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12/22/2022

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PP-01.dgn

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-08-103	FROM: BOYCE RD TO COOKE RD

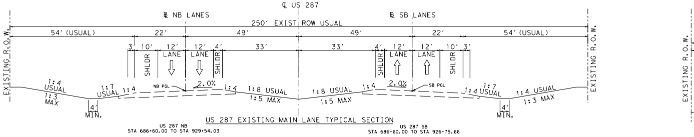
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

PROJECT LENGTH = 3.9 MILES

PLAN LEGEND:

🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
🟦	FEMA FLOODPLAIN
⬛	PROPOSED INTERIM PAVEMENT
▨	PAVEMENT REMOVAL
▩	BUILDING DISPLACEMENT
━━━	PROPOSED SSTR
▬▬▬	ATTENUATOR
— - — - —	EXISTING RIGHT-OF-WAY
— - - — - -	PROPOSED RIGHT-OF-WAY
— — —	EXISTING PROPERTY LINE
━━━	PROPOSED RETAINING WALL
═══	PROPOSED DRAINAGE CULVERT
═══	EXISTING DRAINAGE CULVERT
XXXXXX	PARCEL ID
⟶	FLOW DIRECTION
- • • • ⟶	DITCH FLOW LINE

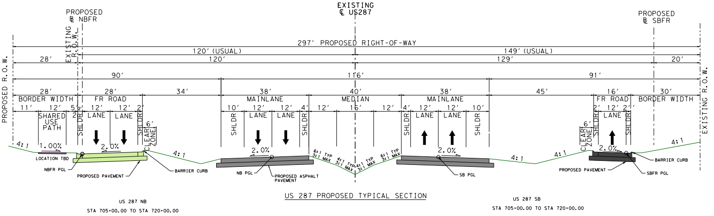


℄ US 287
BL NB LANES
BL SB LANES
250' EXIST ROW USUAL
54' (USUAL)
22'
49'
49'
22'
54' (USUAL)
3'
10'
12'
12'
4'
33'
33'
4'
12'
12'
10'
3'
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
EXISTING R.O.W.
EXISTING R.O.W.
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4' MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 686+60.00 TO STA 929+54.03

US 287 SB
STA 686+60.00 TO STA 926+75.66



PROPOSED BL NBFR
EXISTING ℄ US287
PROPOSED BL SBFR
EXISTING R.O.W.
PROPOSED R.O.W.
EXISTING R.O.W.
297' PROPOSED RIGHT-OF-WAY
120' (USUAL)
149' (USUAL)
28'
120'
129'
20'
90'
116'
91'
28'
28'
34'
38'
40'
38'
45'
16'
30'
BORDER WIDTH
FR ROAD
MAINLANE
MEDIAN
MAINLANE
FR ROAD
BORDER WIDTH
11'
12'
5'
2'
12'
12'
2'
10'
12'
12'
4'
12'
16'
12'
4'
12'
12'
10'
2'
12'
2'
SHARED USE PATH
SHLDR
LANE
LANE
SHLDR
6' CLEAR ZONE
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
6' CLEAR ZONE
SHLDR
LANE
SHLDR
4:1
1.00%
2.0%
4:1
2.0%
6:1 TYP 3:1 MAX
4:1 TYP 3:1 MAX
4:1 TYP 3:1 MAX
6:1 TYP 3:1 MAX
2.0%
4:1
4:1
2.0%
4:1
LOCATION TBD
NBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
NB PGL
PROPOSED ASPHALT PAVEMENT
SB PGL
PROPOSED PAVEMENT
BARRIER CURB
SBFR PGL

US 287 PROPOSED TYPICAL SECTION

US 287 NB
STA 705+00.00 TO STA 720+00.00

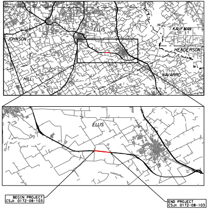
US 287 SB
STA 705+00.00 TO STA 720+00.00

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS.WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED,CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

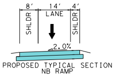
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.



TARRANT
DALLAS
JOHNSON
ELLIS
KAUFMAN
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT CSJ: 0172-08-103
END PROJECT CSJ: 0172-08-103

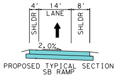
LOCATION MAP
N.T.S.

PARCEL ID	OWNER
181025	RS ELLIS TEXAS INVESTMENTS LLC
283027	TOTO PROPERTIES LLC
227368	MELDOR PROPERTIES LLC
187287	K & A PARTNERS LLC
187306	CUEVAS FRANCISCO
187370	HOLMES SALVAGE INC
187359	D & G STORE LLC
274727	AHMAD TARIQ
187289	AHMAD TARIQ
187360	CASEY ALCANTAR LLC
230874	VICTRON STORES LP
269222	VICTOR E BALLAS LLC & VA CAPITAL LLC
230875	VICTRON STORES LP
269223	REALM DEVELOPMENT INC
269224	REALM DEVELOPMENT INC
269225	REALM DEVELOPMENT INC
279952	TEXAS CENTRAL RAILROAD & INFRASTRUCTURE INC
141158	BAE JAE CHANG & POK SUN
141185	RS WAXAHACHIE287 INVESTMENTS LLC
141175	SINGH SAJVIR & JAGWINDER
141171	ONCOR ELECTRIC DELIVERY COMPANY
138489	MR W FIREWORKS
187311	D&S FARMS OF SCV LLC
141172	JRLS ESTATES LLC
141170	GETZENDANER TRUST
141173	OBR HOLDING COMPANY LLC
141179	GETZENDANER TRUST
141177	MEYER MOTORSPORTS INC
187301	GETZENDANER TRUST



8'
14'
4'
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP



4'
14'
8'
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
SB RAMP

RETAINING WALL SUMMARY

WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH
RWNBML727	BLUS287NB STA 723+90.30	22.00' LT	BLUS287NB STA 730+75.31	32.15' LT	685.20
RWNBML746	BLUS287NB STA 736+40.98	22.00' LT	BLUS287NB STA 755+41.24	23.00' LT	1902.08
RWSBML730	BLUS287SB STA 725+10.79	39.34' RT	BLUS287SB STA 736+11.82	53.00' RT	1100.10
RWSBML747	BLUS287SB STA 739+61.09	22.00' RT	BLUS287SB STA 755+43.59	22.00' RT	1581.00
RWNBFR1731	BLFR287NB STA 1732+75.00	26.00' RT	BLFR287NB STA 1744+69.48	26.00' RT	1193.14
RWSBFR1722	BLFR287SB STA 1720+01.18	14.00' RT	BLFR287SB STA 1723+28.83	14.00' RT	328.54
RWSBFR1724	BLFR287SB STA 1723+82.41	14.00' RT	BLFR287SB STA 1724+95.18	14.00' RT	112.77
RWSBFR1731	BLFR287SB STA 1730+55.00	14.00' RT	BLFR287SB STA 1731+00.56	14.00' RT	45.56
RWSBFR1732	BLFR287SB STA 1730+32.59	14.00' RT	BLFR287SB STA 1733+50.00	14.00' RT	217.28
RWSBFR1736	BLFR287SB STA 1732+14.47	53.66' LT	BLFR287SB STA 1739+40.00	51.75' LT	727.30

US 287 HORIZONTAL CURVE DATA

CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING			
℄ US287	US 287 CENTERLINE	US287CL1	707+42.71	6,806,917.96	2,513,656.69	N 86° 23' 33.78" E	710+21.09	6,806,935.48	2,513,934.52	3° 11' 20.90" (LT)	712+99.32	6,806,968.42	2,514,210.94	N 83° 12' 12.88" E	278.38	556.61	10000.00
		US287CL2	712+99.32	6,806,968.42	2,514,210.94	N 83° 12' 12.88" E	716+50.08	6,807,009.93	2,514,559.23	3° 11' 20.90" (RT)	720+00.65	6,807,032.00	2,514,909.29	N 86° 23' 33.78" E	350.75	701.33	12600.00
		US287CL3	731+08.97	6,807,101.73	2,516,015.41	N 86° 23' 33.78" E	750+22.13	6,807,222.10	2,517,924.78	9° 30' 35.68" (RT)	769+26.50	6,807,025.36	2,519,827.79	S 84° 05' 50.54" E	1913.16	3817.52	23000.00
BL US287NB	US 287 NORTHBOUND	US287NB1	710+25.10	6,806,985.63	2,513,935.37	N 86° 23' 33.78" E	712+40.59	6,806,999.19	2,514,150.43	2° 28' 04.75" (LT)	714+56.01	6,807,022.00	2,514,364.72	N 83° 55' 29.04" E	215.49	430.92	10004.00
		US287NB2	714+56.01	6,807,022.00	2,514,364.72	N 83° 55' 29.04" E	717+28.20	6,807,050.80	2,514,635.37	2° 28' 04.75" (RT)	720+00.30	6,807,067.93	2,514,907.02	N 86° 23' 33.78" E	272.19	544.29	12636.00
		US287NB3	731+08.62	6,807,137.66	2,516,013.15	N 86° 23' 33.78" E	750+24.77	6,807,258.22	2,517,925.50	9° 30' 35.68" (RT)	769+32.12	6,807,061.17	2,519,831.49	S 84° 05' 50.54" E	1916.15	3823.50	23036.00
BL US287SB	US 287 SOUTHBOUND	US287SB1	705+13.18	6,806,853.62	2,513,430.76	N 86° 23' 24.04" E	709+27.97	6,806,879.74	2,513,844.72	3° 46' 15.34" (LT)	713+42.45	6,806,933.02	2,514,256.07	N 82° 37' 08.70" E	414.79	829.27	12600.00
		US287SB2	713+42.45	6,806,933.02	2,514,256.07	N 82° 37' 08.70" E	716+71.88	6,806,975.34	2,514,582.77	3° 46' 25.09" (RT)	720+01.08	6,806,996.07	2,514,911.55	N 86° 23' 33.78" E	329.43	658.62	10000.00
		US287SB3	731+09.40	6,807,065.80	2,516,017.68	N 86° 23' 33.78" E	750+19.56	6,807,185.99	2,517,924.06	9° 30' 35.68" (RT)	769+20.95	6,806,989.55	2,519,824.09	S 84° 05' 50.54" E	1910.16	3811.55	22964.00
BL FR287NB	FR 287 NORTHBOUND	FR287NB1	1731+08.32	6,807,219.50	2,516,007.99	N 86° 23' 33.78" E	1750+31.29	6,807,340.49	2,517,927.15	9° 30' 35.68" (RT)	1769+45.43	6,807,142.73	2,519,839.93	S 84° 05' 50.54" E	1922.97	3837.11	23118.00
BL FR287SB	FR 287 SOUTHBOUND	FR287SB1	1709+09.18	6,806,829.11	2,513,829.09	N 86° 29' 05.98" E	1709+68.22	6,806,832.73	2,513,888.02	2° 14' 45.28" (LT)	1710+27.24	6,806,838.65	2,513,946.76	N 84° 14' 20.69" E	59.04	118.07	3012.00
		FR287SB2	1713+54.37	6,806,871.49	2,514,272.23	N 84° 14' 20.69" E	1714+10.53	6,806,877.13	2,514,328.11	2° 09' 13.09" (RT)	1714+66.68	6,806,880.66	2,514,384.16	N 86° 23' 33.78" E	56.16	112.31	2988.00
		FR287SB3	1731+08.61	6,806,983.97	2,516,022.84	N 86° 23' 33.78" E	1750+11.95	6,807,103.72	2,517,922.41	9° 30' 35.68" (RT)	1769+06.55	6,806,907.98	2,519,815.66	S 84° 05' 50.54" E	1903.34	3797.94	22882.00
BL RNBENBOYCE	BOYCE NB RAMP	RNBENBOYCE1	10+00.00	6,807,156.89	2,515,936.79	N 86° 23' 33.78" E	11+19.67	6,807,164.42	2,516,056.22	2° 24' 19.77" (LT)	12+39.31	6,807,176.96	2,516,175.23	N 83° 59' 14.02" E	119.67	239.31	5700.00
		RNBENBOYCE2	12+39.31	6,807,176.96	2,516,175.23	N 83° 59' 14.02" E	15+32.62	6,807,207.68	2,516,466.93	4° 16' 07.63" (RT)	18+25.66	6,807,216.61	2,516,760.11	N 88° 15' 21.65" E	293.31	586.35	7870.00
		RNBENBOYCE3	18+25.66	6,807,216.61	2,516,760.11	N 88° 15' 21.65" E	21+94.91	6,807,227.85	2,517,129.19	1° 49' 59.47" (RT)	25+64.10	6,807,227.27	2,517,498.45	S 89° 54' 38.88" E	369.26	738.45	23080.00
BL RSBEXBOYCE	BOYCE SB RAMP	RSBEXBOYCE1	10+00.00	6,806,985.67	2,514,937.26	N 86° 23' 33.78" E	11+95.99	6,806,998.00	2,515,132.86	3° 56' 18.74" (RT)	13+91.82	6,806,996.87	2,515,328.84	S 89° 40' 07.48" E	195.99	391.82	5700.00
		RSBEXBOYCE2	13+91.82	6,806,996.87	2,515,328.84	S 89° 40' 07.48" E	16+62.83	6,806,995.30	2,515,599.85	3° 56' 40.16" (LT)	19+33.63	6,807,012.38	2,515,870.32	N 86° 23' 12.36" E	271.01	541.80	7870.00
		RSBEXBOYCE3	25+85.39	6,807,046.96	2,516,521.17	N 86° 57' 30.47" E	28+13.41	6,807,059.06	2,516,748.86	4° 34' 53.59" (RT)	30+41.18	6,807,052.93	2,516,976.80	S 88° 27' 35.93" E	228.02	455.79	5700.00

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200
SCALE: 1" = 100' HORIZONTAL

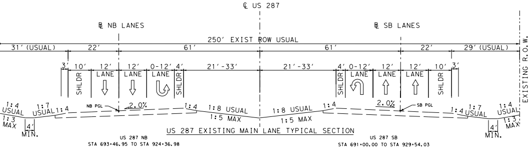
10 0 10 20
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT
INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES.
THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 1 OF 9

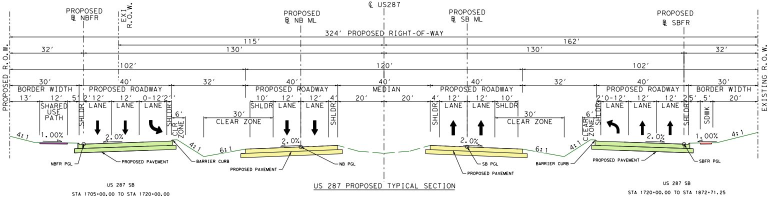


℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
31' (USUAL)
22'
61'
61'
22'
29' (USUAL)
EXISTING R.O.W.
3'
10'
12'
12'
0-12'
4'
21'-33'
21'-33'
4'
0-12'
12'
12'
10'
3'
SHLDR
LANE
LANE
LANE
SHLDR
SHLDR
LANE
LANE
LANE
SHLDR
NB PGL
SB PGL
2.0%
2.0%
1:4 USUAL
1:7 USUAL
1:4
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4' MIN.
4' MIN.
1:3 MAX

