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

PLAN LEGEND:

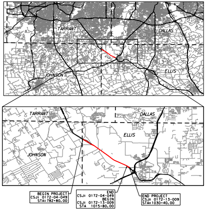
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
▨	FEMA FLOODPLAIN (ZONE AE)
▨	FEMA FLOODPLAIN (ZONE A)
▨	PAVEMENT REMOVAL
▨	BUILDING DISPLACEMENT
‐ ‐ ‐	EXISTING RIGHT-OF-WAY
‐ ‐ ‐	EXISTING PROPERTY LINE
‐ ‐ ‐	PROPOSED 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

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
TARRANT
DALLAS
ELLIS
JOHNSON

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

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	09/08/23

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 08, 2023
ROLL 2 OF 12

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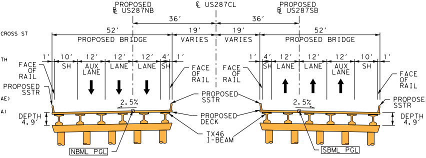
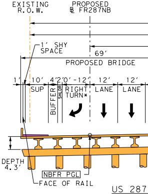
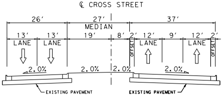

PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
36'
36'
52' PROPOSED BRIDGE
19' VARIES
19' VARIES
52' PROPOSED BRIDGE
1' 10' SH
12' AUX LANE
12' LANE
12' LANE
4' SH 1'
1' 4' SH
12' LANE
12' LANE
12' AUX LANE
10' SH 1'
FACE OF RAIL
PROPOSED SSTR
2.5%
2.5%
DEPTH 4.9'
PROPOSED DECK
TX46 I-BEAM
NBML PGL
SBML PGL

US 287 PROPOSED TYPICAL SECTION AT LAKEVIEW RD AND PRAIRIE RIDGE BLVD
SCALE: N.T.S.

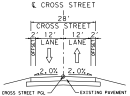

EXISTING R.O.W.
PROPOSED ℄ FR287NB
1' SHY SPACE
69'
PROPOSED BRIDGE
1' 10' SUP
4' BUFFER
2' SHLDR
0'-12' RIGHT TURN*
12' LANE
12' LANE
DEPTH 4.3'
NBFR PGL
FACE OF RAIL
US 287

℄ FR287NB (NORTHBOUND)
STA 1837+17.36 TO STA 1839+40.00 (M
*STA 1856+39.00 TO STA 1859+99.00
STA 1885+31.00 TO STA 1888+01.00 (CO

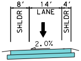

℄ CROSS STREET
26'
27' MEDIAN
37'
13' LANE
13' LANE
19'
8'
2' OFFSET
12' LANE
9'
12' LANE
2' OFFSET
2.0%
2.0%
2.0%
2.0%
EXISTING PAVEMENT
EXISTING PAVEMENT

EXISTING CROSS STREET TYPICAL SECTION
PRAIRIE RIDGE BLVD

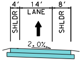
PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
21	BEALL CONCRETE ENTERPRISES LTD	ROW ACQUISITION	0.38
22	287/661JV	ROW ACQUISITION	1.02
23	HENDRICK OWEN C & TONI R	ROW ACQUISITION	0.18
24	ASHLEY JUDSON R & YVETTE S	N / A	N / A
25	SOAP BOX PARTNERS LP	ROW ACQUISITION	0.92
26	ALEXANDER R G	ROW ACQUISITION	0.33
27	SOAP BOX PARTNERS LP	ROW ACQUISITION	0.09
28	WICK FAMILY LTD	ROW ACQUISITION	0.09
29	SOAP BOX PARTNERS LP	N / A	N / A
30	HC HARMONY HILL LLC	ROW ACQUISITION	1.82
31	BLOOMFIELD HOMES LP	N / A	N / A
32	HC HARMONY HILL LLC	ROW ACQUISITION	1.15
33	SOUTHLAND CONTRACTING	ROW ACQUISITION	0.14
34	KREHER STEEL CO INC	ROW ACQUISITION	0.86
35	HUYNH QUINN & KIM BUI	N / A	N / A
36	WILSON EDWARD M ETAL	ROW ACQUISITION	1.53
37	WILSON MARY A ETAL	ROW ACQUISITION	0.42
38	SUBURBAN RESIDENTIAL LP	ROW ACQUISITION	1.12
39	CJ COTTONWOOD LP	ROW ACQUISITION	0.52


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

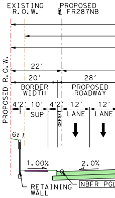
EXISTING CROSS STREET TYPICAL SECTION
DAVIS RD
ST PAUL RD
LAKEVIEW RD
KIMBLE RD


8' SHLDR
14' LANE
4' SHLDR
2.0%

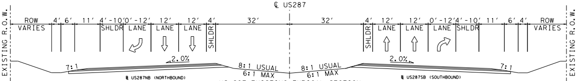
PROPOSED TYPICAL SECTION
NB RAMP


4' SHLDR
14' LANE
8' SHLDR
2.0%

PROPOSED TYPICAL SECTION
SB RAMP


EXISTING R.O.W.
PROPOSED ℄ FR287NB
PROPOSED R.O.W.
22'
20' BORDER WIDTH
28' PROPOSED ROADWAY
4' 2' 10' SUP
4' 2' OFFSET
12' LANE
12' LANE
6:1
1.00%
2.0%
RETAINING WALL
NBFR PGL

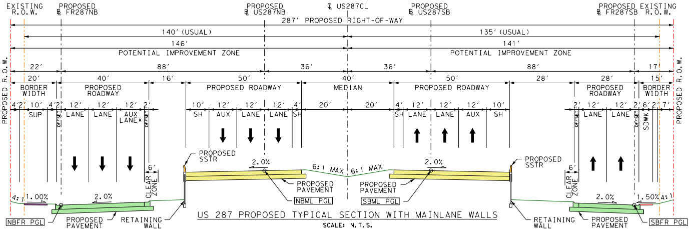
℄ FR287NB (NORTHBOUN
STA 1968+40.00 TO STA 197


