FILE: US82schem02(ULT).dgn
DATE: 2/24/2012 TIME: 10:38:17 AM
PROJECT DIRECTORY: I:\TYL\PRJ\000006170\01\Outgoing\TxDOT\2012-02-27 Ultimate Schematic Resubmittal\US82schem02(ULT).dgn

SCHEMATICS - SHEET 2 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 2/27/2012
P.E.# Date
H.W. Lochner, Inc. TX Firm Reg. No. 10488

FUNCTIONAL
CLASSIFICATION: ARTERIAL

TRAFFIC DATA: ADT (2015) 9,400

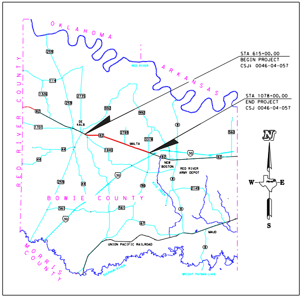
DESIGN SPEED : 40 MPH MIN FROM FM 1840 TO DEKALB CITY LIMITS (STA 661+65.45)
70 MPH MIN FROM DEKALB CITY LIMITS (STA 661+65.45) TO SH 98

DATE SUBMITTED : FEBRUARY 27, 2012

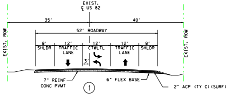
DATE APPROVED : March 27, 2012 by FHWA

REVISIONS

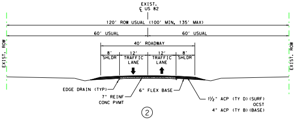
NO.	DATE	DESCRIPTION
1	12/16/2011	REVISED AS PER OCTOBER 31, 2011 & DECEMBER 8, 2011 TxDOT REVIEW
2	02/27/2012	REVISED AS PER FEBRUARY 7, 2012 TxDOT REVIEW


OKLAHOMA
ARKANSAS
RED RIVER
RED RIVER COUNTY
BOWIE COUNTY
MORRIS COUNTY
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
MAUD
RICE CREEK
UNION PACIFIC RAILROAD
SULPHUR RIVER
BRIGHT PATMAN LAKE
259
114
1326
2735
82
1701
992
2789
3378
1840
44
8
30
98
560
2149
561
67
N
W
E
S

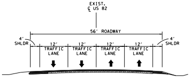
PROJECT LOCATION MAP
SCALE: 1" = 3 MILES


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

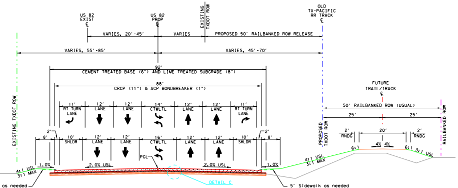

EXIST.
℄ US 82
56' ROADWAY
4'
SHLDR
12'
TRAFFIC LANE
12'
TRAFFIC LANE
12'
TRAFFIC LANE
12'
TRAFFIC LANE
4'
SHLDR

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

5' Sidewalk
for Pedestr
EXISTING TXDOT ROW
CLEAR ZONE

TRAN

© 2012 Texas Department of Transportation


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'
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' CT℄LTL
12' LANE
12' LANE
11' RT TURN LANE
EXISTING TXDOT ROW
2'
8'
10' SHLDR
12' LANE
12' LANE
16' CT℄LTL
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
4:1 USL
3:1 MAX
as needed
ian Access
DETAIL C
5' Sidewalk as needed for Pedestrian Access
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
2' RNDG
20'
2' RNDG
4%
4%
6:1
6:1
3:1 USL
RAILBANKED ROW

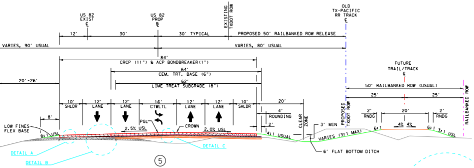
④

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'
10' SHLDR
12' LANE
12' LANE
16' CT℄LTL
12' LANE
12' LANE
10' SHLDR
20'
4' ROUNDING
2'
CLEAR ZONE
8'
LOW FINES FLEX BASE
8:1 USL
2.5% USL
PGL
CROWN
2.0% USL
4:1 USUAL
VARIES (3:1 MAX)
3' MIN
6' FLAT BOTTOM DITCH
DETAIL A
DETAIL B
DETAIL C
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
PROPOSED TXDOT ROW
2' RNDG
20'
2' RNDG
4%
4%
6:1
6:1
3:1 USL
RAILBANKED ROW

