

PRIVATE PAVING PLANS FOR FALLEYS, INC.

AMIDON AT 21ST STREET
MAJOR ENTRANCE, LEFT TURN LANE,
& TRAFFIC SIGNALIZATION

INDEX NO. 60787A
USER CODE 063 PPP

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

GENERAL NOTES

- UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT, ASPHALTIC CONCRETE PAVEMENT AND TRAFFIC SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- EXISTING UTILITIES AND THEIR LOCATIONS, AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233
OR 687-2470 (LOCAL WICHITA)

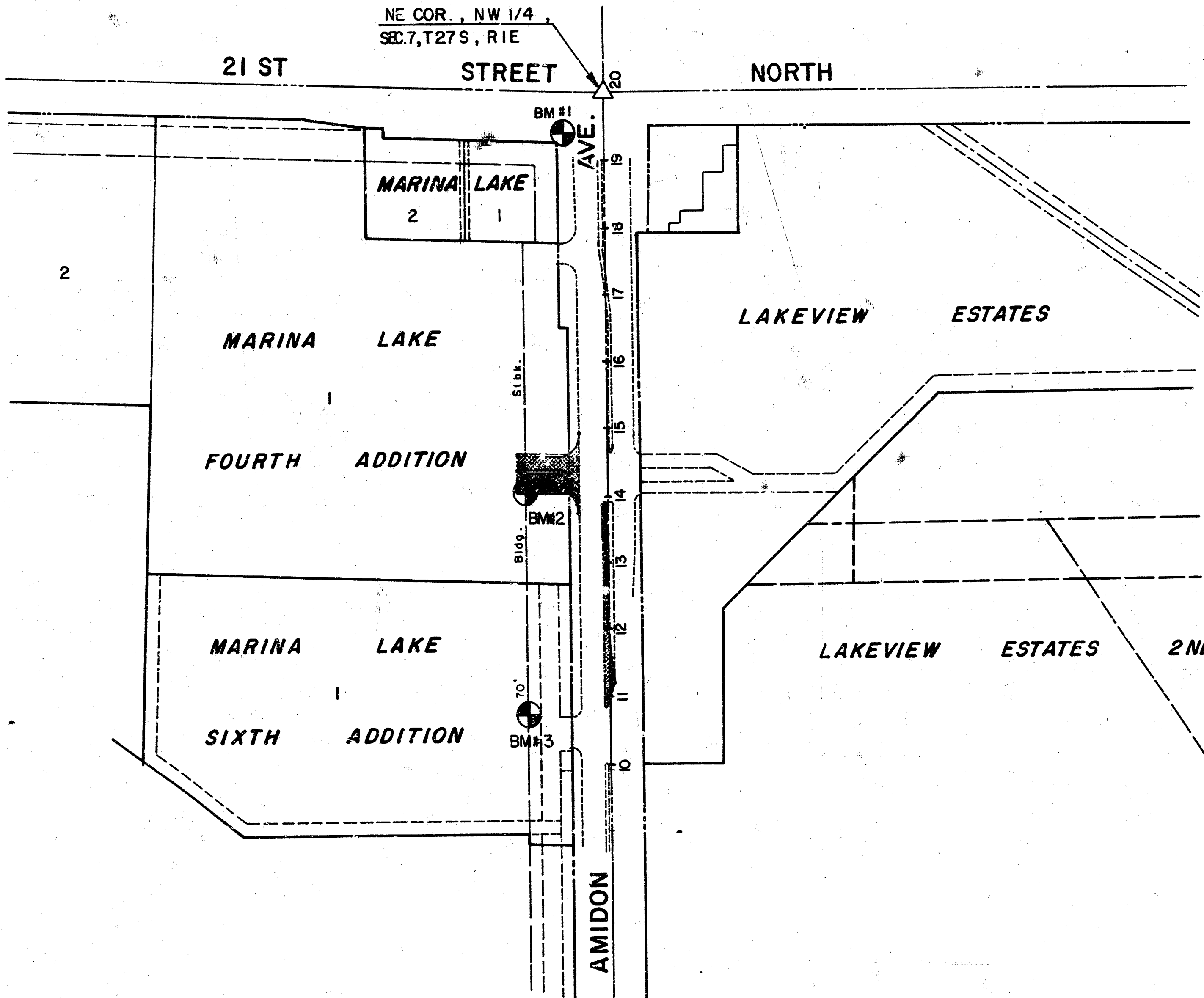
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

SOUTHWESTERN BELL TELEPHONE COMPANY 1-571-2115
CABLEVISION 282-4270 OR 283-2861
KPL GAS SERVICE COMPANY 283-7511
KANSAS GAS & ELECTRIC 284-1141
CITY OF WICHITA WATER DEPARTMENT 288-4008
CITY OF WICHITA GSEMI MAINTENANCE 288-4008
ARKLA GAS COMPANY 942-8360 OR 283-8181

- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNGRACEFUL APPEARANCE WILL NOT BE APPROVED.
- A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSE OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ADJUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAW JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF SURFACE OR PAVEMENT.
- PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THE OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH EXISTING UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO PROJECT.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
- ALL STATIONING, RAIL, PAVEMENT WIDTHS, OFFSET DISTANCES, ETC., ARE MEASURED TO THE FACE OF THE CURB UNLESS OTHERWISE NOTED ON THE PLANS.
- COORDINATION OF TRAFFIC CONTROL DURING THE CONSTRUCTION SHALL BE CAREFULLY PLANNED TO MAINTAIN TRAFFIC FLOW AT ALL TIMES. A PRE-CONSTRUCTION CONFERENCE IS RECOMMENDED BETWEEN ALL PARTIES INVOLVED.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

BENCH MARKS

- BM #1 City of Wichita Bench Mark Disc, 3' south of back of walk west and 7' east of back of walk south on southwest corner of intersection.
Elev. = 127.887
- BM #2 "□" Cut on conc. light pole base (Sta. 14+06, 128' Lt.)
Elev. = 124.635
- BM #3 "□" Cut on conc. light pole base (Sta. 10+72, 128' Lt.)
Elev. = 122.63



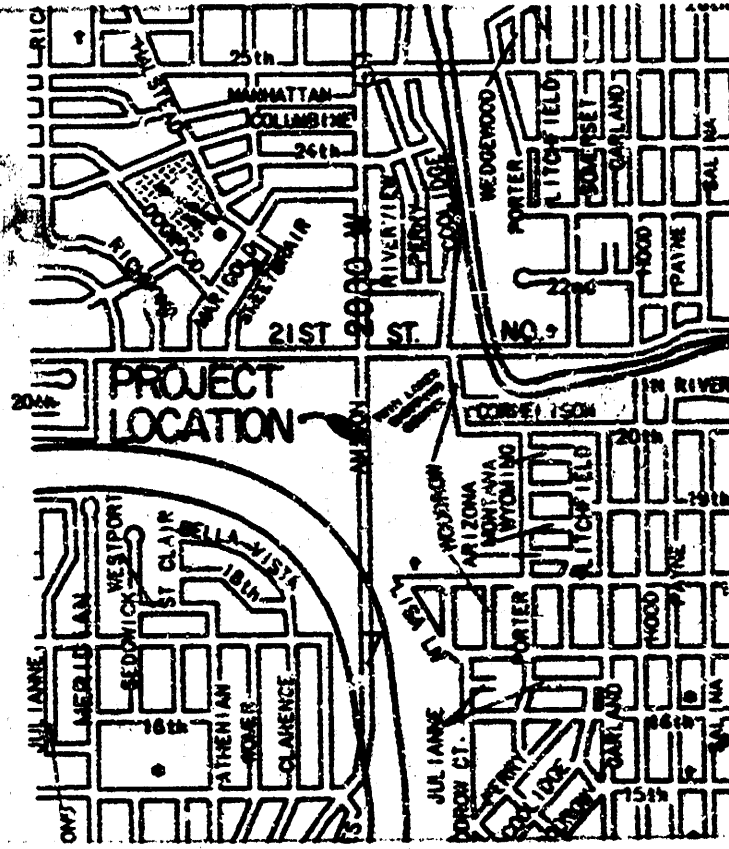
APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving VRH 7/

NOTE TO CONTRACTOR
INSPECTION AND TESTING FOR THIS PROJECT IS TO BE PROVIDED BY A LICENSED CONSULTING ENGINEERING FIRM UNDER CONTRACT WITH THE OWNER/DEVELOPER. SAID INSPECTION TO BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD CONSTRUCTION ENGINEERING PRACTICES AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL BE PERFORMED IN DEDICATED EASEMENTS OR THE PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION WORK SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
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3	VALLEY GUTTER DETAILS
4	PAVING PLAN
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12-13	PAVEMENT MARKINGS



LOCATION MAP

AS BUILT DATED: 2-5-92



FALLEYS, INC.

PRIVATE
PAVING PLANS

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING 1800
WICHITA, KANSAS 67226

636-5568

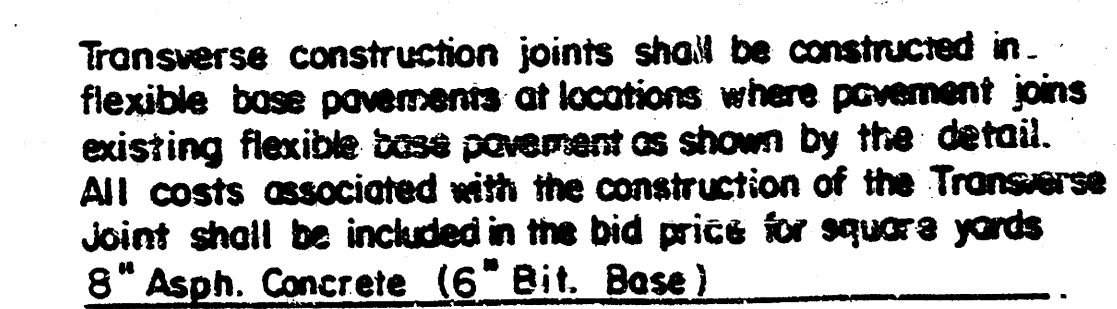
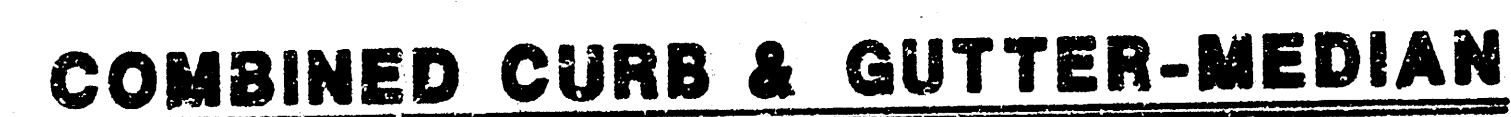
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Checked by: DCH
Date: JUNE 1991
Job no.:

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1. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURBS AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2" ASPHALTIC CONCRETE WITH 6" BITUMINOUS BASE.
2. THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURBS AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.
3. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
4. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACE WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
5. CONSTRUCTION JOINTS IN EACH SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
6. CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.
7. *GEGRID REINFORCEMENT SHALL BE 8 X 1100 GEORGIO AS MANUFACTURED BY THE TENSAR CORPORATION. APPROVED EQUAL REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A NO. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COURSE AGGREGATE FOR CONCRETE. THE ROCK AND GRADATION PROVIDED BY THE CONTRACTOR SHALL BE SUBMITTED FOR THE ENGINEER'S APPROVAL.

