5/30/2023 8:46:43 PM

c:\bms\bridgefarmer-pw\peterson.dayan@bridgefarmer.com\dms21941\038501-SCH-PP-06.dgn

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

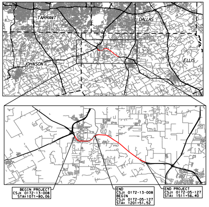
ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

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	[illegible]

EQUATIONS: NONE
RR CROSSINGS: UPRR

MARCH 17, 2023
ROLL 6 OF 23

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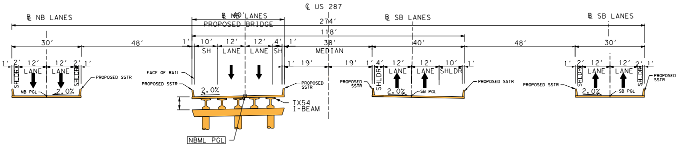
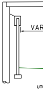
PLAN LEGEND:

🟨	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
℄ NB LANES
℄ SB LANES
℄ SB LANES
PROPOSED BRIDGE
274'
118'
30'
48'
1'
10'
12'
12'
4'
1'
38'
40'
48'
30'
SH
LANE
LANE
SH
MEDIAN
1' 2' 12' 12' 2' 1'
SHLDR
LANE
LANE
SHLDR
1' 19'
19' 1'
4' 12' 12' 10' 1'
SHLDR
LANE
LANE
SHLDR
NB PGL
2.0%
PROPOSED SSTR
FACE OF RAIL
PROPOSED SSTR
2.0%
PROPOSED SSTR
PROPOSED SSTR
2.0%
SB PGL
PROPOSED SSTR
PROPOSED SSTR
2.0%
SB PGL
PROPOSED SSTR
TX54 I-BEAM
NBML PGL



℄ US287

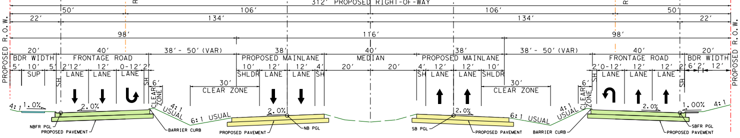
PROPOSED NORTHBOUND AND SOUTHBOUND BRIDGES TYPICAL SECTIONS

NORTHBOUND STA 1393+47.08 TO STA 1395+48.42
NORTHBOUND STA 1408+08.37 TO STA 1409+39.98
NORTHBOUND STA 1428+25.65 TO STA 1430+90.14

SOUTHBOUND STA 1393+59.74 TO STA 1395+60.36
SOUTHBOUND STA 1408+02.11 TO STA 1409+51.97
SOUTHBOUND STA 1428+62.37 TO STA 1430+26.72

NORTHBOUND STA 11408+84.61 TO STA 11410+30.95

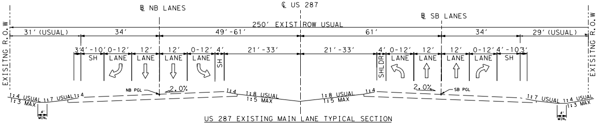
SOUTHBOUND STA 11408+34.4 TO STA 11409+86.34


PROPOSED ℄ NBFR
EX. R.O.W.
PROPOSED ℄ NBML
PROPOSED ℄ SBML
EX. R.O.W.
PROPOSED ℄ SBFR
312' PROPOSED RIGHT-OF-WAY
50'
106'
106'
50'
22'
134'
134'
22'
98'
116'
98'
PROPOSED R.O.W.
PROPOSED R.O.W.
20'
40'
38' - 50' (VAR)
38'
40'
38'
38' - 50' (VAR)
40'
20'
BDR WIDTH
FRONTAGE ROAD
PROPOSED MAINLANE
MEDIAN
PROPOSED MAINLANE
FRONTAGE ROAD
BDR WIDTH
5' 10' 5'
2' 12' 12' 0-12' 2'
10' 12' 12' 4'
20' 20'
4' 12' 12' 10'
2' 0-12' 12' 12' 2'
6' 2' 12'
SUP
SH
LANE
LANE
LANE
SHLDR
LANE
LANE
SH
SH
LANE
LANE
SHLDR
SH
LANE
LANE
LANE
SH
6'
CLEAR ZONE
30' CLEAR ZONE
30' CLEAR ZONE
6'
CLEAR ZONE
4:1
1.0%
2.0%
4:1 USUAL
6:1 USUAL
2.0%
2.0%
6:1 USUAL
4:1 USUAL
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 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

