ROLL 4 OF 14 STA. 2265+00 TO STA. 2365+00

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY
5900 W. Plano Pkwy, Plano, Texas 75093
Allen Clemson, Executive Director, NTTA

DALLAS NORTH TOLLWAY EXTENSION

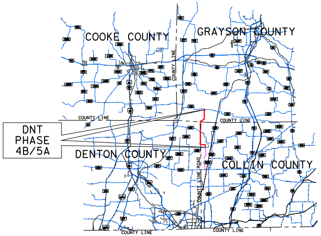
PHASE 4B / 5A
FROM FM 428 TO FM 121
DESIGN SCHEMATIC

DESIGN SPEED

FUNCTIONAL CLASS: URBAN TOLLWAY (FREEWAY)
DESIGN SPEED: 70 mph (TOLLWAY MAINLANES)
50 mph (RAMPS)
45 mph (SERVICE ROADS)
45 mph (CROSS STREETS)
* UNLESS OTHERWISE NOTED ON PLANS

AVERAGE DAILY TRAFFIC

TBD (2012)
TBD (2030)


COOKE COUNTY
GRAYSON COUNTY
DENTON COUNTY
COLLIN COUNTY
COUNTY LINE
COUNTY LINE ROAD
DNT PHASE 4B/5A
N

PROJECT LENGTH = 11.84 MILES

MARCH 18, 2011

PRE-FINAL SUBMITTAL

These documents are for Interim Review and not intended for Regulatory Approval, Permit, Bidding or Construction Purposes. They were prepared by, or under the supervision of:

Matthew G. Craig	69910	3-18-2011
Type or Print Name	PE#	Date

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE APPROVED

DESIGN SCHEMATIC NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

DATE SUBMITTED

PRELIMINARY
DRAFT SUBJECT TO CHANGE

ROLL 4 OF 14

SCALE: 1"=200'

0 100 200 300 400 600

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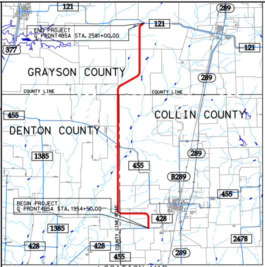

121
289
377
END PROJECT
℄ PRDNT4B5A STA. 2581+00.00
GRAYSON COUNTY
COUNTY LINE
455
DENTON COUNTY
COLLIN COUNTY
1385
B289
BEGIN PROJECT
℄ PRDNT4B5A STA. 1954+50.00
428
COUNTY LINE ROAD
2478

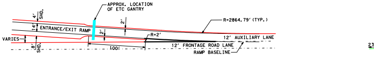
LOCATION MAP
N.T.S.

LEGEND:

——— – –	EXIST. ROW
━━━ ━ ━	PROPOSED R.O.W.
——— ———	PROPERTY LINE
– – – –	PROPOSED DRAINAGE EASEMENT
65	PROPERTY PARCEL #
———	100 YEAR FLOODPLAIN
═══	EXISTING STORM DRAINAGE
═══	PROPOSED STORM DRAINAGE
═══	PROPOSED DRAINAGE CHANNEL
→	DIRECTION OF TRAFFIC
Ⓣ	GANTRY SYMBOL
———	EXISTING CONTOURS
———	PAVEMENT EDGE
▨	PAVEMENT TO BE REMOVED
— – —	PROPOSED DNT 4B/5A CENTERLINE
═══	PROPOSED RETAINING WALL
———	PROPOSED NOISE WALL
═══	PROPOSED TWO WAY TRAFFIC BARRIER
═══	PROPOSED ONE WAY TRAFFIC BARRIER
—‖—	CONTROL OF ACCESS LINE
– – – –	PROPOSED PROJECT (BY OTHERS)
🟧	PROPOSED MAINLANE BRIDGE
🟨	PROPOSED CROSS STREET BRIDGES
🟨	PROPOSED DNT 4B/5A MAIN LANES
🟦	PROPOSED RAMP / DIRECT CONNECTOR
🟩	PROPOSED FRONTAGE ROAD AND CROSS STREETS
🟥	CROSS STREET ISLANDS
🟪	PROPOSED TEMPORARY PAVEMENT
⬜	EXISTING CROSS & LOCAL STREET
🟧	POTENTIAL DISPLACEMENTS
🟦	PROPOSED TOLL GANTRY
🟨	ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

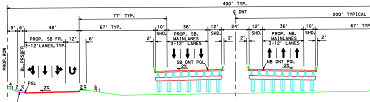
NOTES:

