITH
RAINS
WOOD
ANDERSON
HENDERSON
CANTON
MINEOLA
TYLER
KAUFMAN
TERRELL
ROYSE CITY
FORNEY
MESQUITE
SEAGOVILLE
CRANDALL
KEMP
ENNIS
WAXAHACHIE
ITALY
ELLIS
MIDLOTHIAN
CEDAR HILL
DESOTO
LANCASTER
DUNCANVILLE
GRAND PRAIRIE
ARLINGTON
HURST
EULESS
BEDFORD
GRAPEVINE
COLLEYVILLE
SOUTHLAKE
KELLER
FORT WORTH
WESTWORTH VILLAGE
BENBROOK
WHITE SETTLEMENT
BRIDGE PROJECT
SP 557 EBFR-1
SP 557 EBFR-2
US 80 EBFR-6
US 80 EBFR-7
US 80 EBFR-8
US 80 EBFR-9
US 80 EBFR-10
US 80 EBFR-11
US 80 EBFR-12
US 80 EBFR-13
US 80 EBFR-14
US 80 EBFR-15
US 80 EBFR-16
US 80 EBFR-17
US 80 EBFR-18
US 80 EBFR-19
US 80 EBFR-20
US 80 EBFR-21
US 80 EBFR-22
US 80 EBFR-23
US 80 EBFR-24
US 80 EBFR-25
US 80 EBFR-26
US 80 EBFR-27
US 80 EBFR-28
US 80 EBFR-29
US 80 EBFR-30
US 80 EBFR-31
US 80 EBFR-32
US 80 EBFR-33
US 80 EBFR-34
US 80 EBFR-35
US 80 EBFR-36
US 80 EBFR-37
US 80 EBFR-38
US 80 EBFR-39
US 80 EBFR-40
US 80 EBFR-41
US 80 EBFR-42
US 80 EBFR-43
US 80 EBFR-44
US 80 EBFR-45
US 80 EBFR-46
US 80 EBFR-47
US 80 EBFR-48
US 80 EBFR-49
US 80 EBFR-50
US 80 EBFR-51
US 80 EBFR-52
US 80 EBFR-53
US 80 EBFR-54
US 80 EBFR-55
US 80 EBFR-56
US 80 EBFR-57
US 80 EBFR-58
US 80 EBFR-59
US 80 EBFR-60
US 80 EBFR-61
US 80 EBFR-62
US 80 EBFR-63
US 80 EBFR-64
US 80 EBFR-65
US 80 EBFR-66
US 80 EBFR-67
US 80 EBFR-68
US 80 EBFR-69
US 80 EBFR-70
US 80 EBFR-71
US 80 EBFR-72
US 80 EBFR-73
US 80 EBFR-74
US 80 EBFR-75
US 80 EBFR-76
US 80 EBFR-77
US 80 EBFR-78
US 80 EBFR-79
US 80 EBFR-80
US 80 EBFR-81
US 80 EBFR-82
US 80 EBFR-83
US 80 EBFR-84
US 80 EBFR-85
US 80 EBFR-86
US 80 EBFR-87
US 80 EBFR-88
US 80 EBFR-89
US 80 EBFR-90
US 80 EBFR-91
US 80 EBFR-92
US 80 EBFR-93
US 80 EBFR-94
US 80 EBFR-95
US 80 EBFR-96
US 80 EBFR-97
US 80 EBFR-98
US 80 EBFR-99
US 80 EBFR-100
US 80 EBFR-101
US 80 EBFR-102
US 80 EBFR-103
US 80 EBFR-104
US 80 EBFR-105
US 80 EBFR-106
US 80 EBFR-107
US 80 EBFR-108
US 80 EBFR-109
US 80 EBFR-110
US 80 EBFR-111
US 80 EBFR-112
US 80 EBFR-113
US 80 EBFR-114
US 80 EBFR-115
US 80 EBFR-116
US 80 EBFR-117
US 80 EBFR-118
US 80 EBFR-119
US 80 EBFR-120
US 80 EBFR-121
US 80 EBFR-122
US 80 EBFR-123
US 80 EBFR-124
US 80 EBFR-125
US 80 EBFR-126
US 80 EBFR-127
US 80 EBFR-128
US 80 EBFR-129
US 80 EBFR-130
US 80 EBFR-131
US 80 EBFR-132
US 80 EBFR-133
US 80 EBFR-134
US 80 EBFR-135
US 80 EBFR-136
US 80 EBFR-137
US 80 EBFR-138
US 80 EBFR-139
US 80 EBFR-140
US 80 EBFR-141
US 80 EBFR-142
US 80 EBFR-143
US 80 EBFR-144
US 80 EBFR-145
US 80 EBFR-146
US 80 EBFR-147
US 80 EBFR-148
US 80 EBFR-149
US 80 EBFR-150
US 80 EBFR-151
US 80 EBFR-152
US 80 EBFR-153
US 80 EBFR-154
US 80 EBFR-155
US 80 EBFR-156
US 80 EBFR-157
US 80 EBFR-158
US 80 EBFR-159
US 80 EBFR-160
US 80 EBFR-161
US 80 EBFR-162
US 80 EBFR-163
US 80 EBFR-164
US 80 EBFR-165
US 80 EBFR-166
US 80 EBFR-167
US 80 EBFR-168
US 80 EBFR-169
US 80 EBFR-170
US 80 EBFR-171
US 80 EBFR-172
US 80 EBFR-173
US 80 EBFR-174
US 80 EBFR-175
US 80 EBFR-176
US 80 EBFR-177
US 80 EBFR-178
US 80 EBFR-179
US 80 EBFR-180
US 80 EBFR-181
US 80 EBFR-182
US 80 EBFR-183
US 80 EBFR-184
US 80 EBFR-185
US 80 EBFR-186
US 80 EBFR-187
US 80 EBFR-188
US 80 EBFR-189
US 80 EBFR-190
US 80 EBFR-191
US 80 EBFR-192
US 80 EBFR-193
US 80 EBFR-194
US 80 EBFR-195
US 80 EBFR-196
US 80 EBFR-197
US 80 EBFR-198
US 80 EBFR-199
US 80 EBFR-200
US 80 EBFR-201
US 80 EBFR-202
US 80 EBFR-203
US 80 EBFR-204
US 80 EBFR-205
US 80 EBFR-206
US 80 EBFR-207
US 80 EBFR-208
US 80 EBFR-209
US 80 EBFR-210
US 80 EBFR-211
US 80 EBFR-212
US 80 EBFR-213
US 80 EBFR-214
US 80 EBFR-215
US 80 EBFR-216
US 80 EBFR-217
US 80 EBFR-218
US 80 EBFR-219
US 80 EBFR-220
US 80 EBFR-221
US 80 EBFR-222
US 80 EBFR-223
US 80 EBFR-224
US 80 EBFR-225
US 80 EBFR-226
US 80 EBFR-227
US 80 EBFR-228
US 80 EBFR-229
US 80 EBFR-230
US 80 EBFR-231
US 80 EBFR-232
US 80 EBFR-233
US 80 EBFR-234
US 80 EBFR-235
US 80 EBFR-236
US 80 EBFR-237
US 80 EBFR-238
US 80 EBFR-239
US 80 EBFR-240
US 80 EBFR-241
US 80 EBFR-242
US 80 EBFR-243
US 80 EBFR-244
US 80 EBFR-245
US 80 EBFR-246
US 80 EBFR-247
US 80 EBFR-248
US 80 EBFR-249
US 80 EBFR-250
US 80 EBFR-251
US 80 EBFR-252
US 80 EBFR-253
US 80 EBFR-254
US 80 EBFR-255
US 80 EBFR-256
US 80 EBFR-257
US 80 EBFR-258
US 80 EBFR-259
US 80 EBFR-260
US 80 EBFR-261
US 80 EBFR-262
US 80 EBFR-263
US 80 EBFR-264
US 80 EBFR-265
US 80 EBFR-266
US 80 EBFR-267
US 80 EBFR-268
US 80 EBFR-269
US 80 EBFR-270
US 80 EBFR-271
US 80 EBFR-272
US 80 EBFR-273
US 80 EBFR-274
US 80 EBFR-275
US 80 EBFR-276
US 80 EBFR-277
US 80 EBFR-278
US 80 EBFR-279
US 80 EBFR-280
US 80 EBFR-281
US 80 EBFR-282
US 80 EBFR-283
US 80 EBFR-284
US 80 EBFR-285
US 80 EBFR-286
US 80 EBFR-287
US 80 EBFR-288
US 80 EBFR-289
US 80 EBFR-290
US 80 EBFR-291
US 80 EBFR-292
US 80 EBFR-293
US 80 EBFR-294
US 80 EBFR-295
US 80 EBFR-296
US 80 EBFR-297
US 80 EBFR-298
US 80 EBFR-299
US 80 EBFR-300
US 80 EBFR-301
US 80 EBFR-302
US 80 EBFR-303
US 80 EBFR-304
US 80 EBFR-305
US 80 EBFR-306
US 80 EBFR-307
US 80 EBFR-308
US 80 EBFR-309
US 80 EBFR-310
US 80 EBFR-311
US 80 EBFR-312
US 80 EBFR-313
US 80 EBFR-314
US 80 EBFR-315
US 80 EBFR-316
US 80 EBFR-317
US 80 EBFR-318
US 80 EBFR-319
US 80 EBFR-320
US 80 EBFR-321
US 80 EBFR-322
US 80 EBFR-323
US 80 EBFR-324
US 80 EBFR-325
US 80 EBFR-326
US 80 EBFR-327
US 80 EBFR-328
US 80 EBFR-329
US 80 EBFR-330
US 80 EBFR-331
US 80 EBFR-332
US 80 EBFR-333
US 80 EBFR-334
US 80 EBFR-335
US 80 EBFR-336
US 80 EBFR-337
US 80 EBFR-338
US 80 EBFR-339
US 80 EBFR-340
US 80 EBFR-341
US 80 EBFR-342
US 80 EBFR-343
US 80 EBFR-344
US 80 EBFR-345
US 80 EBFR-346
US 80 EBFR-347
US 80 EBFR-348
US 80 EBFR-349
US 80 EBFR-350
US 80 EBFR-351
US 80 EBFR-352
US 80 EBFR-353
US 80 EBFR-354
US 80 EBFR-355
US 80 EBFR-356
US 80 EBFR-357
US 80 EBFR-358
US 80 EBFR-359
US 80 EBFR-360
US 80 EBFR-361
US 80 EBFR-362
US 80 EBFR-363
US 80 EBFR-364
US 80 EBFR-365
US 80 EBFR-366
US 80 EBFR-367
US 80 EBFR-368
US 80 EBFR-369
US 80 EBFR-370
US 80 EBFR-371
US 80 EBFR-372
US 80 EBFR-373
US 80 EBFR-374
US 80 EBFR-375
US 80 EBFR-376
US 80 EBFR-377
US 80 EBFR-378
US 80 EBFR-379
US 80 EBFR-380
US 80 EBFR-381
US 80 EBFR-382
US 80 EBFR-383
US 80 EBFR-384
US 80 EBFR-385
US 80 EBFR-386
US 80 EBFR-387
US 80 EBFR-388
US 80 EBFR-389
US 80 EBFR-390
US 80 EBFR-391
US 80 EBFR-392
US 80 EBFR-393
US 80 EBFR-394
US 80 EBFR-395
US 80 EBFR-396
US 80 EBFR-397
US 80 EBFR-398
US 80 EBFR-399
US 80 EBFR-400
US 80 EBFR-401
US 80 EBFR-402
US 80 EBFR-403
US 80 EBFR-404
US 80 EBFR-405
US 80 EBFR-406
US 80 EBFR-407
US 80 EBFR-408
US 80 EBFR-409
US 80 EBFR-410
US 80 EBFR-411
US 80 EBFR-412
US 80 EBFR-413
US 80 EBFR-414
US 80 EBFR-415
US 80 EBFR-416
US 80 EBFR-417
US 80 EBFR-418
US 80 EBFR-419
US 80 EBFR-420
US 80 EBFR-421
US 80 EBFR-422
US 80 EBFR-423
US 80 EBFR-424
US 80 EBFR-425
US 80 EBFR-426
US 80 EBFR-427
US 80 EBFR-428
US 80 EBFR-429
US 80 EBFR-430
US 80 EBFR-431
US 80 EBFR-432
US 80 EBFR-433
US 80 EBFR-434
US 80 EBFR-435
US 80 EBFR-436
US 80 EBFR-437
US 80 EBFR-438
US 80 EBFR-439
US 80 EBFR-440
US 80 EBFR-441
US 80 EBFR-442
US 80 EBFR-443
US 80 EBFR-444
US 80 EBFR-445
US 80 EBFR-446
US 80 EBFR-447
US 80 EBFR-448
US 80 EBFR-449
US 80 EBFR-450
US 80 EBFR-451
US 80 EBFR-452
US 80 EBFR-453
US 80 EBFR-454
US 80 EBFR-455
US 80 EBFR-456
US 80 EBFR-457
US 80 EBFR-458
US 80 EBFR-459
US 80 EBFR-460
US 80 EBFR-461
US 80 EBFR-462
US 80 EBFR-463
US 80 EBFR-464
US 80 EBFR-465
US 80 EBFR-466
US 80 EBFR-467
US 80 EBFR-468
US 80 EBFR-469
US 80 EBFR-470
US 80 EBFR-471
US 80 EBFR-472
US 80 EBFR-473
US 80 EBFR-474
US 80 EBFR-475
US 80 EBFR-476
US 80 EBFR-477
US 80 EBFR-478
US 80 EBFR-479
US 80 EBFR-480
US 80 EBFR-481
US 80 EBFR-482
US 80 EBFR-483
US 80 EBFR-484
US 80 EBFR-485
US 80 EBFR-486
US 80 EBFR-487
US 80 EBFR-488
US 80 EBFR-489
US 80 EBFR-490
US 80 EBFR-491
US 80 EBFR-492
US 80 EBFR-493
US 80 EBFR-494
US 80 EBFR-495
US 80 EBFR-496
US 80 EBFR-497
US 80 EBFR-498
US 80 EBFR-499
US 80 EBFR-500
US 80 EBFR-501
US 80 EBFR-502
US 80 EBFR-503
US 80 EBFR-504
US 80 EBFR-505
US 80 EBFR-506
US 80 EBFR-507
US 80 EBFR-508
US 80 EBFR-509
US 80 EBFR-510
US 80 EBFR-511
US 80 EBFR-512
US 80 EBFR-513
US 80 EBFR-514
US 80 EBFR-515
US 80 EBFR-516
US 80 EBFR-517
US 80 EBFR-518
US 80 EBFR-519
US 80 EBFR-520
US 80 EBFR-521
US 80 EBFR-522
US 80 EBFR-523
US 80 EBFR-524
US 80 EBFR-525
US 80 EBFR-526
US 80 EBFR-527
US 80 EBFR-528
US 80 EBFR-529
US 80 EBFR-530
US 80 EBFR-531
US 80 EBFR-532
US 80 EBFR-533
US 80 EBFR-534
US 80 EBFR-535
US 80 EBFR-536
US 80 EBFR-537
US 80 EBFR-538
US 80 EBFR-539
US 80 EBFR-540
US 80 EBFR-541
US 80 EBFR-542
US 80 EBFR-543
US 80 EBFR-544
US 80 EBFR-545
US 80 EBFR-546
US 80 EBFR-547
US 80 EBFR-548
US 80 EBFR-549
US 80 EBFR-550
US 80 EBFR-551
US 80 EBFR-552
US 80 EBFR-553
US 80 EBFR-554
US 80 EBFR-555
US 80 EBFR-556
US 80 EBFR-557
US 80 EBFR-558
US 80 EBFR-559
US 80 EBFR-560
US 80 EBFR-561
US 80 EBFR-562
US 80 EBFR-563
US 80 EBFR-564
US 80 EBFR-565
US 80 EBFR-566
US 80 EBFR-567
US 80 EBFR-568
US 80 EBFR-569
US 80 EBFR-570
US 80 EBFR-571
US 80 EBFR-572
US 80 EBFR-573
US 80 EBFR-574
US 80 EBFR-575
US 80 EBFR-576
US 80 EBFR-577
US 80 EBFR-578
US 80 EBFR-579
US 80 EBFR-580
US 80 EBFR-581
US 80 EBFR-582
US 80 EBFR-583
US 80 EBFR-584
US 80 EBFR-585
US 80 EBFR-586
US 80 EBFR-587
US 80 EBFR-588
US 80 EBFR-589
US 80 EBFR-590
US 80 EBFR-591
US 80 EBFR-592
US 80 EBFR-593
US 80 EBFR-594
US 80 EBFR-595
US 80 EBFR-596
US 80 EBFR-597
US 80 EBFR-598
US 80 EBFR-599
US 80 EBFR-600
US 80 EBFR-601
US 80 EBFR-602
US 80 EBFR-603
US 80 EBFR-604
US 80 EBFR-605
US 80 EBFR-606
US 80 EBFR-607
US 80 EBFR-608
US 80 EBFR-609
US 80 EBFR-610
US 80 EBFR-611
US 80 EBFR-612
US 80 EBFR-613
US 80 EBFR-614
US 80 EBFR-615
US 80 EBFR-616
US 80 EBFR-617
US 80 EBFR-618
US 80 EBFR-619
US 80 EBFR-620
US 80 EBFR-621
US 80 EBFR-622
US 80 EBFR-623
US 80 EBFR-624
US 80 EBFR-625
US 80 EBFR-626
US 80 EBFR-627
US 80 EBFR-628
US 80 EBFR-629
US 80 EBFR-630
US 80 EBFR-631
US 80 EBFR-632
US 80 EBFR-633
US 80 EBFR-634
US 80 EBFR-635
US 80 EBFR-636
US 80 EBFR-637
US 80 EBFR-638
US 80 EBFR-639
US 80 EBFR-640
US 80 EBFR-641
US 80 EBFR-642
US 80 EBFR-643
US 80 EBFR-644
US 80 EBFR-645
US 80 EBFR-646
US 80 EBFR-647
US 80 EBFR-648
US 80 EBFR-649
US 80 EBFR-650
US 80 EBFR-651
US 80 EBFR-652
US 80 EBFR-653
US 80 EBFR-654
US 80 EBFR-655
US 80 EBFR-656
US 80 EBFR-657
US 80 EBFR-658
US 80 EBFR-659
US 80 EBFR-660
US 80 EBFR-661
US 80 EBFR-662
US 80 EBFR-663
US 80 EBFR-664
US 80 EBFR-665
US 80 EBFR-666
US 80 EBFR-667
US 80 EBFR-668
US 80 EBFR-669
US 80 EBFR-670
US 80 EBFR-671
US 80 EBFR-672
US 80 EBFR-673
US 80 EBFR-674
US 80 EBFR-675
US 80 EBFR-676
US 80 EBFR-677
US 80 EBFR-678
US 80 EBFR-679
US 80 EBFR-680
US 80 EBFR-681
US 80 EBFR-682
US 80 EBFR-683
US 80 EBFR-684
US 80 EBFR-685
US 80 EBFR-686
US 80 EBFR-687
US 80 EBFR-688
US 80 EBFR-689
US 80 EBFR-690
US 80 EBFR-691
US 80 EBFR-692
US 80 EBFR-693
US 80 EBFR-694
US 80 EBFR-695
US 80 EBFR-696
US 80 EBFR-697
US 80 EBFR-698
US 80 EBFR-699
US 80 EBFR-700
US 80 EBFR-701
US 80 EBFR-702
US 80 EBFR-703
US 80 EBFR-704
US 80 EBFR-705
US 80 EBFR-706
US 80 EBFR-707
US 80 EBFR-708
US 80 EBFR-709
US 80 EBFR-710
US 80 EBFR-711
US 80 EBFR-712
US 80 EBFR-713
US 80 EBFR-714
US 80 EBFR-715
US 80 EBFR-716
US 80 EBFR-717
US 80 EBFR-718
US 80 EBFR-719
US 80 EBFR-720
US 80 EBFR-721
US 80 EBFR-722
US 80 EBFR-723
US 80 EBFR-724
US 80 EBFR-725
US 80 EBFR-726
US 80 EBFR-727
US 80 EBFR-728
US 80 EBFR-729
US 80 EBFR-730
US 80 EBFR-731
US 80 EBFR-732
US 80 EBFR-733
US 80 EBFR-734
US 80 EBFR-735
US 80 EBFR-736
US 80 EBFR-737
US 80 EBFR-738
US 80 EBFR-739
US 80 EBFR-740
US 80 EBFR-741
US 80 EBFR-742
US 80 EBFR-743
US 80 EBFR-744
US 80 EBFR-745
US 80 EBFR-746
US 80 EBFR-747
US 80 EBFR-748
US 80 EBFR-749
US 80 EBFR-750
US 80 EBFR-751
US 80 EBFR-752
US 80 EBFR-753
US 80 EBFR-754
US 80 EBFR-755
US 80 EBFR-756
US 80 EBFR-757
US 80 EBFR-758
US 80 EBFR-759
US 80 EBFR-760
US 80 EBFR-761
US 80 EBFR-762
US 80 EBFR-763
US 80 EBFR-764
US 80 EBFR-765
US 80 EBFR-766
US 80 EBFR-767
US 80 EBFR-768
US 80 EBFR-769
US 80 EBFR-770
US 80 EBFR-771
US 80 EBFR-772
US 80 EBFR-773
US 80 EBFR-774
US 80 EBFR-775
US 80 EBFR-776
US 80 EBFR-777
US 80 EBFR-778
US 80 EBFR-779
US 80 EBFR-780
US 80 EBFR-781
US 80 EBFR-782
US 80 EBFR-783
US 80 EBFR-784
US 80 EBFR-785
US 80 EBFR-786
US 80 EBFR-787
US 80 EBFR-788
US 80 EBFR-789
US 80 EBFR-790
US 80 EBFR-791
US 80 EBFR-792
US 80 EBFR-793
US 80 EBFR-794
US 80 EBFR-795
US 80 EBFR-796
US 80 EBFR-797
US 80 EBFR-798
US 80 EBFR-799
US 80 EBFR-800
US 80 EBFR-801
US 80 EBFR-802
US 80 EBFR-803
US 80 EBFR-804
US 80 EBFR-805
US 80 EBFR-806
US 80 EBFR-807
US 80 EBFR-808
US 80 EBFR-809
US 80 EBFR-810
US 80 EBFR-811
US 80 EBFR-812
US 80 EBFR-813
US 80 EBFR-814
US 80 EBFR-815
US 80 EBFR-816
US 80 EBFR-817
US 80 EBFR-818
US 80 EBFR-819
US 80 EBFR-820
US 80 EBFR-821
US 80 EBFR-822
US 80 EBFR-823
US 80 EBFR-824
US 80 EBFR-825
US 80 EBFR-826
US 80 EBFR-827
US 80 EBFR-828
US 80 EBFR-829
US 80 EBFR-830
US 80 EBFR-831
US 80 EBFR-832
US 80 EBFR-833
US 80 EBFR-834
US 80 EBFR-835
US 80 EBFR-836
US 80 EBFR-837
US 80 EBFR-838
US 80 EBFR-839
US 80 EBFR-840
US 80 EBFR-841
US 80 EBFR-842
US 80 EBFR-843
US 80 EBFR-844
US 80 EBFR-845
US 80 EBFR-846
US 80 EBFR-847
US 80 EBFR-848
US 80 EBFR-849
US 80 EBFR-850
US 80 EBFR-851
US 80 EBFR-852
US 80 EBFR-853
US 80 EBFR-854
US 80 EBFR-855
US 80 EBFR-856
US 80 EBFR-857
US 80 EBFR-858
US 80 EBFR-859
US 80 EBFR-860
US 80 EBFR-861
US 80 EBFR-862
US 80 EBFR-863
US 80 EBFR-864
US 80 EBFR-865
US 80 EBFR-866
US 80 EBFR-867
US 80 EBFR-868
US 80 EBFR-869
US 80 EBFR-870
US 80 EBFR-871
US 80 EBFR-872
US 80 EBFR-873
US 80 EBFR-874
US 80 EBFR-875
US 80 EBFR-876
US 80 EBFR-877
US 80 EBFR-878
US 80 EBFR-879
US 80 EBFR-880
US 80 EBFR-881
US 80 EBFR-882
US 80 EBFR-883
US 80 EBFR-884
US 80 EBFR-885
US 80 EBFR-886
US 80 EBFR-887
US 80 EBFR-888
US 80 EBFR-889
US 80 EBFR-890
US 80 EBFR-891
US 80 EBFR-892
US 80 EBFR-893
US 80 EBFR-894
US 80 EBFR-895
US 80 EBFR-896
US 80 EBFR-897
US 80 EBFR-898
US 80 EBFR-899
US 80 EBFR-900
US 80 EBFR-901
US 80 EBFR-902
US 80 EBFR-903
US 80 EBFR-904
US 80 EBFR-905
US 80 EBFR-906
US 80 EBFR-907
US 80 EBFR-908
US 80 EBFR-909
US 80 EBFR-910
US 80 EBFR-911
US 80 EBFR-912
US 80 EBFR-913
US 80 EBFR-914
US 80 EBFR-915
US 80 EBFR-916
US 80 EBFR-917
US 80 EBFR-918
US 80 EBFR-919
US 80 EBFR-920
US 80 EBFR-921
US 80 EBFR-922
US 80 EBFR-923
US 80 EBFR-924
US 80 EBFR-925
US 80 EBFR-926
US 80 EBFR-927
US 80 EBFR-928
US 80 EBFR-929
US 80 EBFR-930
US 80 EBFR-931
US 80 EBFR-932
US 80 EBFR-933
US 80 EBFR-934
US 80 EBFR-935
US 80 EBFR-936
US 80 EBFR-937
US 80 EBFR-938
US 80 EBFR-939
US 80 EBFR-940
US 80 EBFR-941
US 80 EBFR-942
US 80 EBFR-943
US 80 EBFR-944
US 80 EBFR-945
US 80 EBFR-946
US 80 EBFR-947
US 80 EBFR-948
US 80 EBFR-949
US 80 EBFR-950
US 80 EBFR-951
US 80 EBFR-952
US 80 EBFR-953
US 80 EBFR-954
US 80 EBFR-955
US 80 EBFR-956
US 80 EBFR-957
US 80 EBFR-958
US 80 EBFR-959
US 80 EBFR-960
US 80 EBFR-961
US 80 EBFR-962
US 80 EBFR-963
US 80 EBFR-964
US 80 EBFR-965
US 80 EBFR-966
US 80 EBFR-967
US 80 EBFR-968
US 80 EBFR-969
US 80 EBFR-970
US 80 EBFR-971
US 80 EBFR-972
US 80 EBFR-973
US 80 EBFR-974
US 80 EBFR-975
US 80 EBFR-976
US 80 EBFR-977
US 80 EBFR-978
US 80 EBFR-979
US 80 EBFR-980
US 80 EBFR-981
US 80 EBFR-982
US 80 EBFR-983
US 80 EBFR-984
US 80 EBFR-985
US 80 EBFR-986
US 80 EBFR-987
US 80 EBFR-988
US 80 EBFR-989
US 80 EBFR-990
US 80 EBFR-991
US 80 EBFR-992
US 80 EBFR-993
US 80 EBFR-994
US 80 EBFR-995
US 80 EBFR-996
US 80 EBFR-997
US 80 EBFR-998
US 80 EBFR-999
US 80 EBFR-1000



PRELIMINARY,
NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER 18/31

3010 GALLERIA PARKWAY
SUITE 100
PROSPER, TX 75034
FIRM REGISTRATION NO. 9711

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY DESIGN SPEED FUNCTIONAL CLASSIFICATION
MAIN LANES: 60 MPH URBAN FREEWAY
FRONTAGE ROADS/CONNECTORS: 40 MPH
RAMPS: 40 MPH
LOCAL ROADS BYPASSED/CONNECTIONS: 40 MPH LOCAL
LOCAL STREETS: 30 MPH
SIDEWALKS/BIKE CONNECTORS: 10 MPH
TURNAROUNDS: 15 MPH

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 2 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 913+00
ROLL 2 OF 3: PLAN & PROFILE STA. 913+00 TO STA. 971+00
ROLL 3 OF 3: PLAN & PROFILE STA. 971+00 TO STA. 1030+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1030+00 TO STA. 1088+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1088+00 TO STA. 1146+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1146+00 TO STA. 1204+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1204+00 TO STA. 1262+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1262+00 TO STA. 1320+00 & STA. 1100+00 (SP557) TO STA. 1116+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1320+00 TO STA. 1378+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1378+00 TO STA. 1436+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1436+00 TO STA. 1494+00
ROLL 14 OF 3: PLAN & PROFILE STA. 1494+00 TO STA. 1552+00
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 16 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 23 OF 3: PLAN & PROFILE NB FRONTAGE ROAD
ROLL 24 OF 3: PLAN & PROFILE SB AND NB USRS BUSINESS
ROLL 25 OF 3: PLAN & PROFILE SB FRONTAGE ROAD
ROLL 26 OF 3: PLAN & PROFILE SPOOT CENTER STREETS
ROLL 27 OF 3: PLAN & PROFILE SPRUCE/WEST RAMPS
ROLL 28 OF 3: PLAN & PROFILE SPRUCE/WEST RAMPS CONNECTORS
ROLL 31 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS



December 8, 2023

ROLL NUMBER 18/31

3010 GALLERIA PARKWAY
SUITE 100
PROSPER, TX 75034
FIRM REGISTRATION NO. 9711

Texas Department of Transportation

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

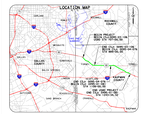
US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-078 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	50 MPH	
RAMP/FR LOC ROADS INTERSECTIONS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
RAMP/FR LOC ROADS CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

SHLL 1 OF 31 : PLAN & PROFILE STA. 853+00 TO STA. 760+00
SHLL 2 OF 31 : PLAN & PROFILE STA. 760+00 TO STA. 854+00
SHLL 3 OF 31 : PLAN & PROFILE STA. 854+00 TO STA. 857+00
SHLL 4 OF 31 : PLAN & PROFILE STA. 857+00 TO STA. 917+00
SHLL 5 OF 31 : PLAN & PROFILE STA. 917+00 TO STA. 950+00
SHLL 6 OF 31 : PLAN & PROFILE STA. 950+00 TO STA. 1042+00
SHLL 7 OF 31 : PLAN & PROFILE STA. 1042+00 TO STA. 1046+00
SHLL 8 OF 31 : PLAN & PROFILE STA. 1046+00 TO STA. 1138+00
SHLL 9 OF 31 : PLAN & PROFILE STA. 1138+00 TO STA. 1238+00
SHLL 10 OF 31 : PLAN & PROFILE 287/377 STA. 1238+00 TO STA. 1278+00
SHLL 11 OF 31 : PLAN & PROFILE STA. 1277+00 TO STA. 1374+00
SHLL 12 OF 31 : PLAN & PROFILE STA. 1374+00 TO STA. 1472+00
SHLL 13 OF 31 : PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
SHLL 14 OF 31 : PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
SHLL 15 OF 31 : PLAN & PROFILE I-20 FRONTAGE ROADS
SHLL 16 OF 31 : PLAN & PROFILE NB FRONTAGE ROADS
SHLL 17 OF 31 : PLAN & PROFILE SB AND NB LOOP BUSINESS
SHLL 18 OF 31 : PLAN & PROFILE SB LOOP BUSINESS
SHLL 19 OF 31 : PLAN & PROFILE GROOT CEDAR STREETS
SHLL 20 OF 31 : PLAN & PROFILE LOOP/GROOT RAMPS
SHLL 21 OF 31 : PLAN & PROFILE RAMP/FRONTAGE ROAD CONNECTORS
SHLL 22 OF 31 : PLAN & PROFILE I-20 FRONTAGE ROADS





PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

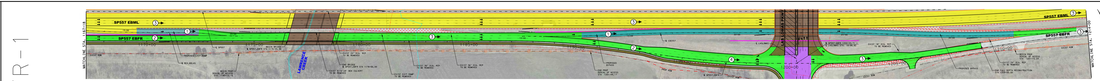
ROLL NUMBER 19/31

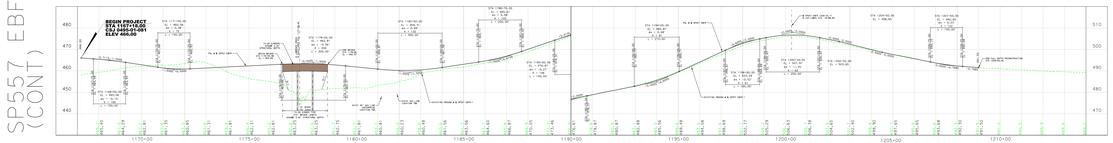
AGUIRRE & FIELDS
TBPE FIRM F-2578 TBPLS FIRM 10074400

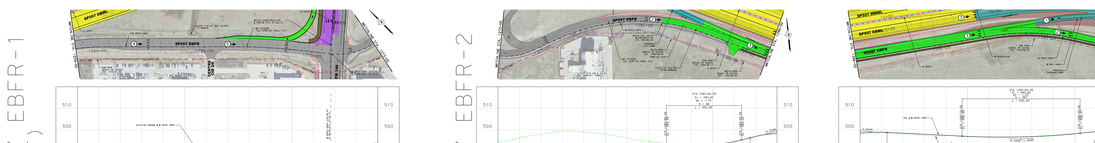
LEGEND

NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON AERIAL SURVEY DATED JANUARY 2023, BOUNDARY SURVEY DATED FEBRUARY 2023, AND RECORDS FROM TXDOT DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL PROPOSED ROW AND EASEMENTS ARE SHOWN AND DEVELOPED BY TXDOT ON 07/31/2023.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. SHARED USE PATH AND RAMP LAYOUT TO BE DEVELOPED BY TXDOT DURING FINAL DESIGN. PEDESTRIAN FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST TXDOT STANDARDS AT THE TIME OF CONSTRUCTION.
   b. EXISTING PAVEMENT/CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
   c. ALL PROPOSED CURB RAMPS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST TXDOT STANDARDS AT THE TIME OF CONSTRUCTION.
4. ALL CURBS ARE TYPE II UNLESS NOTED OTHERWISE.
5. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 1' UNLESS NOTED OTHERWISE.
6. ROW AND PROPERTY LIMITS FROM TITLE COMMITMENT, INSURANCE RATE MAPS (FIRMETTES), PROJECTIONS, AND ESTIMATES. ROW AND PROPERTY LIMITS SUBJECT TO CHANGE.
7. ALL ROW, EASEMENT LOCATIONS, TAKINGS, AREAS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
8. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN ON THE PLANS FOR CLARITY OF THE DRAWINGS.
9. UNDERPASS VERTICAL CLEARANCES FROM RAILROAD STRUCTURES ARE SHOWN ON THE PLAN AND PROFILE SHEETS.
10. ALL EXISTING UTILITIES LOCATED WITHIN LIMITS OF THE PROPOSED ROW PARTICULARLY INTERFERING WITH CONSTRUCTION OF THE PROPOSED FACILITIES SHALL BE ADJUSTED AND RELOCATED BY THE DETERMINED DATES.
11. LIGHTING DESIGNED TO ACCOMMODATE 48-62 TRUCK MOUNTED LIFT.
12. RAMP CROSS SLOPE TRANSITIONS OCCUR BETWEEN MAIN LANES (3.5%) AND FRONTAGE ROADS (2%) WILL VARY BETWEEN 2% AND 3.5%.
13. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE MEDIAN AND ON THE OUTSIDE SHOULDER OF THE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.







