c:\bms\bridgefarmer-pw\peterson.dayan@bridgefarmer.com\dms21941\038501-SCH-PP-03.dgn 5/30/2023 8:37:41 PM

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

60% DESIGN SCHEMATIC

US 287 FRONTAGE ROADS

ELLIS COUNTY

PROJECT LIMITS:

CSJ:	CSJ LIMITS:
0172-13-008	FROM: US67 TO MIDLOTHIAN PARKWAY
0172-05-127	FROM: MIDLOTHIAN PARKWAY TO BUS287

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

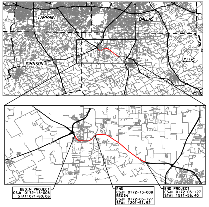
FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)
PROJECT LENGTH = 8.3 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS ARE TO FACE OF CURB.
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.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FEASIBILITY STUDY.
6. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (10/22/2020)
7. HORIZONTAL CURVE DATA IS SHOWN ON THE HORIZONTAL CURVE DATA SHEET. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED
8. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
9. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
10. ALL RADII ARE 60' UINLESS OTHERWISE NOTED.

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
BEGIN PROJECT
CSJ: 0172-13-008
STA:1071+80.06
END
CSJ: 0172-13-008
BEGIN
CSJ: 0172-05-127
STA: 1201+51.52
END PROJECT
CSJ: 0172-05-127
STA: 1511+56.40

LOCATION MAP
N.T.S

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

SCALE: 1" = 100' HORIZONTAL
SCALE: 1" = 10' 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	03/20/23

EQUATIONS: NONE
RR CROSSINGS: UPRR

MARCH 17, 2023
ROLL 3 OF 23

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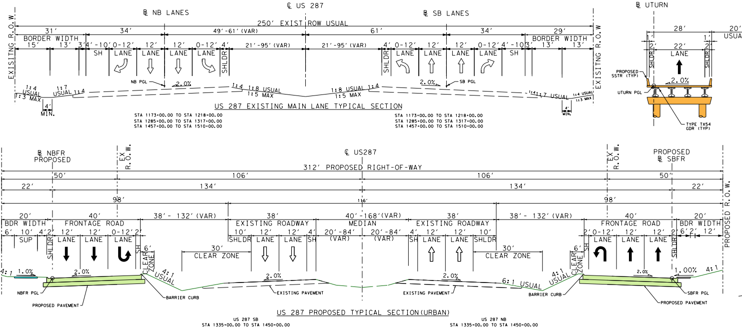
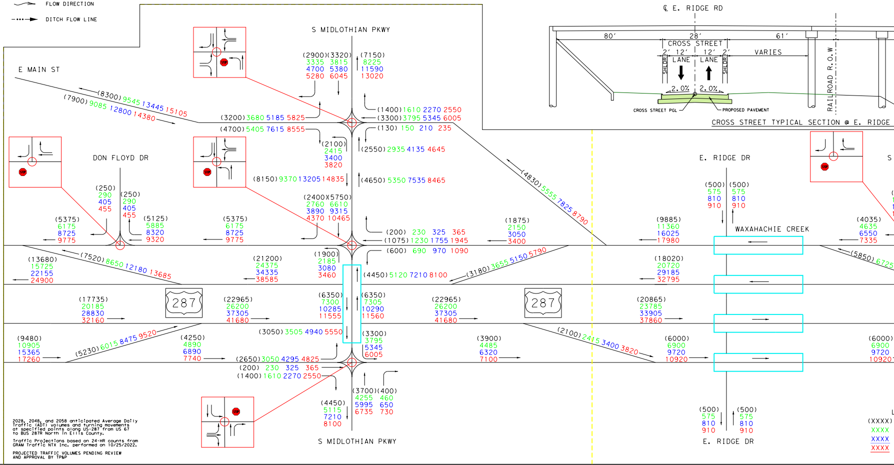
ALL RIGHTS RESERVED

PLAN LEGEND:

🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
🟦	FEMA FLOODPLAIN
⬛	EXISITNG PAVEMENT
▨	BUILDING DISPLACEMENT
▨	PAVEMENT REMOVAL
──	PROPOSED SSTR
▬	ATTENUATOR
– – –	PAVEMENT SAWCUT
—+—	CONTROL OF ACCESS
–·–·–	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

