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

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M. J. BRYAN HODGES, P.E. 108113
DATE 3/30/2017
SEALED

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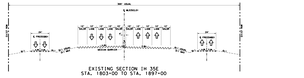
TBPE REG. NF-474

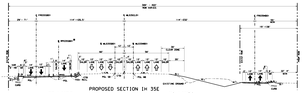
ROLL 1 OF 8
MARCH 2017

EXISTING TYPICAL SECTION



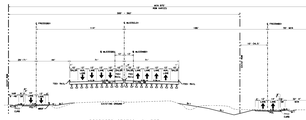
EXISTING SECTION IN 35E
STA. 1803+00 TO STA. 1897+00
NOTE: X-SLOPE VARIES STA. 1840+91 TO STA. 1847+29

PHASE 1



PROPOSED SECTION IN 35E
SB LANES
STA. 1817+77.29 TO STA. 1834+40
NB LANES
STA. 1817+77.29 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+25.58 TO STA. 1869+00
** STA. 1869+00 TO STA. 1897+00
NB LANES
STA. 1834+40 TO STA. 1844+25
STA. 1867+25.58 TO STA. 1869+00
** STA. 1869+00 TO STA. 1897+00
** EXISTING MAIN LANES TO REMAIN
+ RP0355802 FROM STA. 1859+50 TO STA. 1867+00

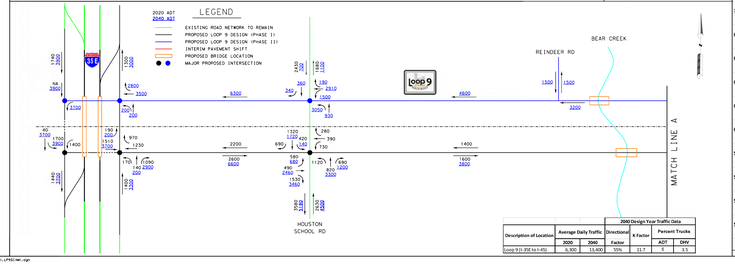


PROPOSED SECTION IN 35E
NB & SB LANES
STA. 1844+25 TO STA. 1850+35

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 2020	Average Daily Traffic 2040	2040 Design Year Traffic Data Directional Factor	K Factor	Percent Trucks ADT	Percent Trucks DHV
Loop 9 (I-20 SE to I-45)	6,300	13,400	55%	11.7	3	5.5

PLAN LEGEND

- PROPOSED R
- 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. DRAINAGE ARE TO THE SIDE OF PAVEMENT OR GRADE (FACE OF CURB, W-BEAM, BARRIER, OR WALL) UNLESS NOTED OTHERWISE.
4. APPROACHES (RE-PAVE FLUSH/PLANE LIMITS ARE BASED UPON FOUR SA SHALL BUT OF THE PAVED METHOD AND NEIGHBORITY).
5. ROADWAY ALIGNMENT IS BASED ON DALLAS COUNTY DATA FROM DALLAS COUNTY APPRAISAL DISTRICT (DCAD) AND ELLIS COUNTY APPRAISAL DISTRICT IN SEPT 2015.
6. EXISTING DRAINAGE LOCATIONS, SIZES, AND ELEVATIONS WERE TAKEN FROM AERIAL SURVEYS. THE ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. NBA RAMPS ARE NOT DEFINED IN THE PLAN.
8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN THAT THE DRIVEWAY WILL BE WITHIN THE RIGHT OF WAY. THE DRIVEWAY WILL BE REMOVED IF THE DRIVEWAY IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. FINAL DRIVEWAY LOCATIONS TO BE DETERMINED IN THE FINAL DEVELOPMENT PHASE.
10. BUILDING AND FENCE WERE AS POTENTIAL DISPLACEMENT OF THE BUILDING STRUCTURE.
11. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE 'C' UNLESS NOTED OTHERWISE.
12. DRAINAGE IMPROVEMENTS ALONG THE FRONTAGE ROADS AND NOT COORDINATED WILL BE DEVELOPED DURING THE PHAE PHASE OF THE PROJECT.
13. DESIGN GEOMETRIC SHOWN HEREIN IS FOR PHASE I AND II. THE GEOMETRIC OF THE ULTIMATE DESIGN IS ALSO PROVIDED FOR NEW ALIGNEMENT AND SHALL BE FURTHER DEVELOPED IN THE FUTURE DEVELOPMENT.
14. EXISTING ORDINARY POWER LINE CROSSINGS SHOWN. CONTACT THE UTILITY OWNER FOR THE ULTIMATE CLEARANCE DETAILS REQUIRED TO BE ESTIMATED APPROPRIATE CLEARANCE IS NOT AVAILABLE.
15. VERTICAL CLEARANCES AT RAILROAD CROSSINGS MORE ULTIMATELY FROM PROVIDED TOPOGRAPHICAL DATA.
16. EXISTING ROW IS APPROXIMATE AND BASED ON AVAILABLE HIGHWAY PLANS.