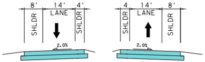

℄ NB LANES
℄ US 287
℄ SB LANES
250' EXIST ROW USUAL
EXISTING R.O.W.
EXISTING R.O.W.
31' (USUAL)
34'
49'-61'
61'
34'
29' (USUAL)
3' 4'-10' 0-12' 12' 12' 0-12' 4'
21'-33'
21'-33'
4' 0-12' 12' 12' 0-12' 4'-10' 3'
SH
LANE
LANE
LANE
LANE
SH
SHLDR
LANE
LANE
LANE
LANE
SH
NB PGL
2.0%
1:4 USUAL
1:3 MAX
1:7 USUAL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

US 287 EXISTING MAIN LANE TYPICAL SECTION

STA 1240+00.00 TO STA 1246+00.00
STA 1254+00.00 TO STA 1259+00.00
STA 1268+00.00 TO STA 1273+00.00
STA 1281+00.00 TO STA 1290+00.00

STA 1240+00.00 TO STA 1246+00.00
STA 1254+00.00 TO STA 1259+00.00
STA 1268+00.00 TO STA 1273+00.00
STA 1281+00.00 TO STA 1290+00.00

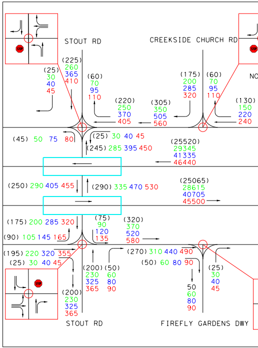
PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
217	PICKARD JERALD	N / A	N / A
219	FIREFLY GARDENS PROPERTIES LLC	N / A	N / A
221	KAMY REAL PROPERTY TRUST	N / A	N / A
223	ATLET LLC	N / A	N / A
225	M J CROCKER COMPANY LLC	N / A	N / A
227	M J CROCKER COMPANY LLC	N / A	N / A
229	M J CROCKER COMPANY LLC	N / A	N / A
231	RANFT SIDNEY G. & RANFT ALICE	N / A	N / A
232	KNOX STREET PARTNERS NO 28 LTD	ROW ACQUISITION	6.36
233	OREO HOLDINGS LLC SERIES 5	N / A	N / A
234	ROLLING HILLS CHURCH OF CHRIST	ROW ACQUISITION	0.81
235	OREO HOLDINGS LLC SERIES 7	N / A	N / A
236	SEALE ALMA ANN & FRANK B	ROW ACQUISITION	0.18
237	SMITH FAMILY LIVING TRUST	N / A	N / A
238	MIDLOTHIAN CITY OF	ROW ACQUISITION	0.53
239	NO PARCEL DATA	N / A	N / A
240	SMITH FAMILY LIVING TRUST	ROW ACQUISITION	0.08
241	MAXWELL MONTE J ETAL	N / A	N / A
242	MAXWELL MONTE J ETAL	ROW ACQUISITION	0.01
243	APPLETON RONALD	N / A	N / A
244	APPLETON RONALD L ETAL	N / A	N / A

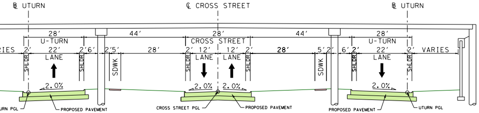

8' 14' 4'
SHLDR
LANE
SHLDR
2.0%
4 14' 8'
SHLDR
LANE
SHLDR
2.0%

PROPOSED RAMP TYPICAL SECTION

PROPOSED TYPICAL SECTION
NB RAMP

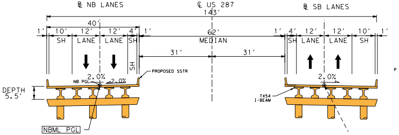
PROPOSED TYPICAL SECTION
SB RAMP


STOUT RD
CREEKSIDE CHURCH RD
NO
(225) 260 365 410
(25) 30 40 45
(60) 70 95 110
(220) 250 370 405
(305) 350 505 560
(175) 200 285 320
(60) 70 95 110
(130) 150 220 240
(45) 50 75 80
(25) 30 40 45
(245) 285 395 450
(25520) 29345 41335 46440
(250) 290 405 455
(290) 335 470 530
(25065) 28615 40705 45500
(175) 200 285 320
(75) 90 120 135
(320) 370 520 580
(90) 105 145 165
(195) 220 320 355
(270) 310 440 490
(25) 30 40 45
(50) 60 80 90
(200) 230 325 365
(50) 60 80 90
(200) 230 325 365
50 60 80 90
(25) 30 40 45
STOUT RD
FIREFLY GARDENS DWY


