c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PR-05.dgn   12/22/2022   5:51:36 PM

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

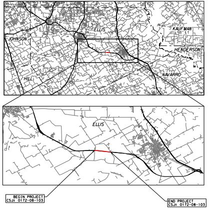
PROJECT LENGTH = 3.9 MILES

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
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

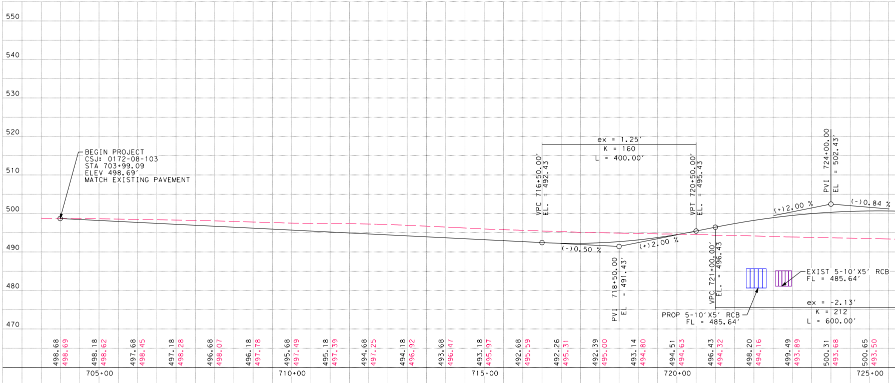
SCALE: 1" = 100' HORIZONTAL (100 0 100 200)
SCALE: 1" = 20' VERTICAL (10 0 10 20)

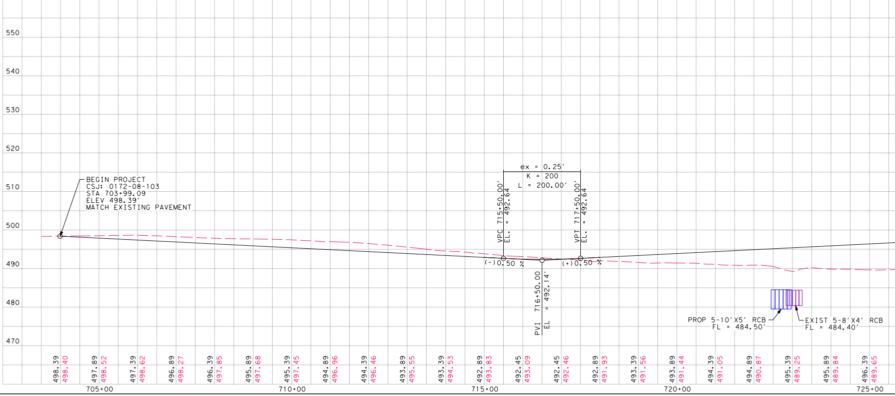
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 5 OF 9


550
540
530
520
510
500
490
480
470
BEGIN PROJECT
CSJ: 0172-08-103
STA 703+99.09
ELEV 498.69'
MATCH EXISTING PAVEMENT
ex = 1.25'
K = 160
L = 400.00'
VPC 716+50.00'
EL. = 492.43
VPT 720+50.00'
EL. = 495.43
(-)0.50 %
(+)2.00 %
PVI 718+50.00
EL = 491.43'
VPC 721+00.00'
EL. = 496.43
(+)2.00 %
PVI 724+00.00
EL = 502.43'
(-)0.84 %
EXIST 5-10'X5' RCB
FL = 485.64'
PROP 5-10'X5' RCB
FL = 485.64'
ex = -2.13'
K = 212
L = 600.00'
498.68 498.69
498.18 498.62
497.68 498.45
497.18 498.28
496.68 498.07
496.18 497.78
495.68 497.49
495.18 497.39
494.68 497.25
494.18 496.92
493.68 496.47
493.18 495.97
492.68 495.59
492.26 495.31
492.39 495.00
493.14 494.80
494.51 494.63
496.43 494.32
498.20 494.16
499.49 493.89
500.31 493.68
500.65 493.50
705+00
710+00
715+00
720+00
725+00


550
540
530
520
510
500
490
480
470
BEGIN PROJECT
CSJ: 0172-08-103
STA 703+99.09
ELEV 498.39'
MATCH EXISTING PAVEMENT
ex = 0.25'
K = 200
L = 200.00'
VPC 715+50.00'
EL. = 492.64
VPT 717+50.00'
EL. = 492.64
(-)0.50 %
(+)0.50 %
PVI 716+50.00
EL = 492.14'
PROP 5-10'X5' RCB
FL = 484.50'
EXIST 5-8'X4' RCB
FL = 484.40'
498.39 498.40
497.89 498.52
497.39 498.62
496.89 498.27
496.39 497.85
495.89 497.68
495.39 497.45
494.89 496.96
494.39 496.46
493.89 495.55
493.39 494.53
492.89 493.83
492.45 493.09
492.45 492.46
492.89 491.93
493.39 491.56
493.89 491.44
494.39 491.05
494.89 490.87
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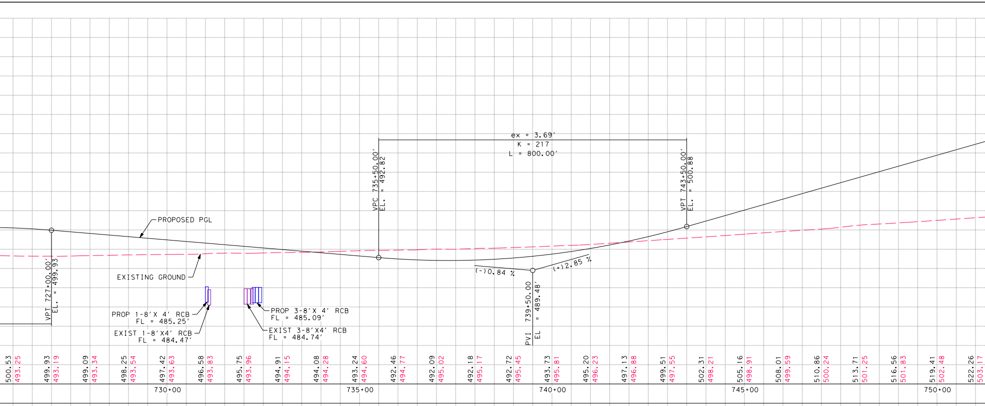
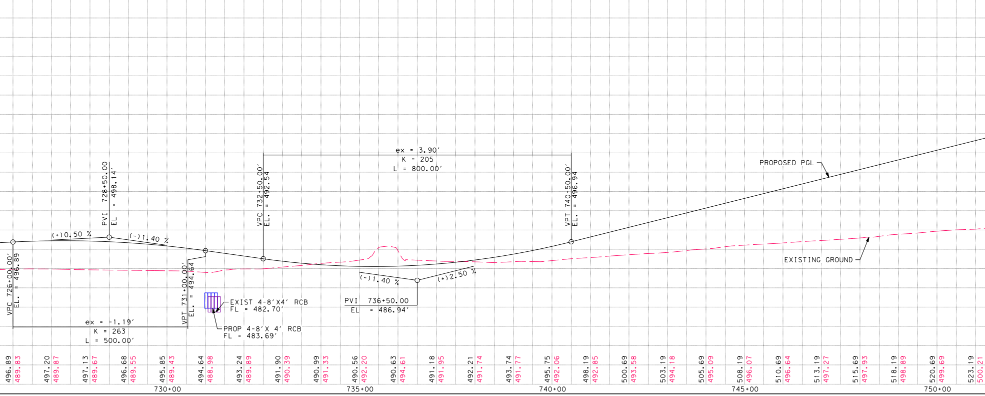
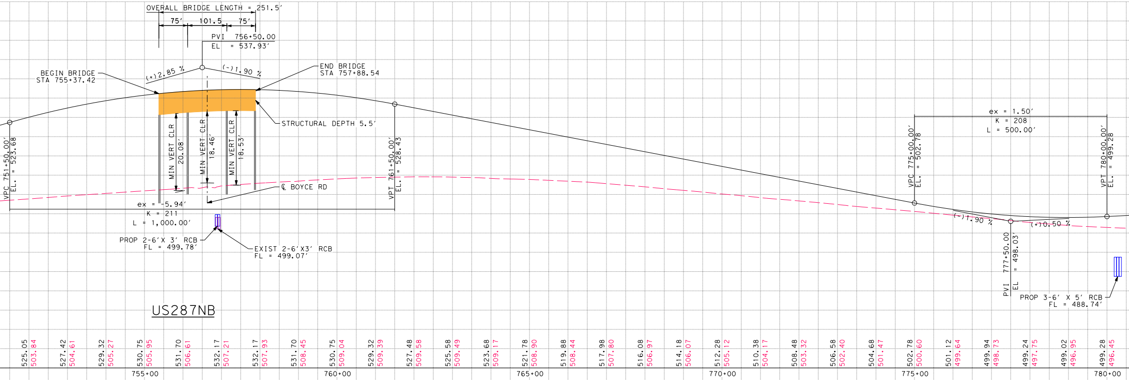
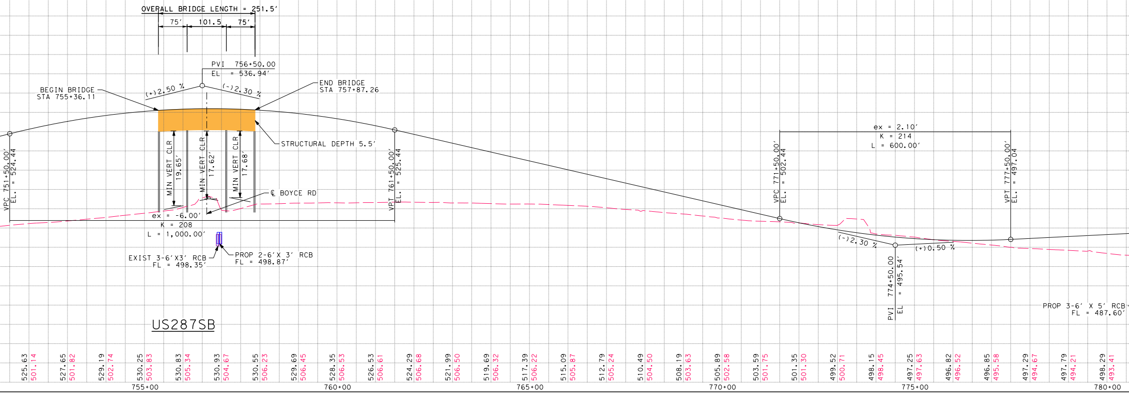
495.89 489.84
496.39 489.65
705+00
710+00
715+00
720+00
725+00


ex = 3.69'
K = 217
L = 800.00'
VPC 735+50.00'
EL. = 492.82
VPT 743+50.00'
EL. = 500.88
PROPOSED PGL
EXISTING GROUND
VPT 727+00.00'
EL. = 499.93
(-)0.84 %
(+)2.85 %
PVI 739+50.00
EL = 489.48'
PROP 1-8'X 4' RCB
FL = 485.25'
EXIST 1-8'X4' RCB
FL = 484.47'
PROP 3-8'X 4' RCB
FL = 485.09'
EXIST 3-8'X4' RCB
FL = 484.74'
500.53 493.25
499.93 493.19
499.09 493.34
498.25 493.54
497.42 493.63
496.58 493.83
495.75 493.96
494.91 494.15
494.08 494.28
493.24 494.60
492.46 494.77
492.09 495.02
492.18 495.17
492.72 495.45
493.73 495.81
495.20 496.23
497.13 496.88
499.51 497.55
502.31 498.21
505.16 498.91
508.01 499.59
510.86 500.24
513.71 501.25
516.56 501.83
519.41 502.48
522.26 503.17
730+00
735+00
740+00
745+00
750+00


ex = 3.90'
K = 205
L = 800.00'
PVI 728+50.00
EL = 498.14'
VPC 732+50.00'
EL. = 492.54
VPT 740+50.00'
EL. = 496.94
PROPOSED PGL
(+)0.50 %
(-)1.40 %
VPC 726+00.00'
EL. = 496.89
VPT 731+00.00'
EL. = 494.64
(-)1.40 %
(+)2.50 %
EXISTING GROUND
EXIST 4-8'X4' RCB
FL = 482.70'
PVI 736+50.00
EL = 486.94'
ex = -1.19'
K = 263
L = 500.00'
PROP 4-8'X 4' RCB
FL = 483.69'
496.89 489.83
497.20 489.87
497.13 489.67
496.68 489.55
495.85 489.43
494.64 488.98
493.24 489.89
491.90 490.39
490.99 491.33
490.56 492.20
490.63 494.61
491.18 491.95
492.21 491.74
493.74 491.77
495.75 492.06
498.19 492.85
500.69 493.58
503.19 494.18
505.69 495.09
508.19 496.07
510.69 496.64
513.19 497.27
515.69 497.93
518.19 498.89
520.69 499.69
523.19 500.21
730+00
735+00
740+00
745+00
750+00


