SCHEMATICS - SHEET 1 OF 2

CSJ: 0046-04-057

BOWIE COUNTY

US 82

FROM: FM 1840

TO: SH 98

LENGTH: 46,300.00 FT
8.769 MILES

SCALE: 1" = 100'

Not a Bidding Document
John B. Goodwin
John B. Goodwin, P.E.   63174 P.E.#   2/27/2012 Date
H.W. Lochner, Inc.   TX Firm Reg. No. 10488

FUNCTIONAL CLASSIFICATION: ARTERIAL

TRAFFIC DATA: ADT (2015) 9,400

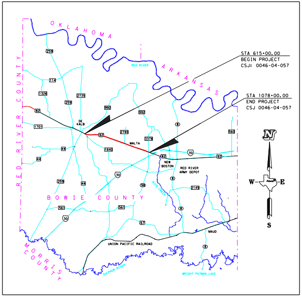
DESIGN SPEED : 40 MPH MIN FROM FM 1840 TO DEKALB CITY LIMITS (STA 661+65.45)
70 MPH MIN FROM DEKALB CITY LIMITS (STA 661+65.45) TO SH 98

DATE SUBMITTED : FEBRUARY 27, 2012

DATE APPROVED : March 27, 2012 by FHWA

REVISIONS

NO.	DATE	DESCRIPTION
1	12/16/2011	REVISED AS PER OCTOBER 31, 2011 & DECEMBER 8, 2011 TxDOT REVIEW
2	02/27/2012	REVISED AS PER FEBRUARY 7, 2012 TxDOT REVIEW

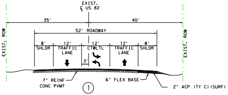

OKLAHOMA
ARKANSAS
RED RIVER
RED RIVER COUNTY
BOWIE COUNTY
MORRIS COUNTY
DE KALB
MALTA
NEW BOSTON
RED RIVER ARMY DEPOT
MAUD
UNION PACIFIC RAILROAD
SULPHUR RIVER
BRIGHT PATMAN LAKE
259
114
1326
2735
259
992
992
82
1701
2789
3378
560
1840
82
44
44
30
98
259
44
2148
561
561
30
67
8
8
8
N
W
E
S

STA 615+00.00
BEGIN PROJECT
CSJ: 0046-04-057

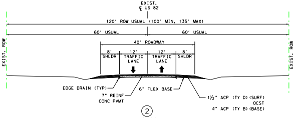
STA 1078+00.00
END PROJECT
CSJ 0046-04-057

PROJECT LOCATION MAP

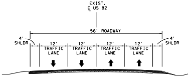
SCALE: 1" = 3 MILES


EXIST.
℄ US 82
35'
40'
EXIST. ROW
EXIST. ROW
52' ROADWAY
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 615+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

5' S
for
EXISTING TXDOT ROW

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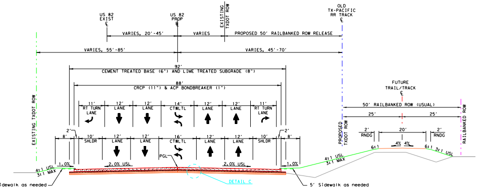
FILE: US82schem01(ULT).dgn
DATE: 2/22/2012 TIME: 2:02:58 PM
PROJECT DIRECTORY: I:\TYL\PRJ\000006170\01\Outgoing\TxDOT\2012-02-27 Ultimate Schematic Resubmittal\US82schem01(ULT).dgn


US 82
EXIST
℄
US 82
PROP
℄
EXISTING TXDOT ROW
OLD
TX-PACIFIC
RR TRACK
℄
VARIES, 20'-45'
VARIES
PROPOSED 50' RAILBANKED ROW RELEASE
VARIES, 55'-85'
VARIES, 45'-70'
EXISTING TXDOT ROW
92'
CEMENT TREATED BASE (6") AND LIME TREATED SUBGRADE (8")
88'
CRCP (11") & ACP BONDBREAKER (1")
11'
RT TURN
LANE
12'
LANE
12'
LANE
14'
CTWLTL
12'
LANE
12'
LANE
11'
RT TURN
LANE
2'
8'
10'
SHLDR
12'
LANE
12'
LANE
16'
CTWLTL
12'
LANE
12'
LANE
10'
SHLDR
2'
8'
PGL
1.0%
2.0% USL
2.0% USL
1.0%
4:1 USL
3:1 MAX
DETAIL C
Sidewalk as needed
Pedestrian Access
5' Sidewalk as needed
for Pedestrian Access
FUTURE
TRAIL/TRACK
℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
RAILBANKED ROW
2'
RNDG
20'
2'
RNDG
4% 4%
6:1
6:1
3:1 USL
4:1 USL
3:1 MAX

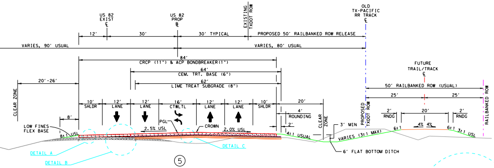
④

US 82

PROPOSED TYPICAL SECTION

STA 620+80.15 TO STA 626+00.00

TRANSITION FROM EXISTING SECTION ① TO PROPOSED SECTION ④ STA 615+00 TO STA 620+80.15


US 82
EXIST
℄
US 82
PROP
℄
EXISTING TXDOT ROW
OLD
TX-PACIFIC
RR TRACK
℄
12'
30'
30' TYPICAL
PROPOSED 50' RAILBANKED ROW RELEASE
VARIES, 90' USUAL
VARIES, 80' USUAL
84'
CRCP (11") & ACP BONDBREAKER(1")
64'
CEM. TRT. BASE (6")
62'
LIME TREAT SUBGRADE (8")
20'-26'
CLEAR ZONE
10'
SHLDR
12'
LANE
12'
LANE
16'
CTWLTL
12'
LANE
12'
LANE
10'
SHLDR
20'
4'
ROUNDING
2'
CLEAR ZONE
3' MIN
8'
LOW FINES
FLEX BASE
8:1 USL
PGL
2.5% USL
CROWN
2.0% USL
4:1 USUAL
VARIES (3:1 MAX)
6' FLAT BOTTOM DITCH
DETAIL A
DETAIL B
DETAIL C
FUTURE
TRAIL/TRACK
℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
RAILBANKED ROW
2'
RNDG
20'
2'
RNDG
4% 4%
6:1
6:1
3:1 USL

