NTTA

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

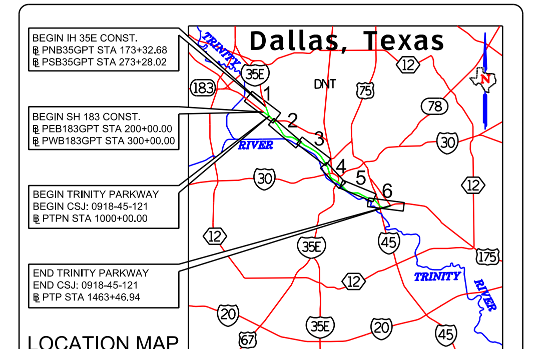
Texas Department of Transportation
DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

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

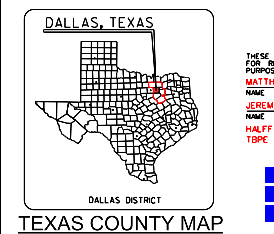
FEBRUARY 2014
ROLL 5 OF 11

PROPOSED TRINITY PARKWAY	
CSJ 0918–45–121	
FROM:	IH 35E / SH 183
TO:	US 175 / SH 310
PROJECT LENGTH:	8.79 MILES
FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY
AVERAGE DAILY TRAFFIC:	54,000 (2020) 135,000 (2035)

DESIGN SPEEDS	
TRINITY PARKWAY:	60 MPH
IH 35E:	60 MPH
IH 45:	60 MPH
SH 183:	50 MPH
DIRECT CONNECTORS:	50 MPH
FRONTAGE ROADS:	40 MPH
RAMPS:	30 MPH
CROSS STREETS:	30 MPH
PARK ACCESS ROADS:	15 MPH



LOCATION MAP
N.T.S.



TEXAS COUNTY MAP
N.T.S.

VERTICAL SCALE: 1"=20'

HORIZONTAL SCALE: 1"=200'

PRELIMINARY
FOR INTERIM REVIEW ONLY
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:

NAME	P.E. NO.	DATE
MATTHEW G. CRAIG	69910	02-07-2014
JEREMY W. MCGAHAN	103650	02-07-2014

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

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

DATE SUBMITTED: FEBRUARY 7, 2014

DATE APPROVED:

©2014 by North Texas Tollway Authority; all rights reserved

LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LIMITS
- EXISTING CONTOURS
- FUTURE LAMAR LEVEE (DRAFT, BY OTHERS)
- EXISTING BRIDGE TO REMAIN
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMP / DC
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET
- PROPOSED PARK ACCESS
- PROPOSED OPERATION AND MAINTENANCE ROAD
- PROPOSED SIDEWALK
- BRIDGE (BY OTHERS)
- PAVEMENT (BY OTHERS)
- POTENTIAL DISPLACEMENTS
- BRIDGE / PAVEMENT REMOVAL (BY OTHERS)
- PROPOSED BRIDGE / PAVEMENT REMOVAL
- PROPOSED BASELINE / CENTERLINE
- PROPOSED ROW
- PROPOSED EASEMENT
- PROPOSED CONTROL OF ACCESS
- PROPOSED ROW (BY OTHERS)
- PROPOSED EASEMENT (BY OTHERS)
- PROPOSED CONTROL OF ACCESS (BY OTHERS)
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE ABUTMENT
- PROPOSED BRIDGE BENT
- PROPOSED BRIDGE COLUMN
- PROPOSED CONCRETE TRAFFIC BARRIER
- PROPOSED RETAINING WALL
- PROPOSED SECURITY WALL
- PROPOSED FLOOD WALL
- PROPOSED DIAPHRAGM WALL
- PROPOSED TOLL GANTRY
- DIRECTION OF TRAVEL
- BVP LAKE LOCATIONS (PROJECT BY OTHERS)
- PROPOSED EXCAVATION AREAS
- EXISTING OPERATION AND MAINTENANCE ROAD
- EXISTING TELEPHONE
- EXISTING FIBER OPTIC / CABLE TV
- EXISTING WATER
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING WASTE WATER
- EXISTING FORCE MAIN
- EXISTING STORM SEWER / CULVERT
- EXISTING GAS LINE
- PROPOSED SLURRY WALL (BY OTHERS)
- PROPOSED CULVERT
- 100 YR FLOODPLAIN LIMITS
- TRINITY RIVER (DIRECTION OF FLOW)

