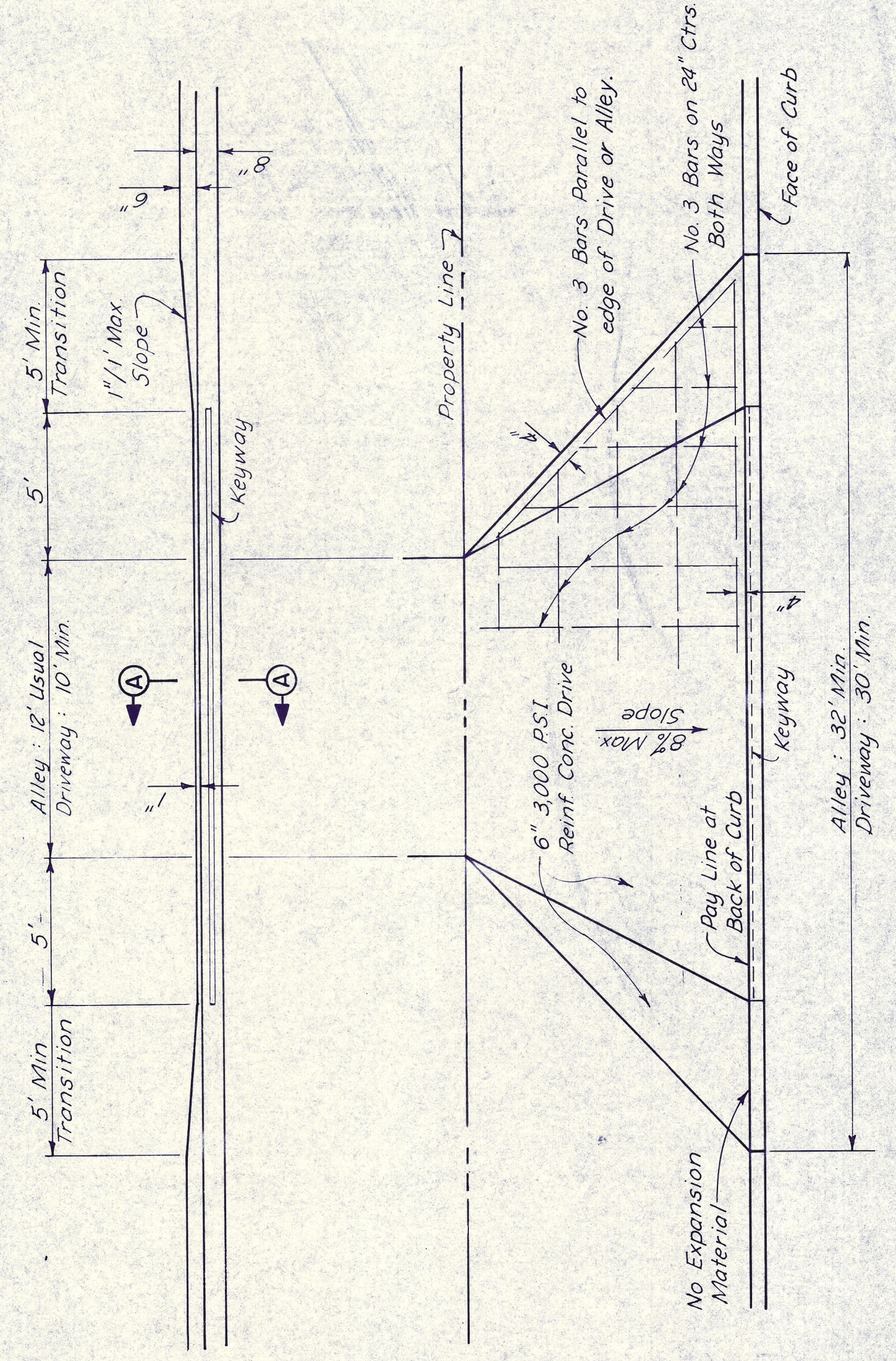
