5:18:59 PM
9/13/2024
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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

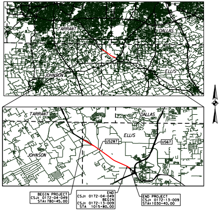
ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	45 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

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

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 4 OF 18

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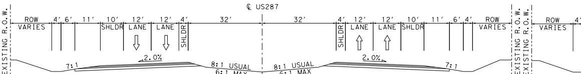
PLAN LEGEND:

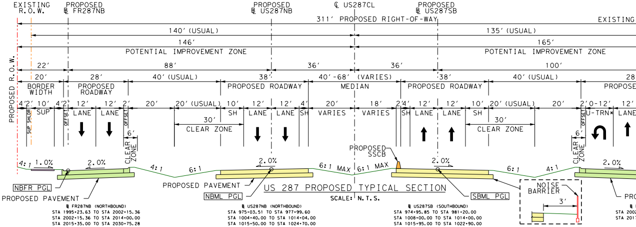
🟨	PROPOSED MAIN LANES
🟩	PROPOSED FRONTAGE RD/ CROSS ST
🟧	PROPOSED BRIDGE
🟪	PROPOSED SHARED-USE-PATH
🟥	PROPOSED SIDEWALK
🟦	PROPOSED RAMP
▨	FEMA FLOODPLAIN (ZONE AE)
▨	FEMA FLOODPLAIN (ZONE A)
▨	PAVEMENT REMOVAL
▨	BUILDING DISPLACEMENT
—·—·—	EXISTING RIGHT-OF-WAY
— — —	EXISTING PROPERTY LINE
—·—·—	PROPOSED 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'
SHLDR LANE LANE SHLDR
32' 32'
4' 12' 12' 10' 11' 6' 4'
SHLDR LANE LANE SHLDR
ROW VARIES
2.0%
7:1
8:1 USUAL
6:1 MAX
8:1 USUAL
6:1 MAX
2.0%
7:1
EXISTING R.O.W.
EXISTING R.O.W.
ROW VARIES
4'

℄ 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
311' PROPOSED RIGHT-OF-WAY
EXISTING
140' (USUAL)
135' (USUAL)
146'
165'
POTENTIAL IMPROVEMENT ZONE
POTENTIAL IMPROVEMENT ZONE
PROPOSED R.O.W.
22' 88' 36' 36' 100'
20' 28' 40' (USUAL) 38' 40'-68' (VARIES) 38' 40' (USUAL) 28
BORDER WIDTH
PROPOSED ROADWAY
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
PROPOSE
4' 2' 10' 4' 2' 12' 12' 2' 20' 20' (USUAL) 10' 12' 12' 4' 20' 18' 2' 4' 12' 12' 10' 20' (USUAL) 20' 2' 0-12' 12'
SUP SHLDR
SUP
OFFSET
LANE LANE
OFFSET
SH LANE LANE SH
VARIES VARIES
SH LANE LANE SH
U-TRN*
LANE
30' CLEAR ZONE
30' CLEAR ZONE
6' CLEAR ZONE
6' CLEAR ZONE
PROPOSED SSCB
4:1 1.0% 2.0% 4:1 6:1 2.0% 6:1 MAX 6:1 MAX 2.0% 6:1 4:1 2.0%
NBFR PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
NBML PGL
SBML PGL
NOISE BARRIER
3'
PRO

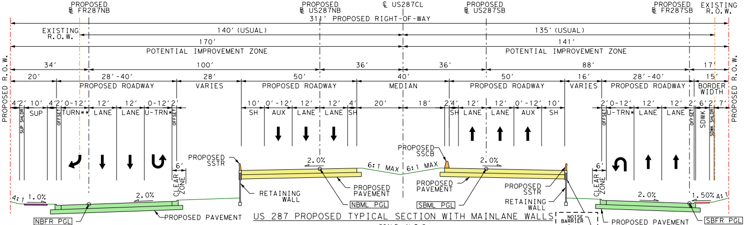
US 287 PROPOSED TYPICAL SECTION
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
STA 1995+23.63 TO STA 2002+15.36
STA 2002+15.36 TO STA 2014+00.00
STA 2015+35.00 TO STA 2030+75.28