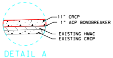
⑤

US 82

PROPOSED TYPICAL SECTION

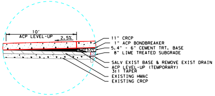
STA 626+00.00 TO STA 1070+44.00

NSITION 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

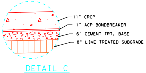
DETAIL A

(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)

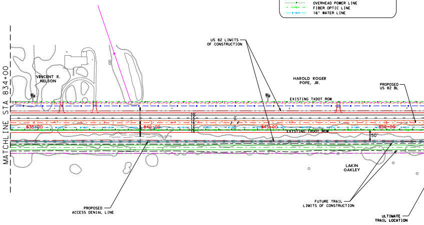

11" CRCP
1" ACP BONDBREAKER
6" CEMENT TRT. BASE
8" LIME TREATED SUBGRADE

DETAIL C

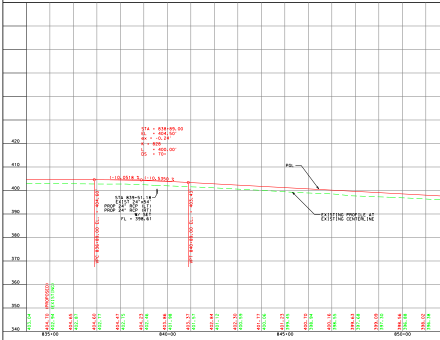
(NOT TO SCALE)

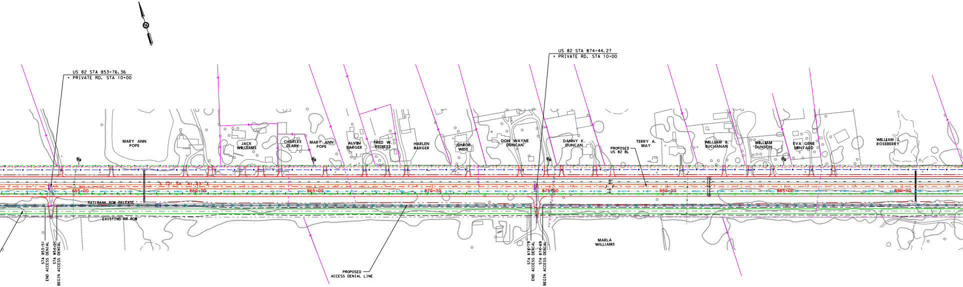
LEGEND

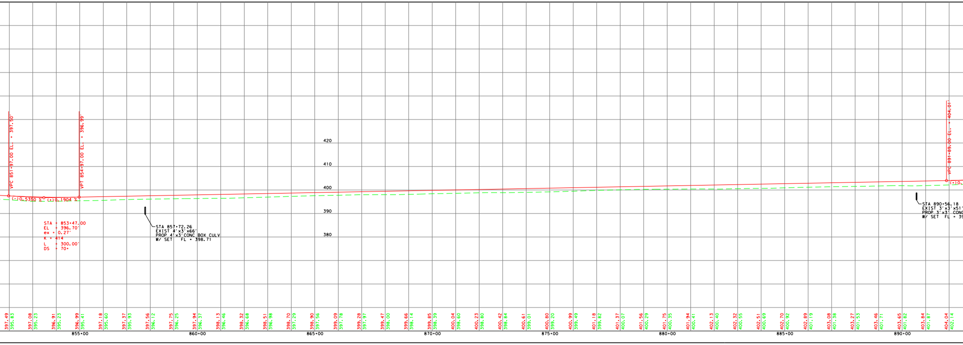
- EXISTING RIGHT OF WAY
- RAILBANK ROW RELEASE
- EXISTING RAILROAD ROW
- LIMITS OF US 82 CONSTRUCTION
- LIMITS OF TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
- ACCESS DENIAL LINE
- PROPERTY LINE
- WATER LINE
- GAS LINE
- TELEPHONE LINE
- OVERHEAD POWER LINE
- FIBER OPTIC LINE
- 16" WATER LINE