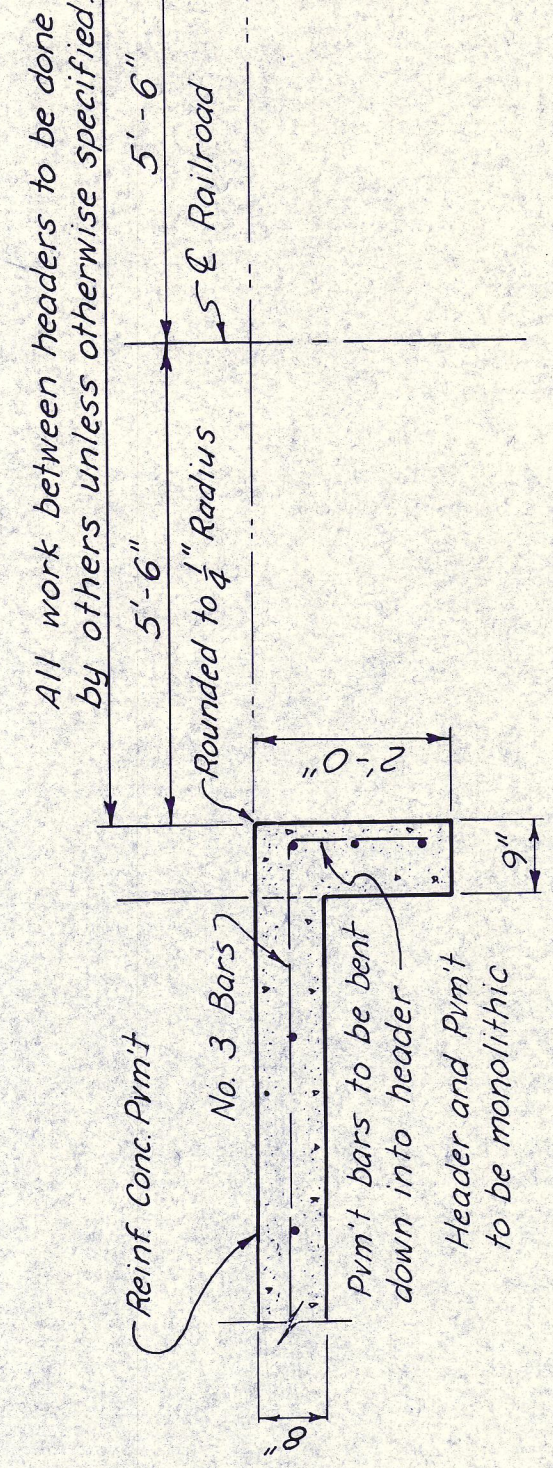


