

- NOTE**
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
 2. NO CERAMIC TRAFFIC BUTTONS ARE TO BE PLACED ON THERMOPLASTIC STRIPING. CONTRACTOR SHALL PROVIDE AN OPENING IN ANY CONTINUOUS STRIPING TO ALLOW FOR PROPER PLACEMENT OF TRAFFIC BUTTONS, IF REQUIRED.
 3. NO P117Y DOUBLE REFLECTIVE YELLOW BUTTONS (TWO-WAY DIVIDE LINE) ARE TO BE PLACED ACROSS RAILROAD CROSSING, AS SHOWN.
 4. ADHESIVE FOR BUTTONS SHALL BE TWO-PART EPOXY MACHINE MIX.
 5. RECUT DETECTOR LOOPS FOR EAST BOUND BELTLINE ROAD AS FOLLOWS: 6'x90' FOR THROUGH LANES, 6'x50' FOR LEFT TURN LANES.

RELOCATE TRAFFIC PULLBOX & APPURT. 4' BEHIND BACK OF CURB; EXTEND EXIST. CONDUIT TO RELOCATED PULLBOX; INSTALL DRILLED SHAFT FOUNDATION, NEW SIGNAL POLE & 48' MAST ARM POLE; INSTALL NEW TRAFFIC SIGNAL CABLE AS SHOWN.

RELOCATE TRAFFIC PULLBOX & APPURT. 6' BEHIND BACK OF CURB; EXTEND EXIST. CONDUIT TO RELOCATED PULLBOX; INSTALL DRILLED SHAFT FOUNDATION, NEW SIGNAL POLE AND 40' MAST ARM POLE; INSTALL NEW TRAFFIC SIGNAL CABLE AS SHOWN.

RELOCATE TRAFFIC PULLBOX & APPURTENANCES 4' BEHIND BACK OF CURB; EXTEND EXIST. CONDUIT TO RELOCATED PULLBOX; INSTALL DRILLED SHAFT FOUNDATION; INSTALL NEW TRAFFIC SIGNAL CABLE AS SHOWN ON SHEET 4.

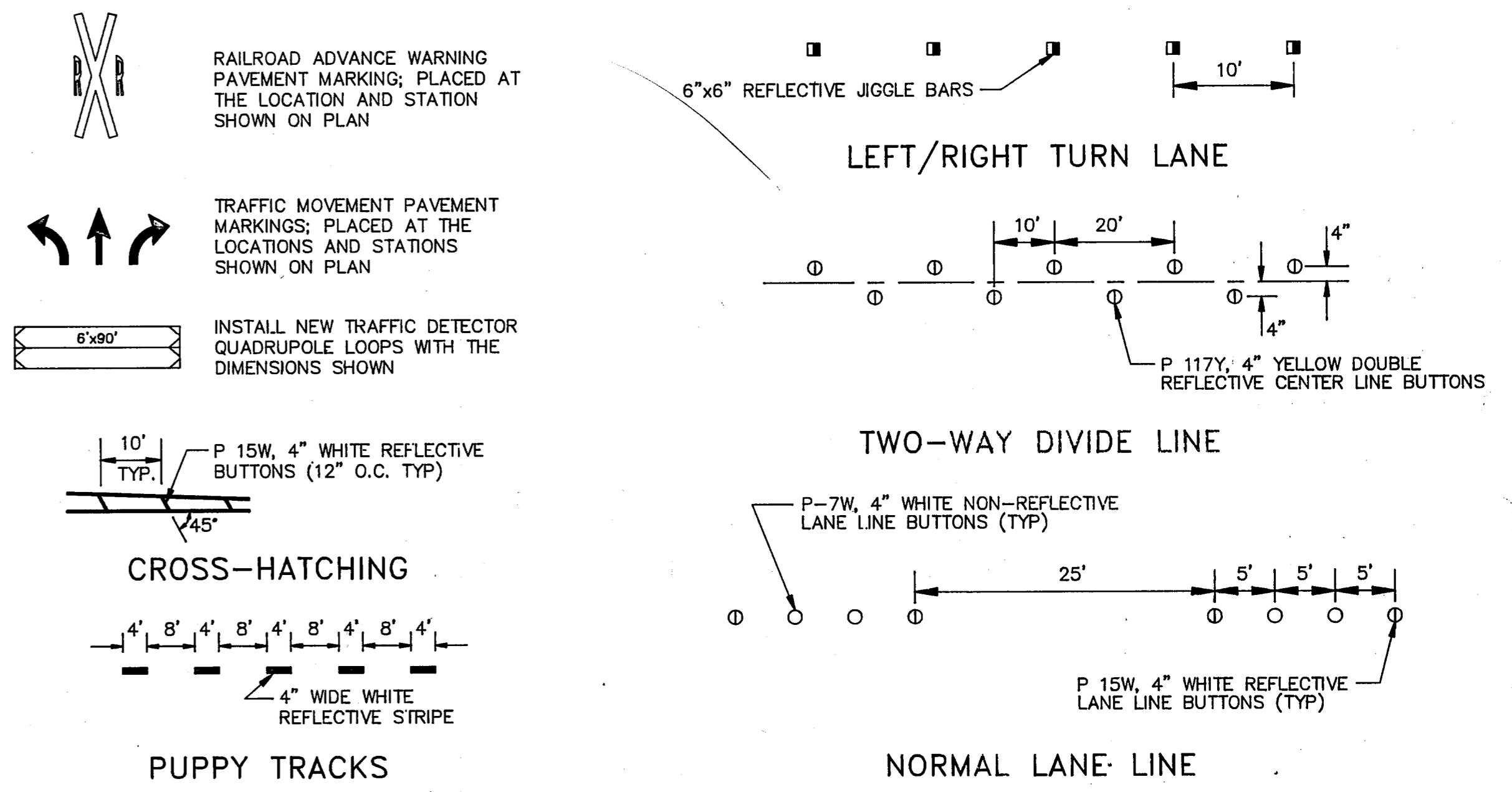
NOTE:
The Contractor shall reconnect all signal interconnect and emergency vehicle cable to the relocated controller so as to duplicate existing signal phasing, detector operation, pedestrian phasing, interconnect and emergency vehicle phasing except as noted on the plans. New conduit shall be installed where necessary to accommodate relocated pull boxes and controllers. Said conduit shall be installed in such a manner so as to allow easy pulling of signal cable through the new conduit.

