

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)

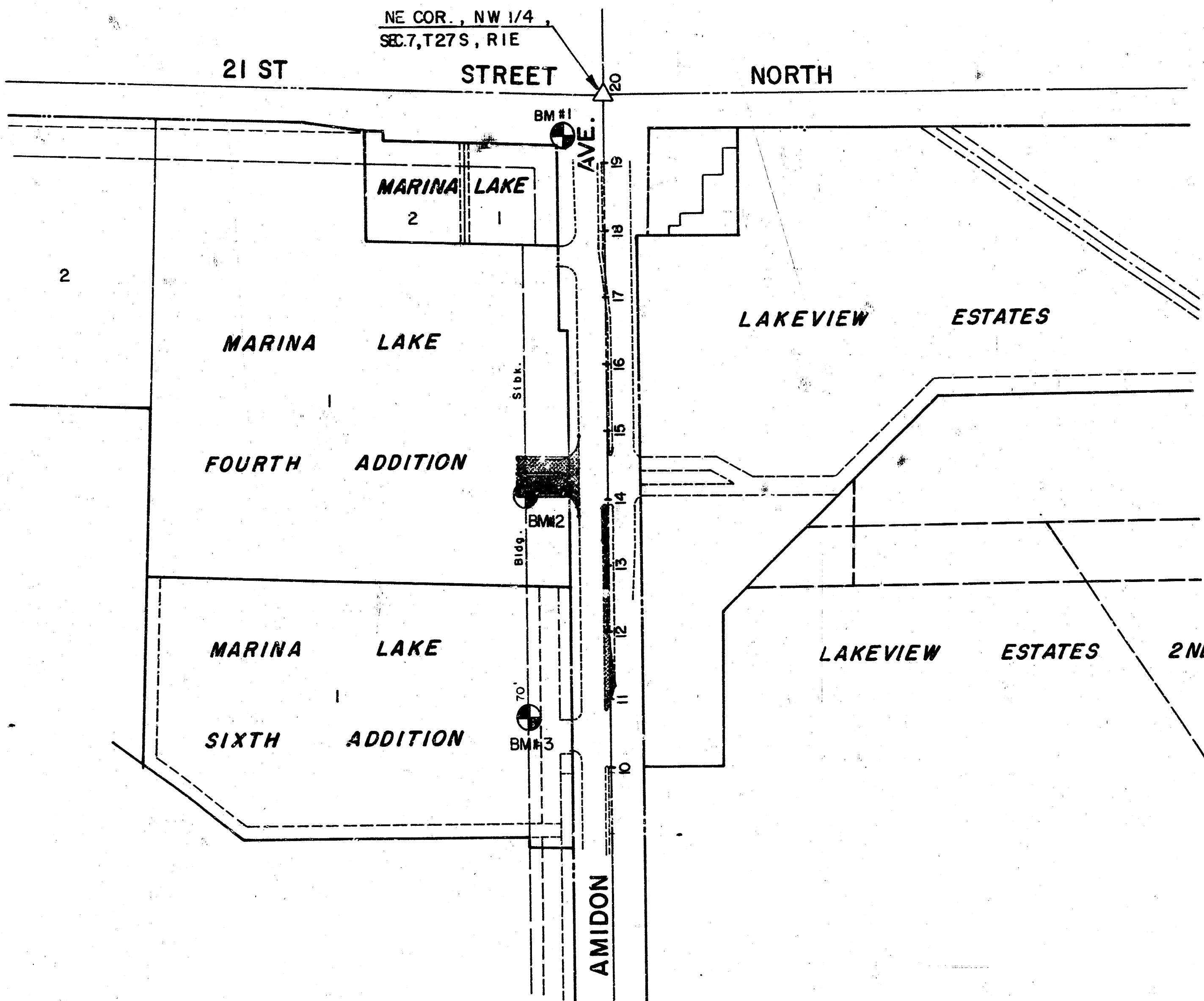
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

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 GEMER 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



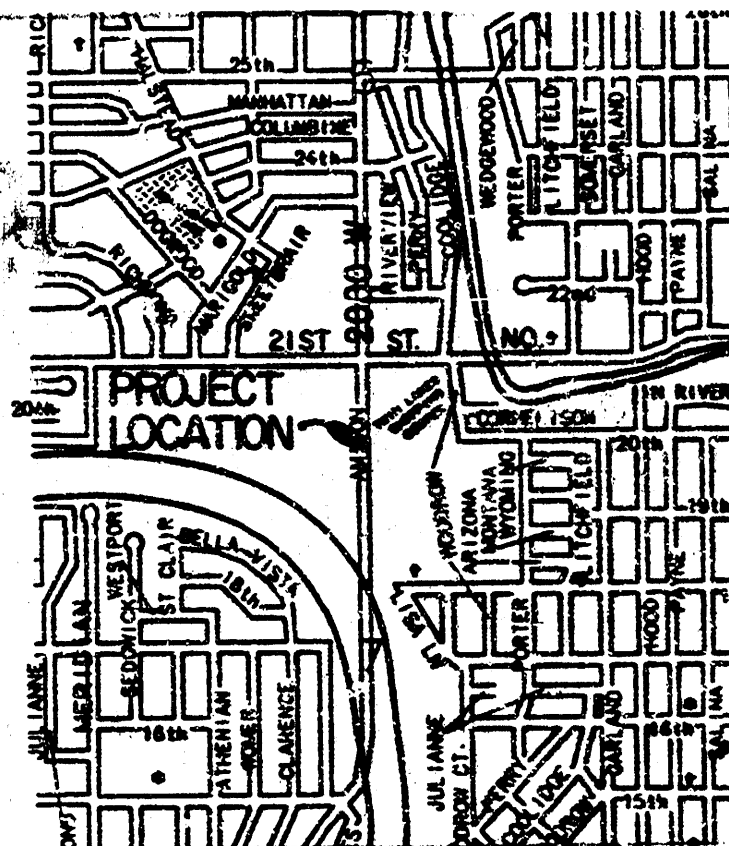
APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

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
5-11	TRAFFIC SIGNALIZATION
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

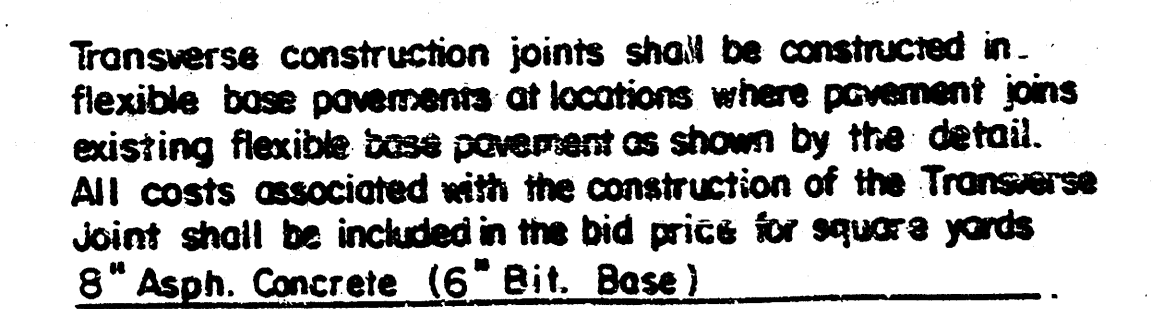
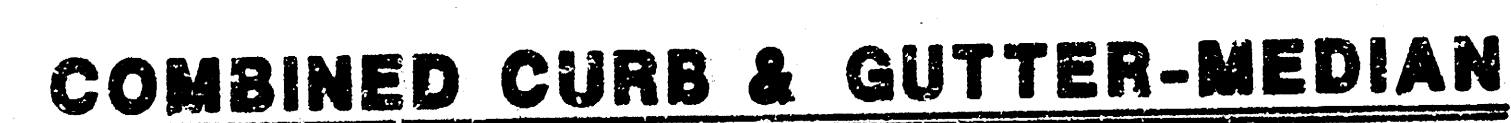
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Drawn by: DPR
Checked by: DCH
Date: JUNE 1991
Job no.:

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1. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURBS AND GUTTER SHALL BE PAID AS SQUARE YARDS OF # ASPHALTIC CONCRETE WITH 6" BITUMINOUS BASE.
2. THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF # BITUMINOUS BASE.
3. A TACK COAT OF EMULSIFIED ASPHALT (CS-1H OR CSH-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 GEGRID AS MANUFACTURED BY THE TENSAR CORPORATION. 2' AN EQUAL OR GREATER 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 1. PROPOSAL FOR CONCRETE, THE ROCK AND GRADATION PROPOSED BY THE CONTRACTOR SHALL BE SUBMITTED FOR THE ENGINEER'S APPROVAL.