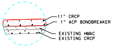
⑤

US 82

PROPOSED TYPICAL SECTION

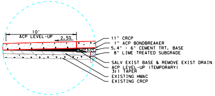
STA 626+00.00 TO STA 1070+44.00

TRANSITION FROM PROPOSED SECTION ⑤ TO ADJACENT TXDOT PROJECT SECTION ③ STA 1070+44 TO STA 1078+00


11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

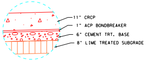
DETAIL A

(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

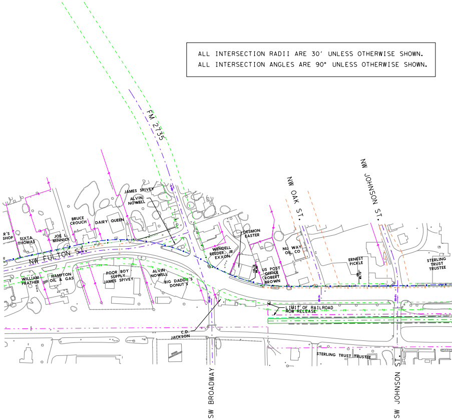
DETAIL B

(NOT TO SCALE)

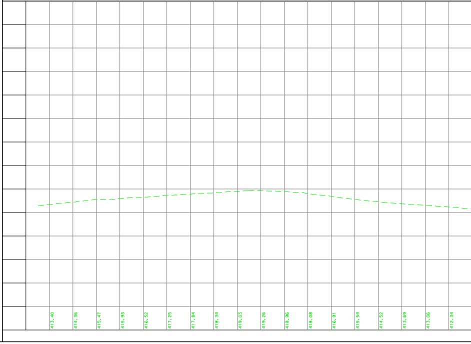

11" CRCP
1" ACP BONDBREAKER
6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE

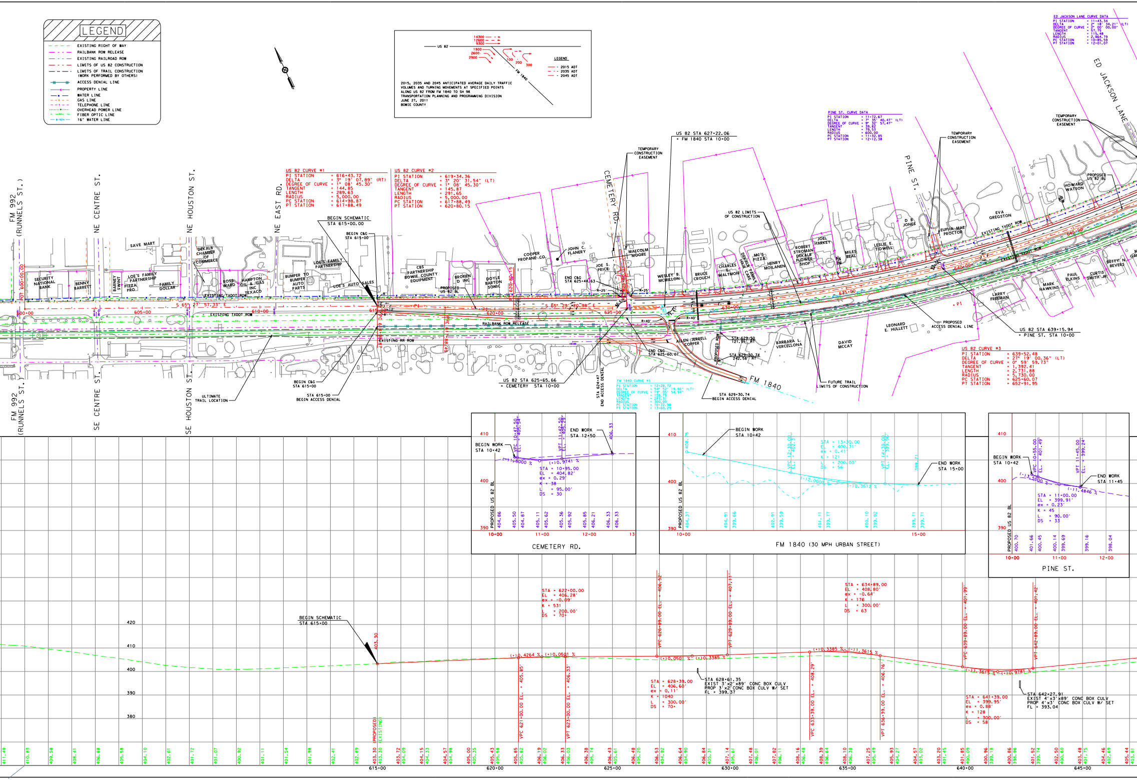
DETAIL C

(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.
NW FULTON ST.
R'S
SHOP
SIXTA
THOMAS
JOE L.
MINNICK
BRUCE
CROUCH
DAIRY QUEEN
JAMES SPIVEY
ALVIN
NOWELL
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
LIMIT OF RAILROAD
ROW RELEASE
C.D.
JACKSON
STERLING TRUST TRUSTEE
SW BROADWAY
SW JOHNSON





