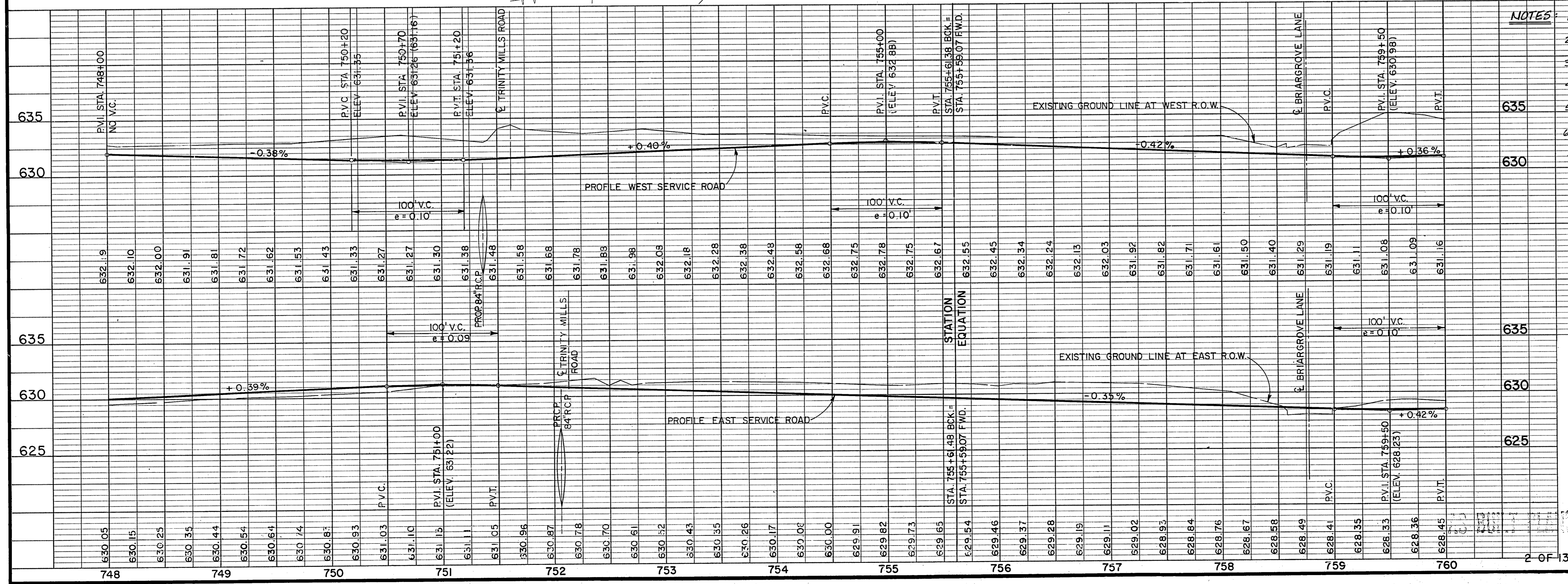


Curve No. 5	Curve No. 6	Curve No. 7
Dallas North Tollway P.I. Sta. 753+18.31 N 482,259.215 E 2,205,719.705 Δ = 19°26'57.9" Rt. D = 4°00'00" R = 1432.394 L = 486.236' T = 245.479' E = 20.882'	West Service Road P.I. Sta. 752+69.77 N 482,206.851 E 2,205,597.422 Δ = 19°26'57.9" Rt. D = 3°18'08" R = 1734.962' L = 588.944' T = 297.333' E = 25.29'	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:**
- FOR STORM SEWER AND INLET SUMMARY SEE SHEET NOS. 43 AND 44.
 - FOR STORM SEWER PROFILE SEE SHEETS NO. 46 THRU SHEET NO. 50.
 - FOR PAVING PLAN DETAILS SEE SHEET NOS. 24 AND 25.
 - FOR GRADING PLAN DETAILS SEE SHEET NOS. 23 AND 30.
 - LATERAL NUMBERS CORRESPOND TO UPSTREAM INLET NUMBER UNLESS OTHERWISE NOTED.
 - FOR GRADING NOT SHOWN, SEE CROSS SECTION AND/OR GRADING PLANS.
 - CONNECT STORM SEWER LATERALS "B-4", "B-5", "B-5b", "C-4", "C-4a" TO STORM SEWER LATERALS BUILT UNDER CONTRACT D.N.T. 115.

NO.	REVISION	BY	DATE
1	Asbuilts	PJ	July, 1987
2	REVISE DRIVES AT STAS. 754+50 & 756+75	GMG	JAN, 1986
3	ADDED DRIVEWAYS AT STAS. 754+50 & 756+75	M.A.	NOV., 1985
4	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.		

CONTRACT NO. D.N.T. 116 SHEET 11 OF 96