

NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

PURPOSE AND NEED

The primary purpose for the Trinity Parkway is to manage congestion on existing highways through the downtown Dallas area by creating a tollway that would effectively bypass the central business district (CBD). The proposed Trinity Parkway reliever route would help manage congestion on I-35E (Lower Stemmons and South R.L. Thornton Freeways), I-30, and other major transportation facilities within the Trinity Parkway project area to improve mobility and safety, and thereby increase accessibility to businesses and public facilities. The proposed Trinity Parkway would address localized congestion in and near the Dallas CBD, and would thereby alleviate a major traffic bottleneck that affects mobility throughout the DFW region.

ROD DECISION:

The FHWA decision is to approve the Selected Alternative 3C (the Recommended Alternative, or Alternative 3C, described in the FEIS), which includes six toll lanes, local street interchanges, and interchanges between the tollway and freeways at the northern terminus, southern terminus, and Woodall Rodgers Freeway (Spur 366). This decision is based upon the ability to meet the need and purpose of the project, public and agency input, the practicability analysis required by EOs 11988 and 11990, and the minimization and avoidance of direct, indirect, and cumulative impacts on environmental resources and the human environment.

PROJECT DETAILS

The proposed Trinity Parkway will connect I-35E to US 175, providing a new approximately nine-mile relief route around the west and south sides of Dallas' central business district. The North Texas Tollway Authority

managed environmental clearance and preliminary engineering efforts to advance the project.

Limits: I-35E to US 175

CSJs: 0918-45-121

Description: Construct New Location 0 to 6 Lane Tollway

Total Length: 8.8 miles

Total Estimated ROW: 559 Acres

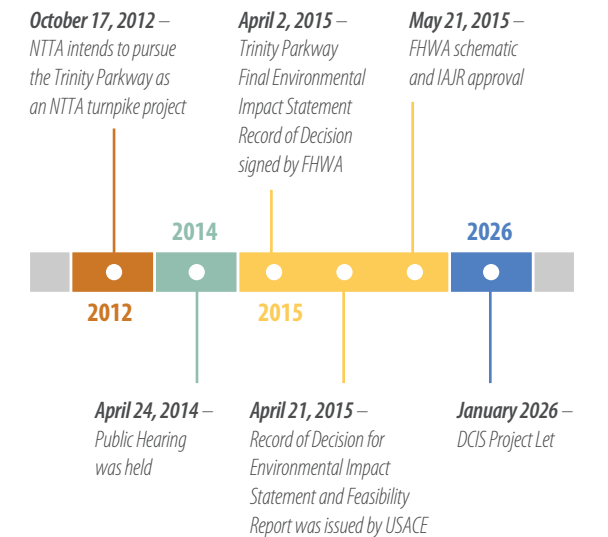
ESTIMATED COSTS

Estimated Construction Cost | **\$1.8 B**

SOURCE: TxDOT

TxDOT graphic

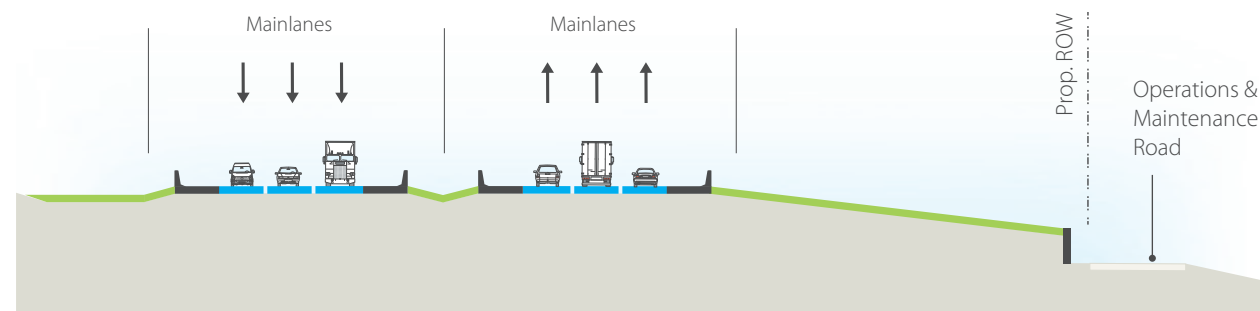
PROJECT TIMELINE



SOURCE: TxDOT

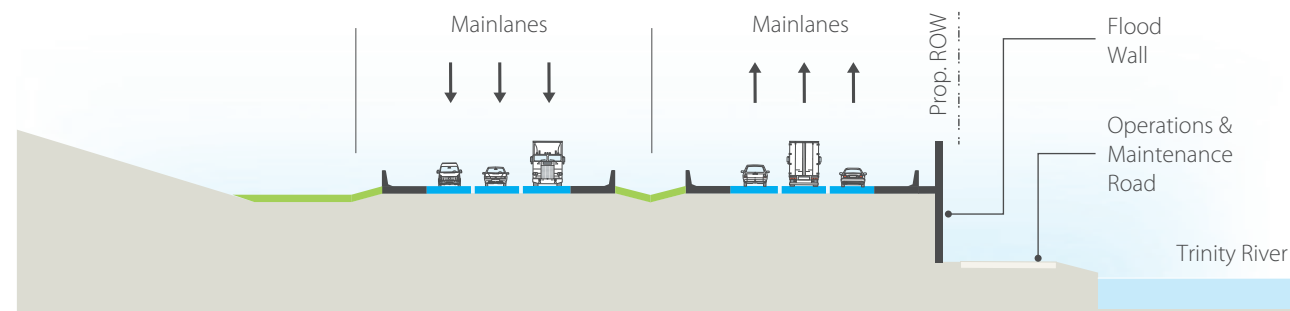
TxDOT graphic

PROPOSED TYPICAL SECTION



NOTE: Illustrations are generalized, and not drawn to exact scale.

PROPOSED TYPICAL FLOOD SEPARATION WALL SECTION



TxDOT graphic

CONTACT INFORMATION

Stephen Endres, P.E.
TxDOT Dallas Advance Project Development
(214) 320-4469
Stephen.Endres@txdot.gov

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