BASELINE	SUPERELEVATION BEGIN TRANSITION		END TRANSITION	
	STATION	e	STATION	e
SP557EBFR	1198+71.00	-2.00%	1199+96.00	-2.00%
SP557EBFR	1199+96.00	-2.00%	1199+96.00	-2.00%
SP557EBFR	1268+95.00	-2.00%	1269+91.00	-2.00%
SP557EBFR	1269+91.00	-2.00%	1270+66.00	-2.00%
SP557EBFR	1270+66.00	-2.00%	1270+66.00	-2.00%
SP557EBFR	1360+33.00	-2.00%	1362+01.00	-2.00%
SP557EBFR	1362+01.00	-2.00%	1361+76.00	-2.00%
SP557EBFR	1362+76.00	-2.00%	1364+57.00	-2.00%
SP557EBFR	1364+57.00	-2.00%	1365+32.00	-2.00%
SP557EBFR	1365+32.00	-2.00%	1365+32.00	-2.00%
SP557EBFR	1298+67.00	-2.00%	1301+43.00	-2.00%

PRELIMINARY, NOT FOR CONSTRUCTION

GRAPHIC SCALE IN FEET

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO IH 20

CSJs 0095-03-106, 0095-04-078 & 0495-01-081

LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 85+00 TO STA. 740+00
ROLL 2 OF 3: PLAN & PROFILE STA. 740+00 TO STA. 814+00
ROLL 2 OF 3: PLAN & PROFILE STA. 814+00 TO STA. 870+00
ROLL 2 OF 3: PLAN & PROFILE STA. 870+00 TO STA. 927+00
ROLL 2 OF 3: PLAN & PROFILE STA. 927+00 TO STA. 983+00
ROLL 2 OF 3: PLAN & PROFILE STA. 983+00 TO STA. 1039+00
ROLL 2 OF 3: PLAN & PROFILE STA. 1039+00 TO STA. 1042+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1098+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1098+00 TO STA. 1154+00
ROLL 3 OF 3: PLAN & PROFILE 18TH ST. STA. 1154+00 TO STA. 1210+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1210+00 TO STA. 1267+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1267+00 TO STA. 1274+00
ROLL 3 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 3 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 3 OF 3: PLAN & PROFILE NB FRONTAGE ROADS
ROLL 24 OF 31: PLAN & PROFILE NB FRONTAGE ROADS
ROLL 24 OF 31: PLAN & PROFILE SB AND NB USRS BUSINESS
ROLL 25 OF 31: PLAN & PROFILE SB FRONTAGE ROADS
ROLL 26 OF 31: PLAN & PROFILE GROOT CEMETERY
ROLL 27 OF 31: PLAN & PROFILE CONG/GROOT RAMPS
ROLL 28 OF 31: PLAN & PROFILE CONG/GROOT CONNECTORS
ROLL 29 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS



Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO CH 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
FRONTAGE ROADS	40 MPH	
RAMPS	45 MPH	
DIRECT CONNECTIONS/BYPASSES/CONNECTORS	45 MPH	
LOCAL STREETS	30 MPH	LOCAL
TOLL/MANAGED CONNECTORS	45 MPH	
TURNAROUNDS	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 947+00
ROLL 5 OF 3: PLAN & PROFILE STA. 947+00 TO STA. 950+00
ROLL 6 OF 3: PLAN & PROFILE STA. 947+00 TO STA. 1042+00
ROLL 7 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1042+00
ROLL 8 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1048+00
ROLL 9 OF 3: PLAN & PROFILE STA. 1048+00 TO STA. 1134+00
ROLL 10 OF 3: PLAN & PROFILE STA. 1134+00 TO STA. 1219+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1219+00 TO STA. 1274+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1274+00 TO STA. 1327+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE MS FRONTAGE ROADS
ROLL 17 OF 3: PLAN & PROFILE MS FRONTAGE ROADS
ROLL 18 OF 3: PLAN & PROFILE SH 205 AND MS USRC BUSINESS
ROLL 19 OF 3: PLAN & PROFILE FM 2932 CONNECTORS
ROLL 20 OF 3: PLAN & PROFILE GRADY STYRON DRIVE
ROLL 21 OF 3: PLAN & PROFILE CONNECTOR RAMPS
ROLL 22 OF 3: PLAN & PROFILE FM 2932 CONNECTORS
ROLL 23 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS

LOCATION MAP



VICINITY MAP



LONGEST CONTINUOUS TANGENT

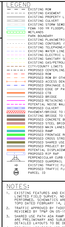
PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER: 21/31

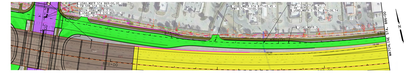
3000 GALLERIA PARKWAY
SUITE 700
PEARLAND, TX 77584
TBPE REGISTRATION NO. 5772

LEGEND



NOTES:

1. EXISTING FEATURES AND EXISTING ROW BASED ON TXDOT RIGHT OF WAY MAPS AND SURVEY DATA AS PROVIDED BY TXDOT DATED FEBRUARY 1st, 2023 AND RECORD PLANS.
2. PROPOSED ROW BASED ON TXDOT ROW DESIGN DISTRICT AND REVISED BY TPEP ON 09/01/2023.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
   b. DETAILED LAYOUT WILL BE PROVIDED DURING FRONTAGE ROAD DRIVEWAY RETURN DESIGN AND PS&E.
   c. SHARED USE PATH TO BE CONSTRUCTED CONCURRENTLY UNLESS NOTED OTHERWISE.
4. ALL CONSTRUCTION WITHIN TXDOT RIGHT-OF-WAY TO BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
5. a. EXISTING PAVEMENT CROSSES LOCATION WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE RECONSTRUCTED AS PART OF PROJECT.
   b. RECONSTRUCTION OF EXISTING PAVEMENT TO CONFORM TO PROPOSED GRADES AND CROSS SLOPES WITH MINIMAL SUPERELEVATION RATES WERE CALCULATED BASED ON EXISTING CROSS SLOPES AND GRADES AT 2%.
6. ALL CURVES ARE TYPE II-C UNLESS NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE PERPENDICULAR TO CENTERLINE.
8. FINAL ROW WIDTH AND CONTROL LIMITS FROM FLOOD, DRAINAGE, RAIL GRADE CROSSINGS, UTILITY, ACCESS, ENVIRONMENTAL AND OTHER CONSIDERATIONS ARE SUBJECT TO CHANGE DURING DESIGN.
9. ALL UTILITY LOCATIONS, FEATURES, SIZES AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
10. CONVENTIONAL ROADWAY SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN ON THESE PLANS.
11. UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE FROM AVAILABLE RECORDS AND SURFACE EVIDENCE.
12. ALL UTILITIES SHOWN ON SHEETS ARE ESTIMATED LOCATIONS OF THE PROPOSED ROW PHYSICALLY SATISFACTORY THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE DETERMINED BY THE CONTRACTOR PRIOR TO BEGINNING WORK.
13. CLIMBING DESIGNED TO ACCOMMODATE 80-KIP TRUCK AT CRAWL SPEED.
14. RAMP CROSS SLOPE TRANSITIONS OF BETWEEN MAIN LANES (2.0%) AND FRONTAGE ROADS (3%) WILL OCCUR ON THE RAMP TAPER.
15. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN PROPOSED SIDEWALKS AND SHARED USE PATHS ON THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGN DURING PS&E.


US 80 WBFR-3
STA 870+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 872+40.00
STA 874+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 877+20.00
STA 879+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 882+00.00
STA 884+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 886+80.00
STA 889+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 891+60.00
STA 894+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 896+40.00
STA 898+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 901+20.00
STA 903+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 906+00.00
STA 908+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 910+80.00
STA 913+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 915+60.00
STA 918+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 920+40.00
STA 922+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 925+20.00
STA 927+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 930+00.00
STA 932+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 934+80.00
STA 937+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 939+60.00
STA 942+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 944+40.00
STA 946+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 949+20.00
STA 951+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 954+00.00
STA 956+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 958+80.00
STA 961+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 963+60.00
STA 966+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 968+40.00
STA 970+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 973+20.00
STA 975+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 978+00.00
STA 980+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 982+80.00
STA 985+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 987+60.00
STA 990+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 992+40.00
STA 994+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 997+20.00
STA 999+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1002+00.00
STA 1004+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1006+80.00
STA 1009+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1011+60.00
STA 1014+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1016+40.00
STA 1018+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1021+20.00
STA 1023+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1026+00.00
STA 1028+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1030+80.00
STA 1033+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1035+60.00
STA 1038+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1040+40.00
STA 1042+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1045+20.00
STA 1047+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1050+00.00
STA 1052+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1054+80.00
STA 1057+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1059+60.00
STA 1062+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1064+40.00
STA 1066+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1069+20.00
STA 1071+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1074+00.00
STA 1076+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1078+80.00
STA 1081+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1083+60.00
STA 1086+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1088+40.00
STA 1090+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1093+20.00
STA 1095+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1098+00.00
STA 1100+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1102+80.00
STA 1105+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1107+60.00
STA 1110+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1112+40.00
STA 1114+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1117+20.00
STA 1119+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1122+00.00
STA 1124+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1126+80.00
STA 1129+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1131+60.00
STA 1134+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1136+40.00
STA 1138+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1141+20.00
STA 1143+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1146+00.00
STA 1148+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1150+80.00
STA 1153+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1155+60.00
STA 1158+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1160+40.00
STA 1162+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1165+20.00
STA 1167+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1170+00.00
STA 1172+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1174+80.00
STA 1177+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1179+60.00
STA 1182+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1184+40.00
STA 1186+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1189+20.00
STA 1191+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1194+00.00
STA 1196+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1198+80.00
STA 1201+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1203+60.00
STA 1206+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1208+40.00
STA 1210+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1213+20.00
STA 1215+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1218+00.00
STA 1220+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1222+80.00
STA 1225+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1227+60.00
STA 1230+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1232+40.00
STA 1234+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1237+20.00
STA 1239+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1242+00.00
STA 1244+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1246+80.00
STA 1249+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1251+60.00
STA 1254+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1256+40.00
STA 1258+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1261+20.00
STA 1263+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1266+00.00
STA 1268+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1270+80.00
STA 1273+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1275+60.00
STA 1278+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1280+40.00
STA 1282+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1285+20.00
STA 1287+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1290+00.00
STA 1292+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1294+80.00
STA 1297+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1299+60.00
STA 1302+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1304+40.00
STA 1306+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1309+20.00
STA 1311+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1314+00.00
STA 1316+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1318+80.00
STA 1321+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1323+60.00
STA 1326+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1328+40.00
STA 1330+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1333+20.00
STA 1335+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1338+00.00
STA 1340+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1342+80.00
STA 1345+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1347+60.00
STA 1350+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1352+40.00
STA 1354+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1357+20.00
STA 1359+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1362+00.00
STA 1364+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1366+80.00
STA 1369+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1371+60.00
STA 1374+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1376+40.00
STA 1378+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1381+20.00
STA 1383+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1386+00.00
STA 1388+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1390+80.00
STA 1393+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1395+60.00
STA 1398+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1400+40.00
STA 1402+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1405+20.00
STA 1407+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1410+00.00
STA 1412+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1414+80.00
STA 1417+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1419+60.00
STA 1422+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1424+40.00
STA 1426+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1429+20.00
STA 1431+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1434+00.00
STA 1436+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1438+80.00
STA 1441+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1443+60.00
STA 1446+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1448+40.00
STA 1450+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1453+20.00
STA 1455+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1458+00.00
STA 1460+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1462+80.00
STA 1465+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1467+60.00
STA 1470+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1472+40.00
STA 1474+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1477+20.00
STA 1479+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1482+00.00
STA 1484+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1486+80.00
STA 1489+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1491+60.00
STA 1494+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1496+40.00
STA 1498+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1501+20.00
STA 1503+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1506+00.00
STA 1508+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1510+80.00
STA 1513+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1515+60.00
STA 1518+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1520+40.00
STA 1522+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1525+20.00
STA 1527+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1530+00.00
STA 1532+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1534+80.00
STA 1537+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1539+60.00
STA 1542+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1544+40.00
STA 1546+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1549+20.00
STA 1551+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1554+00.00
STA 1556+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1558+80.00
STA 1561+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1563+60.00
STA 1566+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1568+40.00
STA 1570+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1573+20.00
STA 1575+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1578+00.00
STA 1580+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1582+80.00
STA 1585+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1587+60.00
STA 1590+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1592+40.00
STA 1594+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1597+20.00
STA 1599+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1602+00.00
STA 1604+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1606+80.00
STA 1609+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1611+60.00
STA 1614+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1616+40.00
STA 1618+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1621+20.00
STA 1623+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1626+00.00
STA 1628+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1630+80.00
STA 1633+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1635+60.00
STA 1638+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1640+40.00
STA 1642+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1645+20.00
STA 1647+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1650+00.00
STA 1652+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1654+80.00
STA 1657+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1659+60.00
STA 1662+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1664+40.00
STA 1666+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1669+20.00
STA 1671+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1674+00.00
STA 1676+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1678+80.00
STA 1681+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1683+60.00
STA 1686+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1688+40.00
STA 1690+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1693+20.00
STA 1695+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1698+00.00
STA 1700+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1702+80.00
STA 1705+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1707+60.00
STA 1710+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1712+40.00
STA 1714+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1717+20.00
STA 1719+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1722+00.00
STA 1724+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1726+80.00
STA 1729+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1731+60.00
STA 1734+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1736+40.00
STA 1738+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1741+20.00
STA 1743+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1746+00.00
STA 1748+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1750+80.00
STA 1753+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1755+60.00
STA 1758+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1760+40.00
STA 1762+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1765+20.00
STA 1767+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1770+00.00
STA 1772+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1774+80.00
STA 1777+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1779+60.00
STA 1782+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1784+40.00
STA 1786+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1789+20.00
STA 1791+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1794+00.00
STA 1796+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1798+80.00
STA 1801+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1803+60.00
STA 1806+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1808+40.00
STA 1810+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1813+20.00
STA 1815+60.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1818+00.00
STA 1820+40.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1822+80.00
STA 1825+20.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1827+60.00
STA 1830+00.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1832+40.00
STA 1834+80.00
R = 1,964.00'
Δ = 7°00'00"
L = 240.00'
T = 120.17'
STA 1837+20.00
STA 1839+60.00
R = 1,964.00'
Δ = 7°00

Texas Department of Transportation

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:	65 MPH	URBAN FREEWAY
FRONTAGE ROAD CONNECTORS:	40 MPH	
RAMPS:	45 MPH	
DIRECT CONNECTORS BYPASSES/CONNECTORS:	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
FRONTAGE ROAD CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31:	PLAN & PROFILE STA. 760+00 TO STA. 814+00
ROLL 3 OF 31:	PLAN & PROFILE STA. 814+00 TO STA. 870+00
ROLL 4 OF 31:	PLAN & PROFILE STA. 870+00 TO STA. 927+00
ROLL 5 OF 31:	PLAN & PROFILE STA. 927+00 TO STA. 983+00
ROLL 6 OF 31:	PLAN & PROFILE STA. 983+00 TO STA. 1040+00
ROLL 7 OF 31:	PLAN & PROFILE STA. 1040+00 TO STA. 1042+00
ROLL 8 OF 31:	PLAN & PROFILE STA. 1042+00 TO STA. 1098+00
ROLL 9 OF 31:	PLAN & PROFILE STA. 1098+00 TO STA. 1154+00
ROLL 10 OF 31:	PLAN & PROFILE SPRUIT STA. 1154+00 TO STA. 1210+00
ROLL 11 OF 31:	PLAN & PROFILE STA. 1210+00 TO STA. 1267+00
ROLL 12 OF 31:	PLAN & PROFILE STA. 1267+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 OF 31:	PLAN & PROFILE SP557 WBFR-1
ROLL 17 OF 31:	PLAN & PROFILE MB FRONTAGE ROADS
ROLL 18 OF 31:	PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 19 OF 31:	PLAN & PROFILE US 80 WBFR-6
ROLL 20 OF 31:	PLAN & PROFILE US 80 WBFR-6 (CONT.)
ROLL 21 OF 31:	PLAN & PROFILE SP557 WBFR-1
ROLL 22 OF 31:	PLAN & PROFILE MISCELLANEOUS CONNECTORS
ROLL 23 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
KAUFMAN
DALLAS
ROCKWALL
ELLIS
HENDERSON
VAN ZANDT
SMITH
RAINS
WOOD
HUNT
FANNIN
GRAYSON
DELTA
HOPKINS
FRANKLIN
TITUS
MORRIS
CASS
BOWIE
RED RIVER
LAMAR
US 80 PROJECT
I-20 PROJECT
SH 34 PROJECT
SH 205 PROJECT
SH 276 PROJECT
SH 66

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJs 0095-03-106, 0095-04-078 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	60 MPH	URBAN FREEWAY
FRONTAGE ROADS:	40 MPH	
RAMPS:	45 MPH	
DIRECT CONNECTORS:	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
TURNAROUND CONNECTORS:	25 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 850+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 947+00
ROLL 5 OF 3: PLAN & PROFILE STA. 947+00 TO STA. 900+00
ROLL 6 OF 3: PLAN & PROFILE STA. 900+00 TO STA. 1042+00
ROLL 7 OF 3: PLAN & PROFILE STA. 1002+00 TO STA. 1042+00
ROLL 8 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
ROLL 9 OF 3: PLAN & PROFILE STA. 1081+00 TO STA. 1178+00
ROLL 10 OF 3: PLAN & PROFILE STA. 1081+00 TO STA. 1178+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1177+00 TO STA. 1274+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1274+00 TO STA. 1371+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE MR FRONTAGE ROADS
ROLL 17 OF 3: PLAN & PROFILE MR FRONTAGE ROADS
ROLL 24 OF 3: PLAN & PROFILE SR AND MR USRC BUSINESS
ROLL 25 OF 3: PLAN & PROFILE SR FRONTAGE ROADS
ROLL 26 OF 3: PLAN & PROFILE FIRST CREEK STREETS
ROLL 27 OF 3: PLAN & PROFILE USRC/FIRST RAMPS
ROLL 28 OF 3: PLAN & PROFILE TURNAROUND CONNECTORS
ROLL 29 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS





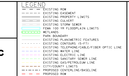


December 8, 2023

ROLL NUMBER: 23/31

AGUIRRE & FIELDS
TEXAS REGISTERED ENGINEERING FIRM F-2578

LEGEND



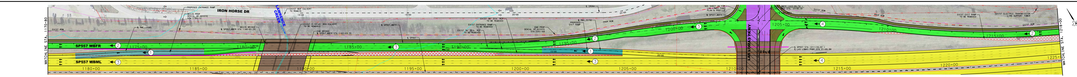
GENERAL NOTES

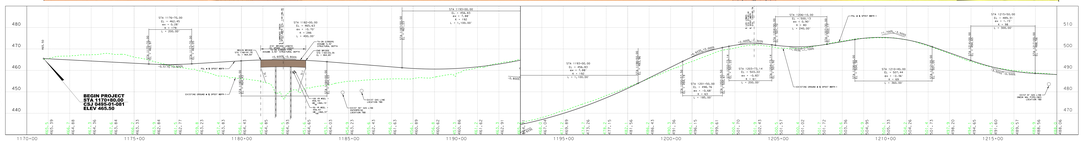
1. EXISTING FEATURES AND EXISTING ROW BASED ON FIELD SURVEY PERFORMED BY AGUIRRE & FIELDS, LP IN FEBRUARY 2023, AND AERIAL MAPPING PROVIDED BY TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE OR TO TOP OF RETAINING WALL.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SEE SHARED USE PATH AND RAMP LAYOUT SHEET FOR SHARED USE PATH AND RAMP LAYOUT DETAILS.
   b. SHARED USE PATH ALIGNMENT AND PROFILE MAY BE REVISED DURING DETAIL DESIGN.
   c. SHARED USE PATH TO BE CONSTRUCTED WITH FRONTAGE ROAD PAVEMENT.
4. ALL CONSTRUCTION WITHIN TXDOT ROW SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT UTILITY ACCOMMODATION RULES.
5. EXISTING PAVEMENT SHOWN BEYOND WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
6. SUPERELEVATION RATES SHOWN ARE FOR MAIN LANES ONLY. SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO 2018 GREEN BOOK METHODOLOGY.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE END OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. SEE TYPICAL SECTIONS FOR PAVEMENT DETAILS.
9. ROW AND DRAINAGE EASEMENT LIMITS FROM FLOOD, DRAINAGE, RATE MAPS (FIRMS), PROJECTIONS, HYDRAULIC STUDIES, AND ENGINEERING JUDGEMENT ARE PENDING.
10. ALL RIGHT-OF-WAY LOCATIONS, TAKINGS, AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONVENTIONAL ROADWAY SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN ON THESE PLANS.
12. OWNERSHIP OF/DAMAGE TO UTILITIES FROM AUTOMATIC VEHICLE GATES TO BE DETERMINED DURING DETAIL DESIGN.
13. ALL PROPOSED ROW CONTROLLED ACCESS LOCATIONS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING ROW. THE EXACT LOCATION OF THE ROW REVISIONS ARE PENDING TO BE DETERMINED DURING DETAIL DESIGN.
14. TURNS DESIGNED TO ACCOMMODATE WB-62 TRUCK TURNING MOVEMENTS.
15. RAMP GRADE SLOPE TRANSITIONS AT POINTS WHICH LANES CLOSE AND FRONTAGE ROADS TIED WILL BE DETERMINED IN DETAIL DESIGN.
16. FUTURE SIGNAL POLE FOUNDATIONS CONSTRUCTED WITHIN THE PROPOSED RIGHT-OF-WAY FOR THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING DETAIL.

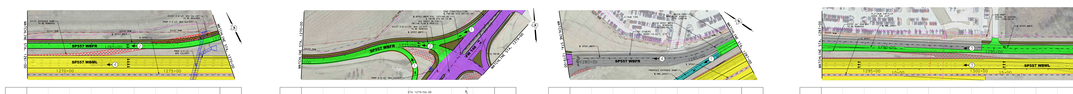
PRELIMINARY, NOT FOR CONSTRUCTION

SCALE: 1" = 100'

SP557 WBFR-1 (CONT.)









PRELIMINARY, NOT FOR CONSTRUCTION

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJs 0095-03-106, 0095-04-078 & 0495-01-081
LENGTH: 11.7 MILES

ROADWAY — DESIGN SPEED — FUNCTIONAL CLASSIFICATION
MAIN LANES: 60 MPH — URBAN FREEWAY
FRONTAGE ROADS: 40 MPH
RAMPS: 45 MPH
DIRECT CONNECTORS: 45 MPH
LOCAL STREETS: 30 MPH — LOCAL
TURNAROUND CONNECTORS: 25 MPH

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 850+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 947+00
ROLL 5 OF 3: PLAN & PROFILE STA. 947+00 TO STA. 900+00
ROLL 6 OF 3: PLAN & PROFILE STA. 900+00 TO STA. 1042+00
ROLL 7 OF 3: PLAN & PROFILE STA. 1002+00 TO STA. 1042+00
ROLL 8 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
ROLL 9 OF 3: PLAN & PROFILE STA. 1081+00 TO STA. 1178+00
ROLL 10 OF 3: PLAN & PROFILE STA. 1081+00 TO STA. 1178+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1177+00 TO STA. 1274+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1274+00 TO STA. 1371+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE MR FRONTAGE ROADS
ROLL 17 OF 3: PLAN & PROFILE MR FRONTAGE ROADS
ROLL 24 OF 3: PLAN & PROFILE SR AND MR USRC BUSINESS
ROLL 25 OF 3: PLAN & PROFILE SR FRONTAGE ROADS
ROLL 26 OF 3: PLAN & PROFILE FIRST CREEK STREETS
ROLL 27 OF 3: PLAN & PROFILE USRC/FIRST RAMPS
ROLL 28 OF 3: PLAN & PROFILE TURNAROUND CONNECTORS
ROLL 29 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER: 23/31

AGUIRRE & FIELDS
TEXAS REGISTERED ENGINEERING FIRM F-2578

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	40 MPH	URBAN FREEWAY
FRONTAGE ROADS:	30 MPH	
RAMPS:	40 MPH	
CROSSING ROADS WITH/ADDED CONNECTIONS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
SIDE STREET CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 45+00 TO STA. 740+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 740+00 TO STA. 814+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 814+00 TO STA. 937+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 937+00 TO STA. 977+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 977+00 TO STA. 993+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 993+00 TO STA. 1042+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1042+00 TO STA. 1342+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1342+00 TO STA. 1581+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1581+00 TO STA. 1734+00
ROLL 10 OF 3:	PLAN & PROFILE (SPOT) STA. 1734+00 TO STA. 1776+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1776+00 TO STA. 1227+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1321+00
ROLL 14 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE SH 205 INTERCHANGE
ROLL 17 OF 3:	PLAN & PROFILE SH 205 FRONTAGE ROADS
ROLL 18 OF 3:	PLAN & PROFILE EB AND WB USR2 BUSINESS
ROLL 19 OF 3:	PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 20 OF 3:	PLAN & PROFILE SPOOT CREEK CONNECTS
ROLL 21 OF 3:	PLAN & PROFILE CONNECTOR'S RAMPS
ROLL 22 OF 3:	PLAN & PROFILE SIDE STREET CONNECTORS
ROLL 23 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS





PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

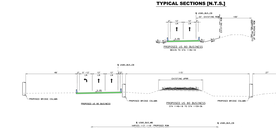
ROLL NUMBER 24/31

3000 GALLERIA PARKWAY
SUITE 100
PEARLAND, TX 77584
FIRM REGISTRATION NO. 5772

LEGEND

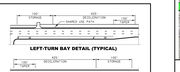
NOTES

TYPICAL SECTIONS [N.T.S.]

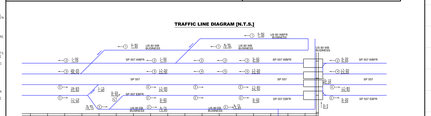


RAMP GORE DETAILS [N.T.S.]

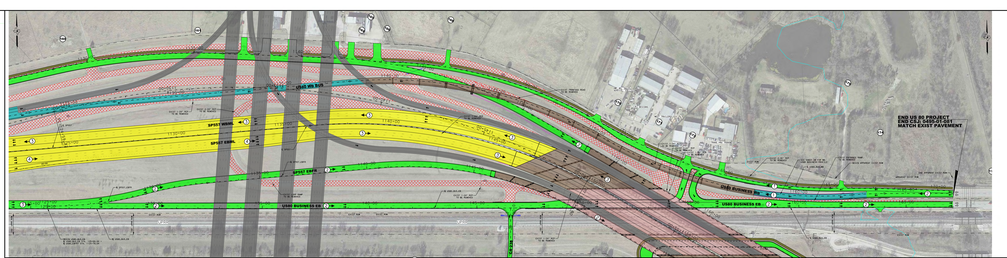


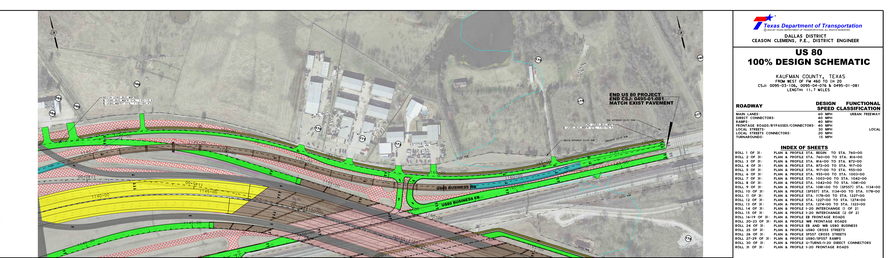


TRAFFIC LINE DIAGRAM [N.T.S.]

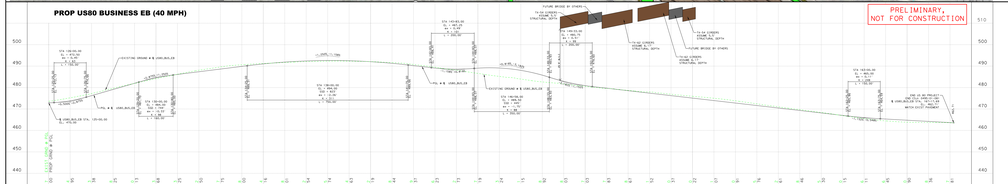


SCALE: 1" = 1000'

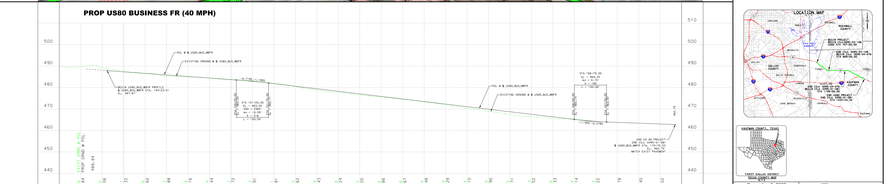




PROP US80 BUSINESS EB (40 MPH)



PROP US80 BUSINESS FR (40 MPH)



Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY / DESIGN SPEED / FUNCTIONAL CLASSIFICATION
MAIN LANES: 40 MPH URBAN FREEWAY
FRONTAGE ROADS: 30 MPH
RAMPS: 40 MPH
CROSSING ROADS WITH/ADDED CONNECTIONS: 40 MPH
LOCAL STREETS: 30 MPH LOCAL
SIDE STREET CONNECTORS: 30 MPH
TURNAROUNDS: 15 MPH

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 45+00 TO STA. 740+00
ROLL 2 OF 3: PLAN & PROFILE STA. 740+00 TO STA. 814+00
ROLL 3 OF 3: PLAN & PROFILE STA. 814+00 TO STA. 937+00
ROLL 4 OF 3: PLAN & PROFILE STA. 937+00 TO STA. 977+00
ROLL 5 OF 3: PLAN & PROFILE STA. 977+00 TO STA. 993+00
ROLL 6 OF 3: PLAN & PROFILE STA. 993+00 TO STA. 1042+00
ROLL 7 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1342+00
ROLL 8 OF 3: PLAN & PROFILE STA. 1342+00 TO STA. 1581+00
ROLL 9 OF 3: PLAN & PROFILE STA. 1581+00 TO STA. 1734+00
ROLL 10 OF 3: PLAN & PROFILE (SPOT) STA. 1734+00 TO STA. 1776+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1776+00 TO STA. 1227+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1274+00 TO STA. 1321+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE SH 205 INTERCHANGE
ROLL 17 OF 3: PLAN & PROFILE SH 205 FRONTAGE ROADS
ROLL 18 OF 3: PLAN & PROFILE EB AND WB USR2 BUSINESS
ROLL 19 OF 3: PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 20 OF 3: PLAN & PROFILE SPOOT CREEK CONNECTS
ROLL 21 OF 3: PLAN & PROFILE CONNECTOR'S RAMPS
ROLL 22 OF 3: PLAN & PROFILE SIDE STREET CONNECTORS
ROLL 23 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS

December 8, 2023

ROLL NUMBER 24/31

3000 GALLERIA PARKWAY
SUITE 100
PEARLAND, TX 77584
FIRM REGISTRATION NO. 5772

Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO CR 22
CSJs 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

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

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 40+00 TO STA. 740+00
ROLL 2 OF 3: PLAN & PROFILE STA. 740+00 TO STA. 814+00
ROLL 2 OF 3: PLAN & PROFILE STA. 814+00 TO STA. 837+00
ROLL 2 OF 3: PLAN & PROFILE STA. 837+00 TO STA. 907+00
ROLL 3 OF 3: PLAN & PROFILE STA. 907+00 TO STA. 950+00
ROLL 3 OF 3: PLAN & PROFILE STA. 950+00 TO STA. 1042+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1364+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1364+00 TO STA. 1586+00
ROLL 4 OF 3: PLAN & PROFILE STA. 1586+00 TO STA. 1749+00
ROLL 10 OF 3: PLAN & PROFILE 18TH ST STA. 1749+00 TO STA. 1776+00
ROLL 11 OF 3: PLAN & PROFILE STA. 1776+00 TO STA. 1827+00
ROLL 12 OF 3: PLAN & PROFILE STA. 1827+00 TO STA. 1874+00
ROLL 13 OF 3: PLAN & PROFILE STA. 1874+00 TO STA. 1900+00
ROLL 14 OF 3: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3: PLAN & PROFILE SH 34 INTERCHANGE
ROLL 23 OF 3: PLAN & PROFILE NB FRONTAGE ROADS
ROLL 24 OF 3: PLAN & PROFILE SB AND WB USRS BUSINESS
ROLL 25 OF 3: PLAN & PROFILE NB AND WB USRS BUSINESS
ROLL 26 OF 3: PLAN & PROFILE GROOT CEMETERY
ROLL 27 OF 3: PLAN & PROFILE GROOT/ROOT RAMPS
ROLL 28 OF 3: PLAN & PROFILE CROSSROADS CONNECTORS
ROLL 29 OF 3: PLAN & PROFILE I-20 FRONTAGE ROADS



Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
MAIN LANES:	45 MPH	URBAN FREEWAY
FRONTAGE ROADS:	30 MPH	
RAMPS:	45 MPH	
CROSS STREETS BYPASSES/CONNECTORS:	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
CROSS STREETS - CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 6028.75 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 814+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 814+00 TO STA. 870+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 870+00 TO STA. 927+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 927+00 TO STA. 983+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 983+00 TO STA. 1039+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1039+00 TO STA. 1042+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1042+00 TO STA. 1098+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1098+00 TO STA. 1154+00
ROLL 10 OF 3:	PLAN & PROFILE 18FIRST STA. 1154+00 TO STA. 1196+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1196+00 TO STA. 1227+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1321+00
ROLL 14 OF 3:	PLAN & PROFILE 1-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE 1-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE FM 460 TO PRIVATE ROAD
ROLL 17 OF 3:	PLAN & PROFILE FM 460 WB US80 BUSINESS
ROLL 18 OF 3:	PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 19 OF 3:	PLAN & PROFILE FM 148 TO PRIVATE ROAD
ROLL 20 OF 3:	PLAN & PROFILE SPOOT CEASE STREETS
ROLL 21 OF 3:	PLAN & PROFILE 0095/1870? RAMPS
ROLL 22 OF 3:	PLAN & PROFILE 0095/1870? RAMPS CONNECTORS
ROLL 23 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS

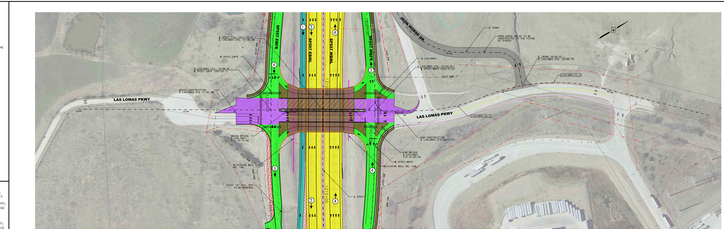


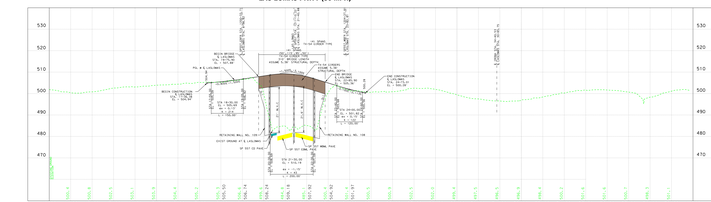


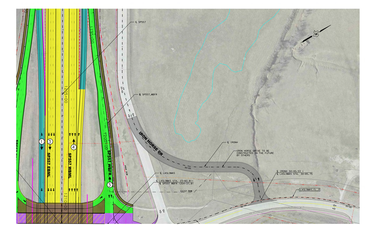
December 8, 2023

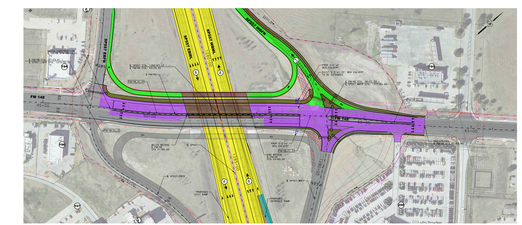
ROLL NUMBER 26/31

AGUIRRE & FIELDS
TBPE FIRM NO. F-2566
TBPLS FIRM NO. 10029600









BASELINE	CURVE	P.I. STATION	P.I. STATION - N,P.I. STATION	D.C.	DELTA	PREVIOUS TANGENT	LENGTH	P.C. STATION	P.T. STATION
LAS/BAS/L(1)	LAS/BAS/L(1)	27+55.58	NA, NA, 615.4587	03.63.15, 175.7751	3° 30' 51.4362"	417.9855.00	352.58	23+67.86	29+69.58
LAS/BAS/L(2)	LAS/BAS/L(2)	29+69.58	NA, NA, 615.4587	03.63.15, 175.7751	3° 30' 51.4362"	352.58	1,000.00	29+69.58	39+69.58
IRONHOR	IRONHOR_2	29+91.45	NA, NA, 583.4587	03.63.15, 1727	9° 50' 15.5940"	4.73	505.00	76.73	106.12
IRONHOR	IRONHOR_2	29+76.59	NA, 956, 615.9348	03.63.15, 855.3780	70° 00' 12.3940"	4.73	253.00	241.95	416.46
FM148_CL	FM148_CL	13+45.91	NA, 951, 773.3918	03.63.15, 855.1758	19° 30' 54.4344"	1,752.4971	1,000.00	03.89	136.00
FM148_CL	FM148_CL	13+45.91	NA, 951, 773.3918	03.63.15, 855.1758	19° 30' 54.4344"	1,752.4971	1,000.00	03.89	136.00
FM148_CL	FM148_CL	14+58.58	NA, 952, 673.8944	03.63.15, 855.3617	9° 50' 15.7787"	857.9.000.00	168.97	337.70	1,337.70
FM148_CL	FM148_CL_4	50+01.36	NA, 953, 660.3383	03.63.15, 855.6987	8° 10' 42.6314"	1,7.2,000.00	142.10	283.74	48+59.25
FM148_CL	FM148_CL_5	50+01.36	NA, 953, 660.3383	03.63.15, 855.6987	8° 10' 42.6314"	1,7.2,000.00	142.10	283.74	48+59.25
FM148_CL	FM148_CL_6	51+13.34	NA, 953, 562.4680	03.63.15, 855.7395	8° 11' 26.1327"	571.3,000.00	110.39	224.66	52+37.85

