

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

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 COMPLETED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE 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 867-2470 (LOCAL WICHITA)

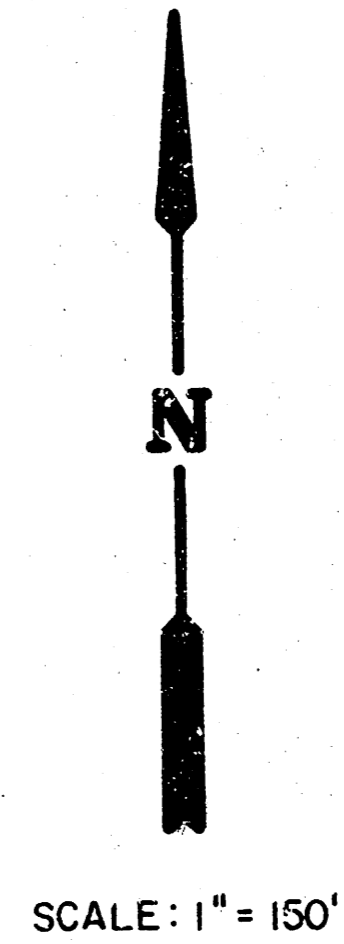
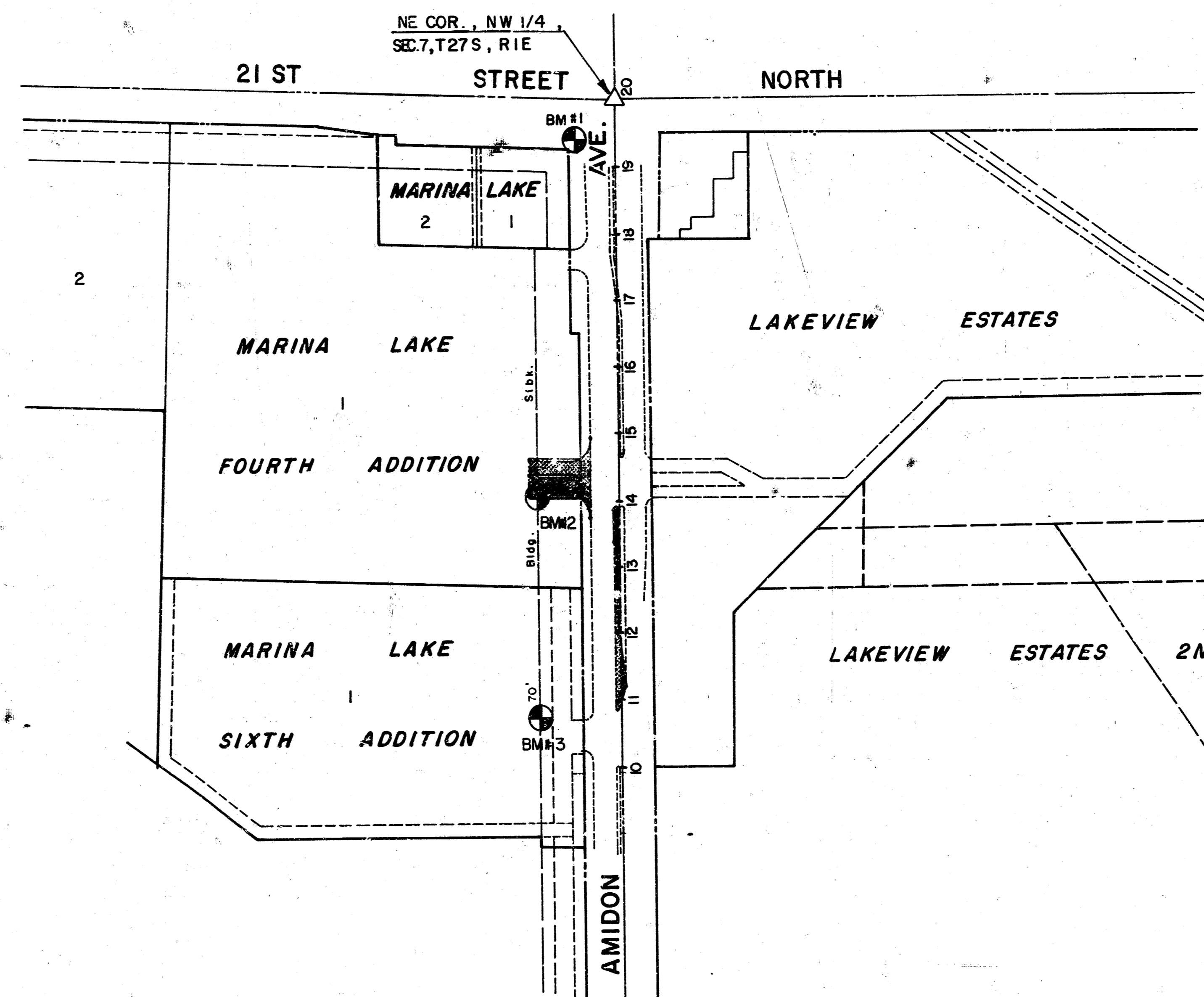
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

SOUTHWESTERN BELL TELEPHONE COMPANY 1-571-2115
CABLEVISION 282-4270 OR 283-3961
KPI GAS SERVICE COMPANY 283-1141
KANSAS GAS & ELECTRIC 284-1141
CITY OF WICHITA WATER DEPARTMENT 288-4008
CITY OF WICHITA GSEWER MAINTENANCE 288-4008
ARPLA GAS COMPANY 942-6360 OR 283-8161

- 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 UNSIGHTLY 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 ABUTS 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 THE COST 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 BALANCE 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 ADJACENT TO THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
- ALL STATIONING, PADE, 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 INSURE 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.

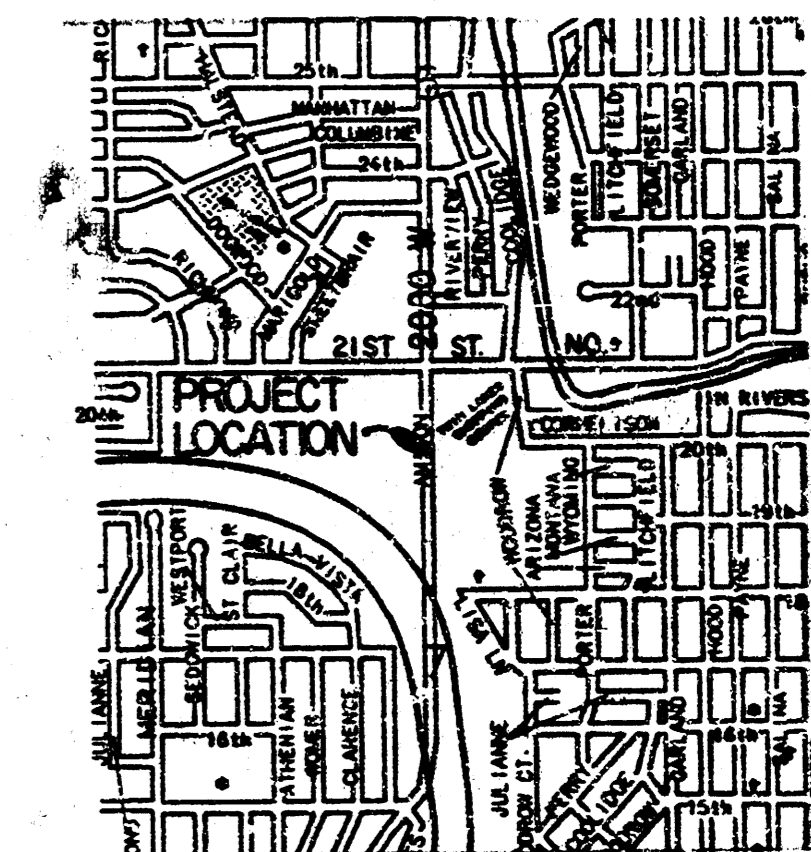
BENCH MARKS

- 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



INDEX TO DRAWINGS

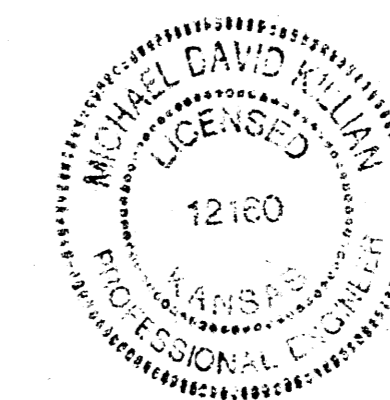
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS & PAVING DETAILS
3	VALLEY GUTTER DETAILS
4	PAVING PLAN
5-11	TRAFFIC SIGNALIZATION
12-13	PAVEMENT MARKINGS

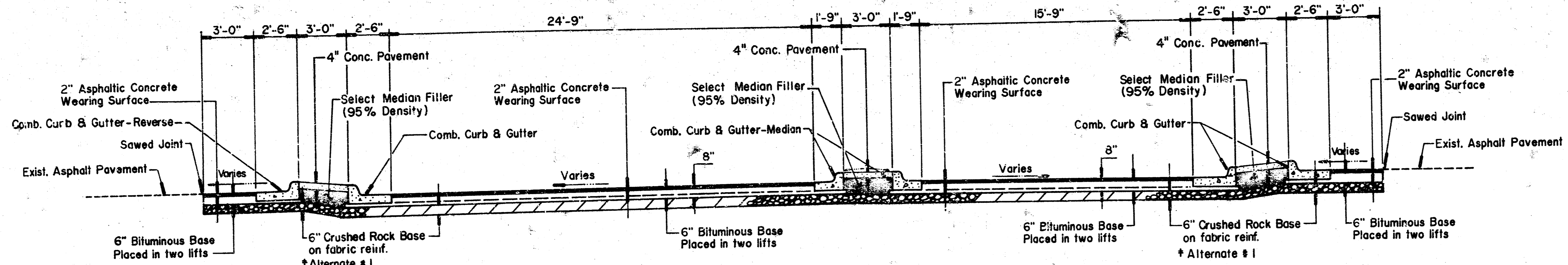


LOCATION MAP

AS BUILT DATED: 2-5-92

	FALLEYS, INC.		Design MDK Drawn by DPR Checked by DCH Date JUNE 1991 Job no.
	PRIVATE PAVING PLANS		
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING 900 WICHITA, KANSAS 67226			Sheet 1 of 13