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

℄ 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


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

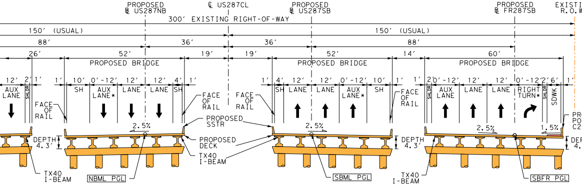
US 287 PROPOSED TYPICAL SECTION WITH MAINLANE WALLS
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
*STA 1839+40.00 TO STA 1840+91.00
STA 1840+91.00 TO STA 1856+39.00
STA 1859+99.00 TO STA 1884+88.00
STA 1884+88.00 TO STA 1885+31.00

℄ US287NB (NORTHBOUND)
STA 868+43.00 TO STA 869+16.00

℄ US287SB (SOUTHBOUND)
STA 868+20.00 TO STA 869+30.00

℄ FR287SB (SOUTHBOUND)
STA 1901+80.00 TO STA 1906+84.09


PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
EXISTING R.O.W.
300′ EXISTING RIGHT-OF-WAY
150′ (USUAL)
150′ (USUAL)
88′
36′
36′
88′
26′
52′
19′
19′
52′
14′
60′
PROPOSED BRIDGE
PROPOSED BRIDGE
PROPOSED BRIDGE
12′ 2′ 1′ 1′ 10′ 0′-12′ 12′ 12′ 4′ 1′
1′ 4′ 12′ 12′ 0′-12′ 10′ 1′
1′ 2′ 0′-12′ 12′ 12′ 0′-12′ 2′ 6′ 1′
AUX LANE
SHLDR
SH
AUX LANE*
LANE
LANE
SH
FACE OF RAIL
FACE OF RAIL
FACE OF RAIL
SH
LANE
LANE
AUX LANE*
SH
FACE OF RAIL
SHLDR
AUX LANE
LANE
LANE
RIGHT TURN*
SHLDR
SDWK
2.5%
2.5%
2.5%
1.5%
PROPOSED SSTR
PRO-POSED C221
DEPTH 4.3′
DEPTH 4.3′
DEPTH 4.3′
PROPOSED DECK
TX40 I-BEAM
TX40 I-BEAM
TX40 I-BEAM
NBML PGL
SBML PGL
SBFR PGL

PROPOSED BRIDGE TYPICAL SECTION AT MOUNTAIN CREEK, SOAP CREEK, AND COTTONWOOD CREEK

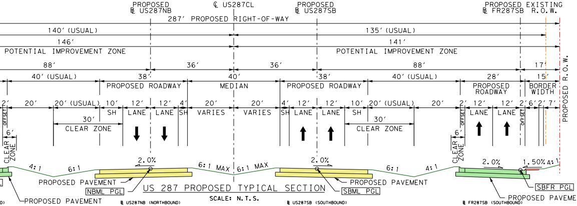
SCALE: N.T.S.

UNTAIN CREEK)
(SOAP CREEK)
TTONWOOD CREEK)

℄ US287NB (NORTHBOUND)
STA 837+11.81 TO STA 839+17.00 (MOUNTAIN CREEK)
STA 850+44.00 TO STA 855+55.00
*STA 855+55.00 TO STA 868+43.00 (SOAP CREEK)
STA 885+19.00 TO STA 887+89.00 (COTTONWOOD CREEK)

℄ US287SB (SOUTHBOUND)
STA 836+88.33 TO STA 839+26.00 (MOUNTAIN CREEK)
STA 850+27.00 TO STA 856+49.00
*STA 856+49.00 TO STA 868+20.00 (SOAP CREEK)
STA 884+95.00 TO STA 887+65.00 (COTTONWOOD CREEK)

℄ FR287SB (SOUTHBOUND)
STA 1836+83.56 TO STA 1838+62.00 (MOUNTAIN CREEK)
*STA 1856+02.00 TO STA 1859+62.00 (SOAP CREEK)
STA 1885+00.00 TO STA 1887+70.00 (COTTONWOOD CREEK)


PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
EXISTING R.O.W.
287′ PROPOSED RIGHT-OF-WAY
140′ (USUAL)
135′ (USUAL)
146′
141′
POTENTIAL IMPROVEMENT ZONE
POTENTIAL IMPROVEMENT ZONE
88′
36′
36′
88′
17′
40′ (USUAL)
38′
40′
38′
40′ (USUAL)
28′
15′
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
PROPOSED R.O.W.
2′ 20′ 20′ (USUAL) 10′ 12′ 12′ 4′ 20′ 20′ 4′ 12′ 12′ 10′ 20′ (USUAL) 20′ 2′ 12′ 12′ 2′ 6′ 2′ 7′
OFFSET
SH
LANE
LANE
SH
VARIES
VARIES
SH
LANE
LANE
SH
LANE
LANE
OFFSET
30′ CLEAR ZONE
30′ CLEAR ZONE
6′ CLEAR ZONE
6′ CLEAR ZONE
2.0%
2.0%
2.0%
1.50%
4:1
6:1
6:1 MAX
6:1 MAX
6:1
4:1
4:1
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
NBML PGL
SBML PGL
SBFR PGL

US 287 PROPOSED TYPICAL SECTION

SCALE: N.T.S.

