US 287 Frontage Roads Feasibility Study

Recommended (Build) Alternative

Estudio de Viabilidad de Carreteras Laterales de US 287 > Alternativa (Construcción) Recomendada

287

THIS EXHIBIT PRESENTS THE RECOMMENDED BUILD ALTERNATIVE FOR THE US 287 FRONTAGE ROADS CURRENTLY UNDER STUDY BY TxDOT. THE STUDY PURPOSE IS TO IMPROVE TRAFFIC OPERATIONAL MOBILITY, AND SAFETY. THIS ALIGNMENT IS PRELIMINARY AND THEREFORE SUBJECT TO DETAILED ROADWAY DESIGN, TRAFFIC AND ENVIRONMENTAL ANALYSES AND PUBLIC INVOLVEMENT.

ESTE EXPOSICIÓN PRESENTA LA ALTERNATIVA DE CONSTRUCCIÓN RECOMENDADA PARA LA CARRETERA US 287 QUE ESTÁ BAJO ESTUDIO DE TxDOT. EL PROPÓSITO DEL ESTUDIO ES MEJORAR LAS OPERACIONES DE TRÁFICO, MOVILIDAD Y CONFIABILIDAD. ESTA ALINEACIÓN ES PRELIMINAR Y POR LO TANTO SUJETA AL DISEÑO DE CARRETERA DETALLADA ; ANÁLISIS DE TRÁFICO Y MEDIO AMBIENTE; Y PARTICIPACIÓN PÚBLICA.

PRELIMINARY

THIS DRAWING IS A REPRESENTATION OF EXISTING AVAILABLE INFORMATION ONLY. RECOMMENDED SOLUTIONS AND DEPICTIONS ARE PRELIMINARY CONCEPTS AND SUBJECT TO CHANGE.
NOT FOR BID, CONSTRUCTION OR REPRODUCTION.

LEGEND

- URBAN FRONTAGE ROAD SECTION (2-LANES)
- RURAL FRONTAGE ROAD SECTION (2-LANES)
- RECONSTRUCTED MAINLANES (ALIGNMENT SHIFT)
- EXISTING RIGHT-OF-WAY (APPROXIMATE)
- PROPOSED RIGHT-OF-WAY (APPROXIMATE)
- CITY LIMITS
- PARKS
- SCHOOL
- 100-YR FLOOD
- WATER BODIES
- PROPOSED BRIDGE / CULVERT (LIMITS APPROXIMATE)
- CONCRETE TRAFFIC BARRIER
- MOBILITY 2045 REGIONAL VELOWEB ★
- EXISTING UTILITY ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CULVERT CROSSING / STORM DRAIN
- EXISTING FIBER OPTIC CABLE
- EXISTING TELEPHONE CABLE
- EXISTING GAS LINE
- EXISTING PIPELINE
- EXISTING WATER LINE
- US 287 BRIDGE OVERPASS OR UNDERPASS. ALIGNMENT DEPICTED FOR US 287 FRONTAGE ROADS AS RECOMMENDED BY THE LOCAL THOROUGHFARE PLANS. THE SPECIFIC CONFIGURATION, NUMBER OF TRAVEL AND TURN LANES, AND THE POTENTIAL INSTALLATION OF RAMPS WILL BE DETERMINED BY THE ROADWAY DESIGN DURING THE FUTURE ROADWAY SCHEMATIC DESIGN PHASE.
- PAVEMENT REMOVAL

DESIGN SPEED: 45 MPH

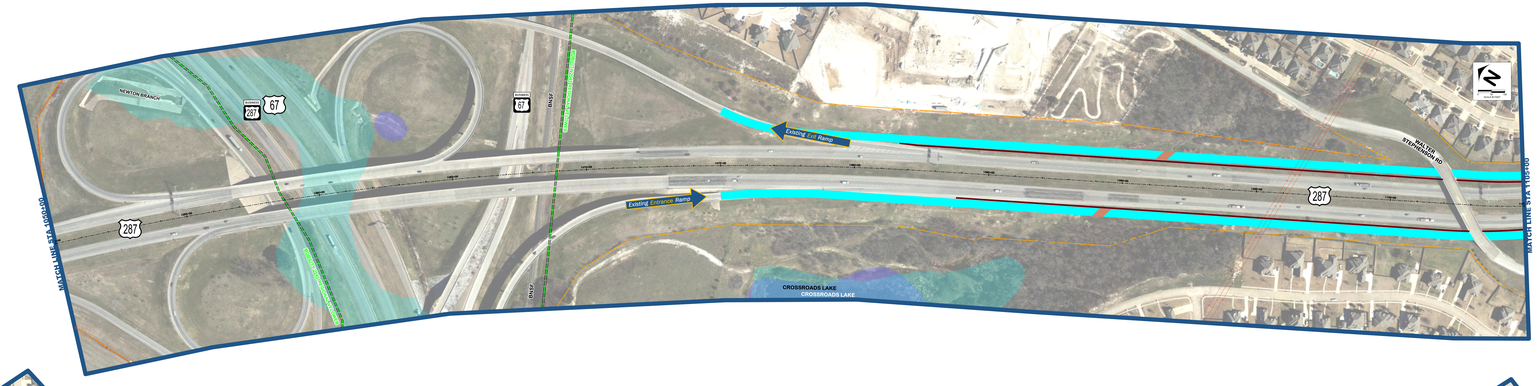
★ The Regional Velowebb is a 1,883 mile network of off-street shared use paths (trails) designed for multi-use trip purposes by bicyclists, pedestrians, and other non-motorized forms of transportation adopted as part of Mobility 2045. The Velowebb serves as the regional expressway network for active transportation, and it extends the reach of the region's roadway and passenger rail transit network for non-motorized transportation. The Velowebb has planned connections in 10 counties and 105 cities in North Central Texas. Community Pathways are similar to the Velowebb although they may not provide a connection to a major destination, they help supplement the Velowebb network. Alignments were determined through the cooperative efforts of local governments and NCTCOG staff by:

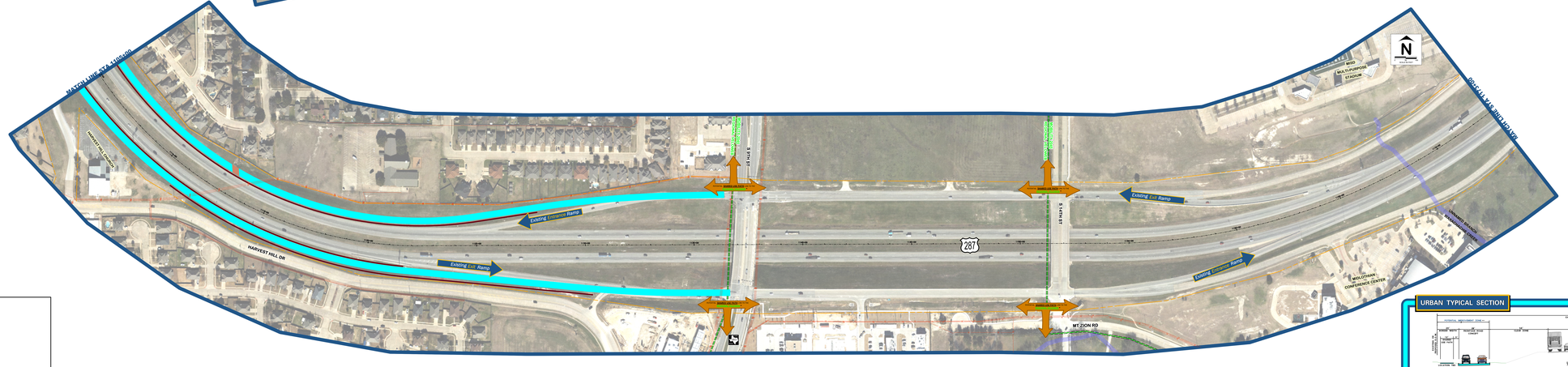
- Identifying existing and funded facilities.
- Reviewing locally planned bicycle and pedestrian facilities.
- Locating routes that would provide air quality benefits and shorten trip transit stations and major destinations.
- Identifying corridors that provide the greatest potential for regional connectivity.

The Regional Velowebb is adopted by the Regional Transportation Council, the transportation policy body of the Metropolitan Planning Organization, as part of the longterm metropolitan transportation plan for the Dallas-Fort Worth area. Corridors identified on the Velowebb as "planned" may be prioritized for future funding. Cities and counties within the region are responsible for the planning and implementation of bicycle and pedestrian infrastructure and amenities. The North Central Texas Council of Governments (NCTCOG) takes those plans and promotes connections throughout the region, with a focus on alternative commute routes. (Source: NCTCOG.org)

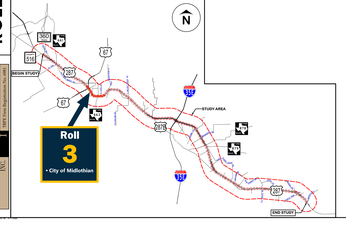
NOTES:

1. 2019 AERIAL PHOTOS SHOWN WERE PROVIDED BY TxDOT.
2. DRAFT CONCEPTS ARE PRELIMINARY AND SUBJECT TO CHANGE.
3. EXISTING RIGHT-OF-WAY SHOWN IS APPROXIMATE. GIS DATA ACQUIRED FROM THE ELLIS COUNTY APPRAISAL DISTRICT, MAY 8, 2019.
4. DRAFT CONCEPT TIE-IN LOCATIONS TO RAMPS AND ROADWAYS ARE SUBJECT TO CHANGE.
5. CROSS STREET AND DRIVEWAY ACCESS TO THE US 287 MAINLANES WILL BE REMOVED AND ACCESS WILL INSTEAD BE RE-ESTABLISHED TO THE INSTALLED FRONTAGE ROADS.

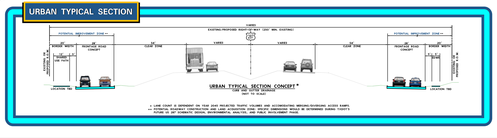




ROLL INDEX MAP



URBAN TYPICAL SECTION


POTENTIAL RIGHT-OF-WAY
EXISTING/PROPOSED RIGHT-OF-WAY (VAR. WIDTH)
POTENTIAL RIGHT-OF-WAY
POTENTIAL RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
CURB
CURB
LANES
LANES
CURB
CURB
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
EXISTING GROUND
EXISTING GROUND
EXISTING GROUND