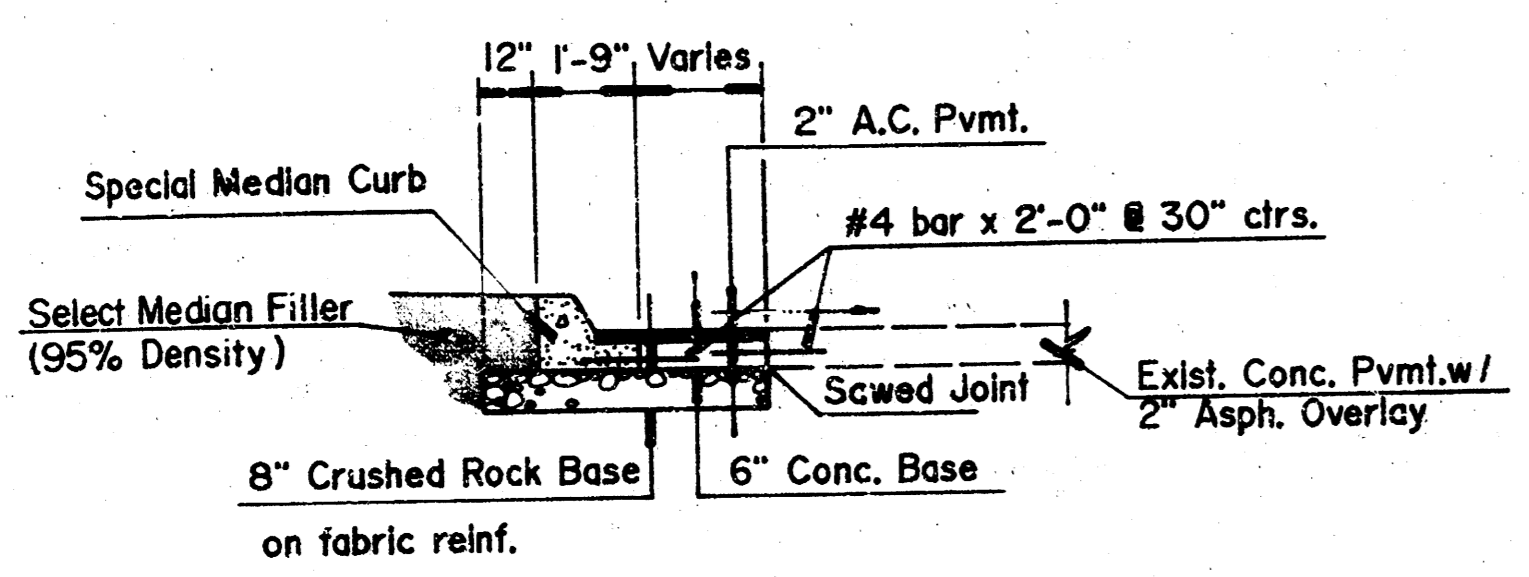




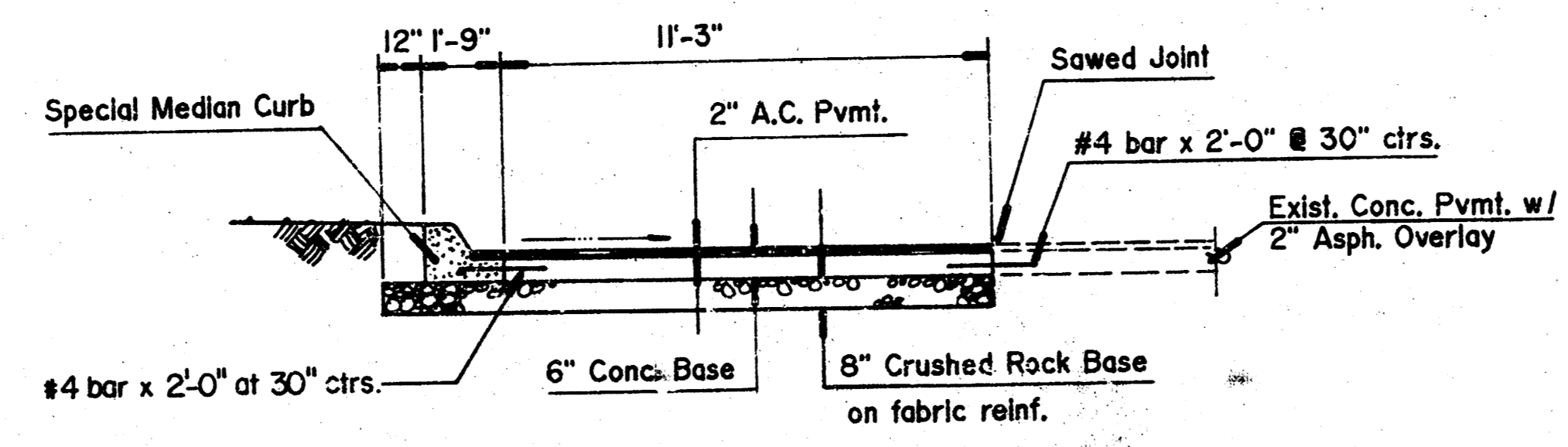
TYPICAL ENTRANCE SECTION

- PAVEMENT TYPICAL SECTION - GENERAL NOTES
1. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" 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 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 PLACED 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, OR AN 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 PROPOSED BY THE CONTRACTOR SHALL BE SUBMITTED FOR THE ENGINEER'S APPROVAL.

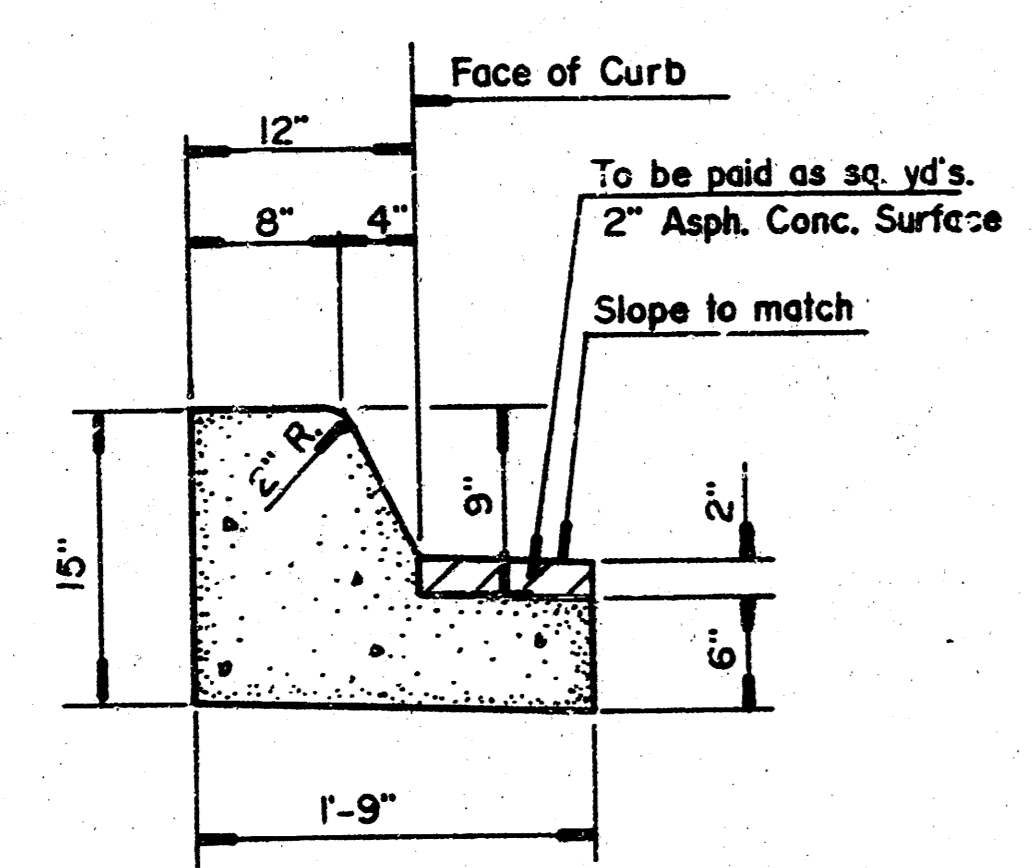
Alternate #1: Prepared Subgrade, 50 lb./SY Portland Cement



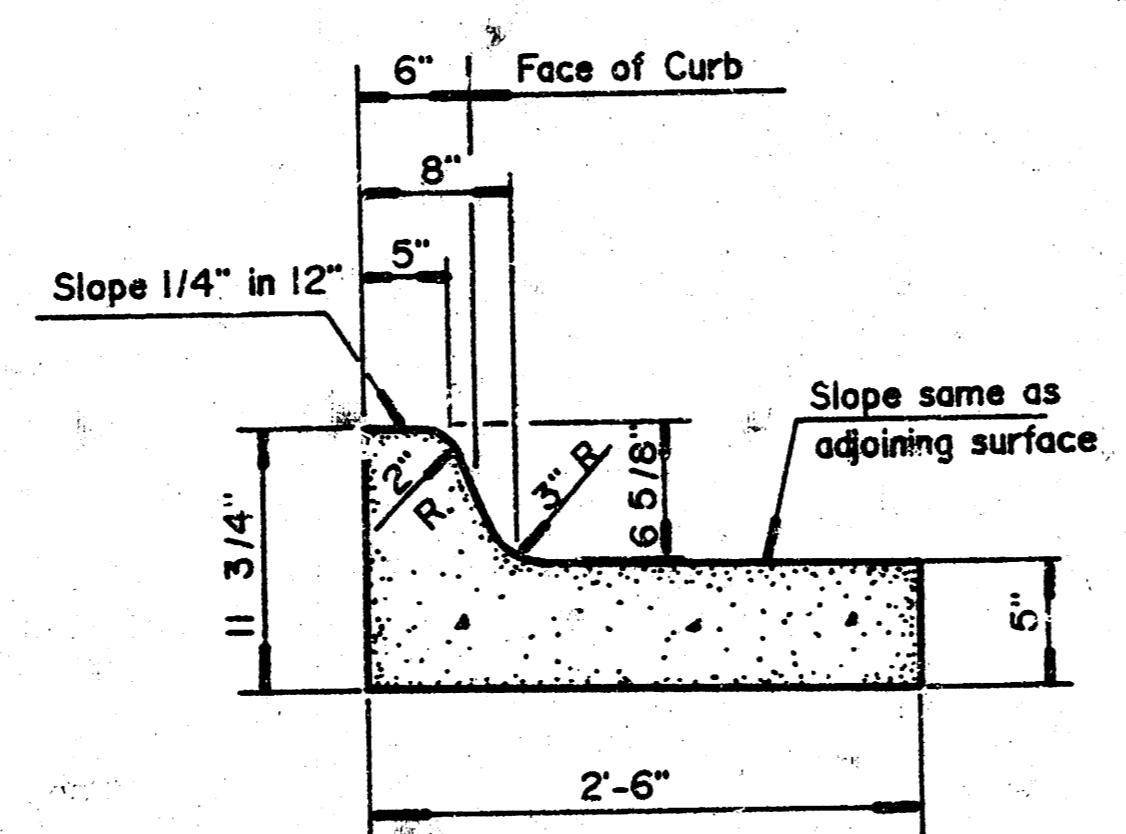
TYPICAL SECTION THRU SPECIAL MEDIAN CURB