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL TOPOGRAPHY AND RECORD PLANS ONLY. THE AERIAL TOPOGRAPHY WAS PROVIDED BY THE USACE IN 1993. THE AERIAL IMAGES DISPLAYED ARE FOR VISUALIZATION PURPOSES ONLY. THIS IMAGERY WAS PROVIDED BY THE CITY OF DALLAS IN 2011.
2. PARCEL LIMITS AND OWNERSHIP INFORMATION WAS COLLECTED FROM THE DALLAS CENTRAL APPRAISAL DISTRICT (JANUARY 2013).
3. DIMENSIONS ARE TO EDGE OF PAVEMENT OR NOMINAL FACE OF RAIL / CURB / BARRIER (UNLESS NOTED OTHERWISE).
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION LOCATED ON THE PGL.
5. CONVENTIONAL ROADWAY SIGNAGE (SMALL SIGNS) ARE NOT SHOWN AND WILL BE DEVELOPED DURING PS&E.
6. AVERAGE DAILY TRAFFIC VOLUME PROJECTIONS DEVELOPED BY CDM SMITH (FEBRUARY 2013).
7. CURBS ARE TYPE 2 (UNLESS NOTED OTHERWISE).
8. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY PERMIT ONLY IN ACCORDANCE WITH THE TXDOT ACCESS MANAGEMENT MANUAL.
9. PROJECTS SHOWN AS BY OTHERS ARE PRELIMINARY. ON–GOING COORDINATION BETWEEN PROJECTS IS REQUIRED TO VERIFY IMPROVEMENTS BETWEEN PROJECTS REMAIN COMPATIBLE.
10. GUIDE SIGNS TOLLING PLAQUES MAY REQUIRE REFINEMENT DURING DETAILED SIGN DEVELOPMENT DURING PS&E DESIGN.
11. THE 100 YR WATER SURFACE ELEVATIONS ARE APPROXIMATE. THEY ARE PROJECTED FROM THE USACE – CDC MODEL (AUGUST 2012).
12. THE FLOOD SEPARATION WALL SHOULD MAINTAIN A MINIMUM HEIGHT OF 2 FEET GREATER THAN THE 100 YEAR WATER SURFACE ELEVATION. THE PURPOSE OF THE FLOOD SEPARATION WALL IS TO PREVENT THE TRINITY PARKWAY FROM FLOODING DURING A 100 YR STORM EVENT. THE SPECIFIC WALL TYPE FOR THE FLOOD SEPARATION WALLS WILL BE DETERMINED WITH FUTURE GEOTECH INVESTIGATION DURING PS&E DESIGN.
13. THE TYPE OF WALL FOR THE SECURITY WALL WILL BE DETERMINED WITH FUTURE GEOTECH INVESTIGATION DURING PS&E DESIGN.
14. THE EXACT LOCATION OF THE PROPOSED SLURRY WALL IS TO BE DETERMINED WITH FUTURE GEOTECH INVESTIGATION DURING PS&E DESIGN. THE PROPOSED SLURRY WALL IS PROVIDED TO ACCOMODATE UNDERWATER SEEPAGE.
15. EXACAVATION AREAS ARE LOCATED ON AN AS–NEEDED BASIS TO ACCOMODATE ROADWAY EMBANKMENT NEEDS AND TO ACHIEVE HYDRAULIC NEUTRALITY FOR THE PROJECT. THESE LOCATIONS HAVE BEEN COORDINATED WITH THE CITY OF DALLAS FOR COMPATABILITY WITH PROJECTS IN THE FLOODWAY.
16. THE EXACT LOCATION AND LIMITS OF DIAPHRAGM WALL WILL BE DETERMINED WITH FUTURE GEOTECH INVESTIGATION DURING PS&E DESIGN.
17. DRIVEWAY LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DEVELOPED DURING PS&E DESIGN. ALL DRIVEWAYS UTILIZE 15' CURB RADIUS (UNLESS NOTED OTHERWISE).
18. CROSS STREETS UTILIZE 50' RADIUS (UNLESS NOTED OTHERWISE).
19. ALL NEW OPERATION AND MAINTENANCE ROADS WITHIN THE FLOODWAY SHALL BE 8" CONCRETE PAVEMENT.
20. THE 5' PLANTAR BOX BETWEEN THE SB TRINITY PARKWAY MAIN LANES AND THE FLOOD SEPARATION WALL SHALL ACCOMODATE COLUMNS FOR FUTURE DECK PROJECTS OVER THE MAIN LANES.
21. THE PROPOSED ROW AND EASEMENTS ARE CONSISTENT WITH THOSE EVALUATED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.

