c:\bms\bridgefarmer-pw\peterson.dayan@bridgefarmer.com\dms22142\038503-SCH-PP-01.dgn 9/13/2024 5:18:21 PM

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 100% SCHEMATIC DESIGN
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-04-049	FROM: EAST OF SH360 TO: WEST OF OLD FORT WORTH RD
0172-13-009	FROM: WEST OF OLD FORT WORTH RD TO: WEST OF US 67

FUNCTIONAL CLASS: FREEWAY
TERRAIN: LEVEL

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

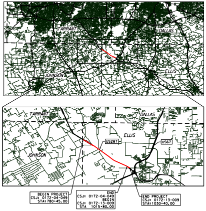
PROJECT LENGTH = 4.7 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
5. ALL CROSS STREET RADII ARE 50' AND DRIVEWAY RADII ARE 20' (UNLESS NOTED OTHERWISE).
6. HORIZONTAL CURVE DATA IS SHOWN ON THE HORIZONTAL CURVE DATA SHEET. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
7. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
8. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
9. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (12/05/2022)
10. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48139C0135F, 48139C0155F, AND 48139C0175F. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FEASIBILITY STUDY.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
15. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
16. NOISE ANALYSIS TO BE PERFORMED TO VALIDATE PROPOSED NOISE WALL LOCATIONS FROM THE FEASIBILITY STUDY.
17. 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
US287
US67
BEGIN PROJECT CSJ: 0172-04-049 STA: 780+45.00
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	08/01/24

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 1, 2024
ROLL 1 OF 18

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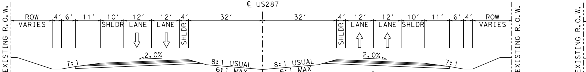
PLAN LEGEND:

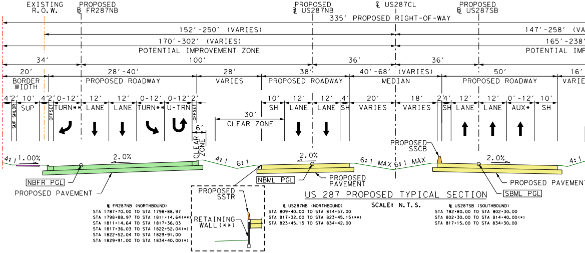
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
▨	FEMA FLOODPLAIN (ZONE AE)
▨	FEMA FLOODPLAIN (ZONE A)
▨	PAVEMENT REMOVAL
▨	BUILDING DISPLACEMENT
— · —	EXISTING RIGHT-OF-WAY
— —	EXISTING PROPERTY LINE
— · —	PROPOSED RIGHT-OF-WAY
— · —	PROPOSED DRAINAGE EASEMENT
——	GUARD RAIL
▭	ATTENUATOR
——	PROPOSED NOISE WALL
——	PROPOSED SSTR
——	PROPOSED SSCB
——	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'
SHLDR LANE LANE SHLDR
SHLDR LANE LANE SHLDR
2.0%
7:1
8:1 USUAL 6:1 MAX
8:1 USUAL 6:1 MAX
2.0%
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.
PROPOSED ℄ FR287NB
PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
335' PROPOSED RIGHT-OF-WAY
152'-250' (VARIES)
147'-258' (VA
170'-302' (VARIES)
165'-238'
POTENTIAL IMPROVEMENT ZONE
POTENTIAL IMP
PROPOSED R.O.W.
34' 100' 36' 36'
20' 28'-40' 28' 38' 40'-68' (VARIES) 50' 16'
BORDER WIDTH
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
VARIE
4' 2' 10' 4' 2' 0-12' 12' 12' 0-12' 0-12' 2'
SUP SHLDR SUP OFFSET TURN** LANE LANE TURN** U-TRN OFFSET
6'
CLEAR ZONE
30' CLEAR ZONE
10' 12' 12' 4' 20' 18' 2' 4' 12' 12' 0'-12' 10'
SH LANE LANE SH VARIES VARIES SH LANE LANE AUX* SH
PROPOSED SSCB
4:1 1.00% 2.0% 4:1 6:1 2.0% 6:1 MAX 6:1 MAX 2.0% 4:1
NBFR PGL
PROPOSED PAVEMENT
NBML PGL
PROPOSED PAVEMENT
SBML PGL
PROPOSED PAVEMENT
PROPOSED SSTR
RETAINING WALL (**)

