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

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

PHASE I & II

TEXAS COUNTY MAP
DALLAS DISTRICT

PRELIMINARY

THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND IS NOT TO BE USED AS THE BASIS FOR CONSTRUCTING, BIDDING OR PERMITTING

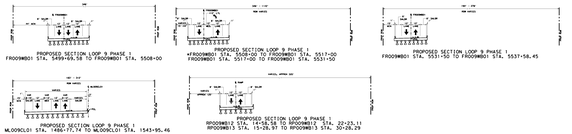
JAMES K. SELMAN, P.E. 100213
DALLAS, TEXAS
5/22/2017
DATE

© 2017 by the Texas Department of Transportation
All rights reserved

ATKINS
TBPE REG. NF-474
16393 PRESTON RD, SUITE #300
DALLAS, TEXAS 75248
PHONE: 972-818-7275
FAX: 1-972-380-2909

ROLL 6 OF 8
MARCH 2017

PHASE 1



PHASE 2

PLAN LEGEND

- PROPOSED ℄
- PROPOSED ROW
- EXISTING ROW
- FUTURE ROW
- CONTROL OF ACCESS ROW
- PERMANENT DRAINAGE EASEMENT
- PROPERTY LINES
- CONSTRUCTION EASEMENT
- COUNTY LINE
- PROPOSED PHASE I ROADWAY
- PROPOSED PHASE II ROADWAY
- FUTURE IMPROVEMENTS
- PHASE 1
- 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 POL AT EBFR
- EXISTING GROUND AT EBFR
- PROPOSED POL AT WBFR
- EXISTING GROUND AT WBFR

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 POL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR BACKOUT, FACE OF CURB, RAIL, BARRIER, OR WALL, UNLESS NOTED OTHERWISE.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA DATA (NOT IN FINAL PLANS, METRO'S AND NRCS'S DATA).
5. FINAL DESIGN SHALL COMPLY WITH TXDOT'S DESIGN MANUAL AND DALLAS COUNTY APPROVAL DISTRICT IN SEPT 2015.
6. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS ARE BASED ON FIELD SURVEY. THE ONES THAT ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. ADA RAMPS ARE NOT DEPICTED IN THE PLAN.
8. EXISTING DRAINAGE BILL REMOVE UNLESS IT IS DETERMINED DURING DETAILED DESIGN TO BE AND CONFLICT WITH THE PROPOSED IMPROVEMENTS. THE EXISTING DRAINAGE BILL REMOVE IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. FINAL DRAINAGE LOCATIONS TO BE DETERMINED IN THE FINAL DEVELOPMENT PHASE.
10. BRIDGE RAILING WAS IDENTIFIED AS POTENTIAL DISPLACEMENT OF THE BUILDING STRUCTURE. THE RAILING WAS NOT INTERSECTED THE EXISTING BUILDING STRUCTURE.
11. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE II UNLESS NOTED OTHERWISE.
12. CONSTRUCTION NOTES INCLUDE TEMPORARY SIGNS, SIGNS AND NOT PERMANENT SIGNS, TO BE DEVELOPED DURING THE FINAL PHASE OF THE PROJECT.
13. BELOW SCHEMATIC SHOWS WIDENING IN FOR PHASE 2 AND 3.5. THE PROPOSED PHASE 2 WIDENING IS TEMPORARY AND ALLOWS FOR NEW ALIGNEMENT AND SHALL BE FURTHER DEVELOPED IN THE FUTURE (BY OTHERS).
14. EXISTING OVERHEAD POWER LINE CROSSINGS SHOWN. CONTRACTOR SHALL MEET THE NESC CODE. ANY REQUIRED REPAIRS DETAILED DESIGN TO BE EXTRA WORK ELIGIBILITY PROVIDED BY THE ENGINEER.
15. VERTICAL CLEARANCES AT RAILROAD CROSSINGS WERE DETERMINED FROM PROVIDED TOPOGRAPHICAL DATA.
16. EXISTING ROW IS APPROXIMATE AND BASED ON AVAILABLE AS-BUILT PLANS.