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 693+46.95 TO STA 924+36.98

US 287 SB
STA 691+00.00 TO STA 929+54.03

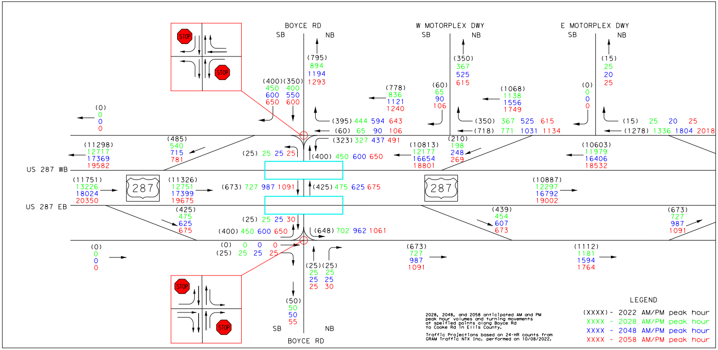


℄ US287
PROPOSED ℄ NBFR
EXI R.O.W.
PROPOSED ℄ NB ML
PROPOSED ℄ SB ML
PROPOSED ℄ SBFR
324' PROPOSED RIGHT-OF-WAY
115'
162'
32'
130'
130'
32'
102'
120'
102'
PROPOSED R.O.W.
EXISTING R.O.W.
30'
40'
32'
40'
40'
40'
32'
40'
30'
BORDER WIDTH
PROPOSED ROADWAY
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
13'
12'
5'
2'
12'
12'
0-12'
2'
10'
12'
12'
4'
20'
20'
4'
12'
12'
10'
2'
0-12'
12'
12'
2'
5'
5'
20'
SHARED USE PATH
SHLDR
LANE
LANE
LANE
SHLDR
6' CLR ZONE
30' CLEAR ZONE
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
30' CLEAR ZONE
6' CLEAR ZONE
SHLDR
LANE
LANE
LANE
SHLDR
SDWK
4:1
1.00%
2.0%
4:1
6:1
2.0%
2.0%
6:1
4:1
2.0%
1.00%
4:1
NBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
NB PGL
SB PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
SBFR PGL

US 287 SB
STA 1705+00.00 TO STA 1720+00.00

US 287 PROPOSED TYPICAL SECTION

US 287 SB
STA 1720+00.00 TO STA 1872+71.25



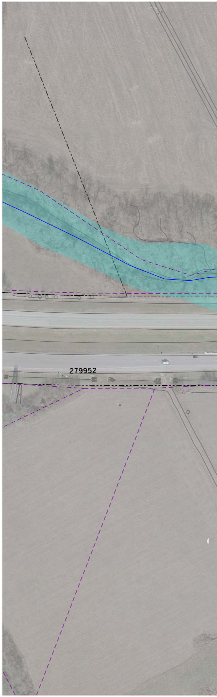
BOYCE RD
SB
NB
W MOTORPLEX DWY
SB
NB
E MOTORPLEX DWY
SB
NB
STOP
STOP
(795) 894 1194 1293
(400)(350) 450 400 600 550 650 600
(778) 836 1121 1240
(395) 444 594 643
(60) 65 90 106
(350) 367 525 615
(60) 65 90 106
(1068) 1138 1556 1749
(350) 367 525 615
(718) 771 1031 1134
(15) 25 20 25
(0) 0 0 0
(15) 25 20 25
(1278) 1336 1804 2018
(0) 0 0 0
(11298) 12717 17369 19582
(485) 540 715 781
(25) 25 25 25
(323) 327 437 491
(400) 450 600 650
(10813) 12177 16654 18801
(210) 198 248 269
(10603) 11979 16406 18532
US 287 WB
287
(11751) 13226 18024 20350
(11326) 12751 17399 19675
(673) 727 987 1091
(425) 475 625 675
287
(10887) 12297 16792 19002
US 287 EB
(425) 475 625 675
(25) 25 25 30
(400) 450 600 650
(648) 702 962 1061
(439) 454 607 673
(673) 727 987 1091
(0) 0 0 0
(0) 0 0 0
(25) 25 25 25
(25)(25) 25 25 25 25 25 30
(673) 727 987 1091
(1112) 1181 1594 1764
(50) 50 50 55
SB
NB
BOYCE RD
STOP
STOP

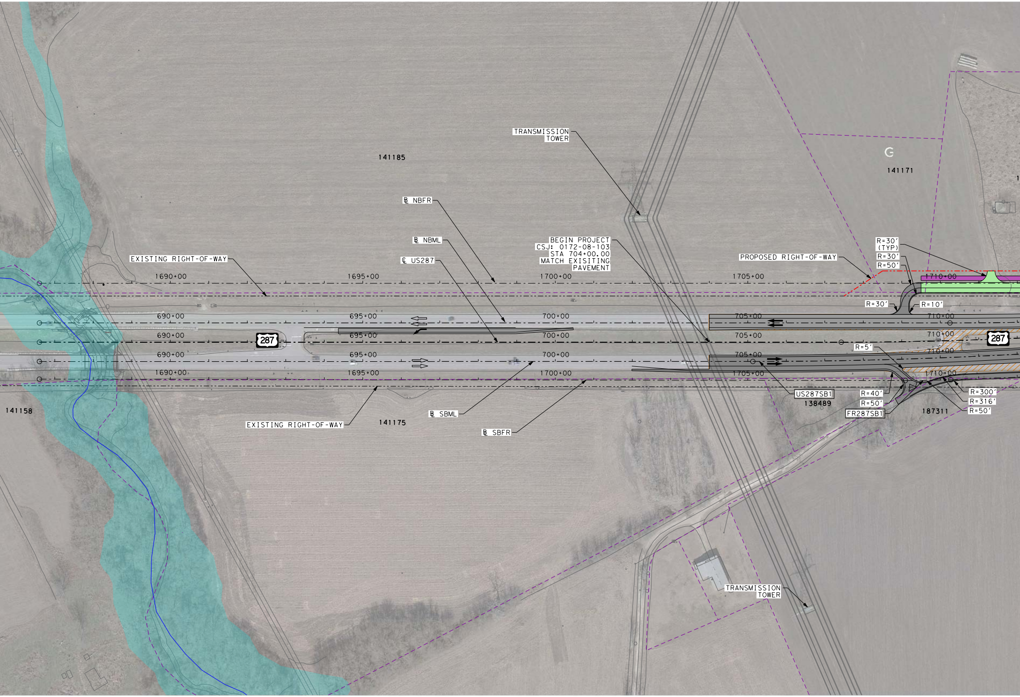
2028, 2048, and 2058 anticipated AM and PM peak hour volumes and turning movements at speified points along Boyce Rd to Cooke Rd in Ellis County.

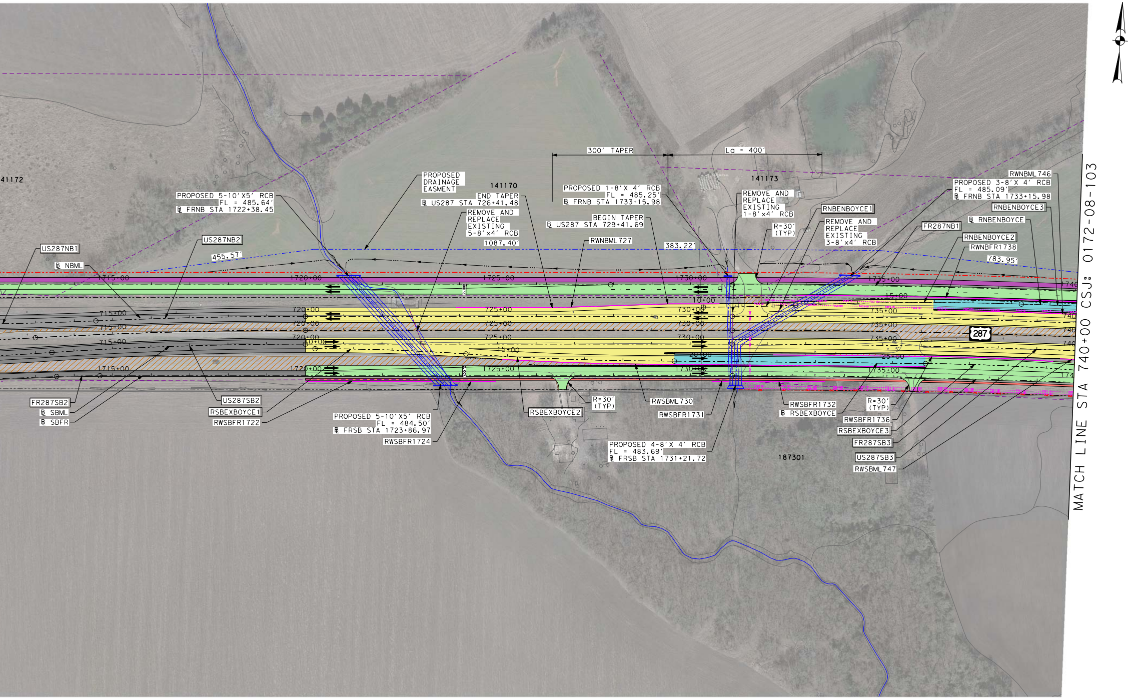
Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/08/2022.

LEGEND

(XXXX) - 2022 AM/PM peak hour
XXXX - 2028 AM/PM peak hour
XXXX - 2048 AM/PM peak hour
XXXX - 2058 AM/PM peak hour




TRANSMISSION TOWER
141185
141171
BL NBFR
BL NBML
℄ US287
BEGIN PROJECT
CSJ: 0172-08-103
STA 704+00.00
MATCH EXISITING
PAVEMENT
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
R=30′
(TYP)
R=30′
R=50′
R=30′
R=10′
R=5′
1690+00
1695+00
1700+00
1705+00
1710+00
690+00
695+00
700+00
705+00
710+00
287
287
US287SB1
138489
R=40′
R=50′
FR287SB1
187311
R=300′
R=316′
R=50′
141158
EXISTING RIGHT-OF-WAY
141175
BL SBML
BL SBFR
TRANSMISSION TOWER


41172
US287NB1
BL NBML
PROPOSED 5-10'X5' RCB
FL = 485.64'
BL FRNB STA 1722+38.45
US287NB2
455.57'
PROPOSED DRAINAGE EASMENT
141170
END TAPER
BL US287 STA 726+41.48
REMOVE AND REPLACE EXISTING 5-8'x4' RCB
1087.40'
300' TAPER
PROPOSED 1-8'X 4' RCB
FL = 485.25'
BL FRNB STA 1733+15.98
BEGIN TAPER
BL US287 STA 729+41.69
RWNBML727
383.22'
La = 400'
141173
REMOVE AND REPLACE EXISTING 1-8'x4' RCB
R=30' (TYP)
RNBENBOYCE1
REMOVE AND REPLACE EXISTING 3-8'x4' RCB
FR287NB1
RWNBML746
PROPOSED 3-8'X 4' RCB
FL = 485.09'
BL FRNB STA 1733+15.98
RNBENBOYCE3
BL RNBENBOYCE
RNBENBOYCE2
RWNBFR1738
783.95'
1715+00
1720+00
1725+00
1730+00
1735+00
715+00
720+00
725+00
730+00
735+00
10+00
15+00
20+00
25+00
287
FR287SB2
BL SBML
BL SBFR
US287SB2
RSBEXBOYCE1
RWSBFR1722
PROPOSED 5-10'X5' RCB
FL = 484.50'
BL FRSB STA 1723+86.97
RWSBFR1724
RSBEXBOYCE2
R=30' (TYP)
RWSBML730
RWSBFR1731
PROPOSED 4-8'X 4' RCB
FL = 483.69'
BL FRSB STA 1731+21.72
RWSBFR1732
BL RSBEXBOYCE
R=30' (TYP)
RWSBFR1736
RSBEXBOYCE3
FR287SB3
US287SB3
RWSBML747
187301
MATCH LINE STA 740+00 CSJ: 0172-08-103

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:
0172-08-103

CSJ LIMITS:
FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

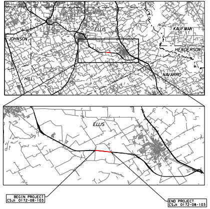
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN. CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
JOHNSON
ELLIS
KAUFMAN
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT
CSJ: 0172-08-103
END PROJECT
CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 1 OF 9

12/22/2022 5:50:14 PM
c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PP-02.dgn

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-08-103	FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

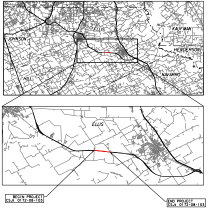
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN. CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
ELLIS
KAUFMAN
JOHNSON
HENDERSON
NAVARRO
HILL
ELLIS
BEGIN PROJECT CSJ: 0172-08-103
END PROJECT CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

SCALE: 1" = 100' HORIZONTAL
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
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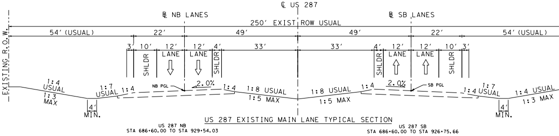
NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

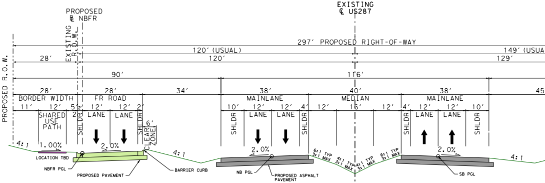
DECEMBER 23, 2022
ROLL 2 OF 9

PLAN LEGEND:

🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
🟦	FEMA FLOODPLAIN
⬜	PROPOSED INTERIM PAVEMENT
▨	PAVEMENT REMOVAL
▩	BUILDING DISPLACEMENT
━	PROPOSED SSTR
▬	ATTENUATOR
-·-·-	EXISTING RIGHT-OF-WAY
-·-·-	PROPOSED RIGHT-OF-WAY
— —	EXISTING PROPERTY LINE
━	PROPOSED RETAINING WALL
▤	PROPOSED DRAINAGE CULVERT
▤	EXISTING DRAINAGE CULVERT
XXXXXX	PARCEL ID
⟶	FLOW DIRECTION
···→	DITCH FLOW LINE


℄ US 287
BL NB LANES
BL SB LANES
250' EXIST ROW USUAL
EXISTING R.O.W.
54' (USUAL)
22'
49'
49'
22'
54' (USUAL)
3' 10' 12' 12' 4'
33'
33'
4' 12' 12' 10' 3'
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:7
1:4 USUAL
1:4 USUAL
1:3 MAX
4' MIN.
US 287 NB
STA 686+60.00 TO STA 929+54.03
US 287 SB
STA 686+60.00 TO STA 926+75.66

