Texas Department of Transportation

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DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

FM 1387
100% DESIGN SCHEMATIC

ELLIS COUNTY, TEXAS
FROM NORTH MIDLOTHIAN PARKWAY TO FM 664
CSJ's: 1394-02-027 & 1394-01-002
LENGTH: 5.75 MILES

DATED: AUGUST 2024

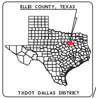
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 1387	40 MPH	PRINCIPAL ARTERIAL
MIDLOTHIAN PARKWAY	45 MPH	MAJOR COLLECTOR
WALLNUT GROVE ROAD	35 MPH	MAJOR COLLECTOR
LONGBRANCH ROAD	35 MPH	MAJOR COLLECTOR
FM 664	55 MPH	MAJOR COLLECTOR
LOCAL STREETS	30 MPH	LOCAL

INDEX OF SHEETS

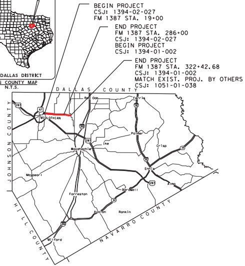
ROLL 1 OF 8:	PLAN & PROFILE VIEW STA. 19+00 TO STA. 95+00
ROLL 2 OF 8:	PLAN & PROFILE VIEW STA. 95+00 TO STA. 164+00
ROLL 3 OF 8:	PLAN & PROFILE VIEW STA. 164+00 TO STA. 228+00
ROLL 4 OF 8:	PLAN & PROFILE VIEW STA. 228+00 TO STA. 286+00
ROLL 5 OF 8:	PLAN & PROFILE VIEW STA. 286+00 TO STA. 322+36
■ ROLL 6 OF 8:	SUPPLEMENTAL SIDE STREET PROFILES
■ ROLL 7 OF 8:	SUPPLEMENTAL SIDE STREET PROFILES
■ ROLL 8 OF 8:	SUPPLEMENTAL SIDE STREET PROFILES

■ NOT INCLUDED

ROLL 4 OF 8


ELLIS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.


BEGIN PROJECT
CSJ: 1394-02-027
FM 1387 STA. 19+00
END PROJECT
FM 1387 STA. 286+00
CSJ: 1394-02-027
BEGIN PROJECT
CSJ: 1394-01-002
END PROJECT
FM 1387 STA. 322+42.68
CSJ: 1394-01-002
MATCH EXIST. PROJ. BY OTHERS
CSJ: 1051-01-038
DALLAS COUNTY
JOHNSON COUNTY
HILL COUNTY
NAVARRO COUNTY
MIDLOTHIAN
Red Oak
Ferris
Palmer
Waxahachie
Ike
Crisp
Ennis
Maypearl
Bardwell
Forreston
Avalon
Rankin
Italy
Milford

LOCATION MAP
N.T.S.

LEGEND

—·· —	EXISTING RIGHT OF WAY LINE	—·—·	PROPOSED DRAINAGE EASEMENT
—·· —	PROPOSED RIGHT OF WAY LINE	🟧	PROPOSED CONCRETE PAVEMENT
—·· —	RIGHT OF WAY LINE BY OTHERS	🟨	PROPOSED SIDEWALK
— · — ·	CENTERLINE	🟪	PROPOSED DRIVEWAY
——	PARCEL LINE	▭	PROPOSED BRIDGE
— — —	CITY/COUNTY BOUNDARY LINE	🟦	ADJACENT PROJECT - BY OTHERS
— — —	EXISTING DRAINAGE	▭	PROPOSED ROW ACQUISITION
—·→·—	PROPOSED DITCH BOTTOM	←	PROPOSED LANES
▦	PROPOSED DRAINAGE STRUCTURE	(#)	PARCEL IDENTIFYING NUMBER
——	PROPOSED RETAINING WALL	▨	EXISTING PAVEMENT REMOVAL
◄∿	DIRECTION OF FLOW	▨	DISPLACEMENT
▨	FEMA 100 YR FLOODPLAIN LIMITS	▨	POTENTIAL IMPACTED PROPERTY
------	CURB WALL	▬	METAL BEAM GUARD FENCE (MBGF)
—·—·	SOUND WALL	▨	DEDICATION FOR TRANSPORTATION USE

SCALE: 1"=100' H, 1"=10' V

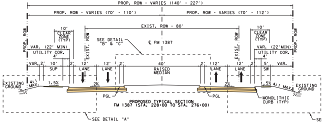
PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND REGULATORY APPROVAL. THEY ARE NOT INTENDED FOR PERMITTING, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