PARCEL DATA

PARCEL ID	OWNER	PROPERTY ADDRESS	OCCUPANT
124	DALLAS CITY OF	100 N CORINTH ST RD	COMMERCIAL
125	BROWN FOREST PPTY INC	1005 FOREST AVE	COMMERCIAL
126	TEXAS UTILITIES ELEC CO	1001 FOREST AVE	COMMERCIAL
127	DART	555 2ND AVE	COMMERCIAL
128	DALLAS CITY OF	2204 S RIVERFRONT BLVD	COMMERCIAL
129	BROWN FOREST PPTY INC	1005 FOREST AVE	COMMERCIAL
130	1001 FOREST AVE LLC	1001 FOREST AVE	COMMERCIAL
131	FAUBION LEO	1000 FOREST AVE	COMMERCIAL
132	BEALL CONCRETE INC	3301 NATIONAL ST	COMMERCIAL
133	DALLAS CITY OF	100 N CORINTH ST RD	COMMERCIAL
134	DALLAS ISD	3701 S LAMAR ST	COMMERCIAL
135	LIQUID AIR CORP N AMERICA	1100 LENWAY ST	COMMERCIAL
137	DALLAS CITY OF	1000 MARTIN LUTHER KING JR BLVD	COMMERCIAL
139	OCCIDENTAL CHEMICAL CORP	1100 LENWAY ST	COMMERCIAL
142	DALLAS CITY OF	3701 S LAMAR ST	COMMERCIAL
144	DALLAS CITY OF	1301 MCDONALD ST	COMMERCIAL
145	WILDWOOD HOLDINGS II LTD	3901 S LAMAR ST	COMMERCIAL

SUPERELEVATION DATA

CHAIN	BEGIN TRANSITION		END TRANSITION	
	STA	e	STA	e
PNBTP	1296+17.71	2.50%	1299+11.71	5.24%
PNBTP	1314+27.59	5.24%	1316+49.59	2.50%
PNBTP	1318+69.73	2.50%	1324+75.73	-5.05%
PNBTP	1333+22.01	-5.05%	1341+29.01	2.50%
PNBTP	1348+75.76	2.50%	1351+96.76	5.50%
PNBTP	1360+80.76	5.50%	1364+01.76	2.50%
PNBTP	1364+66.84	2.50%	1375+31.84	-5.48%
PNBTP	1383+49.68	-5.48%	1396+63.68	2.50%
PSBTP	1292+22.33	-2.50%	1300+26.33	5.02%
PSBTP	1313+39.12	5.02%	1319+42.12	-2.50%
PSBTP	1322+21.03	-2.50%	1324+25.03	-5.05%
PSBTP	1335+37.02	-5.05%	1338+10.02	-2.50%
PSBTP	1345+22.04	-2.50%	1353+74.04	5.48%
PSBTP	1359+88.34	5.48%	1366+27.34	-2.50%
PSBTP	1369+76.42	-2.50%	1372+97.42	-5.50%
PSBTP	1386+70.11	-5.50%	1391+05.11	-2.50%
PDN45NTP	12+64.00	-4.60%	14+71.00	2.00%
PDSTPS45	11+00.00	-5.50%	12+47.00	-2.00%
PRNEMLK	14+84.91	2.50%	15+34.91	2.00%
PRNEMLK	19+42.23	2.00%	20+62.23	4.90%
PRNEMLK	22+35.39	4.90%	23+55.39	0.75%
PRNEIND	17+74.00	5.24%	18+94.00	3.70%
PRNEIND	21+63.97	3.70%	22+83.97	2.00%
PRNEIND	27+50.00	2.00%	28+70.00	-0.50%
PRNXMLK	10+59.91	0.75%	11+79.91	4.90%
PRNXMLK	15+55.74	4.90%	16+75.74	2.00%
PRNXMLK	20+20.07	2.00%	21+40.07	0.80%
PRNXIND	10+42.00	-0.50%	11+62.00	-2.00%
PRNXIND	11+96.18	-2.00%	13+16.18	-3.14%
PRNXIND	16+55.00	-3.14%	17+75.00	-5.05%
PRSEMLK	10+59.91	0.51%	11+79.91	4.50%
PRSEMLK	16+83.08	4.50%	18+42.08	-2.00%
PRSEMLK	21+10.91	-2.00%	21+60.91	-2.37%
PRSEIND	10+42.00	-0.50%	11+62.00	-2.00%
PRSEIND	13+99.92	-2.00%	15+19.92	-5.05%
PRSXMLK	16+56.92	-1.78%	17+06.92	-2.00%
PRSXMLK	18+99.82	-2.00%	20+58.82	4.50%
PRSXMLK	24+12.18	4.50%	25+32.18	0.75%
PRSXIND	12+83.00	5.02%	14+03.00	3.68%
PRSXIND	18+79.24	3.68%	20+17.24	-2.00%
PRSXIND	23+03.00	-2.00%	24+23.00	-0.50%

