INDEX OF SHEETS

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3	TOLLWAY GUTTER INLET TYPE "G"
4	STANDARD INLET TYPE "CDR" - 3', 4' & 5'
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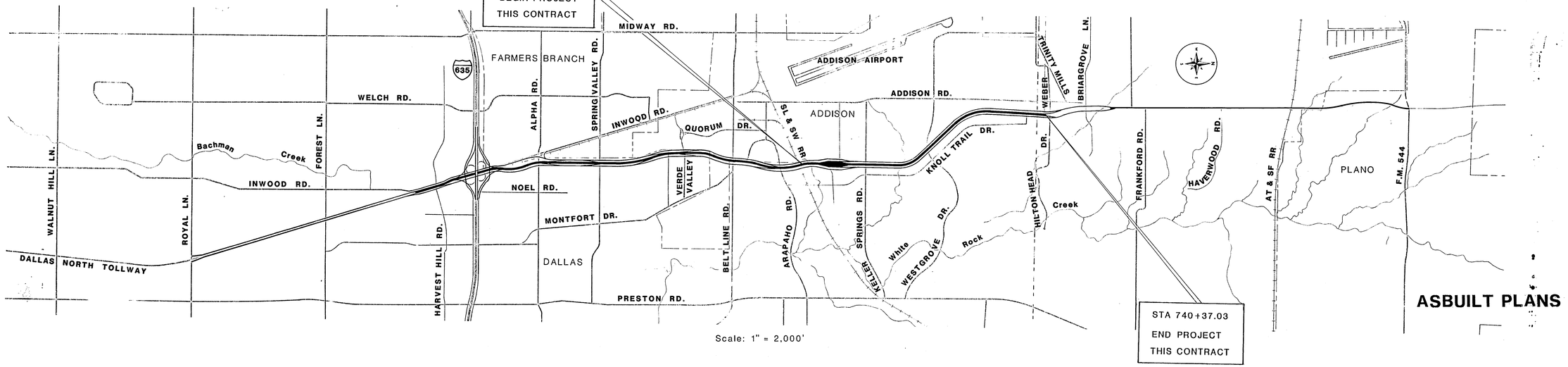
TEXAS TURNPIKE AUTHORITY

CONTRACT NO. DNT 115

GRADING, DRAINAGE, PAVING AND STRUCTURES

SECTION VII
VOLUME 1

DALLAS NORTH TOLLWAY



Scale: 1" = 2,000'

ASBUILT PLANS

APPROVED by:
CITY of DALLAS
DIRECTOR of PUBLIC WORKS
DATE: 3/30/86

APPROVED by:
DATE:

Prepared by:
GIBBS & HILL, INC./BRIDGEFARMER & ASSOCIATES, INC.
STATE OF TEXAS — DAVID W. CLARY — 44046 — REGISTERED PROFESSIONAL ENGINEER
David W. Clary
Date: September 6, 1984

Recommended by:
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Daniel F. Beckert
Engineer in Charge
Date: Sept 6, 1984
DANIEL F. BECKERT

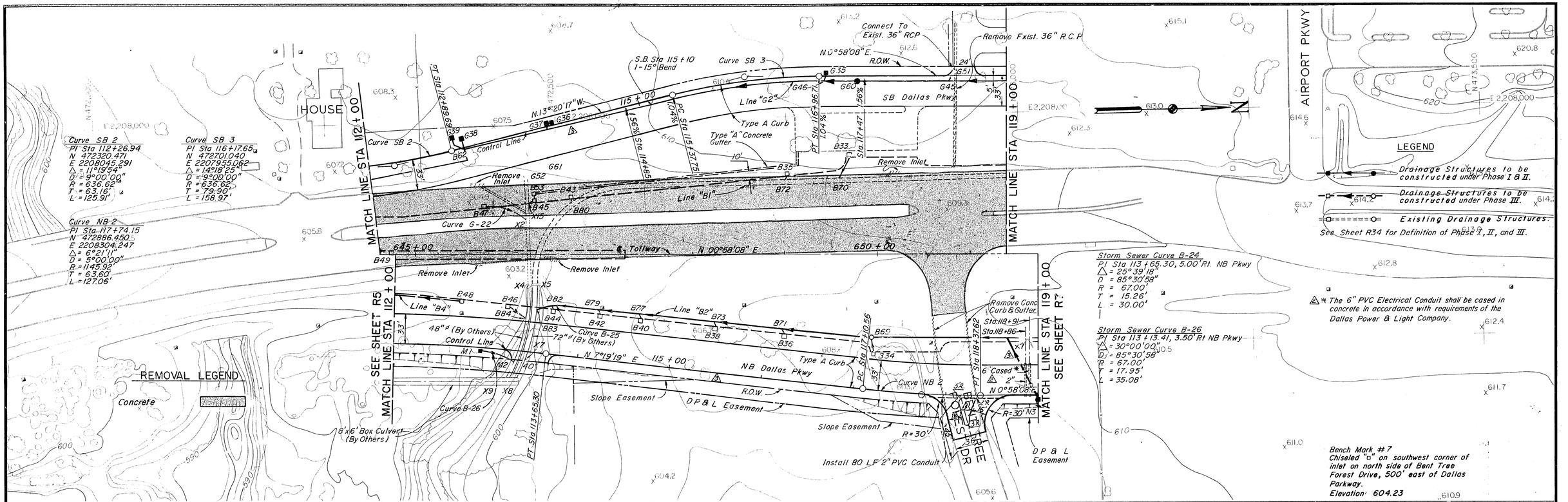
Recommended by:
TEXAS TURNPIKE AUTHORITY
James W. Griffin
Director, Engineering & Maintenance
Date: Sept. 6, 1984

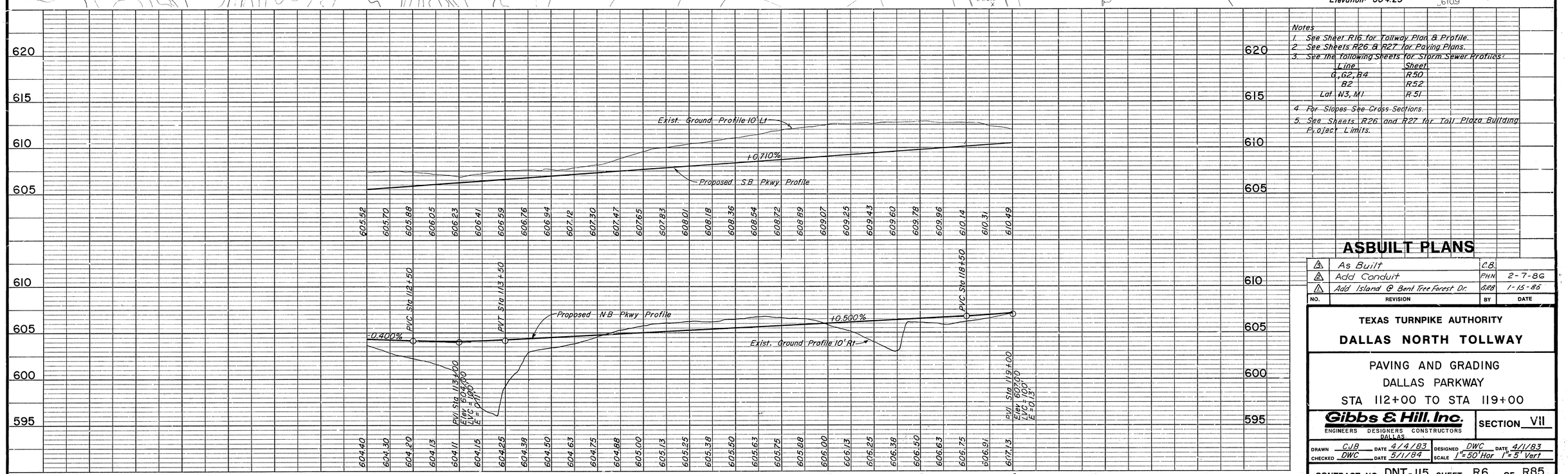
Approved by:
TEXAS TURNPIKE AUTHORITY
Engineer Manager
Date: 9-7-84
HOWARD M. REILY — 1055

FF-13

FF-13


CONTRACT NO. DNT-114
CONTRACT NO. DNT-115
Drainage Easement
Temporary Easement For Shoofly
Driveway Const Easement
HOUSE
Slope Easement
Curve T 1
PI Sta 641 + 97.20
N 472036.392
E 2208136.849
Δ = 14°23'40"
D = 3°00'00"
R = 1909.86'
T = 241.18'
L = 479.82'
Curve SB 1
PI Sta 118 + 47.63
N 471975.192
E 2208057.387
Δ = 11°25'09"
D = 2°51'46"
R = 2001.36'
T = 200.10'
L = 398.87'
Curve NB 1
PI Sta 120 + 37.50
N 472134.160
E 2208207.582
Δ = 20°44'51"
D = 3°00'00"
R = 1909.86'
T = 349.62'
L = 691.59'
Storm Sewer Curve G-2
PI Sta 110 + 00.52, 7.90' Rt SB Pkwy
Δ = 43°30'00"
D = 85°30'58"
R = 67.00'
T = 26.73'
L = 50.87'
Storm Sewer Curve G-1
PI Sta 111 + 37.71, 5.00' Rt. SB Pkwy
Δ = 29°36'38"
D = 85°30'58"
R = 67.00'
T = 17.71'
L = 34.63'
STA 116 + 35.10
BEGIN CONTRACT NO. DNT-115
SOUTHBOUND DALLAS PKWY
CONSTRUCT RAILROAD HEADER
BEGIN CONTRACT NO. DNT-115
℄ TOLLWAY STA 638 + 50
STA 116 + 38.36
BEGIN CONTRACT NO. DNT-115
NORTHBOUND DALLAS PKWY
CONSTRUCT RAILROAD HEADER
REMOVAL LEGEND
Concrete
Retaining Wall W-109
Retaining Wall W-110
Remove Guard Rail
SB Dallas Pkwy Pipe By Others
Remove Headwall
Remove 66" RCP
Remove 2-8'x8' Box Culvert
Remove Headwall NB Dallas Pkwy Control Line
Pipe By Others
Curve NB 1
Curve SB
Curve T1
Line "B4"
Line "G"
Curve G-2
Curve G-1
Control Line
Culvert #1 ~ 2-8'x8' RCB See Sheet R68 for Details
Meter Station (By Others)
Sanitary Sewer Easement
Existing 6'x6' Box Culvert (By Others)
Existing Box Culvert
Drainage Easement
Temporary Easement For Shoofly
MATCH LINE STA 112+00
MATCH LINE STA 112+00 SEE SHEET R6
LEGEND
Drainage Structures to be constructed in Phases I & II
Drainage Structures to be constructed in Phase III
Existing Drainage Structures
See Sheet R34 for Definition of Phase I, II, and III.
Note
Box Culvert #1 to be the first item of work in this contract.
Bench Mark #7
Chiseled "a" on southwest corner of inlet on north side of Bent Tree Forest Drive, 500' east of Dallas Parkway
Elevation 604.23
Notes:
1. See Sheet R15 for Tollway Plan & Profile.
2. See Sheet R50 for Line "G" Storm Sewer Profile.
3. See Sheets R68 and R69 for Box Culvert Details.
4. See Sheet R2 for Railroad Header Details.
5. See Cross Sections for Slopes.
6. See Sheets R15 and W1 and cross sections for temporary shoring details.
Proposed SB Pkwy Profile
Exist. Ground Profile 10' Lt
Proposed NB Pkwy Profile
Exist. Ground Profile 10' Rt
2-8'x8' RCB
ASBUILT PLANS
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
PAVING AND GRADING
DALLAS PARKWAY
STA 107+81.16 TO STA 112+00
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS
SECTION VII
DRAWN CJB DATE 4/4/83
CHECKED DWC DATE 5/4/84
DESIGNED DWC DATE 4/1/83
SCALE 1"=50' Hor 1"=5' Vert
CONTRACT NO. DNT-115 SHEET R5 OF R85





Notes
1. See Sheet R16 for Tollway Plan & Profile.
2. See Sheets R26 & R27 for Paving Plans.
3. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
G, G2, B4	R50
B2	R52
Lat N3, M1	R51

4. For Slopes See Cross Sections.
5. See Sheets R26 and R27 for Toll Plaza Building Project Limits.

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	As Built	C.B.	
2	Add Conduit	PHM	2-7-86
1	Add Island @ Bent Tree Forest Dr.	GPB	1-15-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
DALLAS PARKWAY
STA 112+00 TO STA 119+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/4/83 | DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 5/1/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R6 OF R85

Curve SB 4
PI Sta 120+41.72
N 473125.882
E 2207962.247
△ = 7°42'30"
D = 4°30'00"
R = 1273.24'
T = 85.76'
L = 171.30'

Curve SB 5
PI Sta 128+09.37
N 473885.003
E 2208078.100
△ = 7°42'30"
D = 5°00'00"
R = 1145.92'
T = 77.20'
L = 154.17'

Curve NB 3
PI Sta 123+37.07
N 473449.422
E 2208313.768
△ = 13°27'54"
D = 5°00'00"
R = 1145.92'
T = 135.27'
L = 269.30'

Curve NB 4
PI Sta 126+06.39
N 473713.571
E 2208255.226
△ = 13°27'54"
D = 5°00'00"
R = 1145.92'
T = 135.27'
L = 269.30'

Storm Sewer Curve B-22
PI Sta ~~122+75.36,56.39~~ Lt NB Pkwy
△ = ~~10°00'00"~~ 6°56'49"
D = 85°30'58"
R = 67.00'
T = ~~5.66'~~ 4.06'
L = ~~11.69'~~ 8.12'

Storm Sewer Curve B-23
PI Sta ~~123+86.99, 85.93'~~ Lt NB Pkwy
△ = ~~10°00'00"~~ 6°56'49"
D = 85°30'58"
R = 67.00'
T = ~~5.66'~~ 4.06'
L = ~~11.69'~~ 8.12'

Storm Sewer Curve G-33
PI Sta 128+60.73, 12.28' Rt SB Pkwy
△ = 7°42'29"
D = 7°29'13"
R = 773.00'
T = 4.92'
L = 9.82'

Storm Sewer Curve G-34
PI Sta 123+66.83, 5.00' Rt SB Pkwy
△ = 27°25'00"
D = 69°01'52"
R = 83.00'
T = 16.34'
L = 39.72'

Curve KS-S 1
PI Sta 6+00.33
N 473726.390
E 2208088.669
△ = 6°48'15"
D = 3°31'31"
R = 1625.34'
T = 96.62'
L = 193.01'

Storm Sewer Curve G-35
PI Sta 122+22.65, 77.45' Rt SB Pkwy
△ = 18°30'00"
D = 66°51'26"
R = 87.00'
T = 14.17'
L = 28.09'

Storm Sewer Curve B-63
PI Sta 652+35.00, 94.5' Rt
△ = 7°37'41" Lt
D = 20°27'46"
R = 280.00'
T = 18.67'
L = 37.28'

Curve S-KS 3
PI Sta 5+06.96
N 473652.300
E 2208221.165
△ = 4°52'27"
D = 6°00'00"
R = 954.93'
T = 40.64'
L = 81.24'

Bench Mark #7
Chiseled "a" on southwest corner of inlet on north side of Bent Tree Forest Drive, 500' east of Dallas Parkway.
Elevation: 604.23

LEGEND
Drainage Structures to be constructed under Phases I & II
Drainage Structures to be constructed under Phase III
Existing Drainage Structures.

REMOVAL LEGEND
Concrete

Ctr of Nose Sta 125+09.72 NB Dallas Pkwy 34' Lt
= Sta 4+66.32 Ramp S-KS 20' Rt

Ctr of Nose Sta 125+07.85 SB Dallas Pkwy 34' Rt
= Sta 4+59.11 Ramp KS-S 20' Lt

Nose Sta 653+70.91 L Tollway 79' Rt
= Sta 0+63.08 Ramp S-KS 22' Lt

Sta 0+00 Ramp S-KS = ℄ Tollway Sta 652+79.54, 95.75' Lt

Sta 7+04.02 Ramp S-KS
= NB Dallas Pkwy Sta 127+40.41 33' Lt

PT Sta 6+96.72 Ramp KS-S
= SB Dallas Pkwy Sta 127+50.25, 33' Rt

MATCH LINE STA 119+00 SEE SHEET R6

MATCH LINE STA 130+00 SEE SHEET R8

KELLER SPRINGS RD

BENT TREE FOREST DR

NOTES:
1. See Sheet R17 for Tollway Plan & Profile
2. See Sheets R27 & R23 for Paving Plans.
3. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
G2	R50
G3	R54
B2	R53

4. See Sheets W2 & W3 for Retaining Wall Details.
5. See Sheet R34 for Definition of Phase I, II, and III.
6. See Sheets R26 and R27 for Toll Plaza Building Project Limits.

PVI Sta 120+00 Elev 611.20 No VC
PVC Sta 119+50
PVT Sta 120+50
+0.710%
+1.000%
PVI Sta 122+00 Elev 613.20 LVC = 100' E = 0.08'
PVC Sta 121+50
PVT Sta 122+50
Exist. Ground Profile 10' Lt
+0.400%
Proposed SB Pkwy Profile
PVI Sta 126+50 Elev 615.00 No VC
+0.600%

PVT Sta 119+50
+1.500%
PVC Sta 120+50
PVI Sta 121+00 Elev 610.00 LVC = 100' E = 0.14'
PVT Sta 121+50
Exist. Ground Profile 10' Rt
+0.400%
Proposed NB Pkwy Profile

9	120	1	2	3	4	125	6	7	8	9	130

ASBUILT PLANS

NO.	REVISION	BY	DATE
5	As Built	CB	
4	Revise Storm Sewer Line B-2	REF	March 24, 1985
3	Delete Revisions 1 & 2	GMB	Dec. 31, 1985
2	Revise Right Turn Lane NB Dallas Pkwy.	GRB	March 26, 1985
1	Add Right Turn Lane NB Dallas Pkwy.	GRB	Jan 11, 1985

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

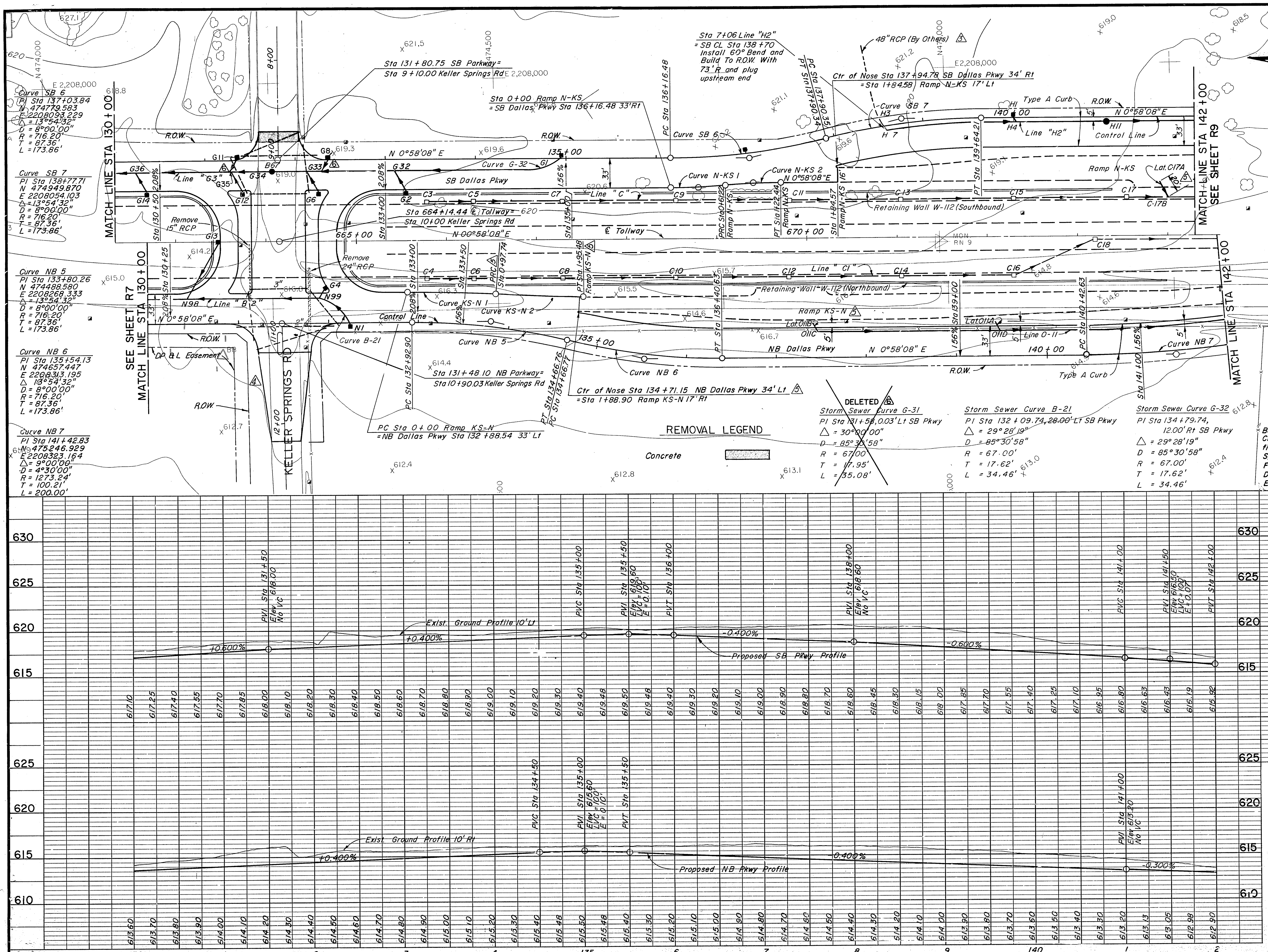
PAVING AND GRADING
DALLAS PARKWAY
STA 119+00 TO STA 130+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/5/83 DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 5/1/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R7 OF R85


MATCH LINE STA 130+00
SEE SHEET R7
MATCH LINE STA 142+00
SEE SHEET R9
KELLER SPRINGS RD
SB Dallas Pkwy
NB Dallas Pkwy
Line "C"
Line "C1"
Line "B2"
Line "H2"
Line "G3"
Ramp N-KS
Ramp KS-N
Control Line
℄ Tollway
R.O.W.
N 0°58'08" E
Retaining Wall W-112 (Southbound)
Retaining Wall W-112 (Northbound)
Remove 15" RCP
Remove 24" RCP
48" RCP (By Others)
Type A Curb
Curve SB 6
PI Sta 137+03.84
N 474779.583
E 2208093.229
Δ = 13°54'32"
D = 8°00'00"
R = 716.20'
T = 87.36'
L = 173.86'
Curve SB 7
PI Sta 138+77.71
N 474949.870
E 2208054.103
Δ = 13°54'32"
D = 8°00'00"
R = 716.20'
T = 87.36'
L = 173.86'
Curve NB 5
PI Sta 133+80.26
N 474488.580
E 2208268.333
Δ = 13°54'32"
D = 8°00'00"
R = 716.20'
T = 87.36'
L = 173.86'
Curve NB 6
PI Sta 135+54.13
N 474657.447
E 2208313.195
Δ 13°54'32"
D = 8°00'00"
R = 716.20'
T = 87.36'
L = 173.86'
Curve NB 7
PI Sta 141+42.83
N 475246.929
E 2208323.164
Δ = 9°00'00"
D = 4°30'00"
R = 1273.24'
T = 100.21'
L = 200.00'
Curve N-KS 1
PI Sta 0+30.63
N 474722.300
E 2208125.264
Δ = 4°40'55"
D = 7°38'51"
R = 749.20'
T = 30.63'
L = 61.22'
Curve N-KS 2
PI Sta 0+91.85
N 474783.424
E 2208121.297
Δ = 4°40'55"
D = 7°38'51"
R = 749.20'
T = 30.63'
L = 61.22'
Curve KS-N 1
PI Sta 0+48.88
N 474446.304
E 2208234.614
Δ = 2°55'56"
D = 3°00'00"
R = 1909.86'
T = 48.88'
L = 97.74'
Curve KS-N 2
PI Sta 1+46.62
N 474543.836
E 2208241.264
Δ = 2°55'56"
D = 3°00'00"
R = 1909.86'
T = 48.88'
L = 97.74'
Sta 131+80.75 SB Parkway = Sta 9+10.00 Keller Springs Rd
Sta 0+00 Ramp N-KS = SB Dallas Pkwy Sta 136+16.48 33' Rt
Sta 7+06 Line "H2" = SB CL Sta 138+70 Install 60° Bend and Build To R.O.W. With 73' R and plug upstream end
Ctr of Nose Sta 137+94.78 SB Dallas Pkwy 34' Rt = Sta 1+84.58 Ramp N-KS 17' Lt
Sta 664+14.44 ℄ Tollway = Sta 10+00 Keller Springs Rd
Sta 131+48.10 NB Parkway = Sta 10+90.03 Keller Springs Rd
Ctr of Nose Sta 134+71.15 NB Dallas Pkwy 34' Lt = Sta 1+88.90 Ramp KS-N 17' Rt
PC Sta 0+00 Ramp KS-N = NB Dallas Pkwy Sta 132+88.54 33' Lt
DELETED
Storm Sewer Curve G-31
PI Sta 131+58.03' Lt SB Pkwy
Δ = 30°00'00"
D = 85°30'58"
R = 67.00'
T = 17.95'
L = 35.08'
Storm Sewer Curve B-21
PI Sta 132+09.74, 28.00' Lt SB Pkwy
Δ = 29°28'19"
D = 85°30'58"
R = 67.00'
T = 17.62'
L = 34.46'
Storm Sewer Curve G-32
PI Sta 134+79.74, 12.00' Rt SB Pkwy
Δ = 29°28'19"
D = 85°30'58"
R = 67.00'
T = 17.62'
L = 34.46'
Bench Mark #8
Chiseled "□" on end of curb radius at first drive on north side of Keller Springs Road, 150' east of United Fidelity Building, 500' west of Dallas Parkway.
Elevation: 626.24
REMOVAL LEGEND
Concrete
Exist. Ground Profile 10' Lt
Proposed SB Pkwy Profile
Exist. Ground Profile 10' Rt
Proposed NB Pkwy Profile
+0.600%
+0.400%
-0.400%
-0.600%
-0.300%
PVI Sta 131+50 Elev 618.00 No VC
PVC Sta 135+00
PVI Sta 135+50 Elev 619.60 LVC = 100' E = 0.10'
PVT Sta 136+00
PVI Sta 138+00 Elev 618.60 No VC
PVC Sta 141+00
PVI Sta 141+50 Elev 616.50 LVC = 100' E = 0.07'
PVT Sta 142+00
PVC Sta 134+50
PVI Sta 135+00 Elev 615.60 LVC = 100' E = 0.10'
PVT Sta 135+50
PVI Sta 141+00 Elev 613.20 No VC
630
625
620
615
610
130
135
140

LEGEND

- Drainage Structures to be constructed under Phase I & II
- Drainage Structures to be constructed under Phase III
- Existing Drainage Structures

See Sheet R35 for Definition of Phases I, II, and III

Notes:

1. See Sheet R18 for Tollway Plan & Profile.
2. See Sheet R29 for Paving Plan of Keller Springs Road.
3. See Sheet R30 for Paving Plan of Ramp KS-N.
4. See Sheet R31 for Paving Plan of Ramp N-KS.
5. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
G3	R54
B2	R52
H2	R56

6. See Sheets S1 - S9 for Keller Springs Road Bridge Details.
7. See Sheets W2 - W5 for Retaining Wall Details.
8. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
6	AS BUILT PLANS	PJ	JAN. 11, 1988
5	Revise Drainage & Ramps	GRB	June 26, 1985
4	Delete Revision 1	GMC	Dec. 31, 1985
3	Revised Storm Sewer Line H2	MGB	Feb 7, 1986
2	Add ROW Corner Clip @ N.E. Cor. Keller Springs	GRB	Jan 15, 1985
1	Revised intersection N.B. Pkwy & Keller Springs	GRB	Jan 11, 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
DALLAS PARKWAY
STA 130+00 TO STA 142+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/5/83 DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 5/1/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R8 OF R85

Curve T 2A
PI Sta 678+10.96
N 475682.180
E 2208198.000
△= 16°37'26"
D = 2°30'00"
R = 2291.83'
T = 334.83'
L = 664.95'

Curve T 2B
PI Sta 682+76.95
N 476105.410
E 2208070.988
△= 13°31'23"
D = 5°00'00"
R = 1145.92'
T = 135.86'
L = 270.46'

Curve SB 8
PI Sta 148+43.15
N 475916.035
E 2208070.442
△= 29°36'05"
D = 5°15'55"
R = 1088.20'
T = 287.53'
L = 562.21'

Curve NB 8
PI Sta 144+51.44
N 475552.920
E 2208279.991
△= 2°11'36"
D = 2°22'24"
R = 2414.10'
T = 46.22'
L = 92.44'

Curve NB 9a
PI Sta 147+02.65
N 475802.834
E 2208254.441
△= 9°49'03"
D = 2°24'02"
R = 2386.83'
T = 204.99'
L = 408.98'

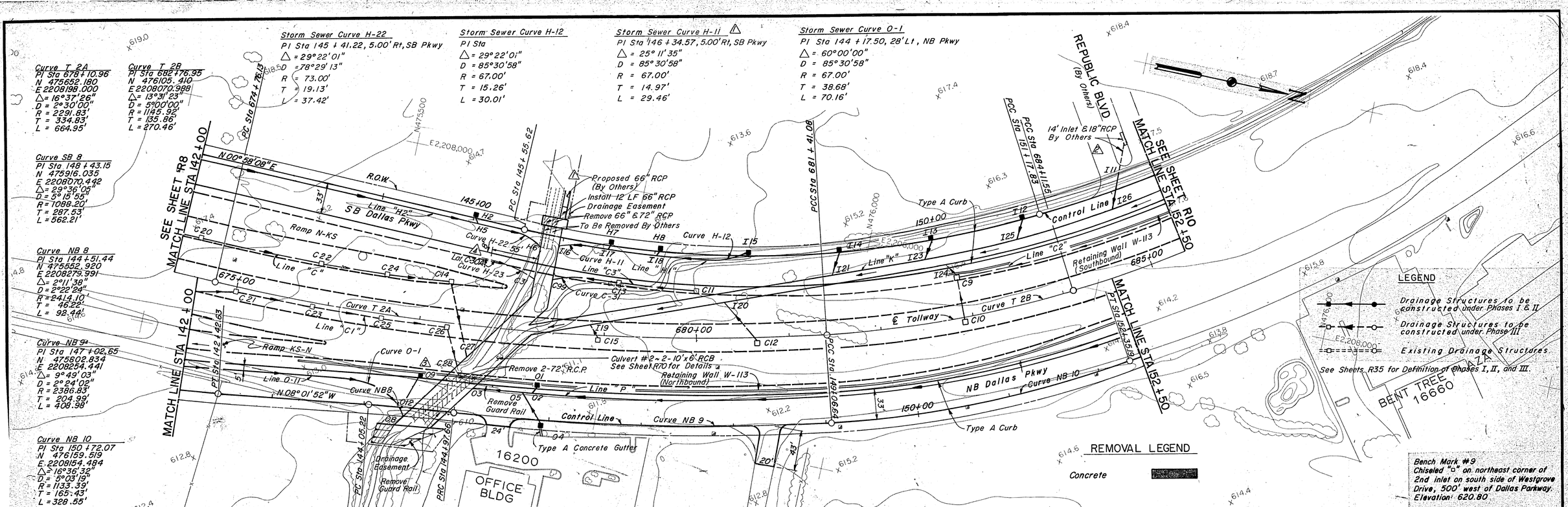
Curve NB 10
PI Sta 150+72.07
N 476159.519
E 2208164.484
△= 16°35'32"
D = 5°03'19"
R = 1133.39'
T = 165.43'
L = 328.55'

Storm Sewer Curve H-22
PI Sta 145+41.22, 5.00' Rt, SB Pkwy
△ = 29°22'01"
D = 78°29'13"
R = 73.00'
T = 19.13'
L = 37.42'

Storm Sewer Curve H-12
PI Sta
△ = 29°22'01"
D = 85°30'58"
R = 67.00'
T = 15.26'
L = 30.01'

Storm Sewer Curve H-11 △1
PI Sta 146+34.57, 5.00' Rt, SB Pkwy
△ = 25°11'35"
D = 85°30'58"
R = 67.00'
T = 14.97'
L = 29.46'

Storm Sewer Curve O-1
PI Sta 144+17.50, 28' Lt, NB Pkwy
△ = 60°00'00"
D = 85°30'58"
R = 67.00'
T = 38.68'
L = 70.16'



REMOVAL LEGEND

Concrete

LEGEND

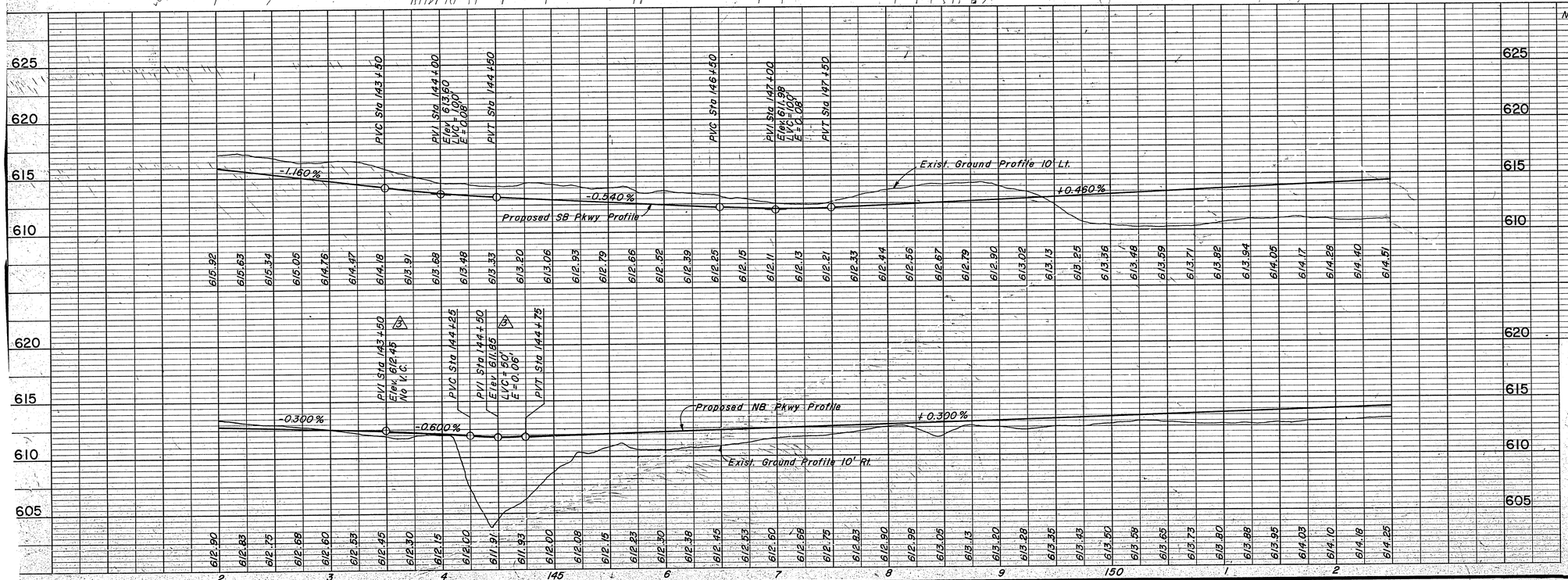
Drainage Structures to be constructed under Phases I & II

Drainage Structures to be constructed under Phase III

Existing Drainage Structures

See Sheets R35 for Definition of Phases I, II, and III.

Bench Mark #9
Chiseled "D" on northeast corner of 2nd inlet on south side of Westgrove Drive, 500' west of Dallas Parkway.
Elevation: 620.80



NOTES:
1. Refer to Sheet R19 for Tollway Plan & Profile.
2. See Sheet R30 for Paving Plan - Ramp KS-N.
3. See Sheet R31 for Paving Plan Ramp N-KS
4. See Sheets R70 - R72 for Box Culvert Details.
5. See the following Sheets for Storm Sewer Profiles

Line	Sheet
H1, H2	R56
K	R58
P	R57

6. See Sheets W6 - W8 for Retaining Wall Details.
7. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
4	Revise Drainage	GMG	6-26-86
3	Change Cross-Slope on N.B. Dallas Parkway	MGB	5-16-86
2	Replaced Inlet I-11 with Inlet and Lateral by Others	MGB	2-7-85
1	Junction Box Widened & 2-10'x6' Conc Box Extended to North	MGB	3-7-85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

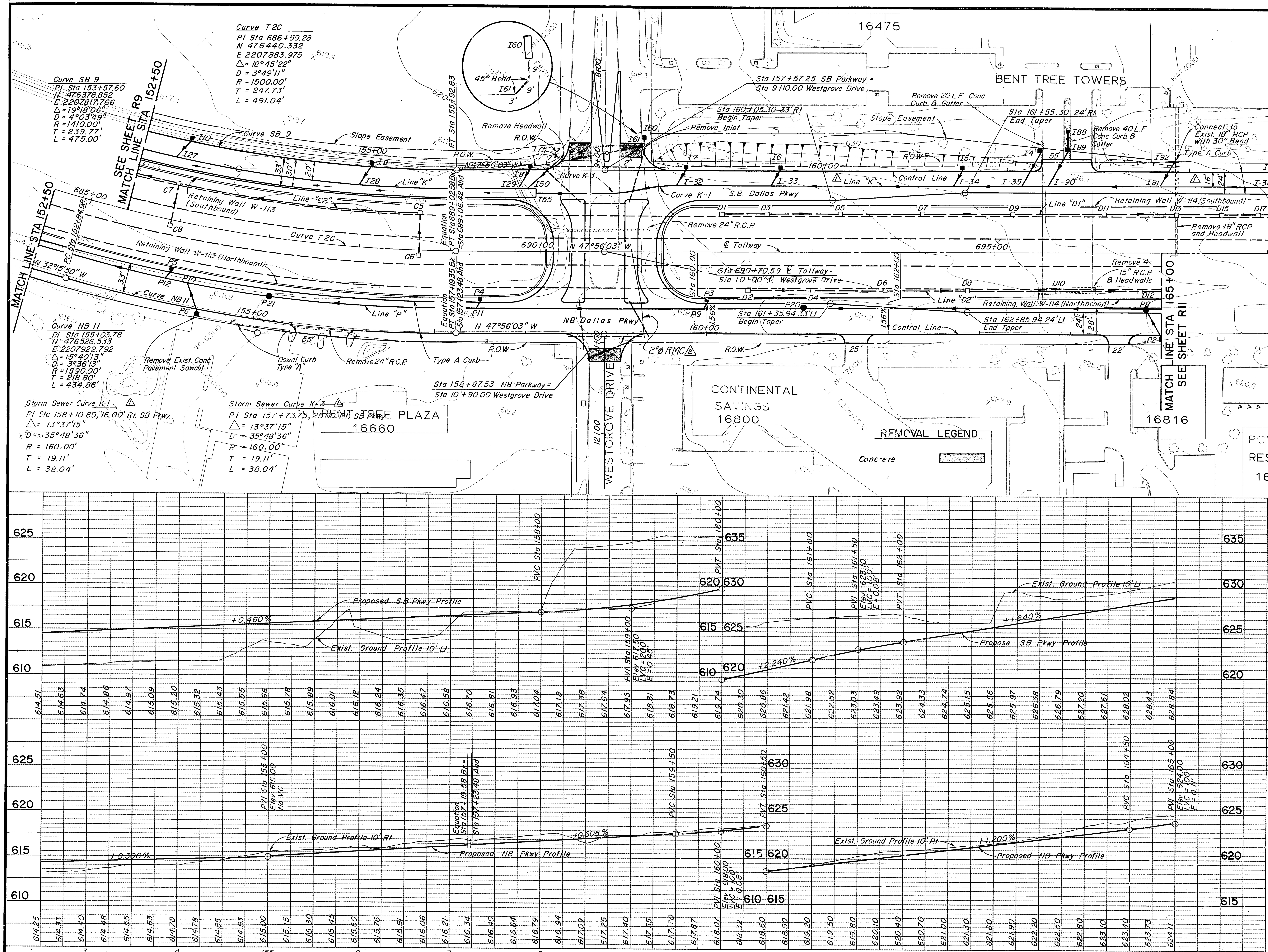
PAVING AND GRADING
DALLAS PARKWAY
STA 142+00 TO STA 152+50

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN VER DATE 9-13-83
CHECKED DWC DATE 9-13-83
DESIGNED DWC DATE 8-5-83
SCALE 1"= 50' Hor., 1"=5' Vert.

CONTRACT NO. DNT-115 SHEET R9 OF R85



BENT TREE TOWERS
16475
16479
BENT TREE PLAZA 16660
CONTINENTAL SAVINGS 16800
POLITICAL RESEARCH 16850
16816
16910
WESTGROVE DRIVE
S.B. Dallas Pkwy
NB Dallas Pkwy
MATCH LINE STA 152+50 SEE SHEET R9
MATCH LINE STA 165+00 SEE SHEET R11
Curve T2C
PI Sta 686+59.28
N 476440.332
E 2207883.975
△=18°45'22"
D = 3°49'11"
R = 1500.00'
T = 247.73'
L = 491.04'
Curve SB 9
PI Sta 153+57.60
N 476378.852
E 2207817.766
△=19°18'06"
D = 4°03'49"
R = 1410.00'
T = 239.77'
L = 475.00'
Curve NB 11
PI Sta 155+03.78
N 476526.533
E 2207922.792
△=15°40'13"
D = 3°36'13"
R = 1590.00'
T = 218.80'
L = 434.86'
Storm Sewer Curve K-1
PI Sta 158+10.89, 16.00' Rt. SB Pkwy
△= 13°37'15"
D = 35°48'36"
R = 160.00'
T = 19.11'
L = 38.04'
Storm Sewer Curve K-3
PI Sta 157+73.75, 25.00' Rt. SB Pkwy
△= 13°37'15"
D = 35°48'36"
R = 160.00'
T = 19.11'
L = 38.04'
Retaining Wall W-113 (Southbound)
Retaining Wall W-113 (Northbound)
Retaining Wall W-114 (Southbound)
Retaining Wall W-114 (Northbound)
Sta 157+57.25 SB Parkway = Sta 9+10.00 Westgrove Drive
Sta 158+87.53 NB Parkway = Sta 10+90.00 Westgrove Drive
Sta 690+70.59 ℄ Tollway = Sta 10+00 ℄ Westgrove Drive
REMOVAL LEGEND
Concrete
Bench Mark #9
Chiseled "a" on northeast corner of 2nd inlet on south side of Westgrove Drive, 500' west of Dallas Parkway.
Elevation: 620.80
Proposed SB Pkwy Profile
Exist. Ground Profile 10' Lt
Proposed NB Pkwy Profile
Exist. Ground Profile 10' Rt

LEGEND

Drainage Structures to be constructed under Phase I & II

Drainage Structures to be constructed under Phase III

Existing Drainage Structures

See Sheet R36 for Definition of Phases I, II, and III.

Notes:

1. See Sheet R20 for Tollway Plan & Profile.
2. See Sheet R32 for Paving Plan for Westgrove Drive.
3. See the following Sheets for Storm Sewer Profiles

Line	Sheet
K	R58, R59
P	R57

4. See Sheets W6 - W10 for Retaining Wall Details.
5. See Sheets S10 - S20 for Westgrove Drive Bridge Details.
6. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	Added Conduit	JTK	2-19-86
1	Revised Storm Sewer Line "K" Alignment	MGB	3/14/85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
DALLAS PARKWAY
STA 152+50 TO STA 165+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/5/83 · DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 5/2/84 · SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R10 OF R85

TWO BENT TREE TOWER
16479

CROWN CENTRE
16816

POLITICAL RESEARCH
16850

16910

16950

BENT TREE TERRACES
16970

16990

SEE SHEET R10
MATCH LINE STA 165+00

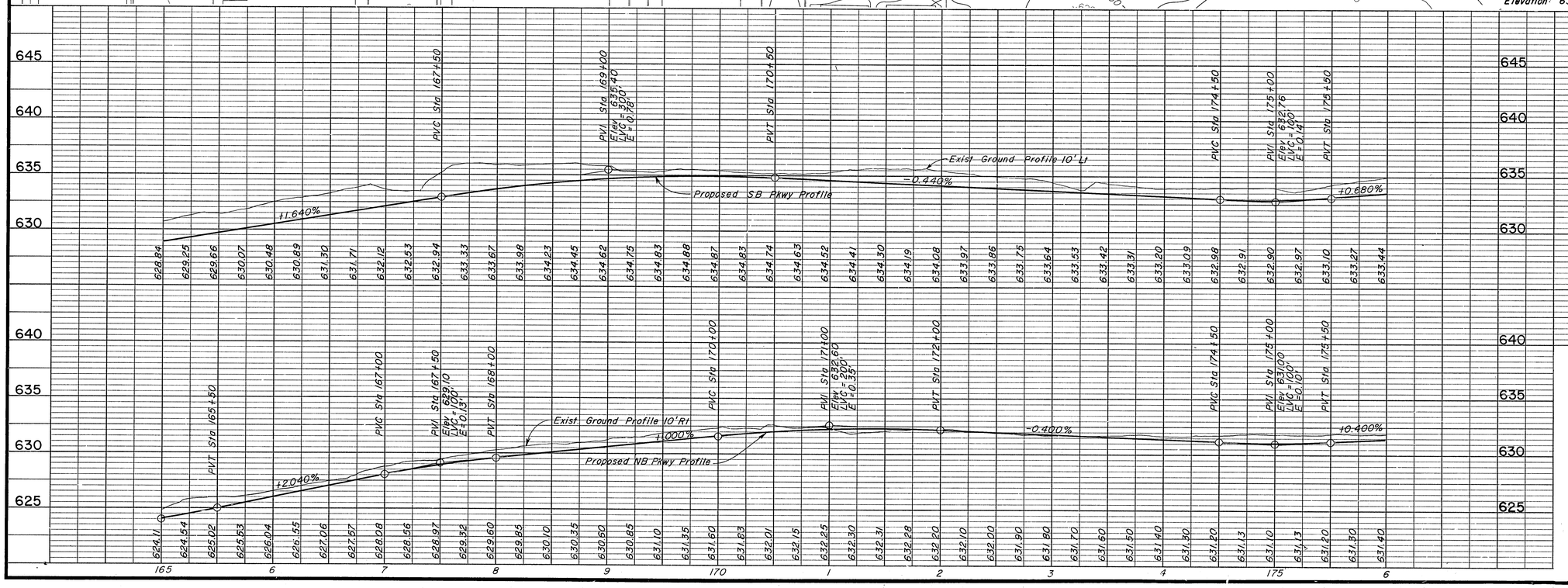
MATCH LINE STA 176+00
SEE SHEET R12

Type A Curb
N 47°56'03" W
Line "D1"
Line "D2"
Line "D3"
Line "D4"
Line "K"
Line "P"
Line "Q"
Control Line
Retaining Wall W-114 (Northbound)
Retaining Wall W-115
Retaining Wall W-116
Remove 4-18" R.C.P.
℄ Tollway
S B Dallas Pkwy
N B Dallas Pkwy
R.O.W.
PC Sta 173+27.62
PC Sta 174+58.27
PC Sta 706+41.21
Future SD By Others
Future Drive By Others

LEGEND
Drainage Structures to be constructed under Phases I & II
Drainage Structures to be constructed under Phase III
Existing Drainage Structures.
See Sheet R36 for Definition of Phases I, II, and III

REMOVAL LEGEND
Concrete

Bench Mark #10
Chiseled "△" on center of inlet on west side on Knoll Trail Drive, 1850' north of Westgrove Drive, 20' south of power pole (#14N 2W 68) and 400' east of Dallas Parkway.
Elevation: 630.40



NOTES:
1. See Sheet R21 for Tollway Plan & Profile.
2. See Sheets W11-W12 for Retaining Wall Details
3. See the following Sheets for Storm Sewer Profiles

Line	Sheet
K	R59
P	R57

4. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	As Built	C.B	
2	Deleted Inlet K21	MGB	4/11/85
1	Revised Storm Sewer Line "K" Alignment	MGB	3/14/85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

PAVING AND GRADING
DALLAS PARKWAY
STA 165+00 TO STA 176+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/5/83 DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 5/7/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R11 OF R85

Curve SB 10
PI Sta 180+68.92
N 478198.430
E 2205801.580
Δ = 49°59'31"
D = 3°36'13"
R = 1590.00'
T = 741.29'
L = 1387.31'

Curve T 3
PI Sta 713+40.54
N 478237.131
E 2205893.029
Δ = 49°59'31"
D = 3°49'11"
R = 1500.00'
T = 699.33'
L = 1308.79'

Curve NB 12
PI Sta 181+15.64
N 478275.832
E 2205984.478
Δ = 49°59'31"
D = 4°03'49"
R = 1410.00'
T = 657.32'
L = 1230.26'

REMOVAL LEGEND
Concrete

Bench Mark #10
Chiseled "○" on center of inlet on west side on Knoll Trail Drive, 1850' north of Westgrove Drive, 20' south of power pole (#14N 2W 68) and 400' east of Dallas Parkway.
Elevation 630.40

LEGEND
Drainage Structures to be constructed under Phases I & II
Drainage Structures to be constructed under Phase III
Existing Drainage Structures.
See Sheet R37 for Definition of Phases I, II, and III.

NOTES
1. See Sheet R22 for Tollway Plan & Profile.
2. See Sheet W12 for Retaining Wall Details.
3. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
K	R60
D	R62

4. See Sheet R74 for Slotted Drain Detail.
5. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	As Built	CB	
1	Revised Storm Sewer Line "R" Alignment	MGB	3/14/85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
PAVING AND GRADING
DALLAS PARKWAY
STA 176+00 TO STA 186+75

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/5/83 | DESIGNED DWC DATE 4/1/83
CHECKED DWC DATE 7/30/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R12 OF R85

PARKWAY OFFICE CONDOMINIUM 16685

OFFICE BLDG 16901

SOJOURN LN

17101

SEE SHEET R12
MATCH LINE STA 186+75

MATCH LINE STA 199+00

SEE SHEET R14

Storm Sewer Curve K-2
PI Sta 187+99.51, 16.00' Rt, SB Pkwy
△ = 42°06'21"
D = 85°30'58"
R = 67.00'
T = 25.79'
L = 49.24'

Storm Sewer Curve L-1
PI Sta 189+87.39, 5.00' Rt, SB Pkwy
△ = 29°27'58"
D = 85°30'58"
R = 67.00'
T = 17.62'
L = 34.57'

REMOVAL LEGEND
Concrete

LEGEND
Drainage Structures to be constructed under Phases I & II
Drainage Structures to be constructed under Phase III
Existing Drainage Structures.
See Sheet R37 for Definition of Phase I, II, and III.

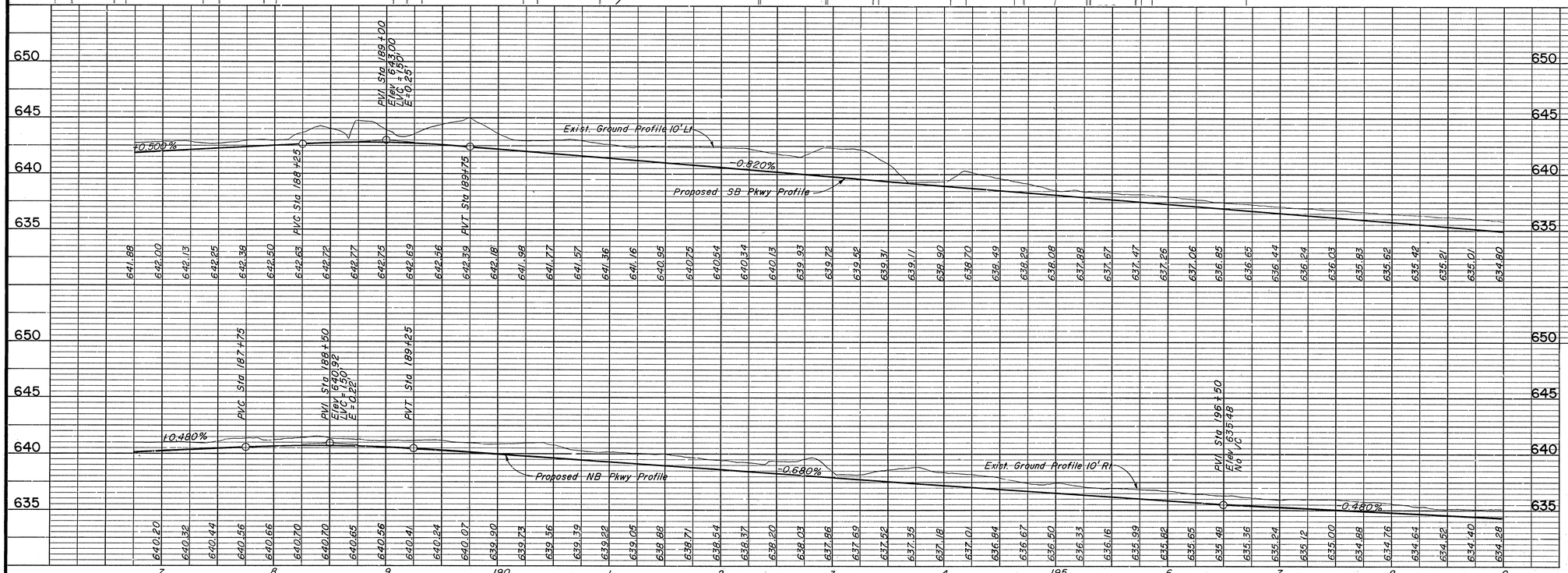
Slotted Drain See R74 for Details
Type A Curb
R.O.W.
Line "K"
Curve K-2
Curve L-1
SB Dallas Pkwy
N 2°03'28" E
Remove Conc Curb & Gutter
Install 90 LF 2" PVC Conduit
Control Line
Line "L"
Line "E2"
Remove 12" R.C.P.
Curve D-1
Line "D"
N 02°03'28" E
℄ Tollway
Remove 12" R.C.P and Headwalls
Remove 15" R.C.P
Line "E"
Curve S-1
Line "S"
NB Dallas Pkwy
Sanitary Sewer Easement
Type A Curb

Storm Sewer Curve D-1
PI Sta 187+20.23, 28.00' Lt NB Pkwy
△ = 45°00'00"
D = 85°30'58"
R = 67.00'
T = 27.75'
L = 52.62'

Storm Sewer Curve S-1
PI Sta 188+90.05, 28.00' Lt NB Pkwy
△ = 54°24'00"
D = 85°30'58"
R = 67.00'
T = 34.43'
L = 63.61'

OFFICE BLDG
OFFICE BLDG
OFFICE BLDG
KEYSTONE CORP 17110
EVERGREEN BLDG 17120
OFFICE BLDG 17130
17250 WYLAIN

Bench Mark # 11
Chiseled "□" on the back of curb at the southwest corner of a handicap ramp in the parking lot of the Wylain Building, 275' south of Knoll Trail Drive and 125' east of Dallas Parkway.
Elevation: 636.26



NOTES:
1. See Sheet R23 for Tollway Plan & Profile.
2. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
K	R60
L	R64
E, E2	R65
D	R62
S	R66

3. See Sheet R74 for Slotted Drain Detail.
4. For Slopes See Cross Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
△	As Built	C.B.	
△	Revised Storm Sewer Line "K" Alignment	MGB	3/14/85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

PAVING AND GRADING
DALLAS PARKWAY
STA 186+75 TO STA 199+00

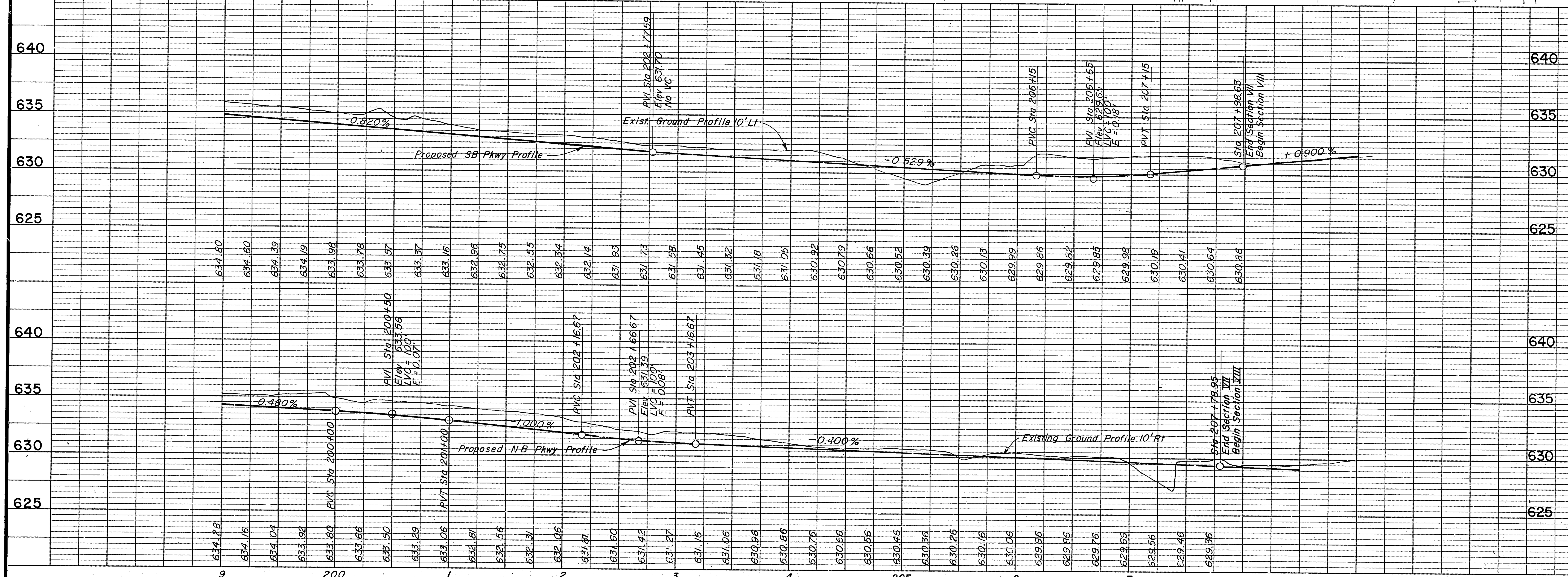
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB	DATE 4/5/83	DESIGNED DWC	DATE 4/1/83
CHECKED DWC	DATE 5/7/84	SCALE 1"=50' Hor 1"=5' Vert	

CONTRACT NO. DNT-115 SHEET R13 OF R85

Curve T 4
PI Sta 744+67.60
N 481451.999
E 2206008.540
△ = 21°44'45"
D = 4°00'00"
R = 1432.40'
T = 275.13'
L = 543.65'
Curve SB 11
PI Sta 203+38.54
N 480561.807
E 2205886.497
△ = 2°23'37"
D = 2°00'00"
R = 2864.79'
T = 59.85'
L = 119.68'
Curve SB 12
PI Sta 204+58.25
N 480681.525
E 2205885.795
△ = 2°23'37"
D = 2°00'00"
R = 2864.79'
T = 59.85'
L = 119.68'
Curve NB 13
PI Sta 207+31.25
N 480974.192
E 2206081.430
△ = 3°20'03"
D = 4°00'00"
R = 1432.39'
T = 41.69'
L = 83.35'
MATCH LINE STA 199+00
SEE SHEET R13
MATCH LINE STA 199+00
7'x7' JUNCTION BOX
SB Dallas Pkwy
NB Dallas Pkwy
℄ Tollway
N 2°03'28" E
N 02°03'28" E
Type A Curb
Drainage Easement
Line "L-1"
PARK TREE NORTH
Slotted Drain
CONTRACT DNT 115
CONTRACT DNT 116
Storm Sewer Curve M-1
P.I. Sta 205+26.33, 9.44' Rt SB Pkwy
△ = 30°00'00"
D = 68°12'07"
R = 84.01'
T = 22.51'
L = 43.99'
Storm Sewer Curve M-2
PI Sta 206+77.78, 96.93' Rt SB Pkwy
△ = 32°53'17"
D = 35°48'36"
R = 160.00'
T = 47.22'
L = 99.84'
Storm Sewer Curve M-3
PI Sta 207+30.63, 2.00' Rt. SB Pkwy
△ = 59°00'00"
D = 85°30'58"
R = 67.00'
T = 37.91'
L = 68.99'
Storm Sewer Curve M-4
PI Sta 207+16.45, 7.00' Lt NB Pkwy
△ = 21°15'00"
D = 85°30'58"
R = 67.00'
T = 12.57'
L = 24.85'
Storm Sewer Curve S-2
PI Sta 206+52.90, 28.00' Lt NB Pkwy
△ = 16°40'00"
D = 85°30'58"
R = 67.00'
T = 9.81'
L = 19.49'
SOUTHWESTERN BELL
Remove 2-36" RCP and Headwalls
Remove Conc Headwall
Remove 30" R.C.P.
Remove 24" R.C.P.
Remove 24" R.C.P. (CONTRACT DNT 116)
Connect Existing Cooling Tower Drain To Inlet S-6 See Note 6
Conc Gutter Type A, 5' Wide
Construct 10 LF Conc Curb & Gutter
Install 90 LF 2" PVC Conduit
REMOVAL LEGEND
Concrete
Driveway Construction to be included in CONTRACT DNT 116. The Contractor shall coordinate pavement and driveway construction with the DNT-116 Contractor.
Adjust Existing Type "Y" Inlet
WYLAIN 17250
KNOLL TRAIL DR
THE LAKES 17400
OFFICE BLDG 17440
HILTON HEAD DR
LEGEND
Drainage Structures to be constructed under Phases I & II.
Drainage Structures to be constructed under Phase III.
Existing Drainage Structures.
See Sheet R38 for Definition of Phase I, II and III.
Bench Mark #11
Chiseled "□" on the back of curb at the southwest corner of a handicap ramp in the parking lot of the Wylain Building, 275' south of Knoll Trail Drive and 125' east of Dallas Parkway.
Elevation: 636.26



Proposed SB Pkwy Profile
Exist. Ground Profile 10' Lt
-0.820%
-0.629%
+0.900%
PVI Sta 202+77.59 Elev 631.70 No VC
PVC Sta 206+15
PVI Sta 206+65 Elev 629.63 LVC=100' E=0.181
PVT Sta 207+15
Sta 207+98.63 End Section VII Begin Section VIII
Proposed N-B Pkwy Profile
Existing Ground Profile 10' Rt
-0.480%
-1.000%
-0.400%
PVC Sta 200+00
PVI Sta 200+50 Elev 633.66 LVC=100' E=0.071
PVT Sta 201+00
PVC Sta 202+16.67
PVI Sta 202+66.67 Elev 631.39 LVC=100' E=0.08
PVT Sta 203+16.67
Sta 207+79.95 End Section VII Begin Section VIII
640
635
630
625
9
200
1
2
3
4
205
6
7
8
9

NOTES:

1. See Sheet R24 for Tollway Plan & Profile.
2. See Sheet R73 for Culvert Details
3. See Sheet R33 for Paving Plan-Ramps A & B.
4. See the following Sheets for Storm Sewer Profiles

Line	Sheet
S	R66
M	R67
L	R64

5. For Slopes See Cross Sections.
6. Cooling Tower drain connection will not be paid for directly but will be considered subsidiary to Item 475 "Headwalls, Wingwalls, Inlets and Manholes"

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	As Built	C.B.	
—	General Trinity Mills / Briargrove	GRB	10-9-85
2	Deleted Storm Sewer Laterals L-15, L-16, L-17, L-18; Added Line "L-1"	MGB	3-14-85
1	Removed Inlet M8 & Replaced with Slotted Drain; Revised R.O.W. Line	B&A	2-5-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

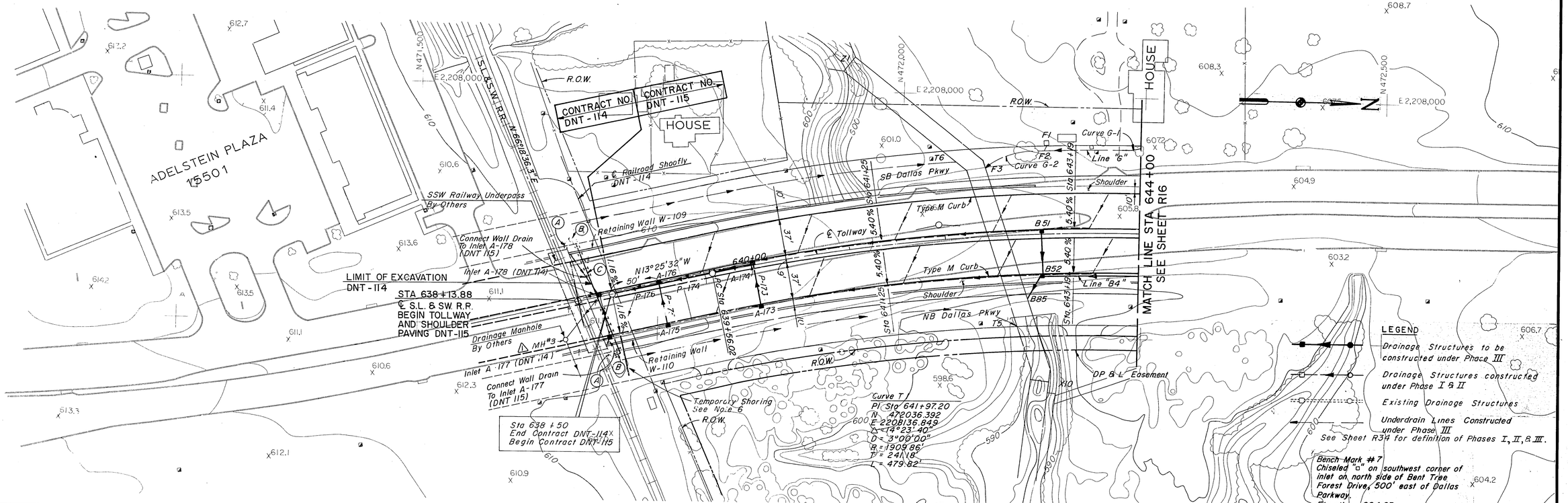
PAVING AND GRADING
DALLAS PARKWAY
STA 199+00 TO STA 207+98.63

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

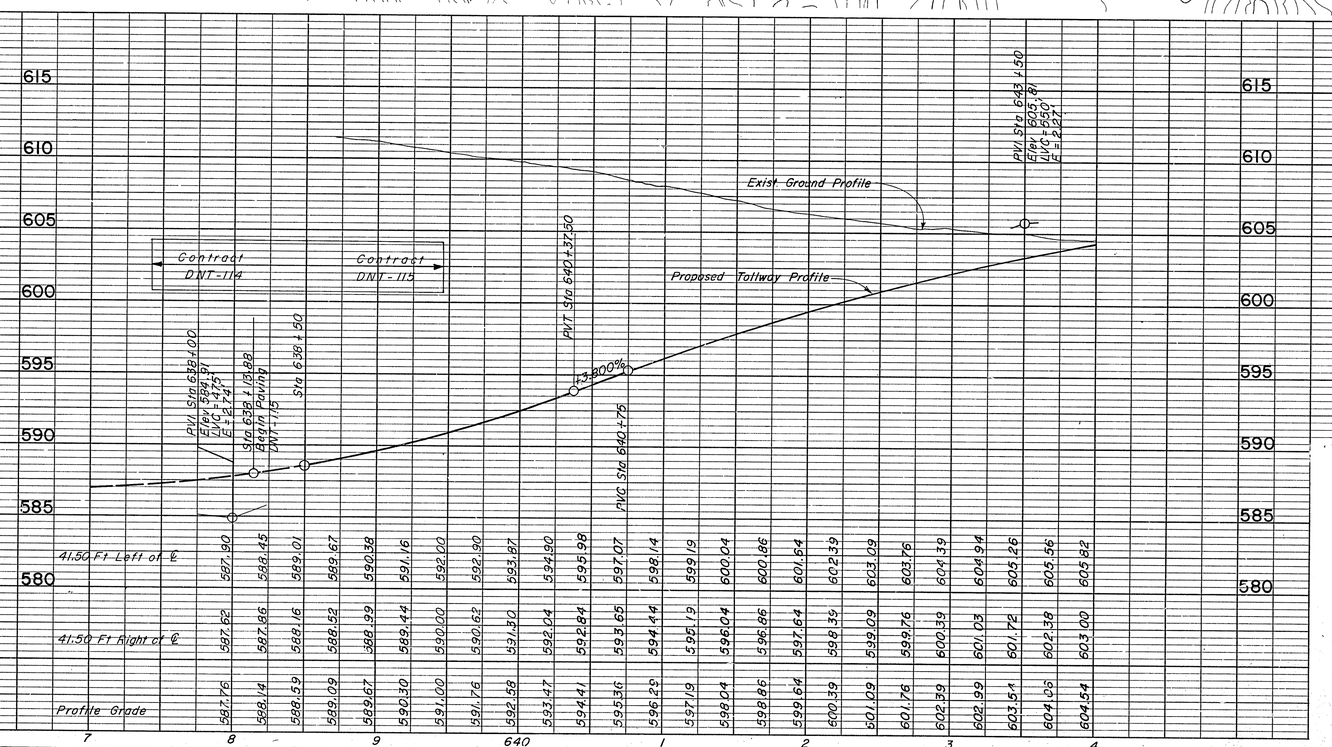
DRAWN CJB DATE 4/4/83 DESIGNED DWC DATE 4/4/83
CHECKED MGB DATE 5/4/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R14 OF R65



NOTES:

1. See Sheet R5 for Dallas Parkway Plan & Profiles for Removals.
2. See Sheet R 50 for Storm Sewer Profiles.
3. See Sheets R66 - R69 for Box Culvert Details.
4. See Sheets W1 for Retaining Wall and Shoring Details.
5. For Shoulder and Median Barrier Details See Typical Sections.
6. Temporary Shoring (A) and (B) shall be constructed by DNT-114 and will remain in place until Walls W-109 and W-110 are constructed. Temporary Shoring (A), if removed will be removed by DNT-114. DNT-115 (at their option) will salvage or abandon shoring (B) after Walls W-109 and W-110 are constructed. Temporary Shoring (C) will be constructed by DNT-114 and removed by DNT-115 after the railroad bridge is constructed and railroad traffic returned to original track. DNT-115 will not be permitted to work south of the shoofly until railroad traffic is returned to the existing track. The exact date of the shoofly removal has not been determined. DNT-114 and DNT-115 contractors shall coordinate construction at the contract limits.