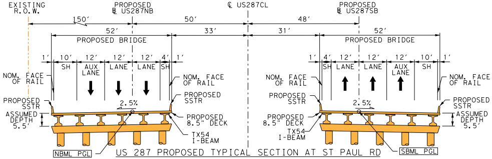
US 287 PROPOSED TYPICAL SECTION
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
STA 1787+70.00 TO STA 1798+88.97
STA 1798+88.97 TO STA 1811+14.64(**)
STA 1811+14.64 TO STA 1817+36.03
STA 1817+36.03 TO STA 1822+52.04(*)
STA 1822+52.04 TO STA 1829+91.00
STA 1829+91.00 TO STA 1834+40.00(*)

℄ US287NB (NORTHBOUND)
STA 809+40.00 TO STA 814+57.00
STA 817+32.00 TO STA 823+45.15(**)
STA 823+45.15 TO STA 834+42.00

℄ US287SB (SOUTHBOUND)
STA 782+80.00 TO STA 802+30.00
STA 802+30.00 TO STA 814+40.00(*)
STA 817+15.00 TO STA 834+30.00

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	ROW ACQUISITION	0.02
9	KNOX STREET PARTNERS NO 16 LTD	N / A	N / A
10	BOWERS JOE & JEFF HANSEN	ROW ACQUISITION	0.50
11	KNOX STREET PARTNERS NO 31 LTD	N / A	N / A
12	DAVIS RD DEVELOPMENT LLC	ROW ACQUISITION	0.07
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	0.60
17	ALDANA VALENTIN	N / A	N / A
18	USA CORP OF ENGINEERS	ROW ACQUISITION	0.93
19	MILLER WILD HORSE ENTERPRISESE INC	ROW ACQUISITION	0.86
20	MILLER WILD HORSE ENTERPRISESE INC	ROW ACQUISITION	0.70
12A	CITY OF GRAND PRAIRIE	ROW ACQUISITION	0.05

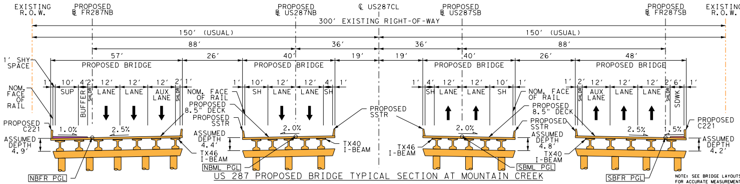

EXISTING R.O.W.
PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
150' 50' 48'
52' 33' 31' 52'
PROPOSED BRIDGE
PROPOSED BRIDGE
1' 10' 12' 12' 12' 4' 1'
SH AUX LANE LANE LANE SH
1' 4' 12' 12' 12' 10' 1'
SH LANE LANE AUX LANE SH
NOM. FACE OF RAIL
PROPOSED SSTR
ASSUMED DEPTH 5.5'
2.5%
PROPOSED 8.5" DECK
TX54 I-BEAM
NBML PGL
SBML PGL

