

HOTEL AT OLD TOWN STREET IMPROVEMENTS INCLUDING INCIDENTAL DRAINAGE AND SIGNALIZED CROSSWALK ON FIRST STREET MOSLEY, NORTH OF FIRST STREET 112 PFP (607879)

GENERAL NOTES

- 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 687-2470

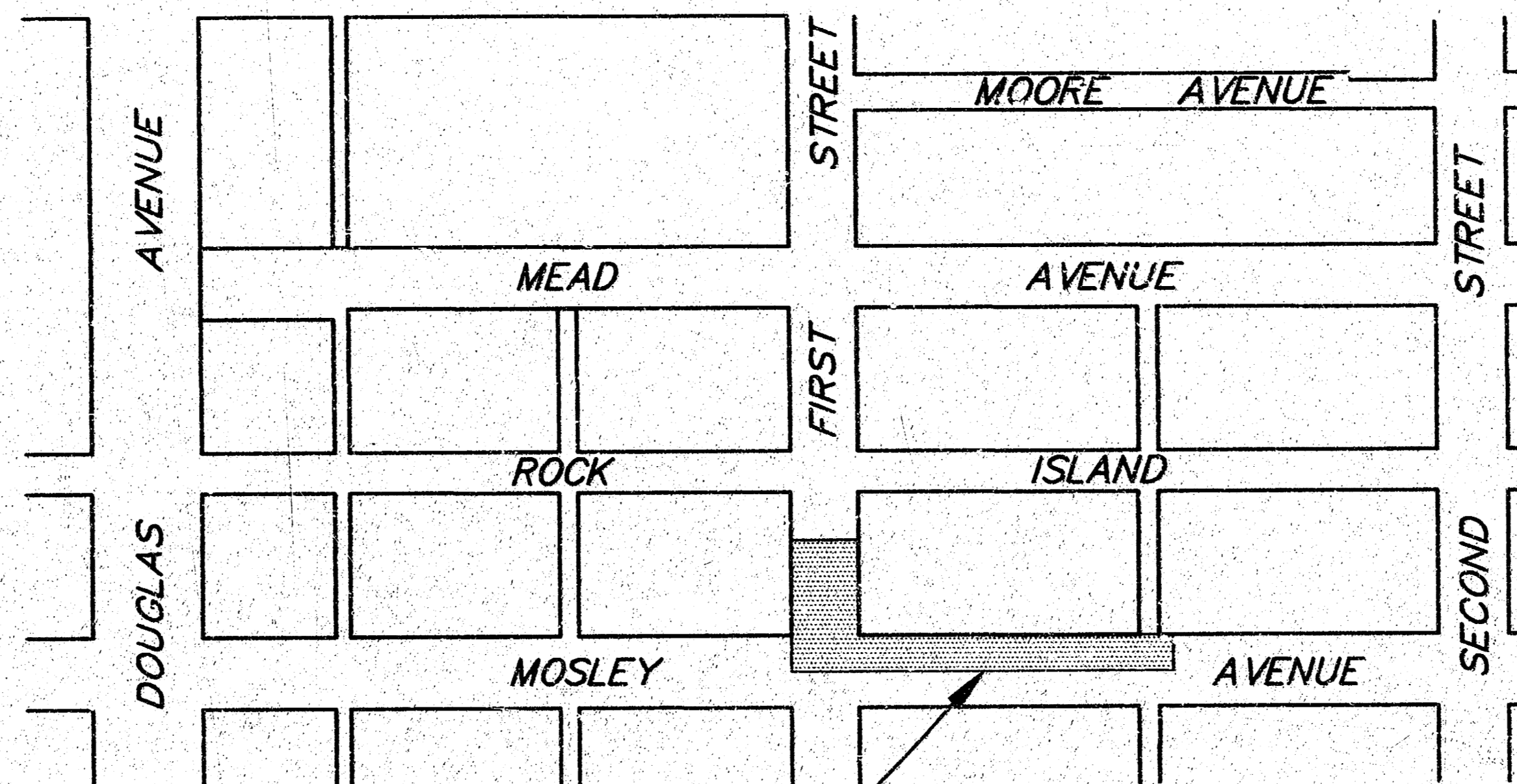
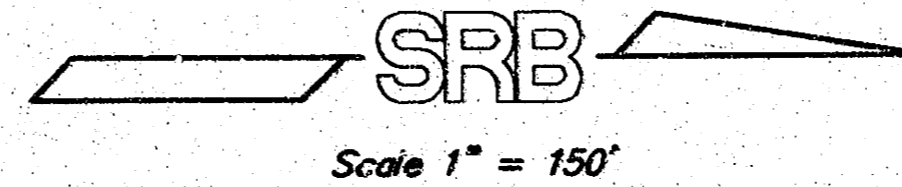
The Contractor must notify the following in case of an emergency:

Multimedia	262-4270 or 263-2061
Kansas Gas Service	383-8650
KSC	323-8600
Peoples Natural Gas Company	942-8350 or 263-8161
Southwestern Bell Telephone Company	1-517-2611
City of Wichita Water Department	268-4908
City of Wichita Sewer Maintenance	268-4071

- Contractor shall not start work on the project until the project inspector is assigned to the project and is present on the site. Any work done without inspection will be required to be uncovered for inspection.
- 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.

All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps permitting regulations. Any material buried or stockpiled beyond approved limits would require additional archeological investigations unless buried in a previously approved borrow location.

- All work, materials and testing on this project shall be done in conformance with City of Wichita standard specifications for construction of pavement, sewer, water, and traffic signalization.
- The Contractor shall provide performance, statutory and warranty bonds as required by City of Wichita policy on construction of public works projects by private contract, prior to beginning any work on this project.
- One lane of through traffic on First Street and on Mosley shall be maintained during construction of this project.
- Traffic control devices for work zones in compliance with the Manual on Uniform Traffic Control Devices shall be provided and maintained by the Contractor at all times during construction.
- Brick and concrete paver colors and laying patterns are to match existing pavement.
- Brick pavers removed from the project area and other new or used pavers of like color and size are to be used in construction of the 4" brick pavement. Brick shall be placed with the 4" dimension vertical.
- All brick removed shall be cleaned, sorted as to style, and stockpiled. Any brick which, in the opinion of the Engineer is unusable shall be disposed of by the Contractor.
- Pavers to be used in all other areas shall be concrete pavers. Concrete pavers shall have a minimum compressive strength of 8000 psi, a water absorption maximum of 5% and meet or exceed ASTM C-936-82 and freeze-thaw testing per Section B of ASTM C-67-73.
- Concrete pavers shall be "Terra Cotta" in pedestrian sidewalk areas and "Terra Cotta Black Blend" in drive and parking areas. Concrete pavers manufactured by Pavestone, Miller Materials or approved equal.
- A 1" bedding course of sharp concrete sand shall be placed on the compacted rock base. The sand bedding course shall be placed on a geotextile filter of Trevira Spinbond #1114 or equal. The sand shall be loosely screened, not compacted, before placement of the pavers.
- The 9" Rock Base under paver surface shall be placed in two lifts, each compacted by rolling. The upper lift shall be maximum 1" aggregate, and the lower lift shall be maximum 2 1/2" aggregate, both as specified in the table, Sheet 2, (lift thickness per details).
- The 4" Rock Base under pedestrian paver surface areas shall be as specified for the upper lift in Note 14.
- Geogrid reinforcement for the Rock Base shall be Tensor BX1100, as manufactured by the Tensor Corporation, or approved equal.
- Areas overexcavated in pavement removal shall be filled to subgrade elevation and compacted to 95% Standard Proctor Density.



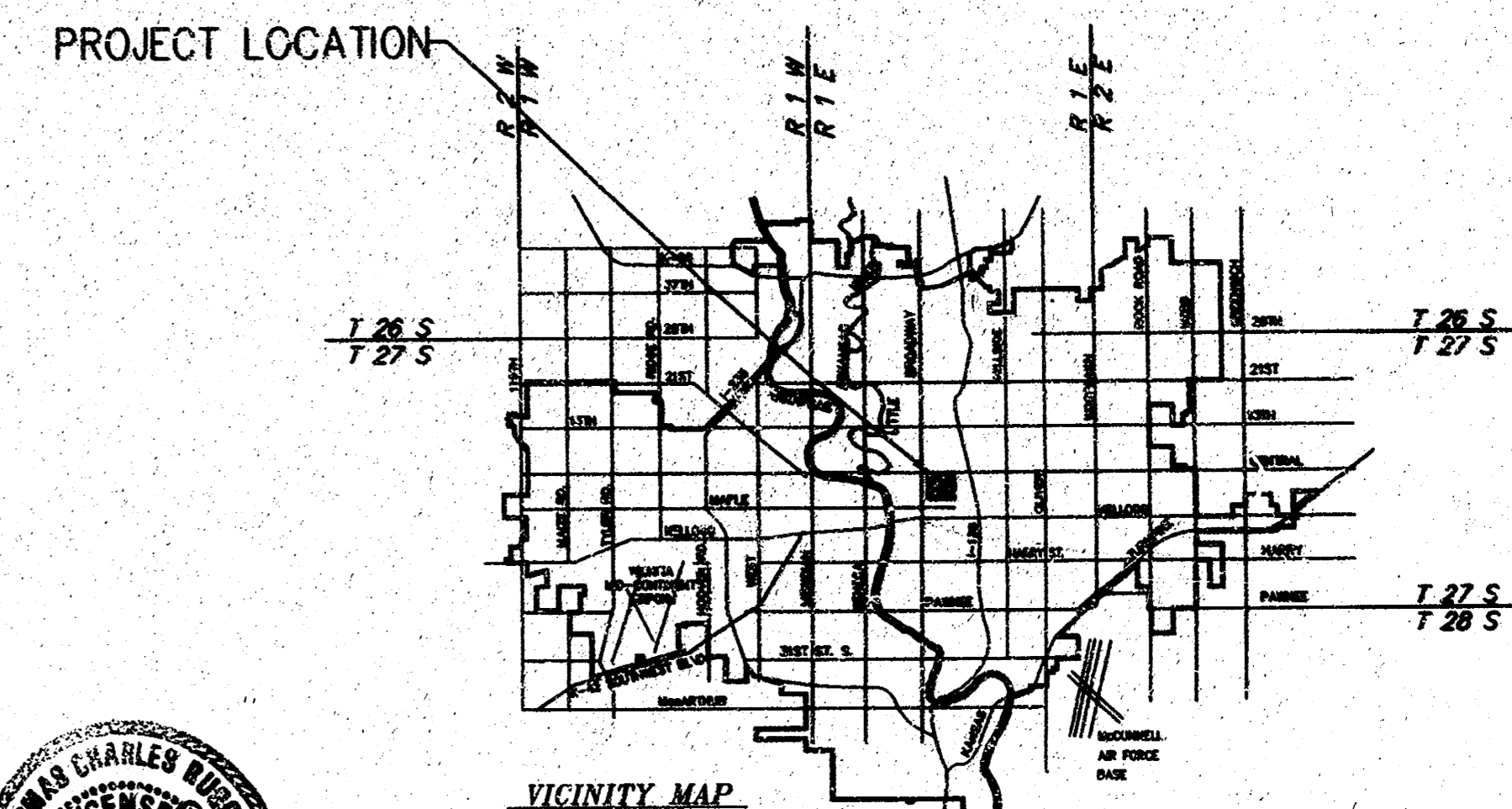
PROJECT AREA

APPROVED COPY TO BE FILED IN CITY ENGINEER OFFICE

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

Authority Name: _____
 Exam Date: _____
 Expiry Date: _____
 Public Agent: PPG 10/28/98
 Public: VRH 10/12/98

NOTE TO CONTRACTOR:
 Authority and liability for this project are to be held by a Licensed Professional Engineer. The seal and signature of the City Engineer are required to be in accordance with the City of Wichita standard specifications for construction of public works projects by private contract, prior to beginning any work on this project. The seal and signature of a Licensed Professional Engineer are required to be in accordance with the City of Wichita standard specifications for construction of public works projects by private contract, prior to beginning any work on this project. The seal and signature of a Licensed Professional Engineer are required to be in accordance with the City of Wichita standard specifications for construction of public works projects by private contract, prior to beginning any work on this project.



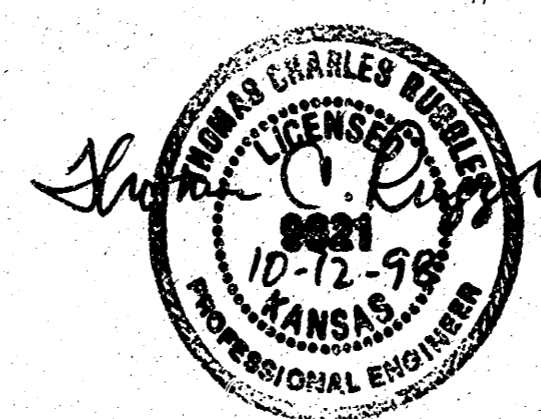
INDEX OF SHEETS

- TITLE & PROJECT AREA MAP
- TYPICAL PAVEMENT SECTIONS
- MOSLEY PAVEMENT PLAN
- INCIDENTAL DRAINAGE
- STANDARD WATER ASSEMBLY DETAILS
- PAVEMENT MARKING & SIGNALIZATION PLAN
- TRAFFIC SIGNAL DETAILS

BENCH MARKS

- B.M. #1 RAILROAD SPIKE IN SOUTH FACE OF POWER POLE AT SE CORNER FIRST & ROCK ISLAND, ELEV. 108.78
- B.M. #2 SIDEWALK AT SW CORNER OF STEPS 26 1/2 EAST OF INTERSECTION OF ROCK ISLAND & FIRST STREET, ELEV. 108.31

BOOKED
8-11-00
MCG
D-472

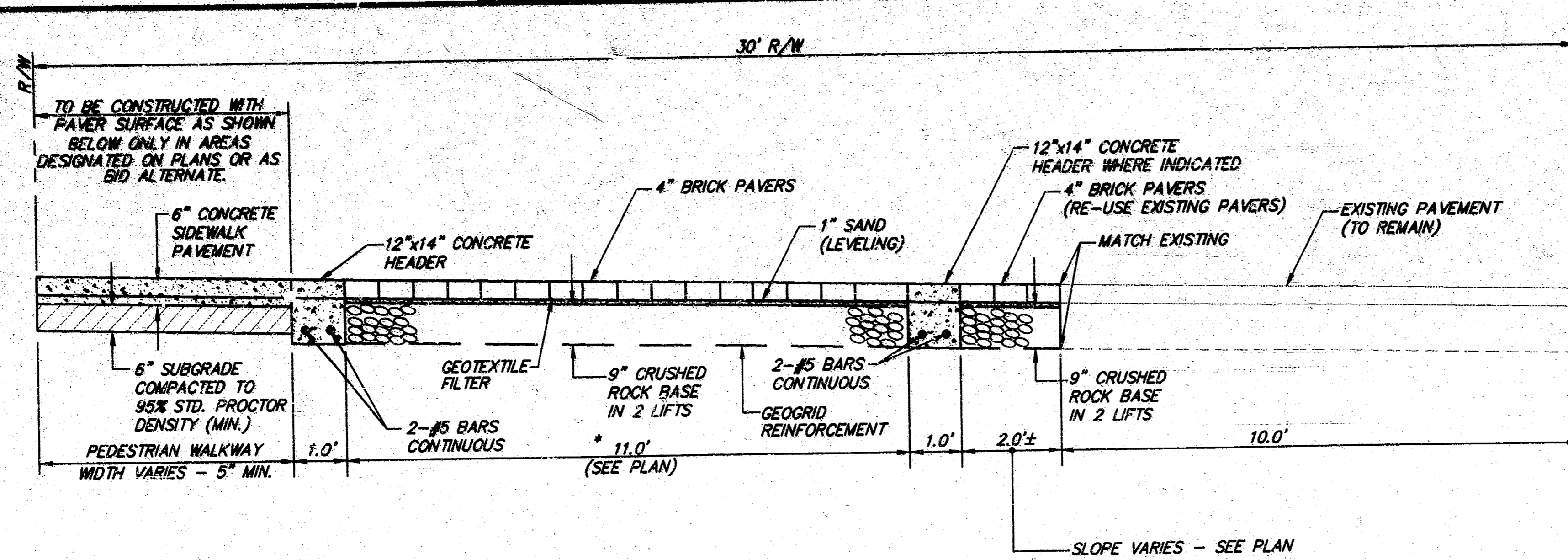


**CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK - CITY ENGINEER**

REV. 10-12-98 REV. A3 BUILT 9-9-99 JCR 1024

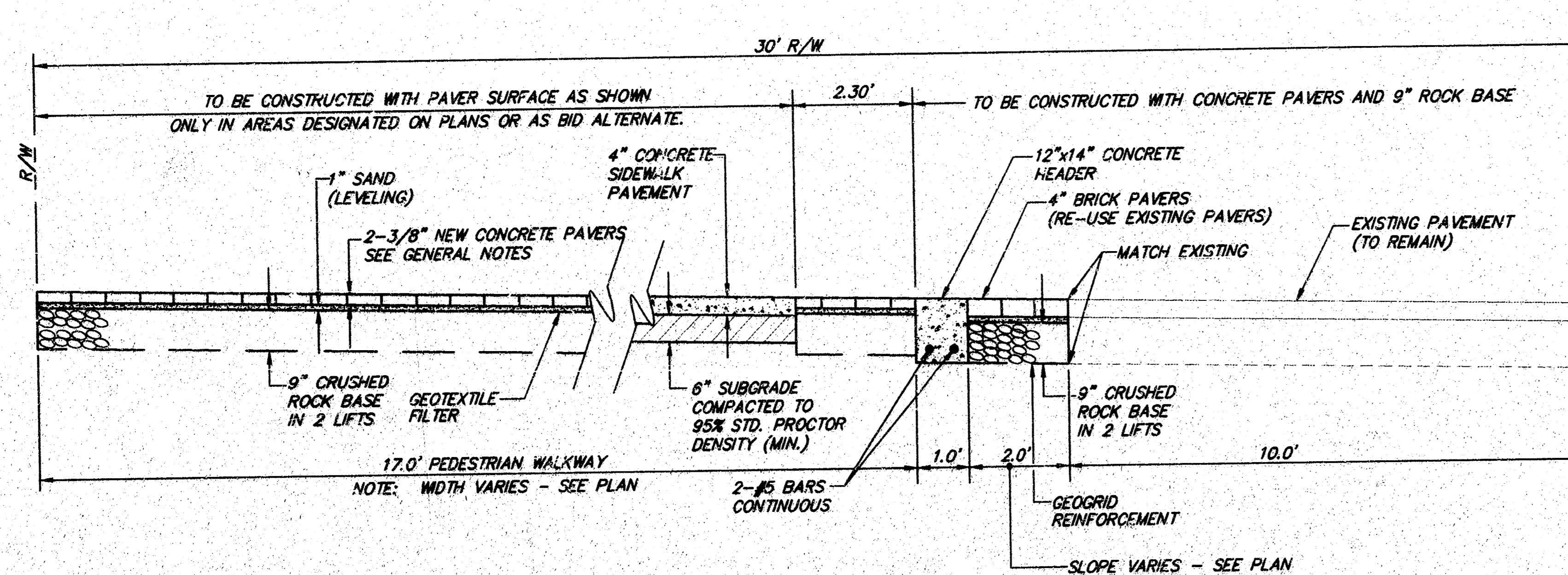
SRB 924 NORTH MAIN 316-264-8008
WICHITA, KANSAS 67203 FAX 264-4621

SAVOY, RUGGLES & BOHM, P. A.
ENGINEERING & SURVEYING



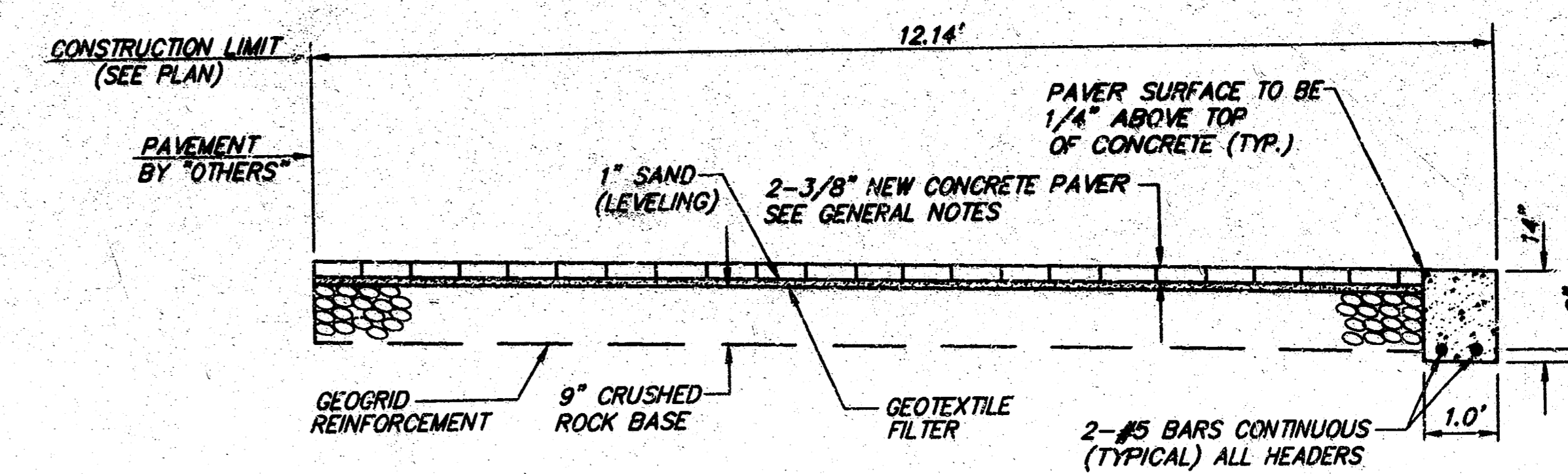
* VARIES FROM 0' TO 11' BETWEEN STA. 0+46.51 AND STA. 0+73.49.
 VARIES FROM 11' TO 0' BETWEEN STA. 1+54.51 AND STA. 1+83.49.

