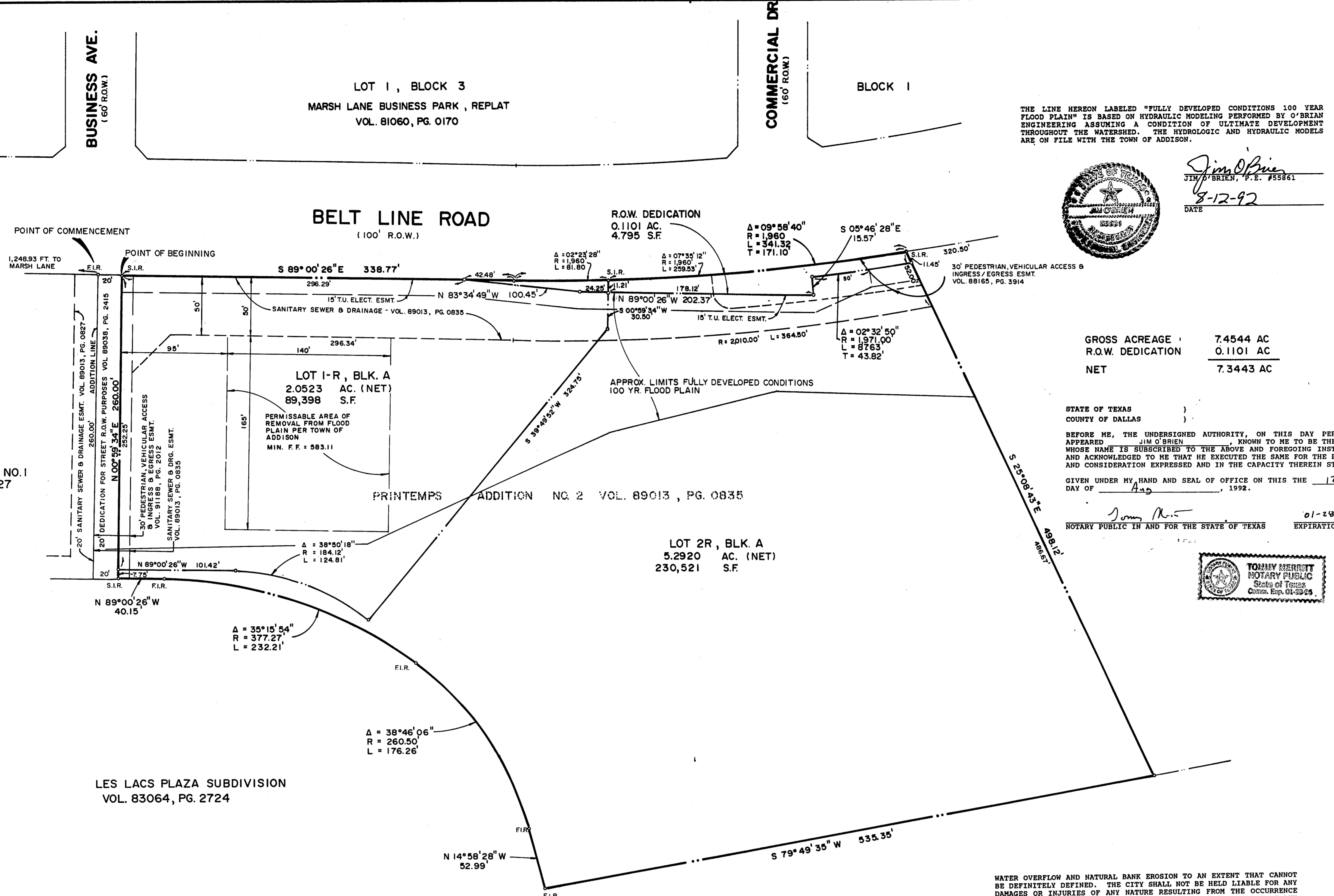


PRINTEMPS ADDN. NO. 1
VOL. 89013, PG. 0827



THE LINE HEREON LABELED "FULLY DEVELOPED CONDITIONS 100 YEAR FLOOD PLAIN" IS BASED ON HYDRAULIC MODELING PERFORMED BY O'BRIEN ENGINEERING ASSUMING A CONDITION OF ULTIMATE DEVELOPMENT THROUGHOUT THE WATERSHED. THE HYDROLOGIC AND HYDRAULIC MODELS ARE ON FILE WITH THE TOWN OF ADDISON.



Jim O'Brien
JIM O'BRIEN, P.E. #55861
8-12-92
DATE

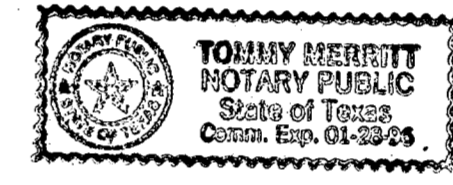
GROSS ACREAGE 7.4544 AC
R.O.W. DEDICATION 0.1101 AC
NET 7.3443 AC

STATE OF TEXAS }
COUNTY OF DALLAS }

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED JIM O'BRIEN, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION EXPRESSED AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 12 DAY OF Aug, 1992.

John R. ...
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS EXPIRATION 01-28-96



STATE OF TEXAS }
COUNTY OF DALLAS }

WHEREAS PALOMAR PARTNERS LTD., IS THE OWNER OF A TRACT OF LAND SITUATED IN THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS AND BEING OUT OF THE THOMAS CHENOWETH SURVEY, ABSTRACT NO. 273 AND ALSO BEING PART OF PRINTEMPS ADDITION NO. 2, AN ADDITION TO THE TOWN OF ADDISON AS RECORDED IN VOLUME 89013, PAGE 0835 OF THE MAP RECORDS OF DALLAS COUNTY, TEXAS, SAID TRACT MORE PARTICULARLY DESCRIBED AS FOLLOWS:

- COMMENCING AT THE NORTHWEST CORNER OF SAID PRINTEMPS ADDITION NO. 2, SAID POINT BEING IN THE SOUTH LINE OF BELT LINE ROAD (100 FEET R.O.W.);
- THENCE: S 89° 00' 26" E - 20.00 FEET WITH THE SOUTH LINE OF BELT LINE ROAD TO THE PLACE OF BEGINNING AT THE NORTH EAST CORNER OF A 20 FEET WIDE STRIP OF LAND DEDICATED FOR STREET RIGHT OF WAY PURPOSES AS RECORDED IN VOLUME 89038, PAGE 2415, DEED RECORDS OF DALLAS COUNTY, TEXAS;
 - THENCE: S 89° 00' 26" E - CONTINUING ALONG THE SAID SOUTHERLY LINE OF BELT LINE ROAD DISTANCE OF 338.77 FEET TO AN IRON ROD AND THE BEGINNING OF A CURVE TO THE LEFT;
 - THENCE: NORTHEASTERLY CONTINUING ALONG THE SAID SOUTHERLY LINE OF BELT LINE ROAD AND ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 1,960.00 FEET, A CENTRAL ANGLE OF 09° 58' 40" AND AN ARC LENGTH OF 341.32 FEET TO AN IRON ROD FOR CORNER;
 - THENCE: S 25° 08' 43" E - ALONG THE SOUTHWESTERLY LINE OF A TRACT OF LAND CONVEYED TO THE BANK OF TEXAS BY DEED AS RECORDED IN VOLUME 88192, PAGE 2509 OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS A DISTANCE OF 498.12 FEET TO AN IRON ROD FOR CORNER;
 - THENCE: S 79° 49' 35" W - ALONG A NORTHERLY LINE OF A TRACT OF LAND CONVEYED TO LES LACS PLAZA JOINT VENTURE BY DEED AS RECORDED IN VOLUME 8815, PAGE 047 OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS A DISTANCE OF 335.35 FEET TO AN IRON ROD FOR CORNER;
 - THENCE: N 14° 58' 28" W - ALONG THE NORTHEASTERLY LINE OF A TRACT OF LAND CONVEYED TO CO-TENANCY ET AL BY DEED AS RECORDED IN VOLUME 88159, PAGE 4543 OF THE DEED RECORDS OF DALLAS COUNTY, TEXAS A DISTANCE OF 52.99 FEET TO AN IRON ROD AND THE BEGINNING OF A CURVE TO THE LEFT;
 - THENCE: IN A NORTHWESTERLY DIRECTION CONTINUING ALONG SAID NORTHEASTERLY LINE ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 260.50 FEET, A CENTRAL ANGLE OF 38° 46' 06" AND AN ARC LENGTH OF 176.26 FEET TO AN IRON ROD AND THE END OF SAID CURVE AND THE BEGINNING OF A CURVE TO THE LEFT;
 - THENCE: CONTINUING IN A NORTHWESTERLY DIRECTION ALONG SAID NORTHEASTERLY LINE AND ALONG SAID CURVE TO THE LEFT HAVING A RADIUS OF 377.27 FEET, A CENTRAL ANGLE OF 35° 15' 54" AND AN ARC LENGTH OF 232.21 FEET TO A POINT FOR CORNER;
 - THENCE: N 89° 00' 26" W - ALONG THE NORTHERLY LINE OF SAID CO-TENANCY ET AL TRACT A DISTANCE OF 40.15 FEET TO AN IRON ROD FOR CORNER;
 - THENCE: N 00° 59' 34" E - ALONG THE EAST LINE OF A 20 FEET WIDE STRIP OF LAND DEDICATED FOR STREET R.O.W. PURPOSES AS RECORDED IN VOLUME 89038, PAGE 2415, DEED RECORDS OF DALLAS COUNTY, TEXAS A DISTANCE OF 260.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 7.4544 ACRES (324,714 S.F.) OF LAND MORE OR LESS.

THAT PALOMAR PARTNERS, LTD. ("OWNER") DOES HEREBY ADOPT THIS PLAT DESIGNATING THE HEREINABOVE PROPERTY AS PRINTEMPS ADDITION NO. 2, AN ADDITION TO THE TOWN OF ADDISON, TEXAS, AND, SUBJECT TO THE CONDITIONS, RESTRICTIONS AND RESERVATIONS STATED HEREINAFTER, OWNER DEDICATES TO THE PUBLIC USE FOREVER THE STREETS AND ALLEYS SHOWN THEREON.

THE EASEMENTS SHOWN ON THIS PLAT ARE HEREBY RESERVED FOR THE PURPOSES AS INDICATED, INCLUDING, BUT NOT LIMITED TO, THE INSTALLATION AND MAINTENANCE OF WATER, SANITARY SEWER, STORM SEWER, DRAINAGE, ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION. OWNER SHALL HAVE THE RIGHT TO USE THESE EASEMENTS, PROVIDED HOWEVER, THAT IT DOES NOT UNREASONABLY INTERFERE OR IMPEDE WITH THE PROVISION OF THE SERVICES TO OTHERS. SAID UTILITY EASEMENTS ARE HEREBY RESERVED BY MUTUAL USE AND ACCOMMODATION OF ALL PUBLIC UTILITIES USING OR DESIRING TO USE THE SAME. AN EXPRESS EASEMENT OF INGRESS AND EGRESS IS HEREBY EXPRESSLY GRANTED ON, OVER AND ACROSS ALL SUCH EASEMENTS FOR THE BENEFIT OF THE PROVIDER OF SERVICES FOR WHICH EASEMENTS ARE GRANTED.

ANY DRAINAGE AND FLOODWAY EASEMENT SHOWN HEREON IS HEREBY DEDICATED TO THE PUBLIC'S USE FOREVER, BUT INCLUDING THE FOLLOWING COVENANTS WITH REGARDS TO MAINTENANCE RESPONSIBILITIES. THE EXISTING CHANNELS OR CREEKS TRAVERSING THE DRAINAGE AND FLOODWAY EASEMENT WILL REMAIN AS AN OPEN CHANNEL, UNLESS REQUIRED TO BE ENCLOSED BY ORDINANCE, AT ALL TIMES AND SHALL BE MAINTAINED BY THE INDIVIDUAL OWNERS OF THE LOT OR LOTS THAT ARE TRAVERSED BY OR ADJACENT TO THE DRAINAGE AND FLOODWAY EASEMENT. THE CITY WILL NOT BE RESPONSIBLE FOR THE MAINTENANCE AND OPERATION OF SAID CREEK OR CREEKS OR FOR ANY DAMAGE OR INJURY OF PRIVATE PROPERTY OR PERSON THAT RESULTS FROM THE FLOW OF WATER ALONG SAID CREEK, OR FOR THE CONTROL OF EROSION. NO OBSTRUCTION TO THE NATURAL FLOW OF WATER RUN-OFF SHALL BE PERMITTED BY CONSTRUCTION OF ANY TYPE BUILDING, FENCE OR ANY OTHER STRUCTURE WITHIN THE DRAINAGE AND FLOODWAY EASEMENT. PROVIDED, HOWEVER, IT IS UNDERSTOOD THAT, IN THE EVENT IT BECOMES NECESSARY FOR THE CITY TO CHANNELIZE OR CONSIDER ERRECTING ANY TYPE OF DRAINAGE STRUCTURE IN ORDER TO IMPROVE THE STORM DRAINAGE, THEN IN SUCH EVENT, THE CITY SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ENTER UPON THE DRAINAGE AND FLOODWAY EASEMENT AT ANY POINT, OR POINTS, WITH ALL RIGHTS OF INGRESS AND EGRESS TO INVESTIGATE, SURVEY, ERECT, CONSTRUCT OR MAINTAIN ANY DRAINAGE FACILITY DEEMED NECESSARY BY THE CITY FOR DRAINAGE PURPOSES. EACH PROPERTY OWNER SHALL KEEP THE NATURAL DRAINAGE CHANNELS AND CREEKS TRAVERSING THE DRAINAGE AND FLOODWAY EASEMENT ADJACENT TO HIS PROPERTY CLEAN AND FREE OF DEBRIS, SILT, GROWTH, VEGETATION, WEEDS, RUBBISH, REFUSE, MATTER AND ANY SUBSTANCE WHICH WOULD RESULT IN UNSANITARY CONDITIONS OR OBSTRUCT THE FLOW OF WATER, AND THE CITY SHALL HAVE THE RIGHT OF INGRESS AND EGRESS FOR THE PURPOSE OF INSPECTION AND SUPERVISION AND MAINTENANCE WORK BY THE PROPERTY OWNER TO ALLEVIATE ANY UNDESIRABLE CONDITIONS WHICH MAY OCCUR. THE NATURAL DRAINAGE CHANNELS AND CREEKS THROUGH THE DRAINAGE AND FLOODWAY EASEMENT, AS IN THE CASE OF ALL NATURAL CHANNELS, ARE SUBJECT TO STORM

WATER OVERFLOW AND NATURAL BANK EROSION TO AN EXTENT THAT CANNOT BE DEFINITELY DEFINED. THE CITY SHALL NOT BE HELD LIABLE FOR ANY DAMAGES OR INJURIES OF ANY NATURE RESULTING FROM THE OCCURRENCE OF THESE NATURAL PHENOMENA, NOR RESULTING FROM THE FAILURE OF ANY STRUCTURE OR STRUCTURES, WITHIN THE NATURAL DRAINAGE CHANNELS, AND THE OWNERS HEREBY AGREE TO IDENTIFY AND HOLD HARMLESS THE CITY FROM ANY SUCH DAMAGES AND INJURIES. BUILDING AREAS OUTSIDE THE DRAINAGE AND FLOODWAY EASEMENT LINE SHALL BE FILLED TO A MINIMUM ELEVATION AS SHOWN ON THE PLAT. THE MINIMUM FLOOR OF ELEVATION OF EACH LOT SHALL BE SHOWN ON THE PLAT.

THE MAINTENANCE OR PAVING OF THE UTILITY AND FIRE LANE EASEMENTS IS THE RESPONSIBILITY OF THE PROPERTY OWNER. ALL PUBLIC UTILITIES SHALL AT ALL TIMES HAVE THE FULL RIGHT OF INGRESS AND EGRESS TO AND FROM AND UPON THE SAID UTILITY EASEMENTS FOR THE PURPOSE OF CONSTRUCTING, RECONSTRUCTING, INSPECTING, PATROLLING, MAINTAINING AND ADDING TO OR REMOVING ALL OR PARTS OF ITS RESPECTIVE SYSTEM WITHOUT THE NECESSITY AT ANY TIME OF PROCURING THE PERMISSION OF ANYONE. ANY PUBLIC UTILITY SHALL HAVE THE RIGHT OF INGRESS AND EGRESS TO PRIVATE PROPERTY FOR THE PURPOSE OF READING METERS AND ANY MAINTENANCE AND SERVICE REQUIRED OR ORDINARILY PERFORMED BY THAT UTILITY. BUILDINGS, FENCES, TREES, SHRUBS OR OTHER IMPROVEMENTS OR GROWTH MAY BE CONSTRUCTED, RECONSTRUCTED OR PLACED UPON, OVER OR ACROSS THE UTILITY EASEMENTS AS SHOWN; PROVIDED, HOWEVER, THAT OWNER SHALL AT ITS SOLE COST AND EXPENSE BE RESPONSIBLE UNDER ANY AND ALL CIRCUMSTANCES FOR THE MAINTENANCE AND REPAIR OF SUCH IMPROVEMENTS OR GROWTH, AND ANY PUBLIC UTILITY SHALL HAVE THE RIGHT TO REMOVE SHRUBS OR OTHER IMPROVEMENTS OR GROWTH WHICH IN ANY WAY ENDANGER OR INTERFERE WITH THE CONSTRUCTION, MAINTENANCE OR EFFICIENCY OF ITS RESPECTIVE SYSTEM OR SERVICE.

WATER MAIN AND SANITARY SEWER EASEMENTS SHALL ALSO INCLUDE ADDITIONAL AREA OF WORKING SPACE FOR CONSTRUCTION AND MAINTENANCE OF THE SYSTEMS. ADDITIONAL EASEMENT AREA IS ALSO CONVEYED FOR INSTALLATION AND MAINTENANCE OF MANHOLES, CLEANOUTS, FIRE HYDRANTS, WATER SERVICE AND SEWER SERVICES FROM THE MAIN TO CURB OR PAVEMENT LINE, AND THE DESCRIPTIONS OF SUCH ADDITIONAL EASEMENTS HEREIN GRANTED SHALL BE DETERMINED BY THEIR LOCATIONS AS INSTALLED.

THIS PLAT IS APPROVED SUBJECT TO ALL PLATTING ORDINANCES, RULES, REGULATIONS AND RESOLUTIONS OF THE TOWN OF ADDISON, TEXAS.

WITNESS MY HAND AT DALLAS, TEXAS, THIS THE 10 DAY OF AUGUST, 1992.

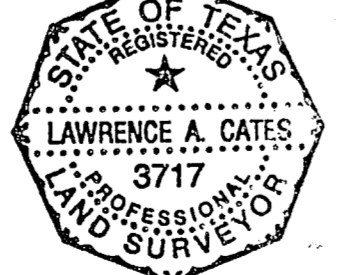
John Rebensdorf
PALOMAR PARTNERS, LTD.
BY: HPI MANAGEMENT CO., GENERAL PARTNER
JOHN REBENSORF, PRESIDENT

STATE OF TEXAS }
COUNTY OF DALLAS }

KNOWN ALL MEN BY THESE PRESENTS

THAT I, LAWRENCE A. CATES, DO HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT FROM AN ACTUAL SURVEY OF THE LAND, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PLACED AS DEFINED BY THE FIELD NOTES FOR SAID TRACT IN ACCORDANCE WITH THE PLATTING RULES AND REGULATIONS OF THE TOWN OF ADDISON, TEXAS.

Lawrence A. Cates
LAWRENCE A. CATES, P.E.
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 3717

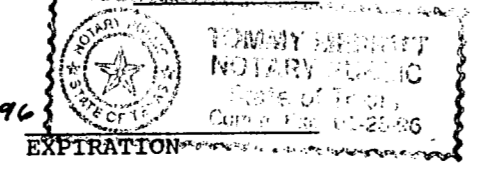


STATE OF TEXAS }
COUNTY OF DALLAS }

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED LAWRENCE A. CATES, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION EXPRESSED AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 12 DAY OF Aug, 1992.

John R. ...
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS EXPIRATION 01-28-96



STATE OF TEXAS }
COUNTY OF DALLAS }

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED John Rebensdorf, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION EXPRESSED AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 10 DAY OF August, 1992.

John Rebensdorf
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS EXPIRATION

THIS PLAT HAS BEEN APPROVED BY THE PLANNING AND ZONING COMMISSION ON THIS THE DAY OF , 1992.

CHAIRMAN
PLANNING AND ZONING COMMISSION

THIS PLAT HAS BEEN APPROVED BY THE CITY COUNCIL ON THIS THE DAY OF , 1992.

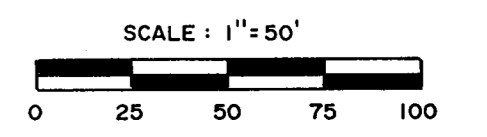
John R. ...
MAYOR CITY SECRETARY

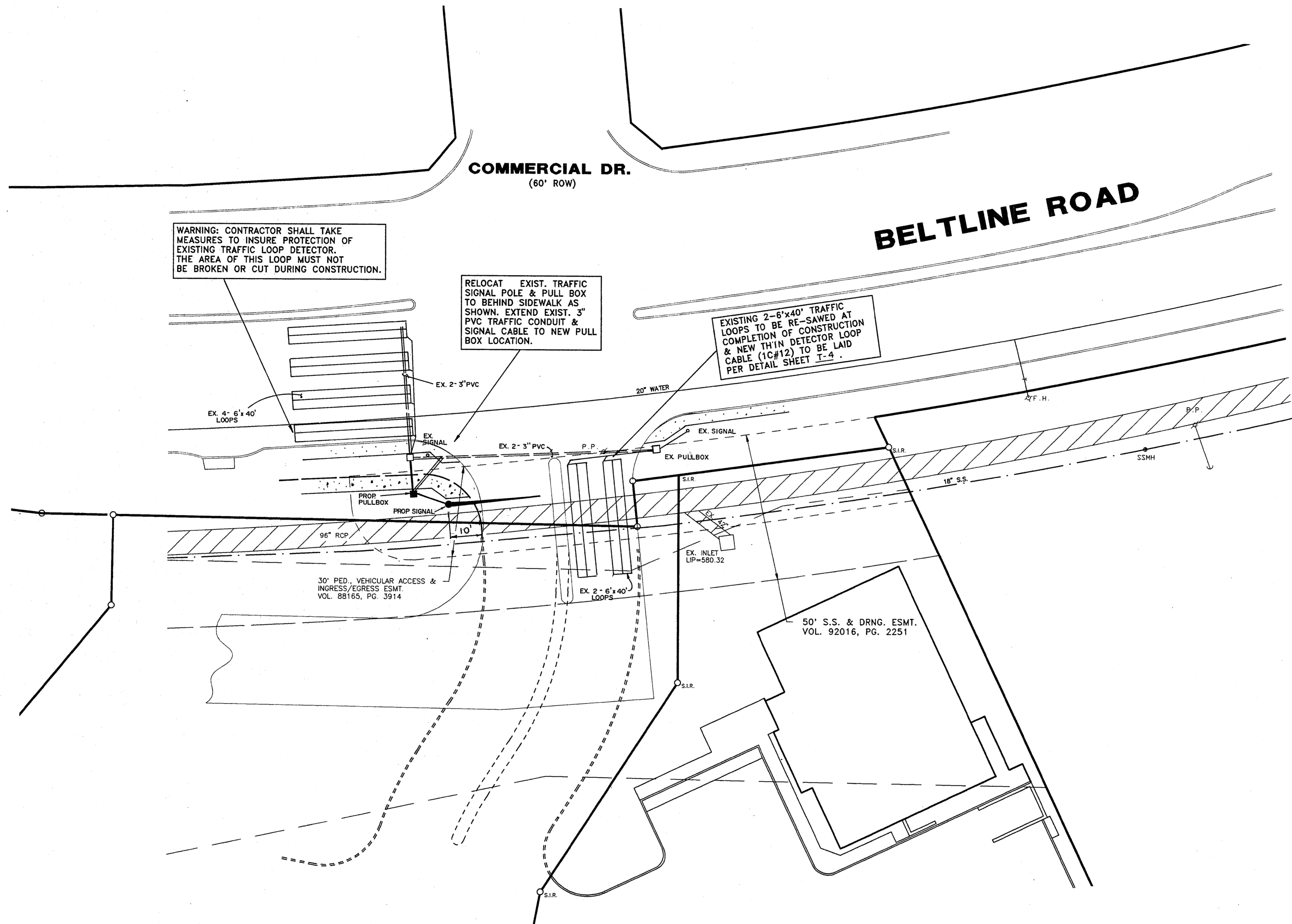
FINAL PLAT
PRINTEMPS ADDITION NO. 2
A REPLAT OF PART OF
PRINTEMPS ADDITION NO. 2
THOMAS L. CHENOWETH SURVEY ABST. 273
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

OWNER: PALOMAR PARTNERS, LTD.
8235 DOUGLAS, STE 1300
DALLAS, TEXAS 75225
(214) 360-3600

ENGINEER / SURVEYOR: LAWRENCE A. CATES & ASSOC.
14200 MIDWAY SUITE 122
DALLAS, TEXAS 75244
(214) 385-2272

MAY 6, 1992





WARNING: CONTRACTOR SHALL TAKE MEASURES TO INSURE PROTECTION OF EXISTING TRAFFIC LOOP DETECTOR. THE AREA OF THIS LOOP MUST NOT BE BROKEN OR CUT DURING CONSTRUCTION.

RELOCAT EXIST. TRAFFIC SIGNAL POLE & PULL BOX TO BEHIND SIDEWALK AS SHOWN. EXTEND EXIST. 3" PVC TRAFFIC CONDUIT & SIGNAL CABLE TO NEW PULL BOX LOCATION.

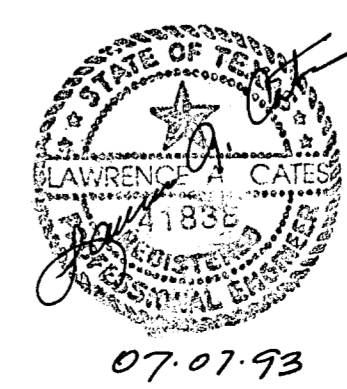
EXISTING 2'-6"x40' TRAFFIC LOOPS TO BE RE-SAWED AT COMPLETION OF CONSTRUCTION & NEW 1"IN DETECTOR LOOP CABLE (1C#12) TO BE LAID PER DETAIL SHEET T-4.

30' PED. VEHICULAR ACCESS & INGRESS/EGRESS ESMT. VOL. 88165, PG. 3914

50' S.S. & DRNG. ESMT. VOL. 92016, PG. 2251

Lawrence A. Cates
10/19/93

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



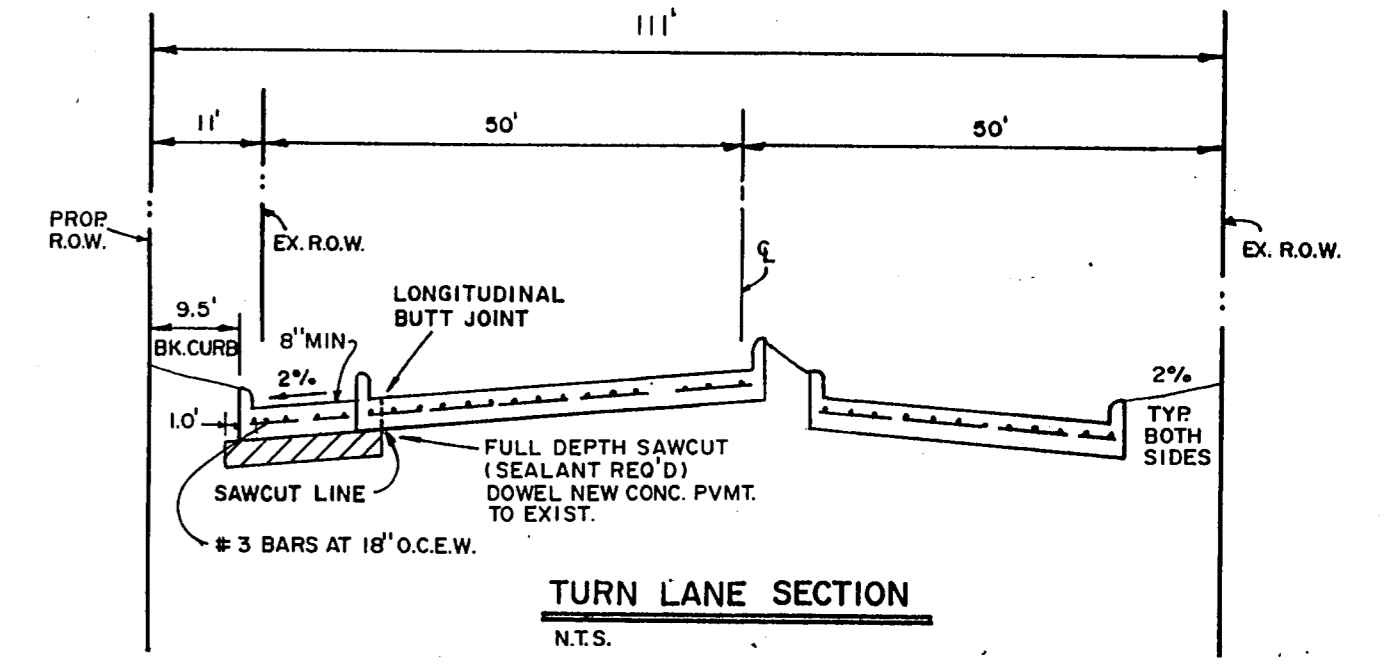
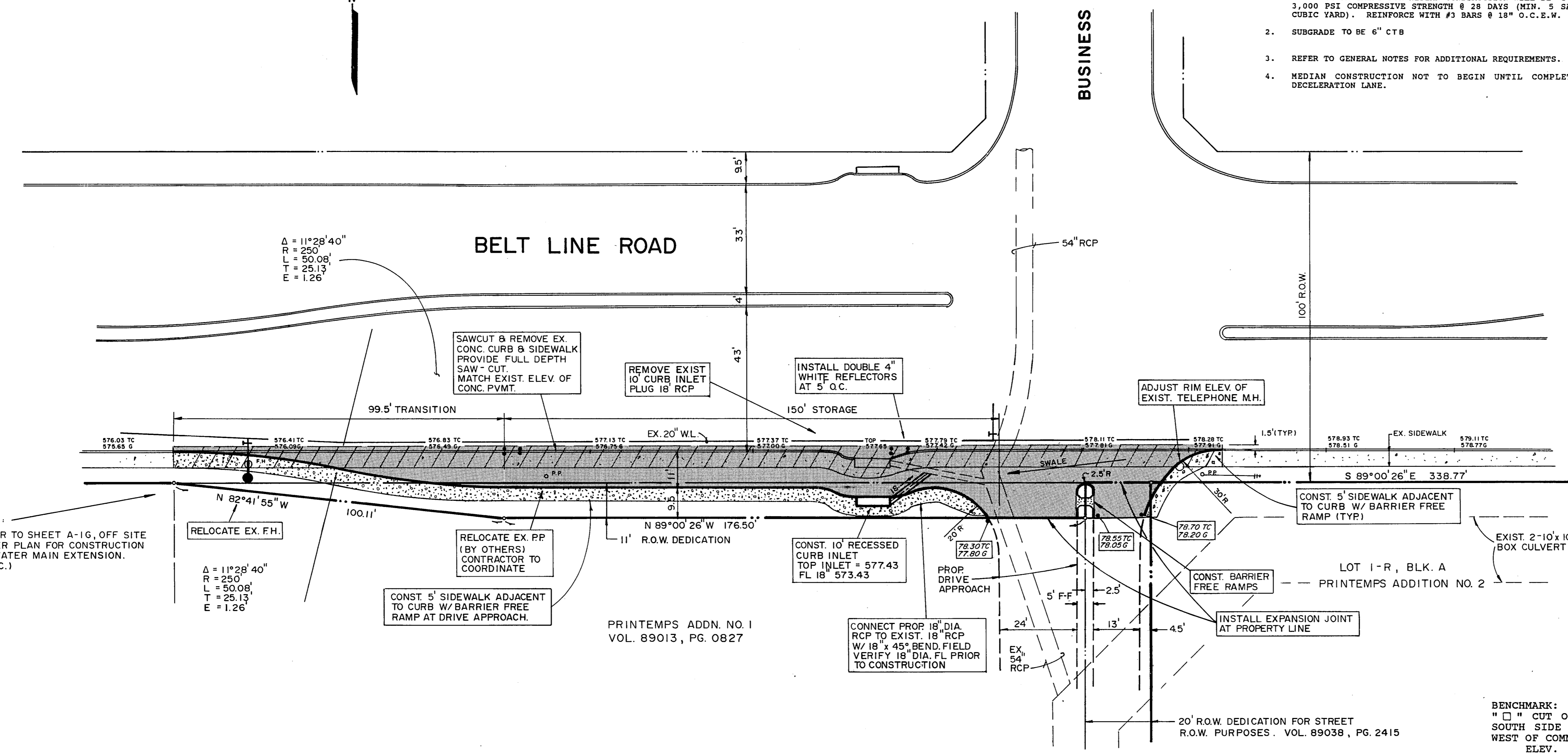
TRAFFIC SIGNAL INSTALLATION						
COMMERCIAL DR. AT BELTLINE ROAD						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	7/7/93	1"=20'		92076	T-1



BUSINESS AVE.

- 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 1/4" 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" O.C.W.
 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 GASS ASPHALT OR RUBBER BASED COMPOUND.
 9. INSTALLATION OF DRIVE APPROACHES, SIDEWALKS, RIGHT-TURN LANE AND MEDIAN IMPROVEMENTS SHALL MEET TOWN OF ADDISON STANDARDS.



NOTE:
REFER TO SHEET A-1G, OFF SITE
WATER PLAN FOR CONSTRUCTION
OF WATER MAIN EXTENSION.
(N.I.C.)

$\Delta = 11^{\circ}28'40''$
R = 250'
L = 50.08'
T = 25.13'
E = 1.26'

CONST. 5' SIDEWALK ADJACENT
TO CURB W/ BARRIER FREE
RAMP AT DRIVE APPROACH.

PRINTEMPS ADDN. NO. 1
VOL. 89013, PG. 0827

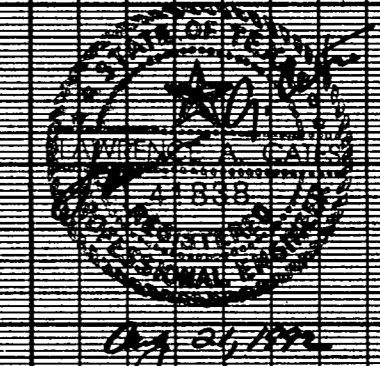
CONNECT PROP 18" DIA.
RCP TO EXIST. 18" RCP
W/ 18" x 45" BEND. FIELD
VERIFY 18" DIA. FL PRIOR
TO CONSTRUCTION

20' R.O.W. DEDICATION FOR STREET
R.O.W. PURPOSES. VOL. 89038, PG. 2415

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

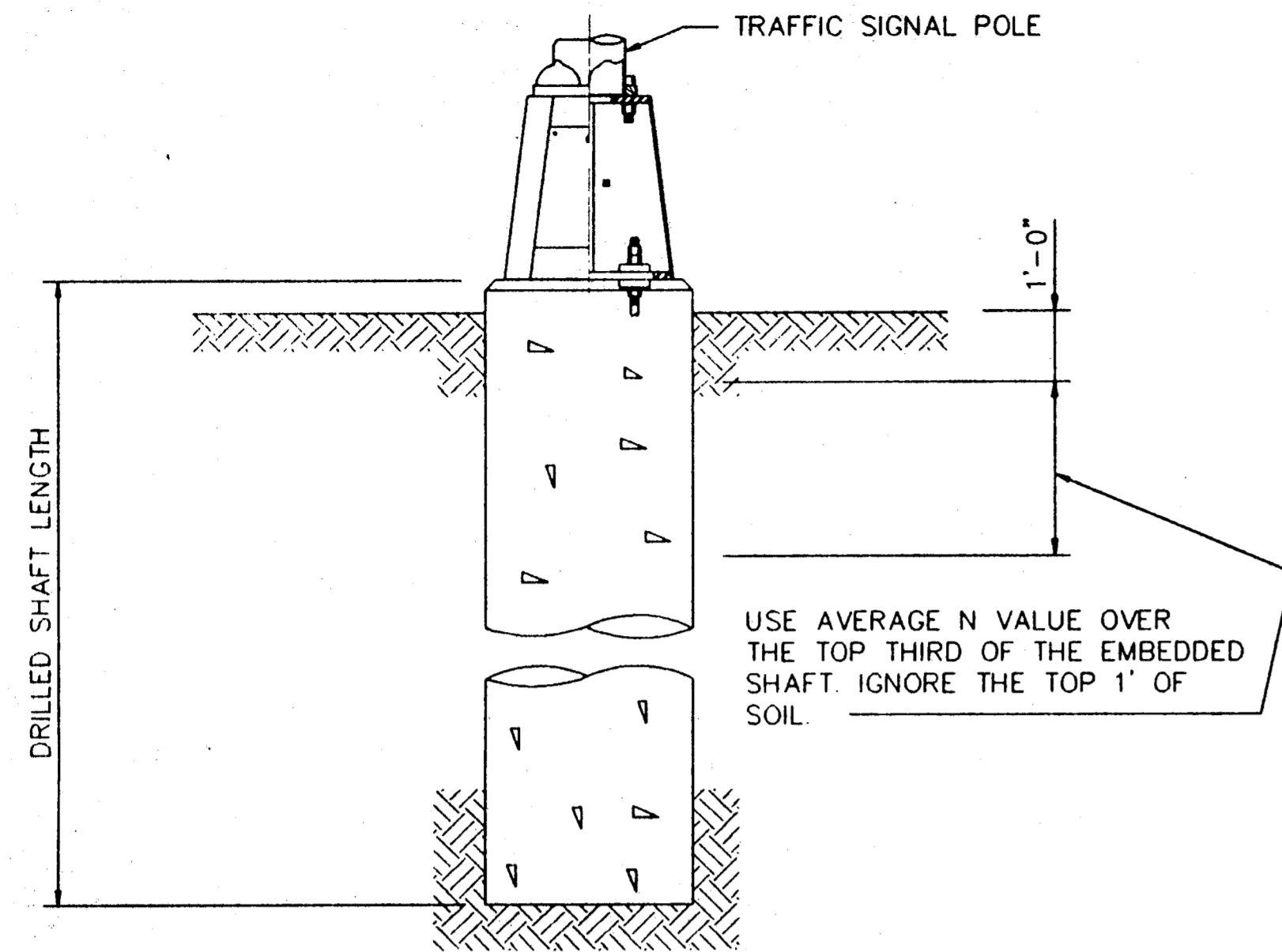


I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL
CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL
FUNCTION AS DESIGNED.



