Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 90% DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-04-049 0172-13-009	FROM: EAST OF SH360 TO WEST OF OLD FORTWORTH ROAD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)
TERRAIN: LEVEL

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

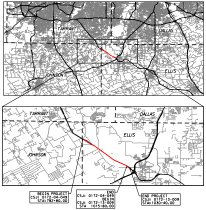
PROJECT LENGTH = 4.7 MILES

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. NOISE ANALYSIS WILL BE PERFORMED TO VALIDATE PROPOSED NOISE WALL LOCATIONS.
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 IMPLEMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FEASIBILITY STUDY.
6. SURVEY AND SUE PROVIDED BY ARS ENGINEERS, INC. (12/05/2022).
7. HORIZONTAL CURVE DATA IS SHOWN ON THE HORIZONTAL CURVE DATA SHEET. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE.
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 20' UNLESS OTHERWISE NOTED.
11. THE YEAR 2022 REFLECT THE EXISTING ADT VOLUMES COUNTED ON 10/25/2022, WHEREAS THE YEARS 2028, 2048 AND 2058 ARE PROJECTED ADT VOLUMES.

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: 0172-04-049 STA: 782+80.00
END CSJ: 0172-04-049 BEGIN CSJ: 0172-13-009 STA 1015+80.00
END PROJECT CSJ: 0172-13-009 STA: 1030+40.00

LOCATION MAP
N.T.S.

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

50 0 50 100 SCALE: 1" = 100' HORIZONTAL
5 0 5 10 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	09/08/23

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 08, 2023
ROLL 1 OF 12

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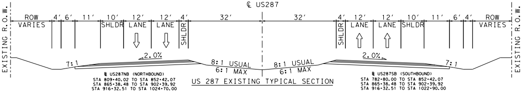
PLAN LEGEND:

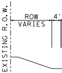
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
▭	FEMA FLOODPLAIN (ZONE AE)
▭	FEMA FLOODPLAIN (ZONE A)
▨	PAVEMENT REMOVAL
▩	BUILDING DISPLACEMENT
— - —	EXISTING RIGHT-OF-WAY
— —	EXISTING PROPERTY LINE
— - —	PROPOSED RIGHT-OF-WAY
— - —	PROPOSED DRAINAGE EASEMENT
▬	ATTENUATOR
▬	PROPOSED SSTR
▬	PROPOSED RETAINING WALL
▤	PROPOSED DRAINAGE CULVERT
▤	EXISTING DRAINAGE CULVERT
XXXXX	PARCEL ID
⟶	FLOW DIRECTION
-•••⟶	DITCH FLOW LINE

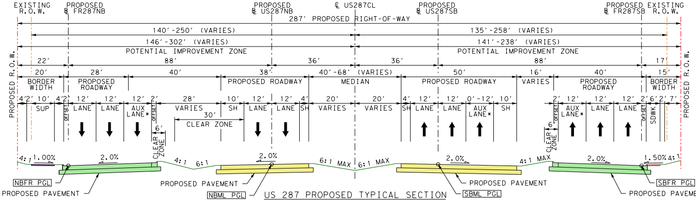

℄ US287
ROW VARIES
4' 6' 11' 10' 12' 12' 4' 32' 32' 4' 12' 12' 10' 11' 6' 4'
SHLDR
LANE
LANE
SHLDR
EXISTING R.O.W.
2.0%
7:1
8:1 USUAL
6:1 MAX

℄ US287NB (NORTHBOUND)
STA 809+40.02 TO STA 852+42.07
STA 865+38.48 TO STA 902+39.92
STA 916+32.51 TO STA 1024+70.00

US 287 EXISTING TYPICAL SECTION

℄ US287SB (SOUTHBOUND)
STA 782+80.00 TO STA 852+42.07
STA 865+38.48 TO STA 902+39.92
STA 916+32.51 TO STA 1022+90.00


EXISTING R.O.W.
ROW VARIES
4'


EXISTING R.O.W.
PROPOSED ℄ FR287NB
PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
287' PROPOSED RIGHT-OF-WAY
140'-250' (VARIES)
135'-258' (VARIES)
146'-302' (VARIES)
141'-238' (VARIES)
POTENTIAL IMPROVEMENT ZONE
22' 88' 36' 36' 88' 17'
20' 28' 40' 38' 40'-68' (VARIES) 50' 16' 40' 15'
BORDER WIDTH
PROPOSED ROADWAY
MEDIAN
VARIES
PROPOSED R.O.W.
4' 2' 10' 4' 2' 12' 12' 12' 2' 28' 10' 12' 12' 4' 20' 20' 4' 12' 12' 0'-12' 10' 2' 12' 12' 12' 2' 6' 2' 7'
SUP
OFFSET
LANE
AUX LANE*
VARIES
30' CLEAR ZONE
6'
SH
SDWK
1.00%
2.0%
4:1
6:1
6:1 MAX
4:1 MAX
1.50%
NBFR PGL
PROPOSED PAVEMENT
NBML PGL
SBML PGL
SBFR PGL

US 287 PROPOSED TYPICAL SECTION
SCALE: N.T.S.

