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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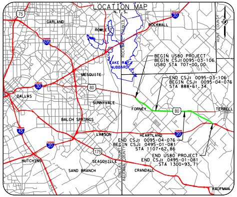
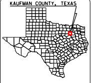

LOCATION MAP
N.T.S.
75
GARLAND
ROWLETT
30
ROCKWALL
635
ROCKWALL COUNTY
HUNT COUNTY
LAKE RAY HUBBARD
MESQUITE
BEGIN US80 PROJECT
BEGIN CSJ:0095-03-106
US80 STA 707+00.00
END CSJ: 0095-03-106
BEGIN CSJ: 0095-04-076
STA 888+61.34
30
80
DALLAS
SUNNYVALE
FORNEY
80
TERRELL
BALCH SPRINGS
45
LAWSON
HEARTLAND
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
SAND BRANCH
DALLAS COUNTY
KAUFMAN COUNTY
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 9/31

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

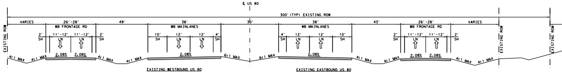
NOTES:

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.

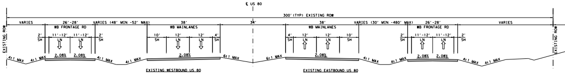
50′
0
50′
100′
5′
0
5′
10′

HORIZONTAL 1":100′
VERTICAL 1":10′
GRAPHIC SCALE IN FEET

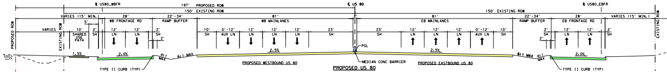
TYPICAL SECTIONS [N.T.S.]


℄ US 80
300′ (TYP) EXISTING ROW
VARIES
26′-28′
WB FRONTAGE RD
49′
38′
WB MAINLANES
30′
38′
WB MAINLANES
43′
26′-28′
WB FRONTAGE RD
EXISTING ROW
2.08%
4:1 MAX
6:1 MAX
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80

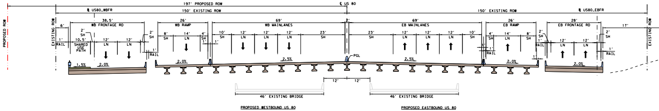
EXISTING US 80
STA 1081+00 TO STA 1105+00


℄ US 80
300′ (TYP) EXISTING ROW
VARIES
26′-28′
WB FRONTAGE RD
VARIES (48′ MIN -52′ MAX)
38′
WB MAINLANES
34′
38′
WB MAINLANES
VARIES (30′ MIN -480′ MAX)
26′-28′
WB FRONTAGE RD
EXISTING ROW
EXISTING WESTBOUND US 80
EXISTING EASTBOUND US 80

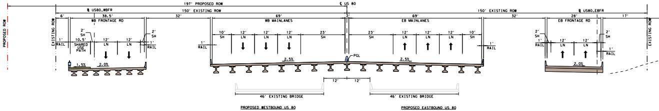
EXISTING US 80
STA 1105+00 TO STA 1129+00


℄ US80_WBFR
197′ PROPOSED ROW
150′ EXISTING ROW
℄ US 80
℄ US80_EBFR
PROPOSED ROW
EXISTING ROW
28′
WB FRONTAGE RD
22′-34′
RAMP BUFFER
81′
WB MAINLANES
81′
EB MAINLANES
22′-34′
RAMP BUFFER
28′
EB FRONTAGE RD
SHARED USE PATH
AUX LN
PGL
2.5%
2.0%
MEDIAN CONC BARRIER
TYPE II CURB (TYP)
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80

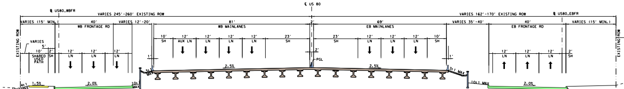
PROPOSED US 80
ALONG UPRR


℄ US80_WBFR
197′ PROPOSED ROW
150′ EXISTING ROW
℄ US 80
℄ US80_EBFR
38.5′
WB FRONTAGE RD
26′
WB RAMP
69′
WB MAINLANES
69′
EB MAINLANES
26′
EB RAMP
28′
EB FRONTAGE RD
1′ RAIL
PGL
2.5%
12′
12′
46′ EXISTING BRIDGE
46′ EXISTING BRIDGE
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80

