



LEGEND

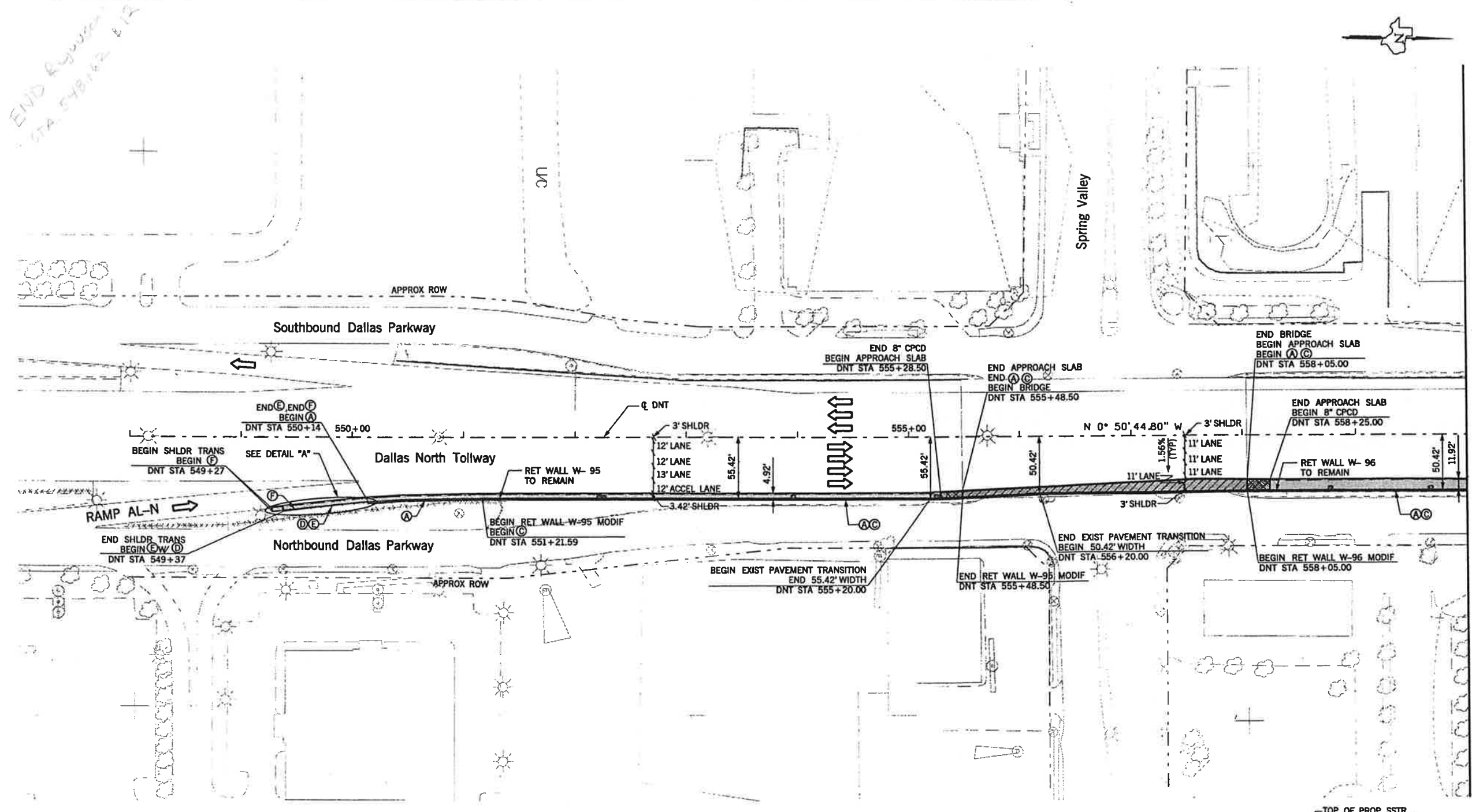
- 8" CPCD
- PROPOSED BRIDGE APPROACH SLAB
- PROPOSED BRIDGE DECK
- FULL DEPTH SAW CUT
- NTTA SINGLE SLOPE RAIL (SSTR)
- 5" CONC RIPRAP
- ADJUST RETAINING WALL ELEV & REPLACE COPING
- SINGLE GUARDRAIL TERMINAL (SGT)
- METAL THRIE-BEAM GUARD FENCE (MBGF)
- CONC CURB (TY II)
- EXISTING STORM INLET
- PROPOSED STORM INLET

NOTES:

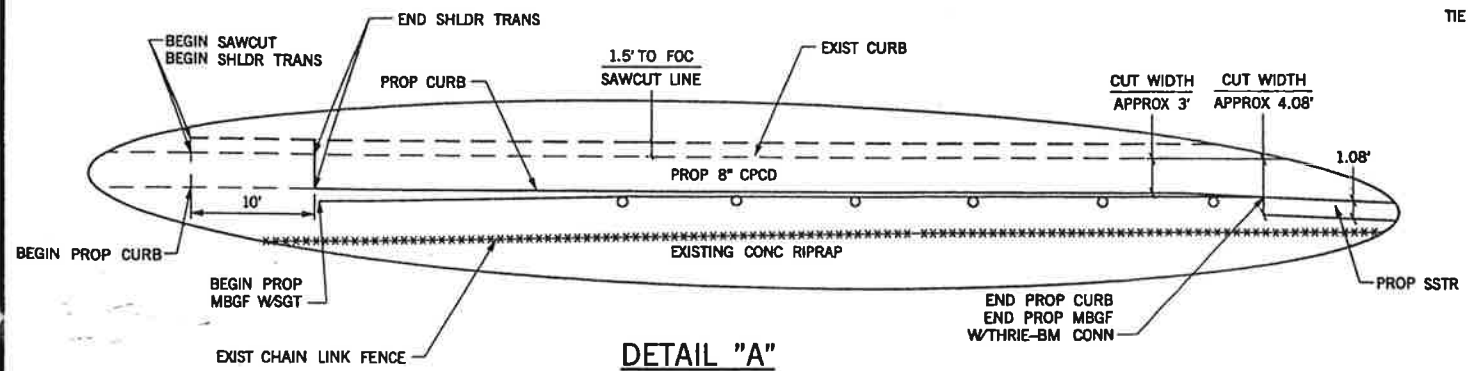
1. THE CONTRACTOR SHALL MATCH THE PROPOSED CROSS SLOPE WITH THE EXISTING PAVEMENT CROSS SLOPE.
2. THE PROPOSED SAW CUT LINE SHALL BE A CONTINUOUS 1.5' OFFSET FROM THE FACE OF EXISTING CURB. OFFSET FROM CENTERLINE MAY VARY.
3. ROADWAY WIDTH IS DIMENSIONED FROM CENTERLINE TO NOMINAL FACE OF RAIL.
4. MATCH EXISTING PAVEMENT ELEVATIONS AT TIE-IN POINTS.
5. SINGLE SLOPE TRANSITION DETAIL (SEE SHEET AB2).
6. METHOD "B" APPLIES FOR JOINT SEALS (SEE SHEET AB7).



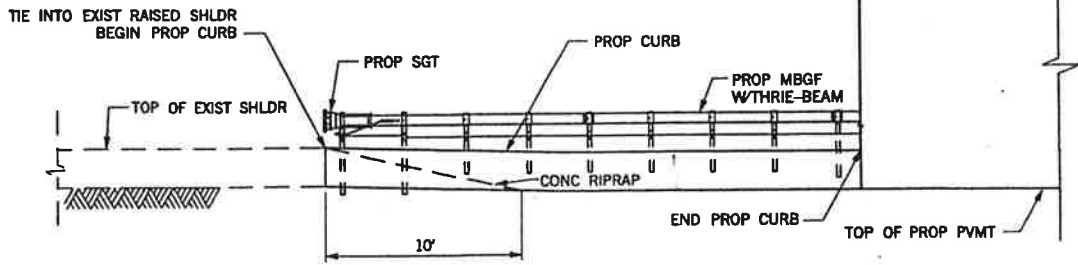
Frank H. Olshefski
9/2/05



MATCHLINE STA 560+00



DETAIL "A"
(RAMP STYLE SHLDR TRANSITION)
PLAN VIEW



DETAIL "A"
(RAMP STYLE SHLDR TRANSITION)
ELEVATION VIEW

NO.	DATE	REVISION	APPROV.
DALLAS NORTH TOLLWAY			
NTTA NORTH TEXAS TOLLWAY AUTHORITY			
ROADWAY PLAN BEGIN STM #8 TO STA 560+00			
PATE ENGINEERS <small>12000 N.W. Planning, Suite 300 Dallas, TX, Phone 714-402-3179</small>			STM #7 & #8 PLAN SET A
DRAWN: KMH	DATE: 09-02-05	DESIGNED: DD	DATE: 09-02-05
CHECKED: RR	DATE: 09-02-05	SCALE: 1" = 100'	
CONTRACT NO. 02039-DNT-02-CN-EN A74 OF A247			