ASBUILT PLANS

NO.	REVISION	BY	DATE
⚠	As Built Plans	RJ	1-8-88

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

STA 638+50 TO STA 644+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 | DESIGNED DWC DATE 6/30/83

CHECKED DWC DATE 4/30/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R15 OF R85

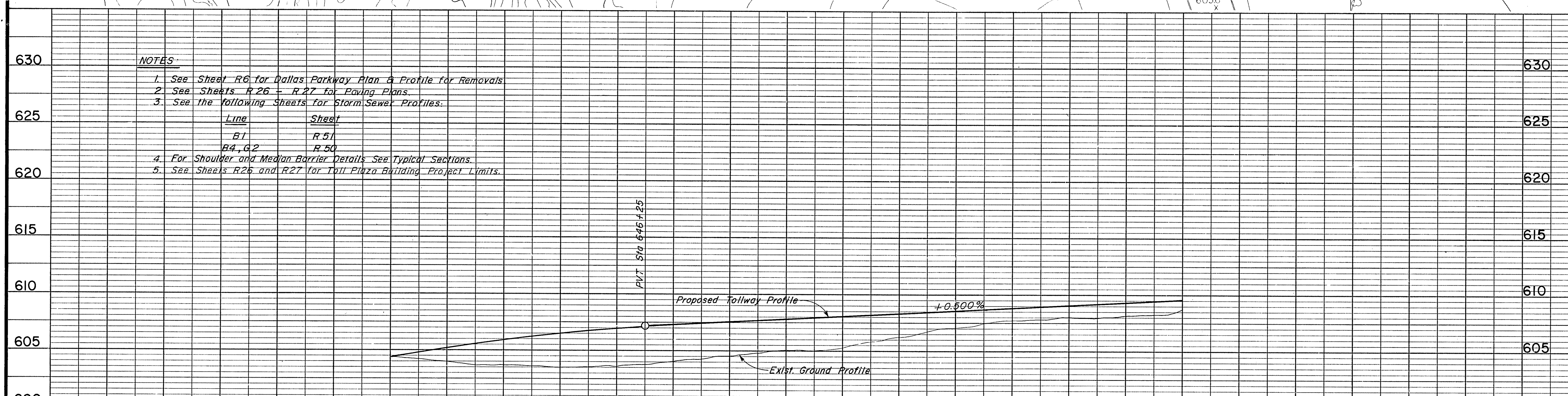
AIRPORT PKWY
HOUSE
R.O.W.
SB Dallas Pkwy
NB Dallas Pkwy
Line "G2"
Line "B1"
Line "B2"
Line "B4"
Type "A" Concrete Gutter
Type "A" Curb
Type "M" Curb
Shoulder
Begin Taper
Curve G-22
Curve B-24
Curve B-25
Curve B-26
2"ø RMC
℄ Tollway
N 00°58'08"E
645+00
650+00
N 05°05'25"W
N07°19'19"E
48" (By Others)
72" (By Others)
SEE SHEET R15
MATCH LINE STA 644+00
MATCH LINE STA 651+00
SEE SHEET R17
BENT TREE FOREST DR
90' Pavement Leaveout For Toll Plaza Area
Storm Sewer Curve G-22
PI Sta 645+95.75, 53.19' Lt
Δ = 35°75'00"
D = 85°30'58"
R = 67.00'
T = 21.42'
L = 41.45'
Storm Sewer Curve B-25
PI Sta 646+42.24, 56.23' Rt
Δ = 32°30'00"
D = 85°30'58"
R = 67.00'
T = 19.53'
L = 38.00'
LEGEND
Drainage Structures to be constructed under Phase III
Drainage Structures constructed under Phase I & II
Existing Drainage Structures
See Sheet R34 for Definition of Phases I, II, & III.
Bench Mark #7
Chiseled "□" on southwest corner of inlet on north side of Bent Tree Forest Drive, 500' east of Dallas Parkway.
Elevation: 604.23

NOTES:

1. See Sheet R6 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets R26 – R27 for Paving Plans.
3. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
B1	R51
B4, G2	R50

4. For Shoulder and Median Barrier Details See Typical Sections.
5. See Sheets R26 and R27 for Toll Plaza Building Project Limits.



41.50 Ft Left Of ℄	605.82	606.05	606.23	606.37	606.48	606.55	606.59	606.59	606.54															608.53	608.69	608.87	609.04		
41.50 Ft Right Of ℄	603.00	603.60	604.14	604.65	605.12	605.56	605.96																	608.53	608.69	608.87	609.04		
Profile Grade	604.54	604.99	605.39	605.76	606.09	606.38	606.64	606.86	607.04	607.18	607.31	607.43	607.56	607.68	607.81	607.93	608.06	608.18	608.31	608.43	608.56	608.68	608.81	608.93	609.06	609.18	609.31	609.43	609.56
	4				645				6				7				8				9				650				1

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Added Conduit	JTK	2-19-86

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA 644+00 TO STA 651+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/7/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R16 OF R85

SEE SHEET R16
MATCH LINE STA 651+00

MATCH LINE STA 662+00
SEE SHEET R18

AIRPORT PKWY

HARRIS

KELLER SPRINGS RD

BENT TREE FOREST DR

R.O.W.

Line "G2"

Line "G3"

Line "B1"

Line "B2"

SB Dallas Pkwy

NB Dallas Pkwy

Curve G-35

Curve G-34

Curve G-33

Curve S-KS 1

Curve S-KS 2

Curve B-22

Curve B-23

DELETED

Type "A" Curb

Type "M" Curb

Shoulder

Retaining Wall W-III

Connect Wall Drain To Line B2

Nose Sta 653+65.28 Tollway 73.75' Lt
= Sta 0+85.74 Ramp KS-S 22' Rt

Nose Sta 653+70.91 Tollway 79' Rt
= Sta 0+63.08 Ramp S-KS 22' Lt

Sta 0+63.08 Ramp S-KS =
℄ Tollway Sta 653+70.91 101' Rt

90' Pavement Leaveout For Toll Plaza Area

℄ Toll Plaza

℄ Tollway

Sta 651+27.83

Sta 653+65.28

Sta 653+70.91

Sta 655+27.83

Sta 658+04.92 End Taper

Sta 658+50.58 End Taper

Sta 651+72.83

Sta 653+38.11 PC Ramp S-KS

PRC Sta 3+93.56 Ramp S-KS

PT Sta 4+66.32 Ramp S-KS

Sta 4+59.11 Ramp KS-S

655+00

660+00

2"ø RMC

N 00°58'08" E

N04°59'06"E

N 03°19'20" W

95'-9"

1.04 %

1.56 %

Curve S-KS 1
PI Sta 3+16.01
N 473463.664
E 2209262.001
Δ = 9°19'38"
D = 6°00'00"
R = 954.93'
T = 77.90'
L = 155.45'

Curve S-KS 2
PI Sta 4+29.95
N 473576.741
E 2208245.388
Δ = 3°35'06"
D = 4°55'37"
R = 1162.89'
T = 36.39'
L = 72.76'

LEGEND

Drainage Structures to be constructed under Phase III

Drainage Structures constructed under Phase I & II

Existing Drainage Structures

See Sheet R34 for Definition of Phases I, II, & III.

Bench Mark #7
Chiseled "□" on southwest corner of inlet on north side of Bent Tree Forest Drive, 500' east of Dallas Parkway.
Elevation: 604.23

NOTES:

1. See Sheet R7 for Dallas Parkway and Profile for Removals.
2. See Sheets R27 - R28 for Paving Plans.
3. See Sheets R51 - R52 for Storm Sewer Profiles.
4. See Sheets W2 - W3 for Retaining Wall Details.
5. For Shoulder and Median Barrier Details See Typical Sections.
6. See Sheets R26 and R27 for Toll Plaza Building Project Limits.

Proposed Tollway Profile

Exist. Ground Profile

+0.500 %

+4.000 %

PVC Sta 633+21

PVI Sta 655+21
Elev. 611.66
L/2 = 400'
L = 1,75'

PVT Sta 657+21

PVC Sta 658+50

	40' Left of ℄	609.56	609.68	609.81	609.93	610.06	610.18	610.31	610.43	610.56	610.68	610.84	611.06	611.33	611.65	612.03	612.47	612.96	613.50	614.10	614.75	615.46	616.22	617.04	617.91	618.84	619.82	620.82	621.82	622.82	623.82	624.82	625.80	626.74	627.64	628.50	629.32	630.10	630.85	631.55	632.21	632.83	633.41	633.96	634.46	634.92
	40' Right of ℄												610.67	610.93	611.24	611.61	612.04	612.52	613.04	613.63	614.27	614.97	615.72	616.53	617.39	618.31	619.28	620.27	621.26	622.25																	
	Profile Grade	609.56	609.68	609.81	609.93	610.06	610.18	610.31	610.43	610.56	610.68	610.84	610.69	610.03	611.24	611.61	612.04	612.52	613.05	613.64	614.28	614.98	615.73	616.54	617.40	618.32	619.29	620.28	621.27	622.26	623.25	624.24															

635 630 625 620 615 610 605

1 2 3 4 655 6 7 8 9 660 1 2

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	AS BUILT PLANS	PJ	1-11-88
2	Revised Storm Sewer Line B-2	REF	3-25-86
1	Added Conduit	JTK	2-19-86

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

STA 651+00 TO STA 662+00

Gibbs & Hill, Inc.
ENGINEERS · DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 | DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/2/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R17 OF R85

SEE SHEET R17
MATCH LINE STA 662+00
MATCH LINE STA 674+00
SEE SHEET R19
R.O.W.
Connect Wall Drain To Line G3
Curve G-31
Curve G-32
SB Dallas Pkwy
Shoulder
Retaining Wall W-112 (Southbound)
48" RCP (By Others)
Line "H2"
Ramp N-KS
Lat. C-17A
Line "G3"
Line "B1"
Line "B2"
Line "C"
Line "C1"
Approach Slab
E Tollway
N 00°58'08"E
670+00
665+00
Type M Curb
2"ø RMC
Connect Wall Drain To Line C
End Bridge Sta 665+28.69
Begin Bridge Sta 663+00.19
Connect Wall Drain To Inlet G2
Connect Wall Drain To Inlet G4
Curve B-21
Retaining Wall W-112 (Northbound)
Ramp KS-N
NB Dallas Pkwy
Retaining Wall W-113 (Northbound)
End wall (91.04' Rt.) E Tollway Sta. 672+10.28
Sta 673+35.91
Sta 671+49.76
Connect Wall Drain To Line B2
KELLER SPRINGS RD
ROW
LEGEND
Drainage Structures to be constructed under Phase III
Drainage Structures constructed under Phase I & II
Existing Drainage Structures
See Sheet R35 for Definition of Phase I, II, and III.
Bench Mark #8
Chiseled "□" on end of curb radius at first drive on north side of Keller Springs Road, 150' east of United Fidelity Building, 500' west of Dallas Parkway
Elevation: 626.24
PVI Sta 664+00
Elev 646.82
LVC = 1100'
E = 9.63'
Begin Bridge Sta 663+00.19
End Bridge Sta 665+28.69
Proposed Tollway Profile
PVT Sta 669+50
PVC Sta 673+25
-3.000 %
E Keller Springs Road
Existing Ground Profile
40 Ft Rt of E
40 Ft Lt of E
Profile Grade

Notes:

1. See Sheet R8 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets W2 - W5 for Retaining Wall Details.
3. See Sheets S1 - S9 for Keller Springs Road Bridge Details.
4. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
B1	R51
B2	R52
C, C1	R55

5. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	Revise Ramps	GMG	7-01-86
2	Added Conduit	JTK	2-19-86
1	Storm Sewer Line H-2 Redesigned	MGB	2-7-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

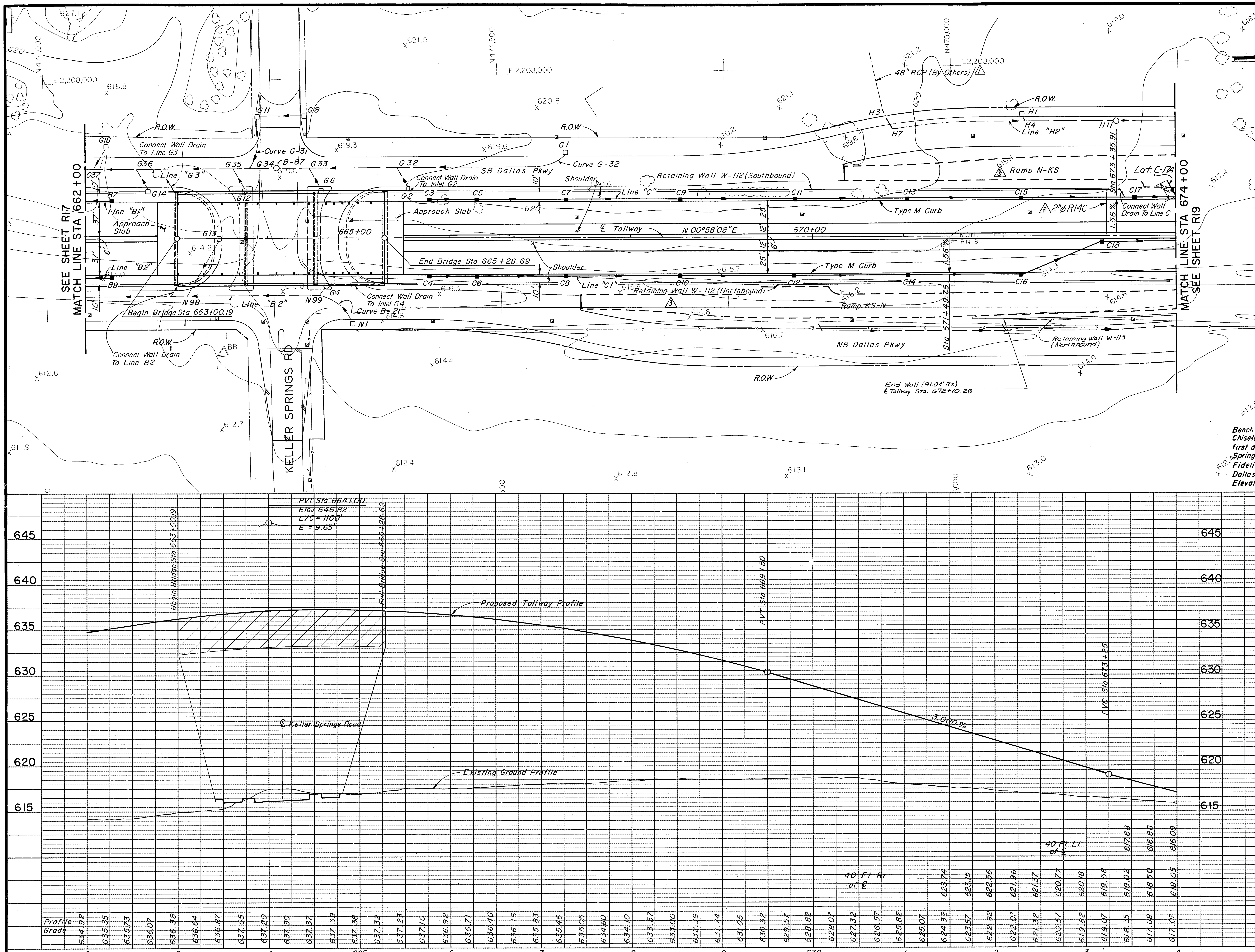
PAVING AND GRADING
TOLLWAY
STA 662+00 TO STA 674+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/2/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R18 OF R85



Notes:

1. See Sheet R8 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets W2 - W5 for Retaining Wall Details.
3. See Sheets S1 - S9 for Keller Springs Road Bridge Details.
4. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
B1	R51
B2	R52
C, C1	R55

5. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	Revise Ramps	GMG	7-01-86
2	Added Conduit	JTK	2-19-86
1	Storm Sewer Line H-2 Redesigned	MGB	2-7-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

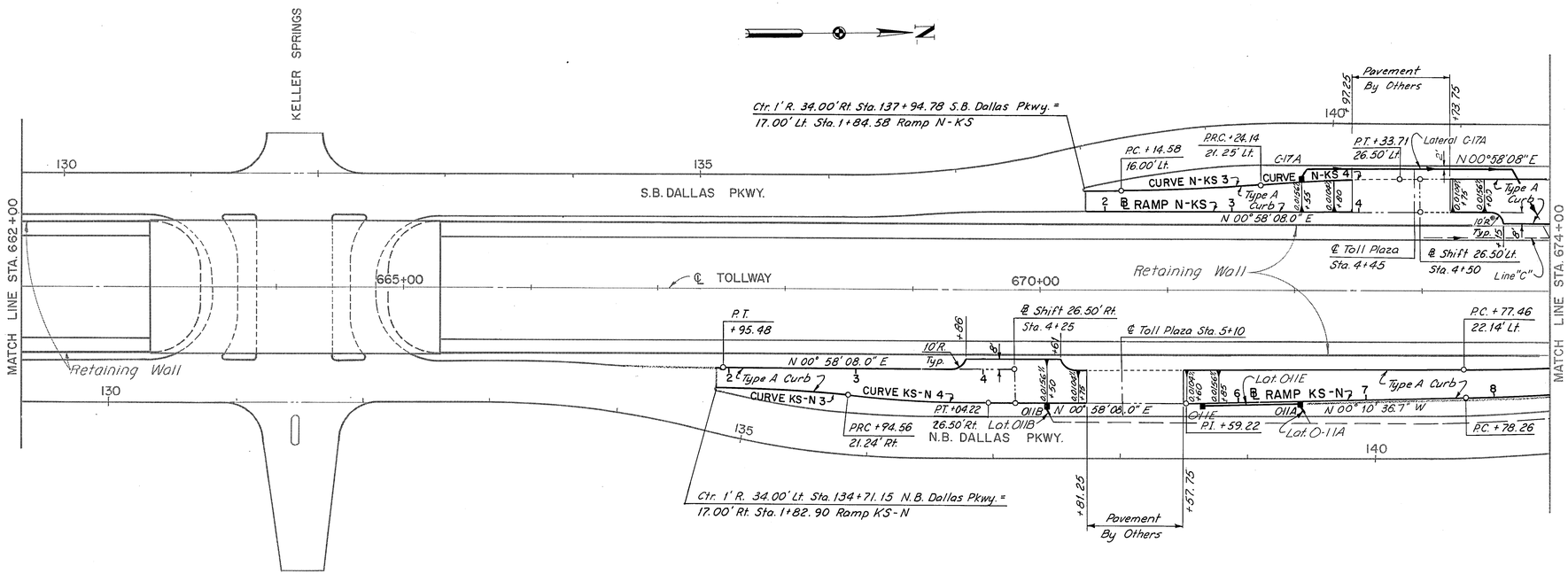
PAVING AND GRADING
TOLLWAY
STA 662+00 TO STA 674+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/2/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R18 OF R85



CURVE N-KS3	
P.I.	
N	474,961.342
E	2,208,108.305
Δ	5°29'12"
D	5°00'00"
R	1,145.92'
T	54.91'
L	109.74'

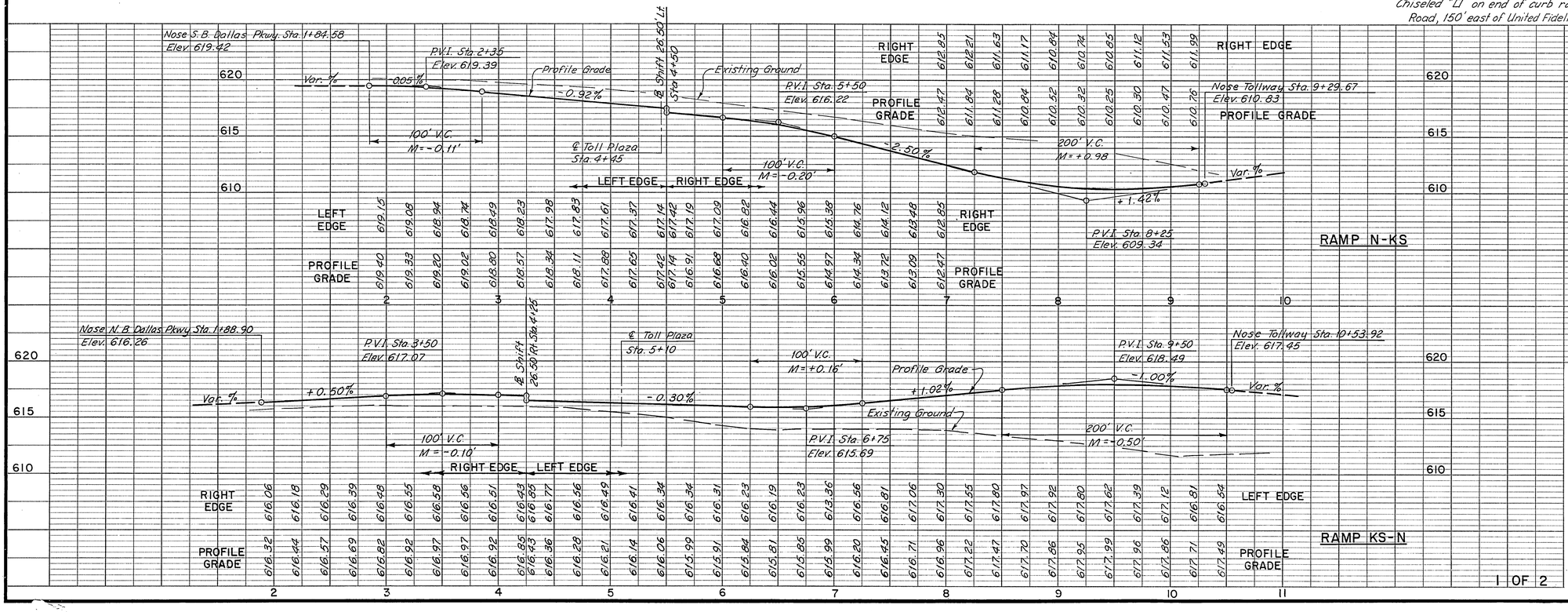
CURVE N-KS4	
P.I.	
N	475,070.820
E	2,208,099.654
Δ	5°29'12"
D	5°00'00"
R	1,145.92'
T	54.91'
L	109.74'

CURVE KS-N3	
P.I.	
N.	474,638.776
E.	2,208,259.043
Δ	5°17'39"
D	5°00'00"
R	1,145.92'
T	52.98'
L	105.88'

CURVE KS-N4	
P.I.	
N	474,746.026
E	2,208,271.188
Δ	5°29'29"
D	5°00'00"
R	1,145.92'
T	54.96'
L	109.83'

NOTE:
Roadway Contractor shall provide dowels and dowel baskets for the expansion joints at the toll plaza leave-out and the Toll Plaza Contractor may be required to install them.

Bench Mark #8
Chiseled "□" on end of curb radius at first drive on north side of Keller Springs Road, 150' east of United Fidelity Building, 500' west of Dallas Parkway. Elev. 626.24



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

RAMP N-KS AND RAMP KS-N

PAVING AND DRAINAGE

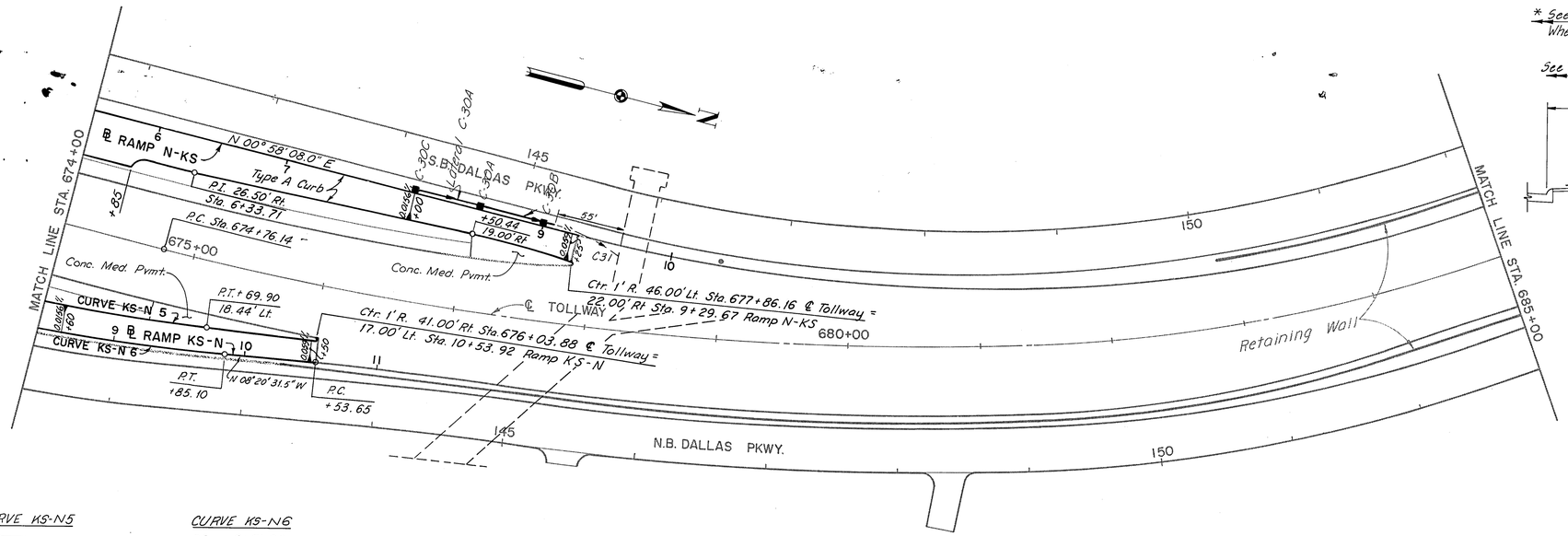
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

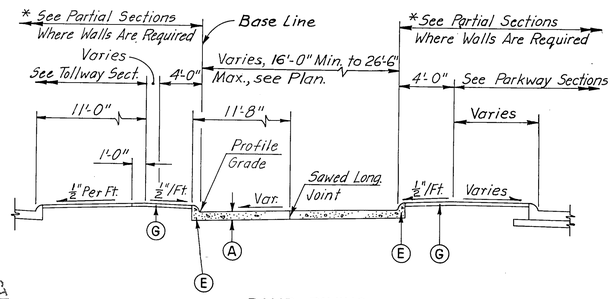
SECTION VII

DRAWN GRB DATE 6-13-86 | DESIGNED GAL DATE 5-27-86
CHECKED JBR DATE 6-20-86 | SCALE 1"=50'H, 1"=5'V

CONTRACT NO. DNT-115 SHEET R18A OF R85

1 OF 2





RAMP PAVING

LEGEND

- (A) Concrete Pavement (Water Cement Ratio) 10"
- (E) Monolithic Curb (Type A) 6"
- (G) 4" Topsoil & Broadcast Seeding (Type 4)

Note *
For "Partial Section for Retaining Wall" and additional information, see "Typical Sections" Sheets No. R1 and R2.

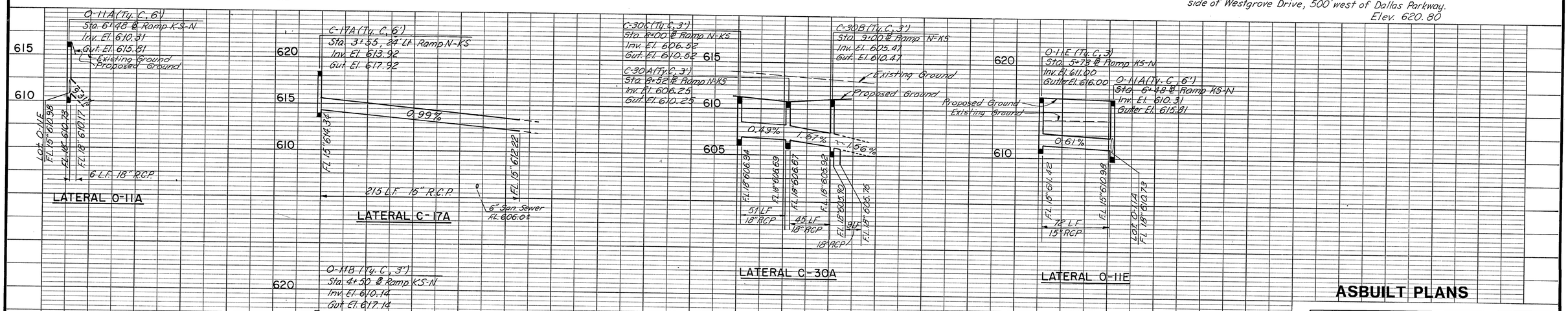
CURVE KS-N5

P.I. ——
N. 475,174.127
E. 2,208,251.924
Δ = 7°35'31"
D = 4°00'00"
R = 1,432.39'
T = 95.04'
L = 189.80'

CURVE KS-N6

P.I. 8+81.86
N. 475,278.589
E. 2,208,273.742
Δ = 8°09'55"
D = 3°56'52"
R = 1,451.39'
T = 103.60'
L = 206.84'

Bench Mark # 9
Chiseled "□" on northeast corner of 2nd inlet on south side of Westgrove Drive, 500' west of Dallas Parkway.
Elev. 620.80



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

RAMP N-KS AND RAMP KS-N

PAVING AND DRAINAGE

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION VII

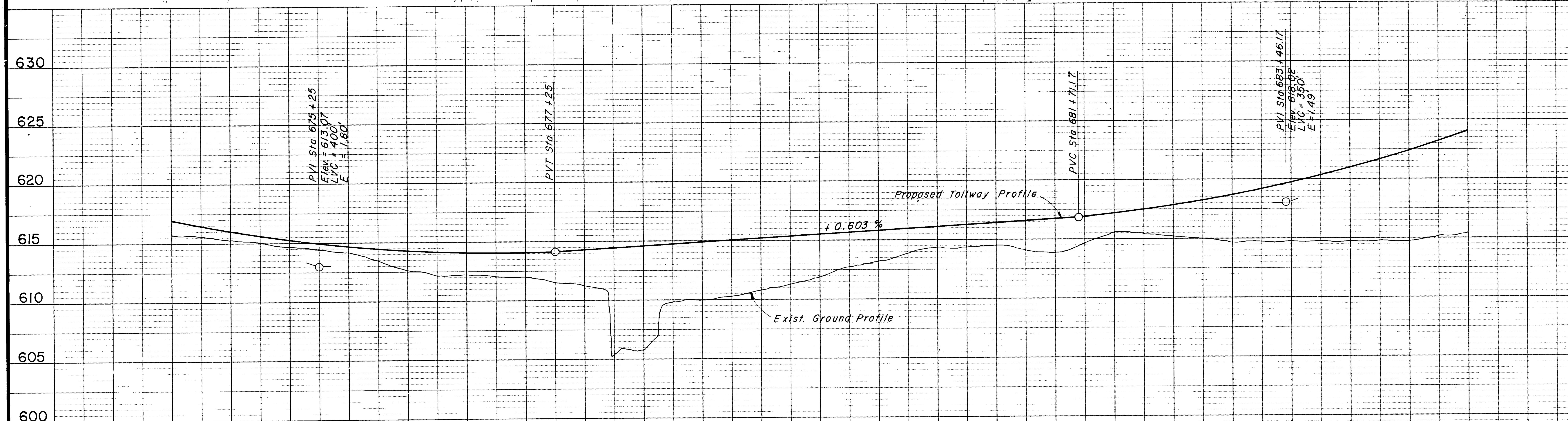
DRAWN GMG DATE 6-13-86 | DESIGNED GAL DATE 5-27-86
CHECKED JBR DATE 6-20-86 | SCALE 1"=50'H; 1"=5'V

CONTRACT NO. DNT-115 SHEET R18B OF R85

Curve KS-N7	Curve KS-N8	Curve KS-N9	Curve T 2A	Curve T 2B	Curve N-KS7	Curve N-KS8
PI Sta 10+84.77	PI Sta 14+01.49	PI Sta 17+36.47	PI Sta 678+10.96	PI Sta 682+76.95	PI Sta 10+02.85	PI Sta 12+54.21
N 475479.702	N 475794.785	N 476118.291	N 475652.180	N 476105.410	N 475694.783	N 475945.009
E 2208244.252	E 2208212.039	E 2208121.382	E 2208198.000	E 2208070.988	E 2208110.207	E 2208084.765
△ = 2°30'17"	△ = 9°49'03"	△ = 16°36'33"	△ = 16°37'26"	△ = 13°31'23"	△ = 6°46'28"	△ = 16°37'13"
D = 4°01'30"	D = 2°26'40"	D = 6°12'37"	D = 2°30'00"	D = 5°00'00"	D = 5°03'46"	D = 04°32'06"
R = 1423.54'	R = 2343.83'	R = 922.61'	R = 2291.83'	R = 1145.92'	R = 1131.70'	R = 1263.38'
T = 31.12'	T = 201.30'	T = 134.67'	T = 334.83'	T = 135.86'	T = 66.98'	T = 184.53'
L = 62.23'	L = 401.61'	L = 267.45'	L = 664.95'	L = 270.46'	L = 133.81'	L = 366.48'

Storm Sewer Curve H-23
PI Sta 677+91.50, 74.00' Lt
△ = 29°22'01"
D = 85°30'58"
R = 67.00'
T = 17.56'
L = 34.34'

Storm Sewer Curve C-31
PI Sta 678+69.61, 64' Lt
△ = 21°23'15"
D = 85°30'58"
R = 67.00'
T = 12.65'
L = 25.01'



40 Ft Lt of ℄	616.09	615.39	614.73	614.13	613.60	613.11	612.68	612.32	612.05	611.94	611.90	611.91	611.97	612.10	612.25
40 Ft Rt of ℄	618.05	617.66	617.31	617.03	616.80	616.63	616.52	616.46	616.41	616.30	616.26	616.27	616.33	616.46	616.61
Profile Grade	617.07	616.52	616.02	615.58	615.20	614.87	614.60	614.39	614.23	614.12	614.08	614.09	614.15	614.28	614.43
	4				675				6				7		

40 Ft Lt of ℄	612.40	612.55	612.70	612.85	613.00	613.15	613.30	613.45	613.60	613.75	613.90	614.06	614.21	614.36	614.51
40 Ft Rt of ℄	616.76	616.91	617.06	617.21	617.36	617.51	617.66	617.81	617.96	618.11	618.26	618.42	618.57	618.72	618.87
Profile Grade	614.58	614.73	614.88	615.03	615.18	615.33	615.48	615.63	615.78	615.93	616.08	616.24	616.39	616.54	616.69
		8				9				680				1	

40 Ft Lt of ℄	614.66	614.81	615.00	615.25	615.56	615.93	616.37	616.86	617.42	618.03	618.71	619.44	620.24	621.10	622.02
40 Ft Rt of ℄	619.02	619.17	619.36	619.61	619.92	620.29	620.73	621.22	621.78	622.39	623.07	623.80	624.60	625.46	626.38
Profile Grade	616.84	616.99	617.18	617.43	617.74	618.11	618.55	619.04	619.60	620.21	620.89	621.62	622.42	623.28	624.20
			2				3				4				685

NOTES:

1. See Sheet R9 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets R70 - R72 for Box Culvert Details.
3. See Sheets R30 - R31 for Ramp Paving Plans.
4. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
C, C1	R55
C3	R56
K	R38
C2	R53

5. See Sheets W6 - W8 for Reinforcing Wall Details.
6. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
5	AsBuilts	PJ	3-8-88
4	Revise Ramps	GMG	7-1-86
3	Added Conduit	JTK	2-20-86
2	Replaced Inlet I-11 with Inlet and Lateral By Others	MGB	2-7-85
1	Junction Box Widened and 2-10'x6' Conc Box Extended to Match	MGB	2-7-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA 674+00 TO STA 685+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 9-14-83 DESIGNED DWC DATE 8-29-83
CHECKED DWC DATE 5-4-84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R19 OF R85

Curve T 2C
PI Sta 686+59.28
N 476440.332
E 2207883.975
Δ=18°45'22"
D = 3°49'11"
R = 1500.00'
T = 247.73'
L = 491.04'

16475

16479

BENT TREE TOWERS

SEE SHEET R19
MATCH LINE STA 685+00

SEE SHEET R21
MATCH LINE STA 697+00

I10 I27 I9 I28 I8 I29 I75 I50 I55 I60 I61 I7 I6 I33 I32 I5 I34 I4 I88 I89 I35 I90

Retaining Wall W-113(Southbound)
Line "C2"
Line "K"
R.O.W.
Sta 687+65.91
Connect Wall Drain To Line K
Shoulder
5.90%
Curve K-3
Curve K-1
Approach Slab
Sta 690+46.64
Sta 689+02.58 Bk
Sta 689+06.42 Ahd
Equation
SB Dallas Pkwy
DELETED
Line "K"
Line "D1"
Retaining Wall W-114(Southbound)
Type M Curb
End Bridge Sta 691+75.84
℄ Tollway
N 47° 56'03"W
690+00
695+00
1.56%
Begin Bridge Sta 689+65.34
Shoulder
Connect Wall Drain To Line P
Retaining Wall W-113(Northbound)
Line "P"
Approach Slab
Connect Wall Drain To Inlet P3
Sta 692+32.86
NB Dallas Pkwy
Line "D2"
Retaining Wall W-114(Northbound)
R.O.W.

C7 C8 C5 C6 P5 P12 P10 P21 P6 P4 P11 P3 P9 D2 D3 D5 D7 D9 D11 D13 D4 D6 D8 D10 D12 P20 P2 B8

BENT TREE PLAZA
16660

WESTGROVE DRIVE

CONTINENTAL SAVINGS
16800

16816

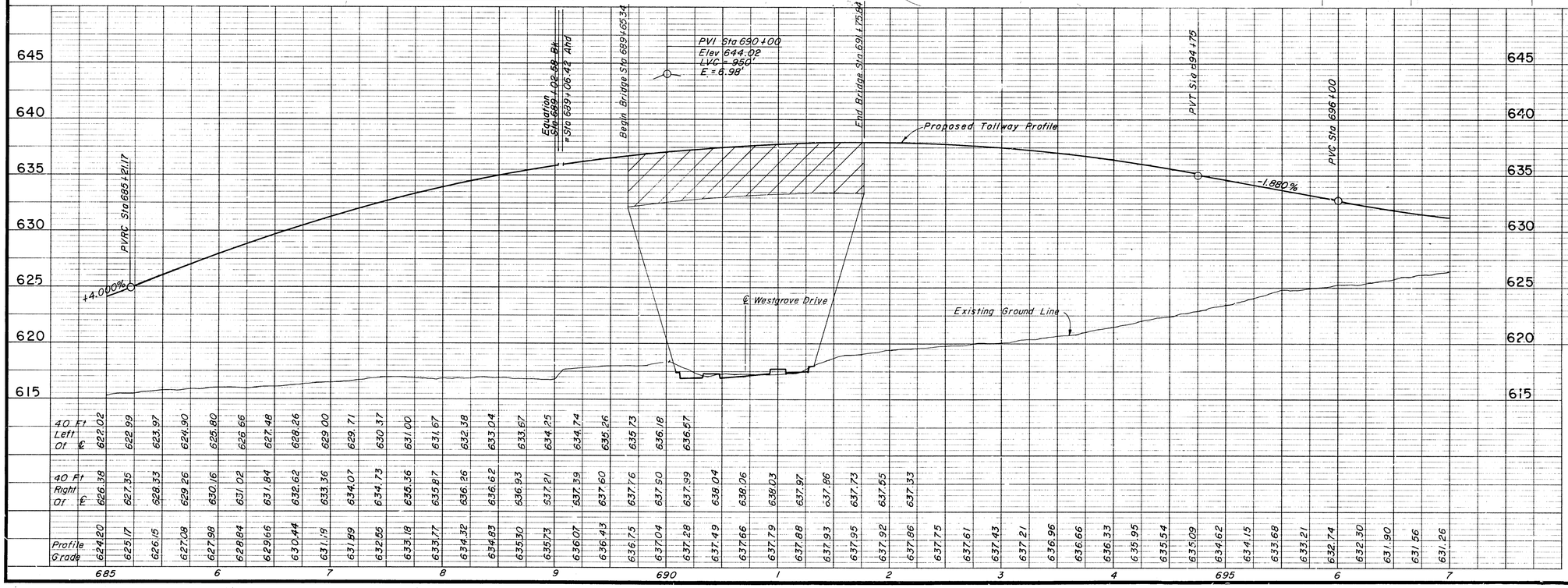
RESEARCH
16850

16910

LEGEND
- Drainage Structures to be constructed under Phase III
- Drainage Structures constructed under Phase I & II
- Existing Drainage Structures

See Sheet R36 for Definition of Phase I, II, and III.

Bench Mark #9
Chiseled "a" on northeast corner of 2nd inlet on south side of Westgrove Drive, 500' west of Dallas Parkway.
Elevation: 620.80



NOTES:

1. See Sheet R10 for Dallas Parkway Plan & Profile for Removals.
2. See Sheet R32 for Paving Plan - Westgrove Drive.
3. See Sheets W6 - W10 for Retaining Wall Details.
4. See Sheets S10 - S20 for Westgrove Drive Bridge Details.
5. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
C2	R53
D1, D2	R61

6. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	AS BUILT PLANS	PJ	1-11-88

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA 685+00 TO STA 697+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 | DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/7/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R20 OF R85


TWO BENT TREE TOWER
16479
SEE SHEET R20
MATCH LINE STA 697+00
MATCH LINE STA 708+00
SEE SHEET R22
CROWN
CENTRE
16816
POLITICAL
RESEARCH
16850
16910
16950
BENT TREE
TERRACES
16970
16990
NB Dallas Pkwy
N 47°56'03" W
Tollway
Retaining Wall W-114
Retaining Wall W-115
Retaining Wall W-116
Connect Wall Drain To Line D4
Connect Wall Drain To Inlet D10
Connect Roadway Underdrain To Line D3
LEGEND
Drainage Structures to be constructed under Phase III
Drainage Structures constructed under Phase I & II
Existing Drainage Structures
Underdrain Lines Constructed Under Phase III
See Sheet R36 for Definition of Phases I, II, & III.
Bench Mark #10
Chiseled "□" on center of inlet on west side on Knoll Trail Drive, 1850' north of Westgrove Drive, 20' south of power pole (#14N 2W 68) and 400' east of Dallas Parkway.
Elevation: 630.40
Exist. Ground Profile
Proposed Tollway Profile
+0.520%
PVT. Sta 699+00
PVI Sta 697+50
Elev. 629.92
LVC = 300'
E = 0.90'
40' Left of ℄
40' Right of ℄
Profile Grade

NOTES :

1. See Sheet R11 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets W11 - W12 for Retaining Wall Details.
3. See Sheets R62 - R63 for Storm Sewer Profiles.
4. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA 697+00 TO STA 708+00

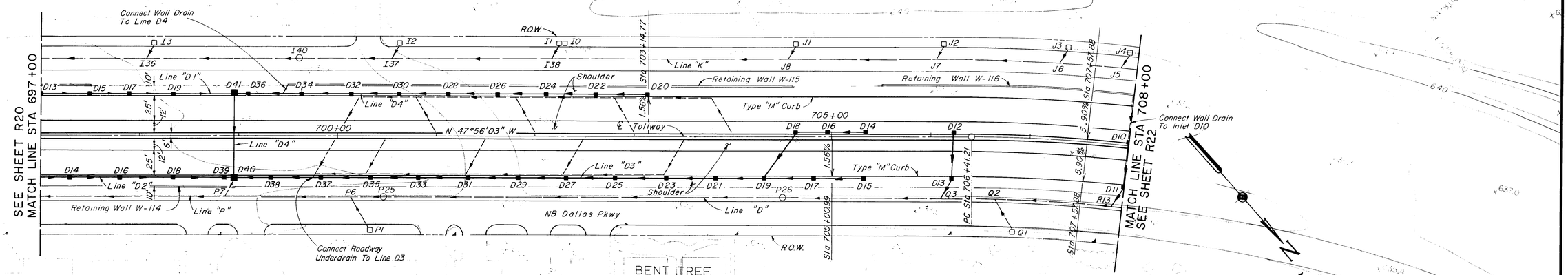
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 — DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/4/84 — SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R21 OF R85

TWO BENT TREE TOWER
16479



CROWN CENTRE
16816

POLITICAL RESEARCH
16850

16910

16950

BENT TREE TERRACES

16970

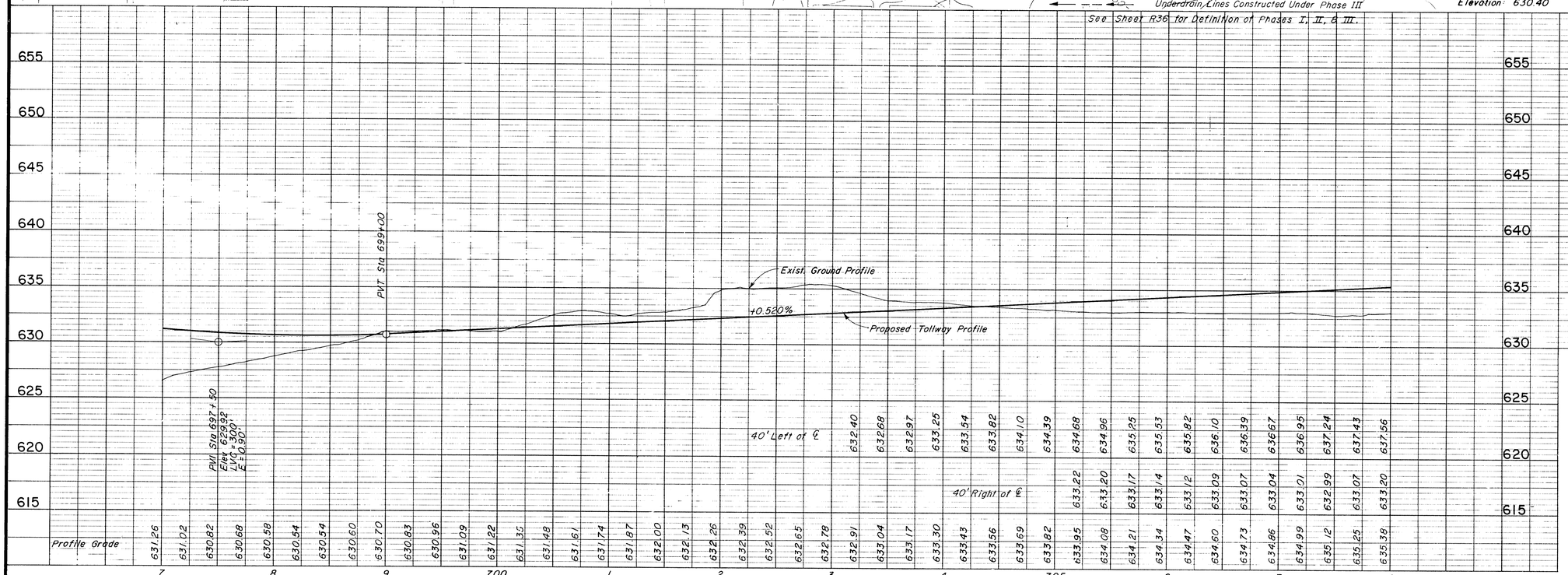
16990

LEGEND

- Drainage Structures to be constructed under Phase III
- Drainage Structures constructed under Phase I & II
- Existing Drainage Structures
- Underdrain Lines Constructed Under Phase III

See Sheet R36 for Definition of Phases I, II, & III.

Bench Mark #10
Chiseled "□" on center of inlet on west side on Knoll Trail Drive, 1850' north of Westgrove Drive, 20' south of power pole (#14N 2W 68) and 400' east of Dallas Parkway.
Elevation: 630.40



NOTES :

1. See Sheet R11 for Dallas Parkway Plan & Profile for Removals.
2. See Sheets W11 - W12 for Retaining Wall Details.
3. See Sheets R62 - R63 for Storm Sewer Profiles.
4. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

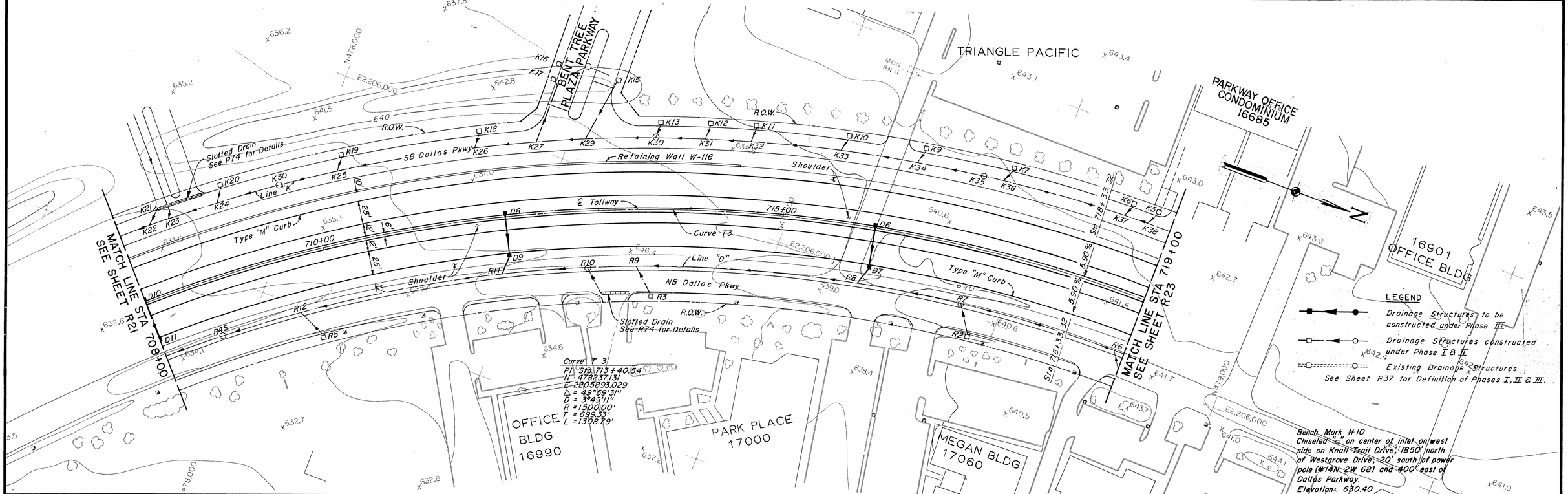
PAVING AND GRADING
TOLLWAY
STA 697+00 TO STA 708+00

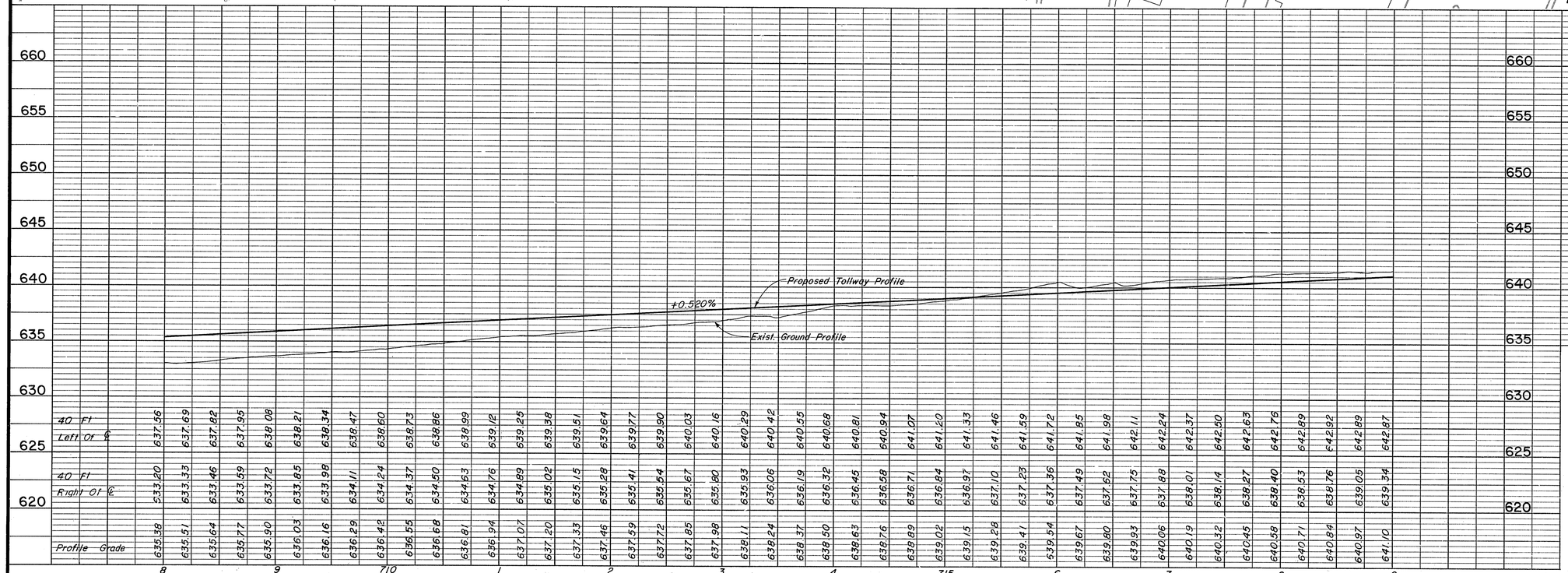
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN	VER	DATE 7/8/83	DESIGNED	DWC	DATE 6/30/83
CHECKED	DWC	DATE 5/4/84	SCALE	1"=50' Hor	1"=5' Vert

CONTRACT NO. DNT-115 SHEET R21 OF R85





NOTES

1. See Sheet R12 for Dallas Parkway Plan & Profile for Removals
2. See Sheet W12 for Retaining Wall Details.
3. See Sheet R62 for Storm Sewer Details.
4. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

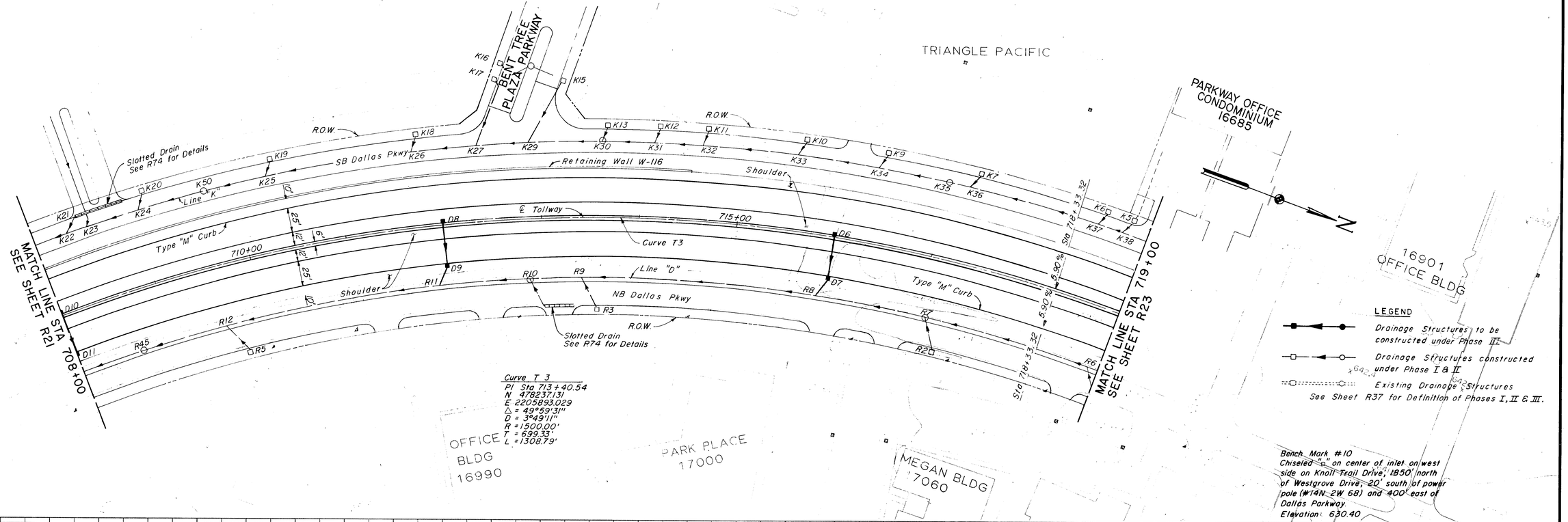
STA 708+00 TO STA 719+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/4/84 SCALE 1"=50' Hor 1"=5' Vert

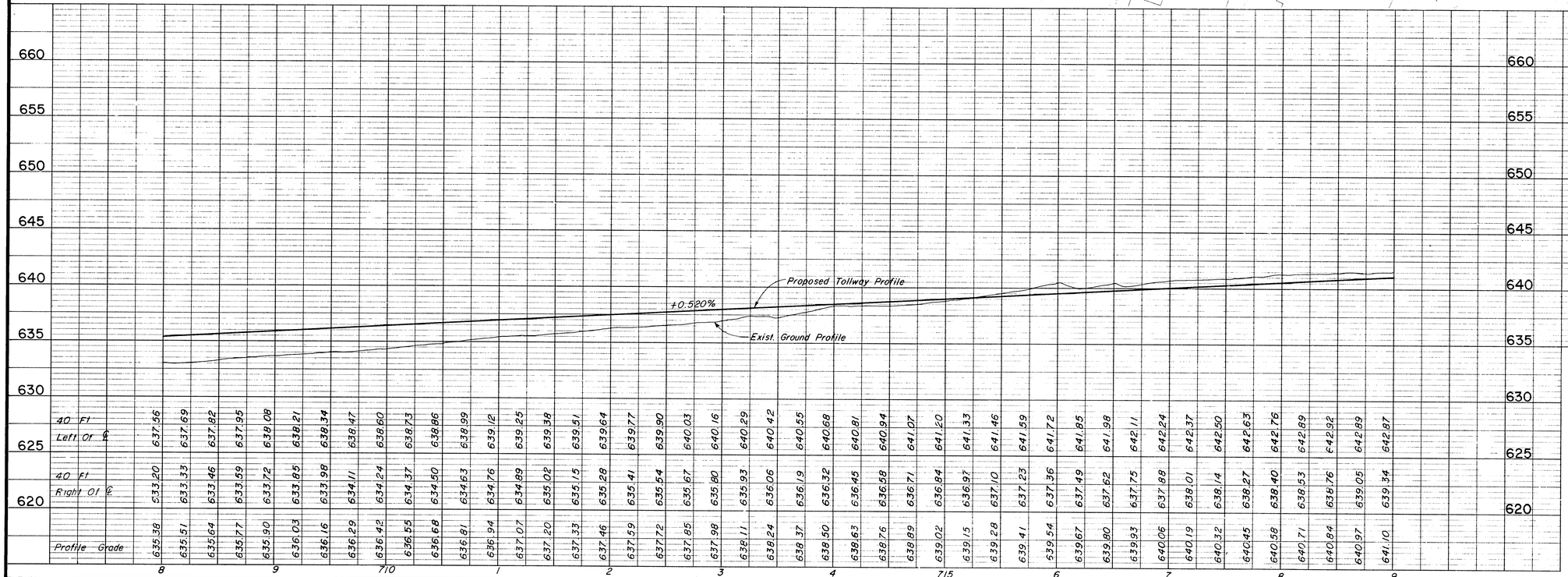
CONTRACT NO. DNT-115 SHEET R22 OF R85



Curve T 3
PI Sta 713+40.54
N 478237.131
E 2205893.029
Δ = 49°59'31"
D = 3°49'11"
R = 1500.00'
T = 699.33'
L = 1308.79'

Bench Mark #10
Chiseled "+" on center of inlet on west side on Knoll Trail Drive, 1850' north of Westgrove Drive, 20' south of power pole (#14N-2W 68) and 400' east of Dallas Parkway
Elevation: 630.40

NOTES
1. See Sheet R12 for Dallas Parkway Plan & Profile for Removals
2. See Sheet W12 for Retaining Wall Details.
3. See Sheet R 62 for Storm Sewer Details.
4. For Shoulder and Median Barrier Details See Typical Sections.



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

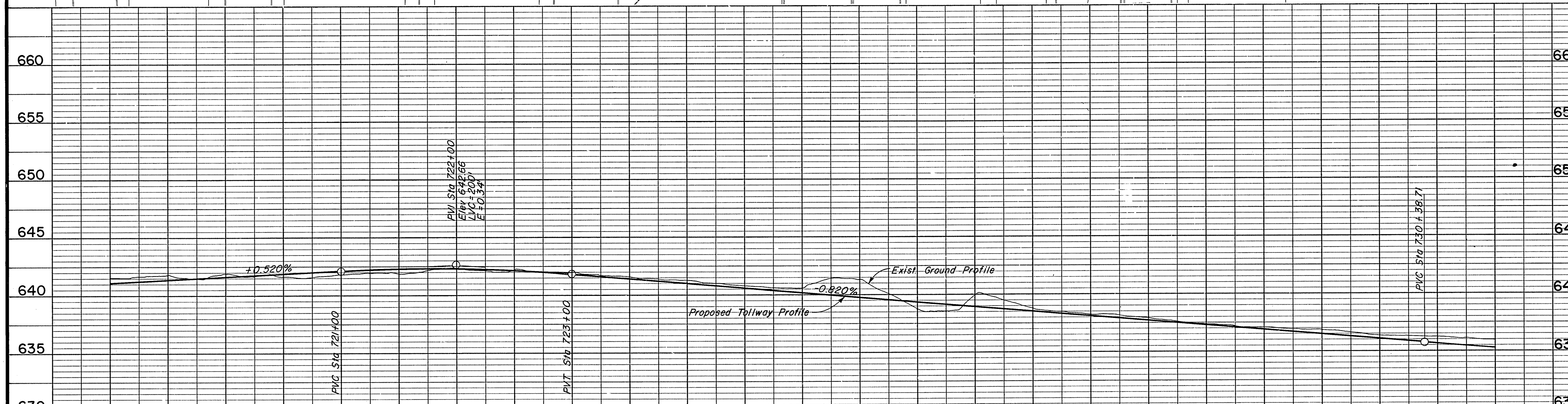
STA 708+00 TO STA 719+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/4/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R22 OF R85



Station	40 Ft Left of ℄	40 Ft Right of ℄	Profile Grade
9	642.87	639.34	641.10
	642.84	639.62	641.23
	642.81	639.91	641.36
	642.79	640.19	641.49
720	642.76	640.48	641.62
	642.74	640.77	641.75
	642.71	641.05	641.88
	642.69	641.35	642.01
1	642.66		642.14
	642.61		642.25
	642.53		642.32
	642.39		642.34
2	642.23		642.33
	642.01		642.27
	641.76		642.17
	641.45		642.02
3			641.84
			641.64
			641.43
			641.23
4			641.02
			640.82
			640.61
			640.41
725			640.20
			640.00
			639.79
			639.59
6			639.38
			639.18
			638.97
			638.77
7			638.56
			638.36
			638.15
			637.95
8			637.74
			637.54
			637.33
			637.13
9			636.92
			636.72
			636.51
			636.31
730			636.10
			635.90
			635.69
			635.49
1			635.28

NOTES:

1. See Sheet R13 for Dallas Parkway Plan & Profile for Removals.
2. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
D	R62
E, E2	R65

3. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA 719+00 TO STA 731+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/4/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R23 OF R85

PARKWAY OFFICE CONDOMINIUM 16685

OFFICE BLDG 16901

SOJOURN LN

17101

SEE SHEET R22 MATCH LINE STA 719+00

MATCH LINE STA 731+00 SEE SHEET R24

Slotted Drain See R74 for Details

Curve K-2

Line "K"

Curve L-1

SB Dallas Pkwy

R.O.W.

Sta 722+76.43

Line "L"

Line "E2"

Shoulder

Type M Curb

1.56 %

℄ Tollway

720+00

725+00

730+00

N02°03'28"E

Curve D-1

Line "D"

PT Sta 719+49.99

Sta 720+90.21

Line "E"

Line "S"

Curve S-1

NB Dallas Pkwy

Shoulder

R.O.W.

Slotted Drain See R74 for Details

LEGEND

Drainage Structures to be constructed under Phase III

Drainage Structures constructed under Phase I & II

Existing Drainage Structures

See Sheet R37 for Definition of Phase I, II, and III.

