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. BRYAN HODGES, P.E. 100113
DATE 3/30/2017

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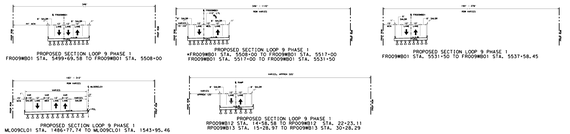
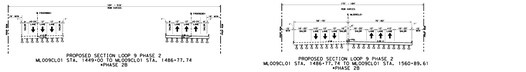
TBPE REG. NF-474

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
- ETJ LINE
- 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 BRIDGE FACE OF CURB, RAIL, BARRIER, OR WALL, UNLESS NOTED OTHERWISE.
4. APPROXIMATE LIE-FOR FLOODPLAIN LIMITS ARE BASED UPON FEMA DATA (NOT OFFICIAL FLOOD PLAIN DATA) AND ARE INCORRECT.
5. FRONTAGE ROAD SPEED LIMITS ARE BASED ON TRAFFIC ENGINEERING STUDY APPROVAL BY DISTRICT OF NOV 2014 AND ELLIS COUNTY APPROVAL DISTRICT IN SEPT 2015.
6. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS ARE BASED ON AERIAL SURVEYS. THE ONE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. VGA RAMPS ARE NOT REPORTED IN THE PLAN.
8. EXISTING DRIVEWAYS BILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN THAT THE DRIVEWAY WILL BE IN THE PROPOSED RIGHT OF WAY AND CONSTRUCTION WILL BE REQUIRED AND/OR IS LOCATED WITHIN ACCESS DENIAL LIMITS SHOWN.
9. FINAL DRIVEWAY LOCATIONS TO BE DETERMINED IN THE FINAL DEVELOPMENT PHASE.
10. RAILROAD ROW WIDTHS AS POTENTIAL EXPLANATION OF THE RAILROAD ROW WIDTHS ARE INTERPRETED THE EXISTING BUILDING STRUCTURE.
11. CURBS ON THE FRONTAGE ROAD AND CROSS STREETS ARE TYPE "C" UNLESS NOTED OTHERWISE.
12. COMMUNITY FACILITIES INCLUDE PARKS, SCHOOLS, CHURCHES AND NOT-FOR-PROFIT ENTITIES. NO DEVELOPED SITES IN THE FINAL PHASE OF THE PROJECT.
13. BUILDING SCHEMATIC SHOWN WITHIN ℄ FOR PHASE I AND ℄ FOR PHASE II ARE FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT FOR NEW ALIGNEMENT AND SHALL BE FURTHER DEVELOPED IN THE FUTURE ON-STAGES.
14. EXISTING OVERHEAD POWER LINE CROSSINGS SHOWN. ADDITIONAL POWER LINES MAY BE PRESENT. ALL POWER LINES REQUIRED DETAILED DESIGN TO ESTABLISH ACCURATE APPROXIMATE LOCATIONS AND HEIGHTS.
15. VERTICAL CLEARANCES AT RAILROAD CROSSINGS WERE OBTAINED FROM PROVIDED TOPOGRAPHICAL DATA.
16. EXISTING ROW IS APPROXIMATE AND BASED ON AVAILABLE AVAILABLE PLANS.

