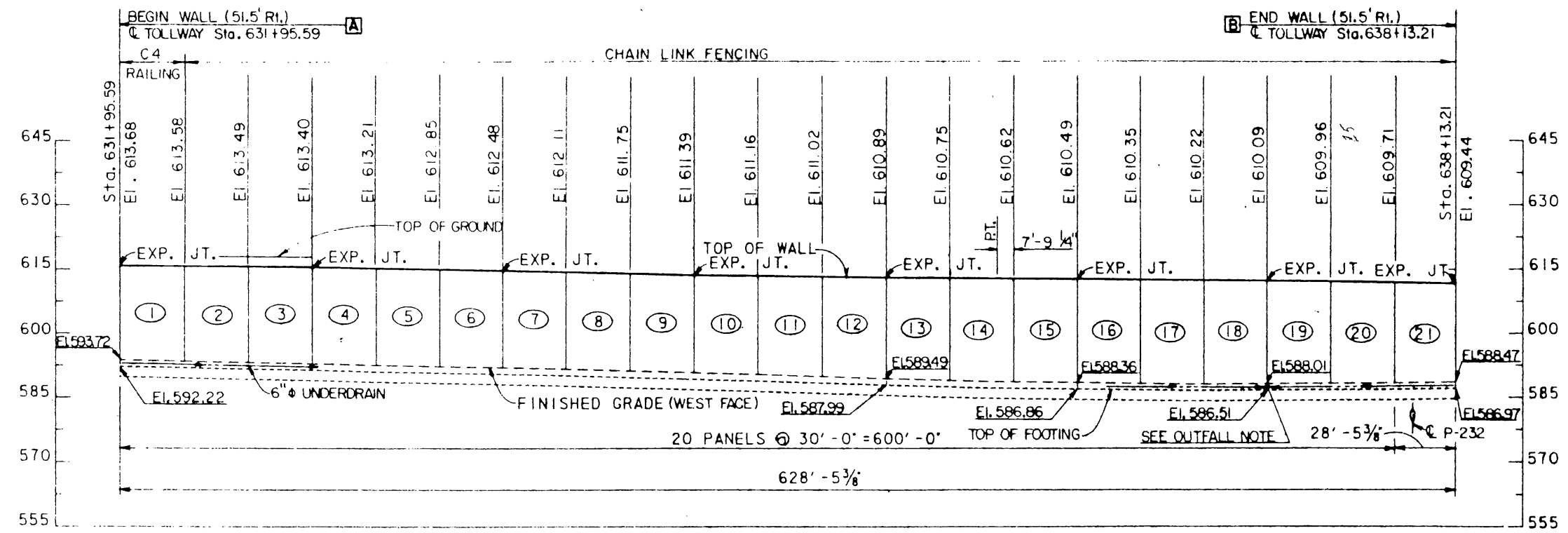


SCALE = $\frac{1"}{30'} = 30' - 0"$

OUTFALL NOTE:
UNDERDRAIN TO OUTFALL AT ROADWAY UNDERDRAIN. NRCP SHALL BE USED BETWEEN THE WALL FACE AND THE ROADWAY UNDERDRAIN. OUTFALL SHALL HAVE A 0.5% MINIMUM SLOPE, SEE SHEET NO. R-54.

GENERAL NOTES:
FOR RETAINING WALL DESIGN AND DETAILS, SEE STANDARD DRAWING NUMBERS 42 AND 43.
FOR ABUTMENT DETAILS, SEE SHEET NUMBER
EXPANSION JOINTS ARE NOTED. ALL OTHER JOINTS SHALL BE CONTRACTION.
○ DENOTES PANEL NUMBER.
□ DENOTES MATCH POINT.
FOR TYPE C4 RAILING DETAILS, SEE STANDARD DRAWING NUMBER 33.



ESTIMATED QUANTITY SUMMARY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
423	RETAINING WALL (OPTIONAL)	SF	14,276
450	RAILING (WALL) (TYPE C4)	L.F.	30.0
450	RAILING (WALL) (PARAPET ONLY)	L.F.	598.4
556	PIPE UNDERDRAIN (6") (N.R.C.P.)	L.F.	11

WALL NO. W-108

SCALE = $\frac{1"}{30'} = 30' - 0"$ HORZ.
 $\frac{1"}{15'} = 15' - 0"$ VERT.

NO.	REVISION	BY	DATE
TEXAS TURNPIKE AUTHORITY DALLAS NORTH TOLLWAY			
ARAPAHO ROAD - S.S.W. RAILWAY - EAST RETAINING WALLS PLAN AND ELEVATION			
TurnerCollie & Braden Inc. Consulting Engineers			SECTION VI
DRWING	RGD	DATE	8-83
DESIGNED	TJR	DATE	7-83
CHECKED	TJR	DATE	8-83
SCALE	AS NOTED		
CONTRACT NO. DNT-114 SHEET S-82 OF S-82			

004150