

**LEGEND**

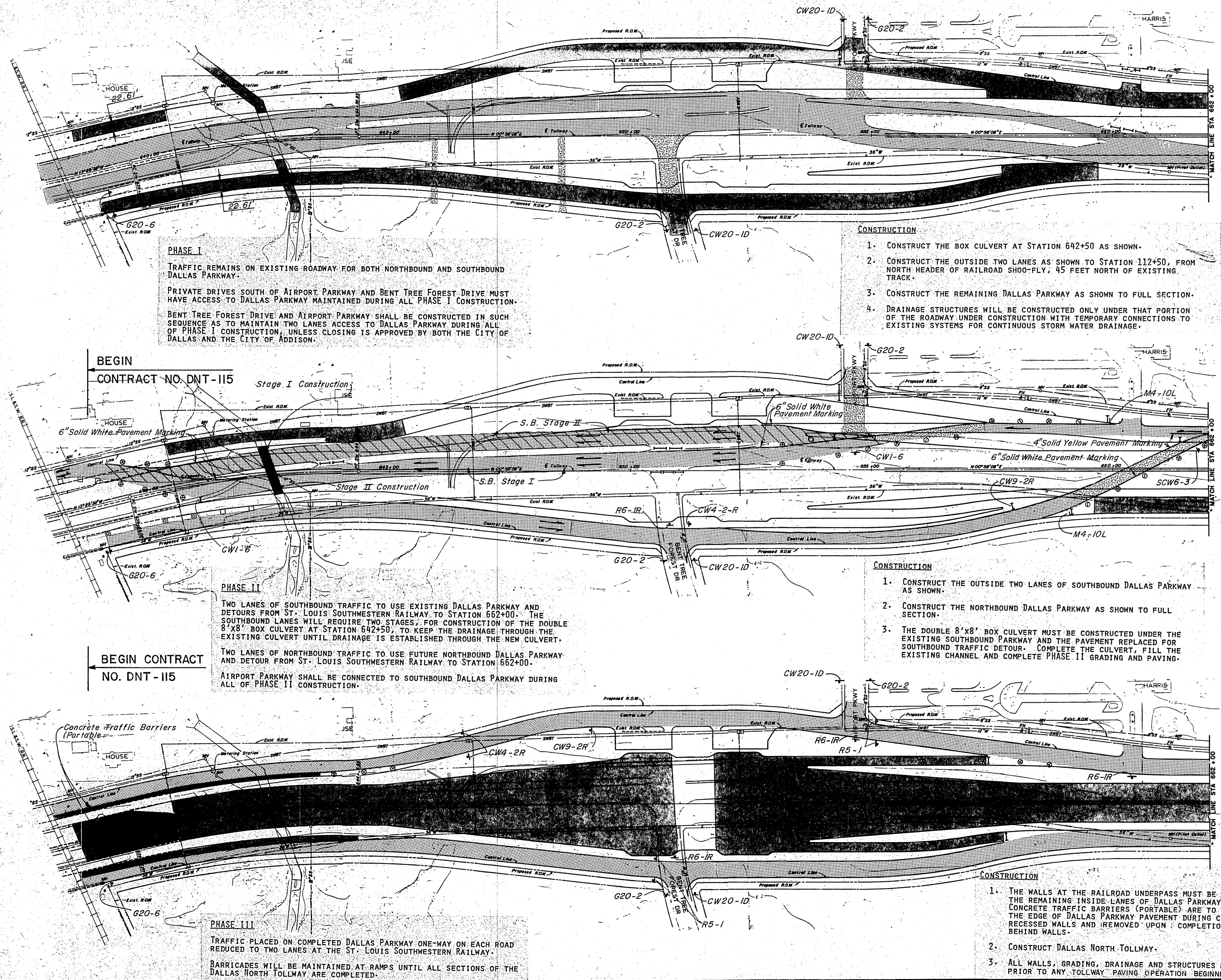
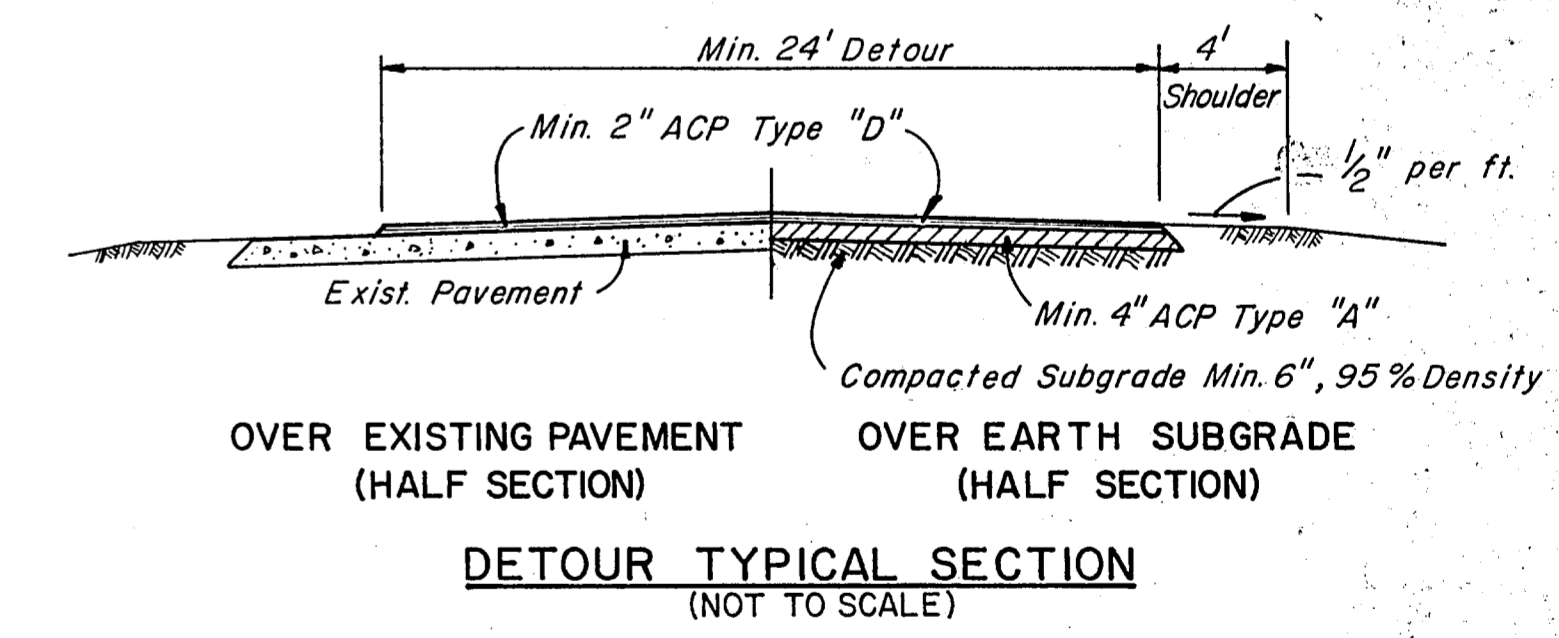
- Construction
- Traffic Lanes
- Detours
- Barricades
- Vertical Panel
- Vertical Panel With Flashers
- Barrel With Flasher
- Barrel
- Sign