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

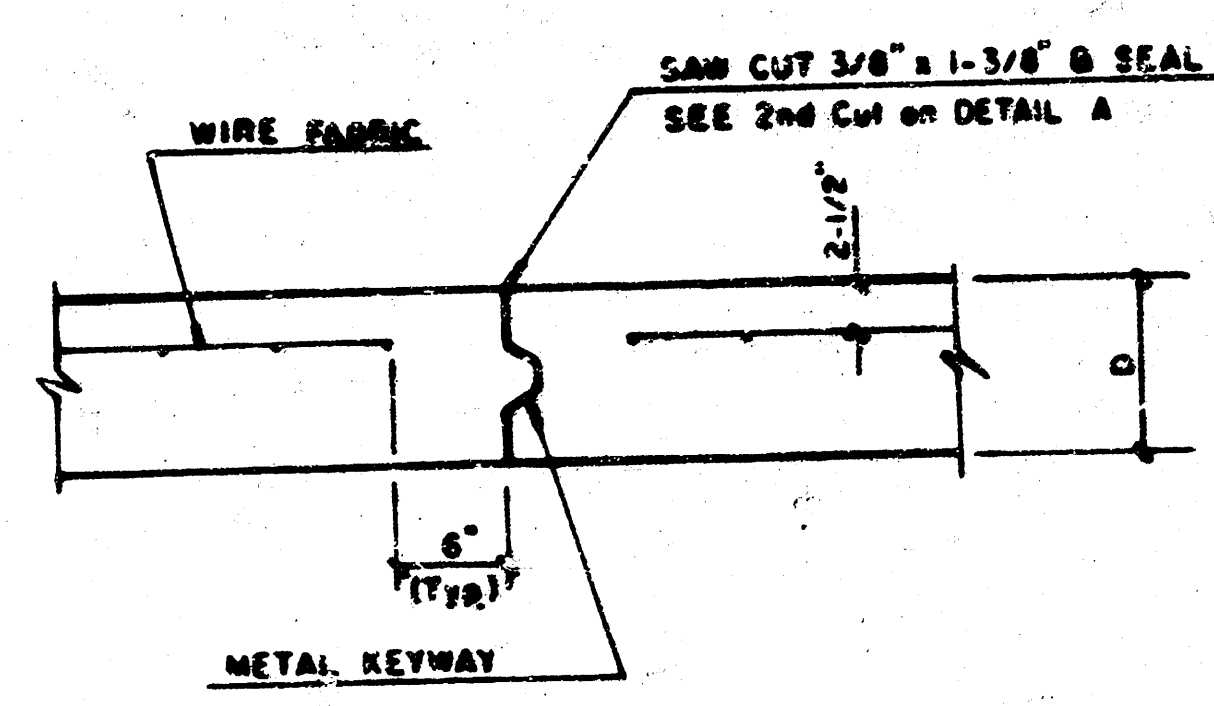
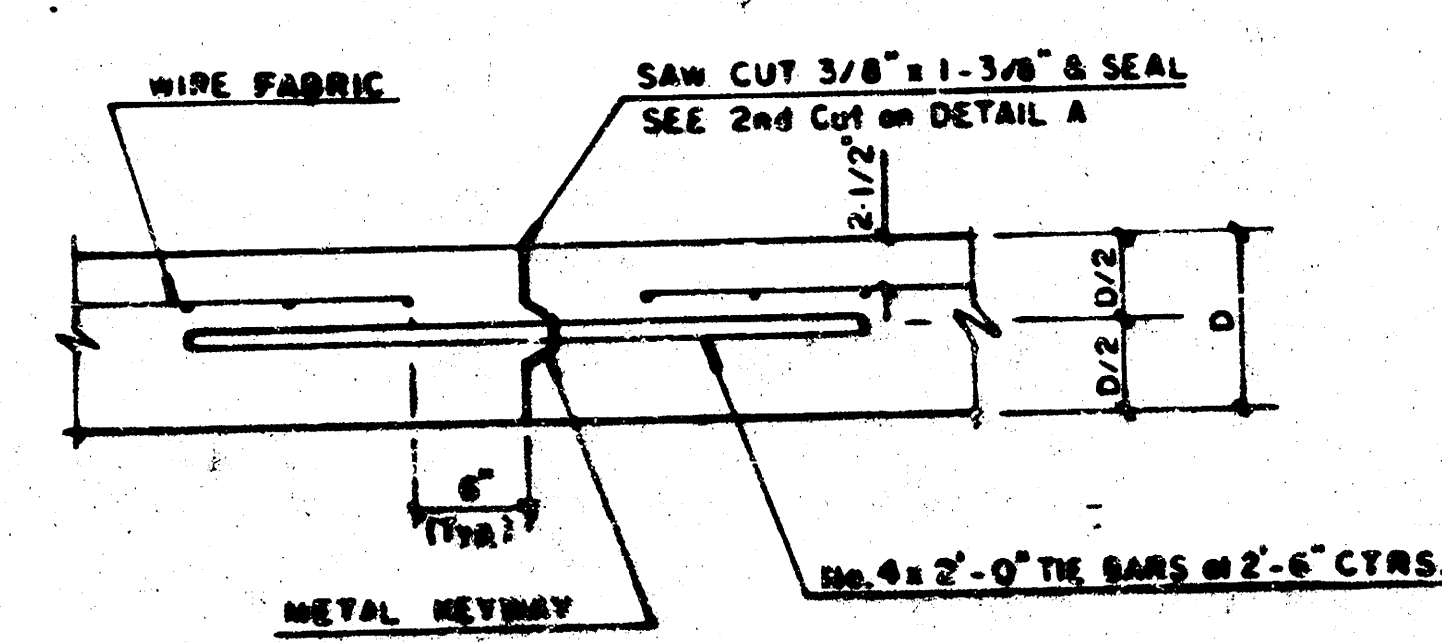
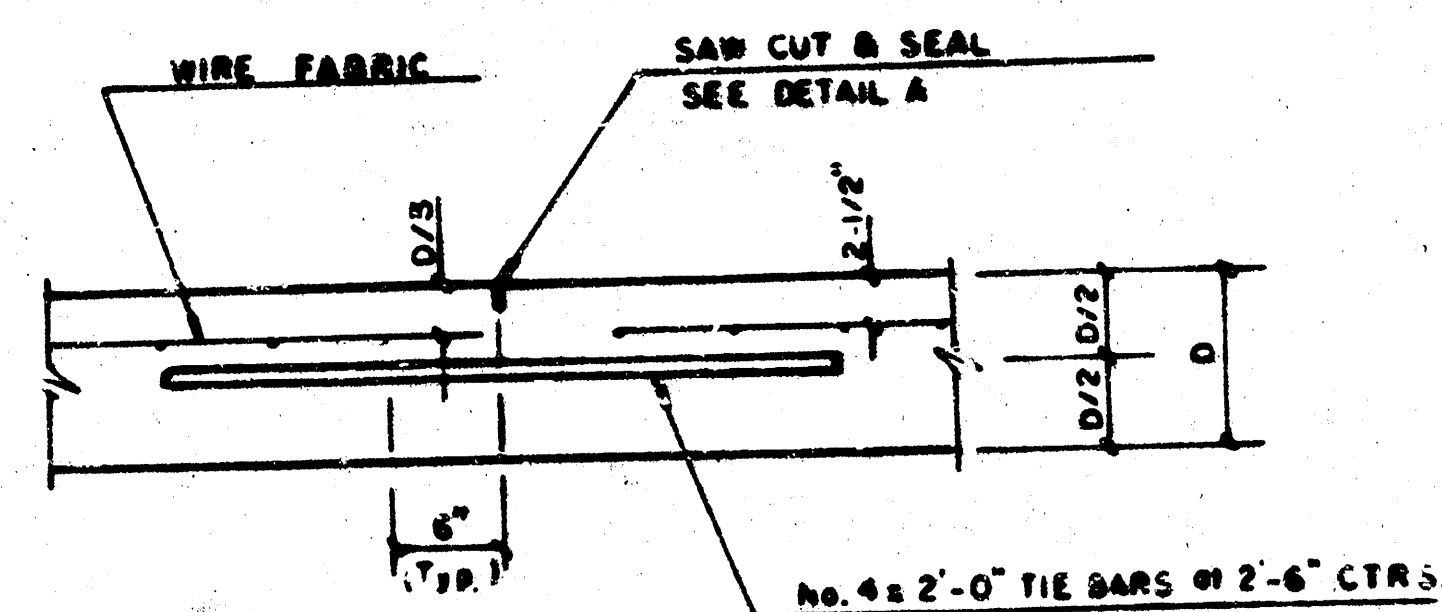
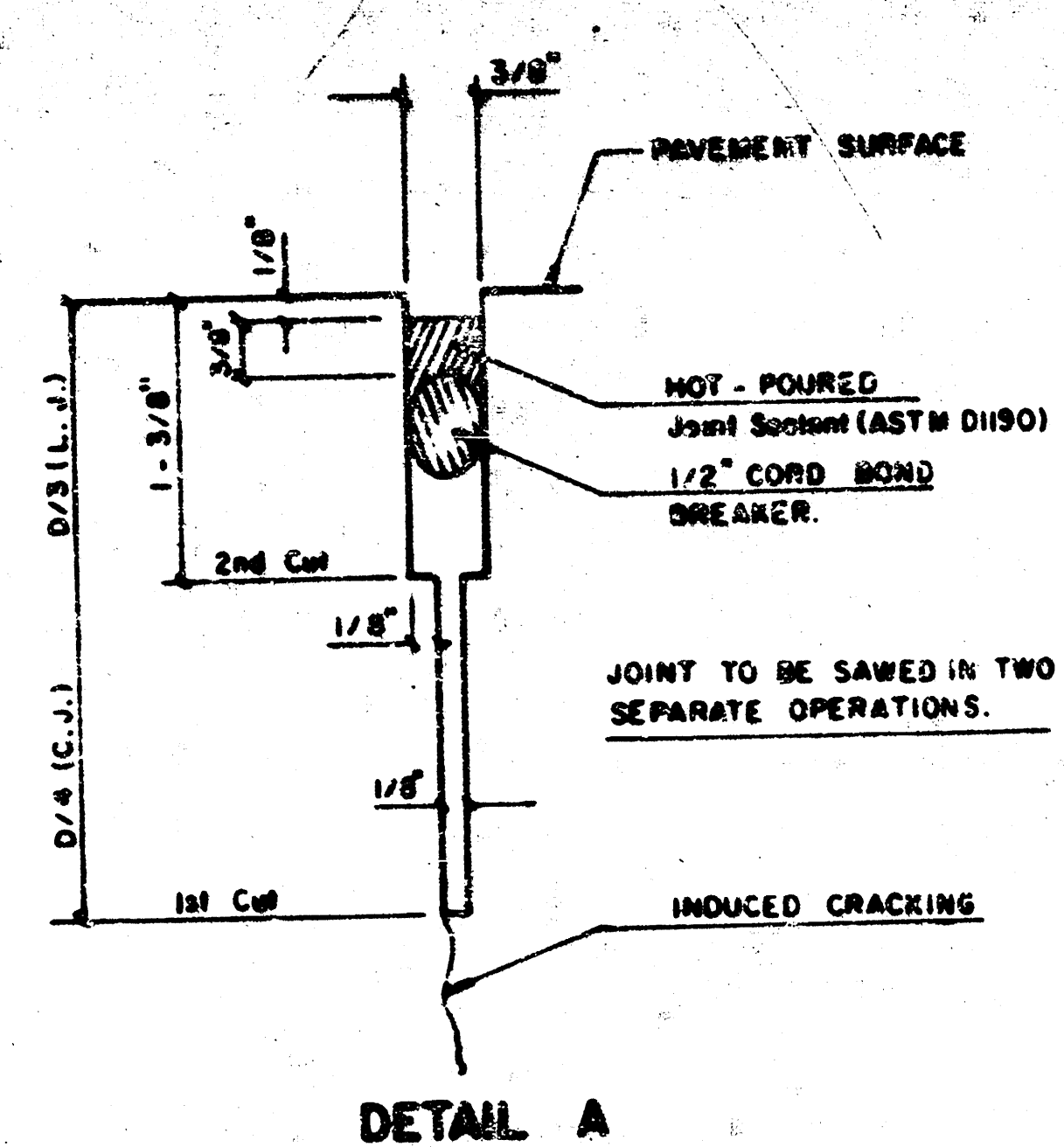