Alternate #1: Prepared Subgrade, 50 lb./SY Portland Cement



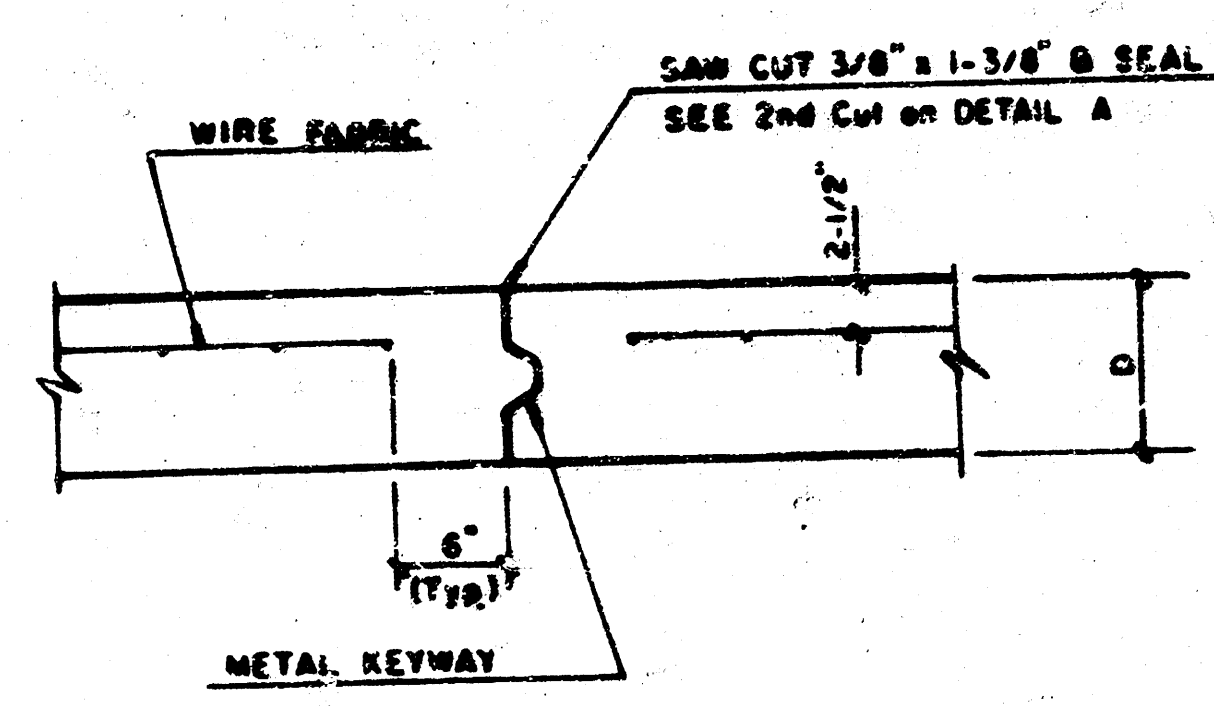
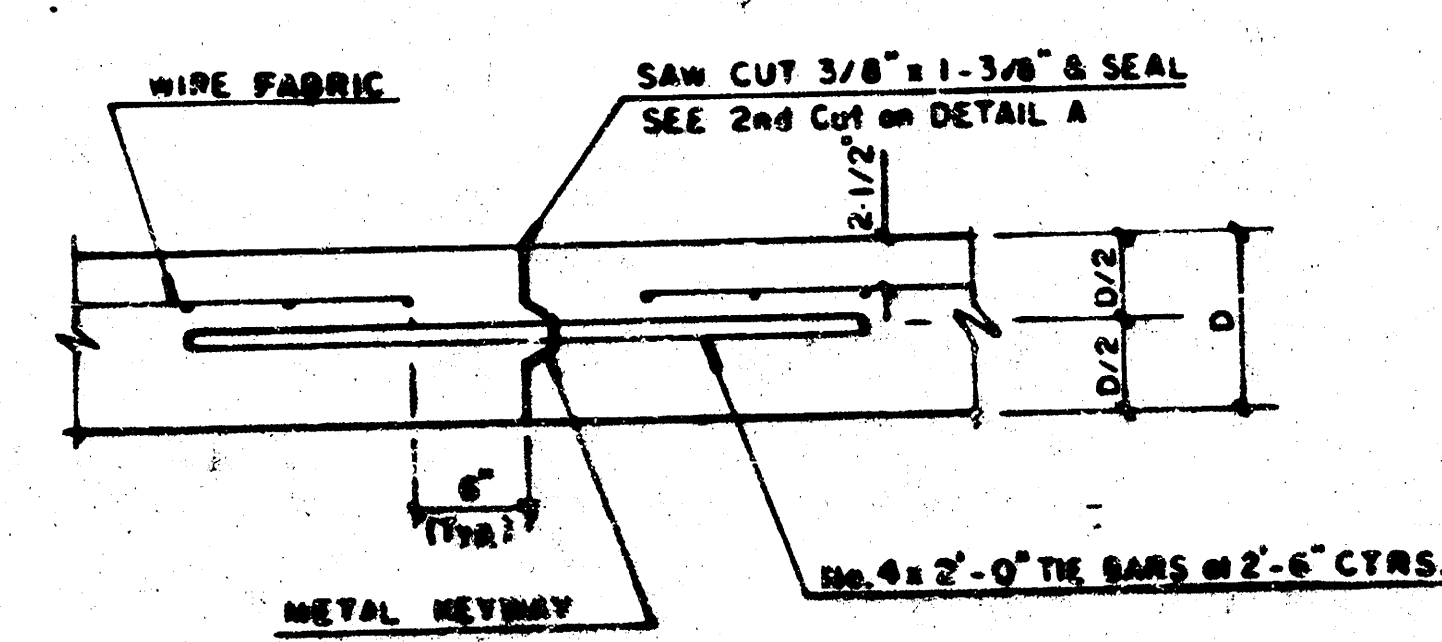
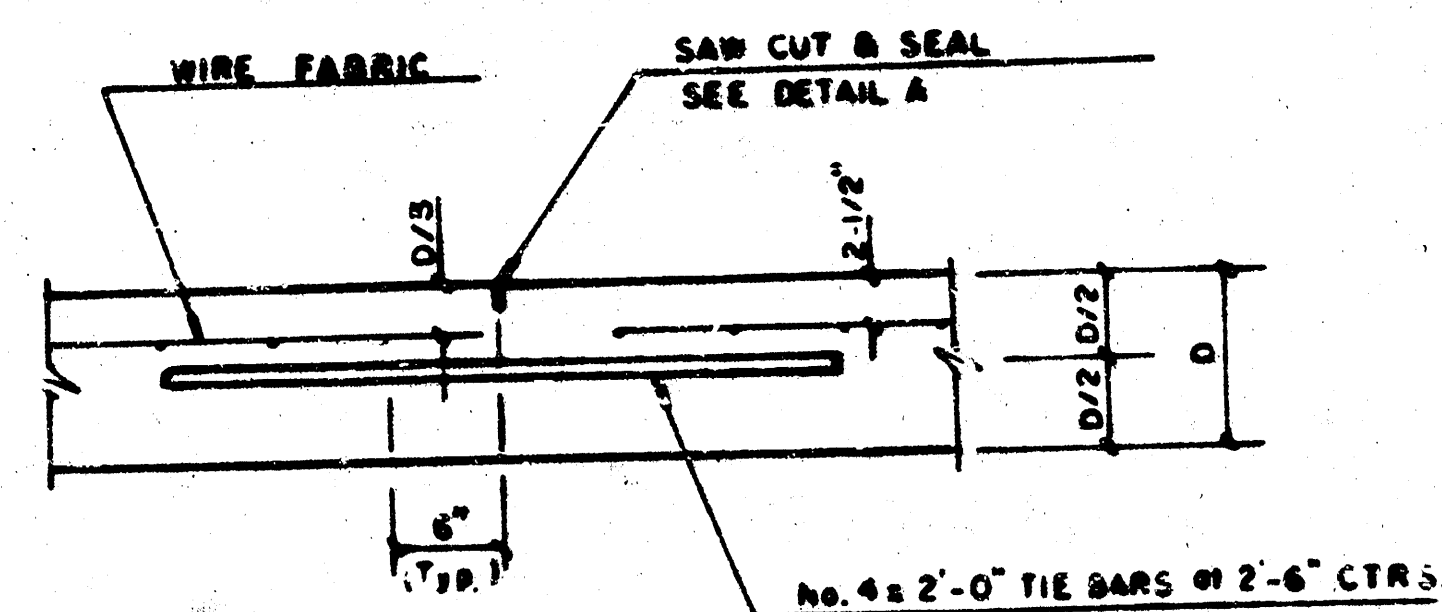
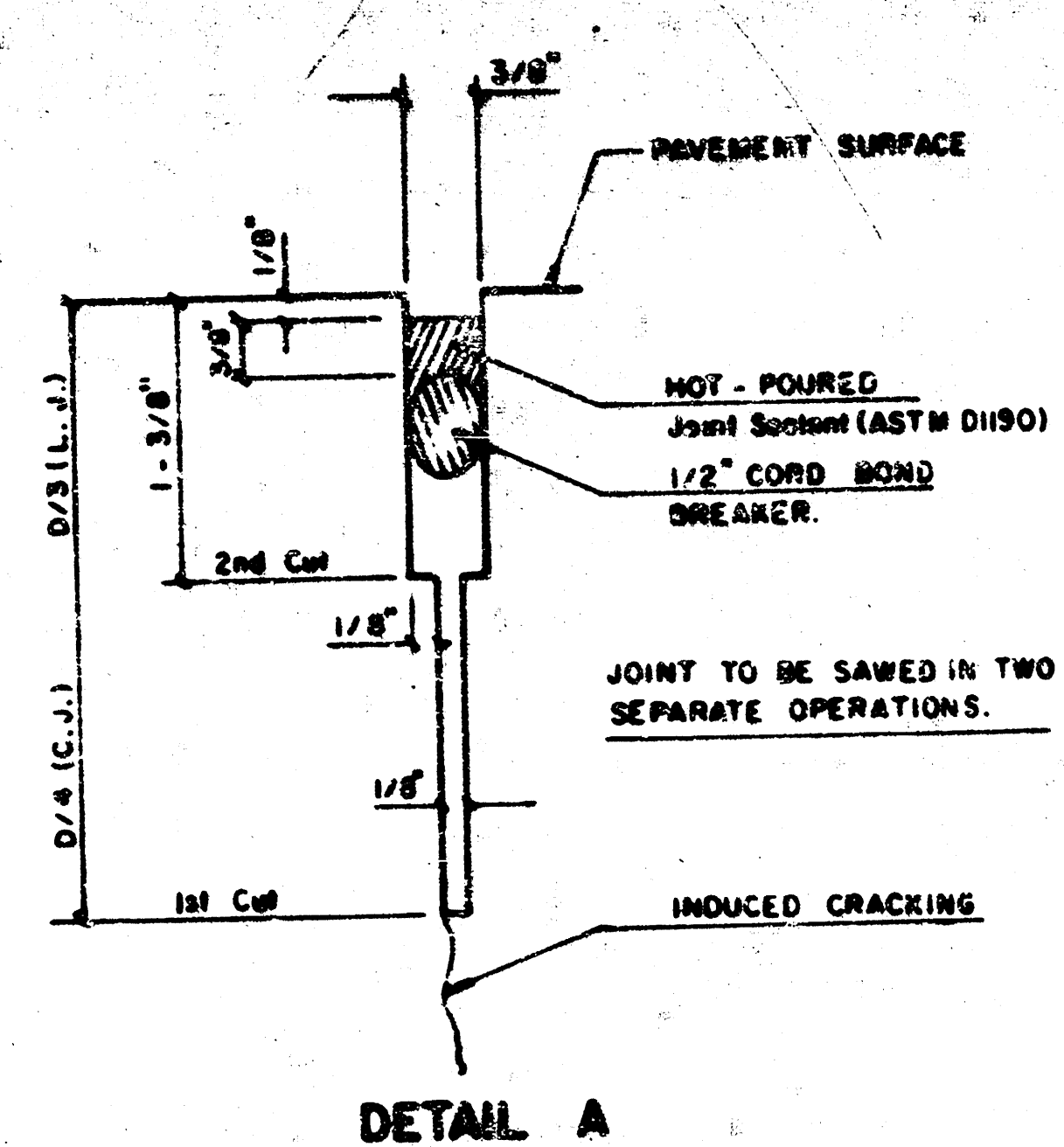
TYPICAL SECTIONS & PAVING DETAILS

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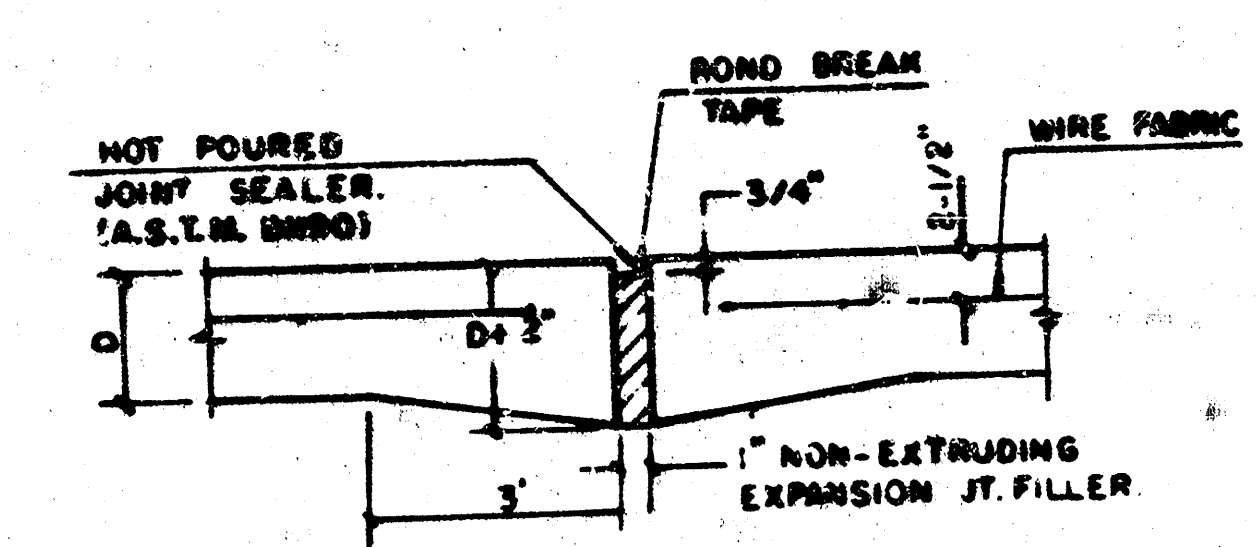
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Date	JUNE 199
Initials	

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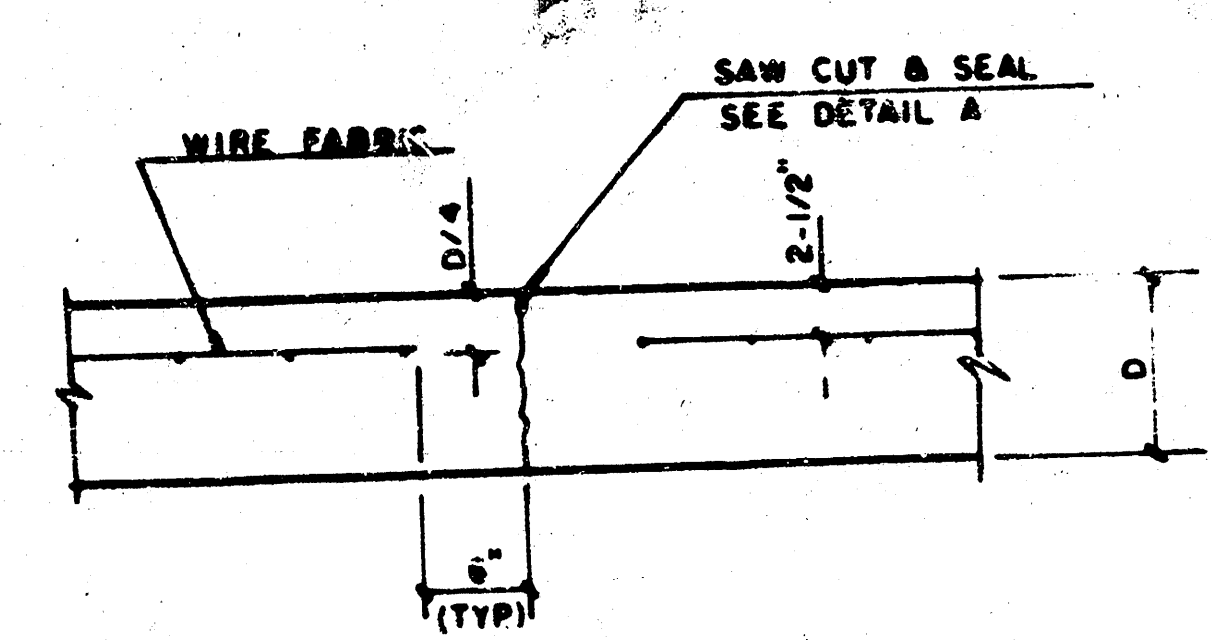
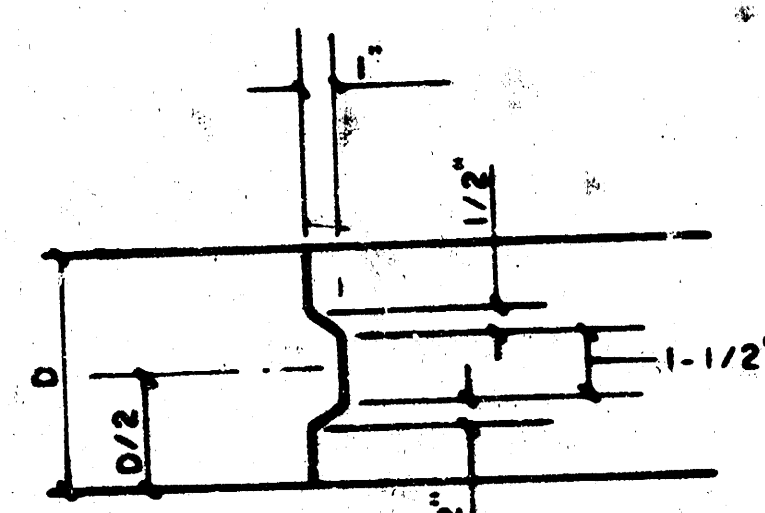
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NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