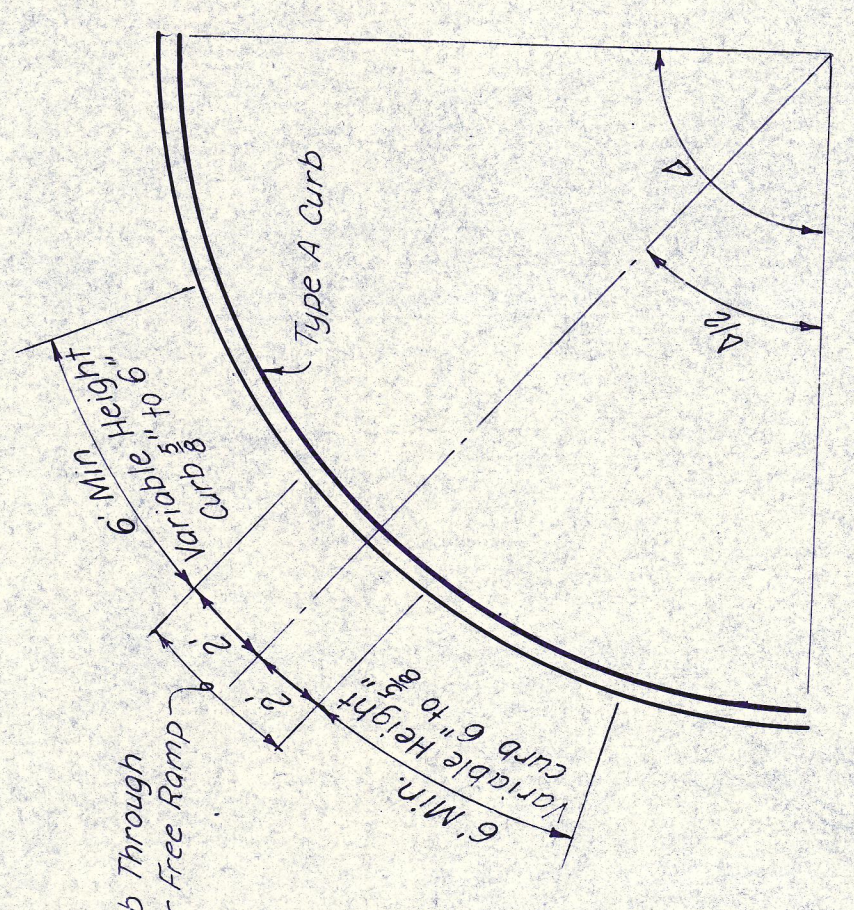
TYPICAL ROADWAY SLAB PLAN



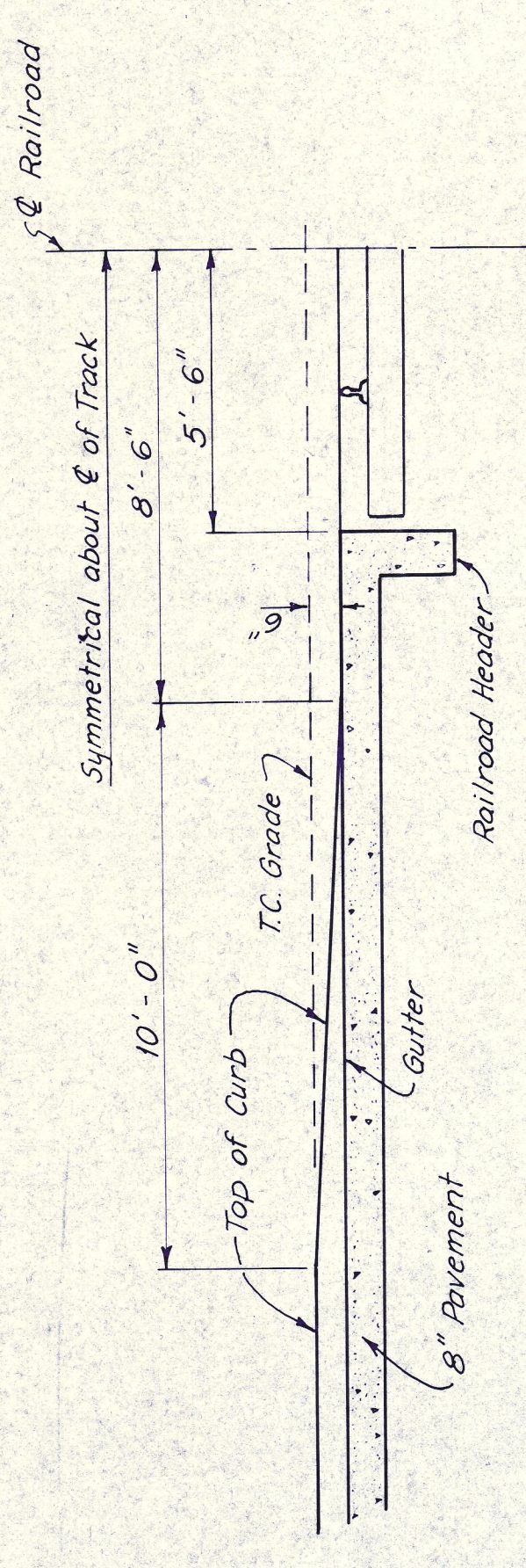
TYPE "A" DRIVEWAY AND ALLEY TURNOUT DETAILS



