TEXAS DEPARTMENT OF TRANSPORTATION®
PARIS DISTRICT
NOEL PARAMANANTHAM, P.E., DISTRICT ENGINEER

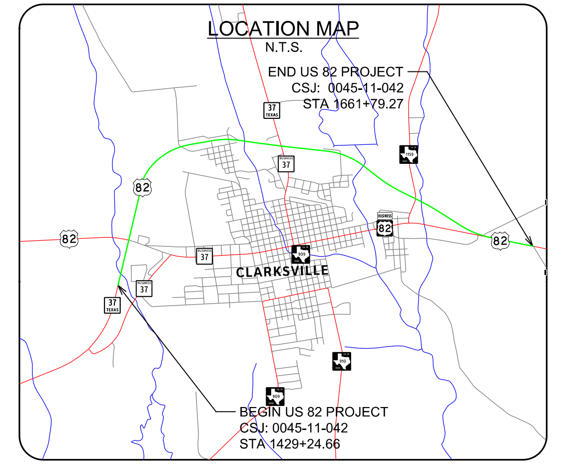
US 82 CLARKSVILLE LOOP DESIGN SCHEMATIC

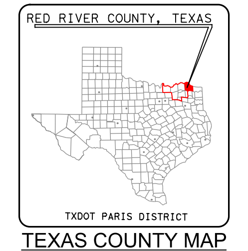
FROM BU 82/SH 37 JUNCTION
TO FM 412
RED RIVER COUNTY, TEXAS
CSJ: 0045-11-042

AUGUST 2020
ROLL 1 OF 4

PROJECT LENGTH:	4.4 MILES
FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL: 70 MPH (RURAL HIGHWAY) 60 MPH (SUBURBAN ROADWAY)
AVERAGE DAILY TRAFFIC:	5,089 (2027) 7,112 (2047)
DESIGN SPEED:	
MAIN LANES	70 MPH
RAMPS	40 MPH
FM 114	50 MPH
BUS 82, ML KING JR DR	30 MPH
OTHER CROSS STREETS	25 MPH

LOCATION MAP
N.T.S.





TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERIM REVIEW ONLY
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
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HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

HALFF
1121 ESE LOOP 323, SUITE 117
TYLER, TEXAS 75701
TEL (903) 617-5380

VERTICAL SCALE: 0 5 10 15 20
HORIZONTAL SCALE: 0 50 100 150 200

DATE SUBMITTED: 8/7/2020
DATE APPROVED: XX/XX/XXXX

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LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LIMITS
- EXISTING PLANIMETRIC FEATURES
- EXISTING CONTOURS
- EXISTING CULVERT
- PROPOSED US 82 CENTERLINE
- PROPOSED EASTBOUND US 82 BASELINE
- PROPOSED WESTBOUND US 82 BASELINE
- PROPOSED CROSS STREET/RAMP CENTERLINE
- PROPOSED FACE OF CURB/EDGE OF PAVEMENT
- PROPOSED CULVERT
- PROPOSED BRIDGE RAIL
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED RETAINING WALL
- PROPOSED RIGHT-OF-WAY
- APPROXIMATE 100 YR FLOODPLAIN LIMITS
- APPROXIMATE STREAM LINE
- DIRECTION OF TRAVEL
- PROPOSED BRIDGE
- PROPOSED PAVEMENT
- PROPOSED RAMP
- PROPOSED SIDEWALK
- PROPOSED NORTHEAST TEXAS TRAIL
- PROPOSED CROSS STREET
- PAVEMENT / BRIDGE TO BE REMOVED
- RXXX PARCEL ID

GENERAL NOTES:

1. THE SCHEMATIC LAYOUTS ARE BASED ON LIMITED FIELD SURVEY, AERIAL TOPOGRAPHY AND RECORD PLANS. NOT ALL EXISTING FEATURES WERE FIELD SURVEYED. AERIAL TOPOGRAPHY DATA WAS COLLECTED IN APRIL OF 2019.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WERE COLLECTED FROM THE RED RIVER COUNTY APPRAISAL DISTRICT (APRIL 2020).
3. DIMENSIONS ARE TO EDGE OF UNCURBED PAVEMENT OR NOMINAL FACE OF RAIL/CURB/BARRIER (UNLESS NOTED).
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION LOCATED AT THE PGL UNLESS NOTED OTHERWISE
5. THE SPECIFIC TYPE OF BRIDGE RAIL WILL BE DETERMINED DURING PS&E DESIGN.
6. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) WILL NOT BE DEVELOPED UNTIL PS&E DESIGN.
7. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY TXDOT TP&P (JANUARY 2020).
8. MAJOR INTERSECTION CURVE RADII ARE 50', MINOR INTERSECTION CURVE RADII ARE 30', AND DRIVEWAY INTERSECTION CURVE RADII ARE 15' (UNLESS NOTED OTHERWISE). DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN.
9. MEDIAN OPENINGS ARE PRELIMINARY AND SUBJECT TO CHANGE. FINAL MEDIAN OPENING LOCATIONS TO BE DETERMINED DURING PS&E AND IN COORDINATION WITH THE LOCAL GOVERNMENTS.
10. EXISTING PAVEMENT AND BRIDGES LOCATED WITHIN LIMITS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
11. APPROXIMATE 100 YEAR FLOOD PLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS DATED JUNE 1990.