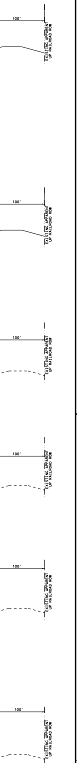
PROPOSED US 80 BRIDGE
AT BIG BRUSHY CREEK RELIEF 1

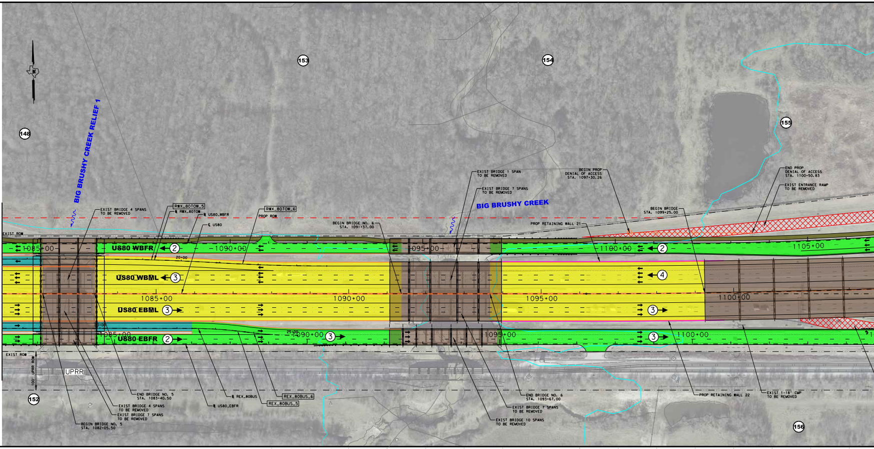

197′ PROPOSED ROW
150′ EXISTING ROW
℄ US 80
℄ US80_WBFR
℄ US80_EBFR
38.5′
WB FRONTAGE RD
69′
WB MAINLANES
69′
EB MAINLANES
28′
EB FRONTAGE RD
1′ RAIL
PGL
2.5%
46′ EXISTING BRIDGE
46′ EXISTING BRIDGE
PROPOSED WESTBOUND US 80
PROPOSED EASTBOUND US 80

PROPOSED US 80 BRIDGE
AT BIG BRUSHY CREEK

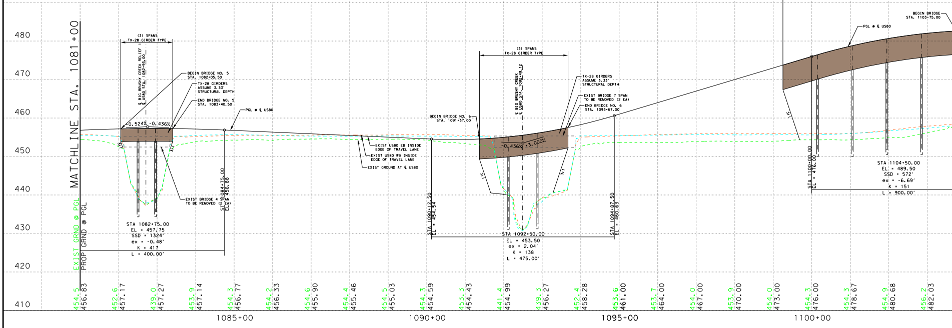

℄ US80_WBFR
VARIES 245′-260′ EXISTING ROW
℄ US 80
VARIES 162′-170′ EXISTING ROW
℄ US80_EBFR
40′
WB FRONTAGE RD
VARIES 12′-20′
81′
WB MAINLANES
69′
EB MAINLANES
VARIES 35′-40′
40′
EB FRONTAGE RD
SHARED USED PATH
AUX LN
PGL
2.5%
2.0%
TYPE II CURB (TYP)

