FILE: US82schem02.dgn
DATE: 2/22/2012 TIME: 2:06:28 PM
PROJECT DIRECTORY: I:\TYL\PRJ\00006170\01\Outgoing\TxDOT\2012-02-27 Project Schematic Resubmittal\US82schem02.dgn

SCHEMATICS - SHEET 2 OF 2

CSJ: 0046-04-057	FROM: FM 1840
BOWIE COUNTY	TO: SH 98
US 82	LENGTH: 45,600 FT 8.636 MILES
	SCALE: 1" = 100'

Not a Bidding Document

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

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

FUNCTIONAL CLASSIFICATION: ARTERIAL

TRAFFIC DATA: ADT (2015) 9,400

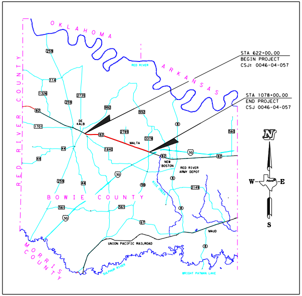
DESIGN SPEED : 40 MPH MIN FROM FM 1840 TO DEKALB CITY LIMITS (STA 661+65.45)
70 MPH MIN FROM DEKALB CITY LIMITS (STA 661+65.45) TO SH 98

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
R E D R I V E R C O U N T Y
B O W I E C O U N T Y
M O R R I S C O U N T Y
STA 622+00.00
BEGIN PROJECT
CSJ: 0046-04-057
STA 1078+00.00
END PROJECT
CSJ 0046-04-057
DE KALB
MALTA
NEW BOSTON
RED RIVER ARMY DEPOT
MAUD
UNION PACIFIC RAILROAD
SULPHUR RIVER
WRIGHT PATMAN LAKE
N
W
E
S

PROJECT LOCATION MAP
SCALE: 1" = 3 MILES

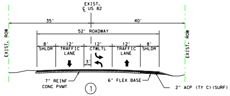
© 2012 Texas Department of Transportation

ULTIMATE LANE ASSIGNM
CONCRETE PAVEMENT LONGIT
LOCATIONS

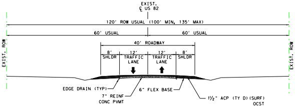
DEKALB URBA
STA 622+00.00 TO
TRANSITION TO EB PASSING LANE SECTION STA 661+65.46 TO

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

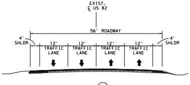
WB PASSING LAN
STA 784+30 TO
STA 994+30 TO
TRANSITION TO ADJACENT TxDOT 4-LANE SECTION STA 1055+00 TO


EXIST. ℄ US 82
35'
40'
52' ROADWAY
EXIST. ROW
EXIST. ROW
8' SHLDR
12' TRAFFIC LANE
12' CTWLTL
12' TRAFFIC LANE
8' SHLDR
3'
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

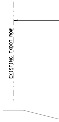

EXIST. ℄ US 82
120' ROW USUAL (100' MIN, 135' MAX)
60' USUAL
60' USUAL
40' ROADWAY
EXIST. ROW
EXIST. ROW
8' SHLDR
12' TRAFFIC LANE
12' TRAFFIC LANE
8' SHLDR
EDGE DRAIN (TYP)
7" REINF CONC PVMT
6" FLEX BASE
1½" ACP (TY D) (SURF)
OCST
4" ACP (TY B) (BASE)

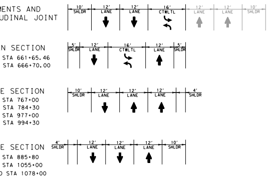
②
US 82
EXISTING TYPICAL SECTION
RURAL SECTION
STA 627+83.56 TO STA 1078+00.00

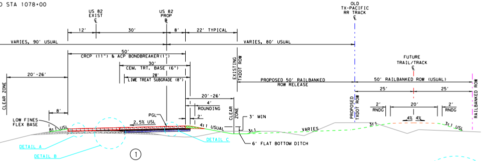

EXIST. ℄ US 82
56' ROADWAY
4' SHLDR
12' TRAFFIC LANE
12' TRAFFIC LANE
12' TRAFFIC LANE
12' TRAFFIC LANE
4' SHLDR

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

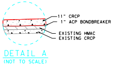
EXISTING TXDOT ROW


EXISTING TXDOT ROW

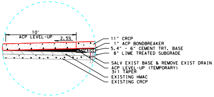

ENTS AND
UDINAL JOINT
10' SHLDR
12' LANE
12' LANE
16' CTWLTL
12' LANE
12' LANE
10' SHLDR
N SECTION
STA 661+65.46
STA 666+70.00
5' SHLDR
12' LANE
16' CTWLTL
12' LANE
5' SHLDR
E SECTION
STA 767+00
STA 784+30
STA 977+00
STA 994+30
10' SHLDR
12' LANE
12' LANE
12' LANE
4' SHLDR
E SECTION
STA 885+80
STA 1055+00
STA 1078+00
4' SHLDR
12' LANE
12' LANE
12' LANE
10' SHLDR


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

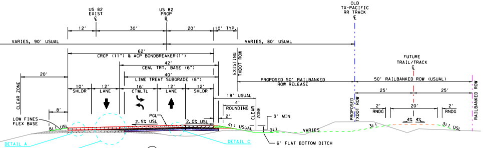
① PROPOSED SECTION
US 82


11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

DETAIL A
(NOT TO SCALE)

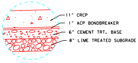

10'
ACP LEVEL-UP
2.5%
11" CRCP
1" ACP BONDBREAKER
5.4" - 6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE
SALV EXIST BASE & REMOVE EXIST DRAIN
ACP LEVEL-UP (TEMPORARY)
3:1 TAPER
EXISTING HMAC
EXISTING CRCP

DETAIL B
(NOT TO SCALE)