US 287 EXISTING MAIN LANE TYPICAL SECTION

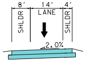

PROPOSED
BL NBFR
EXISTING
℄ US287
EXISTING R.O.W.
PROPOSED R.O.W.
297' PROPOSED RIGHT-OF-WAY
120' (USUAL)
120'
149' (USUA
129'
28'
90'
116'
28'
28'
34'
38'
40'
38'
45
BORDER WIDTH
FR ROAD
MAINLANE
MEDIAN
MAINLANE
11' 12' 5½' 12' 12' 2'
10' 12' 12' 4'
12' 16' 12'
4' 12' 12' 10'
SHARED USE PATH
2'
SHLDR
LANE
LANE
SHLDR
6' CLEAR ZONE
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
4:1
1.00%
2.0%
4:1
2.0%
6:1 TYP 3:1 MAX
4:1 TYP 3:1 MAX
4:1 TYP 3:1 MAX
6:1 TYP 3:1 MAX
2.0%
4:1
LOCATION TBD
NBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
NB PGL
PROPOSED ASPHALT PAVEMENT
SB PGL

US 287 PROPOSED TYPICAL SECTION

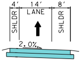
US 287 NB
STA 705+00.00 TO STA 720+00.00

US 287 SB
STA 705+00.00 TO

PARCEL ID	OWNER
141179	GETZENDANER TRUST
141177	MEYER MOTORSPORTS INC
187301	GETZENDANER TRUST
187290	MEYER MOTORSPORTS INC
236735	MP HOLDINGS LLC
190374	MEYER MOTORSPORTS INC
190361	FUENTES JULIA E
199108	WALTHER LARRY &
190412	VERBINDEN II LLC ENNIS 183 ACRES SERIES
286820	BENOIT PREMIUM THREADING LLC
190373	KIRVEN FARMS


8' 14' 4'
SHLDR
LANE
SHLDR
2.0%

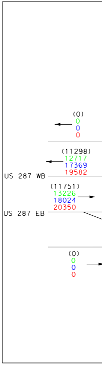
PROPOSED TYPICAL SECTION
NB RAMP

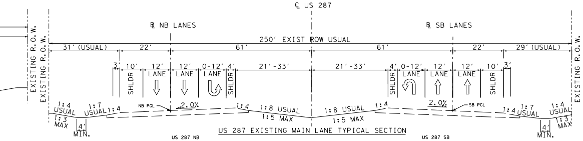

4' 14' 8'
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
SB RAMP

RETAINING WALL SUMMARY

WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH
RWNBML746	BLUS287NB STA 736+40.98	22.00' LT	BLUS287NB STA 755+41.24	23.00' LT	1902.08
RWNBML766	BLUS287NB STA 757+80.97	22.00' LT	BLUS287NB STA 774+04.95	51.49' LT	1626.32
RWNBML788	BLUS287NB STA 782+01.69	22.00' LT	BLUS287NB STA 793+16.69	22.00' LT	1115.00
RWSBML747	BLUS287SB STA 739+61.09	22.00' RT	BLUS287SB STA 755+43.59	22.00' RT	1581.00
RWSBML763	BLUS287SB STA 757+83.86	22.82' RT	BLUS287SB STA 760+24.29	40.44' RT	1128.62
RWSBML769	BLUS287SB STA 767+53.60	22.00' RT	BLUS287SB STA 770+94.18	22.00' RT	340.43
RWSBML797	BLUS287SB STA 793+19.40	23.00' RT	BLUS287SB STA 801+84.68	23.00' RT	865.28
RWNBFR1738	BLFR287NB STA 1732+75.00	26.00' RT	BLFR287NB STA 1744+69.48	26.00' RT	1193.14
RWNBFR1746	BLFR287NB STA 1742+45.00	21.00' LT	BLFR287NB STA 1751+00.34	21.00' LT	856.12
RWNBFR1777	BLFR287NB STA 1775+60.05	55.34' RT	BLFR287NB STA 1778+93.18	34.63' RT	333.80
RWNBFR1806	BLFR287NB STA 1799+15.00	21.00' LT	BLFR287NB STA 1813+80.00	21.00' LT	1465.00
RWNBFR1807	BLFR287NB STA 1803+00.00	28.39' RT	BLFR287NB STA 1812+07.19	54.60' RT	907.77
RWSBFR1746	BLFR287SB STA 1745+32.84	14.00' RT	BLFR287SB STA 1746+95.00	14.00' RT	162.06
RWSBFR1760	BLFR287SB STA 1757+60.00	14.00' RT	BLFR287SB STA 1761+96.49	32.02' RT	447.34
RWSBFR1763	BLFR287SB STA 1762+42.06	32.79' RT	BLFR287SB STA 1762+95.00	14.00' RT	63.58
RWSBFR1781	BLFR287SB STA 1780+55.00	14.00' RT	BLFR287SB STA 1781+37.36	14.00' RT	82.36
RWSBFR1785	BLFR287SB STA 1781+61.26	14.00' RT	BLFR287SB STA 1788+95.00	14.00' RT	733.74
RWABUTBOYCE1	BLBOYCE STA 15+79.12	119.51' LT	BLFR287SB STA 16+96.48	119.43' LT	116.36
RWABUTBOYCE2	BLBOYCE STA 15+58.06	119.60' RT	BLBOYCE STA 16+76.35	119.60' RT	117.29

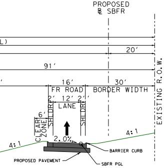

(0)
0
0
0
(11298)
12717
17369
19582
US 287 WB
(11751)
13226
18024
20350
US 287 EB
(0)
0
0
0


℄ US 287
℄ NB LANES
℄ SB LANES
250′ EXIST ROW USUAL
31′ (USUAL)
22′
61′
61′
22′
29′ (USUAL)
3′ 10′ 12′ 12′ 0-12′ 4′
21′-33′
21′-33′
4′ 0-12′ 12′ 12′ 10′ 3′
SHLDR
LANE
LANE
LANE
SHLDR
SHLDR
LANE
LANE
LANE
SHLDR
EXISTING R.O.W.
EXISTING R.O.W.
EXISTING R.O.W.
1:4 USUAL
1:3 MAX
1:7 USUAL
1:4
4′ MIN.
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4′ MIN.

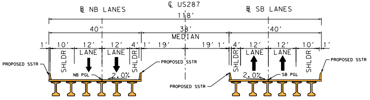
US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 693+46.95 TO STA 924+36.98

US 287 SB
STA 691+00.00 TO STA 929+54.03


PROPOSED
℄ SBFR
L)
20′
91′
16′
30′
FR ROAD
BORDER WIDTH
2′ 12′ 2′
LANE
SHLDR
SHLDR
6′ CLEAR ZONE
EXISTING R.O.W.
4:1
2.0%
4:1
BARRIER CURB
PROPOSED PAVEMENT
SBFR PGL

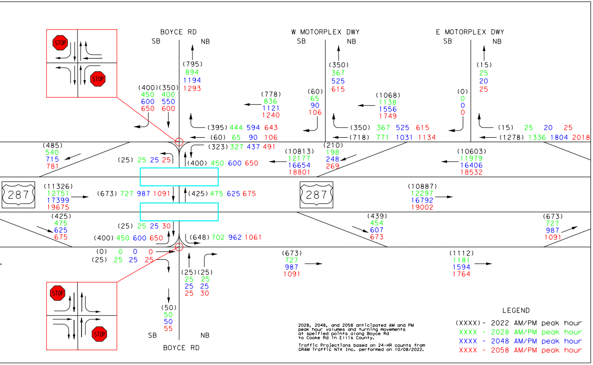
STA 720+00.00


℄ NB LANES
℄ US287
℄ SB LANES
118′
40′
38′
MEDIAN
40′
1′ 10′ 12′ 12′ 4′ 1′ 19′
19′ 1′ 4′ 12′ 12′ 10′ 1′
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
PROPOSED SSTR
PROPOSED SSTR
PROPOSED SSTR
PROPOSED SSTR
NB PGL
2.0%
2.0%
SB PGL

PROPOSED NORTHBOUND AND SOUTHBOUND BRIDGES TYPICAL SECTIONS AT BOYCE RD

US 287 NB
STA 755+38.99 TO STA 757+86.92

US 287 NB
STA 755+44.59 TO STA 757+85.66

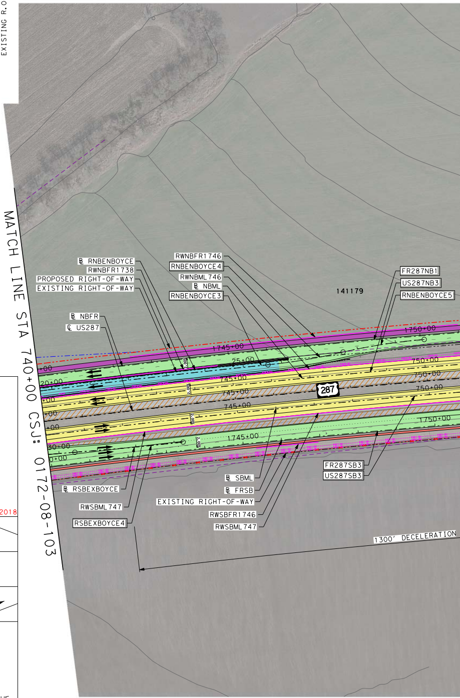

STOP
STOP
BOYCE RD
SB
NB
(795)
894
1194
1293
(400)(350)
450 400
600 550
650 600
(778)
836
1121
1240
(395) 444 594 643
(60) 65 90 106
(323) 327 437 491
(400) 450 600 650
(25) 25 25 25
(485)
540
715
781
W MOTORPLEX DWY
SB
NB
(350)
367
525
615
(60)
65
90
106
(1068)
1138
1556
1749
(350) 367 525 615
(718) 771 1031 1134
(10813)
12177
16654
18801
(210)
198
248
269
E MOTORPLEX DWY
SB
NB
(15)
25
20
25
(0)
0
0
0
(15) 25 20 25
(1278) 1336 1804 2018
(10603)
11979
16406
18532
287
(11326)
12751
17399
19675
(673) 727 987 1091
(425) 475 625 675
287
(10887)
12297
16792
19002
(425)
475
625
675
(25) 25 25 30
(400) 450 600 650
(648) 702 962 1061
(439)
454
607
673
(673)
727
987
1091
(0) 0 0 0
(25) 25 25 25
(25)(25)
25 25
25 25
25 30
(673)
727
987
1091
(1112)
1181
1594
1764
(50)
50
50
55
STOP
STOP
SB
NB
BOYCE RD

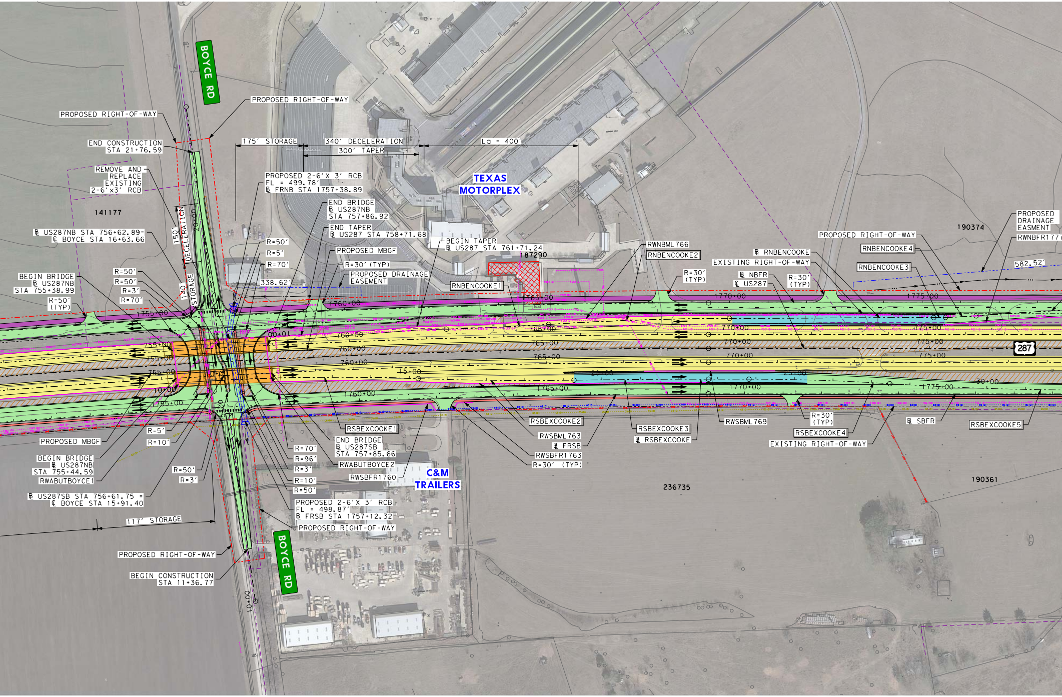
2028, 2048, and 2058 anticipated AM and PM peak hour volumes and turning movements at specified points along Boyce Rd to Cooke Rd in Ellis County.

Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/08/2022.

LEGEND

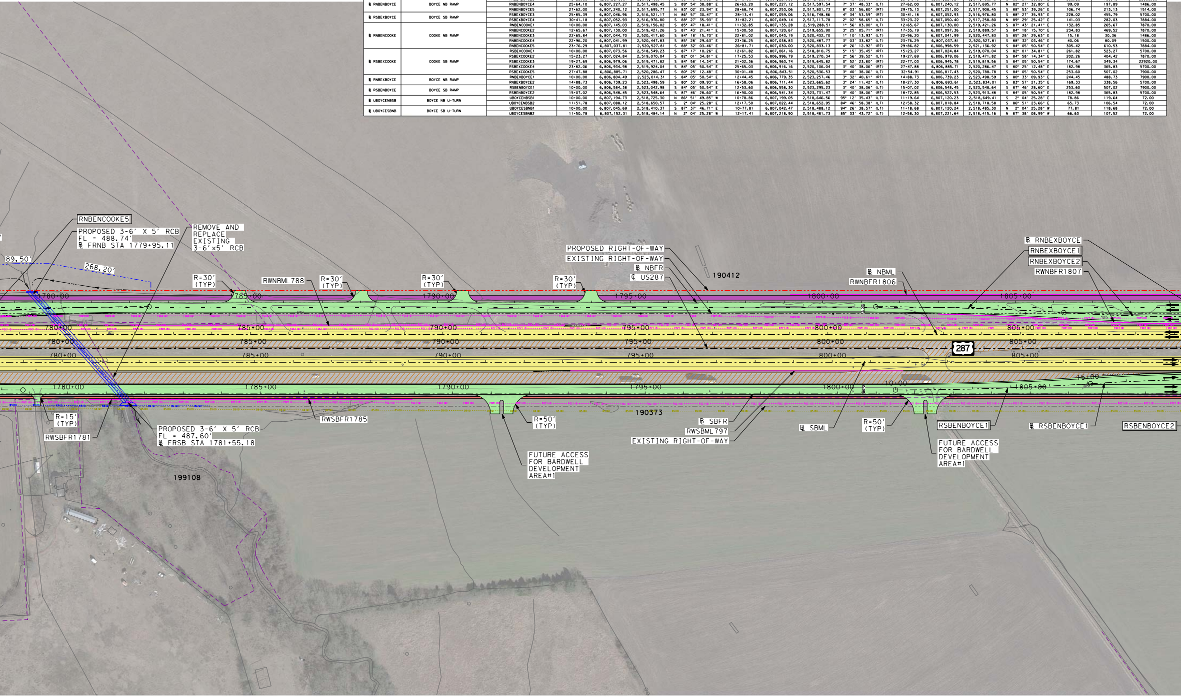
(XXXX) - 2022 AM/PM peak hour
XXXX - 2028 AM/PM peak hour
XXXX - 2048 AM/PM peak hour
XXXX - 2058 AM/PM peak hour

