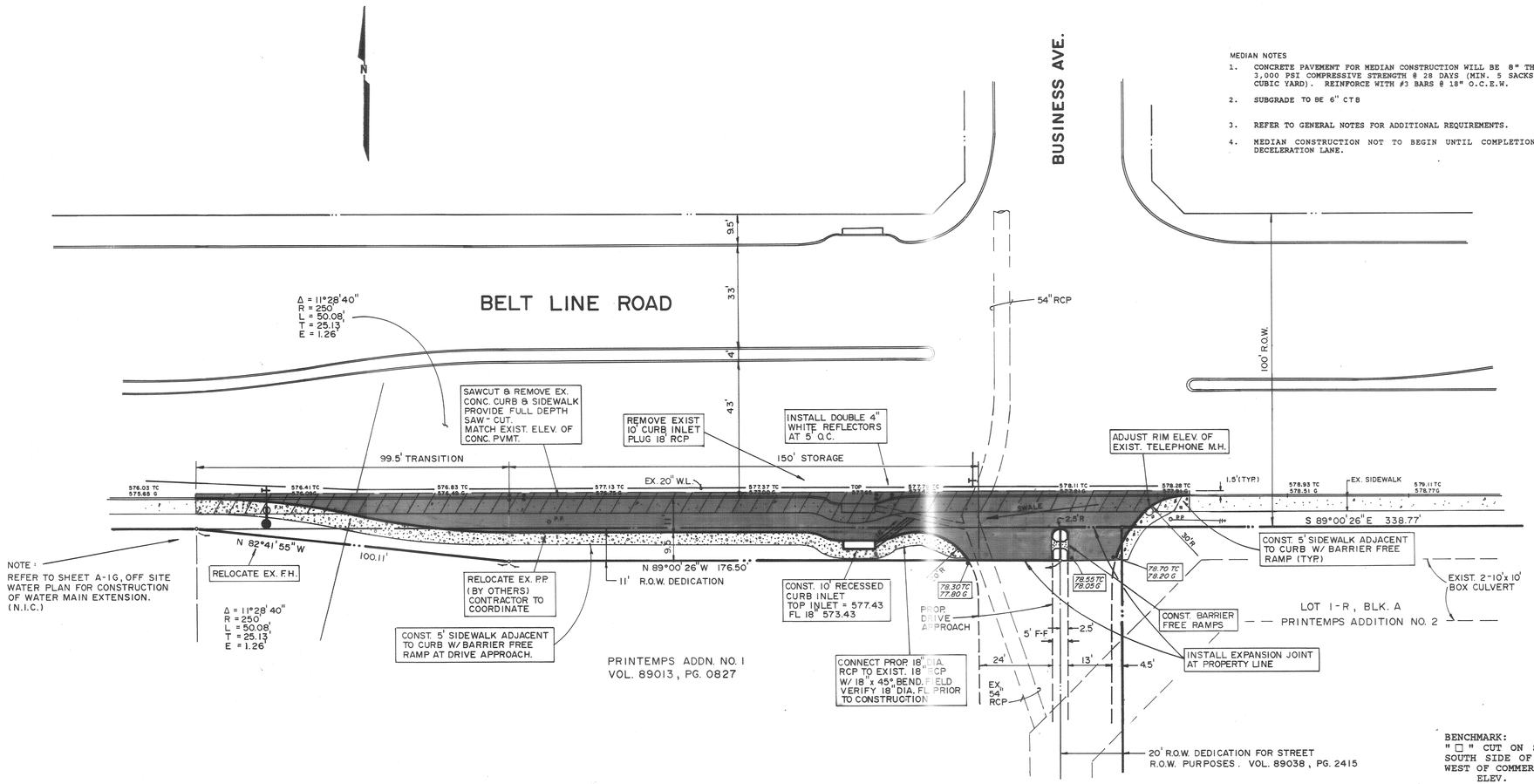
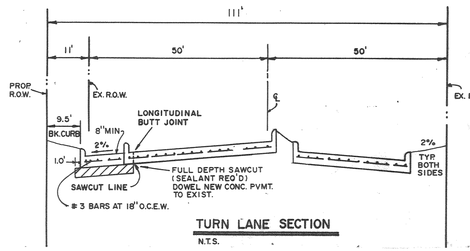


MEDIAN NOTES

1. CONCRETE PAVEMENT FOR MEDIAN CONSTRUCTION WILL BE 8" THICK, 3,000 PSI COMPRESSIVE STRENGTH @ 28 DAYS (MIN. 5 SACKS PER CUBIC YARD). REINFORCE WITH #3 BARS @ 18" O.C.E.W.
2. SUBGRADE TO BE 6" CTB
3. REFER TO GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
4. MEDIAN CONSTRUCTION NOT TO BEGIN UNTIL COMPLETION OF DECELERATION LANE.

GENERAL NOTES

1. ALL CURBS TO BE PLACED INTEGRAL WITH PAVEMENT AND SHALL MEET THE SAME COMPRESSIVE STRENGTH AS THE PROPOSED CONCRETE PAVEMENT.
2. ARRANGEMENT OF JOINTS SHALL MATCH JOINTS IN EXISTING PAVEMENT.
3. ALL BAR LAPS SHALL BE 30" DIAMETERS.
4. BAR CHAIRS SHALL BE FURNISHED.
5. CROSS SLOPE OF PROPOSED TURN LANE WILL BE ¼" PER FOOT.
6. CONCRETE PAVEMENT FOR TURN LANE WILL BE 8" THICK, 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS WITH A MIXTURE THAT IS MINIMUM FIVE SACKS PER CUBIC YARD . REINFORCEMENT WILL BE #3 BARS @ 18" OCEW.
7. SUBGRADE WILL BE SCARIFIED TO A DEPTH OF 6" AND RECOMPACTED TO 95% STANDARD PROCTOR DENSITY. SUBGRADE TO BE STABILIZED WITH 6% BY WEIGHT OF HYDRATED LIME. SUBGRADE SHALL EXTEND 1' BACK OF PROPOSED CURB. 6" CTB MAY BE ALLOWED AS ALTERNATE TO LIME STABILIZATION.
8. ALL JOINTS IN CONCRETE PAVEMENT TO BE SEALED WITH OA55 ASPHALT OR RUBBER BASED COMPOUND.
9. INSTALLATION OF DRIVE APPROACHES, SIDEWALKS, RIGHT-TURN LANE AND MEDIAN IMPROVEMENTS SHALL MEET TOWN OF ADDISON STANDARDS.



TURN LANE SECTION
N.T.S.

BENCHMARK:
"□" CUT ON STORM SEWER INLET ON SOUTH SIDE OF BELT LINE ROAD 70'± WEST OF COMMERCIAL DRIVE.
ELEV. 580.56'