OVERALL BRIDGE LENGTH = 251.5'
75'
101.5
75'
PVI 756+50.00
EL = 537.93'
(+)2.85 %
(-)1.90 %
BEGIN BRIDGE
STA 755+37.42
END BRIDGE
STA 757+88.54
STRUCTURAL DEPTH 5.5'
MIN VERT CLR
20.08'
MIN VERT CLR
18.46'
MIN VERT CLR
18.53'
℄ BOYCE RD
VPC 751+50.00'
EL. = 523.68
VPT 761+50.00'
EL. = 528.43
ex = -5.94'
K = 211
L = 1,000.00'
PROP 2-6'X 3' RCB
FL = 499.78'
EXIST 2-6'X3' RCB
FL = 499.07'
ex = 1.50'
K = 208
L = 500.00'
VPC 775+00.00'
EL. = 502.78
VPT 780+00.00'
EL. = 499.28
(-)1.90 %
(+)0.50 %
PVI 777+50.00
EL = 498.03'
PROP 3-6' X 5' RCB
FL = 488.74'
US287NB
525.05 503.84
527.42 504.61
529.32 505.27
530.75 505.95
531.70 506.61
532.17 507.21
532.17 507.93
531.70 508.45
530.75 509.04
529.32 509.39
527.48 509.58
525.58 509.49
523.68 509.17
521.78 508.90
519.88 508.44
517.98 507.80
516.08 506.97
514.18 506.07
512.28 505.12
510.38 504.17
508.48 503.32
506.58 502.40
504.68 501.47
502.78 500.60
501.12 499.64
499.94 498.73
499.24 497.75
499.02 496.95
499.28 496.45
755+00
760+00
765+00
770+00
775+00
780+00


OVERALL BRIDGE LENGTH = 251.5'
75'
101.5
75'
PVI 756+50.00
EL = 536.94'
(+)2.50 %
(-)2.30 %
BEGIN BRIDGE
STA 755+36.11
END BRIDGE
STA 757+87.26
STRUCTURAL DEPTH 5.5'
MIN VERT CLR
19.65'
MIN VERT CLR
17.62'
MIN VERT CLR
17.68'
℄ BOYCE RD
VPC 751+50.00'
EL. = 524.44
VPT 761+50.00'
EL. = 525.44
ex = -6.00'
K = 208
L = 1,000.00'
EXIST 3-6'X3' RCB
FL = 498.35'
PROP 2-6'X 3' RCB
FL = 498.87'
ex = 2.10'
K = 214
L = 600.00'
VPC 771+50.00'
EL. = 502.44
VPT 777+50.00'
EL. = 497.04
(-)2.30 %
(+)0.50 %
PVI 774+50.00
EL = 495.54'
PROP 3-6' X 5' RCB
FL = 487.60'
US287SB
525.63 501.14
527.65 501.82
529.19 502.74
530.25 503.83
530.83 505.34
530.93 504.67
530.55 506.23
529.69 506.45
528.35 506.53
526.53 506.61
524.29 506.68
521.99 506.50
519.69 506.32
517.39 506.22
515.09 505.87
512.79 505.24
510.49 504.50
508.19 503.63
505.89 502.58
503.59 501.75
501.35 501.30
499.52 500.71
498.15 498.45
497.25 497.63
496.82 496.52
496.85 495.58
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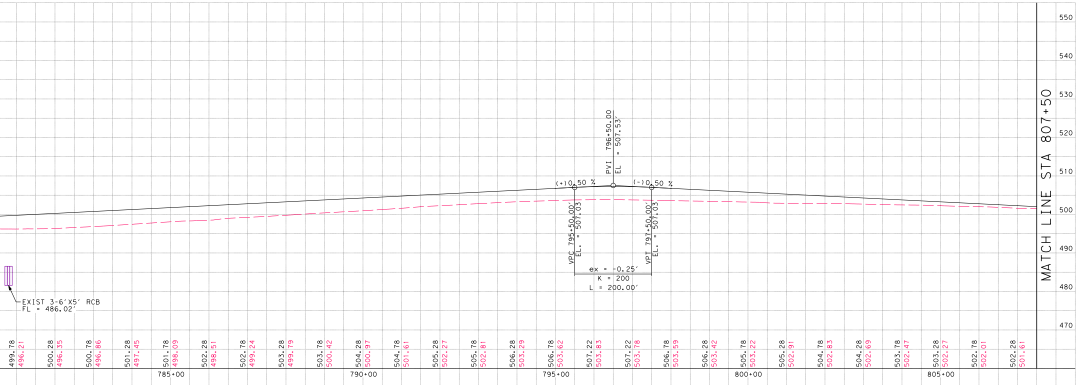
498.29 493.41
755+00
760+00
765+00
770+00
775+00
780+00


550
540
530
520
510
500
490
480
470
MATCH LINE STA 807+50
PVI 796+50.00
EL = 507.53'
(+)0.50 %
(-)0.50 %
VPC 795+50.00'
EL. = 507.03
VPT 797+50.00'
EL. = 507.03
ex = -0.25'
K = 200
L = 200.00'
EXIST 3-6'X5' RCB
FL = 486.02'
499.78 496.21
500.28 496.35
500.78 496.86
501.28 497.45
501.78 498.09
502.28 498.51
502.78 499.24
503.28 499.79
503.78 500.42
504.28 500.97
504.78 501.61
505.28 502.27
505.78 502.81
506.28 503.29
506.78 503.62
507.22 503.83
507.22 503.78
506.78 503.59
506.28 503.42
505.78 503.22
505.28 502.91
504.78 502.83
504.28 502.69
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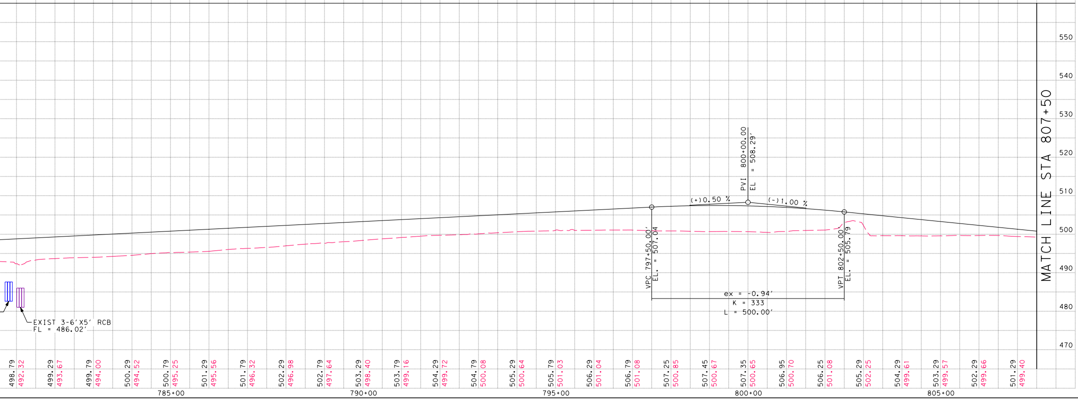
785+00
790+00
795+00
800+00
805+00


550
540
530
520
510
500
490
480
470
MATCH LINE STA 807+50
PVI 800+00.00
EL = 508.29'
(+)0.50 %
(-)1.00 %
VPC 797+50.00'
EL. = 507.04
VPT 802+50.00'
EL. = 505.79
ex = -0.94'
K = 333
L = 500.00'
EXIST 3-6'X5' RCB
FL = 486.02'
498.79 492.32
499.29 493.67
499.79 494.00
500.29 494.52
500.79 495.25
501.29 495.56
501.79 496.32
502.29 496.98
502.79 497.64
503.29 498.40
503.79 499.16
504.29 499.72
504.79 500.08
505.29 500.64
505.79 501.03
506.29 501.04
506.79 501.08
507.25 500.85
507.45 500.67
507.35 500.65
506.95 500.70
506.25 501.08
505.29 502.25
504.29 499.61
503.29 499.57
502.29 499.66
501.29 499.40
785+00
790+00
795+00
800+00
805+00

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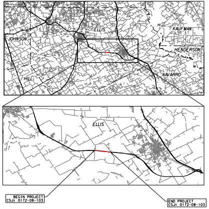
TARRANT
DALLAS
JOHNSON
ELLIS
KAUFMAN
HENDERSON
NAVARRO
HILL
ELLIS
BEGIN PROJECT
CSJ: 0172-08-103
END PROJECT
CSJ: 0172-08-103

LOCATION MAP
N.T.S.

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

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

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

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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 5 OF 9

12/22/2022 5:51:52 PM

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PR-06.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
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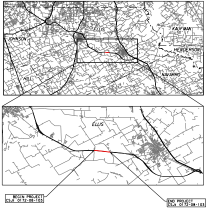

TARRANT
DALLAS
ELLIS
KAUFMAN
JOHNSON
HENDERSON
HILL
NAVARRO
ELLIS
BEGIN PROJECT
CSJ: 0172-08-103
END PROJECT
CSJ: 0172-08-103

LOCATION MAP
N.T.S.

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

SCALE: 1" = 100' HORIZONTAL

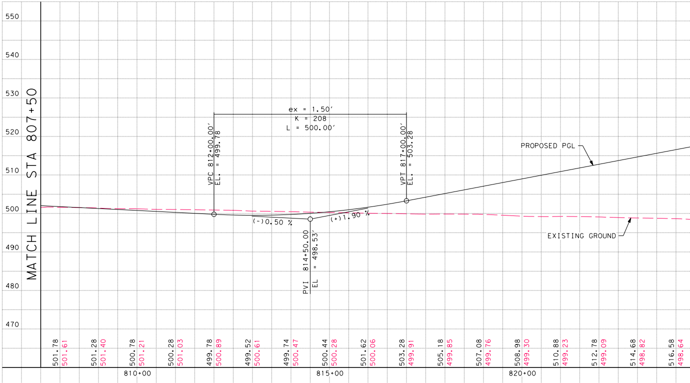
SCALE: 1" = 20' VERTICAL

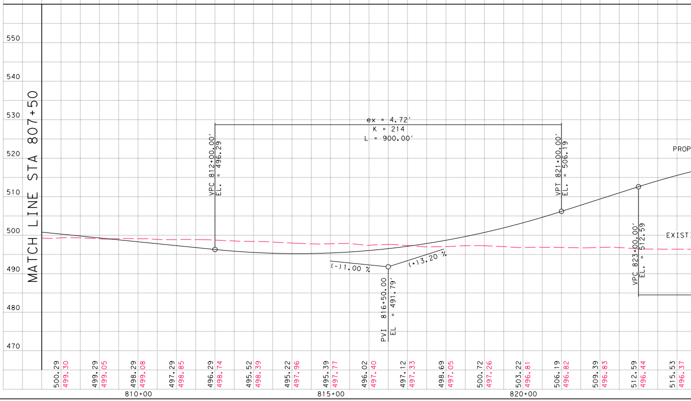
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

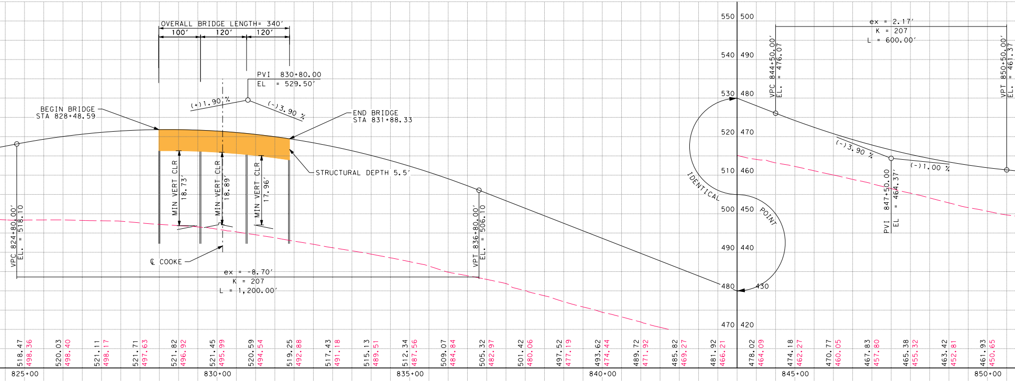
NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