**TYPICAL PAVEMENT SECTION
 MOSLEY
 STA. 0+46.50 TO 1+83.50**

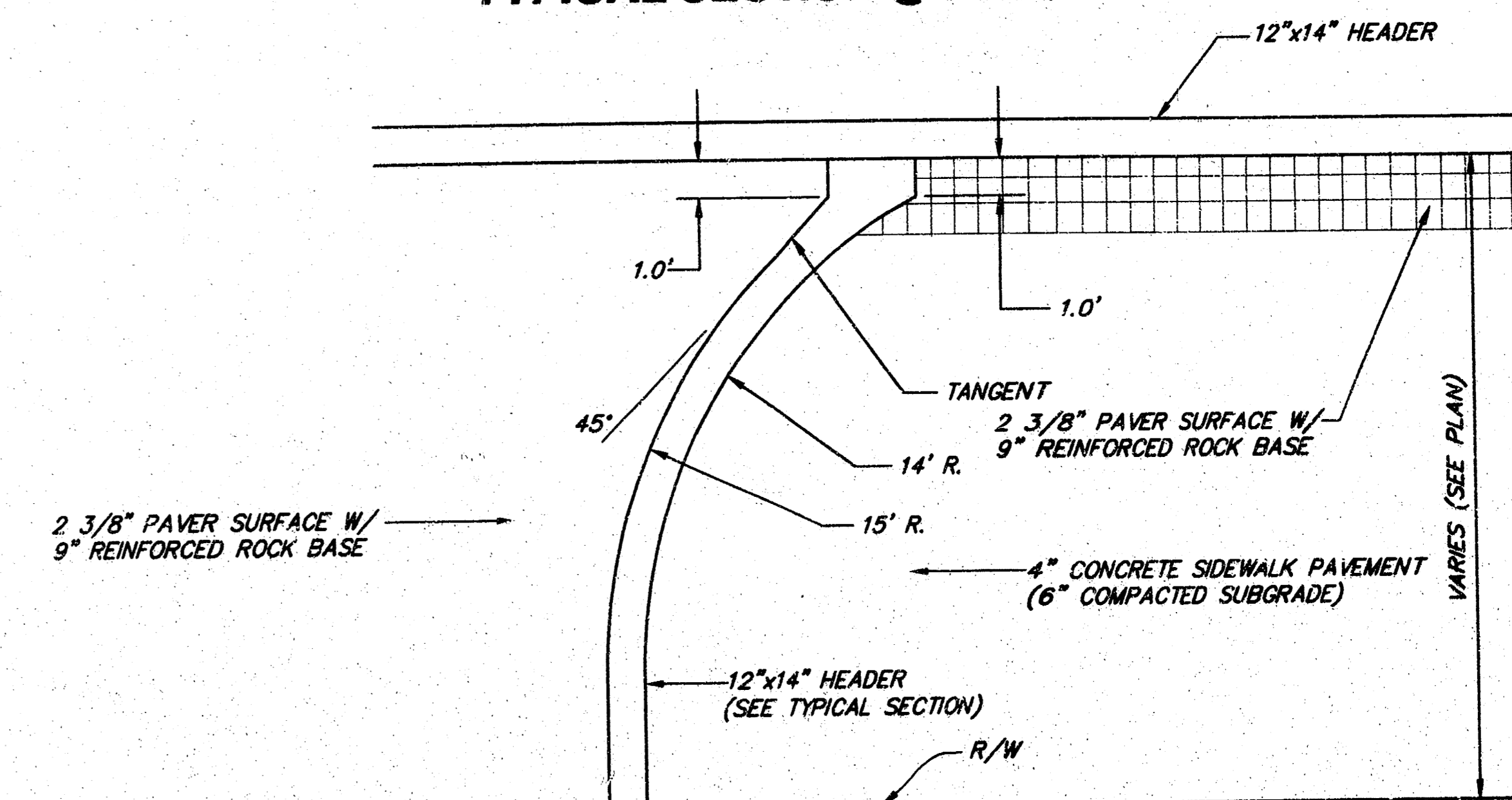


**TYPICAL PAVEMENT SECTION
 MOSLEY
 STA. 1+83.50 TO 2+78.00**

- NOTES:
- PAVER/BRICK COLOR AND LAYING PATTERNS TO MATCH EXISTING.
 - PAVER SURFACE TO BE CONSTRUCTED ONLY IN WALKWAY AREAS DESIGNATED ON THE PLANS. OTHER AREAS OF WALKWAY SHALL BE CONSTRUCTED WITH 6" CONCRETE AND 6" COMPACTED SUBGRADE.



TYPICAL SECTION @ DRIVEWAY



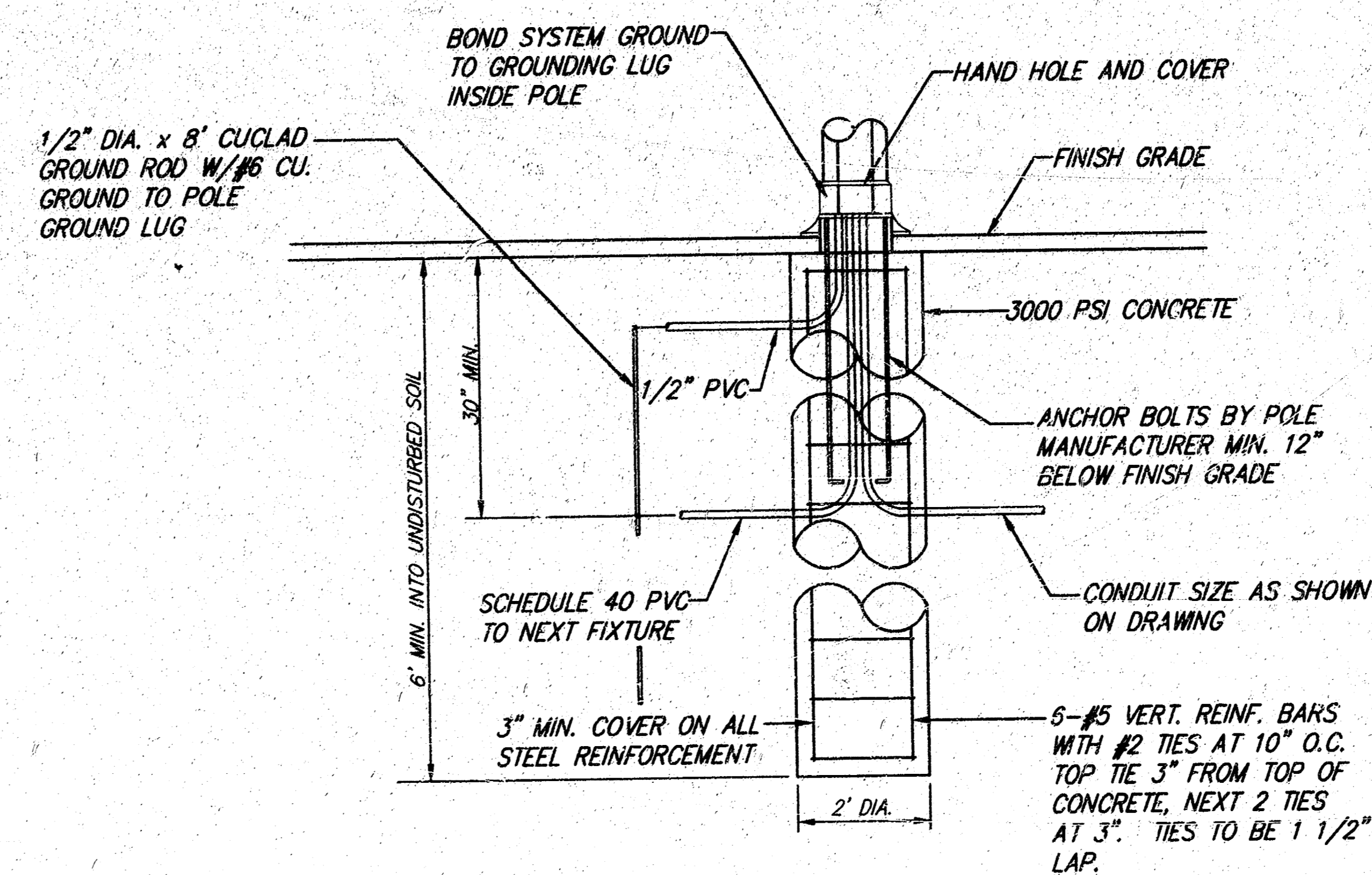
**DETAIL HEADER AT DRIVE
 MOSLEY**

CRUSHED ROCK BASE GRADATION TABLE

PER CENT OF AGGREGATE RETAINED	
2 1/2"	0
3/4"	20 TO 60
#4	50 TO 80
#40	80 TO 94
#200	90 TO 98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY K.D.O.T. 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1. CRUSHED CONCRETE MAY BE USED IN PLACE OF ROCK, PROVIDED THAT GRADATION AND QUALITY REQUIREMENTS ARE MET.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER.



**POLE BASE DETAIL
 NO SCALE**

**TYPICAL SECTIONS
 MOSLEY, NORTH OF FIRST
 WICHITA, KANSAS**

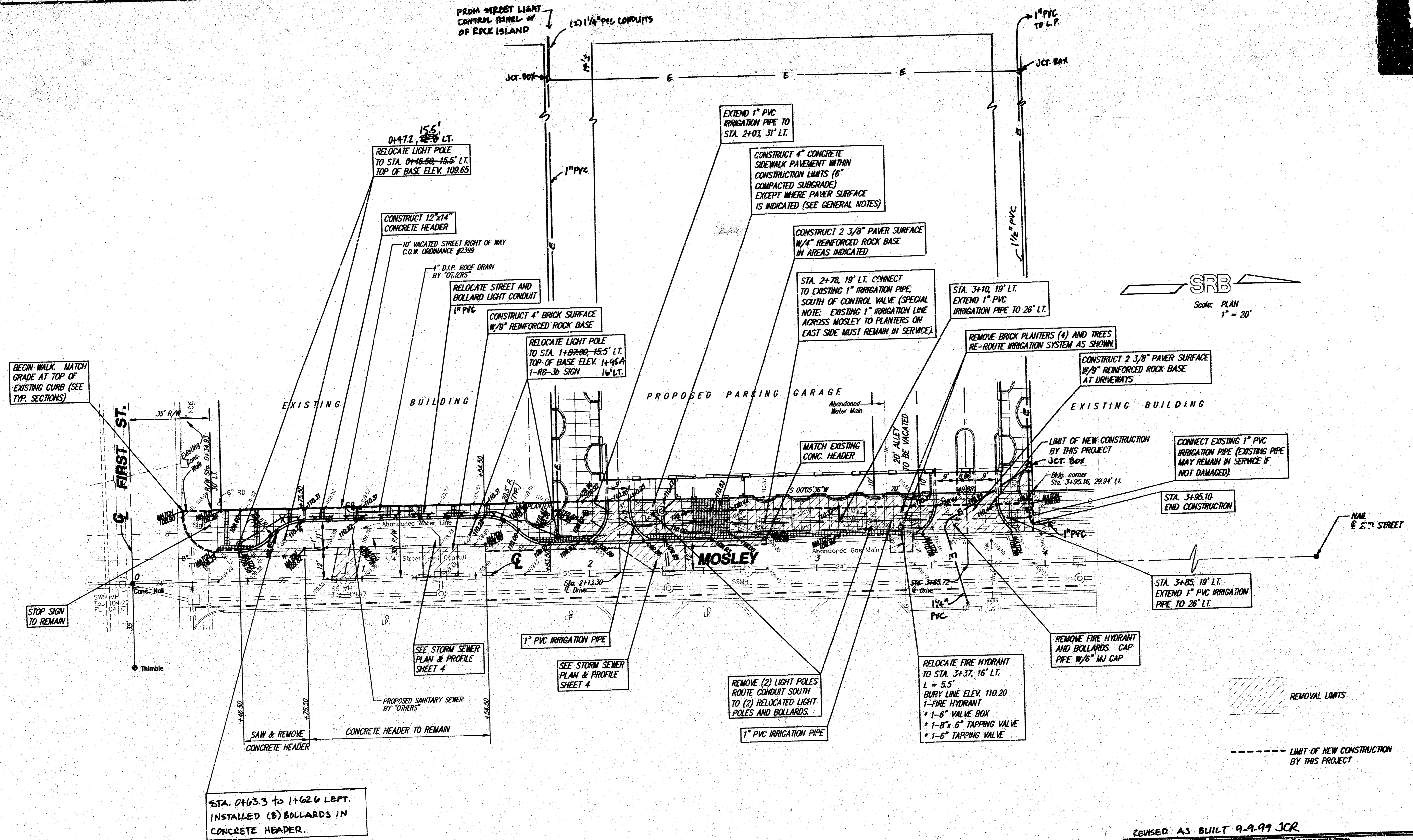
SRB 924 NORTH MAIN 316-264-8008
 WICHITA, KANSAS 67203 FAX 264-4621
 http://www.felst.com/~srb E-mail: srb@felst.com

**SAVOY, RUGGLES & BOHM, P. A.
 ENGINEERING & SURVEYING**

PROJECT NUMBER
 112 PHP (607879)

DESIGN	T.C.R.	DRAWN	T.E.B.	UTILITY	REVIEW	DATE	REVISED
						June 1, 1998	Oct. 6, 1998

Sheet 2 of 10



SRB
Scale: PLAN
1" = 20'

* TO BE FURNISHED AND INSTALLED BY
DEPT. OF WATER & SEWER. COST
TO BE REIMBURSED BY CONTRACTOR.

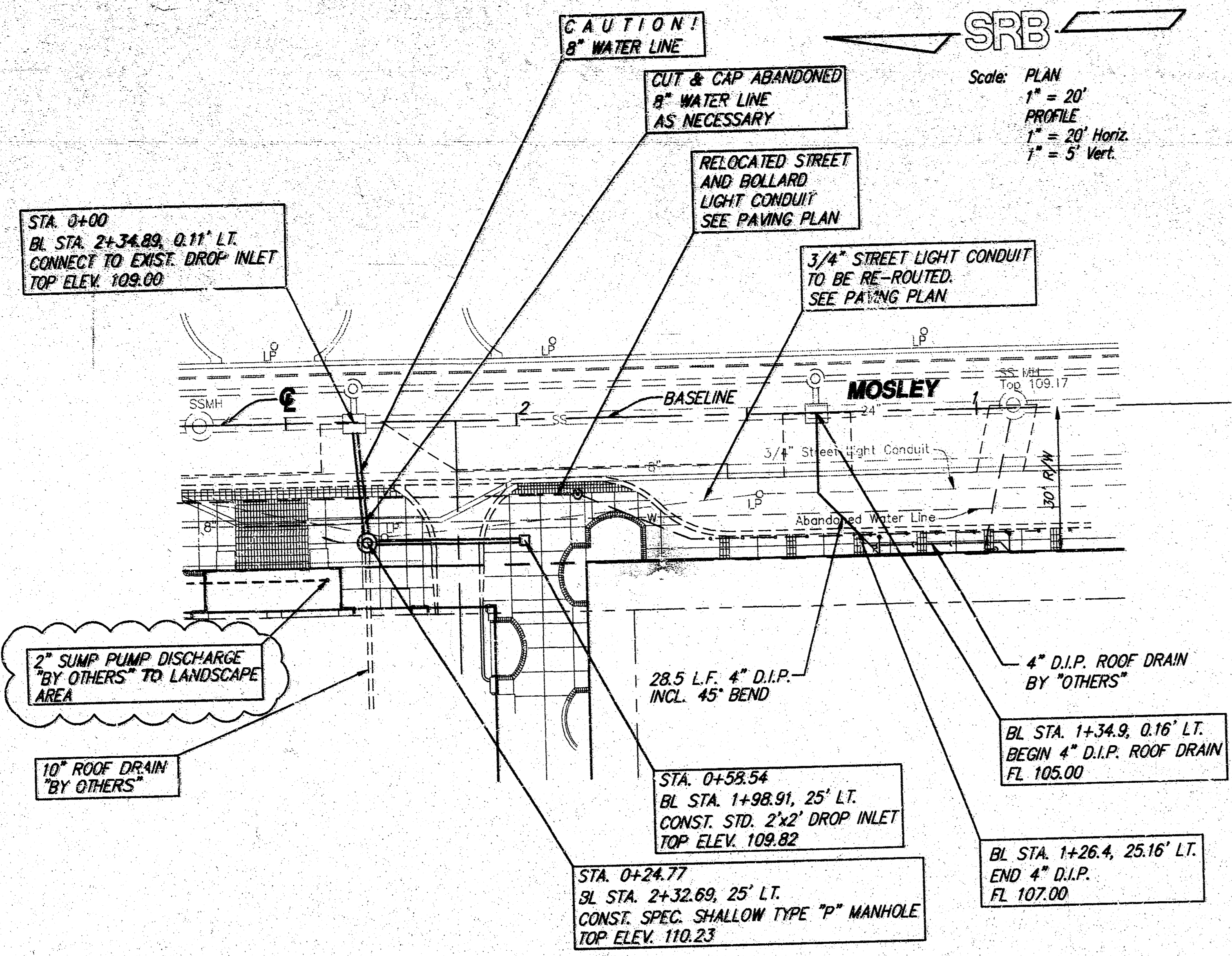
REVISED AS BUILT 9-9-99 JCR

**STREET IMPROVEMENTS
MOSLEY, NORTH OF FIRST
WICHITA, KANSAS**

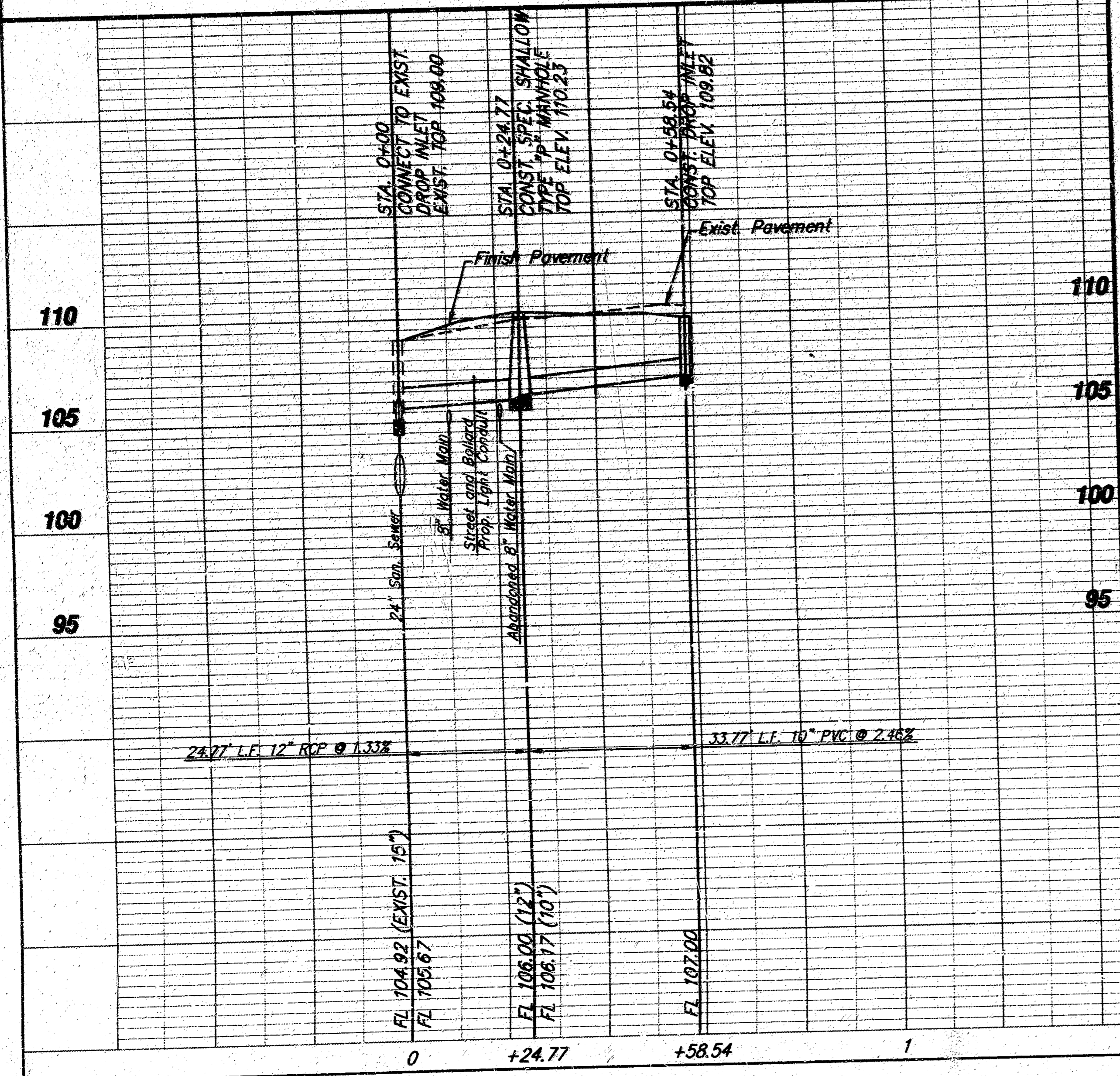
SRB	924 NORTH MAIN WICHITA, KANSAS 67203 http://www.srb.com/srb	316-264-8008 FAX 264-4621 E-mail: srb@srb.com
SAVOY, RUGGLES & BOHM, P. A. ENGINEERING & SURVEYING		
PROJECT NUMBER 112 PPP (607879)		
DESIGN T.C.R.	DRAWN T.E.B.	DATE June 17, 1998
UTILITY	REVIEW	REVISED Oct. 5, 1998

