Texas Department of Transportation
Amarillo District
Ron Johnston, P.E. District Engineer

US 87
DESIGN SCHEMATIC

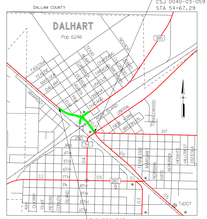
FROM: US 54
TO: LINCOLN ST
DALLAM COUNTY
Project Length = 0.33 Miles
CSJ # 0040-03-059

DESIGN SPEEDS

US 87 35 mph
US 385 35 mph

FUNCTIONAL CLASSIFICATION

US 87 URBAN PRINCIPAL ARTERIAL
US 385 URBAN MINOR ARTERIAL



LOCATION MAP

SCHEMATIC PREPARED BY:
HDR ENGINEERING, INC.
TEXAS REGISTRATION NO. F-754
FOR SYSTEM REVIEW AND IN-HOUSE PERMITTING. REVISION OR CONSULTATION MAY BE REQUIRED BEFORE PROCEEDING WITH PRELIMINARY DESIGN WORK

M. SHANE WALTERS 130199
NAME P.E. NUMBER
OCTOBER 01, 2014.
DATE

PRELIMINARY SUBJECT TO CHANGE BASED ON ADDITIONAL INFORMATION RESULTING FROM PUBLIC INPUT AND TECHNICAL REVIEW

DATE APPROVED DATE SUBMITTED
DISTRICT ENGINEER

OCTOBER 2014

SCALE 0 200

ROLL 1 OF 1

HDR
Firm Registration No. F-754
17111 Preston Road, Suite 200
Dallas, Texas 75248-1229
972.960.4400

CROSS SLOPE & SUPERELEVATION RATES (US87)			
%/FT OFFSET	RATE (%)	%/FT OFFSET	RATE (%)
-2.00	RA=(-2.00-1.75)/10=-0.025	1.75	RA=(1.75-1.75)/10=0.00
-1.75	RA=(-1.75-1.75)/10=-0.035	1.00	RA=(1.00-1.75)/10=-0.075
-1.00	RA=(-1.00-1.75)/10=-0.075	0.50	RA=(0.50-1.75)/10=-0.125
-0.50	RA=(-0.50-1.75)/10=-0.125	0.00	RA=(0.00-1.75)/10=-0.175
0.00	RA=(0.00-1.75)/10=-0.175		

CROSS SLOPE & SUPERELEVATION RATES (US385)			
%/FT OFFSET	RATE (%)	%/FT OFFSET	RATE (%)
-2.00	RA=(-2.00-1.75)/10=-0.025	1.75	RA=(1.75-1.75)/10=0.00
-1.75	RA=(-1.75-1.75)/10=-0.035	1.00	RA=(1.00-1.75)/10=-0.075
-1.00	RA=(-1.00-1.75)/10=-0.075	0.50	RA=(0.50-1.75)/10=-0.125
-0.50	RA=(-0.50-1.75)/10=-0.125	0.00	RA=(0.00-1.75)/10=-0.175
0.00	RA=(0.00-1.75)/10=-0.175		

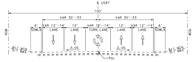
NOTE: ADDITIONAL SLOPE RATES MAY BE REQUIRED FOR DISTRIBUTION SPACING BETWEEN THE ABOVE RATES.

GENERAL NOTES:

1. MONITORING WELL HC MW-1 WILL REQUIRE A 15' RADIUS OF NO IMPACT IN THE LOCATION OF THE DETENTION POND GRADING TO ACCOMMODATE ACCESS AND VAPOR EXTRACTION EQUIPMENT.
2. PROPOSED PROFILE TIE INS ARE BASED ON SURVEY DATA WHERE AVAILABLE.
3. AVERAGE DAILY TRAFFIC VOLUMES PROVIDED BY TXDOT TRANSPORTATION PLANNING AND PROGRAMMING DIVISION MEMORANDUM, JULY 31, 2014
4. SIGNALIZATION OF THE US 87 / US 385 INTERSECTION TO BE DETERMINED IN SUBSEQUENT DESIGN PHASES.
5. ELEVATION OF RAILROAD BRIDGE COLUMN SPREAD FOOTINGS ARE APPROXIMATE, AND WILL NEED TO BE FIELD VERIFIED PRIOR TO DETAILED DESIGN.
6. ALL CURBS SHALL BE TYPE II MONO CURB UNLESS NOTED OTHERWISE.
7. EXISTING CLEARANCES IDENTIFIED ON THE SCHEMATIC DEPICT THE SIGNED CLEARANCE, NOT THE MEASURED CLEARANCE.

LEGEND

- ALIGNMENT
- PROPOSED R.O.W.
- EXISTING R.O.W.
- RAILROAD R.O.W.
- EXISTING AGREEMENT LINE
- EXISTING AGREEMENT LINE
- CONSTRUCTION EASEMENT
- PROPOSED RETAINING WALL
- DIRECTION OF TRAFFIC
- PARCEL NUMBER
- PARCEL BOUNDARY
- CTB
- PROPOSED PAVEMENT
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALKS
- DISPLACEMENTS
- REMOVAL


℄ USRT
VARIES (12' - 18')
VAR 30'-35'
VAR 30'-35'
0.25
0.25
0.25