1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY, SUPPLEMENTAL FIELD SURVEYS AND RECORD PLANS ONLY.
2.) DIMENSIONS ARE FACE OF CURB OR TO EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHERWISE.
3.) TYPICAL CROSS STREET TURNOUT RADIUS EQUALS 75' TYPICAL, 50' MIN.
4.) EXISTING DRIVEWAYS WILL REMAIN UNLESS IT IS DETERMINED DURING DETAILED DESIGN AND COORDINATION WITH THE CITIES THAT THE DRIVEWAY WILL BE A SAFETY ISSUE AND/OR VIOLATES THE NTTA CONTROLLED ACCESS REQUIREMENTS.
5.) TRAFFIC VOLUMES SHOWN HEREIN ARE BASED ON PROJECTIONS PROVIDED BY WILBUR SMITH ASSOCIATES ON NOVEMBER 17, 2010.
6.) ALL SUPER ELEVATION AXIS OF ROTATION IS ABOUT THE PGL.
7.) APPROXIMATE 100 YEAR FLOODPLAIN LIMITS ARE BASED UPON FEMA FLOOD INSURANCE RATE MAPS, NUMBERS 48085C0125 G AND 48085C0255 G
8.) METAL BEAM GUARD FENCE AND CONCRETE TRAFFIC BARRIER (CTB) LOCATIONS TO BE DETERMINED IN PS&E. CTB MAY ALTERNATE FROM NB TO SB SHOULDER DEPENDING ON MAINTENANCE ACCESS NEEDS AND PS&E REFINEMENT.
9.) CROSS STREET ALIGNMENTS ARE PRELIMINARY ONLY, FINAL LOCATION WILL BE DETERMINED AT THE PS&E LEVEL.
10.) FINAL DETERMINATION OF CONTROL OF ACCESS WILL BE DETERMINED BY THE COUNTIES OR MUNICIPALITIES AT A FUTURE DATE.

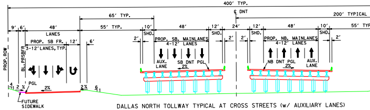

APPROX. LOCATION OF ETC GANTRY
4' SHD.
14'
ENTRANCE/EXIT RAMP
2'
R=2864.79' (TYP.)
R=2'
VARIES
12' AUXILIARY LANE
8' SHD.
100'
12' FRONTAGE ROAD LANE
RAMP BASELINE
2%

TYPICAL RAMP FRONTAGE ROAD GORE

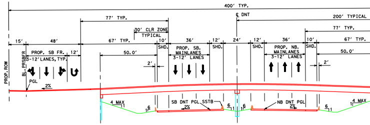
DALLAS NORTH TOL


400' TYP.
℄ DNT
200' TYPICAL
77' TYP.
67' TYP.
9'
6'
48'
10'
36'
12'
24'
SHD.
PROP. SB FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES 3-12' LANES
PROP. NB. MAINLANES 3-12' LANES
SB DNT PGL
NB DNT PGL
2%
PROP. ROW
BL. PRSBFR
PGL
FUTURE SIDEWALK

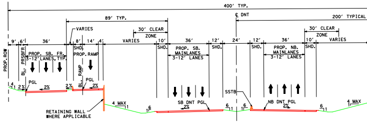
DALLAS NORTH TOLLWAY TYPICAL AT CROSS STREETS (w/o AUXILIARY LANES)


400' TYP.
℄ DNT
200' TYPICAL
65' TYP.
55' TYP.
48' LANES
PROP. SB FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES 4-12' LANES
PROP. NB. MAINLANES 4-12' LANES
AUX. LANE
SB DNT PGL
NB DNT PGL
SHD.
PROP. ROW
BL. PRSBFR
PGL
FUTURE SIDEWALK

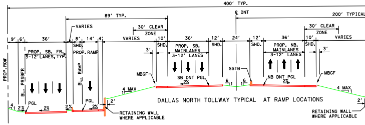
DALLAS NORTH TOLLWAY TYPICAL AT CROSS STREETS (w/ AUXILIARY LANES)


400' TYP.
℄ DNT
200' TYPICAL
77' TYP.
30' CLR ZONE TYPICAL
67' TYP.
15'
48'
50.0'
PROP. SB FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES 3-12' LANES
PROP. NB. MAINLANES 3-12' LANES
SHD.
PROP. ROW
BL. PRSBFR
PGL
4 MAX
SB DNT PGL
SSTB
NB DNT PGL