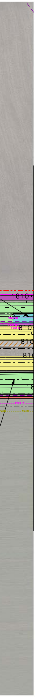

MATCH LINE STA 740+00 CSJ: 0172-08-103
℄ RNBENBOYCE
RWNBFR1738
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
RWNBFR1746
RNBENBOYCE4
RWNBML746
℄ NBML
RNBENBOYCE3
141179
FR287NB1
US287NB3
RNBENBOYCE5
℄ NBFR
℄ US287
1745+00
1750+00
745+00
750+00
287
FR287SB3
US287SB3
℄ SBML
℄ FRSB
℄ RSBEXBOYCE
RWSBML747
RSBEXBOYCE4
EXISTING RIGHT-OF-WAY
RWSBFR1746
RWSBML747
1300′ DECELERATION


BOYCE RD
PROPOSED RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
END CONSTRUCTION STA 21+76.59
REMOVE AND REPLACE EXISTING 2-6'x3' RCB
141177
175' STORAGE
340' DECELERATION
300' TAPER
La = 400'
PROPOSED 2-6'X 3' RCB FL = 499.78' Ƀ FRNB STA 1757+38.89
TEXAS MOTORPLEX
END BRIDGE Ƀ US287NB STA 757+86.92
END TAPER Ƀ US287 STA 758+71.68
BEGIN TAPER Ƀ US287 STA 761+71.24
187290
Ƀ US287NB STA 756+62.89= ℄ BOYCE STA 16+63.66
150' DECELERATION
140' STORAGE
20+00
R=50'
R=5'
R=70'
PROPOSED MBGF
R=30' (TYP)
PROPOSED DRAINAGE EASEMENT
338.62'
RNBENCOOKE1
RWNBML766
RNBENCOOKE2
R=30' (TYP)
Ƀ RNBENCOOKE
EXISTING RIGHT-OF-WAY
Ƀ NBFR
℄ US287
R=30' (TYP)
PROPOSED RIGHT-OF-WAY
RNBENCOOKE4
RNBENCOOKE3
190374
PROPOSED DRAINAGE EASMENT
RWNBFR177
582.52'
BEGIN BRIDGE Ƀ US287NB STA 755+38.99
R=50' (TYP)
R=50'
R=50'
R=3'
R=70'
1755+00
1760+00
1765+00
1770+00
1775+00
755+00
760+00
765+00
770+00
775+00
00+00
10+00
15+00
20+00
25+00
30+00
287
RSBEXCOOKE1
END BRIDGE Ƀ US287SB STA 757+85.66
RWABUTBOYCE2
RWSBFR1760
C&M TRAILERS
RSBEXCOOKE2
RWSBML763
Ƀ FRSB
RWSBFR1763
R=30' (TYP)
RSBEXCOOKE3
Ƀ RSBEXCOOKE
RWSBML769
R=30' (TYP)
RSBEXCOOKE4
EXISTING RIGHT-OF-WAY
Ƀ SBFR
RSBEXCOOKE5
236735
190361
R=5'
R=10'
PROPOSED MBGF
BEGIN BRIDGE Ƀ US287NB STA 755+44.59
RWABUTBOYCE1
R=50'
R=3'
Ƀ US287SB STA 756+61.75 = ℄ BOYCE STA 15+91.40
117' STORAGE
PROPOSED RIGHT-OF-WAY
BEGIN CONSTRUCTION STA 11+36.77
R=70'
R=96'
R=3'
R=10'
R=50'
PROPOSED 2-6'X 3' RCB FL = 498.87' Ƀ FRSB STA 1757+12.32
PROPOSED RIGHT-OF-WAY
BOYCE RD
10+00

US 287 HORIZONTAL CURVE DATA

CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING			
℄ US287	US 287 CENTERLINE	US287CL3	731+08.97	6,807,101.73	2,516,015.41	N 86° 23' 33.78" E	750+22.13	6,807,222.10	2,517,924.78	9° 30' 35.68" (RT)	769+26.50	6,807,025.36	2,519,827.79	S 84° 05' 50.54" E	1913.16	3817.52	23000.00
Ᵽ US287NB	US 287 NORTHBOUND	US287NB3	731+08.62	6,807,137.66	2,516,013.15	N 86° 23' 33.78" E	750+24.77	6,807,258.22	2,517,925.50	9° 30' 35.68" (RT)	769+32.12	6,807,061.17	2,519,831.49	S 84° 05' 50.54" E	1916.15	3823.50	23036.00
Ᵽ US287SB	US 287 SOUTHBOUND	US287SB3	731+09.40	6,807,065.80	2,516,017.68	N 86° 23' 33.78" E	750+19.56	6,807,185.99	2,517,924.06	9° 30' 35.68" (RT)	769+20.95	6,806,989.55	2,519,824.09	S 84° 05' 50.54" E	1910.16	3811.55	22964.00
Ᵽ FR287NB	FR 287 NORTHBOUND	FR287NB1	1731+08.32	6,807,219.50	2,516,007.99	N 86° 23' 33.78" E	1750+31.29	6,807,340.49	2,517,927.15	9° 30' 35.68" (RT)	1769+45.43	6,807,142.73	2,519,839.93	S 84° 05' 50.54" E	1922.97	3837.11	23118.00
Ᵽ FR287SB	FR 287 SOUTHBOUND	FR287SB3	1731+08.61	6,806,983.97	2,516,022.84	N 86° 23' 33.78" E	1750+11.95	6,807,103.72	2,517,922.41	9° 30' 35.68" (RT)	1769+06.55	6,806,907.98	2,519,815.66	S 84° 05' 50.54" E	1903.34	3797.94	22882.00
Ᵽ RNBENBOYCE	BOYCE NB RAMP	RNBENBOYCE3	18+25.66	6,807,216.61	2,516,760.11	N 88° 15' 21.65" E	21+94.91	6,807,227.85	2,517,129.19	1° 49' 59.47" (RT)	25+64.10	6,807,227.27	2,517,498.45	S 89° 54' 38.88" E	369.26	738.45	23080.00
		RNBENBOYCE4	25+64.10	6,807,227.27	2,517,498.45	S 89° 54' 38.88" E	26+63.20	6,807,227.12	2,517,597.54	7° 37' 48.33" (LT)	27+62.00	6,807,240.12	2,517,695.77	N 82° 27' 32.80" E	99.09	197.89	1486.00
		RNBENBOYCE5	27+62.00	6,807,240.12	2,517,695.77	N 83° 02' 23.94" E	28+68.74	6,807,253.06	2,517,801.73	8° 03' 56.80" (RT)	29+75.13	6,807,251.00	2,517,908.45	S 88° 53' 39.26" E	106.74	213.13	1514.00
Ᵽ RSBEXBOYCE	BOYCE SB RAMP	RSBEXBOYCE3	25+85.39	6,807,046.96	2,516,521.17	N 86° 57' 30.47" E	28+13.41	6,807,059.06	2,516,748.86	4° 34' 53.59" (RT)	30+41.18	6,807,052.93	2,516,976.80	S 88° 27' 35.93" E	228.02	455.79	5700.00
		RSBEXBOYCE4	30+41.18	6,807,052.93	2,516,976.80	S 88° 27' 35.93" E	31+82.21	6,807,049.14	2,517,117.78	2° 02' 58.65" (LT)	33+23.22	6,807,050.40	2,517,258.80	N 89° 29' 25.42" E	141.03	282.03	7884.00
Ᵽ RNBENCOOKE	COOKE NB RAMP	RNBENCOOKE1	10+00.00	6,807,145.03	2,519,156.02	S 85° 47' 18.41" E	11+32.85	6,807,135.28	2,519,288.51	1° 56' 03.00" (LT)	12+65.67	6,807,130.00	2,519,421.26	S 87° 43' 21.41" E	132.85	265.67	7870.00
		RNBENCOOKE2	12+65.67	6,807,130.00	2,519,421.26	S 87° 43' 21.41" E	15+00.50	6,807,120.67	2,519,655.90	3° 25' 05.71" (RT)	17+35.19	6,807,097.36	2,519,889.57	S 84° 18' 15.70" E	234.83	469.52	7870.00
		RNBENCOOKE3	22+65.84	6,807,044.70	2,520,417.60	S 84° 18' 15.70" E	22+81.02	6,807,043.19	2,520,432.70	1° 10' 13.93" (LT)	22+96.20	6,807,041.99	2,520,447.83	S 85° 28' 29.63" E	15.18	30.36	1486.00
		RNBENCOOKE4	22+96.20	6,807,041.99	2,520,447.83	S 85° 28' 29.63" E	23+36.25	6,807,038.83	2,520,487.77	3° 03' 33.82" (LT)	23+76.29	6,807,037.81	2,520,527.81	S 88° 32' 03.46" E	40.06	80.09	1500.00
		RNBENCOOKE5	23+76.29	6,807,037.81	2,520,527.81	S 88° 32' 03.46" E	26+81.71	6,807,030.00	2,520,833.13	4° 26' 12.92" (RT)	29+86.82	6,806,998.59	2,521,136.92	S 84° 05' 50.54" E	305.42	610.53	7884.00
Ᵽ RSBEXCOOKE	COOKE SB RAMP	RSBEXCOOKE1	10+00.00	6,807,073.56	2,518,549.23	S 87° 17' 10.26" E	12+61.82	6,807,061.16	2,518,810.75	5° 15' 35.45" (RT)	15+23.27	6,807,024.84	2,519,070.04	S 82° 01' 34.81" E	261.82	523.27	5700.00
		RSBEXCOOKE2	15+23.27	6,807,024.84	2,519,070.04	S 82° 01' 34.81" E	17+25.53	6,806,996.79	2,519,270.34	2° 56' 39.52" (LT)	19+27.69	6,806,979.06	2,519,471.82	S 84° 58' 14.34" E	202.26	404.42	7870.00
		RSBEXCOOKE3	19+27.69	6,806,979.06	2,519,471.82	S 84° 58' 14.34" E	21+02.36	6,806,963.74	2,519,645.82	0° 52' 23.80" (RT)	22+77.03	6,806,945.78	2,519,819.56	S 84° 05' 50.54" E	174.67	349.34	22920.00
		RSBEXCOOKE4	23+82.06	6,806,934.98	2,519,924.04	S 84° 05' 50.54" E	25+65.03	6,806,916.16	2,520,106.04	3° 40' 38.06" (RT)	27+47.88	6,806,885.71	2,520,286.47	S 80° 25' 12.48" E	182.98	365.83	5700.00
		RSBEXCOOKE5	27+47.88	6,806,885.71	2,520,286.47	S 80° 25' 12.48" E	30+01.48	6,806,843.51	2,520,536.53	3° 40' 38.06" (LT)	32+54.91	6,806,817.43	2,520,788.78	S 84° 05' 50.54" E	253.60	507.02	7900.00
Ᵽ RNBEXBOYCE	BOYCE NB RAMP	RNBEXBOYCE1	10+00.00	6,806,804.49	2,523,014.31	S 84° 05' 50.54" E	12+44.45	6,806,779.35	2,523,257.46	3° 32' 40.61" (RT)	14+88.73	6,806,739.23	2,523,498.59	S 80° 33' 09.93" E	244.45	488.73	7900.00
		RNBEXBOYCE2	14+88.73	6,806,739.23	2,523,498.59	S 80° 33' 09.93" E	16+58.06	6,806,711.44	2,523,665.62	3° 24' 11.42" (LT)	18+27.30	6,806,693.61	2,523,834.01	S 83° 57' 21.35" E	169.33	338.56	5700.00
Ᵽ RSBENBOYCE	BOYCE SB RAMP	RSBENBOYCE1	10+00.00	6,806,584.38	2,523,042.98	S 84° 05' 50.54" E	12+53.60	6,806,558.30	2,523,295.23	3° 40' 38.06" (LT)	15+07.02	6,806,548.45	2,523,548.64	S 87° 46' 28.60" E	253.60	507.02	7900.00
		RSBENBOYCE2	15+07.02	6,806,548.45	2,523,548.64	S 87° 46' 28.60" E	16+90.00	6,806,541.34	2,523,731.47	3° 40' 38.06" (RT)	18+72.85	6,806,522.53	2,523,913.48	S 84° 05' 50.54" E	182.98	365.83	5700.00
Ᵽ UBOYCENBSB	BOYCE NB U-TURN	UBOYCENBSB1	10+00.00	6,807,194.73	2,518,725.30	N 86° 51' 49.85" W	10+78.86	6,807,199.05	2,518,646.56	95° 12' 35.43" (LT)	11+19.64	6,807,120.23	2,518,649.41	S 2° 04' 25.28" E	78.86	119.64	72.00
		UBOYCENBSB2	11+51.78	6,807,088.12	2,518,650.57	S 2° 04' 25.28" E	12+17.50	6,807,022.44	2,518,652.95	84° 46' 58.38" (LT)	12+58.32	6,807,018.84	2,518,718.58	S 86° 51' 23.66" E	65.73	106.54	72.00
Ᵽ UBOYCESBNB	BOYCE SB U-TURN	UBOYCESBNB1	10+00.00	6,807,045.69	2,518,410.37	S 87° 37' 46.71" E	10+77.81	6,807,042.47	2,518,488.12	94° 26' 38.57" (LT)	11+18.68	6,807,120.24	2,518,485.30	N 2° 04' 25.28" W	77.81	118.68	72.00
		UBOYCESBNB2	11+50.78	6,807,152.31	2,518,484.14	N 2° 04' 25.28" W	12+17.41	6,807,218.90	2,518,481.73	85° 33' 43.72" (LT)	12+58.30	6,807,221.64	2,518,415.16	N 87° 38' 08.99" W	66.63	107.52	72.00


RNBENCOOKE5
PROPOSED 3-6' X 5' RCB
FL = 488.74'
Ᵽ FRNB STA 1779+95.11
REMOVE AND REPLACE EXISTING 3-6'x5' RCB
89.50'
268.20'
R=30' (TYP)
RWNBML788
R=30' (TYP)
R=30' (TYP)
R=30' (TYP)
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
Ᵽ NBFR
℄ US287
190412
Ᵽ NBML
RWNBFR1806
Ᵽ RNBEXBOYCE
RNBEXBOYCE1
RNBEXBOYCE2
RWNBFR1807
780+00
785+00
790+00
795+00
800+00
805+00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00
287
10+00
15+00
R=15' (TYP)
RWSBFR1781
PROPOSED 3-6' X 5' RCB
FL = 487.60'
Ᵽ FRSB STA 1781+55.18
RWSBFR1785
R=50' (TYP)
190373
Ᵽ SBFR
RWSBML797
EXISTING RIGHT-OF-WAY
Ᵽ SBML
R=50' (TYP)
RSBENBOYCE1
Ᵽ RSBENBOYCE1
RSBENBOYCE2
FUTURE ACCESS FOR BARDWELL DEVELOPMENT AREA#1
FUTURE ACCESS FOR BARDWELL DEVELOPMENT AREA#1
199108