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	BACK TANGENT	AHEAD TANGENT
PUS82CLP (70 MPH)	PUS82CLP-1	1426+99.49	N 7,284,452.86	E 3,010,923.40	5° 58' 45.42" (LT)	3,819.72	199.49	398.62	1425+00.00	1428+98.62	N 21° 13' 31.36" E	N 15° 14' 45.94" E
	PUS82CLP-2	1447+56.99	N 7,286,438.29	E 3,011,464.54	0° 50' 02.67" (LT)	14,100.00	102.63	205.26	1446+54.36	1448+59.62	N 15° 14' 45.94" E	N 14° 24' 43.27" E
	PUS82CLP-3	1449+77.33	N 7,286,651.70	E 3,011,519.38	0° 57' 23.97" (RT)	14,100.00	117.72	235.43	1448+59.62	1450+95.04	N 14° 24' 43.27" E	N 15° 22' 07.24" E
PEB82CLP (70 MPH)	PEB82CLP-3	1461+51.60	N 7,287,780.83	E 3,011,842.18	3° 04' 09.21" (RT)	10,300.00	275.94	551.75	1458+75.66	1464+27.41	N 15° 22' 07.24" E	N 18° 26' 16.44" E
	PEB82CLP-4	1468+05.16	N 7,288,400.96	E 3,012,048.93	3° 04' 09.21" (LT)	14,100.00	377.75	755.31	1464+27.41	1471+82.72	N 18° 26' 16.44" E	N 15° 22' 07.24" E
	PEB82CLP-5	1495+55.75	N 7,291,053.37	E 3,012,777.96	67° 49' 03.08" (RT)	2,410.00	1,619.99	2,852.57	1479+35.77	1507+88.34	N 15° 22' 07.24" E	N 83° 11' 10.31" E
PWB82CLP (70 MPH)	PWB82CLP-3	1461+08.39	N 7,287,745.97	E 3,011,807.71	2° 35' 37.97" (LT)	10,300.00	233.19	466.30	1458+75.20	1463+41.50	N 15° 22' 07.24" E	N 12° 46' 29.27" E
	PWB82CLP-4	1466+60.72	N 7,288,284.70	E 3,011,929.86	2° 35' 37.97" (RT)	14,100.00	319.22	638.33	1463+41.50	1469+79.83	N 12° 46' 29.27" E	N 15° 22' 07.24" E
	PWB82CLP-5	1486+47.16	N 7,290,200.21	E 3,012,456.35	33° 51' 06.86" (RT)	2,290.00	696.89	1,352.99	1479+50.27	1493+03.26	N 15° 22' 07.24" E	N 49° 13' 14.10" E
	PWB82CLP-6	1501+65.31	N 7,291,218.43	E 3,013,636.82	33° 57' 56.21" (RT)	2,750.20	839.92	1,630.35	1493+25.39	1509+55.74	N 49° 13' 14.10" E	N 83° 11' 10.31" E
PUS82BUS (60/30 MPH)	PUS82BUS-1	1082+63.22	N 7,287,545.08	E 3,011,156.82	15° 52' 45.65" (RT)	2,300.00	320.77	637.44	1079+42.44	1085+79.88	N 89° 12' 00.19" E	S 74° 55' 14.15" E