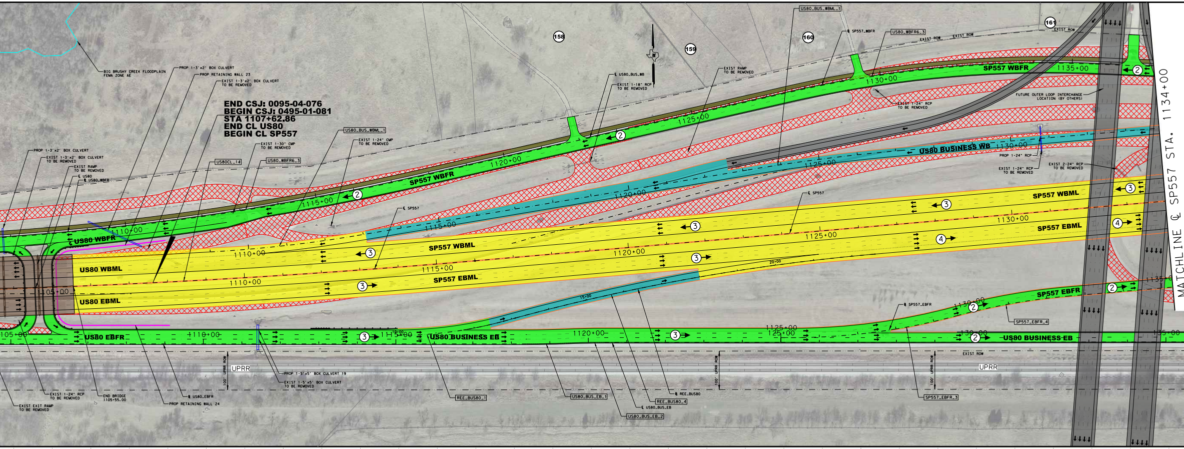
PROPOSED US 80 BRIDGE
STA 1103+75 TO STA 1105+55

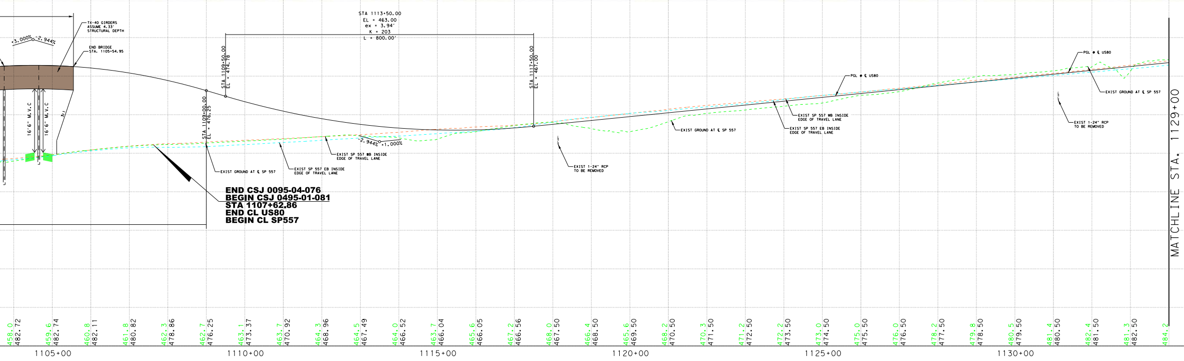

100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW
100'
EXISTING APPARENT UP RAILROAD ROW

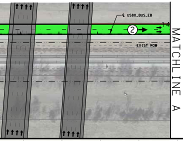

MATCHLINE STA. 1081+00
148
152
153
154
155
156
BIG BRUSHY CREEK RELIEF 1
BIG BRUSHY CREEK
EXIST ROW
PROP ROW
EXIST BRIDGE 4 SPANS TO BE REMOVED
RWX_80TOW_5
℄ RWX_80TOW
℄ US80_WBFR
℄ US80
RWX_80TOW_6
BEGIN BRIDGE NO. 6 STA. 1091+37.00
EXIST BRIDGE 1 SPAN TO BE REMOVED
EXIST BRIDGE 7 SPANS TO BE REMOVED
BEGIN PROP DENIAL OF ACCESS STA. 1097+30.26
PROP RETAINING WALL 21
BEGIN BRIDGE STA. 1099+25.00
END PROP DENIAL OF ACCESS STA. 1100+50.83
EXIST ENTRANCE RAMP TO BE REMOVED
US80 WBFR ②
US80 WBML ③
US80 EBML ③
US80 EBFR ②
1085+00
1090+00
1095+00
1100+00
1105+00
20+00
25+00
④
③
②
UPRR
100' UPRR ROW
END BRIDGE NO. 5 STA. 1083+40.50
EXIST BRIDGE 4 SPANS TO BE REMOVED
EXIST BRIDGE 7 SPANS TO BE REMOVED
BEGIN BRIDGE NO. 5 STA. 1082+05.50
℄ REX_80BUS
℄ US80_EBFR
REX_80BUS_6
REX_80BUS_5
END BRIDGE NO. 6 STA. 1093+67.00
EXIST BRIDGE 7 SPANS TO BE REMOVED
EXIST BRIDGE 10 SPANS TO BE REMOVED
PROP RETAINING WALL 22
EXIST 1-18" CMP TO BE REMOVED