1810+
810
810
81
18

MATCH LINE STA 810+00 CSJ: 0172-08-103

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ: 0172-08-103
CSJ LIMITS: FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

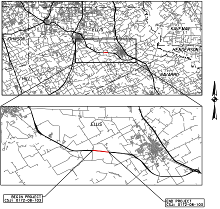
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS.WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED,CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
ELLIS
JOHNSON
KAUFMAN
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT
CSJ: 0172-08-103
END PROJECT
CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200
SCALE: 1" = 100' HORIZONTAL

10 0 10 20
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 2 OF 9

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PP-03.dgn 12/22/2022 5:50:46 PM

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ: 0172-08-103
CSJ LIMITS: FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

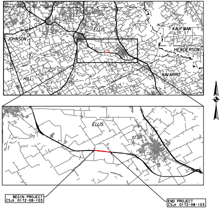
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS.WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED,CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
JOHNSON
ELLIS
KAUFMAN
HENDERSON
NAVARRO
HILL
ELLIS
BEGIN PROJECT CSJ: 0172-08-103
END PROJECT CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

SCALE: 1" = 100' HORIZONTAL
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

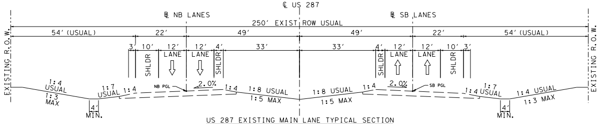
NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 3 OF 9

PLAN LEGEND:

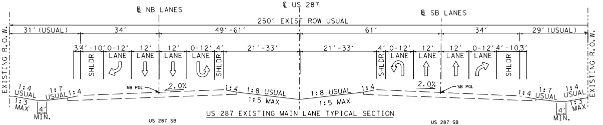
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
🟦	FEMA FLOODPLAIN
⬜	PROPOSED INTERIM PAVEMENT
▨	PAVEMENT REMOVAL
▩	BUILDING DISPLACEMENT
━━	PROPOSED SSTR
▬	ATTENUATOR
— · — ·	EXISTING RIGHT-OF-WAY
— · — ·	PROPOSED RIGHT-OF-WAY
— — —	EXISTING PROPERTY LINE
━━	PROPOSED RETAINING WALL
▤	PROPOSED DRAINAGE CULVERT
▤	EXISTING DRAINAGE CULVERT
XXXXXX	PARCEL ID
⟶	FLOW DIRECTION
··· ⟶	DITCH FLOW LINE


℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
EXISTING R.O.W.
54' (USUAL)
22'
49'
49'
22'
54' (USUAL)
3' 10' 12' 12' 4'
33'
33'
4' 12' 12' 10' 3'
SHLDR LANE LANE SHLDR
SHLDR LANE LANE SHLDR
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:7
1:4 USUAL
1:4 USUAL
1:3 MAX
4' MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 686+60.00 TO STA 929+54.03

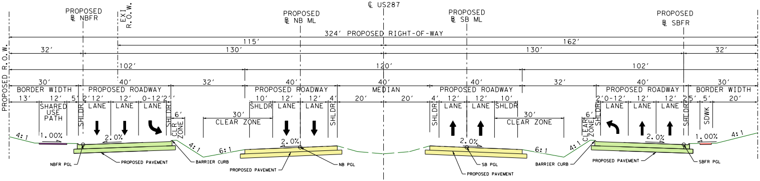
US 287 SB
STA 686+60.00 TO STA 926+75.66


℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
EXISTING R.O.W.
31' (USUAL)
34'
49'-61'
61'
34'
29' (USUAL)
3 4'-10' 0-12' 12' 12' 0-12' 4'
21'-33'
21'-33'
4' 0-12' 12' 12' 0-12' 4'-10 3'
SHLDR LANE LANE LANE LANE SHLDR
SHLDR LANE LANE LANE LANE SHLDR
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4' MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 SB
STA 830+71.70 TO STA 835+04.85

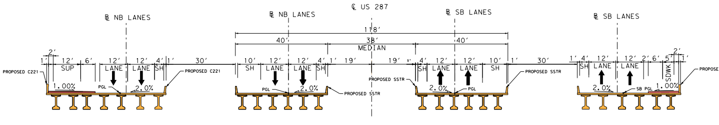
US 287 SB
STA 828+00.00 TO STA 862+38.37


℄ US287
PROPOSED ℄ NBFR
EXIST R.O.W.
PROPOSED ℄ NB ML
PROPOSED ℄ SB ML
PROPOSED ℄ SBFR
324' PROPOSED RIGHT-OF-WAY
PROPOSED R.O.W.
115'
162'
32'
130'
130'
32'
102'
120'
102'
30'
40'
32'
40'
40'
32'
40'
30'
BORDER WIDTH
PROPOSED ROADWAY
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
13' 12' 5' 2' 12' 12' 0-12' 2'
10' 12' 12' 4'
20' 20'
4' 12' 12' 10'
2' 0-12' 12' 12' 2' 5' 5' 20'
SHARED USE PATH
SHLDR LANE LANE LANE SHLDR
6' CLR ZONE
30' CLEAR ZONE
SHLDR LANE LANE SHLDR
SHLDR LANE LANE SHLDR
30' CLEAR ZONE
6' CLEAR ZONE
SHLDR LANE LANE LANE SHLDR
SDWK
4:1
1.00%
2.0%
4:1
6:1
2.0%
2.0%
6:1
4:1
2.0%
1.00%
4:1
NBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
NB PGL
SB PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
SBFR PGL

US 287 SB
STA 1705+00.00 TO STA 1720+00.00

US 287 PROPOSED TYPICAL SECTION

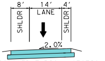
US 287 SB
STA 1720+00.00 TO STA 1872+71.25


℄ US 287
℄ NB LANES
℄ NB LANES
℄ SB LANES
℄ SB LANES
118'
40'
38'
40'
MEDIAN
1' 2' 12' 6'
12' 12' 4' 1'
30'
10' 12' 12' 4' 1'
19'
19'
1' 4' 12' 12' 10' 1'
30'
1' 4' 12' 12' 2' 6' 5' 1' 2'
SUP
LANE LANE SH
SH LANE LANE SH
SH LANE LANE SH
SH LANE LANE
SDWK
PROPOSED C221
1.00%
PGL
2.0%
PROPOSED C221
PGL
2.0%
PROPOSED SSTR
PROPOSED SSTR
2.0%
PGL
PROPOSED SSTR
2.0%
SB PGL
1.00%
PROPOSED C221

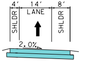
US 287 PROPOSED NORTHBOUND AND SOUTHBOUND BRIDGES TYPICAL SECTIONS

NORTHBOUND STA 855+55.00 TO STA 859+69.90
SOUTHBOUND STA 855+43.85 TO STA 859+68.85

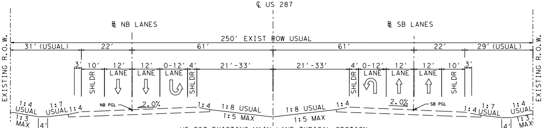
PARCEL ID	OWNER
278777	VERBINDEN II LLC ENNIS 183 ACRES SERIES
190414	LARSON PAUL C TRUSTEE OF THE
190428	CAMPBELL KEVIN & KIRK
239304	SPANIEL GLYNN GENE
-	PROPERTY NOT FOUND
-	PROPERTY NOT FOUND


8' 14' 4'
SHLDR LANE SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP


4' 14' 8'
SHLDR LANE SHLDR
2.0%

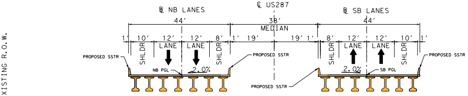
PROPOSED TYPICAL SECTION
SB RAMP


℄ US 287
ℬ NB LANES
ℬ SB LANES
250′ EXIST ROW USUAL
EXISTING R.O.W.
EXISTING R.O.W.
31′ (USUAL)
22′
61′
61′
22′
29′ (USUAL)
3′ 10′ SHLDR
12′ LANE
12′ LANE
0-12′ LANE
4′ SHLDR
21′-33′
21′-33′
4′ SHLDR
0-12′ LANE
12′ LANE
12′ LANE
10′ SHLDR 3′
1:4 USUAL
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4′ MIN.
1:3 MAX
4′ MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 693+46.95 TO STA 924+36.98

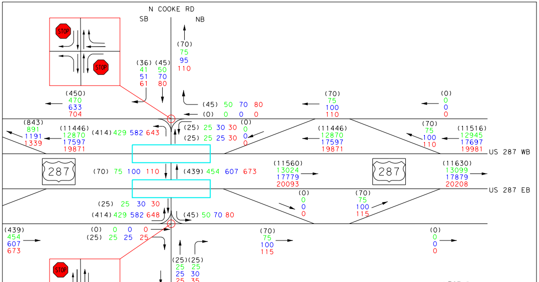
US 287 SB
STA 691+00.00 TO STA 929+54.03


EXISTING R.O.W.
ℬ NB LANES
℄ US287
ℬ SB LANES
44′
38′ MEDIAN
44′
1′ 10′ SHLDR
12′ LANE
12′ LANE
8′ SHLDR
1′ 19′
19′ 1′
8′ SHLDR
12′ LANE
12′ LANE
10′ SHLDR 1′
PROPOSED SSTR
NB PGL
2.0%
PROPOSED SSTR
PROPOSED SSTR
2.0%
SB PGL
PROPOSED SSTR

PROPOSED NORTHBOUND AND SOUTHBOUND BRIDGES TYPICAL SECTIONS AT COOKE RD

US 287 NB
STA 828+56.88 TO STA 831+96.49

US 287 NB
STA 828+88.41 TO STA 832+28.01

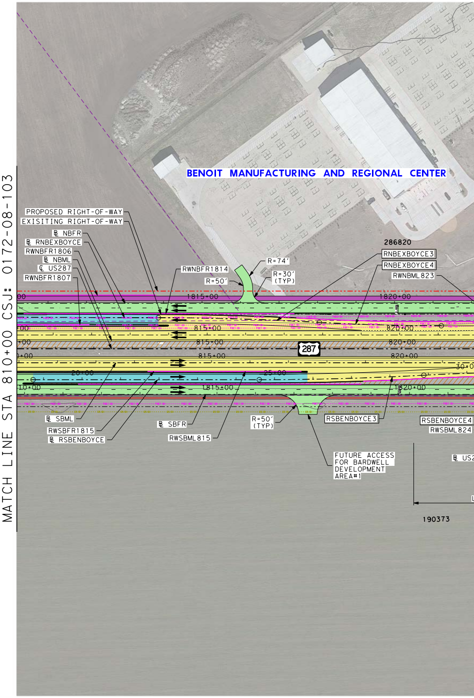

N COOKE RD
SB
NB
STOP
STOP
(70) 75 95 110
(36) 41 51 61
(45) 50 70 80
(450) 470 633 704
(45) 50 70 80
(0) 0 0 0
(70) 75 100 110
(0) 0 0 0
(843) 891 1191 1339
(11446) 12870 17597 19871
(414) 429 582 643
(25) 25 30 30
(25) 25 25 30
(0) 0 0 0
(11446) 12870 17597 19871
(70) 75 100 110
(11516) 12945 17697 19981
US 287 WB
287
(70) 75 100 110
(439) 454 607 673
(11560) 13024 17779 20093
287
(11630) 13099 17879 20208
US 287 EB
(0) 0 0 0
(70) 75 100 115
(25) 25 30 30
(414) 429 582 648
(45) 50 70 80
(439) 454 607 673
(0) 0 0 0
(25) 25 25 25
(70) 75 100 115
(0) 0 0 0
(25) 25 25 25
(25) 25 30 35
STOP
STOP
(50) 50 55 55
SB
NB
N COOKE RD

2028, 2048, and 2058 anticipated AM and PM peak hour volumes and turning movements at speified points along Boyce Rd to Cooke Rd in Ellis County.

Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/08/2022.

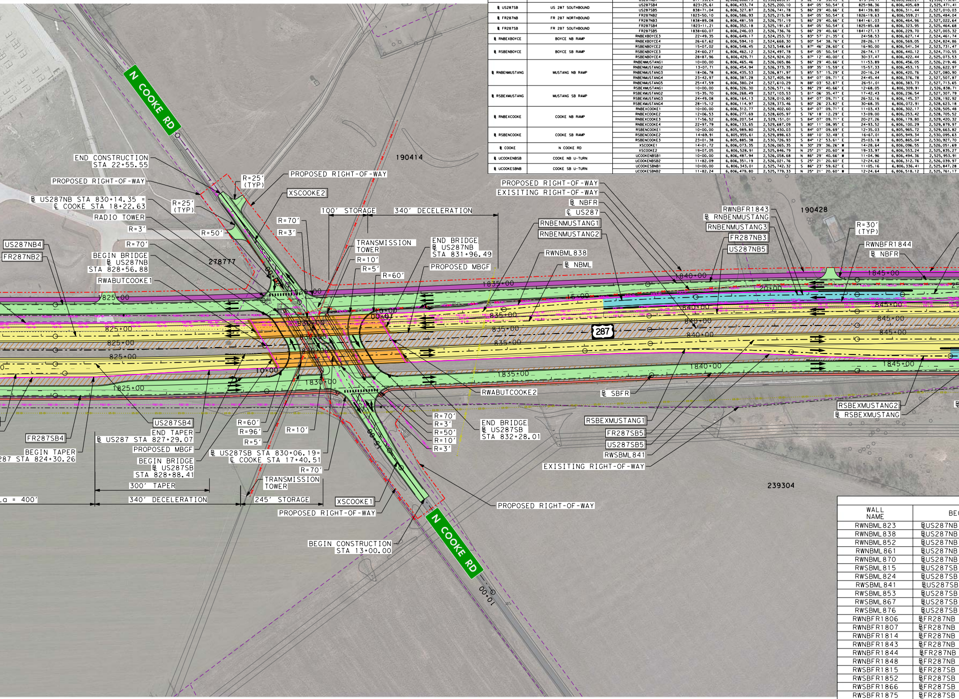
LEGEND

(XXXX) - 2022 AM/PM peak hour
XXXX - 2028 AM/PM peak hour
XXXX - 2048 AM/PM peak hour
XXXX - 2058 AM/PM peak hour


MATCH LINE STA 810+00 CSJ: 0172-08-103
BENOIT MANUFACTURING AND REGIONAL CENTER
PROPOSED RIGHT-OF-WAY
EXISITING RIGHT-OF-WAY
ℬ NBFR
ℬ RNBEXBOYCE
RWNBFR1806
ℬ NBML
℄ US287
RWNBFR1807
RWNBFR1814
R=50′
R=74′
R=30′ (TYP)
286820
RNBEXBOYCE3
RNBEXBOYCE4
RWNBML823
1815+00
1820+00
815+00
820+00
815+00
820+00
815+00
820+00
287
20+00
25+00
30+0
1815+00
1820+00
10+00
ℬ SBML
RWSBFR1815
ℬ RSBENBOYCE
ℬ SBFR
RWSBML815
R=50′ (TYP)
RSBENBOYCE3
RSBENBOYCE4
RWSBML824
FUTURE ACCESS FOR BARDWELL DEVELOPMENT AREA#1
ℬ US2
190373

