

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	54-87 K-8258-01	2007	345	556

TRAFFIC SIGNAL LEGEND

(9.150m) ○	MAST ARM POLE (LENGTH)	FO	HDPE FIBER OPTIC CONDUIT WITH LOCATING CABLE
●	COMBINATION POLE (TRAFFIC SIGNAL AND STREET LIGHT)	_____	PVC CONDUIT (SIZE AS NOTED)
●	PEDESTAL POLE	_____	40 mm CONDUIT
▲	TRAFFIC SIGNAL HEAD	_____	50 mm CONDUIT
▲	TRAFFIC SIGNAL HEAD w/ BACKPLATE	_____	75 mm CONDUIT
■	PEDESTRIAN SIGNAL INDICATION	_____	100 mm CONDUIT
□	DETECTOR VIDEO CAMERA	_____	70 mm HDPE CONDUIT
○	OPTICOM DETECTOR	○	250W COBRA-HEAD W/12.2 m POLE
●	SERVICE BOX	○	250W COBRA-HEAD W/12.2 m POLE BARRIER MOUNTED
⊙	TYPE 'FO' FIBER OPTICS SERVICE BOX	○	2-250W COBRA-HEAD W/12.2 m POLE BARRIER MOUNTED
⊙	TYPE I JUNCTION BOX	○	150W TOP MOUNTED W/4.9 m POLE BARRIER MOUNTED
⊙	TYPE II JUNCTION BOX	○	2-150W TOP MOUNTED W/4.9 m POLE BARRIER MOUNTED
⊙	TYPE III JUNCTION BOX	STLT	EXISTING DIRECT BURY STREET LIGHT CABLE
□	CATV PEDESTAL	▽	CONSTRUCTION NOTE
□	TRAFFIC SIGNAL CONTROLLER	○	2-250W COBRA-HEAD W/12.2 m POLE
□	LOOP DETECTOR, OPTICAL LOOP		
□	LOOP DETECTOR		
□	VIDEO DETECTION ZONE		
④④	VEHICULAR SIGNAL HEAD NO.		
⑧P2	PEDESTRIAN SIGNAL HEAD NO.		
④2	LOOP DETECTOR NO. (VIDEO DETECTION ZONE NO.)		

INSTRUCTIONS FOR DISASSEMBLY OF TRAFFIC SIGNAL EQUIPMENT

- ALL TRAFFIC SIGNAL HEADS, OPTICOM DETECTOR UNITS, SIGNS, PEDESTRIAN PUSHBUTTONS AND ANY OTHER EQUIPMENT MUST BE REMOVED FROM THE MAST ARMS AND POLES.
- ALL LED INDICATIONS MUST BE REMOVED FROM THE VEHICULAR SIGNAL AND OR PEDESTRIAN SIGNAL HEADS. LAMPS, VISORS AND BACKPLATES SHOULD REMAIN ATTACHED TO THE VEHICULAR AND PEDESTRIAN SIGNAL HEADS.
- ALL EQUIPMENT WHICH IS NOT SALVAGEABLE PER GENERAL NOTE 2 SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISCARDED.
- ALL MAST ARM BOLT AND NUT HARDWARE SHALL BE DISCARDED.
- ASTRO-BRACKETS AND SIGNAL HEAD MOUNTING ARMS CAN REMAIN ASSEMBLED TO THE SIGNAL HEADS.
- REMOVE THE SECONDARY SERVICE PEDESTAL ENCLOSURE THAT IS MOUNTED TO THE SIGNAL CONTROLLER CABINET IF IT EXTENDS BEYOND THE BOTTOM OF THE SIGNAL CONTROLLER CABINET.
- ANY TRAFFIC SIGNAL CONTROLLER CABINET HARDWARE THAT IS NOT ATTACHED TO THE CABINET MUST BE BOXED AND OR BAGGED AND RETURNED WITH THE EQUIPMENT.
- DISASSEMBLY OF ANY STREETLIGHT EQUIPMENT THAT IS ATTACHED TO THE TRAFFIC SIGNAL EQUIPMENT SHALL FOLLOW THE GUIDELINES AS STATED IN THE "INSTRUCTIONS FOR DISASSEMBLY OF STREETLIGHTING EQUIPMENT" SECTION.
- DISASSEMBLY OF ANY TRAFFIC SIGN EQUIPMENT ATTACHED TO THE TRAFFIC SIGNAL EQUIPMENT SHALL FOLLOW THE GUIDELINES AS STATED IN THE "INSTRUCTIONS FOR DISASSEMBLY OF TRAFFIC SIGN EQUIPMENT" SECTION.
- ALL DEBRIS (I.E. DIRT, ETC.) MUST BE REMOVED FROM JUNCTION BOXES.
- RETURN ALL SERVICE BOX LIDS. IF SERVICE BOXES DO NOT CONTAIN CONDUIT CUTOUTS, THEY SHOULD BE CLEANED OF ALL DEBRIS AND RETURNED. ANY SERVICE BOX THAT DOES CONTAIN CONDUIT CUTOUTS SHOULD BE DISCARDED.

ALL TRAFFIC SIGNAL EQUIPMENT TO BE RETURNED SHALL BE RETURNED IN THE SAME CONDITION AS IT WAS PRIOR TO REMOVAL. DISASSEMBLY OF EQUIPMENT SHALL BE DONE PRIOR TO RETURNING THE EQUIPMENT TO PUBLIC WORKS MAINTENANCE FACILITY.