AS BUILTS

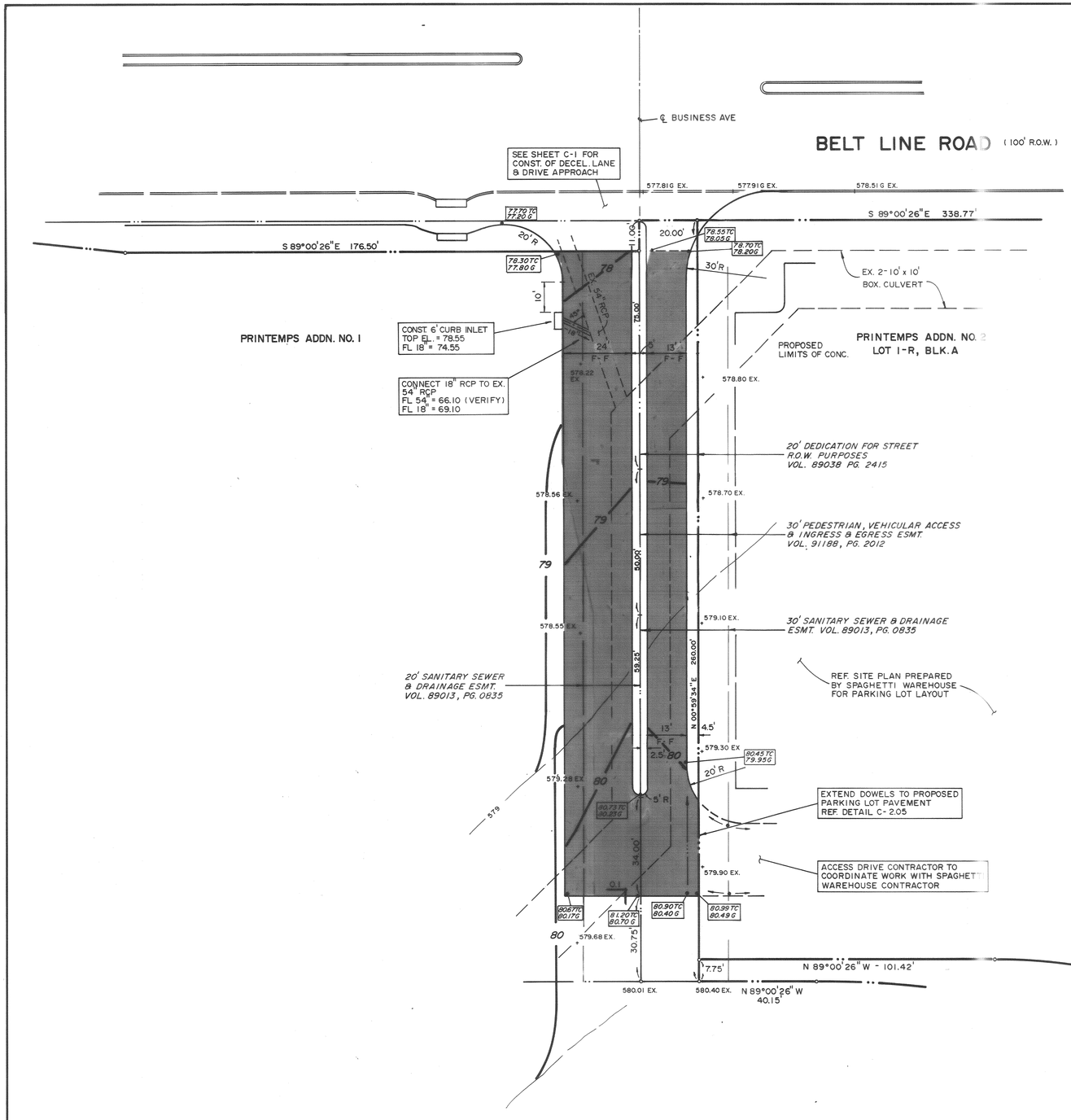
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

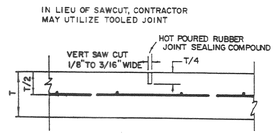
1/22/93	NO MEDIAN WORK
8/3/92	REV MEDIAN PER CITY COMMENTS
8/20/92	REV PROP DRIVE, MEDIAN NOSES & ADDED PAVERS

DECELERATION LANE & MEDIAN CONSTRUCTION
BELT LINE RD. & BUSINESS AVE.
TOWN OF ADDISON

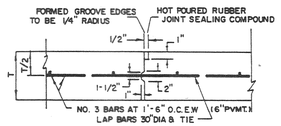
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	6/19/92	1"=20'		92023	C-1





0.3 CONTROL JOINT
SC: N.T.S.

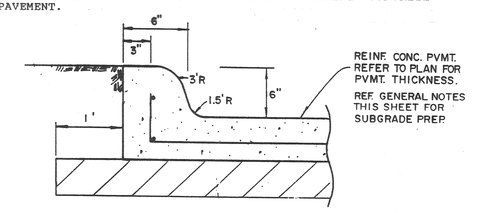


0.4 CONSTRUCTION JOINT
SC: N.T.S.

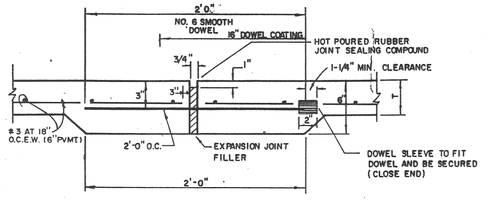
0.5 FREE EDGE PVMT. SECTION
SC: N.T.S.

PAVING GENERAL NOTES

1. ALL CONCRETE PAVING SHALL BE 6" THICKNESS AND BE 3,000 PSI CONCRETE AT 28 DAYS WITH A MIXTURE THAT IS A MINIMUM OF FIVE SACKS PER CUBIC YARD AND HAVING A ONE INCH TO FOUR INCH SLUMP AND REINFORCED WITH #3 BARS @ 18" O.C.E.W. FOR 6" THICK PAVEMENT AND REINFORCING SHALL BE SUPPORTED BY CHAIRS AND SPACED AT 16 S.F. MAXIMUM INTERVAL.
2. SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF SIX INCHES (6") AND RECOMPACTED TO 95% STANDARD PROCTOR DENSITY AT ±3% OPTIMUM MOISTURE CONTENT.
3. SEALANT MATERIAL TO BE 0A55 ASPHALT OR A RUBBER BASED COMPOUND. SPECIFICATIONS TO BE SUBMITTED TO THE ENGINEER PRIOR TO INSTALLATION.
4. BREAKOUTS FOR REMOVAL OF EXISTING PAVEMENT AND CURBS SHALL BE MADE BY SAW CUT WHEN ADJACENT TO PROPOSED PAVING AND/OR CURBS.
5. PROPOSED CONCRETE CURBS SHALL MATCH ELEVATIONS OF EXISTING CURB.
6. CONCRETE TO BE FLOAT FINISHED AND CURED FOR A MINIMUM OF 72 HOURS.
7. ALL WORKMANSHIP AND MATERIALS SHALL BE ACCORDANCE WITH TOWN OF ADDISON STANDARD SPECIFICATIONS AND/OR SPECIFICATIONS ESTABLISHED BY THIS PROJECT.
8. CONTRACTOR SHALL SUBMIT A JOINT SPACING PLAN TO THE ENGINEER PRIOR TO PLACEMENT OF CONCRETE PAVEMENT. CONTROL JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 15' O.C.E.W. EXPANSION JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 90'. CONCRETE SHALL BE PLACED IN STRIPS NOT TO EXCEED 30 FEET IN WIDTH. LEVEL UP SAND COARSE WILL NOT BE ALLOWED. JOINT SPACING PLAN SHOULD BE SUBMITTED TO ENGINEER FOR APPROVAL.
9. CONTRACTOR WILL PROVIDE A TWO (2) YEAR UNCONDITIONAL MAINTENANCE FREE WARANTY ON PORTLAND CEMENT CONCRETE PAVEMENT.