LEGEND
EXISTING RIGHT OF WAY
RAILBANK ROW RELEASE
EXISTING RAILROAD ROW
LIMITS OF US 82 CONSTRUCTION
LIMITS OF 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
US 82
14300
12600
9300
1900
2600
2900
100
200
300
FM 1840
LEGEND
2015 ADT
2035 ADT
2045 ADT
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.
BEGIN SCHEMATIC STA 615+00.00
BEGIN C&G STA 615+00
BEGIN C&G STA 615+00
STA 615+00 BEGIN ACCESS DENIAL
ULTIMATE TRAIL LOCATION
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
PROPOSED US 82 BL
S 65° 27' 57.33" E
S 65° 29' 20.98" E
END C&G STA 625+44.63
END C&G STA 625+60.07
STA 624+47 END ACCESS DENIAL
US 82 STA 625+65.66 = CEMETERY STA 10+00
US 82 STA 627+22.06 = FM 1840 STA 10+00
US 82 STA 639+15.94 = PINE ST. STA 10+00
STA 629+50 121.91' RT
STA 629+30.74 242.58' RT
STA 629+30.74 BEGIN ACCESS DENIAL
US 82 LIMITS OF CONSTRUCTION
FUTURE TRAIL LIMITS OF CONSTRUCTION
PROPOSED ACCESS DENIAL LINE
TEMPORARY CONSTRUCTION EASEMENT
PROPOSED ROW
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 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
MARK HAWKINS
PAUL ELKINS
CURTIS SMITH JR.
BETTY N. BEVERS
LARRY FREEMAN
LEONARD E. HULLETT
DAVID MCCAY
BARBARA L. VERCELLONA
ALLEN JERRELL COPPER
EXISTING TXDOT ROW
600+00
605+00
610+00
615+00
620+00
625+00
630+00
635+00
640+00
645+00
PI
BEGIN WORK STA 10+42
END WORK STA 12+50
VPC 10+47.50 EL. = 405.54
VPT 11+42.50 EL. = 405.29
(-)1.5000 %
(+)0.9741 %
STA = 10+95.00
EL = 404.82'
ex = 0.29'
K = 38
L = 95.00'
DS = 30
PROPOSED US 82 BL
CEMETERY RD.
BEGIN WORK STA 10+42
END WORK STA 15+00
VPC 12+30.00
VPT 14+30.00
STA = 13+30.00
EL = 400.31'
ex = 0.41'
K = 121
L = 200.00'
DS = 56
(-)2.0000 %
(-)0.3512 %
FM 1840 (30 MPH URBAN STREET)
BEGIN WORK STA 10+42
END WORK STA 11+45
VPC 10+55.00 EL. = 401.49
VPT 11+45.00 EL. = 399.24
(-)3.0000 %
(-)1.4846 %
STA = 11+00.00
EL = 399.91'
ex = 0.23'
K = 45
L = 90.00'
DS = 33
PINE ST.
BEGIN SCHEMATIC STA 615+00
403.30 (PROPOSED)
403.30 (EXISTING)
(+)0.4264 %
(+)0.0501 %
(+)0.3385 %
(-)1.3615 %
(-)0.9781 %
VPC 621+00.00 EL. = 405.85'
VPT 623+00.00 EL. = 406.33'
STA = 622+00.00
EL = 406.28'
ex = -0.09'
K = 531
L = 200.00'
DS = 70+
VPC 626+89.00 EL. = 406.52
VPT 629+89.00 EL. = 407.11
STA = 628+39.00
EL = 406.60'
ex = 0.11'
K = 1040
L = 300.00'
DS = 70+
STA 628+61.35
EXIST 3'x2'x89' CONC BOX CULV
PROP 3'x2' CONC BOX CULV W/ SET
FL = 399.37
VPC 633+39.00 EL. = 408.29'
VPT 636+39.00 EL. = 406.76'
STA = 634+89.00
EL = 408.80'
ex = -0.64'
K = 176
L = 300.00'
DS = 63
VPC 639+89.00 EL. = 401.99
VPT 642+89.00 EL. = 401.42
STA = 641+39.00
EL = 399.95'
ex = 0.88'
K = 128
L = 300.00'
DS = 58
STA 642+27.91
EXIST 4'x3'x89' CONC BOX CULV
PROP 4'x3' CONC BOX CULV W/ SET
FL = 393.04
420
410
400
390
380
10+00
11+00
12+00
13
15+00

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

US 82 CURVE #1
PI STATION = 616+43.72
DELTA = 3° 19' 07.89" (RT)
DEGREE OF CURVE = 1° 08' 45.30"
TANGENT = 144.85
LENGTH = 289.63
RADIUS = 5,000.00
PC STATION = 614+98.87
PT STATION = 617+88.49

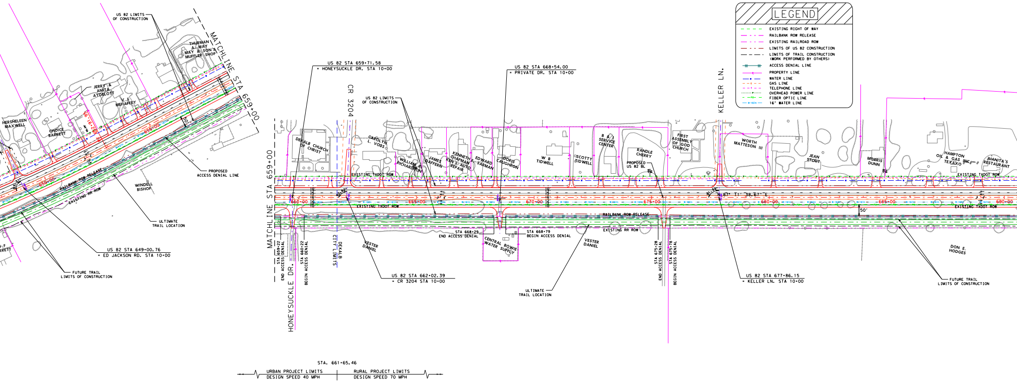
US 82 CURVE #2
PI STATION = 619+34.36
DELTA = 3° 20' 31.54" (LT)
DEGREE OF CURVE = 1° 08' 45.30"
TANGENT = 145.87
LENGTH = 291.65
RADIUS = 5,000.00
PC STATION = 617+88.49
PT STATION = 620+80.15