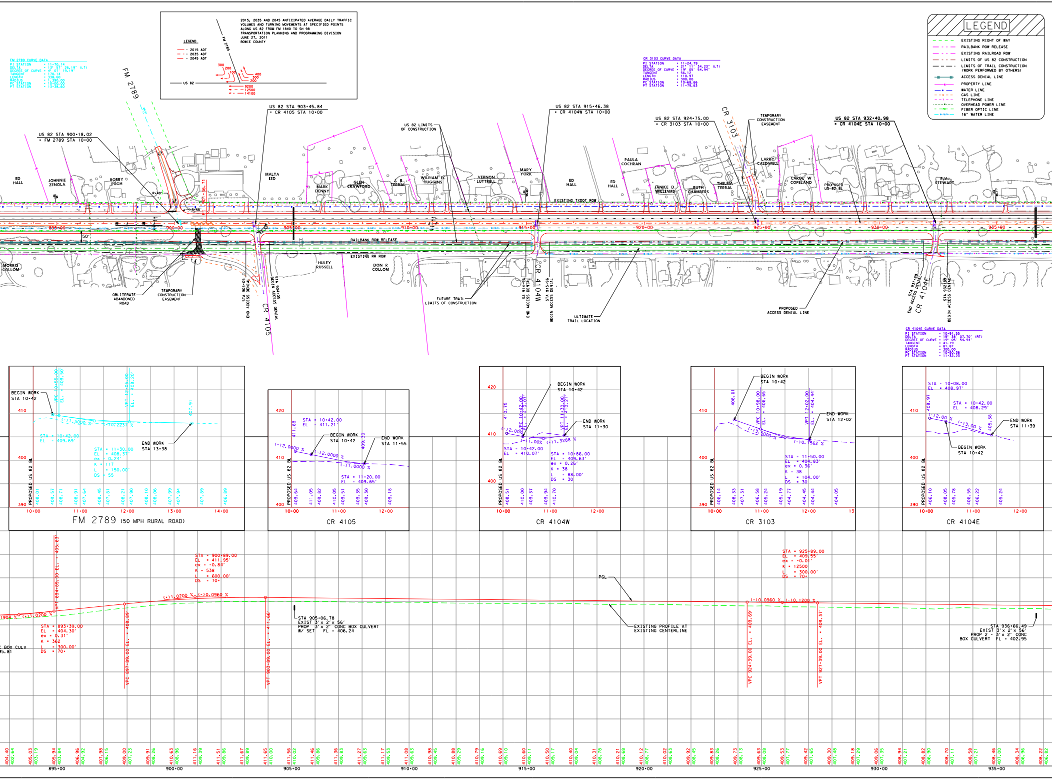

MATCHLINE STA 834+00
VINCENT R. NELSON
US 82 LIMITS OF CONSTRUCTION
HAROLD ROGER POPE, JR.
PROPOSED US 82 BL
EXISTING TXDOT ROW
835+00
840+00
845+00
850+00
EXISTING TXDOT ROW
50'
LAKIN OAKLEY
PROPOSED ACCESS DENIAL LINE
FUTURE TRAIL LIMITS OF CONSTRUCTION
ULTIMATE TRAIL LOCATION

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




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
10'
12'
12'
16'
12'
12'
10'
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


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.
STA 890+56.18
EXIST 3'x3'x51'
PROP 3'x3' CONC
W/ SET FL = 39
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



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

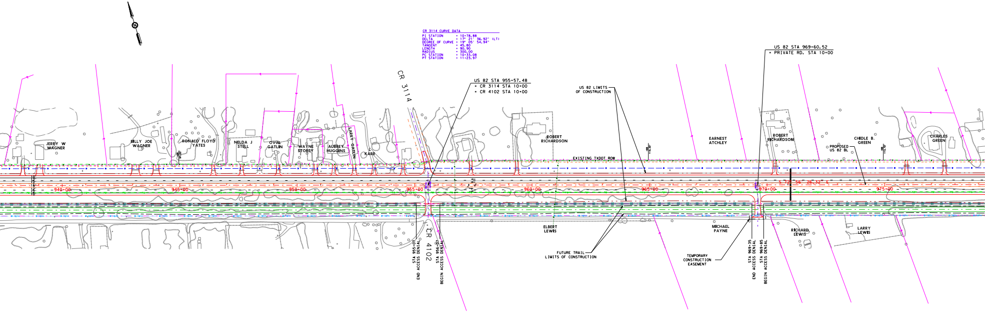
FM 2789 CURVE DATA
PI STATION = 11+70.14
DELTA = 13° 57' 26.19" (LT)
DEGREE OF CURVE = 4° 07' 19.19"
TANGENT = 170.14
LENGTH = 338.60
RADIUS = 1,390.00
PC STATION = 10+00.00
PT STATION = 13+38.60

