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	

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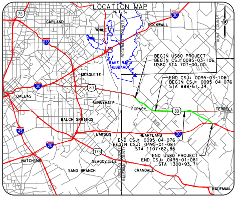
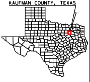

LOCATION MAP
N.T.S.

75
GARLAND
ROWLETT
ROCKWALL
30
635
ROCKWALL COUNTY
HUNT COUNTY
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
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86
20
175
END US80 PROJECT
END CSJ: 0495-01-081
STA 1300+93.71
HUTCHINS
SEAGOVILLE
DALLAS COUNTY
KAUFMAN COUNTY
SAND BRANCH
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:

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

JULY 22, 2022

ROLL NUMBER 15/31

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

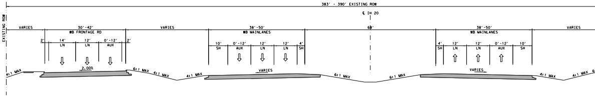
NOTES:

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'

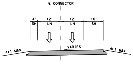
GRAPHIC SCALE IN FEET

TYPICAL SECTIONS [N.T.S.]



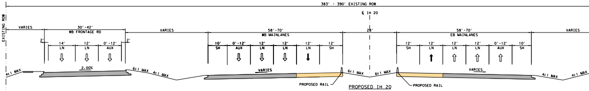
383' - 390' EXISTING ROW
℄ IH 20
EXISTING ROW
VARIES
30'-42'
WB FRONTAGE RD
2'
14'
LN
12'
LN
0'-12'
AUX
2'
2.00%
VARIES
38'-50'
WB MAINLANES
10'
SH
0'-12'
AUX
12'
LN
12'
LN
4'
SH
VARIES
68'
38'-50'
WB MAINLANES
4'
SH
12'
LN
12'
LN
0'-12'
AUX
10'
SH
VARIES
VARIES
4:1 MAX
6:1 MAX
4:1 MAX
4:1 MAX
6:1 MAX
6:1 MAX
4:1 MAX
4:1 MAX

EXISTING IH 20
STA 1211+00 TO END



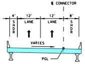
℄ CONNECTOR
4'
SH
12'
LN
12'
LN
10'
SH
VARIES
4:1 MAX
4:1 MAX

EXISTING IH 20 CONNECTOR



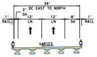
383' - 390' EXISTING ROW
℄ IH 20
EXISTING ROW
VARIES
30'-42'
WB FRONTAGE RD
2'
14'
LN
12'
LN
0'-12'
AUX
2'
2.00%
VARIES
58'-70'
WB MAINLANES
10'
SH
0'-12'
AUX
12'
LN
12'
LN
12'
LN
12'
SH
VARIES
28'
58'-70'
EB MAINLANES
12'
SH
12'
LN
12'
LN
12'
LN
0'-12'
AUX
10'
SH
VARIES
VARIES
4:1 MAX
6:1 MAX
4:1 MAX
6:1 MAX
6:1 MAX
4:1 MAX
4:1 MAX
PROPOSED RAIL
PROPOSED IH 20
PROPOSED RAIL

TYPICAL SECTION - SEGMENT 3



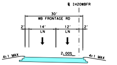
℄ CONNECTOR
4'
SHDR
12'
LANE
12'
LANE
8'
SHDR
VARIES
PGL

PROPOSED SP 557 SB TO IH 20 EB



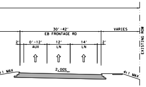
34'
DC EAST TO NORTH
2'
SH
1'
RAIL
12'
LN
12'
LN
8'
SH
1'
RAIL
VARIES

