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

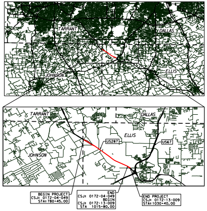
PROJECT LENGTH = 4.7 MILES

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 3 OF 18

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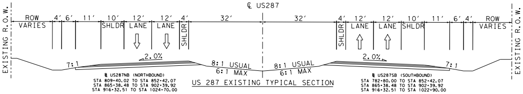
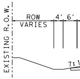
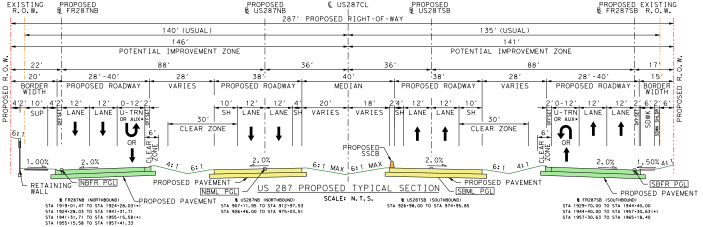
PLAN LEGEND:

🟨	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

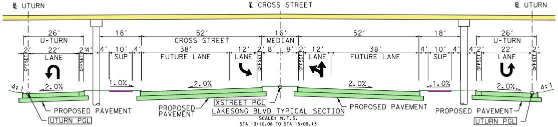

℄ US287
EXISTING R.O.W.
ROW VARIES
4'
6'
11'
10' SHLDR
12' LANE
12' LANE
4' SHLDR
32'
32'
4' SHLDR
12' LANE
12' LANE
10' SHLDR
11'
6'
4'
ROW VARIES
EXISTING R.O.W.
7:1
2.0%
8:1 USUAL
6:1 MAX
8:1 USUAL
6:1 MAX
2.0%
7:1
℄ US287NB (NORTHBOUND)
STA 809+40.02 TO STA 852+42.07
STA 865+38.48 TO STA 902+39.92
STA 916+32.51 TO STA 1024+70.00
℄ 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

US 287 EXISTING TYPICAL SECTION

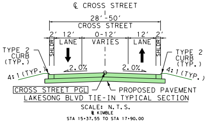

EXISTING R.O.W.
ROW VARIES
4'
6'
7:1


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'
28'
38'
40'
38'
28'
28'-40'
15'
BORDER WIDTH
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
BORDER WIDTH
4' 2' 10' SUP 4' 2' OFFSET
12' LANE
12' LANE
0-12' U-TRN OR AUX*
2' OFFSET
OR
6' CLEAR ZONE
30' CLEAR ZONE
10' SH
12' LANE
12' LANE
4' SH
20' VARIES
18' VARIES
2' 4' SH
12' LANE
12' LANE
10' SH
30' CLEAR ZONE
6' CLEAR ZONE
2' OFFSET 0-12' U-TRN OR AUX*
OR
12' LANE
12' LANE
2' OFFSET 6' SDWK 2' SDWK SHLDR 6'
6:1
1.00%
2.0%
4:1
6:1
2.0%
6:1 MAX
6:1 MAX
PROPOSED SSCB
2.0%
6:1
4:1
2.0%
1.50%
4:1
RETAINING WALL
NBFR PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
NBML PGL
PROPOSED PAVEMENT
SBML PGL
PROPOSED PAVEMENT
SBFR PGL
PROPOSED PAVEMENT
℄ FR287NB (NORTHBOUND)
STA 1919+01.47 TO STA 1924+28.03(*)
STA 1924+28.03 TO STA 1941+31.71
STA 1941+31.71 TO STA 1955+15.58(*)
STA 1955+15.58 TO STA 1957+41.33
℄ US287NB (NORTHBOUND)
STA 907+11.95 TO STA 912+97.53
STA 926+46.00 TO STA 975+03.51
℄ US287SB (SOUTHBOUND)
STA 926+98.00 TO STA 974+95.85
℄ FR287SB (SOUTHBOUND)
STA 1929+70.00 TO STA 1944+40.00
STA 1944+40.00 TO STA 1957+30.63(*)
STA 1957+30.63 TO STA 1965+18.40