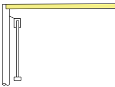
℄ FR287NB (NORTHBOUND)
STA 1787+70.00 TO STA 1829+91.00
*STA 1829+91.00 TO STA 1834+40.00

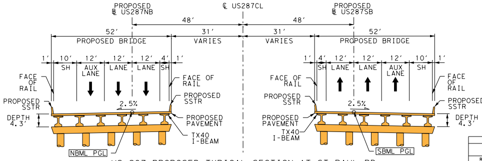
℄ US287NB (NORTHBOUND)
STA 809+40.00 TO STA 834+42.00

℄ US287SB (SOUTHBOUND)
STA 782+80.00 TO STA 802+30.00
*STA 802+30.00 TO STA 816+71.35
STA 816+71.35 TO STA 836+88.33

℄ FR287SB (SOUTHBOUND)
STA 1783+20.00 TO STA 1830+77.00
*STA 1830+77.00 TO STA 1834+82.00

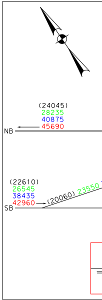
PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
1	HPC SOMERSET DEVELOPMENT CORP	N / A	N / A
2	CRP TRG SOUTHGATE OWNER L P	N / A	N / A
3	EAGLE FORD LAND PARTNERS LP	N / A	N / A
4	CRP/TRG SOUTHGATE LAND OWNER LP	N / A	N / A
5	KNOX STREET PARTNERS NO 16 LTD	N / A	N / A
6	KNOX STREET PARTNERS NO 30 LTD	N / A	N / A
7	ADAMS WANDA M TRUST	N / A	N / A
8	KNOX STREET PARTNERS NO 30 LTD	N / A	N / A
9	KNOX STREET PARTNERS NO 16 LTD	N / A	N / A
10	BOWERS JOE & JEFF HANSEN	N / A	N / A
11	KNOX STREET PARTNERS NO 31 LTD	N / A	N / A
12	DAVIS RD DEVELOPMENT LLC	N / A	N / A
13	ST PAUL CEMETERY ASSOCIATION	N / A	N / A
14	DAVIS RD DEVELOPMENT LLC	N / A	N / A
15	ST PAUL CEMETERY ASSOCIATION	N / A	N / A
16	DAVIS RD DEVELOPMENT LLC	ROW ACQUISITION	0.49
17	ALDANA VALENTIN	N / A	N / A
18	USA CORP OF ENGINEERS	ROW ACQUISITION	0.91
19	MILLER WILD HORSE ENTERPRISESE INC	ROW ACQUISITION	0.86
20	MILLER WILD HORSE ENTERPRISESE INC	ROW ACQUISITION	0.93

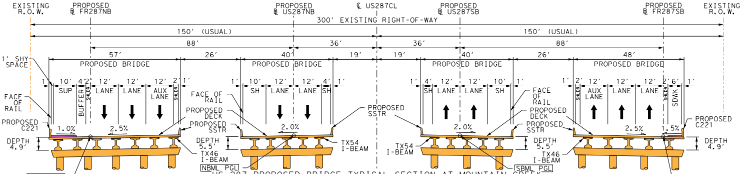



PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
48' 48'
52' PROPOSED BRIDGE
31' VARIES
31' VARIES
52' PROPOSED BRIDGE
1' 10' 12' 12' 12' 4' 1'
1' 4' 12' 12' 12' 10' 1'
SH
AUX LANE
LANE
FACE OF RAIL
PROPOSED SSTR
PROPOSED PAVEMENT
DEPTH 4.3'
TX40 I-BEAM
2.5%
NBML PGL
SBML PGL

US 287 PROPOSED TYPICAL SECTION AT ST PAUL RD
SCALE: N.T.S.

RETAINING WALL SUMMARY					
WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH (LF)
RWNBML820	℄US287NB STA 817+00.00	35.11' LT	℄US287NB STA 823+45.23	69.68' LT	646.32
RWABUTSTPAUL1	℄STPAUL STA 18+47.36	117.16' LT	℄STPAUL STA 20+13.96	117.20' LT	166.62
RWABUTSTPAUL2	℄STPAUL STA 18+49.33	119.51' RT	℄STPAUL STA 20+13.77	119.51' RT	164.44


(24045)
28235
40875
45690
NB
(22610)
26545
38435
42960
SB
(20060)
23550


EXISTING R.O.W.
PROPOSED ℄ FR287NB
PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
EXISTING R.O.W.
300' EXISTING RIGHT-OF-WAY
150' (USUAL)
150' (USUAL)
88' 36' 36' 88'
57' 26' 40' 19' 19' 40' 26' 48'
PROPOSED BRIDGE
1' SHY SPACE
1' 10' 4' 2' 12' 12' 12' 2' 1'
1' 10' 12' 12' 4' 1'
1' 4' 12' 12' 10' 1'
1' 2' 12' 12' 12' 2' 6' 1'
SUP
BUFFER
LANE
AUX LANE
SHLDR
SH
SDWK
FACE OF RAIL
PROPOSED C221
PROPOSED DECK
PROPOSED SSTR
DEPTH 4.9'
DEPTH 5.5'
TX46 I-BEAM
TX54 I-BEAM
1.0%
2.5%
2.0%
1.5%
NBFR PGL
NBML PGL
SBML PGL
SBFR PGL