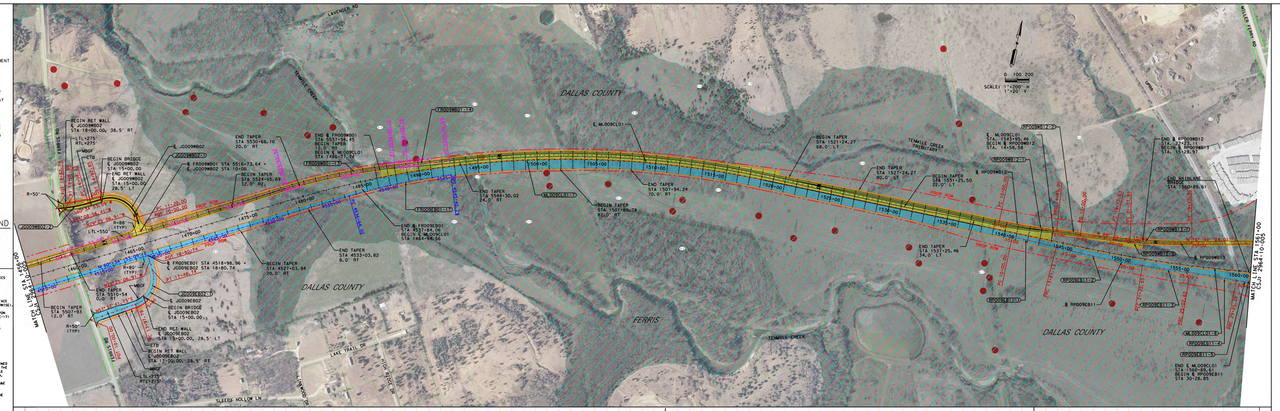
PHASED CONSTRUCTION APPROACH

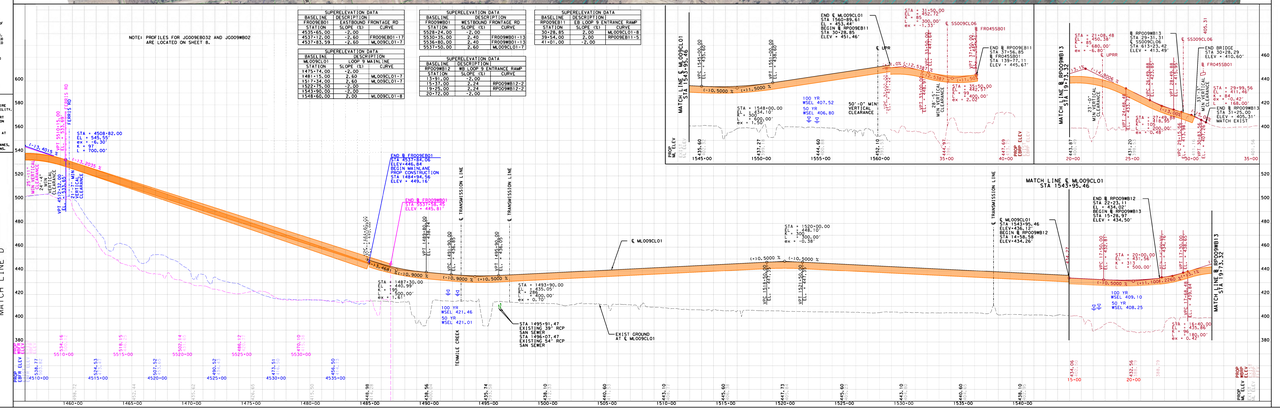
PHASE I: CONSTRUCT ONE PRIMARY FRONTAGE ROAD AND ASSOCIATED CROSS STREET IMPROVEMENTS FOR THE ULTIMATE FACILITY.

PHASE II: CONSTRUCT THE SECOND FRONTAGE ROAD TO COMPLETE THE ULTIMATE FRONTAGE ROADS. TRAFFIC WILL BE MOVED TO ONE WAY.

PHASE IV: FUTURE: CONSTRUCT INTERCHANGE RAMPS AT IH 35E AND IH 45 WITH FRONTAGE ROAD INTERSECTIONS.

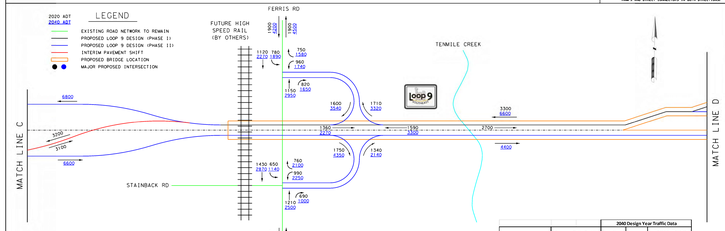
PHASE III: ULTIMATE: FUTURE: CONSTRUCT CONTINUOUS WATERLINES, RAMPS AND DIRECT CONNECTORS, IN BOTH DIRECTIONS.





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	2040 Design Year Traffic Data Percent Trucks	
	2020	2040			ADT	D
Loop 9 (I-35E to I-45)	6,300	13,400	70%	11.7	9	5.5

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