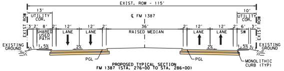
NAME	P.E. NO.	DATE
RANDY L GROS, PE	134559	8/05/2024

GARVER
3000 INTERNET BLVD
SUITE 400
FRISCO, TX 75034

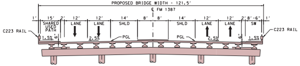
FIRM REGISTRATION NO. 5713


PROP. ROW - VARIES (140' - 227')
PROP. ROW - VARIES (70' - 110')
PROP. ROW - VARIES (70' - 112')
EXIST. ROW - 80'
10' CLEAR ZONE (TYP)
SEE DETAIL "B" & "C"
℄ FM 1387
VAR. (22' MIN) UTILITY COR.
SUP
LANE
40' RAISED MEDIAN
SW
EXISTING GROUND
PGL
MONOLITHIC CURB (TYP)
SEE DETAIL "A"
SEE DETAIL "D", "E" & "F"

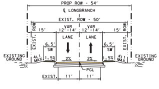
PROPOSED TYPICAL SECTION
FM 1387 (STA. 228+00 TO STA. 276+00)


EXIST. ROW - 115'
℄ FM 1387
UTILITY COR.
SHARED USED PATH
LANE
36' RAISED MEDIAN
SW
EXISTING GROUND
PGL
MONOLITHIC CURB (TYP)

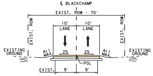
PROPOSED TYPICAL SECTION
FM 1387 (STA. 276+00 TO STA. 286+00)


PROPOSED BRIDGE WIDTH - 121.5'
℄ FM 1387
C223 RAIL
SHARED USED PATH
LANE
SHLD
SW
PGL

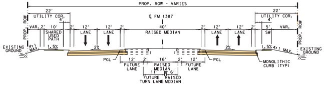
PROPOSED TYPICAL SECTION
LONG BRANCH CREEK BRIDGE (STA. 245+91 TO STA. 247+71)


PROP ROW - 54'
℄ LONGBRANCH
EXIST. ROW - 50'
LANE
SW
EXISTING GROUND
PGL
EXIST. 11' 11'

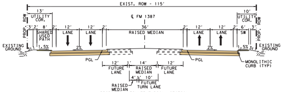
PROPOSED TYPICAL SECTION
LONGBRANCH RD. (STA. 10+75 TO STA. 17+70)
* PROP SW FROM STA 12+00 TO STA 17+70


℄ BLACKCHAMP
EXIST. ROW - 70'
10' LANE
10' LANE
EXISTING GROUND
PGL
EXIST. 9' 9'

PROPOSED TYPICAL SECTION
BLACKCHAMP ROAD (STA. 11+35 TO STA. 15+30)

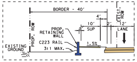

PROP. ROW - VARIES
22' UTILITY COR.
℄ FM 1387
SHARED USED PATH
LANE
40' RAISED MEDIAN
SW
EXISTING GROUND
PGL
FUTURE LANE
RAISED MEDIAN
FUTURE TURN LANE
MONOLITHIC CURB (TYP)

PROPOSED ULTIMATE TYPICAL SECTION
FM 1387 (STA. 228+00 TO STA. 276+00)

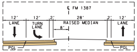

EXIST. ROW - 115'
℄ FM 1387
UTILITY COR.
SHARED USED PATH
LANE
36' RAISED MEDIAN
SW
EXISTING GROUND
PGL
FUTURE LANE
RAISED MEDIAN
FUTURE TURN LANE
MONOLITHIC CURB (TYP)

PROPOSED ULTIMATE TYPICAL SECTION
FM 1387 (STA. 276+00 TO STA. 286+00)

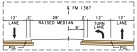
ULTIMATE TYPICAL SECTIONS [N.T.S.]


BORDER - 40'
PROP. RETAINING WALL
C223 RAIL
3:1 MAX.
SUP
LANE
EXISTING GROUND

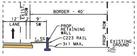
DETAIL "A"
FM 1387 RETAINING WALL
(STA. 252+75 TO 258+63) LT.


℄ FM 1387
LANE
TURN LANE
28' RAISED MEDIAN
PGL

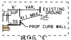
DETAIL "B"
WESTBOUND LEFT TURN LANES
(STA 237+32 TO STA 241+17)
(STA 259+66 TO STA 263+40)


℄ FM 1387
LANE
28' RAISED MEDIAN
TURN LANE
PGL

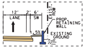
DETAIL "C"
EASTBOUND LEFT TURN LANES
(STA 228+00 TO STA 228+40)
(STA 232+61 TO STA 236+36)
(STA 254+90 TO STA 258+74)
(STA 285+31 TO STA 286+00)


BORDER - 40'
LANE
SW
PROP. RETAINING WALL
C223 RAIL
3:1 MAX.
EXISTING GROUND

DETAIL "D"
FM 1387 RETAINING WALL
(STA. 243+65 TO 246+58) RT.