Bench Mark #11
Chiseled "a" on the back of curb at the southwest corner of a handicap ramp in the parking lot of the Wylain Building, 275' south of Knoll Trail Drive and 125' east of Dallas Parkway.
Elevation: 636.26

OFFICE BLDG

OFFICE BLDG

OFFICE BLDG

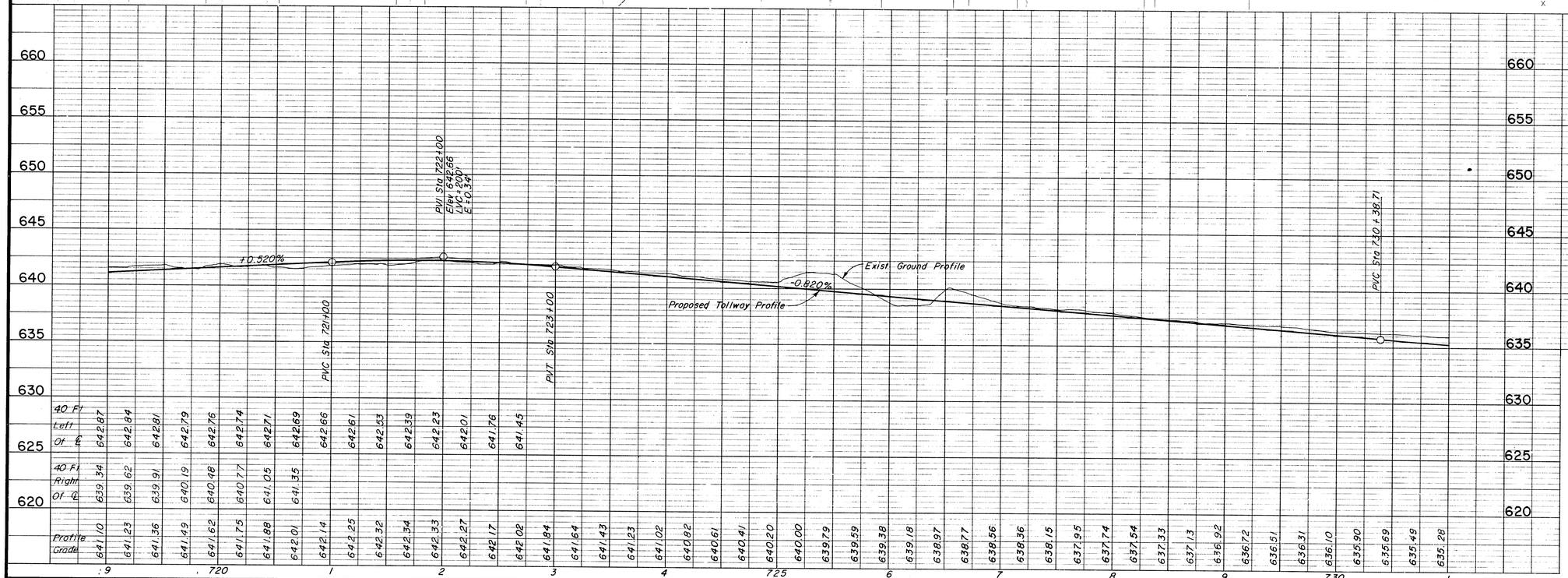
KEYSTONE CORP 17110

EVERGREEN BLDG 17120

OFFICE BLDG 17130

17250

WYLAIN



NOTES

1. See Sheet R13 for Dallas Parkway Plan & Profile for Removals.
2. See the following Sheets for Storm Sewer Profiles:

Line	Sheet
D	R62
E, E2	R65

3. For Shoulder and Median Barrier Details See Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

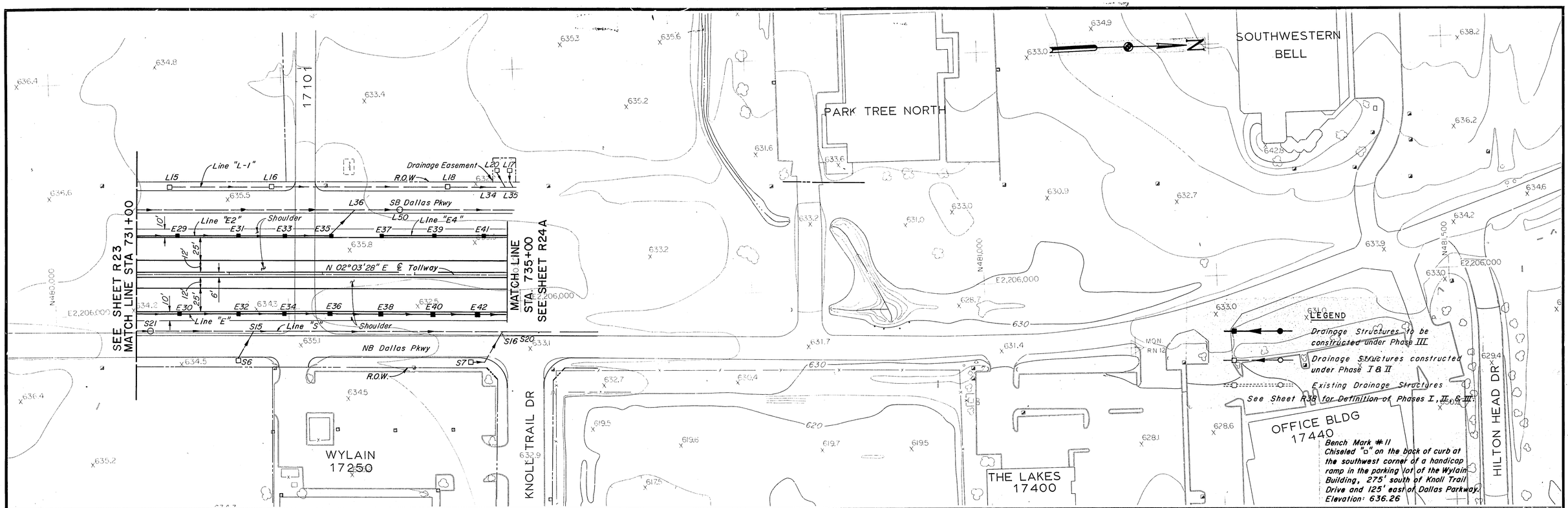
STA 719+00 TO STA 731+00

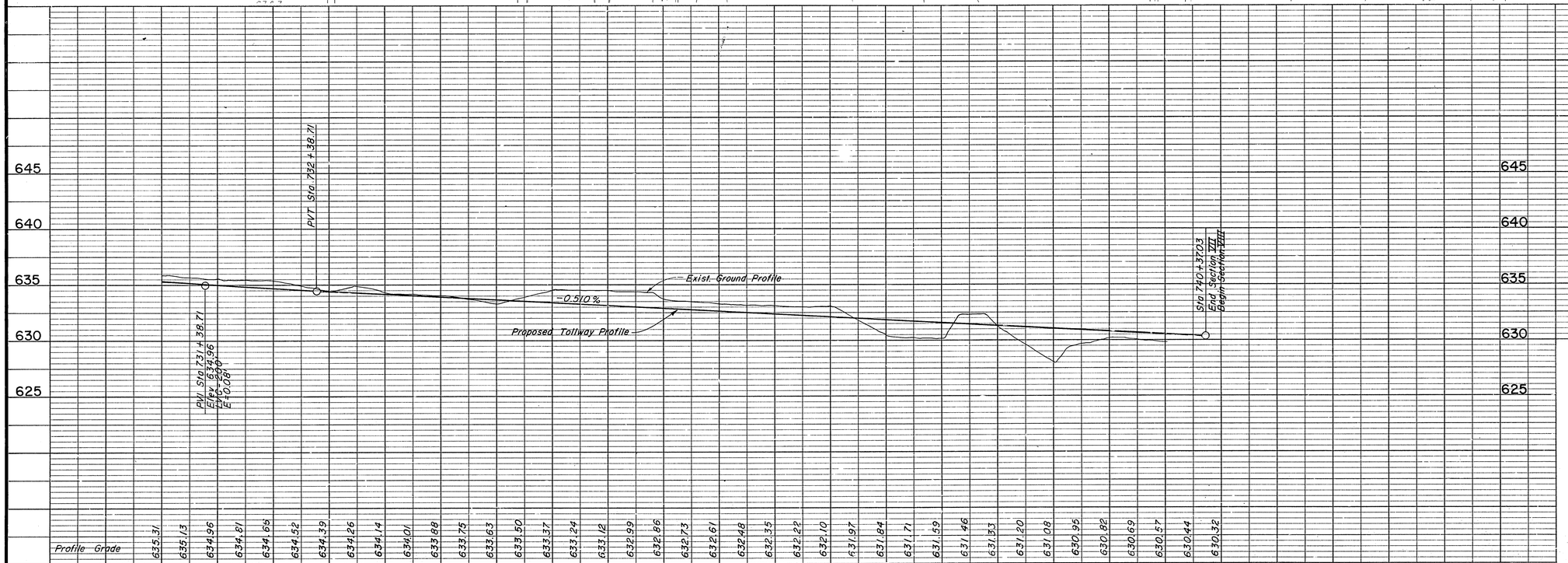
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 7/8/83 | DESIGNED DWC DATE 6/30/83
CHECKED DWC DATE 5/4/84 | SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R23 OF R85





NOTES:

1. See Sheet R14 for Dallas Parkway Plan & Profile and Removals
2. See Sheet R65 for Storm Sewer Profiles
3. For Shoulder and Median Barrier Details see Typical Sections

ASBUILT PLANS

NO.	REVISION	BY	DATE
—	General Trinity Mills/Briargrove	GRB	10-9-85
△	Removed Inlet M8 & Replaced with Slotted Drain; Revised R.O.W Line	B&A	2-5-85

TEXAS TURNPIKE AUTHORITY

~~DALLAS~~ NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

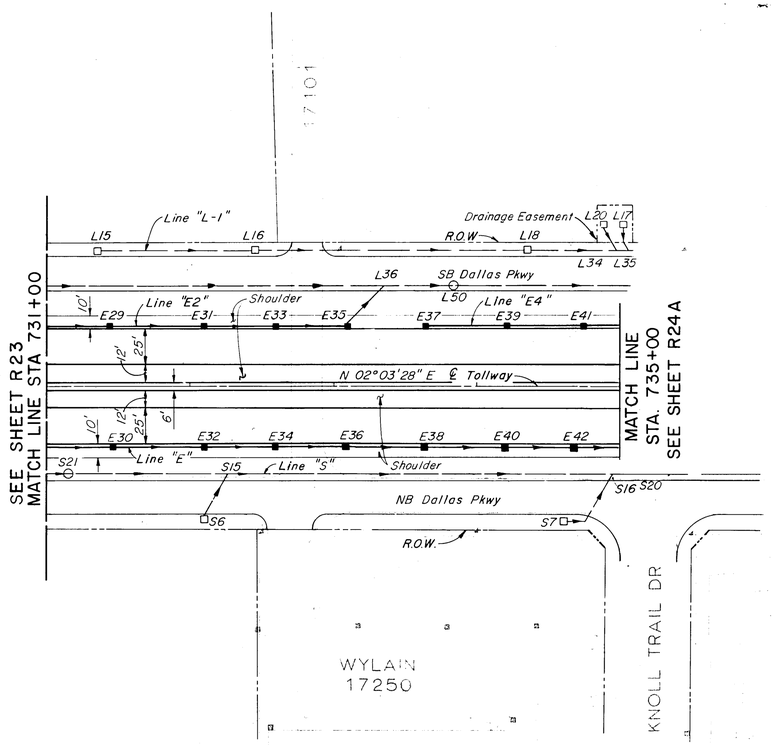
STA 731+00 TO STA 740+37

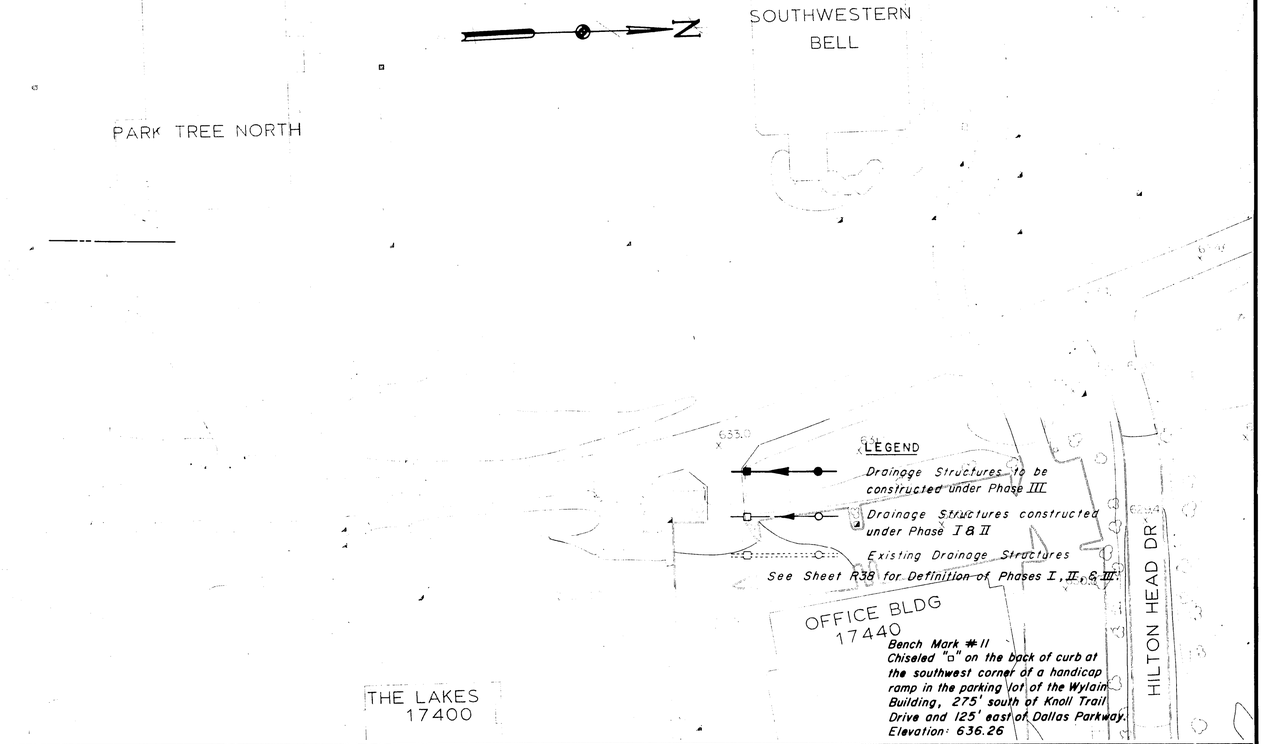
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

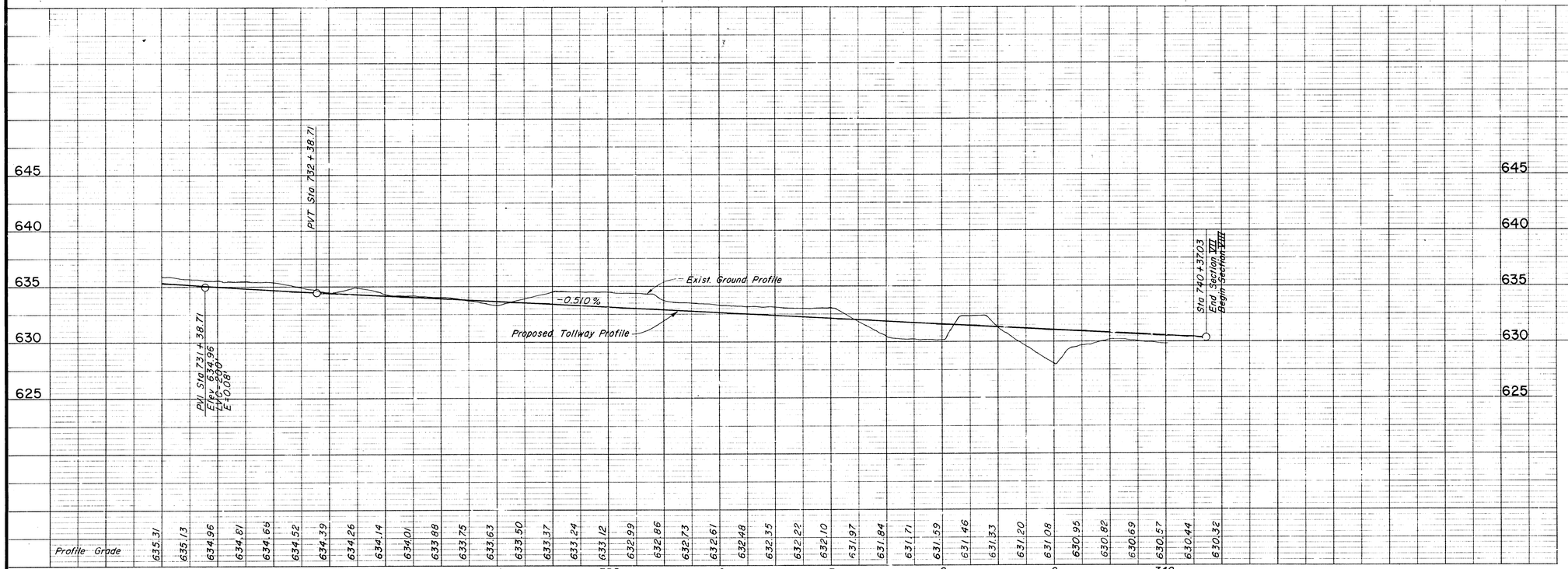
SECTION VII

DRAWN VER	DATE 7/8/83	DESIGNED DWC	DATE 6/30/83
CHECKED DWC	DATE 5/3/84	SCALE 1"=50' Hor	1"=5' Vert

CONTRACT NO. DNT-115 SHEET R24 OF R85







NOTES:

1. See Sheet R 14 for Dallas Parkway Plan & Profile and Removals.
2. See Sheet R65 for Storm Sewer Profiles
3. For Shoulder and Median Barrier Details see Typical Sections.

ASBUILT PLANS

NO.	REVISION	BY	DATE
—	General Trinity Mills/Briargrove	GDB	10-9-85
⚠	Removed Inlet M8 & Replaced with Slotted Drain, Revised R.O.W Line	BBA	2-5-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

STA 731+00 TO STA 740+37

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER	DATE 7/8/83	DESIGNED DWC	DATE 6/30/83
CHECKED DWC	DATE 5/3/84	SCALE 1"=50' Hor	1"=5' Vert

CONTRACT NO. DNT-115 SHEET R24 OF R85

CURVE TM-S 4
P.I. Sta. 9+79.490
N 481222.811
E 2205949.271
Δ=8°12'54.7"
D=5°00'00.0"
R=1145.916'
T=82.293'
L=164.304'
CURVE TM-S 3
P.I. Sta. 8+08.324
N 481393.819
E 2205930.823
Δ=13°31'50.4"
D=7°34'36.6"
R=756.198'
T=89.707'
L=178.580'
CURVE TM-S 2
P.I. Sta. 5+48.952
N 481638.108
E 2205843.412
Δ=5°52'09.0"
D=6°00'00.0"
R=954.930'
T=48.952'
L=97.819'
LEGEND
Drainage Structures to be constructed under Phase III
Drainage Structures constructed under Phase I & II
Existing Drainage Structures
See Sheet R38 for Definition of Phases I, II, & III.
Begin Wall W-117
Sta. 12+68.14
Ramp TM-S
Begin Taper
℄ Tollway Sta. 735+23.78, 40' Lt.
End Taper, End Ramp TM-S
℄ Tollway Sta. 737+93.58, 51' Lt.
℄ Ramp TM-S Sta. 14+22.06
Sta. Eq. 740+33.62 Ahd.=
Sta. 207+98.63 Bk.
End DNT-115
Begin DNT-116
End Wall W-119
Sta. 4+27.59 Ramp TM-S
Ctr. 1'R ℄ Ramp TM-S Sta. 5+00.00
℄ S.B. Dallas Pkwy. Sta. 747+00.00, 34' Rt.
End Wall W-117
Sta. 5+76.93, Ramp TM-S
Conc. Gutter, Type 'A'
MATCH LINE STA. 749+00
MATCH LINE STA. 735+00 SEE SHEET R-24
S.B. Dallas Pkwy.
N.B. Dallas Pkwy.
℄ TOLLWAY
N 02°03'28.0" E
S 02°03'28.0" W
N 05°23'31.0" E
Ramp TM-S
Ramp S-TM
HMAC Shoulder
Type "M" Curb
Type "A" Curb
Conc. Median Pvm't
Wall W-118
Wall W-119
ROW
KNOLL TRAIL DRIVE
HILTON HEAD DR.
Begin Ramp S-TM
℄ Tollway Sta. 738+13.80, 40' Rt.
℄ Ramp S-TM Sta. 9+71.22
Begin Wall W-118
Sta. 12+00.20 Ramp S-TM
Sta. Eq. 740+39.37 Ahd.=
Sta. 207+78.95 Bk.
End DNT-115
Begin DNT-116
End Wall W-118
Sta. 18+73.96 Ramp S-TM
Ramp S-TM Sta. 18+25.00
Shift 19' Lt.
Ctr. 1'R ℄ Ramp S-TM Sta. 19+85.08, 20' Rt.=
℄ N.B. Dallas Pkwy. Sta. 749+00.00, 34' Lt.
Begin Conc. Gut., Ty. A
Sta. 19+75.57
T31
Sta. 5+00.00 Ramp TM-S
℄ Shift 19' Rt.
CURVE T4
P.I. Sta. 744+67.601
N 481451.999
E 2206008.540
Δ=21°44'45.1"
D=4°00'00.0"
R=1432.394'
T=275.134'
L=543.646'
CURVE S-TM 1
P.I. Sta. 14+76.553
N 481360.248
E 2206074.677
Δ=15°50'24.1"
D=6°16'58.5"
R=911.930'
T=126.865'
L=252.113'
CURVE S-TM 2
P.I. Sta. 17+40.499
N 481621.409
E 2206026.518
Δ=9°14'24.0"
D=6°16'58.5"
R=911.930'
T=73.693'
L=147.064'
CURVE S-TM 3
P.I. Sta. 19+40.546
N 481803.661
E 2205941.124
Δ=9°11'41.0"
D=5°00'00.0"
R=1145.916'
T=92.145'
L=183.894'
NOTES:
1. See Sheet R73 for Culvert Details
2. See Sheet R65 & R67A for Storm Sewer Profiles.
3. See Typical Sections for Shoulder and Median Details
4. Curb Detail for left side of Ramps S-TM and TM-S at the Gore with the Tollway is similar to Curb Detail at Railroad as shown on Standard Drawing No. 15.
5. See Sheet R25A for Ramp Profiles.
BENCH MARK # 11
Chiseled "a" on the back of curb at the southwest corner of a handicap ramp in the parking lot of the Wylain Building, 275' south of Knoll Trail Drive and 125' east of Dallas Parkway.
Elevation 636.26.
BENCH MARK # 12
Railroad Spike in South Side of Power Pole (15N2W99) 50' North of Addison Rd.-Trinity Mills Rd. Intersection, 500' West of Dallas Parkway. Elev.: 638.11.
2 | Added Conduit | JTK | 2-20-86
1 | Misc. Drainage Revisions | GMG | 2-11-86
No | Revision | By | Date
Existing Ground
Profile Grade
-0.51%
+3.68%
500' VC
M=+2.62'
800' V.C.
M=-4.40'
P.V.I. Sta. 743+50.00
Elev. 628.78
LEFT EDGE
39' LEFT
RIGHT EDGE
39' RIGHT
40' RIGHT
PROFILE GRADE
ASBUILT PLANS
1 | AS BUILT PLANS | PJ | 1-11-88
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
PAVING AND GRADING
TOLLWAY
STA. 735+00 TO STA. 749+00
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF
SECTION VII
DRAWN RAM DATE 5-7-85
CHECKED MLM DATE 10-11-85
DESIGNED GAL DATE 5-85
SCALE 1" = 50' H, 1" = 5' V
CONTRACT NO. DNT-115 SHEET R24A OF

CURVE TM-S 4
P.I. Sta. 9+79.490
N 481222.811
E 2205949.271
Δ = 8°12'54.7"
D = 5°00'00.0"
R = 1145.916'
T = 82.293'
L = 164.304'

CURVE TM-S 3
P.I. Sta. 8+08.324
N 481393.819
E 2205930.823
Δ = 13°31'50.4"
D = 7°34'36.6"
R = 756.1981
T = 89.707'
L = 178.580'

CURVE TM-S 2
P.I. Sta. 5+48.952
N 481638.108
E 2205843.412
Δ = 5°52'09.0"
D = 6°00'00.0"
R = 954.930'
T = 48.952'
L = 97.819'

CURVE T4
P.I. Sta. 744+67.601
N 481451.999
E 2206008.540
Δ = 21°44'45.1"
D = 4°00'00.0"
R = 1432.394'
T = 275.134'
L = 543.646'

CURVE S-TM 1
P.I. Sta. 14+76.553
N 481360.248
E 2206074.677
Δ = 15°50'24.1"
D = 6°16'58.5"
R = 911.930'
T = 126.865'
L = 252.113'

CURVE S-TM 2
P.I. Sta. 17+40.499
N 481621.409
E 2206026.518
Δ = 9°14'24.0"
D = 6°16'58.5"
R = 911.930'
T = 73.693'
L = 147.064'

CURVE S-TM 3
P.I. Sta. 19+40.546
N 481803.661
E 2205941.124
Δ = 9°11'41.0"
D = 5°00'00.0"
R = 1145.916'
T = 92.145'
L = 183.894'

LEGEND
Drainage Structures to be constructed under Phase III
Drainage Structures constructed under Phase I & II
Existing Drainage Structures
See Sheet R38 for Definition of Phases I, II, & III.

NOTES:
1. See Sheet R73 for Culvert Details
2. See Sheet R65 & R67A for Storm Sewer Profiles.
3. See Typical Sections for Shoulder and Median Details
4. Curb Detail for left side of Ramps S-TM and TM-S at the Gore with the Tollway is similar to Curb Detail at Railroad as shown on Standard Drawing No. 15.
5. See Sheet R25A for Ramp Profiles.

BENCH MARK # 11
Chiseled "a" on the back of curb at the southwest corner of a handicap ramp in the parking lot of the Wylain Building, 275' south of Knoll Trail Drive and 125' east of Dallas Parkway.
Elevation 636.26.

BENCH MARK # 12
Railroad Spike in South Side of Power Pole (15N2W99) 50' North of Addison Rd.-Trinity Mills Rd. Intersection, 500' West of Dallas Parkway. Elev. 638.11.

No	Revision	By	Date
2	Added Conduit	JTK	2-20-86
1	Misc. Drainage Revisions	GMG	2-11-86

3	AS BUILT PLANS	PJ 1-11-88

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
PAVING AND GRADING
TOLLWAY
STA. 735+00 TO STA. 749+00

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION VII

DRAWN RJM DATE 5-7-85 DESIGNED GAL DATE 5-85
CHECKED MLM DATE 10-11-85 SCALE 1" = 50' H., 1" = 5' V

CONTRACT NO. DNT-115 SHEET R24A OF

39' LEFT	39' RIGHT	PROFILE GRADE
648.37	648.43	648.40
649.22	648.97	649.10
650.04	649.48	649.76
650.82	649.96	650.39
651.56	650.40	650.98
652.27	650.81	651.54
652.95	651.18	652.07
653.59	651.52	652.56
654.20	651.82	653.01
654.77	652.10	653.43
655.31	652.33	653.82
655.82	652.53	654.17
656.28	652.70	654.49
656.72	652.83	654.78
657.10	652.95	655.03
657.36	653.12	655.24
657.55	653.30	655.42
657.69	653.44	655.57
657.80	653.56	655.68
657.88	653.63	655.76
657.93	653.68	655.80
657.93	653.69	655.81
657.85	653.73	655.79
657.65	653.80	655.73
657.41	653.86	655.63
657.13	653.88	655.50
656.81	653.87	655.34
656.48	653.84	655.16
656.15	653.81	654.98
655.80	653.77	654.79
655.42	653.70	654.56
655.02	653.60	654.31
654.59	653.43	654.03
654.13		653.72
653.64		653.38
653.12		653.02
652.58		652.62
652.00		652.20
651.40		651.75
650.78		651.27
650.20		650.76
		650.22
		649.65
		649.06
		648.43
		647.78
		647.10
		646.39
		645.65
		644.88
		644.09
		643.26
		642.41

749 750 1 2 3 4 755 6 7 8 9 760 1 762

PROFILE GRADE
641.57
640.79
640.07
639.41
638.80
638.26
637.77
637.34

763 764

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA. 749+00 TO STA. 764+00

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION VII

DRAWN RJM DATE 5-22-85 DESIGNED GAL DATE 5-85
CHECKED GRB DATE 10-11-85 SCALE 1"=50' H, 1"=5' V

CONTRACT NO. DNT-115 SHEET R24B OF

CURVE TM-S 1

P.I. Sta. 2+95.764
N 481874.813
E 2205751.280
Δ = 5°52'09.1"
D = 5°00'00.0"
R = 1145.916'
T = 58.743'
L = 117.384'

Begin Ramp TM-S
℄ S.B. Dallas Pkwy.
Sta. 749+64.06, 33' Rt.
℄ Ramp TM-S
Sta. 2+37.03

End Ramp S-TM
℄ N.B. Dallas Pkwy.
Sta. 751+01.73, 33.02' Lt.
℄ Ramp S-TM Sta. 21+86.10

℄ Tollway Sta. 751+86.17 =
℄ Trinity Mills Rd. Sta. 1+50.00

Begin Wall W-120 & W-121
Sta. 753+05.31

CURVE S-TM4

P.I. Sta. 21+09.311
N 481969.993
E 2205910.316
Δ = 7°41'24.1"
D = 5°00'00.0"
R = 1145.916'
T = 77.016'
L = 153.800'

CURVE T5

P.I. Sta. 753+18.314
N 482259.215
E 2205719.705
Δ = 19°26'57.9"
D = 4°00'00.0"
R = 1432.394'
T = 245.479'
L = 486.236'

NOTES:
1. See Sheet R67A for Storm Sewer Profiles.
2. See Typical Sections for Shoulder and Median Details.

℄ Tollway Sta. 758+78.06 =
℄ Briargrove Ln. Sta. 0+00

BENCH MARK # 12
Railroad Spike in South Side of Power Pole (15N 2W 99) 50' North of Addison Road-Trinity Mills Road Intersection, 500' West of Dallas Parkway.
Elevation: 638.11

Station	39' LEFT	39' RIGHT	PROFILE GRADE
	648.37	648.43	648.40
	649.22	648.97	649.10
	650.04	649.48	649.76
	650.82	649.96	650.39
750	651.56	650.40	650.98
	652.27	650.81	651.54
	652.95	651.18	652.07
	653.59	651.52	652.56
1	654.20	651.82	653.01
	654.77	652.10	653.43
	655.31	652.33	653.82
	655.82	652.53	654.17
2	656.28	652.70	654.49
	656.72	652.83	654.78
	657.10	652.95	655.03
	657.36	653.12	655.24
3	657.55	653.30	655.42
	657.69	653.44	655.57
	657.80	653.56	655.68
	657.88	653.63	655.76
4	657.93	653.68	655.80
	657.93	653.69	655.81
	657.85	653.73	655.79
	657.65	653.80	655.73
755	657.41	653.86	655.63
	657.13	653.88	655.50
	656.81	653.87	655.34
	656.48	653.84	655.16
6	656.15	653.81	654.98
	655.80	653.77	654.79
	655.42	653.70	654.56
	655.02	653.60	654.31
7	654.59	653.43	654.03
	654.13		653.72
	653.64		653.38
	653.12		653.02
8	652.58		652.62
	652.00		652.20
	651.40		651.75
	650.78		651.27
9	650.20		650.76
			650.22
			649.65
			649.06
760			648.43
			647.78
			647.10
			646.39
1			645.65
			644.88
			644.09
			643.26
762			642.41
			641.57
			640.79
			640.07
			639.41
763			638.80
			638.26
			637.77
764			637.34

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

PAVING AND GRADING
TOLLWAY
STA. 749+00 TO STA. 764+00

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION VII

DRAWN RAM DATE 5-22-85
CHECKED GRB DATE 10-11-85
DESIGNED GAL DATE 5-85
SCALE 1" = 50' H, 1" = 5' V

CONTRACT NO. DNT-115 SHEET R24B OF ____

ROW
765
℄ S.B. Dallas Pkwy.
10'
HMAC Shoulder
36'
6'
765 N 00°14'19.2" W
Conc. Median Barrier
36'
HMAC Shoulder
10'
MATCH LINE STA. 764+00
End DNT-115
End Concrete Pavement Sta. 766+25.17, Begin DNT-116
End Conc. Median Barrier (See Note 2)
30'
15
℄ RAMP A
770
℄ TOLLWAY
775
Terminal Median Barrier Section, Type I (See Notes 2 and 3)
10'
15
℄ RAMP B
765
℄ N.B. Dallas Pkwy.
ROW
Future ROW
ROW
Future ROW
FRANKFORD ROAD
N 484,000
E 2,205,500
N 483,500
E 2,206,500

Notes:
1. See Typical Sections for shoulder and median details.
2. 6' wide concrete shall extend from Sta. 765+25.17 to Sta. 778+00 for anchorage of the concrete median barrier and terminal section.
3. Terminal median barrier shall be constructed with a light standard support located at sta. 767+55. See Standard Drawings 31A and 32 for details.

BENCH MARK # 13
Railroad Spike in West Side of 5th Power Pole (15N 1W 21) In Line, 800' South of Frankford Road, 400' East of Dallas Parkway.
Elevation: 635.56.

660
655
650
645
640
800' V.C.
M=+7.47'
Future Profile Grade
+4.00%
Temp. 100' V.C.
M=+0.06'
+0.94%
Existing Ground
End DNT-115
End Concrete Pvmt.
Sta. 766+25.17
Elev. 636.10
Begin DNT-116
Profile Grade
+0.50%
-3.47%
P.V.I. Sta. 766+00.00
Elev. 628.53
Temporary P.V.I.
Sta. 768+30
Elev. 637.12

PROFILE GRADE	637.34	636.97	636.65	636.40	636.20	636.06	635.98	635.96	636.00	636.10

764 765 6 7 8 9 770 775

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Extend Conc. Median Barrier	GEB	4-10-86

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

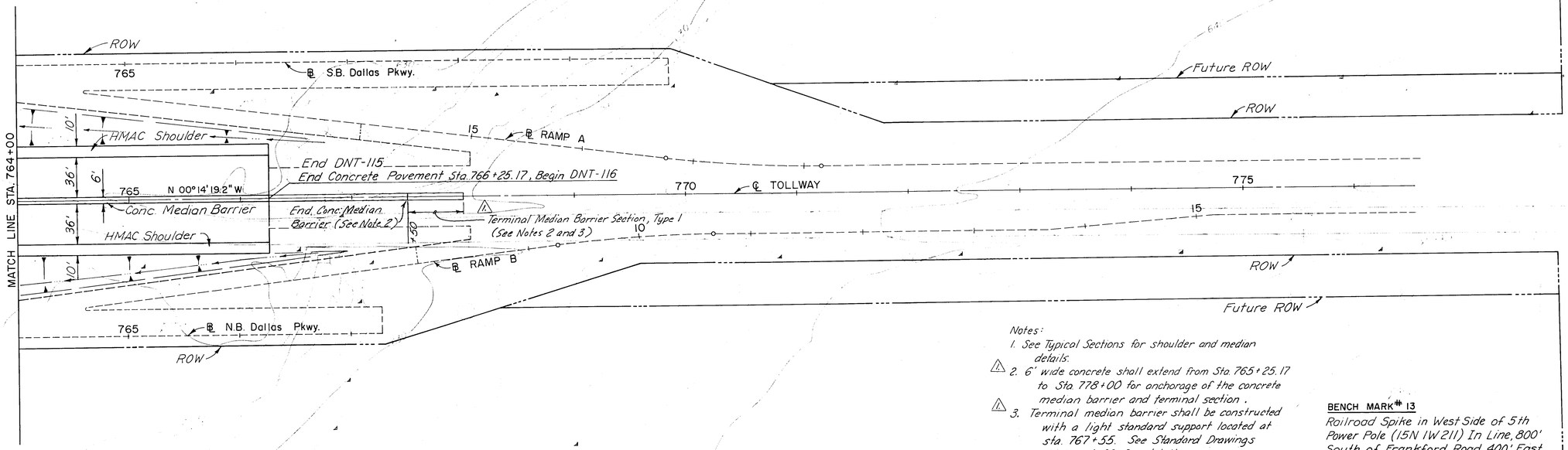
PAVING AND GRADING
TOLLWAY
STA. 764+00 TO STA. 766+25.17

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION VII

DRAWN RBM DATE 5-30-85 | DESIGNED GAL DATE 5-85
CHECKED GEB DATE 10-11-85 | SCALE 1" = 50' H, 1" = 5' V

CONTRACT NO. DNT-115 SHEET R24C OF

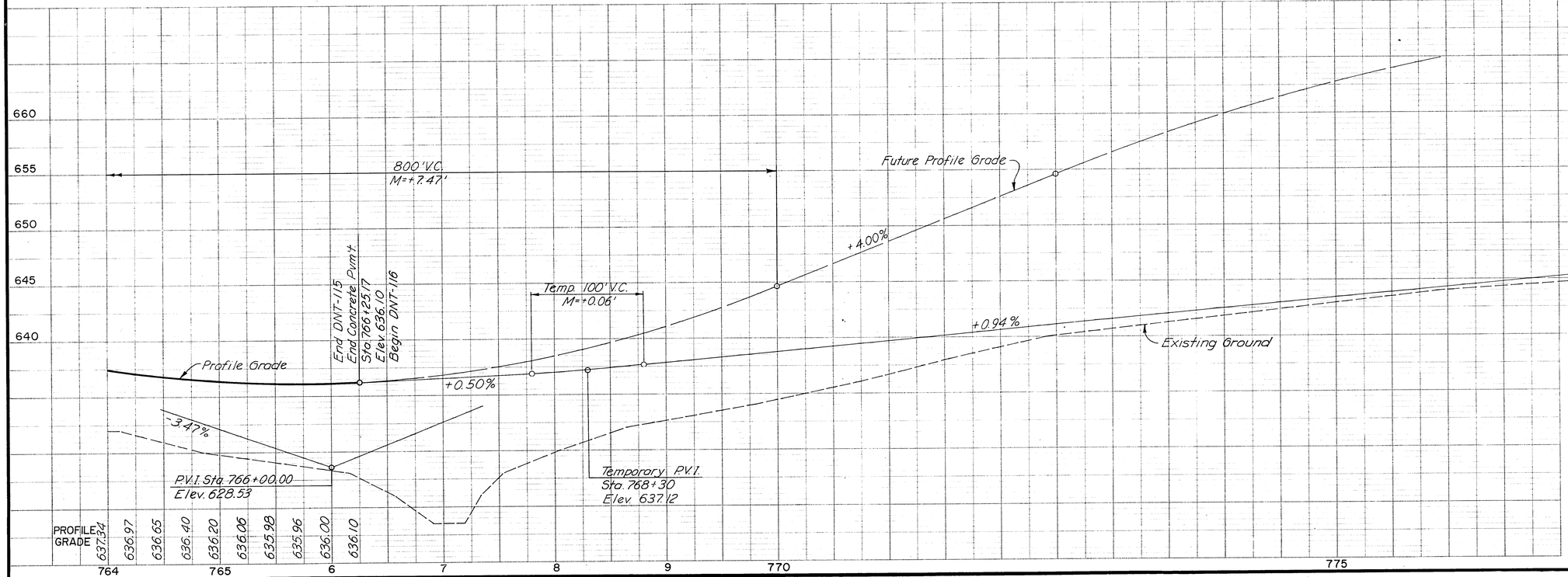


Notes:

1. See Typical Sections for shoulder and median details.
2. 6' wide concrete shall extend from Sta. 765+25.17 to Sta. 778+00 for anchorage of the concrete median barrier and terminal section.
3. Terminal median barrier shall be constructed with a light standard support located at sta. 767+55. See Standard Drawings 31A and 32 for details.

BENCH MARK # 13

Railroad Spike in West Side of 5th Power Pole (15N 1W 21) In Line, 800' South of Frankford Road, 400' East of Dallas Parkway.
Elevation: 635.56.



ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Extend Conc. Median Barrier	GRB	4-10-86

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING AND GRADING

TOLLWAY

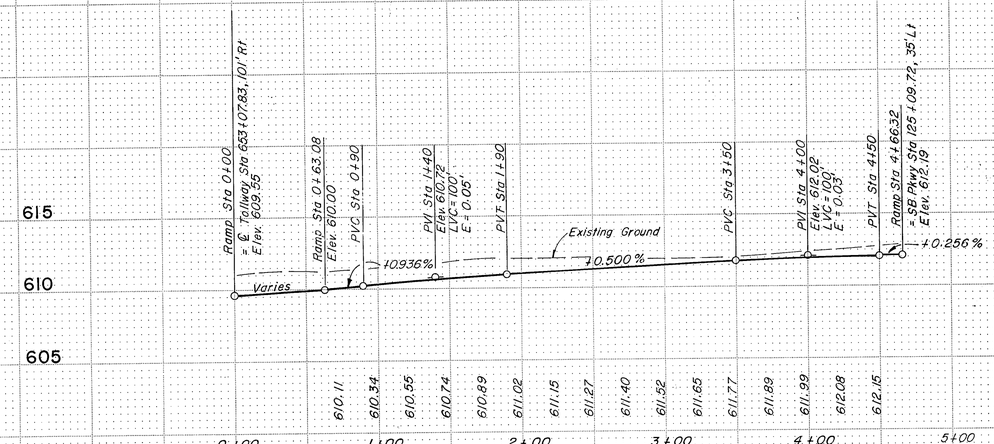
STA. 764+00 TO STA. 766+25.17

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

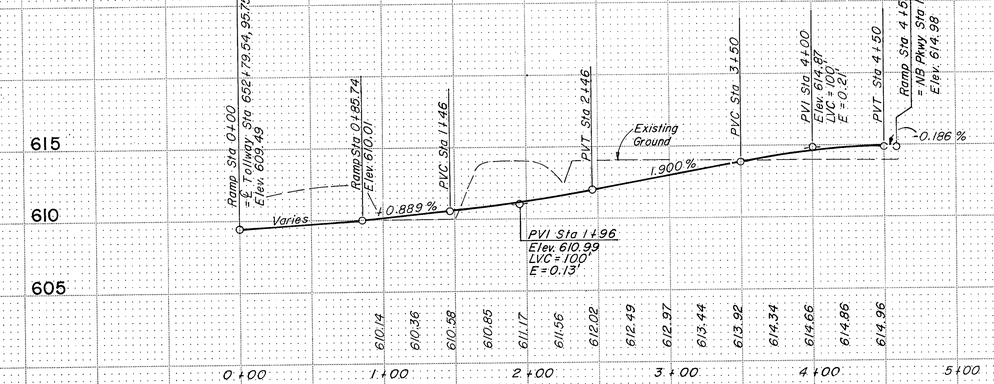
SECTION VII

DRAWN	Ram	DATE 5-30-85	DESIGNED GAL DATE 5-85
CHECKED	GRB	DATE 10-11-85	SCALE 1" = 50' H, 1" = 5' V

CONTRACT NO. DNT-115 SHEET R24C OF _____



RAMP S-KS



RAMP KS-S

NOTE : See Paving Plan Sheets R27 And R28 For Additional Elevations .

ASBUILT PLANS

NO.	REVISION	BY	DATE

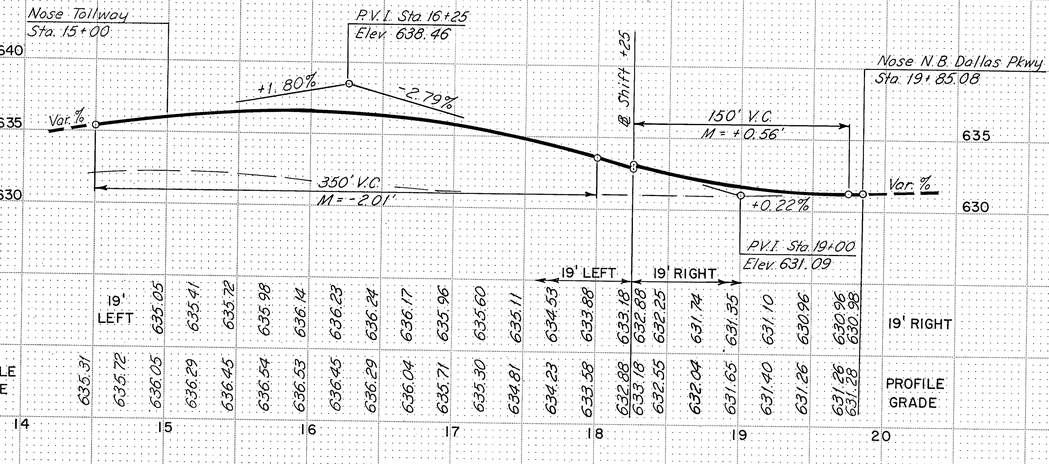
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

RAMP PROFILES

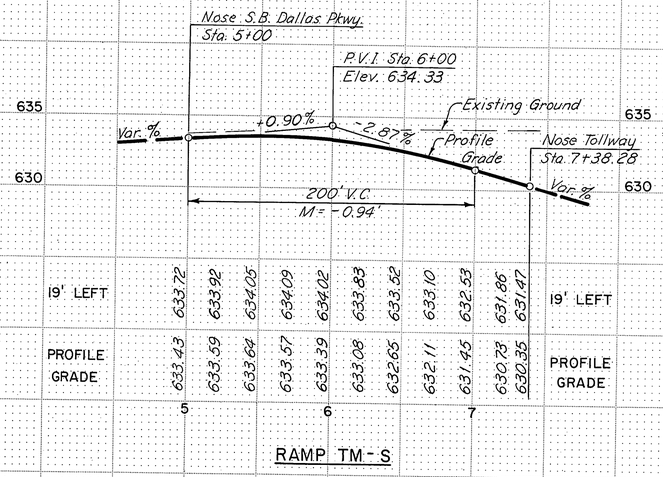
Gibbs & Hill, Inc.

MADE MGB DATE 4/24/84 TRACED MAV DATE 4/26/84
CHECKED DWC DATE 7/28/84 SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R25 OF R85



RAMP S-TM



RAMP TM-S

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

RAMP PROFILES

RAMP S-TM AND RAMP TM-S

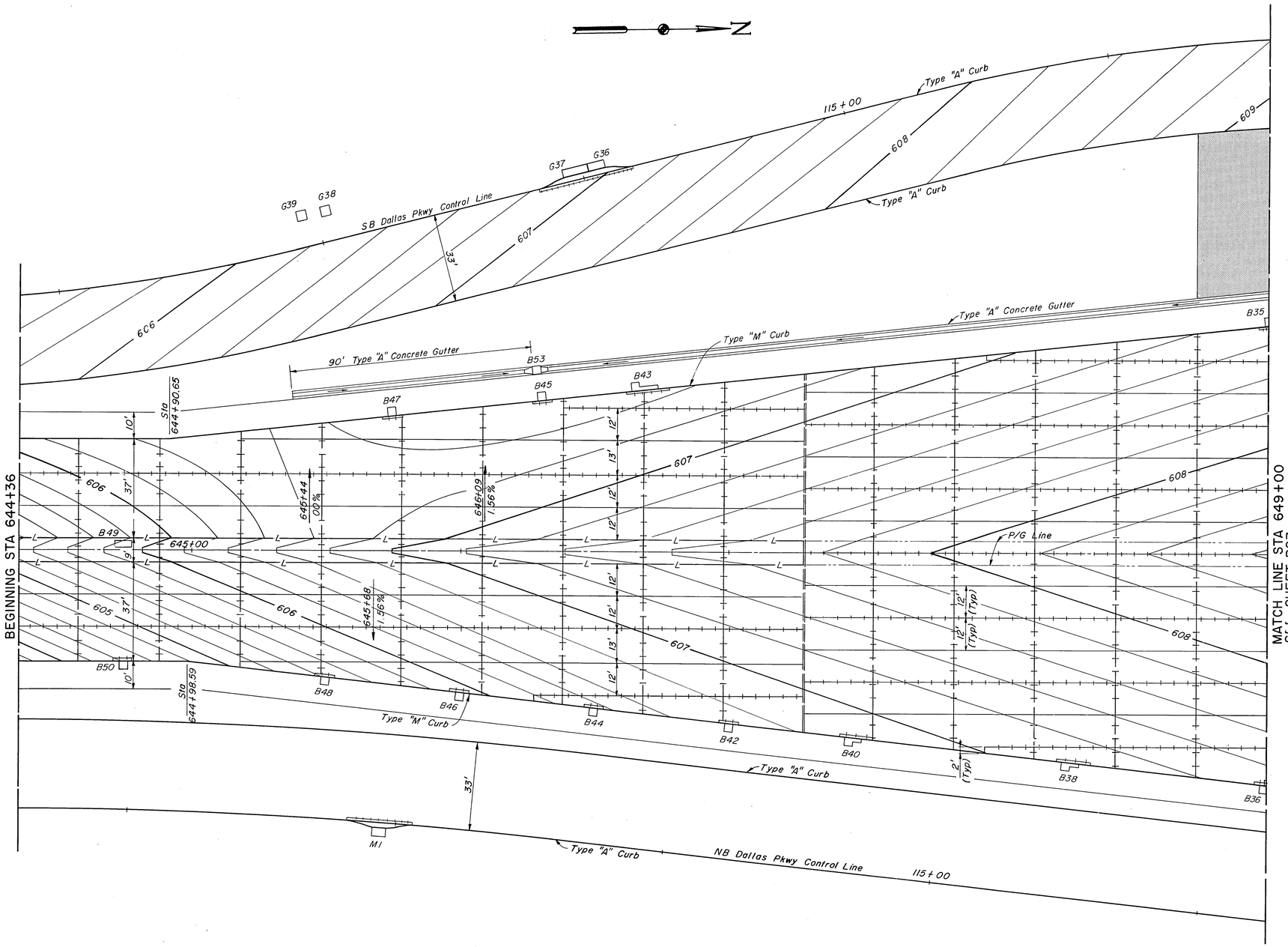
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION ____

DRAWN GRB DATE 9-85 DESIGNED GAL DATE 5-85
CHECKED WAP DATE 5-85 SCALE 1"=50'H; 1"=5'V

CONTRACT NO. DNT-115 SHEET R25A OF ____

TELEPHONE POST M4609



Notes:

1. All pavement contours Shown are finished top of pavement elevations.
2. See Standard Drawings for joints and joint spacing.

LEGEND

- Longitudinal Construction Joint (LC)
- Sawed Longitudinal Joint (SL)
- Transverse Expansion Joint (E)
- Transverse Contraction Joint (SC)
- L — Longitudinal Construction Joint Without Tie Bar (L)
- Building Project Limits

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

TOLL PLAZA AREA

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

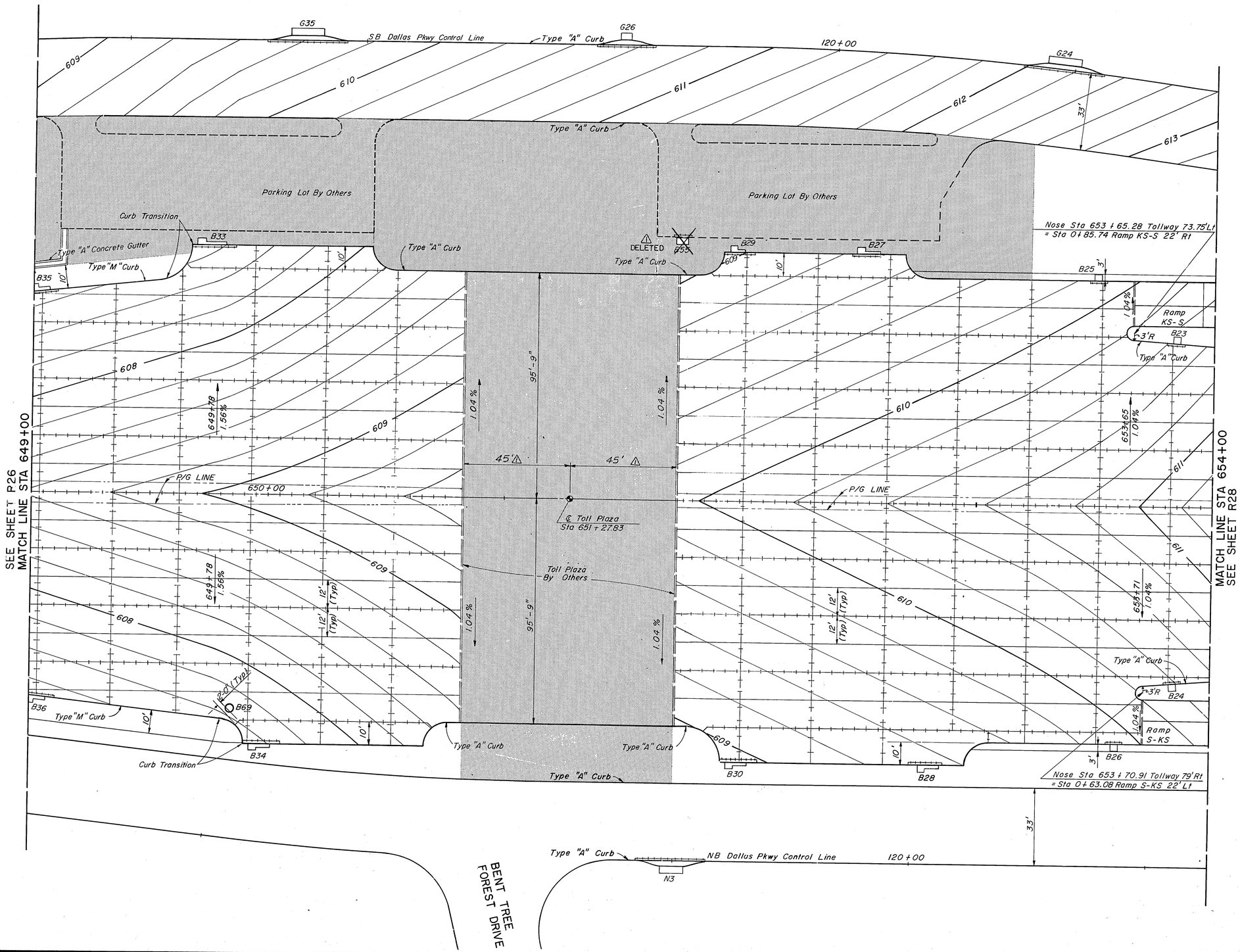
SECTION VII

DRAWN AELT DATE 5/11/83 | DESIGNED MGB DATE 5/5/83

CHECKED DWC DATE 5/14/84 | SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R26 OF R85

ASBUILT PLANS



Notes:

1. All pavement contours shown are finished top of pavement elevations.
2. See Standard Drawings for joints and joint spacing.

LEGEND

- Longitudinal Construction Joint (LC)
- Sowed Longitudinal Joint (SL)
- Transverse Expansion Joint (E)
- Transverse Contraction Joint (SC)
- Building Project Limits

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	AS BUILT PLANS	PJ	1-11-88

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

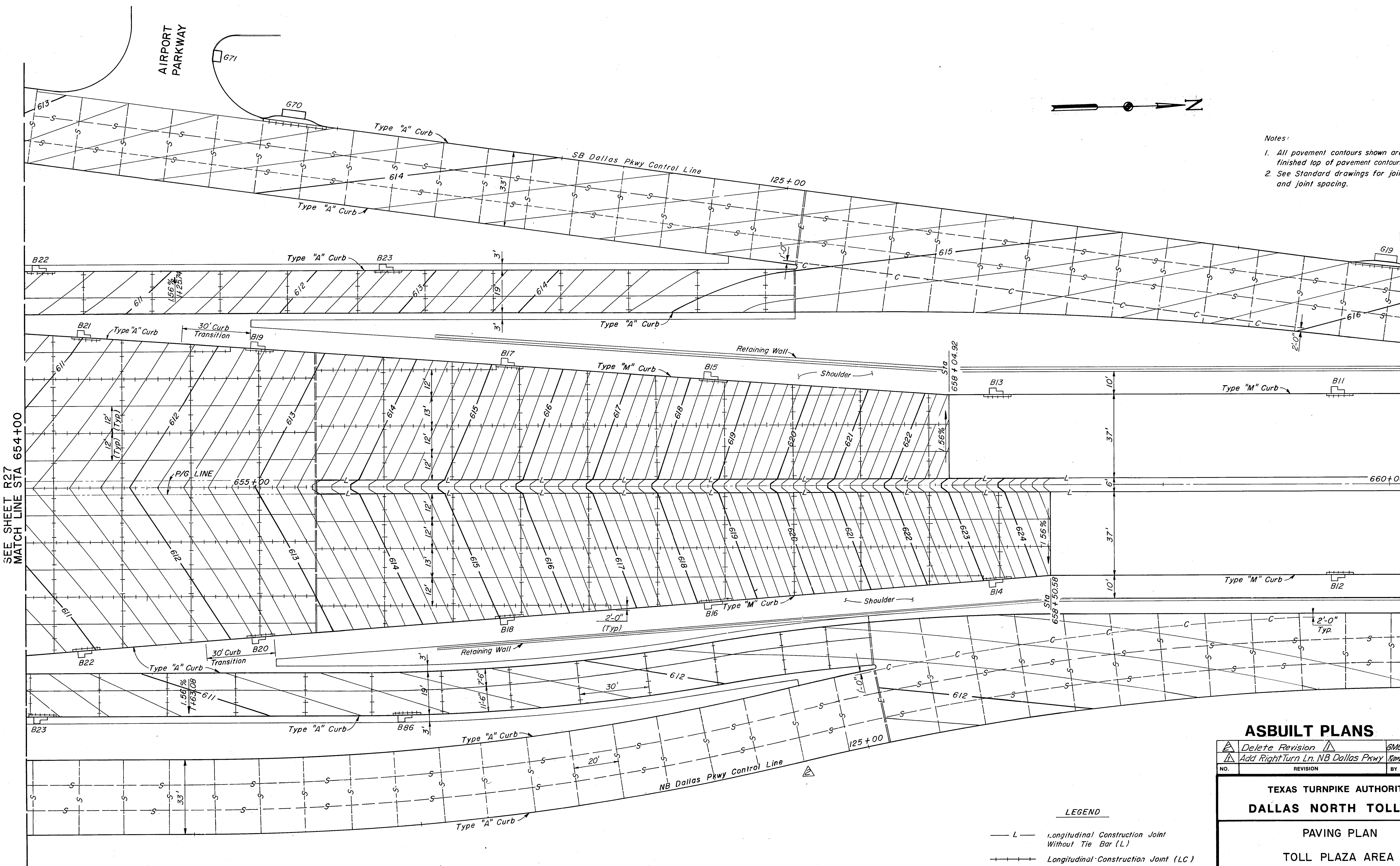
TOLL PLAZA AREA

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN AELT DATE 5/12/83 CHECKED DWC DATE 5/14/84
DESIGNED MGB DATE 5/5/83 SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R27 OF R85



Notes:

1. All pavement contours shown are finished top of pavement contours.
2. See Standard drawings for joints and joint spacing.

LEGEND

Symbol	Description
—L—	Longitudinal Construction Joint Without Tie Bar (L)
+—+—+	Longitudinal Construction Joint (LC)
——	Sawed Longitudinal Joint (SL)
==E==	Transverse Expansion Joint (E)
+—+—+	Transverse Contraction Joint (SC)
--S--	Sawed Dummy Joint (S)
--C--	Construction Joint (C)

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	Delete Revision 1	GMS	Dec. 31, 1985
1	Add Right Turn Ln. NB Dallas Pkwy	Ram	Apr. 10, 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

TOLL PLAZA AREA

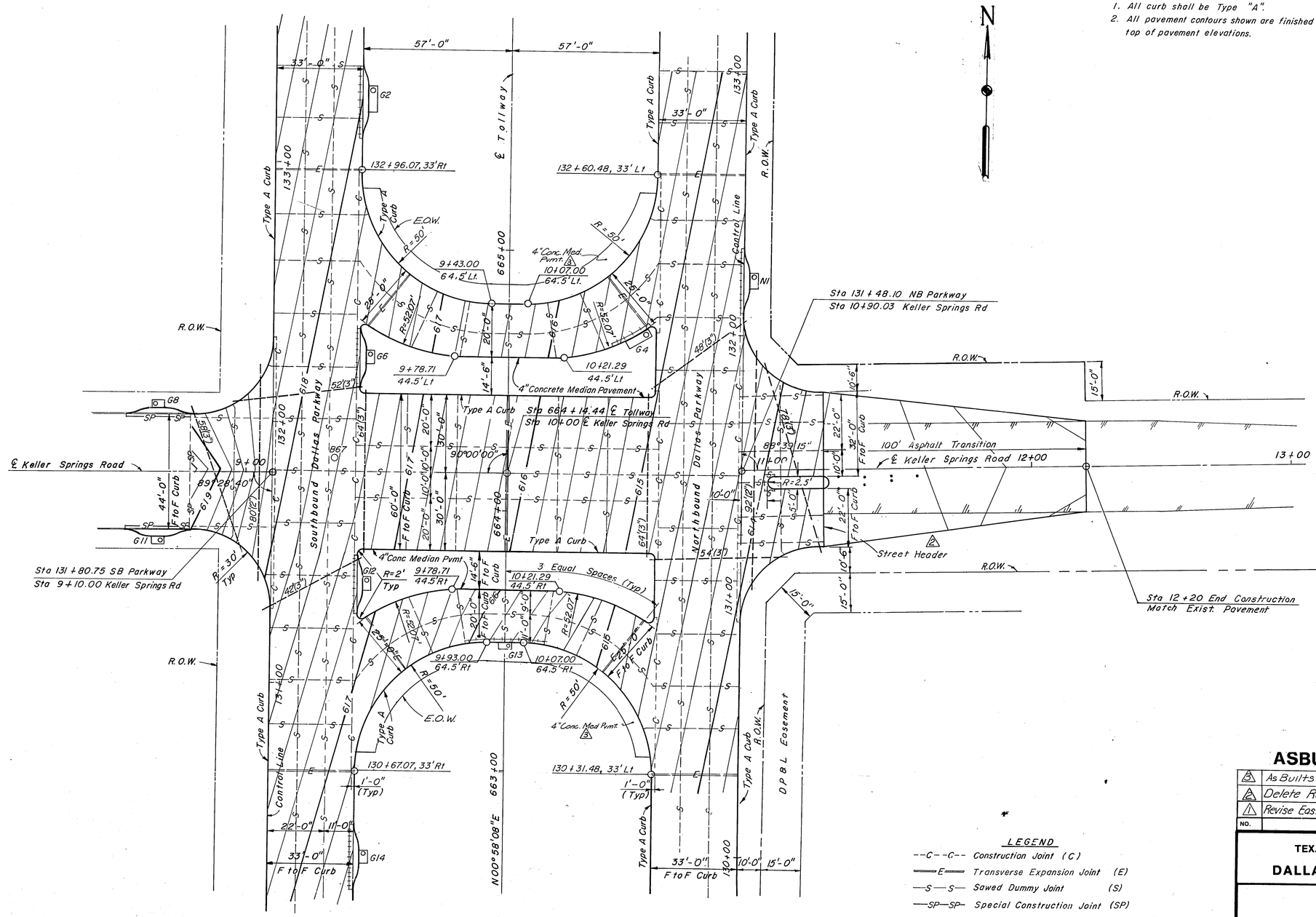
Gibbs & Hill, Inc. ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN AELT DATE 5/12/83 DESIGNED MGB DATE 5/6/83
CHECKED DWC DATE 5/17/84 SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R28 OF R85

NOTES:
1. All curb shall be Type "A".
2. All pavement contours shown are finished top of pavement elevations.



LEGEND

--C--C-- Construction Joint (C)
—E— Transverse Expansion Joint (E)
—S—S— Sawed Dummy Joint (S)
—SP—SP— Special Construction Joint (SP)
———— PVC Conduit

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	As Builts	RJ	3-8-88
2	Delete Revision 1	GMS	12-31-85
1	Revise East NBDP & Keller Springs	WHP	7-15-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

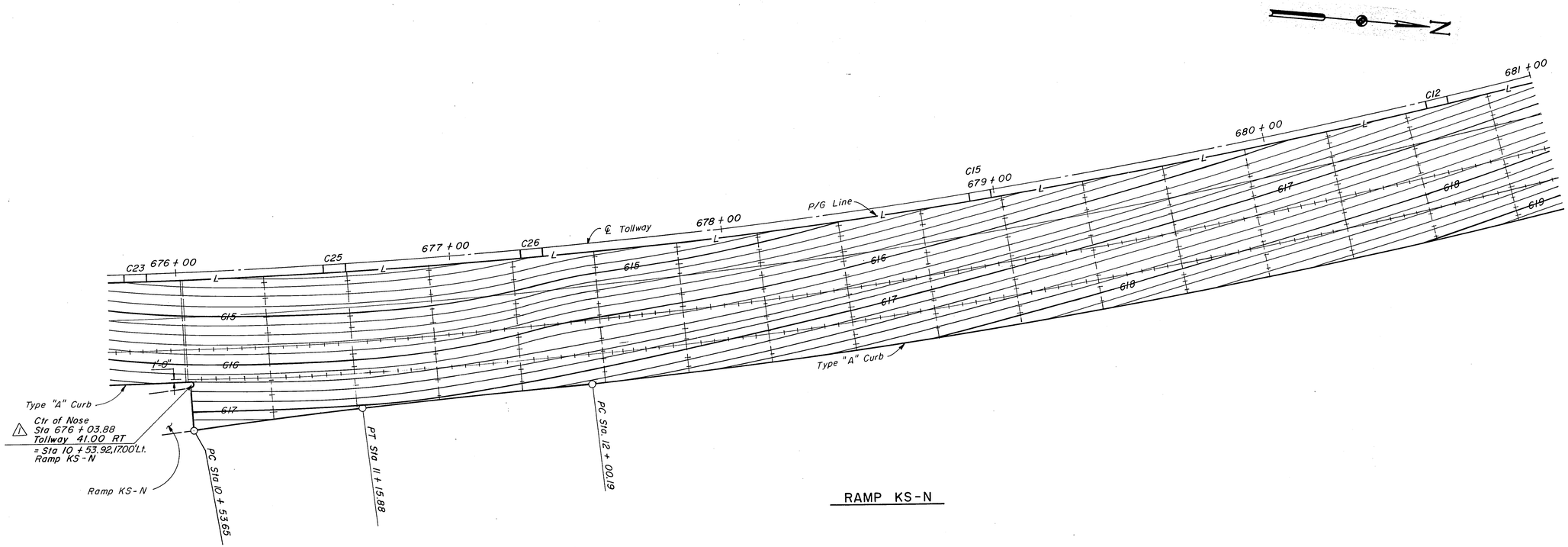
KELLER SPRINGS ROAD

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

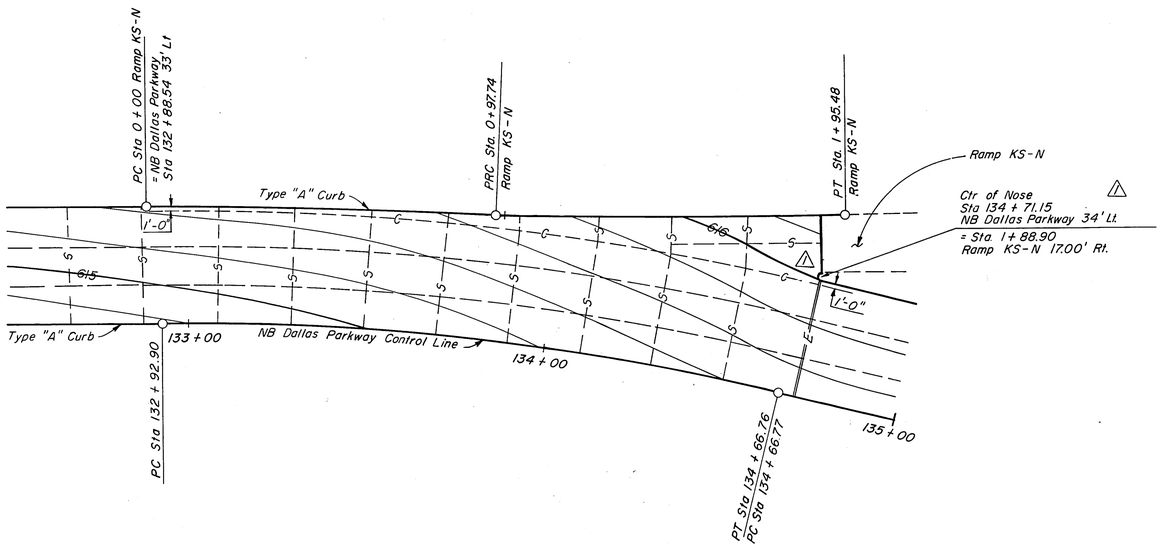
SECTION VII

DRAWN VER DATE 4-4-83 DESIGNED DWC DATE 4-1-83
CHECKED DWC DATE 4-5-83 SCALE 1"=20'

CONTRACT NO. DNT-115 SHEET R 29 OF R85



RAMP KS-N



RAMP KS-N

LEGEND

- Longitudinal Construction Joint (LC)
- Sawed Longitudinal Joint (SL)
- Transverse Expansion Joint (E)
- Transverse Contraction Joint (SC)
- Sawed Dummy Joint (S)
- Longitudinal Construction Joint w/o Tie Bar(L)
- Construction Joint (C)

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Revise Ramp	GMG	7-01-86

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

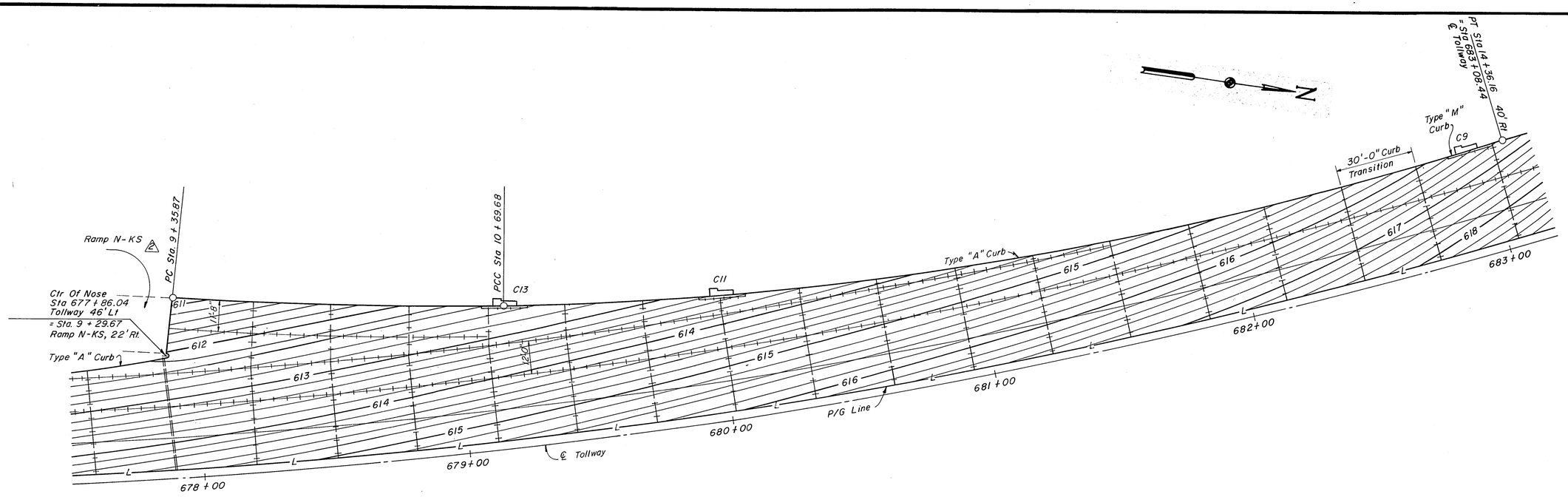
RAMP KS-N

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

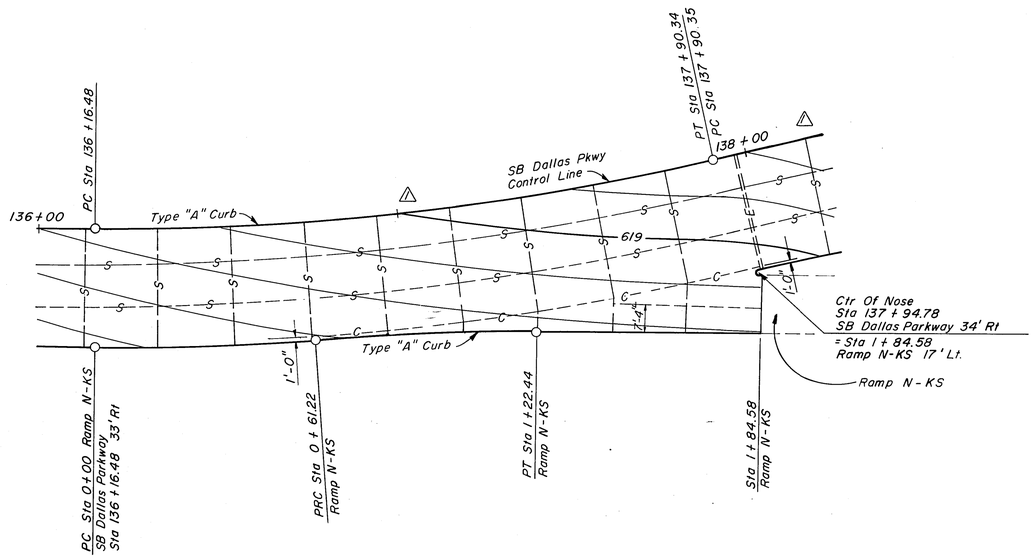
SECTION VII

DRAWN AELT DATE 4/18/84 | DESIGNED MGB DATE 4/16/84
CHECKED DWC DATE 5/4/84 | SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R30 OF R85



RAMP N-KS



RAMP N-KS

LEGEND

- Longitudinal Construction Joint (LC)
- Sawed Longitudinal Joint (SL)
- Transverse Expansion Joint (E)
- Transverse Contraction Joint (SC)
- Sawed Dummy Joint (S)
- Longitudinal Construction Joint w/o Tie Bar(L)
- Construction Joint (C)

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	Revise Ramp	GMG	7-01-86
1	Inlets H1 & H2 Deleted	MGB	2-8-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

RAMP N-KS

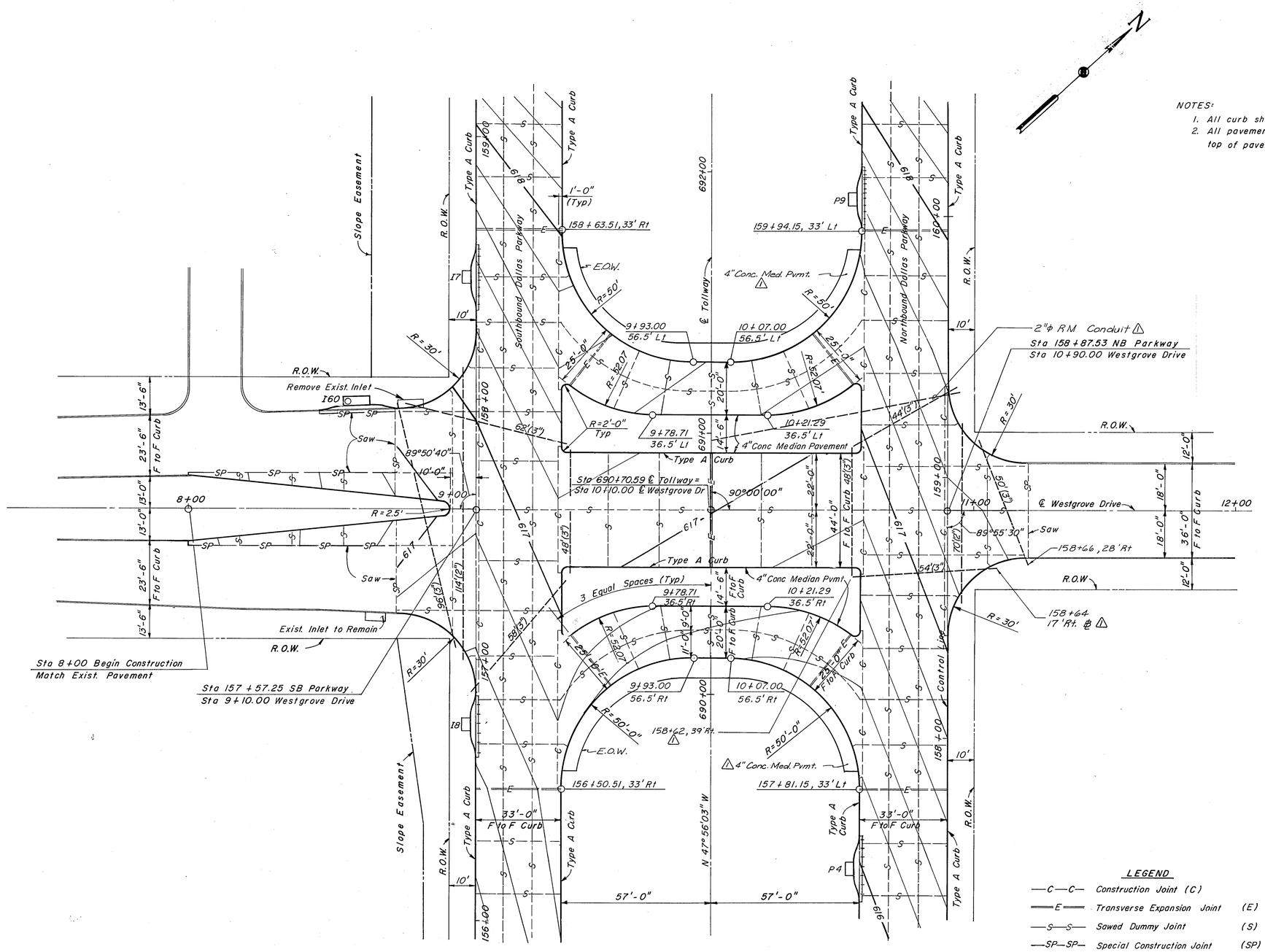
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN AELT DATE 4/17/84 CHECKED DWC DATE 5/4/84

DESIGNED MGB DATE 4/12/84 SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R31 OF R85



NOTES:

1. All curb shall be Type "A".
2. All pavement contours shown are finished top of pavement elevations.

LEGEND

—C—C—	Construction Joint	(C)
═E═	Transverse Expansion Joint	(E)
—S—S—	Sawed Dummy Joint	(S)
—SP—SP—	Special Construction Joint	(SP)
- - - - -	PVC Conduit	

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	As Built's	PJ.	3-8-88

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

WESTGROVE DRIVE

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/4/83 CHECKED DWC DATE 4/5/83

DESIGNED DWC DATE 4/1/83 SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R 32 OF R 85

START STA 733 + 15

MATCH LINE STA 739 + 50

L18 L19 L20 L21 L22 L23

Type "A" Curb

SB Dallas Pkwy Control Line

633 632 631 630 634

24'

Begin Dowel Curb (Type "A")

6" Asphalt PVMT

End Dowel Curb (Type "A")

6 L.F. Dowel Curb

22'

C

Sta 0+00 Ramp A = ℄ Tollway Sta 735+23.78, 40'Lt Begin Taper

E37 E38 E39 E40 E41 E42 E43 E44 E45 E46 E47 E48 E49 E50 E51 E52 E53 E54 E55

Type "M" Curb

Sta 206+50.30 Begin 33' PVMT

735+00

℄ Tollway

30'-0" Curb Transition

Sta 0+00 Ramp B = ℄ Tollway Sta 733+23.60, 40'Rt Begin Taper

Sta 204+71.58 Begin 33' PVMT

3 L.F. Dowel Curb

4" CONC PVMT

3 L.F. Dowel Curb

S7 S8 S30 S31 S9

NB Dallas Pkwy Control Line

KNOLL TRAIL DRIVE

740+00

END SECTION VII

N

LEGEND

- Longitudinal Construction Joint (LC)
- Sawed Longitudinal Joint (SL)
- Transverse Expansion Joint (E)
- Transverse Contraction Joint (SC)
- Sawed Dummy Joint (S)
- Longitudinal Construction Joint W/O Tie Bar(L)
- Construction Joint (C)

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

RAMPS A & B

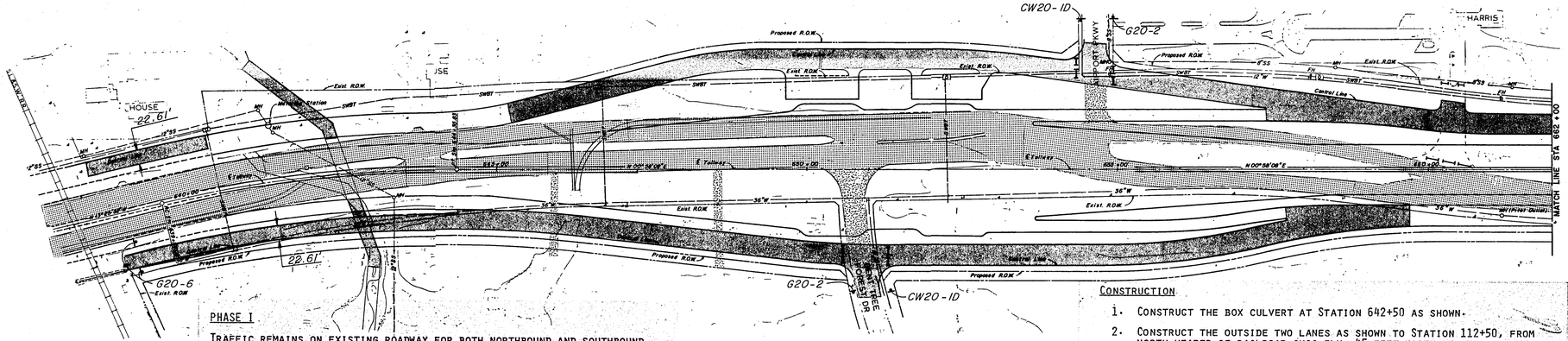
Gibbs & Hill, Inc. ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN ELB DATE 5/01/84 CHECKED DWC DATE 5/8/84

DESIGNED MGB DATE 4/30/84 SCALE 1" = 20'

CONTRACT NO. DNT-115 SHEET R33 OF R85



PHASE I

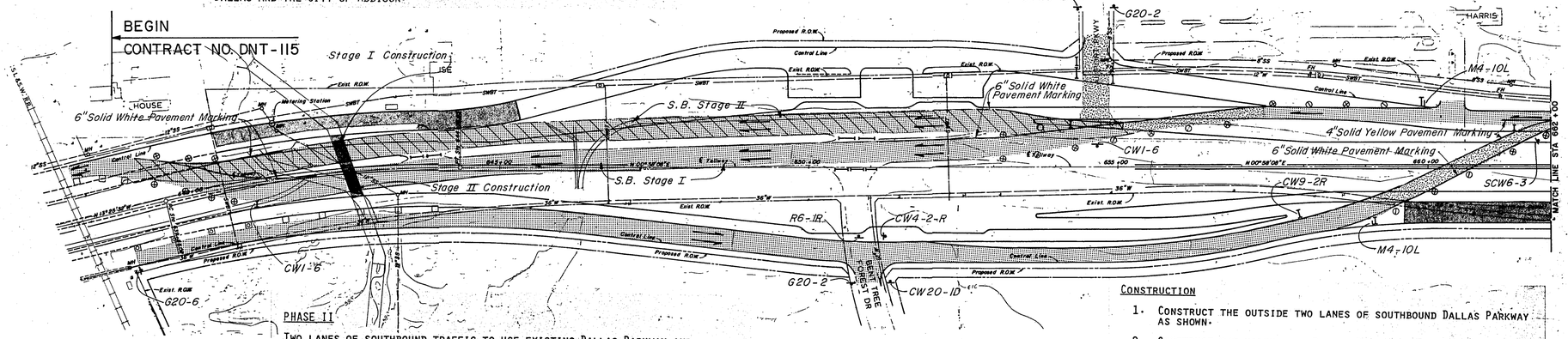
TRAFFIC REMAINS ON EXISTING ROADWAY FOR BOTH NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY.

