1. NOTICE TO THE CONTRACTOR-YOUR BID SHALL ON A TURN-KEY BASIS.
2. THE CONTRACTOR SHALL NOTIFY THE CHIEF OLICE AND THE FIRE CHIEF IN WRITING THREE DAYS BEFORE CLOSING AND OPENING OF SAID STREETS.
3. CONSTRUCTION ON AND ACROSS ALL STREETS SHALL BE DONE IN SUCH A WAY AS TO PERMIT THE USUAL FLOW OF TRAFFIC OR AS ARRANGED FOR BY THE CITY ENGINEER.
4. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CONTRACT, THE BELL SYSTEM PRACTICES, THE ATTACHED PRINTS AND SPECIFICATIONS, WHICH ARE MADE A PART OF THE CONTRACT AND ARE ACKNOWLEDGED FOR WHEN THE CONTRACT IS EXECUTED.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY, COUNTY, STATE AND FEDERAL REQUIREMENTS, SPECIFICATIONS AND PERMIT STIPULATIONS.
6. THE CONTRACTOR SHALL PROVIDE ADEQUATE BARRICADES AND LIGHTS AT ALL TIMES IN AREA OF CONSTRUCTION.
7. THE LOCATION OF SUB-SURFACE STRUCTURES WERE OBTAINED FROM ALL AVAILABLE SOURCES. THEY ARE MORE OR LESS SHOWN FOR INFORMATION PURPOSES ONLY AND THE STATE HIGHWAY DEPARTMENT, THE TELEPHONE COMPANY AND OTHER UTILITY COMPANIES ASSUME NO RESPONSIBILITIES FOR INACCURACIES OR OMISSION OF THESE SUB-SURFACE STRUCTURES.
8. ALL STREET SURFACES SHALL BE REPLACED IN FIRST CLASS CONDITION AND IN ACCORDANCE WITH CITY, COUNTY, STATE AND FEDERAL REQUIREMENTS AND SPECIFICATIONS, AS STATED IN EXHIBIT A OF THE CONTRACT.
9. AT THE END OF EACH DAY, EXISTING DITCHES SHALL BE LEFT IN A CONDITION TO PROVIDE ADEQUATE DRAINAGE. AT THE END OF THE CONTRACT, ALL DITCHES SHALL BE SLOPED AND LEFT IN GOOD CONDITION.
10. THE CONTRACTOR SHALL REPAIR TO ORIGINAL CONDITION, OR BETTER, ALL STREET SURFACES, SHOULDERS, DRIVEWAY AND SIDEWALK CROSSINGS, OR ANY OTHER DAMAGE CAUSED BY THE CONSTRUCTION WORK.
11. THE CONTRACTOR SHALL REMOVE ALL EXCESS MATERIAL INCLUDING REFERENCE OR OFFSET STAKES UPON COMPLETION OF THE JOB.
12. THE PLAN OR PROFILE SHALL NOT BE CHANGED IN ANY WAY EXCEPT WHEN AUTHORIZED BY THE ENGINEER.
13. DO NOT CHANGE THE ALIGNMENT OF CONDUIT OR MANHOLES FROM THAT SHOWN ON THE PLANS WITHOUT AUTHORIZATION FROM THE ENGINEER.
14. THE CONTRACTOR SHALL PLACE 1 PULL-IN-WIRES AS SPECIFIED BY THE ENGINEER. DUCT Nos. SEE PLAT No.
15. A MINIMUM OF 5 FOOT COLLARS SHALL BE PLACED ON ALL MANHOLES ON HIGHWAY RIGHT-OF-WAY.
16. THE CONTRACTOR SHALL FURNISH ALL STEEL, W F STEELBEAMS, UNISTRUT INSERTS, UNISTRUT R.C.P CULVERTS, SHELL, STEELCASINGS AND SURFACING MATERIAL AS REQUIRED. (TO BE INCLUDED IN YOUR BID.)
17. THE CONTRACTOR SHALL PLACE GALVANIZED STEEL STEPS IN COLLAR OF ALL MANHOLES.
18. IN CASE THE TELEPHONE CONDUIT CROSSES WITHIN 12 INCHES OF CAULKING END OF WATER MAIN, BELL, THE TELEPHONE COMPANY ENGINEER OR INSPECTOR SHALL BE NOTIFIED IMMEDIATELY.
19. THE CONTRACTOR SHALL PLACE ONE 3/4 INCH GALVANIZED IRON PIPE (FOR FUTURE ELECTROLYSIS DRAIN) THROUGH THE WALL OF EACH MANHOLE AWAY FROM TRAVEL SIDE OF ROAD AT THE CENTER OF THE WALL AND 6 INCHES BELOW THE ROOF AND PLACE A PIPE CAP ON END OF PIPE IN MANHOLE ONLY.
20. NO CONCRETE SHALL BE MIXED ON THE JOB WITHOUT PROPER MACHINE.
21. ALL STEEL PIPE THREADS SHALL BE RED LEADED BEFORE THE JOINTS ARE MADE UP.