US 287 PROPOSED BRIDGE TYPICAL SECTION AT MOUNTAIN CREEK
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
STA 1834+40.00 TO STA 1837+17.36

℄ US287NB (NORTHBOUND)
STA 834+42.00 TO STA 837+11.81

℄ US287SB (SOUTHBOUND)
STA 782+80.00 TO STA 802+30.00
*STA 802+30.00 TO STA 816+71.35
STA 816+71.35 TO STA 836+88.33

℄ FR287SB (SOUTHBOUND)
STA 1834+82.00 TO STA 1836+83.56

9/8/2023 7:05:15 PM
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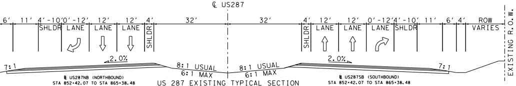
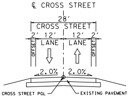

℄ US287
6′ 11′ 4′-10′ 0′-12′ 12′ 12′ 4′ 32′ 32′ 4′ 12′ 12′ 0′-12′ 4′-10′ 11′ 6′ 4′
SHLDR LANE LANE LANE SHLDR
SHLDR LANE LANE LANE SHLDR
ROW VARIES
EXISTING R.O.W.
2.0%
2.0%
7:1
7:1
8:1 USUAL
6:1 MAX
8:1 USUAL
6:1 MAX

℄ US287NB (NORTHBOUND)
STA 852+42.07 TO STA 865+38.48
STA 902+39.92 TO STA 916+32.51

US 287 EXISTING TYPICAL SECTION

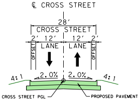
℄ US287SB (SOUTHBOUND)
STA 852+42.07 TO STA 865+38.48
STA 902+39.92 TO STA 916+32.51


℄ CROSS STREET
28′
CROSS STREET
2′ 12′ 12′ 2′
LANE LANE
OFFSET
OFFSET
2.0%
2.0%
CROSS STREET PGL
EXISTING PAVEMENT

EXISTING CROSS STREET

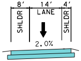
TYPICAL SECTION

DAVIS RD LAKEVIEW RD
ST PAUL RD KIMBLE RD

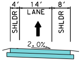

℄ CROSS STREET
28′
CROSS STREET
2′ 12′ 12′ 2′
LANE LANE
OFFSET
OFFSET
4:1
4:1
2.0%
2.0%
CROSS STREET PGL
PROPOSED PAVEMENT

CROSS STREET TYPICAL SECTION

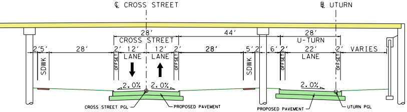
DAVIS RD


8′ 14′ 4′
SHLDR
LANE
SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP

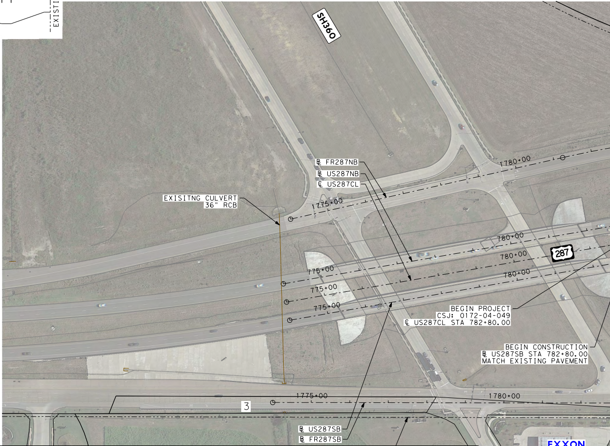

4′ 14′ 8′
SHLDR
LANE
SHLDR
2.0%

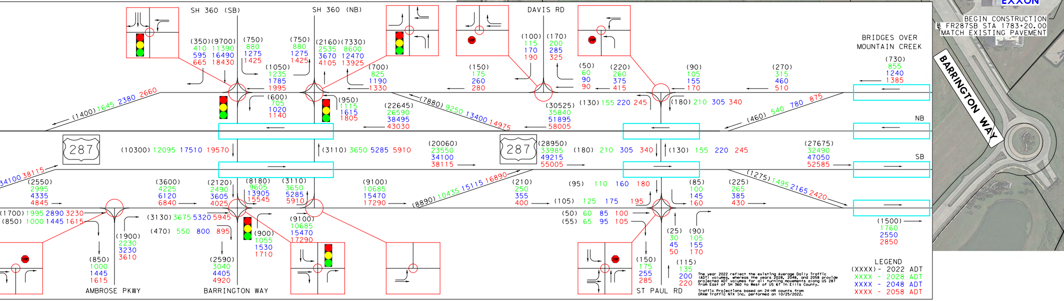
PROPOSED TYPICAL SECTION
SB RAMP


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

CROSS STREET TYPICAL SECTION

ST PAUL RD


SH360
℄ FR287NB
℄ US287NB
℄ US287CL
EXISITNG CULVERT
36" RCB
1780+00
1775+00
780+00
780+00
780+00
775+00
775+00
775+00
287
BEGIN PROJECT
CSJ: 0172-04-049
℄ US287CL STA 782+80.00
BEGIN CONSTRUCTION
℄ US287SB STA 782+80.00
MATCH EXISTING PAVEMENT
1775+00
1780+00
3
℄ US287SB
℄ FR287SB
EXXON
BEGIN CONSTRUCTION
℄ FR287SB STA 1783+20.00
MATCH EXISTING PAVEMENT
BARRINGTON WAY

