c:\bms\bridgefarmer-pw\nhi.luong@bridgefarmer.com\dms22142\038503-SCH-PP-03.dgn

9/8/2023 7:06:13 PM

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

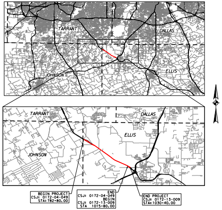
PROJECT LENGTH = 4.7 MILES

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 3 OF 12

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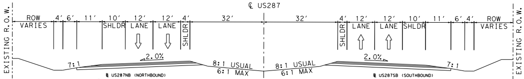
PLAN LEGEND:

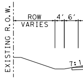
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
▨	FEMA FLOODPLAIN (ZONE AE)
▨	FEMA FLOODPLAIN (ZONE A)
▨	PAVEMENT REMOVAL
▨	BUILDING DISPLACEMENT
— - —	EXISTING RIGHT-OF-WAY
— —	EXISTING PROPERTY LINE
- - -	PROPOSED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

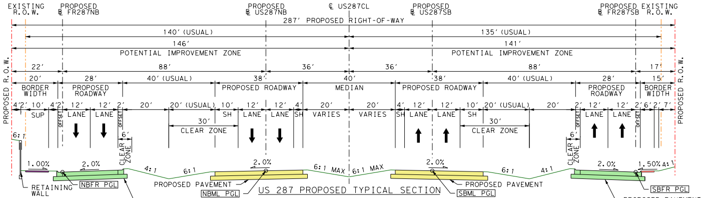

℄ US287
EXISTING R.O.W.
ROW VARIES
4'
6'
11'
10'
12'
12'
4'
32'
32'
4'
12'
12'
10'
11'
6'
4'
ROW VARIES
EXISTING R.O.W.
SHLDR
LANE
LANE
SHLDR
SHLDR
LANE
LANE
SHLDR
2.0%
2.0%
7:1
8:1 USUAL
6:1 MAX
8:1 USUAL
6:1 MAX
7:1

℄ 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'
6'
7:1


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'
28'
40' (USUAL)
38'
40'
38'
40' (USUAL)
28'
15'
BORDER WIDTH
PROPOSED ROADWAY
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
4' 2' 10' 4' 2'
12'
12'
2'
20'
20' (USUAL)
10'
12'
12'
4'
20'
20'
4'
12'
12'
10'
20' (USUAL)
20'
2'
12'
12'
2' 6' 2' 7'
SUP
OFFSET
LANE
LANE
OFFSET
SH
LANE
LANE
SH
VARIES
VARIES
SH
LANE
LANE
SH
OFFSET
LANE
LANE
OFFSET
30'
CLEAR ZONE
30'
CLEAR ZONE
6'
CLEAR ZONE
6'
CLEAR ZONE
PROPOSED R.O.W.
6:1
1.00%
2.0%
4:1
6:1
2.0%
6:1 MAX
6:1 MAX
2.0%
6:1
4:1
2.0%
1.50%
4:1
RETAINING WALL
NBFR PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
NBML PGL
SBML PGL
PROPOSED PAVEMENT
SBFR PGL
PROPOSED PAVEMENT

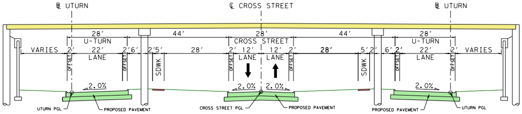
US 287 PROPOSED TYPICAL SECTION
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
STA 1968+40.00 TO STA 1971+20.00

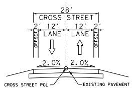
℄ US287NB (NORTHBOUND)
STA 907+11.95 TO STA 912+97.53
STA 926+46.00 TO STA 975+03.51

℄ 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


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

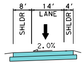
CROSS STREET TYPICAL SECTION
KIMBLE RD


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

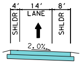
EXISTING CROSS STREET TYPICAL SECTION

DAVIS RD	LAKEVIEW RD
ST PAUL RD	KIMBLE RD

RETAINING WALL SUMMARY					
WALL NAME	BEGIN WALL	OFFSET	END WALL	OFFSET	WALL LENGTH (LF)
RWNBML910	℄US287NB STA 905+53.09	54.86' LT	℄US287NB STA 916+02.40	35.00' LT	1049.87
RWNBML925	℄US287NB STA 918+34.85	35.00' LT	℄US287NB STA 933+16.96	54.97' LT	1482.60
RWNBML937	℄US287NB STA 936+78.94	23.00' LT	℄US287NB STA 938+14.39	23.00' LT	135.22
RWNBML962	℄US287NB STA 957+53.79	23.00' LT	℄US287NB STA 966+81.13	23.00' LT	927.95
RWNBML977	℄US287NB STA 966+01.42	56.00' LT	℄US287NB STA 987+46.88	23.00' LT	2145.28
RWSBML910	℄US287SB STA 905+64.40	50.32' RT	℄US287SB STA 915+52.47	35.00' RT	988.23
RWSBML925	℄US287SB STA 917+86.23	35.00' RT	℄US287SB STA 929+80.00	40.14' RT	1192.49
RWSBML977	℄US287SB STA 965+04.55	56.00 RT	℄US287SB STA 987+31.18	23.00' RT	2227.92
RWNBFR1970	℄FR287NB STA 1968+40.00	19.00' LT	℄FR287NB STA 1971+20.00	19.00' LT	279.60
RWABUTKIMBLE1	℄KIMBLE STA 13+17.50	115.08' LT	℄KIMBLE STA 14+59.91	115.09' LT	142.41
RWABUTKIMBLE2	℄KIMBLE STA 13+58.34	113.44' RT	℄KIMBLE STA 15+00.29	113.14' RT	141.95


