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 7 OF 31:	PLAN & PROFILE STA. 1003+00 TO STA. 1042+00
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ROLL 13 OF 31:	PLAN & PROFILE STA. 1274+00 TO STA. 1323+00
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ROLL 15 OF 31:	PLAN & PROFILE I-20 INTERCHANGE
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ROLL 24 OF 31:	PLAN & PROFILE US80 BUSINESS
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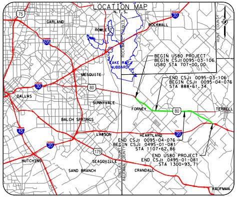
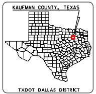
ROLL 26 OF 31:	PLAN & PROFILE SP557 CROSS STREETS
ROLL 27-29 OF 31:	PLAN & PROFILE US80/SP557 RAMPS
ROLL 30 OF 31:	PLAN & PROFILE U-TURNS/I-20 DIRECT CONNECTORS
ROLL 31 OF 31:	PLAN & PROFILE I-20 FRONTAGE ROADS


LOCATION MAP
N.T.S.
75
635
30
GARLAND
ROWLETT
ROCKWALL
LAKE RAY HUBBARD
MESQUITE
DALLAS
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
LAWSON
HEARTLAND
SEAGOVILLE
HUTCHINS
SAND BRANCH
CRANDALL
KAUFMAN
80
20
45
175
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
DALLAS COUNTY
KAUFMAN COUNTY
HUNT COUNTY


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 6/31

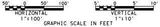
GARVER
3010 GAYLORD PARKWAY
SUITE 190
FRISCO, TX 75034
FIRM REGISTRATION NO. 5713

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

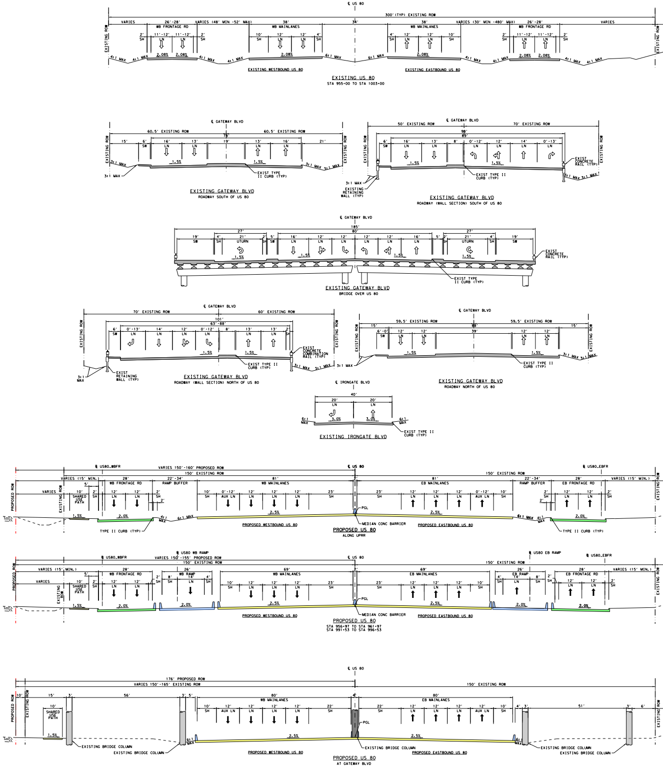
NOTES:

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.]