℄ US287NB (NORTHBOUND)
STA 975+03.51 TO STA 977+99.60
STA 1004+40.00 TO STA 1014+04.00
STA 1015+50.00 TO STA 1024+70.00

℄ US287SB (SOUTHBOUND)
STA 974+95.85 TO STA 981+20.00
STA 1008+00.00 TO STA 1014+00.00
STA 1015+95.00 TO STA 1022+90.00

STA 200
STA 201


PROPOSED ℄ FR287NB
PROPOSED ℄ US287NB
℄ US287CL
PROPOSED ℄ US287SB
PROPOSED ℄ FR287SB
EXISTING R.O.W.
311' PROPOSED RIGHT-OF-WAY
EXISTING R.O.W.
140' (USUAL)
135' (USUAL)
170'
141'
POTENTIAL IMPROVEMENT ZONE
POTENTIAL IMPROVEMENT ZONE
PROPOSED R.O.W.
34' 100' 36' 36' 88' 17'
20' 28'-40' 28' 50' 40' 50' 16' 28'-40' 15'
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
MEDIAN
PROPOSED ROADWAY
VARIES
PROPOSED ROADWAY
BORDER WIDTH
PROPOSED R.O.W.
4' 2' 10' 4' 2' 0-12' 12' 12' 0-12' 2' 10' 0'-12' 12' 12' 4' 20' 18' 2' 4' 12' 12' 0'-12' 10' 2' 0-12' 12' 12' 2' 6' 2' 7'
SUP SHLDR
SUP
OFFSET
TURN**
LANE LANE
U-TRN*
OFFSET
SH AUX LANE LANE SH
SH LANE LANE AUX SH
OFFSET
U-TRN*
LANE LANE
OFFSET
SDWK
SDWK SHLDR
6' CLEAR ZONE
6' CLEAR ZONE
PROPOSED SSTR
PROPOSED SSCB
2.0% 6:1 MAX 6:1 MAX 2.0%
RETAINING WALL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
PROPOSED SSTR
RETAINING WALL
4:1 1.0% 2.0%
NBFR PGL
PROPOSED PAVEMENT
NBML PGL
SBML PGL
NOISE BARRIER
3'
2.0% 1.50% 4:1
PROPOSED PAVEMENT
SBFR PGL

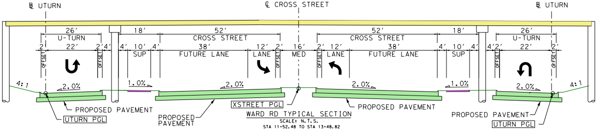
US 287 PROPOSED TYPICAL SECTION WITH MAINLANE WALLS
SCALE: N.T.S.

℄ FR287NB (NORTHBOUND)
STA 1974+89.72 TO STA 1980+81.84
STA 1980+81.84 TO STA 1986+06.28(**)
STA 1986+06.28 TO STA 1989+99.25
STA 1989+99.25 TO STA 1995+23.63(*)

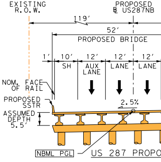
℄ US287NB (NORTHBOUND)
STA 977+99.60 TO STA 987+09.50
STA 989+89.50 TO STA 1004+40.00

℄ US287SB (SOUTHBOUND)
STA 981+20.00 TO STA 986+96.00
STA 989+76.00 TO STA 1008+00.00

℄ FR287SB (SOUTHBOUND)
STA 1975+10.82 TO STA 1981+60.89
STA 1981+60.89 TO STA 1986+84.75(*)
STA 1986+84.75 TO STA 2002+28.38