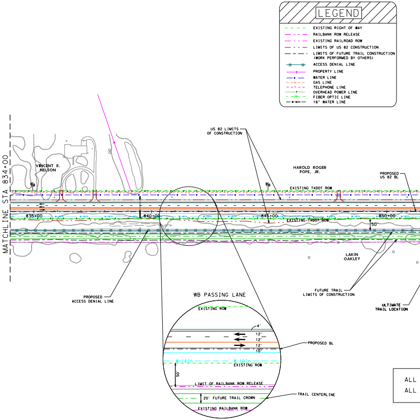

US 82 EXIST ℄
US 82 PROP ℄
OLD TX-PACIFIC RR TRACK ℄
12'
30'
20'
10' TYP.
VARIES, 90' USUAL
VARIES, 80' USUAL
62'
CRCP (11") & ACP BONDBREAKER(1")
42'
CEM. TRT. BASE (6")
40'
LIME TREAT SUBGRADE (8")
EXISTING TXDOT ROW
FUTURE TRAIL/TRACK ℄
PROPOSED 50' RAILBANKED ROW RELEASE
50' RAILBANKED ROW (USUAL)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

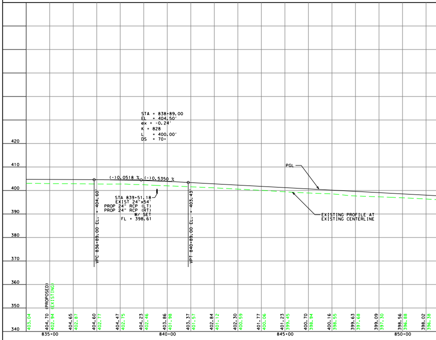
② PROPOSED SECTION
US 82

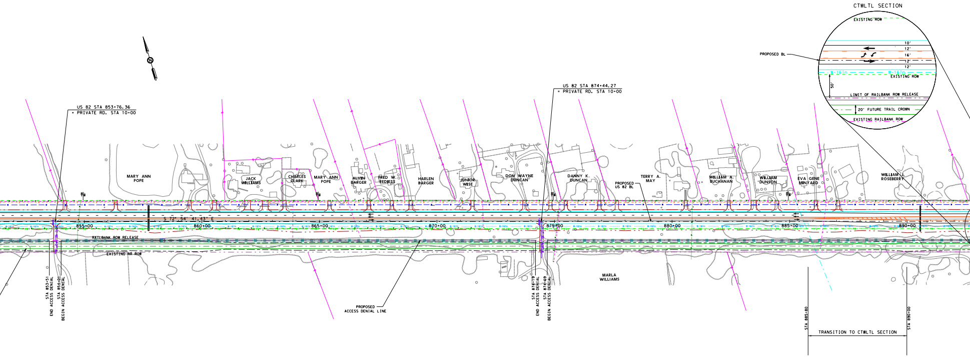
TRANSITION FROM WB PASSING LANE SECTION STA 885+80 TO STA 890+00
STA 890+00.00 TO STA 910+00.00
TRANSITION FROM STA 910+00 TO EB PASSING LANE SECTION STA 914+20


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

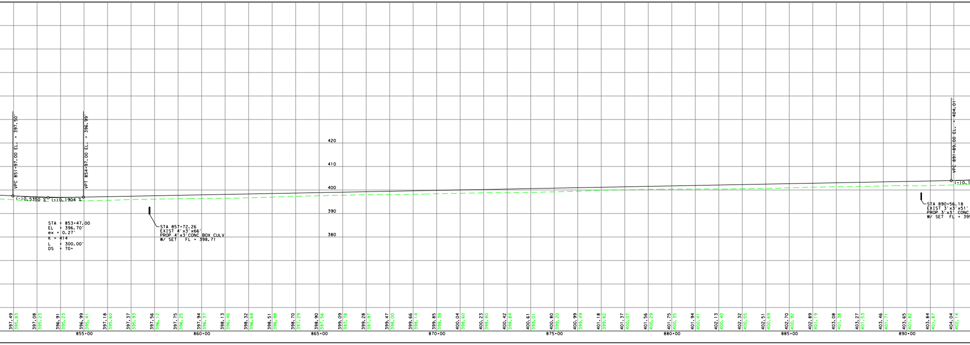
DETAIL C
(NOT TO SCALE)

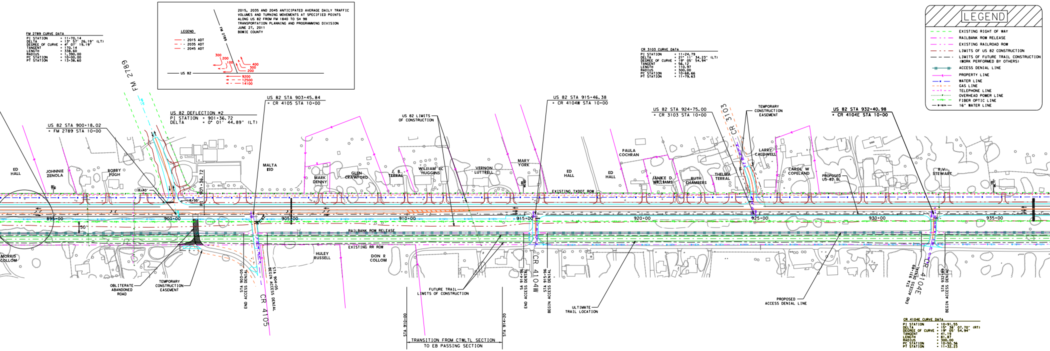

LEGEND
EXISTING RIGHT OF WAY
RAILBANK ROW RELEASE
EXISTING RAILROAD ROW
LIMITS OF US 82 CONSTRUCTION
LIMITS OF FUTURE TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
ACCESS DENIAL LINE
PROPERTY LINE
WATER LINE
GAS LINE
TELEPHONE LINE
OVERHEAD POWER LINE
FIBER OPTIC LINE
16" WATER LINE
MATCHLINE STA 834+00
VINCENT R. NELSON
US 82 LIMITS OF CONSTRUCTION
HAROLD ROGER POPE, JR.
PROPOSED US 82 BL
EXISTING TXDOT ROW
835+00
840+00
845+00
850+00
EXISTING TXDOT ROW
50'
LAKIN OAKLEY
PROPOSED ACCESS DENIAL LINE
FUTURE TRAIL LIMITS OF CONSTRUCTION
ULTIMATE TRAIL LOCATION
WB PASSING LANE
EXISTING ROW
4'
12'
12'
12'
10'
PROPOSED BL
W-16in
W-16in
EXISTING ROW
50'
LIMIT OF RAILBANK ROW RELEASE
TRAIL CENTERLINE
20' FUTURE TRAIL CROWN
EXISTING RAILBANK ROW
ALL
ALL