SUP
EXISTING GROUND
PROP CURB WALL

DETAIL "E"
FM 1387 CURB WALL
(STA. 283+50 TO 286+00) RT.


LANE
SW
PROP. RETAINING WALL
EXISTING GROUND

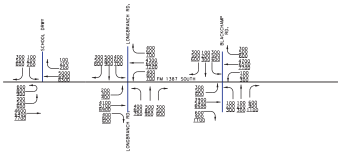
DETAIL "F"
FM 1387 RETAINING WALL
(STA. 274+50 TO 279+25) RT.

TYPICAL SECTIONS [N.T.S.]

PARCEL ID	OWNER
124	MIDLOTHIAN ISD
125	COOK JAMES R
126	SNEED DERWIN L & KARLA L
127	ADERMAN PATRICK E
128	LONGBRANCH COMMUNITY BAPTIST CHURCH
200	PEDERSEN HERBERT L & BARBARA G
201	KING CHARLES C JR & TINA L
202	PEDERSEN HERBERT L & BARBARA G
203	PETTER FAMILY REVOCABLE LIVING TRUST
204	A1 U STOR IT LLC
205	SMITH AMY KAY & KENNETH W MARKS
205A	JOANNA HASSELL
206	BOSWELL JOHN C
207	DIXON JOHN T & BARBARA A
208	FOWLER CHRISTOPHER & LINDSEY
209	DOUCET ANDRE & SPUARLING-WOODARD ANGEL R
210	DEVINE MICHAEL D & THERESA
211	SORENSON SUZANNE & SETH
212	CONFIDENTIAL OWNER
213	BROWN KARL A & TEAGUE-BROWN ANDREA L
214	BELLER MARC W
215	FERNANDEZ ALEXANDER S
216	SAVALA JOE A & LINDSAY K
218	BELLER MARC W & ANN E

PARCEL OWNER INFORMATION TABLE

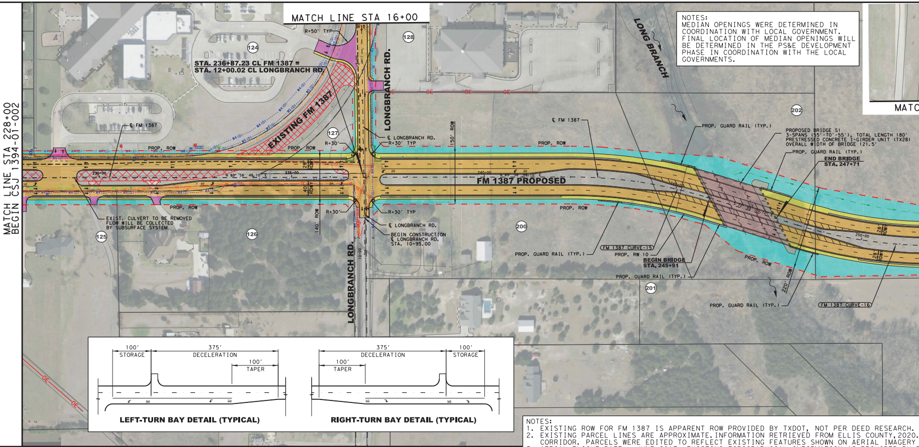
LEGEND
OPENING YEAR (2025)
DESIGN YEAR (2045)
PAVEMENT YEAR (2055)


SCHOOL DRWY
LONGBRANCH RD.
BLACKCHAMP RD.
FM 1387 SOUTH

TRAFFIC LINE DIAGRAM [N.T.S.]

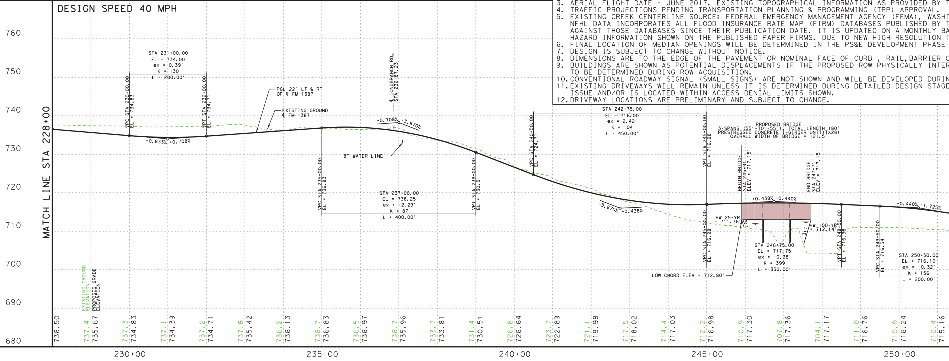
NOTE:
SOURCE OF DATA: TXDOT, TRANSPORTAT
PROGRAMMING AND PLANNING DIVISION
MEMORANDUM, NOVEMBER 16, 2017.