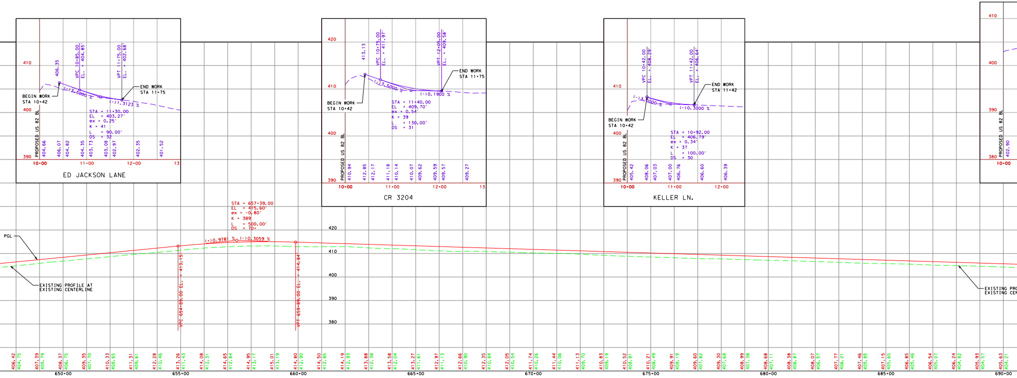
PINE ST. CURVE DATA
PI STATION = 11+72.67
DELTA = 7° 35' 40.47" (LT)
DEGREE OF CURVE = 9° 32' 57.47"
TANGENT = 39.82
LENGTH = 79.53
RADIUS = 600.00
PC STATION = 11+32.85
PT STATION = 12+12.38

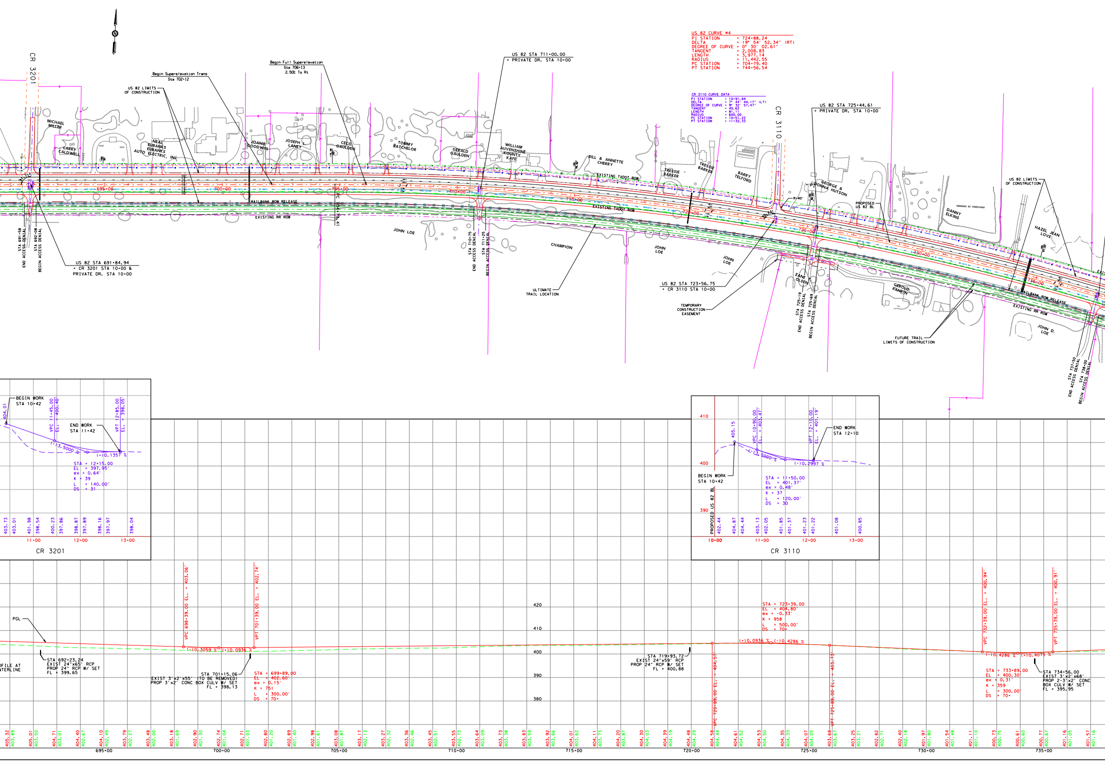
ED JACKSON LANE CURVE DATA
PI STATION = 11+43.34
DELTA = 2° 18' 34.21" (LT)
DEGREE OF CURVE = 2° 00' 00.00"
TANGENT = 57.75
LENGTH = 115.48
RADIUS = 2,864.79
PC STATION = 10+85.59
PT STATION = 12+01.07

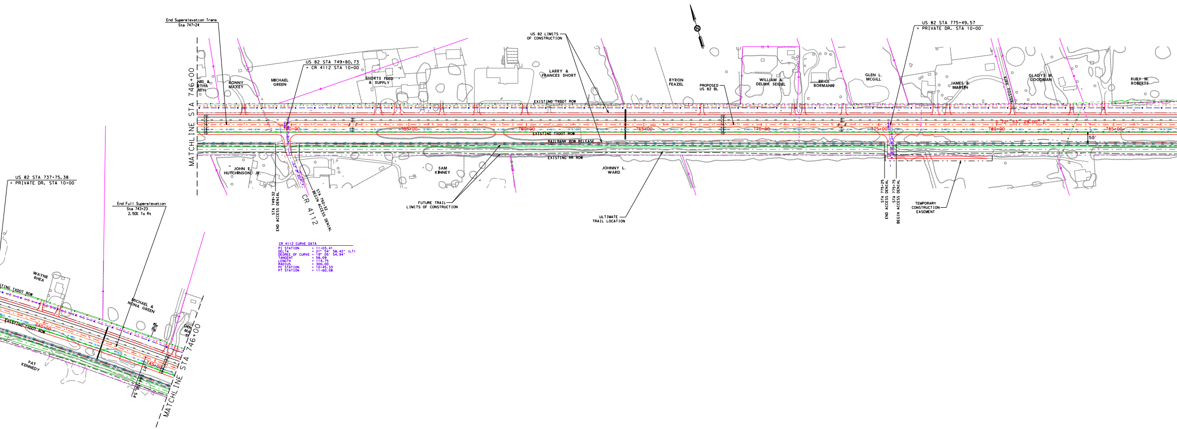
FM 1840 CURVE #1
PI STATION = 12+28.72
DELTA = 54° 52' 19.86" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 155.75
LENGTH = 287.31
RADIUS = 300.00
PC STATION = 10+72.98
PT STATION = 13+60.29