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

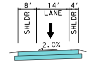

℄ UTURN
℄ CROSS STREET
℄ UTURN
26' U-TURN
2' 22' LANE 2' OFFSET
4'
4' 10' SUP 4'
18'
52' CROSS STREET
38' FUTURE LANE
12' LANE
2' OFFSET
16' MEDIAN
8'
8'
2' OFFSET
12' LANE
52'
38' FUTURE LANE
18'
4' 10' SUP 4'
4' 2' OFFSET
26' U-TURN
22' LANE
2' OFFSET
4:1
2.0%
1.0%
2.0%
XSTREET PGL
2.0%
1.0%
2.0%
4:1
PROPOSED PAVEMENT
UTURN PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED PAVEMENT
UTURN PGL

LAKESONG BLVD TYPICAL SECTION
SCALE: N.T.S.
STA 13+10.08 TO STA 15+09.13

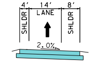

℄ CROSS STREET
28'-50' CROSS STREET
2' SHLDR
12' LANE
0-12' VARIES
12' LANE
2' SHLDR
TYPE 2 CURB (TYP.)
TYPE 2 CURB (TYP.)
4:1 (TYP.)
2.0%
2.0%
4:1 (TYP.)
CROSS STREET PGL
PROPOSED PAVEMENT

LAKESONG BLVD TIE-IN TYPICAL SECTION
SCALE: N.T.S.
℄ KIMBLE
STA 15+37.55 TO STA 17+90.00

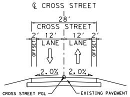
PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
38	SUBURBAN RESIDENTIAL LP	ROW ACQUISITION	1.33
39	CJ COTTONWOOD LP	ROW ACQUISITION	1.97
40	HC GPM LLC	ROW ACQUISITION	0.00
41	CJ COTTONWOOD LP	ROW ACQUISITION	0.36
42	HC GPM LLC	ROW ACQUISITION	0.51
43	COMMONS AT WESTSIDE LLC	ROW ACQUISITION	1.83
44	CITY OF MIDLOTHIAN	ROW ACQUISITION	0.09
45	WESTSIDE PRESERVE DEVELOPMENT LLC	ROW ACQUISITION	8.94
46	HC GPM LLC	ROW ACQUISITION	2.43
47	FIRST TEXAS HOMES INC	N / A	N / A
48	KRUTHIN LLC	ROW ACQUISITION	0.93
50	FULSON MIDLOTHIAN PARTNERS LP	ROW ACQUISITION	0.64
52	KRUTHIN LLC	ROW ACQUISITION	0.06


8' SHLDR
14' LANE
4' SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP

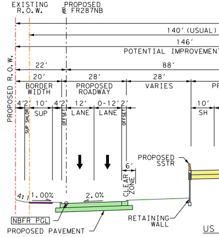

4' SHLDR
14' LANE
8' SHLDR
2.0%

PROPOSED TYPICAL SECTION
SB RAMP


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

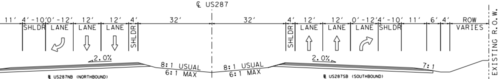
EXISTING CROSS STREET
TYPICAL SECTION
DAVIS RD   LAKEVIEW RD
ST PAUL RD   KIMBLE RD

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 IMPROVEMENT
PROPOSED R.O.W.
22'
88'
20'
28'
28'
BORDER WIDTH
PROPOSED ROADWAY
VARIES
4' 2' 10' SUP 4' 2'
SUP SHLDR
OFFSET
12' LANE
0-12' LANE
2' OFFSET
10' SH
6' CLEAR ZONE
PROPOSED SSTR
4:1
1.00%
2.0%
NBFR PGL
PROPOSED PAVEMENT
RETAINING WALL
US

℄ FR287NB (NORTHBOUND)
STA 1907+17.50 TO STA 1919+01.47
STA 1957+41.33 TO STA 1974+89.72

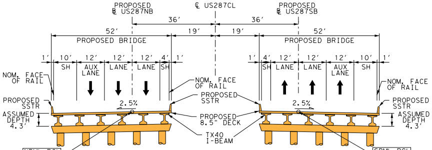
c:\bms\bridgefarmer-pw\peterson.dayan@bridgefarmer.com\dms22142\038503-SCH-PP-03.dgn
9/13/2024
5:18:46 PM


