TEXAS DEPARTMENT OF TRANSPORTATION

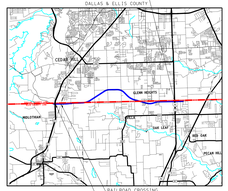
DALLAS DISTRICT
CEASON CLEMENS, P.E., DISTRICT ENGINEER

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:
FRONTAGE ROADS (URBAN COLLECTOR): - 50 MPH
CROSS STREETS - 40 MPH
U-TURNS (URBAN COLLECTOR) - 20 MPH




APPROVED SCHEMATIC
NOT FOR CONSTRUCTION

SCHEMATIC PREPARED BY:
REGISTERED PROFESSIONAL ENGINEER
FOR INTERIM REVIEW ONLY, NOT FOR PERMITTING, BIDDING OR CONSTRUCTION
Prepared by or under the supervision of:
HOSSEIN M. HOSSEINI, P.E. 118668
NAME P.E. NUMBER
COLTON R. GILLI, P.E. 132800
NAME P.E. NUMBER
12/4/2023
DATE

ORIGINAL SCALE
HORIZONTAL SCALE 1" = 300'
VERTICAL SCALE 1" = 30'

ROLL 3 OF 12

BGE, Inc.
2906 Dallas Parkway, Suite 101, Frisco, TX 75034
Tel: 972-464-4800 ● www.bgeinc.com
TBPE Registration No. F-1046

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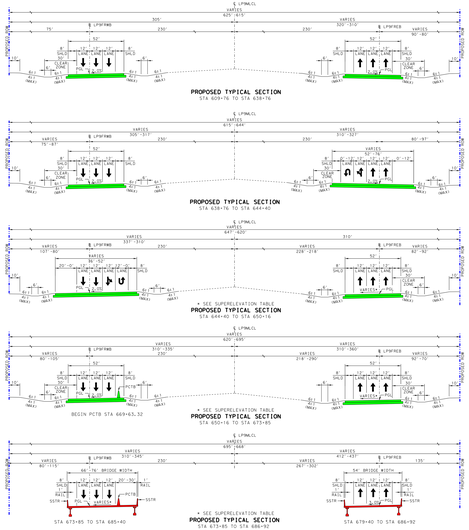
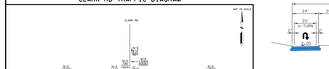
DESIGN SCHEMATIC - LOOP 9
DALLAS/ELLIS COUNTY

COUNTY: DALLAS/ELLIS
DATE: DECEMBER 2023

ROLL 3 OF 12




CLARK RD TRAFFIC DIAGRAM



| PARCEL | OWNER |
|---|---|
| 37 | DELAGE RANCHES LTD |
| 38 | DELAGE RANCHES, ROBERT THE |
| 39 | BUY-A-CLUTCH INC |
| 40 | DELAGE RANCHES LTD |
| 41 | DELAGE RANCHES LTD, LANDER JOHN J JR & JOHN & PATRICIA LANDER TR |

| PARCEL | OWNER |
|---|---|
| 55 | MALONE TIMOTHY S & KRISTI M |
| 56 | DELAGE RANCHES LTD |
| 57 | MALONE TIMOTHY S & KRISTI M |
| 58 | DELAGE RANCHES LTD |
| 59 | THE W & V LIVING TRUST |
| 60 | THE W & V LIVING TRUST |
| 61 | DELAGE RANCHES LTD |
| 62 | THE W & V LIVING TRUST, SUZETTE L PAPE TRUSTEE |
| 63 | DELAGE RANCHES LTD |