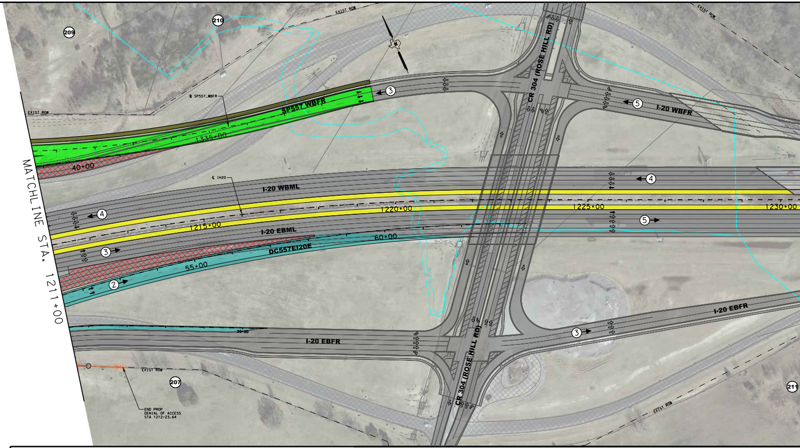
PROPOSED EXIT RAMP SP 557 TO IH 20

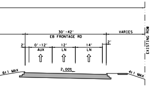


℄ IH20WBFR
30'
WB FRONTAGE RD
2'
14'
LN
12'
LN
2'
2.00%
4:1 MAX
4:1 MAX

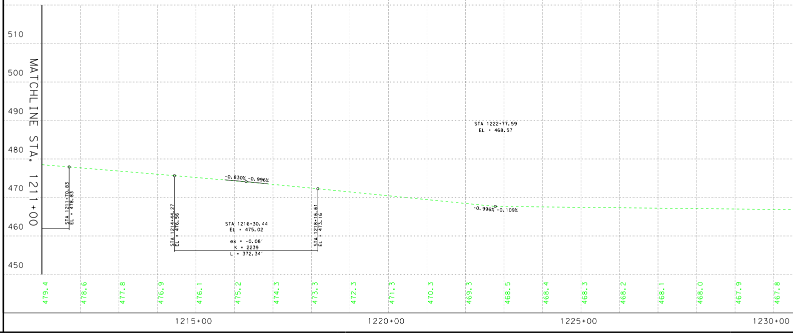
PROPOSED IH 20 WB FRONTAGE RD CONNECTOR

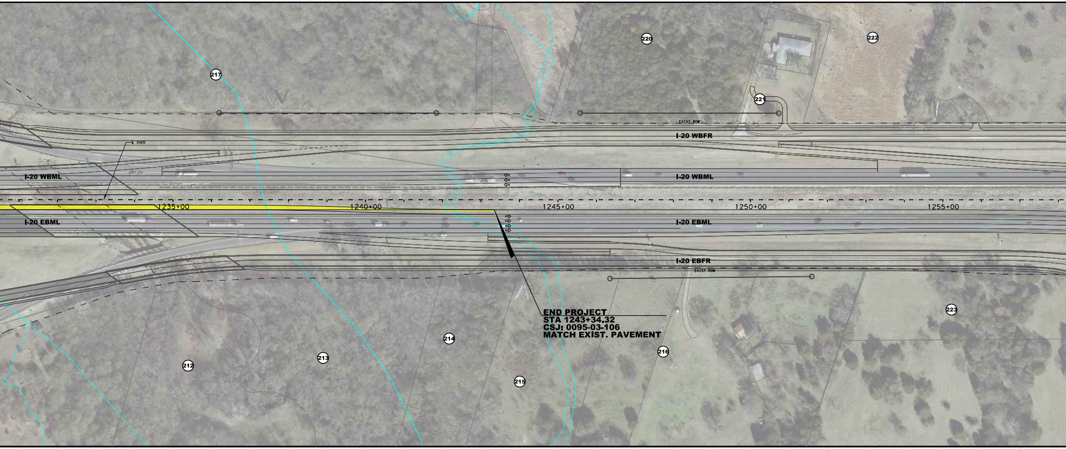

30'-42'
VARIES
EB FRONTAGE RD
2'
0'-12'
AUX
12'
LN
14'
LN
2'
EXISTING ROW
2.00%
4:1 MAX
4:1 MAX

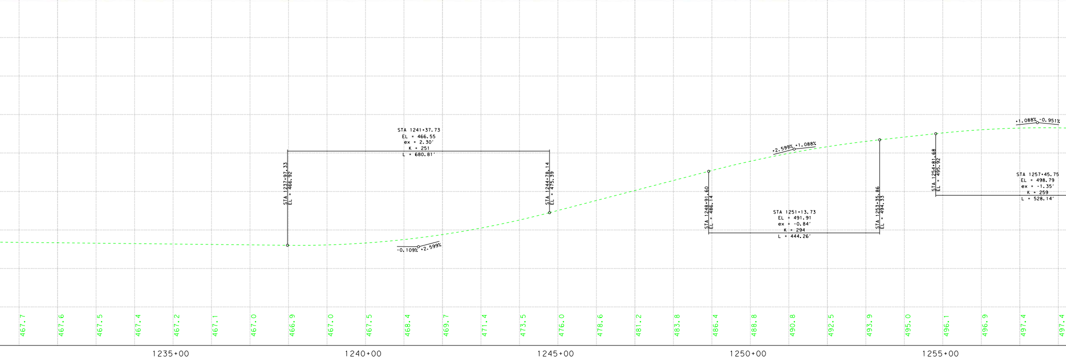

209
210
EXIST ROW
EXIST ROW
N
℄ SP557_WBFR
SP557 WBFR
1335+00
40+00
3
CR 304 (ROSE HILL RD)
5
I-20 WBFR
℄ IH20
I-20 WBML
4
4
1215+00
1220+00
1225+00
1230+00
5
3
I-20 EBML
60+00
DC557EI20E
55+00
2
I-20 EBFR
3
20+00
I-20 EBFR
CR 304 (ROSE HILL RD)
EXIST ROW
207
211
EXIST ROW
END PROP
DENIAL OF ACCESS
STA 1212+23.64
MATCHLINE STA. 1211+00

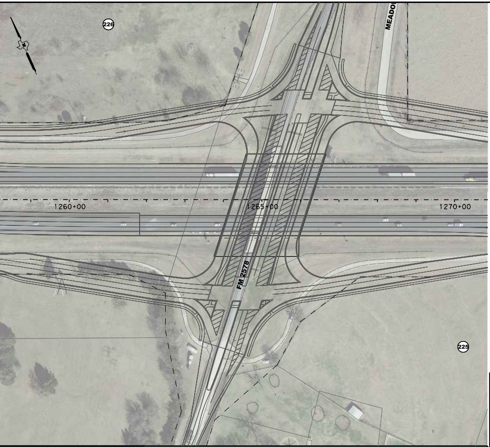

30'-42'
VARIES
EB FRONTAGE RD
2'
0'-12'
AUX
12'
LN
14'
LN
2'
EXISTING ROW
2.00%
6:1 MAX
4:1 MAX

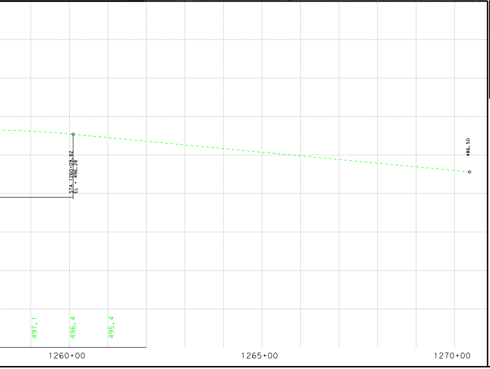