8'
14'
4'
SHLDR
LANE
SHLDR
2.0%

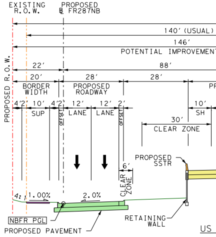
PROPOSED TYPICAL SECTION
NB RAMP


4'
14'
8'
SHLDR
LANE
SHLDR
2.0%

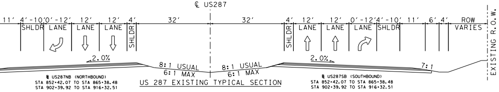
PROPOSED TYPICAL SECTION
SB RAMP

PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
38	SUBURBAN RESIDENTIAL LP	ROW ACQUISITION	1.12
39	CJ COTTONWOOD LP	ROW ACQUISITION	0.52
40	HC GPM LLC	ROW ACQUISITION	0.01
41	CJ COTTONWOOD LP	ROW ACQUISITION	0.08
42	HC GPM LLC	ROW ACQUISITION	0.46
43	COMMONS AT WESTSIDE LLC	ROW ACQUISITION	0.53
44	CITY OF MIDLOTHIAN	ROW ACQUISITION	0.09
45	WESTSIDE PRESERVE DEVELOPMENT LLC	ROW ACQUISITION	2.24
46	HC GPM LLC	ROW ACQUISITION	1.13
47	FIRST TEXAS HOMES INC	N / A	N / A
48	KRUTHIN LLC	ROW ACQUISITION	0.94
50	FULSON MIDLOTHIAN PARTNERS LP	ROW ACQUISITION	0.35
54	MIDLOTHIAN LAKESIDE VILLAS LP	ROW ACQUISITION	0.46

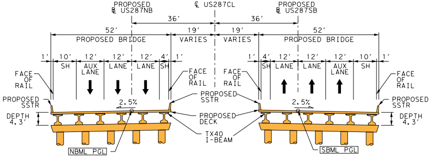
US287 SUPERELEVATION					
CHAIN	DESIGN SPEED (MPH)	BEGIN TRANSITION		END TRANSITION	
		STATION	e (%)	STATION	e (%)
US287NB	65	941+05.00	2.00	941+34.00	3.20
		953+54.00	3.20	953+83.00	2.00
US287SB	65	940+13.00	-2.00	941+33.00	3.00
		953+23.00	3.00	954+43.00	-2.00


EXISTING R.O.W.
PROPOSED ℄ FR287NB
140' (USUAL)
146'
POTENTIAL IMPROVEMEN
PROPOSED R.O.W.
22'
88'
20'
28'
28'
BORDER WIDTH
PROPOSED ROADWAY
PR
4' 2' 10' 4' 2'
12'
12' 2'
10'
SUP
OFFSET
LANE
LANE
OFFSET
SH
30'
CLEAR ZONE
PROPOSED SSTR
6'
CLEAR ZONE
4:1
1.00%
2.0%
NBFR PGL
RETAINING WALL
PROPOSED PAVEMENT
US

℄ FR287NB (NORTHBOUND)
STA 1907+17.50 TO STA 1968+40.00
STA 1971+20.00 TO STA 1974+89.72

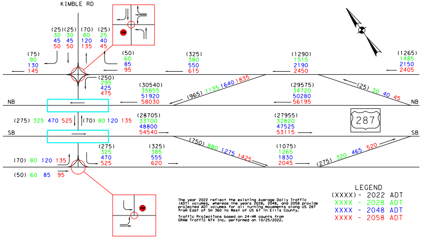

℄ US287
11′
4′-10′
0′-12′
12′
12′
4′
32′
32′
4′
12′
12′
0′-12′
4′-10′
11′
6′
4′
ROW VARIES
SHLDR
LANE
LANE
LANE
SHLDR
SHLDR
LANE
LANE
LANE
SHLDR
2.0%
8:1 USUAL
6:1 MAX
8:1 USUAL
6:1 MAX
2.0%
7:1
EXISTING R.O.W.
℄ US287NB (NORTHBOUND)
STA 852+42.07 TO STA 865+38.48
STA 902+39.92 TO STA 916+32.51
℄ US287SB (SOUTHBOUND)
STA 852+42.07 TO STA 865+38.48
STA 902+39.92 TO STA 916+32.51

US 287 EXISTING TYPICAL SECTION


PROPOSED
℄ US287NB
℄ US287CL
PROPOSED
℄ US287SB
36′
36′
52′
19′
19′
52′
PROPOSED BRIDGE
VARIES
VARIES
PROPOSED BRIDGE
1′
10′
12′
12′
12′
4′
1′
1′
4′
12′
12′
12′
10′
1′
SH
AUX LANE
LANE
LANE
SH
SH
LANE
LANE
AUX LANE
SH
FACE OF RAIL
FACE OF RAIL
FACE OF RAIL
FACE OF RAIL
PROPOSED SSTR
PROPOSED SSTR
PROPOSED SSTR
PROPOSED SSTR
2.5%
2.5%
DEPTH 4.3′
DEPTH 4.3′
PROPOSED DECK
TX40 I-BEAM
NBML PGL
SBML PGL

US 287 PROPOSED TYPICAL SECTION AT KIMBLE RD

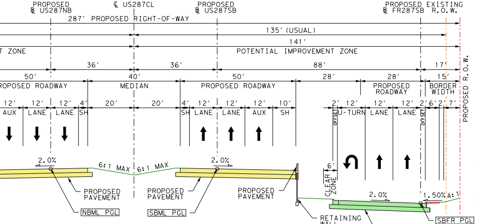
SCALE: N.T.S.


