TEXAS TURNPIKE AUTHORITY

CONTRACT NO. DNT 116

GRADING, DRAINAGE AND PAVING

SECTION VIII
VOLUME 1

DALLAS NORTH TOLLWAY

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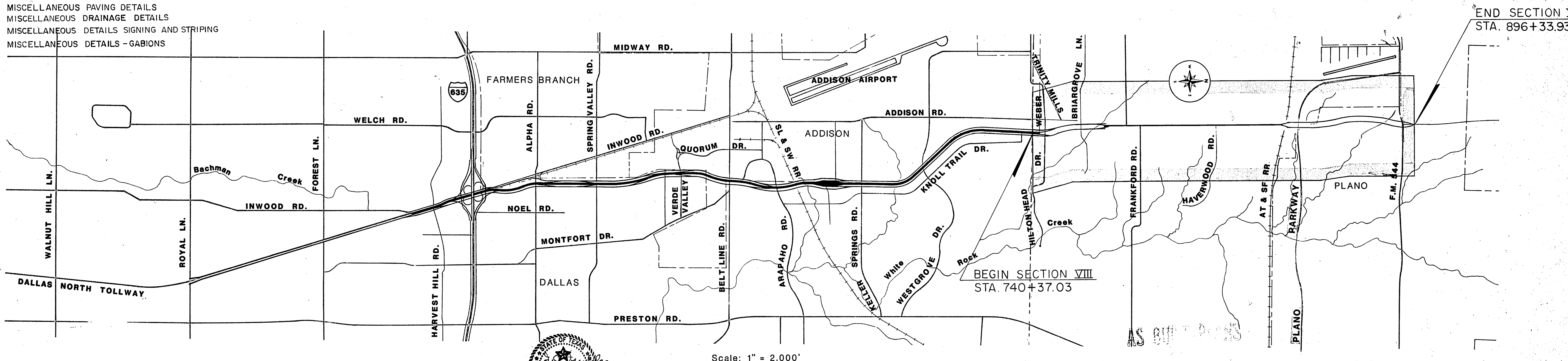
Approved by:
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
Robert L. Yielding
District Engineer
Date: 1-10-86



Scale: 1" = 2,000'

Approved by:
CITY OF DALLAS
Director of Public Works
Date: 3/20/86

Approved by:
CITY OF PLANO
City Manager
Date: 11-22-85

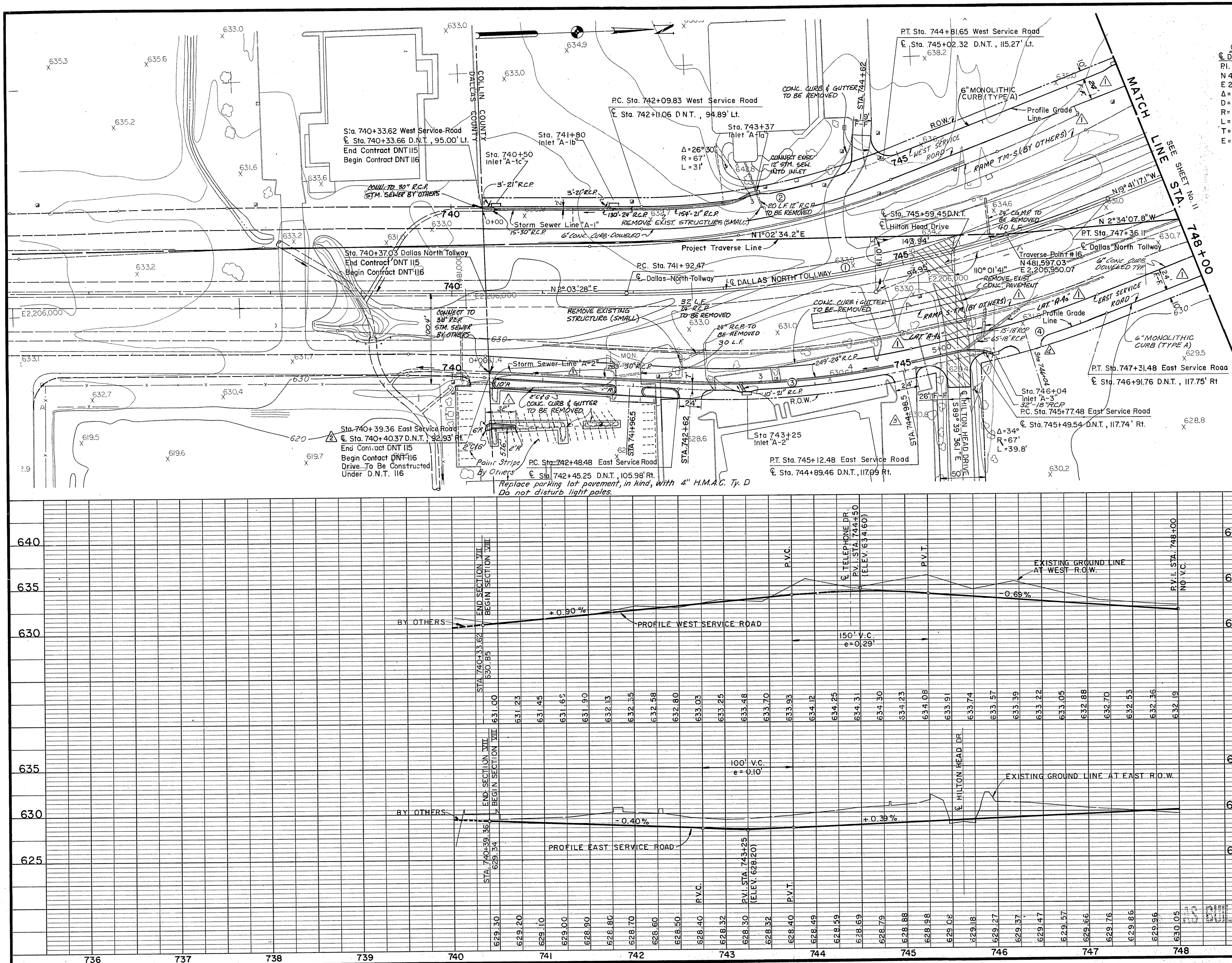
Prepared by:
SHIMEK, JACOBS & FINKLEA
I. C. Finklea
Date: 11/21/84

Recommended by:
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
Daniel L. Becker
Engineer in Charge
Date: March 7, 1985

Recommended by:
TEXAS TURNPIKE AUTHORITY
James W. Griffin
Director, Engineering & Maintenance
Date: March 8, 1985

Approved by:
TEXAS TURNPIKE AUTHORITY
Engineer Manager
Date: March 11, 1985

FF-13



Curve No. 1
℄ Dallas North Tollway
P.I. Sta. 744+67.60
N 481,451.999
E 2,206,008.54
Δ = 21° 44' 45.1" Lt.
D = 4°00'00"
R = 1432.394'
L = 543.646'
T = 275.134'
E = 26.184'

Curve No. 2
West Service Road
P.I. Sta. 743+47.40
N 481,335.279
E 2,205,909.285
Δ = 21° 44' 45.1" Lt.
D = 8°00'00"
R = 716.198'
L = 271.824'
T = 137.567'
E = 13.093'

Curve No. 3
East Service Road
P.I. Sta. 743+81.33
N 481,362.161
E 2,206,118.049
Δ = 15° 50' 24" Lt.
D = 6°00'00"
R = 954.93'
L = 264.00'
T = 132.847'
E = 9.196

Curve No. 4
East Service Road
P.I. Sta. 746+54.65
N 481,632.616
E 2,206,068.177
Δ = 9° 14' 24" Lt.
D = 6°00'00"
R = 954.930'
L = 154.00'
T = 77.167'
E = 3.113'

NOTES:
1. FOR STORM SEWER AND INLET SUMMARY SEE SHEET NOS. 43 & 44
2. FOR STORM SEWER PROFILES SEE SHEET NO. 46
3. FORM PAVING PLAN DETAILS SEE SHEET NO. 23
4. FOR GRADING PLAN DETAILS SEE SHEET NOS. 27 & 28
5. LATERAL NUMBERS CORRESPOND TO UPSTREAM INLET NUMBERS UNLESS OTHERWISE NOTED.
6. FOR GRADING NOT SHOWN, SEE CROSS SECTIONS AND/OR GRADING PLANS.
7. CONNECT LATERAL "A-4a" AND "A-4b" TO STORM SEWER LATERALS BUILT UNDER CONTRACT DNT-115.

BENCH MARK #12
Railroad Spike In South Side Of Pole (15N 1W 99) 50' North Of Addison Road–Trinity Mills Road Intersection, 500' West Of Dallas Parkway. Elevation: 638.11

NO.	REVISION	BY	DATE
4	Asbuilts	PJ	7-27-87
3	ADDED DRIVEWAY	GMG	FEB. 10, 1986
2	REVISED PARKING LOT AND DRIVES	GMG	OCT. 16, 1985
1	REVISED SERVICE ROAD GEOMETRICS, ST. SEW. LINE "A-2", LAT "A-4", AND ADDED TOLLWAY MAIN LANES AND RAMPS BY OTHERS (DNT-115)	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PLAN AND PROFILE

STA. 740+37.03 TO STA. 748+00

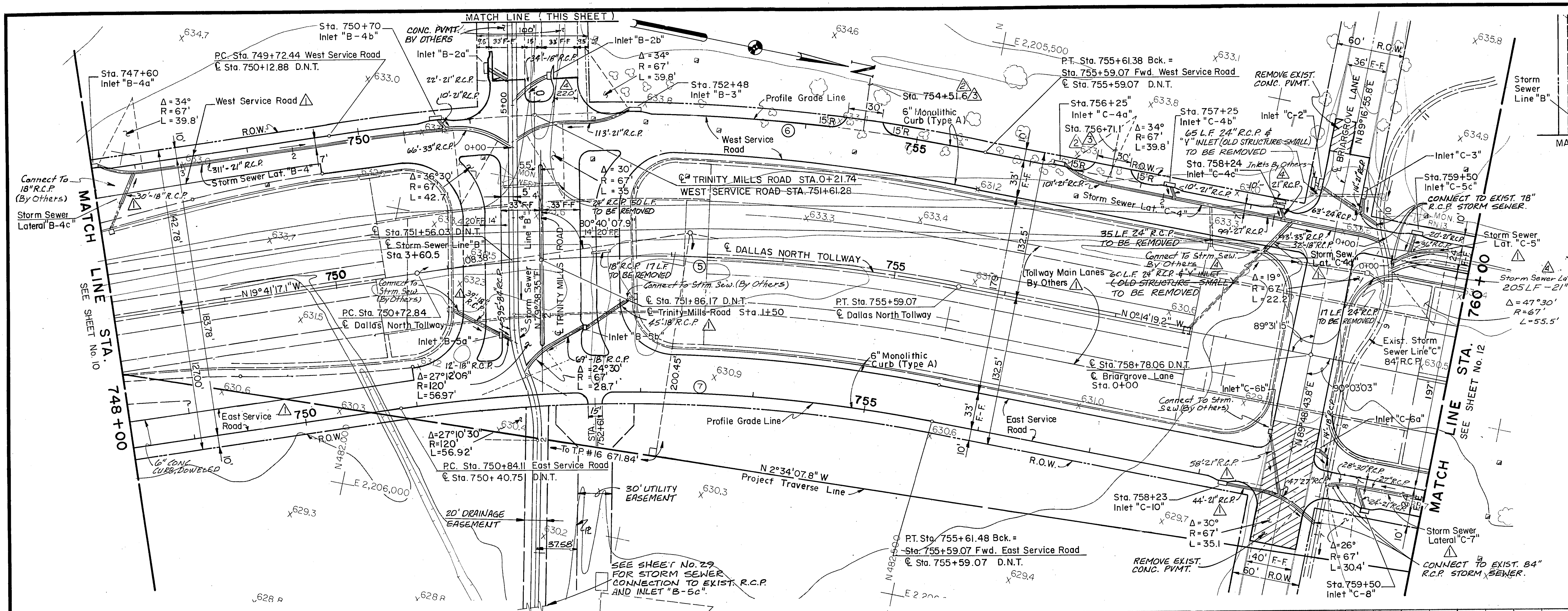
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN S.E.Y. DATE 5-83 DESIGNED M.A. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1"=50' HOR 1"=5' VERT

1 OF 13

CONTRACT NO. DNT116 SHEET 10 OF 96



Curve No. 5

℄ Dallas North Tollway
P.I. Sta. 753+18.31
N 482,259.215
E 2,205,719.705
Δ = 19°26'57.9" Rt.
D = 4°00'00"
R = 1432.394'
L = 486.236'
T = 245.479'
E = 20.882'

Curve No. 6

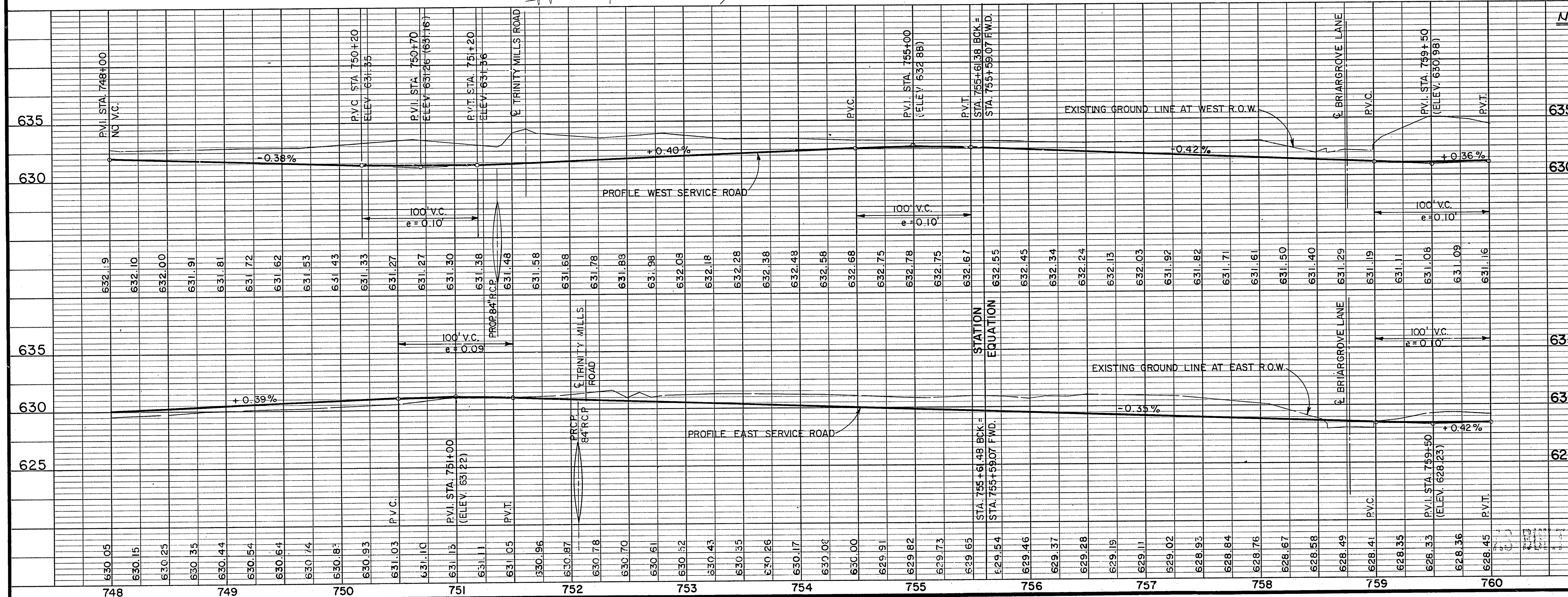
West Service Road
P.I. Sta. 752+69.77
N 482,206.851
E 2,205,597.422
Δ = 19°26'57.9" Rt.
D = 3°18'08"
R = 1734.962'
L = 588.944'
T = 297.333'
E = 25.29'

Curve No. 7

East Service Road
P.I. Sta. 753+25.11
N 482,264.203
E 2,205,842.185
Δ = 19°26'57.9" Rt.
D = 4°04'27"
R = 1406.276'
L = 477.366'
T = 241.002'
E = 20.50'

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



NOTES:

1. FOR STORM SEWER AND INLET SUMMARY SEE SHEET NOS. 43 AND 44.
2. FOR STORM SEWER PROFILE SEE SHEETS NO. 46 THRU SHEET NO. 50.
3. FOR PAVING PLAN DETAILS SEE SHEET NOS. 24 AND 25.
4. FOR GRADING PLAN DETAILS SEE SHEET NOS. 29 AND 30.
5. LATERAL NUMBERS CORRESPOND TO UPSTREAM INLET NUMBER UNLESS OTHERWISE NOTED.
6. FOR GRADING NOT SHOWN, SEE CROSS SECTIONS AND/OR GRADING PLANS.
7. CONNECT STORM SEWER LATERALS "B-4c", "B-5a", "B-5b", & C-4d TO STORM SEWER LATERALS BUILT UNDER CONTRACT D.N.T. 115.

NO.	REVISION	BY	DATE
4	Asbuilts	PJ	July, 1987
3	REVISE DRIVES AT STAS. 754+50 & 756+75	GMG	JAN., 1986
2	ADDED DRIVEWAYS AT STAS. 754+50 & 756+75	M.A.	NOV., 1985
1	ADDED TOLLWAY MAIN LANES W/BRIDGES BY OTHERS, REVISED TRINITY MILLS GEOMETRICS, AND REVISED STORM SEWERS	M.A.	OCTOBER, 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PLAN AND PROFILE

STA. 748+00 TO STA. 760+00

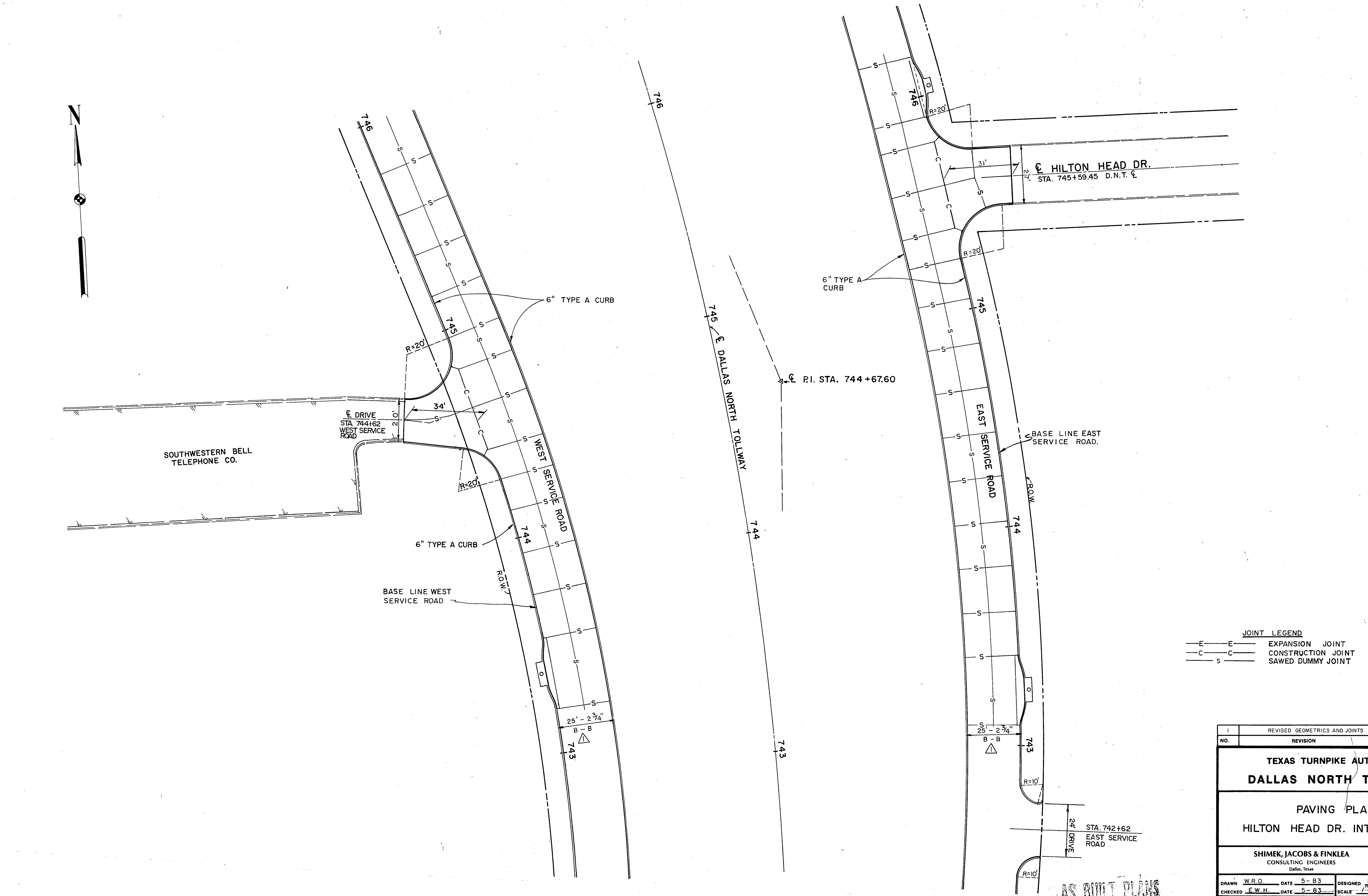
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN S.E.Y. DATE 5-83 DESIGNED M A DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1" = 50' HOR. 1" = 5" VERT.