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

NOTE: SEE BRIDGE LAYOUTS FOR ACCURATE MEASUREMENTS AND INFORMATION

℄ US287NB (NORTHBOUND)
STA 814+57.00 TO STA 817+32.00

℄ US287SB (SOUTHBOUND)
STA 814+40.00 TO STA 817+15.00


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'
SUP BUFFER SHLDR LANE LANE AUX LANE SHLDR
1' 10' 12' 12' 4' 1'
SH LANE LANE SH
1' 4' 12' 12' 10' 1'
SH LANE LANE SH
1' 2' 12' 12' 12' 2' 6' 1'
SHLDR AUX LANE LANE LANE SHLDR SDWK
NOM. FACE OF RAIL
PROPOSED C221
ASSUMED DEPTH 4.9'
1.0% 2.5%
PROPOSED 8.5" DECK
PROPOSED SSTR
ASSUMED DEPTH 4.4'
2.0%
TX46 I-BEAM
TX40 I-BEAM
PROPOSED SSTR
TX46 I-BEAM
2.0%
ASSUMED DEPTH 4.8'
TX40 I-BEAM
2.5% 1.5%
PROPOSED C221
ASSUMED DEPTH 4.2'
NBFR PGL
NBML PGL
SBML PGL
SBFR PGL

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

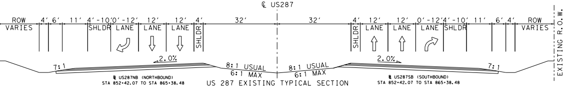
NOTE: SEE BRIDGE LAYOUTS FOR ACCURATE MEASUREMENT AND INFORMATION

℄ 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 834+30.00 TO STA 836+88.33

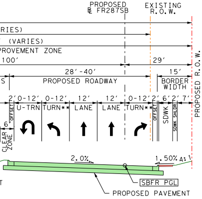
℄ FR287SB (SOUTHBOUND)
STA 1834+82.00 TO STA 1836+83.56


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

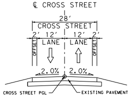
US 287 EXISTING TYPICAL SECTION

℄ 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

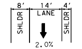

PROPOSED
℄ FR287SB
EXISTING R.O.W.
RIES)
(VARIES)
PROVEMENT ZONE
100'
29'
28'-40'
15'
PROPOSED ROADWAY
BORDER WIDTH
PROPOSED R.O.W.
2' 0'-12' 0-12' 12' 12' 0-12' 2' 6' 2' 7'
OFFSET U-TRN TURN** LANE LANE TURN** OFFSET SDWK SDWK SHLDR
CLEAR ZONE
2.0%
1.50%
4:1
SBFR PGL
PROPOSED PAVEMENT

℄ FR287SB (SOUTHBOUND)
STA 1783+20.00 TO STA 1809+76.00
STA 1809+76.00 TO STA 1815+01.00(**)
STA 1815+01.00 TO STA 1830+77.03
STA 1830+77.03 TO STA 1834+82.00(*)

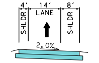

℄ CROSS STREET
28'
CROSS STREET
2' 12' 12' 2'
OFFSET LANE LANE OFFSET
2.0% 2.0%
CROSS STREET PGL
EXISTING PAVEMENT

EXISTING CROSS STREET TYPICAL SECTION

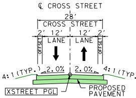
DAVIS RD LAKEVIEW RD
ST PAUL RD KIMBLE RD


8' 14' 4'
SHLDR LANE SHLDR
2.0%

PROPOSED TYPICAL SECTION NB RAMP

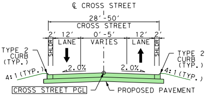

4' 14' 8'
SHLDR LANE SHLDR
2.0%

PROPOSED TYPICAL SECTION SB RAMP


℄ CROSS STREET
28'
CROSS STREET
2' 12' 12' 2'
OFFSET LANE LANE OFFSET
4:1 (TYP.)
2.0% 2.0%
4:1 (TYP.)
XSTREET PGL
PROPOSED PAVEMENT