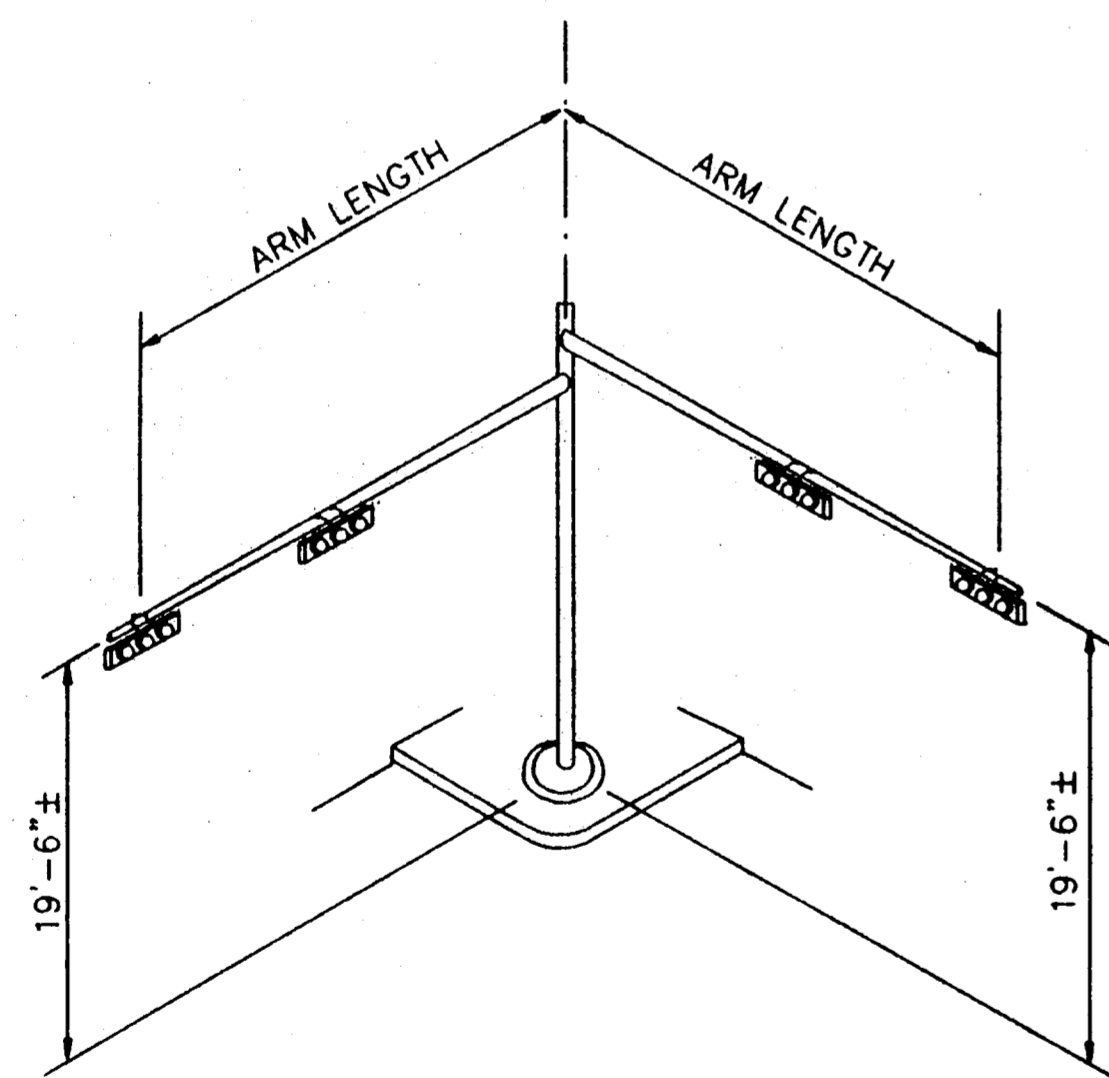
12/12/92 NO MEDIAN WORK
9/29/92 REV MEDIAN PROPERTY COMMENTS
8/20/92 REV PROP DRIVE, MEDIAN NOTES & GARDEN PAVERS

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

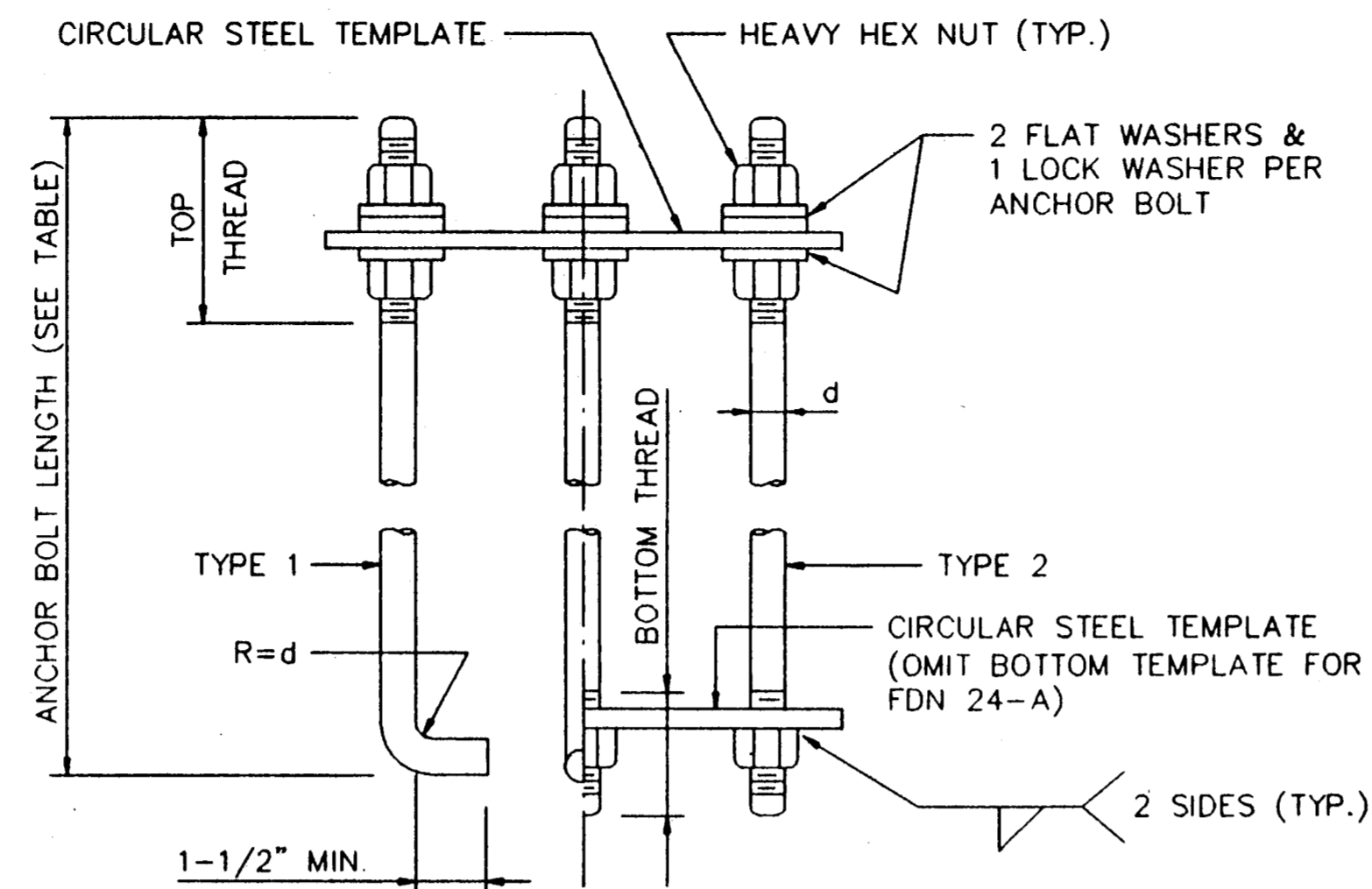


ANCHOR BOLT & TEMPLATE SIZES						
BOLT DIAMETER	BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	-	12-3/4"	7-1/8"	5-5/8"
1-1/2"	3'-4"	6"	2"	17"	10"	7"
1-3/4"	3'-10"	7"	2-1/4"	19"	11-1/8"	7-3/4"
2"	4'-3"	8"	2-1/2"	21"	12-1/2"	8-1/2"

* MINIMUM DIMENSIONS GIVEN, LONGER BOLTS ARE ACCEPTABLE.



TYPICAL MAST ARM ASSEMBLY



HOOKED ANCHOR (TYPE 1) NUT ANCHOR (TYPE 2)

ANCHOR BOLT ASSEMBLY

INSTALLATION PROCEDURE :

THREADS OF ANCHOR BOLTS SHALL BE COATED WITH PIPE JOINT COMPOUND PRIOR TO INSTALLATION OF UPPER NUTS WHEN ERECTING POLE. AFTER POLE IS PLUMBED AND IN PERMANENT ALIGNMENT, THE EXPOSED THREADS OF PAINTED BOLTS SHALL BE CLEANED AND AN ADDITIONAL COATING OF ZINC-RICH PAINT APPLIED TO SEAL THE BOLT THREAD-NUT JOINT.

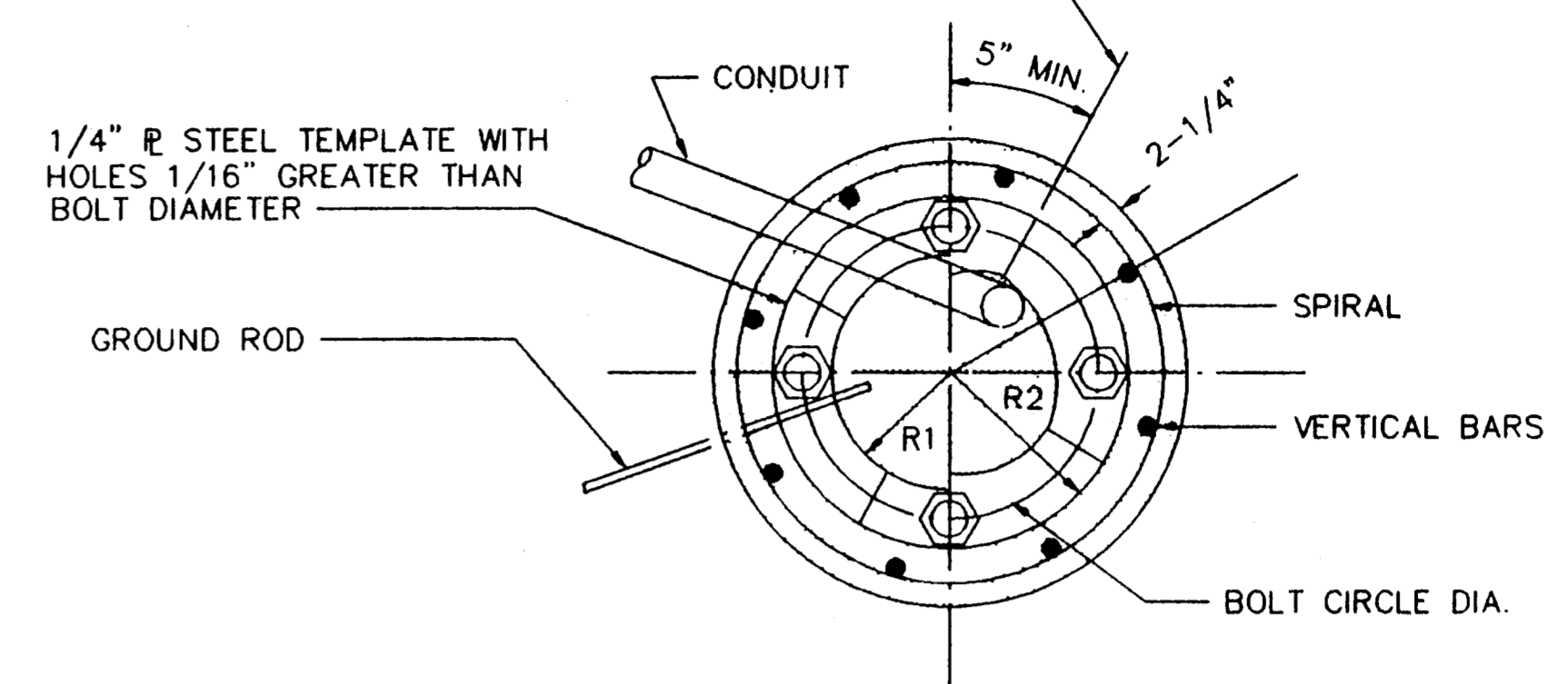
NOTES :

- (1) ANCHOR BOLT DESIGN DEVELOPS THE FOUNDATION CAPACITY GIVEN UNDER FOUNDATION DESIGN LOADS.
- (2) FOUNDATION DESIGN LOADS ARE THE ALLOWABLE MOMENTS AND SHEARS AT THE BASE OF THE STRUCTURE.
- (3) FOUNDATIONS MAY BE LISTED SEPARATELY OR GROUPED ACCORDING TO SIMILARITY OF LOCATION AND TYPE. QUANTITIES ARE FOR THE CONTRACTOR'S INFORMATION ONLY.
- (4) FIELD PENETROMETER READINGS AT A DEPTH OF APPROXIMATELY 3 TO 5 FEET MAY BE USED TO ADJUST SHAFT LENGTHS.
- (5) IF ROCK IS ENCOUNTERED, THE DRILLED SHAFT SHALL EXTEND A MINIMUM OF TWO DIAMETERS INTO SOLID ROCK.
- (6) DECIMAL LENGTHS IN DESIGN TABLE ARE TO ALLOW INTERPOLATION FOR OTHER PENETROMETER VALUES. ROUND TO NEAREST FOOT FOR ENTRY INTO SUMMARY TABLE.

AS-BUILTS

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

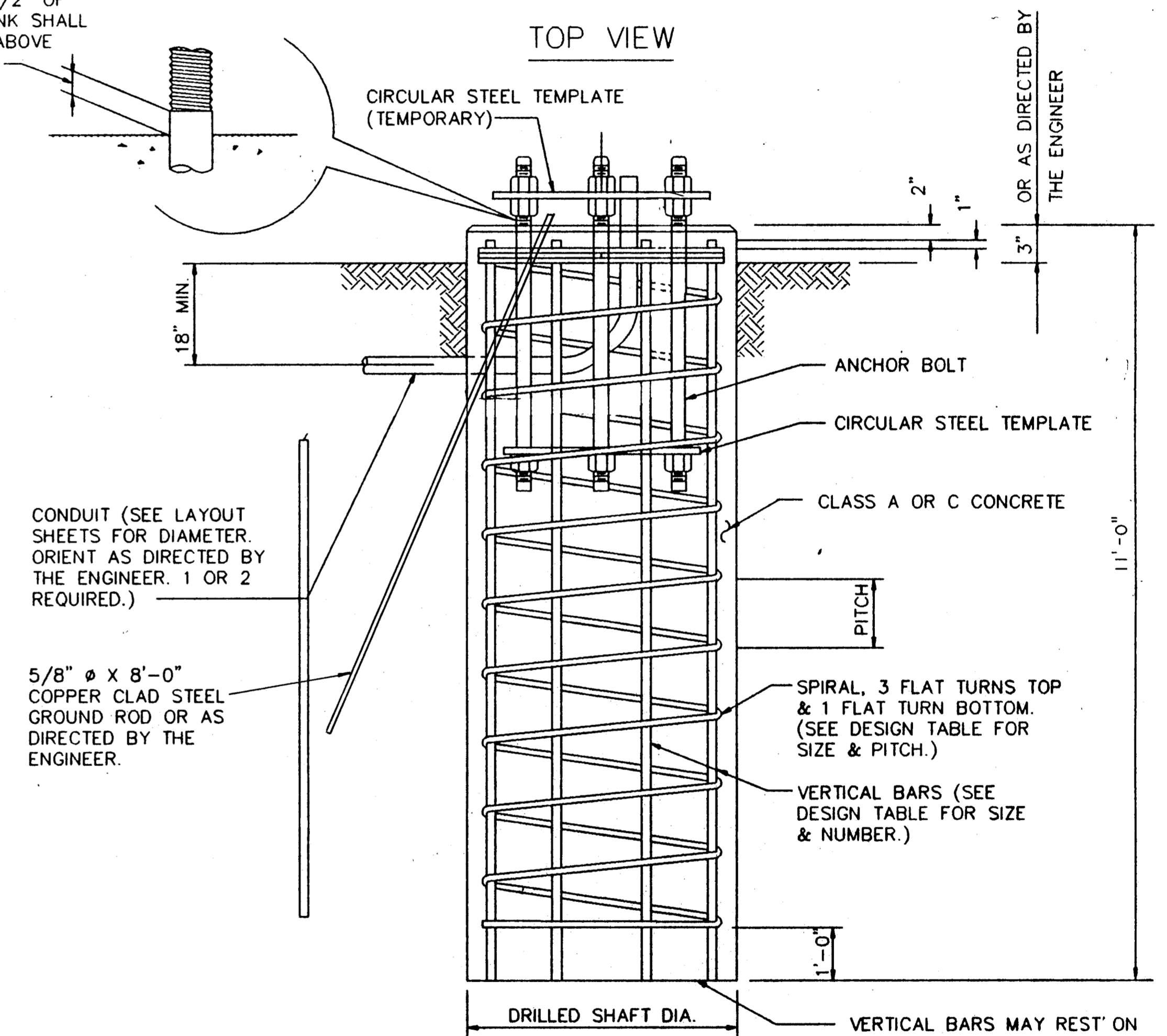
TYP. PERMISSIBLE TEMPLATE SPLICE
60% MIN. PENETRATION



R1 MAY EQUAL R2 IF PLATE IS WELDED OF 3 OR MORE SEGMENTS.

1/4" TO 1/2" OF BOLT SHANK SHALL PROJECT ABOVE CONCRETE

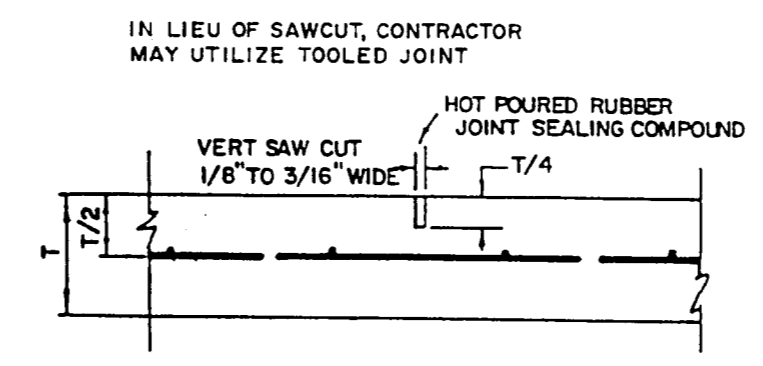
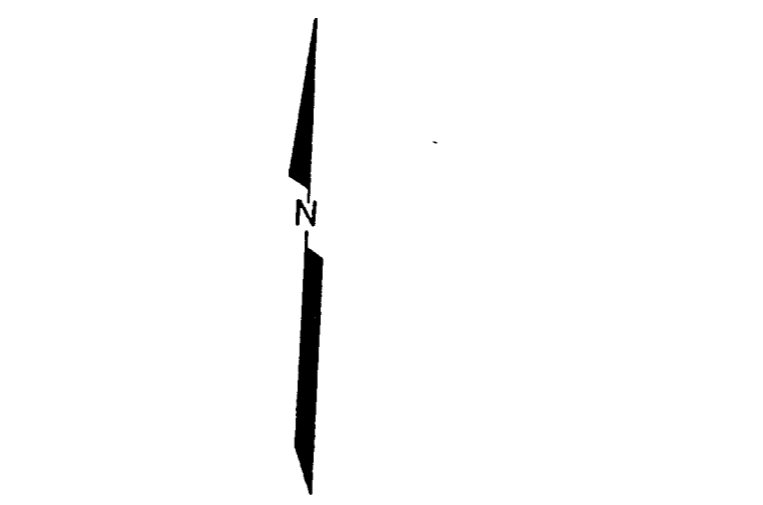
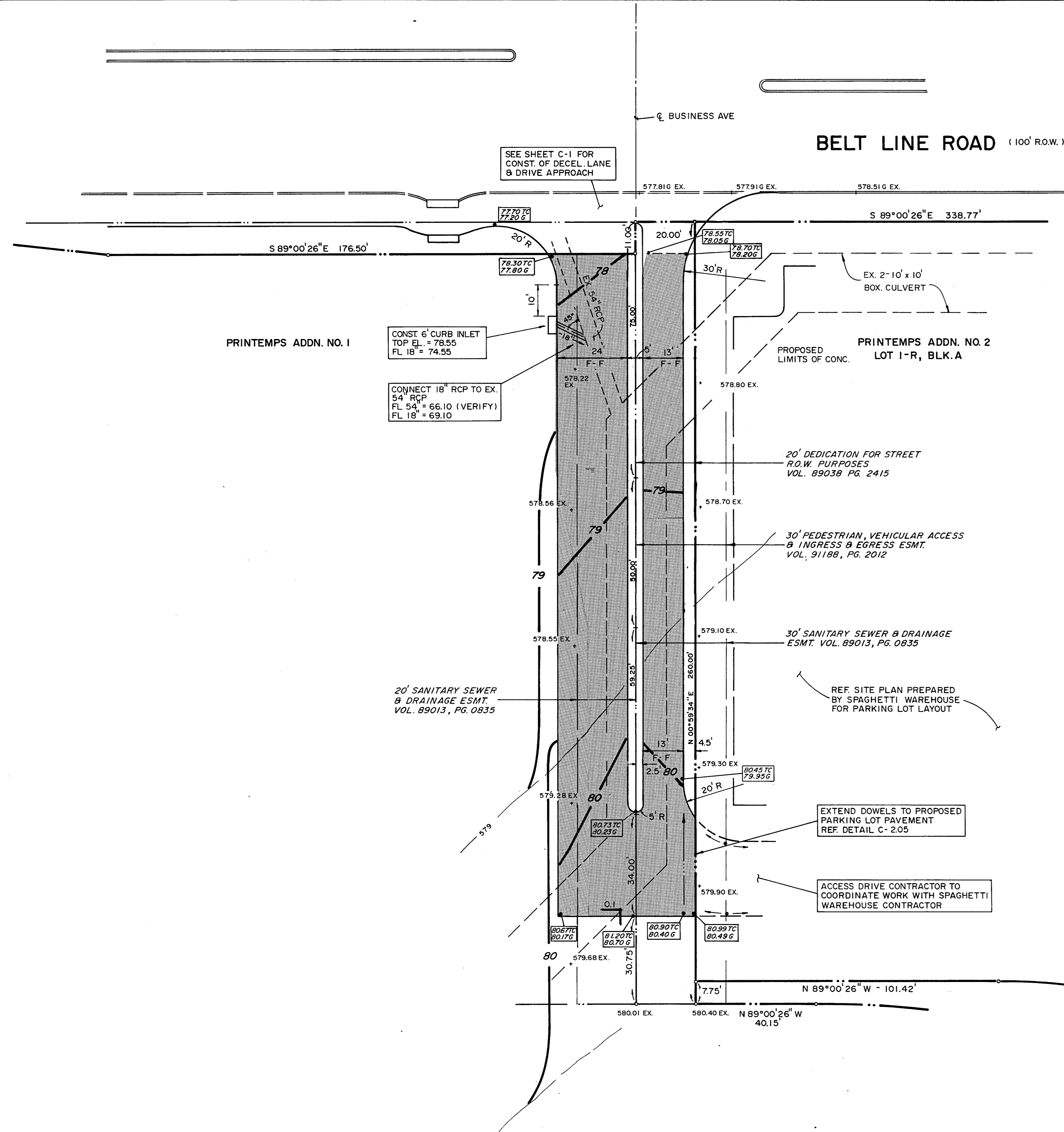
TOP VIEW



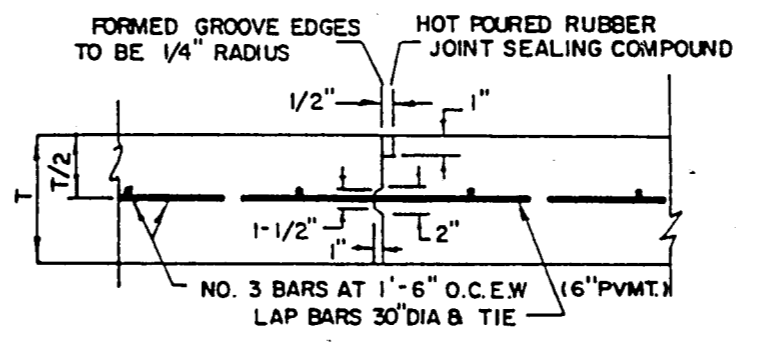
ELEVATION

FOUNDATION DETAILS

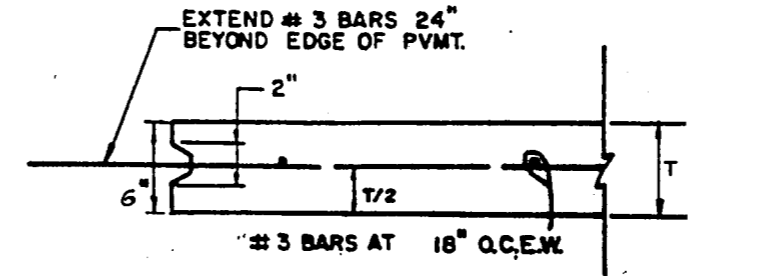
FOUNDATION DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS
						DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L A C	L A C	8/24/92	N T S			T2



0.3 CONTROL JOINT
SC: N.T.S.

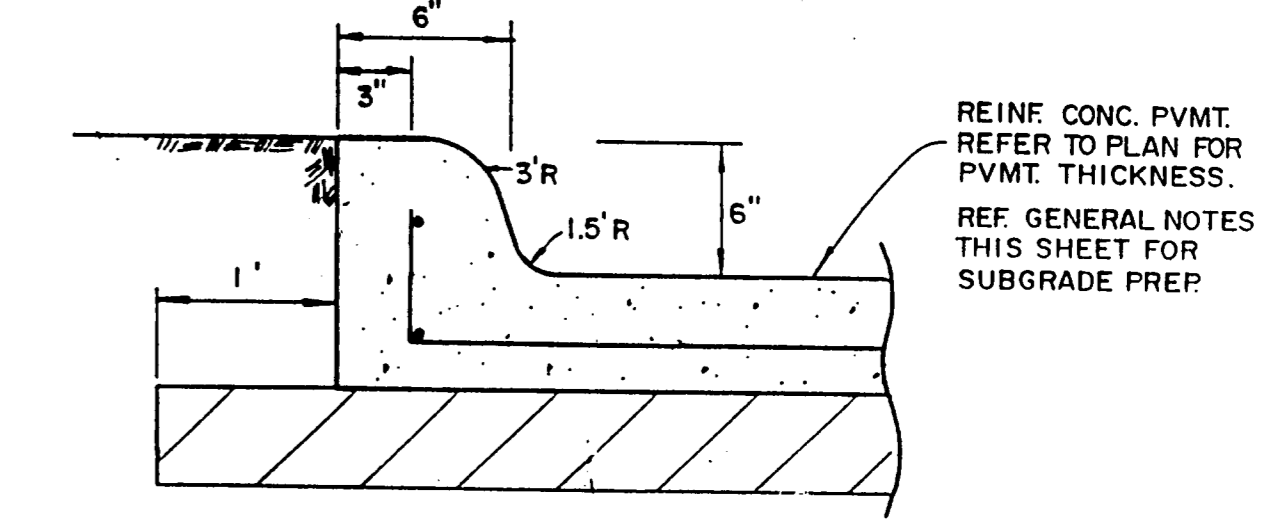


0.4 CONSTRUCTION JOINT
SC: N.T.S.

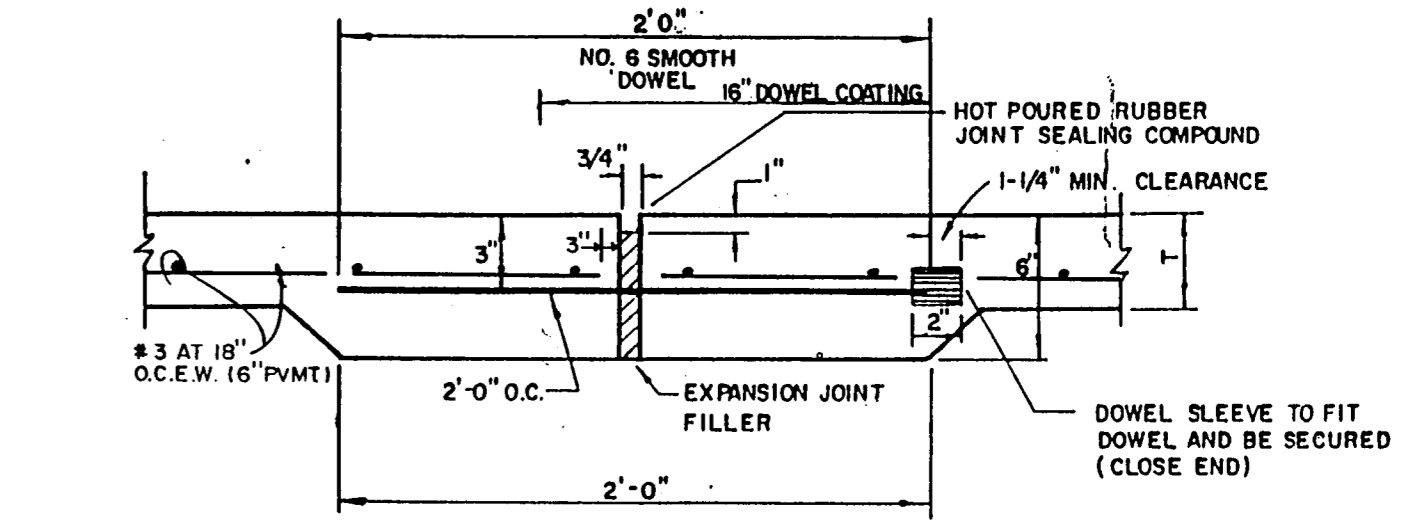


0.5 FREE EDGE P.V.M.T. SECTION
SC: N.T.S.

- 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 WARRANTY ON PORTLAND CEMENT CONCRETE PAVEMENT.



0.1 INTEGRAL CURB SECTION
SC: N.T.S.



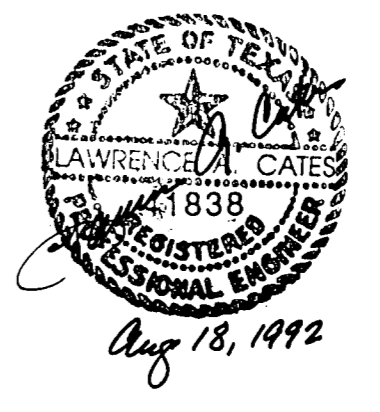
0.2 EXPANSION JOINT
SC: N.T.S.

LOT 2-R
BLOCK A
PRINTemps ADDN. NO. 2

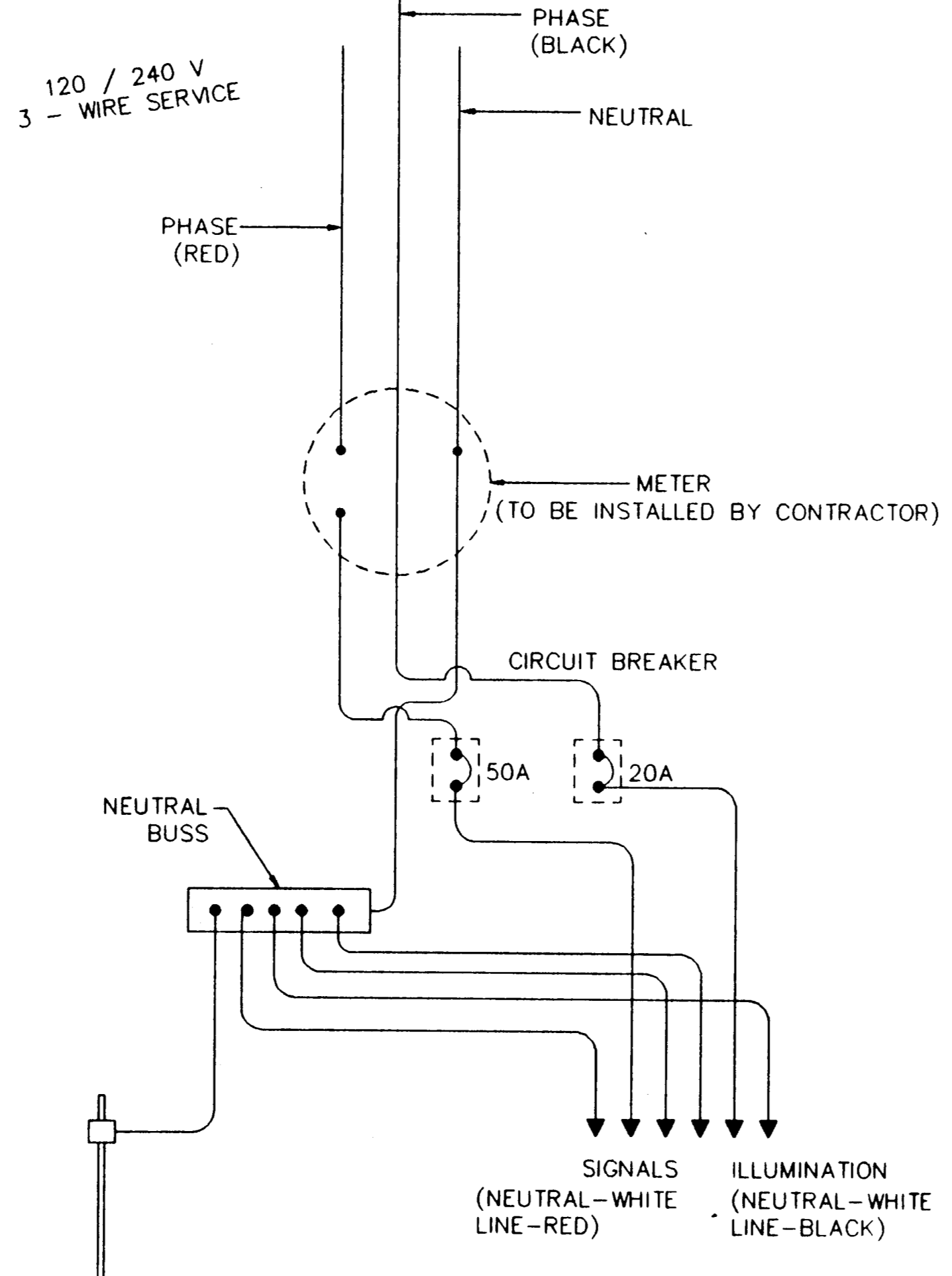
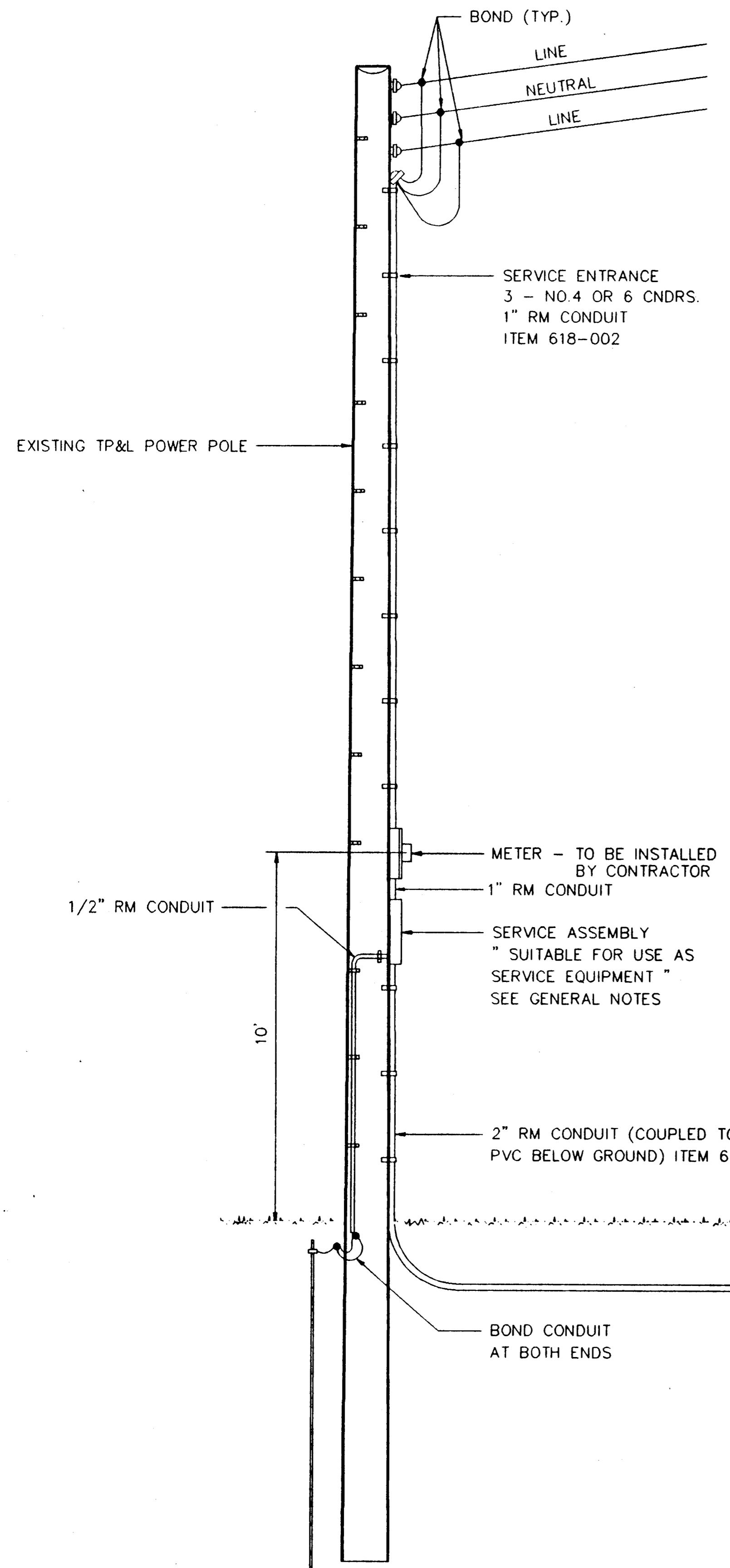
AS BUILTS
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