2 OF 13

CONTRACT NO. DNT 116 SHEET 11 OF 96



AS BUILT PLANS

1 OF 4

NO.	REVISION	BY	DATE
1	REVISED GEOMETRICS AND JOINTS	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

HILTON HEAD DR. INTERSECTION

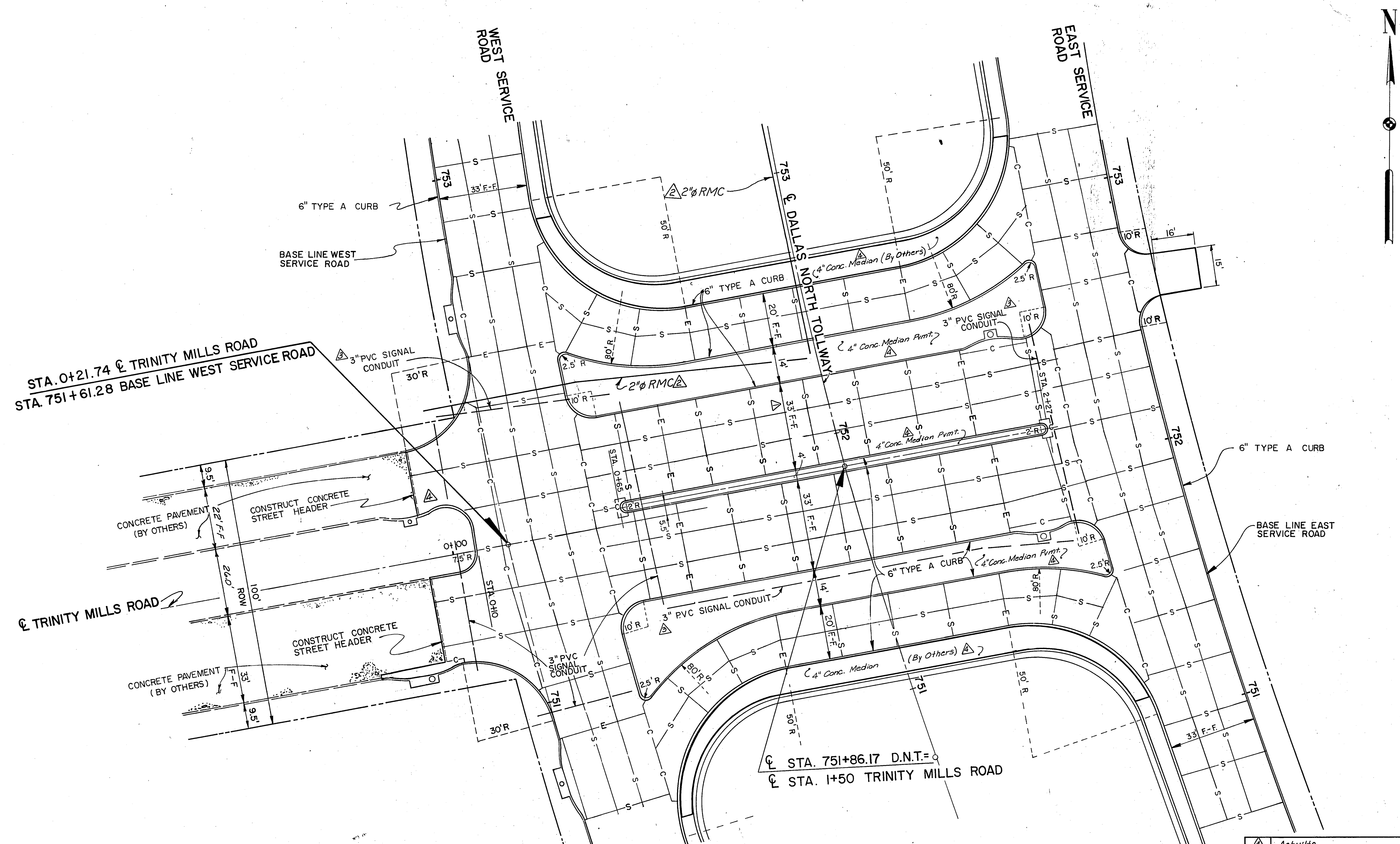
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN W.R.O. DATE 5-83 DESIGNED I.C.F. DATE 5-83

CHECKED E.W.H. DATE 5-83 SCALE 1"=20'

CONTRACT NO. DNT116 SHEET 23 OF 96



JOINT LEGEND

——E——	EXPANSION JOINT
——C——	CONSTRUCTION JOINT
——S——	SAWED DUMMY JOINT

NO.	REVISION	BY	DATE
4	Asbuilts	PJ	8-24-87
3	Add Signal Conduit	GAL	12-22-86
2	Added Conduit	JTK	2-20-86
1	REVISED GEOMETRICS AND JOINTS	M.A.	SEPT. 85

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

PAVING PLAN

TRINITY MILLS INTERSECTION

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN W.R.O. DATE 5-83 DESIGNED I.C.F. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1"=20'

CONTRACT NO. DNT116 SHEET 24 OF 96

Parking Lot Paving Notes

1. All Radii Used In Construction Of Parking Lot Medians And Approach Drives Shall Be 10' And 2' Unless Otherwise Noted.
2. All Drives Are 24' Face To Face.
3. Parking Lot Dimensions Are To Curb Face Unless Otherwise Noted.

NOTES:

1. PAVEMENT CONTOURS SHOWN ARE FINISHED TOP OF PAVEMENT ELEVATIONS
2. SEE PAVING PLAN SHEET NO. 23 FOR DETAILS NOT SHOWN.

INTERSECTION PAVING AND GRADING PLAN

DALLAS NORTH TOLLWAY AT HILTON HEAD DRIVE

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

AS BUILT PLANS

2 OF 11

NO.	REVISION	BY	DATE
△	REVISED GEOMETRICS	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

GRADING PLAN

HILTON HEAD DR. INTERSECTION

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN G.A.D. DATE 5-83 DESIGNED M.A. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1"=20'

CONTRACT NO. DNT 116 SHEET 28 OF 96

INTERSECTION PAVING AND GRADING PLAN

DALLAS NORTH TOLLWAY AT TRINITY MILLS ROAD

3 OF 11

NO.	REVISION	BY	DATE
2	Asbuilts	PJ	Aug. 1987
1	CHANGED GEOMETRICS AND GRADING OF INTERSECTION	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

GRADING PLAN

TRINITY MILLS INTERSECTION

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN G.A.D. DATE 5-83 DESIGNED M.A. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1"=20'

CONTRACT NO. DNT 116 SHEET 29 OF 96

DRAINAGE AREA	A (acres)	C A	t_c (min)	I (in./hr.)	Q (c.f.s.)
A- 1	4.8	4.32	10	7.9	34.1
A- 2	0.67	0.60	5	10.1	
A- 3	0.64	0.58	5	10.1	
A- 4	1.14	1.03	10	7.9	
TOTAL (A-1 TO A-4)	2.45	2.21	13.9	7.2	1 15.9
B- 1	97.3	79.58	20	6.1	
B- 2	1.1	1.0	5	10.1	
B- 3	1.5	1.4	10	7.9	
B- 4	3.12	2.75	10	7.9	
B- 5	1.2	1.1	5	10.1	
"B" TOTAL	102.9	85.83	20.6	6.0	1 515.0
C- 1	134.4	60.8	22	5.9	
C- 2	1.5	1.4	10	7.9	
C- 3	0.9	0.8	10	7.9	
C- 4	4.6	4.1	10	7.9	
C- 5	7.2	6.1	10	7.9	
C- 6	0.8	0.8	5	10.1	
C- 7	1.7	1.5	10	7.9	
C- 8	0.79	0.71	5	10.1	
C-10	0.75	0.68	5	10.1	
"C" TOTAL	152.8	76.9	23.2	5.85	1 450.0
D- 1	566.0	308.8	24	5.7	
D- 2	10.9	9.8	10	7.9	
D- 3	8.9	8.0	11	7.8	
D- 4	2.6	2.4	5	10.1	
D- 5	4.1	3.7	8	8.6	
D- 6	3.4	3.1	9	8.1	
"D" TOTAL	595.9	335.8	25	5.95	2000.0
E- 1	46.5	31.5	25	6.0	
E- 2	67.6	45.4	25	6.0	
E- 3	2.8	2.5	10	7.9	
E- 4	27.1	19.5	10	7.9	
E- 5	2.4	2.1	25	6.0	
"E" TOTAL	146.4	101.0	25	6.0	606.0
F- 1	24.0	15.7	15	7.0	
F- 2	7.0	6.3	10	7.9	
F- 3	1.2	1.1	5	10.1	
F- 4	0.22	0.20	5	10.1	
"F" TOTAL	32.4	23.3	15.3	6.9	160.8

AS BUILT PLANS

NO.	REVISION	BY	DATE
1	REVISED DRAINAGE AREAS A-4, B-4, B-5, C-4, C-5, C-6, & C-7. DELETED AREA C-9.	M.A.	OCTOBER, 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

DRAINAGE AREA MAP

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN J.D.P. DATE 5-83 DESIGNED M.A. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1" = 400'

1 OF 2

CONTRACT NO. DNT 116 SHEET 41 OF 96

DRAINAGE AREA	A (acres)	C A	t_c (min)	I (in./hr)	Q (c.f.s.)
F- 1	24.0	15.7	15	7.0	
F- 2	7.0	6.3	10	7.9	
F- 3	1.2	1.1	5	10.1	
F- 4	0.22	0.20	5	10.1	
"F" TOTAL	32.4	23.3	15.3	6.9	160.8
G- 1	1.2	1.0	10	8.74	
G- 2	32.2	29.0	10	8.74	
G- 3	5.3	4.8	10	8.74	
G- 4	25.4	22.9	10	8.74	
H- 1	3.9	3.5	10	8.74	
H- 2	92.1	82.9	18	7.00	
H- 3	4.7	4.2	10	8.74	
H- 4	5.4	3.9	10	8.74	
TOTAL (G-1 TO H-4)	170.1	152.2	19.5	6.81	1036.5
H- 5	0.52	0.45	10	8.74	
H- 6	0.52	0.47	10	8.74	
H- 7	0.80	0.72	10	8.74	
H- 8	0.74	0.67	10	8.74	
TOTAL (H-5 TO H-8)	2.58	2.32	10	8.74	20.3
I- 1	1.14	1.03	10	8.74	
I- 2	1.62	1.46	10	8.74	
I- 3	1.65	1.49	10	8.74	
I- 4	6.79	6.11	10	8.74	
J- 1	36.89	33.2	15	7.52	
J- 2	1.67	1.50	10	8.74	
J- 3	1.27	1.14	10	8.74	
J- 4	1.15	1.04	10	8.74	
J- 5	1.89	1.70	10	8.75	
TOTAL (I-1 TO J-5)	54.08	48.67	15.5	7.52	366.0
K- 1A	20.49	18.44	10	8.74	
K- 1	126.64	113.98	13.5	7.86	
K- 2	1.16	1.04	10	8.74	
K- 3	0.92	0.83	10	8.74	
K- 4	2.46	1.97	10	8.74	
L- 1	1.03	0.93	10	8.74	
L- 2	1.63	1.47	10	8.74	
L- 3	1.59	1.43	10	8.74	
L- 4	5.95	5.36	10	8.74	
M- 1	0.73	0.66	5	10.1	
M- 2	1.14	1.03	10	8.74	
M- 3	2.24	2.02	10	8.74	
M- 4	1.54	1.39	10	8.74	
TOTAL (K-1A TO M-4)	167.52	150.55	16.1	7.32	1,102.0

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

DRAINAGE AREA MAP

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

AS BUILT PLANS

DRAWN J.D.P. DATE 5-83 DESIGNED M.A. DATE 5-83
CHECKED E.W.H. DATE 5-83 SCALE 1" = 400'

2 OF 2

CONTRACT NO. DNT 116 SHEET 42 OF 96

STORM SEWER SUMMARY

STORM SEWER OR LATERAL IDENTIFICATION	STORM SEWER DATA △4 Asbuilts — UPSTREAM: STORM SEWER STATION OR STRUCTURE	UPSTREAM: PIPE INVERT ELEVATION	DOWNSTREAM: STORM SEWER STATION OR STRUCTURE	DOWNSTREAM: PIPE INVERT ELEVATION	STORM SEWER PIPE: DIAMETER (INCHES)	TYPE	LENGTH (FEET)	GRADE (%)
LINE A- 1	2+99 = INLET A- 1a	630.08	2+60 LINE A- 1	628.03	21" CLASS III	RCP	39	5.26
LINE A- 1	2+60 LINE A- 1	628.03	1+45 LINE A- 1	626.99	21" CLASS III	RCP	115	0.90
LINE A- 1	1+45 LINE A- 1	626.74	0+15 LINE A- 1	625.57	24" CLASS III	RCP	130	0.90
LINE A- 1	0+15 LINE A- 1	625.07	0+00 LINE A- 1	624.93	30" CLASS III	RCP	15	0.90
LAT A- 1b	0+08 ~~0+03~~ = INLET A- 1b	628.67	0+00 LAT. A- 1b	626.84	21" CLASS III	RCP	~~3~~ 8	~~61.00~~ 22.88
LAT A- 1c	0+08 ~~0+03~~ = INLET A- 1c	627.47	0+00 LAT. A- 1c	625.42	21" CLASS III	RCP	~~3~~ 8	~~68.33~~ 25.63
△2 LINE A- 2	5+84 ~~5+64~~ = INLET A- 3	625.75	5+34 ~~5+32~~ LINE A- 2	625.06	18" CLASS III	RCP	~~32~~ 50	~~2.16~~ 1.38
△2 LINE A- 2	5+34 ~~5+32~~ LINE A- 2	624.56	2+83 LINE A- 2	623.96	24" CLASS III	RCP	~~249~~ 251	0.24
△2 LINE A- 2	2+83 LINE A- 2	623.46	0+00 LINE A- 2	~~632.12~~ 622.12	30" CLASS III	RCP	283	~~0.12~~ 0.47
△2 LAT A- 2	0+10 = INLET A- 2	624.80	0+00 LAT. A- 2	623.84	21" CLASS III	RCP	10	9.60
△2 LAT A- 4a	0+65 LAT A- 4a	~~625.22~~	0+00 LAT. A- 4a	~~624.80~~	18" CLASS III	RCP	65	0.64
△2 LAT A- 4b	0+15 LAT A- 4b	△3 625.07	0+00 LAT. A- 4b	624.99	18" CLASS III	RCP	~~15~~ 18	△3 ~~0.53~~ 0.44
LINE B	5+92 LINE B	621.43	2+31 LINE B	620.20	84" CLASS II SP.	RCP	361	0.34
LINE B	2+31 LINE B	620.20	-0+03 LINE B	618.74	84" CLASS II SP.	RCP	234	0.62
△2 LAT B- 2a	0+22 = INLET B- 2a	627.70	0+00 LAT B- 2a	623.81	21" CLASS III	RCP	22	17.68
LAT B- 2b	0+46 = INLET B -2b	627.90	0+00 LAT B- 2b	623.90	18" CLASS III	RCP	46	8.70
LAT B- 3	1+13 = INLET B- 3	628.38	1+00 LAT B- 3	626.90	21" CLASS III	RCP	13	11.38
LAT B- 3	1+00 LAT B- 3	626.90	0+20 LAT B- 3	626.50	21" CLASS III	RCP	80	0.50
LAT B- 3	0+20 LAT B- 3	626.50	0+00 LAT B- 3	623.64	21" CLASS III	RCP	20	14.33
LAT B- 4	3+77 = INLET B- 4a	628.97	3+40 LAT B- 4	626.90	21" CLASS III	RCP	37	5.64
LAT B- 4	3+40 LAT B- 4	626.90	0+66 LAT B- 4	625.80	21" CLASS III	RCP	274	0.40
LAT B- 4	0+66 LAT B- 4	624.80	0+40 LAT B- 4	624.70	33" CLASS III	RCP	26	0.40
LAT B- 4	0+40 LAT B- 4	624.70	0+00 LAT B- 4	623.12	33" CLASS III	RCP	40	3.95
△ LAT B- 4c	0+30 LAT B- 4c	628.77	0+10 LAT B- 4c	628.50	18" CLASS III	RCP	20	1.36
△ LAT B- 4c	0+10 LAT B- 4c	628.50	0+00 LAT B- 4c	627.19	18" CLASS III	RCP	10	13.10
△ LAT B- 4b	0+10 = INLET B- 4b	627.76	0+00 LAT B- 4b	625.29	21" CLASS III	RCP	10	24.70
△2 LAT B- 5a	0+51 LAT. B- 5a	626.86	0+12 = INLET B- 5a	626.58	18" CLASS III	RCP	39	0.72
△2 LAT B- 5a	0+12 = INLET B- 5a	626.58	0+00 LAT B- 5a	623.15	18" CLASS III	RCP	12	28.58
LAT B- 5c	0+10 = INLET B- 5c	621.50	0+00 LAT B- 5c	620.77	36" CLASS III	RCP	10	7.30
△ LAT B- 5b	1+14 LAT B- 5b	627.05	0+08 ~~0+69~~ = INLET B- 5b	626.86	18" CLASS III	RCP	45	0.42
△2 LAT B- 5b	0.08 ~~0+69~~ = INLET B-5b	626.86	0+00 LAT B- 5b	623.05	18" CLASS III	RCP	8 ~~69~~	~~5.52~~ 47.63
LAT C- 2	0+63 = INLET C- 2	627.74	0+00 LAT C- 2	623.50	24" CLASS III	RCP	56 ~~63~~	~~6.73~~ 7.57
~~LAT C- 5d~~	~~0+44 = INLET C- 5d~~	~~626.55~~	~~0+00 LAT C- 5d~~	~~625.60~~	~~21" CLASS III~~	~~RCP~~	~~44~~	~~2.16~~
LAT C- 3	0+14 = INLET C- 3	628.28	0+00 LAT C- 3	624.90	21" CLASS III	RCP	14	24.13
△2 LAT C- 5e	0+24 ~~0+28~~ LAT C- 5e	△3 626.54	0+00 LAT C- 5e	624.68	18" CLASS III	RCP	24 ~~28~~	△3 ~~6.65~~ 7.75
LAT C- 4	2+95 ~~2+93~~ = INLET C- 4a	628.34	2+72 ~~2+70~~ LAT C- 4	626.47	21" CLASS III	RCP	23	8.15
LAT C- 4	2+72 ~~2+70~~ LAT C- 4	626.47	1+94 ~~1+92~~ LAT C- 4	626.14	21" CLASS III	RCP	78	0.42
LAT C- 4	1+94 ~~1+92~~ LAT C- 4	625.64	0+93 LAT C- 4	625.22	27" CLASS III	RCP	101 ~~99~~	0.42
LAT C- 4	0+93 LAT C- 4	624.72	0+40 LAT C- 4	624.50	33" CLASS III	RCP	53	0.42
LAT C- 4	0+40 LAT C- 4	624.50	0+00 LAT C- 4	622.50	33" CLASS III	RCP	40	5.00
△2 LAT C- 5	4+26 = INLET C- 5a	628.92	4+00 LAT C- 5	~~626.07~~ 626.82	21" CLASS III	RCP	26	~~10.96~~ 8.08
△2 LAT C- 5	4+00 LAT C- 5	626.82 ~~626.07~~	2+25 ~~3+74~~ LAT C- 5	~~625.98~~ 626.19	21" CLASS III	RCP	175 ~~26~~	~~0.36~~ 0.48
△2 LAT C- 5	2+25 ~~3+74~~ LAT C- 5	625.69 ~~625.23~~	0+60 ~~2+25~~ LAT C- 5	~~624.44~~ 625.10	27 ~~30"~~ CLASS III	RCP	165 ~~149~~	0.36
△2 LAT C- 5	0+60 ~~2+25~~ LAT C- 5	625.10 ~~624.44~~	0+00 ~~1+55~~ LAT C- 5	~~624.19~~ 622.35	27 ~~33"~~ CLASS III	RCP	60 ~~70~~	~~0.36~~ 4.58
△2 LAT C- 5d	3+73 ~~1+55~~ LAT C- 5	626.55 ~~623.94~~	1+53 ~~0+60~~ LAT C- 5	~~623.60~~ 624.93	18 ~~36"~~ CLASS III	RCP	220 ~~95~~	~~0.36~~ 0.74
△2 LAT C- 5d	1+53 ~~0+60~~ LAT C- 5	624.68 ~~623.60~~	0+00 LAT C- 5	~~621.95~~ 622.35	21 ~~36"~~ CLASS III	RCP	153 ~~60~~	~~2.75~~ 1.52
LAT C- 6a	0+14 = INLET C- 6a	625.45	0+00 LAT C- 6a	621.85	18" CLASS III	RCP	15 ~~14~~	~~25.71~~ 24.00
△2 LAT C- 6b	0+58 = INLET C- 6b	625.65 625.15	0+00 LAT C- 6b	622.92	18 21" CLASS III	RCP	58	3.84 3.81
△2 LAT C- 7	4+10 ~~4+12~~ = INLET C- 7a	624.10	2+45 LAT C- 7	623.09	21" CLASS III	RCP	165 ~~167~~	0.61
△2 LAT C- 7	2+45 LAT C- 7	622.59	0+28 LAT C- 7	621.27	27" CLASS III	RCP	217	0.61
△2 LAT C- 7	0+28 LAT C- 7	621.02	0+00 LAT C- 7	620.85	30" CLASS III	RCP	28	0.61
△2 LAT C- 8	0+38 ~~0+24~~ = INLET C- 8	624.83	0+00 LAT C- 8	~~621.38~~ 621.46	21" CLASS III	RCP	38 ~~24~~	~~14.38~~ 8.87
△2 LAT C- 7b	0+20 LAT C- 7b	△3 624.25	0+00 LAT C- 7b	622.95	18" CLASS III	RCP	20	△3 6.50
LAT C-9	0+60 INLET C-9	623.24	0+00 LAT C-9	623.06	24" CLASS III	RCP	60	0.30
△2 LAT C-10	0+91 = INLET C-10	625.18	0+42.5 ~~0+47~~ LAT C-10	~~623.30~~ 623.56	21" CLASS III	RCP	48.5 ~~44~~	~~4.26~~ 3.34
△2 LAT C-10	0+42.5 ~~0+47~~ LAT C-10	623.06 ~~622.80~~	0+00 LAT C-10	620.80	27" CLASS III	RCP	42.5 ~~47~~	~~4.26~~ 5.32
LAT C- 4b	0+10 = INLET C- 4b	628.43	0+00 LAT C- 4b	625.88	21" CLASS III	RCP	12 ~~10~~	~~25.5~~ 21.25
LAT C- 4c	0+10 = INLET C- 4c	628.01	0+00 LAT C- 4c	625.21	21" CLASS III	RCP	12 ~~10~~	~~28.0~~ 23.33
△2 LAT C- 5b	0+10 = INLET C- 5b	628.20	0+00 LAT C- 5b	624.93	21" CLASS III	RCP	10	32.7
△2 LAT C- 5c	0+20 = INLET C- 5c	627.58	0+00 LAT C- 5c	623.21	21" CLASS III	RCP	20	~~21.85~~ 19.65
△2 LAT C- 4d	0+32 LAT C- 4d	627.80	0+08 LAT C- 4d	627.50	18" CLASS III	RCP	24	0.40
△2 LAT C- 4d	0+08 LAT C- 4d	627.50	0+00 LAT C- 4d	625.31	18" CLASS III	RCP	8	21.90
LAT D- 2	0+10 = INLET D- 2	627.42	0+00 LAT D- 2	623.72	24" CLASS III	RCP	~~11~~ 10	~~37.0~~ 33.64
LAT D- 3	0+59 ~~0+47~~ = INLET D- 3	623.00	0+51.5 ~~0+40~~ LAT D- 3	622.47	48" CLASS III	RCP	7.5 ~~7~~	~~14.7~~ 7.57
LAT D- 3	0+51.5 ~~0+40~~ LAT D- 3	621.97	0+00 LAT D- 3	621.81	54" CLASS III	RCP	51.5 ~~40~~	~~0.40~~ 0.03
~~CULV D- 4~~	~~0+57 CULV D- 4~~	~~651.03~~	~~0+00 CULV D- 4~~	~~650.82~~	~~27" CLASS III~~	~~RCP~~	~~57~~	~~0.36~~
~~CULV D- 5~~	~~1+16 CULV D- 5~~	~~642.32~~	~~0+00 CULV D- 5~~	~~641.23~~	~~4' × 2' BOX~~	~~RC BOX~~	~~116~~	~~0.94~~
△2 ~~CULV D- 6~~	~~1+40 CULV D- 6~~	~~642.39~~	~~0+00 CULV D- 6~~	~~641.00~~	~~27" CLASS III~~	~~RCP~~	~~140~~	~~0.99~~
CULV D- 7	0+66.5 ~~0+65~~ LAT. D- 7	622.85	0+00 LAT D- 7	622.59	54" CLASS III	RCP	66.5 ~~65~~	~~0.40~~ 0.39