℄ US287
11′
4′-10′ SHLDR
0′-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
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

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


PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
36′
36′
52′
19′
19′
52′
PROPOSED BRIDGE
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′
NOM. FACE OF RAIL
NOM. FACE OF RAIL
NOM. FACE OF RAIL
PROPOSED SSTR
PROPOSED SSTR
PROPOSED SSTR
2.5%
2.5%
ASSUMED DEPTH 4.3′
ASSUMED DEPTH 4.3′
PROPOSED 8.5" DECK
TX40 I-BEAM
NBML PGL
SBML PGL

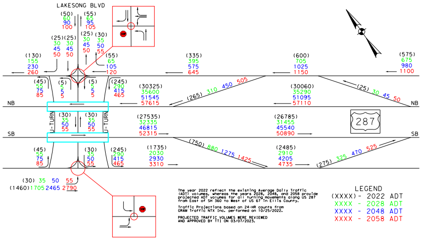
US 287 PROPOSED TYPICAL SECTION AT LAKESONG BLVD

SCALE: N.T.S.

℄ US287NB (NORTHBOUND)
STA 915+38.06 TO STA 918+88.06

℄ US287SB (SOUTHBOUND)
STA 915+10.81 TO STA 918+50.81

NOTE: SEE BRIDGE LAYOUTS FOR ACCURATE MEASUREMENTS AND INFORMATION

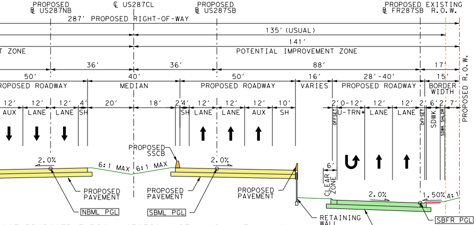

LAKESONG BLVD
(50) 60 90 100
(55) 65 95 105
(25) 30 45 50
(25) 30 45 50
(25) 30 45 50
(30) 35 50 55
(130) 155 230 260
(55) 65 105 120
(335) 395 575 645
(600) 705 1025 1150
(575) 675 980 1100
(45) 55 75 85
(5) 5 5 5
(5) 5 5 5
(245) 290 415 465
(30325) 35600 51545 57615
(265) 310 450 505
(30060) 35290 51095 57110
(25) 30 45 50
NB
U-TURN
U-TURN
(30) 35 50 55
(30) 35 50 55
(27535) 32335 46815 52315
(26785) 31455 45540 50890
287
SB
(45) 55 75 85
(30) 35 50 55
(245) 290 415 465
(1735) 2030 2930 3310
(750) 880 1275 1425
(2485) 2910 4205 4735
(275) 325 470 525
(30) 35 50 55
(1460) 1705 2465 2790

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


PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
EXISTING R.O.W.
287′ PROPOSED RIGHT-OF-WAY
135′ (USUAL)
141′
T ZONE
POTENTIAL IMPROVEMENT ZONE
36′
36′
88′
17′
50′
40′
50′
16′
28′-40′
15′
ROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
BORDER WIDTH
12′ AUX
12′ LANE
12′ LANE
4′ SH
20′
18′
2′ 4′ SH
12′ LANE
12′ LANE
12′ AUX
10′ SH
2′ OFFSET
0-12′ U-TRN*
12′ LANE
12′ LANE
2′ OFFSET
6′ SDWK
2′ SDWK SHLDR
7′
PROPOSED R.O.W.
PROPOSED SSCB
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

