

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	87N 0064-01	1997	77	130

LEGEND

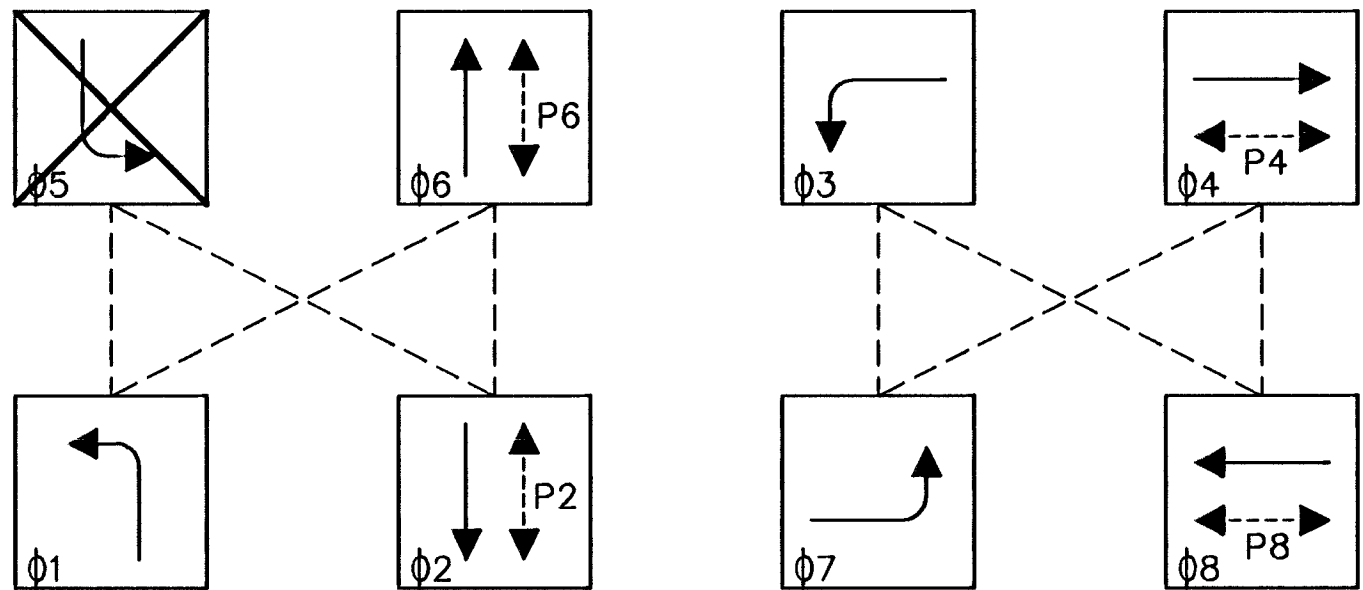
- Steel Traffic Signal Pole (Joint use)
- Steel Traffic Signal Pole (Std. Pole)
- Traffic Signal Indication (Type A)
- Traffic Signal with Backplate (Type A)
- ↓ Mast Arm Suspended Traffic Signal
- Service Box
- ⊠ Controller
- ▣ Pedestrian Indication
- ◁ Junction Box
- Vehicle Detector Loop
- ⑦ Detector Number
- Rigid Galvanized Conduit (RGC)
- Ⓜ Meter Box and Power Disconnect
- TT Overhead Street Name Sign
- π Overhead Sign R10-12 (Lt. Yield on Green)

SCALE: 1" = 20'

GENERAL NOTES

- CONDUIT SHALL BE JACKED OR BORED IF NOT INSTALLED BEFORE PLACING OF NEW PAVEMENT.
- PLACEMENT OF SERVICE/JUNCTION BOXES, CONDUIT RUNS AND CONTROLLER ARE TYPICAL AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FACILITATE INSTALLATION.
- THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES WHICH MAY BE AFFECTED BY THE INSTALLATION OF TRAFFIC SIGNALIZATION PRIOR TO ANY CONSTRUCTION.
- KG&E POWER POLE BASELINE STA. 123+30, 90'± RT. INSTALL METER AND POWER DISCONNECT. SEE POWER POLE DETAILS.
- THE DETECTOR LOOPS SHOULD BE ADJUSTED SO THAT THE LOOPS DO NOT BEGIN OR END WITHIN 1'-0" OF A TRANSVERSE JOINT.
- THE CONTRACTOR SHALL INSTALL AND OPERATE A TEMPORARY TRAFFIC SIGNAL AT THE SENECA AND HARRY INTERSECTION (SEE SHT. 100 FOR DETAILS). EXISTING TRAFFIC SIGNAL APPURTENANCES, EXCEPT AS OTHERWISE NOTED ON THE PLANS, SHALL BE REMOVED AND STOCKPILED BY THE CONTRACTOR. NOTIFY CITY OF WICHITA TRAFFIC MAINTENANCE 7 DAYS PRIOR TO SIGNAL TURN-ON.