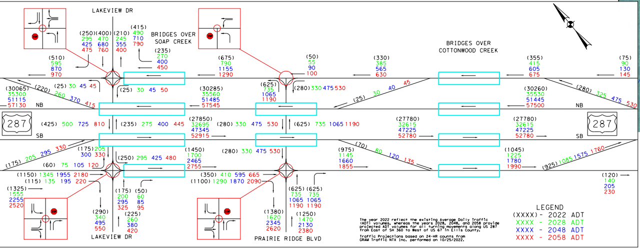
D)
1+20.00

℄ US287NB (NORTHBOUND)
STA 907+11.95 TO STA 912+97.53
STA 926+46.00 TO STA 975+03.51

℄ US287SB (SOUTHBOUND)
STA 906+88.47 TO STA 911+27.80
STA 926+98.00 TO STA 974+95.85

℄ FR287SB (SOUTHBOUND)
STA 1915+40.00 TO STA 1975+10.82

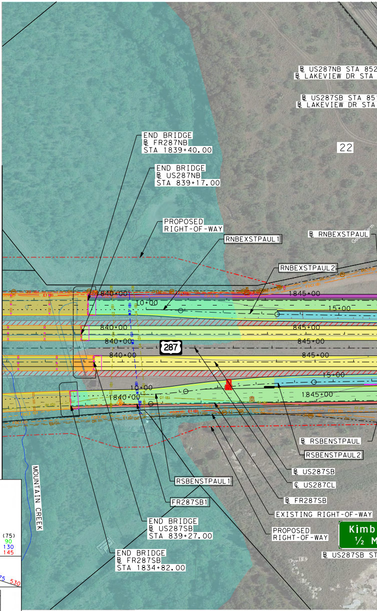
CSJ: 0172-04-049 MATCH LINE STA 836+00

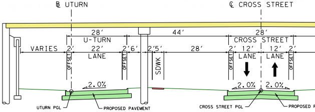

LAKEVIEW DR
BRIDGES OVER SOAP CREEK
BRIDGES OVER COTTONWOOD CREEK
LAKEVIEW DR
PRAIRIE RIDGE BLVD
287
287
NB
SB
NB
SB
(250)(400)(210) (415)
295 470 245 490
425 680 355 710
475 760 400 790
(510) 595 870 970
(235) 270 400 450
(675) 790 1155 1290
(50) 55 90 100
(330) 385 565 630
(355) 415 605 675
(75) 90 130 145
(30065) 35300 51115 57130
(220) 260 370 415
(25) 30 45 45
(25) 30 45 50
(30285) 35560 51485 57545
(625) 735 1065 1190
(280) 330 475 530
(25) 30 40 45
(30260) 35530 51445 57500
(280) 325 475 530
(425) 500 725 810
(235) 275 400 445
(27850) 32695 47345 52915
(280) 330 475 530
(625) 735 1065 1190
(27780) 32615 47225 52780
(27780) 32615 47225 52780
(175) 205 295 330
(175) 205 300 330
(250) 295 425 480
(1450) 1700 2465 2755
(280) 330 475 530
(975) 1145 1660 1855
(70) 80 120 135
(1045) 1225 1780 1990
(925) 1085 1575 1760
(60) 75 105 120
(1150) 1345 1955 2180
(115) 135 195 220
(350) 410 595 665
(1100) 1290 1870 2090
(120) 140 205 230
(1325) 1555 2255 2520
(175) 200 295 325
(50) 60 85 95
(290) 340 495 550
(225) 260 380 420
(625) 735 1065 1190
(625) 735 1065 1190
(1380) 1620 2345 2620
(1250) 1470 2130 2380

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.

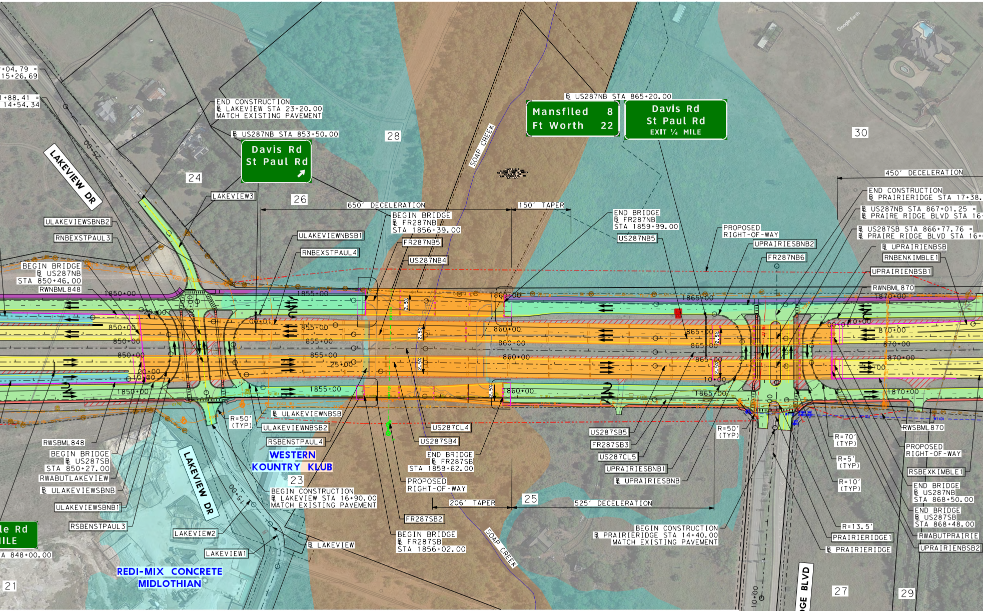
Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/25/2022.

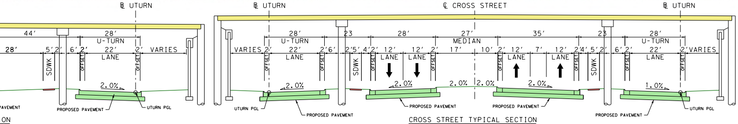
LEGEND
(XXXX) - 2022 ADT
XXXX - 2028 ADT
XXXX - 2048 ADT
XXXX - 2058 ADT


℄ US287NB STA 852
℄ LAKEVIEW DR STA
℄ US287SB STA 85
℄ LAKEVIEW DR STA
22
END BRIDGE ℄ FR287NB STA 1839+40.00
END BRIDGE ℄ US287NB STA 839+17.00
PROPOSED RIGHT-OF-WAY
RNBEXSTPAUL1
℄ RNBEXSTPAUL
RNBEXSTPAUL2
840+00
10+00
1845+00
15+00
840+00
845+00
840+00
845+00
840+00
845+00
287
15+00
10+00
1840+00
1845+00
℄ RSBENSTPAUL
RSBENSTPAUL2
℄ US287SB
℄ US287CL
℄ FR287SB
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
RSBENSTPAUL1
FR287SB1
END BRIDGE ℄ US287SB STA 839+27.00
END BRIDGE ℄ FR287SB STA 1834+82.00
MOUNTAIN CREEK
Kimb
½ M
℄ US287SB ST