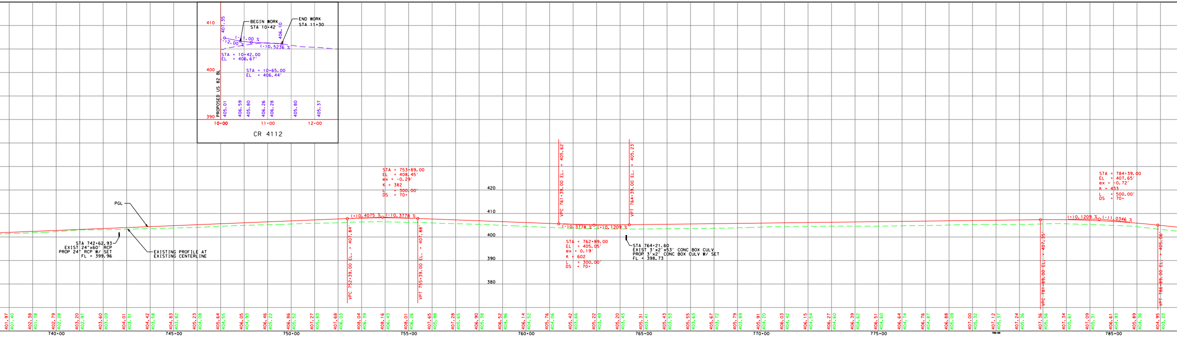
US 82 CURVE #3
PI STATION = 639+52.48
DELTA = 27° 19' 00.36" (LT)
DEGREE OF CURVE = 0° 59' 59.73"
TANGENT = 1,392.41
LENGTH = 2,731.88
RADIUS = 5,730.00
PC STATION = 625+60.07
PT STATION = 652+91.95

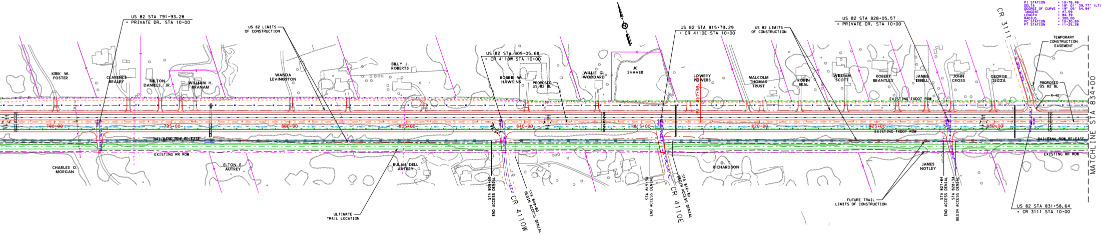

LEGEND
EXISTING RIGHT OF WAY
RAILBANK ROW RELEASE
EXISTING RAILROAD ROW
LIMITS OF US 82 CONSTRUCTION
LIMITS OF TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
ACCESS DENIAL LINE
PROPERTY LINE
WATER LINE
GAS LINE
TELEPHONE LINE
OVERHEAD POWER LINE
FIBER OPTIC LINE
16" WATER LINE
US 82 LIMITS OF CONSTRUCTION
MATCHLINE STA 659+00
THURMAN A. MAY & SON'S MUFFLER SHOP
JERRY & ANITA AYDELOTT
MEHAFFEY
HERSHELEEN MAXWELL
CHOICE BARRETT
PROPOSED ACCESS DENIAL LINE
WINDELL BISHOP
RAILBANK ROW RELEASE
EXISTING RR ROW
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 STA 668+54.00 = PRIVATE DR. STA 10+00
KELLER LN.
DEKALB CHURCH OF CHRIST
CAROLYN L. VOSS
WILLIAM RICHARDSON
JAMES DAFFERN
KENNETH CHAPMAN KEN'S AUTO REPAIR
EDWARD SARMAN
DORIS LAUGHLIN
W B TIDWELL
SCOTTY TIDWELL
B & J 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
N 87° 11' 38.67" E
50'
660+00
665+00
670+00
675+00
680+00
685+00
690+00
STA 659+22 END ACCESS DENIAL
STA 660+22 BEGIN ACCESS DENIAL
DEKALB CITY LIMITS
VESTER DANIEL
STA 668+29 END ACCESS DENIAL
STA 668+79 BEGIN ACCESS DENIAL
CENTRAL BOWIE WATER SUPPLY
STA 675+28 END ACCESS DENIAL
STA 675+78 BEGIN ACCESS DENIAL
US 82 STA 662+02.39 = CR 3204 STA 10+00
US 82 STA 677+86.15 = KELLER LN. STA 10+00
DON E HODGES
HONEYSUCKLE DR.
MATCHLINE STA 659+00
STA. 661+65.46
URBAN PROJECT LIMITS DESIGN SPEED 40 MPH
RURAL PROJECT LIMITS DESIGN SPEED 70 MPH


ED JACKSON LANE
BEGIN WORK STA 10+42
END WORK STA 11+75
VPC 10+85.00 EL. = 404.85'
VPT 11+75.00 EL. = 402.68'
406.35
(-)3.5000 %
(-)1.3123 %
STA = 11+30.00
EL = 403.27'
ex = 0.25'
K = 41
L = 90.00'
DS = 32
PROPOSED US 82 BL
CR 3204
BEGIN WORK STA 10+42
END WORK STA 11+75
413.13
VPC 10+75.00 EL. = 411.97'
VPT 12+05.00 EL. = 409.58'
(-)3.5000 %
(-)0.1900 %
STA = 11+40.00
EL = 409.70'
ex = 0.54'
K = 39
L = 130.00'
DS = 31
KELLER LN.
BEGIN WORK STA 10+42
END WORK STA 11+42
VPC 10+42.00 EL. = 408.29'
VPT 11+42.00 EL. = 406.64'
(-)3.5000 %
(-)0.3000 %
STA = 10+92.00
EL = 406.79'
ex = 0.34'
K = 37
L = 100.00'
DS = 30
PGL
EXISTING PROFILE AT EXISTING CENTERLINE
STA = 657+39.00
EL = 415.60'
ex = -0.80'
K = 389
L = 500.00'
DS = 70+
(+)0.9781 %
(-)0.3059 %
VPC 654+89.00 EL. = 413.15'
VPT 659+89.00 EL. = 414.84'
650+00
655+00
660+00
665+00
670+00
675+00
680+00
685+00
690+00