PRELIMINARY, NOT FOR CONSTRUCTION

Texas Department of Transportation

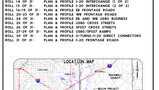
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80
100% DESIGN SCHEMATIC

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

ROADWAY — DESIGN SPEED — FUNCTIONAL CLASSIFICATION
MAIN LANES: 45 MPH — URBAN FREEWAY
FRONTAGE ROADS: 30 MPH
RAMPS: 45 MPH
CROSS STREETS BYPASSES/CONNECTORS: 45 MPH
LOCAL STREETS: 30 MPH — LOCAL
CROSS STREETS - CONNECTORS: 30 MPH
TURNAROUNDS: 15 MPH

ROLL 1 OF 3:	PLAN & PROFILE STA. 6028.75 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 814+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 814+00 TO STA. 870+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 870+00 TO STA. 927+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 927+00 TO STA. 983+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 983+00 TO STA. 1039+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1039+00 TO STA. 1042+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1042+00 TO STA. 1098+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1098+00 TO STA. 1154+00
ROLL 10 OF 3:	PLAN & PROFILE 18FIRST STA. 1154+00 TO STA. 1196+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1196+00 TO STA. 1227+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1321+00
ROLL 14 OF 3:	PLAN & PROFILE 1-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE 1-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE FM 460 TO PRIVATE ROAD
ROLL 17 OF 3:	PLAN & PROFILE FM 460 WB US80 BUSINESS
ROLL 18 OF 3:	PLAN & PROFILE EB AND WB US80 BUSINESS
ROLL 19 OF 3:	PLAN & PROFILE FM 148 TO PRIVATE ROAD
ROLL 20 OF 3:	PLAN & PROFILE SPOOT CEASE STREETS
ROLL 21 OF 3:	PLAN & PROFILE 0095/1870? RAMPS
ROLL 22 OF 3:	PLAN & PROFILE 0095/1870? RAMPS CONNECTORS
ROLL 23 OF 3:	PLAN & PROFILE I-20 FRONTAGE ROADS





December 8, 2023

ROLL NUMBER 26/31

AGUIRRE & FIELDS
TBPE FIRM NO. F-2566
TBPLS FIRM NO. 10029600

Texas Department of Transportation

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:	65 MPH	URBAN FREEWAY
FRONTAGE ROAD/CONNECTORS:	40 MPH	
RAMPS:	45 MPH	
SUBURBAN BYPASSES/CONNECTORS:	60 MPH	RURAL
LOCAL STREETS:	30 MPH	LOCAL
FRONTAGE ROAD/CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31 : PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31 : PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 31 : PLAN & PROFILE STA. 854+00 TO STA. 947+00
ROLL 4 OF 31 : PLAN & PROFILE STA. 947+00 TO STA. 1041+00
ROLL 5 OF 31 : PLAN & PROFILE STA. 1041+00 TO STA. 1135+00
ROLL 6 OF 31 : PLAN & PROFILE STA. 1135+00 TO STA. 1228+00
ROLL 7 OF 31 : PLAN & PROFILE STA. 1228+00 TO STA. 1322+00
ROLL 8 OF 31 : PLAN & PROFILE STA. 1322+00 TO STA. 1416+00
ROLL 9 OF 31 : PLAN & PROFILE STA. 1416+00 TO STA. 1509+00
ROLL 10 OF 31 : PLAN & PROFILE STA. 1509+00 TO STA. 1603+00
ROLL 11 OF 31 : PLAN & PROFILE STA. 1603+00 TO STA. 1696+00
ROLL 12 OF 31 : PLAN & PROFILE STA. 1696+00 TO STA. 1790+00
ROLL 13 OF 31 : PLAN & PROFILE STA. 1790+00 TO STA. 1883+00
ROLL 14 OF 31 : PLAN & PROFILE STA. 1883+00 TO STA. 1977+00
ROLL 15 OF 31 : PLAN & PROFILE STA. 1977+00 TO STA. 2070+00
ROLL 16 OF 31 : PLAN & PROFILE STA. 2070+00 TO STA. 2164+00
ROLL 17 OF 31 : PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 18 OF 31 : PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 19 OF 31 : PLAN & PROFILE SH 205 INTERCHANGE
ROLL 20 OF 31 : PLAN & PROFILE SH 205 AND WB USR2 BUSINESS
ROLL 21 OF 31 : PLAN & PROFILE EB AND WB USR2 BUSINESS
ROLL 22 OF 31 : PLAN & PROFILE SPOOT CROSS STREETS
ROLL 23 OF 31 : PLAN & PROFILE USR80/SPOOT RAMPS
ROLL 24 OF 31 : PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 25 OF 31 : PLAN & PROFILE I-20 FRONTAGE ROADS



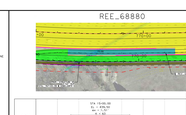
PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

ROLL NUMBER 27/31

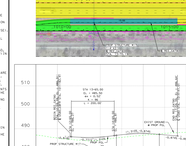
3000 GALLERIA PARKWAY
SUITE 700
PLANO, TX 75024
FIRM REGISTRATION NO. 3772

LEGEND



NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON TOPOGRAPHIC SURVEY PERFORMED BY KIMLEY-HORN AND TOPO DATED FEBRUARY 14, 2023 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO BE MEASURED AS SHOWN UNLESS NOTED OTHERWISE.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH SHALL BE 10' WIDE CONCRETE.
   b. SHARED USE PATH SHALL BE CONSTRUCTED WITH 2% CROSS SLOPE AWAY FROM ROADWAY, UNLESS OTHERWISE SHOWN. SHARED USE PATH SHALL MAINTAIN MAXIMUM ROAD DRIVEWAY RETURN SLOPES AND 1% FOR ADJACENT RAMPS AND LANDINGS AT INTERSECTIONS UNLESS NOTED OTHERWISE.
   c. SHARED USE PATH CONSTRUCTION IN FRONTAGE ROADS TO BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE CITY OF KAUFMAN'S REQUIREMENTS.
4. EXISTING PAVEMENT/BRIDGES, LOCATION, WIDTH, LIMITS OF PROPOSED RECONSTRUCTION WILL BE VERIFIED IN THE FIELD.
5. ALL PROPOSED CURB RADII ARE TO BE MEASURED TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
6. SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK CRITERIA FOR 65 MPH.
7. ALL CURBS ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR FACE OF CURB UNLESS NOTED OTHERWISE. ALL CURB RADII ARE 30' UNLESS NOTED OTHERWISE.
9. CONSTRUCTION EASEMENTS/LIMITS FROM CLOSE, INSURANCE RATE MAPS (NOT FLOODWAY) DOCUMENTS, AND FLOOD STUDY DOCUMENTS ARE CURRENTLY IN PROGRESS.
10. ALL UTILITY LOCATIONS, CLEARANCES, AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONVENTIONAL ROADWAY SIGNAGE, SMALL SIGNS, AND PAVEMENT MARKINGS ARE NOT SHOWN FOR CLARITY.
12. UNDERPASS CLEARANCES DETERMINED FROM AASHTO GREEN BOOK.
13. THE CONTRACTOR SHALL COORDINATE WITH ADJACENT IH 20 PROJECTS TO ENSURE THAT THE PROPOSED ROW PARCELS/EASEMENTS THE CONTRACTOR NEEDS ACCESS TO ARE CLEAR OF UTILITY RELOCATIONS AND PROPERLY TIED TO EXISTING ROW/EASEMENTS.
14. CLIMBING DESIGNED TO ACCOMMODATE 80-KIP TRUCK AT CRAWL SPEED.
15. RAMP CROSS SLOPE TRANSITIONS AT MAIN MEDIAN LANES TO NEW AND EXISTING ROADS TIED WILL MATCH EXISTING SLOPES.
16. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AND/OR SHARED USE PATH PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.



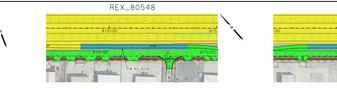
PRELIMINARY, NOT FOR CONSTRUCTION

December 8, 2023

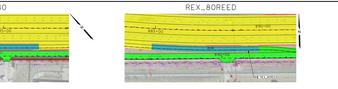
ROLL NUMBER 27/31

3000 GALLERIA PARKWAY
SUITE 700
PLANO, TX 75024
FIRM REGISTRATION NO. 3772

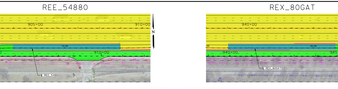
REE_68880



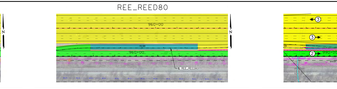
REX_80548



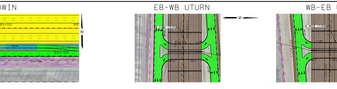
REE_PIN80



REX_80REED



REE_54880



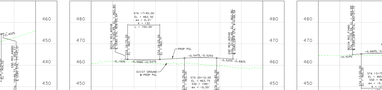
REX_80GAT

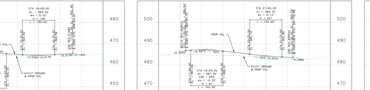
REE_REED80

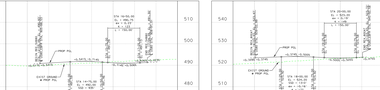
REX_80WIN

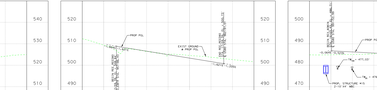
EB-WB UTURN

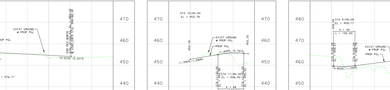
WB-EB UTURN



















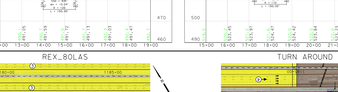
REE_GAT80



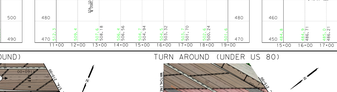
REX_80HEL



REX_80BUS



REE_BUS80



REX_80LAS



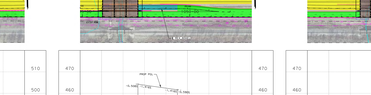
TURN AROUND (EAST BOUND)

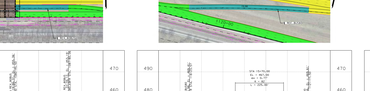
TURN AROUND (UNDER US 80)

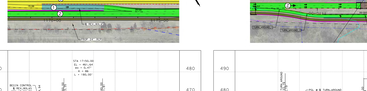


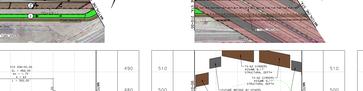
TURN AROUND (WEST BOUND)

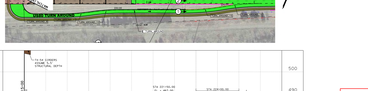












Texas Department of Transportation

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

US 80
100% DESIGN SCHEMATIC

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

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

INDEX OF SHEETS

ROLL 1 OF 3:	PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 3:	PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3:	PLAN & PROFILE STA. 854+00 TO STA. 1004+00
ROLL 4 OF 3:	PLAN & PROFILE STA. 823+00 TO STA. 927+00
ROLL 5 OF 3:	PLAN & PROFILE STA. 917+00 TO STA. 950+00
ROLL 6 OF 3:	PLAN & PROFILE STA. 1004+00 TO STA. 1162+00
ROLL 7 OF 3:	PLAN & PROFILE STA. 1002+00 TO STA. 1162+00
ROLL 8 OF 3:	PLAN & PROFILE STA. 1162+00 TO STA. 1268+00
ROLL 9 OF 3:	PLAN & PROFILE STA. 1162+00 TO STA. 1274+00
ROLL 10 OF 3:	PLAN & PROFILE (SPOT) STA. 1134+00 TO STA. 1176+00
ROLL 11 OF 3:	PLAN & PROFILE STA. 1268+00 TO STA. 1374+00
ROLL 12 OF 3:	PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 3:	PLAN & PROFILE STA. 1274+00 TO STA. 1374+00
ROLL 14 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)
ROLL 15 OF 3:	PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)
ROLL 16 OF 3:	PLAN & PROFILE EB AND WB USRS RAMPS
ROLL 20 OF 3:	PLAN & PROFILE FRONTAGE ROADS
ROLL 24 OF 3:	PLAN & PROFILE EB AND WB USRS BUSINESS
ROLL 25 OF 3:	PLAN & PROFILE FRONTAGE ROADS
ROLL 26 OF 3:	PLAN & PROFILE GROUP CREEK STREETS
ROLL 27 OF 3:	PLAN & PROFILE USRS/HOYT RAMPS
ROLL 28 OF 3:	PLAN & PROFILE LOCAL STREETS/CONNECTORS
ROLL 31 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS





PRELIMINARY, NOT FOR CONSTRUCTION



December 8, 2023

ROLL NUMBER 28/31

3310 GAYLORD PARKWAY
SUITE 300
FRISCO, TX 75034
FIRM REGISTRATION NO. 3974

LEGEND



NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY CLIENT'S SURVEYOR, WESTWOOD, DATED JANUARY 2023 AND ON AERIAL PHOTOGRAPHY FROM TOPO DATED FEBRUARY 14, 2020 AND RECORD PLANS.
2. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR BACK OF CURB UNLESS OTHERWISE NOTED.
3. SHARED USE PATH AND RAMP LAYOUT:
   - SHARED USE PATH: 10' WIDE CONCRETE SHARED USE PATH WITH 2% CROSS SLOPE AND 5' CLEAR ZONE.
   - RAMP: 5' WIDE CONCRETE SIDEWALK WITH 2% CROSS SLOPE AND 5' CLEAR ZONE.
4. RAILROAD RIGHT-OF-WAY AND EASEMENT PARCEL MAPS TO BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE RAILROAD COMMISSION OF TEXAS.
5. EXISTING PAVEMENT/CROSSES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND REPLACED AS NEEDED.
6. SUPERELEVATION OF ROTATION IS ABOUT THE PROFILE GRADE LINE UNLESS OTHERWISE NOTED. SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK METHODOLOGY.
7. ALL CURVE AND TYPE II LOCATES NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR BACK OF CURB UNLESS OTHERWISE NOTED. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
9. FINAL ROW/EASEMENT/PROPERTY LIMITS FROM TITLE INSURANCE RATE MAPS (RPR) DOCUMENTS, MONUMENTATION, AND SURVEY PLATS TO BE DETERMINED DURING PHASE(S).
10. ALL UTILITY LOCATIONS, CLEARANCES, CONFLICTS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONFLICTING, PRIMARY SIGNAGE, SMALL SIGNS, AND SIGNALS WITHIN THE PROPOSED ROW TO BE RELOCATED.
12. UNDERGROUND UNDERMINING DISTRICTS FROM RAILROAD EXISTING MINING OPERATIONS TO BE DETERMINED.
13. EXISTING RETAINING WALLS LOCATED IN PROXIMITY OF THE PROPOSED ROW PHYSICALLY INTERSECTS THE PROPOSED ROW WILL BE REMOVED AND REPLACED. EXISTING AND PROPOSED TIES TO BE DETERMINED DURING DESIGN.
14. CLEARING DESIGNED TO ACCOMMODATE 60-62 TRUCK TRACTOR SEMI-TRAILER.
15. RAMP CROSS SLOPE TRANSITIONS OF TWICE WHICH LANE IS TAX AND FINANCED ROADS TOO WILL VARY FROM 2% TO 4% MAXIMUM.
16. CUSTOM SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED RETAINING WALL LIMITS FOR THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.

PRELIMINARY, NOT FOR CONSTRUCTION



SCALES (HOR) = AS SHOWN
SCALES (VERT) = AS SHOWN

RWX_80LOV

STA 19+00.00
N = 7,000.00
E = 7,000.00
PROP. FG
EXIST. GROUND
PROP. FG
STA 19+00.00
N = 7,000.00
E = 7,000.00

Texas Department of Transportation

DALLAS DISTRICT

CEASON CLEMENS, P.E., DISTRICT ENGINEER

US 80

100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS

FROM WEST OF FM 460 TO CH 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
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
DIRECTIONAL ROADS BYPASSES/CONNECTORS:	60 MPH	
LOCAL STREETS:	30 MPH	LOCAL
DIRECTIONAL CONNECTORS:	40 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 760+00
ROLL 2 OF 3: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 3: PLAN & PROFILE STA. 854+00 TO STA. 853+00
ROLL 1 OF 3: PLAN & PROFILE STA. 853+00 TO STA. 857+00
ROLL 2 OF 3: PLAN & PROFILE STA. 857+00 TO STA. 900+00
ROLL 3 OF 3: PLAN & PROFILE STA. 900+00 TO STA. 1042+00
ROLL 1 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1042+00
ROLL 2 OF 3: PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
ROLL 3 OF 3: PLAN & PROFILE STA. 1081+00 TO STA. 1134+00
ROLL 1A OF 3: PLAN & PROFILE 28TH ST. STA. 1134+00 TO STA. 1176+00
ROLL 2A OF 3: PLAN & PROFILE 28TH ST. STA. 1176+00 TO STA. 1214+00
ROLL 3A OF 3: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 1B OF 3: PLAN & PROFILE I-20 INTERCHANGE
ROLL 2B OF 3: PLAN & PROFILE I-20 INTERCHANGE
ROLL 3B OF 3: PLAN & PROFILE I-20 INTERCHANGE
ROLL 24 OF 31: PLAN & PROFILE NB FRONTAGE ROADS
ROLL 25 OF 31: PLAN & PROFILE SB AND NB USBO BUSINESS
ROLL 26 OF 31: PLAN & PROFILE SB FRONTAGE ROADS
ROLL 27 OF 31: PLAN & PROFILE GRADY GIESE STREETS
ROLL 27 OF 31: PLAN & PROFILE USBO/SPOOT RAMPS
ROLL 28 OF 31: PLAN & PROFILE DIRECTIONAL CONNECTORS
ROLL 29 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
DALLAS
KAUFMAN
HENDERSON
VAN ZANDT
RAINS
WOOD
SMITH
ROCKWALL
HUNT
RED RIVER
FANNIN
GRAYSON
COLLIN
DENTON
CLAY
MONTAGUE
WISE
JACK
PARKER
TARRANT
HOOD
SOMERVELL
COMANCHE
ERATH
HAMILTON
BOSQUE
HILL
JOHNSON
ELLIS
NAVARRO
FREESTONE
LIMESTONE
ROBERTSON
LEON
HOUSTON
MADISON
GRIMES
WALKER
SAN JACINTO
MONTGOMERY
LIBERTY
HARRIS
CHAMBERS
GALVESTON
BRAZORIA
MATAGORDA
WHARTON
JEFFERSON
ORANGE
HARDIN
JASPER
NEWTON
TYLER
POLK
TRINITY
SAN JACINTO

Texas Department of Transportation

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
FRONTAGE ROADS:	40 MPH	
RAMPS:	40 MPH	
CONNECTING ROADS BYPASSES/CONNECTORS:	40 MPH	
LOCAL STREETS:	30 MPH	LOCAL
LOCAL STREETS/ CONNECTORS:	30 MPH	
TURNAROUNDS:	30 MPH	

INDEX OF SHEETS

ROLL 1 OF 31: PLAN & PROFILE STA. 85+00. TO STA. 760+00

ROLL 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 836+00

ROLL 3 OF 31: PLAN & PROFILE STA. 836+00 TO STA. 912+00

ROLL 4 OF 31: PLAN & PROFILE STA. 912+00 TO STA. 987+00

ROLL 5 OF 31: PLAN & PROFILE STA. 987+00 TO STA. 1063+00

ROLL 6 OF 31: PLAN & PROFILE STA. 1063+00 TO STA. 1139+00

ROLL 7 OF 31: PLAN & PROFILE STA. 1139+00 TO STA. 1262+00

ROLL 8 OF 31: PLAN & PROFILE STA. 1262+00 TO STA. 1387+00

ROLL 9 OF 31: PLAN & PROFILE STA. 1387+00 TO STA. 1512+00 & STA. 1749+00 TO STA. 1774+00

ROLL 10 OF 31: PLAN & PROFILE STA. 1512+00 TO STA. 1637+00 & STA. 1774+00 TO STA. 1829+00

ROLL 11 OF 31: PLAN & PROFILE STA. 1637+00 TO STA. 1674+00

ROLL 12 OF 31: PLAN & PROFILE STA. 1674+00 TO STA. 1749+00

ROLL 13 OF 31: PLAN & PROFILE I-20 INTERCHANGE (1 OF 2)

ROLL 14 OF 31: PLAN & PROFILE I-20 INTERCHANGE (2 OF 2)

ROLL 15 OF 31: PLAN & PROFILE I-20 INTERCHANGE (3 OF 3)

ROLL 16 OF 31: PLAN & PROFILE FM 460 INTERCHANGE

ROLL 17 OF 31: PLAN & PROFILE FM 460 FRONTAGE ROADS

ROLL 18 OF 31: PLAN & PROFILE SH 205 AND WB USR2 BUSINESS

ROLL 19 OF 31: PLAN & PROFILE EB USR2 BUSINESS

ROLL 20 OF 31: PLAN & PROFILE SPOOT CEDAR STREETS

ROLL 21 OF 31: PLAN & PROFILE SPOOT/SPOOT RAMPS

ROLL 22 OF 31: PLAN & PROFILE LOOP 301 CONNECTORS

ROLL 23 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS



12/07/2020

December 8, 2023

ROLL NUMBER: 30/31

AGUIRRE & FIELDS

TBPE FIRM NO. F-2566

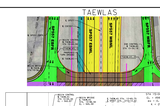
TBPLS FIRM NO. 10029600

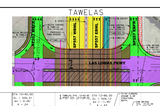
NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY AGUIRRE & FIELDS, L.P. DATED 2020 AND TOPO DATED FEBRUARY 14, 2020 AND RECORD PLANS.
2. ALL PROPOSED ROW AND EASEMENTS SHALL BE ACQUIRED BY DEED.
3. SHARED USE PATH AND RAMP LAYOUT:
   - a. SHARED USE PATH SHALL BE 10' CONCRETE PAVEMENT WITH 2' SHOULDERS (1' CONCRETE, 1' GRADED PAVEMENT) AND 2% CROSS SLOPE AWAY FROM ROADWAY.
   - b. RAMP DESIGNED RETURN RADII ARE 15', FOR ADDITIONAL RADII SEE PLAN SHEETS. ALL RAMPS/PATHS UNLESS NOTED OTHERWISE.
4. ACCESS TO PROPERTIES ADJACENT TO PROJECT SHALL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE LATEST ACCESS MANAGEMENT MANUAL.
5. EXISTING PAVEMENT/BRIDGE CLEARANCE NOTES: THE LIMITS OF PROPOSED RECONSTRUCTION WILL BE DETERMINED DURING THE DESIGN PHASE.
6. SUPERELEVATION: ALL CURVES ARE DESIGNED TO THE MAXIMUM SUPERELEVATION RATE WHERE CALCULATED BASED ON DESIGN SPEED AND RADIUS OF CURVATURE.
7. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
8. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR CURB UNLESS NOTED OTHERWISE. ALL DIMENSIONS ARE TO BE VERIFIED IN THE FIELD.
9. ITEMS TO BE CONSTRUCTED WITHIN LIMITS FROM CLEAR, INSURANCE RATE MAPS (NOT-CLEARED), PROTECTION, ENVIRONMENTAL CONSTRAINTS, AND CONSTRUCTION SEQUENCING PROVIDED.
10. ALL UTILITY LOCATIONS, LOCATIONS, ELEVATIONS AND ELEVATIONS OBTAINED FROM RECORD INFORMATION.
11. CONVENTIONAL PAVEMENT DESIGNS (SMALL CURVES) ARE SHOWN ON THE PLAN AND PROFILE SHEETS.
12. OWNERSHIP OF UTILITIES TO BE DETERMINED FROM RAILROAD, ELECTRIC, GAS, TELEPHONE AND TELEGRAPH COMPANIES.
13. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND IF THE PROPOSED ROW PHYSICALLY SATISFACTORY THE UTILITY COMPANY AND THE CITY AND COUNTY AND THE RELOCATION AND PROPERTY TO BE DETERMINED DURING THE DESIGN PHASE.
14. TURNING RADIUSES TO ACCOMMODATE 48-62 TRUCK TURNING MOVEMENTS.
15. RAMP CROSS SLOPE TRANSITIONS OF BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR ON THE RAMP.
16. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED ROW AT INTERSECTIONS WITHIN THE PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING PS&E.

PRELIMINARY, NOT FOR CONSTRUCTION

GRAPHIC SCALE IN FEET




TAEWLAS
PAVE 1
PAVE 2
PAVE 3
PAVE 4
PAVE 5
PAVE 6
PAVE 7
PAVE 8
PAVE 9
PAVE 10
PAVE 11
PAVE 12
PAVE 13
PAVE 14
PAVE 15
PAVE 16
PAVE 17
PAVE 18
PAVE 19
PAVE 20
PAVE 21
PAVE 22
PAVE 23
PAVE 24
PAVE 25
PAVE 26
PAVE 27
PAVE 28
PAVE 29
PAVE 30
PAVE 31
PAVE 32
PAVE 33
PAVE 34
PAVE 35
PAVE 36
PAVE 37
PAVE 38
PAVE 39
PAVE 40
PAVE 41
PAVE 42
PAVE 43
PAVE 44
PAVE 45
PAVE 46
PAVE 47
PAVE 48
PAVE 49
PAVE 50
PAVE 51
PAVE 52
PAVE 53
PAVE 54
PAVE 55
PAVE 56
PAVE 57
PAVE 58
PAVE 59
PAVE 60
PAVE 61
PAVE 62
PAVE 63
PAVE 64
PAVE 65
PAVE 66
PAVE 67
PAVE 68
PAVE 69
PAVE 70
PAVE 71
PAVE 72
PAVE 73
PAVE 74
PAVE 75
PAVE 76
PAVE 77
PAVE 78
PAVE 79
PAVE 80
PAVE 81
PAVE 82
PAVE 83
PAVE 84
PAVE 85
PAVE 86
PAVE 87
PAVE 88
PAVE 89
PAVE 90
PAVE 91
PAVE 92
PAVE 93
PAVE 94
PAVE 95
PAVE 96
PAVE 97
PAVE 98
PAVE 99
PAVE 100
PAVE 101
PAVE 102
PAVE 103
PAVE 104
PAVE 105
PAVE 106
PAVE 107
PAVE 108
PAVE 109
PAVE 110
PAVE 111
PAVE 112
PAVE 113
PAVE 114
PAVE 115
PAVE 116
PAVE 117
PAVE 118
PAVE 119
PAVE 120
PAVE 121
PAVE 122
PAVE 123
PAVE 124
PAVE 125
PAVE 126
PAVE 127
PAVE 128
PAVE 129
PAVE 130
PAVE 131
PAVE 132
PAVE 133
PAVE 134
PAVE 135
PAVE 136
PAVE 137
PAVE 138
PAVE 139
PAVE 140
PAVE 141
PAVE 142
PAVE 143
PAVE 144
PAVE 145
PAVE 146
PAVE 147
PAVE 148
PAVE 149
PAVE 150
PAVE 151
PAVE 152
PAVE 153
PAVE 154
PAVE 155
PAVE 156
PAVE 157
PAVE 158
PAVE 159
PAVE 160
PAVE 161
PAVE 162
PAVE 163
PAVE 164
PAVE 165
PAVE 166
PAVE 167
PAVE 168
PAVE 169
PAVE 170
PAVE 171
PAVE 172
PAVE 173
PAVE 174
PAVE 175
PAVE 176
PAVE 177
PAVE 178
PAVE 179
PAVE 180
PAVE 181
PAVE 182
PAVE 183
PAVE 184
PAVE 185
PAVE 186
PAVE 187
PAVE 188
PAVE 189
PAVE 190
PAVE 191
PAVE 192
PAVE 193
PAVE 194
PAVE 195
PAVE 196
PAVE 197
PAVE 198
PAVE 199
PAVE 200
PAVE 201
PAVE 202
PAVE 203
PAVE 204
PAVE 205
PAVE 206
PAVE 207
PAVE 208
PAVE 209
PAVE 210
PAVE 211
PAVE 212
PAVE 213
PAVE 214
PAVE 215
PAVE 216
PAVE 217
PAVE 218
PAVE 219
PAVE 220
PAVE 221
PAVE 222
PAVE 223
PAVE 224
PAVE 225
PAVE 226
PAVE 227
PAVE 228
PAVE 229
PAVE 230
PAVE 231
PAVE 232
PAVE 233
PAVE 234
PAVE 235
PAVE 236
PAVE 237
PAVE 238
PAVE 239
PAVE 240
PAVE 241
PAVE 242
PAVE 243
PAVE 244
PAVE 245
PAVE 246
PAVE 247
PAVE 248
PAVE 249
PAVE 250
PAVE 251
PAVE 252
PAVE 253
PAVE 254
PAVE 255
PAVE 256
PAVE 257
PAVE 258
PAVE 259
PAVE 260
PAVE 261
PAVE 262
PAVE 263
PAVE 264
PAVE 265
PAVE 266
PAVE 267
PAVE 268
PAVE 269
PAVE 270
PAVE 271
PAVE 272
PAVE 273
PAVE 274
PAVE 275
PAVE 276
PAVE 277
PAVE 278
PAVE 279
PAVE 280
PAVE 281
PAVE 282
PAVE 283
PAVE 284
PAVE 285
PAVE 286
PAVE 287
PAVE 288
PAVE 289
PAVE 290
PAVE 291
PAVE 292
PAVE 293
PAVE 294
PAVE 295
PAVE 296
PAVE 297
PAVE 298
PAVE 299
PAVE 300
PAVE 301
PAVE 302
PAVE 303
PAVE 304
PAVE 305
PAVE 306
PAVE 307
PAVE 308
PAVE 309
PAVE 310
PAVE 311
PAVE 312
PAVE 313
PAVE 314
PAVE 315
PAVE 316
PAVE 317
PAVE 318
PAVE 319
PAVE 320
PAVE 321
PAVE 322
PAVE 323
PAVE 324
PAVE 325
PAVE 326
PAVE 327
PAVE 328
PAVE 329
PAVE 330
PAVE 331
PAVE 332
PAVE 333
PAVE 334
PAVE 335
PAVE 336
PAVE 337
PAVE 338
PAVE 339
PAVE 340
PAVE 341
PAVE 342
PAVE 343
PAVE 344
PAVE 345
PAVE 346
PAVE 347
PAVE 348
PAVE 349
PAVE 350
PAVE 351
PAVE 352
PAVE 353
PAVE 354
PAVE 355
PAVE 356
PAVE 357
PAVE 358
PAVE 359
PAVE 360
PAVE 361
PAVE 362
PAVE 363
PAVE 364
PAVE 365
PAVE 366
PAVE 367
PAVE 368
PAVE 369
PAVE 370
PAVE 371
PAVE 372
PAVE 373
PAVE 374
PAVE 375
PAVE 376
PAVE 377
PAVE 378
PAVE 379
PAVE 380
PAVE 381
PAVE 382
PAVE 383
PAVE 384
PAVE 385
PAVE 386
PAVE 387
PAVE 388
PAVE 389
PAVE 390
PAVE 391
PAVE 392
PAVE 393
PAVE 394
PAVE 395
PAVE 396
PAVE 397
PAVE 398
PAVE 399
PAVE 400
PAVE 401
PAVE 402
PAVE 403
PAVE 404
PAVE 405
PAVE 406
PAVE 407
PAVE 408
PAVE 409
PAVE 410
PAVE 411
PAVE 412
PAVE 413
PAVE 414
PAVE 415
PAVE 416
PAVE 417
PAVE 418
PAVE 419
PAVE 420
PAVE 421
PAVE 422
PAVE 423
PAVE 424
PAVE 425
PAVE 426
PAVE 427
PAVE 428
PAVE 429
PAVE 430
PAVE 431
PAVE 432
PAVE 433
PAVE 434
PAVE 435
PAVE 436
PAVE 437
PAVE 438
PAVE 439
PAVE 440
PAVE 441
PAVE 442
PAVE 443
PAVE 444
PAVE 445
PAVE 446
PAVE 447
PAVE 448
PAVE 449
PAVE 450
PAVE 451
PAVE 452
PAVE 453
PAVE 454
PAVE 455
PAVE 456
PAVE 457
PAVE 458
PAVE 459
PAVE 460
PAVE 461
PAVE 462
PAVE 463
PAVE 464
PAVE 465
PAVE 466
PAVE 467
PAVE 468
PAVE 469
PAVE 470
PAVE 471
PAVE 472
PAVE 473
PAVE 474
PAVE 475
PAVE 476
PAVE 477
PAVE 478
PAVE 479
PAVE 480
PAVE 481
PAVE 482
PAVE 483
PAVE 484
PAVE 485
PAVE 486
PAVE 487
PAVE 488
PAVE 489
PAVE 490
PAVE 491
PAVE 492
PAVE 493
PAVE 494
PAVE 495
PAVE 496
PAVE 497
PAVE 498
PAVE 499
PAVE 500
PAVE 501
PAVE 502
PAVE 503
PAVE 504
PAVE 505
PAVE 506
PAVE 507
PAVE 508
PAVE 509
PAVE 510
PAVE 511
PAVE 512
PAVE 513
PAVE 514
PAVE 515
PAVE 516
PAVE 517
PAVE 518
PAVE 519
PAVE 520
PAVE 521
PAVE 522
PAVE 523
PAVE 524
PAVE 525
PAVE 526
PAVE 527
PAVE 528
PAVE 529
PAVE 530
PAVE 531
PAVE 532
PAVE 533
PAVE 534
PAVE 535
PAVE 536
PAVE 537
PAVE 538
PAVE 539
PAVE 540
PAVE 541
PAVE 542
PAVE 543
PAVE 544
PAVE 545
PAVE 546
PAVE 547
PAVE 548
PAVE 549
PAVE 550
PAVE 551
PAVE 552
PAVE 553
PAVE 554
PAVE 555
PAVE 556
PAVE 557
PAVE 558
PAVE 559
PAVE 560
PAVE 561
PAVE 562
PAVE 563
PAVE 564
PAVE 565
PAVE 566
PAVE 567
PAVE 568
PAVE 569
PAVE 570
PAVE 571
PAVE 572
PAVE 573
PAVE 574
PAVE 575
PAVE 576
PAVE 577
PAVE 578
PAVE 579
PAVE 580
PAVE 581
PAVE 582
PAVE 583
PAVE 584
PAVE 585
PAVE 586
PAVE 587
PAVE 588
PAVE 589
PAVE 590
PAVE 591
PAVE 592
PAVE 593
PAVE 594
PAVE 595
PAVE 596
PAVE 597
PAVE 598
PAVE 599
PAVE 600
PAVE 601
PAVE 602
PAVE 603
PAVE 604
PAVE 605
PAVE 606
PAVE 607
PAVE 608
PAVE 609
PAVE 610
PAVE 611
PAVE 612
PAVE 613
PAVE 614
PAVE 615
PAVE 616
PAVE 617
PAVE 618
PAVE 619
PAVE 620
PAVE 621
PAVE 622
PAVE 623
PAVE 624
PAVE 625
PAVE 626
PAV

Texas Department of Transportation

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

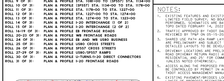
US 80
100% DESIGN SCHEMATIC

KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO CR 22
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
FRONTAGE ROAD/CONNECTORS:	40 MPH	
RAMPS:	45 MPH	
RAMPS (SL ROADS BYPASSES/CONNECTORS):	45 MPH	
LOCAL STREETS:	30 MPH	LOCAL
FRONTAGE ROAD CONNECTORS:	30 MPH	
TURNAROUNDS:	15 MPH	

INDEX OF SHEETS

ROLL 1 OF 31: PLAN & PROFILE STA. 85+00 TO STA. 760+00
ROLL 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 854+00
ROLL 3 OF 31: PLAN & PROFILE STA. 854+00 TO STA. 939+00
ROLL 4 OF 31: PLAN & PROFILE STA. 939+00 TO STA. 1017+00
ROLL 5 OF 31: PLAN & PROFILE STA. 1017+00 TO STA. 1103+00
ROLL 6 OF 31: PLAN & PROFILE STA. 1103+00 TO STA. 1182+00
ROLL 7 OF 31: PLAN & PROFILE STA. 1182+00 TO STA. 1262+00
ROLL 8 OF 31: PLAN & PROFILE STA. 1262+00 TO STA. 1340+00
ROLL 9 OF 31: PLAN & PROFILE STA. 1340+00 TO STA. 1397+93, STA. 1398+00 TO STA. 1398+00
ROLL 10 OF 31: PLAN & PROFILE 18TH ST. STA. 1398+00 TO STA. 1398+00
ROLL 11 OF 31: PLAN & PROFILE STA. 1398+00 TO STA. 1398+00
ROLL 12 OF 31: PLAN & PROFILE STA. 1527+00 TO STA. 1574+00
ROLL 13 OF 31: PLAN & PROFILE STA. 1574+00 TO STA. 1652+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 OF 31: PLAN & PROFILE MS VINES BUSINESS
ROLL 23-27 OF 31: PLAN & PROFILE MS FRONTAGE ROADS
ROLL 24 OF 31: PLAN & PROFILE SB AND MS VINES BUSINESS
ROLL 25 OF 31: PLAN & PROFILE SH 205 INTERCHANGE
ROLL 26 OF 31: PLAN & PROFILE GHOST CREEK STREETS
ROLL 27-29 OF 31: PLAN & PROFILE GHOST/WEST RAMPS
ROLL 28 OF 31: PLAN & PROFILE FRONTAGE ROAD CONNECTORS
ROLL 31 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS







December 8, 2023

ROLL NUMBER 31/31

AGUIRRE & FIELDS
TEXAS REGISTERED ENGINEERING FIRM F-2578

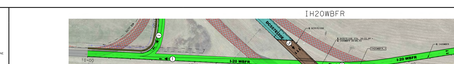
LEGEND

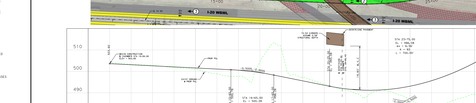
- EXISTING ROW
- EXISTING PAVEMENT
- EXISTING PROPERTY LINETS
- EXISTING EASEMENT
- EXISTING CURB & GUTTER
- EXISTING SIDEWALK LINETS
- PAVE MARKINGS
- EXISTING GEOMETRIC FIGURES
- EXISTING CONTOURS 10-FT
- EXISTING UNDERGROUND CABLE/FIBER OPTIC LINE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD UTILITY
- PROPOSED CENTERLINE/RAILING
- PROPOSED ROW
- PROPOSED ROW BY OTHERS
- PROPOSED EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED CURB
- PROPOSED GUTTER
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED PAVEMENT
- PAVEMENT REMOVAL TO BE REMIXED
- PROPOSED CONCRETE PAVEMENT
- PROPOSED CONCRETE BRIDGE
- PROPOSED BRIDGE RAIL
- PROPOSED BACK SLOPES
- PROPOSED SIDE SLOPES
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED RAMPS
- PROPOSED SHARED USE PATH
- PROPOSED PROJECT BY OTHERS
- PROPOSED SIDEWALK
- PROPOSED RIP-RAP
- PROPOSED SAFETY END TREAT
- PROPOSED GUARDRAIL
- PROPOSED TRAFFIC FLOW
- PROPOSED TRAFFIC FLOW
- PARCEL TO

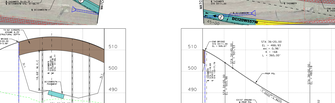
NOTES

1. EXISTING FEATURES AND EXISTING ROW BASED ON SURVEY BY CLIENT'S SURVEYOR, MS BOOKMAN SURVEY, INC. AND SURVEY BY AGUIRRE & FIELDS, L.P. AND AERIAL TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. HORIZONTAL DATUM IS NAD83 (2011) TEXAS STATE PLANE DISTRICT AND REVISED BY TXDOT ON 10/01/2021.
3. SHARED USE PATH AND RAMP LAYOUT:
   a. SHARED USE PATH AND RAMP LAYOUT SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
   b. DETAILED LOCATIONS ARE DEVELOPED DURING FINAL ROAD DESIGN. RETURN SUBJECT AND TYP. FOR SHARED USE PATH AND RAMP LOCATIONS.
   c. SHARED USE PATH AND RAMP LOCATIONS ON FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH TxDOT ACCESS MANAGEMENT MANUAL.
4. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED AND DISPOSED OF.
5. SUPERELEVATION RATE OF ROTATION IS ABOUT THE INSIDE EDGE OF TRAVEL LANE. MAXIMUM ALLOWABLE SUPERELEVATION RATES WERE CALCULATED BASED ON AASHTO GREEN BOOK METHODOLOGY FOR 60 MPH.
6. ALL CURVES ARE TYPE II UNLESS NOTED OTHERWISE.
7. DIMENSIONS ARE TO THE END OF PAVEMENT OR BACK OF CURB UNLESS NOTED OTHERWISE.
8. TYPICAL SECTIONS:
   a. TYPICAL SECTIONS SHOWN ARE GENERAL LIMITS FROM CLOSE, TANGENT, FACE SHEET, MACHINEGRADE, PROJECTIONS, ENGINEERING AND ENVIRONMENTAL CONSTRAINTS, CONSTRUCTION PHASING.
   b. ALL DIMENSIONS, LEFT/CENTERLINE, TAPERS, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
9. CONVENTIONAL PAVEMENT SCHEME (SMALL SCALE) ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND NOT FOR CONSTRUCTION.
10. UNDERSHOT UNDERPASS CLEARANCES FROM AASHTO.
11. EXISTING WATER LINE ADJUSTMENTS ARE PRELIMINARY AND SUBJECT TO CHANGE. ADJUSTMENTS/RELOCATIONS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING WATER LINE. THE EXTENT OF THE WATER LINE RELOCATIONS AND PRIORITY TO BE DETERMINED DURING FINAL DESIGN.
12. LIGHTING DESIGNED TO ACCOMMODATE 48-62 TRUCK MOUNTED LIFT EQUIPMENT.
13. RAMP CROSS SLOPE TRANSITIONS OCCUR BETWEEN MAIN LANES (0.5%) AND FRONTAGE ROADS (2%) WILL VARY BETWEEN 0.5% AND 2%.
14. FUTURE SIGNAL POLE FOUNDATIONS LOCATED WITHIN THE PROPOSED SIDEWALK AND SHARED USE PATH ON THIS PROJECT WILL NEED TO BE INCORPORATED INTO THE RETAINING WALL DESIGNS DURING FINAL.