112 PPP (607879)

10

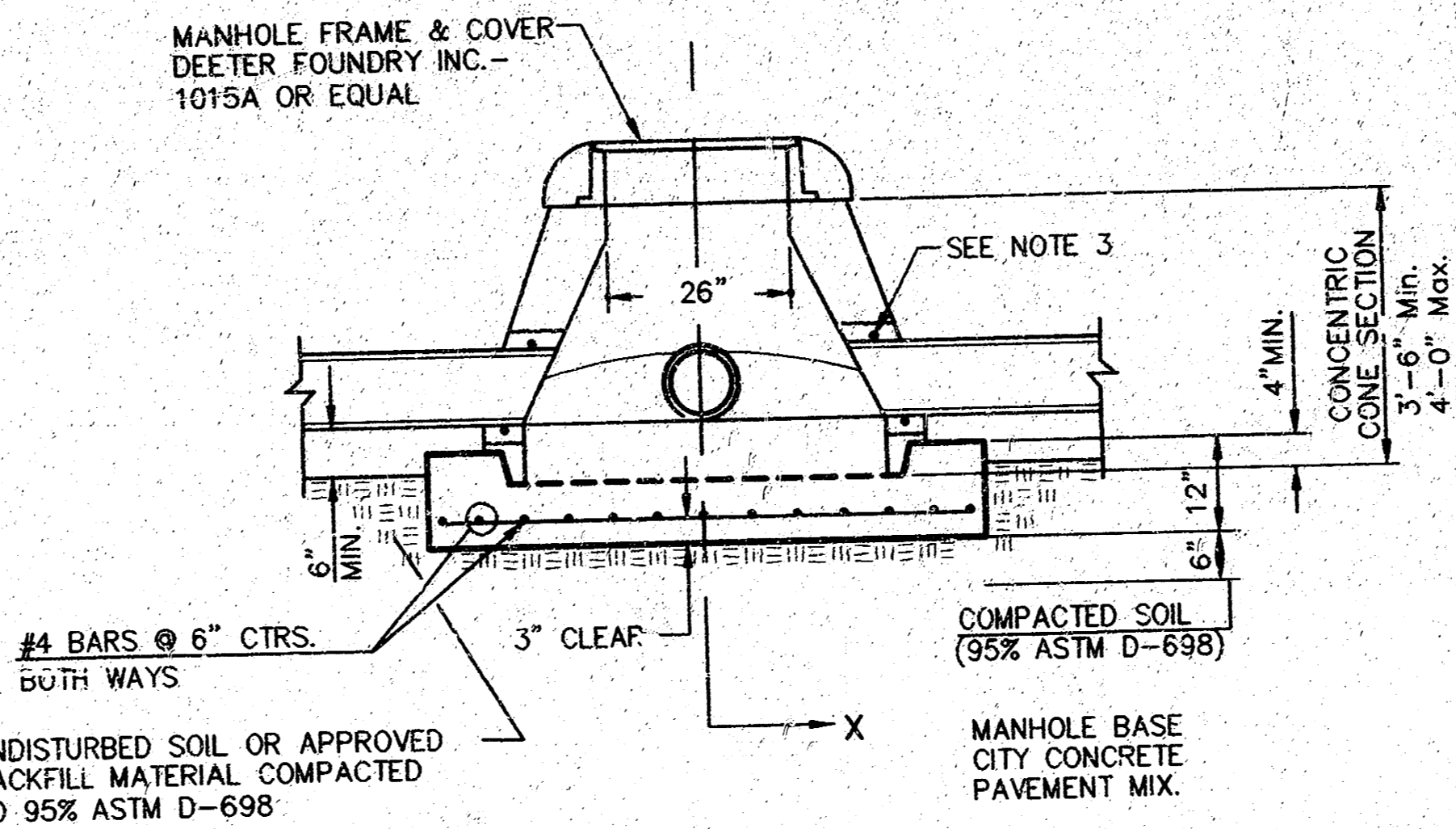


NOTE: ROOF DRAIN AND SUMP PUMP CONNECTIONS TO STORM SEWER WILL REQUIRE PERMITS FROM O.C.I.

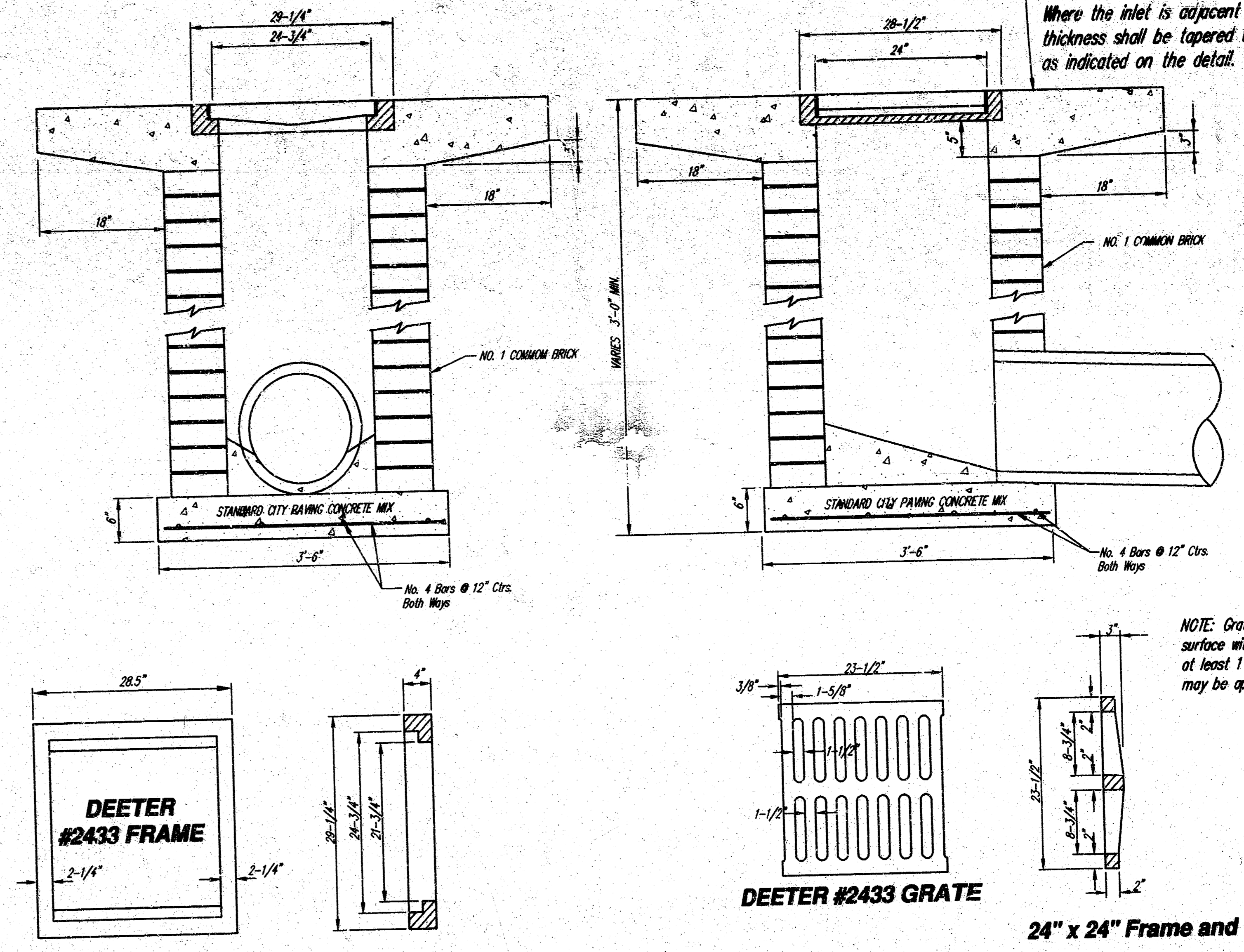


GENERAL NOTES

- ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISIONS OF A.S.T.M. C478 AS MODIFIED BY THE SPECIFICATIONS.
- NON-SHRINK GROUT SHALL BE NON-METALLIC TYPE.
- APPROVED FLEXIBLE WATERSTOP GASKETS SHALL BE INSTALLED TO JOIN THE SEWER TO THE MANHOLE WALL WHEN A.B.S. COMPOSITE PIPE OR P.V.C. PIPE IS USED. FOR OTHER TYPES OF PIPE THE SEWER SHALL BE GROUTED IN PLACE WITH NON-SHRINK GROUT. THE SEWER PIPE SHALL BE SUPPORTED WITH CONCRETE ENCASEMENT A MINIMUM OF 3 FEET FROM THE MANHOLE WALL AND TO THE FIRST JOINT FOR V.C.P. SUCH THAT THE JOINT REMAINS FLEXIBLE.
- ALL INSIDE SURFACES OF THE CONCRETE MANHOLE WHICH WOULD BE EXPOSED TO SEWER GAS SHALL BE COATED WITH 2 COATS TNEEC SERIES 86 HI-BUILD EPOXYLINE, DRY THICKNESS OF 8 MILS (MIN.).
- EXTERIOR MANHOLE WALLS SHALL BE COATED WITH 1 COAT MOBILARMA 633 BITUMINOUS COATING.
- JOINT SEALING COMPOUND SHALL BE KENT SEAL NO. 2 OR APPROVED EQUAL.
- PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO THE MANHOLE BASE.
- TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
- LIFTING HOLES SHALL BE FILLED WITH NON-SHRINK GROUT AND THE INTERIOR SURFACE COATED AS SPECIFIED.
- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE PAVEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
- REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED AT LEAST 3" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- THE FLOORS OF ALL MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLUENCING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL BE CONSTRUCTED AS INDICATED BY THE DRAWING. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE CASTED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
- PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE. TO EXCAVATION. WHEN CLAY PIPE IS USED, THE FRAME SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE GRATE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF GRATE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.
- ALL BRICK USED IN MANHOLE CONSTRUCTION SHALL MEET GRADE SW OF ASTM C652 OR C62-87.



SPECIAL SHALLOW TYPE "P" MANHOLE



CITY OF WICHITA STANDARD 2'x2' DROP INLET DETAIL

Note: Concrete apron shall be constructed around the inlet when inlet is located in an unpaved area. Where the inlet is adjacent to pavement, the pavement thickness shall be tapered to the inlet in 18 inches as indicated on the detail.

NOTE: Grates shall be imprinted on the top surface with "CITY OF WICHITA" using letters at least 1" in height. Other marking methods may be approved by the engineer.

REV. FEB. 4, 1999 SUMP PUMP DISCHARGE TO LANDSCAPE AREA. LR

INCIDENTAL DRAINAGE
MOSLEY, NORTH OF FIRST
WICHITA, KANSAS

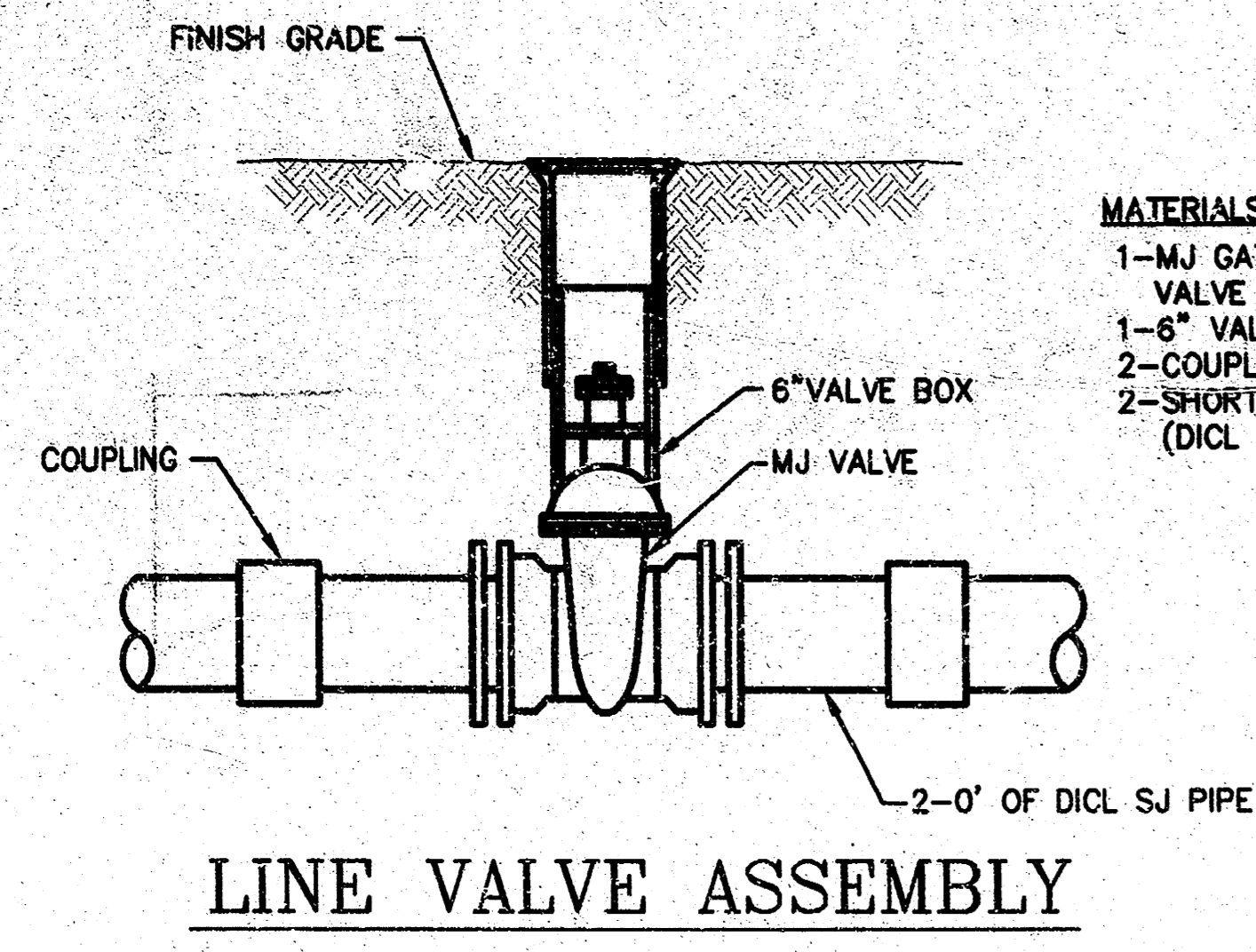
SRB 924 NORTH MAIN WICHITA, KANSAS 67203 316-264-8008 FAX 316-264-4821
 http://www.srb.com/~srb E-Mail: srb@rel.com

SAVOY, RUGGLES & BOHM, P.A.
ENGINEERING & SURVEYING

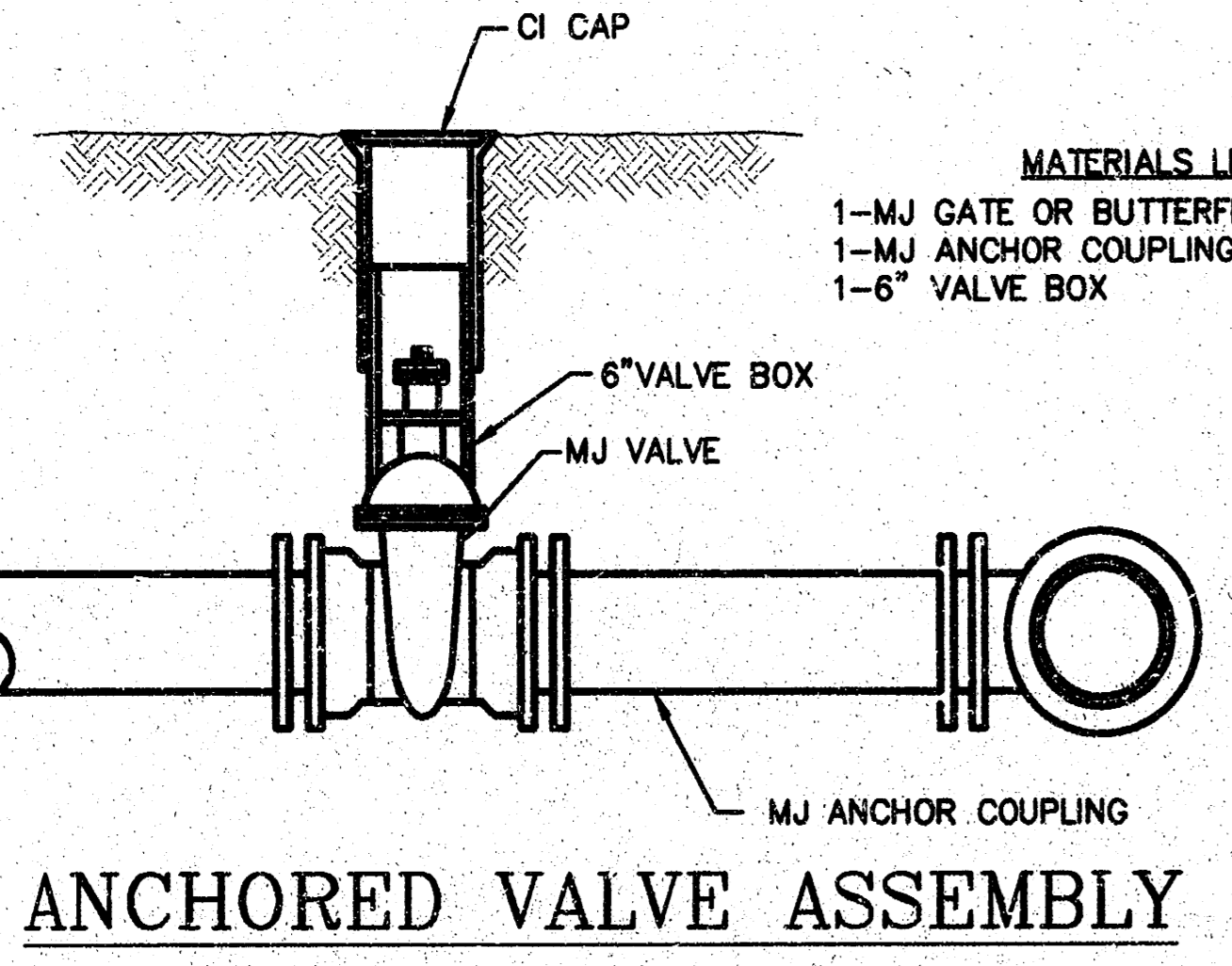
PROJECT NUMBER
 112 PPP (607879)

