



CURVE DATA

CURVE NO.	LOCATION	P.I. STATION	BEGIN CURVE	END CURVE	Δ	R	T	L	D
S9	§ N.B. Dallas Pkwy	90+60.36	P.C. 90+30.12	P.C.C. 90+90.60	1° 13' 25.3" RT	283.79'	30.24'	60.48'	2° 01' 23.9" D
N10	"	91+63.15	P.C.C. 90+90.60	P.T. 92+35.69	1° 28' 24.8" RT	56.39.58'	72.55'	145.08'	1° 00' 57.5" D
N11	"	93+28.29	P.C.C. 92+35.69	P.T. 94+20.64	7° 23' 52.8" RT	1432.39'	92.60'	184.95'	4° 00' 00" D
N12	"	94+06.42	P.C. 94+19.76	P.T. 97+92.87	6° 55' 28.5" LT	1432.39'	86.66'	173.11'	4° 00' 00" D
N13	"	99+36.96	P.C. 98+89.15	P.T. 99+84.79	3° 49' 22.2" RT	1432.39'	47.80'	95.57'	4° 00' 00" D
N14	"	106+21.60	P.C. 105+07.07	P.T. 107+55.64	9° 08' 34.7" LT	1432.39'	114.53'	223.57'	4° 00' 00" D
N15	"	111+10.51	P.C. 108+58.80	P.T. 113+58.63	14° 16' 50.3" LT	2001.36'	250.71'	498.83'	2° 51' 46.2" D
N16	"	120+37.50	P.C. 116+87.88	P.T. 123+79.47	20° 44' 51.5" RT	1909.86'	349.62'	691.59'	5° 00' 00" D
R15	§ Ramp BL-N	1+66.45	P.C. 0+00	P.T. 3+32.80	3° 21' 41.3" PT	562.58'	166.45'	332.80'	1° 00' 36.2" D
R16	"	4+79.09	P.R.C. 4+01.61	P.T. 5+56.49	0° 48' 47.7" LT	1909.86'	34.40'	68.81'	1° 00' 48.4" D
R17	"	7+57.70	P.C. 6+76.85	P.T. 8+39.05	4° 53' 02.6" RT	1909.86'	81.45'	162.80'	3° 00' 00" D
S11	§ S.B. Dallas Pkwy.	93+69.86	P.C. 92+67.99	P.R.C. 94+71.53	3° 04' 22.9" RT	1909.86'	101.87'	203.54'	3° 00' 00" D
S12	"	95+23.17	P.R.C. 94+71.53	P.T. 95+14.77	3° 05' 50.1" LT	1909.86'	51.63'	103.24'	3° 00' 00" D
S13	"	96+70.68	P.R.C. 95+74.77	P.T. 97+66.58	3° 53' 05.2" RT	5830.58'	95.91'	191.80'	0° 58' 57.6" D
S14	"	99+80.62	P.C. 98+94.75	P.T. 100+66.43	3° 26' 01.1" LT	2864.79'	85.87'	171.68'	2° 00' 00" D
S15	"	102+81.10	P.C. 101+95.24	P.T. 103+66.92	2° 54' 29.4" RT	1952.86'	49.37'	99.12'	2° 56' 02.2" D
S16	"	106+25.99	P.C. 105+76.42	P.R.C. 106+75.54	7° 34' 03.3" LT	1866.86'	123.47'	246.57'	3° 04' 05.8" D
S17	"	107+99.01	P.R.C. 106+75.54	P.T. 109+22.12	11° 00' 04.9" LT	1145.92'	102.95'	220.03'	5° 00' 00" D
S18	"	110+32.47	P.C.C. 109+22.12	P.T. 111+42.15	7° 45' 46.2" LT	1818.36'	123.37'	246.36'	3° 09' 03.5" D
S19	"	112+165.52	P.C.C. 111+42.15	P.T. 113+88.51	11° 25' 09.0" RT	2001.36'	200.10'	398.88'	2° 51' 46.2" D
S20	"	119+47.63	P.C. 117+46.41	P.T. 121+46.41	2° 54' 29.4" LT	1909.86'	48.48'	96.94'	3° 00' 00" D
R20	§ Ramp N-BL	5+118.6	P.R.C. 4+63.98	P.T. 5+60.31	13° 54' 04.5" RT	1909.86'	232.83'	463.38'	3° 00' 00" D
R19	"	2+32.83	P.I. 0+00	"	"	"	"	"	"
D5	§ Tollway	618+91.42	P.C. 614+46.59	P.T. 619+35.96	4° 53' 37.4" RT	5729.58'	244.83'	489.97'	1° 00' 00" D
D6	"	632+12.13	P.C. 628+16.21	P.T. 635+97.00	23° 25' 25.0" LT	1909.86'	395.92'	780.79'	3° 00' 00" D
D7	"	641+97.20	P.C. 639+56.02	P.T. 644+35.83	14° 23' 40.1" RT	1909.86'	241.18'	479.82'	3° 00' 00" D

* Intersection of the Curves.

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

GEOMETRIC CONTROLS & TRAVERSE TIES
 STA 612+75 TO STA. 640+50

TurnerCollie & Braden Inc.
 Consulting Engineers

DRAWN	L.J.D.	DATE	3-83	DESIGNED	G.G.S.	DATE	3-83
CHECKED	J.B.L.	DATE	3-83	SCALE	1" = 100'		

CONTRACT NO. **DNT-114** SHEET **R6** OF **R103**

AS BUILT PLANS