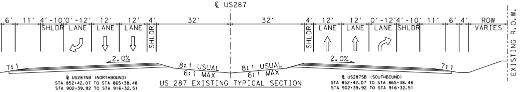

℄ UTURN
℄ CROSS STREET
℄ UTURN
26' 18' 52' 52' 18' 26'
U-TURN
CROSS STREET
CROSS STREET
U-TURN
2' 22' 2' 4' 4' 10' 4' 38' 12' 2' 16' 2' 12' 38' 4' 10' 4' 4' 2' 22' 2'
OFFSET
OFFSET
SUP
FUTURE LANE
LANE
OFFSET
MED
OFFSET
LANE
FUTURE LANE
SUP
OFFSET
OFFSET
4:1 2.0% 1.0% 2.0% 2.0% 1.0% 2.0% 4:1
PROPOSED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

WARD RD TYPICAL SECTION
SCALE: N.T.S.
STA 11+52.48 TO STA 13+48.82

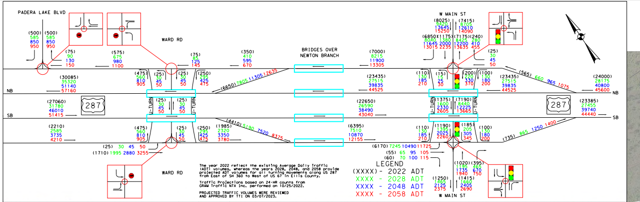

EXISTING R.O.W.
PROPOSED ℄ US287NB
119'
52'
PROPOSED BRIDGE
1' 10' 12' 12' 12'
SH
AUX LANE
LANE
LANE
NOM. FACE OF RAIL
PROPOSED SSTR
ASSUMED DEPTH 5.5'
2.5%
NBML PGL

US 287 PROPO

℄ US287NB (NORTHBOUND)
STA 987+09.50 TO STA 989+8


℄ US287
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
℄ 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

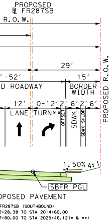

PADERA LAKE BLVD
WARD RD
BRIDGES OVER NEWTON BRANCH
W MAIN ST
NB
SB
287
U-TURN
(500) 585 850 950
(500) 585 850 950
(75) 90 130 150
(575) 675 980 1100
(75) 85 125 145
(350) 410 595 670
(7000) 8215 11900 13305
(30085) 35320 51140 57160
(27060) 31780 46010 51415
(6650) 7805 11305 12635
(23435) 27515 39835 44525
(22650) 26590 38490 43040
(4410) 5190 7520 8375
(6395) 7510 10870 12155
(2210) 2595 3735 4210
(1985) 2320 3350 3780
(25) 30 45 50
(250) 295 425 475
(475) 560 810 905
(1710) 1995 2880 3255
(6170) 7245 10490 11725
(565) 660 965 1075
(735) 865 1250 1400
(24000) 28175 40800 45600
(23385) 27455 39740 44440
(8025) (7415)
(6850) (1175) (7175) (240)
(1375) (7190)
(1020) (395)
(1250) (1415)
(55) 65 95 105
(60) 70 100 115

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.

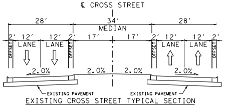
Traffic Projections based on 24-HR counts from GRAM Traffic NTX Inc. performed on 10/25/2022.

