Texas Department of Transportation

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DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

US 80
60% 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

DATE: JULY 2022

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

INDEX OF SHEETS

ROLL 1 OF 31: PLAN & PROFILE STA. BEGIN TO STA. 760+00
ROLL 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 816+00
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ROLL 4 OF 31: PLAN & PROFILE STA. 871+00 TO STA. 917+00
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ROLL 6 OF 31: PLAN & PROFILE STA. 955+00 TO STA. 1003+00
ROLL 7 OF 31: PLAN & PROFILE STA. 1003+00 TO STA. 1042+00
ROLL 8 OF 31: PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
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ROLL 12 OF 31: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 31: PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
ROLL 14 OF 31: PLAN & PROFILE I-20 INTERCHANGE
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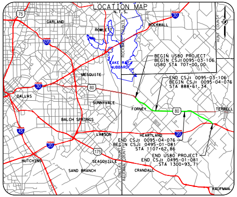
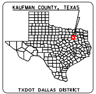
ROLL 30 OF 31: PLAN & PROFILE U-TURNS/I-20 DIRECT CONNECTORS
ROLL 31 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
N.T.S.
75
GARLAND
ROWLETT
ROCKWALL
30
635
LAKE RAY HUBBARD
BEGIN US80 PROJECT
BEGIN CSJ: 0095-03-106
US80 STA 707+00.00
MESQUITE
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 888+61.34
30
80
DALLAS
SUNNYVALE
FORNEY
80
TERRELL
BALCH SPRINGS
45
LAWSON
HEARTLAND
20
20
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86
175
END US80 PROJECT
END CSJ: 0495-01-081
STA 1300+93.71
HUTCHINS
SEAGOVILLE
SAND BRANCH
DALLAS
KAUFMAN
CRANDALL
KAUFMAN


KAUFMAN COUNTY, TEXAS

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

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

NAME	P.E. NO.	DATE
STEPHEN A JOHNSON, PE	103591	7/25/2022

JULY 22, 2022

ROLL NUMBER	11/31

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

LEGEND

— · · — · · —	EXISTING ROW
— — — —	EXISTING EASEMENT
————	EXISTING PROPERTY LIMITS
═ · ═ · ═	EXISTING CULVERT
═ · ═ · ═	EXISTING STORM SEWER
▭	FEMA 100 YR FLOODPLAIN LIMITS
————	PARK BOUNDARY
————	EXISTING PLANIMETRIC FEATURES
- - - - -	EXISTING CONTOURS (5-FT)
— — — —	EXISTING TELEPHONE/CABLE/FIBER OPTIC LINE
— — — —	EXISTING WATER LINE
— — — —	EXISTING ELECTRIC LINE
— — — —	EXISTING SANITARY SEWER LINE
— — — —	EXISTING GAS/PETROLEUM LINE
— — — —	CITY/COUNTY LIMITS
— - — - —	EXISTING CENTERLINE/BASELINE
— - — - —	PROPOSED CENTERLINE/BASELINE
— · · — · · —	PROPOSED ROW
— · · — · · —	PROPOSED ROW BY OTHERS
┼———┼———┼	PROPOSED ACCESS DENIAL
— — — —	PROPOSED DRAINAGE EASEMENT
————	PROPOSED EDGE OF PAVEMENT
━━━━	PROPOSED CTB
————	PROPOSED BRIDGE
————	PROPOSED RETAINING WALL
— — — —	POTENTIAL NOISE WALL
═ · ═ · ═	PROPOSED CULVERT
▨	PAVEMENT/BRIDGE TO BE REMOVED
▨	WORK BY OTHERS TO BE REMOVED
▨	EXISTING EAST FORK WETLANDS
▨	EXISTING EAST FORK WATERS OF US
⬛	EXISTING BRIDGE TO REMAIN
🟫	PROPOSED BRIDGE
🟨	PROPOSED MAIN LANES
🟦	PROPOSED RAMP
🟩	PROPOSED FRONTAGE ROAD/BYPASSES
🟪	PROPOSED CROSS STREET
🟫	PROPOSED SHARED USE PATH
⬜	PROPOSED PROJECT BY OTHERS
🟧	POTENTIAL DISPLACEMENTS
▭	PROPOSED RIP RAP
⇨	EXISTING TRAFFIC FLOW
→	PROPOSED TRAFFIC FLOW
⑳0	PARCEL ID

