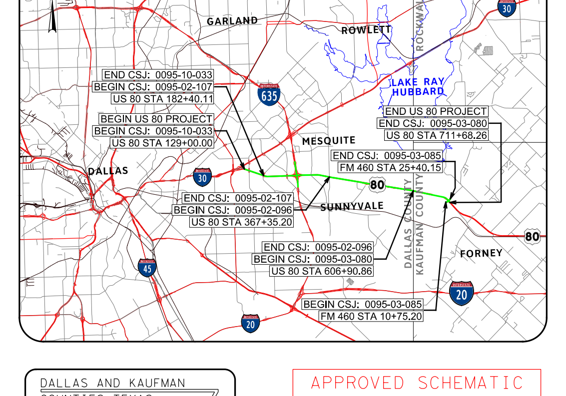
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

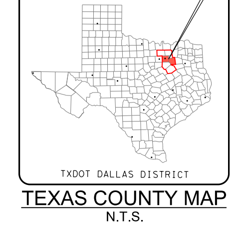
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 1 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH





TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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

MATTHEW G. CRAIG | 69910 | 06/28/2018
NAME | P.E. NO. | DATE
JEREMY W. MCGAHAN | 103650 | 06/29/2018
NAME | P.E. NO. | DATE
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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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 TELE / CABLE / FIBER
- 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 ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING EASTFORK WETLANDS
- EXISTING EASTFORK WATERS OF US
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS
- PROPOSED RIP RAP

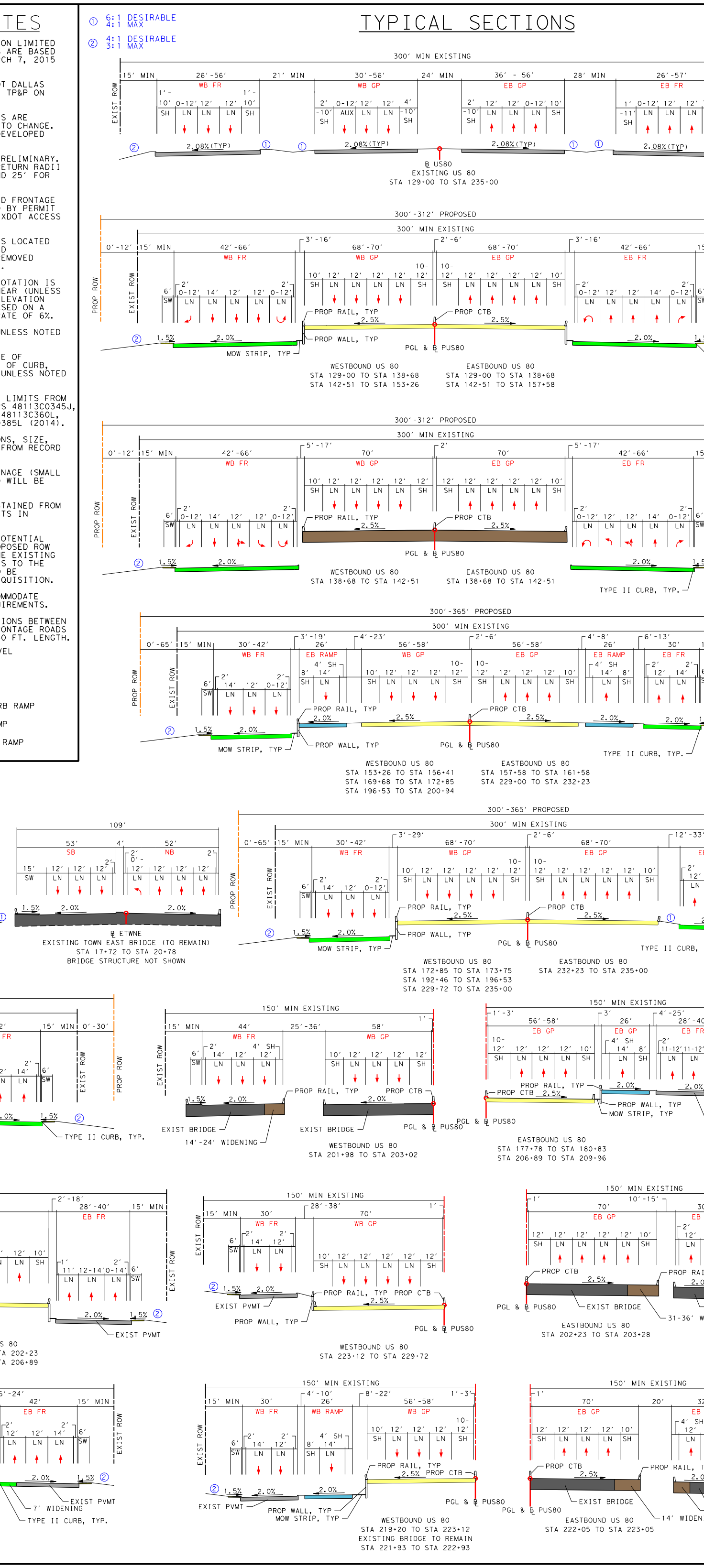
GENERAL NOTES

1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK 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 RESIENTIAL 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. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION 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 48113C0345J, 48113C0365K, 48113C370K, 48113C360, 48113C0380L, AND 48113C0385L (2014).
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 COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
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-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

- → DIRECTION OF TRAVEL
- 2000 PARCEL ID
- 100 CURVE ID
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP

① 6:1 DESIRABLE 4:1 MAX
② 4:1 DESIRABLE 3:1 MAX

TYPICAL SECTIONS



PUS80 - PROP US80 MAIN LANES (60 MPH)

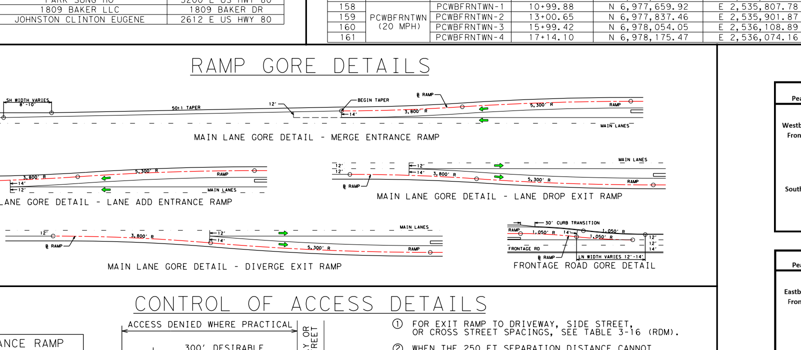
PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
2208	9600 EUS80 LTD	1500 BIG TOWN
2211	TEXAS STATE OF	4600 IH 30
2217	9600 EUS80 LTD	2323 BIG TOWN BLVD
2222	TEXAS DEPT OF TRANSPORTATION	4625 W US HWY 80
2226	TEXAS STATE OF	2800 BIG TOWN BLVD
3941	MYINTYRE JAMES & PATTI	2500 BIG TOWN BLVD
3942	MCINTYRE PATTI	4515 E US HWY 80
3944	TORRES RAFAEL & PASCUAL	4501 E US HWY 80
3946	KARIKAL LLC	4417 E US HWY 80
3948	TEJAS MOTEL LLC	4405 E US HWY 80
3949	SCG MESQUITE BUSINESS CENTER	2200 BIG TOWN BLVD
3950	TEJAS MOTEL LLC	4405 E US HWY 80
3951	DAMICO JOSEPH	4337 E US HWY 80
3952	KURJI BAHADUR	4301 E US HWY 80
3953	KURJI BAHADUR	4301 E US HWY 80
3956	KINGS MUTUAL CORPORATION	4201 E US HWY 80
3957	S2 CAMELOT LLC	4260 E US HWY 80
3958	ARIKINETH PROPERTIES	4203 E US HWY 80
3960	PS TEXAS HOLDINGS LTD	4111 E US HWY 80
3961	AV ELMWOOD LLC	4049 SAMUELL BLVD
3964	VALK DON	4200 E US HWY 80
3965	VALK DON	4100 E US HWY 80
3970	ARSHIA INC	4000 E US HWY 80
3977	ZAMYAD ENTERPRISES INC	3939 E US HWY 80
3981	H&H PROPERTIES LLC	3918 E US HWY 80
3986	RJM PACIFIC PROPERTIES	3935 E US HWY 80
3987	OM SRI SAI KRISHNA INV PPTIES	3911 E US HWY 80
3988	FUEL CITY MESQUITE LP	2175 S TOWN EAST
3989	ZARIN INC	3828 E US HWY 80
3990	DEVI VAISHNO CORPORATION	3810 E US HWY 80
3991	TEXAS GREAT PROPERTIES LLC	3801 E US HWY 80
3993	QURESHI & NGUYEN PROP LLC &	3730 E US HWY 80
3995	TITUS & TITUS PARTNERS LLC	3637 N TOWN EAST
3996	RS RIDDELL FAMILY LP	3700 E US HWY 80
3997	GOVIND GROUP CORP	3629 E US HWY 80
3998	RS RIDDELL FAMILY LP	3700 E US HWY 80
3999	T & B KRUEGER	3550 E US HWY 80
4001	AMERIGOLDEN JUBILEE INC	3601 E US HWY 80
4002	ZEMAG FAMILY LP	3510 E US HWY 80
4003	HWY 80 FUEL CTR INC	3527 E US HWY 80
4006	ISSA MUHAMMAD & SONIA ISSA	3505 E US HWY 80
4007	MORRISON PRODUCTS INC	3400 E US HWY 80
4008	CARRERA RUN JV	3610 ANTHONY DR
4013	A&G SKYLINE PPTIES LP	3330 E US HWY 80
4018	INTERCITY PROPERTIES INV	3800 ANTHONY DR
4019	MESQUITE CITY OF	3300 E US HWY 80
4037	ARGPAL WTX LLC	3229 E US HWY 80
4043	SAF SALES INC	3203 E US HWY 80
4045	MESQUITE CITY OF	3100 FORNEY AVE
4052	H L C P PROPERTIES LLC	3200 E US HWY 80
4055	ROSS OIL COMPANY &	2925 E US HWY 80
4057	KIRK SHEET METAL CO INC	2900 E US HWY 80
4059	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4063	TEXAS STATE OF	2707 E US HWY 80
4065	AGARITA MESQUITE LLC	3020 E US HWY 80
4066	TEXAS STATE OF	2707 E US HWY 80
4078	OAKWOOD REDEVELOPMENT LLC	2707 E US HWY 80
4084	PENSCO TRUST COMPANY FBO	2732 E US HWY 80
4099	AARON STEVEN L	3200 E US HWY 80
4103	PARK SUNG HO	3200 E US HWY 80
4106	1809 BAKER LLC	1809 BAKER DR
4114	JOHNSTON CLINTON EUGENE	2612 E US HWY 80

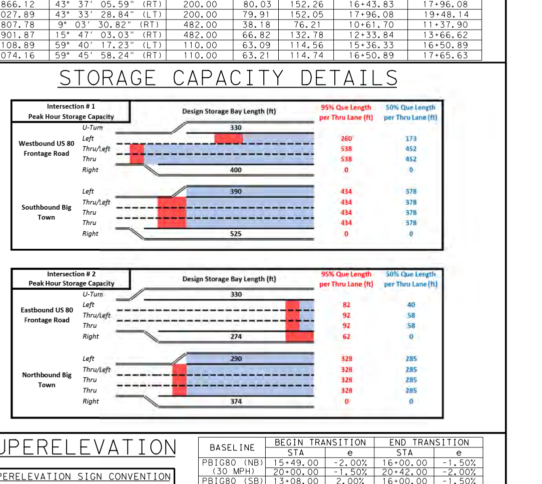
HORIZONTAL ALIGNMENT DATA

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
100	PUS80 (60 MPH)	PUS80-1	192+34.19	N 6,977,140.48	E 2,536,529.46	20° 48' 18.54" (LT)	3,000.00	550.74	1,089.36	186+83.44	197+72.80
101		PUS80-2	230+64.51	N 6,977,228.58	E 2,540,370.91	2° 16' 28.70" (LT)	12,000.00	238.23	476.40	228+26.28	233+02.68
162		PUS80-3	235+41.91	N 6,977,258.46	E 2,540,847.43	2° 17' 03.03" (RT)	12,000.00	239.23	478.40	233+02.68	237+81.08
102	PEB80FR-1 (40 MPH)	PEB80FR-1	177+18.91	N 6,977,525.42	E 2,535,058.27	3° 54' 13.04" (RT)	2,000.00	68.16	136.26	176+50.75	177+87.01
103		PEB80FR-13	180+12.55	N 6,977,408.81	E 2,535,326.77	0° 26' 06.90" (LT)	4,970.00	18.88	37.76	179+93.67	180+31.43
104	PEB80FR-2 (40 MPH)	PEB80FR-2-1	191+68.14	N 6,977,024.94	E 2,536,417.40	20° 44' 11.31" (LT)	3,000.00	548.88	1,085.76	186+19.26	197+05.02
105		PEB80FR-2-2	204+98.43	N 6,977,054.01	E 2,537,759.38	5° 11' 00.73" (RT)	1,000.00	45.27	90.47	204+53.17	205+43.64
106		PEB80FR-2-3	205+89.54	N 6,977,056.36	E 2,537,850.34	5° 15' 25.89" (LT)	1,000.00	45.91	91.75	205+43.64	206+35.38
107	PWB80FR-1 (40 MPH)	PWB80FR-1-1	148+62.20	N 6,978,719.84	E 2,532,450.96	2° 06' 47.58" (LT)	2,000.00	36.89	73.77	148+25.32	148+99.08
108		PWB80FR-1-4	149+37.79	N 6,978,679.38	E 2,532,580.37	2° 06' 47.58" (RT)	5,352.00	98.71	197.40	148+99.08	150+96.48
109		PWB80FR-1-5	179+49.87	N 6,977,694.33	E 2,535,363.29	5° 55' 12.41" (LT)	1,500.00	77.56	154.99	178+72.31	180+27.30
110		PWB80FR-1-6	181+04.86	N 6,977,650.28	E 2,535,514.01	5° 55' 12.41" (RT)	1,500.00	77.56	154.99	180+27.30	181+82.28
111		PWB80FR-1-7	192+29.19	N 6,977,282.13	E 2,536,574.11	20° 43' 19.33" (LT)	3,000.00	365.66	723.34	188+63.52	195+86.86
112		PWB80FR-1-8	232+71.65	N 6,977,369.73	E 2,540,623.62	3° 25' 47.25" (LT)	3,000.00	89.82	179.58	231+81.83	233+61.41
113		PWB80FR-1-9	234+49.30	N 6,977,384.16	E 2,540,800.74	3° 21' 22.37" (RT)	3,000.00	87.89	175.73	233+61.41	235+37.14
114	PBIG80 (30 MPH)	PBIG80-1	13+00.01	N 6,978,371.03	E 2,531,659.94	0° 23' 38.93" (LT)	10,000.00	34.40	68.79	12+65.61	13+34.40
115		PBIG80-2	20+84.35	N 6,979,155.34	E 2,531,649.20	0° 23' 49.27" (LT)	10,000.00	34.65	69.29	20+49.70	21+18.99
116	ETWNE80 (30 MPH)	ETWNE80-1	11+52.98	N 6,977,320.01	E 2,535,486.37	20° 57' 27.51" (RT)	675.00	124.85	246.90	16+28.13	18+75.03
117		ETWNE80-2	22+40.80	N 6,977,782.47	E 2,535,650.16	24° 14' 53.96" (RT)	675.00	145.31	286.26	20+95.49	23+81.75
118	PRWETWNE (30 MPH)	PRWETWNE-1	11+26.04	N 6,978,701.28	E 2,532,415.61	3° 47' 57.72" (RT)	3,800.00	126.04	251.98	10+00.00	12+51.98
119		PRWETWNE-2	14+27.77	N 6,978,579.69	E 2,532,706.19	3° 47' 57.72" (LT)	5,300.00	175.79	351.45	12+51.98	16+03.43
120		PRWETWNE-3	20+04.45	N 6,978,387.19	E 2,533,249.94	9° 22' 20.44" (LT)	1,050.00	86.02	171.66	19+18.43	20+90.09
121		PRWETWNE-4	21+72.96	N 6,978,356.45	E 2,533,416.01	9° 01' 31.23" (RT)	1,050.00	82.87	165.40	20+90.09	22+55.49
122	PREXTWNE (40 MPH)	PREXTWNE-1	11+38.08	N 6,978,377.30	E 2,532,739.56	3° 01' 43.75" (LT)	5,300.00	138.08	276.04	10+00.00	12+76.04
123		PREXTWNE-2	14+68.63	N 6,978,284.54	E 2,533,042.45	4° 09' 43.75" (RT)	5,300.00	192.59	385.01	12+76.04	16+61.05
124		PREXTWNE-3	21+27.99	N 6,978,004.18	E 2,533,664.18	7° 17' 43.24" (LT)	1,050.00	66.94	133.69	20+61.05	21+94.75
125		PREXTWNE-4	22+61.69	N 6,977,990.41	E 2,533,783.92	7° 17' 43.24" (RT)	1,050.00	66.94	133.69	21+94.75	23+28.44
126	PRWXBIG80 (40 MPH)	PRWXBIG80-1	10+39.92	N 6,978,048.84	E 2,534,283.78	4° 21' 16.09" (RT)	1,050.00	39.92	79.80	10+00.00	10+79.80
127		PRWXBIG80-2	11+87.28	N 6,977,989.25	E 2,534,418.60	1° 14' 25.50" (LT)	3,800.00	107.49	214.91	10+79.80	12+94.71
128		PRWXBIG80-3	14+54.67	N 6,977,895.13	E 2,534,668.93	3° 27' 26.77" (RT)	5,300.00	159.95	319.81	12+94.71	16+14.52
129		PRWXBIG80-4	18+26.06	N 6,977,743.66	E 2,535,008.14	3° 34' 16.86" (LT)	3,800.00	211.54	422.86	16+14.52	20+37.38
130	PREEBIG80 (40 MPH)	PREEBIG80-1	10+74.37	N 6,977,604.05	E 2,534,914.16	8° 06' 09.48" (LT)	1,050.00	74.37	148.49	10+00.00	11+48.49
131		PREEBIG80-2	12+22.86	N 6,977,574.68	E 2,535,059.97	8° 06' 09.48" (RT)	1,050.00	74.37	148.49	11+48.49	12+96.98
132		PREEBIG80-3	17+77.77	N 6,977,389.44	E 2,535,583.31	3° 27' 57.99" (LT)	5,300.00	175.79	351.46	16+01.98	19+53.43
133		PREEBIG80-4	20+78.65	N 6,977,308.03	E 2,535,873.11	3° 46' 29.04" (RT)	3,800.00	125.22	250.35	19+53.43	22+03.78
134	PREXGUS80 (40 MPH)	PREXGUS80-1	11+32.20	N 6,977,101.66	E 2,537,491.98	3° 59' 05.58" (LT)	3,800.00	132.20	264.29	10+00.00	12+64.29
135		PREXGUS80-2	14+48.67	N 6,977,086.91	E 2,537,813.63	3° 59' 05.58" (RT)	5,300.00	184.38	368.61	12+64.29	16+32.90
136		PREXGUS80-3	20+00.62	N 6,977,099.56	E 2,538,365.59	6° 37' 10.66" (LT)	1,050.00	60.72	121.31	19+39.90	20+61.21
137		PREXGUS80-4	21+21.93	N 6,977,088.33	E 2,538,486.51	6° 37' 10.66" (RT)	1,050.00	60.72	121.31	20+61.21	21+82.52
138	PRWXTWNE (40 MPH)	PRWXTWNE-1	10+57.70	N 6,977,310.74	E 2,539,088.49	6° 17' 25.32" (RT)	1,050.00	57.70	115.28	10+00.00	11+15.28
139		PRWXTWNE-2	11+54.50	N 6,977,302.15	E 2,539,185.33	4° 18' 46.44" (LT)	1,050.00	39.23	78.42	11+15.28	11+93.70
140		PRWXTWNE-3	16+96.12	N 6,977,294.81	E 2,539,726.64	2° 21' 48.10" (RT)	5,300.00	109.32	218.62	15+86.80	18+05.41
141		PRWXTWNE-4	19+53.31	N 6,977,280.71	E 2,539,983.64	4° 27' 26.00" (LT)	3,800.00	147.90	295.65	18+05.41	21+01.07
142	PREETWNE (40 MPH)	PREETWNE-1	10+68.98	N 6,977,122.76	E 2,540,010.62	7° 31' 01.45" (LT)	1,050.00	68.98	137.76	10+00.00	11+37.76
143		PREETWNE-2	12+02.69	N 6,977,142.30	E 2,540,143.09	7° 24' 38.07" (RT)	1,050.00	64.93	129.70	11+37.76	12+67.45
144		PREETWNE-3	15+73.85	N 6,977,150.81	E 2,540,514.32	5° 18' 07.99" (LT)	5,300.00	245.41	490.47	13+28.44	18+18.91
145		PREETWNE-4	19+95.18	N 6,977,199.40	E 2,540,933.19	5° 18' 42.32" (RT)	3,800.00	176.27	352.29	18+18.91	21+71.20
146	PRWEGUS80 (40 MPH)	PRWEGUS80-1	11+55.52	N 6,977,223.38	E 2,536,742.18	10° 43' 51.05" (LT)	1,230.00	115.52	230.37	10+00.00	12+30.37
147		PRWEGUS80-2	18+16.23	N 6,977,262.91	E 2,537,442.45	4° 46' 05.49" (RT)	1,050.00	43.72	87.38	17+72.51	18+59.90
148		PRWEGUS80-3	19+21.98	N 6,977,277.63	E 2,537,531.92	6° 46' 05.49" (LT)	1,050.00	62.09	124.03	18+59.90	19+83.93
149	PCTWNEWBFR (20 MPH)	PCTWNEWBFR-1	10+64.21	N 6,977,894.81	E 2,534,754.91	6° 59' 55.15" (LT)	1,050.00	64.21	128.18	10+00.00	11+28.26
150		PCTWNEWBFR-2	12+19.98	N 6,977,825.26	E 2,534,894.47	6° 59' 55.15" (RT)	1,050.00	64.21	128.18	11+28.26	12+56.44
151		PCTWNEWBFR-3	16+79.93	N 6,977,671.21	E 2,535,328.28	3° 53' 36.40" (LT)	1,533.00	52.11	104.15	16+27.83	17+32.00
152		PCTWNEWBFR-4	17+82.98	N 6,977,644.00	E 2,535,427.57	3° 53' 36.40" (RT)	1,500.00	50.98	101.91	17+32.00	18+33.93
153	PCWBFRTWNE (20 MPH)	PCWBFRTWNE-1	18+50.67	N 6,977,618.79	E 2,536,383.14	10° 45' 57.61" (LT)	1,000.00	188.46	375.80	16+62.22	20+38.02
154		PCWBFRTWNE-2	21+77.52	N 6,977,255.82	E 2,536,707.87	15° 08' 08.28" (LT)	1,050.00	139.50	277.38	20+38.02	23+15.40
155		PCWBFRTWNE-3	23+54.62	N 6,977,275.78	E 2,536,885.48	5° 56' 51.90" (RT)	800.00	39.23	78.39	23+15.40	23+93.79
156	PCSTWNWBFR (20 MPH)	PCSTWNWBFR-1	17+23.86	N 6,978,218.10	E 2,535,866.12	43° 37' 05.59" (RT)	200.00	80.03	152.25	16+43.83	17+96.08
157		PCSTWNWBFR-2	18+76.00	N 6,978,225.47	E 2,536,027.89	43° 33' 28.84" (LT)	200.00	79.91	152.05	17+96.08	19+48.14
158	PCWBFRNTWN (20 MPH)	PCWBFRNTWN-1	10+99.88	N 6,977,659.92	E 2,535,807.78	9° 03' 30.82" (RT)	482.00	38.18	76.21	10+61.70	11+37.90
159		PCWBFRNTWN-2	13+00.65	N 6,977,837.46	E 2,535,901.87	15° 47' 03.56" (LT)	482.00	66.82	132.78	12+33.84	13+66.62
160		PCWBFRNTWN-3	15+99.42	N 6,978,054.05	E 2,536,108.89	59° 40' 17.23" (LT)	110.00	63.09	114.56	15+36.33	16+50.89
161		PCWBFRNTWN-4	17+14.10	N 6,978,175.47	E 2,536,074.16	59° 45' 58.24" (RT)	110.00	63.21	114.74	16+50.89	17+65.63