	PUS82BUS-2	1091+89.08	N 7,287,303.14	E 3,012,054.78	11° 36' 58.98" (LT)	500.00	50.86	101.37	1091+38.22	1092+39.60	S 74° 55' 14.15" E	S 86° 32' 13.13" E
	PUS82BUS-3	1093+35.43	N 7,287,294.27	E 3,012,201.21	10° 56' 55.61" (RT)	1,000.00	95.84	191.09	1092+39.60	1094+30.69	S 86° 32' 13.13" E	S 75° 35' 17.52" E
	PUS82BUS-4	1097+29.09	N 7,287,196.15	E 3,012,583.04	7° 05' 08.49" (RT)	1,930.00	119.49	238.68	1096+09.60	1098+48.28	S 75° 35' 17.52" E	S 68° 30' 09.03" E
PINDST (30 MPH)	PINDST-1	12+10.95	N 7,289,229.47	E 3,012,408.26	25° 58' 04.25" (LT)	200.00	46.11	90.64	11+64.83	12+55.48	S 75° 44' 45.10" E	N 78° 17' 10.65" E
PRNEBU82 (40 MPH)	PRNEBU82-1	12+87.97	N 7,287,625.97	E 3,011,963.47	10° 12' 26.31" (LT)	1,500.00	133.97	267.23	11+54.00	14+21.23	N 15° 22' 07.24" E	N 5° 09' 40.92" E
	PRNEBU82-2	19+39.05	N 7,288,275.12	E 3,012,022.11	10° 48' 13.26" (RT)	3,800.00	359.33	716.53	15+79.72	22+96.25	N 5° 09' 40.92" E	N 15° 57' 54.18" E
PRNXBU82 (40 MPH)	PRNXBU82-1	13+53.84	N 7,286,120.75	E 3,011,390.43	10° 38' 22.85" (RT)	3,800.00	353.84	705.65	10+00.00	17+05.65	N 15° 14' 45.94" E	N 25° 53' 08.79" E
	PRNXBU82-2	21+93.45	N 7,286,877.94	E 3,011,757.87	10° 31' 01.55" (LT)	5,300.00	487.80	972.86	17+05.65	26+78.51	N 25° 53' 08.79" E	N 15° 22' 07.24" E
PRSEBU82 (40 MPH)	PRSEBU82-1	13+43.58	N 7,286,143.72	E 3,011,359.38	10° 19' 57.86" (LT)	3,800.00	343.58	685.29	10+00.00	16+85.29	N 15° 14' 45.94" E	N 4° 54' 48.07" E
	PRSEBU82-2	21+70.21	N 7,286,969.18	E 3,011,430.34	10° 27' 19.16" (RT)	5,300.00	484.92	967.14	16+85.29	26+52.44	N 4° 54' 48.07" E	N 15° 22' 07.24" E
PRSXBU82 (40 MPH)	PRSXBU82-1	13+65.38	N 7,287,789.07	E 3,011,655.69	8° 42' 23.63" (RT)	3,000.00	228.38	455.87	11+37.00	15+92.88	N 15° 22' 07.24" E	N 24° 04' 30.87" E
	PRSXBU82-2	21+63.84	N 7,288,518.88	E 3,011,981.77	8° 42' 23.63" (LT)	3,800.00	289.28	577.44	18+74.57	24+52.01	N 24° 04' 30.87" E	N 15° 22' 07.24" E