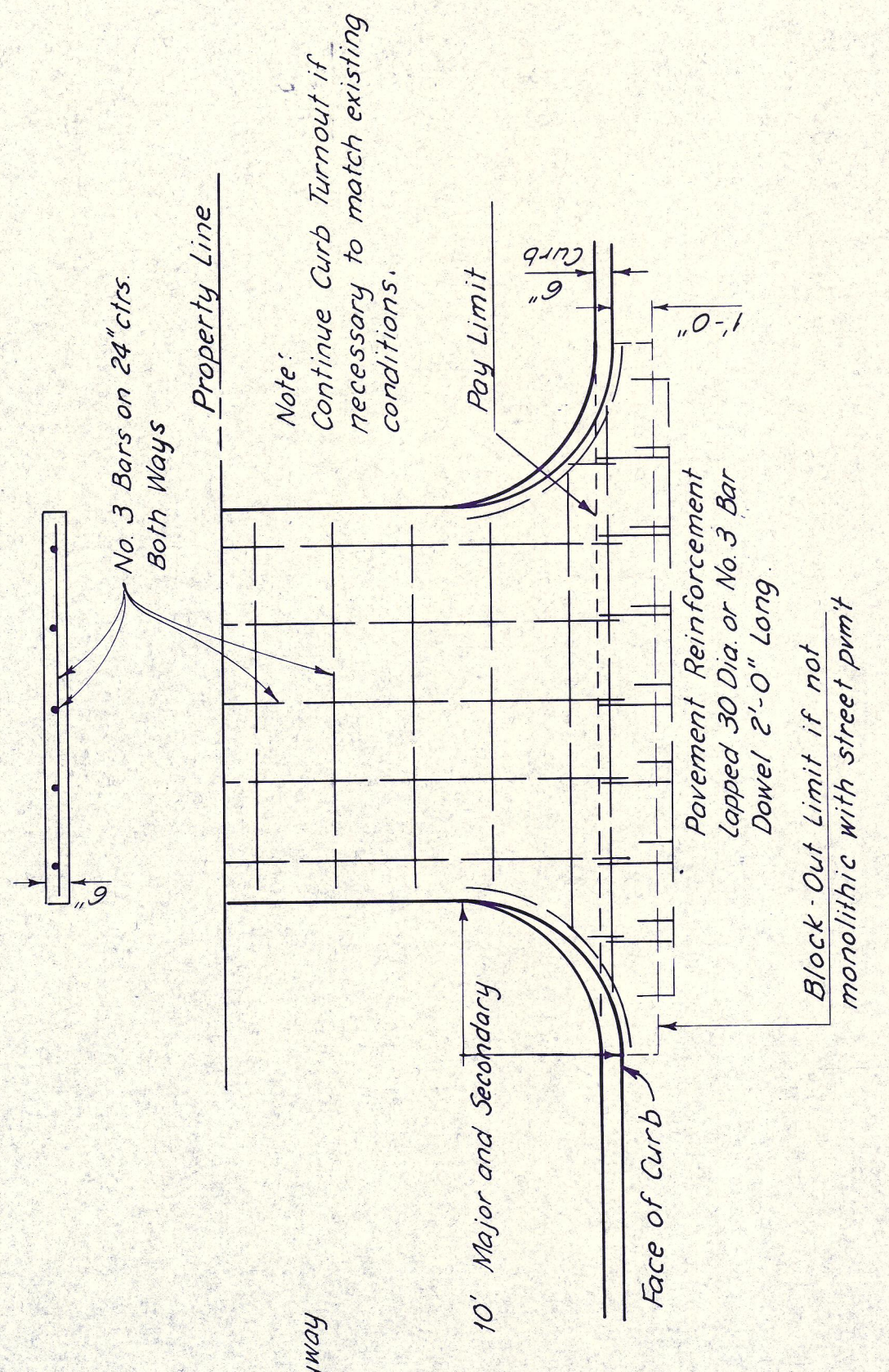
RAILROAD HEADER



BARRIER FREE RAMP DETAIL



CURB DETAIL AT RAILROAD



TYPE "B" DRIVEWAY TURNOUT DETAILS

Note: The joint spacing shown may be relocated if it conflicts with joint patterns and lane widths shown elsewhere in the plans.

Note: Use barrier free ramp at intersecting streets and Type "B" driveways.

- NOTES:
1. Pavement Joints will not extend through drive.
  2. Keyway limits will coincide with limits of 1" Curb.
  3. Reinforcing Steel will not extend through keyway. Drive will not be tied to pavement.
  4. Maximum slope on drive in any direction should be 1/11' to respect principles of Barrier Free construction.
  5. Length of transition for curb at each side of drive may vary due to street grades and requirement to hold maximum slope of 1/11'.
  6. Any approved chair type or design which will satisfy the requirements noted herein will be permitted. Chair spacing shall not be greater than 48" longitudinal and 30" transversely C-C, measured parallel to the pavement center line. Additional chairs shall be used if necessary to meet the steel placement requirements. Galvanizing of steel chairs will not be required.

All work between headers to be done by others unless otherwise specified.

Note: Continue Curb Turnout if necessary to match existing conditions.

NO.	REVISION	BY	DATE
1	Joint Dimensions	PRB	2-2-84

TEXAS TURNPIKE AUTHORITY	
DALLAS NORTH TOLLWAY	
MISCELLANEOUS DETAILS	
SERVICE ROADS	
HNTB	SECTION VII
HOWARD NEEDLES TAMMEN & BERGENDOFF	
DRAWN: G.B.B.	DATE: 3-9-83
CHECKED: P.M.A.	DATE: 3-16-83
DESIGNED: J.G.R.	SCALE: 1/8"=1'-0"
STANDARD DRAWING NO. 15	