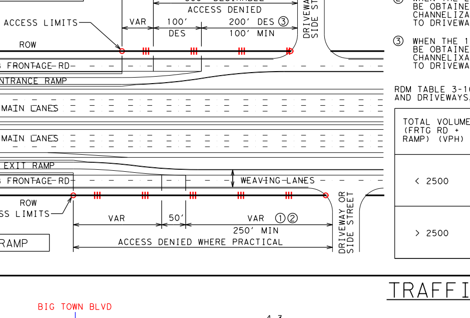
RAMP GORE DETAILS



STORAGE CAPACITY DETAILS



CONTROL OF ACCESS DETAILS

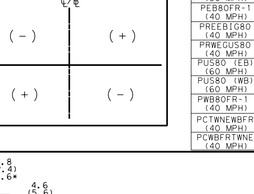


① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).
② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.
③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

RDM TABLE 3-16: DESIRABLE SPACING BETWEEN EXIT RAMPS AND DRIVEWAYS, SIDE STREETS, OR CROSS STREETS

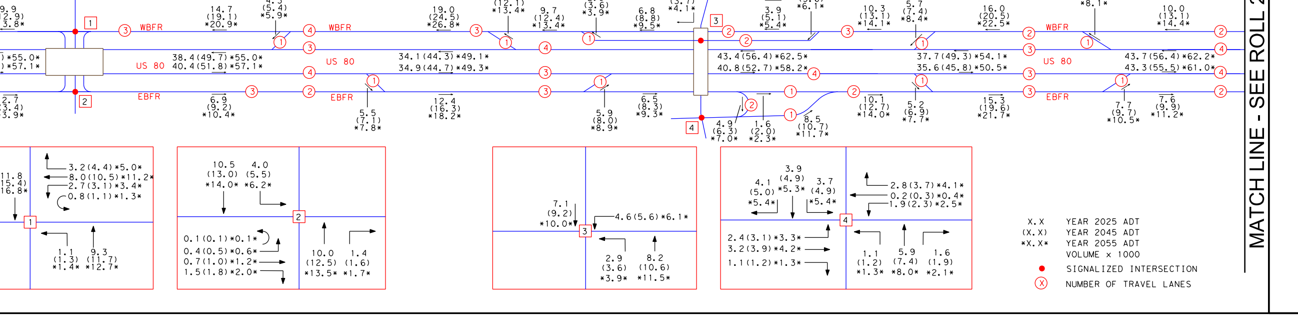
TOTAL VOLUME (FRTG RD + RAMP) (VPH)	DRIVEWAY OR SIDE STREET VOLUME (VPH)	SPACING (FT.) NUMBER OF WEAVING LANES 2	3	4
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

SUPERELEVATION



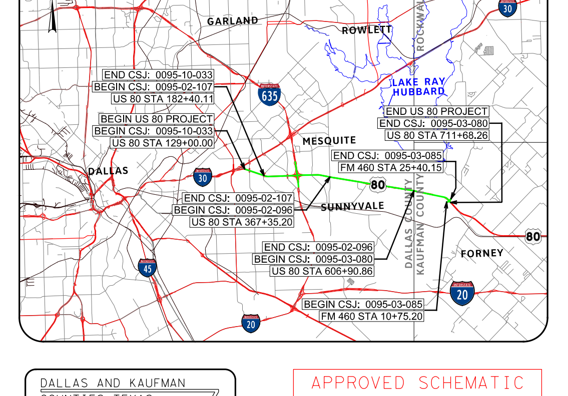
BASELINE	BEGIN TRANSITION STA	e	END TRANSITION STA	e
PBIG80 (NB) (30 MPH)	15+49.00	-2.00%	16+00.00	-1.50%
	20+00.00	-1.50%	20+42.00	-2.00%
PBIG80 (SB) (30 MPH)	13+08.00	2.00%	16+00.00	-1.50%
	20+00.00	-1.50%	23+56.00	2.00%
PEB80FR-1 (40 MPH)	137+52.00	-2.00%	140+20.00	0.50%
	142+20.00	0.50%	143+84.00	-2.00%
PREEBIG80 (40 MPH)	13+78.00	-2.00%	14+00.00	-1.11%
PRWEGUS80 (40 MPH)	13+35.00	4.34%	13+92.00	2.00%
PUS80 (EB) (60 MPH)	178+95.00	-2.50%	188+23.00	4.34%
	197+35.00	4.34%	201+97.00	-2.50%
PUS80 (WB) (60 MPH)	184+71.00	2.50%	187+21.00	4.34%
	197+35.00	4.34%	199+85.00	2.50%
PWB80FR-1 (40 MPH)	138+01.00	-2.00%	139+00.00	0.50%
	141+00.00	0.50%	142+61.00	-2.00%
PCTWNEWBFR (40 MPH)	17+19.00	2.00%	18+85.00	6.00%
PCWBFRTWNE (40 MPH)	10+55.00	6.00%	12+21.00	2.00%

TRAFFIC DIAGRAM



MATCH LINE - SEE ROLL 2

TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033
JUNE 2018
ROLL 1 OF 12
LIMITS: I-30 TO FM 460
LENGTH: 11.04 MILES
FUNCTIONAL CLASS: URBAN FREEWAY
AVERAGE DAILY TRAFFIC: 99,600 (2025), 133,400 (2045)
DESIGN SPEEDS
MAIN LANES: 60 MPH
DIRECT CONNECTORS: 40 MPH
RAMPS: 40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS: 40 MPH
LOCAL STREETS: 30 MPH
LOCAL STREET CONNECTORS: 20 MPH
TURNAROUNDS: 15 MPH



TEXAS COUNTY MAP
N.T.S.
VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400
APPROVED SCHEMATIC
NOT FOR CONSTRUCTION
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
MATTHEW G. CRAIG | 69910 | 06/28/2018
JEREMY W. MCGAHAN | 103650 | 06/29/2018
HALFF ASSOCIATES, INC.
TBPE FIRM #F-312
HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095
DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018
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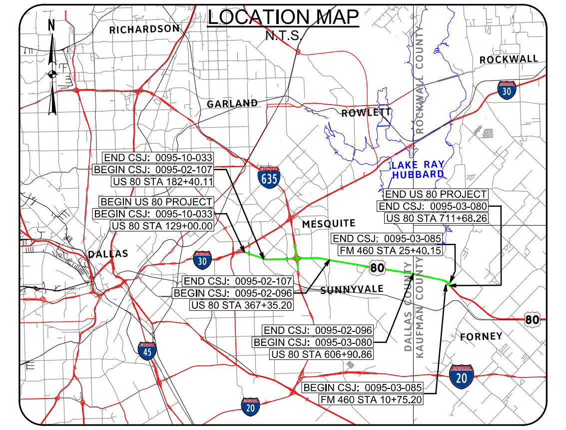
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

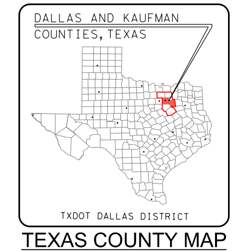
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 2 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH

LOCATION MAP




TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

APPROVED SCHEMATIC
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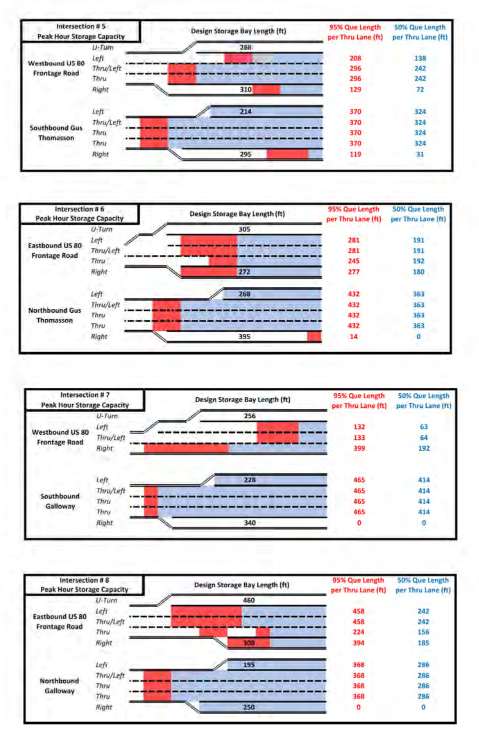
LEGEND

- 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 TELE / CABLE / FIBER
- 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 ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING EASTFORK WETLANDS
- EXISTING EASTFORK WATERS OF US
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS
- PROPOSED RIP RAP
- DIRECTION OF TRAVEL
- 2000 PARCEL ID
- 100 CURVE ID
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP

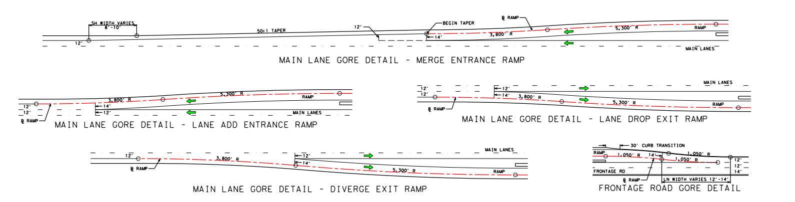
GENERAL NOTES

1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK 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. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION 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 48113C0345J, 48113C0365K, 48113C370K, 48113C360L, 48113C0380L, AND 48113C0385L (2014).
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 COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
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-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

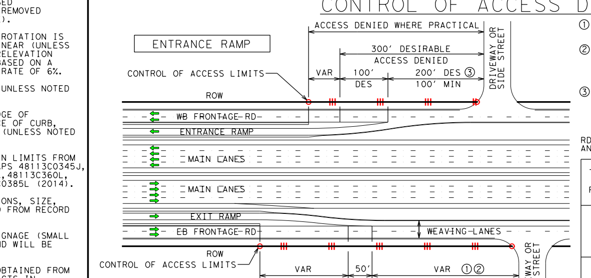
STORAGE CAPACITY DETAILS



RAMP GORE DETAILS



CONTROL OF ACCESS DETAILS



① FOR EXIT RAMP TO DRIVEWAY, SIDE STREET, OR CROSS STREET SPACINGS, SEE TABLE 3-16 (RDM).
② WHEN THE 250 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 250 FT SEPARATION DISTANCE.
③ WHEN THE 100 FT SEPARATION DISTANCE CANNOT BE OBTAINED, CONSIDERATION SHOULD BE GIVEN TO CHANNELIZATION METHODS THAT WOULD RESTRICT ACCESS TO DRIVEWAYS WITHIN THE 100 FT SEPARATION DISTANCE.

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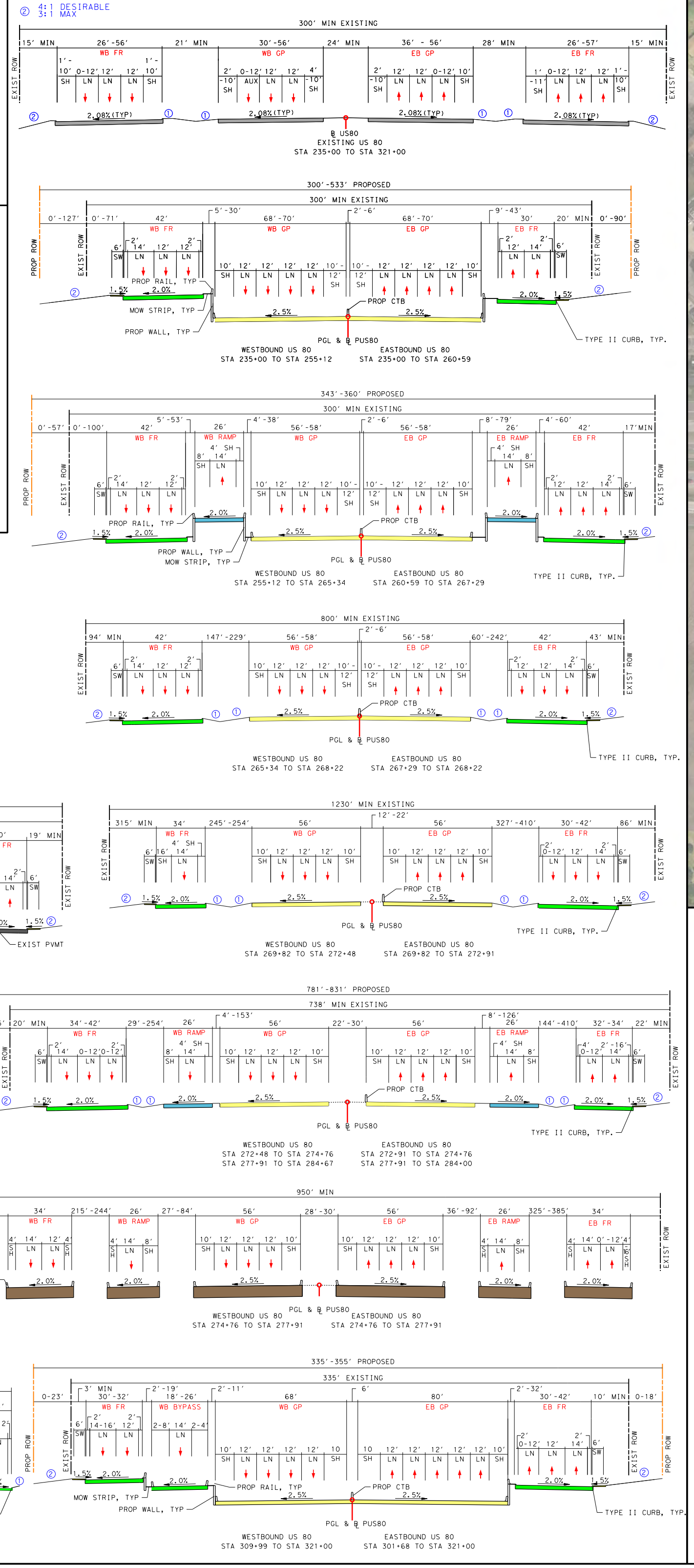
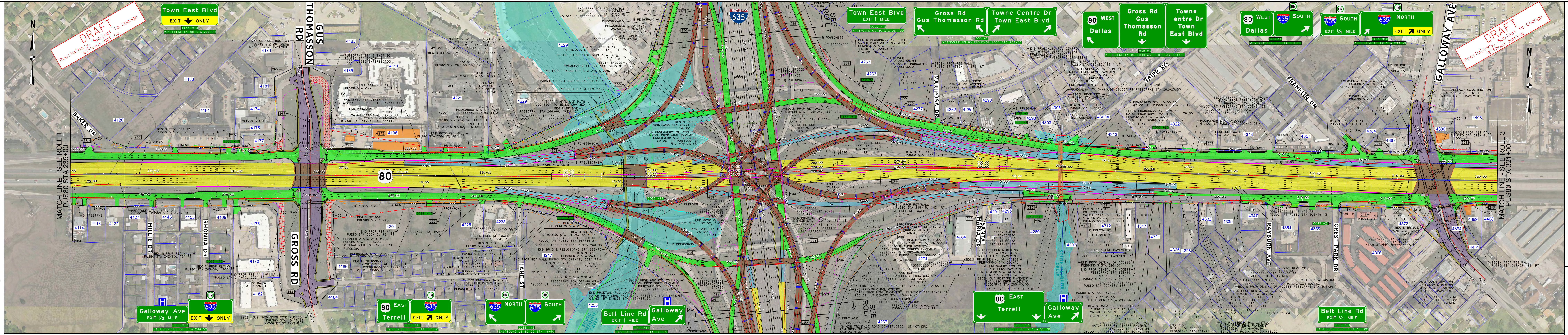
< 2500	< 250	460	460	560
	> 250	520	460	560
	> 750	790	460	560
	> 1000	1000	460	560
> 2500	< 250	920	460	560
	> 250	950	460	560
	> 750	1000	600	690
	> 1000	1000	1000	1000

