SCHEMATICS - SHEET 1 OF 2

CSJ: 0046-04-057

BOWIE COUNTY

US 82

FROM: FM 1840

TO: SH 98

LENGTH: 45,600 FT
8.636 MILES

SCALE: 1" = 100'

FUNCTIONAL CLASSIFICATION: ARTERIAL

TRAFFIC DATA: ADT (2015) 9,400

DESIGN SPEED : 40 MPH MIN FROM FM 1840 TO DEKALB CITY LIMITS (STA 661+65.45)
70 MPH MIN FROM DEKALB CITY LIMITS (STA 661+65.45) TO SH 98

DATE SUBMITTED : FEBRUARY 27, 2012

DATE APPROVED : ____________________

Not a Bidding Document

John B. Goodwin, P.E. ____ 63174 P.E. # ____ Date ____

H.W. Lochner, Inc. TX Firm Reg. No. 10488

REVISIONS

NO.	DATE	DESCRIPTION
1	11/14/2011	REVISED AS PER OCTOBER 17, 2011 TxDOT REVIEW
2	12/16/2011	REVISED AS PER DECEMBER 8, 2011 TxDOT REVIEW
3	02/27/2012	REVISED AS PER FEBRUARY 7, 2012 TxDOT REVIEW

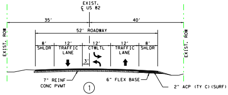
ULTIMATE LANE ASSIGNM
CONCRETE PAVEMENT LONGITU
LOCATIONS

DEKALB URBA
STA 622+00.00 TO
TRANSITION TO EB PASSING LANE SECTION STA 661+65.46 TO

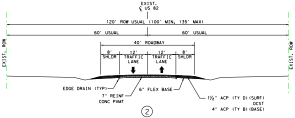
EB PASSING LAN
STA 666+70 TO
TRANSITION TO WB PASSING LANE SECTION STA 767+00 TO
STA 914+20 TO
TRANSITION TO WB PASSING LANE SECTION STA 977+00 TO

WB PASSING LAN
STA 784+30 TO
STA 994+30 TO
TRANSITION TO ADJACENT TxDOT 4-LANE SECTION STA 1055+00 TO

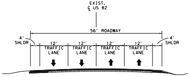
EXISTING TXDOT ROW
EXISTING TXDOT ROW


EXIST.
℄ US 82
35'
40'
EXIST. ROW
EXIST. ROW
52' ROADWAY
8'
SHLDR
12'
TRAFFIC LANE
12'
CTWLTL
3'
12'
TRAFFIC LANE
8'
SHLDR
7" REINF CONC PVMT
6" FLEX BASE
2" ACP (TY C)(SURF)

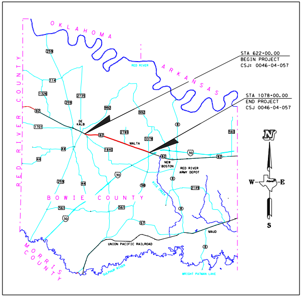
① US 82
EXISTING TYPICAL SECTION
DEKALB URBAN SECTION
STA 622+00.00 TO STA 627+83.56


EXIST.
℄ US 82
120' ROW USUAL (100' MIN, 135' MAX)
60' USUAL
60' USUAL
EXIST. ROW
EXIST. ROW
40' ROADWAY
8'
SHLDR
12'
TRAFFIC LANE
12'
TRAFFIC LANE
8'
SHLDR
EDGE DRAIN (TYP)
7" REINF CONC PVMT
6" FLEX BASE
1½" ACP (TY D)(SURF)
OCST
4" ACP (TY B)(BASE)

② US 82
EXISTING TYPICAL SECTION
RURAL SECTION
STA 627+83.56 TO STA 1078+00.00


EXIST.
℄ US 82
56' ROADWAY
4'
SHLDR
12'
TRAFFIC LANE
12'
TRAFFIC LANE
12'
TRAFFIC LANE
12'
TRAFFIC LANE
4'
SHLDR

③ US 82
ADJACENT TXDOT PROJECT TYPICAL SECTION
AT END OF PROJECT
STA 1078+00.00

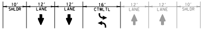

OKLAHOMA
ARKANSAS
RED RIVER
RED RIVER COUNTY
BOWIE COUNTY
MORRIS COUNTY
STA 622+00.00
BEGIN PROJECT
CSJ: 0046-04-057
STA 1078+00.00
END PROJECT
CSJ 0046-04-057
259
114
1326
2735
259
992
992
82
1701
DE KALB
82
2789
3378
MALTA
1840
44
44
8
560
30
82
82
NEW BOSTON
RED RIVER ARMY DEPOT
30
259
44
98
8
2149
RICE CREEK
561
561
30
67
8
MAUD
UNION PACIFIC RAILROAD
8
SULPHUR RIVER
WRIGHT PATMAN LAKE
N
W
E
S

PROJECT LOCATION MAP
SCALE: 1" = 3 MILES

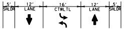
© 2012 Texas Department of Transportation

FILE: US82schem01.dgn
DATE: 2/22/2012 TIME: 2:05:07 PM
PROJECT DIRECTORY: I:\TYL\PRJ\00006170\01\Outgoing\TxDOT\2012-02-27 Project Schematic Resubmittal\US82schem01.dgn

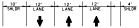
MENTS AND
UDINAL JOINT


10' SHLDR
12' LANE
12' LANE
16' CTWLTL
12' LANE
12' LANE
10' SHLDR

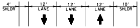
N SECTION
STA 661+65.46
STA 666+70.00

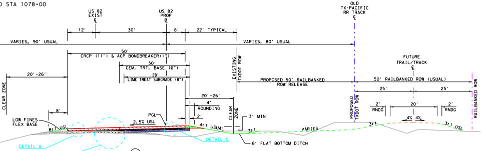

5' SHLDR
12' LANE
16' CTWLTL
12' LANE
5' SHLDR

E SECTION
STA 767+00
STA 784+30
STA 977+00
STA 994+30

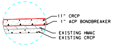

10' SHLDR
12' LANE
12' LANE
12' LANE
4' SHLDR

E SECTION
STA 885+80
STA 1055+00
D STA 1078+00

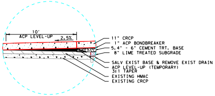

4' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR


US 82 EXIST ℄
US 82 PROP B℄
12'
30'
8'
22' TYPICAL
VARIES, 90' USUAL
VARIES, 80' USUAL
OLD TX-PACIFIC RR TRACK ℄
50'
CRCP (11") & ACP BONDBREAKER(1")
30'
CEM. TRT. BASE (6")
28'
LIME TREAT SUBGRADE (8")
20'-26'
CLEAR ZONE
8'
LOW FINES FLEX BASE
8:1 USL
PGL
2.5% USL
20'-26'
4' ROUNDING
2'
4:1 USUAL
CLEAR ZONE
3' MIN
3:1
6' FLAT BOTTOM DITCH
VARIES
EXISTING TXDOT ROW
PROPOSED 50' RAILBANKED ROW RELEASE
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
2' RNDG
20'
2' RNDG
4% 4%
3:1
3:1 USL
RAILBANKED ROW
DETAIL A
DETAIL B
DETAIL C