KIMBLE RD
(25) 30 45 50
(25) 30 45 50
(70) 80 120 135
(25) 25 40 45
(75) 90 130 145
(50) 60 85 95
(250) 295 425 475
(325) 380 550 615
(1290) 1515 2190 2450
(1265) 1485 2150 2405
(30540) 35855 51920 58030
(965) 1135 1640 1835
(29575) 34720 50280 56195
(25) 30 40 45
NB
NB
(275) 325 470 525
(70) 80 120 135
(28705) 33700 48800 54540
(27955) 32820 47525 53115
287
SB
SB
(275) 325 470 525
(325) 385 555 620
(750) 880 1275 1425
(1075) 1265 1830 2045
(275) 320 465 520
(70) 80 120 135
(50) 60 85 95

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


PROPOSED
℄ US287NB
℄ US287CL
PROPOSED
℄ US287SB
PROPOSED EXISTING
℄ FR287SB R.O.W.
287′ PROPOSED RIGHT-OF-WAY
135′ (USUAL)
141′
T ZONE
POTENTIAL IMPROVEMENT ZONE
36′
36′
88′
17′
50′
40′
50′
28′
28′
15′
ROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSED ROADWAY
BORDER WIDTH
12′
12′
12′
4′
20′
20′
4′
12′
12′
12′
10′
2′
12′
12′
12′
2′
6′
2′
7′
AUX
LANE
LANE
SH
SH
LANE
LANE
AUX
SH
U-TURN
LANE
LANE
OFFSET
OFFSET
PROPOSED R.O.W.
2.0%
6:1 MAX
6:1 MAX
2.0%
6′
CLEAR ZONE
2.0%
1.50%
4:1
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
NBML PGL
SBML PGL
RETAINING WALL
PROPOSED PAVEMENT
SBFR PGL

287 PROPOSED TYPICAL SECTION WITH MAINLANE WALLS

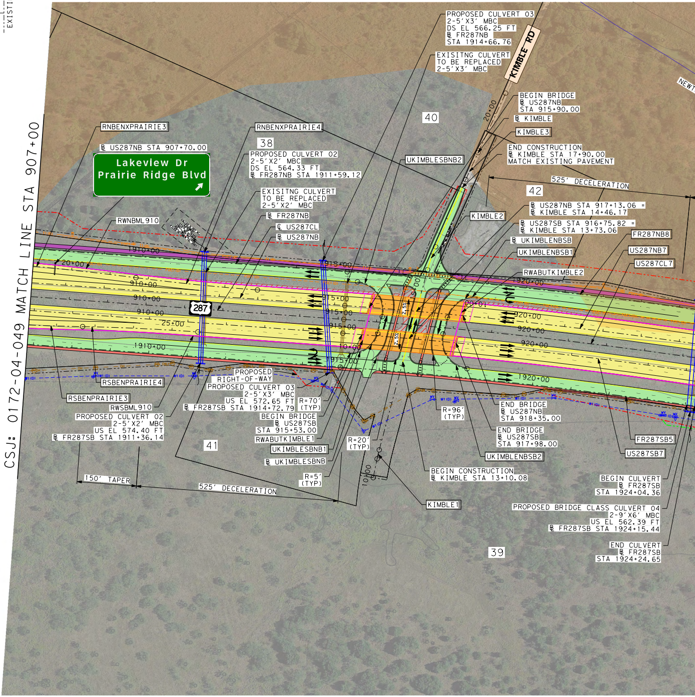
SCALE: N.T.S.

℄ US287NB (NORTHBOUND)
STA 912+97.53 TO STA 926+46.00

℄ US287SB (SOUTHBOUND)
STA 911+27.80 TO STA 926+98.00

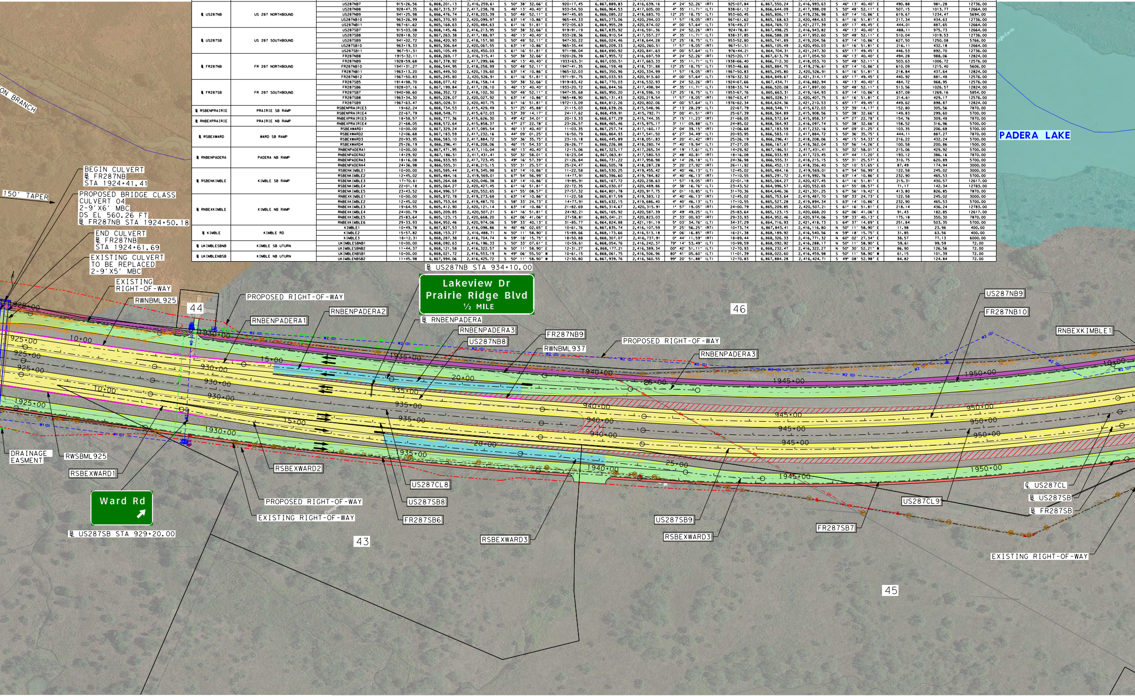
℄ FR287SB (SOUTHBOUND)
STA 1906+84.09 TO STA 1915+40.00