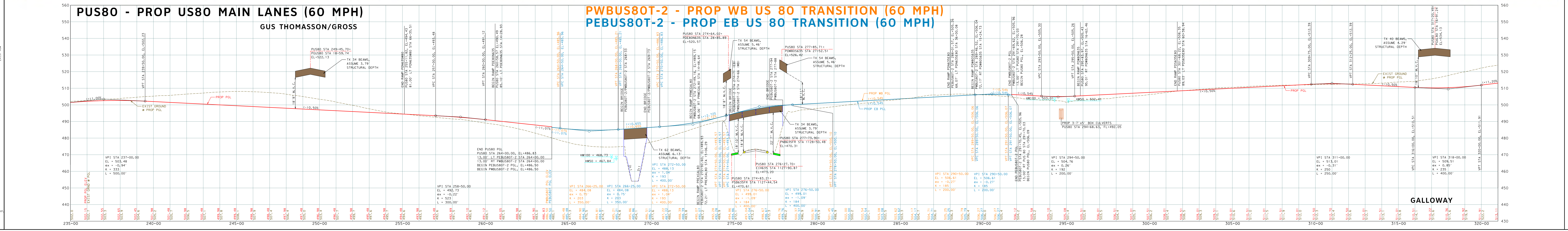
TYPICAL SECTIONS

① 6:1 DESIRABLE, 4:1 MAX
② 4:1 DESIRABLE, 3:1 MAX





PUS80 - PROP US80 MAIN LANES (60 MPH)
PWBUS80T-2 - PROP WB US 80 TRANSITION (60 MPH)
PEBUS80T-2 - PROP EB US 80 TRANSITION (60 MPH)



PROPERTY OWNERS

MAP	OWNER	PROPERTY ADDRESS
4084	PENSCO TRUST COMPANY FBO	2732 E US HWY 80
4114	JOHNSTON CLINTON EUGENE	2612 E US HWY 80
4118	IV STAR SMITH FAMILY LLC	2612 E US HWY 80
4120	ZINTEC INVESTMENT CO	2200 BAKER DR
4122	IV STAR SMITH FAMILY LLC	2564 E US HWY 80
4127	A B BRENT A CAR INC	2550 E US HWY 80
4153	TEXAS UTILITIES ELEC CO	2400 E US HWY 80
4164	PRESTON NEIGHBOR LP	2457 E US HWY 80
4169	YOY HOLDINGS LLC	2452 E US HWY 80
4174	J MILL SHEET METAL SHEET	2143 GUS THOMASSON
4175	MIKULAS RICHARD L JR	2421 E US HWY 80
4176	ADRIELGLISTEN LTD	2414 E US HWY 80
4177	SALEH GROUP LLC THE	2401 GROSS RD
4178	ADRIELGLISTEN LTD	2414 E US HWY 80
4179	CALVARY CHURCH OF	2213 GUS THOMASSON
4181	TILLERY CARL	2151 GROSS RD
4182	ADRIELGLISTEN LTD	2414 E US HWY 80
4183	2200 AGV RETAIL LLC	2200 GUS THOMASSON
4184	GARCIA JOSE HILARIO SERRATOS &	2332 ANITA DR
4185	2200 AGV RETAIL LLC	2200 GUS THOMASSON
4186	MACHADO VICTOR MANUEL	2329 ANITA DR
4191	MQ APPLE GROVE VILLAS HOUSING	2237 E US HWY 80
4196	SAC SELF STORAGE LP	2349 E US HWY 80
4201	VAN TEXAS PROPERTIES LP	2300 GROSS RD
4221	MESQUITE HEALTH HOLDINGS	2349 E US HWY 80
4225	HOLY TABERNACLE CHURCH	2208 E US HWY 80
4229	OCEAN BARONS LP	2101 E US HWY 80
4238	HOLY TABERNACLE CHURCH	2208 E US HWY 80
4247	AMERICAN MULTICINEMA INC	2100 E US HWY 80
4250	MESQUITE CITY OF	1650 GROSS RD
4263	BOWIE BETTY J ET AL	19205 LBJ FWY
4274	GRAYNATE A SERIES OF FITZHAWK	1630 E US HWY 80
4277	CHRISTENSEN M C SR	2101 ORLANDO DR
4282	BARKER HERBERT B JR	1544 MARIPOSA DR
4285	BARKER HERBERT B &	1540 MARIPOSA DR
4289	KANJI ASHIQ A	1502 E US HWY 80
4290	BARKER HERBERT B JR	1536 MARIPOSA DR
4291	DALLAS CLASSICS LLC	1524 E US HWY 80
4295	DALLAS CLASSICS LLC	1510 E US HWY 80
4298	TAYLOR REAL ESTATE	1515 E US HWY 80
4303	JENNINGS PROPERTIES LTD	1505 E US HWY 80
4305	BAIRD KENNETH	1443 TRIPP RD
4307	MESQUITE CITY OF	1100 E US HWY 80
4312	KBS SUDDEN IMPACT LLC	1422 E US HWY 80
4313	BAKER WILLARD R	1431 E US HWY 80
4317	CHATHAM GARY E	1420 E US HWY 80
4321	CHATHAM GARY E	1418 E US HWY 80
4322	IC BP III HOLDINGS II LLC	1331 E US HWY 80
4325	CHATHAM GARY E	1408 E US HWY 80
4328	HUNT MICHAEL R	1402 E US HWY 80
4332	DCJC INVESTMENTS LTD	1320 E US HWY 80
4339	KIMBLE TONI JO	1314 E US HWY 80
4343	ASI GYMNASTICS PPTIES ME LLC	1317 E US HWY 80
4347	KIMBLE TONI J	1308 E US HWY 80
4354	R ELEVEN GROUP LLC	1250 E US HWY 80
4357	ABER MESQUITE REALTY LLC	1215 E US HWY 80
4358	AUTO WAVES LLC	1220 E US HWY 80
4364	HUMPHREY PAUL	2120 FRANKLIN DR
4366	MESQUITE EXPOSITION BLVD	2090 CREST PARK DR
4367	ARK YORK CORP	1101 E US HWY 80
4386	DIPDIYA ENTERPRISES INC	2031 N GALLOWAY AVE
4394	MORGAN GRANT T &	2100 N GALLOWAY AVE
4399	HCABON INC ET AL	1020 E US HWY 80
4401	TPC PROPERTIES LLC	1010 E US HWY 80
4403	2106 GALLOWAY LLC	2106 N GALLOWAY AVE
4408	RICHEY REVOC LIV TRUST	1006 E US HWY 80

SUPERELEVATION

BASELINE	BEGIN TRANSITION STA	BEGIN TRANSITION e	END TRANSITION STA	END TRANSITION e
PDE80N635 (40 MPH)	21+10.00	-2.00%	22+98.00	5.78%
	36+10.00	5.78%	37+98.00	-2.00%
PDE80S635 (40 MPH)	16+79.00	-2.00%	17+71.00	-5.79%
	25+70.00	-5.79%	26+62.00	-2.00%
PDN635E80 (40 MPH)	24+22.00	-2.00%	25+14.00	-5.79%
	34+87.00	-5.79%	35+79.00	-2.00%
PDN635W80 (40 MPH)	50+93.00	5.71%	54+13.00	-2.00%
PDS635E80 (40 MPH)	24+00.00	-2.00%	27+16.00	5.63%
	41+73.00	5.63%	44+89.00	-2.00%
PDS635W80 (40 MPH)	26+90.00	-5.79%	27+82.00	-2.00%
PDW80N635 (40 MPH)	24+79.00	-2.00%	26+08.00	-5.10%
PDW80S635 (40 MPH)	18+54.00	-2.00%	20+42.00	5.78%
	35+04.00	5.78%	36+92.00	-2.00%
PEB80FR-2 (40 MPH)	247+77.00	-2.00%	249+00.00	-3.15%
	251+00.00	-3.15%	251+76.00	-2.00%
PEB80FR-3 (40 MPH)	316+86.00	-2.00%	317+40.00	-2.50%
	319+30.00	-2.50%	319+63.00	-2.00%
PREWGAL80 (40 MPH)	20+02.00	2.00%	21+33.00	-3.40%
	29+57.00	-3.40%	30+88.00	2.00%
PUS80 (WB) (60 MPH)	320+64.00	2.50%	331+19.00	-4.00%
PWB80FR-2 (40 MPH)	247+25.00	2.00%	248+00.00	3.14%
	250+00.00	3.14%	250+99.00	2.00%
	315+61.00	2.00%	315+70.00	2.19%
	317+50.00	2.19%	317+71.00	2.00%
PREXGAL80 (40 MPH)	18+32.00	2.00%	19+41.00	2.50%
	26+83.00	2.50%	27+92.00	2.00%

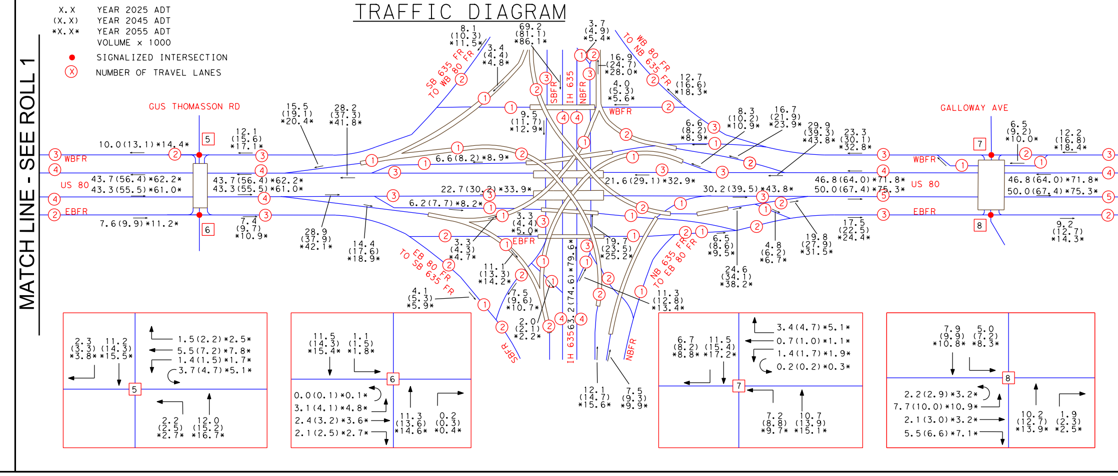
SUPERELEVATION SIGN CONVENTION

(−)	(+)
(+)	(−)

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
200	PUS80 (60 MPH)	PUS80-3	235+41.91	N 6,977,258.46	E 2,540,847.43	2° 17' 03.03" (RT)	12,000.00	239.23	478.40	233+02.68	237+81.08
201		PUS80-4	271+43.81	N 6,977,340.44	E 2,544,448.46	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	268+22.22	274+65.24
202		PUS80-5	285+58.72	N 6,977,448.37	E 2,545,859.40	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	281+07.14	290+09.88
203		PUS80-6	315+86.90	N 6,977,451.76	E 2,548,888.00	1° 08' 35.27" (LT)	12,000.00	119.71	239.42	314+67.19	317+06.60
204	PEB80FR-2 (40 MPH)	PEB80FR-2-4	264+90.82	N 6,977,183.04	E 2,543,750.13	28° 32' 58.92" (RT)	1,750.00	445.25	872.00	260+45.57	269+17.57
205	PEB80FR-3 (40 MPH)	PEB80FR-3-1	272+29.87	N 6,976,795.95	E 2,544,528.38	31° 36' 37.24" (LT)	800.00	226.46	441.36	270+03.41	274+44.78
206		PEB80FR-3-2	280+67.48	N 6,976,860.72	E 2,545,375.06	27° 29' 37.15" (LT)	800.00	195.71	383.88	278+71.77	282+55.65
207		PEB80FR-3-3	283+50.79	N 6,977,014.28	E 2,545,622.08	18° 01' 16.70" (RT)	600.00	95.15	188.72	282+55.65	284+44.37
208		PEB80FR-3-4	285+06.62	N 6,977,051.95	E 2,545,774.90	7° 07' 26.34" (LT)	1,000.00	62.25	124.34	284+44.37	285+68.71
209		PEB80FR-3-5	290+77.55	N 6,977,256.34	E 2,546,308.16	18° 46' 58.59" (RT)	1,000.00	165.40	327.82	289+12.15	292+39.97
210		PEB80FR-3-6	295+72.36	N 6,977,275.34	E 2,546,805.58	0° 59' 46.44" (RT)	1,000.00	8.69	17.39	295+63.67	295+81.05
211		PEB80FR-3-7	315+11.84	N 6,977,315.67	E 2,548,744.64	1° 23' 05.00" (RT)	20,000.00	241.69	483.36	312+70.14	317+53.50
212		PEB80FR-3-8	318+54.03	N 6,977,314.52	E 2,549,086.85	5° 45' 17.46" (LT)	2,000.00	100.53	200.88	317+53.50	319+54.39
213		PEB80FR-3-9	320+30.42	N 6,977,331.63	E 2,549,262.58	4° 21' 15.84" (RT)	2,000.00	76.04	152.00	319+54.39	321+06.38
214	PWB80FR-1 (40 MPH)	PWB80FR-1-9	234+49.30	N 6,977,384.16	E 2,540,800.74	3° 21' 22.37" (RT)	3,000.00	87.89	175.73	233+61.41	235+37.14
215		PWB80FR-1-10	245+94.46	N 6,977,410.23	E 2,541,945.66	7° 01' 17.99" (LT)	1,000.00	61.35	122.55	245+33.11	246+55.66
216		PWB80FR-1-11	247+17.01	N 6,977,428.00	E 2,542,067.07	7° 01' 17.99" (RT)	1,000.00	61.35	122.55	246+55.66	247+78.21
217		PWB80FR-1-12	261+56.36	N 6,977,460.76	E 2,543,506.19	19° 04' 06.57" (LT)	2,000.00	335.91	665.62	258+20.44	264+86.06
218		PWB80FR-1-13	267+08.32	N 6,977,655.08	E 2,544,029.45	11° 29' 53.92" (RT)	800.00	80.54	160.55	266+27.77	267+88.32
219		PWB80FR-1-14	281+13.98	N 6,977,872.01	E 2,545,418.82	31° 38' 14.54" (RT)	900.00	254.99	496.96	278+58.99	283+55.94
220	PWB80FR-2 (40 MPH)	PWB80FR-2-1	284+33.03	N 6,977,745.41	E 2,545,751.56	14° 21' 55.28" (LT)	800.00	100.82	200.58	283+32.21	285+32.79
221		PWB80FR-2-2	294+10.10	N 6,977,602.56	E 2,546,719.20	5° 53' 58.89" (LT)	2,000.00	103.06	205.94	293+07.04	295+12.98
222		PWB80FR-2-3	299+96.50	N 6,977,576.99	E 2,547,305.23	2° 41' 25.95" (LT)	5,000.00	117.42	234.79	298+79.08	301+13.88
223		PWB80FR-2-4	303+49.53	N 6,977,578.18	E 2,547,658.30	1° 53' 07.19" (LT)	10,000.00	164.54	329.05	301+84.99	305+14.04
224		PWB80FR-2-5	306+66.64	N 6,977,589.68	E 2,547,975.23	1° 44' 54.85" (RT)	10,000.00	152.60	305.18	305+14.04	308+19.22
225		PWB80FR-2-6	314+39.78	N 6,977,594.12	E 2,548,748.37	1° 59' 32.35" (LT)	5,000.00	86.94	173.86	313+52.84	315+26.70
226		PWB80FR-2-7	320+34.84	N 6,977,618.23	E 2,549,342.97	7° 29' 38.54" (RT)	2,000.00	130.98	261.59	319+03.86	321+65.45
227	PNB635FR (40 MPH)	PNB635FR-6	1117+28.49	N 6,978,498.22	E 2,544,901.49	14° 55' 31.83" (LT)	1,000.00	130.99	260.50	1115+97.50	1118+58.00
228		PNB635FR-7	1133+58.57	N 6,976,886.66	E 2,545,156.18	22° 10' 41.11" (LT)	800.00	156.79	309.66	1132+01.77	1135+11.44
229		PNB635FR-8	1137+88.32	N 6,976,515.54	E 2,545,380.57	38° 10' 56.19" (RT)	800.00	276.89	533.13	1135+11.44	1140+44.56
230	PSB635FR (40 MPH)	PSB635FR-8	1118+30.22	N 6,978,275.61	E 2,544,669.74	14° 04' 12.81" (RT)	2,000.00	246.81	491.14	1115+83.41	1120+74.55
231		PSB635FR-9	1132+89.16	N 6,976,826.20	E 2,544,856.70	19° 24' 36.15" (RT)	1,000.00	171.02	338.77	1131+18.13	1134+56.90
232		PSB635FR-10	1137+53.15	N 6,976,369.24	E 2,544,759.07	33° 00' 13.98" (LT)	1,000.00	296.25	576.03	1134+56.90	1140+32.93
233	PDE80N635 (40 MPH)	PDE80N635-1	12+02.30	N 6,977,249.62	E 2,543,139.22	6° 05' 40.81" (RT)	3,800.00	202.30	404.21	10+00.00	14+04.21
234		PDE80N635-2	32+27.50	N 6,977,080.46	E 2,545,157.73	103° 16' 03.57" (LT)	780.00	985.31	1,405.84	22+42.19	36+48.04
235		PDE80N635-3	41+54.18	N 6,978,555.62	E 2,544,937.86	7° 01' 05.92" (LT)	5,314.00	325.87	650.93	38+28.31	44+79.24
236	PDE80S635 (40 MPH)	PDE80S635-1	12+46.51	N 6,977,194.47	E 2,543,797.23	7° 25' 23.96" (RT)	3,800.00	246.51	492.33	10+00.00	14+92.33
237		PDE80S635-2	22+16.57	N 6,976,989.10	E 2,544,746.00	62° 11' 07.02" (RT)	770.00	464.36	835.71	17+52.21	25+87.92
238	PDN635E80 (40 MPH)	PDN635E80-3	30+87.71	N 6,977,284.92	E 2,545,423.02	75° 03' 58.19" (RT)	770.00	591.55	1,008.82	24+96.17	35+04.98
239		PDN635E80-4	38+12.35	N 6,977,385.78	E 2,546,316.26	6° 21' 02.88" (RT)	3,800.00	210.82	421.20	36+01.53	40+22.73
240	PDN635W80 (40 MPH)	PDN635W80-4	46+90.23	N 6,977,604.31	E 2,545,243.35	98° 04' 25.20" (LT)	835.00	961.81	1,429.28	37+28.42	51+57.70
241		PDN635W80-5	60+98.96	N 6,977,396.49	E 2,543,351.66	4° 57' 54.23" (RT)	3,800.00	164.75	329.30	59+34.21	62+63.51
242		PDN635W80-6	68+11.30	N 6,977,380.27	E 2,542,639.31	3° 47' 57.72" (LT)	5,300.00	175.79	351.45	66+35.51	69+86.96
243		PDN635W80-7	70+51.42	N 6,977,358.90	E 2,542,400.01	1° 56' 37.61" (RT)	3,800.00	64.46	128.92	69+86.96	71+15.88
244	PDS635E80 (40 MPH)	PDS635E80-2	36+97.72	N 6,977,091.89	E 2,544,640.90	96° 47' 10.57" (LT)	900.00	1,013.45	1,520.32	26+84.27	42+04.59
245		PDS635E80-3	47+29.20	N 6,977,338.34	E 2,546,159.08	8° 00' 38.71" (RT)	3,800.00	266.08	531.29	44+63.11	49+94.41
246		PDS635E80-4	54+96.93	N 6,977,354.57	E 2,546,927.51	1° 08' 44.74" (RT)	12,000.00	119.99	239.97	53+76.94	56+16.91
247		PDS635E80-5	59+71.77	N 6,977,355.10	E 2,547,402.35	3° 59' 05.13" (LT)	5,300.00	184.37	368.60	57+87.39	61+55.99
248		PDS635E80-6	62+88.18	N 6,977,377.45	E 2,547,718.13	3° 59' 05.13" (RT)	3,800.00	132.19	264.28	61+55.99	64+20.27
249	PDS635W80 (40 MPH)	PDS635W80-1	12+54.13	N 6,978,642.46	E 2,544,574.97	7° 39' 07.64" (RT)	3,800.00	254.13	507.51	10+00.00	15+07.51
250		PDS635W80-2	22+94.85	N 6,977,605.30	E 2,544,480.26	73° 35' 44.96" (RT)	770.00	575.99	989.06	17+18.86	27+07.92
251		PDS635W80-3	29+52.29	N 6,977,446.15	E 2,543,675.49	4° 55' 01.78" (RT)	3,786.00	162.56	324.92	27+89.73	31+14.65
252	PDW80N635 (40 MPH)	PDW80N635-1	11+69.37	N 6,977,511.07	E 2,547,377.06	5° 06' 14.21" (RT)	3,800.00	169.37	338.51	10+00.00	13+38.51
253		PDW80N635-2	15+70.98	N 6,977,546.37	E 2,546,976.77	5° 01' 23.40" (LT)	5,300.00	232.48	464.66	13+38.51	18+03.16
254		PDW80N635-3	21+18.10	N 6,977,546.53	E 2,546,429.36	9° 28' 31.85" (RT)	3,800.00	314.94	628.44	18+03.16	24+31.60
255		PDW80N635-4	33+08.77	N 6,977,743.13	E 2,545,253.57	61° 30' 22.82" (RT)	1,200.00	714.01	1,288.19	25+94.75	38+82.94
256	PDW80S635 (40 MPH)	PDW80S635-1	13+17.64	N 6,977,498.04	E 2,546,452.58	9° 33' 22.66" (RT)	3,800.00	317.64	633.80	10+00.00	16+33.80
257		PDW80S635-2	31+79.29	N 6,977,805.29	E 2,544,614.97	112° 48' 54.02" (LT)	780.00	1,174.33	1,535.81	20+04.96	35+40.77
258		PDW80S635-3	42+24.88	N 6,975,996.87	E 2,545,043.23	10° 23' 49.12" (RT)	5,300.00	482.20	961.75	37+42.69	47+04.43
259	PCW80N635 (40 MPH)	PCW80N635-1	13+18.94	N 6,977,907.82	E 2,545,364.50	43° 28' 17.55" (RT)	800.00	318.94	606.98	10+00.00	16+06.98
260	PCS635W80 (40 MPH)	PCS635W80-2	22+58.72	N 6,977,740.92	E 2,544,260.61	56° 34' 07.73" (RT)	600.00	322.86	592.39	19+35.87	25+28.25
261	PCE80S635 (40 MPH)	PCE80S635-1	12+07.00	N 6,976,765.44	E 2,544,561.44	38° 04' 07.27" (RT)	600.00	207.00	398.65	10+00.00	13+98.65
262	PGUS80 (30 MPH)	PGUS80-1	12+27.92	N 6,976,655.67	E 2,542,241.25	22° 09' 31.73" (RT)	800.00	156.66	309.40	10+71.26	13+80.66
263		PGUS80-2	14+29.74	N 6,976,860.41	E 2,542,261.41	7° 01' 17.99" (LT)	800.00	49.08	98.04	13+80.66	14+78.70
264		PGUS80-3	22+31.89	N 6,977,462.44	E 2,542,241.84	14° 25' 18.17" (LT)	800.00	101.22	201.37	21+30.68	23+32.04
265		PGUS80-4	24+22.64	N 6,977,847.00	E 2,542,189.55	12° 55' 18.17" (LT)	800.00	90.59	180.42	23+32.04	25+12.46
266	PGAL80 (30 MPH)	PGAL80-1	12+98.66	N 6,977,070.27	E 2,549,130.74	30° 15' 01.28" (RT)	550.00	148.66	290.38	11+50.00	14+40.38
267		PGAL80-2	20+65.97	N 6,977,815.05	E 2,548,919.19	24° 12' 47.91" (RT)	550.00	117.98	232.43	19+48.00	21+80.43
268	PRWEGAL80 (40 MPH)	PRWEGAL80-1	14+41.98	N 6,977,414.70	E 2,544,543.00	13° 16' 06.87" (RT)	3,800.00	441.98	880.01	10+00.00	18+80.01
269		PRWEGAL80-2	25+51.50	N 6,977,712.88	E 2,545,615.81	23° 55' 50.56" (RT)	2,100.00	445.04	877.11	21+06.46	29+83.57
270		PRWEGAL80-3	32+13.06	N 6,977,614.37	E 2,546,283.12	9° 01' 31.23" (RT)	1,050.00	82.87	165.40	31+30.19	32+95.59
271		PRWEGAL80-4	33+78.46	N 6,977,616.19	E 2,546,448.85	9° 01' 31.23" (LT)	1,050.00	82.87	165.40	32+95.59	34+60.99
272	PREXGAL80 (40 MPH)	PREXGAL80-1	12+52.13	N 6,977,289.27	E 2,545,341.19	7° 35' 30.86" (RT)	3,800.00	252.13	503.51	10+00.00	15+03.51
273		PREXGAL80-2	23+13.98	N 6,977,172.75	E 2,545,403.38	14° 59' 50.27" (LT)	3,800.00	394.89	785.26	19+19.09	27+04.35
274		PREXGAL80-3	31+79.89	N 6,977,304.55	E 2,546,263.77	8° 31' 18.56" (RT)	3,800.00	283.12	565.19	28+96.78	34+61.96
275		PREXGAL80-4	35+28.35	N 6,977,305.70	E 2,546,613.28	7° 14' 07.82" (LT)	1,050.00	66.39	132.60	34+61.96	35+94.56
276		PREXGAL80-5	36+19.19	N 6,977,288.28	E 2,546,754.22	8° 14' 31.38" (LT)	1,050.00	75.63	150.99	35+94.56	37+45.55
277	PBWFRGAL (40 MPH)	PBWFRGAL-1	10+54.88	N 6,977,564.80	E 2,548,147.51	5° 59' 00.34" (RT)	1,050.00	54.88	109.65	10+00.00	11+09.65
278		PBWFRGAL-2	12+92.68	N 6,977,542.20	E 2,548,384.34	5° 30' 54.47" (LT)	3,800.00	183.03	365.78	11+09.65	14+75.43
279		PBWFRGAL-3	17+95.06	N 6,977,542.76	E 2,548,887.00	1° 08' 35.27" (LT)	11,909.00	118.80	237.60	16+76.25	19+13.85
280	PREXGALDC (40 MPH)	PREXGALDC-1	11+75.61	N 6,977,347.67	E 2,546,600.67	5° 17' 30.21" (RT)	3,800.00	175.61	350.96	10+00.00	13+50.96
281		PREXGALDC-2	15+95.03	N 6,977,317.79	E 2,547,019.28	5° 16' 24.12" (LT)	5,300.00	244.07	487.80	13+50.96	18+38.76
282		PREXGALDC-3	19+65.46	N 6,977,325.50	E 2,547,389.97	6° 07' 41.14" (RT)	1,050.00	56.21	112.30	19+09.26	20+21.56
283		PREXGALDC-4	20+77.77	N 6,977,315.83	E 2,547,501.91	6° 07' 41.14" (LT)	1,050.00	56.21	112.30	20+21.56	21+33.86
284	PREETWNE	PREETWNE-4	19+95.18	N 6,977,199.40	E 2,540,933.13	5° 18' 42.30" (RT)	3,800.00	176.27	352.29	18+18.91	21+71.20
285	PWBUS80T-2 (60 MPH)	PWBUS80T-2-1	269+19.41	N 6,977,348.33	E 2,544,222.82	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	265+97.82	272+40.84
286		PWBUS80T-2-2	283+98.98	N 6,977,461.19	E 2,545,699.23	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	279+47.40	288+50.13
287	PEBUS80T-2 (60 MPH)	PEBUS80T-2-1	273+68.21	N 6,977,332.55	E 2,544,673.10	3° 04' 12.65" (LT)	12,000.00	321.59	643.02	270+46.62	276+89.64
288		PEBUS80T-2-2	287+18.46	N 6,977,435.55	E 2,546,019.57	4° 18' 36.90" (RT)	12,000.00	451.58	902.74	282+66.88	291+69.62
289	PRNXTWNC (40 MPH)	PRNXTWNC-1	10+58.25	N 6,977,029.22	E 2,545,105.35	6° 21' 00.69" (RT)	1,050.00	58.25	116.33	10+00.00	11+16.33
290		PRNXTWNC-2	17+83.54	N 6,976,304.53	E 2,545,142.64	4° 13' 33.89" (LT)	3,800.00	140.21	280.28	16+43.33	19+23.61
291	PRSETWNC (40 MPH)	PRSETWNC-1	10+49.45	N 6,977,005.19	E 2,544,859.83	5° 23' 35.70" (LT)	1,050.00	49.45	98.80	10+00.00	10+98.80
292		PRSETWNC-2	16+04.20	N 6,976,464.00	E 2,544,982.22	3° 46' 40.57" (RT)	3,800.00	125.33	250.56	14+78.88	17+29.43
293	PRSXGROS (40 MPH)	PRSXGROS-1	18+29.00	N 6,977,318.61	E 2,544,687.55	5° 15' 03.09" (LT)	5,300.00	196.70	393.22	16+32.30	20+25.52
294	PRNEGROS (40 MPH)	PRNEGROS-2	15+01.29	N 6,978,551.5277	E 2,544,869.8169	4° 03' 43.3391" (RT)	5,314.00	188.45	376.74	13+12.84	16+89.58