22. WHEN LAYING DUCT, THE CONTRACTOR SHALL HAVE AT LEAST THREE (3) BATTER BOARDS IN PLACE AT ALL TIMES TO DETERMINE THE GRADE OF THE CONDUIT.
23. IN THE INTEREST OF PUBLIC SAFETY ETC., IT IS EXPECTED OF THE CONTRACTING FIRM TO FURNISH THE FOREMAN A SET OF THESE "GENERAL NOTES".
24. THESE "GENERAL NOTES" SUPPLEMENT, BUT DO NOT SUPPLANT ANY PART OF THE BELL SYSTEM PRACTICES COVERING THE PLACING OF CONDUIT, PIPES AND MANHOLES.
25. ON ALL PRECAST MANHOLES USE BOTTOM TERMINATORS FOR MAIN CONDUIT LINE AND DISREGARD DUCT CUTS. (TO BE INCLUDED IN YOUR BID) SEE INSPECTOR FOR DETAIL INFORMATION.
26. ALL TUNNELS CONSTRUCTED UNDER HIGHWAYS AND RAILROADS SHALL START AND END AT LEAST 10 FEET FROM THE EDGE OF THE SLAB OR THE EDGE OF THE RAILS (CONTRACTOR TO VERIFY IN FIELD).
27. ALL WOOD TUNNELS SHOWN ON THE PLAN AND PROFILE SHALL BE CONSTRUSTED AS FOLLOWS:
    - A - TUNNEL WIDTH AND HEIGHT SHALL BE OF A DIMENSION SUITABLE TO THE CONTRACTOR.
    - B - TUNNEL SHALL BE SOLID SHEATHED AND BRACED WITH EITHER OAK, GUM OR CYPRESS RANDOM WIDTH TIMBERS NOT LESS THAN 2 INCHES THICK AND 2 INCH BY 4 INCH CLEATS SHALL BE PLACED IN EACH CORNER AT THE TOP AND BOTTOM OF THE TUNNEL.
    - C - AT LEAST A 4 INCH REINFORCED CONCRETE BASE SHALL BE PLACED IN THE TUNNEL ON GRADE AND THE CONDUIT LAID ON THIS BASE.
    - D - EACH SECTION OF CONDUIT SHALL BE ANCHORED TO THE BASE BY MEANS OF TIE WIRES PLACED IN THE CONCRETE BASE AT THE TIME OF POURING.
    - E - THE SPACING OF POUR HOLES SHALL BE DETERMINED BY THE ENGINEER OR THE INSPECTOR.
    - F - A BORE AT LEAST THE WIDTH OF THE POUR HOLE SHALL BE PLACED A FEW INCHES ABOVE THE CONDUIT AND DIRECTLY BELOW THE POUR HOLE SO THAT THE CONCRETE WILL STRIKE THE BOARD INSTEAD OF THE CONDUIT WHILE POURING.
    - G - POUR HOLES SHALL BE LINED WITH A 6 INCH STOVE PIPE, WHICH WILL BE PULLED OR CUT OFF AT THE GROUND LINE AFTER POURING.
    - H - A TROUGH SHA BE CONSTRUCTED AT THE HIGH END HE TUNNEL AND SHALL EXTEND AT LEAST INCHES ABOVE THE TOP OF THE TUNNEL AND AT LEAST 8 HES BEYOND THE TUNNEL, WITH TWO OVABLE BOARDS THAT ARE AT LEAST 12 INCHE WIDE IN ORDER THAT THE ENGINEER OR THE INSPECTOR CAN WATCH BACKFILLING OF TUNNEL. THE CKFILLING WILL BE COMPLETE WHEN THE CONCRETE OVERFLOWS THE TROUGH.
    - I - THE TUNNEL SHALL BE BACKFILLED SOLID WITH 4 S. S OF CEMENT PER CUBIC YARD OF PEA GRAVEL AND THE ENGINEER'S OR THE INSPECTOR'S WORD SHALL BE FINAL AS TO MIXTURE AND WHEN TUNNEL FILLED.
28. AS AN ALTERNATE TO NOTE #27, A CORRUGATED IRON PIPE TUNNEL (GALVANIZED, ASBESTOS BONDED AND DOUBLE ASPHALT DIPPED) MAY BE USED (UPON THE APPROVAL OF THE ENGINEER OR THE INSPECTOR) WITH THE EXCEPTION OF RAILROAD TUNNELS. ALL RAILROAD TUNNELS SHALL BE CONSTRUCTED AS SHOWN ON THE PLAN AND PROFILE AND IN NO CASE SHALL AN EXCEPTION OF THIS BE ALLOWED. SIZE, GAUGE AND LENGTH OF THE TUNNEL WILL BE SHOWN ON THE PLAN AND PROFILE AT THE TUNNEL LOCATIONS. AFTER THE TUNNEL IS IN PLACE A CONCRETE FLOOR SHALL BE POURED TO A WIDTH OF 2 INCHES WIDER THAN THE WIDTH OF THE CONDUIT IN ALL TUNNELS UP TO AND INCLUDING 24 INCH DIAMETER. IN ALL TUNNELS LARGER THAN 24 INCH DIAMETER, THE CONCRETE BASE SHALL OCCUPY APPROXIMATELY 9.06% OF THE VOLUME OF THE TUNNEL. IN ALL TUNNELS 24 