0.1 INTEGRAL CURB SECTION



0.2 EXPANSION JOINT
SC: N.T.S.

DOWEL SUPPORT SHALL BE OF A METHOD APPROVED BY THE ENGINEER

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

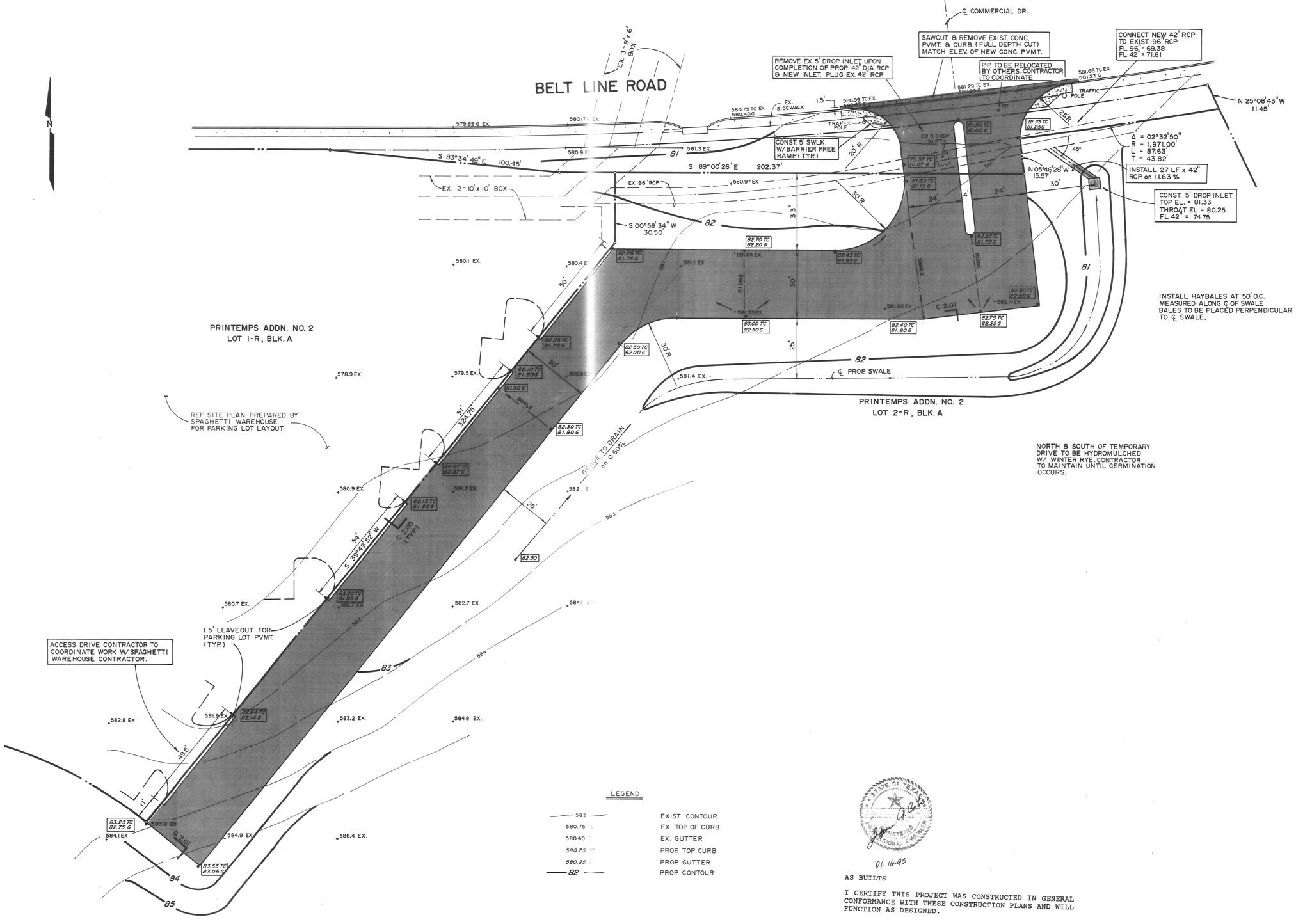
BENCHMARK:
" □ " CUT ON STORM SEWER INLET ON SOUTH SIDE OF BELT LINE ROAD 70'± WEST OF COMMERCIAL DRIVE.
ELEV. 580.56'

REV: 08-28-92 REV. DRIVE
REV: 08-17-92 PER CITY COMMENTS

WEST ACCESS DRIVE
SPAGHETTI WAREHOUSE
LOT 1-R, PRINTEMPS NO. 1 ADDN.
TOWN OF ADDISON, TX.

LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	7/20/92	1"=20'		92023	C-2



LEGEND

583	EXIST. CONTOUR
580.75 TC	EX. TOP OF CURB
580.40 G	EX. GUTTER
580.75 TC	PROP. TOP CURB
580.25 G	PROP. GUTTER
82	PROP. CONTOUR

01.16.93

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

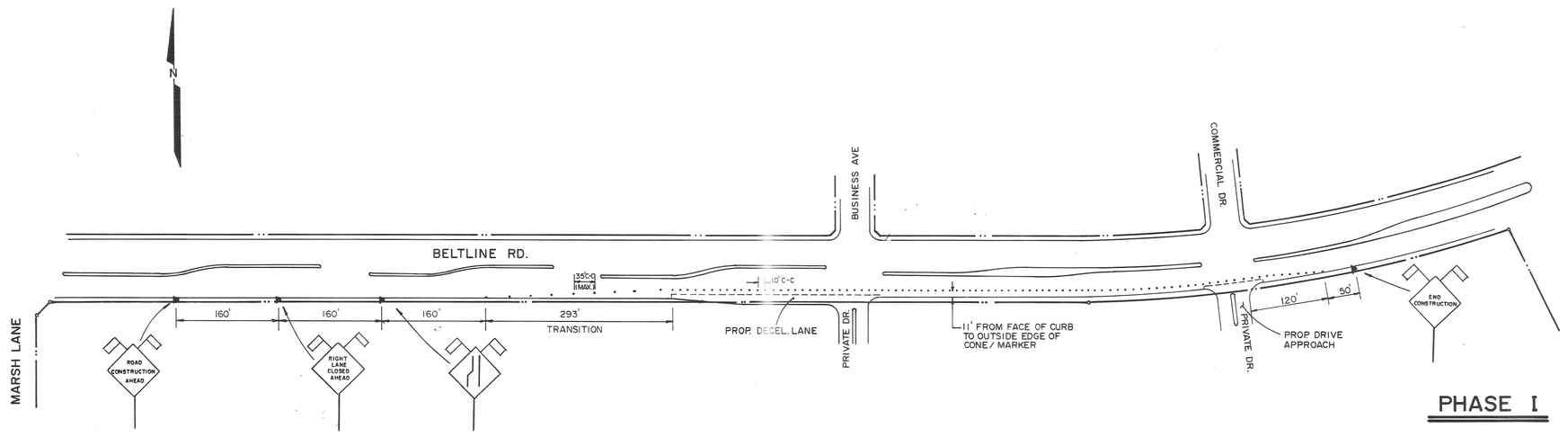
BENCHMARK:
"□" CUT ON STORM SEWER INLET ON SOUTH SIDE OF BELT LINE ROAD 70'± WEST OF COMMERCIAL DRIVE.
ELEV. 580.56'

LAWRENCE A. CATES 41838 REGISTERED PROFESSIONAL ENGINEER
08-21-92

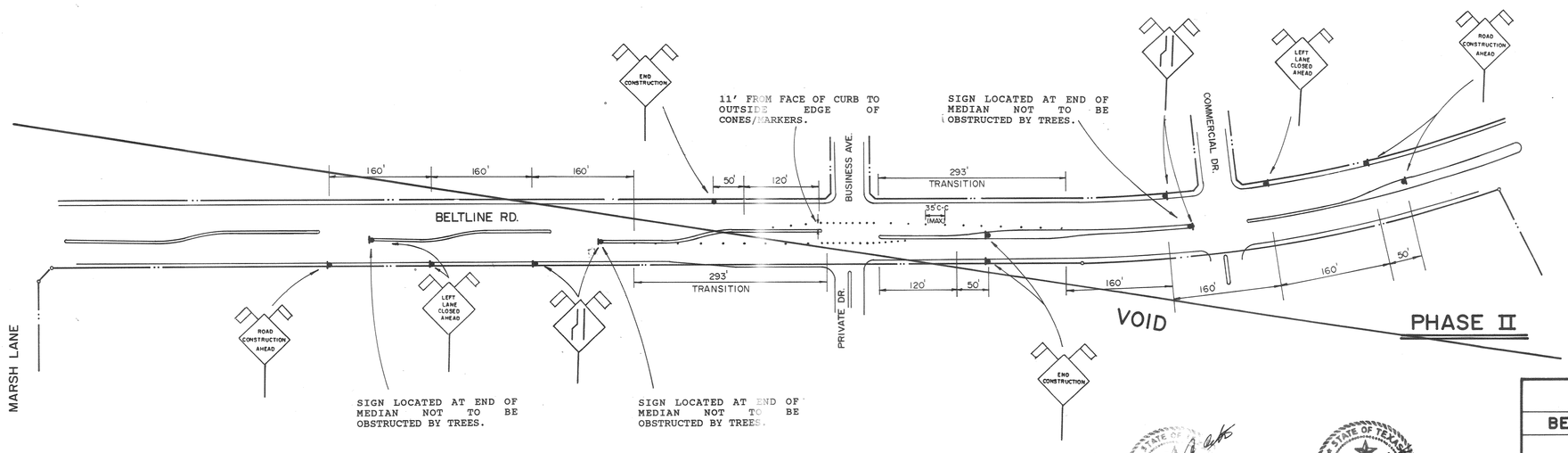
EAST ACCESS DRIVE
SPAGHETTI WAREHOUSE
LOT 1-R, PRINTEMPS NO. 1 ADDN.
TOWN OF ADDISON, TX.

LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/3/92	1"= 20'		92023	C-3



PHASE I



PHASE II

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

01-16-93

LAWRENCE A. CATES 1838 REGISTERED PROFESSIONAL ENGINEER

Aug 27, 1992

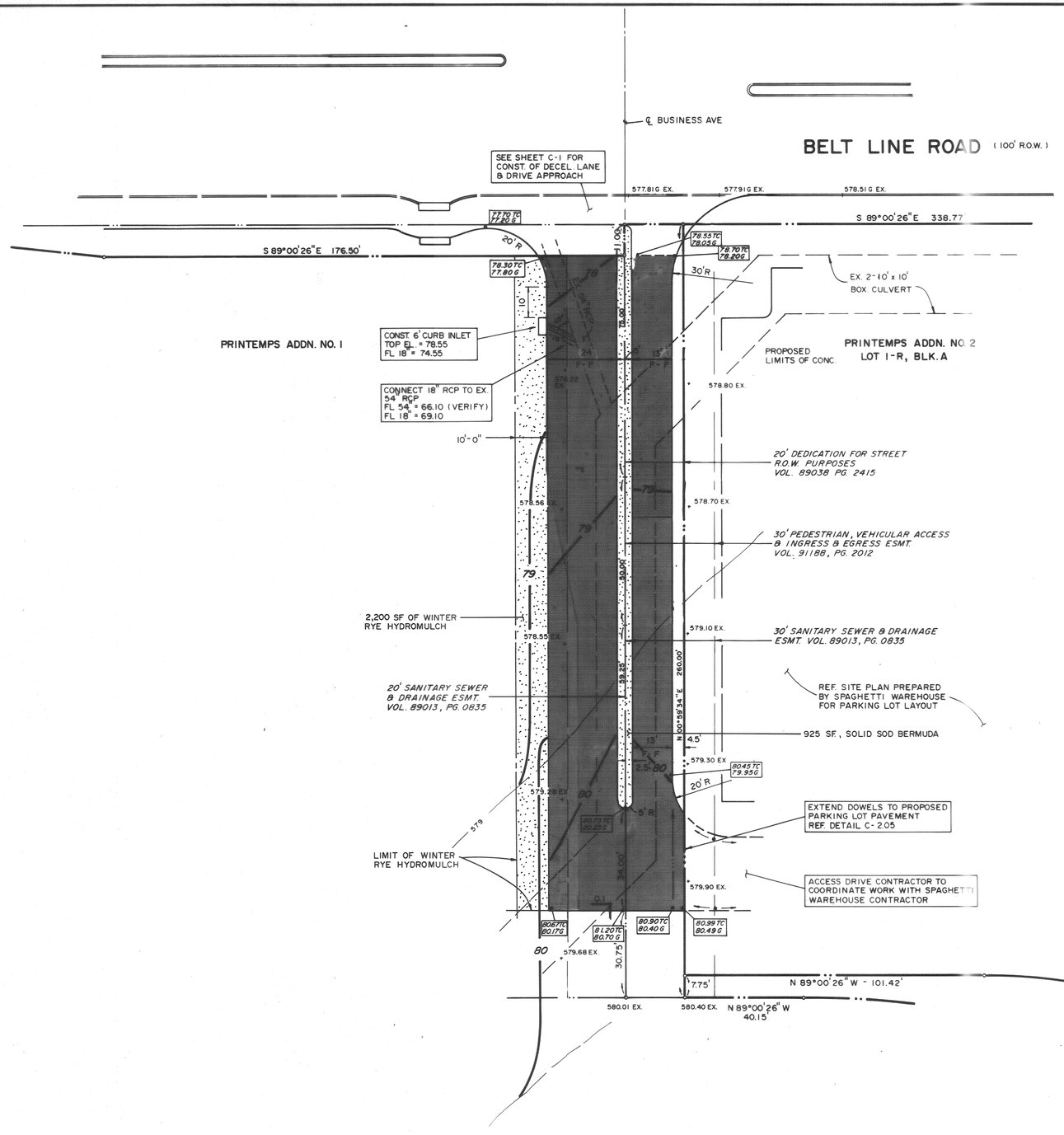
TRAFFIC CONTROL PLAN

BELTLINE RD. EAST OF MARSH LN.

TOWN OF ADDISON, TEXAS

LAWRENCE A. CATES & ASSOC. — CONSULTING ENGINEERS, DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	8/24/92	1"=100'		92023	C-4



N

SOD INSTALLATION NOTES

Grass: Bermuda; Blocks of sod should be laid joint to joint after fertilizing the ground first. The sod should be rolled after planting to level the lawn. The joints between the blocks of sod should be filled with sharp sand where they are evidently gapped open, then watered thoroughly.

NOTES

1. All lawn areas to be Solid Sod or hydromulch winter rye.
2. All planting beds and lawn areas to be separated by steel edging.
3. Landscape Contractor to locate all underground utilities before beginning construction and notify Owner of any subsequent conflicts.
4. Landscape Contractor to field verify location of all existing and proposed site elements and report any discrepancies to Owner.
5. All planting beds and lawn areas to slope away from structures at a minimum of 2%.
6. All landscape areas to be 100% irrigated with an underground automatic irrigation system.

STATE OF TEXAS LAWRENCE A. CATES 4183 REGISTERED PROFESSIONAL ENGINEER
01.16.93

SMR LANDSCAPE ARCHITECTS
703 McKinney, Suite 403 LB 107
Dallas, Texas 75202

LANDSCAPE PLAN

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

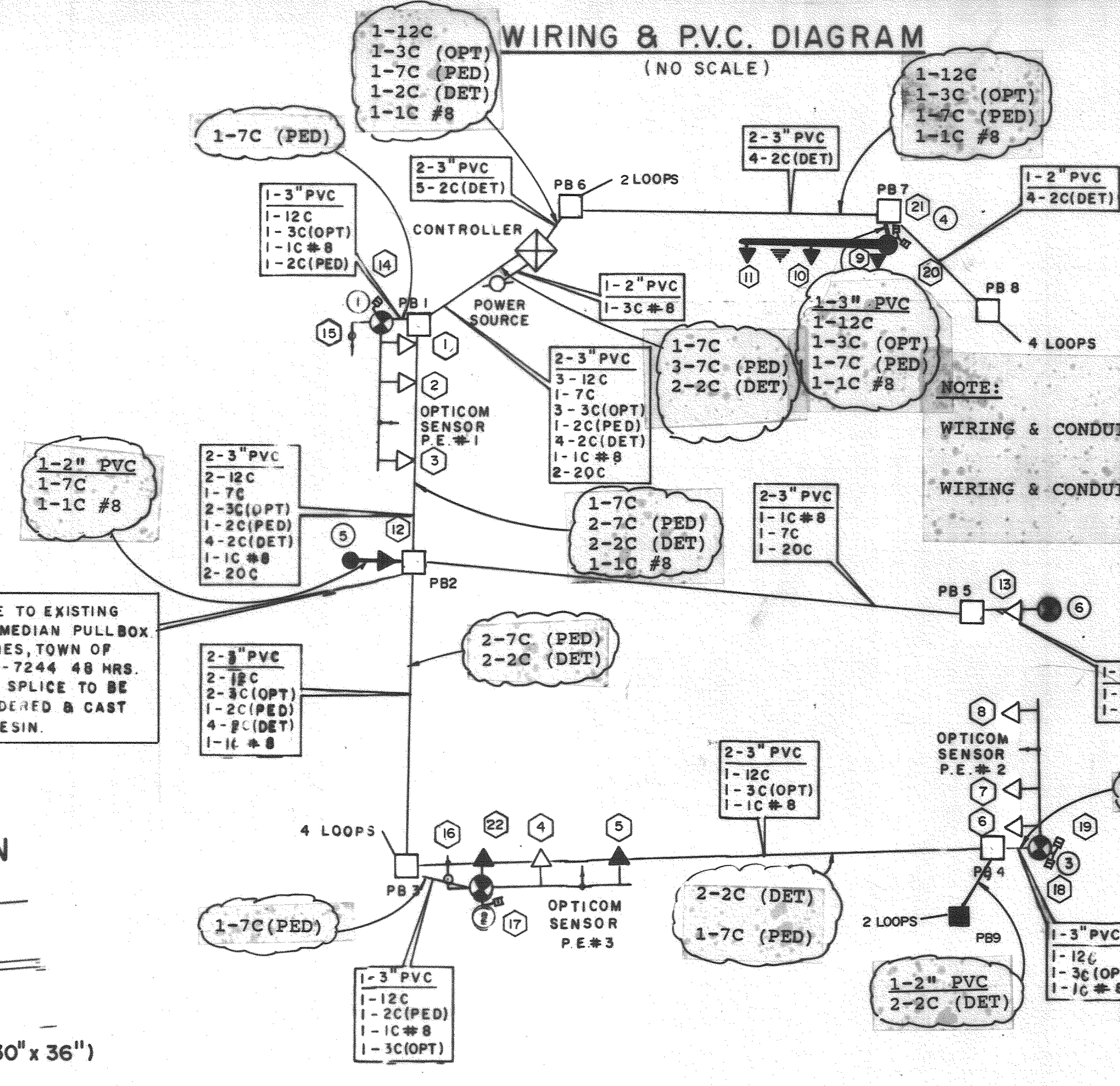
BENCHMARK:
" □ " CUT ON STORM SEWER INLET ON SOUTH SIDE OF BELT LINE ROAD 70'± WEST OF COMMERCIAL DRIVE.
ELEV. 580.56'