TRAFFIC DIAGRAM



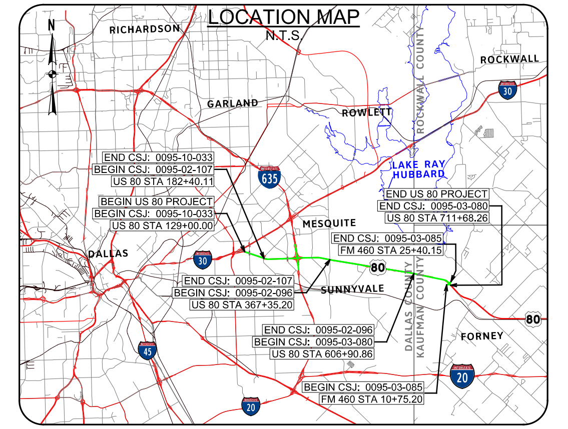
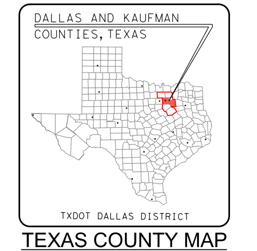
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 2 OF 12

LIMITS: I-30 TO FM 460
LENGTH: 11.04 MILES
FUNCTIONAL CLASS: URBAN FREEWAY
AVERAGE DAILY TRAFFIC: 99,600 (2025), 133,400 (2045)
DESIGN SPEEDS
MAIN LANES: 60 MPH
DIRECT CONNECTORS: 40 MPH
RAMPS: 40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS: 40 MPH
LOCAL STREETS: 30 MPH
LOCAL STREET CONNECTORS: 20 MPH
TURNAROUNDS: 15 MPH

LOCATION MAP


TEXAS COUNTY MAP
N.T.S.
VERTICAL SCALE
HORIZONTAL SCALE
APPROVED SCHEMATIC
NOT FOR CONSTRUCTION
THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL, PERMIT, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:
MATTHEW G. CRAIG 69910 06/28/2018
JEREMY W. MCGAHAN 103650 06/29/2018
HALFF ASSOCIATES, INC. TBPE FIRM #F-312
HALFF
1201 NORTH BOWSER ROAD RICHARDSON, TEXAS 75081-2275 TEL (214) 346-6200 FAX (214) 739-0095
DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018
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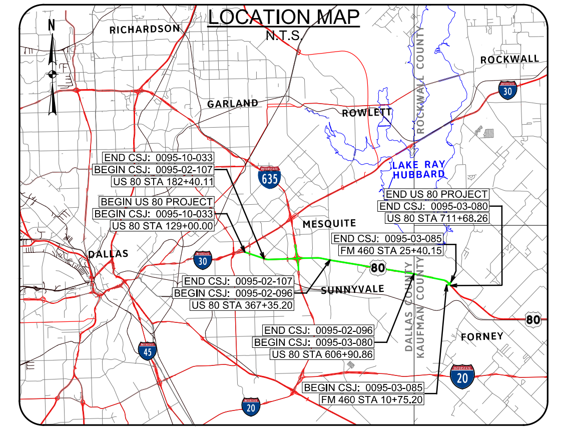
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

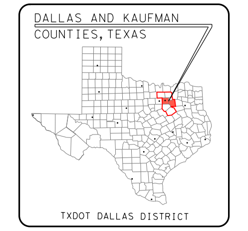
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 3 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH



LOCATION MAP
N.T.S.



TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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NAME	P.E. NO.	DATE
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JEREMY W. MCGAHAN	103650	06/29/2018

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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 TELE / CABLE / FIBER
- 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 ACCESS DENIAL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CTB
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- POTENTIAL NOISE WALL
- PROPOSED CULVERT
- PAVEMENT / BRIDGE TO BE REMOVED
- EXISTING EASTFORK WETLANDS
- EXISTING EASTFORK WATERS OF US
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED PROJECT BY OTHERS
- POTENTIAL DISPLACEMENTS
- PROPOSED RIP RAP

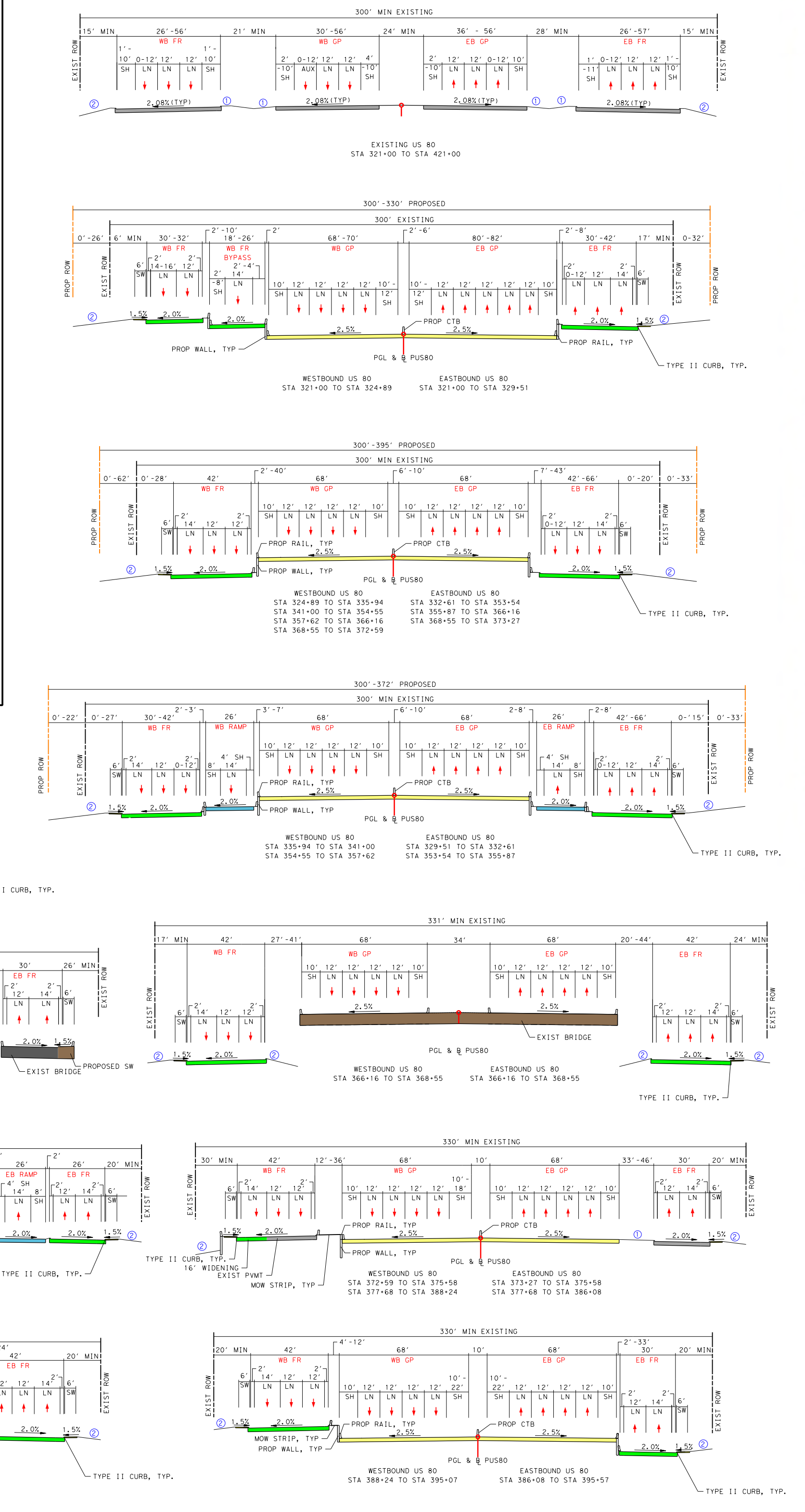
GENERAL NOTES

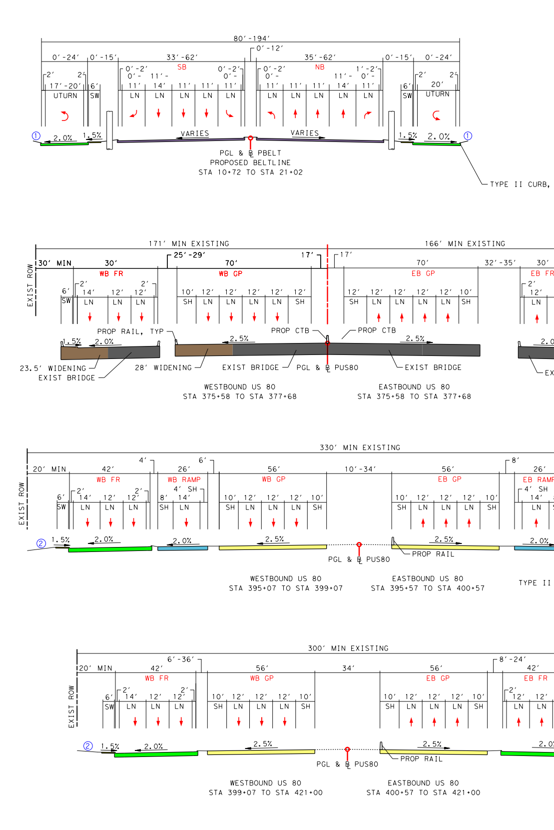
1. EXISTING FEATURES BASED ON LIMITED FIELD SURVEY. SCHEMATICS ARE BASED ON AERIAL TOPO DATED MARCH 7, 2015 AND RECORD PLANS.
2. TRAFFIC APPROVED BY TXDOT DALLAS DISTRICT AND REVIEWED BY TP&P ON MARCH 29, 2018.
3. SIDEWALK ADA RAMP LAYOUTS ARE PRELIMINARY AND SUBJECT TO CHANGE. DETAILED LAYOUTS TO BE DEVELOPED DURING PS&E.
4. DRIVEWAY LOCATIONS ARE PRELIMINARY. FRONTAGE ROAD DRIVEWAY RETURN RADII ARE 15' FOR RESIENTAL 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. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL AND IS LINEAR (UNLESS NOTED OTHERWISE). SUPERELEVATION RATES WERE CALCULATED BASED ON A MAXIMUM SUPERELEVATION 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 48113C0345J, 48113C0365K, 48113C370K, 48113C0360L, 48113C0380L, AND 48113C0385L (2014).
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 COUNTY APPRAISAL DISTRICTS IN APRIL 2016.
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-67 TRUCK PATHING REQUIREMENTS.
16. RAMP CROSS SLOPE TRANSITIONS BETWEEN MAIN LANES (2.5%) AND FRONTAGE ROADS (2%) WILL OCCUR OVER A 50 FT. LENGTH.