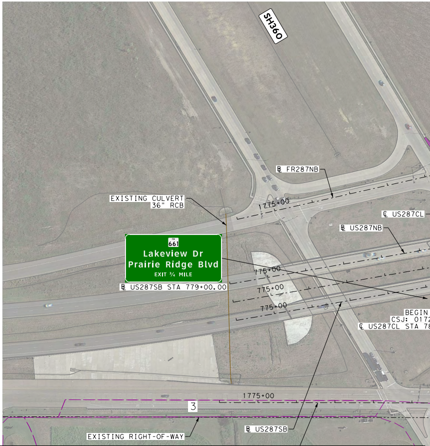
DAVIS RD TYPICAL SECTION

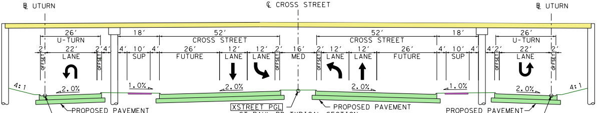
SCALE: N.T.S.
STA 11+00.00 TO STA 17+14.49


℄ CROSS STREET
28'-50'
CROSS STREET
2' 12' 0'-5' 12' 2'
OFFSET LANE VARIES LANE OFFSET
TYPE 2 CURB (TYP.)
TYPE 2 CURB (TYP.)
4:1 (TYP.)
2.0% 2.0%
4:1 (TYP.)
CROSS STREET PGL
PROPOSED PAVEMENT

ST PAUL RD TIE-IN TYPICAL SECTION

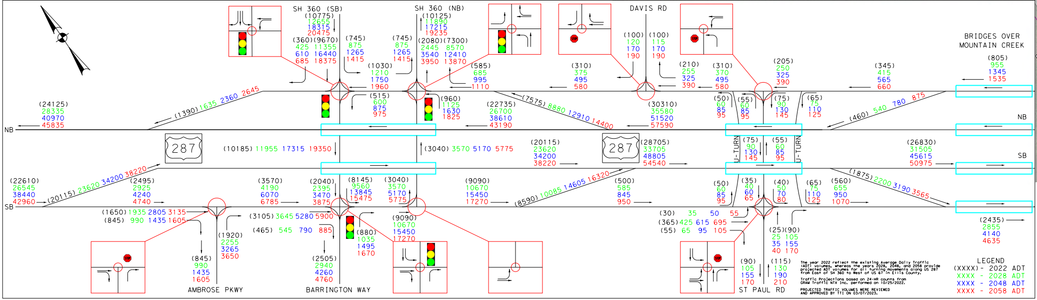
SCALE: N.T.S.
STA 13+40.00 TO STA 16+98.39


SH360
℄ FR287NB
EXISTING CULVERT
36" RCB
1775+00
℄ US287CL
℄ US287NB
661
Lakeview Dr
Prairie Ridge Blvd
EXIT ¾ MILE
℄ US287SB STA 779+00.00
775+00
775+00
775+00
BEGIN
CSJ: 0172
℄ US287CL STA 78
1775+00
3
EXISTING RIGHT-OF-WAY
℄ US287SB


℄ UTURN
℄ CROSS STREET
℄ UTURN
26' 18' 52' 52' 18' 26'
U-TURN CROSS STREET CROSS STREET U-TURN
2' 22' 2' 4' 4' 10' 4' 26' 12' 12' 2' 16' 2' 12' 12' 26' 4' 10' 4' 4' 2' 22' 2'
OFFSET LANE OFFSET SUP FUTURE LANE LANE OFFSET MED OFFSET LANE LANE FUTURE SUP OFFSET LANE OFFSET
4:1
2.0%
1.0%
2.0%
2.0%
1.0%
2.0%
4:1
PROPOSED PAVEMENT
UTURN PGL
XSTREET PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
UTURN PGL