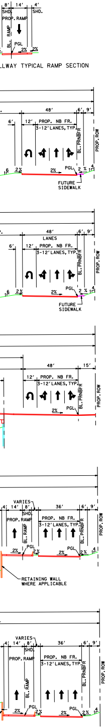
DALLAS NORTH TOLLWAY TYPICAL UNDERPASS SECTION AT CROSS STREET LOCATIONS


400' TYP.
℄ DNT
200' TYPICAL
89' TYP.
VARIES
30' CLEAR ZONE
PROP. SB. FR.
3-12' LANES, TYP.
PROP. RAMP
PROP. SB. MAINLANES 3-12' LANES
PROP. NB. MAINLANES 3-12' LANES
SHD.
PROP. ROW
BL. PRSBFR
BL. RAMP
PGL
RETAINING WALL WHERE APPLICABLE
4 MAX
SB DNT PGL
SSTB
NB DNT PGL

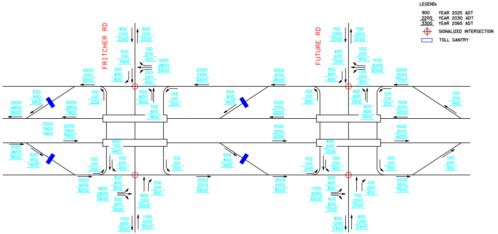
DALLAS NORTH TOLLWAY TYPICAL DEPRESSED SECTION


400' TYP.
℄ DNT
200' TYPICAL
89' TYP.
VARIES
30' CLEAR ZONE
PROP. SB. FR.
3-12' LANES, TYP.
PROP. RAMP
PROP. SB. MAINLANES 3-12' LANES
PROP. NB. MAINLANES 3-12' LANES
SHD.
PROP. ROW
BL. PRSBFR
BL. RAMP
PGL
MBGF
SSTB
SB DNT PGL
NB DNT PGL
4 MAX
RETAINING WALL WHERE APPLICABLE
DALLAS NORTH TOLLWAY TYPICAL AT RAMP LOCATIONS

PROPOSED TYPICAL SECTIONS
N.T.S.



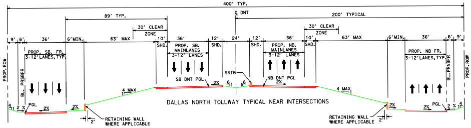
8' 14' 4'
SHD.
SHD.
PROP. RAMP
BL. RAMP
PGL
2% 2%
LLWAY TYPICAL RAMP SECTION
48'
6' 9'
6' 12' PROP. NB FR.
3-12' LANES, TYP.
BL. PRNBFR
PROP. ROW
PGL
FUTURE SIDEWALK
LANES
15'
VARIES
RETAINING WALL WHERE APPLICABLE



LEGEND:
900 YEAR 2025 ADT
2200 YEAR 2030 ADT
3300 YEAR 2065 ADT
SIGNALIZED INTERSECTION
TOLL GANTRY
FRITCHER RD
FUTURE RD

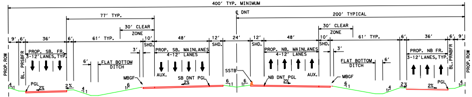
TRAFFIC VOLUME DIAGRAM

N.T.S.



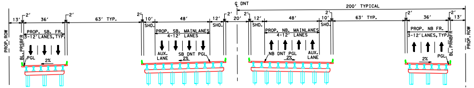
400' TYP.
89' TYP.
℄ DNT
200' TYPICAL
30' CLEAR ZONE
63' MAX
6' MIN.
36'
12'
24'
10'
SHD.
PROP. SB. FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES
3-12' LANES
PROP. NB. MAINLANES
PROP. NB FR.
SB DNT PGL
NB DNT PGL
SSTB
4 MAX
BL. PRSBFR
BL. PRNBFR
PROP. ROW
PGL
RETAINING WALL WHERE APPLICABLE

DALLAS NORTH TOLLWAY TYPICAL NEAR INTERSECTIONS



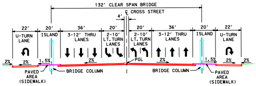
400' TYP. MINIMUM
77' TYP.
℄ DNT
200' TYPICAL
30' CLEAR ZONE
61' TYP.
48'
PROP. SB. FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES
4-12' LANES
PROP. NB. MAINLANES
4-12' LANES
PROP. NB FR.
FLAT BOTTOM DITCH
MBGF
AUX.
SB DNT PGL
NB DNT PGL
SSTB
PROP. ROW
BL. PRSBFR
BL. PRNBFR
PGL