TYPICAL SECTIONS & PAVING DETAILS

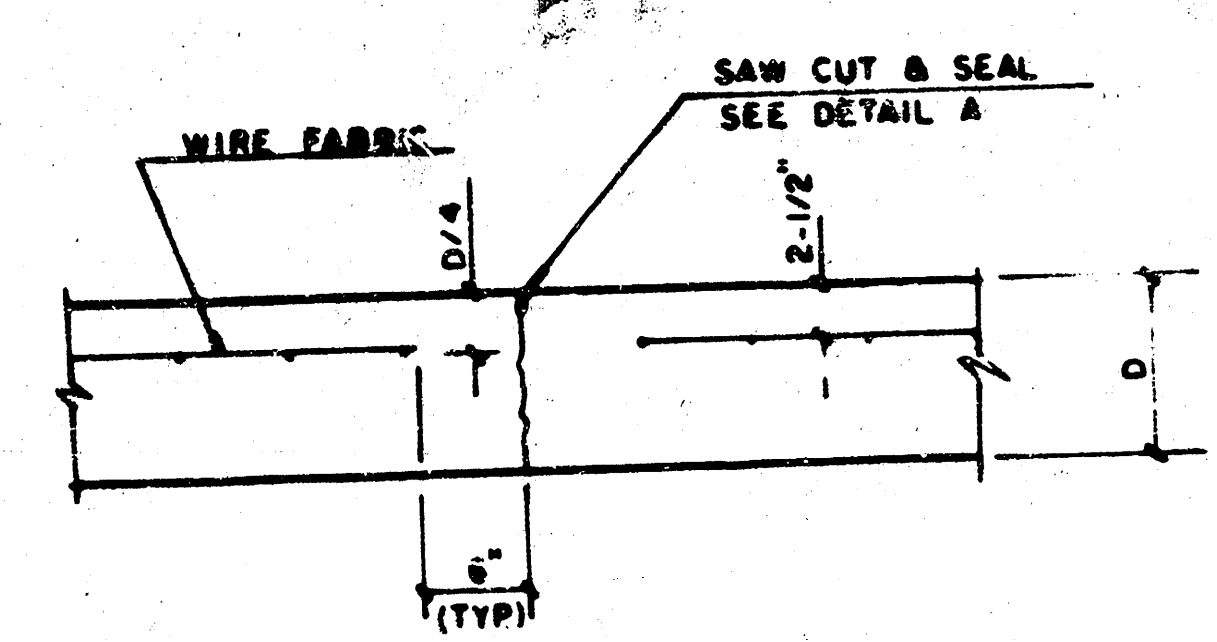
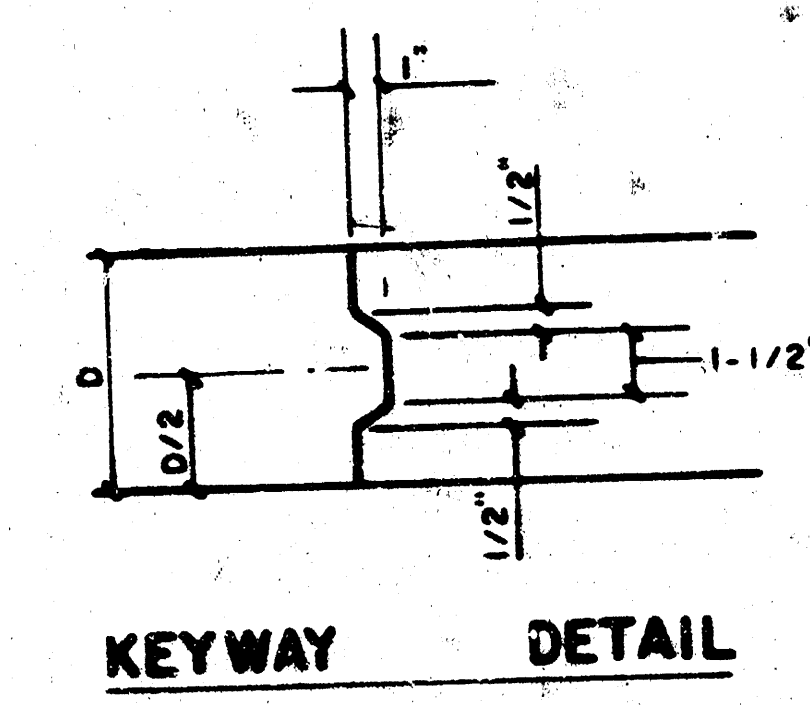
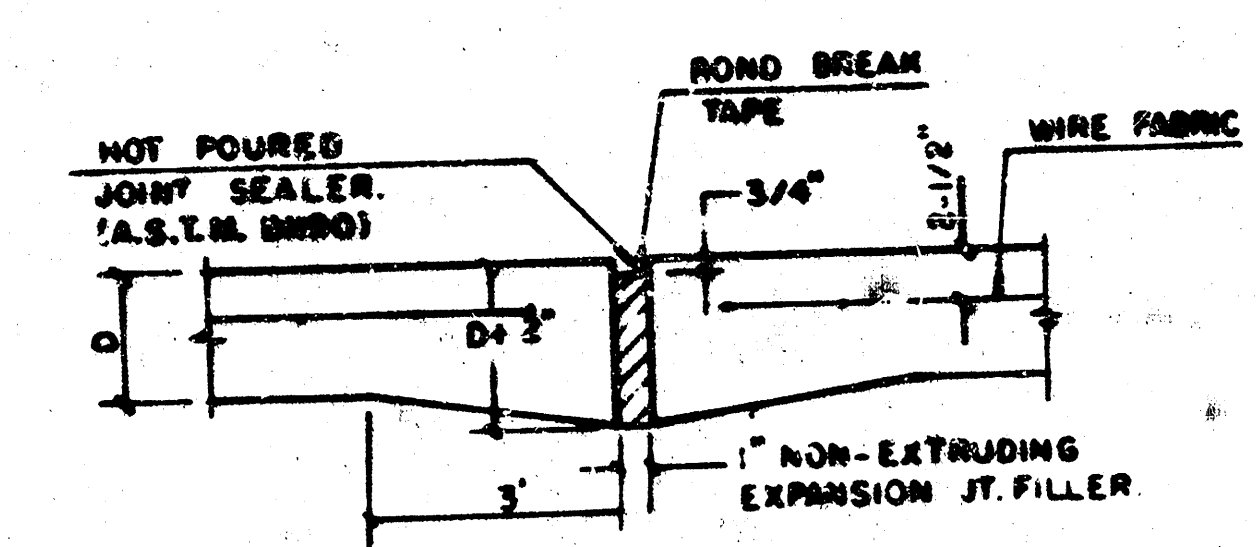
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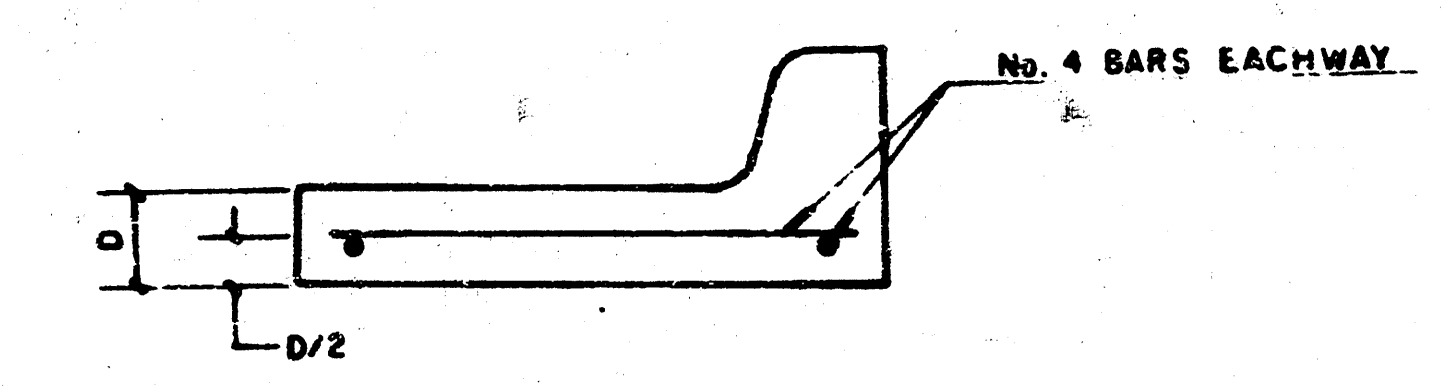
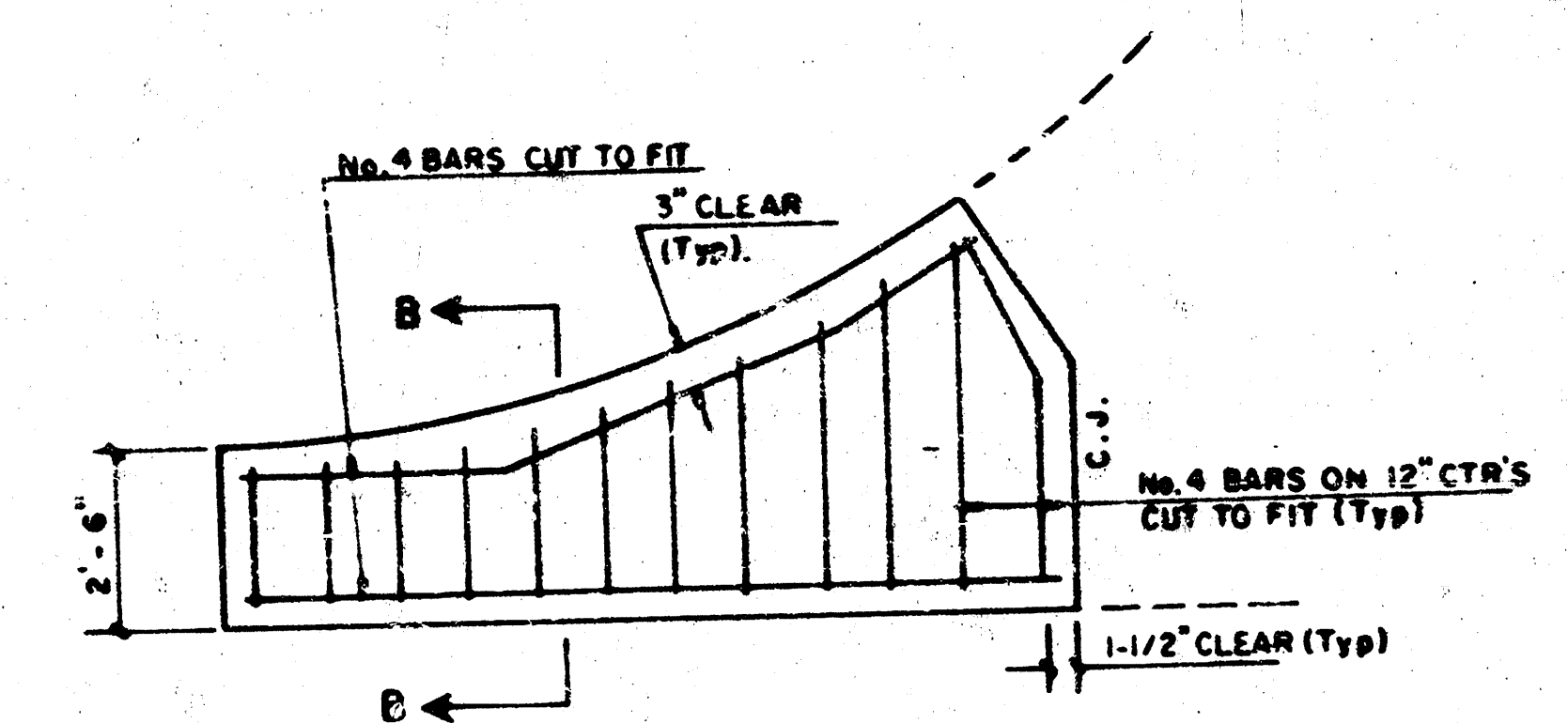
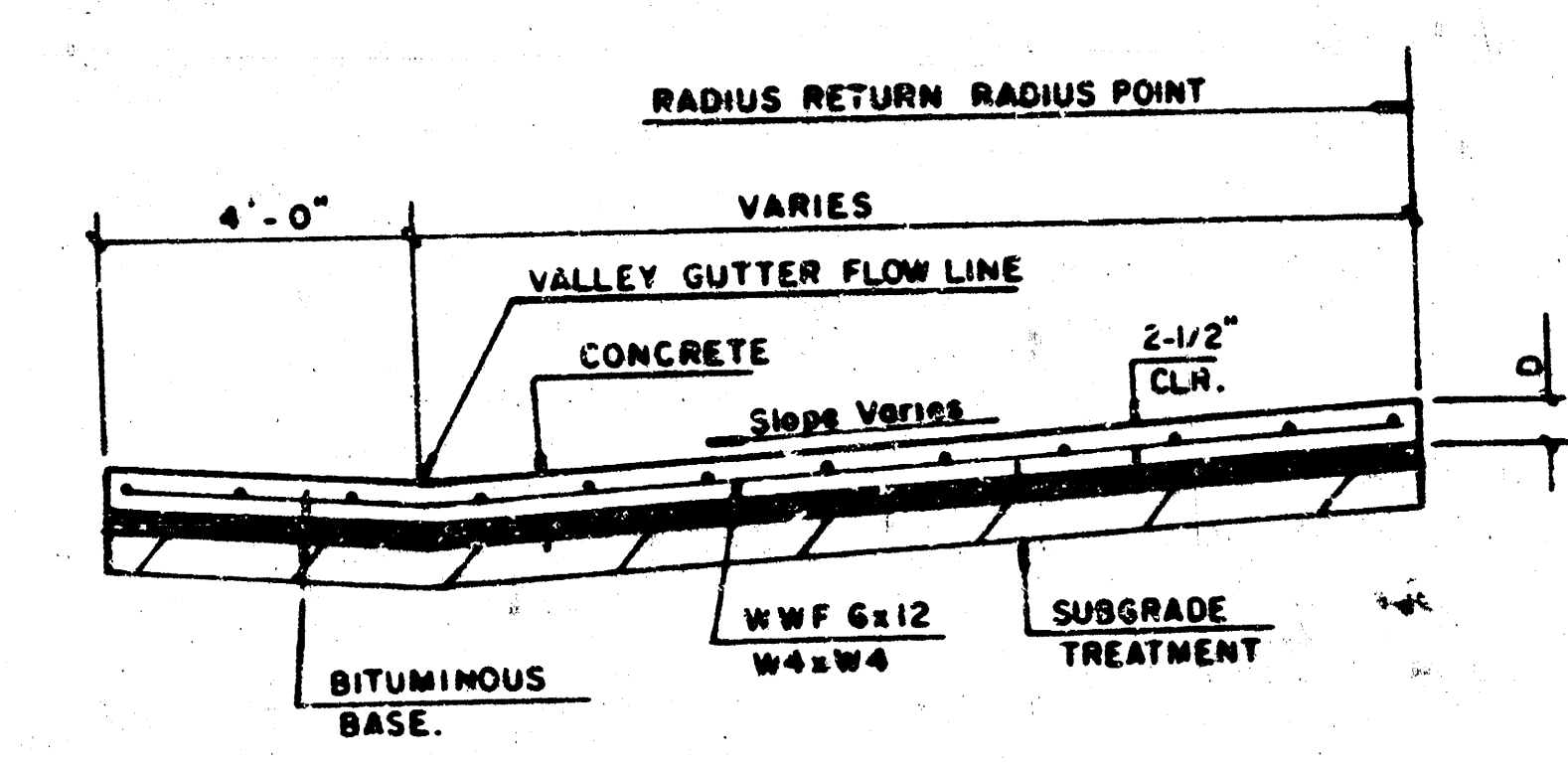
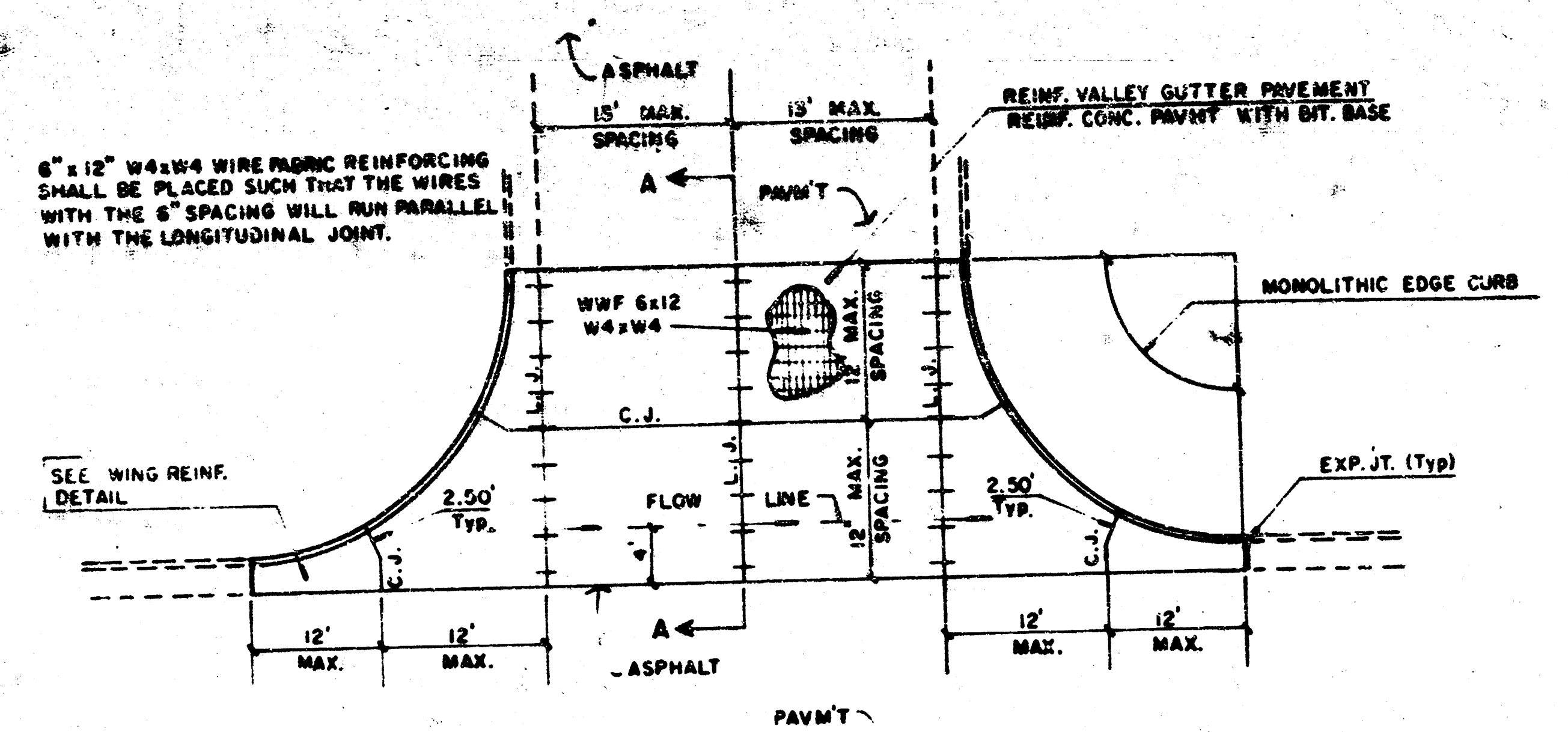


NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



CONTRACTION JOINT DETAIL (C.J.)