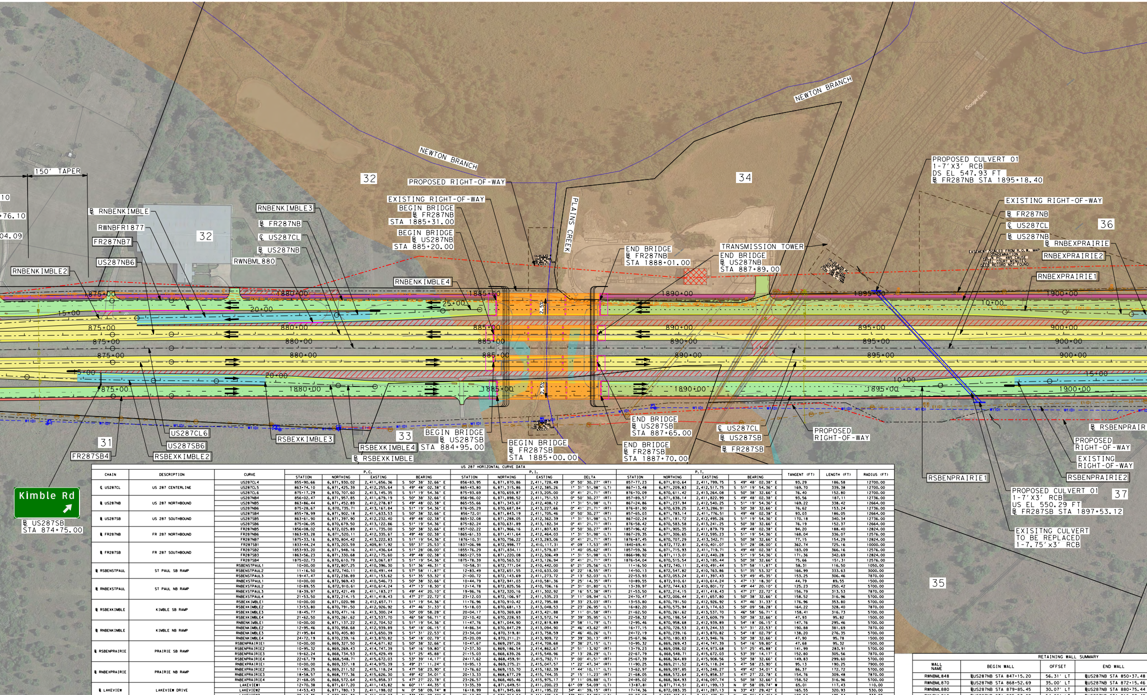

℄ UTURN
℄ CROSS STREET
28′
44′
28′
U-TURN
CROSS STREET
VARIES
2′ 22′ 2′ 6′ 2′ 5′
28′
2′ 12′ 12′ 2′
LANE
LANE
LANE
OFFSET
OFFSET
SDWK
OFFSET
OFFSET
2.0%
2.0%
2.0%
UTURN PGL
PROPOSED PAVEMENT
CROSS STREET PGL
PROPOSED P

CROSS STREET TYPICAL SECTI
LAKEVIEW DR


+04.79 =
15+26.69
+88.41 =
14+54.34
END CONSTRUCTION
℄ LAKEVIEW STA 23+20.00
MATCH EXISTING PAVEMENT
℄ US287NB STA 853+50.00
Davis Rd
St Paul Rd
28
SOAP CREEK
℄ US287NB STA 865+20.00
Mansfiled 8
Ft Worth 22
Davis Rd
St Paul Rd
EXIT ¼ MILE
30
LAKEVIEW DR
24
LAKEVIEW3
26
650' DECELERATION
150' TAPER
450' DECELERATION
END CONSTRUCTION
℄ PRAIRIERIDGE STA 17+38.
℄ US287NB STA 867+01.25 =
℄ PRAIRE RIDGE BLVD STA 16+
℄ US287SB STA 866+77.76 =
℄ PRAIRE RIDGE BLVD STA 16+
ULAKEVIEWSBNB2
RNBEXSTPAUL3
BEGIN BRIDGE
℄ FR287NB
STA 1856+39.00
ULAKEVIEWNBSB1
FR287NB5
RNBEXSTPAUL4
US287NB4
END BRIDGE
℄ FR287NB
STA 1859+99.00
US287NB5
PROPOSED
RIGHT-OF-WAY
UPRAIRIESBNB2
FR287NB6
℄ UPRAIRIENBSB
RNBENKIMBLE1
UPRAIRIENBSB1
RWNBML870
BEGIN BRIDGE
℄ US287NB
STA 850+46.00
RWNBML848
1850+00
1855+00
1860+00
1865+00
1870+00
850+00
855+00
860+00
865+00
870+00
20+00
25+00
10+00
2.5%
R=50'
(TYP)
℄ ULAKEVIEWNBSB
ULAKEVIEWNBSB2
RSBENSTPAUL4
WESTERN
KOUNTRY KLUB
US287CL4
US287SB4
END BRIDGE
℄ FR287SB
STA 1859+62.00
PROPOSED
RIGHT-OF-WAY
US287SB5
FR287SB3
US287CL5
UPRAIRIESBNB1
℄ UPRAIRIESBNB
R=50'
(TYP)
R=70'
(TYP)
R=5'
(TYP)
R=10'
(TYP)
RWSBML870
PROPOSED
RIGHT-OF-WAY
RSBEXKIMBLE1
END BRIDGE
℄ US287NB
STA 868+50.00
END BRIDGE
℄ US287SB
STA 868+48.00
RWABUTPRAIRIE
UPRAIRIENBSB2
RWSBML848
BEGIN BRIDGE
℄ US287SB
STA 850+27.00
RWABUTLAKEVIEW
℄ ULAKEVIEWSBNB
ULAKEVIEWSBNB1
RSBENSTPAUL3
LAKEVIEW DR
23
BEGIN CONSTRUCTION
℄ LAKEVIEW STA 16+90.00
MATCH EXISTING PAVEMENT
206' TAPER
25
525' DECELERATION
FR287SB2
BEGIN CONSTRUCTION
℄ PRAIRIERIDGE STA 14+40.00
MATCH EXISTING PAVEMENT
R=13.5'
PRAIRIERIDGE1
℄ PRAIRIERIDGE
le Rd
ILE
A 848+00.00
LAKEVIEW2
LAKEVIEW1
℄ LAKEVIEW
BEGIN BRIDGE
℄ FR287SB
STA 1856+02.00
SOAP CREEK
REDI-MIX CONCRETE
MIDLOTHIAN
21
PRAIRIE RIDGE BLVD
27
29