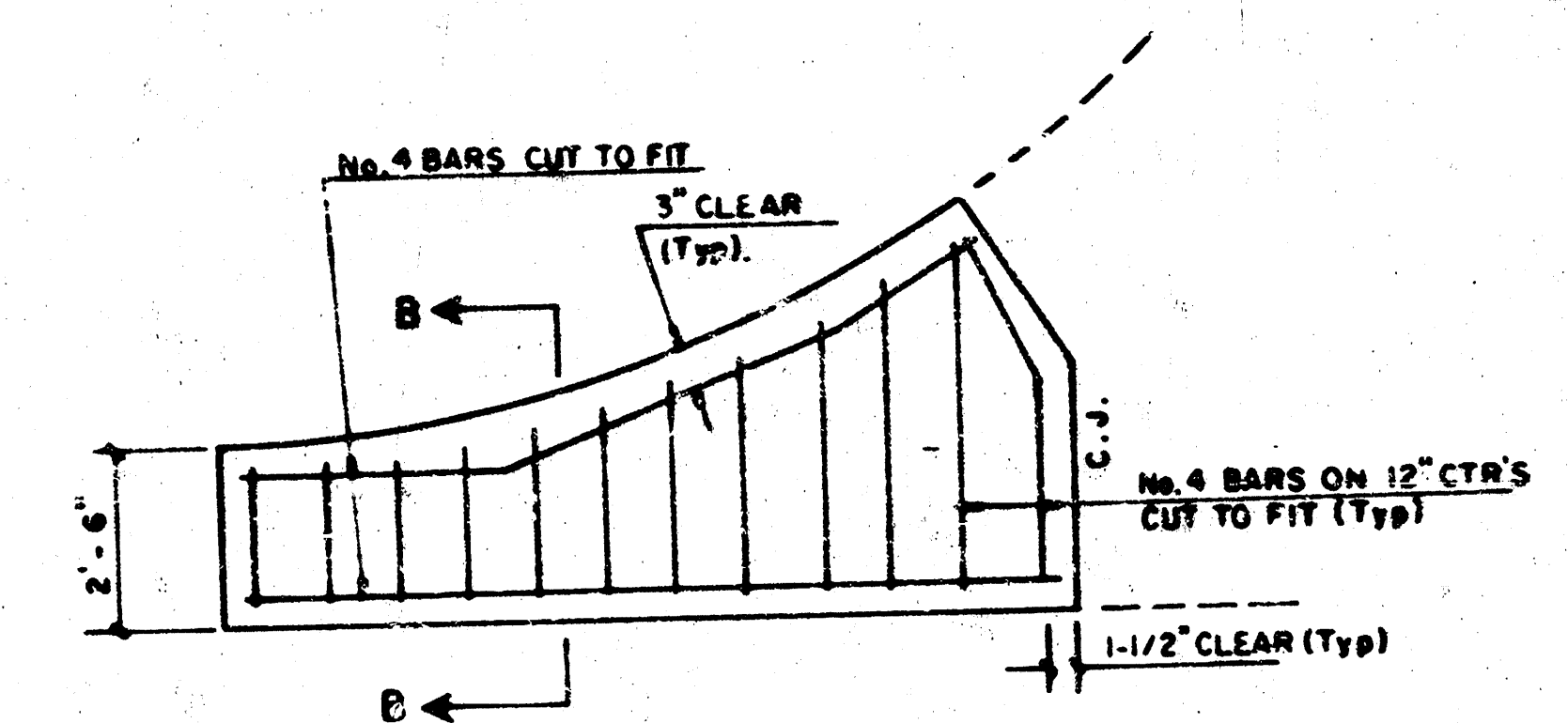
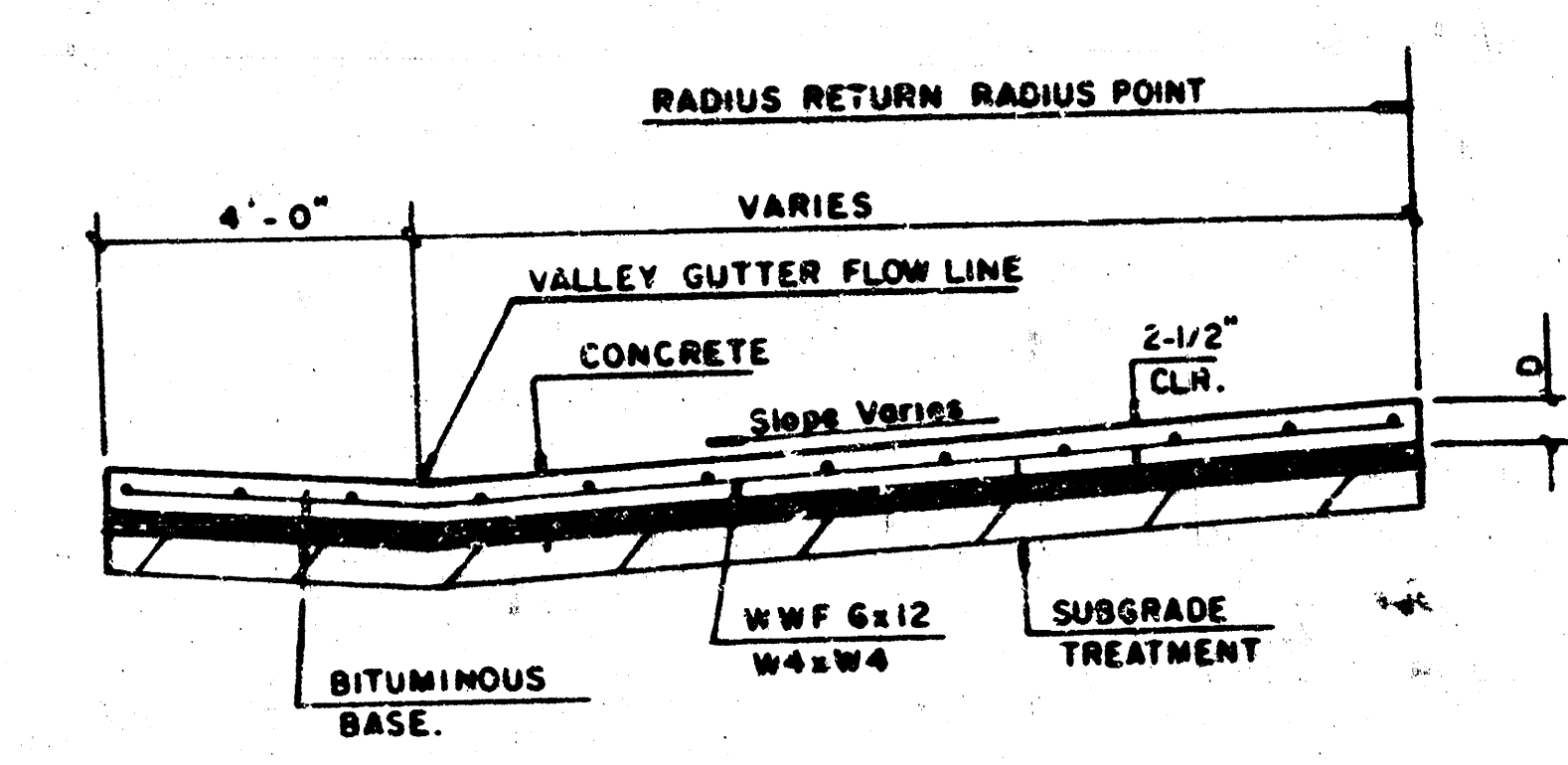
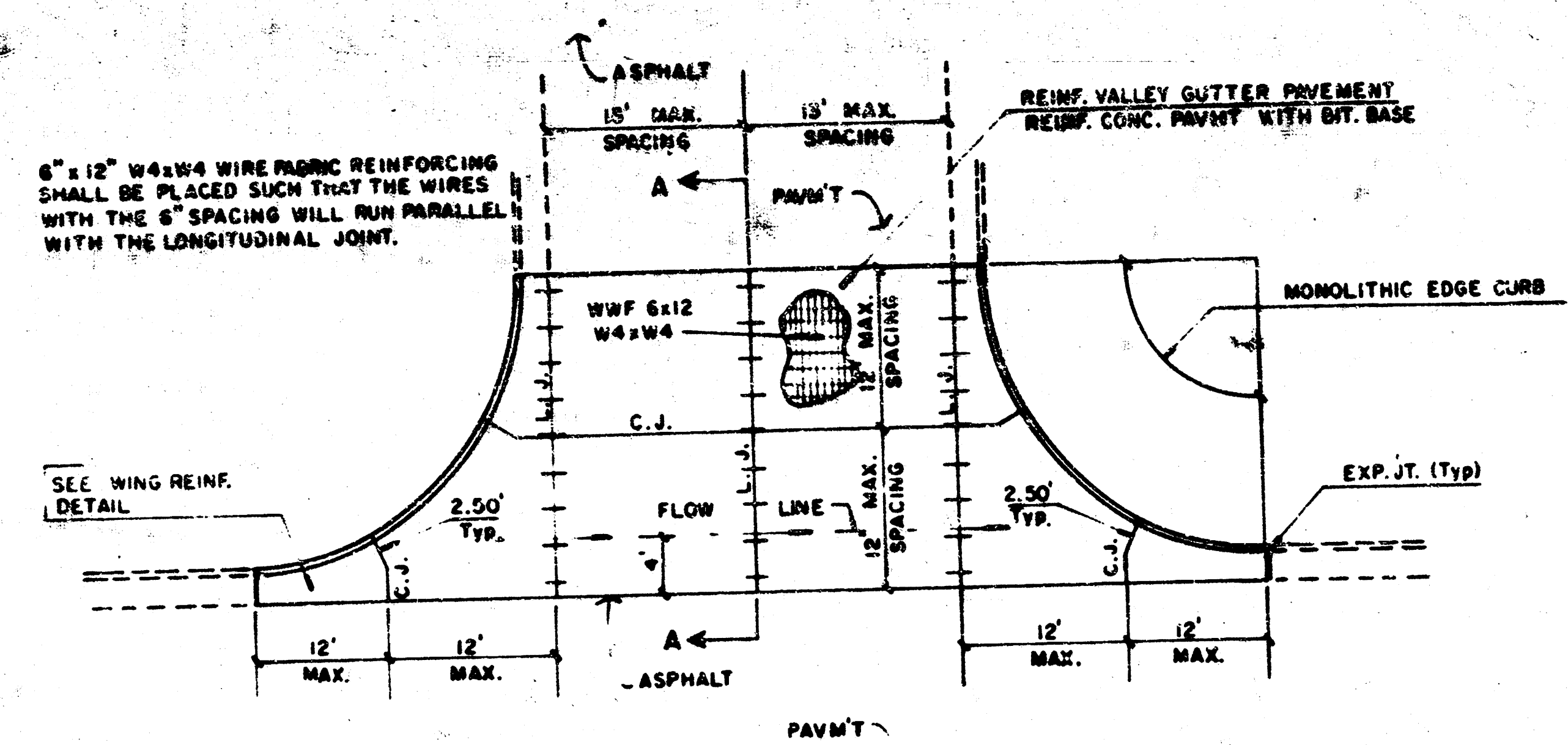
NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF 50 YDS PAVEMENT.



