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

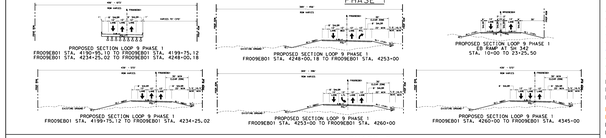
THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE PLAN INFORMATION OR OTHER DATA SHOWN HEREIN IS SUBJECT TO CHANGE AND IS NOT TO BE USED AS A GUARANTEE FOR CONSTRUCTING, BIDDING OR PERMITTING

P.E. BRYAN HUGHES, P.E. 108113
STATE OF TEXAS
DATE 3/30/2017

© 2017 by the Texas Department of Transportation
All rights reserved

ATKINS
16303 PRESTON RD, SUITE #500
DALLAS, TEXAS 75248
PHONE: (972) 818-7275
FAX: (972) 380-2609
TBPE REG. NF-474

ROLL 3 OF 8
MARCH 2017



PLAN LEGEND

- PROPOSED R
- 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
- BRIDGE
- 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 PREPARED USING AERIAL SURVEYS DATED DECEMBER 2013 AND AERIAL PHOTO.
2. SUPERELEVATION RATES OF ROTATION IS ABOUT THE POL.
3. DIMENSIONS ARE TO THE SIDE OF PAVEMENT OR BACKING, FACE OF CURB, WALL, BARRIER, OR WALL, UNLESS NOTED OTHERWISE.
4. APPROACHES (RE-YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA 100 DATA, 2007 OR FIRM PANELS 1801 AND 1802 AND ARE SUBJECT TO CHANGE UPON FINAL FEMA REVIEW AND APPROVAL.
5. FEMA CONDITIONAL LETTER OF MAP REVISION (CLOMR) DATED 2011 AND ELLIS COUNTY APPRAISAL DISTRICT IN SEPT 2015.
6. EXISTING DRAINAGE LOCATIONS, SIZES, AND ELEVATIONS ARE BASED ON FIELD SURVEY DATA AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. NBA RAMPS ARE NOT REPORTED IN THE POLES.
8. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN THAT THE DRIVEWAY CONFLICTS WITH THE PROPOSED DESIGN OR ANY OTHER PROPOSED IMPROVEMENT AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. FINAL DRIVEWAY LOCATIONS TO BE DETERMINED IN THE FINAL DEVELOPMENT PHASE.
10. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE BUILDING IS WITHIN OR PHYSICALLY INTERSECTS THE EXISTING BUILDING STRUCTURE.
11. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE 'C' UNLESS NOTED OTHERWISE.
12. COMMERCIAL DRIVEWAYS ON FRONTAGE ROADS, CURBS AND NOT CONNECTED WILL BE DEVELOPED DURING THE PHASE PHASE OF THE PROJECT.
13. DESIGN GEOMETRIC SHOWN HEREIN IS FOR PHASE I AND II. ULTIMATE DESIGN WILL BE DEVELOPED DURING THE PHASE PHASE FOR NEW ALIGNEMENT AND SHALL BE FURTHER DEVELOPED IN THE FUTURE 10-YEARS.
14. EXISTING ENGINEER PERMIT LINE CROSSINGS SHOWN. EXISTING PERMIT LINE CROSSINGS ARE BASED ON ELEVATIONS OBTAINED DURING DESIGN PHASE TO ESTABLISH APPROPRIATE VERTICAL CLEARANCE.
15. VERTICAL CLEARANCES AT RAILROAD CROSSINGS WERE DETERMINED FROM PROVIDED TOPOGRAPHICAL DATA.
16. EXISTING ROW IS APPROXIMATE AND BASED ON AVAILABLE RECORD PLANS.