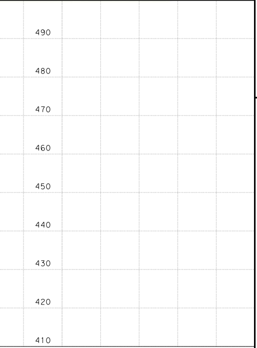
PUS80 - PROP US80 MAIN LANES (60 MPH)


480
470
460
450
440
430
420
410
MATCHLINE STA. 1081+00
EXIST GRND @ PGL
PROP GRND @ PGL
(3) SPANS TX-28 GIRDER TYPE
℄ BIG BRUSHY CREEK RELIEF 1 ℄ US80 STA. 1082+93.00
BEGIN BRIDGE NO. 5 STA. 1082+05.50
TX-28 GIRDERS ASSUME 3.33' STRUCTURAL DEPTH
END BRIDGE NO. 5 STA. 1083+40.50
PGL ● ℄ US80
+0.524%
-0.436%
1:1
3:1
EXIST BRIDGE 4 SPAN TO BE REMOVED (2 EA)
STA 1082+75.00
EL = 457.75
SSD = 1324'
ex = -0.48'
K = 417
L = 400.00'
STA 1084+75.00
EL = 456.88
EXIST US80 EB INSIDE EDGE OF TRAVEL LANE
EXIST US80 WB INSIDE EDGE OF TRAVEL LANE
EXIST GROUND AT ℄ US80
STA 1090+12.50
EL = 454.54
BEGIN BRIDGE NO. 6 STA. 1091+37.00
(3) SPANS TX-28 GIRDER TYPE
℄ BIG BRUSHY CREEK ℄ US80 STA. 1092+49.12
-0.436%
+3.000%
TX-28 GIRDERS ASSUME 3.33' STRUCTURAL DEPTH
EXIST BRIDGE 7 SPAN TO BE REMOVED (2 EA)
END BRIDGE NO. 6 STA. 1093+67.00
STA 1092+50.00
EL = 453.50
ex = 2.04'
K = 138
L = 475.00'
STA 1094+87.50
EL = 460.63
(7) SPANS TX-40 GIRDER TYPE
BEGIN BRIDGE STA. 1103+75.00
PGL ● ℄ US80
STA 1100+00.00
EL = 476.00
STA 1104+50.00
EL = 489.50
SSD = 572'
ex = -6.69'
K = 151
L = 900.00'
454.5 456.83
452.6 457.17
439.0 457.27
453.9 457.14
454.3 456.77
454.2 456.33
454.6 455.90
454.4 455.46
454.5 455.03
454.3 454.59
453.3 454.43
441.4 454.99
439.3 456.27
452.4 458.28
453.6 461.00
453.7 464.00
454.0 467.00
453.9 470.00
454.0 473.00
454.3 476.00
454.3 478.67
454.9 480.68
456.2 482.03
1085+00
1090+00
1095+00
1100+00