℄ US 80
300′ (TYP) EXISTING ROW
VARIES
26′-28′
VARIES (48′ MIN -52′ MAX)
38′
34′
VARIES (30′ MIN -480′ MAX)
WB FRONTAGE RD
WB MAINLANES
EXISTING ROW
2′ SH
11′-12′ LN
10′ SH
12′ LN
4′ SH
2.08%
4:1 MAX
6:1 MAX
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80
℄ GATEWAY BLVD
60.5′ EXISTING ROW
78′
15′
6′ SW
16′ LN
13′ LN
19′
21′
1.5%
3:1 MAX
EXIST TYPE II CURB (TYP)
50′ EXISTING ROW
70′ EXISTING ROW
98′
89′
8′
0′-12′
14′
0′-13′
EXISTING RETAINING WALL (TYP)
EXIST CONCRETE RAIL (TYP)
185′
80′
27′
4′ SH
21′ UTURN
5′ SW
12′ LN
19′ SW
101′
63′-88′
EXIST CONCRETE COMBINATION RAIL (TYP)
EXIST RETAINING WALL (TYP)
59.5′ EXISTING ROW
88′
39′
6′-0′
℄ IRONGATE BLVD
40′
20′ LN
3.0%
℄ US80_WBFR
℄ US80_EBFR
℄ US80 WB RAMP
℄ US80 EB RAMP
VARIES 150′-160′ PROPOSED ROW
VARIES 150′-155′ PROPOSED ROW
150′ EXISTING ROW
VARIES (15′ MIN.)
28′
22′-34′
81′
69′
26′
RAMP BUFFER
WB RAMP
EB RAMP
EB MAINLANES
EB FRONTAGE RD
PROPOSED ROW
10′ SHARED USE PATH
0′-12′ AUX LN
23′ SH
2.0%
2.5%
PGL
MEDIAN CONC BARRIER
TYPE II CURB (TYP)
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80
176′ PROPOSED ROW
VARIES 150′-165′ EXISTING ROW
56′
51′
22′ SH
EXISTING BRIDGE COLUMN