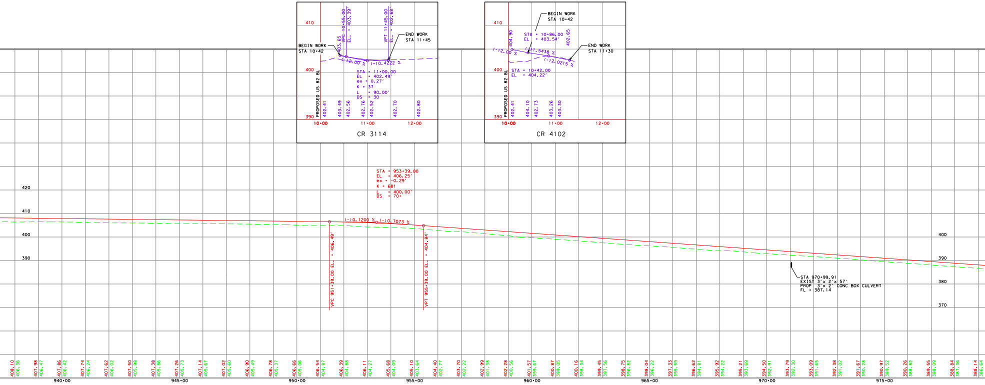
CR 3103 CURVE DATA
PI STATION = 11+24.79
DELTA = 21° 11' 34.23" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 56.12
LENGTH = 110.97
RADIUS = 300.00
PC STATION = 10+68.66
PT STATION = 11+79.63

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 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

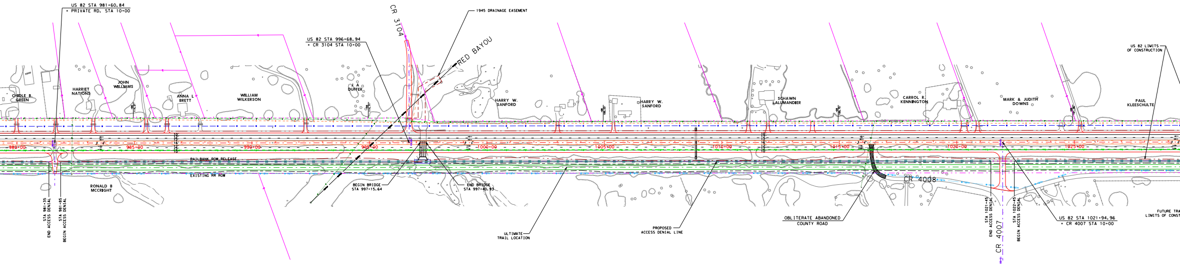
FM 2789
US 82
US 82 STA 900+18.02
= FM 2789 STA 10+00
US 82 STA 903+45.84
= CR 4105 STA 10+00
US 82 LIMITS OF CONSTRUCTION
US 82 STA 915+46.38
= CR 4104W STA 10+00
US 82 STA 924+75.00
= CR 3103 STA 10+00
TEMPORARY CONSTRUCTION EASEMENT
US 82 STA 932+40.98
= CR 4104E STA 10+00
CR 3103
ED HALL
JOHNNIE 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
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 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
895+00
900+00
905+00
910+00
915+00
920+00
925+00
930+00
935+00
FM 2789 (50 MPH RURAL ROAD)
BEGIN WORK STA 10+42
END WORK STA 13+38
STA = 10+42.00 EL = 409.69'
STA = 11+30.00 EL = 408.37' ex = 0.24' K = 117 L = 150.00' DS = 55
CR 4105
BEGIN WORK STA 10+42
END WORK STA 11+55
STA = 10+42.00 EL = 411.21'
STA = 11+20.00 EL = 409.65'
CR 4104W
BEGIN WORK STA 10+42
END WORK STA 11+30
STA = 10+42.00 EL = 410.07'
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
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'
END WORK STA 11+39
BEGIN WORK STA 10+42
PROPOSED US 82 BL
STA = 900+89.00 EL = 411.95' ex = -0.84' K = 538 L = 600.00' DS = 70+
STA = 893+39.00 EL = 404.30' ex = 0.31' K = 362 L = 300.00' DS = 70+
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 = 12500 L = 300.00' DS = 70+
STA 936+66.49 EXIST 3' x 2' x 56' PROP 2 - 3' x 2' CONC BOX CULVERT FL = 402.95
(+)1.0200 %
(-)0.0960 %
(-)0.1200 %

