AV0=\avo\14706\, DGN=706pav9.dgn,REF= ppvmt706.dgn, topo706.dgn, expav706.dgn, patt706.dgn, exstm706.dgn, pstm706.dgn, xutl706.dgn,

CONNELL DEVELOPMENT CO., TRUSTEE
VOL 79230
Pg 3198

M&F DEVELOPMENT CO. INC.
VOL 90081
Pg 3202

C.L. A-B STA 0+130.820 O/S 0.609 m Rt C.P.I.
TC=181.600

C.L. STA 0+772.084 O/S 12.312 m Rt C.P.I.
= C.L. A-B STA 0+112.096 O/S 11.704 m Rt
TC=181.814

PROFILE GRADE LINE N.W. T.C.

PROFILE GRADE LINE N.W. MEDIAN T.C.

C.L. A-B STA 0+120.534 O/S 11.704 m Rt E.R.
TC=181.609

C.L. A-B STA 0+122.361 O/S 11.704 m Rt E.R.
TC=181.554

C.L. B-C STA 0+143.556 O/S 12.698 Rt
C.L. A-B STA 0+128.195 O/S 11.704 m Rt C.P.I.
TC=181.405

C.L. B-C STA 0+148.520
O/S 12.698 m Rt.
P.T. END PROP. PVMT.
CONNECT WITH DOWELS
TO EXIST. PVMT.
TC= 181.350

TC=594.8

MATCH EXIST.

C.L. B-C STA 0+140.139
O/S 5.364 m Rt.
P.T. TC=181.542

SAWCUT

1.0%

C.L. B-C STA 0+148.520
O/S 5.364 m Rt.
END PROP. PVMT.-CONN. TO EXIST. PVMT.
TC=181.454

C.L. B-C STA 0+151.806
O/S 4.084 m Lt.
END PROP. PVMT.-CONN. TO EXIST. PVMT.
TC=181.188

KELLER SPRINGS RD. EAST

MATCH EXIST.

SAWCUT

C.L. B-C STA 0+151.806
O/S 11.704 m Lt.
END PROP. PVMT.-CONNECT WITH DOWELS TO EXIST. PVMT.
TC=180.951

C.L. A-B STA 0+125.077 O/S 0.609 m Rt P.C.
TC=181.646

C.L. A-B STA 0+115.999 O/S 0.609 m Rt E.R. MEDIAN NOSE
TC=181.722

C.L. STA 0+782.665 O/S 12.200 m Rt C.P.I.
= C.L. A-B STA 0+112.096 O/S .0609 Rt
TC=181.752

C.L. STA 0+783.336 KELLER SPRINGS ROAD
= C.L. A-B STA 0+100.0

C.L. STA 0+783.895 O/S 12.2000 m Rt C.P.I.
C.L. A-B STA 0+112.217 O/S 0.609 m Lt
TC=181.740

INSTALL 25.3 m2 PAVESTONE

KELLER SPRINGS ROAD

S 26°16'43" W

C.L. STA 0+791.230 O/S 12.315 m Rt C.P.I.
C.L. A-B STA 0+112.217 O/S 7.894 m Lt
TC= 181.682

PROFILE GRADE LINE S.E. MEDIAN T.C.

C.L. A-B STA 0+115.999 O/S 0.609 m Lt
E.R. MEDIAN NOSE
TC=181.686

PROFILE GRADE LINE S.E. T.C.

C.L. A-B STA 0+127.211 O/S 0.609 Lt P.C.
TC=181.521

C.L. A-B STA 0+129.577 O/S 7.813 m Lt P.R.C.
TC=181.400

REMOVE EXIST. PAVEMENT

C.L. A-B STA 0+136.485
P.I. 63°01'07" Rt.,
= C.L. B-C STA 0+136.485
C.L. B-C STA 0+137.993 O/S 4.306 m Lt
= C.L. A-B STA 0+141.007 O/S 0.609 m Lt C.P.I.
TC=181.323