DESIGN: T.C.R. DRAWN: T.E.B. UTILITY: REVIEW: DATE: June 17, 1998 REVISED: Feb. 4, 1999

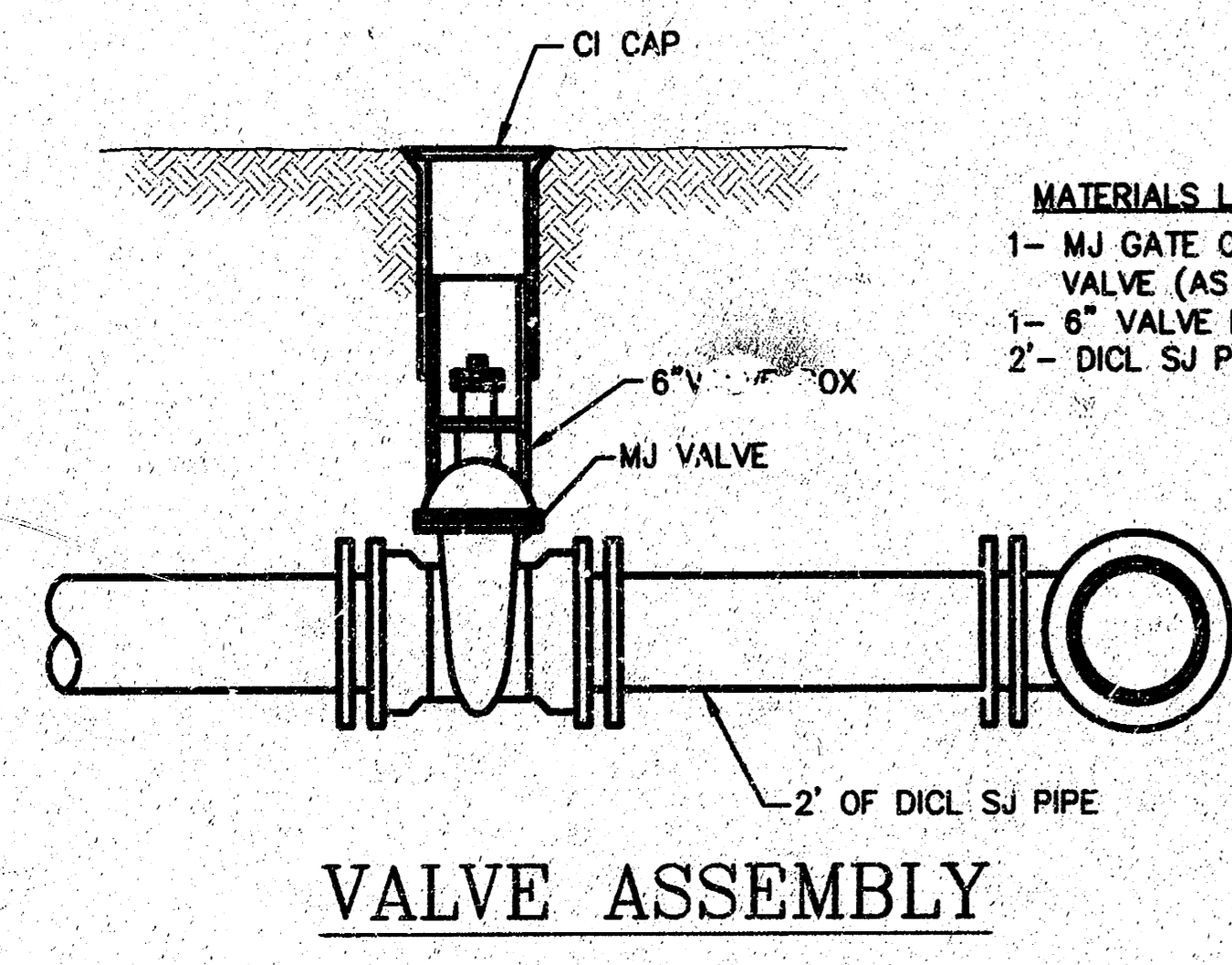
SHEET 4 OF 10



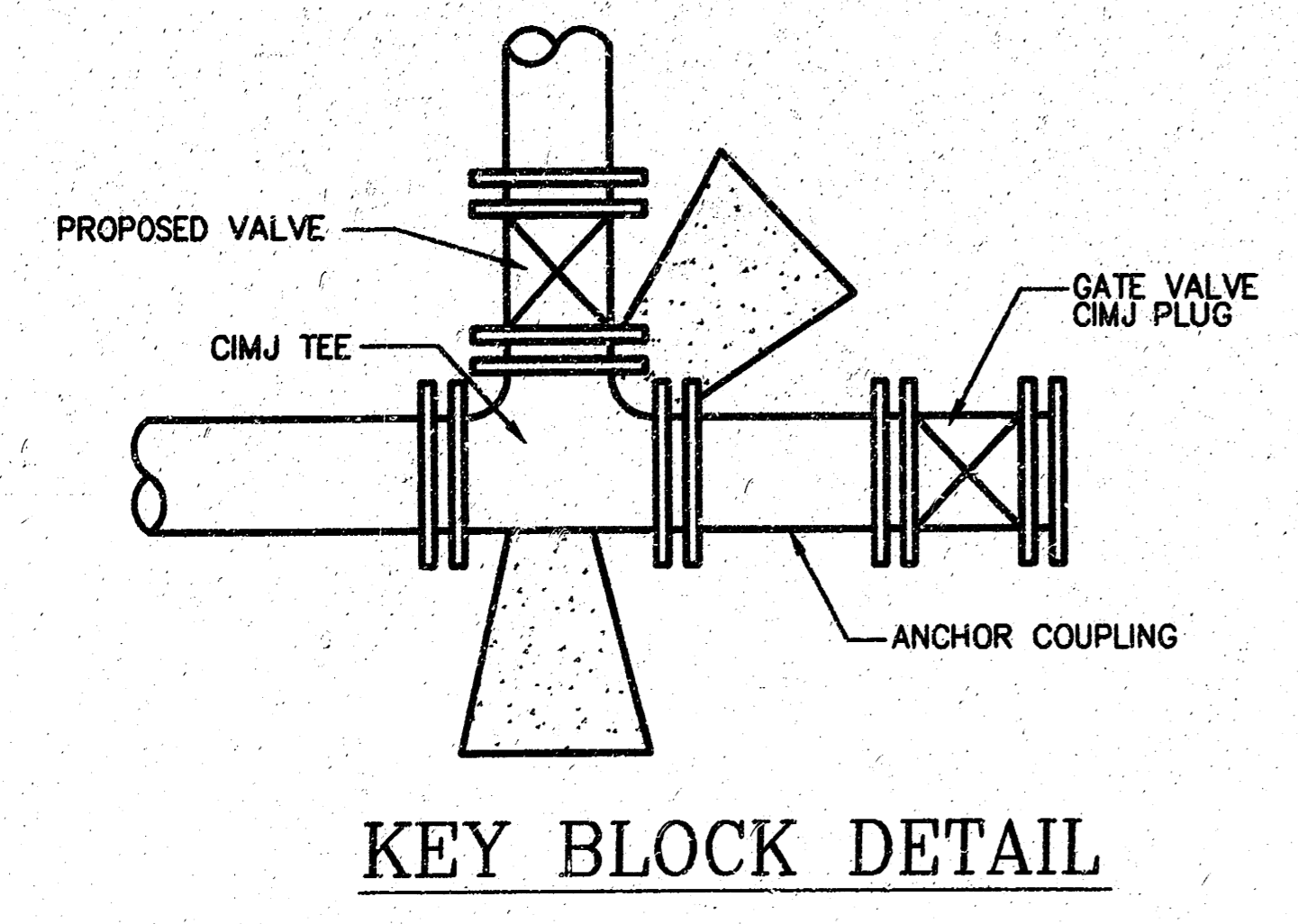
- MATERIALS LIST**
 1-MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
 1-6" VALVE BOX
 2-COUPLINGS
 2-SHORT PCS. (DICT SJ PIPE)



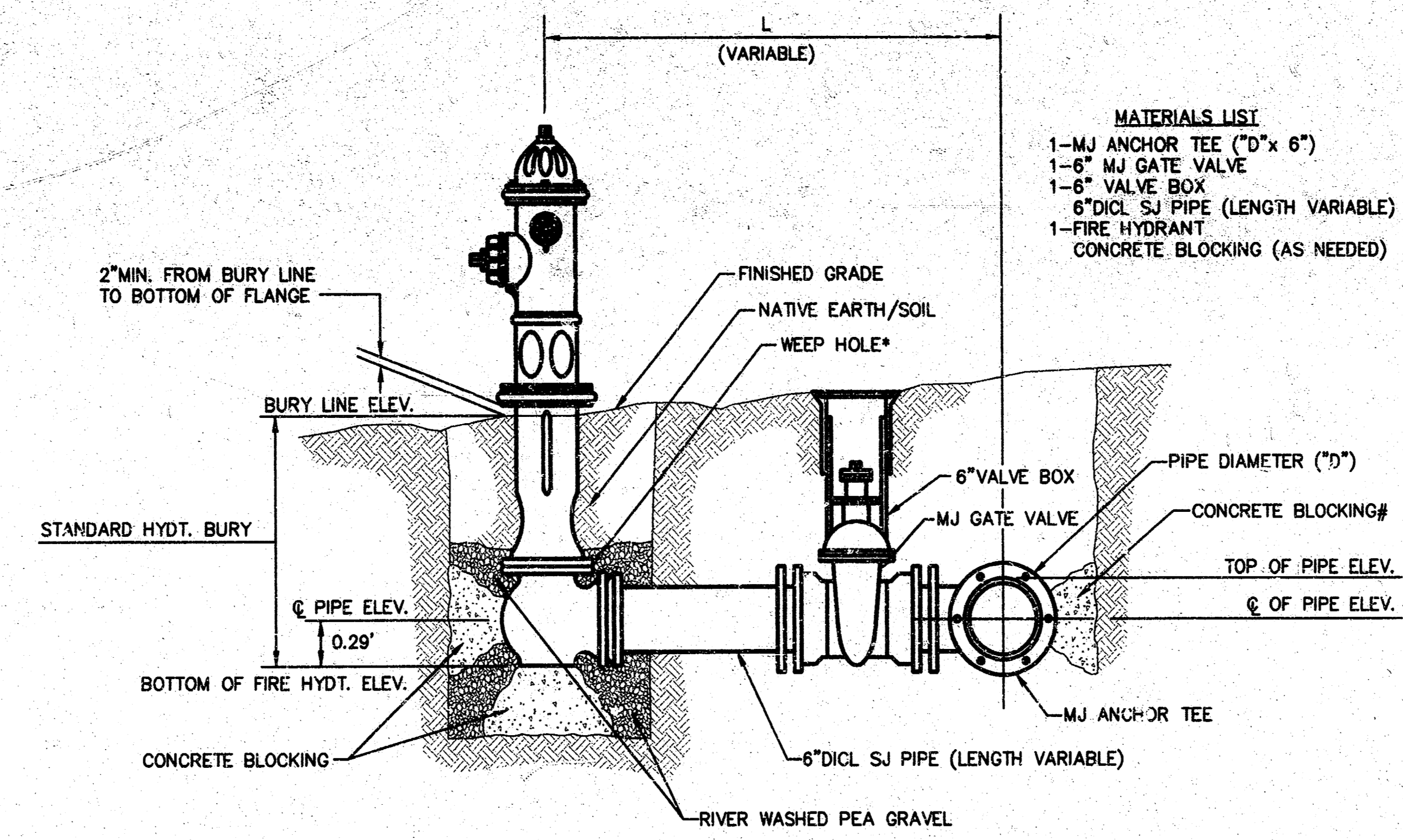
- MATERIALS LIST**
 1-MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
 1-MJ ANCHOR COUPLING (12" OR SMALLER)
 1-6" VALVE BOX



- MATERIALS LIST**
 1-MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
 1-6" VALVE BOX
 2-DICT SJ PIPE



KEY BLOCK DETAIL



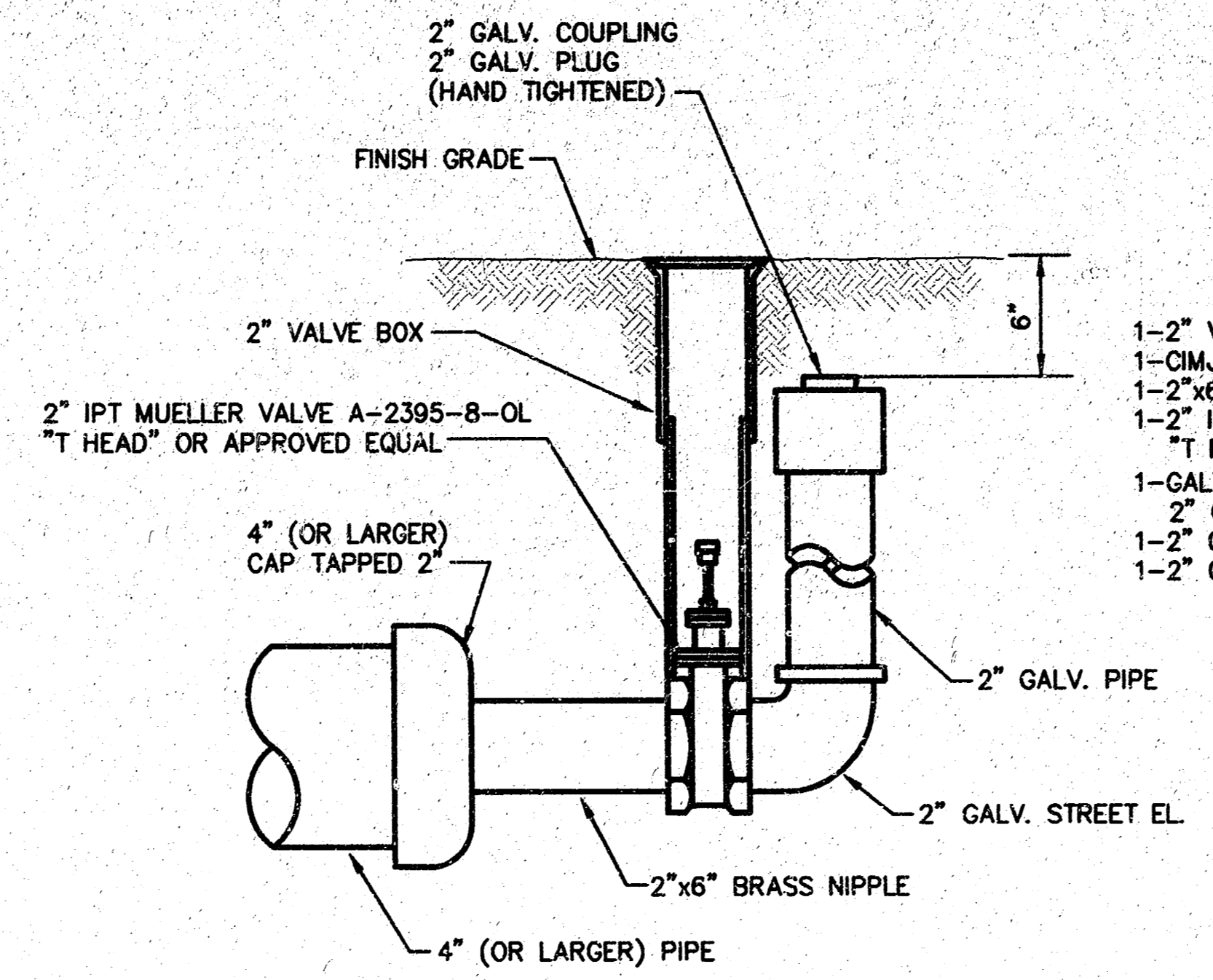
- MATERIALS LIST**
 1-MJ ANCHOR TEE ("D" x 6")
 1-6" MJ GATE VALVE
 1-6" VALVE BOX
 6" DICT SJ PIPE (LENGTH VARIABLE)
 1-FIRE HYDRANT
 CONCRETE BLOCKING (AS NEEDED)

* CAUTION! WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES.
 # CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

FIRE HYDRANT ASSEMBLY
 PER CITY OF WICHITA SPECIFICATIONS

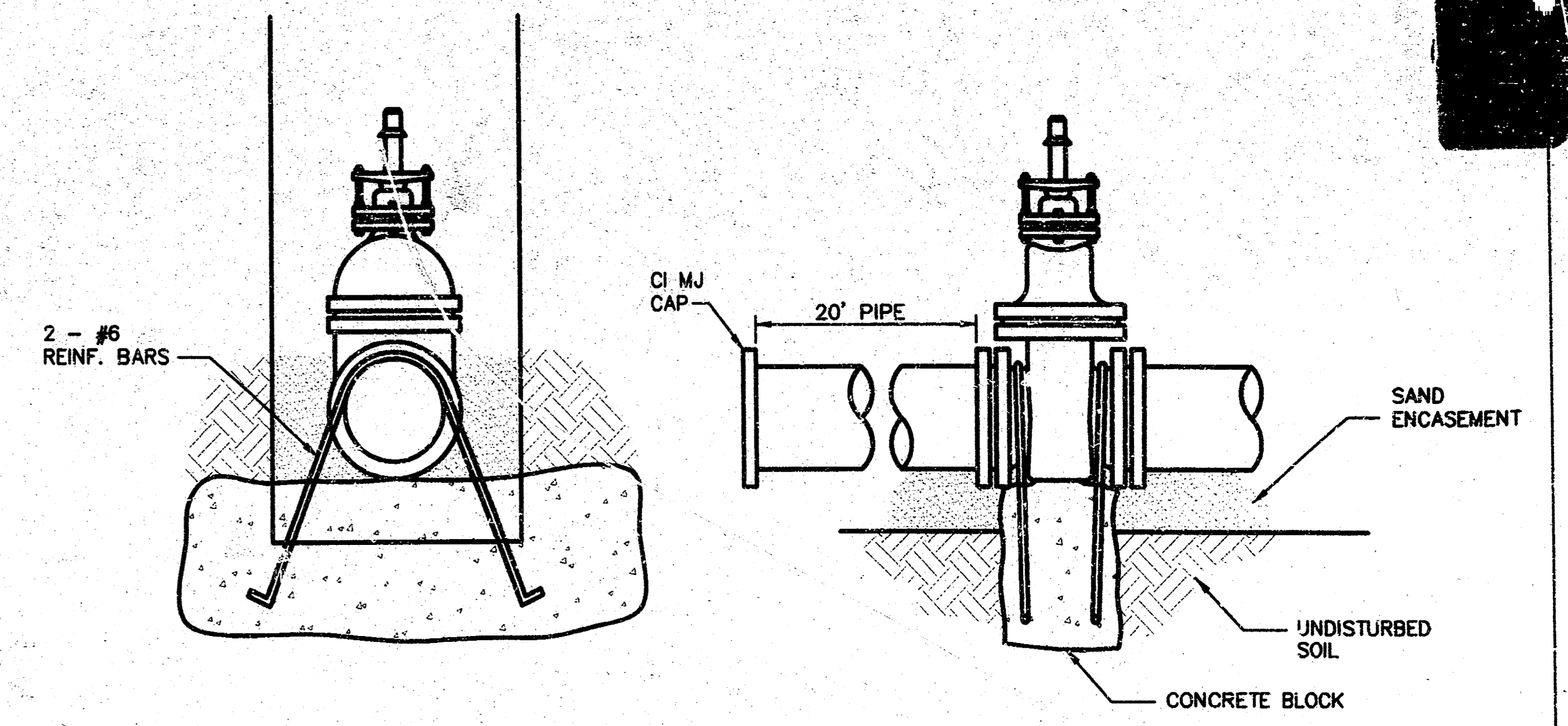
FIRE HYDRANTS REQUIRED			
BL STATION	BURY LINE ELEVATION	TOP OF PIPE ELEVATION	FIRE HYDRANT BURY REQUIRED
3+37, 16' LT.	110.20	106.12	4.5'

IF HYDRANT BURY IS IN EXCESS OF 5'. CONTRACTOR SHALL USE STANDARD 5' HYDRANT BURY AND HYDRANT BARREL EXTENSIONS AS NECESSARY.



- MATERIALS LIST**
 1-2" VALVE BOX
 1-CIMJ CAP
 1-2"x6" BRASS NIPPLE
 1-2" IPT MUELLER VALVE A-2395-8-OL "T HEAD" OR APPROVED EQUAL
 1-GALV. STREET EL.
 2" GALV. PIPE (AS REQUIRED)
 1-2" GALV. COUPLING
 1-2" GALV. PLUG (HAND TIGHTENED)

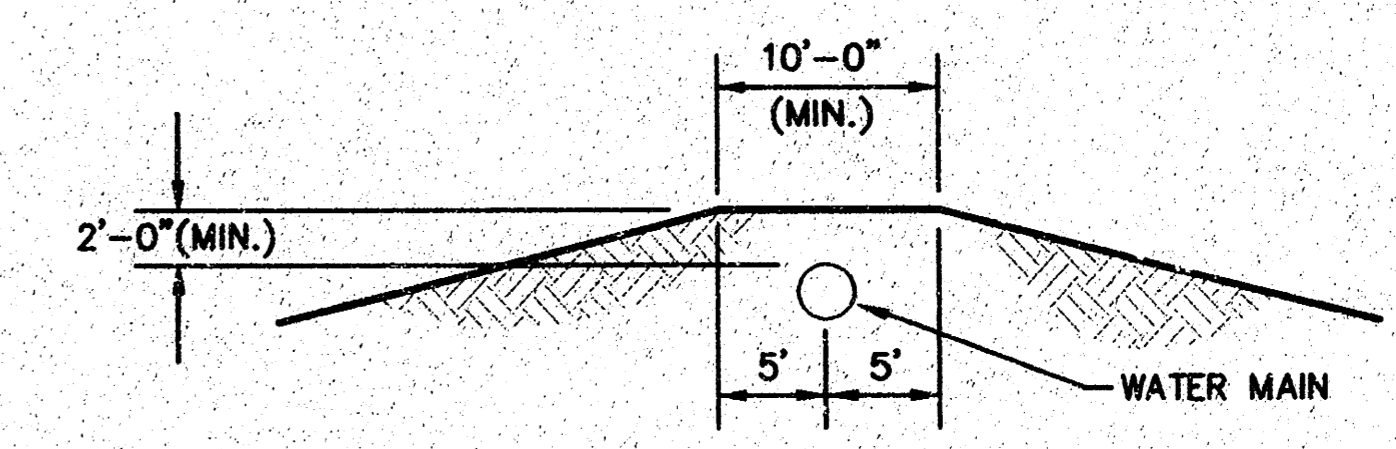
2" BLOWOFF ASSEMBLY



- Notes:**
 1. Concrete Block at Valve to have sufficient bearing in undisturbed soil to prevent thrust movement as shown in table at right. Field Engineer to determine thrust loading of undisturbed soil and final size of thrust block.
 2. Provide clearance around flanges to M.J. accessories.
 3. Valve block to be included in bid item of Concrete for thrust blocks.
 4. All valves at dead ends and at other locations as called out on the plans shall be blocked as shown here.

THRUST AT VALVES	
VALVE	THRUST AT 150 PSI
4"	1809 lbs.
6"	4245 lbs.
8"	7540 lbs.
12"	16965 lbs.