- → DIRECTION OF TRAVEL
- 2000 PARCEL ID
- 100 CURVE ID
- PERPENDICULAR CURB RAMP
- PARALLEL CURB RAMP
- DIRECTIONAL CURB RAMP

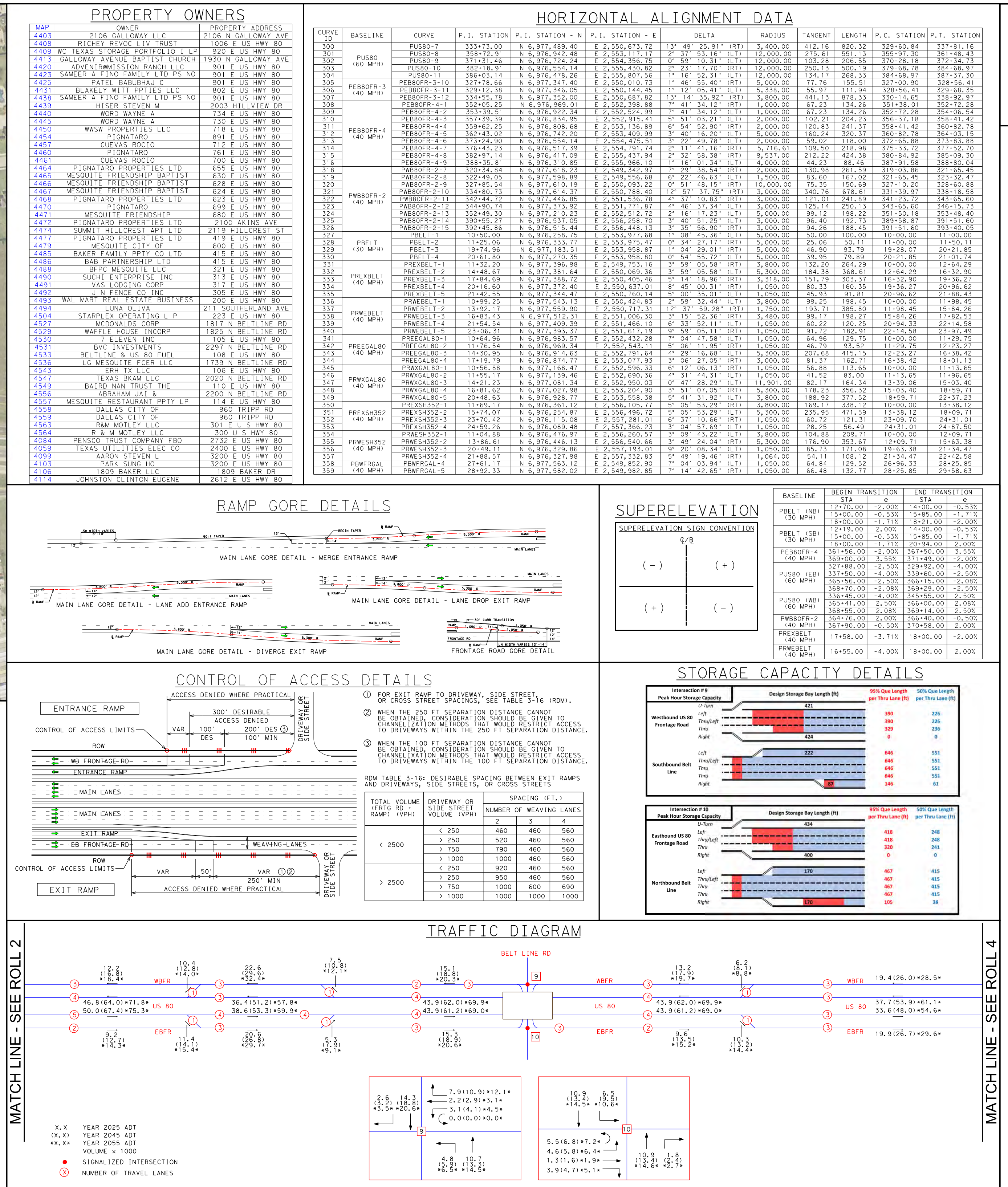
① 6:1 DESIRABLE, 4:1 MAX
② 4:1 DESIRABLE, 3:1 MAX

TYPICAL SECTIONS





PUS80 - PROP US80 MAIN LANES (60 MPH)



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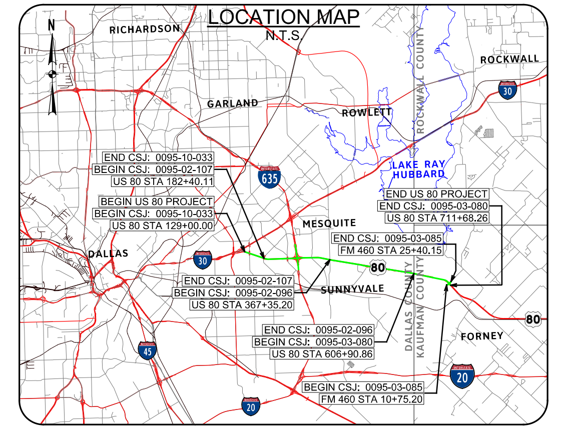
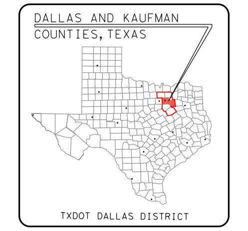
JUNE 2018
ROLL 3 OF 12



LOCATION MAP



TEXAS COUNTY MAP
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HALFF
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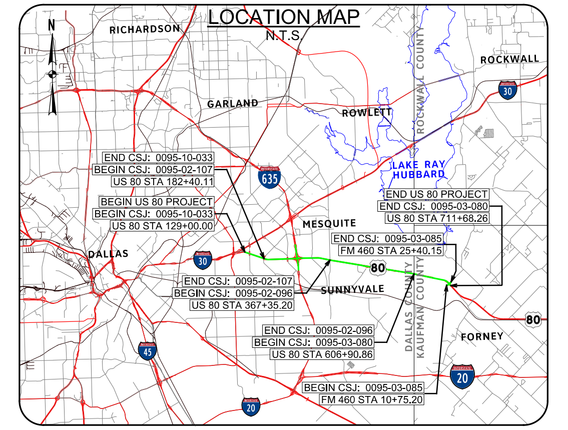

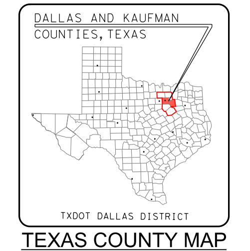

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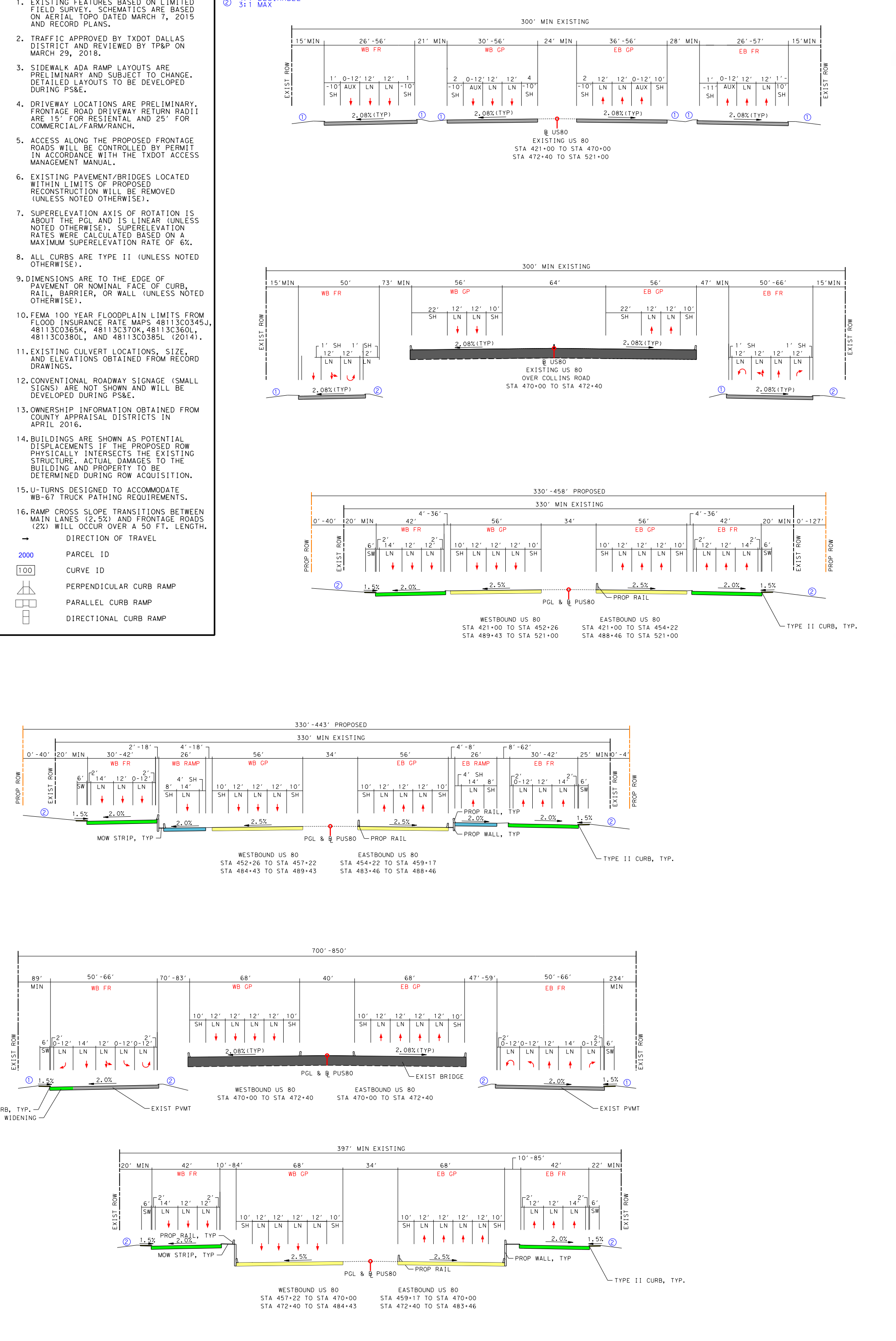
LEGEND

GENERAL NOTES

TYPICAL SECTIONS



PROPERTY OWNERS

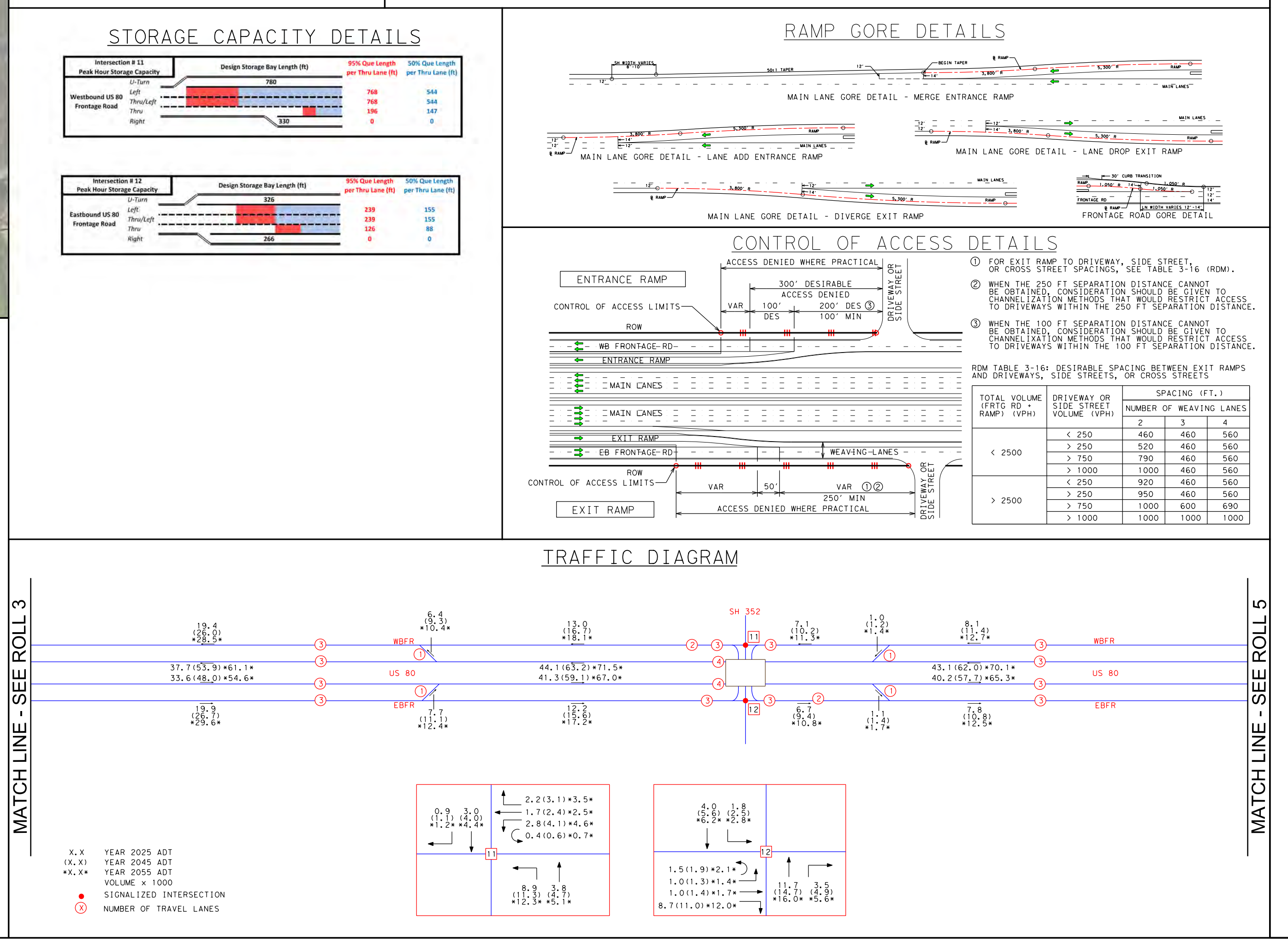
HORIZONTAL ALIGNMENT DATA

STORAGE CAPACITY DETAILS

RAMP GORE DETAILS

CONTROL OF ACCESS DETAILS

TRAFFIC DIAGRAM



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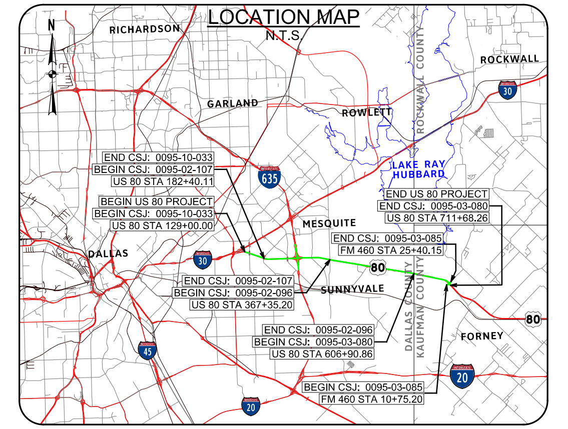
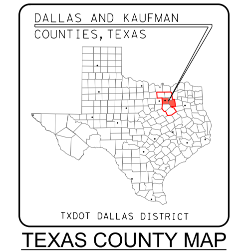
JUNE 2018
ROLL 4 OF 12





TEXAS COUNTY MAP
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TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

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DALLAS AND KAUFMAN COUNTIES, TEXAS

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JUNE 2018

ROLL 5 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
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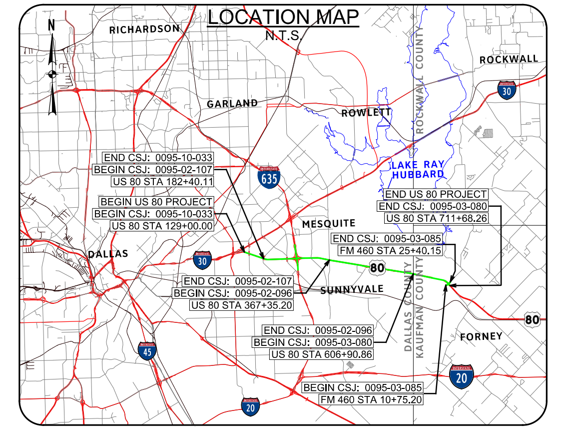
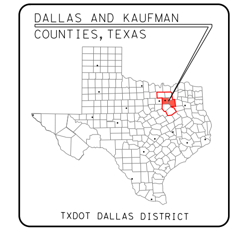
TURNAROUNDS:	15 MPH





TEXAS COUNTY MAP

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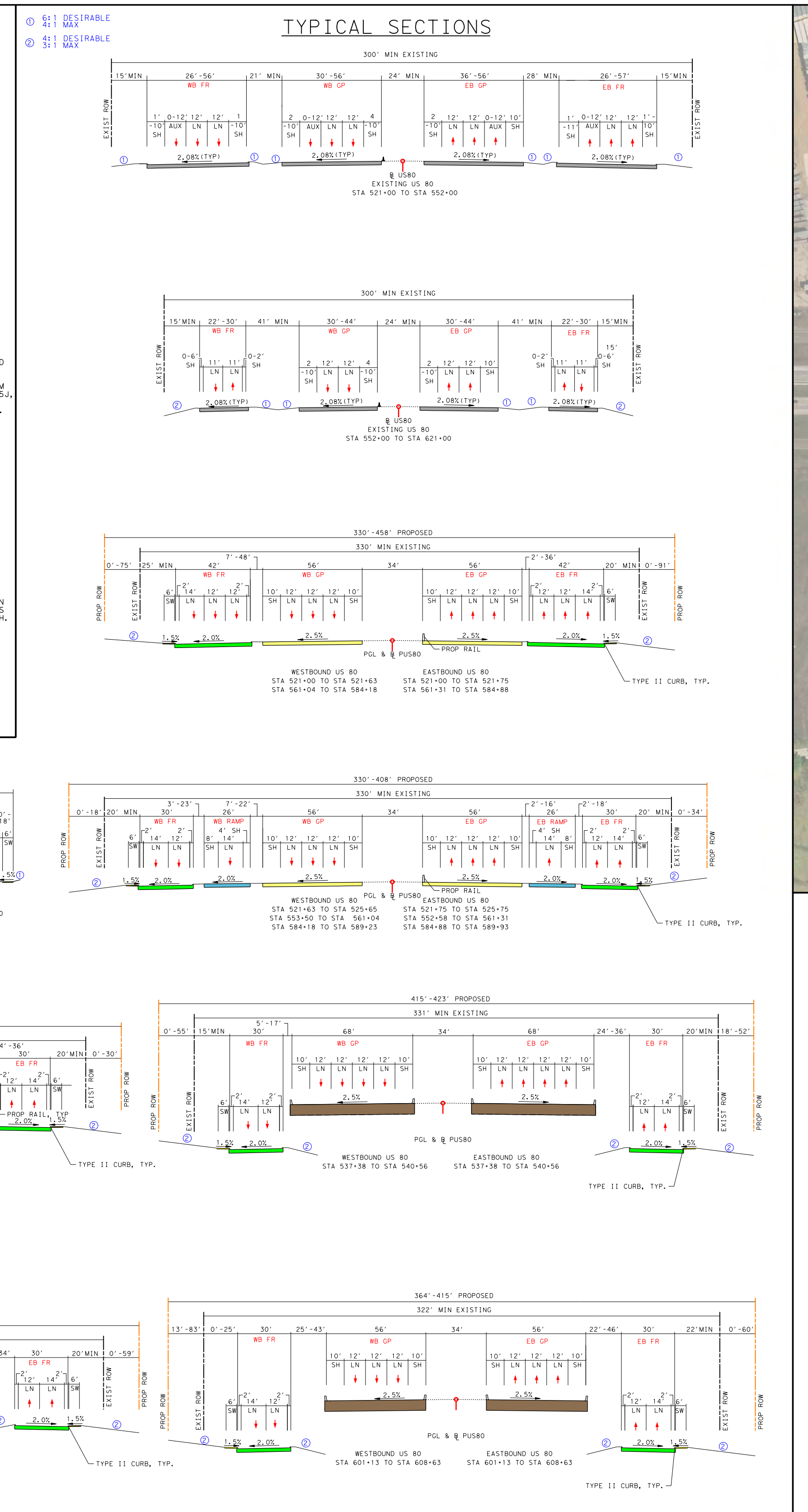
LEGEND

EXISTING ROW
EXISTING EASEMENT
EXISTING PROPERTY
EXISTING CULVERT
EXISTING STORM SE…
FEMA 100 YR FLOOD…
PARK BOUNDARY
EXISTING PLANIME…
EXISTING CONTOURS
EXISTING TELE / …
EXISTING WATER LI…
EXISTING ELECTRIC…
EXISTING SANITARY…
EXISTING GAS / PE…
CITY/COUNTY LIMIT…
EXISTING CENTERLI…
PROPOSED CENTERLI…
PROPOSED ROW
PROPOSED ACCESS D…
PROPOSED DRAINAGE…
PROPOSED EDGE OF…
PROPOSED CTB
PROPOSED BRIDGE A…
PROPOSED BRIDGE B…
PROPOSED RETAININ…
POTENTIAL NOISE W…
PROPOSED CULVERT
PAVEMENT / BRIDGE…
EXISTING EASTFORK…
EXISTING EASTFORK…
EXISTING BRIDGE T…
PROPOSED BRIDGE
PROPOSED MAIN LAN…
PROPOSED RAMP
PROPOSED FRONTAGE…
PROPOSED CROSS ST…
PROPOSED SIDEWALK…
PROPOSED PROJECT…
POTENTIAL DISPLAC…
PROPOSED RIP RAP