DALLAS NORTH TOLLWAY TYPICAL AT GRADE



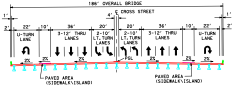
℄ DNT
200' TYPICAL
13'
36'
63' TYP.
48'
PROP. SB. FR.
3-12' LANES, TYP.
PROP. SB. MAINLANES
4-12' LANES
AUX. LANE
SB DNT PGL
NB DNT PGL
PROP. NB. MAINLANES
PROP. NB FR.
PROP. ROW
BL. PRSBFR
BL. PRNBFR
PGL

DALLAS NORTH TOLLWAY AT WATER CROSSINGS



132' CLEAR SPAN BRIDGE
℄ CROSS STREET
22'
20'
36'
U-TURN LANE
ISLAND
3-12' THRU LANES
2-10' LT. TURN LANES
PGL
BRIDGE COLUMN
PAVED AREA (SIDEWALK)
1.5%
2%

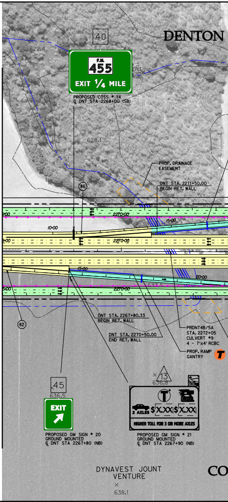
CROSS STREET AT GRADE - TYPICAL 6 LANE SECTION



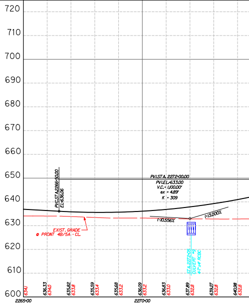
186' OVERALL BRIDGE
℄ CROSS STREET
22'
10'
36'
20'
U-TURN LANE
3-12' THRU LANES
2-10' LT. TURN LANES
PGL
PAVED AREA (SIDEWALK\ISLAND)

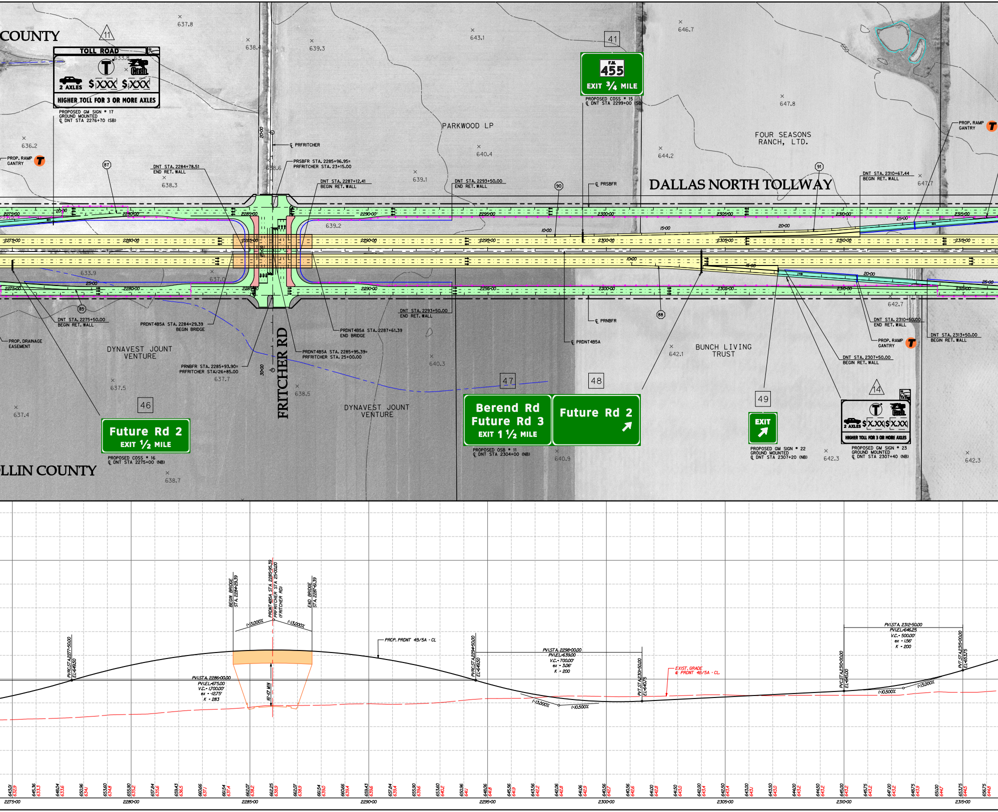
CROSS STREET AT OVERPASS - TYPICAL 6 LANE SECTION