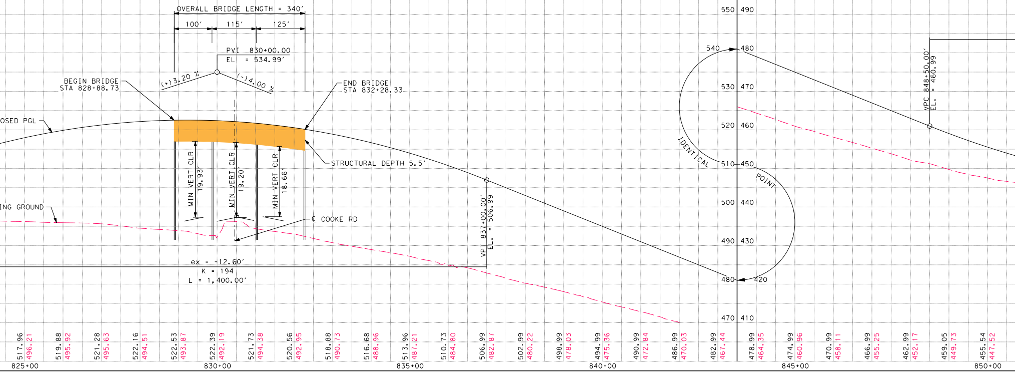
EQUATIONS: NONE
RR CROSSINGS: NONE

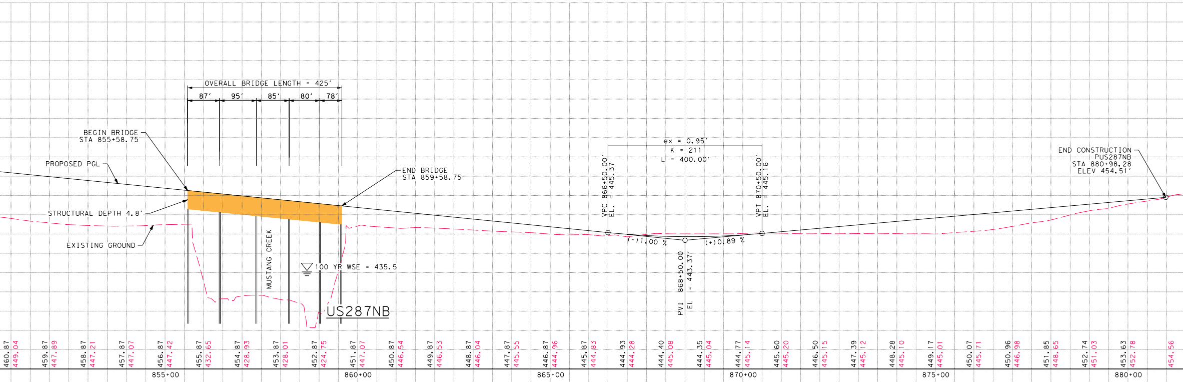
DECEMBER 23, 2022
ROLL 6 OF 9

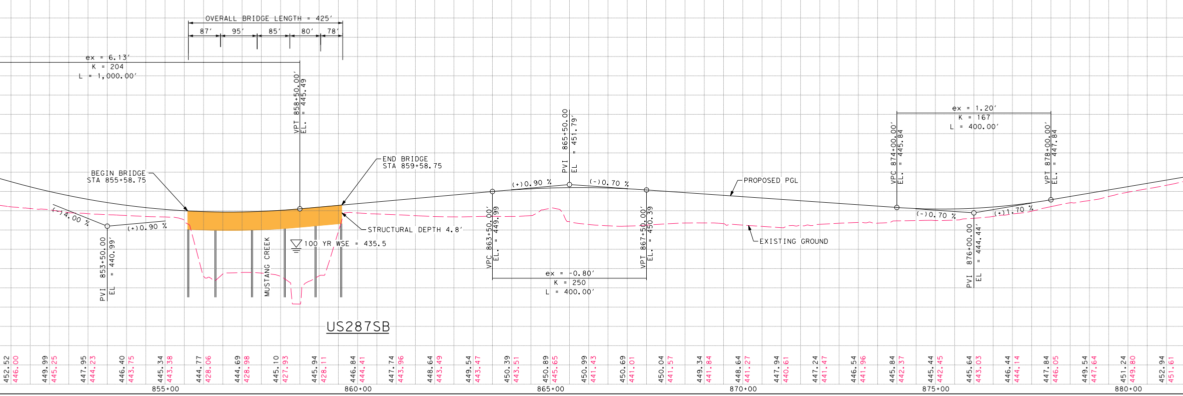

550
540
530
520
510
500
490
480
470
MATCH LINE STA 807+50
ex = 1.50'
K = 208
L = 500.00'
VPC 812+00.00'
EL. = 499.78
VPT 817+00.00'
EL. = 503.28
PVI 814+50.00
EL = 498.53'
(-)0.50 %
(+)1.90 %
PROPOSED PGL
EXISTING GROUND
501.78 501.61
501.28 501.40
500.78 501.21
500.28 501.03
499.78 500.89
499.52 500.61
499.74 500.47
500.44 500.28
501.62 500.06
503.28 499.91
505.18 499.85
507.08 499.76
508.98 499.30
510.88 499.23
512.78 499.09
514.68 498.82
516.58 498.64
810+00
815+00
820+00

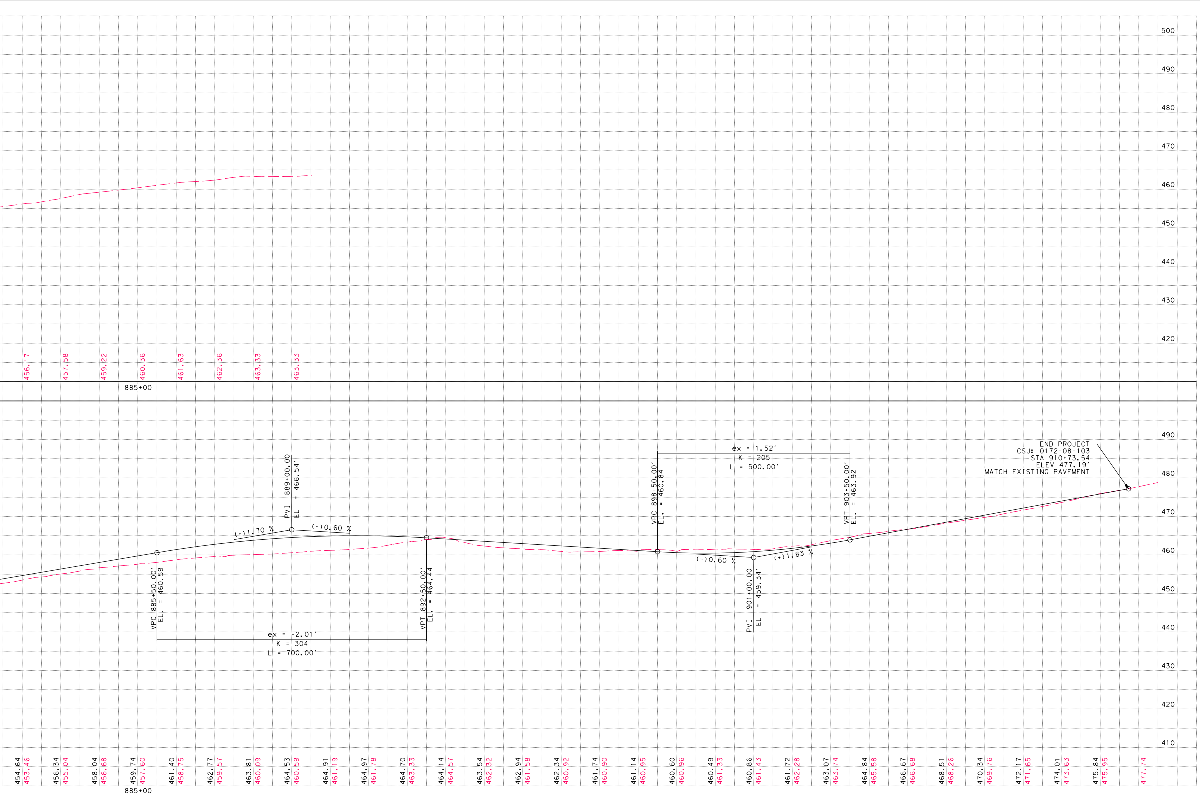

550
540
530
520
510
500
490
480
470
MATCH LINE STA 807+50
ex = 4.72'
K = 214
L = 900.00'
VPC 812+00.00'
EL. = 496.29
VPT 821+00.00'
EL. = 506.19
VPC 823+00.00'
EL. = 512.59
PVI 816+50.00
EL = 491.79'
(-)1.00 %
(+)3.20 %
PROP
EXIST
500.29 499.30
499.29 499.05
498.29 499.08
497.29 498.85
496.29 498.74
495.52 498.39
495.22 497.96
495.39 497.77
496.02 497.40
497.12 497.33
498.69 497.05
500.72 497.26
503.22 496.81
506.19 496.82
509.39 496.83
512.59 496.44
515.53 496.37
810+00
815+00
820+00


OVERALL BRIDGE LENGTH= 340'
100'
120'
120'
PVI 830+80.00
EL = 529.50'
(+)1.90 %
(-)3.90 %
BEGIN BRIDGE
STA 828+48.59
END BRIDGE
STA 831+88.33
STRUCTURAL DEPTH 5.5'
MIN VERT CLR 18.73'
MIN VERT CLR 18.89'
MIN VERT CLR 17.96'
℄ COOKE
VPC 824+80.00'
EL. = 518.10
VPT 836+80.00'
EL. = 506.10
ex = -8.70'
K = 207
L = 1,200.00'
550 500
540 490
530 480
520 470
510 460
500 450
490 440
480 430
470 420
IDENTICAL POINT
ex = 2.17'
K = 207
L = 600.00'
VPC 844+50.00'
EL. = 476.07
VPT 850+50.00'
EL. = 461.37
PVI 847+50.00'
EL = 464.37'
(-)3.90 %
(-)1.00 %
518.47 498.36
520.03 498.40
521.11 498.17
521.71 497.63
521.82 496.92
521.45 495.99
520.59 494.54
519.25 492.88
517.43 491.18
515.13 489.51
512.34 487.56
509.07 484.84
505.32 482.97
501.42 480.06
497.52 477.19
493.62 474.44
489.72 471.92
485.82 469.27
481.92 466.21
478.02 464.09
474.18 462.27
470.77 460.05
467.83 457.80
465.38 455.32
463.42 452.81
461.93 450.65
825+00
830+00
835+00
840+00
845+00
850+00


OVERALL BRIDGE LENGTH = 340'
100'
115'
125'
PVI 830+00.00
EL = 534.99'
(+)3.20 %
(-)4.00 %
BEGIN BRIDGE
STA 828+88.73
END BRIDGE
STA 832+28.33
OSED PGL
STRUCTURAL DEPTH 5.5'
MIN VERT CLR 19.93'
MIN VERT CLR 19.20'
MIN VERT CLR 18.66'
ING GROUND
℄ COOKE RD
VPT 837+00.00'
EL. = 506.99
ex = -12.60'
K = 194
L = 1,400.00'
550 490
540 480
530 470
520 460
510 450
500 440
490 430
480 420
470 410
IDENTICAL POINT
VPC 848+50.00'
EL. = 460.99
517.96 496.21
519.88 495.92
521.28 495.63
522.16 494.51
522.53 493.87
522.39 492.19
521.73 494.38
520.56 492.95
518.88 490.73
516.68 488.96
513.96 487.21
510.73 484.80
506.99 482.87
502.99 480.22
498.99 478.03
494.99 475.36
490.99 472.84
486.99 470.03
482.99 467.44
478.99 464.35
474.99 460.96
470.99 458.11
466.99 455.25
462.99 452.17
459.05 449.73
455.54 447.52
825+00
830+00
835+00
840+00
845+00
850+00


OVERALL BRIDGE LENGTH = 425'
87'
95'
85'
80'
78'
BEGIN BRIDGE
STA 855+58.75
PROPOSED PGL
END BRIDGE
STA 859+58.75
STRUCTURAL DEPTH 4.8'
EXISTING GROUND
MUSTANG CREEK
100 YR WSE = 435.5
US287NB
ex = 0.95'
K = 211
L = 400.00'
VPC 866+50.00'
EL. = 445.37
VPT 870+50.00'
EL. = 445.16
(-)1.00 %
(+)0.89 %
PVI 868+50.00
EL = 443.37'
END CONSTRUCTION
PUS287NB
STA 880+98.28
ELEV 454.51'
460.87 449.04
459.87 447.89
458.87 447.21
457.87 447.07
456.87 447.42
455.87 432.65
454.87 428.93
453.87 428.01
452.87 424.75
451.87 447.07
450.87 446.54
449.87 446.53
448.87 446.04
447.87 445.55
446.87 444.96
445.87 444.83
444.93 444.28
444.40 445.08
444.35 445.04
444.77 445.14
445.60 445.20
446.50 445.15
447.39 445.12
448.28 445.10
449.17 445.01
450.07 445.71
450.96 446.98
451.85 448.65
452.74 451.03
453.63 452.78
454.56
855+00
860+00
865+00
870+00
875+00
880+00


OVERALL BRIDGE LENGTH = 425'
87'
95'
85'
80'
78'
ex = 6.13'
K = 204
L = 1,000.00'
VPT 858+50.00'
EL. = 445.49
BEGIN BRIDGE
STA 855+58.75
END BRIDGE
STA 859+58.75
STRUCTURAL DEPTH 4.8'
(-)4.00 %
(+)0.90 %
PVI 853+50.00
EL = 440.99'
MUSTANG CREEK
100 YR WSE = 435.5
US287SB
PVI 865+50.00
EL = 451.79'
(+)0.90 %
(-)0.70 %
VPC 863+50.00'
EL. = 449.99
VPT 867+50.00'
EL. = 450.39
ex = -0.80'
K = 250
L = 400.00'
PROPOSED PGL
EXISTING GROUND
ex = 1.20'
K = 167
L = 400.00'
VPC 874+00.00'
EL. = 445.84
VPT 878+00.00'
EL. = 447.84
(-)0.70 %
(+)1.70 %
PVI 876+00.00
EL = 444.44'
452.52 446.00
449.99 445.25
447.95 444.23
446.40 443.75
445.34 443.38
444.77 428.06
444.69 428.98
445.10 427.93
445.94 428.11
446.84 444.41
447.74 443.96
448.64 443.49
449.54 443.47
450.39 443.51
450.89 445.65
450.99 441.43
450.69 441.01
450.04 441.57
449.34 441.84
448.64 441.27
447.94 440.61
447.24 441.47
446.54 441.96
445.84 442.37
445.44 442.45
445.64 443.03
446.44 444.14
447.84 446.05
449.54 447.64
451.24 449.80
452.94 451.61
855+00
860+00
865+00
870+00
875+00
880+00