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

1. CONSTRUCT THE BOX CULVERT AT STATION 642+50 AS SHOWN.
2. CONSTRUCT THE OUTSIDE TWO LANES AS SHOWN TO STATION 112+50, FROM NORTH HEADER OF RAILROAD SHOO-FLY, 45 FEET NORTH OF EXISTING TRACK.
3. CONSTRUCT THE REMAINING DALLAS PARKWAY AS SHOWN TO FULL SECTION.
4. 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

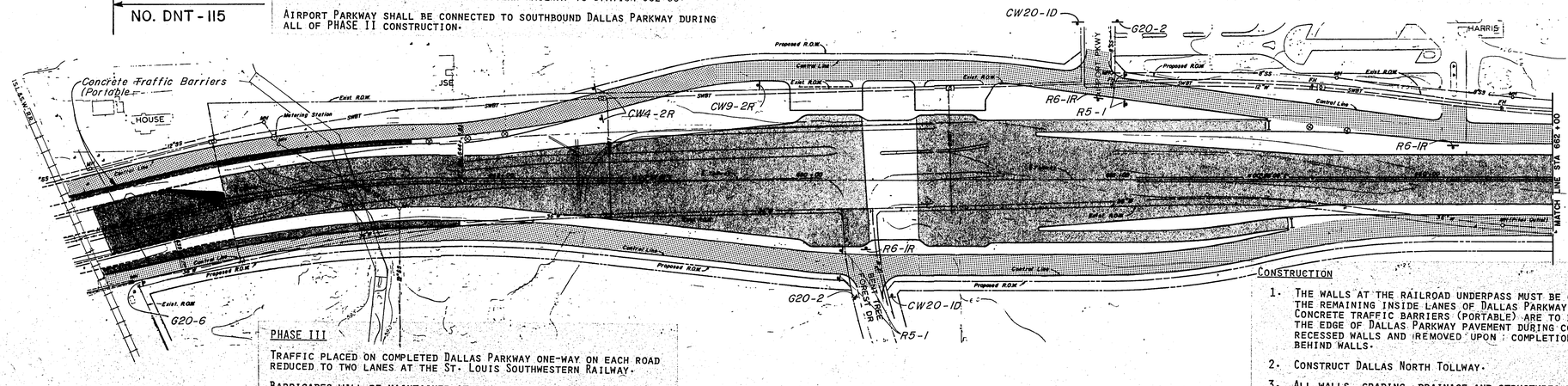
TWO LANES OF SOUTHBOUND TRAFFIC TO USE EXISTING DALLAS PARKWAY AND DETOURS FROM ST. LOUIS SOUTHWESTERN RAILWAY TO STATION 662+00. THE SOUTHBOUND LANES WILL REQUIRE TWO STAGES, FOR CONSTRUCTION OF THE DOUBLE 8'X8' BOX CULVERT AT STATION 642+50, TO KEEP THE DRAINAGE THROUGH THE EXISTING CULVERT UNTIL DRAINAGE 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

1. CONSTRUCT THE OUTSIDE TWO LANES OF SOUTHBOUND DALLAS PARKWAY AS SHOWN.
2. CONSTRUCT THE NORTHBOUND DALLAS PARKWAY AS SHOWN TO FULL SECTION.
3. 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

1. 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.
2. CONSTRUCT DALLAS NORTH TOLLWAY.
3. ALL WALLS, GRADING, DRAINAGE AND STRUCTURES MUST BE COMPLETED PRIOR TO ANY TOLLWAY PAVING OPERATION BEGINNING.

LEGEND

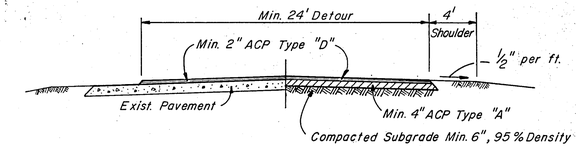
- Construction
- Traffic Lanes
- Detours
- Barricades
- Vertical Panel
- Vertical Panel With Flashers
- Barrel With Flasher
- Barrel
- Sign

BARRICADES & SIGNS

1. 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.
2. TYPE I BARRICADES WITH FLASHERS SHALL BE INSTALLED AT ALL DRIVES TO SEPARATE TRAFFIC FROM CONSTRUCTION LIMITS, AS DIRECTED BY THE ENGINEER.
3. SIGNS CW-20-1D AND G20-2 ON FIXED SUPPORTS SHALL BE INSTALLED ON EACH SIDE STREET, APPROXIMATELY 100' OUT SIDE THE WORK AREAS, INCLUDING DETOURS.
4. 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.
5. 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)

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



OVER EXISTING PAVEMENT (HALF SECTION) — OVER EARTH SUBGRADE (HALF SECTION)

DETOUR TYPICAL SECTION
(NOT TO SCALE)

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

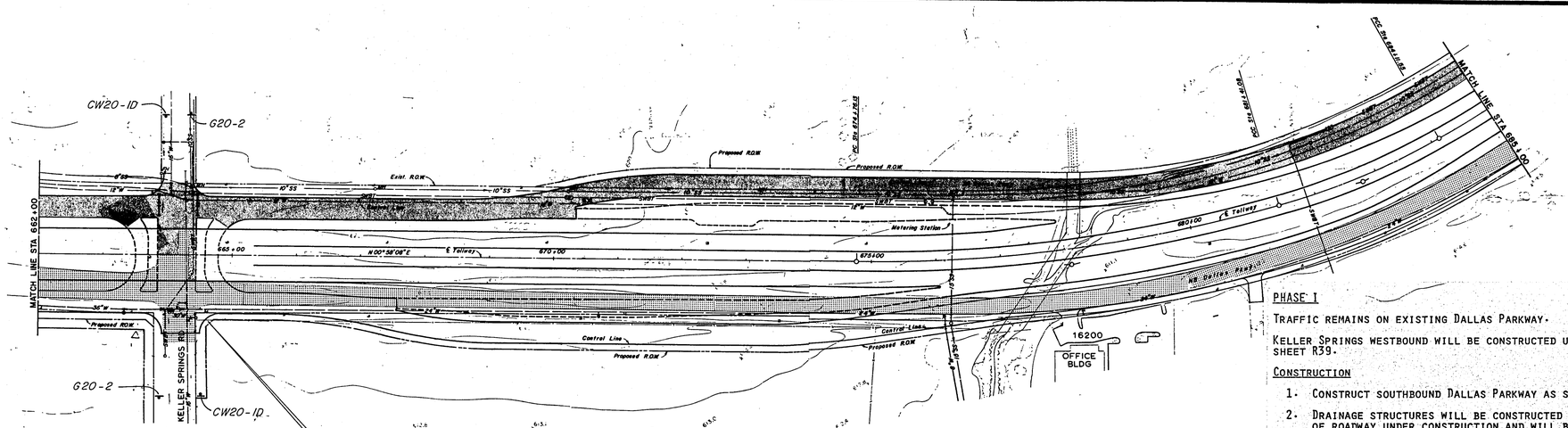
SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL
STA. 638+50 TO STA. 662+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

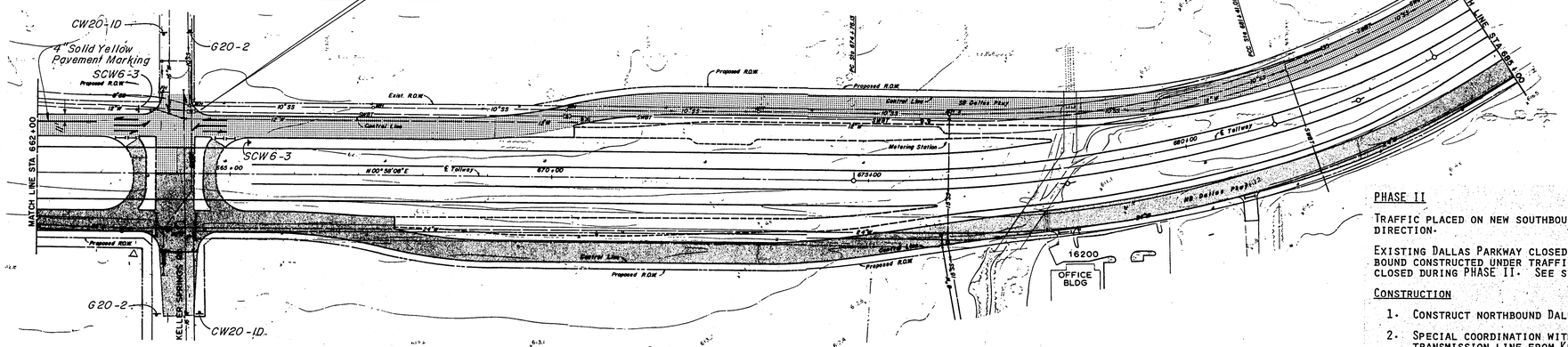
SECTION VII

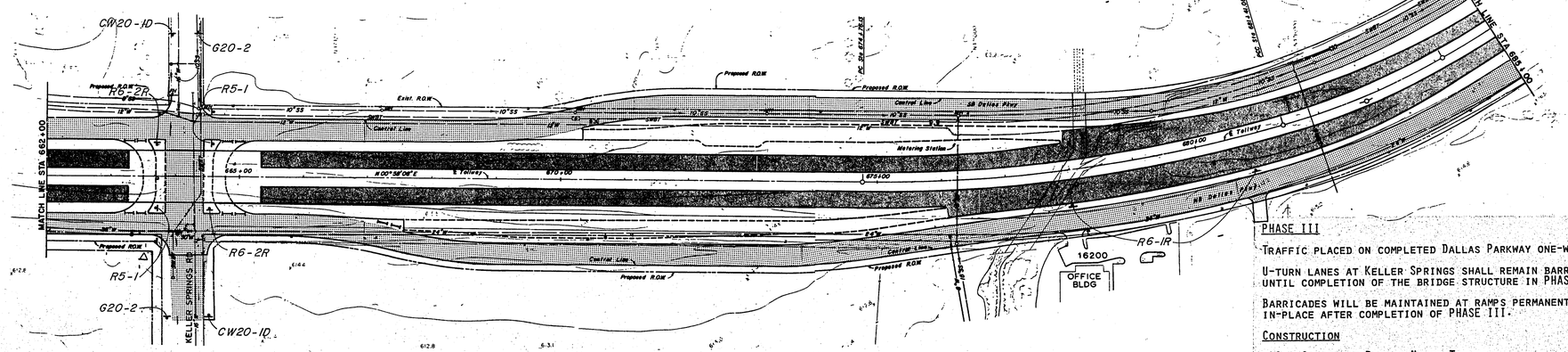
DRAWN VER DATE 5/7/84 | DESIGNED JOP DATE 5/2/84
CHECKED DWC DATE 5/3/84 | SCALE 1"=100'

CONTRACT NO. DNT-115 SHEET R34 OF R85



See Sheet R39 for Intersection Details





LEGEND

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

PHASE I

TRAFFIC REMAINS ON EXISTING DALLAS PARKWAY.

KELLER SPRINGS WESTBOUND WILL BE CONSTRUCTED UNDER TRAFFIC. SEE SHEET R39.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY AS SHOWN.
2. DRAINAGE STRUCTURES WILL BE CONSTRUCTED ONLY UNDER THAT PORTION OF ROADWAY UNDER CONSTRUCTION AND WILL BE COMPLETED IN OTHER PHASES.

PHASE II

TRAFFIC PLACED ON NEW SOUTHBOUND DALLAS PARKWAY ONE LANE IN EACH DIRECTION.

EXISTING DALLAS PARKWAY CLOSED TO TRAFFIC WITH KELLER SPRINGS EASTBOUND CONSTRUCTED UNDER TRAFFIC. THE DRIVES ON EAST SIDE SHALL BE CLOSED DURING PHASE II. SEE SHEET R39.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY AS SHOWN.
2. SPECIAL COORDINATION WITH UTILITY COMPANY FOR THE RELOCATION OF TRANSMISSION LINE FROM KELLER SPRINGS NORTH WILL BE REQUIRED. PROPOSED TOWERS WILL BE CONSTRUCTED INSIDE THE NORTHBOUND DALLAS PARKWAY PAVING.

PHASE III

TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY ONE-WAY ON EACH ROAD.

U-TURN LANES AT KELLER SPRINGS SHALL REMAIN BARRICADED TO TRAFFIC UNTIL COMPLETION OF THE BRIDGE STRUCTURE IN PHASE III.

BARRICADES WILL BE MAINTAINED AT RAMPS PERMANENTLY AND SHALL BE LEFT IN-PLACE AFTER COMPLETION OF PHASE III.

CONSTRUCTION

1. CONSTRUCT DALLAS NORTH TOLLWAY.
2. ALL WALLS, GRADING, DRAINAGE AND STRUCTURES MUST BE COMPLETED PRIOR TO ANY TOLLWAY PAVING OPERATION BEGINNING.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

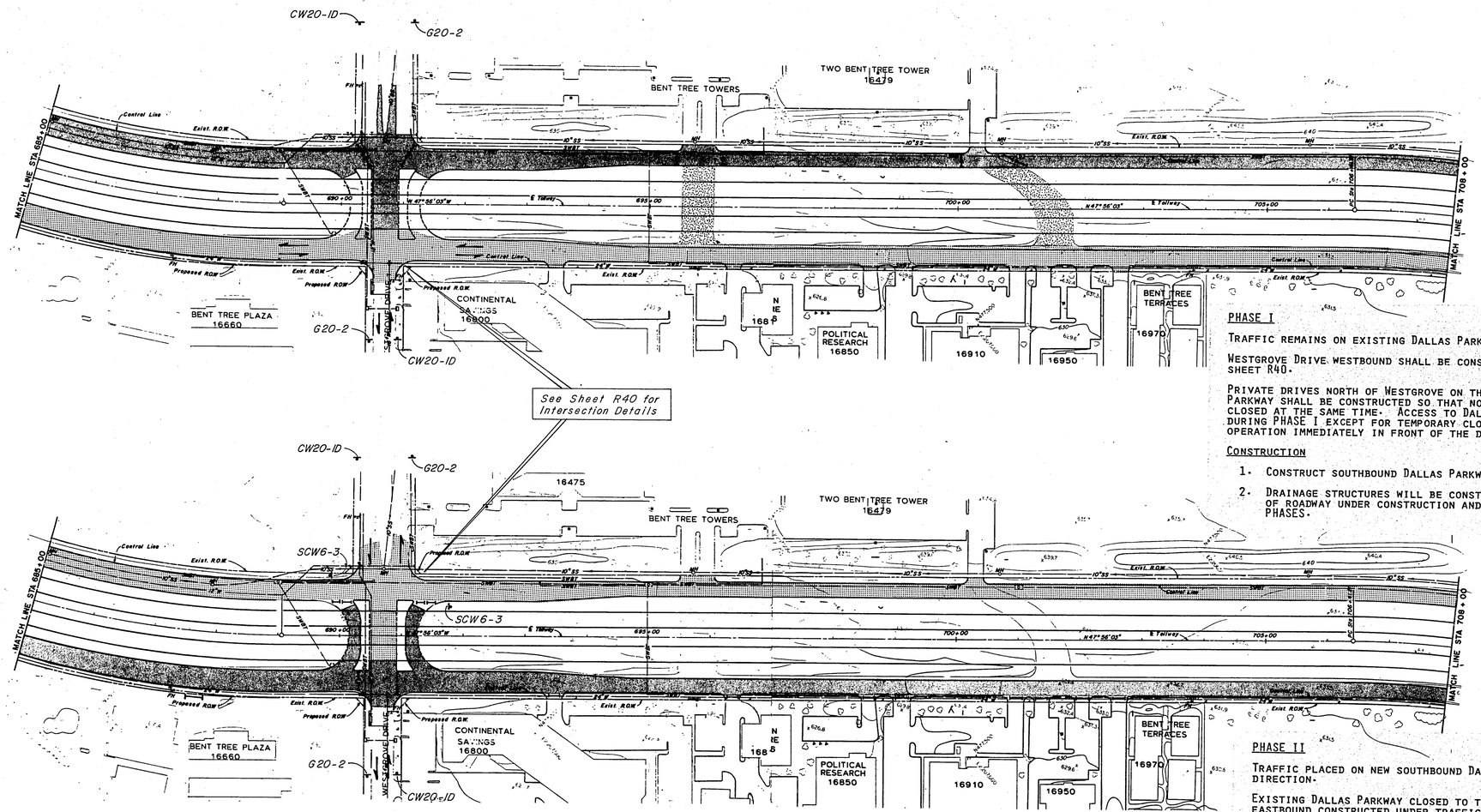
SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL STA. 662+00 TO STA. 685+00

Gibbs & Hill, Inc. ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN VER DATE 5/15/84 CHECKED DWC DATE 8/3/84 DESIGNED JOP DATE 5/3/84 SCALE 1" = 100'

CONTRACT NO. DNT-115 SHEET R35 OF R85



LEGEND

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

PHASE I

TRAFFIC REMAINS ON EXISTING DALLAS PARKWAY.

WESTGROVE DRIVE WESTBOUND SHALL BE CONSTRUCTED UNDER TRAFFIC. SEE SHEET R40.

PRIVATE DRIVES NORTH OF WESTGROVE ON THE WEST SIDE OF DALLAS PARKWAY SHALL BE CONSTRUCTED SO THAT NO TWO ADJACENT DRIVES ARE CLOSED AT THE SAME TIME. ACCESS TO DALLAS PARKWAY WILL BE MAINTAINED DURING PHASE I EXCEPT FOR TEMPORARY CLOSINGS DURING CONSTRUCTION OPERATION IMMEDIATELY IN FRONT OF THE DRIVES.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY.
2. DRAINAGE STRUCTURES WILL BE CONSTRUCTED ONLY UNDER THAT PORTION OF ROADWAY UNDER CONSTRUCTION AND WILL BE COMPLETED IN OTHER PHASES.

PHASE II

TRAFFIC PLACED ON NEW SOUTHBOUND DALLAS PARKWAY ONE-LANE IN EACH DIRECTION.

EXISTING DALLAS PARKWAY CLOSED TO TRAFFIC WITH WESTGROVE DRIVE EASTBOUND CONSTRUCTED UNDER TRAFFIC. (SEE SHEET R40.) ALL DRIVES ON EAST SIDE SHALL BE CLOSED DURING PHASE II.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY.

PHASE III

TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY ONE-WAY ON EACH ROAD.

U-TURN LANES AT WESTGROVE DRIVE SHALL REMAIN BARRICADED TO TRAFFIC UNTIL COMPLETION OF THE BRIDGE STRUCTURE IN PHASE III.

CONSTRUCTION

1. CONSTRUCT DALLAS NORTH TOLLWAY.
2. ALL WALLS, GRADING, DRAINAGE AND STRUCTURES MUST BE COMPLETED PRIOR TO ANY TOLLWAY PAVING OPERATION BEGINNING.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

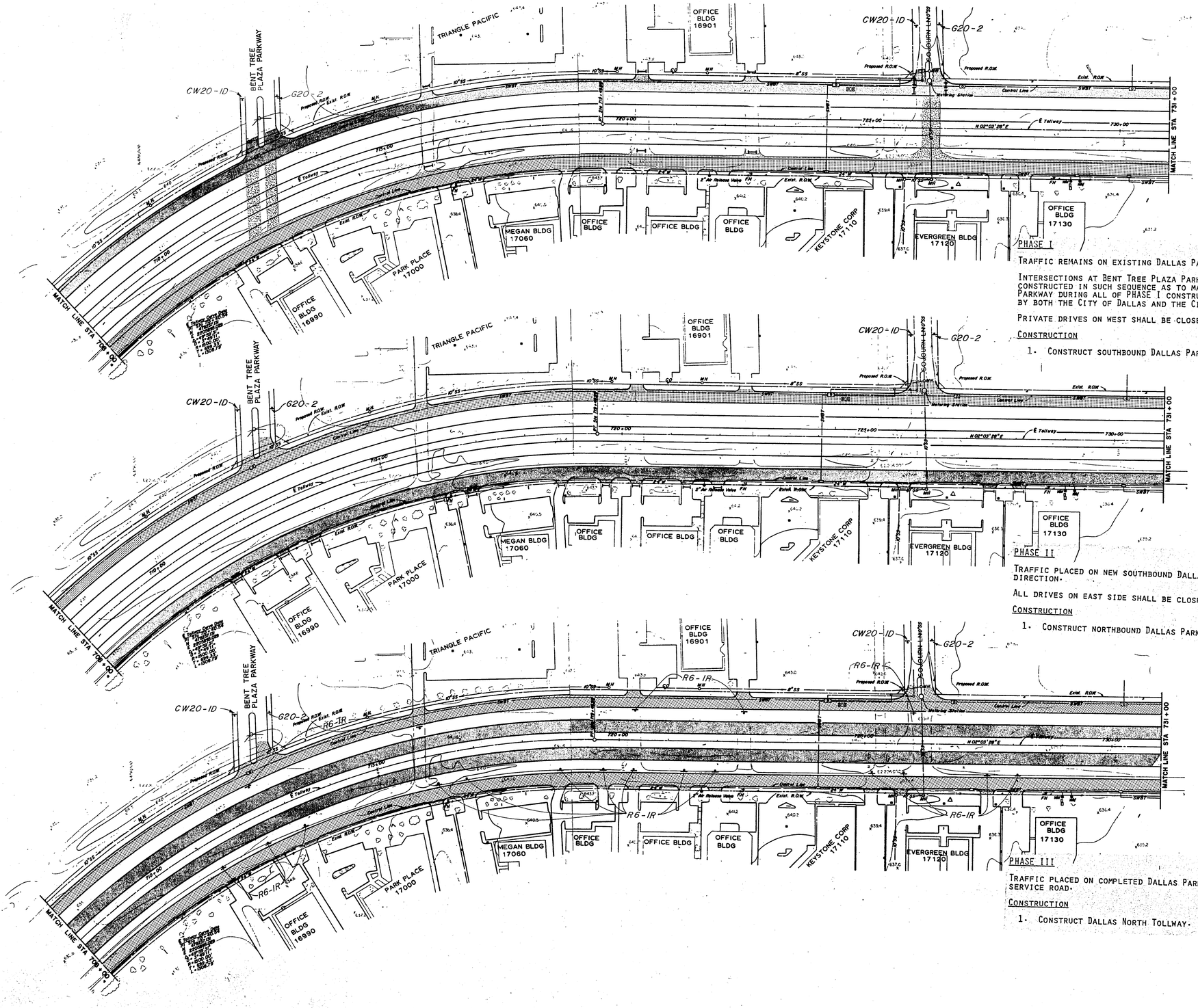
SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL
STA. 685+00 TO STA. 708+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 5/17/84 DESIGNED JOP DATE 5/4/84
CHECKED DWC DATE 8/3/84 SCALE 1"=100'

CONTRACT NO. DNT-115 SHEET R36 OF R85



LEGEND

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

PHASE I

TRAFFIC REMAINS ON EXISTING DALLAS PARKWAY.

INTERSECTIONS AT BENT TREE PLAZA PARKWAY AND SOJOURN LANE SHALL BE CONSTRUCTED IN SUCH SEQUENCE AS TO MAINTAIN TWO LANE 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.

PRIVATE DRIVES ON WEST SHALL BE CLOSED TO DALLAS PARKWAY.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY.

PHASE II

TRAFFIC PLACED ON NEW SOUTHBOUND DALLAS PARKWAY ONE LANE EACH DIRECTION.

ALL DRIVES ON EAST SIDE SHALL BE CLOSED DURING PHASE II.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY.

PHASE III

TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY 2 LANES ONE-WAY ON EACH SERVICE ROAD.

CONSTRUCTION

1. CONSTRUCT DALLAS NORTH TOLLWAY.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

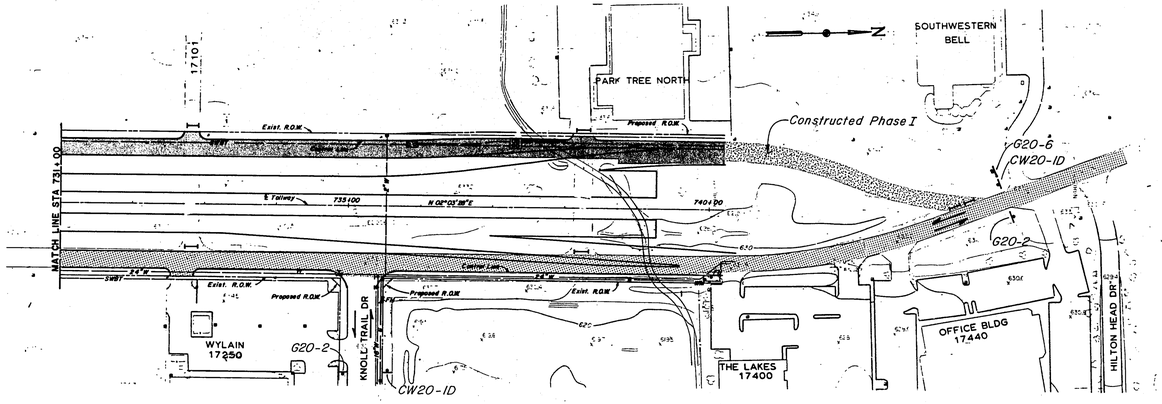
SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL
STA. 708+00 TO STA. 731+00

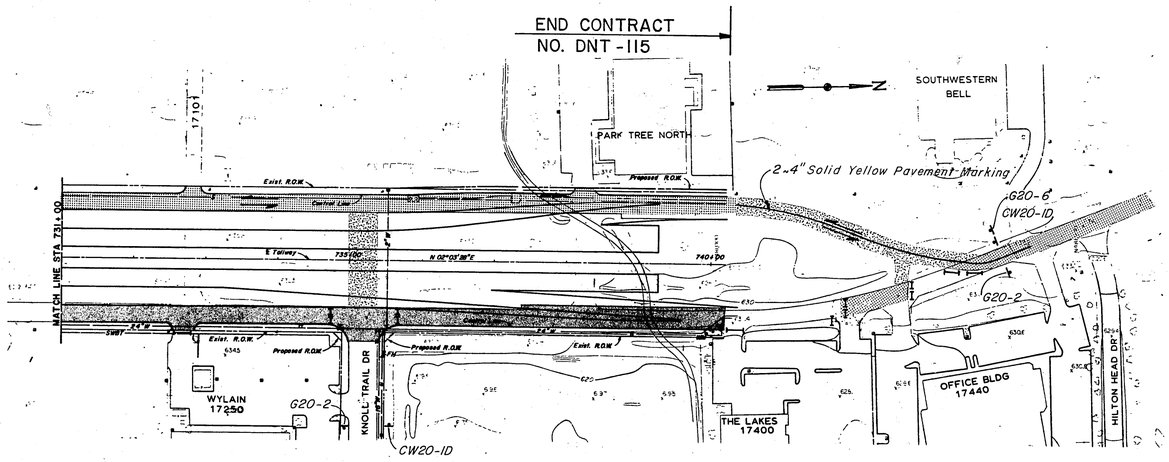
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

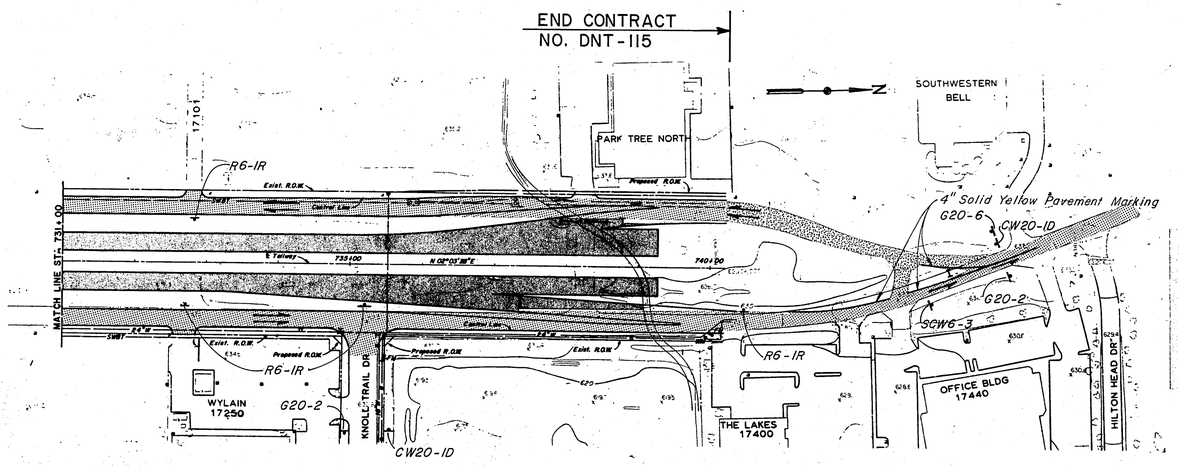
SECTION VII

DRAWN VER DATE 5/4/84 DESIGNED JOP DATE 5/4/84
CHECKED DWC DATE 8/3/84 SCALE 1" = 100'

CONTRACT NO. DNT-115 SHEET R 37 OF R85







LEGEND

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

PHASE I

TRAFFIC REMAINS ON EXISTING DALLAS PARKWAY.

PRIVATE DRIVES ON WEST SHALL BE CLOSED TO DALLAS PARKWAY.

CONSTRUCTION

1. CONSTRUCT DRAINAGE CULVERTS WITH LATERALS AS COMPLETE AS POSSIBLE WITHOUT DISRUPTION TO TRAFFIC.
2. CONSTRUCT SOUTHBOUND DALLAS PARKWAY.
3. CONSTRUCT DETOUR REQUIRED FOR PHASE II.

PHASE II

PLACE TRAFFIC ON NEW SOUTHBOUND DALLAS PARKWAY AND DETOUR WITH ONE LANE IN EACH DIRECTION.

KNOLL TRAIL INTERSECTION SHALL BE CONNECTED BY TEMPORARY DETOUR TO THE SOUTHBOUND DALLAS PARKWAY AND CONSTRUCTED IN SUCH SEQUENCE THAT TWO LANES OF TRAFFIC ARE MAINTAINED DURING CONSTRUCTION OF PHASE II.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY.

PHASE III

TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY AND DETOUR ONE-WAY ON EACH ROAD.

BARRICADE RAMPS UNTIL COMPLETION OF ALL SECTIONS OF THE DALLAS NORTH TOLLWAY.

CONSTRUCTION

1. CONSTRUCT DALLAS NORTH TOLLWAY.

SUMMARY
CONSTRUCTION WARNING SIGNS

SIGNS	Size	SHEET NO. R-34	R-35	R-36	R-37	R-38
Code Number		PHASE I				
G 20-2 (Phase II & III)	60 x 24	2	2	2	2	2
G 20-6 (Phase II & III)	48 x 42	1				1
CW 20-10 (Phase II & III)	48 x 48	2	2	2	2	2
CW 1-6	30 x 30			2		
Barricade (Type I)		2			3	
Barricade (Type II)		4	4	4	4	4
Barricade (Type III)		11	7	12	12	6
		PHASE II				
CW 1-6	48 x 24	1		2		
SW 6-1	48 x 48	1				
SCW 6-3	30 x 30	1	2	2		
M4-9L	48 x 48			1		
M4-10L	48 x 48	1				
Barricade (Type I)				9	15	2
Barricade (Type II)			2		2	4
Barricade (Type III)			3	6	13	12
		PHASE III				
R 5-1*	30 x 30	2	4	4		
R 6-1R*	36 x 12	3	2	10	19	4
R 6-2R*	18 x 24		2	2		
SCW 6-3	30 x 30					1
CW 4-2R	36 x 36	2				
CW 9-2R	36 x 3	1				
Barricade (Type III)		2	8	8		2

PERMANENT SIGNS

* SIGNS TO BE FURNISHED BY OWNER. THE CONTRACTOR SHALL FURNISH AND INSTALL SIGN POSTS AND INSTALL SIGNS.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

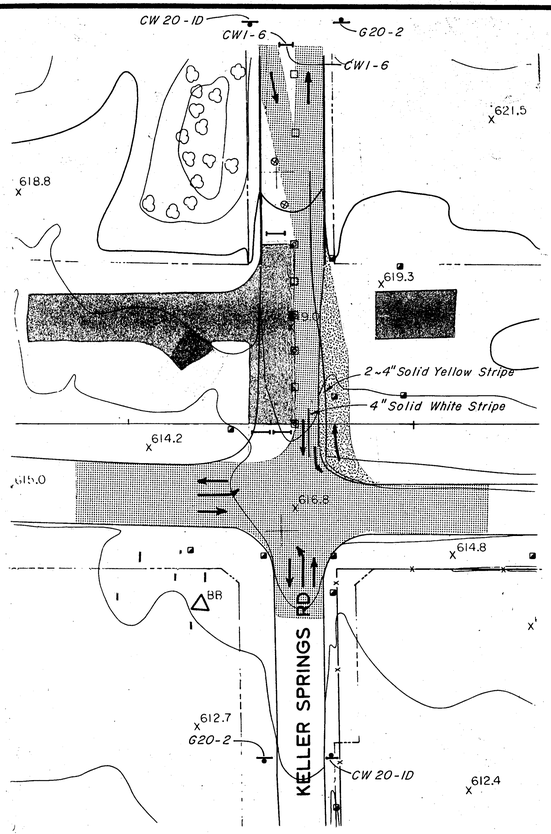
SUGGESTED CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL
STA. 731+00 TO STA. 740+37

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 5/16/84 | DESIGNED JOP DATE 5/7/84
CHECKED DWC DATE 9/3/84 | SCALE 1"=100'

CONTRACT NO. DNT-115 SHEET R 38 OF R85



PHASE I

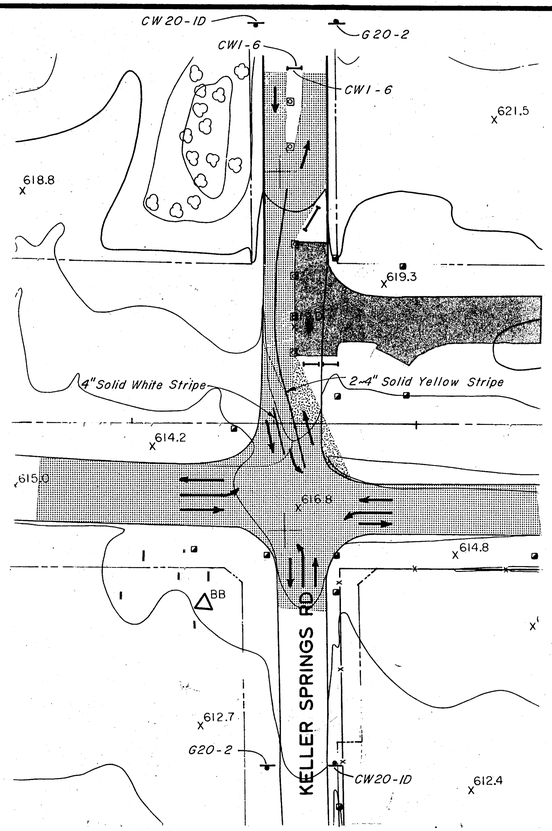
STAGE 1

TRAFFIC

1. MAINTAIN TRAFFIC LANES AS EXIST ON DALLAS PARKWAY AND KELLER SPRINGS EAST OF EXISTING DALLAS PARKWAY.
2. CLOSE SOUTH 1/2 OF KELLER SPRINGS WEST OF THE TOLLWAY CENTERLINE AND CONSTRUCT DETOUR ALL ALONG NORTH SIDE TO ALLOW LEFT TURN LANE.
3. ROUTE TRAFFIC AS SHOWN ABOVE.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY FROM SOUTH.
2. DRAINAGE MUST BE COMPLETED FROM DOWN STREAM AND EXTENDED SUFFICIENT DISTANCE TO FACILITATE CONNECTING IN STAGE 2 AND OTHER PHASES.



PHASE I

STAGE 2

TRAFFIC

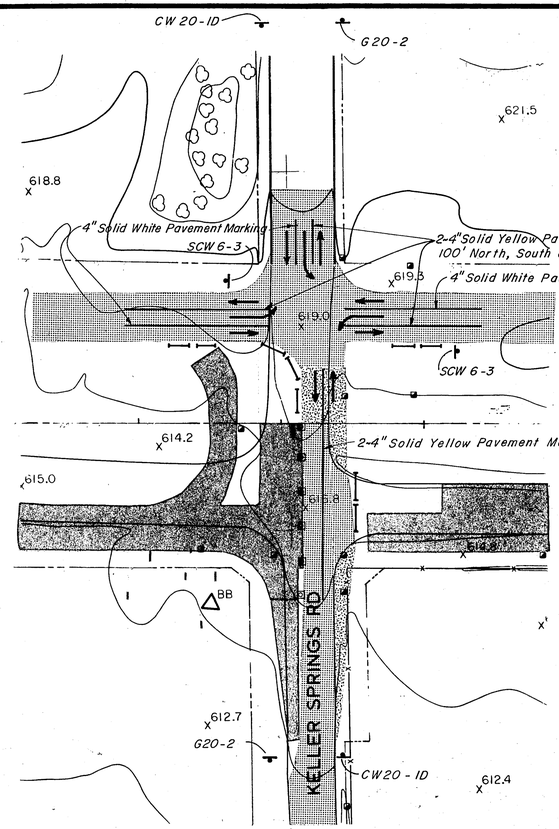
1. CLOSE PORTION OF THE NORTH 1/2 OF KELLER SPRINGS ACROSS PROPOSED SOUTHBOUND DALLAS PARKWAY AND CONSTRUCT DETOUR OVER EXISTING PAVEMENT WITH A LEFT TURN LANE.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY TO NORTH.

LEGEND

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



PHASE II

STAGE 1

TRAFFIC

1. ALL DALLAS PARKWAY TRAFFIC MUST BE PLACED ON THE SOUTHBOUND DALLAS PARKWAY.
2. CONSTRUCT DETOUR ALL ALONG NORTH SIDE TO PROVIDE FOR LEFT TURN LANE.
3. CLOSE SOUTH 1/2 OF KELLER SPRINGS EAST OF THE TOLLWAY CENTERLINE.
4. THE NORTHBOUND DALLAS PARKWAY WILL REMAIN BARRICADED UNTIL THE COMPLETION OF ALL PHASE II PAVEMENT IN DALLAS NORTH TOLLWAY SECTION VII AND U-TURN.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY FROM SOUTH.

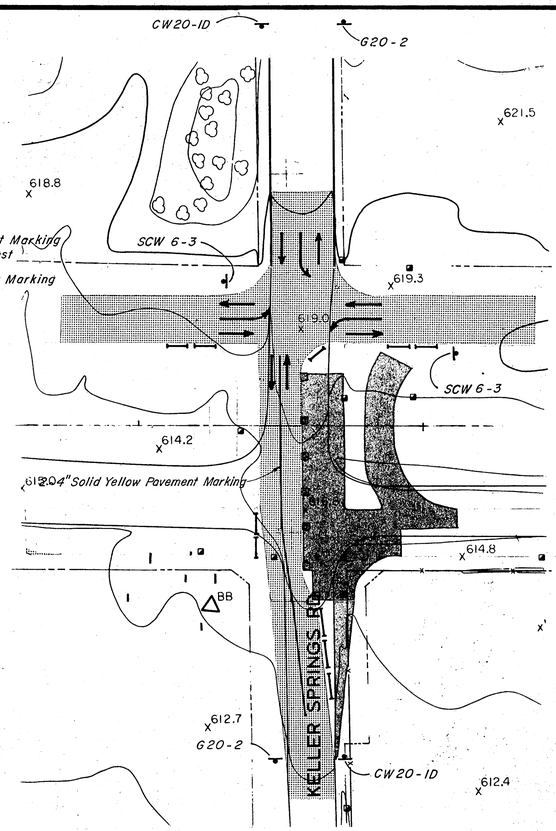
PHASE III

TRAFFIC

1. ALL TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY.
2. U-TURNS REMAIN BARRICADED TO TRAFFIC UNTIL COMPLETION OF THE TOLLWAY BRIDGE OVERPASS.
3. TRAFFIC MAY BE REDUCED TEMPORARILY TO TWO LANES FOR BRIDGE ERECTION BY USE OF BARRICADES AND FLAGMEN.

CONSTRUCTION

1. COMPLETE WALLS AND BRIDGE AND OPEN U-TURNS TO TRAFFIC.



PHASE II

STAGE 2

TRAFFIC

1. CLOSE NORTH 1/2 OF KELLER SPRINGS, AS SHOWN ABOVE.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY AND U-TURN TO THE NORTH.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

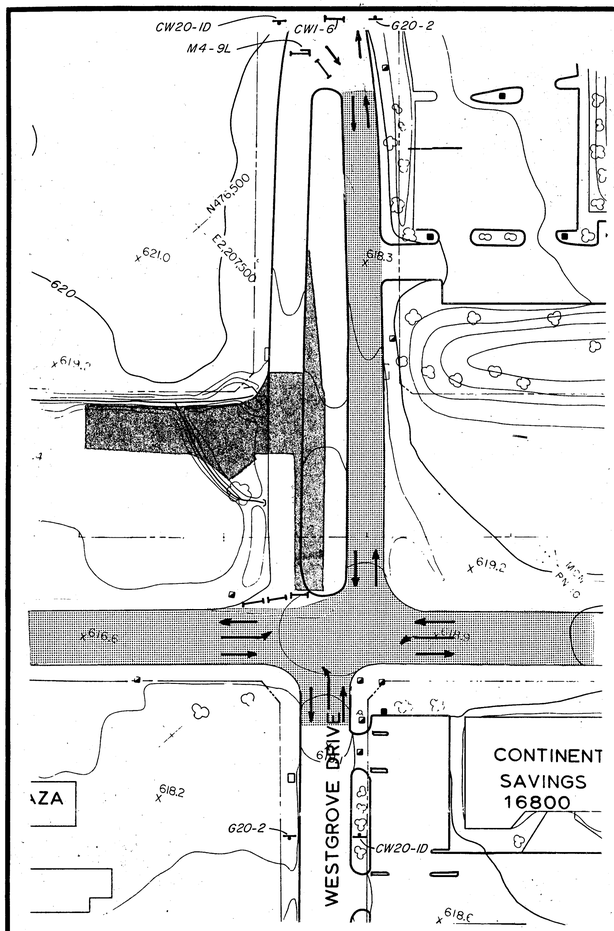
CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL KELLER SPRINGS ROAD INTERSECTION

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 5/18/84 DESIGNED JOP DATE 5-24-84
CHECKED DWC DATE 8/3/84 SCALE 1"= 50'

CONTRACT NO. DNT-115 SHEET R39 OF R85



PHASE I

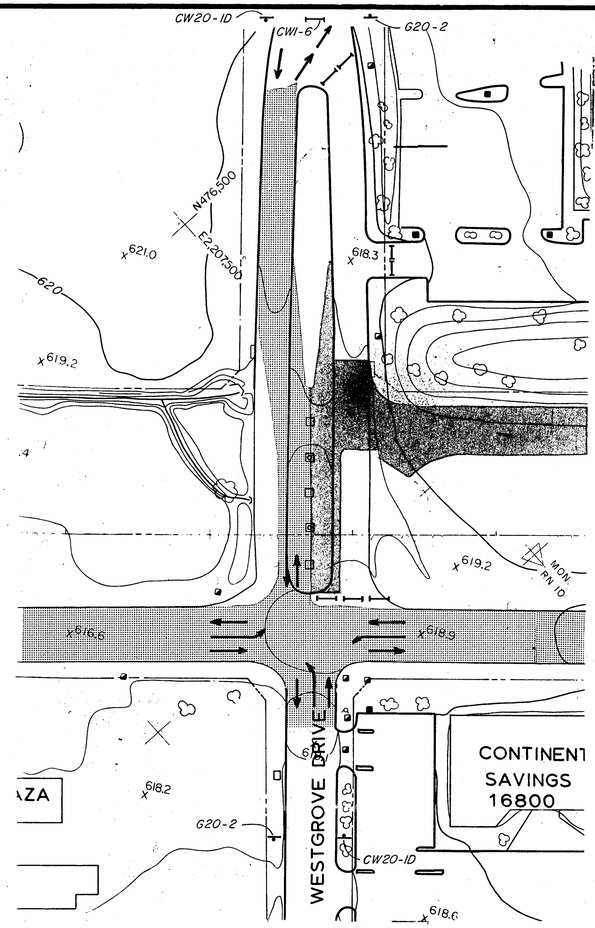
STAGE 1

TRAFFIC

1. MAINTAIN TRAFFIC LANES AS EXIST ON DALLAS PARKWAY AND ROUTE TRAFFIC AS SHOWN ABOVE.
2. CLOSE SOUTH 1/2 OF WESTBOUND WESTGROVE DRIVE.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY FROM SOUTH AND WESTGROVE DRIVE AS SHOWN ABOVE.
2. DRAINAGE MUST BE COMPLETED FROM DOWN STREAM AND EXTENDED SUFFICIENT DISTANCE TO FACILITATE CONNECTING IN STAGE 2 AND OTHER PHASES.



PHASE I

STAGE 2

TRAFFIC

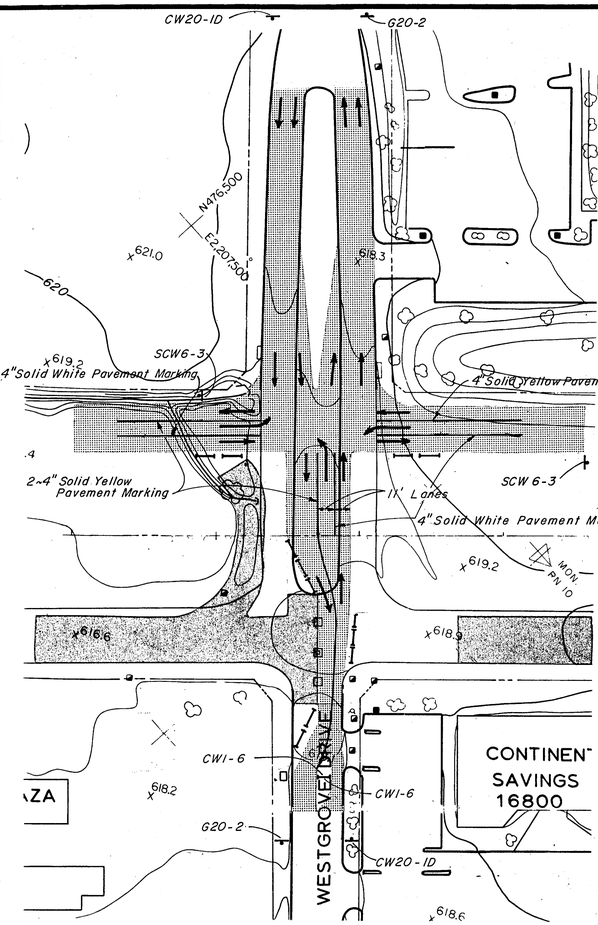
1. CLOSE NORTH 1/2 OF WESTGROVE DRIVE AND ROUTE ALL TRAFFIC ON SOUTH SIDE AS SHOWN ABOVE.

CONSTRUCTION

1. CONSTRUCT SOUTHBOUND DALLAS PARKWAY TO NORTH AND WESTGROVE DRIVE AS SHOWN ABOVE.

LEGEND

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



PHASE II

STAGE 1

TRAFFIC

1. ALL DALLAS PARKWAY TRAFFIC MUST BE PLACED ON THE SOUTHBOUND DALLAS PARKWAY.
2. CLOSE SOUTH 1/2 OF WESTGROVE DRIVE AND ROUTE TRAFFIC AS SHOWN ABOVE.
3. THE NORTHBOUND DALLAS PARKWAY WILL REMAIN BARRICADED UNTIL THE COMPLETION OF ALL PHASE II PAVEMENT IN DALLAS NORTH TOLLWAY SECTION VII.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY FROM THE SOUTH.

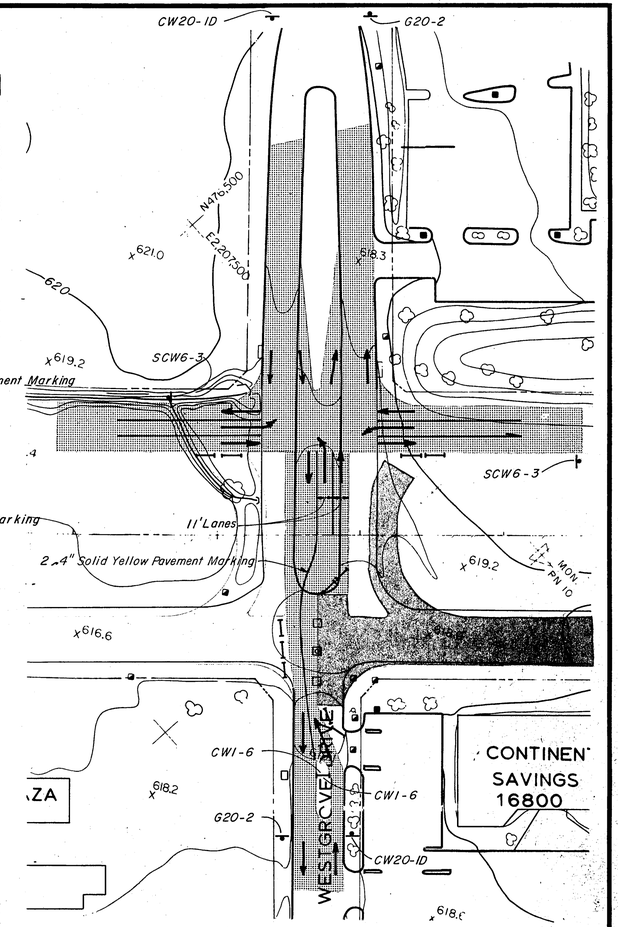
PHASE III

TRAFFIC

1. ALL TRAFFIC PLACED ON COMPLETED DALLAS PARKWAY.
2. U-TURNS REMAIN BARRICADED TO TRAFFIC UNTIL COMPLETION OF THE TOLLWAY BRIDGE OVERPASS.
3. TRAFFIC MAY BE REDUCED TEMPORARILY TO TWO LANES AS NECESSARY FOR BRIDGE ERECTION BY USE OF BARRICADES AND FLAGMEN.

CONSTRUCTION

1. COMPLETE WALLS AND BRIDGE AND OPEN U-TURNS TO TRAFFIC.



PHASE II

STAGE 2

TRAFFIC

1. CLOSE NORTH 1/2 OF WESTGROVE DRIVE AND ROUTE TRAFFIC AS SHOWN ABOVE.

CONSTRUCTION

1. CONSTRUCT NORTHBOUND DALLAS PARKWAY AND U-TURN TO THE NORTH.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

CONSTRUCTION SEQUENCE AND TRAFFIC CONTROL WESTGROVE DRIVE INTERSECTION

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 5/18/84 DESIGNED JOP DATE 5-25-84
CHECKED DWC DATE 8/3/84 SCALE 1"=50'

CONTRACT NO. DNT-115 SHEET R40 OF R85

MATCH LINE A SEE SHEET R 43

N

Addison Road

Arapaho Road

Quorum Drive

Bell Line Road

Spectrum

Arapaho Road

St. Louis & Southwestern Railroad

Airport Parkway

Keller Springs Road

MATCH LINE B SEE SHEET R 42

I

II

III

610+00

620+00

630+00

640+00

650+00

℄ Tollway

660+00

Existing 8'x6' Box Culvert
Area II

Existing 3-8'x8' Box Culvert
Areas I & II

2-8'x8' Box Culvert
Area I

33" RCP To Outfall
(By Others)

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

DRAINAGE AREA MAP

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/18/83 | DESIGNED KJ DATE 4/15/83
CHECKED DWC DATE 5/8/84 | SCALE 1" = 200'

CONTRACT NO. DNT-115 SHEET R 41 OF R85

N

MATCH LINE C SEE SHEET R 43

MATCH LINE B SEE SHEET R 41

MATCH LINE D SEE SHEET R 43

Sunbelt Drive

Bent Tree Plaza Parkway

Sojourn Lane

Addison Road

Westgrove Drive

Ledgemont Lane

IV

III

720+00

730+00

710+00

700+00

690+00

680+00

670+00

℄ Tollway

10'x6' Box Culvert

2-10'x6' Box Culvert

3-10'x6' Box Culvert
Area III

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

DRAINAGE AREA MAP

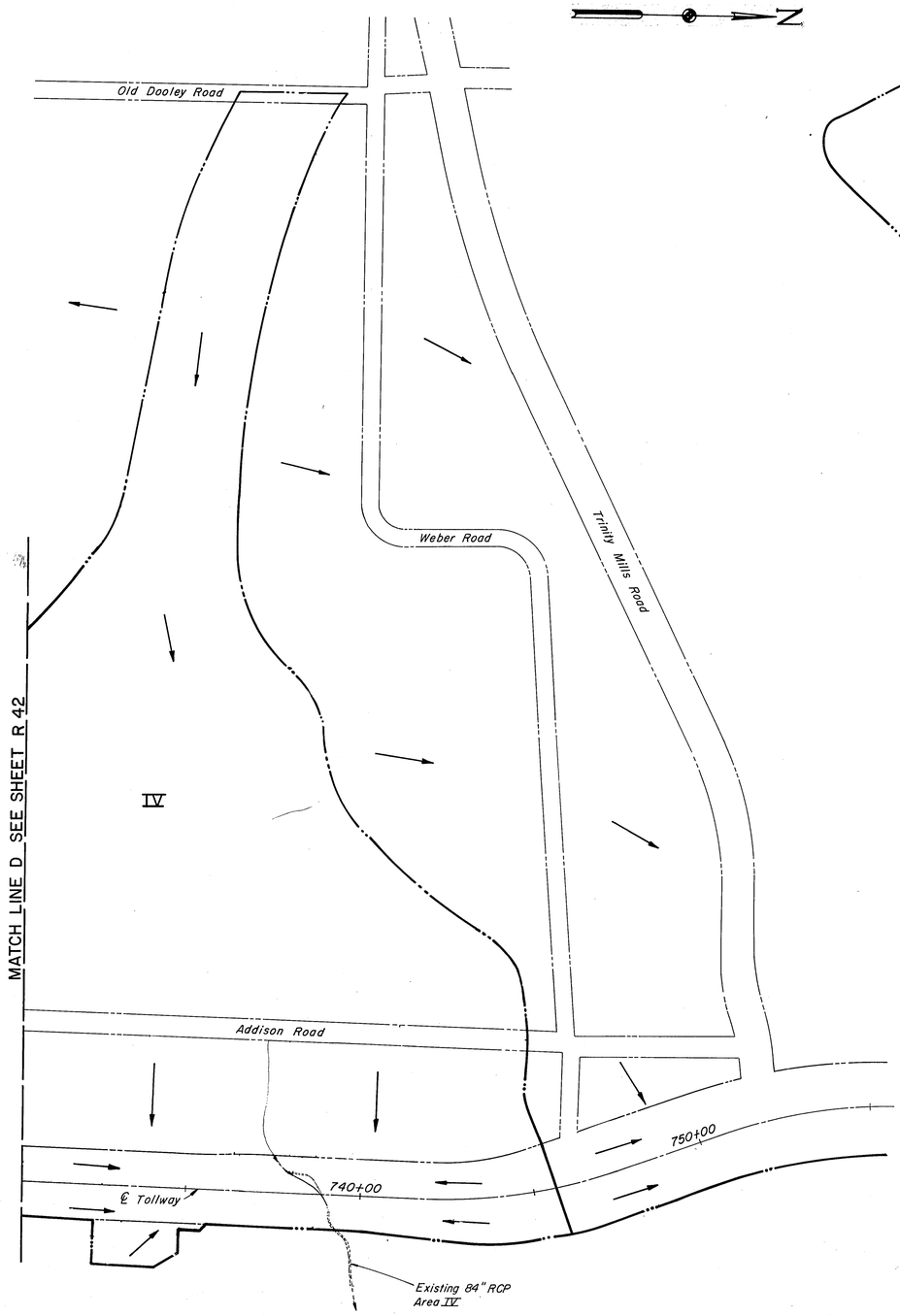
Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB/VER DATE 5/9/83 | DESIGNED KJ DATE 4/15/83

CHECKED DWC DATE 5/8/84 | SCALE 1" = 200'

CONTRACT NO. DNT-115 SHEET R 42 OF R85



Drainage Area #	Area (ac.s)	Time of Concentration (min.)	Discharge (C.F.S.)
I	224.8	15.5	1330
II	118.9	30.5	483
III	309.0	26.5	1365
IV	86.0	27.1	375

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

DRAINAGE AREA MAP

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN CJB DATE 4/18/83 | DESIGNED KJ DATE 4/15/83
CHECKED DWC DATE 5/8/84 | SCALE 1" = 200'