EXISTING US 80
STA 955+00 TO STA 1003+00

EXISTING GATEWAY BLVD
ROADWAY SOUTH OF US 80

EXISTING GATEWAY BLVD
ROADWAY (WALL SECTION) SOUTH OF US 80

EXISTING GATEWAY BLVD
BRIDGE OVER US 80

EXISTING GATEWAY BLVD
ROADWAY (WALL SECTION) NORTH OF US 80

EXISTING GATEWAY BLVD
ROADWAY NORTH OF US 80

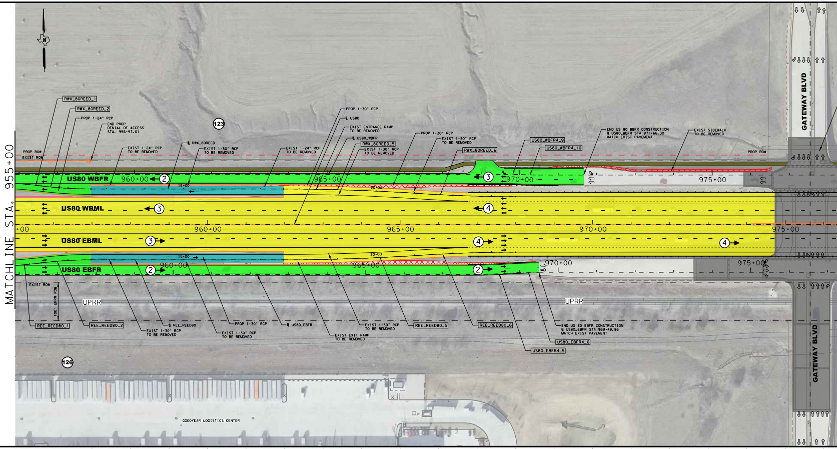
EXISTING IRONGATE BLVD

PROPOSED US 80
ALONG UPRR

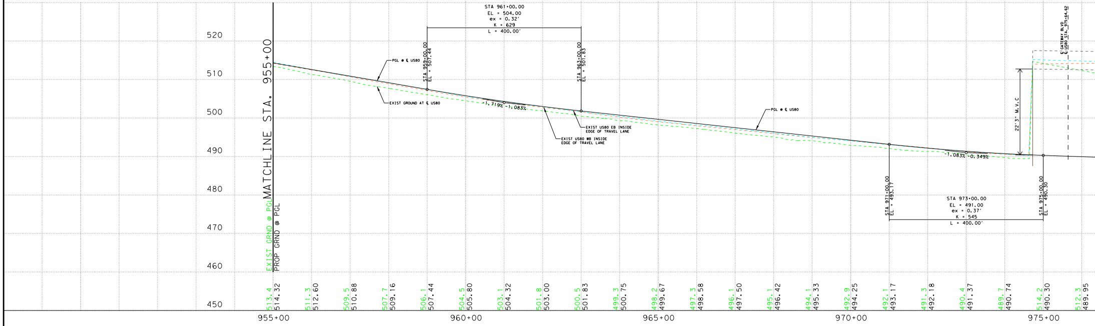
PROPOSED US 80
STA 956+97 TO STA 961+97
STA 991+53 TO STA 996+53

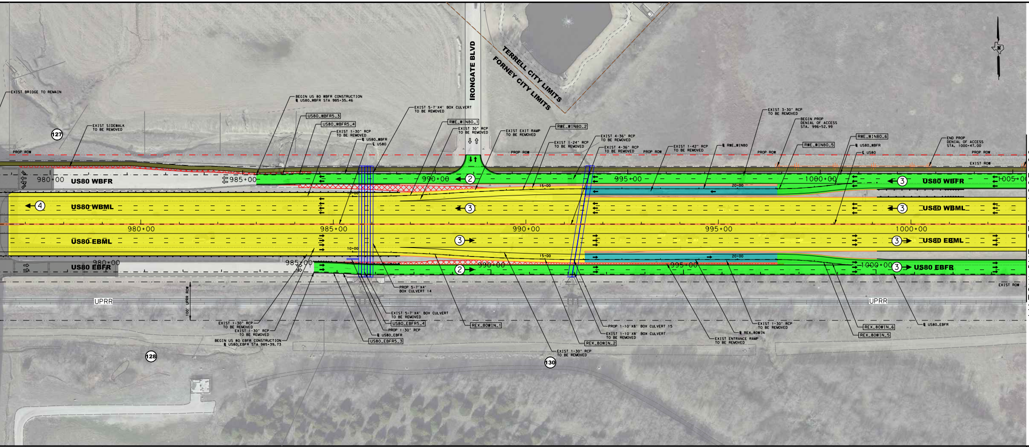
PROPOSED US 80
AT GATEWAY BLVD

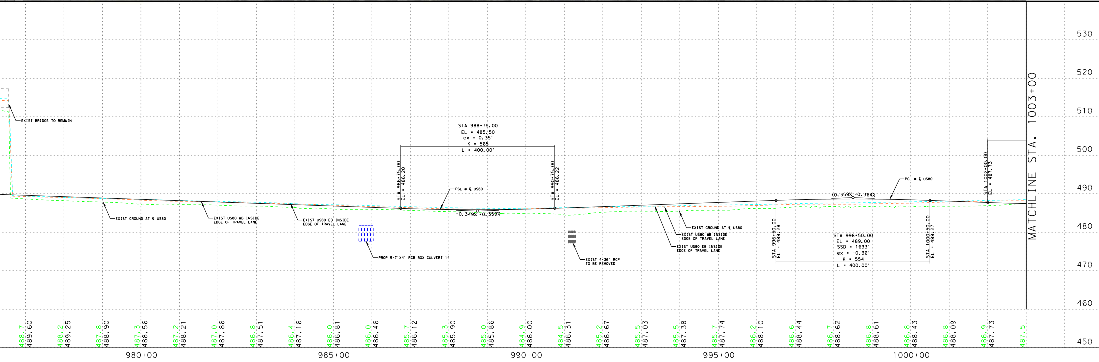
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW