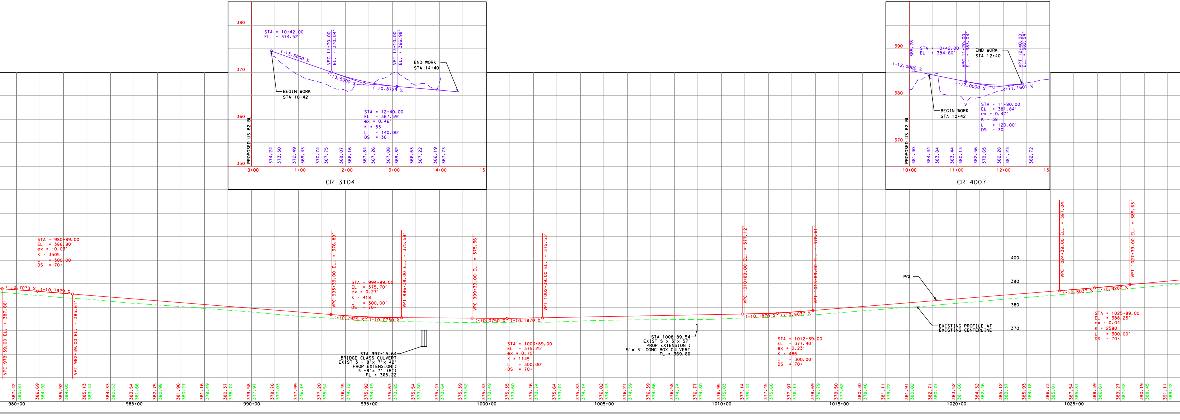

CR 3114 CURVE DATA
PI STATION = 10+78.88
DELTA = 17° 21' 36.92" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 45.80
LENGTH = 90.90
RADIUS = 300.00
PC STATION = 10+33.08
PT STATION = 11+23.97
CR 3114
US 82 STA 955+57.48
= CR 3114 STA 10+00
= CR 4102 STA 10+00
US 82 LIMITS
OF CONSTRUCTION
US 82 STA 969+60.52
= PRIVATE RD. STA 10+00
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
PROPOSED
US 82 BL
CHIDLE B.
GREEN
CHARLES
GREEN
EXISTING TXDOT ROW
940+00
945+00
950+00
955+00
960+00
965+00
970+00
975+00
S 72° 56' 26.32" E
CR 4102
STA 955+07
END ACCESS DENIAL
STA 956+07
BEGIN ACCESS DENIAL
ELBERT
LEWIS
FUTURE TRAIL
LIMITS OF CONSTRUCTION
MICHAEL
PAYNE
TEMPORARY
CONSTRUCTION
EASEMENT
STA 969+35
END ACCESS DENIAL
STA 969+85
BEGIN ACCESS DENIAL
RICHARD
LEWIS
LARRY
LEWIS