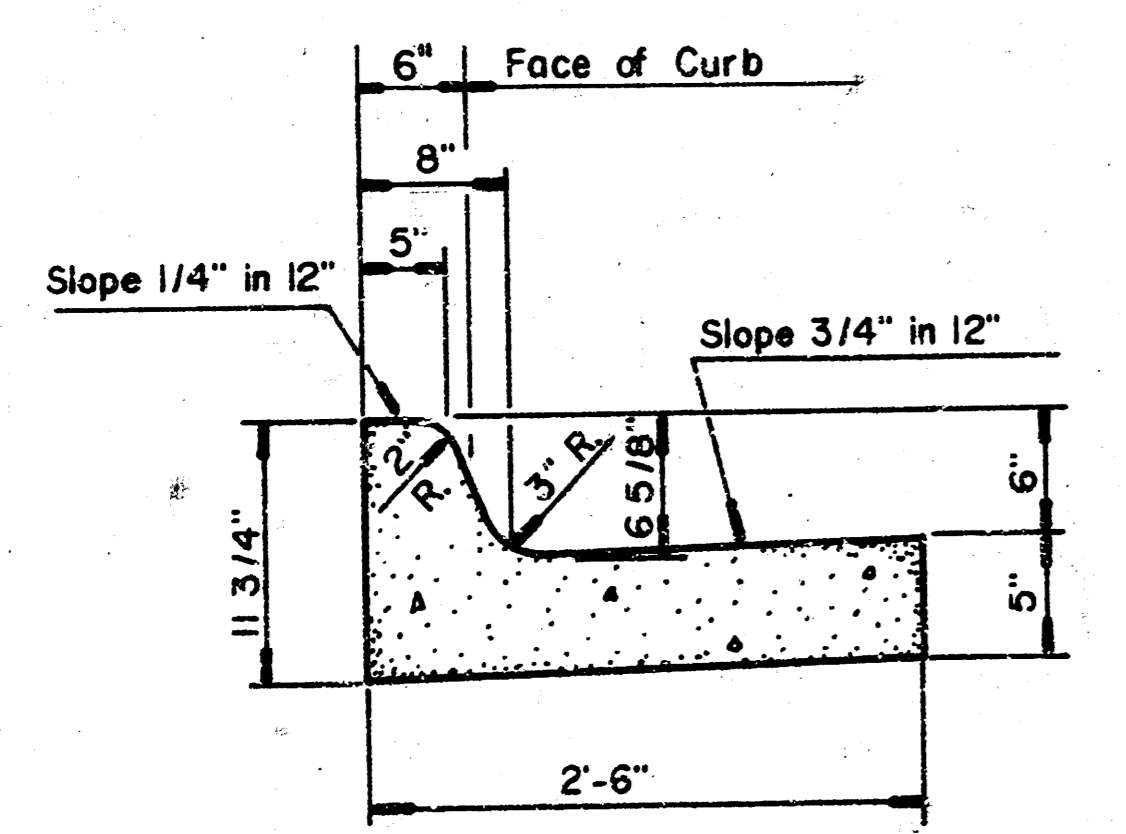
SECTION A-A



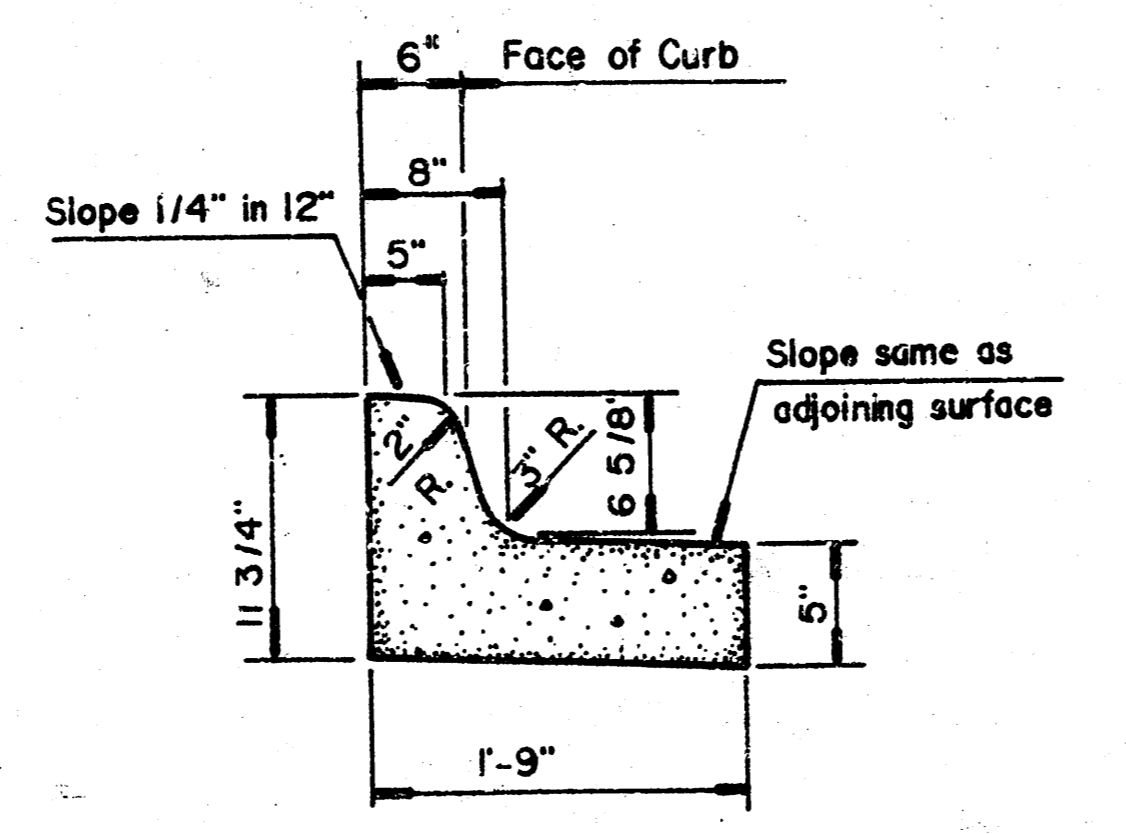
SPECIAL MEDIAN CURB



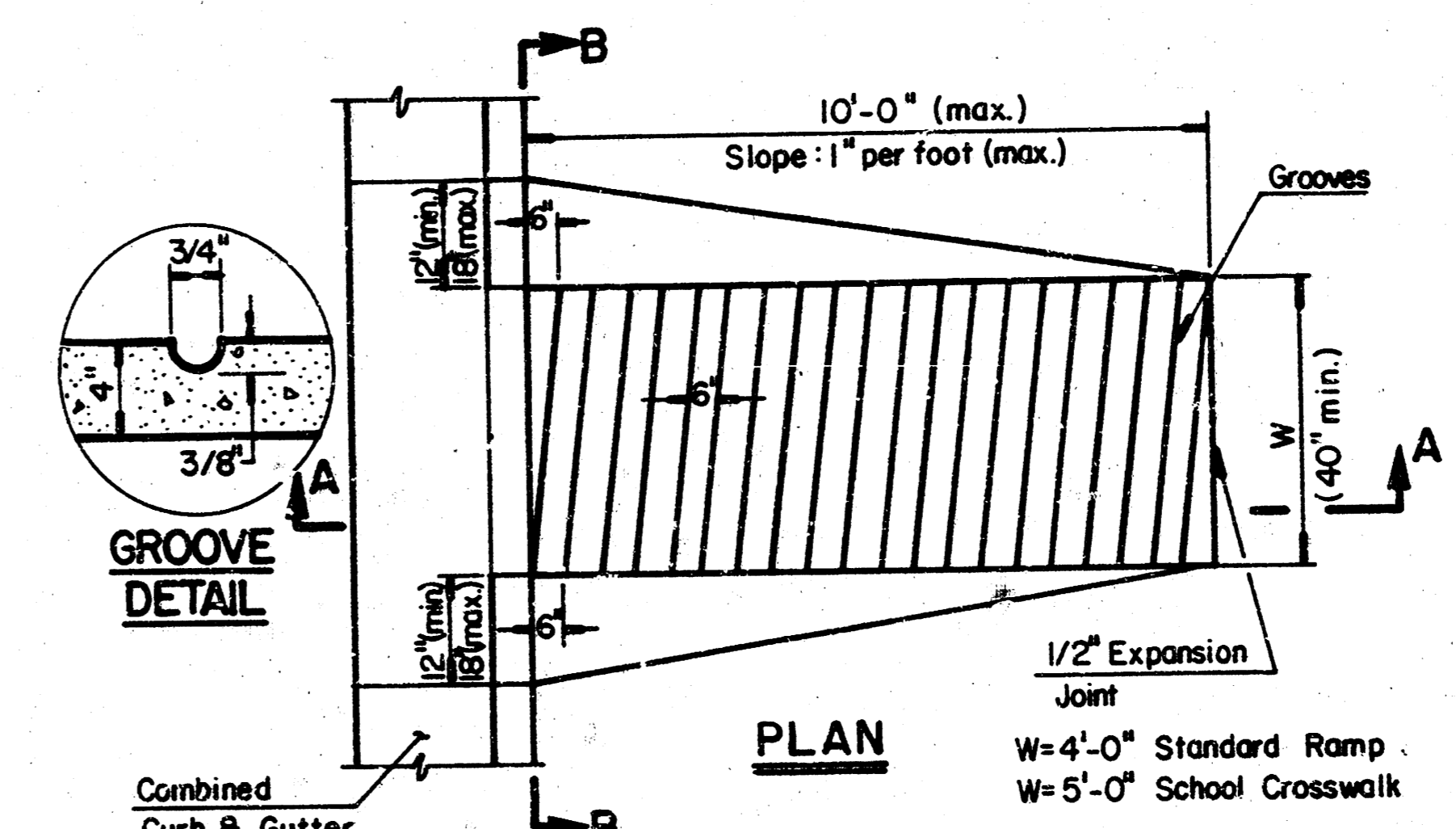
COMBINED CURB & GUTTER - REVERSE



COMBINED CURB & GUTTER



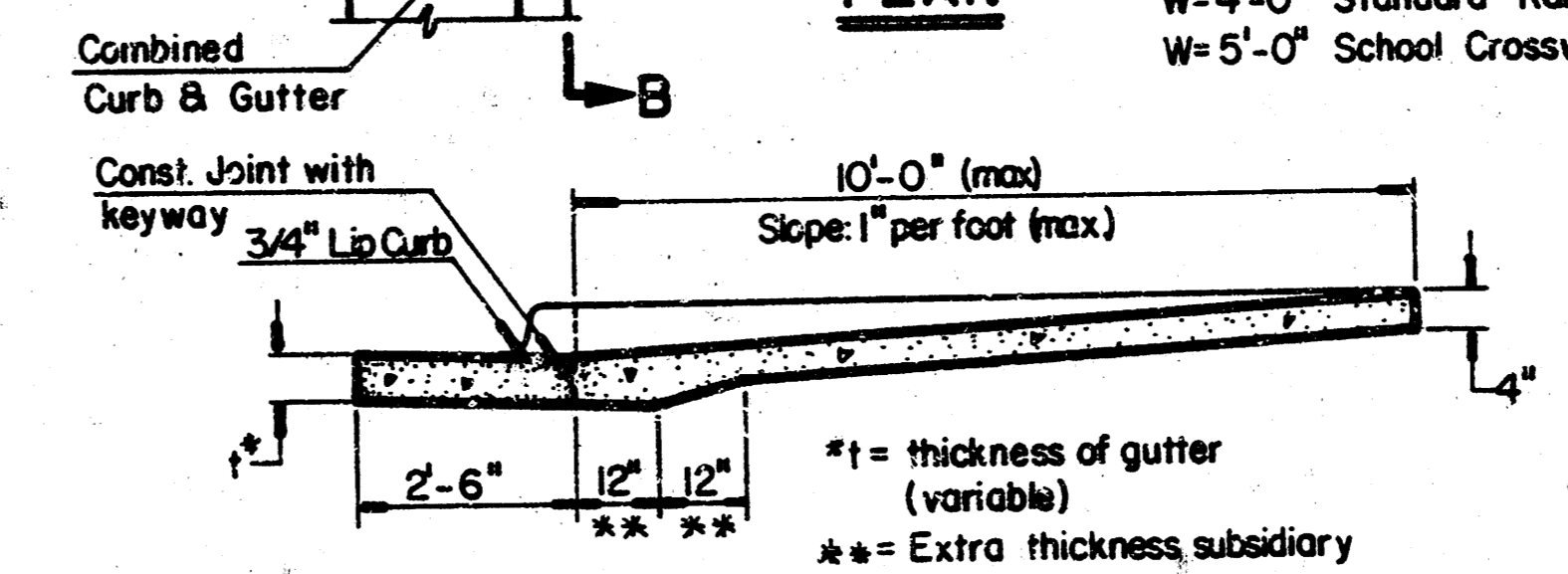
COMBINED CURB & GUTTER-MEDIAN



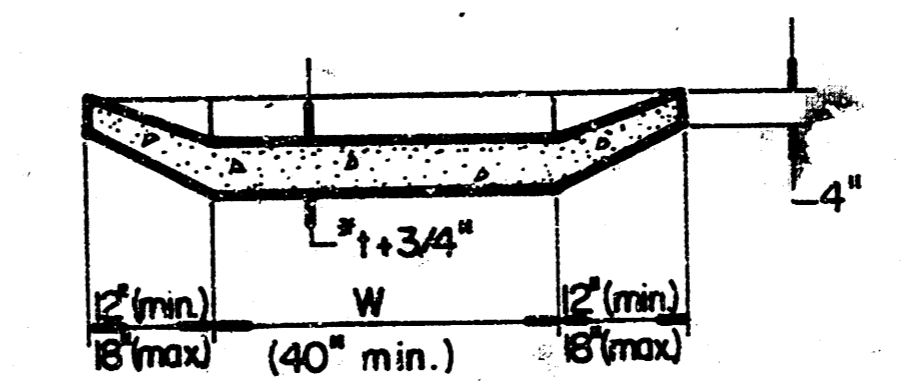
PLAN



GROOVE DETAIL

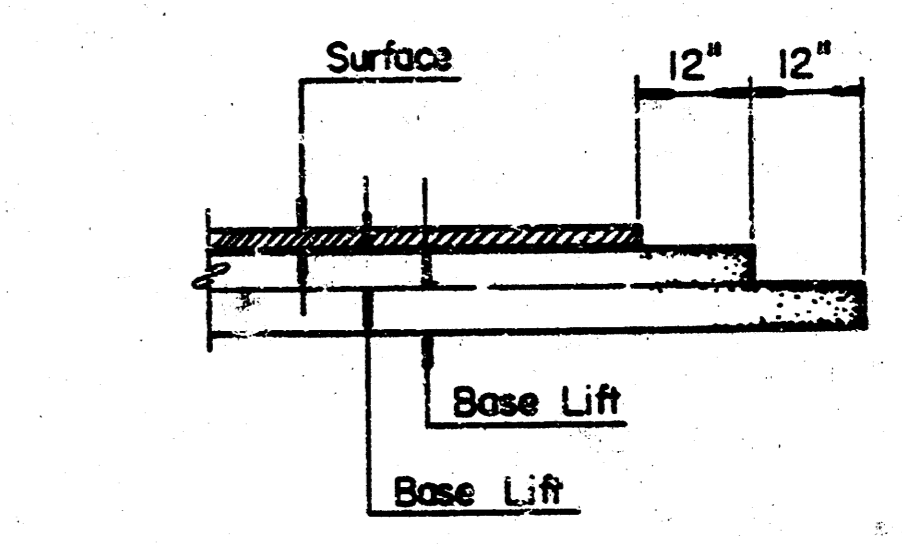


SECTION A-A



SECTION B-B

STANDARD WHEELCHAIR RAMP

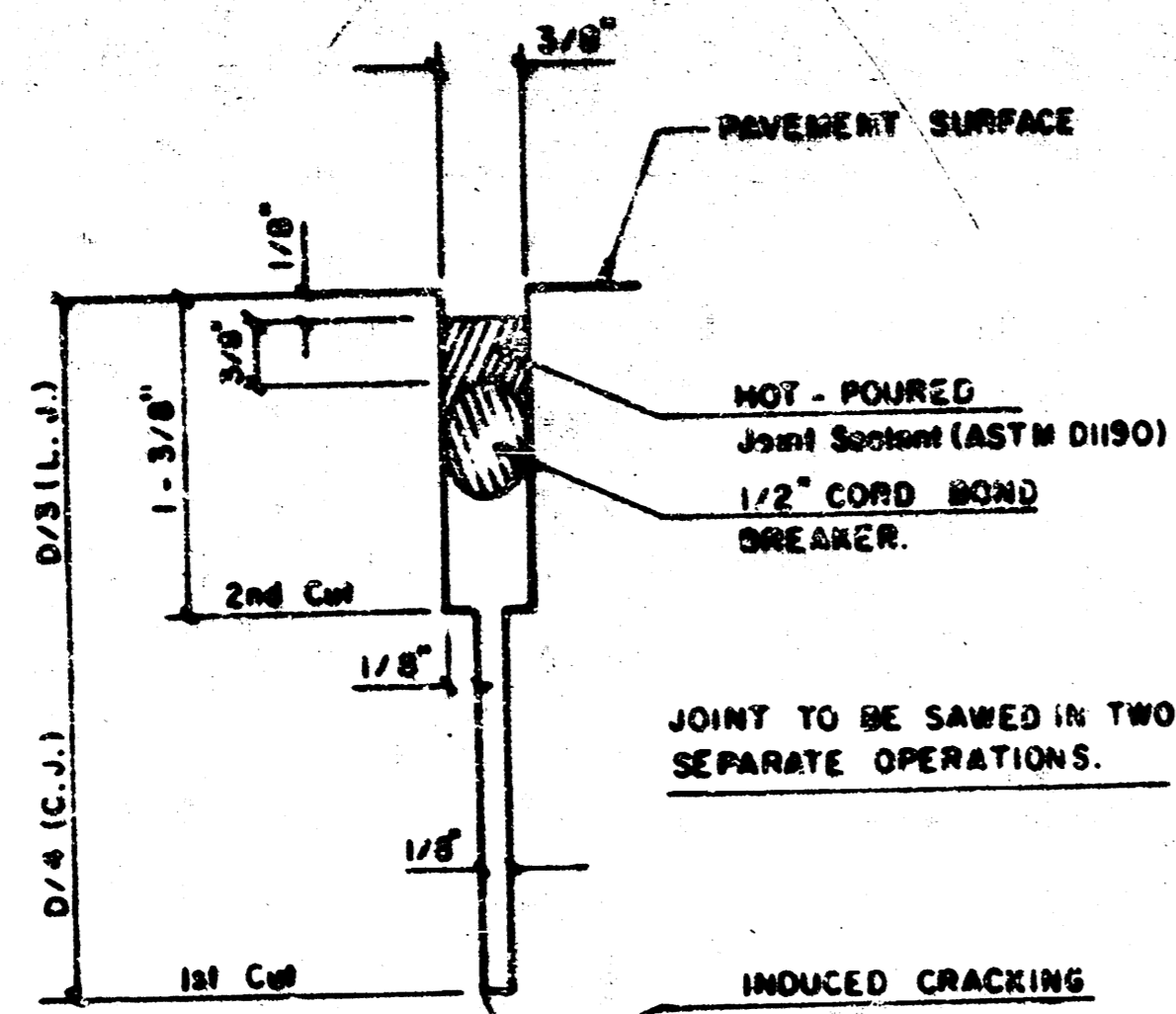


Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins existing flexible base pavements as shown by the detail. All costs associated with the construction of the Transverse Joint shall be included in the bid price for square yards 8" Asph. Concrete (6" Bit. Base)

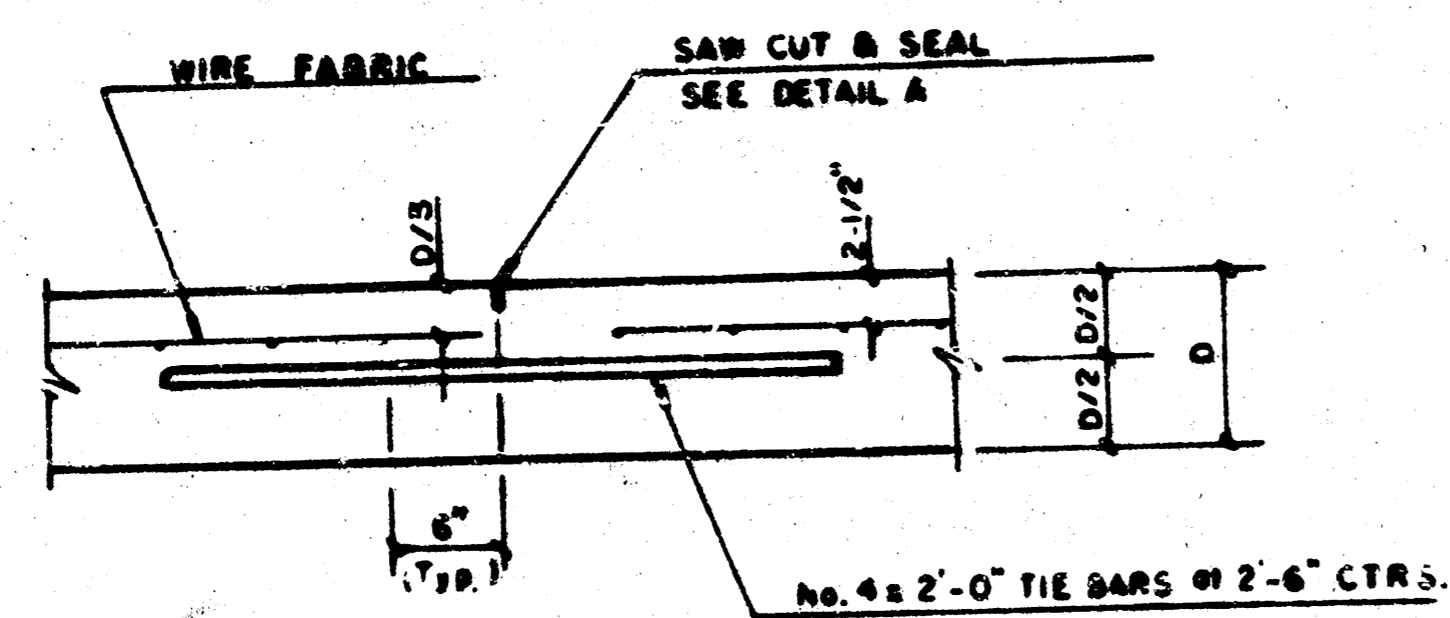
TRANSVERSE CONSTRUCTION JOINTS

	FALLEYS, INC. TYPICAL SECTIONS & PAVING DETAILS	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	Sheet: 2 of: 13

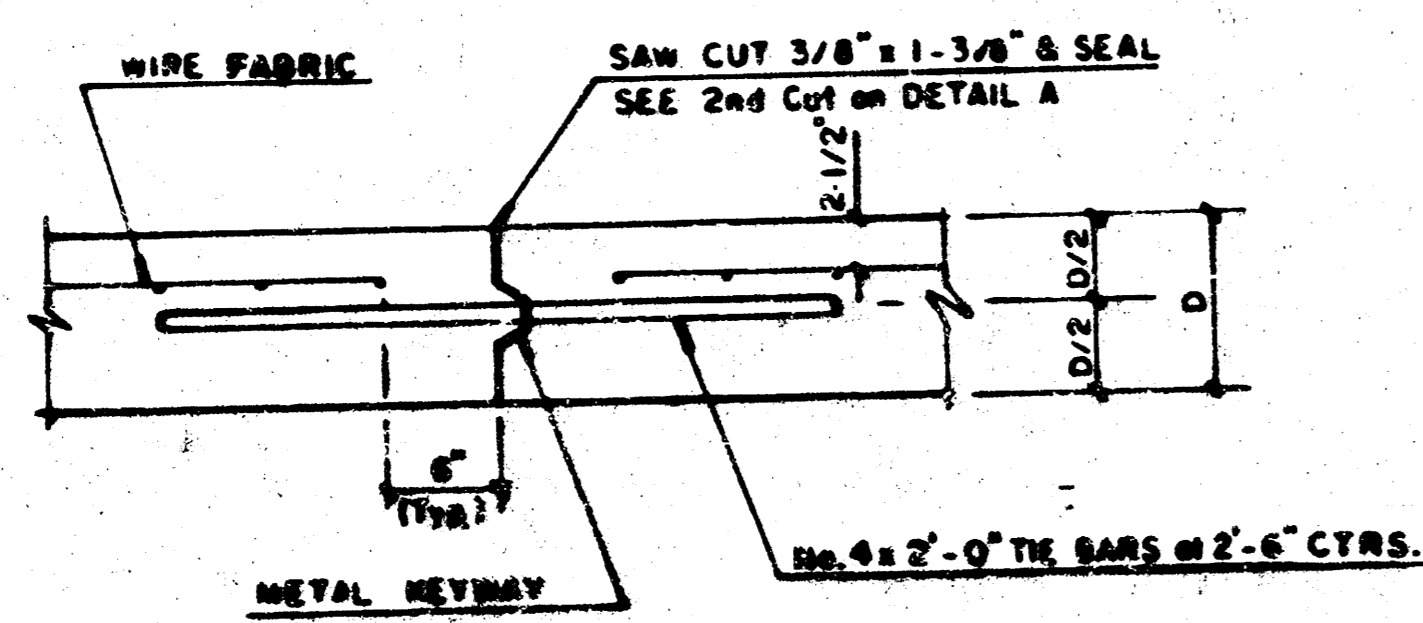
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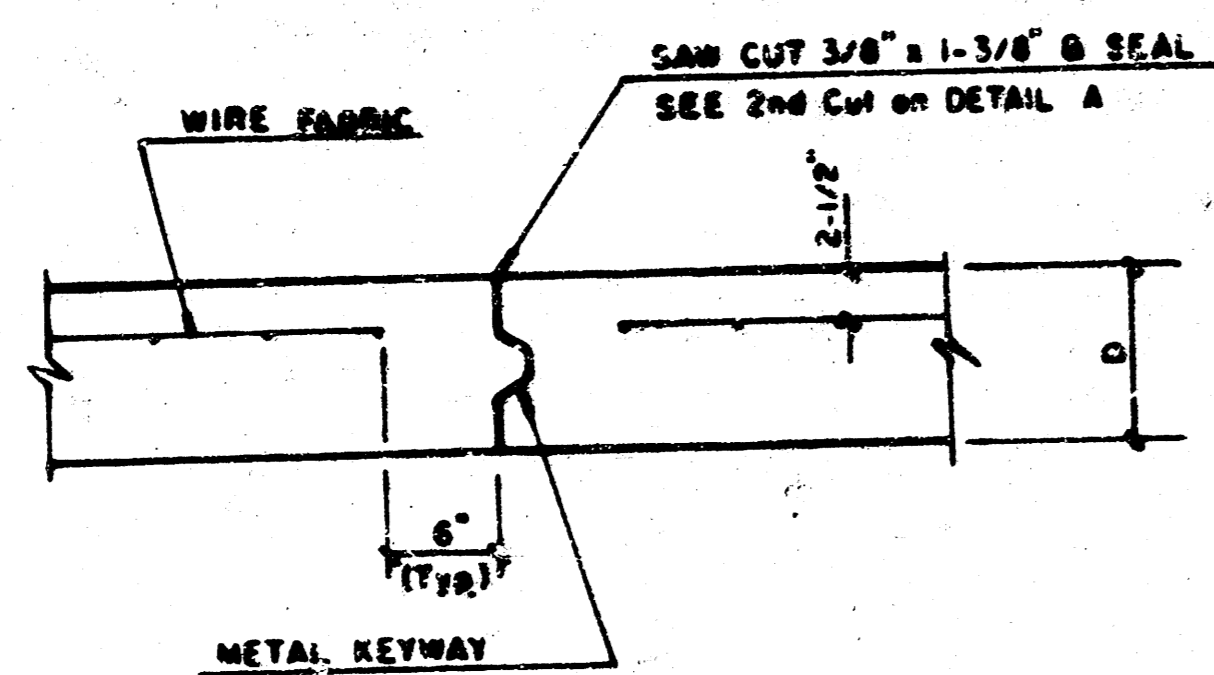
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