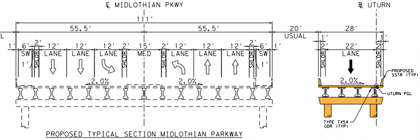

℄ US 287
℄ NB LANES
℄ SB LANES
250' EXIST ROW USUAL
BORDER WIDTH
EXISTING R.O.W.
SH
LANE
SHLDR
NB PGL
SB PGL
2.0%
1:4 USUAL
1:3 MAX
1:8 USUAL
1:5 MAX
4' MIN.
US 287 EXISTING MAIN LANE TYPICAL SECTION
STA 1173+00.00 TO STA 1218+00.00
STA 1285+00.00 TO STA 1317+00.00
STA 1457+00.00 TO STA 1510+00.00
℄ UTURN
PROPOSED SSTR (TYP)
UTURN PGL
TYPE TX54 GDR (TYP)
℄ NBFR PROPOSED
℄ US287
PROPOSED ℄ SBFR
EX R.O.W.
PROPOSED R.O.W.
312' PROPOSED RIGHT-OF-WAY
BDR WIDTH
FRONTAGE ROAD
EXISTING ROADWAY
MEDIAN
SUP
30' CLEAR ZONE
6' CLEAR ZONE
NBFR PGL
SBFR PGL
PROPOSED PAVEMENT
BARRIER CURB
EXISTING PAVEMENT
6:1 USUAL
4:1 USUAL
US 287 PROPOSED TYPICAL SECTION (URBAN)
US 287 SB
STA 1335+00.00 TO STA 1450+00.00
US 287 NB
STA 1335+00.00 TO STA 1450+00.00


S MIDLOTHIAN PKWY
E MAIN ST
DON FLOYD DR
287
E. RIDGE DR
WAXAHACHIE CREEK
℄ E. RIDGE RD
CROSS STREET
SHLDR
LANE
VARIES
RAILROAD R.O.W.
CROSS STREET PGL
PROPOSED PAVEMENT
CROSS STREET TYPICAL SECTION @ E. RIDGE
(8300) 9545 13445 15105
(7900) 9085 12800 14380
(2900)(3320) 3335 3815 4700 5380 5280 6045
(7150) 8225 11590 13020
(3200) 3680 5185 5825
(4700) 5405 7615 8555
(1400) 1610 2270 2550
(3300) 3795 5345 6005
(130) 150 210 235
(2100) 2415 3400 3820
(2550) 2935 4135 4645
(8150) 9370 13205 14835
(4650) 5350 7535 8465
(2400)(5750) 2760 6610 3890 9315 4370 10465
(4830) 5555 7825 8790
(250) 290 405 455
(5375) 6175 8725 9775
(5125) 5885 8320 9320
(200) 230 325 365
(1075) 1230 1755 1945
(1875) 2150 3050 3400
(600) 690 970 1090
(13680) 15725 22155 24900
(7520) 8650 12180 13685
(21200) 24375 34335 38585
(1900) 2185 3080 3460
(4450) 5120 7210 8100
(3180) 3655 5150 5790
(17735) 20185 28830 32160
(22965) 26200 37305 41680
(6350) 7300 10285 11555
(6350) 7305 10290 11560
(9885) 11360 16025 17980
(18020) 20720 29185 32795
(20865) 23785 33905 37860
(500) 575 810 910
(4035) 4635 6550 7335
(5850) 6725
(9480) 10905 15365 17260
(5230) 6015 8475 9520
(4250) 4890 6890 7740
(3050) 3505 4940 5550
(2650) 3050 4295 4825
(3300) 3795 5345 6005
(2100) 2415 3400 3820
(3900) 4485 6320 7100
(6000) 6900 9720 10920
(3700)(400) 4255 460 5995 650 6735 730
(4450) 5115 7210 8100
(XXXX) XXXX XXXX XXXX

2028, 2048, and 2058 anticipated Average Daily Traffic (ADT) volumes and turning movements at specified points along US-287 from US 67 to BUS 287R North in Ellis County.

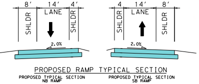
Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/25/2022.