STATE OF TEXAS LAWRENCE A. CATES 4183 REGISTERED PROFESSIONAL ENGINEER
Aug 27, 1992

REV: 08-28-92 REV. DRIVE
REV: 08-17-92 PER CITY COMMENTS

WEST ACCESS DRIVE						
SPAGHETTI WAREHOUSE						
LOT 1-R, PRINTEMPS NO. 1 ADDN.						
TOWN OF ADDISON, TX.						
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	7/20/92	1"=20'		92023	L-1

CONDUIT & CABLE QUANTITIES (PROPOSED)											
				CABLE							
				SWITCHING			DETECTOR		GRD	LOOP	PWR
FROM	TO	DISTANCE	PVC CONDUIT T-TRENCH P-PUSH	12C	7C	7C PED	2C DET	3C OPT	1C #8	1C #12	3C #8
(3)	PB4	10′				25					
PB9	PB4	15′	1-2" T				50			440	
PB4	PB3	105′				115	230				
(2)	PB3	10′				25					
PB3	PB2	50′				120	120				
PB2	(5)	10′	1-2" T		25				25		
PB2	PB1	40′			80	160	160		80		
(1)	PB1	6′				21					
PB1	⊠	22′			32	96	64		32		
⊠	PB6	8′		18		18	18	18	18	476	
PB6	PB7	53′		63		63		63	63		
PB7	(4)	5′	1-3" T	20		20		20	20		
TOTALS				101	137	663	642	101	238	916	

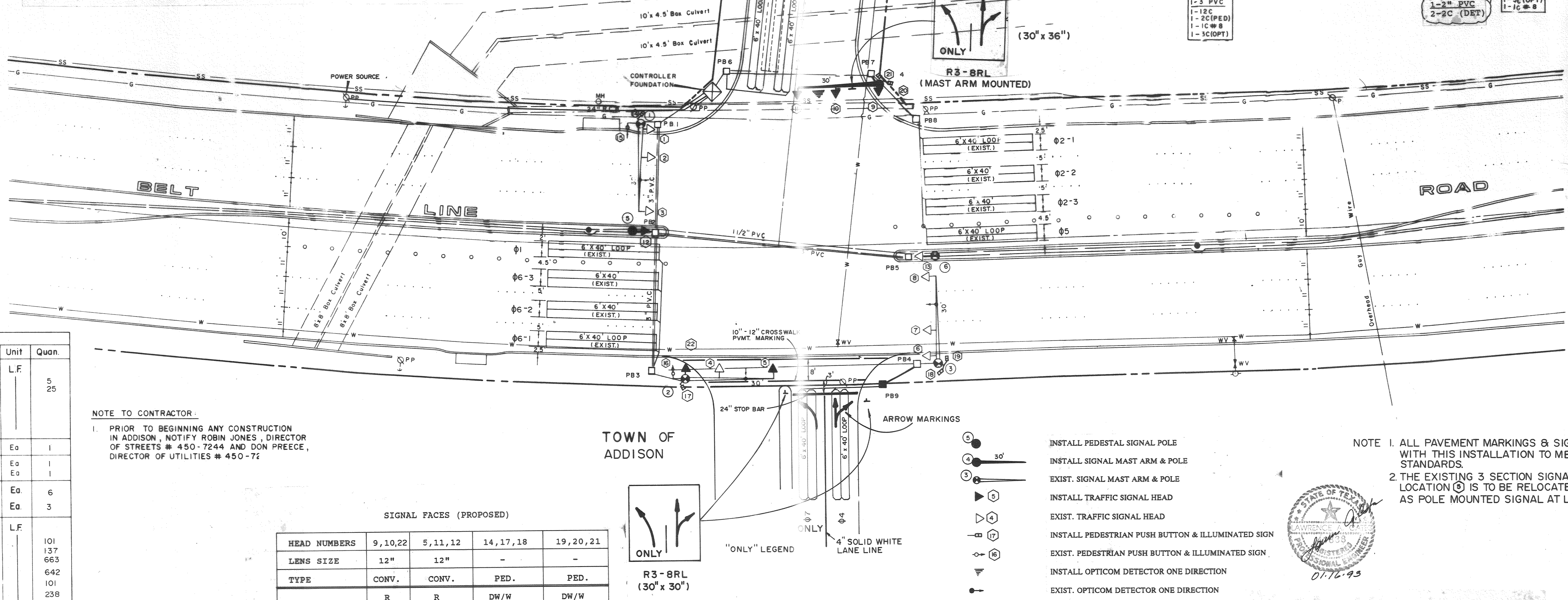


NOTE:

WIRING & CONDUIT CONTAINED IN (CLOUDS) IS PROPOSED.

WIRING & CONDUIT CONTAINED IN [BOXES] IS EXISTING.

NOTE: SPLICE 20C CABLE TO EXISTING INTERCONNECT IN MEDIAN PULLBOX NOTIFY ROBIN JONES, TOWN OF ADDISON, 214-450-7244 48 HRS. PRIOR TO SPLICE. SPLICE TO BE INDIVIDUALLY SOLDERED & CAST IN SCOTCHCAST RESIN.