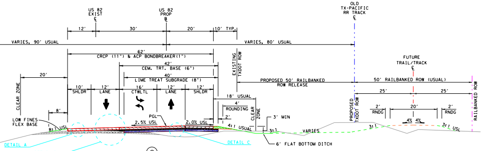
①
PROPOSED SECTION
US 82


11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

DETAIL A
(NOT TO SCALE)

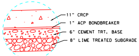

10'
ACP LEVEL-UP
2.5%
11" CRCP
1" ACP BONDBREAKER
5.4" - 6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE
SALV EXIST BASE & REMOVE EXIST DRAIN
ACP LEVEL-UP (TEMPORARY)
3:1 TAPER
EXISTING HMAC
EXISTING CRCP

DETAIL B
(NOT TO SCALE)


US 82 EXIST ℄
US 82 PROP B℄
12'
30'
20'
10' TYP.
VARIES, 90' USUAL
VARIES, 80' USUAL
OLD TX-PACIFIC RR TRACK ℄
62'
CRCP (11") & ACP BONDBREAKER(1")
42'
CEM. TRT. BASE (6")
40'
LIME TREAT SUBGRADE (8")
20'
CLEAR ZONE
10' SHLDR
12' LANE
16' CTWLTL
12' LANE
12' SHLDR
8'
LOW FINES FLEX BASE
8:1 USL
PGL
2.5% USL
2.0% USL
18' USUAL
4' ROUNDING
2'
4:1 USUAL
CLEAR ZONE
3' MIN
3:1
6' FLAT BOTTOM DITCH
VARIES
EXISTING TXDOT ROW
PROPOSED 50' RAILBANKED ROW RELEASE
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
2' RNDG
20'
2' RNDG
4% 4%
3:1
3:1 USL
RAILBANKED ROW
DETAIL A
DETAIL B
DETAIL C

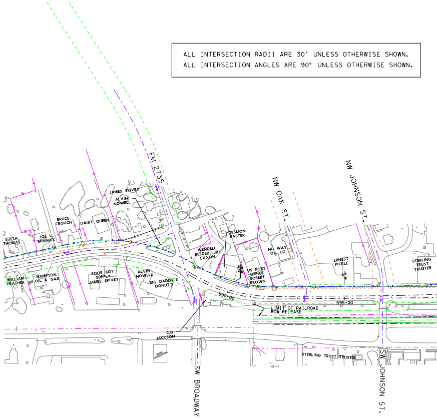
②
PROPOSED SECTION
US 82

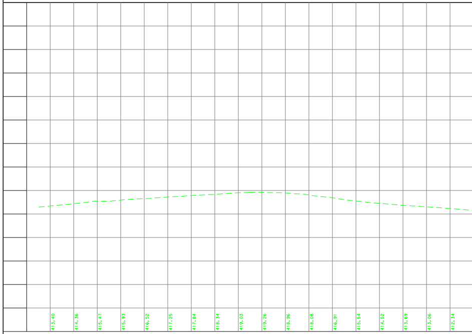
TRANSITION FROM WB PASSING LANE SECTION STA 885+80 TO STA 890+00
STA 890+00.00 TO STA 910+00.00
TRANSITION FROM STA 910+00 TO EB PASSING LANE SECTION STA 914+20

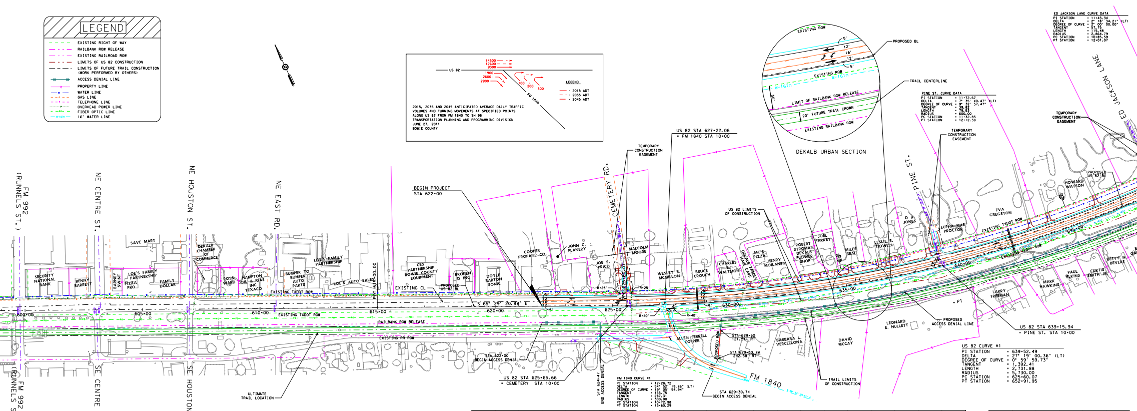

11" CRCP
1" ACP BONDBREAKER
6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE

DETAIL C
(NOT TO SCALE)

ALL INTERSECTION RADII ARE 30' UNLESS OTHERWISE SHOWN.
ALL INTERSECTION ANGLES ARE 90° UNLESS OTHERWISE SHOWN.


FM 2735
NW OAK ST.
NW JOHNSON ST.
SW BROADWAY
SW JOHNSON ST.
JAMES SPIVEY
ALVIN NOWELL
BRUCE CROUCH
DAIRY QUEEN
SIXTA THOMAS
JOE L. MINNICK
DESMON EASTER
WENDELL REEDER, JR. EXXON
NU WAY OIL CO
US POST OFFICE ROBERT BROWN
ERNEST PICKLE
STERLING TRUST TRUSTEE
WILLIAM PRATHER
HAMPTON OIL & GAS
POOR BOY SUPPLY JAMES SPIVEY
ALVIN NOWELL
BIG DADDY'S DONUT'S
C.D. JACKSON
590+00
595+00
LIMIT OF RAILROAD ROW RELEASE
STERLING TRUST TRUSTEE