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

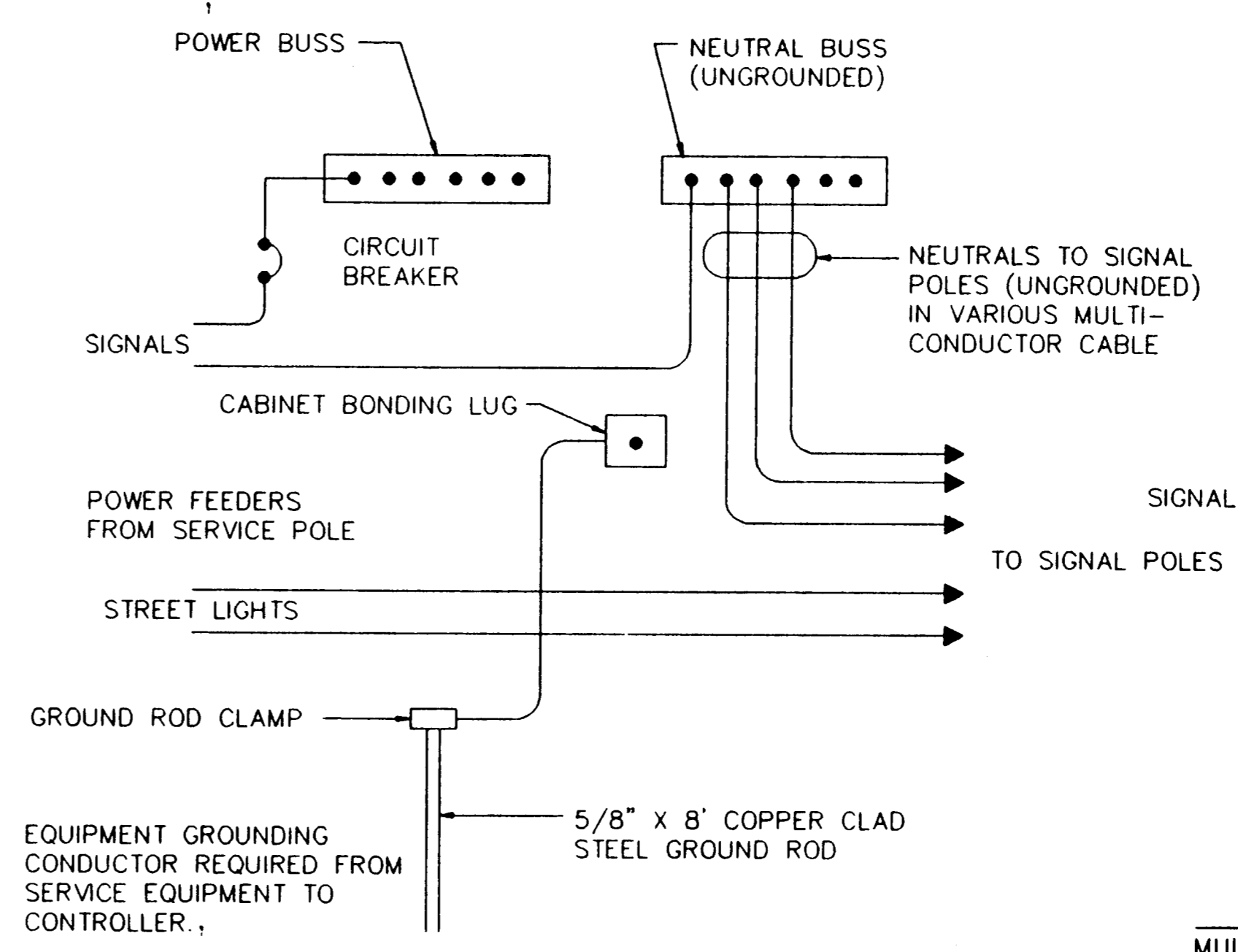
John A. Cates
01-16-93



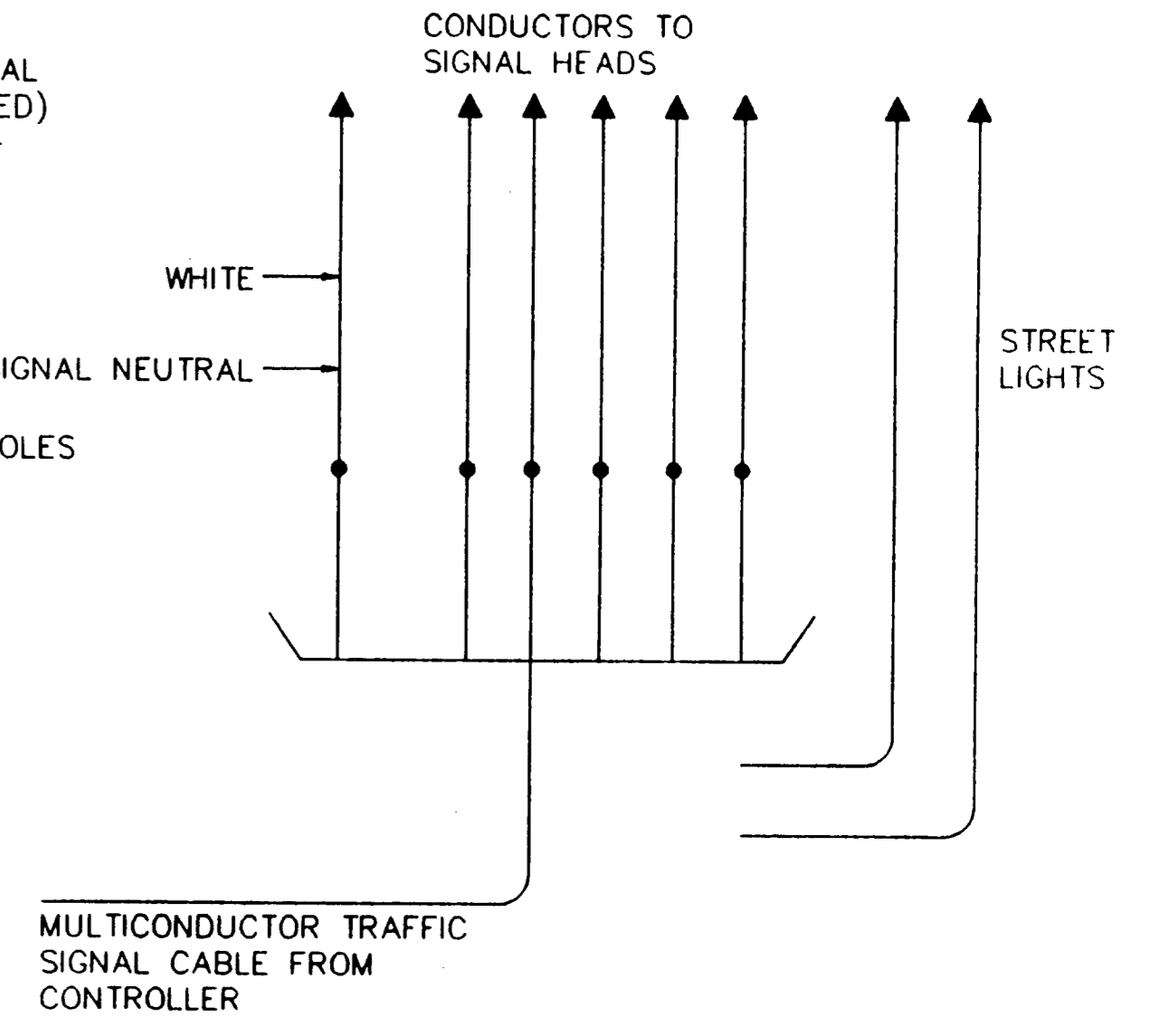
REV: 08-28-92 REV DRIVE						
REV: 08-17-92 PER CITY COMMENTS						
WEST ACCESS DRIVE						
SPAGHETTI WAREHOUSE						
LOT 1-R, PRINTemps NO. 1 ADDN.						
TOWN OF ADDISON, TX.						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
L.A.C.	L.A.C.	7/20/92	1"=20'		92023	C-2



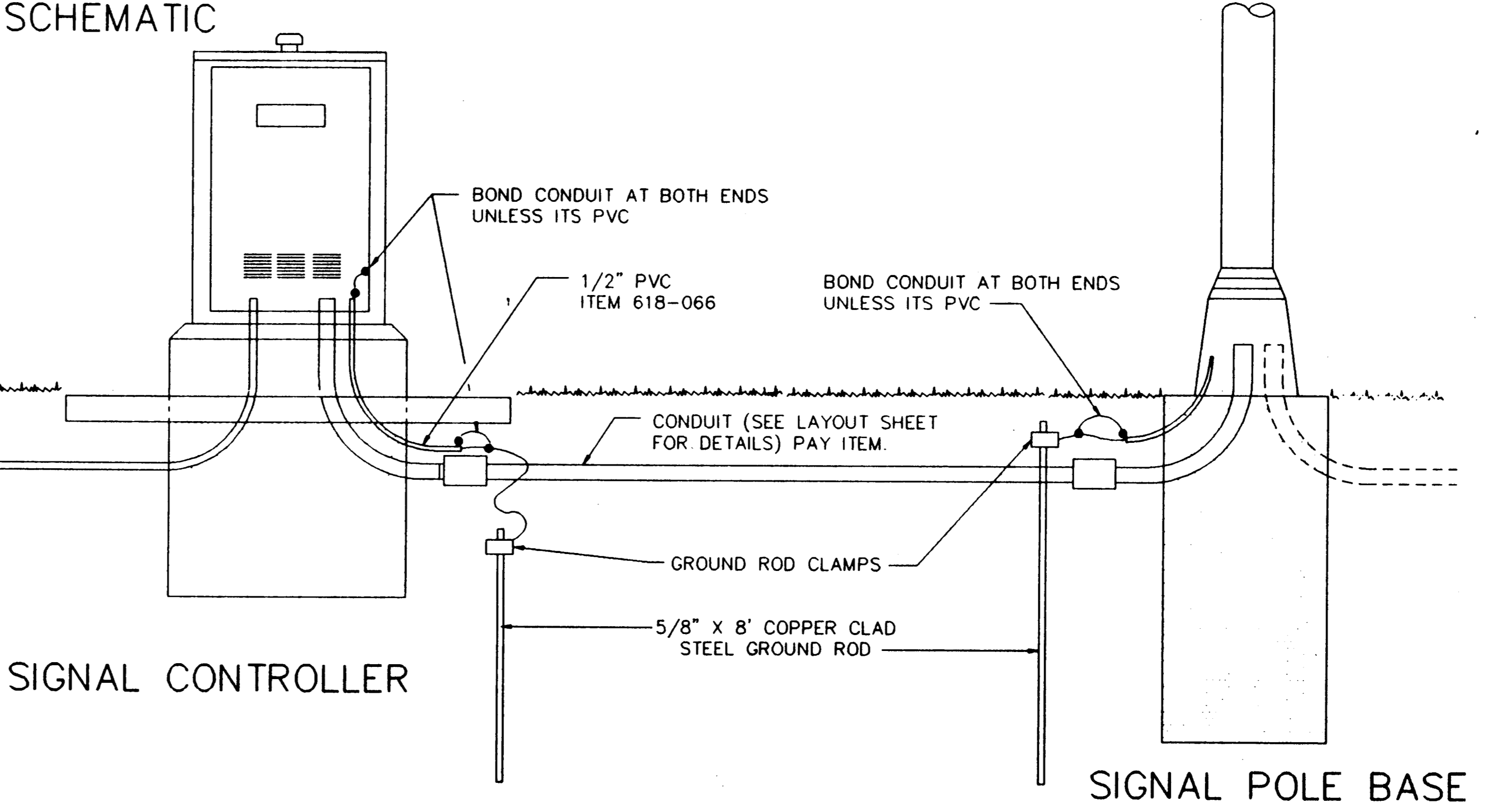
SERVICE ASSEMBLY SCHEMATIC



CONNECTIONS AT SIGNAL CONTROLLERS



CONNECTIONS AT POLE BASE

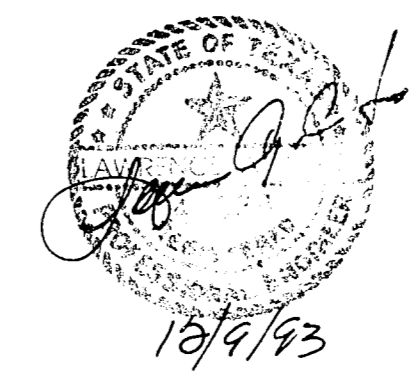


SIGNAL CONTROLLER

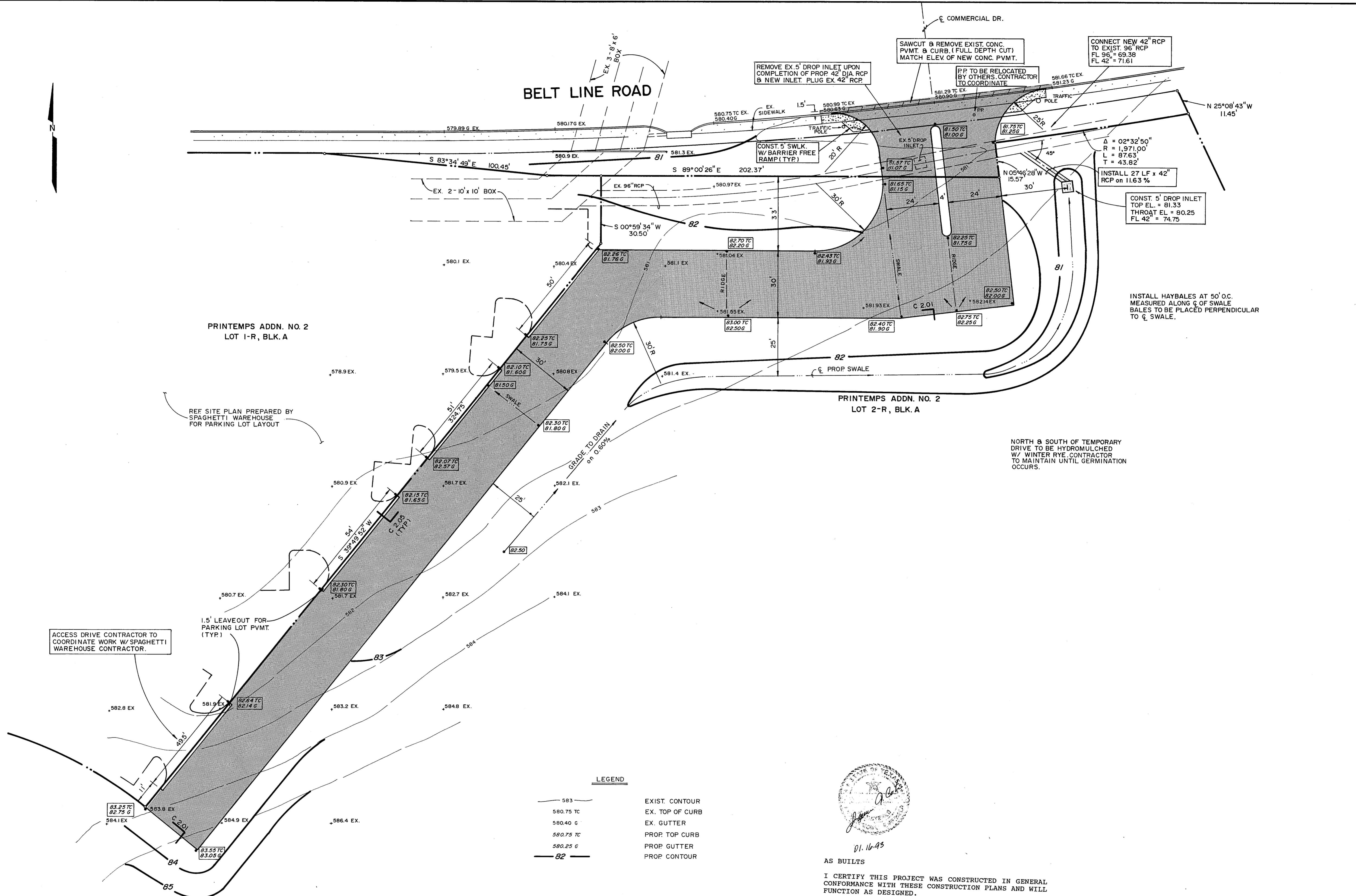
SIGNAL POLE BASE

NOTE: POWER SOURCE, SERVICE ASSEMBLY & CONTROLLER ARE EXISTING AT THIS PROJECT.

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



CONDUIT & WIRING DETAIL						
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			T 3



ACCESS DRIVE CONTRACTOR TO COORDINATE WORK W/ SPAGHETTI WAREHOUSE CONTRACTOR.

REF SITE PLAN PREPARED BY SPAGHETTI WAREHOUSE FOR PARKING LOT LAYOUT

1.5' LEAVEOUT FOR PARKING LOT PVMT (TYP)

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

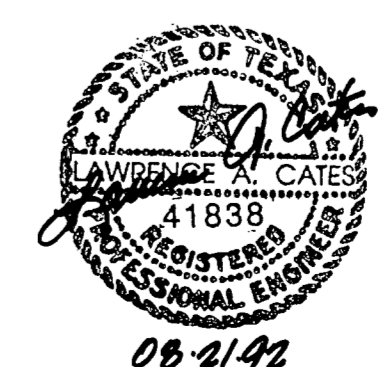


01.16.93

AS BUILTS

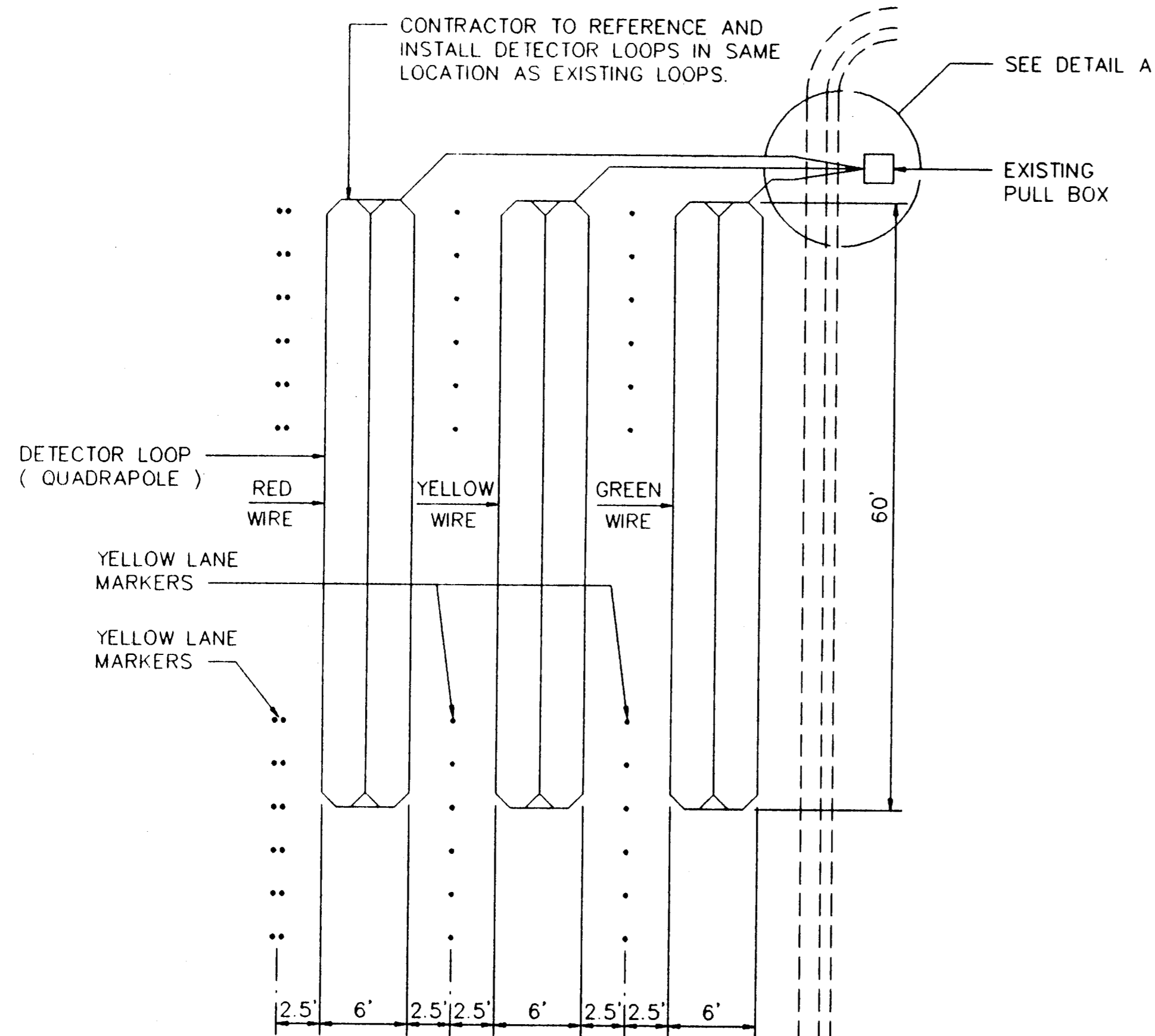
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

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



08-21-92

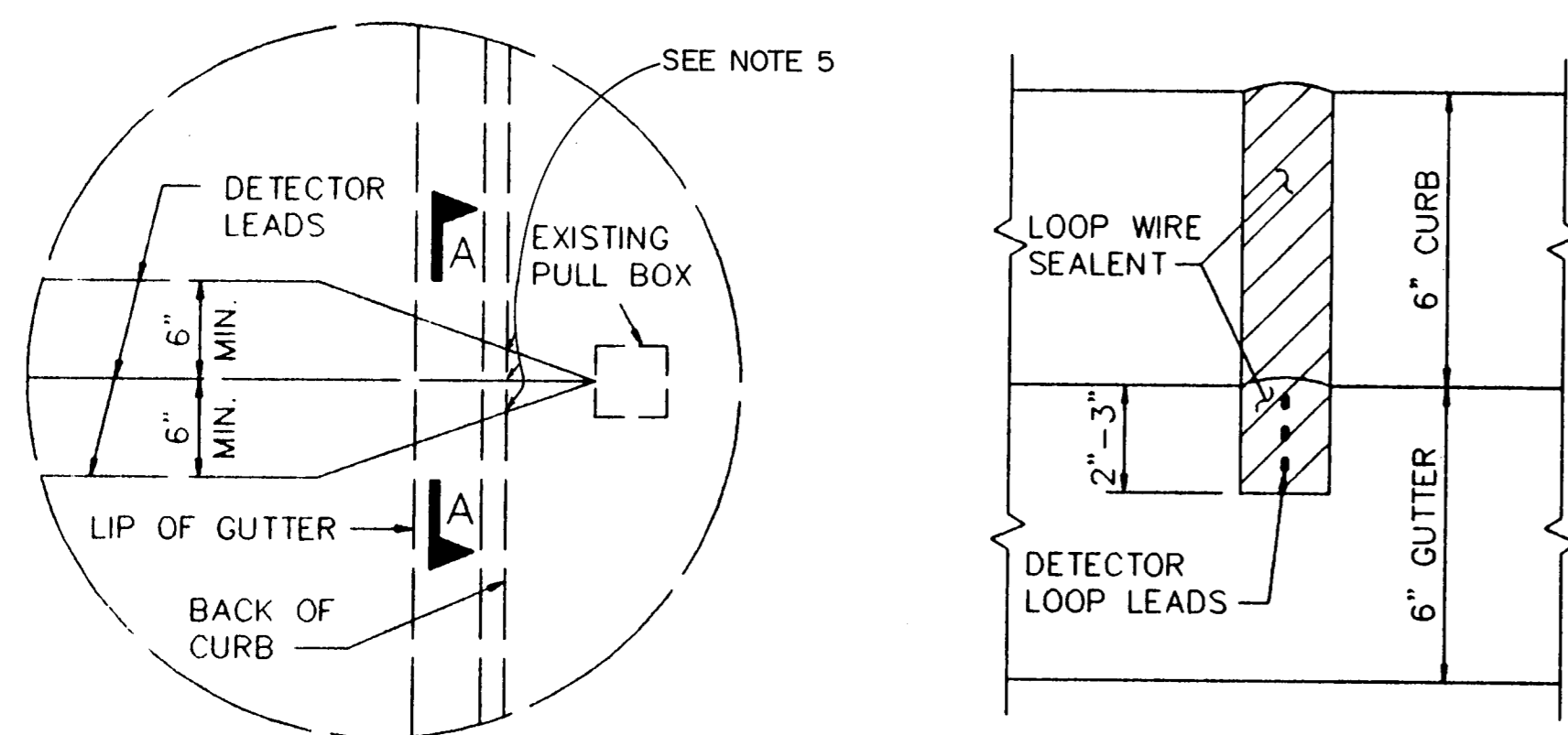
EAST ACCESS DRIVE						
SPAGHETTI WAREHOUSE						
LOT 1-R, PRINTEMPS NO. 1 ADDN.						
TOWN OF ADDISON, TX.						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/3/92	1"=20'		92023	C-3



NOTES :

1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN



DETAIL A

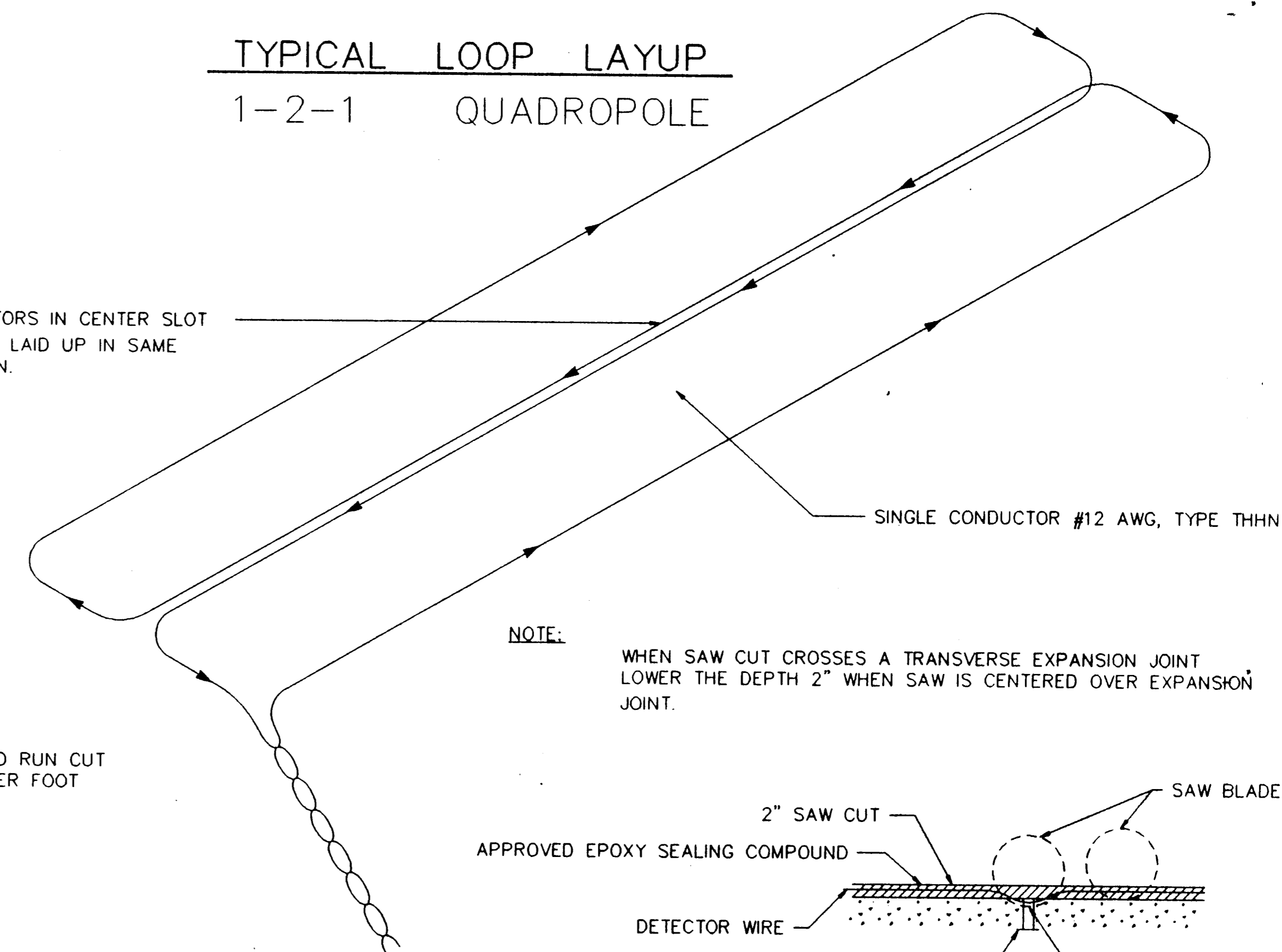
SECTION A-A

VEHICLE LOOP DETECTOR LAYOUT

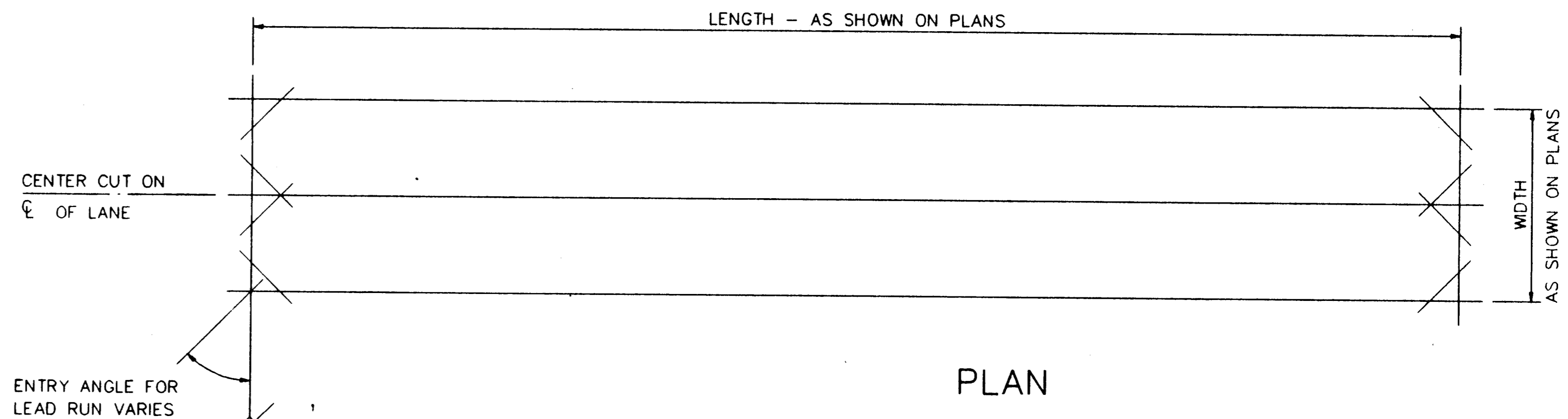
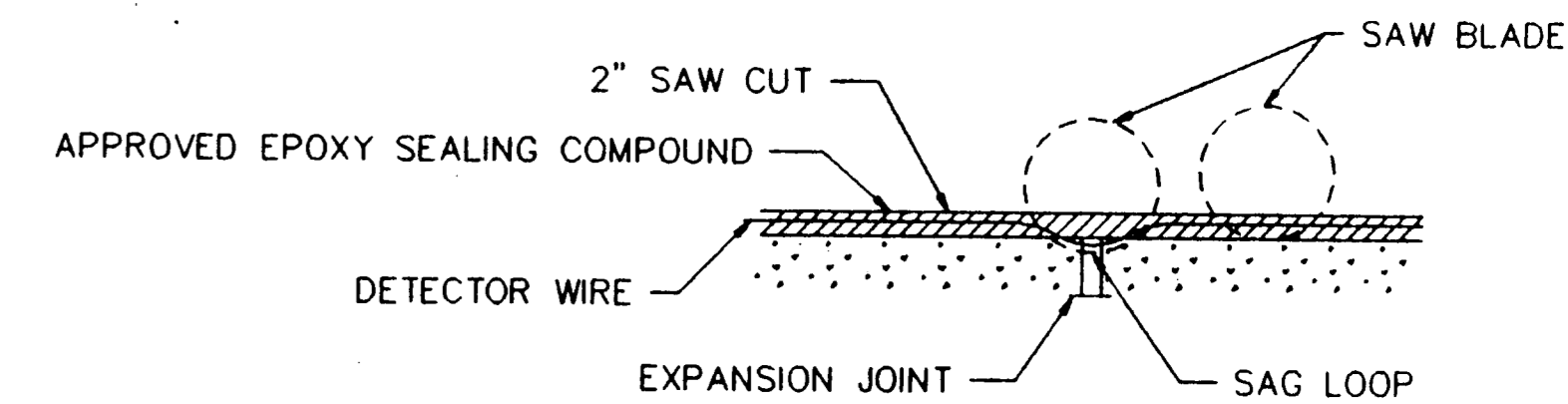
1. INSTALLATION OF WIRE LOOPS IS TO BE MADE IN THE SHORTEST TIME PRACTICAL, NOT TO EXCEED A 4 HR. MAX. AND SCHEDULED DURING OFF PEAK HOURS TO MINIMIZE DELAY TO VEHICLE TRAFFIC.
2. THE PAVEMENT CUT IS TO BE CUT WITH A CONCRETE SAW TO NEAT LINES AND LOOSE MATERIAL REMOVED. THE CUT SHOULD BE CLEAN AND DRY WHEN THE SEALING COMPOUND IS PLACED.
3. THE LEAD-IN WIRES ARE TO BE TWISTED A MINIMUM OF TWO TURNS PER FOOT AND REMAIN UNDISTURBED AFTER THE LOOP HAS BEEN TUNED.
4. EACH LOOP IS TO BE RETURNED TO CONTROLLER VIA ONE PAIR OF UNSPLICED SHIELDED LEAD-IN WIRES. MULTIPLE, TWISTED LEADS TO MORE THAN ONE LOOP IN SINGLE LEAD RUN SAW SLOT ARE NOT PERMISSIBLE.
5. ALL LOOPS TO PENETRATE CURB IN A SEPERATE CONDUIT
6. 3 M LOOP SEAL REQUIRED (SEE TOWN OF ADDISON SPECIFICATION)

TYPICAL LOOP LAYUP
1-2-1 QUADROPOLE

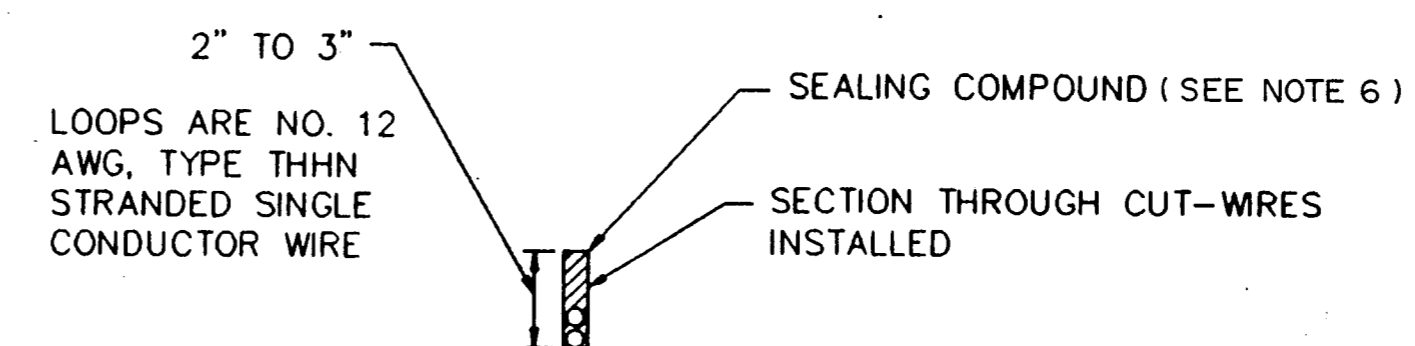
CONDUCTORS IN CENTER SLOT MUST BE LAID UP IN SAME DIRECTION.



WIRES TWISTED IN LEAD RUN CUT AT LEAST, 2 TURNS PER FOOT



SAW - CUT PATTERN FOR DETECTOR LOOPS

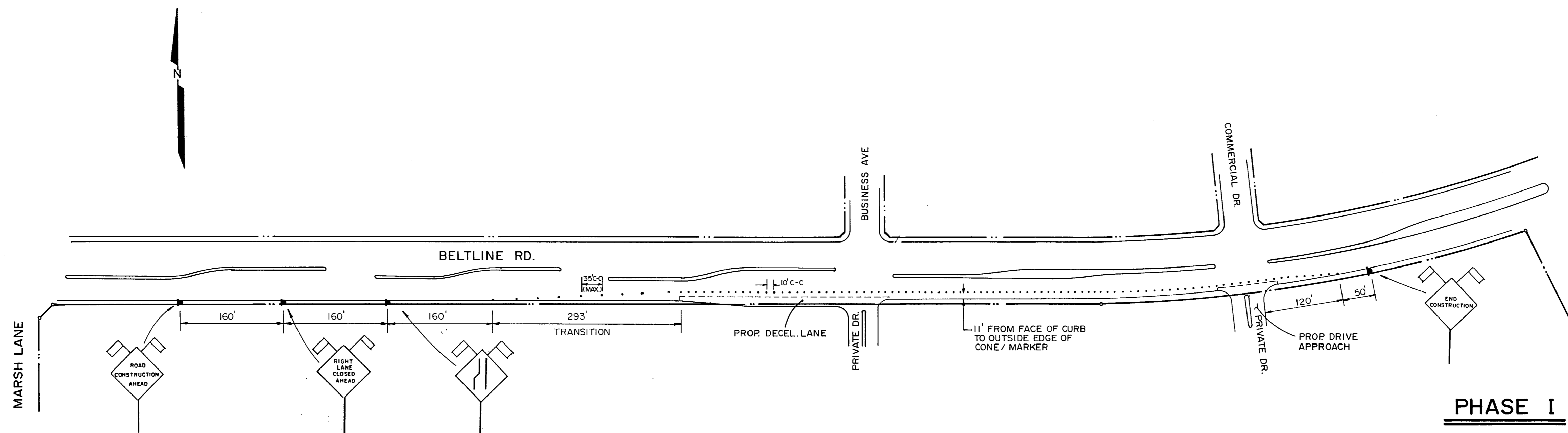


AS-BUILTS

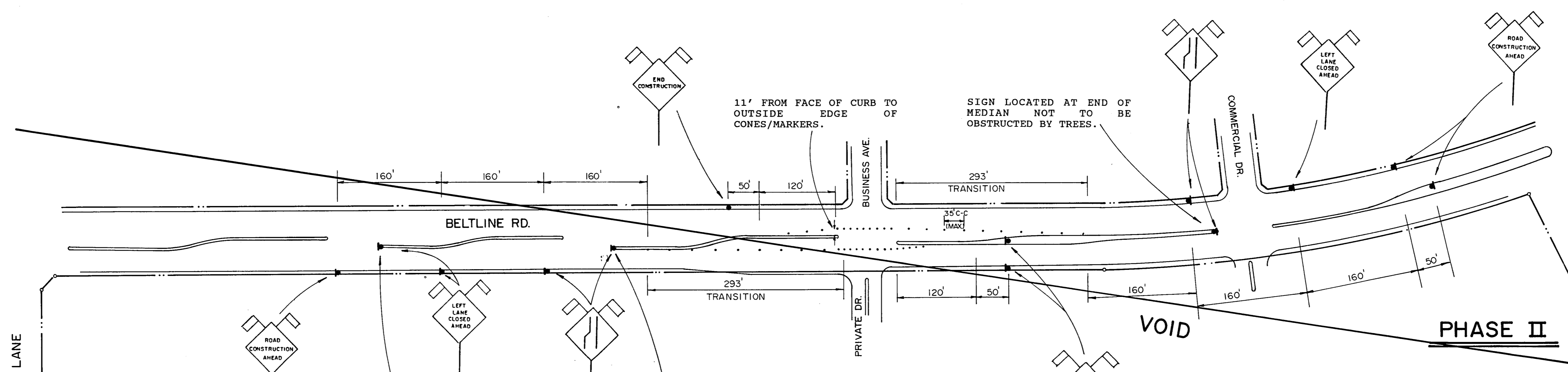
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

Signature
12/19/93

LOOP DETECTOR 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.
L.A.C.	L.A.C.	8/24/92	N.T.S.			T-4



PHASE I



PHASE II

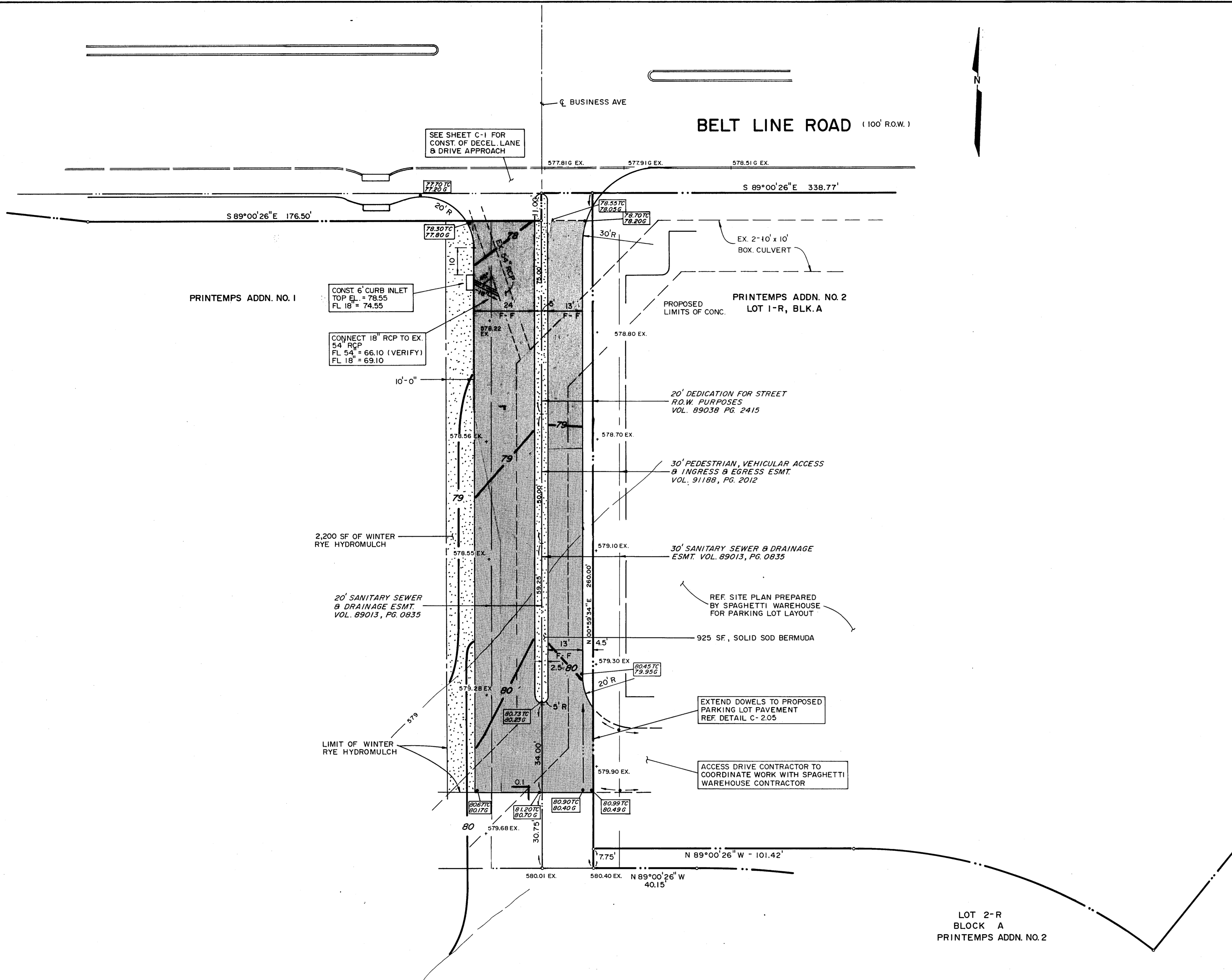
AS BUILTS
 I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

Lawrence A. Cates
 01-16-93



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

BELT LINE ROAD (100' R.O.W.)