CTWLTL SECTION
EXISTING ROW
PROPOSED BL
10'
12'
16'
12'
12'
W-16in
W-16in
EXISTING ROW
50'
LIMIT OF RAILBANK ROW RELEASE
20' FUTURE TRAIL CROWN
EXISTING RAILBANK ROW
US 82 STA 853+76.36
= PRIVATE RD. STA 10+00
US 82 STA 874+44.27
= PRIVATE RD. STA 10+00
MARY ANN POPE
JACK WILLIAMS
CHARLES CLARK
MARY ANN POPE
ALVIN BARGER
FRED W. REDIESS
HARLEN BARGER
JUNIOR WISE
DON WAYNE DUNCAN
DANNY K. DUNCAN
PROPOSED US 82 BL
TERRY A. MAY
WILLIAM A. BUCHANAN
WILLIAM DUNSON
EVA GENE MINYARD
WILLIAM J. ROSEBERRY
S 72° 54' 41.43" E
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00
RAILBANK ROW RELEASE
EXISTING RR ROW
STA 853+51 END ACCESS DENIAL
STA 854+01 BEGIN ACCESS DENIAL
PROPOSED ACCESS DENIAL LINE
STA 874+19 END ACCESS DENIAL
STA 874+69 BEGIN ACCESS DENIAL
MARLA WILLIAMS
STA 885+80
STA 890+00
TRANSITION TO CTWLTL SECTION

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


VPC 851+97.00 EL. = 397.50'
VPT 854+97.00 EL. = 396.99'
(-)0.5350 %
(+)0.1904 %
STA = 853+47.00
EL = 396.70'
ex = 0.27'
K = 414
L = 300.00'
DS = 70+
STA 857+72.26
EXIST 4'x3'x66'
PROP 4'x3'CONC BOX CULV
W/ SET FL = 398.71
420
410
400
390
380
VPC 891+89.00 EL. = 404.01'
(+)0.1
STA 890+56.18
EXIST 3'x3'x51'
PROP 3'x3' CONC
W/ SET FL = 395
397.49 395.83
397.08 395.23
396.91 395.23
396.99 395.41
397.18 395.60
397.37 395.93
397.56 396.12
397.75 396.25
397.94 396.37
398.13 396.46
398.32 396.68
398.51 396.98
398.70 397.29
398.90 397.56
399.09 397.78
399.28 397.97
399.47 398.00
399.66 398.14
399.85 398.39
400.04 398.60
400.23 398.80
400.42 398.84
400.61 399.01
400.80 399.20
400.99 399.49
401.18 399.82
401.37 400.07
401.56 400.29
401.75 400.35
401.94 400.41
402.13 400.40
402.32 400.55
402.51 400.69
402.70 400.92
402.89 401.19
403.08 401.38
403.27 401.53
403.46 401.71
403.65 401.82
403.84 401.87
404.04 402.14
855+00
860+00
865+00
870+00
875+00
880+00
885+00
890+00



FM 2789 CURVE DATA
PI STATION = 11+70.14
DELTA = 13° 57′ 26.19″ (LT)
DEGREE OF CURVE = 4° 07′ 19.19″
TANGENT = 170.14
LENGTH = 338.60
RADIUS = 1,390.00
PC STATION = 10+00.00
PT STATION = 13+38.60

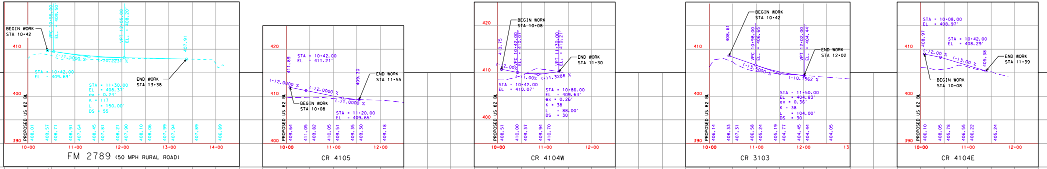
2015, 2035 AND 2045 ANTICIPATED AVERAGE DAILY TRAFFIC VOLUMES AND TURNING MOVEMENTS AT SPECIFIED POINTS ALONG US 82 FROM FM 1840 TO SH 98
TRANSPORTATION PLANNING AND PROGRAMMING DIVISION
JUNE 27, 2011
BOWIE COUNTY

CR 3103 CURVE DATA
PI STATION = 11+24.79
DELTA = 21° 11′ 34.23″ (LT)
DEGREE OF CURVE = 19° 05′ 54.94″
TANGENT = 56.12
LENGTH = 110.97
RADIUS = 300.00
PC STATION = 10+68.66
PT STATION = 11+79.63

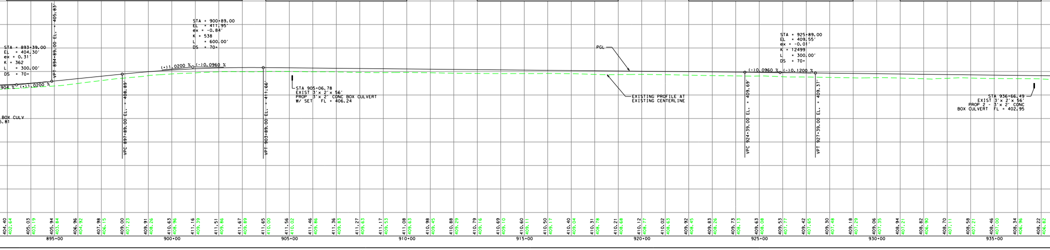
CR 4104E CURVE DATA
PI STATION = 10+91.55
DELTA = 15° 38′ 07.70″ (RT)
DEGREE OF CURVE = 19° 05′ 54.94″
TANGENT = 41.19
LENGTH = 81.87
RADIUS = 300.00
PC STATION = 10+50.36
PT STATION = 11+32.23