MATCHLINE STA. 955+00
RWX_80REED_1
RWX_80REED_2
PROP 1-24" RCP
END PROP DENIAL OF ACCESS STA. 956+97.01
123
PROP ROW
EXIST ROW
EXIST 1-24" RCP TO BE REMOVED
℄ RWX_80REED
EXIST 1-30" RCP TO BE REMOVED
EXIST 1-24" RCP TO BE REMOVED
PROP 1-30" RCP
℄ US80
EXIST ENTRANCE RAMP TO BE REMOVED
℄ US80_WBFR
RWX_80REED_5
EXIST 1-30" RCP TO BE REMOVED
PROP 1-30" RCP
EXIST 1-30" RCP TO BE REMOVED
RWX_80REED_6
US80_WBFR4_9
US80_WBFR4_10
END US 80 WBFR CONSTRUCTION ℄ US80_WBFR STA 971+66.30 MATCH EXIST PAVEMENT
EXIST SIDEWALK TO BE REMOVED
PROP ROW
GATEWAY BLVD
US80-WBFR
960+00
②
15+00
965+00
20+00
③
970+00
975+00
US80 WBML
③
④
+00
960+00
965+00
970+00
975+00
US80 EBML
③
④
④
15+00
20+00
US80-EBFR
②
960+00
965+00
②
970+00
975+00
EXIST ROW
100' UPRR ROW
UPRR
UPRR
REE_REED80_1
REE_REED80_2
EXIST 1-30" RCP TO BE REMOVED
℄ REE_REED80
EXIST 1-30" RCP TO BE REMOVED
PROP 1-30" RCP
℄ US80_EBFR
EXIST EXIT RAMP TO BE REMOVED
EXIST 1-30" RCP TO BE REMOVED
REE_REED80_5
REE_REED80_6
END US 80 EBFR CONSTRUCTION ℄ US80_EBFR STA 969+49.86 MATCH EXIST PAVEMENT
US80_EBFR4_6
US80_EBFR4_5
126
GOODYEAR LOGISTICS CENTER
GATEWAY BLVD

PUS80 - PROP US80 MAIN LANES (60 MPH)


520
510
500
490
480
470
460
450
MATCHLINE STA. 955+00
EXIST GRND @ PGL
PROP GRND @ PGL
STA 961+00.00
EL = 504.00
ex = 0.32'
K = 629
L = 400.00'
STA 959+00.00
EL = 507.44
STA 963+00.00
EL = 501.83
PGL @ ℄ US80
EXIST GROUND AT ℄ US80
-1.719% -1.083%
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
PGL @ ℄ US80
22'3" M.V.C
℄ GATEWAY BLVD
℄ US80 STA. 975+64.62
-1.083% -0.349%
STA 971+00.00
EL = 493.17
STA 973+00.00
EL = 491.00
ex = 0.37'
K = 545
L = 400.00'
STA 975+00.00
EL = 490.30
513.4
514.32
511.3
512.60
509.5
510.88
507.7
509.16
506.1
507.44
504.5
505.80
503.1
504.32
501.8
503.00
500.5
501.83
499.3
500.75
498.2
499.67
497.3
498.58
496.1
497.50
495.1
496.42
494.1
495.33
492.9
494.25
492.1
493.17
491.3
492.18
490.4
491.37
489.7
490.74
514.2
490.30
512.3
489.95
955+00
960+00
965+00
970+00
975+00