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

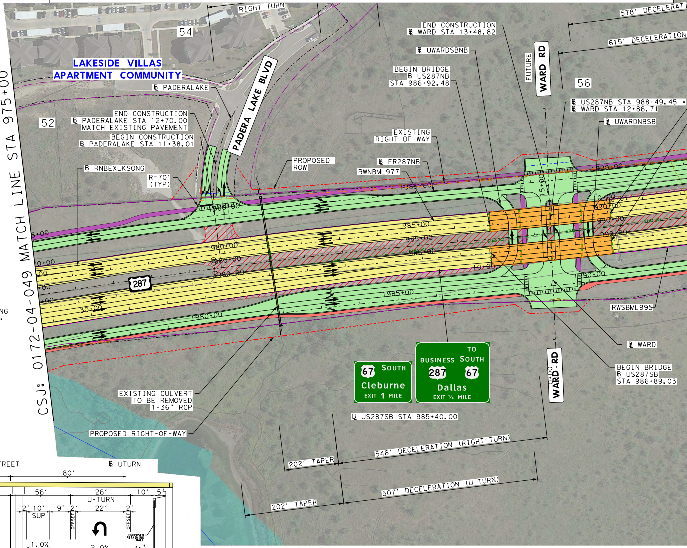
LEGEND
(XXXX) - 2022 ADT
XXXX - 2028 ADT
XXXX - 2048 ADT
XXXX - 2058 ADT


PROPOSED
℄ FR287SB
R.O.W.
29′
-52′
15′
ROADWAY
BORDER WIDTH
PROPOSED R.O.W.
12′ 0-12′ 2′ 6′ 2′ 6′
LANE TURN**
OFFSET
SDWK
SDWK SHLDR
1.50%
4:1
SBFR PGL
PROPOSED PAVEMENT

FR287SB (SOUTHBOUND)
2+28.38 TO STA 2014+60.00
7+80.00 TO STA 2025+46.12(* & **)

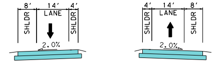

℄ CROSS STREET
28′ 34′ 28′
MEDIAN
2′ 12′ 12′ 2′ 17′ 17′ 2′ 12′ 12′ 2′
LANE LANE LANE LANE
OFFSET
2.0% 2.0% 2.0% 2.0%
EXISTING PAVEMENT
EXISTING PAVEMENT

EXISTING CROSS STREET TYPICAL SECTION
PADERA LAKE BLVD


RIGHT TURN
578′ DECELERATION
615′ DECELERATION
54
52
56
LAKESIDE VILLAS
APARTMENT COMMUNITY
℄ PADERALAKE
PADERA LAKE BLVD
END CONSTRUCTION
℄ WARD STA 13+48.82
℄ UWARDSBNB
FUTURE WARD RD
BEGIN BRIDGE
℄ US287NB
STA 986+92.48
℄ US287NB STA 988+49.45 =
℄ WARD STA 12+86.71
℄ UWARDNBSB
END CONSTRUCTION
℄ PADERALAKE STA 12+70.00
MATCH EXISTING PAVEMENT
BEGIN CONSTRUCTION
℄ PADERALAKE STA 11+38.01
EXISTING RIGHT-OF-WAY
℄ RNBEXLKSONG
PROPOSED ROW
℄ FR287NB
RWNBML977
R=70′ (TYP)
MATCH LINE STA 975+00
CSJ: 0172-04-049
287
RWSBML995
℄ WARD
BEGIN BRIDGE
℄ US287SB
STA 986+89.03
WARD RD
67 SOUTH
Cleburne
EXIT 1 MILE
TO BUSINESS SOUTH
287 67
Dallas
EXIT ¼ MILE
EXISTING CULVERT TO BE REMOVED 1-36″ RCP
℄ US287SB STA 985+40.00
PROPOSED RIGHT-OF-WAY
202′ TAPER
546′ DECELERATION (RIGHT TURN)
202′ TAPER
507′ DECELERATION (U TURN)
980+00
985+00
990+00
1980+00
1985+00
1990+00

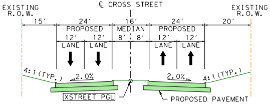
US287 SUPERELEVATION					
CHAIN	DESIGN SPEED (MPH)	BEGIN TRANSITION		END TRANSITION	
		STATION	e (%)	STATION	e (%)
US287NB	65	1005+31.00	2.00	1006+42.00	-2.60
		1023+56.00	-2.60	1024+54.00	1.48
US287SB	65	1005+56.00	-2.00	1005+85.00	-3.20
		1022+76.00	-3.20	1022+90.00	-3.76

