TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
LOOP 9 SEGMENT A, ETC
DALLAS & ELLIS COUNTIES

CSJ # 2964-10-006: LOOP 9 FROM US67 TO IH35E
Project Length = 52,661.00 Feet = 9.97 Miles

DESIGN SPEEDS

DESIGN SPEEDS AND FUNCTIONAL CLASSIFICATIONS:

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CROSS STREETS:	40 MPH
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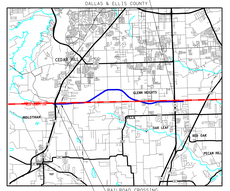

APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:
REGISTERED ENGINEER
FOR INTERIM REVIEW ONLY, NOT FOR PERMITTING, BIDDING OR CONSTRUCTION.
Prepared by or under the supervision of:
HOSSEIN M. HOSSEINI, P.E. 119868
NAME P.E. NUMBER
COLTON G. ELLIS, P.E. 134611
NAME P.E. NUMBER
12/4/2023
DATE

ORIGINAL SCALE
HORIZONTAL: 1" = 50'
VERTICAL: 1" = 10'

ROLL 1 OF 12

BGE, Inc.
2595 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 ● www.bgeinc.com
TBPE Registration No. F-1046

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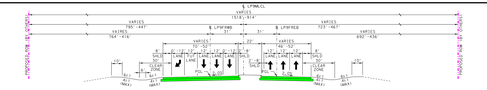
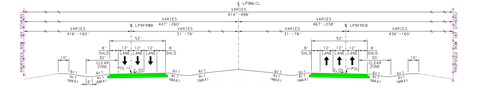
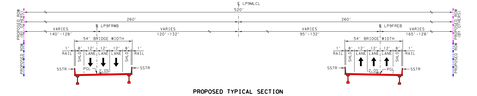
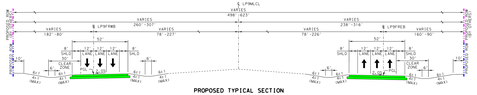
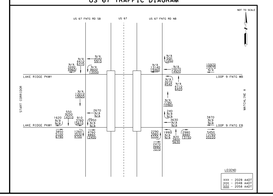








US 67 TRAFFIC DIAGRAM



PARCEL ID	OWNER
1	B & W CAMP HOLDINGS LP
2	BRINKMANN LEASING PARTNERSHIP
3	CELCO HIGH POINT 67 LTD
4	CELCO HIGH POINT 67 LTD

PARCEL ID	OWNER
001	ATHERTON & MURPHY HOLDINGS INC
002	ATHERTON & MURPHY HOLDINGS INC
003	DENMAN, JOHN
004	DENMAN - REPNER & MM DOLORES
005	DENMAN - REPNER & MM DOLORES
006	DENMAN, JOHN
007	MULTI-TALENT BROADCASTING LLC
008	MULTI-TALENT BROADCASTING LLC
009	BRM PROPERTIES LLC
010	BRM PROPERTIES LLC

PLAN LEGEND

PROPOSED E/B
PROPOSED ROW
EXISTING ROW
PROPOSED ROW (BY OTHERS)
CONTROL OF ACCESS
PROPERTY LINES
CITY LIMITS
100 YR FLOODPLAIN LIMITS
EXISTING PLANIMETRIC FEATURES
COUNTY LINE
PROPOSED EDGE OF PAVEMENT
PROPOSED TRAFFIC BARRIER
PROPOSED RETAINING WALL
PROPOSED BRIDGE RENT
PROPOSED CULVERT
OVERHEAD ELECTRIC
UNDERGROUND ELECTRIC
TELEPHONE
CABLE TV
FIBER OPTIC
GAS
WATER
WASTEWATER
STORMWATER
PROPOSED DIRECTION OF TRAVEL
EXISTING DIRECTION OF TRAVEL
PROPOSED BRIDGE
PROPOSED FRONTAGE ROAD
PROPOSED CROSS STREET
PROPOSED SIDEWALK
PAVEMENT TO BE REMOVED
POTENTIAL DISPLACEMENT
(INTERIM PAVEMENT (SEPERATE PROJECT)
ULTIMATE BRIDGE (SEPERATE PROJECT)
CURVE ID
PARCEL ID