GENERAL NOTES

TYPICAL SECTIONS

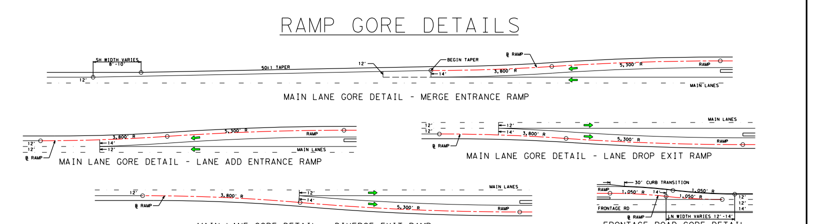


PUS80 - PROP US80 MAIN LANES (60 MPH)

PROPERTY OWNERS

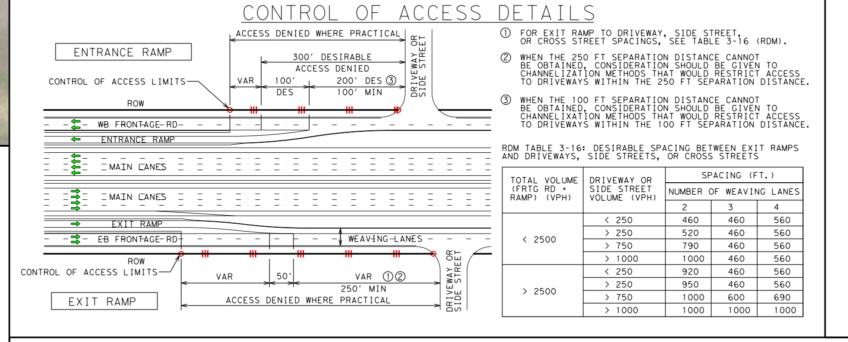
HORIZONTAL ALIGNMENT DATA

RAMP GORE DETAILS

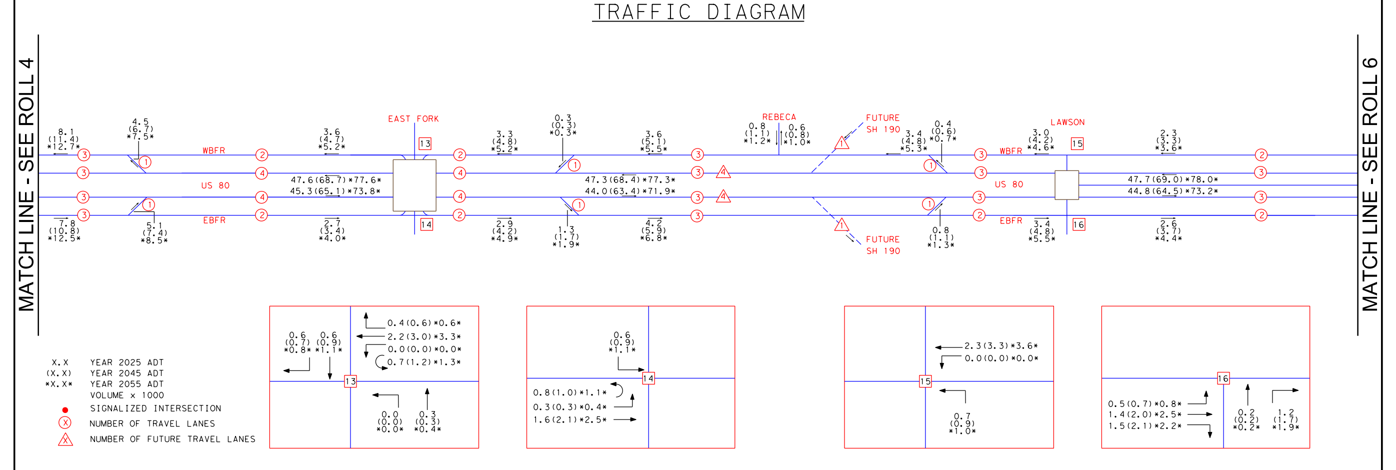


SUPERELEVATION

CONTROL OF ACCESS DETAILS



TRAFFIC DIAGRAM



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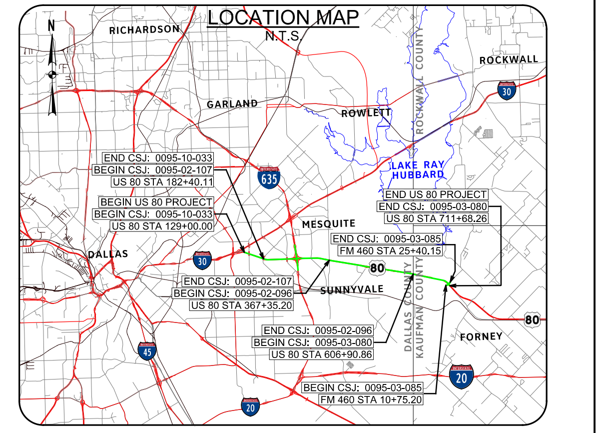
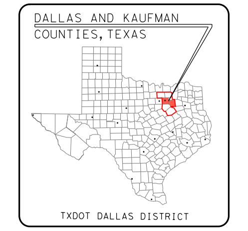
JUNE 2018
ROLL 5 OF 12





TEXAS COUNTY MAP
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JUNE 2018
ROLL 6 OF 12

LIMITS:	I-30 TO FM 460
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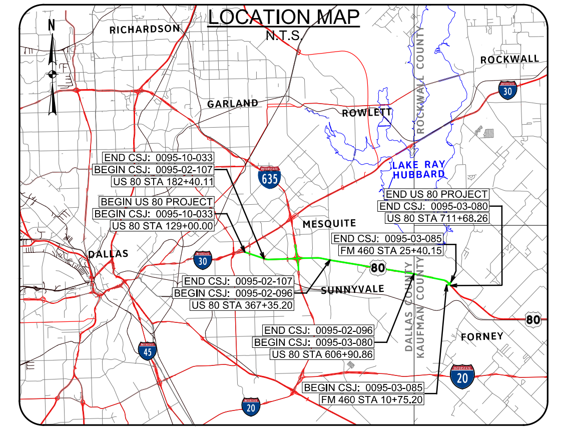

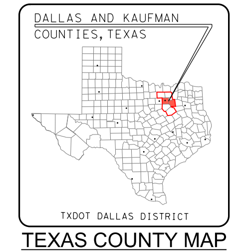

TEXAS COUNTY MAP
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GENERAL NOTES

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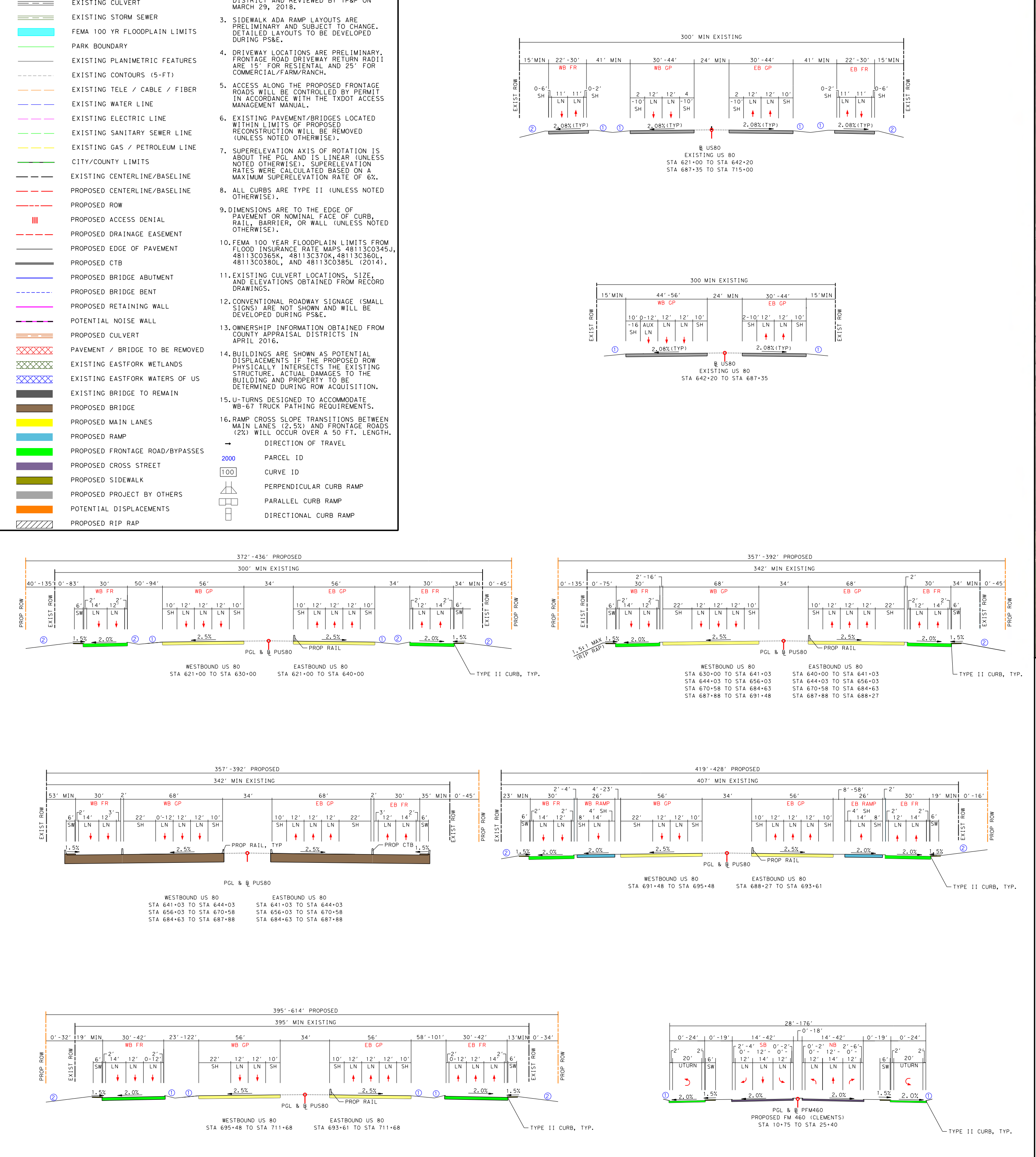


PUS80 - PROP US80 MAIN LANES (60 MPH)

PROPERTY OWNERS

HORIZONTAL ALIGNMENT DATA

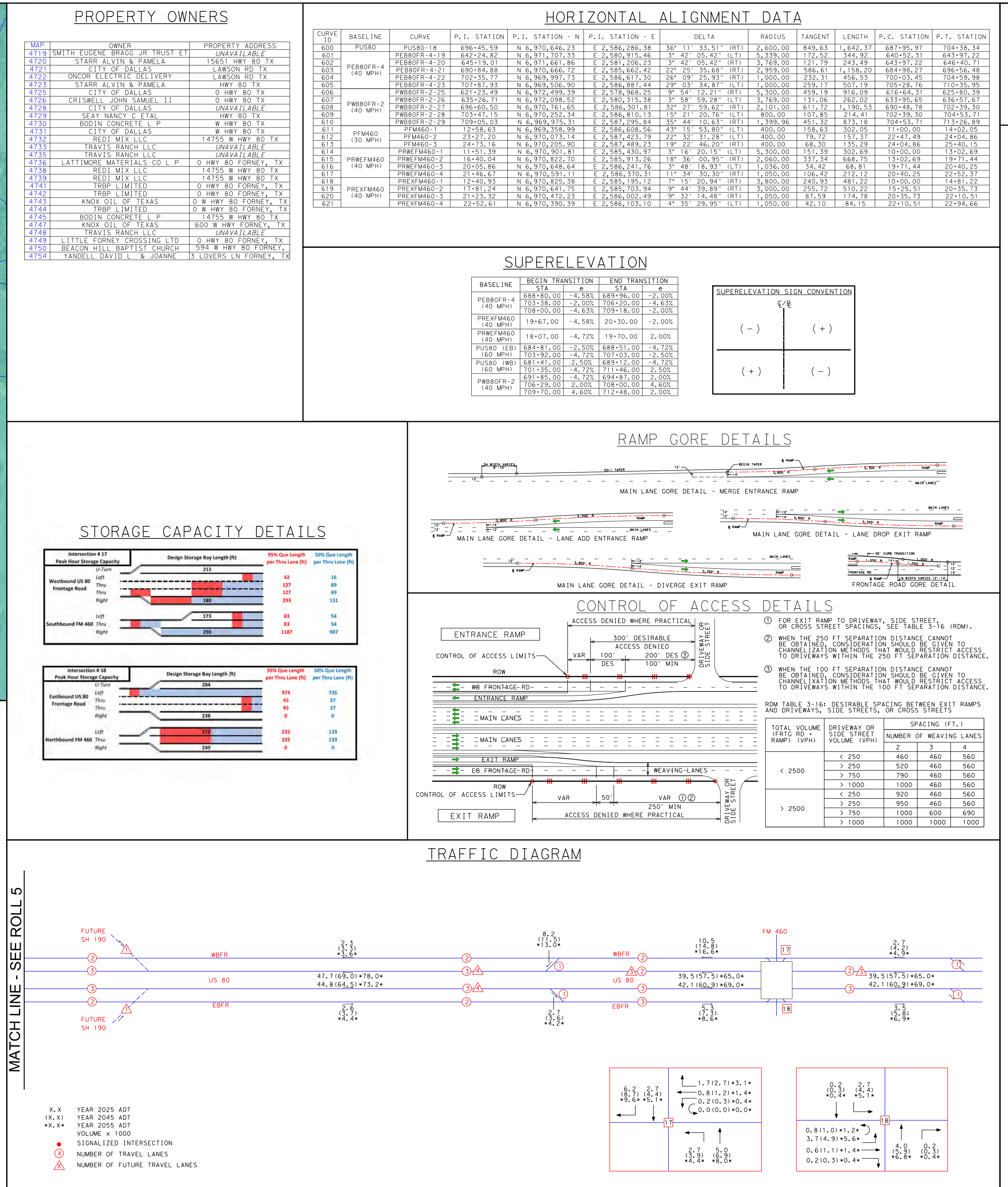
SUPERELEVATION

RAMP GORE DETAILS

STORAGE CAPACITY DETAILS

CONTROL OF ACCESS DETAILS

TRAFFIC DIAGRAM



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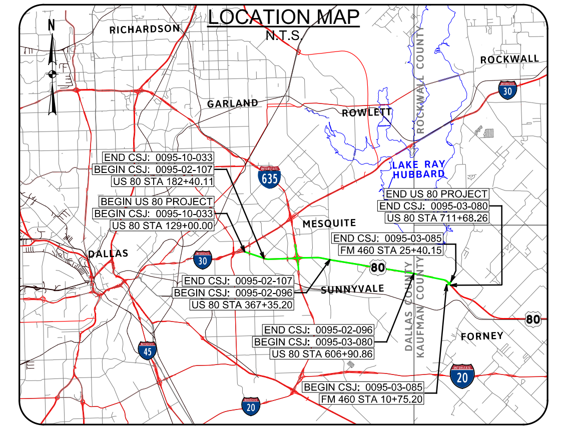
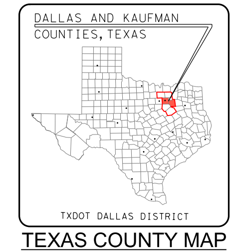
FRONTAGE ROADS/BYPASSES/CONNECTORS: 40 MPH
LOCAL STREETS: 30 MPH
LOCAL STREET CONNECTORS: 20 MPH
TURNAROUNDS: 15 MPH





TEXAS COUNTY MAP

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

HALFF

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 7 OF 12

LIMITS	I-30 TO FM 460
FUNCTIONAL CLASS.	URBAN FREEWAY
AVERAGE DAILY TRAFFIC	175,000 (2045)
DESIGN SPEED	70 MPH
DIRECT CONNECTORS	35 MPH
	40 MPH
FRONTAGE ROADS/BYPASSES	30 MPH
	35 MPH
LOCAL STREET	30 MPH
	35 MPH

LOCATION MAP

DALLAS AND KAUFMAN COUNTIES, TEXAS

TEXAS COUNTY MAP
N.T.S.

APPROVED SCHEMATIC
(NOT FOR CONSTRUCTION)

HALFF
AECOM
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TBPE FIRM F-23037
TBPLS FIRM 10029600

HORIZONTAL SCALE
0 50 100 200 300 400
HORIZONTAL SCALE

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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LEGEND

- EXISTING ROW
- EXISTING EASEMENT
- EXISTING CORPORATE LIMITS
- EXISTING GUARDRAIL
- EXISTING TOWER SIGNS
- EXISTING TRAFFIC SIGNAL LIGHTS
- TRAFFIC SIGNAL
- EXISTING PLANTING FEATURES
- EXISTING CONTOURS (5 FT)
- EXISTING TALL 2 CABLE / FIBER OPTIC LINE
- EXISTING ELECTRIC
- EXISTING SANITARY SEWER LINE
- EXISTING LIMITED ACCESS LINE
- EXISTING CENTER LINE
- EXISTING CENTER LINE RAILROAD
- EXISTING CENTER LINE RAILROAD
- PROPOSED ROW
- PROPOSED ROW SIGNAL
- PROPOSED BRIDGE EXPANSION
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB
- PROPOSED BRIDGE RAILINGS
- PROPOSED BRIDGE DECK
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED CONTOURS
- PAVEMENT - BRIDGE TO BRIDGE
- EXISTING EXISTING WETLANDS
- EXISTING EXISTING WATER OF US
- EXISTING BRIDGE TO REMAIN
- PROPOSED CURB
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED FRONTAGE ROAD/BYPASSES
- PROPOSED BRIDGE DECK
- PROPOSED CHANNELS
- PROPOSED PROFILE OF STRUCTURE
- PROPOSED SIDEWALK
- PROPOSED SIDEWALK CURB RAMP
- PROPOSED CURB RAMP
- PROPOSED DIRECTIONAL CURB RAMP

GENERAL NOTES

1) ALL DIMENSIONS ARE HORIZONTAL UNLESS OTHERWISE NOTED.
2) ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
3) ALL DIMENSIONS ARE ROUNDED TO THE NEAREST 0.1 FOOT.
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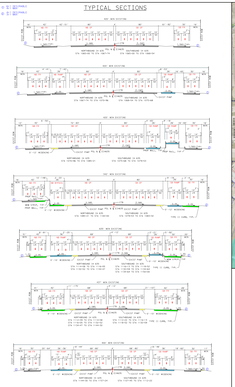
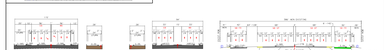
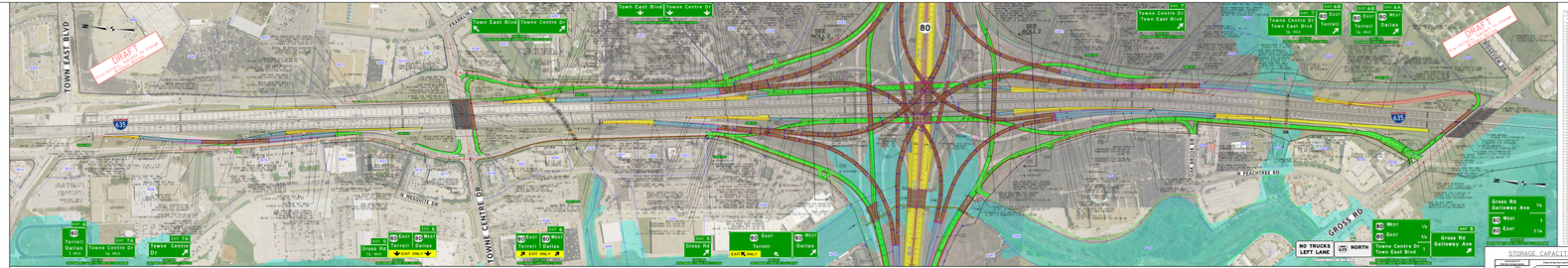
TYPICAL SECTIONS



PROPERTY OWNERS





HORIZONTAL ALIGNMENT DATA

TANGENT BEARING	CURVE	D.C.	L.C.	T.C.	R.C.	L.A.	L.T.	L.R.	P.C.	P.T.	P.I.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS
N 89°59'59"E																
N 89°59'59"E	C1	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C2	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C3	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C4	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C5	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C6	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C7	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
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N 89°59'59"E	C26	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C27	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C28	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C29	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C30	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C31	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C32	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C33	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C34	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
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N 89°59'59"E	C38	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C39	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C40	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C41	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
N 89°59'59"E	C42	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
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N 89°59'59"E	C48	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E
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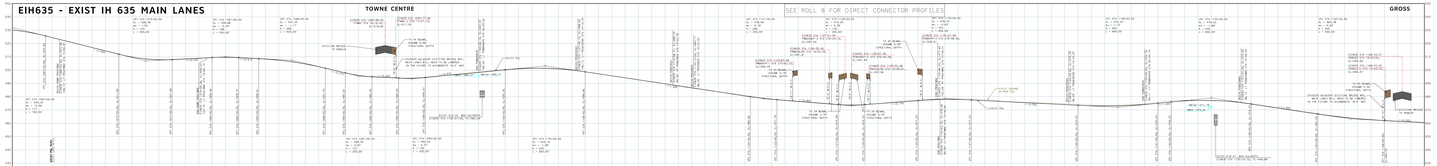
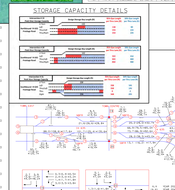
N 89°59'59"E	C50	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E	N 89°59'59"E

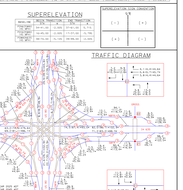
EIH635 - EXIST IH 635 MAIN LANES



STORAGE CAPACITY DETAILS



SUPERELEVATION



TRAFFIC DIAGRAM

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 7 OF 12

LIMITS	I-30 TO FM 460
FUNCTIONAL CLASS.	URBAN FREEWAY
AVERAGE DAILY TRAFFIC	175,000 (2045)
DESIGN SPEED	70 MPH
DIRECT CONNECTORS	35 MPH
	40 MPH
FRONTAGE ROADS/BYPASSES	30 MPH
	35 MPH
LOCAL STREET	30 MPH
	35 MPH

LOCATION MAP

DALLAS AND KAUFMAN COUNTIES, TEXAS

TEXAS COUNTY MAP
N.T.S.