CSJ: 0172-04-049 MATCH LINE STA 907+00


PROPOSED CULVERT 03
2-5′X3′ MBC
DS EL 566.25 FT
℄ FR287NB
STA 1914+66.76
EXISITNG CULVERT
TO BE REPLACED
2-5′X3′ MBC
KIMBLE RD
NEWT
BEGIN BRIDGE
℄ US287NB
STA 915+90.00
℄ KIMBLE
KIMBLE3
END CONSTRUCTION
℄ KIMBLE STA 17+90.00
MATCH EXISTING PAVEMENT
525′ DECELERATION
40
42
RNBENXPRAIRIE3
RNBENXPRAIRIE4
38
℄ US287NB STA 907+70.00
Lakeview Dr
Prairie Ridge Blvd
PROPOSED CULVERT 02
2-5′X2′ MBC
DS EL 564.33 FT
℄ FR287NB STA 1911+59.12
UKIMBLESBNB2
EXISITNG CULVERT
TO BE REPLACED
2-5′X2′ MBC
℄ FR287NB
℄ US287CL
℄ US287NB
RWNBML910
KIMBLE2
℄ US287NB STA 917+13.06 =
℄ KIMBLE STA 14+46.17
℄ US287SB STA 916+75.82 =
℄ KIMBLE STA 13+73.06
℄ UKIMBLENBSB
UKIMBLENBSB1
RWABUTKIMBLE2
FR287NB8
US287NB7
US287CL7
1910+00
20+00
910+00
910+00
910+00
25+00
1910+00
287
915+00
15+00
915+00
15+00
915+00
920+00
920+00
920+00
920+00
1920+00
1920+00
RSBENPRAIRIE4
RSBENPRAIRIE3
RWSBML910
PROPOSED CULVERT 02
2-5′X2′ MBC
US EL 574.40 FT
℄ FR287SB STA 1911+36.14
PROPOSED
RIGHT-OF-WAY
PROPOSED CULVERT 03
2-5′X3′ MBC
US EL 572.65 FT
℄ FR287SB STA 1914+72.79
R=70′ (TYP)
BEGIN BRIDGE
℄ US287SB
STA 915+53.00
RWABUTKIMBLE1
UKIMBLESBNB1
℄ UKIMBLESBNB
R=96′ (TYP)
R=20′ (TYP)
R=5′ (TYP)
END BRIDGE
℄ US287NB
STA 918+35.00
END BRIDGE
℄ US287SB
STA 917+98.00
UKIMBLENBSB2
FR287SB5
US287SB7
41
150′ TAPER
525′ DECELERATION
BEGIN CONSTRUCTION
℄ KIMBLE STA 13+10.08
KIMBLE1
10+00
BEGIN CULVERT
℄ FR287SB
STA 1924+04.36
PROPOSED BRIDGE CLASS CULVERT 04
2-9′X6′ MBC
US EL 562.39 FT
℄ FR287SB STA 1924+15.44
39
END CULVERT
℄ FR287SB
STA 1924+24.65