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

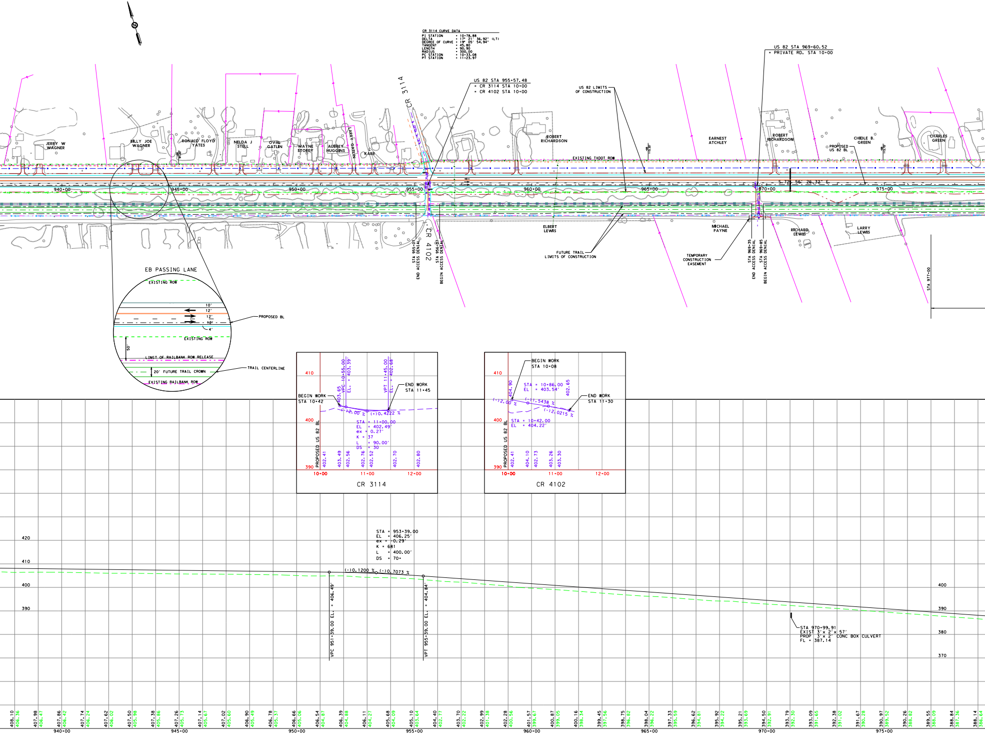
LEGEND
— - 2015 ADT
— - 2035 ADT
— - 2045 ADT
FM 2789
US 82
300
200
100
400
300
200
9200
12500
14100
FM 2789
US 82 STA 900+18.02
= FM 2789 STA 10+00
US 82 DEFLECTION #2
PI STATION = 901+36.72
DELTA = 0° 01′ 44.89″ (LT)
US 82 STA 903+45.84
= CR 4105 STA 10+00
US 82 LIMITS OF CONSTRUCTION
US 82 STA 915+46.38
= CR 4104W STA 10+00
US 82 STA 924+75.00
= CR 3103 STA 10+00
CR 3103
TEMPORARY CONSTRUCTION EASEMENT
US 82 STA 932+40.98
= CR 4104E STA 10+00
ED HALL
JOHNNIE ZENOLA
BOBBY PUGH
MALTA ISD
MARK DENNY
GLEN CRAWFORD
J. B. TERRAL
WILLIAM EC HUGGINS
VERNON LUTTRELL
MARY YORK
ED HALL
ED HALL
PAULA COCHRAN
JANICE D. WILLIAMS
RUTH CHAMBERS
THELMA TERRAL
LARRY CALDWELL
CAROL W COPELAND
PROPOSED US 82 BL
R.V. STEWART
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
MORRIS COLLOM
HULEY RUSSELL
DON R COLLOM
OBLITERATE ABANDONED ROAD
TEMPORARY CONSTRUCTION EASEMENT
STA 903+05 END ACCESS DENIAL
STA 904+05 BEGIN ACCESS DENIAL
CR 4105
FUTURE TRAIL LIMITS OF CONSTRUCTION
STA 910+00
STA 914+20
TRANSITION FROM CTWLTL SECTION TO EB PASSING SECTION
STA 914+96 END ACCESS DENIAL
CR 4104W
STA 915+96 BEGIN ACCESS DENIAL
ULTIMATE TRAIL LOCATION
PROPOSED ACCESS DENIAL LINE
STA 931+89 END ACCESS DENIAL
CR 4104E
STA 932+89 BEGIN ACCESS DENIAL



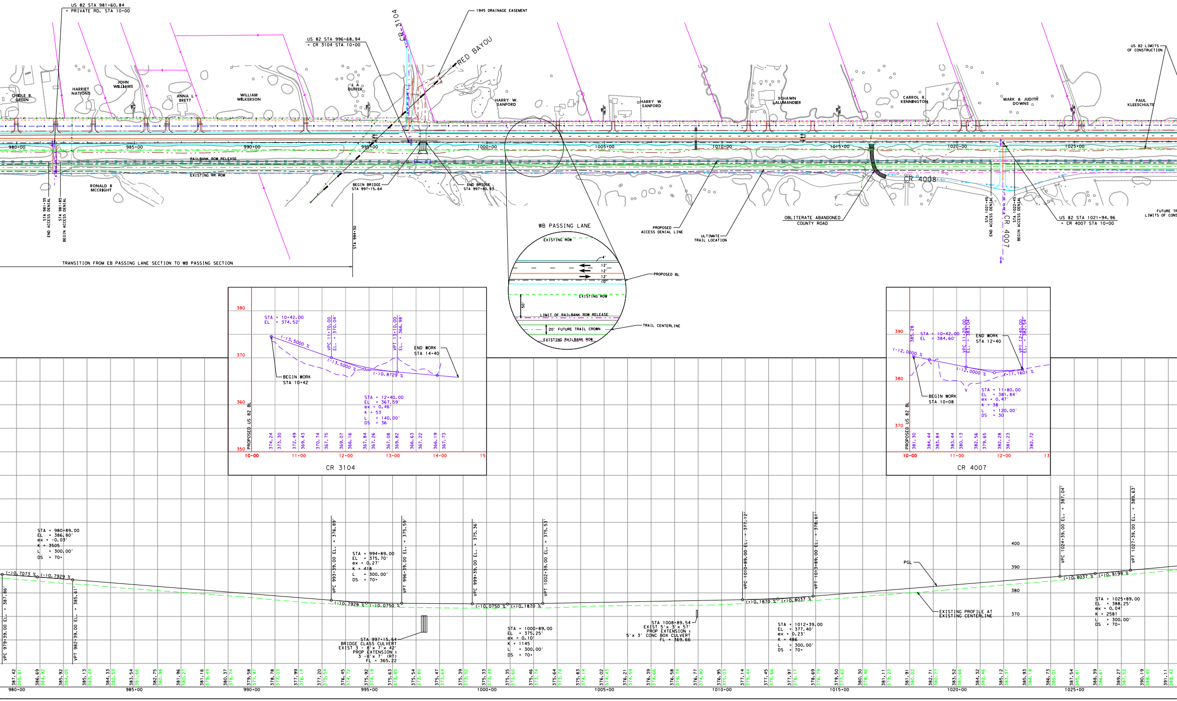
FM 2789 (50 MPH RURAL ROAD)
BEGIN WORK STA 10+42
END WORK STA 13+38
VPC 10+55.00 EL. = 409.60′
VPT 11+95.00 EL. = 408.20
(-)1.5000 %
(-)0.2231 %
STA = 10+42.00 EL = 409.69′
STA = 11+30.00 EL = 408.37′ ex = 0.24′ K = 117 L = 150.00′ DS = 55
PROPOSED US 82 BL
410
400
390
10+00
11+00
12+00
13+00
14+00
CR 4105
STA = 10+42.00 EL = 411.21′
(-)2.0000 %
(-)2.0000 %
(-)1.0000 %
BEGIN WORK STA 10+08
END WORK STA 11+55
STA = 11+20.00 EL = 409.65′
420
410
400
CR 4104W
BEGIN WORK STA 10+08
END WORK STA 11+30
VPC 10+42.00 EL. = 410.09′
VPT 11+30.00 EL. = 410.21′
STA = 10+42.00 EL = 410.07′
(-)1.00%
(+)1.3288 %
STA = 10+86.00 EL = 409.63′ ex = 0.26′ K = 38 L = 88.00′ DS = 30
CR 3103
BEGIN WORK STA 10+42
END WORK STA 12+02
VPC 10+98.00 EL. = 406.65
VPT 12+02.00 EL. = 404.44
(-)3.5000 %
(-)0.7562 %
STA = 11+50.00 EL = 404.83′ ex = 0.36′ K = 38 L = 104.00′ DS = 30
CR 4104E
STA = 10+08.00 EL = 408.97′
STA = 10+42.00 EL = 408.29′
(-)2.00 %
(-)3.00 %
BEGIN WORK STA 10+08
END WORK STA 11+39