PARCEL ID	OWNER	PROPERTY IMPACT	AREA (ACRES)
45	WESTSIDE PRESERVE DEVELOPMENT LLC	ROW ACQUISITION	8.94
52	KRUTHIN LLC	ROW ACQUISITION	0.06
49	MIDLOTHIAN WEST LLC	ROW ACQUISITION	2.00
51	SINGH HARDIP	ROW ACQUISITION	0.55
53	FOX DEVELOPMENT LP	N / A	N / A
54	MIDLOTHIAN LAKESIDE VILLAS LP	N / A	N / A
55	BRYANT ALFRED D ESTATE	N / A	N / A
56	KRUTHIN LLC	ROW ACQUISITION	1.03
57	AJP ADVANTAGE LLC	N / A	N / A
58	KRUTHIN LLC	ROW ACQUISITION	1.15
60	KRUTHIN 67 LLC & MIDLOTHIAN 67 LLC	ROW ACQUISITION	0.18
62	KRUTHIN LLC	ROW ACQUISITION	0.47
64	MIDLOTHIAN CITY OF	N / A	N / A
66	SOARING SMILES PROPERTY MANAGEMENT LLC	N / A	N / A
68	FOSTER JOHN B	N / A	N / A

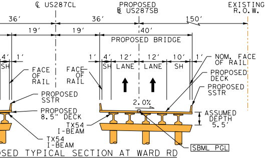

8′ 14′ 4′
SHLDR LANE SHLDR
2.0%
4′ 14′ 8′
SHLDR LANE SHLDR
2.0%

PROPOSED TYPICAL SECTION
NB RAMP

PROPOSED TYPICAL SECTION
SB RAMP


℄ CROSS STREET
EXISTING R.O.W.
EXISTING R.O.W.
15′ 24′ 16′ 24′ 20′
PROPOSED MEDIAN PROPOSED
12′ 12′ 8′ 8′ 12′ 12′
LANE LANE LANE LANE
4:1 (TYP.)
2.0%
2.0%
4:1 (TYP.)
XSTREET PGL
PROPOSED PAVEMENT

PADERA LAKE BLVD TYPICAL SECTION
SCALE: N.T.S.
STA 11+38.01 TO STA 12+70.00

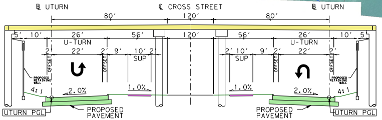

℄ US287CL
PROPOSED
℄ US287SB
EXISTING R.O.W.
36′ 36′ 150′
19′ 19′ 40′
PROPOSED BRIDGE
4′ 1′ 1′ 4′ 12′ 12′ 10′ 1′
SH LANE LANE SH
FACE OF RAIL
FACE OF RAIL
NOM. FACE OF RAIL
PROPOSED DECK
PROPOSED SSTR
PROPOSED SSTR
PROPOSED 8.5″ DECK
2.0%
TX54 I-BEAM
TX54 I-BEAM
ASSUMED DEPTH 5.5′
SBML PGL

SED TYPICAL SECTION AT WARD RD
SCALE: N.T.S.