LEGEND
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PROJECT DESCRIPTION
VALLEY GUTTER DETAILS
PROJECT NUMBER

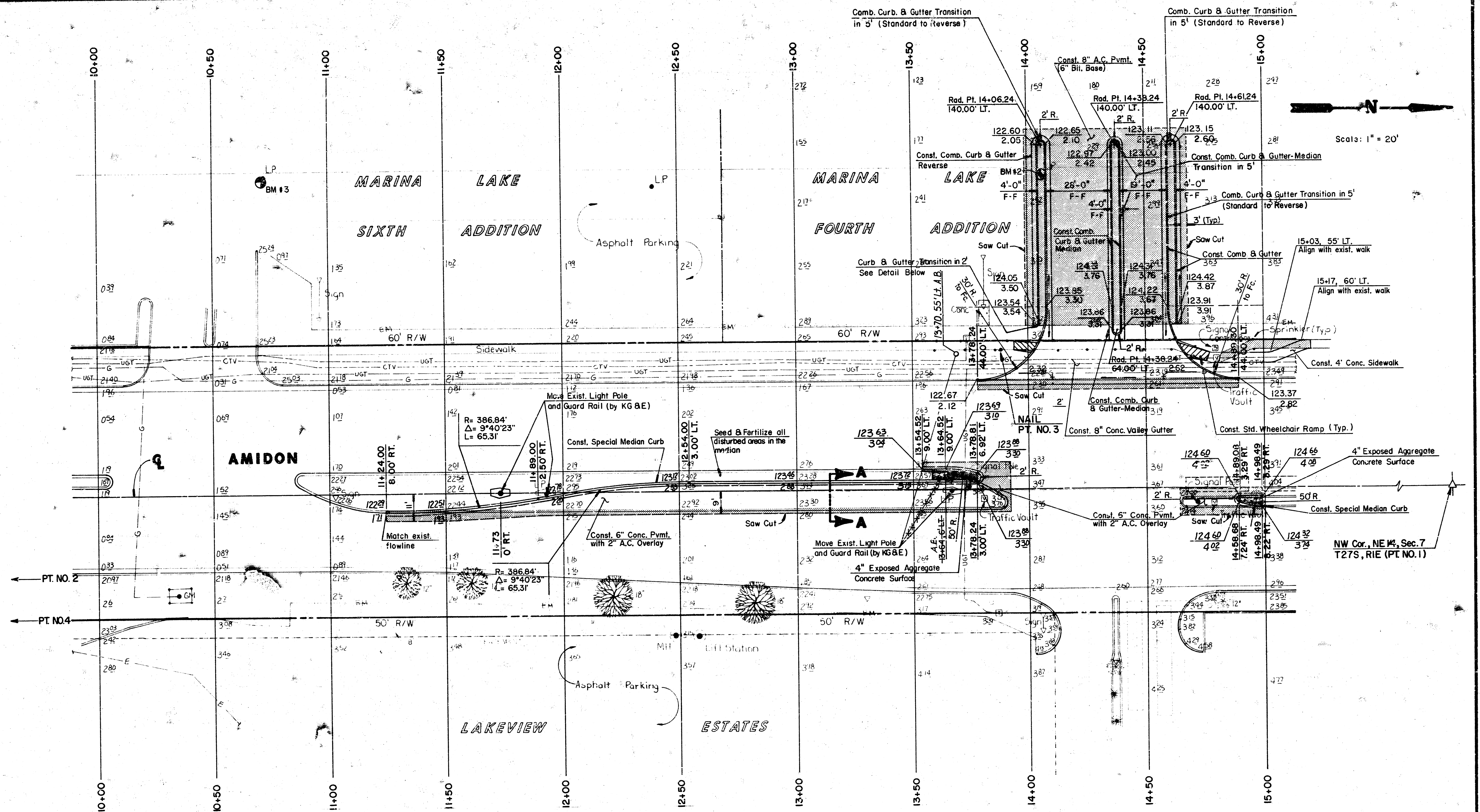
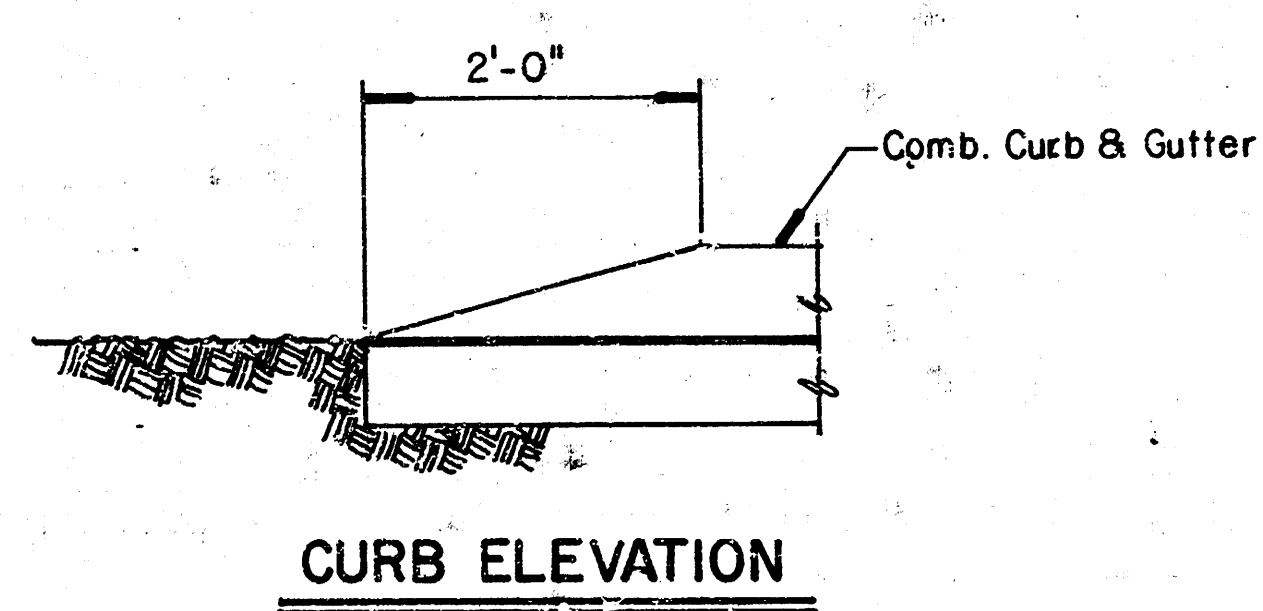


TABLE OF COORDINATES			
POINT #	NORTH COORD.	EAST COORD.	COMMENT
1	2000.0000	1000.0000	NW COR., NE 1/4, SEC 7, T27S, R1E
2	600.7585	1035.8083	NAIL, IN LINE OF SIGHT BETWEEN POINTS 1 AND 4.
3	1379.7906	943.5157	NAIL
4	46.1600	1050.0000	1/2\" PIPE, SW COR. LOT 1, TWIN LAKES OFFICE PARK.



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**

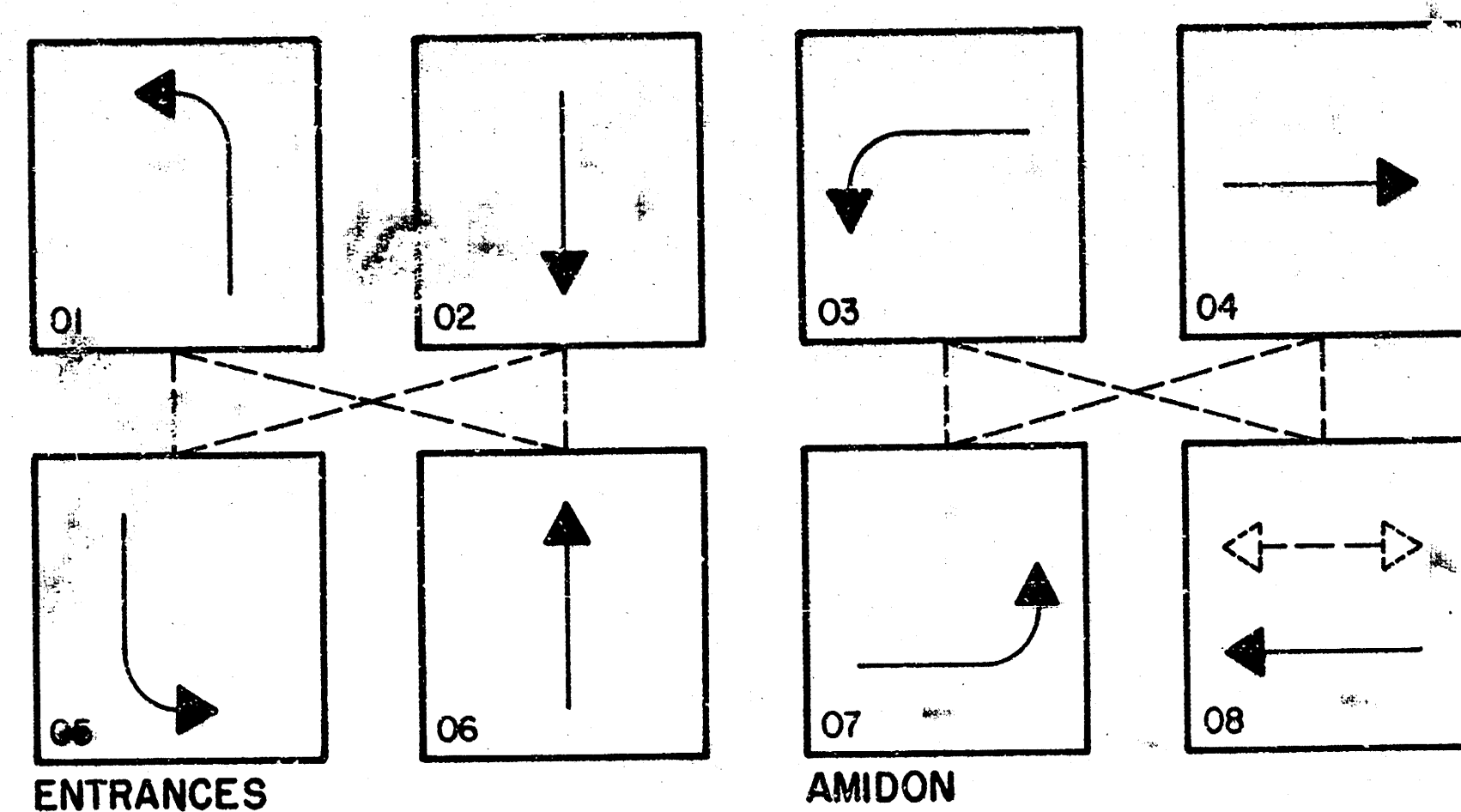
MID-KANSAS ENGINEERING CONSULTANTS PA
 3500 NORTH ROCK ROAD
 BUILDING #300
 WICHITA, KANSAS 67226