℄ UTURN
℄ CROSS STREET
℄ UTURN
28′
U-TURN
44′
28′
CROSS STREET
44′
28′
U-TURN
IES
2′
22′
LANE
2′
6′
2′
5′
28′
2′
12′
LANE
12′
LANE
2′
28′
5′
2′
6′
2′
22′
LANE
2′
VARIES
SHLDR
SDWK
2.0%
URN PGL
PROPOSED PAVEMENT
CROSS STREET PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
UTURN PGL

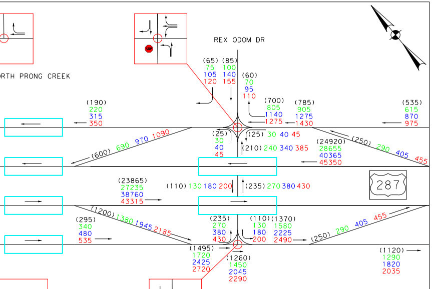
CROSS STREET TYPICAL SECTION

ONWARD RD
STOUT RD
REX ODOM DR
SARDIS ST


℄ NB LANES
℄ US 287
℄ SB LANES
143′
40′
1′
10′
SH
12′
LANE
12′
LANE
4′
SH
1′
62′
MEDIAN
31′
31′
1′
4′
SH
12′
LANE
12′
LANE
10′
SH
1′
2.0%
NB PGL
2.0%
PROPOSED SSTR
DEPTH
5.5′
TX54
I-BEAM
NBML PGL
P

PROPOSED NORTHBOUND AND SOUTHBOUND BRIDGES TYPICAL SECTIONS

NORTHBOUND STA 1460+16.13 TO STA 1462+16.32   SOUTHBOUND STA 1460+32.23 TO STA 1462+32.280


ORTH PRONG CREEK
REX ODOM DR
(65)
75
105
120
(85)
100
140
155
(60)
70
95
110
(190)
220
315
350
(700)
805
1140
1275
(785)
905
1275
1430
(535)
615
870
975
(600) 690 970 1090
(25)
30
40
45
(25) 30 40 45
(210) 240 340 385
(24920)
28655
40365
45350
(250) 290 405 455
(23865)
27235
38760
43315
(110) 130 180 200
(235) 270 380 430
287
(1200) 1380 1945 2185
(295)
340
480
535
(235)
270
380
430
(110)
130
180
200
(1370)
1580
2225
2490
(250) 290 405 455
(1495)
1720
2425
2720
(1260)
1450
2045
2290
(1120)
1290
1820
2035
STOP

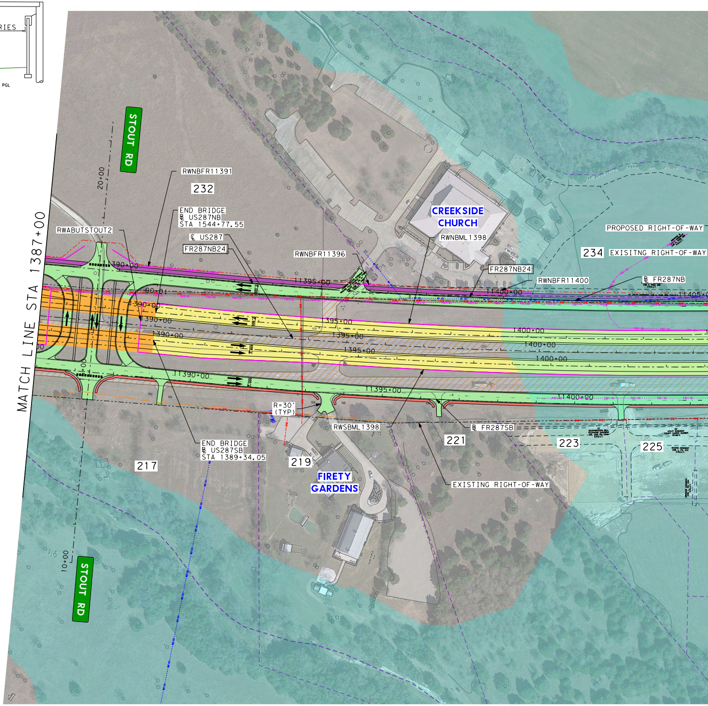
2028, 2048, and 2058 anticipated Average Daily Traffic (ADT) volumes and turning movements at specified points along US-287 from US 67 to BUS 287R North in Ellis County.