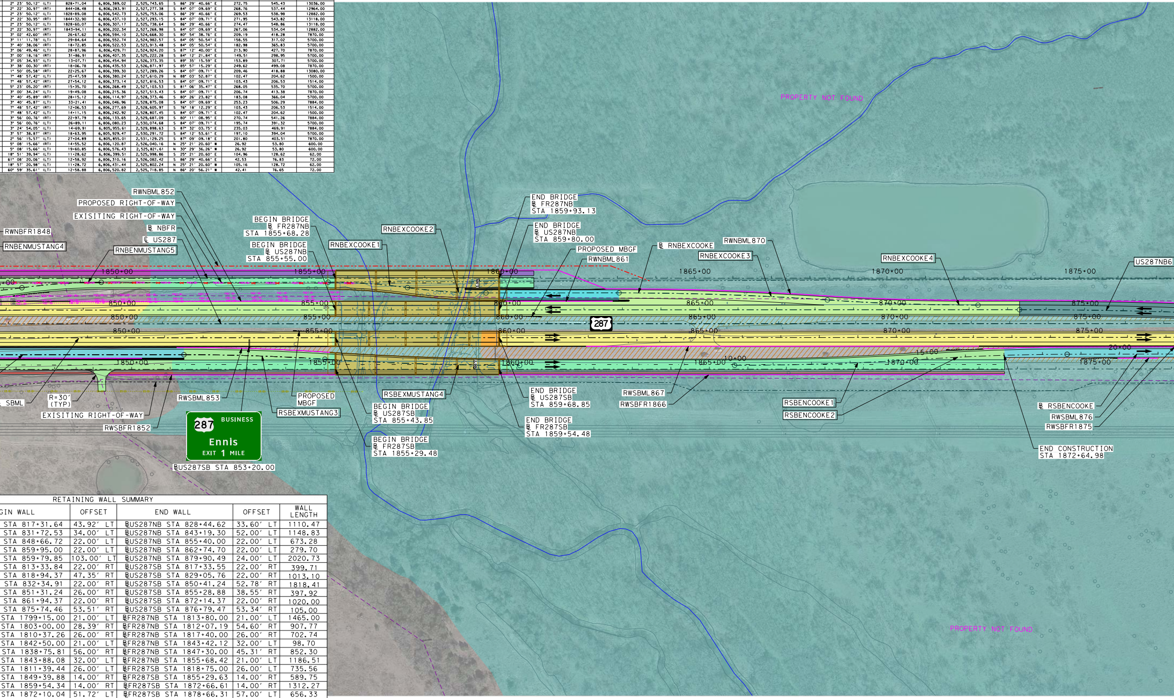
US 287 HORIZONTAL CURVE DATA

CHAIN	DESCRIPTION	CURVE	P.C. STATION	P.C. NORTHING	P.C. EASTING	P.C. BEARING	P.I. STATION	P.I. NORTHING	P.I. EASTING
℄ US287	US 287 CENTERLINE	US287CL4	823+31.16	6,806,469.55	2,525,203.80	S 84° 05' 50.54" E	826+03.16	6,806,441.58	2,525,474.36
		US287CL5	838+75.08	6,806,363.81	2,526,743.98	S 86° 29' 40.66" E	841+44.59	6,806,347.33	2,527,012.98
BL US287NB	US 287 NORTHBOUND	US287NB4	823+36.79	6,806,505.36	2,525,207.50	S 84° 05' 50.54" E	826+08.03	6,806,477.47	2,525,477.31
		US287NB5	838+79.20	6,806,399.74	2,526,746.18	S 86° 29' 40.66" E	841+49.45	6,806,383.22	2,527,015.92
		US287NB6	873+31.01	6,806,057.24	2,530,180.82	S 84° 07' 09.71" E	875+45.15	6,806,035.30	2,530,393.83
		US287NB7	877+59.24	6,806,006.15	2,530,605.97	S 82° 10' 39.43" E	879+34.71	6,805,982.27	2,530,779.81
BL US287SB	US 287 SOUTHBOUND	US287SB4	823+25.61	6,806,433.74	2,525,200.10	S 84° 05' 50.54" E	825+98.36	6,806,405.69	2,525,471.41
		US287SB5	838+71.04	6,806,327.87	2,526,741.78	S 86° 29' 40.66" E	841+39.80	6,806,311.44	2,527,010.03
BL FR287NB	FR 287 NORTHBOUND	FR287NB2	1823+50.10	6,806,586.93	2,525,215.94	S 84° 05' 50.54" E	1826+19.63	6,806,559.21	2,525,484.04
		FR287NB3	1838+89.08	6,806,481.59	2,526,751.19	S 86° 29' 40.66" E	1841+61.03	6,806,464.96	2,527,022.64
BL FR287SB	FR 287 SOUTHBOUND	FR287SB4	1823+11.21	6,806,352.18	2,525,191.67	S 84° 05' 50.54" E	1825+85.68	6,806,323.95	2,525,464.68
		FR287SB5	1838+60.07	6,806,246.03	2,526,736.76	S 86° 29' 40.66" E	1841+27.13	6,806,229.70	2,527,003.32
BL RNBEXBOYCE	BOYCE NB RAMP	RNBEXBOYCE3	22+49.35	6,806,649.17	2,524,253.72	S 83° 57' 21.35" E	24+58.53	6,806,627.14	2,524,461.74
		RNBEXBOYCE4	26+67.62	6,806,594.10	2,524,668.30	S 80° 54' 38.76" E	28+26.17	6,806,569.05	2,524,824.86
BL RSBENBOYCE	BOYCE SB RAMP	RSBENBOYCE2	15+07.02	6,806,548.45	2,523,548.64	S 87° 46' 28.60" E	16+90.00	6,806,541.34	2,523,731.47
		RSBENBOYCE3	24+60.27	6,806,462.12	2,524,497.78	S 84° 05' 50.54" E	26+74.17	6,806,440.12	2,524,710.55
		RSBENBOYCE4	28+87.96	6,806,429.71	2,524,924.20	S 87° 12' 40.00" E	30+37.47	6,806,422.44	2,525,073.53
BL RNBENMUSTANG	MUSTANG NB RAMP	RNBENMUSTANG1	10+00.00	6,806,465.46	2,526,065.86	S 86° 29' 40.66" E	11+53.89	6,806,456.05	2,526,219.46
		RNBENMUSTANG2	13+07.71	6,806,454.94	2,526,373.35	S 89° 35' 15.59" E	15+57.33	6,806,453.15	2,526,622.97
		RNBENMUSTANG3	18+06.78	6,806,435.53	2,526,871.97	S 85° 57' 15.29" E	20+16.24	6,806,420.76	2,527,080.90
		RNBENMUSTANG4	23+42.97	6,806,387.28	2,527,405.94	S 84° 07' 09.71" E	24+45.44	6,806,376.78	2,527,507.87
		RNBENMUSTANG5	25+47.59	6,806,380.24	2,527,610.29	N 88° 03' 52.87" E	26+51.01	6,806,383.73	2,527,713.65
BL RSBEXMUSTANG	MUSTANG SB RAMP	RSBEXMUSTANG1	10+00.00	6,806,326.30	2,526,571.16	S 86° 29' 40.66" E	12+68.05	6,806,309.91	2,526,838.71
		RSBEXMUSTANG2	15+35.70	6,806,268.49	2,527,103.53	S 81° 06' 35.47" E	17+42.43	6,806,236.54	2,527,307.79
		RSBEXMUSTANG3	24+49.08	6,806,164.13	2,528,010.80	S 84° 07' 09.71" E	26+32.16	6,806,145.37	2,528,192.92
		RSBEXMUSTANG4	28+15.12	6,806,114.97	2,528,373.46	S 80° 26' 23.82" E	30+68.35	6,806,072.91	2,528,623.18
BL RNBEXCOOKE	COOKE NB RAMP	RNBEXCOOKE1	10+00.00	6,806,312.77	2,528,402.60	S 84° 07' 09.71" E	11+03.43	6,806,302.17	2,528,505.48
		RNBEXCOOKE2	12+06.53	6,806,277.69	2,528,605.97	S 76° 18' 12.29" E	13+09.00	6,806,253.42	2,528,705.52
		RNBEXCOOKE3	17+56.52	6,806,207.54	2,529,151.01	S 84° 07' 09.71" E	20+27.26	6,806,179.80	2,529,420.32
		RNBEXCOOKE4	22+97.79	6,806,133.65	2,529,687.09	S 80° 11' 08.95" E	24+93.52	6,806,100.29	2,529,879.97
BL RSBENCOOKE	COOKE SB RAMP	RSBENCOOKE1	10+00.00	6,805,989.80	2,529,430.03	S 84° 07' 09.69" E	12+35.03	6,805,965.72	2,529,663.82
		RSBENCOOKE2	14+69.91	6,805,955.61	2,529,898.63	S 88° 10' 32.48" E	16+67.01	6,805,949.34	2,530,095.63
		RSBENCOOKE3	23+01.38	6,805,885.38	2,530,726.93	S 84° 12' 53.61" E	25+03.18	6,805,865.04	2,530,927.70
BL COOKE	N COOKE RD	XSCOOKE1	14+01.72	6,806,073.35	2,526,065.35	N 30° 29' 36.26" W	14+28.64	6,806,096.55	2,526,051.69
		XSCOOKE2	19+07.05	6,806,528.91	2,525,846.79	N 25° 21' 20.60" W	19+33.97	6,806,553.24	2,525,835.27
BL UCOOKENBSB	COOKE NB U-TURN	UCOOKENBSB1	10+00.00	6,806,487.94	2,526,058.68	N 86° 29' 40.66" W	11+04.96	6,806,494.36	2,525,953.91
		UCOOKENBSB2	11+82.09	6,806,351.19	2,526,021.76	S 25° 21' 20.60" E	12+24.62	6,806,312.76	2,526,039.97
BL UCOOKESBNB	COOKE SB U-TURN	UCOOKESBNB1	10+00.00	6,806,343.01	2,525,742.32	S 86° 23' 59.62" E	11+05.16	6,806,336.41	2,525,847.28
		UCOOKESBNB2	11+82.24	6,806,479.80	2,525,779.33	N 25° 21' 20.60" W	12+24.64	6,806,518.12	2,525,761.17

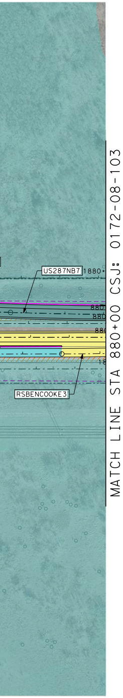

N COOKE RD
END CONSTRUCTION
STA 22+55.55
PROPOSED RIGHT-OF-WAY
BL US287NB STA 830+14.35 =
℄ COOKE STA 18+22.63
RADIO TOWER
R=3'
US287NB4
FR287NB2
R=70'
BEGIN BRIDGE
BL US287NB
STA 828+56.88
RWABUTCOOKE1
R=25'
(TYP)
R=50'
278777
XSCOOKE2
190414
R=70'
R=3'
100' STORAGE
340' DECELERATION
TRANSMISSION
TOWER
R=10'
R=5'
R=60'
END BRIDGE
BL US287NB
STA 831+96.49
PROPOSED MBGF
PROPOSED RIGHT-OF-WAY
EXISITING RIGHT-OF-WAY
BL NBFR
℄ US287
RNBENMUSTANG1
RNBENMUSTANG2
RWNBML838
BL NBML
RWNBFR1843
BL RNBENMUSTANG
RNBENMUSTANG3
FR287NB3
US287NB5
190428
R=30'
(TYP)
RWNBFR1844
BL NBFR
825+00
830+00
835+00
840+00
845+00
1825+00
1830+00
1835+00
1840+00
1845+00
10+00
15+00
20+00
287
RWABUTCOOKE2
BL SBFR
RSBEXMUSTANG2
BL RSBEXMUSTANG
RSBEXMUSTANG1
FR287SB5
US287SB5
RWSBML841
EXISITING RIGHT-OF-WAY
US287SB4
FR287SB4
BL US287 STA 827+29.07
END TAPER
PROPOSED MBGF
BEGIN TAPER
287 STA 824+30.26
BEGIN BRIDGE
BL US287SB
STA 828+88.41
BL US287SB STA 830+06.19 =
℄ COOKE STA 17+40.51
R=60'
R=96'
R=5'
R=10'
R=70'
R=3'
R=50'
R=10'
R=3'
END BRIDGE
BL US287SB
STA 832+28.01
TRANSMISSION
TOWER
300' TAPER
340' DECELERATION
245' STORAGE
La = 400'
XSCOOKE1
PROPOSED RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
239304
BEGIN CONSTRUCTION
STA 13+00.00
N COOKE RD
00+01

WALL NAME	BE
RWNBML823	BL US287NB
RWNBML838	BL US287NB
RWNBML852	BL US287NB
RWNBML861	BL US287NB
RWNBML870	BL US287NB
RWSBML815	BL US287SB
RWSBML824	BL US287SB
RWSBML841	BL US287SB
RWSBML853	BL US287SB
RWSBML867	BL US287SB
RWSBML876	BL US287SB
RWNBFR1806	BL FR287NB
RWNBFR1807	BL FR287NB
RWNBFR1814	BL FR287NB
RWNBFR1843	BL FR287NB
RWNBFR1844	BL FR287NB
RWNBFR1848	BL FR287NB
RWSBFR1815	BL FR287SB
RWSBFR1852	BL FR287SB
RWSBFR1866	BL FR287SB
RWSBFR1875	BL FR287SB
RWABUTCOOKE1	BL COOKE
RWABUTCOOKE2	BL COOKE