℄ UTURN
44'
28'
28'
5' 2'
6' 2'
U-TURN
22'
LANE
2'
VARIES
SDWK
OFFSET
OFFSET
2.0%
PAVEMENT
PROPOSED PAVEMENT
UTURN PGL
ON
℄ UTURN
℄ CROSS STREET
℄ UTURN
28'
U-TURN
22'
LANE
VARIES 2'
2' 6'
23
2' 5' 4' 2'
28'
12' LANE
12' LANE
2'
27'
MEDIAN
17'
10'
2'
35'
12' LANE
7'
12' LANE
2' 4' 5' 2'
23
28'
U-TURN
6' 2'
22'
LANE
2' VARIES
SDWK
SDWK
OFFSET
2.0%
2.0%
2.0%
2.0%
2.0%
1.0%
UTURN PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
UTURN PGL

CROSS STREET TYPICAL SECTION
PRAIRIE RIDGE BLVD

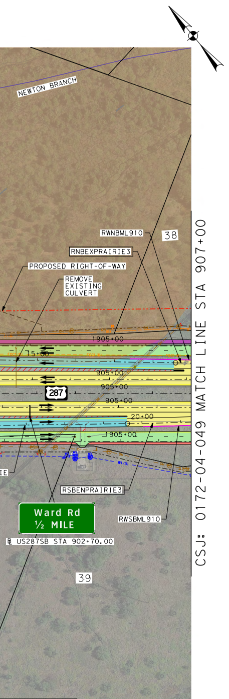

150' TAPER
10
+76.10
04.09
BL RNBENKIMBLE
RWNBFR1877
FR287NB7
US287NB6
RNBENKIMBLE2
32
32
RNBENKIMBLE3
BL FR287NB
℄ US287CL
BL US287NB
RWNBML880
RNBENKIMBLE4
NEWTON BRANCH
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
BEGIN BRIDGE
BL FR287NB
STA 1885+31.00
BEGIN BRIDGE
BL US287NB
STA 885+20.00
PLAINS CREEK
END BRIDGE
BL FR287NB
STA 1888+01.00
34
NEWTON BRANCH
TRANSMISSION TOWER
END BRIDGE
BL US287NB
STA 887+89.00
PROPOSED CULVERT 01
1-7'X3' RCB
DS EL 547.93 FT
BL FR287NB STA 1895+18.40
EXISTING RIGHT-OF-WAY
BL FR287NB
℄ US287CL
BL US287NB
36
BL RNBEXPRAIRIE
RNBEXPRAIRIE2
RNBEXPRAIRIE1
EASEMENT SCALED FROM R.O.W. MAP
CONDEMNATION
VOL K PG. 485 CAUSE
CIVIL COURT MINUTES
DEED RECORD NOT FOUND
875+00
880+00
885+00
890+00
895+00
900+00
1875+00
1880+00
1885+00
1890+00
1895+00
1900+00
15+00
20+00
25+00
10+00
2.5%
31
FR287SB4
US287CL6
US287SB6
RSBEXKIMBLE2
RSBEXKIMBLE3
RSBEXKIMBLE4
BL RSBEXKIMBLE
33
BEGIN BRIDGE
BL US287SB
STA 884+95.00
BEGIN BRIDGE
BL FR287SB
STA 1885+00.00
END BRIDGE
BL US287SB
STA 887+65.00
END BRIDGE
BL FR287SB
STA 1887+70.00
℄ US287CL
BL US287SB
BL FR287SB
PROPOSED
RIGHT-OF-WAY
BL RSBENPRAIR
PROPOSED
RIGHT-OF-WAY
EXISTING
RIGHT-OF-WAY
RSBENPRAIRIE1
RSBENPRAIRIE2
PROPOSED CULVERT 01
1-7'X3' RCB
US EL 550.29 FT
BL FR287SB STA 1897+53.12
37
EXISITNG CULVERT
TO BE REPLACED
1-7.75'x3' RCB
35
Kimble Rd
BL US287SB
STA 874+75.00