STORM SEWER OR LATERAL IDENTIFICATION	STORM SEWER DATA △4 Asbuilts — UPSTREAM: STORM SEWER STATION OR STRUCTURE	UPSTREAM: PIPE INVERT ELEVATION	DOWNSTREAM: STORM SEWER STATION OR STRUCTURE	DOWNSTREAM: PIPE INVERT ELEVATION	STORM SEWER PIPE: DIAMETER (INCHES)	TYPE	LENGTH (FEET)	GRADE (%)
~~CULV E- 3b~~	~~0+64 CULV E- 3b~~	~~649.24~~	~~0+00 CULV E- 3b~~	~~648.92~~	~~3' X 2' BOX~~	~~RC BOX~~	~~64~~	~~0.50~~
△2 ~~LAT. E- 1~~	~~0+28 = INLET E- 1a~~	~~643.40~~	~~0+00 LAT E- 1a~~	~~640.18~~	~~36" CLASS III~~	~~RCP~~	~~28~~	~~11.50~~
~~CULV E- 2~~	~~0+30 CULV E- 2~~	~~647.32~~	~~0+00 CULV E- 2~~	~~647.16~~	~~2-7' X 3' BOX~~	~~RC BOX~~	~~30~~	~~0.53~~
~~CULV E- 3a~~	~~0+30 CULV E- 3a~~	~~669.90~~	~~0+00 CULV E- 3a~~	~~669.45~~	~~18" CLASS III~~	~~RCP~~	~~30~~	~~1.50~~
CULV F- 1	1+35 ~~1+32~~ CULV F- 1	659.75	0+22.5 ~~0+16~~ CULV F- 1	659.08	48" CLASS III	RCP	~~116~~ 112.5	0.60 ~~0.58~~
CULV F- 1	0+22.5 ~~0+16~~ CULV F- 1	658.83	0+00 CULV F- 1	658.73	51" CLASS III	RCP	~~16~~ 22.5	0.44 ~~0.58~~
△2 LAT E- 5	0+29.5 ~~0+28~~ = INLET E- 5	643.44	0+00 LAT E- 5	640.10	27" CLASS III	RCP	~~28~~ 29.5	11.32 ~~11.91~~
△1 LAT F- 2d	6+19 ~~6+23~~ INLET F- 2a	664.50	5+48 ~~5+52.25~~ INLET F- 2b	664.22	30" CLASS III	RCP	71	0.40
△1 LAT F- 2d	5+48 ~~5+49.75~~ INLET F- 2b	664.22	2+77.5 ~~2+79~~ INLET F- 2c	663.00	30" CLASS III	RCP	~~271~~ 270.5	0.45
△1 LAT F- 2d	2+77.5 ~~2+76~~ = INLET F- 2c	663.00	2+70 LAT F- 2d	662.91	36" CLASS III	RCP	~~6~~ 7.5	1.20 ~~1.44~~
△1 LAT F- 2d	2+70 LAT F- 2d	662.66	0+40 LAT F- 2d	659.34	39" CLASS III	RCP	230	1.44
LAT F- 2d	0+34 ~~0+40~~ LAT F- 2d	659.34	0+00 LAT F- 2d	659.31 (39")	39" CLASS III	RCP	~~40~~ 34.0	0.09 ~~0.08~~
LAT F- 3	1+15 = INLET F- 3	660.17	0+00 LAT F- 3	660.00 (21")	21" CLASS III	RCP	115	0.15
LAT F- 4	0+14 ~~0+15~~ = INLET F- 4	662.00	0+00 LAT F- 4	660.57 (18")	18" CLASS III	RCP	~~15~~ 14.0	10.21 ~~9.53~~
△2 LAT G- 2	0+16 ~~0+12~~ = INLET G- 2	658.5±	0+00 LAT G- 2	658.3±	18" CLASS III	RCP	~~12~~ 16.0	1.25 ~~1.67~~
LINE G	3+19.8 ~~3+16.5~~ LINE G	654.93	2+26 LINE G	653.57	2-48" CLASS III	RCP	93.8 ~~90.5~~	1.45 ~~1.50~~
LINE G- 4a	3+10 LINE G- 4a	650.55	2+50 LINE G- 4a	649.35	6' X 4' BOX	RC BOX	60	2.00
LAT G- 4b	0+48 LINE G- 4b	646.41	0+05.77 LINE G- 4b	645.45	8' X 6' BOX	RC BOX	42.23	2.00
LAT G- 1	0+54 ~~0+44~~ LAT G- 1	657.55	0+00 LAT G- 1	656.7±	21" CLASS III	RCP	~~44~~ 54.0	1.57 ~~1.93~~
LAT G- 3a	0+14 = INLET G- 3a	657.35	0+00 LAT G- 3a	655.60	18" CLASS III	RCP	14	12.50
LAT G- 3b	0+16 ~~0+14~~ = INLET G- 3b	656.28	0+00 LAT G- 3b	651.03	24" CLASS III	RCP	16.0 ~~14~~	32.81 ~~37.50~~
LAT G- 3c	1+51.5 = INLET G- 3c	659.04	0+26.5 LAT G- 3c	656.39	21" CLASS III	RCP	125	2.12
LAT G- 3c	0+26.5 LAT G- 3c	656.39	0+00 LAT G- 3c	650.79	21" CLASS III	RCP	26.5	21.13
LINE H	10+89 LINE H	654.58	10+00 LINE H	652.35	8' X 8' BOX	RC BOX	89	2.52
LINE H	10+00 LINE H	652.35	7+54.06 LINE H	647.71	8' X 8' BOX	RC BOX	245.94	1.886
LINE H	7+54.06 LINE H	647.71	2+05 LINE H	645.51	8' x 8' BOX	RC BOX	549.06	0.40
LINE H	2+05 LINE H	643.51	0+00 LINE H	642.69	10' x 10' BOX	RC BOX	205	0.40
LAT H- 1b	0+24 ~~0+26~~ = INLET H- 1b	661.55	0+00 LAT H- 1b	656.08	21" CLASS III	RCP	24.0 ~~26~~	22.38 ~~18.23~~
LAT H- 2	3+96.2 ~~3+97.49~~ = INLET H- 1a	666.45	3+12.2 ~~3+07.5~~ LAT H- 2	664.53	21" CLASS III	RCP	84.0 ~~90~~	2.29 ~~1.99~~
LAT H- 2	3+12.2 ~~3+07.5~~ LAT H- 2	661.78	0+04.67 LAT H- 2	655.87	54" CLASS III	RCP	~~303~~ 307.5	1.92 ~~1.99~~
LAT H- 2a	0+22.5 ~~0+23~~ LAT H- 2a	662.02	0+00 LAT H- 2a	661.93	48" CLASS III	RCP	~~23~~ 22.5	0.40 ~~0.40~~
LAT H- 3a	4+39 = INLET H- 3a	661.44	1+40 LAT H- 3a	656.84	21" CLASS III	RCP	299	1.54
LAT H- 3a	1+40 LAT H- 3a	656.84	0+80 LAT H- 3a	649.68	21" CLASS III	RCP	60	11.93
LAT H- 3a	0+79 ~~0+80~~ LAT H- 3a	649.68	0+05 LAT H- 3a	649.38	21" CLASS III	RCP	~~75~~ 74.0	0.41 ~~0.40~~
LAT H- 3b	0+23 ~~0+26~~ = INLET H- 3b	655.25	0+00 LAT H- 3b	648.78	18" CLASS III	RCP	23.0 ~~26~~	28.13 ~~21.57~~
△2 LAT H- 3c	0+18 = INLET H- 3c	653.41	0+00 LAT H- 3c	648.42	24" CLASS III	RCP	18	27.72
LAT H- 4a	0+08 ~~0+10~~ LAT H- 4a	651.12	0+00 LAT H- 4a	651.08	18" CLASS III	RCP	~~10~~ 8.0	0.50 ~~0.40~~
△2 LAT H- 5	1+10 = INLET H- 5	654.83	0+00 LAT H- 5	653.11	18" CLASS III	RCP	110	1.56
△2 LAT H- 6	0+16 ~~0+12.5~~ = INLET H- 6	655.28	0+00 LAT H- 6	653.34	18" CLASS III	RCP	16.0 ~~12.5~~	18.94 ~~15.52~~
LAT H- 7	1+01.8 ~~1+03.5~~ = INLET H- 7	653.85	0+00 LAT H- 7	647.62	21" CLASS III	RCP	~~103.5~~ 101.8	~~5.76~~ 6.1
LAT H- 8	0+36.5 = INLET H- 8	654.17	0+00 LAT H- 8	650.74	18" CLASS III	RCP	36.5	9.40
LINE I	2+92 = INLET I- 1	663.50	2+60 LINE I	663.01	24" CLASS III	RCP	32	1.52
LINE I	2+60 LINE I	663.01	0+76.5 LINE I	662.28	24" CLASS III	RCP	183.5	0.40
LINE I	0+76.5 LINE I	661.28	0+00 LINE I	660.97	36" CLASS III	RCP	76.5	0.40
LAT I- 2	0+14 = INLET I- 2	662.73	0+00 LAT I- 2	661.76	24" CLASS III	RCP	14	6.93
LAT I- 3	0+91 = INLET I- 3	664.00	0+00 LAT I- 3	661.60	21" CLASS III	RCP	91	2.64
LAT I- 4	0+32.5 = INLET I- 4	662.05	0+00 LAT I- 4	661.61	24" CLASS III	RCP	32.5	1.35
LINE J	5+61 = INLET J- 1	668.63	4+80 LINE J	666.89	21" CLASS III	RCP	81	2.14
LINE J	4+80 LINE J	666.89	3+12 LINE J	666.22	21" CLASS III	RCP	168	0.40
LINE J	3+12 LINE J	665.72	0+43 LINE J	664.86	27" CLASS III	RCP	269	0.32
LINE J	0+43 LINE J	664.36	0+00 LINE J	664.22	33" CLASS III	RCP	43	0.32
LAT J- 2	0+66 ~~0+70~~ INLET J- 2	667.35	0+00 LAT J- 2	664.84	21" CLASS III	RCP	~~70~~ 66.0	3.80 ~~3.57~~
LAT J- 4	0+11 INLET J- 4	667.63	0+00 LAT J- 4	665.95	21" CLASS III	RCP	11	15.3
LAT J- 5	0+12 ~~0+13~~ INLET J- 5	666.64	0+00 LAT J-5	664.72	24" CLASS III	RCP	~~13~~ 12.0	16.0 ~~14.8~~
LINE K	3+95 = INLET K- 2	668.93	2+94 LINE K	665.15	21" CLASS III	RCP	101	3.74
LINE K	2+94 LINE K	665.15	0+13 LINE K	661.33	21" CLASS III	RCP	281	1.36
LAT K- 3	0+11 = INLET K- 3	668.13	0+00 LAT K- 3	663.75	21" CLASS III	RCP	11	39.8
LAT K- 4	0+23 ~~0+19~~ = INLET K- 4	667.38	0+00 LAT K- 4	662.66	24" CLASS III	RCP	~~19~~ 23.0	~~24.8~~ 20.52
LINE L	1+77.5 = INLET L- 1	663.60	1+20 LINE L	661.75	21" CLASS III	RCP	57.5	3.27
LINE L	1+20 LINE L	661.75	0+26.5 LINE L	661.13	21" CLASS III	RCP	93.5	0.66
LINE L	0+26 ~~0+26.5~~ LINE L	660.88	0+06 LINE L	660.75	24" CLASS III	RCP	~~20.5~~ 20.0	0.65 ~~0.66~~
LAT L- 2	0+15 ~~0+10~~ = INLET L- 2	663.10	0+00 LAT L- 2	660.85	24" CLASS III	RCP	~~10~~ 15.0	15.0 ~~22.5~~
LAT L- 3	2+09 ~~2+03~~ = INLET L- 3	665.46	1+20 LAT L- 3	661.86	21" CLASS III	RCP	~~83~~ 89.0	4.04 ~~4.36~~
LAT L- 3	1+20 LAT L- 3	661.86	0+06 LAT L- 3	660.49	21" CLASS III	RCP	114	1.20

CONTINUED ON SHEET NO. 44

NO.	REVISION	BY	DATE
2	REVISED STORM SEWER	M.A.	10-1985
1	LATERAL F-2d REVISION	M.A.	8-15-85

NO.	REVISION	BY	DATE
4	Asbuilts	PJ	7-24-87
3	MISC. DRAINAGE REVISIONS	GMG	2-10-86

1 OF 2

AS BUILT PLANS

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER SUMMARY

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN B.L.M. DATE 8-83 DESIGNED M.A. DATE 8-83
CHECKED E.W.H. DATE 8-83 SCALE NONE

CONTRACT NO. DNT-116 SHEET 43 OF 96

STORM SEWER SUMMARY

STORM SEWER OR LATERAL IDENTIFICATION	STORM SEWER DATA — UPSTREAM: STORM SEWER STATION OR STRUCTURE	UPSTREAM: PIPE INVERT ELEVATION	DOWNSTREAM: STORM SEWER STATION OR STRUCTURE	DOWNSTREAM: PIPE INVERT ELEVATION	STORM SEWER PIPE: DIAMETER (INCHES)	TYPE	LENGTH (FEET)	GRADE (%)
LINE M-I	2+22 = INLET M-I	673.88	0+13 LINE M-I	668.96	21" CLASS III	RCP	209	2.36
LINE M-I	0+17 ~~0+13~~ LINE M-I △5	668.71	0+00 LINE M-I	668.40	24" CLASS III	RCP	~~13~~ 17	~~2.36~~ 1.82
LAT M-2	0+29 ~~0+28~~ = INLET M-2 △5	670.07	0+00 LAT M-2	668.76	21" CLASS III	RCP	~~28~~ 29	~~4.68~~ 4.52
~~LINE M-3~~	~~2+32 = INLET M-3~~	~~673.00~~	~~0+13 LINE M-3~~	~~667.53~~	~~24" CLASS III~~	~~RCP~~	~~219~~	~~2.50~~ △4
~~LINE M-3~~	~~0+13 LINE M-3~~	~~667.03~~	~~0+00 LINE M-3~~	~~666.70~~	~~30" CLASS III~~	~~RCP~~	~~13~~	~~2.50~~ △4
~~LAT M-4~~	~~0+28 = INLET M-4~~	~~669.15~~	~~0+00 LAT M-4~~	~~667.33~~	~~21" CLASS III~~	~~RCP~~	~~28~~	~~6.50~~ △4
△2 CULV E-I	8+64.7 CULV E-I	640.38	4+32 CULV E-I	639.00	3-6'x3' BOX	RCBOX	432.7	0.32
△2 CULV E-I	4+32 CULV E-I	639.00	-0+90 CULV E-I	636.00	3-6'x3' BOX	RCBOX	522	0.57
△5 *LINE D-1a*	*2+05 EXISTING 48" RCP AT GIBBONS RD.*		*0+00 BOX CULVERT D-1*		*48" CLASS III*	*RCP*	*205*	

INLET SUMMARY

IDENTIFICATION NUMBER	LOCATION	DESCRIPTION	ELEVATION	OUTLET FLOW LINE	DEPTH (FEET)	REMARKS
LINE A- 1						
A- 1a	W 743 + 37	10' TYPE "CDR"	633.58 GL	630.08	3.5	
A- 1b	W 741 + 80	10' TYPE "CDR"	632.17 GL	628.67	3.5	NOT RECESSED
A- 1c	W 740 + 50	10' TYPE "CDR"	630.97 GL	627.47	3.5	NOT RECESSED
LINE A- 2						
A- 2	E 743 + 25	10' TYPE "CDR"	628.30 GL	624.80	3.5	
A- 3	E 746 + 04	6' TYPE "CDR"	629.25 GL	625.75	3.5	
LINE B						
B- 2a	TRINITY MILLS LT.	10' TYPE "CDR"	631.20 GL	627.70	3.5	
B- 2b	TRINITY MILLS LT.	4' TYPE "CDR"	631.40 GL	627.90	3.5	
B- 3	W 752 + 48	10' TYPE "CDR"	631.88 GL	628.38	3.5	
B- 4a	W 747 + 60	10' TYPE "CDR"	632.47 GL	628.97	3.5	
B- 4b	W 750 + 70	10' TYPE "CDR"	631.26 GL	627.76	3.5	
△2 B- 5a	TRINITY MILLS RT.	4' TYPE "CDR"	631.58 GL	626.58	5.0	
△2 B- 5b	TRINITY MILLS RT.	4' TYPE "CDR"	631.36 GL	626.86	4.5	
△5 ~~B- 5c~~	~~LINE "B" RT.~~	~~SPECIAL "Y" INLET~~	~~625.50 LIP~~	~~621.50~~	~~4.0~~	
LINE C						
C- 2	BRIARGROVE LT.	10' TYPE "CDR"	631.74 GL	627.74	4.0	NOT RECESSED
C- 3	BRIARGROVE LT.	10' TYPE "CDR"	631.78 GL	628.28	3.5	NOT RECESSED
C- 4a	W 756 + 25	10' TYPE "CDR"	632.34 GL	628.34	4.0	
C- 4b	W 757 + 25	10' TYPE "CDR"	631.93 GL	628.43	3.5	
C- 4c	W 758 + 24	10' TYPE "CDR"	631.51 GL	628.01	3.5	
C- 5a	W 763 + 50	10' TYPE "CDR"	632.42 GL	628.92	3.5	
C- 5b	W 761 + 50	10' TYPE "CDR"	631.70 GL	628.20	3.5	
C- 5c	W 759 + 50	10' TYPE "CDR"	631.08 GL	627.58	3.5	
△2 C- 5d	W 763+13	STANDARD "Y" INLET	630.05 LIP	626.55	3.5	
C- 6a	BRIARGROVE RT.	3' TYPE "CDR"	628.95 GL	625.45	3.5	NOT RECESSED
△2 C- 6b	BRIARGROVE RT.	3' TYPE "CDR"	629.15 GL	625.15	4.0	NOT RECESSED
△2 C- 7a	E 763+19	STANDARD "Y" INLET	627.60 LIP	624.10	3.5	
C- 8	E 759 + 50	6' TYPE "CDR"	628.33 GL	624.83	3.5	
C-10	E 758 + 23	8' TYPE "CDR"	628.68 GL	625.18	3.5	
△3 CULV E- 1						
△3 E- 1b	W 810 + 03.5*	BOX "Y" INLET	647.00 LIP			*DROPS INTO TOP OF R.C. BOX AT CENTERLINE OF EACH CELL
△3 E- 1c	W 810 + 10	BOX "Y" INLET				
△3 E- 1d	W 810 + 16.5*	BOX "Y" INLET				

INLET SUMMARY

IDENTIFICATION NUMBER	LOCATION	DESCRIPTION	ELEVATION	OUTLET FLOW LINE	DEPTH (FEET)	REMARKS
CULVERT D- 1						
D- 2	W 769 + 00	TSDHPT TYPE IL-H (24")	630.00 TG	627.42	2.58	
D- 3	E 767 + 43	TSDHPT TYPE IL-H (48")	628.00 TG	623.00	5.0	
CULVERT F- 1						
△1 F- 2a	STA. 835 + 61.5 LT.	SPECIAL "Y" INLET	668.00 LIP	664.50	3.5	
△1 F- 2b	STA. 836 + 35 LT.	STANDARD "Y" INLET	668.42 LIP	664.22	4.2	
△1 F- 2c	STA. 839 + 08.5 LT.	SPECIAL "Y" INLET	666.50 LIP	663.00	3.5	
F- 3	STA. 840 + 13 RT.	STANDARD "Y" INLET	662.20 LIP	660.17	2.03	
F- 4	STA. 841 + 79 ℄	STANDARD "Y" INLET	665.5 LIP	662.00	3.5	
LINE G						
G- 3a	W 848 + 00	4' TYPE "CDR"	660.85 GL	657.35	3.5	
G- 3b	W 850 + 40	2-8' TYPE "CDR"	659.78 GL	656.28	3.5	
G- 3c	W 853 + 75	2-12' TYPE "CDR"	662.54 GL	659.04	3.5	
△2 G- 2	PLANO PKWY. LT.	14' TYPE "CDR"	662.01 GL	658.5±	3.5±	
LINE H						
H- 1a	W 861 + 00	2-12' TYPE "CDR"	669.95 GL	666.45	3.5	
H- 1b	W 856 + 80	2-12' TYPE "CDR"	665.05 GL	661.55	3.5	
H- 3a	E 857 + 90	10' & 8' TYPE "CDR"	664.94 GL	661.44	3.5	
H- 3b	E 852 + 00	8' TYPE "CDR"	658.75 GL	655.25	3.5	
△2 H- 3c	E 848 + 87	12' TYPE "CDR"	656.91 GL	653.41	3.5	
△5 ~~H- 4b~~	~~STORM SEWER LINE "G-4b"~~	~~SPECIAL "Y" INLET~~	~~655.07 LIP~~			~~DROPS INTO TOP OF R.C. BOX~~
△2 H- 5	PLANO PARKWAY RT.	3' TYPE "CDR"	658.83 GL	654.83	4.0	
△2 H- 6	PLANO PARKWAY RT.	3' TYPE "CDR"	659.28 GL	655.28	4.0	
H- 7	E 846 + 22	STANDARD "Y" INLET	656.00 LIP	653.85	2.15	
H- 8	E 845 + 90	10' TYPE "CDR"	658.17 GL	654.17	4.0	
LINE I						
I- 1	E 873 + 00	12' TYPE "CDR"	667.50 GL	663.50	4.0	
I- 2	E 870 + 85	12' TYPE "CDR"	666.73 GL	662.73	4.0	
I- 3	E 869 + 00	14' TYPE "CDR"	668.00 GL	664.00	4.0	
I- 4	E 870 + 50	SPECIAL "Y" INLET	664.63 LIP	662.05	2.58	
LINE J						
J- 2	W 869 + 00	2-8' TYPE "CDR"	671.35 GL	667.35	4.0	
J- 3	W 875 + 50	2-8' TYPE "CDR"	672.63 GL	668.63	4.0	
J- 4	W 873 + 00	2-8' TYPE "CDR"	671.63 GL	667.63	4.0	
J- 5	W 870 + 30	14' TYPE "CDR"	670.64 GL	666.64	4.0	
LINE K						
K- 2	W 880 + 75	12' TYPE "CDR"	672.93 GL	668.93	4.0	
K- 3	W 882 + 75	12' TYPE "CDR"	672.13 GL	668.13	4.0	
K- 4	W 884 + 90	14' TYPE "CDR"	671.38 GL	667.38	4.0	
LINE L						
L- 1	E 879 + 75	12' TYPE "CDR"	667.60 GL	663.60	4.0	
L- 2	E 881 + 25	12' TYPE "CDR"	667.10 GL	663.10	4.0	
L- 3	E 884 + 00	14' TYPE "CDR"	669.46 GL	665.46	4.0	
~~(BY OTHERS) L- 4~~	~~E 881 + 75~~	~~SPECIAL "Y" INLET~~	~~664.93 LIP~~	~~662.35~~	~~2.58~~ △5	
LINE M						
M- 1	E 2 + 23.5	STANDARD "Y" INLET	678.38 LIP	673.88	4.5 △4	
M- 2	E 0 + 30	STANDARD "Y" INLET	673.57 LIP	670.07	3.5	
~~M- 3~~	~~W 2 + 31~~	~~STANDARD "Y" INLET~~	~~676.50 LIP~~	~~673.00~~	~~3.5~~ △4	
~~M- 4~~	~~W 0 + 25~~	~~STANDARD "Y" INLET~~	~~672.65 LIP~~	~~669.15~~	~~3.5~~ △4	

