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 6 OF 11

PROPOSED TRINITY TURNPIKE	
TOLL RATE (2012 $)	
PEAK	OFF PEAK
PROJECT LENGTH	6.75 MILES
TRIP LENGTH	6.75 MILES
CLEARPLACES	FREEWAY
AVERAGE DAILY TRAFFIC	56,000 (2030)

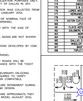
DESIGN SPEEDS	
TRINITY PARKWAY	60 MPH
IH 35E	60 MPH
IH 30	60 MPH
SH 310	50 MPH
SH 183	50 MPH
LAMAR ST	30 MPH
HOLMES	30 MPH
CROSS STREETS	30 MPH
RAMPS / FRONTAGE ROADS	30 MPH

DESIGN IH 35E CONFIG: IH 35E/TRINITY PKWY INTERCHANGE

DESIGN TRINITY PARKWAY: TRINITY PKWY/LAMAR ST INTERCHANGE

DESIGN SH 183 CONFIG: SH 183/TRINITY PKWY INTERCHANGE

LOCATION MAP
N.T.S.



PRELIMINARY
FOR INTERIM REVIEW ONLY
ALL DESIGN, ENGINEERING, ENVIRONMENTAL, AND CONSTRUCTION DOCUMENTS ARE PRELIMINARY UNTIL THE PROJECT IS OFFICIALLY ADVERTISED FOR CONSTRUCTION
DATE PRINTED: FEB 06, 2014
FILE NAME: ...

HALFF
AT THE CENTER OF YOUR PROJECT
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
(972) 235-3031

VERTICAL SCALE: 1"=20'
0 10 20 40 60
HORIZONTAL SCALE: 1"=100'
0 50 100 200 300

DATE SUBMITTED: FEBRUARY 7, 2014

DATE APPROVED:

© 2014 by North Texas Tollway Authority; all rights reserved.

LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING CONTOURS
- EXISTING CONCRETE PAVEMENT OR STRIPING
- EXISTING BRIDGE TO REMAIN
- EXISTING CURB
- PROPOSED WALL LIMITS
- PROPOSED CONCRETE PAVEMENT
- PROPOSED FRONTAGE ROAD
- PROPOSED CURB & GUTTER
- PROPOSED CURB GUTTER
- PROPOSED OPERATION AND MAINTENANCE ROAD
- PROPOSED RIGHT OF WAY
- BRIDGE OR STRUCTURE
- PROPOSED CONCRETE PAVEMENT
- INTERIM REPLACEMENT
- PROPOSED CONCRETE PAVEMENT OR STRIPING
- PROPOSED BRIDGE TRAFFIC BARRIER
- PROPOSED BRIDGE RAILING
- PROPOSED RIGHT OF WAY
- PROPOSED BRIDGE
- PROPOSED CONCRETE PAVEMENT OR STRIPING
- PROPOSED CONCRETE PAVEMENT OR STRIPING
- PROPOSED BRIDGE TRAFFIC BARRIER
- PROPOSED BRIDGE ANTI-TRAMP
- PROPOSED RETAINING WALL
- PROPOSED RIGHT OF WAY
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE PAVEMENT
- PROPOSED TOLL GANTRY
- PROPOSED TOLL GANTRY
- PROPOSED CURB & GUTTER
- ANTI-GRAFFITI COATING PROJECT OR STRIPING
- PROPOSED EXCAVATION BREAKS
- PROPOSED OPERATION AND MAINTENANCE ROAD
- EXISTING RIGHT OF WAY
- EXISTING TRAFFIC BARRIER
- EXISTING OVERHEAD ELECTRIC
- EXISTING UNDERGROUND ELECTRIC
- EXISTING TRAFFIC BARRIER
- EXISTING FORCE MAIN
- EXISTING GAS LINE
- EXISTING CONCRETE PAVEMENT OR STRIPING
- EXISTING CURB & GUTTER
- PROPOSED CULVERT
- EXISTING CONCRETE PAVEMENT OR STRIPING
- TRAFFIC WORK ZONE JURISDICTION OF TxDOT

GENERAL NOTES:

1. EXISTING TRAFFIC WITH NOT SOLD SUBMITTED SCHEMATIC LAYOUTS ARE BASED ON THE ORIGINAL SCHEMATIC DESIGN PREPARED BY TEXAS DEPARTMENT AND PROVIDED TO THE LEAGUE IN 1995. THE ORIGINAL SCHEMATIC DESIGN WAS REVISED BY HALFF IN 2011 TO ADD THE NORTH BOUND ROAD PROVIDED AT THE EXIT OF VALLEY VIEW DR.
2. TRAFFIC LINTS AND DRAINAGE INFORMATION WAS COLLECTED FROM AERIAL SURVEY DATA PROVIDED BY TEXAS DEPARTMENT.
3. IMPROVED AREA IS FLAT, AT GRADIENT OR NORMAL FALL OF 1% TO 2% TO THE EXISTING DRAINAGE FACILITIES.
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE LINE OF SUPERELEVATION ROTATION.
5. CONVENTIONAL SIGNAL, LIGHTING, SIGNAL, MOVING AND ITS SIGNS ARE NOT INCLUDED IN SCHEMATIC DESIGN.
6. CURVE DATA TYPE 1 CALCULATED NOTED OTHERWISE.
7. CONSTRUCTION SEQUENCE, TEMPORARY TRAFFIC MOVEMENT AND SIGNAL MANAGEMENT PLAN.
8. ALL DIMENSIONS ARE ESTIMATED AND PRELIMINARY, INCLUDING ROADWAY WIDTHS, BRIDGE WIDTHS, ROADWAY ALIGNMENTS, ETC.
9. CURB DRAIN TRUNCATE PLACEMENT MAY INCLUDE REPAVEMENT DURING DETAILED DESIGN DEVELOPMENT DURING THE FINAL DESIGN.
10. THE IH 35 NORTH SURPLUS EXCAVATION AND APPROXIMATE TWO MILLION CUBIC YARDS OF FILL MATERIAL IS NOT INCLUDED.
11. THE FUTURE INTERMODAL RAIL BRIDGE SHOWN IN SCHEMATIC DESIGN IS PRELIMINARY AND THE ACTUAL DESIGN WILL BE DETERMINED BY DETERMINING THE FUTURE OF THE FUTURE DEPARTMENT RAIL IN TTP. THE FUTURE RAIL BRIDGE WILL BE DESIGNED TO THE TRINITY RIVER DESIGN. THE DESIGNED RAIL FUTURE WILL BE DETERMINED BY THE FUTURE DEPARTMENT RAIL DESIGN.
12. THE FUTURE OF RAIL FOR THE DELIVERY WILL BE DETERMINED BY THE FUTURE DETAILED DESIGN PRELIMINARY DURING FINAL DESIGN.
13. THE EXACT LOCATION OF THE PROPOSED SLURRY WALL IS TO BE DETERMINED BY THE FUTURE DETAILED DESIGN PRELIMINARY DURING FINAL DESIGN. THE SLURRY WALL IS REQUIRED TO PROTECT THE TRINITY RIVER.
14. EXCAVATION AREAS ARE LOCATED ON AN INCREASED SHEET TO ACCOMMODATE THE EXCAVATION AREAS. THE EXCAVATION AREAS ARE NOT INCLUDED. THE ACTUAL EXCAVATION AREAS WILL BE DETERMINED BY THE FUTURE DETAILED DESIGN PRELIMINARY DURING FINAL DESIGN.
15. THE EXACT LOCATIONS AND LIMITS OF OVERPASSES WILL BE DETERMINED WITH FUTURE DETAILED INVESTIGATIONS DURING FINAL DESIGN.
16. ORIGINAL LOCATIONS ARE PRELIMINARY AND WILL BE FURTHER DETERMINED BY THE FUTURE DETAILED DESIGN PRELIMINARY DURING FINAL DESIGN.
17. ON CROSS STREETS LOCATED ON RAMPS LOCATED NOTED OTHERWISE.
18. THE FUTURE DETAILED DESIGN PRELIMINARY WILL BE DETERMINED BY THE FUTURE DETAILED DESIGN PRELIMINARY DURING FINAL DESIGN.
19. ON THE IT RAMPS AND BETWEEN THE IH TRINITY PARKWAY MAIN LANES AND THE IH 35E MAIN LANES, THE RAMP WIDTH WILL BE 30 FEET COLUMNS FOR FUTURE DESIGN PRELIMINARY OVER THE RAMP LANES.
20. THE PROPOSED RAMP AND CHARACTER AND CONDITION WITH THESE PRELIMINARY DESIGN PRELIMINARY DURING FINAL DESIGN.