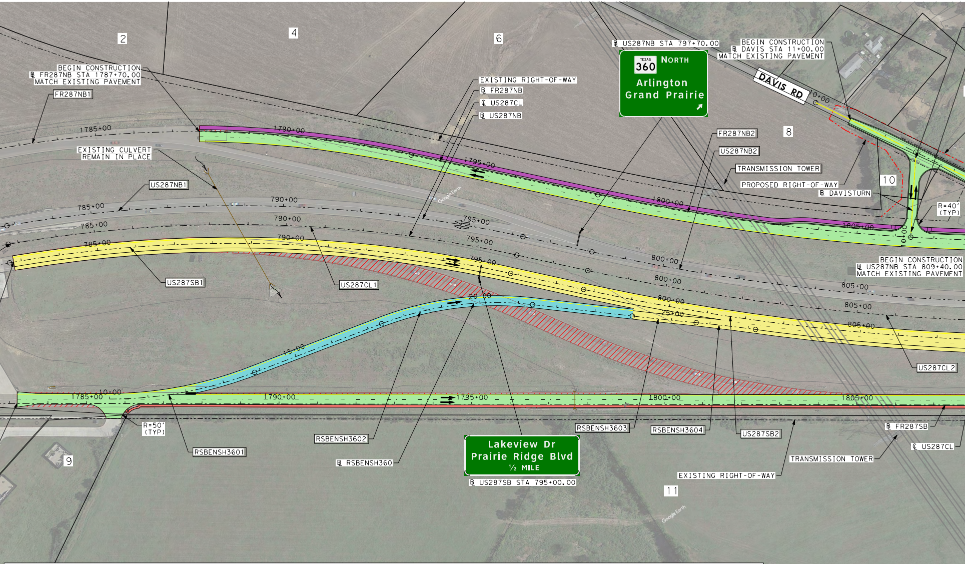

SH 360 (SB)
SH 360 (NB)
DAVIS RD
BRIDGES OVER
MOUNTAIN CREEK
NB
SB
287
287
(350) 410 595 665
(9700) 11390 16490 18430
(750) 880 1275 1425
(750) 880 1275 1425
(2160) 2535 3670 4105
(7330) 8600 12470 13925
(1050) 1235 1785 1995
(700) 825 1190 1330
(150) 175 260 280
(100) 115 170 190
(170) 200 285 325
(50) 60 90 90
(220) 260 375 415
(90) 105 155 170
(270) 315 460 510
(730) 855 1240 1385
(1400) 1645 2380 2660
(600) 705 1020 1140
(950) 1115 1615 1805
(22645) 26590 38495 43030
(7880) 9250 13400 14975
(30525) 35840 51895 58005
(130) 155 220 245
(180) 210 305 340
(460) 540 780 875
(10300) 12095 17510 19570
(3110) 3650 5285 5910
(20060) 23550 34100 38115
(28950) 33985 49215 55005
(180) 210 305 340
(130) 155 220 245
(27675) 32490 47050 52585
34100 38115
(2550) 2995 4335 4845
(3600) 4225 6120 6840
(2120) 2490 3605 4025
(8180) 9605 13905 15545
(3110) 3650 5285 5910
(9100) 10685 15470 17290
(8890) 10435 15115 16890
(210) 250 355 400
(95) 110 160 180
(105) 125 175 195
(85) 100 145 160
(225) 265 385 430
(1275) 1495 2165 2420
(1700) 1995 2890 3230
(850) 1000 1445 1615
(3130) 3675 5320 5945
(470) 550 800 895
(1900) 2230 3230 3610
(9100) 10685 15470 17290
(900) 1055 1530 1710
(50) 60 85 100
(55) 65 95 105
(25) 30 45 50
(90) 105 155 170
(1500) 1760 2550 2850
(850) 1000 1445 1615
(2590) 3040 4405 4920
(150) 175 255 285
(115) 135 200 220
AMBROSE PKWY
BARRINGTON WAY
ST PAUL RD

The year 2022 reflect the existing Average Daily Traffic (ADT) volumes, whereas the years 2028, 2048, and 2058 provide projected ADT volumes for all turning movements along US 287 from East of SH 360 to West of US 67 in Ellis County.