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	US287CL7	915+14.75	6,868,173.29	2,416,236.78	S 50° 38' 32.66" E	920+04.25	6,867,862.87	2,416,615.26	4° 24' 52.26" (RT)	924+93.26	6,867,524.25	2,416,968.72	S 46° 13' 40.40" E	489.50	978.51	12700.00
		US287CL8	928+32.76	6,867,289.38	2,417,213.88	S 46° 13' 40.40" E	933+41.36	6,866,937.54	2,417,581.13	4° 35' 11.71" (LT)	938+49.41	6,866,616.19	2,417,975.35	S 50° 48' 52.11" E	508.60	1016.65	12700.00
		US287CL9	941+14.28	6,866,448.84	2,418,180.65	S 50° 48' 52.11" E	947+37.86	6,866,054.84	2,418,663.99	12° 25' 18.75" (LT)	953+56.56	6,865,774.03	2,419,220.77	S 63° 14' 10.86" E	623.58	1242.28	5730.00
		US287CL10	963+23.09	6,865,338.79	2,420,083.76	S 63° 14' 10.86" E	965+39.81	6,865,241.20	2,420,277.27	1° 57' 19.05" (RT)	967+56.50	6,865,137.06	2,420,467.33	S 61° 16' 51.81" E	216.72	433.40	12700.00
		US287CL11	967+56.50	6,865,137.06	2,420,467.33	S 61° 16' 51.81" E	972+01.77	6,864,923.10	2,420,857.83	4° 00' 57.64" (LT)	976+46.67	6,864,737.01	2,421,262.35	S 65° 17' 49.45" E	445.27	890.18	12700.00
BL US287NB	US 287 NORTHBOUND	US287NB7	915+26.56	6,868,201.13	2,416,259.61	S 50° 38' 32.66" E	920+17.45	6,867,889.83	2,416,639.16	4° 24' 52.26" (RT)	925+07.84	6,867,550.24	2,416,993.63	S 46° 13' 40.40" E	490.88	981.28	12736.00
		US287NB8	928+47.35	6,867,315.37	2,417,238.78	S 46° 13' 40.40" E	933+54.50	6,866,964.53	2,417,605.00	4° 35' 11.71" (LT)	938+61.12	6,866,644.09	2,417,998.09	S 50° 48' 52.11" E	507.15	1013.77	12664.00
		US287NB9	941+25.98	6,866,476.74	2,418,203.39	S 50° 48' 52.11" E	947+45.65	6,866,085.22	2,418,683.70	12° 25' 18.75" (LT)	953+60.45	6,865,806.17	2,419,236.98	S 63° 14' 10.86" E	619.67	1234.47	5694.00
		US287NB10	963+26.99	6,865,370.93	2,420,099.97	S 63° 14' 10.86" E	965+44.33	6,865,273.06	2,420,294.03	1° 57' 19.05" (RT)	967+61.62	6,865,168.63	2,420,484.63	S 61° 16' 51.81" E	217.34	434.63	12736.00
		US287NB11	967+61.62	6,865,168.63	2,420,484.63	S 61° 16' 51.81" E	972+05.63	6,864,955.28	2,420,874.02	4° 00' 57.64" (LT)	976+49.27	6,864,769.72	2,421,277.39	S 65° 17' 49.45" E	444.01	887.65	12664.00
BL US287SB	US 287 SOUTHBOUND	US287SB7	915+03.08	6,868,145.46	2,416,213.95	S 50° 38' 32.66" E	919+91.19	6,867,835.92	2,416,591.36	4° 24' 52.26" (RT)	924+78.81	6,867,498.25	2,416,943.82	S 46° 13' 40.40" E	488.11	975.73	12664.00
		US287SB8	928+18.32	6,867,263.38	2,417,188.97	S 46° 13' 40.40" E	933+28.36	6,866,910.54	2,417,557.27	4° 35' 11.71" (LT)	938+37.85	6,866,588.28	2,417,952.60	S 50° 48' 52.11" E	510.04	1019.53	12736.00
		US287SB9	941+02.72	6,866,420.93	2,418,157.90	S 50° 48' 52.11" E	947+30.22	6,866,024.46	2,418,644.28	12° 25' 18.75" (LT)	953+52.80	6,865,741.89	2,419,204.56	S 63° 14' 10.86" E	627.50	1250.08	5766.00
		US287SB10	963+19.33	6,865,306.64	2,420,067.55	S 63° 14' 10.86" E	965+35.44	6,865,209.33	2,420,260.51	1° 57' 19.05" (RT)	967+51.51	6,865,105.49	2,420,450.03	S 61° 16' 51.81" E	216.11	432.18	12664.00
		US287SB11	967+51.51	6,865,105.49	2,420,450.03	S 61° 16' 51.81" E	971+98.04	6,864,890.92	2,420,841.63	4° 00' 57.64" (LT)	976+44.21	6,864,704.31	2,421,247.30	S 65° 17' 49.45" E	446.53	892.70	12736.00
BL FR287NB	FR 287 NORTHBOUND	FR287NB8	1915+32.11	6,868,269.17	2,416,315.41	S 50° 38' 32.66" E	1920+26.39	6,867,955.72	2,416,697.59	4° 24' 52.26" (RT)	1925+20.17	6,867,613.79	2,417,054.50	S 46° 13' 40.40" E	494.28	988.06	12824.00
		FR287NB9	1928+59.68	6,867,378.92	2,417,299.66	S 46° 13' 40.40" E	1933+63.31	6,867,030.51	2,417,663.33	4° 35' 11.71" (LT)	1938+66.40	6,866,712.30	2,418,053.70	S 50° 48' 52.11" E	503.63	1006.72	12576.00
		FR287NB10	1941+31.27	6,866,544.95	2,418,258.99	S 50° 48' 52.11" E	1947+41.35	6,866,159.48	2,418,731.88	12° 25' 18.75" (LT)	1953+46.66	6,865,884.75	2,419,276.61	S 63° 14' 10.86" E	610.09	1215.40	5606.00
		FR287NB11	1963+13.20	6,865,449.50	2,420,139.60	S 63° 14' 10.86" E	1965+32.03	6,865,350.96	2,420,334.99	1° 57' 19.05" (RT)	1967+50.83	6,865,245.80	2,420,526.91	S 61° 16' 51.81" E	218.84	437.64	12824.00
		FR287NB12	1967+50.83	6,865,245.80	2,420,526.91	S 61° 16' 51.81" E	1971+91.75	6,865,033.93	2,420,913.60	4° 00' 57.64" (LT)	1976+32.32	6,864,849.67	2,421,314.17	S 65° 17' 49.45" E	440.92	881.48	12576.00
BL FR287SB	FR 287 SOUTHBOUND	FR287SB5	1914+98.70	6,868,077.42	2,416,158.14	S 50° 38' 32.66" E	1919+83.42	6,867,770.03	2,416,532.93	4° 24' 52.26" (RT)	1924+67.66	6,867,434.71	2,416,882.94	S 46° 13' 40.40" E	484.72	968.95	12576.00
		FR287SB6	1928+07.16	6,867,199.84	2,417,128.10	S 46° 13' 40.40" E	1933+20.72	6,866,844.56	2,417,498.94	4° 35' 11.71" (LT)	1938+33.74	6,866,520.08	2,417,897.00	S 50° 48' 52.11" E	513.56	1026.57	12824.00
		FR287SB7	1940+98.60	6,866,352.72	2,418,102.30	S 50° 48' 52.11" E	1947+35.68	6,865,950.20	2,418,596.10	12° 25' 18.75" (LT)	1953+67.76	6,865,663.31	2,419,164.93	S 63° 14' 10.86" E	637.08	1269.16	5854.00
		FR287SB8	1963+34.30	6,865,228.07	2,420,027.92	S 63° 14' 10.86" E	1965+48.90	6,865,131.43	2,420,219.54	1° 57' 19.05" (RT)	1967+63.47	6,865,028.31	2,420,407.75	S 61° 16' 51.81" E	214.61	429.17	12576.00
		FR287SB9	1967+63.47	6,865,028.31	2,420,407.75	S 61° 16' 51.81" E	1972+13.09	6,864,812.26	2,420,802.06	4° 00' 57.64" (LT)	1976+62.34	6,864,624.36	2,421,210.53	S 65° 17' 49.45" E	449.62	898.87	12824.00
