STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

DISTRICT ENGINEER, JAMES K. SELMAN, P.E.

STATE LOOP 9
DESIGN SCHEMATIC

FROM: IH 35E

TO: IH 45

CITIES OF LANCASTER, RED OAK, FERRIS AND WILMER

DALLAS AND ELLIS COUNTIES

CSJ: 2964-10-005

FUNCTIONAL CLASSIFICATION:
LOOP 9: RURAL FREEWAY
IH 35E: URBAN FREEWAY
IH 45: RURAL FREEWAY

LOOP 9, IH 35E, AND IH 45 DESIGN SPEED

MAIN LANES:	70 MPH
FRONTAGE ROADS:	50 MPH
RAMPS:	50 MPH
BUSINESS 45:	50 MPH
SH 342:	50 MPH
HOUSTON SCHOOL RD:	40 MPH
NAKOMIS RD:	30 MPH
REINDEER RD:	30 MPH
LOCAL SIDE STREETS:	30 MPH
JUG HANDLES:	25 MPH
U-TURNS:	25 MPH

E MAX: 6%

PROJECT LENGTH: 10.00 MILES

PROJECT DESCRIPTION:
CONSTRUCT 0 TO 2 (ULTIMATE 6) LANE FRONTAGE ROADS.

LOCATION MAP

TEXAS COUNTY MAP
DALLAS DISTRICT

HORIZ. 1"=200'
VERT. 1"=20'

PHASE I & II

PRELIMINARY

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M. J. BRYAN HODGES, R.A. 08013
STATE OF TEXAS
DATE 3/30/2017

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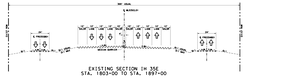
TBPE REG. NF-474

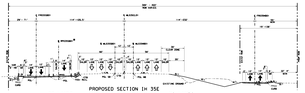
ROLL 1 OF 8
MARCH 2017

EXISTING TYPICAL SECTION



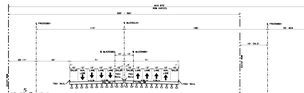
EXISTING SECTION IN 35E
STA. 1803+00 TO STA. 1897+00
NOTE: X-SLOPE VARIES STA. 1840+91 TO STA. 1847+29

PHASE 1



PROPOSED SECTION IN 35E
SB LANES
STA. 1817+71.29 TO STA. 1834+40
NB LANES
STA. 1817+71.29 TO STA. 1834+40
+ RP0355801 FROM STA 1827+93.84 TO STA. 1830+25.66

PROPOSED SECTION IN 35E
SB LANES
STA. 1834+40 TO STA. 1844+25
STA. 1867+22.58 TO STA. 1879+00
** STA. 1867+22.58 TO STA. 1869+00
NB LANES
STA. 1834+40 TO STA. 1844+25
STA. 1867+22.58 TO STA. 1879+00
** EXISTING MAIN LANES TO REMAIN
+ RP0355802 FROM STA. 1859+50 TO STA. 1867+00



PROPOSED SECTION IN 35E
NB & SB LANES
STA. 1844+25 TO STA. 1850+35

PLAN LEGEND

- PROPOSED ℄
- PROPOSED ROW
- EXISTING ROW
- FUTURE ROW
- CONTROL OF ACCESS ROW
- PROPERTY LINES
- DRAINAGE EASEMENT
- COUNTY LINE
- PROPOSED PHASE I ROADWAY
- PROPOSED PHASE II ROADWAY
- FUTURE IMPROVEMENTS (BY OTHERS)
- PROPOSED BRIDGE PHASE I
- PROPOSED BRIDGE PHASE II
- PHASE I TEMPORARY ACCESS
- FLOOD PLAIN
- TRANSMISSION LINES
- PHASE I REMOVAL
- PHASE II REMOVAL