FM 992 (RUNNELS ST.)
NE CENTRE ST.
NE HOUSTON ST.
NE EAST RD.
CEMETERY RD.
PINE ST.
ED JACKSON LANE
SE CENTRE ST.
SE HOUSTON ST.
FM 1840
US 82
SECURITY NATIONAL BANK
BENNY BARRETT
BARNEY SWINT
LOE'S FAMILY PARTNERSHIP
PIZZA PRO
FAMILY DOLLAR
SAVE MART
DEKALB CHAMBER OF COMMERCE
ROSS WARD
HAMPTON OIL & GAS INC TEXACO
BUMPER TO BUMPER AUTO PARTS
LOE'S FAMILY PARTNERSHIP
LOE'S AUTO SALES
CBS PARTNERSHIP BOWIE COUNTY EQUIPMENT
BROKEN D INC
DOYLE BARTON SONIC
COOPER PROPANE CO.
JOHN C. FLANERY
JOE S. PRICE
MALCOLM MOORE
WESLEY B. MCMILLON
BRUCE CROUCH
CHARLES E. WALTMON
DEKALB FAMILY HAIR CARE
MC'S PIZZA
HENRY MOILANEN
ROBERT STROMAN DEKALB FLOWER SHOP
JOEL HARKEY
MILES BEAL
LESLIE E. TIDWELL
D B JONES
EUPHA MAE PROCTOR
EVA GREGSTON
HOWARD WATSON
PAUL ELKINS
CURTIS SMITH JR.
BETTY N. BEVERS
MARK HAWKINS
LARRY FREEMAN
LEONARD E. HULLETT
DAVID MCCAY
BARBARA L. VERCELLONA
ALLEN JERRELL COPPER
BEGIN PROJECT STA 622+00
EXISTING CL
PROPOSED US 82 BL
S 65° 29' 20.98" E
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
STA 622+00 BEGIN ACCESS DENIAL
US 82 STA 625+65.66 = CEMETERY STA 10+00
ULTIMATE TRAIL LOCATION
STA 624+47 END ACCESS DENIAL
TEMPORARY CONSTRUCTION EASEMENT
US 82 STA 627+22.06 = FM 1840 STA 10+00
US 82 LIMITS OF CONSTRUCTION
STA 629+50 121.51' RT
STA 629+30.74 242.58' RT
STA 629+30.74 BEGIN ACCESS DENIAL
PROPOSED ROW
TRAIL LIMITS OF CONSTRUCTION
PROPOSED ACCESS DENIAL LINE
US 82 STA 639+15.94 = PINE ST. STA 10+00
PROPOSED US 82 BL
EXISTING TXDOT ROW
PI
R=25'
R=40'
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00
US 82 (HOUSTON ST.)
PROPOSED BL
TRAIL CENTERLINE
EXISTING ROW
5'
12'
16'
12'
5'
W-16in
LIMIT OF RAILBANK ROW RELEASE
50'
20' FUTURE TRAIL CROWN
EXISTING RAILBANK ROW
DEKALB URBAN SECTION
14300
12600
9300
1900
2600
2900
100
200
300
FM 1840

LEGEND

— — — —	EXISTING RIGHT OF WAY
— - - —	RAILBANK ROW RELEASE
— - - —	EXISTING RAILROAD ROW
— - - —	LIMITS OF US 82 CONSTRUCTION
— — — -	LIMITS OF FUTURE TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
—‖‖——‖‖—	ACCESS DENIAL LINE
——P——	PROPERTY LINE
——W——	WATER LINE
— —G— —	GAS LINE
— —T— —	TELEPHONE LINE
------P-----	OVERHEAD POWER LINE
— —FO— —	FIBER OPTIC LINE
——W-16in——	16" WATER LINE

US 82

2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG US 82 FROM FM 1840 TO SH 98
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JUNE 27, 2011
BOWIE COUNTY

LEGEND

- —— - 2015 ADT
- — - - 2035 ADT
- —— - 2045 ADT

ED JACKSON LANE CURVE DATA

PI STATION = 11+43.34
DELTA = 2° 18' 34.21" (LT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 57.75
LENGTH = 115.48
RADIUS = 2,864.79
PC STATION = 10+85.59
PT STATION = 12+01.07

PINE ST. CURVE DATA

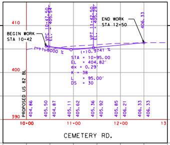
PI STATION = 11+72.67
DELTA = 7° 35' 40.47" (LT)
DEGREE OF CURVE = 9° 32' 57.47"
TANGENT = 39.82
LENGTH = 79.53
RADIUS = 600.00
PC STATION = 11+32.85
PT STATION = 12+12.38

US 82 CURVE #1

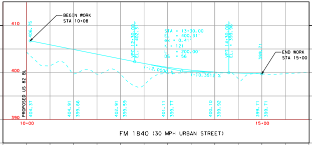
PI STATION = 639+52.49
DELTA = 27° 19' 00.36" (LT)
DEGREE OF CURVE = 0° 59' 59.73"
TANGENT = 1,392.41
LENGTH = 2,731.88
RADIUS = 5,730.00
PC STATION = 625+60.07
PT STATION = 652+91.95

FM 1840 CURVE #1

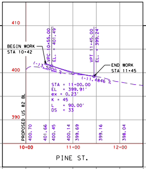
PI STATION = 12+28.72
DELTA = 54° 52' 19.86" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 155.75
LENGTH = 287.31
RADIUS = 300.00
PC STATION = 10+72.98
PT STATION = 13+60.29



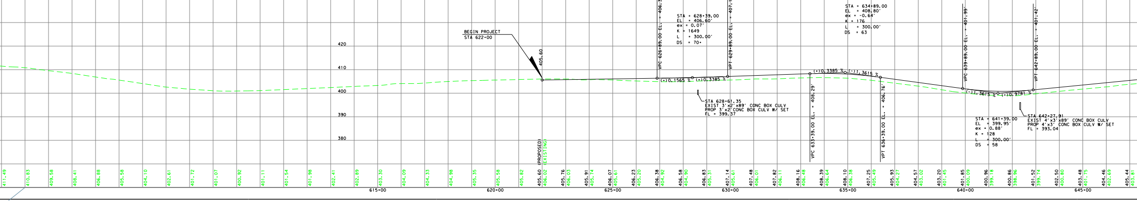
CEMETERY RD.

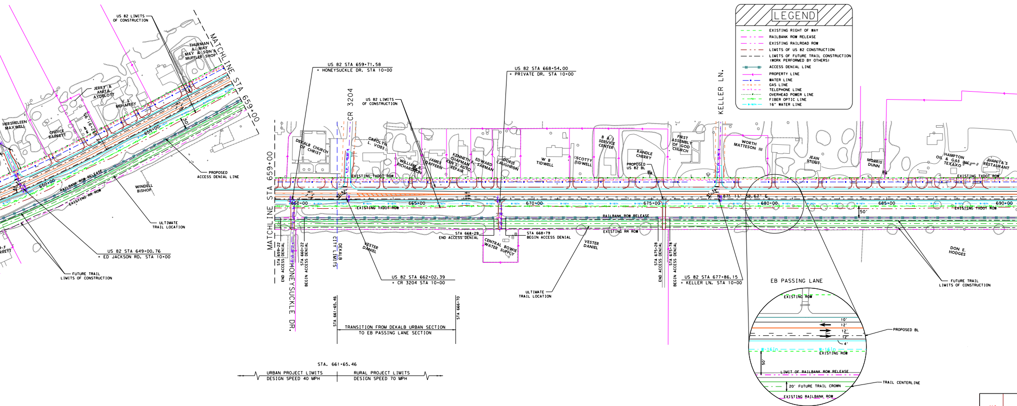


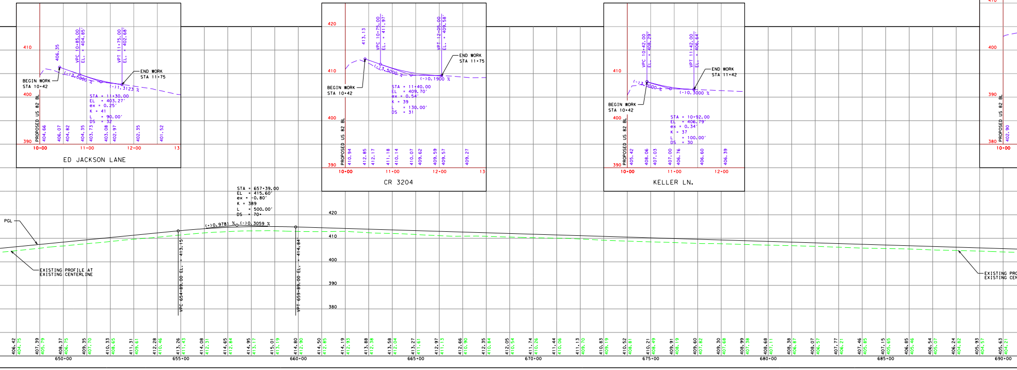
FM 1840 (30 MPH URBAN STREET)



PINE ST.