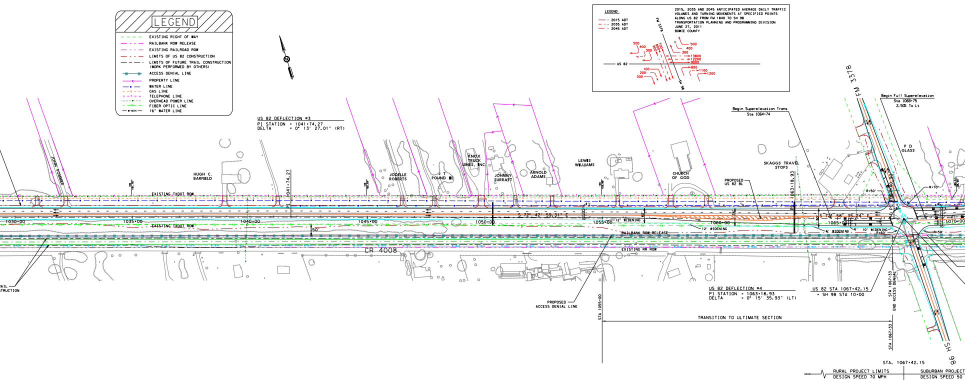


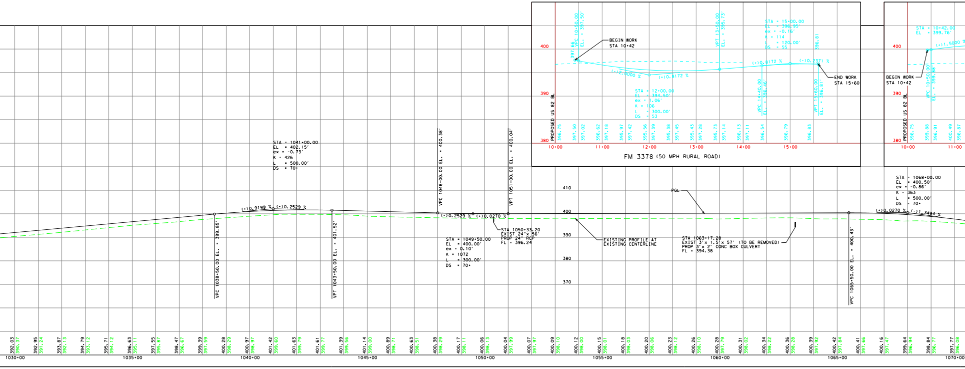
STA = 893+39.00 EL = 404.30′ ex = 0.31′ K = 362 L = 300.00′ DS = 70+
VPT 894+89.00 EL. = 405.83′
(+)1.0200 %
VPC 897+89.00 EL. = 408.89′
STA = 900+89.00 EL = 411.95′ ex = -0.84′ K = 538 L = 600.00′ DS = 70+
(+)1.0200 %
(-)0.0960 %
VPT 903+89.00 EL. = 411.66′
STA 905+06.78 EXIST 3′ x 2′ x 56′ PROP 3′ x 2′ CONC BOX CULVERT W/ SET FL = 406.24
PGL
EXISTING PROFILE AT EXISTING CENTERLINE
STA = 925+89.00 EL = 409.55′ ex = -0.01′ K = 12499 L = 300.00′ DS = 70+
(-)0.0960 %
(-)0.1200 %
VPC 924+39.00 EL. = 409.69′
VPT 927+39.00 EL. = 409.37′
STA 936+66.49 EXIST 3′ x 2′ x 56′ PROP 2 - 3′ x 2′ CONC BOX CULVERT FL = 402.95
BOX CULV
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00