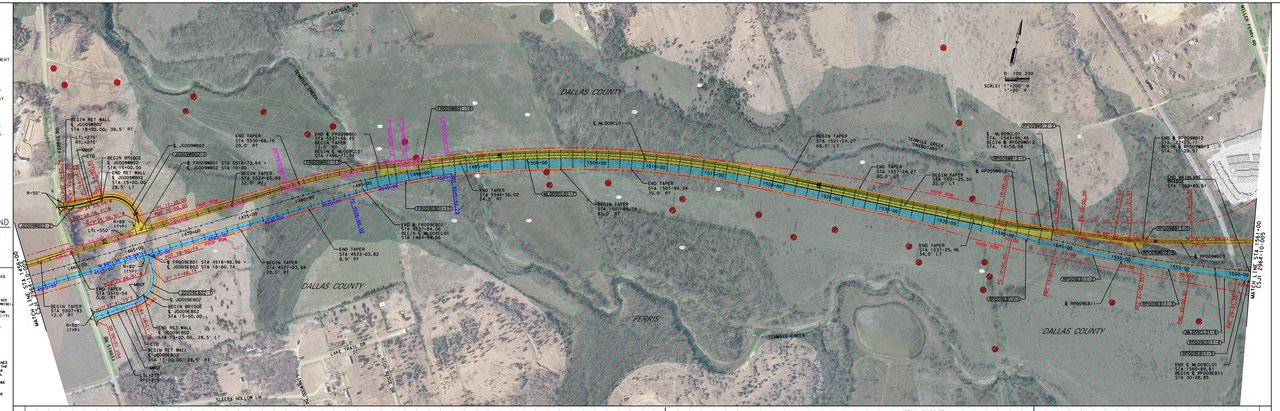
PHASED CONSTRUCTION APPROACH

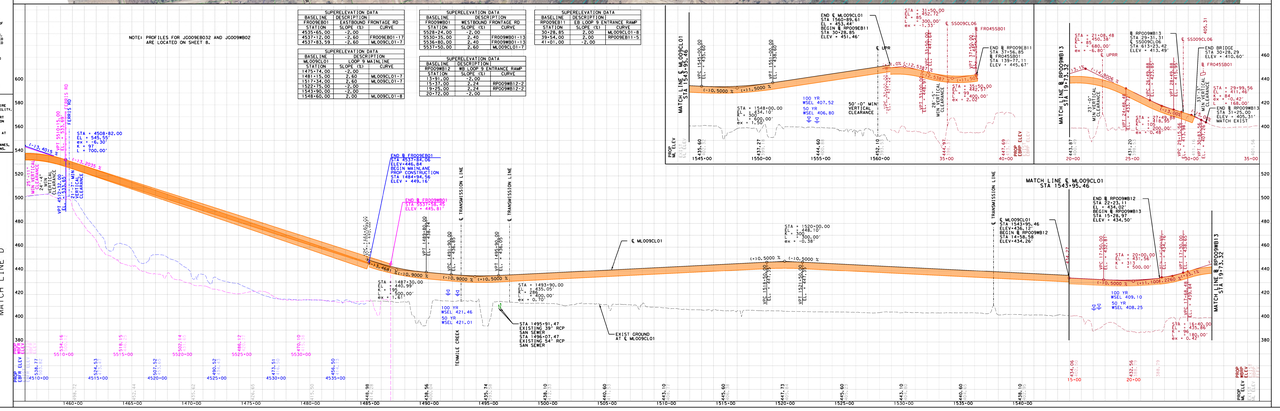
PHASE 1: CONSTRUCT ONE PRIMARY FRONTAGE ROAD AND ASSUME THE EXISTING FRONTAGE ROAD WILL BE USED FOR TRAFFIC.