500
490
480
470
460
450
440
430
420
456.17
457.58
459.22
460.36
461.63
462.36
463.33
463.33
885+00
490
480
470
460
450
440
430
420
410
VPC 885+50.00'
EL. = 460.59
PVI 889+00.00
EL = 466.54'
(+)1.70 %
(-)0.60 %
VPT 892+50.00'
EL. = 464.44
ex = -2.01'
K = 304
L = 700.00'
VPC 898+50.00'
EL. = 460.84
ex = 1.52'
K = 205
L = 500.00'
VPT 903+50.00'
EL. = 463.92
(-)0.60 %
(+)1.83 %
PVI 901+00.00
EL = 459.34'
END PROJECT
CSJ: 0172-08-103
STA 910+73.54
ELEV 477.19'
MATCH EXISTING PAVEMENT
454.64 453.46
456.34 455.04
458.04 456.68
459.74 457.60
461.40 458.75
462.77 459.57
463.81 460.09
464.53 460.59
464.91 461.19
464.97 461.78
464.70 463.33
464.14 464.57
463.54 462.32
462.94 461.58
462.34 460.92
461.74 460.90
461.14 460.95
460.60 460.96
460.49 461.33
460.86 461.43
461.72 462.28
463.07 463.74
464.84 465.58
466.67 466.68
468.51 468.26
470.34 469.76
472.17 471.65
474.01 473.63
475.84 475.95
477.74
885+00

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

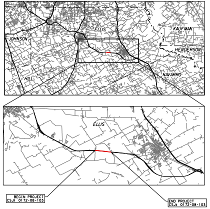
PROJECT LENGTH = 3.9 MILES

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

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 6 OF 9

12/22/2022 5:52:05 PM

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PR-07.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

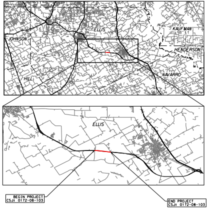
PROJECT LENGTH = 3.9 MILES

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
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

SCALE: 1" = 100' HORIZONTAL

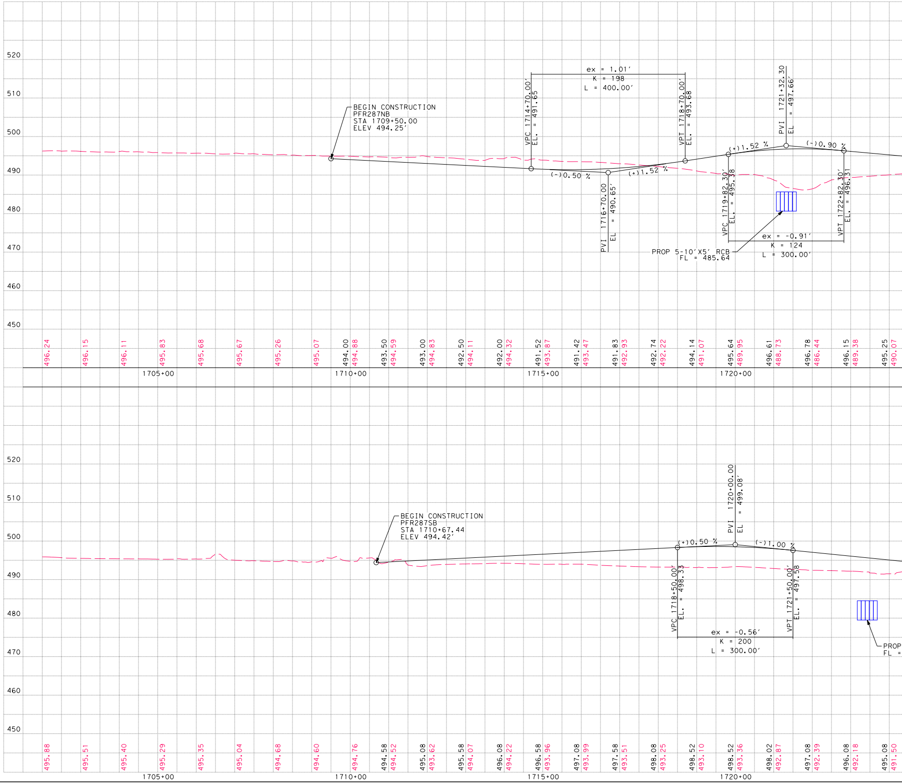
SCALE: 1" = 20' VERTICAL

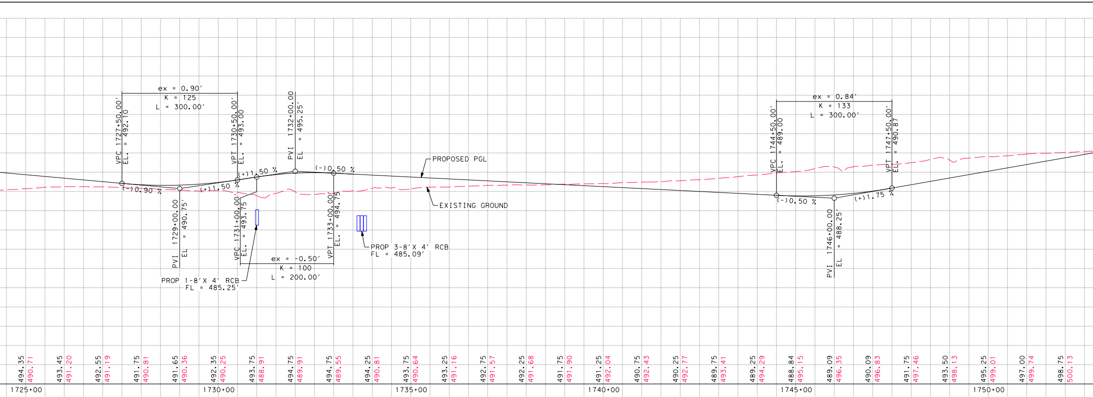
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

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

EQUATIONS: NONE
RR CROSSINGS: NONE

DECEMBER 23, 2022
ROLL 7 OF 9


520
510
500
490
480
470
460
450
BEGIN CONSTRUCTION
PFR287NB
STA 1709+50.00
ELEV 494.25'
VPC 1714+70.00'
EL. = 491.65
ex = 1.01'
K = 198
L = 400.00'
VPT 1718+70.00'
EL. = 493.68
PVI 1716+70.00
EL = 490.65'
(-)0.50 %
(+)1.52 %
(+)1.52 %
PVI 1721+32.30
EL = 497.66'
(-)0.90 %
VPC 1719+82.30'
EL. = 495.38
VPT 1722+82.30'
EL. = 496.31
ex = -0.91'
K = 124
L = 300.00'
PROP 5-10'X5' RCB
FL = 485.64
496.24
496.15
496.11
495.83
495.68
495.67
495.26
495.07
494.00
494.88
493.50
494.59
493.00
494.83
492.50
494.11
492.00
494.32
491.52
493.87
491.42
493.47
491.83
492.93
492.74
492.22
494.14
491.07
495.64
489.95
496.61
488.73
496.78
486.44
496.15
489.38
495.25
490.07
1705+00
1710+00
1715+00
1720+00
520
510
500
490
480
470
460
450
BEGIN CONSTRUCTION
PFR287SB
STA 1710+67.44
ELEV 494.42'
PVI 1720+00.00
EL = 499.08'
(+)0.50 %
(-)1.00 %
VPC 1718+50.00'
EL. = 498.33
VPT 1721+50.00'
EL. = 497.58
ex = -0.56'
K = 200
L = 300.00'
PROP
FL =
495.88
495.51
495.40
495.29
495.35
495.04
494.68
494.60
494.76
494.58
494.52
495.08
493.62
495.58
494.07
496.08
494.22
496.58
493.96
497.08
493.99
497.58
493.51
498.08
493.25
498.52
493.10
498.52
493.36
498.02
492.87
497.08
492.39
496.08
492.18
495.08
491.50
1705+00
1710+00
1715+00
1720+00


ex = 0.90'
K = 125
L = 300.00'
VPC 1727+50.00'
EL. = 492.10
VPT 1730+50.00'
EL. = 493.00
PVI 1732+00.00
EL = 495.25'
(+)1.50 %
(-)0.50 %
PROPOSED PGL
(-)0.90 %
(+)1.50 %
EXISTING GROUND
PVI 1729+00.00
EL = 490.75'
VPC 1731+00.00'
EL. = 493.75
VPT 1733+00.00'
EL. = 494.75
ex = -0.50'
K = 100
L = 200.00'
PROP 1-8'X 4' RCB
FL = 485.25'
PROP 3-8'X 4' RCB
FL = 485.09'
ex = 0.84'
K = 133
L = 300.00'
VPC 1744+50.00'
EL. = 489.00
VPT 1747+50.00'
EL. = 490.87
(-)0.50 %
(+)1.75 %
PVI 1746+00.00
EL = 488.25'
494.35 490.71
493.45 491.20
492.55 491.19
491.75 490.81
491.65 490.36
492.35 490.25
493.75 488.91
494.75 489.91
494.75 489.55
494.25 490.81
493.75 490.64
493.25 491.16
492.75 491.57
492.25 491.68
491.75 491.90
491.25 492.04
490.75 492.43
490.25 492.77
489.75 493.41
489.25 494.29
488.84 495.15
489.09 496.35
490.09 496.83
491.75 497.46
493.50 498.13
495.25 499.01
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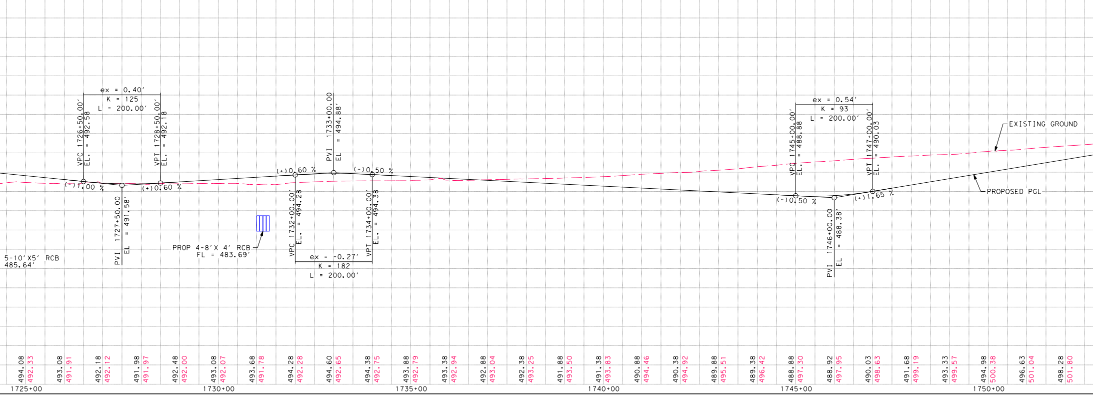
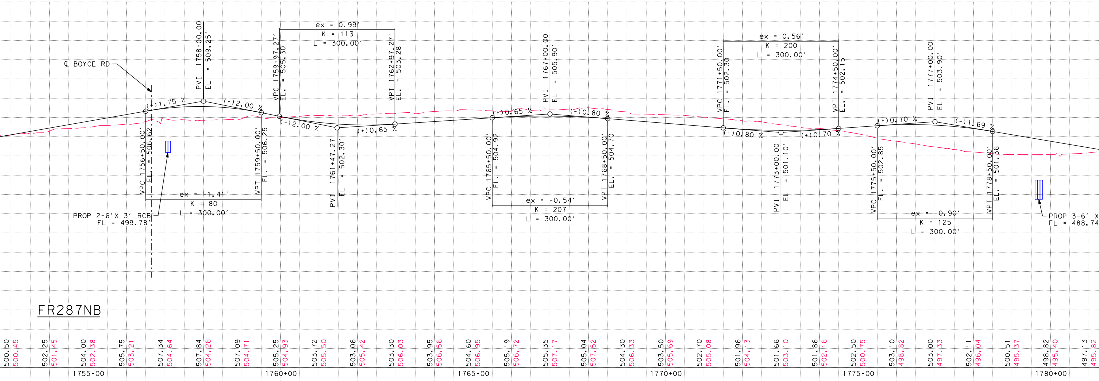
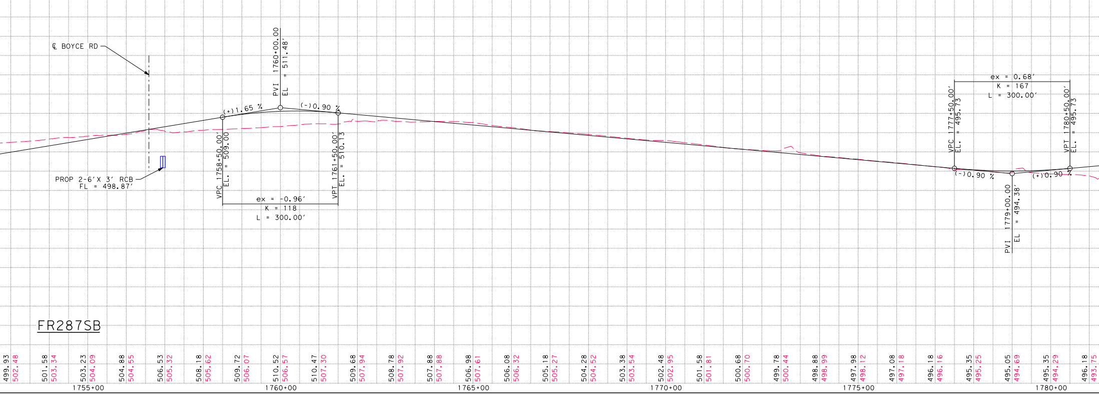
1725+00
1730+00
1735+00
1740+00
1745+00
1750+00