SUPERELEVATION COORDINATE SYSTEM

℄ / ℞ — + / + —

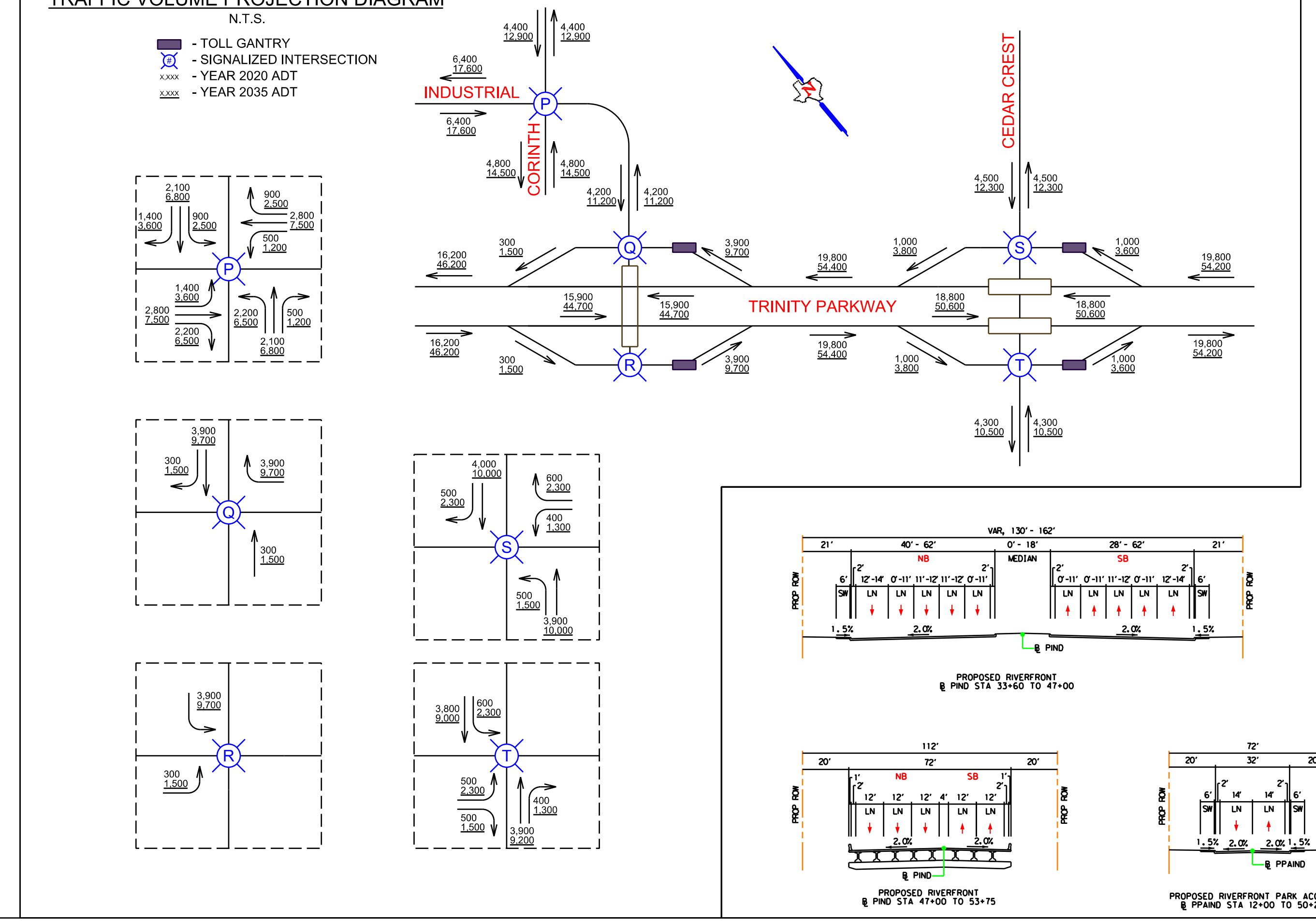
CURVE DATA

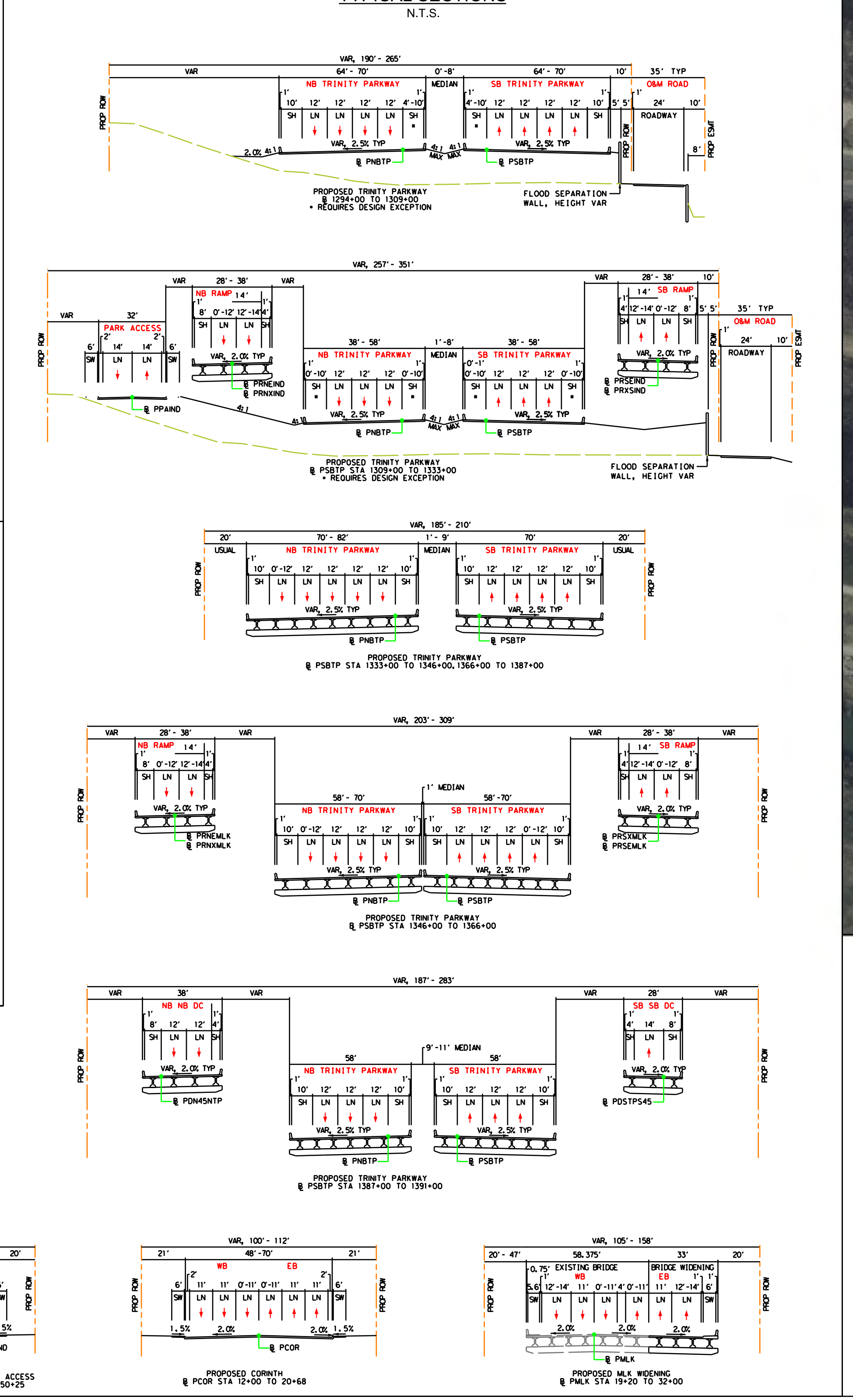
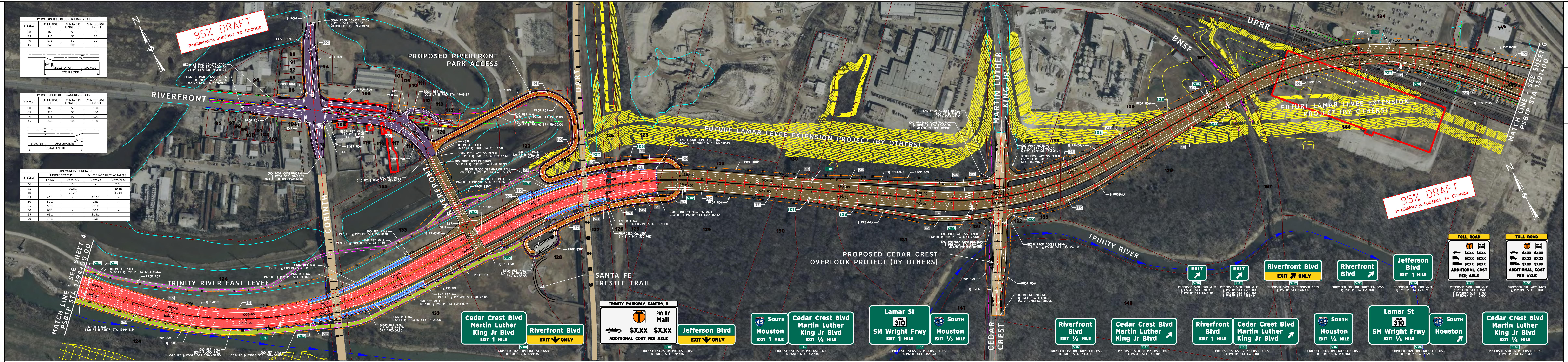
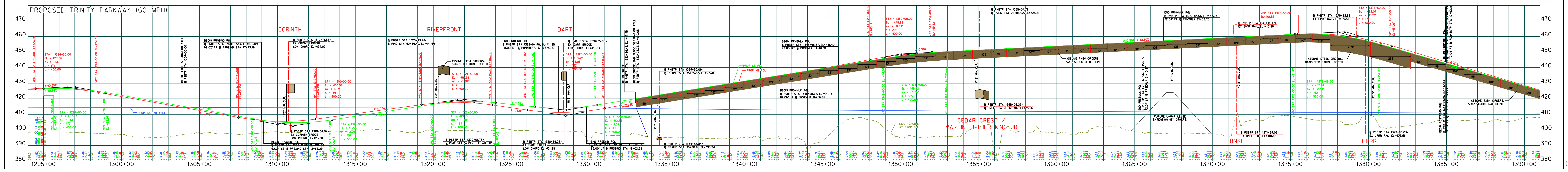
CURVE ID	DESIGN SPEED	CURVE	P.I. STATION	P.I. STATION - N	P.I. STATION - E	DELTA	RADIUS	TANGENT	LENGTH	CHORD LENGTH	P.C. STATION	P.T. STATION	BACK TANGENT	AHEAD TANGENT
500	35	PCOR-1	14+40.42	N 6,964,875.9334	E 2,493,350.8068	9° 35' 39.48" (LT)	2,864.79	240.42	479.71	479.15	12+00.00	16+79.71	S 30° 41' 05.53" W	S 21° 05' 26.05" W
501	50	PDN45NTP-1	12+56.32	N 6,961,631.8285	E 2,499,812.1538	11° 44' 24.38" (RT)	1,220.00	125.43	249.98	249.55	11+30.89	13+80.87	S 61° 54' 57.48" E	S 50° 10' 33.10" E
502	50	PDSTPS45-1	8+52.80	N 6,961,656.2052	E 2,499,529.3807	17° 17' 33.38" (RT)	1,220.00	185.52	368.21	366.82	6+67.28	10+35.50	S 65° 03' 28.15" E	S 47° 45' 54.77" E
503	50	PDSTPS45-2	14+43.80	N 6,961,257.0590	E 2,499,969.0409	6° 44' 31.90" (RT)	5,700.00	335.76	670.74	670.35	11+08.04	17+78.78	S 47° 45' 54.77" E	S 41° 01' 22.87" E
504	35	PIND-1	44+53.88	N 6,964,231.8413	E 2,493,760.3270	56° 57' 52.53" (RT)	465.00	252.29	462.31	443.51	42+01.59	46+63.90	S 56° 44' 39.03" E	S 0° 13' 13.49" W
505	60	PNBTP-12	1307+01.11	N 6,963,360.6336	E 2,492,324.2768	45° 16' 31.53" (LT)	2,136.00	890.78	1,687.88	1,644.31	1298+10.33	1314+98.21	S 45° 39' 41.16" E	N 89° 03' 47.31" E