PROJECTED TRAFFIC VOLUMES PENDING REVIEW AND APPROVAL BY TP&P


℄ MIDLOTHIAN PKWY
BL UTURN
111′
55.5′
55.5′
20′
USUAL
28′
1′
6′
2′
12′
12′
12′
2′
15′
2′
12′
12′
12′
2′
6′
1′
SW
SHLDR
LANE
LANE
LANE
SHLDR
MED
SHLDR
LANE
LANE
LANE
SHLDR
SW
2.0%
2.0%
1′
2′
22′
2′
1′
SHLDR
LANE
SHLDR
2.0%
PROPOSED SSTR (TYP)
UTURN PGL
TYPE TX54 GDR (TYP)

PROPOSED TYPICAL SECTION MIDLOTHIAN PARKWAY

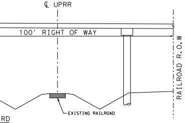
RETAINING WALL SUMMARY					
WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH (LF)
RWNBFR11183	BLFR287NB STA 11179+81.81	27.35′ RT	BLFR287NB STA 11187+02.39	27.60′ RT	723.91
RWNBFR11209	BLFR287NB STA 11207+47.94	19.00′ LT	BLFR287NB STA 11210+50.32	19.00′ LT	303.63
RWSBFR11210	BLFR287SB STA 11204+11.67	14.00′ RT	BLFR287SB STA 11214+04.23	14.00′ LT	987.30
RWSBFR11218	BLFR287SB STA 11213+79.13	27.00′ LT	BLFR287SB STA 11222+00.00	27.00′ LT	831.07