NOTE:
1. W - WEST SERVICE ROAD STATION
   E - EAST SERVICE ROAD STATION
2. ALL TYPE "CDR" INLETS ARE RECESSED EXCEPT THOSE NOTED.
3. GL - GUTTER LINE
   TG - TOP OF GROUND

NO.	REVISION	BY	DATE
5	*Asbuilts*	*PJ*	*7-27-87*
4	Delete M-3, M-4, Revise Inlet M-1	GMG	7-01-86
3	ADDED INLETS	GRB	3-1986
2	REVISED STORM SEWERS	M.A.	10-1985
1	INLET REVISIONS - AREA 'F'	M.A.	8-15-85

AS BUILT PLANS

2 OF 2

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER AND INLET SUMMARY

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN B.L.M. DATE 8-83 DESIGNED M.A. DATE 8-83
CHECKED E.W.H. DATE 8-83 SCALE NONE

CONTRACT NO. DNT 116 SHEET 44 OF 96

NOTE:
FOR CLASS OF PIPE
SEE SHEET NO. 43

STORM SEWER LINE "A-1"
STORM SEWER LINE "A-2"
LATERAL "A-1b"
LATERAL "A-1c"
LATERAL "A-2"
LATERAL "A-4a"
LATERAL "A-4b"

No.	Revision	By	Date
3	Asbuilts	PJ	7-27-87
2	Misc. Drainage	GMG	2-11-86
1	REVISED ST. SEW. LINE "A-2" & LAT. "A-2"; DELETED LAT. "A-4"; ADDED LATS. "A-4a" & "A-4b"	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

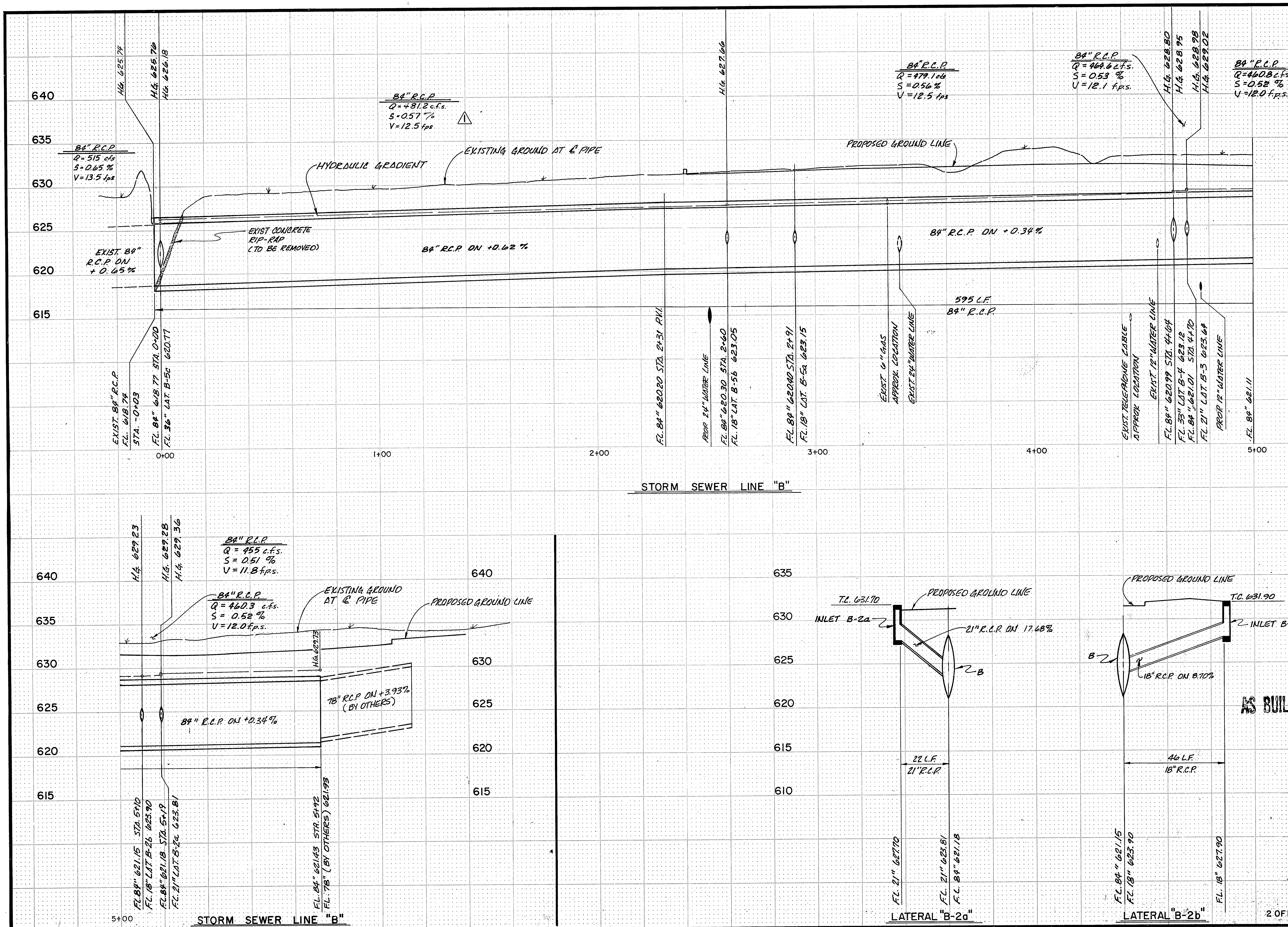
STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE E W H DATE 5-83 TRACED S E Y DATE 5-83
CHECKED M A DATE 5-83 SCALE 1"=20' HOR. 1"=5' VERT.

1 OF 16

CONTRACT NO. DNT 116 SHEET 45 OF 96



NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43.

AS BUILT PLANS

STORM SEWER LINE "B"

LATERAL "B-2a"
LATERAL "B-2b"

NO.	REVISION	BY	DATE
1	REVISED FLOW OF STORM SEWER "B"	M.A.	OCT. 1983

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS

MADE E.W.H. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR. 1"=5' VERT.

2 OF 16

CONTRACT NO. DNT 116 SHEET 46 OF 96

NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

LATERAL "B-3"
LATERAL "B-4"
LATERAL "B-4b"
LATERAL "B-4c"
LATERAL "B-5a"
LATERAL "B-5b"
LATERAL "B-5c"

NO.	REVISION	BY	DATE
2	Asbuilts	PJ	July 1987
1	REVISED LATERALS "B-4", "B-5a", & "B-5b" AND ADDED LATERAL "B-4c"	M.A.	SEPT. 1985

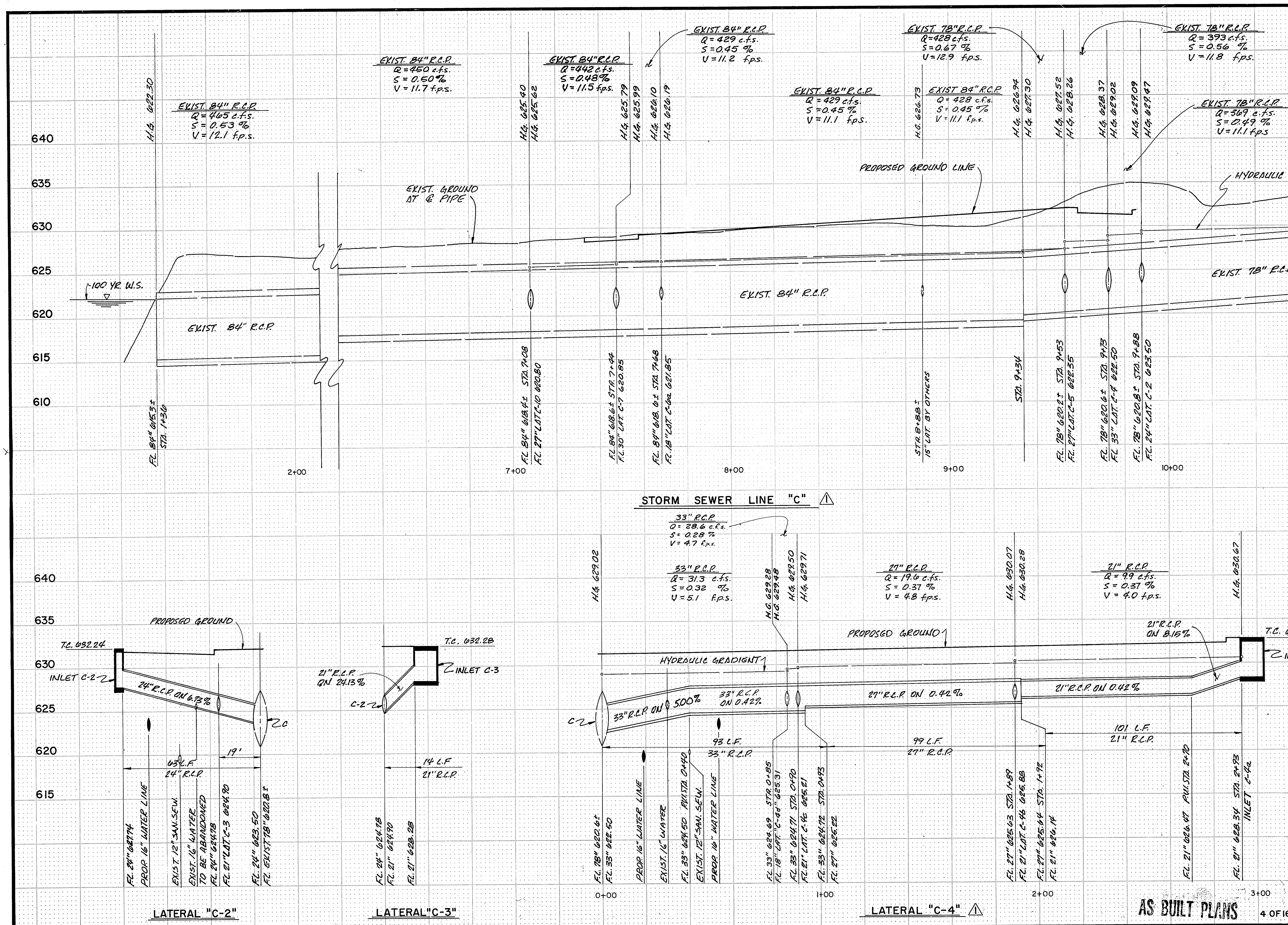
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE E.W.H. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR. 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 47 OF 96



NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

STORM SEWER LINE "C"
LATERAL "C-2"
LATERAL "C-3"
LATERAL "C-4"

NO.	REVISION	BY	DATE
1	REVISED STORM SEWER LINE "C" AND LATERAL "C-4"	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

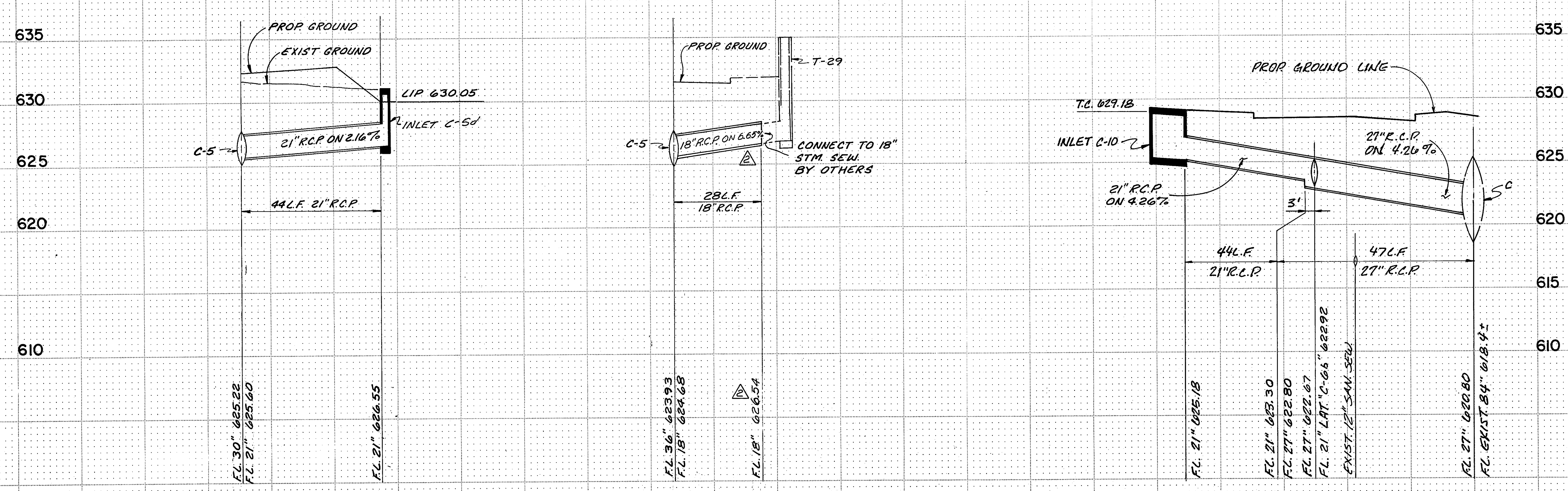
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE E.W.H. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR. 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 48 OF 96

LATERAL "C-5" △

LATERAL "C-6a"



LATERAL "C-5d" △

LATERAL "C-5e" △

LATERAL "C-10" △

NOTE: FOR CLASS OF PIPE SEE SHEET No. 43

LATERAL "C-5"
LATERAL "C-5d"
LATERAL "C-5e"
LATERAL "C-6a"
LATERAL "C-10"

NO.	REVISION	BY	DATE
△	Misc. Drainage Revisions	GMG	Feb. 1986
△	OMITTED LATERALS "C-6b", "C-7", "C-8", & "C-9". REVISED LATERALS "C-5" & "C-10". ADDED LATERALS "C-5d" & "C-5e".	M.A.	SEPT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

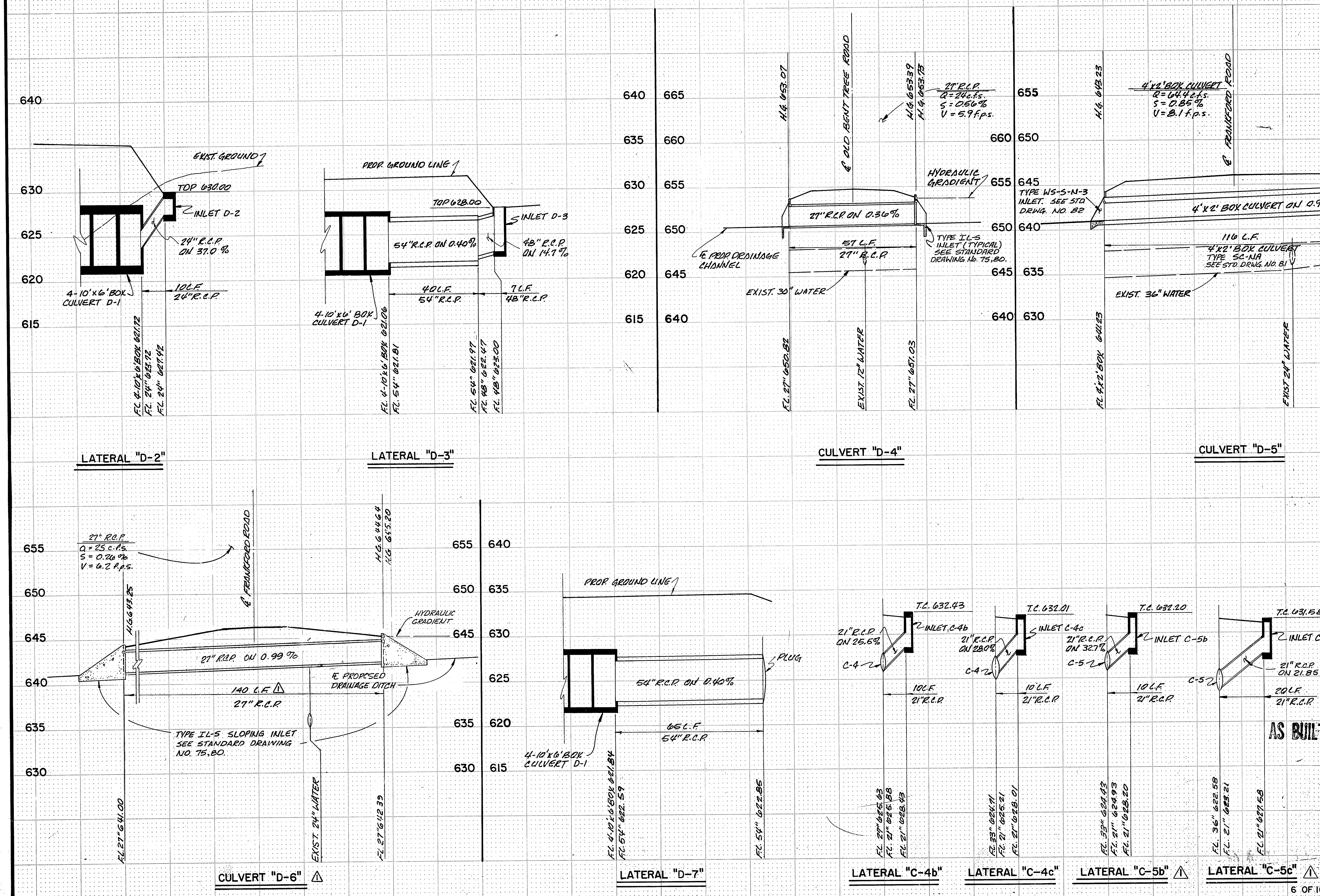
MADE E.W.H. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR., 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 49a OF 96

AS BUILT PLANS

5 OF 16


30" R.C.P.
Q = 18.7 c.f.s.
S = 0.19 %
V = 3.7 f.p.s.
27" R.C.P.
Q = 11.5 c.f.s.
S = 0.13 %
V = 2.8 f.p.s.
21" R.C.P.
Q = 7.9 c.f.s.
S = 0.23 %
V = 3.2 f.p.s.
H.G. 625.99
H.G. 626.04
H.G. 626.15
H.G. 626.43
H.G. 626.49
H.G. 626.88
EXIST. GROUND
PROP. GROUND
HYDRAULIC GRADIENT
LIP 627.60
INLET C-7a
30" R.C.P. ON +0.61 %
27" R.C.P. ON +0.61 %
21" R.C.P. ON +0.61 %
28 L.F. 30" R.C.P.
217 L.F. 27" R.C.P.
167 L.F. 21" R.C.P.
STA. 0+25
STA. 0+28
STA. 2+42
STA. 2+45
STA. 4+12
F.L. EXIST. 84" 618.6±
F.L. 30" 620.85
F.L. 30" 621.00
F.L. 21" LAT. "C-8" 621.38
F.L. 30" 621.02
F.L. 27" 621.27
F.L. 27" 622.57
F.L. 18" LAT. "C-7b" 622.95
F.L. 27" 622.59
F.L. 21" 623.09
F.L. 21" 624.10
0+00
1+00
2+00
3+00
4+00
LATERAL "C-7"
635
630
625
620
615
T-30
PROP. GROUND
18" R.C.P. ON 6.50 %
C-7
CONNECT TO 18" STM. SEW. BY OTHERS
20 L.F. 18" R.C.P.
F.L. 18" 624.25
F.L. 18" 622.95
F.L. 27" 622.57
LATERAL "C-7b"
640
PROP. GROUND
CONNECT TO 15" R.C.P. BY OTHERS
18" R.C.P. ON 0.40 %
18" R.C.P. ON 21.90 %
C-4
24'
8'
32 L.F. 18" R.C.P.
P.V.I.
F.L. 18" 627.80
PROP. 16" WATER LINE
F.L. 18" 627.50
F.L. 18" 625.31
F.L. 33" 624.69
LATERAL "C-4d"
T.C. 629.65
PROP. GROUND
T-27
INLET C-6b
21" R.C.P. ON 3.84 %
C-10
CONNECT TO 18" STM. SEW. BY OTHERS
58 L.F. 21" R.C.P.
F.L. 21" 625.15
PROP. 36" WATER LINE
F.L. 21" 622.92
F.L. 27" 622.67
LATERAL "C-6b"
PROP. GROUND
T.C. 628.83
INLET C-8
21" ON 14.38 %
C-7
24 L.F. 21" R.C.P.
F.L. 30" 621.00
F.L. 21" 621.38
PROP. 36" WATER LINE
F.L. 21" 624.83
LATERAL "C-8"
NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43
LATERAL "C-4d"
LATERAL "C-6b"
LATERAL "C-7"
LATERAL "C-7b"
LATERAL "C-8"
AS BUILT PLANS
Misc. Drainage Revisions GMG
REVISED LATERALS "C-4d", "C-6b", "C-7", "C-7b", & "C-8" M.A. OCT. 1985
NO. REVISION BY DATE
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
STORM SEWER PROFILE
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS
MADE E.W.H. DATE 9-85 TRACED S.T.L. DATE 9-85
CHECKED M.A. DATE 9-85 SCALE 1"=20' HOR., 1"=5' VERT.
AS BUILT PLANS
CONTRACT NO. DNT 116 SHEET 49b OF 96



NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

LATERAL "D-7"
LATERAL "C-4b"
LATERAL "C-4c"
LATERAL "C-5b"
LATERAL "C-5c"
LATERAL "D-2"
LATERAL "D-3"
CULVERT "D-4"
CULVERT "D-5"
CULVERT "D-6"

NO.	REVISION	BY	DATE
1	REVISED LATERALS "C-5b" & "C-5c" & CULVERT "D-6"	M.A.	OCT. 1985

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE E.W.H.	DATE 5-83	TRACED S.E.Y.	DATE 5-83
CHECKED M.A.	DATE 5-83	SCALE 1"=20' HOR., 1"=5' VERT.	