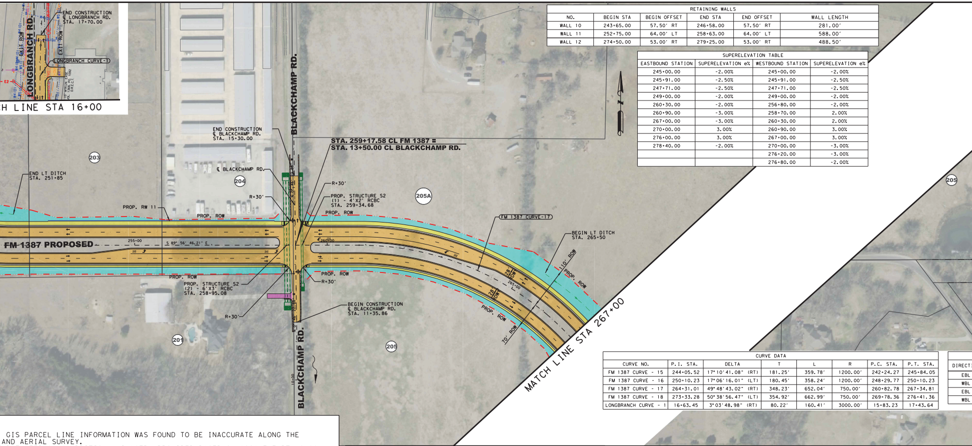
NOTES:
MEDIAN OPENINGS WERE DETERMINED IN COORDINATION WITH LOCAL GOVERNMENT. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE IN COORDINATION WITH THE LOCAL GOVERNMENTS.


MATCH LINE STA 16+00
MATCH LINE STA 228+00
BEGIN CSJ 1394-01-002
MATC
STA. 236+87.23 CL FM 1387 =
STA. 12+00.02 CL LONGBRANCH RD.
EXISTING FM 1387
FM 1387 PROPOSED
LONGBRANCH RD.
LONG BRANCH
℄ FM 1387
PROP. ROW
R=50' TYP
R=30'
R=30' TYP
℄ LONGBRANCH RD.
BEGIN CONSTRUCTION
℄ LONGBRANCH RD.
STA. 10+95.00
150' ROW
140' ROW
220' ROW
EXIST. CULVERT TO BE REMOVED
FLOW WILL BE COLLECTED
BY SUBSURFACE SYSTEM
PROP. GUARD RAIL (TYP.)
PROPOSED BRIDGE S1
3-SPANS (55'-70'-55'), TOTAL LENGTH 180'
PRESTRESSED CONCRETE I-GIRDER UNIT (TX28)
OVERALL WIDTH OF BRIDGE 121.5'
END BRIDGE
STA. 247+71
BEGIN BRIDGE
STA. 245+91
PROP. RW 10
FM 1387 CURVE-15
FM 1387 CURVE-16
OE
124
125
126
127
128
200
201
202
230+00
235+00
240+00
250+00
100'
STORAGE
375'
DECELERATION
100'
TAPER
LEFT-TURN BAY DETAIL (TYPICAL)
375'
DECELERATION
100'
STORAGE
100'
TAPER
RIGHT-TURN BAY DETAIL (TYPICAL)