BIG BRUSHY CREEK FLOODPLAIN FEMA ZONE AE
PROP 1-3'x2' BOX CULVERT
PROP RETAINING WALL 23
EXIST 1-3'x2' BOX CULVERT TO BE REMOVED
END CSJ: 0095-04-076
BEGIN CSJ: 0495-01-081
STA 1107+62.86
END CL US80
BEGIN CL SP557
PROP 1-3'x2' BOX CULVERT
EXIST 1-3'x2' BOX CULVERT TO BE REMOVED
EXIST RAMP TO BE REMOVED
℄ US80
℄ US80_WBFR
US80CL_14
US80_WBFR6_3
EXIST 1-30" CMP TO BE REMOVED
US80_BUS_WBML_1
EXIST 1-24" CMP TO BE REMOVED
℄ SP557
158
159
160
161
℄ US80_BUS_WB
EXIST 1-18" RCP TO BE REMOVED
EXIST RAMP TO BE REMOVED
US80_BUS_WBML_1
℄ SP557_WBFR
US80_WBFR6_3
EXIST ROW
EXIST ROW
EXIST ROW
EXIST 1-24" RCP TO BE REMOVED
FUTURE OUTER LOOP INTERCHANGE LOCATION (BY OTHERS)
PROP 1-24" RCP
EXIST 1-24" RCP TO BE REMOVED
EXIST 2-24" RCP TO BE REMOVED
℄ SP557
SP557 WBFR
US80 WBFR
US80 WBML
US80 EBML
SP557 WBML
SP557 EBML
US80 BUSINESS WB
US80 BUSINESS EB
US80 EBFR
SP557 EBFR
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00
1135+00
15+00
20+00
2
3
4
℄ SP557_EBFR
SP557_EBFR_4
UPRR
100' UPRR ROW
PROP 1-5'x5' BOX CULVERT 19
EXIST 1-5'x5' BOX CULVERT TO BE REMOVED
EXIST 1-24" RCP TO BE REMOVED
END BRIDGE 1105+55.00
EXIST EXIT RAMP TO BE REMOVED
℄ US80_EBFR
PROP RETAINING WALL 24
REE_BUS80_1
US80_BUS_EB_1
US80_BUS_EB_2
℄ US80_BUS_EB
REE_BUS80_4
℄ REE_BUS80
SP557_EBFR_3
MATCHLINE ℄ SP557 STA. 1134+00


TX-40 GIRDERS ASSUME 4.33' STRUCTURAL DEPTH
+3.000%
-2.944%
END BRIDGE STA. 1105+54.95
16'6" M.V.C
16'6" M.V.C
3:1
STA 1113+50.00
EL = 463.00
ex = 3.94'
K = 203
L = 800.00'
STA 1109+50.00
EL = 474.78
STA 1117+50.00
EL = 467.00
STA 1109+00.00
EL = 476.25
-2.944%
+1.000%
EXIST GROUND AT ℄ SP 557
EXIST SP 557 EB INSIDE EDGE OF TRAVEL LANE
EXIST SP 557 WB INSIDE EDGE OF TRAVEL LANE
END CSJ 0095-04-076
BEGIN CSJ 0495-01-081
STA 1107+62.86
END CL US80
BEGIN CL SP557
EXIST 1-24" RCP TO BE REMOVED
EXIST GROUND AT ℄ SP 557
PGL @ ℄ US80
EXIST SP 557 WB INSIDE EDGE OF TRAVEL LANE
EXIST SP 557 EB INSIDE EDGE OF TRAVEL LANE
EXIST 1-24" RCP TO BE REMOVED
PGL @ ℄ US80
EXIST GROUND AT ℄ SP 557
MATCHLINE STA. 1129+00
458.0 482.72
459.6 482.74
460.8 482.11
461.8 480.82
462.3 478.86
462.7 476.25
463.1 473.37
463.7 470.92
464.3 468.96
464.5 467.49
464.0 466.52
463.7 466.04
465.6 466.05
467.2 466.56
468.0 467.50
466.4 468.50
465.6 469.50
468.2 470.50
470.3 471.50
471.2 472.50
472.2 473.50
473.0 474.50
475.0 475.50
476.0 476.50
478.2 477.50
479.8 478.50
480.5 479.50
481.4 480.50
482.4 481.50
481.3 482.50
484.2
1105+00
1110+00
1115+00
1120+00
1125+00
1130+00