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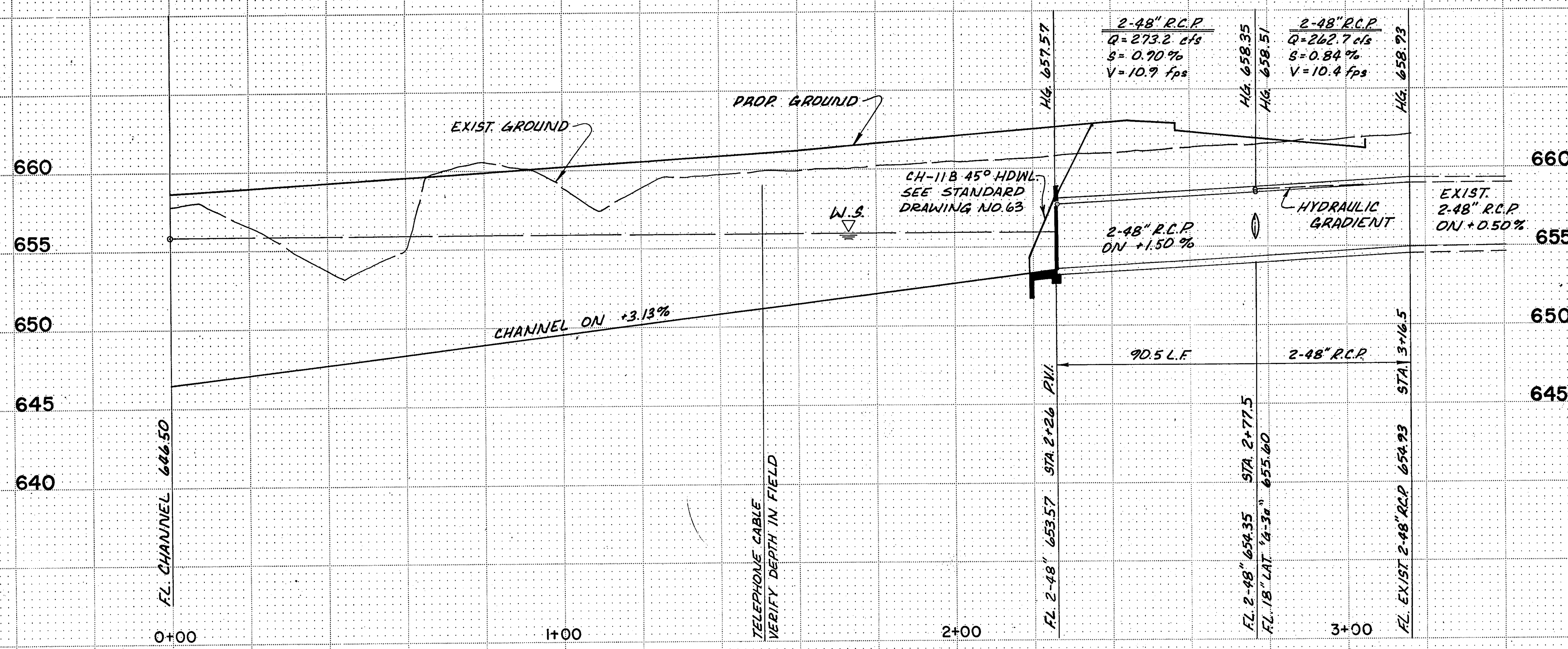
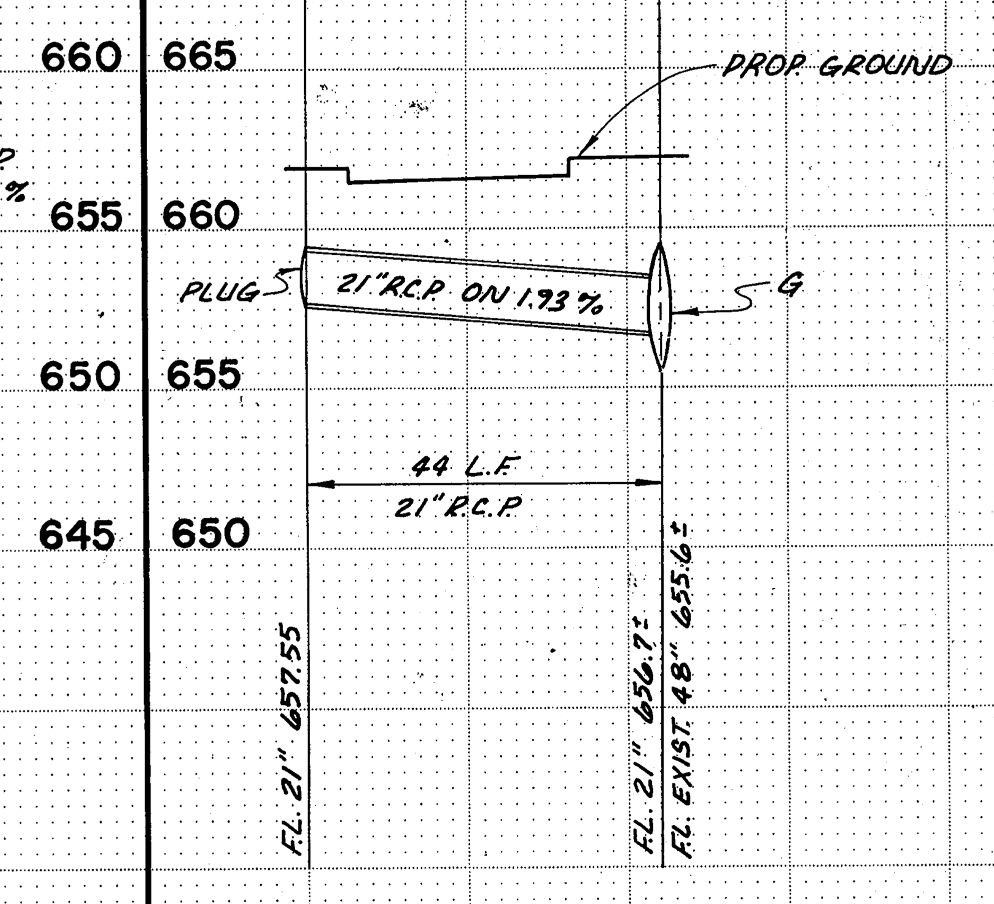
CONTRACT NO. DNT 116 SHEET 50 OF 96

LATERAL "E-1a"
CONCRETE RIP-RAP
PROP. GROUND
LIP-616.90
INLET E-1a
36"R.C.P. ON 11.50%
℄ E-1
28 L.F. 36"R.C.P.
APPROX. LOCATION TELE. CABLE
F.L. 36" 643.40
F.L. 36" 640.18
F.L. 3-6'x3' 640.18
LATERAL "E-5"
EXIST. GROUND
PROP. GRADE
LIP= 646.94
INLET E-5
27"R.C.P. ON 11.91%
℄ E-1
28 L.F. 27"R.C.P.
F.L. 27" 643.44
PROP. 30" WATER LINE
F.L. 27" 640.10
F.L. 3-6'x3' 639.72
CULVERT "E-2"
2-7'x3' BOX CULVERT
Q = 270 c.f.s.
S = 0.25 %
V = 6.42 f.p.s.
H.G. 651.17
℄ POWER CO. SERVICE ROAD
H.G. 651.26
H.G. 652.52
2-7'x3' BOX CULVERT 0.63 %
SEE SH. No. 75 FOR HEADWALL DETAILS
30 L.F. 2-7'x3' BOX CULVERT TYPE MC7-2 SEE STD. DRWG. NO. 64
F.L. 7'x3' BOX 647.16
PROP. 16" WATER LINE
F.L. 7'x3' BOX 647.32
CULVERT "E-3b"
3'x2' BOX CULVERT
Q = 19.7 c.f.s.
S = 0.14 %
V = 3.28 f.p.s.
H.G. 650.92
℄ HAVERWOOD ROAD
H.G. 651.19
TYPE WS-S-N-3 INLET (TYP.) SEE STD. DRWG. NO. 82
3'x2' BOX CULVERT ON 0.50%
64 L.F. 3'x2' BOX CULVERT TYPE SC-NA SEE STD. DRWG. NO. 81
F.L. 3'x2' BOX 648.92
EXIST. 10" SAN. SAW.
PROP. 16" WATER LINE
F.L. 3'x2' BOX 649.24
CULVERT "E-3a"
18" R.C.P.
Q = 4.5 c.f.s.
S = 0.17 %
V = 2.6 f.p.s.
℄ DRIVE
H.G. 671.02
H.G. 671.07
18" R.C.P. ON 1.50%
TYPE CH-11-B (MODIFIED)* HEADWALL (TYP.) SEE STANDARD DRAWING NO. 62
30 L.F. 18"R.C.P.
F.L. 18" 669.45
F.L. 18" 669.90
*CH-11-B (MODIFIED) FOR 18" R.C.P. Y = 3'-0"
CULVERT "F-2a"
30" R.C.P.
Q = 29 c.f.s.
S = 0.47 %
V = 5.8 f.p.s.
℄ DRIVE
H.G. 673.16
H.G. 673.30
H.G. 673.61
30" R.C.P. ON 0.406%
TYPE CH-11-B (MODIFIED)** HEADWALL (TYP.) SEE STD. DRWG. NO. 62
30 L.F. 30"R.C.P.
F.L. 30" 670.66
F.L. 30" 670.78
DELETE
**CH-11-B (MODIFIED) FOR 30" R.C.P. Y = 6'-0"
CULVERT "F-2b"
30" R.C.P.
Q = 30 c.f.s.
S = 0.51 %
V = 6.0 f.p.s.
℄ DRIVE
H.G. 672.79
H.G. 672.98
H.G. 673.31
30" R.C.P. ON 0.405%
46 L.F. 30" R.C.P.
F.L. 30" 670.29
F.L. 30" 670.48
LATERAL "F-2d"
MATCH LINE STA. 1+61 SEE SH. No. 18
H.G. 664.47
39" R.C.P.
Q = 48.6 cfs
S = 0.35 %
V = 5.86 fps
H.G. (IN) 664.04
H.G. (OUT) 663.86
39" R.C.P.
Q = 56.1 cfs
S = 0.46 %
V = 6.76 fps
H.G. 663.09
PROP. GROUND LINE
HYDRAULIC GRADIENT
39" R.C.P. ON 1.44 %
39" R.C.P. ON 0.08%
F-1
3'
40'
161 L.F. 39" R.C.P.
P.V.I. STA. 0+40
℄ 39" R.C.P. 661.09
F.L. 39" 659.34
F.L. 39" 659.34
F.L. 21" LAT F-3 660.00
STA. 0+00
F.L. 39" 659.31
F.L. 51" 658.81
LATERAL "F-3"
PROP. GROUND LINE
LIP 662.2
INLET F-3
21" R.C.P. ON 0.15%
F-2d
116 L.F. 21" R.C.P.
F.L. 21" 660.17
F.L. 21" 660.00
F.L. 39" 659.34
LATERAL "F-4"
LIP 665.5
18" R.C.P. ON 9.53%
INLET F-4
F-1
15 L.F. 18" R.C.P.
F.L. 48" 659.32
F.L. 18" 660.57
F.L. 18" 662.00
NOTE: FOR CLASS OF PIPE SEE SHEET No. 43
LATERAL "E-1a"
LATERAL "E-5"
CULVERT "E-2"
CULVERT "E-3a"
CULVERT "E-3b"
LATERAL "F-2d"
LATERAL "F-3"
LATERAL "F-4"
2 DELETED CLVT. "E-1", ADDED LAT'S "E-1a, & E-5" M.A. 10-85
1 LAT. F-2d REV. LAT'S F-2a, 2b & 2c DELETION M.A. 8-85
NO. REVISION BY DATE
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
STORM SEWER PROFILE
AS BUILT PLANS
SHIMEK, JACOBS & FINKLEA CONSULTING ENGINEERS DALLAS, TEXAS
MADE E.W.H. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR., 1"=5' VERT.
7 OF 16
CONTRACT NO. DNT 116 SHEET 51 OF 96

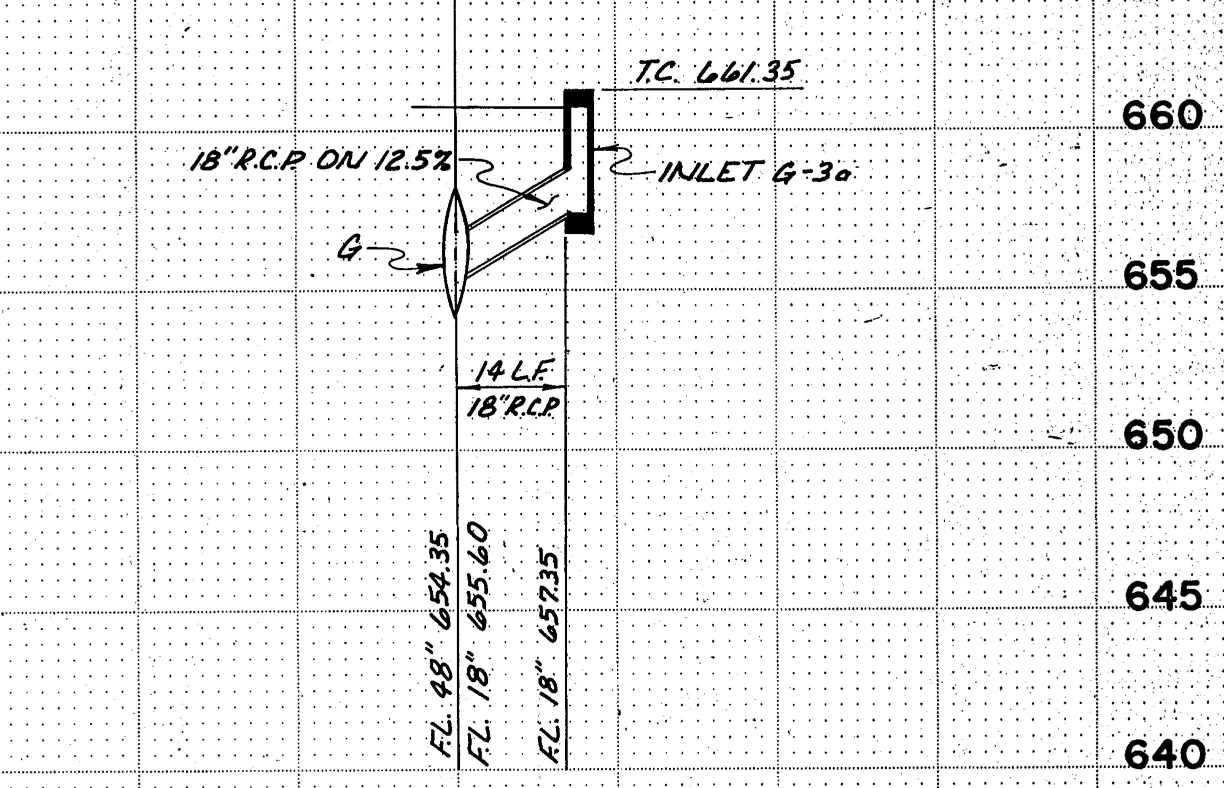


DRAINAGE CHANNEL "G"

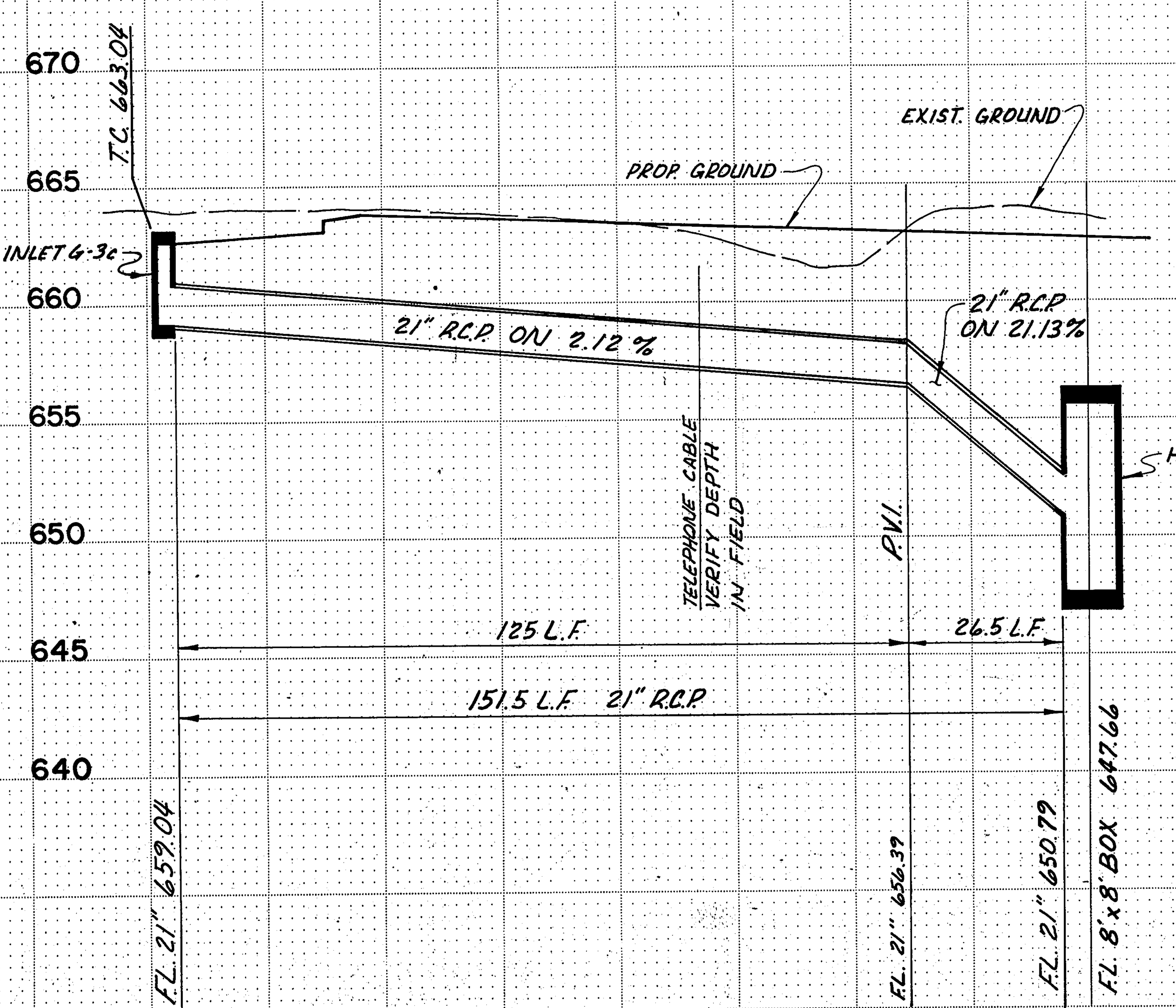
STORM SEWER LINE "G"



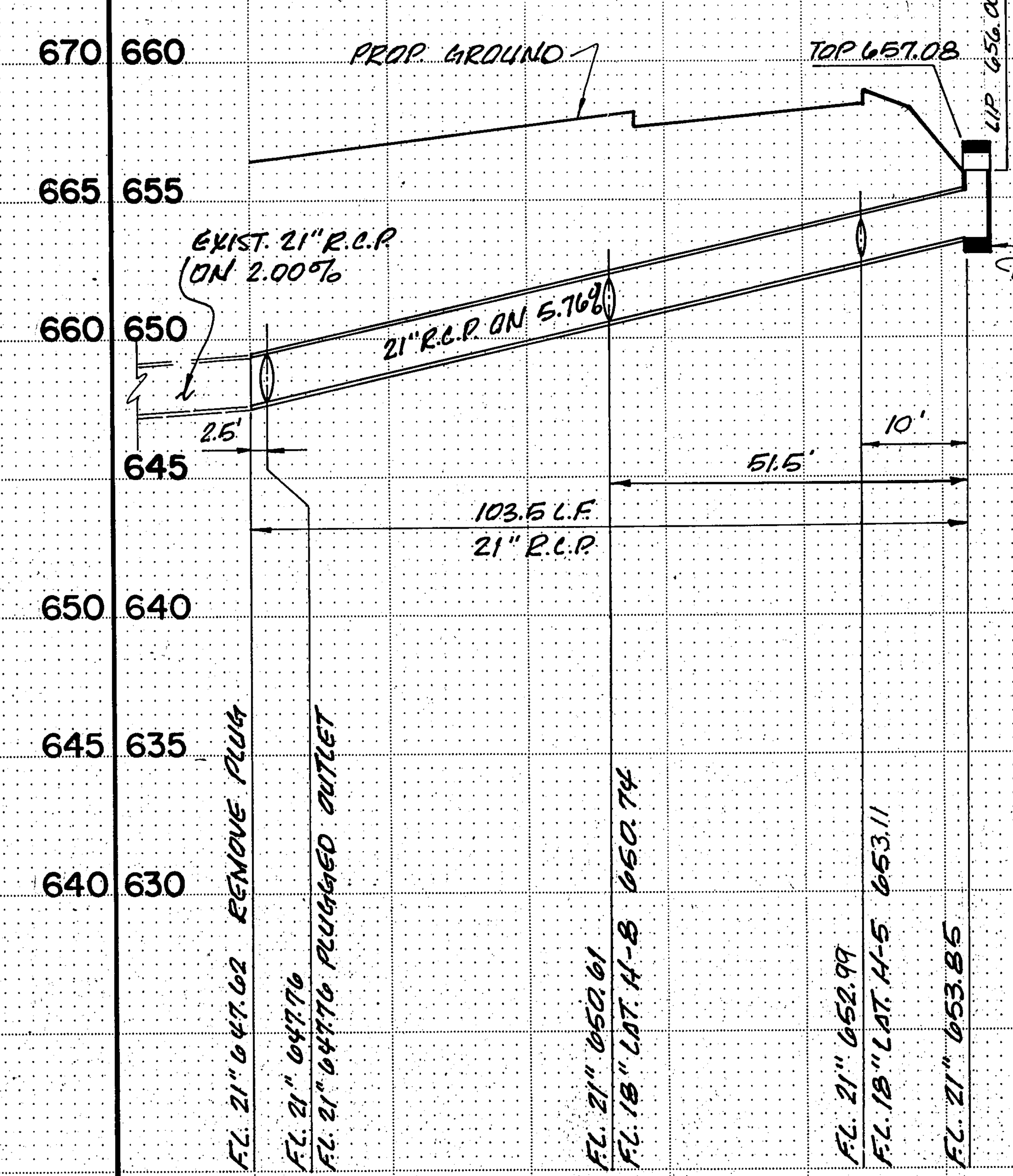
LATERAL "G-1"



LATERAL "G-3a"

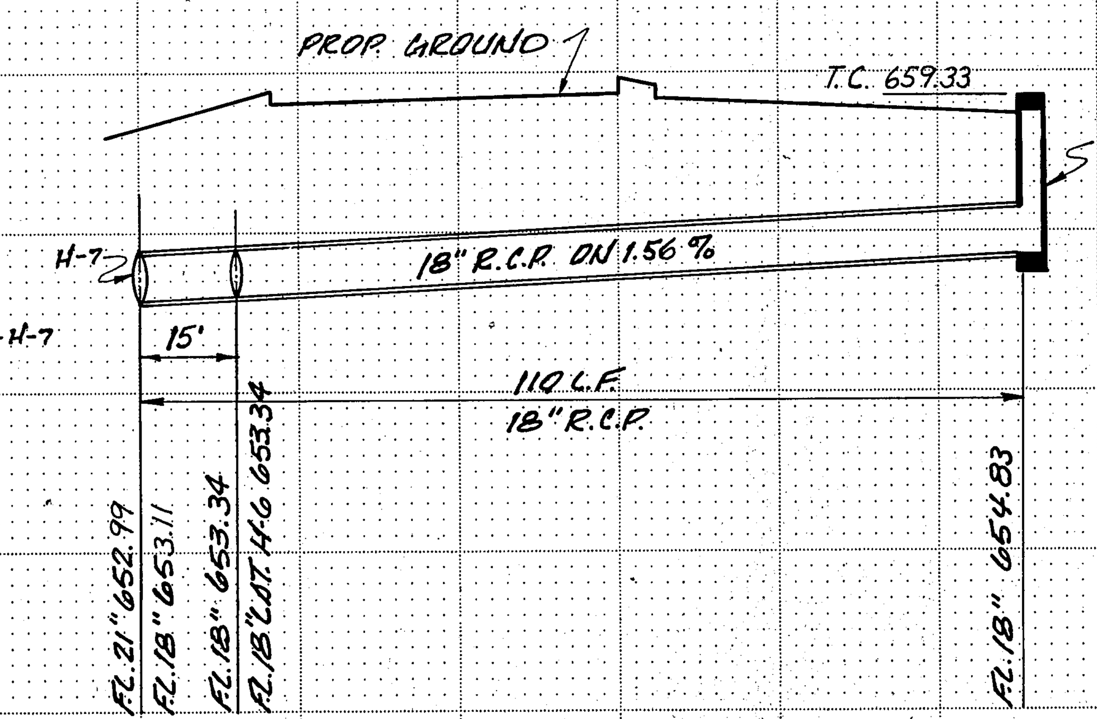


LATERAL "G-3c"