NOTES:

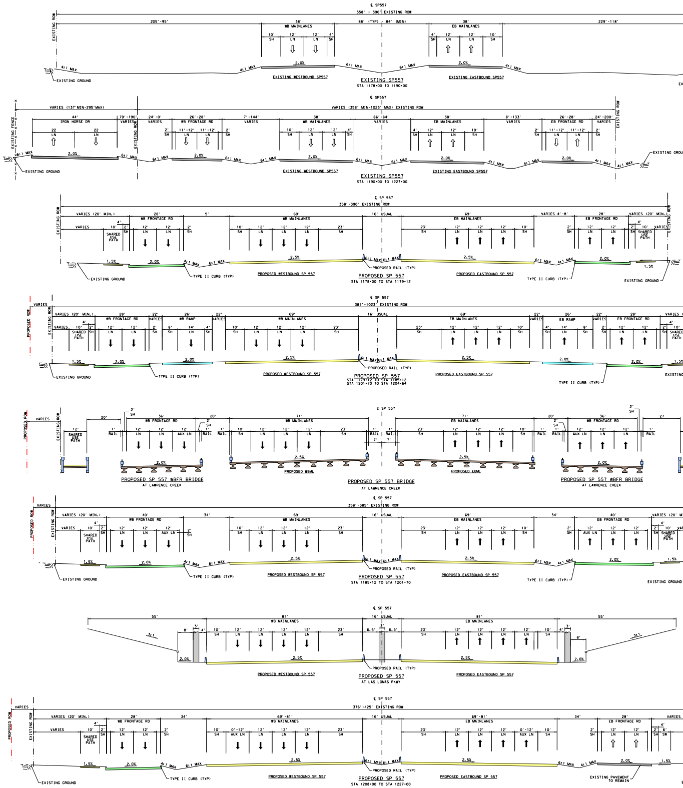
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED FEBRUARY 14, 2022 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON XX-XX-XXXX.
3. SHARED USE PATH ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15′ FOR RESIDENTIAL AND 25′ FOR COMMERCIAL/FARM/RANCH.
5. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
6. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
7. SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPER ELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPER ELEVATION RATE OF 6%.
8. ALL CURBS ARE TYPE II (UNLESS NOTED OTHERWISE).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. FEMA 100 YEAR FLOODPLAIN LIMITS FROM FLOOD INSURANCE RATE MAPS 48257C0040D, 48257C0155D, 48257C0175D, 48257C0200D, 48257C0185D (2012).
11. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DRAWINGS.
12. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
13. OWNERSHIP INFORMATION OBTAINED FROM KAUFMAN CENTRAL APPRAISAL DISTRICT IN FEBRUARY 2022.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY TO BE DETERMINED DURING ROW ACQUISITION.
15. U-TURNS DESIGNED TO ACCOMMODATE WB-62 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

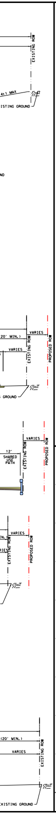
50′ 0 50′ 100′
HORIZONTAL
1":100′

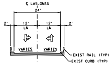
5′ 0 5′ 10′
VERTICAL
1":10′

GRAPHIC SCALE IN FEET

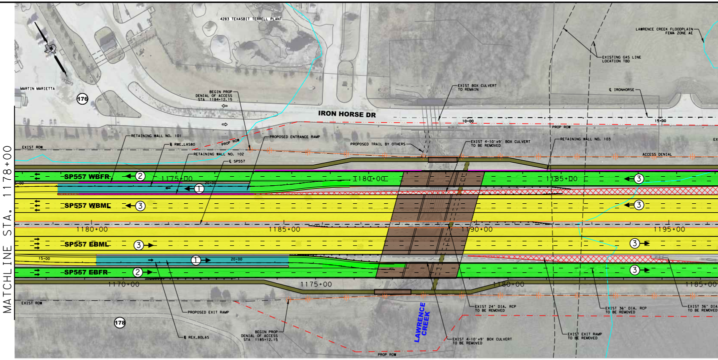
TYPICAL SECTIONS [N.T.S.]