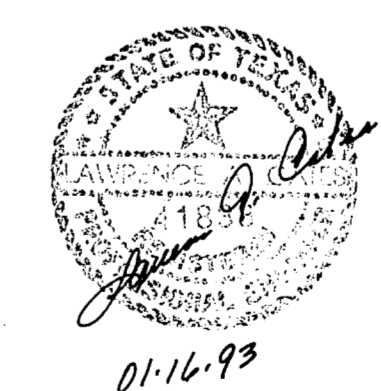


SOD INSTALLATION NOTES

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.



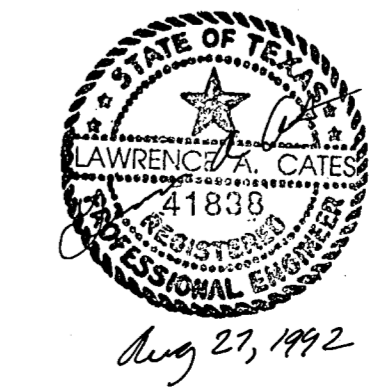
SMR LANDSCAPE ARCHITECTS
703 McKinney, Suite 403 LB 107
Dallas, Texas 75202

LANDSCAPE PLAN

AS BUILTS

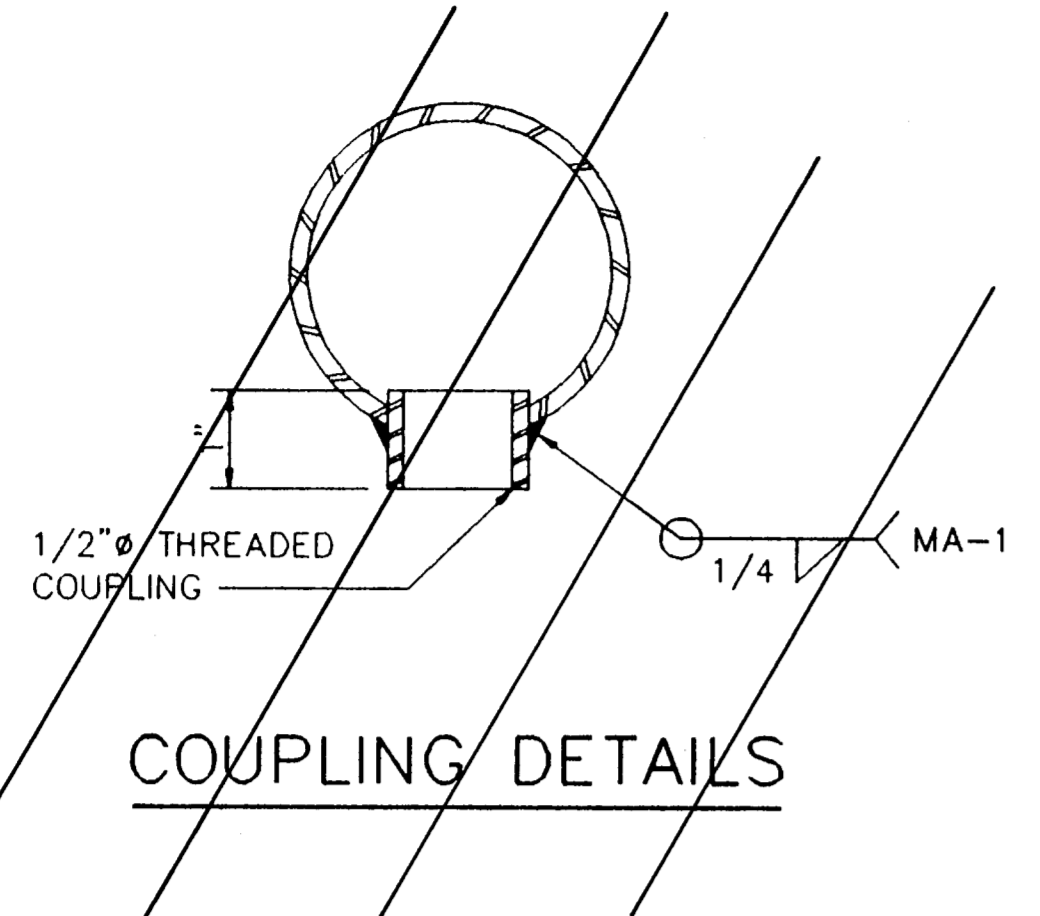
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

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

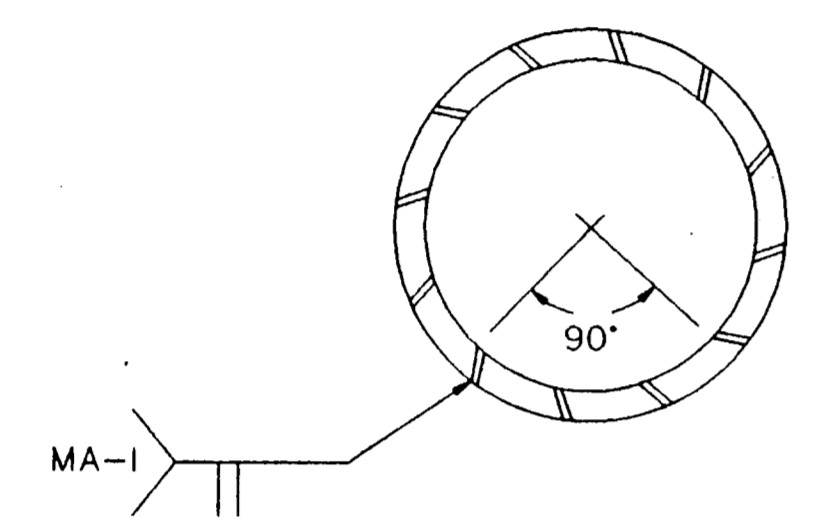


REV: 08-28-92 REV DRIVE
REV: 08-17-92 PER CITY COMMENTS

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

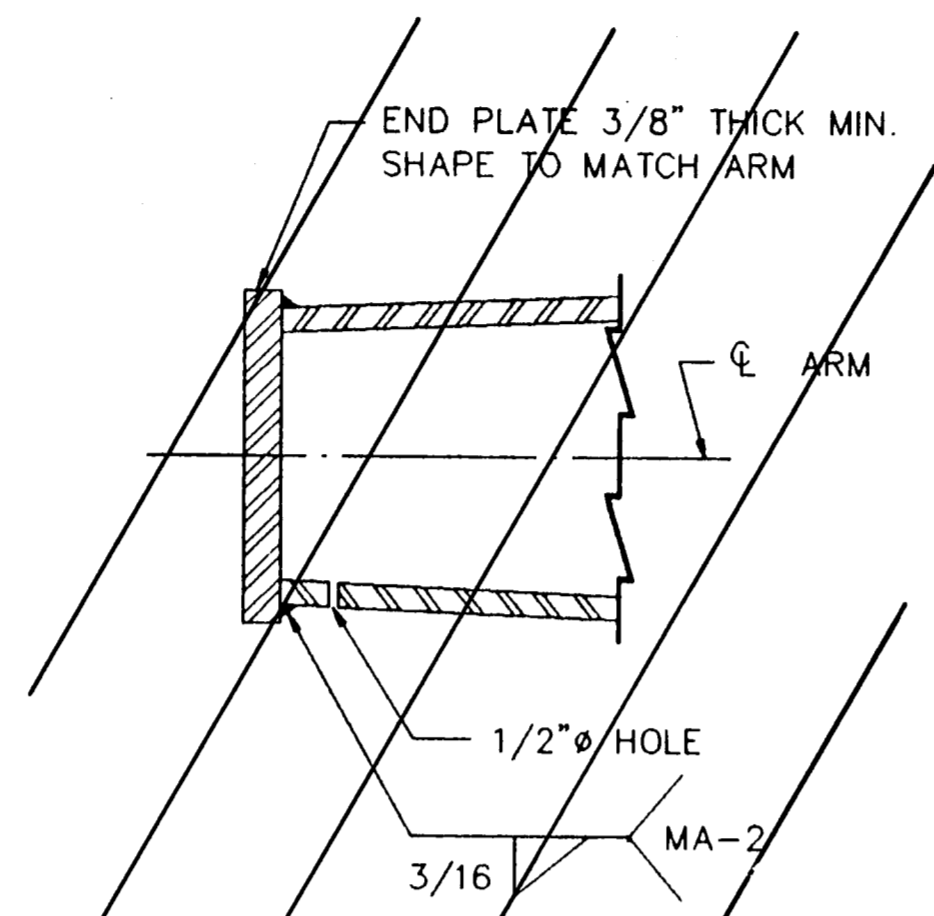


COUPLING DETAILS



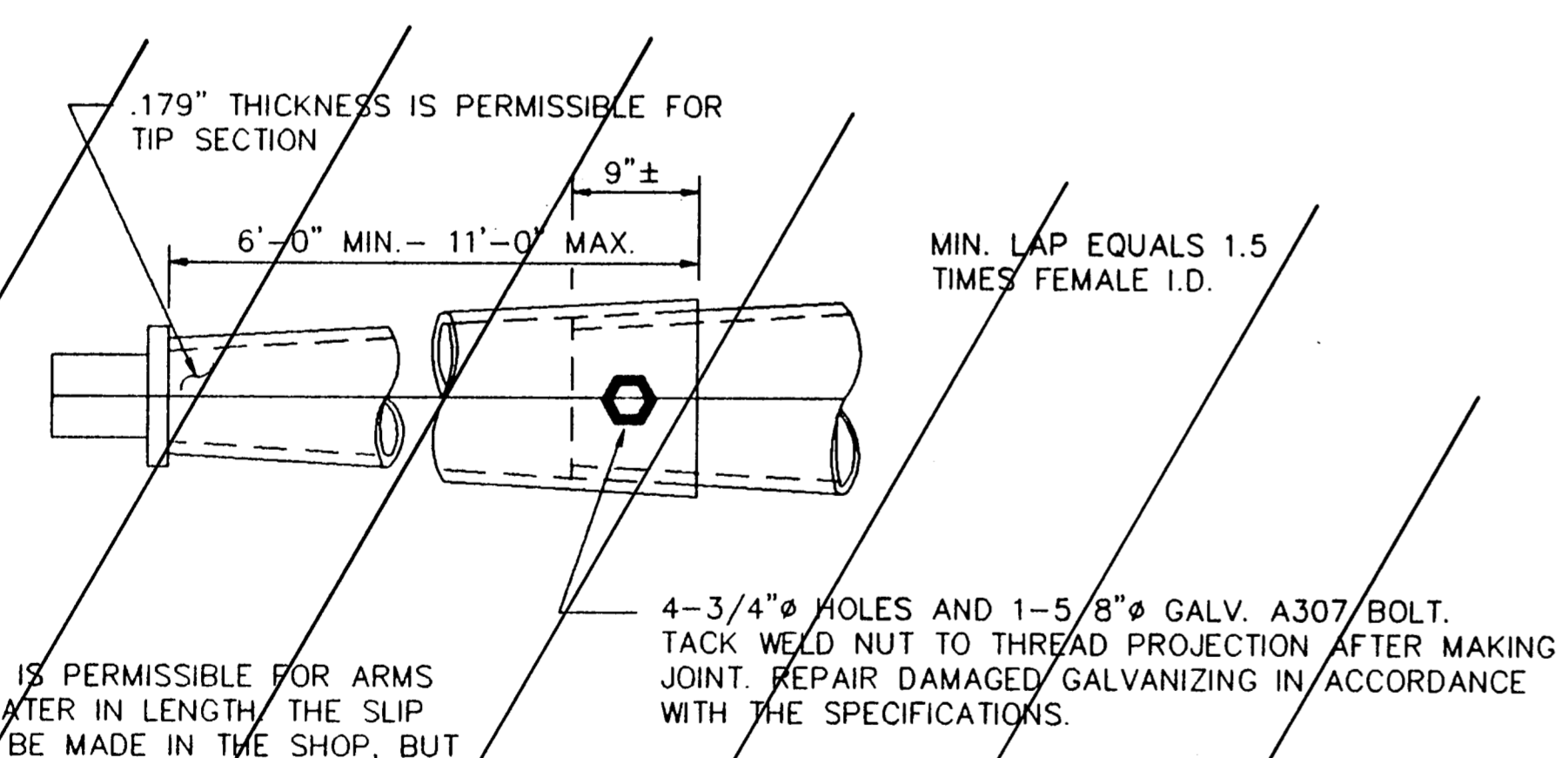
LONGITUDINAL SEAM WELD MUST BE ORIENTED WITHIN THE LOWER 90° OF THE SIGNAL ARM.

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

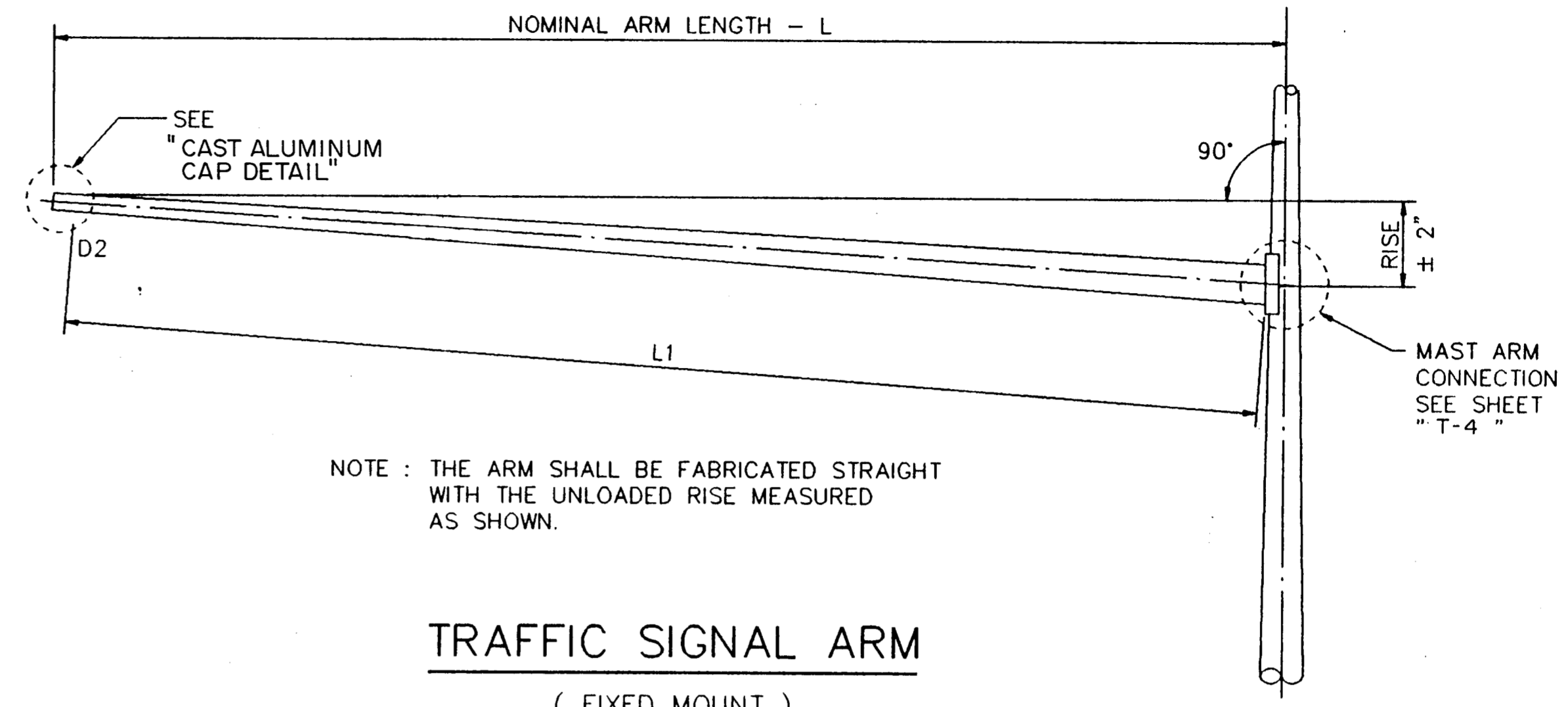


NOTE :

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.

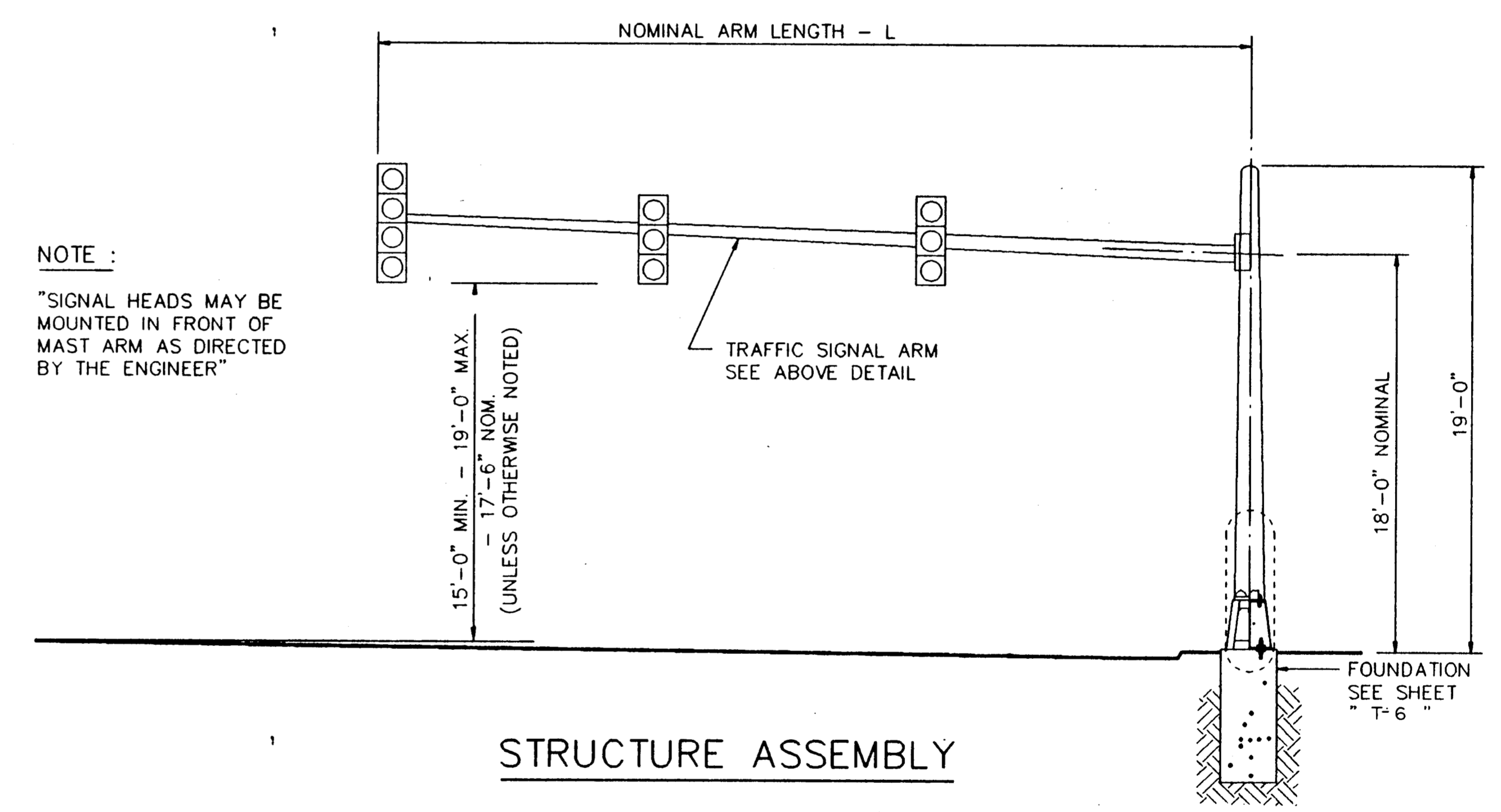
4-3/4" HOLES AND 1-5/8" GALV. A307 BOLT. TACK WELD NUT TO THREAD PROJECTION AFTER MAKING JOINT. REPAIR DAMAGED GALVANIZING IN ACCORDANCE WITH THE SPECIFICATIONS.

SLIP JOINT DETAILS



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

TRAFFIC SIGNAL ARM
(FIXED MOUNT)



NOTE :

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

TRAFFIC SIGNAL ARM SEE ABOVE DETAIL

STRUCTURE ASSEMBLY

AS BUILTS

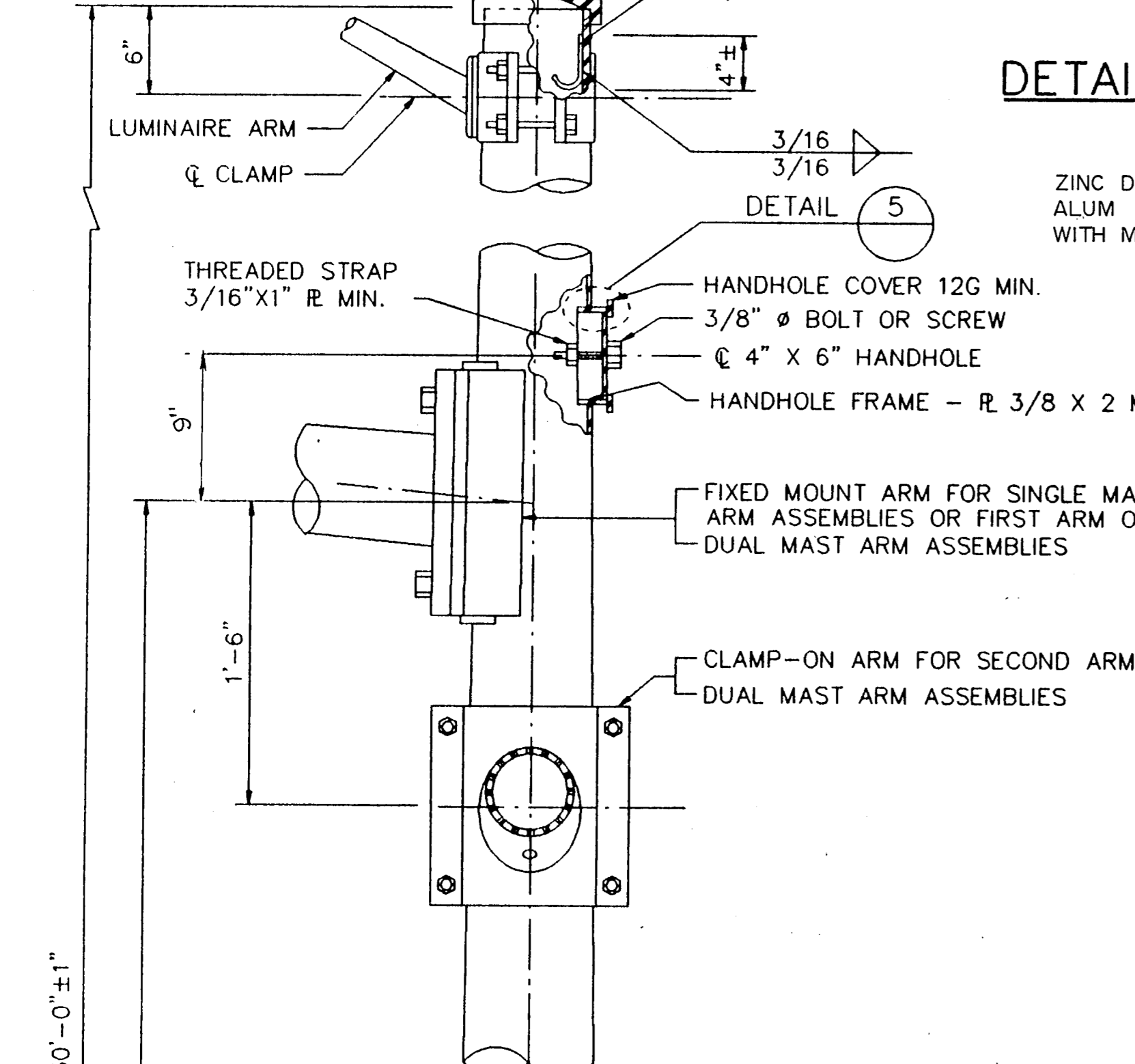
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

John A. Cates
01/16/93

John A. Cates
9-12-92

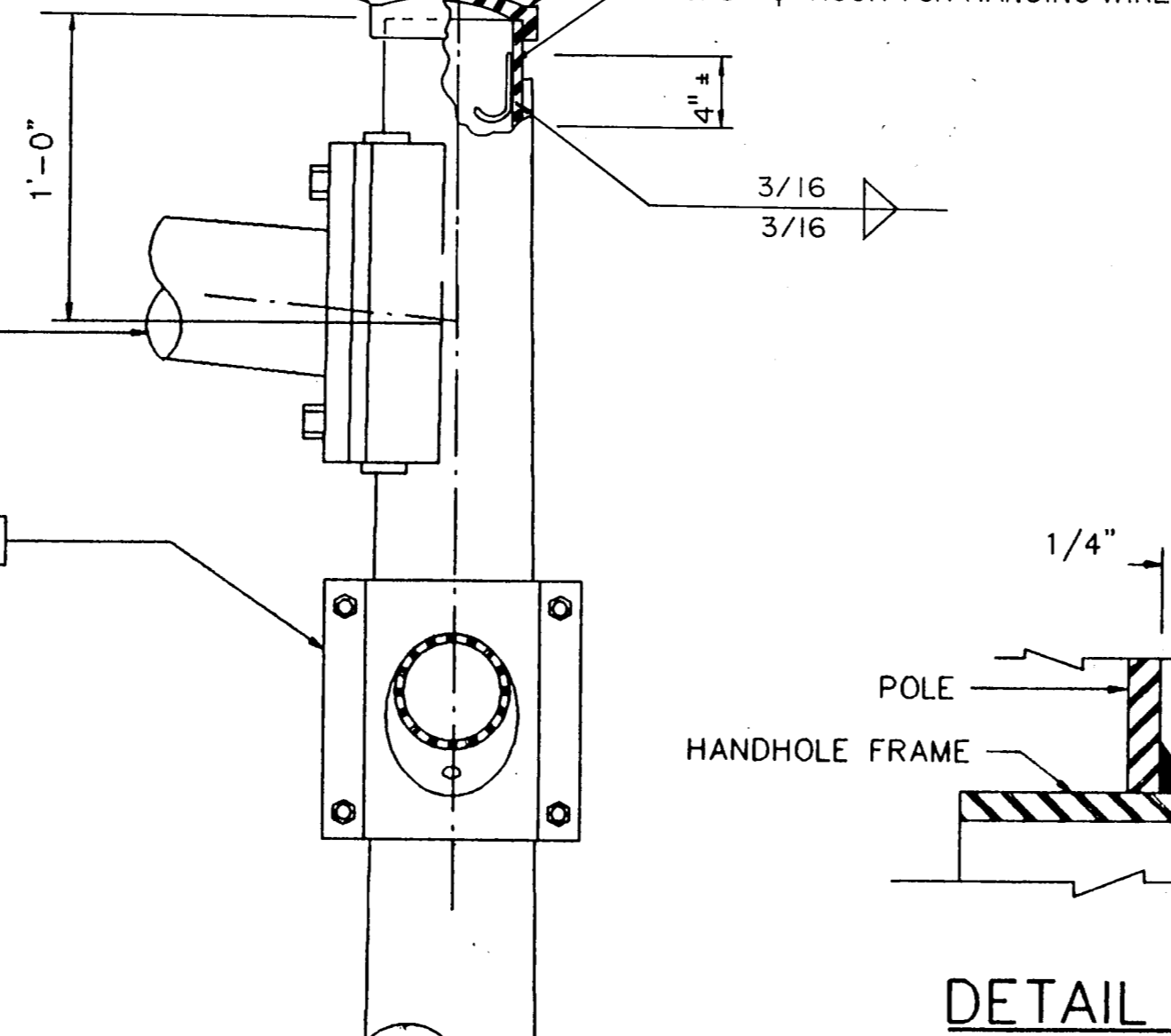
MAST ARM DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T3

ZINC DIE CAST OR ALUM. OR GALV. METAL CAP WITH MIN. OF 3 SET SCREWS

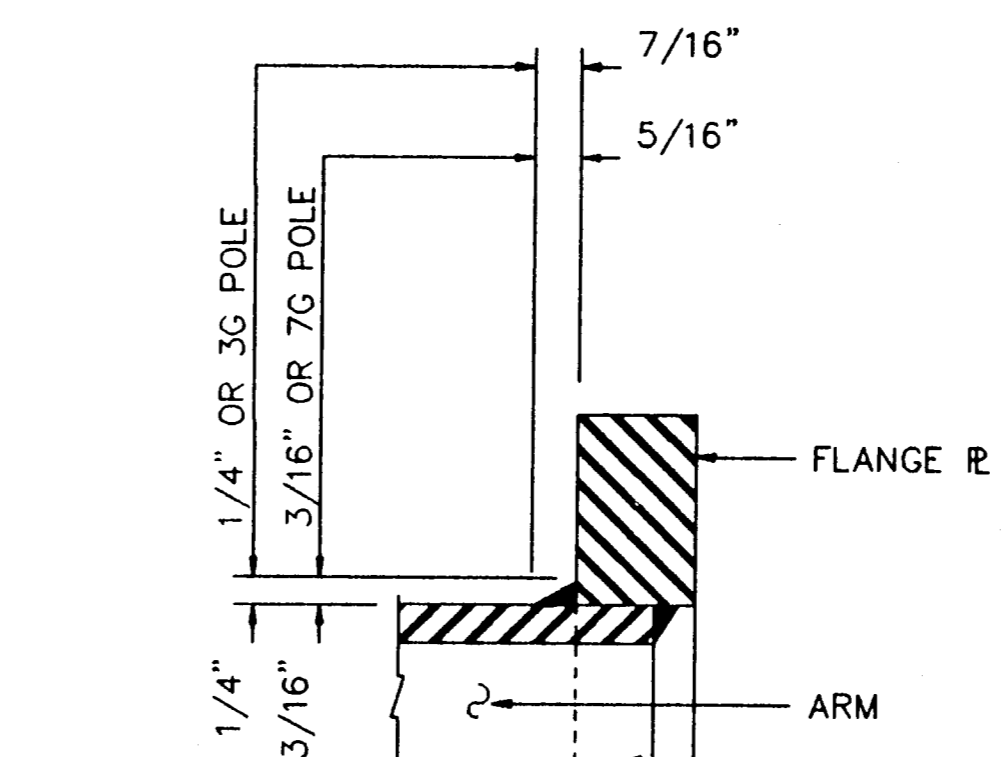


DETAIL 1

ZINC DIE CAST OR ALUM. OR GALV. METAL CAP WITH MIN. OF 3 SET SCREWS



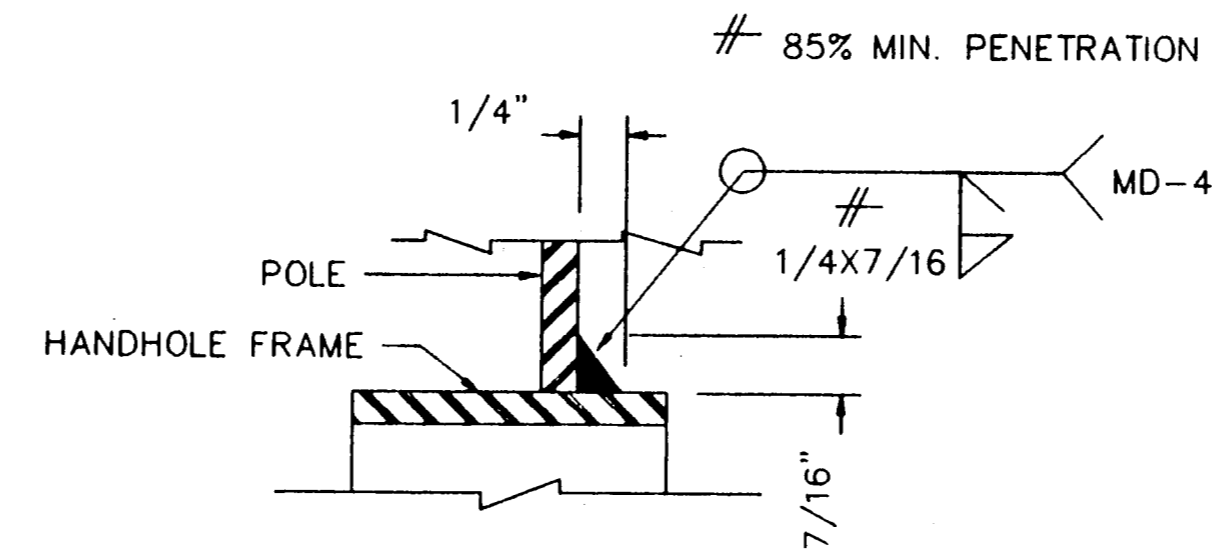
DETAIL 3 (FOR POLE WITHOUT LUMINAIRE)



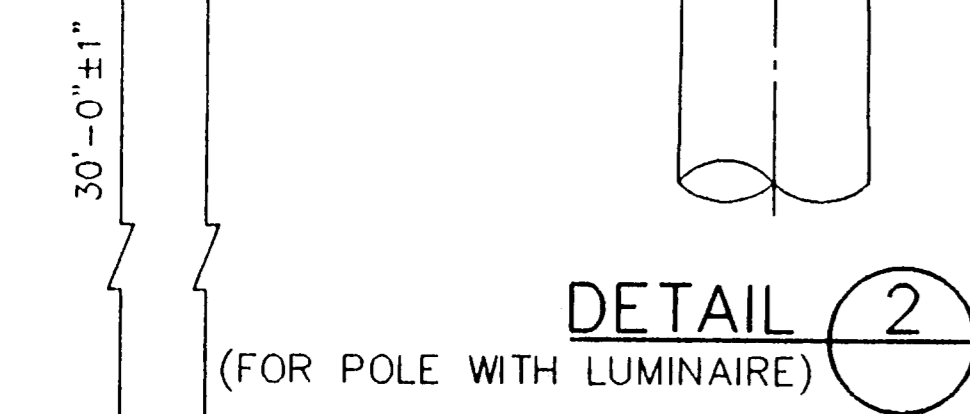
ARM BASE WELD DETAILS

MATERIALS	
ROUND SHAFTS	ASTM A595 GRA, ASTM A570 GR50
PLATES (1)	ASTM A36 OR A572 GR50 OR A595 (2) OR A36M50
CONNECTION BOLTS	ASTM A325 EXCEPT WHERE NOTED
PIN BOLTS	ASTM A325
PIPE	ASTM A53 GR A OR B, OR A501
MISC. HARDWARE	GALVANIZED STEEL OR STAINLESS OR AS NOTED

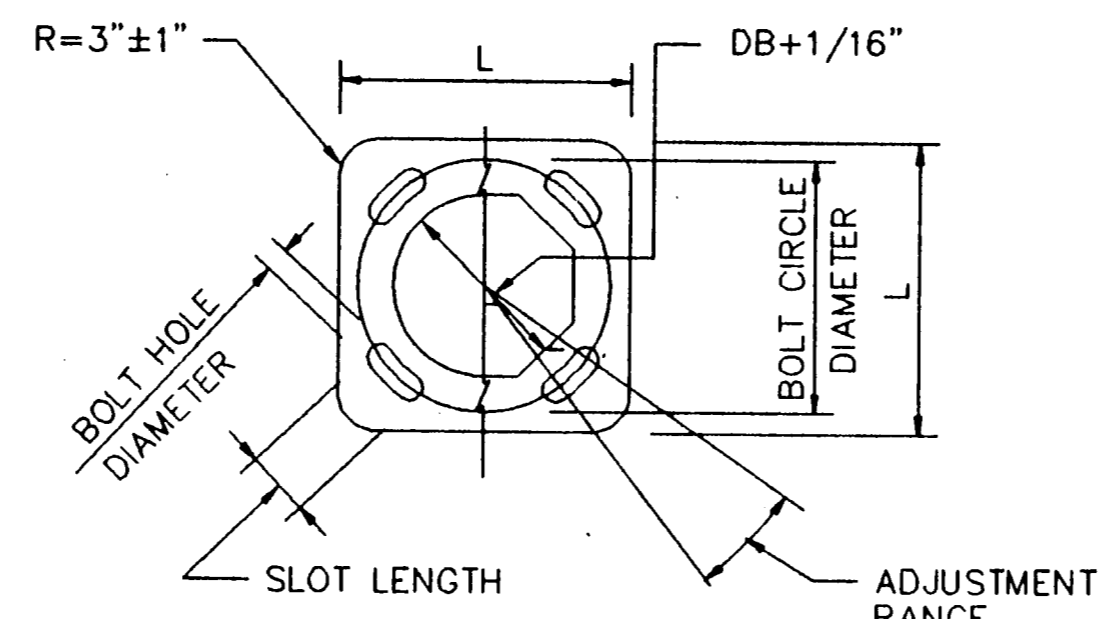
- (1) ANY OF THE MATERIALS LISTED FOR PLATES MAY BE USED WHERE THE DRAWINGS DO NOT SPECIFY A PARTICULAR GRADE DESIGNATION.
- (2) IF A595 MATERIAL IS USED, IT NEED NOT BE COLD WORKED TO A595 REQUIREMENTS, BUT MATERIALS MUST HAVE 40 KSI MINIMUM YIELD PRIOR TO FABRICATION.