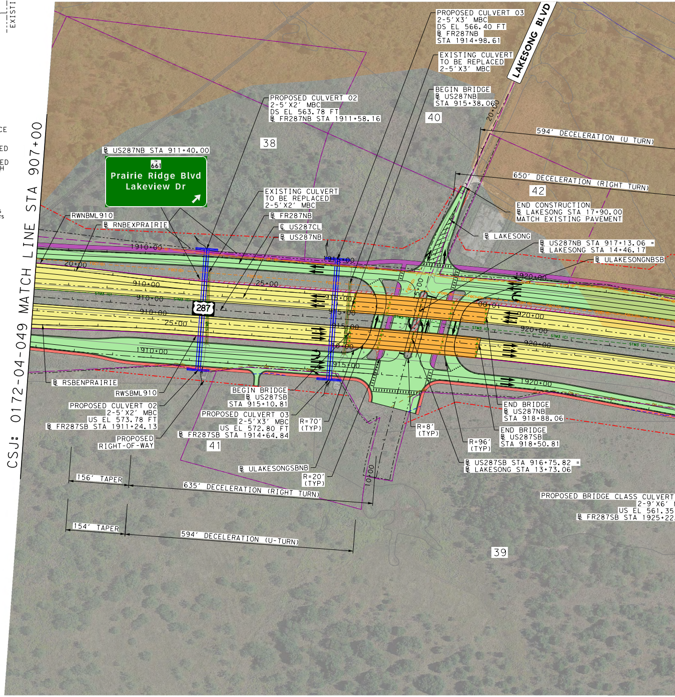
287 PROPOSED TYPICAL SECTION WITH MAINLANE WALLS

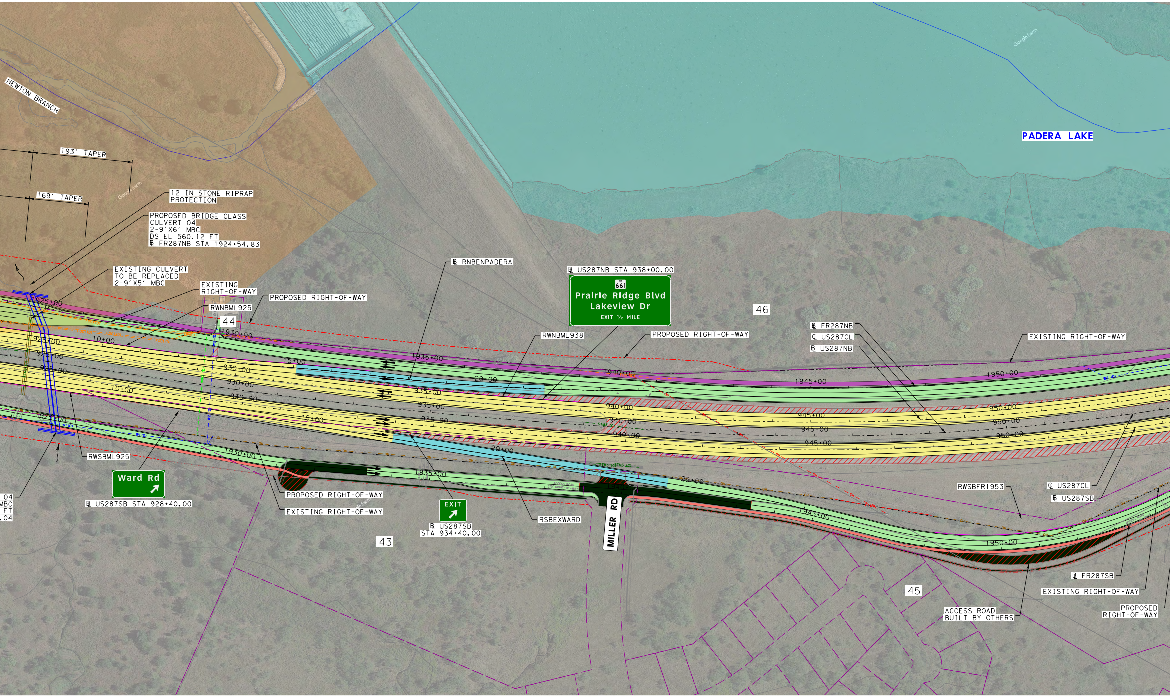
SCALE: N.T.S.