NOTES:
1. EXISTING ROW FOR FM 1387 IS APPARENT ROW PROVIDED BY TXDOT, NOT PER DEED RESEARCH.
2. EXISTING PARCEL LINES ARE APPROXIMATE. INFORMATION RETRIEVED FROM ELLIS COUNTY, 2020.
CORRIDOR. PARCELS WERE EDITED TO REFLECT EXISTING FEATURES SHOWN ON AERIAL IMAGERY
3. AERIAL FLIGHT DATE - JUNE 2017. EXISTING TOPOGRAPHICAL INFORMATION AS PROVIDED BY T
4. TRAFFIC PROJECTIONS PENDING TRANSPORTATION PLANNING & PROGRAMMING (TPP) APPROVAL.
5. EXISTING CREEK CENTERLINE SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), WASHI
NFHL DATA INCORPORATES ALL FLOOD INSURANCE RATE MAP (FIRM) DATABASES PUBLISHED BY T
AGAINST THOSE DATABASES SINCE THEIR PUBLICATION DATE. IT IS UPDATED ON A MONTHLY BA
HAZARD INFORMATION SHOWN ON THE PUBLISHED PAPER FIRMS. DUE TO NEW HIGH RESOLUTION T
6. FINAL LOCATION OF MEDIAN OPENINGS WILL BE DETERMINED IN THE PS&E DEVELOPMENT PHASE
7. DESIGN IS SUBJECT TO CHANGE WITHOUT NOTICE.
8. DIMENSIONS ARE TO THE EDGE OF THE PAVEMENT OR NOMINAL FACE OF CURB , RAIL, BARRIER C
9. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENTS IF THE PROPOSED ROW PHYSICALLY INTER
TO BE DETERMINED DURING ROW ACQUISITION.
10. CONVENTIONAL ROADWAY SIGNAL (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURIN
11. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN STAGE
ISSUE AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
12. DRIVEWAY LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE.

DESIGN SPEED 40 MPH


MATCH LINE STA 228+00
760
750
740
730
720
710
700
690
680
STA 231+00.00
EL = 734.00
ex = 0.39'
K = 130
L = 200.00'
VPC STA 230+00.00
EL = 734.83
VPT STA 232+00.00
EL = 734.71
-0.833%
+0.708%
PGL 22' LT & RT
OF ℄ FM 1387
EXISTING GROUND
℄ FM 1387
℄ LONGBRANCH RD.
STA 236+87.23
+0.708%
-3.870%
8" WATER LINE
VPC STA 235+00.00
EL = 736.83
STA 237+00.00
EL = 738.25
ex = -2.29'
K = 87
L = 400.00'
VPT STA 239+00.00
EL = 730.51
VPC STA 240+50.00
EL = 724.71
STA 242+75.00
EL = 716.00
ex = 2.42'
K = 104
L = 450.00'
-3.870%
+0.438%
VPT STA 245+00.00
EL = 716.98
PROPOSED BRIDGE
3-SPANS (55'-70'-55'), TOTAL LENGTH 180'
PRESTRESSED CONCRETE I-GIRDER UNIT (TX28)
OVERALL WIDTH OF BRIDGE = 121.5'
BEGIN BRIDGE
STA 245+91
ELEV = 717.15'
END BRIDGE
STA 247+71
ELEV = 717.15'
+0.438%
-0.440%
HW 25-YR
= 711.76
HW 100-YR
= 712.14'
VPC STA 245+00.00
EL = 716.98
STA 246+75.00
EL = 717.75
ex = -0.38'
K = 399
L = 350.00'
VPT STA 248+50.00
EL = 716.98
LOW CHORD ELEV = 712.80'
-0.440%
-1.725%
VPC STA 249+50.00
EL = 716.54
STA 250+50.00
EL = 716.10
ex = -0.32'
K = 156
L = 200.00'
EXISTING GROUND
ELEVATION
PROPOSED GRADE
ELEVATION
736.50
737.4
735.67
737.3
734.83
737.1
734.39
737.2
734.71
737.6
735.42
736.2
736.13
736.7
736.83
736.5
736.97
736.7
735.96
733.7
733.81
731.4
730.51
726.8
726.64
723.7
722.89
721.1
719.98
717.5
718.02
714.4
717.03
712.2
716.98
710.9
717.30
707.8
717.36
704.1
717.17
711.0
716.76
710.9
716.24
710.4
715.16
230+00
235+00
240+00
245+00
250+00


END CONSTRUCTION
℄ LONGBRANCH RD.
STA. 17+70.00
LONGBRANCH RD.
EXIT ROW
LONGBRANCH CURVE-1
15' WTR/N EASE.
VOL. 1368, PG. 1092
D.R.E.C.T.
H LINE STA 16+00
END CONSTRUCTION
℄ BLACKCHAMP RD.
STA. 15+30.00
BLACKCHAMP RD.
STA. 259+17.58 CL FM 1387 =
STA. 13+50.00 CL BLACKCHAMP RD.
203
204
205A
205
201
END LT DITCH
STA. 251+85
℄ BLACKCHAMP RD.
R=30'
PROP. RW 11
PROP. ROW
PROP. STRUCTURE S2
(1) - 4'X2' RCBC
STA. 259+34.68
FM 1387 CURVE-17
BEGIN LT DITCH
STA. 265+50
FM 1387 PROPOSED
255+00
S 89° 56' 46.21" E
260+00
265+00
28' ROW
110' ROW
70' ROW
PROP. STRUCTURE S2
(2) - 6'X3' RCBC
STA. 258+95.08
BEGIN CONSTRUCTION
℄ BLACKCHAMP RD.
STA. 11+35.86
10+00
MATCH LINE STA 267+00