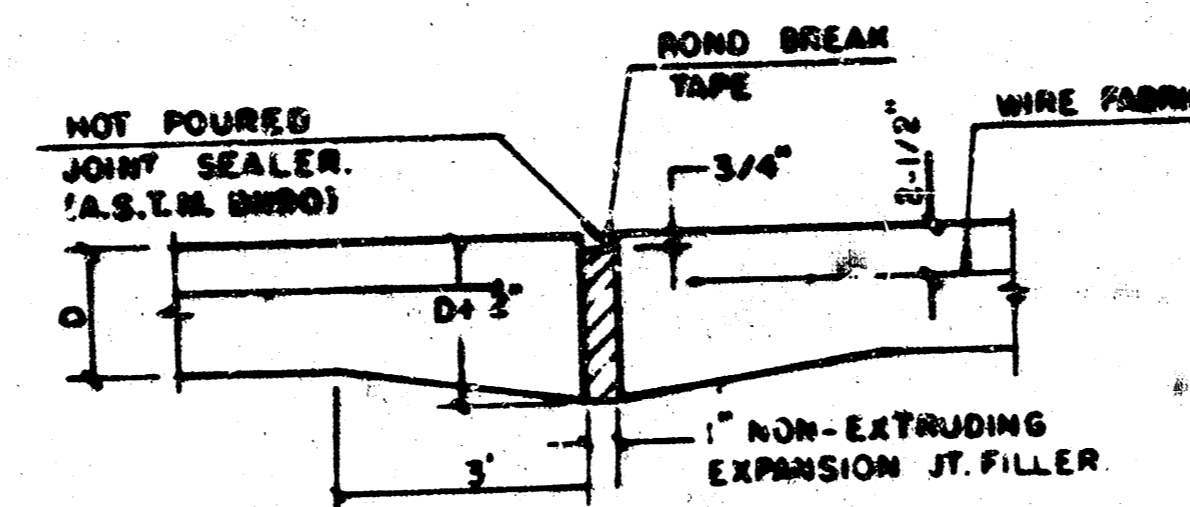


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)**



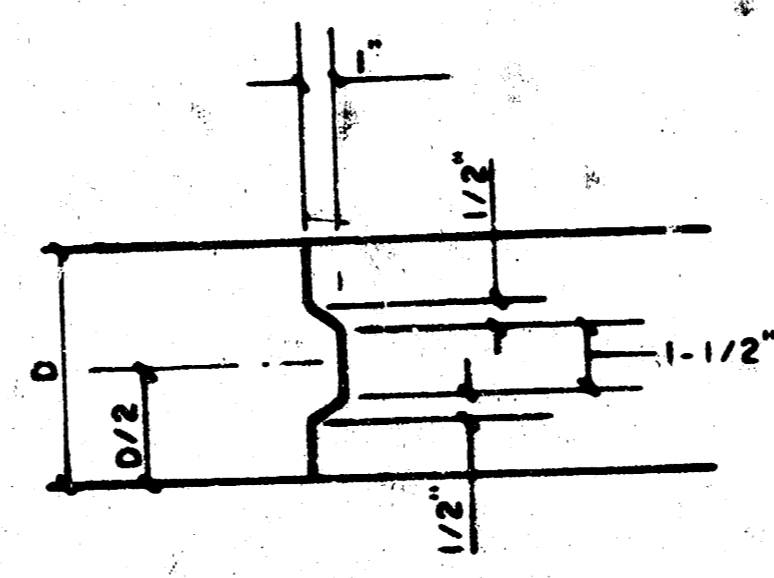
**OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)**