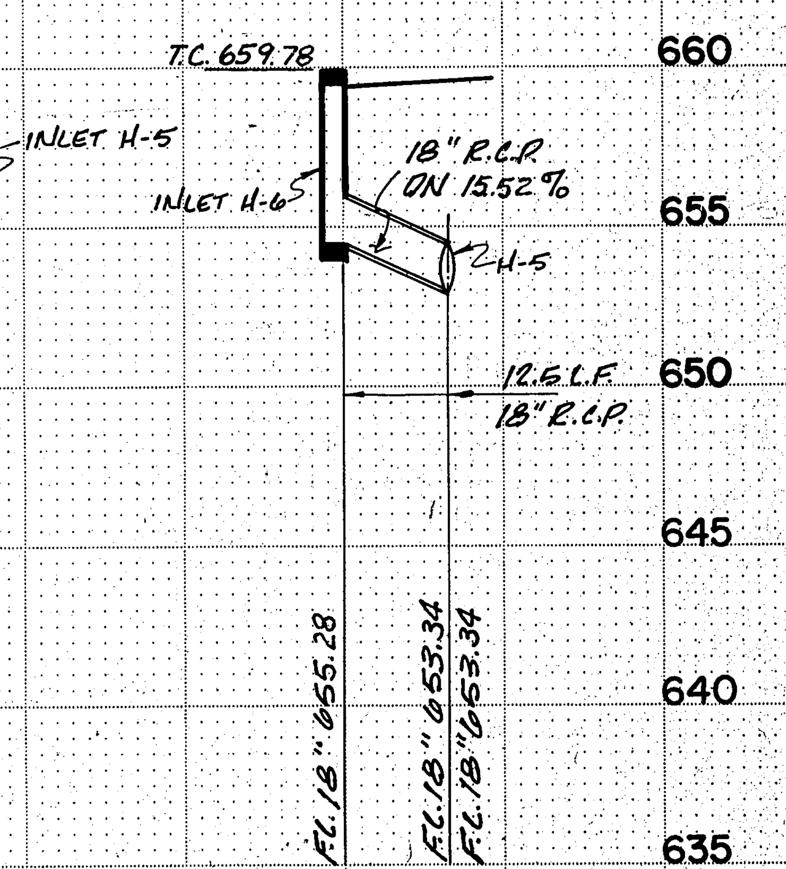


LATERAL "H-7" ⚠

LATERAL "H-8"



LATERAL "H-5" ⚠



LATERAL "H-6" ⚠

NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

STORM SEWER LINE "G"
LATERAL "G-1"
LATERAL "G-3a"
LATERAL "G-3c"
LATERAL "H-5"
LATERAL "H-6"
LATERAL "H-7"
LATERAL "H-8"

AS BUILT PLANS 8 OF 16

NO.	REVISION	BY	DATE
1	REVISED LATERALS H-5, H-6, AND H-7	M.A.	9-85

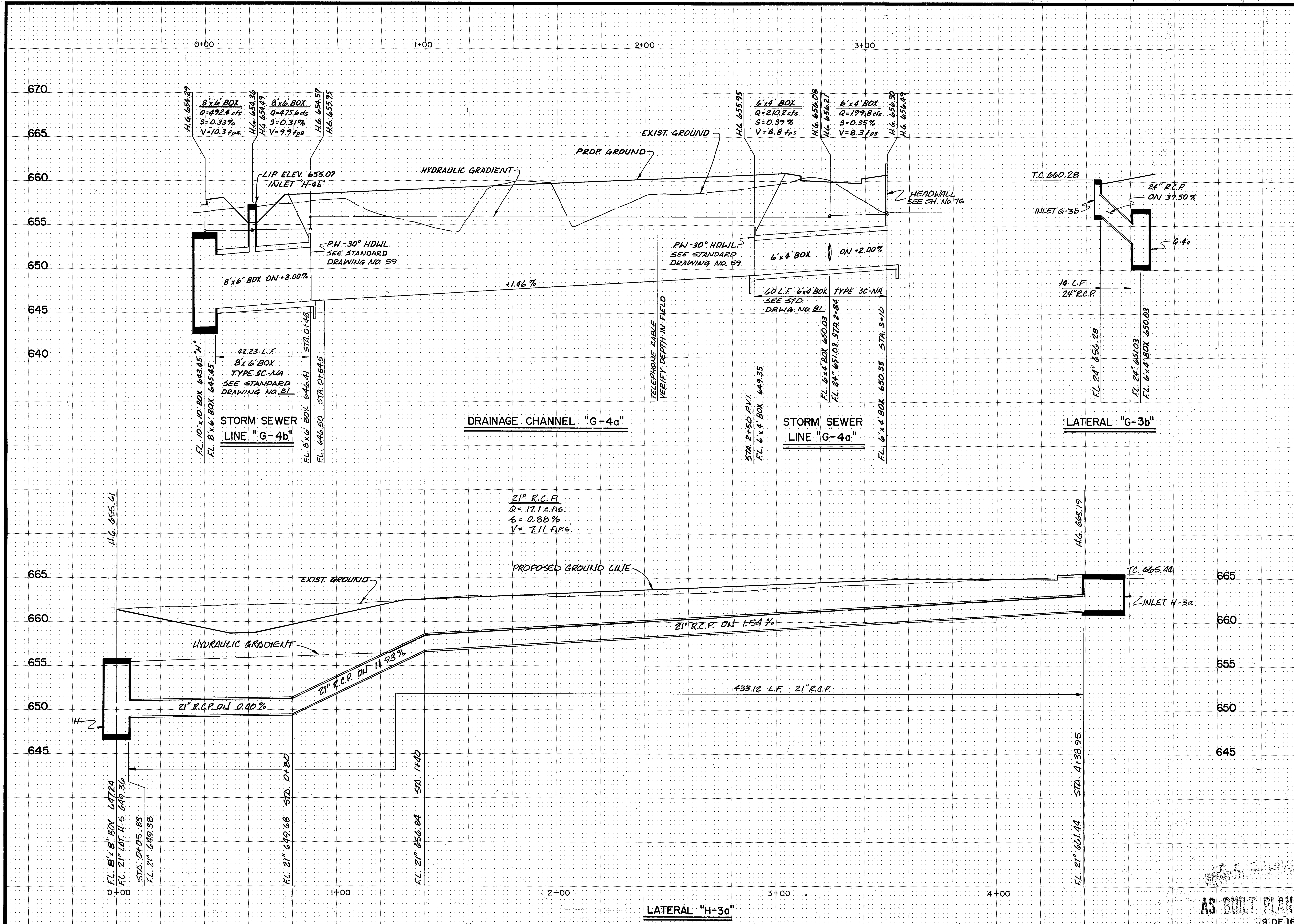
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS

MADE D.R.B. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR., 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 52 OF 96



STORM SEWER LINE "G-4a"
STORM SEWER LINE "G-4b"
LATERAL "G-3b"
LATERAL "H-3a"

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

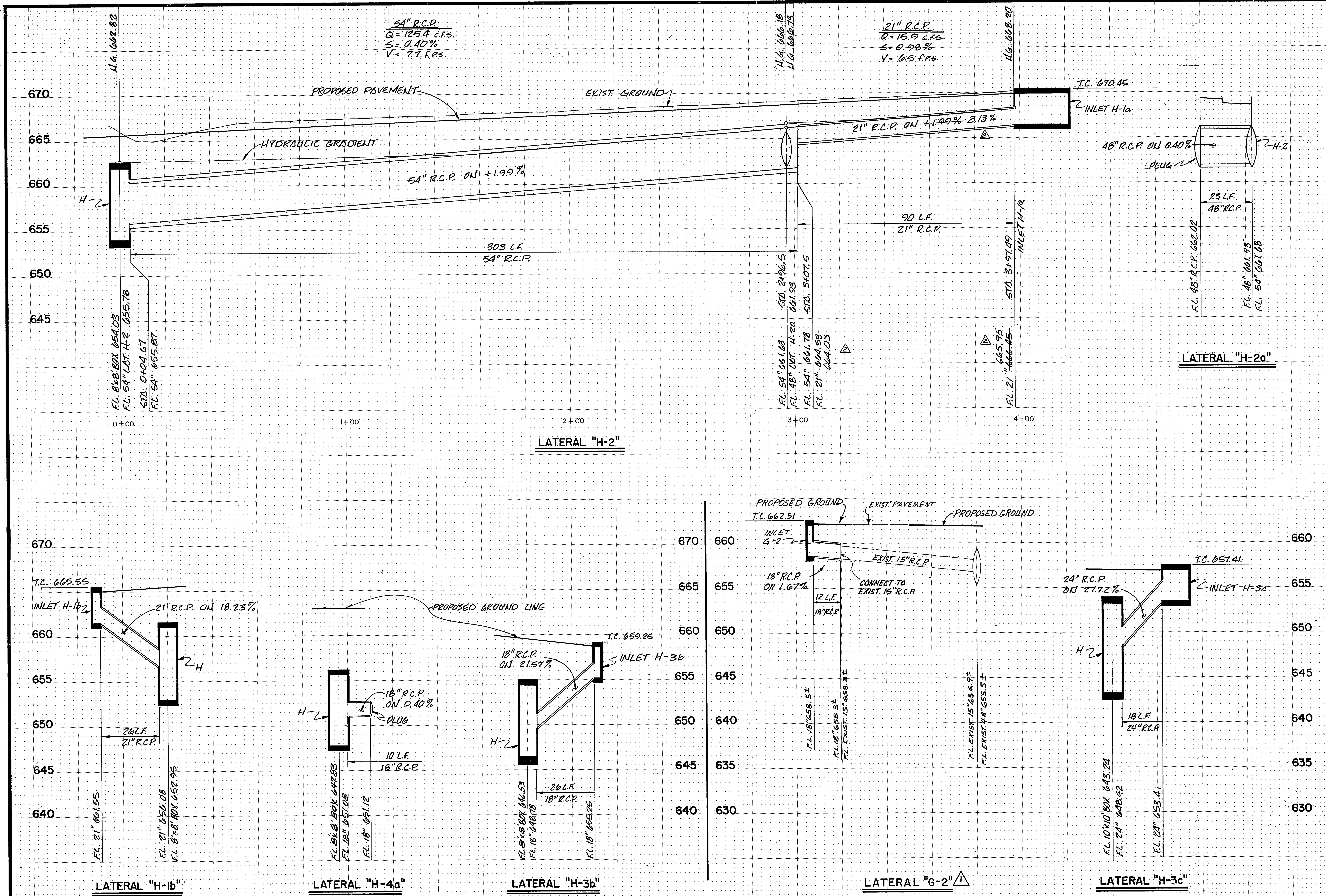
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE D.R.B. DATE 5-83 — TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 — SCALE 1"=20' HOR., 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 53 OF 96

AS BUILT PLANS 9 OF 16


10'x10' BOX CULVERT
Q=1027.4 cfs
S=0.20%
V=10.3 fps
10'x10' BOX CULVERT
Q=1013.2 cfs
S=0.20%
V=10.1 fps
8'x8' BOX CULVERT
Q=637.1 cfs
S=0.26%
V=10.0 fps
8'x8' BOX CULVERT
Q=632.3 cfs
S=0.25%
V=9.9 fps
205LF TRANSITION FROM 10'x10' TO 8'x8'
HORZ. AND VERT.
PROPOSED GROUND LINE
HYDRAULIC GRADIENT
EXIST. GROUND
EXIST. 10'x10' BOX CULVERT
10'x10' BOX CULVERT ON +0.40%
+2.65%
+0.70%
8'x8' BOX CULVERT ON +0.40%
205 L.F. 10'x10' BOX CULVERT
883.68 L.F. 8'x8' BOX CULVERT
TYPE SC-NA 10'x10' BOX CULVERT
SEE DETAILS ON STANDARD
DRAWING NO. 81
TYPE SC-NA 8'x8' BOX CULVERT
SEE DETAILS ON STANDARD
DRAWING NO. 81
STORM SEWER LINE "H"
H.G. 652.69
F.L. EXISTING 10'x10' BOX 642.69
APPROX. LOCATION 10" GAS
STA. 0+75 10" STEEL GAS
℄ CULVERT = 642.79 644.60
(TO BE RELOCATED BY OTHERS)
H.G. 653.24
H.G. 653.40
F.L. 10'x10' BOX 643.24 STA. 1+38.4
F.L. 24" LAT. H-3c 647.24
H.G. 653.50
H.G. 654.29
F.L. 10'x10' BOX 643.45 STA. 1+90
F.L. 8'x6' BOX LINE "G" 645.45
F.L. 10'x10' BOX 643.54 STA. 2+05
F.L. 8'x8' BOX 645.51
H.G. 654.99
H.G. 655.07
F.L. 8'x8' BOX 646.53 STA. 4+60.6
F.L. 18" LAT. H-3b 648.78
F.L. 8'x8' BOX 647.09
0+00
1+00
2+00
3+00
4+00
5+00
6+00
8'x8' BOX CULVERT
Q=627.3 cfs
S=0.25%
V=9.8 fps
8'x8' BOX CULVERT
Q=610.7 cfs
S=0.24%
V=9.5 F.P.S.
8'x8' BOX CULVERT
Q=607.5 c.f.s.
S=0.23%
V=9.6 f.p.s.
8'x8' BOX CULVERT
Q=596.2 c.f.s.
S=0.22%
V=9.4 f.p.s
8'x8' BOX CULVERT
Q=480.3 c.f.s.
S=0.14%
V=7.6 f.p.s.
FUTURE PAVEMENT
PROPOSED GROUND LINE
EXIST. GROUND
8'x8' BOX CULVERT ON +2.52%
HYDRAULIC GRADIENT
PARALLEL WINGWALL HEADWALL
SEE DETAILS ON SH. No. 77
8'x8' BOX CULVERT ON +1.886%
8'x8' BOX CULVERT ON +0.40%
TYPE SC-NA 8'x8' BOX CULVERT
SEE DETAILS ON STD. DRWG. NO. 81
TYPE SC-NB 8'x8' BOX CULVERT
SEE DETAILS ON STANDARD
DRAWING NO. 81
TYPE SC-NA 8'x8' BOX CULVERT
SEE DETAILS ON STANDARD
DRAWING NO. 81
H.G. 655.51
H.G. 655.66
STA. 6+36.75
F.L. 8'x8' BOX 647.24
F.L. 21" LAT. H-3a 649.36
STA. 6+80
H.G. 655.93
H.G. 656.08
STA. 7+41.56
F.L. 8'x8' BOX 647.46
F.L. 21" LAT G-3c 650.79
H.G. 656.12
H.G. 656.26
STA. 7+59
PVI STA. 7+54.06
F.L. 8'x8' BOX 647.71
F.L. 8'x8' BOX 647.83
F.L. 18" LAT. H-4a 651.08
TELEPHONE CABLE
VERIFY DEPTH
IN FIELD
STA. 9+00
PVI STA. 10+00
F.L. 8'x8' BOX 652.35
H.G. 660.96
H.G. 661.09
STA. 10+24.03
F.L. 8'x8' BOX 652.96
F.L. 21" LAT. H-1b 656.08
H.G. 661.60
H.G. 662.23
45° BEND STA. 10+48.44
F.L. 653.56
H.G. 662.27
H.G. 662.82
STA. 10+66.83
F.L. 8'x8' BOX 654.03
F.L. 54" LAT. H-2 656.78
H.G. 662.83
H.G. 663.28
45° BEND STA. 10+76.68
F.L. 654.27
H.G. 663.30
STA. 10+88.68
F.L. 8'x8' BOX 654.58
6+00
7+00
8+00
9+00
10+00
STORM SEWER LINE "H"
STORM SEWER LINE "H"
1 Asbuilts PJ. 7-87
NO. REVISION BY DATE
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY
STORM SEWER PROFILE
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS
MADE D.R.B. DATE 5-83 TRACED S.E.Y. DATE 5-83
CHECKED M.A. DATE 5-83 SCALE 1"=20' HOR., 1"=5' VERT.
CONTRACT NO. DNT 116 SHEET 54 OF 96
10 OF 16
AS BUILT PLANS



LATERAL "G-2"
LATERAL "H-1b"
LATERAL "H-2"
LATERAL "H-2a"
LATERAL "H-3b"
LATERAL "H-3c"
LATERAL "H-4a"

NO.	REVISION	BY	DATE
2	Asbuilts	PJ	7-87
1	REVISED LATERAL "H-3c", ADDED LAT. "G-2"	M.A.	9-85

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

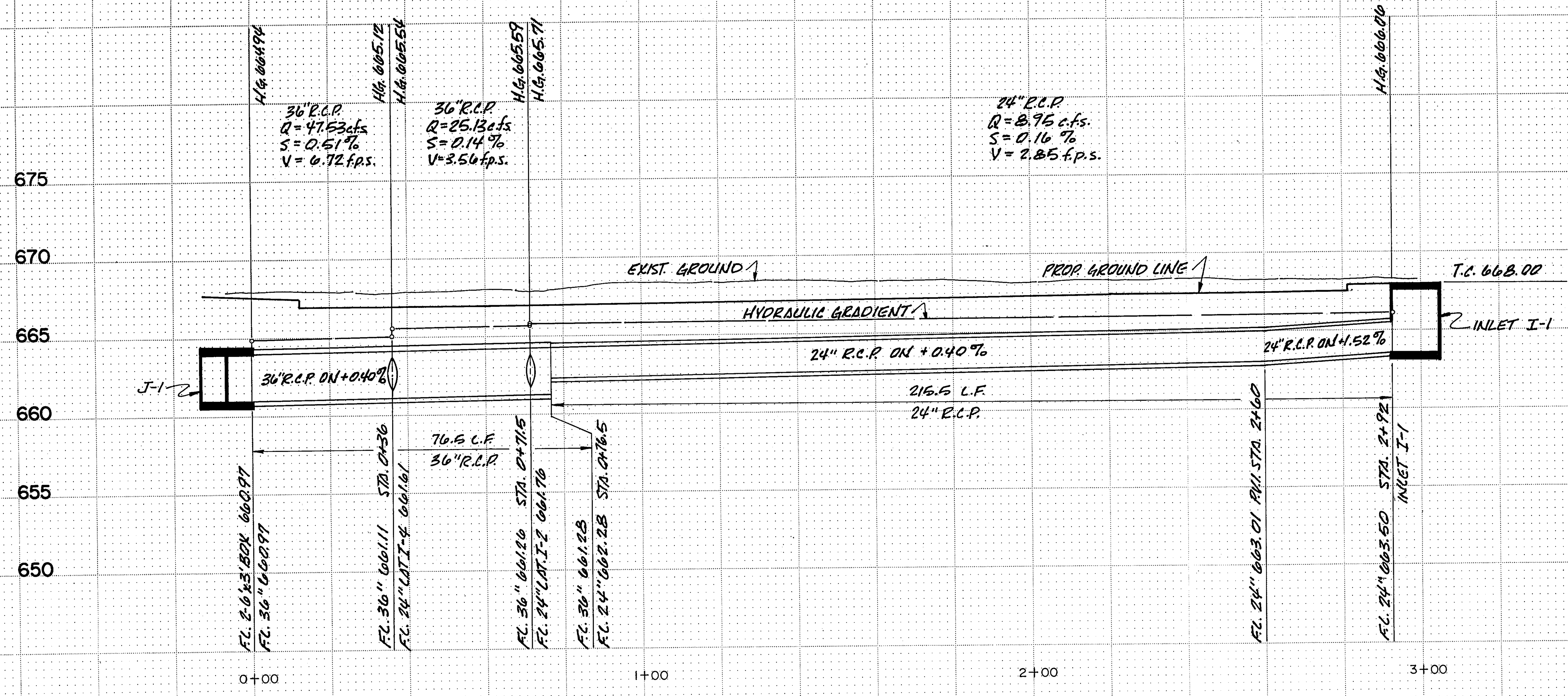
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE D.R.B. DATE 6-83 TRACED S.E.Y. DATE 6-83
CHECKED M.A. DATE 6-83 SCALE 1"=20' HOR., 1"=5' VERT.