506	60	PNBTP-13	1329+47.74	N 6,963,398.8990	E 2,494,664.2795	32° 55' 55.29" (RT)	2,291.83	677.39	1,317.28	1,299.22	1322+70.35	1335+87.63	N 89° 03' 47.31" E	S 58° 00' 17.41" E
507	60	PNBTP-14	1356+51.22	N 6,961,946.5965	E 2,496,988.8859	33° 08' 22.32" (LT)	1,898.36	564.83	1,098.00	1,082.76	1350+86.38	1361+84.38	S 58° 00' 17.41" E	N 88° 51' 20.27" E
508	60	PNBTP-15	1380+29.63	N 6,961,994.7299	E 2,499,398.4885	48° 02' 09.68" (RT)	1,921.36	856.17	1,610.84	1,564.08	1371+73.46	1387+84.31	N 88° 51' 20.27" E	S 43° 06' 30.05" E
509	15	PPAIND-1	20+45.88	N 6,964,021.7474	E 2,494,803.1018	112° 54' 52.10" (RT)	212.50	320.53	418.78	354.23	17+25.34	21+44.12	S 89° 46' 46.51" E	S 23° 08' 05.59" W
510	15	PPAIND-2	22+92.43	N 6,963,590.6116	E 2,494,618.8965	63° 05' 15.76" (RT)	96.50	59.24	106.26	100.97	22+33.19	23+39.45	S 23° 08' 05.59" W	S 86° 13' 21.35" W
511	15	PPAIND-3	29+09.55	N 6,963,549.1504	E 2,493,990.9230	165° 48' 06.95" (LT)	50.00	401.48	144.69	99.23	25+08.07	26+52.76	S 86° 13' 21.35" W	S 79° 34' 45.60" E
512	15	PPAIND-4	30+56.77	N 6,963,403.4587	E 2,494,783.1253	15° 33' 50.50" (RT)	2,406.33	328.86	653.66	651.66	27+27.91	33+81.58	S 79° 34' 45.60" E	S 64° 00' 55.10" E
513	15	PPAIND-5	34+85.21	N 6,963,213.9739	E 2,495,171.8901	92° 02' 27.72" (RT)	100.00	103.63	160.64	143.92	33+81.58	35+42.22	S 64° 00' 55.10" E	S 28° 01' 32.62" W
514	15	PPAIND-6	36+88.76	N 6,962,993.1444	E 2,495,054.3457	88° 26' 45.91" (RT)	100.00	97.32	154.37	139.49	35+91.43	37+45.80	S 28° 01' 32.62" W	N 63° 31' 41.47" W