PRELIMINARY, NOT FOR CONSTRUCTION

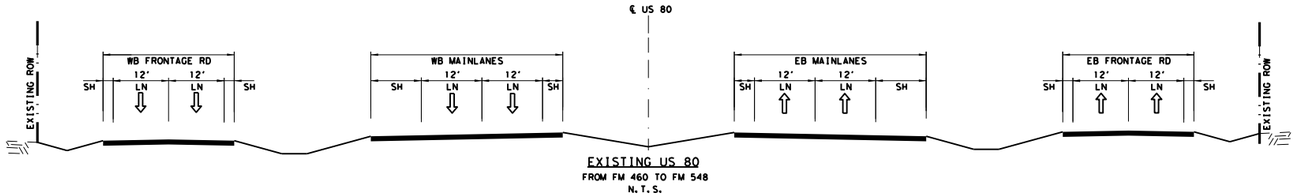




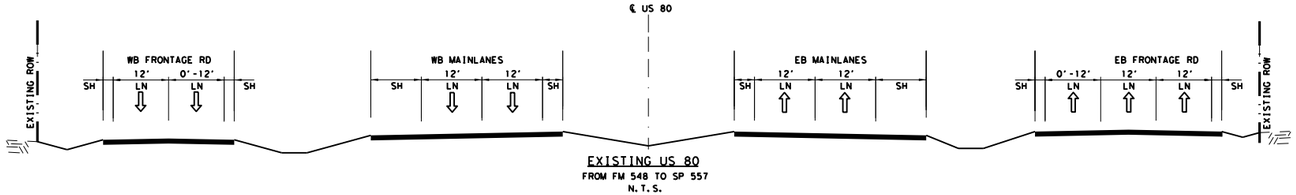


Appendix D: Typical Sections

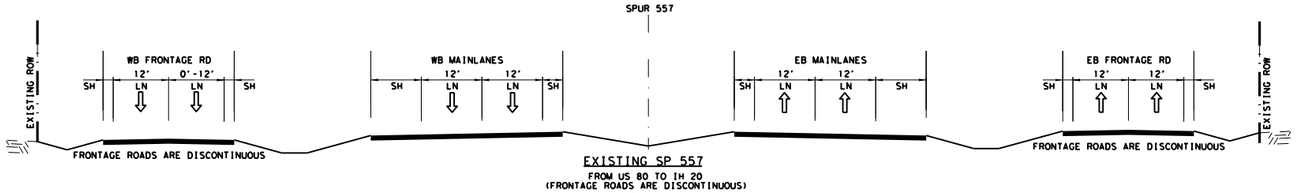
NOTE: GRAPHICS ARE NOT TO SCALE.



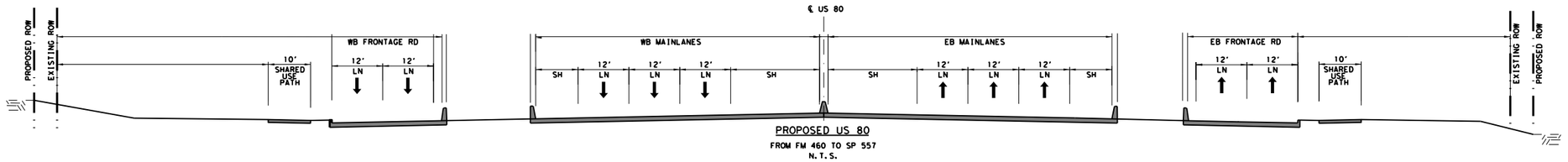
EXISTING US 80
FROM FM 460 TO FM 548
N.T.S.



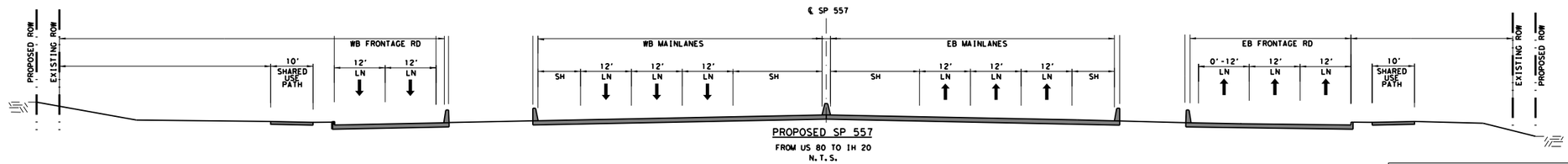
EXISTING US 80
FROM FM 548 TO SP 557
N.T.S.



EXISTING SP 557
FROM US 80 TO IH 20
(FRONTAGE ROADS ARE DISCONTINUOUS)
N.T.S.



PROPOSED US 80
FROM FM 460 TO SP 557
N.T.S.



PROPOSED SP 557
FROM US 80 TO IH 20
N.T.S.

REPRESENTATIVE TYPICAL SECTIONS

US 80 (FROM FM 460 TO SPUR 557)
AND SPUR 557 (FROM US 80 TO IH 20)
KAUFMAN COUNTY, TEXAS
CSJs: 0095-03-106, 0095-04-076, 0495-01-081

Appendix E: Resource Map

Construction Under 0095-03-100, etc.

460

66

Project Begin

80

Stream 1 (Buffalo Creek) - Int.

Stream 2 - Per.

Begin Construction

Existing ROW

City Limits

Delineated Water Feature

Perennial stream

Intermittent stream

Stream OHWM

EMST Observed Common Name Habitat

Central Texas: Floodplain Herbaceous Vegetation

Native Invasive: Deciduous Woodland

Open Water

Urban Low Intensity

Hazmat Site Location

Possible Project Impacts

0 100 200

Feet

Project Location

Forney

80

Terrell

Talty

20

Kaufman County

Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

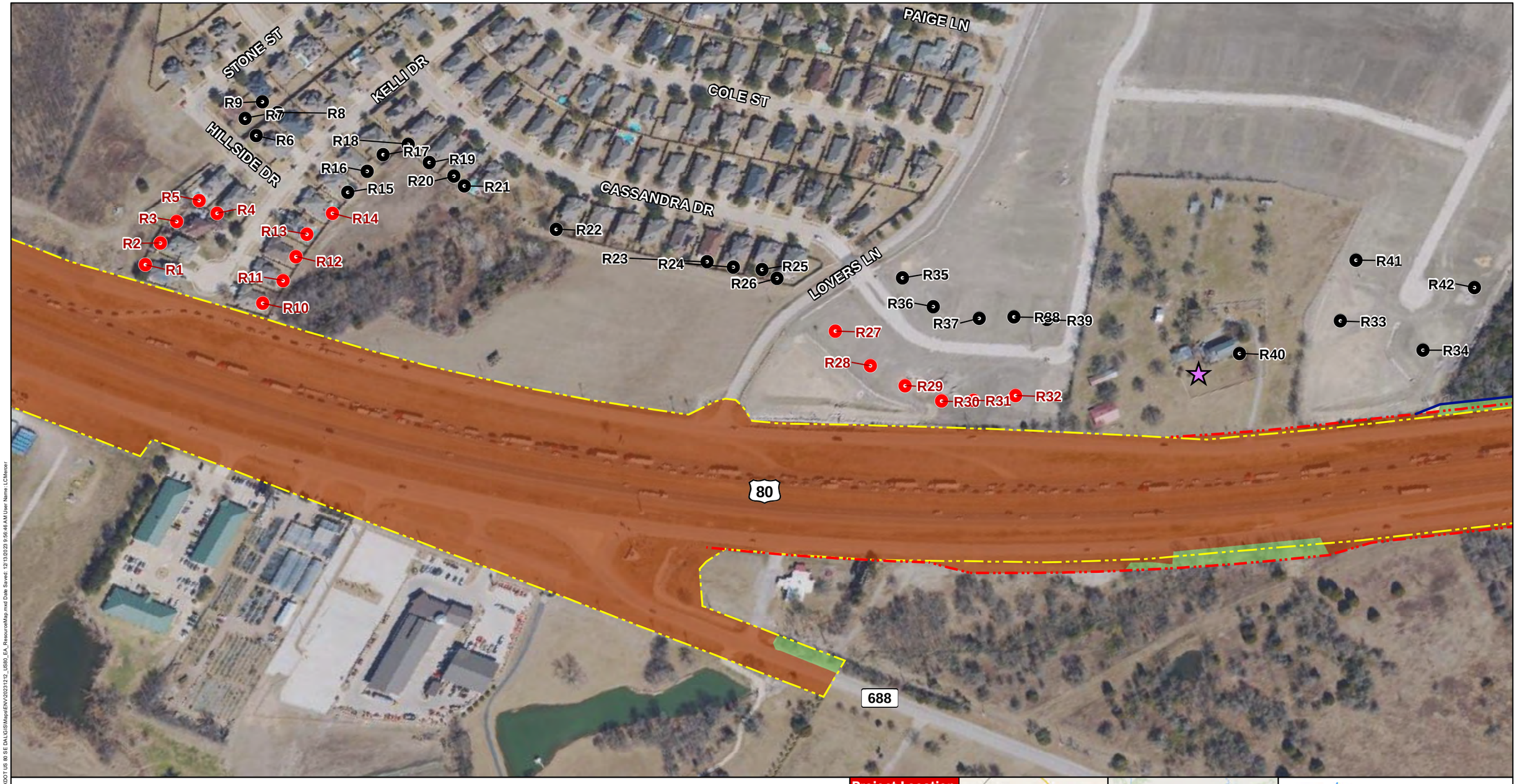
RESOURCE MAP

PAGE 1 / 20

Kaufman County, Texas

CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\2018\182077\40 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 11:59:09 AM User Name: LCMercer



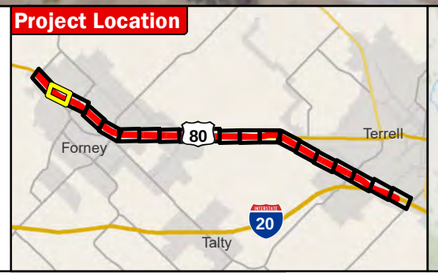
Existing ROW
Proposed ROW
Proposed Easement
City Limits
Eligible Historic Site

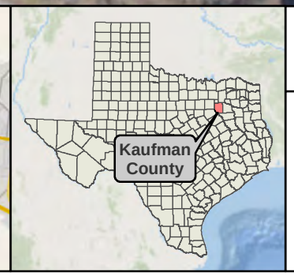
EMST Observed Common Name Habitat
Barren
Native Invasive: Deciduous Woodland

Urban Low Intensity

TNM Noise Analysis Receivers
Noise Receiver (Not Impacted)
Noise Receiver (Impacted)

N
0 100 200
Feet



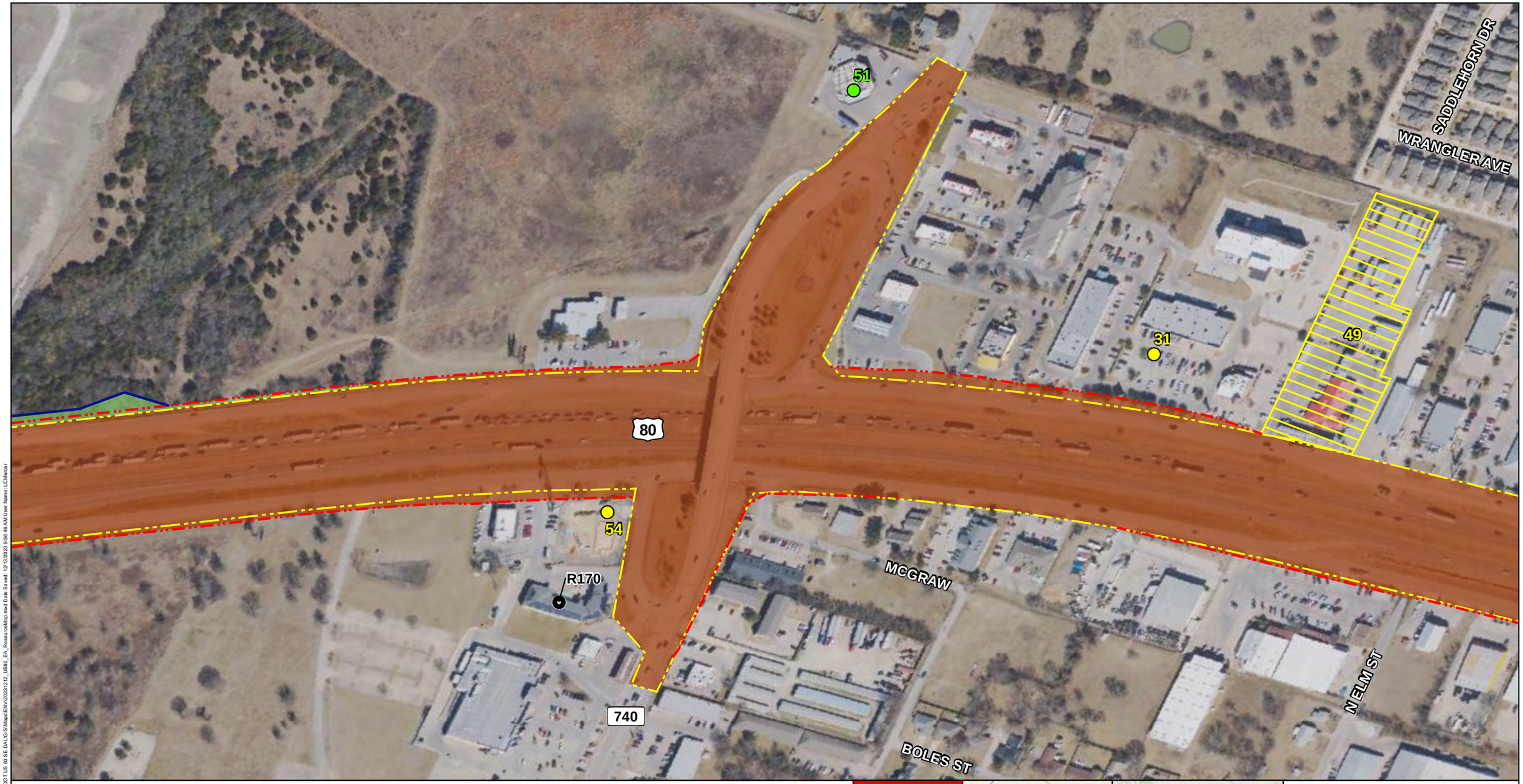


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 2 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelnc.local\gdata\Projects\20181\5207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212 _US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:48 AM User Name: LCMercer



Existing ROW
Proposed ROW
Proposed Easement
City Limits

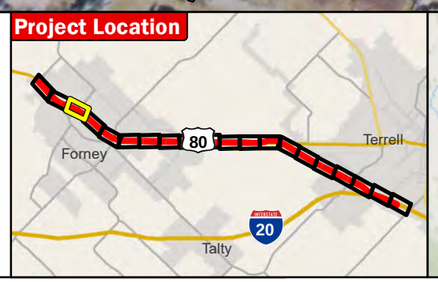
EMST Observed Common Name Habitat
Native Invasive: Deciduous Woodland
Urban Low Intensity

TNM Noise Analysis Receivers
Noise Receiver (Not Impacted)

Hazmat Site Location
Low or No Potential for Project Impacts
Possible Project Impacts
Possible Project Impacts

N
0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 3 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\gdata\Projects\2016\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

WRANGLER AVE

MUSTANG BLVD

Stream 5 - Int.

Stream 6 (Mustang Creek) - Int.

80

R105

R105A

R104

R103

R99

R98

R100

R101

R102

R95

R97

R94

R93

R96

R67

R68

R69

R70

R71

R73

R74

R76

R53

R66

R65

R54

R43

R52

R44

R64

R72

R77

R45

R55

R63

R75

R78

R46

R56

R50

R62

R85

R57

R47

R58

R92

R86

R84

R79

R61

R87

R80

R59

R48

R60

R88

R83

R81

R49

R51

R89

R82

R90

R91

PARK CREEK AVE

MANOR CIR

GENTRY LN

SCENIC DR

PARK MANOR AVE

CEDAR ST

Existing ROW

Proposed ROW

Proposed Easement

City Limits

Delineated Water Feature

Intermittent stream

Stream OHWM

EMST Observed Common Name Habitat

Central Texas: Floodplain Herbaceous Vegetation

Native Invasive: Deciduous Woodland

Urban Low Intensity

TNM Noise Analysis Receivers

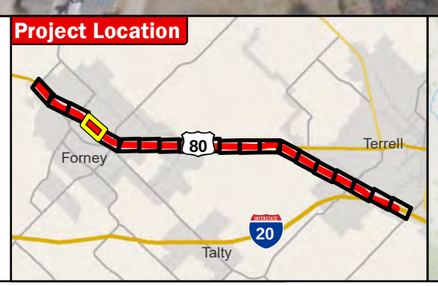
Noise Receiver (Not Impacted)

Noise Receiver (Impacted)

0 100 200

Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

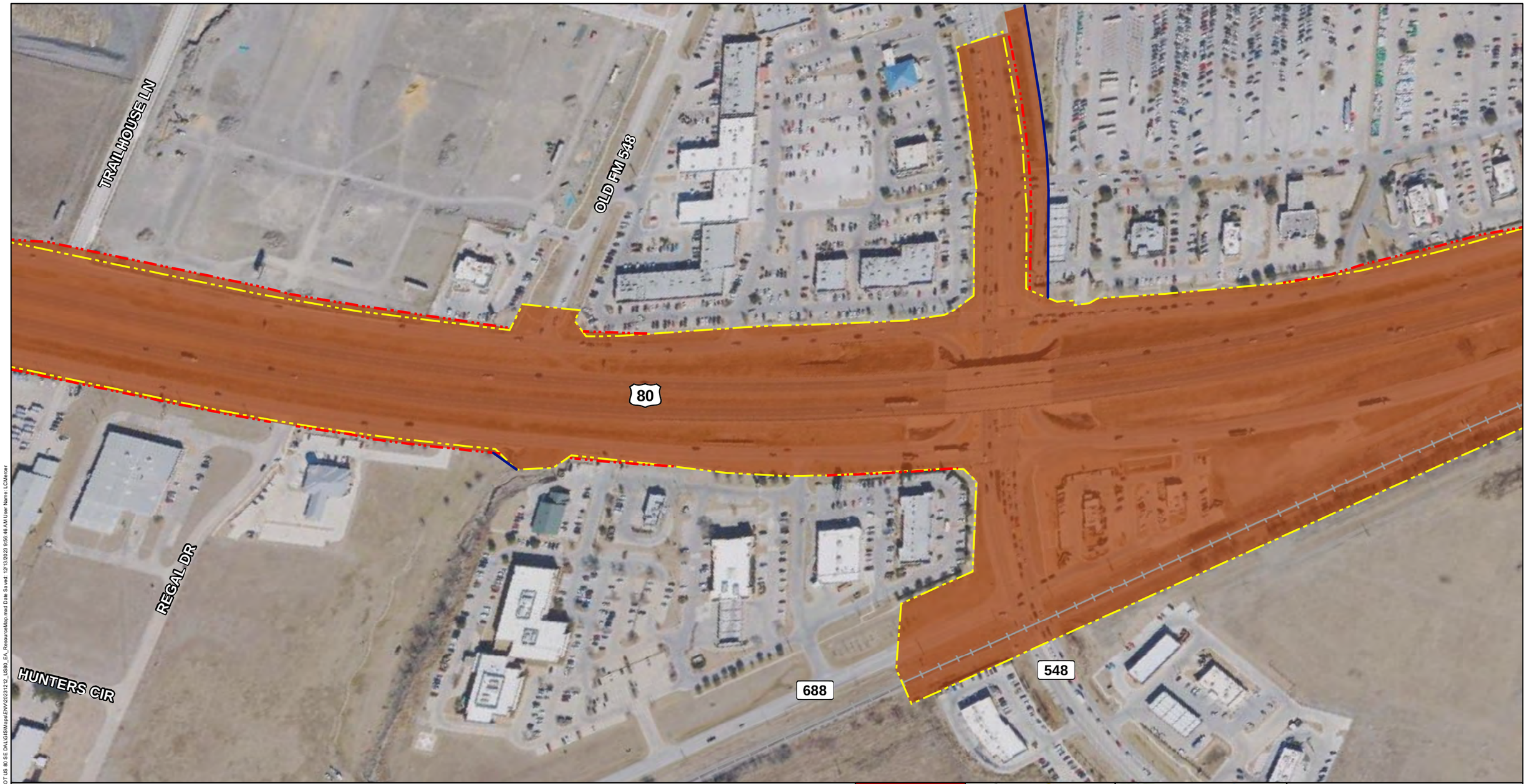
RESOURCE MAP

PAGE 4 / 20

Kaufman County, Texas

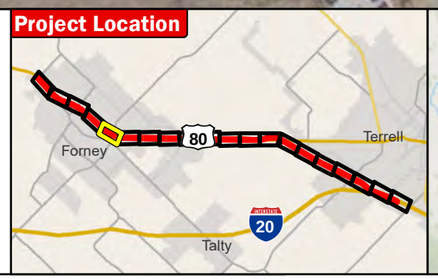
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garveinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



Existing ROW
Proposed ROW
Proposed Easement
Railroad
City Limits
EMST Observed Common Name Habitat
Urban Low Intensity

N
0 100 200
Feet



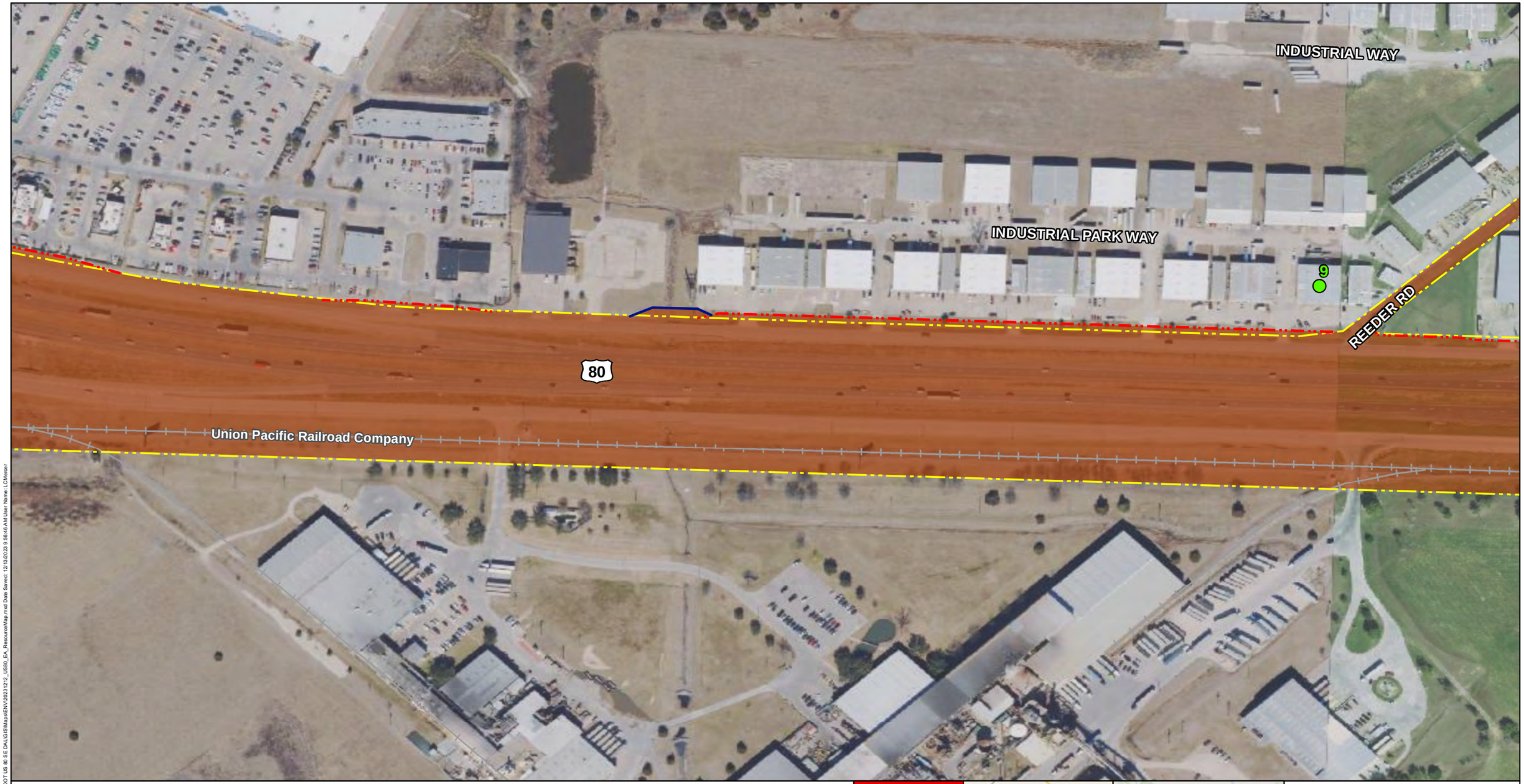


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 5 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



Existing ROW
Proposed ROW
Proposed Easement
Railroad
City Limits

EMST Observed Common Name Habitat
Urban Low Intensity

Hazmat Site Location
Low or No Potential for Project Impacts

N
0 100 200
Feet



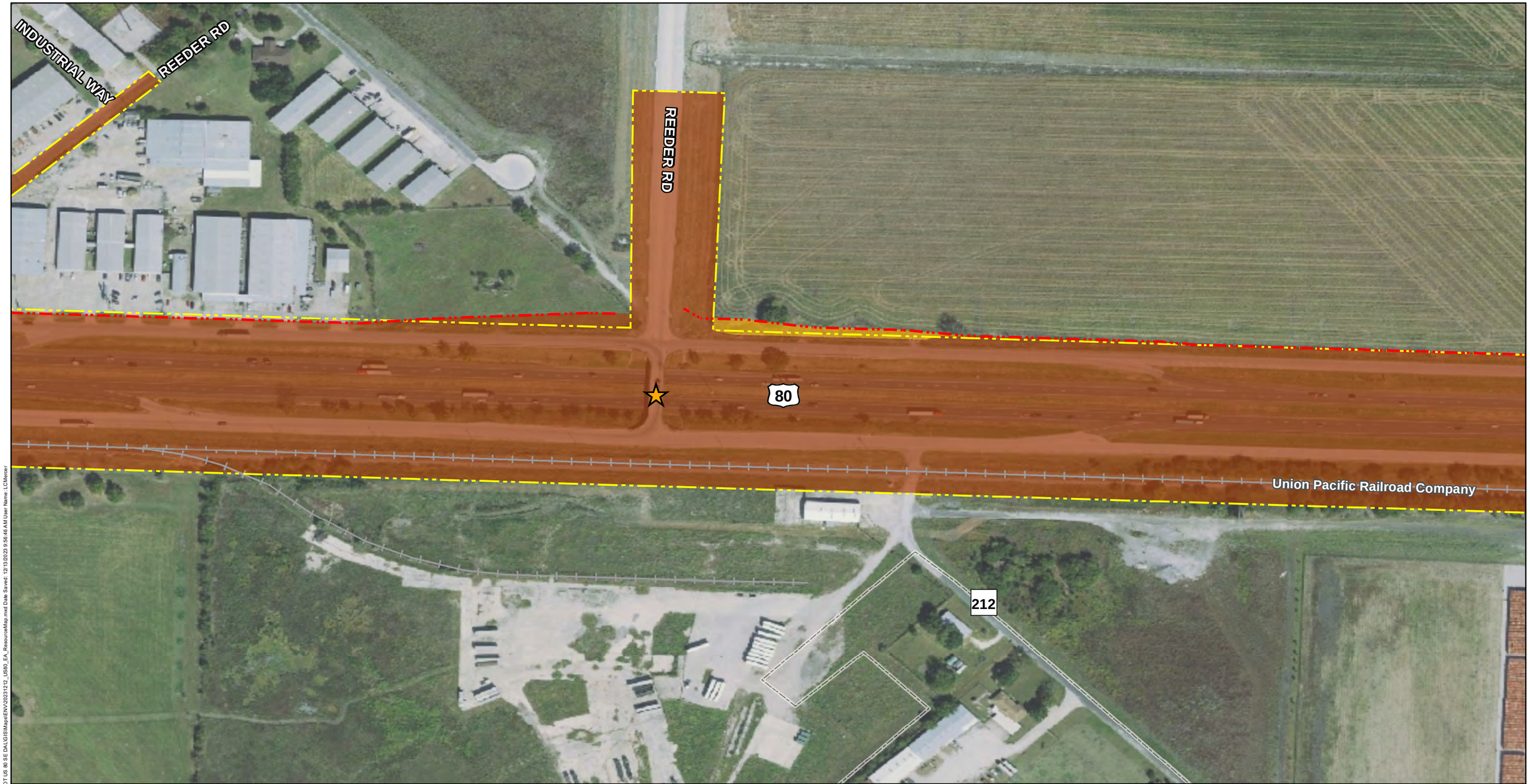


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 6 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212\2_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:49 AM User Name: LCMercer



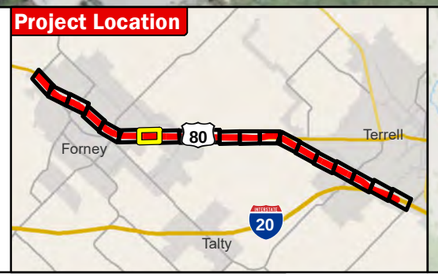
Existing ROW
Proposed ROW
Railroad
City Limits
Eligible Historic Bridge

EMST Observed Common Name Habitat
Row Crops
Urban Low Intensity

N

0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 7 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\20181820774\0 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

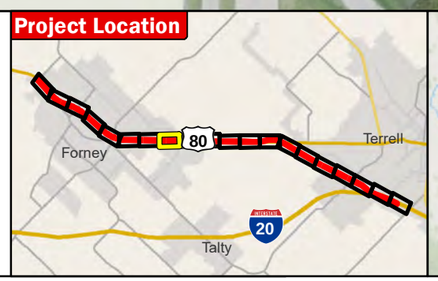


Existing ROW
Proposed ROW
Railroad
City Limits

EMST Observed Common Name Habitat
Native Invasive: Deciduous Woodland
Urban Low Intensity