IRONGATE BLVD
TERRELL CITY LIMITS
FORNEY CITY LIMITS
EXIST BRIDGE TO REMAIN
127
EXIST SIDEWALK TO BE REMOVED
PROP ROW
BEGIN US 80 WBFR CONSTRUCTION ℄ US80_WBFR STA 985+35.46
US80_WBFR5_3
US80_WBFR5_4
EXIST 1-30" RCP TO BE REMOVED
℄ US80_WBFR
℄ US80
EXIST 5-7'X4' BOX CULVERT TO BE REMOVED
RWE_WIN80_1
EXIST 30" RCP TO BE REMOVED
EXIST EXIT RAMP TO BE REMOVED
RWE_WIN80_2
EXIST 1-24" RCP TO BE REMOVED
EXIST 4-36" RCP TO BE REMOVED
EXIST 4-36" RCP TO BE REMOVED
EXIST 1-42" RCP TO BE REMOVED
℄ RWE_WIN80
EXIST 3-30" RCP TO BE REMOVED
BEGIN PROP DENIAL OF ACCESS STA. 996+52.99
RWE_WIN80_5
RWE_WIN80_6
℄ US80_WBFR
℄ US80
END PROP DENIAL OF ACCESS STA. 1000+47.00
EXIST ROW
980+00
US80 WBFR
985+00
990+00
2
15+00
995+00
20+00
1000+00
3
US80 WBFR
1005+00
4
US80 WBML
3
3
US80 WBML
980+00
985+00
990+00
995+00
1000+00
US80 EBML
3
3
US80 EBML
10+00
15+00
20+00
980+00
US80 EBFR
985+00
990+00
2
995+00
1000+00
3
US80 EBFR
EXIST ROW
UPRR
100' UPRR ROW
UPRR
PROP 5-7'X4' BOX CULVERT 14
EXIST 5-7'X4' BOX CULVERT TO BE REMOVED
US80_EBFR5_4
PROP 1-30" RCP
℄ US80_EBFR
US80_EBFR5_3
EXIST 1-30" RCP TO BE REMOVED
EXIST 1-30" RCP TO BE REMOVED
BEGIN US 80 EBFR CONSTRUCTION ℄ US80_EBFR STA 985+39.73
REX_80WIN_1
PROP 1-10'X8' BOX CULVERT 15
EXIST 1-10'X8' BOX CULVERT TO BE REMOVED
REX_80WIN_2
EXIST 1-30" RCP TO BE REMOVED
EXIST ENTRANCE RAMP TO BE REMOVED
℄ REX_80WIN
EXIST 1-30" RCP TO BE REMOVED
REX_80WIN_6
REX_80WIN_5
℄ US80_EBFR
128
130
MATCHLINE STA. 1003+00

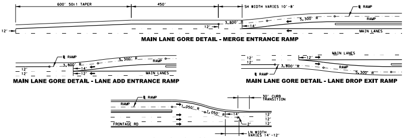

MATCHLINE STA. 1003+00
530
520
510
500
490
480
470
460
450
EXIST BRIDGE TO REMAIN
STA 988+75.00
EL = 485.50
ex = 0.35'
K = 565
L = 400.00'
STA 986+75.00
EL = 486.20
STA 990+75.00
EL = 486.22
PGL ● ℄ US80
-0.349% +0.359%
EXIST GROUND AT ℄ US80
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
PROP 5-7'X4' RCB BOX CULVERT 14
EXIST 4-36" RCP TO BE REMOVED
EXIST GROUND AT ℄ US80
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
PGL ● ℄ US80
+0.359% -0.364%
STA 996+50.00
EL = 488.28
STA 998+50.00
EL = 489.00
SSD = 1693'
ex = -0.36'
K = 554
L = 400.00'
STA 1000+50.00
EL = 488.27
STA 1002+00.00
EL = 487.73
488.7
489.60
488.2
489.25
487.8
488.90
487.3
488.56
487.2
488.21
487.0
487.86
486.8
487.51
486.4
487.16
486.0
486.81
486.0
486.46
485.7
486.12
485.3
485.90
485.0
485.86
484.9
486.00
484.5
486.31
485.2
486.67
485.5
487.03
485.5
487.38
485.7
487.74
486.2
488.10
486.6
488.44
486.7
488.62
486.8
488.61
486.8
488.43
486.8
488.09
486.9
487.73
487.5
980+00
985+00
990+00
995+00
1000+00