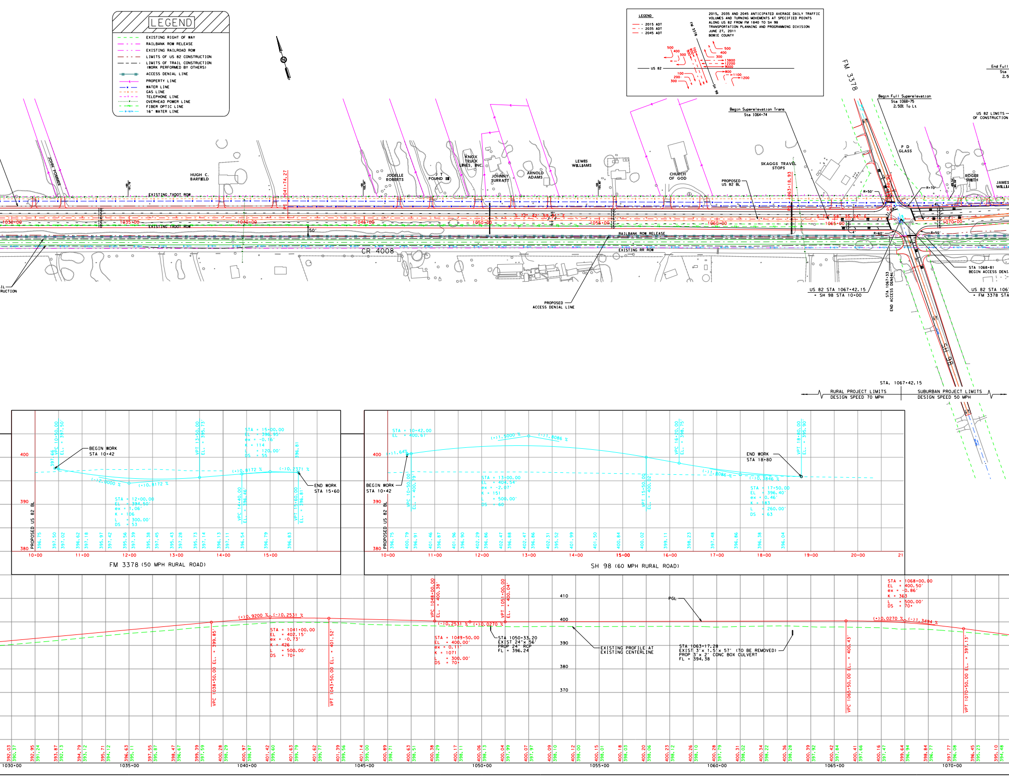

410
400
390
BEGIN WORK
STA 10+42
403.65
VPC 10+55.00
EL. = 403.39'
VPT 11+45.00
EL. = 402.68'
END WORK
STA 11+45
(-)2.00 %
(+)0.4222 %
STA = 11+00.00
EL = 402.49'
ex = 0.27'
K = 37
L = 90.00'
DS = 30
PROPOSED US 82 BL
402.41
403.49
402.56
402.76
402.52
402.70
402.80
10+00
11+00
12+00
CR 3114
410
400
390
BEGIN WORK
STA 10+42
404.90
STA = 10+86.00
EL = 403.54'
402.65
(-)2.00 %
(-)1.5438 %
(-)2.0215 %
END WORK
STA 11+30
STA = 10+42.00
EL = 404.22'
PROPOSED US 82 BL
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+
420
410
400
390
(-)0.1200 %
(-)0.7073 %
VPC 951+39.00 EL. = 406.49'
VPT 955+39.00 EL. = 404.84'
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

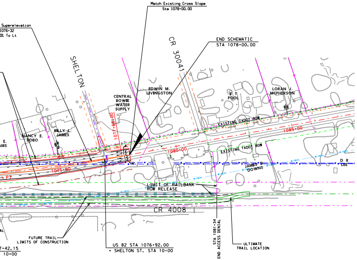
PI STATION = 13+94.01
DELTA = 15° 56' 12.94" (LT)
DEGREE OF CURVE = 19° 05' 54.94"
TANGENT = 41.99
LENGTH = 83.45
RADIUS = 300.00
PC STATION = 13+52.01
PT STATION = 14+35.46


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.
DUPER
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
ULTIMATE
TRAIL LOCATION
PROPOSED
ACCESS DENIAL LINE
OBLITERATE ABANDONED
COUNTY ROAD
CR 4008
CR 4007
STA 1021+45
END ACCESS DENIAL
STA 1022+45
BEGIN ACCESS DENIAL
US 82 STA 1021+94.96
= CR 4007 STA 10+00
FUTURE TRA
LIMITS OF CONST


CR 3104
380
370
360
350
PROPOSED US 82 BL
STA = 10+42.00
EL = 374.52'
(-)3.5000 %
VPC 11+70.00 EL. = 370.04'
VPT 13+10.00 EL. = 366.98'
END WORK
STA 14+40
(-)3.5000 %
(-)0.8729 %
BEGIN WORK
STA 10+42
STA = 12+40.00
EL = 367.59'
ex = 0.46'
K = 53
L = 140.00'
DS = 36
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 4007
390
380
370
PROPOSED US 82 BL
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+42
STA = 11+80.00
EL = 381.84'
ex = 0.47'
K = 38
L = 120.00'
DS = 30
381.30
380.02
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
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 %
(+)0.9200 %
STA = 1025+89.00
EL = 388.25'
ex = 0.04'
K = 2580
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