CONTRACT NO. DNT-115 SHEET R 43 OF R85

INLET & MANHOLE SUMMARY

ID#	LOCATION			DESCRIPTION	GUT ELEV	OUTLET FL	DEPTH	REMARKS
				LINE B-1				
B-43	646+65	DNT	60'LT	(8) TY "C"	606.51	598.12	8.5	1
B-35	649+00	DNT	85'LT	8' TY "C"	607.30	599.88	7.5	
B-33	649+70	DNT	105'LT	(8) TY "C"	607.30	602.37	5.0	1
~~B-55~~	~~651+74~~	~~DNT~~	~~113'LT~~	~~6' TY "C"~~	~~609.55~~	~~603.72~~	~~6.0~~	1 ABANDONED
B-29	651+96	DNT	105'LT	(8) TY "C"	608.95	604.85	4.5	1
B-27	652+50	DNT	105'LT	(8) TY "C"	609.26	604.25	5.5	1
B-25	653+50	DNT	96'LT	3' TY "C"	609.87	606.36	4.0	
B-23	653+84	DNT	70'LT	3' TY "C"	610.44	604.02	6.5	
B-21	654+25	DNT	67'LT	6' TY "C"	610.94	605.11	6.0	
B-19	655+00	DNT	62'LT	6' TY "C"	612.26	607.33	5.0	
B-17	656+10	DNT	54'LT	6' TY "C"	615.09	611.01	4.5	
B-15	657+00	DNT	47'LT	8' TY "C"	618.20	614.12	4.5	
B-13	658+25	DNT	40'LT	6' TY "C"	623.24	619.16	4.5	
B-11	659+75	DNT	40'LT	6' TY "C"	628.74	624.66	4.5	
B- 9	661+00	DNT	40'LT	6' TY "C"	632.25	628.17	4.5	
B- 7	662+30	DNT	40'LT	6' TY "C"	634.85	630.77	4.5	
N- 3	119+00	N.B.	0'RT	10' TY "CDR"	607.13	602.99	4.5	
				LINE B-2				
B-44	646+50	DNT	60'RT	3' TY "C"	606.44	597.52	9.0	
B-42	647+00	DNT	65'RT	3' TY "C"	606.61	598.36	8.5	
B-40	647+45	DNT	70'RT	6' TY "C"	606.77	598.94	8.0	
B-38	648+25	DNT	79'RT	(8) TY "C"	607.02	600.21	7.0	1
B-36	649+00	DNT	88'RT	8' TY "C"	607.25	601.90	5.5	
B-34	649+96	DNT	105'RT	8' TY "C"	607.55	603.41	4.5	
B-30	651+97	DNT	112'RT	8' TY "C"	608.90	604.96	4.0	
B-28	652+75	DNT	112'RT	8' TY "C"	609.30	605.25	4.5	
B-26	653+60	DNT	101'RT	3' TY "C"	609.90	605.87	4.5	
B-23	654+05	RAMP S-KS	101'RT	6' TY "C"	610.28	606.81	4.0	
B-86	655+65	RAMP S-KS	101'RT	6' TY "C"	611.30	606.10	5.5	
N- 2	126+00	N.B.	0'RT	5' TY "CDR"	612.00	608.11	4.5	
G-13	130+80	N.B.	90'LT	5' TY "CDR"	615.67	611.46	5.0	1
G- 4	131+98	N.B.	40'LT	10' TY "CDR"	615.25	609.90	6.0	
N- 1	132+25	N.B.	0'RT	5' TY "CDR"	614.50	610.36	4.5	
B-24	653+84	DNT	75'RT	3' TY "C"	610.39	606.06	4.5	
B-22	654+25	DNT	72'RT	6' TY "C"	610.89	606.56	4.5	
B-20	655+00	DNT	66'RT	6' TY "C"	612.21	608.13	4.5	
B-18	656+10	DNT	58'RT	6' TY "C"	615.04	610.96	4.5	
B-16	657+00	DNT	52'RT	(6) TY "C"	618.16	614.08	4.5	1
B-14	658+25	DNT	42'RT	6' TY "C"	623.22	619.14	4.5	
B-12	659+75	DNT	40'RT	6' TY "C"	628.74	624.66	4.5	
B-10	661+00	DNT	40'RT	6' TY "C"	632.25	628.17	4.5	
B- 8	662+30	DNT	40'RT	6' TY "C"	634.85	630.77	4.5	
B-69	649+80	DNT	91'RT	M.H. TY "III"	607.62	601.65	6.5	* RIM ELEV
B-60	654+00	RAMP S-KS	94'RT	M.H. TY "III"	610.32	604.38	6.5	* RIM ELEV
2 ~~N-15~~	~~126+34~~	N.B. ~~39'~~	~~28'~~ LT	M.H. TY "III"	612.73	606.33	7.0	* RIM ELEV
N-16	129+30	N.B. (125+35)	28'LT	M.H. TY "III"	613.76	608.18	6.0	* RIM ELEV
				LINE B-4				
B-48	645+50	DNT	48'RT	3' TY "C"	605.83	601.78	4.5	
B-49	644+75	DNT	3'LT	TY "M"	605.76	601.68	4.5	(3)-GRATE 4
B-50	644+75	DNT	40'RT	3' TY "C"	604.65	599.63	5.5	
B-51	643+00	DNT	3'LT	TY "M"	602.39	598.31	4.5	(3)-GRATE 4
B-52	643+00	DNT	40'RT	6' TY "C"	600.39	593.77	7.0	
				LINE C				
C- 3	665+79	DNT	40'LT	3' TY "C"	636.49	632.44	4.5	
C- 5	666+30	DNT	40'LT	3' TY "C"	636.08	631.93	4.5	
C- 7	667+30	DNT	40'LT	6' TY "C"	634.80	630.65	4.5	
C- 9	668+55	DNT	40'LT	6' TY "C"	632.31	628.16	4.5	
C-11	669+80	DNT	40'LT	6' TY "C"	628.84	624.69	4.5	
C-13	671+05	DNT	40'LT	6' TY "C"	625.09	620.94	4.5	
C-15	672+30	DNT	40'LT	6' TY "C"	621.34	617.19	4.5	
C-17	673+55	DNT	40'LT	6' TY "C"	617.51	613.27	4.5	
C-20	674+50	DNT	40'LT	6' TY "C"	614.73	610.49	4.5	
C-22	675+85	DNT	40'LT	6' TY "C"	612.18	607.69	5.0	
C-24	676+58	DNT	40'LT	6' TY "C"	611.89	606.90	5.5	
C-14	677+30	DNT	40'LT	6' TY "C"	612.13	606.42	6.0	
				LINE C-1				
C- 4	665+79	DNT	40'RT	3' TY "C"	636.49	632.41	4.5	
C- 6	666+30	DNT	40'RT	3' TY "C"	636.08	632.00	4.5	
C- 8	667+30	DNT	40'RT	6' TY "C"	634.80	630.72	4.5	
C-10	668+55	DNT	40'RT	(8) TY "C"	632.31	628.23	4.5	1
C-12	669+80	DNT	40'RT	(8) TY "C"	628.84	624.76	4.5	1
C-14	671+05	DNT	40'RT	(8) TY "C"	625.09	621.01	4.5	1
C-16	672+30	DNT	40'RT	(8) TY "C"	621.84	617.86	4.5	1
C-18	673+20	DNT	3'RT	TY "M"	619.22	615.08	4.5	2-GRATE
C-21	675+00	DNT	3'RT	TY "M"	615.20	610.96	4.5	2-GRATE
C-23	675+85	DNT	3'RT	TY "M"	614.31	609.79	5.0	2-GRATE
C-25	676+58	DNT	3'RT	TY "M"	614.07	608.46	6.0	2-GRATE
C-26	677+30	DNT	3'RT	TY "M"	614.30	607.19	7.5	2-GRATE
				LINE C-2				
C- 6	688+65	DNT	3'RT	TY "M"	635.11	630.96	4.5	2-GRATE
C- 5	688+65	DNT	40'LT	6' TY "C"	633.40	629.25	4.5	
C- 7	685+90	DNT	40'LT	8' TY "C"	625.45	617.81	8.0	
C- 8	685+90	DNT	3'RT	TY "M"	627.63	621.11	7.0	3-GRATE
C- 9	682+90	DNT	40'LT	8' TY "C"	616.19	607.98	8.5	
C-10	682+90	DNT	3'RT	TY "M"	618.37	610.93	7.5	3-GRATE
				LINE C-3				
C-11	680+00	DNT	47'LT	8' TY "C"	613.33	609.19	4.5	
C-13	679+16	DNT	54'LT	6' TY "C"	612.42	607.20	5.5	
				LINE D				
~~D- 1~~	~~721+05~~	~~DNT~~	~~3'LT~~	~~TY "M"~~	~~642.17~~	~~638.28~~	~~4.0~~	DELETED
D- 2	721+45	DNT	40'RT	3' TY "C"	641.73	637.84	4.0	
D- 3	720+95	DNT	40'RT	3' TY "C"	641.53	637.54	4.5	
D- 4	720+00	DNT	3'LT	TY "M"	641.62	637.73	4.0	2-GRATE
D- 5	720+00	DNT	40'RT	3' TY "C"	640.48	636.49	4.5	
R- 1	186+50	N.B.	0'RT	5' TY "CDR"	639.96	635.82	4.5	
R- 2	184+75	N.B.	0'RT	5' TY "CDR"	639.10	634.96	4.5	
D- 6	716+00	DNT	3'LT	TY "M"	639.54	635.46	4.5	3-GRATE
D- 7	716+00	DNT	40'RT	8' TY "C"	637.36	632.68	5.0	
R- 3	181+30	N.B.	0'RT	5' TY "CDR"	635.80	631.66	4.5	
R- 4	180+89	N.B.	0'RT	30' SLOT DRN	635.28	633.28	-----	18"DIA
D- 8	712+00	DNT	3'LT	TY "M"	637.46	632.74	5.0	3-GRATE
D- 9	712+00	DNT	40'RT	8' TY "C"	635.28	630.46	5.0	
R- 5	177+75	N.B.	0'RT	5' TY "CDR"	632.27	628.30	4.5	
D-10	708+00	DNT	3'LT	TY "M"	635.38	630.32	5.5	3-GRATE
D-11	708+00	DNT	40'RT	8' TY "C"	633.20	628.04	5.5	
Q- 1	175+00	N.B.	0'RT	5' TY "CDR"	631.10	626.96	4.5	
D-12	706+25	DNT	3'LT	TY "M"	634.47	630.39	4.5	2-GRATE
D-13	706+25	DNT	40'RT	3' TY "C"	633.12	627.30	6.0	1
P- 1	168+50	N.B.	0'RT	5' TY "CDR"	630.10	625.96	4.5	
P-25	168+65	N.B.	28'LT	M.H. TY "II"	631.28	623.05	9.0	* RIM ELEV
P-26	172+65	N.B.	28'LT	M.H. TY "II"	633.09	624.23	9.5	* RIM ELEV
R- 7	184+60	N.B.	28'LT	M.H. TY "III"	639.49	634.73	5.5	* RIM ELEV
R-10	180+65	N.B.	28'LT	M.H. TY "III"	636.20	629.61	7.5	* RIM ELEV
R-45	176+65	N.B.	28'LT	M.H. TY "III"	633.06	627.13	6.5	* RIM ELEV
				LINE D-1				
D- 1	692+00	DNT	40'LT	3' TY "C"	637.34	633.29	4.5	
D- 3	692+50	DNT	40'LT	3' TY "C"	637.17	633.09	4.5	
D- 5	693+30	DNT	40'LT	3' TY "C"	636.59	632.51	4.5	
D- 7	694+20	DNT	40'LT	(8) TY "C"	635.46	631.37	4.5	4
D- 9	695+20	DNT	40'LT	(8) TY "C"	633.66	629.58	4.5	4
D-11	696+20	DNT	40'LT	6' TY "C"	631.80	627.72	4.5	
D-13	697+00	DNT	40'LT	3' TY "C"	630.68	626.60	4.5	
D-15	697+50	DNT	40'LT	3' TY "C"	630.24	625.66	5.0	
D-17	697+90	DNT	40'LT	3' TY "C"	630.03	625.45	5.0	
D-19	698+35	DNT	40'LT	3' TY "C"	629.95	624.77	5.5	
				LINE D-2				
D- 2	692+30	DNT	40'RT	3' TY "C"	637.28	633.23	4.5	
D- 4	693+00	DNT	40'RT	3' TY "C"	636.85	632.70	4.5	
D- 6	693+80	DNT	40'RT	TY "M"	636.02	631.87	4.5	3-GRATE 4
D- 8	694+70	DNT	40'RT	TY "M"	634.60	630.45	4.5	3-GRATE 4
D-10	695+70	DNT	40'RT	(3) TY "C"	632.72	628.57	4.5	4
D-12	696+60	DNT	40'RT	(3) TY "C"	631.18	627.03	4.5	4
D-14	697+30	DNT	40'RT	3' TY "C"	630.39	625.81	5.0	
D-16	697+80	DNT	40'RT	3' TY "C"	630.07	625.34	5.0	
D-18	698+35	DNT	40'RT	3' TY "C"	629.95	625.12	5.0	
D-39	698+85	DNT	40'RT	3' TY "C"	630.05	624.20	6.0	
				LINE D-3				
D-15	705+35	DNT	40'RT	3' TY "C"	633.21	629.26	4.0	
D-17	704+85	DNT	40'RT	3' TY "C"	633.16	629.08	4.5	
D-19	704+35	DNT	40'RT	3' TY "C"	632.90	628.82	4.5	
D-14	705+35	DNT	3'RT	TY "M"	634.00	629.95	4.5	2-GRATE
D-16	704+95	DNT	3'RT	TY "M"	633.79	629.71	4.5	1-GRATE
D-18	704+65	DNT	3'RT	TY "M"	633.64	629.56	4.5	1-GRATE
D-21	703+85	DNT	40'RT	3' TY "C"	632.64	628.56	4.5	
D-23	703+35	DNT	40'RT	3' TY "C"	632.38	628.30	4.5	
D-25	702+85	DNT	40'RT	3' TY "C"	632.12	627.54	5.0	
D-27	702+35	DNT	40'RT	3' TY "C"	631.86	627.28	5.0	
D-29	701+85	DNT	40'RT	3' TY "C"	631.60	627.02	5.0	
D-31	701+35	DNT	40'RT	3' TY "C"	631.34	626.76	5.0	
D-33	700+85	DNT	40'RT	3' TY "C"	631.08	626.35	5.0	
D-35	700+35	DNT	40'RT	3' TY "C"	630.82	626.14	5.0	
D-37	699+85	DNT	40'RT	3' TY "C"	630.56	625.98	5.0	
D-38	699+35	DNT	40'RT	3' TY "C"	630.30	625.35	5.0	
				LINE D-4				
D-20	703+15	DNT	40'LT	6' TY "C"	632.28	628.23	4.5	
D-22	702+65	DNT	40'LT	3' TY "C"	632.02	627.94	4.5	
D-24	702+15	DNT	40'LT	3' TY "C"	631.76	627.68	4.5	
D-26	701+65	DNT	40'LT	3' TY "C"	631.50	627.42	4.5	
D-28	701+15	DNT	40'LT	3' TY "C"	631.24	627.16	4.5	
D-30	700+65	DNT	40'LT	3' TY "C"	630.98	626.90	4.5	
D-32	700+15	DNT	40'LT	3' TY "C"	630.72	626.14	5.0	
D-34	699+65	DNT	40'LT	3' TY "C"	630.46	625.88	5.0	
D-36	699+10	DNT	40'LT	3' TY "C"	630.17	625.62	5.0	
D-41	698+98	DNT	40'LT	M.H. TY "III"	630.11	624.59	6.0	* RIM ELEV
D-40	698+98	DNT	40'RT	M.H. TY "III"	630.11	623.76	7.0	* RIM ELEV
				LINE E				
E- 2	722+10	DNT	40'RT	3' TY "C"	641.73	637.58	4.5	
E- 3	722+50	DNT	40'RT	3' TY "C"	641.59	637.44	4.5	
E- 4	723+00	DNT	40'RT	3' TY "C"	641.26	637.11	4.5	
E- 6	723+65	DNT	40'RT	3' TY "C"	640.73	636.58	4.5	
E- 8	724+30	DNT	40'RT	3' TY "C"	640.20	636.05	4.5	
E-10	724+95	DNT	40'RT	3' TY "C"	639.67	635.52	4.5	
E-12	725+60	DNT	40'RT	3' TY "C"	639.13	634.98	4.5	
E-14	726+25	DNT	40'RT	3' TY "C"	638.60	634.45	4.5	
E-16	726+90	DNT	40'RT	3' TY "C"	638.07	633.92	4.5	
E-18	727+55	DNT	40'RT	3' TY "C"	637.53	633.38	4.5	
E-20	728+20	DNT	40'RT	3' TY "C"	637.00	632.85	4.5	
E-22	728+85	DNT	40'RT	3' TY "C"	636.47	632.32	4.5	
E-24	729+50	DNT	40'RT	3' TY "C"	635.93	631.53	4.5	
E-26	730+15	DNT	40'RT	3' TY "C"	635.40	631.00	4.5	
E-28	730+80	DNT	40'RT	3' TY "C"	634.88	630.48	4.5	
E-30	731+45	DNT	40'RT	3' TY "C"	634.42	629.77	5.0	
E-32	732+10	DNT	40'RT	3' TY "C"	634.03	629.38	5.0	
E-34	732+60	DNT	40'RT	3' TY "C"	633.76	629.11	5.0	
E-36	733+10	DNT	40'RT	3' TY "C"	633.51	628.86	5.0	
E-38	733+65	DNT	40'RT	3' TY "C"	633.23	628.65	5.0	1
E-40	734+20	DNT	40'RT	3' TY "C"	632.94	628.36	5.0	1
E-42	734+70	DNT	40'RT	3' TY "C"	632.69	628.11	5.0	1
E-44	735+20	DNT	40'RT	3' TY "C"	632.43	627.85	5.0	1
E-46	736+70	DNT	40'RT	3' TY "C"	632.18	627.60	5.0	1
E-48	736+20	DNT	40' RT	3' TY "C"	631.92	627.34	5.0	
E-50	736+70	DNT	40' RT	3' TY "C"	631.67	627.09	5.0	
E-52	737+20	DNT	40' RT	3' TY "C"	631.41	626.83	5.0	
E-54	737+70	DNT	40' RT	3' TY "C"	631.16	626.58	5.0	
E-56	738+20	DNT	40' RT	3' TY "C"	630.90	625.82	5.5	
E-58	738+60	DNT	40' RT	3' TY "C"	630.72	625.64	5.5	
E-60	739+00	DNT	41.53' RT	3' TY "C"	630.68	625.10	6.0	
T-2	741+00	DNT	3' RT	TY "M"	630.06	623.98	6.5'	2 GRATES
T-3	741+60.9	DNT	3' RT	TY "M"	629.90	622.32	8.0'	1 GRATE
T-4	742+25	DNT	3' RT	TY "M"	630.07	625.49	5.0'	2 GRATES
T-5	743+00	DNT	3' RT	TY "M"	630.71	626.63	4.5'	2 GRATES
T-6	744+00	DNT	3' RT	TY "M"	632.30	628.72	4.0'	2 GRATES
4 T-7	742+25	DNT	52.76' LT	5' TY "C&G"	627.84	623.76	5.0 ~~4.5'~~	CURB & GRATE INLET
4 T-8	742+875	DNT	55.33' LT	5' TY "C&G"	627.68	623.60	5.0 ~~4.5'~~	CURB & GRATE INLET
4 T-9	743+25	DNT	57.12' LT	5' TY "C&G"	627.69	624.11	5.0 ~~4.0'~~	CURB & GRATE INLET
T-10	739+65	DNT	3' RT	TY "M"	630.75	626.67	4.5'	2 GRATES
T-11	750+30	DNT	3' LT	TY "M"	651.65	648.07	4.0'	3 GRATES
T-12	749+50	DNT	3' LT	TY "M"	649.76	646.18	4.0'	1 GRATE
T-13	749+10	DNT	3' LT	TY "M"	648.68	645.10	4.0'	2 GRATES
T-14	748+95	DNT	3' RT	TY "M"	648.26	644.68	4.0'	1 GRATE
T-15	19+64	RAMP S-TM	19' RT	3' TY "C"	630.95	628.40	3.0'	3

NO	REVISION	BY	DATE
4	AS BUILT PLANS	PJ	12-30-87
3	Revised Inlet T-15	CB	2-06-87
2	Revised Location of N-15	REF	3-25-86
1	Misc. Drainage Revisions	GMG	10-10-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

INLET AND MANHOLE SUMMARY

Gibbs & Hill, Inc.

SECTION VII

DRAWN AEL DATE 7/30/84 | DESIGNED AEL DATE 7/30/84

CHECKED DWC DATE 7/30/84 | SCALE None

CONTRACT NO DNT-115 SHEET R44 OF R85

ASBUILT PLANS

INLET & MANHOLE SUMMARY

ID#	LOCATION		DESCRIPTION	GUT ELEV	OUTLET FL	DEPTH	REMARKS
T-16	19+08	RAMP S-TM 19' RT	3' TY "C"	631.26	628.12	3.5'	4
T-17	18+26	RAMP S-TM 0' LT	5' TY "C&G"	632.88	627.76	5.5'	4 CURB & GRATE INLET
T-18	17+00	RAMP S-TM 0' LT	5' TY "C&G"	635.71	627.26	8.5'	4 CURB & GRATE INLET
T-19	746+00	DNT 3' RT	TY "M"	637.98	632.40	6.0'	3 GRATES
T-22	750+99.7	DNT 42.29' RT	TY "G"	634.51	626.93	8.0'	1 GRATE
T-23	752+64.6	DNT 39.51' RT	TY "G"	634.66	627.08	8.0'	1 GRATE
T-24	756+00	DNT 3' LT	TY "M"	654.98	651.40	4.0'	3 GRATES
T-25	757+00	DNT 3' LT	TY "M"	654.03	650.45	4.0'	2 GRATES
T-26	757+65	DNT 3' LT	TY "M"	653.17	649.59	4.0	2 GRATES
T-27	758+43.0	DNT 41.53' RT	TY "G"	632.58	625.50	7.5'	1 GRATE
T-28	759+13.1	DNT 41.54' LT	TY "G"	633.67	627.59	6.5'	1 GRATE
T-29	760+86.0	DNT 80.88' LT	TY "G"	635.02	626.94	8.5' 4	1 GRATE
T-30	761+59.6	DNT 80.88' RT	TY "G"	632.72	624.64	8.5' 4	1 GRATE
T-31	748+11.8	DNT 77.74' LT	TY "G"	636.15	629.07	7.5'	1 GRATE
T-32	738+80	DNT 51' LT	3' TY "C"	630.43	626.32	4.5'	
T-33	739+30	DNT 51' LT	3' TY "C"	630.17	625.59	5.0'	
T-34	739+80	DNT 51' LT	5' TY "C&G"	629.92	624.84	5.5'	CURB & GRATE INLET
T-35	740+30	DNT 51' LT	5' TY "C&G"	629.66	625.58	4.5'	CURB & GRATE INLET

LINE E-2

E- 1	722+75	DNT	40'LT	3' TY "C"	641.45	637.37	4.5
E- 5	723+45	DNT	40'LT	3' TY "C"	640.89	636.81	4.5
E- 7	724+15	DNT	40'LT	3' TY "C"	640.32	636.24	4.5
E- 9	724+85	DNT	40'LT	3' TY "C"	639.75	635.67	4.5
E-11	725+55	DNT	40'LT	3' TY "C"	639.17	635.09	4.5
E-13	726+25	DNT	40'LT	3' TY "C"	638.60	634.52	4.5
E-15	726+90	DNT	40'LT	3' TY "C"	638.07	633.99	4.5
E-17	727+55	DNT	40'LT	3' TY "C"	637.53	633.45	4.5
E-19	728+20	DNT	40'LT	3' TY "C"	637.00	632.92	4.5
E-21	728+85	DNT	40'LT	3' TY "C"	636.47	632.39	4.5
E-23	729+50	DNT	40'LT	3' TY "C"	635.93	631.85	4.5
E-25	730+15	DNT	40'LT	3' TY "C"	635.40	631.32	4.5
E-27	730+80	DNT	40'LT	3' TY "C"	634.88	630.55	4.5
E-29	731+45	DNT	40'LT	3' TY "C"	634.42	630.24	4.5
E-31	732+10	DNT	40'LT	3' TY "C"	634.03	629.95	4.5
E-33	732+60	DNT	40'LT	3' TY "C"	633.76	629.68	4.5
E-35	733+10	DNT	40'LT	3' TY "C"	633.51	629.43	4.5

DELETE LINE E-3 4

LINE E-4

E-37	733+65	DNT	40'LT	3' TY "C"	633.23	628.83	4.5	
E-39	734+20	DNT	40'LT	3' TY "C"	632.95	628.55	4.5	
E-41	734+75	DNT	40'LT	3' TY "C"	632.67	628.27	4.5	
E-43	735+30	DNT	40.25'LT	3' TY "C"	632.38	627.98	4.5	4 4
E-45	735+80	DNT	42.29'LT	3' TY "C"	632.09	627.51	5.0	4 4
E-47	736+30	DNT	44.33'LT	3' TY "C"	631.81	627.23	5.0	4 4
E-49	736+80	DNT	46.37'LT	3' TY "C"	631.52	626.94	5.0	4 4
E-51	737+30	DNT	48.41'LT	3' TY "C"	631.23	626.65	5.0	4 4
E-53	737+80	DNT	50.45'LT	3' TY "C"	630.95	626.37	5.0	

LINE G

G-31	111+60	S.B.	0'LT	14' TY "CDR"	605.24	598.44	7.5
F- 1	110+51	S.B.	0'LT	10' TY "CDR"	604.64	596.04	9.0

LINE G-2

G-24	120+95	S.B.	0'LT	14' TY "CDR"	612.15	607.76	5.0	
G-26	119+10	S.B.	0'LT	5' TY "CDR"	610.56	605.96	5.0	
G-35	117+05	S.B.	0'LT	5' TY "CDR"	609.11	602.58	7.0	
G-36	114+04	S.B.	0'LT	5' SP "CDR"	606.97	599.06	8.5	OPEN BACK
G-37	113+95	S.B.	0'LT	10' SP "CDR"	606.90	598.99	8.5	OPEN BACK
G-38	113+05	S.B.	10'LT	TY "Y"	607.00	599.88	8.0	* RIM ELEV
G-39	112+95	S.B.	13'LT	TY "Y"	607.00	600.25	7.5	* RIM ELEV
B-53	646+28	DNT	10'LT	TY "G"	606.80	599.00	8.5	
B-45	646+30	DNT	55'LT	3' TY "C"	606.35	598.53	8.0	
B-47	645+75	DNT	50'LT	3' TY "C"	606.50	601.08	5.5	
B-46	646+00	DNT	54'RT	3' TY "C"	606.29	602.21	4.5	
M- 1	112+94	N.B.	0'RT	5' TY "CDR"	604.11	596.42	8.5	
~~G-52~~	~~113+60~~	~~S.B.~~	~~45'RT~~	~~M.H. TY "I"~~	~~607.00~~	~~597.46~~	~~10.5~~	DELETED 5
G-60	117+38	S.B.	5'RT	M.H. TY "II"	609.41	602.03	8.0	* RIM ELEV

LINE G-3

G- 1	134+95	S.B.	0'LT	5' TY "CD"	619.38	615.24	4.5	5
G- 2	133+25	S.B.	33'RT	10' TY "CDR"	618.16	614.02	4.5	
G- 6	132+25	S.B.	33'RT	5' TY "CDR"	617.61	613.47	4.5	
G- 8	132+05	S.B.	45'LT	10' TY "CD"	619.18	614.99	5.0	5
G-11	131+40	S.B.	45'LT	10' TY "CDR"	619.40	612.96	7.0	

ID#	LOCATION		DESCRIPTION	GUT ELEV	OUTLET FL	DEPTH	REMARKS
G-12	131+40	S.B. 33'RT	5' TY "CDR"	617.25	613.11	4.5	
G-14	130+34	S.B. 33'RT	5' TY "CD"	616.77	612.64	4.5	4
G-18	129+90	S.B. 25'LT	TY "Y"	616.00	610.82	6.0	* RIM ELEV
G-16	128+65	S.B. 0'LT	5' TY "CDR"	616.29	612.15	4.5	
G-19	127+65	S.B. 0'LT	10' TY "CDR"	615.69	609.75	6.5	
B-23	655+57	RAMP KS-S 96'LT	6' TY "C"	612.60	608.90	4.0	
B-22	654+05	RAMP KS-S 96'LT	6' TY "C"	610.38	604.56	6.0	
B-65	124+77	S.B. 5'RT	M.H. TY "II"	614.39	606.15	9.0	* RIM ELEV
B-66	128+29	S.B. 8'RT	M.H. TY "II"	616.14	608.89	8.0	* RIM ELEV
B-67	131+40 9	S.B. 12'RT	M.H. TY "II"	617.85	611.45	7.0	* RIM ELEV
G-70	122+80	S.B. 0'LT	10' TY "CDR"	613.52	608.12	6.0	4
G-71	122+45	S.B. 24'LT	5' TY "CDR"	614.35	609.36	5.5	
~~G-72~~	~~122+45~~	~~S.B. 85'LT~~	~~5' TY "CDR"~~	~~614.57~~	~~610.40~~	~~4.5~~	4 DELETED
G-60A	AIRPORT PKWY.		M.H. TY "I"		602.90		4 FIELD CHANGE
G-60B	AIRPORT PKWY.		M.H. TY "Id"				4 FIELD CHANGE

LINE H-1

I-15	148+00	S.B.	0'LT	5' TY "CDR"	612.44	608.30	4.5	
H- 8	147+04	S.B.	0'LT	10' TY "CDR"	612.10	607.96	4.5	
H- 7	146+50	S.B.	0'LT	10' TY "CDR"	612.25	607.16	5.5	

2 LINE H-2

H- 1	140+00	S.B.	0'LT	10' TY "CDR"	617.40	611.46	6.5	
H- 2	145+00	S.B.	0'LT	5' TY "CDR"	613.14	606.30	7.0	
~~H- 3~~	~~139+20~~	~~S.B.~~	~~0'LT~~	~~5' TY "CDR"~~	~~617.88~~	~~613.74~~	~~4.5~~	
~~H- 4~~	~~141+00~~	~~S.B.~~	~~0'LT~~	~~10' TY "CDR"~~	~~616.80~~	~~611.43~~	~~6.0~~	
~~H- 5~~	~~143+00~~	~~S.B.~~	~~0'LT~~	~~10' TY "CDR"~~	~~614.76~~	~~608.83~~	~~6.5~~	
~~H- 6~~	~~145+00~~	~~S.B.~~	~~0'LT~~	~~10' TY "CDR"~~	~~613.06~~	~~606.33~~	~~7.5~~	
H-11	141+03	S.B.	5'RT	M.H. TY "III"	616.88	610.90	6.5	* RIM ELEV
~~H-13~~	~~145+03~~	~~S.B.~~	~~5'RT~~	~~M.H. TY "II"~~	~~613.14~~	~~605.23~~	~~8.5~~	~~* RIM ELEV~~

3 LINE K-1

K- 1	188+20	S.B.	0'LT	5' TY "CDR"	642.60	638.46	4.5	
K- 2	187+80	S.B.	0'LT	30' SLOT DRN	642.40	640.40	-----	18" DIA
K- 3	187+55	S.B.	0'LT	5' TY "CDR"	642.28	638.14	4.5	
K- 4	187+00	S.B.	0'LT	5' TY "CDR"	642.00	637.86	4.5	
K- 5	186+42	S.B.	0'LT	5' TY "CDR"	641.71	637.62	4.5	
K- 6	186+15	S.B.	0'LT	5' TY "CDR"	641.58	637.44	4.5	
K- 7	184+80	S.B.	0'LT	10' SP "CDR"	640.90	636.20	5.5	OPEN BACK
K- 9	183+85	S.B.	0'LT	5' TY "CDR"	640.43	636.80	4.0	4
K-10	183+00	S.B.	0'LT	5' TY "CDR"	639.89	636.26	4.0	4
K-11	182+00	S.B.	0'LT	5' TY "CDR"	638.60	635.23	4.0	4
K-12	181+50	S.B.	0'LT	5' TY "CDR"	637.90	634.27	4.5	4
K-13	180+95	S.B.	0'LT	5' TY "CDR"	637.13	633.50	4.0	4
K-15	180+50	S.B.	49'LT	10' TY "CDR"	637.09	632.75	5.0	ON BENT TREE
K-16	179+92	S.B.	72'LT	10' TY "CD"	636.99	632.85	5.0	ON BENT TREE
K-17	179+86	S.B.	58'LT	14' TY "CD"	636.85	632.83	4.5	ON BENT TREE
K-18	179+00	S.B.	0'LT	5' TY "CDR"	635.48	631.85	4.0	4
K-19	177+50	S.B.	0'LT	5' TY "CDR"	634.46	631.11	4.0	4
K-20	176+15	S.B.	0'LT	5' TY "CDR"	633.54	630.87	3.5	

3 LINE K-2

~~K-21~~	~~175+44~~	~~S.B.~~	~~0'LT~~	~~50' SLOT DRN~~	~~633.05~~	~~631.05~~	-----	~~18" DIA~~ 3
J- 4	174+89	S.B.	0'LT	5' TY "CDR"	632.89	629.18	4.0	3
J- 3	174+25	S.B.	0'LT	5' TY "CDR"	633.09	629.38	4.0	3
J- 2	173+00	S.B.	0'LT	5' TY "CDR"	633.64	626.19	8.0	3
J- 1	171+50	S.B.	0'LT	5' TY "CDR"	634.30	626.42	8.5	
I- 0	169+24	S.B.	0'LT	10' SP "CDR" 3	634.74	626.24	9.0	OPEN BACK
I- 1	169+15	S.B.	0'LT	5' SP "CDR" 3	634.70	623.20	12.0	OPEN BACK
I- 2	167+48	S.B.	0'LT	5' TY "CDR"	632.91	624.28	9.0	
I- 3	165+00	S.B.	0'LT	5' TY "CDR"	628.84	621.67	8.0	
I-89	162+69	S.B.	28'LT	14' TY "CD"	626.10	623.16	4.0	3
I- 4	162+39	S.B.	25'LT	10' TY "CD"	626.10	619.59	7.0	
I- 5	161+50	S.B.	0'LT	5' TY "CDR"	623.03	619.40	4.5	3
I- 6	159+50	S.B.	0'LT	5' TY "CDR"	618.73	613.49	5.5	
I- 7	158+47	S.B.	0'LT	5' TY "CDR"	617.35	610.28	7.5	3
I-75				DRAINAGE LINE				
I- 8	156+75	S.B.	0'LT	5' TY "CDR"	616.47	608.83	8.0	3
I- 9	155+00	S.B.	0'LT	5' TY "CDR"	615.66	608.52	7.5	3
I-10	153+00	S.B.	0'LT	5' TY "CDR"	614.74	608.60	6.5	3
1 ~~I-11~~	~~152+10~~	~~S.B.~~	~~0'LT~~	~~10' TY "CDR"~~	~~614.33~~	~~610.19~~	~~5.0~~	
I-12	151+00	S.B.	0'LT	10' TY "CDR"	613.82	606.78	7.5	3
I-13	150+00	S.B.	0'LT	10' TY "CDR"	613.36	609.22	5.0	
I-14	149+00	S.B.	0'LT	10' TY "CDR"	612.90	605.00	8.5	3
C-12	680+65	D.N.T.	0'RT	TY "M"	616.33	612.19	4.5	2-GRATE
C-15	678+95	D.N.T.	0'RT	TY "M"	615.30	609.00	6.5	2-GRATE
I-88	162+69	S.B.	48'LT	10' TY "CD"	626.33	623.36	4.0	3
6 ~~O-50~~	~~145+00~~	~~N.B.~~	~~0'RT~~	~~5' TY "CDR"~~	~~612.04~~	~~607.61~~	~~5.0~~	
I-40	166+49	S.B.	3 12.5'RT	M.H. TY "I"	631.47	619.62	12.5	* RIM ELEV
K-50	176+75	S.B.	12'RT	M.H. TY "II"	634.14	627.66	7.0	* RIM ELEV
K-30	180+90	S.B.	12'RT	M.H. TY "III"	637.25	631.53	6.5	* RIM ELEV
K-35	184+53	S.B.	12'RT	M.H. TY "III"	640.95	635.30	6.5	* RIM ELEV
I-60	158+00	S.B.	37'LT	10' TY "CD"	616.78	614.28	3.0	3
I-75	157+15	S.B.	40'LT	10' TY "CD"				3

ID#	LOCATION		DESCRIPTION	GUT ELEV	OUTLET FL	DEPTH	REMARKS
			3 LINE L				
L- 1	189+80	S.B. 0'LT	5' TY "CDR"	642.34	638.12	5.0	
L- 2	190+30	S.B. 0'LT	30' SLOT DRN	641.93	639.93	-----	18" DIA
L- 7	192+70	S.B. 0'LT	5' TY "CDR"	639.97	636.61	4.0	3
L- 8	193+15	S.B. 0'LT	5' TY "CDR"	639.60	636.22	4.0	3
L-10	193+55	S.B. 35'LT	5' TY "CD"	639.27	635.64	4.5	3
~~L-11~~	~~193+98~~	~~S.B. 31'LT~~	~~5' TY "CD"~~	~~638.92~~	~~635.29~~	~~4.5~~	DELETED 3
L-12	194+35	S.B. 0'LT	5' TY "CDR"	638.62	634.99	4.5	
L-13	195+35	S.B. 0'LT	5' TY "CDR"	637.80	634.44	4.0	3
L-14	197+00	S.B. 0'LT	5' TY "CDR"	636.44	632.81	4.0	3
L-15	199+00	S.B. 0'LT	5' TY "CDR"	634.80	631.17	4.0	3
L-16	200+10	S.B. 0'LT	5' TY "CDR"	633.90	630.17	4.5	
L-18	202+00	S.B. 0'LT	5' TY "CDR"	632.34	628.61	4.5	
L-17	202+65	S.B. 21'LT	10' TY "CDR" 3	632.30	627.49	5.5	* RIM ELEV
L-19	204+00	S.B. 0'LT	5' TY "CDR"	631.05	627.34	4.0	3
L-20	202+55	S.B. 21'LT	5' TY "CDR"	632.30	627.54	5.5	OPEN BACK 3
L-30	193+83	S.B. 20'RT	M.H. TY "III"	639.36	633.86	6.0	* RIM ELEV
L-50	201+49	S.B. 20'RT	M.H. TY "II"	633.47	626.96	6.5	* RIM ELEV
L-51	197+50	S.B. 20'RT	M.H. TY "III"	636.34	630.76	6.0	* RIM ELEV
			LINE M				
M-20	205+00	S.B. 0'LT	10' TY "CDR"	630.52	626.38	4.5	3
M-21	205+60	S.B. 0'LT	5' TY "CDR"	630.21	625.75	5.0	3
M-22	206+53	S.B. 0'LT	5' TY "CDR"	629.82	625.68	4.5	
E-55	738+30	DNT 51'LT	3' TY "C	630.68	625.60	5.5	4
L-23	207+35	S.B. 0'LT	14' TY "CDR"	630.28	624.62	6.5	4
S- 9	206+50	N.B. 0'LT	5' TY "CDR"	629.86	625.22	5.0	4
1 M- 8	205+85	S.B. 0'LT	30' SLOT DRN	630.08	627.74	-----	21" DIA
			LINE P				
P- 2	165+00	N.B. 0'RT	5' TY "CDR"	624.11	619.97	5.0	
P- 3	160+00	N.B. 33'LT	10' TY "CDR"	617.56	612.09	6.0	
P- 4	157+50	N.B. 33'LT	5' TY "CDR"	615.98	610.97	5.5	
P- 5	154+43	N.B. 8'RT	5' TY "CD"	614.80	609.29	6.0	
P- 6	154+00	N.B. 33'LT	10' TY "CDR"	614.19	607.88	7.0	
O- 4	145+61	N.B. 5'RT	TY "Y"	611.28	605.67	6.0	* RIM ELEV
O- 1	145+85	N.B. 33'LT	10' TY "CDR"	611.75	605.20	7.0	
P- 8	164+83	N.B. 28'LT	M.H. TY "II"	624.28	617.45	7.5	* RIM ELEV
P-21	155-11	N.B. 28'LT	M.H. TY "I"	614.63	607.75	7.5	* RIM ELEV
P-20	161+10	N.B. 28'LT	M.H. TY "II"	619.36	612.63	7.5	* RIM ELEV
			LINE S				
S- 1	188+55	N.B. 0'RT	30' SLOT DRN	640.62	638.62	-----	18" DIA
S- 2	190+50	N.B. 0'RT	5' TY "CDR"	639.06	635.42	4.5	
S- 3	192+20	N.B. 0'RT	5' TY "CDR"	638.40	634.26	4.5	
S- 4	194+40	N.B. 0'RT	5' TY "CDR"	636.91	632.77	4.5	
S- 5	196+70	N.B. 0'RT	5' TY "CDR"	635.38	631.24	4.5	
S- 6	199+50	N.B. 0'RT	5' TY "CDR"	634.04	629.90	4.5	OPEN BACK 3
S- 7	202+00	N.B. 0'RT	5' SP "CDR"	632.06	629.19	3.5	OPEN BACK
S- 8	204+00	N.B. 0'RT	5' TY "CDR"	630.86	627.00	4.5	
S-30	205+40	N.B. 0'RT	5' TY "CDR"	630.30	626.16	4.5	
S-31	206+10	N.B. 0'RT	5' TY "CDR"	630.02	625.88	4.5	
S-11	190+70	N.B. 28'LT	M.H. TY "III"	639.86	635.21	5.0	* RIM ELEV
S-13	194+58	N.B. 28'LT	M.H. TY "III"	637.22	632.32	5.5	* RIM ELEV
S-20	202+37	N.B. 28'LT	M.H. TY "III"	632.14	626.92	6.0	* RIM ELEV
S-21	198+51	N.B. 28'LT	M.H. TY "III"	634.96	629.79	6.0	* RIM ELEV
			CUL 2				
3 O- 9	144+58	N.B. 33'LT	14' TY "CDR"	611.39	607.70	5.0	
~~3 C-30~~	~~144+60~~	~~RAMP N-KS 48'RT~~	~~TY "Y"~~	~~610.70~~	~~605.05~~	~~6.0~~	~~* RIM ELEV~~
~~3 O-11~~	~~139+92~~	~~RAMP KS-N 50'LT~~	~~TY "Y"~~	~~614.75~~	~~608.86~~	~~6.5~~	~~* RIM ELEV~~
3 A-173	640+00	DNT 41.5'RT	5' TY "C"	591.30	587.38	4.0	
3 A-174	640+00	DNT 4.5'LT	TY "M"	592.58	587.00	6.0	3-GRATE
3 A-175	639+00	DNT 41.5'LT	6' TY "C"	588.95	585.03	4.0	
3 A-176	639+00	DNT 4.5'LT	TY "M"	589.67	584.59	5.5	2-GRATE
3 A-177	638+00	DNT 41.5'LT	3' TY "C"	588.04	584.12	4.0	
3 A-178	638+00	DNT 4.5'LT	TY "M"	588.41	583.33	5.5	1-GRATE

ASBUILT PLANS

	AS BUILT PLANS	PJ	12-30-87
8	*Revise Inlet T-16, T-17 & T-18*	*CB*	*2-06-87*
7	*Delete C-30 & O-11.*	*GMG*	*7-03-86*
6	*Change Cross-Slope on N.B. Dallas Parkway*	*MGB*	*5-16-86*
5	*Misc. Drainage Revisions*	*GMG*	*2-11-86*
4	*Misc. Drainage Revisions*	*GMG*	*10-10-85*
3	*Revised Inlet Depths Due To SWB Utility Conflicts*	*MGB*	*3-14-85*
2	*Line H-2 Revised*	*MGB*	*2-8-85*
1	*Inlet I-11 Removed & Inlet M-8 Revised*	*MGB*	*2-8-85*

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

INLET AND MANHOLE SUMMARY

Gibbs & Hill, Inc. SECTION VII

DESIGNED	AEL 7/30/84	REVISION	AEL 7/30/84		
DRAWN	DWC 7/30/84	CHECKED	None		

CONTRACT NO. DNT-115 SHEET R45 OF R85

STORM SEWER SUMMARY

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE B-1						Rev. 5
	B- 7	B- 9	15	126 ~~127~~		
	B- 9	B-11	15	132 ~~122~~		
	B-11	B-13	15	127 ~~147~~		
	B-13	B-15	15	122		
	B-15	B-17	15	87		
	B-17	B-19	15	107		
	B-19	B-21	15	72		
	B-21	B-23	18	38		
	B-23	B-62	18	23		
LATERAL	B-25	B-58	15	4 ~~11~~		
LATERAL	B-27	B-64	15	23		
LATERAL	B-29	B-66	15	24		
LATERAL	B-55	B-89	15	28		
LATERAL	B-33	B-70	15	30		
LATERAL	B-35	B-72	15	9		
LATERAL	B-43	B-80	15	12 ~~9~~		
LATERAL	N- 3	X- 7	18	65 ~~556~~		
LINE B-2						
	B- 8	B-10	15	127		
	B-10	B-12	15	122		
	B-12	B-14	15	147		
	B-14	B-16	15	122		
	B-16	B-18	15	86 ~~87~~		
	B-18	B-20	15	107		
	B-20	B-22	15	72		
	B-22	B-24	18	38		
	B-24	B-61	18	35		
LATERAL	G- 4	N-99	21	19		
	N- 1	A- 1	18	49 ~~45~~		
	A- 1	N-99	24	0 ~~3~~		
	N-99	A-10	24	140		
	A-10	N-98	24	3		
LATERAL	G-13	N-98	18	69		
	N-98	N-16	24	112		
	N-16	A- 2	24	349 ~~342~~		
	A- 2	N-10	27	0 ~~3~~		
LATERAL	N- 2	N-10	15	42 ~~46~~		
	N-10	N-15	27	45 ~~61~~		
	N-15	A- 3	27	258 ~~245~~		
	A- 3	B-59	30	3		
LATERAL	B-86	B-59	15	8 ~~12~~		3
	B-59	B-60	30	140 ~~158~~		
LATERAL	B-23	B-60	15	8 ~~12~~		3
	B-60	A- 5	33	40		
	A- 5	B-61	33	3		
LATERAL	B-26	B-61	15	9 ~~8~~ ~~12~~		3
	B-61	B-63	33	87		
LATERAL	B-28	B-63	15	12 ~~18~~		
	B-63	B-65	33	85		
LATERAL	B-30	B-65	15	23		
	B-65	B-67	33	200		
LATERAL	B-34	B-67	15	18		
	B-67	B-69	33	5		
	B-69	B-71	33	81		
LATERAL	B-36	B-71	15	7 ~~7~~		3
	B-71	B-73	33	75		
LATERAL	B-38	B-73	15	7 ~~7~~		3
	B-73	B-77	33	80		
LATERAL	B-40	B-77	15	7 ~~7~~		3
	B-77	B-79	33	45		
LATERAL	B-42	B-79	15	7 ~~7~~		3
	B-79	B-82	33	50		
LATERAL	B-44	B-82	15	4		
	B-82	B-83	33	20		
LINE B-4						
	B-48	B-50	15	72		
LATERAL	B-49	B-50	15	39 ~~41~~		
	B-50	B-52	15	170 ~~172~~		
LATERAL	B-51	B-52	15	41		
	B-52	B-85	15	32 ~~31~~		
LINE C						
	C- 3	C- 5	15	49.8 ~~48~~		
	C- 5	C- 7	15	97		
	C- 7	C- 9	15	116 ~~122~~		
	C- 9	C-11	15	120 ~~122~~		
	C-11	C-13	15	120 ~~122~~		
	C-13	C-15	15	122		
	C-15	C-17	15	122		
	C-17	C-17B	15	43		4
	C-17B	C-20	15	49		4
	C-20	C-22	15	131 ~~132~~		
	C-22	C-24	21	68.5 ~~76~~		
	C-24	C-14	24	67.5 ~~66~~		
	C-14	C-27	24	80 ~~66~~		
LATERAL	C-17A	C-17B	15	221 ~~20~~		4

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE C-1						Rev. 5
	C- 4	C- 6	15	48		
	C- 6	C- 8	15	96 ~~97~~		
	C- 8	C-10	15	121 ~~122~~		
	C-10	C-12	15	130 ~~122~~		
	C-12	C-14	15	130 ~~122~~		
	C-14	C-16	15	129 ~~122~~		
	C-16	C-18	15	99 ~~93~~		
	C-18	C-21	15	169 ~~180~~		
	C-21	C-23	18	71 ~~82~~		
	C-23	C-25	18	72 ~~70~~		
	C-25	C-26	21	60.8 ~~69~~		
	C-26	C-28	21	32 ~~28~~		
LINE C-2						
LATERAL	C- 6	C- 5	15	40 ~~41~~		
	C- 5	C- 7	15	262 ~~275~~		
LATERAL	C- 8	C- 7	15	39 ~~41~~		
	C- 7	C- 9	15	288 ~~300~~		
LATERAL	C-10	C- 9	15	40 ~~41~~		
	C- 9	I-24	18	19		
LINE C-3						
	C-11	C-13	15	84		
	C-13	C-99	15	75		1
LINE D						
	D- 2	D- 3	15	47		
LATERAL	D- 1	D- 3	15	42 ~~43~~		DELETED
	D- 3	D- 5	15	90 ~~92~~		
LATERAL	D- 4	D- 5	15	40 ~~41~~		
	D- 5	A- 1	15	107		
	A- 1	R- 6	18	8 ~~3~~		
LATERAL	R- 1	R- 6	18	36		
	R- 6	R- 7	18	173		
LATERAL	R- 2	R- 7	18	36		
	R- 7	A- 3	18	117 ~~105~~		
	A- 3	R- 8	21	3		
LATERAL	D- 6	D- 7	15	41		
LATERAL	D- 7	R- 8	21	23		
	R- 8	A- 4	21	225 ~~237~~		
	A- 4	R- 9	24	7 ~~3~~		
LATERAL	R- 3	R- 9	18	32 ~~36~~		
	R- 9	R-10	24	55		
LATERAL	R- 4	R-10	18	38 ~~35~~		
	R-10	R-11	30	85		
LATERAL	D- 8	D- 9	15	41		
LATERAL	D- 9	R-11	15	23		
	R-11	R-12	30	225		
LATERAL	R- 5	R-12	18	37 ~~36~~		
	R-12	R-45	30	93		
	R-45	A- 8	30	65		
	A- 8	R-13	33	3		
LATERAL	D-10	D-11	15	41		
LATERAL	D-11	R-13	15	27 ~~23~~		
	R-13	A- 9	33	117		
	A- 9	Q- 2	36	3		
LATERAL	Q- 1	Q- 2	18	37 ~~36~~		
	Q- 2	A-10	36	47		
	A-10	Q- 3	42	3		
LATERAL	D-12	D-13	15	41		
LATERAL	D-13	Q- 3	15	23		
	Q- 3	P-26	42	163		
	P-26	P-25	42	396		
	P-25	P- 6	42	33		
LATERAL	P- 1	P- 6	18	37 ~~36~~		
	P- 6	A-12	42	125		
LINE D-1						
	D- 1	D- 3	15	0 ~~47~~		DELETED
	D- 3	D- 5	15	78 ~~77~~		
	D- 5	D- 7	15	86 ~~87~~		
	D- 7	D- 9	15	97		
	D- 9	D-11	15	97		
	D-11	D-13	15	77		
	D-13	D-15	15	47		
	D-15	D-17	18	38 ~~37~~		
	D-17	D-19	18	42		
	D-19	D-41	21	59 ~~58~~		
LINE D-2						
	D- 2	D- 4	15	67		
	D- 4	D- 6	15	78 ~~77~~		
	D- 6	D- 8	15	87		
	D- 8	D-10	15	96 ~~97~~		
	D-10	D-12	15	87		
	D-12	D-14	15	66 ~~67~~		
	D-14	D-16	18	47		
	D-16	D-18	21	52		
	D-18	D-39	21	47		
	D-39	D-40	21	10 ~~8~~		

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE D-3						Rev. 5
	D-15	D-17	15	46 ~~47~~		
	D-17	D-19	15	47		
	D-14	D-16	15	35		
	D-16	D-18	15	27		
LATERAL	D-18	D-19	15	47		
	D-19	D-21	15	47		
	D-21	D-23	15	47		
	D-23	D-25	15	47		
	D-25	D-27	18	47		
	D-27	D-29	18	47		
	D-29	D-31	18	47		
	D-31	D-33	18	47		
	D-33	D-35	21	47		
	D-35	D-37	21	47		
	D-37	D-38	21	47		
	D-38	D-40	21	37		
LINE D-4						
	D-20	D-22	15	47		
	D-22	D-24	15	47		
	D-24	D-26	15	47		
	D-26	D-28	15	47		
	D-28	D-30	15	47		
	D-30	D-32	15	47		
	D-32	D-34	18	47		
	D-34	D-36	18	52		
	D-36	D-41	18	9		
	D-41	D-40	21	80		
	D-40	P- 7	24	20		
LINE E						
	E- 2	E- 3	15	37		
	E- 3	E- 4	15	47		
	E- 4	E- 6	15	62		
	E- 6	E- 8	15	62		
	E- 8	E-10	15	62		
	E-10	E-12	15	62		
	E-12	E-14	15	62		
	E-14	E-16	15	62		
	E-16	E-18	15	62		
	E-18	E-20	15	62		
	E-20	E-22	15	62		
	E-22	E-24	15	62		
	E-24	E-26	18	64 ~~62~~		
	E-26	E-28	18	58 ~~62~~		
	E-28	E-30	18	61 ~~62~~		
	E-30	E-32	21	62		
	E-32	E-34	21	47		
	E-34	E-36	21	46 ~~47~~		
	E-36	E-38	21	53.2 ~~52~~		
	E-38	E-40	21	52		
	E-40	E-42	21	47		
	E-42	E-44	21	47		
	E-44	E-46	21	47		2
	E-46	E-48	21	48 ~~47~~		2
E-48	E-50		21	47		2
E-50	E-52		21	47		2
E-52	E-54		21	48.8 ~~47~~		2
E-54	E-56		21	47		2
E-56	E-58		24	37		2
E-58	E-60		24	37		2
E-60	E-62		24	10 ~~8~~		2

NO.	REVISION	BY	DATE
5	AS BUILT PLANS	PJ	12-23-87
4	Revised Line C	GMG	7-03-86
3	Revised Line B-2	REF	3-25-86
2	Misc. Drainage Revisions	GMG	10-10-85
1	Line C-3 Revised	MGB	2-8-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER SUMMARY

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN AEL DATE 7/30/84 | DESIGNED AEL DATE 7/30/84
CHECKED DWC DATE 7/30/84 | SCALE None

CONTRACT NO. DNT-115 SHEET R46 OF R85

ASBUILT PLANS

STORM SEWER SUMMARY

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE E-2						
	E- 1	E- 5	18	67		Rev. 6
	E- 5	E- 7	18	67		
	E- 7	E- 9	18	67		
	E- 9	E-11	18	67		
	E-11	E-13	18	67		
	E-13	E-15	18	605 ~~62~~		
	E-15	E-17	18	63 ~~62~~		
	E-17	E-19	18	645 ~~62~~		
	E-19	E-21	18	605 ~~62~~		
	E-21	E-23	18	60 ~~62~~		
	E-23	E-25	18	59 ~~62~~		
	E-25	E-27	18	635 ~~62~~		
	E-27	E-29	21	62.5 ~~62~~		
	E-29	E-31	21	61 ~~62~~		
	E-31	E-33	21	48 ~~47~~		
	E-33	E-35	21	495 ~~47~~		
	E-35	L-36	21	36		
~~LINE E-3~~						
	~~E-48~~	~~E-50~~	~~15~~	0 ~~52~~	4	
	~~E-50~~	~~E-52~~	~~15~~	0 ~~52~~	4	
	~~E-52~~	~~E-56~~	~~15~~	0 ~~47~~	4	
LINE E-4	E-37	E-39	18	50 ~~52~~		
	E-39	E-41	18	54 ~~52~~		
	E-41	E-43	18	49.5 ~~52~~		
	E-43	E-45	18	48 ~~47~~		
	E-45	E-47	18	49 ~~47~~	4	
	E-47	E-49	18	47	4	
	E-49	E-51	18	49 ~~47~~	4	
	E-51	E-53	18	455 ~~47~~	4	
	E-53	E-64	18	21 ~~18~~	4	
LINE G	G-31	A- 2	18	0 ~~113~~		DELETED
	A- 2	F- 2	21	0 ~~3~~		DELETED
LATERAL	F- 1	F- 2	21	9		
	F- 2	F- 3	21	62		
LINE G-2	G-43	A- 5	18	0 ~~81~~		DELETED
	A- 5	G-42	27	0 ~~3~~		DELETED
LATERAL	G-24	G-42	24	0 ~~9~~		DELETED
	G-42	G-44	27	47 ~~177~~		
LATERAL	G-26	G-44	21	7 ~~9~~		
	G-44	A- 1	27	68		
	A- 1	G-45	36	2 ~~3~~		
LATERAL	G-51	G-45	36	17		
	G-45	G-60	36	98		
	G-60	A- 2	36	402.8 ~~28~~		
	A- 2	G-46	42	0 ~~3~~		FIELD CHANGE
LATERAL	G-35	G-46	18	8 ~~9~~		
	G-46	A- 3	42	38 ~~317~~		
	A- 3	G-61	48	5 ~~3~~		
LATERAL	G-37	G-61	30	19 ~~40~~		
	G-61	G-52	48	24		
	G-39	A- 4	27	33.5 ~~17~~		
	A- 4	G-62	36	0 ~~3~~		FIELD CHANGE
LATERAL	G-38	G-62	27	28.5 ~~11~~		
	G-62	G-52	36	0 ~~72~~		FIELD CHANGE
LATERAL	B-53	B-45	15	8		
LATERAL	B-45	X-15	15	6		
LATERAL	B-47	X- 2	15	38.5 ~~47~~		
LATERAL	B-46	B-84	15	26		
LATERAL	M- 1	M- 2	18	15 ~~35~~		
LINE G-3						
	G- 1	A- 1	18	186 ~~176~~		
	A- 1	G-32	21	3		
LATERAL	G- 2	G-32	21	26.5 ~~28~~		
	G-32	A- 2	21	95		
	A- 2	G-33	36	20 ~~3~~		
LATERAL	G- 6	G-33	18	28		
	G-33	B-67	36	32 ~~34~~		
	B-67	G-34	36	21 ~~23~~		
LATERAL	G- 8	G-11	21	0 ~~45~~		FIELD CHANGE
LATERAL	G-11	G-34	21	13.5 ~~54~~		
	G-34	G-35	36	25		
LATERAL	G-12	G-35	18	28		
	G-35	G-36	36	106		
LATERAL	G-14	G-36	18	25 ~~28~~		
	G-36	A- 6	36	40		
	A- 6	G-37	42	22 ~~3~~		
LATERAL	G-18	G-37	27	21 ~~29~~		
	G-37	G-38	42	124		
LATERAL	G-16	G-38	18	17.8 ~~17~~		
	G-38	B-66	42	25		
	B-66	G-40	42	67		
LATERAL	G-19	G-40	18	9		
	G-40	B-65	42	279		
	B-65	A-10	42	39		
	A-10	G-99	54	3		
LATERAL	X- 1	G-99	42	42 ~~46~~		
	G-99	A-11	54	141 ~~137~~		
	A-11	B-54	60	3		

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LATERAL	B-23	B-54	15	33 ~~32~~		Rev. 6
	B-54	B-55	60	37 ~~40~~		
LATERAL	X- 2	G-75	33	0 ~~6~~		FIELD CHANGE
LATERAL	G-70	G-75	21	0 ~~16~~		DELETED
LATERAL	G-75	B-55	36	0 ~~49~~		DELETED
	B-55	B-56	60	70		
LATERAL	X- 3	B-56	33	12.5 ~~7~~		
	B-56	B-57	60	25		
	B-22	B-57	15	2 ~~6~~		
	B-57	B-90	60	18		
	G-72	G-71	18	0 ~~67~~		DELETED
	G-71	G-76	18	20		
LINE H-1						
	I-15	A- 1	18	79 ~~101~~		
	A- 1	I-18	30	3		
LATERAL	H- 8	I-18	21	10 ~~9~~		
	I-18	A- 2	30	51		
	A- 2	I-17	33	3		
LATERAL	H- 7	I-17	21	5.3 ~~9~~		
	I-17	I-16	33	1 72 ~~60~~		
1 LINE H-2	H- 3	H- 7	48	18 ~~17~~		
	H- 7	H- 4	48	133 ~~134~~		
LATERAL	H- 1	H- 4	21	7 ~~9~~		
	H- 4	H- 5	48	496 ~~500~~		
	~~A- 2~~	~~H-10~~	~~27~~	0 ~~3~~		DELETED
LATERAL	H- 2	H- 5	21	9		
	H- 5	H- 6	48	72		
~~LATERAL~~	~~H- 4~~	~~H-11~~	~~21~~	0 ~~9~~		DELETED
	~~H-11~~	~~A- 4~~	~~27~~	0 ~~195~~		
	~~A- 4~~	~~H-12~~	~~36~~	0 ~~3~~		
~~LATERAL~~	~~H- 5~~	~~H-12~~	~~21~~	0 ~~9~~		
	~~H-12~~	~~H-13~~	~~36~~	0 ~~198~~		
~~LATERAL~~	~~H- 6~~	~~H-13~~	~~21~~	0 ~~9~~		
	~~H-13~~	~~H-14~~	~~42~~	0 ~~65~~		DELETED
2 LINE K-1						
	K- 1	A- 1	18	41 ~~49~~	2	
	A- 1	K-41	21	4.3 ~~3~~		
LATERAL	K- 2	K-41	21	20 ~~22~~	2	
	K-41	A-40	21	26	2	
LATERAL	K- 3	K-40	18	21 ~~22~~	2	
	K-40	A-90	21	52		
	A-90	K-39	24	3		
LATERAL	K- 4	K-39	18	21 ~~22~~	2	
	K-39	A-91	24	45.3 ~~54~~	2	
	A-91	K-38	27	6.1 3		
LATERAL	K- 5	K-38	18	21 ~~22~~	2	
	K-38	K-37	27	27		
LATERAL	K- 6	K-37	18	21 ~~22~~	2	
	K-37	A- 8	27	130	2	
	A- 8	K-36	33	3		
LATERAL	K- 7	K-36	21	18 ~~22~~	2	
	K-36	K-35	33	20		
	K-35	K-34	33	71	2	
LATERAL	K- 9	K-34	18	21 ~~22~~	2	
	K-34	K-33	33	84	2	
LATERAL	K-10	K-33	18	19 ~~22~~	2	
	K-33	K-32	33	99	2	
LATERAL	K-11	K-32	15	19 ~~44~~	2	
	K-32	K-31	33	49	2	
LATERAL	K-12	K-31	18	0 ~~22~~	2	DELETED
	K-31	K-30	33	53		
LATERAL	K-13	K-30	18	0 ~~22~~	2	DELETED
	K-30	A- 6	33	70 ~~72~~	2	
	A- 6	K-29	42	14 ~~3~~		
LATERAL	K-15	A-25	21	39 ~~35~~		
LATERAL	A-25	K-29	21	0 ~~30~~	2	DELETED
	K-29	K-27	42	49	2	
LATERAL	K-16	A-20	24	24		
LATERAL	K-17	A-20	21	6.5 ~~8~~		
LATERAL	A-20	A-26	24	24.5 ~~55~~	2	
LATERAL	A-26	K-27	24	0 ~~15~~	2	DELETED
	K-27	K-26	42	67	2	
LATERAL	K-18	K-26	18	0 ~~22~~	2	DELETED
	K-26	K-25	42	148	2	
LATERAL	K-19	K-25	15	0 ~~22~~	2	DELETED
	K-25	K-50	42	62.6 ~~64~~	2	
	K-50	A- 7	42	55.3 ~~63~~		
	A- 7	K-24	60	9.3 ~~3~~		
LATERAL	K-20	K-24	18	0 ~~22~~	2	DELETED
	K-24	K-23	60	54	2	

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE K-2						
LATERAL	X- 1	K-23	42	34	2	Rev. 6
	K-23	A-12	60	72.66 8	2	
	A-12	J- 5	66	3		
LATERAL	J- 4	J- 5	18	22	2	
	J- 5	J- 6	66	58 ~~63~~	2	
LATERAL	J- 3	J- 6	18	22	2	
	J- 6	J- 7	66	124	2	
LATERAL	J- 2	J- 7	18	22	2	
	J- 7	J- 8	66	150		
LATERAL	J- 1	J- 8	18	22	2	
	J- 8	I-38	66	237	2	
LATERAL	I- 1	I-38	6 24 ~~36~~	21 ~~22~~	2	
	I-38	I-37	66	165	2	
LATERAL	I- 2	I-37	18	22	2	
	I-37	I-40	66	176 ~~54~~		
	I-92	I-91	18	31.5 ~~30~~	2	
	I-40	I-36	66	224 ~~190~~		
LATERAL	I- 3	I-36	18	17.2 ~~22~~	2	
	I-36	I-91	66	88	2	
	I-91	I-90	66	152		
LATERAL	I-88	I-89	21	8		
LATERAL	I-89	I-90	21	43	2	
	I-90	A-20	66	26		
	A-20	I-35	66	3		
LATERAL	I- 4	I-35	21	41.5 ~~37~~		
	I-35	A-17	66	78	2	
	A-17	I-34	66	3		
LATERAL	I- 5	I-34	18	21 ~~22~~	2	
	I-34	A-18	66	197		
	A-18	I-33	66	3		
LATERAL	I- 6	I-33	18	21 ~~22~~	2	
	I-33	A-19	66	103	2	
	A-19	I-32	72	3		
LATERAL	I- 7	I-32	18	21 ~~22~~	2	
	I-32	I-55	72	153 ~~155~~		
	I-55	I-50	6x10	10		
LATERAL	I-75	I-50	54	51 ~~58~~	2	
	I-50	I-29	6x10	10		
LATERAL	I- 8	I-29	18	26.5 ~~25~~		
	I-29	I-28	6x10	177		
LATERAL	I- 9	I-28	18	29.5 ~~27~~		
	I-28	I-27	6x10	200		
LATERAL	I-10	I-27	18	25 ~~27~~		
	I-27	I-26	6x10	93		
2 LATERAL	I-11	~~I-26~~	18	25.5 ~~35~~		
	I-26	I-25	6x10	110		
LATERAL	I-12	I-25	21	22.5 ~~26~~		
	I-25	I-24	6x10	80		
	I-24	I-23	6x10	20		
LATERAL	I-13	I-23	21	22.5 ~~26~~		
	I-23	I-21	6x10	103		
LATERAL	I-14	I-21	21	27.5 ~~32~~		
	I-21	I-20	6x10	120		
LATERAL	C-12	I-20	18	46 ~~48~~		
	I-20	I-19	6x10	149		
LATERAL	C-15	I-19	18	13 ~~12~~		
	I-19	O- 3	6x10	154		
	~~O- 3~~	~~O-51~~	~~6x10~~	0 ~~41~~		DELETED
	~~O-51~~	~~I-18~~	~~6x10~~	0 ~~27~~		DELETED
5	O-3	I-18	6 x 10	68		

NO	REVISION	BY	DATE
5	Change Cross-Slope on N.B. Dallas Parkway	MGB	5-16-86
4	Misc. Drainage Revisions	GMG	10-10-85
3	Revisions Due To SWB Utility Conflicts	MGB	3-14-85
2	Lateral I-11 to I-26 Revised	MGB	2-8-85
1	Lines H-1 & H-2 Revised	MGB	2-8-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER SUMMARY

Gibbs & Hill, Inc. — SECTION VII

DESIGNED	AEL	7/30/84	DESIGNED	AEL	7/30/84
DRAWN	DWC	7/30/84	SCALE	None	
CHECKED					

CONTRACT NO DNT-115 SHEET R47 OF R85

ASBUILT PLANS

5	AS BUILTS	PJ	12-23-87

STORM SEWER SUMMARY

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
(2) LINE L						
	L- 1	A- 1	18	73 ~~70~~		Rev. (4)
	A- 1	L-24	21	3		
LATERAL	L- 2	L-24	21	19 ~~22~~		
	L-24	A- 2	21	222.6 ~~234~~		
	A- 2	L-28	30	2.1 ~~3~~		
LATERAL	L- 7	L-28	15	0 ~~54~~		DELETED
	L-28	L-29	30	45		Rev. (4)
LATERAL	L- 8	L-29	15	0 ~~27~~		DELETED
	L-29	L-30	30	55 ~~52~~		
LATERAL	L-10	L-30	18	37 ~~65~~		
	L-30	L-41	30	37 ~~45~~		
LATERAL	L-11	L-41	18	0 ~~56~~	(4)	DELETED
	L-41	L-31	30	15 ~~18~~		
LATERAL	L-12	L-31	18	0 ~~24~~		DELETED
	L-31	L-32	30	109		
LATERAL	L-13	L-32	18	0 ~~27~~		DELETED
	L-32	L-33	30	165		
LATERAL	L-14	L-33	18	0 ~~27~~		DELETED
	L-33	L-51	30	36.1 ~~34~~		
	L-51	A- 5	30	269	(4) (2)	
~~LATERAL~~	~~L-15~~	~~L-34~~	~~18~~	0 ~~27~~	(4) (2)	DELETED
	~~L-34~~	~~A- 5~~	~~30~~	0 ~~107~~	(4) (2)	DELETED
	A- 5	A- 6	33	74.4 ~~77~~	(4) (2)	
~~LATERAL~~	~~L-16~~	~~L-35~~	~~18~~	0 ~~27~~	(4) (2)	DELETED
	~~L-35~~	~~A- 6~~	~~33~~	0 ~~74~~	(2)	DELETED
	A- 6	L-36	36	3		
	L-36	L-50	36	47		
	L-50	A- 7	36	111	(4) (2)	
~~LATERAL~~	~~L-18~~	~~L-37~~	~~18~~	0 ~~27~~	(4) (2)	DELETED
	~~L-37~~	~~A- 7~~	~~36~~	0 ~~49~~	(4) (2)	DELETED
	A- 7	L-37	48	75.7 ~~74~~	(4) (2)	
~~LATERAL~~	~~L-20~~	~~L-42~~	~~27~~	0 ~~12~~	(4) (2)	DELETED
~~LATERAL~~	~~L-17~~	~~L-42~~	~~27~~	0 ~~6~~	(4) (2)	"
~~LATERAL~~	~~L-42~~	~~L-40~~	~~33~~	0 ~~24~~	(4) (2)	DELETED
	L-37	L-38	48	75	(2)	
LATERAL	L-19	L-38	18	29 ~~27~~		
	L-38	L-39	48	138	(4)	
	~~E-57~~	~~L-39~~	~~48~~	0 ~~34~~	(4)	DELETED
(1) LINE M						
	M- 1	L-40	72	9.7 ~~14~~		
LATERAL	L-20	L-40	18	34 ~~16~~		
	L-40	L-39	72	40 ~~45~~		
	L-39	L-41	72	5		
LATERAL	L-21	L-41	21	30		
	L-41	E-64	72	7	(4)	
LATERAL	M- 8	L-22	21	46		
LATERAL	L-22	L-42	21	67	(4)	
	E-64	M-11	72	38	(4)	
LATERAL	E-55	M-11	15	6	(4)	
	M-11	L-44	72	91	(4)	
	F- 3	A- 1	30	57.9 ~~67~~		
	A- 1	L-43	36	3		
LATERAL	L-23	L-43	21	17		
	L-43	L-42	36	27 ~~33~~	(4)	
	L-42	P-135	36	9	(4)	
P-134	T-32	T-33	15	43 ~~47~~	(4)	
P-135	T-33	LineF-3	15	8	(4)	
	P-135	P-137	36	14	(4)	
P-136	T-35	T-34	15	42 ~~47~~	(4)	
P-137	T-34	LineF-3	15	42 ~~49~~	(4)	
	P-137	L-44	36	49 ~~55~~	(4)	
	L-44	P-111	72	20	(4)	
P-111	T-10	Line "M"	15	0 ~~61~~	(4)	
	P-111	F-5	72	19	(4)	
	S- 9	S-10	18	22.5 ~~15~~		
	F- 1	F- 2	36	111.8 ~~104~~		
LINE P	A-12	P- 7	42	3		
	P- 7	P- 8	42	231		
LATERAL	P- 2	P- 8	21	33 ~~35~~		
	P- 8	P-20	42	370		
	P-20	A- 2	42	109		
	A- 2	P- 9	48	3		
LATERAL	P- 3	P- 9	21	8 ~~9~~		
	P- 9	A- 3	48	252		
	A- 3	P-11	48	3		
LATERAL	P- 4	P-11	15	12 ~~9~~		
	P-11	P-21	48	229		
	P-21	P-10	48	96		
LATERAL	P- 6	P-10	21	43 ~~41~~		
	P-10	A- 4	48	18		
	A- 4	P-12	60	3		
LATERAL	P- 5	P-12	21	10 ~~9~~		
	P-12	O- 2	60	814		
LATERAL	O- 1	O- 2	21	10 ~~9~~		
	O- 2	O- 5	60	7		
LATERAL	O- 4	O- 5	21	35 ~~37~~		
	O- 5	O- 3	60	59 ~~60~~		

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
LINE S						
	S- 1	S-11	18	2045 ~~206~~		Rev. (5)
LATERAL	S- 2	S-11	18	34 ~~36~~		
	S-11	S-12	18	168		
LATERAL	S- 3	S-12	18	34.5 ~~36~~		
	S-12	S-13	18	218		
LATERAL	S- 4	S-13	18	36		
	S-13	A- 4	21	225		
	A- 4	S-14	24	3		
LATERAL	S- 5	S-14	18	37		
	S-14	S-21	24	143 ~~163~~		
	S-21	S-15	24	113		
LATERAL	S- 6	S-15	18	35 ~~37~~		
	S-15	S-16	24	265		
LATERAL	S- 7	S-16	18	47.5 ~~49~~		
	S-16	S-20	24	18		
	S-20	A- 7	24	98 ~~159~~	(4)	
	A- 7	S-18	30	79 ~~3~~	(4)	
	~~S-17~~	~~S-18~~	~~30~~	0 ~~73~~	(4)	DELETED
LATERAL	S- 8	S-18	18	37		
	S-18	S-32	30	140		
LATERAL	S-30	S-32	18	38 ~~37~~		
	S-32	S-33	30	71		
LATERAL	S-32	S-33	18	25 ~~35~~		
	S-33	S-19	30	25		
(2) CUL 2						
LATERAL	C-30B	C-31	18	65 ~~55~~	(1)	
(2) *LINE O-11*						
LATERAL	*O-11B*	*O-11C*	*18*	13 ~~10~~		
	O-11C	*A- 1*	*18*	80.8 ~~98~~		
	A- 1	*O-11D*	*21*	114 ~~3~~		
LATERAL	*O-11A*	*O-11D*	*18*	16 ~~10~~		
	O-11D	*A- 2*	*21*	49 ~~7~~		
	A- 2	*O-12*	*27*	8 ~~3~~		
LATERAL	*O- 9*	*O-12*	*21*	41 ~~40~~		
	O-12	*O- 8*	*27*	6		
(2) *UPSTREAM LINE L-1*			*66*	15 ~~12~~		
	L-15	*L-16*	*18*	105 ~~106~~		
	L-16	*L-18*	*18*	186		
	L-18	*A- 1*	*18*	0 ~~61~~		DELETED
	A- 1	*L-34*	*36*	0 ~~3~~		
LATERAL	*L-20*	*L-34*	*24*	0 ~~21~~		
	L-34	*L-35*	*36*	0 ~~4~~		
LATERAL	*L-17*	*L-35*	*24*	0 ~~19~~		
	L-35	*L-37*	*36*	0 ~~87~~		DELETED
P-100	T-9	T-8	18	86.5 ~~34~~		
P-101	T-8	P-103	21	25.5 ~~67~~		
P-103	T-7	P-101	15	22.8 ~~24~~		
P-101	P-103	P-106	21	23		
P-104	T-6	T-5	15	97		
P-105	T-5	T-4	15	72		
P-106	T-4	P-101	15	31		
P-101	P-106	T-3	24	37.3 ~~42~~		
P-102	T-3	P-107	30	59.2 ~~61~~		
P-107	T-2	P-102	15	12		
P-102	P-107	LINE "M"	30	178.3 ~~187~~	(4) (3)	
P-111	T-10	LINE "M"	15	60.3 ~~61~~	(4) (3)	
P-112	T-31	18" RCP*	18	61 ~~21~~		
P-124	T-11	T-12	15	74 ~~77~~		
P-125	T-12	T-13	15	33 ~~37~~		
P-126	T-13	T-14	15	8 ~~12~~		
P-127	T-14	T-31	15	109 ~~110~~	(5)	
P-128	T-15	T-16	15	52 ~~53~~	(6)	
P-129	T-16	T-17	15	78 ~~80~~	(6)	
P-130	T-17	T-18	15	71 ~~122~~	(6)	
P-131	T-18	18" RCP*	18	44 ~~10~~	(6)	
P-132	T-15	18" RCP*	15	85		

*CONNECT TO 18" RCP (BY OTHERS)

STORM SEWER OR LATERAL IDENTIFICATION	FROM	TO	SIZE (IN.)	LENGTH (FT.)	TYPE	REMARKS
P-114	T-22	18" RCP*	18	9		
P-115	T-23	18" RCP*	18	7		
P-116	T-24	T-25	15	89.3 ~~97~~		
P-117	T-25	T-26	15	53 ~~62~~		
P-118	T-26	18" RCP*	15	102	(4) (3)	
P-120	T-27	INLET*	18	24 ~~31~~		
P-121	T-28	EX. 84" RCP	15	10 ~~12~~		
P-122	T-29	18" RCP*	18	8 ~~6~~		
P-123	T-30	18" RCP*	18	0 ~~6~~		
LINE G-3						
LATERAL	G-8	G-33A	18	11.5		
LATERAL	G-75	B-60B	36	27		
LATERAL	G-60B	B-56	36	147		A.B. CHANGE at AIRPORT PKWY.
LATERAL	G-43	G-60A	18	21.5		
LATERAL	G-24	G-60A	24	56.5		
LATERAL	G-60A	B-62	27	79.5		
LINE K-1						
LATERAL	K-12	K-13	18	52.5		
LATERAL	K-18	K-19	21	144		
LATERAL	K-19	K-20	21	132		
LINE K-2						
LATERAL	I-0,1	I-38	24	19.5		FIELD CHANGE
LATERAL	I-0,2	I-38	24	21.5		FIELD CHANGE
LATERAL	I-60	I-61	21	12		OMITTED FROM SUMMARY
LINE L						
LATERAL	L-12	L-13	24	93		
LATERAL	L-13	L-14	24	160		
LATERAL	L-14	7X7JB	24	46		
LATERAL	7X7JB	L	24	45		
LINE S						
	S-32	S-33	18	37.5		
CULVERT 2	C-30C	C-30A	18	47.5		
CULVERT 2	C-30A	C-30B	18	46.4		
LINE O-11	O-11E	O-11A	15	72		
LINE L-1						
	L-18	L-20/L-17	27	47		
	L-20/L-17	7X7JB	24	133.5		
	7X7JB	L-37	24	30		
P-100	T-9	T-8	15	24		
P-173	A-173	A-174	15	44.2		
P-174	A-174	A-176	15	90.9		
P-175	A-175	A-176	15	43.8		
P-176	A-176	A-178	15	57.7		
P-177	A-177	A-178	15	43.9		
P-178	A-178	MH 23	15	16.8		
P-230	P-230	2-8X8 BC	36	158		LAID PART OF KASLER'S LINE

*CONNECT TO 18" RCP (BY OTHERS)

NO.	REVISION	BY	DATE
(6)	AS BUILT PLANS	PJ	12-22-87
(5)	*Revise P-128, P-129 & P-130*	*CB*	*2-06-87*
(4)	*Add Line O-11, Revise Cul 2*	*GMG*	*7-03-86*
(3)	*Change Cross Slope on N. B. Dallas Parkway*	*MGB*	*5-16-86*
(2)	*Misc. Drainage Revisions*	*GMG*	*2-11-86*
(1)	*Misc. Drainage Revisions*	*GMG*	*10-10-85*
(2)	*Revisions Due To SWB Utility Conflicts; Line "L-1" Added*	*MGB*	*3-14-85*
(2)	*Added 66" RCP Upstream Cul 2*	*DWC*	*3-6-85*
(1)	*Laterals M-8, L-22, E-53 & C-30 Revised*	*MGB*	*2-6-85*

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER SUMMARY

Gibbs & Hill, Inc. ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN AEL DATE 7/30/84 | DESIGNED AEL DATE 7/30/84

CHECKED DWC DATE 7/30/84 | SCALE None

CONTRACT NO. DNT-115 SHEET R48 OF R85

ASBUILT PLANS

CONTRACT NO. DNT-114 (BY OTHERS)

CONTRACT NO. DNT-115 (BY OTHERS) ~~(BY OTHERS)~~ △2

MATCH LINE P-232 SHEET R73

590 / 585 / 580

Top of Subgrade

M.H.#23 — TC 588.41 — 587.56

A-178 — A-176 — A-174

10'

375 L.F. 33" R.C.P. @ 0.42 %

377 L.F.

61 L.F. 15" R.C.P. @ 3.88 %

64 L.F.

8 L.F. 15" R.C.P. @ 2.07 %

48 L.F. 15" R.C.P. @ 2.07 %

60 L.F.

92 L.F. 15" R.C.P. @ 2.51 %

100 L.F.

P-232 580.78

P-232 580.63 / P-167 581.38

P-232 580.40 / P-168 581.15

P-232 580.38 / P-169 581.07

P-170 580.84 / P-232 580.09

P-232 580.01 / P-171 580.76

P-172 580.64 / P-232 579.89

P-232 579.50 / P-232 579.40 / P-178 581.00 See P-232 This Sheet

P-178 583.33 / P-177 583.43 / P-176 583.60

P-176 584.52 / P-175 584.66 / P-174 584.69

P-174 587.00 / P-173 587.10

P-178 — P-176 — P-174

P-232 △

Ex. 36"W

Top of Subgrade

M.H.#23 — 587.56

10'

27.5'(±) To Top of Subgrade @ N.B. Dallas Pkwy.