ST PAUL RD TYPICAL SECTION

SCALE: N.T.S.
STA 17+38.39 TO STA 21+13.04


SH 360 (SB)
(10775) 12655 18315 20475
(360)(9670) 425 11355 610 16440 685 18375
(745) 875 1265 1415
(1030) 1210 1750 1960
(515) 600 875 975
SH 360 (NB)
(10125) 11890 17215 19235
(745) 875 1265 1415
(2080)(7300) 2445 8570 3540 12410 3950 13870
(585) 685 995 1110
(960) 1125 1630 1825
DAVIS RD
(100) 120 170 190
(100) 115 170 190
(310) 375 495 580
(210) 255 325 390
(310) 370 495 580
(205) 250 325 390
(345) 415 565 660
BRIDGES OVER MOUNTAIN CREEK
(805) 955 1345 1535
(24125) 28335 40970 45835
(1390) 1635 2360 2645
(22735) 26700 38610 43190
(7575) 8880 12910 14400
(30310) 35580 51520 57590
(50) 60 85 95
(55) 60 85 95
(75) 90 130 145
(65) 75 110 125
(460) 540 780 875
NB
287
(10185) 11955 17315 19350
(3040) 3570 5170 5775
(20115) 23620 34200 38220
287
(28705) 33705 48805 54540
U-TURN
(75) 90 130 145
(55) 60 85 95
U-TURN
(26830) 31505 45615 50975
SB
(22610) 26545 38440 42960
(20115) 23620 34200 38220
(2495) 2925 4240 4740
(3570) 4190 6070 6785
(2040) 2395 3470 3875
(8145) 9560 13845 15475
(3040) 3570 5170 5775
(9090) 10670 15450 17270
(8590) 10085 14605 16320
(500) 585 845 950
(50) 60 85 95
(35) 40 60 65
(40) 50 70 80
(65) 75 110 125
(560) 655 950 1070
(1875) 2200 3190 3565
SB
(1650) 1935 2805 3135
(845) 990 1435 1605
(1920) 2255 3265 3650
(845) 990 1435 1605
AMBROSE PKWY
(3105) 3645 5280 5900
(465) 545 790 885
(2505) 2940 4260 4760
(880) 1035 1495 1670
(9090) 10670 15450 17270
BARRINGTON WAY
(30) 35 50 55
(365) 425 615 695
(55) 65 95 105
(25)(90) 25 105 35 155 40 170
(90) 105 155 170
(115) 130 190 210
ST PAUL RD
(2435) 2855 4140 4635

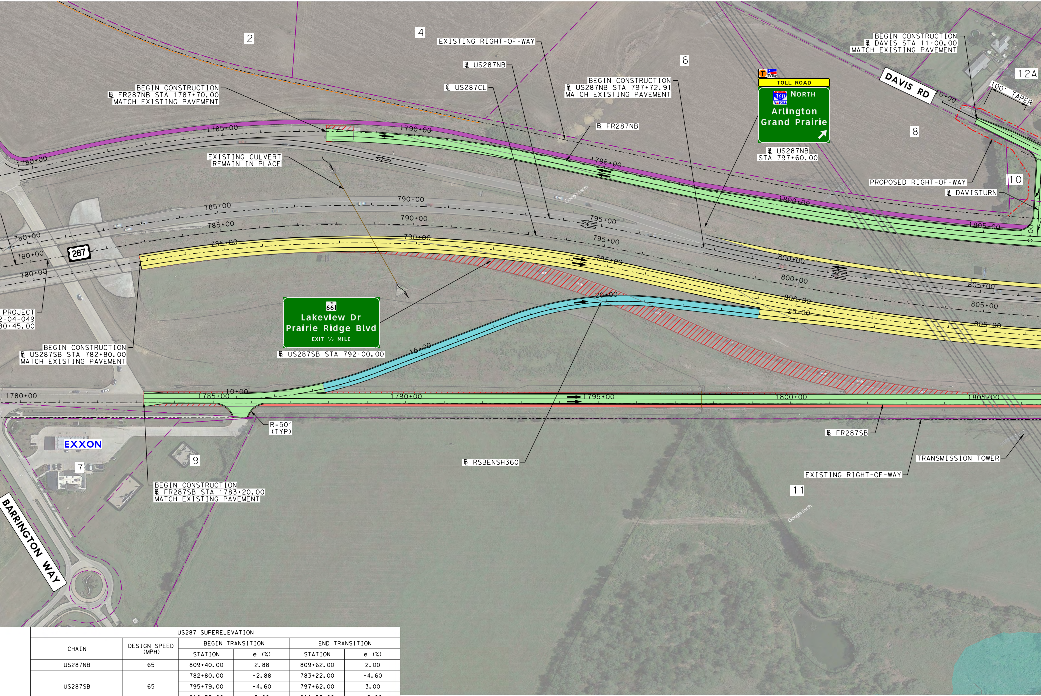
The year 2022 reflect the existing Average Daily Traffic (ADT) volumes, whereas the years 2028, 2048, and 2058 provide projected ADT volumes for all turning movements along US 287 from East of SH 360 to West of US 67 in Ellis County.