	P.T.						
DELTA	STATION	NORTHING	EASTING	BEARING	TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
2° 23′ 50.12″ (LT)	828+75.08	6,806,424.95	2,525,745.85	S 86° 29′ 40.66″ E	272.00	543.92	13000.00
2° 22′ 30.97″ (RT)	844+14.01	6,806,319.72	2,527,281.07	S 84° 07′ 09.69″ E	269.50	538.93	13000.00
2° 23′ 50.12″ (LT)	828+79.20	6,806,460.88	2,525,748.05	S 86° 29′ 40.66″ E	271.25	542.41	12964.00
2° 22′ 30.95″ (RT)	844+19.62	6,806,355.53	2,527,284.75	S 84° 07′ 09.71″ E	270.25	540.42	13036.00
1° 56′ 30.28″ (RT)	877+59.24	6,806,006.15	2,530,605.97	S 82° 10′ 39.43″ E	214.14	428.23	12636.00
2° 00′ 34.98″ (LT)	881+10.15	6,805,964.50	2,530,954.37	S 84° 11′ 14.41″ E	175.47	350.90	10004.00
2° 23′ 50.12″ (LT)	828+71.04	6,806,389.02	2,525,743.65	S 86° 29′ 40.66″ E	272.75	545.43	13036.00
2° 22′ 30.97″ (RT)	844+08.48	6,806,283.91	2,527,277.38	S 84° 07′ 09.69″ E	268.76	537.44	12964.00
2° 23′ 50.12″ (LT)	1828+89.08	6,806,542.73	2,525,753.06	S 86° 29′ 40.66″ E	269.53	538.98	12882.00
2° 22′ 30.95″ (RT)	1844+32.90	6,806,437.10	2,527,293.15	S 84° 07′ 09.71″ E	271.95	543.82	13118.00
2° 23′ 50.12″ (LT)	1828+60.07	6,806,307.17	2,525,738.64	S 86° 29′ 40.66″ E	274.47	548.86	13118.00
2° 22′ 30.97″ (RT)	1843+94.11	6,806,202.34	2,527,268.98	S 84° 07′ 09.69″ E	267.06	534.04	12882.00
3° 02′ 42.60″ (RT)	26+67.62	6,806,594.10	2,524,668.30	S 80° 54′ 38.76″ E	209.19	418.28	7870.00
3° 11′ 11.78″ (LT)	29+84.64	6,806,552.74	2,524,982.57	S 84° 05′ 50.54″ E	158.55	317.02	5700.00
3° 40′ 38.06″ (RT)	18+72.85	6,806,522.53	2,523,913.48	S 84° 05′ 50.54″ E	182.98	365.83	5700.00
3° 06′ 49.46″ (LT)	28+87.96	6,806,429.71	2,524,924.20	S 87° 12′ 40.00″ E	213.90	427.70	7870.00
3° 00′ 18.16″ (RT)	31+86.91	6,806,407.35	2,525,222.28	S 84° 12′ 21.84″ E	149.51	298.95	5700.00
3° 05′ 34.93″ (LT)	13+07.71	6,806,454.94	2,526,373.35	S 89° 35′ 15.59″ E	153.89	307.71	5700.00
3° 38′ 00.30″ (RT)	18+06.78	6,806,435.53	2,526,871.97	S 85° 57′ 15.29″ E	249.62	499.08	7870.00
1° 50′ 05.58″ (RT)	22+25.67	6,806,399.30	2,527,289.26	S 84° 07′ 09.71″ E	209.46	418.88	13080.00
7° 48′ 57.42″ (LT)	25+47.59	6,806,380.24	2,527,610.29	N 88° 03′ 52.87″ E	102.47	204.62	1500.00
7° 48′ 57.42″ (RT)	27+54.12	6,806,373.14	2,527,816.53	S 84° 07′ 09.71″ E	103.43	206.53	1514.00
5° 23′ 05.20″ (RT)	15+35.70	6,806,268.49	2,527,103.53	S 81° 06′ 35.47″ E	268.05	535.70	5700.00
3° 00′ 34.24″ (LT)	19+49.08	6,806,215.36	2,527,513.43	S 84° 07′ 09.71″ E	206.74	413.38	7870.00
3° 40′ 45.89″ (RT)	28+15.12	6,806,114.97	2,528,373.46	S 80° 26′ 23.82″ E	183.08	366.04	5700.00
3° 40′ 45.87″ (LT)	33+21.41	6,806,046.96	2,528,875.08	S 84° 07′ 09.69″ E	253.23	506.29	7884.00
7° 48′ 57.42″ (RT)	12+06.53	6,806,277.69	2,528,605.97	S 76° 18′ 12.29″ E	103.43	206.53	1514.00
7° 48′ 57.42″ (LT)	14+11.15	6,806,242.92	2,528,807.45	S 84° 07′ 09.71″ E	102.47	204.62	1500.00
3° 56′ 00.76″ (RT)	22+97.79	6,806,133.65	2,529,687.09	S 80° 11′ 08.95″ E	270.74	541.26	7884.00
3° 56′ 00.76″ (LT)	26+89.11	6,806,080.23	2,530,074.68	S 84° 07′ 09.71″ E	195.74	391.32	5700.00
3° 24′ 54.05″ (LT)	14+69.91	6,805,955.61	2,529,898.63	S 87° 32′ 03.75″ E	235.03	469.91	7884.00
3° 57′ 38.87″ (RT)	18+63.95	6,805,929.47	2,530,291.72	S 84° 12′ 53.61″ E	197.10	394.04	5700.00
2° 56′ 15.57″ (LT)	27+04.89	6,805,855.01	2,531,129.25	S 87° 09′ 09.18″ E	201.80	403.51	7870.00
5° 08′ 15.66″ (RT)	14+55.52	6,806,120.87	2,526,040.16	N 25° 21′ 20.60″ W	26.92	53.80	600.00
5° 08′ 15.66″ (LT)	19+60.85	6,806,576.43	2,525,821.61	N 30° 29′ 36.26″ W	26.92	53.80	600.00
18° 51′ 39.94″ (LT)	11+28.62	6,806,399.51	2,525,998.86	S 25° 21′ 20.60″ E	104.96	128.62	62.00
61° 08′ 20.06″ (LT)	12+58.92	6,806,310.16	2,526,082.42	S 86° 29′ 40.66″ E	42.53	76.83	72.00
18° 57′ 20.98″ (LT)	11+28.72	6,806,431.44	2,525,802.24	N 25° 21′ 20.60″ W	105.16	128.72	62.00
60° 59′ 35.61″ (LT)	12+58.88	6,806,520.82	2,525,718.85	N 86° 20′ 56.21″ W	42.41	76.65	72.00


PROPERTY NOT FOUND
RWNBML852
PROPOSED RIGHT-OF-WAY
EXISITING RIGHT-OF-WAY
℄ NBFR
℄ US287
RWNBFR1848
RWNBENMUSTANG4
RNBENMUSTANG5
BEGIN BRIDGE
℄ FR287NB
STA 1855+68.28
BEGIN BRIDGE
℄ US287NB
STA 855+55.00
RNBEXCOOKE1
RNBEXCOOKE2
END BRIDGE
℄ FR287NB
STA 1859+93.13
END BRIDGE
℄ US287NB
STA 859+80.00
PROPOSED MBGF
RWNBML861
℄ RNBEXCOOKE
RNBEXCOOKE3
RWNBML870
RNBEXCOOKE4
US287NB6
1850+00
1855+00
1860+00
1865+00
1870+00
1875+00
850+00
855+00
860+00
865+00
870+00
875+00
287
10+00
15+00
20+00
SBML
R=30′
(TYP)
EXISITING RIGHT-OF-WAY
RWSBFR1852
RWSBML853
PROPOSED
MBGF
RSBEXMUSTANG3
RSBEXMUSTANG4
BEGIN BRIDGE
℄ US287SB
STA 855+43.85
BEGIN BRIDGE
℄ FR287SB
STA 1855+29.48
END BRIDGE
℄ US287SB
STA 859+68.85
END BRIDGE
℄ FR287SB
STA 1859+54.48
RWSBML867
RWSBFR1866
RSBENCOOKE1
RSBENCOOKE2
℄ RSBENCOOKE
RWSBML876
RWSBFR1875
END CONSTRUCTION
STA 1872+64.98
287
BUSINESS
Ennis
EXIT 1 MILE
℄US287SB STA 853+20.00
PROPERTY NOT FOUND

RETAINING WALL SUMMARY				
GIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH
STA 817+31.64	43.92′ LT	℄US287NB STA 828+44.62	33.60′ LT	1110.47
STA 831+72.53	34.00′ LT	℄US287NB STA 843+19.30	52.00′ LT	1148.83
STA 848+66.72	22.00′ LT	℄US287NB STA 855+40.00	22.00′ LT	673.28
STA 859+95.00	22.00′ LT	℄US287NB STA 862+74.70	22.00′ LT	279.70
STA 859+79.85	103.00′ LT	℄US287NB STA 879+90.49	24.00′ LT	2020.73
STA 813+33.84	22.00′ RT	℄US287SB STA 817+33.55	22.00′ RT	399.71
STA 818+94.37	47.35′ RT	℄US287SB STA 829+05.76	22.00′ RT	1013.10
STA 832+34.91	22.00′ RT	℄US287SB STA 850+41.24	52.78′ RT	1818.41
STA 851+31.24	26.00′ RT	℄US287SB STA 855+28.88	38.55′ RT	397.92
STA 861+94.37	22.00′ RT	℄US287SB STA 872+14.37	22.00′ RT	1020.00
STA 875+74.46	53.51′ RT	℄US287SB STA 876+79.47	53.34′ RT	105.00
STA 1799+15.00	21.00′ LT	℄FR287NB STA 1813+80.00	21.00′ LT	1465.00
STA 1803+00.00	28.39′ RT	℄FR287NB STA 1812+07.19	54.60′ RT	907.77
STA 1810+37.26	26.00′ RT	℄FR287NB STA 1817+40.00	26.00′ RT	702.74
STA 1842+50.00	21.00′ LT	℄FR287NB STA 1843+42.12	32.00′ LT	98.70
STA 1838+75.81	56.00′ RT	℄FR287NB STA 1847+30.00	45.31′ RT	852.30
STA 1843+88.08	32.00′ LT	℄FR287NB STA 1855+68.42	21.00′ LT	1186.51
STA 1811+39.44	26.00′ LT	℄FR287SB STA 1818+75.00	26.00′ LT	735.56
STA 1849+39.88	14.00′ RT	℄FR287SB STA 1855+29.63	14.00′ RT	589.75
STA 1859+54.34	14.00′ RT	℄FR287SB STA 1872+66.61	14.00′ RT	1312.27
STA 1872+10.04	51.72′ LT	℄FR287SB STA 1878+66.31	57.00′ LT	656.33
STA 17+88.78	133.33′ LT	℄COOKE STA 19+42.93	132.49′ LT	146.21
STA 16+29.90	154.94′ RT	℄COOKE STA 17+76.06	154.94′ RT	146.15


US287NB7
1880+
880
880
880
18
RSBENCOOKE3
MATCH LINE STA 880+00 CSJ: 0172-08-103

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ: 0172-08-103

CSJ LIMITS:
FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

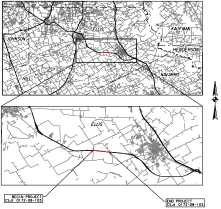
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS.WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED,CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
ELLIS
JOHNSON
KAUFMAN
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT CSJ: 0172-08-103
END PROJECT CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200
SCALE: 1" = 100' HORIZONTAL

10 0 10 20
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 3 OF 9

5:51:14 PM 12/22/2022

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PP-04.dgn

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ: 0172-08-103
CSJ LIMITS: FROM: BOYCE RD TO COOKE RD

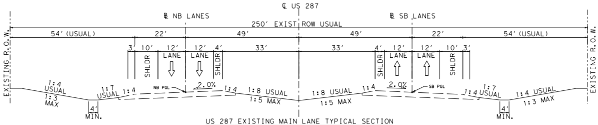
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

PROJECT LENGTH = 3.9 MILES

PLAN LEGEND:

🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
🟦	FEMA FLOODPLAIN
⬜	PROPOSED INTERIM PAVEMENT
▨	PAVEMENT REMOVAL
▩	BUILDING DISPLACEMENT
—	PROPOSED SSTR
▬	ATTENUATOR
— - — -	EXISTING RIGHT-OF-WAY
— - — -	PROPOSED RIGHT-OF-WAY
— — —	EXISTING PROPERTY LINE
▬	PROPOSED RETAINING WALL
═	PROPOSED DRAINAGE CULVERT
═	EXISTING DRAINAGE CULVERT
XXXXXX	PARCEL ID
⟶	FLOW DIRECTION
- ••• ⟶	DITCH FLOW LINE

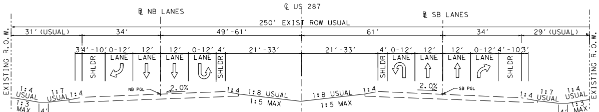


℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
54' (USUAL)
22'
49'
49'
22'
54' (USUAL)
3'
10'
12'
12'
4'
33'
33'
4'
12'
12'
10'
3'
LANE
LANE
LANE
LANE
SHLDR
SHLDR
SHLDR
SHLDR
EXISTING R.O.W.
EXISTING R.O.W.
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:7
1:4 USUAL
1:4 USUAL
1:3 MAX
4' MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 686+60.00 TO STA 929+54.03

US 287 SB
STA 686+60.00 TO STA 926+75.66



℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
31' (USUAL)
34'
49'-61'
61'
34'
29' (USUAL)
3'
4'-10'
0-12'
12'
12'
0-12'
4'
21'-33'
21'-33'
4'
0-12'
12'
12'
0-12'
4'-10'
3'
LANE
LANE
LANE
LANE
LANE
LANE
LANE
LANE
SHLDR
SHLDR
SHLDR
SHLDR
EXISTING R.O.W.
EXISTING R.O.W.
1:4 USUAL
1:3 MAX
4' MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:7
1:4 USUAL
1:4 USUAL
1:3 MAX
4' MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 SB
STA 830+71.70 TO STA 835+04.85

US 287 SB
STA 828+00.00 TO STA 862+38.37

NOTES:

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3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS.WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED,CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
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6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
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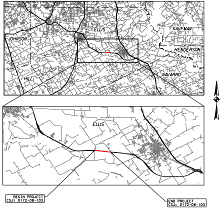
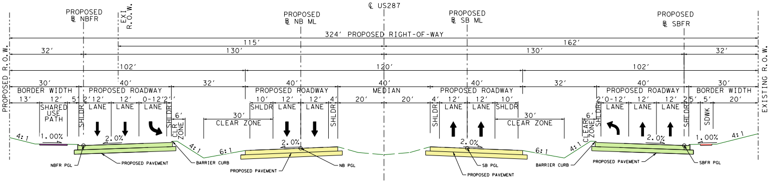


TARRANT
DALLAS
ELLIS
KAUFMAN
JOHNSON
HENDERSON
NAVARRO
HILL
ELLIS

BEGIN PROJECT
CSJ: 0172-08-103

END PROJECT
CSJ: 0172-08-103

LOCATION MAP
N.T.S.