PROPERTY OWNERS		
PARCEL NUMBER	OWNER	PROPERTY ADDRESS
123	MEADOW RIDGE FARM, LP	NORTH GATEWAY BLVD., TX
126	NLP GOODYEARS BTS LLC	1500 ARKON WAY TX
127	MEADOW RIDGE FARM, LP	HWY. 80 SERVICE RD., TX
127	MEADOW RIDGE FARM, LP	HWY. 80 SERVICE RD., TX
128	DI FORNEY DISTRIBUTION CENTER LP	1075 S GATEWAY BLVD FORNEY, TX
130	SOUTH FORNEY, LLC	HWY. 80, FORNEY, TX

HORIZONTAL ALIGNMENT DATA

BASELINE	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	P.C. STATION	P.T. STATION
US80_WBFR4	US80_WBFR4_9	969+80.99	N 6,959,645.95	E 2,609,544.40	2° 09′ 07.30" (RT)	1,212.00	22.76	45.52	969+58.22	970+03.74
US80_WBFR4	US80_WBFR4_10	970+26.06	N 6,959,643.53	E 2,609,589.42	2° 09′ 07.30" (LT)	1,188.00	22.31	44.62	970+03.74	970+48.37
US80_WBFR5	US80_WBFR5_3	985+97.22	N 6,959,619.09	E 2,611,114.62	2° 09′ 07.30" (LT)	1,188.00	22.31	44.62	985+74.91	986+19.53
US80_WBFR5	US80_WBFR5_4	986+42.29	N 6,959,620.06	E 2,611,159.69	2° 09′ 07.30" (RT)	1,212.00	22.76	45.52	986+19.53	986+65.05
US80_EBFR4	US80_EBFR4_5	968+22.83	N 6,959,386.91	E 2,609,482.26	4° 03′ 08.16" (LT)	1,212.00	42.88	85.72	967+79.95	968+65.67
US80_EBFR4	US80_EBFR4_6	969+07.70	N 6,959,391.55	E 2,609,567.04	4° 03′ 08.16" (RT)	1,188.00	42.03	84.02	968+65.67	969+49.69
US80_EBFR5	US80_EBFR5_3	985+82.73	N 6,959,364.73	E 2,611,241.07	4° 02′ 31.82" (RT)	1,200.00	42.35	84.66	985+40.38	986+25.04
US80_EBFR5	US80_EBFR5_4	986+67.81	N 6,959,357.37	E 2,611,325.87	4° 02′ 31.82" (LT)	1,212.00	42.77	85.51	986+25.04	987+10.55
RWX_80REED	RWX_80REED_1	10+64.93	N 6,959,644.59	E 2,608,256.03	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	10+00.00	11+29.70
RWX_80REED	RWX_80REED_2	11+94.63	N 6,959,626.53	E 2,608,384.63	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	11+29.70	12+59.39
RWX_80REED	RWX_80REED_5	19+35.18	N 6,959,614.66	E 2,609,125.25	3° 47′ 57.73" (RT)	5,300.00	175.79	351.45	17+59.39	21+10.85
RWX_80REED	RWX_80REED_6	22+36.88	N 6,959,589.84	E 2,609,426.06	3° 47′ 57.73" (LT)	3,800.00	126.04	251.98	21+10.85	23+62.83
REE_REED80	REE_REED80_1	10+64.93	N 6,959,428.62	E 2,608,252.57	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	10+00.00	11+29.70
REE_REED80	REE_REED80_2	11+94.63	N 6,959,442.55	E 2,608,381.68	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	11+29.70	12+59.39
REE_REED80	REE_REED80_5	19+35.18	N 6,959,430.68	E 2,609,122.30	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	17+59.39	21+10.85
REE_REED80	REE_REED80_6	22+36.88	N 6,959,445.86	E 2,609,423.75	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	21+10.85	23+62.83
RWE_WIN80	RWE_WIN80_1	11+26.04	N 6,959,557.76	E 2,611,427.88	3° 47′ 57.73" (LT)	3,800.00	126.04	251.98	10+00.00	12+51.98
RWE_WIN80	RWE_WIN80_2	14+27.77	N 6,959,572.93	E 2,611,729.32	3° 47′ 57.73" (RT)	5,300.00	175.79	351.45	12+51.98	16+03.43
RWE_WIN80	RWE_WIN80_5	21+68.37	N 6,959,561.06	E 2,612,469.95	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	21+03.43	22+33.13
RWE_WIN80	RWE_WIN80_6	22+98.06	N 6,959,574.99	E 2,612,599.06	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	22+33.13	23+62.83
REX_80WIN	REX_80WIN_1	11+26.04	N 6,959,413.78	E 2,611,425.57	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	10+00.00	12+51.98
REX_80WIN	REX_80WIN_2	14+27.77	N 6,959,388.95	E 2,611,726.37	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	12+51.98	16+03.43
REX_80WIN	REX_80WIN_5	21+68.37	N 6,959,377.09	E 2,612,467.00	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	21+03.43	22+33.13
REX_80WIN	REX_80WIN_6	22+98.06	N 6,959,359.02	E 2,612,595.60	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	22+33.13	23+62.83