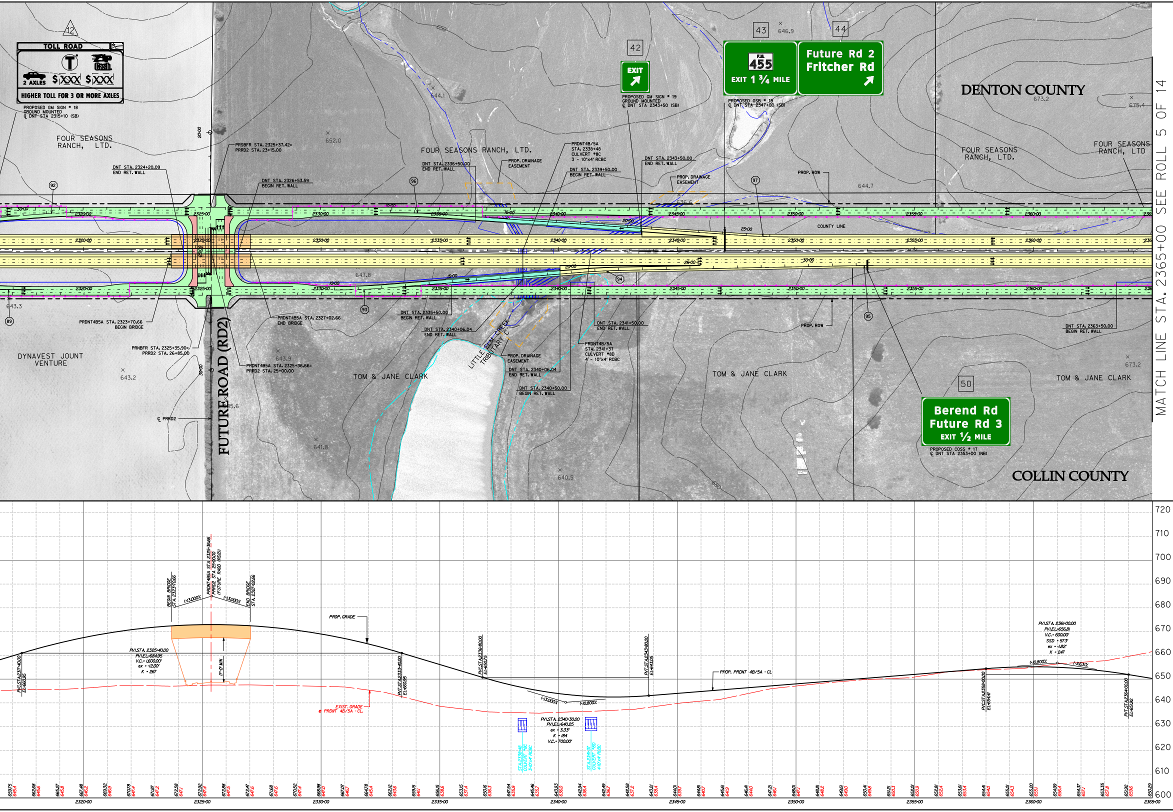
MATCH LINE STA. 2265+00 SEE ROLL 3 OF 14



DENTON
40
F.M. 455
EXIT 1/4 MILE
PROPOSED COSS # 14
℄ DNT STA 2268+00 (SB)
PROP. DRAINAGE EASEMENT
DNT STA. 2271+50.00
BEGIN RET. WALL
86
2270+00
15+00
10+00
20+00
DNT STA. 2267+80.33
BEGIN RET. WALL
DNT STA. 2270+50.00
END RET. WALL
82
PRDNT 4B/5A
STA. 2272+05
CULVERT #9
4 - 7'x4' RCBC
PROP. RAMP GANTRY
45
EXIT
PROPOSED GM SIGN # 20
GROUND MOUNTED
℄ DNT STA 2267+80 (NB)
13
2 AXLES $X.XX $X.XX
HIGHER TOLL FOR 3 OR MORE AXLES
PROPOSED GM SIGN # 21
GROUND MOUNTED
℄ DNT STA 2267+90 (NB)
DYNAVEST JOUNT VENTURE
CO