IH 20 - PROP IH 20 MAIN LANES (60 MPH)



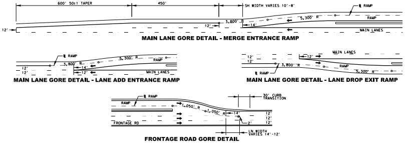

217
220
222
221
EXIST ROW
I-20 WBFR
℄ IH20
I-20 WBML
I-20 WBML
1235+00
1240+00
1245+00
1250+00
1255+00
I-20 EBML
I-20 EBML
I-20 EBFR
EXIST ROW
END PROJECT
STA 1243+34.32
CSJ: 0095-03-106
MATCH EXIST. PAVEMENT
223
214
216
213
212
215


STA 1241+37.73
EL = 466.55
ex = 2.30'
K = 251
L = 680.81'
STA 1237+97.33
EL = 466.92
STA 1244+78.14
EL = 475.39
-0.109%
+2.599%
+2.599%
+1.088%
STA 1248+91.60
EL = 486.14
STA 1251+13.73
EL = 491.91
ex = -0.84'
K = 294
L = 444.26'
STA 1253+35.86
EL = 494.33
STA 1254+81.68
EL = 495.92
+1.088%
-0.951%
STA 1257+45.75
EL = 498.79
ex = -1.35'
K = 259
L = 528.14'
467.7
467.6
467.5
467.4
467.2
467.1
467.0
466.9
467.0
467.5
468.4
469.7
471.4
473.5
476.0
478.6
481.2
483.8
486.4
488.8
490.8
492.5
493.9
495.0
496.1
496.9
497.4
497.4
1235+00
1240+00
1245+00
1250+00
1255+00


226
MEADO
1260+00
1265+00
1270+00
FM 2578
225



RAMP GORE DETAILS [N.T.S.]