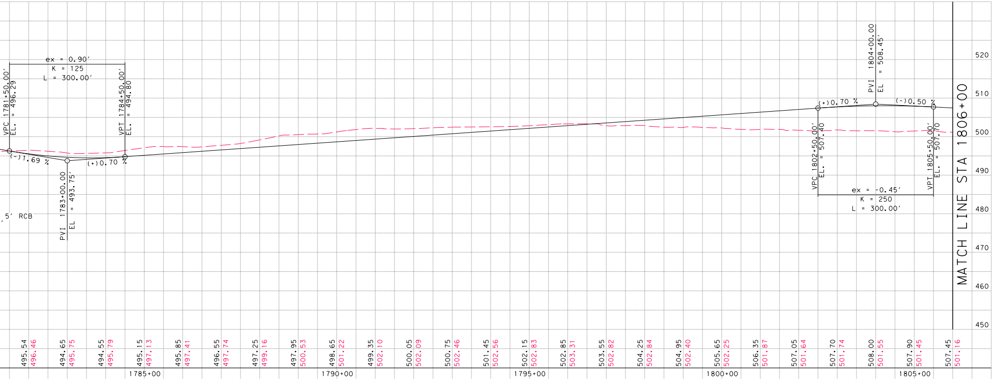

ex = 0.40'
K = 125
L = 200.00'
VPC 1726+50.00'
EL. = 492.58
VPT 1728+50.00'
EL. = 492.18
PVI 1733+00.00
EL = 494.88'
(+)0.60 %
(-)0.50 %
(-)1.00 %
(+)0.60 %
PVI 1727+50.00
EL = 491.58'
PROP 4-8'X 4' RCB
FL = 483.69'
VPC 1732+00.00'
EL. = 494.28
VPT 1734+00.00'
EL. = 494.38
ex = -0.27'
K = 182
L = 200.00'
5-10'X5' RCB
485.64'
ex = 0.54'
K = 93
L = 200.00'
VPC 1745+00.00'
EL. = 488.88
VPT 1747+00.00'
EL. = 490.03
EXISTING GROUND
PROPOSED PGL
(-)0.50 %
(+)1.65 %
PVI 1746+00.00
EL = 488.38'
494.08 492.33
493.08 491.91
492.18 492.12
491.98 491.97
492.48 492.00
493.08 492.07
493.68 491.78
494.28 492.28
494.60 492.65
494.38 492.75
493.88 492.79
493.38 492.94
492.88 493.04
492.38 493.25
491.88 493.50
491.38 493.83
490.88 494.46
490.38 494.92
489.88 495.51
489.38 496.42
488.88 497.30
488.92 497.95
490.03 498.63
491.68 499.19
493.33 499.57
494.98 500.38
496.63 501.04
498.28 501.80
1725+00
1730+00
1735+00
1740+00
1745+00
1750+00

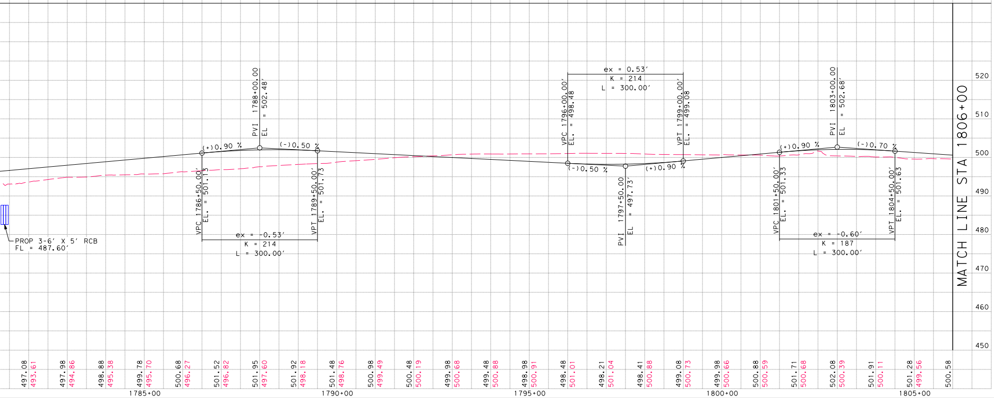


℄ BOYCE RD
PVI 1758+00.00
EL = 509.25'
(+)1.75 %
(-)2.00 %
VPC 1756+50.00'
EL. = 506.62
VPT 1759+50.00'
EL. = 506.25
ex = -1.41'
K = 80
L = 300.00'
PROP 2-6' X 3' RCB
FL = 499.78'
ex = 0.99'
K = 113
L = 300.00'
VPC 1759+97.27'
EL. = 505.30
VPT 1762+97.27'
EL. = 503.28
(-)2.00 %
(+)0.65 %
PVI 1761+47.27
EL = 502.30'
PVI 1767+00.00
EL = 505.90'
(+)0.65 %
(-)0.80 %
VPC 1765+50.00'
EL. = 504.92
VPT 1768+50.00'
EL. = 504.70
ex = -0.54'
K = 207
L = 300.00'
ex = 0.56'
K = 200
L = 300.00'
VPC 1771+50.00'
EL. = 502.30
VPT 1774+50.00'
EL. = 502.15
(-)0.80 %
(+)0.70 %
PVI 1773+00.00
EL = 501.10'
PVI 1777+00.00
EL = 503.90'
(+)0.70 %
(-)1.69 %
VPC 1775+50.00'
EL. = 502.85
VPT 1778+50.00'
EL. = 501.36
ex = -0.90'
K = 125
L = 300.00'
PROP 3-6' X
FL = 488.74
FR287NB
500.50 500.45
502.25 501.45
504.00 502.38
505.75 503.21
507.34 504.64
507.84 504.26
507.09 504.71
505.25 504.93
503.72 505.50
503.06 505.42
503.30 506.03
503.95 506.56
504.60 506.95
505.19 506.72
505.35 507.17
505.04 507.52
504.30 506.33
503.50 505.69
502.70 505.08
501.96 504.13
501.66 503.10
501.86 502.16
502.50 500.75
503.10 498.82
503.00 497.33
502.11 496.04
500.51 495.37
498.82 495.40
497.13 495.82
1755+00
1760+00
1765+00
1770+00
1775+00
1780+00



℄ BOYCE RD
PROP 2-6' X 3' RCB
FL = 498.87'
PVI 1760+00.00
EL = 511.48'
(+)1.65 %
(-)0.90 %
VPC 1758+50.00'
EL. = 509.00
VPT 1761+50.00'
EL. = 510.13
ex = -0.96'
K = 118
L = 300.00'
ex = 0.68'
K = 167
L = 300.00'
VPC 1777+50.00'
EL. = 495.73
VPT 1780+50.00'
EL. = 495.73
(-)0.90 %
(+)0.90 %
PVI 1779+00.00
EL = 494.38'
FR287SB
499.93 502.48
501.58 503.34
503.23 504.09
504.88 504.55
506.53 505.32
508.18 505.62
509.72 506.07
510.52 506.57
510.47 507.30
509.68 507.94
508.78 507.92
507.88 507.88
506.98 507.61
506.08 506.32
505.18 505.27
504.28 504.52
503.38 503.54
502.48 502.95
501.58 501.81
500.68 500.70
499.78 500.44
498.88 498.99
497.98 498.12
497.08 497.18
496.18 496.16
495.35 495.25
495.05 494.69
495.35 494.29
496.18 493.75
1755+00
1760+00
1765+00
1770+00
1775+00
1780+00


ex = 0.90'
K = 125
L = 300.00'
VPC 1781+50.00'
EL. = 496.29
VPT 1784+50.00'
EL. = 494.80
(-)1.69 %
(+)0.70 %
PVI 1783+00.00
EL = 493.75'
5' RCB
PVI 1804+00.00
EL = 508.45'
(+)0.70 %
(-)0.50 %
VPC 1802+50.00'
EL. = 507.40
VPT 1805+50.00'
EL. = 507.70
ex = -0.45'
K = 250
L = 300.00'
MATCH LINE STA 1806+00
520
510
500
490
480
470
460
450
495.54
496.46
494.65
495.75
494.55
495.79
495.15
497.13
495.85
497.41
496.55
497.74
497.25
499.16
497.95
500.53
498.65
501.22
499.35
502.10
500.05
502.09
500.75
502.46
501.45
502.56
502.15
502.83
502.85
503.31
503.55
502.82
504.25
502.84
504.95
502.40
505.65
502.25
506.35
501.87
507.05
501.64
507.70
501.74
508.00
501.55
507.90
501.45
507.45
501.16
1785+00
1790+00
1795+00
1800+00
1805+00


PVI 1788+00.00
EL = 502.48'
(+)0.90 %
(-)0.50 %
VPC 1786+50.00
EL. = 501.13
VPT 1789+50.00'
EL. = 501.73
ex = -0.53'
K = 214
L = 300.00'
PROP 3-6' X 5' RCB
FL = 487.60'
ex = 0.53'
K = 214
L = 300.00'
VPC 1796+00.00'
EL. = 498.48
VPT 1799+00.00'
EL. = 499.08
(-)0.50 %
(+)0.90 %
PVI 1797+50.00
EL = 497.73'
PVI 1803+00.00
EL = 502.68'
(+)0.90 %
(-)0.70 %
VPC 1801+50.00'
EL. = 501.33
VPT 1804+50.00'
EL. = 501.63
ex = -0.60'
K = 187
L = 300.00'
MATCH LINE STA 1806+00
520
510
500
490
480
470
460
450
497.08
493.61
497.98
494.86
498.88
495.38
499.78
495.70
500.68
496.27
501.52
496.82
501.95
497.60
501.92
498.18
501.48
498.76
500.98
499.49
500.48
500.19
499.98
500.68
499.48
500.88
498.98
500.91
498.48
501.01
498.21
501.04
498.41
500.88
499.08
500.73
499.98
500.66
500.88
500.59
501.71
500.68
502.08
500.39
501.91
500.11
501.28
499.56
500.58
1785+00
1790+00
1795+00
1800+00
1805+00

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

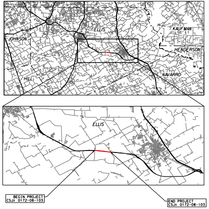
PROJECT LENGTH = 3.9 MILES

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

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 7 OF 9

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PR-08.dgn

12/22/2022 5:52:21 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

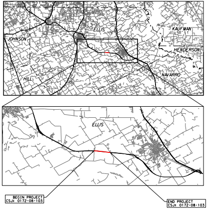
PROJECT LENGTH = 3.9 MILES

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
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

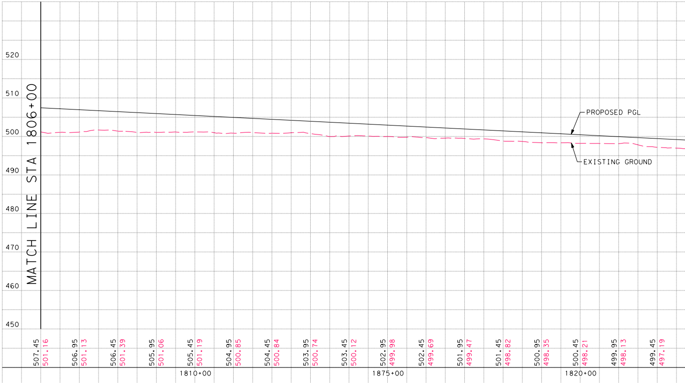
SCALE: 1" = 20' VERTICAL

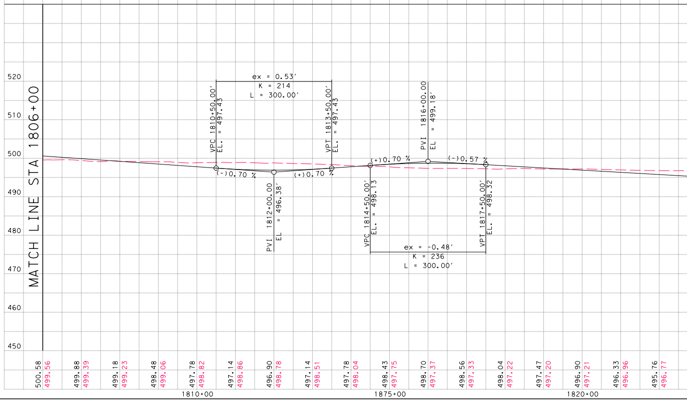
PRELIMINARY FOR INTERIM REVIEW ONLY
THESE DOCUMENTS ARE FOR REVIEW AND ARE NOT INTENDED FOR BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