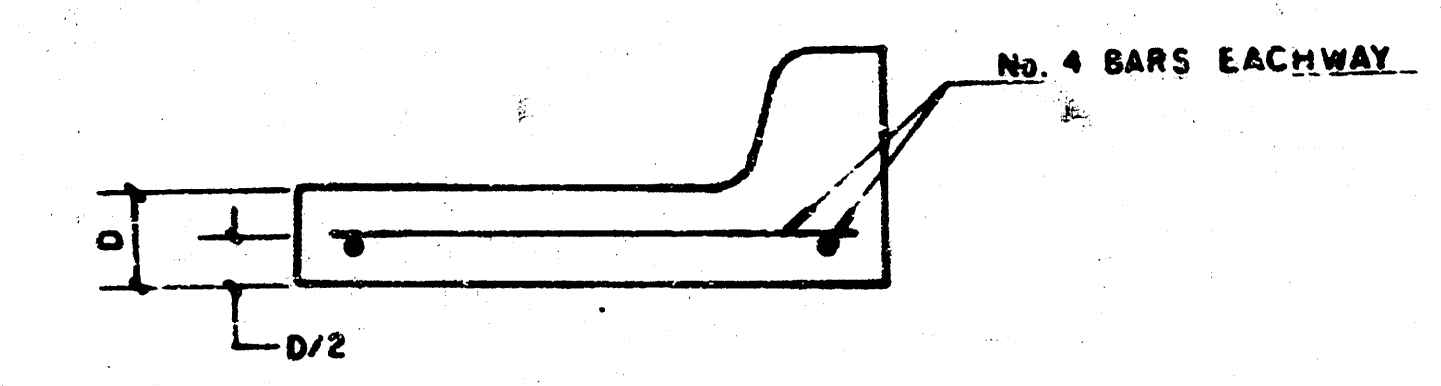
LEGEND

C.J. IDENTIFIES CONTRACTION JOINT

L.J. IDENTIFIES LONGITUDINAL JOINT



NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



PROJECT DESCRIPTION	
VALLEY GUTTER DETAILS	
PROJECT NUMBER	

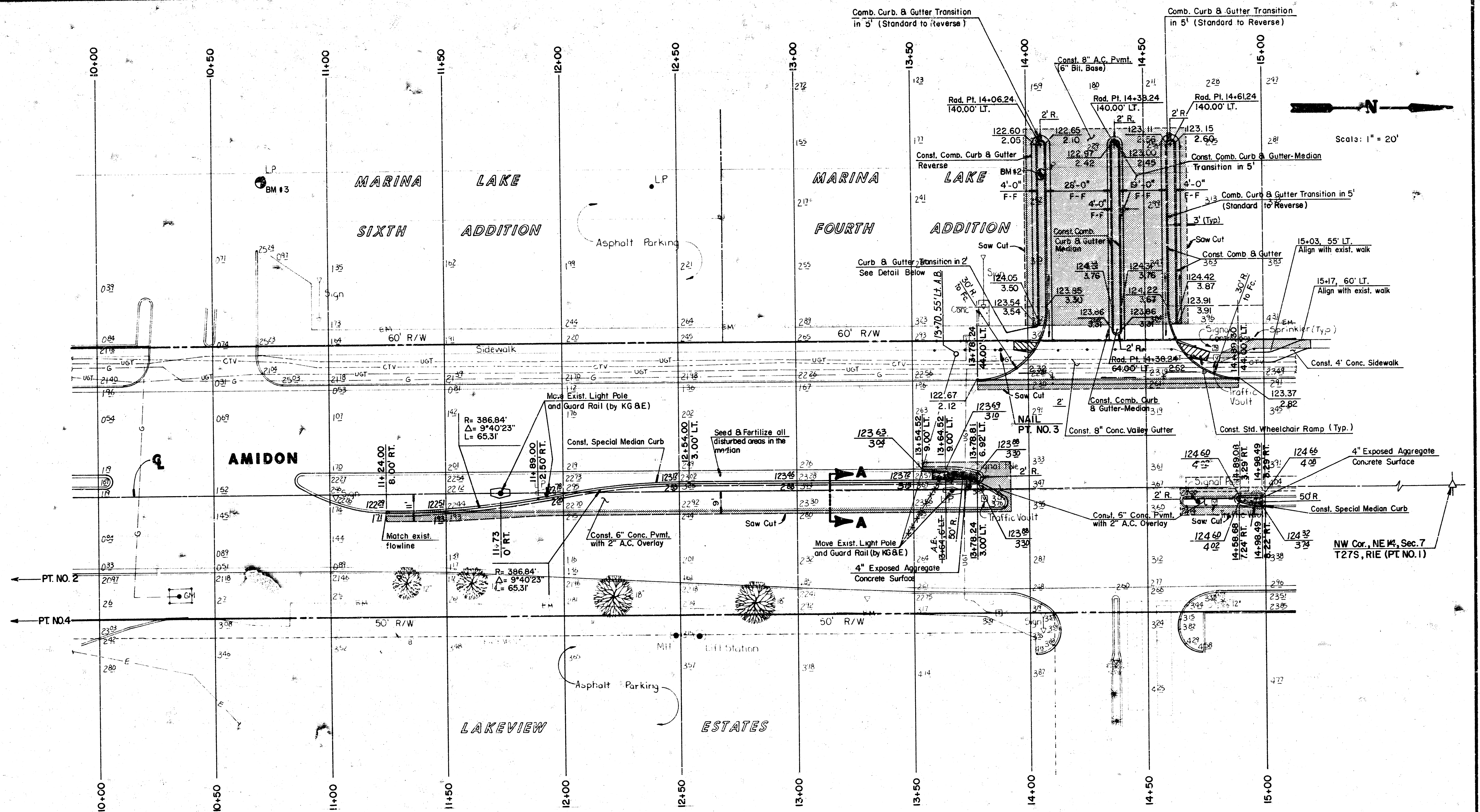
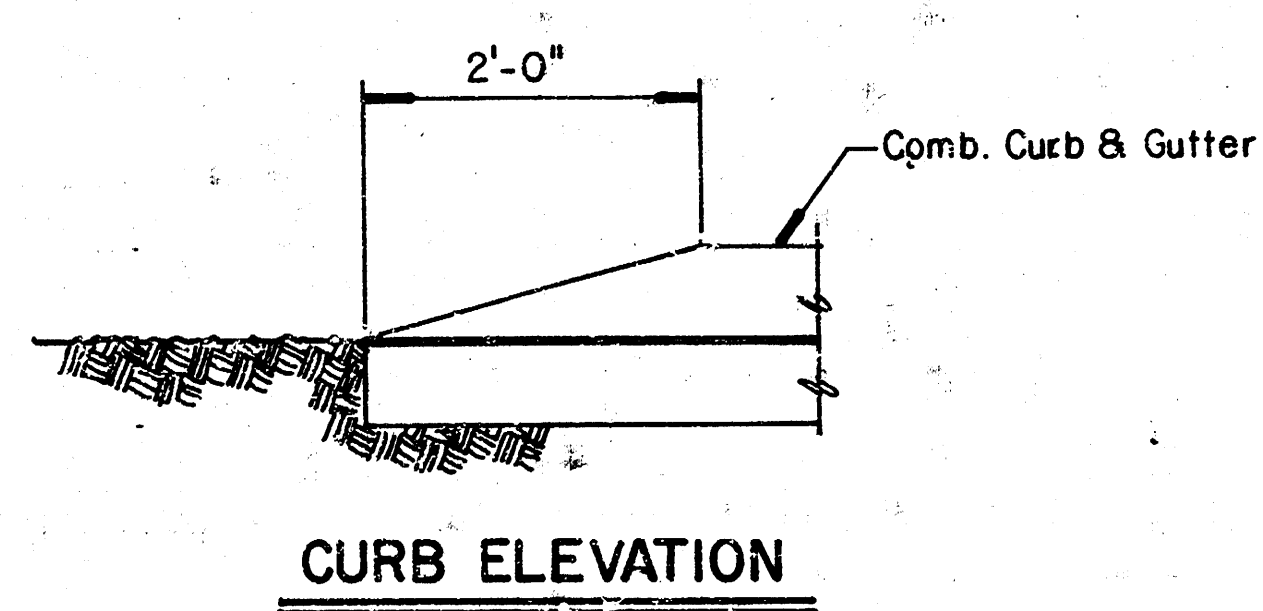


TABLE OF COORDINATES			
POINT #	NORTH COORD.	EAST COORD.	COMMENT
1	2000.0000	1000.0000	NW COR., NE 1/4, SEC 7, T27S, R1E
2	600.7585	1035.8083	NAIL, IN LINE OF SIGHT BETWEEN POINTS 1 AND 4.
3	1379.7906	943.5157	NAIL
4	46.1600	1050.0000	1/2\" PIPE, SW COR. LOT 1, TWIN LAKES OFFICE PARK.



LEGEND

Sidewalk Removal
 Pavement / Curb & Gutter Removal
 (To the nearest joint)

NOTE: All dimensions are to face of curb unless otherwise noted. (See Curb Details)



FALLEYS, INC.

**MAJOR ENTRANCE,
LEFT TURN LANE &
TRAFFIC SIGNALIZATION**

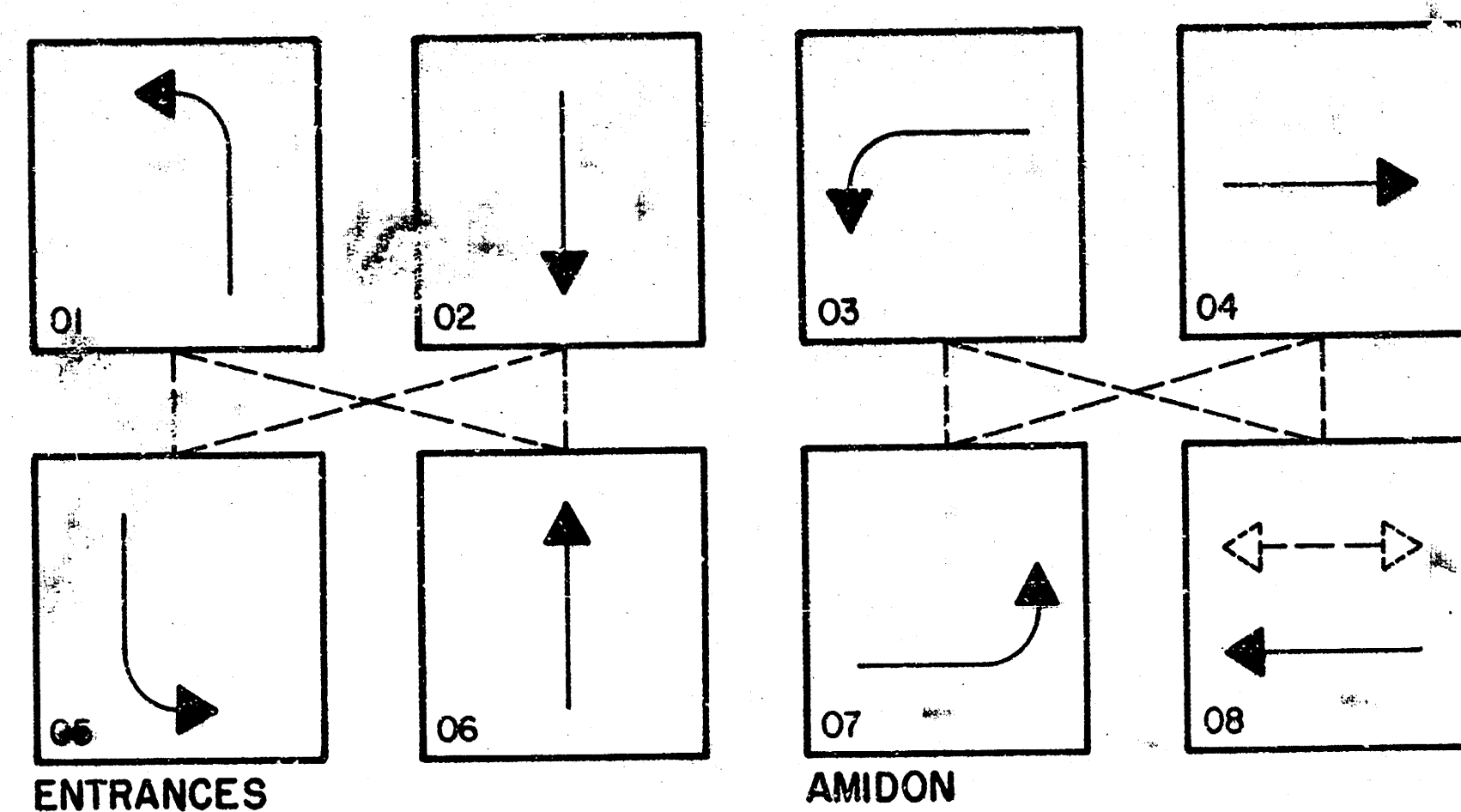
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 Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA
 3500 NORTH ROCK ROAD
 BUILDING #300
 WICHITA, KANSAS 67226

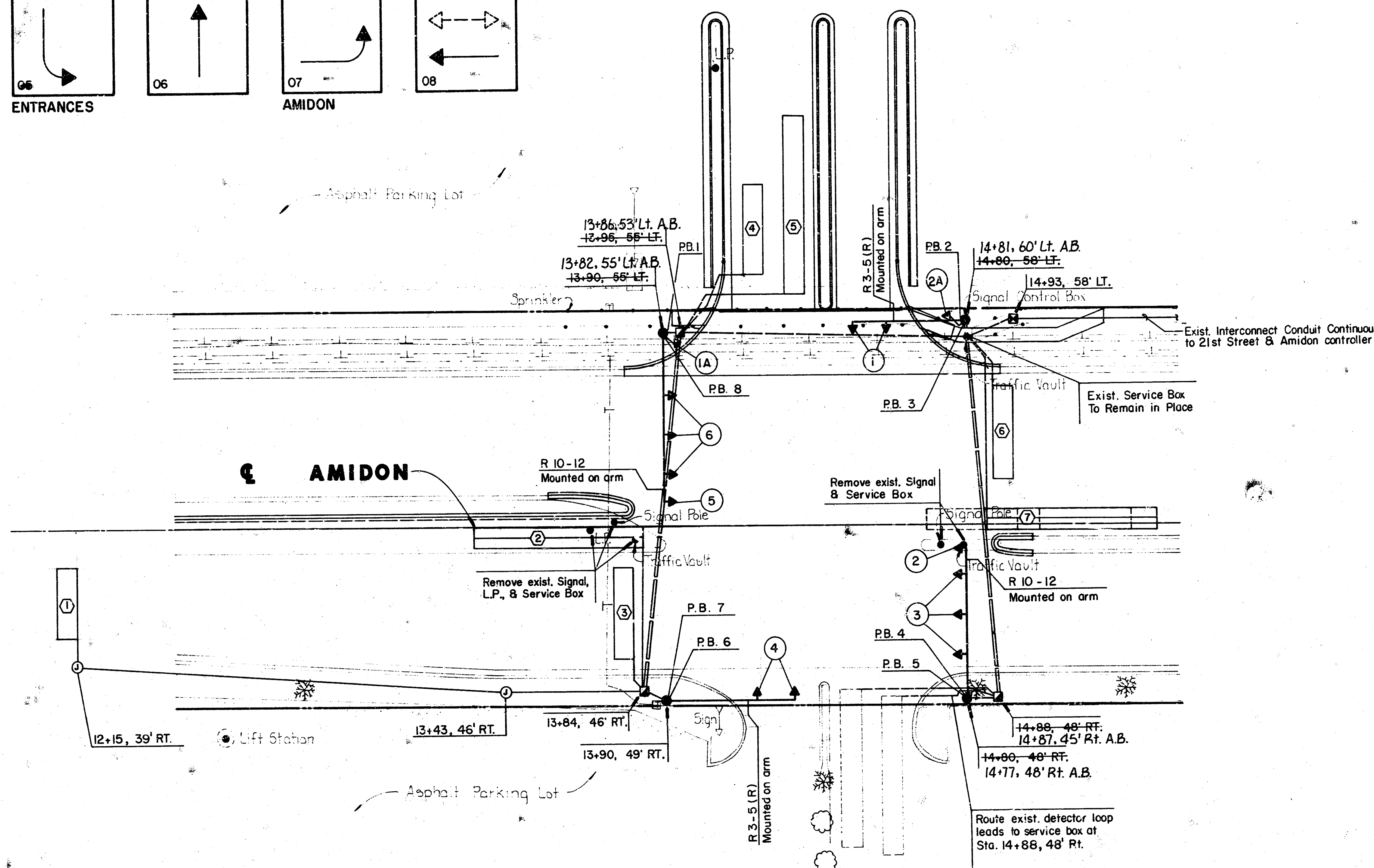
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SIGNAL PHASING



Scale: 1" = 20'



NOTES:

1. Dashed lines between signal phasing boxes indicate phases that may time concurrently.
2. Pedestrian intervals to occur only after push button actuation.
3. Once terminated, the left turn arrows (Phase 3 & 7) shall not be allowed to return during the through phases.
4. Conduit shall be jacked or bored if not installed before placing of new concrete pavement.
5. Placement of signal poles, service/junction boxes, conduit runs and controller are typical, and may be adjusted as directed by the engineer to facilitate installation.
6. The contractor shall contact all utility companies which may be affected by the installation of traffic signalization prior to any construction.
7. The existing signal controller box and interconnect conduit is to be moved from Sta. 14+80, 58' LT to Sta 14+93, 58' LT.
8. Signalization timing to be done by the City of Wichita, Traffic Engineering.

LEGEND

- STEEL TRAFFIC SIGNAL POLE (STD. POLE)
- TRAFFIC SIGNAL INDICATION
- TRAFFIC SIGNAL WITH BACKPLATE
- MAST ARM SUSPENDED TRAFFIC SIGNAL (LENGTH OF MAST ARM)
- SERVICE BOX
- JUNCTION BOX
- CONDUIT TRENCHED
- CONDUIT PUSHED
- CONTROLLER AND CABINET
- ⊗ SECONDARY SERVICE POINT
- ③ DETECTOR NUMBER
- VEHICLE DETECTOR LOOP
- P.B. PEDESTRIAN PUSHBUTTON
- PEDESTRIAN SIGNAL INDICATION

DETECTORS			
LOOP NO.	SIZES	NO. OF TURNS	MOVEMENT CALLED
1	20 x 6	4	4
2	6 x 50	2-4-2	7
3	26 x 6	4	4
4	6 x 25	4	2
5	6 x 50	4	2
6	25 x 6	4	8
7	6 x 50	2-4-2	3



FALLEYS, INC.

TRAFFIC
SIGNALIZATION

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226

636-5566

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DPR
Checked by
DCH
Date
JUNE 1991
Job no.