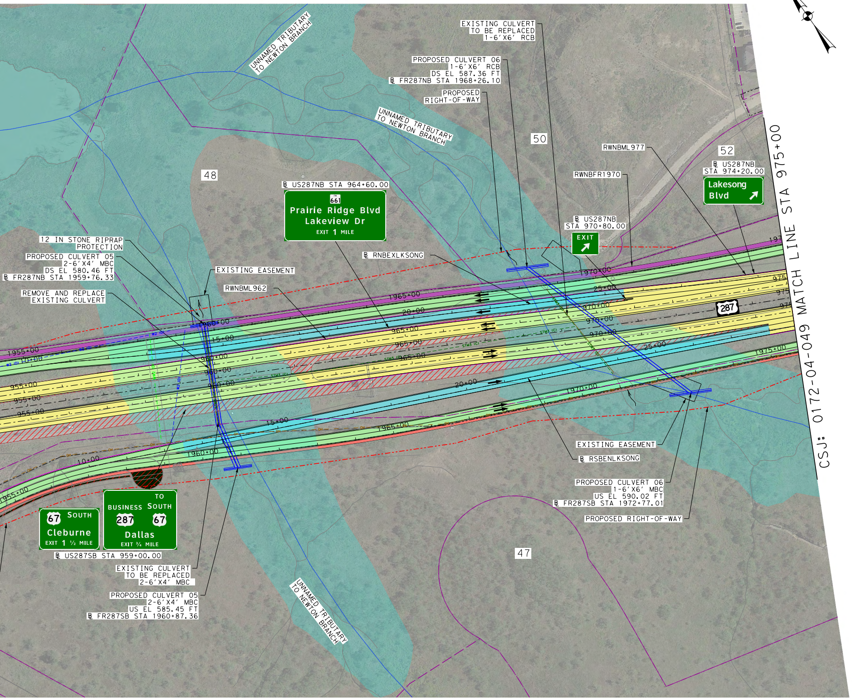
℄ US287NB (NORTHBOUND)
STA 912+97.53 TO STA 915+38.06
STA 918+88.06 TO STA 926+46.00

℄ US287SB (SOUTHBOUND)
STA 906+88.47 TO STA 915+10.81
STA 918+50.81 TO STA 926+98.00

℄ FR287SB (SOUTHBOUND)
STA 1906+84.09 TO STA 1909+66.20
STA 1909+66.20 TO STA 1914+91.20(*)
STA 1914+91.20 TO STA 1929+70.00
STA 1965+18.40 TO STA 1975+10.82


CSJ: 0172-04-049 MATCH LINE STA 907+00
LAKESONG BLVD
PROPOSED CULVERT 03
2-5′X3′ MBC
DS EL 566.40 FT
℄ FR287NB
STA 1914+98.61
EXISTING CULVERT
TO BE REPLACED
2-5′X3′ MBC
BEGIN BRIDGE
℄ US287NB
STA 915+38.06
40
PROPOSED CULVERT 02
2-5′X2′ MBC
DS EL 563.78 FT
℄ FR287NB STA 1911+58.16
38
594′ DECELERATION (U TURN)
℄ US287NB STA 911+40.00
661
Prairie Ridge Blvd
Lakeview Dr
650′ DECELERATION (RIGHT TURN)
42
EXISTING CULVERT
TO BE REPLACED
2-5′X2′ MBC
℄ FR287NB
℄ US287CL
℄ US287NB
END CONSTRUCTION
℄ LAKESONG STA 17+90.00
MATCH EXISTING PAVEMENT
RWNBML910
℄ RNBEXPRAIRIE
℄ LAKESONG
℄ US287NB STA 917+13.06 =
℄ LAKESONG STA 14+46.17
℄ ULAKESONGNBSB
1910+00
20+00
910+00
910+00
910+00
25+00
25+00
915+00
915+00
915+00
920+00
920+00
920+00
1915+00
1915+00
1920+00
1920+00
1910+00
10+00
15+00
287
℄ RSBENPRAIRIE
RWSBML910
BEGIN BRIDGE
℄ US287SB
STA 915+10.81
PROPOSED CULVERT 02
2-5′X2′ MBC
US EL 573.78 FT
℄ FR287SB STA 1911+24.13
PROPOSED CULVERT 03
2-5′X3′ MBC
US EL 572.80 FT
℄ FR287SB STA 1914+64.84
R=70′ (TYP)
R=8′ (TYP)
END BRIDGE
℄ US287NB
STA 918+88.06
END BRIDGE
℄ US287SB
STA 918+50.81
R=96′ (TYP)
PROPOSED
RIGHT-OF-WAY
41
℄ ULAKESONGSBNB
R=20′ (TYP)
℄ US287SB STA 916+75.82 =
℄ LAKESONG STA 13+73.06
156′ TAPER
635′ DECELERATION (RIGHT TURN)
PROPOSED BRIDGE CLASS CULVERT
2-9′X6′
US EL 561.35
℄ FR287SB STA 1925+22.
154′ TAPER
594′ DECELERATION (U-TURN)
39