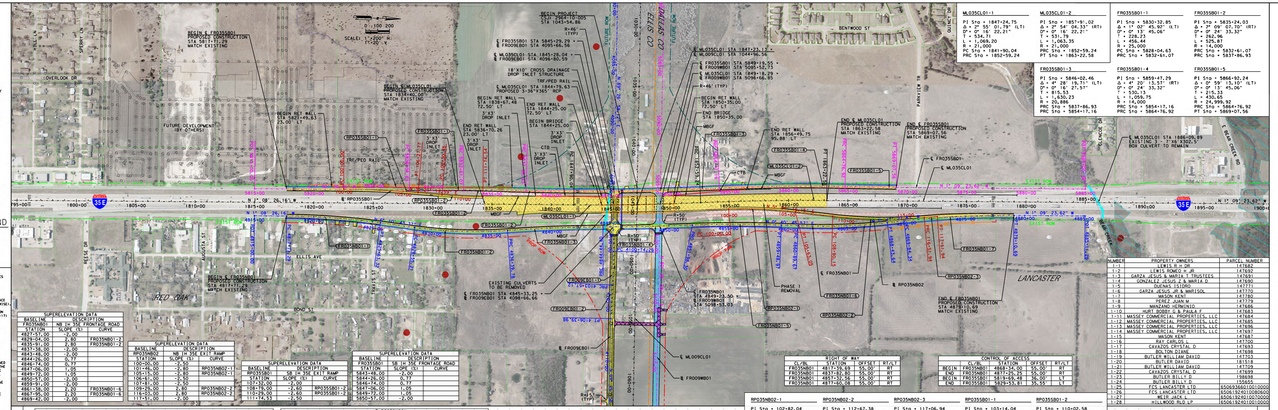
PHASED CONSTRUCTION APPROACH

PHASE I: CONSTRUCT NBE FRONTAGE FRONTAGE ROAD AND ASSUME THE CENTER FRONTAGE ROAD TO BE THE ULTIMATE FACILITY.

PHASE 2: CONSTRUCT THE CENTER FRONTAGE ROAD TO BE THE ULTIMATE FRONTAGE ROAD. TRAFFIC IS DIRECTED TO ONE WAY.

PHASE 3: FUTURE: CONSTRUCT CROSSOVER DRAINAGE IMPROVEMENTS AT THE CROSS STREET AND INTERSECTIONS.

PHASE 4: ULTIMATE: FUTURE: CONSTRUCT CROSSOVER METAMLAMS, RAMPS AND DIRECT CONNECTORS IN BOTH DIRECTIONS.



SUPERELEVATION DATA			
BASELINE	NB SB		
STATION	SLOPE	ST	
1817+77.29	2.00		
1823+00	2.00	FR0355801-2	
1833+00	2.00	FR0355801-2	
1834+40	2.00		
1844+25	2.00		
1844+30	0.77		
1844+35	0.77		
1844+40	1.55		
1844+45	2.00		
1844+50	2.00		
1850+35	2.00	FR0355801-5	

SUPERELEVATION DATA			
BASELINE	NB SB		
STATION	SLOPE	ST	
1827+93.84	-2.00	RP0355801-2	
1830+25.66	-2.00	RP0355801-2	
1859+50	-2.00	RP0355802-1	
1867+00	-2.00	RP0355802-1	
1869+00	-2.00	RP0355802-2	
1897+00	-2.00	RP0355802-2	

SUPERELEVATION DATA			
BASELINE	NB SB		
STATION	SLOPE	ST	
1827+93.84	-2.00	RP0355801-2	
1830+25.66	-2.00	RP0355801-2	
1859+50	-2.00	RP0355802-1	
1867+00	-2.00	RP0355802-1	
1869+00	-2.00	RP0355802-2	
1897+00	-2.00	RP0355802-2	