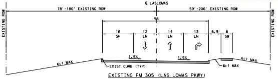

℄ SP557
358′ - 390′ EXISTING ROW
EXISTING ROW
205′-95′
38′
WB MAINLANES
88′ (TYP) - 84′ (MIN)
38′
EB MAINLANES
229′-118′
10′ SH
12′ LN
12′ LN
4′ SH
4:1 MAX
6:1 MAX
2.0%
EXISTING GROUND
EXISTING WESTBOUND SP557
EXISTING SP557
STA 1178+00 TO 1190+00
EXISTING EASTBOUND SP557
VARIES (137′MIN-295′MAX)
VARIES (358′ MIN-1023′ MAX) EXISTING ROW
EXISTING FENCE
44′
IRON HORSE DR
22 LN
79′-190′ VARIES
24′-0′ VARIES
26′-28′
WB FRONTAGE RD
11′-12′ LN
2′ SH
7′-144′ VARIES
86′-84′ VARIES
8′-133′ VARIES
26′-28′
EB FRONTAGE RD
24′-200′ VARIES
EXISTING SP557
STA 1190+00 TO 1227+00
℄ SP 557
358′-390′ EXISTING ROW
VARIES (20′ MIN.)
28′
WB FRONTAGE RD
5′
69′
WB MAINLANES
16′ USUAL
69′
EB MAINLANES
VARIES 4′-8′
28′
EB FRONTAGE RD
SHARED USE PATH
23′ SH
1.5%
2.5%
PROPOSED RAIL (TYP)
TYPE II CURB (TYP)
PROPOSED WESTBOUND SP 557
PROPOSED SP 557
STA 1178+00 TO STA 1179+12
PROPOSED EASTBOUND SP 557
PROPOSED ROW
381′-1023′ EXISTING ROW
22′ VARIES
26′
WB RAMP
EB RAMP
14′ LN
8′ SH
PROPOSED SP 557
STA 1179+12 TO STA 1185+12
STA 1201+70 TO STA 1204+64
20′
36′
WB FRONTAGE RD
71′
WB MAINLANES
EB MAINLANES
AUX LN
1′ RAIL
7′
27
PROPOSED SP 557 WBFR BRIDGE
AT LAWRENCE CREEK
PROPOSED WBML
PROPOSED SP 557 BRIDGE
AT LAWRENCE CREEK
PROPOSED EBML
PROPOSED SP 557 WBFR BRIDGE
AT LAWRENCE CREEK
358′-385′ EXISTING ROW
40′
WB FRONTAGE RD
34′
EB FRONTAGE RD
PROPOSED SP 557
STA 1185+12 TO STA 1201+70
55′
81′
WB MAINLANES
EB MAINLANES
3:1
8′
3′
6.5′
PROPOSED SP 557
AT LAS LOMAS PKWY
376′-425′ EXISTING ROW
69′-81′
0′-12′ AUX LN
6′ SW
EXISTING PAVEMENT TO REMAIN
PROPOSED SP 557
STA 1208+00 TO STA 1227+00


EXISTING ROW
4:1 MAX
ISTING GROUND
ND
VARIES
20' MIN.
VARIES
EXISTING ROW
PROPOSED ROW
GROUND
VARIES
12'
SHARED USE PATH
EXISTING ROW
PROPOSED ROW
VARIES
IN.
RIES
EXISTING ROW
PROPOSED ROW
120' MIN.
VARIES
EXISTING ROW
XISTING GROUND

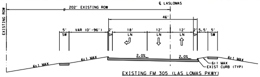

℄ LASLOMAS
24'
2'
12' LN
12' LN
2'
VARIES
VARIES
EXIST RAIL (TYP)
EXIST CURB (TYP)