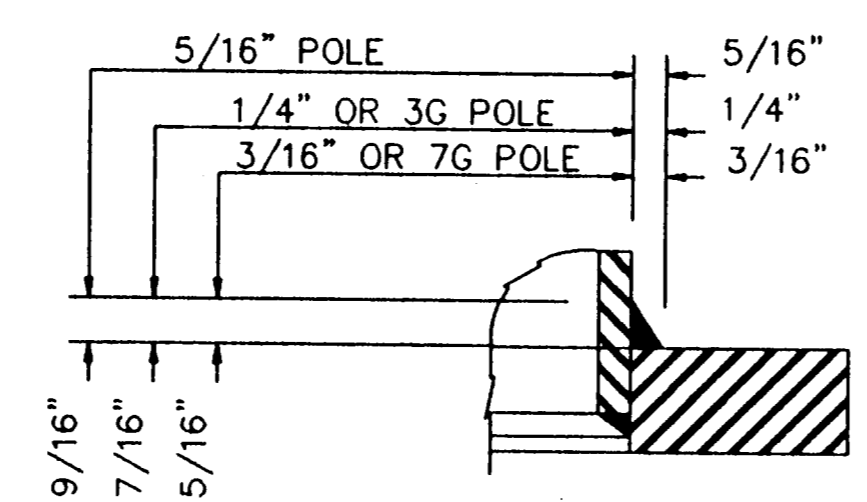
DETAIL 5



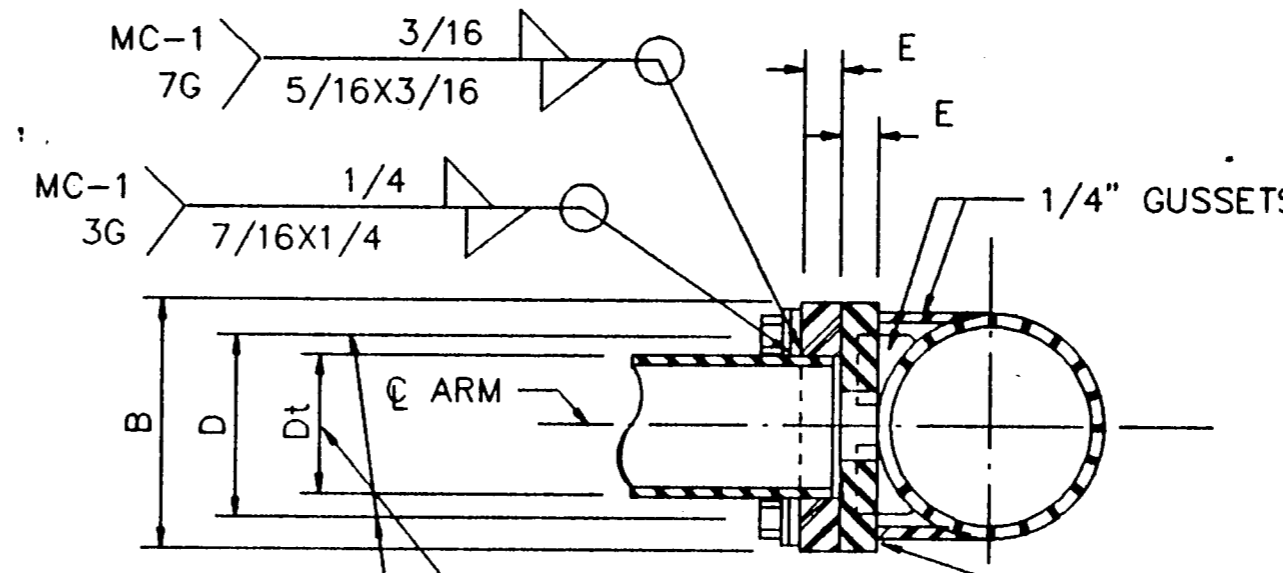
DETAIL 2 (FOR POLE WITH LUMINAIRE)



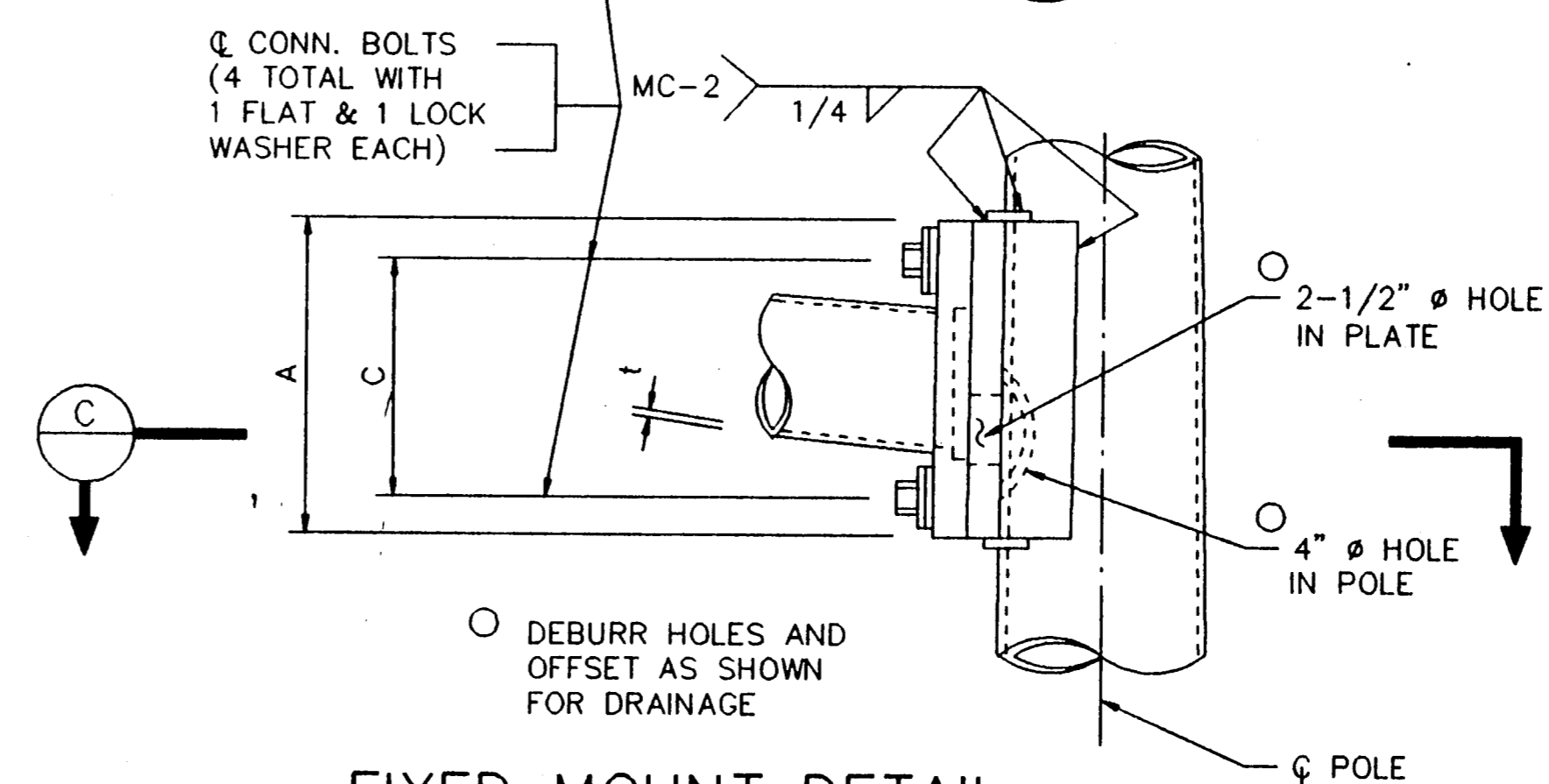
BASE PLATE PLAN



DETAIL 4



SECTION C



FIXED MOUNT DETAIL

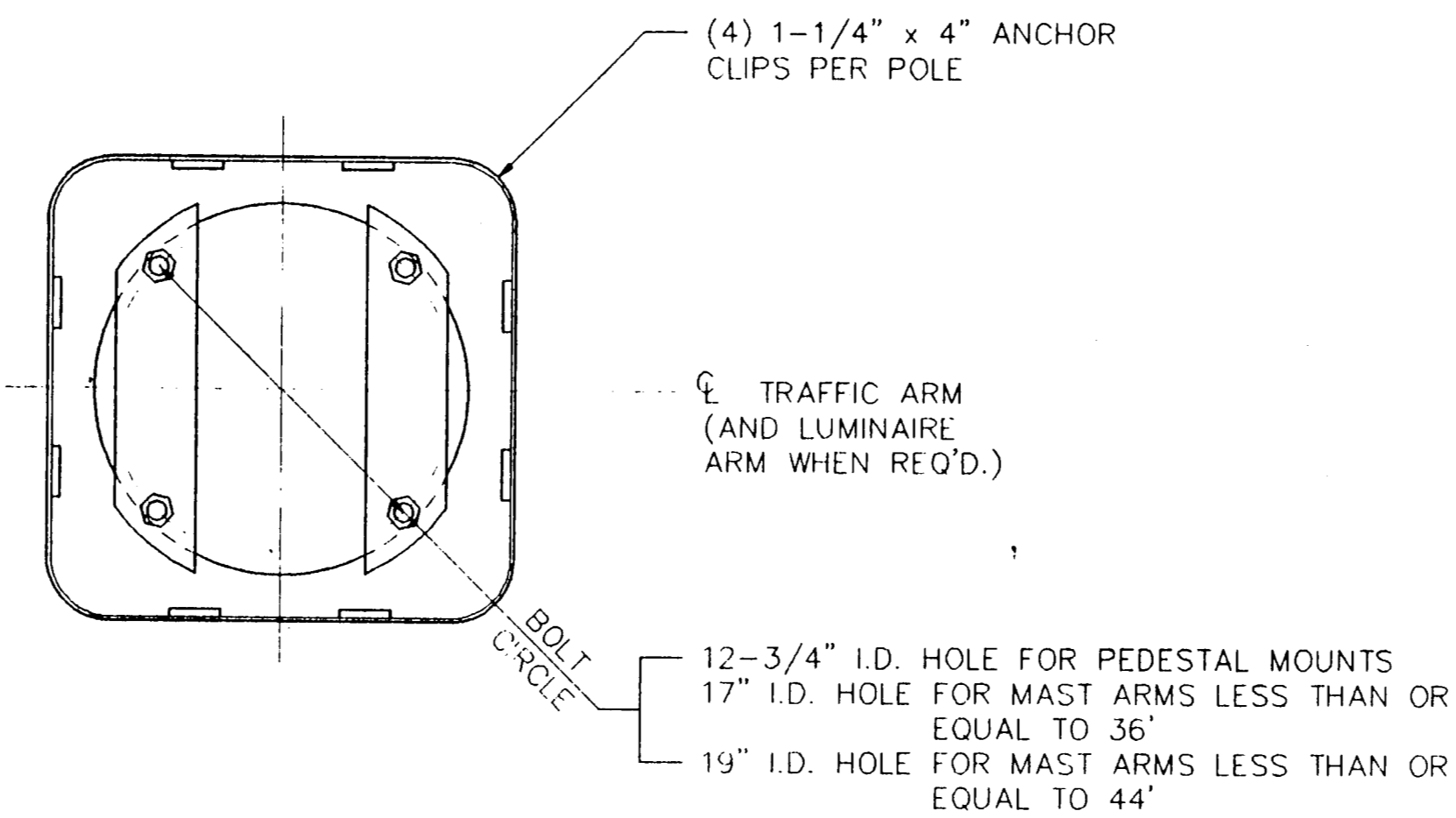
ARM SIZE	A	B	C	D	E	CONN. BOLT DIAM.
6.5	.179	12	9	9	6	1
7.5	.179	13	9	10	6	1
8.0	.179	14	10	11	7	1-1/4
9.0	.179	16	11	13	8	1-1/4
9.5	.179	17	12	14	9	1-1/4
9.5	.239	18	12	15	9	1-1/4
10.0	.239	18	12	15	9	1-1/4
10.5	.239	18	13	15	10	1-1/2
11.0	.239	18	13	15	10	1-1/2

GENERAL NOTES:
 CLAMP-ON DETAILS ARE USED FOR THE SECOND ARM ON DUAL MAST ARM ASSEMBLIES. A MAXIMUM 1-1/2" WIDE VERTICAL SLOTTED HOLE MAY BE CUT IN THE FRONT CLAMP PLATE TO FACILITATE DRAINAGE DURING GALVANIZING. THE SLOT SHALL BE CENTERED BEHIND THE ARM AND SHALL BE NO LONGER THAN THE ARM DIAMETER MINUS 1".
 FIXED MOUNT DETAILS ARE USED FOR SINGLE MAST ARM ASSEMBLIES AND FOR THE FIRST ARM ON DUAL MAST ARM ASSEMBLIES.
 WHERE DUPLICATE PARTS OCCUR ON DETAIL, WELDS SHOWN FOR ONE PART SHALL APPLY TO ALL SIMILAR PARTS ON THE DETAIL.
 PIN BOLTS ARE REQUIRED TO PREVENT ROTATION OF CLAMP-ON ARMS UNDER DESIGN WIND FORCES.
 ALL POLES ARMS & METAL HARDWARE TO BE PAINTED "BRUSHING BROWN".
 FIELD DRILLED HOLES ON SHAFT OR MAST ARM FOR CABLE ROUTING SHALL BE PRIMED AND PAINTED AS REQUIRED AND HAVE APPROPRIATE SIZED RUBBER GROMMET FITTED FOR PASSAGE OF WIRING.

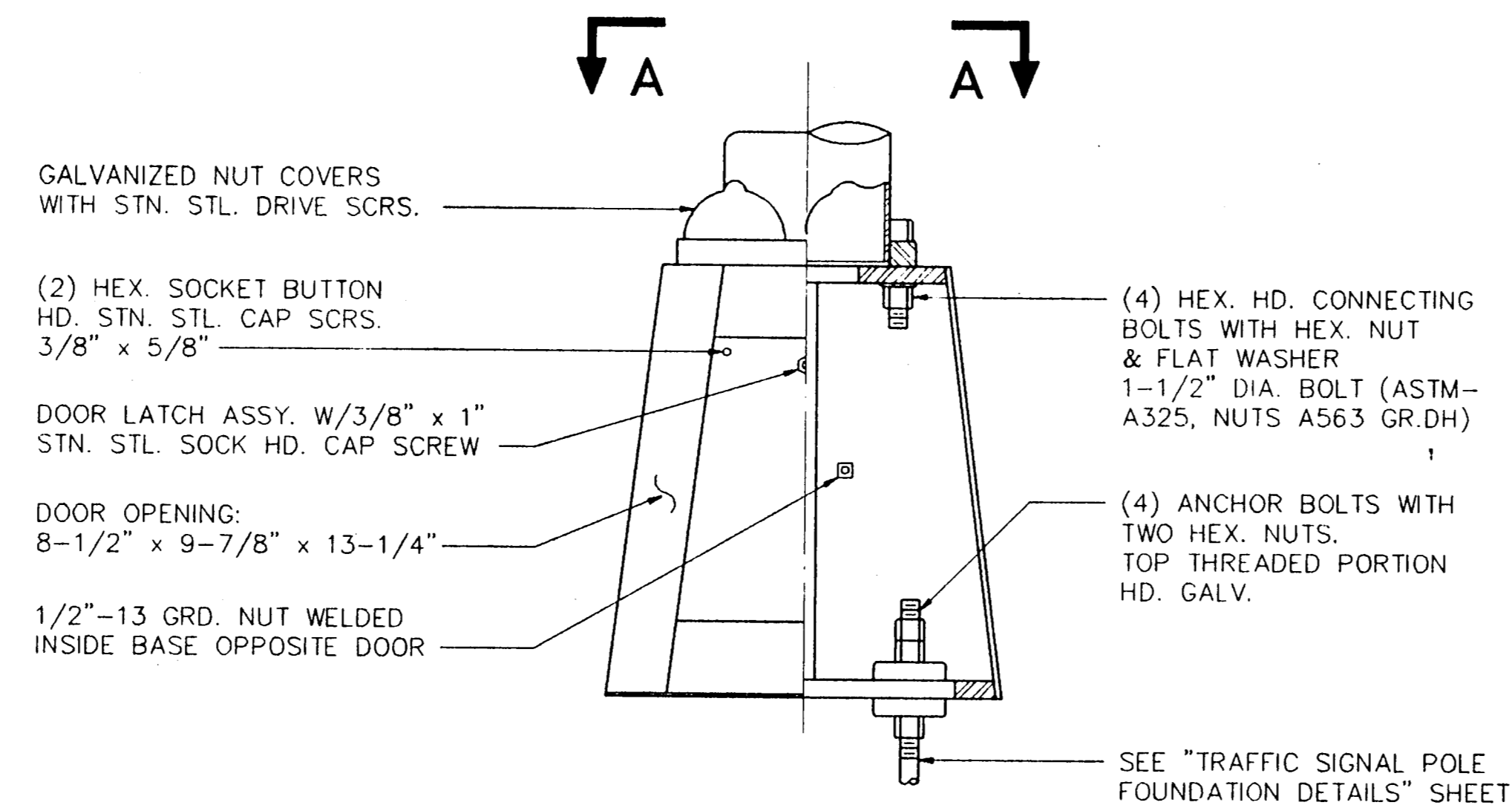
NOTE: MAST ARM ASSEMBLY FOR THIS PROJECT IS A SINGLE MAST ARM ASSEMBLY WITHOUT LUMINAIRE

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

MAST ARM MOUNTING 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	T4



SECTION A



TRANSFORMER BASE MOUNTING DETAILS

NOTE: ALL TRANSFORMER BASES ARE TO BE SUPPLIED WITH TERMINAL BLOCKS TO BE USED FOR WIRING.

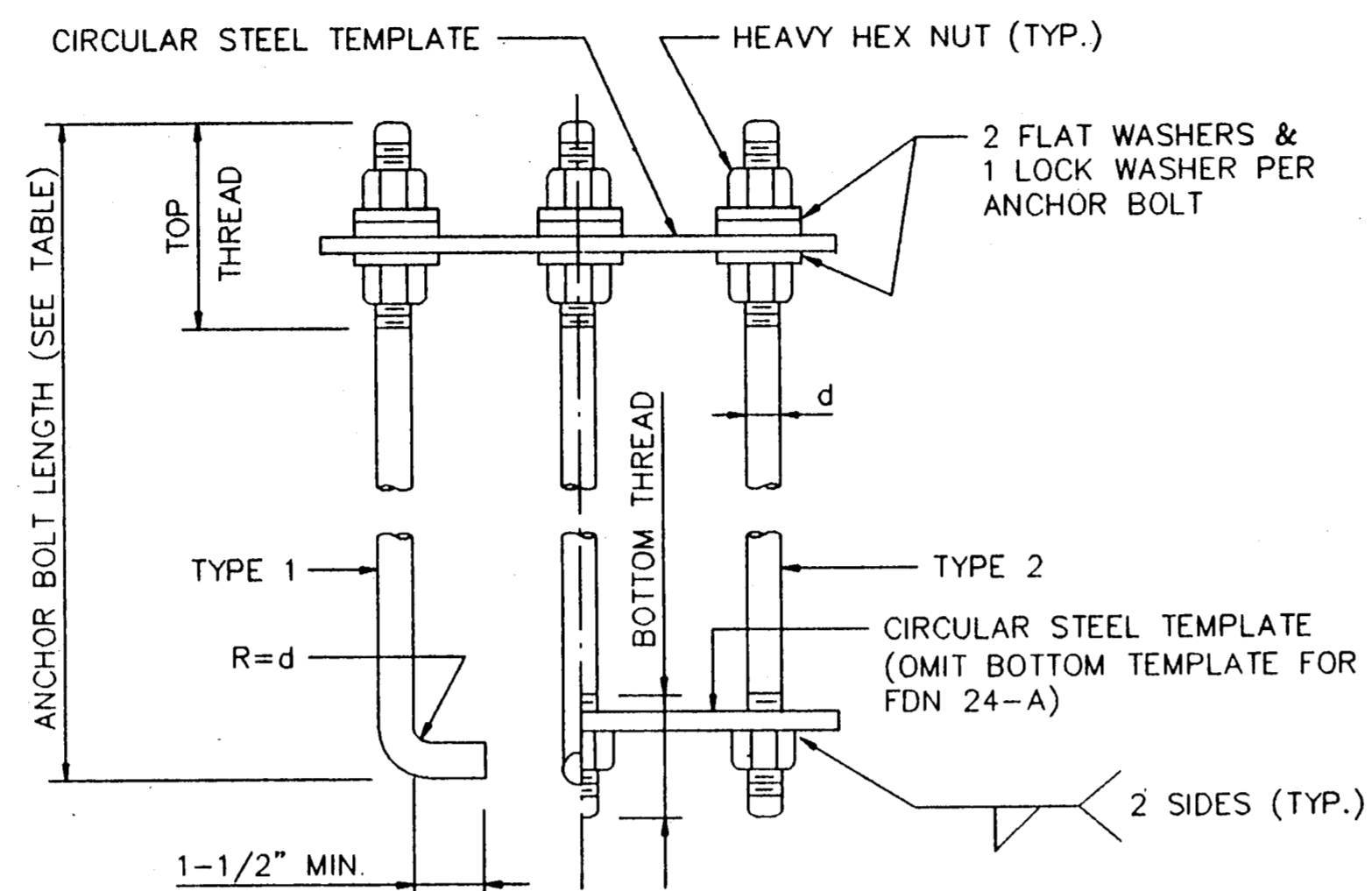
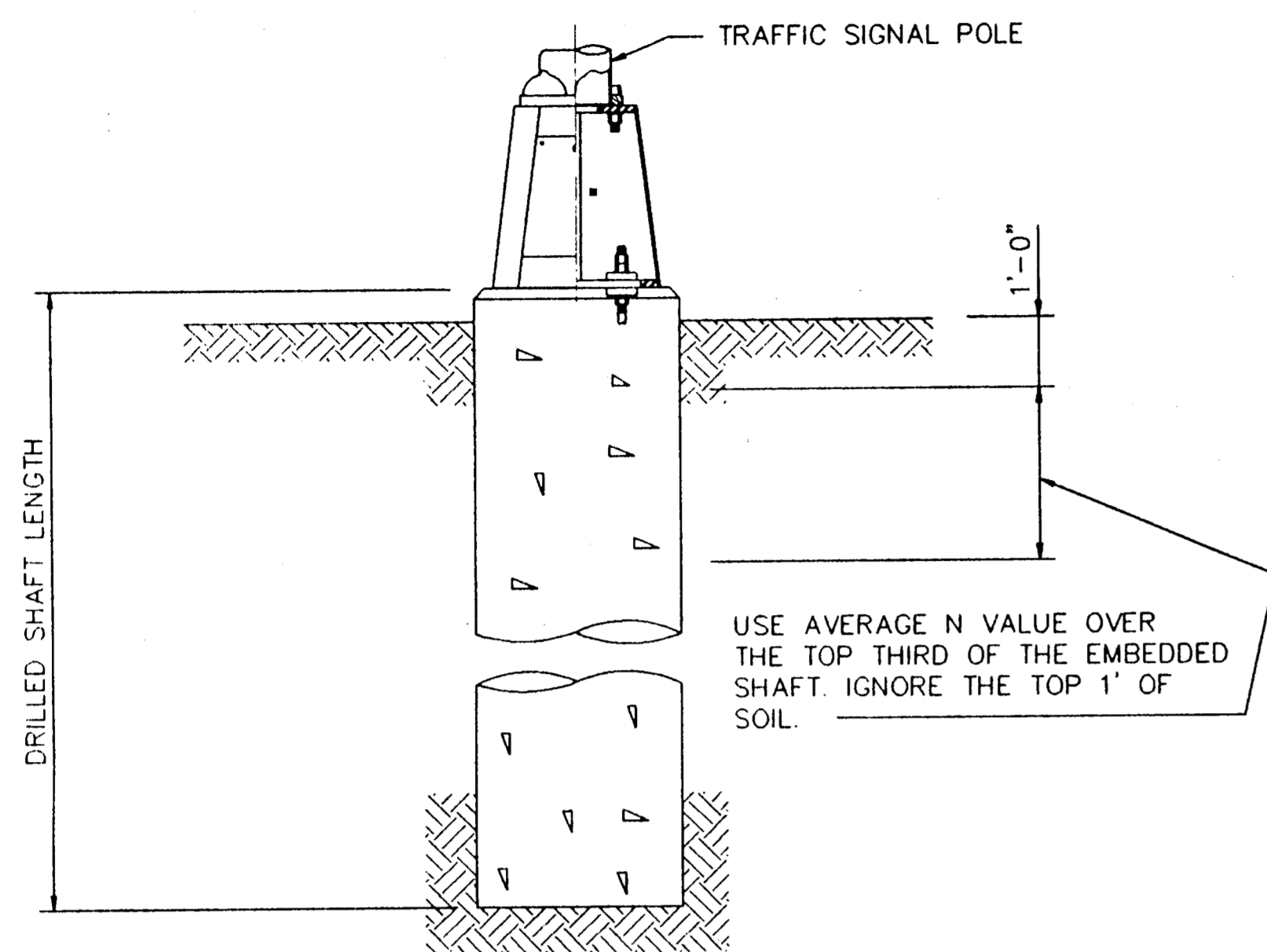
Lawrence A. Cates
01.14.93

AS BUILTS

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

Lawrence A. Cates
9-12-92

TRANSFORMER BASE 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	T5



HOOKED ANCHOR (TYPE 1) NUT ANCHOR (TYPE 2)

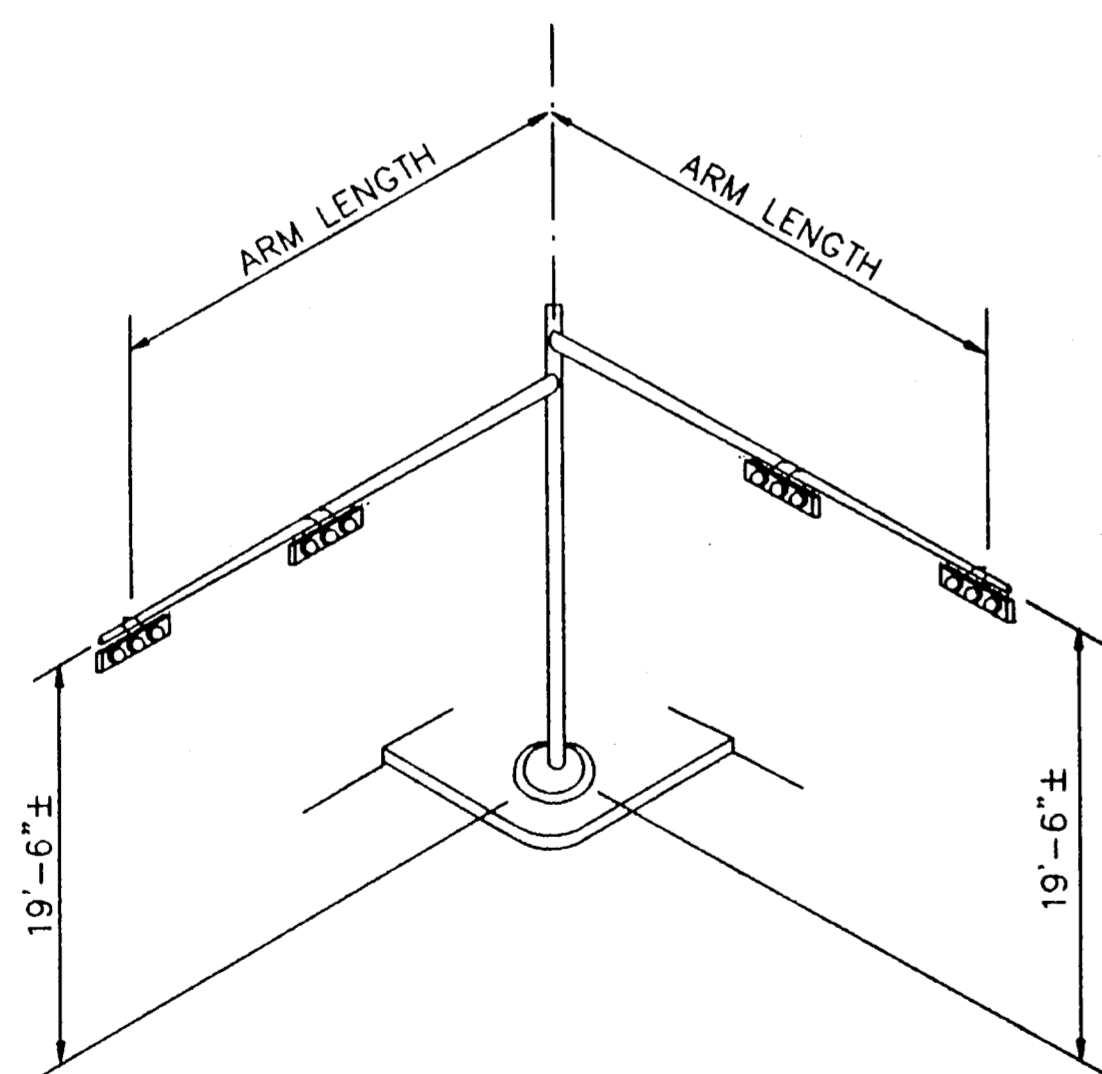
ANCHOR BOLT ASSEMBLY

INSTALLATION PROCEDURE :

THREADS OF ANCHOR BOLTS SHALL BE COATED WITH PIPE JOINT COMPOUND PRIOR TO INSTALLATION OF UPPER NUTS WHEN ERECTING POLE. AFTER POLE IS PLUMBED AND IN PERMANENT ALIGNMENT, THE EXPOSED THREADS OF PAINTED BOLTS SHALL BE CLEANED AND AN ADDITIONAL COATING OF ZINC-RICH PAINT APPLIED TO SEAL THE BOLT THREAD-NUT JOINT.

NOTES :

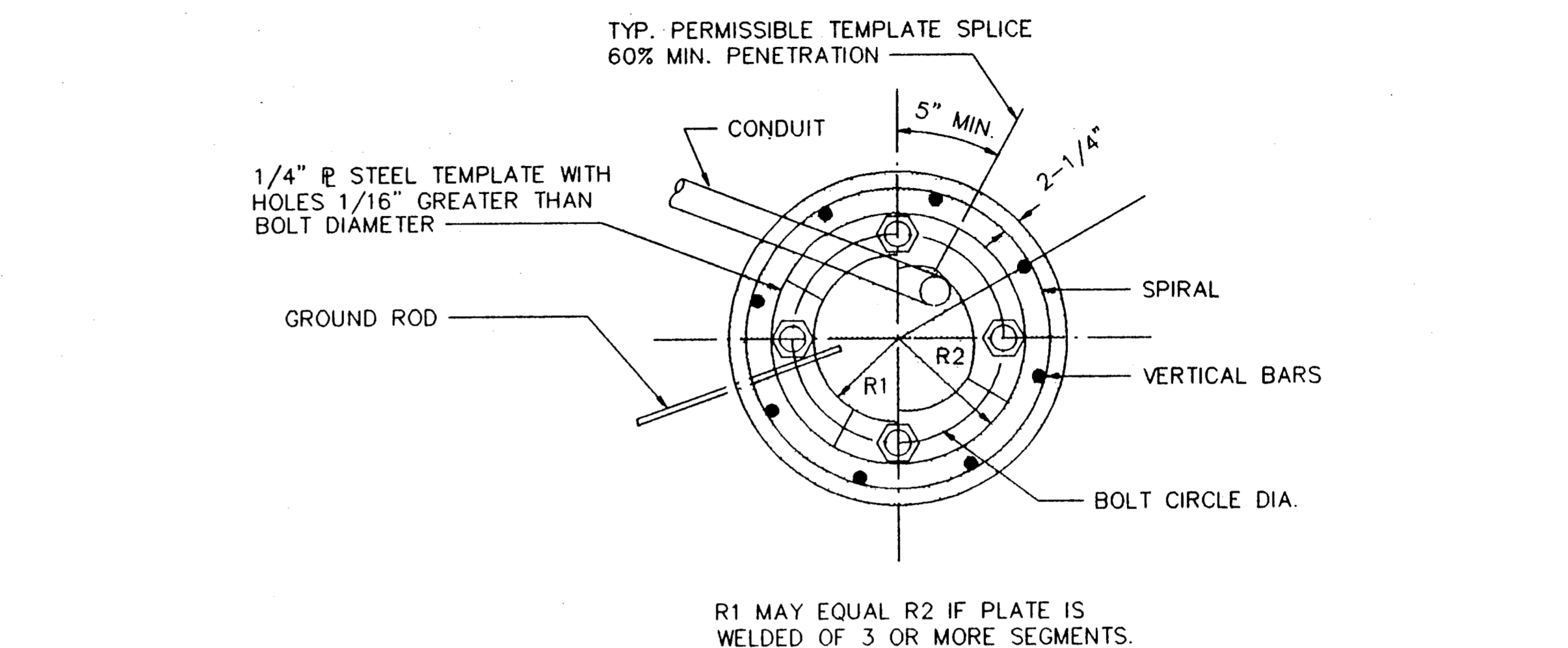
- (1) ANCHOR BOLT DESIGN DEVELOPS THE FOUNDATION CAPACITY GIVEN UNDER FOUNDATION DESIGN LOADS.
- (2) FOUNDATION DESIGN LOADS ARE THE ALLOWABLE MOMENTS AND SHEARS AT THE BASE OF THE STRUCTURE.
- (3) FOUNDATIONS MAY BE LISTED SEPARATELY OR GROUPED ACCORDING TO SIMILARITY OF LOCATION AND TYPE. QUANTITIES ARE FOR THE CONTRACTOR'S INFORMATION ONLY.
- (4) FIELD PENETROMETER READINGS AT A DEPTH OF APPROXIMATELY 3 TO 5 FEET MAY BE USED TO ADJUST SHAFT LENGTHS.
- (5) IF ROCK IS ENCOUNTERED, THE DRILLED SHAFT SHALL EXTEND A MINIMUM OF TWO DIAMETERS INTO SOLID ROCK.
- (6) DECIMAL LENGTHS IN DESIGN TABLE ARE TO ALLOW INTERPOLATION FOR OTHER PENETROMETER VALUES. ROUND TO NEAREST FOOT FOR ENTRY INTO SUMMARY TABLE.



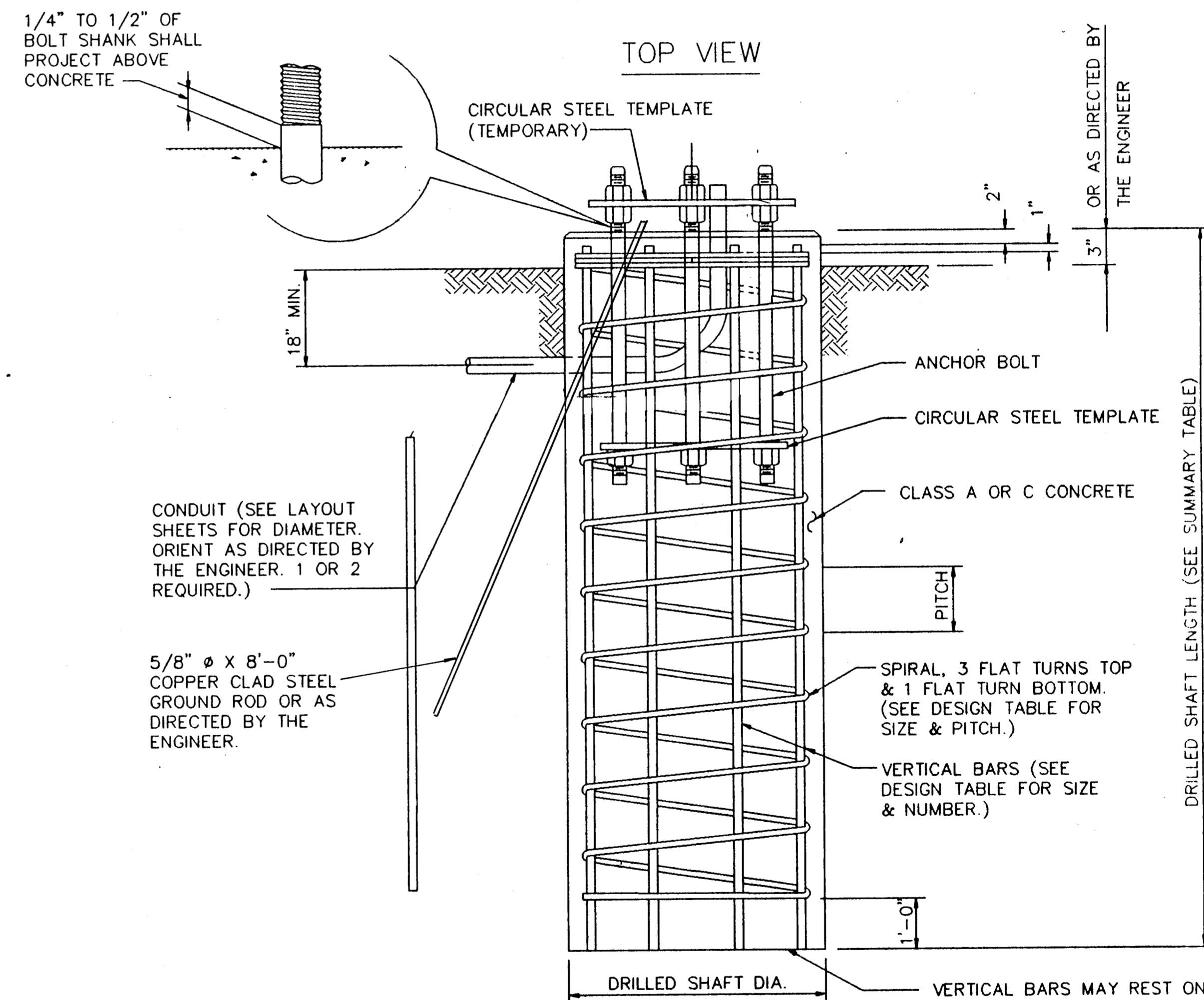
TYPICAL MAST ARM ASSEMBLY

ANCHOR BOLT & TEMPLATE SIZES						
BOLT DIAMETER	BOLT LENGTH	TOP THREAD	BOTTOM THREAD	BOLT CIRCLE	R2	R1
3/4"	1'-6"	3"	-	12-3/4"	7-1/8"	5-5/8"
1-1/2"	3'-4"	6"	2"	17"	10"	7"
1-3/4"	3'-10"	7"	2-1/4"	19"	11-1/8"	7-3/4"
2"	4'-3"	8"	2-1/2"	21"	12-1/2"	8-1/2"

* MINIMUM DIMENSIONS GIVEN, LONGER BOLTS ARE ACCEPTABLE.