APPROVED SCHEMATIC
(NOT FOR CONSTRUCTION)

HALFF
AECOM
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TBPE FIRM F-23037
TBPLS FIRM 10029600

HORIZONTAL SCALE
0 50 100 200 300 400
HORIZONTAL SCALE

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 8 OF 12

LIMITS:	I-30 TO FM 460
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	175,000 (2040)
DESIGN SPEED:	70 MPH
MAIN LANES:	70 MPH
DIRECT CONNECTORS:	50 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
CONVENTIONAL:	35 MPH

LOCATION MAP

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

HALFF
DESIGN CONSULTANT
HALFF ASSOCIATES, INC.
TBPE FIRM F-1093
TBPLS FIRM 10029600

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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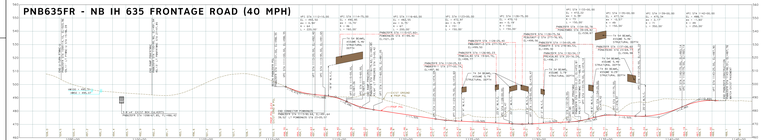
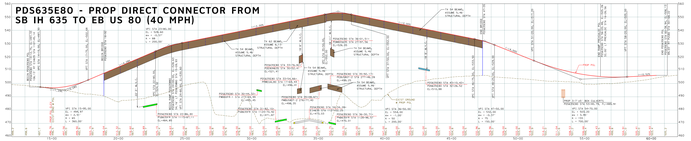
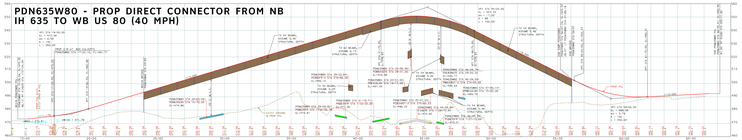
PNB635FR - NB IH 635 FRONTAGE ROAD (40 MPH)



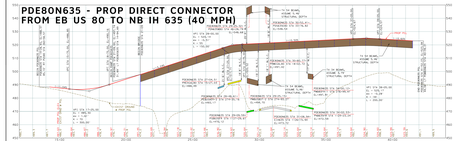
PDS635E80 - PROP DIRECT CONNECTOR FROM SB IH 635 TO EB US 80 (40 MPH)



PDN635W80 - PROP DIRECT CONNECTOR FROM NB IH 635 TO WB US 80 (40 MPH)



PDE80N635 - PROP DIRECT CONNECTOR FROM EB US 80 TO NB IH 635 (40 MPH)



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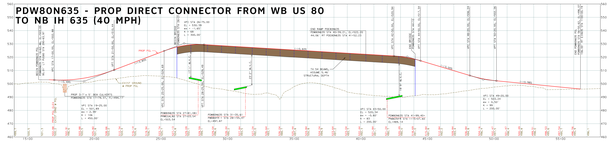
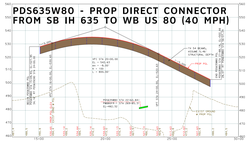
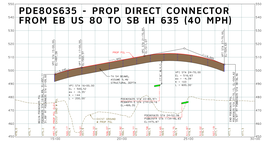


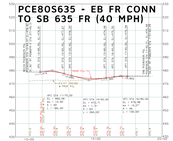
PDS635W80 - PROP DIRECT CONNECTOR FROM SB IH 635 TO WB US 80 (40 MPH)



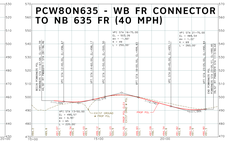
PDE80S635 - PROP DIRECT CONNECTOR FROM EB US 80 TO SB IH 635 (40 MPH)



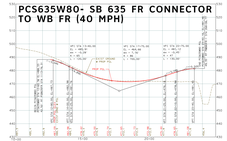
PCE80S635 - EB FR CONN TO SB 635 FR (40 MPH)



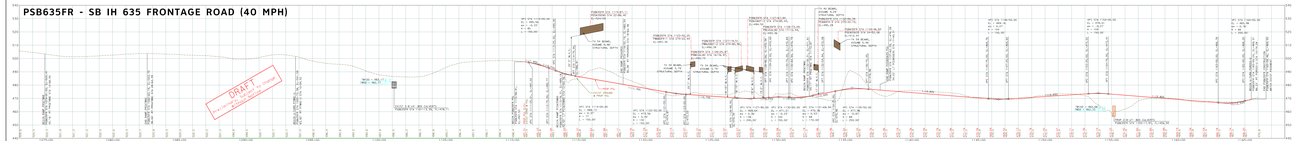
PCW80N635 - WB FR CONNECTOR TO NB 635 FR (40 MPH)



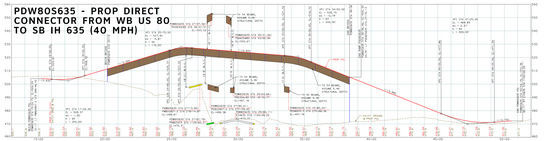
PCS635W80- SB 635 FR CONNECTOR TO WB FR (40 MPH)



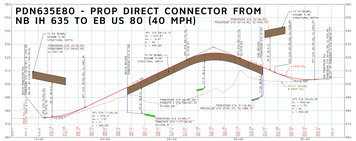
PSB635FR - SB IH 635 FRONTAGE ROAD (40 MPH)



PDW80S635 - PROP DIRECT CONNECTOR FROM WB US 80 TO SB IH 635 (40 MPH)



PDN635E80 - PROP DIRECT CONNECTOR FROM NB IH 635 TO EB US 80 (40 MPH)



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 8 OF 12

LIMITS:	I-30 TO FM 460
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	175,000 (2040)
DESIGN SPEED:	70 MPH
MAIN LANES:	70 MPH
DIRECT CONNECTORS:	50 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
CONVENTIONAL:	35 MPH

LOCATION MAP

TEXAS COUNTY MAP
N.T.S.
HORIZONTAL SCALE
0 50 100 200 300 400
HORIZONTAL SCALE

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

HALFF
DESIGN CONSULTANT
HALFF ASSOCIATES, INC.
TBPE FIRM F-1093
TBPLS FIRM 10029600

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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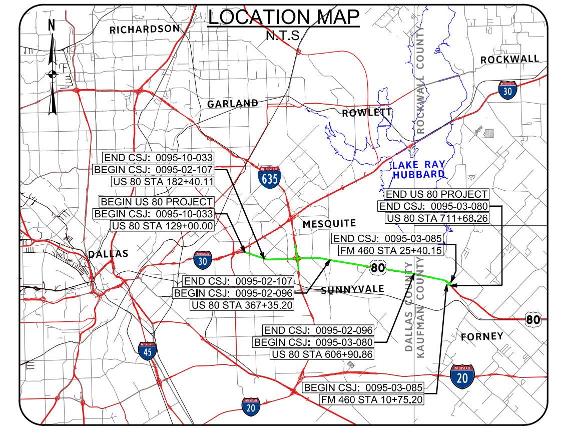
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

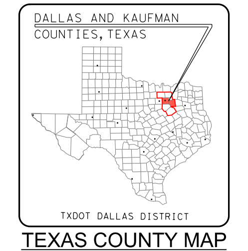
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 9 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH





TEXAS COUNTY MAP
N.T.S.

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

VERTICAL SCALE: 0 10 20 30 40
HORIZONTAL SCALE: 0 100 200 300 400

DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

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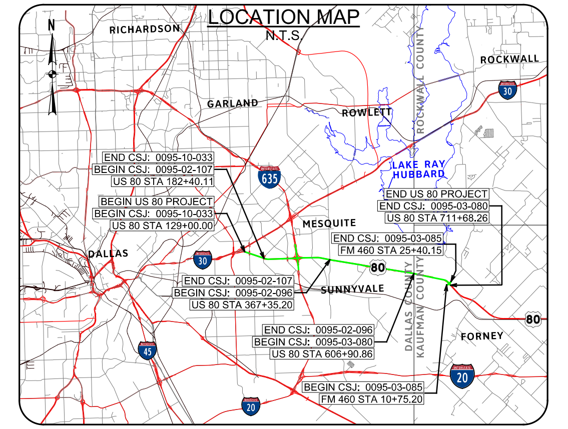
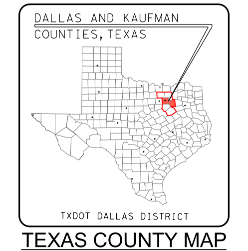
TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 9 OF 12





TEXAS COUNTY MAP
N.T.S.
APPROVED SCHEMATIC
NOT FOR CONSTRUCTION
HALFF
DATE SUBMITTED: JUNE 29, 2018
DATE APPROVED: AUGUST 24, 2018

TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 10 OF 12

LIMITS	I-30 TO FM 460
FUNCTIONAL CLASS.	URBAN FREEWAY
AVERAGE DAILY TRAFFIC	115,000 (2040)
DESIGN SPEED	60 MPH
DIRECT CONN.	55 MPH
	40 MPH
FRONTAGE ROADS/BYPASSES	35 MPH
	30 MPH
LOCAL STREET	30 MPH
	25 MPH

LOCATION MAP

DALLAS AND KAUFMAN COUNTIES, TEXAS

TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE: 0 2 4 6 8 10
HORIZONTAL SCALE: 0 50 100 200 300 400

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

DATE SUBMITTED: JUNE 26, 2018
DATE APPROVED: AUGUST 24, 2018

HALFF
AECOM
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TBPE FIRM F-10029 TBPLS FIRM 10029-10

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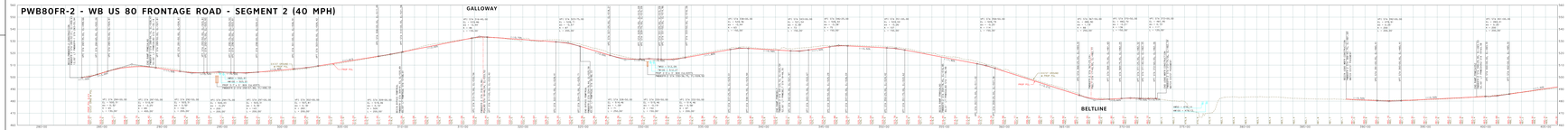
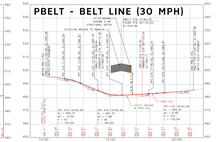
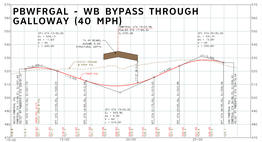
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)



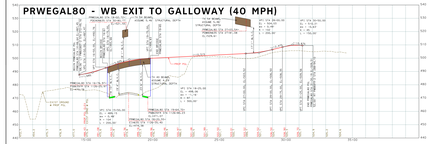
PBELT - BELT LINE (30 MPH)



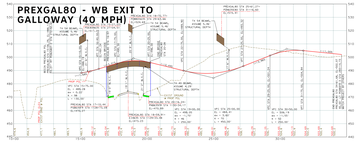
PBWFRGAL - WB BYPASS THROUGH GALLOWAY (40 MPH)



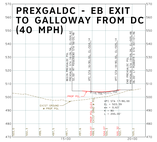
PRWEGAL80 - WB EXIT TO GALLOWAY (40 MPH)



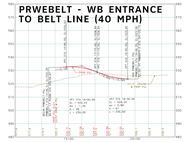
PREXGAL80 - WB EXIT TO GALLOWAY (40 MPH)



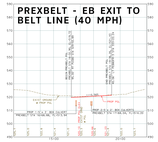
PREXGALDC - EB EXIT TO GALLOWAY FROM DC (40 MPH)



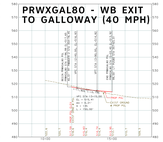
PRWEBELT - WB ENTRANCE TO BELT LINE (40 MPH)



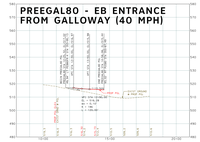
PREXBELT - EB EXIT TO BELT LINE (40 MPH)



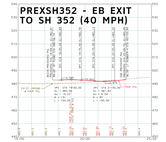
PRWXGAL80 - WB EXIT TO GALLOWAY (40 MPH)



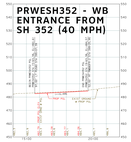
PREEGAL80 - EB ENTRANCE FROM GALLOWAY (40 MPH)



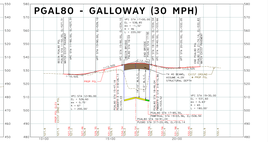
PREXSH352 - EB EXIT TO SH 352 (40 MPH)



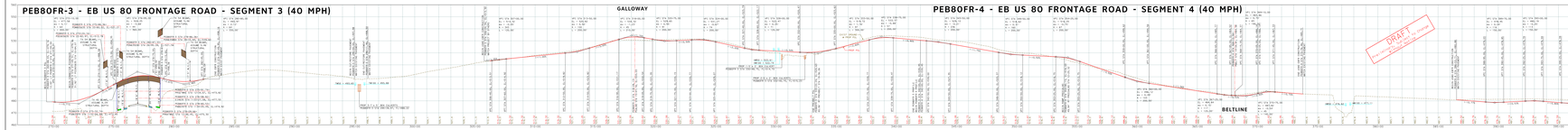
PRWESH352 - WB ENTRANCE FROM SH 352 (40 MPH)



PGAL80 - GALLOWAY (30 MPH)



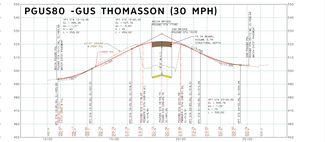
PEB80FR-3 - EB US 80 FRONTAGE ROAD - SEGMENT 3 (40 MPH)



PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)

DRAFT
PRELIMINARY
NOT FOR CONSTRUCTION
PURPOSES

PGUS80 -GUS THOMASSON (30 MPH)



TEXAS DEPARTMENT OF TRANSPORTATION
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107,
0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 10 OF 12

LIMITS	I-30 TO FM 460
FUNCTIONAL CLASS.	URBAN FREEWAY
AVERAGE DAILY TRAFFIC	115,000 (2040)
DESIGN SPEED	60 MPH
DIRECT CONN.	55 MPH
	40 MPH
FRONTAGE ROADS/BYPASSES	35 MPH
	30 MPH
LOCAL STREET	30 MPH
	25 MPH

LOCATION MAP

DALLAS AND KAUFMAN COUNTIES, TEXAS

TEXAS COUNTY MAP
N.T.S.
VERTICAL SCALE: 0 2 4 6 8 10
HORIZONTAL SCALE: 0 50 100 200 300 400
APPROVED SCHEMATIC
NOT FOR CONSTRUCTION
DATE SUBMITTED: JUNE 26, 2018
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HALFF
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1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TBPE FIRM F-10029 TBPLS FIRM 10029-10
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DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER

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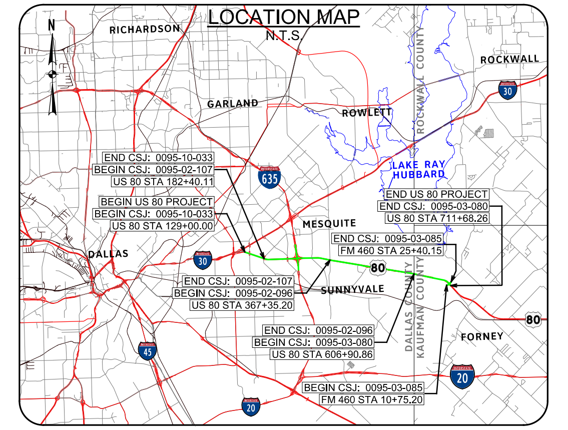
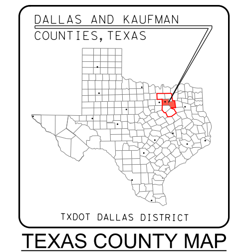
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033

JUNE 2018
ROLL 11 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH





TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

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NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	06/28/2018
JEREMY W. MCGAHAN	103650	06/29/2018

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE SUBMITTED: JUNE 29, 2018

DATE APPROVED: AUGUST 24, 2018

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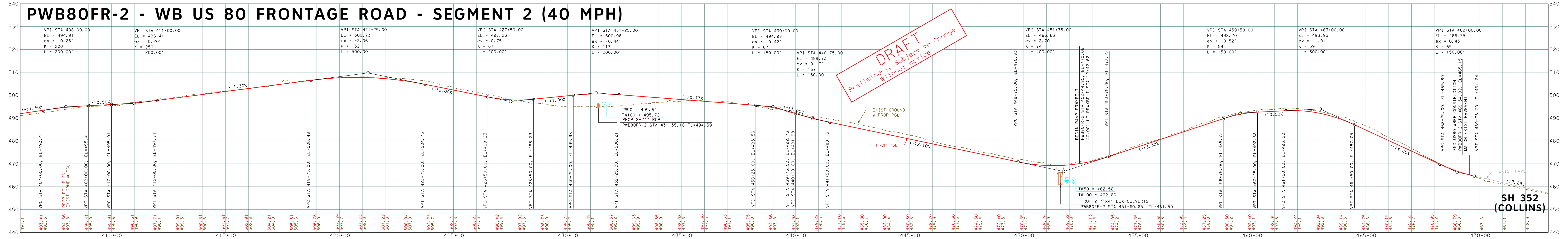
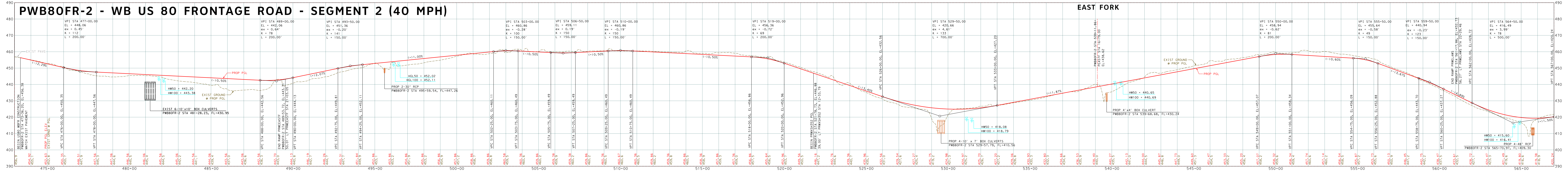
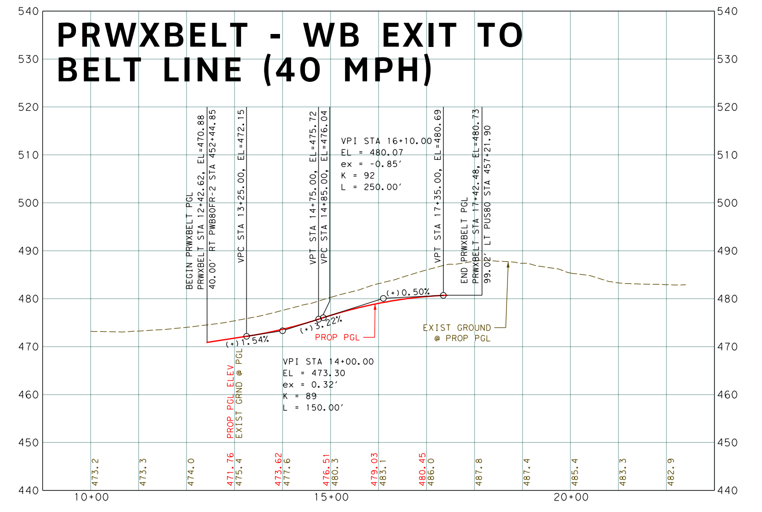
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)



