NTTA
NORTH TEXAS TOLLWAY AUTHORITY
5900 W. Plano Pkwy., Plano, Texas 75093
Gerry Carrigan, Executive Director

Texas Department of Transportation
DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

DESIGN SCHEMATIC
PROPOSED TRINITY PARKWAY
FROM IH 35E / SH 183
TO US 175 / SH 310
DALLAS COUNTY, TEXAS
CSJ 0918-45-121

FEBRUARY 2014
ROLL 3 OF 11

PROPOSED TRINITY PARKWAY (TO CONSTRUCT)	
PROJECT LENGTH	6.75 MILES
ROADWAY CLASSIFICATION	FREEWAY
AVERAGE DAILY TRAFFIC	56,000 (2030)

DESIGN STRETCH (TO BE OPERATED BY NTTA)	
TRINITY PARKWAY	0% MPV
TRINITY PARKWAY (TO BE OPERATED BY TEXDOT)	0% MPV
TRINITY PARKWAY (TO BE OPERATED BY NTTA)	0% MPV
TRINITY PARKWAY (TO BE OPERATED BY TEXDOT)	0% MPV
CROSS STREETS	0% MPV
OVERALL PROJECT	0% MPV

DESIGN BY DBI CORP.
DESIGN BY NTTA (TO BE OPERATED BY TEXDOT UTIL STYLE)
DESIGN BY NTTA (TO BE OPERATED BY NTTA)
DESIGN TRINITY PARKWAY (TO BE OPERATED BY TEXDOT)
DESIGN TRINITY PARKWAY (TO BE OPERATED BY NTTA)

LOCATION MAP
N.T.S.

TEXAS COUNTY MAP
N.T.S.

PRELIMINARY
FOR INTERNAL REVIEW ONLY
PRELIMINARY PLANS FOR REVIEW ONLY
NOT FOR CONSTRUCTION OR RECORDING PURPOSES
DATE OF PLANS: 2014
DATE OF PLANS: 2014

HALFF
AT THE HEART OF SOLUTIONS
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
(972) 234-1769

VERTICAL SCALE: 1"=20'
0 20 40 60 80
HORIZONTAL SCALE: 1"=80'

DATE SUBMITTED: FEBRUARY 7, 2014

DATE APPROVED:

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LEGEND:

- EXISTING ROW
- EXISTING CONTRACT LIMITS
- EXISTING EASEMENT
- EXISTING RIGHT OF WAY (RIGHT OF OTHERS)
- EXISTING BRIDGE TO REMAIN
- EXISTING CURB
- PROPOSED BASE LINES
- PROPOSED CONTRACT LIMITS
- PROPOSED PRIVATE ROAD
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED OPERATION AND MAINTENANCE ROAD
- PROPOSED BRIDGE
- BRIDGE OF OTHERS
- PROPOSED EASEMENT
- POTENTIAL EMPLACEMENTS
- PROPOSED EASEMENT (RIGHT OF OTHERS)
- PROPOSED BRIDGE TRUSSWORK REMOVAL
- PROPOSED BRIDGE RAILING
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED CONTROL OF ACCESS
- PROPOSED RIGHT OF OTHERS
- PROPOSED EASEMENT (RIGHT OF OTHERS)
- PROPOSED BRIDGE OF OTHERS
- PROPOSED BRIDGE OF PARKWAY
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE RAILING
- PROPOSED BRIDGE COLUMNS
- PROPOSED BRIDGE TRUSSWORK COVER
- PROPOSED RETAINING WALL
- PROPOSED SOUND WALL
- PROPOSED NOISE WALL
- PROPOSED TRAFFIC SIGNAL
- PROPOSED TOLL GANTRY
- PROPOSED CURB RAMP
- BAR LAN (LUTHER PROJECT BY OTHERS)
- PROPOSED EXCAVATION AREAS
- PROPOSED OPERATION AND MAINTENANCE ROAD
- EXISTING TELEPHONE
- EXISTING TELEPHONE CABLE TV
- EXISTING WATER
- EXISTING OVERHEADING ELECTRIC
- EXISTING UNDERGROUND ELECTRIC
- EXISTING GAS LINE
- EXISTING FORCE MAIN
- EXISTING SANITARY SEWER
- EXISTING GAS LINE
- EXISTING RIGHT OF WAY (RIGHT OF OTHERS)
- PROPOSED CULVERT
- TRAFFIC SIGNAL (DIRECTION OF FLOW)

GENERAL NOTES:

1. EXISTING TOPOGRAPHIC MAPS WERE GEO SOLUTIONS SCANNING LAYOUTS OF AERIAL PHOTOGRAPHY FLOWN BY DALLAS COUNTY ON 2/2/2010. THE AERIAL TOPOGRAPHY WAS PROVIDED BY THE COUNTY IN DWG FILE FORMAT. THE TOPOGRAPHY WAS ADJUSTED TO MATCH THE SURVEY DATA PROVIDED BY THE COUNTY IN DWG FILE FORMAT. THE MODIFIED DATA WAS PROVIDED BY THE CITY OF DALLAS IN DWG FILE FORMAT.
2. PARCEL LINES AND EASEMENT INFORMATION WAS COLLECTED FROM DALLAS COUNTY GIS DATA. THE DATA WAS PROVIDED IN DWG FILE FORMAT.
3. EMERGENCY USE OR LEGAL USE OF PARKWAY OR NORMAL FREE USE OF PARKWAY BY OTHERS IS PROHIBITED.
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE LINE OF SIGHT OF THE INSIDE LANE UNLESS OTHERWISE NOTED.
5. CONVENTIONAL DESIGN SPEED: 60MPH, TRUCK DESIGN SPEED 50MPH. ZERO MILE BY DESIGNATED SURVEY POINT.
6. SAFETY ELEMENT NOTE: TRAFFIC PROTECTIONS DEVELOPED BY CONSTRUCTION DIVISION.
7. CURVE AND TYPE 1 CAUSES NOTED OTHERWISE.
8. GUIDE CLICK: THE PROPOSED PROFILE PROVIDES 20% OF THE CLEARANCE REQUIRED BY THE AASHTO GREEN BOOK FOR THE TRUCK ACCESS TRANSVERSE ROADWAY.
9. CONSTRUCTION PHASING IS BASED ON PRELIMINARY CALCULATIONS. CONSTRUCTION MEANS AND METHODS IS REQUIRED TO MAINTAIN ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.
10. CLICK DRIVE TRUCKS PLACED SHALL INCLUDE REPRESENTATIVE DURING DETAILED DGN DEVELOPMENT DURING FINAL DESIGN.
11. THE IH 35 NORTH SURPLUS EXCAVATION AND APPROXIMATE TWO-WAY HAUL DISTANCE IS 1.5 MILES. THE HAUL ROUTE IS ON IH 35 NORTH.
12. THE FUTURE INTERSECTION WILL SERVICE SERVICE IN DIRECTION OF TRAFFIC FLOW. THE FUTURE INTERSECTION WILL BE DESIGNED TO ACCOMMODATE THE PURPOSE OF THE FUTURE INTERSECTION WILL BE TO ACCOMMODATE THE FUTURE INTERSECTION WILL BE DESIGNED