BL RSBENPRAIRIE	PRAIRIE SB RAMP	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	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 RSBEXWARD	WARD SB RAMP	RSBEXWARD1	10+00.00	6,867,329.24	2,417,085.54	S 46° 13' 40.40" E	11+03.35	6,867,257.74	2,417,160.17	2° 04' 39.15" (RT)	12+06.68	6,867,183.59	2,417,232.16	S 44° 09' 01.25" E	103.35	206.68	5700.00
		RSBEXWARD2	12+06.68	6,867,183.59	2,417,232.16	S 44° 09' 01.25" E	16+50.79	6,866,864.93	2,417,541.50	6° 27' 34.49" (LT)	20+93.95	6,866,583.10	2,417,884.72	S 50° 36' 35.75" E	444.11	887.27	7870.00
		RSBEXWARD3	20+93.95	6,866,583.10	2,417,884.72	S 50° 36' 35.75" E	23+10.18	6,866,445.89	2,418,051.83	4° 20' 41.42" (RT)	25+26.19	6,866,296.41	2,418,208.06	S 46° 15' 54.33" E	216.22	432.24	5700.00
		RSBEXWARD4	25+26.19	6,866,296.41	2,418,208.06	S 46° 15' 54.33" E	26+26.77	6,866,226.88	2,418,280.74	7° 40' 19.94" (LT)	27+27.05	6,866,167.67	2,418,362.04	S 53° 56' 14.26" E	100.58	200.86	1500.00
BL RNBENPADERA	PADERA NB RAMP	RNBENPADERA1	10+00.00	6,867,471.95	2,417,110.04	S 46° 13' 40.40" E	12+15.06	6,867,323.17	2,417,265.34	4° 19' 17.61" (LT)	14+29.92	6,867,186.51	2,417,431.41	S 50° 32' 58.01" E	215.06	429.92	5700.00
		RNBENPADERA2	14+29.92	6,867,186.51	2,417,431.41	S 50° 32' 58.01" E	16+23.04	6,867,063.81	2,417,580.53	2° 48' 40.81" (RT)	18+16.08	6,866,933.93	2,417,723.45	S 47° 44' 17.20" E	193.12	386.16	7870.00
		RNBENPADERA3	18+16.08	6,866,933.93	2,417,723.45	S 49° 16' 57.39" E	21+26.84	6,866,731.22	2,417,958.98	6° 14' 28.18" (LT)	24+36.98	6,866,555.31	2,418,215.15	S 55° 31' 25.57" E	310.75	620.89	5700.00
		RNBENPADERA4	24+36.98	6,866,555.31	2,418,215.15	S 55° 31' 25.57" E	25+24.47	6,866,505.78	2,418,287.28	3° 20' 27.92" (RT)	26+11.92	6,866,452.13	2,418,356.40	S 52° 10' 57.65" E	87.49	174.94	3000.00
BL RSBENKIMBLE	KIMBLE SB RAMP	RSBENKIMBLE1	10+00.00	6,865,585.44	2,419,345.98	S 63° 14' 10.86" E	11+22.58	6,865,530.25	2,419,455.42	4° 40' 46.13" (LT)	12+45.02	6,865,484.16	2,419,569.01	S 67° 54' 56.99" E	122.58	245.02	3000.00
		RSBENKIMBLE2	12+45.02	6,865,484.16	2,419,569.01	S 67° 54' 56.99" E	14+77.91	6,865,396.60	2,419,784.82	4° 40' 46.13" (RT)	17+10.55	6,865,291.72	2,419,992.76	S 63° 14' 10.86" E	232.90	465.53	5700.00
		RSBENKIMBLE3	17+70.61	6,865,264.68	2,420,046.38	S 63° 14' 10.86" E	19+85.91	6,865,167.72	2,420,238.63	1° 57' 19.05" (RT)	22+01.18	6,865,064.27	2,420,427.45	S 61° 16' 51.81" E	215.31	430.57	12617.00
		RSBENKIMBLE4	22+01.18	6,865,064.27	2,420,427.45	S 61° 16' 51.81" E	22+72.35	6,865,030.07	2,420,489.86	0° 38' 16.76" (LT)	23+43.52	6,864,996.57	2,420,552.65	S 61° 55' 08.57" E	71.17	142.34	12783.00
		RSBENKIMBLE5	23+43.52	6,864,996.57	2,420,552.65	S 61° 55' 08.57" E	27+57.32	6,864,801.78	2,420,917.75	6° 01' 10.85" (LT)	31+70.36	6,864,646.36	2,421,301.25	S 67° 56' 19.42" E	413.80	826.85	7870.00
BL RNBEXKIMBLE	KIMBLE NB RAMP	RNBEXKIMBLE1	10+00.00	6,865,872.78	2,419,273.68	S 63° 14' 10.86" E	11+22.58	6,865,817.59	2,419,383.12	4° 40' 46.13" (RT)	12+45.02	6,865,753.64	2,419,487.70	S 58° 33' 24.73" E	122.58	245.02	3000.00
		RNBEXKIMBLE2	12+45.02	6,865,753.64	2,419,487.70	S 58° 33' 24.73" E	14+77.91	6,865,632.15	2,419,686.40	4° 40' 46.13" (LT)	17+10.55	6,865,527.28	2,419,894.34	S 63° 14' 10.86" E	232.90	465.53	5700.00
		RNBEXKIMBLE3	19+64.55	6,865,412.90	2,420,121.14	S 63° 14' 10.86" E	21+82.69	6,865,314.67	2,420,315.91	1° 57' 19.05" (RT)	24+00.79	6,865,209.85	2,420,507.21	S 61° 16' 51.81" E	218.14	436.24	12783.00
		RNBEXKIMBLE4	24+00.79	6,865,209.85	2,420,507.21	S 61° 16' 51.81" E	24+92.21	6,865,165.92	2,420,587.39	0° 49' 49.25" (LT)	25+83.64	6,865,123.15	2,420,668.20	S 62° 06' 41.06" E	91.43	182.85	12617.00
		RNBEXKIMBLE5	25+83.64	6,865,123.15	2,420,668.20	S 62° 06' 41.06" E	27+58.81	6,865,041.21	2,420,823.03	2° 33' 00.93" (RT)	29+33.93	6,864,952.46	2,420,974.06	S 59° 33' 40.13" E	175.18	350.30	7870.00
		RNBEXKIMBLE6	29+33.93	6,864,952.46	2,420,974.06	S 59° 33' 40.13" E	31+85.77	6,864,824.88	2,421,191.19	5° 03' 34.76" (LT)	34+37.29	6,864,716.93	2,421,418.73	S 64° 37' 14.89" E	251.84	503.35	5700.00
BL KIMBLE	KIMBLE RD	KIMBLE1	10+49.78	6,867,827.53	2,416,098.86	N 46° 46' 02.65" E	10+61.76	6,867,835.74	2,416,107.59	3° 25' 56.25" (RT)	10+73.74	6,867,843.41	2,416,116.80	N 50° 11' 58.90" E	11.98	23.96	400.00
		KIMBLE2	15+57.82	6,868,153.27	2,416,488.71	N 50° 11' 58.90" E	15+89.66	6,868,173.66	2,416,513.18	9° 06' 16.85" (RT)	16+21.38	6,868,189.92	2,416,540.56	N 59° 18' 15.75" E	31.85	63.56	400.00
		KIMBLE3	18+12.31	6,868,287.38	2,416,704.74	N 59° 18' 15.75" E	18+50.88	6,868,307.07	2,416,737.91	0° 44' 11.59" (RT)	18+89.44	6,868,326.33	2,416,771.32	N 60° 02' 27.34" E	38.57	77.13	6000.00
BL UKIMBLESBNB	KIMBLE SB UTURN	UKIMBLESBNB1	10+00.00	6,868,092.63	2,416,196.33	S 50° 33' 07.61" E	10+59.61	6,868,054.76	2,416,242.37	79° 14' 53.49" (LT)	10+99.59	6,868,092.92	2,416,288.17	N 50° 11' 58.90" E	59.61	99.59	72.00
		UKIMBLESBNB2	11+44.37	6,868,121.58	2,416,322.57	N 50° 11' 58.90" E	12+31.27	6,868,177.21	2,416,389.34	00° 42' 51.11" (LT)	12+70.93	6,868,232.47	2,416,322.27	N 50° 30' 52.21" W	86.90	126.56	72.00
BL UKIMBLENBSB	KIMBLE NB UTURN	UKIMBLENBSB1	10+00.00	6,868,021.72	2,416,553.19	N 49° 06' 55.50" W	10+61.15	6,868,061.75	2,416,506.96	80° 41' 05.60" (LT)	11+01.39	6,868,022.60	2,416,459.98	S 50° 11' 58.90" W	61.15	101.39	72.00
		UKIMBLENBSB2	11+45.98	6,867,994.06	2,416,425.72	S 50° 11' 58.90" W	12+30.80	6,867,939.76	2,416,360.55	99° 20' 51.88" (LT)	12+70.83	6,867,884.28	2,416,424.71	S 49° 08' 52.98" E	84.82	124.84	72.00