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BILL OF MATERIALS (For Information Only)		
ITEM	UNIT	APPROX. QUANT.
Traffic Signal Controller w/Cabinet as per Specifications-----	Each	Use Exist.
Concrete Base For Traffic Signal Controller (See Detail)-----	Each	1
Traffic Signal Pole (Std. Pole) w/Mast Arm (Steel) as per Specs.-----	Each	4
Concrete Base for Traffic Signal Pole (See Detail)-----	Each	4
Five Section Traffic Signal Head (388" & 2812") as per Specifications-----	Each	2
Three Section Traffic Signal Head (388") as per Specifications-----	Each	10
Two Section Traffic Signal Head (9" Pedestrian) as per Specs.-----	Each	2
Traffic Signal Head Mounting Bracket for Mast Arm Mount (Type I)-----	Each	12
Traffic Signal Head Mounting Bracket for Side of Pole Mount (Type B)-----	Each	2
Traffic Signal Lamp (135 W)-----	Each	34
Traffic Signal Lamp (60 W)-----	Each	10
Ped. Push Button, Sign & Mounting Hardware, "Wait for Walk Signal"-----	Each	2
Ped. Push Button, Sign & Mounting Hardware, "Wait for Green Light"-----	Each	6
Ground Rod and Clamp-----	Each	6
Meter Box-----	Each	1
Power Disconnect Box (40 Amp)-----	Each	1
Weather Head-----	Each	1
Multi-Conductor Cable 5/c #14 AWG-----	L.F.	200
Multi-Conductor Cable 7/c #14 AWG-----	L.F.	420
Power Supply Wire (Type U.S.E.) #8 AWG-----	L.F.	20
Ground Wire (Green) #8 AWG-----	L.F.	420
Loop Detector Wire (Type HHM) #14 AWG 1/C-----	L.F.	2660
Shielded Loop Detector Lead - In Cable #14 AWG 2/C-----	L.F.	2200
Service Box (See Detail and Summary)-----	Each	3
Junction Box (See Detail and Summary)-----	Each	2
Right Turn Arrow "Only" Sign (R3-5(R))-----	Each	2
"Left Turn Yield on G Solid Green Ball" Sign (R10-12)-----	Each	2
Mounting Hardware for "Left Turn Yield on G Solid Green Ball" Sign and Right Turn Arrow "Only"-----	Each	4
3" Conduit RGC-----	L.F.	320
2" Conduit RGC-----	L.F.	30
1 1/4" Conduit RGC-----	L.F.	170
3/4" Conduit RGC-----	L.F.	130
Note:		
The Contractor shall supply and install all necessary materials and equipment for the complete operation of the traffic signal whether specifically mentioned or not.		

TRAFFIC SIGNAL POLE SUMMARY									
POLE NO.	STATION	SIDE	TYPE	NO. OF ARMS	ARM NO.	LENGTH	# OF SIGNALS ON ARM	X 1 X 2	OTHER EQ'TP. ON ARM
1	13+90	LT	Z1	1	-	44'	4	8 11	\$
2	14+80	LT	Z1	1	-	34'	2	8 --	#
3	14+80	RT	Z1	1	-	42'	4	8 11	\$
4	13+90	RT	Z1	1	-	40'	2	8 --	#

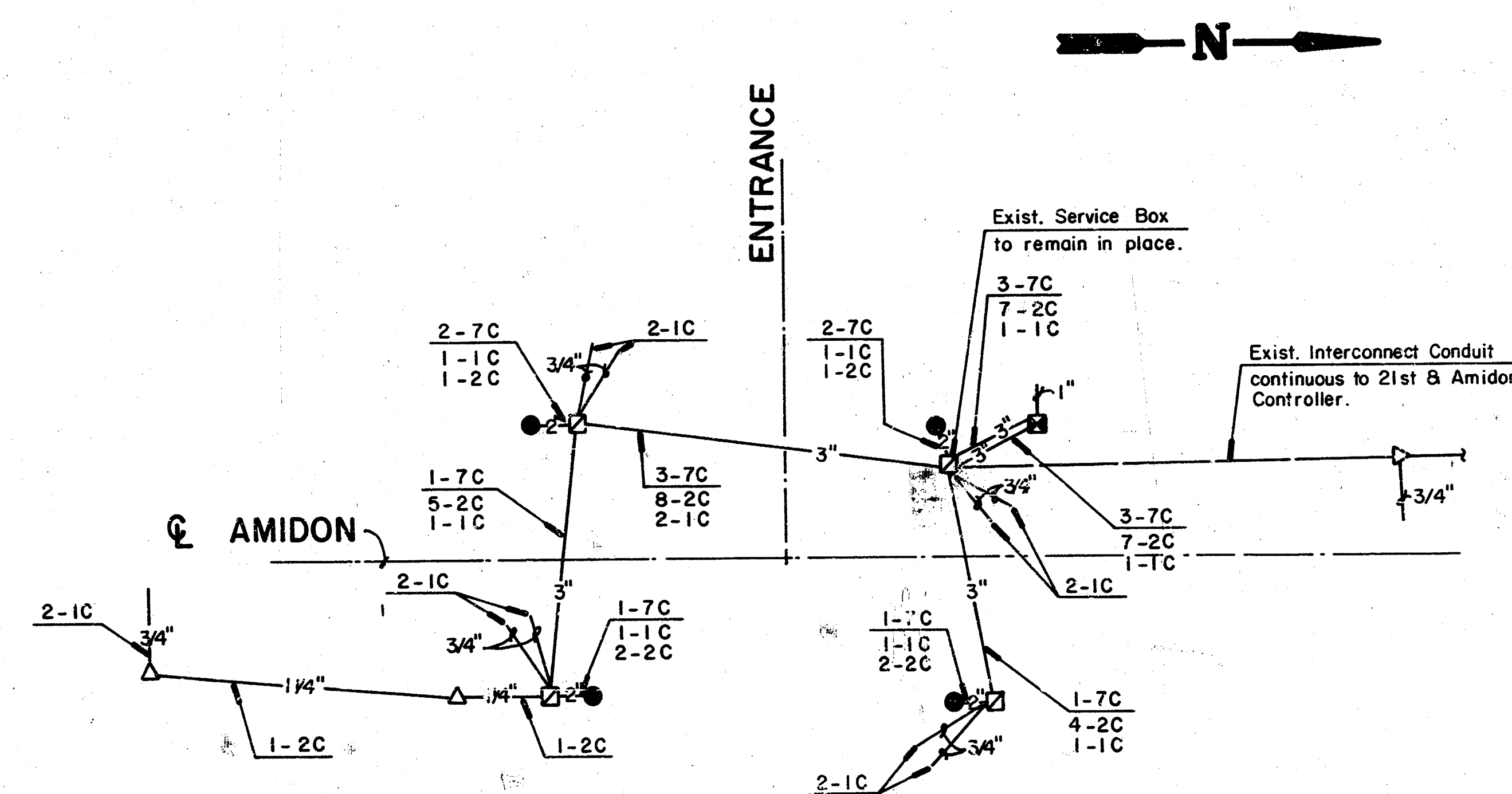
- Q Pedestrian Signal with Push Button
 \$ Protected Turn Signal (R10-12)
 Z1 Steel Pole with Mast Arm (Std. Pole)
 # R3-5(R) (Right Turn Arrow "Only")
 * Pedestrian Push Button

TRAFFIC SIGNAL HEAD SUMMARY				
SIGNAL NO.	TYPE	SIZE	MOUNTING BRACKET TYPE	QUANTITY
1	A	3 @ 12"	I	2
2	K	3 @ 8" 2 @ 12"	I	1
3	A	3 @ 12"	I	3
4	A	3 @ 12"	I	2
5	K	3 @ 8" 2 @ 12"	I	1
6	A	3 @ 12"	I	3
1A	L	9"	II	1
2A	L	9"	II	1

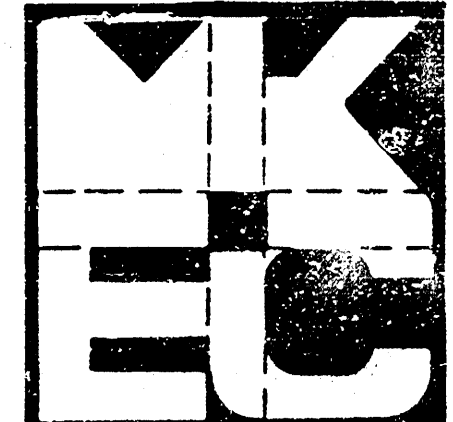
CONTROLLER DESCRIPTION

The existing Type 170 Controller and Cabinet shall be re-used on this project. The contractor shall furnish and install the following new equipment:

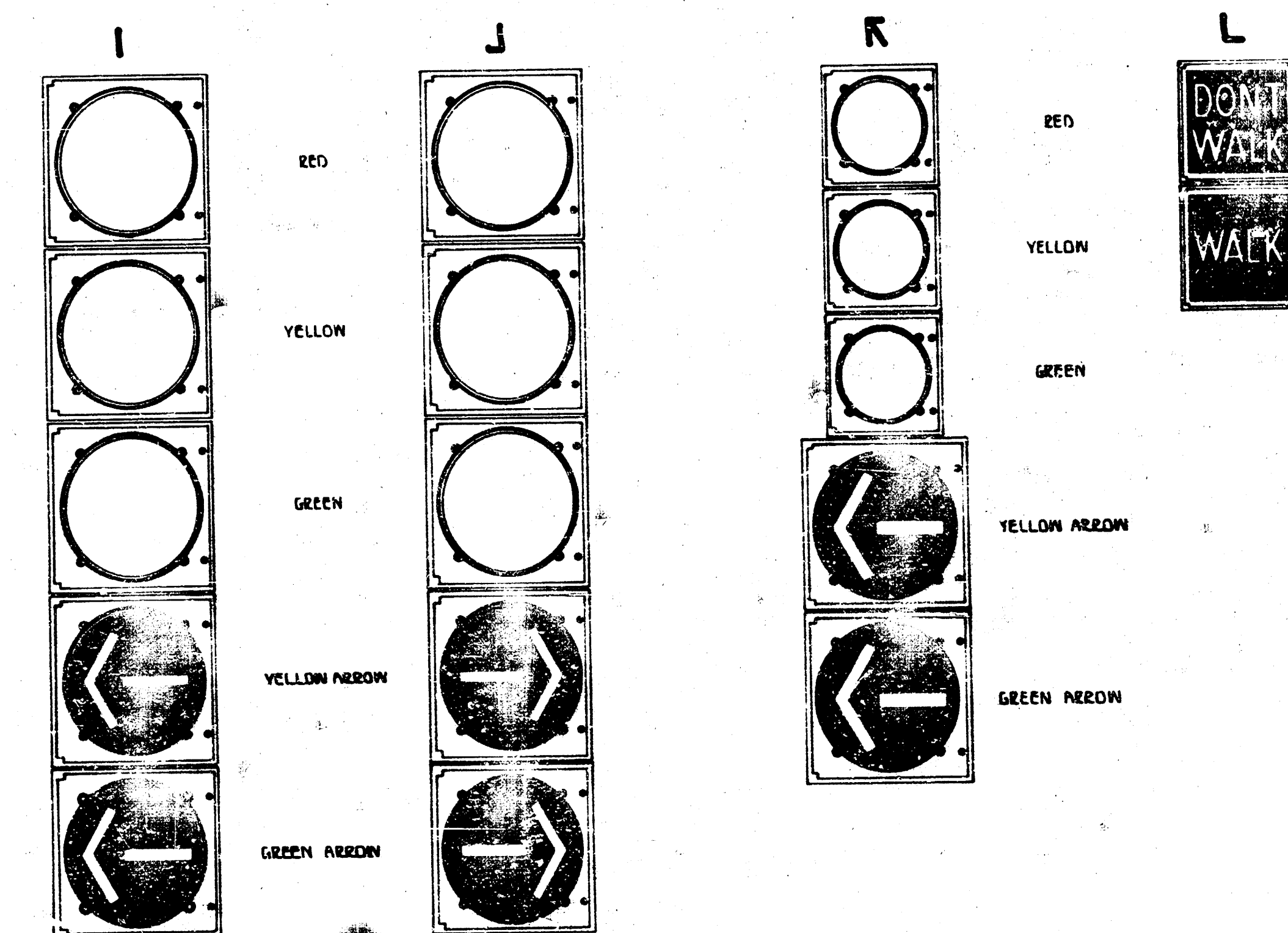
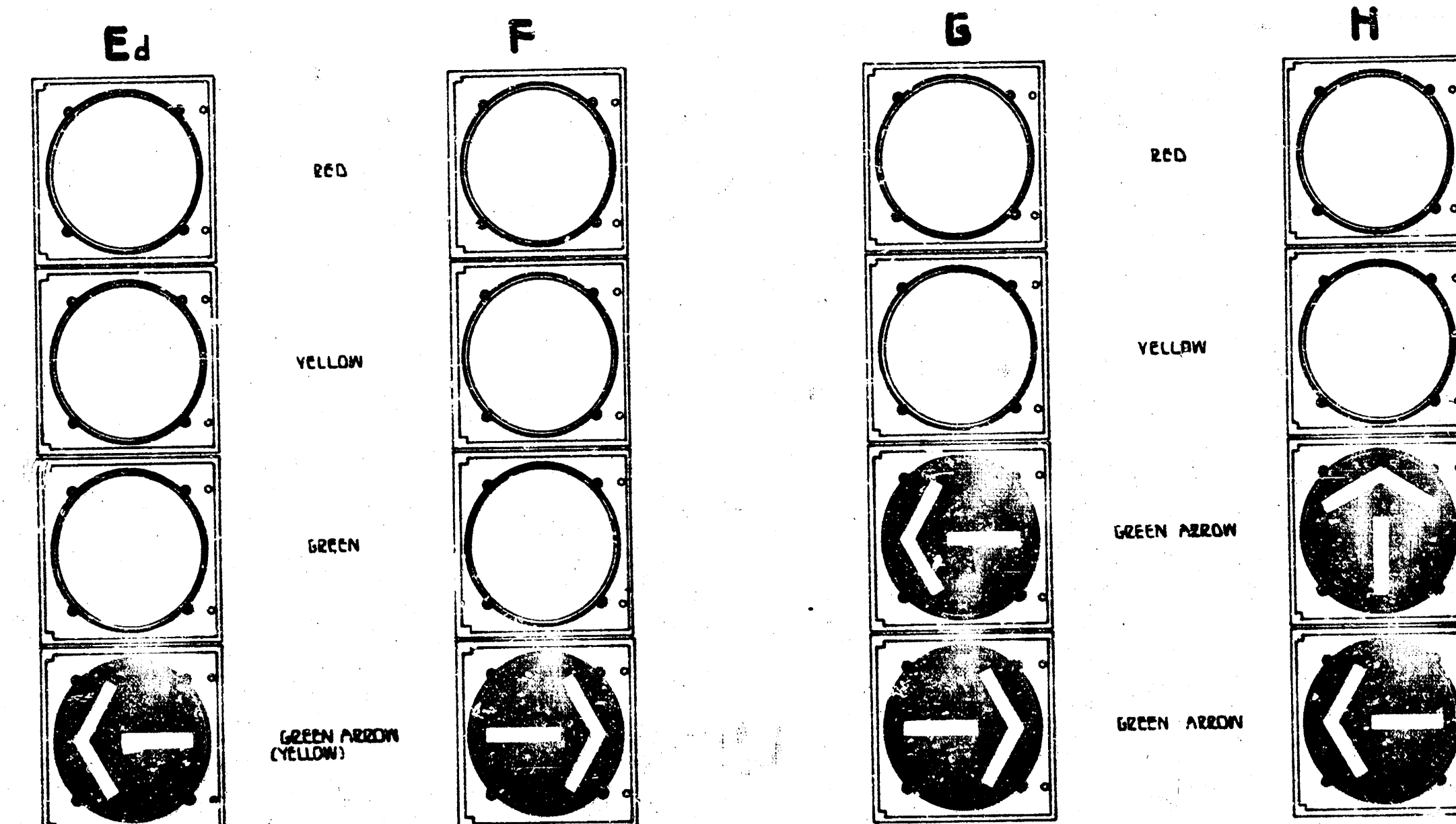
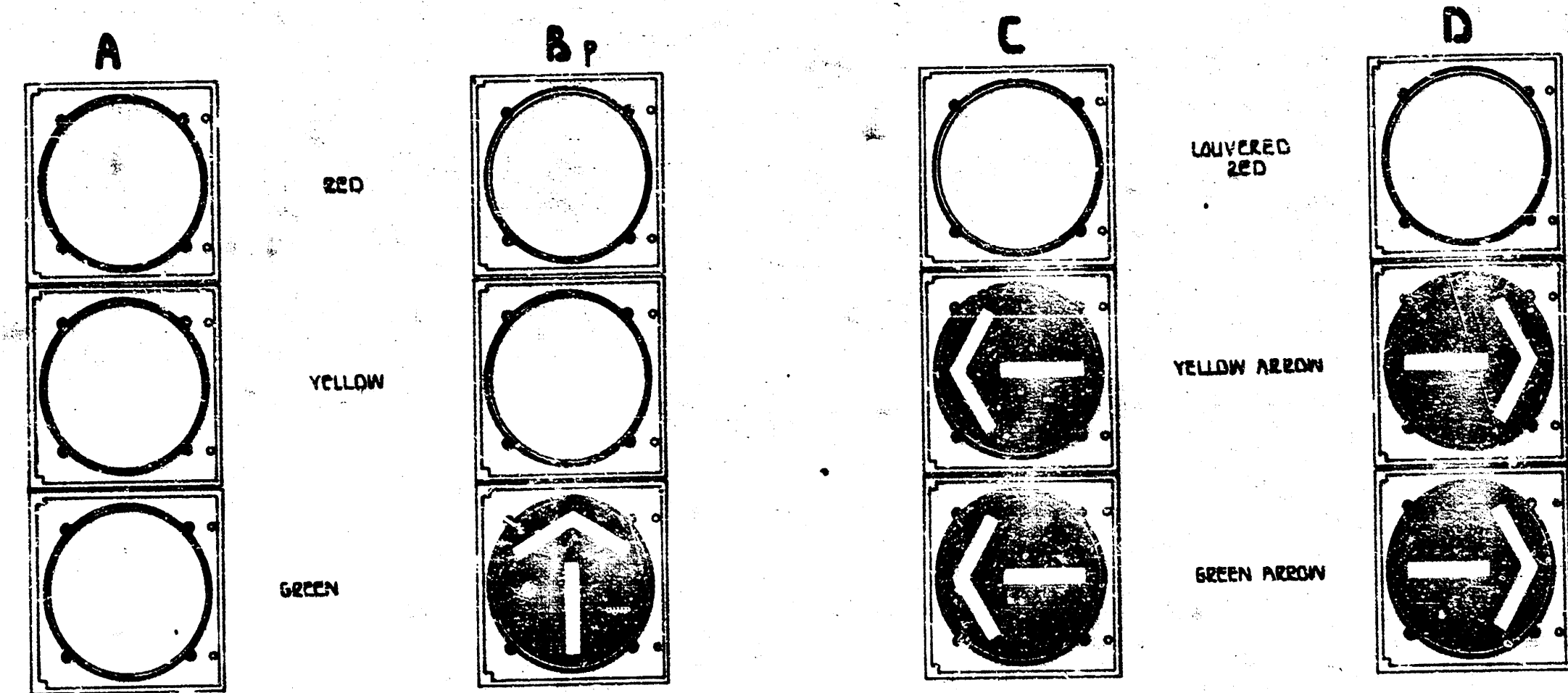
Model 210 Conflict Monitor	1 Required
Model 200 Switch Pack	6 Required
Model 204 Flasher	2 Required
Model 222 Loop Detector Sensor	10 Required
Model 242 Isolator Unit	2 Required