636-5565

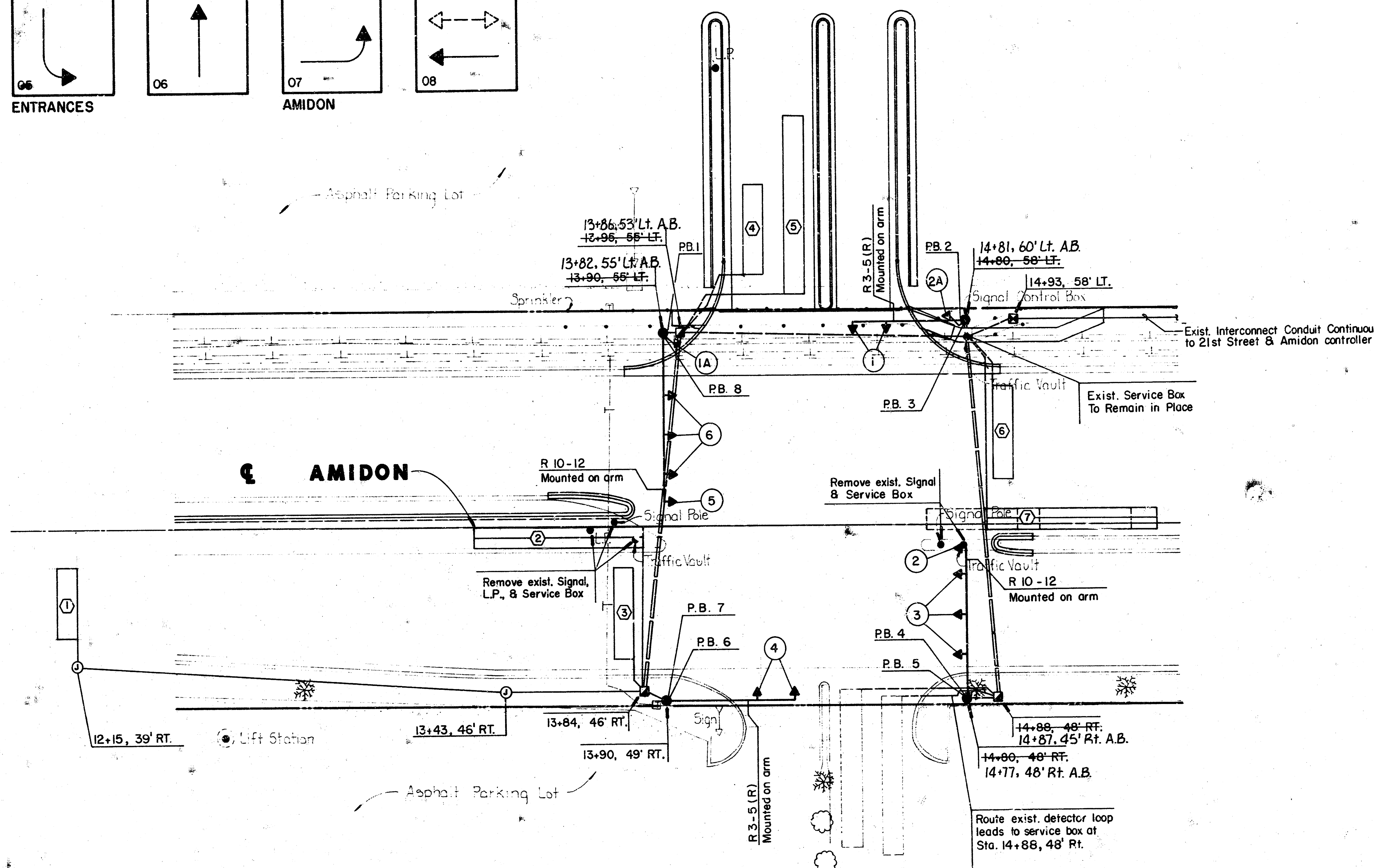
Design: MDK
 Drawn by: DPR
 Checked by: DCH
 Date: JUNE 1991
 Job no.

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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.

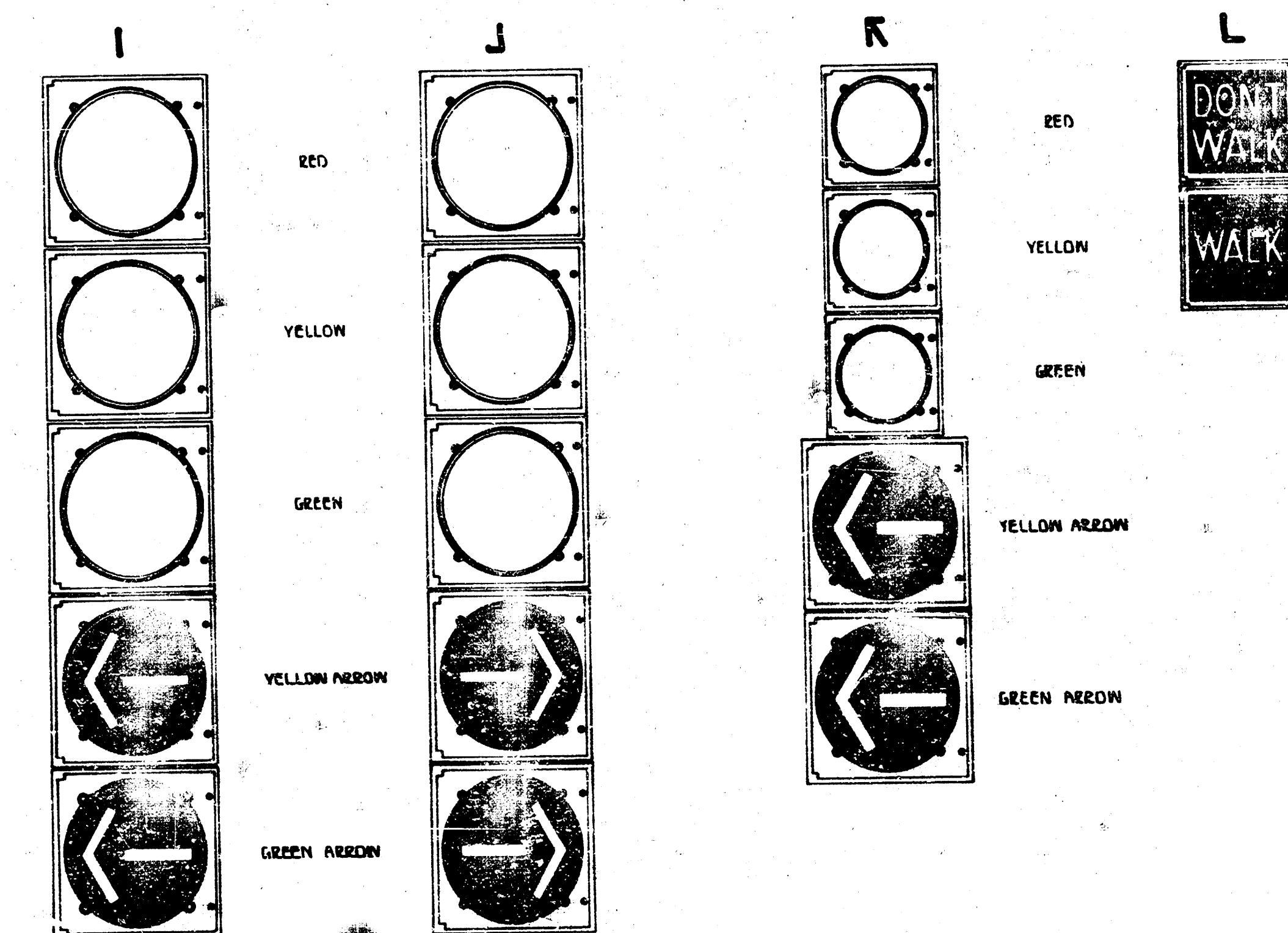
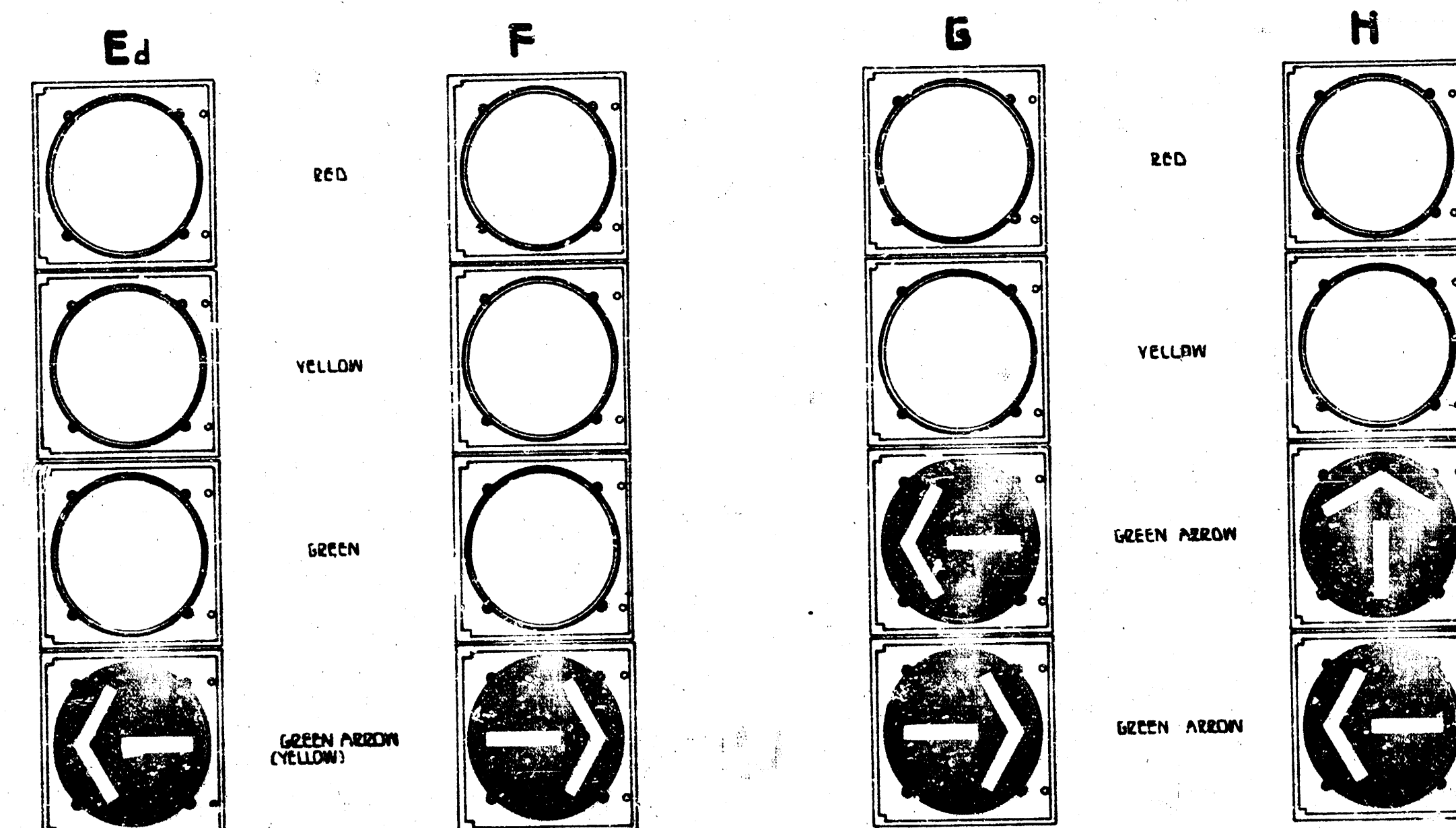
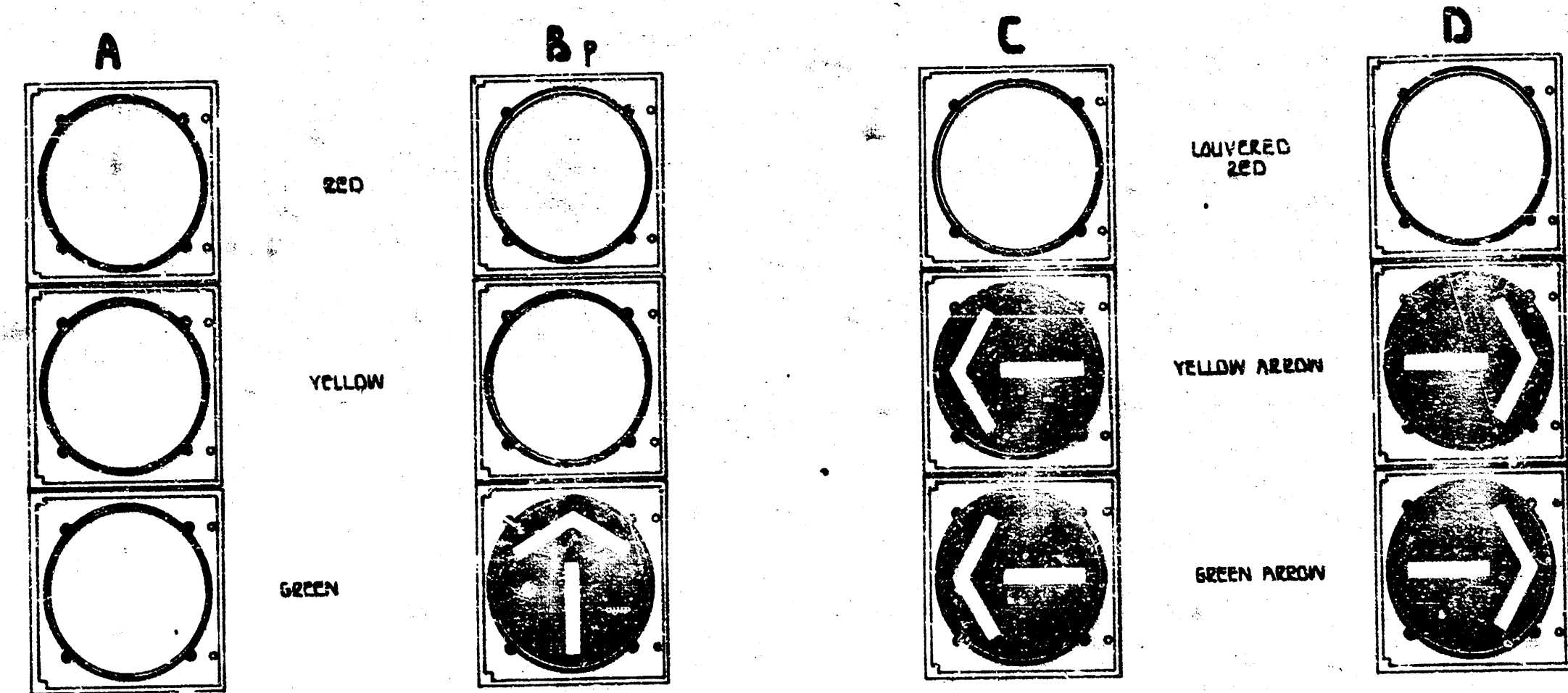
TRAFFIC SIGNALIZATION