EXISTING FM 305 (LAS LOMAS PKWY)
BRIDGE OVER SP557

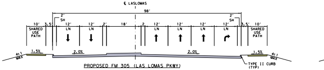

MATCHLINE STA. 1178+00
4283 TEXASBIT TERRELL PLANT
LAWRENCE CREEK FLOODPLAIN FEMA ZONE AE
EXISTING GAS LINE LOCATION TBD
MARTIN MARIETTA
176
BEGIN PROP DENIAL OF ACCESS STA 1184+12.15
EXIST BOX CULVERT TO REMAIN
℄ IRONHORSE
IRON HORSE DR
10+00
15+00
PROP ROW
RETAINING WALL NO. 101
℄ RMI_LAS80
PROP ROW
PROPOSED ENTRANCE RAMP
RETAINING WALL NO. 102
℄ SP557
PROPOSED TRAIL BY OTHERS
EXIST 4-10'x9' BOX CULVERT TO BE REMOVED
RETAINING WALL NO. 103
ACCESS DENIAL
EXIST ROW
SP557 WBFR
2
1175+00
1
20+00
1180+00
1185+00
3
SP557 WBML
3
1180+00
1185+00
1190+00
1195+00
SP557 EBML
3
15+00
1
20+00
SP557 EBFR
2
1170+00
1175+00
1180+00
1185+00
EXIST ROW
PROPOSED EXIT RAMP
EXIST 24" DIA. RCP TO BE REMOVED
EXIST 36" DIA. RCP TO BE REMOVED
EXIST 36" DIA. RCP TO BE REMOVED
178
LAWRENCE CREEK
EXIST EXIT RAMP TO BE REMOVED
℄ REX_80LAS
BEGIN PROP DENIAL OF ACCESS STA 1185+12.15
EXIST 4-10'x9' BOX CULVERT TO BE REMOVED
PROP ROW


EXISTING ROW
78'-180' EXISTING ROW
℄ LASLOMAS
59'-206' EXISTING ROW
EXISTING ROW
55
16 SH
12 LN
14 LN
13 LN
6.5
6 SW
1.5%
1.5%
6:1 MAX
6:1 MAX
6:1 MAX
EXIST CURB (TYP)

EXISTING FM 305 (LAS LOMAS PKWY)
SOUTH OF SP557

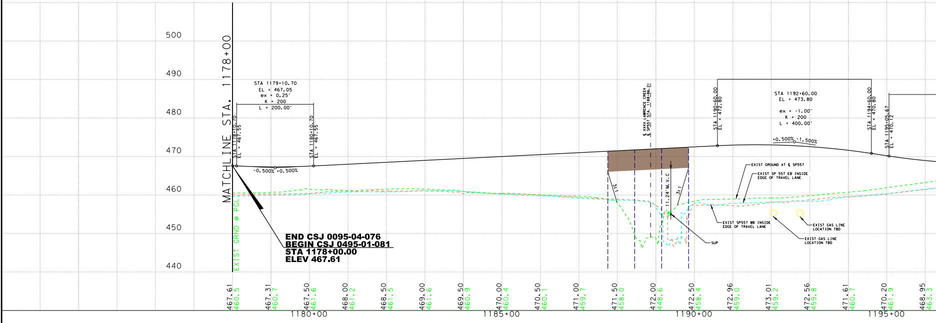

EXISTING ROW
202' EXISTING ROW
℄ LASLOMAS
46'
5' SW
VAR (0'-96')
2' SH
18' LN
12' LN
12' LN
2' SH
5.5'
5' SW
2.0%
2.0%
6:1 MAX
6:1 MAX
6:1 MAX
6:1 MAX
EXIST CURB (TYP)

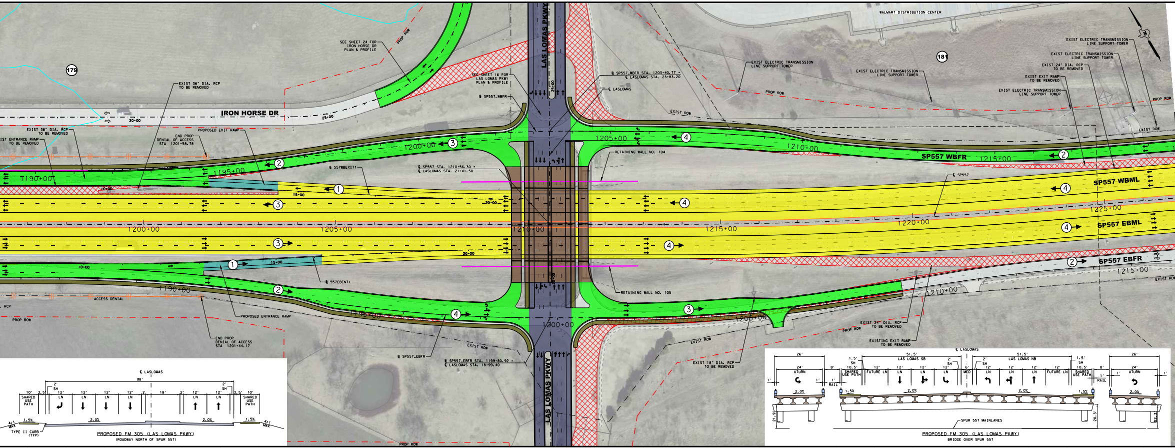
EXISTING FM 305 (LAS LOMAS PKWY)
NORTH OF SP557