ON BRANCH
PADERA LAKE
BEGIN CULVERT
BL FR287NB
STA 1924+41.41
150' TAPER
PROPOSED BRIDGE CLASS
CULVERT 04
2-9'X6' MBC
DS EL 560.26 FT
BL FR287NB STA 1924+50.18
END CULVERT
BL FR287NB
STA 1924+61.69
EXISTING CULVERT
TO BE REPLACED
2-9'X5' MBC
EXISTING
RIGHT-OF-WAY
RWNBML925
44
PROPOSED RIGHT-OF-WAY
RNBENPADERA1
RNBENPADERA2
BL US287NB STA 934+10.00
Lakeview Dr
Prairie Ridge Blvd
½ MILE
BL RNBENPADERA
RNBENPADERA3
US287NB8
FR287NB9
RWNBML937
PROPOSED RIGHT-OF-WAY
RNBENPADERA3
46
US287NB9
FR287NB10
RNBEXKIMBLE1
925+00
930+00
935+00
940+00
945+00
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DRAINAGE
EASMENT
RWSBML925
RSBEXWARD1
RSBEXWARD2
Ward Rd
BL US287SB STA 929+20.00
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
US287CL8
US287SB8
FR287SB6
43
RSBEXWARD3
US287SB9
RSBEXWARD3
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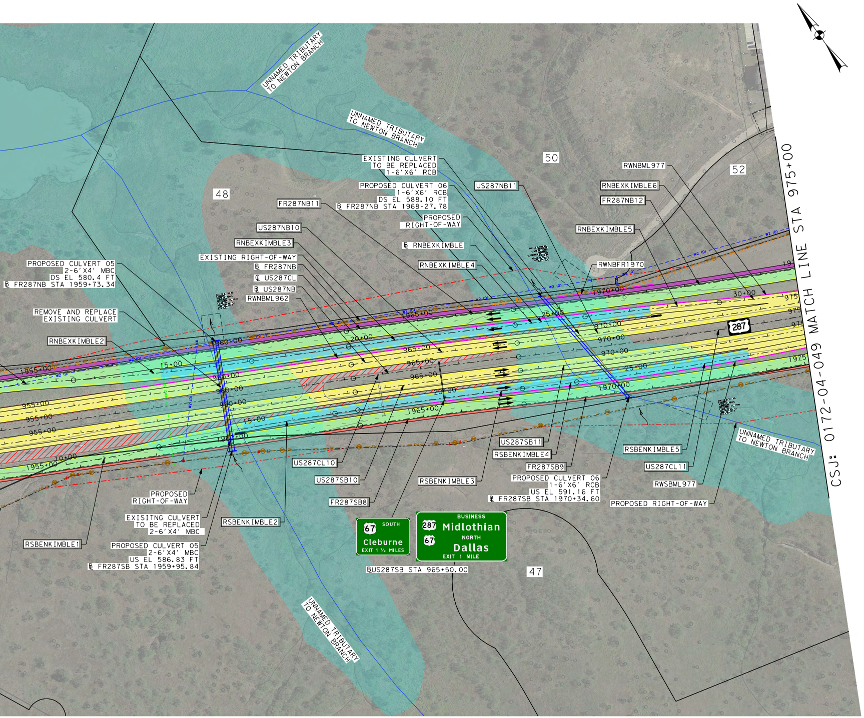
EXISTING RIGHT-OF-WAY
45