INCH DIAMETER OR SMALLER, THE CONDUIT SHALL BE PLACED ON A CREOSOTED S4S YELLOW PINE BOARD 2 INCHES THICK AND 1 INCH LESS IN WIDTH THAN THE WIDTH OF THE CONDUIT. THE CONDUIT SHALL BE STRAPPED TO THE BOARD WITH 3/4 INCH STAINLESS STEEL 2400 POUND LAG BAND STRAPS WITH TWO STRAPS PER SECTION OF CONDUIT. THE CONDUIT SHALL THEN BE PUSHED OR PULLED INTO THE TUNNEL. WHERE SPLICING OF THE BOARD IS NECESSARY, IT SHALL BE DONE AT THE CENTER OF A CONDUIT SECTION WITH THREE LAG BAND STRAPS PLACED AT EACH END OF THE BOARD WITHIN SAID SECTION OF CONDUIT. IN TUNNELS 30 INCHES IN DIAMETER OR LARGER, THE CONDUIT SHALL BE LAID ON THE CONCRETE BASE AS PER NOTE #27. AFTER THE CONDUIT HAS BEEN PLACED IN THE TUNNEL, THE ENDS OF THE TUNNEL SHALL THEN BE PLUGGED AND WATERPROOFED WITH EITHER A BRICK OR CONCRETE WALL.
    THE ENGINEER OR THE INSPECTOR SHALL BE NOTIFIED WHEN ANY TUNNEL IS TO BE STARTED, WHEN CONDUIT IS TO BE PLACED, AND WHEN TUNNEL IS TO BE FILLED WITH CONCRETE. THE ENGINEER OR THE INSPECTOR MUST BE PRESENT WHEN A TUNNEL IS SEALED OR FILLED WITH CONCRETE.
29. TYPES OF MATERIAL TO BE USED FOR BACKFILLING TRENCH. TYPE AND LOCATION SHALL BE SHOWN ON THE PLAN OR PROFILE.
    - TYPE "A" ORIGINAL MATERIAL - BACKFILL SHALL BE MADE WITH ORIGINAL MATERIAL AND WATER JET TAMPED (UNLESS OTHER METHODS ARE REQUIRED BY CITY, COUNTY, STATE OR FEDERAL SPECIFICATIO .) TO THE SATISFACTION OF THE ENGINEER OR THE INSPECTOR.
    - TYPE "B" BANK SAND - WHERE TRENCH IS BACKFILLED WITH BANK SAND A 10 FOOT SECTION (5 FEET EACH SIDE OF CENTER LINE OF PIPE) OF STABILIZED BANK SAND BACKFILL (2 SACKS OF CEMENT PER CUBIC YARD OF SAND AND "PUG MILL" MIXED) SHALL BE USED WHEN CROSSING ALL STORM AND SANITARY SEWER MAINS AND LATERALS AND ALL WATER MAINS 4 INCH DIAMETER OR LARGER AND COMPACTED TO THE SATISFACTION OF THE ENGINEER OR THE INSPECTOR, (FROM BOTTOM OF TRENCH TO PAVEMENT SUB-GRADE).
    - TYPE "C" STABILIZED WASHED SAND - BACKFILL SHALL BE MADE WITH STABILIZED WASHED SAND (2 1/4 SACKS OF CEMENT PER CUBIC YARD OF SAND AND "PUG MILL" MIXED) AND COMPACTED TO THE SATISFACTION OF THE ENGINEER OR THE INSPECTOR. STABILIZED BANK SAND SHALL BE PLACED FROM BOTTOM OF TRENCH TO PAVEMENT SUB-GRADE.
    - TYPE "D" STABILIZED WASHED SHELL - BACKFILL SHALL BE MADE WITH STABILIZED WASHED SHELL (2 SACKS OF CEMENT PER CUBIC YARD OF WASHED SHELL AND "PUG MILL" MIXED) AND COMPACTED TO THE SATISFACTION OF THE ENGINEER OR THE INSPECTOR.
    - TYPE "E" WASHED SHELL STABILIZED WITH WASHED SAND - BACKFILL SHALL CONSIST OF ONE PART OF WASHED SAND TO THREE PARTS OF WASHED SHELL ("PUG MILL" MIXED) AND COMPACTED TO THE SATISFACTION OF THE ENGINEER OR THE INSPECTOR.
    - TYPE "S" BACKFILL - BACKFILL SHALL BE MADE WITH WASHED SHELL.
    - TYPE "X" BACKFILL - STABILIZED RIVER SAND - BACKFILL SHALL BE MADE WITH STABILIZED BANK SAND (1 1/2 SACKS OF CEMENT PER CUBIC YARD OF SAND AND "PUG MILL" MIXED) AND COMPACTED TO THE SATISFACTION OF THE ENGINEER OR INSPECTOR.
    - TYPE "Y" BACKFILL - THE TRENCH SHALL BE BACKFILLED WITH THE ORIGINAL EXCAVATION EARTH WITH LAYER NOT TO EXCEED 6" OF LOOSE DIRT AND ALL FILL SHALL BE TAMPED WITH MECHANICAL TAMPS.