ANCHORED VALVE ASSEMBLY, SPECIAL



PROTECTIVE FILL DETAIL

MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE COVER OVER THE PROP. WATER LINE IS LESS THAN (2) FEET. (COST SUBSIDIARY TO PIPE INSTALLATION)

REVISED JAN 97

<p>THE CITY OF WICHITA</p> <p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 202 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-8901 (316) 268-4114 FAX</p>	STANDARD WATER ASSEMBLY DETAILS	
	M. E. LINDEBAK P.E. - CITY ENGINEER	
	PROJECT NUMBER 112 PPP	INDEX CODE 607879
	DATE MAR 95	SHEET 5 OF 10

WIRING NOTES

* THE CONTROLLER AND CABINET SHALL INCLUDE THE FOLLOWING:

- MODEL 170 CONTROLLER UNIT COMPLETE WITH WALKS (44A OR LATEST REVISION) TRAFFIC PROGRAM ON 412B SYSTEM - MEMORY MODULE AND MODEL 400 MODEM
- ONE MODEL 336 CABINET (MEETING CITY OF WICHITA SPECIFICATIONS) COMPLETE WITH ALL ACCESSORIES INCLUDING:
 - 1 - MODEL 210 ECL OR MS CONFLICT MONITOR.
 - 4 - TRANSFER RELAYS
 - 2 - MODEL 204 FLASHER UNITS.
 - 2 - MODEL 242 TWO CHANNEL ISOLATORS
 - 2 - MODEL 200 SWITCH PACKS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE CONTROLLER, CABINET AND SOFTWARE AND FOR ALL EQUIPMENT NECESSARY FOR THE COMPLETE AND SATISFACTORY OPERATION OF THE TRAFFIC SIGNAL, WHETHER OR NOT SAID EQUIPMENT IS SPECIFICALLY MENTIONED.

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL POWER SUPPLY CABLE AND TRAFFIC SIGNAL CABLE FOR THE COMPLETE OPERATION OF THE TRAFFIC SIGNAL. NO SPLICES WILL BE ALLOWED OUTSIDE POLE BASES, SERVICE BOXES, OR JUNCTION BOXES.

EACH SEPARATE MAST ARM MOUNTED SIGNAL HEAD SHALL HAVE ONE CONTINUOUS RUN OF FIVE-CONDUCTOR CABLE FROM THE POLE BASE TO THE SIGNAL HEAD. A ONE-CONDUCTOR #8 AWG (GREEN) SHALL BE INSTALLED TO CONNECT ALL GROUNDING LUGS IN POLE BASES AND CONTROLLER BASE.

ONE, SEVEN-CONDUCTOR CABLE SHALL BE RUN FROM THE CONTROLLER TO EACH POLE SUPPORTING A MAST ARM-MOUNTED VEHICLE INDICATION. THE FOLLOWING COLOR CODE SHALL BE USED.

WHITE	COMMON
RED	RED BALL
GREEN	GREEN BALL
ORANGE	YELLOW BALL
WHITE/BLACK	DON'T WALK
BLUE	WALK
BLACK	PUSHBUTTON

ONE, FIVE-CONDUCTOR CABLE SHALL BE RUN FROM EACH 3-SECTION THRU SIGNAL HEAD TO THE POLE BASE. ONE, FIVE-CONDUCTOR CABLE SHALL BE RUN FROM EACH 2-WAY SIDE-OF-POLE PEDESTRIAN SIGNAL TO THE POLE BASE. THE FOLLOWING COLOR CODE SHALL BE USED.

RED	DON'T WALK
GREEN	WALK
WHITE	COMMON
ORANGE	SPARE
BLACK	SPARE

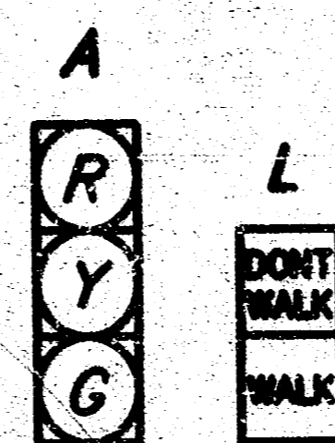
ONE, TWO-CONDUCTOR CABLE SHALL BE RUN FROM PUSHBUTTON TO POLE BASE.

MATERIAL LIST

ITEM	UNIT	QUANTITY
* MODEL 170 CONTROLLER	EACH	1
* CONTROLLER CABINET	EACH	1
METER BOX	EACH	1
POWER DISCONNECT W/ BREAKER	EACH	1
TRAFFIC SIGNAL POLE	EACH	1
TRAFFIC SIGNAL MAST ARM (37)	EACH	1
TRAFFIC SIGNAL PEDESTAL (15')	EACH	1
CONCRETE BASE FOR SIGNAL POLE	EACH	2
TRAFFIC SIGNAL HEAD (TYPE A)	EACH	4
TRAFFIC SIGNAL HEAD MTG. BRACKET	EACH	4
PEDESTRIAN SIGNAL HEAD (TYPE L)	EACH	2
PEDESTRIAN PUSHBUTTON W/SIGN (ONE PC.)	EACH	2
TRAFFIC SIGNAL LAMP	EACH	16
GROUND ROD AND CLAMP	EACH	3
SERVICE BOX	EACH	1
3" RGC CONDUIT	L.F.	61
2" RGC CONDUIT	L.F.	8
1 1/4" RGC CONDUIT	L.F.	72
MULTI-CONDUCTOR CABLE 2C #14 AWG	L.F.	10
MULTI-CONDUCTOR CABLE 5C #14 AWG	L.F.	120
MULTI-CONDUCTOR CABLE 7C #14 AWG	L.F.	159
GROUND WIRE (THIN #8 AWG)	L.F.	139
POWER SUPPLY WIRE (THIN #6 AWG)	L.F.	178

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL EQUIPMENT NECESSARY FOR THE COMPLETE AND SATISFACTORY OPERATION OF THE TRAFFIC SIGNAL, WHETHER SAID EQUIPMENT IS SPECIFICALLY MENTIONED OR NOT. THE QUANTITIES SHOWN ARE FOR INFORMATION ONLY.

TRAFFIC SIGNAL FACES

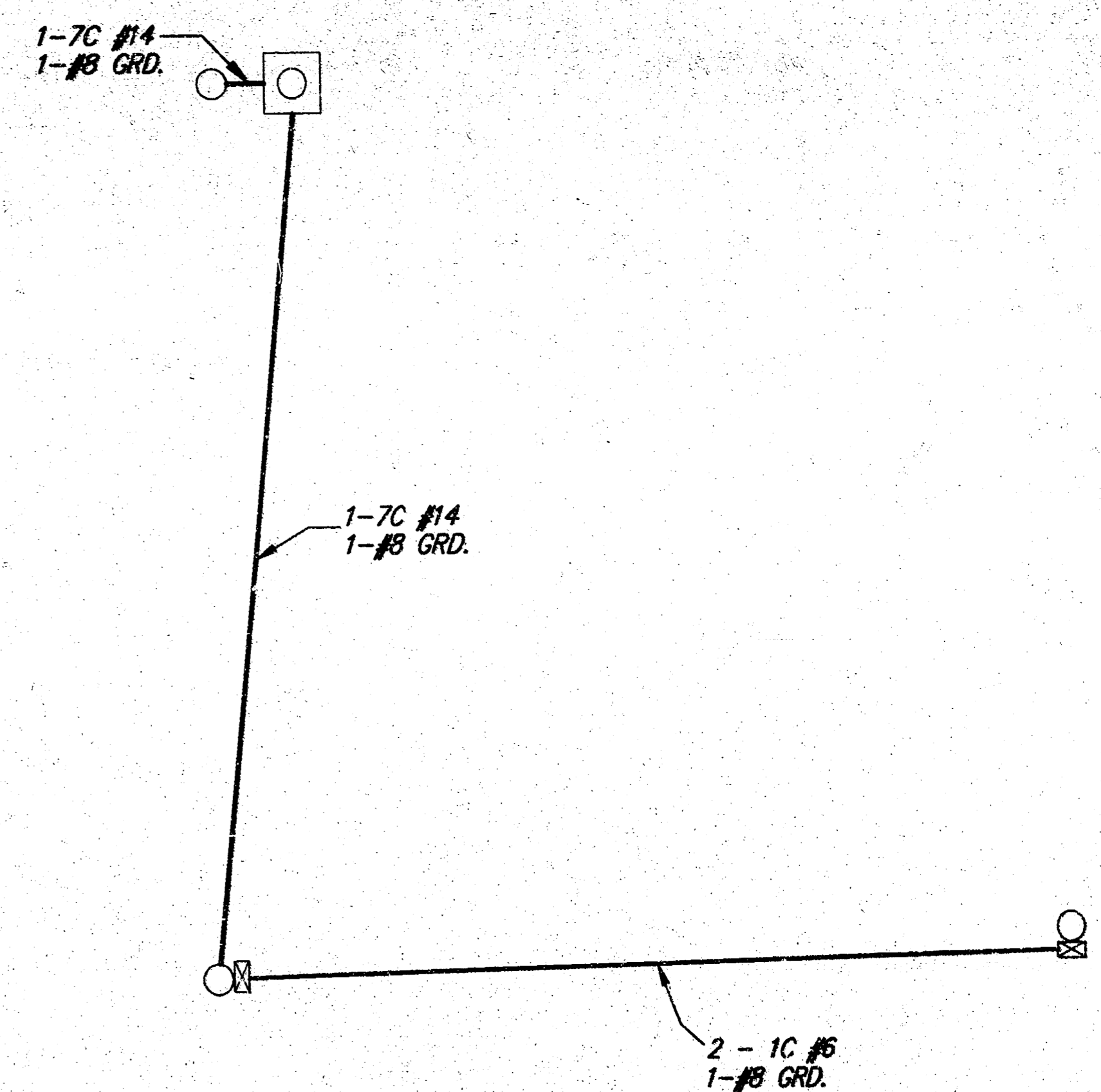
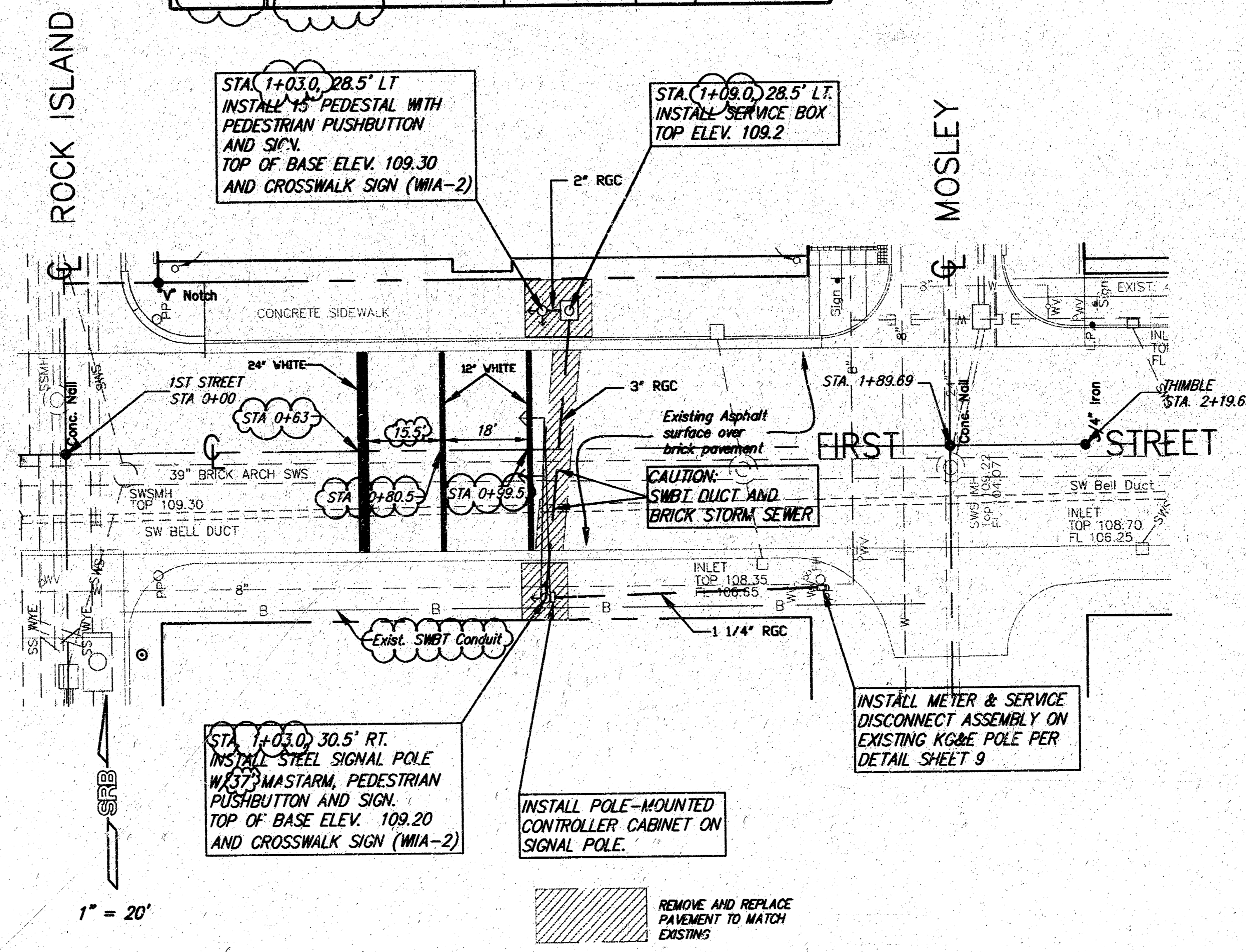


SIGNAL TIMING

PROVIDE:	4 SECOND YELLOW
	3 SECOND ALL RED
	8 SECOND WALK
	12 SECOND FLASHING DON'T WALK
	30 SECOND GREEN

SIGNAL SUMMARY

STATION	OFFSET	TYPE HEAD	MOUNTING	QTY.	REMARKS
1+03.0	28.5' Lt.	A	Side of Pole	1	
1+03.0	28.5' Lt.	L	Side of Pole	1	w/P.B. & Sign (one pc.)
1+03.0	6' Lt.	A	Mast Arm	1	
1+03.0	6' Rt.	A	Mast Arm	1	
1+03.0	30.5' Rt.	L	Side of Pole	1	w/P.B. & Sign (one pc.)
1+03.0	30.5' Rt.	A	Side of Pole	1	



WIRING DIAGRAM

- NOTES:
1. ALL SIGNAL POLES, MASTARMS, HEADS, CONTROLLER CABINET, AND EXPOSED CONDUIT TO BE BLACK FINISH.
 2. CROSS STREET CONDUITS MAY BE INSTALLED BY JACKING AT CONTRACTOR'S OPTION IN LIEU OF PAVEMENT REMOVAL.

REV. 12-9-98

FIRST STREET AT MOSLEY CROSSWALK AND SIGNALIZATION WICHITA, KANSAS

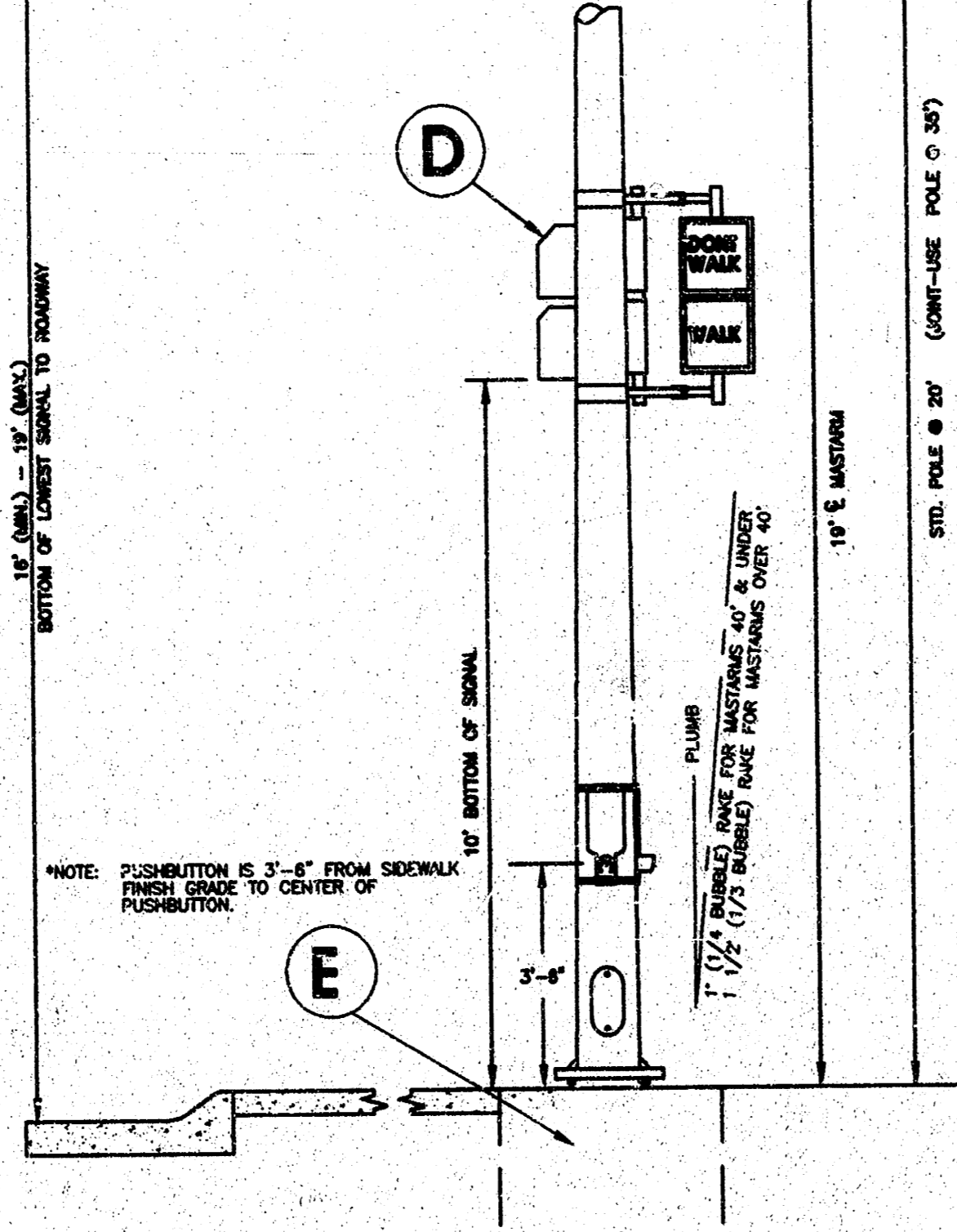
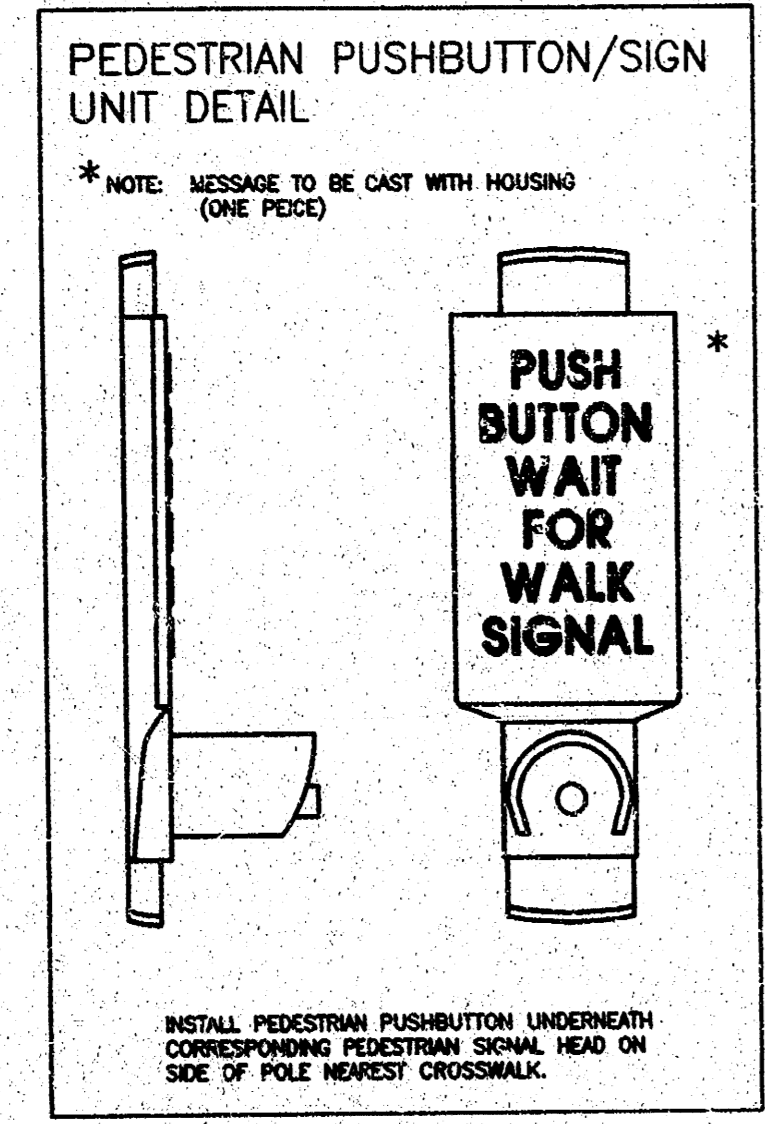
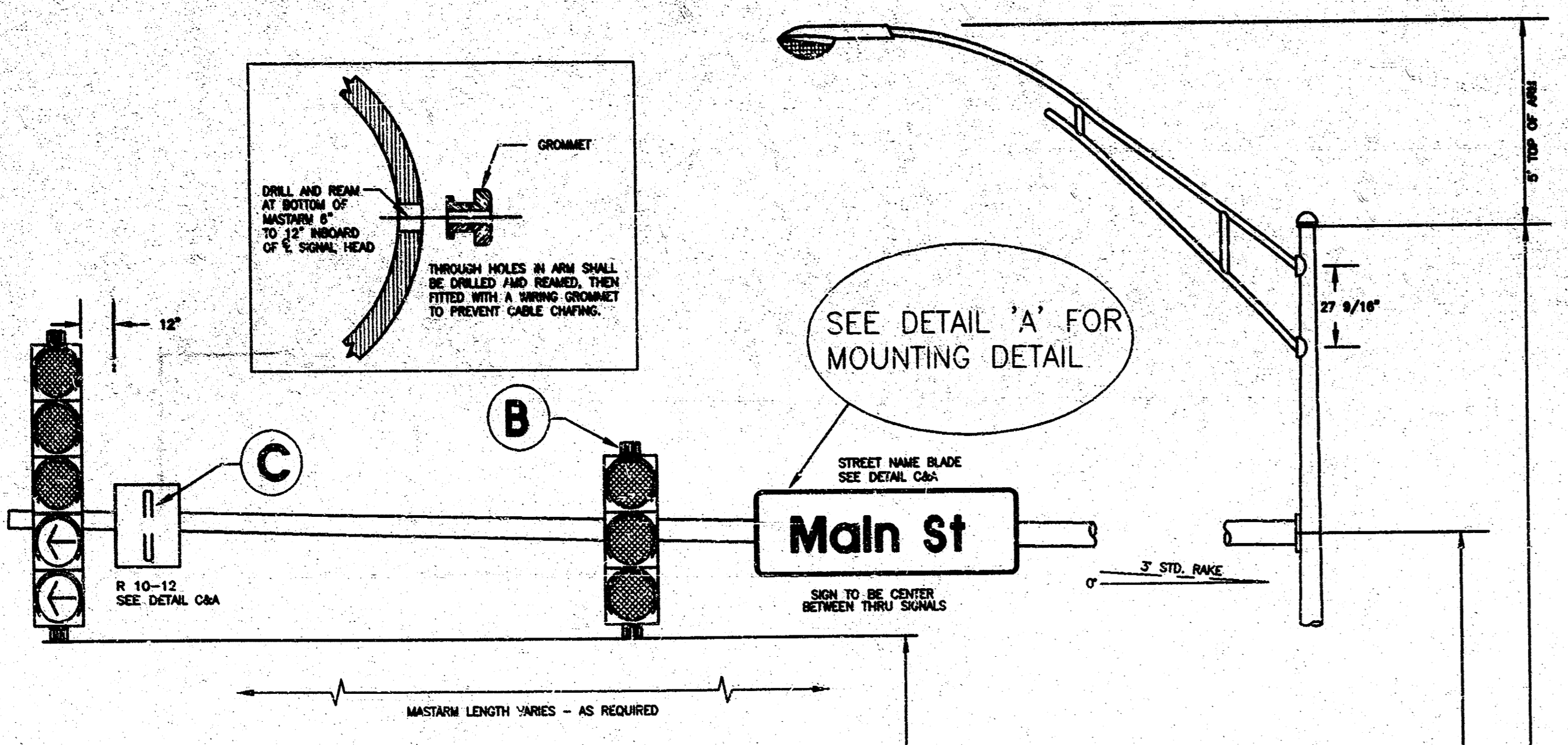
SRB 924 NORTH MAIN WICHITA, KANSAS 67203 316-264-8008 FAX 264-4621
http://www.fest.com/~srb E-mail: srb@srb.com