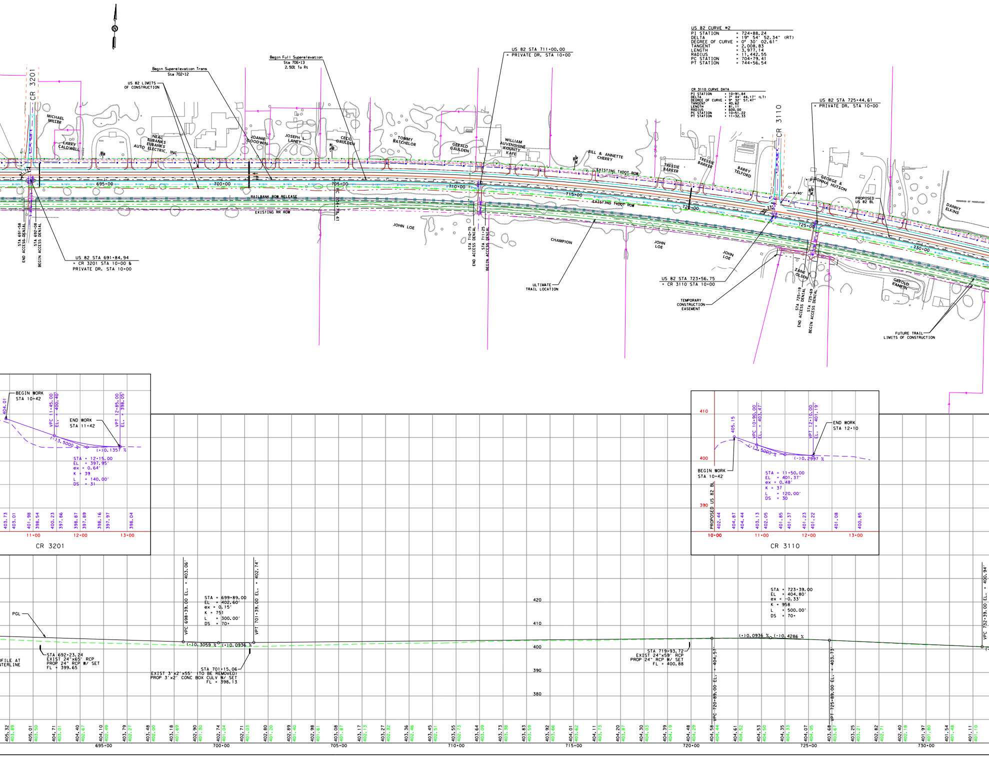


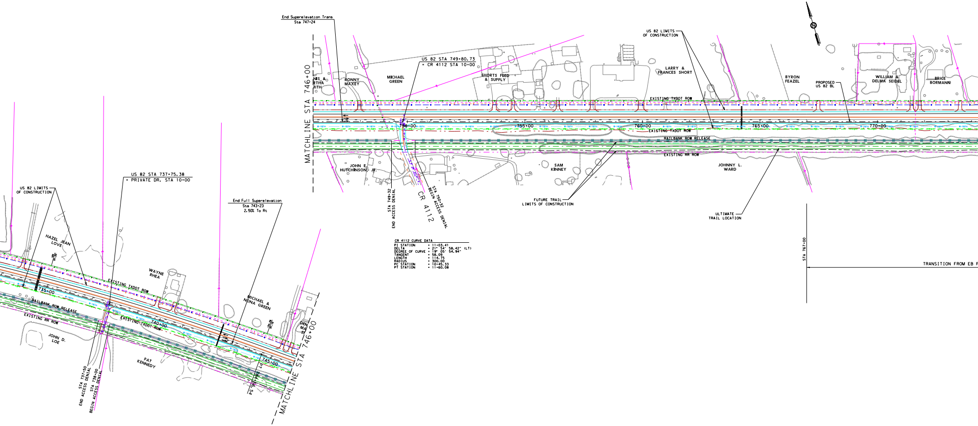

LEGEND
EXISTING RIGHT OF WAY
RAILBANK ROW RELEASE
EXISTING RAILROAD ROW
LIMITS OF US 82 CONSTRUCTION
LIMITS OF FUTURE TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
ACCESS DENIAL LINE
PROPERTY LINE
WATER LINE
GAS LINE
TELEPHONE LINE
OVERHEAD POWER LINE
FIBER OPTIC LINE
16" WATER LINE
MATCHLINE STA 659+00
US 82 LIMITS OF CONSTRUCTION
THURMAN A. MAY
MAY & SON'S MUFFLER SHOP
JERRY & ANITA AYDELOTT
MEHAFFEY
HERSHELEEN MAXWELL
CHOICE BARRETT
655+00
650+00
RAILBANK ROW RELEASE
EXISTING RR ROW
WINDELL BISHOP
PROPOSED ACCESS DENIAL LINE
ULTIMATE TRAIL LOCATION
US 82 STA 649+00.76 = ED JACKSON RD. STA 10+00
FUTURE TRAIL LIMITS OF CONSTRUCTION
US 82 STA 659+71.58 = HONEYSUCKLE DR. STA 10+00
CR 3204
US 82 LIMITS OF CONSTRUCTION
US 82 STA 668+54.00 = PRIVATE DR. STA 10+00
KELLER LN.
MATCHLINE STA 659+00
DEKALB CHURCH OF CHRIST
CAROLYN L. VOSS
WILLIAM RICHARDSON
JAMES GAFFERN
KENNETH CHAPMAN KEN'S AUTO REPAIR
EDWARD SARMAN
DORIS CAUGHRON
W B TIDWELL
SCOTTY TIDWELL
B & B SERVICE CENTER
RANDLE CHERRY
PROPOSED US 82 BL
FIRST ASSEMBLY OF GOD CHURCH
WORTH MATTESON III
JEAN STOUT
MORRIS DUNN
HAMPTON OIL & GAS INC TEXACO
JUANITA'S RESTAURANT
EXISTING TXDOT ROW
660+00
665+00
670+00
675+00
680+00
685+00
690+00
N 87° 11' 38.62" E
50'
RAILBANK ROW RELEASE
EXISTING RR ROW
STA 668+29 END ACCESS DENIAL
STA 668+79 BEGIN ACCESS DENIAL
CENTRAL BOWIE WATER SUPPLY
VESTER DANIEL
VESTER DANIEL
STA 659+22 END ACCESS DENIAL
HONEYSUCKLE DR.
STA 660+22 BEGIN ACCESS DENIAL
DEKALB CITY LIMITS
US 82 STA 662+02.39 = CR 3204 STA 10+00
STA 675+28 END ACCESS DENIAL
STA 675+78 BEGIN ACCESS DENIAL
US 82 STA 677+86.15 = KELLER LN. STA 10+00
ULTIMATE TRAIL LOCATION
DON E HODGES
FUTURE TRAIL LIMITS OF CONSTRUCTION
STA 661+65.46
STA 666+70
TRANSITION FROM DEKALB URBAN SECTION TO EB PASSING LANE SECTION
STA. 661+65.46
URBAN PROJECT LIMITS DESIGN SPEED 40 MPH
RURAL PROJECT LIMITS DESIGN SPEED 70 MPH
EB PASSING LANE
EXISTING ROW
10'
12'
12'
12'
4'
PROPOSED BL
EXISTING ROW
50'
LIMIT OF RAILBANK ROW RELEASE
20' FUTURE TRAIL CROWN
TRAIL CENTERLINE
EXISTING RAILBANK ROW