US 287 HORIZONTAL CURVE DATA

CHAIN	DESCRIPTION	CURVE	P.C. STATION	P.C. NORTHING	P.C. EASTING	P.C. BEARING	P.I. STATION	P.I. NORTHING	P.I. EASTING	P.I. DELTA	P.T. STATION	P.T. NORTHING	P.T. EASTING	P.T. BEARING	TANGENT (FT)	LENGTH (FT)	RADIUS (FT)
℄ US287CL	US 287 CENTERLINE	US287CL4	855+90.66	6,871,930.02	2,411,656.36	S 50° 38' 32.66" E	856+83.95	6,871,870.86	2,411,728.49	0° 50' 30.27" (RT)	857+77.23	6,871,810.64	2,411,799.75	S 49° 48' 02.38" E	93.29	186.58	12700.00
		US287CL5	863+74.10	6,871,425.39	2,412,255.64	S 49° 48' 02.38" E	865+43.80	6,871,315.86	2,412,385.26	1° 31' 51.98" (LT)	867+13.48	6,871,209.83	2,412,517.75	S 51° 19' 54.36" E	169.70	339.38	12700.00
		US287CL6	875+17.29	6,870,707.60	2,413,145.35	S 51° 19' 54.36" E	875+93.69	6,870,659.87	2,413,205.00	0° 41' 21.71" (RT)	876+70.09	6,870,611.42	2,413,264.08	S 50° 38' 32.66" E	76.40	152.80	12700.00
BL US287NB	US 287 NORTHBOUND	US287NB4	856+02.47	6,871,957.85	2,411,679.19	S 50° 38' 32.66" E	856+96.02	6,871,898.52	2,411,751.53	0° 50' 30.27" (RT)	857+89.57	6,871,838.14	2,411,822.99	S 49° 48' 02.38" E	93.56	187.11	12736.00
		US287NB5	863+86.44	6,871,452.89	2,412,278.87	S 49° 48' 02.38" E	865+55.66	6,871,343.67	2,412,408.12	1° 31' 51.98" (LT)	867+24.86	6,871,237.94	2,412,540.25	S 51° 19' 54.36" E	169.22	338.42	12664.00
		US287NB6	875+28.67	6,870,735.71	2,413,167.84	S 51° 19' 54.36" E	876+05.29	6,870,687.84	2,413,227.66	0° 41' 21.71" (RT)	876+81.90	6,870,639.25	2,413,286.91	S 50° 38' 32.66" E	76.62	153.24	12736.00
BL US287SB	US 287 SOUTHBOUND	US287SB4	855+78.99	6,871,902.18	2,411,633.53	S 50° 38' 32.66" E	856+72.01	6,871,843.19	2,411,705.46	0° 50' 30.27" (RT)	857+65.03	6,871,783.14	2,411,776.51	S 49° 48' 02.38" E	93.03	186.05	12664.00
		US287SB5	863+61.90	6,871,397.90	2,412,232.40	S 49° 48' 02.38" E	865+32.08	6,871,288.05	2,412,362.39	1° 31' 51.98" (LT)	867+02.24	6,871,181.72	2,412,495.26	S 51° 19' 54.36" E	170.18	340.34	12736.00
		US287SB6	875+06.05	6,870,679.50	2,413,122.86	S 51° 19' 54.36" E	875+82.24	6,870,631.89	2,413,182.34	0° 41' 21.71" (RT)	876+58.42	6,870,583.58	2,413,241.25	S 50° 38' 32.66" E	76.19	152.37	12664.00
BL FR287NB	FR 287 NORTHBOUND	FR287NB5	1856+08.02	6,872,025.89	2,411,735.00	S 50° 38' 32.66" E	1857+02.22	6,871,966.16	2,411,807.83	0° 50' 30.27" (RT)	1857+96.42	6,871,905.35	2,411,879.79	S 49° 48' 02.38" E	94.20	188.40	12824.00
		FR287NB6	1863+93.28	6,871,520.11	2,412,335.67	S 49° 48' 02.38" E	1865+61.33	6,871,411.64	2,412,464.03	1° 31' 51.98" (LT)	1867+29.35	6,871,306.65	2,412,595.23	S 51° 19' 54.36" E	168.04	336.07	12576.00
		FR287NB7	1875+33.16	6,870,804.42	2,413,222.83	S 51° 19' 54.36" E	1876+10.31	6,870,756.22	2,413,283.06	0° 41' 21.71" (RT)	1876+87.45	6,870,707.29	2,413,342.71	S 50° 38' 32.66" E	77.15	154.29	12824.00
BL 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
		FR287SB2	1853+93.20	6,871,948.16	2,411,436.64	S 51° 28' 08.00" E	1855+76.29	6,871,834.11	2,411,579.87	1° 40' 05.62" (RT)	1857+59.36	6,871,715.93	2,411,719.71	S 49° 48' 02.38" E	183.09	366.16	12576.00
		FR287SB3	1863+56.23	6,871,330.68	2,412,175.60	S 49° 48' 02.38" E	1865+27.59	6,871,220.08	2,412,306.49	1° 31' 51.98" (LT)	1866+98.92	6,871,113.01	2,412,440.28	S 51° 19' 54.36" E	171.36	342.69	12824.00
		FR287SB4	1875+02.73	6,870,610.79	2,413,067.87	S 51° 19' 54.36" E	1875+78.39	6,870,563.52	2,413,126.94	0° 41' 21.71" (RT)	1876+54.04	6,870,515.54	2,413,185.44	S 50° 38' 32.66" E	75.66	151.31	12576.00
BL RSBENSTPAUL	ST PAUL SB RAMP	RSBENSTPAUL1	10+00.00	6,872,807.25	2,410,396.30	S 51° 36' 46.31" E	10+58.31	6,872,771.04	2,410,442.00	6° 21' 25.56" (LT)	11+16.50	6,872,740.11	2,410,491.44	S 57° 58' 11.87" E	58.31	116.50	1050.00
		RSBENSTPAUL2	11+16.50	6,872,740.11	2,410,491.44	S 57° 58' 11.87" E	12+83.49	6,872,651.55	2,410,633.00	6° 22' 18.55" (RT)	14+50.13	6,872,547.82	2,410,763.86	S 51° 35' 53.32" E	166.99	333.63	3000.00
		RSBENSTPAUL3	19+47.47	6,872,238.89	2,411,153.62	S 51° 35' 53.32" E	21+00.72	6,872,143.69	2,411,273.72	2° 13' 52.03" (LT)	22+53.93	6,872,053.24	2,411,397.43	S 53° 49' 45.35" E	153.25	306.46	7870.00
BL RNBEXSTPAUL	ST PAUL NB RAMP	RNBEXSTPAUL1	10+00.00	6,872,969.43	2,410,546.73	S 50° 38' 32.66" E	10+44.79	6,872,941.03	2,410,581.36	3° 25' 14.35" (RT)	10+89.55	6,872,910.61	2,410,614.24	S 47° 13' 18.30" E	44.79	89.55	1500.00
		RNBEXSTPAUL2	10+89.55	6,872,910.61	2,410,614.24	S 47° 13' 18.30" E	12+14.78	6,872,825.56	2,410,706.16	2° 31' 01.80" (LT)	13+39.97	6,872,744.63	2,410,801.72	S 49° 44' 20.10" E	125.23	250.42	5700.00
		RNBEXSTPAUL3	18+39.97	6,872,421.49	2,411,183.27	S 49° 44' 20.10" E	19+96.76	6,872,320.16	2,411,302.92	2° 16' 57.38" (RT)	21+53.50	6,872,214.15	2,411,418.43	S 47° 27' 22.72" E	156.79	313.53	7870.00
		RNBEXSTPAUL4	21+53.50	6,872,214.15	2,411,418.43	S 47° 27' 22.72" E	23+12.03	6,872,106.97	2,411,535.23	3° 11' 09.94" (LT)	24+70.47	6,872,006.44	2,411,657.80	S 50° 38' 32.66" E	158.52	316.96	5700.00
BL RSBEXKIMBLE	KIMBLE SB RAMP	RSBEXKIMBLE1	10+00.00	6,871,020.98	2,412,657.71	S 51° 19' 54.36" E	11+76.96	6,870,910.42	2,412,795.88	3° 33' 23.03" (RT)	13+53.80	6,870,791.50	2,412,926.92	S 47° 46' 31.33" E	176.96	353.80	5700.00
		RSBEXKIMBLE2	13+53.80	6,870,791.50	2,412,926.92	S 47° 46' 31.33" E	15+18.03	6,870,681.13	2,413,048.53	2° 23' 26.95" (LT)	16+82.20	6,870,575.94	2,413,174.63	S 50° 09' 58.28" E	164.22	328.40	7870.00
		RSBEXKIMBLE3	18+45.77	6,870,471.16	2,413,300.24	S 50° 09' 58.28" E	20+04.17	6,870,369.69	2,413,421.88	3° 11' 01.58" (RT)	21+62.50	6,870,261.62	2,413,537.70	S 46° 58' 56.71" E	158.41	316.73	5700.00