℄ LASLOMAS
98'
10' SHARED USE PATH
3.5'
2' SH
12' LN
12' LN
2'
18'
2'
12' LN
12' LN
12' LN
12' LN
2' SH
3.5'
10' SHARED USE PATH
1.5%
2.0%
2.0%
1.5%
4:1 MAX
4:1 MAX
TYPE II CURB (TYP)

PROPOSED FM 305 (LAS LOMAS PKWY)
(ROADWAY SOUTH OF SPUR 557)

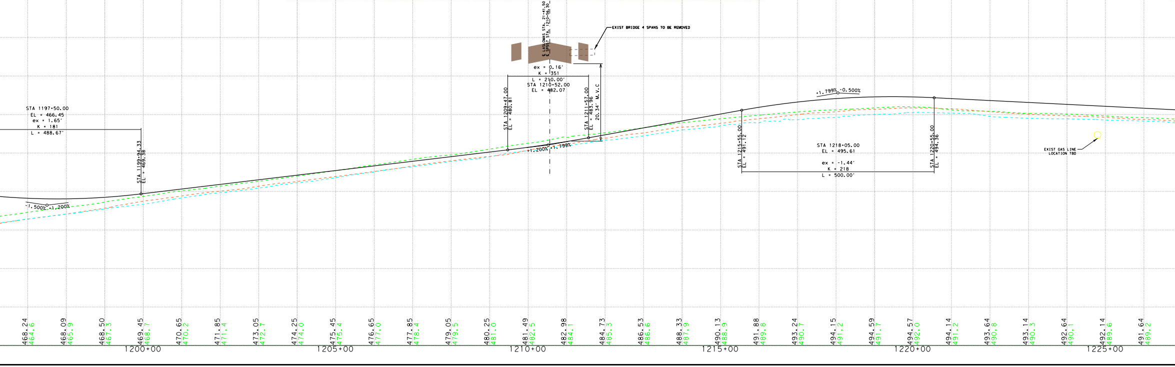
PSP557 - PROP SP 557 MAIN LANES (60 MPH)




179
181
IRON HORSE DR
20+00
25+00
SEE SHEET 24 FOR IRON HORSE DR PLAN & PROFILE
PROP ROW
EXIST 36" DIA. RCP TO BE REMOVED
EXIST 36" DIA. RCP TO BE REMOVED
IST ENTRANCE RAMP TO BE REMOVED
END PROP DENIAL OF ACCESS STA 1201+58.78
PROPOSED EXIT RAMP
1190+00
1195+00
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00
10+00
15+00
20+00
℄ 557WBEXIT1
℄ 557EBENT1
ACCESS DENIAL
PROP ROW
. RCP
PROPOSED ENTRANCE RAMP
END PROP DENIAL OF ACCESS STA 1201+44.17
SEE SHEET 16 FOR LAS LOMAS PKWY PLAN & PROFILE
℄ SP557_WBFR
℄ SP557_WBFR STA. 1203+40.77 = ℄ LASLOMAS STA. 23+83.20
℄ LASLOMAS
LAS LOMAS PKWY
EXIST ROW
RETAINING WALL NO. 104
RETAINING WALL NO. 105
℄ SP557 STA. 1210+56.30 = ℄ LASLOMAS STA. 21+41.50
℄ SP557_EBFR
℄ SP557_EBFR STA. 1199+80.92 = ℄ LASLOMAS STA. 18+99.40
1200+00
EXIST 18" DIA. RCP TO BE REMOVED
WALMART DISTRIBUTION CENTER
EXIST ELECTRIC TRANSMISSION LINE SUPPORT TOWER
EXIST ELECTRIC TRANSMISSION LINE SUPPORT TOWER
EXIST ELECTRIC TRANSMISSION LINE SUPPORT TOWER
EXIST ELECTRIC TRANSMISSION LINE SUPPORT TOWER
EXIST ELECTRIC TRANSMISSION LINE SUPPORT TOWER
EXIST 24" DIA. RCP TO BE REMOVED
EXIST EXIT RAMP TO BE REMOVED
PROP ROW
EXIST ROW
SP557 WBFR
SP557 WBML
SP557 EBML
SP557 EBFR
℄ SP557
EXIST 24" DIA. RCP TO BE REMOVED
EXISTING EXIT RAMP TO BE REMOVED
① ② ③ ④
℄ LASLOMAS
98'
10'
3.5'
2' SH
12' LN
2
18'
2'
SHARED USE PATH
1.5%
2.0%
4:1 MAX
TYPE II CURB (TYP)
26'
24' UTURN
1'
8'
1' RAIL
1.5' SH
10.5' SHARED USE PATH
51.5' LAS LOMAS SB
51.5' LAS LOMAS NB
12' FUTURE LN
6' MED
21.9'
20.3'
22.3'
SPUR 557 MAINLANES