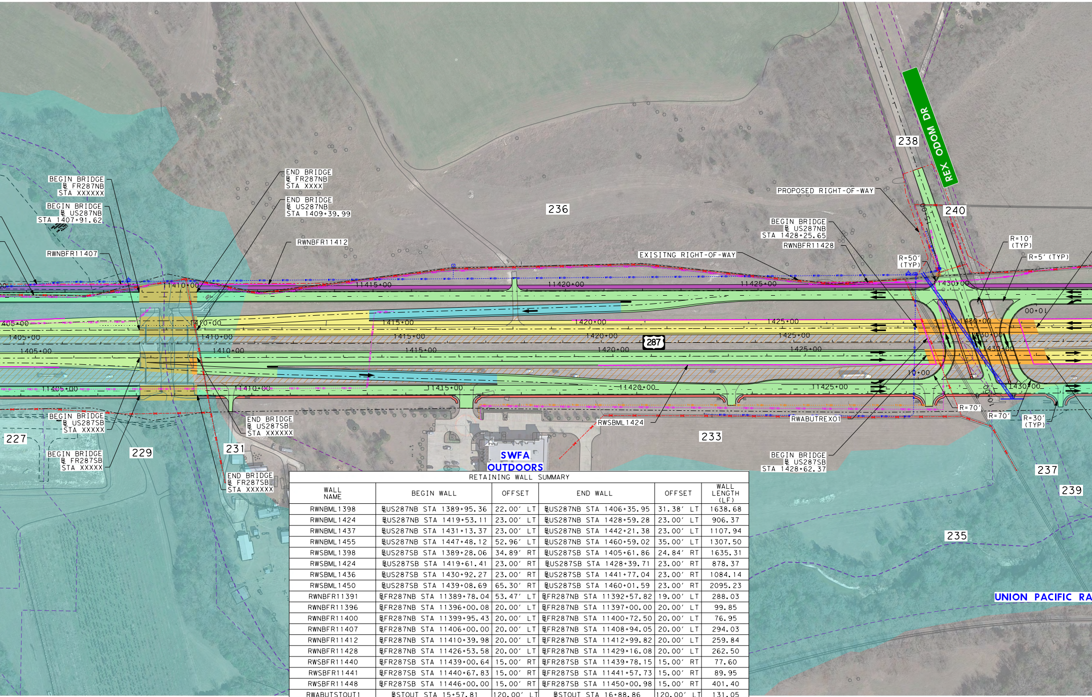
Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/25/2022.