		RSBEXKIMBLE4	21+62.50	6,870,261.62	2,413,537.70	S 46° 58' 56.71" E	22+10.42	6,870,228.93	2,413,572.74	3° 39' 35.95" (LT)	22+58.32	6,870,198.54	2,413,609.79	S 50° 38' 32.66" E	47.93	95.82	1500.00
BL RNBENKIMBLE	KIMBLE NB RAMP	RNBENKIMBLE1	10+00.00	6,871,137.22	2,412,704.52	S 51° 19' 54.36" E	11+47.76	6,871,044.90	2,412,819.89	2° 58' 11.79" (LT)	12+95.46	6,870,958.68	2,412,939.89	S 54° 18' 06.15" E	147.76	295.46	5700.00
		RNBENKIMBLE2	12+95.46	6,870,958.68	2,412,939.89	S 54° 18' 06.15" E	14+86.34	6,870,847.29	2,413,094.90	2° 46' 43.62" (RT)	16+77.15	6,870,728.53	2,413,244.33	S 51° 31' 22.53" E	190.88	381.69	7870.00
		RNBENKIMBLE3	21+95.84	6,870,405.80	2,413,650.39	S 51° 31' 22.53" E	23+34.04	6,870,319.81	2,413,758.59	2° 46' 40.26" (LT)	24+72.19	6,870,239.16	2,413,870.82	S 54° 18' 02.79" E	138.20	276.35	5700.00
		RNBENKIMBLE4	24+72.19	6,870,239.16	2,413,870.82	S 54° 18' 02.79" E	25+20.09	6,870,211.21	2,413,909.72	3° 39' 30.13" (RT)	25+67.96	6,870,180.83	2,413,946.76	S 50° 38' 32.66" E	47.90	95.78	1500.00
BL RSBENPRAIRIE	PRAIRIE SB RAMP	RSBENPRAIRIE1	10+00.00	6,869,327.50	2,414,671.82	S 50° 38' 32.66" E	10+47.67	6,869,297.26	2,414,708.68	3° 38' 27.15" (LT)	10+95.32	6,869,269.43	2,414,747.39	S 54° 16' 59.80" E	47.68	95.32	1500.00
		RSBENPRAIRIE2	10+95.32	6,869,269.43	2,414,747.39	S 54° 16' 59.80" E	12+37.30	6,869,186.54	2,414,862.67	2° 51' 13.92" (RT)	13+79.23	6,869,098.02	2,414,973.68	S 51° 25' 45.88" E	141.99	283.91	5700.00
		RSBENPRAIRIE3	19+62.24	6,868,734.53	2,415,429.49	S 51° 25' 45.88" E	21+15.03	6,868,639.26	2,415,548.96	2° 13' 28.29" (LT)	22+67.79	6,868,548.71	2,415,672.03	S 53° 39' 14.17" E	152.80	305.56	7870.00
		RSBENPRAIRIE4	22+67.79	6,868,548.71	2,415,672.03	S 53° 39' 14.17" E	24+17.62	6,868,459.91	2,415,792.71	3° 00' 41.51" (RT)	25+67.39	6,868,364.89	2,415,908.56	S 50° 38' 32.66" E	149.83	299.60	5700.00
BL RNBEXPRAIRIE	PRAIRIE NB RAMP	RNBEXPRAIRIE1	10+00.00	6,869,337.18	2,414,975.39	S 49° 21' 11.24" E	10+95.13	6,869,275.21	2,415,047.57	1° 22' 47.34" (RT)	11+90.25	6,869,211.52	2,415,118.24	S 47° 58' 23.90" E	95.13	190.25	7900.00
		RNBEXPRAIRIE2	11+90.25	6,869,211.52	2,415,118.24	S 47° 58' 23.90" E	12+76.62	6,869,153.70	2,415,182.39	1° 44' 10.11" (LT)	13+62.97	6,869,097.85	2,415,248.27	S 49° 42' 34.01" E	86.37	172.72	5700.00
		RNBEXPRAIRIE3	18+58.57	6,868,777.36	2,415,626.30	S 49° 42' 34.01" E	20+13.33	6,868,677.29	2,415,744.35	2° 15' 11.23" (RT)	21+68.05	6,868,572.64	2,415,858.37	S 47° 27' 22.78" E	154.76	309.48	7870.00
		RNBEXPRAIRIE4	21+68.05	6,868,572.64	2,415,858.37	S 47° 27' 22.78" E	23+26.57	6,868,465.46	2,415,975.17	3° 11' 09.88" (LT)	24+85.02	6,868,364.93	2,416,097.74	S 50° 38' 32.66" E	158.52	316.96	5700.00
BL LAKEVIEW	LAKEVIEW DRIVE	LAKEVIEW1	12+70.38	6,871,617.20	2,411,143.82	N 60° 11' 44.35" E	13+35.39	6,871,649.51	2,411,200.23	61° 09' 54.09" (LT)	13+87.81	6,871,714.51	2,411,199.13	N 0° 58' 09.74" W	65.01	117.43	110.00
		LAKEVIEW2	14+53.43	6,871,780.13	2,411,198.02	N 0° 58' 09.74" W	16+18.99	6,871,945.66	2,411,195.22	34° 41' 39.15" (RT)	17+74.36	6,872,083.35	2,411,287.13	N 33° 43' 29.42" E	165.55	320.93	530.00
		LAKEVIEW3	20+12.35	6,872,281.30	2,411,419.27	N 33° 43' 29.42" E	21+12.92	6,872,364.94	2,411,475.10	33° 36' 34.95" (LT)	22+07.69	6,872,465.51	2,411,475.31	N 0° 06' 54.46" E	100.57	195.34	333.00
BL PRAIRIERIDGE	PRAIRIE RIDGE BLVD	PRAIRIERIDGE1	14+43.87	6,871,076.20	2,412,371.03	N 43° 52' 25.36" E	15+03.01	6,871,118.83	2,412,412.02	4° 30' 58.02" (LT)	15+62.10	6,871,164.57	2,412,449.53	N 39° 21' 27.34" E	59.15	118.23	1500.00
BL ULAKEVIEWSBNB	LAKEVIEW SB UTURN	ULAKEVIEWSBNB	10+00.00	6,872,202.91	2,411,174.53	S 51° 28' 08.00" E	10+78.31	6,872,154.13	2,411,235.78	94° 48' 22.58" (LT)	11+19.14	6,872,219.26	2,411,279.26	N 33° 43' 29.42" E	78.31	119.14	72.00
BL ULAKEVIEWSBNB	LAKEVIEW SB UTURN	ULAKEVIEWSBNB	11+69.95	6,872,261.52	2,411,307.47	N 33° 43' 29.42" E	12+35.20	6,872,315.79	2,411,343.70	84° 22' 02.08" (LT)	12+75.97	6,872,357.16	2,411,293.25	N 50° 38' 32.66" W	65.25	106.02	72.00
BL ULAKEVIEWNBSB	LAKEVIEW NB UTURN	ULAKEVIEWNBSB	10+00.00	6,872,150.87	2,411,525.86	N 50° 38' 32.66" W	10+79.45	6,872,201.25	2,411,464.42	95° 37' 57.92" (LT)	11+20.18	6,872,135.17	2,411,420.31	S 33° 43' 29.42" W	79.45	120.18	72.00
BL ULAKEVIEWNBSB	LAKEVIEW NB UTURN	ULAKEVIEWNBSB	11+66.49	6,872,096.65	2,411,394.60	S 33° 43' 29.42" W	12+32.69	6,872,041.59	2,411,357.84	85° 11' 37.42" (LT)	12+73.55	6,872,000.35	2,411,409.63	S 51° 28' 08.00" E	66.20	107.06	72.00
BL UPRAIRIESBNB	PRAIRIERIDGE SB UTURN	UPRAIRIESBNB1	10+00.00	6,871,259.21	2,412,317.40	S 50° 29' 33.38" E	10+72.19	6,871,213.29	2,412,373.09	90° 08' 59.28" (LT)	11+13.29	6,871,269.11	2,412,418.87	N 39° 21' 27.34" E	72.19	113.29	72.00
BL UPRAIRIESBNB	PRAIRIERIDGE SB UTURN	UPRAIRIESBNB2	11+57.29	6,871,303.13	2,412,446.78	N 39° 21' 27.34" E	12+29.10	6,871,358.65	2,412,492.32	89° 50' 58.85" (LT)	12+70.19	6,871,404.34	2,412,436.91	N 50° 29' 31.51" W	71.81	112.91	72.00
BL UPRAIRIENBSB	PRAIRIERIDGE NB UTURN	UPRAIRIENBSB1	10+00.00	6,871,192.22	2,412,680.61	N 51° 19' 54.36" W	10+71.14	6,871,236.67	2,412,625.06	89° 18' 38.29" (LT)	11+12.23	6,871,181.66	2,412,579.95	S 39° 21' 27.34" W	71.14	112.23	72.00
BL UPRAIRIENBSB	PRAIRIERIDGE NB UTURN	UPRAIRIENBSB2	11+56.23	6,871,147.64	2,412,552.05	S 39° 21' 27.34" W	12+29.11	6,871,091.29	2,412,505.83	90° 41' 21.71" (LT)	12+70.20	6,871,045.76	2,412,562.73	S 51° 19' 54.36" E	72.87	113.96	72.00