℄ US80_BUS_EB
2
EXIST ROW
MATCHLINE A



PROPERTY OWNERS

PARCEL NUMBER	OWNER	PROPERTY ADDRESS
148	GENTRY WESLEY H & SAMMYE L	0 E HWY 80 TX
150	SACK STUART V ETAL	
152	AP DUPONT LIMITED PARTNERSHIP	
153	FORNEY PARTNERSHIP LLC	0 E HWY 80 TX
154	HIGH POINT RANCH OWNER LP	0 E HWY 80 TX
155	LAND ADVISORS LTD	HWY 80 TX
156	AP DUPONT LIMITED PARTNERSHIP	0 CO RD 305 TX
157	AP DUPONT LIMITED PARTNERSHIP	0 CO RD 238 TX
158	HIGH POINT RANCH OWNER LP	0 W HWY 80 TX
159	HIGH POINT RANCH OWNER LP	0 W HWY 80 TX
160	HIGH POINT RANCH OWNER LP	0 W HWY 80 TX
161	SANDERS, BILLY V.	6160 W. HWY. 80 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
US80CL	US80CL_14	1106+09.31	N 6,959,304.76	E 2,623,358.62	4° 56′ 23.69" (LT)	23,000.00	992.12	1,983.01	1096+17.20	1116+00.20
US80_BUS_WBML	US80_BUS_WBML_1	1110+92.31	N 6,959,416.77	E 2,623,853.19	6° 17′ 23.74" (LT)	3,500.00	192.31	384.23	1109+00.00	1112+84.23
US80_BUS_WBML	US80_BUS_WBML_4	1125+13.11	N 6,959,631.08	E 2,625,258.13	4° 34′ 58.06" (RT)	5,000.00	200.07	399.92	1123+13.04	1127+12.97
US80_WBFR6	US80_WBFR6_3	1109+95.21	N 6,959,433.59	E 2,623,438.81	12° 48′ 57.87" (LT)	7,000.00	786.17	1,565.78	1102+09.04	1117+74.82
US80_WBFR6	US80_WBFR6_6	1131+63.49	N 6,959,884.52	E 2,625,566.40	15° 08′ 51.68" (RT)	3,012.00	400.49	796.30	1127+63.00	1135+59.31
SP557_EBFR	SP557_EBFR_3	1127+45.92	N 6,959,160.76	E 2,625,385.55	15° 04′ 44.29" (LT)	1,650.00	218.38	434.24	1125+27.54	1129+61.78
SP557_EBFR	SP557_EBFR_4	1131+08.16	N 6,959,250.42	E 2,625,739.12	10° 08′ 20.60" (RT)	1,650.00	146.37	291.98	1129+61.78	1132+53.77
RWX_80TOW	RWX_80TOW_1	10+68.89	N 6,959,456.85	E 2,620,386.26	7° 30′ 25.73" (RT)	1,050.00	68.89	137.58	10+00.00	11+37.58
RWX_80TOW	RWX_80TOW_2	12+06.46	N 6,959,436.83	E 2,620,522.57	7° 30′ 25.73" (LT)	1,050.00	68.89	137.58	11+37.58	12+75.15
RWX_80TOW	RWX_80TOW_5	19+33.43	N 6,959,426.04	E 2,621,249.66	3° 25′ 16.30" (RT)	5,300.00	158.28	316.47	17+75.15	20+91.62
RWX_80TOW	RWX_80TOW_6	22+34.97	N 6,959,403.58	E 2,621,550.45	3° 25′ 16.30" (LT)	4,800.00	143.35	286.61	20+91.62	23+78.23
REX_80TOW	REX_80TOW_1	11+26.04	N 6,959,314.07	E 6,959,314.07	3° 47′ 57.73" (RT)	3,800.00	126.04	251.98	10+00.00	12+51.98
REX_80TOW	REX_80TOW_2	14+27.77	N 6,959,289.61	E 2,618,175.72	3° 47′ 57.73" (LT)	5,300.00	175.79	351.45	12+51.98	16+03.43
REX_80TOW	REX_80TOW_5	21+68.37	N 6,959,278.62	E 2,618,916.36	7° 04′ 38.07" (RT)	1,050.00	64.93	129.70	21+03.43	22+33.13
REX_80TOW	REX_80TOW_6	22+98.06	N 6,959,260.71	E 2,619,044.98	7° 04′ 38.07" (LT)	1,050.00	64.93	129.70	22+33.13	23+62.83
REX_80BUS	REX_80BUS_1	11+54.41	N 6,959,290.73	E 2,620,258.17	4° 39′ 13.26" (RT)	3,800.00	154.41	308.64	10+00.00	13+08.64
REX_80BUS	REX_80BUS_2	15+24.00	N 6,959,255.27	E 2,620,626.23	4° 39′ 13.26" (LT)	5,300.00	215.36	430.48	13+08.64	17+39.12
REX_80BUS	REX_80BUS_5	23+08.01	N 6,959,243.64	E 2,621,410.39	7° 30′ 25.73" (RT)	1,050.00	68.89	137.58	22+39.12	23+76.70
REX_80BUS	REX_80BUS_6	24+45.58	N 6,959,223.62	E 2,621,546.70	7° 30′ 25.73" (LT)	1,050.00	68.89	137.58	23+76.70	25+14.27
REE_BUS80	REE_BUS80_1	11+40.20	N 6,959,183.02	E 2,624,284.66	15° 12′ 39.33" (LT)	1,050.00	140.20	278.75	10+00.00	12+78.75
REE_BUS80	REE_BUS80_4	17+86.25	N 6,959,343.67	E 2,624,912.12	10° 16′ 15.64" (RT)	5,300.00	476.32	950.09	13+09.93	22+60.02