US 82 CURVE #4
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+79.40
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
CR 3110
US 82 LIMITS OF CONSTRUCTION
Begin Superelevation Trans Sta 702+12
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
US 82 STA 691+84.94 = CR 3201 STA 10+00 & PRIVATE DR. STA 10+00
US 82 STA 723+56.75 = CR 3110 STA 10+00
STA 691+58 END ACCESS DENIAL
STA 692+08 BEGIN ACCESS DENIAL
STA 710+75 END ACCESS DENIAL
STA 711+25 BEGIN ACCESS DENIAL
STA 725+19 END ACCESS DENIAL
STA 725+69 BEGIN ACCESS DENIAL
STA 737+50 END ACCESS DENIAL
STA 738+00 BEGIN ACCESS DENIAL
MICHAEL MILLER
LARRY CALDWELL
NEAL EUBANKS
EUBANKS AUTO ELECTRIC, INC
JOANIE GOODWIN
JOSEPH L. LANEY
CECIL GAULDEN
TOMMY BATCHELOR
GERALD GAULDEN
WILLIAM AUVENSHINE
KOUNTY KAFE
BILL & ANNETTE CHERRY
TRESSIE BARKER
BARRY TELFORD
GEORGE & DONNA HUTSON
DANNY ELKINS
HAZEL JEAN LOVE
JOHN LOE
CHAMPION
ZANE OLSEN
GEROLD RANKIN
JOHN D. LOE
EXISTING TXDOT ROW
EXISTING RR ROW
RAILBANK ROW RELEASE
ULTIMATE TRAIL LOCATION
TEMPORARY CONSTRUCTION EASEMENT
FUTURE TRAIL LIMITS OF CONSTRUCTION
PROPOSED US 82 BL
R=40'
695+00
700+00
705+00
710+00
715+00
720+00
725+00
730+00
735+00
PC 704+79.41
BEGIN WORK STA 10+42
END WORK STA 11+42
VPC 11+45.00 EL. = 400.40
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
404.01
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'
(-)3.5000 %
(-)0.2997 %
END WORK STA 12+10
BEGIN WORK STA 10+42
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
PGL
PROFILE AT CENTERLINE
420 410 400 390 380
VPC 698+39.00 EL. = 403.06'
VPT 701+39.00 EL. = 402.74'
(-)0.3059 %
(+)0.0936 %
STA = 699+89.00
EL = 402.60'
ex = 0.15'
K = 751
L = 300.00'
DS = 70
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
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'
(+)0.0936 %
(-)0.4286 %
STA = 723+39.00
EL = 404.80'
ex = -0.33'
K = 958
L = 500.00'
DS = 70
VPC 732+39.00 EL. = 400.94'
VPT 735+39.00 EL. = 400.91'
(-)0.4286 %
(+)0.4075 %
STA = 733+89.00
EL = 400.30'
ex = 0.31'
K = 359
L = 300.00'
DS = 70
STA 734+56.00
EXIST 3'x2'x68'
PROP 2-3'x2' CONC BOX CULV W/ SET
FL = 395.95
405.32 403.89 405.01 403.50 404.71 403.01 404.40 402.67 404.10 402.49 403.79 402.27 403.48 402.00 403.18 401.69 402.90 401.30 402.74 401.04 402.71 401.03 402.80 401.20 402.89 401.40 402.98 401.61 403.08 401.87 403.17 402.13 403.27 402.32 403.36 402.46 403.45 402.61 403.55 402.73 403.64 403.09 403.73 403.38 403.83 403.59 403.92 403.66 404.01 403.62 404.11 403.73 404.20 403.87 404.30 404.03 404.39 404.19 404.48 404.29 404.58 404.44 404.61 404.52 404.53 404.50 404.35 404.33 404.07 404.05 403.68 403.67 403.25 403.21 402.82 402.71 402.40 402.18 401.97 401.80 401.54 401.48 401.11 401.10 400.73 400.75 400.61 400.60 400.77 400.67 401.16 401.05 401.57 401.16


End Superelevation Trans
Sta 747+24
MATCHLINE STA 746+00
US 82 STA 749+80.73
= CR 4112 STA 10+00
NIS &
RTHA
ITH
RONNY
MAXEY
MICHAEL
GREEN
SHORTS FEED
& SUPPLY
US 82 LIMITS
OF CONSTRUCTION
LARRY &
FRANCES SHORT
EXISTING TXDOT ROW
BYRON
FEAZEL
PROPOSED
US 82 BL
WILLIAM &
DELMA SEIDEL
BRICE
BORMANN
GLEN L.
MCGILL
US 82 STA 775+49.57
= PRIVATE DR. STA 10+00
JAMES B.
MARTIN
KIRK FOSTER
GLADYS M.
GOODMAN
RUBY M.
ROBERTS
10'
12'
12'
16'
12'
12'
10'
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+00
S 72° 53' 29.00" E
50'
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 775+25
END ACCESS DENIAL
STA 775+75
BEGIN ACCESS DENIAL
TEMPORARY
CONSTRUCTION
EASEMENT
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 737+75.38
= PRIVATE DR. STA 10+00
End Full Superelevation
Sta 743+23
2.50% To Rt
WAYNE
RHEA
EXISTING TXDOT ROW
740+00
EXISTING TXDOT ROW
MICHAEL &
NONA GREEN
745+00
PT 744+56.54
PAT
KENNEDY
DEN
MA
SM
MATCHLINE STA 746+00