CONDUIT & WIRING DIAGRAM

	FALLEYS, INC.	Design MDK Drawn by DPR Checked by DCH Date JULY 1991 Job no.
	TRAFFIC SIGNAL SUMMARY	Sheet 6 of 13
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		636-5566

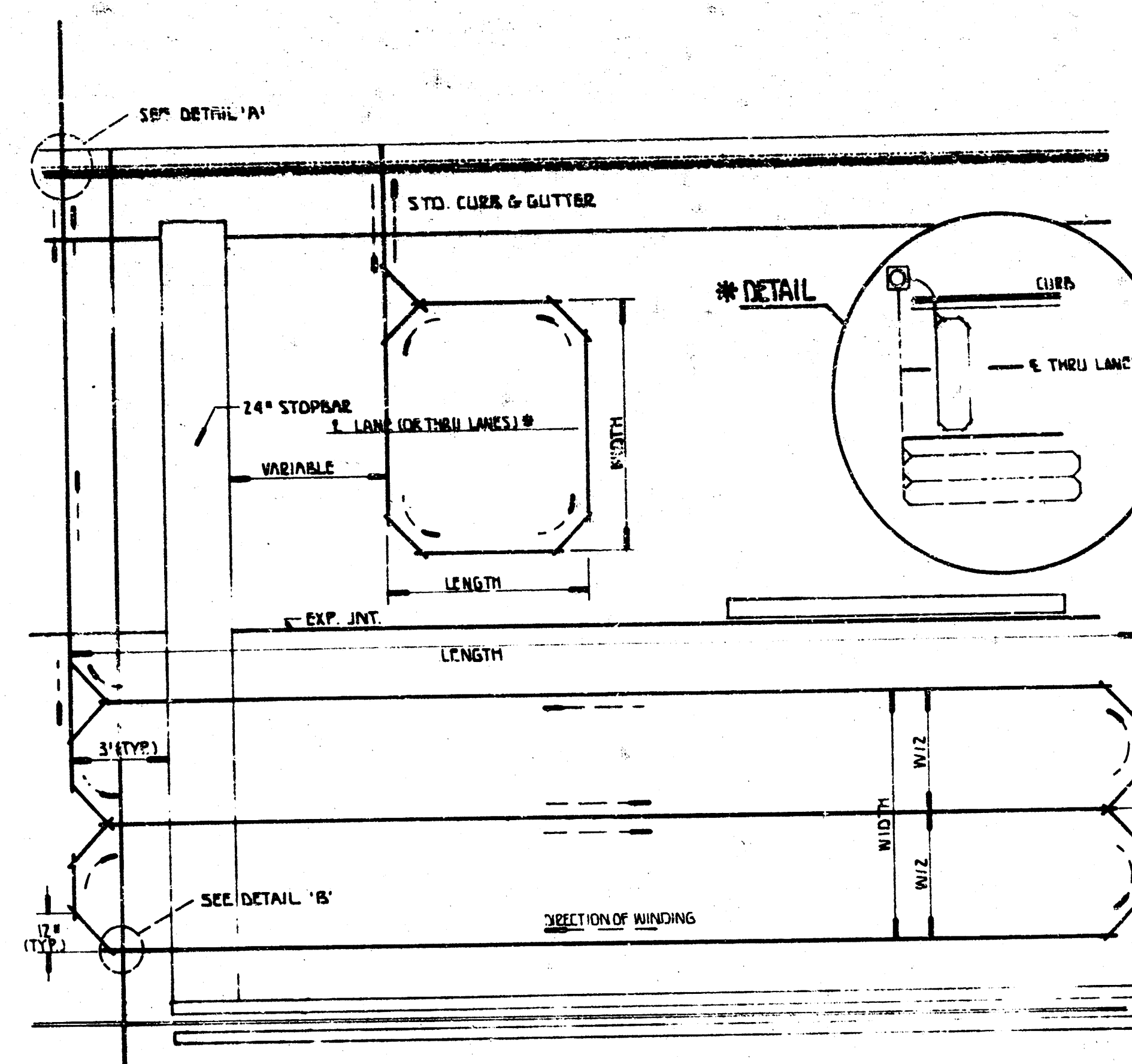




SIGNAL FACE ARRANGEMENT

SIGNAL 'B' IS PROGRAMMED TYPE (P).
SIGNAL 'E' IS DUAL-MODE GREEN/YELLOW ARROW SECTION TYPE (d).
SIGNAL 'K' IS TYPICAL S-SECTION ARRANGEMENT USED BY C.O.W.
(8" S-SECT. w/ 12" ARROWS.)

LOOP CONSTRUCTION/INSTALLATION DETAILS

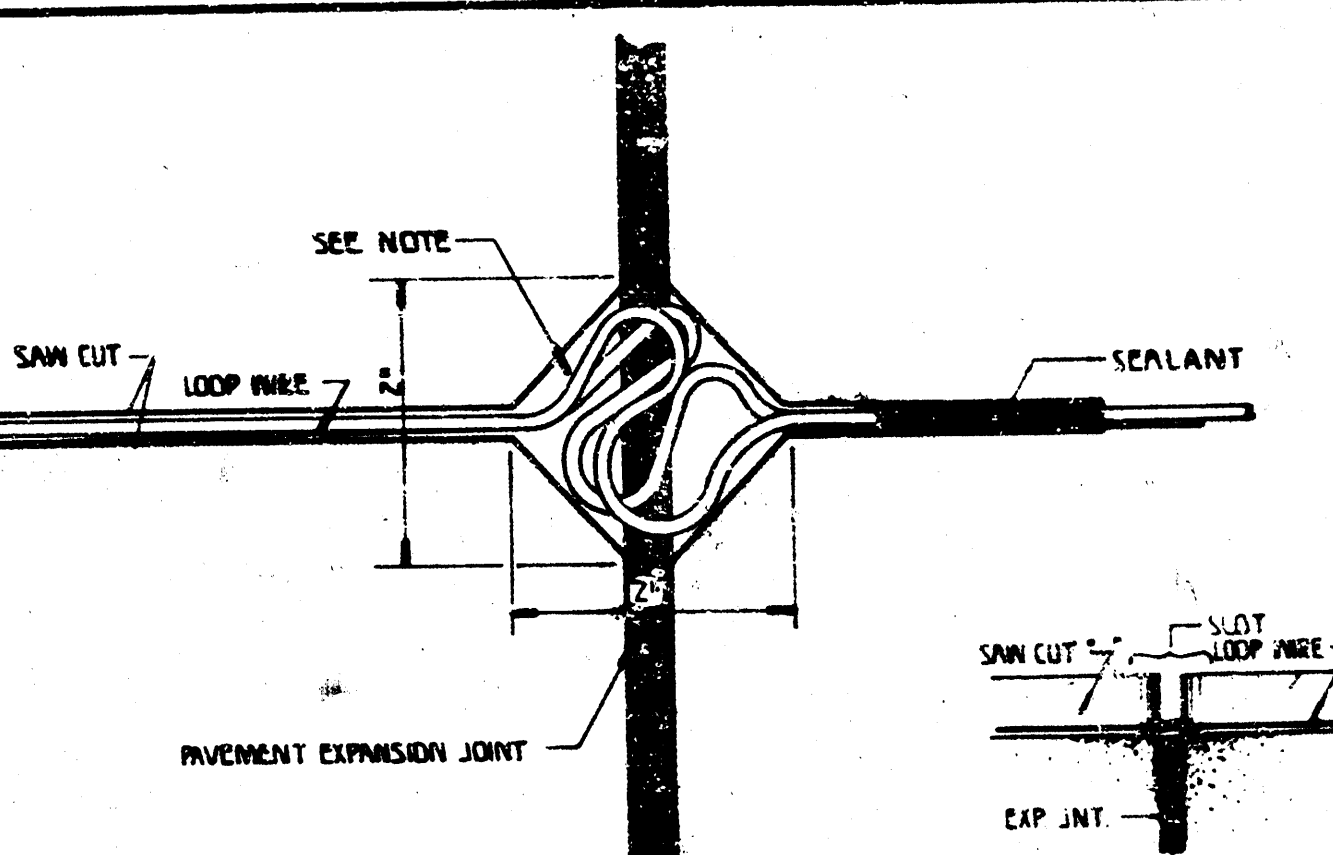
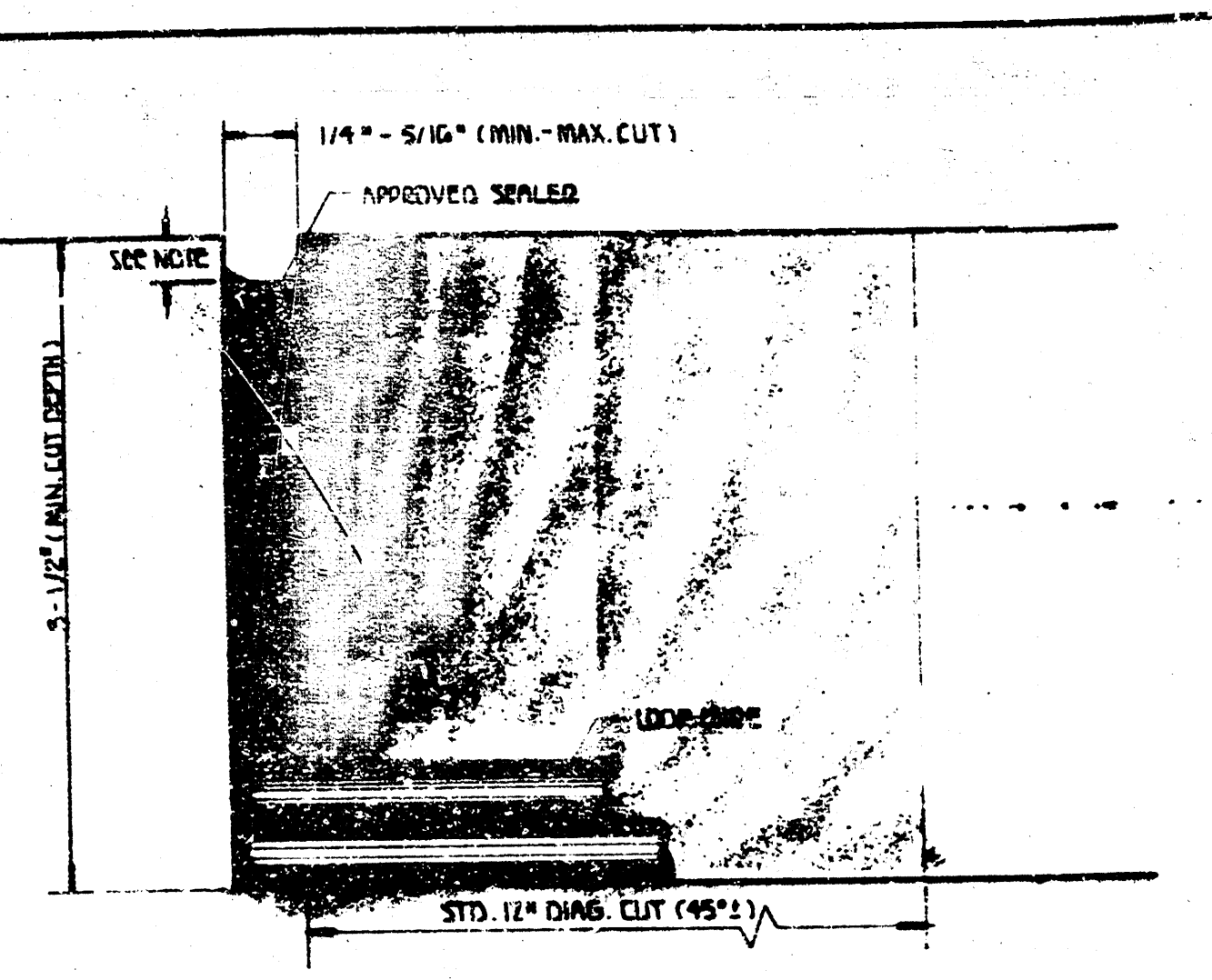


DETAIL 'C'

1. ALL LOOPS TO BE WOUND IN THE SAME DIRECTION. THE LOOP WIRE BETWEEN THE LOOP AND THE JUNCTION BOX SHALL BE TWISTED 2 TURNS PER FOOT.
2. LOOP SLOT TO BE FILLED TO WITHIN 1/8" OF PAVEMENT SURFACE WITH SEALANT.