CURVE DATA

CURVE #	BEGIN STATION	LENGTH	DELTA	RADIUS	TANGENT	CHORD	CHORD BEARING	PI STATION	PT STATION	DEGREE
C1	10+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	15+00.00	20+00.00	9°00'00"
C2	20+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	25+00.00	30+00.00	9°00'00"
C3	30+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	35+00.00	40+00.00	9°00'00"
C4	40+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	45+00.00	50+00.00	9°00'00"
C5	50+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	55+00.00	60+00.00	9°00'00"
C6	60+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	65+00.00	70+00.00	9°00'00"
C7	70+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	75+00.00	80+00.00	9°00'00"
C8	80+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	85+00.00	90+00.00	9°00'00"
C9	90+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	95+00.00	100+00.00	9°00'00"
C10	100+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	105+00.00	110+00.00	9°00'00"
C11	110+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	115+00.00	120+00.00	9°00'00"
C12	120+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	125+00.00	130+00.00	9°00'00"
C13	130+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	135+00.00	140+00.00	9°00'00"
C14	140+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	145+00.00	150+00.00	9°00'00"
C15	150+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	155+00.00	160+00.00	9°00'00"
C16	160+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	165+00.00	170+00.00	9°00'00"
C17	170+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	175+00.00	180+00.00	9°00'00"
C18	180+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	185+00.00	190+00.00	9°00'00"
C19	190+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	195+00.00	200+00.00	9°00'00"
C20	200+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	205+00.00	210+00.00	9°00'00"
C21	210+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	215+00.00	220+00.00	9°00'00"
C22	220+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	225+00.00	230+00.00	9°00'00"
C23	230+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	235+00.00	240+00.00	9°00'00"
C24	240+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	245+00.00	250+00.00	9°00'00"
C25	250+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	255+00.00	260+00.00	9°00'00"
C26	260+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	265+00.00	270+00.00	9°00'00"
C27	270+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	275+00.00	280+00.00	9°00'00"
C28	280+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	285+00.00	290+00.00	9°00'00"
C29	290+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	295+00.00	300+00.00	9°00'00"
C30	300+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	305+00.00	310+00.00	9°00'00"
C31	310+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	315+00.00	320+00.00	9°00'00"
C32	320+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	325+00.00	330+00.00	9°00'00"
C33	330+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	335+00.00	340+00.00	9°00'00"
C34	340+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	345+00.00	350+00.00	9°00'00"
C35	350+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	355+00.00	360+00.00	9°00'00"
C36	360+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	365+00.00	370+00.00	9°00'00"
C37	370+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	375+00.00	380+00.00	9°00'00"
C38	380+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	385+00.00	390+00.00	9°00'00"
C39	390+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	395+00.00	400+00.00	9°00'00"
C40	400+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	405+00.00	410+00.00	9°00'00"
C41	410+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	415+00.00	420+00.00	9°00'00"
C42	420+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	425+00.00	430+00.00	9°00'00"
C43	430+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	435+00.00	440+00.00	9°00'00"
C44	440+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	445+00.00	450+00.00	9°00'00"
C45	450+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	455+00.00	460+00.00	9°00'00"
C46	460+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	465+00.00	470+00.00	9°00'00"