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

PROJECTED TRAFFIC VOLUMES WERE REVIEWED AND APPROVED BY TTI ON 03/07/2023.

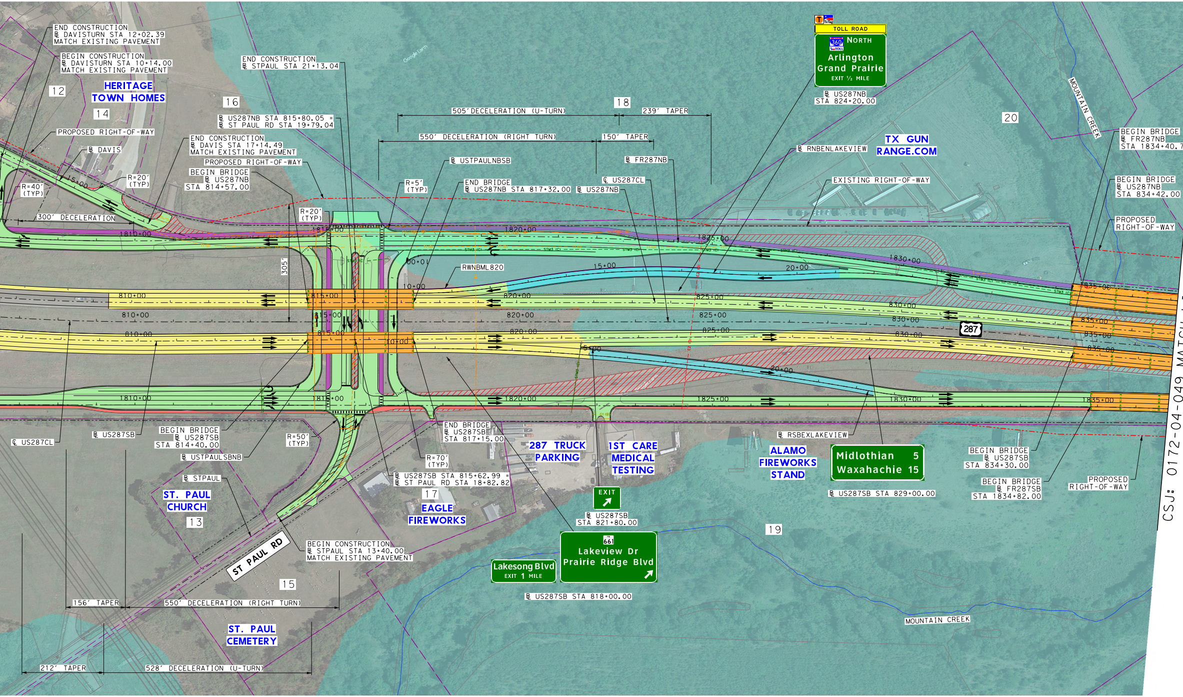
LEGEND

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


2
4
EXISTING RIGHT-OF-WAY
℄ US287NB
6
BEGIN CONSTRUCTION
℄ DAVIS STA 11+00.00
MATCH EXISTING PAVEMENT
12A
DAVIS RD
100' TAPER
10+00
BEGIN CONSTRUCTION
℄ FR287NB STA 1787+70.00
MATCH EXISTING PAVEMENT
℄ US287CL
BEGIN CONSTRUCTION
℄ US287NB STA 797+72.91
MATCH EXISTING PAVEMENT
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
℄ FR287NB
8
℄ US287NB
STA 797+60.00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00
EXISTING CULVERT
REMAIN IN PLACE
PROPOSED RIGHT-OF-WAY
10
℄ DAVISTURN
785+00
790+00
795+00
780+00
287
800+00
805+00
PROJECT
2-04-049
30+45.00
661
Lakeview Dr
Prairie Ridge Blvd
EXIT ½ MILE
20+00
25+00
15+00
10+00
BEGIN CONSTRUCTION
℄ US287SB STA 782+80.00
MATCH EXISTING PAVEMENT
℄ US287SB STA 792+00.00
1780+00
1785+00
1790+00
1795+00
1800+00
1805+00
R=50'
(TYP)
EXXON
7
9
BEGIN CONSTRUCTION
℄ FR287SB STA 1783+20.00
MATCH EXISTING PAVEMENT
℄ RSBENSH360
℄ FR287SB
TRANSMISSION TOWER
EXISTING RIGHT-OF-WAY
11
BARRINGTON WAY

US287 SUPERELEVATION

CHAIN	DESIGN SPEED (MPH)	BEGIN TRANSITION		END TRANSITION	
		STATION	e (%)	STATION	e (%)
US287NB	65	809+40.00	2.88	809+62.00	2.00
US287SB	65	782+80.00	-2.88	783+22.00	-4.60
		795+79.00	-4.60	797+62.00	3.00
		810+33.00	3.00	811+53.00	-2.00
RSBENSH360	50	16+55.00	-2.00	17+67.00	-6.00
		21+09.00	-6.00	22+21.00	-2.00
		22+57.00	-2.00	23+97.00	3.00


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