PROPOSED FM 305 (LAS LOMAS PKWY)
(ROADWAY NORTH OF SPUR 557)

PROPOSED FM 305 (LAS LOMAS PKWY)
BRIDGE OVER SPUR 557


STA 1197+50.00
EL = 466.45
ex = 1.65'
K = 181
L = 488.67'
-1.500% +1.200%
STA 1199+94.33
EL = 469.38
℄ LASLOMAS STA. 21+41.50
℄ SP557 STA. 1210+56.30
EXIST BRIDGE 4 SPANS TO BE REMOVED
ex = 0.16'
K = 351
L = 210.00'
STA 1210+52.00
EL = 482.07
STA 1209+47.00
EL = 480.81
STA 1211+57.00
EL = 483.96
20.34' M.V.C
+1.200% +1.799%
+1.799% -0.500%
STA 1215+55.00
EL = 491.12
STA 1218+05.00
EL = 495.61
ex = -1.44'
K = 218
L = 500.00'
STA 1220+55.00
EL = 494.36
EXIST GAS LINE LOCATION TBD
468.24 464.6
468.09 465.9
468.50 467.3
469.45 468.7
470.65 470.2
471.85 471.4
473.05 472.7
474.25 474.0
475.45 475.4
476.65 477.0
477.85 478.4
479.05 479.5
480.25 481.0
481.49 482.5
482.98 484.1
484.73 485.3
486.53 486.6
488.33 487.9
490.13 488.9
491.88 489.8
493.24 490.7
494.15 491.2
494.59 491.7
494.57 492.0
494.14 491.2
493.64 490.8
493.14 490.3
492.64 490.1
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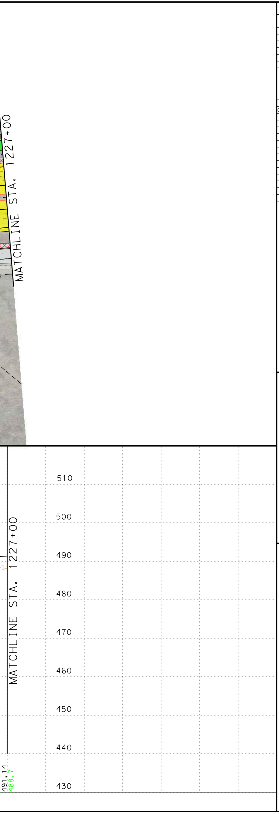
491.64 489.2
1200+00
1205+00
1210+00
1215+00
1220+00
1225+00

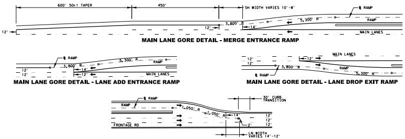

MATCHLINE STA. 1227+00
MATCHLINE STA. 1227+00
510
500
490
480
470
460
450
440
430
491.14
488.7

PROPERTY OWNERS		
PARCEL NUMBER	OWNER	PROPERTY ADDRESS
176	TERRELL MATERIALS, LLC	320 IRON HORSE DR., TERRELL, TX
178	AP DUPONT LIMITED PARTNERSHIP	HWY. 80, TERRELL, TX
179	SINACOLA LAND & CATTLE, LTD.	I 20, TERRELL, TX
180	AP DUPONT LIMITED PARTNERSHIP	HWY. 80, TERRELL, TX
181	WAL-MART STORES, LP	591 APACHE TRL., TERRELL, TX
182	AP DUPONT LIMITED PARTNERSHIP	I 20, TERRELL, TX