QUANTITIES		
ITEM	Unit	Quan.
CONDUIT: 1-3" PVC TRENCH; 1-2" PVC TRENCH	L.F.	5; 25
PULL BOX	Ea	1
3M OPTICOM DETECTOR; OPTICAL AMPLIFIER	Ea; Ea	1; 1
PEDESTRIAN PUSH BUTTON W/ INTEGRAL SIGN	Ea.	6
LOOP DETECTOR AMPLIFIER	Ea.	3
CABLE-WIRE:	L.F.	
12 CONDUCTOR #12		101
7 CONDUCTOR #12		137
7 CONDUCTOR #12 (PED)		663
2 CONDUCTOR (DET)		642
3 CONDUCTOR (OPTICOM)		101
1 CONDUCTOR #8 (GROUND		238
THHN DETECTOR LOOP (1c#12)	L.F.	788
FOUNDATIONS: CONTROLLER TYPE 30-A; 24-A	Ea.	1; 1
POLES: SIGNAL PEDESTAL; MAST ARM POLE w/30' ARM	Ea.	1; 1
SIGNAL HEADS:	Ea.	
4 SECTION 12" LENS		3
3 SECTION " "		2
1 SECTION PEDESTRIAN		6

NOTE TO CONTRACTOR:

1. PRIOR TO BEGINNING ANY CONSTRUCTION IN ADDISON, NOTIFY ROBIN JONES, DIRECTOR OF STREETS # 450-7244 AND DON PREECE, DIRECTOR OF UTILITIES # 450-72

SIGNAL FACES (PROPOSED)

HEAD NUMBERS	9,10,22	5,11,12	14,17,18	19,20,21
LENS SIZE	12"	12"	-	-
TYPE	CONV.	CONV.	PED.	PED.
LENS CONFIGURATION	R	R	DW/W	DW/W
	Y	Y		
	G	G		
		←Y/←G		
TOTAL NO. OF UNITS	2	3	6	

- INSTALL PEDESTAL SIGNAL POLE
- INSTALL SIGNAL MAST ARM & POLE
- EXIST. SIGNAL MAST ARM & POLE
- INSTALL TRAFFIC SIGNAL HEAD
- EXIST. TRAFFIC SIGNAL HEAD
- INSTALL PEDESTRIAN PUSH BUTTON & ILLUMINATED SIGN
- EXIST. PEDESTRIAN PUSH BUTTON & ILLUMINATED SIGN
- INSTALL OPTICOM DETECTOR ONE DIRECTION
- EXIST. OPTICOM DETECTOR ONE DIRECTION
- INSTALL SIGNAL PULLBOX
- EXIST. SIGNAL PULLBOX
- EXIST CONTROLLER & FOUNDATION
- POWER POLE SERVICE SOURCE
- INSTALL PVC CONDUIT
- EXISTING U.G. UTILITIES
- STORM SEWER
- EXIST. PVC CONDUIT

NOTE
1. ALL PAVEMENT MARKINGS & SIGNS REQUIRED WITH THIS INSTALLATION TO MEET M.U.T.C.D. STANDARDS.
2. THE EXISTING 3 SECTION SIGNAL HEAD AT LOCATION (5) IS TO BE RELOCATED FOR USE AS POLE MOUNTED SIGNAL AT LOCATION (22)

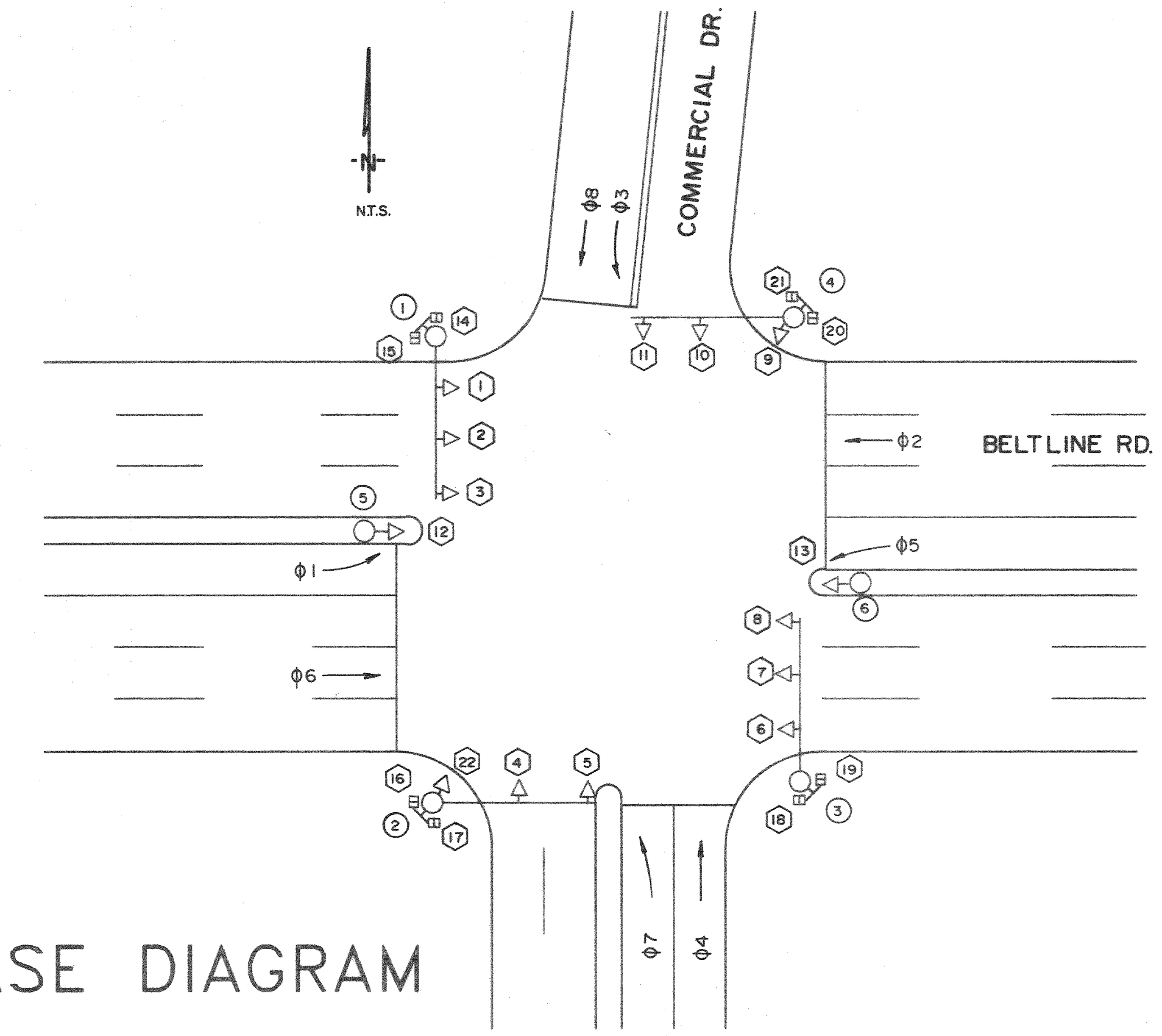
STATE OF TEXAS — LAWRENCE A. CATES — REGISTERED PROFESSIONAL ENGINEER
01.16.93

AS BUILTS

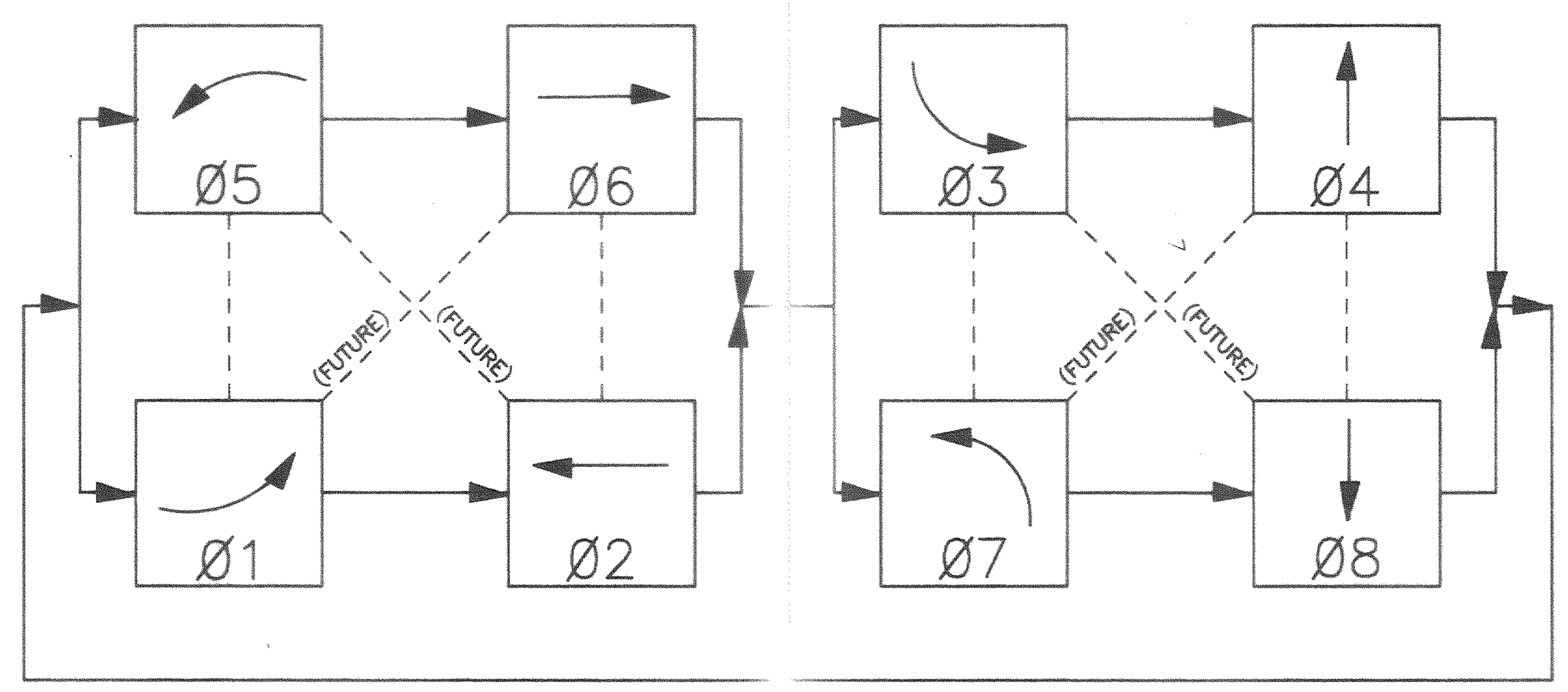
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