515	15	PPAIND-7	41+12.48	N 6,963,199.9758	E 2,494,638.9945	26° 15' 05.04" (LT)	1,572.50	366.68	720.48	714.19	37+45.80	44+66.28	N 63° 31' 41.47" W	N 89° 46' 46.51" W
516	40	PRNEIND-1	16+22.97	N 6,963,462.2507	E 2,492,437.8419	36° 18' 23.23" (LT)	1,900.00	622.97	1,203.97	1,183.93	10+00.00	22+03.97	S 53° 28' 23.28" E	S 89° 46' 46.51" E
517	40	PRNEMLK-1	11+69.89	N 6,962,713.4645	E 2,495,852.0020	4° 51' 07.07" (LT)	4,010.00	169.89	339.58	339.48	10+00.00	13+39.58	S 58° 00' 17.41" E	S 62° 51' 24.48" E
518	40	PRNEMLK-2	14+43.18	N 6,962,588.6950	E 2,496,095.3704	2° 57' 35.24" (RT)	4,010.00	103.60	207.15	207.13	13+39.58	15+46.73	S 62° 51' 24.48" E	S 59° 53' 49.24" E
519	40	PRNEMLK-3	21+49.21	N 6,962,234.5555	E 2,496,706.2197	11° 09' 26.28" (LT)	1,300.00	126.98	253.15	252.75	20+22.23	22+75.39	S 59° 53' 49.24" E	S 71° 03' 15.52" E
520	40	PRNXIND-1	15+26.52	N 6,963,455.1491	E 2,494,283.8675	12° 06' 39.87" (RT)	2,359.83	250.34	498.82	497.89	12+76.18	17+75.00	S 89° 46' 46.51" E	S 77° 40' 06.64" E
521	40	PRNXIND-2	19+02.43	N 6,963,374.4695	E 2,494,652.9229	11° 52' 39.43" (RT)	1,225.00	127.43	253.95	253.49	17+75.00	20+28.95	S 77° 40' 06.64" E	S 65° 47' 27.21" E
522	40	PRNXIND-3	21+02.72	N 6,963,291.9608	E 2,494,836.4350	2° 06' 28.99" (LT)	4,010.00	73.78	147.54	147.53	20+28.95	21+76.48	S 65° 47' 27.21" E	S 67° 53' 56.20" E