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

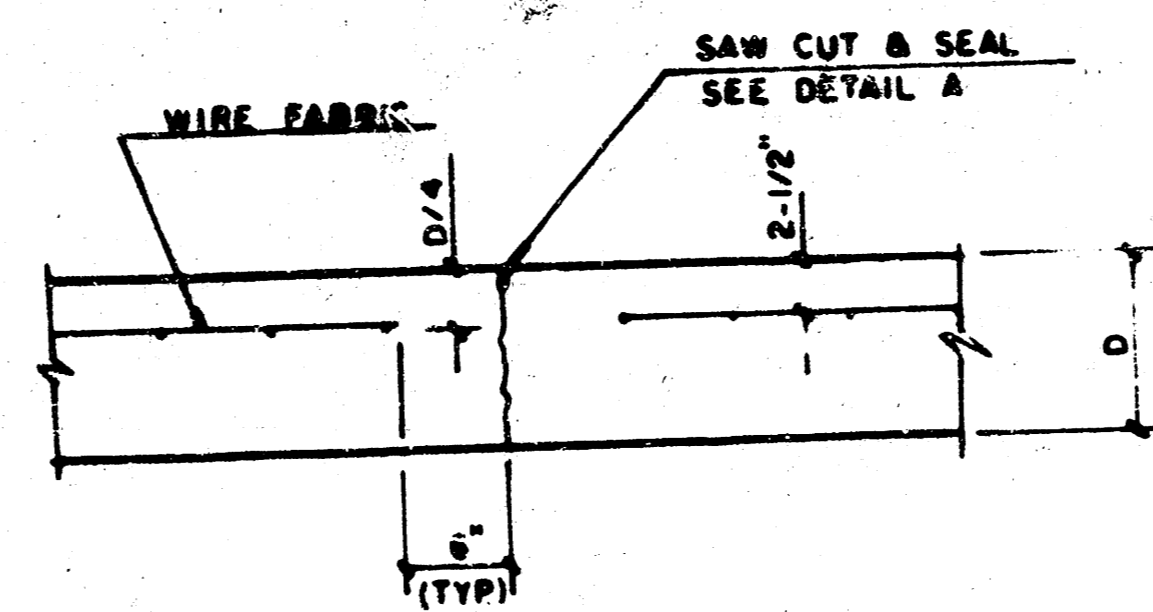


EXPANSION JOINT

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



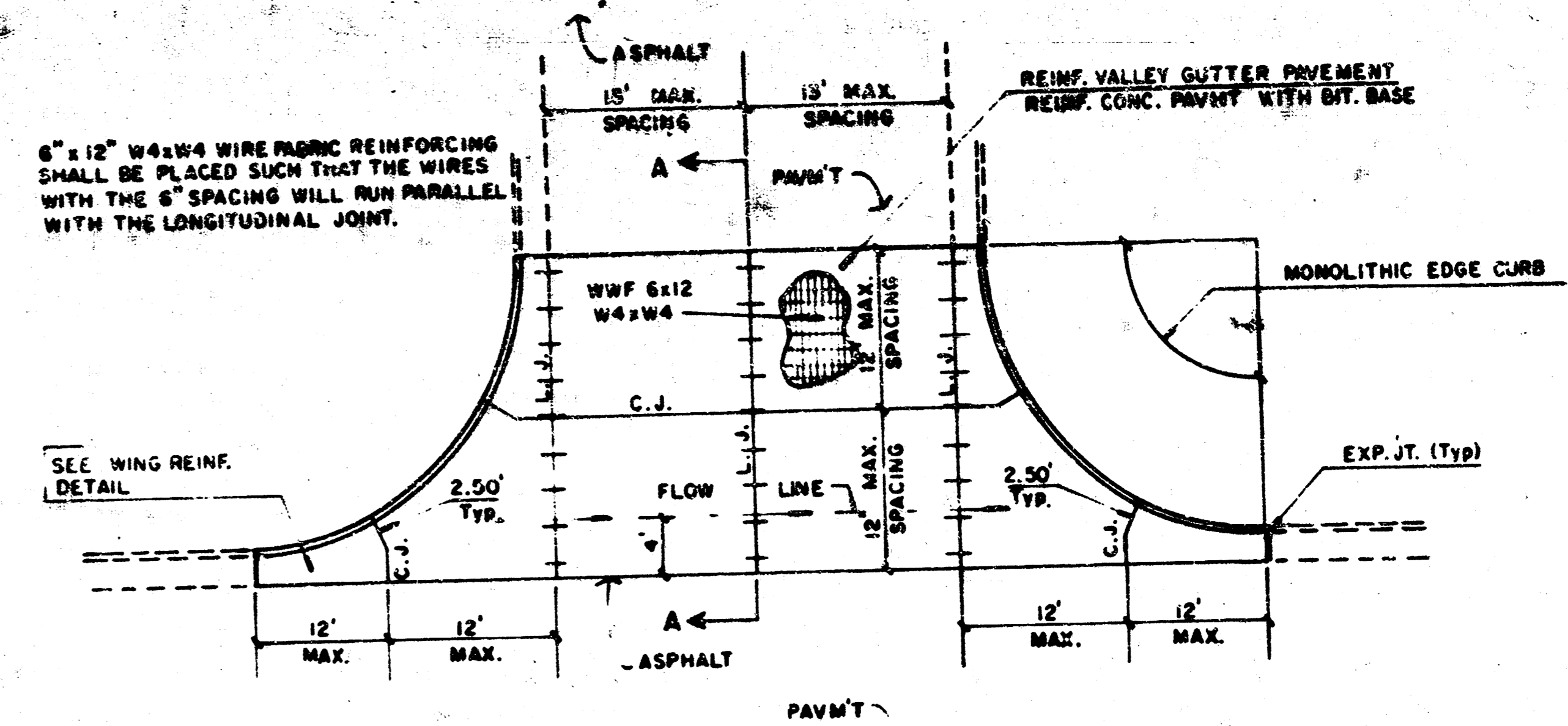
KEYWAY DETAIL



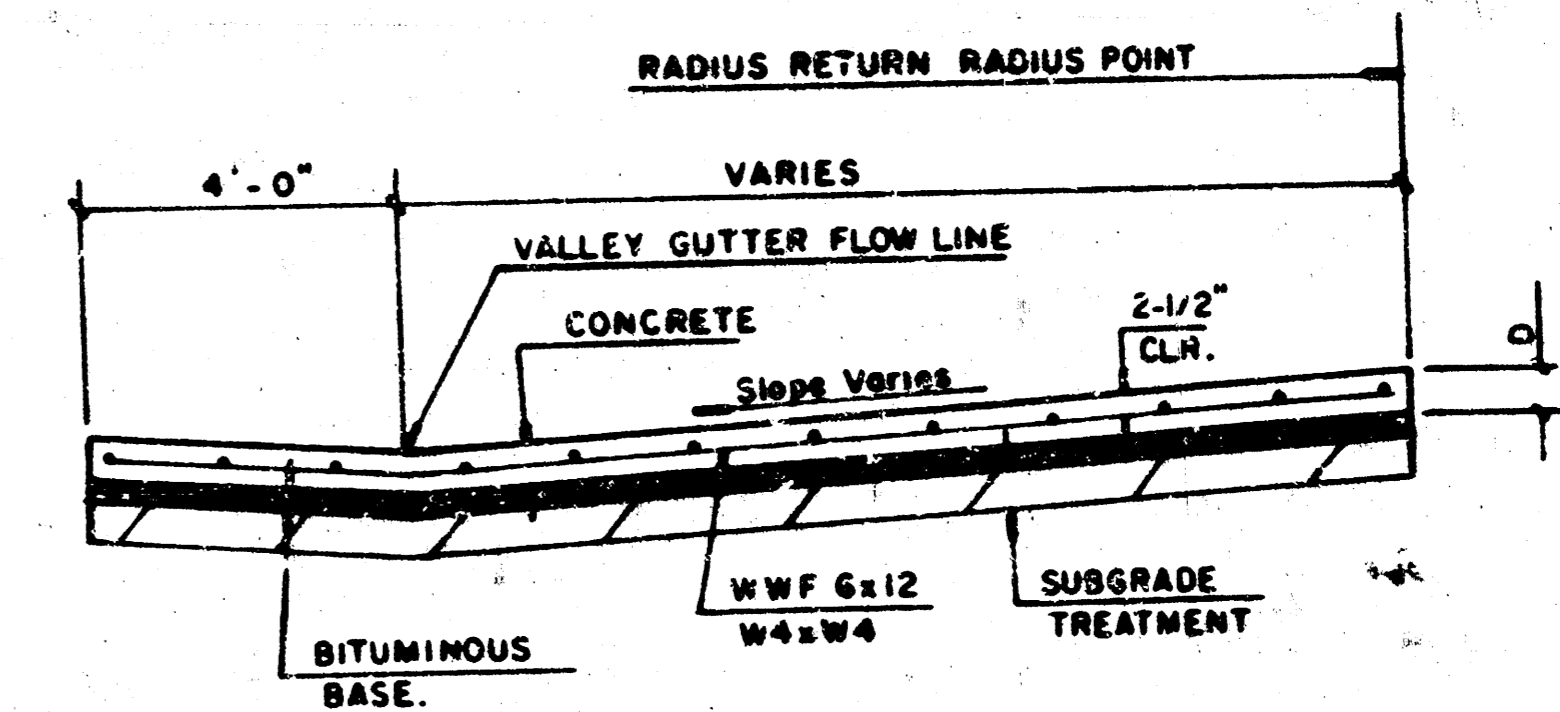
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

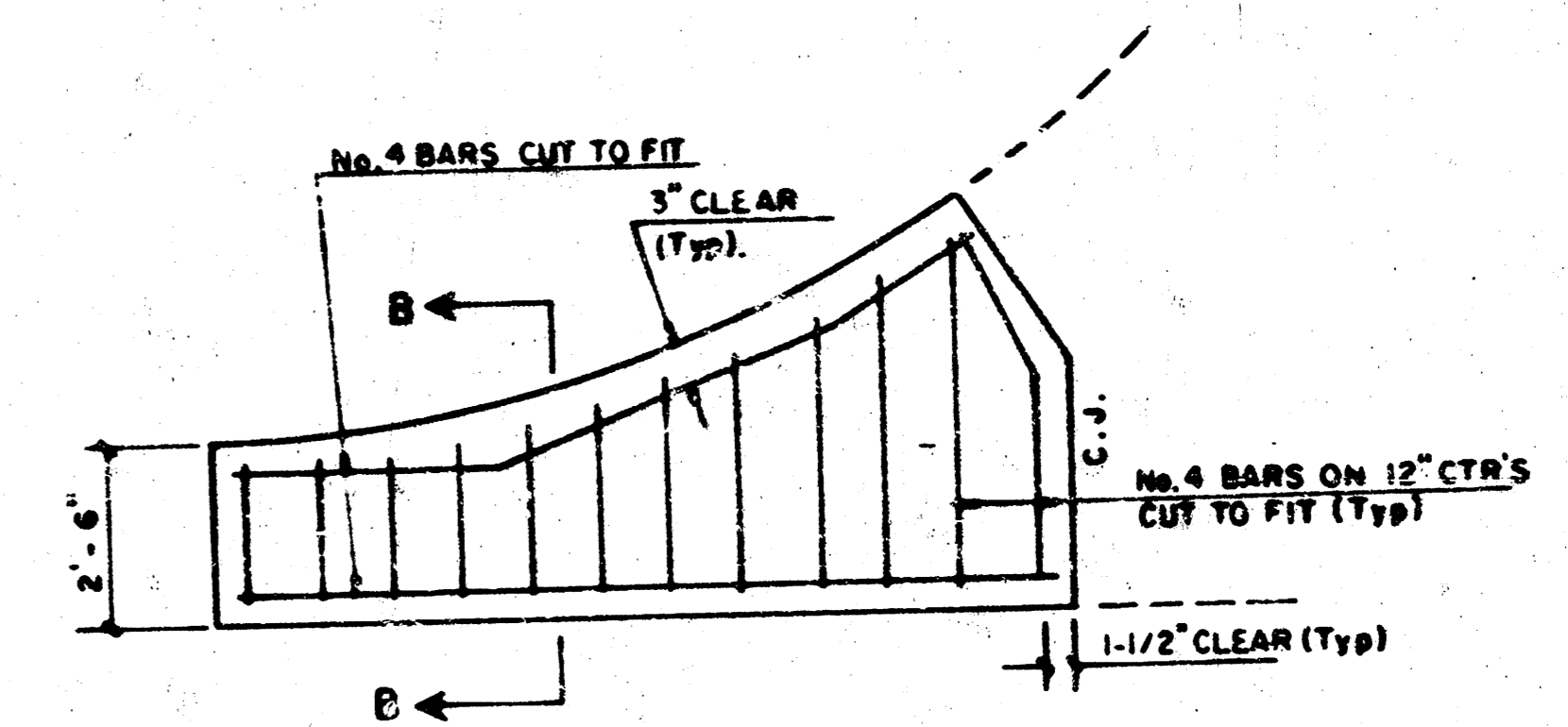
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



**PLAN
REINFORCED VALLEY GUTTER**



SECTION A-A

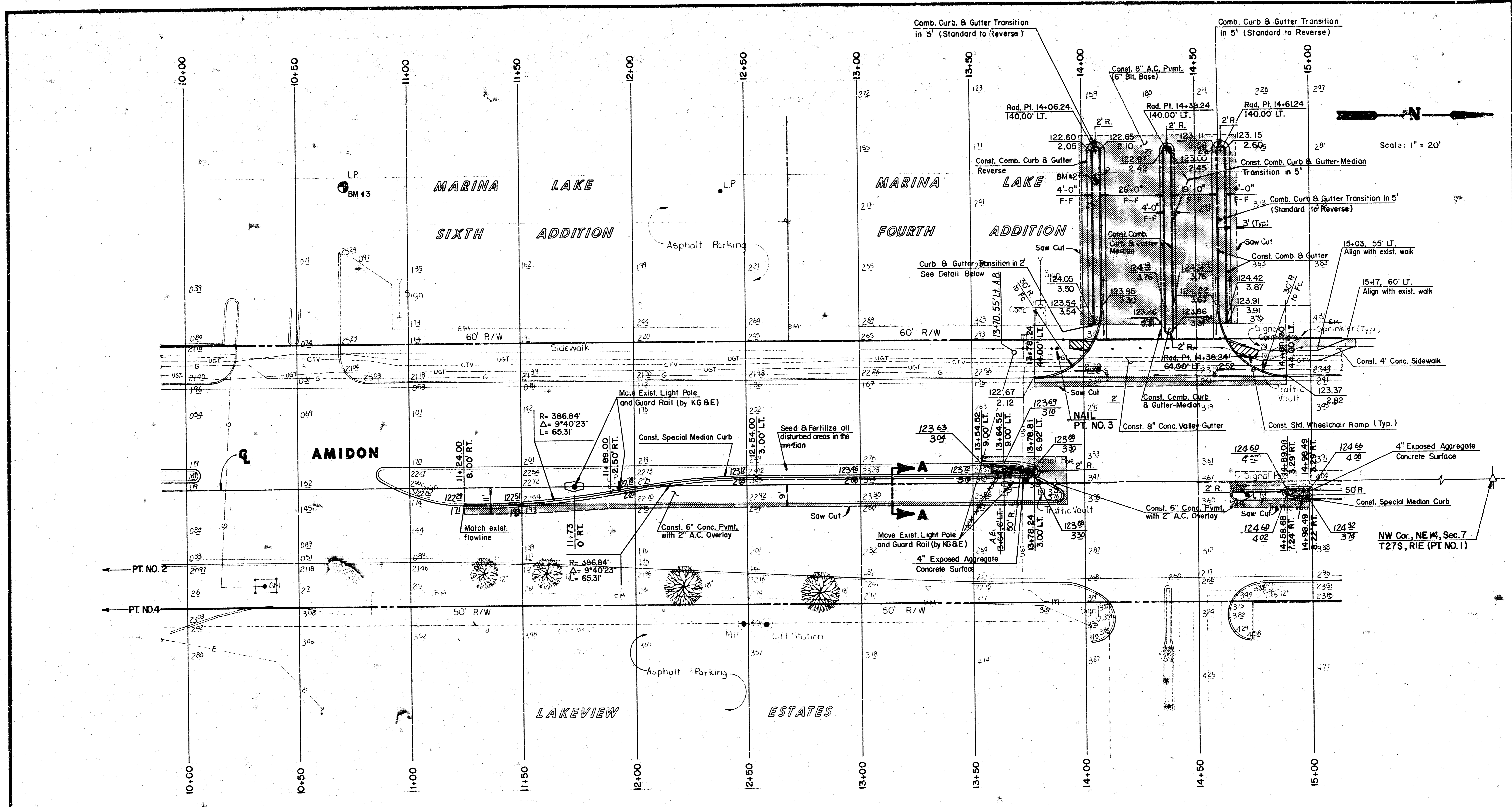


WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

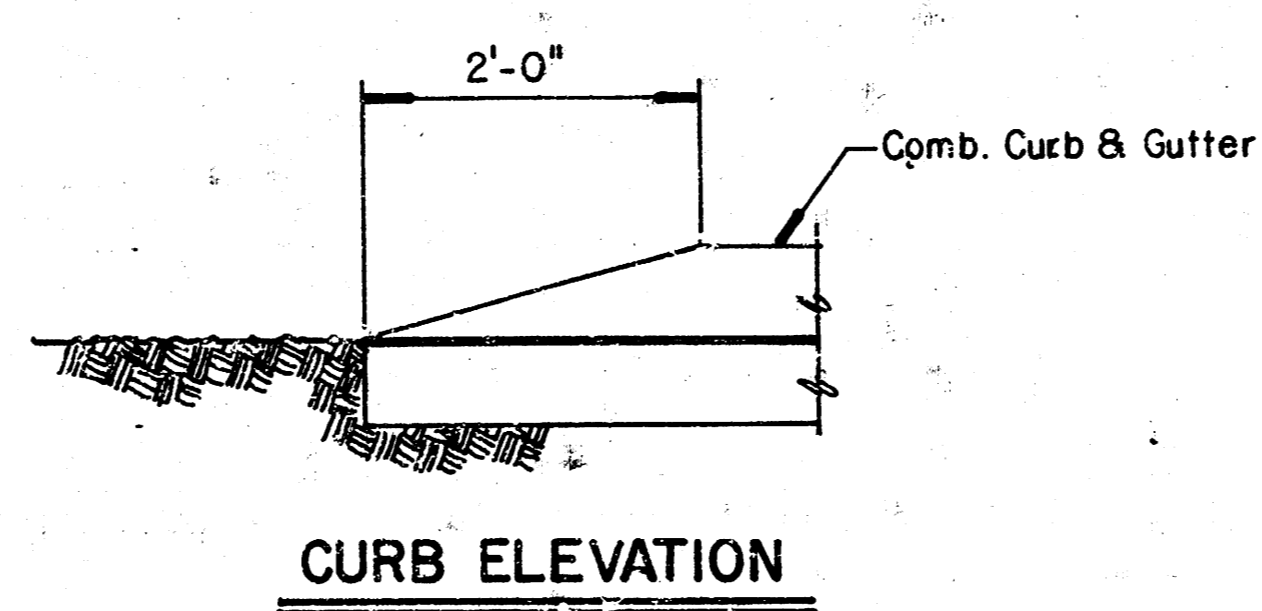
SECTION B-B

PROJECT DESCRIPTION
**VALLEY GUTTER
DETAILS**
PROJECT NUMBER



Scale: 1" = 20'