SUPERELEVATION

BASELINE	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PEB82CLP (70 MPH)	1477+50.00	-2.00%	1479+81.00	-5.85%
	1507+43.00	-5.85%	1509+74.00	-2.00%
PWB82CLP (70 MPH)	1475+70.00	2.00%	1480+46.00	-5.92%
	1488+27.00	-5.92%	1488+50.00	-5.55%
PUS82BUS (WB) (60/30 MPH)	1081+45.00	-4.46%	1081+89.00	-5.06%
	1084+58.00	-5.06%	1090+70.00	2.00%
PUS82BUS (EB) (60/30 MPH)	1081+45.00	-4.46%	1081+75.00	-5.06%
	1085+40.00	-5.06%	1088+12.00	-2.00%
PRNEBU82 (40 MPH)	10+59.00	-2.00%	12+16.00	4.50%
	13+90.00	4.50%	15+47.00	-2.00%
PRSXBU82 (40 MPH)	10+50.00	2.00%	11+59.00	-2.50%
	15+71.00	-2.50%	16+80.00	2.00%

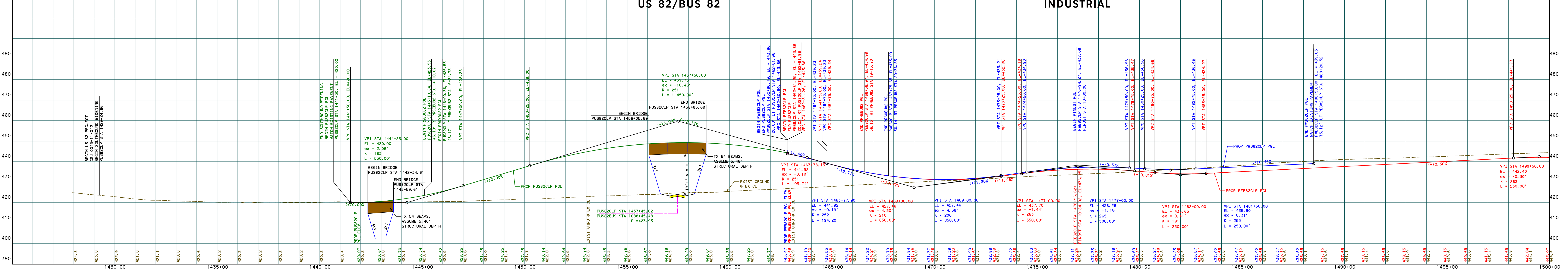
SUPERELEVATION SIGN CONVENTION

℄/PGL	
(-)	(+)
(+)	(-)

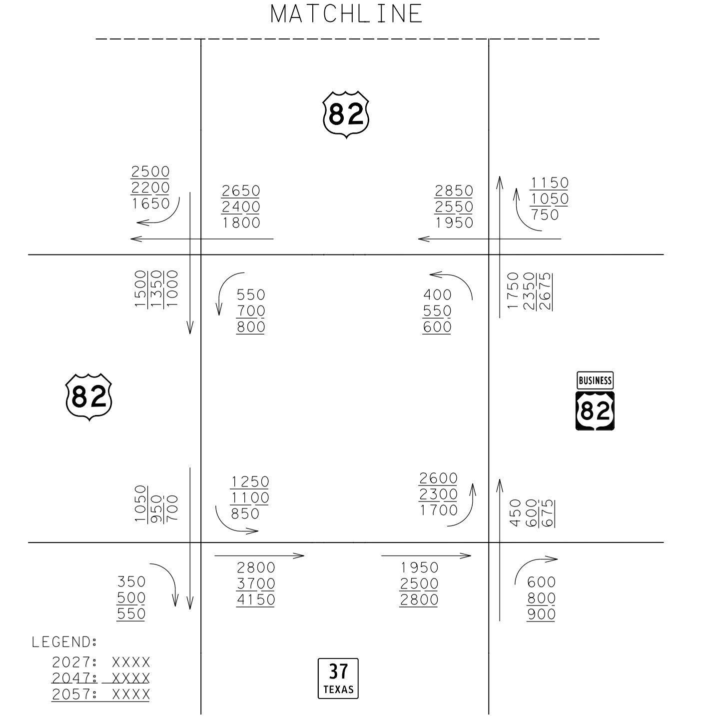
PARCEL DATA

MAP	OWNER	PROPERTY ADDRESS
R259	ALLEN LUMBER CO	TBD
R263	HINES G A JR	HWY 82 WEST
R267	SELLEK ROBERT WILLIAM AND WIFE,	2200 HWY 82 WEST
R268	TBD	TBD
R269	SELLEK ROBERT WILLIAM AND WIFE,	2200 HWY 82 WEST
R270	SELLEK ROBERT WILLIAM AND WIFE,	2200 HWY 82 WEST
R271	SELLEK ROBERT WILLIAM AND WIFE,	W MAIN
R272	SELLEK ROBERT WILLIAM AND WIFE,	W MAIN
R273	W R DIVERSIFIED HOLDINGS LP	TBD
R275	RED RIVER PROPERTIES	TBD
R276	WILLIAMS ROBERT B	HWY 37

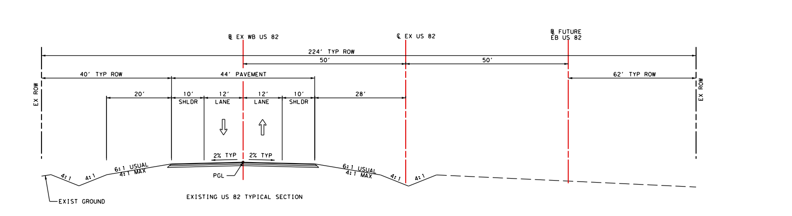
PUS82CLP - PROPOSED US82 CENTERLINE (70 MPH)
PEB82CLP - PROPOSED US82 EASTBOUND BASELINE (70 MPH)
PWB82CLP - PROPOSED US82 WESTBOUND BASELINE (70 MPH)



