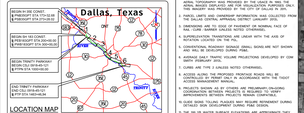
NTTA®
NORTH TEXAS TOLLWAY AUTHORITY
5900 W. Plano Pkwy., Plano, Texas 75093
Gerry Carrigan, Executive Director

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 11 OF 11

PROPOSED TRINITY PARKWAY		DESIGN SPEEDS	
CSJ 0918-45-121		TRINITY PARKWAY	60 MPH
FROM: IH 35E / SH 183	TO: SH 310	IH 35E	60 MPH
PROJECT LENGTH:	9.79 MILES	SH 183	60 MPH
RIGHT OF WAY:	VARIES	VARIOUS CROSS STREETS	30 MPH
CLASSIFICATION:	FREEWAY	RAMPS	30 MPH
AVERAGE DAILY TRAFFIC:	54,000 (2009)	FRONAGE ROADS	30 MPH
	105,000 (2030)	TURN, CROSS STREETS	30 MPH



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PLANS ON FILE WITH:
NTTA: 5900 W. PLANO PKWY. PLANO, TEXAS 75093
TTI: 1100 E. BUCKINGHAM BLVD. AUSTIN, TEXAS 78723
FHWA: 826 FEDERAL BLDG. AUSTIN, TEXAS 78701
DATE OF INSPECTION: NOT APPLICABLE
DATE OF PLAN PREPARATION: FEBRUARY 2014

HALFF
1201 NORTH BOWSER ROAD
RICHARDSON, TEXAS 75081
TEL (972) 234-1769
FAX (972) 234-1971
TBPE FIRM F-919

DATE SUBMITTED: FEBRUARY 7, 2014

DATE APPROVED:

0 400 800 1600 1600
SCALE: 1" = 400'

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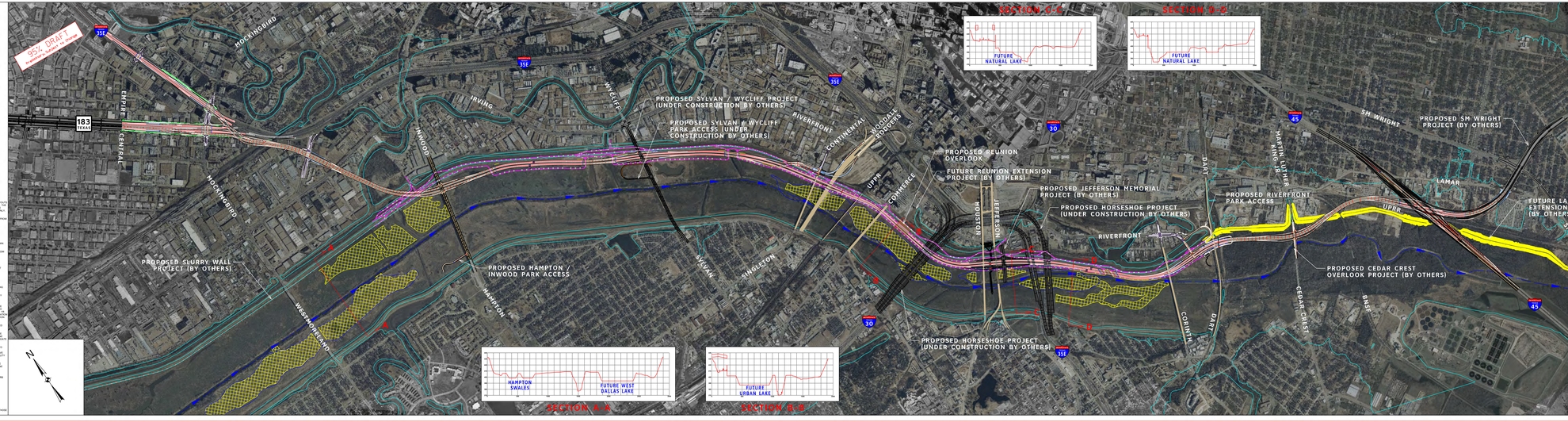
LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- EXISTING CONTOURS
- FUTURE LARGER LEVEE (DRAFT BY OTHERS)
- EXISTING LEVEE / FLOOD WALL
- PROPOSED BRIDGE
- PROPOSED MAIN LANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROAD
- PROPOSED CROSS STREET
- PROPOSED SIDEWALK
- PROPOSED OPERATION AND MAINTENANCE ROAD
- PROPOSED SIDEWALK
- PROPOSED CURB
- PAVEMENT BY OTHERS
- PROPOSED PAVEMENT
- BRIDGE / PAVEMENT REMOVAL (BY OTHERS)
- PROPOSED BRIDGE / CONTINUOUS
- PROPOSED BARLINE / CONTINUOUS
- PROPOSED ROW
- PROPOSED ROW
- PROPOSED CONTROL OF ACCESS
- PROPOSED ROW (BY OTHERS)
- PROPOSED CONTROL OF ACCESS (BY OTHERS)
- PROPOSED CONTROL OF ACCESS (BY OTHERS)
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE RAILS
- PROPOSED BRIDGE BEAM
- PROPOSED CONCRETE BARRIER
- PROPOSED CONCRETE TRAFFIC BARRIER
- PROPOSED SLURRY WALL
- PROPOSED SECURITY WALL
- PROPOSED FLUSH WALL
- PROPOSED RETAINING WALL
- PROPOSED TOLL GANTRY
- DIRECTION OF TRAVEL
- FUTURE LARGER LEVEE (PROJECT BY OTHERS)
- PROPOSED EXCAVATION AREAS
- EXISTING OPERATION AND MAINTENANCE ROAD
- EXISTING FIBER OPTIC
- EXISTING FIBER OPTIC CABLE TV
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING WATER LINE
- EXISTING WATER METER
- EXISTING FORCE MAIN
- EXISTING SANITARY SEWER CLEANOUT
- EXISTING GAS LINE
- PROPOSED SLURRY WALL (BY OTHERS)
- EXISTING CULVERT
- 100 YR FLOODPLAIN LIMITS
- TRINITY RIVER DIRECTION OF FLOW