PROJECTED TRAFFIC VOLUMES PENDING REVIEW AND APPROVAL BY TP&P

LEGEND

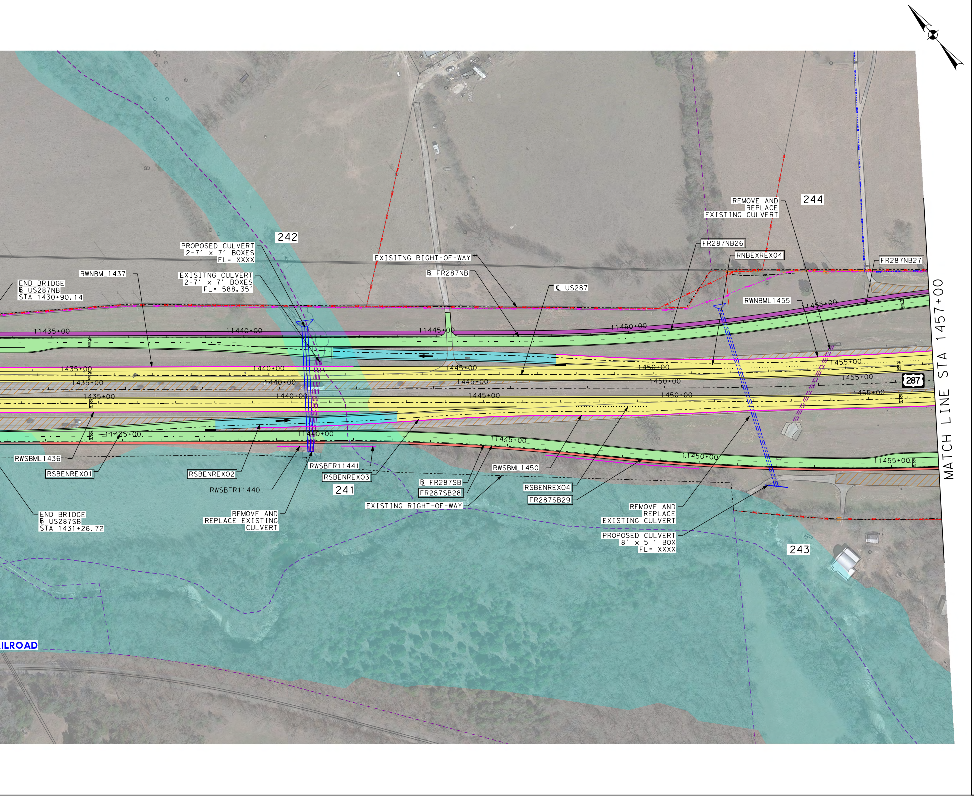
(XXXX) - 2022 ADT
XXXX - 2028 ADT
XXXX - 2048 ADT
XXXX - 2058 ADT


MATCH LINE STA 1387+00
STOUT RD
20+00
10+00
STOUT RD
RWNBFR11391
232
END BRIDGE
℄ US287NB
STA 1544+77.55
RWABUTSTOUT2
℄ US287
FR287NB24
RWNBFR11396
CREEKSIDE CHURCH
RWNBML1398
FR287NB24
RWNBFR11400
℄ FR287NB
PROPOSED RIGHT-OF-WAY
234
EXISITNG RIGHT-OF-WAY
11390+00
1390+00
1390+00
1390+00
10+00
11395+00
1395+00
1395+00
1395+00
11400+00
1400+00
1400+00
1400+00
11405+00
11390+00
11395+00
11400+00
R=30′
(TYP)
RWSBML1398
℄ FR287SB
221
223
225
END BRIDGE
℄ US287SB
STA 1389+34.05
217
219
FIRETY GARDENS
EXISTING RIGHT-OF-WAY


BEGIN BRIDGE
℄ FR287NB
STA XXXXXX
BEGIN BRIDGE
℄ US287NB
STA 1407+91.62
RWNBFR11407
END BRIDGE
℄ FR287NB
STA XXXX
END BRIDGE
℄ US287NB
STA 1409+39.99
RWNBFR11412
236
PROPOSED RIGHT-OF-WAY
REX ODOM DR
238
240
BEGIN BRIDGE
℄ US287NB
STA 1428+25.65
RWNBFR11428
EXISITNG RIGHT-OF-WAY
R=50'
(TYP)
R=10'
(TYP)
R=5' (TYP)
1410+00
11415+00
11420+00
11425+00
1430+00
405+00
1405+00
1410+00
1415+00
1420+00
1425+00
287
10+00
11405+00
11410+00
11415+00
11420+00
11425+00
11430+00
R=70'
R=70'
R=30'
(TYP)
RWABUTREX01
RWSBML1424
233
BEGIN BRIDGE
℄ US287SB
STA XXXXX
227
229
BEGIN BRIDGE
℄ FR287SB
STA XXXXX
END BRIDGE
℄ US287SB
STA XXXXXX
231
END BRIDGE
℄ FR287SB
STA XXXXXX
SWFA
OUTDOORS
BEGIN BRIDGE
℄ US287SB
STA 1428+62.37
237
239
235
UNION PACIFIC RA