8′
14′
4′
LANE
SHLDR
SHLDR
2.0%
4
14′
8′
LANE
SHLDR
SHLDR
2.0%

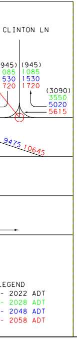
PROPOSED RAMP TYPICAL SECTION

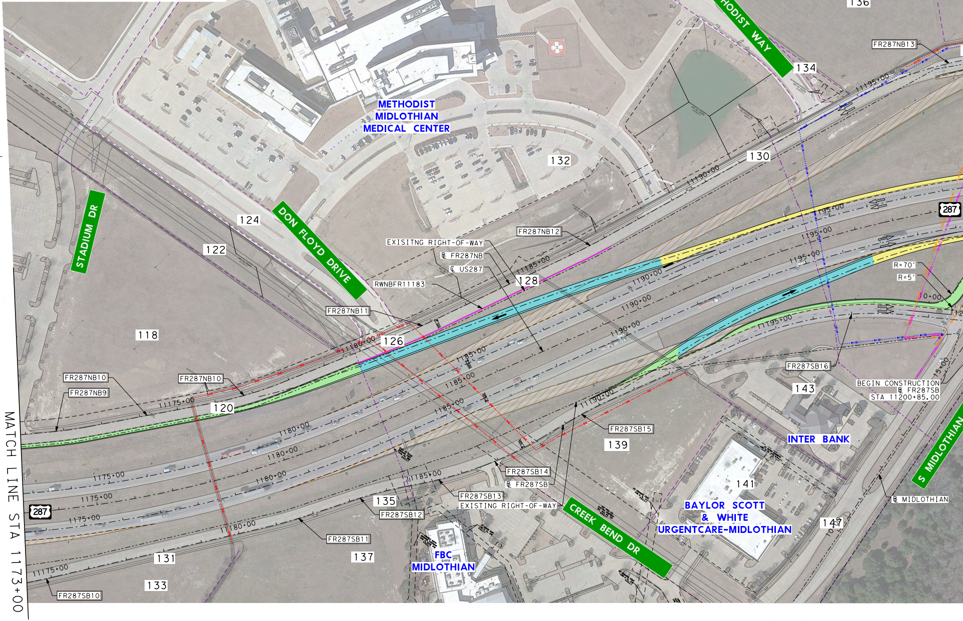
PROPOSED TYPICAL SECTION NB RAMP

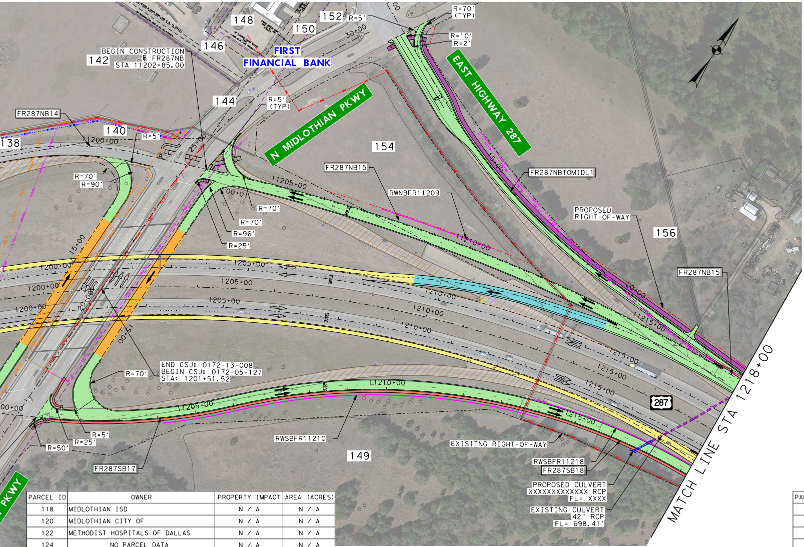
PROPOSED TYPICAL SECTION SB RAMP

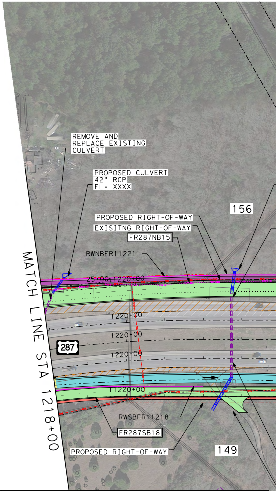

℄ UPRR
100′ RIGHT OF WAY
RAILROAD R.O.W
EXISTING RAILROAD

RD


CLINTON LN
(945)
085
530
720
(945)
1085
1530
1720
(3090)
3550
5020
5615
9475
10645
LEGEND
- 2022 ADT
- 2028 ADT
- 2048 ADT
- 2058 ADT


METHODIST WAY
136
FR287NB13
134
METHODIST MIDLOTHIAN MEDICAL CENTER
1195+00
130
132
1190+00
STADIUM DR
DON FLOYD DRIVE
124
122
FR287NB12
EXISITNG RIGHT-OF-WAY
BL FR287NB
℄ US287
RWNBFR11183
128
1185+00
1195+00
287
R=70′
R=5′
FR287NB11
126
1180+00
118
FR287NB10
FR287NB10
FR287NB9
11175+00
120
1185+00
1190+00
FR287SB16
143
BEGIN CONSTRUCTION
BL FR287SB
STA 11200+85.00
INTER BANK
FR287SB15
139
S MIDLOTHIAN
BL MIDLOTHIAN
1180+00
1175+00
FR287SB14
BL FR287SB
FR287SB13
EXISTING RIGHT-OF-WAY
FR287SB12
135
CREEK BEND DR
141
BAYLOR SCOTT & WHITE URGENTCARE-MIDLOTHIAN
147
287
FR287SB11
137
131
133
FBC MIDLOTHIAN
11175+00
FR287SB10
MATCH LINE STA 1173+00


148
150
152
146
142
144
140
138
154
156
149
R=70′ (TYP)
R=5′
R=10′
R=2′
30+00
BEGIN CONSTRUCTION
℄ FR287NB
STA 11202+85.00
FIRST FINANCIAL BANK
R=5′ (TYP)
N MIDLOTHIAN PKWY
EAST HIGHWAY 287
FR287NB14
1200+00
R=5′
25+00
R=70′
R=90′
FR287NB15
RWNBFR11209
11205+00
11210+00
FR287NBTOMIDL1
15+00
20+00
11215+00
R=70′
R=70′
R=96′
R=25′
00+01
PROPOSED RIGHT-OF-WAY
FR287NB15
1205+00
1210+00
1215+00
20+00
END CSJ: 0172-13-008
BEGIN CSJ: 0172-05-127
STA: 1201+51.52
R=70′
11205+00
11210+00
287
R=5′
R=25′
R=50′
FR287SB17
RWSBFR11210
EXISITNG RIGHT-OF-WAY
RWSBFR11218
FR287SB18
PROPOSED CULVERT
XXXXXXXXXXXXX RCP
FL= XXXX
EXISTING CULVERT
42" RCP
FL= 698.41′
MATCH LINE STA 1218+00
PKWY