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATICS ARE BASED ON AERIAL SURVEYS DATED DECEMBER 2013 AND RECORD PLANS.
2. SUPERELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NOMINAL FACE OF CURB, RAIL, BARRIER, OR WALL (UNLESS NOTED OTHERWISE). REFER TO TYPICAL SECTIONS FOR BARRIER TYPES AND LIMITS.
4. APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FIRM MAPS 48113C0465J, 48113C0470J, 48113C0485J, 48113C0490J, 48113C0495J, 48113C0505J, 48113C0510J, 48113C0530F AND 48113C0545J.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM TXDOT RIGHT OF WAY INVENTORY (DATED 2/1/2023 SAFETY DATA AVAILABLE AS OF 2022).
6. EXISTING CULVERT LOCATIONS, SIZES, AND ELEVATIONS OBTAINED FROM RECORD DOCUMENTS AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
7. EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED IN COORDINATION WITH THE DRIVEWAY PERMIT PROCESS THAT DRIVEWAY IS A CONDITION WITH THE DRIVEWAY PERMIT PROCESS THAT DRIVEWAY IS A CONDITION WITH THE DRIVEWAY PERMIT PROCESS.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSically INTERSECTS THE EXISTING BUILDING STRUCTURE.
9. CURBS ARE TYPE II (5") UNLESS NOTED OTHERWISE.
10. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING THE DESIGN PHASE OF THE PROJECT.
11. WHERE PROPOSED SIDEWALK IS NOT SHOWN AT THE RAMP LOCATIONS, THE CONTRACTOR SHALL INSTALL A RETURNED AND DETAILED TO CONSTRUCTION OF THE AREA OFFICE THROUGH THE DRIVEWAY PERMIT PROCESS.
12. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN 5 INFTS OF PROPOSED RECONSTRUCTION WILL BE REMOVED (UNLESS NOTED OTHERWISE).
13. ALL CROSS STREETS CORNER RADII ARE 50 FT MINIMUM UNLESS NOTED OTHERWISE.
14. ALL DRIVEWAYS CORNER RADII ARE 25 FT MINIMUM UNLESS NOTED OTHERWISE.
15. ALL MEDIAN MEDIAN CONCRETE TRAFFIC BARRIERS SHALL BE SINGLE SLOPE CONCRETE BARRIER (SSCB) UNLESS NOTED OTHERWISE.
16. INTERSECTION TRAFFIC SIGNAL WARRANT STUDY TO BE PERFORMED IN DETAILED DESIGN.
17. EXACT LOCATION OF FEASIBLE DRIVEWAYS CAN VARY AND SUBJECT TO THE DRIVEWAY PERMITTING PROCESS WITH TXDOT DALLAS DISTRICT AREA OFFICE

ROLL INDEX

ROLL 1: LOOP 9 MAINLANES
BEGIN PROJECT TO STA 582+00

ROLL 2: LOOP 9 MAINLANES
STA 582+00 TO STA 632+00

ROLL 3: LOOP 9 MAINLANES
STA 632+00 TO STA 682+00

ROLL 4: LOOP 9 MAINLANES
STA 682+00 TO STA 732+00

ROLL 5: LOOP 9 MAINLANES
STA 732+00 TO STA 782+00

ROLL 6: LOOP 9 MAINLANES
STA 782+00 TO STA 832+00

ROLL 7: LOOP 9 MAINLANES
STA 832+00 TO STA 879+00

ROLL 8: LOOP 9 MAINLANES
STA 879+00 TO STA 929+00

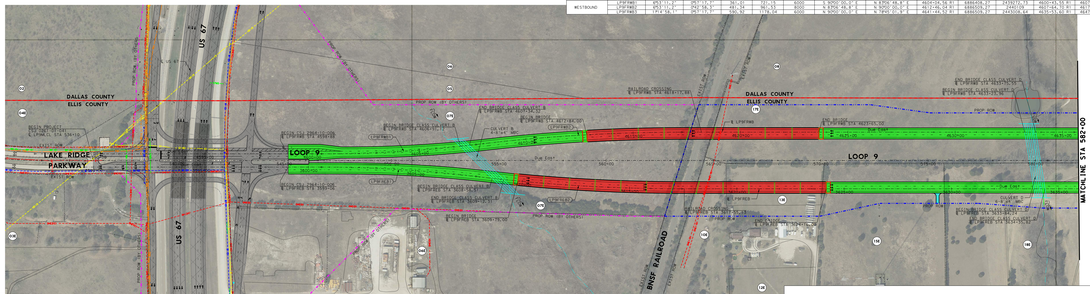
ROLL 9: LOOP 9 MAINLANES
STA 929+00 TO STA 979+00