GENERAL NOTES

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES FOR LOCATIONS OF ALL UNDERGROUND LINES PRIOR TO EXCAVATION AND BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. SEE SH. 2 FOR THE TELEPHONE NUMBERS OF UTILITY COMPANIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING EXISTING EQUIPMENT AS NOTED AND DELIVERING ALL SALVAGEABLE EQUIPMENT (CONTROLLER, CABINET, MAST ARMS, POLES, LIDS, HEADS, BRACKETS, ETC.) TO THE CITY OF WICHITA MAINTENANCE FACILITY. THE CONTRACTOR SHALL COORDINATE DELIVERY (AT LEAST 24-HOUR ADVANCE NOTICE SHALL BE PROVIDED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR LOSS OF SALVAGEABLE EQUIPMENT.
- ROCK AND SHALE MAY BE ENCOUNTERED AND THUS THE BID ITEMS SHALL REFLECT THE EXTRA WORK NECESSARY TO ACCOMPLISH THE INSTALLATION. NO ADDITIONAL PAYMENTS ("EXTRAS") WILL BE MADE FOR EXCAVATION OF ROCK OR SHALE AND SUITABLE BACKFILL MATERIALS. REFER TO THE BORING LOGS INCLUDED IN THE PROJECT CONTRACT DOCUMENTS. THE FOLLOWING CONDITIONS SHALL PREVAIL: ALL CONDUIT/CABLE TRENCHES AND PRE-DRILLED HOLES WITHIN ROCK/SHALE SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND PROPERLY COMPACTED IN ACCORDANCE WITH THE SPECIFICATIONS.
- CONDUITS SHALL BE INSTALLED UNDER ALL STREETS, DRIVES AND SIDEWALKS PRIOR TO PAVING WITHIN THE LIMITS OF THE STREET IMPROVEMENTS. THE CONDUIT PLACEMENT SHALL BE COORDINATED WITH THE PAVING OPERATION AND INSPECTED BY THE ENGINEER. THE CONTRACTOR SHALL PAY ANY AND ALL EXTRA COSTS OF INSTALLING CONDUITS BY ALTERNATE CONSTRUCTION METHODS AFTER PAVEMENT HAS BEEN PLACED OR FOR ANY DAMAGES TO PAVEMENT THAT MAY OCCUR DURING CONDUIT INSTALLATION. ALL TRENCHES FOR CONDUIT UNDER PROPOSED PAVED SURFACES (DRIVES, STREETS) SHALL BE BACKFILLED WITH CRUSHED ROCK BACKFILL (AB-3) OR FLOWABLE FILL UNLESS OTHERWISE DIRECTED, TO BELOW THE PROPOSED PAVEMENT SURFACE. REFER TO THE "CONDUIT SCHEDULE" FOR CONDUIT QUANTITIES.
- THE CONDUIT AND CABLE SHALL BE INSTALLED UNDER UNDERDRAIN PIPE CROSSINGS AND UNDER THE UNDERDRAIN BLANKETS. REFER TO THE STREET PLANS FOR UNDERDRAIN PIPE AND BLANKET LOCATIONS AND APPROPRIATE DETAILS. WHERE POLE FOUNDATIONS ARE TO BE INSTALLED THROUGH AN UNDERDRAIN BLANKET, THE BLANKET SHALL BE PRE-CUT TO PREVENT DAMAGE OF THE BLANKET. IN THE EVENT THE BLANKET IS DAMAGED, THE FABRIC SHALL BE REPLACED.
- FACTORY CONDUIT BENDS SHALL BE INSTALLED INTO SERVICE BOXES, JUNCTION BOXES AND/OR POLE BASES FROM CONDUIT RUNS. CONDUIT ENTERING SERVICE BOXES, JUNCTION BOXES AND/OR POLE BASES SHALL BE CONTINUOUS INTO THE SERVICE BOX, JUNCTION BOX OR POLE BASE.
- ALL CABLE SPLICES FROM 1C # 14 LOOP CABLE TO 2C # 14 SHIELDED LOOP LEAD-IN CABLE AT JUNCTION BOXES SHALL BE WATERTIGHT.
- DAMAGE TO ANY EXISTING TRAFFIC SIGNAL EQUIPMENT DUE TO THE CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL REPORT ANY OPERATIONAL PROBLEMS TO THE TRAFFIC SERVICES MAINTENANCE DEPARTMENT. THE EQUIPMENT SHALL BE REPLACED OR REPAIRED (AS DIRECTED BY THE ENGINEER) WITH MATERIALS EQUAL OR BETTER THAN THE EXISTING MATERIAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY STORED EXISTING MATERIALS (REMOVED FOR CONSTRUCTION) TO BE RE-INSTALLED.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT IS TO BE USED IN PLACE (U.I.P.) UNLESS OTHERWISE NOTED IN THE PLANS.
- ALL WORK AND EQUIPMENT SHALL CONFORM TO THE LATEST EDITION OF THE CITY OF WICHITA'S STANDARD SPECIFICATIONS AND STANDARD DETAILS FOR TRAFFIC SIGNALS.
- ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE SODDED AS DIRECTED BY THE CONSTRUCTION REPRESENTATIVE. THE MEDIANS SHALL BE SEEDED, UNLESS OTHERWISE NOTED OR DIRECTED WITH A BUFFALO GRASS/RYE BLEND. SIDEWALK DAMAGED BY CONSTRUCTION OR REMOVED DUE TO CONSTRUCTION SHALL BE REPLACED AS DIRECTED, IN ACCORDANCE WITH THE CITY OF WICHITA'S MUNICIPAL CODE REQUIREMENTS.
- FORMS (INCLUDING REBAR CAGES, ETC.) CONDUIT AND ANCHOR BOLTS SHALL BE INSTALLED AND IN PLACE FOR REVIEW BY THE ENGINEER.

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

GENERAL NOTES

CFS Cook, Flatt & Strobel
ENGINEERS, P. A.