TOP VIEW



ELEVATION

FOUNDATION DETAILS

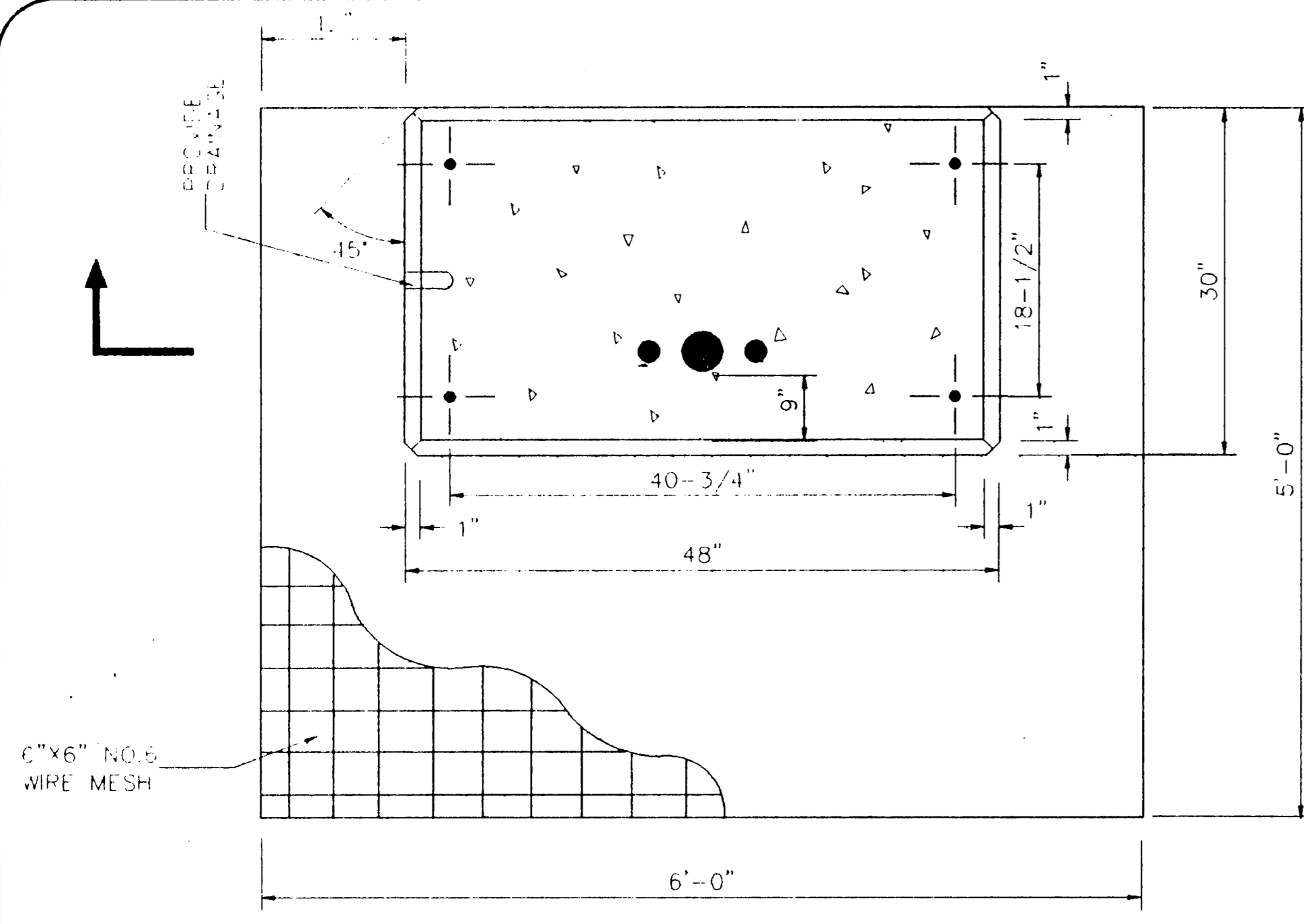
James A. Cates
01-16-93

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John F. Freid
9-12-92

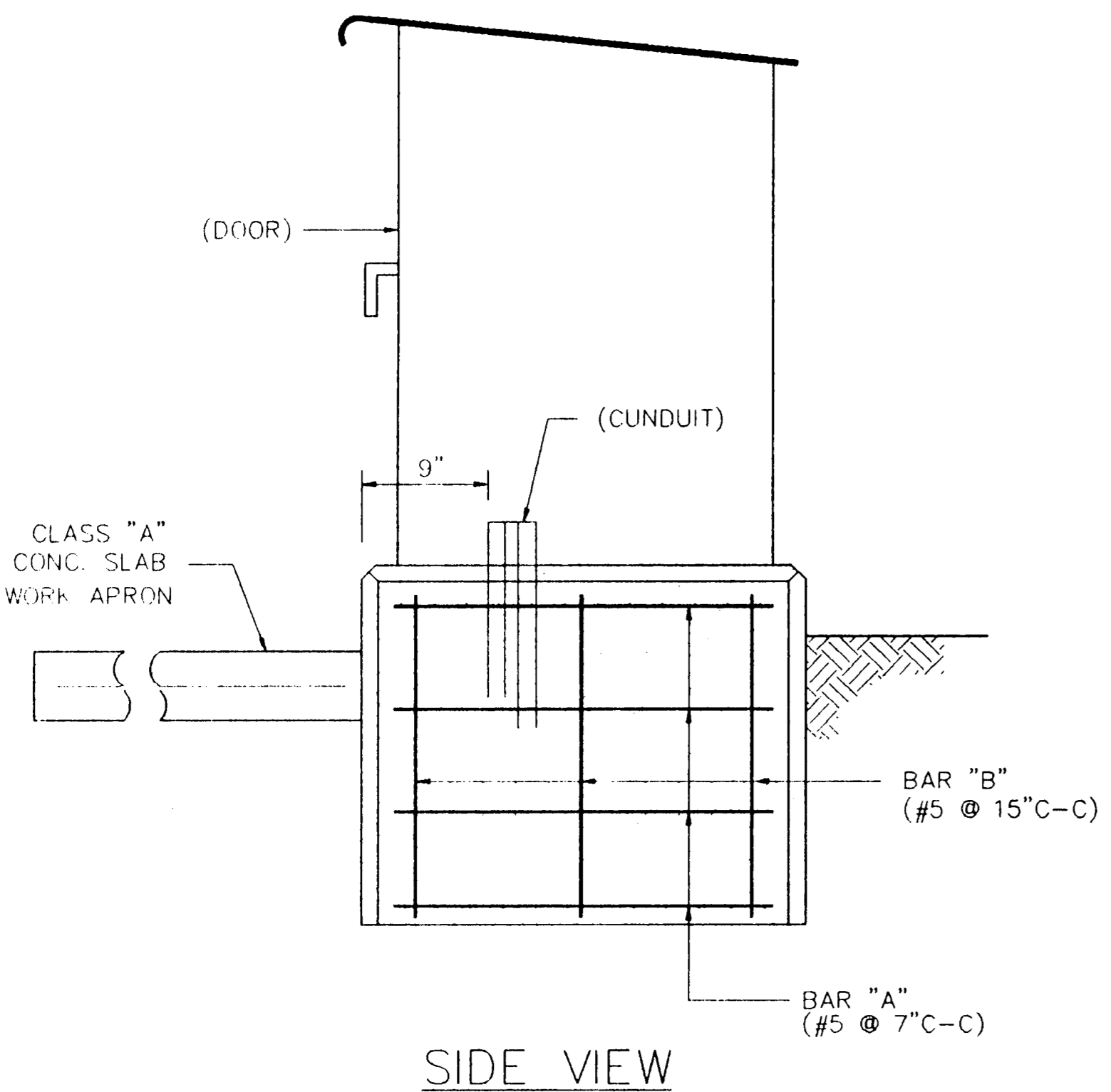
FOUNDATION DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS
						DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T6



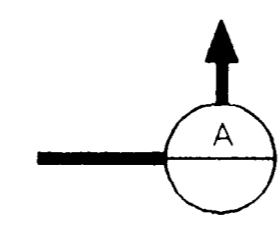
TOP VIEW

CONTROLLER FOUNDATION

DETAIL 1

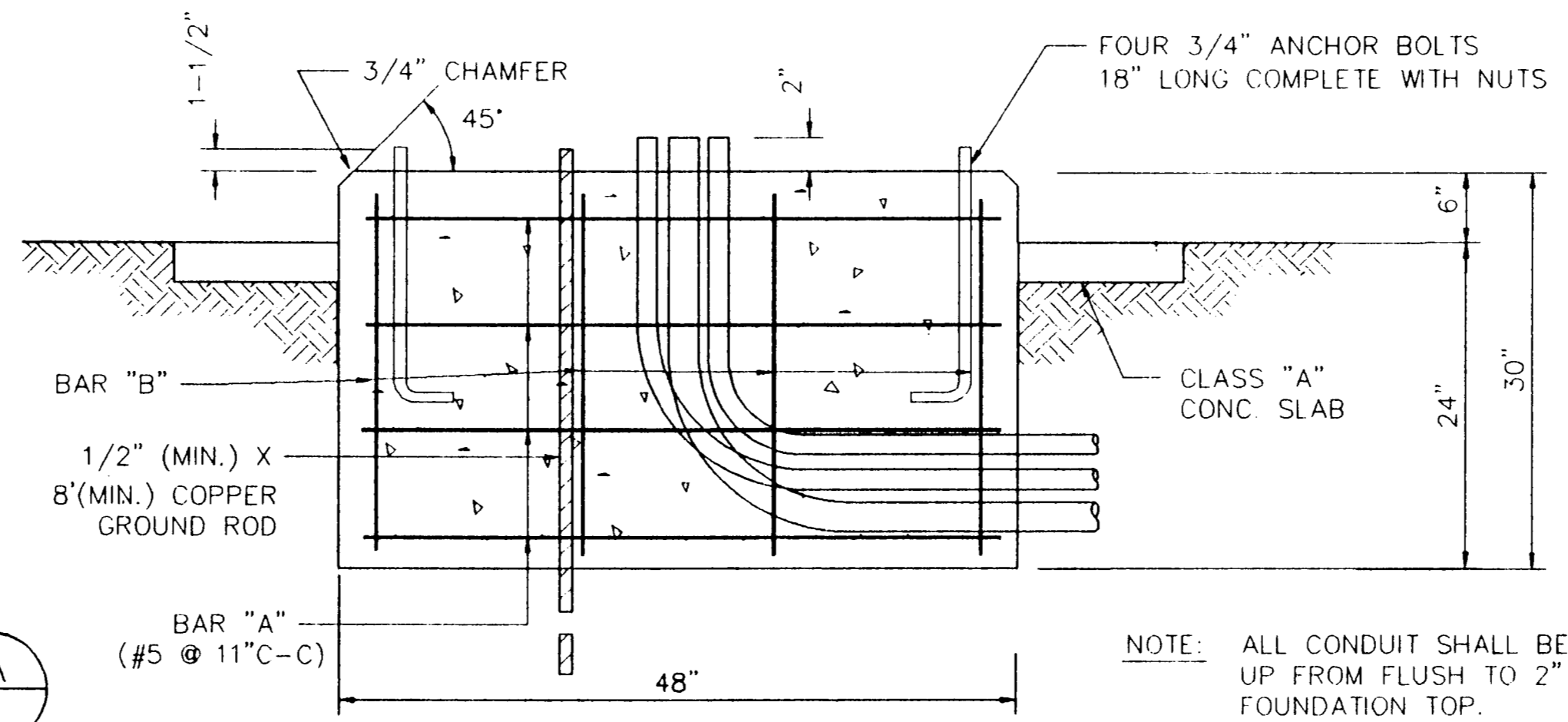


SIDE VIEW



ELEVATION

SECTION A



NOTE: ALL CONDUIT SHALL BE STUBBED UP FROM FLUSH TO 2" MAX. ABOVE FOUNDATION TOP.

FOUNDATION DESIGN TABLE

FDN. TYPE	DRILLED SHAFT DIA.	REINFORCING STEEL		DRILLED SHAFT LENGTH - feet (4),(5)			ANCHOR BOLT DESIGN (1)			FOUNDATION DESIGN LOAD (2)		TYPICAL APPLICATION	
		VERT. BARS	SPIRAL & PITCH	TEXAS CONE PENETROMETER, N blows/ft			ANCHOR BOLT DIA.	F _y (ksi)	BOLT CIRCLE DIA.	ANCHOR TYPE	MOMENT K-ft		SHEAR Kips
				10	15	40							
24-A	24"	4-#5	#2at12"	5.7	5.3	4.5	3/4"	36	12-3/4"	1	10	1	PEDESTAL POLE, PEDESTAL MOUNTED CONTROLLER.
30-A	30"	8-#7	#3at9"	11.3	10.3	8.0	1-1/2"	55	17"	2	87	3	MAST ARM ASSEMBLY (SEE SELECTION TABLE)
30-B	30"	8-#9	#3at9"	13.2	11.9	9.0	1-3/4"	55	19"	2	131	5	MAST ARM ASSEMBLY (SEE SELECTION TABLE) 30' STRAIN POLE WITH OR WITHOUT LUMINAIRE.
36-A	36"	12-#9	#3at9"	15.2	13.6	10.4	2"	55	21"	2	190	7	MAST ARM ASSEMBLY (SEE SELECTION TABLE) STRAIN POLE TALLER THAN 30' & STRAIN POLE WITH MAST ARM.

FOUNDATION SELECTION TABLE FOR STANDARD MAST ARM ASSEMBLIES

80 MPH DESIGN WIND SPEED	MAXIMUM SINGLE ARM LENGTH	FDN 30-A	FDN 30-B	FDN 36-A
		24' x 24'	48'	
100 MPH DESIGN WIND SPEED	MAXIMUM DOUBLE ARM LENGTH COMBINATIONS	24' x 24'		
		28' x 28'		
		32' x 28'	32' x 32'	
		36' x 36'		
80 MPH DESIGN WIND SPEED	MAXIMUM SINGLE ARM LENGTH	24'	36'	44'
		100 MPH DESIGN WIND SPEED	MAXIMUM DOUBLE ARM LENGTH COMBINATIONS	24' x 24'
28' x 28'				
32' x 24'	32' x 32'			
36' x 36'				
		40' x 36'		
		44' x 28'	44' x 36'	

EXAMPLES :

- (1) FOR 80MPH DESIGN WIND SPEED, FOUNDATION 30-A CAN SUPPORT UP TO A 32' ARM WITH ANOTHER ARM UP TO 28'.
- (2) FOR 100MPH DESIGN WIND SPEED, FOUNDATION 30-B CAN SUPPORT A SINGLE 36' MAST ARM.

FOUNDATION SUMMARY TABLE (3)

LOCATION / IDENTIFICATION	AVG. N blows/ft	FDN TYPE	NO. (ea.)	DRILLED SHAFT LENGTH (6) (FEET)			
				24-A	30-A	30-B	36-A
MEDIAN / (5)		24 A	1	6'			
N.W. CORNER / (4)		30 A	1		11'		
TOTAL DRILLED SHAFT LENGTHS							

GENERAL NOTES :

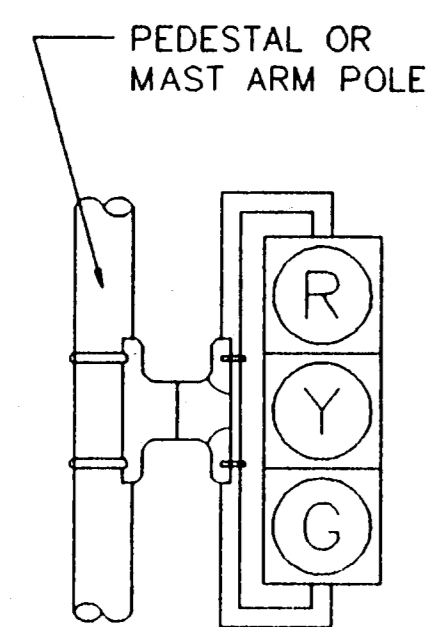
DESIGN CONFORMS TO 1975 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS AND INTERIM REVISIONS THERETO.
 REINFORCING STEEL SHALL CONFORM TO ITEM 440.
 CONCRETE SHALL BE CLASS C.
 THREADS FOR ANCHORE BOLTS AND NUTS SHALL BE ROLLED OR CUT THREADS OF UNIFIED NATIONAL COARSE THREAD SERIES EXCEPT FOR A193B7 BOLTS WHICH SHALL HAVE 8 PITCH THREAD SERIES. BOLTS AND NUTS SHALL HAVE CLASS 2A AND 2B FIT TOLERANCES. GALVANIZED NUTS SHALL BE TAPPED AFTER GALVANIZING.
 ANCHOR BOLTS THAT ARE 1" IN DIAMETER OR LESS SHALL CONFORM TO ASTM A36. ANCHOR BOLTS LARGER THAN 1" IN DIAMETER SHALL CONFORM TO SPECIAL SPECIFICATION A36M55 OR ASTM A193B7 OR A687. GALVANIZE OR COAT WITH ZINC-RICH PAINT A MINIMUM OF THE UPPER 14 INCHES OF ALL ANCHORE BOLTS UNLESS OTHERWISE NOTED. NUTS FOR ANCHOR BOLTS SHALL CONFORM TO ASTM A563 Gr A OR BETTER HEAVY HEX. EXPOSED NUTS SHALL BE GALVANIZED OR COATED WITH ZINC-RICH PAINT. WASHERS SHALL BE GALVANIZED. TEMPLATES AND EMBEDDED NUTS NEED NOT BE GALVANIZED.

John G. Cates
01/14/92

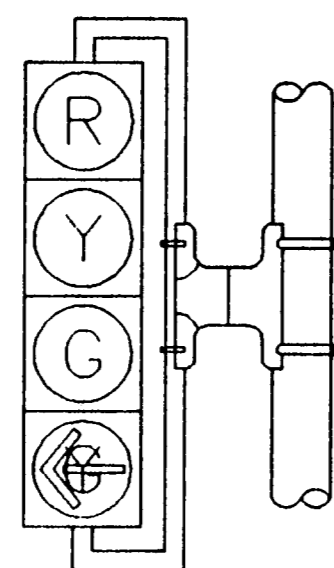
AS BUILTS
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John G. Cates
9-12-92

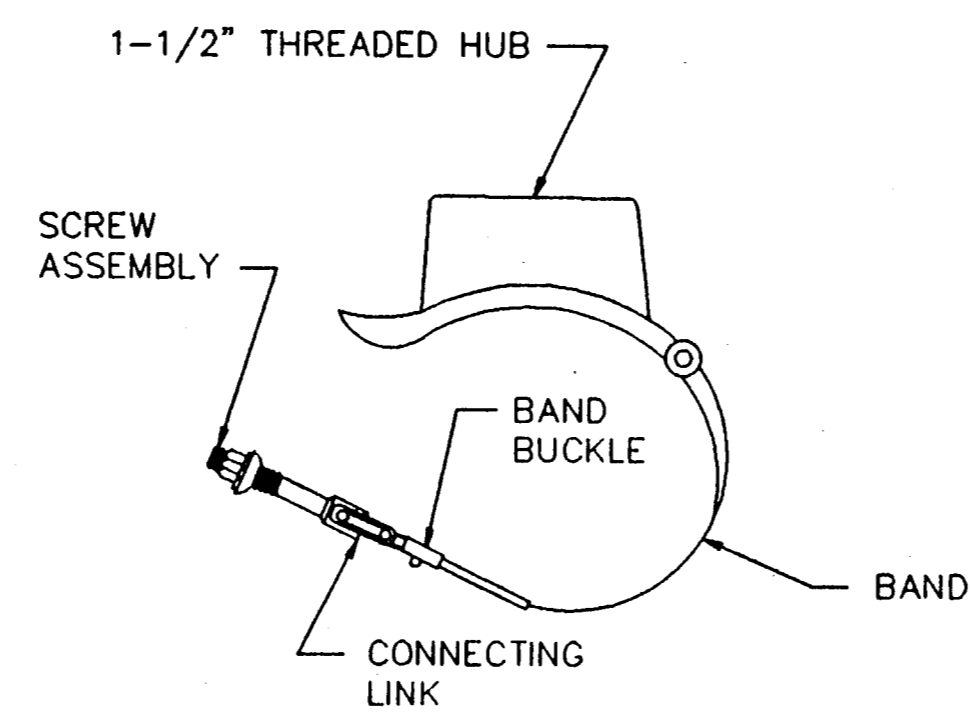
FOUNDATION SUMMARY						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC. CONSULTING ENGINEERS DALLAS, TEXAS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T7



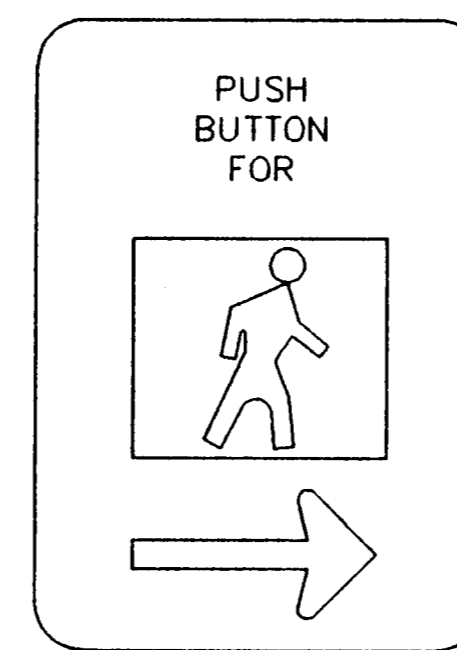
V3



V4LT



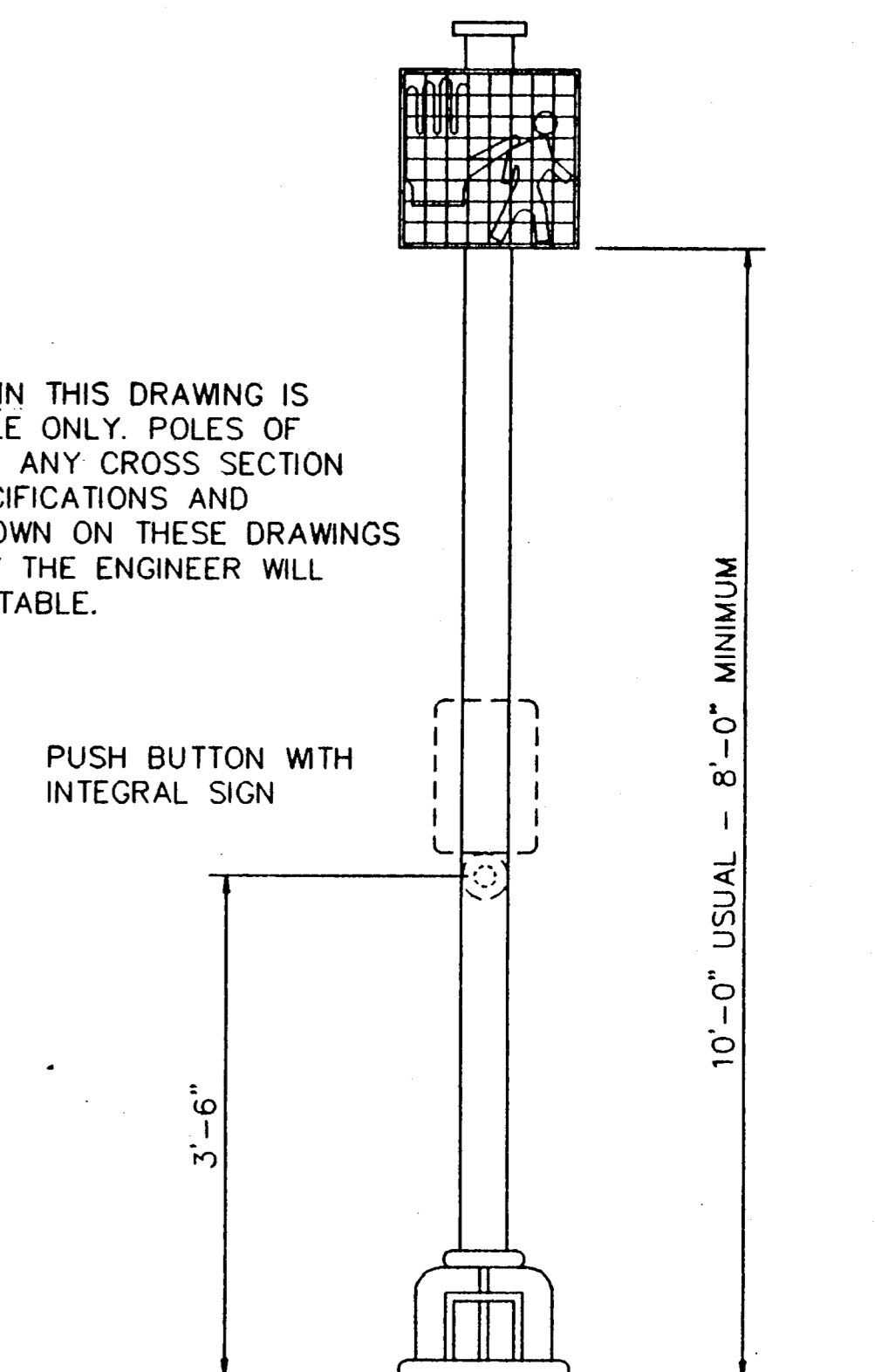
ASTRO MINI-BRAC



SIGN R10-4b
9" x 12"

PEDESTRIAN PUSH BUTTON
SIGN DETAILS

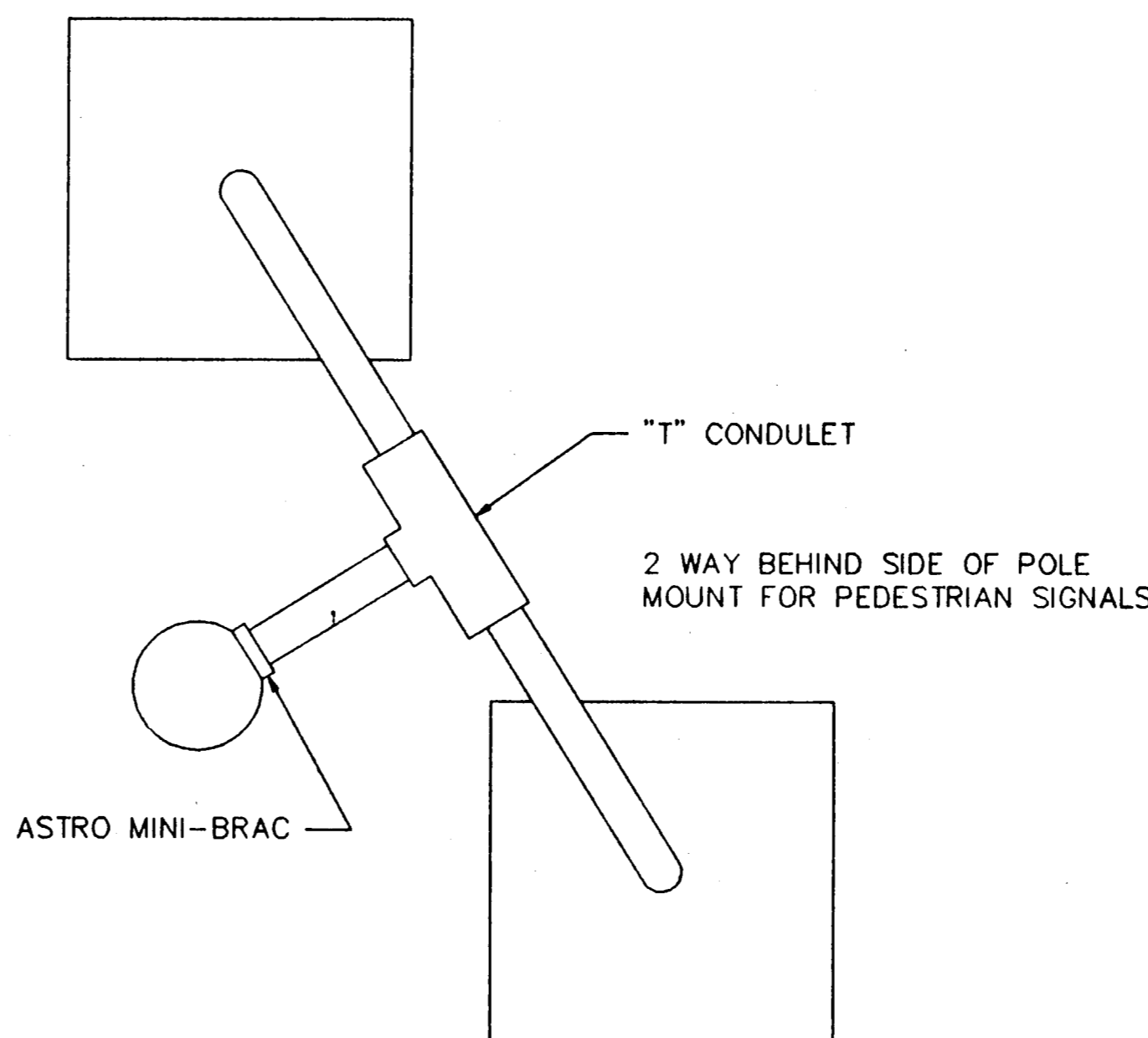
NOTE :
THE POLE SHOWN IN THIS DRAWING IS SHOWN AS EXAMPLE ONLY. POLES OF SIMILAR DESIGN OF ANY CROSS SECTION AND MEETING SPECIFICATIONS AND REQUIREMENTS SHOWN ON THESE DRAWINGS AND APPROVED BY THE ENGINEER WILL BE DEEMED ACCEPTABLE.



POST DETAIL

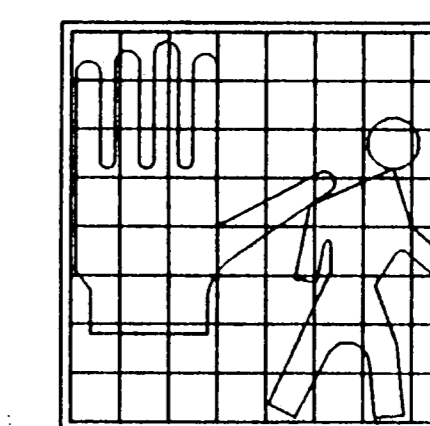
NOTES :

1. ALL SIGNAL HEAD LENSES SHALL BE 12" IN DIAMETER.
2. VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH "ASTRO-BRACS" AND APPROPRIATE TUBING, PAINTED BLACK. ALL SIGNALS TO BE BLACK, ALL LENSES TO BE GLASS.
3. ALL VISORS SHALL BE TUNNEL VISORS.
4. ALL POLE MOUNTED VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL BE INSTALLED ON THE AWAY-FROM-TRAFFIC SIDE OF THE PEDESTAL OR MAST ARM POLE.
5. ALL SIGNAL HEADS WILL BE PROVIDED WITH BLACK 5" POLYCARBONATE VACUUM FORMED BACKPLATES.
6. ALL WIRING FOR VEHICLE AND PEDESTRIAN SIGNALS SHALL BE TOTALLY ENCLOSED WITHIN THE SIGNAL MOUNTING HARDWARE.
7. ALL DAMPING DEVICES SHALL BE 18" TO 2' WIDE BY 4' IN LENGTH.
8. ALL PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON SIGNS SHALL DISPLAY THE SYMBOLIZED MESSAGES SHOWN ON THIS SHEET.
9. SYMBOLIZED MESSAGE HIGHT SHALL BE 10 INCHES MINIMUM.
10. PROVIDE DURO TEST 135 WATT SAVER LAMPS IN VEHICLE SIGNALS.
11. PROVIDE DURO TEST 60 WATT SAVER LAMPS IN PEDESTRIAN SIGNALS.
12. ALL SIGNAL HEADS TO BE MOUNTED VERTICALLY.



UPPER & LOWER ARMS
IDENTICAL

PEDESTRIAN SIGNAL HEAD MOUNTING
FOR TWO PEDESTRIAN SIGNAL HEADS



152A

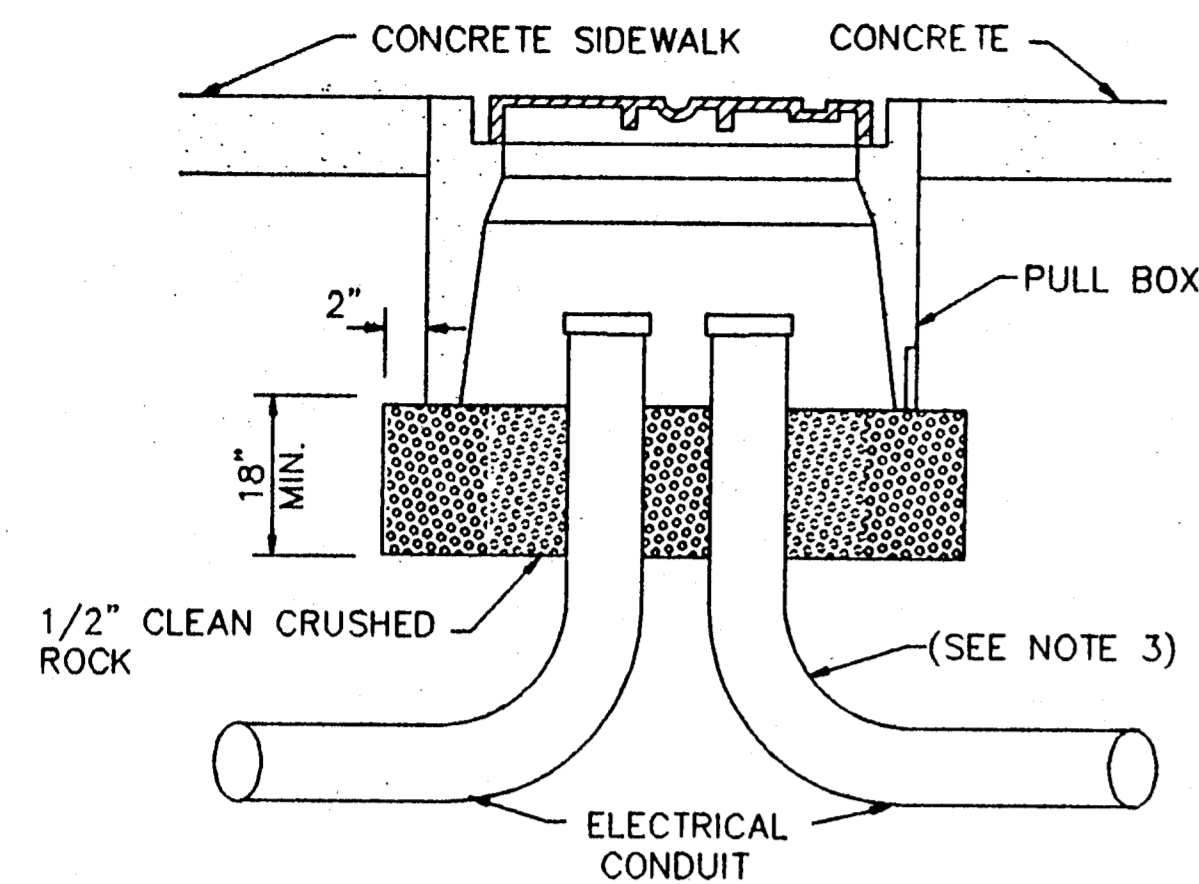
PEDESTRIAN SIGNAL HEAD IDENTIFICATION

Signature
01-16-93

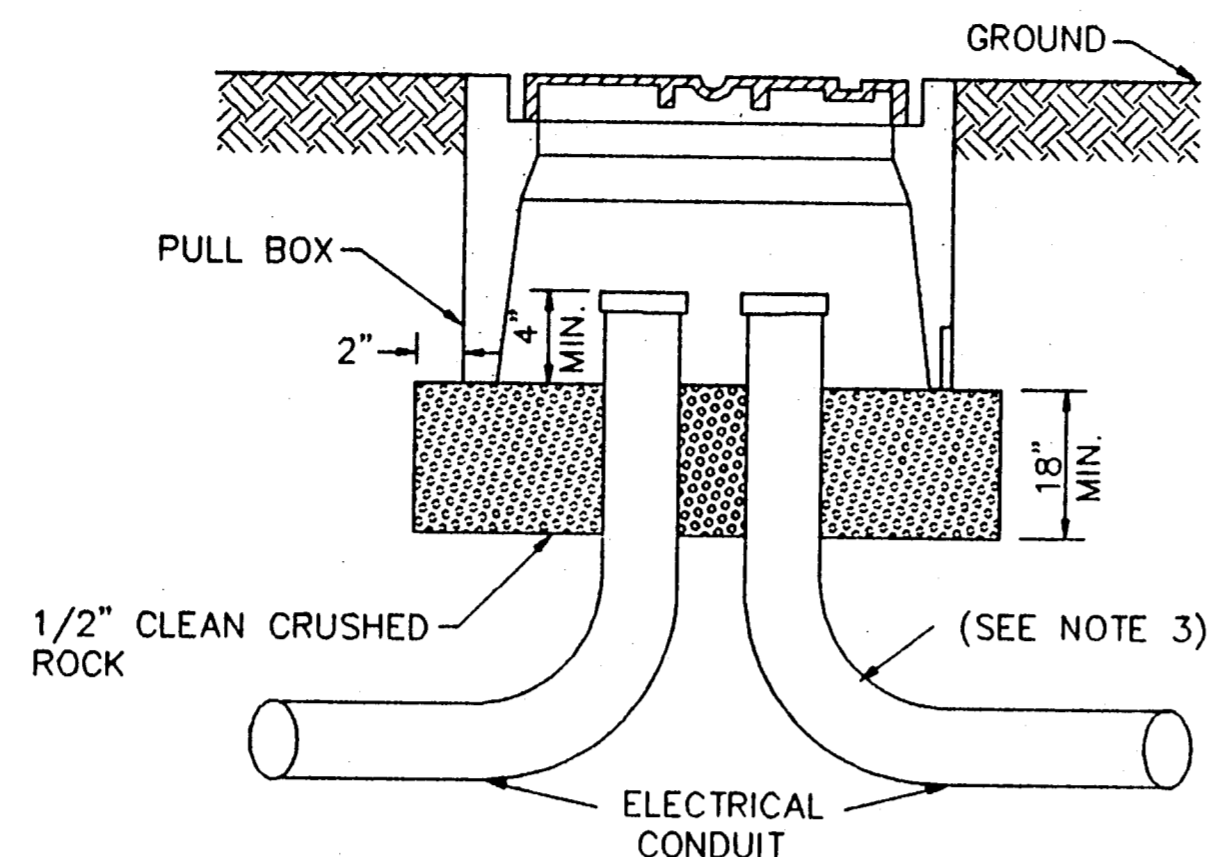
AS BUILTS
I CERTIFY THIS PROJECT WAS CONSTRUCTED IN GENERAL CONFORMANCE WITH THESE CONSTRUCTION PLANS AND WILL FUNCTION AS DESIGNED.