SAVOY, RUGGLES & BOHM, P.A. ENGINEERING & SURVEYING

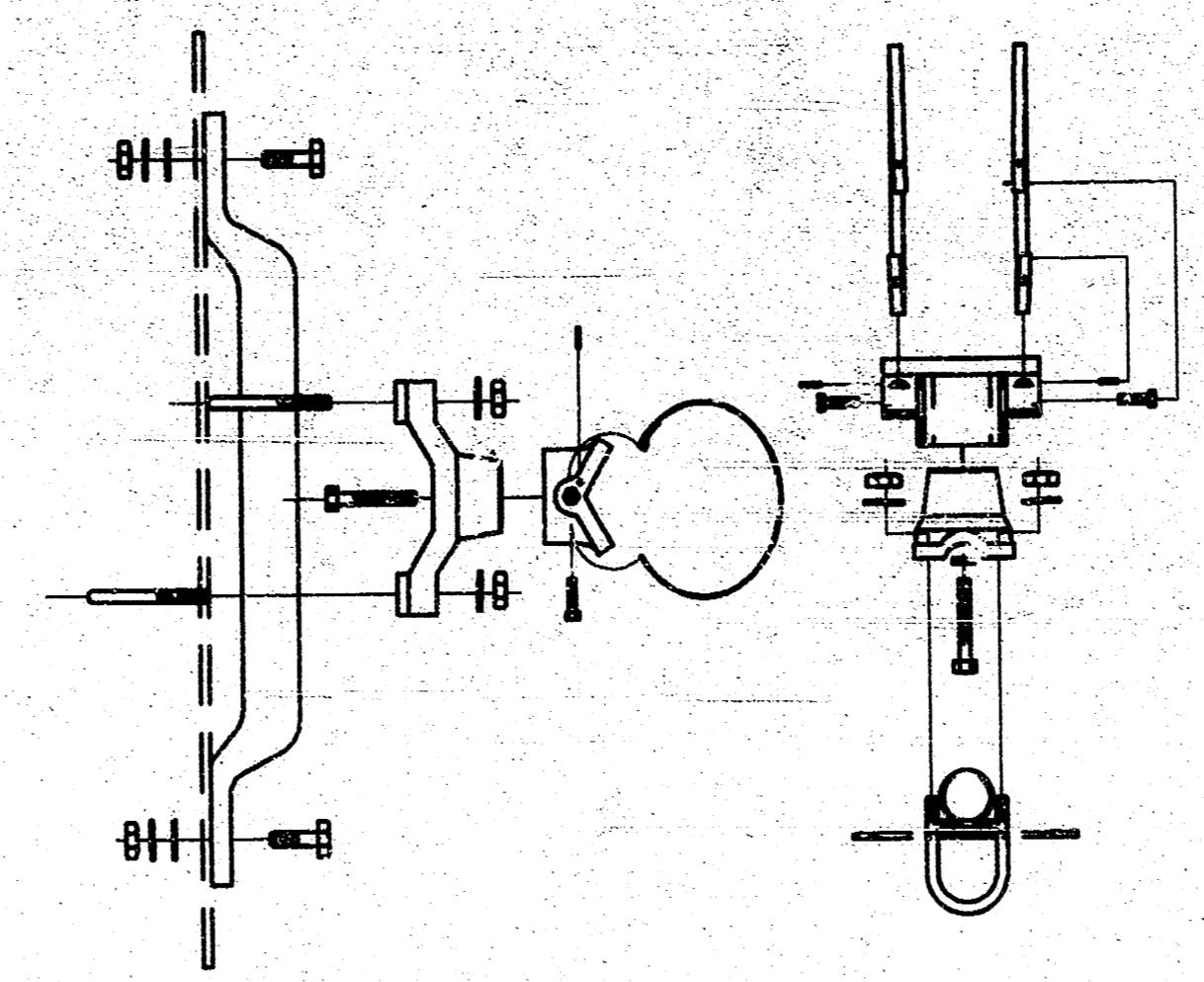
PROJECT NUMBER: 112 PPP (607879)

DESIGN: T.C.R.	DRAWN: E.J.G.	UTILITY:	REVIEW:	DATE: June 15, 1998	REVISED: Oct. 5, 1998
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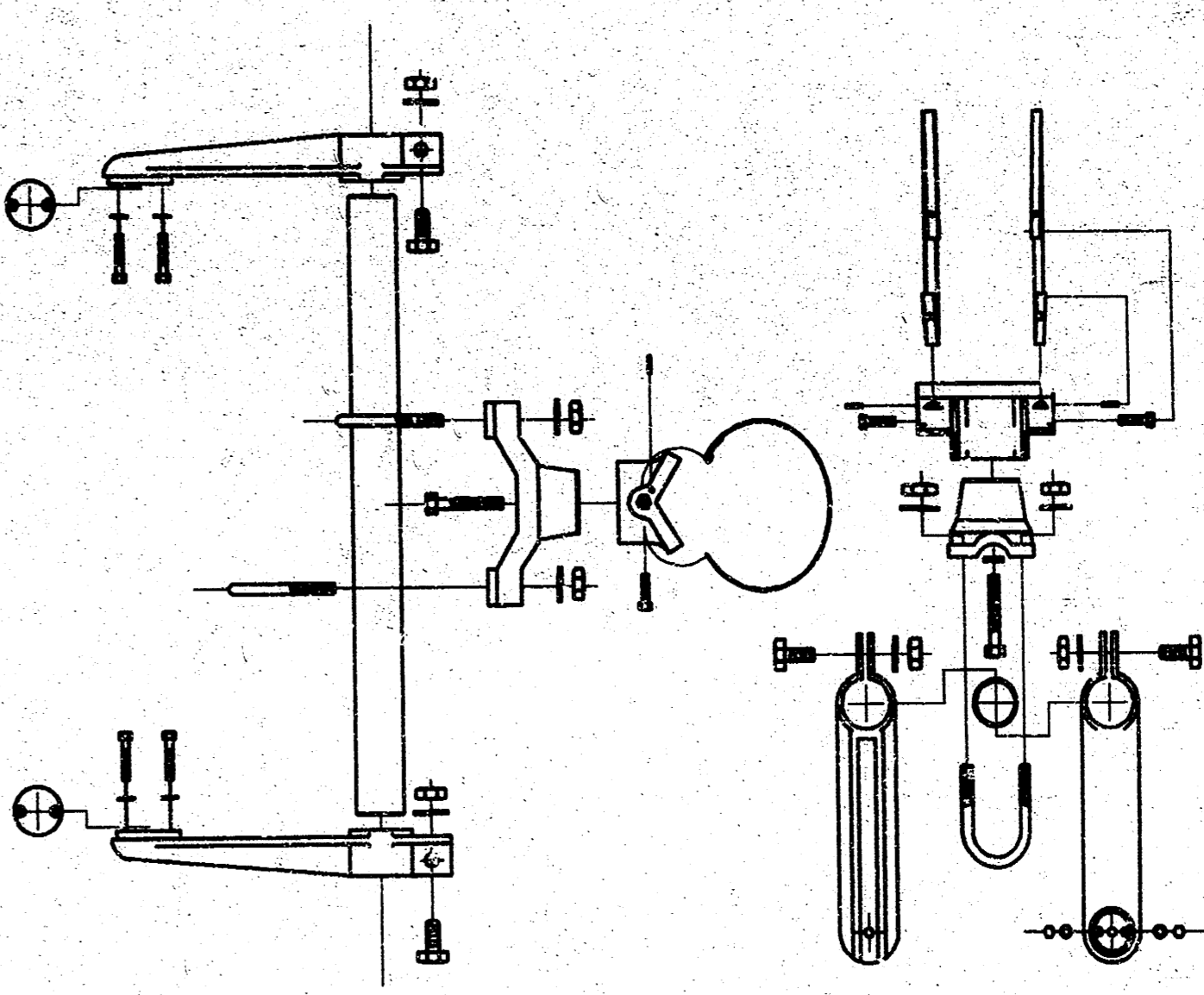
SHEET 6 OF 10



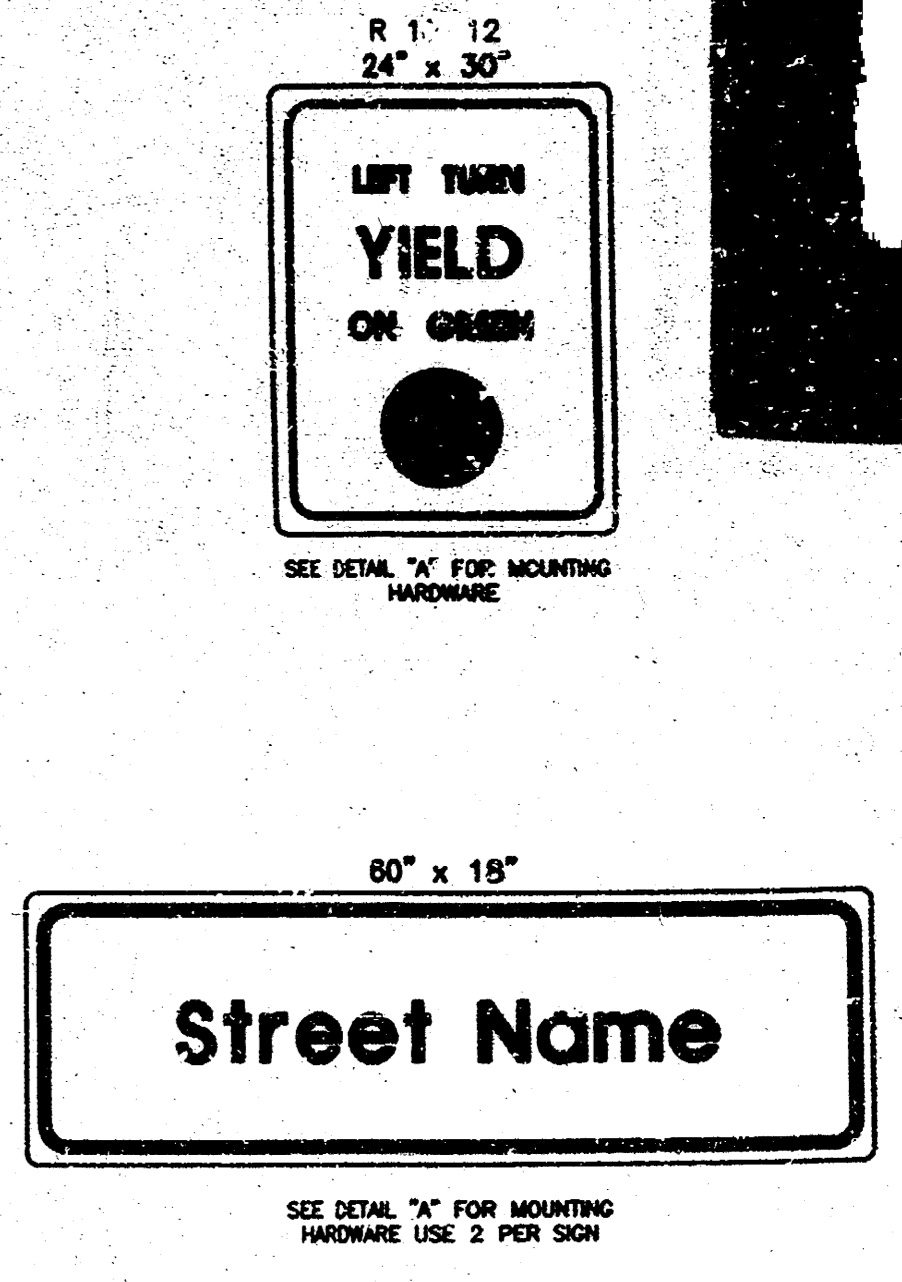
BANDED SIGN MOUNTING BRACKET DETAIL



TYPE I SIGNAL MOUNTING BRACKET ASSEMBLY DETAIL



STANDARD SIGNING

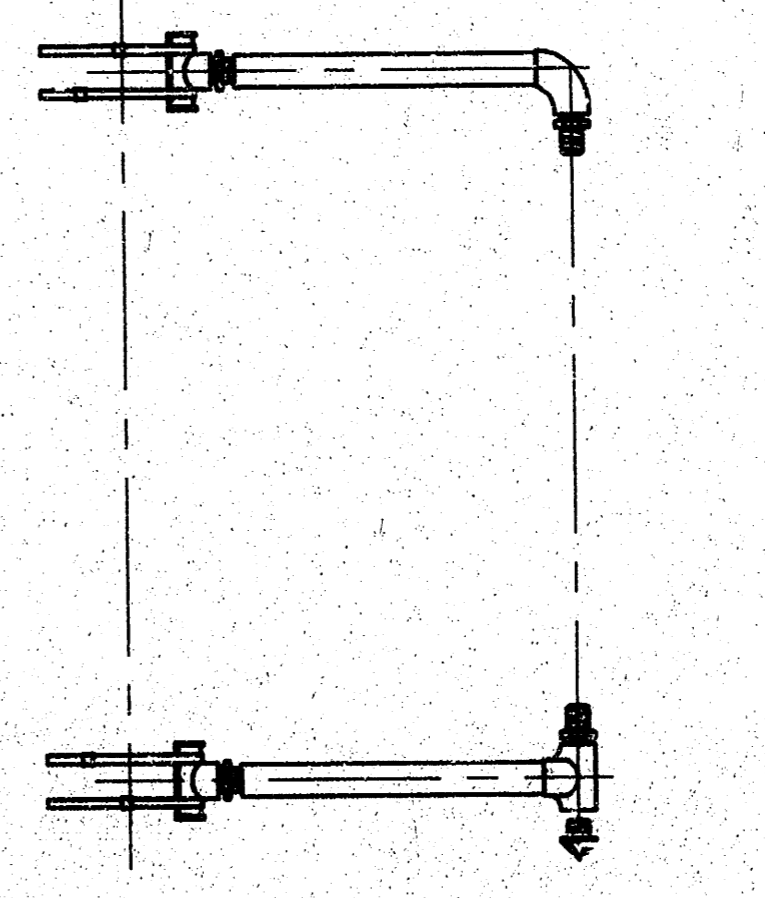


A

B

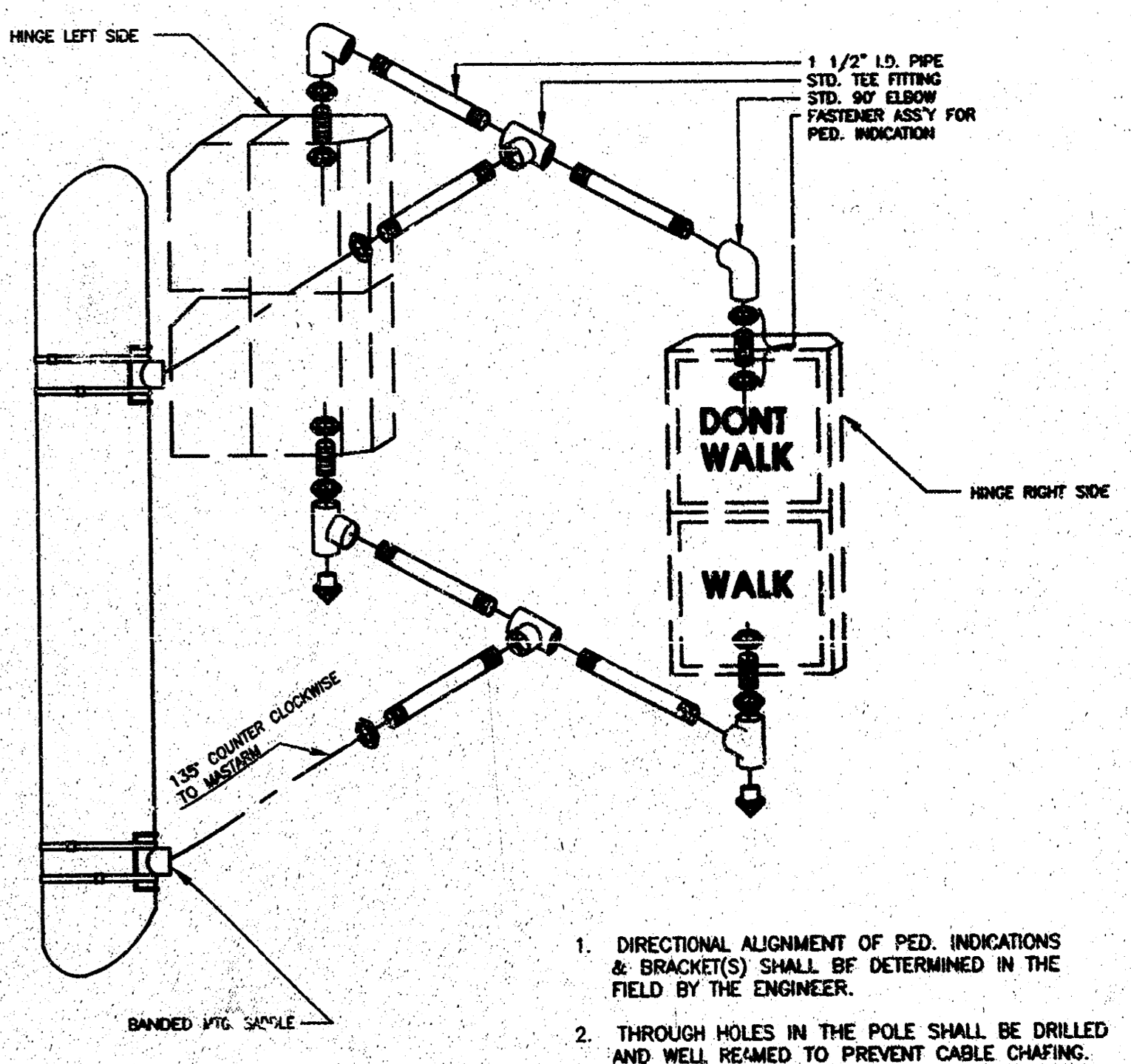
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TYPE III SIDE-OF-POLE MOUNTING BRACKET ASSEMBLY