GENERAL NOTES:

1. EXISTING FEATURES WERE NOT FIELD SURVEYED. ELEMENTS LAYFIELD FROM DATA PROVIDED BY OTHERS. ROADWAY, BRIDGE, AND UTILITY DETAIL TOPOGRAPHY WAS PROVIDED BY THE CITY OF DALLAS IN 2011. ALL OTHER DATA WAS PROVIDED BY THE CITY OF DALLAS IN 2010. THE TRINITY WAS PROVIDED BY THE CITY OF DALLAS IN 2011.
2. THE CLOSEST SURVEY CONTROL DISTRICT TO THE NEAR COLLECTOR, FROM THE DALLAS COUNTY COORDINATE SYSTEM, IS DALLAS COUNTY.
3. DIMENSIONS ARE TO EDGE OF PAVEMENT OR NORMAL FACE OF CURB, CURB LARGER UNLESS NOTED OTHERWISE.
4. SUPERELEVATION TRANSITIONS ARE LINEAR WITH THE AXIS OF ROTATION AT THE EDGE OF PAVEMENT.
5. CONVENTIONAL ROADWAY BARRIER (BRIDGE RAILS) AND NOT BIOLOGICAL AND WILL BE DEVELOPED DURING PSE&L.
6. GRADE ELEVATIONS, VERTICAL CURVE PROJECTIONS DEVELOPED BY CDM DURING PSE&L DESIGN.
7. CURVES ARE TYPE 2 UNLESS NOTED OTHERWISE.
8. ACCESS ALONG THE PROPOSED FRONTAGE ROADS WILL BE CONTROLLED BY TRINITY PARK ONLY IN ACCORDANCE WITH THE PROJECT ENVIRONMENTAL DOCUMENTS.
9. PROJECTS SHOWN AS BY OTHERS ARE PRELIMINARY INCLUDING COORDINATION BETWEEN PROJECTS IS REQUIRED TO ENSURE COMPATIBILITY. THE PROJECTS ARE SHOWN FOR REFERENCE.
10. SLURRY WALL TO BE PLACED WITH SECURE REPAIRS/RIPRAP DURING INITIAL TRIM DEVELOPMENT DURING PSE&L DESIGN.
11. THE PROJECTS SHOWN AS BY OTHERS ARE PRELIMINARY DOCUMENTS THAT ARE PROJECTED FROM THE LEVEE / LOD MODEL DUALSOFT DFIRM.
12. THE FLOOD DEFINITION WILL ENTAIL MAINTAIN A MINIMUM 3 FOOT FREEBOARD FROM THE 100 YEAR FLOOD ELEVATION TO THE ELEVATION OF THE SURFACE OF THE FLOOD DEFINITION WALL IN THE VICINITY OF THE 100 YEAR FLOOD ELEVATION. THE 100 YEAR STORM EVENT THE SPECIFIC WALL TYPE FOR THE FLOOD DEFINITION WILL BE DETERMINED WITH FUTURE SECTION INVESTIGATION DURING PSE&L DESIGN.
13. THE TYPE OF WALL FOR THE SECURITY WALL WILL BE DETERMINED WITH FUTURE SECTION INVESTIGATION DURING PSE&L DESIGN.
14. THE EXACT LOCATION OF THE PROPOSED SLURRY WALL IS TO BE DETERMINED WITH FUTURE SECTION INVESTIGATION DURING PSE&L DESIGN. THE PROPOSED SLURRY WALL IS PROPOSED TO ACCOMMODATE ENVIRONMENTAL DEFERRAL.
15. EXCAVATION AREAS ARE LOCATED ON AN ADVANCED BASIS TO ACCOMMODATE FUTURE PROJECTS. THE EXCAVATION AREAS ARE PROPOSED ADJACENT TO THE PROJECT THAT CONTAINS THE EXCAVATION AREA. THE EXCAVATION AREAS ARE PRELIMINARY AND MAY BE COORDINATED WITH FUTURE FLOODWAY PROJECTS.
16. THE EXACT LOCATION AND LENGTH OF SUPERVISOR WILL WILL BE DETERMINED WITH FUTURE SECTION INVESTIGATION DURING PSE&L DESIGN.
17. DRAINAGE LOCATIONS ARE PRELIMINARY AND WILL BE FUTURE DRAINAGE DURING PSE&L DESIGN. ALL DRAINAGE STILLS TO CURB INLETS UNLESS NOTED OTHERWISE.
18. CROSS STREETS STILLS TO MAINLA UNLESS NOTED OTHERWISE.
19. ALL NEW OPERATION AND MAINTENANCE ROADS WITHIN THE TRINITY PARKWAY ARE TO BE PAVED.
20. THE 5 FOOTER BETWEEN THE BETWEEN THE IH TRINITY PARKWAY MAIN LANES AND THE FLOOD DEFINITION WALL SHALL ACCOMMODATE MAINTENANCE ACCESS. THE 5 FOOTER IS NOT A PROPOSED ROAD.
21. THE PROPOSED ROAD USE ALIGNMENTS ARE CONSISTENT WITH THOSE EVALUATED IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.



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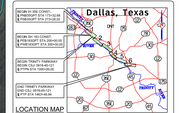

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