    STATEMENTS "A" THROUGH "E" DO NOT ABRIDGE SEQUENCE OF TAMPING AS SPECIFIED IN BELL SYSTEM PRACTICES.
30. ALL MANHOLES ON THIS PROJECT (DISREGARDING SIZE) SHALL BE TAGGED SHOWING THE CUBIC FOOTAGE OF THE PARTICULAR MANHOLE. THE CUBIC FEET SHALL BE CENTERED IN A 8 X 10 INCH PAINTED SQUARE ON THE INSIDE OF THE MANHOLE COLLAR USING A HIGH VISIBILITY PAINT (WITH TRAFFIC MARKING PAINT OR EQUIVALENT). AFTER THE DRYING PROCESS STENCIL THE CUBIC FOOTAGE IN BLACK 2" FIGURES AS SUGGESTED IN BSP 622-500-020 PARG. 2.0. (THIS SHALL BE INCLUDED IN YOUR BID.)
31. CONTRACTOR SHALL FURNISH ALL STEEL, STEEL I. BEAMS, W.F STEEL BEAMS, 3 INCH 57 LB. GALV. I. BEAMS, STEEL CASING, STEEL REBARS, UNISTRUT INSERTS, INSERTS, TERMINATIONS, AND ALUMINUM GATES USED ON THIS PROJECT. (TO BE INCLUDED IN YOUR BID.)
32. AT ALL PROPOSED DRIVEWAYS SHOWING R.C.P. AN ADDITIONAL TAPERED END SECTION SHALL BE INCLUDED IN YOUR BID FOR EACH END AT EACH LOCATION PER NEW HWY. SPEC.
33. NO DROP HAMMER SHALL BE PERMITTED TO CUT PAVEMENT ON THIS JOB (SAW-CUT PAVEMENT AND USE AIR HAMMER).
34. [illegible]