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**

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

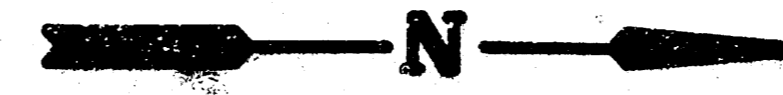
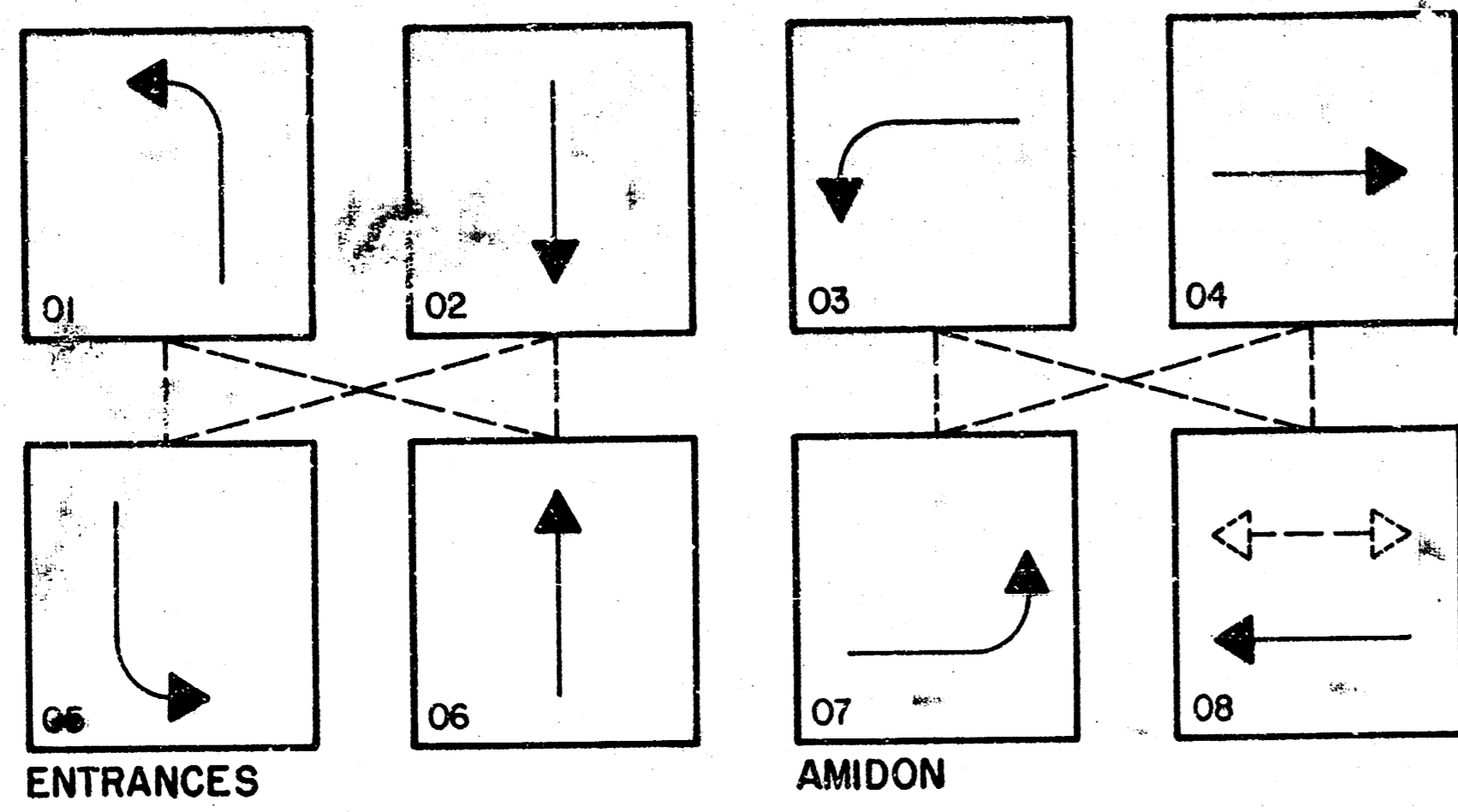
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #300
WICHITA, KANSAS 67226

636-5566

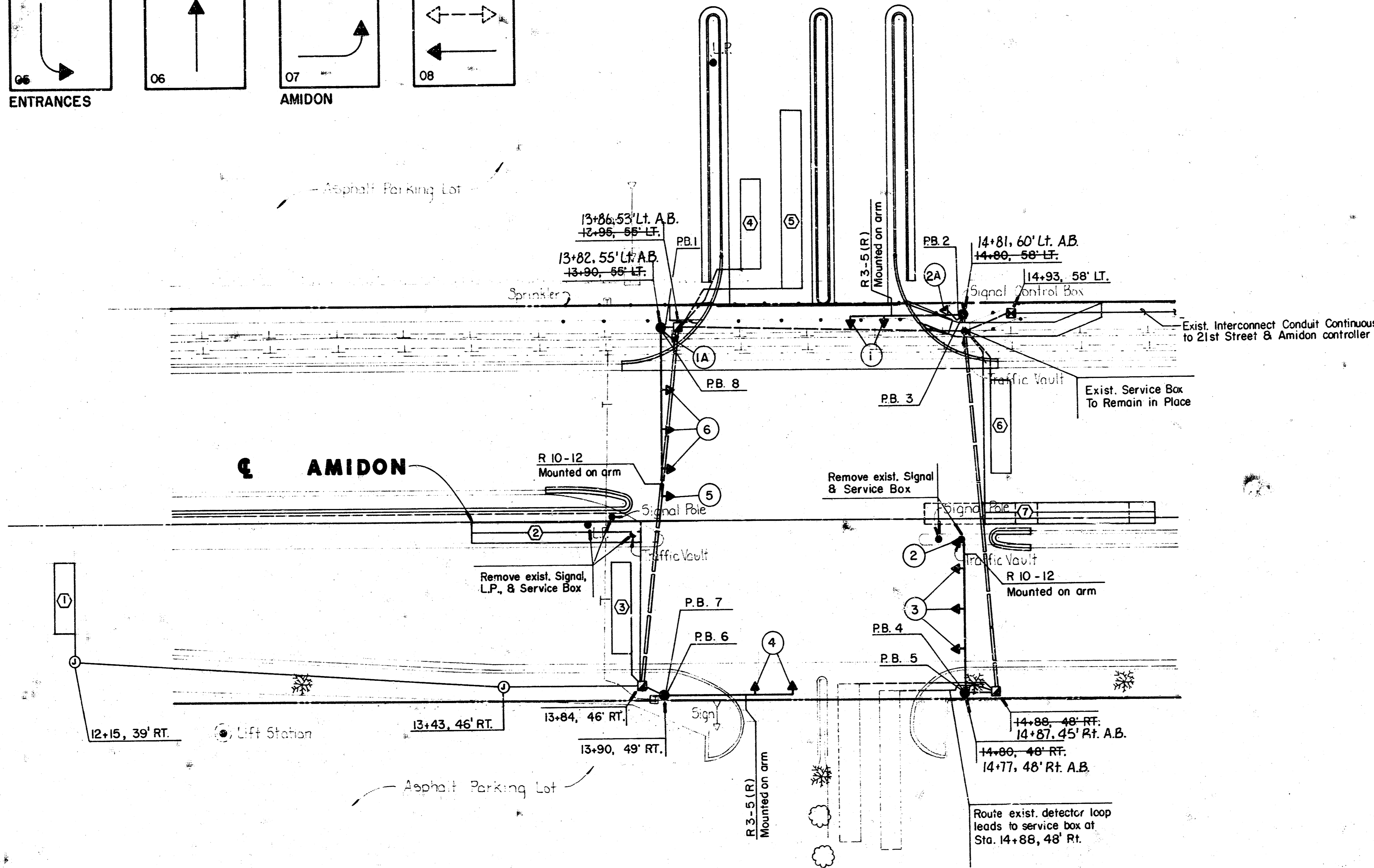
Sheet **4**
of **13**

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SIGNAL PHASING



Scale: 1" = 20'



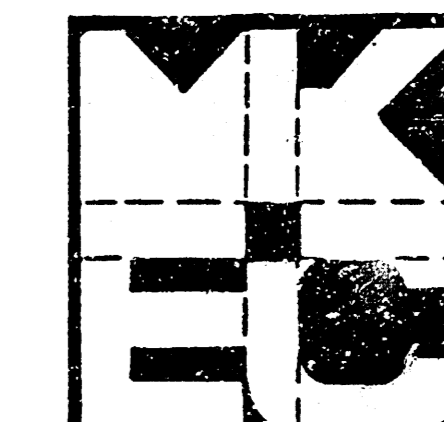
NOTES:

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
- ⊙ 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

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

Sheet 5
of 13

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 HHH) #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'P. ON ARM	# OF SIGNALS ON POLE
1	13+90	LT	Z1	1	-	44'	4	8	11	\$	1 - 0, 1 - *
2	14+80	LT	Z1	1	-	34'	2	8	--	#	1 - 0, 1 - *
3	14+80	RT	Z1	1	-	42'	4	8	11	\$	2 - *
4	13+90	RT	Z1	1	-	40'	2	8	--	#	2 - *

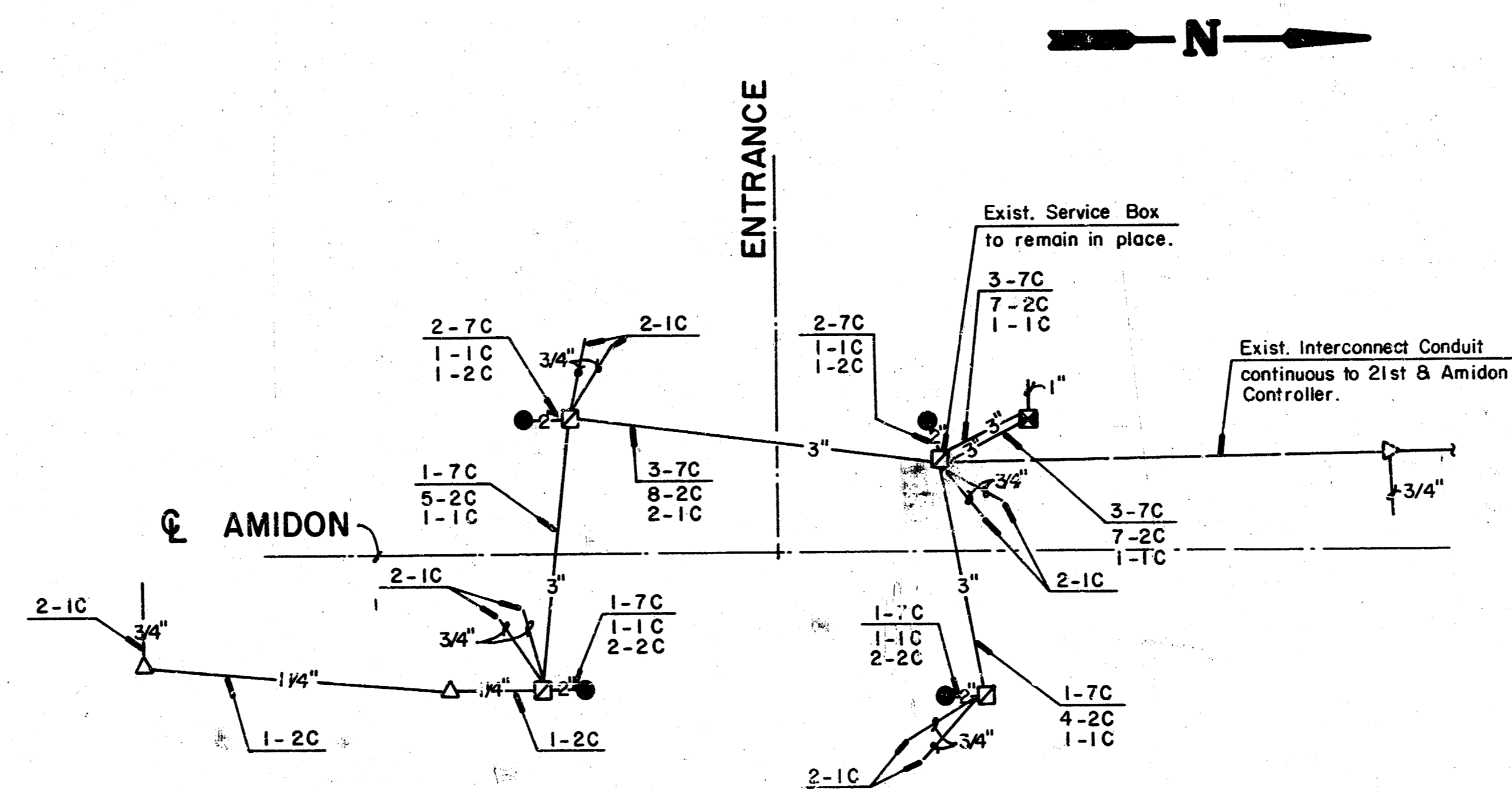
- D Pedestrian Signal with Push Button
- \$ Protected Turn Signal (R10-12)
- Z1 Steel Pole with Mast Arm (Std. Pole)
- # R3-5(R) (Right Turn Arrow "Only")
- * Pedestrian Push Button