CR 3114 CURVE DATA
PI STATION = 10+78.88
DELTA = 17° 21' 36.92" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 45.80
LENGTH = 90.90
RADIUS = 300.00
PC STATION = 10+33.08
PT STATION = 11+23.97
US 82 STA 955+57.48
= CR 3114 STA 10+00
= CR 4102 STA 10+00
US 82 LIMITS
OF CONSTRUCTION
US 82 STA 969+60.52
= PRIVATE RD. STA 10+00
CR 3114
CR 4102
JERRY W
WAGNER
BILLY JOE
WAGNER
RONALD FLOYD
YATES
NELDA J
STELL
OVAL
GATLIN
WAYNE
STOREY
AUBREY
HUGGINS
LARRY GATLIN
KARR
ROBERT
RICHARDSON
EARNEST
ATCHLEY
ROBERT
RICHARDSON
CHIDLE B.
GREEN
CHARLES
GREEN
PROPOSED
US 82 BL
EXISTING TXDOT ROW
S 72° 56' 26.32" E
940+00
945+00
950+00
955+00
960+00
965+00
970+00
975+00
ELBERT
LEWIS
MICHAEL
PAYNE
RICHARD
LEWIS
LARRY
LEWIS
FUTURE TRAIL
LIMITS OF CONSTRUCTION
TEMPORARY
CONSTRUCTION
EASEMENT
STA 955+07
END ACCESS DENIAL
STA 956+07
BEGIN ACCESS DENIAL
STA 969+35
END ACCESS DENIAL
STA 969+85
BEGIN ACCESS DENIAL
STA 977+00
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
410
400
390
PROPOSED US 82 BL
BEGIN WORK
STA 10+42
VPC 10+56.00
EL. = 403.39'
VPT 11+45.00
EL. = 402.68'
END WORK
STA 11+45
403.65
(-)2.00 %
(+)0.4222 %
STA = 11+00.00
EL = 402.49'
ex = 0.27'
K = 37
L = 90.00'
DS = 30
402.41
403.49
402.56
402.76
402.52
402.70
402.80
10+00
11+00
12+00
CR 3114
BEGIN WORK
STA 10+08
404.90
STA = 10+86.00
EL = 403.54'
402.65
END WORK
STA 11+30
(-)2.00 %
(-)1.5438 %
(-)2.0215 %
STA = 10+42.00
EL = 404.22'
402.41
404.10
402.73
403.26
403.30
10+00
11+00
12+00
CR 4102
STA = 953+39.00
EL = 406.25'
ex = -0.29'
K = 681
L = 400.00'
DS = 70+
(-)0.1200 %
(-)0.7073 %
VPC 951+39.00 EL. = 406.49'
VPT 955+39.00 EL. = 404.84'
420
410
400
390
400
390
380
370
STA 970+99.91
EXIST 3'x 2' x 57'
PROP 3'x 2' CONC BOX CULVERT
FL = 387.14
408.10 406.36
407.98 406.47
407.86 406.42
407.74 406.24
407.62 406.02
407.50 405.98
407.38 405.86
407.26 405.73
407.14 405.67
407.02 405.60
406.90 405.49
406.78 405.37
406.66 405.06
406.54 404.87
406.39 404.88
406.11 404.27
405.68 404.09
405.10 403.64
404.40 402.77
403.70 402.22
402.99 401.38
402.28 400.56
401.57 399.67
400.87 399.05
400.16 398.34
399.45 397.56
398.75 396.82
398.04 396.22
397.33 395.59
396.62 394.81
395.92 394.22
395.21 393.69
394.50 392.91
393.79 392.30
393.09 391.65
392.38 391.02
391.67 390.28
390.97 389.52
390.26 388.82
389.55 388.09
388.84 387.36
388.14 386.64
940+00
945+00
950+00
955+00
960+00
965+00
970+00
975+00

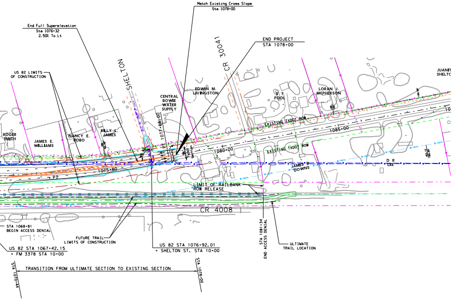
CR 3104 CURVE DATA
PI STATION = 13+94.01
DELTA = 15° 56' 12.94" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 41.99
LENGTH = 83.45
RADIUS = 300.00
PC STATION = 13+52.01
PT STATION = 14+35.46