410
407.35
BEGIN WORK
STA 10+42
END WORK
STA 11+30
406.10
(-)1.00 %
(-)2.00 %
(-)0.5236 %
STA = 10+42.00
EL = 406.67'
400
STA = 10+65.00
EL = 406.44'
PROPOSED US 82 BL
390
405.01
406.59
405.80
406.26
406.28
405.80
405.37
10+00
11+00
12+00
CR 4112
PGL
STA 742+62.93
EXIST 24"x60' RCP
PROP 24" RCP W/ SET
FL = 399.96
EXISTING PROFILE AT
EXISTING CENTERLINE
STA = 753+89.00
EL = 408.45'
ex = -0.29'
K = 382
L = 300.00'
DS = 70+
(+)0.4075 %
(-)0.3778 %
VPC 752+39.00 EL. = 407.84'
VPT 755+39.00 EL. = 407.88'
420
410
400
390
380
VPC 761+39.00 EL. = 405.62'
VPT 764+39.00 EL. = 405.23'
(-)0.3778 %
(+)0.1209 %
STA = 762+89.00
EL = 405.05'
ex = 0.19'
K = 602
L = 300.00'
DS = 70+
STA 764+21.60
EXIST 3'x2'x53' CONC BOX CULV
PROP 3'x2' CONC BOX CULV W/ SET
FL = 398.73
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'
401.97 401.40
402.38 401.78
402.79 402.28
403.20 402.97
403.60 403.09
404.01 403.31
404.42 403.58
404.83 403.82
405.23 404.08
405.64 404.55
406.05 404.93
406.46 405.22
406.86 405.52
407.27 405.83
407.68 406.03
408.04 406.39
408.16 406.43
408.01 406.26
407.65 405.98
407.28 405.65
406.90 405.38
406.52 404.96
406.14 404.52
405.76 404.06
405.42 403.66
405.22 403.49
405.20 403.43
405.31 403.41
405.43 403.53
405.55 403.63
405.67 403.72
405.79 403.89
405.91 404.20
406.03 404.42
406.15 404.54
406.27 404.60
406.39 404.62
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
740+00
745+00
750+00
755+00
760+00
765+00
770+00
775+00
780+00
785+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 STA 815+79.29
= CR 4110E STA 10+00
US 82 LIMITS OF CONSTRUCTION
US 82 STA 828+05.57
= PRIVATE DR. STA 10+00
CR 3111
TEMPORARY CONSTRUCTION EASEMENT
PROPOSED US 82 BL
R=40'
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
MALCOLM THOMAS TRUST
ROBIN BEAL
WILLIAM SCOTT
ROBERT BRANTLEY
JAMES ISBELL
JOHN CROSS
GEORGE TEGZA
EXISTING TXDOT ROW
790+00
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00
RAILBANK ROW RELEASE
EXISTING RR ROW
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
CHARLES O. MORGAN
ELTON E. AUTREY
BULAH DELL AUTREY
O. T. RICHARDSON
JAMES NOTLEY
ULTIMATE TRAIL LOCATION
STA 808+80 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
FUTURE TRAIL LIMITS OF CONSTRUCTION
STA 827+84 END ACCESS DENIAL
STA 828+34 BEGIN ACCESS DENIAL
US 82 STA 831+58.64
= CR 3111 STA 10+00
MATCHLINE STA 834+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

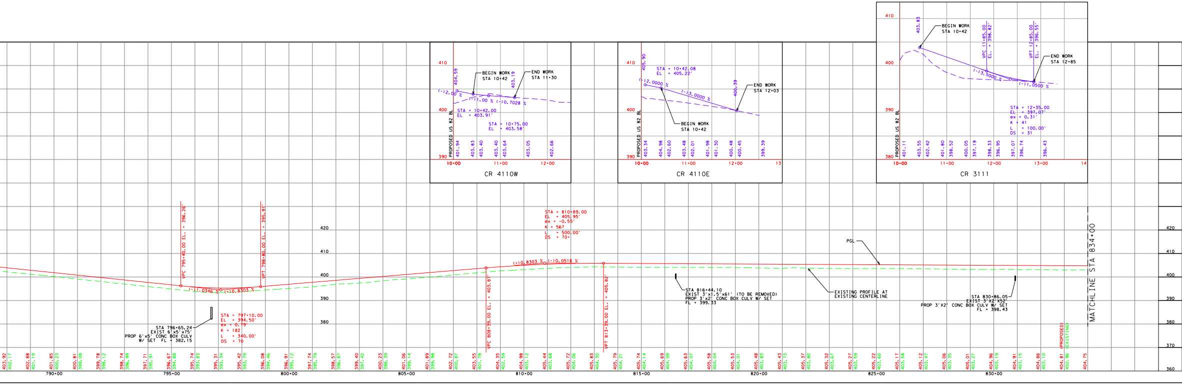
CR 4110W CURVE DATA
PI STATION = 12+24.02
DELTA = 16° 29' 50.03" (LT)
DEGREE OF CURVE = 11° 27' 32.96"
TANGENT = 72.48
LENGTH = 143.97
RADIUS = 500.00
PC STATION = 11+51.54
PT STATION = 12+95.50

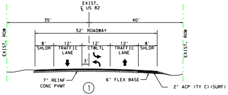
CR 4110E CURVE DATA
PI STATION = 10+82.15
DELTA = 12° 39' 09.43" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 33.26
LENGTH = 66.25
RADIUS = 300.00
PC STATION = 10+48.89
PT STATION = 11+15.14

LEGEND

- EXISTING RIGHT OF WAY
- RAILBANK ROW RELEASE
- EXISTING RAILROAD ROW
- LIMITS OF US 82 CONSTRUCTION
- LIMITS OF 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

SCHEMATICS - SHEET 1 OF 2


CR 4110W
BEGIN WORK STA 10+42
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'
PROPOSED US 82 BL
10+00
11+00
12+00
CR 4110E
STA = 10+42.08
EL = 405.22'
(-)2.0000 %
(-)3.0000 %
END WORK STA 12+03
BEGIN WORK STA 10+42
13
CR 3111
BEGIN WORK STA 10+42
VPC 11+85.00 EL. = 398.82'
VPT 12+85.00 EL. = 396.55'
END WORK STA 12+85
(-)3.5000 %
(-)1.0500 %
STA = 12+35.00
EL = 397.07'
ex = 0.31'
K = 41
L = 100.00'
DS = 31
14
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
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'x61' (TO BE REMOVED)
PROP 3'x2' CONC BOX CULV W/ SET
FL = 399.33
EXISTING PROFILE AT EXISTING CENTERLINE
PGL
STA 830+86.05
EXIST 3'X2'X52'
PROP 3'X2' CONC BOX CULV W/ SET
FL = 398.43
MATCHLINE STA 834+00
(PROPOSED)
(EXISTING)
420
410
400
390
380
370
360
790+00
795+00
800+00
805+00
810+00
815+00
820+00
825+00
830+00