See Sheet 6 for General Traffic Notes.
See Sheets 8-18 for Traffic Signal Details.
See Sheets 19-22 for Special Provisions for Installation of Traffic Signals.

CABLE TERMINATION CHART

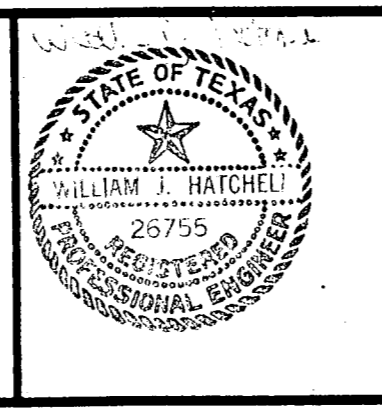
Conductor Color	Cable 1 From Pole 1 to Controller	Cable 2 From Pole 2 to Controller	Cable 3 From Pole 3 to Controller	Cable 4 From Pole 4 to Controller	Cable 5 From Pole 5 to Controller	Cable 6 From Pole 6 to Controller
White/Black	Spare	Spare	Spare	Spare	Spare	Spare
White	Signal Common	Signal Common	Signal Common	Signal Common	Signal Common	Signal Common
Red	SH 1,2 R	SH 4,5,6 R	SH 7,8 R	SH 9,10 R	SH 12,13,14 R	SH 15,16 R
Green	SH 1,2 G	SH 4,5,6 G	SH 7,8 G	SH 9,10 G	SH 12,13,14 G	SH 15,16 G
Orange	SH 1,2 Y	SH 4,5,6 Y	SH 7,8 Y	SH 9,10 Y	SH 12,13,14 Y	SH 15,16 Y
Black	Spare	Spare	SH 7,8 ♂	Spare	Spare	SH 15,16 ♂
Blue	Spare	Spare	SH 7,8 ♀	Spare	Spare	SH 15,16 ♀
Red/Black	Spare	Spare	Spare	Spare	Spare	Spare
Green/Black	Spare	Spare	Spare	Spare	Spare	Spare
Orange/Black	PB Common	PB Common		PB Common	PB Common	
Blue/Black	Ped Call	Ped Call		Ped Call	Ped Call	
Black/White	SH 24 W	SH 18 W		SH 21 W	SH 22 W	
Red/White	SH 24 DW	SH 18 DW		SH 21 DW	SH 22 DW	
Green/White	Ped Call	Ped Call		Ped Call	Ped Call	
Orange/White	SH 17 W	SH 19 W		SH 20 W	SH 23 W	
Blue/White	SH 17 DW	SH 19 DW		SH 20 DW	SH 23 DW	

LEGEND



NO.	REVISION	BY	DATE

DESIGNED BY: J. WALDBAUER
 DRAWN BY: EH&A
 CHECKED BY: B. GRANTHAM
 SCALE: 1" = 20'
 DATE: SEPTEMBER 1992
 FILE: \ADDISON\PROJECT\PMBA



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PAVEMENT MARKING/TRAFFIC SIGNALS
 INTERSECTION IMPROVEMENTS
 ADDISON ROAD AT BELT LINE ROAD
 for
 THE TOWN OF ADDISON

SHEET NO. 4
 OF 31 SHEETS
 JOB NO. 13921