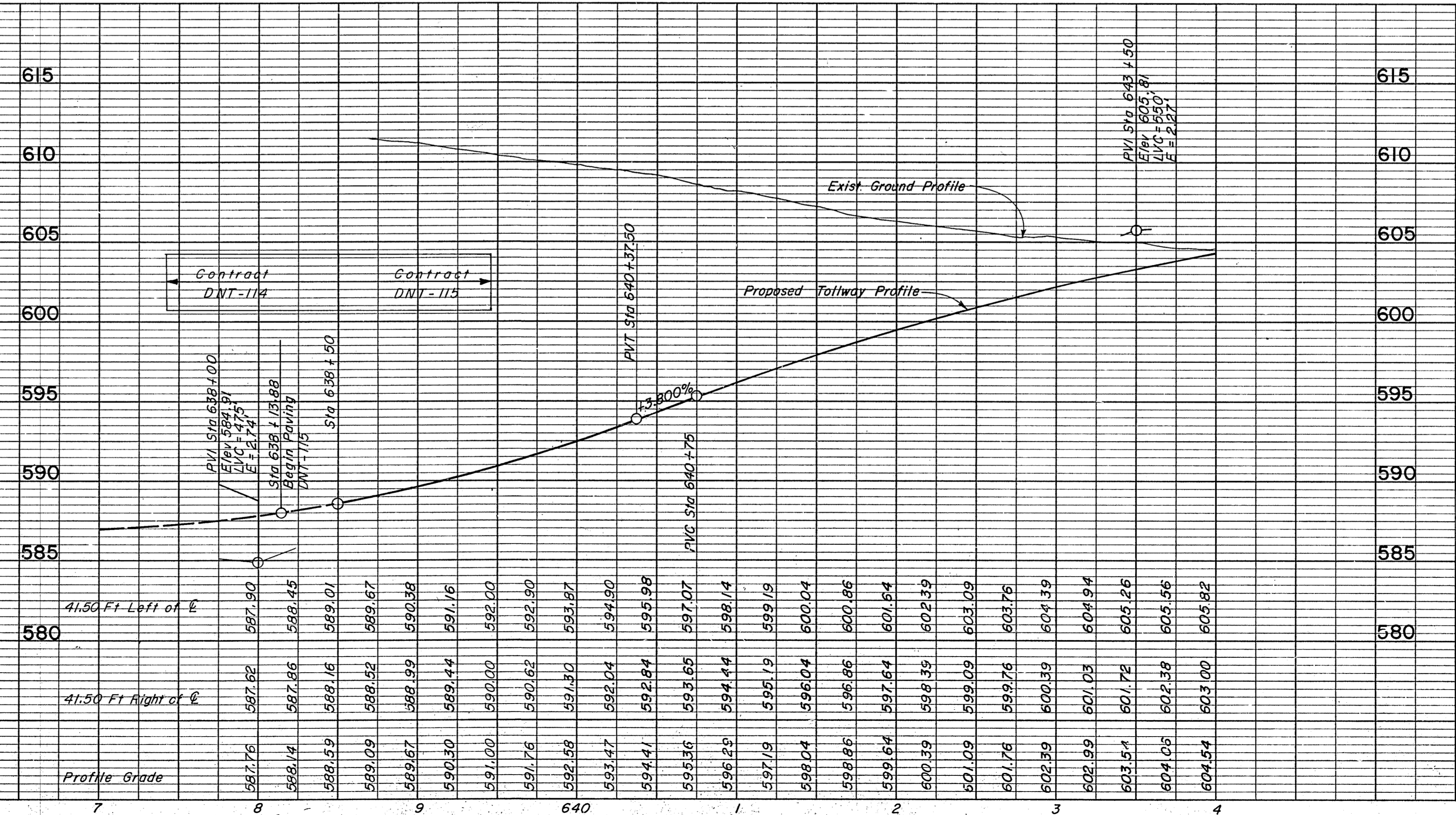


NOTES:

1. See Sheet R5 for Dallas Parkway Plan & Profiles for Removals.
2. See Sheet R50 for Storm Sewer Profiles.
3. See Sheets R68 - R69 for Box Culvert Details.
4. See Sheets W1 for Retaining Wall and Shoring Details.
5. For Shoulder and Median Barrier Details See Typical Sections.
6. Temporary Shoring (A) and (B) shall be constructed by DNT-114 and will remain in place until Walls W-109 and W-110 are constructed. Temporary Shoring (C), if removed will be removed by DNT-114. DNT-115 (at their option) will salvage or abandon shoring (B) after Walls W-109 and W-110 are constructed. Temporary Shoring (C) will be constructed by DNT-114 and removed by DNT-114 after the railroad bridge is constructed and railroad traffic returned to original track. DNT-115 will not be permitted to work south of the shoofly until railroad traffic is returned to the existing track. The exact date of the shoofly removal has not been determined. DNT-114 and DNT-115 contractors shall coordinate construction at the contract limits.



NO.	REVISION	BY	DATE
TEXAS TURNPIKE AUTHORITY DALLAS NORTH TOLLWAY PAVING AND GRADING TOLLWAY STA 638+50 TO STA 644+00 Gibbs & Hill, Inc. <small>ENGINEERS DESIGNERS CONSTRUCTORS</small> DALLAS			
DRAWN <i>VER</i>		DATE <i>7/8/83</i>	
CHECKED <i>DWC</i>		DATE <i>4/30/84</i>	
DESIGNED <i>DWC</i>		DATE <i>6/30/83</i>	
SCALE <i>1" = 50' Hor 1" = 5' Vert</i>		SECTION VII	
CONTRACT NO. DNT-115 SHEET R15 OF R85			