Quorum Drive

REVISIONS
-

GENERAL NOTES AND SPECIFICATIONS

ADDISON, TEXAS

SOUTHWESTERN BELL TELEPHONE CO.

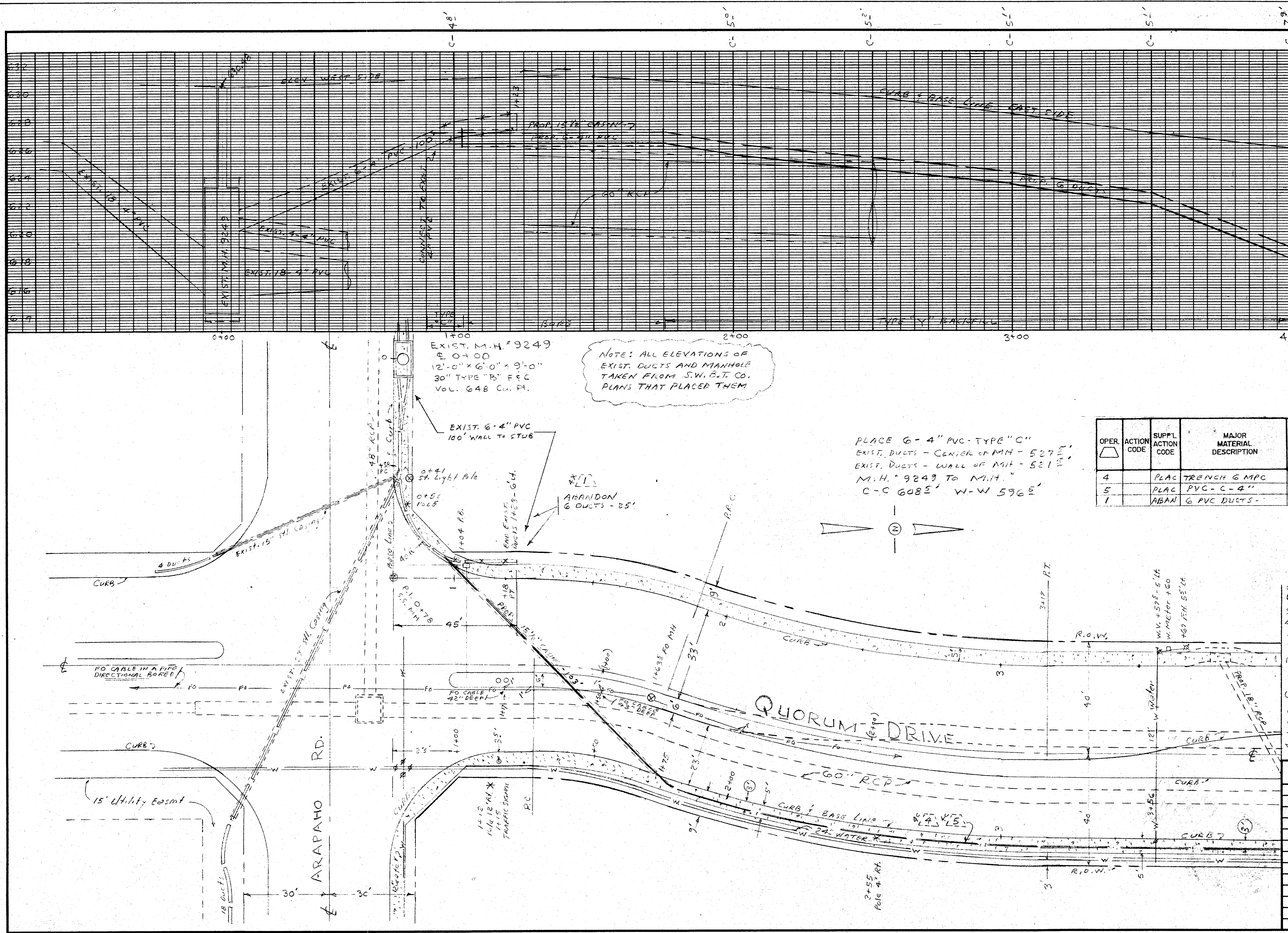
W. D. SHIPP (MGR. ENG. DES.) JERRY SHELBY (AREA MGR. ENG. DES.) DAVID NOBLET (DIST. MGR. ENG.)

DATE ISSUED	6/5/96	DATE CONST. COMPLETED	SHEET NO.
EST. NO.	0607233	DRAWN BY	B
C.O.	TAX DIST. DB007	AREA NO.	TM8239

DRAWN BY: MORRISON D.F.C.