UNNAMED TRIBUTARY TO NEWTON BRANCH
UNNAMED TRIBUTARY TO NEWTON BRANCH
EXISTING CULVERT TO BE REPLACED 1-6'X6' RCB
PROPOSED CULVERT 06 1-6'X6' RCB DS EL 588.10 FT ℞ FR287NB STA 1968+27.78
PROPOSED RIGHT-OF-WAY
50
48
52
RWNBML977
RNBEXKIMBLE6
FR287NB12
US287NB11
FR287NB11
US287NB10
RNBEXKIMBLE3
EXISTING RIGHT-OF-WAY
℞ FR287NB
℄ US287CL
℞ US287NB
RWNBML962
℞ RNBEXKIMBLE
RNBEXKIMBLE4
RNBEXKIMBLE5
RWNBFR1970
PROPOSED CULVERT 05 2-6'X4' MBC DS EL 580.4 FT ℞ FR287NB STA 1959+73.34
REMOVE AND REPLACE EXISTING CULVERT
RNBEXKIMBLE2
1955+00
15+00
1960+00
1965+00
20+00
965+00
960+00
955+00
25+00
970+00
1970+00
30+00
975
1975
287
15+00
1965+00
20+00
10+00
MATCH LINE STA 975+00
CSJ: 0172-04-049
US287SB11
RSBENKIMBLE4
FR287SB9
RSBENKIMBLE5
US287CL11
RWSBML977
PROPOSED CULVERT 06 1-6'X6' RCB US EL 591.16 FT ℞ FR287SB STA 1970+34.60
PROPOSED RIGHT-OF-WAY
UNNAMED TRIBUTARY TO NEWTON BRANCH
US287CL10
US287SB10
FR287SB8
RSBENKIMBLE3
RSBENKIMBLE2
PROPOSED RIGHT-OF-WAY
EXISITNG CULVERT TO BE REPLACED 2-6'X4' MBC
RSBENKIMBLE1
PROPOSED CULVERT 05 2-6'X4' MBC US EL 586.83 FT ℞ FR287SB STA 1959+95.84
67 SOUTH Cleburne EXIT 1 ½ MILES
BUSINESS 287 Midlothian NORTH 67 Dallas EXIT 1 MILE
℞US287SB STA 965+50.00
47
UNNAMED TRIBUTARY TO NEWTON BRANCH

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 90% DESIGN SCHEMATIC
ELLIS COUNTY

CSJ:
0172-04-049
0172-13-009

CSJ LIMITS:
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

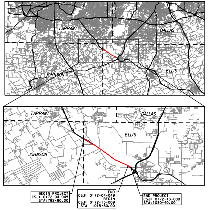
PROJECT LENGTH = 4.7 MILES

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

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 3 OF 12

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