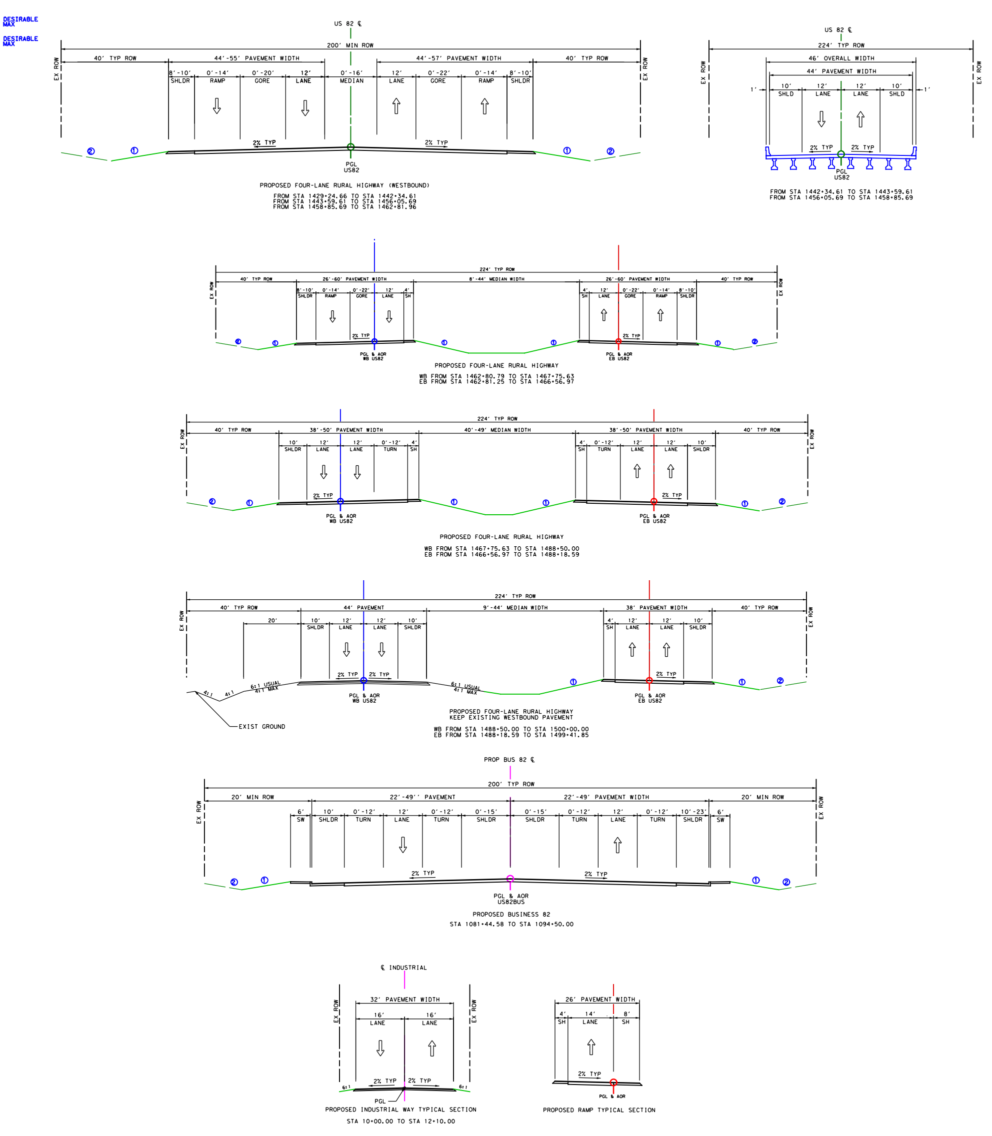
TRAFFIC DIAGRAM



EXISTING TYPICAL SECTIONS



PROPOSED TYPICAL SECTIONS



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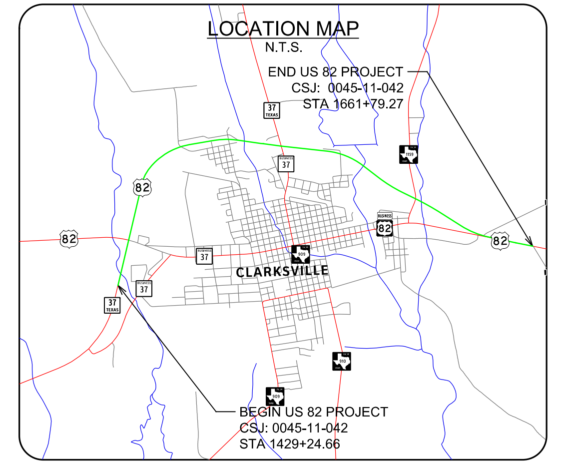

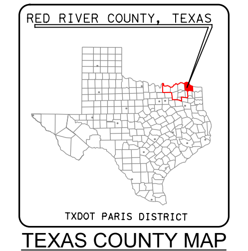

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