US 82 STA 981+60.84
= PRIVATE RD. STA 10+00
US 82 STA 996+68.94
= CR 3104 STA 10+00
CR 3104
1945 DRAINAGE EASEMENT
RED BAYOU
US 82 LIMITS OF CONSTRUCTION
CHIDLE B. GREEN
HARRIET NATIONS
JOHN WILLIAMS
ANNA L BRETT
WILLIAM WILKERSON
J A DUFFER
HARRY W. SANFORD
HARRY W. SANFORD
SCHAWN LALUMANDIER
CARROL R. KENNINGTON
MARK & JUDITH DOWNS
PAUL KLEESCHULTE
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00
RAILBANK ROW RELEASE
EXISTING RR ROW
RONALD B MCCRIGHT
STA 981+35 END ACCESS DENIAL
STA 981+85 BEGIN ACCESS DENIAL
BEGIN BRIDGE STA 997+15.64
END BRIDGE STA 997+40.93
STA 994+30
TRANSITION FROM EB PASSING LANE SECTION TO WB PASSING SECTION
CR 4008
PROPOSED ACCESS DENIAL LINE
ULTIMATE TRAIL LOCATION
OBLITERATE ABANDONED COUNTY ROAD
STA 1021+45 END ACCESS DENIAL
CR 4007
STA 1022+45 BEGIN ACCESS DENIAL
US 82 STA 1021+94.96
= CR 4007 STA 10+00
FUTURE TR
LIMITS OF CONS
WB PASSING LANE
EXISTING ROW
4'
12'
12'
12'
10'
PROPOSED BL
EXISTING ROW
50'
LIMIT OF RAILBANK ROW RELEASE
20' FUTURE TRAIL CROWN
TRAIL CENTERLINE
EXISTING RAILBANK ROW
380
370
360
350
STA = 10+42.00
EL = 374.52'
(-)3.5000 %
VPC 11+70.00 EL. = 370.04'
(-)3.5000 %
VPT 13+10.00 EL. = 366.98'
(-)0.8729 %
END WORK STA 14+40
BEGIN WORK STA 10+42
STA = 12+40.00
EL = 367.59'
ex = 0.46'
K = 53
L = 140.00'
DS = 36
PROPOSED US 82 BL
374.24
373.30
372.49
369.43
370.74
367.75
369.07
366.16
367.84
367.26
367.08
369.82
366.63
367.22
366.19
367.73
10+00
11+00
12+00
13+00
14+00
15
CR 3104
390
380
370
385.28
STA = 10+42.00
EL = 384.60'
(-)2.0000 %
VPC 11+20.00 EL. = 383.04'
END WORK STA 12+40
VPT 12+40.00 EL. = 382.54'
(-)2.0000 %
(+)1.1601 %
BEGIN WORK STA 10+08
STA = 11+80.00
EL = 381.84'
ex = 0.47'
K = 38
L = 120.00'
DS = 30
PROPOSED US 82 BL
381.30
384.44
383.84
383.44
380.13
382.56
379.65
382.28
381.23
382.72
10+00
11+00
12+00
13
CR 4007
STA = 980+89.00
EL = 386.80'
ex = -0.03'
K = 3505
L = 300.00'
DS = 70+
(-)0.7073 %
(-)0.7929 %
VPC 979+39.00 EL. = 387.86'
VPT 982+39.00 EL. = 385.61'
VPC 993+39.00 EL. = 376.89'
STA = 994+89.00
EL = 375.70'
ex = 0.27'
K = 418
L = 300.00'
DS = 70+
VPT 996+39.00 EL. = 375.59'
(-)0.7929 %
(-)0.0750 %
STA 997+15.64
BRIDGE CLASS CULVERT
EXIST 3 - 8'x 7'x 42'
PROP EXTENSION :
3 -8'x 7' (RT)
FL = 365.22
VPC 999+39.00 EL. = 375.36'
VPT 1002+39.00 EL. = 375.53'
(-)0.0750 %
(+)0.1870 %
STA = 1000+89.00
EL = 375.25'
ex = 0.10'
K = 1145
L = 300.00'
DS = 70+
STA 1008+89.54
EXIST 5'x 3'x 57'
PROP EXTENSION :
5'x 3' CONC BOX CULVERT
FL = 369.66
VPC 1010+89.00 EL. = 377.12'
VPT 1013+89.00 EL. = 378.61'
(+)0.1870 %
(+)0.8037 %
STA = 1012+39.00
EL = 377.40'
ex = 0.23'
K = 486
L = 300.00'
DS = 70+
PGL
EXISTING PROFILE AT EXISTING CENTERLINE
400
390
380
370
VPC 1024+39.00 EL. = 387.04'
VPT 1027+39.00 EL. = 389.63'
(+)0.8037 %
(+)0.9199 %
STA = 1025+89.00
EL = 388.25'
ex = 0.04'
K = 2581
L = 300.00'
DS = 70+
387.42 385.81
386.69 384.92
385.92 384.05
385.13 383.44
384.33 382.53
383.54 381.66
382.75 380.98
381.96 380.27
381.16 379.49
380.37 378.74
379.58 377.97
378.78 377.03
377.99 376.14
377.20 375.54
376.45 374.72
375.92 374.19
375.63 373.85
375.54 373.80
375.47 373.64
375.39 373.52
375.33 373.49
375.35 373.60
375.46 373.74
375.64 373.74
375.83 374.14
376.02 374.43
376.21 374.59
376.39 374.66
376.58 374.74
376.77 374.80
376.95 375.03
377.14 375.44
377.45 375.66
377.97 376.17
378.69 376.79
379.50 377.62
380.30 378.46
381.11 379.22
381.91 380.02
382.71 380.77
383.52 381.66
384.32 382.46
385.12 383.37
385.93 384.18
386.73 385.01
387.54 385.81
388.39 386.61
389.27 387.52
390.19 388.45
391.11 389.42
980+00
985+00
990+00
995+00
1000+00
1005+00
1010+00
1015+00
1020+00
1025+00


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
LEGEND
- 2015 ADT
- 2035 ADT
- 2045 ADT
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
FM 3378
US 82
SH 98
500
400
300
100
800
900
13800
12200
9000
800
1100
1200
100
200
300
US 82 DEFLECTION #3
PI STATION = 1041+74.27
DELTA = 0° 13' 27.01" (RT)
JOHN POWERS
HUGH C. BARFIELD
JODELLE ROBERTS
J T POUND III
KNOX TRUCK LINES, INC
JOHNNY SURRATT
ARNOLD ADAMS
LEWIS WILLIAMS
CHURCH OF GOD
SKAGGS TRAVEL STOPS
P D GLASS
PROPOSED US 82 BL
Begin Superelevation Trans
Sta 1064+74
Begin Full Superelevation
Sta 1068+75
2.50% To Lt
FM 3378
EXISTING TXDOT ROW
EXISTING TXDOT ROW
1041+74.27
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
S 72° 42' 59.31" E
S 72° 58' 35.24" E
12' WIDENING
12' WIDENING
6' WIDENING
10' WIDENING
R=50'
R=70'
R=60'
R=50'
50'
CR 4008
RAILBANK ROW RELEASE
EXISTING RR ROW
PI 1063+18.93
PC 1067+40.93
AIL
STRUCTION
PROPOSED ACCESS DENIAL LINE
STA 1055+00
US 82 DEFLECTION #4
PI STATION = 1063+18.93
DELTA = 0° 15' 35.93" (LT)
US 82 STA 1067+42.15
= SH 98 STA 10+00
STA 1067+33
END ACCESS DENIAL
STA 1067+33
TRANSITION TO ULTIMATE SECTION
SH 98
STA. 1067+42.15
RURAL PROJECT LIMITS
DESIGN SPEED 70 MPH
SUBURBAN PROJECT
DESIGN SPEED 50



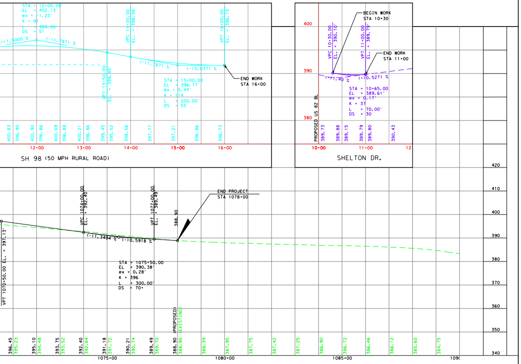
SHELTON ST. CURVE DATA
PI STATION = 10+41.56
DELTA = 8° 51' 58.58" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 23.26
LENGTH = 46.42
RADIUS = 300.00
PC STATION = 10+18.30
PT STATION = 10+64.72