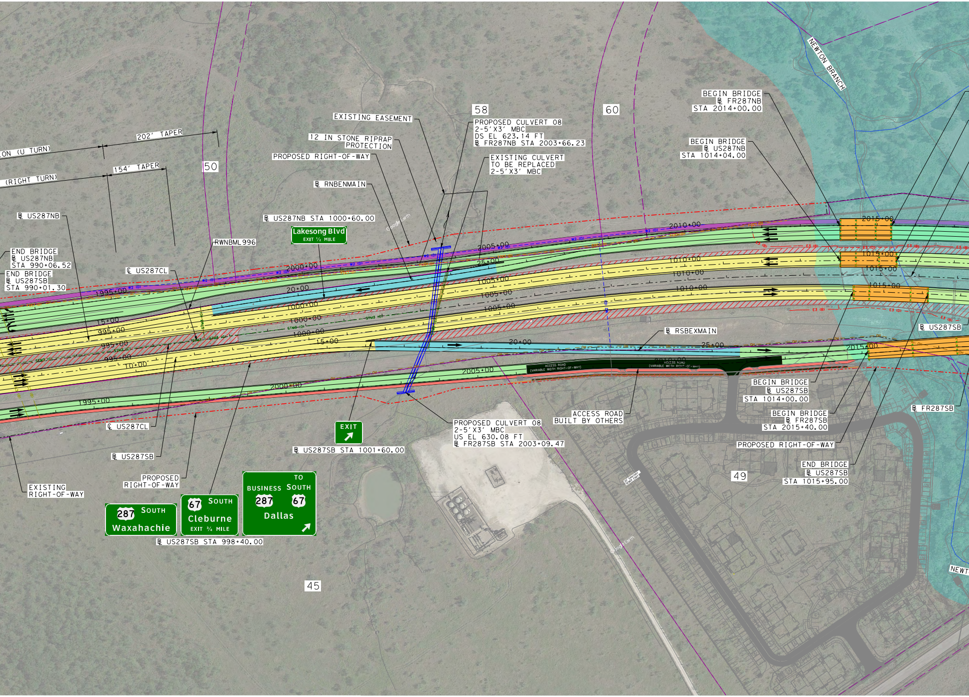
℄ US287SB (SOUTHBOUND)
STA 986+96.00 TO STA 989+76.00