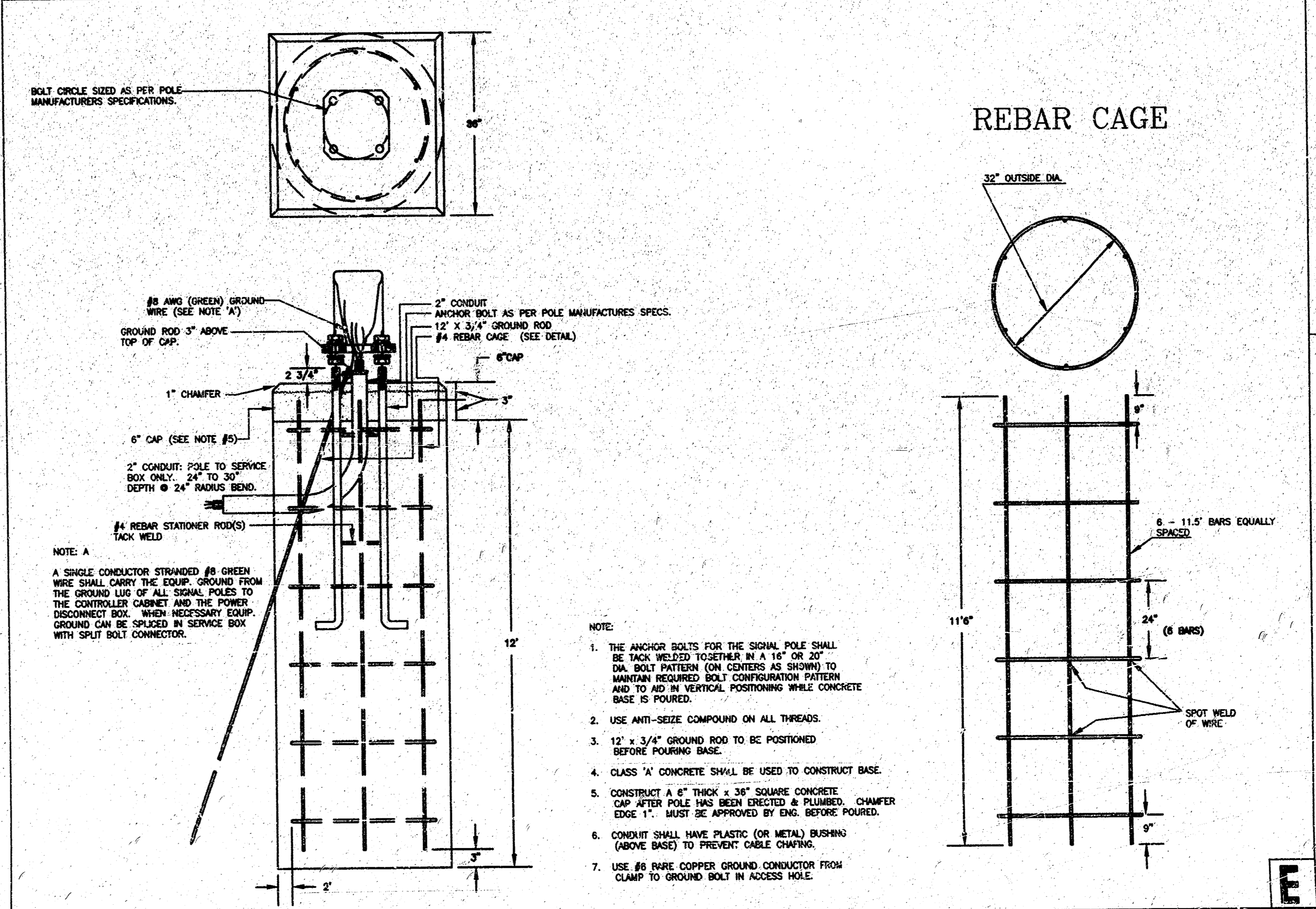


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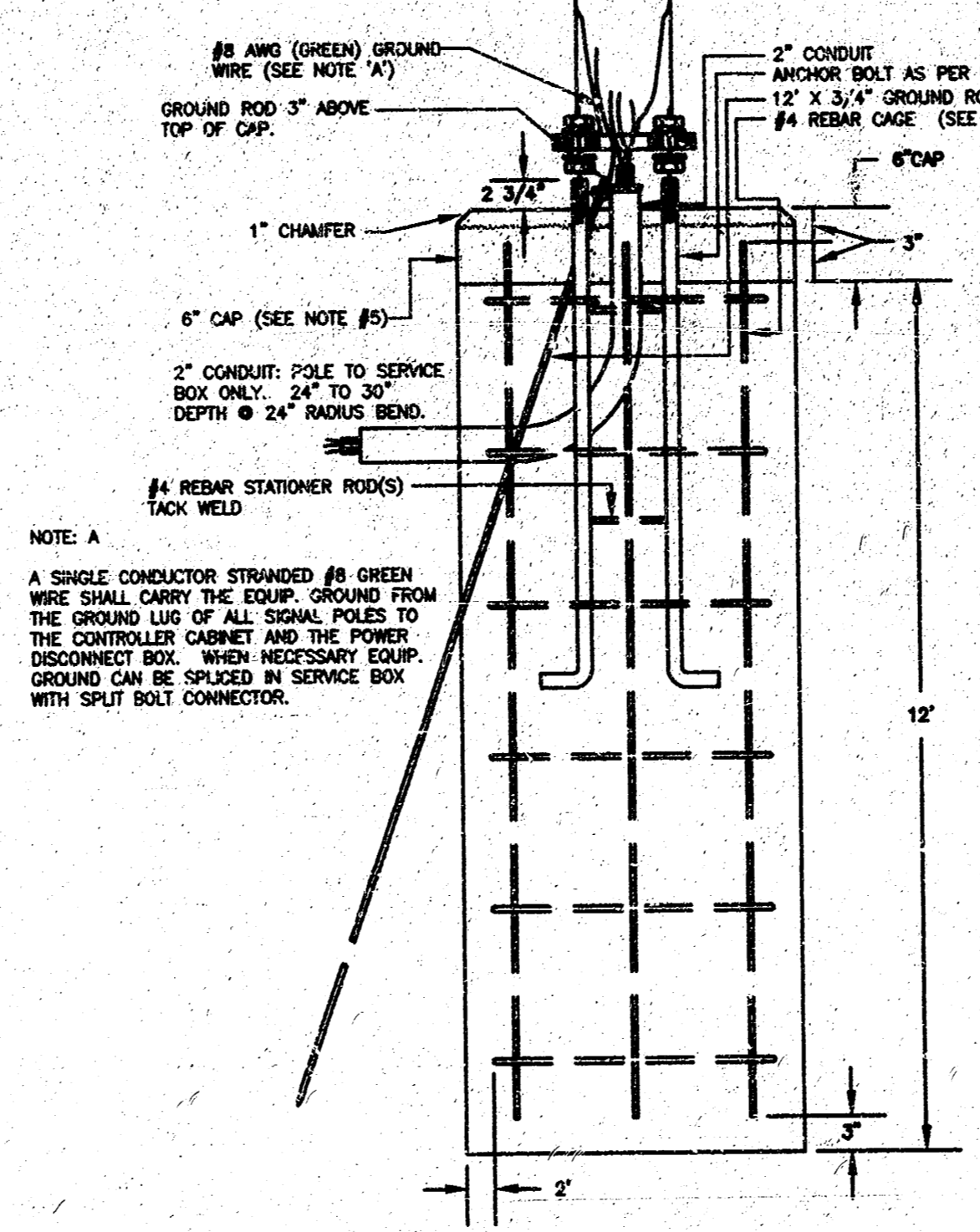
TYPE II SIGNAL MOUNTING BRACKET ASSEMBLY (SIDE-OF-POLE)



D



E



- NOTE:
1. THE ANCHOR BOLTS FOR THE SIGNAL POLE SHALL BE TACK WELDED TOGETHER IN A 16" OR 20" DIA. BOLT PATTERN (ON CENTERS AS SHOWN) TO MAINTAIN REQUIRED BOLT CONFIGURATION PATTERN AND TO AID IN VERTICAL POSITIONING WHILE CONCRETE BASE IS POURED.
 2. USE ANTI-SEIZE COMPOUND ON ALL THREADS.
 3. 12" x 3/4" GROUND ROD TO BE POSITIONED BEFORE POURING BASE.
 4. CLASS 'A' CONCRETE SHALL BE USED TO CONSTRUCT BASE.
 5. CONSTRUCT A 6" THICK x 36" SQUARE CONCRETE CAP AFTER POLE HAS BEEN ERECTED & PLUMBED. CHAMFER EDGE 1" - MUST BE APPROVED BY ENG. BEFORE POURING.
 6. CONDUIT SHALL HAVE PLASTIC (OR METAL) BUSHING (ABOVE BASE) TO PREVENT CABLE CHAFING.
 7. USE #8 RAPE COPPER GROUND CONDUCTOR FROM CLUMP TO GROUND BOLT IN ACCESS HOLE.

THE CITY OF WICHITA

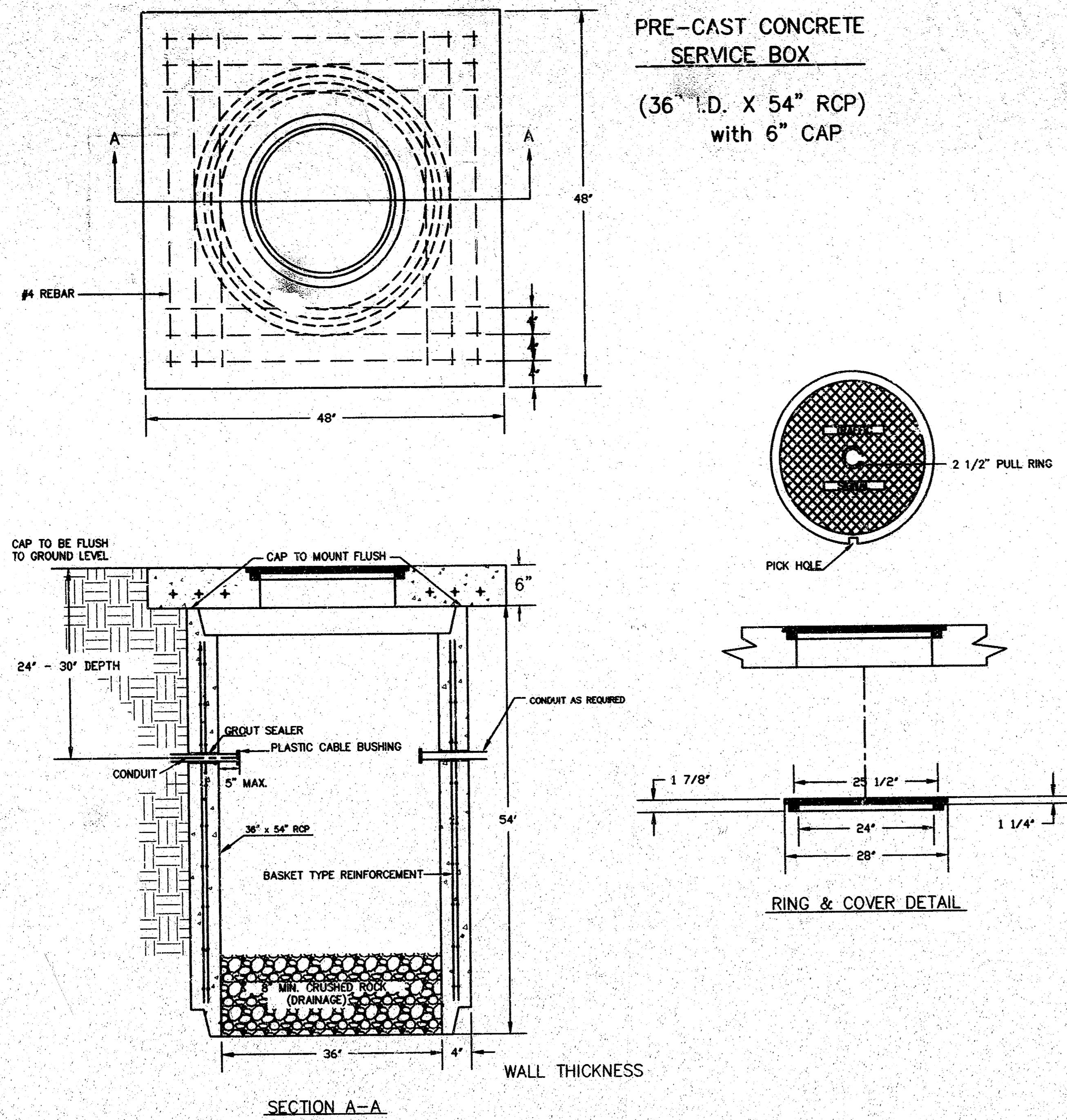
STEEL SIGNAL POLE ASSEMBLY DETAILS

M. E. LINDEBAK P.E. - CITY ENGINEER

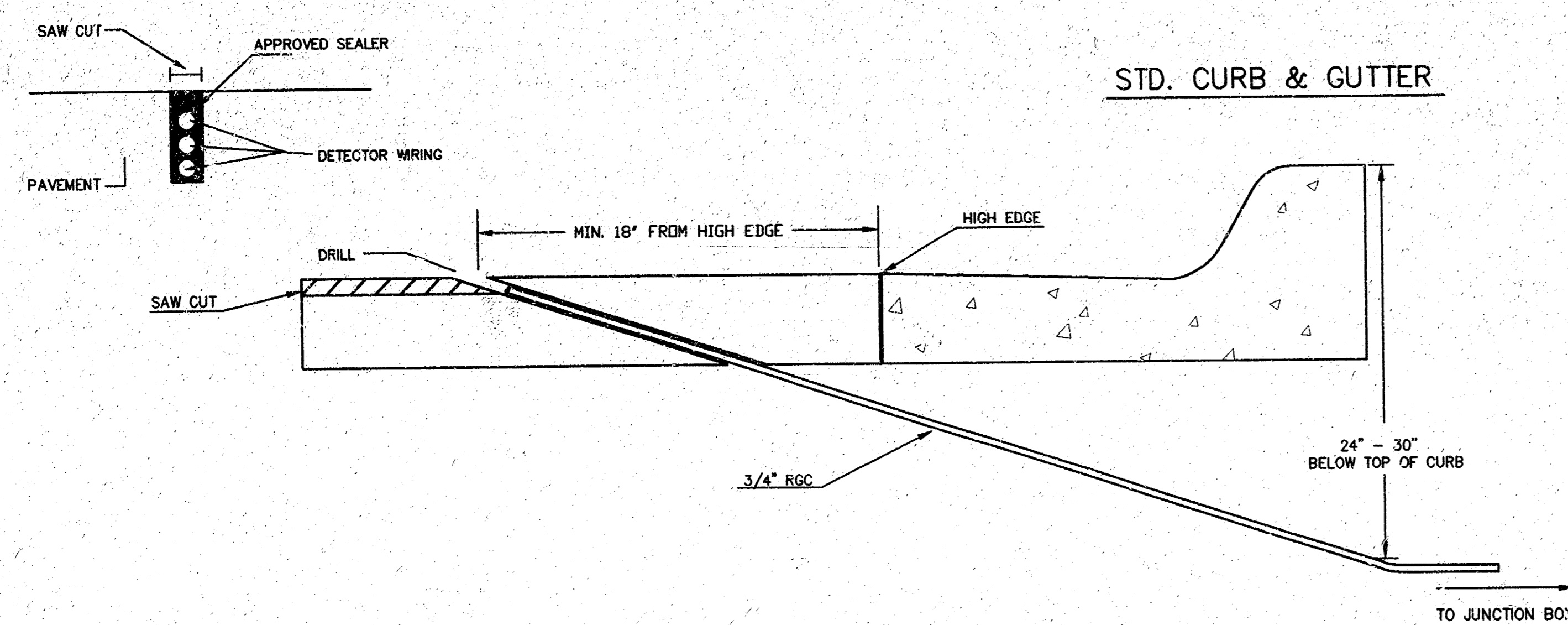
PROJECT NUMBER	INDEX CODE
112 PPP	607879
DATE	SHEET 7 OF 10
JAN 97	

CITY ENGINEER'S OFFICE
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-3001
(316) 268-4114 FAX

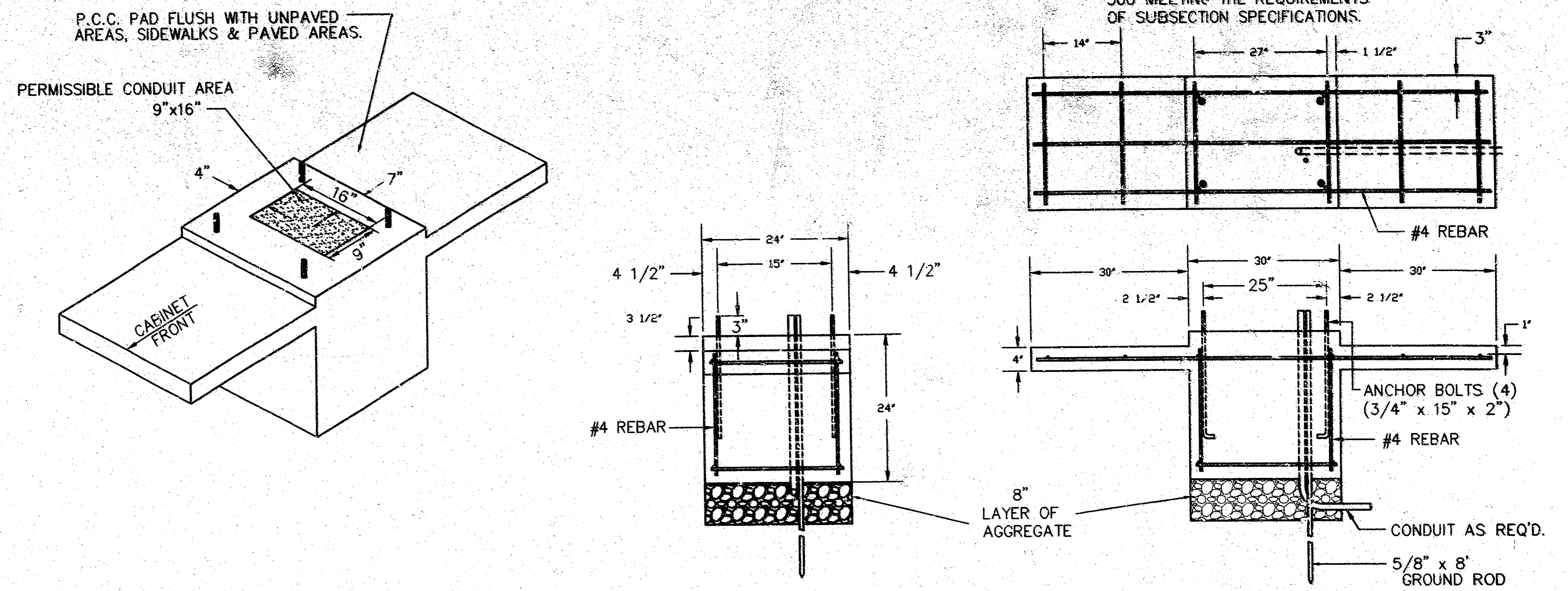
SERVICE BOX CONSTRUCTION/INSTALLATION DETAILS



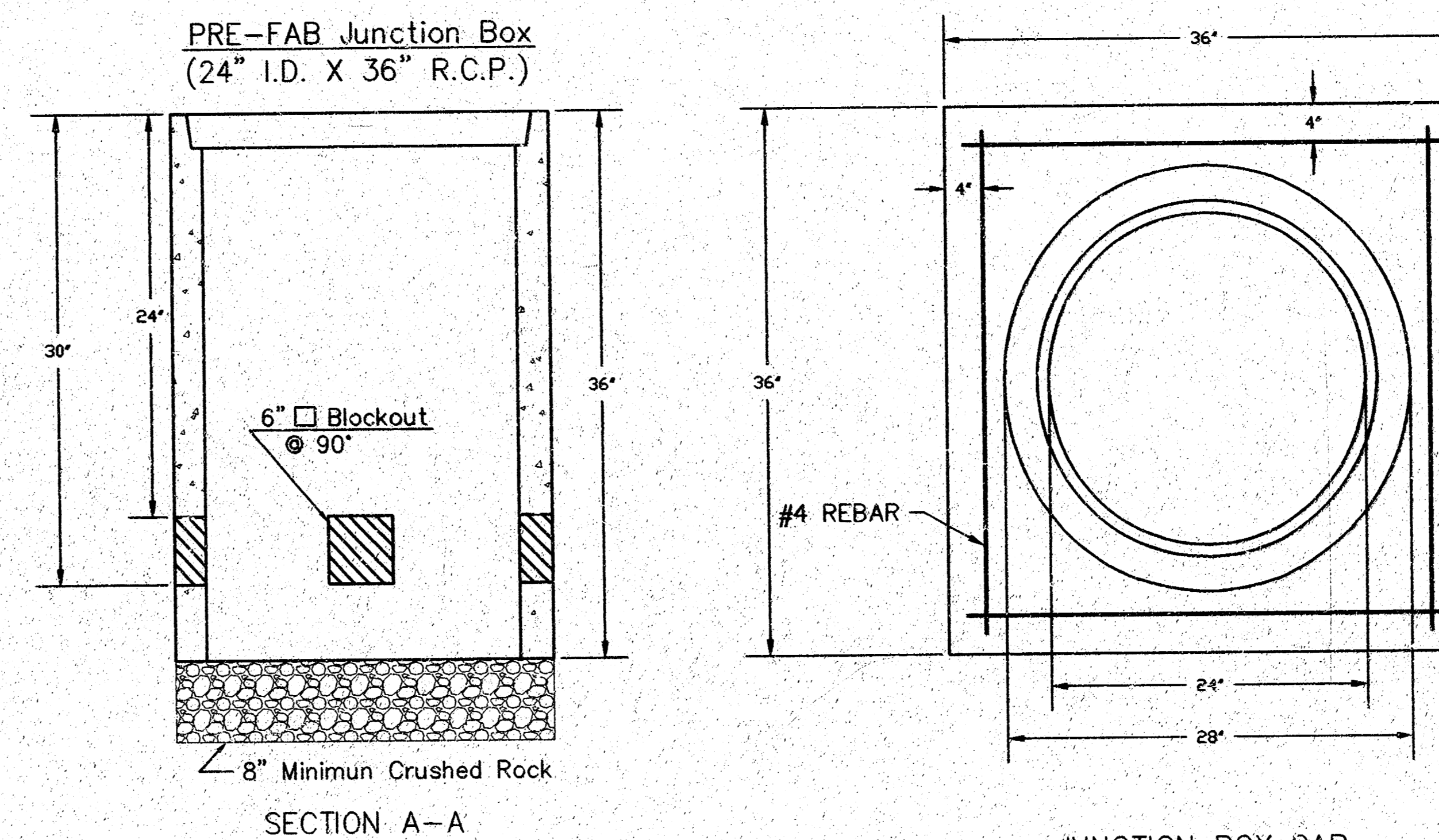
CONDUIT/DETECTOR WIRE INSTALLATION DETAILS



170 CONTROLLER PAD DETAILS



JUNCTION BOX DETAILS



JUNCTION BOX CAP
36" x 36" x 6"
TOP OF CAP TO BE FLUSH WITH GROUND LEVEL.