PROFILE LEGEND

- PROPOSED PGL AT NBFR
- EXISTING GROUND AT NBFR
- PROPOSED PGL AT SBFR
- EXISTING GROUND AT SBFR

TYPICAL SECTION LEGEND

- EXISTING LANE DIRECTION
- PROPOSED LANE DIRECTION
- EXISTING CONSTRUCTION
- PROPOSED CONSTRUCTION

NOTES:
1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS WERE BUILT USING AERIAL SURVEYS DATED DECEMBER 2013 AND HIGHER PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE SIDE OF PAVEMENT OR BACKOUT (FACE OF CURB, WALL, BARRIER, OR RAIL) UNLESS NOTED OTHERWISE.
4. APPROACHES (AS FEAR FLUSHPLAIN LIMITS ARE BASED UPON FLOW SO DATA, 2007 DFIRM PANELS 48139C0 AND 48139C0175).
5. FLOOD PLAIN LIMITS ARE BASED ON FEMA DFIRM DATA, FEMA FLOOD STUDY (DRAFT), DALLAS COUNTY DRAINAGE DISTRICT AND ELLIS COUNTY APPRAISAL DISTRICT IN SEPT 2015.
6. EXISTING CULVERT LOCATIONS, SIZE, AND ELEVATIONS ARE BASED ON FIELD SURVEYS. ONLY THOSE ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. HOV RAMPS ARE NOT DEPICTED ON THE PLAN.
8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN TO BE NEAR AND CONFLICT WITH THE PROPOSED IMPROVEMENTS. DRIVEWAYS WILL BE REMOVED IF THEY ARE FOUND TO LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. FINAL DRIVEWAY LOCATIONS TO BE DETERMINED IN THE FINAL DEVELOPMENT PHASE.
10. BRIDGE RAILS ARE PROVIDED AS POTENTIAL DISPLACEMENT OF THE BRIDGE RAILS WOULD PHYSICALLY INTERSECT THE EXISTING BUILDING STRUCTURE.
11. CURBS ON THE FRONAGE ROAD AND CROSS STREETS ARE TYPE 11 UNLESS NOTED OTHERWISE.
12. DRAINAGE IMPROVEMENTS ON THE SMALL SCALE STORMS ARE NOT COVERED AND WILL BE DEVELOPED DURING THE PFSE PHASE OF THE PROJECT.
13. DESIGN SCHEMATIC SHOWS WIDENING FOR PHASE I AND II. THE PHASE II WIDENING OF ROADWAY WILL BE PROVIDED FOR NEW ALIGNEMENT AND SHALL BE FURTHER DEVELOPED IN THE FUTURE DEVELOPMENT.
14. EXISTING OVERHEAD POWER LINE CROSSINGS SHOWN. CONTACT ONCOR FOR ANY ADDITIONAL INFORMATION. REQUIRED DATA DETAILED DESIGN TO BE OBTAINED AS APPROPRIATE DURING THE PFSE PHASE.
15. VERTICAL CLEARANCES AT RAILROAD CROSSINGS WERE OBTAINED FROM PROVIDED TOPOGRAPHICAL DATA.
16. EXISTING RWS IS APPROXIMATE AND BASED ON AVAILABLE AS-BUILT PLANS.

PHASED CONSTRUCTION APPROACH

PHASE I: CONSTRUCT ONE TWO-WAY FRONTAGE ROAD AND ASSUME THE ULTIMATE CROSS SECTION FOR THE ULTIMATE FACILITY.