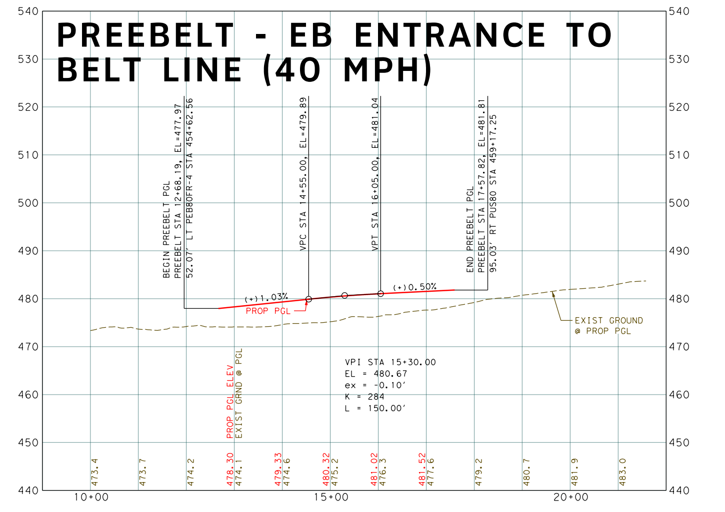
PWB80FR-2 - WB US 80 FRONTAGE ROAD - SEGMENT 2 (40 MPH)



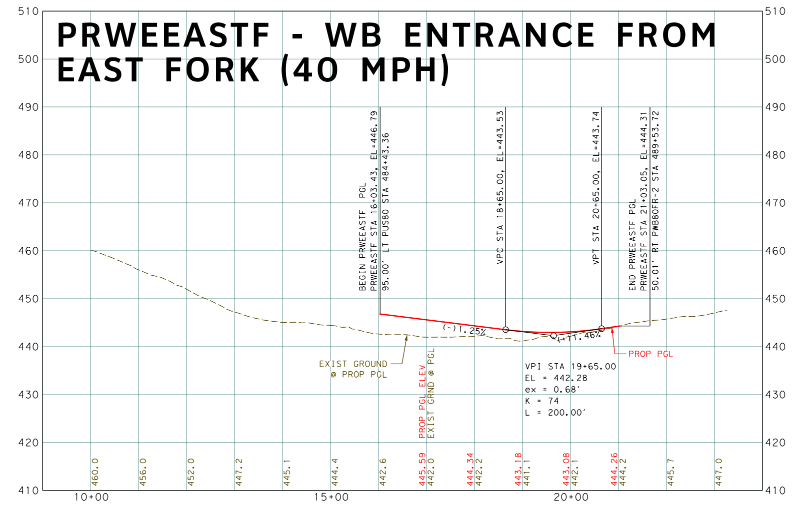
PRWXBELT - WB EXIT TO BELT LINE (40 MPH)



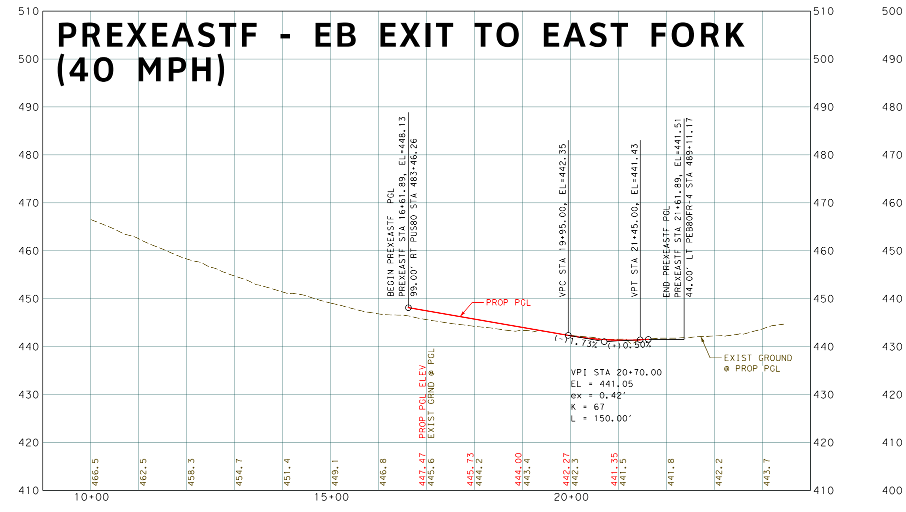
PREEBELT - EB ENTRANCE TO BELT LINE (40 MPH)



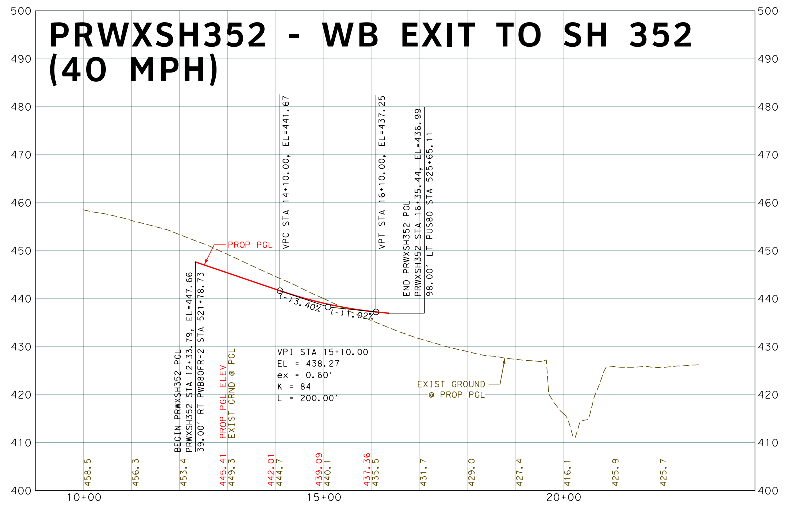
PRWEEASTF - WB ENTRANCE FROM EAST FORK (40 MPH)



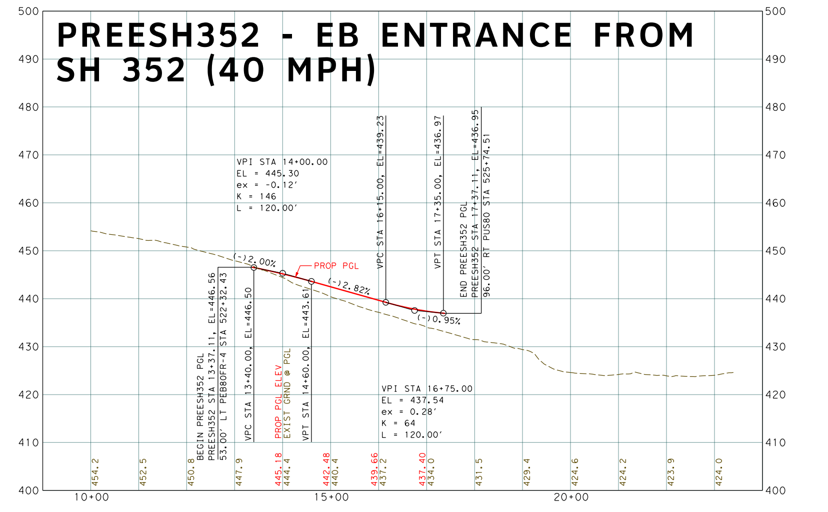
PREXEASTF - EB EXIT TO EAST FORK (40 MPH)



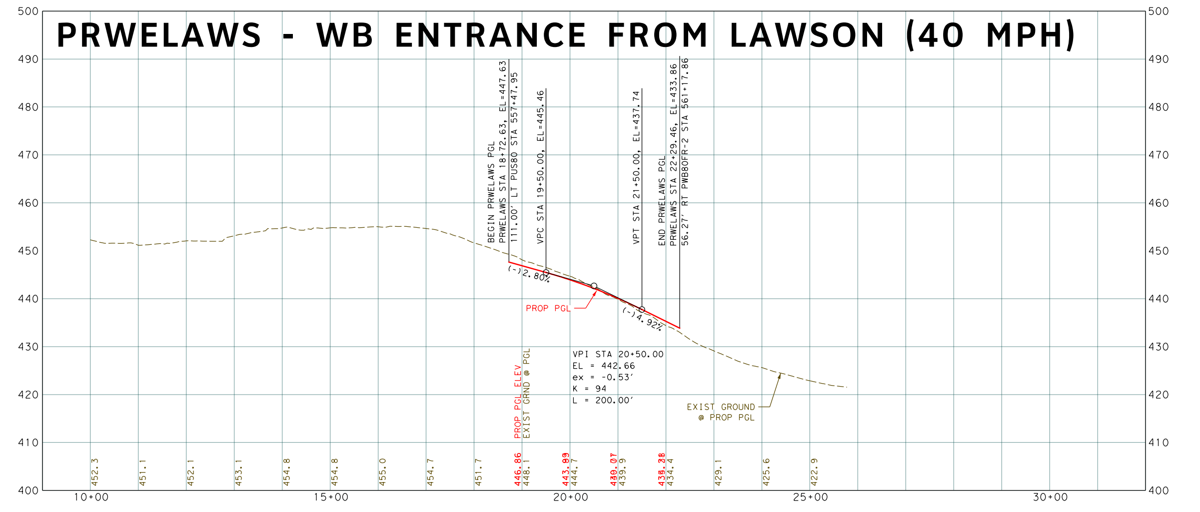
PRWXSH352 - WB EXIT TO SH 352 (40 MPH)



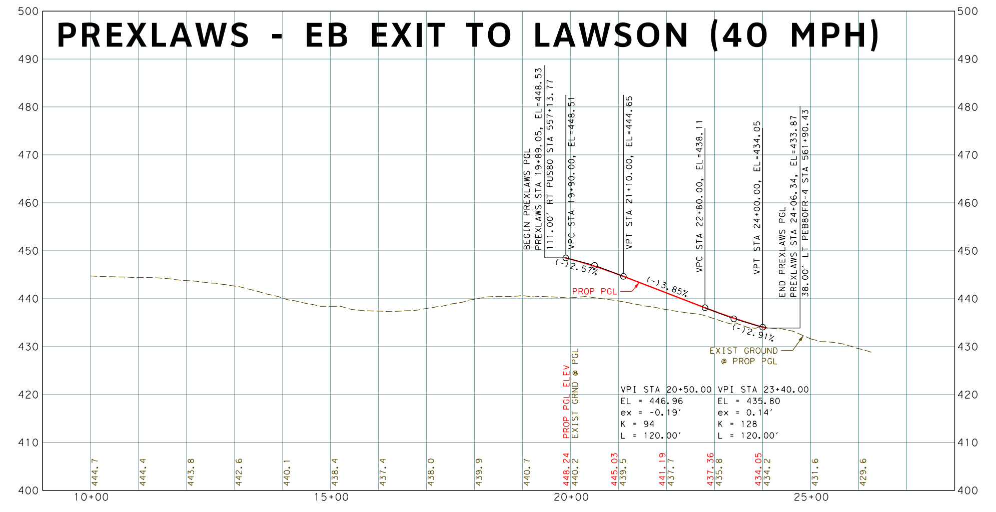
PREESH352 - EB ENTRANCE FROM SH 352 (40 MPH)



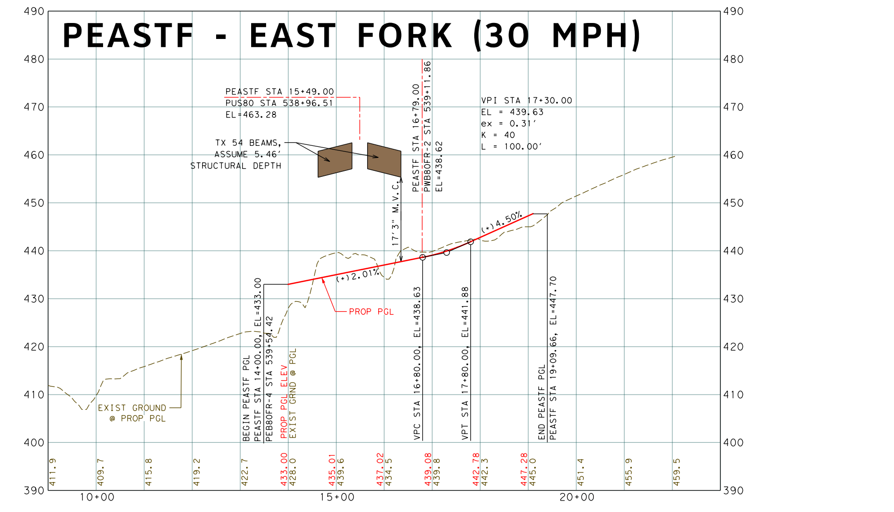
PRWELAWS - WB ENTRANCE FROM LAWSON (40 MPH)



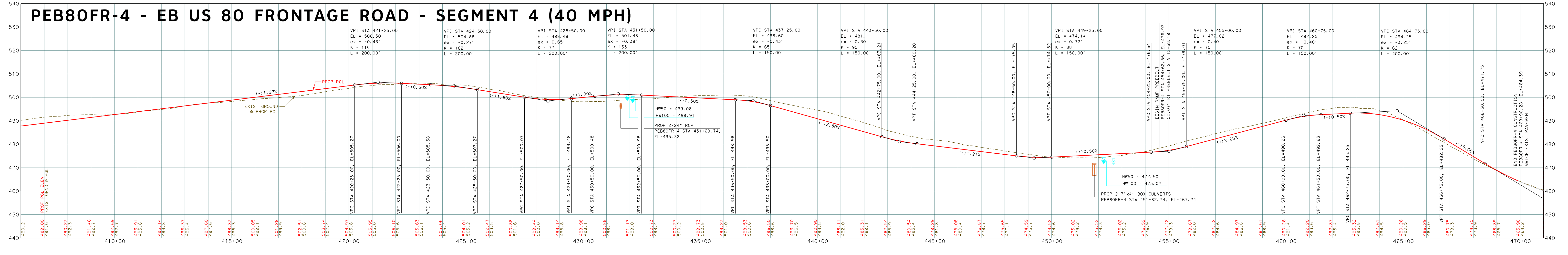
PREXLAWS - EB EXIT TO LAWSON (40 MPH)



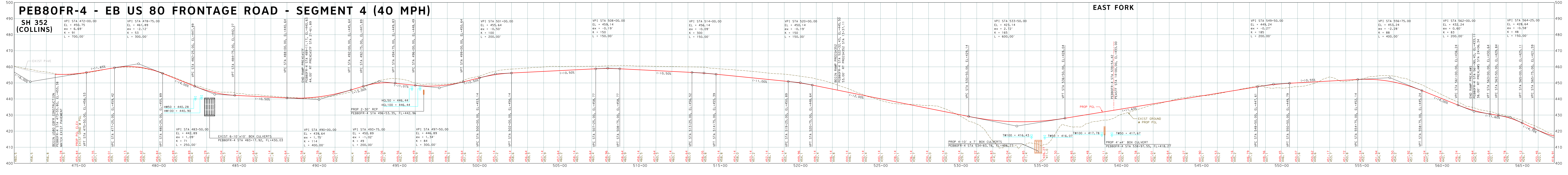
PEASTF - EAST FORK (30 MPH)



PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)



PEB80FR-4 - EB US 80 FRONTAGE ROAD - SEGMENT 4 (40 MPH)



TEXAS DEPARTMENT OF TRANSPORTATION®
DALLAS DISTRICT
MOHAMED K. BUR, P.E., DISTRICT ENGINEER
DESIGN SCHEMATIC
US 80 PROJECT
FROM I-30 TO FM 460
DALLAS AND KAUFMAN COUNTIES, TEXAS
CSJ'S: 0095-02-096, 0095-02-107, 0095-03-080, 0095-03-085, 0095-10-033
JUNE 2018
ROLL 11 OF 12

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US 80 PROJECT
FROM I-30 TO FM 460

DALLAS AND KAUFMAN COUNTIES, TEXAS
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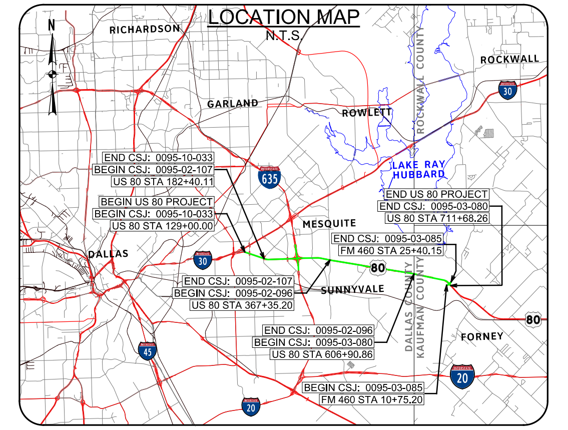
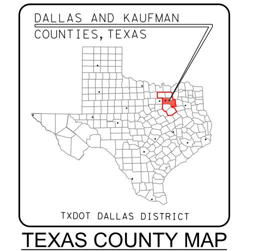
JUNE 2018
ROLL 12 OF 12

LIMITS:	I-30 TO FM 460
LENGTH:	11.04 MILES
FUNCTIONAL CLASS:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	99,600 (2025), 133,400 (2045)
DESIGN SPEEDS	
MAIN LANES:	60 MPH
DIRECT CONNECTORS:	40 MPH
RAMPS:	40 MPH
FRONTAGE ROADS/BYPASSES/CONNECTORS:	40 MPH
LOCAL STREETS:	30 MPH
LOCAL STREET CONNECTORS:	20 MPH
TURNAROUNDS:	15 MPH





TEXAS COUNTY MAP
N.T.S.

0 10 20 30 40
VERTICAL SCALE:

0 100 200 300 400
HORIZONTAL SCALE:

APPROVED SCHEMATIC
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DATE SUBMITTED: JUNE 29, 2018

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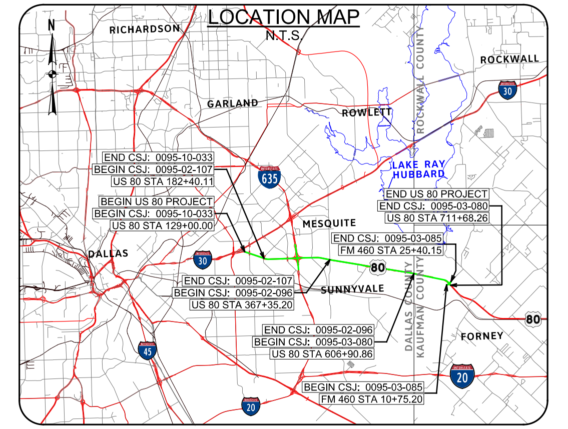
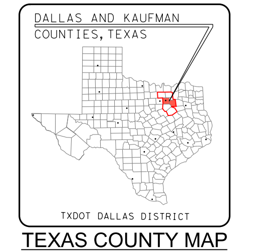
JUNE 2018
ROLL 12 OF 12





APPROVED SCHEMATIC
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