523	40	PRNXMLK-1	13+73.55	N 6,962,035.4021	E 2,497,286.3891	20° 22' 37.18" (LT)	1,300.00	233.64	462.34	459.91	11+39.91	16+02.25	S 71° 03' 15.52" E	N 88° 34' 07.30" E
524	40	PRNXMLK-2	19+38.19	N 6,962,049.6292	E 2,497,855.7896	4° 17' 12.97" (RT)	5,230.00	195.75	391.31	391.22	17+42.44	21+33.76	N 88° 34' 07.30" E	S 87° 08' 39.73" E
525	40	PRNXMLK-3	24+78.44	N 6,962,022.7051	E 2,498,395.5513	4° 00' 00.00" (LT)	2,864.79	100.04	200.00	199.96	23+78.40	25+78.40	S 87° 08' 39.73" E	N 88° 51' 20.27" E
526	40	PRSEIND-1	15+93.76	N 6,963,265.8365	E 2,494,350.3801	10° 37' 08.71" (RT)	1,225.00	113.85	227.04	226.71	14+79.92	17+06.96	S 89° 46' 46.51" E	S 79° 09' 37.80" E
527	40	PRSEIND-2	18+04.83	N 6,963,226.0209	E 2,494,558.3222	5° 01' 59.90" (RT)	2,226.83	97.87	195.62	195.56	17+06.96	19+02.58	S 79° 09' 37.80" E	S 74° 07' 37.90" E
528	40	PRSEIND-3	19+67.62	N 6,963,181.4626	E 2,494,715.0277	1° 51' 30.76" (LT)	4,010.00	65.04	130.08	130.07	19+02.58	20+32.66	S 74° 07' 37.90" E	S 75° 59' 08.65" E
529	40	PRSEIND-4	21+55.48	N 6,963,135.9678	E 2,494,897.3039	11° 27' 04.55" (RT)	1,225.00	122.82	244.83	244.42	20+32.66	22+77.49	S 75° 59' 08.65" E	S 64° 32' 04.10" E
530	40	PRSEMLK-1	14+73.79	N 6,961,812.1541	E 2,497,275.7251	24° 05' 24.21" (LT)	1,500.00	320.07	630.68	626.04	11+53.72	17+84.40	S 71° 03' 15.52" E	N 84° 51' 20.27" E
531	40	PRSEMLK-2	24+55.55	N 6,961,901.0327	E 2,498,262.9549	4° 00' 00.00" (RT)	2,864.79	100.04	200.00	199.96	23+55.51	25+55.51	N 84° 51' 20.27" E	N 88° 51' 20.27" E