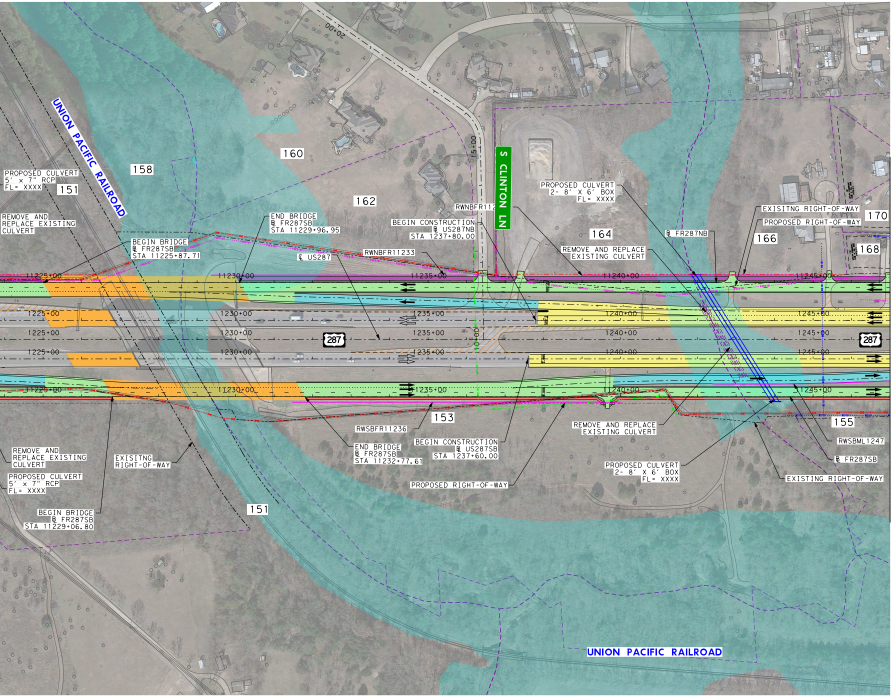

REMOVE AND REPLACE EXISTING CULVERT
PROPOSED CULVERT
42" RCP
FL= XXXX
156
PROPOSED RIGHT-OF-WAY
EXISITNG RIGHT-OF-WAY
FR287NB15
RWNBFR11221
25+00
11220+00
1220+00
287
11220+00
MATCH LINE STA 1218+00
RWSBFR11218
FR287SB18
PROPOSED RIGHT-OF-WAY
149

PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
118	MIDLOTHIAN ISD	N / A	N / A
120	MIDLOTHIAN CITY OF	N / A	N / A
122	METHODIST HOSPITALS OF DALLAS	N / A	N / A
124	NO PARCEL DATA	N / A	N / A
126	MIDLOTHIAN CITY OF	N / A	N / A
128	MIDLOTHIAN CITY OF	N / A	N / A
130	MIDLOTHIAN CITY OF	N / A	N / A
131	MIDLOTHIAN CITY OF	N / A	N / A
132	METHODIST HOSPITALS OF DALLAS	N / A	N / A
133	MIDLOTHIAN ISD	N / A	N / A
134	METHODIST HOSPITALS OF DALLAS	N / A	N / A
135	MIDLOTHIAN CITY OF	N / A	N / A
136	BAM PROPERTIES LLC	N / A	N / A
137	FIRST BAPTIST CHURCH	N / A	N / A
138	MIDLOTHIAN CITY OF	N / A	N / A
139	FIRST BAPTIST CHURCH OF MIDLOTHIAN	N / A	N / A
140	MIDLOTHIAN CITY OF	N / A	N / A
141	PMAK MIDLOTHIAN LLC	N / A	N / A
142	METHODIST HOSPITALS OF DALLAS	N / A	N / A
143	COFFMAN NELSON & COFFMAN KAREN	N / A	N / A

RETAINING WALL SUMMARY

WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH (LF)
RWSBML1247	℄US287SB STA 1242+39.01	65.40′ RT	℄US287SB STA 1253+43.91	23.00′ RT	1098.96
RWNBFR11221	℄FR287NB STA 11217+41.08	38.42′ LT	℄FR287NB STA 11224+43.20	20.00′ LT	705.63
RWNBFR11233	℄FR287NB STA 11229+36.26	20.00′ LT	℄FR287NB STA 11236+00.00	20.00′ LT	663.71
RWNBFR11242	℄FR287NB STA 11239+00.00	20.00′ LT	℄FR287NB STA 11245+00.00	20.00′ LT	600.00
RWSBFR11218	℄FR287SB STA 11213+79.13	27.00′ LT	℄FR287SB STA 11222+00.00	27.00′ LT	831.07
RWSBFR11236	℄FR287SB STA 11231+53.25	15.00′ RT	℄FR287SB STA 11240+00.00	15.00′ RT	853.82

PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
144	MIDLOTHIAN CITY OF	N / A	N / A
145	MIDLOTHIAN CITY OF	N / A	N / A
146	BROOKSHIRES GROCERY	N / A	N / A
147	MIDLOTHIAN CITY OF	N / A	N / A
148	MIDLOTHIAN PLAZA LTD	N / A	N / A
149	DOUBLE D DEVELOPMENT	ROW ACQUISITION	0.51
150	NO PARCEL DATA	N / A	N / A
151	NO PARCEL DATA	N / A	N / A
152	FIRST FINANCIAL BANK NA	N / A	N / A
153	HARDIN JAMES R.	ROW ACQUISITION	0.17
154	DOUBLE D DEVELOPMENT	ROW ACQUISITION	0.63
155	TEXAS DEPARTMENT OF TRANSPORTATION	N / A	N / A
156	DOUBLE D DEVELOPMENT	ROW ACQUISITION	0.66
158	DOUBLE D DEVELOPMENT	N / A	N / A
160	WOODARD DAVID & KELLY	N / A	N / A
162	MORIN-BRISCO PENNIE I	N / A	N / A
164	TEXAS STATE OF DEPT OF	ROW ACQUISITION	0.35
166	HARDEN JAMES	ROW ACQUISITION	0.19
168	ROCKSTEADY LLC	N / A	N / A
170	BURTON LESTER & JANET	N / A	N / A


UNION PACIFIC RAILROAD
20+00
15+00
S CLINTON LN
158
160
162
164
166
168
170
151
153
155
PROPOSED CULVERT
5' x 7" RCP
FL= XXXX
REMOVE AND
REPLACE EXISTING
CULVERT
BEGIN BRIDGE
℄ FR287SB
STA 11225+87.71
END BRIDGE
℄ FR287SB
STA 11229+96.95
BEGIN CONSTRUCTION
℄ US287NB
STA 1237+80.00
RWNBFR112
℄ US287
RWNBFR11233
PROPOSED CULVERT
2- 8' X 6' BOX
FL= XXXX
REMOVE AND REPLACE
EXISTING CULVERT
℄ FR287NB
EXISITNG RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
11225+00
11230+00
11235+00
11240+00
11245+00
1225+00
1230+00
1235+00
1240+00
1245+00
287
287
1225+00
1230+00
1235+00
1240+00
1245+00
MATCH LINE STA 1247+00
RWSBFR11236
END BRIDGE
℄ FR287SB
STA 11232+77.61
BEGIN CONSTRUCTION
℄ US287SB
STA 1237+60.00
PROPOSED RIGHT-OF-WAY
REMOVE AND REPLACE
EXISTING CULVERT
PROPOSED CULVERT
2- 8' X 6' BOX
FL= XXXX
RWSBML1247
℄ FR287SB
EXISTING RIGHT-OF-WAY
REMOVE AND
REPLACE EXISTING
CULVERT
EXISITNG
RIGHT-OF-WAY
PROPOSED CULVERT
5' x 7" RCP
FL= XXXX
BEGIN BRIDGE
℄ FR287SB
STA 11229+06.80
UNION PACIFIC RAILROAD

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

60% DESIGN SCHEMATIC

US 287 FRONTAGE ROADS
ELLIS COUNTY

PROJECT LIMITS:

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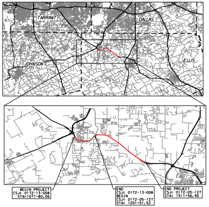
TARRANT
DALLAS
JOHNSON
ELLIS
BEGIN PROJECT
CSJ: 0172-13-008
STA: 1071+80.06
END
CSJ: 0172-13-008
BEGIN
CSJ: 0172-05-127
STA: 1201+51.52
END PROJECT
CSJ: 0172-05-127
STA: 1511+56.40

LOCATION MAP
N.T.S

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

SCALE: 1" = 100' HORIZONTAL
SCALE: 1" = 10' VERTICAL

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EQUATIONS: NONE
RR CROSSINGS: UPRR

MARCH 17, 2023
ROLL 3 OF 23

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