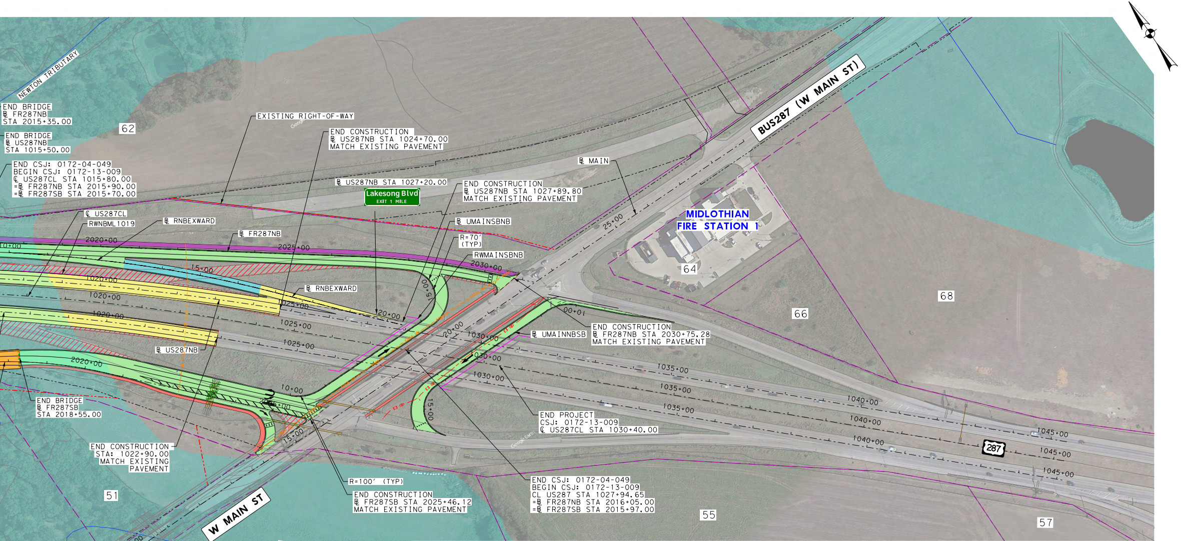
9.50

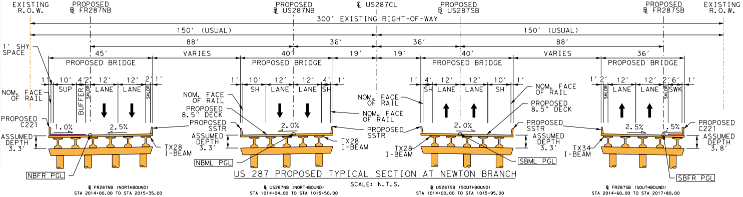
NOTE: SEE BRIDGE LAYOUTS FOR ACCURATE MEASUREMENTS AND INFORMATION


℄ UTURN
℄ CROSS STREET
℄ UTURN
80′ 120′ 80′
5′ 10′ 26′ 56′ 120′ 56′ 26′ 10′ 5′
U-TURN
U-TURN
2′ 22′ 2′ 9′ 10′ 2′
2′ 10′ 9′ 2′ 22′ 2′
SUP
SUP
OFFSET
PROPOSED RETAINING WALL
4:1
2.0%
1.0%
1.0%
2.0%
4:1
UTURN PGL
PROPOSED PAVEMENT
PROPOSED PAVEMENT
UTURN PGL

W MAIN ST U-TURN TYPICAL SECTION
SCALE: N.T.S.


ON (U TURN)
202' TAPER
(RIGHT TURN)
154' TAPER
50
EXISTING EASEMENT
12 IN STONE RIPRAP PROTECTION
PROPOSED RIGHT-OF-WAY
℄ RNBENMAIN
58
PROPOSED CULVERT 08
2-5'X3' MBC
DS EL 623.14 FT
℄ FR287NB STA 2003+66.23
EXISTING CULVERT TO BE REPLACED
2-5'X3' MBC
60
NEWTON BRANCH
BEGIN BRIDGE
℄ FR287NB
STA 2014+00.00
BEGIN BRIDGE
℄ US287NB
STA 1014+04.00
℄ US287NB
END BRIDGE
℄ US287NB
STA 990+06.52
END BRIDGE
℄ US287SB
STA 990+01.30
RWNBML996
℄ US287NB STA 1000+60.00
Lakesong Blvd
EXIT ½ MILE
℄ US287CL
1995+00
2000+00
2005+00
2010+00
2015+00
20+00
25+00
1000+00
1005+00
1010+00
1015+00
995+00
15+00
10+00
℄ RSBEXMAIN
℄ US287SB
BEGIN BRIDGE
℄ US287SB
STA 1014+00.00
BEGIN BRIDGE
℄ FR287SB
STA 2015+40.00
℄ FR287SB
ACCESS ROAD BUILT BY OTHERS
PROPOSED RIGHT-OF-WAY
END BRIDGE
℄ US287SB
STA 1015+95.00
PROPOSED CULVERT 08
2-5'X3' MBC
US EL 630.08 FT
℄ FR287SB STA 2003+09.47
EXIT
℄ US287SB STA 1001+60.00
℄ US287CL
℄ US287SB
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
287 SOUTH
Waxahachie
67 SOUTH
Cleburne
EXIT ¾ MILE
TO
BUSINESS 287 SOUTH 67
Dallas
℄ US287SB STA 998+40.00
49
45
NEWT