N

0 100 200
Feet



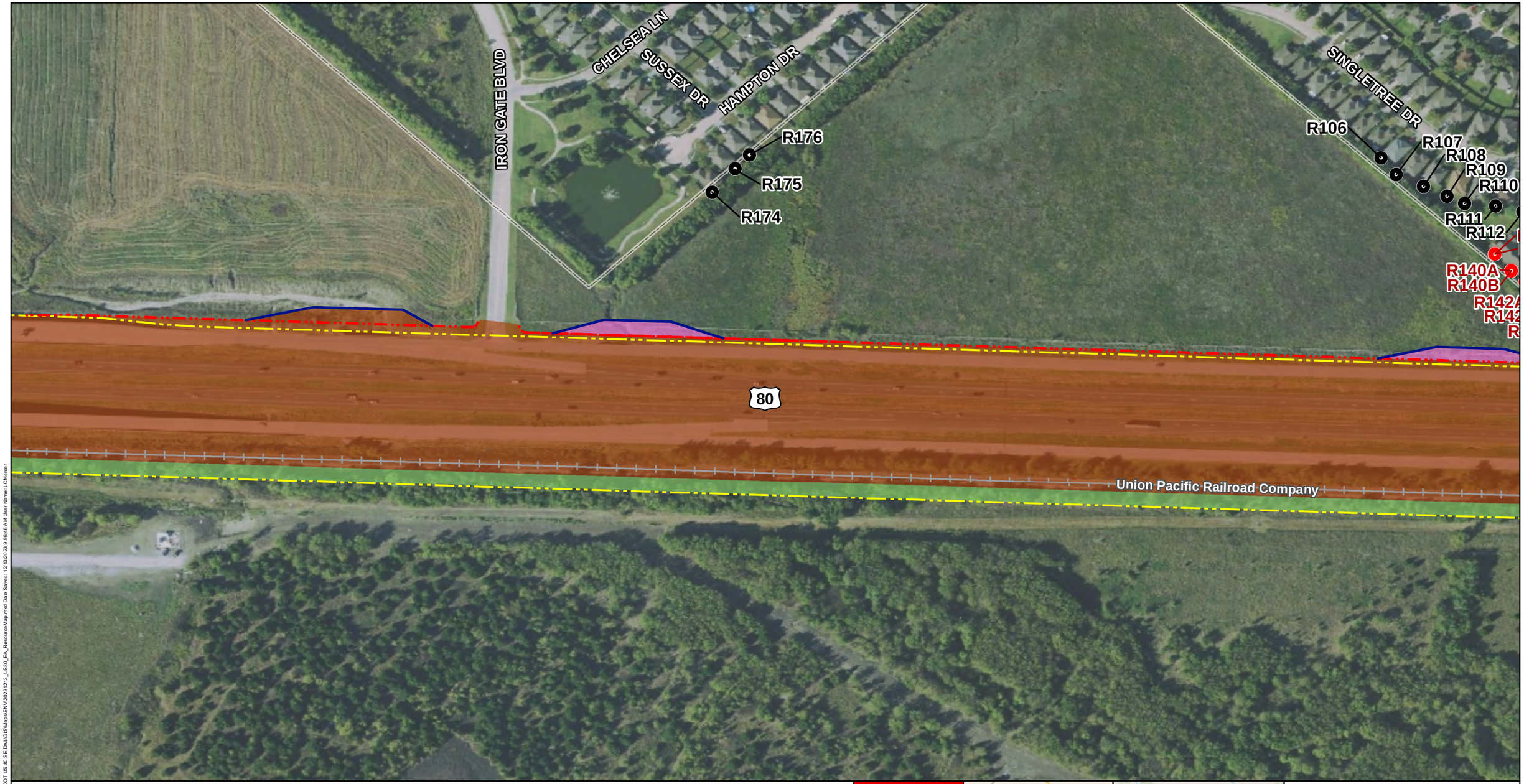


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 8 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\data\Projects\2016\1520740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



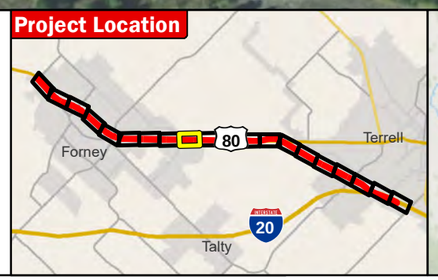
Existing ROW
Proposed ROW
Proposed Easement
Railroad
City Limits

EMST Observed Common Name Habitat
Blackland Prairie: Disturbance or Tame Grassland
Native Invasive: Deciduous Woodland

Urban Low Intensity

TNM Noise Analysis Receivers
Noise Receiver (Not Impacted)
Noise Receiver (Impacted)

N
0 100 200
Feet





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 9 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212\2_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:49 AM User Name: LCMercer



Existing ROW
Proposed ROW
Proposed Easement
Railroad
City Limits
Eligible Historic Bridge

Delineated Water Feature

Intermittent stream
Stream OHWM

EMST Observed Common Name Habitat

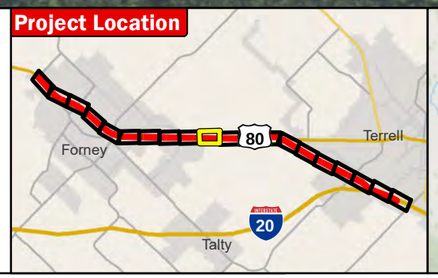
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Hardwood Forest
Central Texas: Floodplain Herbaceous Vegetation
Native Invasive: Deciduous Woodland
Urban Low Intensity

TNM Noise Analysis Receivers

Noise Receiver (Not Impacted)
Noise Receiver (Impacted)
Noise Receiver (Benefitted)
Proposed Noise Barrier

N
0 100 200
Feet

Project Location



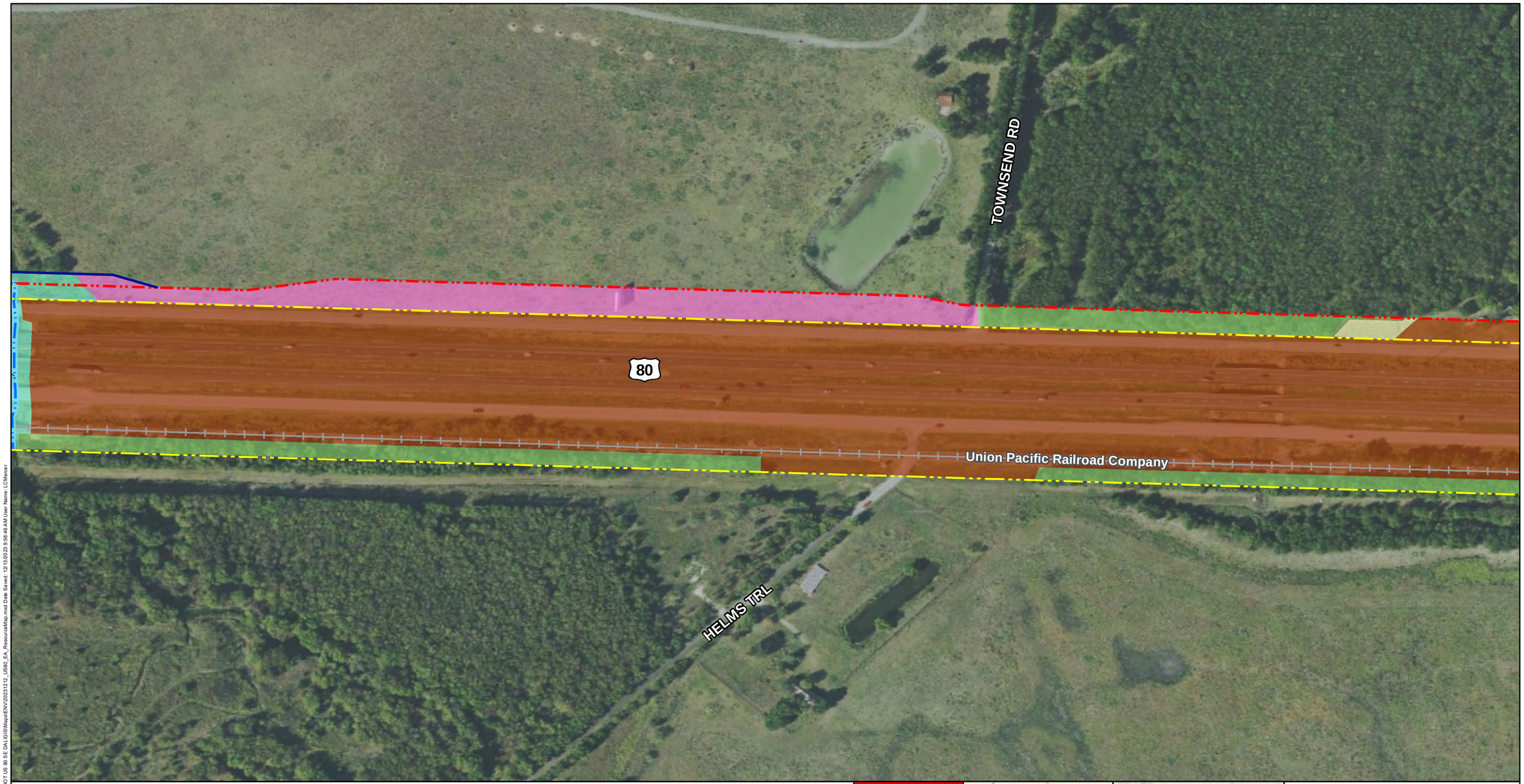


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 10 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 10:40:26 AM User Name: LCMercer



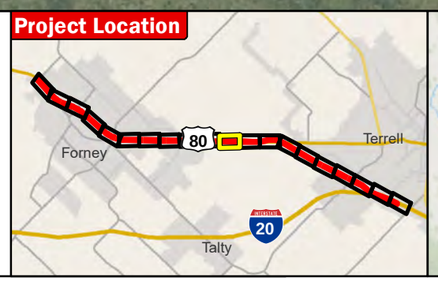
Existing ROW
Proposed ROW
Proposed Easement
Railroad

Delineated Water Feature
Intermittent stream
Stream OHWM

EMST Observed Common Name Habitat
Barren
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Herbaceous Vegetation
Native Invasive: Deciduous Woodland
Urban Low Intensity

N
0 100 200
Feet

Project Location



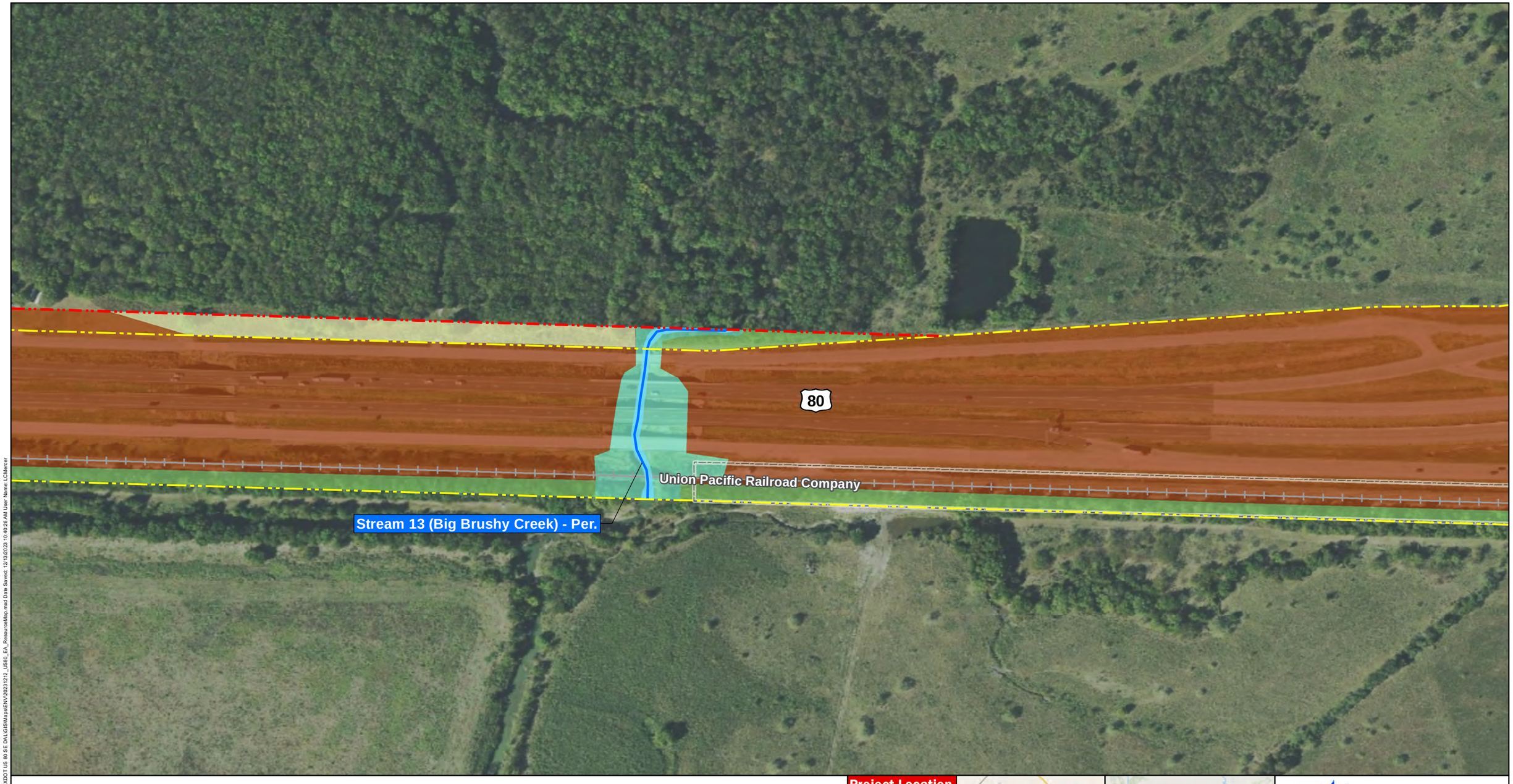


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 11 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\data\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



Existing ROW
Proposed ROW
Railroad
City Limits

Delineated Water Feature
Perennial stream
Stream OHWM

EMST Observed Common Name Habitat
Barren
Central Texas: Floodplain Herbaceous Vegetation
Native Invasive: Deciduous Woodland
Urban Low Intensity

N
0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 12 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 10:40:26 AM User Name: LCMercer



Existing ROW
Railroad
City Limits

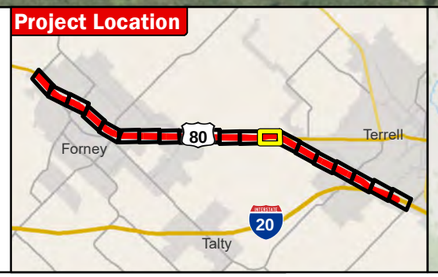
EMST Observed Common Name Habitat

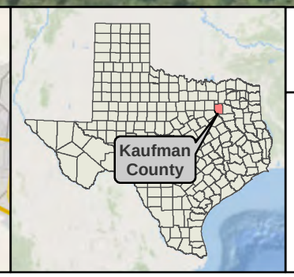
Native Invasive: Deciduous Woodland
Urban Low Intensity

N

0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

RESOURCE MAP

PAGE 13 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

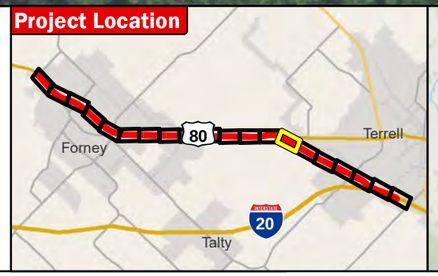
Document Path: \\garverinc.local\gdata\Projects\2018\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 10:40:26 AM User Name: LCMercer

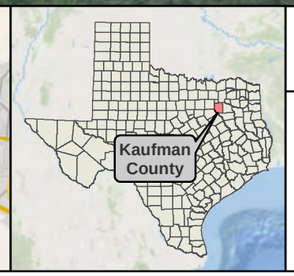


Existing ROW
Railroad
City Limits
Delineated Water Feature
Intermittent stream
Stream OHWM
EMST Observed Common Name Habitat
Central Texas: Floodplain Herbaceous Vegetation
Urban Low Intensity

N
0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 14 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\2018\182077\40 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

IRON HORSE DR

Stream 15 - Int.

557

LAS LOMAS PKWY

Existing ROW
Proposed ROW
City Limits

Delineated Water Feature
Intermittent stream
Stream OHWM

EMST Observed Common Name Habitat
Blackland Prairie: Disturbance or Tame Grassland
Central Texas: Floodplain Hardwood Forest
Central Texas: Floodplain Herbaceous Vegetation
Row Crops
Urban Low Intensity

N
0 100 200
Feet

Project Location



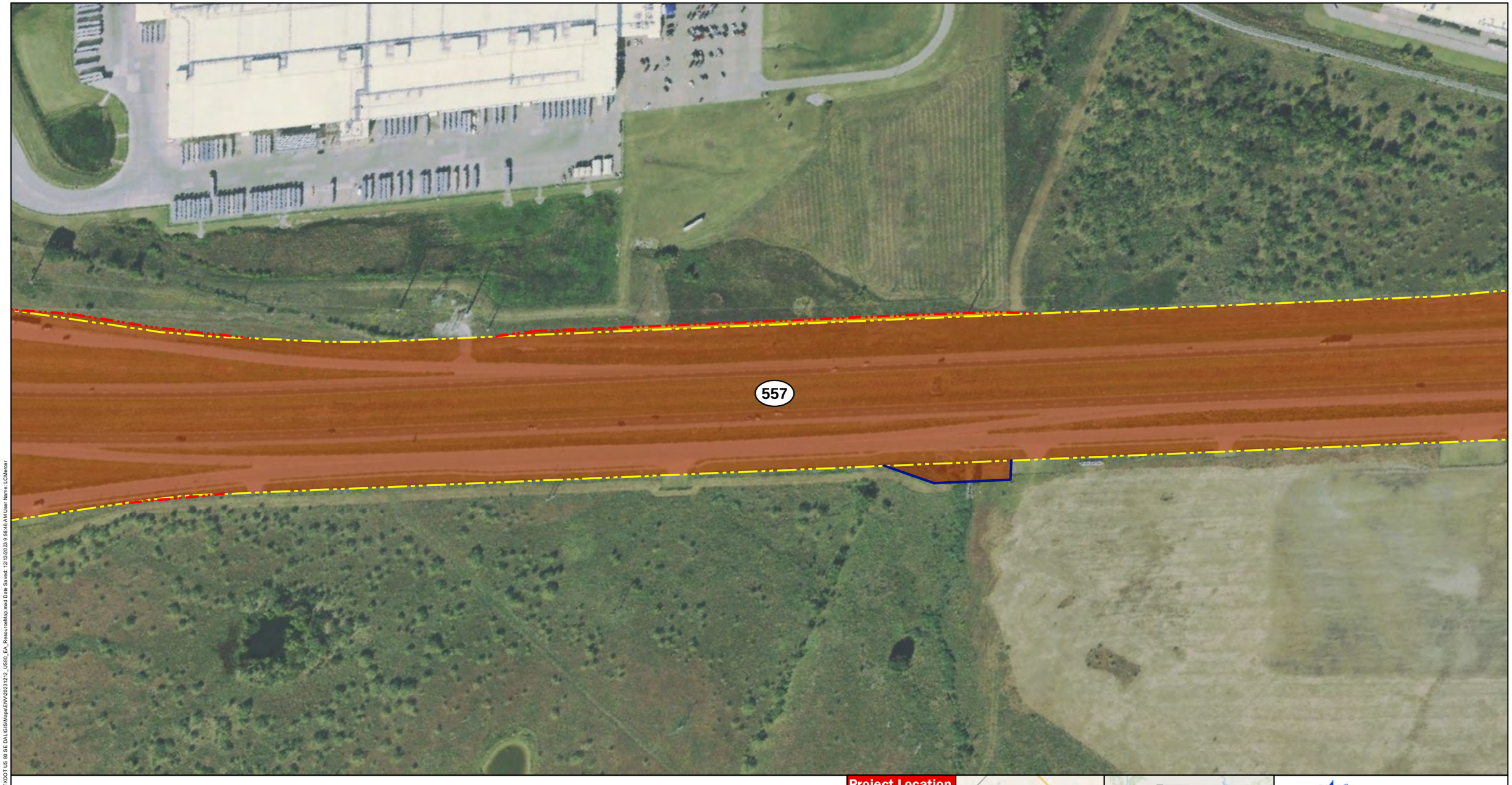


Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 15 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\jarvisinc.local\gldata\Projects\2016\18207740 - TXDOT US 80 SE DAL\GIS\Mapx\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:48 AM User Name: LCMercer



Existing ROW
Proposed ROW
Proposed Easement
City Limits

EMST Observed Common Name Habitat

Row Crops
Urban Low Intensity

N

0 100 200
Feet

Project Location





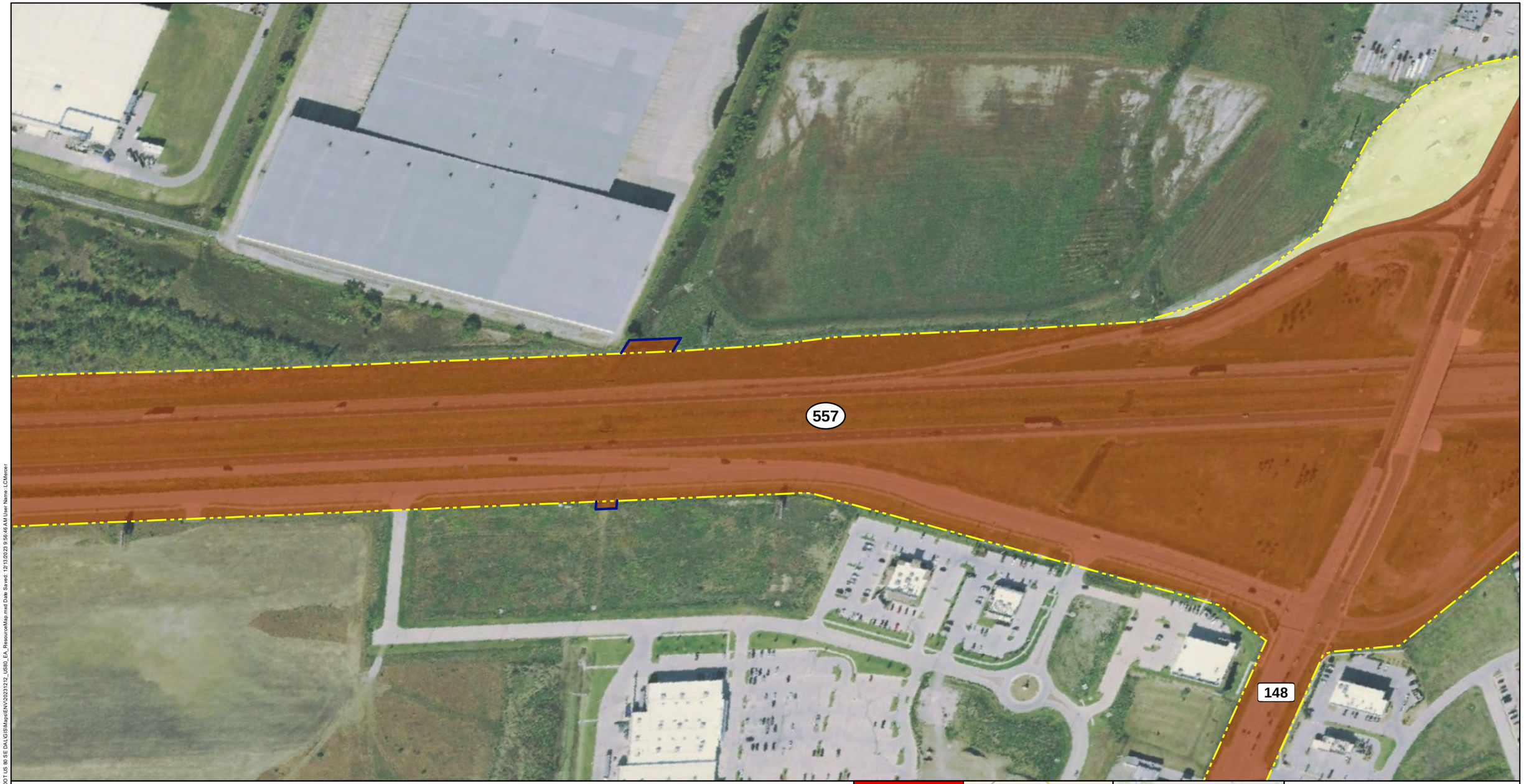
Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 16 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\parvenlocalgdata\Projects\20181820740 - TXDOT US 80 SE DAL\GIS\Mapset\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

Document Path: \\jarvinc.local\gdata\Projects\20161818207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

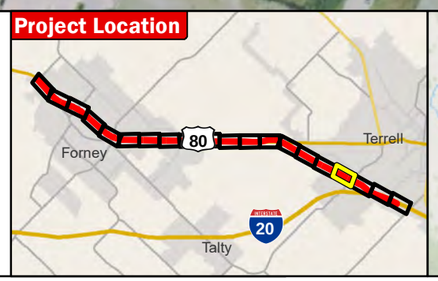


Existing ROW
Proposed Easement
City Limits

EMST Observed Common Name Habitat
Barren
Urban Low Intensity

N

0 100 200
Feet





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 17 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

148

557

R171

R172

20

Existing ROW
Proposed Easement
City Limits

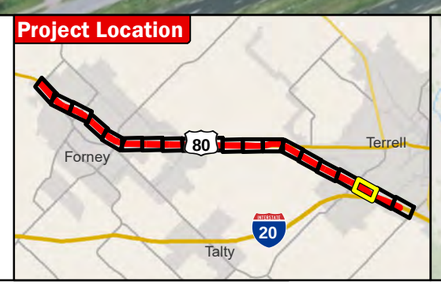
EMST Observed Common Name Habitat
Barren
Native Invasive: Deciduous Woodland
Row Crops
Urban Low Intensity

TNM Noise Analysis Receivers
Noise Receiver (Not Impacted)

N

0 100 200
Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557
From FM 460 to IH 20
RESOURCE MAP
PAGE 18 / 20

Kaufman County, Texas
CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\gdata\Projects\20181820774\0 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



Existing ROW

City Limits

EMST Observed Common Name Habitat

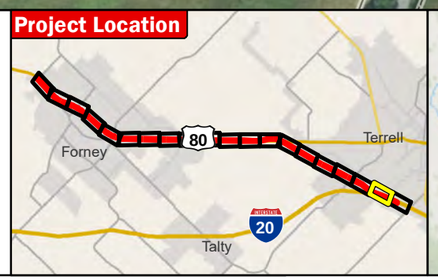
- Central Texas: Floodplain Hardwood Forest
- Central Texas: Floodplain Herbaceous Vegetation
- Open Water
- Urban Low Intensity

N

0 100 200

Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

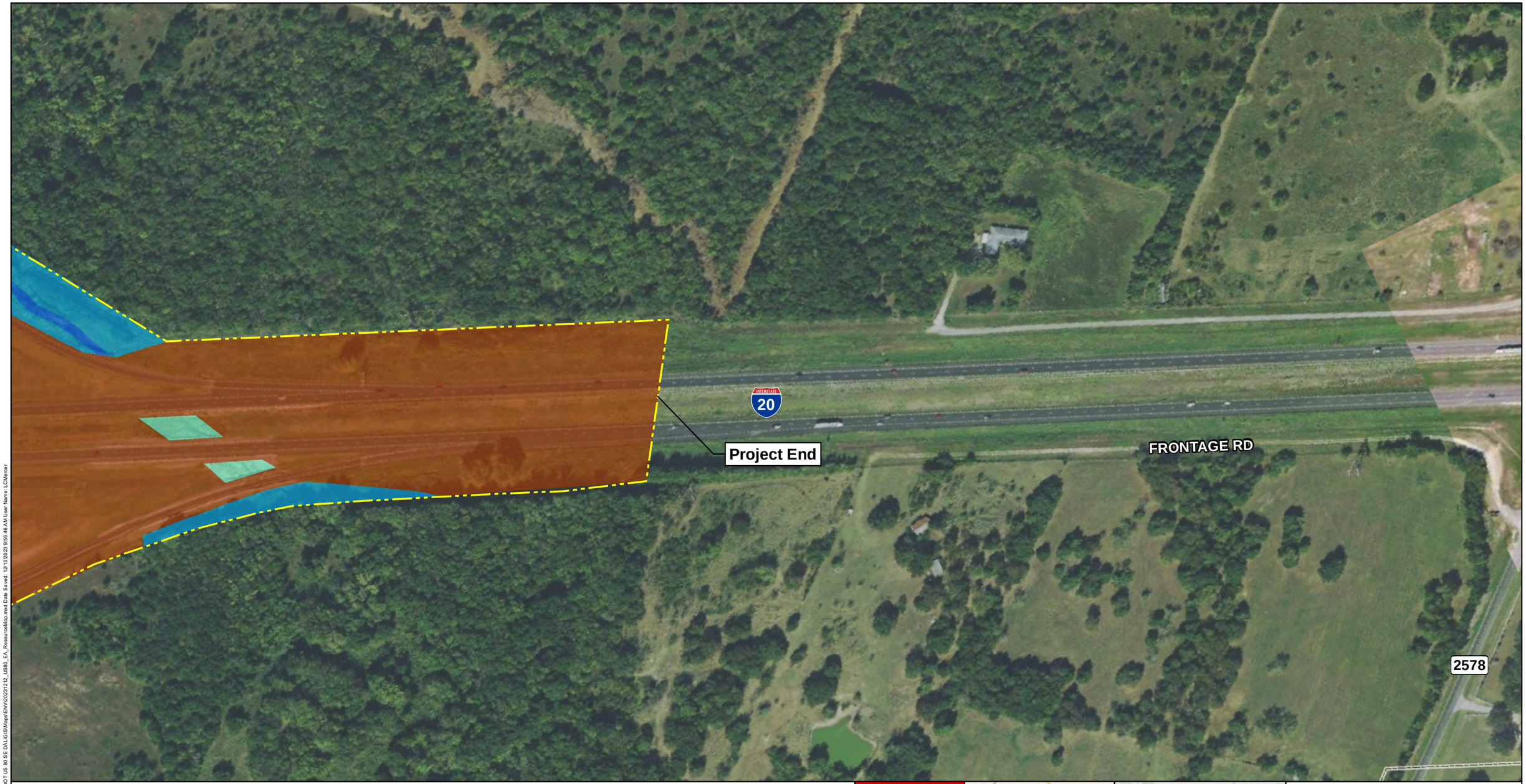
RESOURCE MAP

PAGE 19 / 20

Kaufman County, Texas

CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garvelinc.local\gdata\Projects\20161820774\0 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer



Existing ROW

City Limits

EMST Observed Common Name Habitat

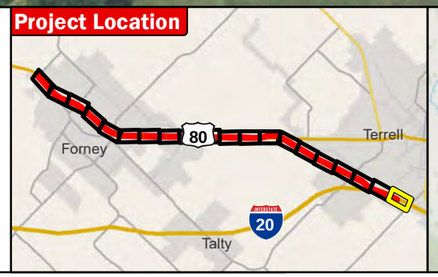
- Central Texas: Floodplain Hardwood Forest
- Central Texas: Floodplain Herbaceous Vegetation
- Open Water
- Urban Low Intensity

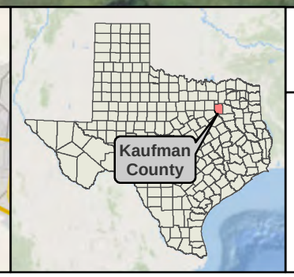
N

0 100 200

Feet

Project Location





Texas Department of Transportation

US 80 AND SPUR 557

From FM 460 to IH 20

RESOURCE MAP

PAGE 20 / 20

Kaufman County, Texas

CSJs: 0095-03-106, 0095-04-076 & 0495-01-081

Document Path: \\garverinc.local\data\Projects\2016\18207740 - TXDOT US 80 SE DAL\GIS\Maps\ENV\20231212_US80_EA_ResourceMap.mxd Date Saved: 12/13/2023 9:56:46 AM User Name: LCMercer

Appendix F: Resource Agency Coordination

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 27, 2023

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION-PROGRAMMATIC BRIDGE AND DE MINIMIS
Kaufman County / Dallas District
US 80 (from FM 460 to Spur 557), and Spur 557 (US 80 to IH 20)
CSJ: 0095-03-106

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description

See HRSR page 26-33 for screenshots from TxDOT's Environmental Compliance Oversight System (ECOS) that describe the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determinations of Eligibility

TxDOT historians determined that the APE extends 150' in each direction from the proposed and existing ROW and easements. TxDOT historians identified two historic properties previously documented within the APE by consulting inventories for the National Register of Historic Places (NRHP), State Antiquities Landmarks (SAL), and Recorded Texas Historic Landmarks (RTHL) maintained by your agency.

The two previously identified historic properties are bridges constructed in 1958 over US 80 mainlanes. TxDOT completed an inventory of all bridges built between 1945 and 1965 in 2010, and these bridges are classified into Group II of III. The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period.

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

TxDOT historians conducted a Historic Resources Survey Report (HRSR) and identified 32 properties in the APE with a finding of four historic properties present (two bridges, two farms).

TxDOT determined **Landmark Hill (007) NRHP-eligible** under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. Most recently used as an event space, 007 is a former agricultural property that is now vacant. County parcel data indicates the main dwelling (007a), and the detached garage (007b) were constructed in 1926. While parcel data does not state when the other buildings on the property were constructed, all the extant buildings are visible in a 1956 historic aerial. The extant buildings include the main dwelling and detached garage (007a and 007b), three barns (007c, 007d, 007e), another detached garage (007f), and two other outbuildings. The last two outbuildings were not visible from ROW (007f and 007g). For purposes of this project, due to lack of access and vegetation hindering views, all resources on the property are contributing.

The entire property is enclosed by a fence. The majority of the fence is an 8-foot tall, modern chain link fence, but there is a section of the fence at the driveway access that is historic-age wrought iron. While there is a historic-age section, the fence overall has lost significant integrity with most of it being replaced with a chain link fence, and so the fence is not a contributing resource to the property.

The property is representative of a large farmstead in Kaufman County. The Pinson family, which owned large tracts of land in Forney, developed the farmstead during the POS for agriculture in Kaufman County. The family owned the property until the 1970s. Along with many extant historic-age agricultural buildings, the property retains the original 1926 dwelling and garage. While the property no longer functions as a farm, it is still able to convey its agricultural history.

The boundaries of the eligible resource are defined as the existing parcel boundaries of the two properties associated with Landmark Hill containing the house and outbuildings with some land. The majority of the agricultural land surrounding the property is lost due to housing development. For additional information see pages 66-79 of the HRSR.

TxDOT determined the **Pinson Farm (011) NRHP-eligible** under Criterion A and C for its association with agriculture in Kaufman County, representing an intact farmstead, with a Craftsman style house. Four extant buildings include the main dwelling (011a), a detached garage (011b), a metal barn (011c), and a wood barn (011d), all contribute to the property. A barbed wire fence along the property line encloses the outbuildings of the property. The fence is not original to the property and does not contribute.

William Henry Harrison Pinson established a farm on the property in 1878. At the time, Pinson owned 224 acres of land and farmed cotton, feed grains, and had domestic

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

livestock. He left the property to his wife, who in turn left the property to their son, Clem Pinson. Clem Pinson's cousin, Jim Perry Pinson, constructed the farmstead known as Landmark Hill in 1926 (Property 007).

The family continued its agricultural operations on Property 011 and the State of Texas recognized it as a Family Land Heritage Farm (FLH) in 1991. This honor does not automatically convey NRHP-eligibility to a property. The property must still satisfy the criteria to be NRHP eligible.

The Pinson family established the farm during the Period of Significance (POS) for Agriculture (1850-1930) in Kaufman County, at a time when the primary industry was agriculture. According to the FLH listing, the property size is now only 16 acres, but the feeling and representation of its agricultural significance are still visible. TxDOT determined the Pinson Farm **NRHP-eligible** for listing under Criterion A for Agriculture at the local level. In addition, the Craftsman style house retains enough integrity for **NRHP-eligibility** under Criterion C for architecture at the local level.

The NRHP boundary is the current parcel with house and outbuildings. For additional information see pages 97-110 of the HRSR.

While both properties were historically associated with the same family, due to distance and new housing and commercial development in between them, the area no longer contains integrity to constitute a rural historic landscape.

TxDOT determined two bridges in the APE **NRHP-eligible** under the 1945-1965 bridge study. Located at CR 217 @ US 80, (NBI No. 181300009504108) and Windmill Farms Blvd @ US 80, (NBI No. 181300009504109), they carry traffic over the mainlanes of US 80. TxDOT marketed the bridges on its bridge adoption website for over 30 days in June/July 2023.

The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period. Rigid frame bridges, in which the superstructure and substructure are a continuous form poured monolithically in one mold, were used for a variety of roadway types from the 1920s through 1940s. However, their use following World War II was uncommon and generally limited to grade separation structures in urban locations where logistics, setting, and/or cost prevented the construction of a substantial foundation. The rigid frame form also provided an attractive, slightly arched form suitable for use on urban roadways.

The bridges are also significant as an important work of a master engineer, designer, fabricator, or builder. The bridges were designed by Farland C. Bundy, recognized as an innovative Texas bridge designer of the period. Bundy worked as an engineer in the Texas Highway Department's Bridge Division from 1948 to 1984 and was responsible for several award-winning designs and innovative practices. The bridges do not exhibit physical alterations and retain historic integrity of location, design, materials, workmanship, setting,

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

feeling, and association. The bridges are **eligible** for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance.

TxDOT historians determined the remaining properties in the APE consisting of domestic, commercial, transportation and agricultural (among other types) are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore **not eligible** for NRHP listing under Criterion A, B, or C.

Consultation with Other Parties

TxDOT contacted the Kaufman County Historical Commission (CHC) regarding the proposed project in November 2022 via email. As of July 2023, Kaufman CHC had not responded.