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

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

636-5566

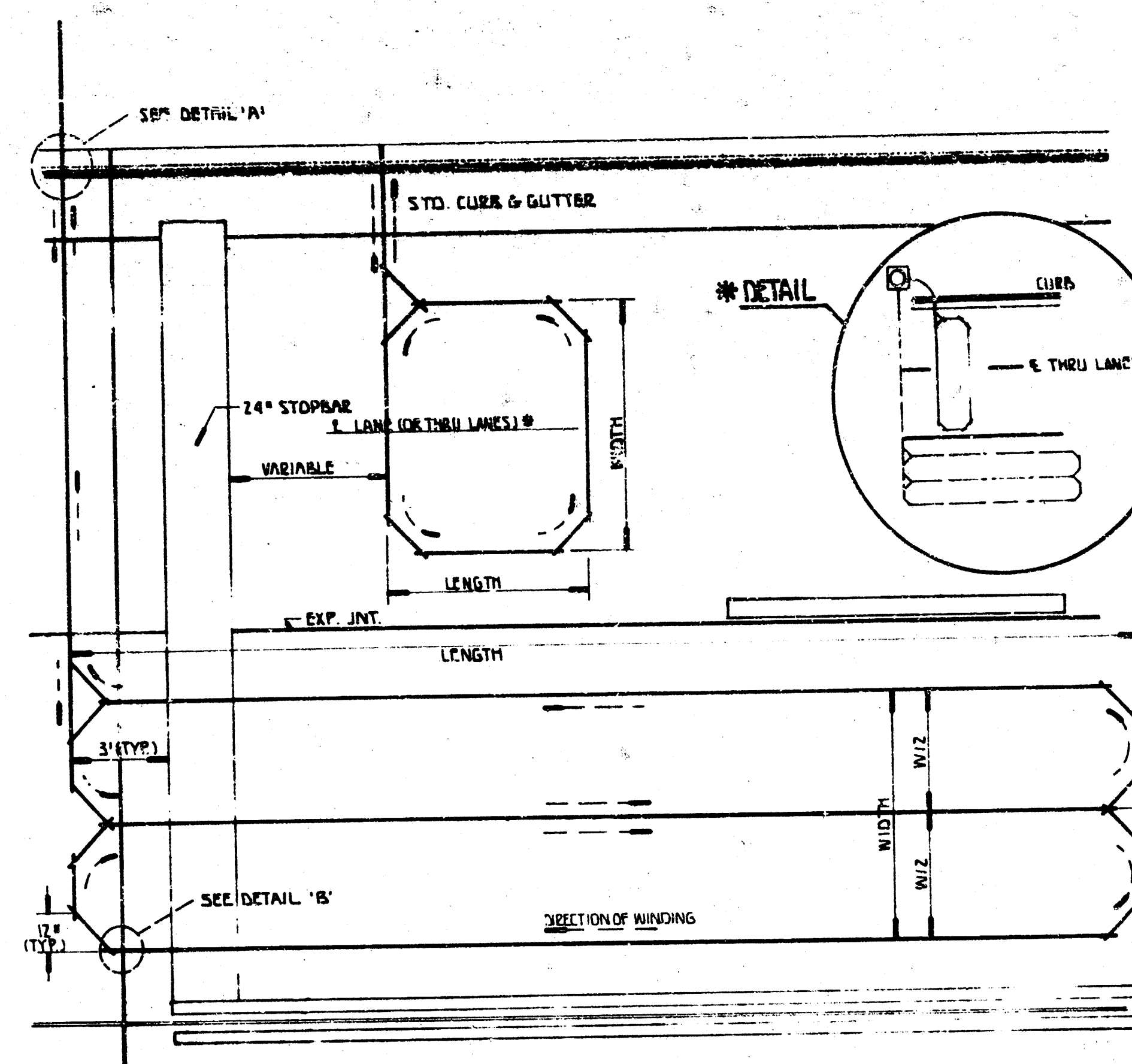
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SIGNAL FACE ARRANGEMENT

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

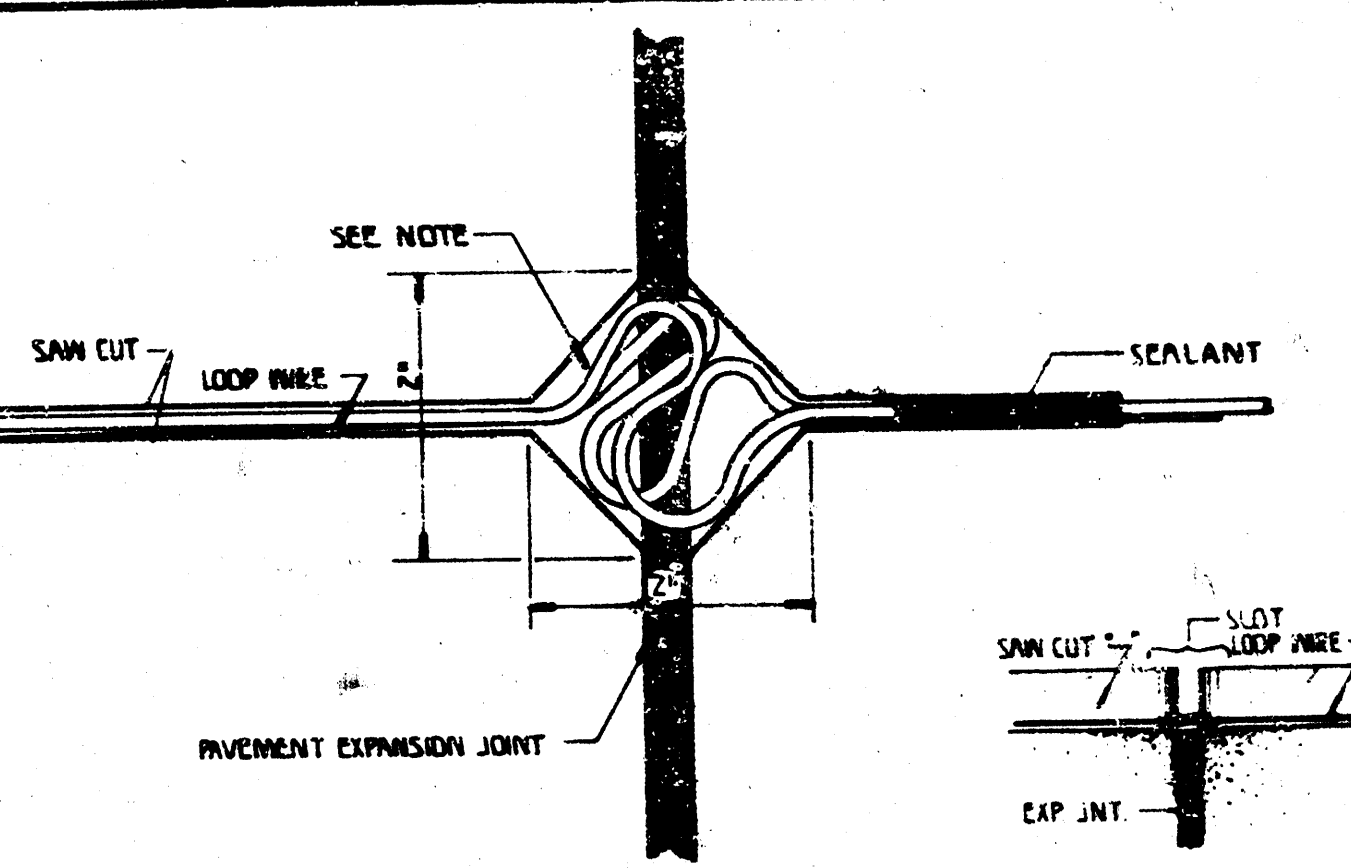
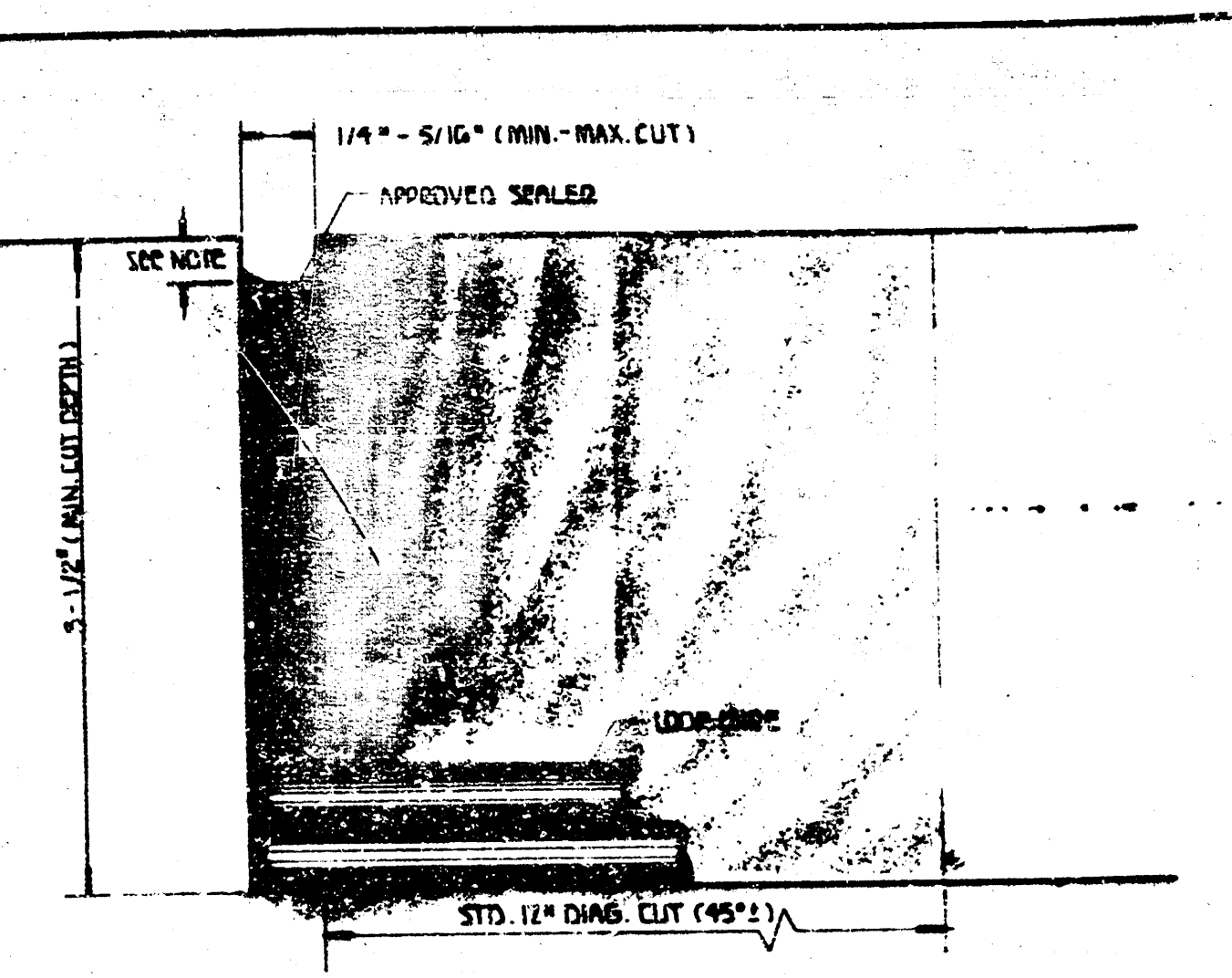


DETAIL 'C'

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'

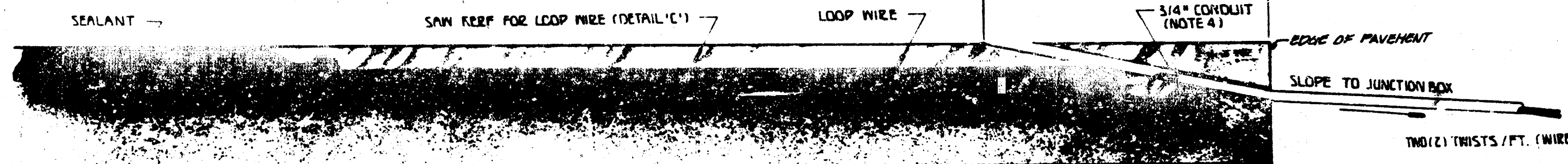
1. THE AREA REMOVED SHALL BE TO THE SAME DEPTH AS THE LOOP OR LEAD-IN WIRE AND SHALL BE SEALED IN THE SAME MANNER.
2. THE LOOP WIRE SHALL HAVE 2" SLACK TO ALLOW FOR EXPANSION/CONTRACTION OF PAVEMENT. SHOWN IN SLOT TREATMENT IS TYPICAL FOR ALL INTERSECTIONS OF PAVEMENT JOINTS AND LOOP WIRE RUNS.