1672 L.F. 33" R.C.P. CLASS VI PIPE INSTALLED BY JACKING AND BORING

P-178

P-172

208 L.F. 33" R.C.P. @ 0.74 % CLASS VI

210 L.F.

P-232 579.40 (out) / P-172 579.50 (in) / P-178 581.00 (in)

P-232 577.85 MATCH RAILWAY STORM SEWER SEE SHEET R55

P-232

A-167 — TC 586.54 — Top of Subgrade

5 P-232

32 L.F. 15" R.C.P. @ 2.31 %

℄ 582.29

P-167 △

A-169 — TC 586.31 — Top of Subgrade

5 P-232

32 L.F. 15" R.C.P. @ 3.09 %

℄ 582.06

P-169 △

A-171 — TC 586.61 — Top of Subgrade

5 P-232

32 L.F. 15" R.C.P. @ 5.00 %

℄ 582.36

P-171 △

A-168 — T.C. 587.09

P.232 — P.168 582.57

12 L.F. 15" R.C.P. @ 11.33 %

P-168 △

A-170 — T.C. 586.79

P.232 — P.170 582.21

12 L.F. 15" R.C.P. @ 11.42 %

P-170 △

A-172 — T.C. 586.89

P.232 — P.172 582.31

12 L.F. 15" R.C.P. @ 13.92 %

P-172 △

A-178 — TC 588.41 — A-177 — TC 588.37 — Top of Subgrade

P-176 — P-178

44 L.F. 15" R.C.P. @ 1.57 %

℄ 583.33

P-177 584.12

P-177

A-176 — Top of Subgrade — A-175

44 L.F. 15" R.C.P. @ 0.77 %

P-175 585.03

P-175

A-174 — Top of Subgrade — A-173

44 L.F. 15" R.C.P. @ 0.64 %

P-173 587.38

P-173

Note: 1. All R.C.P. to be Class III unless noted. R15

2. See sheet ~~R54~~ for horizontal location of pipes.

△2 48 * ~~5~~ L.F. P-176 This Contract No. DNT-~~111~~ 115

Contract No. DNT-115 ~~(By Others)~~ △2

P-166 / P-167 / P-168 / P-169 / P-170 / P-171 / P-172 / P-173 / P-174 / P-175 / P-176 * / P-177 / P-178

P-232 M.H.#23

ASBUILT PLANS

NO.	REVISION	BY	DATE
△2	REVISED SHEET FOR CONTRACT DNT-115	D.W.C.	8-84
△	STORM SEWER AND LATERALS FROM M.H.#22 TO M.H.#23	G.G.S.	5-84

TEXAS TURNPIKE AUTHORITY

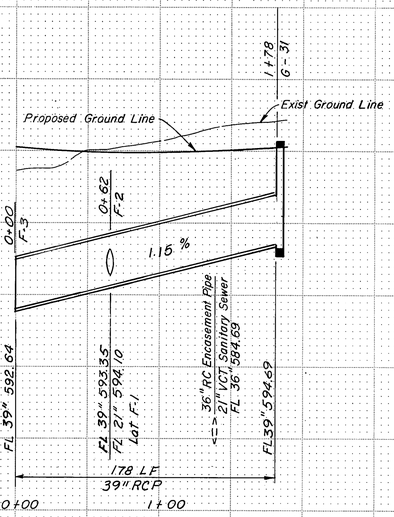
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

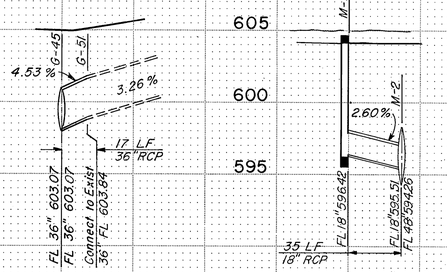
Turner Collie & Braden Inc. — SECTION VII

MADE D.W.G. DATE 7-83 — CHECKED J.B.L. DATE 7-83 — TRACED A.L.A. DATE 7-83 — SCALE H: 1"=20' / V: 1"=5'

CONTRACT NO. DNT-115 SHEET R49 OF R85

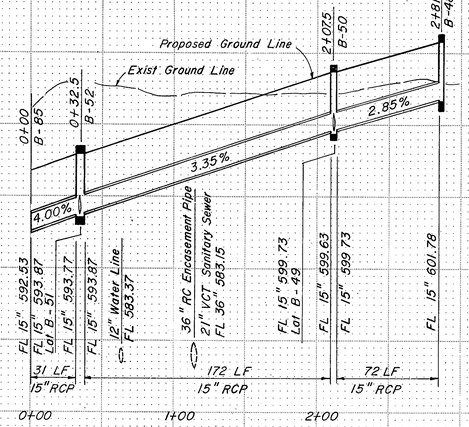


LINE "G" ⚠

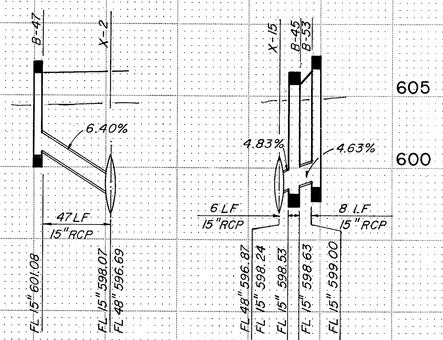


LATERAL "G-51" ⚠

LATERAL "M-1"

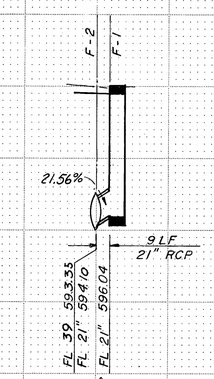


LINE "B-4"

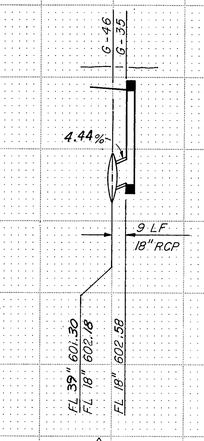


LATERAL "B-47"

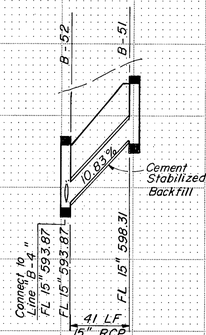
LATERAL "B-45 & B-53"



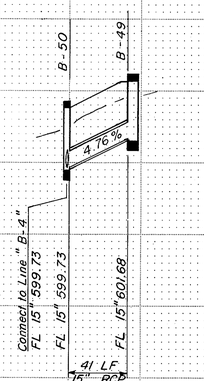
LATERAL "F-1" ⚠



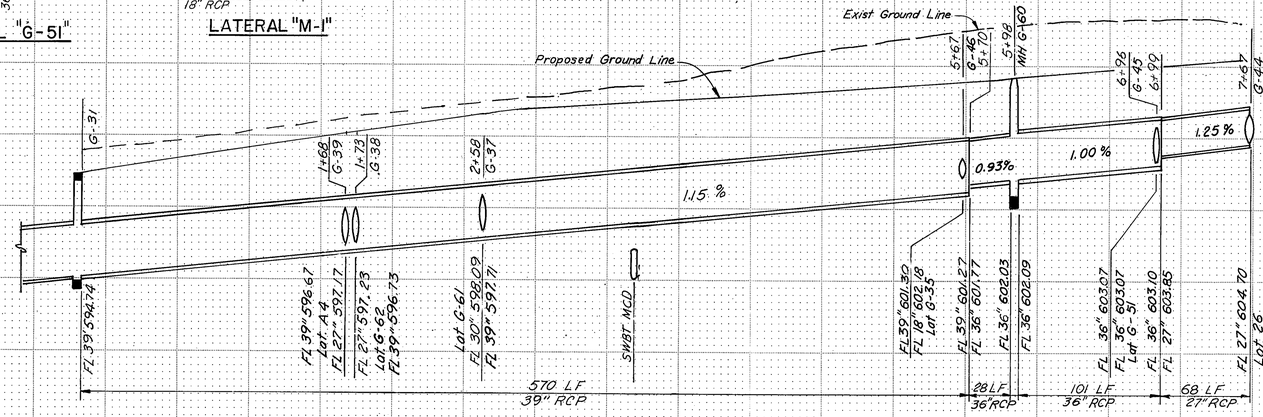
LATERAL "G-35" ⚠



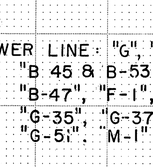
LATERAL "B-51" ⚠



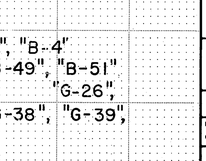
LATERAL "B-49" ⚠



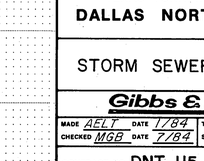
LINE "G-2" ⚠



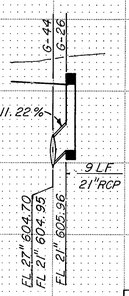
LATERAL G-37" ⚠



LATERAL "G-38" ⚠



LATERAL "G-39" ⚠



LATERAL "G-26" ⚠

NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.

STORM SEWER LINE: "G", "G-2", "B-4"
LATERAL: "B 45 & B-53", "B-49", "B-51", "B-47", "F-1", "G-26", "G-35", "G-37", "G-38", "G-39", "G-51", "M-1"

ASBUILT PLANS

NO.	REVISION	BY	DATE
⚠	As Built	C.B.	

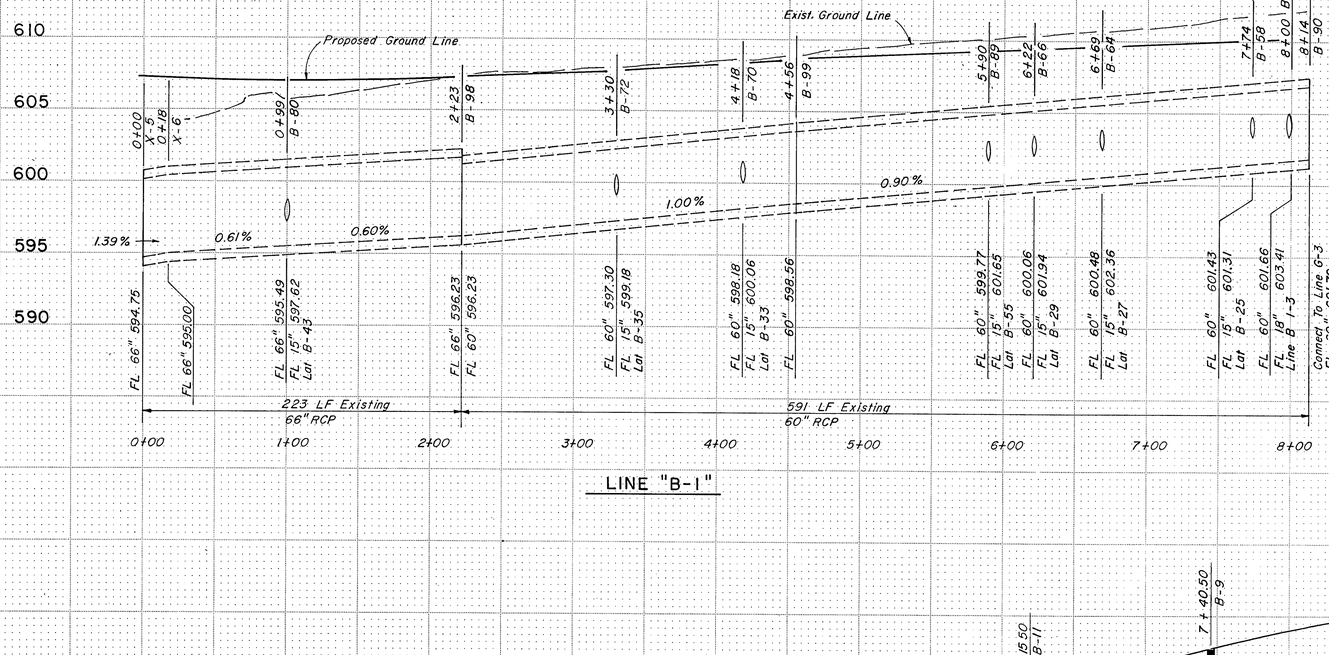
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

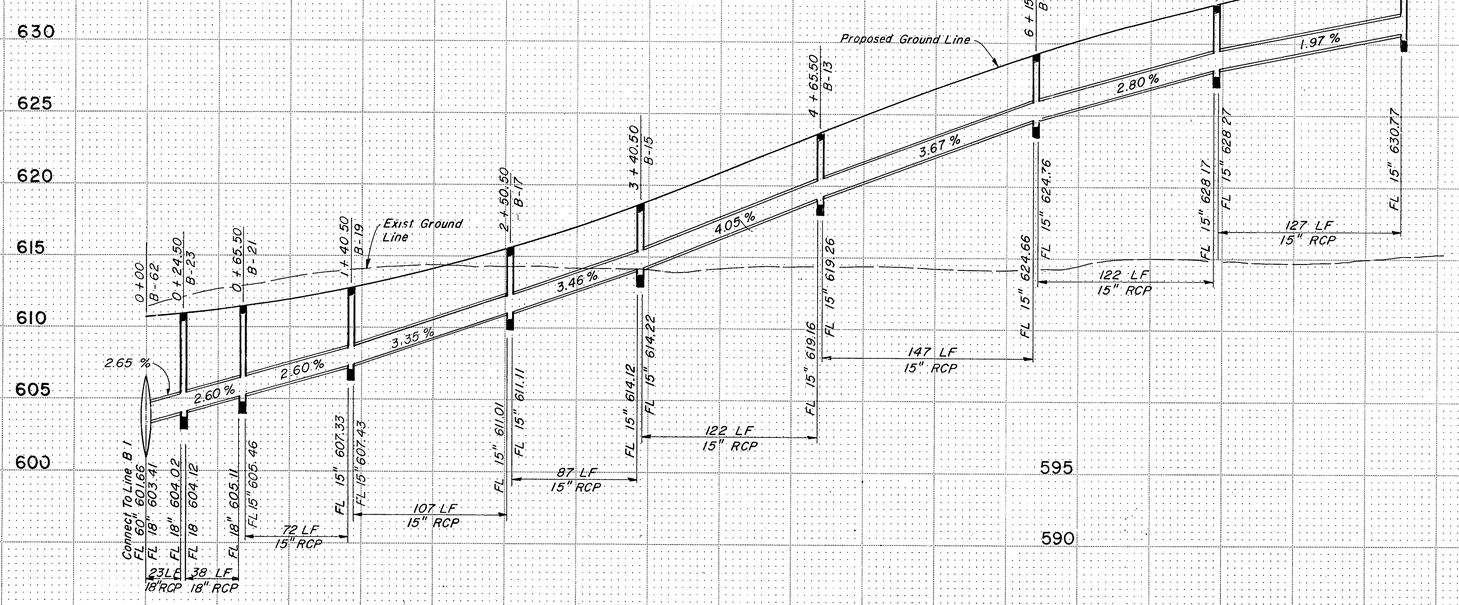
Gibbs & Hill, Inc.

MADE AELT DATE 1/84 | TRACED AELT DATE 1/84
CHECKED MGB DATE 7/84 | SCALE 1"=50'H 1"=5'V

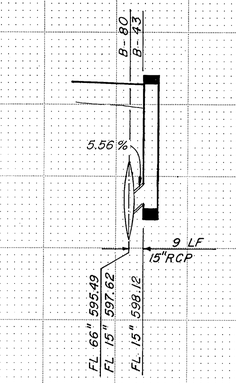
CONTRACT NO. DNT-115 SHEET R50 OF R85



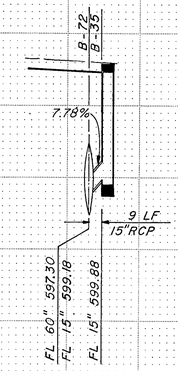
LINE "B-1"



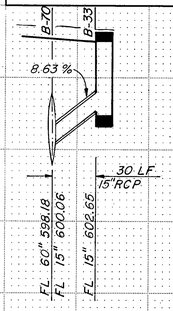
LINE "B 1-3"



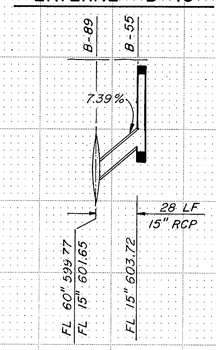
LATERAL "B-43"



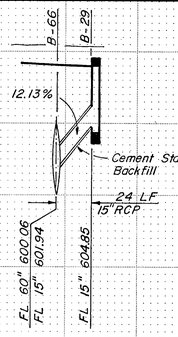
LATERAL "B-35"



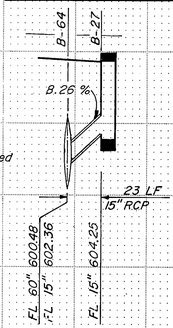
LATERAL "B-33"



LATERAL "B-55"

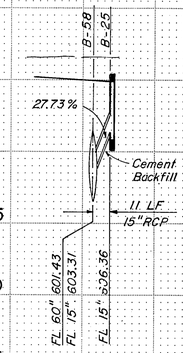


LATERAL "B-29"



LATERAL "B-27"

NOTES:
1. Refer to Sheet R74 for depth of stabilized backfill.



LATERAL "B-25"

ASBUILT PLANS

NO	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

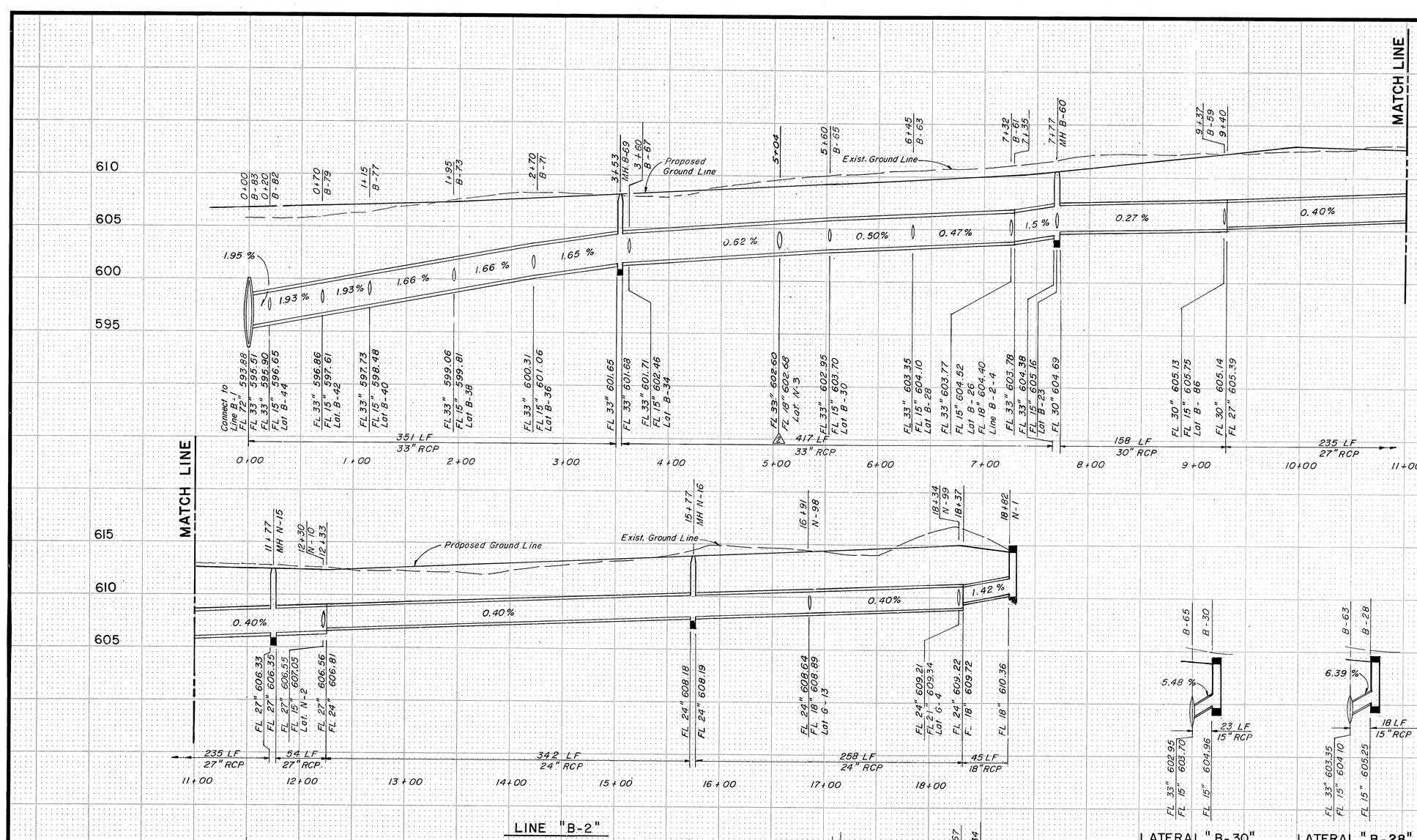
STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED ELB DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R51 OF R85

STORM SEWER LINE: "B-1", "B1-3"
LATERAL: "B-25", "B-27", "B-29", "B-33", "B-35", "B-43", "B-55",



NOTES:
1. Refer to Sheet R74 for depth of stabilized backfill.

STORM SEWER LINE: "B-2"
LATERAL: "B-86", "B-23", "B-26", "B-28", "B-30", "B-34", "B-36", "B-38", "B-40", "B-42", "B-44", "G-4", "G-13", "N-2"

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	As Built	C.B.	
1	Revised Line B-2	REF	3-86

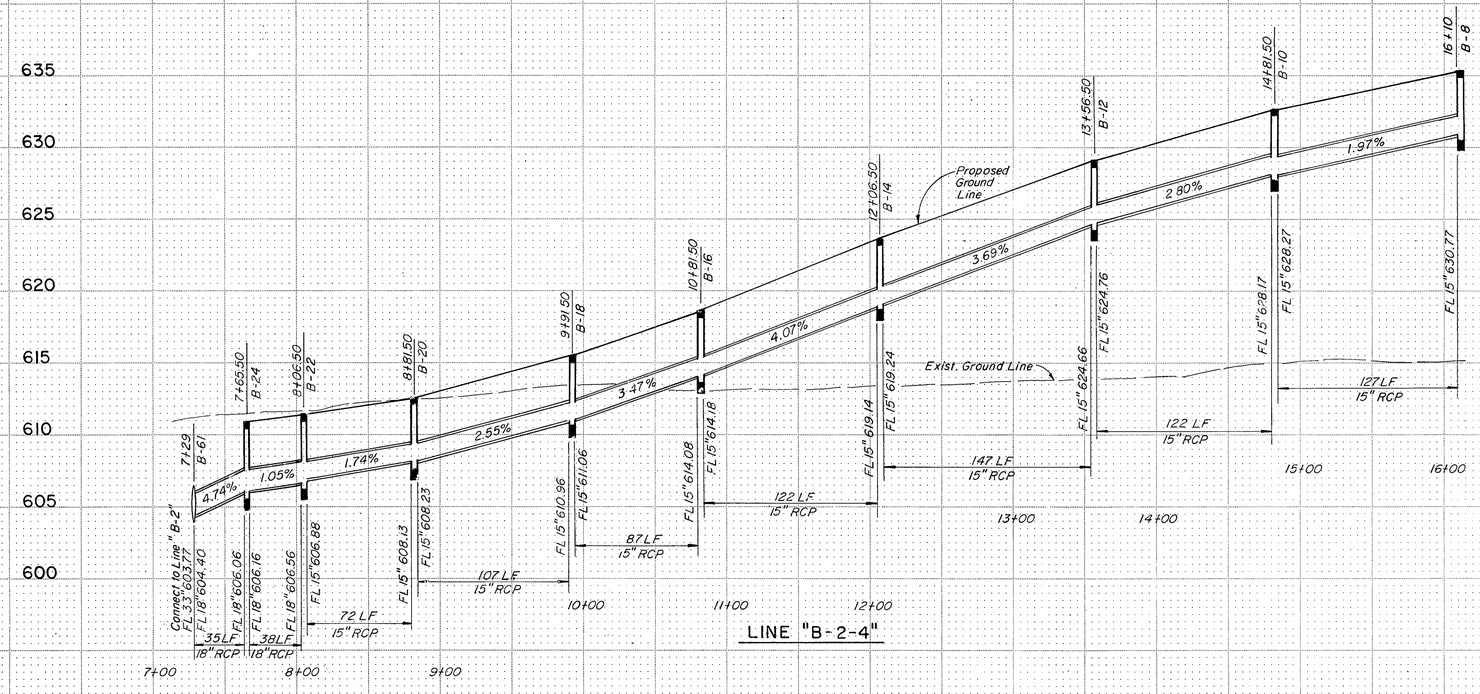
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R52 OF R85



ASBUILT PLANS

NO	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

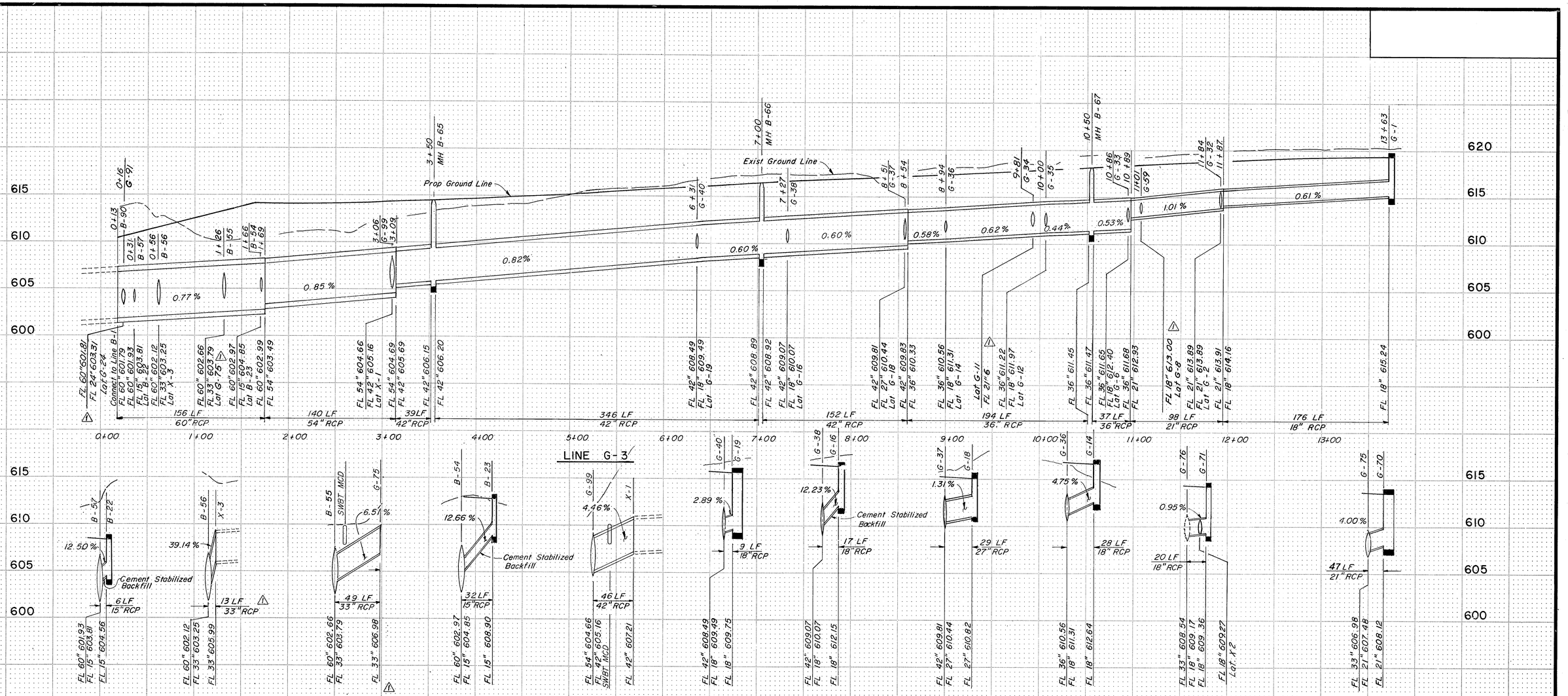
STORM SEWER PROFILES

STORM SEWER LINE: "B-2-4", "C-2"
LATERAL: "C-6", "C-8", "C-10",

Gibbs & Hill, Inc.

MADE AFLT	DATE 12/83	TRACED GWK	DATE 12/83
CHECKED REW	DATE 4/84	SCALE 1"=50'H 1"=5'V	

CONTRACT NO. DNT-115 SHEET R53 OF R85



NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.

STORM SEWER LINE : "G-3"
LATERAL : "B-22", "B-23", "X-1", "X-2", "X-3", "G-2", "G-6", "G-8", "G-11", "G-12", "G-14", "G-16", "G-18", "G-19", "G-70", "G-71", ⚠"G-24",

ASBUILT PLANS

NO	REVISION	BY	DATE
⚠	As Built	C.B.	

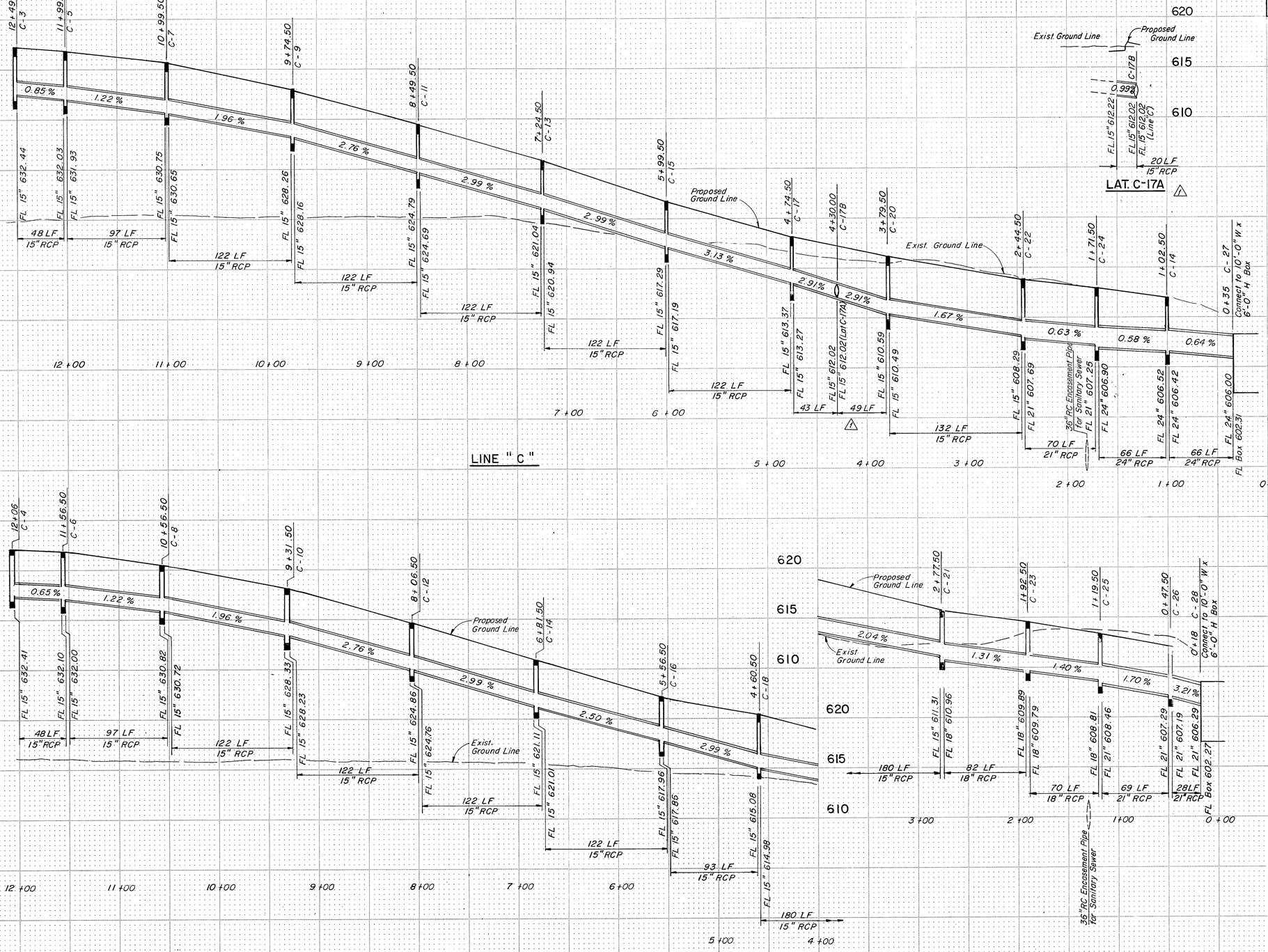
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R54 OF R85



STORM SEWER LINES: "C", "C-1"
LATERAL: "C-17A"

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Revise Line "C", Add Lat C-17A.	GEB	7-7-84

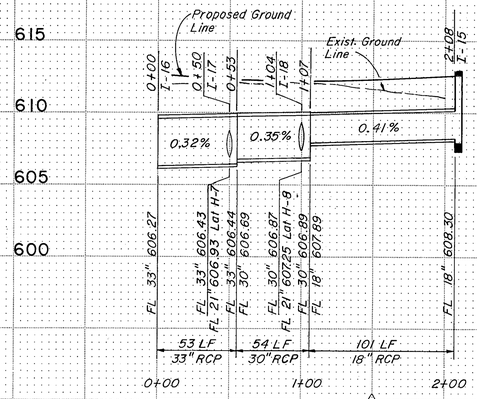
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

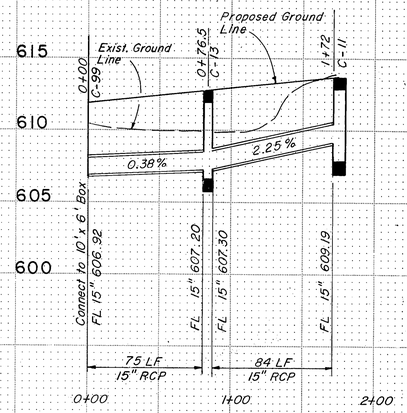
STORM SEWER PROFILES

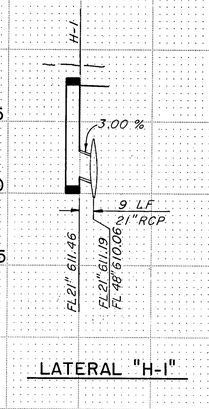
Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

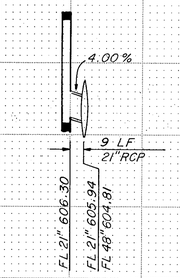
CONTRACT NO. DNT-115 SHEET R55 OF R85





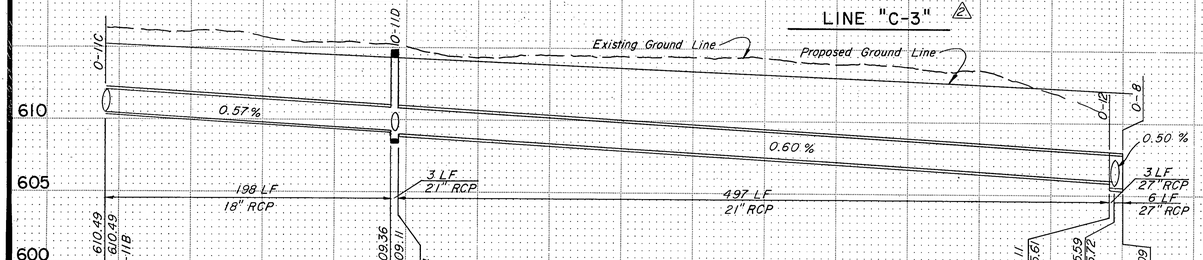


LATERAL "H-1"



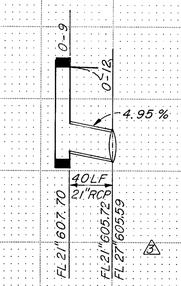
LATERAL "H-2"

LINE "H-1" ⚠2

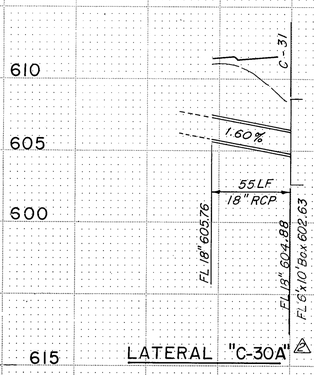


LINE "O-11" ⚠4

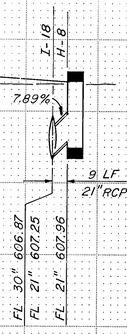
LINE "C-3" ⚠2



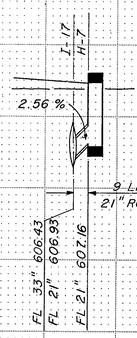
LATERAL "O-9" ⚠4



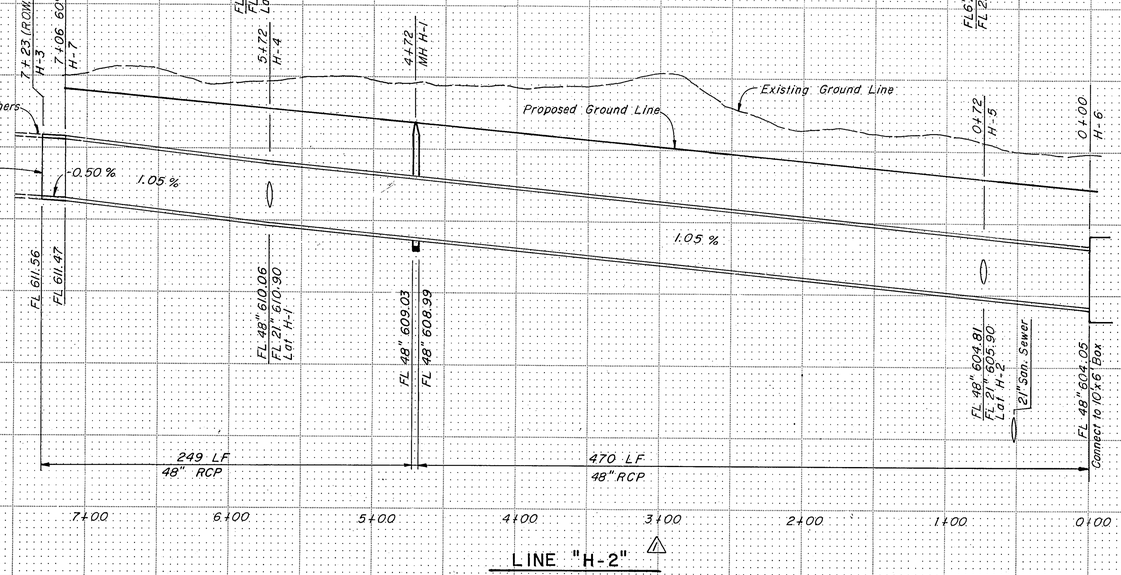
LATERAL "C-30A" ⚠2 ⚠4



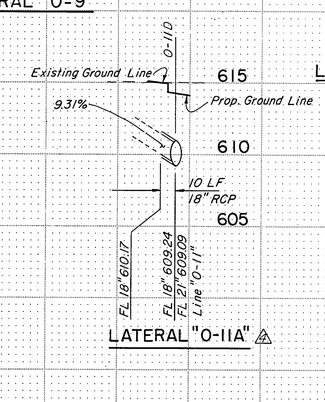
LATERAL "H-8"



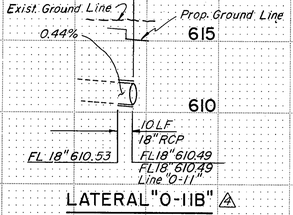
LATERAL "H-7"



LINE "H-2" ⚠



LATERAL "O-11A" ⚠4



LATERAL "O-11B" ⚠4

STORM SEWER LINE : "C-3", "H-1", "H-2", "O-11"
LATERAL : "H-1", "H-2", "H-7", "H-8", "C-30A", "O-9", "O-11A", "O-11B"

ASBUILT PLANS

NO.	REVISION	BY	DATE
⚠4	Revise/Add Line O-11, Lat. C-30A, O-11A, O-11B	GMG	7-7-86
⚠3	Change Cross-Slope on N.B. Dallas Parkway	MGB	5-16-86
⚠2	Due to Relocation of Drainage Structure 2.	MGB	2-8-85
⚠1	Redesigned Line H-2.	MGB	2-8-85

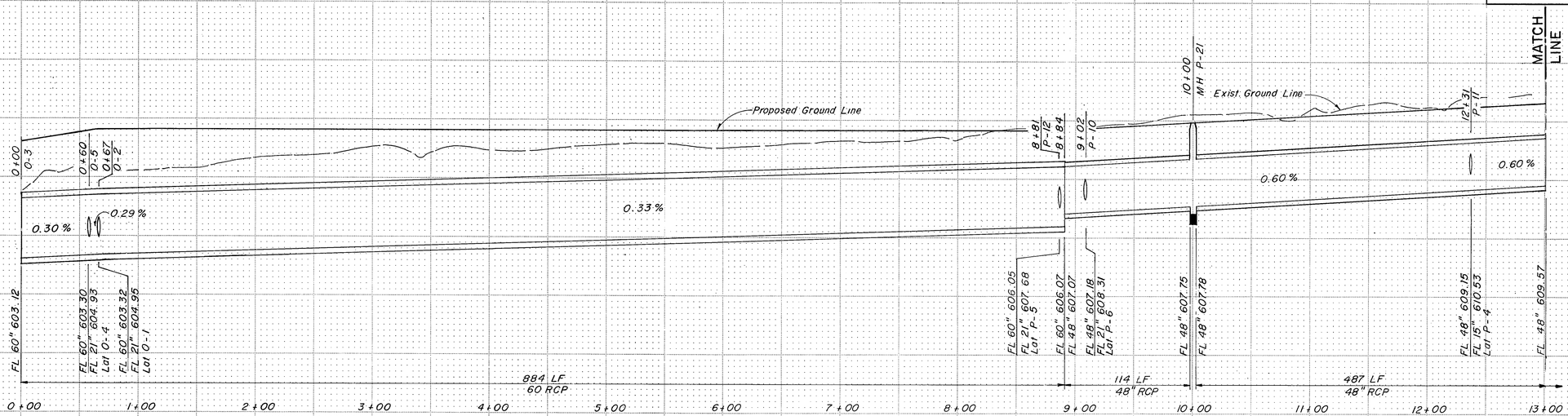
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

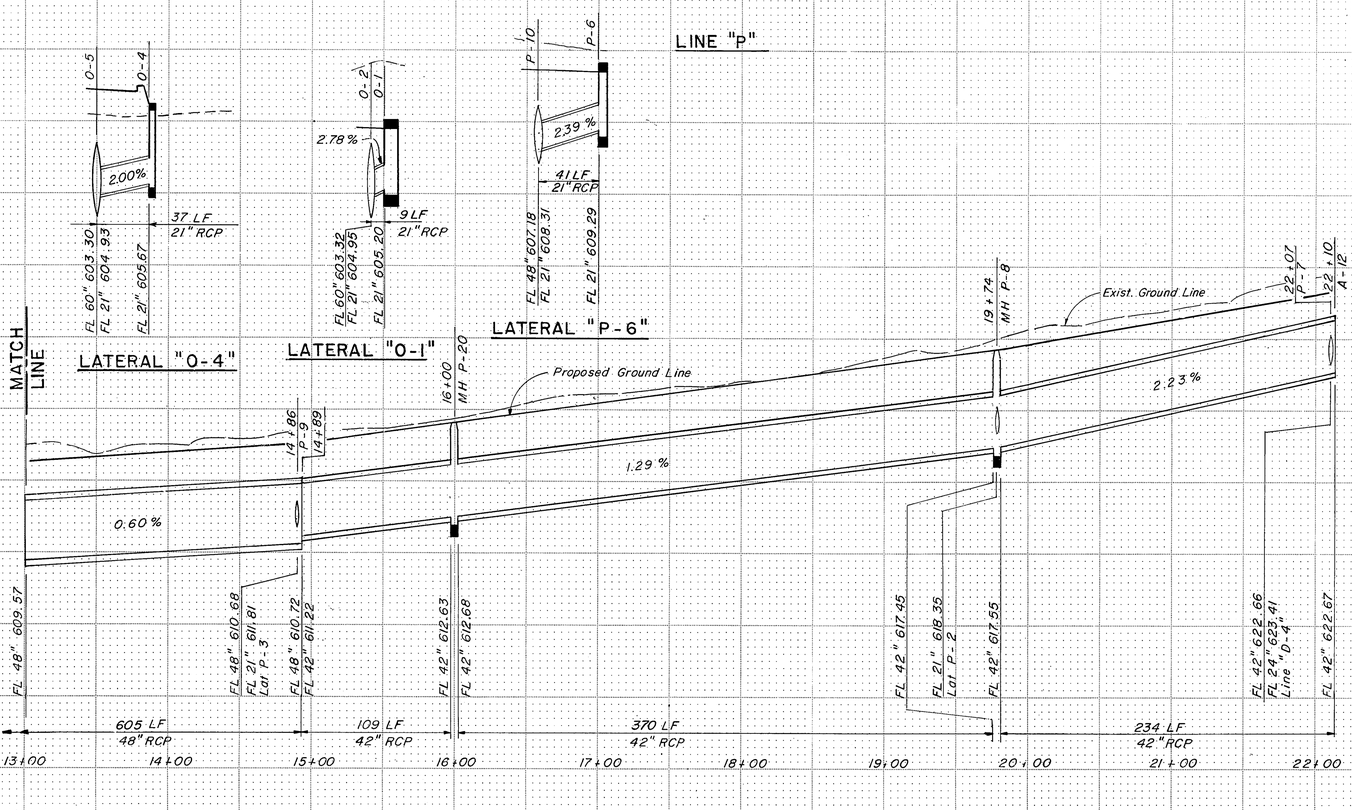
Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED ELB DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

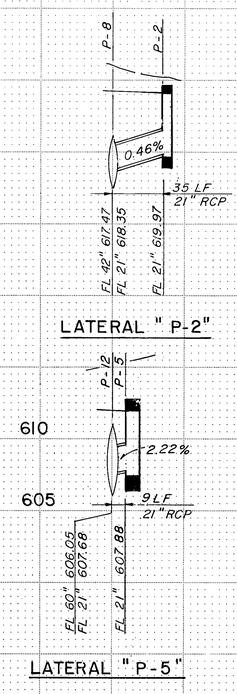
CONTRACT NO. DNT-115 SHEET R56 OF R85

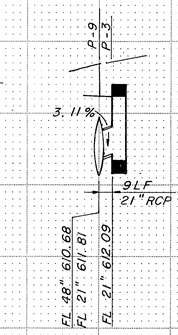


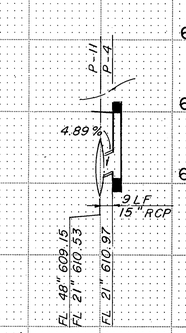
LINE "P"



LINE "P"







625
620
615
610

STORM SEWER LINE : "P"
LATERAL : "0-4", "P-2" "P-3", "P-4", "P-5"
"0-1", "P-6",

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

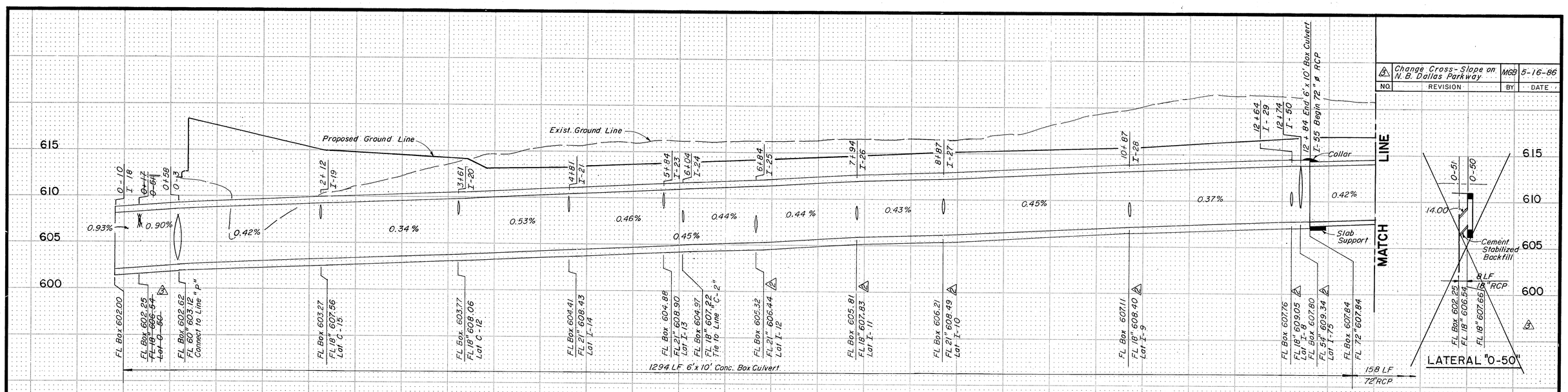
STORM SEWER PROFILES

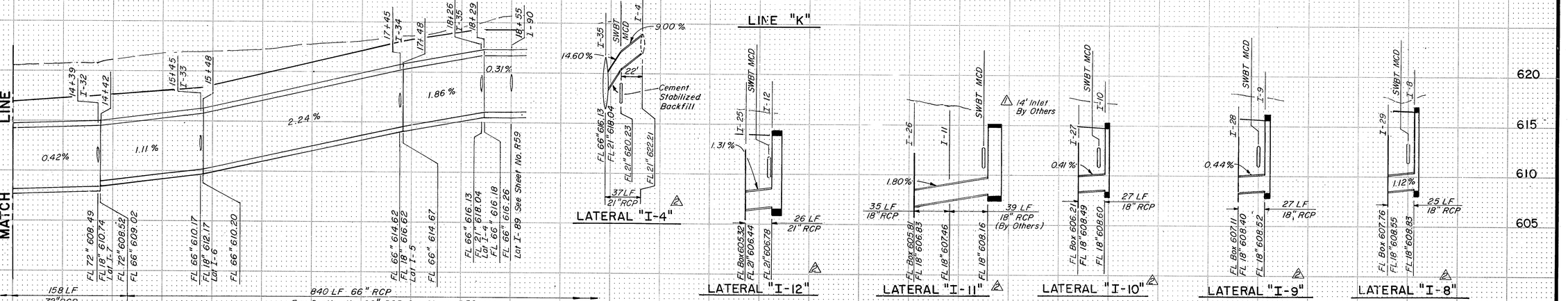
Gibbs & Hill, Inc.

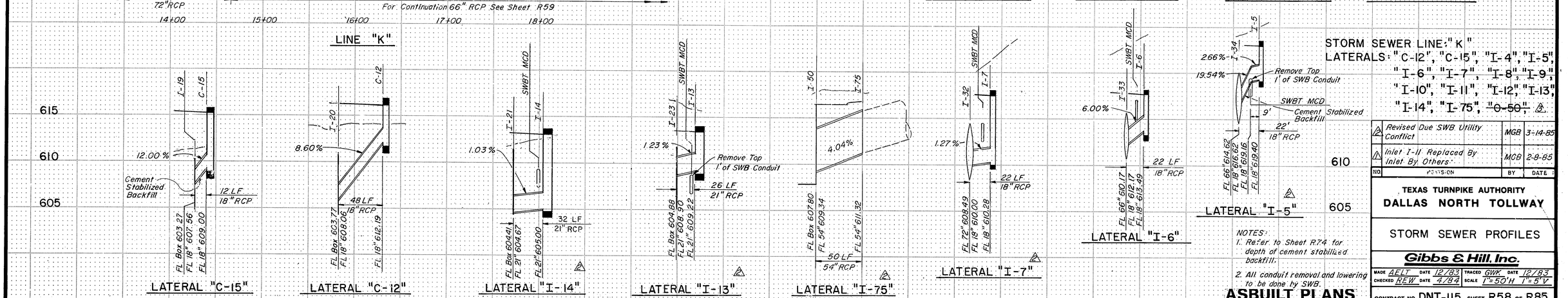
MADE AELT DATE 4/84 | TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 | SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R57 OF R85

NO.	REVISION	BY	DATE
6	Change Cross-Slope on N. B. Dallas Parkway	MGB	5-16-86







STORM SEWER LINE: "K"
LATERALS: "C-12", "C-15", "I-4", "I-5", "I-6", "I-7", "I-8", "I-9", "I-10", "I-11", "I-12", "I-13", "I-14", "I-75", ~~"0-50"~~, 2.

NO.	REVISION	BY	DATE
2	Revised Due SWB Utility Conflict	MGB	3-14-85
1	Inlet I-11 Replaced By Inlet By Others	MGB	2-8-85

NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.
2. All conduit removal and lowering to be done by SWB.

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

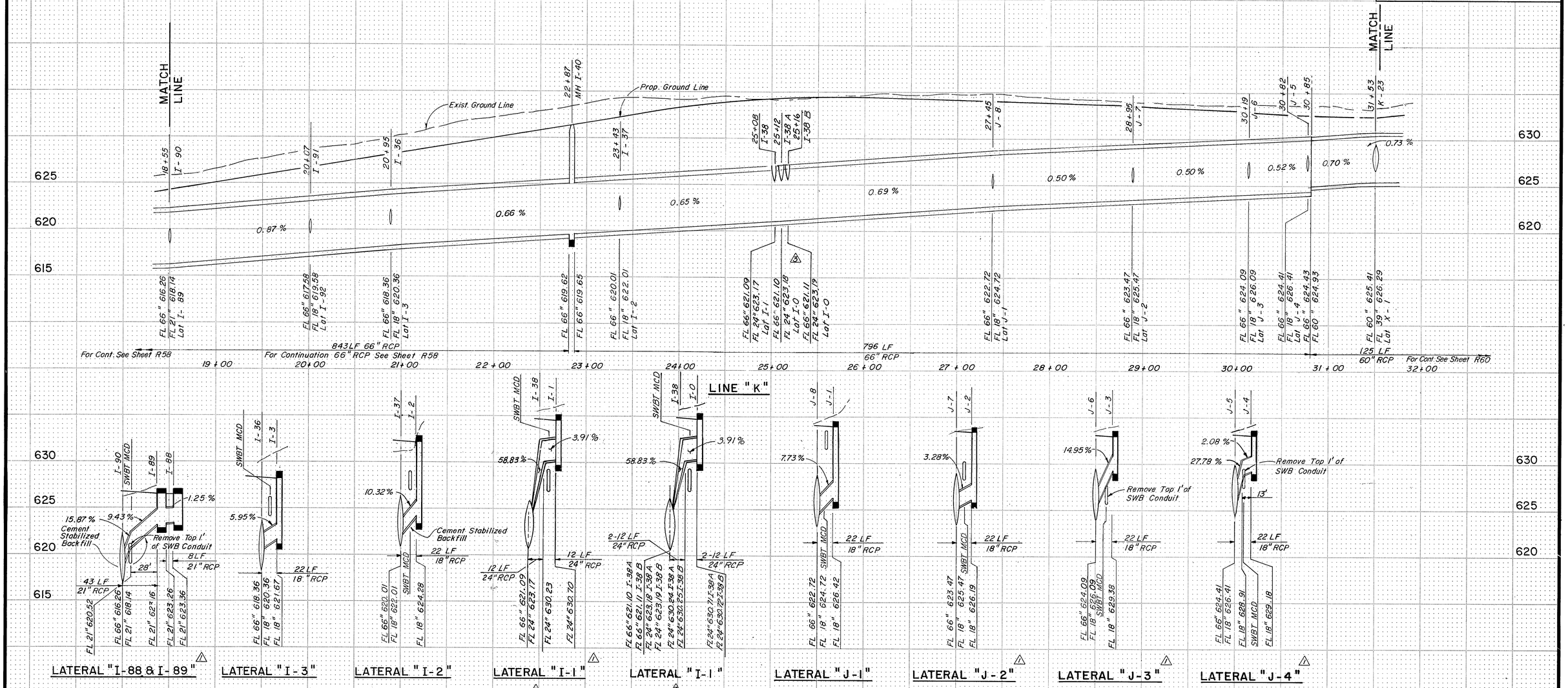
STORM SEWER PROFILES

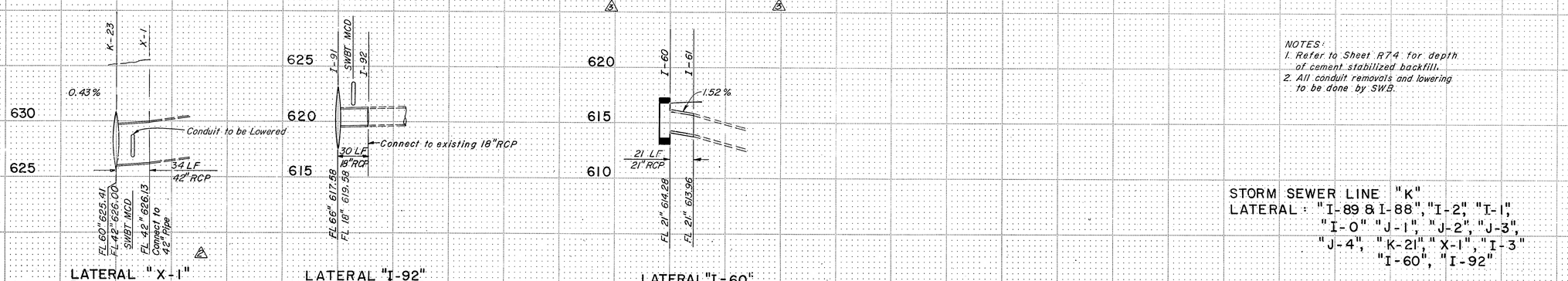
Gibbs & Hill, Inc.

MADE AELT DATE 12/83 TRACED GWK DATE 12/83
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R58 OF R85

ASBUILT PLANS





NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.
2. All conduit removals and lowering to be done by SWB.

STORM SEWER LINE "K"
LATERAL : "I-89 & I-88", "I-2", "I-1", "I-0" "J-1", "J-2", "J-3", "J-4", "K-21", "X-1", "I-3" "I-60", "I-92"

ASBUILT PLANS

NO.	REVISION	BY	DATE
3	As Built	C.B.	
2	Revised Lateral X-1, and Deleted Lateral K-21	MGB	4-11-85
1	Revised Due To Utility Conflict	MGB	3-14-85

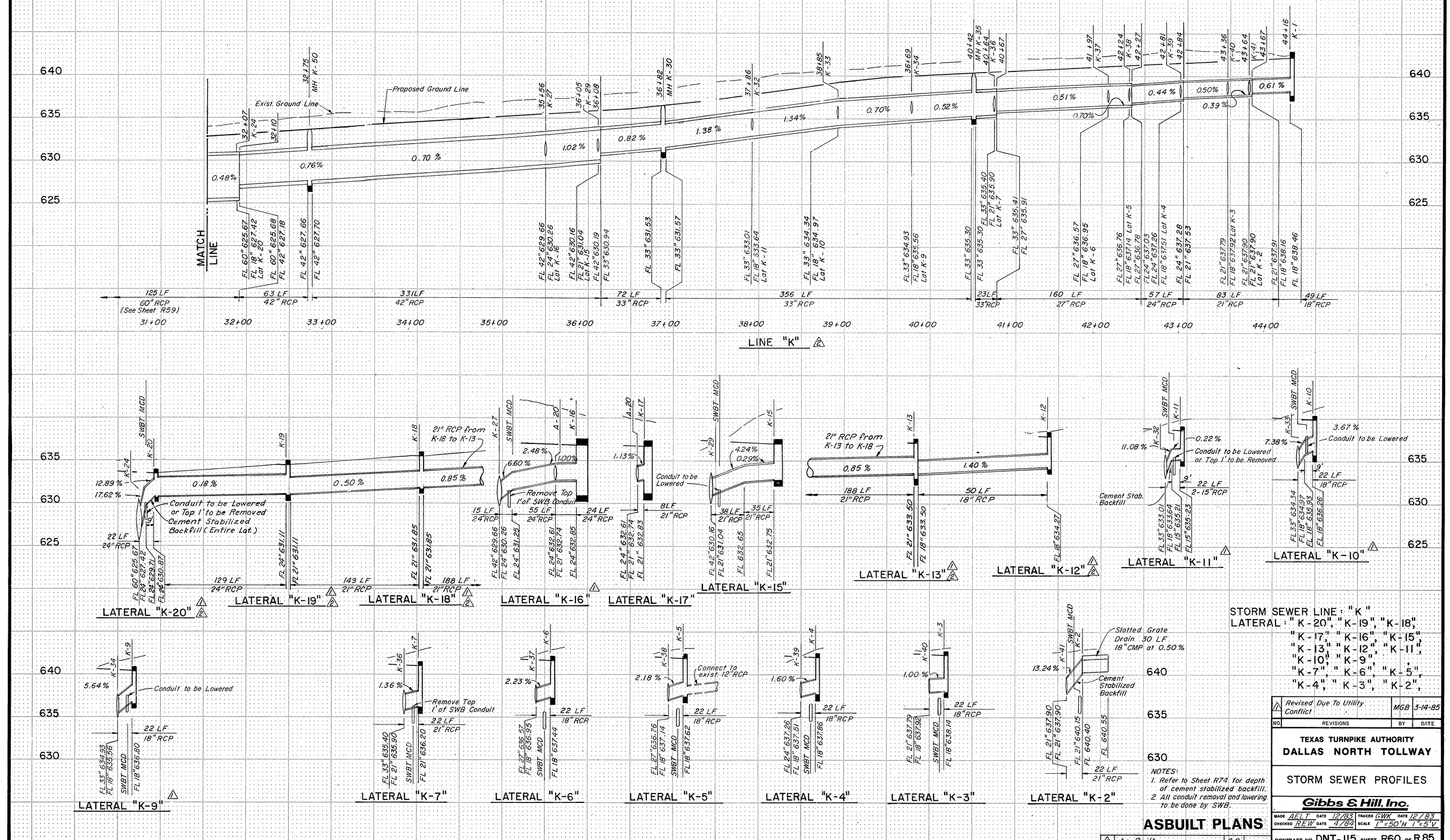
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 12/83 | TRACED MAV DATE 12/83
CHECKED REW DATE 4/84 | SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R59 OF R85



STORM SEWER LINE : "K"
LATERAL : "K-20", "K-19", "K-18", "K-17", "K-16", "K-15", "K-13", "K-12", "K-11", "K-10", "K-9", "K-7", "K-6", "K-5", "K-4", "K-3", "K-2",

NO.	REVISIONS	BY	DATE
1	Revised Due To Utility Conflict	MGB	3-14-85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

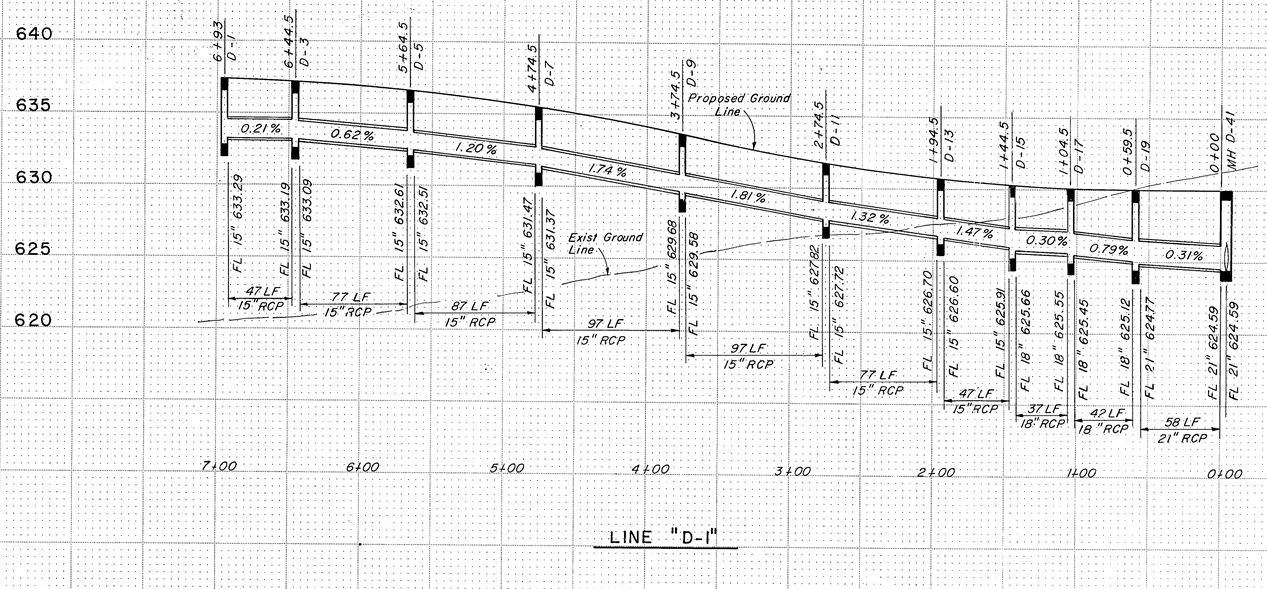
MADE AELT DATE 12/83 TRACED GWK DATE 12/83
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R60 OF R85

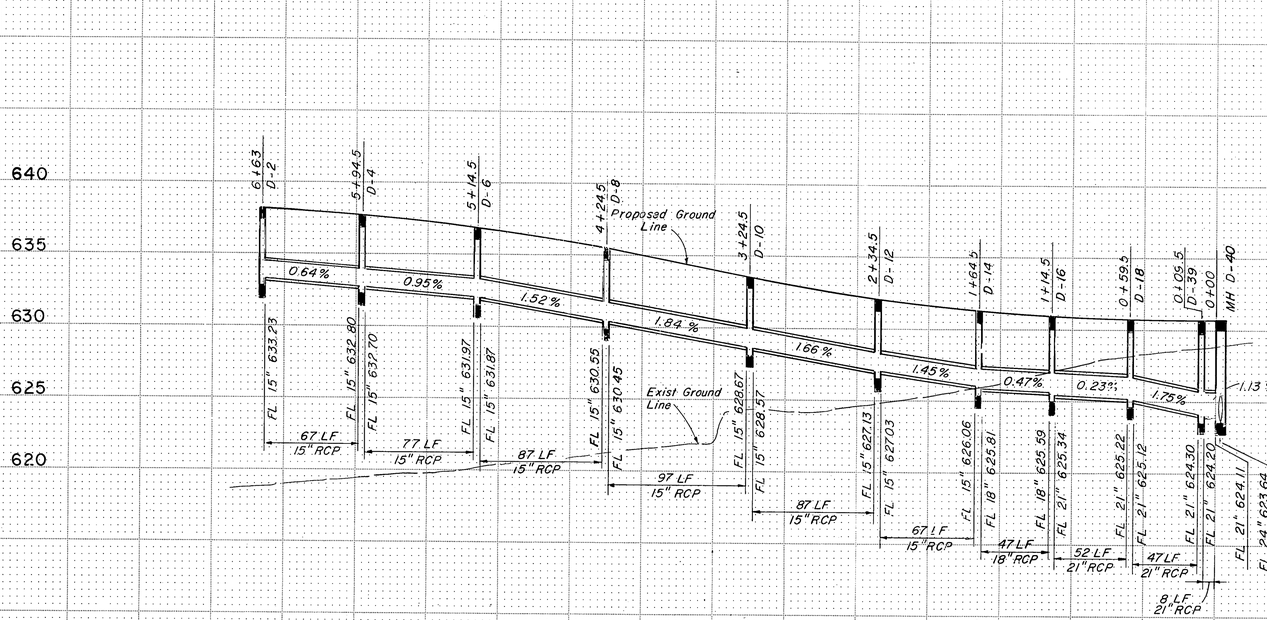
NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.
2. All conduit removal and lowering to be done by SWB.