532	40	PRSXIND-1	15+57.02	N 6,963,271.6060	E 2,492,850.6523	22° 22' 57.36" (LT)	1,909.86	377.86	746.09	741.35	11+79.16	19+25.24	S 67° 23' 49.15" E	S 89° 46' 46.51" E
533	40	PRSXMLK-1	11+40.03	N 6,962,719.2879	E 2,495,618.0881	4° 00' 00.00" (RT)	4,010.00	140.03	279.95	279.89	10+00.00	12+79.95	S 58° 00' 17.41" E	S 54° 00' 17.41" E
534	40	PRSXMLK-2	22+30.66	N 6,962,078.2387	E 2,496,500.5733	17° 02' 58.11" (LT)	1,500.00	224.84	446.35	444.71	20+05.82	24+52.18	S 54° 00' 17.41" E	S 71° 03' 15.52" E
535	60	PSBTP-11	1306+96.02	N 6,963,355.8913	E 2,492,297.6517	44° 07' 05.35" (LT)	2,314.00	937.69	1,781.80	1,738.10	1297+58.33	1315+40.12	S 45° 39' 41.16" E	S 89° 46' 46.51" E
536	60	PSBTP-12	1330+09.33	N 6,963,346.6321	E 2,494,704.5311	31° 46' 29.10" (RT)	2,291.83	652.30	1,270.99	1,254.77	1323+57.03	1336+28.02	S 89° 46' 46.51" E	S 58° 00' 17.41" E
537	60	PSBTP-13	1356+61.71	N 6,961,923.4644	E 2,496,982.5032	33° 08' 22.32" (LT)	1,921.36	571.68	1,111.30	1,095.88	1350+90.04	1362+01.34	S 58° 00' 17.41" E	N 88° 51' 20.27" E
538	60	PSBTP-14	1380+56.27	N 6,961,971.9279	E 2,499,408.6308	49° 02' 09.68" (RT)	1,898.36	865.85	1,624.69	1,575.56	1371+90.42	1388+15.11	N 88° 51' 20.27" E	S 42° 06' 30.05" E

TRAFFIC VOLUME PROJECTION DIAGRAM

N.T.S.

- TOLL GANTRY
- SIGNALIZED INTERSECTION
- YEAR 2020 ADT
- YEAR 2035 ADT



TYPICAL SECTIONS

N.T.S.