**BARRICADES & SIGNS**

- TYPE III BARRICADES WITH WARNING LIGHTS SHALL BE INSTALLED AT KELLER SPRINGS ROAD AND WESTGROVE DRIVE TO SEPARATE TRAFFIC FROM CONSTRUCTION LIMITS, AS DIRECTED BY THE ENGINEER FOR EACH PHASE.
- TYPE I BARRICADES WITH FLASHERS SHALL BE INSTALLED AT ALL DRIVES TO SEPARATE TRAFFIC FROM CONSTRUCTION LIMITS, AS DIRECTED BY THE ENGINEER.
- SIGNS CW-20-1D AND G20-2 ON FIXED SUPPORTS SHALL BE INSTALLED ON EACH SIDE STREET, APPROXIMATELY 100' OUTSIDE THE WORK AREAS, INCLUDING DETOURS.
- REGULATORY SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND AS DIRECTED BY THE ENGINEER.
- AT LEAST 48 HOURS PRIOR TO CLOSING ANY DRIVEWAY, THE CONTRACTOR SHALL NOTIFY EACH PROPERTY OWNER OR OWNER'S REPRESENTATIVE OF ALL DRIVEWAY CLOSINGS AND THE NECESSITY OF ALTERNATE ACCESS FROM ADDISON ROAD OR KNOLL TRAIL DRIVE. DRIVEWAY ACCESS MUST BE MAINTAINED CONTINUOUSLY TO ALL BUILDINGS.

**STRIPING (TEMPORARY)**

- TRAFFIC EDGE LINES FOR DETOURS SHALL BE 6-INCH SOLID WHITE PAVEMENT MARKINGS.
- LINES SEPARATING TWO-WAY TRAFFIC SHALL BE DOUBLE 4-INCH SOLID YELLOW PAVEMENT MARKING.
- LANE SEPARATION LINE SHALL BE DASHED WITH 4-INCH BY 10-FOOT SOLID WHITE PAVEMENT MARKING WITH 30-FOOT GAPS.
- TURNING LANES SHALL BE SEPARATED FROM THROUGH TRAFFIC BY A 4-INCH SOLID WHITE PAVEMENT MARKING.
- SEE SPECIAL PROVISION TO ITEM 662, "CONSTRUCTION PAVEMENT MARKINGS" FOR THE TYPE OF STRIPING TO BE USED.