9-12-92

TRAFFIC SIGNAL INSTALLATION						
COMMERCIAL DR. AT BELTLINE ROAD						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC. — CONSULTING ENGINEERS, DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	8/24/92	1" = 20			T1



PHASE DIAGRAM



PHASE SEQUENCE

SIGNAL FACES (Proposed & Existing)

HEAD NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
INDICATION	R	R	R	R	R	R	R	R	R	R	R	R	R	DW/W	DW/W	DW/W	DW/W	DW/W	DW/W	DW/W	DW/W	R
	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	X	X	X	X	X	X	X	X	Y
	G	G	G	G	G	G	G	G	G	G	G	G	G	X	X	X	X	X	X	X	X	G
	X	X	X	X	←Y/←G	X	X	X	X	X	←Y/←G	←Y/←G	←Y/←G	X	X	X	X	X	X	X	X	X

PHASE & SIGNAL HEAD IDENTIFICATION

PHASE	SIGNAL HEAD NO.	Ø1 + Ø5						Ø2 + Ø6					
		R/W	PED. CLEAR	CLEAR TO PHASE Ø2+Ø6	CLEAR TO PHASE Ø1+Ø6	CLEAR TO PHASE Ø2+Ø5	ALL CLEAR	R/W	PED. CLEAR	CLEAR TO PHASE Ø1+Ø5	CLEAR TO PHASE Ø2+Ø5	CLEAR TO PHASE Ø6+Ø1	ALL CLEAR
Ø2	1–3	R	OMIT	R	R	R	R	G	G	Y	G	Y	Y
Ø8	4,22	R		R	R	R	R	R	R	R	R	R	R
Ø3	5	R		R	R	R	R	R	R	R	R	R	R
Ø6	6–8	R		R	R	R	R	G	G	Y	Y	G	Y
Ø4	9–10	R		R	R	R	R	R	R	R	R	R	R
Ø7	11	R		R	R	R	R	R	R	R	R	R	R
Ø5	12	~~←G~~/R		~~←Y~~/R	~~←Y~~/R	~~←G~~/R	~~←Y~~/R	G	G	Y	G	Y	Y
Ø1	13	~~←G~~/R		~~←Y~~/R	~~←G~~/R	~~←Y~~/R	~~←Y~~/R	G	G	Y	Y	G	Y
Ø2P	14,21	DW		DW	DW	DW	DW	W	FDW	DW	W	DW	DW
Ø8P	15,16	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø6P	17,18	DW		DW	DW	DW	DW	W	FDW	DW	DW	W	DW
Ø4P	19,20	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW

PHASE	SIGNAL HEAD NO.	Ø3 + Ø7						Ø4 + Ø8					
		R/W	PED. CLEAR	CLEAR TO PHASE Ø4+Ø8	CLEAR TO PHASE Ø3+Ø8	CLEAR TO PHASE Ø4+Ø7	ALL CLEAR	R/W	PED. CLEAR	CLEAR TO PHASE Ø3+Ø7	CLEAR TO PHASE Ø4+Ø7	CLEAR TO PHASE Ø3+Ø8	ALL CLEAR
Ø2	1–3	R	OMIT	R	R	R	R	R	R	R	R	R	R
Ø8	4,22	R		R	R	R	R	G	G	Y	Y	G	Y
Ø3	5	~~←G~~/R		~~←Y~~/R	~~←G~~/R	~~←Y~~/R	~~←Y~~/R	G	G	Y	Y	G	Y
Ø6	6–8	R		R	R	R	R	R	R	R	R	R	R
Ø4	9–10	R		R	R	R	R	G	G	Y	G	Y	Y
Ø7	11	~~←G~~/R		~~←Y~~/R	~~←Y~~/R	~~←G~~/R	~~←Y~~/R	G	G	Y	G	Y	Y
Ø5	12	R		R	R	R	R	R	R	R	R	R	R
Ø1	13	R		R	R	R	R	R	R	R	R	R	R
Ø2P	14,21	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø8P	15,16	DW		DW	DW	DW	DW	W	FDW	DW	DW	W	DW
Ø6P	17,18	DW		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø4P	19,20	DW		DW	DW	DW	DW	W	FDW	DW	W	DW	DW

PHASE	SIGNAL HEAD NO.	Ø1 + Ø6					Ø2 + Ø5				
		R/W	PED. CLEAR	CLEAR TO PHASE Ø6+Ø2	CLEAR TO PHASE Ø1+Ø5	ALL CLEAR	R/W	PED. CLEAR	CLEAR TO PHASE Ø2+Ø6	CLEAR TO PHASE Ø1+Ø5	ALL CLEAR
Ø2	1–3	R	R	R	R	R	G	G	G	Y	Y
Ø8	4,22	R	R	R	R	R	R	R	R	R	R
Ø3	5	R	R	R	R	R	R	R	R	R	R
Ø6	6–8	G	G	G	Y	Y	R	R	R	R	R
Ø4	9–10	R	R	R	R	R	R	R	R	R	R
Ø7	11	R	R	R	R	R	R	R	R	R	R
Ø5	12	R	R	R	R	R	~~←G~~/G	~~←G~~/G	~~←Y~~/G	~~←G~~/Y	~~←Y~~/Y
Ø1	13	~~←G~~/G	~~←G~~/G	~~←Y~~/G	~~←G~~/Y	~~←Y~~/Y	R	R	R	R	R
Ø2P	14,21	DW	DW	DW	DW	DW	W	FDW	W	DW	DW
Ø8P	15,16	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ø6P	17,18	W	FDW	W	DW	DW	DW	DW	DW	DW	DW
Ø4P	19,20	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW

PHASE	SIGNAL HEAD NO.	Ø3 + Ø8					Ø4 + Ø7					FLASHING OPERATION	
		R/W	PED. CLEAR	CLEAR TO PHASE Ø4+Ø8	CLEAR TO PHASE Ø7+Ø3	ALL CLEAR	R/W	PED. CLEAR	CLEAR TO PHASE Ø4+Ø8	CLEAR TO PHASE Ø7+Ø3	ALL CLEAR	UNIF. CODE FLASH	CONFLICT FLASH
Ø2	1–3	R	R	R	R	R	R	R	R	R	R	Y	R
Ø8	4,22	G	G	G	Y	Y	R	R	R	R	R	R	R
Ø3	5	~~←G~~/G	~~←G~~/G	~~←Y~~/G	~~←G~~/Y	~~←Y~~/Y	R	R	R	R	R	R	R
Ø6	6–8	R	R	R	R	R	R	R	R	R	R	Y	R
Ø4	9–10	R	R	R	R	R	G	G	G	Y	Y	R	R
Ø7	11	R	R	R	R	R	~~←G~~/G	~~←G~~/G	~~←Y~~/G	~~←G~~/Y	~~←Y~~/Y	R	R
Ø5	12	R	R	R	R	R	R	R	R	R	R	Y	R
Ø1	13	R	R	R	R	R	R	R	R	R	R	Y	R
Ø2P	14,21	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	—	—
Ø8P	15,16	W	FDW	W	DW	DW	DW	DW	DW	DW	DW	—	—
Ø6P	17,18	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	—	—
Ø4P	19,20	DW	DW	DW	DW	DW	W	FDW	W	DW	DW	—	—

PHASE & SIGNAL HEAD IDENTIFICATION

NOTE:

AT THE TIME OF THIS INSTALLATION, THE FOLLOWING PHASE COMBINATIONS WILL NOT BE UTILIZED: Ø1+Ø6, Ø2+Ø5, Ø3+Ø8, Ø4+Ø7 THESE ARE SHOWN FOR FUTURE USE ONLY.