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

LEGEND

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

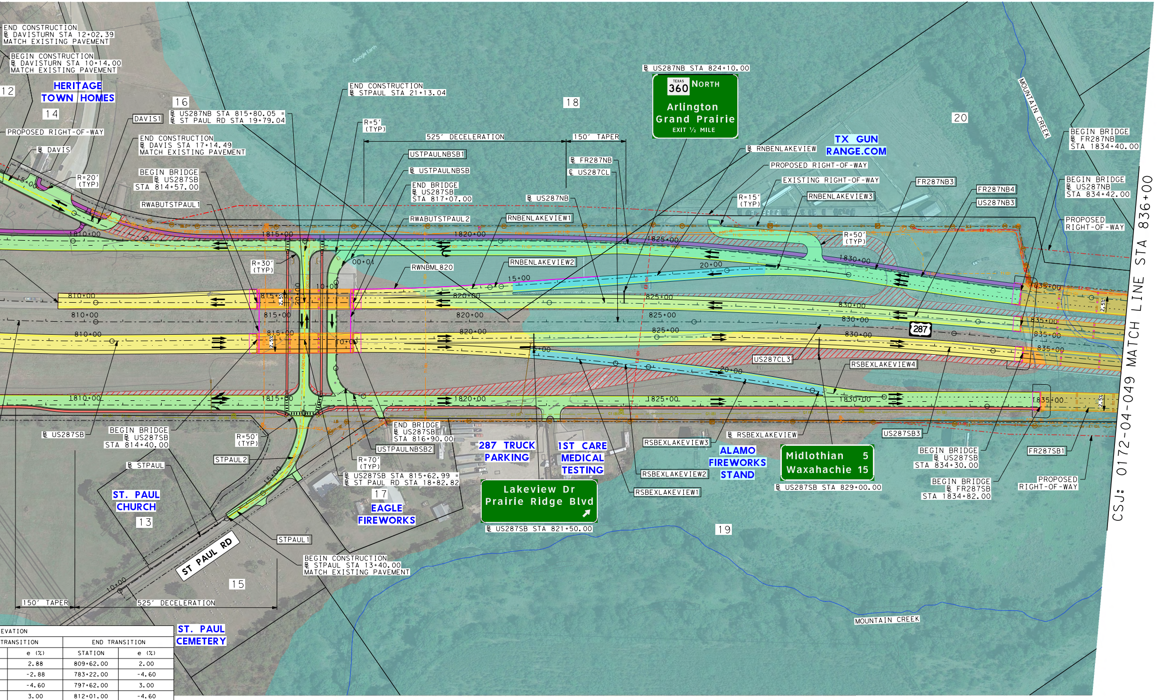

2
4
6
8
9
10
11
BEGIN CONSTRUCTION
Ᏸ FR287NB STA 1787+70.00
MATCH EXISTING PAVEMENT
FR287NB1
1785+00
1790+00
1795+00
1800+00
1805+00
EXISTING CULVERT
REMAIN IN PLACE
US287NB1
785+00
790+00
795+00
800+00
805+00
EXISTING RIGHT-OF-WAY
Ᏸ FR287NB
℄ US287CL
Ᏸ US287NB
Ᏸ US287NB STA 797+70.00
TEXAS 360 NORTH
Arlington
Grand Prairie
BEGIN CONSTRUCTION
Ᏸ DAVIS STA 11+00.00
MATCH EXISTING PAVEMENT
DAVIS RD
0+00
FR287NB2
US287NB2
TRANSMISSION TOWER
PROPOSED RIGHT-OF-WAY
Ᏸ DAVISTURN
R=40′
(TYP)
BEGIN CONSTRUCTION
Ᏸ US287NB STA 809+40.00
MATCH EXISTING PAVEMENT
US287SB1
US287CL1
20+00
25+00
15+00
10+00
US287CL2
R=50′
(TYP)
RSBENSH3601
RSBENSH3602
Ᏸ RSBENSH360
Lakeview Dr
Prairie Ridge Blvd
½ MILE
Ᏸ US287SB STA 795+00.00
RSBENSH3603
RSBENSH3604
US287SB2
Ᏸ FR287SB
℄ US287CL
TRANSMISSION TOWER
EXISTING RIGHT-OF-WAY