COUNTY
11
TOLL ROAD
2 AXLES
$XXX $XXX
Cash
HIGHER TOLL FOR 3 OR MORE AXLES
PROPOSED GM SIGN # 17
GROUND MOUNTED
℄ DNT STA 2276+70 (SB)
PROP. RAMP GANTRY
87
DNT STA. 2284+78.51
END RET. WALL
℄ PRFRITCHER
PRSBFR STA. 2285+96.95=
PRFRITCHER STA. 23+15.00
DNT STA. 2287+12.41
BEGIN RET. WALL
PARKWOOD LP
DNT STA. 2293+50.00
END RET. WALL
90
℄ PRSBFR
41
F.M. 455
EXIT 3/4 MILE
PROPOSED COSS # 15
℄ DNT STA 2299+00 (SB)
FOUR SEASONS
RANCH, LTD.
DALLAS NORTH TOLLWAY
91
DNT STA. 2310+67.44
BEGIN RET. WALL
PROP. RAMP GANTRY
85
DNT STA. 2275+50.00
BEGIN RET. WALL
PROP. DRAINAGE EASEMENT
PRDNT4B5A STA. 2284+29.39
BEGIN BRIDGE
DYNAVEST JOUNT
VENTURE
PRNBFR STA. 2285+93.90=
PRFRITCHER STA. 26+85.00
FRITCHER RD
PRDNT4B5A STA. 2285+95.39=
PRFRITCHER STA. 25+00.00
PRDNT4B5A STA. 2287+61.39
END BRIDGE
DNT STA. 2293+50.00
END RET. WALL
46
Future Rd 2
EXIT 1/2 MILE
PROPOSED COSS # 16
℄ DNT STA 2275+00 (NB)
LLIN COUNTY
DYNAVEST JOUNT
VENTURE
47
Berend Rd
Future Rd 3
EXIT 1 1/2 MILE
PROPOSED OSB # 11
℄ DNT STA 2304+00 (NB)
48
Future Rd 2
℄ PRNBFR
℄ PRDNT4B5A
88
BUNCH LIVING
TRUST
49
EXIT
PROPOSED GM SIGN # 22
GROUND MOUNTED
℄ DNT STA 2307+20 (NB)
DNT STA. 2307+50.00
BEGIN RET. WALL
DNT STA. 2310+50.00
END RET. WALL
PROP. RAMP GANTRY
DNT STA. 2313+50.00
BEGIN RET. WALL
14
TxTag
2 AXLES
$X.XX $X.XX
Cash
HIGHER TOLL FOR 3 OR MORE AXLES
PROPOSED GM SIGN # 23
GROUND MOUNTED
℄ DNT STA 2307+40 (NB)
637.8
638.4
639.3
643.1
646.7
647.8
633.8
636.2
638.6
638.3
639.1
640.4
644.2
647.7
639.2
633.9
637.0
642.7
642.1
640.3
637.5
637.7
638.5
637.4
638.7
640.9
642.3
642.3
2275+00
2280+00
2285+00
2290+00
2295+00
2300+00
2305+00
2310+00
2315+00
10+00
15+00
20+00
25+00
30+00
PVRC STA 2277+50.00
EL-649.50
PVI STA. 2286+00.00
PVI EL-675.00
V.C.- 1,700.00'
ex - -12.75'
K - 283
BEGIN BRIDGE
STA. 2284+29.39
PRDNT4B5A STA. 2285+95.39
PRFRITCHER STA 25+00.00
(FRITCHER RD)
END BRIDGE
STA. 2287+61.39
(+)3.000%
(-)3.000%
16'-10" MIN
PROP. PRDNT 4B/5A - CL
PVRC STA 2294+50.00
EL-649.50
PVI STA. 2298+00.00
PVI EL-639.00
V.C.- 700.00'
ex - 3.06'
K - 200
(-)3.000%
(+)0.500%
PVT STA 2301+50.00
EL-640.75
EXIST. GRADE
@ PRDNT 4B/5A - CL.
PVC STA 2310+00.00
EL-645.00
PVI STA. 2312+50.00
PVI EL-646.25
V.C.- 500.00'
ex - 1.56'
K - 200
(+)0.500%
(+)3.000%
PVT STA 2315+00.00
EL-653.75