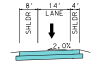


℄ US287
PROPOSED ℄ NBFR
EXIST R.O.W.
PROPOSED ℄ NB ML
PROPOSED ℄ SB ML
PROPOSED ℄ SBFR
324' PROPOSED RIGHT-OF-WAY
115'
162'
32'
130'
130'
32'
102'
120'
102'
30'
40'
32'
40'
40'
40'
32'
40'
30'
BORDER WIDTH
PROPOSED ROADWAY
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
13'
12'
5'
2'
12'
12'
0-12'
2'
10'
12'
12'
4'
20'
20'
4'
12'
12'
10'
2'
0-12'
12'
12'
2'
5'
5'
20'
SHARED USE PATH
SHLDR
LANE
LANE
LANE
6'
CLR ZONE
30' CLEAR ZONE
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
30' CLEAR ZONE
6'
CLEAR ZONE
SHLDR
LANE
LANE
LANE
SHLDR
SDWK
PROPOSED R.O.W.
EXISTING R.O.W.
4:1
1.00%
2.0%
4:1
6:1
2.0%
2.0%
6:1
4:1
2.0%
1.00%
4:1
NBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
NB PGL
SB PGL
PROPOSED PAVEMENT
BARRIER CURB
PROPOSED PAVEMENT
SBFR PGL

US 287 SB
STA 1705+00.00 TO STA 1720+00.00

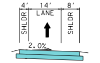
US 287 PROPOSED TYPICAL SECTION

US 287 SB
STA 1720+00.00 TO STA 1872+71.25



8'
14'
4'
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP



4'
14'
8'
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
SB RAMP

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200
SCALE: 1" = 100' HORIZONTAL

10 0 10 20
SCALE: 1" = 20' VERTICAL

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NAME	P.E. NO.	DATE
JOHN NGUYEN	*86489*	*12/23/22*

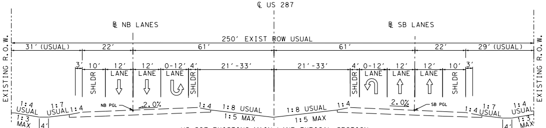
EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 4 OF 9

PARCEL ID	OWNER
190303	MMJM MH HOLDINGS LLC
202299	MMJM MH HOLDINGS LLC
190422	MMJM MH HOLDINGS LLC
190411	GOMEZ MARIA & VALENTIN G
222666	ENNIS POWER COMPANY LLC
190420	JONES HAROLD G ETAL
190407	ENNIS POWER COMPANY LLC
190409	1 UNIVERSAL TRUCKING LLC

US 287 HORIZONTAL CURVE DATA

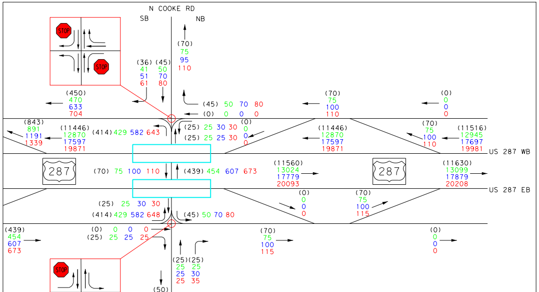
CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.		
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING
℄ US287	US 287 CENTERLINE	US287CL6	888+15.46	6,805,868.76	2,531,659.35	S 84° 07' 09.69" E	892+94.54	6,805,819.67	2,532,135.91	5° 27' 57.87" (RT)	897+72.90	6,805,725.42	2,532,605.64
		US287CL7	897+72.90	6,805,725.42	2,532,605.64	S 78° 39' 11.82" E	903+77.60	6,805,606.44	2,533,198.51	5° 29' 42.89" (LT)	909+81.37	6,805,544.80	2,533,800.06
℄ US287NB	US 287 NORTHBOUND	US287NB7	877+59.24	6,806,006.15	2,530,605.97	S 82° 10' 39.43" E	879+34.71	6,805,982.27	2,530,779.81	2° 00' 34.98" (LT)	881+10.15	6,805,964.50	2,530,954.37
℄ US287SB	US 287 SOUTHBOUND	US287SB6	888+09.92	6,805,832.95	2,531,655.66	S 84° 07' 09.69" E	893+13.85	6,805,781.32	2,532,156.93	5° 46' 10.73" (RT)	898+16.92	6,805,679.56	2,532,650.47
		US287SB7	898+16.92	6,805,679.56	2,532,650.47	S 78° 20' 58.96" E	899+93.25	6,805,643.95	2,532,823.17	1° 36' 12.79" (LT)	901+69.56	6,805,613.19	2,532,996.80
		US287SB8	901+69.56	6,805,613.19	2,532,996.80	S 79° 57' 11.76" E	906+34.79	6,805,532.03	2,533,454.90	4° 13' 45.07" (LT)	910+99.60	6,805,484.87	2,533,917.74
℄ RSBENCOOKE	COOKE SB RAMP	RSBENCOOKE3	23+01.38	6,805,885.38	2,530,726.93	S 84° 12' 53.61" E	25+03.18	6,805,865.04	2,530,927.70	2° 56' 15.57" (LT)	27+04.89	6,805,855.01	2,531,129.25
		RSBENCOOKE4	27+04.89	6,805,855.01	2,531,129.25	S 87° 09' 09.18" E	28+55.80	6,805,847.52	2,531,279.97	3° 01' 59.49" (RT)	30+06.65	6,805,832.06	2,531,430.09


℄ US 287
℄ NB LANES
℄ SB LANES
250′ EXIST ROW USUAL
EXISTING R.O.W.
31′ (USUAL)
22′
61′
61′
22′
29′ (USUAL)
3′
10′
12′
12′
0-12′
4′
21′-33′
21′-33′
4′
0-12′
12′
12′
10′
3′
SHLDR
LANE
LANE
LANE
SHLDR
SHLDR
LANE
LANE
LANE
SHLDR
1:4 USUAL
1:3 MAX
4′ MIN.
1:7 USUAL
1:4
NB PGL
2.0%
1:4
1:8 USUAL
1:5 MAX
1:8 USUAL
1:5 MAX
1:4
2.0%
SB PGL
1:4
1:7 USUAL
1:4 USUAL
1:3 MAX
4′ MIN.

US 287 EXISTING MAIN LANE TYPICAL SECTION

US 287 NB
STA 693+46.95 TO STA 924+36.98

US 287 SB
STA 691+00.00 TO STA 929+54.03


N COOKE RD
SB
NB
STOP
STOP
(70) 75 95 110
(36) 41 51 61
(45) 50 70 80
(450) 470 633 704
(45) 50 70 80
(0) 0 0 0
(70) 75 100 110
(0) 0 0 0
(843) 891 1191 1339
(11446) 12870 17597 19871
(414) 429 582 643
(25) 25 30 30
(25) 25 25 30
(0) 0 0 0
(11446) 12870 17597 19871
(70) 75 100 110
(11516) 12945 17697 19981
US 287 WB
287
(70) 75 100 110
(439) 454 607 673
(11560) 13024 17779 20093
287
(11630) 13099 17879 20208
US 287 EB
(0) 0 0 0
(70) 75 100 115
(25) 25 30 30
(414) 429 582 648
(45) 50 70 80
(439) 454 607 673
(0) 0 0 0
(25) 25 25 25
(70) 75 100 115
(0) 0 0 0
(25) 25 25 25
(25) 25 30 35
(50) 50 55 55
STOP
STOP
SB
NB
N COOKE RD

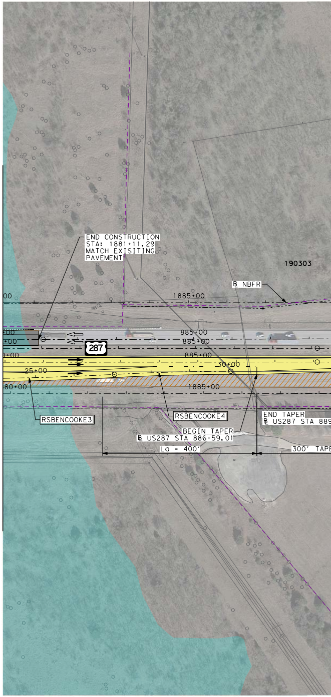
2028, 2048, and 2058 anticipated AM and PM peak hour volumes and turning movements at speified points along Boyce Rd to Cooke Rd in Ellis County.

Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/08/2022.

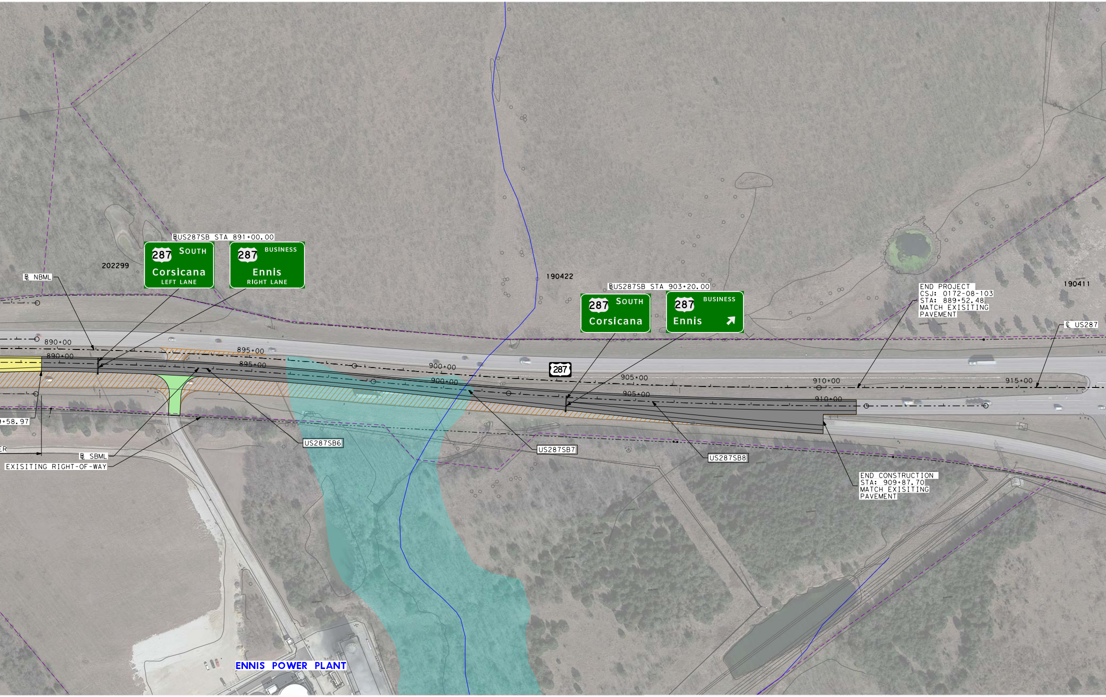
LEGEND

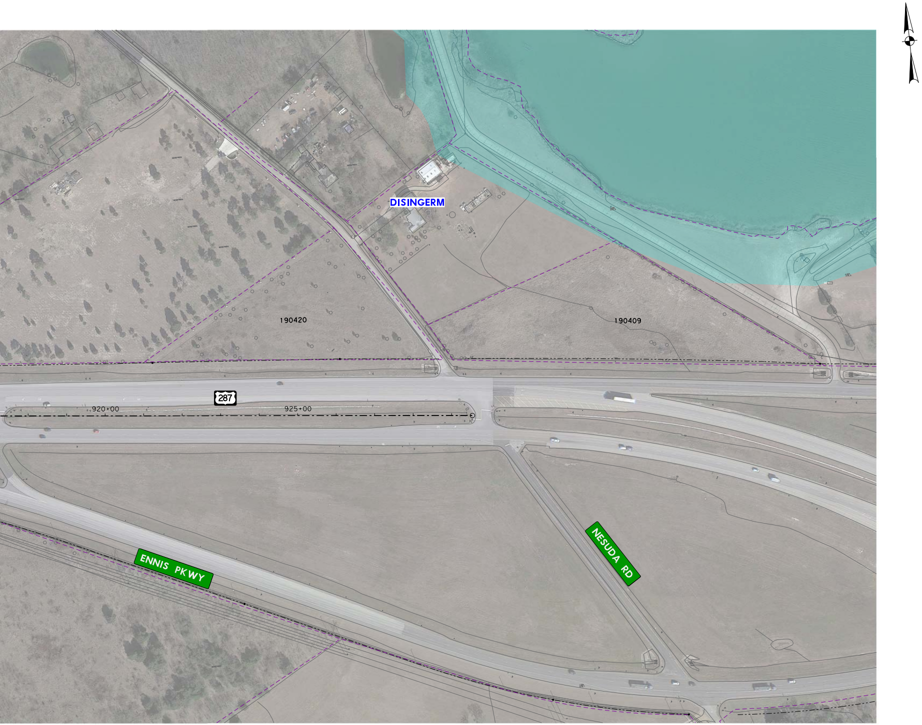
(XXXX) - 2022 AM/PM peak hour
XXXX - 2028 AM/PM peak hour
XXXX - 2048 AM/PM peak hour
XXXX - 2058 AM/PM peak hour

MATCH LINE STA 880+00 CSJ: 0172-08-103


END CONSTRUCTION
STA: 1881+11.29
MATCH EXISITING
PAVEMENT
190303
℄ NBFR
1885+00
885+00
885+00
885+00
30+00
25+00
1885+00
287
RSBENCOOKE3
RSBENCOOKE4
BEGIN TAPER
℄ US287 STA 886+59.01
La = 400′
END TAPER
℄ US287 STA 889
300′ TAPE

BEARING	TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
S 78° 39′ 11.82″ E	479.09	957.44	10036.00
S 84° 08′ 54.71″ E	604.70	1208.47	12600.00
S 84° 11′ 14.41″ E	175.47	350.90	10004.00
S 78° 20′ 58.96″ E	503.92	1006.99	10000.00
S 79° 57′ 11.76″ E	176.33	352.64	12600.00
S 84° 10′ 56.83″ E	465.23	930.05	12600.00
S 87° 09′ 09.18″ E	201.80	403.51	7870.00
S 84° 07′ 09.69″ E	150.91	301.75	5700.00


℄US287SB STA 891+00.00
287 SOUTH
Corsicana
LEFT LANE
287 BUSINESS
Ennis
RIGHT LANE
202299
℄ NBML
190422
℄US287SB STA 903+20.00
287 SOUTH
Corsicana
287 BUSINESS
Ennis
END PROJECT
CSJ: 0172-08-103
STA: 889+52.48
MATCH EXISITING
PAVEMENT
190411
℄ US287
890+00
890+00
895+00
895+00
900+00
900+00
287
905+00
905+00
910+00
910+00
915+00
+58.97
ER
℄ SBML
EXISITING RIGHT-OF-WAY
US287SB6
US287SB7
US287SB8
END CONSTRUCTION
STA: 909+87.70
MATCH EXISITING
PAVEMENT
ENNIS POWER PLANT


DISINGERM
190420
190409
287
920+00
925+00
ENNIS PKWY
NESUDA RD

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 DESIGN SCHEMATIC
ELLIS COUNTY

CSJ: 0172-08-103

CSJ LIMITS:
FROM: BOYCE RD TO COOKE RD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)

ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

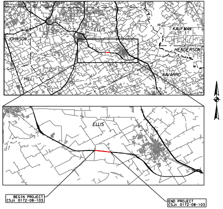
PROJECT LENGTH = 3.9 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF URB.
2. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
3. PROPOSED NOISE WALLS DETERMINED BY THE FEASIBILITY TO BE VALIDATED.
4. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN. CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
5. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
6. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
7. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE).

NOT INTENDED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
ELLIS
JOHNSON
KAUFMAN
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT CSJ: 0172-08-103
END PROJECT CSJ: 0172-08-103

LOCATION MAP
N.T.S.

BRIDGEFARMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
TBPE REGISTRATION NO. 264

100 0 100 200
SCALE: 1" = 100' HORIZONTAL

10 0 10 20
SCALE: 1" = 20' VERTICAL

PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 4 OF 9