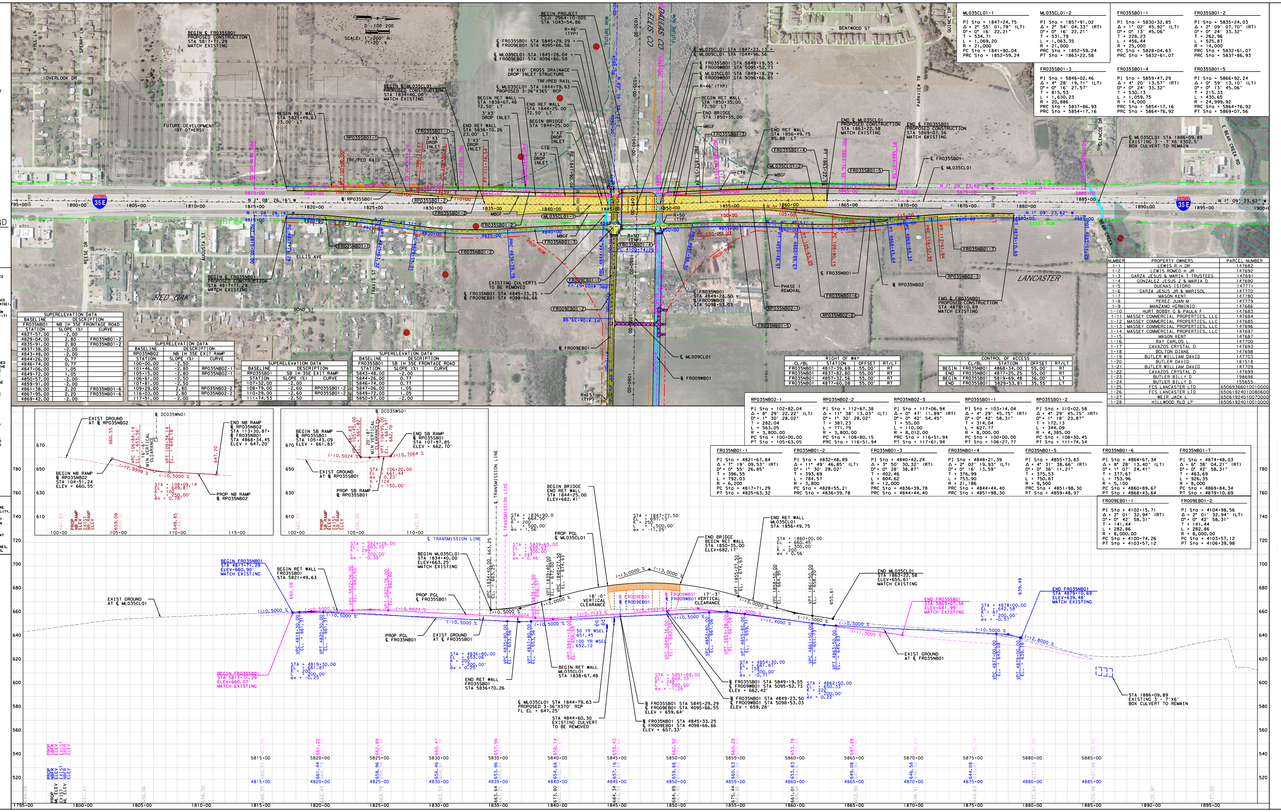
PHASE 2: CONSTRUCT THE SECOND FRONTAGE ROAD TO COMPLETE THE EXISTING FRONTAGE ROAD'S TRAFFIC DIRECTION TO ONE WAY.

PHASE 3: FUTURE: CONSTRUCT ZERO/LEVEL GRADE DEPARTURES AT CROSS STREETS AND INTERSECTIONS.

PHASE 4: ULTIMATE: FUTURE: CONSTRUCT OVERPASSES WATERLINES, RAMPS AND DIRECT CONNECTIONS IN BOTH DIRECTIONS.

Description of Location	Average Daily Traffic		Directional Factor	K Factor	Percent Trucks	
	2020	2040			ADT	DHV
Loop 9 (I-35E to I-45)	6,300	13,400	50%	11.7	3	5.5

2040 Design Year Traffic Data



NUMBER	PROPERTY OWNERS	PARCEL NUMBER
1-1-1	LOPEZ, ROBERT	14782
1-1-2	HILL, DONALD JR.	14783
1-1-3	GARZA, JESUS & MARILA TRUSTEES	14760
1-1-4	GONZALEZ, JESUS & MARILA D	14761
1-1-5	ALVARADO, JUAN	14762
1-1-6	GARZA, JESUS JR & MARISOL	14770
1-1-7	BRADFORD,	14780
1-1-8	MCCLANE, KENNETH	14779
1-1-9	MENDOZA, ROBERTO	14778
1-1-10	HURT, BOBBY G & PAULA F	14777
1-1-11	MASSEY COMMERCIAL PROPERTIES, LLC	14784
1-1-12	MASSEY COMMERCIAL PROPERTIES, LLC	14785
1-1-13	MASSEY COMMERCIAL PROPERTIES, LLC	14786
1-1-14	MASSEY COMMERCIAL PROPERTIES, LLC	14787
1-1-15	MASSEY COMMERCIAL PROPERTIES, LLC	14788
1-1-16	BAY, CARLOS	14789
1-1-17	CAVAZOS, CRISTAL D.	14793
1-1-18	BUTLER, TOM, CLARK	14794
1-1-19	BUTLER, TOM, DAVID	14795
1-1-20	BUTLER, TOM, DAVID	14796
1-1-21	BUTLER, WILLIAM DAVID	14797
1-1-22	CAVAZOS, CRISTAL D.	14799
1-1-23	BUTLER, TOM, DAVID	14798
1-1-24	BUTLER, BILLY G.	15855
1-1-25	FCS-LANCASTER LTD	650653260100C0000
1-1-26	FCS-LANCASTER LTD	650653260100C0000
1-1-27	BLUE JACKET, LLC	650653260100C0000
1-1-28	HILLWOOD ELD LP	650653260100C0000