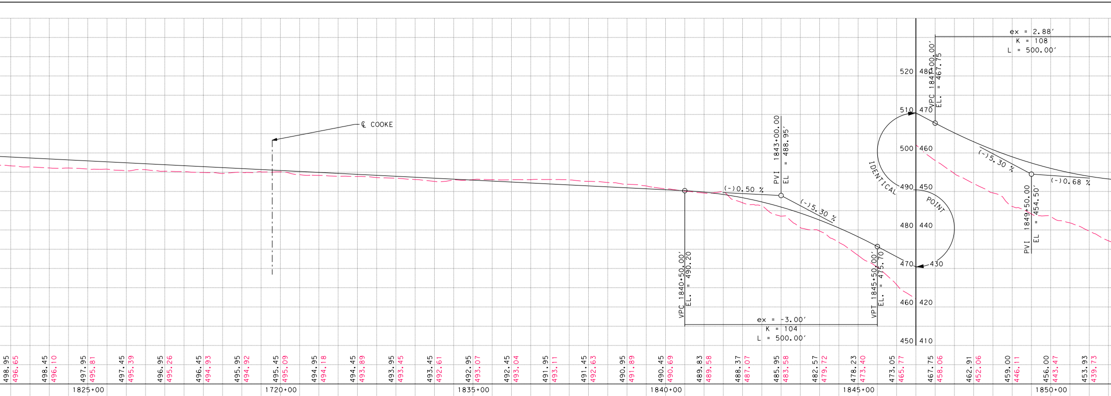
NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

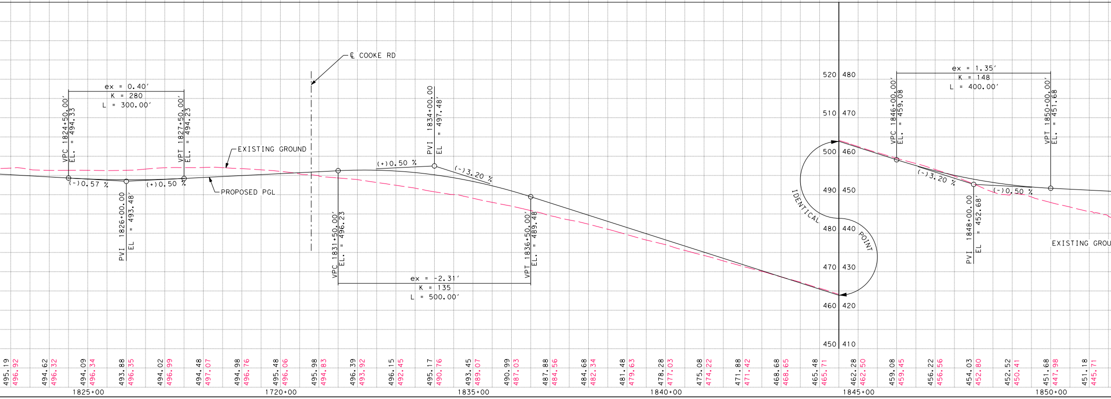
EQUATIONS: NONE
RR CROSSINGS: NONE

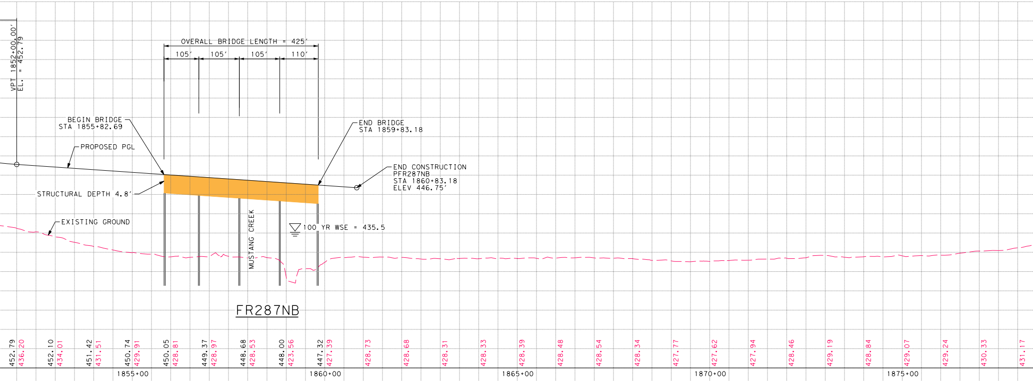
DECEMBER 23, 2022
ROLL 8 OF 9


520
510
500
490
480
470
460
450
MATCH LINE STA 1806+00
PROPOSED PGL
EXISTING GROUND
507.45 501.16
506.95 501.13
506.45 501.39
505.95 501.06
505.45 501.19
504.95 500.85
504.45 500.84
503.95 500.74
503.45 500.12
502.95 499.98
502.45 499.69
501.95 499.47
501.45 498.82
500.95 498.35
500.45 498.21
499.95 498.13
499.45 497.19
1810+00
1875+00
1820+00

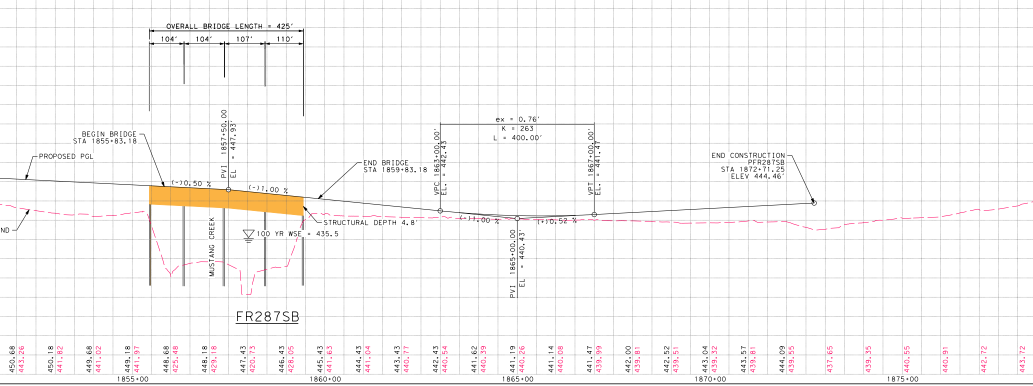

520
510
500
490
480
470
460
450
MATCH LINE STA 1806+00
ex = 0.53'
K = 214
L = 300.00'
VPC 1810+50.00'
EL. = 497.43
VPT 1813+50.00'
EL. = 497.43
PVI 1812+00.00
EL = 496.38'
(-)0.70 %
(+)0.70 %
PVI 1816+00.00
EL = 499.18'
(+)0.70 %
(-)0.57 %
VPC 1814+50.00'
EL. = 498.13
VPT 1817+50.00'
EL. = 498.32
ex = -0.48'
K = 236
L = 300.00'
500.58 499.56
499.88 499.39
499.18 499.23
498.48 499.06
497.78 498.82
497.14 498.86
496.90 498.78
497.14 498.51
497.78 498.04
498.43 497.75
498.70 497.37
498.56 497.33
498.04 497.22
497.47 497.20
496.90 497.21
496.33 496.96
495.76 496.77
1810+00
1875+00
1820+00


℄ COOKE
ex = 2.88′
K = 108
L = 500.00′
VPC 1847+00.00′
EL. = 467.75
PVI 1843+00.00
EL = 488.95′
(-)0.50 %
(-)5.30 %
(-)5.30 %
(-)0.68 %
IDENTICAL POINT
PVI 1849+50.00
EL = 454.50′
VPC 1840+50.00′
EL. = 490.20
VPT 1845+50.00′
EL. = 475.70
ex = -3.00′
K = 104
L = 500.00′
520 480
510 470
500 460
490 450
480 440
470 430
460 420
450 410
498.95 496.65
498.45 496.10
497.95 495.81
497.45 495.39
496.95 495.26
496.45 494.93
495.95 494.92
495.45 495.09
494.95 494.18
494.45 493.89
493.95 493.45
493.45 492.61
492.95 493.07
492.45 493.04
491.95 493.11
491.45 492.63
490.95 491.89
490.45 490.69
489.83 489.58
488.37 487.07
485.95 483.58
482.57 479.72
478.23 473.40
473.05 465.77
467.75 458.06
462.91 452.06
459.00 446.11
456.00 443.47
453.93 439.73
1825+00
1720+00
1835+00
1840+00
1845+00
1850+00


℄ COOKE RD
ex = 0.40′
K = 280
L = 300.00′
VPC 1824+50.00′
EL. = 494.33
VPT 1827+50.00′
EL. = 494.23
(-)0.57 %
(+)0.50 %
PVI 1826+00.00
EL = 493.48′
EXISTING GROUND
PROPOSED PGL
(+)0.50 %
PVI 1834+00.00
EL = 497.48′
(-)3.20 %
VPC 1831+50.00′
EL. = 496.23
VPT 1836+50.00′
EL. = 489.48
ex = -2.31′
K = 135
L = 500.00′
IDENTICAL POINT
ex = 1.35′
K = 148
L = 400.00′
VPC 1846+00.00′
EL. = 459.08
VPT 1850+00.00′
EL. = 451.68
(-)3.20 %
(-)0.50 %
PVI 1848+00.00
EL = 452.68′
EXISTING GROU
520 480
510 470
500 460
490 450
480 440
470 430
460 420
450 410
495.19 496.92
494.62 496.32
494.09 496.34
493.88 496.35
494.02 496.99
494.48 497.07
494.98 496.76
495.48 496.06
495.98 494.83
496.39 493.92
496.15 492.45
495.17 490.76
493.45 489.07
490.99 487.03
487.88 484.56
484.68 482.34
481.48 479.63
478.28 477.03
475.08 474.22
471.88 471.42
468.68 468.65
465.48 465.71
462.28 462.50
459.08 459.45
456.22 456.56
454.03 452.80
452.52 450.41
451.68 447.98
451.18 445.71
1825+00
1720+00
1835+00
1840+00
1845+00
1850+00


FR287NB

VPT 1852+00.00'
EL. = 452.79
OVERALL BRIDGE LENGTH = 425'
105'
105'
105'
110'
BEGIN BRIDGE
STA 1855+82.69
END BRIDGE
STA 1859+83.18
PROPOSED PGL
END CONSTRUCTION
PFR287NB
STA 1860+83.18
ELEV 446.75'
STRUCTURAL DEPTH 4.8'
EXISTING GROUND
MUSTANG CREEK
100 YR WSE = 435.5
452.79
436.20
452.10
434.01
451.42
431.51
450.74
429.91
450.05
428.81
449.37
428.97
448.68
428.53
448.00
423.56
447.32
427.39
428.73
428.68
428.31
428.33
428.39
428.48
428.54
428.34
427.77
427.62
427.94
428.46
429.19
428.84
429.07
429.24
430.33
431.17
1855+00
1860+00
1865+00
1870+00
1875+00