Signature
9-12-92

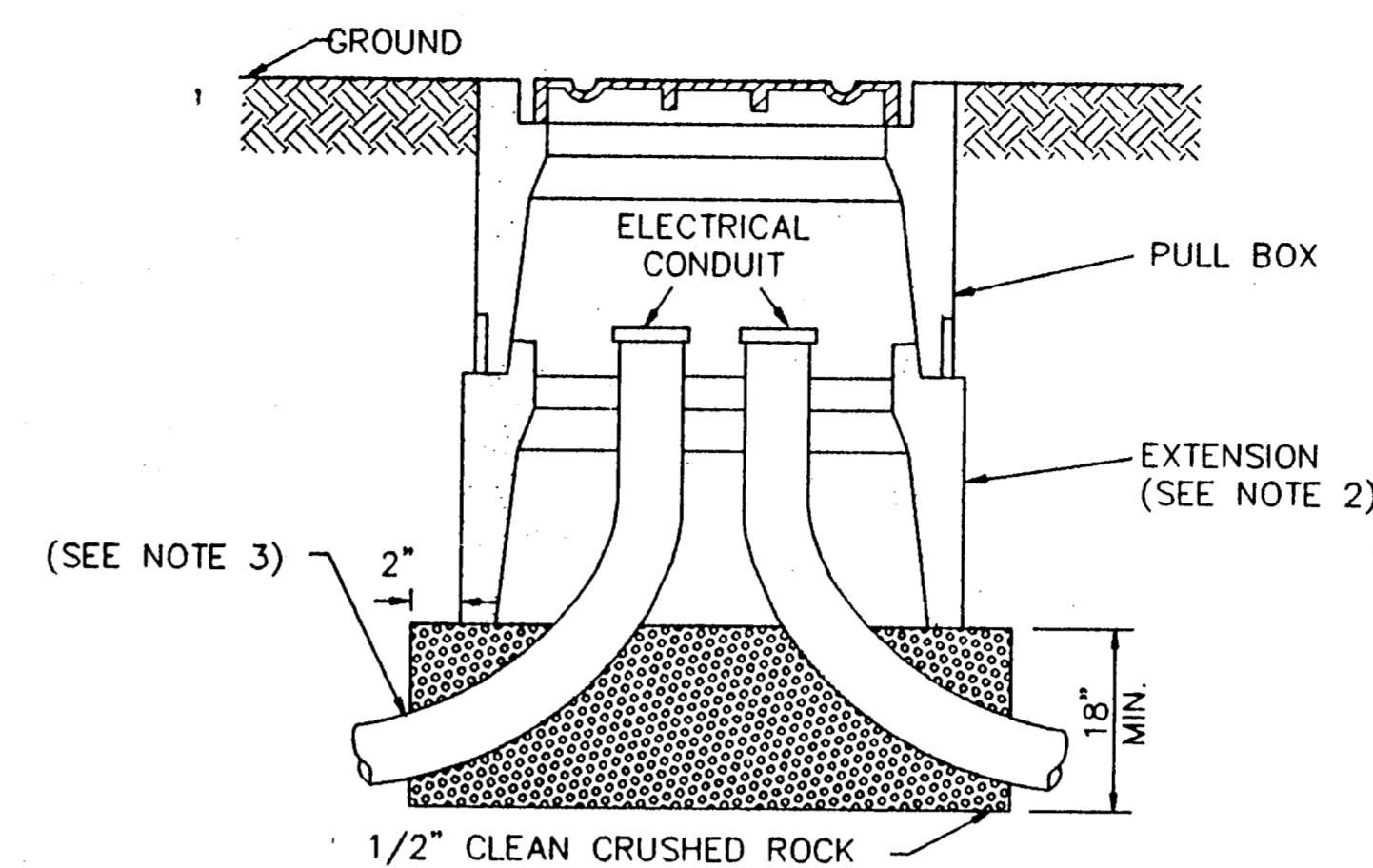
SIGNAL HEAD DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T8



**TYPICAL PULL BOX AND CONDUIT
DETAILS IN EXISTING SIDEWALK**



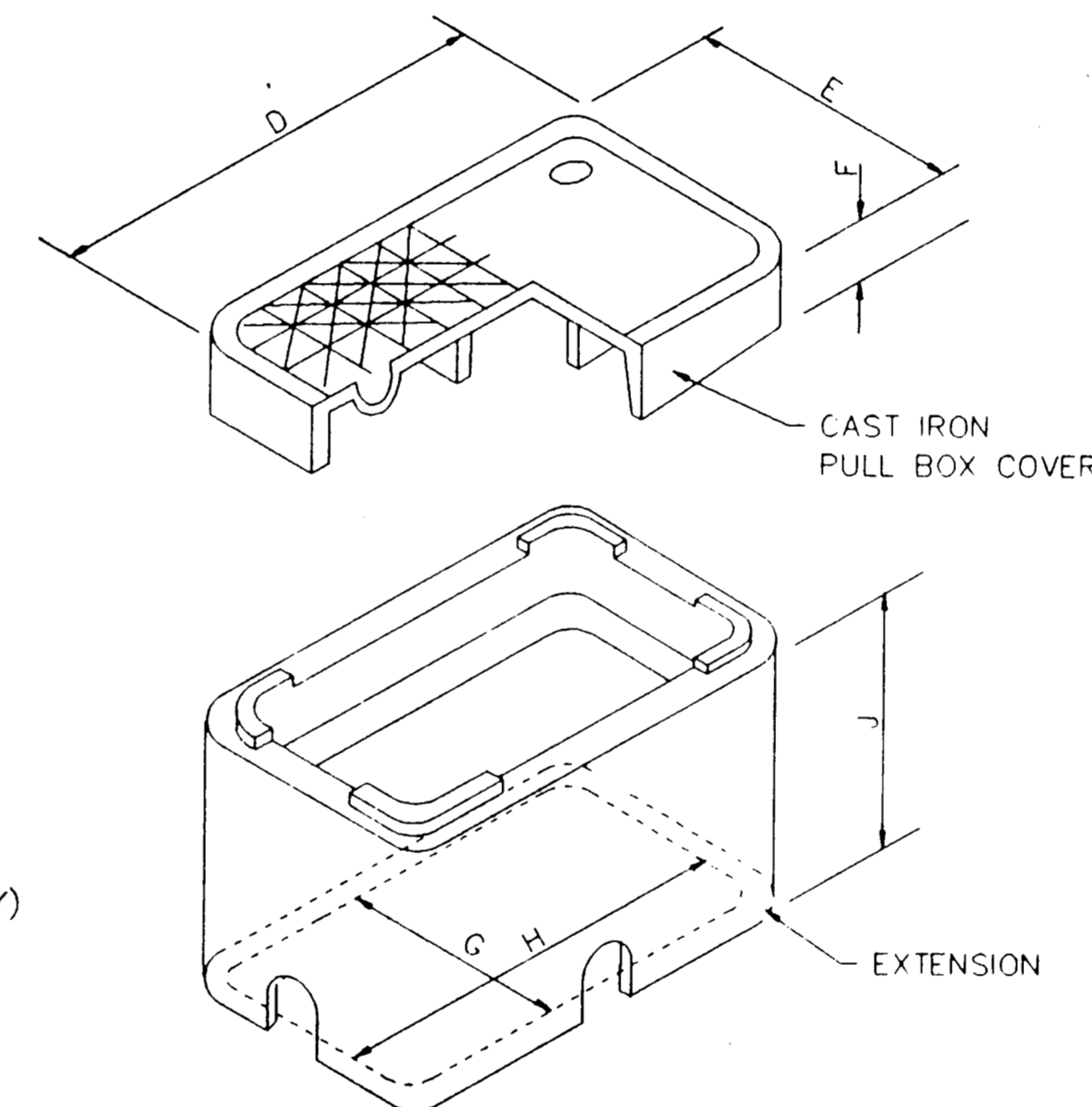
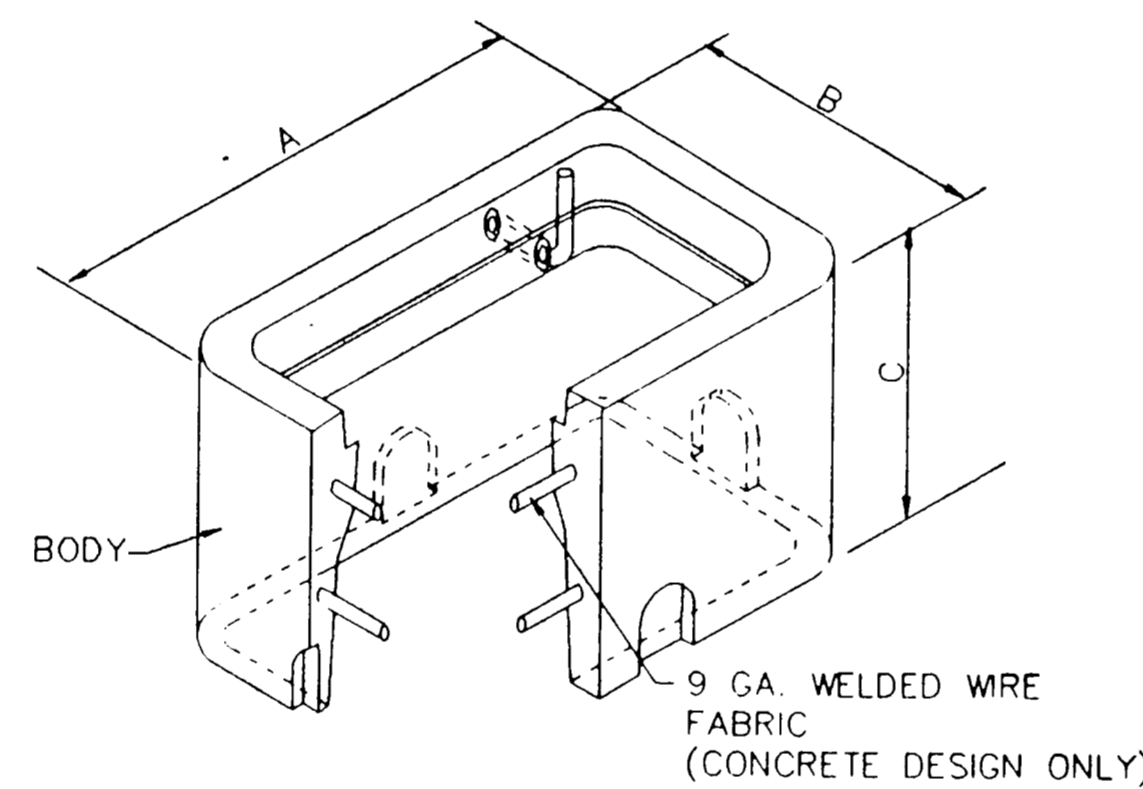
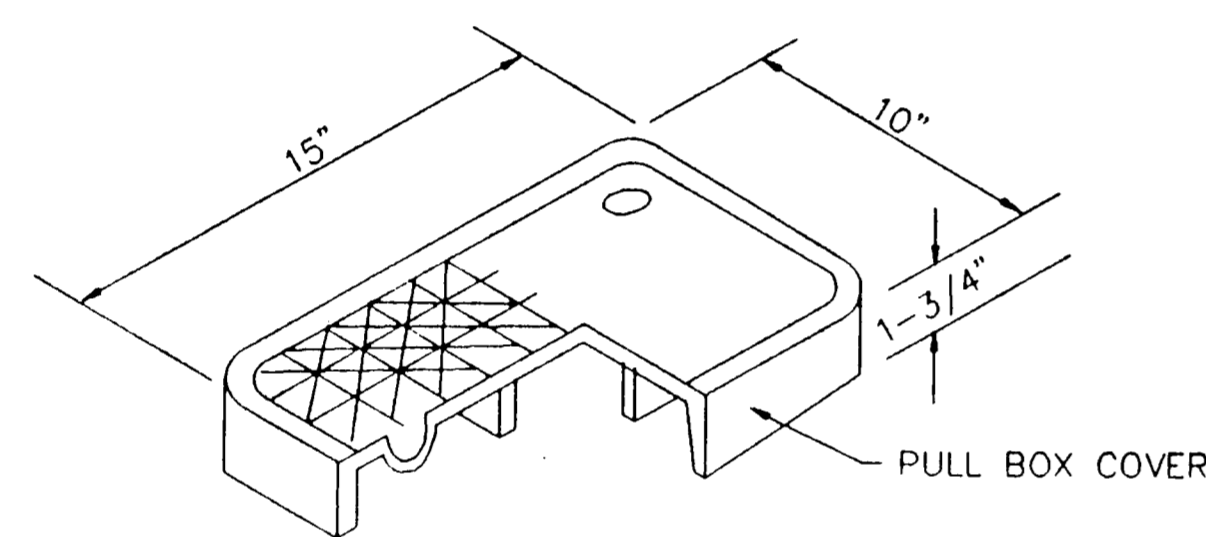
**TYPICAL PULL BOX AND CONDUIT
DETAILS PLACED IN GROUND**



**TYPICAL PULL BOX AND CONDUIT
DETAILS WITH EXTENSION**

NOTES :

- (1) IF SPECIFIED IN THE PLANS, A 1/2" X 8'-0" GROUND ROD SHALL BE INSTALLED INSIDE THE PULL BOX. THE COST AND INSTALLATION OF THIS ROD SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PULL BOX.
- (2) IF SPECIFIED, THE PULL BOX EXTENSION SHALL BE INSTALLED AT THE LOCATIONS SHOWN IN THE PLANS. THE COST AND INSTALLATION OF THE PULL BOX EXTENSION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PULL BOX.
- (3) CONDUIT BENDS AS SHOWN ARE DIAGRAMMATIC AND SHALL CONFORM TO NATIONAL ELECTRICAL CODE.
- (4) SEE NORTH CENTRAL TEXAS STANDARD CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION CONCERNING THE MATERIALS AND INSTALLATION OF THE PULL BOX, EXTENSIONS AND CONDUITS.
- (5) WHEN A PULL BOX IS INSTALLED BY THE GRADING OR SURFACING CONTRACTOR, THE PULL BOX COVER LEGEND SHALL BE "TRAFFIC SIGNALS", UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- (6) THE COMPLETE PULL BOX INSTALLATION SHOULD BE BUILT TO FIT EXISTING FIELD CONDITIONS. THE PULL BOX SHOULD BE PLACED A MIN. OF 2'-0" BEHIND CURB AND SHALL PRESENT A NEAT, WORKMAN LIKE APPEARANCE. THE COST FOR THE REPLACEMENT OF EXISTING SIDEWALK MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURAL CONCRETE.
- (7) COVERS FOR PULL BOX SHALL BE CAST IRON WITH TEXT.
- (8) ALL PULL BOXES SHALL BE CONSTRUCTED OF CONCRETE MATERIALS.

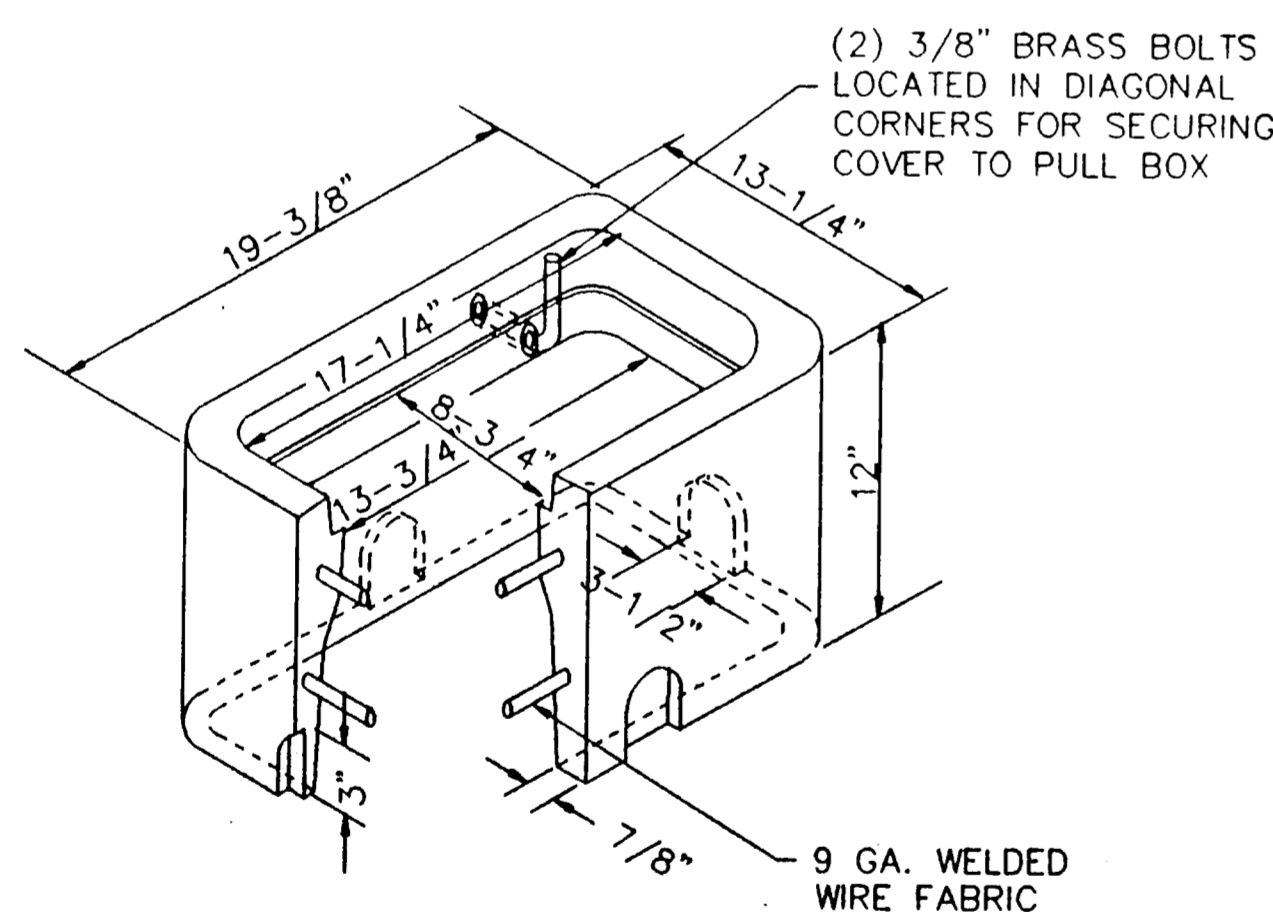


**TYPICAL
PULL BOX SIZE II**

NOMINAL PULL BOX SIZE II DIMENSIONS

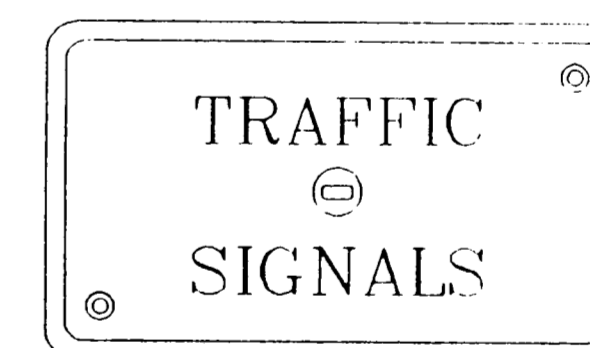
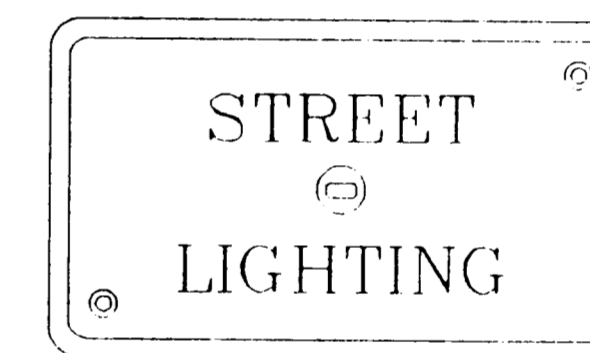
PULL BOX CONSTRUCTION MATERIAL	PULL BOX DIMENSIONS			CAST IRON PULL BOX LID DIMENSIONS			PULL BOX EXTENSION DIMENSIONS		
	A	B	C	D	E	F	G	H	J
CONCRETE	25"	15"	12"	21 3/4"	11 3/4"	2"	12 1/4"	22 1/4"	10 1/4"

THE DIMENSIONS SHOWN IN THE SCHEDULE ABOVE
MAY VARY SLIGHTLY BY MANUFACTURER'S DESIGNS



**TYPICAL
PULL BOX SIZE I
CONCRETE DESIGN**

(DIMENSIONS ARE NOMINAL)



**TYPICAL
PULL BOX COVERS**

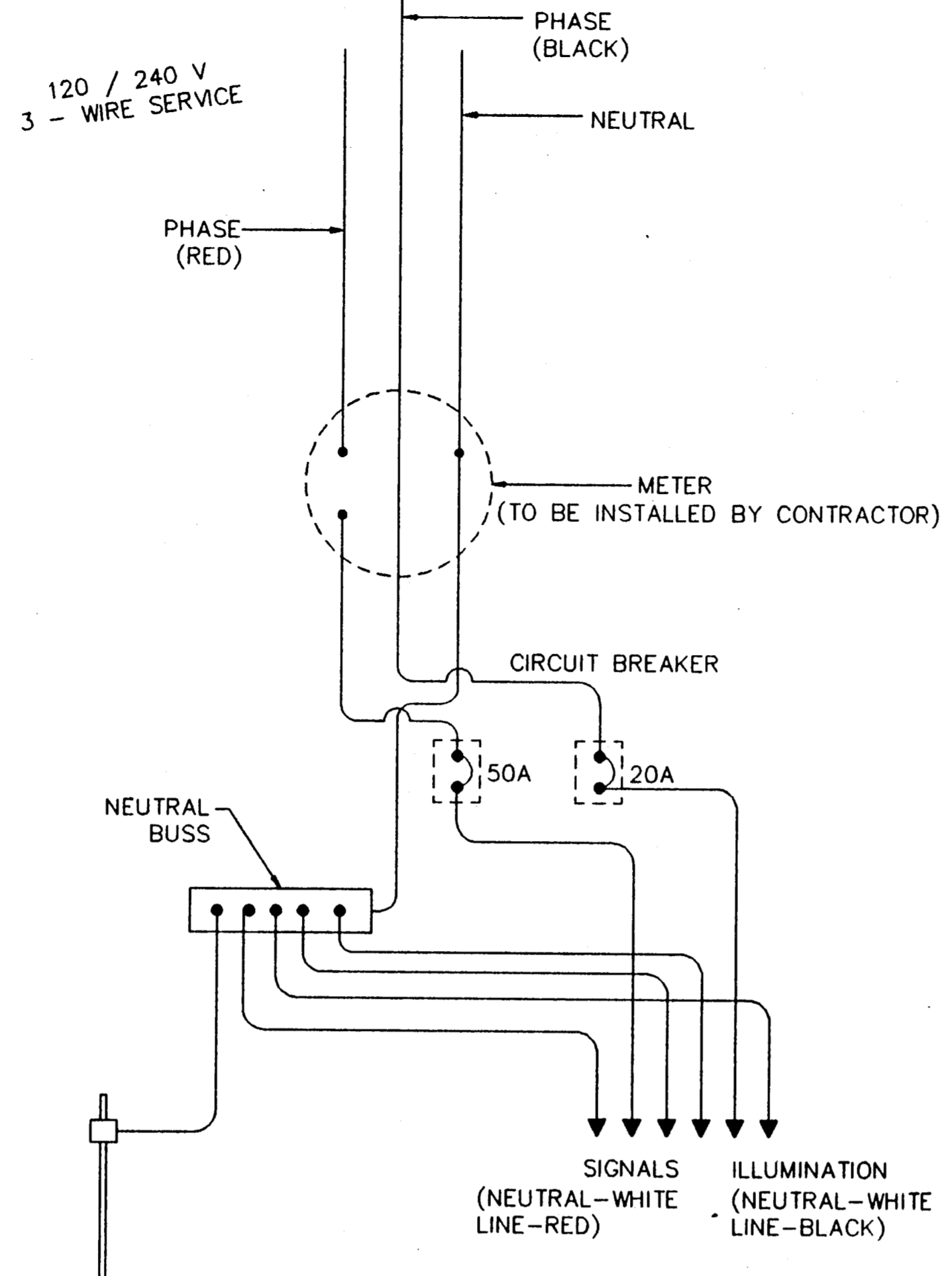
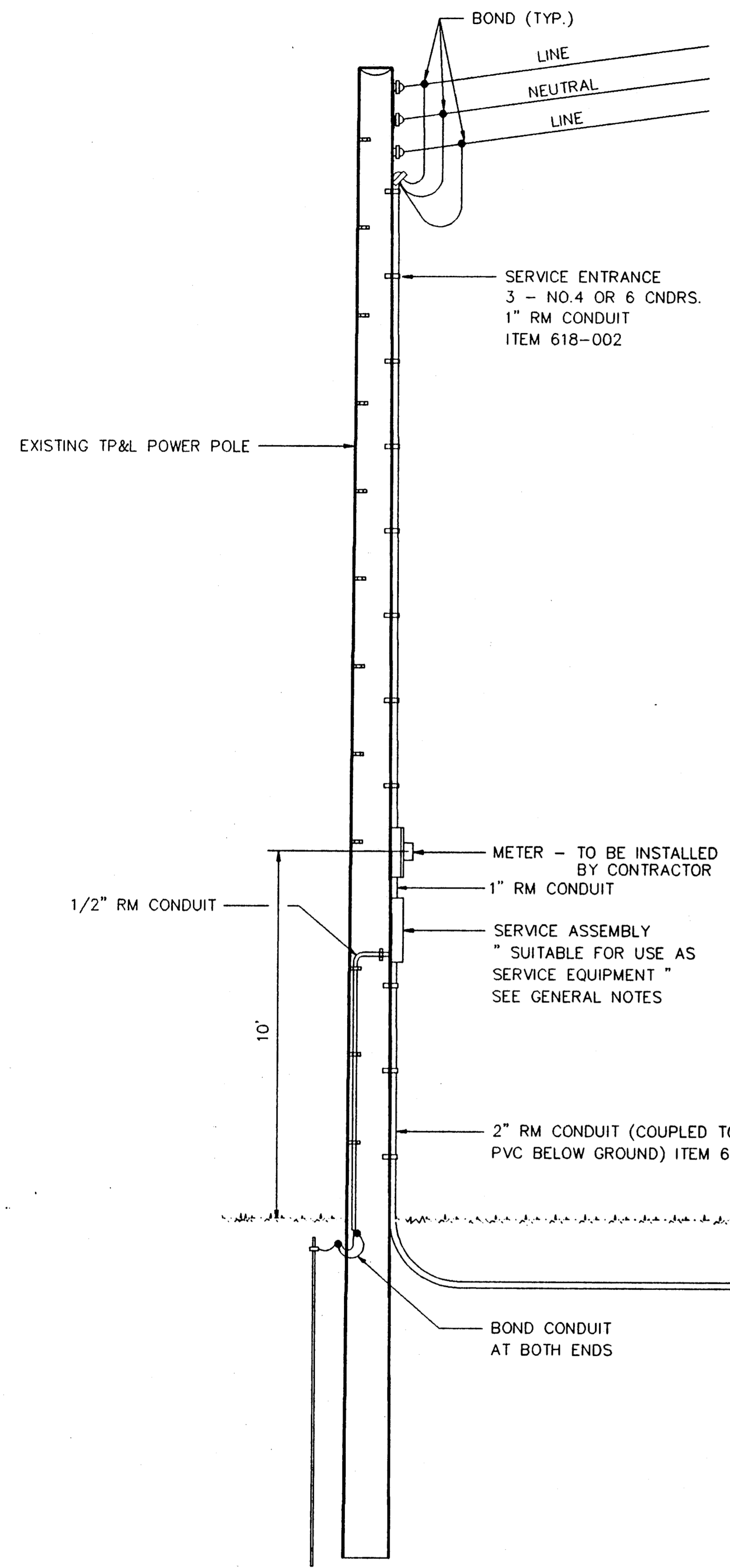
Lawrence A. Cates
01-16-93

AS BUILTS

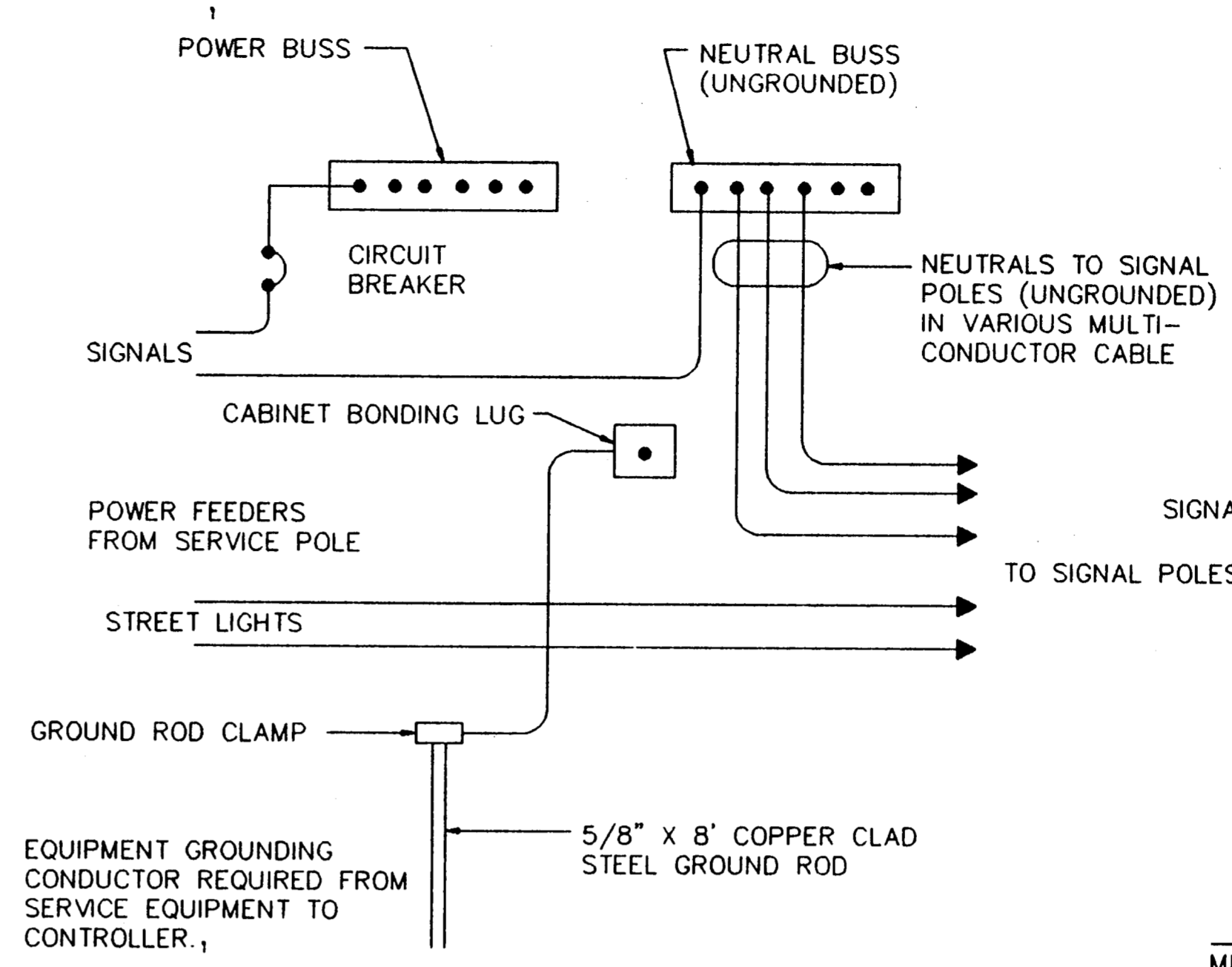
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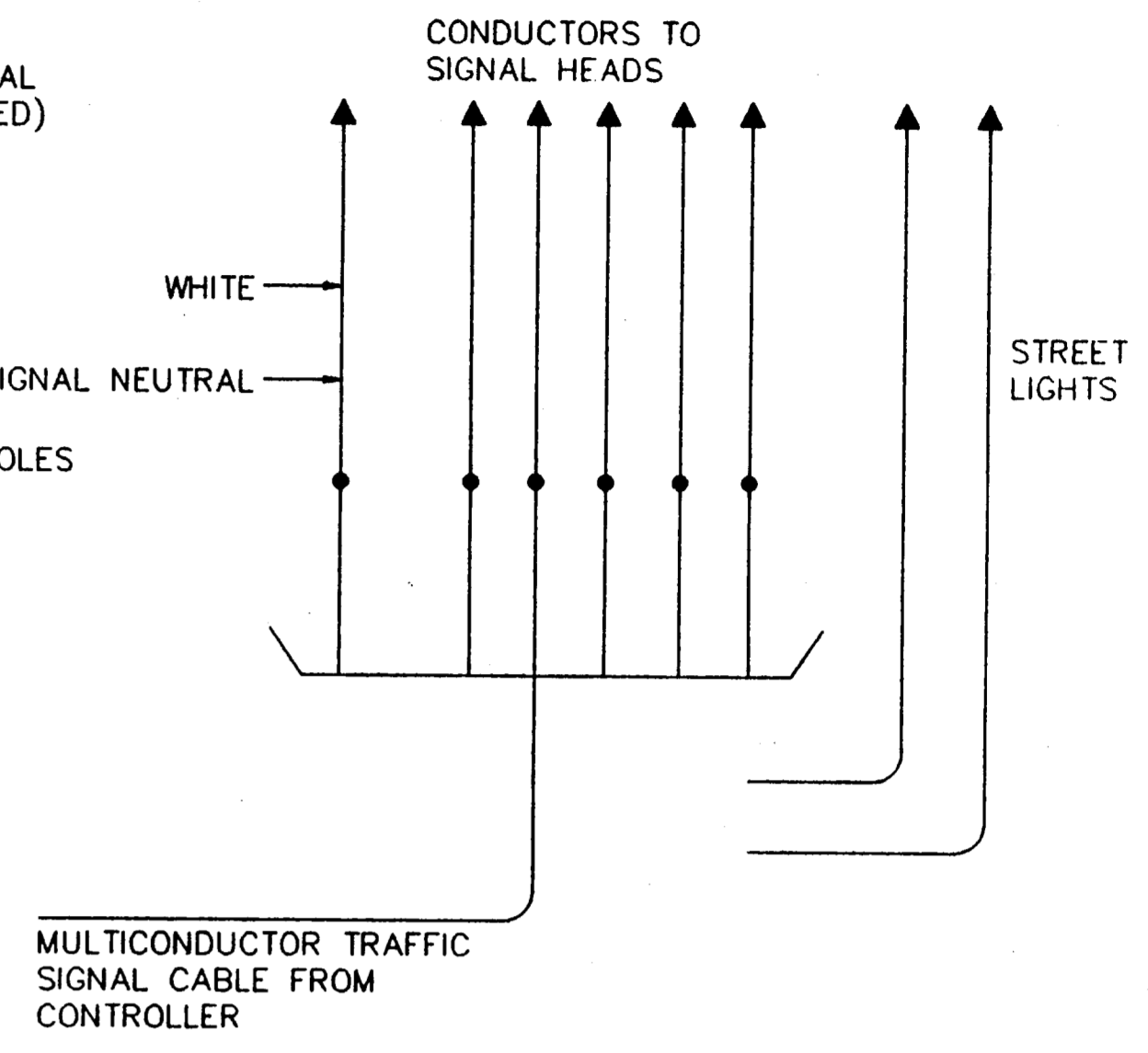
PULL BOX DETAILS						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T9



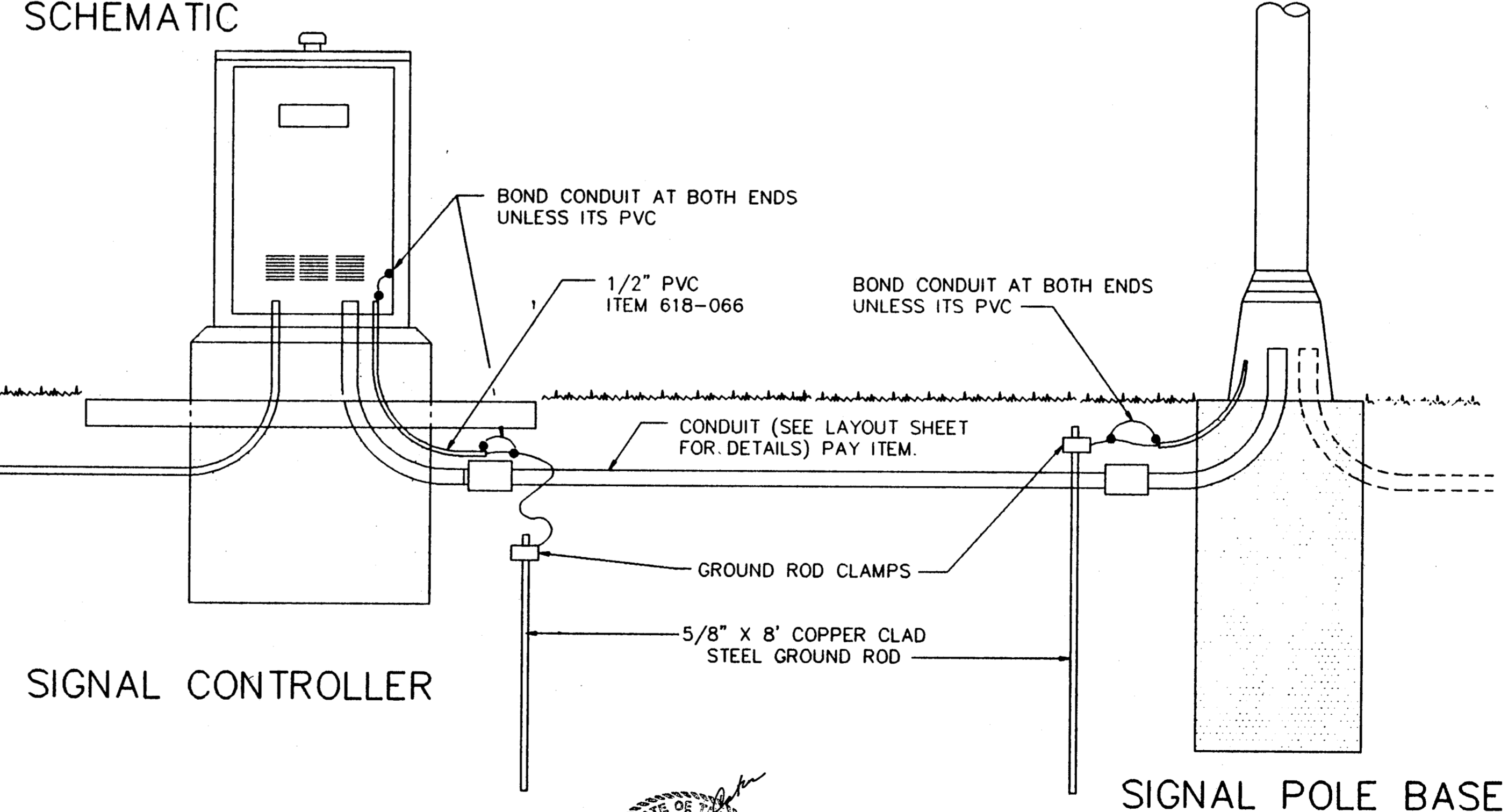
SERVICE ASSEMBLY SCHEMATIC



CONNECTIONS AT SIGNAL CONTROLLERS



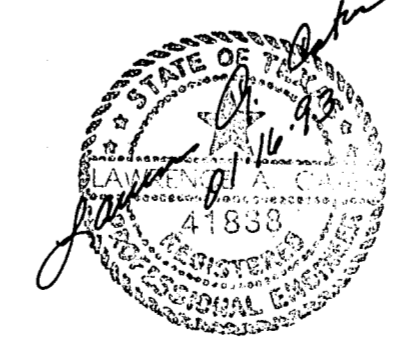
CONNECTIONS AT POLE BASE



SIGNAL CONTROLLER

SIGNAL POLE BASE

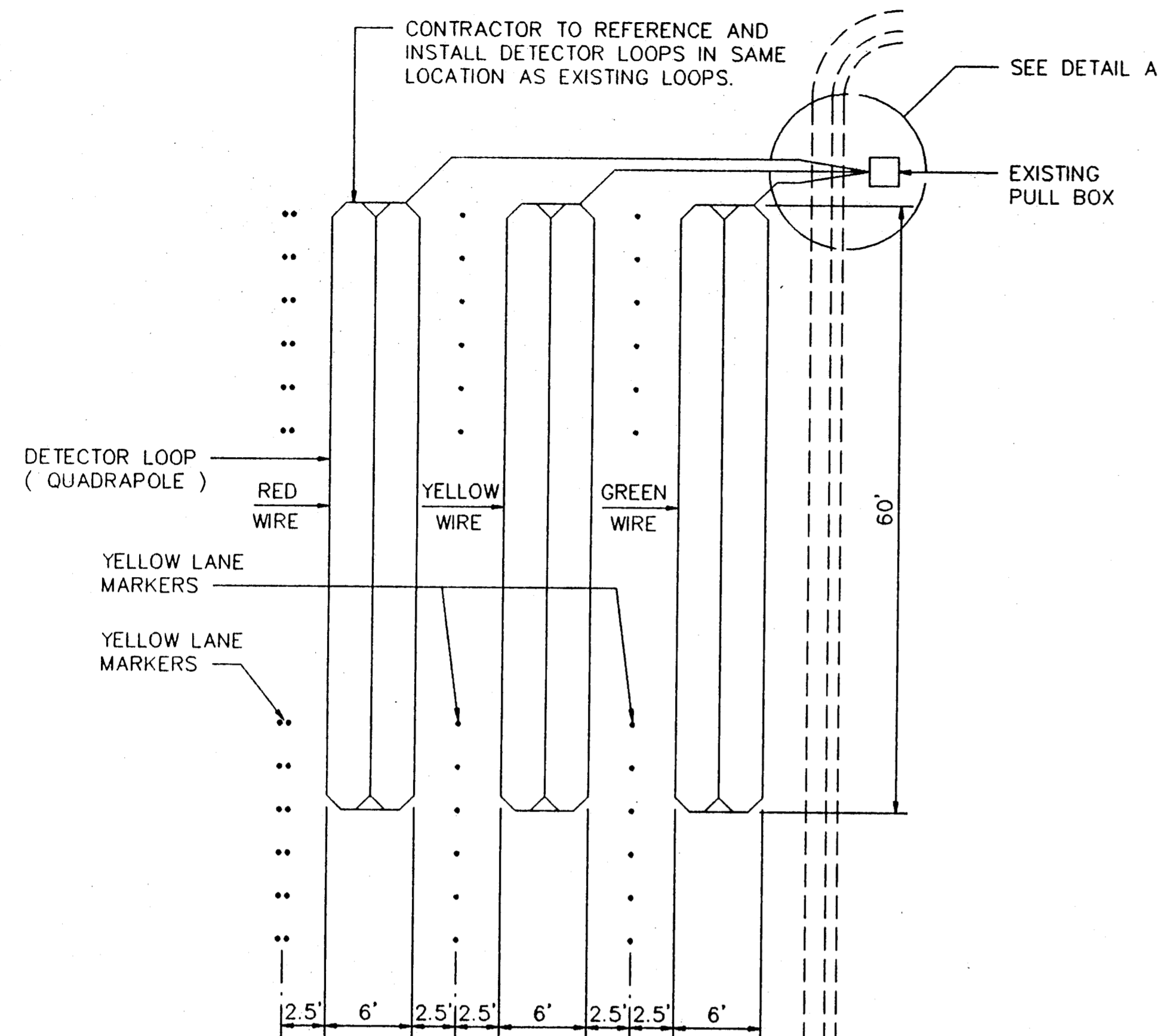
NOTE: POWER SOURCE, SERVICE ASSEMBLY & CONTROLLER ARE EXISTING AT THIS PROJECT.