RETAINING WALLS

NO.	BEGIN STA.	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
WALL 21	1093+67.00	83.00′ LT	1099+75.00	0′ LT	608.00
WALL 22	1093+67.00	71.00′ RT	1099+75.00	0′ RT	608.00
WALL 23	1105+53.00	0′ LT	1108+00.00	108.50′ LT	247.00
WALL 24	1105+53.00	0′ RT	1108+00.00	112.55′ RT	247.00

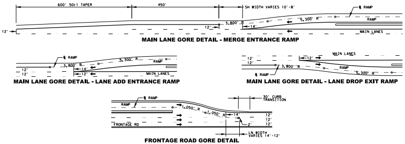
SUPERELEVATION SIGN CONVENTION

℄	
(−)	(+)
(+)	(−)

SUPERELEVATION

BASELINE	ROADWAY	BEGIN TRANSITION		END TRANSITION	
		STATION	e	STATION	e
SP557CL	SP557 WBML	1129+45.00	2.50%	1137+45.00	-5.00%
		1149+35.00	-5.00%	1157+35.00	2.50%
SP557CL	SP557 EBML	1129+45.00	-2.50%	1137+45.00	-5.00%
		1149+35.00	-5.00%	1157+35.00	-2.50%

RAMP GORE DETAILS [N.T.S.]

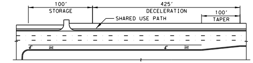

600′ 50:1 TAPER
450′
SH WIDTH VARIES 10′-8′
℄ RAMP
5,300′ R
RAMP
3,800′ R
12′
14′
12′
MAIN LANES
℄ RAMP
5,300′ R
RAMP
3,800′ R
14′
12′
12′
12′
MAIN LANES
MAIN LANES
12′
12′
12′
3,800′ R
RAMP
5,300′ R
℄ RAMP
℄ RAMP
RAMP
1,050′ R
1,050′ R
14′
30′ CURB TRANSITION
12′
12′
12′
2′
FRONTAGE RD
LN WIDTH VARIES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

MAIN LANE GORE DETAIL - MERGE ENTRANCE RAMP

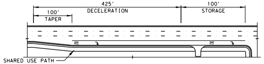
MAIN LANE GORE DETAIL - LANE ADD ENTRANCE RAMP

MAIN LANE GORE DETAIL - LANE DROP EXIT RAMP

FRONTAGE ROAD GORE DETAIL

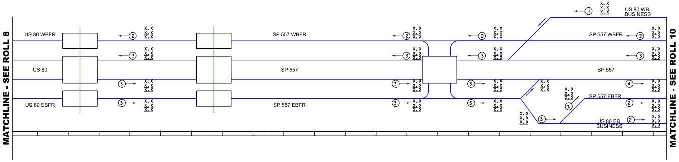

100′
STORAGE
425′
DECELERATION
SHARED USE PATH
100′
TAPER

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 8
MATCHLINE - SEE ROLL 10
US 80 WBFR
US 80
US 80 EBFR
SP 557 WBFR
SP 557
SP 557 EBFR
SP 557 WBFR
SP 557
SP 557 EBFR
US 80 WB BUSINESS
US 80 EB BUSINESS
①
②
③
④
X.X
X.X
X.X

LEGEND

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

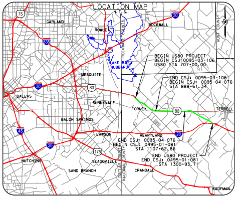
KAUFMAN COUNTY, TEXAS
FROM WEST OF FM 460 TO IH 20
CSJ: 0095-03-106, 0095-04-076 & 0495-01-081
LENGTH: 11.7 MILES

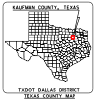
DATE: JULY 2022

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
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

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

JULY 22, 2022

ROLL NUMBER 9/31

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