HORIZONTAL ALIGNMENT DATA

CURVE ID	BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
	SP557	SP557_9	1218+40.48	N6,922,758.7392	E2,623,505.9278	4° 38′ 52.57" (LT)	12,000.00	487.00	973.46	1213+53.49	1223+26.95
	SP557_WBFR	SP557_WBFR_3	1194+51.31	N6,956,730.5339	E2,632,142.3607	9°34′ 40.32" (LT)	3,770.00	315.84	630.21	1191+35.47	1197+65.68
	SP557_WBFR	SP557_WBFR_4	1200+92.58	N6,956,498.0423	E2,632,741.5761	9°54′ 41.02" (RT)	3,770.00	326.90	652.16	1197+65.68	1204+17.84
	SP557_WBFR	SP557_WBFR_7	1208.16.70	N6,956,122.9802	E2,632,362.8989	6°27′ 16.19" (RT)	3,770.00	212.57	424.70	1206+0.12	1210+28.82
	SP557_WBFR	SP557_WBFR_8	1214+06.31	N6,955,763.1847	E2,623,830.5786	11° 26′ 09.46" (LT)	3,770.00	377.49	752.45	1210+28.82	1217+81.27
	SP557_EBFR	SP557_EBFR_3	1190+03.25	N6,956,539.2145	E2,631,928.1430	9° 34′ 42.49" (RT)	3,770.00	315.86	630.25	1186+87.38	1193+17.64
	SP557_EBFR	SP557_EBFR_4	1196+34.72	N6,956,129.3047	E2,632,410.4287	9° 36′ 55.60" (RT)	3,770.00	317.09	632.69	1193+17.64	1199+50.32
	SP557_EBFR	SP557_EBFR_7	1204+28.09	N6,955,722.9399	E2,633,093.5528	8° 36′ 08.23" (RT)	3,770.00	283.54	566.02	1201+44.54	1207+10.56
	SP557_EBFR	SP557_EBFR_10	1211+96.20	N6,955,433.0033	E2,633,805.9917	3° 56′ 22.48" (RT)	4,000.00	137.57	275.03	1210+58.63	1213+33.66
	557EBENT1	557EBENT1_1	11+89.09	N6,956,592.3652	E2,631,900.4312	4° 08′ 28.33" (LT)	5,230.00	189.09	378.01	10+00.00	13+78.01
	557EBENT1	557EBENT1_4	19+63.17	N6,956,231.4611	E2,632,585.4163	3° 00′ 00.00" (RT)	6,540.00	171.26	342.43	17+91.91	21+34.35
	557WBEXIT1	557WBEXIT1_1	11+70.17	N6,956,751.5680	E2,632,041.5314	3° 43′ 37.68" (RT)	5,230.00	170.17	340.22	10+00.00	13+40.22
	557WBEXIT1	557WBEXIT1_4	19+05.03	N6,956,342.8732	E2,632,652.4060	3° 00′ 00.00" (LT)	6,540.00	171.26	342.43	17+33.77	20+76.21

RAMP GORE DETAILS [N.T.S.]

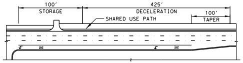

600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
RAMP
5,300′ R
3,800′ R
12′
14′
12′
MAIN LANES
℄ RAMP
5,300′ R
RAMP
3,800′ R
12′
12′
14′
12′
MAIN LANES
MAIN LANES
12′
12′
12′
3,800′ R
RAMP
5,300′ R
℄ RAMP
℄ RAMP
RAMP
1,050′ R
1,050′ R
14′
30′ CURB TRANSITION
12′
12′
12′
FRONTAGE RD
2′
LN WIDTH VARIES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

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

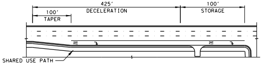
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL

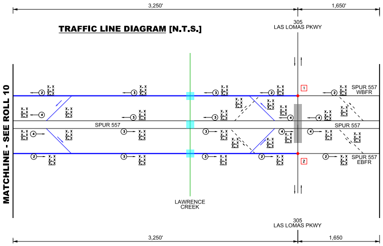

100′
STORAGE
425′
DECELERATION
100′
TAPER
SHARED USE PATH

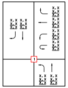
LEFT-TURN BAY DETAIL (TYPICAL)

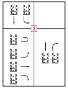

425′
DECELERATION
100′
TAPER
100′
STORAGE
SHARED USE PATH

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]