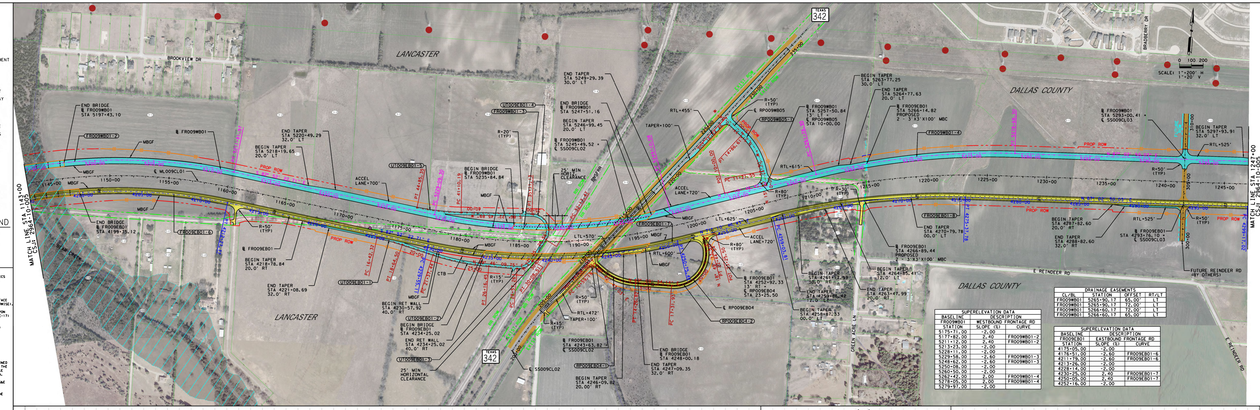
PHASED CONSTRUCTION APPROACH

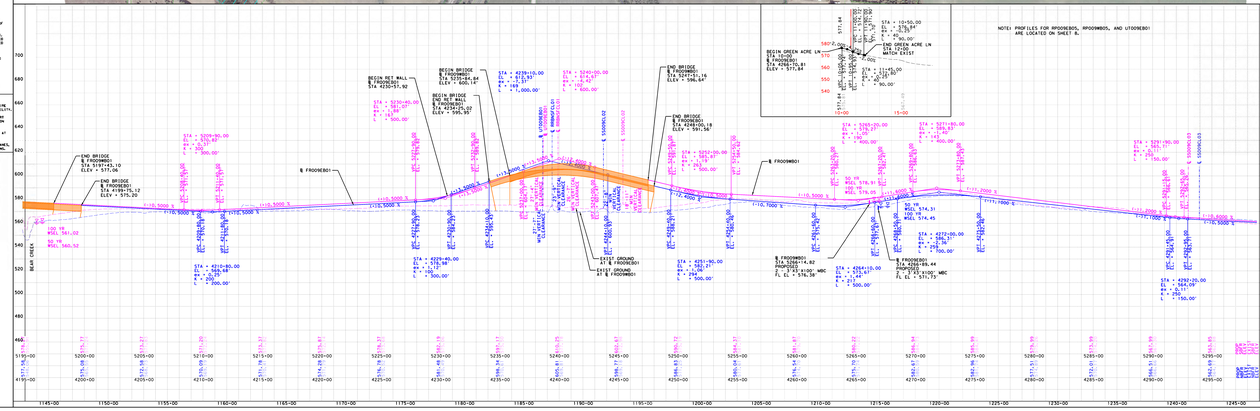
PHASE I: CONSTRUCT ONE PRIMARY FRONTAGE ROAD AND UTILITIES, ONE CROSS STREET, AND TEMPORARY TIE FOR ALL CROSS STREETS.

PHASE II: CONSTRUCT ONE PRIMARY FRONTAGE ROAD AND UTILITIES FOR CONTINUOUS FRONTAGE ROADS THROUGH THE PROJECT TO ONE WAY.

PHASE III: FUTURE: CONSTRUCT TWO-WAY GRADE SEPARATIONS AT CROSS STREETS AND ADDITIONAL INTERSECTIONS.