**PHASE I**  
 TRAFFIC REMAINS ON EXISTING ROADWAY FOR BOTH NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY.  
 PRIVATE DRIVES SOUTH OF AIRPORT PARKWAY AND BENT TREE FOREST DRIVE MUST HAVE ACCESS TO DALLAS PARKWAY MAINTAINED DURING ALL PHASE I CONSTRUCTION.  
 BENT TREE FOREST DRIVE AND AIRPORT PARKWAY SHALL BE CONSTRUCTED IN SUCH SEQUENCE AS TO MAINTAIN TWO LANES ACCESS TO DALLAS PARKWAY DURING ALL OF PHASE I CONSTRUCTION, UNLESS CLOSING IS APPROVED BY BOTH THE CITY OF DALLAS AND THE CITY OF ADDISON.

- CONSTRUCTION**
- CONSTRUCT THE BOX CULVERT AT STATION 642+50 AS SHOWN.
  - CONSTRUCT THE OUTSIDE TWO LANES AS SHOWN TO STATION 112+50, FROM NORTH HEADER OF RAILROAD SHOOF-FLY, 45 FEET NORTH OF EXISTING TRACK.
  - CONSTRUCT THE REMAINING DALLAS PARKWAY AS SHOWN TO FULL SECTION.
  - DRAINAGE STRUCTURES WILL BE CONSTRUCTED ONLY UNDER THAT PORTION OF THE ROADWAY UNDER CONSTRUCTION WITH TEMPORARY CONNECTIONS TO EXISTING SYSTEMS FOR CONTINUOUS STORM WATER DRAINAGE.

**PHASE II**  
 TWO LANES OF SOUTHBOUND TRAFFIC TO USE EXISTING DALLAS PARKWAY AND DETOURS FROM ST. LOUIS SOUTHWESTERN RAILWAY TO STATION 662+00. THE SOUTHBOUND LANES WILL REQUIRE TWO STAGES, FOR CONSTRUCTION OF THE DOUBLE 8'x8' BOX CULVERT AT STATION 642+50, TO KEEP THE DRAINAGE THROUGH THE EXISTING CULVERT UNTIL DRAINAGE IS ESTABLISHED THROUGH THE NEW CULVERT.  
 TWO LANES OF NORTHBOUND TRAFFIC TO USE FUTURE NORTHBOUND DALLAS PARKWAY AND DETOUR FROM ST. LOUIS SOUTHWESTERN RAILWAY TO STATION 662+00.  
 AIRPORT PARKWAY SHALL BE CONNECTED TO SOUTHBOUND DALLAS PARKWAY DURING ALL OF PHASE II CONSTRUCTION.

- CONSTRUCTION**
- CONSTRUCT THE OUTSIDE TWO LANES OF SOUTHBOUND DALLAS PARKWAY AS SHOWN.
  - CONSTRUCT THE NORTHBOUND DALLAS PARKWAY AS SHOWN TO FULL SECTION.
  - THE DOUBLE 8'x8' BOX CULVERT MUST BE CONSTRUCTED UNDER THE EXISTING SOUTHBOUND PARKWAY AND THE PAVEMENT REPLACED FOR SOUTHBOUND TRAFFIC DETOUR. COMPLETE THE CULVERT, FILL THE EXISTING CHANNEL AND COMPLETE PHASE II GRADING AND PAVING.

**PHASE III**  
 TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY ONE-WAY ON EACH ROAD REDUCED TO TWO LANES AT THE ST. LOUIS SOUTHWESTERN RAILWAY.  
 BARRICADES WILL BE MAINTAINED AT RAMPS UNTIL ALL SECTIONS OF THE DALLAS NORTH TOLLWAY ARE COMPLETED.

- CONSTRUCTION**
- THE WALLS AT THE RAILROAD UNDERPASS MUST BE CONSTRUCTED AND THE REMAINING INSIDE LANES OF DALLAS PARKWAY COMPLETED. CONCRETE TRAFFIC BARRIERS (PORTABLE) ARE TO BE PLACED ALONG THE EDGE OF DALLAS PARKWAY PAVEMENT DURING CONSTRUCTION OF RECESSED WALLS AND REMOVED UPON COMPLETION OF BACK FILL BEHIND WALLS.
  - CONSTRUCT DALLAS NORTH TOLLWAY.
  - ALL WALLS, GRADING, DRAINAGE AND STRUCTURES MUST BE COMPLETED PRIOR TO ANY TOLLWAY PAVING OPERATION BEGINNING.

NO.	REVISION	BY	DATE
<b>TEXAS TURNPIKE AUTHORITY</b>			
<b>DALLAS NORTH TOLLWAY</b>			
<b>SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL</b>			
STA. 638+50 TO STA. 662+00			
<b>Gibbs &amp; Hill, Inc.</b>			<b>SECTION VII</b>
<small>ENGINEERS DESIGNERS CONSTRUCTORS DALLAS</small>			
<small>DRAWN</small> VER	<small>DATE</small> 5/7/84	<small>DESIGNED</small> JOP	<small>DATE</small> 5/2/84
<small>CHECKED</small> DWG	<small>DATE</small> 8/3/84	<small>SCALE</small> 1"=100'	
<b>CONTRACT NO. DNT-115 SHEET R34 OF R85</b>			