ROAD	FROM	TO	DIRECT	RT/LT
FRO355802	1817+00.35	1834+40.00	SB	RT
FRO355802	1817+00.35	1834+40.00	SB	LT
FRO355802	1817+00.35	1834+40.00	NB	RT
FRO355802	1817+00.35	1834+40.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355802	1834+40.00	1844+25.00	SB	RT
FRO355802	1834+40.00	1844+25.00	SB	LT
FRO355802	1834+40.00	1844+25.00	NB	RT
FRO355802	1834+40.00	1844+25.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355802	1844+25.00	1867+22.58	SB	RT
FRO355802	1844+25.00	1867+22.58	SB	LT
FRO355802	1844+25.00	1867+22.58	NB	RT
FRO355802	1844+25.00	1867+22.58	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355802	1867+22.58	1879+00.00	SB	RT
FRO355802	1867+22.58	1879+00.00	SB	LT
FRO355802	1867+22.58	1879+00.00	NB	RT
FRO355802	1867+22.58	1879+00.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
MLO35OL01	1847+26.75	1854+49.75	NB	RT
MLO35OL01	1847+26.75	1854+49.75	NB	LT
MLO35OL01	1854+49.75	1859+50.00	NB	RT
MLO35OL01	1854+49.75	1859+50.00	NB	LT
MLO35OL01	1859+50.00	1860+00.00	NB	RT
MLO35OL01	1859+50.00	1860+00.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
MLO35OL01	1860+00.00	1862+00.00	NB	RT
MLO35OL01	1860+00.00	1862+00.00	NB	LT
MLO35OL01	1862+00.00	1864+00.00	NB	RT
MLO35OL01	1862+00.00	1864+00.00	NB	LT
MLO35OL01	1864+00.00	1866+00.00	NB	RT
MLO35OL01	1864+00.00	1866+00.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
MLO35OL01	1866+00.00	1868+00.00	NB	RT
MLO35OL01	1866+00.00	1868+00.00	NB	LT
MLO35OL01	1868+00.00	1869+00.00	NB	RT
MLO35OL01	1868+00.00	1869+00.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355801	1817+00.35	1834+40.00	SB	RT
FRO355801	1817+00.35	1834+40.00	SB	LT
FRO355801	1817+00.35	1834+40.00	NB	RT
FRO355801	1817+00.35	1834+40.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355801	1834+40.00	1844+25.00	SB	RT
FRO355801	1834+40.00	1844+25.00	SB	LT
FRO355801	1834+40.00	1844+25.00	NB	RT
FRO355801	1834+40.00	1844+25.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355801	1844+25.00	1867+22.58	SB	RT
FRO355801	1844+25.00	1867+22.58	SB	LT
FRO355801	1844+25.00	1867+22.58	NB	RT
FRO355801	1844+25.00	1867+22.58	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
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FRO355801	1867+22.58	1879+00.00	SB	LT
FRO355801	1867+22.58	1879+00.00	NB	RT
FRO355801	1867+22.58	1879+00.00	NB	LT

ROAD	FROM	TO	DIRECT	RT/LT
FRO355802	1859+50.00	1867+00.00	SB	RT
FRO355802	1859+50.00	1867+00.00	SB	LT
FRO355802	1859+50.00	1867+00.00	NB	RT
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LOCATION MAP

TEXAS COUNTY MAP
DALLAS DISTRICT

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VERT. 1"=20'

PHASE I & II

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