Determinations of Effect

Property 07 Landmark Hill. The identified eligible property is approximately 8.04 acre in size. The proposed project requires approximately 0.076 acres in new right of way within the southern boundary of the property along US 80 (see page 245 of HRSR for map). This results in a total impact of 0.94% (less than 1%). TxDOT determined this constitutes a *de minimis* use of the historic property. TxDOT determined that this minor change poses **no adverse effect** as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: Project activities pose minimal potential to cause indirect effects. The widening of an existing highway would not affect or diminish the qualities and characteristics that contribute to the historic significance of Landmark Hill. Potential visual impacts: none as roadway will remain at grade at this location. Noise impacts: will not be measured as the property is now in commercial use.

Cumulative Effect: Project activities pose no foreseeable cumulative adverse effects to the property. The property is currently abandoned and not in agricultural use and any future use by other owners is not subject of this review.

Property 11 Pinson Farm

The project would result in **no effect** to the property. The property is well away from the new ROW impacts. See map on page 246 of HRSR.

Bridges-

TxDOT examined multiple alternatives to improve the bridge crossings. The alternatives analysis indicates that replacement of the historic bridge is necessary. TxDOT's proposed replacement of the existing historic bridges with a new bridge constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the bridges for continued use, constructing a parallel bridge and rehabilitating the bridges

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

for one-way traffic, or leaving the bridges in place as a monument. Detailed analysis of these options determined that costs are prohibitive for the rehabilitation, while leaving the historic bridges in place may result in safety issues and geometric issues (TxDOT cannot widen US 80 mainlanes with the current bridge piers at their current locations as there is not enough space between piers to do so. Additionally, the current bridges do not meet height requirements for a US highway). See the attached checklist and alternatives analysis chart for discussions of planning efforts to avoid and minimize the adverse effects to the bridges.

Mitigation

TxDOT completed programmatic mitigation for the replacement of all bridges in Group II. This programmatic mitigation is a public-facing education campaign about these bridges, which includes videos, a webpage, glossaries, photographs, educational activities, and continued promotion of these materials. Per prior agreement, TxDOT does not need to complete additional mitigation on Group II bridges.

Conclusion

TxDOT hereby requests your signed concurrence with our determinations of **eligibility** and **effects**.

We additionally notify you that SHPO is the designated Official with Jurisdiction (OWJ) over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19. TxDOT intends to render a de minimis finding on 007 Landmark Hill and a programmatic finding on the two historic bridges over US 80.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (409) 673-0787 or renee.benn@txdot.gov.

Sincerely,

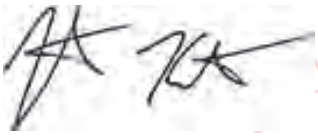
DocuSigned by:
Renee Benn
7F4A35F3350848D...

Renee Benn
Environmental Protection Specialist
Historical Studies Branch
Environmental Affairs Division

cc: Linda Henderson, HIST Program Manager Lead: DS LCH

-82:1547Ã.7;36893Ã0-)Ã!! # /".Ä$+$%Ä$-.*Ä'$,(Ä(&-&.,+"*-(!

CONCUR-NRHP ELIGIBLE PROPERTIES PRESENT
ADVERSE EFFECTS WITH MITIGATION (TWO BRIDGES)
NO ADVERSE EFFECT TO HISTORIC PROPERTIES (07 and 11)
NO COMMENTS ON SECTION 4(f) EVALUATIONS

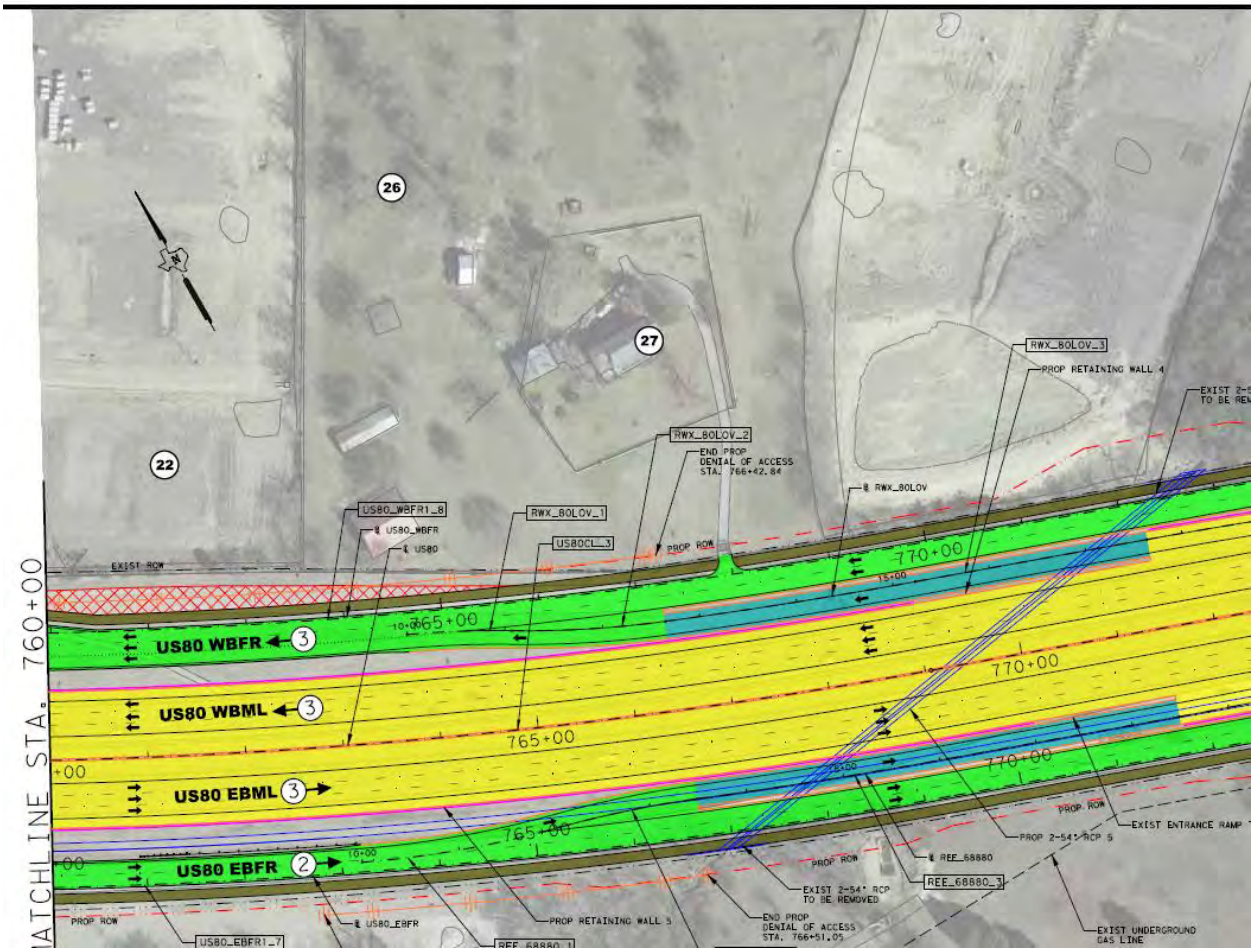


NAME: _____ DATE:_____

for Mark Wolfe, State Historic Preservation Officer

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Image from schematic showing ROW take at property 007 (#27 on this map):



Proposed ROW line is dashed red. Hashed red is removal of pavement. Note frontage road lanes moving away from property due to pavement removal.

Lopez, Michele A.

From: Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Sent: Wednesday, August 16, 2023 1:29 PM
To: Lopez, Michele A.
Cc: Dan Perge
Subject: FW: CSJ 0095-03-106, ETC US 80 Widening - Request for Collaborative Review

Hi Michele,

Please see below for TPWD coordination.

Thanks,
Mohammed

From: Jamila Murchison <Jamila.Murchison@txdot.gov>
Sent: Wednesday, August 09, 2023 4:03 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Dan Perge <Dan.Perge@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>; Mohammed Shaikh <Mohammed.Shaikh@txdot.gov>
Subject: CSJ 0095-03-106, ETC US 80 Widening - Request for Collaborative Review

Hello,

TxDOT requests initial collaborative review for the US 80 project in Kaufman County, Texas. The project proposes the widening of US 80 from FM 460 to East of FM 548. Please see ECOS for a more detailed project description. This project is categorized as an EA. The following file names for relevant documents are available in ECOS:

1. Species analysis spreadsheet: 5. Approved Updated 0095-03-106, ETC. US 80_SAS_08.2023
2. Species analysis form: 3. Approved 0095-03-106, ETC. US 80 Roadway Widening_Species Analysis Form_08.2023
3. BMP form: 1. Approved 0095-03-106, ETC_US 80 Roadway Widening_BMP Form_08.2023
4. RTEST Species List: CSJ 0095-03-106, ETC._US 80_TPWD RTEST Species List_20230501
5. IPaC Species List: CSJ 0095-03-106, ETC._US 80_USFWS Official Species List_20230501
6. NDD: 6. 0095-03-106, ETC. US 80_NDD_08.2023
7. EMST Map: 7. Approved 0095-03-106, ETC. US 80_EMST_08.2023
8. EMST Spreadsheet: 8. Approved 0095-03-106, ETC. US 80_EMST Spreadsheet_08.2023
9. NRCS Soil Report: 9. Approved 0095-03-106, ETC. US 80_NRCS Soils Report_08.2023
10. Photo Log: 2. Approved 0095-03-106, ETC. US 80 Roadway Widening_Photo Log_08.2023
11. CPA Form: Approved 0095-03-106, ETC US 80 Roadway Widening_FPPA Coordination CPA 106 Form_08.2023

These documents, along with other project-related information, are available in ECOS under the CSJ: 0095-03-106, ETC. The public hearing and draft EA is anticipated by December 2023. Feel free to contact me with any questions or if you need any additional information.

Jamila Murchison / Jamila.Murchison@txdot.gov / (214) 320-4463

My Best,

Jamila Murchison
Environmental Specialist
Texas Department of Transportation
4777 East Highway 80
Mesquite, Texas 75150



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arlington Ecological Services Field Office
501 West Felix Street
Suite 1105
Fort Worth, TX 76115-3410
Phone: (817) 277-1100 Fax: (817) 277-1129
Email Address: arles@fws.gov

In Reply Refer To:
Project Code: 2022-0076721
Project Name: US 80 and Spur 557

May 01, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, which may occur within the boundary of your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under section 7(a)(1) of the Act, Federal agencies are directed to utilize their authorities to carry out programs for the conservation of threatened and endangered species. Under and 7(a)(2) and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to determine whether their actions may affect threatened and endangered species and/or designated critical habitat. A Federal action is an activity or program authorized, funded, or carried out, in whole or in part, by a Federal agency (50 CFR 402.02).

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For Federal actions other than major construction activities, the Service suggests that a biological evaluation (similar to a Biological Assessment) be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

After evaluating the potential effects of a proposed action on federally listed species, one of the following determinations should be made by the Federal agency:

1. *No effect* - the appropriate determination when a project, as proposed, is anticipated to have no effects to listed species or critical habitat. A "no effect" determination does not require section 7 consultation and no coordination or contact with the Service is necessary. However, the action agency should maintain a complete record of their evaluation, including the steps leading to the determination of affect, the qualified personnel conducting the evaluation, habitat conditions, site photographs, and any other related information.
2. *May affect, but is not likely to adversely affect* - the appropriate determination when a proposed action's anticipated effects to listed species or critical habitat are insignificant, discountable, or completely beneficial. Insignificant effects relate to the size of the impact and should never reach the scale where "take" of a listed species occurs. Discountable effects are those extremely unlikely to occur. Based on best judgment, a person would not be able to meaningfully measure, detect, or evaluate insignificant effects, or expect discountable effects to occur. This determination requires written concurrence from the Service. A biological evaluation or other supporting information justifying this determination should be submitted with a request for written concurrence.
3. *May affect, is likely to adversely affect* - the appropriate determination if any adverse effect to listed species or critical habitat may occur as a consequence of the proposed action, and the effect is not discountable or insignificant. This determination requires formal section 7 consultation.

The Service has performed up-front analysis for certain project types and species in your project area. These analyses have been compiled into *determination keys*, which allows an action agency, or its designated non-federal representative, to initiate a streamlined process for determining a proposed project's potential effects on federally listed species. The determination keys can be accessed through IPaC.

The Service recommends that candidate species, proposed species, and proposed critical habitat be addressed should consultation be necessary. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found at: https://www.fws.gov/service/section-7-consultations

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (https://www.fws.gov/library/collections/bald-and-golden-eagle-management). Additionally, wind energy projects should follow the wind energy guidelines (https://www.fws.gov/media/land-based-wind-energy-guidelines) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation. The Federal Aviation Administration (FAA) released specifications for and made mandatory flashing L-810 lights on new towers 150-350 feet AGL, and the elimination of L-810 steady-burning side lights on towers above 350 feet AGL. While the FAA made these changes to reduce the number of migratory bird collisions (by as much as 70%), extinguishing steady-burning side lights also reduces maintenance costs to tower owners. For additional information concerning migratory birds and eagle conservation plans, please contact the Service's Migratory Bird Office at 505-248-7882.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

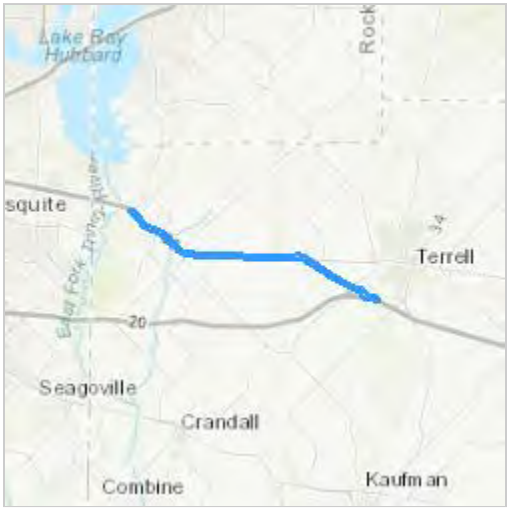
Arlington Ecological Services Field Office
501 West Felix Street
Suite 1105
Fort Worth, TX 76115-3410
(817) 277-1100

PROJECT SUMMARY

Project Code: 2022-0076721
Project Name: US 80 and Spur 557
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Road reconstruction on US 80 from FM 460 to Spur 557 and Spur 557 from US 80 to IH 20

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@32.741048,-96.41664573100064,14z



Counties: Kaufman County, Texas

ENDANGERED SPECIES ACT SPECIES

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 2 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. This species only needs to be considered under the following conditions: ▪ Wind Energy Projects Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

CLAMS

NAME	STATUS
Texas Fawnsfoot *Truncilla macrodon* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8965	Proposed Threatened

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Little Blue Heron *Egretta caerulea* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 10 to Oct 15

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

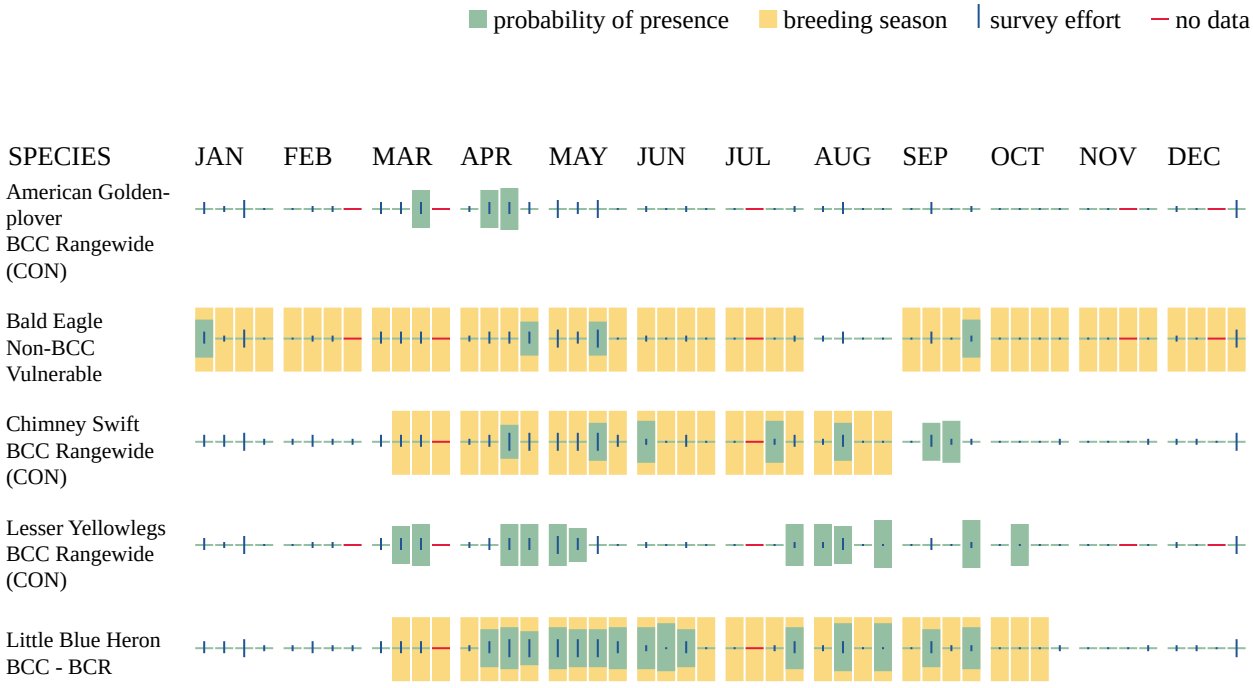
Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R5UBH
- R4SBC

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1C
- PSS1C
- PFO1A

FRESHWATER POND

- PUBH
- PUBHx
- PUBHh

FRESHWATER EMERGENT WETLAND

- PEM1Cx
- PEM1C
- PEM1A

IPAC USER CONTACT INFORMATION

Agency: Garver LLC
Name: Leigh Mercer
Address: 3755 S Capital of Texas Hwy
Address Line 2: Ste 325
City: Austin
State: TX
Zip: 78704
Email lcmercer@garverusa.com
Phone: 5125391966

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Form

Documentation of Texas Parks and Wildlife Department Best Management Practices

Project Name: **US 80 from FM 460 to Spur 557 and Spur 557 from US 80 to IH 20**

CSJ(s): **0095-03-106, 0095-04-076, 0495-01-081**

County(ies): **Kaufman**

Date Form Completed: **11/16/2023**

Prepared by: **Leigh C Mercer - Garver**

Information on state-listed species, SGCN, water resources, and other natural resources can be found in the ECOS documents tab under the filenames specified in the e-mail sent to WHAB_TXDOT@tpwd.texas.gov.

1. Does the project impact any state parks, wildlife management areas, wildlife refuges, or other designated protected areas?

   ☒ No

   ☐ Yes

2. Does TxDOT need TPWD assistance in identifying and locating Section 404 mitigation opportunities for this project?

   ☒ No / N/A / Not yet determined

   ☐ Yes

3. Is there a species or resource challenge that TPWD can assist with additional guidance? If so, describe below:

   No species or resource challenges identified for the project.

4. List all BMP that will be applied to this project per the document *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources*.

   ***Note, these are BMP that TxDOT commits to implement at the time this form is completed. This list may change prior to or during construction based on changes to project impacts, design, etc.**

BMP to be Implemented:

Minimize impacts to wetland habitats including isolated ephemeral pools.

Vegetation BMP:

- Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs should be avoided. Impacted vegetation should be replaced with in-kind onsite replacement/restoration of native vegetation.

- To minimize adverse effects, activities should be planned to preserve mature trees, particularly acorn, nut or berry producing varieties. These types of vegetation have high value to wildlife as food and cover.
- It is strongly recommended that trees greater than 12 inches in diameter at breast height (DBH) that are removed be replaced. TPWD's experience indicates that for ecologically effective replacement, a ratio of three trees for every one (3:1) lost should be provided to either on-site or off-site. Trees less than 12 inches DBH should be replaced at a 1:1 ratio.
- Replacement trees should be of equal or better wildlife quality than those removed and be regionally adapted native species.
- When trees are planted, a maintenance plan that ensures at least an 85 percent survival rate after three years should be developed for the replacement trees.
- The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
- The use of seed mix that contains seeds from only regional ecotype native species is recommended.

Water Quality BMP:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Wet-Bottomed detention ponds are recommended to benefit wildlife and downstream water quality. Consider potential wildlife-vehicle interactions when siting detention ponds.
- Rubbish found near bridges on TxDOT ROW should be removed and disposed of properly to minimize the risk of pollution. Rubbish does not include brush piles or snags.

Bird BMP (in addition to complying with the Migratory Bird Treaty Act (MBTA) and Chapter 64 of the Parks and Wildlife Code (PWC) regarding nongame bird protections):

- Avoid vegetation clearing activities during the general bird nesting season, March through August, to minimize adverse impacts to birds.
- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed. If active nests are observed during surveys, TPWD recommends a 150-foot buffer of vegetation remain around the nests until the young have fledged or the nest is abandoned.
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season.
- If unoccupied, inactive nests will be removed, ensure that nests are not protected under the Endangered Species Act (ESA), MBTA, or BGEPA.
- Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair.
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- Minimize extended human presence near nesting birds during construction and maintenance activities. Protect sensitive habitat areas with temporary barriers or fencing to limit human foot traffic and off-road vehicle use to alert and discourage contractors from causing any unintentional impacts.
- Minimize construction noise above ambient levels during general bird nesting season to minimize adverse impacts on birds.
- Minimize construction lighting during the general bird nesting season by scheduling work activities between dawn and dusk.

Freshwater Mussel BMP:

- In addition to Water Quality and Stream Crossing BMP, follow the most recent, "TPWD–TxDOT Annual Work Plan for Pre-Construction Surveys, Aquatic Resources Relocations, and Other

Best Management Practices to Avoid, Minimize, and Mitigate Impacts to Freshwater Resources."

- When work is adjacent to the water: Water Quality BMP implemented as part of the Texas Commission on Environmental Quality (TCEQ) Stormwater Pollution Prevention Plan (SWPPP) for a construction general permit or any conditions of the 401 Water Quality Certification for the project will be implemented.

Insect Pollinator BMP:

- Mowing should only be applied to 30% or less of a site in a given year when practical. In general, mowing is inadequate for management of native insect pollinator habitat in the long term, except to remove annual non-native plants during establishment (i.e., high-mowing before they flower) or to facilitate a light disking. When conducted it should be done post bloom or when host plants have gone dormant for the growing season. This can also be done by leaving strips of habitat farthest from road or highway corridors un-mowed when practical.
- If mowing is required during period of active bloom or high pollinator activity it should be implemented during the heat of the day and with a high mower deck to allow for pollinators to escape and to give late season blooming species a chance to recover and bloom.
- Deep soil disturbances, such as, tilling or deep disking in areas that host aggregations of groundnesting bees should be avoided. Tilling and disking also may promote the invasion or germination of non-native plants. Different species of native ground-nesting bees prefer different soil conditions, although research suggests that many ground nesting bees prefer sandy, loamy sand or sandy loam soils. In areas with these soil types consider leaving open patches of soil.
- Allow dead trees to stand (so long as they do not pose a risk to property or people) and protect shrubs and herbaceous plants with pithy or hollow stems (e.g., cane fruits, sumac, elderberry), as these provide nesting habitat for tunnel-nesting native bees.
- Retain dead or dying branches whenever it is safe and practical at the edges of the ROW. Woodboring beetle larvae often fill dead trees and branches with narrow tunnels into which tunnelnesting bees will establish nests. Additionally, bumble bees may choose to nest in wood piles.
- Retain rotting logs at edges of the ROW where some bee species may burrow tunnels in which to nest.
- Protect sloped or well-drained ground sites where plants are sparse and direct access to soil is available. These are the areas where ground-nesting bees may dig nests. Turning the soil destroys all ground nests that are present at that depth and hinders the emergence of bees that are nesting deeper in the ground.
- Protect grassy thickets, or other areas of dense, low cover from mowing or other disturbance. These are the sites where bumble bees might find the nest cavities they need, as well as annual and perennial wildflowers that can provide important food resources.
- Where available and economical, native plants and seed should be procured from local eco-type providers. Seed mixes should be diverse and include as many ecoregion natives as possible ensuring full season floral resources. Species by Texas ecoregion can be found in the Texas Management Recommendations for Native Insect Pollinators in Texas document: https://tpwd.texas.gov/publications/pwdpubs/media/pwd_bk_w7000_1813.pdf.
- Planting at least three different native flowering plants within each of three blooming periods are recommended (spring, summer, early fall) in high rainfall regions of Texas. In drier regions of the state, a target of three native flowering plants within each of two blooming periods can be used.
- In areas along the I-35 corridor of central Texas consider increasing fall blooming nectar resources as this is a critical time period of monarch butterflies (Danaus plexippus) and nesting bees and has been identified as a critical need for these species in Texas.
- Habitat enhancements for native pollinators should include at least one native bunchgrass adapted to the site.
- Utilize an Integrated Pest Management Strategy (IPM) strategy for controlling weedy or invasive plants by minimizing broad use of certain herbicides and surfactants in close proximity

to intact habitats utilized by native pollinators. Reduce application timing to periods of low pollinator activity and not during peak bloom season.

Aquatic Amphibian and Reptile BMP:

- For projects within existing right-of-way (ROW) when work is in water or will permanently impact a water feature and potential habitat exists for the target species complete the following:
    - Minimize impacts to wetlands, temporary and permanent open water features, including depressions, and riverine habitats.
    - Maintain the existing hydrologic regime and any connections between wetlands and other aquatic features.
    - Use barrier fencing to direct animal movements away from construction activities and areas of potential wildlife-vehicle collisions in construction areas directly adjacent, or that may directly impact, potential habitat for the target species.
    - Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas around wetlands and in riparian areas. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.
    - Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.
    - When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and refugia/overwinter sites (e.g., brush and debris piles, crayfish burrows, aquatic logjams, and leaf packs).
    - If gutters and curbs are part of the roadway design, install gutters that do not include the side box inlet and include sloped (i.e., mountable) curbs to allow small animals to leave roadway. If this modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.
- For projects that require acquisition of additional ROW and work within that new ROW is in water or will permanently impact a water feature, implement BMP for projects within existing ROW above plus those below:
    - For sections of roadway adjacent to wetlands or other aquatic features, install wildlife barriers that prevent climbing. Barriers should terminate at culvert openings in order to funnel animals under the road. The barriers should be of the same length as the adjacent feature or 80 feet long in each direction, or whichever is the lesser of the two.
    - For culvert extensions and culvert replacement/installation, incorporate measures to funnel animals toward culverts such as concrete wingwalls and barrier walls with overhangs.
    - When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

Terrestrial Amphibian and Reptile BMP:

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling
- Avoid or minimize disturbing or removing cover objects, such as downed trees, rotting stumps, brush piles, and leaf litter. If avoidance or minimization is not practicable, consider removing cover objects prior to the start of the project and replace them at project completion.
- Examine heavy equipment stored on site before use, particularly after rain events when reptile and amphibian movements occur more often, to ensure use will not harm individuals that might be seeking temporary refuge.

- Due to increased activity (mating) of reptiles and amphibian during the spring, construction activities like clearing or grading should attempt to be scheduled outside of the spring (March-May) season. Also, timing ground disturbing activities before October when reptiles and amphibians become less active and may be using burrows in the project area is also encouraged.
- When designing roads with curbs, consider using Type I or Type III curbs to provide a gentle slope to enable turtles and small animals to get out of roadways.
- If Texas tortoises (Gopherus berlandieri) or box turtles (Terrepene spp.) are present in a project area, they should be removed from the area and relocated between 100 and 200 meters from the project area. After removal of the individuals, the area that will be disturbed during active construction and project specific locations should be fenced off to exclude reentry by turtles, tortoises, and other reptiles. The exclusion fence should be constructed and maintained as follows:
    - The exclusion fence should be constructed with metal flashing or drift fence material.
    - Rolled erosion control mesh material should not be used.
    - The exclusion fence should be buried at least 6 inches deep and be at least 24 inches high.
    - The exclusion fence should be maintained for the life of the project and only removed after the construction is completed and the disturbed site has been revegetated.
- After project is complete, revegetate disturbed areas with an appropriate locally sourced native seed mix. If erosion control blankets or mats will be used, the product should not contain netting, but should only contain loosely woven natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic netting should be avoided.

5. List all TxDOT species protection specifications that will be applied to this project (e.g., Amphibian and Reptile Exclusion Fence, Bat Houses, etc.)

Species protection specifications to be Implemented:

Appendix G: Section 4(f) Documentation

Checklist
Section 4(f) Programmatic Evaluation of Historic Bridge Projects

Bridge Name: CR 217 Bridge

Bridge Location: CR 217 at US 80

County: Kaufman

District: Dallas

Control Section Job Number (CSJ): 0095-03-106

Highway/Facility: CR 217

Bridge Type: Cast-in-place concrete rigid frame unit

NB #: 181300009504108

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

I. Description of Section 4(f) Property, Project Scope, and Need and Purpose Statement

The purpose of the proposed project is to reconstruct US 80 to meet current roadway corridor standards, reduce traffic congestion, improve mobility, and increase safety within this major east/west thoroughfare connecting the Dallas/Fort Worth Metroplex and East Texas.

The proposed project is needed because US 80 (from FM 460 to Spur 557) does not meet current and future traffic demand volumes with the appropriate Level of Service. The current ROW configuration and bridge column locations do not have sufficient width to add the number of lanes needed using current design standards for lane and shoulder width. The CR 217 Bridge has lower vertical clearance than the current design standard and is significantly lower than the standards being implemented for freight corridors.

II. Determination of Applicability

All must result in a Yes answer for this checklist to be used.

Yes	No	
☒	☐	The project requires the use of a bridge defined as historic per Section 106 regulations. (36 CFR 800)
☒	☐	The historic bridge is not a designated National Historic Landmark (NHL).
		The project results in:
☒	☐	Section 4(f) use of a historic bridge, AND
☒	☐	Additional impacts to protected Section 4(f) properties are limited to *de minimis* or exception categories as specified in the Scope of Work.

III. Identify additional Section 4(f) properties in the project area

Either exception, de minimis, or another programmatic

Windmill Farms Boulevard Bridge Programmatic Evaluation
Landmark Hill Section 4(f) de minimis

Comments: The Windmill Farms Boulevard Bridge is similar in design to the CR 217 Bridge. The Landmark Hill Section 4(f) de minimis is addressed under separate cover.

IV. Alternatives Considered/Findings

No Build *(Indicate all that apply.)*

☐ **Structural Deficiencies**

The No Build alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The No Build alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

The current bridge is not wide enough to meet current and projected traffic volumes. Similarly, the present 14'-6"-ft vertical clearance for eastbound traffic and 16'-1"-ft vertical clearance for westbound traffic does not meet the 18'-6"-ft standard for a freight corridor such as US 80. Industrial warehouses and recent commercial and industrial development along US 80 demonstrate the relevance of the project need. Overheight trucks are currently forced to exit and re-enter the highway to avoid impacts with the bridge structure. The width of the bridge is not sufficient to handle the increased amount of traffic projected along the existing US 80 frontage roads. The low inventory rating would require substantial strengthening to achieve HS 20 Inventory rating. The No Build alternative is not prudent as it does not meet the project's purpose and need.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Build on New Location (conversion to one-way pair/parallel construction with monument)

☐ **Structural Deficiencies**

The New Location alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The New Location alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

Conversion of the bridge to a one-way pair or parallel construction does not resolve the vertical clearance issues mentioned under the No Build option. Widening US 80 is not possible if any part of the bridge remains in place due to its construction method. The cast-in-place rigid frame cannot be lengthened to span the proposed roadway cross section, nor can it be raised to meet vertical clearance requirements. The structure already has a low vertical clearance and widening the existing structure would only further reduce this clearance due to the cross slope. Additionally, the low inventory rating of the bridge would require substantial strengthening to achieve HS 20 inventory rating. This alternative does not meet the purpose and need of the project because it does not resolve the vertical clearance issue. It is not feasible as the additional US 80 lanes cannot be constructed between the existing bridge piers as a matter of sound engineering.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Rehabilitation of Historic Bridge (two-way vehicular/pedestrian in situ or relocated)

☐ **Structural Deficiencies**

The Rehabilitation alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The Rehabilitation alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

Rehabilitation of the CR 271 Bridge for continued use according to the Secretary of the Interior's Standards would not resolve the vertical clearance or capacity issues mentioned in the No Build alternative discussion. Raising the bridge is not possible due to its cast-in-place ridgid frame construction. While US 80 could be lowered to correct the vertical clearance deficiency, the required additional US 80 lanes cannot be constructed between the existing piers. The bridge cannot be removed and relocated due to its construction. This alternative does not meet the purpose and need of the project because it does not resolve the vertical clearance issue. It is not feasible as the additional US 80 lanes cannot be constructed between the existing bridge piers as a matter of sound engineering.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Replacement on Current Alignment

☐ **Structural Deficiencies**

The Replacement alternative corrects the situation that causes the bridge to be considered structurally deficient or significantly deteriorated.

☒ **Functional/Geometric Deficiencies**

The Replacement alternative corrects the situation that causes the bridge to be considered functionally/geometrically deficient.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

TxDOT engineers propose replacing the CR 271 Bridge with a new multi-lane bridge with separate turn-arounds for frontage road traffic. The new bridge would meet current and future geometric requirements. This alternative is both feasible and prudent and is the preferred alternative.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative meets the Section 4(f) prudent and feasible standard and is recommended**.**

V. Measures to Minimize Harm

Indicate all that apply, but a minimum of one must be selected. Verify that the project includes all possible planning to minimize harm.

☐ Measures taken to preserve historic integrity per preservation standards

☒ Measures taken to market historic bridge for alternative use

☐ Alternative design measures taken to address deficiencies that complies with codes

☐ Other measures taken to address deficiencies that complies with codes

VI. Mitigation Commitment

Describe mitigation agreed to in consultation with SHPO and other consulting parties.

☒	Programmatic	The CR 271 Bridge is categorized in the "Programmatic Agreement Among the Texas Department of Transportation, the Texas State Historic Preservation Office, and the Advisory Council on Historic Preservation Regarding the Treatment of Historic Bridges Constructed Between 1945 and 1965" (hereinafter referred to as "PA") as a mitigated eligible bridge. The PA states, "Mitigated eligible bridges are those post-1945 bridges that are significant primarily for their technological innovations. The significance lies in the physical representation of those innovations, rather than their potential for preservation in place." Programmatic mitigation entailed a public involvement campaign to share eligibility recommendations regarding the whole class of bridges covered by the PA, to inform the public of the provisions of the PA and its implications, and to consider comments received in finalizing the treatment protocols outlined in the PA. It also entailed training for consulting parties on how to respond to formal requests for comment on TxDOT bridge projects. The MOA was executed March 7, 2017 and TxDOT has completed its obligations under the MOA for the class of bridges that includes the CR 271 at US 80 Bridge.
☐	Customized	N/A

VII. Summary and Approval

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-19 and executed by FHWA and TxDOT.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) guidance for Programmatic Bridge Section 4(f) Evaluation. TxDOT fully evaluated all alternatives set forth in the subject programmatic and the findings made are clearly applicable to this project. There are **no feasible and prudent alternatives** to the use of the historic bridge.

The project includes all possible planning to minimize harm. The Texas Department of Transportation (TxDOT) will include the measures to minimize harm as environmental commitments in the applicable National Environmental Policy Act (NEPA) document and Environmental Compliance Oversight System (ECOS) for the proposed project.

The following **MUST** be attached to this checklist to ensure proper documentation of the Historic Bridge Programmatic Section 4(f):

1. Concurrence letter with the Official with Jurisdiction
2. Proof of Historic Bridge Marketing
3. Historic Bridge Team Report
4. Detour Map
5. Photographs of the bridge detailing conditions cited in alternatives analyses

6. Comparative alternatives analysis chart

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 27, 2023

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION-PROGRAMMATIC BRIDGE AND DE MINIMIS
Kaufman County / Dallas District
US 80 (from FM 460 to Spur 557), and Spur 557 (US 80 to IH 20)
CSJ: 0095-03-106

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description

See HRSR page 26-33 for screenshots from TxDOT's Environmental Compliance Oversight System (ECOS) that describe the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determinations of Eligibility

TxDOT historians determined that the APE extends 150' in each direction from the proposed and existing ROW and easements. TxDOT historians identified two historic properties previously documented within the APE by consulting inventories for the National Register of Historic Places (NRHP), State Antiquities Landmarks (SAL), and Recorded Texas Historic Landmarks (RTHL) maintained by your agency.

The two previously identified historic properties are bridges constructed in 1958 over US 80 mainlanes. TxDOT completed an inventory of all bridges built between 1945 and 1965 in 2010, and these bridges are classified into Group II of III. The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period.

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

TxDOT historians conducted a Historic Resources Survey Report (HRSR) and identified 32 properties in the APE with a finding of four historic properties present (two bridges, two farms).

TxDOT determined **Landmark Hill (007) NRHP-eligible** under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. Most recently used as an event space, 007 is a former agricultural property that is now vacant. County parcel data indicates the main dwelling (007a), and the detached garage (007b) were constructed in 1926. While parcel data does not state when the other buildings on the property were constructed, all the extant buildings are visible in a 1956 historic aerial. The extant buildings include the main dwelling and detached garage (007a and 007b), three barns (007c, 007d, 007e), another detached garage (007f), and two other outbuildings. The last two outbuildings were not visible from ROW (007f and 007g). For purposes of this project, due to lack of access and vegetation hindering views, all resources on the property are contributing.