PROPOSED RIGHT-OF-WAY
℄ DAVIS
R=40' (TYP)
R=20' (TYP)
300' DECELERATION
END CONSTRUCTION
℄ STPAUL STA 21+13.04
℄ US287NB STA 815+80.05 =
℄ ST PAUL RD STA 19+79.04
END CONSTRUCTION
℄ DAVIS STA 17+14.49
MATCH EXISTING PAVEMENT
PROPOSED RIGHT-OF-WAY
BEGIN BRIDGE
℄ US287NB
STA 814+57.00
505' DECELERATION (U-TURN)
18
239' TAPER
550' DECELERATION (RIGHT TURN)
150' TAPER
℄ USTPAULNBSB
℄ FR287NB
R=5' (TYP)
END BRIDGE
℄ US287NB STA 817+32.00
℄ US287CL
℄ US287NB
R=20' (TYP)
305'
RWNBML820
TOLL ROAD
360 TOLL
NORTH
Arlington
Grand Prairie
EXIT ½ MILE
℄ US287NB
STA 824+20.00
℄ RNBENLAKEVIEW
TX GUN RANGE.COM
EXISTING RIGHT-OF-WAY
20
MOUNTAIN CREEK
BEGIN BRIDGE
℄ FR287NB
STA 1834+40.7
BEGIN BRIDGE
℄ US287NB
STA 834+42.00
PROPOSED RIGHT-OF-WAY
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
℄ US287CL
℄ US287SB
BEGIN BRIDGE
℄ US287SB
STA 814+40.00
℄ USTPAULSBNB
R=50' (TYP)
R=70' (TYP)
END BRIDGE
℄ US287SB
STA 817+15.00
℄ STPAUL
ST. PAUL CHURCH
13
℄ US287SB STA 815+62.99 =
℄ ST PAUL RD STA 18+82.82
17
EAGLE FIREWORKS
287 TRUCK PARKING
1ST CARE MEDICAL TESTING
EXIT
℄ US287SB
STA 821+80.00
℄ RSBEXLAKEVIEW
ALAMO FIREWORKS STAND
Midlothian 5
Waxahachie 15
℄ US287SB STA 829+00.00
BEGIN BRIDGE
℄ US287SB
STA 834+30.00
BEGIN BRIDGE
℄ FR287SB
STA 1834+82.00
PROPOSED RIGHT-OF-WAY
19
661
Lakeview Dr
Prairie Ridge Blvd
Lakesong Blvd
EXIT 1 MILE
℄ US287SB STA 818+00.00
ST PAUL RD
BEGIN CONSTRUCTION
℄ STPAUL STA 13+40.00
MATCH EXISTING PAVEMENT
15
156' TAPER
550' DECELERATION (RIGHT TURN)
ST. PAUL CEMETERY
212' TAPER
528' DECELERATION (U-TURN)
MOUNTAIN CREEK
CSJ: 0172-04-049 MATCH