US 287 HORIZONTAL CURVE DATA

CHAIN	DESCRIPTION	CURVE	P.C.				P.I.				P.T.				TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
			STATION	NORTHING	EASTING	BEARING	STATION	NORTHING	EASTING	DELTA	STATION	NORTHING	EASTING	BEARING			
℄ US287CL	US 287 CENTERLINE	US287CL1	782+74.37	6,876,394.74	2,405,885.00	S 65° 39′ 48.13″ E	789+47.35	6,876,117.40	2,406,498.18	22° 19′ 42.36″ (RT)	796+03.26	6,875,627.90	2,406,960.03	S 43° 20′ 05.76″ E	672.99	1328.89	3410.00
		US287CL2	797+91.98	6,875,490.64	2,407,089.54	S 43° 20′ 05.76″ E	804+13.26	6,875,038.75	2,407,515.90	12° 22′ 34.26″ (LT)	810+29.69	6,874,688.75	2,408,029.20	S 55° 42′ 40.02″ E	621.27	1237.71	5730.00
		US287CL3	825+83.29	6,873,813.50	2,409,312.79	S 55° 42′ 40.02″ E	829+21.45	6,873,623.00	2,409,592.18	5° 04′ 07.36″ (RT)	832+59.17	6,873,408.55	2,409,853.65	S 50° 38′ 32.66″ E	338.16	675.88	7640.00
Ᏸ US287NB	US 287 NORTHBOUND	US287NB1	782+79.24	6,876,436.47	2,405,909.22	S 65° 39′ 48.13″ E	789+62.09	6,876,155.07	2,406,531.39	22° 19′ 42.36″ (RT)	796+27.61	6,875,658.39	2,407,000.01	S 43° 20′ 05.76″ E	682.85	1348.38	3460.00
		US287NB2	798+11.07	6,875,524.95	2,407,125.91	S 43° 20′ 05.76″ E	804+26.93	6,875,077.01	2,407,548.55	12° 22′ 34.26″ (LT)	810+37.98	6,874,730.06	2,408,057.37	S 55° 42′ 40.02″ E	615.85	1226.91	5680.00
		US287NB3	822+15.80	6,874,066.52	2,409,030.48	S 55° 42′ 40.02″ E	827+73.49	6,873,752.33	2,409,491.26	5° 04′ 07.36″ (RT)	833+30.46	6,873,398.66	2,409,922.47	S 50° 38′ 32.66″ E	557.70	1114.67	12600.00
Ᏸ US287SB	US 287 SOUTHBOUND	US287SB1	782+69.50	6,876,353.01	2,405,860.78	S 65° 39′ 48.13″ E	789+32.61	6,876,079.74	2,406,464.98	22° 19′ 42.36″ (RT)	795+78.91	6,875,597.42	2,406,920.05	S 43° 20′ 05.76″ E	663.12	1309.41	3360.00
		US287SB2	797+72.89	6,875,456.32	2,407,053.17	S 43° 20′ 05.76″ E	804+20.88	6,874,985.01	2,407,497.86	12° 47′ 35.40″ (LT)	810+63.47	6,874,623.86	2,408,035.87	S 56° 07′ 41.16″ E	647.98	1290.58	5780.00
		US287SB3	824+78.35	6,873,835.30	2,409,210.62	S 56° 07′ 41.16″ E	829+15.75	6,873,591.52	2,409,573.79	5° 29′ 08.50″ (RT)	833+52.48	6,873,314.14	2,409,911.99	S 50° 38′ 32.66″ E	437.40	874.14	9130.00
Ᏸ FR287NB	FR 287 NORTHBOUND	FR287NB1	1781+24.06	6,876,660.96	2,405,891.67	S 68° 26′ 54.05″ E	1787+33.51	6,876,437.08	2,406,458.52	24° 43′ 49.29″ (RT)	1793+23.98	6,875,996.60	2,406,879.71	S 43° 43′ 04.76″ E	609.45	1199.92	2780.00
		FR287NB2	1798+19.32	6,875,638.60	2,407,222.05	S 43° 43′ 04.76″ E	1803+97.06	6,875,221.03	2,407,621.33	11° 59′ 35.26″ (LT)	1809+70.58	6,874,895.55	2,408,098.66	S 55° 42′ 40.02″ E	577.74	1151.26	5500.00
		FR287NB3	1820+80.94	6,874,270.01	2,409,016.05	S 55° 42′ 40.02″ E	1826+11.17	6,873,971.30	2,409,454.13	9° 21′ 20.41″ (RT)	1831+39.04	6,873,605.35	2,409,837.83	S 46° 21′ 19.61″ E	530.23	1058.10	6480.00
		FR287NB4	1831+39.04	6,873,605.35	2,409,837.83	S 46° 21′ 19.61″ E	1833+81.58	6,873,437.95	2,410,013.33	4° 17′ 13.05″ (LT)	1836+23.89	6,873,284.15	2,410,200.86	S 50° 38′ 32.66″ E	242.54	484.84	6480.00
Ᏸ FR287SB	FR 287 SOUTHBOUND	FR287SB1	1833+44.24	6,873,203.59	2,409,817.92	S 55° 37′ 25.53″ E	1837+06.98	6,872,998.77	2,410,117.31	4° 09′ 17.53″ (RT)	1840+69.41	6,872,772.81	2,410,401.07	S 51° 28′ 08.00″ E	362.74	725.16	10000.00