Match Existing Cross Slope
Sta 1078+00
End Full Superelevation
Sta 1076+32
2.50% To Lt
END PROJECT
STA 1078+00
SHELTON
CR 30041
US 82 LIMITS
OF CONSTRUCTION
CENTRAL
BOWIE
WATER
SUPPLY
EDWIN M.
LIVINGSTON
S T
POOL
LORAN J.
MCPHERSON
JUANIT
SHELTC
ROGER
SMITH
JAMES E.
WILLIAMS
NANCY E.
BOBO
BILLY L.
JAMES
PT 1077+66.00
EXISTING TXDOT ROW
1085+00
1080+00
1075+00
PT
JAMES D.
DOWNS
D R
LEE
LIMIT OF RAILBANK
ROW RELEASE
CR 4008
STA 1068+81
BEGIN ACCESS DENIAL
FUTURE TRAIL
LIMITS OF CONSTRUCTION
US 82 STA 1067+42.15
= FM 3378 STA 10+00
US 82 STA 1076+92.01
= SHELTON ST. STA 10+00
STA 1081+34
END ACCESS DENIAL
ULTIMATE
TRAIL LOCATION
STA 1070+44
TRANSITION FROM ULTIMATE SECTION TO EXISTING SECTION
STA 1078+00

US 82 CURVE #3
PI STATION = 1072+54.83
DELTA = 10° 14' 59.91" (LT)
DEGREE OF CURVE = 0° 59' 59.73"
TANGENT = 513.91
LENGTH = 1,025.07
RADIUS = 5,730.00
PC STATION = 1067+40.93
PT STATION = 1077+66.00

LIMITS
MPH

SCHEMATICS - SHEET 2 OF 2

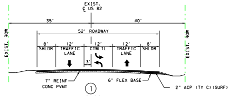


ULTIMATE LANE ASSIGNM
CONCRETE PAVEMENT LONGIT
LOCATIONS

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

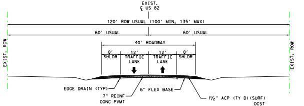
EB PASSING LAN
STA 666+70 TO
TRANSITION TO WB PASSING LANE SECTION STA 767+00 TO
STA 914+20 TO
TRANSITION TO WB PASSING LANE SECTION STA 977+00 TO

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


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)

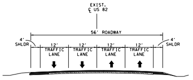
①

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)

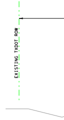
②

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

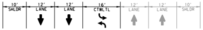
③

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

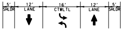

EXISTING TXDOT ROW

EXISTING TXDOT ROW

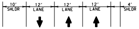
MENTS AND
UDINAL JOINT


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

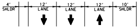
N SECTION
STA 661+65.46
STA 666+70.00

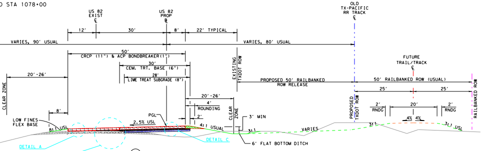

5' SHLDR
12' LANE
16' CTWLTL
12' LANE
5' SHLDR

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


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

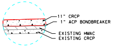
E SECTION
STA 885+80
STA 1055+00
D STA 1078+00


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

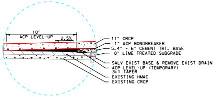

US 82 EXIST ℄
US 82 PROP ℄
OLD TX-PACIFIC RR TRACK ℄
12'
30'
8'
22' TYPICAL
VARIES, 90' USUAL
VARIES, 80' USUAL
50'
CRCP (11") & ACP BONDBREAKER(1")
30'
CEM. TRT. BASE (6")
28'
LIME TREAT SUBGRADE (8")
20'-26'
CLEAR ZONE
EXISTING TXDOT ROW
PROPOSED 50' RAILBANKED ROW RELEASE
FUTURE TRAIL/TRACK ℄
50'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

①

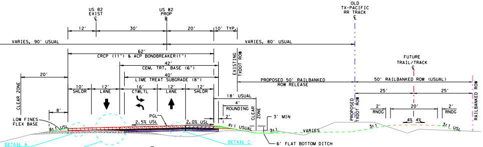
PROPOSED SECTION
US 82

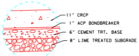

11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

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 ℄
OLD TX-PACIFIC RR TRACK ℄
12'
30'
20'
10' TYP.
VARIES, 90' USUAL
VARIES, 80' USUAL
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
EXISTING TXDOT ROW
PROPOSED 50' RAILBANKED ROW RELEASE
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
18' USUAL
4' ROUNDING
2'
CLEAR ZONE
3' MIN
PROPOSED TXDOT ROW
2' RNDG
20'
2' RNDG
4% 4%
RAILBANKED ROW
8'
LOW FINES FLEX BASE
PGL
2.5% USL
2.0% USL
8:1 USL
4:1 USUAL
3:1
VARIES
3:1
3:1 USL
6' FLAT BOTTOM DITCH
DETAIL A
DETAIL B
DETAIL C


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

DETAIL C
(NOT TO SCALE)

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

SCHEMATICS - SHEET 2 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

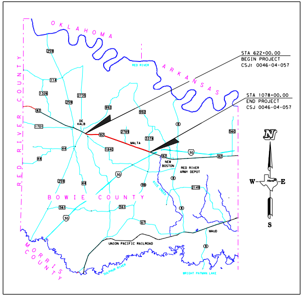
TRAFFIC DATA: ADT (2015) 9,400

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


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
DE KALB
MALTA
NEW BOSTON
RED RIVER ARMY DEPOT
RICE CREEK
MAUD
UNION PACIFIC RAILROAD
SULPHUR RIVER
WRIGHT PATMAN LAKE
259
114
1326
2735
259
82
1701
992
992
2789
3378
1840
82
30
82
8
560
44
44
259
44
30
98
8
2149
8
561
561
30
67
8
N
W
E
S

PROJECT LOCATION MAP
SCALE: 1" = 3 MILES

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FILE: US82schem02.dgn
DATE: 2/22/2012 TIME: 2:06:28 PM
PROJECT DIRECTORY: I:\TYL\PRJ\00000617001\Outgoing\TxDOT\2012-02-27 Project Schematic Resubmittal\US82schem02.dgn