RETAINING WALL SUMMARY

WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH (LF)
RWNBML1398	℄US287NB STA 1389+95.36	22.00' LT	℄US287NB STA 1406+35.95	31.38' LT	1638.68
RWNBML1424	℄US287NB STA 1419+53.11	23.00' LT	℄US287NB STA 1428+59.28	23.00' LT	906.37
RWNBML1437	℄US287NB STA 1431+13.37	23.00' LT	℄US287NB STA 1442+21.38	23.00' LT	1107.94
RWNBML1455	℄US287NB STA 1447+48.12	52.96' LT	℄US287NB STA 1460+59.02	35.00' LT	1307.50
RWSBML1398	℄US287SB STA 1389+28.06	34.89' RT	℄US287SB STA 1405+61.86	24.84' RT	1635.31
RWSBML1424	℄US287SB STA 1419+61.41	23.00' RT	℄US287SB STA 1428+39.71	23.00' RT	878.37
RWSBML1436	℄US287SB STA 1430+92.27	23.00' RT	℄US287SB STA 1441+77.04	23.00' RT	1084.14
RWSBML1450	℄US287SB STA 1439+08.69	65.30' RT	℄US287SB STA 1460+01.59	23.00' RT	2095.23
RWNBFR11391	℄FR287NB STA 11389+78.04	53.47' LT	℄FR287NB STA 11392+57.82	19.00' LT	288.03
RWNBFR11396	℄FR287NB STA 11396+00.08	20.00' LT	℄FR287NB STA 11397+00.00	20.00' LT	99.85
RWNBFR11400	℄FR287NB STA 11399+95.43	20.00' LT	℄FR287NB STA 11400+72.50	20.00' LT	76.95
RWNBFR11407	℄FR287NB STA 11406+00.00	20.00' LT	℄FR287NB STA 11408+94.05	20.00' LT	294.03
RWNBFR11412	℄FR287NB STA 11410+39.98	20.00' LT	℄FR287NB STA 11412+99.82	20.00' LT	259.84
RWNBFR11428	℄FR287NB STA 11426+53.58	20.00' LT	℄FR287NB STA 11429+16.08	20.00' LT	262.50
RWSBFR11440	℄FR287SB STA 11439+00.64	15.00' RT	℄FR287SB STA 11439+78.15	15.00' RT	77.60
RWSBFR11441	℄FR287SB STA 11440+67.83	15.00' RT	℄FR287SB STA 11441+57.73	15.00' RT	89.95
RWSBFR11448	℄FR287SB STA 11446+00.00	15.00' RT	℄FR287SB STA 11450+00.98	15.00' RT	401.40
RWABUTSTOUT1	℄STOUT STA 15+57.81	120.00' LT	℄STOUT STA 16+88.86	120.00' LT	131.05
RWABUTSTOUT2	℄STOUT STA 15+60.86	120.00' RT	℄STOUT STA 16+88.86	120.00' RT	128.00
RWABUTREX01	℄REXODOM STA 11+23.71	120.00' LT	℄REXODOM STA 12+46.36	120.00' LT	122.66
RWABUTREX02	℄REXODOM STA 10+41.46	119.39' RT	℄REXODOM STA 11+63.79	120.33' RT	122.34


242
PROPOSED CULVERT
2-7' x 7' BOXES
FL= XXXX
EXISITNG CULVERT
2-7' x 7' BOXES
FL= 588.35'
RWNBML1437
END BRIDGE
℞ US287NB
STA 1430+90.14
EXISITNG RIGHT-OF-WAY
℞ FR287NB
℄ US287
REMOVE AND
REPLACE
EXISTING CULVERT
244
FR287NB26
RNBEXREX04
FR287NB27
RWNBML1455
11435+00
11440+00
11445+00
11450+00
1455+00
1435+00
1440+00
1445+00
1450+00
1455+00
1435+00
1440+00
1445+00
1450+00
1455+00
1435+00
1440+00
1445+00
1450+00
1455+00
11435+00
11440+00
11445+00
11450+00
11455+00
287
MATCH LINE STA 1457+00
RWSBML1436
RSBENREX01
RSBENREX02
RWSBFR11441
RSBENREX03
RWSBFR11440
241
℞ FR287SB
FR287SB28
RWSBML1450
RSBENREX04
FR287SB29
EXISTING RIGHT-OF-WAY
END BRIDGE
℞ US287SB
STA 1431+26.72
REMOVE AND
REPLACE EXISTING
CULVERT
REMOVE AND
REPLACE
EXISTING CULVERT
PROPOSED CULVERT
8' x 5 ' BOX
FL= XXXX
243
ILROAD

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

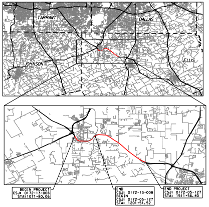
ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	50 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

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	[illegible]

EQUATIONS: NONE
RR CROSSINGS: UPRR

MARCH 17, 2023
ROLL 6 OF 23

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