NEWTON BRANCH
PADERA LAKE
193' TAPER
169' TAPER
12 IN STONE RIPRAP PROTECTION
PROPOSED BRIDGE CLASS CULVERT 04
2-9'X6' MBC
DS EL 560.12 FT
℄ FR287NB STA 1924+54.83
EXISTING CULVERT TO BE REPLACED
2-9'X5' MBC
EXISTING RIGHT-OF-WAY
RWNBML925
PROPOSED RIGHT-OF-WAY
44
℄ RNBENPADERA
℄ US287NB STA 938+00.00
661
Prairie Ridge Blvd
Lakeview Dr
EXIT ½ MILE
46
RWNBML938
PROPOSED RIGHT-OF-WAY
℄ FR287NB
℄ US287CL
℄ US287NB
EXISTING RIGHT-OF-WAY
1925+00
925+00
925+00
925+00
10+00
10+00
1925+00
1930+00
930+00
930+00
930+00
15+00
15+00
1935+00
935+00
935+00
935+00
20+00
20+00
1940+00
940+00
940+00
940+00
1945+00
945+00
945+00
945+00
1950+00
950+00
950+00
950+00
1930+00
1935+00
25+00
1945+00
1950+00
RWSBML925
Ward Rd
℄ US287SB STA 928+40.00
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXIT
℄ US287SB
STA 934+40.00
43
RSBEXWARD
MILLER RD
RWSBFR1953
℄ US287CL
℄ US287SB
℄ FR287SB
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
45
ACCESS ROAD BUILT BY OTHERS
04
MBC
FT
.04


EXISTING CULVERT
TO BE REPLACED
1-6' X6' RCB
PROPOSED CULVERT 06
1-6' X6' RCB
DS EL 587.36 FT
℄ FR287NB STA 1968+26.10
PROPOSED
RIGHT-OF-WAY
UNNAMED TRIBUTARY
TO NEWTON BRANCH
UNNAMED TRIBUTARY
TO NEWTON BRANCH
50
52
48
47
RWNBML977
RWNBFR1970
℄ US287NB
STA 974+20.00
Lakesong
Blvd
℄ US287NB STA 964+60.00
661
Prairie Ridge Blvd
Lakeview Dr
EXIT 1 MILE
℄ US287NB
STA 970+80.00
EXIT
12 IN STONE RIPRAP
PROTECTION
PROPOSED CULVERT 05
2-6' X4' MBC
DS EL 580.46 FT
℄ FR287NB STA 1959+76.33
℄ RNBEXLKSONG
EXISTING EASEMENT
RWNBML962
REMOVE AND REPLACE
EXISTING CULVERT
MATCH LINE STA 975+00
CSJ: 0172-04-049
287
EXISTING EASEMENT
℄ RSBENLKSONG
PROPOSED CULVERT 06
1-6' X6' MBC
US EL 590.02 FT
℄ FR287SB STA 1972+77.01
PROPOSED RIGHT-OF-WAY
67 SOUTH
Cleburne
EXIT 1 ½ MILE
TO
BUSINESS 287 SOUTH 67
Dallas
EXIT ¾ MILE
℄ US287SB STA 959+00.00
EXISTING CULVERT
TO BE REPLACED
2-6' X4' MBC
PROPOSED CULVERT 05
2-6' X4' MBC
US EL 585.45 FT
℄ FR287SB STA 1960+87.36
UNNAMED TRIBUTARY
TO NEWTON BRANCH
1955+00
1960+00
1965+00
1970+00
1975+00
955+00
960+00
965+00
970+00
975+00
10+00
15+00
20+00
25+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

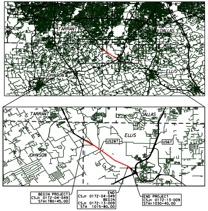
PROJECT LENGTH = 4.7 MILES

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

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 3 OF 18

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