NOTES:

- SERVICE & JUNCTION BOX:**
- CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5" OF INSIDE FACE OF SIDE WALL, CONDUIT TO DRAIN INTO SERVICE BOX.
 - CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CABLE BUSHING.
 - CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
 - ALL SERVICE & JUNCTION BOXES TO HAVE 8" OF CRUSHED ROCK.
- TRENCHING:**
- DEPTH TO BE 30" MINIMUM WITH ROCK & STUBBLE FREE BACKFILL TO SERVE AS BEDDING MATERIAL. MAINTAIN MINIMUM CONDUIT DEPTH IN TRENCH.
 - BACKFILL TO BE COMPACTED IN 6" LOOSE LIFTS BY HAND OR MECHANICAL TAMPING TO A 95% STANDARD DENSITY.
- CONDUIT:**
- SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
 - 3" RIGID STEEL CONDUIT BTWN. SERVICE BOXES.
1 1/4" " " " BTWN. SERVICE & JUNCTION BOXES.
3/4" " " " BTWN. JUNCTION BOXES.
3/4" " " " BTWN. JUNCTION BOX & DETECTOR LOOP SAW CUT

**SEE SERVICE BOX INSTALLATION FOR RING & COVER DETAILS.

REV. DATE	COMMENTS	INT

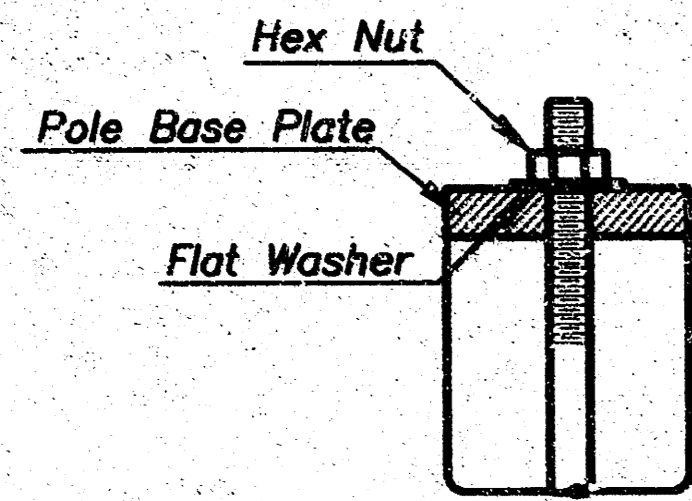
THE CITY OF WICHITA
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4200
(316) 268-4114 FAX

SERVICE / JUNCTION BOX & CONTROLLER PAD CONSTRUCTION / INSTALLATION DETAILS

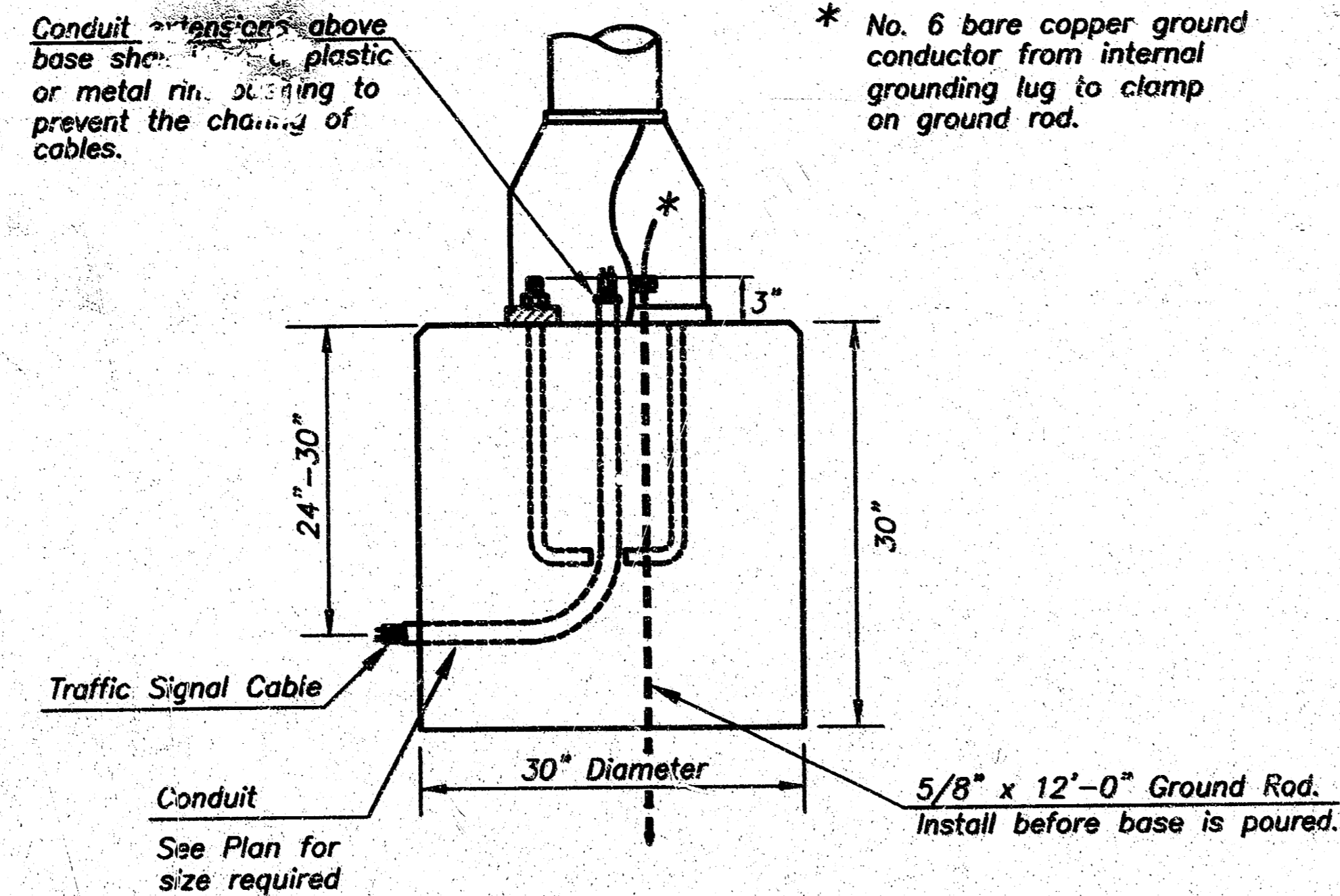
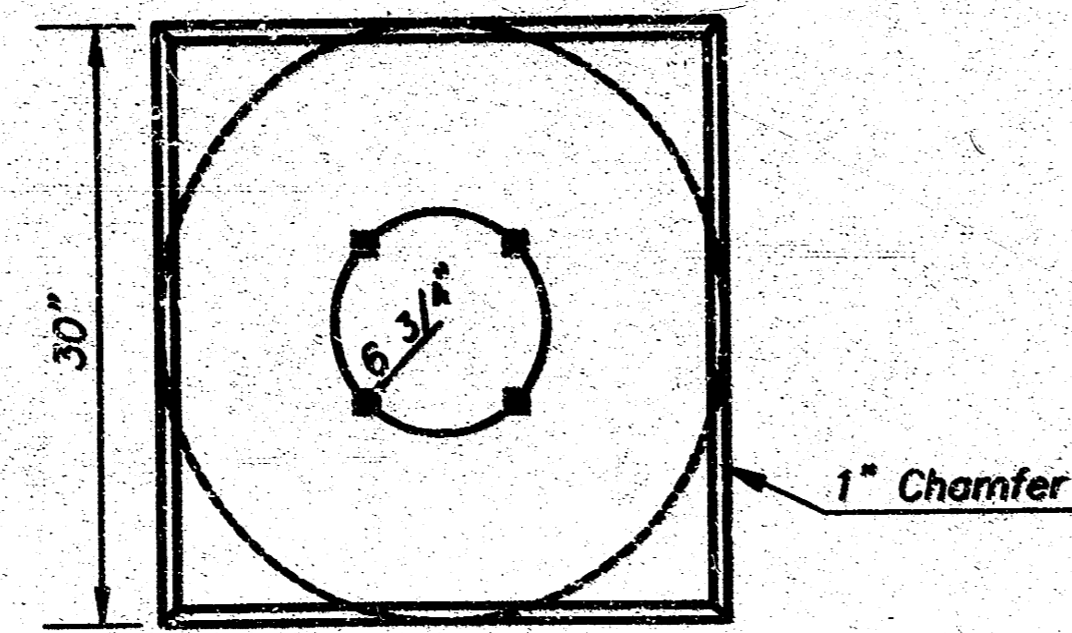
M. E. LINDEBAK P.E. - CITY ENGINEER

PROJECT NUMBER	INDEX CODE
112 PPP	607879
DATE	SHEET 8 OF 10
APR 98	

Use Keystone "No-Weld Number 1 Anti-Seize Compound" on all bolts & nuts.

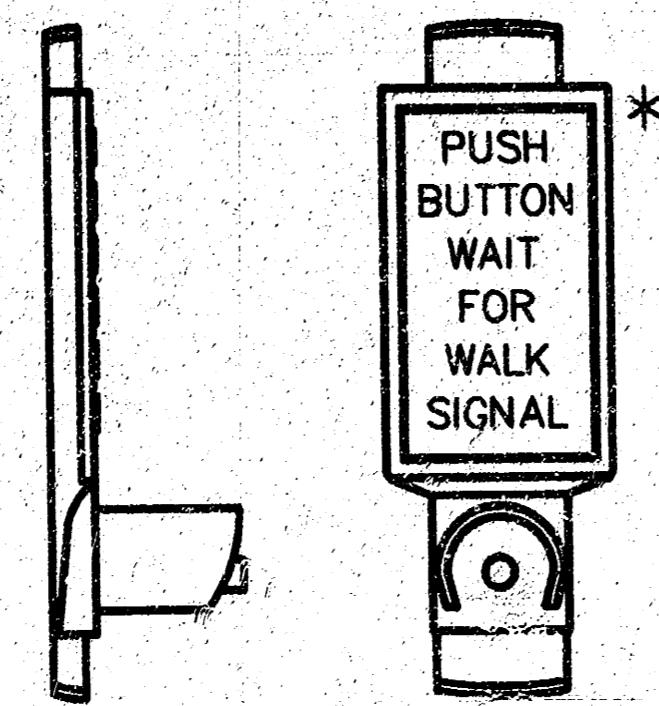


**ANCHOR BOLT
DETAIL**



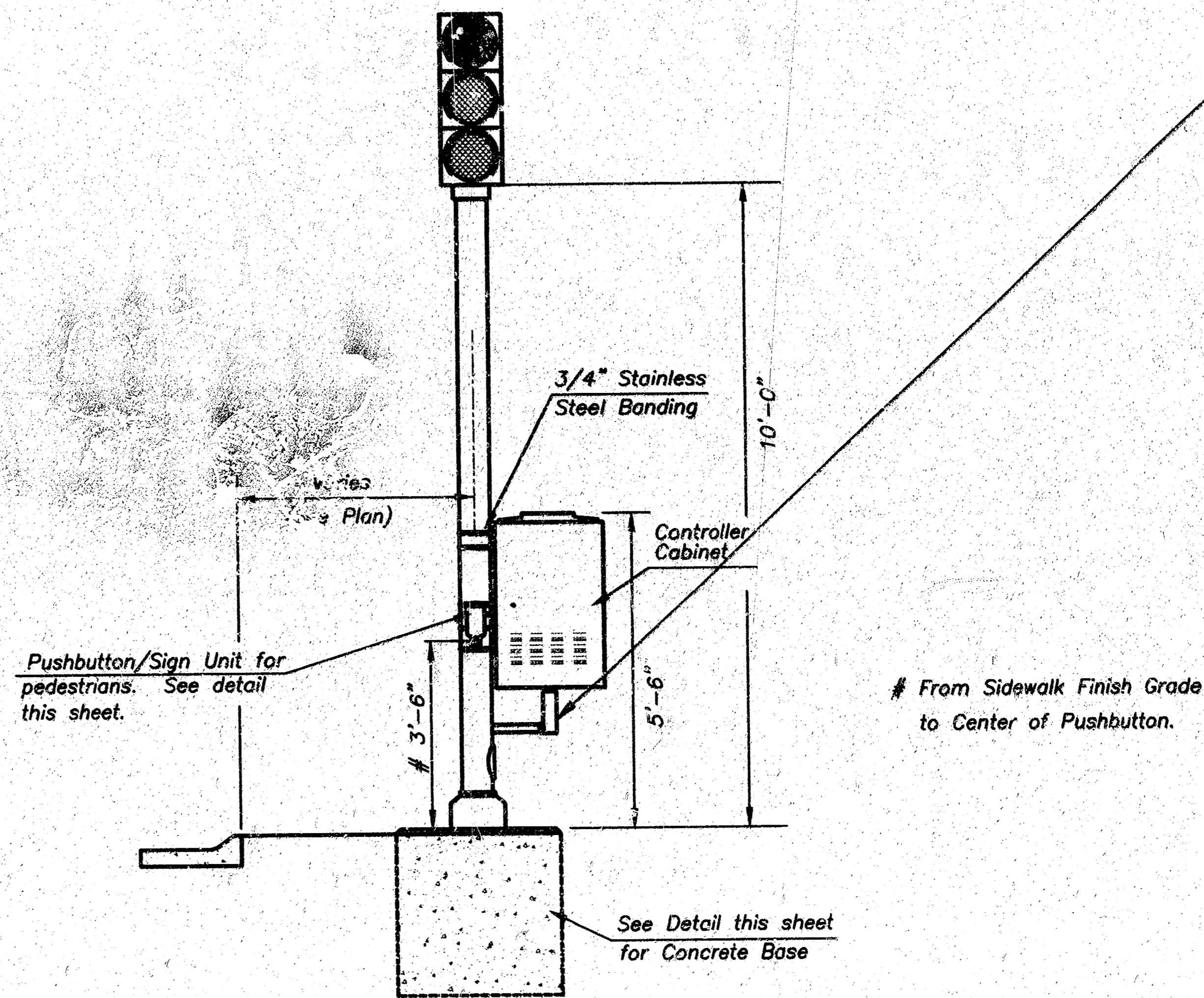
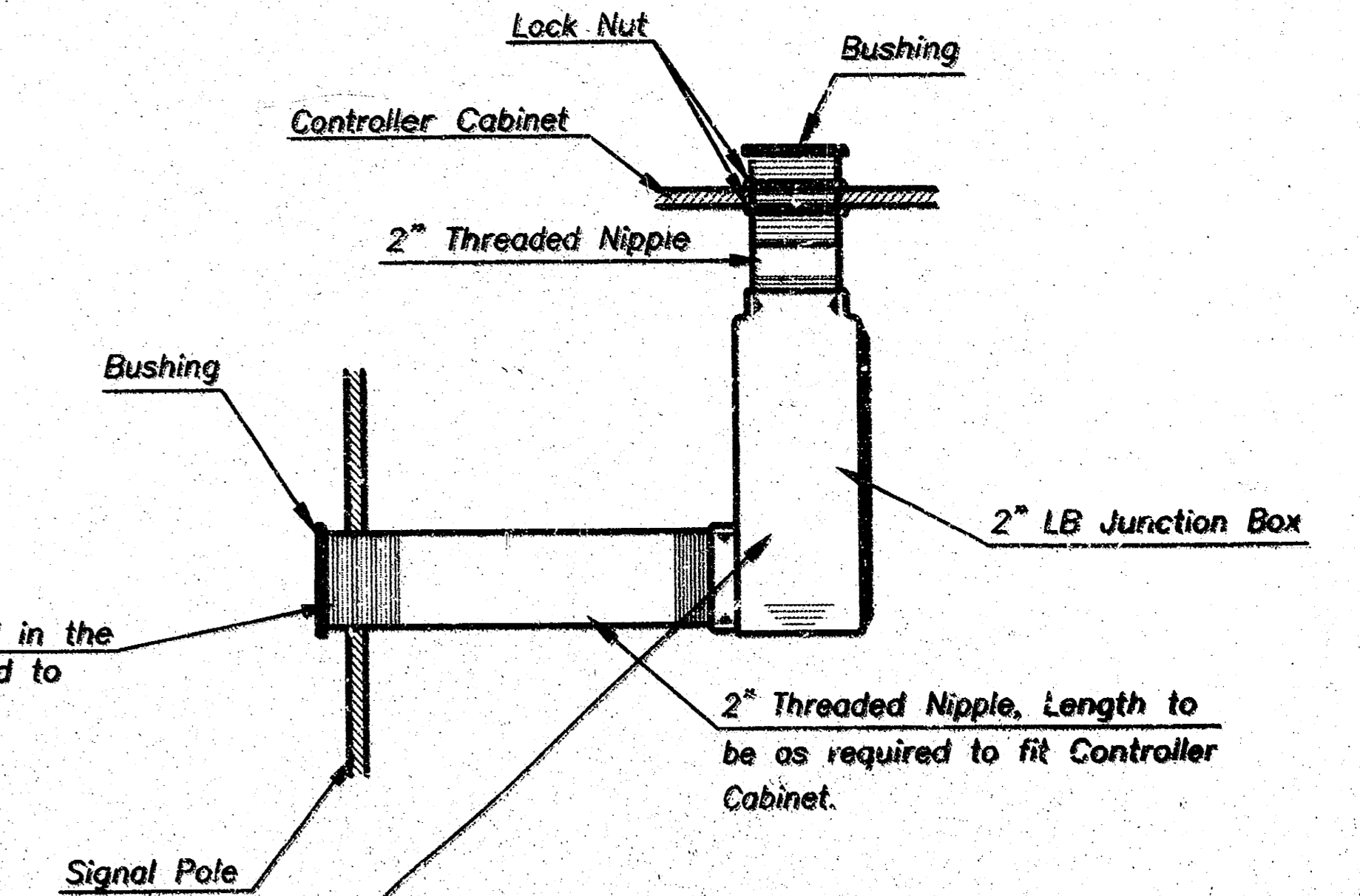
CONCRETE BASE DETAIL

* NOTE: MESSAGE TO BE CAST WITH HOUSING (ONE PIECE)



INSTALL PEDESTRIAN PUSHBUTTON UNDERNEATH CORRESPONDING PEDESTRIAN SIGNAL HEAD ON SIDE OF POLE NEAREST CROSSWALK. UNIT SHALL BE FIRMLY ATTACHED TO THE SIDE OF POLE WITH 3/4" STEEL BANDS. SHARP ENDS SHALL BE FOLDED UNDER TO PREVENT INJURY TO PEDESTRIANS.

**PEDESTRIAN PUSHBUTTON/SIGN
UNIT DETAIL**



TRAFFIC SIGNAL PEDESTAL

PROJECT DESCRIPTION		
TRAFFIC SIGNAL PEDESTAL & CONCRETE BASE DETAIL SHEET		
PROJECT NUMBER		
112 PPP (807879)		
DRAWN BY: T.M.	SCALE	REVIEWED BY:
DATE: MAY 97	NO SCALE	DATE:
CITY OF WICHITA DEPARTMENT OF PUBLIC WORKS		
DIVISION OF TRAFFIC ENGINEERING	TRAFFIC ENGINEER	SHEET 10 OF 10
W.M. G. MCKINLEY P.E.		

11 20 02 11