DETAIL 'B'

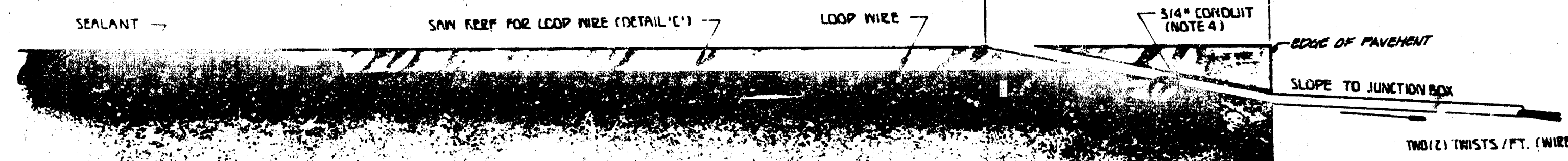
1. THE AREA REMOVED SHALL BE TO THE SAME DEPTH AS THE LOOP OR LEAD-IN WIRE AND SHALL BE SEALED IN THE SAME MANNER.
2. THE LOOP WIRE SHALL HAVE 2" SLACK TO ALLOW FOR EXPANSION/CONTRACTION OF PAVEMENT. SHOWN IN SLOT TREATMENT IS TYPICAL FOR ALL INTERSECTIONS OF PAVEMENT JOINTS AND LOOP WIRE RUNS.



NOTES

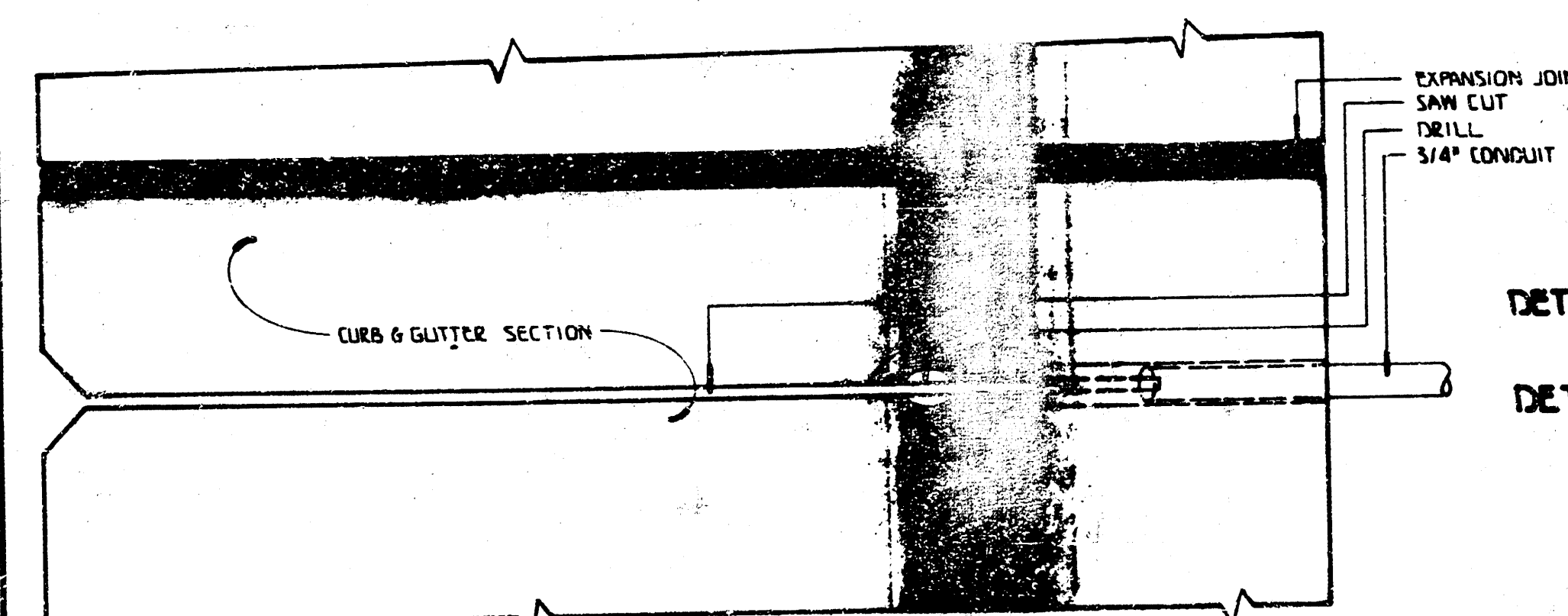
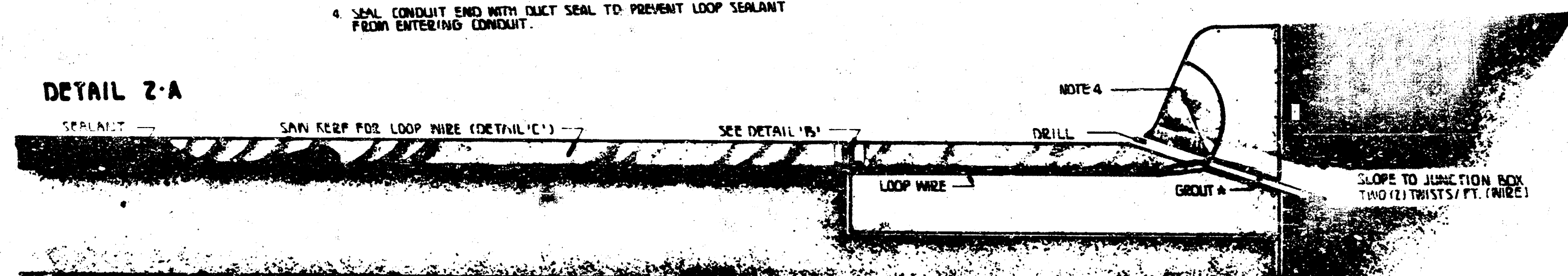
1. LOOP FEEDER CONDUIT THROUGH CURB SHALL BE MINIMUM 12" FROM ANY OTHER LOOP FEEDER CONDUIT THROUGH CURB.
2. SAW CUT RUNNING PARALLEL WITH EXPANSION JOINT OR ANY OTHER SAW CUT SHALL BE MINIMUM 12" APART.
3. a. Loops - 25' or less - 4 turns
b. Loops - over 25' - 3 turns
c. Quad Loops - 2-4-2 turns

DETAIL 1-A



1. SAW CONDUIT TO BE INSTALLED INTO PAVEMENT 3/8" DOWN FROM SURFACE OF PAVEMENT.
2. THE CONDUIT (SAP) SHALL SLOPE DOWNWARD FROM BACK OF CURB (OR EDGE OF PAVEMENT) INTO THE JUNCTION BOX. SEE DETAIL 1B FOR SERVICE JUNCTION BOX CONSTRUCTION/INSTALLATION FOR WORK-UP DETAILS.
3. NO EXPANSION JOINT IN THE PAVEMENT OR CURB & GUTTER SHALL BE UTILIZED IN THE PLACEMENT OF LOOP WIRE RUNS OR CONDUIT. EXPANSION JOINT SHALL BE LOCATED IN ANY PART OF ANY DRIVE APPROACH AND/OR LOANER ROAD.
4. SEAL CONDUIT END WITH DUCT SEAL TO PREVENT LOOP SEALANT FROM ENTERING CONDUIT.

DETAIL 2-A



DETAIL 1A: ASPHALT MAT PAVEMENT (NO C & G)

DETAIL 2-A: ASPH. OR CONC. PAVEMENT (FULL C & G)

REV. DATE	COMMENTS	BY
01/01/01	ISSUED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS
01/01/01	REVISED FOR BIDDING	WJS

PROJECT DESCRIPTION

SIGNAL FACE ARRANGEMENT / LOOP DETECTOR CONSTRUCTION AND INSTALLATION DETAILS

PROJECT NUMBER

8

WORK NO. 13

APPROVED BY

DATE

REVIS

CITY OF NICHITA

DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING

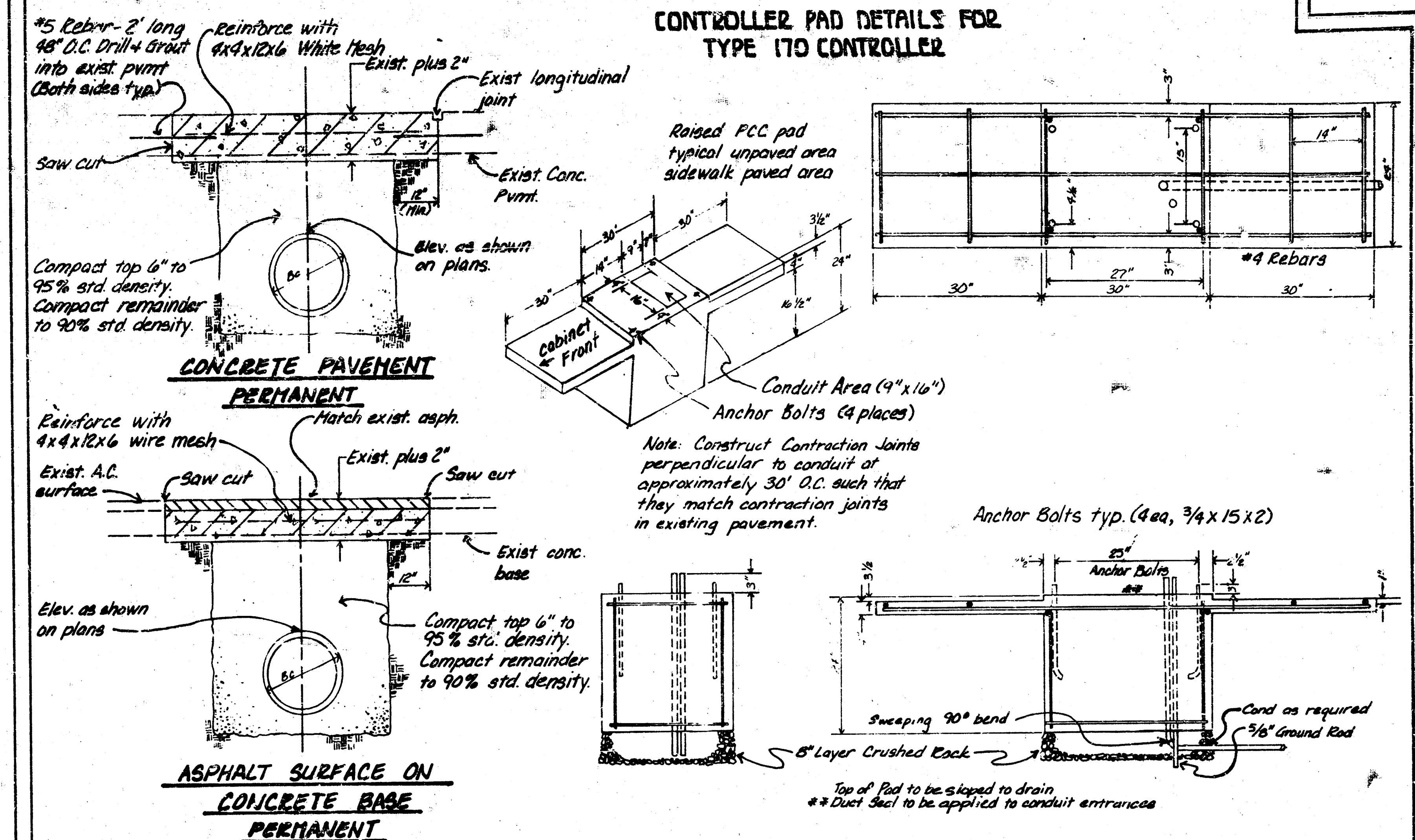
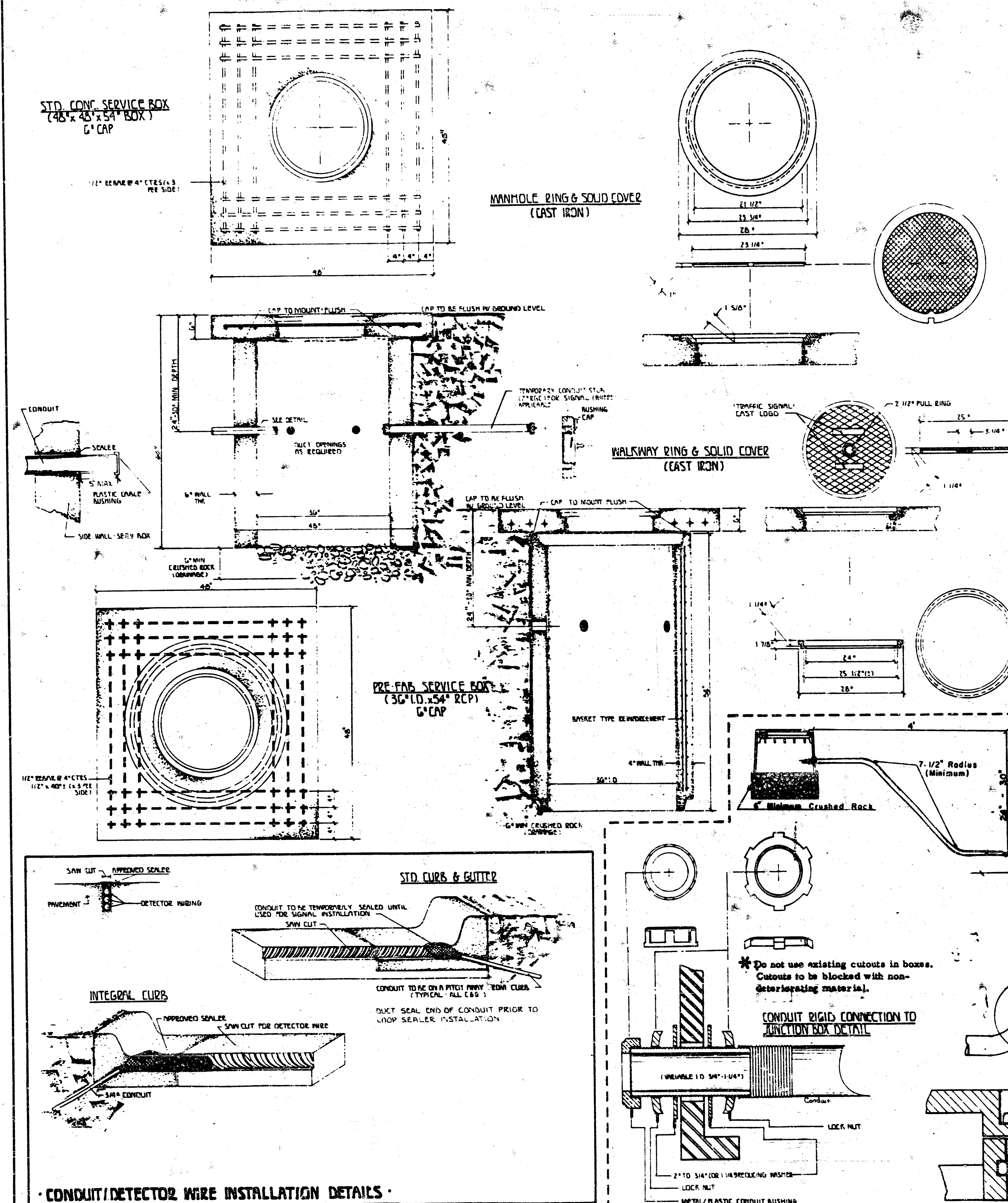
WJS G. MEYERLY