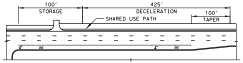

600' 50:1 TAPER
450'
SH WIDTH VARIES 10'-8'
℄ RAMP
5,300' R
3,800' R
RAMP
12'
14'
12'
MAIN LANES
℄ RAMP
5,300' R
RAMP
3,800' R
12'
12'
14'
12'
MAIN LANES
MAIN LANES
12'
12'
12'
3,800' R
RAMP
℄ RAMP
5,300' R
℄ RAMP
RAMP
1,050' R
1,050' R
30' CURB TRANSITION
14'
12'
12'
12'
2'
FRONTAGE RD
LN WIDTH VARIES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

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

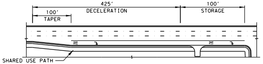
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL

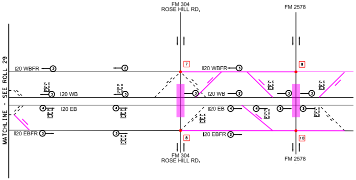

100'
STORAGE
425'
DECELERATION
100'
TAPER
SHARED USE PATH

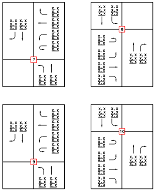
LEFT-TURN BAY DETAIL (TYPICAL)


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

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]


FM 304
ROSE HILL RD.
FM 2578
MATCHLINE - SEE ROLL 29
I20 WBFR
2
2
7
I20 WBFR
3
9
I20 WB
3
3
3
I20 WB
2
3
3
I20 EB
4
4
4
I20 EB
4
4
3
3
I20 EBFR
3
3
I20 EBFR
2
8
10
X.X
FM 304
ROSE HILL RD.
FM 2578



	LEGEND				
—	PROPOSED WORK BY OTHERS	▩	EXISTING BRIDGE	ⓧ	NUMBER OF TRAVEL LANES
—	STREAM	☐	PROPOSED BRIDGE	X.X	YEAR (XXXX) ADT
┼┼┼	UNION PACIFIC RAILROAD	░	PROPOSED BRIDGE BY OTHERS	X.X	YEAR (XXXX) ADT
●	SIGNALIZED INTERSECTIONS			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
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DATE: JULY 2022

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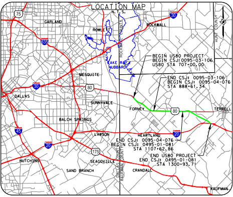
ROLL 13 OF 31:	PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
ROLL 14 OF 31:	PLAN & PROFILE I-20 INTERCHANGE
ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE
ROLL 16-19 OF 31:	PLAN & PROFILE EB FRONTAGE ROADS
ROLL 20-23 OF 31:	PLAN & PROFILE WB FRONTAGE ROADS
ROLL 24 OF 31:	PLAN & PROFILE US80 BUSINESS
ROLL 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
ROCKWALL
30
635
ROCKWALL COUNTY
HUNT COUNTY
LAKE RAY HUBBARD
MESQUITE
30
80
DALLAS
SUNNYVALE
FORNEY
80
TERRELL
BALCH SPRINGS
45
LAWSON
HEARTLAND
20
20
175
HUTCHINS
SEAGOVILLE
SAND BRANCH
DALLAS COUNTY
KAUFMAN COUNTY
CRANDALL
KAUFMAN

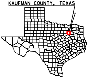
BEGIN US80 PROJECT
BEGIN CSJ:0095-03-106
US80 STA 707+00.00

END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 888+61.34

END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86

END US80 PROJECT
END CSJ: 0495-01-081
STA 1300+93.71

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 15/31

GARVER

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SUITE 190
FRISCO, TX 75034

FIRM REGISTRATION NO. 5713