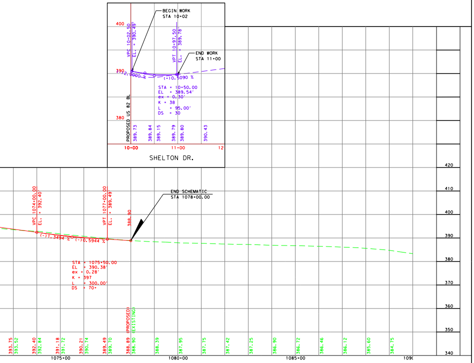

LEGEND
EXISTING RIGHT OF WAY
RAILBANK ROW RELEASE
EXISTING RAILROAD ROW
LIMITS OF US 82 CONSTRUCTION
LIMITS OF TRAIL CONSTRUCTION (WORK PERFORMED BY OTHERS)
ACCESS DENIAL LINE
PROPERTY LINE
WATER LINE
GAS LINE
TELEPHONE LINE
OVERHEAD POWER LINE
FIBER OPTIC LINE
16" WATER LINE
LEGEND
- 2015 ADT
- 2035 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
700
800
900
13800
12200
9000
800
1100
1200
100
200
300
JOHN POMMER
HUGH C. BARFIELD
KNOX TRUCK LINES, INC.
JODELLE ROBERTS
J T POUND III
JOHNNY SURRATT
ARNOLD ADAMS
LEWIS WILLIAMS
CHURCH OF GOD
SKAGGS TRAVEL STOPS
P D GLASS
ROGER SMITH
JAMES WILLIA
PROPOSED US 82 BL
EXISTING TXDOT ROW
RAILBANK ROW RELEASE
EXISTING RR ROW
CR 4008
50'
PI 1041+74.27
PI 1063+18.93
S 72° 42' 59.71" E
S 72° 58' 35.24" E
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
Begin Superelevation Trans
Sta 1064+74
Begin Full Superelevation
Sta 1068+75
2.50% To Lt
End Full
Sta
US 82 LIMITS OF CONSTRUCTION
R=50'
R=70'
R=60'
R=50'
STA 1068+81
BEGIN ACCESS DENI
US 82 STA 1067+42.15
= SH 98 STA 10+00
STA 1067+33
END ACCESS DENIAL
US 82 STA 106
= FM 3378 STA
PROPOSED ACCESS DENIAL LINE
STA. 1067+42.15
RURAL PROJECT LIMITS
DESIGN SPEED 70 MPH
SUBURBAN PROJECT LIMITS
DESIGN SPEED 50 MPH
BEGIN WORK
STA 10+42
END WORK
STA 15+60
VPC 10+50.00
EL. = 397.50'
VPT 13+50.00
EL. = 395.73'
VPC 14+40.00
EL. = 396.46'
VPT 15+60.00
EL. = 396.81'
STA = 12+00.00
EL = 394.50'
ex = 1.06'
K = 106
L = 300.00'
DS = 53
STA = 15+00.00
EL = 396.95'
ex = -0.16'
K = 114
L = 120.00'
DS = 55
(-)2.0000 %
(+)0.8172 %
(+)0.8172 %
(-)0.2371 %
PROPOSED US 82 BL
FM 3378 (50 MPH RURAL ROAD)
BEGIN WORK
STA 10+42
END WORK
STA 18+80
STA = 10+42.00
EL = 400.67'
(+)1.64%
(+)1.5000 %
(-)1.8086 %
(-)1.8086 %
(-)0.3846 %
VPC 10+50.00
EL. = 400.79'
STA = 13+00.00
EL = 404.54'
ex = -2.07'
K = 151
L = 500.00'
DS = 60
VPT 15+50.00
EL. = 400.02'
VPC 16+20.00
EL. = 398.75'
STA = 17+50.00
EL = 396.40'
ex = 0.46'
K = 183
L = 260.00'
DS = 63
VPT 18+80.00
EL. = 395.90'
SH 98 (60 MPH RURAL ROAD)
VPC 1038+50.00 EL. = 399.85'
VPT 1043+50.00 EL. = 401.52'
(+)0.9200 %
(-)0.2531 %
STA = 1041+00.00
EL = 402.15'
ex = -0.73'
K = 426
L = 500.00'
DS = 70+
VPC 1048+00.00
EL. = 400.38'
VPT 1051+00.00
EL. = 400.04'
(-)0.2531 %
(+)0.0270 %
STA = 1049+50.00
EL = 400.00'
ex = 0.11'
K = 1071
L = 300.00'
DS = 70+
STA 1050+33.20
EXIST 24"x 56'
PROP 24" RCP
FL = 396.24
EXISTING PROFILE AT
EXISTING CENTERLINE
PGL
STA 1063+17.28
EXIST 3'x 1.5'x 57' (TO BE REMOVED)
PROP 3'x 2' CONC BOX CULVERT
FL = 394.38
VPC 1065+50.00 EL. = 400.43'
VPT 1070+50.00 EL. = 397.13'
STA = 1068+00.00
EL = 400.50'
ex = -0.86'
K = 363
L = 500.00'
DS = 70+
(+)0.0270 %
(-)1.3494 %
410
400
390
380
370
1030+00
1035+00
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00

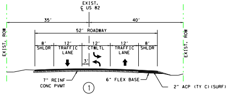
SHELTON ST. CURVE DATA
PI STATION = 10+41.56
DELTA = 8° 51′ 58.58″ (LT)
DEGREE OF CURVE = 19° 05′ 54.94″
TANGENT = 23.26
LENGTH = 46.42
RADIUS = 300.00
PC STATION = 10+18.30
PT STATION = 10+64.72


Match Existing Cross Slope
Sta 1078+00.00
Superelevation
1076+32
% To Lt
END SCHEMATIC
STA 1078+00.00
SHELTON
CR 30041
EDWIN M. LIVINGSTON
CENTRAL BOWIE WATER SUPPLY
POOL
LORAN J. MCPHERSON
EXISTING TXDOT ROW
1085+00
1080+00
1075+00
NANCY E. BOBO
BILLY L. JAMES
JAMES D. DOWNS
D R LEE
LIMIT OF RAILBANK ROW RELEASE
CR 4008
FUTURE TRAIL LIMITS OF CONSTRUCTION
US 82 STA 1076+92.00
= SHELTON ST. STA 10+00
STA 1081+34 END ACCESS DENIAL
ULTIMATE TRAIL LOCATION
7+42.15
10+00