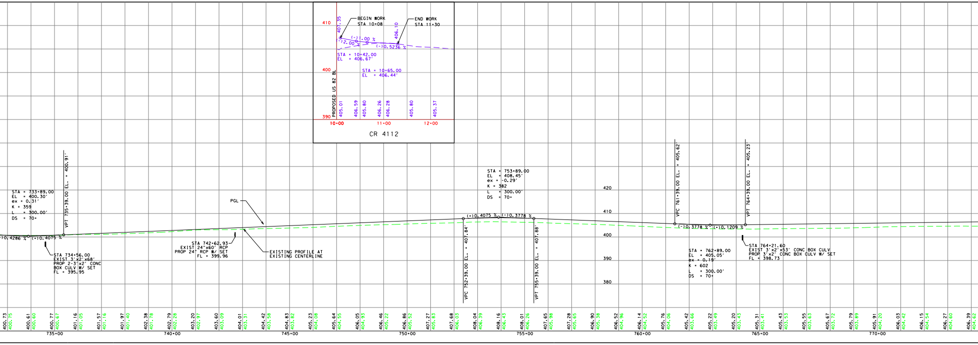
US 82 CURVE #2
PI STATION = 724+88.24
DELTA = 19° 54' 52.34" (RT)
DEGREE OF CURVE = 0° 30' 02.61"
TANGENT = 2,008.83
LENGTH = 3,977.14
RADIUS = 11,442.55
PC STATION = 704+79.41
PT STATION = 744+56.54

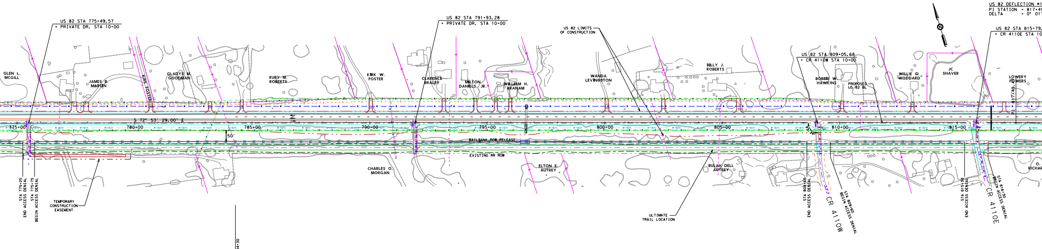
CR 3110 CURVE DATA
PI STATION = 10+91.84
DELTA = 7° 44' 44.17" (LT)
DEGREE OF CURVE = 9° 32' 57.47"
TANGENT = 40.62
LENGTH = 81.11
RADIUS = 600.00
PC STATION = 10+51.22
PT STATION = 11+32.33


CR 3201
Begin Superelevation Trans
Sta 702+12
US 82 LIMITS OF CONSTRUCTION
Begin Full Superelevation
Sta 706+13
2.50% To Rt
US 82 STA 711+00.00
= PRIVATE DR. STA 10+00
US 82 STA 725+44.61
= PRIVATE DR. STA 10+00
CR 3110
MICHAEL MILLER
LARRY CALDWELL
NEAL EUBANKS
EUBANKS AUTO ELECTRIC, INC
JOANIE GOODWIN
JOSEPH LANEY
CECIL GAULDEN
TOMMY BATCHELOR
GERALD GAULDEN
WILLIAM AUVENSHINE
KOUNTY KAFE
BILL & ANNETTE CHERRY
TRESSIE BARKER
BARRY TELFORD
GEORGE & DONNA HUTSON
DANNY ELKINS
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
PC 704+79.41
JOHN LOE
CHAMPION
ZANE OLSEN
GEROLD RANKIN
PROPOSED US 82 BL
R=40'
STA 691+58 END ACCESS DENIAL
STA 692+08 BEGIN ACCESS DENIAL
US 82 STA 691+84.94
= CR 3201 STA 10+00 &
PRIVATE DR. STA 10+00
STA 710+75 END ACCESS DENIAL
STA 711+25 BEGIN ACCESS DENIAL
ULTIMATE TRAIL LOCATION
US 82 STA 723+56.75
= CR 3110 STA 10+00
TEMPORARY CONSTRUCTION EASEMENT
STA 725+19 END ACCESS DENIAL
STA 725+69 BEGIN ACCESS DENIAL
FUTURE TRAIL LIMITS OF CONSTRUCTION
BEGIN WORK
STA 10+42
404.01
VPC 11+45.00 EL. = 400.40
END WORK
STA 11+42
VPT 12+85.00 EL. = 398.05
(-)3.5000 %
(+)0.1357 %
STA = 12+15.00
EL = 397.95'
ex = 0.64'
K = 39
L = 140.00'
DS = 31
403.73 403.01 401.98 398.54 400.23 397.86 398.87 397.89 398.16 397.97 398.04
11+00
12+00
13+00
CR 3201
410
400
390
405.15
VPC 10+90.00 EL. = 403.47'
VPT 12+10.00 EL. = 401.19'
END WORK
STA 12+10
BEGIN WORK
STA 10+42
(-)3.5000 %
(-)0.2997 %
STA = 11+50.00
EL = 401.37'
ex = 0.48'
K = 37
L = 120.00'
DS = 30
PROPOSED US 82 BL
402.44 404.87 404.44 403.13 402.05 401.85 401.37 401.23 401.22 401.08 400.85
10+00
11+00
12+00
13+00
CR 3110
VPC 698+39.00 EL. = 403.06'
VPT 701+39.00 EL. = 402.74'
STA = 699+89.00
EL = 402.60'
ex = 0.15'
K = 751
L = 300.00'
DS = 70+
(-)0.3059 %
(+)0.0936 %
PGL
PROFILE AT CENTERLINE
STA 692+23.24
EXIST 24"x65' RCP
PROP 24" RCP W/ SET
FL = 399.65
STA 701+15.06
EXIST 3'x2'x55' (TO BE REMOVED)
PROP 3'x2' CONC BOX CULV W/ SET
FL = 398.13
420
410
400
390
380
STA = 723+39.00
EL = 404.80'
ex = -0.33'
K = 958
L = 500.00'
DS = 70+
(+)0.0936 %
(-)0.4286 %
STA 719+93.72
EXIST 24"x59' RCP
PROP 24" RCP W/ SET
FL = 400.88
VPC 720+89.00 EL. = 404.57'
VPT 725+89.00 EL. = 403.73'
VPC 732+39.00 EL. = 400.94'
405.32 403.89 405.01 403.50 404.71 403.01 404.40 402.67 404.10 402.49 403.79 402.27 403.48 402.00 403.18 401.69 402.90 401.30 402.74 401.04 402.71 401.03 402.80 401.20 402.89 401.40 402.98 401.61 403.08 401.87 403.17 402.13 403.27 402.32 403.36 402.46 403.45 402.51 403.55 402.73 403.64 403.09 403.73 403.38 403.83 403.59 403.92 403.66 404.01 403.62 404.11 403.73 404.20 403.87 404.30 404.03 404.39 404.19 404.48 404.29 404.58 404.44 404.61 404.52 404.53 404.50 404.35 404.33 404.07 404.06 403.68 403.67 403.25 403.21 402.82 402.71 402.40 402.18 401.97 401.80 401.54 401.48 401.11 401.10
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00