12
TOLL ROAD
2 AXLES $XXX $XXX
HIGHER TOLL FOR 3 OR MORE AXLES
PROPOSED GM SIGN # 18
GROUND MOUNTED
℄ DNT STA 2315+10 (SB)
FOUR SEASONS RANCH, LTD.
DNT STA. 2324+20.09
END RET. WALL
PRSBFR STA. 2325+37.42=
PRRD2 STA. 23+15.00
DNT STA. 2326+53.59
BEGIN RET. WALL
652.0
644.1
DNT STA. 2336+50.00
END RET. WALL
PROP. DRAINAGE EASEMENT
PRDNT4B/5A
STA. 2338+48
CULVERT #8C
3 - 10'x4' RCBC
DNT STA. 2339+50.00
BEGIN RET. WALL
DNT STA. 2343+50.00
END RET. WALL
42
EXIT
PROPOSED GM SIGN # 19
GROUND MOUNTED
℄ DNT STA 2343+50 (SB)
43
44
646.9
F.M. 455
EXIT 1 3/4 MILE
Future Rd 2
Fritcher Rd
PROPOSED OSB # 19
℄ DNT STA 2347+00 (SB)
PROP. ROW
644.7
COUNTY LINE
DENTON COUNTY
673.2
675.4
FOUR SEASONS RANCH, LTD.
DNT STA. 2363+50.00
BEGIN RET. WALL
643.3
PRDNT4B5A STA. 2323+70.66
BEGIN BRIDGE
PRNBFR STA. 2325+35.90=
PRRD2 STA. 26+85.00
PRDNT4B5A STA. 2327+02.66
END BRIDGE
PRDNT4B5A STA. 2325+36.66=
PRRD2 STA. 25+00.00
DYNAVEST JOUNT VENTURE
643.2
643.9
645.6
℄ PRRD2
FUTURE ROAD (RD2)
641.8
647.8
DNT STA. 2335+50.00
BEGIN RET. WALL
DNT STA. 2340+06.04
END RET. WALL
LITTLE ELM CREEK TRIBUTARY C
PROP. DRAINAGE EASEMENT
DNT STA. 2340+06.04
END RET. WALL
DNT STA. 2340+50.00
BEGIN RET. WALL
DNT STA. 2341+50.00
END RET. WALL
PRDNT4B/5A
STA. 2341+37
CULVERT #8D
4 - 10'x4' RCBC
TOM & JANE CLARK
640.5
PROP. ROW
50
Berend Rd
Future Rd 3
EXIT 1/2 MILE
PROPOSED COSS # 17
℄ DNT STA 2353+00 (NB)
673.2
COLLIN COUNTY
MATCH LINE STA. 2365+00 SEE ROLL 5 OF 14
BEGIN BRIDGE STA. 2323+70.66
PRDNT4B5A STA 2325+36.66
PRRD2 STA 25+00.00 (FUTURE RAOD (RD2))
END BRIDGE STA. 2327+02.66
(+)3.000%
(-)3.000%
PROP. GRADE
PVI STA. 2325+40.00
PVI EL.=684.95
V.C.= 1,600.00'
ex = -12.00'
K = 267
17'-0" MIN
EXIST. GRADE @ PRDNT 4B/5A - CL
PVC STA 2317+40.00 EL 660.35
PVT STA 2333+40.00 EL 660.35
PVC STA 2336+50.00 EL 650.75
PVT STA 2343+50.00 EL 643.05
(-)3.000%
(+)0.800%
PVI STA. 2340+00.00
PVI EL.=640.25
ex = 3.33'
K = 184
V.C.= 700.00'
STA 2338+48 CULVERT #8C 3-10'x4' RCBC
STA 2341+37 CULVERT #8D 4-10'x4' RCBC
PROP. PRDNT 4B/5A - CL
PVI STA. 2361+00.00
PVI EL.=656.81
V.C.= 600.00'
SSD = 573'
ex = -1.82'
K = 247
(+)0.800%
(-)1.630%
PVC STA 2358+00.00 EL 654.41
PVT STA 2364+00.00 EL 651.92
720
710
700
690
680
670
660
650
640
630
620
610
600
2320+00
2325+00
2330+00
2335+00
2340+00
2345+00
2350+00
2355+00
2360+00
2365+00

CURVE DATA

NORTHBOUND DNT TO FRITCHER ROAD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
82	NDNT-FRIT-1	11+00.04	4° 00′ 00.00″ (RT)	2,864.79	100.04	200.00	N 2° 20′ 51.17″ E	199.96	10+00.00	12+00.00
85	NDNT-FRIT-2	24+04.50	4° 00′ 00.00″ (LT)	2,878.79	100.53	200.98	N 2° 20′ 51.17″ E	200.94	23+03.97	25+04.95

FRITCHER ROAD TO NORTHBOUND DNT CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
86	FRIT-SDNT-1	11+14.75	4° 35′ 14.95″ (LT)	2,864.79	114.75	229.37	N 1° 56′ 46.31″ W	229.31	10+00.00	12+29.37
87	FRIT-SDNT-2	22+52.39	4° 35′ 14.95″ (RT)	2,878.79	115.31	230.50	N 1° 56′ 46.31″ W	230.43	21+37.08	23+67.58