Ᏸ RSBENSH360	SH360 SB RAMP	RSBENSH3601	10+00.00	6,875,914.79	2,405,876.04	S 55° 37′ 25.53″ E	11+94.70	6,875,804.86	2,406,036.73	21° 00′ 37.30″ (LT)	13+85.03	6,875,759.85	2,406,226.16	S 76° 38′ 02.84″ E	194.70	385.04	1050.00
		RSBENSH3602	17+38.13	6,875,678.22	2,406,569.69	S 76° 38′ 02.84″ E	19+41.45	6,875,631.22	2,406,767.51	27° 26′ 01.45″ (RT)	21+36.97	6,875,498.37	2,406,921.42	S 49° 12′ 01.39″ E	203.32	398.85	833.00
		RSBENSH3603	23+97.79	6,875,327.95	2,407,118.86	S 49° 12′ 01.39″ E	24+81.01	6,875,273.57	2,407,181.86	1° 12′ 41.94″ (LT)	25+64.22	6,875,220.54	2,407,245.99	S 50° 24′ 43.33″ E	83.22	166.43	7870.00
		RSBENSH3604	25+64.22	6,875,220.54	2,407,245.99	S 50° 24′ 43.33″ E	26+41.71	6,875,171.15	2,407,305.71	2° 33′ 04.88″ (RT)	27+19.18	6,875,119.16	2,407,363.17	S 47° 51′ 38.44″ E	77.49	154.96	3480.00
Ᏸ RNBENLAKEVIEW	LAKEVIEW NB RAMP	RNBENLAKEVIEW1	10+00.00	6,874,412.03	2,408,566.37	S 55° 42′ 40.02″ E	12+12.30	6,874,292.43	2,408,741.77	4° 15′ 57.58″ (LT)	14+24.40	6,874,186.21	2,408,925.58	S 59° 58′ 37.60″ E	212.30	424.40	5700.00
		RNBENLAKEVIEW2	14+24.40	6,874,186.21	2,408,925.58	S 59° 58′ 37.60″ E	14+38.99	6,874,178.91	2,408,938.22	0° 12′ 44.83″ (RT)	14+53.58	6,874,171.56	2,408,950.82	S 59° 45′ 52.77″ E	14.59	29.18	7870.00
		RNBENLAKEVIEW3	20+41.22	6,873,875.65	2,409,458.52	S 59° 45′ 52.77″ E	22+00.20	6,873,795.59	2,409,595.88	12° 06′ 02.13″ (RT)	23+58.01	6,873,688.52	2,409,713.41	S 47° 39′ 50.64″ E	158.99	316.79	1500.00
Ᏸ RSBEXLAKEVIEW	LAKEVIEW SB RAMP	RSBEXLAKEVIEW1	10+00.00	6,874,265.15	2,408,527.21	S 56° 07′ 41.16″ E	13+51.03	6,874,069.50	2,408,818.66	7° 02′ 53.41″ (RT)	17+01.18	6,873,839.57	2,409,083.91	S 49° 04′ 47.75″ E	351.03	701.18	5700.00
		RSBEXLAKEVIEW2	17+01.18	6,873,839.57	2,409,083.91	S 49° 04′ 47.75″ E	17+44.14	6,873,811.43	2,409,116.38	0° 37′ 32.16″ (LT)	17+87.11	6,873,783.64	2,409,149.15	S 49° 42′ 19.90″ E	42.97	85.93	7870.00
		RSBEXLAKEVIEW3	17+87.11	6,873,783.64	2,409,149.15	S 49° 42′ 19.90″ E	20+02.20	6,873,644.54	2,409,313.21	4° 19′ 19.66″ (RT)	22+17.09	6,873,493.47	2,409,466.31	S 45° 23′ 00.24″ E	215.09	429.98	5700.00
		RSBEXLAKEVIEW4	22+17.09	6,873,493.47	2,409,466.31	S 45° 23′ 00.24″ E	23+11.17	6,873,427.39	2,409,533.28	10° 14′ 25.29″ (LT)	24+04.76	6,873,374.27	2,409,610.93	S 55° 37′ 25.53″ E	94.08	187.66	1050.00
Ᏸ STPAUL	STPAUL	STPAUL1	13+35.15	6,874,075.10	2,408,022.52	S 89° 44′ 35.22″ E	13+92.68	6,874,074.85	2,408,080.05	2° 11′ 50.42″ (LT)	14+50.20	6,874,076.79	2,408,137.55	N 88° 03′ 34.36″ E	57.53	115.05	3000.00
		STPAUL2	14+50.20	6,874,076.79	2,408,137.55	N 88° 03′ 34.36″ E	15+81.19	6,874,081.23	2,408,268.46	53° 28′ 39.23″ (LT)	16+92.88	6,874,189.07	2,408,342.81	N 34° 34′ 55.13″ E	130.99	242.67	260.00
Ᏸ DAVIS	DAVIS RD	DAVIS1	16+47.03	6,874,953.74	2,408,141.76	S 29° 23′ 49.76″ E	17+46.51	6,874,867.06	2,408,190.59	13° 56′ 07.10″ (LT)	18+45.01	6,874,794.70	2,408,258.85	S 43° 19′ 56.86″ E	99.48	197.98	814.00
Ᏸ USTPAULNBSB	STPAUL NB UTURN	USTPAULNBSB1	10+00.00	6,874,440.21	2,408,702.54	N 55° 42′ 40.02″ W	10+71.63	6,874,480.57	2,408,643.36	89° 42′ 24.85″ (LT)	11+12.73	6,874,421.59	2,408,602.70	S 34° 34′ 55.13″ W	71.63	112.73	72.00
		USTPAULNBSB2	13+35.61	6,874,238.09	2,408,476.20	S 34° 34′ 55.13″ W	14+07.87	6,874,178.60	2,408,435.19	90° 12′ 20.66″ (LT)	14+48.96	6,874,137.80	2,408,494.83	S 55° 37′ 25.53″ E	72.26	113.36	72.00