FR287SB

OVERALL BRIDGE LENGTH = 425'
104'
104'
107'
110'
BEGIN BRIDGE
STA 1855+83.18
PROPOSED PGL
ND
(-)0.50 %
PVI 1857+50.00
EL = 447.93'
(-)1.00 %
END BRIDGE
STA 1859+83.18
STRUCTURAL DEPTH 4.8'
MUSTANG CREEK
100 YR WSE = 435.5
ex = 0.76'
K = 263
L = 400.00'
VPC 1863+00.00'
EL. = 442.43
VPT 1867+00.00'
EL. = 441.47
(-)1.00 %
(+)0.52 %
PVI 1865+00.00
EL = 440.43'
END CONSTRUCTION
PFR287SB
STA 1872+71.25
ELEV 444.46'
450.68
443.26
450.18
441.82
449.68
441.02
449.18
441.97
448.68
425.48
448.18
429.18
447.43
420.73
446.43
428.05
445.43
441.63
444.43
441.04
443.43
440.77
442.43
440.54
441.62
440.39
441.19
440.26
441.14
440.08
441.47
439.99
442.00
439.81
442.52
439.51
443.04
439.32
443.57
439.81
444.09
439.55
437.65
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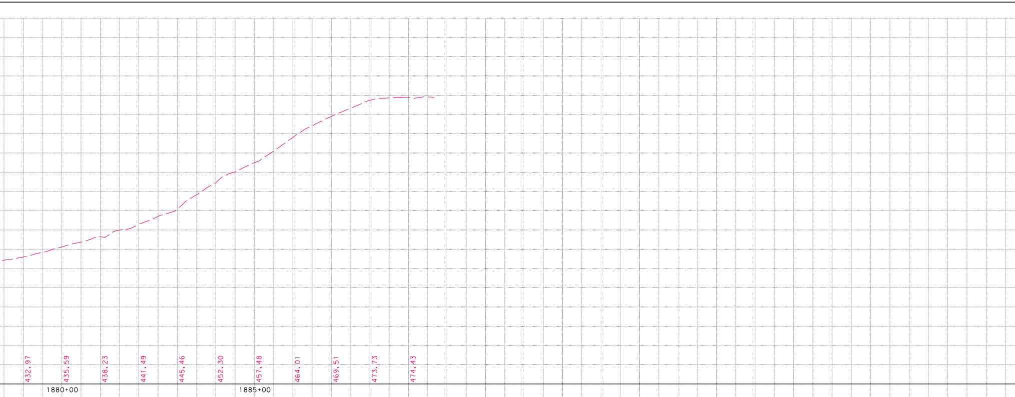
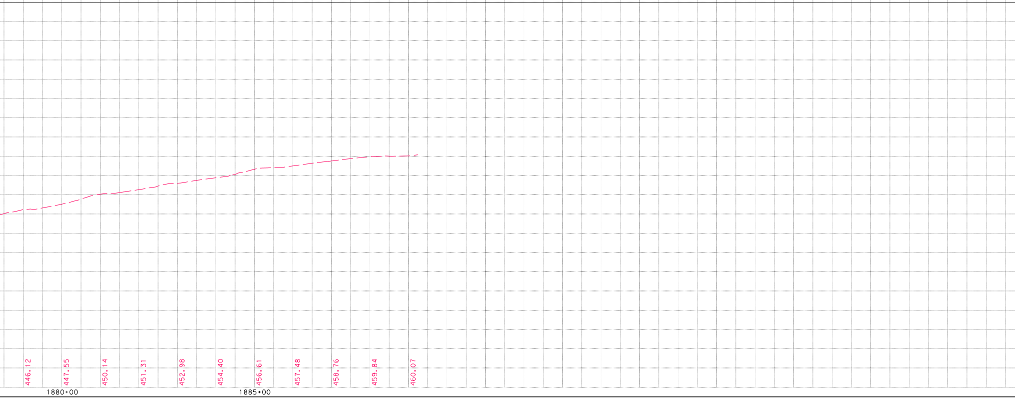
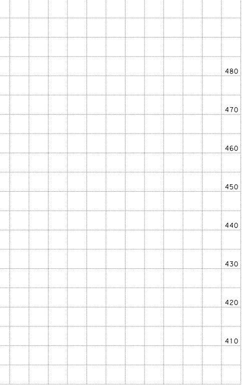
1855+00
1860+00
1865+00
1870+00
1875+00





480
470
460
450
440
430
420
410


480
470
460
450
440
430
420
410

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

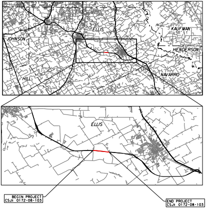
PROJECT LENGTH = 3.9 MILES

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
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

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 8 OF 9

c:\bms\bridgefarmer-pw\grant.cox@bridgefarmer.com\dms22049\038502-SCH-PR-09.dgn

12/22/2022 5:52:34 PM

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).

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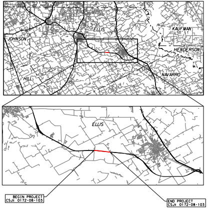
PRELIMINARY, SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW.


TARRANT
DALLAS
ELLIS
JOHNSON
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

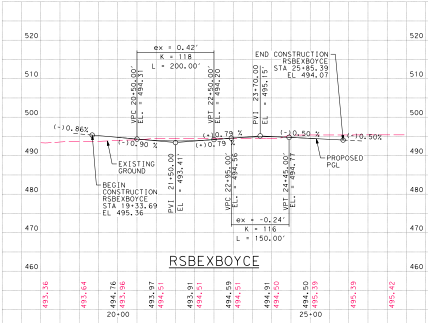
SCALE: 1" = 100' HORIZONTAL (100 0 100 200)
SCALE: 1" = 20' VERTICAL (10 0 10 20)

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:

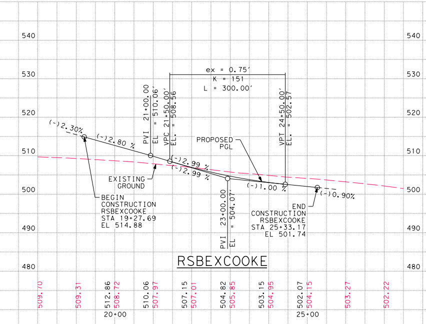
NAME	P.E. NO.	DATE
JOHN NGUYEN	86489	12/23/22

EQUATIONS: NONE
RR CROSSINGS: NONE

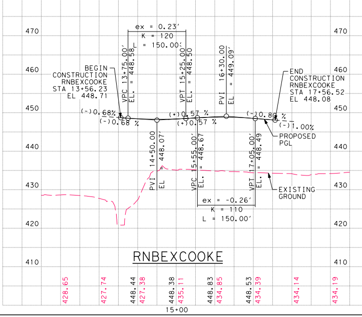
DECEMBER 23, 2022
ROLL 9 OF 9


520
510
500
490
480
470
460
ex = 0.42'
K = 118
L = 200.00'
VPC 20+50.00'
EL. = 494.31
VPT 22+50.00'
EL. = 494.20
PVI 23+70.00
EL = 495.15'
END CONSTRUCTION RSBEXBOYCE STA 25+85.39 EL 494.07
(-)0.86%
(-)0.90 %
(+)0.79 %
(+)0.79
(-)0.50 %
(-)0.50%
EXISTING GROUND
PROPOSED PGL
BEGIN CONSTRUCTION RSBEXBOYCE STA 19+33.69 EL 495.36
PVI 21+50.00
EL = 493.41'
VPC 22+95.00'
EL. = 494.56
VPT 24+45.00'
EL. = 494.77
ex = -0.24'
K = 116
L = 150.00'
493.36
493.64
494.76
493.96
493.97
494.51
493.91
494.51
494.59
494.51
494.91
494.50
494.50
495.39
495.39
495.42
20+00
25+00

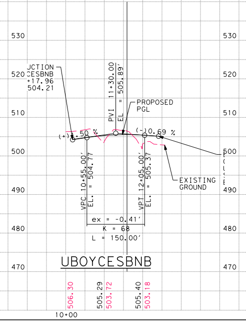
RSBEXBOYCE


540
530
520
510
500
490
480
ex = 0.75'
K = 151
L = 300.00'
PVI 21+00.00
EL = 510.06'
VPC 21+50.00'
EL. = 508.56
VPT 24+50.00'
EL. = 502.57
(-)2.30%
(-)2.80 %
(-)2.99 %
(-)2.99 %
(-)1.00 %
(-)0.90%
PROPOSED PGL
EXISTING GROUND
BEGIN CONSTRUCTION RSBEXCOOKE STA 19+27.69 EL 514.88
PVI 23+00.00
EL = 504.07'
END CONSTRUCTION RSBEXCOOKE STA 25+33.17 EL 501.74
509.70
509.31
512.86
508.72
510.06
507.97
507.15
507.01
504.82
505.85
503.15
504.95
502.07
504.15
503.27
502.22
20+00
25+00

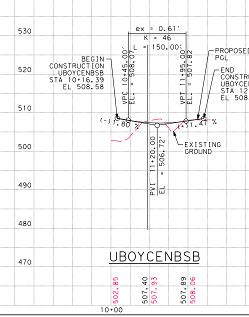
RSBEXCOOKE


470
460
450
440
430
420
410
ex = 0.23'
K = 120
L = 150.00'
VPC 13+75.00'
EL. = 448.58
VPT 15+25.00'
EL. = 448.50
PVI 16+30.00
EL = 449.09'
BEGIN CONSTRUCTION RNBEXCOOKE STA 13+56.23 EL 448.71
END CONSTRUCTION RNBEXCOOKE STA 17+56.52 EL 448.08
(-)0.68%
(-)0.68 %
(+)0.57 %
(+)0.57 %
(-)0.80 %
(-)1.00%
PROPOSED PGL
EXISTING GROUND
PVI 14+50.00
EL = 448.07'
VPC 15+55.00'
EL. = 448.67
VPT 17+05.00'
EL. = 448.49
ex = -0.26'
K = 110
L = 150.00'
428.65
427.74
448.44
427.38
448.38
435.11
448.83
434.85
448.53
434.39
434.14
434.19
15+00

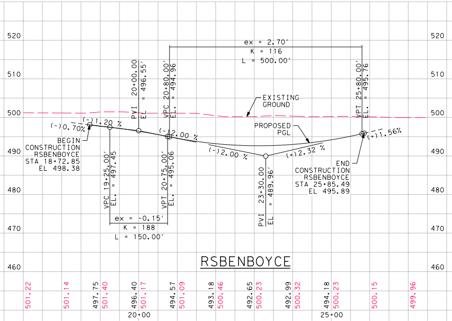
RNBEXCOOKE


530
520
510
500
490
480
470
JCTION
CESBNB
+17.96
504.21
PVI 11+30.00
EL = 505.89'
PROPOSED PGL
(+)1.50 %
(-)0.69 %
EXISTING GROUND
VPC 10+55.00'
EL. = 504.77
VPT 12+05.00'
EL. = 505.37
ex = -0.41'
K = 68
L = 150.00'
506.30
505.29
503.72
505.40
503.18
10+00

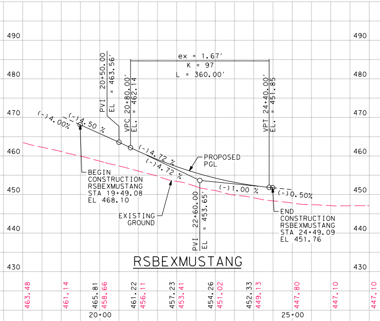
UBOYCESBNB


530
520
510
500
490
480
470
ex = 0.61'
K = 46
L = 150.00'
VPC 10+45.00'
EL. = 508.07
VPT 11+95.00'
EL. = 507.82
BEGIN CONSTRUCTION UBOYCENBSB STA 10+16.39 EL 508.58
PROPOSED PGL
END CONSTR UBOYCE STA 12 EL 508
(-)1.80 %
(+)1.41 %
EXISTING GROUND
PVI 11+20.00
EL = 506.72'
502.85
507.40
507.93
507.89
508.06
10+00

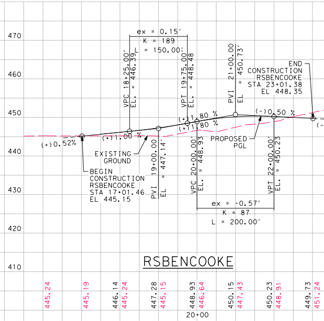
UBOYCENBSB


520
510
500
490
480
470
460
ex = 2.70'
K = 116
L = 500.00'
PVI 20+00.00 EL = 496.55'
VPC 20+80.00' EL. = 494.96
VPT 25+80.00' EL. = 495.76
EXISTING GROUND
PROPOSED PGL
(-)0.70%
(-)1.20 %
(-)2.00 %
(-)2.00 %
(+)2.32 %
(+)1.56%
BEGIN CONSTRUCTION RSBENBOYCE STA 18+72.85 EL 498.38
END CONSTRUCTION RSBENBOYCE STA 25+85.49 EL 495.89
VPC 19+25.00' EL. = 497.45
VPT 20+75.00' EL. = 495.06
PVI 23+30.00 EL = 489.96'
ex = -0.15'
K = 188
L = 150.00'
501.22
501.14
497.75
501.40
496.40
501.17
494.57
501.09
493.18
500.46
492.65
500.23
492.99
500.32
494.18
500.23
500.15
499.96
20+00
25+00
520
510
500
490
480
470
460

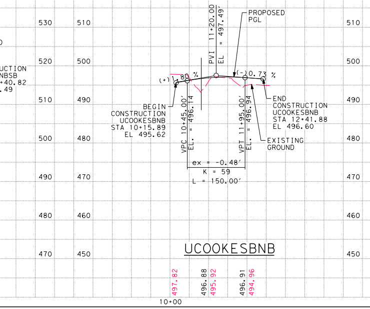
RSBENBOYCE


490
480
470
460
450
440
430
PVI 20+50.00 EL = 463.56'
VPC 20+80.00' EL. = 462.14
ex = 1.67'
K = 97
L = 360.00'
VPT 24+40.00' EL. = 451.85
(-)4.00%
(-)4.50 %
(-)4.72 %
(-)4.72 %
PROPOSED PGL
(-)1.00 %
(-)0.50%
BEGIN CONSTRUCTION RSBEXMUSTANG STA 19+49.08 EL 468.10
EXISTING GROUND
PVI 22+60.00 EL = 453.65'
END CONSTRUCTION RSBEXMUSTANG STA 24+49.09 EL 451.76
463.48
461.14
465.81
458.66
461.22
456.11
457.23
453.41
454.26
451.02
452.33
449.13
447.80
447.10
447.10
20+00
25+00
490
480
470
460
450
440
430