AS BUILTS
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Lawrence A. Cates
8-12-92

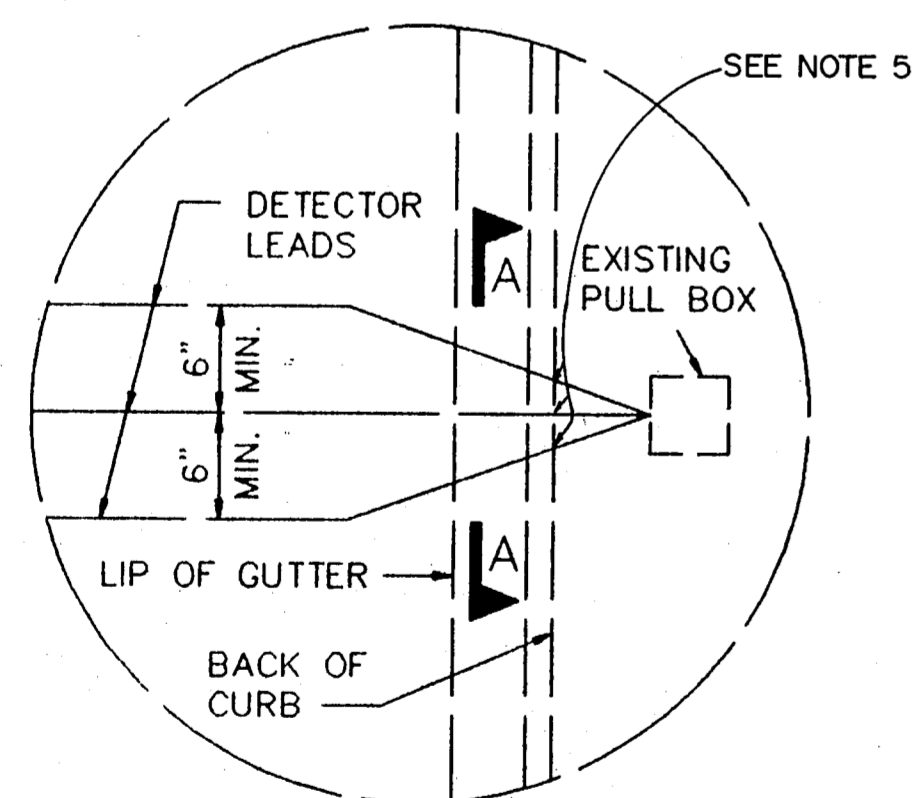
CONDUIT & WIRING DETAIL						
BELTLINE RD. EAST OF MARSH LN.						
TOWN OF ADDISON, TEXAS						
LAWRENCE A. CATES & ASSOC.						CONSULTING ENGINEERS DALLAS, TEXAS
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
LAC	LAC	8/24/92	NTS		92023	T 10



NOTES :

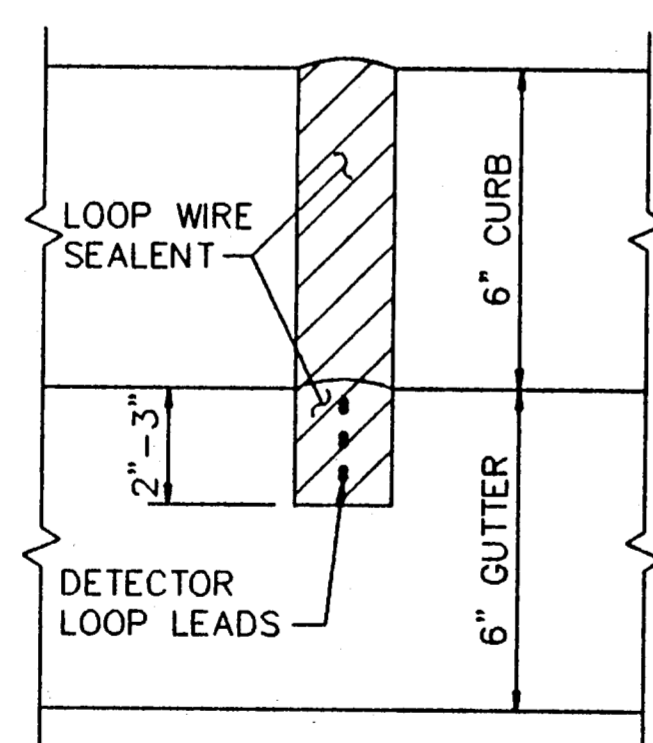
1. CONTRACTOR TO PROVIDE INDIVIDUAL SAWED CHANNELS THRU CURB & GUTTER FOR EACH WIRE LOOP.
2. SPLICE IN PULL BOXES SHALL BE SOLDERED AND WEATHER SEALED.

PLAN



DETAIL A

VEHICLE LOOP DETECTOR LAYOUT



SECTION A-A

TYPICAL LOOP LAYUP

1-2-1 QUADROPOLE

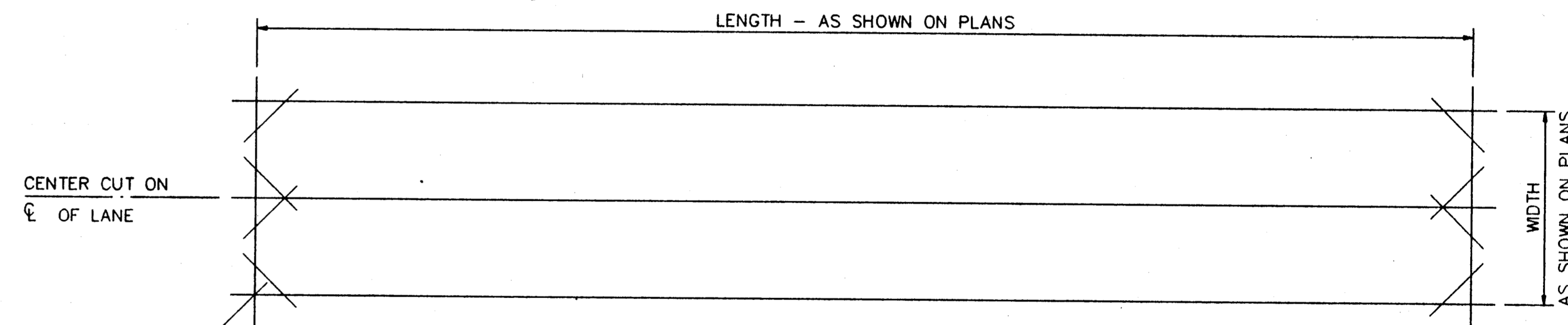
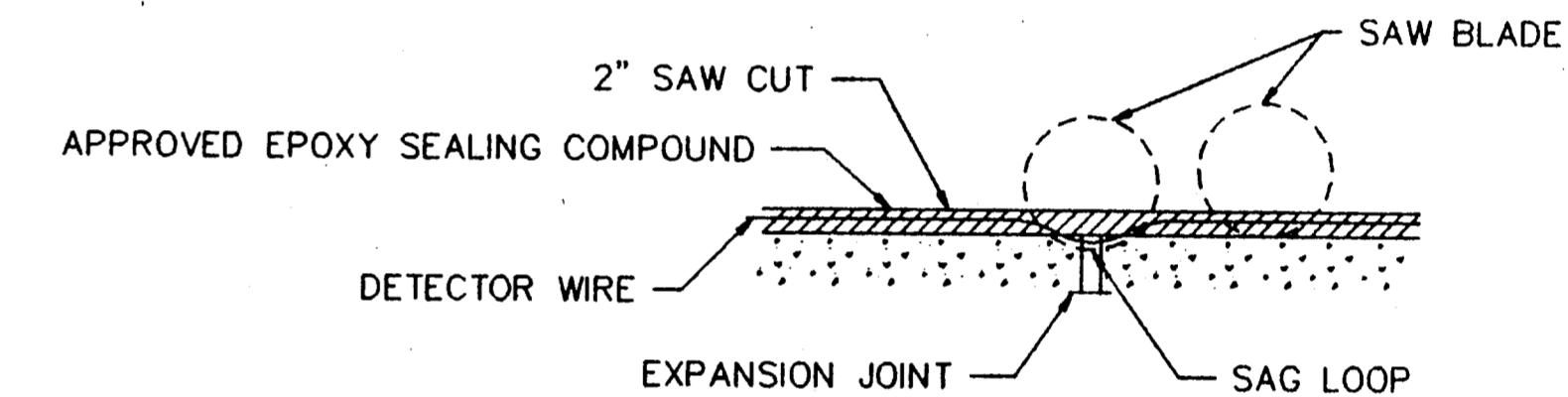
CONDUCTORS IN CENTER SLOT MUST BE LAID UP IN SAME DIRECTION.

SINGLE CONDUCTOR #12 AWG, TYPE THHN

NOTE:

WHEN SAW CUT CROSSES A TRANSVERSE EXPANSION JOINT LOWER THE DEPTH 2" WHEN SAW IS CENTERED OVER EXPANSION JOINT.

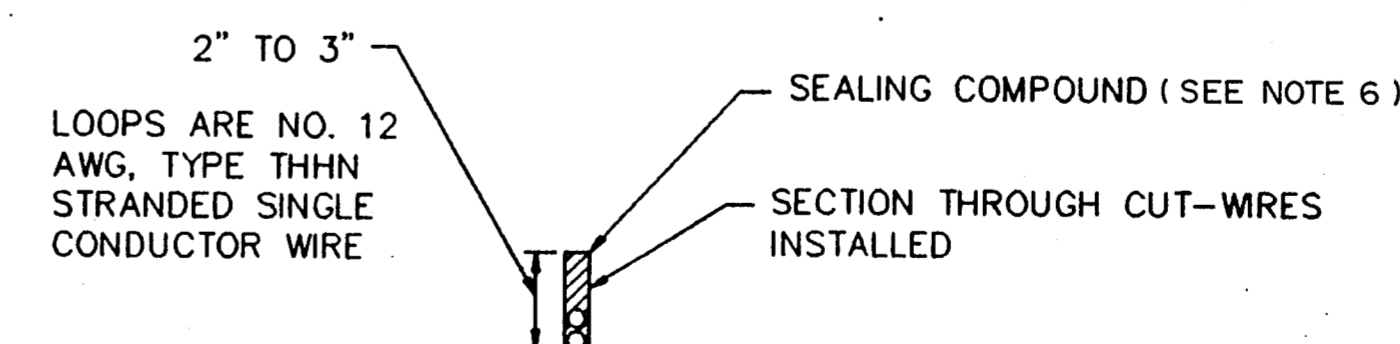
WIRES TWISTED IN LEAD RUN CUT AT LEAST, 2 TURNS PER FOOT



PLAN

SAW - CUT PATTERN FOR DETECTOR LOOPS

1. INSTALLATION OF WIRE LOOPS IS TO BE MADE IN THE SHORTEST TIME PRACTICAL, NOT TO EXCEED A 4 HR. MAX. AND SCHEDULED DURING OFF PEAK HOURS TO MINIMIZE DELAY TO VEHICLE TRAFFIC.
2. THE PAVEMENT CUT IS TO BE CUT WITH A CONCRETE SAW TO NEAT LINES AND LOOSE MATERIAL REMOVED. THE CUT SHOULD BE CLEAN AND DRY WHEN THE SEALING COMPOUND IS PLACED.
3. THE LEAD-IN WIRES ARE TO BE TWISTED A MINIMUM OF TWO TURNS PER FOOT AND REMAIN UNDISTURBED AFTER THE LOOP HAS BEEN TUNED.
4. EACH LOOP IS TO BE RETURNED TO CONTROLLER VIA ONE PAIR OF UNSPLICED SHIELDED LEAD-IN WIRES. MULTIPLE, TWISTED LEADS TO MORE THAN ONE LOOP IN SINGLE LEAD RUN SAW SLOT ARE NOT PERMISSIBLE.
5. ALL LOOPS TO PENETRATE CURB IN A SEPERATE CONDUIT.
6. 3 M LOOP SEAL REQUIRED (SEE TOWN OF ADDISON SPECIFICATION)



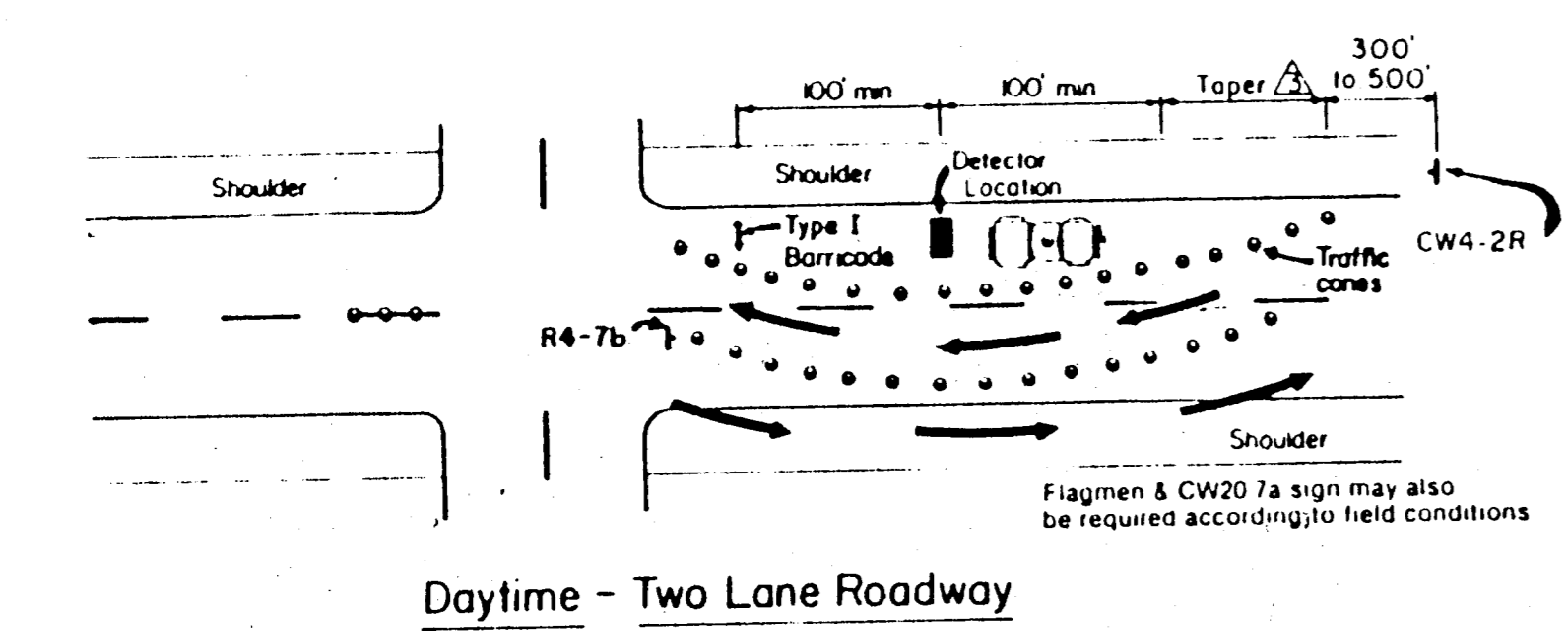
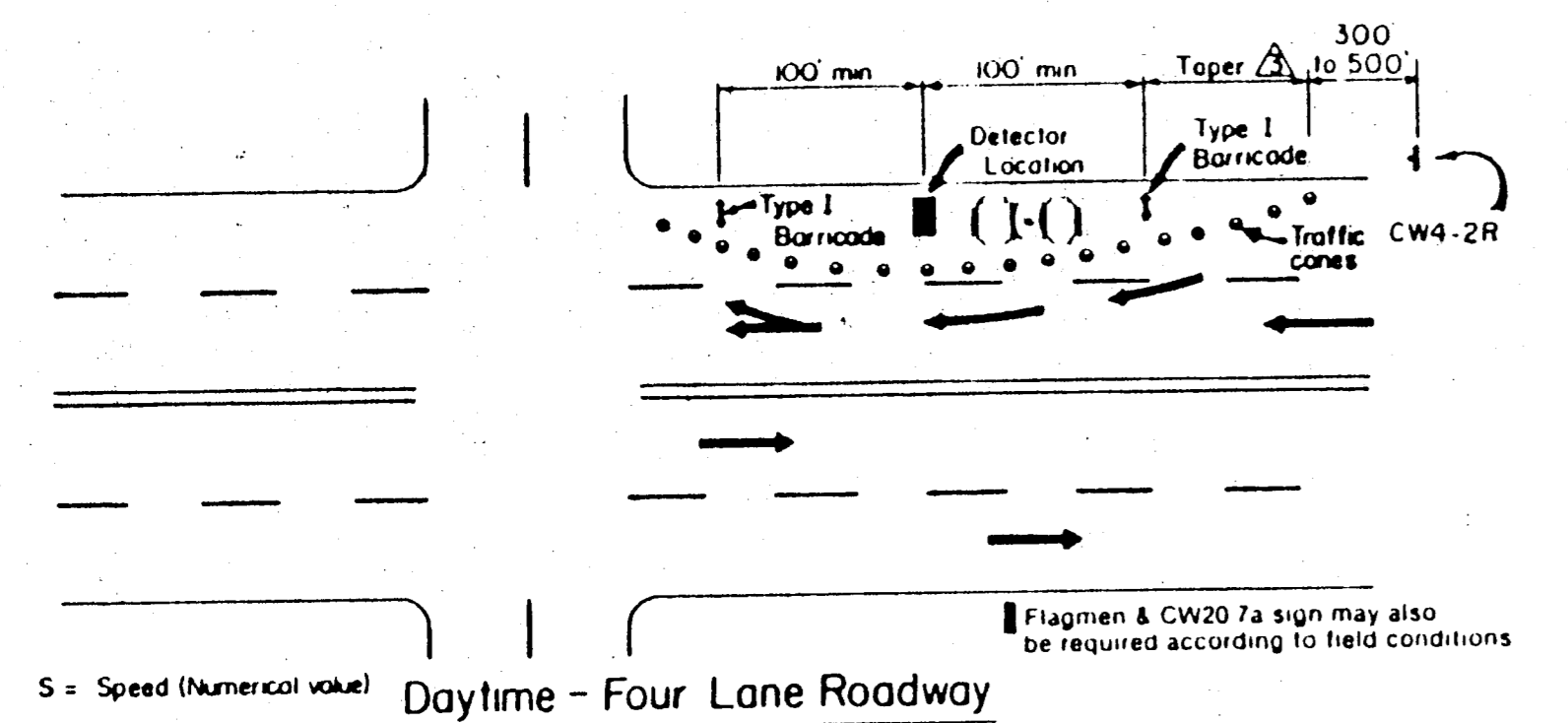
Lawrence A. Cates
01/16/93

AS BUILTS

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

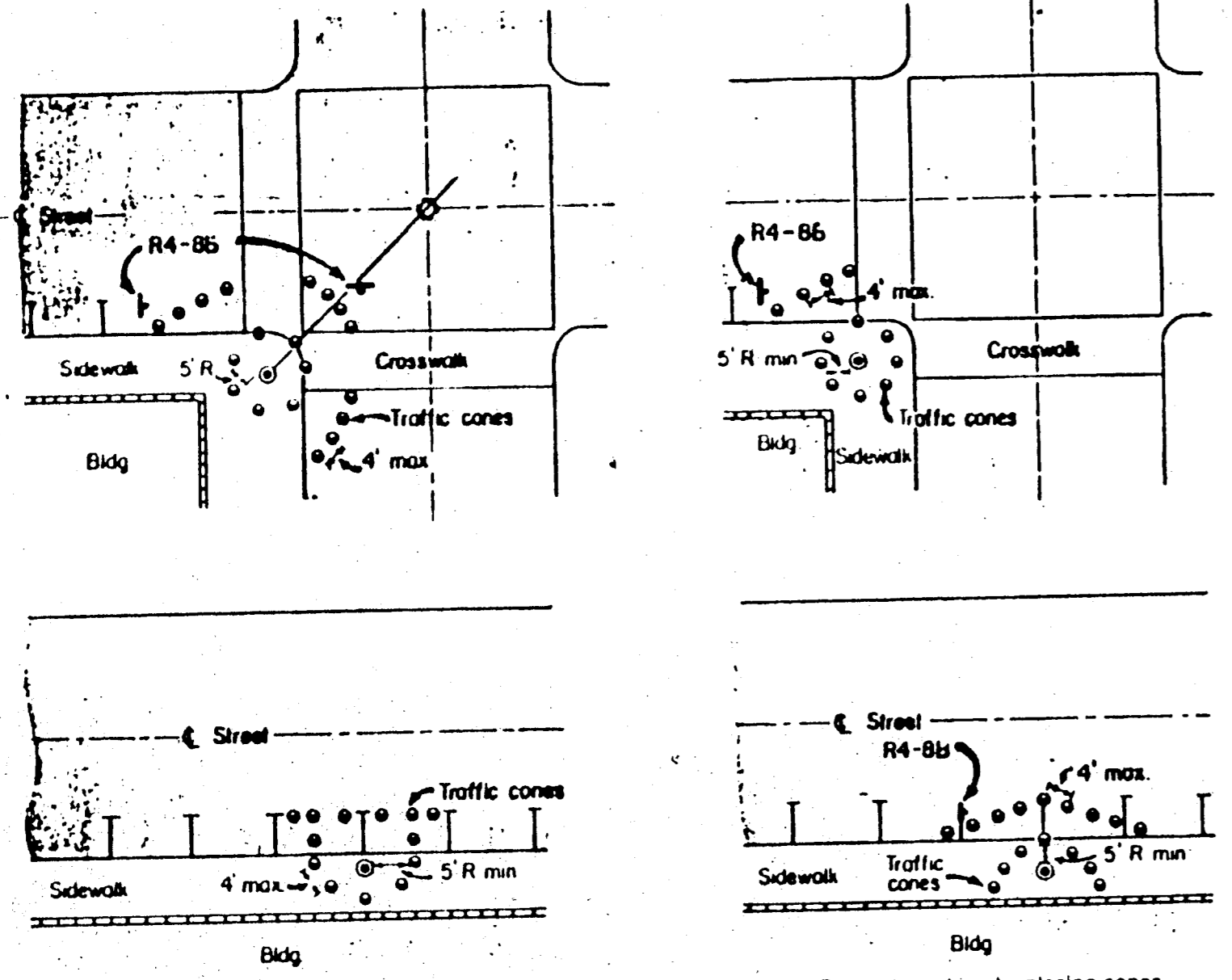
Joe Fiedler
9-12-92

LOOP DETECTOR 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.
L.A.C.	L.A.C.	8/24/92	N.T.S.		92023	T II



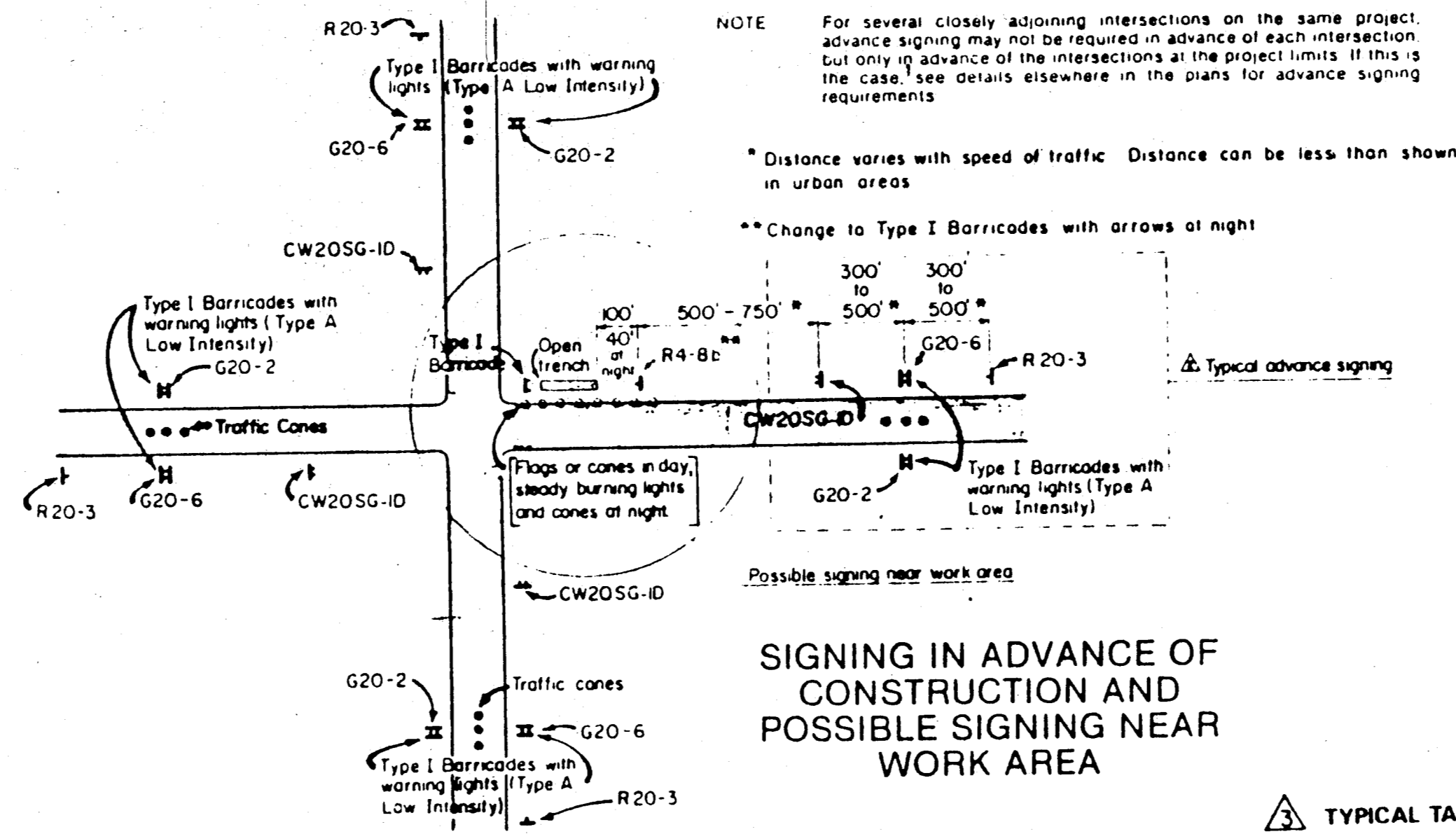
TYPICAL DETECTOR INSTALLATION

- At Night - 1 Steady burn lamps for delineation instead of cones
2 Flashers on barricades



TYPICAL RESTRICTED PEDESTRIAN MOVEMENTS

Where pedestrian movements are anticipated at night, all holes, trenches or other hazardous areas shall be adequately protected by use of barricades, lights or other protective devices

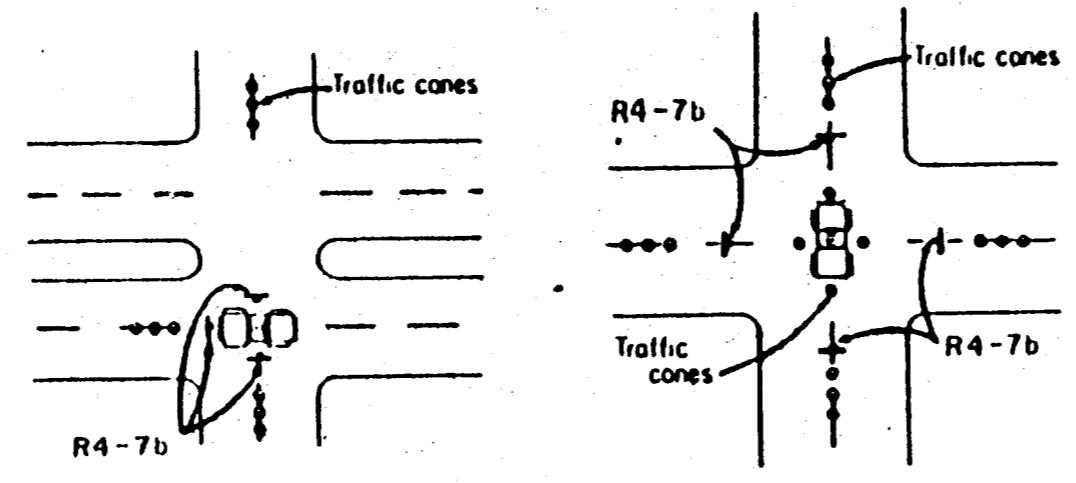


TYPICAL TAPER LENGTH (L)

Posted Speed	Formula	Minimum Desirable Taper Lengths		
		10' Offset	11' Offset	12' Offset
30	L = WS ² / 60	150	165	180
35		205	225	245
40	L = WS	265	295	320
45		450	495	540
50	L = WS	550	560	600
55		550	605	660
60	L = WS	600	660	720
65		600	660	720

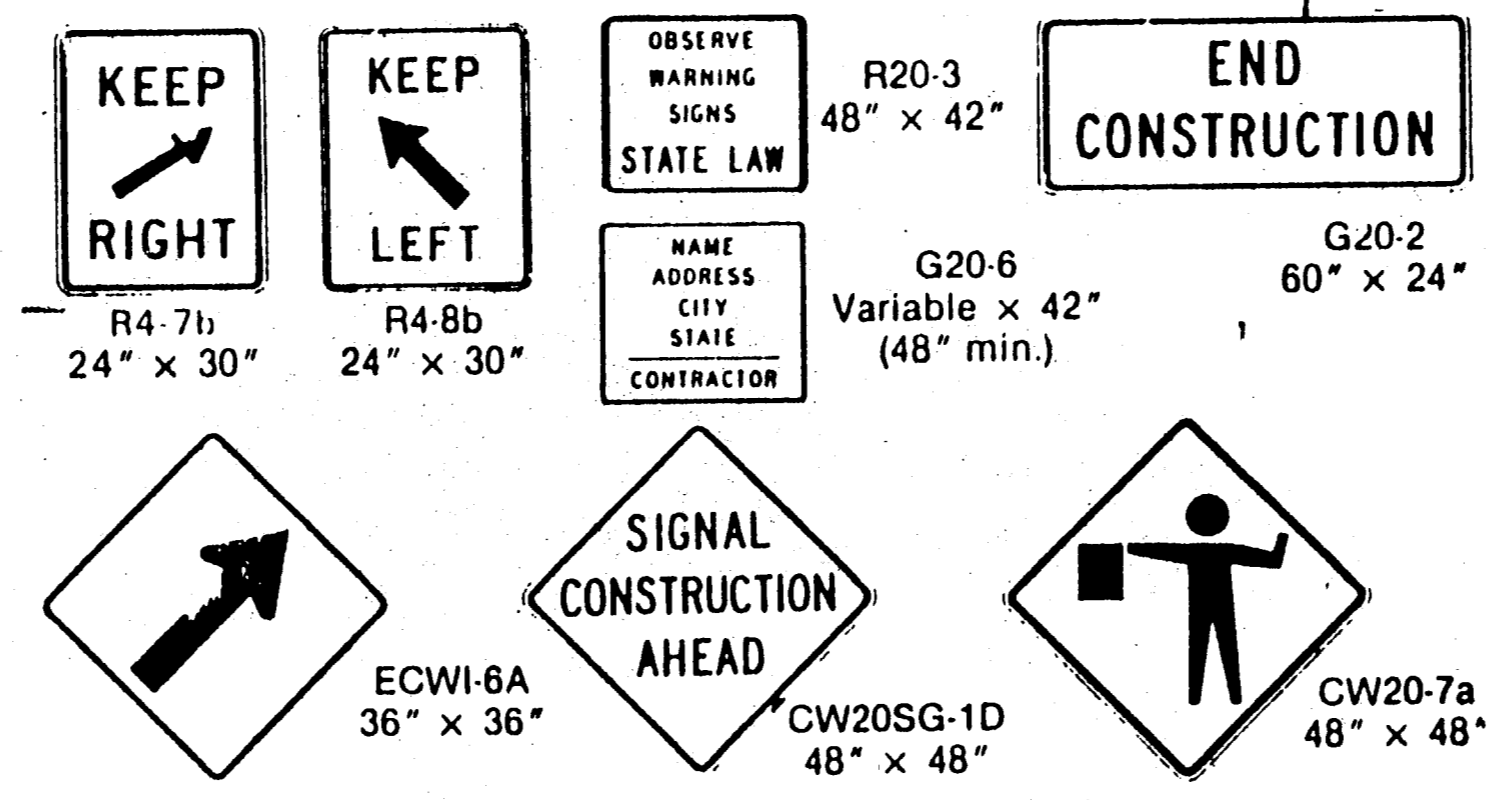
65TH PERCENTILE SPEED MAY BE USED ON ROADS WHERE TRAFFIC SPEEDS NORMALLY EXCEED THE POSTED SPEED LIMIT
TAPER LENGTHS HAVE BEEN ROUNDED OFF

L = TAPER LENGTH IN FEET
W = OFFSET IN FEET
S = SPEED IN MPH



TYPICAL HANGING SIGNAL INSTALLATIONS

- NOTES
1 Flagman & CW20 7a sign may also be required according to field conditions
2 Use vehicle equipped with yellow rotating beacon or strobe

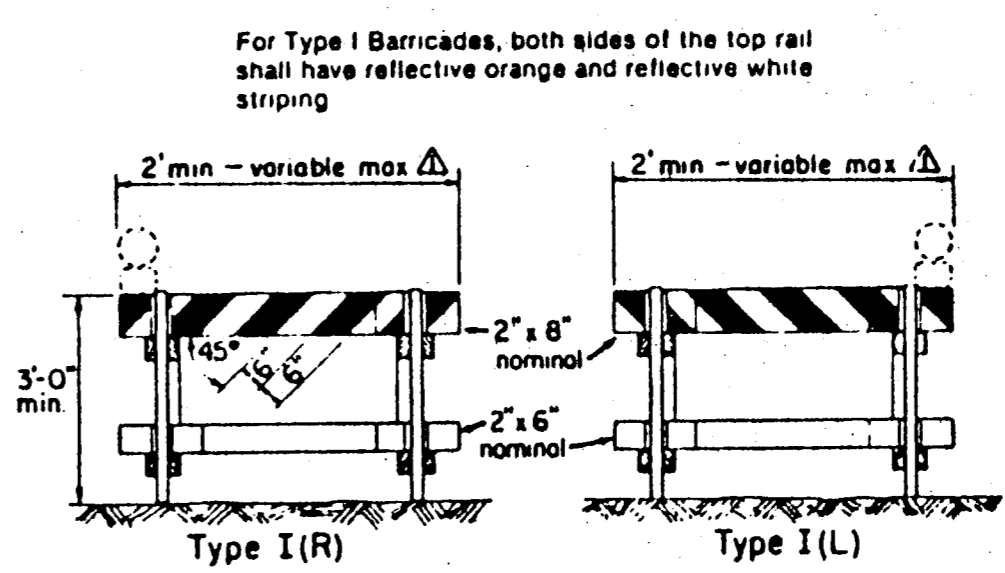
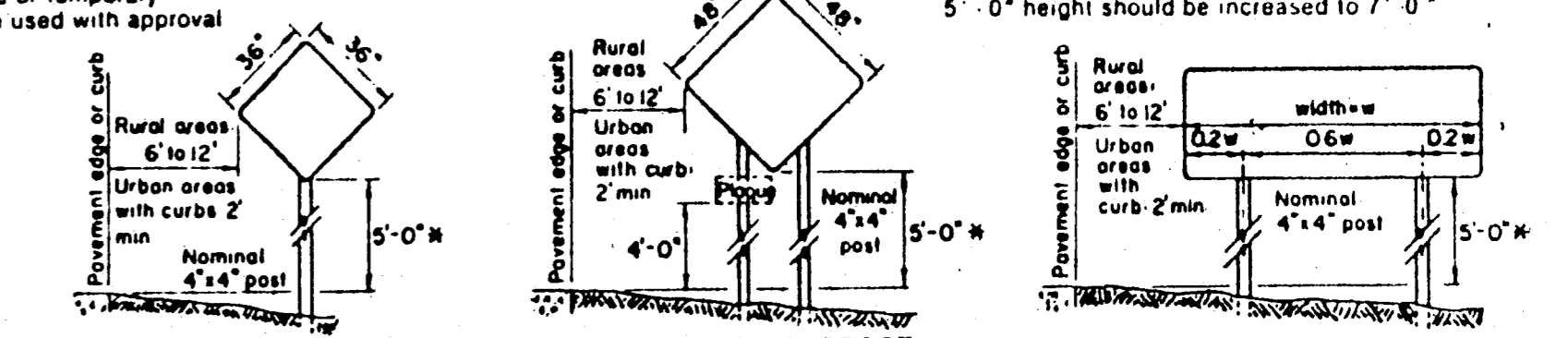


TYPICAL SIGNS USED IN TRAFFIC SIGNAL CONSTRUCTION AREAS

TYPICAL SIGN SUPPORTS

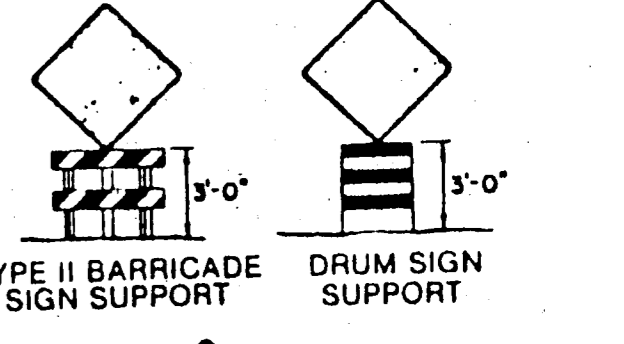
Other type of portable or temporary sign supports may be used with approval of the ENGINEER

FIXED SUPPORTS

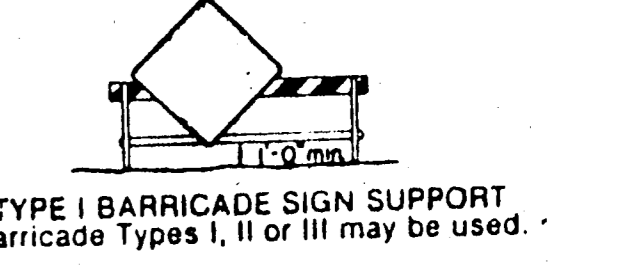


TYPE I BARRICADES

TEMPORARY SUPPORTS



PORTABLE SUPPORTS



GENERAL NOTES
ReflectORIZED signs shall be constructed of retro-reflective sheeting in conformance with the appearance, color and with project specifications and shall be maintained to meet the appearance, color and reflectivity requirements of those specifications. Paints and coloration of signs shall be equal to the Department's standards. Signs shall comply with the general requirements specified in the "Standard Specifications for Construction of Highways, Streets and Bridges" in effect at the time of contract award.

All traffic control devices shall conform with the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways." Contractors shall furnish a copy of a certification from the manufacturer of the lights that the warning lights meet the requirements of the ITE Standard for Flashing and Steady Burn Warning Lights as contained in the latest edition of the "Texas Manual on Uniform Traffic Control Devices for Streets and Highways."
All signs shown have black letters and borders on a reflective orange background except the R20-3, R4-7b, R4-8b, and G20-6 signs which have a reflective white background.
Signs erected on portable supports for use on construction projects normally mean signs which are used during the day to warn or guide traffic through and/or around the actual construction area, but at the end of the workday such signs are either removed or turned away from the view of traffic. Portable supports shall be as shown on this sheet or as approved by the Engineer. The bottom of the sign shall be a minimum of one (1) foot above the pavement sign. Signs required for nighttime usage should not normally be mounted on temporary supports, except when approved by the Engineer. Signs erected on fixed supports for use on construction projects normally mean signs that are to remain in place for both day and night usage to regulate, warn and guide traffic in advance of and within the limits of the project including the crossroad approaches. However, under certain conditions, such as where a sign may be required for a few days' duration and then is no longer needed or where a sign is moved from location to location every few days or where it is not practical or desirable to provide a fixed mounting, such signs may be erected on a temporary type of support. Temporary supports shall be as shown on this sheet or as approved by the Engineer. Signs erected on temporary supports should be at a minimum height of three (3) feet. Signs erected on fixed supports should be at a minimum height of five (5) feet in rural areas and seven (7) feet in urban areas and other rural locations where sight distance obstructions are present. Regardless of the type of support used, regulatory signs should not be erected at height less than the 5 or 7 foot minimum specified above unless a lower height is approved by the Engineer. Posts for fixed supports should be set in the ground without concrete footings. Where portable or temporary supports require the use of weights to keep a sign or barrier from turning over, the use of some type of sandbag is recommended. The use of pieces of concrete, rocks, iron, steel or other solid objects will not be permitted.

For additional information and guidelines on barricades and construction signs see the Texas Manual on Uniform Traffic Control Devices

Signing shown is typical and may be adjusted to fit field conditions by the Engineer

No more than two signs shall be placed on a barricade
Where a sign is to be mounted on a barricade, the barricade length should not be less than the horizontal dimension of the sign. If lights are also to be mounted on the barricade, the barricade should not be less than the sign width plus about 12" for each light to be attached. Barricades of a greater length than the above will be satisfactory

The advance signs and barricades shall be in place when signal construction operations are in progress. The contractor may remove the advance signs and barricades when there are no construction operations underway if permitted elsewhere in the plans. Any obstructions or hazards at the work area shall be clearly marked and delineated at all times.

AS BUILTS

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

John A. Cates
01/16/92

John A. Cates
9-12-92

BARRICADING 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.
L.A.C.	L.A.C.	8/24/92	N.T.S.		92023	T 12