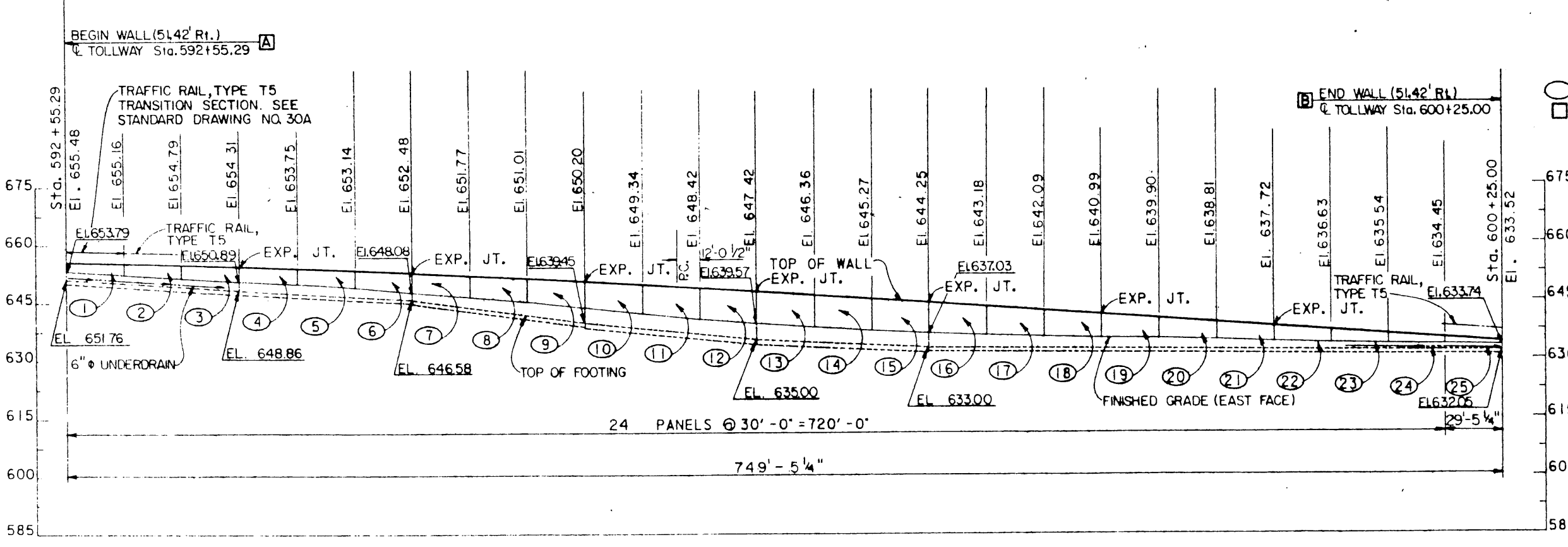


**OUTFALL NOTE**  
 UNDERDRAIN TO ROADWAY UNDERDRAIN. N.R.C.P. SHALL BE USED BETWEEN THE FOOTING AND THE ROADWAY UNDERDRAIN. OUTFALL SHALL HAVE A 0.5% MINIMUM SLOPE, SEE SHEET NO. R-51.

*Discuss 1094.50+50' / 1094.50*  
*Align TH = RADIANS RAD*

**GENERAL NOTES:**  
 FOR RETAINING WALL DESIGN AND DETAILS, SEE STANDARD DRAWING NUMBERS 40 AND 41.  
 EXPANSION JOINTS ARE NOTED. ALL OTHER JOINTS SHALL BE CONTRACTION.  
 ○ DENOTES PANEL NUMBER.  
 □ DENOTES MATCH POINT.  
 FOR CONCRETE TRAFFIC RAIL, TYPE T5, SEE STANDARD DRAWING NUMBER 30.



ESTIMATED QUANTITY SUMMARY			
ITEM NO	DESCRIPTION	UNIT	QUANTITY
423	RETAINING WALL (OPTIONAL)	S. F.	5683
450	CONCRETE TRAFFIC RAIL (TYPE T5)	L. F.	749.2
556	PIPE UNDERDRAIN (6") (N.R.C.P)	L. F.	12

WALL NO. W-99

**ELEVATION**  
 (LOOKING WEST)  
 SCALE = 1" = 30' - 0" HORIZ.  
 1" = 15' = 0" VERT.

NO.	REVISION	BY	DATE
TEXAS TURNPIKE AUTHORITY DALLAS NORTH TOLLWAY			
RAMP S-BL RETAINING WALL PLAN AND ELEVATION			
TurnerCollins & Braden Inc. Consulting Engineers			SECTION IV
DESIGNED BY	RDG/BST	DATE	8-83
CHECKED BY	TJR	DATE	8-83
SCALE		AS NOTED	
CONTRACT NO. DNT-114 SHEET S-71 OF S-82			

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