The entire property is enclosed by a fence. The majority of the fence is an 8-foot tall, modern chain link fence, but there is a section of the fence at the driveway access that is historic-age wrought iron. While there is a historic-age section, the fence overall has lost significant integrity with most of it being replaced with a chain link fence, and so the fence is not a contributing resource to the property.

The property is representative of a large farmstead in Kaufman County. The Pinson family, which owned large tracts of land in Forney, developed the farmstead during the POS for agriculture in Kaufman County. The family owned the property until the 1970s. Along with many extant historic-age agricultural buildings, the property retains the original 1926 dwelling and garage. While the property no longer functions as a farm, it is still able to convey its agricultural history.

The boundaries of the eligible resource are defined as the existing parcel boundaries of the two properties associated with Landmark Hill containing the house and outbuildings with some land. The majority of the agricultural land surrounding the property is lost due to housing development. For additional information see pages 66-79 of the HRSR.

TxDOT determined the **Pinson Farm (011) NRHP-eligible** under Criterion A and C for its association with agriculture in Kaufman County, representing an intact farmstead, with a Craftsman style house. Four extant buildings include the main dwelling (011a), a detached garage (011b), a metal barn (011c), and a wood barn (011d), all contribute to the property. A barbed wire fence along the property line encloses the outbuildings of the property. The fence is not original to the property and does not contribute.

William Henry Harrison Pinson established a farm on the property in 1878. At the time, Pinson owned 224 acres of land and farmed cotton, feed grains, and had domestic

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

livestock. He left the property to his wife, who in turn left the property to their son, Clem Pinson. Clem Pinson's cousin, Jim Perry Pinson, constructed the farmstead known as Landmark Hill in 1926 (Property 007).

The family continued its agricultural operations on Property 011 and the State of Texas recognized it as a Family Land Heritage Farm (FLH) in 1991. This honor does not automatically convey NRHP-eligibility to a property. The property must still satisfy the criteria to be NRHP eligible.

The Pinson family established the farm during the Period of Significance (POS) for Agriculture (1850-1930) in Kaufman County, at a time when the primary industry was agriculture. According to the FLH listing, the property size is now only 16 acres, but the feeling and representation of its agricultural significance are still visible. TxDOT determined the Pinson Farm **NRHP-eligible** for listing under Criterion A for Agriculture at the local level. In addition, the Craftsman style house retains enough integrity for **NRHP-eligibility** under Criterion C for architecture at the local level.

The NRHP boundary is the current parcel with house and outbuildings. For additional information see pages 97-110 of the HRSR.

While both properties were historically associated with the same family, due to distance and new housing and commercial development in between them, the area no longer contains integrity to constitute a rural historic landscape.

TxDOT determined two bridges in the APE **NRHP-eligible** under the 1945-1965 bridge study. Located at CR 217 @ US 80, (NBI No. 181300009504108) and Windmill Farms Blvd @ US 80, (NBI No. 181300009504109), they carry traffic over the mainlanes of US 80. TxDOT marketed the bridges on its bridge adoption website for over 30 days in June/July 2023.

The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period. Rigid frame bridges, in which the superstructure and substructure are a continuous form poured monolithically in one mold, were used for a variety of roadway types from the 1920s through 1940s. However, their use following World War II was uncommon and generally limited to grade separation structures in urban locations where logistics, setting, and/or cost prevented the construction of a substantial foundation. The rigid frame form also provided an attractive, slightly arched form suitable for use on urban roadways.

The bridges are also significant as an important work of a master engineer, designer, fabricator, or builder. The bridges were designed by Farland C. Bundy, recognized as an innovative Texas bridge designer of the period. Bundy worked as an engineer in the Texas Highway Department's Bridge Division from 1948 to 1984 and was responsible for several award-winning designs and innovative practices. The bridges do not exhibit physical alterations and retain historic integrity of location, design, materials, workmanship, setting,

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

feeling, and association. The bridges are **eligible** for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance.

TxDOT historians determined the remaining properties in the APE consisting of domestic, commercial, transportation and agricultural (among other types) are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore **not eligible** for NRHP listing under Criterion A, B, or C.

Consultation with Other Parties

TxDOT contacted the Kaufman County Historical Commission (CHC) regarding the proposed project in November 2022 via email. As of July 2023, Kaufman CHC had not responded.

Determinations of Effect

Property 07 Landmark Hill. The identified eligible property is approximately 8.04 acre in size. The proposed project requires approximately 0.076 acres in new right of way within the southern boundary of the property along US 80 (see page 245 of HRSR for map). This results in a total impact of 0.94% (less than 1%). TxDOT determined this constitutes a *de minimis* use of the historic property. TxDOT determined that this minor change poses **no adverse effect** as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: Project activities pose minimal potential to cause indirect effects. The widening of an existing highway would not affect or diminish the qualities and characteristics that contribute to the historic significance of Landmark Hill. Potential visual impacts: none as roadway will remain at grade at this location. Noise impacts: will not be measured as the property is now in commercial use.

Cumulative Effect: Project activities pose no foreseeable cumulative adverse effects to the property. The property is currently abandoned and not in agricultural use and any future use by other owners is not subject of this review.

Property 11 Pinson Farm

The project would result in **no effect** to the property. The property is well away from the new ROW impacts. See map on page 246 of HRSR.

Bridges-

TxDOT examined multiple alternatives to improve the bridge crossings. The alternatives analysis indicates that replacement of the historic bridge is necessary. TxDOT's proposed replacement of the existing historic bridges with a new bridge constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the bridges for continued use, constructing a parallel bridge and rehabilitating the bridges

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

for one-way traffic, or leaving the bridges in place as a monument. Detailed analysis of these options determined that costs are prohibitive for the rehabilitation, while leaving the historic bridges in place may result in safety issues and geometric issues (TxDOT cannot widen US 80 mainlanes with the current bridge piers at their current locations as there is not enough space between piers to do so. Additionally, the current bridges do not meet height requirements for a US highway). See the attached checklist and alternatives analysis chart for discussions of planning efforts to avoid and minimize the adverse effects to the bridges.

Mitigation

TxDOT completed programmatic mitigation for the replacement of all bridges in Group II. This programmatic mitigation is a public-facing education campaign about these bridges, which includes videos, a webpage, glossaries, photographs, educational activities, and continued promotion of these materials. Per prior agreement, TxDOT does not need to complete additional mitigation on Group II bridges.

Conclusion

TxDOT hereby requests your signed concurrence with our determinations of **eligibility** and **effects**.

We additionally notify you that SHPO is the designated Official with Jurisdiction (OWJ) over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19. TxDOT intends to render a de minimis finding on 007 Landmark Hill and a programmatic finding on the two historic bridges over US 80.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (409) 673-0787 or renee.benn@txdot.gov.

Sincerely,

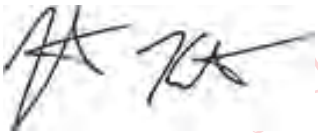
DocuSigned by:
Renee Benn
7F4A35F3350848D...

Renee Benn
Environmental Protection Specialist
Historical Studies Branch
Environmental Affairs Division

cc: Linda Henderson, HIST Program Manager Lead: DS LCH

-82:1547Ã.7;36893Ã0-)Ã!! # /".Ä$+$%Ä$-.*Ä'$,(Ä(&-&.,+"*-(!

CONCUR-NRHP ELIGIBLE PROPERTIES PRESENT
ADVERSE EFFECTS WITH MITIGATION (TWO BRIDGES)
NO ADVERSE EFFECT TO HISTORIC PROPERTIES (07 and 11)
NO COMMENTS ON SECTION 4(f) EVALUATIONS

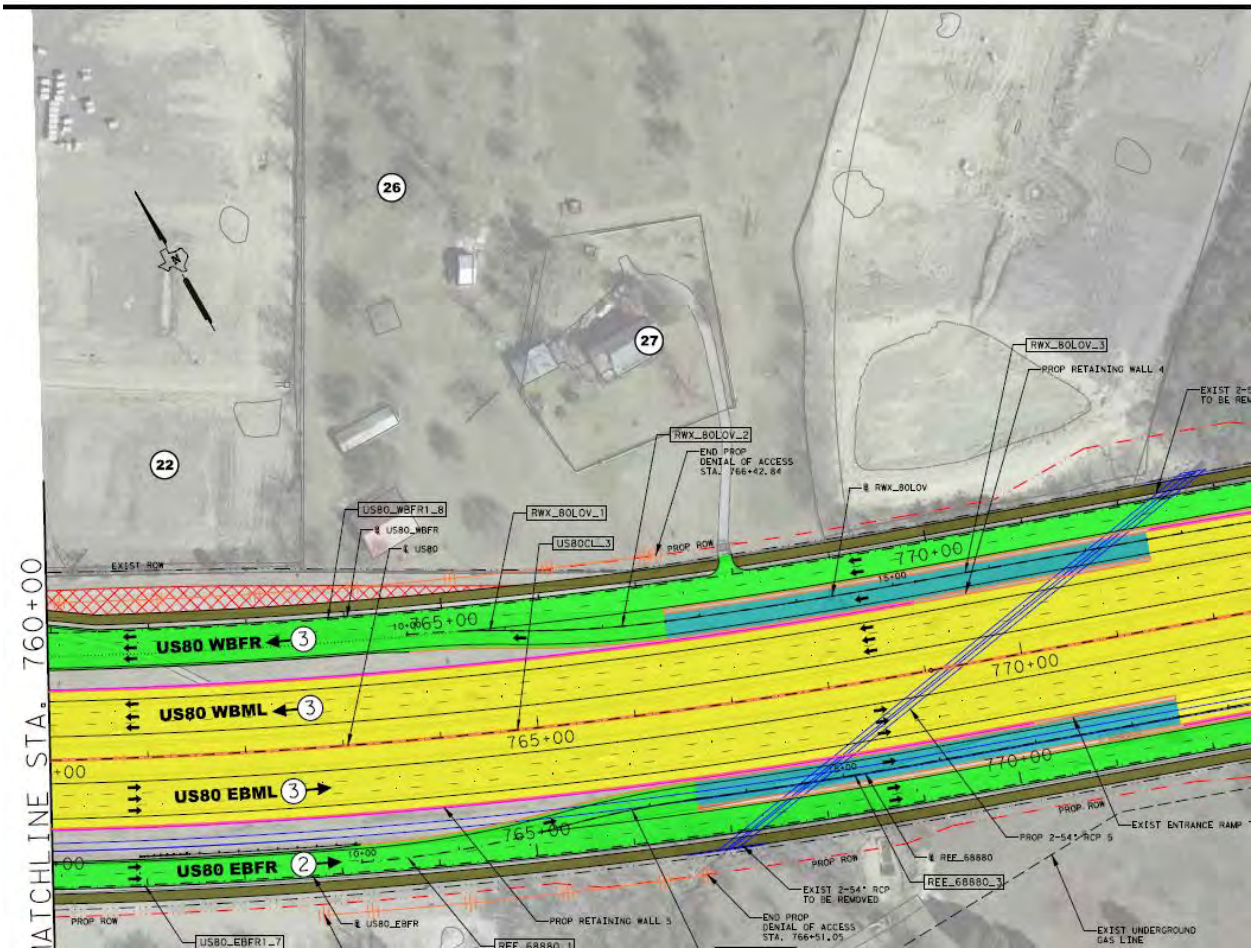


NAME: _____ DATE:_____

for Mark Wolfe, State Historic Preservation Officer

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Image from schematic showing ROW take at property 007 (#27 on this map):



Proposed ROW line is dashed red. Hashed red is removal of pavement. Note frontage road lanes moving away from property due to pavement removal.

Historic Bridge Adoption Information Packet

Kaufman County

0095-03-106

CR 217 at US 80

June 2023

Table of Contents

Announcement 3
Bridge Location 4
Bridge Information 4
Bridge Condition and Load Rating 4
Historic Significance of the Bridge 4
TxDOT Estimated Work Items and Costs 5
Bridge Photographs 6

Announcement

The Texas Department of Transportation (TxDOT) seeks adopters for the historic bridge detailed below for reuse according to federal transportation and historic preservation laws. The bridge is located in Kaufman County, on CR 217 crossing US 80.

Letters of interest and/or reuse proposals will be accepted until 5 p.m. on July 13, 2023. TxDOT is currently undergoing alternatives analysis for this project. The outcome of the analysis may impact the availability of this bridge. Priority for assistance will be given to public entities seeking to reuse the bridge in a public or publicly visible space. Bridges available through this program are not suitable for vehicular service. All rehabilitation work must conform to the Secretary of the Interior's *Standards for Rehabilitation* in consultation with the Texas Historical Commission (THC).

Interested parties may request additional information, indicate an interest, or submit a reuse proposal by contacting:

Mohammed Shaikh, Environmental Specialist
TxDOT Dallas District
4777 E. Highway 80, Mesquite, TX 75150-6643
Phone Number: (214) 320-6148
Email address: Mohammed.Shaikh@txdot.gov



Bridge Location

- **County:** Kaufman
- **Highway or Facility:** CR 217
- **Feature Crossed:** US 80
- **GIS Locational Information**
  1. https://arcg.is/1zKCvD
  2. 32.741019, -96.429808

Bridge Information

- **Bridge Owner** Texas Department of Transportation – Dallas District
- **Main-span Type:** Cast-in-place concrete rigid frame unit
- **Main-span Length** 120 feet
- **Roadway Width** 28 feet
- **Year Built** 1958
- **Builder** Texas Highway Department

Bridge Condition and Load Rating

Based on a 2022 condition assessment, the bridge is in fair condition but exhibits widespread moderate spalling, map cracking, and scaling with overheight impact related spalling at the deck edges. A large area of the deck surface has been patched with asphalt. The superstructure exhibits cracking and spalling at the interface between the abutment walls and the retaining walls. The bridge has its original rails which are neither MASH nor NCHRP 350 compliant. The bridge is load rated at HS 15.9 (IR) and HS 26.6 (OR).

Historic Significance of the Bridge

The bridge was determined eligible in 2009 as an example of a concrete rigid frame, an uncommon bridge type built between 1945 and 1965. The bridge is also significant as an important work of a master engineer, in this case THD (TxDOT) engineer Farland C. Bundy, who worked in the Bridge Division from 1948 to 1984. The CR 271 Bridge is eligible under Criterion C in the area of Engineering at the state level of significance. The bridge does not exhibit physical alterations and retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

TxDOT Estimated Work Items and Costs

Costs to rehabilitate and relocate the bridge for pedestrian use are estimated by TxDOT bridge engineers based on TxDOT expenditures for similar items on other bridges. All prospective owners should have access to a structural engineer to assist in determining the appropriate work to be completed as well as appropriate estimates. Costs may vary outside the TxDOT system.

Due to the nature of the bridge's construction method and materials, moving the bridge is not possible nor feasible. A cost estimate for moving the bridge is thus not available. Leaving the bridge in place for adaptive re-use is likewise not feasible given the proposed project activities requiring this course of action.

Bridge Photographs






STOP





A Historic Bridge Team Report (HBT) and Detour Map were not prepared for the US 80 bridges in this project. An HBT report was not needed to demonstrate the bridges' historical significance, the project's Need and Purpose, or to complete the Section 4(f) Programmatic Evaluation of Historic Bridge Projects checklist. A Detour Map was not needed, given the current bridges will remain open to traffic while new ones are constructed alongside.

Decision Matrix: CR 271 Bridge
NBI 181300009504108
CSJ: 0095-03-106

Alternative	Addresses Structural Deficiency	Addresses Functional Deficiency	Requires New ROW	Construction A: Feasibility B: Prudent C: Major Budget Line Items	Notes / Other Environmental Impacts
1. No Build	N/A	No	No	A: Yes B: No, geometric issues not resolved C: Strengthening to achieve HS 20 inventory rating	Not feasible or prudent. Does not address project purpose and need: bridge vertical clearance and US 80 geometries would remain unresolved.
2. Rehab for Paired Two-Way Traffic	N/A	No	No	A: No B: No, geometric issues not resolved C: Strengthening to achieve HS 20 inventory rating	Not feasible or prudent. Does not address project purpose and need: geometries of both the bridge and US 80.
3. Bypass Existing Bridge	N/A	No	Yes	A: No B: No, geometric issues not resolved C: Reconstruction of US 80 to bypass CR 271 Bridge	Not feasible or prudent. Does not address project purpose and need: bridge geometry, and exorbitant cost and magnitude to bypass including multiple displacements.
4. New Structure (Preferred)	N/A	Yes	No	A: Yes B: Yes C: Full bridge replacement	Meets purpose and need: replacing the bridge would resolve all geometric issues.

Checklist
Section 4(f) Programmatic Evaluation of Historic Bridge Projects

Bridge Name: Windmill Farms Boulevard Bridge

Bridge Location: Windmill Farms Blvd. at US 80

County: Kaufman

District: Dallas

Control Section Job Number (CSJ): 0095-03-0106

Highway/Facility: Windmill Farms Blvd (US 80 Frontage)

Bridge Type: Cast-in-place concrete rigid frame unit

NB #: 181300009504109

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

I. Description of Section 4(f) Property, Project Scope, and Need and Purpose Statement

The purpose of the proposed project is to reconstruct US 80 to meet current roadway corridor standards, reduce traffic congestion, improve mobility, and increase safety within this major east/west thoroughfare connecting the Dallas/Fort Worth Metroplex and East Texas.

The proposed project is needed because US 80 (from FM 460 to Spur 557) does not meet current and future traffic demand volumes with the appropriate Level of Service. The current ROW configuration and bridge column locations do not have sufficient width to add the number of lanes needed using current design standards for lane and shoulder width. The Windmill Farms Boulevard Bridge has lower vertical clearance than the current design standard and is significantly lower than the standards being implemented for freight corridors.

II. Determination of Applicability

All must result in a Yes answer for this checklist to be used.

Yes	No	
☒	☐	The project requires the use of a bridge defined as historic per Section 106 regulations. (36 CFR 800)
☒	☐	The historic bridge is not a designated National Historic Landmark (NHL).
		The project results in:
☒	☐	Section 4(f) use of a historic bridge, AND
☒	☐	Additional impacts to protected Section 4(f) properties are limited to *de minimis* or exception categories as specified in the Scope of Work.

III. Identify additional Section 4(f) properties in the project area

Either exception, de minimis, or another programmatic

CR 217 Bridge Programmatic Evaluation
Landmark Hill Section 4(f) de minimis

Comments: The CR 217 Bridge is similar in design to the Windmill Farms Boulevard Bridge. The Landmark Hill Section 4(f) de minimis is addressed under separate cover.

IV. Alternatives Considered/Findings

No Build *(Indicate all that apply.)*

☐ **Structural Deficiencies**

The No Build alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The No Build alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

The current bridge is not wide enough to meet current and projected traffic volumes. Similarly, the present 14'-9"-ft vertical clearance for eastbound traffic and 16'-4"-ft vertical clearance for westbound traffic does not meet the 18'-6"-ft standard for a freight corridor such as US 80. Industrial warehouses and recent commercial and industrial development along US 80 demonstrate the relevance of the project need. Overheight trucks are currently forced to exit and re-enter the highway to avoid impacts with the bridge structure. The width of the bridge is not sufficient to handle the increased amount of traffic projected along the existing US 80 frontage roads. The low inventory rating would require substantial strengthening to achieve HS 20 Inventory rating. The No Build alternative is not prudent as it does not meet the project's purpose and need.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Build on New Location (conversion to one-way pair/parallel construction with monument)

☐ **Structural Deficiencies**

The New Location alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The New Location alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

Conversion of the bridge to a one-way pair or parallel construction does not resolve the vertical clearance issues mentioned under the No Build option. Widening US 80 is not possible if any part of the bridge remains in place due to its construction method. The cast-in-place rigid frame cannot be lengthened to span the proposed roadway cross section, nor can it be raised to meet vertical clearance requirements. The structure already has a low vertical clearance and widening the existing structure would only further reduce this clearance due to the cross slope. Additionally, the low inventory rating of the bridge would require substantial strengthening to achieve HS 20 inventory rating. This alternative does not meet the purpose and need of the project because it does not resolve the vertical clearance issue. It is not feasible as the additional US 80 lanes cannot be constructed between the existing bridge piers as a matter of sound engineering.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Rehabilitation of Historic Bridge (two-way vehicular/pedestrian in situ or relocated)

☐ **Structural Deficiencies**

The Rehabilitation alternative does not correct the situation that causes the bridge to be considered structurally deficient or significantly deteriorated. These deficiencies can lead to eventual structural failure/collapse. Normal maintenance is not considered adequate to address these deficiencies.

☒ **Functional/Geometric Deficiencies**

The Rehabilitation alternative does not correct the situation that causes the bridge to be considered functionally/geometrically deficient. These deficiencies can lead to safety hazards to the traveling public or place unacceptable restrictions on transport and travel.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

Rehabilitation of the Windmill Farms Boulevard Bridge for continued use according to the Secretary of the Interior's Standards would not resolve the vertical clearance or capacity issues mentioned in the No Build alternative discussion. Raising the bridge is not possible due to its cast-in-place ridgid frame construction. While US 80 could be lowered to correct the vertical clearance deficiency, the required additional US 80 lanes cannot be constructed between the existing piers. The bridge cannot be removed and relocated due to its construction. This alternative does not meet the purpose and need of the project because it does not resolve the vertical clearance issue. It is not feasible as the additional US 80 lanes cannot be constructed between the existing bridge piers as a matter of sound engineering.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative fails the Section 4(f) prudent and feasible standard and is not recommended.

Alternative: Replacement on Current Alignment

☐ **Structural Deficiencies**

The Replacement alternative corrects the situation that causes the bridge to be considered structurally deficient or significantly deteriorated.

☒ **Functional/Geometric Deficiencies**

The Replacement alternative corrects the situation that causes the bridge to be considered functionally/geometrically deficient.

☒ **Justification** *(Summary describing constraints posed by terrain; adverse social, economic, or environmental effects, engineering and economic considerations, and preservation standards)*

TxDOT engineers propose replacing the Windmill Farms Boulevard Bridge with a new multi-lane bridge with separate turn-arounds for frontage road traffic. The new bridge would meet current and future geometric requirements. This alternative is both feasible and prudent and is the preferred alternative.

☒ **Recommendation (Mandatory)**

TxDOT determined this alternative meets the Section 4(f) prudent and feasible standard and is recommended**.**

V. Measures to Minimize Harm

Indicate all that apply, but a minimum of one must be selected. Verify that the project includes all possible planning to minimize harm.

☐ Measures taken to preserve historic integrity per preservation standards

☒ Measures taken to market historic bridge for alternative use

☐ Alternative design measures taken to address deficiencies that complies with codes

☐ Other measures taken to address deficiencies that complies with codes

VI. Mitigation Commitment

Describe mitigation agreed to in consultation with SHPO and other consulting parties.

☒	Programmatic	The Windmill Farms Boulevard Bridge is categorized in the "Programmatic Agreement Among the Texas Department of Transportation, the Texas State Historic Preservation Office, and the Advisory Council on Historic Preservation Regarding the Treatment of Historic Bridges Constructed Between 1945 and 1965" (hereinafter referred to as "PA") as a mitigated eligible bridge. The PA states, "Mitigated eligible bridges are those post-1945 bridges that are significant primarily for their technological innovations. The significance lies in the physical representation of those innovations, rather than their potential for preservation in place." Programmatic mitigation entailed a public involvement campaign to share eligibility recommendations regarding the whole class of bridges covered by the PA, to inform the public of the provisions of the PA and its implications, and to consider comments received in finalizing the treatment protocols outlined in the PA. It also entailed training for consulting parties on how to respond to formal requests for comment on TxDOT bridge projects. The MOA was executed March 7, 2017 and TxDOT has completed its obligations under the MOA for the class of bridges that includes the Windmill Farms Boulevard at US 80 Bridge.
☐	Customized	N/A

VII. Summary and Approval

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-19 and executed by FHWA and TxDOT.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) guidance for Programmatic Bridge Section 4(f) Evaluation. TxDOT fully evaluated all alternatives set forth in the subject programmatic and the findings made are clearly applicable to this project. There are **no feasible and prudent alternatives** to the use of the historic bridge.

The project includes all possible planning to minimize harm. The Texas Department of Transportation (TxDOT) will include the measures to minimize harm as environmental commitments in the applicable National Environmental Policy Act (NEPA) document and Environmental Compliance Oversight System (ECOS) for the proposed project.

The following **MUST** be attached to this checklist to ensure proper documentation of the Historic Bridge Programmatic Section 4(f):

1. Concurrence letter with the Official with Jurisdiction
2. Proof of Historic Bridge Marketing
3. Historic Bridge Team Report
4. Detour Map
5. Photographs of the bridge detailing conditions cited in alternatives analyses

6. Comparative alternatives analysis chart

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 27, 2023

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION-PROGRAMMATIC BRIDGE AND DE MINIMIS
Kaufman County / Dallas District
US 80 (from FM 460 to Spur 557), and Spur 557 (US 80 to IH 20)
CSJ: 0095-03-106

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description

See HRSR page 26-33 for screenshots from TxDOT's Environmental Compliance Oversight System (ECOS) that describe the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determinations of Eligibility

TxDOT historians determined that the APE extends 150' in each direction from the proposed and existing ROW and easements. TxDOT historians identified two historic properties previously documented within the APE by consulting inventories for the National Register of Historic Places (NRHP), State Antiquities Landmarks (SAL), and Recorded Texas Historic Landmarks (RTHL) maintained by your agency.

The two previously identified historic properties are bridges constructed in 1958 over US 80 mainlanes. TxDOT completed an inventory of all bridges built between 1945 and 1965 in 2010, and these bridges are classified into Group II of III. The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period.

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

TxDOT historians conducted a Historic Resources Survey Report (HRSR) and identified 32 properties in the APE with a finding of four historic properties present (two bridges, two farms).

TxDOT determined **Landmark Hill (007) NRHP-eligible** under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. Most recently used as an event space, 007 is a former agricultural property that is now vacant. County parcel data indicates the main dwelling (007a), and the detached garage (007b) were constructed in 1926. While parcel data does not state when the other buildings on the property were constructed, all the extant buildings are visible in a 1956 historic aerial. The extant buildings include the main dwelling and detached garage (007a and 007b), three barns (007c, 007d, 007e), another detached garage (007f), and two other outbuildings. The last two outbuildings were not visible from ROW (007f and 007g). For purposes of this project, due to lack of access and vegetation hindering views, all resources on the property are contributing.

The entire property is enclosed by a fence. The majority of the fence is an 8-foot tall, modern chain link fence, but there is a section of the fence at the driveway access that is historic-age wrought iron. While there is a historic-age section, the fence overall has lost significant integrity with most of it being replaced with a chain link fence, and so the fence is not a contributing resource to the property.

The property is representative of a large farmstead in Kaufman County. The Pinson family, which owned large tracts of land in Forney, developed the farmstead during the POS for agriculture in Kaufman County. The family owned the property until the 1970s. Along with many extant historic-age agricultural buildings, the property retains the original 1926 dwelling and garage. While the property no longer functions as a farm, it is still able to convey its agricultural history.

The boundaries of the eligible resource are defined as the existing parcel boundaries of the two properties associated with Landmark Hill containing the house and outbuildings with some land. The majority of the agricultural land surrounding the property is lost due to housing development. For additional information see pages 66-79 of the HRSR.

TxDOT determined the **Pinson Farm (011) NRHP-eligible** under Criterion A and C for its association with agriculture in Kaufman County, representing an intact farmstead, with a Craftsman style house. Four extant buildings include the main dwelling (011a), a detached garage (011b), a metal barn (011c), and a wood barn (011d), all contribute to the property. A barbed wire fence along the property line encloses the outbuildings of the property. The fence is not original to the property and does not contribute.

William Henry Harrison Pinson established a farm on the property in 1878. At the time, Pinson owned 224 acres of land and farmed cotton, feed grains, and had domestic

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

livestock. He left the property to his wife, who in turn left the property to their son, Clem Pinson. Clem Pinson's cousin, Jim Perry Pinson, constructed the farmstead known as Landmark Hill in 1926 (Property 007).

The family continued its agricultural operations on Property 011 and the State of Texas recognized it as a Family Land Heritage Farm (FLH) in 1991. This honor does not automatically convey NRHP-eligibility to a property. The property must still satisfy the criteria to be NRHP eligible.

The Pinson family established the farm during the Period of Significance (POS) for Agriculture (1850-1930) in Kaufman County, at a time when the primary industry was agriculture. According to the FLH listing, the property size is now only 16 acres, but the feeling and representation of its agricultural significance are still visible. TxDOT determined the Pinson Farm **NRHP-eligible** for listing under Criterion A for Agriculture at the local level. In addition, the Craftsman style house retains enough integrity for **NRHP-eligibility** under Criterion C for architecture at the local level.

The NRHP boundary is the current parcel with house and outbuildings. For additional information see pages 97-110 of the HRSR.

While both properties were historically associated with the same family, due to distance and new housing and commercial development in between them, the area no longer contains integrity to constitute a rural historic landscape.

TxDOT determined two bridges in the APE **NRHP-eligible** under the 1945-1965 bridge study. Located at CR 217 @ US 80, (NBI No. 181300009504108) and Windmill Farms Blvd @ US 80, (NBI No. 181300009504109), they carry traffic over the mainlanes of US 80. TxDOT marketed the bridges on its bridge adoption website for over 30 days in June/July 2023.

The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period. Rigid frame bridges, in which the superstructure and substructure are a continuous form poured monolithically in one mold, were used for a variety of roadway types from the 1920s through 1940s. However, their use following World War II was uncommon and generally limited to grade separation structures in urban locations where logistics, setting, and/or cost prevented the construction of a substantial foundation. The rigid frame form also provided an attractive, slightly arched form suitable for use on urban roadways.

The bridges are also significant as an important work of a master engineer, designer, fabricator, or builder. The bridges were designed by Farland C. Bundy, recognized as an innovative Texas bridge designer of the period. Bundy worked as an engineer in the Texas Highway Department's Bridge Division from 1948 to 1984 and was responsible for several award-winning designs and innovative practices. The bridges do not exhibit physical alterations and retain historic integrity of location, design, materials, workmanship, setting,

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

feeling, and association. The bridges are **eligible** for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance.

TxDOT historians determined the remaining properties in the APE consisting of domestic, commercial, transportation and agricultural (among other types) are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore **not eligible** for NRHP listing under Criterion A, B, or C.

Consultation with Other Parties

TxDOT contacted the Kaufman County Historical Commission (CHC) regarding the proposed project in November 2022 via email. As of July 2023, Kaufman CHC had not responded.

Determinations of Effect

Property 07 Landmark Hill. The identified eligible property is approximately 8.04 acre in size. The proposed project requires approximately 0.076 acres in new right of way within the southern boundary of the property along US 80 (see page 245 of HRSR for map). This results in a total impact of 0.94% (less than 1%). TxDOT determined this constitutes a *de minimis* use of the historic property. TxDOT determined that this minor change poses **no adverse effect** as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: Project activities pose minimal potential to cause indirect effects. The widening of an existing highway would not affect or diminish the qualities and characteristics that contribute to the historic significance of Landmark Hill. Potential visual impacts: none as roadway will remain at grade at this location. Noise impacts: will not be measured as the property is now in commercial use.

Cumulative Effect: Project activities pose no foreseeable cumulative adverse effects to the property. The property is currently abandoned and not in agricultural use and any future use by other owners is not subject of this review.

Property 11 Pinson Farm

The project would result in **no effect** to the property. The property is well away from the new ROW impacts. See map on page 246 of HRSR.

Bridges-

TxDOT examined multiple alternatives to improve the bridge crossings. The alternatives analysis indicates that replacement of the historic bridge is necessary. TxDOT's proposed replacement of the existing historic bridges with a new bridge constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the bridges for continued use, constructing a parallel bridge and rehabilitating the bridges

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

for one-way traffic, or leaving the bridges in place as a monument. Detailed analysis of these options determined that costs are prohibitive for the rehabilitation, while leaving the historic bridges in place may result in safety issues and geometric issues (TxDOT cannot widen US 80 mainlanes with the current bridge piers at their current locations as there is not enough space between piers to do so. Additionally, the current bridges do not meet height requirements for a US highway). See the attached checklist and alternatives analysis chart for discussions of planning efforts to avoid and minimize the adverse effects to the bridges.

Mitigation

TxDOT completed programmatic mitigation for the replacement of all bridges in Group II. This programmatic mitigation is a public-facing education campaign about these bridges, which includes videos, a webpage, glossaries, photographs, educational activities, and continued promotion of these materials. Per prior agreement, TxDOT does not need to complete additional mitigation on Group II bridges.

Conclusion

TxDOT hereby requests your signed concurrence with our determinations of **eligibility** and **effects**.

We additionally notify you that SHPO is the designated Official with Jurisdiction (OWJ) over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19. TxDOT intends to render a de minimis finding on 007 Landmark Hill and a programmatic finding on the two historic bridges over US 80.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (409) 673-0787 or renee.benn@txdot.gov.

Sincerely,

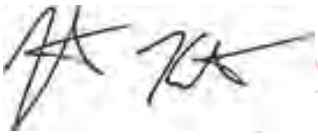
DocuSigned by:
Renee Benn
7F4A35F3350848D...

Renee Benn
Environmental Protection Specialist
Historical Studies Branch
Environmental Affairs Division

cc: Linda Henderson, HIST Program Manager Lead: DS LCH

-82:1547Ã.7;36893Ã0-)Ã!! # /".Ä$+$%Ä$-.*Ä'$,(Ä(&-&.,+"*-(!

CONCUR-NRHP ELIGIBLE PROPERTIES PRESENT
ADVERSE EFFECTS WITH MITIGATION (TWO BRIDGES)
NO ADVERSE EFFECT TO HISTORIC PROPERTIES (07 and 11)
NO COMMENTS ON SECTION 4(f) EVALUATIONS

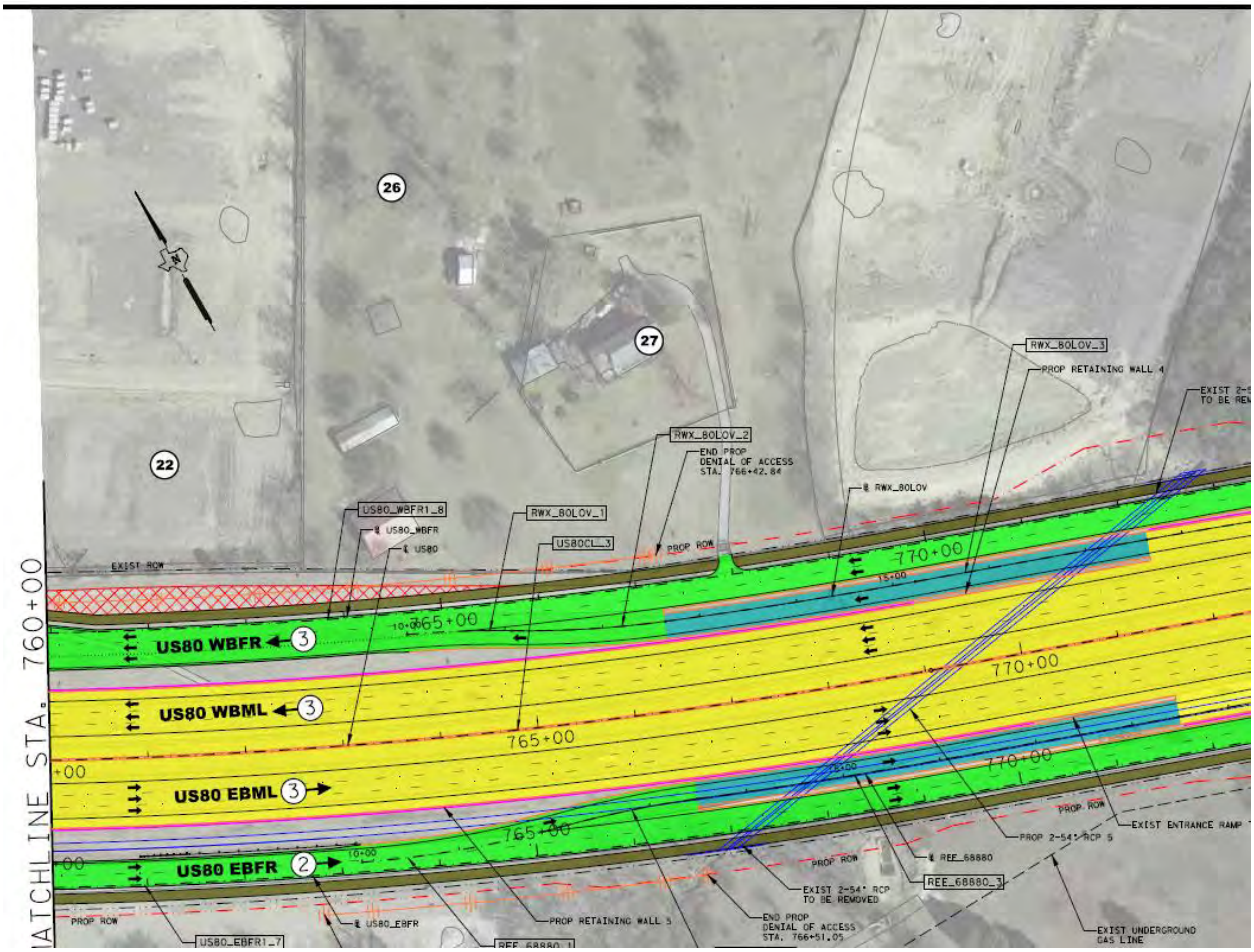


NAME: _____ DATE:_____

for Mark Wolfe, State Historic Preservation Officer

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Image from schematic showing ROW take at property 007 (#27 on this map):



Proposed ROW line is dashed red. Hashed red is removal of pavement. Note frontage road lanes moving away from property due to pavement removal.