RETAINING WALLS					
NO.	BEGIN STA	BEGIN OFFSET	END STA	END OFFSET	WALL LENGTH
WALL 10	243+65.00	57.50' RT	246+58.00	57.50' RT	281.00'
WALL 11	252+75.00	64.00' LT	258+63.00	64.00' LT	588.00'
WALL 12	274+50.00	53.00' RT	279+25.00	53.00' RT	488.50'

SUPERELEVATION TABLE			
EASTBOUND STATION	SUPERELEVATION e%	WESTBOUND STATION	SUPERELEVATION e%
245+00.00	-2.00%	245+00.00	-2.00%
245+91.00	-2.50%	245+91.00	-2.50%
247+71.00	-2.50%	247+71.00	-2.50%
249+00.00	-2.00%	249+00.00	-2.00%
260+30.00	-2.00%	256+80.00	-2.00%
260+90.00	-3.00%	258+70.00	2.00%
267+00.00	-3.00%	260+30.00	2.00%
270+00.00	3.00%	260+90.00	3.00%
276+00.00	3.00%	267+00.00	3.00%
278+40.00	-2.00%	270+00.00	-3.00%
		276+20.00	-3.00%
		276+80.00	-2.00%

CURVE DATA							
CURVE NO.	P.I. STA.	DELTA	T	L	R	P.C. STA.	P.T. STA.
FM 1387 CURVE - 15	244+05.52	17°10'41.08" (RT)	181.25'	359.78'	1200.00'	242+24.27	245+84.05
FM 1387 CURVE - 16	250+10.23	17°06'16.01" (LT)	180.45'	358.24'	1200.00'	248+29.77	250+10.23
FM 1387 CURVE - 17	264+31.01	49°48'43.02" (RT)	348.23'	652.04'	750.00'	260+82.78	267+34.81
FM 1387 CURVE - 18	273+33.28	50°38'56.47" (LT)	354.92'	662.99'	750.00'	269+78.36	276+41.36
LONGBRANCH CURVE - 1	16+63.45	3°03'48.98" (RT)	80.22'	160.41'	3000.00'	15+83.23	17+43.64

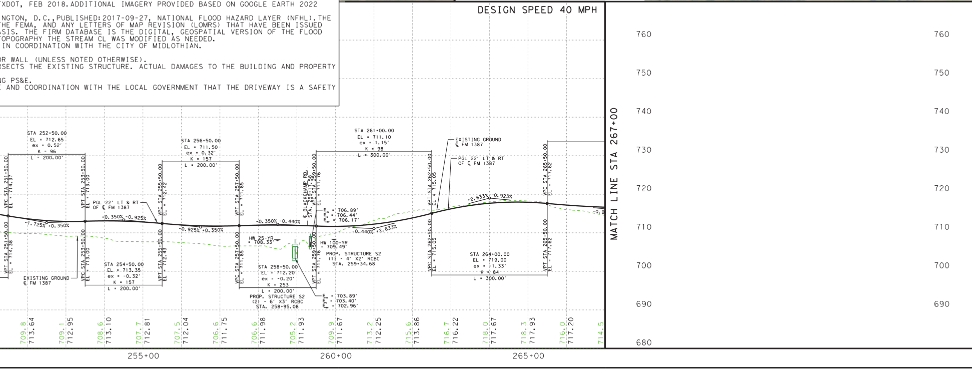
DIRECTI
EBL
WBL
EBL
WBL

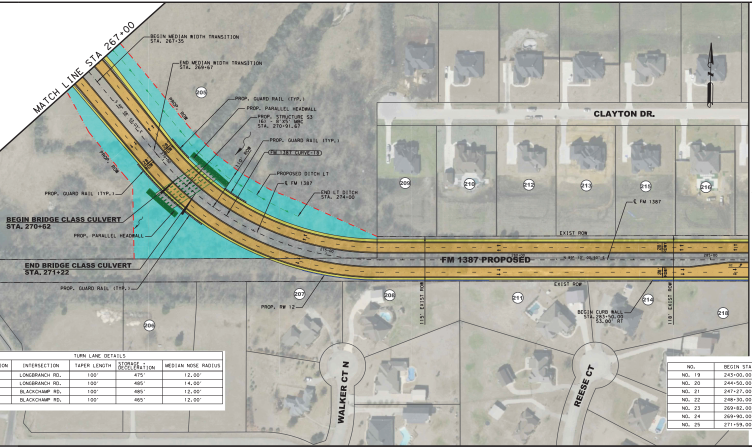
GIS PARCEL LINE INFORMATION WAS FOUND TO BE INACCURATE ALONG THE
AND AERIAL SURVEY.
TXDOT, FEB 2018.ADDITIONAL IMAGERY PROVIDED BASED ON GOOGLE EARTH 2022