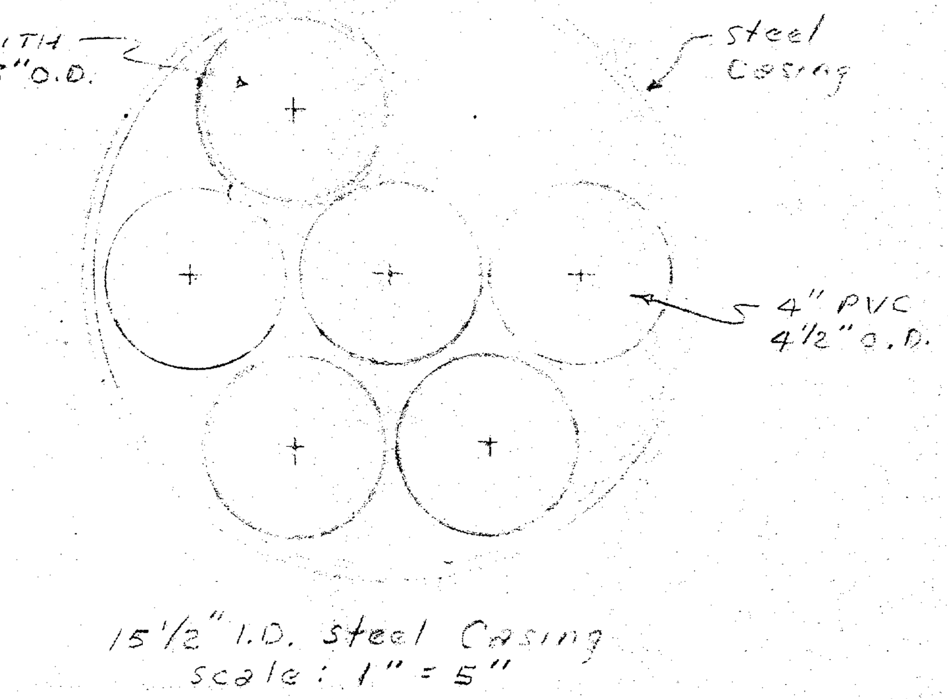
FF-19

FORM E-889TC
REVISED 7-1-64 TEXAS



PLACE 6-4" PVC-TYPE "C"
EXIST. DUCTS - CENTER OF MH - 527±'
EXIST. DUCTS - WALL OF MH - 521±'
M.H. # 9249 TO M.H. #
C-C 608±' W-W 596±'

OPER.	ACTION CODE	SUPP'L ACTION CODE	MAJOR MATERIAL DESCRIPTION	ACCT. CODE	ML OR AMT.	PL	BORE	REMOVALS	
								AMOUNT	MORT. DATE
4		PLAC	TRENCH 6 MPC	4C	521.5'		103'		
5		PLAC	PVC-C-4"	4C	3129'				
1		ABAN	6 PVC DUCTS-	4X				25'	87



15 1/2" I.D. Steel Casing
scale: 1" = 5"

NOTES: LOCATION AND DEPTH OF FO CABLE ARE APPROXIMATE - CONTACT OWNER BEFORE DIGGING.

FLOW LINE OF 60" RCP TAKEN FROM CITY CONSTRUCTION DWGS.

LOCATE ALL UTILITIES BEFORE DIGGING.

STATE OF TEXAS
F.W. MORRISON, JR.
37565
REGISTERED PROFESSIONAL ENGINEER
5/27/96

JOB NUMBER

ADDISON - 239

QUORUM DR.

SCALE
PLAN 1" = 20' PROFILE HORZ. 1" = 20' PROFILE VERT. 1" = 4'

SOUTHWESTERN BELL TELEPHONE CO.

W. D. SHIPP — MGR. ENGR. DESIGN
JERRY SHELBY — AREA MGR. ENGR. D.
DAVID NOBLET — DIRECTOR. ENGR.

DATE ISSUED 6-5-96 WDS
DATE CONST. COMP'D.
SHEET NO. 1
E. R. NO.
EST. NO. 0607233
DRAWN BY MORRISON D.T.C. 5-28-96
C.O.-239
TAX DIST. DB 007

N01188

FORM E-889TC
REVISED 7-1-84 TEXAS

OPER.	ACTION CODE	SUPP'L ACTION CODE	MAJOR MATERIAL DESCRIPTION	ACCT. CODE	ML OR AMT.	PL	BORE	REMOVALS	
								AMOUNT	MORT. DATE
1		PLAC	MANHOLE 12'x6'x7'	4C	1				

JOB NUMBER		

ADDISON - 239

QUORUM DR.

SCALE

PLAN 1" = 20' PROFILE HORZ. 1" = 20' PROFILE VERT. 1" = 4'

SOUTHWESTERN BELL TELEPHONE CO.

W. D. SHIPP, MGR ENGR. D. — JERRY SHELBY, AREA MGR. ENGR. D. — DAVID NOBLET, DIRECTOR ENGR.

DATE ISSUED 6-5-96 WDS — DATE CONST. COMP'D. ____

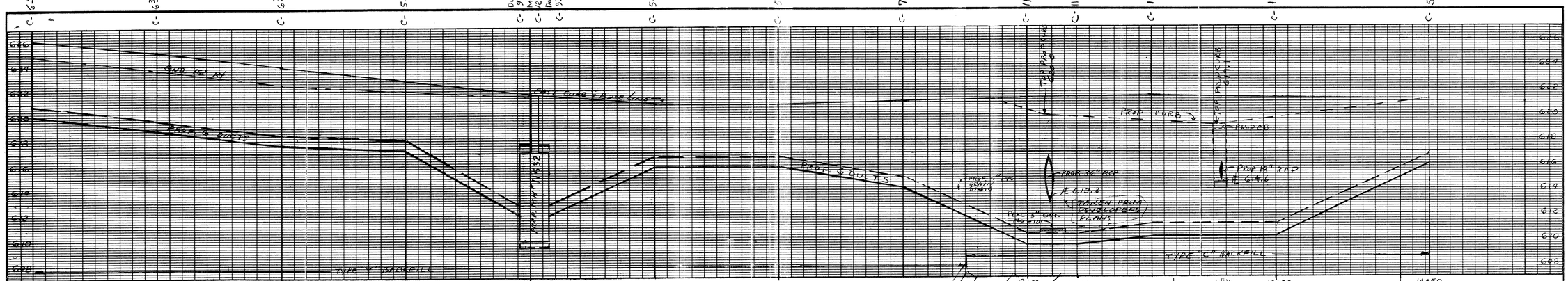
E. R. NO. ____ — EST. NO. 0607233 — DRAWN BY MORRISON D.&C, 5-28-96