US287 SUPEREL

CHAIN	DESIGN SPEED (MPH)	BEGIN
		STATION
US287NB	65	809+40.00
US287SB	65	782+80.00
		795+79.00
		810+18.00
RSBENSH360	50	16+55.00
		21+09.00
		22+57.00


END CONSTRUCTION
℄ DAVISTURN STA 12+02.39
MATCH EXISTING PAVEMENT
BEGIN CONSTRUCTION
℄ DAVISTURN STA 10+14.00
MATCH EXISTING PAVEMENT
HERITAGE TOWN HOMES
12
14
16
18
20
DAVIS1
℄ US287NB STA 815+80.05 =
℄ ST PAUL RD STA 19+79.04
PROPOSED RIGHT-OF-WAY
℄ DAVIS
END CONSTRUCTION
℄ DAVIS STA 17+14.49
MATCH EXISTING PAVEMENT
R=20' (TYP)
BEGIN BRIDGE
℄ US287SB
STA 814+57.00
RWABUTSTPAUL1
END CONSTRUCTION
℄ STPAUL STA 21+13.04
R=5' (TYP)
525' DECELERATION
150' TAPER
USTPAULNBSB1
℄ USTPAULNBSB
END BRIDGE
℄ US287SB
STA 817+07.00
RWABUTSTPAUL2
℄ FR287NB
℄ US287CL
℄ US287NB
RNBENLAKEVIEW1
RNBENLAKEVIEW2
RWNBML820
R=30' (TYP)
℄ US287NB STA 824+10.00
TEXAS 360 NORTH
Arlington
Grand Prairie
EXIT ½ MILE
℄ RNBENLAKEVIEW
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
RNBENLAKEVIEW3
R=15' (TYP)
R=50' (TYP)
TX GUN RANGE.COM
FR287NB3
FR287NB4
US287NB3
MOUNTAIN CREEK
BEGIN BRIDGE
℄ FR287NB
STA 1834+40.00
BEGIN BRIDGE
℄ US287NB
STA 834+42.00
PROPOSED RIGHT-OF-WAY
CSJ: 0172-04-049 MATCH LINE STA 836+00
1810+00
1815+00
1820+00
1825+00
1830+00
1835+00
810+00
815+00
820+00
825+00
830+00
835+00
10+00
15+00
20+00
287
US287CL3
RSBEXLAKEVIEW4
℄ US287SB
BEGIN BRIDGE
℄ US287SB
STA 814+40.00
R=50' (TYP)
STPAUL2
℄ STPAUL
END BRIDGE
℄ US287SB
STA 816+90.00
USTPAULNBSB2
R=70' (TYP)
℄ US287SB STA 815+62.99 =
℄ ST PAUL RD STA 18+82.82
287 TRUCK PARKING
1ST CARE MEDICAL TESTING
RSBEXLAKEVIEW3
RSBEXLAKEVIEW2
RSBEXLAKEVIEW1
℄ RSBEXLAKEVIEW
ALAMO FIREWORKS STAND
Midlothian 5
Waxahachie 15
℄ US287SB STA 829+00.00
US287SB3
BEGIN BRIDGE
℄ US287SB
STA 834+30.00
BEGIN BRIDGE
℄ FR287SB
STA 1834+82.00
FR287SB1
PROPOSED RIGHT-OF-WAY
ST. PAUL CHURCH
13
17
EAGLE FIREWORKS
Lakeview Dr
Prairie Ridge Blvd
℄ US287SB STA 821+50.00
19
STPAUL1
ST PAUL RD
BEGIN CONSTRUCTION
℄ STPAUL STA 13+40.00
MATCH EXISTING PAVEMENT
15
150' TAPER
525' DECELERATION
MOUNTAIN CREEK
ST. PAUL CEMETERY
Google Earth

EVATION			
TRANSITION		END TRANSITION	
	e (%)	STATION	e (%)
	2.88	809+62.00	2.00
	-2.88	783+22.00	-4.60
	-4.60	797+62.00	3.00
	3.00	812+01.00	-4.60
	-2.00	17+67.00	-6.00
	-6.00	22+21.00	-2.00
	-2.00	23+97.00	3.00

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 90% DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-04-049 0172-13-009	FROM: EAST OF SH360 TO WEST OF OLD FORTWORTH ROAD

FUNCTIONAL CLASS: PRINCIPAL ARTERIAL (OTHER)
TERRAIN: LEVEL

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

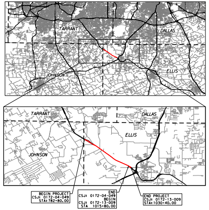
PROJECT LENGTH = 4.7 MILES

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. NOISE ANALYSIS WILL BE PERFORMED TO VALIDATE PROPOSED NOISE WALL LOCATIONS.
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 IMPLEMENTED IN FINAL DESIGN.
5. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FEASIBILITY STUDY.
6. SURVEY AND SUE PROVIDED BY ARS ENGINEERS, INC. (12/05/2022).
7. HORIZONTAL CURVE DATA IS SHOWN ON THE HORIZONTAL CURVE DATA SHEET. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE.
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 20' UNLESS OTHERWISE NOTED.
11. THE YEAR 2022 REFLECT THE EXISTING ADT VOLUMES COUNTED ON 10/25/2022, WHEREAS THE YEARS 2028, 2048 AND 2058 ARE PROJECTED ADT VOLUMES.

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: 0172-04-049
STA:782+80.00
END
CSJ: 0172-04-049
BEGIN
CSJ: 0172-13-009
STA 1015+80.00
END PROJECT
CSJ: 0172-13-009
STA:1030+40.00

LOCATION MAP
N.T.S.

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

50 0 50 100
SCALE: 1" = 100' HORIZONTAL

5 0 5 10
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:

JOHN NGUYEN	86489	09/08/23
NAME	P.E. NO.	DATE

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 08, 2023
ROLL 1 OF 12

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