ASBUILT PLANS

2 As Built C.B.



LINE "D-1"



LINE "D-2"

STORM SEWER LINE: "D-1", "D-2"

ASBUILT PLANS

NO.	REVISION	BY	DATE

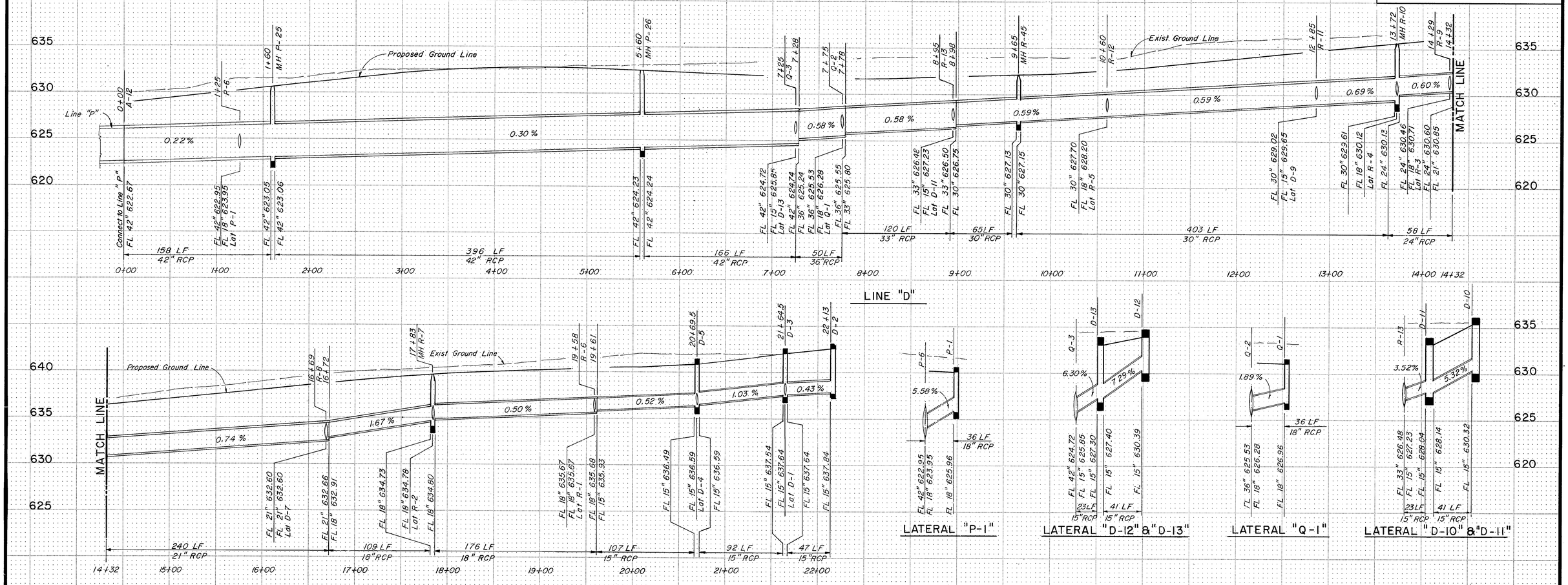
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

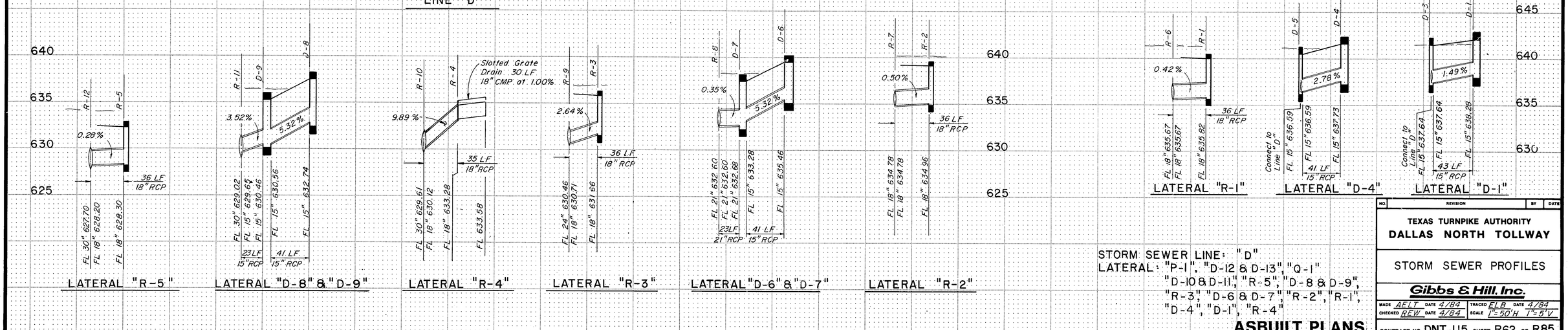
STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT	DATE 4/84	TRACED ELB	DATE 4/84
CHECKED REW	DATE 4/84	SCALE 1"=50'H	1"=5'V

CONTRACT NO. DNT-115 SHEET R61 OF R85





STORM SEWER LINE: "D"
LATERAL: "P-1", "D-12 & D-13", "Q-1"
"D-10 & D-11", "R-5", "D-8 & D-9",
"R-3", "D-6 & D-7", "R-2", "R-1",
"D-4", "D-1", "R-4"

ASBUILT PLANS

NO.	REVISION	BY	DATE

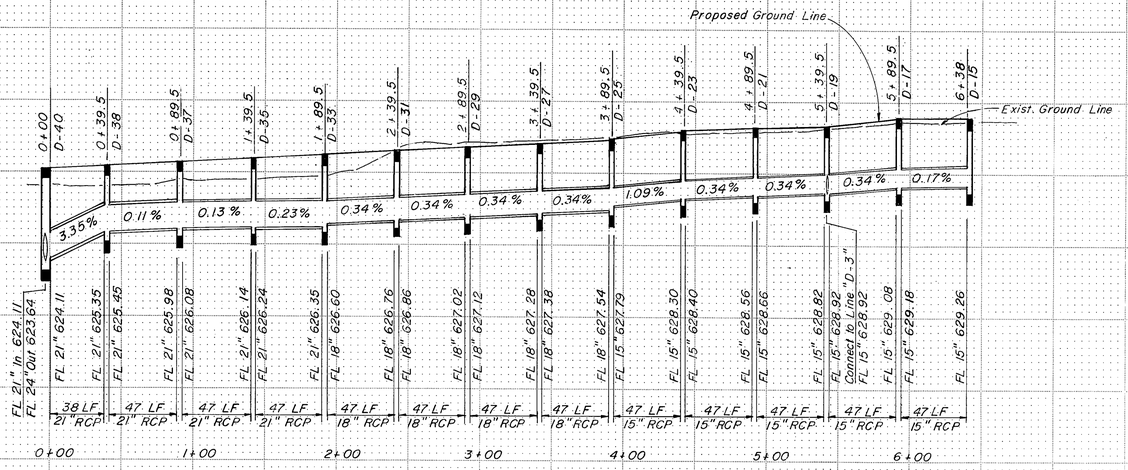
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

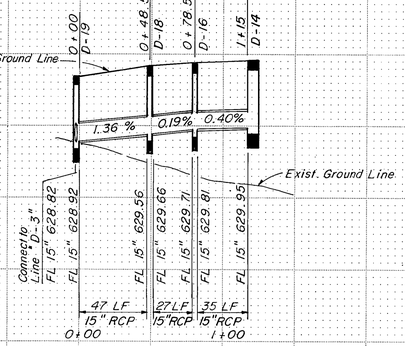
Gibbs & Hill, Inc.

MADE AELT	DATE 4/84	TRACED ELB	DATE 4/84
CHECKED REW	DATE 4/84	SCALE 1"=50'H	1"=5'V

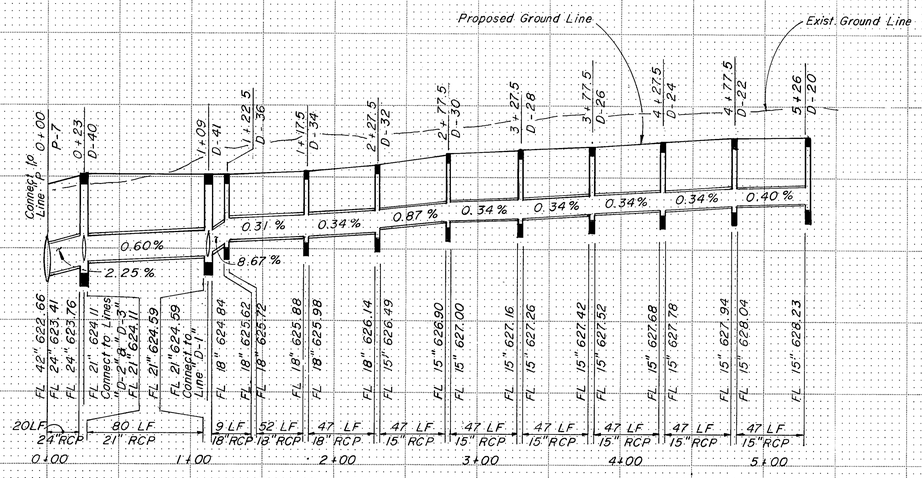
CONTRACT NO. DNT-115 SHEET R62 OF R85



LINE "D-3"



LATERAL "D-3"



LINE "D-4"

STORM SEWER LINE: "D-3", "D-4"
LATERAL: "D-3"

ASBUILT PLANS

NO.	REVISION	BY	DATE

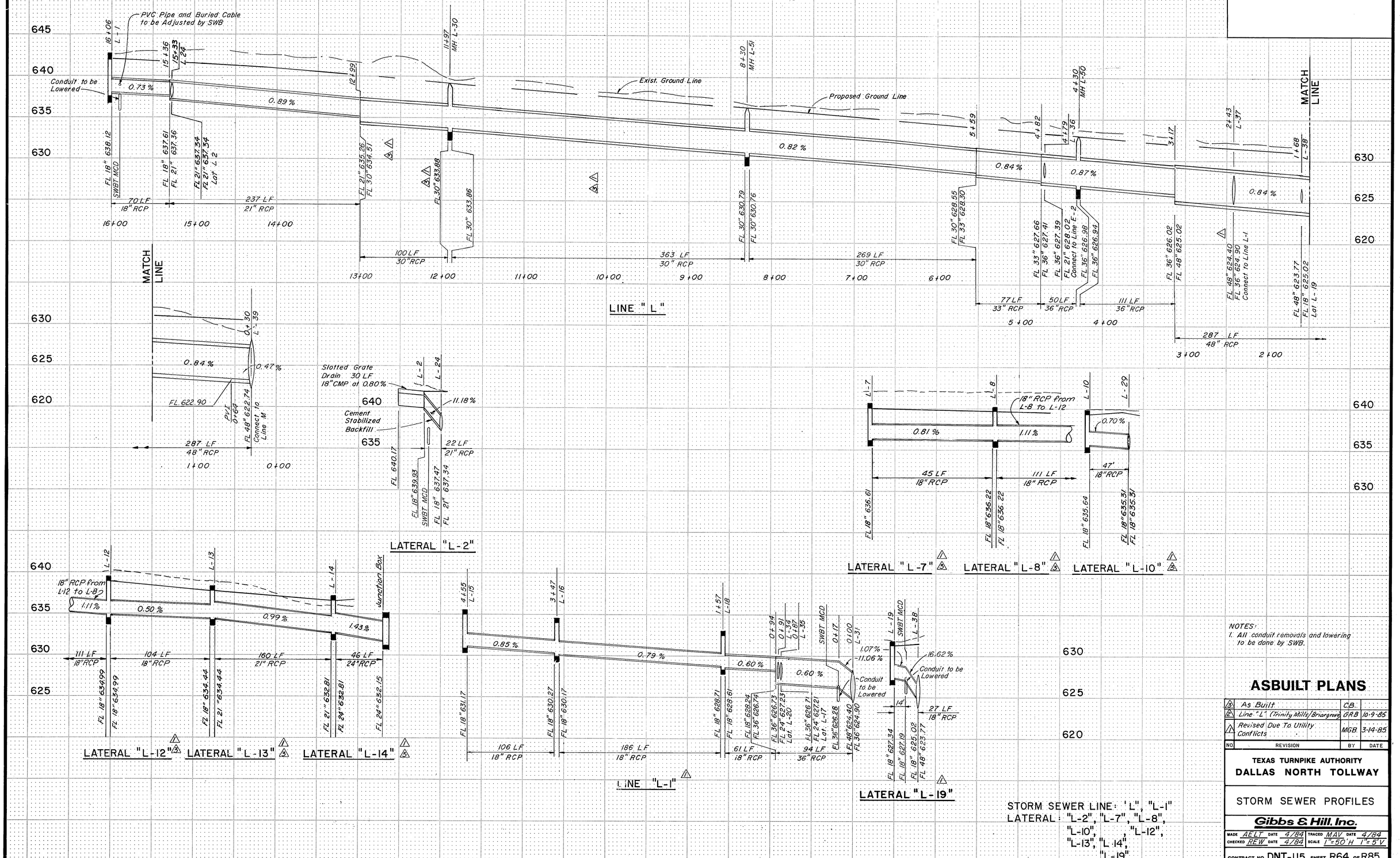
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT	DATE 4/84	TRACED MAV	DATE 4/84
CHECKED REW	DATE 4/84	SCALE 1"=50'H 1"=5'V	

CONTRACT NO. DNT-115 SHEET R63 OF R85



NOTES:
1. All conduit removals and lowering to be done by SWB.

ASBUILT PLANS

NO	REVISION	BY	DATE
3	As Built	C.B.	
2	Line "L" (Trinity Mills/Briargrove)	GRB	10-9-85
1	Revised Due To Utility Conflicts	MGB	3-14-85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 4/84 TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R64 OF R85

STORM SEWER LINE: "L", "L-1"
LATERAL: "L-2", "L-7", "L-8", "L-10", "L-12", "L-13", "L-14", "L-19",

NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.

STORM SEWER LINES: "E", "E-2", "E-3", "E-4"

ASBUILT PLANS

NO.	REVISION	BY	DATE
1	General Trinity Mills/Briargrove	GRB	10-85

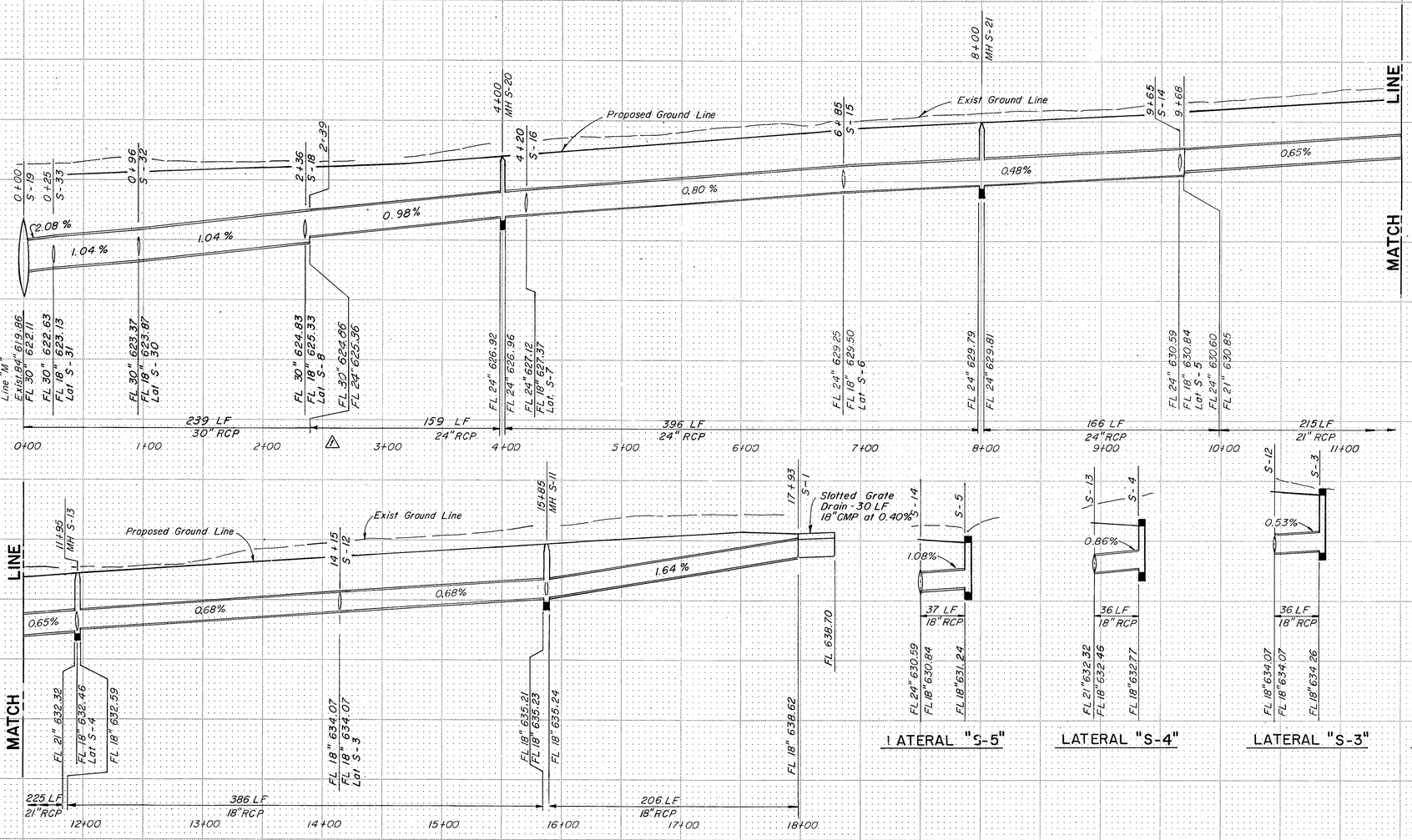
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

Gibbs & Hill, Inc.

MADE AELT DATE 12/83 | TRACED GWK DATE 12/83
CHECKED REW DATE 4/84 | SCALE 1"=50'H 1"=5'V

CONTRACT NO. DNT-115 SHEET R65 OF R85



ASBUILT PLANS

NO.	REVISION	BY	DATE
1	Gen. Trinity Mills/Briargrove - Line "S"	GRB	10/85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

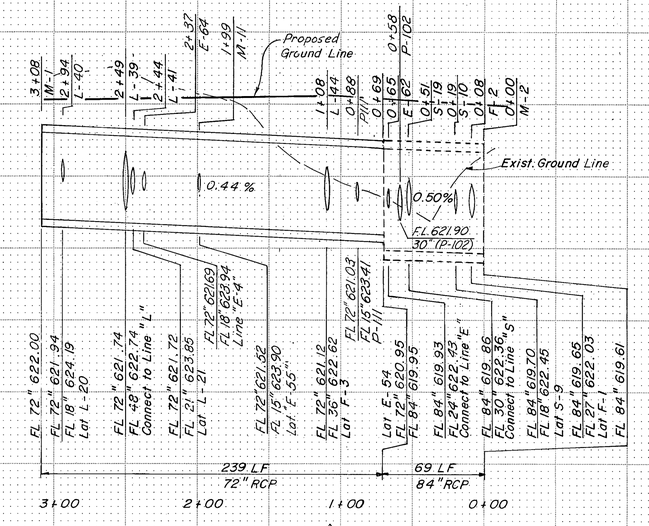
STORM SEWER PROFILES

Gibbs & Hill, Inc.

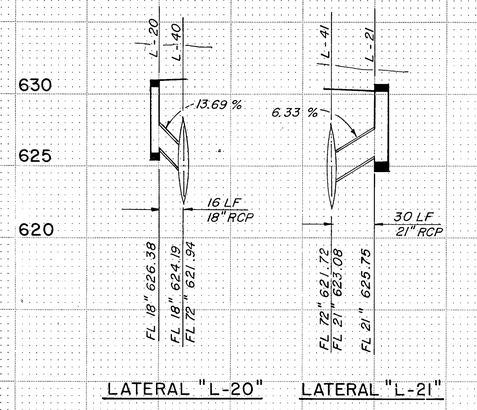
MADE	AELT	DATE	12/83	TRACED	GWK	DATE	12/83
CHECKED	REW	DATE	4/84	SCALE	1"=50'H		1"=5'V

CONTRACT NO. DNT-115 SHEET R66 OF R85

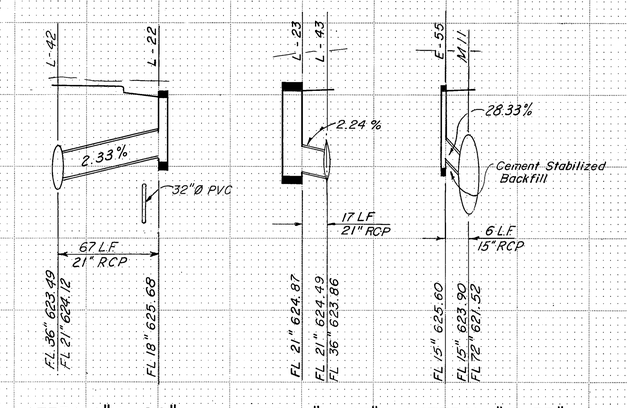
STORM SEWER LINE: "S"
LATERAL: "S-2", "S-3", "S-4", "S-5", "S-6", "S-7", "S-8", "S-30", "S-31"



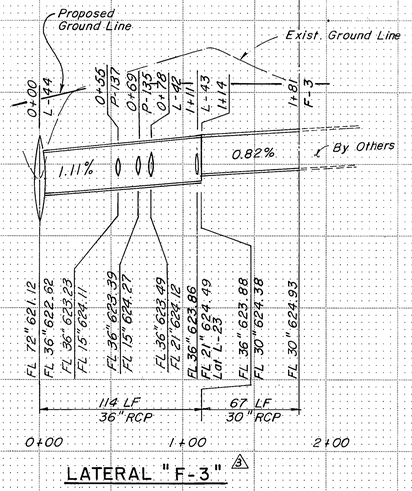
LINE "M" 3



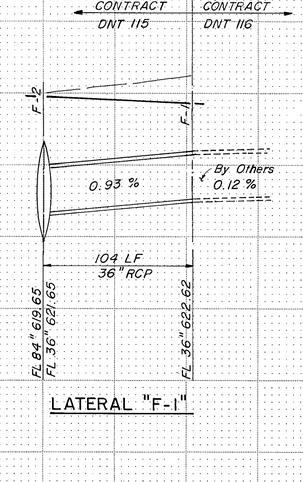
LATERAL "L-20" LATERAL "L-21"



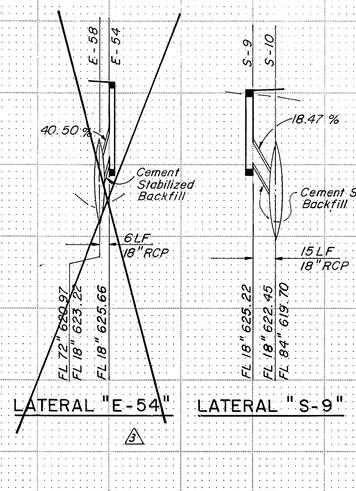
LATERAL "L-22" 3 LATERAL "L-23" LATERAL "E-55"



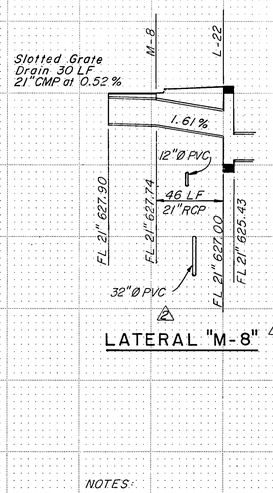
LATERAL "F-3" 3



LATERAL "F-1"



LATERAL "E-54" 3 LATERAL "S-9"



LATERAL "M-8" 2 1

NOTES:
1. Refer to Sheet R74 for depth of cement stabilized backfill.

STORM SEWER LINE: "M"
LATERAL: "L-20", "L-21", "L-22", "L-23", "E-55", "F-3", "F-1", "E-54", "S-9", "M-8"

ASBUILT PLANS

NO	REVISION	BY	DATE
3	General Trinity Mills/Briargrove	BEA	10-9-85
2	Added Location of 32" and 12" SWB Conduit	BEA	4-12-85
1	Replaced Inlet M-8 with Slotted Drain & Tie into Inlet L-22	BEA	2-5-85

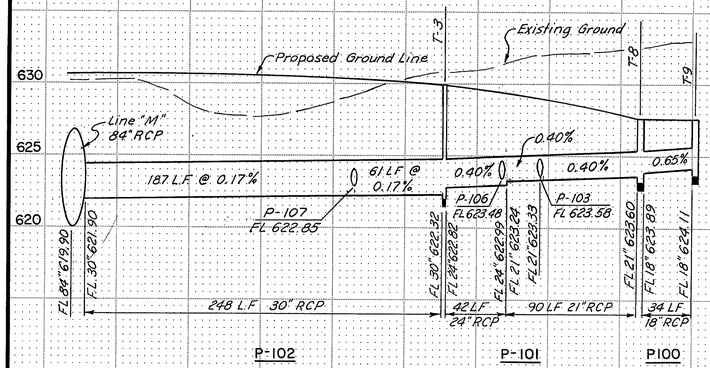
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

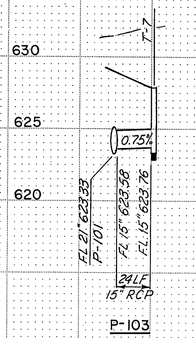
STORM SEWER PROFILES

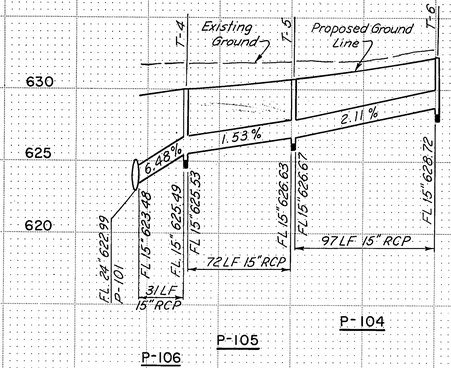
Gibbs & Hill, Inc.

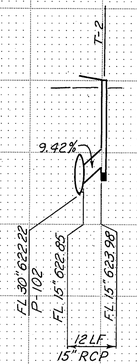
MADE AELT DATE 4/84 TRACED MAV DATE 4/84
CHECKED REW DATE 4/84 SCALE 1"=50'H 1"=5'V

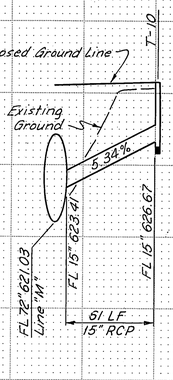
CONTRACT NO. DNT-115 SHEET R67 OF R85

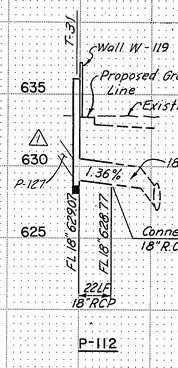


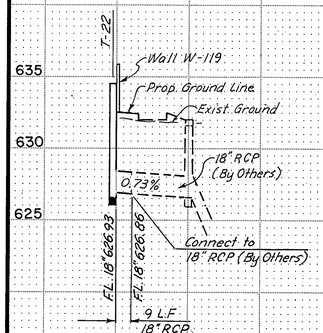


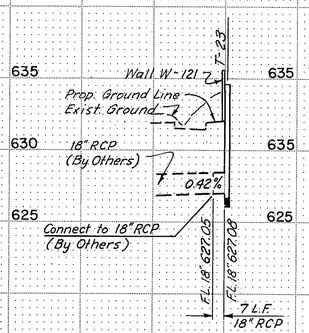


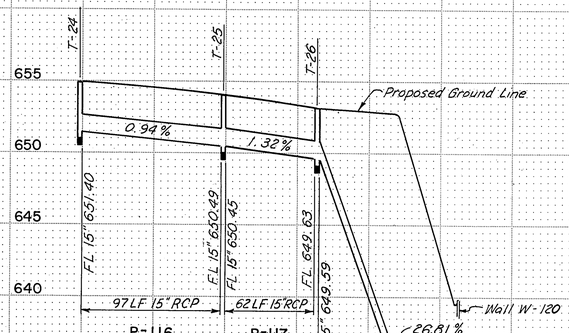


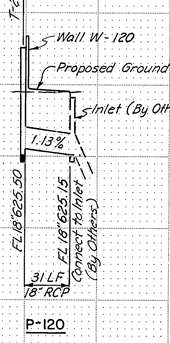


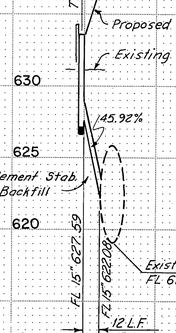


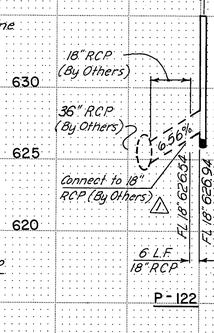


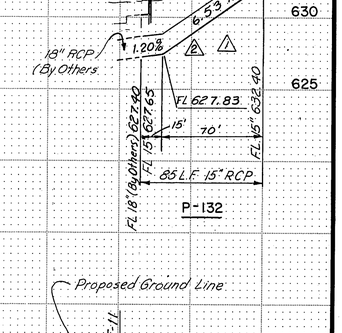


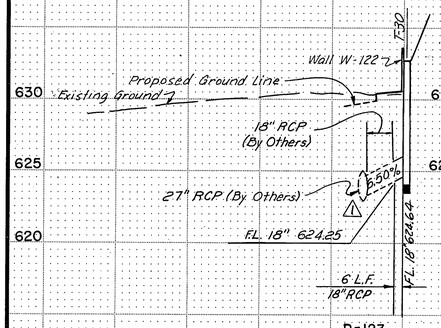


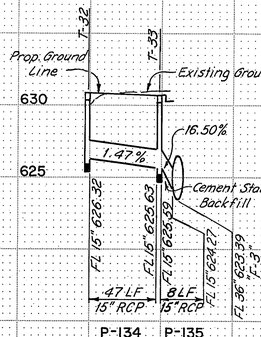


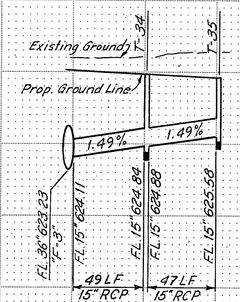




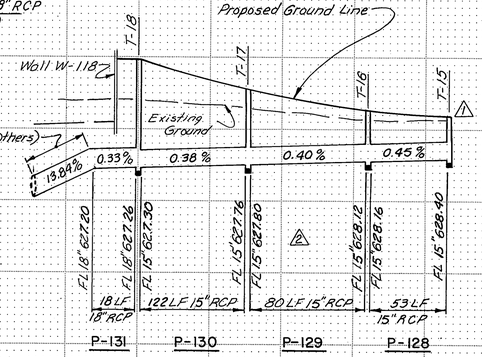


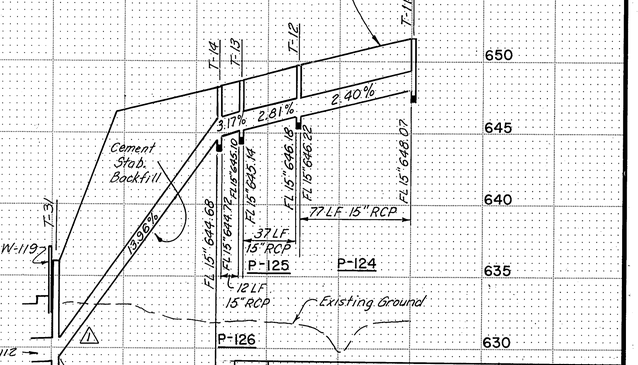






NOTES:
1. Refer to Sheet R.74 for depth of cement stabilized backfill.





NO.	REVISION	BY	DATE
2	Revise Lines P.128 Thru P.132	CB	2-06-87
1	Misc. Drainage Revisions	GMG	2-11-86

ASBUILT PLANS

P-100 THRU P-107
P-111 , P-112
P-114 THRU P-118
P-120 THRU P-132
P-134 THRU P-137

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER PROFILES

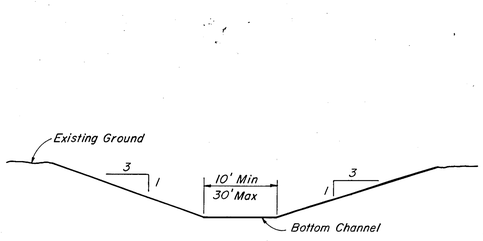
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

SECTION V11

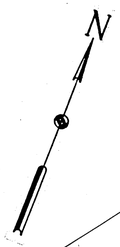
DRAWN	GRB	DATE 10-9-85	DESIGNED	GAL	DATE 9-20-85
CHECKED	MLM	DATE 9-24-85	SCALE	1"=50'H; 1"=5'V	

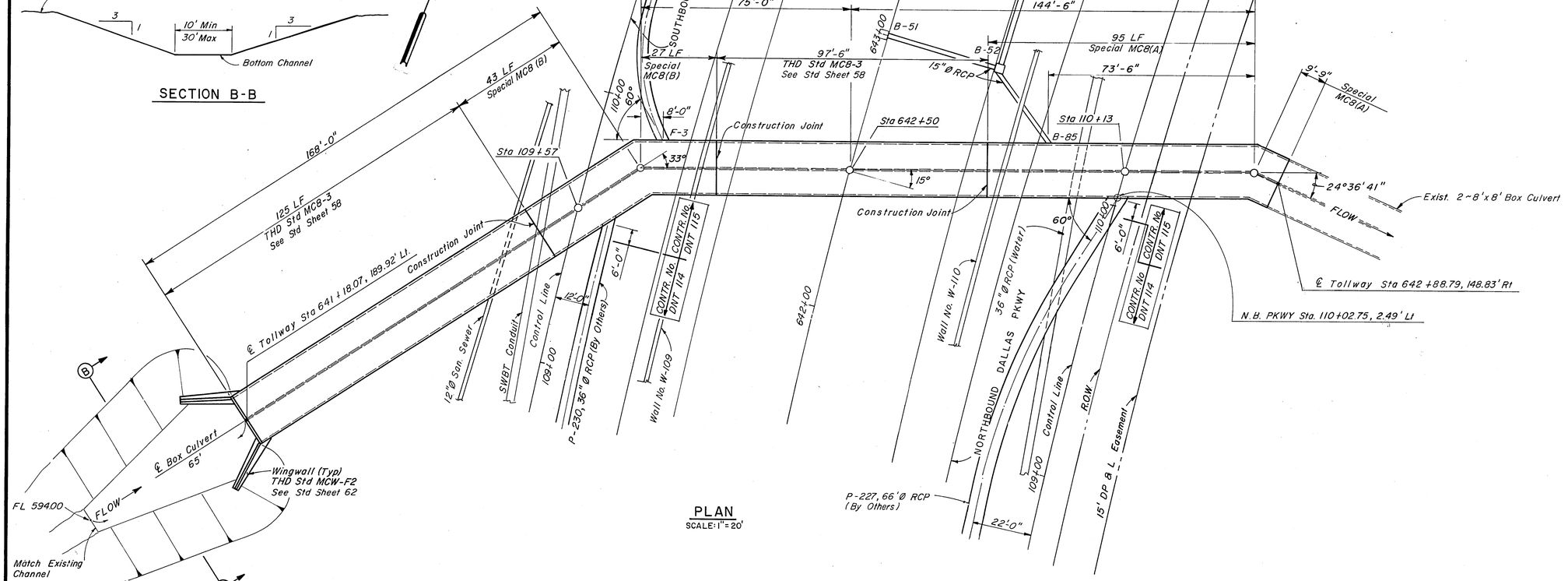
CONTRACT NO. DNT-115 SHEET R67A OF

TELEDYNE POST M2670

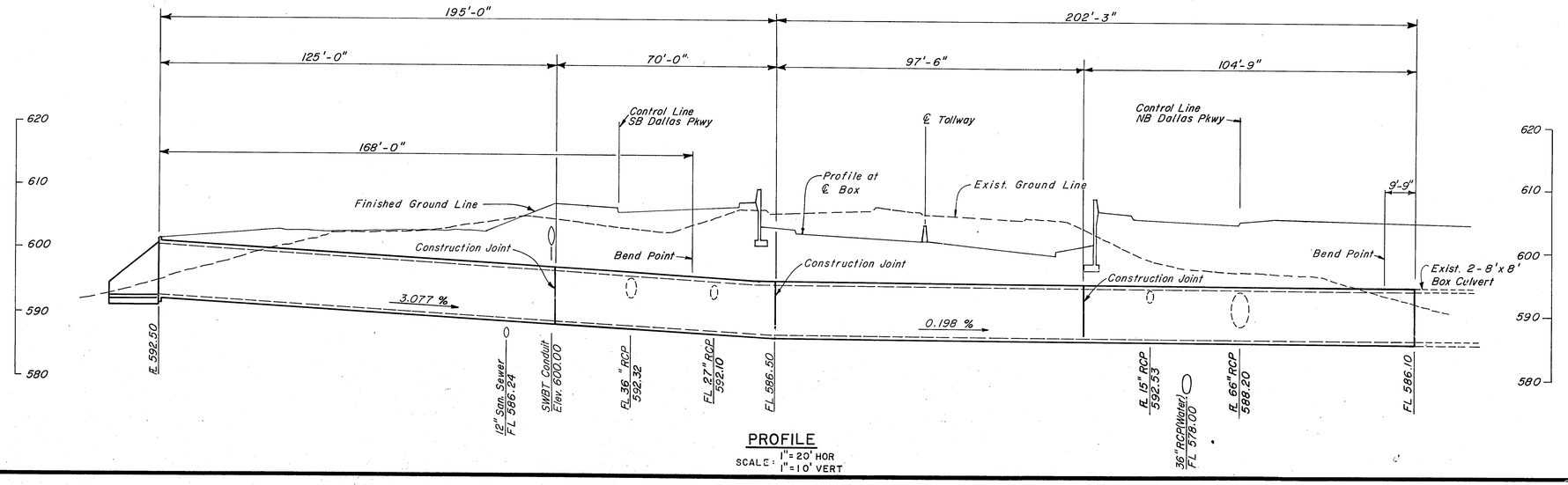


SECTION B-B





PLAN
SCALE: 1"=20'



PROFILE
SCALE: 1"=20' HOR
1"=10' VERT

NOTES:
1. See Sheet R69 for Special MCB details.
2. Contractor shall use extreme caution when excavating proposed box culvert because of close proximity to existing 12" sanitary sewer and 36" water line.
3. All dimensions shown are measured along the centerline of the Box Culvert.
4. All concrete shall be class "C".
5. All reinforcing steel shall be ASTM A-615 grade 60

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

SPECIAL BOX CULVERT DETAILS

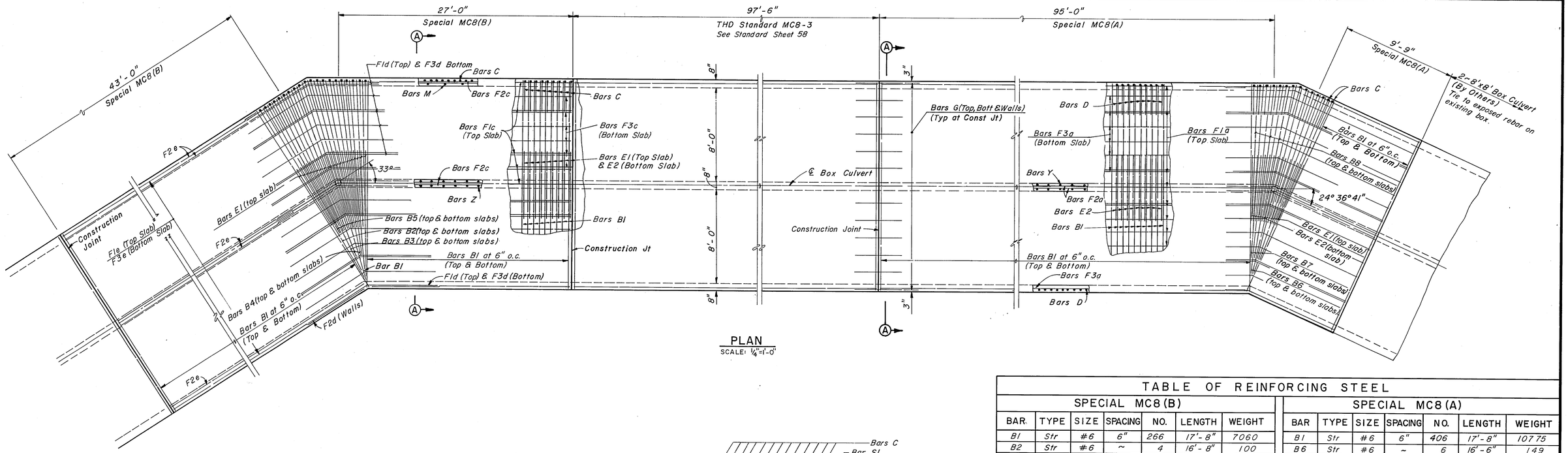
STA 642+50

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

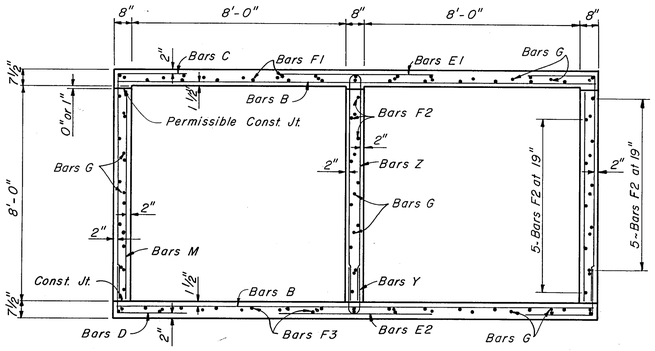
SECTION VII

DRAWN VER DATE 7-5-83 | DESIGNED LSRa DATE 6-30-83
CHECKED LSRa DATE 7-6-83 | SCALE As Shown

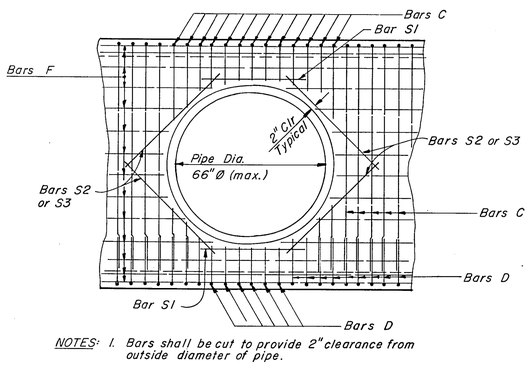
CONTRACT NO. DNT-115 SHEET R68 OF R85



PLAN
SCALE: 1/4"=1'-0"

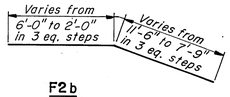


SECTION A-A
SCALE: 3/8"=1'-0"

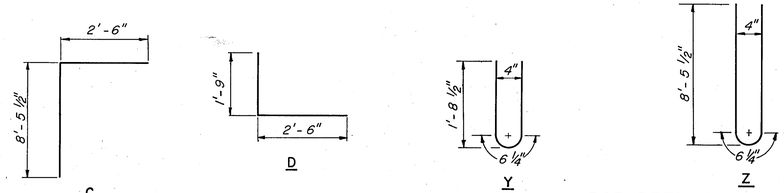


NOTES: 1. Bars shall be cut to provide 2" clearance from outside diameter of pipe.
2. See Sheet R68 for pipe entrance locations

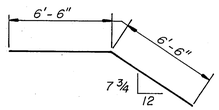
TYPICAL PIPE ENTRANCE DETAIL
NOT TO SCALE



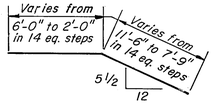
F2b
MC8(A)



BAR DETAILS



Fld, F2d, F3d
MC8(B)



Flb & F3b
MC8(A)

TABLE OF REINFORCING STEEL

SPECIAL MC8(B)

BAR	TYPE	SIZE	SPACING	NO.	LENGTH	WEIGHT
B1	Str	#6	6"	266	17'-8"	7060
B2	Str	#6	~	4	16'-8"	100
B3	Str	#6	~	4	16'-0"	96
B4	Str	#6	~	4	15'-0"	90
B5	Str	#6	~	24	12'-8"	457
C	Bent	#5	6"	284	10'-11"	3234
D	Bent	#5	6"	284	4'-3"	1259
E1	Str	#6	6"	152	5'-8"	1294
E2	Str	#6	6"	152	5'-8"	1294
F1c	Str	#4	~	21	24'-0"	337
F1d	Bent	#4	~	21	13'-0"	182
F1e	Str	#4	~	21	40'-6"	568
F2c	Str	#4	~	30	24'-0"	481
F2d	Bent	#4	19"	30	13'-0"	261
F2e	Str	#4	~	30	40'-6"	812
F3c	Str	#4	~	19	24'-0"	305
F3d	Bent	#4	~	19	13'-0"	165
F3e	Str	#4	~	19	40'-6"	514
G	Str	#5	17 1/2"	82	4'-0"	342
M	Str	#4	18"	96	7'-11"	508
Y	Bent	#4	12"	71	3'-7"	170
Z	Bent	#4	12"	71	17'-1"	810
S3	Str	#4	~	8	5'-0"	27

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
* 421	CLASS C CONCRETE	CY	99.8
* 440	REINFORCING STEEL	LB	20,366

SPECIAL MC8(A)

BAR	TYPE	SIZE	SPACING	NO.	LENGTH	WEIGHT
B1	Str	#6	6"	406	17'-8"	10775
B6	Str	#6	~	6	16'-6"	149
B7	Str	#6	~	8	15'-0"	180
B8	Str	#6	~	12	11'-6"	207
C	Bent	#5	6"	420	10'-11"	4782
D	Bent	#5	6"	420	4'-3"	2681
E1	Str	#6	6"	211	5'-8"	1797
E2	Str	#6	6"	211	5'-8"	1797
F1a	Str	#4	~	21	94'-3" ◪	1322
F1b	Bent	#4	19"	21	13'-8" Avg	192
F2a	Str	#4	~	30	94'-3" ◪	1889
F2b	Bent	#4	~	30	13'-8" Avg	274
F3a	Str	#4	~	21	94'-3" ◪	1322
F3b	Bent	#4	~	21	13'-8" Avg	192
G	Str	#5	17 1/2"	41	4'-0"	171
M	Str	#4	18"	141	7'-11"	746
Y	Bent	#4	12"	106	3'-7"	254
Z	Bent	#4	12"	106	17'-1"	1210
S1	Str	#4	~	2	4'-0"	5
S2	Str	#4	~	4	4'-9"	13
S3	Str	#4	~	4	5'-0"	13

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
* 421	CLASS C CONCRETE	CY	149.4
* 440	REINFORCING STEEL	LB	29,971

* Quantities are for Contractor's information only.
◪ Bar length includes 1-1'-6" lap.

ASBUILT PLANS

NO.	REVISION	BY	DATE

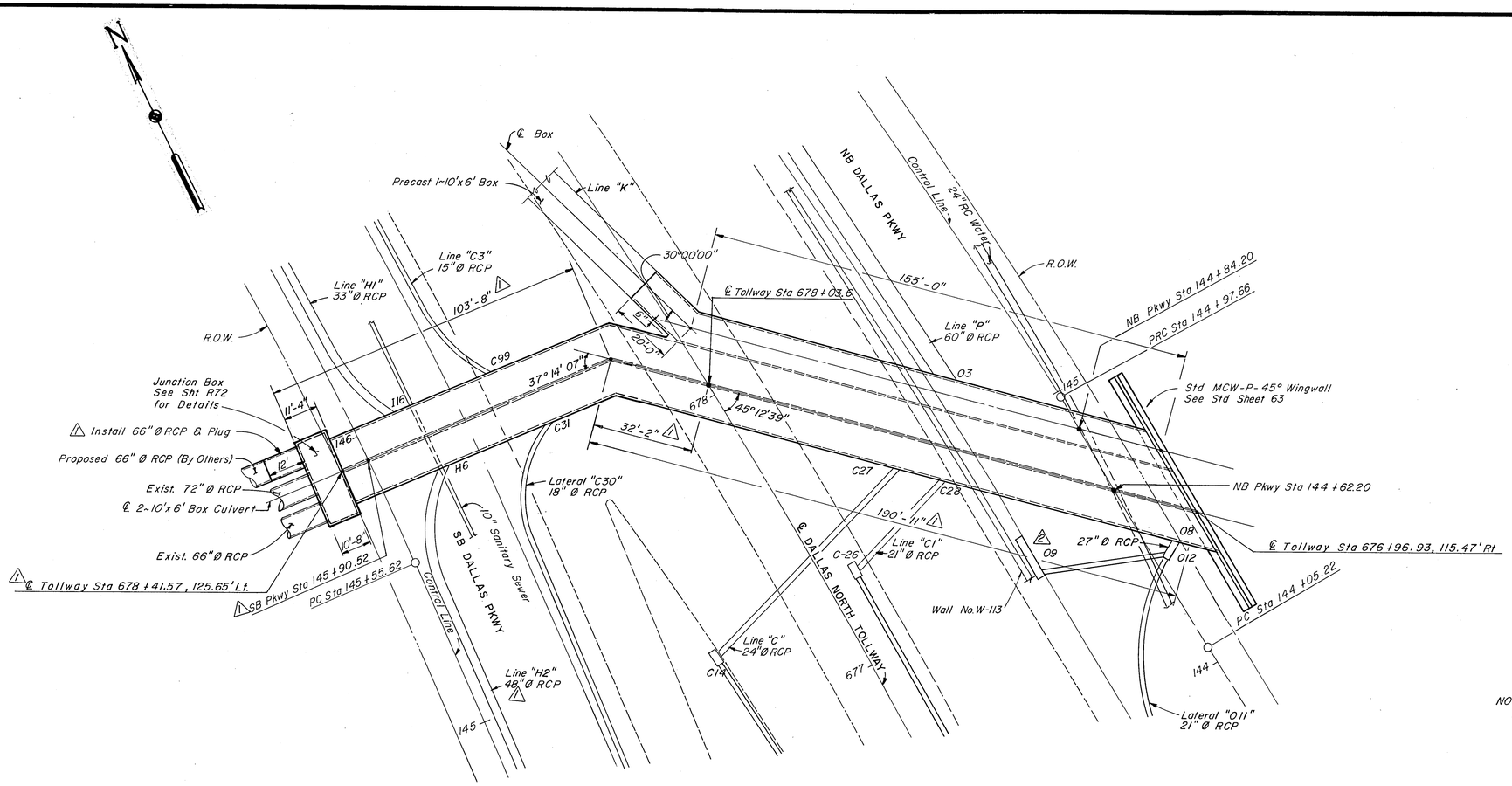
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
SPECIAL BOX CULVERT DETAILS
STA 642+50

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 12-19-83 | DESIGNED LSRa DATE 6-3-83
CHECKED REF DATE 12-30-83 | SCALE As Shown

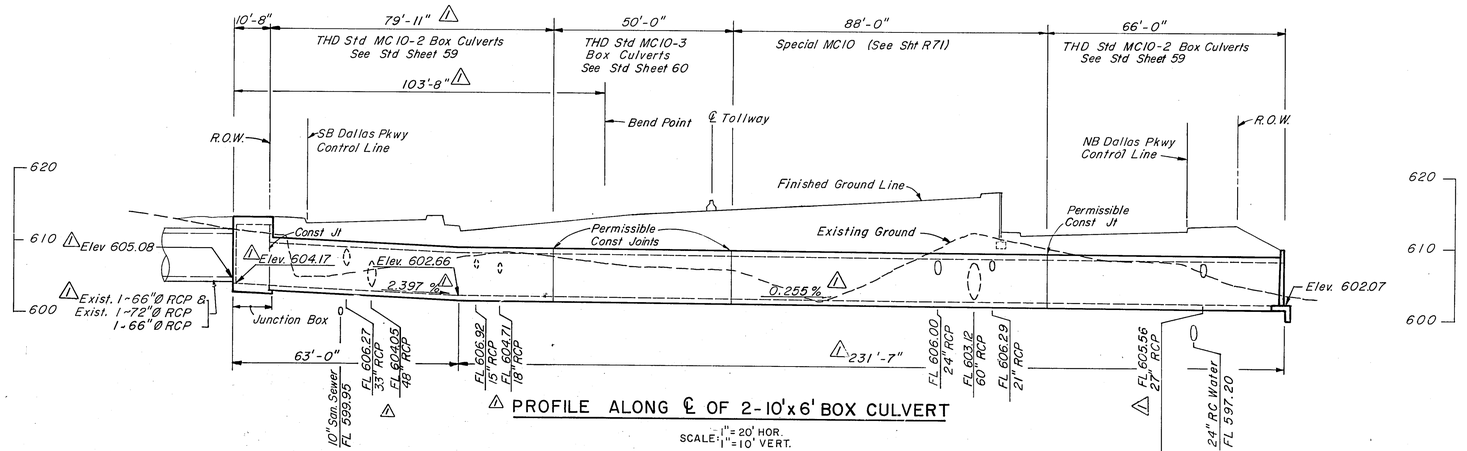
CONTRACT NO. DNT-115 SHEET R69 OF R85



PLAN

SCALE: 1" = 20'

NOTES:
1. Contractor shall use extreme caution when excavating for proposed box culvert because of close proximity of existing 24" water line.
2. See Sheet R71 for wingwall details.



PROFILE ALONG ℄ OF 2-10'x6' BOX CULVERT

SCALE: 1" = 20' HOR. 1" = 10' VERT.

ASBUILT PLANS

NO.	REVISION	BY	DATE
2	Change Cross-Slope on N. B. Dallas Parkway	MGB	5-16-86
1	Revised Length of 2-10'x6' Box Culvert & Width of Junction Box	B&A	2-5-85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

BOX CULVERT LAYOUT

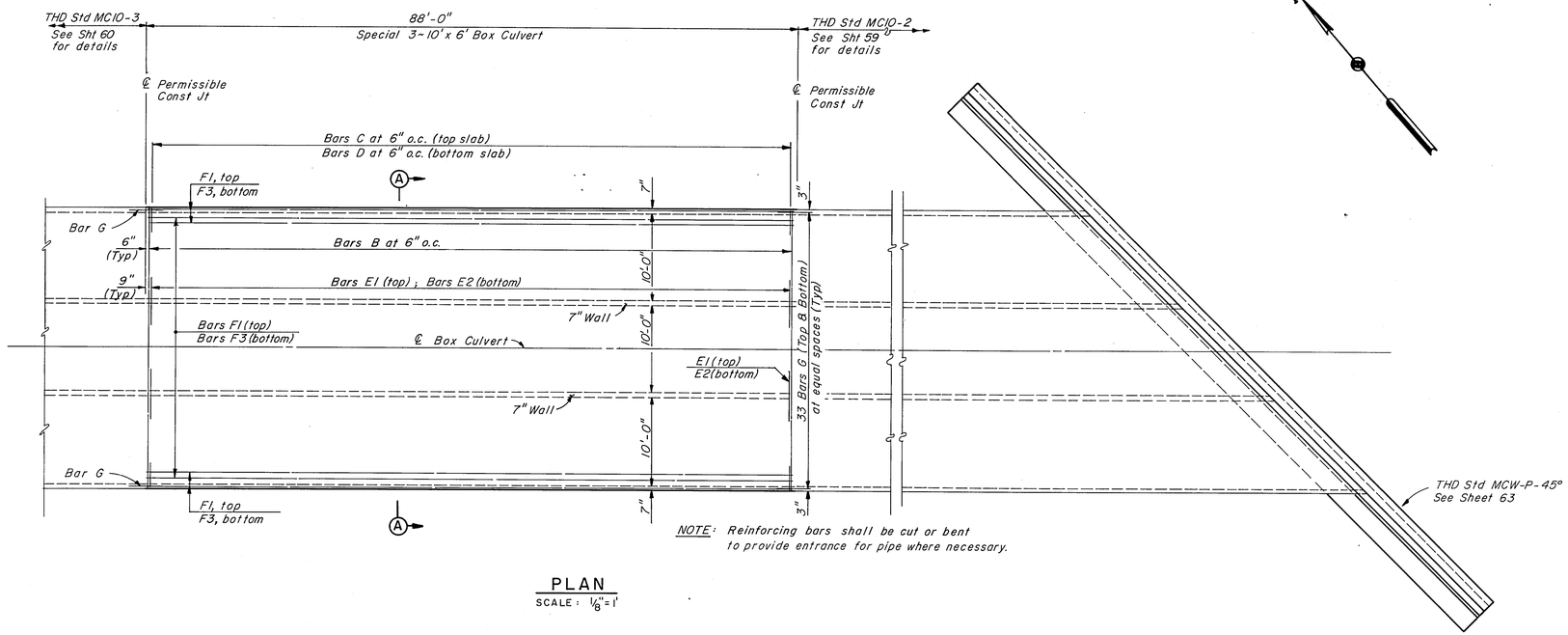
STA 678+20

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

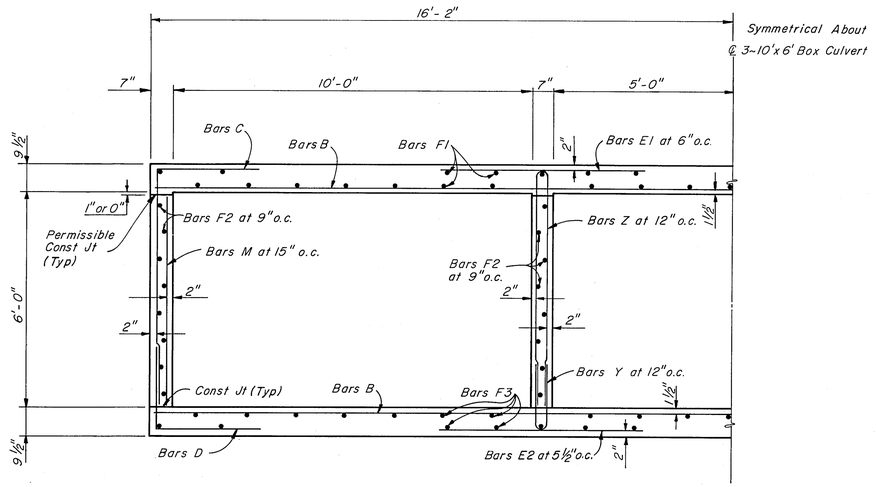
DRAWN VER DATE 1-27-84 DESIGNED REW DATE 1-21-84
CHECKED REW DATE 1-28-84 SCALE As Shown

CONTRACT NO. DNT-115 SHEET R70 OF R85

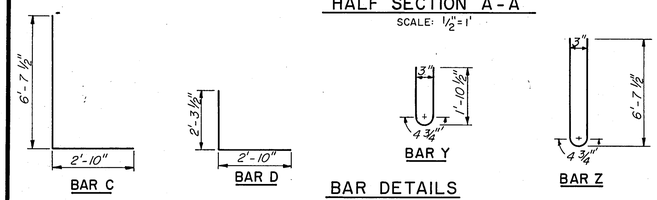


NOTE: Reinforcing bars shall be cut or bent to provide entrance for pipe where necessary.

PLAN
SCALE: 1/8"=1'



HALF SECTION A-A
SCALE: 1/2"=1'



BAR DETAILS

TABLE OF REINFORCING STEEL

BAR	TYPE	SIZE	SPACING	NO.	LENGTH	WEIGHT
B	Str	#5	6"	350	32'-0"	11682
C	Bent	#5	6"	350	9'-5"	3438
D	Str	#6	6"	350	5'-1"	2672
E1	Str	#6	6"	348	5'-8"	2962
E2	Str	#6	5 1/2"	380	5'-8"	3234
F1 ◪	Str	#4	~	35	89'-4"	2089
F2 ◪	Str	#4	9"	32	89'-4"	1910
F3 ◪	Str	#4	~	35	89'-4"	2089
M	Str	#4	15"	144	5-11"	569
Y	Bent	#4	12"	176	3-11"	460
Z	Bent	#4	12"	176	13'-5"	1577
G	Str	#4	12"	132	4'-0"	353

ESTIMATED QUANTITY SUMMARY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
*421	CLASS C CONCRETE	CY	212.5
*440	REINFORCING STEEL	Lbs	33,035

◪ Bar length includes one-1'-6" lap.
* Quantities are for Contractor's information only.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

SPECIAL BOX CULVERT DETAILS

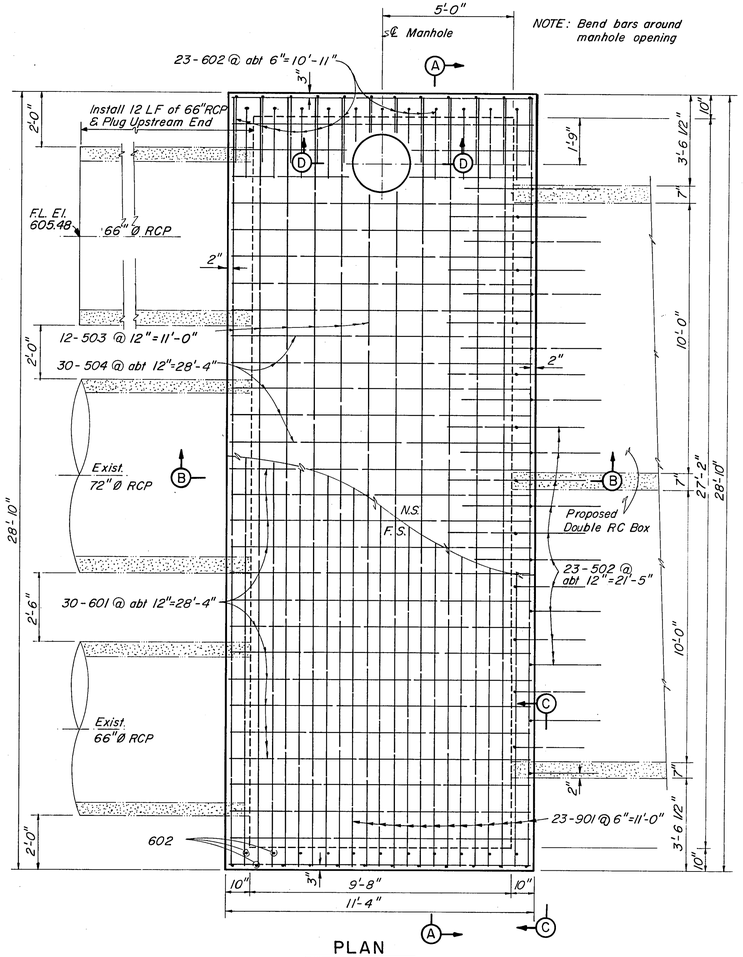
STA 678 + 20

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

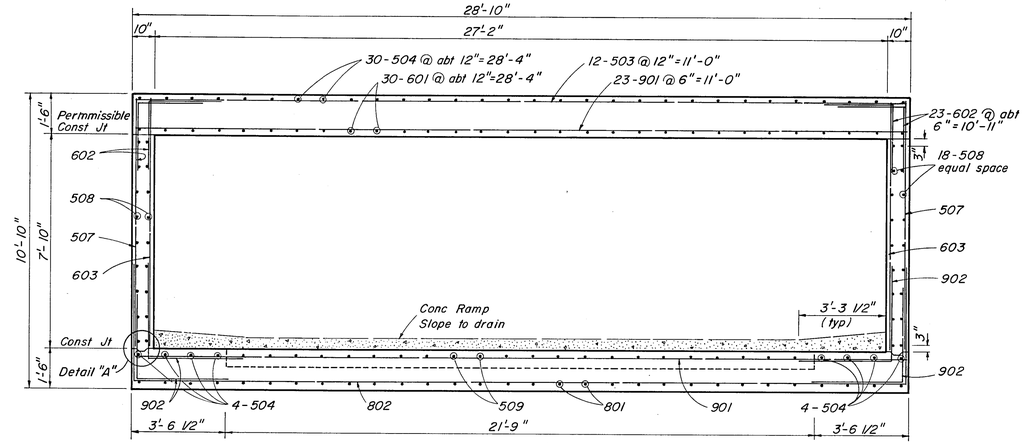
SECTION VII

DRAWN VER DATE 2-6-84 | DESIGNED HS DATE 2-1-84
CHECKED REF DATE 2-6-84 | SCALE As Shown

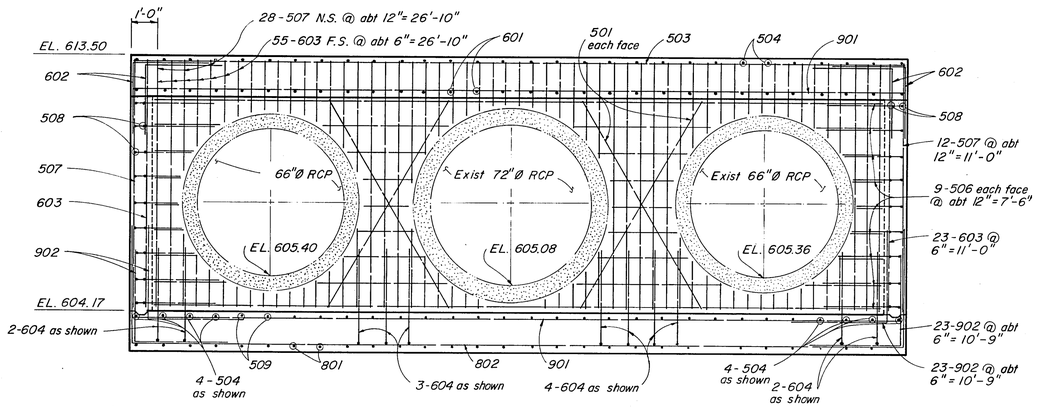
CONTRACT NO. DNT-115 SHEET R71 OF R85



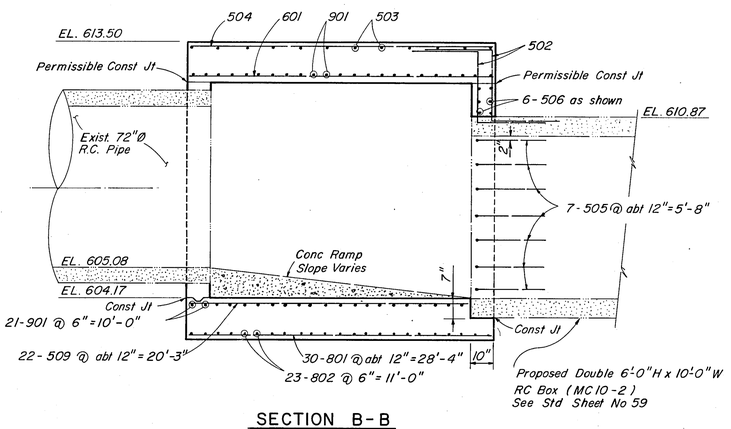
PLAN
SCALE : 3/8"=1'-0"



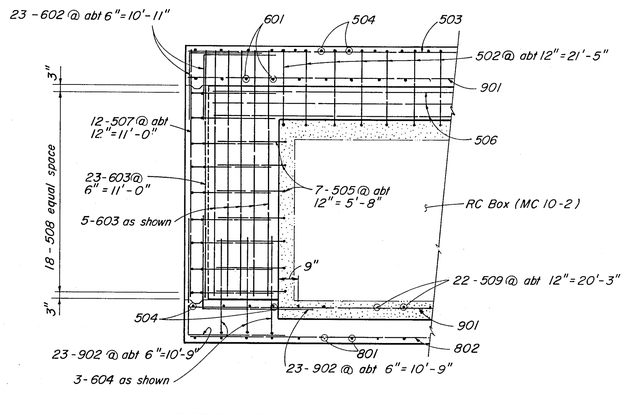
SECTION A-A
SCALE : 3/8"=1'-0"



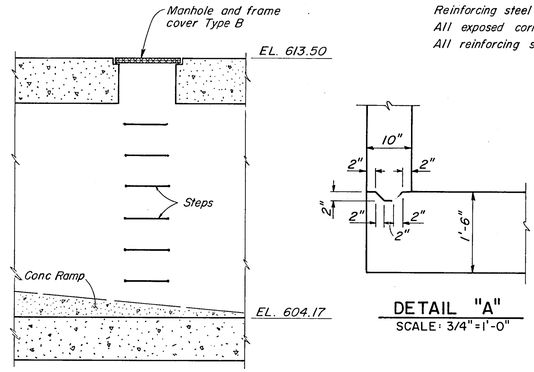
ELEVATION (AT WEST END OF BOX)
SCALE : 3/8"=1'-0"



SECTION B-B
SCALE : 3/8"=1'-0"



SECTION C-C
SCALE : 3/8"=1'-0"



SECTION D-D
SCALE : 3/8"=1'-0"

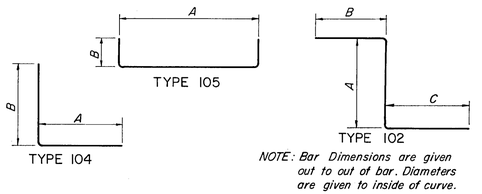
DETAIL "A"
SCALE : 3/4"=1'-0"

NOTE : Steps for Junction Box shall be placed at intervals of 16 inches as directed by the Engineer in charge and shall conform to Bass and Hayes Foundry, Inc. Standard Manhole Pattern No. 90 or equal.