RETAINING WALL SUMMARY

WALL NAME	BEGIN WALL	OFFSET	END WALL
RWNBML848	BLUS287NB STA 847+15.20	56.31' LT	BLUS287NB STA 850+37.48
RWNBML870	BLUS287NB STA 868+52.69	35.00' LT	BLUS287NB STA 872+15.46
RWNBML880	BLUS287NB STA 879+85.45	30.07' LT	BLUS287NB STA 880+75.44
RWNBML910	BLUS287NB STA 905+53.09	54.86' LT	BLUS287NB STA 916+02.40
RWSBML848	BLUS287SB STA 846+27.12	59.13' RT	BLUS287SB STA 850+38.75
RWSBML870	BLUS287SB STA 868+20.70	35.00' RT	BLUS287SB STA 871+43.32
RWSBML910	BLUS287SB STA 905+64.40	50.32' RT	BLUS287SB STA 915+52.47
RWNBFR1877	BLFR287NB STA 1874+80.00	27.00' RT	BLFR287NB STA 1878+50.51
RWABUTLAKEVIEW	BLLAKEVIEW STA 18+18.14	152.98' LT	BLLAKEVIEW STA 19+91.30
RWABUTPRAIRIE	BLPRAIRIERIDGE STA 15+70.79	143.29' RT	BLPRAIRIERIDGE STA 17+12.


NEWTON BRANCH
RWNBML910
38
RNBEXPRAIRIE3
PROPOSED RIGHT-OF-WAY
REMOVE
EXISTING
CULVERT
1905+00
15+00
905+00
287
905+00
905+00
20+00
1905+00
RSBENPRAIRIE3
Ward Rd
½ MILE
RWSBML910
℄ US287SB STA 902+70.00
39
MATCH LINE STA 907+00
CSJ: 0172-04-049

	OFFSET	WALL LENGTH (LF)
	50.42' LT	322.32
	40.93' LT	362.91
	31.45' LT	90.00
	35.00' LT	1049.87
	52.13' RT	411.68
	37.88' RT	300.06
	35.00' RT	988.23
	27.00' RT	370.19
	152.98' LT	173.16
79	141.98' RT	140.02

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

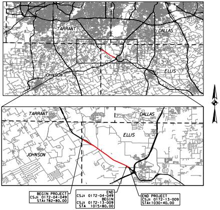
PROJECT LENGTH = 4.7 MILES

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
TARRANT
DALLAS
ELLIS
JOHNSON
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

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	09/08/23

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 08, 2023
ROLL 2 OF 12

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