## PLAN LEGEND

- PROPOSED G/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 RAIL
- 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 MAIN LANES
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- PROPOSED CROSS STREET
- PROPOSED TEMPORARY PAVEMENT
- PROPOSED SIDEWALK
- FEASIBLE DRIVEWAY LOCATION (SEE NOTE 17)
- PAVEMENT TO BE REMOVED
- POTENTIAL DISPLACEMENT
- 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 POL.
3. DIMENSIONS ARE TO THE EDGE OF PAVEMENT OR NORMAL 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, 48113C0610J, 48113C0620J, 48113C0630J AND 48113C0640J.
5. OWNERSHIP INFORMATION SHOWN ON SCHEMATIC OBTAINED FROM TXDOT RIGHT OF WAY INVENTORY (RIGHT OF WAY MAPS SURVEY 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 OWNER THAT THE DRIVEWAY IS A DEDICATED ACCESS TO A PROPERTY. DEDICATED ACCESS WILL BE REPLACED.
8. BUILDINGS ARE SHOWN AS POTENTIAL DISPLACEMENT IF THE PROPOSED ROW PHYSICALLY INTERSECTS THE 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. MARKINGS ON PAVEMENT ARE NOT SHOWN AT THE RAMP LOCATIONS. THE RAMP TO RAMP AREAS WILL BE REVIEWED AND DESIGNED IN COORDINATION OF THE AREA OFFICE THROUGH THE DRIVEWAY PERMIT PROCESS.
12. EXISTING PAVEMENT/BRIDGES LOCATED WITHIN LIMITS 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 MAINLANE 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 1x | LOOP 9 MAINLANES: BEGIN PROJECT TO STA 582+00 |
| ROLL 2x | LOOP 9 MAINLANES: STA 582+00 TO STA 632+00 |
| ROLL 3x | LOOP 9 MAINLANES: STA 632+00 TO STA 682+00 |
| ROLL 4x | LOOP 9 MAINLANES: STA 682+00 TO STA 732+00 |
| ROLL 5x | LOOP 9 MAINLANES: STA 732+00 TO STA 782+00 |
| ROLL 6x | LOOP 9 MAINLANES: STA 782+00 TO STA 832+00 |
| ROLL 7x | LOOP 9 MAINLANES: STA 832+00 TO STA 879+00 |
| ROLL 8x | LOOP 9 MAINLANES: STA 879+00 TO STA 929+00 |
| ROLL 9x | LOOP 9 MAINLANES: STA 929+00 TO STA 979+00 |
| ROLL 10x | LOOP 9 MAINLANES: STA 979+00 TO STA 1029+00 |
| ROLL 11x | LOOP 9 MAINLANES: STA 1029+00 TO END PROJECT |
| ROLL 12x | CROSS STREET AND U TURN PROFILES |

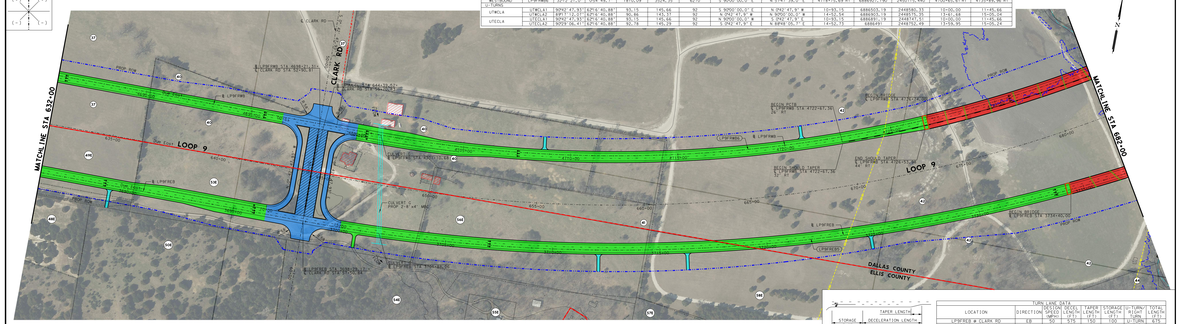
| CROSS SLOPE SIGN CONVENTION | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |

| CROSS SLOPE | DATA NAME | SURF NAME | BEGIN CROSS SLOPE | BEGIN TRANSITION | BEGIN FULL SUPER | SUPER RATE | END FULL SUPER | END TRANSITION | END CROSS SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| | LPSFRWB | LPSFRWB | -2.00% | 3701+00 | 3703+40 | 3.00% | 3745+20 | 3747+60 | -2.00% |