BILL OF REINFORCING STEEL

MARK	NO	LENGTH	TYPE	DIMENSIONS A	B	C	D or R	WEIGHT
501	8	9'-0"	Str					75
502	23	7'-9"	102	2'-9"	2'-6"	2'-6"		186
503	12	28'-7"	Str					358
504	38	11'-1"	Str					439
505	14	5'-0"	104	2'-6"	2'-6"			73
506	24	26'-11"	Str					674
507	52	9'-1"	Str					493
508	36	13'-6"	105	11'-0"	2'-6"			507
509	22	10'-3"	Str					235
601	30	11'-1"	Str					499
602	46	5'-0"	104	2'-6"	2'-6"			345
603	111	9'-1"	Str					1514
604	17	7'-0"	104	3'-6"	3'-6"			178
801	30	11'-1"	Str					887
802	23	37'-7"	105	28'-7"	4'-6"			2308
901	44	28'-7"	Str					4276
902	92	9'-0"	104	4'-6"	4'-6"			2816
						Total Lbs		15,863

BAR BENDING DIAGRAMS



NOTE: Bar Dimensions are given out to out of bar. Diameters are given to inside of curve.

ESTIMATED QUANTITY SUMMARY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
*421	Concrete - Class C	CY	46.5
*440	Reinforcing Steel	Lbs	15,863
*471	Manhole & Frame Cover - Type B	Ea	1
464	66" Diameter RCP Class III	L.F.	12

NOTES:

* Quantities are for Contractor's information only.
Concrete to be class C.
Reinforcing steel to conform to ASTM - A 615 Grade 60.
All exposed corners to be chamfered 3/4".
All reinforcing steel shall have a minimum cover of 1 1/2".

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

JUNCTION BOX DETAILS

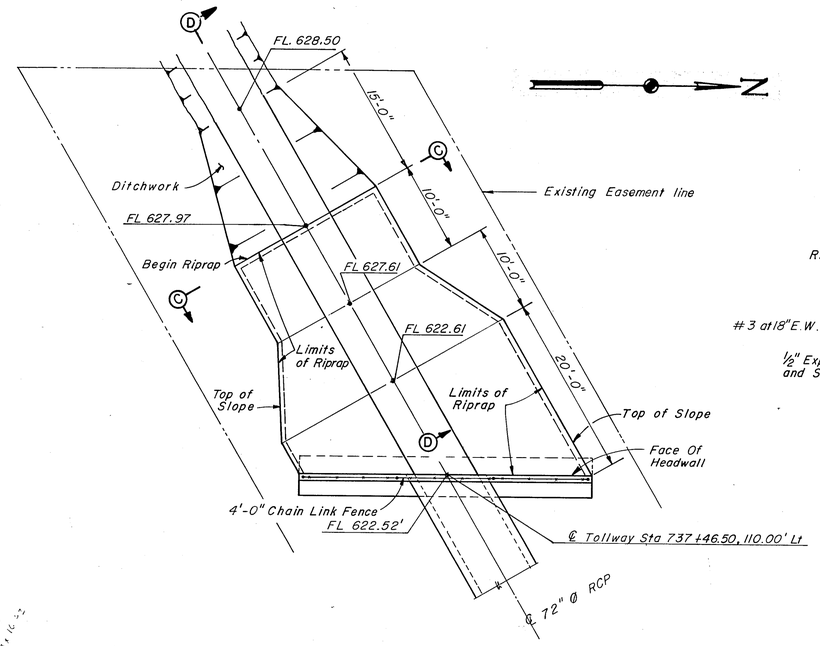
STA 678 + 20

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

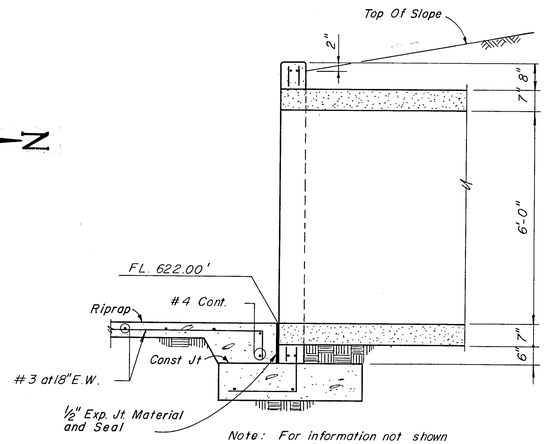
SECTION VII

DRAWN ELB DATE 2/14/85 DESIGNED REF DATE 2/1/85
CHECKED MGB DATE 3/4/85 SCALE As Shown

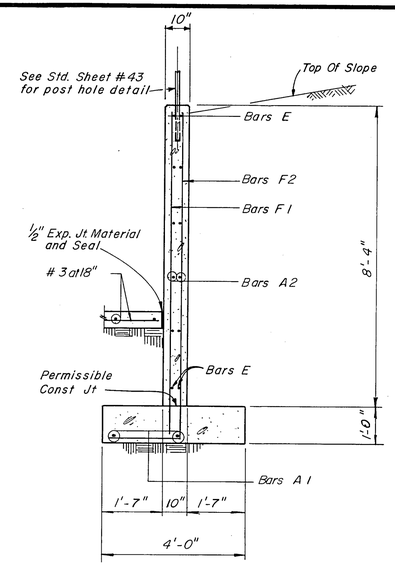
CONTRACT NO. DNT-107 SHEET R 72 OF R 85



HEADWALL PLAN
Scale: 1/8" = 1'-0"



SECTION A-A
Scale: 1/2" = 1'-0"



SECTION B-B
Scale: 1/2" = 1'-0"

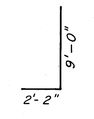
TABLE OF REINFORCING STEEL

BAR	TYPE	SIZE	SPACING	NO.	LENGTH	WEIGHT
A1	Str	#4		2	33'-7"	44
A2	Str	#4	18"	16	12'-9"	137
E	Str	#5		4	33'-7"	140
F1	Str	#5	12"	28	9'-0"	263
F2	Bent	#5	12"	28	11'-2"	326

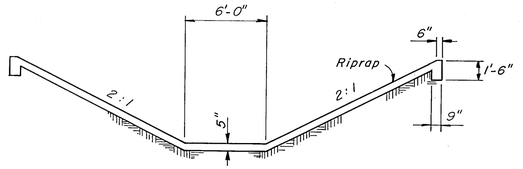
ESTIMATED QUANTITY SUMMARY *

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
421	CLASS C CONCRETE	CY	12.5
440	REINFORCING STEEL	Lbs	910
590	CHAIN LINK SECURITY FENCE	LF	34

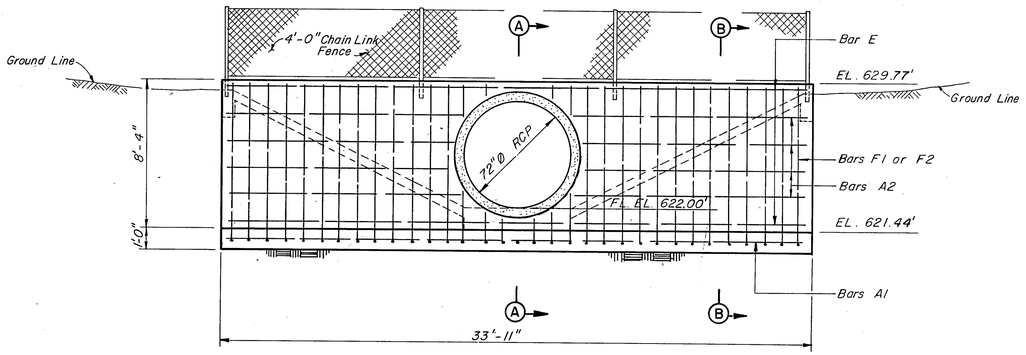
* Quantities for Contractor's information only



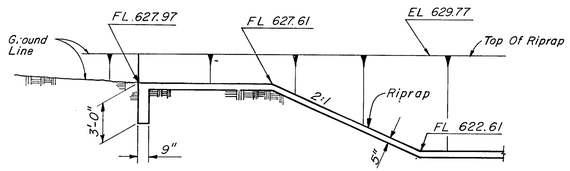
BAR F2



SECTION C-C
Scale: 3/16" = 1'-0"



ELEVATION
Scale: 1/4" = 1'-0"



SECTION D-D
Scale: 3/16" = 1'-0"

NOTES:

All riprap concrete shall be Class "B".
All exposed corners shall be chamfered 3/4".
Reinforcing steel shall be placed with the center of the outside layer of bars 2" from the surface of the concrete.
All headwall concrete shall be Class "C".
All reinforcing steel shall be ASTM A-615 Grade 60.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

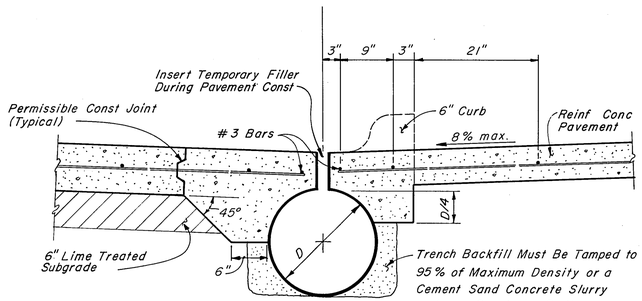
PIPE HEADWALL & RIPRAP DETAILS
TOLLWAY STA 737+50

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN JW DATE 4-23-84
CHECKED REF DATE 4-24-84
DESIGNED DWC DATE 4-19-84
SCALE As Shown

CONTRACT NO. DNT-115 SHEET R73 OF R85



SLOTTED DRAIN DETAIL FOR REINFORCED CONCRETE PAVEMENT

NOT TO SCALE

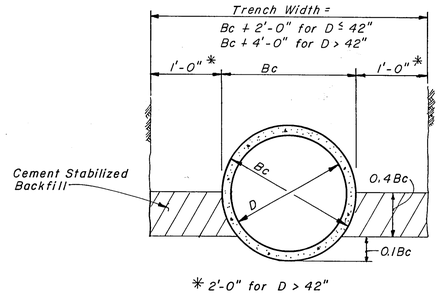
NOTES: *Slotted drain is manufactured in 20' lengths. Installations should be multiples of 20' or half-length sections of 10'.*

Slotted drains shall be connected to storm drain laterals by standard bends, connecting bands and the required length and size of corrugated metal pipe.

The extra concrete for the thickened pavement shall be included in the cost of the drain.

Paving details shown are for use with 6" deep grate on slotted drain.

Heel plate shall be installed according to manufacturer's recommendations.



* 2'-0" for D > 42"

CEMENT STABILIZED BACKFILL

LOCATIONS OF MEDIAN MOUNTED LIGHT POLES

40 FT. MOUNTING HEIGHT	
639+82	693+28
642+14	695+78
644+46	698+28
646+78	700+78
655+78	703+28
658+28	705+78
660+78	707+92
663+28	710+06
665+78	712+20
668+28	714+34
670+78	716+48
673+28	718+62
675+78	720+78
678+28	723+28
680+78	725+78
682+78	728+28
684+78	730+78
686+78	733+28
688+78	735+78
690+78	

NOTE: See Standard Drawing No. 32 for Details of Median Mounted Light Pole Locations. Median Light Pole Locations are shown only to indicate locations of Type 2 Concrete Traffic Barrier. Light Poles will be installed by others.

LOCATIONS OF GROUND MOUNTED LIGHT POLES

MAINLINE TERMINATION

25 FT. MOUNTING HEIGHT

734+50 Northbound

737+09 Southbound

738+40 Southbound

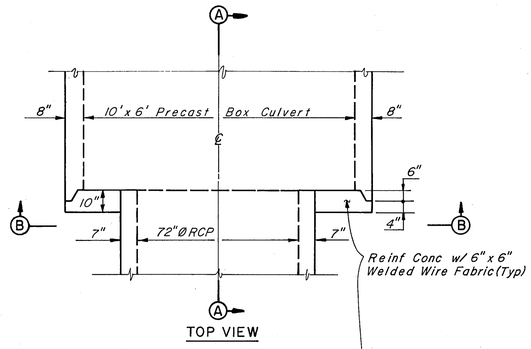
MAIN TOLL PLAZA

35.0 FT. MOUNTING HEIGHT

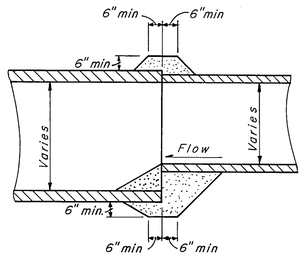
NORTHBOUND:	SOUTHBOUND:
648+49*	648+49*
650+19*	650+19*
652+37*	652+37*
654+07*	654+07*
3+04	3+15

* With 2 Flood Lights

NOTE: Locations of ground mounted light poles are supplied supplied for Contractor's information only. Installation will be by others.

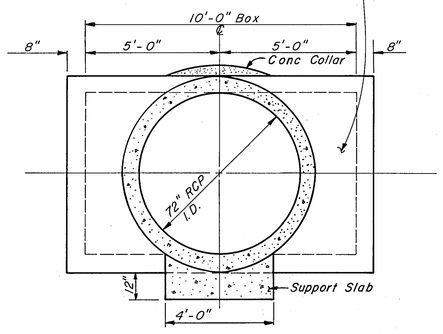


TOP VIEW

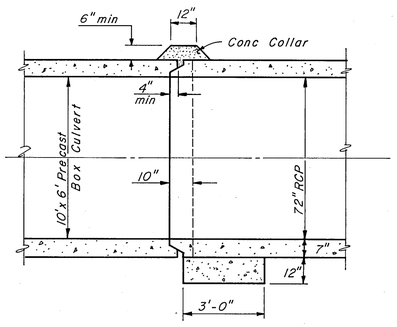


CONCRETE COLLAR FOR END TO END PIPE CONNECTIONS

NOT TO SCALE



SECTION B-B



SECTION A-A

PIPE TO BOX CULVERT CONNECTION

SCALE: 3/8 = 1'-0"

Note: See Sheets R10 & R58 For Location

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

MISCELLANEOUS DETAILS

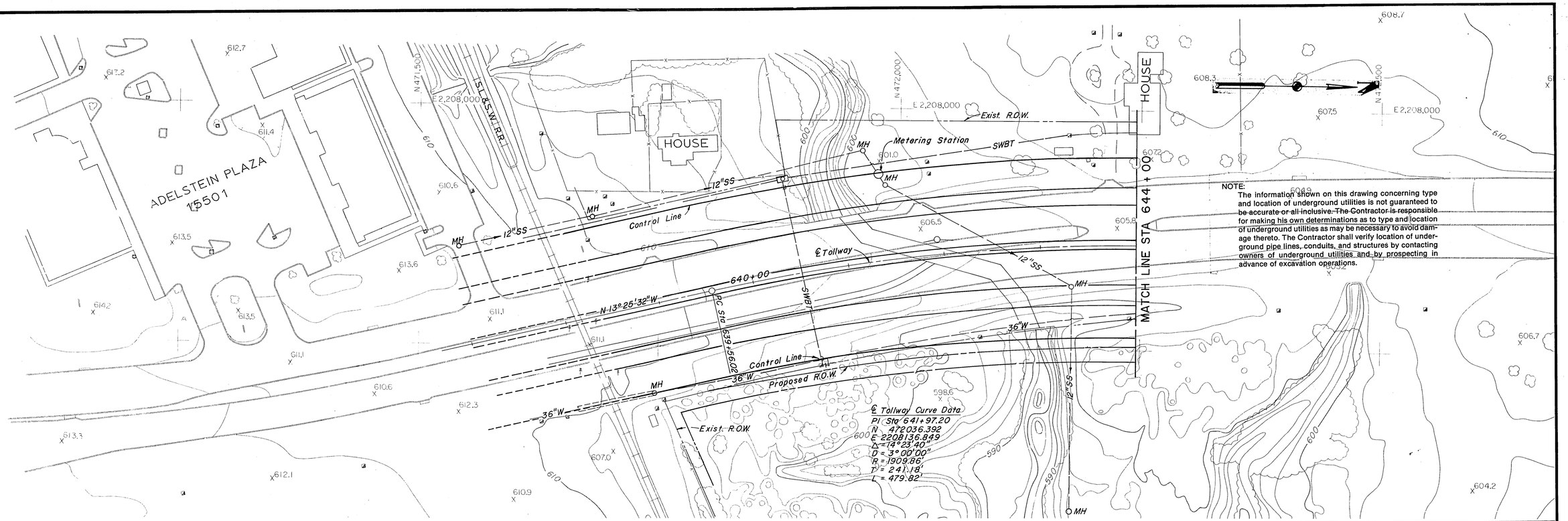
DRAINAGE & LIGHTING

Gibbs & Hill, Inc. ENGINEERS DESIGNERS CONSTRUCTORS DALLAS

SECTION VII

DRAWN VER	DATE 4/21/84	DESIGNED DWC	DATE 4/19/84
CHECKED DWC	DATE 5/8/84	SCALE As Shown	

CONTRACT NO. DNT-115 SHEET R74 OF R85



NOTE:
The information shown on this drawing concerning type and location of underground utilities is not guaranteed to be accurate or all-inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground pipe lines, conduits, and structures by contacting owners of underground utilities and by prospecting in advance of excavation operations.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

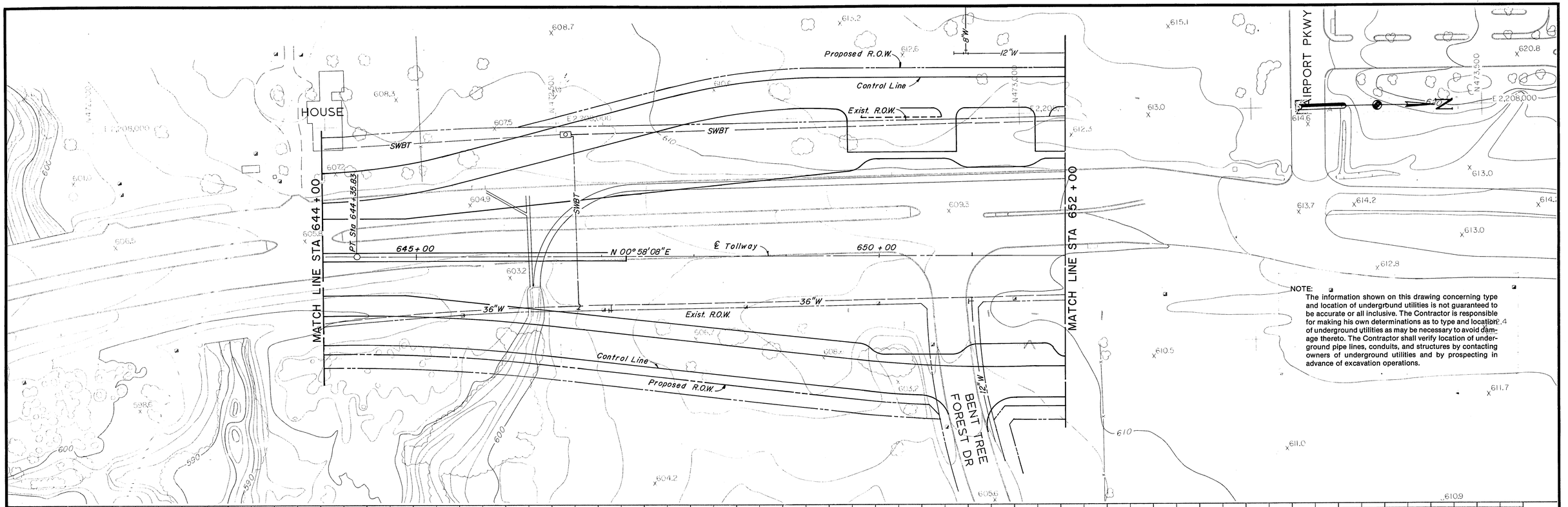
STA 635+00 TO STA 644+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor ; 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R75 OF R85



NOTE:
The information shown on this drawing concerning type and location of undergrround utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground pipe lines, conduits, and structures by contacting owners of underground utilities and by prospecting in advance of excavation operations.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

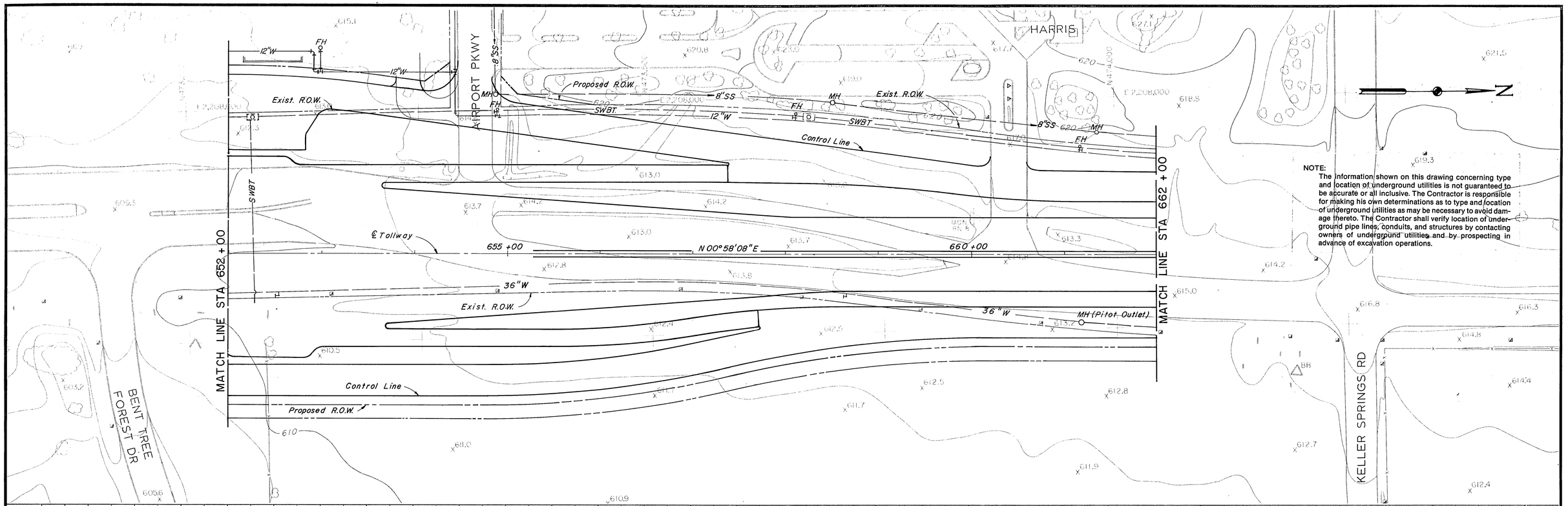
STA 644+00 TO STA 652+00

Gibbs & Hill, Inc.
ENGINEERS · DESIGNERS · CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R76 OF R85



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

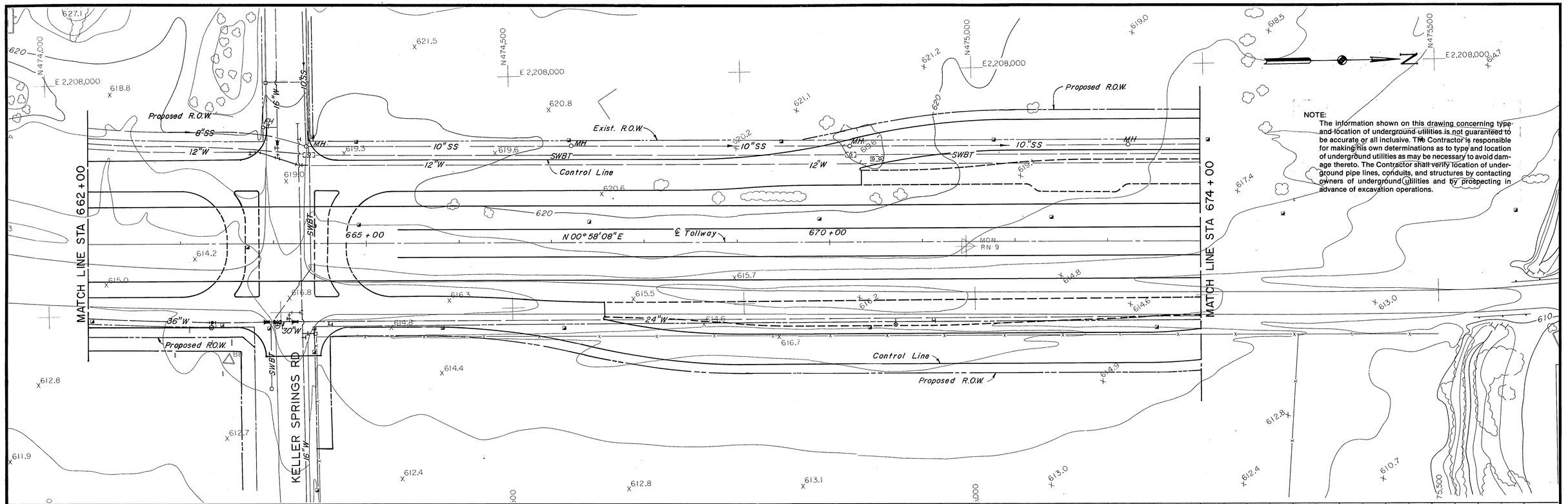
STA 652 + 00 TO STA 662 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50'Hor 1"=5'Vert

CONTRACT NO. DNT-115 SHEET R77 OF R85



NOTE:
The information shown on this drawing concerning type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground pipe lines, conduits, and structures by contacting owners of underground utilities and by prospecting in advance of excavation operations.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

STA 662 + 00 TO STA 674 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

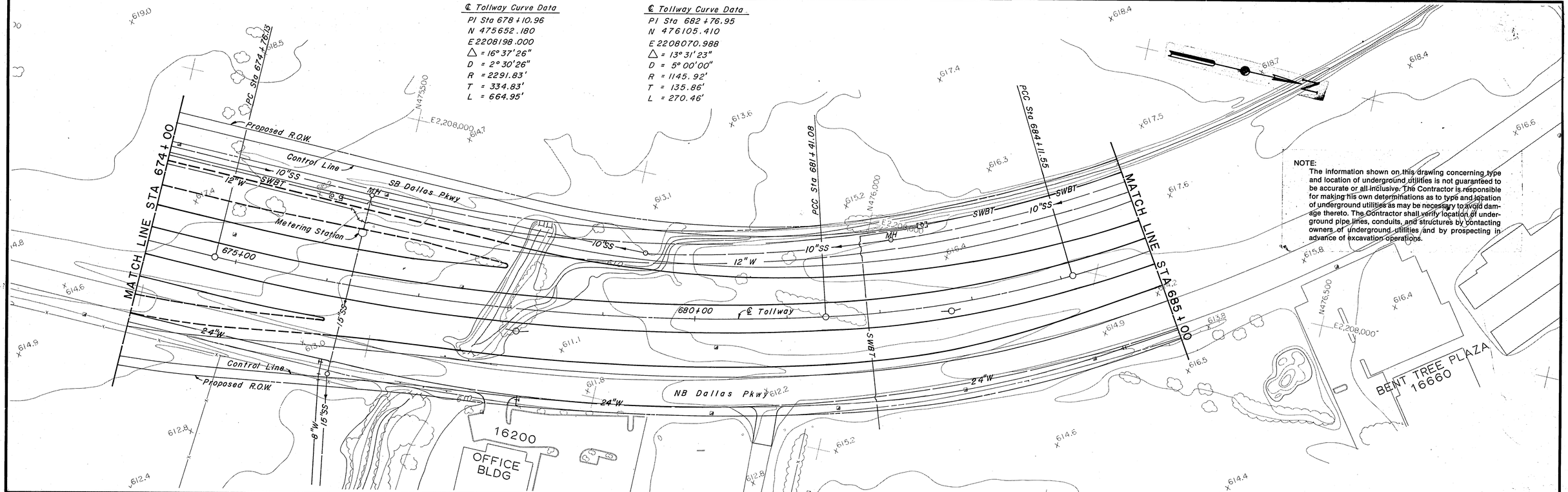
SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R 78 OF R85

℄ Tollway Curve Data
PI Sta 678+10.96
N 475652.180
E 2208198.000
△ = 16°37'26"
D = 2°30'26"
R = 2291.83'
T = 334.83'
L = 664.95'

℄ Tollway Curve Data
PI Sta 682+76.95
N 476105.410
E 2208070.988
△ = 13°31'23"
D = 5°00'00"
R = 1145.92'
T = 135.86'
L = 270.46'



NOTE:
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ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

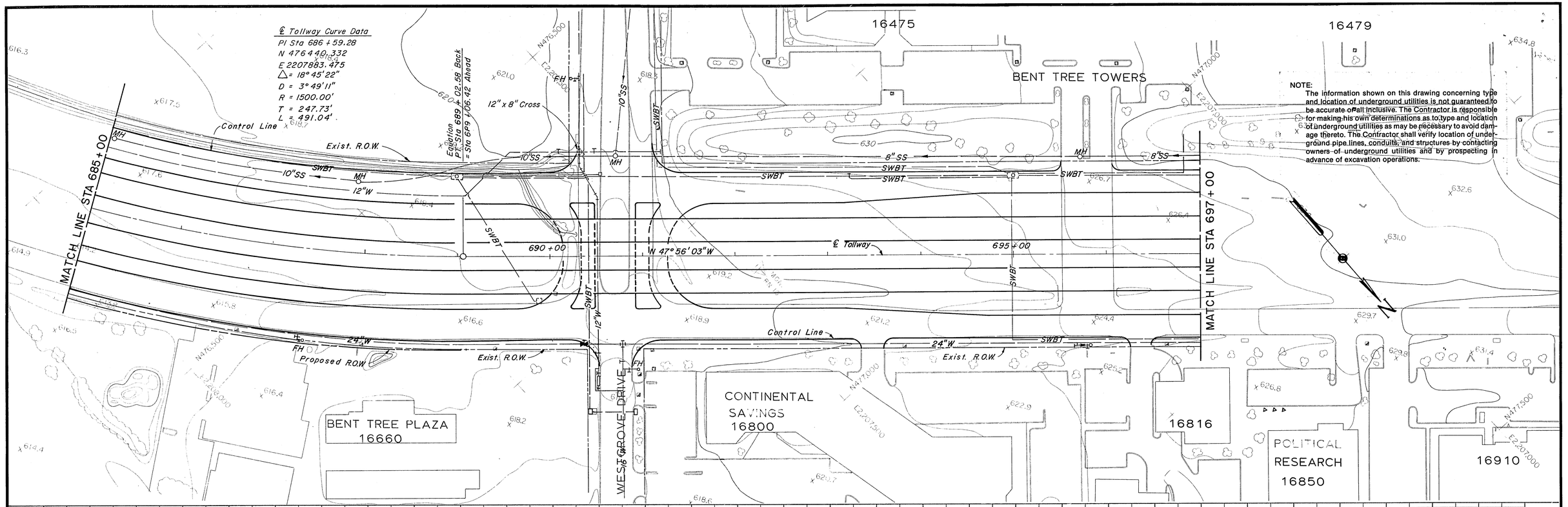
EXISTING UTILITIES
STA 674+00 TO STA 685+00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 9-13-83 | DESIGNED _____ DATE _____
CHECKED _____ DATE _____ | SCALE 1"=50'

CONTRACT NO. DNT-115 SHEET R79 OF R85



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

STA 685 + 00 TO STA 697 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R80 OF R85

TWO BENT TREE TOWER
16479

MATCH LINE STA 697 + 00

MATCH LINE STA 708 + 00

N477,000
E2,207,000

N477,500
E2,206,300

N478,000
E2,206,000

N478,000
E2,206,500

8"SS

MH

SWBT

Exist. R.O.W.

Control Line

℄ Tollway

PC Sta 706 + 41.29

N 47° 56' 03" W

700 + 00

705 + 00

24"W

FH

CROWN CENTRE
16816

POLITICAL RESEARCH
16850

16910

16950

BENT TREE TERRACES
16970

16990

NOTE:
The information shown on this drawing concerning type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground pipe lines, conduits, and structures by contacting owners of underground utilities and by prospecting in advance of excavation operations.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

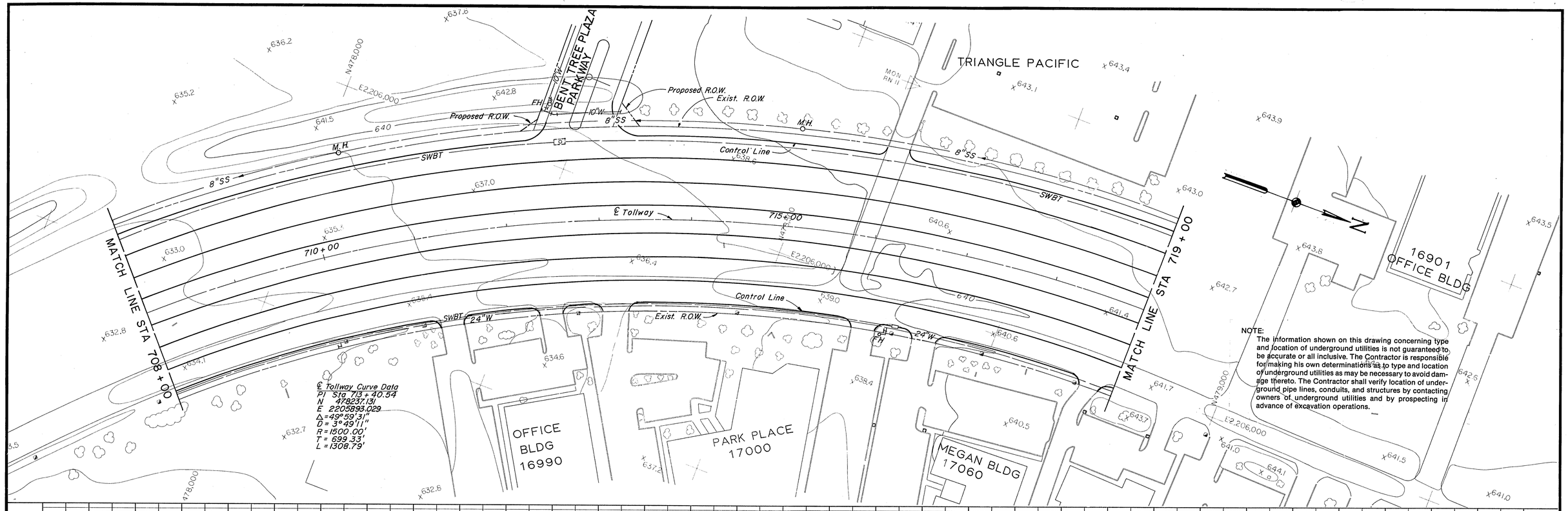
STA 697 + 00 TO STA 708 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R81 OF R85



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

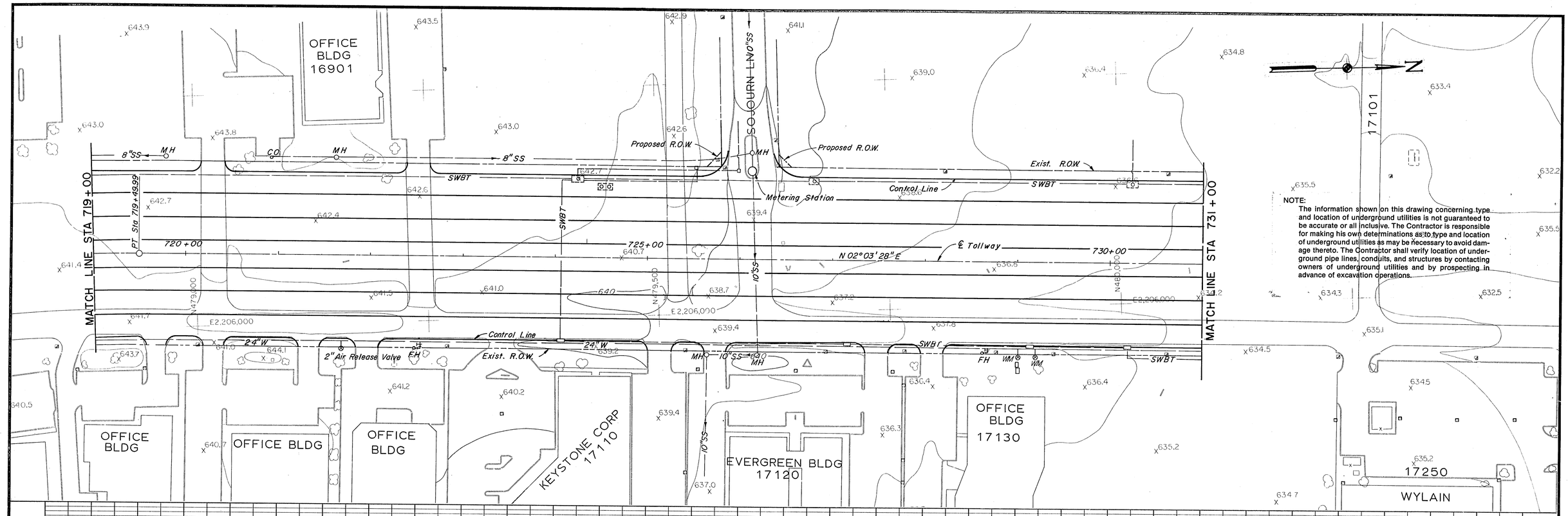
STA 708 + 00 TO STA 719 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R82 OF R85



NOTE:
The information shown on this drawing concerning type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. The Contractor shall verify location of underground pipe lines, conduits, and structures by contacting owners of underground utilities and by prospecting in advance of excavation operations.

ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

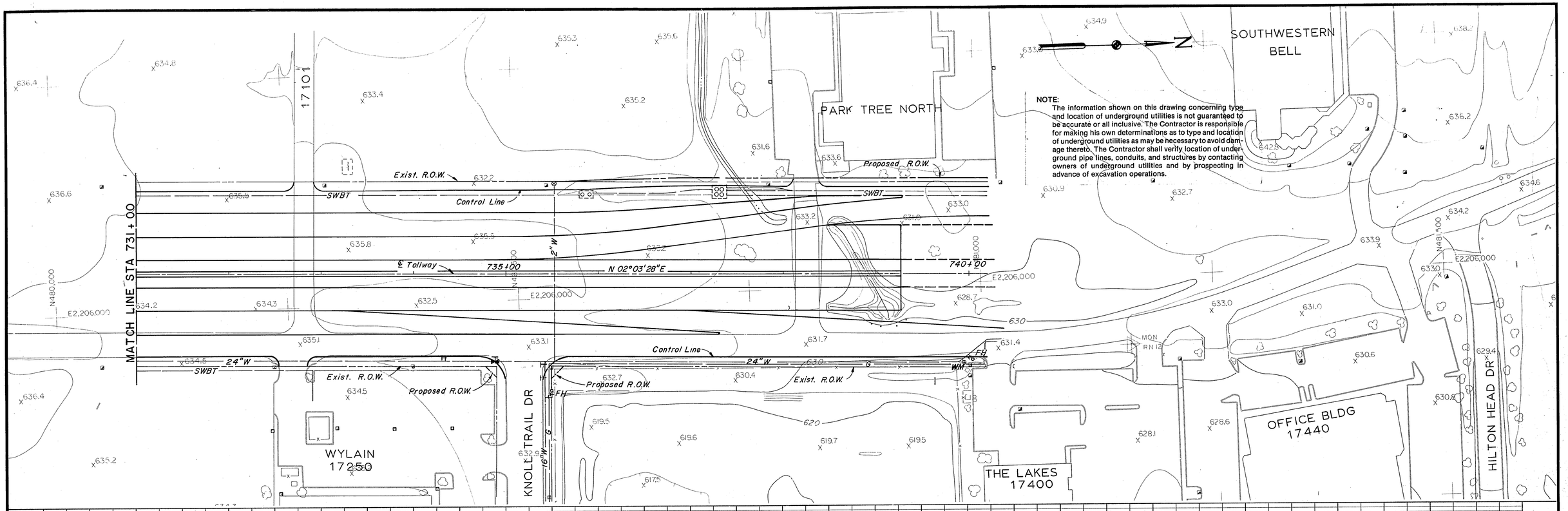
STA 719 + 00 TO STA 731 + 00

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R83 OF R85



ASBUILT PLANS

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

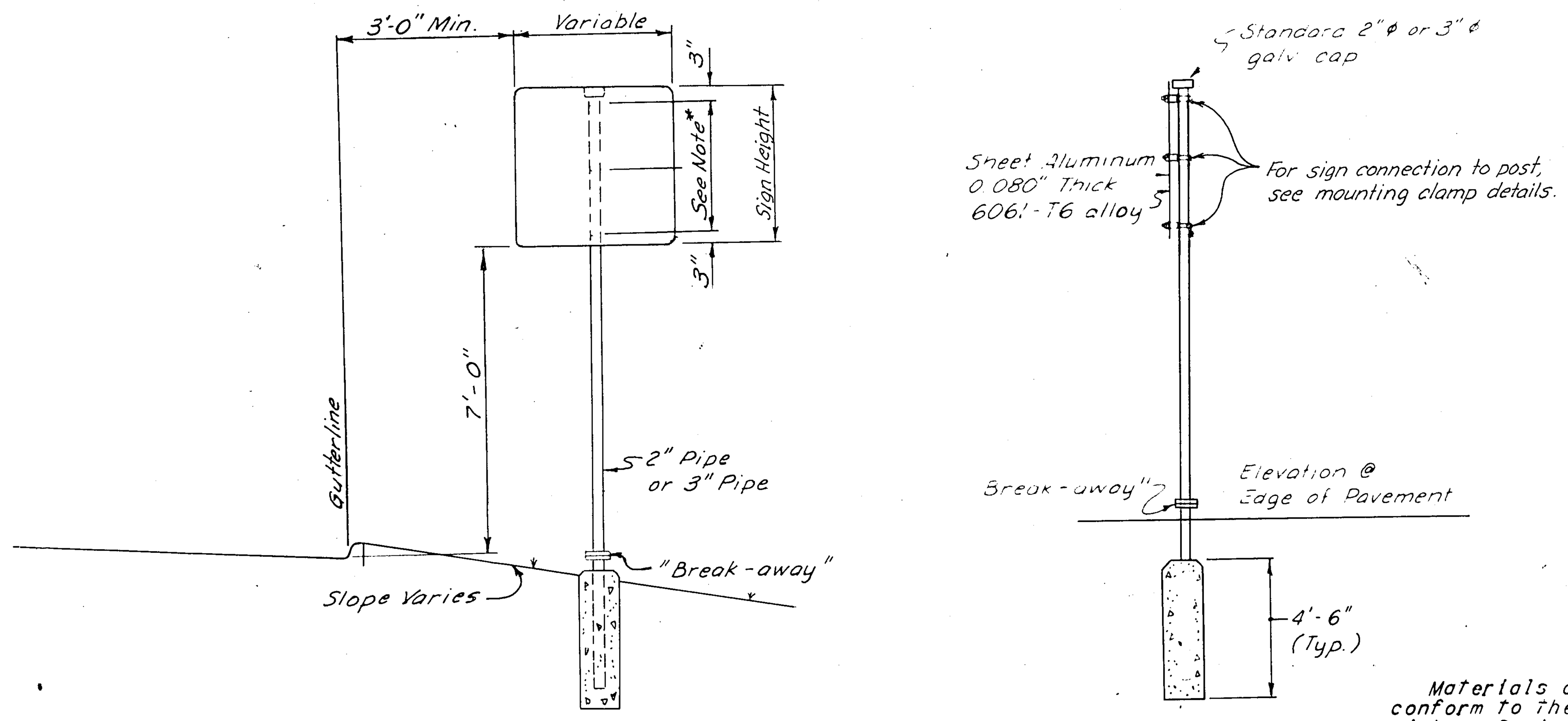
STA 731+00 TO STA 740+20

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE
CHECKED DATE
DESIGNED DATE
SCALE 1"=50' Hor 1"=5' Vert

CONTRACT NO. DNT-115 SHEET R84 OF R85



TYPICAL GROUND ANCHORED PIPE MOUNTING

Note: Typical Pavement Marking Details Are Shown For General Purposes Only. The Contractor Shall Place Pavement Markings, As Shown, In Accordance With The "Texas Manual On Uniform Traffic Control Devices For Streets And Highways" And As Directed By The Engineer And/Or The Jurisdictional City.

Notes:

*When height of sign "H" is over 2'-6", the middle bolt assembly shall be used. This bolt shall be approx. H/2 but in no case will it be on letters or in between letters of the sign text.

Materials and Fabrication shall conform to the requirements of Texas Highway Dept. Standard Specifications and Special Specifications.

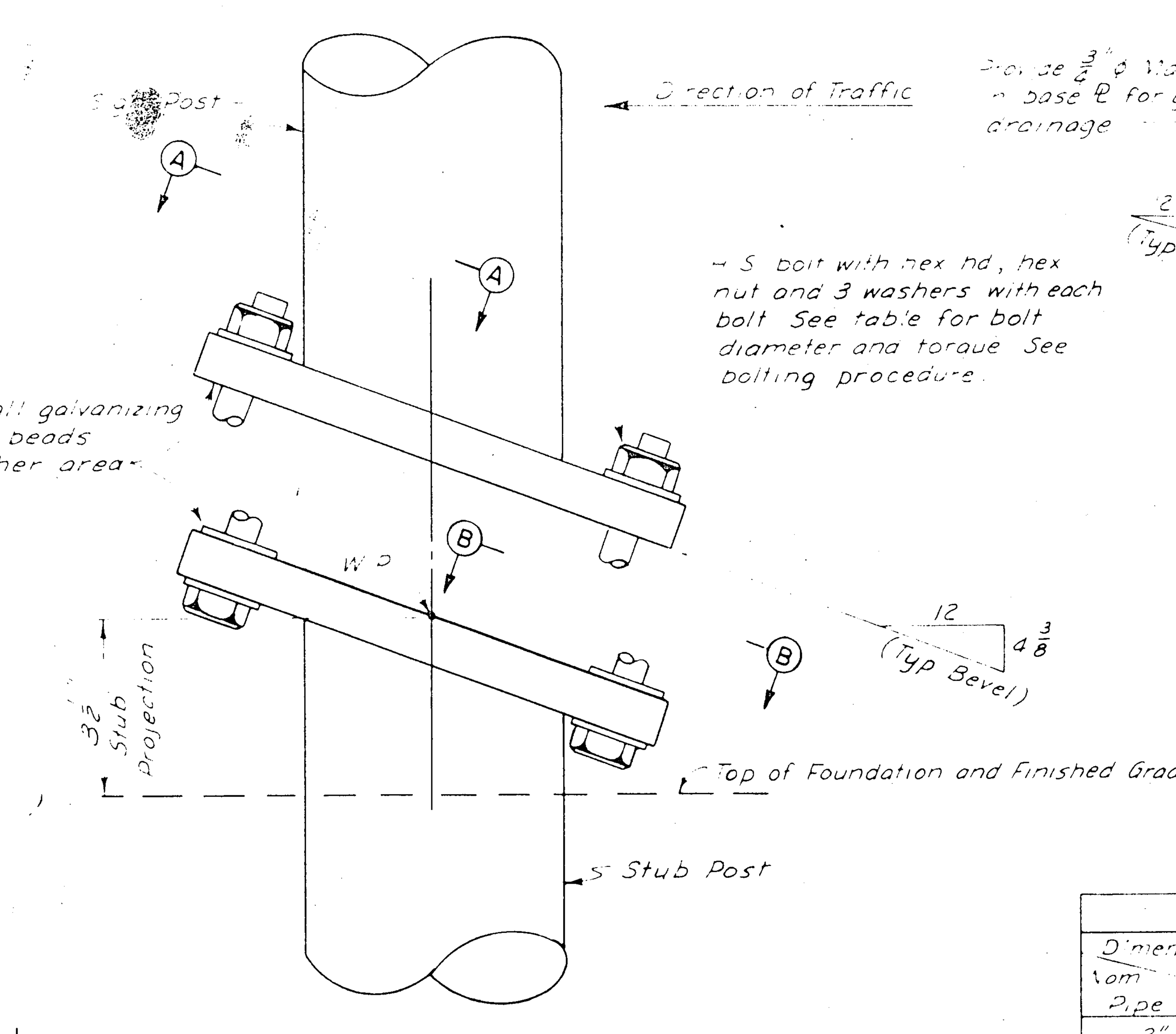
All Structural Steel shall conform to ASTM-A441.

All Sheet and Plate Aluminum shall conform to ASTM-B209 alloy 6061-T6. All extruded aluminum shall conform to ASTM-B221 alloy 6061-T6. Cast Aluminum post clamps shall conform to ASTM-B26 alloy SG70A-T6, ASTM-B108 SG70A-T6, ASTM-B26 alloy 2C81A, or ASTM-B108 alloy 2C81B.

All high strength bolts, nuts and washers shall conform to ASTM-A325.

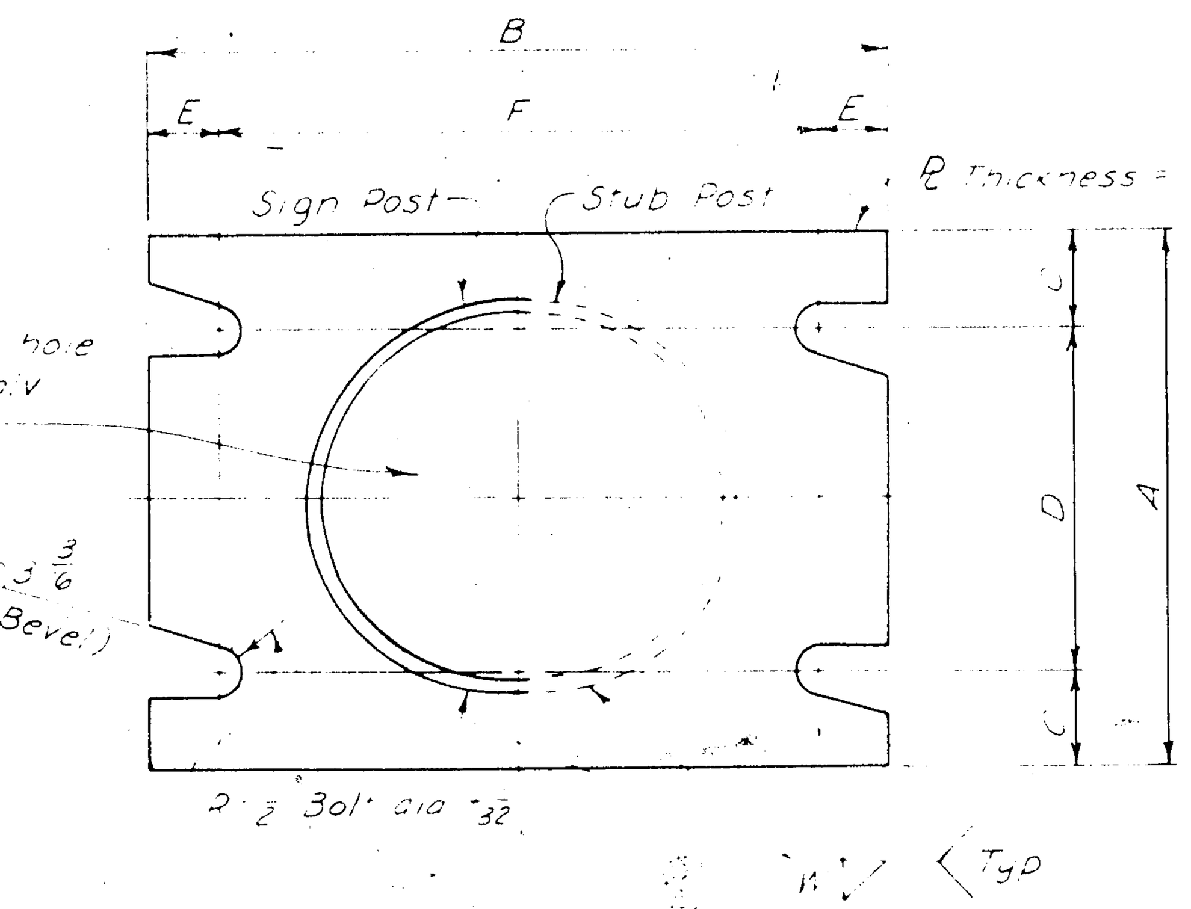
All bolts other than high strength bolts shall conform to ASTM-A307, Class A.

All structural steel bolts, nuts, and washers shall be galvanized as per Item 442 of the Standard Specifications except as noted. Structural steel to be galvanized after fabrication except as noted.



ELEVATION

SIGN POST AND STUB POST



SECTION A-A SECTION B-B

(See Table for Dimensions)

Sections shown are for installations on right shoulder and in gore. Plate slot bevels are opposite hand from that shown for installations on left shoulder. Plates shall conform with the requirements of ASTM A36.

	BASE CONNECTION DATA TABLE								
Dimensions / Nom. Pipe Size	Bolt Size & Torque	A	B	C	D	E	F	t	W
2" ø	1/2"ø × 2" Torque = 200'#	4 1/2"	6 1/4"	1"	2 1/2"	3/4"	4 3/4"	1/2"	1/4"
3" ø	1/2"ø × 2 1/2" Torque = 200'#	4 1/2"	7"	1"	2 1/2"	3/4"	5 1/2"	3/4"	5/16"

PROCEDURE FOR ASSEMBLY OF BASE CONNECTION

1. Assemble post to stub with bolts and WITH ONE FLAT WASHER BETWEEN PLATES

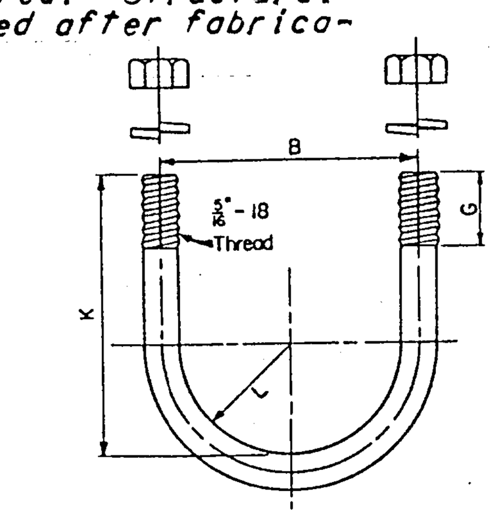
2. Shim as required to plumb post.

3. Tighten all bolts the maximum possible with 12" to 15" wrench to bed washers and shims and to clean bolt threads then loosen.

4. Retighten bolts in a systematic order to prescribed torque. See Table

5. Loosen each bolt and retighten to prescribed torque in the same order as initial retightening

6. Burr threads at junction with nut using a center punch to prevent nut loosening

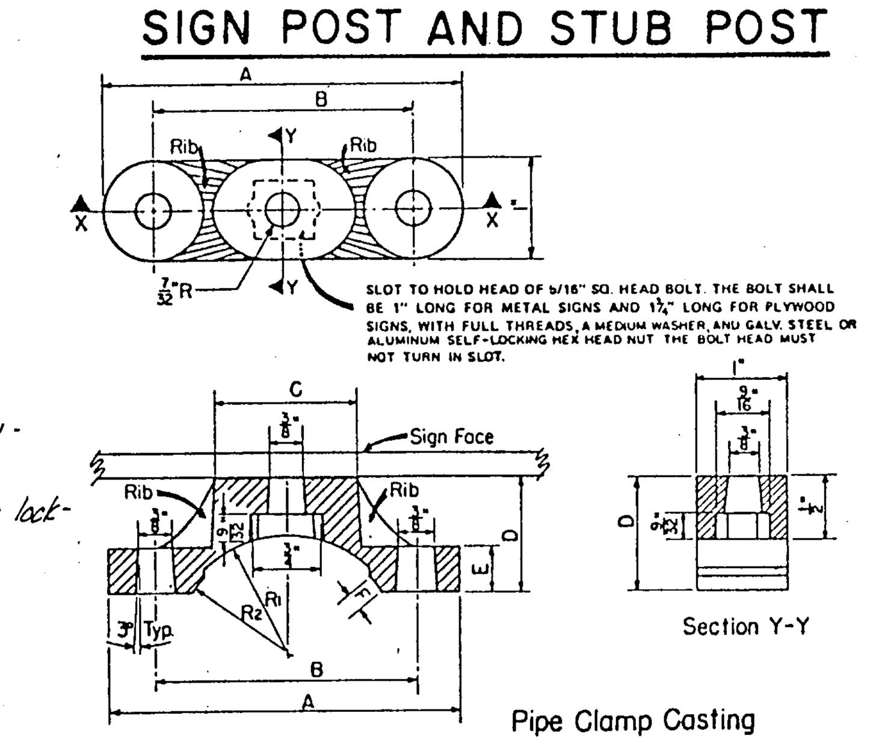


U-Bolt

U-Bolt to be made in accordance with standard manufacturing procedure. 9/32" Dia. stock is permissible. Amer. Standard regular semi-finished hex nuts & spring lock-washers.

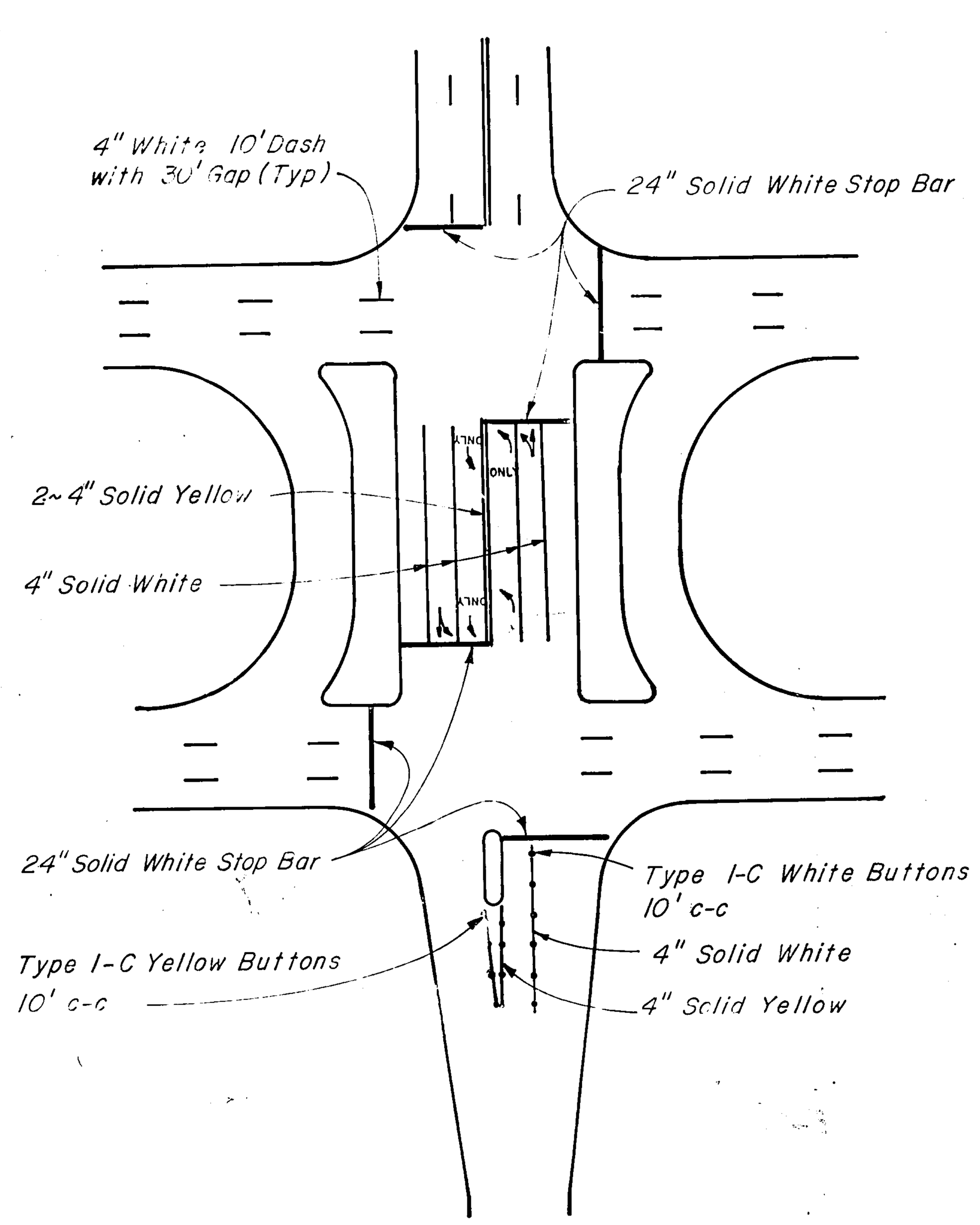
Dimensions for Mounting Clamp

Standard Pipe Size	A	B	C	D	E	F	G	K	L	R_1	R_2
1 1/4"	3 5/64"	2 5/64"	3/4"	15/16"	7/16"	3/16"	5/8"	2 9/64"	27/32"	57/64"	53/64"
1 1/2"	3 9/32"	2 9/32"	1"	1 1/16"	7/16"	3/16"	5/8"	2 7/16"	63/64"	31/32"	15/16"
2"	3 3/4"	2 3/4"	1 1/2"	1 1/8"	1/2"	3/16"	1"	2 11/16"	1 7/32"	1 1/4"	1 3/16"
2 1/2"	4 1/4"	3 1/4"	2"	1 1/4"	1/2"	1/4"	1"	3 3/16"	1 15/32"	1 1/2"	1 7/16"
3"	4 7/8"	3 7/8"	2 1/2"	1 3/8"	5/8"	1/4"	1"	3 13/16"	1 25/32"	1 13/16"	1 3/4"



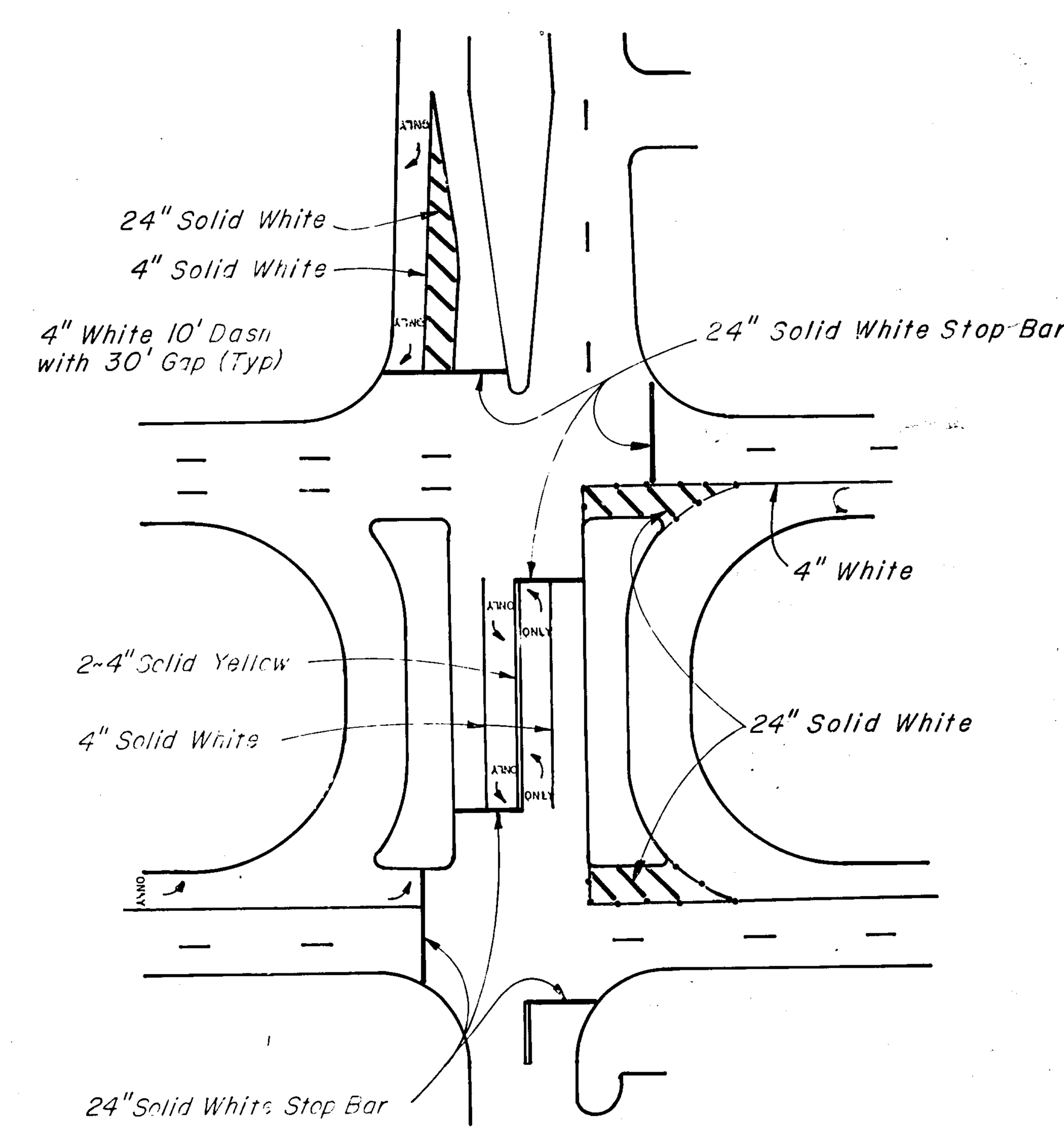
Pipe clamp casting shall be aluminum alloy A 444.0 or 356.0-F. All sign mounting clamp parts not made from aluminum shall be stainless steel or galvanized steel in conformance with the item "Metal for Structures".

MOUNTING CLAMP DETAILS



KELLER SPRINGS ROAD

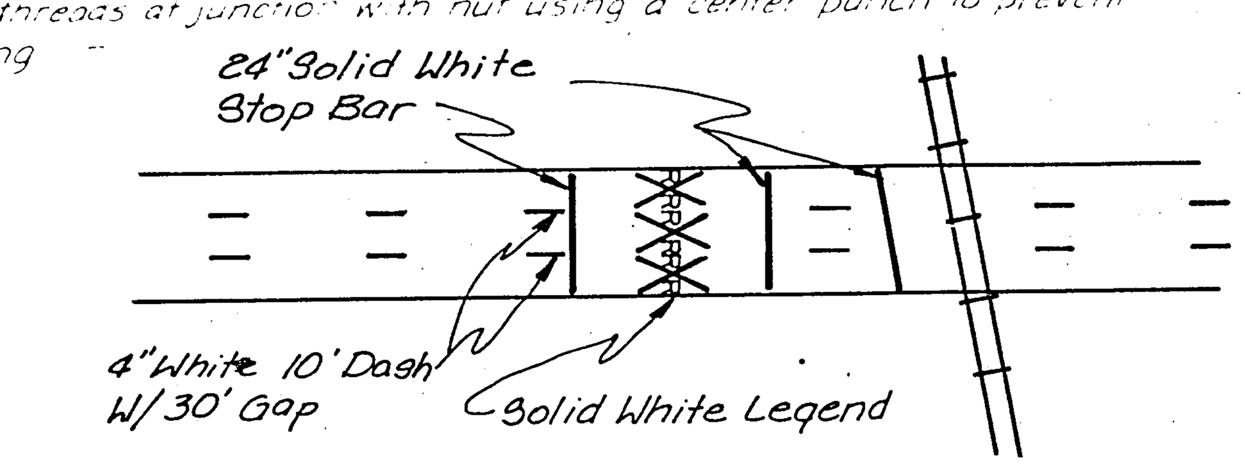
SCALE: 1" = 50'



WESTGROVE DRIVE

SCALE: 1" = 50'

TYPICAL PERMANENT PAVEMENT MARKING DETAILS



TYPICAL PAVEMENT MARKING DETAILS

S.S.W. RAILWAY Scale: 1" = 50'

SIGN SUPPORT AND STRIPING ESTIMATED QUANTITY SUMMARY			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
646 & SP	Roadside Traffic Sign Support (Ground Anchored, 2"ø Pipe)	Lin. Ft.	714
670 & SP	Pavement Marking (Reflectorized Paint, 4" White)	Lin. Ft.	9000
670 & SP	Pavement Marking (Reflectorized Paint, 4" Yellow)	Lin. Ft.	1000
670 & SP	Pavement Marking (Reflectorized Paint, 24" White)	Lin. Ft.	700
670 & SP	Pavement Messages and Arrows (Reflectorized Paint, White)	Sq. Ft.	600
676	Traffic Button (Type I-C) (White)	Ea.	60
676	Traffic Button (Type I-C) (Yellow)	Ea.	30

NO	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

MISCELLANEOUS DETAILS

SIGNING & STRIPING

Gibbs & Hill, Inc.
ENGINEERS DESIGNERS CONSTRUCTORS
DALLAS

SECTION VII

DRAWN VER DATE 8/84 DESIGNED ____ DATE ____
CHECKED DWC DATE 9/84 SCALE ____

ASBUILT PLANS

CONTRACT NO. DNT-115 SHEET R85 OF R85