End Superelevation Trans
Sta 747+24
US 82 STA 749+80.73
= CR 4112 STA 10+00
US 82 LIMITS
OF CONSTRUCTION
MATCHLINE STA 746+00
NIS &
RTHA
ITH
RONNY
MAXEY
MICHAEL
GREEN
SHORTS FEED
& SUPPLY
LARRY &
FRANCES SHORT
BYRON
FEAZEL
PROPOSED
US 82 BL
WILLIAM &
DELMA SEIDEL
BRICE
BORMANN
EXISTING TXDOT ROW
750+00
755+00
760+00
765+00
770+00
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
JOHN E.
HUTCHINSON, JR.
SAM
KINNEY
JOHNNY L.
WARD
STA 749+32
END ACCESS DENIAL
CR 4112
STA 750+32
BEGIN ACCESS DENIAL
FUTURE TRAIL
LIMITS OF CONSTRUCTION
ULTIMATE
TRAIL LOCATION
STA 767+00
TRANSITION FROM EB F
US 82 STA 737+75.38
= PRIVATE DR. STA 10+00
US 82 LIMITS
OF CONSTRUCTION
End Full Superelevation
Sta 743+23
2.50% To Rt
HAZEL JEAN
LOVE
WAYNE
RHEA
EXISTING TXDOT ROW
735+00
RAILBANK ROW RELEASE
EXISTING RR ROW
EXISTING TXDOT ROW
740+00
MICHAEL &
NONA GREEN
DEN
MA
SI
745+00
MATCHLINE STA 746+00
JOHN D.
LOE
PAT
KENNEDY
STA 737+50
END ACCESS DENIAL
STA 738+00
BEGIN ACCESS DENIAL
PT 744+56.54

CR 4112 CURVE DATA
PI STATION = 11+03.41
DELTA = 21° 54' 58.42" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 58.09
LENGTH = 114.75
RADIUS = 300.00
PC STATION = 10+45.33
PT STATION = 11+60.08




US 82 STA 775+49.57
= PRIVATE DR. STA 10+00
US 82 STA 791+93.28
= PRIVATE DR. STA 10+00
US 82 LIMITS OF CONSTRUCTION
US 82 STA 809+05.68
= CR 4110W STA 10+00
US 82 DEFLECTION #1
PI STATION = 817+49
DELTA = 0° 01'
US 82 STA 815+79.
= CR 4110E STA 10
N
GLEN L. MCGILL
JAMES B. MARTIN
KIRK FOSTER
GLADYS M. GOODMAN
RUBY M. ROBERTS
KIRK W. FOSTER
CLARENCE BRALEY
MILTON DANIELS, JR.
WILLIAM H. BRANAM
WANDA LEVINGSTON
BILLY J. ROBERTS
BOBBIE W. HAWKINS
PROPOSED US 82 BL
WILLIE G. WOODARD
JC SHAVER
LOWERY POWERS
CHARLES O. MORGAN
ELTON E. AUTREY
BULAH DELL AUTREY
O. RICHAR
S 72° 53' 29.00" E
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00
50'
RAILBANK ROW RELEASE
EXISTING RR ROW
STA 775+25 END ACCESS DENIAL
STA 775+75 BEGIN ACCESS DENIAL
TEMPORARY CONSTRUCTION EASEMENT
ULTIMATE TRAIL LOCATION
STA 808+60 END ACCESS DENIAL
STA 809+60 BEGIN ACCESS DENIAL
CR 4110W
STA 815+30 END ACCESS DENIAL
STA 816+30 BEGIN ACCESS DENIAL
CR 4110E
PI 817+49.
STA 784+30
PASSING LANE SECTION TO WB PASSING SECTION

CR 4110W CURVE DATA

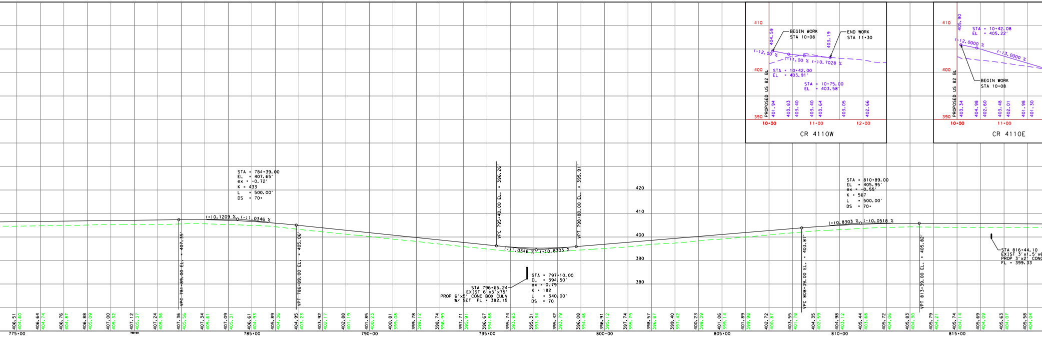
PI STATION = 12+24.02
DELTA = 16° 29' 50.03" (LT)
DEGREE OF CURVE = 11° 27' 32.96"
TANGENT = 72.48
LENGTH = 143.97
RADIUS = 500.00
PC STATION = 11+51.54
PT STATION = 12+95.50

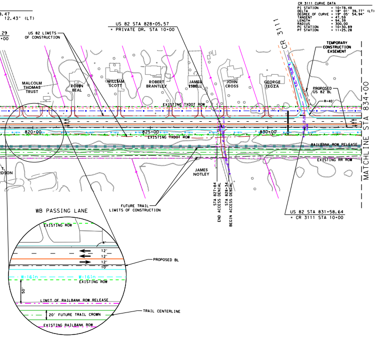
CR 4110E CURVE DATA

PI STATION = 10+82.15
DELTA = 12° 39' 09.43" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 33.26
LENGTH = 66.25
RADIUS = 300.00
PC STATION = 10+48.89
PT STATION = 11+15.14