CURVE DATA

CURVE #	BEGIN STATION	LENGTH	DELTA	RADIUS	TANGENT	CHORD	CHORD BEARING	PI STATION	PT STATION	DEGREE
C47	470+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	475+00.00	480+00.00	9°00'00"
C48	480+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	485+00.00	490+00.00	9°00'00"
C49	490+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	495+00.00	500+00.00	9°00'00"
C50	500+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	505+00.00	510+00.00	9°00'00"
C51	510+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	515+00.00	520+00.00	9°00'00"
C52	520+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	525+00.00	530+00.00	9°00'00"
C53	530+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	535+00.00	540+00.00	9°00'00"
C54	540+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	545+00.00	550+00.00	9°00'00"
C55	550+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	555+00.00	560+00.00	9°00'00"
C56	560+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	565+00.00	570+00.00	9°00'00"
C57	570+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	575+00.00	580+00.00	9°00'00"
C58	580+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	585+00.00	590+00.00	9°00'00"
C59	590+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	595+00.00	600+00.00	9°00'00"
C60	600+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	605+00.00	610+00.00	9°00'00"
C61	610+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	615+00.00	620+00.00	9°00'00"
C62	620+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	625+00.00	630+00.00	9°00'00"
C63	630+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	635+00.00	640+00.00	9°00'00"
C64	640+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	645+00.00	650+00.00	9°00'00"
C65	650+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	655+00.00	660+00.00	9°00'00"
C66	660+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	665+00.00	670+00.00	9°00'00"
C67	670+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	675+00.00	680+00.00	9°00'00"
C68	680+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	685+00.00	690+00.00	9°00'00"
C69	690+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	695+00.00	700+00.00	9°00'00"
C70	700+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	705+00.00	710+00.00	9°00'00"
C71	710+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	715+00.00	720+00.00	9°00'00"
C72	720+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	725+00.00	730+00.00	9°00'00"
C73	730+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	735+00.00	740+00.00	9°00'00"
C74	740+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	745+00.00	750+00.00	9°00'00"
C75	750+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	755+00.00	760+00.00	9°00'00"
C76	760+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	765+00.00	770+00.00	9°00'00"
C77	770+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	775+00.00	780+00.00	9°00'00"
C78	780+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	785+00.00	790+00.00	9°00'00"
C79	790+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	795+00.00	800+00.00	9°00'00"
C80	800+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	805+00.00	810+00.00	9°00'00"
C81	810+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	815+00.00	820+00.00	9°00'00"
C82	820+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	825+00.00	830+00.00	9°00'00"
C83	830+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	835+00.00	840+00.00	9°00'00"
C84	840+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	845+00.00	850+00.00	9°00'00"
C85	850+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	855+00.00	860+00.00	9°00'00"
C86	860+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	865+00.00	870+00.00	9°00'00"
C87	870+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	875+00.00	880+00.00	9°00'00"
C88	880+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	885+00.00	890+00.00	9°00'00"
C89	890+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	895+00.00	900+00.00	9°00'00"
C90	900+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	905+00.00	910+00.00	9°00'00"
C91	910+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	915+00.00	920+00.00	9°00'00"
C92	920+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	925+00.00	930+00.00	9°00'00"
C93	930+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	935+00.00	940+00.00	9°00'00"
C94	940+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	945+00.00	950+00.00	9°00'00"
C95	950+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	955+00.00	960+00.00	9°00'00"
C96	960+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	965+00.00	970+00.00	9°00'00"
C97	970+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	975+00.00	980+00.00	9°00'00"
C98	980+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	985+00.00	990+00.00	9°00'00"
C99	990+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	995+00.00	1000+00.00	9°00'00"
C100	1000+00.00	1,000.00	90°00'00"	636.62	636.62	900.00	N 45°00'00" E	1005+00.00	1010+00.00	9°00'00"