C.L. B-C STA 0+33.566 O/S 11.665 m Lt
= C.L. A-B STA 0+145.556 O/S 7.894 m Lt C.P.I.
TC=181.134

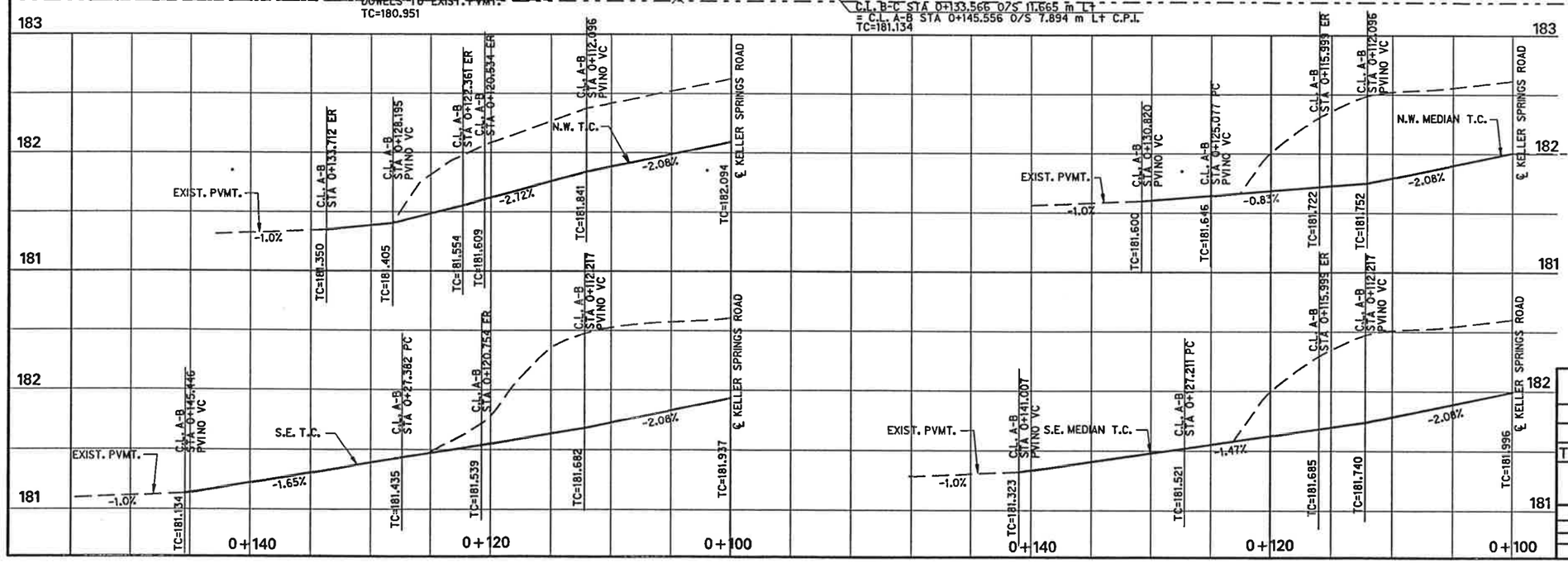
1.219 m
1.829 m
7.620 m
S 89°47'50" W
C.L. B-C
C.L. A-B
P.I.
OE
GTE
W

N

0 5 10 15 20
SCALE IN METERS

CURVE DATA				
CV.	Δ	R	T	L
1	63°01'05"	8.99m	5.51m	9.88m
2	63°01'04"	9.29m	5.69m	10.22m
3	63°01'05"	22.09m	13.54m	24.30m
4	58°47'53"	29.71m	16.74m	30.49m

PAVEMENT REMOVAL, TYPICAL



STATE OF TEXAS
M.E. ROMANOWSKI
94301
REGISTERED PROFESSIONAL ENGINEER

7/7/97

9
10

KELLER SPRINGS ROAD EAST – PAVING
KELLER SPRINGS ROAD
DALLAS COUNTY, TEXAS
TEXAS DEPARTMENT OF TRANSPORTATION

Halff Associates
ENGINEERS . ARCHITECTS . SCIENTISTS . PLANNERS . SURVEYORS

DESIGN	DRAWN	NOTES	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
	CADD		6	TEXAS	STP 95 (190) MM	
DATE	FILE	SCALE	STATE DIST. NO.	COUNTY	CONTROL NO.	SECTION NO.	JOB NO.	HIGHWAY NO.
JULY 1996	706PAV9	1:200 HORZ. 1:20 VERT.	18	DALLAS	0918	46	222	CB