NOTES

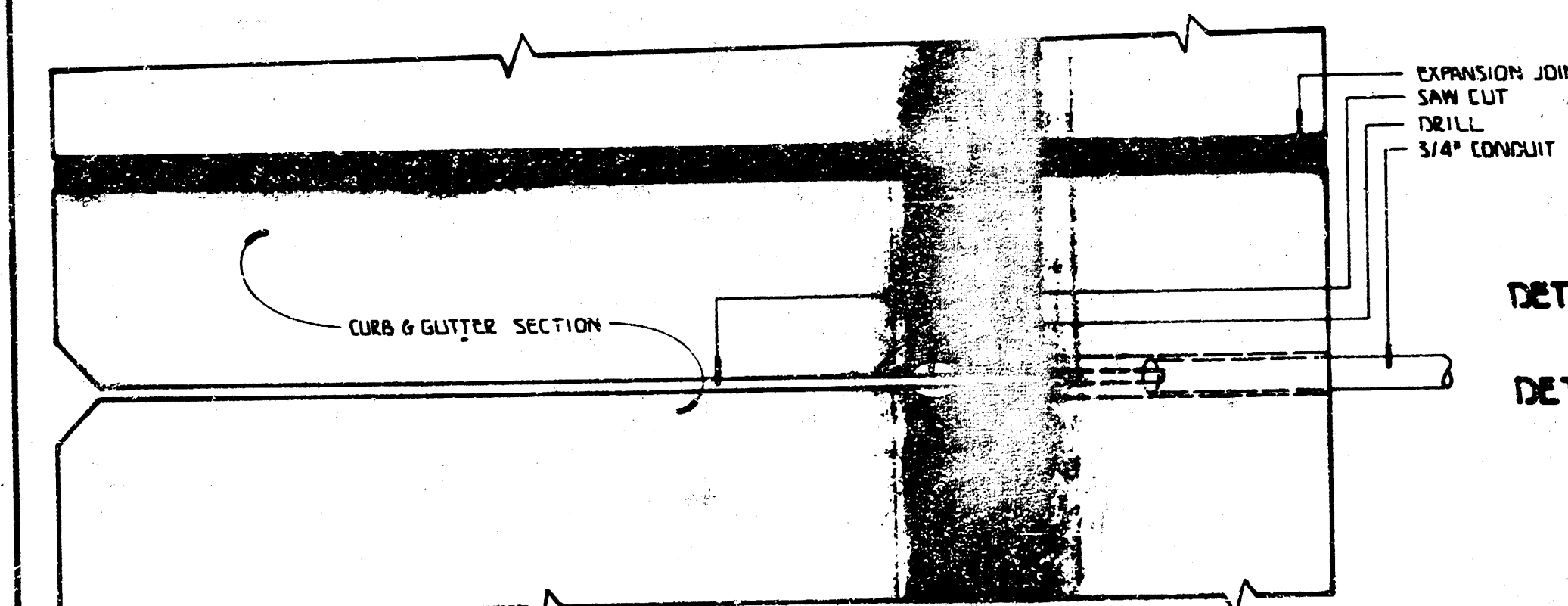
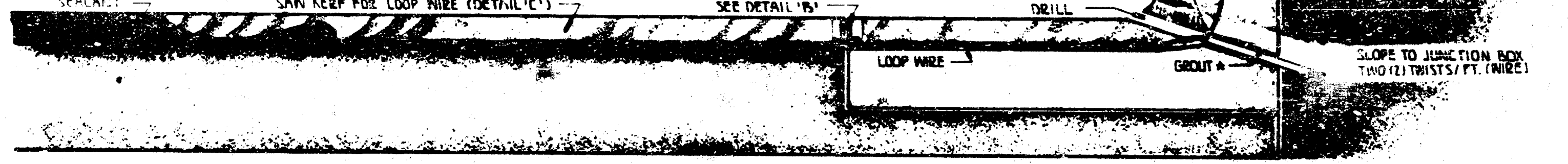
1. LOOP FEEDER CONDUIT THROUGH CURB SHALL BE MINIMUM 12" FROM ANY OTHER LOOP FEEDER CONDUIT THROUGH CURB.
2. SAW CUT RUNNING PARALLEL WITH EXPANSION JOINT OR ANY OTHER SAW CUT SHALL BE MINIMUM 12" APART.
3. a. Loops - 25' or less - 4 turns
b. Loops - over 25' - 3 turns
c. Quad Loops - 2-4-2 turns

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 CLOSURE SHORT.
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 2A: 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
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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: **813**

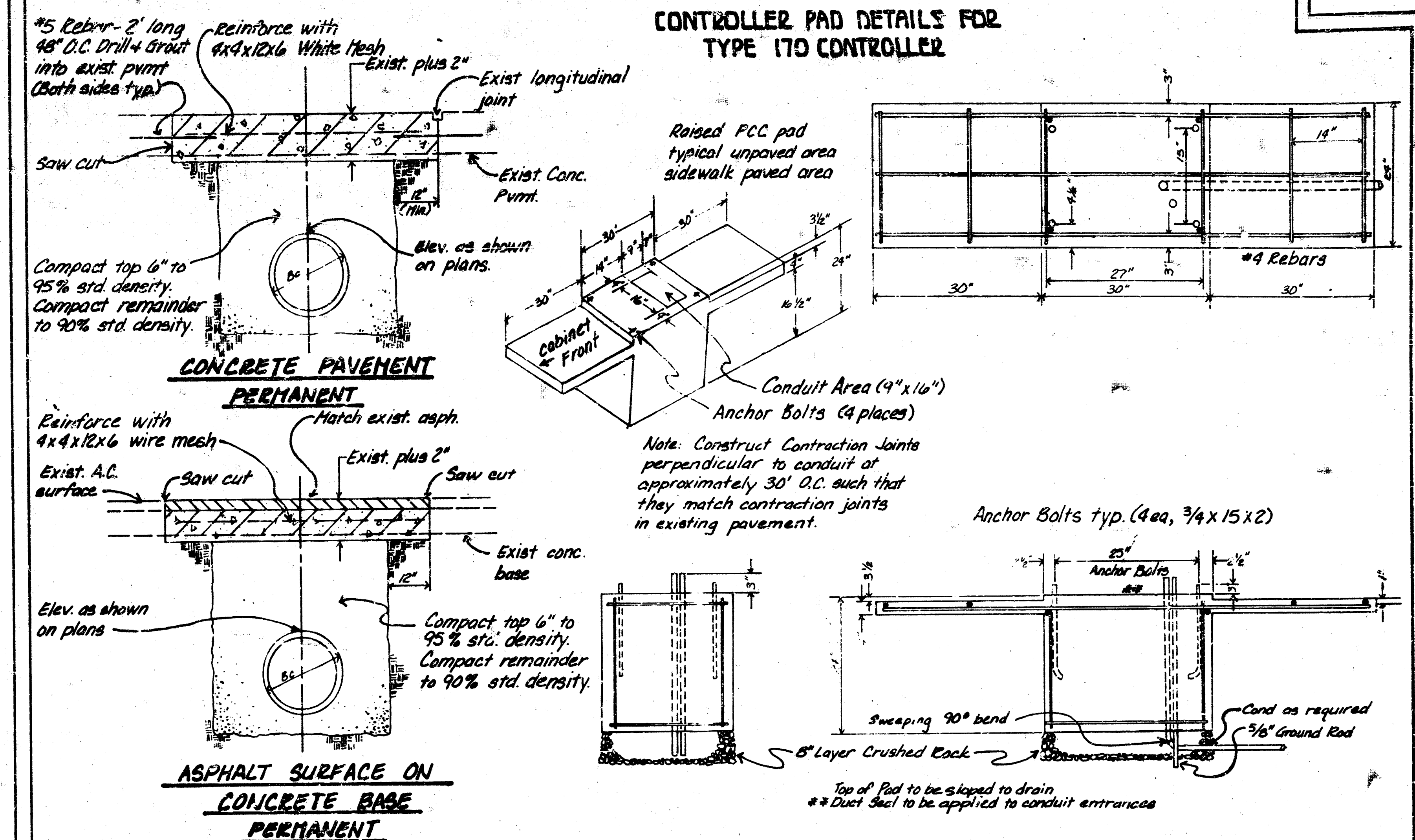
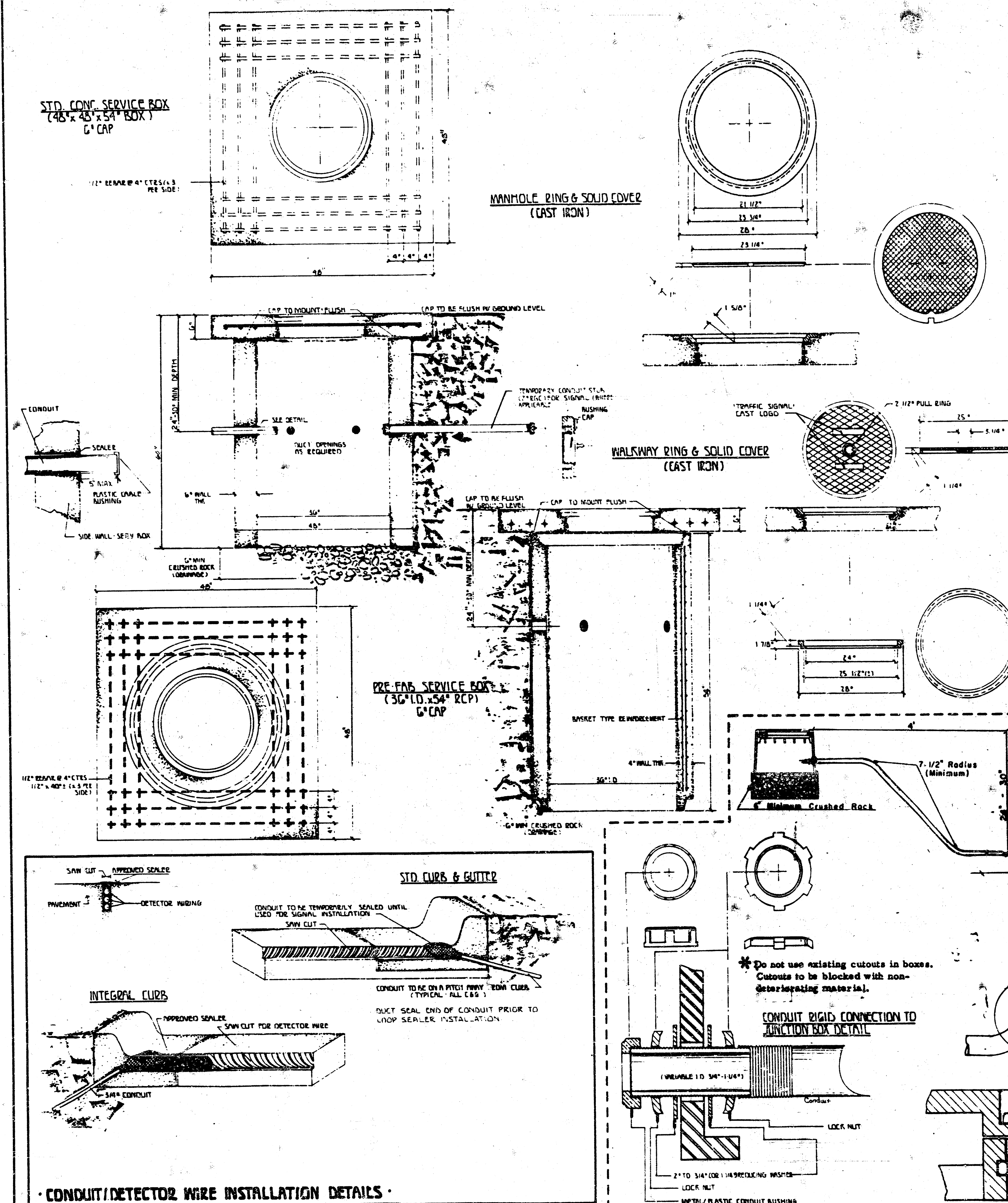
APPROVED BY: **SEAL** DATE: **SEPT 03**