NGTON, D.C.,PUBLISHED:2017-09-27, NATIONAL FLOOD HAZARD LAYER (NFHL).THE
THE FEMA, AND ANY LETTERS OF MAP REVISION (LOMRS) THAT HAVE BEEN ISSUED
ASIS. THE FIRM DATABASE IS THE DIGITAL, GEOSPATIAL VERSION OF THE FLOOD
TOPOGRAPHY THE STREAM CL WAS MODIFIED AS NEEDED.
IN COORDINATION WITH THE CITY OF MIDLOTHIAN.

OR WALL (UNLESS NOTED OTHERWISE).
RSECTS THE EXISTING STRUCTURE. ACTUAL DAMAGES TO THE BUILDING AND PROPERTY

NG PS&E.
AND COORDINATION WITH THE LOCAL GOVERNMENT THAT THE DRIVEWAY IS A SAFETY



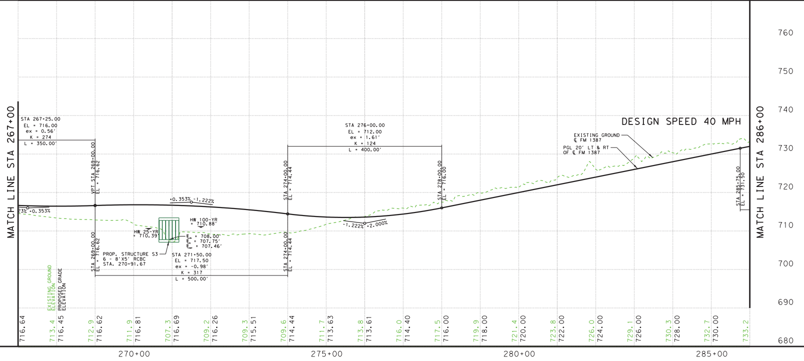

MATCH LINE STA 267+00
BEGIN MEDIAN WIDTH TRANSITION STA. 267+35
END MEDIAN WIDTH TRANSITION STA. 269+67
PROP. GUARD RAIL (TYP.)
PROP. PARALLEL HEADWALL
PROP. STRUCTURE S3 (6) - 8'X5' MBC STA. 270+91.67
PROP. GUARD RAIL (TYP.)
FM 1387 CURVE-18
PROPOSED DITCH LT
℄ FM 1387
END LT DITCH STA. 274+00
110' ROW
PROP. ROW
PROP. ROW
S 40° 08' 03.03" E
28' RDWY
28' RDWY
270+00
275+00
205
PROP. GUARD RAIL (TYP.)
BEGIN BRIDGE CLASS CULVERT STA. 270+62
PROP. PARALLEL HEADWALL
END BRIDGE CLASS CULVERT STA. 271+22
PROP. GUARD RAIL (TYP.)
PROP. RW 12
206
207
208
CLAYTON DR.
209
210
212
213
215
216
℄ FM 1387
EXIST ROW
FM 1387 PROPOSED
280+00
N 89° 13' 00.50" E
285+00
28' RDWY
28' RDWY
EXIST ROW
115' EXIST ROW
118' EXIST ROW
211
214
218
BEGIN CURB WALL STA. 283+50.00 53.00' RT
WALKER CT N
REESE CT
MATCH LINE STA 286+00

TURN LANE DETAILS

ION	INTERSECTION	TAPER LENGTH	STORAGE + DECELERATION	MEDIAN NOSE RADIUS
	LONGBRANCH RD.	100'	475'	12.00'
	LONGBRANCH RD.	100'	485'	14.00'
	BLACKCHAMP RD.	100'	485'	12.00'
	BLACKCHAMP RD.	100'	465'	12.00'

GUARDRAIL TABLE

NO.	BEGIN STA	BEGIN OFFSET	END STA	END OFFSET	GUARDRAIL LENGTH
NO. 19	243+00.00	57.50' RT	243+65.00	57.50' RT	62.00'
NO. 20	244+50.00	64.00' LT	245+15.00	64.00' LT	69.00'
NO. 21	247+27.00	64.50' LT	247+92.00	64.50' LT	65.00'
NO. 22	248+30.00	58.00' RT	249+00.00	58.00' RT	59.00'
NO. 23	269+82.00	53.50' RT	271+66.00	53.50' RT	198.00'
NO. 24	269+90.00	60.00' LT	270+61.00	60.00' LT	65.00'
NO. 25	271+59.00	58.00' LT	272+30.00	58.00' LT	66.00'