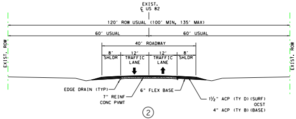
US 82 CURVE #5
PI STATION = 1072+54.83
DELTA = 10° 14′ 59.91″ (LT)
DEGREE OF CURVE = 0° 59′ 59.73″
TANGENT = 513.91
LENGTH = 1,025.07
RADIUS = 5,730.00
PC STATION = 1067+40.92
PT STATION = 1077+66.00

SCHEMATICS - SHEET 2 OF 2

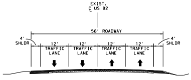



EXIST. ℄ US 82
35'
40'
52' ROADWAY
EXIST. ROW
EXIST. ROW
8' SHLDR
12' TRAFFIC LANE
12' CTWLTL
12' TRAFFIC LANE
8' SHLDR
3'
7" REINF CONC PVMT
6" FLEX BASE
2" ACP (TY C)(SURF)

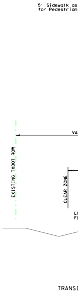
①
US 82
EXISTING TYPICAL SECTION
DEKALB URBAN SECTION
STA 615+00.00 TO STA 627+83.56

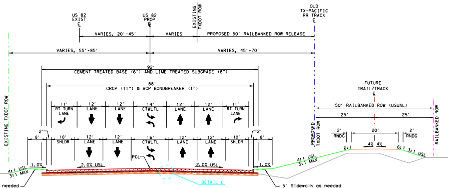

EXIST. ℄ US 82
120' ROW USUAL (100' MIN, 135' MAX)
60' USUAL
60' USUAL
40' ROADWAY
EXIST. ROW
EXIST. ROW
8' SHLDR
12' TRAFFIC LANE
12' TRAFFIC LANE
8' SHLDR
EDGE DRAIN (TYP)
6" FLEX BASE
7" REINF CONC PVMT
1½" ACP (TY D)(SURF)
OCST
4" ACP (TY B)(BASE)

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' Sidewalk as
for Pedestrian
VA
EXISTING TXDOT ROW
CLEAR ZONE
LO
FL
TRANS


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'
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
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
needed Access
DETAIL C
5' Sidewalk as needed for Pedestrian Access
EXISTING TXDOT ROW
PROPOSED TXDOT ROW
FUTURE TRAIL/TRACK ℄
50' RAILBANKED ROW (USUAL)
25'
25'
2' RNDG
20'
2' RNDG
4%
4%
6:1
6:1
3:1 USL
4:1 USL
3:1 MAX
RAILBANKED ROW

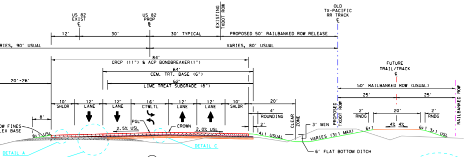
④

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

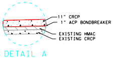
⑤

US 82

PROPOSED TYPICAL SECTION

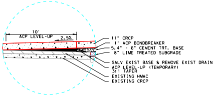
STA 626+00.00 TO STA 1070+44.00

TION 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

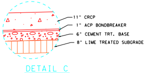
DETAIL A

(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 2 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

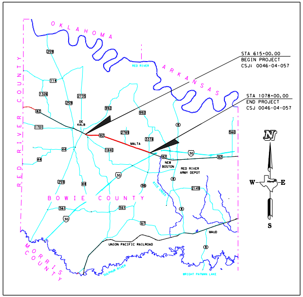
TRAFFIC DATA: ADT (2015) 9,400

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 COUNTY
BOWIE COUNTY
MORRIS COUNTY
RED RIVER
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
MAUD
UNION PACIFIC RAILROAD
WRIGHT PATMAN LAKE
SULPHUR RIVER
82
30
8
259
114
1326
2735
992
1701
44
1840
3378
2148
561
2149
N
W
E
S

PROJECT LOCATION MAP

SCALE: 1" = 3 MILES

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DATE: 2/24/2012 TIME: 10:38:17 AM
PROJECT DIRECTORY: I:\TYL\PRJ\000006170\01\Outgoing\TxDOT\2012-02-27 Ultimate Schematic Resubmittal\US82schem02(ULT).dgn