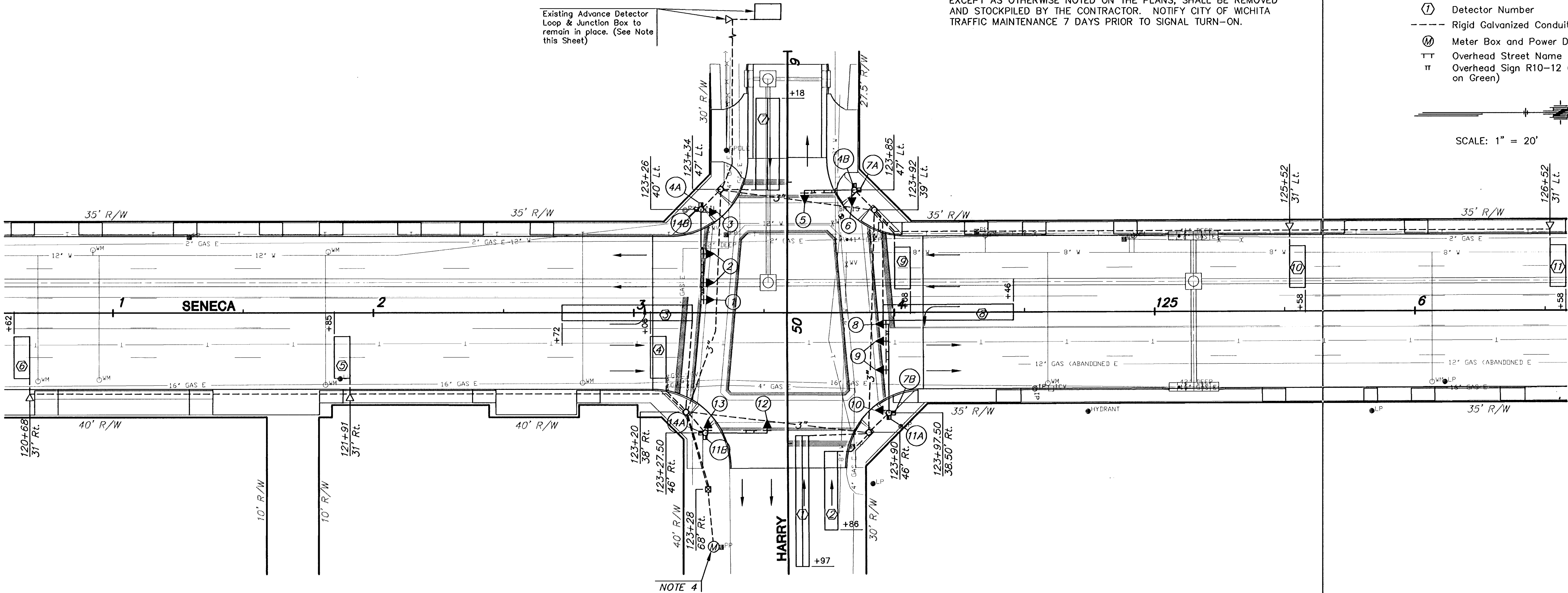
NOTE:
REMOVE EXISTING 1-2/C #14 BETWEEN JUNCTION BOX AND CONTROLLER. CUT AND REMOVE EXISTING CONDUIT IN AREA OF CONSTRUCTION. REPLACE WITH SAME NEW CONDUIT. CONNECT AND INSTALL NEW 1-2/C #14 FROM JUNCTION BOX TO NEW CONTROLLER.



HARRY ST.

SENECA ST.

SIGNAL PHASING



TYPE 170 CONTROLLER SETTINGS

INTERVAL	"WAPITI PROGRAM" PHASE								NORMAL DISPLAY							
	1	2	3	4	5	6	7	8	TIME CLOCK	FEATURES						
MAX	20	40	30	80		40	30	80	0 YEAR	VEH RECALL						
MAX 2	20	40	30	80		40	30	80	1 MONTH	PED RECALL			X			X
WALK	8			8		8		8	2 DAY/MONTH	RED LOCK						
FL. DW.	22			20		22		15	3 DAY/WEEK	YEL LOCK		X	X	X	X	X
MAX INIT.	6	10	6	10		10	6	10	4 HOUR	PERMIT	X	X	X	X	X	X
MIN GREEN	5	8	5	8		8	5	8	5 MINUTE	PED PHASES	X	X	X	X	X	X
TBR	1.0	15	1.0	15		15	1.0	15	6 SECOND	LEAD PHASES	X	X	X	X	X	X
TTR	1.0	25	1.0	25		25	1.0	25	7	DBL ENTRY						
PASSAGE	1.0	2.0	1.0	2.0		2.0	1.0	2.0	8	SEQUENTIAL						
MIN GAP	1.0	1.0	1.0	1.0		1.0	1.0	1.0	9	START UP YEL	X			X		
ADD ACT	1.0	1.5	1.0	1.5		1.5	1.0	1.5	a	OVERLAP A						
YELLOW	3.0	3.5	3.0	3.5		3.5	3.0	3.5	b	OVERLAP B						
RED CLR.	1.0	1.5	1.0	1.5		1.5	1.0	1.5	c	OVERLAP C						
RED REV.									d	OVERLAP D						
WALK II									e	EXCLUSIVE						
									f	SIM GAP						

LTT-2

WB THRU #6 WITH #1 DETECTION

DETECTORS

LOOP NO.	SIZES (W x L)	NO. OF TURNS	MOVEMENT CALLED
1	5'x50'	2-4-2	1
2	5'x30'	3	6
3	6'x50'	2-4-2	7
4	16'x6'	4	4
5	16'x6'	4	4
6	16'x6'	4	4
7	9'x35'	2-4-2	2
8	6'x50'	2-4-2	3
9	16'x6'	4	8
10	16'x6'	4	8
11	16'x6'	4	8

KANSAS DEPARTMENT OF TRANSPORTATION

SENECA STREET AND HARRY STREET TRAFFIC SIGNALIZATION PLAN

PROJECT NO. 87N 0064-01

SEDGWICK CO.

MID-KANSAS ENGINEERING CONSULTANTS, INC.

WICHITA, KANSAS

DESIGNED BY: DCH

CHECKED BY: DCH

DRAWN BY: WNJ

DATE: 1995

SHEET 77 OF 130