CITY OF NICHITA
DEPARTMENT OF PUBLIC WORKS

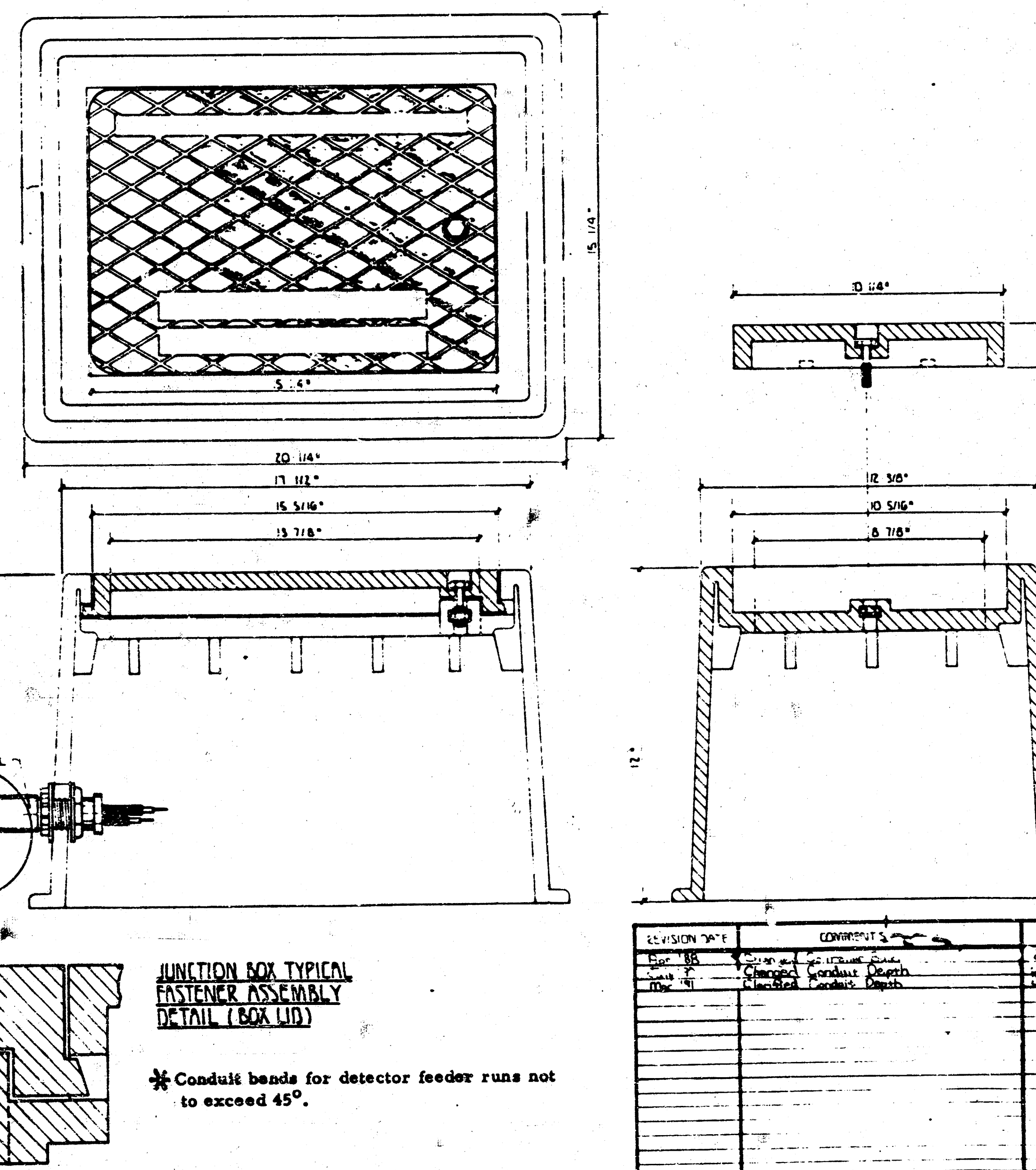
TRAFFIC ENGINEERING
WJS & MCKINLEY: TRAFFIC ENGINEER

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:**

 - CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5\"/>
 - CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CAP. SEE DETAIL.
 - CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
 - A PRE-CAST SERVICE BOX WITH OPEN BOTTOM WILL BE ACCEPTED AS ALTERNATE. SUBJECT TO APPROVAL BY ENGINEER.
- JUNCTION BOX:**

 - BOX TO BE INSTALLED FLUSH WITH GROUND LEVEL (VARIABLE WITH BOX HEIGHT.)
 - 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:**

 - CONDUIT DEPTH TO BE 30\"/>
 - BACKFILL TO BE COMPACTED IN 6\"/>
 - SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
 - 3\"/>

PROJECT DESCRIPTION			
SERVICE / JUNCTION BOX / CONTROLLER PAD CONSTRUCTION / INSTALLATION DETAILS			
PROJECT NUMBER			
BOOK NO.	APPROVED BY	DATE	9 13
DRAWN BY	SEAL	REVIS	
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]

Diagram illustrating a vertical cable assembly with the following components and labels:

- NOTE:** 3/8" STEEL GUY POST, DETAIL SHY FOR STRAIN TIE WIRE DETAILS.
- STRAIN AND TIECH WIRE:** ONLY GUY STRONG 1/2 IN. SILEX 500 15500# TENS. WIRE PER FTD @ 205.
- STRAIN WIRE CLAMP** (top)
- CABLE ENT. MULTICORADATOR SHANKLE CABLE**
- THIMBLE EYE NUT (HALL) ASSEMBLY**
- STRAIN WIRE (SILEX 500)**
- 3 ROD GUY CLAMP**
- STRAIN CLAMP** (bottom)

Diagram illustrating the components and connections of a signal receiver assembly:

- PLATE: MOUNTABLE, N.Y.D. (NORTH YARD DRIVE) CABLE TIES (CLIP EXCESS STOW)
- SIG. STRAIN ROPE
- CABLE SADDLE CLAMP
- MULTI-CONDUCTOR SIGNAL CABLE
- ROPE ON ROLLER / BALANCE ADJUST.
- CLIP: BACK-TO-SIDE CONNECT
- HANGER
- TOP ROLLER (SIGNAL, ROSS, J)
- BOTTOM ROLLER
- CABLE TIES (S)
- S. ROLL GUY CLAMP (NOTE INFO. TO BOTTOM DIAGRAM)
- SIGNAL PULLER ROSS
- DRILL 1/2" HOLE
- BATA LENGTH BOLT

Diagram illustrating the application of a sleeve clamp to a steel reinforcement tie. The diagram shows a vertical rod with various components labeled:

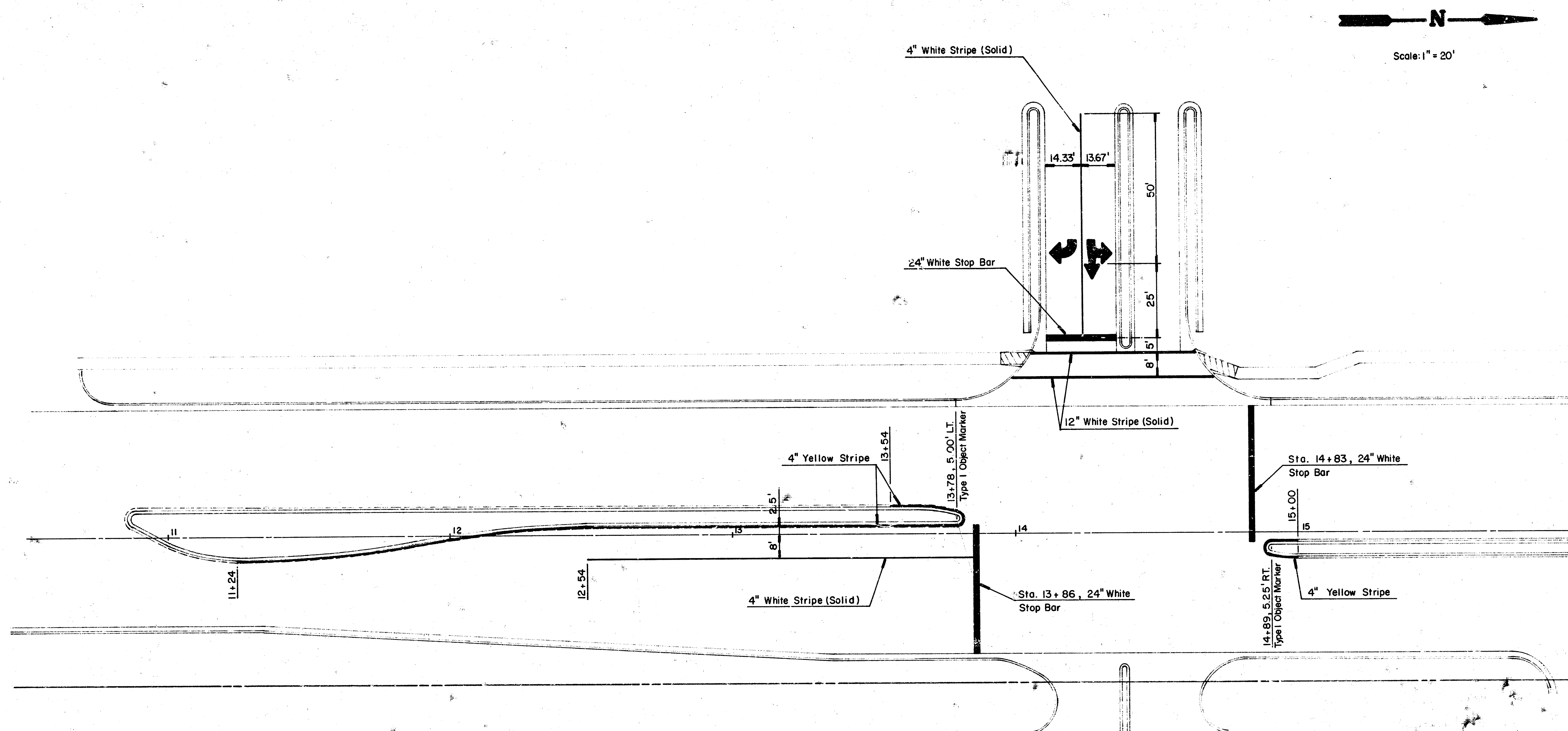
- ANCHOR PLATE
- ANCHOR NUT
- SAVLY THIMBLE EYE NUT
- SLUT WIRE (5/8" X 1/2")
- SLUT WIRE CLAMP
- SAVLY THIMBLE EYE BOLT
- FRONT PLATE
- STEAM PIPE
- POWER (WIRE) (20 AWG)
- WATERHEAD (CMT) (FOR POWER USES)
- 2 HOLE METAL CLAMP (5" MAX. CTS.)
- INTERMEDIATE CMT (FOR MULTI CONDUCTOR SIGNAL CABLE)
- 2 HOLE (METAL) CLAMP (5" MAX. CTS.)

NOTE: SAVLY THIMBLE EYE ANCHOR BOLT AND EXPANDING ANCHOR (NOT SHOWN) TO APPLICABLE WOOD (WHEREVER APPLICABLE)

7. ANY COMBINATION OF RIGID (THIMBLE EYE BOLTS AND NUTS) MAY BE USED AS STABILIZATION MAY VARY. FIELD ENGINEER, TO DETERMINE TYPE OF ANCHOR USED.

8. WOODHEAD SHOWN IS TRANSFERABLE TO STEEL PIPE IN WHOLE OR PART WOOD SILE. STEAM PIPE IS USED (POWER, SIGNAL CABLE, WATER, ETC.) FIELD ENGINEER TO MAKE DETERMINATION. STEAM PIPE APPLICATIONS MAY VARY AS TO REQUIREMENTS ON PIPE (USE OF CEMENT, BRICKS, CONCRETE, ETC. ARE STD - FIELD ENGINEER TO DETERMINE BEST TYPE APPLICATIONS)

. STANDARD APPLICATIONS - PROJECT NUMBER		DATE SEPT. 4, 1968 REVISIONS	
ROAD NO. DRAWN BY SEAL	APPROVED BY		DATE SEPT. 4, 1968 REVISIONS
CITY OF WICHITA DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING W. G. MCINLIRE, TRAFFIC ENGINEER			
		SCALE DO NOT SCALE ONLY	



N
Scale: 1" = 20'

	FALLEYS, INC.		Design MDK
	SIGNING & PAVEMENT MARKINGS		Drawn by DPR
			Checked by
	MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING 1800 WICHITA, KANSAS 67226		Date JUNE 1991 Job no.
636-5566		Sheet 12 of 13	

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