3,250'
1,650'
305
LAS LOMAS PKWY
MATCHLINE - SEE ROLL 10
MATCHLINE - SEE ROLL 12
SPUR 557 WBFR
SPUR 557
SPUR 557
SPUR 557 EBFR
LAWRENCE CREEK
1
2
X.X
305
LAS LOMAS PKWY
3,250'
1,650





LEGEND

—	PROPOSED WORK BY OTHERS	▨	EXISTING BRIDGE	ⓧ	NUMBER OF TRAVEL LANES
—	STREAM	▨	PROPOSED BRIDGE BY OTHERS	X.X	YEAR (XXXX) ADT
┼┼┼	UNION PACIFIC RAILROAD	●	SIGNALIZED INTERSECTIONS	X.X	YEAR (XXXX) ADT
				X.X	YEAR (XXXX) ADT

Texas Department of Transportation

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DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

US 80
60% DESIGN SCHEMATIC

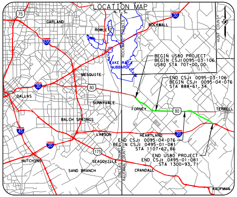
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

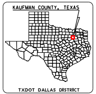
DATE: JULY 2022

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

INDEX OF SHEETS

ROLL 1 OF 31: PLAN & PROFILE STA. BEGIN TO STA. 760+00
ROLL 2 OF 31: PLAN & PROFILE STA. 760+00 TO STA. 816+00
ROLL 3 OF 31: PLAN & PROFILE STA. 816+00 TO STA. 871+00
ROLL 4 OF 31: PLAN & PROFILE STA. 871+00 TO STA. 917+00
ROLL 5 OF 31: PLAN & PROFILE STA. 917+00 TO STA. 955+00
ROLL 6 OF 31: PLAN & PROFILE STA. 955+00 TO STA. 1003+00
ROLL 7 OF 31: PLAN & PROFILE STA. 1003+00 TO STA. 1042+00
ROLL 8 OF 31: PLAN & PROFILE STA. 1042+00 TO STA. 1081+00
ROLL 9 OF 31: PLAN & PROFILE STA. 1081+00 TO (SP557) STA. 1134+00
ROLL 10 OF 31: PLAN & PROFILE (SP557) STA. 1134+00 TO STA. 1178+00
ROLL 11 OF 31: PLAN & PROFILE STA. 1178+00 TO STA. 1227+00
ROLL 12 OF 31: PLAN & PROFILE STA. 1227+00 TO STA. 1274+00
ROLL 13 OF 31: PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
ROLL 14 OF 31: PLAN & PROFILE I-20 INTERCHANGE
ROLL 15 OF 31: PLAN & PROFILE I-20 INTERCHANGE
ROLL 16-19 OF 31: PLAN & PROFILE EB FRONTAGE ROADS
ROLL 20-23 OF 31: PLAN & PROFILE WB FRONTAGE ROADS
ROLL 24 OF 31: PLAN & PROFILE US80 BUSINESS
ROLL 25 OF 31: PLAN & PROFILE US80 CROSS STREETS
ROLL 26 OF 31: PLAN & PROFILE SP557 CROSS STREETS
ROLL 27-29 OF 31: PLAN & PROFILE US80/SP557 RAMPS
ROLL 30 OF 31: PLAN & PROFILE U-TURNS/I-20 DIRECT CONNECTORS
ROLL 31 OF 31: PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
N.T.S.
75
GARLAND
ROWLETT
635
30
ROCKWALL
ROCKWALL COUNTY
HUNT COUNTY
LAKE RAY HUBBARD
BEGIN US80 PROJECT
BEGIN CSJ:0095-03-106
US80 STA 707+00.00
MESQUITE
30
80
DALLAS
SUNNYVALE
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 888+61.34
FORNEY
80
TERRELL
BALCH SPRINGS
45
LAWSON
HEARTLAND
20
20
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86
175
END US80 PROJECT
END CSJ: 0495-01-081
STA 1300+93.71
HUTCHINS
SEAGOVILLE
SAND BRANCH
DALLAS COUNTY
KAUFMAN COUNTY
CRANDALL
KAUFMAN


KAUFMAN COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
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NAME	P.E. NO.	DATE
STEPHEN A JOHNSON, PE	103591	7/25/2022

JULY 22, 2022

ROLL NUMBER 11/31

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