PHASE IV: ULTIMATE: FUTURE: CONSTRUCT CONFIGURED MAINLANES, 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

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 A GUARANTEE FOR CONSTRUCTING, BIDDING OR PERMITTING

© 2017 by the Texas Department of Transportation
All rights reserved

ATKINS
16303 PRESTON RD, SUITE #500
DALLAS, TEXAS 75248
PHONE: (972) 818-7275
FAX: (972) 380-2609
TBPE REG. NF-474

ROLL 3 OF 8
MARCH 2017

CL/DB	BEGIN RT OF WAY STATION	OFFSET	RT/LT
FROONEBO1	4199+75.12	91.00	RT
FROONEBO1	4207+17.62	65.00	RT
FROONEBO1	4207+17.62	91.00	RT
FROONEBO1	4212+34.59	91.00	RT
FROONEBO1	4212+34.59	189.99	RT
FROONEBO1	4212+34.59	49.00	RT
FROONEBO1	4212+34.59	122.32	RT
FROONEBO1	4212+34.59	120.32	RT
FROONEBO1	4212+34.59	49.00	LT
FROONEBO1	4212+34.59	91.00	LT
FROONEBO1	4212+34.59	82.00	LT
FROONEBO1	4212+34.59	82.00	LT
FROONEBO1	4219+75.16	56.00	RT
FROONEBO1	4220+00.00	56.00	RT
FROONEBO1	4220+00.00	56.00	LT
FROONEBO1	4242+99.59	121.57	RT
FROONEBO1	4242+99.59	121.57	LT
FROONEBO1	4243+00.00	121.57	RT
FROONEBO1	4243+00.00	121.57	LT
FROONEBO1	4243+14.52	75.00	RT
FROONEBO1	4243+14.52	75.00	LT
FROONEBO1	4243+14.52	82.00	RT
FROONEBO1	4243+14.52	82.00	LT
FROONEBO1	4243+14.52	91.00	RT
FROONEBO1	4243+14.52	91.00	LT
FROONEBO1	4243+14.52	122.75	RT
FROONEBO1	4243+14.52	122.75	LT
FROONEBO1	4244+00.00	122.75	RT
FROONEBO1	4244+00.00	122.75	LT
FROONEBO1	4244+00.00	91.00	RT
FROONEBO1	4244+00.00	91.00	LT
FROONEBO1	4244+00.00	82.00	RT
FROONEBO1	4244+00.00	82.00	LT
FROONEBO1	4244+00.00	65.00	RT
FROONEBO1	4244+00.00	65.00	LT
FROONEBO1	4244+00.00	52.00	RT
FROONEBO1	4244+00.00	52.00	LT
FROONEBO1	4244+00.00	49.00	RT
FROONEBO1	4244+00.00	49.00	LT
FROONEBO1	4244+00.00	127.75	RT
FROONEBO1	4244+00.00	127.75	LT
FROONEBO1	4244+00.00	76.00	RT

CL/DB	BEGIN RT OF WAY STATION	OFFSET	RT/LT
FROONEBO1	4248+00.18	76.00	LT
FROONEBO1	4250+00.12	76.00	LT
FROONEBO1	4250+00.12	49.00	LT
FROONEBO1	4250+00.12	44.00	LT
FROONEBO1	4250+00.12	44.00	RT
FROONEBO1	4250+00.12	49.00	RT
FROONEBO1	4250+00.12	76.00	RT
FROONEBO1	4253+00.00	76.00	RT
FROONEBO1	4253+00.00	76.00	LT
FROONEBO1	4253+00.00	49.00	LT
FROONEBO1	4253+00.00	44.00	LT
FROONEBO1	4253+00.00	44.00	RT
FROONEBO1	4253+00.00	49.00	RT
FROONEBO1	4253+00.00	76.00	RT
FROONEBO1	4260+00.00	76.00	RT
FROONEBO1	4260+00.00	76.00	LT
FROONEBO1	4260+00.00	49.00	LT
FROONEBO1	4260+00.00	44.00	LT
FROONEBO1	4260+00.00	44.00	RT
FROONEBO1	4260+00.00	49