

## **Transportation Alternatives Set-Aside Program for NRH Active Transportation Projects for Trail and On-Road Systems**

- 1) Solar RRFB Proposed Locations (All within Public ROW controlled by The City)
  - a) JoAnn Johnson Trail crossing Rufe Snow (add MUTCD advanced warning signage)
  - b) John Barfield Trail crossing Rumfield
  - c) John Barfield Trail crossing Kirk Ln.
  
- 2) Trail user visibility improvement (All within Public ROW controlled by The City)
  - a) Provide high visibility crosswalk for on road bicycle route (Bicycle Boulevard) across Bursey Road from Londenderry to Valley. This will require new curb ramps north and south of Bursey on west side of intersection
  
- 3) Trail user visibility improvement with refuge island (All in State ROW, we have a permit and will secure a letter of agreement from the District Engineer)
  - a) Cotton Belt Trail at Precinct Line and Glade Road (north side- plans complete and shovel ready)
  
- 4) High Visibility Crossings (All in Public or State Row or City owned property, e.g. NRH<sub>2</sub>O)
  - a) Blvd. 26 at NRH<sub>2</sub>O and TCC entries (extend TxDOT accessible ramp into the park to main entry)
  - b) North Tarrant Parkway and Smithfield Road (possibly stripe just outside brick crosswalk- Refer to MUTCD standards) Public ROW
  - c) Iron Horse Blvd. and Mid Cities (restripe using traditional parallel striping). Public ROW
  
- 5) Shared Use Paths (off-road to AASHTO standards) and sidewalk
  - a) John Barfield Trail west of Rio Bend to sidewalk at North Tarrant. (Shared use path on City owned property)
  - b) Glenview from Dawn Drive to Diamond Loch on the north side. (Public ROW controlled by the City- Confirmed at 20')
  
- 6) Sidewalk Extensions (Public ROW)
  - a) Iron Horse Blvd. from Cotton Belt/Calloway Branch Trail to Mid Cities. A curb ramp on the north side of Mid Cities and adjust signal box to allow for accessibility from SE corner of Mid Cities and Iron Horse to NW corner of Mid Cities and Buckingham. (Public ROW confirmed at 9'). I propose an 8' walk if practical.
  
- 7) Bicycle Boulevards (shared lane markings and wayfinding/bicycle boulevard signage all in Public Right of Way.)
  - a) Diamond Loch from Glenview to Tabor and north on Lariat to Meadow Lakes
  - b) Vance at Glenview northward to Corona
  - c) Bridge Street from Davis to Ice House Drive
  - d) Winter Park from Newman to Mid Cities
  - e) Buckingham from Mid Cities to Calloway Branch Trail in Richfield Park.
  - f) Waterford from Calloway Branch Trail in Cross Timbers Park to Londonderry to Bursey Road.

- g) Graham Ranch (Wayfinding signage without shared lane markings as a means to connect The Calloway Branch Trail from Richfield Park to Cross Timbers Park) All on new posts and not street poles
  - h) Chapman Rd. from Richfield Park to Graham Ranch
  - i) Hightower from Graham Ranch to Douglas Rd.
  - j) Douglas Dr. between Hightower and Starnes
  - k) Cross Timbers Park to Green Valley Park via Keno, Amy, Friar, Miracle, Red Oak and Chasewood
  - l) Shadywood Cul-de-sac from John Barfield trail to John Barfield Trail (to include the appropriate way finding to connect trails in both directions)
  - m) Spring Oak Drive from John Barfield behind Tarrant Maintenance to Rumfield (to include the appropriate way finding to connect trails in both directions)
- 8) Wayfinding Signage & Street Markings
- a) All proposed Bicycle Boulevards
- 9) Professional design and engineering services to AASHTO standards.

### **Projects not in Public Right of Way**

- 1) 8' sidewalk connections from neighborhoods to future Veloweb (property owned by City and Public Access easement by Plat)
  - a) Kristina Lane to John Barfield Trail
  - b) Grace Meadows to Northampton Drive to John Barfield Trail
- 2) 911 Emergency Locator Signage- approximately 240 signs required (City of Dallas uses 1/8 mile frequency so that a sign is in site at all times. Current trail footage is 78,900' divided by 1/8 mile or 660' = 120 signs (double for both sides = 240 signs). These will be tied to GPS locator system with Police Dispatch.
- 3) Trail and street intersection identification. These will be place on the trail stop signs facing the trail containing the name of the street about to be crossed (Also a part of the 911 system) approximately 45 of these will be needed.