Historic Bridge Adoption Information Packet

Kaufman County

0095-03-106

Windmill Farms Boulevard at US 80

June 2023

Table of Contents

Announcement 3
Bridge Location 4
Bridge Information 4
Bridge Condition and Load Rating 4
Historic Significance of the Bridge 4
TxDOT Estimated Work Items and Costs 5
Bridge Photographs 6

Announcement

The Texas Department of Transportation (TxDOT) seeks adopters for the historic bridge detailed below for reuse according to federal transportation and historic preservation laws. The bridge is located in Kaufman County, on Windmill Farms Boulevard crossing US 80.

Letters of interest and/or reuse proposals will be accepted until 5 p.m. on July 13, 2023. TxDOT is currently undergoing alternatives analysis for this project. The outcome of the analysis may impact the availability of this bridge. Priority for assistance will be given to public entities seeking to reuse the bridge in a public or publicly visible space. Bridges available through this program are not suitable for vehicular service. All rehabilitation work must conform to the Secretary of the Interior's *Standards for Rehabilitation* in consultation with the Texas Historical Commission (THC).

Interested parties may request additional information, indicate an interest, or submit a reuse proposal by contacting:

Mohammed Shaikh, Environmental Specialist
TxDOT Dallas District
4777 E. Highway 80, Mesquite, TX 75150-6643
Phone Number: (214) 320-6148
Email address: Mohammed.Shaikh@txdot.gov



Bridge Location

- **County:** Kaufman
- **Highway or Facility:** Windmill Farms Boulevard
- **Feature Crossed:** US 80
- **GIS Locational Information**
  1. https://arcg.is/K1PCn
  2. 32.739982, -96.396015

Bridge Information

- **Bridge Owner** Texas Department of Transportation – Dallas District
- **Main-span Type:** Cast-in-place concrete rigid frame unit
- **Main-span Length** 120 feet
- **Roadway Width** 28 feet
- **Year Built** 1958
- **Builder** Texas Highway Department

Bridge Condition and Load Rating

Based on a 2022 condition assessment, the bridge is in fair condition but exhibits widespread moderate spalling, map cracking, and scaling with overheight impact related spalling at the deck edges. A large area of the deck surface has been patched with asphalt. The superstructure exhibits cracking and spalling at the interface between the abutment walls and the retaining walls. The bridge has its original rails which are neither MASH nor NCHRP 350 compliant. The bridge is load rated at HS 15.9 (IR) and HS 26.6 (OR).

Historic Significance of the Bridge

The bridge was determined eligible in 2009 as an example of a concrete rigid frame, an uncommon bridge type built between 1945 and 1965. The bridge is also significant as an important work of a master engineer, in this case THD (TxDOT) engineer Farland C. Bundy, who worked in the Bridge Division from 1948 to 1984. The Windmill Farms Boulevard Bridge (originally constructed as a frontage road crossing and turnaround) is eligible under Criterion C in the area of Engineering at the state level of significance. The bridge does not exhibit physical alterations and retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

TxDOT Estimated Work Items and Costs

Costs to rehabilitate and relocate the bridge for pedestrian use are estimated by TxDOT bridge engineers based on TxDOT expenditures for similar items on other bridges. All prospective owners should have access to a structural engineer to assist in determining the appropriate work to be completed as well as appropriate estimates. Costs may vary outside the TxDOT system.

Due to the nature of the bridge's construction method and materials, moving the bridge is not possible nor feasible. A cost estimate for moving the bridge is thus not available. Leaving the bridge in place for adaptive re-use is likewise not feasible given the proposed project activities requiring this course of action.

Bridge Photographs






ONE
WAY





A Historic Bridge Team Report (HBT) and Detour Map were not prepared for the US 80 bridges in this project. An HBT report was not needed to demonstrate the bridges' historical significance, the project's Need and Purpose, or to complete the Section 4(f) Programmatic Evaluation of Historic Bridge Projects checklist. A Detour Map was not needed, given the current bridges will remain open to traffic while new ones are constructed alongside.

Decision Matrix: Windmill Farms Boulevard Bridge

NBI 181300009504109

CSJ: 0095-03-106

Alternative	Addresses Structural Deficiency	Addresses Functional Deficiency	Requires New ROW	Construction A: Feasibility B: Prudent C: Major Budget Line Items	Notes / Other Environmental Impacts
1. No Build	N/A	No	No	A: Yes B: No, geometric issues not resolved C: Strengthening to achieve HS 20 inventory rating	Not feasible or prudent. Does not address project purpose and need: bridge vertical clearance and US 80 geometries would remain unresolved.
2. Rehab for Paired Two-Way Traffic	N/A	No	No	A: No B: No, geometric issues not resolved C: Strengthening to achieve HS 20 inventory rating	Not feasible or prudent. Does not address project purpose and need: geometries of both the bridge and US 80.
3. Bypass Existing Bridge	N/A	No	Yes	A: No B: No, geometric issues not resolved C: Reconstruction of US 80 to bypass CR 271 Bridge	Not feasible or prudent. Does not address project purpose and need: bridge geometry, and exorbitant cost and magnitude to bypass including multiple displacements.
4. New Structure (Preferred)	N/A	Yes	No	A: Yes B: Yes C: Full bridge replacement	Meets purpose and need: replacing the bridge would resolve all geometric issues.

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0095-03-106
District(s): Dallas
County(ies): Kaufman
Property ID: 007
Property Name: Landmark Hill

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

- ☐ A park, recreation land, or wildlife/waterfowl refuge
- ☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Section 4(f) Use:

TxDOT determined Landmark Hill (007) NRHP-eligible under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. Most recently used as an event space, 007 is a former agricultural property that is now vacant. County parcel data indicates the main dwelling (007a), and the detached garage (007b) were constructed in 1926. While parcel data does not state when the other buildings on the property were constructed, all the extant buildings are visible in a 1956 historic aerial. The extant buildings include the main dwelling and detached garage (007a and 007b), three barns (007c, 007d, 007e), another detached garage (007f), and

two other outbuildings. The last two outbuildings were not visible from ROW (007f and 007g). For purposes of this project, due to lack of access and vegetation hindering views, all resources on the property are contributing.

The property is representative of a large farmstead in Kaufman County. The Pinson family, which owned large tracts of land in Forney, developed the farmstead during the POS for agriculture in Kaufman County. The family owned the property until the 1970s. Along with many extant historic-age agricultural buildings, the property retains the original 1926 dwelling and garage. While the property no longer functions as a farm, it is still able to convey its agricultural history.

The boundaries of the eligible resource are defined as the existing parcel boundaries of the two properties associated with Landmark Hill containing the house and outbuildings with some land. The majority of the agricultural land surrounding the property is lost due to housing development. For additional information see pages 66-79 of the HRSR.

The identified eligible property is approximately 8.04 acre in size. The proposed project requires approximately 0.076 acres in new right of way within the southern boundary of the property along US 80 (see page 245 of HRSR for map). This results in a total impact of 0.94% (less than 1%). TxDOT determined this constitutes a de minimis use of the historic property. TxDOT determined that this minor change poses no adverse effect as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

- ☑ A detailed map of the Section 4(f) Property including current and proposed ROW; property boundaries; access points for pedestrians and vehicles and existing and planned facilities.
- ☑ Street level photograph of the property
- ☑ Concurrence letter from Official with Jurisdiction
- ☑ Copy of WPD I Screen from ECOS.

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

July 27, 2023

SECTION 106 REVIEW: DETERMINATION OF NRHP ELIGIBILITY AND ADVERSE EFFECT
SECTION 4(f) REVIEW: COMMENT AS OFFICIAL WITH JURISDICTION-PROGRAMMATIC BRIDGE AND DE MINIMIS
Kaufman County / Dallas District
US 80 (from FM 460 to Spur 557), and Spur 557 (US 80 to IH 20)
CSJ: 0095-03-106

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, TX 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement, this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a historic property located within the project's area of potential effects (APE). As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency.

Project Description

See HRSR page 26-33 for screenshots from TxDOT's Environmental Compliance Oversight System (ECOS) that describe the project, setting, and amount of right-of-way (ROW) and easements necessary for the project.

Determinations of Eligibility

TxDOT historians determined that the APE extends 150' in each direction from the proposed and existing ROW and easements. TxDOT historians identified two historic properties previously documented within the APE by consulting inventories for the National Register of Historic Places (NRHP), State Antiquities Landmarks (SAL), and Recorded Texas Historic Landmarks (RTHL) maintained by your agency.

The two previously identified historic properties are bridges constructed in 1958 over US 80 mainlanes. TxDOT completed an inventory of all bridges built between 1945 and 1965 in 2010, and these bridges are classified into Group II of III. The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period.

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

TxDOT historians conducted a Historic Resources Survey Report (HRSR) and identified 32 properties in the APE with a finding of four historic properties present (two bridges, two farms).

TxDOT determined **Landmark Hill (007) NRHP-eligible** under Criterion A and C at the local level for its association with agriculture in Kaufman County and its representation of a Colonial Revival farmstead. Most recently used as an event space, 007 is a former agricultural property that is now vacant. County parcel data indicates the main dwelling (007a), and the detached garage (007b) were constructed in 1926. While parcel data does not state when the other buildings on the property were constructed, all the extant buildings are visible in a 1956 historic aerial. The extant buildings include the main dwelling and detached garage (007a and 007b), three barns (007c, 007d, 007e), another detached garage (007f), and two other outbuildings. The last two outbuildings were not visible from ROW (007f and 007g). For purposes of this project, due to lack of access and vegetation hindering views, all resources on the property are contributing.

The entire property is enclosed by a fence. The majority of the fence is an 8-foot tall, modern chain link fence, but there is a section of the fence at the driveway access that is historic-age wrought iron. While there is a historic-age section, the fence overall has lost significant integrity with most of it being replaced with a chain link fence, and so the fence is not a contributing resource to the property.

The property is representative of a large farmstead in Kaufman County. The Pinson family, which owned large tracts of land in Forney, developed the farmstead during the POS for agriculture in Kaufman County. The family owned the property until the 1970s. Along with many extant historic-age agricultural buildings, the property retains the original 1926 dwelling and garage. While the property no longer functions as a farm, it is still able to convey its agricultural history.

The boundaries of the eligible resource are defined as the existing parcel boundaries of the two properties associated with Landmark Hill containing the house and outbuildings with some land. The majority of the agricultural land surrounding the property is lost due to housing development. For additional information see pages 66-79 of the HRSR.

TxDOT determined the **Pinson Farm (011) NRHP-eligible** under Criterion A and C for its association with agriculture in Kaufman County, representing an intact farmstead, with a Craftsman style house. Four extant buildings include the main dwelling (011a), a detached garage (011b), a metal barn (011c), and a wood barn (011d), all contribute to the property. A barbed wire fence along the property line encloses the outbuildings of the property. The fence is not original to the property and does not contribute.

William Henry Harrison Pinson established a farm on the property in 1878. At the time, Pinson owned 224 acres of land and farmed cotton, feed grains, and had domestic

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

livestock. He left the property to his wife, who in turn left the property to their son, Clem Pinson. Clem Pinson's cousin, Jim Perry Pinson, constructed the farmstead known as Landmark Hill in 1926 (Property 007).

The family continued its agricultural operations on Property 011 and the State of Texas recognized it as a Family Land Heritage Farm (FLH) in 1991. This honor does not automatically convey NRHP-eligibility to a property. The property must still satisfy the criteria to be NRHP eligible.

The Pinson family established the farm during the Period of Significance (POS) for Agriculture (1850-1930) in Kaufman County, at a time when the primary industry was agriculture. According to the FLH listing, the property size is now only 16 acres, but the feeling and representation of its agricultural significance are still visible. TxDOT determined the Pinson Farm **NRHP-eligible** for listing under Criterion A for Agriculture at the local level. In addition, the Craftsman style house retains enough integrity for **NRHP-eligibility** under Criterion C for architecture at the local level.

The NRHP boundary is the current parcel with house and outbuildings. For additional information see pages 97-110 of the HRSR.

While both properties were historically associated with the same family, due to distance and new housing and commercial development in between them, the area no longer contains integrity to constitute a rural historic landscape.

TxDOT determined two bridges in the APE **NRHP-eligible** under the 1945-1965 bridge study. Located at CR 217 @ US 80, (NBI No. 181300009504108) and Windmill Farms Blvd @ US 80, (NBI No. 181300009504109), they carry traffic over the mainlanes of US 80. TxDOT marketed the bridges on its bridge adoption website for over 30 days in June/July 2023.

The bridges are significant as an example of a concrete rigid frame, an uncommon bridge type during the 1945 to 1965 period. Rigid frame bridges, in which the superstructure and substructure are a continuous form poured monolithically in one mold, were used for a variety of roadway types from the 1920s through 1940s. However, their use following World War II was uncommon and generally limited to grade separation structures in urban locations where logistics, setting, and/or cost prevented the construction of a substantial foundation. The rigid frame form also provided an attractive, slightly arched form suitable for use on urban roadways.

The bridges are also significant as an important work of a master engineer, designer, fabricator, or builder. The bridges were designed by Farland C. Bundy, recognized as an innovative Texas bridge designer of the period. Bundy worked as an engineer in the Texas Highway Department's Bridge Division from 1948 to 1984 and was responsible for several award-winning designs and innovative practices. The bridges do not exhibit physical alterations and retain historic integrity of location, design, materials, workmanship, setting,

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

feeling, and association. The bridges are **eligible** for listing in the National Register of Historic Places under Criterion C in the area of Engineering at the state level of significance.

TxDOT historians determined the remaining properties in the APE consisting of domestic, commercial, transportation and agricultural (among other types) are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore **not eligible** for NRHP listing under Criterion A, B, or C.

Consultation with Other Parties

TxDOT contacted the Kaufman County Historical Commission (CHC) regarding the proposed project in November 2022 via email. As of July 2023, Kaufman CHC had not responded.

Determinations of Effect

Property 07 Landmark Hill. The identified eligible property is approximately 8.04 acre in size. The proposed project requires approximately 0.076 acres in new right of way within the southern boundary of the property along US 80 (see page 245 of HRSR for map). This results in a total impact of 0.94% (less than 1%). TxDOT determined this constitutes a *de minimis* use of the historic property. TxDOT determined that this minor change poses **no adverse effect** as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: Project activities pose minimal potential to cause indirect effects. The widening of an existing highway would not affect or diminish the qualities and characteristics that contribute to the historic significance of Landmark Hill. Potential visual impacts: none as roadway will remain at grade at this location. Noise impacts: will not be measured as the property is now in commercial use.

Cumulative Effect: Project activities pose no foreseeable cumulative adverse effects to the property. The property is currently abandoned and not in agricultural use and any future use by other owners is not subject of this review.

Property 11 Pinson Farm

The project would result in **no effect** to the property. The property is well away from the new ROW impacts. See map on page 246 of HRSR.

Bridges-

TxDOT examined multiple alternatives to improve the bridge crossings. The alternatives analysis indicates that replacement of the historic bridge is necessary. TxDOT's proposed replacement of the existing historic bridges with a new bridge constitutes an **adverse effect**. TxDOT considered measures to avoid or minimize the adverse effect, such as rehabilitating the bridges for continued use, constructing a parallel bridge and rehabilitating the bridges

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

for one-way traffic, or leaving the bridges in place as a monument. Detailed analysis of these options determined that costs are prohibitive for the rehabilitation, while leaving the historic bridges in place may result in safety issues and geometric issues (TxDOT cannot widen US 80 mainlanes with the current bridge piers at their current locations as there is not enough space between piers to do so. Additionally, the current bridges do not meet height requirements for a US highway). See the attached checklist and alternatives analysis chart for discussions of planning efforts to avoid and minimize the adverse effects to the bridges.

Mitigation

TxDOT completed programmatic mitigation for the replacement of all bridges in Group II. This programmatic mitigation is a public-facing education campaign about these bridges, which includes videos, a webpage, glossaries, photographs, educational activities, and continued promotion of these materials. Per prior agreement, TxDOT does not need to complete additional mitigation on Group II bridges.

Conclusion

TxDOT hereby requests your signed concurrence with our determinations of **eligibility** and **effects**.

We additionally notify you that SHPO is the designated Official with Jurisdiction (OWJ) over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated 12-9-19. TxDOT intends to render a de minimis finding on 007 Landmark Hill and a programmatic finding on the two historic bridges over US 80.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please call me at (409) 673-0787 or renee.benn@txdot.gov.

Sincerely,

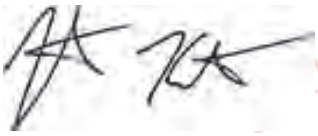
DocuSigned by:
Renee Benn
7F4A35F3350848D...

Renee Benn
Environmental Protection Specialist
Historical Studies Branch
Environmental Affairs Division

cc: Linda Henderson, HIST Program Manager Lead: DS LCH

-82:1547Ã.7;36893Ã0-)Ã!! # /".Ä$+$%Ä$-.*Ä'$,(Ä(&-&.,+"*-(!

CONCUR-NRHP ELIGIBLE PROPERTIES PRESENT
ADVERSE EFFECTS WITH MITIGATION (TWO BRIDGES)
NO ADVERSE EFFECT TO HISTORIC PROPERTIES (07 and 11)
NO COMMENTS ON SECTION 4(f) EVALUATIONS

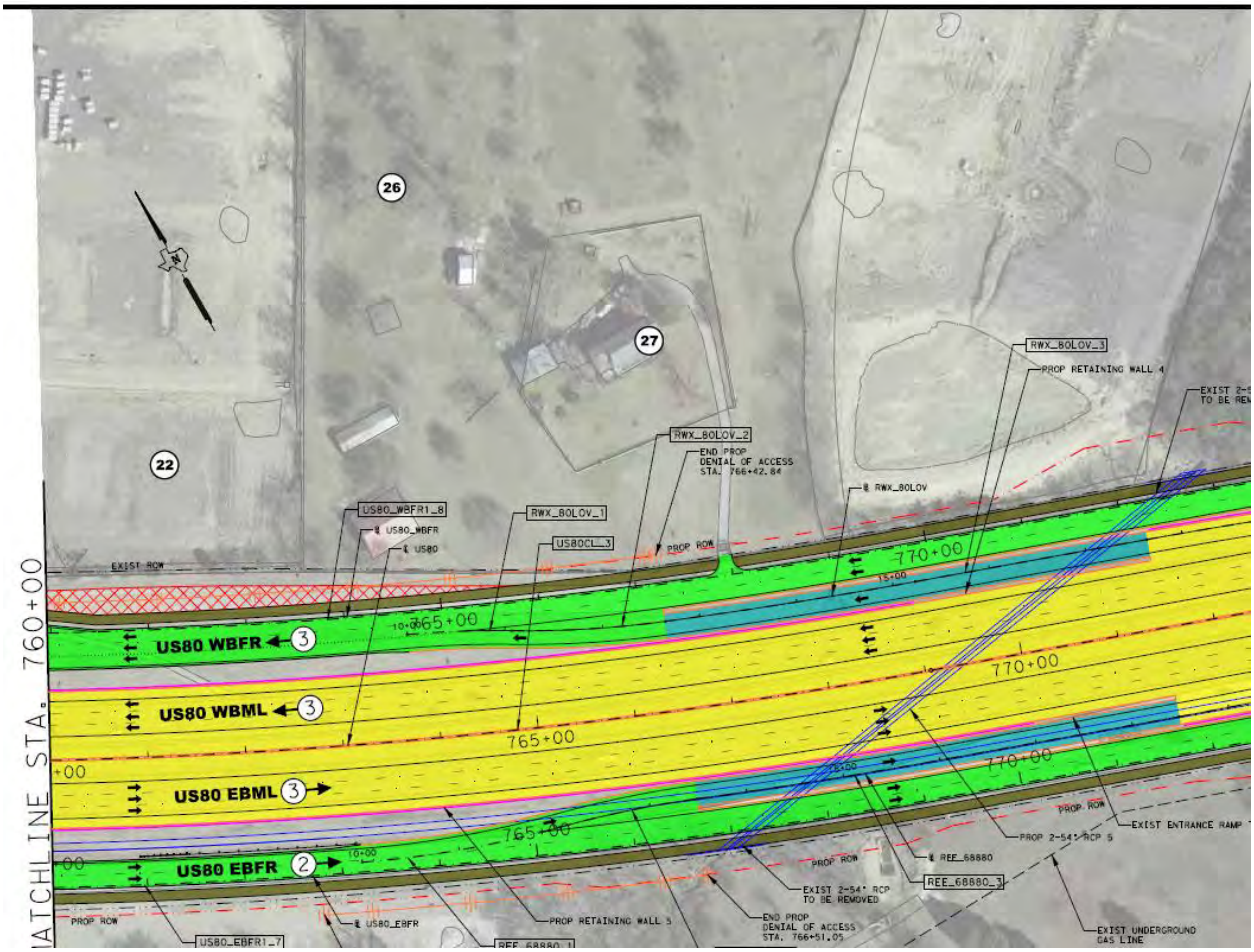


NAME: _____ DATE:_____

for Mark Wolfe, State Historic Preservation Officer

DocuSign Envelope ID: 11030F2E-4B46-4DEA-84C9-97D7ECB2AD91

Image from schematic showing ROW take at property 007 (#27 on this map):



Proposed ROW line is dashed red. Hashed red is removal of pavement. Note frontage road lanes moving away from property due to pavement removal.

Who is the lead agency responsible for the approval of the entire project?

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

TXDOT — Who is the project sponsor as defined by 43 TAC 2.7?

No — Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes — Does the project require any federal permit, license, or approval?

☑ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 2 (Feet) Maximum Depth of Impacts: 30 (Feet)

New ROW Required: 56 (Acres)

New Perm. Easement Required: 0 (Acres) New Temp. Easement Required: 0 (Acres)

Project Description

Describe Limits of All Activities: Spell

The proposed improvements consist of reconstructing US 80 from FM 460 in the City of Forney to Spur 557, and Spur 557 from US 80 to IH 20 in the City of Terrell, within Kaufman County. The proposed project would include an additional main lane in each direction and one-way continuous frontage roads in each direction with ramping improvements. The US 80/Spur 557 and Spur 557/IH 20 interchanges would be reconfigured with ramping and direct connector improvements.

Cross street intersection improvements are also included at FM 740/Pinson Road for approx. 2,000 feet, FM 548 for approx. 1,200 feet, Reeder Road for approx. 675 feet, Windmill Farms Boulevard for approx. 1,000 feet, FM 305 (Las Lomas Parkway) for approx. 1,800 feet, and FM 148 for approx. 1,300 feet.

Proposed improvements include tie-ins to side streets to the westbound side of US 80 at Lovers Lane, Mustang Boulevard, Trailhouse Lane, Marketplace Boulevard, Reeder Road, Irongate Boulevard, and Townsend Road; and to the eastbound side of US 80 to W. Broad Street, Elm Street, Cedar Street, Summerhaven, Regal Drive, FM 212, and Helms Trail.

The project would also construct a cul-de-sac at North McGraw Street to remove access to eastbound US 80 frontage road just east of Pinson Road.

Describe Project Setting: Spell

The project is located in an urban/suburban setting. Developed and undeveloped lands are present within the proposed project area. Developed lands include single and multi-family residences, places of worship, public facilities, small and large businesses including distribution centers. Undeveloped lands are comprised of vacant (not utilized) and some agriculture (ranch and pasture) land. Major Traffic Generators include the business areas and subdivisions of the cities of Forney and Terrell, IH 20, and Spur 557.

There are multiple stream crossings within the project limits, including 16 crossings within regulatory floodplains. The affected floodplains are Buffalo Creek, Mustang Creek, Union Branch, Big Brushy Creek and an unnamed tributary, Terry Creek and an unnamed tributary, and Bachelor Creek. Vegetation in the project vicinity consists primarily of maintained urban grasses, landscaping, and seasonal agriculture (crops). Some woodland and mixed shrub areas are also present nearby. There are no cemeteries or parks within the immediately adjacent to the project area. However 2 bridges (NBI #'s 181300009504108 & 181300009504109) are NRHP eligible under criterion C.

Describe Existing Facility: Spell

From FM 460 to Spur 557, US 80 is a four-lane divided highway (two lanes on each direction) divided by a grassy median. US 80 frontage roads are one-way continuous 1 to 2 lane frontage roads in each direction. Frontage roads widen by one to two lanes at some cross street intersections for turn lanes. An existing Union Pacific railroad track runs parallel to the existing US 80 eastbound frontage road to the south, from FM 548 to the US 80 / Spur 557 interchange.

From US 80 to IH 20, Spur 557 consists of a four-lane divided highway (two lanes on each direction) divided by a grassy median. Spur 557 frontage roads are one-way discontinuous one to two- lane frontage roads.

The existing typical right-of-way width varies from approximately 300 to 400-feet along US 80 and varies from 375 to 500 feet along Spur 557, with wider footprints to accommodate large cross-street interchanges.

Describe Proposed Facility: Spell

From FM 460 to Spur 557, proposed improvements consist of reconstructing US 80 from a four-lane divided to a six-lane divided highway with a concrete barrier along the centerline. The proposed improvements would also include one-way continuous two to three-lane frontage roads in each direction with ramping improvements, shared use path and sidewalks. The proposed typical right-of-way width varies from 300 to 420 feet along US 80, with wider footprints to accommodate large cross-street interchanges.

From US 80 to IH 20, the proposed improvements consist of reconstructing Spur 557 from a four-lane divided to a six-lane divided highway with a concrete barrier along the centerline. The proposed project would also include one-way continuous two to three-lane frontage roads in each direction with ramping improvements, shared use path and sidewalks. The proposed typical right-of-way width varies from 375 to 520 feet along Spur 557, with wider footprints to accommodate large cross-street interchanges.

Interchange improvements would occur at US 80 and Spur 557 and at Spur 557 and IH 20. The project could potentially displace 2 residences, 1 business, and 2 non-residential structures (billboards).



Photograph 1: View of the Landmark Hill residence (007a), south elevation, facing northeast.



Photograph 2: View of the Landmark Hill residence (007a), south elevation and front gate, facing northeast.



Photograph 3: View of Resource 007b, located on the west side of primary dwelling, facing north.



Photograph 4: Secondary view of Resource 007b (south elevation), facing north.



Photograph 5: View of barn (Resource 007c) on property, northwest. Resource 007d is visible in the background at right.



Photograph 6: View of Resource 007c, facing northeast. Resource 007d is shown in the background, at left.



Photograph 7: View of Resource 007d, facing southeast from Aria Court.



Photograph 8: View of Resource 007e, facing southeast from Aria Court (007b in background).



Photograph 9: View of Resource 007f with 007e in foreground, facing east-southeast from Aria Court.



Photograph 10: Overall view of the NRHP boundaries for Landmark Hill Resource.



Photograph 11: Resource location map.

Appendix H: Comment and Response Matrix from the Notice of Availability of Draft EA/Notice of Public Hearing

US 80 Public Hearing Comment Matrix

CSJ 0095-03-106, 0095-04-076, 0495-01-081

February 8 - February 23, 2024

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	David Rain	2/8/2024	Comment Form	Hwy service road under Pinson Rd bridge (WB). Road is washboard rough. Need resurfacing.	As part of this project, the existing westbound frontage road for US 80 is proposed to be reconstructed. This new surface would correct the rough roadway.
2	David Rain	2/8/2024	Comment form	Pinson Rd bridge (overpass) @ Hwy 80. Left turn only lane (NB) needs option to go straight or turn.	The TxDOT Area Office has been forwarded a copy of this comment for consideration of existing signal and pavement markings in the short-term. For the schematic, the design team in combination with TxDOT has prepared the proposed ultimate configuration for the ultimate design year (2048) based on anticipated demands of the traffic modeling scenarios. The lane configuration needed, shown on the approved schematic, are for the forecasted ultimate traffic needs.
3	Jackson Hurst	2/11/2024	Online	I approve and support TxDOT's US 80 and Spur 557 Project. I have reviewed the draft environmental assessment for TxDOT's US 80 and Spur 557 Project and I approve and support the findings in the document. The aspect that I love about TxDOT's US 80 and Spur 557 Project is that US-80 will be widened from 2 lanes to 3 lanes in each direction from FM-460 to TX SP-557 and TX SP-557 will be widened from 2 lanes to 3 lanes in each direction from US-80 to I-20. The widening of US-80 and TX SP-557 will improve safety, reduce congestion, and improve freight mobility in Kaufman County, TX.	Comment noted.
4	Scott Burkham	2/16/2024	Online	With a let date 3 years and likely completion of construction in 2-3 years afterward, the plan already appears to be obsolete to the current growth rate of the area the project supports. Does the plan support future widening capability and can that be included as an option as it would be cheaper to do that now than 5-10 years in the future?	Yes – the plan supports future widening. The proposed project includes an inside shoulder that would accommodate future expansion should traffic volumes warrant it in the future. Any additional expansions beyond the proposed improvements included in this project, if warranted, would be studied as separate projects in the future.
				Also has the plan considered the impact and interaction with the parallel railroad and the proposed projects for FM 548, FM 1641, and the challenging confluence of FM 548 FM 1641, FM 688, and the railroad just south of the US 80 ROW?	Yes. These future projects have been coordinated with the respective project owners and project managers from TxDOT, Kaufman County, and the Cities of Forney and Terrell. This proposed project would not preclude these projects. TxDOT is further analyzing improvements along FM 548 at the railroad as part of another stand-alone project, which is not precluded by this US 80 schematic.
5	Chris Snapp	2/23/2024	Email	Dear Mr. Underwood, The City of Terrell is in full support for the construction of the proposed US 80 and Spur 557 and beyond, our comments are intended to improve what the City views as an important and much needed transportation improvement. This letter is to communicate the attached comments on behalf of the City of Terrell in regards to the materials presented at the public meeting on Thursday, February 8, 2024 at Rhodes Intermediate School in Forney, TX for the subject project.	Comment noted.
				Page 11; Location: 557 EBFR; Station: 1179+00 to 1186+50; Remove denial of access; Source: TxDOT RDM, Table 3-16, Figure 3-17 & Figure 3-18.	Per TxDOT ROW Map from Project no I20-5(16)489, dated 2/21/1962, access control currently exists along the entirety of the Spur 557 corridor, except as shown on documents 0495-01-067 (dated 10/16/2014) and 0495-01-068 (dated 7/18/2014) and as permitted by Driveway Permit via the Area Office. Further coordination of any driveway permits to access the frontage roads will need to be coordinated with the TxDOT Kaufman Area Office.
				Page 11; Location: 557 WBFR, Station: 1183+00 to 1187+50, Remove denial of access, Source: TxDOT RDM Table 3-16, Figure 3-17 & Figure 3-18	Per TxDOT ROW Map from Project no I20-5(16)489, dated 2/21/1962, access control currently exists along the entirety of the Spur 557 corridor, except as shown on documents 0495-01-067 (dated 10/16/2014) and 0495-01-068 (dated 7/18/2014) and as permitted by Driveway Permit via the Area Office. Further coordination of any driveway permits to access the frontage roads will need to be coordinated with the TxDOT Kaufman Area Office.
				Page 11, Location: 557 EBFR; Station: 1211+00; Rebuild existing driveway to area outside of denial of access; Source: N/A	This existing driveway is not proposed to be modified, nor is the eastbound frontage road at this location in front of the driveway. Therefore, the driveway would remain in its current location/condition.
				Location: Las Lomas Pkwy; Station: N/A; Iron Horse Drive should be lined up with Apache Trail; Source: N/A	Comment noted. Iron Horse Drive alignment shown on this schematic for informational purposes only, and is subject to change per the City of Terrell in coordination with existing property owner(s). TxDOT is not responsible for future alignment of proposed city street relocation. Any improvements or refinements to Las Lomas, including connection points to other City roadways would be the responsibility of the City of Terrell.

US 80 Public Hearing Comment Matrix

CSJ 0095-03-106, 0095-04-076, 0495-01-081

February 8 - February 23, 2024

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Page 12; Location: 557 WBFR; Station: 1236+00 to 1241+00; Remove denial of access; Source: TxDOT RDM Table 3-16, Figure 3-17 & Figure 3-18	Per TxDOT ROW Map from Project no I20-5(16)489, dated 2/21/1962, access control currently exists along the entirety of the Spur 557 corridor, except as shown on documents 0495-01-067 (dated 10/16/2014) and 0495-01-068 (dated 7/18/2014) and as permitted by Driveway Permit via the Area Office. Further coordination of any driveway permits to access the frontage roads will need to be coordinated with the TxDOT Kaufman Area Office.
				Page 13; Location: 557 WBFR; Station: 1291+00 to 1302+00; Remove denial of access; Source: TxDOT RDM Table 3-16, Figure 3-17 & Figure 3-18	Per TxDOT ROW Map from Project no I20-5(16)489, dated 2/21/1962, access control currently exists along the entirety of the Spur 557 corridor, except as shown on documents 0495-01-067 (dated 10/16/2014) and 0495-01-068 (dated 7/18/2014) and as permitted by Driveway Permit via the Area Office. Further coordination of any driveway permits to access the frontage roads will need to be coordinated with the TxDOT Kaufman Area Office.
				Page 13; Location: 557 EBFR; Station: 1285+00 to 1295+00; Does not meet minimum ramp spacing; Source: TxDOT RDM Figure 3-44	Disagree. 1,000' is the minimum ramp spacing, per RDM Figure 3-44, Situation D - "Weaving on a Continuous Frontage Road between two Service Interchanges" (Exit ramp followed by an entrance ramp). The team endeavored to exceed this where possible, while providing as much access as possible.
				Page 15; Location: I-20 EBFR; Station: 1212+23.64; Denial of Access should not need to extend all the way to 1212+23.64 it could be shortened approx 100'; Source: TxDOT RDM Table 3-16, Figure 3-17 & Figure 3-18	Per TxDOT ROW Map from Project no I20-5(16)489, dated 2/21/1962, access control currently exists along the entirety of the Spur 557 corridor, except as shown on documents 0495-01-067 (dated 10/16/2014) and 0495-01-068 (dated 7/18/2014) and as permitted by Driveway Permit via the Area Office. Further coordination of any driveway permits to access the frontage roads will need to be coordinated with the TxDOT Kaufman Area Office.
				Location: Las Lomas Pkwy; Station: N/A; Las Lomas tie in point should match the funding limits of CSJ 0495-01-064; Source: N/A	Limits of proposed improvements are within TxDOT ROW, and tie in at logical termini at the closest practical locations, as to not preclude future projects. Interchange improvements provide match points at the intersections to accept lanes and operations needs consistent with the currently published transportation plans for Kaufman County and the City of Terrell.
6	Mike Sims	2/23/2024	Email	Mr. Underwood, These comments are regarding the recent US80 and Spur 557 public hearing held on February 8. On behalf of the City of Terrell, please accept my appreciation for your hard work on this project as well as the work of the many TXDOT staff and consultant teams working on this effort. As discussed at the meeting, the variety of adjustments made over the course of work on the project have generated an overall approach to the schematic responsive to our big picture comments. Thank you for that effort. We do have detailed comments provided separately in the record from Mr Snapp and his team but the general ramp locations and approach meets our needs.	Comment noted.
				Our major concern is the timing of delivering the series of phased projects that we consider important to coordinate. These are the Terrell IH20 Frontage Roads (design and ROW complete), the US80/Spur 557 project (schematic design subject to the Feb 8 meeting) and the IH20 mainlanes in Kaufman County (not started). With IH20 mainlane expansion gearing up in Van Zandt County and the additional capacty already on the ground and planned in Dallas County, this is a potential "gap" in the Interstate Highway system that may cause congestion and safety problems if not addressed. Our request is to expedite construction of both the IH20 Frontage Roads and the US80/Spur 557 project and to start the design of mainlane expansion of IH20 in Kaufman County so that they may be delivered ASAP as well. Again, thank you for your effective communication and very good professional work on this project. Cordially, Mike Sims, ICMA-CM City Manager City of Terrell, TX	Construction phasing/schedule is dependent on funding. TxDOT will analyze detailed design packages to maximize operations, safety, and accessibility.