ROLL 10: LOOP 9 MAINLANES
STA 979+00 TO STA 1029+00

ROLL 11: LOOP 9 MAINLANES
STA 1029+00 TO END PROJECT

ROLL 12: CROSS STREET AND U TURN PROFILES

CURVE DATA												
CURVE NO.	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	BACK BEARING	AHEAD BEARING	PI STATION	PI NORTHING	PI EASTING	PC STATION	PT STATION
FRONTAGE ROADS												
EASTBOUND	LFSFRE1	24°11'1"	242°11'1"	361.10	721.15	S 50°00'00.0" E	S 87°05'48.9" E	1624+71.99 E	6886586.71	2425577.13	1620+10.89 E	1657+82.03 E
	LFSFRE2	24°11'1"	242°11'1"	361.10	721.15	S 87°05'48.9" E	S 50°00'00.0" E	1654+33.04 E	6886586.71	2425577.13	1650+72.94 E	1688+44.08 E
WESTBOUND	LFSFRW1	24°11'1"	242°11'1"	361.10	721.15	S 50°00'00.0" E	S 87°05'48.9" E	1624+71.99 E	6886586.71	2425577.13	1620+10.89 E	1657+82.03 E
	LFSFRW2	24°11'1"	242°11'1"	361.10	721.15	S 87°05'48.9" E	S 50°00'00.0" E	1654+33.04 E	6886586.71	2425577.13	1650+72.94 E	1688+44.08 E
	LFSFRW3	24°11'1"	242°11'1"	361.10	721.15	S 50°00'00.0" E	S 87°05'48.9" E	1624+71.99 E	6886586.71	2425577.13	1620+10.89 E	1657+82.03 E
	LFSFRW4	24°11'1"	242°11'1"	361.10	721.15	S 87°05'48.9" E	S 50°00'00.0" E	1654+33.04 E	6886586.71	2425577.13	1650+72.94 E	1688+44.08 E

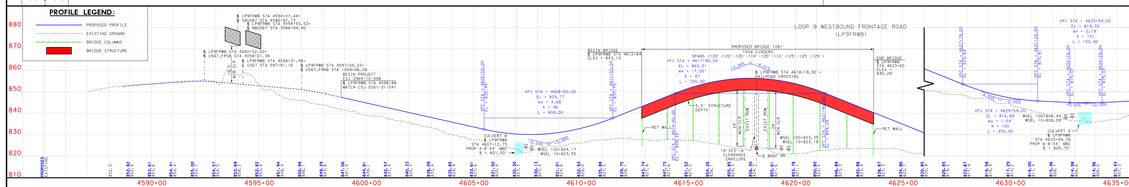


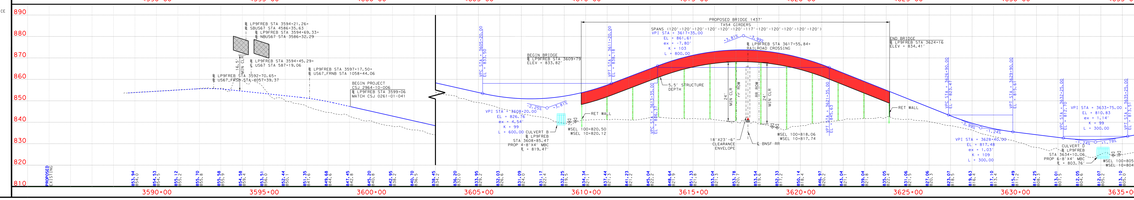
TURN LANE DATA							
LOCATION	DIRECTION	SPEED LIMIT	TAPER LENGTH (FT)	STORAGE LENGTH (FT)	DIRECT TURN LENGTH (FT)	TOTAL LENGTH (FT)	
LFSFRNB & USFT FRNB	WB	50	45	150	700	1000	895

TURN LANE DECELERATION

PROFILE LEGEND:

PROPOSED PROFILE
EXISTING GROUND
BRIDGE COLUMNS
BRIDGE STRUCTURE





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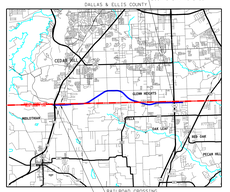

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DESIGN SCHEMATIC - LOOP 9
DALLAS/ELLIS COUNTY
ROLL 1 OF 12
COUNTY: DALLAS/ELLIS
DATE: DECEMBER 2023