NORTHBOUND DNT TO FUTURE ROAD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
88	NDNT-RD2-1	11+00.04	4° 00′ 00.00″ (RT)	2,864.79	100.04	200.00	N 2° 20′ 51.17″ E	199.96	10+00.00	12+00.00
89	NDNT-RD2-2	25+76.52	4° 00′ 00.00″ (LT)	2,878.79	100.53	200.98	N 2° 20′ 51.17″ E	200.94	24+76.00	26+76.97

FUTURE ROAD TO SOUTHBOUND DNT CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
90	RD2-SDNT-1	10+28.65	1° 08′ 44.75″ (LT)	2,864.79	28.65	57.29	N 0° 13′ 31.20″ W	57.29	10+00.00	10+57.29
91	RD2-SDNT-2	21+48.69	3° 26′ 30.21″ (LT)	2,864.79	86.07	172.09	N 2° 31′ 08.68″ W	172.06	20+62.62	22+34.70
92	RD2-SDNT-3	31+56.42	4° 35′ 14.95″ (RT)	2,878.79	115.31	230.50	N 1° 56′ 46.31″ W	230.43	30+41.11	32+71.60

FUTURE ROAD TO NORTHBOUND DNT CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
93	RD2-NDNT-1	11+15.31	4° 35′ 14.95″ (LT)	2,878.79	115.31	230.50	N 1° 56′ 46.31″ W	230.43	10+00.00	12+30.50
94	RD2-NDNT-2	21+22.97	3° 26′ 30.21″ (RT)	2,864.79	86.07	172.09	N 2° 31′ 08.68″ W	172.06	20+36.90	22+08.98
95	RD2-NDNT-3	32+42.96	1° 08′ 44.75″ (RT)	2,864.79	28.65	57.29	N 0° 13′ 31.20″ W	57.29	32+14.31	32+71.60

SOUTHBOUND DNT TO FUTURE ROAD CURVE DATA

CURVE NO.	CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
96	SDNT-RD2-1	11+00.53	4° 00′ 00.00″ (RT)	2,878.79	100.53	200.98	N 2° 20′ 51.17″ E	200.94	10+00.00	12+00.98
97	SDNT-RD2-2	25+77.01	4° 00′ 00.00″ (LT)	2,864.79	100.04	200.00	N 2° 20′ 51.17″ E	199.96	24+76.97	26+76.97

NTTA®
NORTH TEXAS TOLLWAY AUTHORITY
5900 W. Plano Pkwy, Plano, Texas 75093
Allen Clemson, Executive Director, NTTA

DALLAS NORTH TOLLWAY EXTENSION

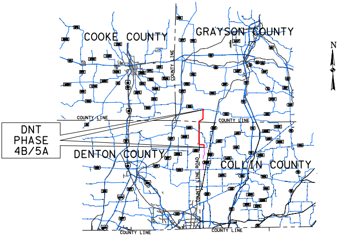
PHASE 4B / 5A
FROM FM 428 TO FM 121
DESIGN SCHEMATIC

DESIGN SPEED

FUNCTIONAL CLASS: URBAN TOLLWAY (FREEWAY)
DESIGN SPEED: 70 mph (TOLLWAY MAINLANES)
50 mph (RAMPS)
45 mph (SERVICE ROADS)
45 mph (CROSS STREETS)
* UNLESS OTHERWISE NOTED ON PLANS

AVERAGE DAILY TRAFFIC

TBD (2012)
TBD (2030)


COOKE COUNTY
GRAYSON COUNTY
COUNTY LINE
COUNTY LINE
COUNTY LINE
DNT PHASE 4B/5A
DENTON COUNTY
COLLIN COUNTY
ROAD
COUNTY LINE
COUNTY LINE
COUNTY LINE
N

PROJECT LENGTH = 11.84 MILES

MARCH 18, 2011

PRE-FINAL SUBMITTAL

These documents are for Interim Review and not intended for Regulatory Approval, Permit, Bidding or Construction Purposes. They were prepared by, or under the supervision of:

Matthew G. Craig	69910	3-18-2011
Type or Print Name	PE#	Date

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081-2275
TEL (214) 346-6200
FAX (214) 739-0095

DATE APPROVED

DESIGN SCHEMATIC NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

DATE SUBMITTED

PRELIMINARY
DRAFT SUBJECT TO CHANGE

ROLL 4 OF 14

SCALE: 1"=200′

0 100 200 300 400 600

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ROLL 4 OF 14 STA. 2265+00 TO STA. 2365+00