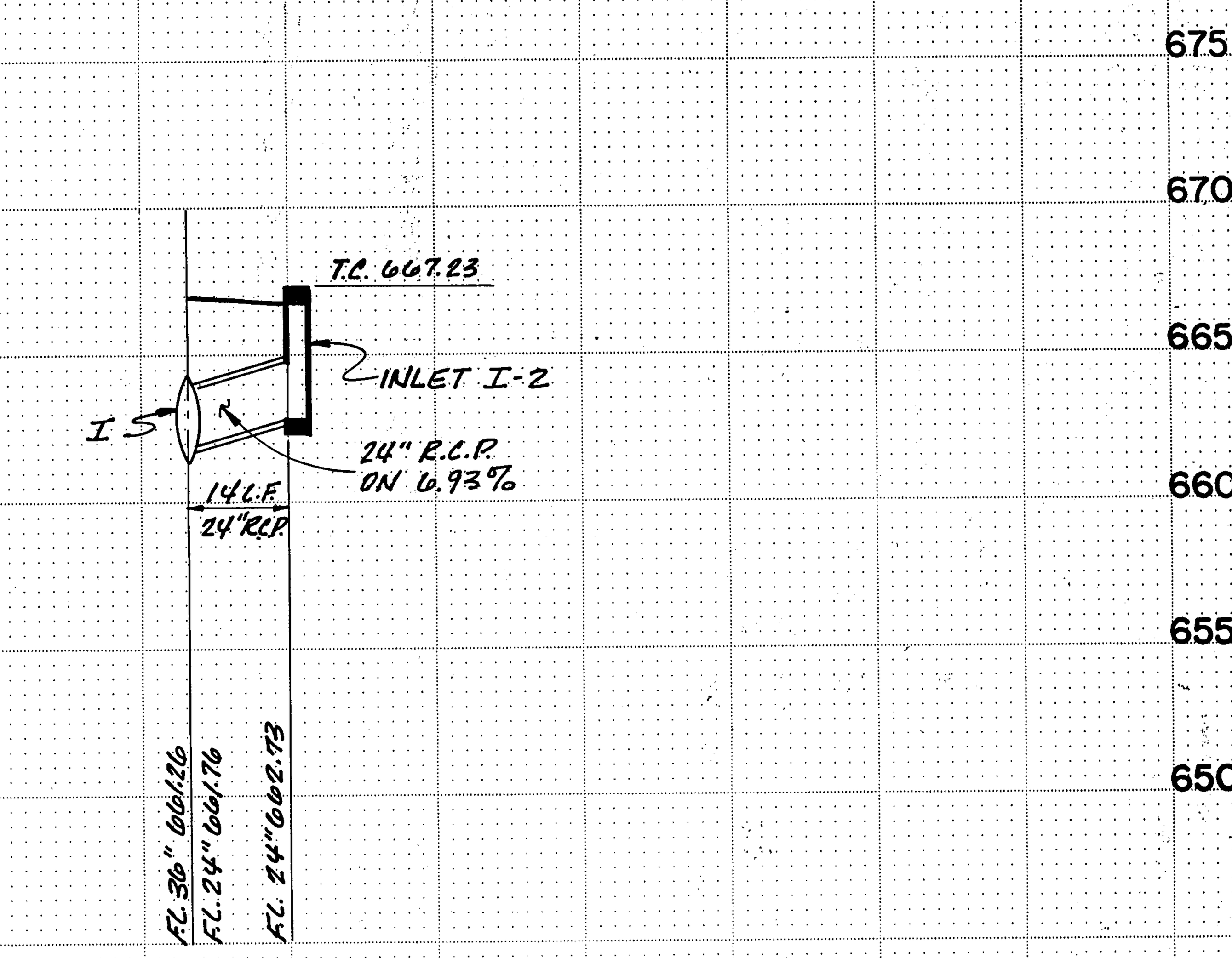
AS BUILT PLANS

11 OF 16

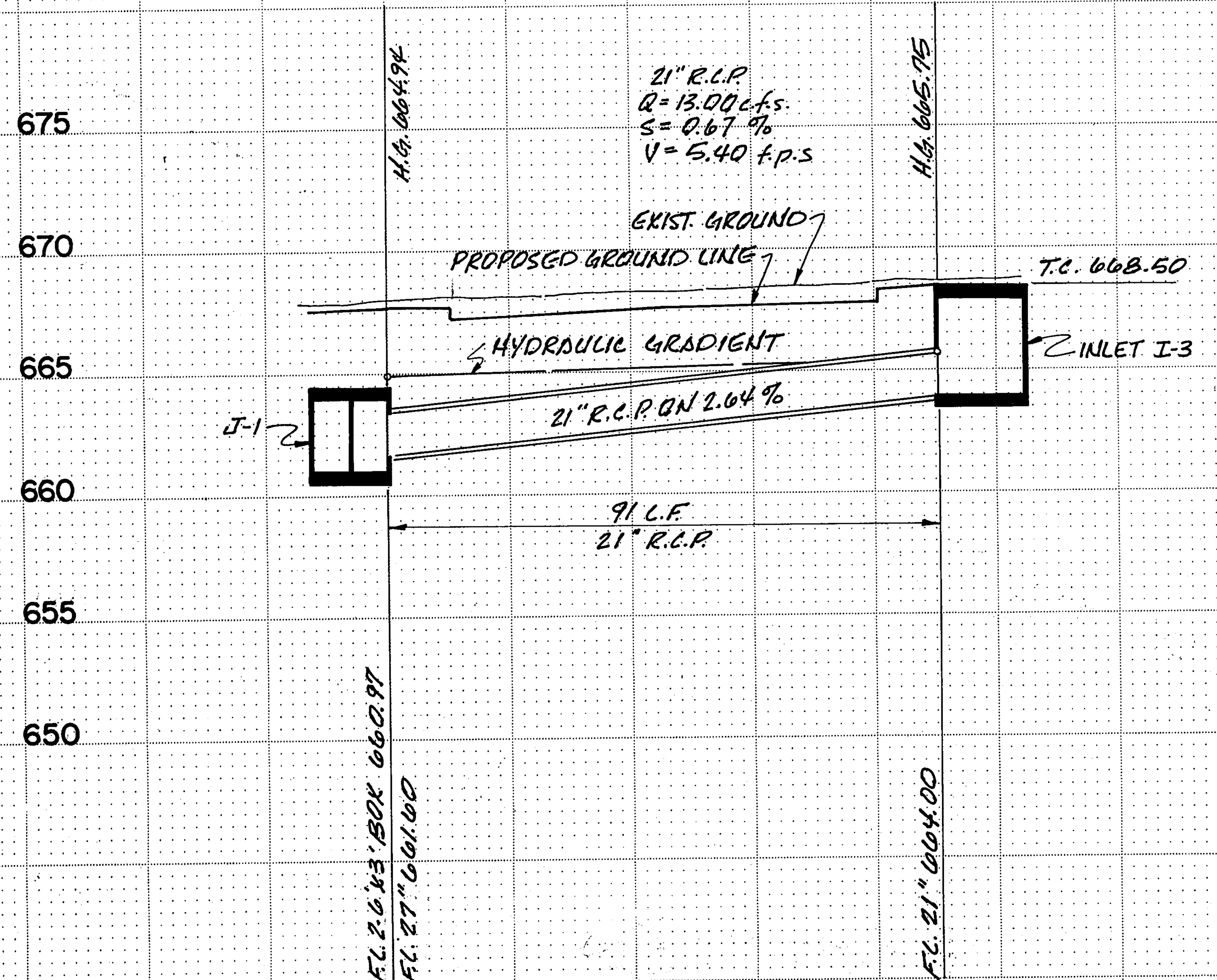
CONTRACT NO. DNT 116 SHEET 55 OF 96



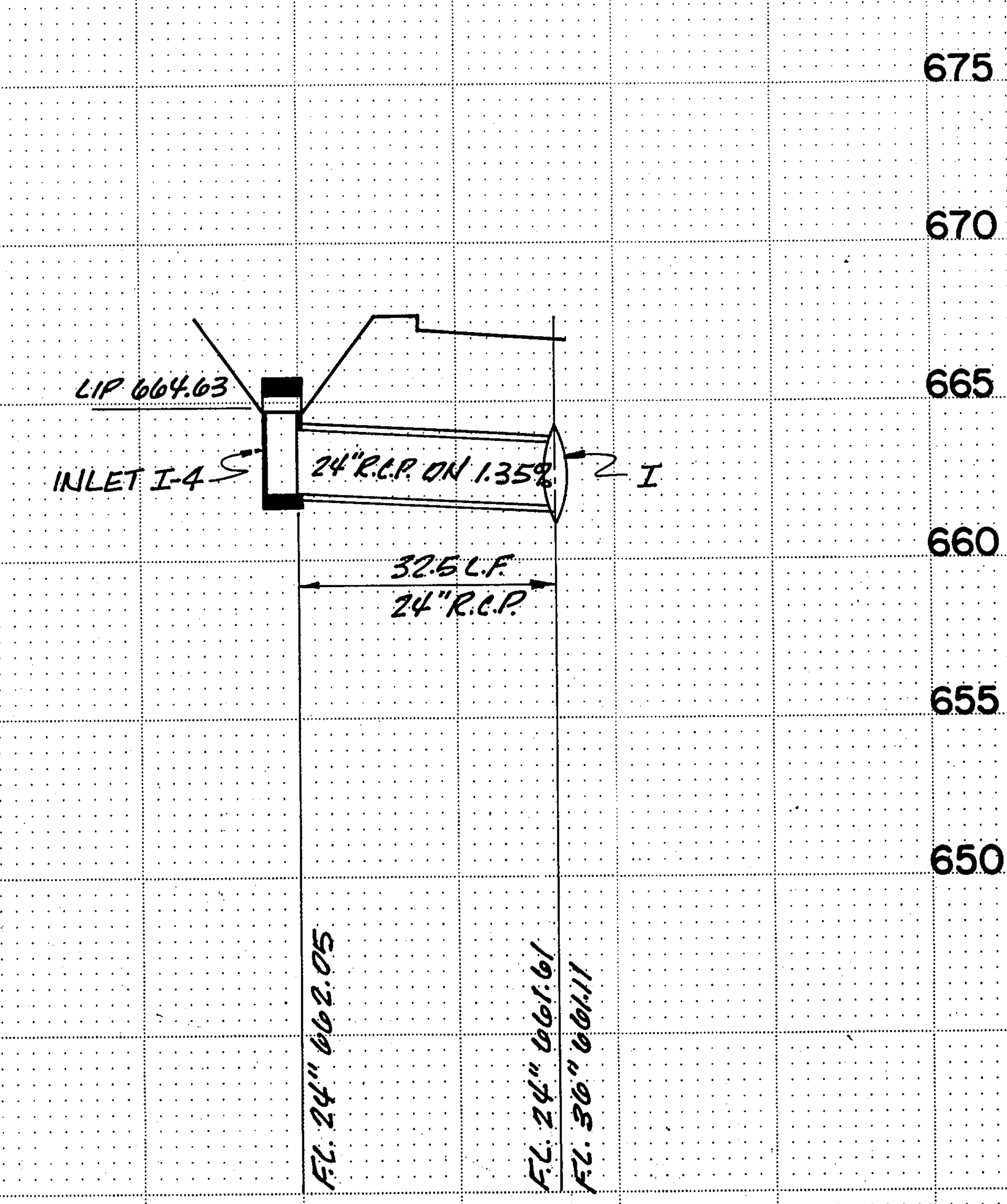
STORM SEWER LINE "I"



LATERAL "I-2"



LATERAL "I-3"



LATERAL "I-4"

NOTE:
FOR CLASS OF PIPE
SEE SHEET NO. 43

STORM SEWER LINE "I"
LATERAL "I-2"
LATERAL "I-3"
LATERAL "I-4"

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

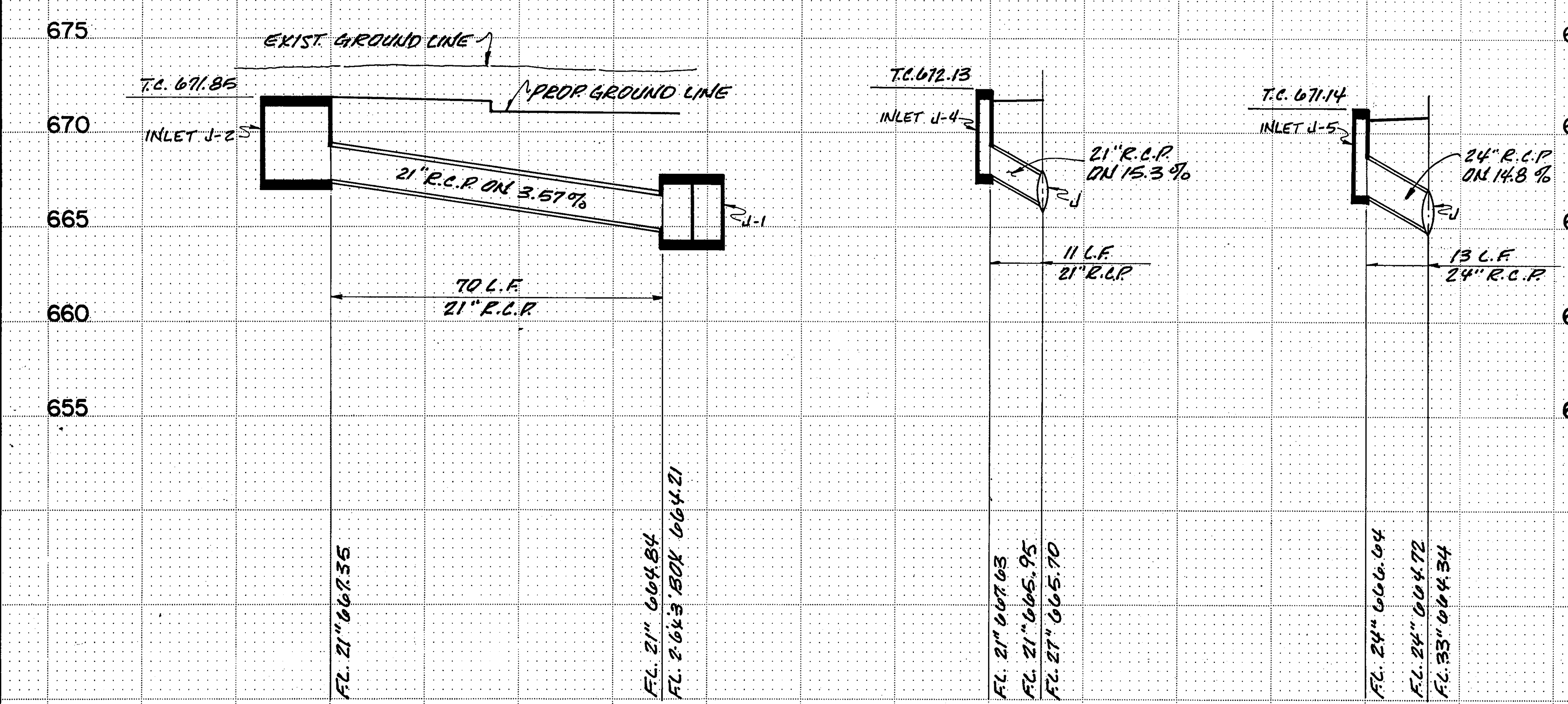
MADE M.A. DATE 7-83 TRACED S.E.Y. DATE 7-83
CHECKED E.W.H. DATE 7-83 SCALE 1"=20' HOR., 1"=5' VERT.

AS BUILT PLANS

12 OF 16

CONTRACT NO. DNT 116 SHEET 56 OF 96

STORM SEWER LINE "J"



LATERAL "J-2" LATERAL "J-4" LATERAL "J-5"

NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

STORM SEWER LINE "J"
LATERAL "J-2"
LATERAL "J-4"
LATERAL "J-5"

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS

MADE M.A. DATE 7-83 TRACED S.E.Y. DATE 7-83
CHECKED E.W.H. DATE 7-83 SCALE 1"=20' HOR., 1"=5' VERT.

AS BUILT PLANS

NOTE: FOR CLASS OF PIPE SEE SHEET NO. 43

* FOR INFORMATION ONLY. QUANTITIES NOT INCLUDED IN THIS CONTRACT.

AS BUILT PLANS

STORM SEWER LINE "K"
LATERAL "K-3"
LATERAL "K-4"

NO.	REVISION	BY	DATE

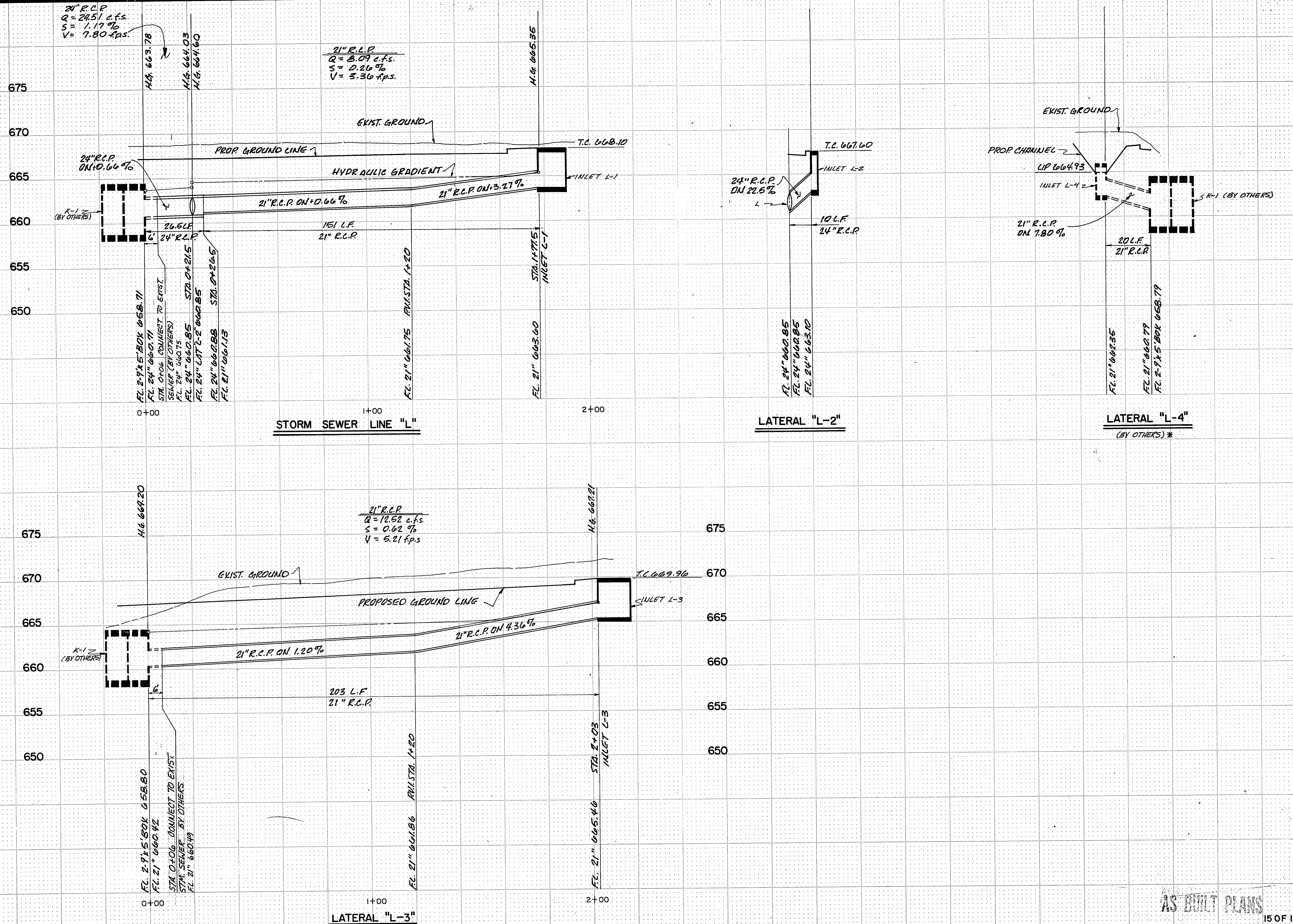
TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE M.A. DATE 7-83 TRACED S.E.Y. DATE 7-83
CHECKED E.W.H. DATE 7-83 SCALE 1"=20' HOR., 1"=5' VERT.

CONTRACT NO. DNT 116 SHEET 58 OF 96



* FOR INFORMATION ONLY
QUANTITIES NOT INCLUDED
IN THIS CONTRACT.

NOTE:
FOR CLASS OF PIPE
SEE SHEET NO. 43

STORM SEWER LINE "L"
LATERAL "L-2"
LATERAL "L-3"

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

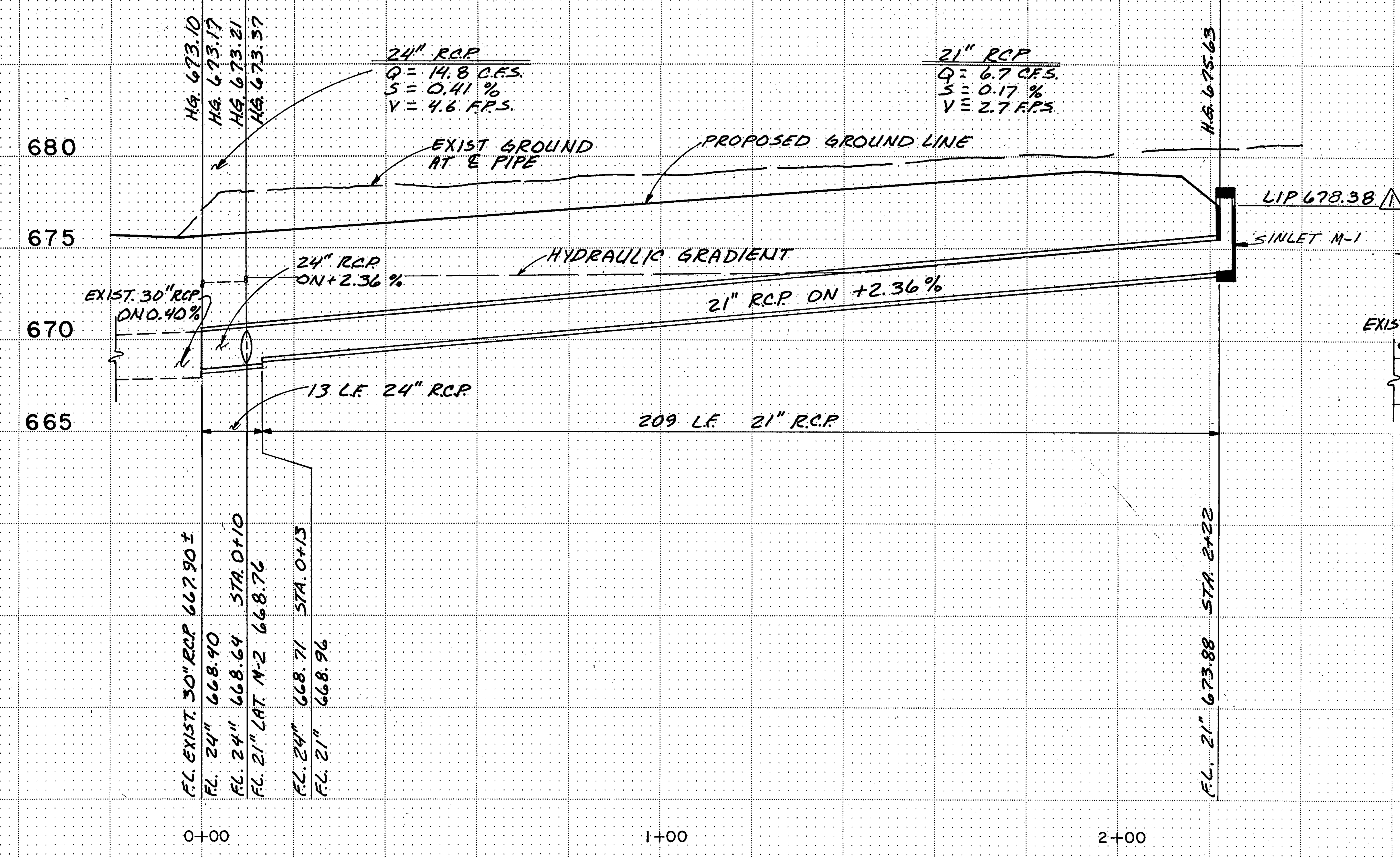
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS — DALLAS, TEXAS

MADE M.A.	DATE 7-83	TRACED S.E.Y.	DATE 7-83
CHECKED E.W.H.	DATE 7-83	SCALE 1"=20' HOR., 1"=5' VERT.	