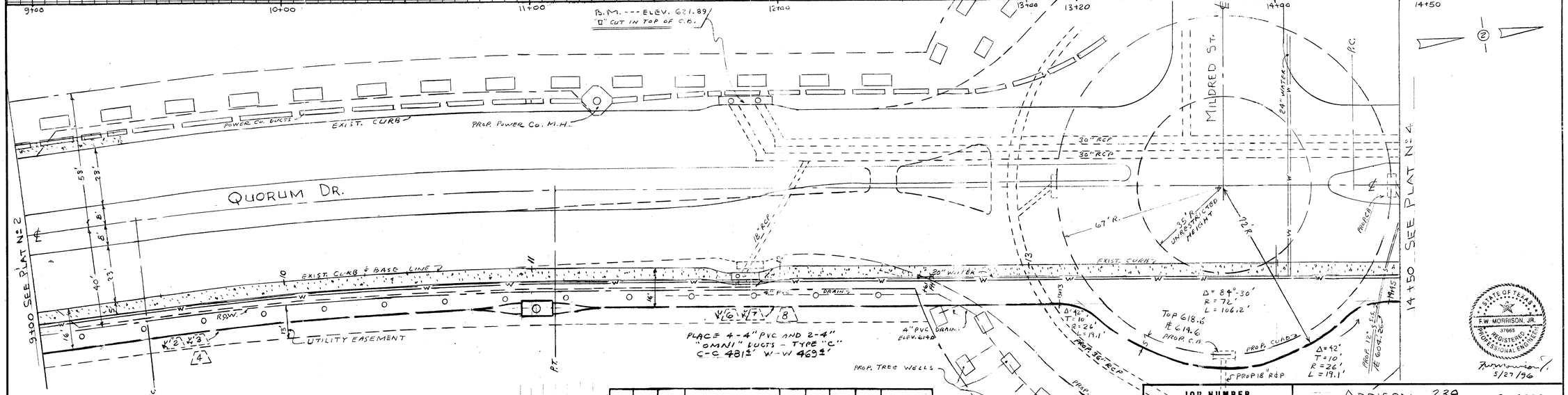
C.O.-239 — TAX DIST. DB007

SHEET NO. 2

N01188

FORM E-8807C
REVISED 7-1-64 TEXAS





PLACE 4-4" PVC & 2-4" "OMNI" DUCTS - TYPE "C"
C-C 512' W-W 500'

PROP. M.H. 11532
℄ 11+02
12'-0" x 6'-0" x 7'-0"
PRECAST TYPE A
TYPE "36" 30" F.C.
VOL. - 504 CU.FT.

OPER.	ACTION CODE	SUPP'L ACTION CODE	MAJOR MATERIAL DESCRIPTION	ACCT. CODE	ML OR AMT.	PL	BORE	REMOVALS AMOUNT	REMOVALS MORT. DATE
1		PLAC	MANHOLE 12'-6"x7'	4C	1				
2		PLAC	TRENCH & MPC	4C	500		100		
3		PLAC	PVC-C-4"	4C	2000				
6		PLAC	TRENCH & MPC	4C	469±				
7		PLAC	PVC-C-4"	4C	1878				
4		PLAC	CONDUIT-MLT-FO4	4C	1000				
8		PLAC	CONDUIT-MLT-FO4	4C	939				

JOB NUMBER 600.47

ADDISON - 239 TM8239

QUORUM DR.

SCALE
PLAN 1" = 20' PROFILE HORZ. 1" = 20' PROFILE VERT. 1" = 4'

SOUTHWESTERN BELL TELEPHONE CO.