PHASE 2: CONSTRUCT THE SECOND FRONTAGE ROAD AND ASSUME THE EXISTING FRONTAGE ROAD'S TRAFFIC WILL BE MOVED TO ONE WAY.

PHASE 3: FUTURE: CONSTRUCT 2ND/3RD GRADE SEPARATIONS AT FERRIS AND STAINBACK INTERSECTIONS.

PHASE 4: ULTIMATE: FUTURE: CONSTRUCT CONTINUOUS WATERLINES, RAMPS AND DIRECT CONNECTORS, IN BOTH DIRECTIONS.





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

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

PHASE I & II

TEXAS COUNTY MAP
DALLAS DISTRICT

PRELIMINARY

THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND IS NOT TO BE USED AS THE BASIS FOR CONSTRUCTING, BIDDING OR PERMITTING

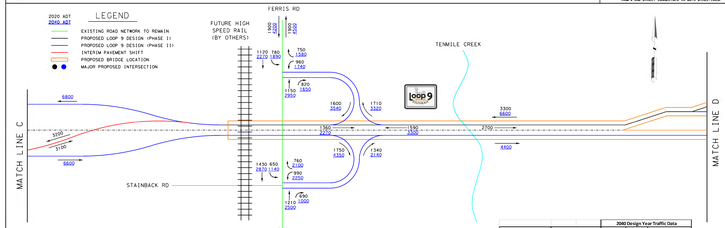
© 2017 by the Texas Department of Transportation
All rights reserved

ATKINS
TBPE REG. NF-474
16393 PRESTON RD, SUITE #300
DALLAS, TEXAS 75248
PHONE: 972-818-7275
FAX: 1-972-380-2909

ROLL 6 OF 8
MARCH 2017

LEGEND

- 2020 ADT / 2040 ADT
- EXISTING ROAD NETWORK TO REMAIN
- PROPOSED LOOP 9 DESIGN (PHASE I)
- PROPOSED LOOP 9 DESIGN (PHASE II)
- INTERIM PAVEMENT SHIFT
- PROPOSED BRIDGE LOCATION
- MAJOR PROPOSED INTERSECTION



Description of Location	Average Daily Traffic		Directional Factor	K Factor	Percent Trucks	
	2020	2040			AADT	DHV
Loop 9 (I-35E to I-45)	6,300	13,400	70%	11.7	5	5.5

CL/DL	STATION	OFFSET	RT/LT
FROM9B01	5499+69.58	35.00	RT
JGOOR8D01	10+84.36	83.85	RT
JGOOR8D01	10+84.36	83.85	RT
JGOOR8D01	10+84.36	83.85	RT
FROM9B01	4+13.05	36.00	RT
FROM9B01	4+13.05	36.00	RT
FROM9B01	4+13.05	36.00	RT
FROM9B01	4+13.05	24.00	RT
FROM9B01	4+13.05	24.00	RT
FROM9B01	4+13.05	24.00	RT
ML009CL01	1501+24.74	86.00	RT
ML009CL01	1501+24.74	86.00	RT
ML009CL01	1501+24.74	86.00	RT
ML009CL01	1503+18.74	135.00	RT
ML009CL01	1503+18.74	135.00	RT
ML009CL01	1503+18.74	135.00	RT
ML009CL01	1504+18.74	174.00	RT
ML009CL01	1504+18.74	174.00	RT
ML009CL01	1504+18.74	174.00	RT
JGOOR9B01	10+12.98	53.00	RT
JGOOR9B01	10+12.98	53.00	RT
JGOOR9B01	10+12.98	53.00	RT
JGOOR9B01	10+45.00	53.00	RT
JGOOR9B01	10+45.00	53.00	RT
JGOOR9B01	10+45.00	53.00	RT
FROM9B03	14+14.00	36.00	LT
FROM9B03	14+14.00	36.00	LT
FROM9B03	14+14.00	36.00	LT
FROM9B03	15+28.97	36.00	LT
FROM9B03	15+28.97	36.00	LT
FROM9B03	15+28.97