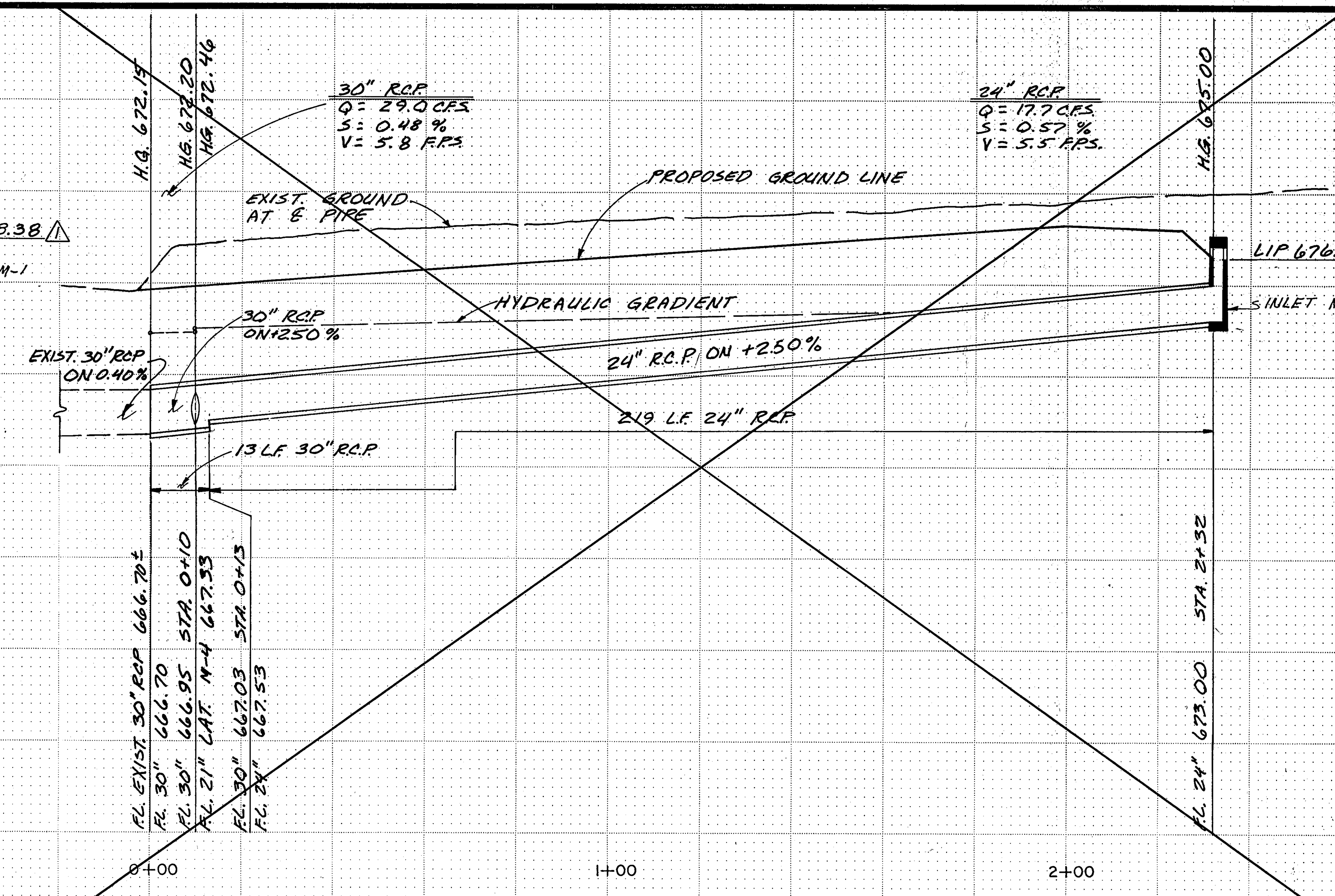
AS BUILT PLANS

15 OF 16

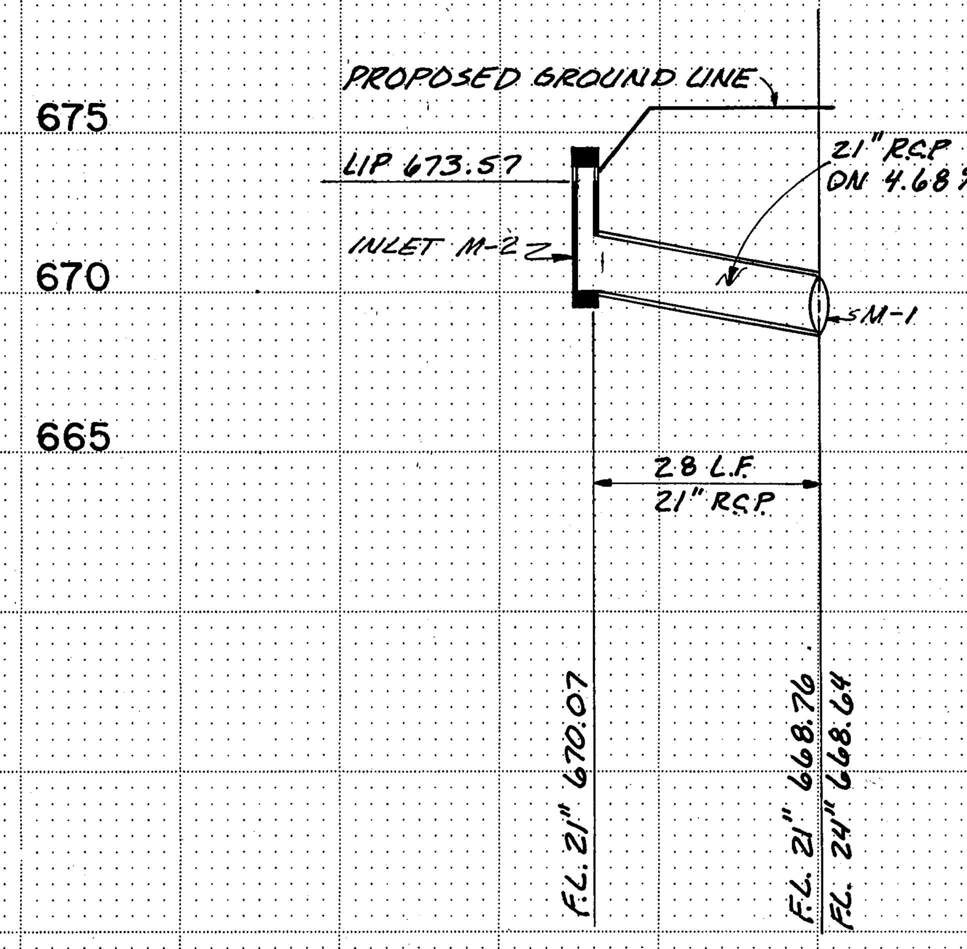
CONTRACT NO. DNT 116 SHEET 59 OF 96



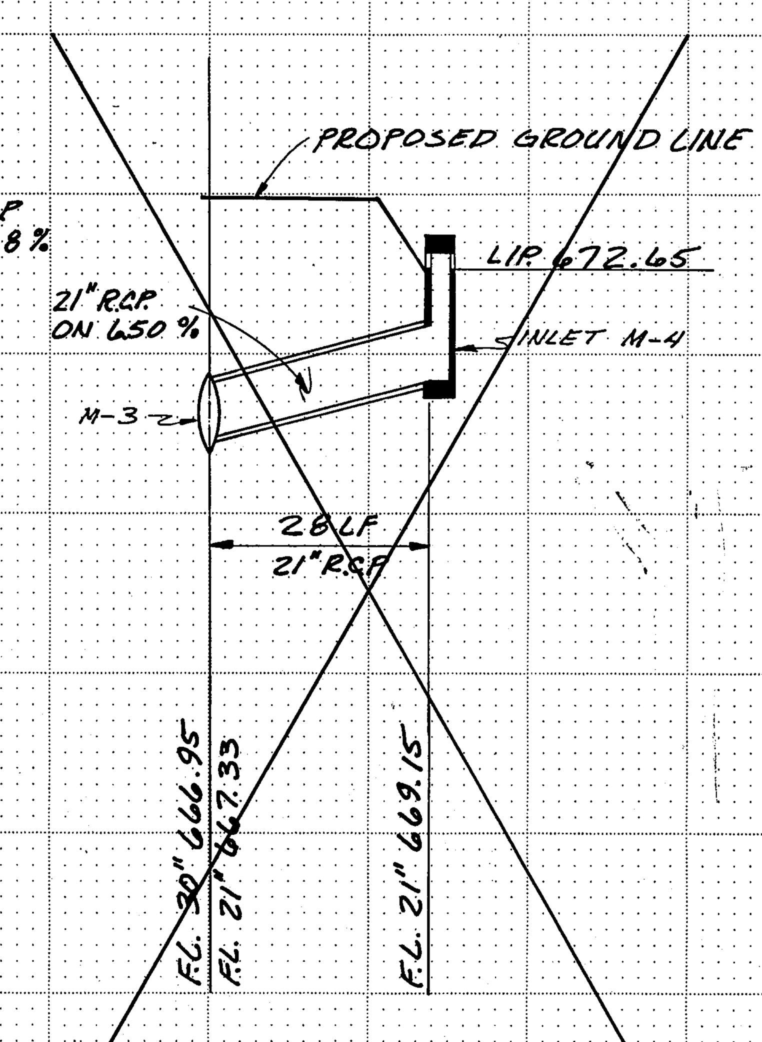
STORM SEWER LINE "M-1"



STORM SEWER LINE "M-3" △



LATERAL "M-2"



LATERAL "M-4" △

NOTE:
FOR CLASS OF PIPE SEE SHEET NO. 44

STORM SEWER LINE "M-1"
STORM SEWER LINE "M-3"
LATERAL "M-2"
LATERAL "M-4"

NO.	REVISION	BY	DATE
1	Delete M-1 & M-2, Revise Inlet M-1	GMG	7-86

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

STORM SEWER PROFILE

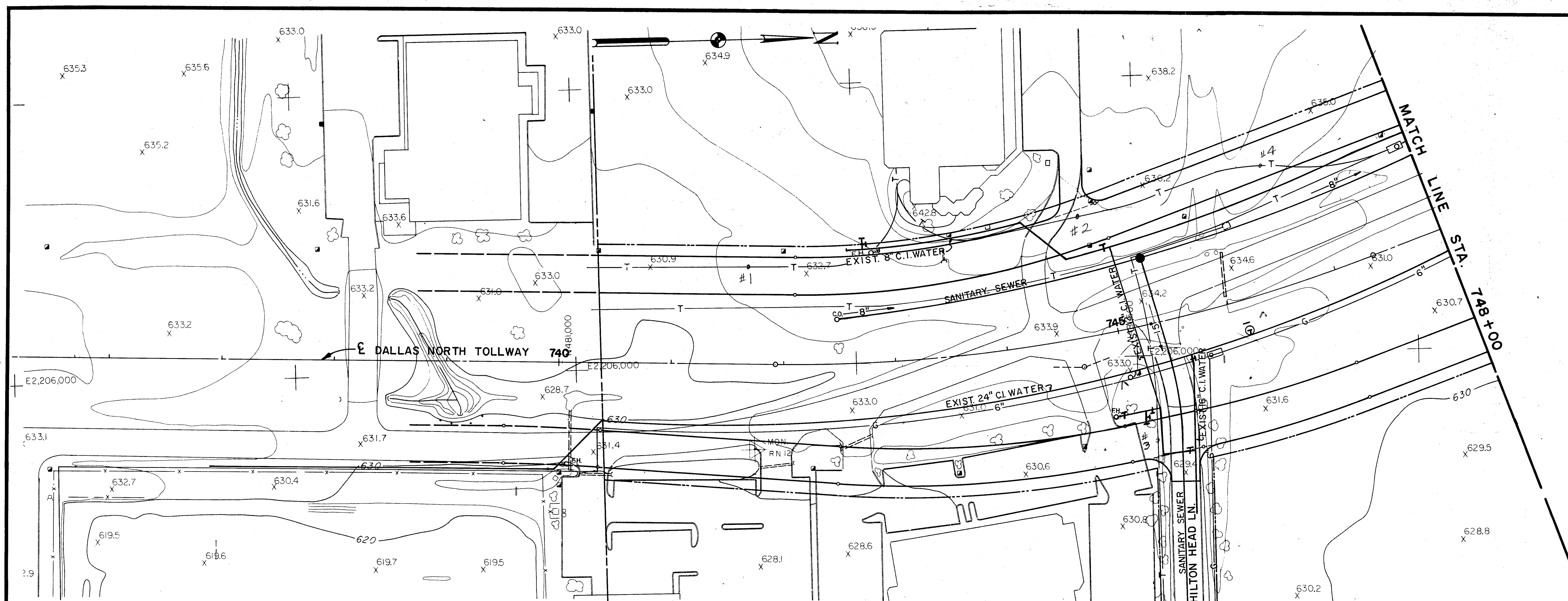
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS DALLAS, TEXAS

MADE M.A. DATE 7-83 TRACED S.E.Y. DATE 7-83
CHECKED F.W.H. DATE 7-83 SCALE 1"=20' HOR. 1"=5' VERT.

AS BUILT PLANS

16 OF 16

CONTRACT NO. DNT 116 SHEET 60 OF 96

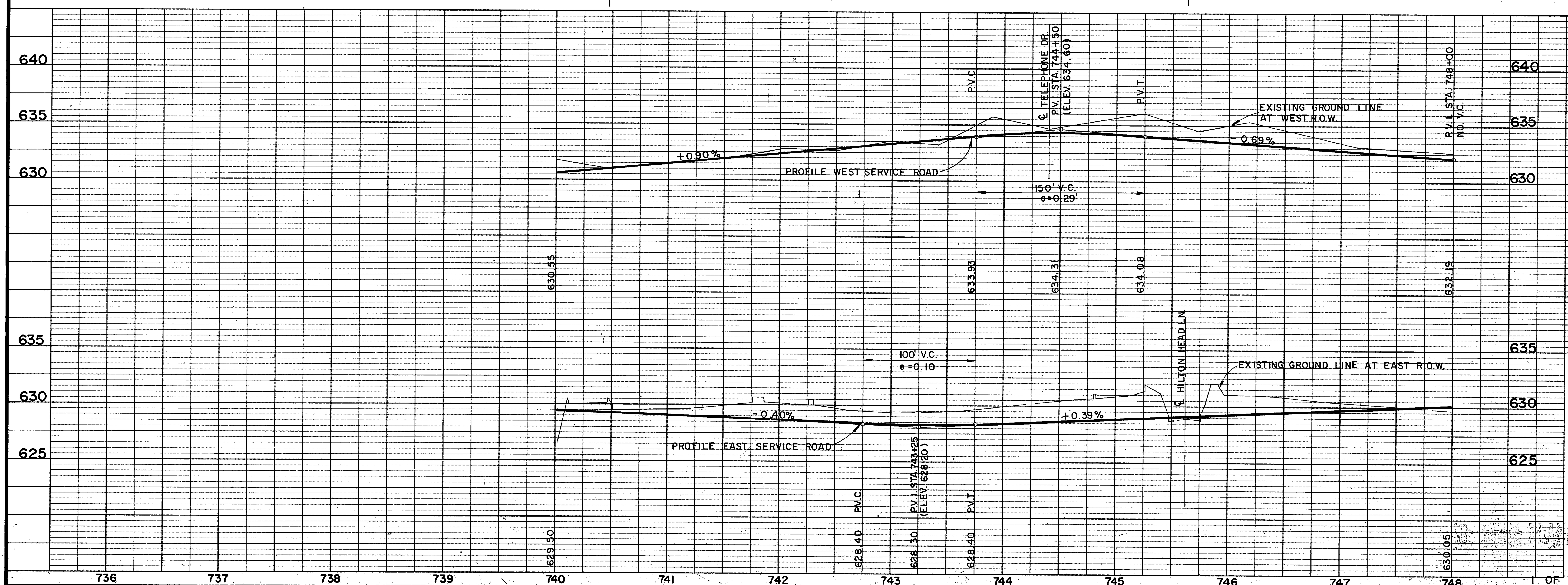


NOTE:
The information shown on this drawing concerning type and location of underground utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to type and location of underground utilities as may be necessary to avoid damage thereto. 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.

NOTE:
ADJUST WATER VALVE BOXES TO PROPOSED GRADES

BENCH MARK #12

Railroad Spike In South Side Of Pole (15N IW 99) 50' North Of Addison Road-Trinity Mills Road Intersection, 500' West Of Dallas Parkway. Elevation: 638.11



NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY

DALLAS NORTH TOLLWAY

EXISTING UTILITIES

STA. 740+37.03 TO STA. 748+00

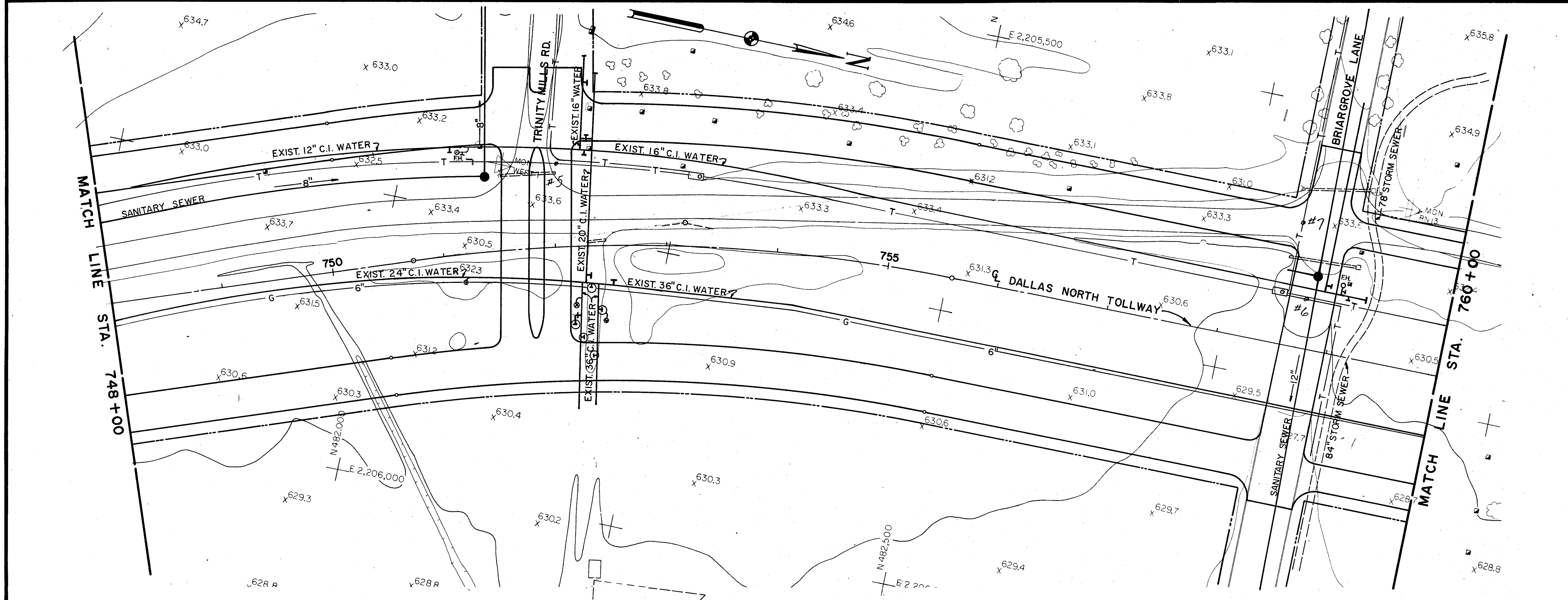
SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN S.J.&F. DATE MAY 1983 DESIGNED S.J.&F. DATE MAY 1983
CHECKED E.T.L. DATE MAY 1983 SCALE 1"=50' Hor. 1"=5' Vert.

1 OF 13

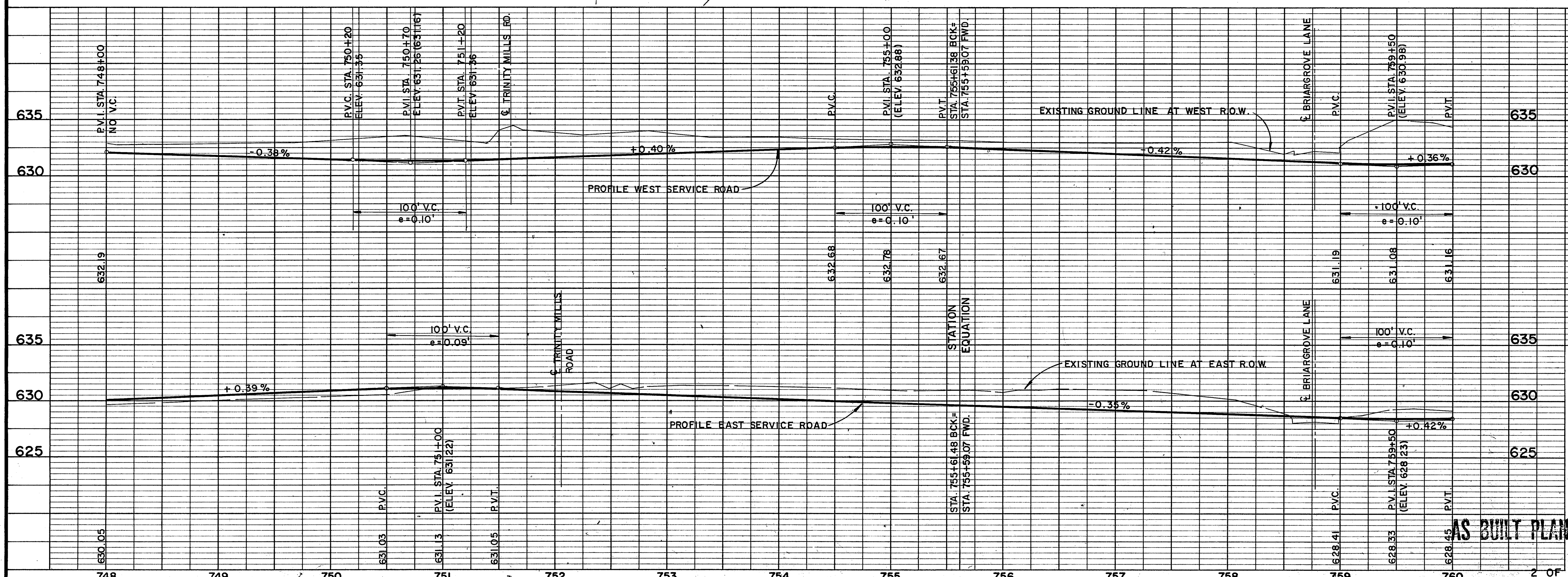
CONTRACT NO. DNT116 SHEET 83 OF 96



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.

NOTE:
ADJUST WATER VALVE BOXES, MANHOLES, AND SANITARY SEWER MANHOLES TO PROPOSED GRADES.

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



AS BUILT PLANS

2 OF 13

NO.	REVISION	BY	DATE

TEXAS TURNPIKE AUTHORITY
DALLAS NORTH TOLLWAY

EXISTING UTILITIES
STA. 748+00 TO STA. 760+00

SHIMEK, JACOBS & FINKLEA
CONSULTING ENGINEERS
Dallas, Texas

SECTION VIII

DRAWN S.J.&F. DATE MAY, 1983 DESIGNED S.J.&F. DATE MAY, 1983
CHECKED E.T.L. DATE MAY, 1983 SCALE 1"=50' Hor. 1"=5' Vert.

CONTRACT NO. DNT 116 SHEET 84 OF 96