RAMP GORE DETAILS [N.T.S.]

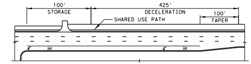

600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
RAMP
MAIN LANES
3,800′ R
5,300′ R
1,050′ R
12′
14′
2′
30′ CURB TRANSITION
LN WIDTH VARIES 14′-12′
FRONTAGE RD

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

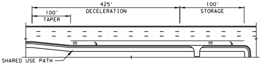
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL

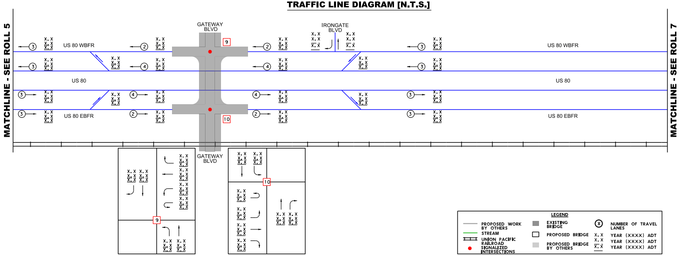

100′
STORAGE
425′
DECELERATION
SHARED USE PATH
100′
TAPER

LEFT-TURN BAY DETAIL (TYPICAL)


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

RIGHT-TURN BAY DETAIL (TYPICAL)

TRAFFIC LINE DIAGRAM [N.T.S.]


MATCHLINE - SEE ROLL 5
MATCHLINE - SEE ROLL 7
GATEWAY BLVD
IRONGATE BLVD
US 80 WBFR
US 80
US 80 EBFR
9
10
X.X

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

Texas Department of Transportation

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

US 80
60% DESIGN SCHEMATIC

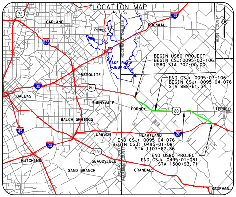
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

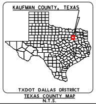
DATE: JULY 2022

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
30
GARLAND
ROWLETT
ROCKWALL
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
80
DALLAS
SUNNYVALE
FORNEY
TERRELL
BALCH SPRINGS
45
20
LAWSON
HEARTLAND
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86
175
HUTCHINS
SEAGOVILLE
END US80 PROJECT
END CSJ: 0495-01-081
STA 1300+93.71
SAND BRANCH
CRANDALL
KAUFMAN


KAUFMAN COUNTY, TEXAS

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

PRELIMINARY
FOR INTERIM REVIEW ONLY

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

JULY 22, 2022

ROLL NUMBER 6/31

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