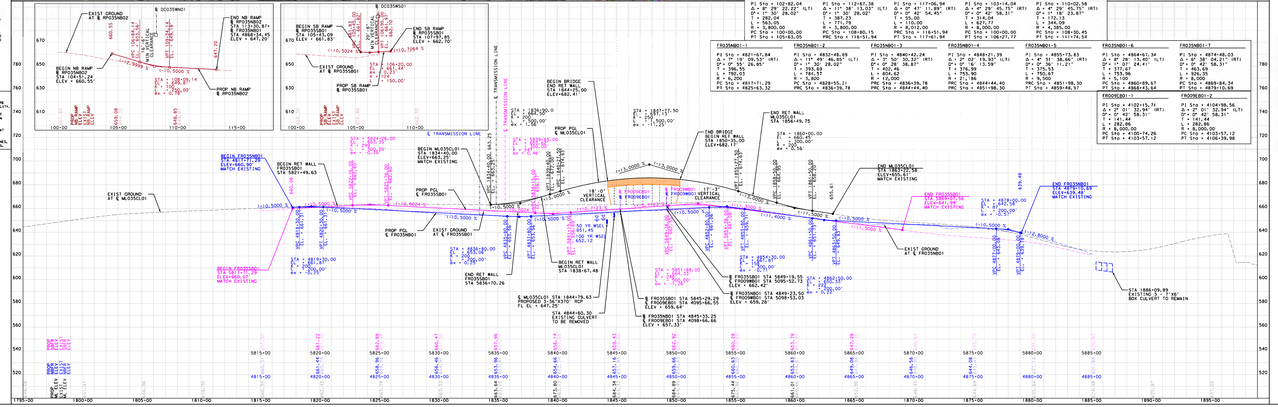
SUPERELEVATION DATA			
BASELINE	NB SB		
STATION	SLOPE	ST	
1817+77.29	2.00		
1823+00	2.00	FR0355801-2	
1833+00	2.00	FR0355801-2	
1834+40	2.00		
1844+25	2.00		
1844+30	0.77		
1844+35	0.77		
1844+40	1.55		
1844+45	2.00		
1844+50	2.00		
1850+35	2.00	FR0355801-5	

SUPERELEVATION DATA			
BASELINE	NB SB		
STATION	SLOPE	ST	
1827+93.84	-2.00	RP0355801-2	
1830+25.66	-2.00	RP0355801-2	
1859+50	-2.00	RP0355802-1	
1867+00	-2.00	RP0355802-1	
1869+00	-2.00	RP0355802-2	
1897+00	-2.00	RP0355802-2	

SLOPE OF RAMP		
ALIGN	BEGIN/END STA	SLOPE / RFLT
FR0355801	1817+77.29	55.00 RT
FR0355801	1834+40.00	55.00 RT
FR0355801	1844+25.00	55.00 RT
FR0355801	1867+25.58	55.00 RT

CONTROL OF GRADE		
ALIGN	BEGIN/END STA	SLOPE / RFLT
FR0355801	1817+77.29	55.00 RT
FR0355801	1834+40.00	55.00 RT
FR0355801	1844+25.00	55.00 RT
FR0355801	1867+25.58	55.00 RT

NUMBER	PROPERTY OWNERS	PARCEL NUMBER
1-1-1	LOPEZ, ROBERT	147830
1-1-2	ULATI, SOMOLI M JR	147830
1-1-3	GARZA, JESUS & MARILLA TRUSTEES	147830
1-1-4	GONZALEZ, JESUS & MARILLA G	147830
1-1-5	GARZA, JESUS & MARILLA G	147830
1-1-6	GARZA, JESUS JR & MARISOL	147830
1-1-7	BROOK, GENI	147830
1-1-8	GARZA, JAMES	147830
1-1-9	MENDOZA, ROBERTO	147829
1-1-10	HURT, BOBBY G & FRANK F	147829
1-1-11	MASSEY COMMERCIAL PROPERTIES, LLC	147684
1-1-12	MASSEY COMMERCIAL PROPERTIES, LLC	147684
1-1-13	MASSEY COMMERCIAL PROPERTIES, LLC	147685
1-1-14	MASSEY COMMERCIAL PROPERTIES, LLC	147687
1-1-15	MASSEY COMMERCIAL PROPERTIES, LLC	147687
1-1-16	BUY, CARLOS	147686
1-1-17	CAYAYOU, CRISTAL D	147683
1-1-18	BUTLER, TOM, TRUSTEE	147685
1-1-19	BUTLER, TOM & DAVID	147685
1-1-20	BUTLER, TOM & DAVID	147684
1-1-21	BUTLER, WILLIAM DAVID	147684
1-1-22	CAYAYOU, CRISTAL D	147689
1-1-23	BUTLER, TOM & DAVID	147688
1-1-24	BUTLER, BILLY D	150855
1-1-25	FCS LANCASTER LTD	650053260100100000
1-1-26	FCS LANCASTER LTD	650053260100100000
1-1-27	BLUE JACKET, LLC	650053260100100000
1-1-28	HILLWOOD BLD LP	650053260100100000



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VERT. 1"=20'

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TEXAS COUNTY MAP
DALLAS DISTRICT

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