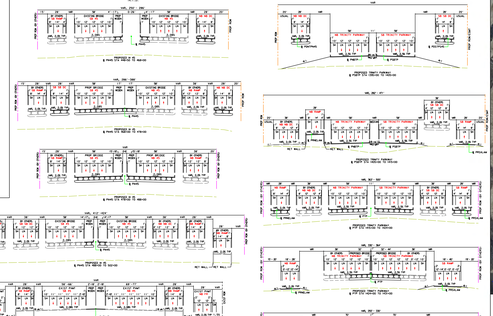
SUPERELEVATION DATA

CURVE	BEGIN STATION	END STATION
C1	10+00.00	20+00.00
C2	20+00.00	30+00.00
C3	30+00.00	40+00.00
C4	40+00.00	50+00.00
C5	50+00.00	60+00.00
C6	60+00.00	70+00.00
C7	70+00.00	80+00.00
C8	80+00.00	90+00.00
C9	90+00.00	100+00.00
C10	100+00.00	110+00.00
C11	110+00.00	120+00.00
C12	120+00.00	130+00.00
C13	130+00.00	140+00.00
C14	140+00.00	150+00.00
C15	150+00.00	160+00.00
C16	160+00.00	170+00.00
C17	170+00.00	180+00.00
C18	180+00.00	190+00.00
C19	190+00.00	200+00.00
C20	200+00.00	210+00.00
C21	210+00.00	220+00.00
C22	220+00.00	230+00.00
C23	230+00.00	240+00.00
C24	240+00.00	250+00.00
C25	250+00.00	260+00.00
C26	260+00.00	270+00.00
C27	270+00.00	280+00.00
C28	280+00.00	290+00.00
C29	290+00.00	300+00.00
C30	300+00.00	310+00.00
C31	310+00.00	320+00.00
C32	320+00.00	330+00.00
C33	330+00.00	340+00.00
C34	340+00.00	350+00.00
C35	350+00.00	360+00.00
C36	360+00.00	370+00.00
C37	370+00.00	380+00.00
C38	380+00.00	390+00.00
C39	390+00.00	400+00.00
C40	400+00.00	410+00.00
C41	410+00.00	420+00.00
C42	420+00.00	430+00.00
C43	430+00.00	440+00.00
C44	440+00.00	450+00.00
C45	450+00.00	460+00.00
C46	460+00.00	470+00.00
C47	470+00.00	480+00.00
C48	480+00.00	490+00.00
C49	490+00.00	500+00.00
C50	500+00.00	510+00.00
C51	510+00.00	520+00.00
C52	520+00.00	530+00.00
C53	530+00.00	540+00.00
C54	540+00.00	550+00.00
C55	550+00.00	560+00.00
C56	560+00.00	570+00.00
C57	570+00.00	580+00.00
C58	580+00.00	590+00.00
C59	590+00.00	600+00.00
C60	600+00.00	610+00.00
C61	610+00.00	620+00.00
C62	620+00.00	630+00.00
C63	630+00.00	640+00.00
C64	640+00.00	650+00.00
C65	650+00.00	660+00.00
C66	660+00.00	670+00.00
C67	670+00.00	680+00.00
C68	680+00.00	690+00.00
C69	690+00.00	700+00.00
C70	700+00.00	710+00.00
C71	710+00.00	720+00.00
C72	720+00.00	730+00.00
C73	730+00.00	740+00.00
C74	740+00.00	750+00.00
C75	750+00.00	760+00.00
C76	760+00.00	770+00.00
C77	770+00.00	780+00.00
C78	780+00.00	790+00.00
C79	790+00.00	800+00.00
C80	800+00.00	810+00.00
C81	810+00.00	820+00.00
C82	820+00.00	830+00.00
C83	830+00.00	840+00.00
C84	840+00.00	850+00.00
C85	850+00.00	860+00.00
C86	860+00.00	870+00.00
C87	870+00.00	880+00.00
C88	880+00.00	890+00.00
C89	890+00.00	900+00.00
C90	900+00.00	910+00.00
C91	910+00.00	920+00.00
C92	920+00.00	930+00.00
C93	930+00.00	940+00.00
C94	940+00.00	950+00.00
C95	950+00.00	960+00.00
C96	960+00.00	970+00.00
C97	970+00.00	980+00.00
C98	980+00.00	990+00.00
C99	990+00.00	1000+00.00
C100	1000+00.00	1010+00.00

SUPERELEVATION COORDINATE SYSTEM

L / R

TYPICAL SECTIONS


PROPOSED TRINITY PARKWAY
IH 35E / IH 30
IH 35E / SH 183
LAMAR ST
HOLMES
SH 310
SH 183
IH 30
IH 35E