Texas Department of Transportation

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DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

FM 1387
100% DESIGN SCHEMATIC

ELLIS COUNTY, TEXAS
FROM NORTH MIDLOTHIAN PARKWAY TO FM 664
CSJ's: 1394-02-027 & 1394-01-002
LENGTH: 5.75 MILES

DATED: AUGUST 2024

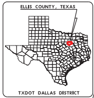
ROADWAY	DESIGN SPEED	FUNCTIONAL CLASSIFICATION
FM 1387	40 MPH	PRINCIPAL ARTERIAL
MIDLOTHIAN PARKWAY	45 MPH	MAJOR COLLECTOR
WALLNUT GROVE ROAD	35 MPH	MAJOR COLLECTOR
LONGBRANCH ROAD	35 MPH	MAJOR COLLECTOR
FM 664	55 MPH	MAJOR COLLECTOR
LOCAL STREETS	30 MPH	LOCAL

INDEX OF SHEETS

ROLL 1 OF 8: PLAN & PROFILE VIEW STA. 19+00 TO STA. 95+00
ROLL 2 OF 8: PLAN & PROFILE VIEW STA. 95+00 TO STA. 164+00
ROLL 3 OF 8: PLAN & PROFILE VIEW STA. 164+00 TO STA. 228+00
ROLL 4 OF 8: PLAN & PROFILE VIEW STA. 228+00 TO STA. 286+00
ROLL 5 OF 8: PLAN & PROFILE VIEW STA. 286+00 TO STA. 322+36
■ ROLL 6 OF 8: SUPPLEMENTAL SIDE STREET PROFILES
■ ROLL 7 OF 8: SUPPLEMENTAL SIDE STREET PROFILES
■ ROLL 8 OF 8: SUPPLEMENTAL SIDE STREET PROFILES

■ NOT INCLUDED

ROLL 4 OF 8

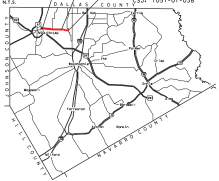

ELLIS COUNTY, TEXAS
TXDOT DALLAS DISTRICT

TEXAS COUNTY MAP
N.T.S.

BEGIN PROJECT
CSJ: 1394-02-027
FM 1387 STA. 19+00

END PROJECT
FM 1387 STA. 286+00
CSJ: 1394-02-027
BEGIN PROJECT
CSJ: 1394-01-002

END PROJECT
FM 1387 STA. 322+42.68
CSJ: 1394-01-002
MATCH EXIST. PROJ. BY OTHERS
CSJ: 1051-01-038


DALLAS COUNTY
JOHNSON COUNTY
HILL COUNTY
NAVARRO COUNTY
287
67
MIDLOTHIAN
Red Oak
Ferris
45
35E
287
Palmer
Ike
Waxahachie
Crisp
34
45
Ennis
Maypearl
287
Alma
Bardwell
Forreston
34
Avalon
Rankin
35E
Milford

LOCATION MAP
N.T.S.

LEGEND

- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- RIGHT OF WAY LINE BY OTHERS
- CENTERLINE
- PARCEL LINE
- CITY/COUNTY BOUNDARY LINE
- EXISTING DRAINAGE
- PROPOSED DITCH BOTTOM
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED RETAINING WALL
- DIRECTION OF FLOW
- FEMA 100 YR FLOODPLAIN LIMITS
- CURB WALL
- SOUND WALL
- PROPOSED DRAINAGE EASEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED DRIVEWAY
- PROPOSED BRIDGE
- ADJACENT PROJECT - BY OTHERS
- PROPOSED ROW ACQUISITION
- ← PROPOSED LANES
- (#) PARCEL IDENTIFYING NUMBER
- EXISTING PAVEMENT REMOVAL
- DISPLACEMENT
- POTENTIAL IMPACTED PROPERTY
- METAL BEAM GUARD FENCE (MBGF)
- DEDICATION FOR TRANSPORTATION USE

SCALE: 1"=100' H, 1"=10' V

PRELIMINARY
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND REGULATORY APPROVAL. THEY ARE NOT INTENDED FOR PERMITTING, BIDDING OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

NAME	P.E. NO.	DATE
RANDY L GROS, PE	134559	8/05/2024

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SUITE 400
FRISCO, TX 75034
FIRM REGISTRATION NO. 5713