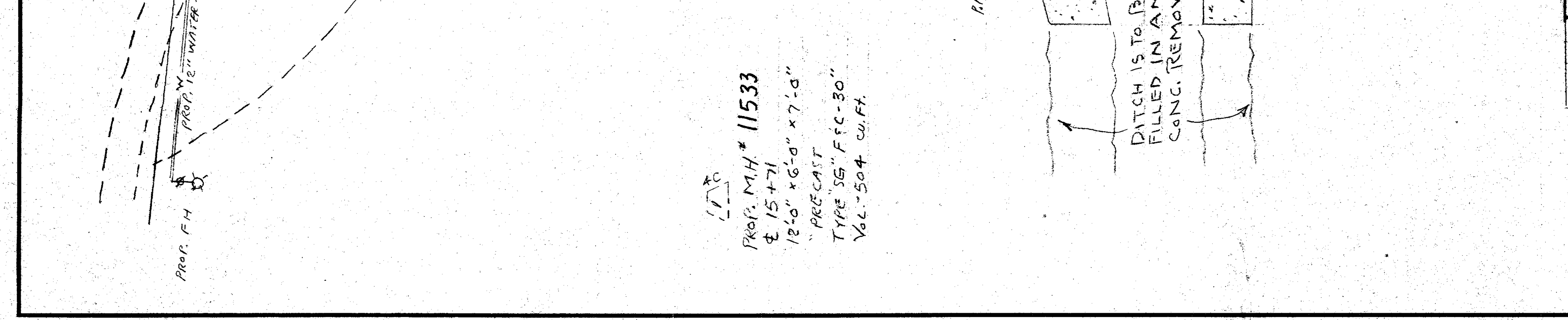
W. D. SHIPP — MGR. ENGR. DESIGN
JERRY SHELBY — AREA MGR. ENGR. D
DAVID NOBLET — DIRECTOR ENGR

DATE ISSUED 6-5-96 WDS
DATE CONST. COM'D.
SHEET NO. 3
E. R. NO. EST. NO. 0607233
DRAWN BY MORRISON D. EC. 5-28-96
C.O.- 239
TAX DIST. DB007

REVISED 7/2/96 WDS

M01188

FORM E-889TC
REVISED 7-1-84 TEXAS



OPER.	ACTION CODE	SUPP'L ACTION CODE	MAJOR MATERIAL DESCRIPTION	ACCT. CODE	ML OR AMT.	PL.	BORE	REMOVALS AMOUNT	REMOVALS MORT. DATE
1		PLAC	MANHOLE 12'x6'x7'	4C	1				
2		PLAC	TRENCH 4 MPC	4C	134'				
3		PLAC	PVC-C-4"	4C	536'				

JOB NUMBER

ADDISON - 239 TM8239

QUORUM DR.

SCALE
PLAN 1" = 20' PROFILE HORZ. 1" = 20' PROFILE VERT. 1" = 4'

SOUTHWESTERN BELL TELEPHONE CO.

W. D. SHIPP — MGR ENGR DESIGN
JERRY SHELBY — AREA MGR. ENGR. D.
DAVID NOBLET — DIRECTOR ENGR

DATE ISSUED 6-5-96 WDS
DATE CONST. COMP'D.
E. R. NO.
EST. NO. 0607233
DRAWN BY MORRISON D.C. 5-28-96
C.O.-239
TAX DIST. DB 007
SHEET NO. 4

STATE OF TEXAS — F.W. MORRISON, JR. — 37565 — REGISTERED PROFESSIONAL ENGINEER
5/27/96 F.W. Morrison

N01188

FORM E-889TC
REVISED 7-1-84 TEXAS

PLACE 4-4" PVC & 2-4" OMNI DUCTS TYPE "C"
C-C 508' W-W 496'

OPER.	ACTION CODE	SUPP'L ACTION CODE	MAJOR MATERIAL DESCRIPTION	ACCT. CODE	ML OF AMT.	PL	BORE	REMOVALS AMOUNT	REMOVALS MORT. DATE
1		PLAC	MANHOLE 12'x6'x7'	4C	1				
2		PLAC	TRENCH 6 MPC	4C	115'				
3		PLAC	PVC-C-4"	4C	460				
4		PLAC	TRENCH 6 MPC	4C	496'				
5		PLAC	PVC-C-4"	4C	1984				
6		PLAC	CONDUIT-MLT-F03	4C	992				
7		PLAC	CONDUIT-MLT-F03	4C	230				

1 PROP. M.H. 11534
℄ 20+79
12'-0" x 6'-0" x 7'-0"
"PRECAST"
TYPE "SG" 30" F & C
VOL 504 CU. FT.

TYPE "C" PVC
PLAC 4-4" PVC &
2-4" OMNI DUCTS
C-STUB 121'
W-STUB 115'

JOB NUMBER

ADDISON - 239 TM8239

QUORUM, DR.

SCALE
PLAN 1" = 20' PROFILE HORZ. 1" = 20' PROFILE VERT. 1" = 4'

SOUTHWESTERN BELL TELEPHONE CO.

W. D. SHIPP — MGR ENGR. DESIGN
JERRY SHELBY — AREA MGR. ENGR D.
DAVID NOBLET — DIRECTOR ENGR

DATE ISSUED 6-5-96 WDS
DATE CONS'T. COMP'D.
SHEET NO. 5
E. R. NO.
EST. NO. 0607233
DRAWN BY 5-28-96 MORRISON D.S.C.
C.O. 239
TAX DIST. DB007

M01188