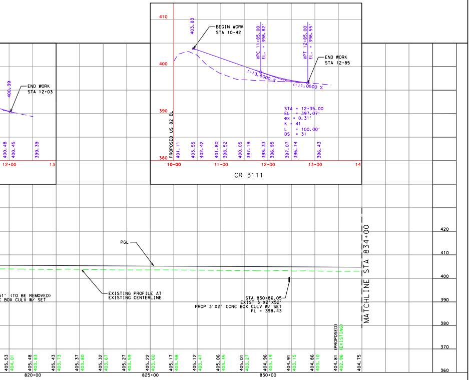
LEGEND

– – –	EXISTING RIGHT OF WAY
– · – ·	RAILBANK ROW RELEASE
– · · –	EXISTING RAILROAD ROW
– · – ·	LIMITS OF US 82 CONSTRUCTION
— · —	LIMITS OF FUTURE TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
–╫–╫–	ACCESS DENIAL LINE
–◆–	PROPERTY LINE
– ■ –	WATER LINE
– G –	GAS LINE
– T –	TELEPHONE LINE
······	OVERHEAD POWER LINE
– FO –	FIBER OPTIC LINE
– 16"W –	16" WATER LINE

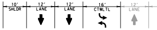

410
400
390
PROPOSED US 82 BL
404.59
403.19
BEGIN WORK
STA 10+08
END WORK
STA 11+30
(-)2.00 %
(-)1.00 %
(-)0.7028 %
STA = 10+42.00
EL = 403.91'
STA = 10+75.00
EL = 403.58'
401.94
403.83
403.40
403.40
403.64
403.05
402.66
10+00
11+00
12+00
CR 4110W
405.90
STA = 10+42.08
EL = 405.22'
(-)2.0000 %
(-)3.0000 %
BEGIN WORK
STA 10+08
403.34
404.98
402.60
403.48
402.01
401.98
401.30
10+00
11+00
CR 4110E
STA = 784+39.00
EL = 407.65'
ex = -0.72'
K = 433
L = 500.00'
DS = 70+
(+)0.1209 %
(-)1.0346 %
VPC 781+89.00 EL. = 407.35'
VPT 786+89.00 EL. = 405.06'
VPC 795+40.00 EL. = 396.26'
VPT 798+80.00 EL. = 395.91'
(-)1.0346 %
(+)0.8303 %
STA = 797+10.00
EL = 394.50'
ex = 0.79'
K = 182
L = 340.00'
DS = 70
STA 796+65.24
EXIST 6'x5'x75'
PROP 6'x5' CONC BOX CULV
W/ SET FL = 382.15
420
410
400
390
380
STA = 810+89.00
EL = 405.95'
ex = -0.55'
K = 567
L = 500.00'
DS = 70+
(+)0.8303 %
(-)0.0518 %
VPC 808+39.00 EL. = 403.87'
VPT 813+39.00 EL. = 405.82'
STA 816+44.10
EXIST 3'x1.5'x6
PROP 3'x2' CONC
FL = 399.33
406.51 404.60
406.64 404.74
406.76 404.87
406.88 405.09
407.00 405.32
407.12 405.37
407.24 405.36
407.36 405.56
407.34 405.61
407.09 405.31
406.61 404.93
405.89 404.36
404.95 403.23
403.92 402.17
402.88 401.19
401.85 400.23
400.81 399.08
399.78 398.12
398.74 396.99
397.71 395.91
396.67 394.88
395.74 393.83
395.31 393.34
395.42 393.79
396.08 394.46
396.91 395.12
397.74 395.79
398.57 396.87
399.40 397.42
400.23 398.39
401.06 399.14
401.89 399.98
402.72 400.87
403.55 401.78
404.35 402.59
404.98 403.12
405.44 403.68
405.72 404.06
405.83 404.30
405.79 404.21
405.74 404.14
405.69 404.09
405.63 404.07
405.58 404.04
775+00
780+00
785+00
790+00
795+00
800+00
805+00
810+00
815+00


CR 3111 CURVE DATA
PI STATION = 10+78.48
DELTA = 18° 01' 39.77" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 47.59
LENGTH = 94.39
RADIUS = 300.00
PC STATION = 10+30.89
PT STATION = 11+25.28
.47
12.43" (LT)
.29
+00
US 82 LIMITS OF CONSTRUCTION
US 82 STA 828+05.57
= PRIVATE DR. STA 10+00
CR 3111
TEMPORARY CONSTRUCTION EASEMENT
MALCOLM THOMAS TRUST
ROBIN BEAL
WILLIAM SCOTT
ROBERT BRANTLEY
JAMES ISBELL
JOHN CROSS
GEORGE TEGZA
PROPOSED US 82 BL
R=40'
EXISTING TXDOT ROW
820+00
825+00
830+00
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
MATCHLINE STA 834+00
RDSON
JAMES NOTLEY
STA 827+84 END ACCESS DENIAL
STA 828+34 BEGIN ACCESS DENIAL
FUTURE TRAIL LIMITS OF CONSTRUCTION
US 82 STA 831+58.64
= CR 3111 STA 10+00
WB PASSING LANE
EXISTING ROW
4'
12'
12'
12'
10'
PROPOSED BL
W-16in
W-16in
EXISTING ROW
50'
LIMIT OF RAILBANK ROW RELEASE
20' FUTURE TRAIL CROWN
TRAIL CENTERLINE
EXISTING RAILBANK ROW

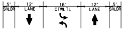
SCHEMATICS - SHEET 1 OF 2



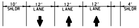
ULTIMATE LANE ASSIGNMENTS AND CONCRETE PAVEMENT LONGITUDINAL JOINT LOCATIONS


10' SHLDR
12' LANE
12' LANE
16' CTWLTL
12' LANE

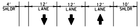
DEKALB URBAN SECTION
STA 622+00.00 TO STA 661+65.46
TRANSITION TO EB PASSING LANE SECTION STA 661+65.46 TO STA 666+70.00

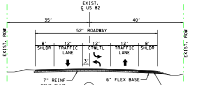

5' SHLDR
12' LANE
16' CTWLTL
12' LANE
5' SHLDR

EB PASSING LANE SECTION
STA 666+70 TO STA 767+00
TRANSITION TO WB PASSING LANE SECTION STA 767+00 TO STA 784+30
STA 914+20 TO STA 977+00
TRANSITION TO WB PASSING LANE SECTION STA 977+00 TO STA 994+30

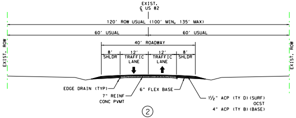

10' SHLDR
12' LANE
12' LANE
12' LANE
4' SHLDR

WB PASSING LANE SECTION
STA 784+30 TO STA 885+80
STA 994+30 TO STA 1055+00
TRANSITION TO ADJACENT TxDOT 4-LANE SECTION STA 1055+00 TO STA 1078+00

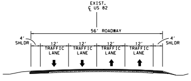

4' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR


EXIST. ℄ US 82
35'
40'
52' ROADWAY
8' SHLDR
12' TRAFFIC LANE
12' CTWLTL
3'
12' TRAFFIC LANE
8' SHLDR
EXIST. ROW
EXIST. ROW
7" REINF CONC PVMT
6" FLEX BASE
2" ACP (TY C)(SURF)

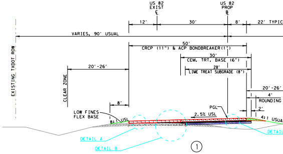
①
US 82
EXISTING TYPICAL SECTION
DEKALB URBAN SECTION
STA 622+00.00 TO STA 627+83.56