NEWTON TRIBUTARY
END BRIDGE
℄ FR287NB
STA 2015+35.00
END BRIDGE
℄ US287NB
STA 1015+50.00
END CSJ: 0172-04-049
BEGIN CSJ: 0172-13-009
℄ US287CL STA 1015+80.00
=℄ FR287NB STA 2015+90.00
=℄ FR287SB STA 2015+70.00
62
EXISTING RIGHT-OF-WAY
END CONSTRUCTION
℄ US287NB STA 1024+70.00
MATCH EXISTING PAVEMENT
℄ US287NB STA 1027+20.00
Lakesong Blvd
EXIT 1 MILE
END CONSTRUCTION
℄ US287NB STA 1027+89.80
MATCH EXISTING PAVEMENT
℄ MAIN
BUS287 (W MAIN ST)
MIDLOTHIAN
FIRE STATION 1
64
66
68
℄ US287CL
RWNBML1019
℄ RNBEXWARD
℄ FR287NB
℄ UMAINSBNB
R=70' (TYP)
RWMAINSBNB
℄ RNBEXWARD
℄ UMAINNBSB
END CONSTRUCTION
℄ FR287NB STA 2030+75.28
MATCH EXISTING PAVEMENT
℄ US287NB
2020+00
2025+00
2030+00
1020+00
1025+00
1030+00
1035+00
1040+00
1045+00
10+00
15+00
20+00
25+00
287
END BRIDGE
℄ FR287SB
STA 2018+55.00
END PROJECT
CSJ: 0172-13-009
℄ US287CL STA 1030+40.00
END CONSTRUCTION
STA: 1022+90.00
MATCH EXISTING
PAVEMENT
R=100' (TYP)
END CONSTRUCTION
℄ FR287SB STA 2025+46.12
MATCH EXISTING PAVEMENT
END CSJ: 0172-04-049
BEGIN CSJ: 0172-13-009
CL US287 STA 1027+94.65
=℄ FR287NB STA 2016+05.00
=℄ FR287SB STA 2015+97.00
51
55
57
W MAIN ST


NEWTON BRANCH
53
ON BRANCH
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'
45'
VARIES
40'
19'
19'
40'
VARIES
36'
PROPOSED BRIDGE
PROPOSED BRIDGE
PROPOSED BRIDGE
PROPOSED BRIDGE
1' SHY SPACE
1'
10'
4'
2'
12'
12'
2'
1'
SUP
BUFFER
SHLDR
LANE
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'
2'
6'
1'
SHLDR
LANE
LANE
SHLDR
SWK
NOM. FACE OF RAIL
PROPOSED C221
1.0%
2.5%
ASSUMED DEPTH 3.3'
TX28 I-BEAM
NBFR PGL
NOM. FACE OF RAIL
PROPOSED 8.5" DECK
PROPOSED SSTR
2.0%
ASSUMED DEPTH 3.3'
TX28 I-BEAM
NBML PGL
NOM. FACE OF RAIL
NOM. FACE OF RAIL
PROPOSED SSTR
TX28 I-BEAM
2.0%
NOM. FACE OF RAIL
PROPOSED 8.5" DECK
PROPOSED SSTR
ASSUMED DEPTH 3.3'
SBML PGL
TX34 I-BEAM
2.5%
1.5%
PROPOSED C221
ASSUMED DEPTH 3.8'
SBFR PGL
℄ FR287NB (NORTHBOUND)
STA 2014+00.00 TO STA 2015+35.00
℄ US287NB (NORTHBOUND)
STA 1014+04.00 TO STA 1015+50.00
℄ US287SB (SOUTHBOUND)
STA 1014+00.00 TO STA 1015+95.00
℄ FR287SB (SOUTHBOUND)
STA 2014+60.00 TO STA 2017+80.00

US 287 PROPOSED TYPICAL SECTION AT NEWTON BRANCH

SCALE: N.T.S.

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

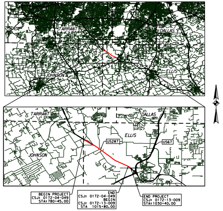
ROADWAY TYPE	DESIGN SPEED
MAINLANES	65 MPH
RAMPS	45 MPH
FRONTAGE ROADS	45 MPH
CROSS STREETS (MINIMUM)	30 MPH

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 4 OF 18

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