TRAFFIC ENGINEER

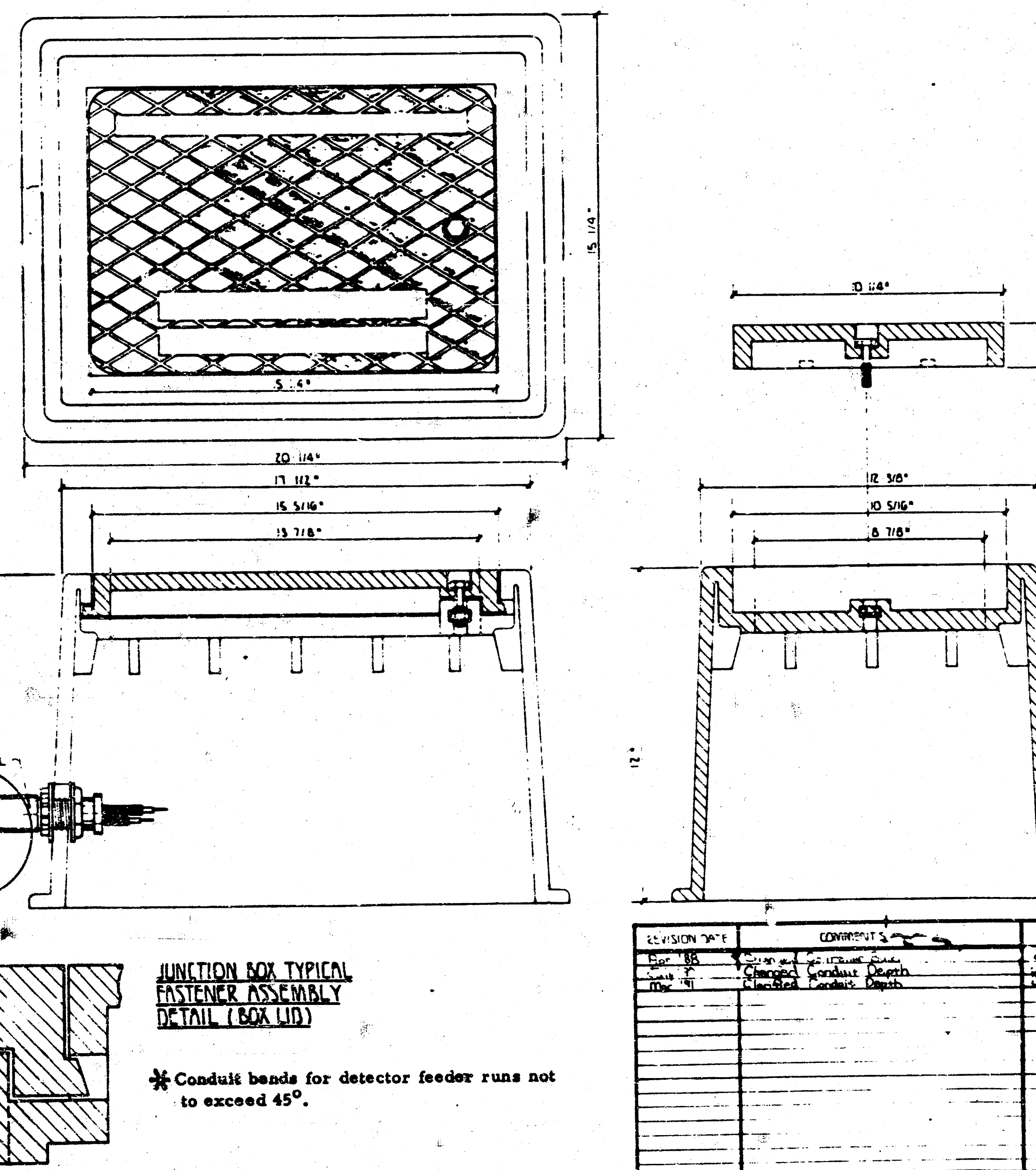
SCALE

DO NOT SCALE FOR INFORMATION ONLY.

SERVICE BOX CONSTRUCTION / INSTALLATION DETAILS



JUNCTION BOX DETAILS



- NOTES:** * All Service Boxes and Junction Boxes Do Have 6\"/>

SERVICE BOX:

 1. CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5\"/>

JUNCTION BOX:

 1. BOX TO BE INSTALLED FLUSH WITH GROUND LEVEL (VARIABLE WITH BOX HEIGHT.)
 2. A.B.S.(PLASTIC) JUNCTION BOX TO BE USED. OTHER DESIGNS OF SIMILAR SIZE & SHAPE MAY BE USED AS ACCEPTABLE ALTERNATIVE - SUBJECT TO APPROVAL.

TRENCHING:

 1. CONDUIT DEPTH TO BE 30\"/>

PROJECT DESCRIPTION
SERVICE / JUNCTION BOX / CONTROLLER PAD
CONSTRUCTION / INSTALLATION DETAILS

PROJECT NUMBER 9 13

BOOK NO. _____ DATE AUG 83

DRAWN BY SEAL APPROVED BY _____

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING DIVISION
WM G WHINLEY TRAFFIC ENGINEER

SCALE
NO SCALE

1. DROP MAX. AT 5% OF SPAN. (% SAG)
2. STD. BAKE AT 3%
3. HEIGHT OF STRAIN WIRE HOOK-UP TO BE DETERMINED BY FIELD ENGINEER
TRAFFIC SIGNAL CABLE TO BE SECURED TO STRAIN (SPAN) WIRE W/ NON-CORR. NYLON CABLE HANGERS (1/2" CTS.) DETAIL 'B'
4. TETHER CLAMP TO BE DESIGNED TO RELEASE UNDER 'HIGH WIND LOAD' TO PERMIT SIGNAL 'FREE-SWING'.
5. CONTRACTOR TO GIVE 24 HR. NOTICE TO ENGINEER PRIOR TO POULING ANY SIGNAL BASE OR CONTROLLER PAD.

[illegible][illegible]

BLACK, WEATHERABLE NYLON TIE
WRAP CABLE TIES (CLIP EXCESS STAMP)

SIG. STRAIN ROPE
CABLE SADDLE CLAMP
MULTI-CONDUCTOR SIGNAL CABLE
RIDE DISTANCE / BALANCE ADJUST
CIRCUIT - QUICK RELEASE CONNECT
HANGES
TOP SIGNAL TOWER SIGNAL ASSY.
RAILFORM DRONE
SIGNAL TOWER -
3 XLT SWY CLAMP (NOTE INFO.
TO TIGHTEN BOLT/NUT)

SIGNAL TOWER ASSY

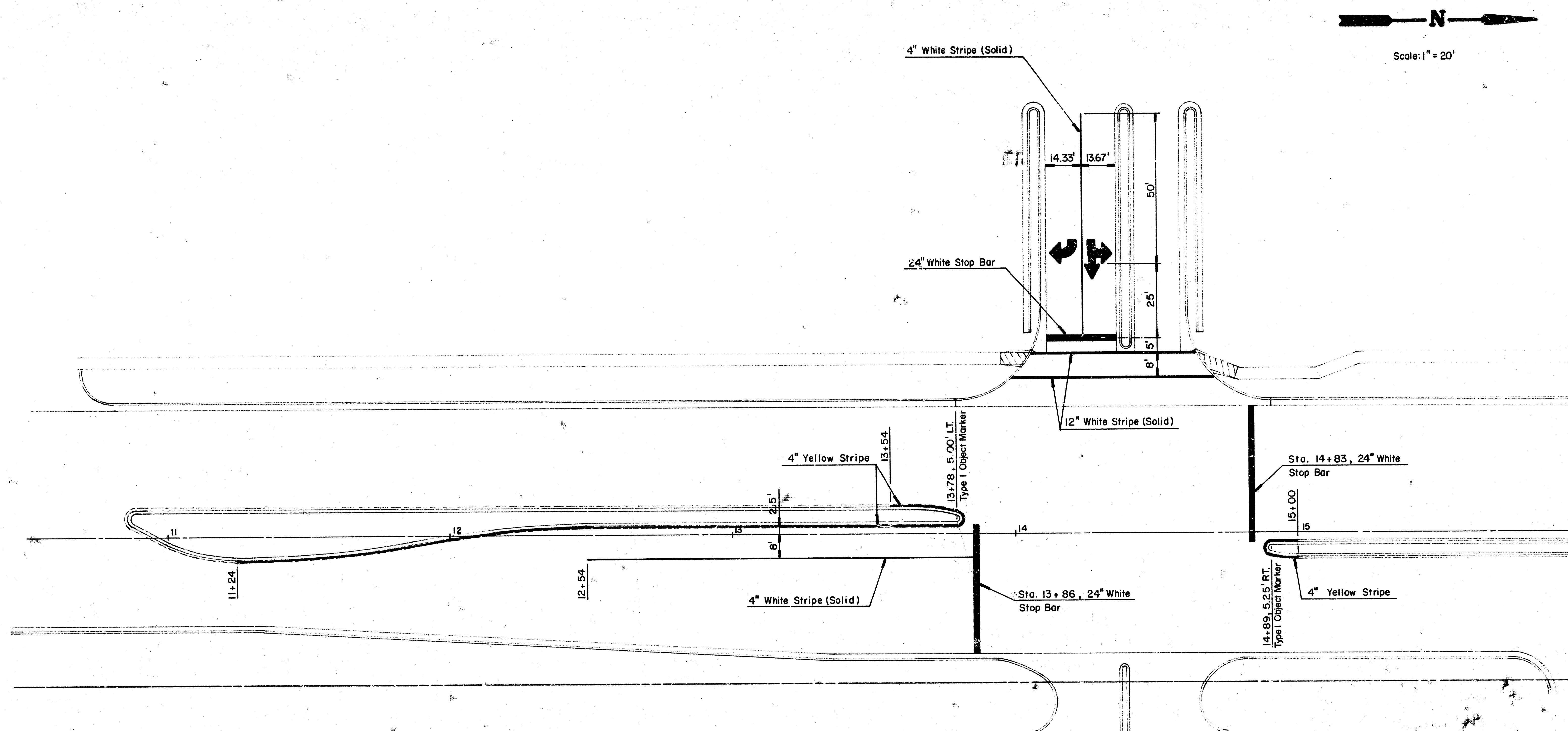
DRILL 1/2" HOLE
EXTRA LENGTH BOLT

1 GALLY THIMBLE EYE ANCHOR
 2 STEEL PLATE
 3 STEEL WIRE
 4 POWER (CABLE)
 5 WELDING HEAD (CMT)
 6 WELDING HEAD (CMT)
 7 WELDING HEAD (CMT)
 8 WELDING HEAD (CMT)

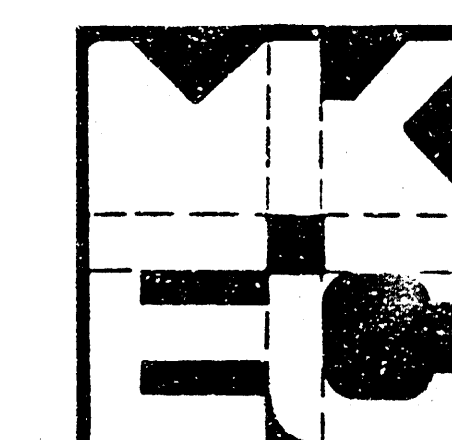
NOTE: GALLY THIMBLE EYE ANCHOR BOLT AND EXPANDING ANCHOR (NOT SHOWN) TO SPECIFICATION WOOD (WHEREVER APPLICABLE)
 7. ANY COMBINATION OF RIGID (THIMBLE EYE BOLTS AND NUTS) MAY BE USED AS APPLICATION MAY VARY. FIELD ENGINEER, TO DETERMINE TYPE OF ANCHOR USED.

8. WELDING HEAD IS TRANSPARENT TO STEEL PILE IN WHOLE OR PART WELD. STEEL PILE IS USED (POWER, SIGNAL, CABLE, WATER, ETC.) FIELD ENGINEER TO MAKE DETERMINATION. STEEL PILE APPLICATIONS MAY VARY AS TO REQUIREMENTS ON PILE USE OF CEMENT, BRICKS, CONCRETE, ETC. ARE STD. - FIELD ENGINEER TO DETERMINE BEST TYPE APPLICATION.

. STANDARD APPLICATIONS - PROJECT NUMBER		DATE	
ROAD NO	APPROVED BY	DATE	SEPT
DRAWN BY SEAL		REVISED	4-88
CITY OF WICHITA DEPARTMENT OF PUBLIC WORKS			
TRAFFIC ENGINEERING W. M. G. MCKINLEY TRAFFIC ENGINEER		SCALE DO NOT SCALE ONLY	



Scale: 1" = 20'



FALLEYS, INC.

**SIGNING &
PAVEMENT MARKINGS**

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING 1800
WICHITA, KANSAS 67226

636-5566

Design
MDK
Drawn by
DPR
Checked by
Date
JUNE 1991
Job no.

Sheet
12
of **13**

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AVAILABLE COPY