EXIST. ℄ US 82
120' ROW USUAL (100' MIN, 135' MAX)
60' USUAL
60' USUAL
40' ROADWAY
8' SHLDR
12' TRAFFIC LANE
12' TRAFFIC LANE
8' SHLDR
EXIST. ROW
EXIST. ROW
EDGE DRAIN (TYP)
7" REINF CONC PVMT
6" FLEX BASE
1½" ACP (TY D)(SURF)
OCST
4" ACP (TY B)(BASE)

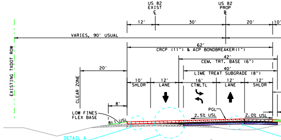
②
US 82
EXISTING TYPICAL SECTION
RURAL SECTION
STA 627+83.56 TO STA 1078+00.00


EXIST. ℄ US 82
56' ROADWAY
4' SHLDR
12' TRAFFIC LANE
12' TRAFFIC LANE
12' TRAFFIC LANE
12' TRAFFIC LANE
4' SHLDR

③
US 82
ADJACENT TXDOT PROJECT TYPICAL SECTION
AT END OF PROJECT
STA 1078+00.00

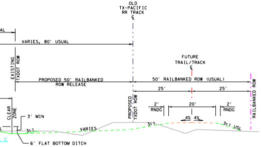

US 82 EXIST ℄
US 82 PROP ℄
12'
30'
8'
22' TYPIC
VARIES, 90' USUAL
50'
CRCP (11") & ACP BONDBREAKER(1")
30'
CEM. TRT. BASE (6")
28'
LIME TREAT SUBGRADE (8")
EXISTING TXDOT ROW
CLEAR ZONE
20'-26'
20'-26'
4'
ROUNDING
2'
8'
LOW FINES FLEX BASE
8:1 USL
PGL
2.5% USL
4:1 USUA
DETAIL A
DETAIL B
DETAIL

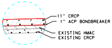
①
PROPOSED SECTION
US 82


US 82 EXIST ℄
US 82 PROP ℄
12'
30'
20'
10'
VARIES, 90' USUAL
62'
CRCP (11") & ACP BONDBREAKER(1")
42'
CEM. TRT. BASE (6")
40'
LIME TREAT SUBGRADE (8")
20'
10' SHLDR
12' LANE
16' CTWLTL
12' LANE
12' SHLDR
EXISTING TXDOT ROW
CLEAR ZONE
8'
LOW FINES FLEX BASE
8:1 USL
PGL
2.5% USL
2.0% USL
DETAIL A
DETAIL B

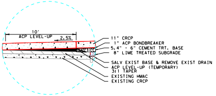
②
PROPOSED SECTION
US 82
TRANSITION FROM WB PASSING LANE SECTION STA 885+80
STA 890+00.00 TO STA 910+00.00
TRANSITION FROM STA 910+00 TO EB PASSING LANE SECTI

12'
LANE
10'
SHLDR

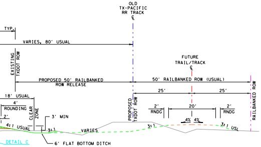

OLD
TX-PACIFIC
RR TRACK
℄
AL
VARIES, 80' USUAL
EXISTING
TXDOT ROW
FUTURE
TRAIL/TRACK
℄
PROPOSED 50' RAILBANKED
ROW RELEASE
50' RAILBANKED ROW (USUAL)
25'
25'
RAILBANKED ROW
PROPOSED
TXDOT ROW
2'
RNDG
20'
2'
RNDG
CLEAR
ZONE
3' MIN
4%
4%
3:1
VARIES
3:1
3:1 USL
C
6' FLAT BOTTOM DITCH

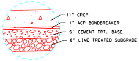

11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

DETAIL A
(NOT TO SCALE)


10'
ACP LEVEL-UP
2.5%
11" CRCP
1" ACP BONDBREAKER
5.4" - 6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE
SALV EXIST BASE & REMOVE EXIST DRAIN
ACP LEVEL-UP (TEMPORARY)
3:1 TAPER
EXISTING HMAC
EXISTING CRCP

DETAIL B
(NOT TO SCALE)


OLD
TX-PACIFIC
RR TRACK
℄
TYP.
VARIES, 80' USUAL
EXISTING
TXDOT ROW
FUTURE
TRAIL/TRACK
℄
PROPOSED 50' RAILBANKED
ROW RELEASE
50' RAILBANKED ROW (USUAL)
18' USUAL
4'
ROUNDING
2'
CLEAR
ZONE
25'
25'
RAILBANKED ROW
PROPOSED
TXDOT ROW
2'
RNDG
20'
2'
RNDG
3' MIN
4%
4%
4:1 USUAL
3:1
VARIES
3:1
3:1 USL
DETAIL C
6' FLAT BOTTOM DITCH


11" CRCP
1" ACP BONDBREAKER
6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE

DETAIL C
(NOT TO SCALE)

TO STA 890+00

ION STA 914+20

SCHEMATICS - SHEET 1 OF 2

CSJ: 0046-04-057

BOWIE COUNTY

US 82

FROM: FM 1840

TO: SH 98

LENGTH: 45,600 FT
8.636 MILES

SCALE: 1" = 100'

FUNCTIONAL
CLASSIFICATION: ARTERIAL

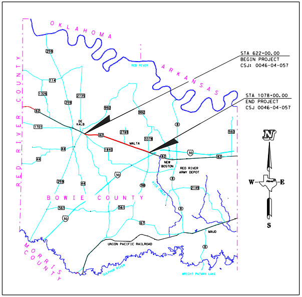
TRAFFIC DATA: ADT (2015) 9,400

DESIGN SPEED : 40 MPH MIN FROM FM 1840 TO DEKALB CITY LIMITS (STA 661+65.45)
70 MPH MIN FROM DEKALB CITY LIMITS (STA 661+65.45) TO SH 98

DATE SUBMITTED : FEBRUARY 27, 2012

DATE APPROVED : ______________________

REVISIONS		
NO.	DATE	DESCRIPTION
1	11/14/2011	REVISED AS PER OCTOBER 17, 2011 TxDOT REVIEW
2	12/16/2011	REVISED AS PER DECEMBER 8, 2011 TxDOT REVIEW
3	02/27/2012	REVISED AS PER FEBRUARY 7, 2012 TxDOT REVIEW


O K L A H O M A
A R K A N S A S
RED RIVER
RED RIVER COUNTY
MORRIS COUNTY
BOWIE COUNTY
STA 622+00.00
BEGIN PROJECT
CSJ: 0046-04-057
STA 1078+00.00
END PROJECT
CSJ 0046-04-057
259
114
1326
2735
259
992
992
82
1701
DE KALB
82
2789
3378
8
560
MALTA
44
1840
30
82
44
NEW BOSTON
RED RIVER ARMY DEPOT
259
44
30
98
8
RICE CREEK
2149
8
561
561
30
67
MAUD
UNION PACIFIC RAILROAD
8
SULPHUR RIVER
WRIGHT PATMAN LAKE
N
W
E
S

PROJECT LOCATION MAP
SCALE: 1" = 3 MILES

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FILE: US82schem01.dgn
DATE: 2/22/2012 TIME: 2:05:07 PM
PROJECT DIRECTORY: I:\TYL\PRJ\000006170\01\Outgoing\TxDOT\2012-02-27 Project Schematic Resubmittal\US82schem01.dgn