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)

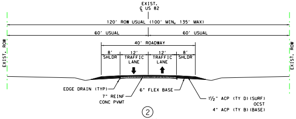
①

US 82

EXISTING TYPICAL SECTION

DEKALB URBAN SECTION

STA 615+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)

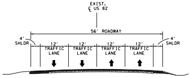
②

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

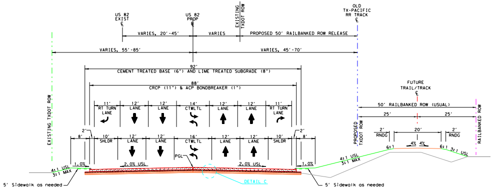
③

US 82

ADJACENT TXDOT PROJECT TYPICAL SECTION

AT END OF PROJECT

STA 1078+00.00


US 82
EXIST
℄
US 82
PROP
℄
EXISTING TXDOT ROW
OLD
TX-PACIFIC
RR TRACK
℄
VARIES, 20'-45'
VARIES
PROPOSED 50' RAILBANKED ROW RELEASE
VARIES, 55'-85'
VARIES, 45'-70'
EXISTING TXDOT ROW
92'
CEMENT TREATED BASE (6") AND LIME TREATED SUBGRADE (8")
88'
CRCP (11") & ACP BONDBREAKER (1")
11' RT TURN LANE
12' LANE
12' LANE
14' CTWLTL
12' LANE
12' LANE
11' RT TURN LANE
2'
8'
10' SHLDR
12' LANE
12' LANE
16' CTWLTL
12' LANE
12' LANE
10' SHLDR
2'
8'
PGL
1.0%
2.0% USL
2.0% USL
1.0%
4:1 USL
3:1 MAX
DETAIL C
5' Sidewalk as needed for Pedestrian Access
5' Sidewalk as needed for Pedestrian Access
4:1 USL
3:1 MAX
FUTURE
TRAIL/TRACK
℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
RAILBANKED ROW
2' RNDG
20'
2' RNDG
4%
4%
6:1
6:1
3:1 USL

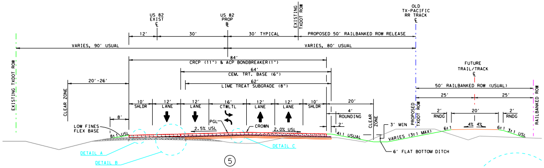
④

US 82

PROPOSED TYPICAL SECTION

STA 620+80.15 TO STA 626+00.00

TRANSITION FROM EXISTING SECTION ① TO PROPOSED SECTION ④ STA 615+00 TO STA 620+80.15


US 82
EXIST
℄
US 82
PROP
℄
EXISTING TXDOT ROW
OLD
TX-PACIFIC
RR TRACK
℄
12'
30'
30' TYPICAL
PROPOSED 50' RAILBANKED ROW RELEASE
VARIES, 90' USUAL
VARIES, 80' USUAL
EXISTING TXDOT ROW
84'
CRCP (11") & ACP BONDBREAKER(1")
64'
CEM. TRT. BASE (6")
62'
LIME TREAT SUBGRADE (8")
CLEAR ZONE
20'-26'
10' SHLDR
12' LANE
12' LANE
16' CTWLTL
12' LANE
12' LANE
10' SHLDR
20'
4' ROUNDING
2'
CLEAR ZONE
3' MIN
8'
LOW FINES FLEX BASE
8:1 USL
PGL
2.5% USL
CROWN
2.0% USL
4:1 USUAL
VARIES (3:1 MAX)
6' FLAT BOTTOM DITCH
DETAIL A
DETAIL B
DETAIL C
FUTURE
TRAIL/TRACK
℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
RAILBANKED ROW
2' RNDG
20'
2' RNDG
4%
4%
6:1
6:1
3:1 USL

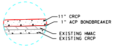
⑤

US 82

PROPOSED TYPICAL SECTION

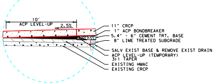
STA 626+00.00 TO STA 1070+44.00

TRANSITION FROM PROPOSED SECTION ⑤ TO ADJACENT TXDOT PROJECT SECTION ③ STA 1070+44 TO STA 1078+00


11" CRCP
1" ACP BONDBREAKER
EXISTING HMAC
EXISTING CRCP

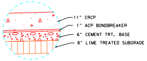
DETAIL A

(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)


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

DETAIL C

(NOT TO SCALE)

SCHEMATICS - SHEET 1 OF 2

CSJ: 0046-04-057

BOWIE COUNTY

US 82

FROM: FM 1840

TO: SH 98

LENGTH: 46,300.00 FT
8.769 MILES

SCALE: 1" = 100'

FUNCTIONAL
CLASSIFICATION: ARTERIAL

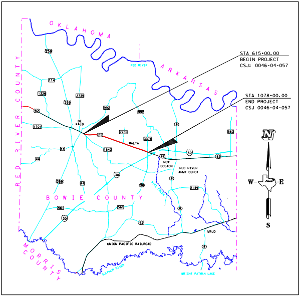
TRAFFIC DATA: ADT (2015) 9,400

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	12/16/2011	REVISED AS PER OCTOBER 31, 2011 & DECEMBER 8, 2011 TxDOT REVIEW
2	02/27/2012	REVISED AS PER FEBRUARY 7, 2012 TxDOT REVIEW


OKLAHOMA
ARKANSAS
RED RIVER
RED RIVER COUNTY
BOWIE COUNTY
MORRIS COUNTY
STA 615+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
BRIGHT PATMAN LAKE
259
114
1326
2735
82
1701
992
2789
3378
1840
44
30
98
8
560
2149
561
67
N
W
E
S

PROJECT LOCATION MAP

SCALE: 1" = 3 MILES

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FILE: US82schem01(ULT).dgn
DATE: 2/22/2012 TIME: 2:02:58 PM
PROJECT DIRECTORY: I:\TYL\PRJ\000006170\01\Outgoing\TxDOT\2012-02-27 Ultimate Schematic Resubmittal\US82schem01(ULT).dgn