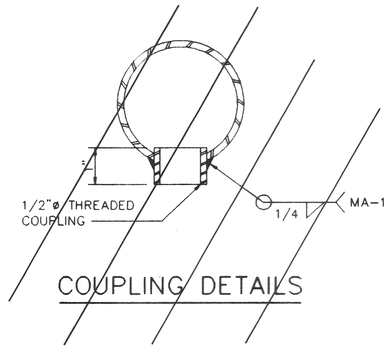
AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

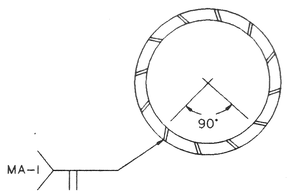
STATE OF TEXAS — LAWRENCE A. CATES — 41839 — REGISTERED PROFESSIONAL ENGINEER — 01.16.93

JOHN D. FRIEBELE — 46394 — REGISTERED PROFESSIONAL ENGINEER — 9-12-94

PHASE & SIGNAL HEAD IDENTIFICATION						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON ,TEXAS						
LAWRENCE A. CATES & ASSOC.					CONSULTING ENGINEERS DALLAS, TEXAS	
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T2

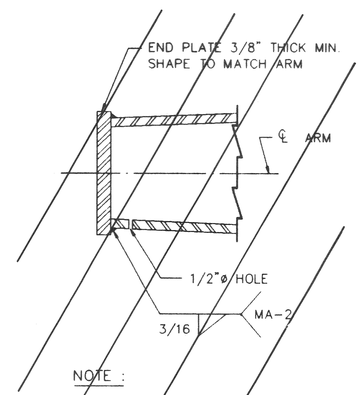


COUPLING DETAILS



LONGITUDINAL SEAM WELD MUST BE ORIENTED WITHIN THE LOWER 90° OF THE SIGNAL ARM.

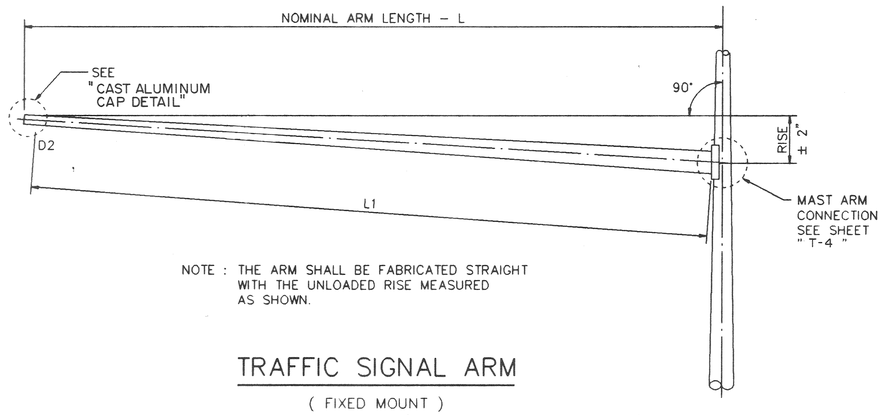
ARM WELD DETAIL



NOTE :

"POLE MANUFACTURER SHALL DRILL 1/2" HOLE IN BOTTOM OF MAST ARM AT END PLATE" (FOR HOT-DIP GALVANIZING)

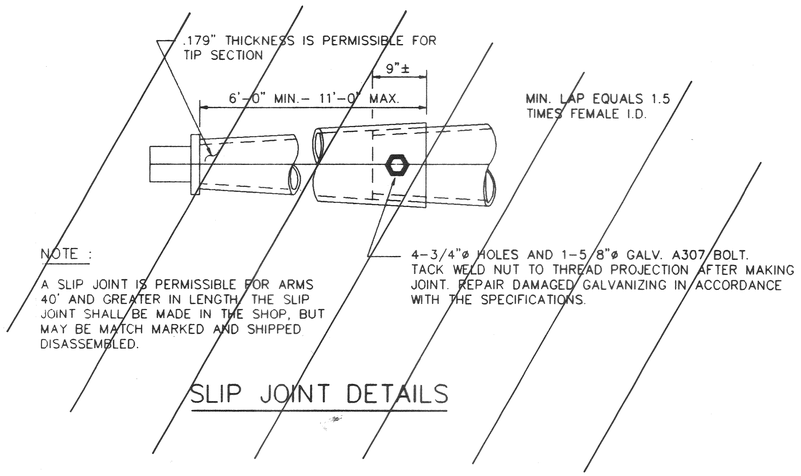
PLATE WELD DETAIL



NOTE : THE ARM SHALL BE FABRICATED STRAIGHT WITH THE UNLOADED RISE MEASURED AS SHOWN.

TRAFFIC SIGNAL ARM

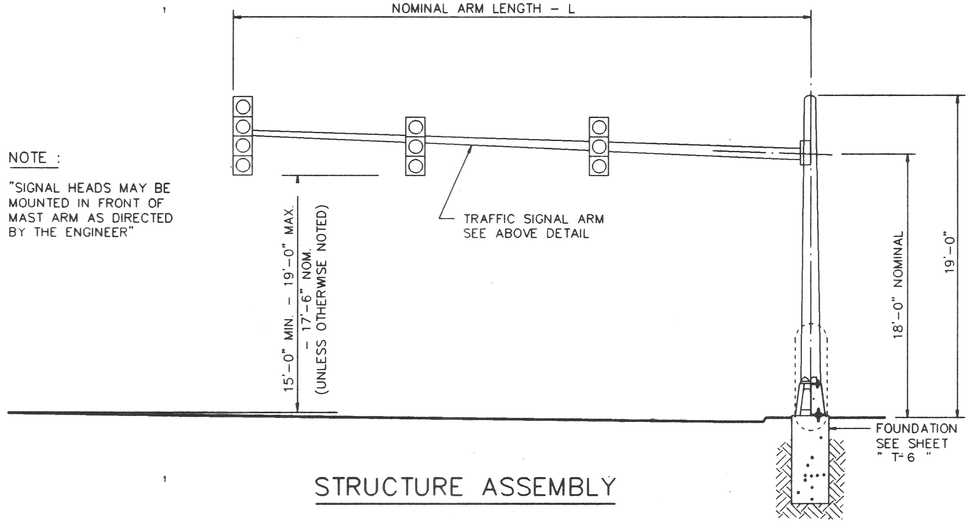
(FIXED MOUNT)



NOTE :

A SLIP JOINT IS PERMISSIBLE FOR ARMS 40' AND GREATER IN LENGTH. THE SLIP JOINT SHALL BE MADE IN THE SHOP, BUT MAY BE MATCH MARKED AND SHIPPED DISASSEMBLED.

SLIP JOINT DETAILS



NOTE :

"SIGNAL HEADS MAY BE MOUNTED IN FRONT OF MAST ARM AS DIRECTED BY THE ENGINEER"

STRUCTURE ASSEMBLY

AS BUILTS

I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

James A. Cates 01/16/93

9-12-92

MAST ARM DETAILS

BELTLINE RD. EAST OF MARSH LN.

TOWN OF ADDISON, TEXAS

LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T3