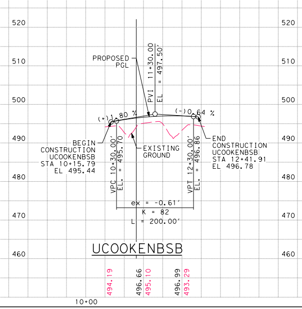
RSBEXMUSTANG


470
460
450
440
430
420
410
ex = 0.15'
K = 189
L = 150.00'
VPC 18+25.00' EL. = 446.39
VPT 19+75.00' EL. = 448.48
PVI 21+00.00 EL = 450.73'
END CONSTRUCTION RSBENCOOKE STA 23+01.38 EL 448.35
(+)0.52%
(+)1.00 %
(+)1.80 %
(+)1.80 %
(-)0.50 %
(-
EXISTING GROUND
PROPOSED PGL
BEGIN CONSTRUCTION RSBENCOOKE STA 17+01.46 EL 445.15
PVI 19+00.00 EL = 447.14'
VPC 20+00.00' EL. = 448.93
VPT 22+00.00' EL. = 450.23
ex = -0.57'
K = 87
L = 200.00'
445.24
445.19
446.14
445.24
447.28
445.15
448.93
446.64
450.15
447.43
450.23
448.91
449.73
451.24
20+00

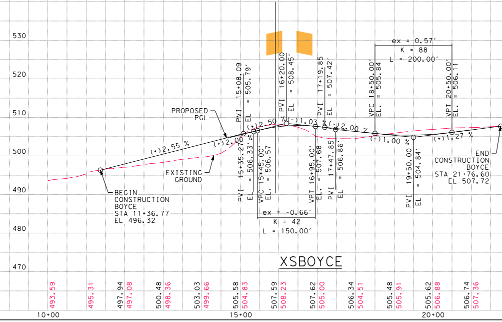
RSBENCOOKE


0
UCTION
NBSB
+40.82
.49
530
520
510
500
490
480
470
510
500
490
480
470
460
450
PVI 11+20.00 EL = 497.49'
PROPOSED PGL
(+)1.80 %
(-)0.73 %
BEGIN CONSTRUCTION UCOOKESBNB STA 10+15.89 EL 495.62
VPC 10+45.00' EL. = 496.14
VPT 11+95.00' EL. = 496.94
END CONSTRUCTION UCOOKESBNB STA 12+41.88 EL 496.60
EXISTING GROUND
ex = -0.48'
K = 59
L = 150.00'
497.82
496.88
495.92
496.91
494.96
10+00
510
500
490
480
470
460
450

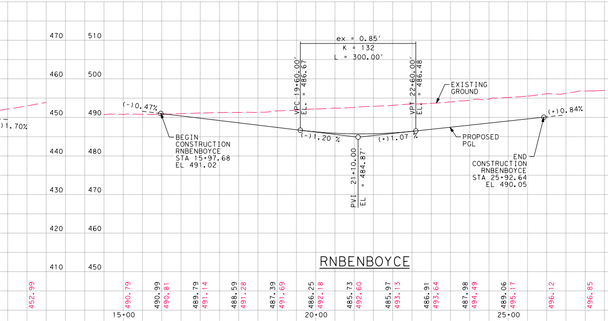
UCOOKESBNB


520
510
500
490
480
470
460
PROPOSED PGL
PVI 11+30.00 EL = 497.50'
(+)1.80 %
(-)0.64 %
BEGIN CONSTRUCTION UCOOKENBSB STA 10+15.79 EL 495.44
EXISTING GROUND
VPC 10+30.00' EL. = 495.70
VPT 12+30.00' EL. = 496.86
END CONSTRUCTION UCOOKENBSB STA 12+41.91 EL 496.78
ex = -0.61'
K = 82
L = 200.00'
494.19
496.66
495.10
496.99
493.29
10+00
520
510
500
490
480
470
460

UCOOKENBSB

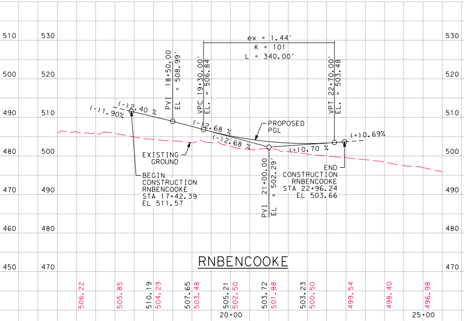

530
520
510
500
490
480
470
PROPOSED PGL
PVI 15+08.09 EL = 505.79'
PVI 16+20.00 EL = 508.45'
PVI 17+19.85 EL = 507.42'
ex = 0.57'
K = 88
L = 200.00'
VPC 18+50.00' EL. = 505.84
VPT 20+50.00' EL. = 506.11
(+)2.55 %
(+)2.00 %
(+)2.50 %
(-)1.03 %
(-)2.00 %
(-)1.00 %
(+)1.27 %
END CONSTRUCTION BOYCE STA 21+76.60 EL 507.72
BEGIN CONSTRUCTION BOYCE STA 11+36.77 EL 496.32
EXISTING GROUND
PVI 15+35.27 EL = 506.33'
VPC 15+45.00' EL. = 506.57
VPT 16+95.00' EL. = 507.68
PVI 17+47.85 EL = 506.86'
PVI 19+50.00 EL = 504.84'
ex = -0.66'
K = 42
L = 150.00'
493.59
495.31
497.94
497.08
500.48
498.36
503.03
499.66
505.58
504.83
507.59
508.23
507.62
505.00
506.34
504.51
505.48
505.91
505.62
506.88
506.74
507.36
10+00
15+00
20+00

XSBOYCE



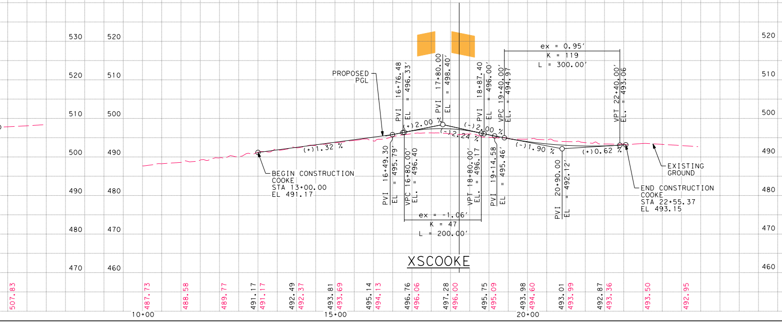
RNBENBOYCE

ex = 0.85′
K = 132
L = 300.00′
VPC 19+60.00′
EL. = 486.67
VPT 22+60.00′
EL. = 486.48
EXISTING GROUND
(-)0.47%
(-)1.20 %
(+)1.07 %
(+)0.84%
)1.70%
BEGIN CONSTRUCTION RNBENBOYCE STA 15+97.68 EL 491.02
PVI 21+10.00
EL = 484.87′
PROPOSED PGL
END CONSTRUCTION RNBENBOYCE STA 25+92.64 EL 490.05
470 460 450 440 430 420 410
510 500 490 480 470 460 450
510 500 490 480 470 460 450
452.99
490.79
490.99 490.81
489.79 491.14
488.59 491.28
487.39 491.69
486.25 492.18
485.73 492.60
485.97 493.13
486.91 493.64
487.98 494.49
489.06 495.17
496.12
496.85
15+00
20+00
25+00



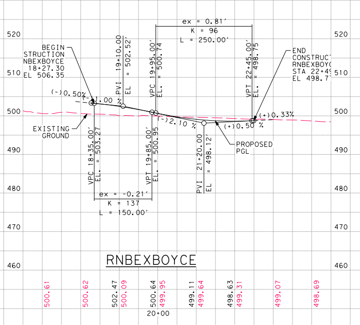
RNBENCOOKE

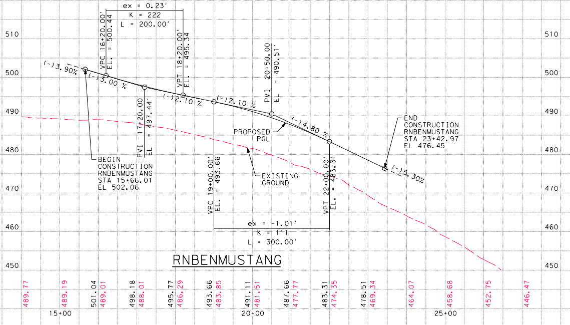
ex = 1.44′
K = 101
L = 340.00′
PVI 18+50.00
EL = 508.99′
VPC 19+30.00′
EL. = 506.84
VPT 22+70.00′
EL. = 503.48
(-)1.90%
(-)2.40 %
(-)2.68 %
(-)2.68 %
(+)0.70 %
(+)0.69%
PROPOSED PGL
EXISTING GROUND
BEGIN CONSTRUCTION RNBENCOOKE STA 17+42.39 EL 511.57
PVI 21+00.00
EL = 502.29′
END CONSTRUCTION RNBENCOOKE STA 22+96.24 EL 503.66
530 520 510 500 490 480 470
530 520 510 500 490 480 470
506.22
505.85
510.19 504.29
507.65 503.48
505.21 502.50
503.72 501.88
503.23 500.50
499.54
498.40
496.98
20+00
25+00



XSCOOKE

ex = 0.95′
K = 119
L = 300.00′
PROPOSED PGL
PVI 16+76.48
EL = 496.33′
PVI 17+80.00
EL = 498.40′
PVI 18+87.40
EL = 496.00′
VPC 19+40.00′
EL. = 494.97
VPT 22+40.00′
EL. = 493.06
(+)2.00 %
(-)2.24 %
(-)2.00 %
(+)1.32 %
(-)1.90 %
(+)0.62 %
BEGIN CONSTRUCTION COOKE STA 13+00.00 EL 491.17
PVI 16+49.30
EL = 495.79′
VPC 16+80.00′
EL. = 496.40
VPT 18+80.00′
EL. = 496.17
PVI 19+14.58
EL = 495.46′
PVI 20+90.00
EL = 492.12′
ex = -1.06′
K = 47
L = 200.00′
EXISTING GROUND
END CONSTRUCTION COOKE STA 22+55.37 EL 493.15
530 520 510 500 490 480 470
520 510 500 490 480 470 460
520 510 500 490 480 470 460
507.83
487.73
488.58
489.77
491.17 491.17
492.49 492.37
493.81 493.69
495.14 494.13
496.76 496.06
497.28 496.00
495.75 495.09
493.98 494.60
493.01 493.99
492.87 493.36
493.50
492.95
10+00
15+00
20+00


520
510
500
490
480
470
460
BEGIN
STRUCTION
NBEXBOYCE
18+27.30
EL 506.35
(-)0.50%
(-)1.00 %
PVI 19+10.00
EL = 502.52'
VPC 19+95.00'
EL. = 500.74
ex = 0.81'
K = 96
L = 250.00'
VPT 22+45.00'
EL. = 498.75
END
CONSTRUCT
RNBEXBOY
STA 22+4
EL 498.7
(+)0.33%
(+)0.50 %
(-)2.10 %
EXISTING
GROUND
PROPOSED
PGL
VPC 18+35.00'
EL. = 503.27
VPT 19+85.00'
EL. = 500.95
PVI 21+20.00
EL = 498.12'
ex = -0.21'
K = 137
L = 150.00'
RNBEXBOYCE
500.61
500.62
502.47
500.09
500.64
499.95
499.11
499.64
498.63
499.31
499.07
498.69
20+00


510
500
490
480
470
460
450
ex = 0.23'
K = 222
L = 200.00'
VPC 16+20.00'
EL. = 500.44
VPT 18+20.00'
EL. = 495.34
PVI 20+50.00
EL = 490.51'
(-)3.90%
(-)3.00 %
(-)2.10 %
(-)2.10 %
(-)4.80 %
(-)5.30%
PVI 17+20.00
EL = 497.44'
BEGIN
CONSTRUCTION
RNBENMUSTANG
STA 15+66.01
EL 502.06
PROPOSED
PGL
EXISTING
GROUND
END
CONSTRUCTION
RNBENMUSTANG
STA 23+42.97
EL 476.45
VPC 19+00.00'
EL. = 493.66
VPT 22+00.00'
EL. = 483.31
ex = -1.01'
K = 111
L = 300.00'
RNBENMUSTANG
489.77
489.19
501.04
489.01
498.18
488.01
495.77
486.29
493.66
483.85
491.11
481.51
487.66
477.77
483.31
474.35
478.51
469.34
464.07
458.68
452.75
446.47
15+00
20+00
25+00

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

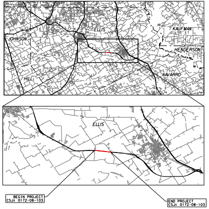
PROJECT LENGTH = 3.9 MILES

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 9 OF 9