FOR BASELINE THE INSIDE EDGE OF PAVEMENT IS USED FOR SIGN CONVENTION

CURVE DATA

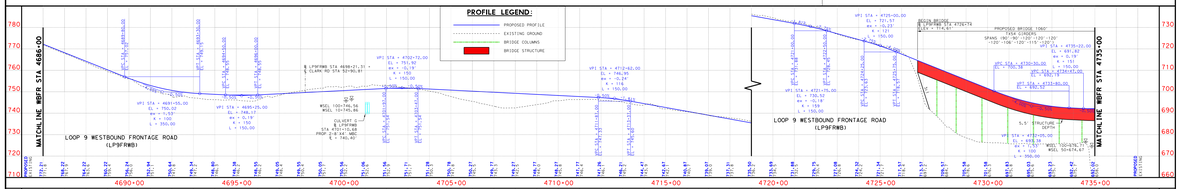
| | CURVE NO. | DELTA | DEGREE | TANGENT | LENGTH | RADIUS | BACK BEARING | AHEAD BEARING | PI STATION | PI NORTHING | PI EASTING | PC STATION | PT STATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRONTAGE ROADS | | | | | | | | | | | | | |
| EASTBOUND | LPSFREB | 1°35'17.2" | 0°42'36.7" | 1411.40 | 2822.81 | 8000 | S 90°00'00.0" W | N 89°24'42.8" | 3722+76.55 | 6888487.50 | 2491115.840 | 3696+46.87 B1 | 3748+21.18 B1 |
| WESTBOUND | LPSFRWB | 1°35'17.2" | 0°42'36.7" | 1411.40 | 2822.81 | 8000 | S 90°00'00.0" W | N 89°24'42.8" | 3722+76.55 B1 | 6888487.50 | 2491115.840 | 3696+46.87 B1 | 3748+21.18 B1 |
| MAINLANES | | | | | | | | | | | | | |
| LTMCLA | LMAIL1 | 50°52'47.5" | 1°34'24.9" | 55.11 | 105.66 | N/ | S 90°00'00.0" W | N 39°52'17.8" W | 1+00.15 | 6888555.15 | 2498855.15 | 1+00.00 | 1+05.66 |
| | LMAIL2 | 50°52'47.5" | 1°34'24.9" | 55.11 | 105.66 | N/ | N 39°52'17.8" E | S 90°00'00.0" W | 1+55.26 | 6888555.15 | 2498855.15 | 1+50.11 | 2+55.77 |
| | LMAIL3 | 50°52'47.5" | 1°34'24.9" | 55.11 | 105.66 | N/ | S 90°00'00.0" W | N 39°52'17.8" W | 2+50.37 | 6888555.15 | 2498855.15 | 2+45.22 | 3+51.88 |
| UTRCLA | CV1LA2 | 109°29'06.6" | 14°29'6.9" | 90.78 | 190.29 | N/ | S 79°43'41.6" W | N 89°46'35.1" E | 1+00.15 | 6888481 | 2498792.98 | 1+15.95 | 1+06.24 |

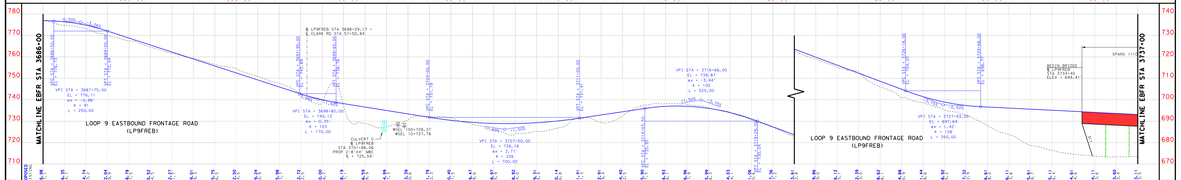



TURN LANE DATA

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| TURN LANE DATA | | | | | | | |
| LOCATION | DIRECTION | SPEED LIMIT | TAPER LENGTH | STORAGE LENGTH | DIRECT TURN LENGTH | TOTAL LENGTH | |
| LPSFREB @ CLARK RD | EB | 50 | 315 | 150 | 700 | 1,015 | 815 |
| LPSFRWB @ CLARK RD | WB | 50 | 315 | 150 | 700 | 1,015 | 815 |

TURN LANE DECELERATION

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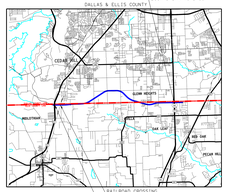

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