79
MATCH LINE STA 836+00

Texas Department of Transportation

DALLAS DISTRICT
CEASON CLEMENS, PE, DISTRICT ENGINEER

US 287 100% SCHEMATIC DESIGN
ELLIS COUNTY

CSJ:	CSJ LIMITS:
0172-04-049	FROM: EAST OF SH360 TO: WEST OF OLD FORT WORTH RD
0172-13-009	FROM: WEST OF OLD FORT WORTH RD TO: WEST OF US 67

FUNCTIONAL CLASS: FREEWAY
TERRAIN: LEVEL

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

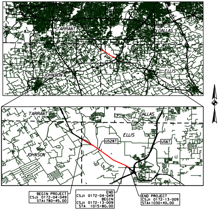
PROJECT LENGTH = 4.7 MILES

NOTES:

1. TYPICAL SECTIONS ARE NOT TO SCALE DIMENSIONS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OF NOMINAL FACE OF CURB, RAIL BARRIER, OR WALL (UNLESS NOTED OTHERWISE).
4. CURBS ON FRONTAGE ROAD AND CROSS STREETS ARE TYPE II (UNLESS NOTED OTHERWISE).
5. ALL CROSS STREET RADII ARE 50' AND DRIVEWAY RADII ARE 20' (UNLESS NOTED OTHERWISE).
6. HORIZONTAL CURVE DATA IS SHOWN ON THE HORIZONTAL CURVE DATA SHEET. HORIZONTAL BASE LINE ALIGNMENTS BY OTHERS ARE SHOWN FOR REFERENCE. CURVE DATA IS NOT INCLUDED.
7. CONTROL OF ACCESS TO BE DETERMINED AND FINALIZED THROUGH PERMIT PROCESS.
8. WHERE POSSIBLE, NEW AND REVISED EXIT AND ENTRANCE RAMPS ARE DESIGNED TO MEET THE DESIRABLE SPACING BETWEEN RAMPS AND DRIVEWAYS, SIDE STREETS OR CROSS STREETS. WHEN THE DESIRABLE SPACING CAN NOT BE ACHIEVED, CHANNELIZATION METHODS WILL BE IMPLIMENTED IN FINAL DESIGN.
9. SURVEY AND SUE PROVIDED BY THE FEASIBILITY STUDY (12/05/2022)
10. OWNERSHIP INFORMATION SHOWN ON THE SCHEMATIC WERE OBTAINED FROM TXDOT BOUNDARY SURVEY (10/31/2022).
11. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS 48139C0135F, 48139C0155F, AND 48139C0175F. WATER SURFACE ELEVATIONS SHOWN ARE 100 YEAR ELEVATIONS FROM FEMA MAPS AND FEASIBILITY STUDY.
12. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
13. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
14. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
15. CONVENTIONAL ROADWAY SIGNAGES (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE PS&E PHASE OF THE PROJECT.
16. NOISE ANALYSIS TO BE PERFORMED TO VALIDATE PROPOSED NOISE WALL LOCATIONS FROM THE FEASIBILITY STUDY.
17. 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
US287
US67
BEGIN PROJECT
CSJ: 0172-04-049
STA: 780+45.00
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	08/01/24

EQUATIONS: NONE
RR CROSSINGS: NONE

SEP 1, 2024
ROLL 1 OF 18

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