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

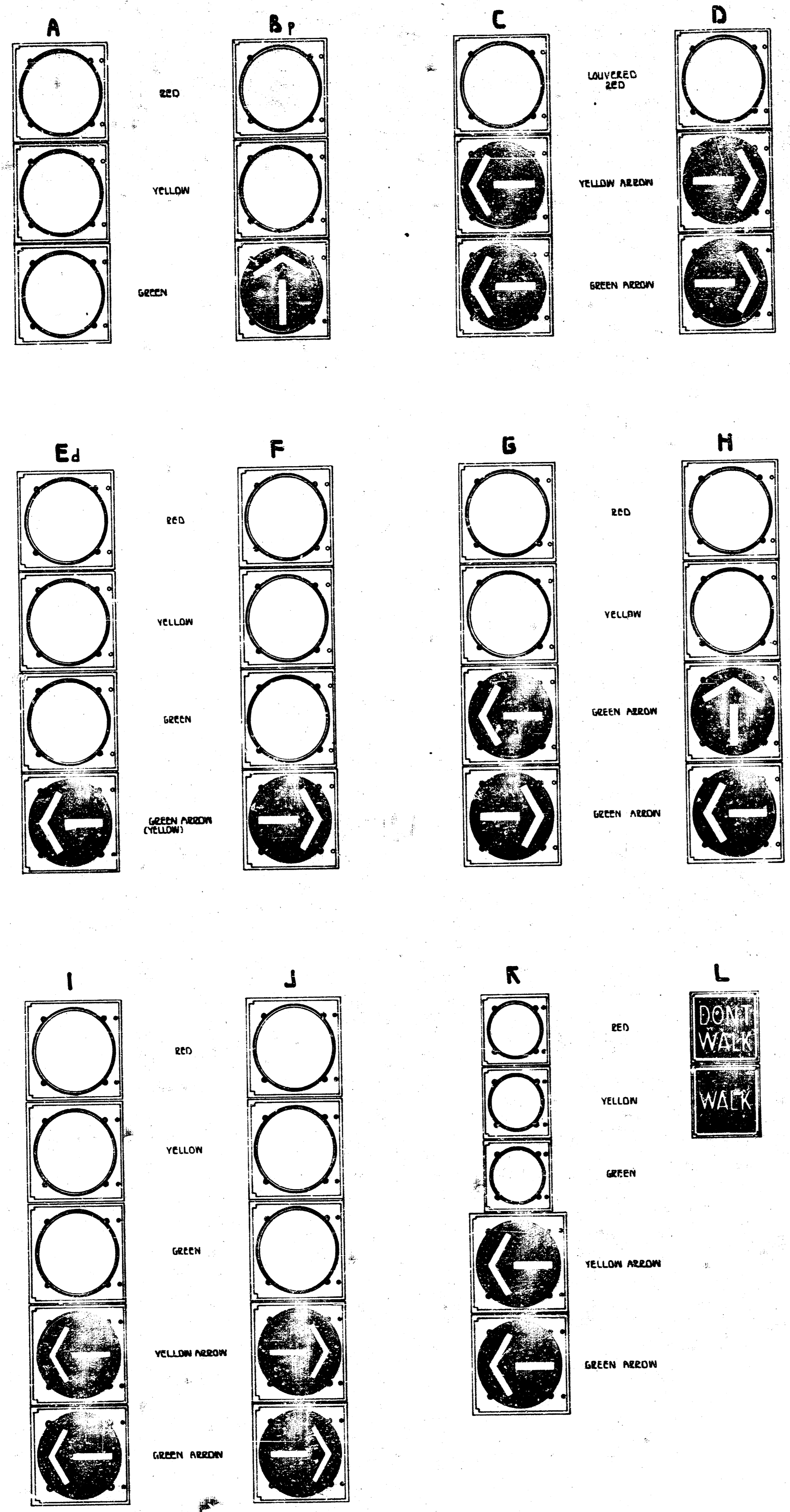
The existing Type 170 Controller and Cabinet shall be re-used on this project. The contractor shall furnish and install the following new equipment:

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

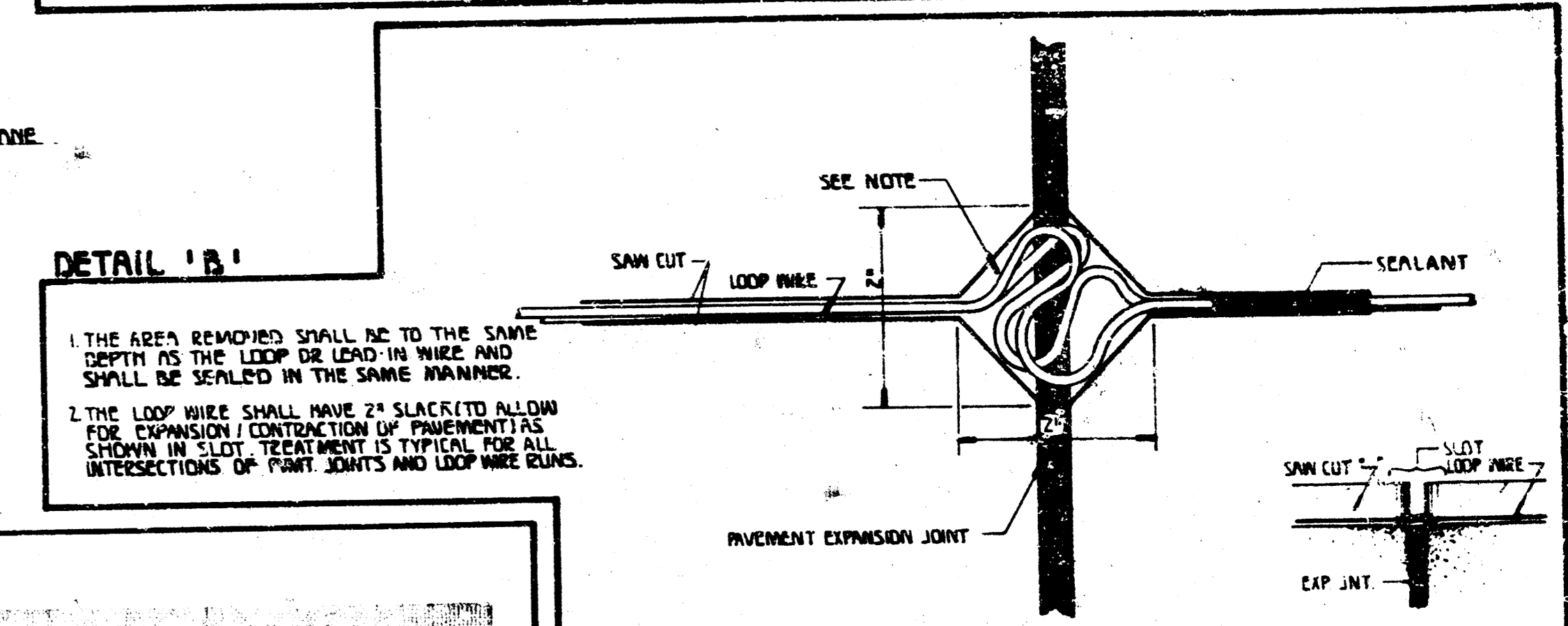
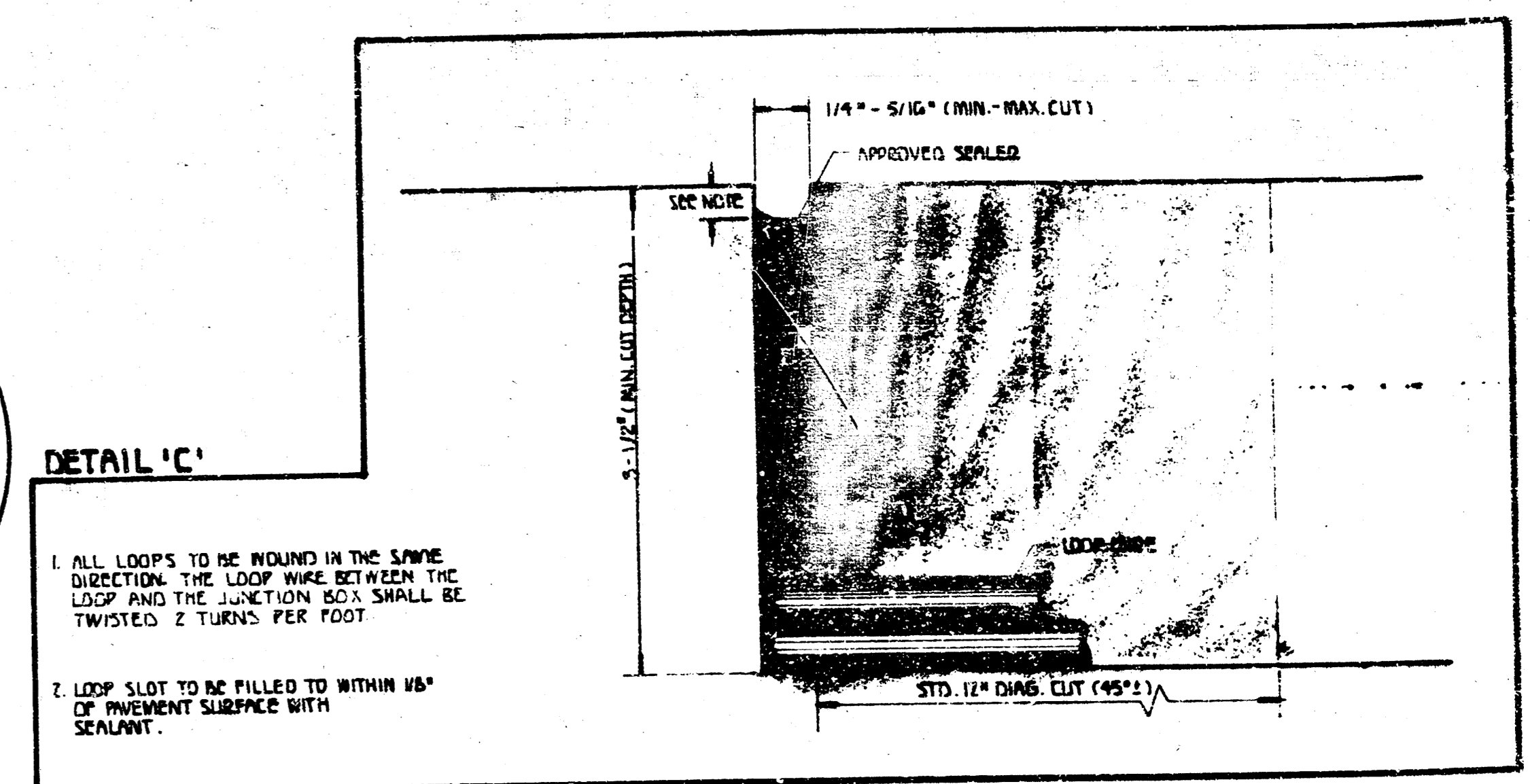
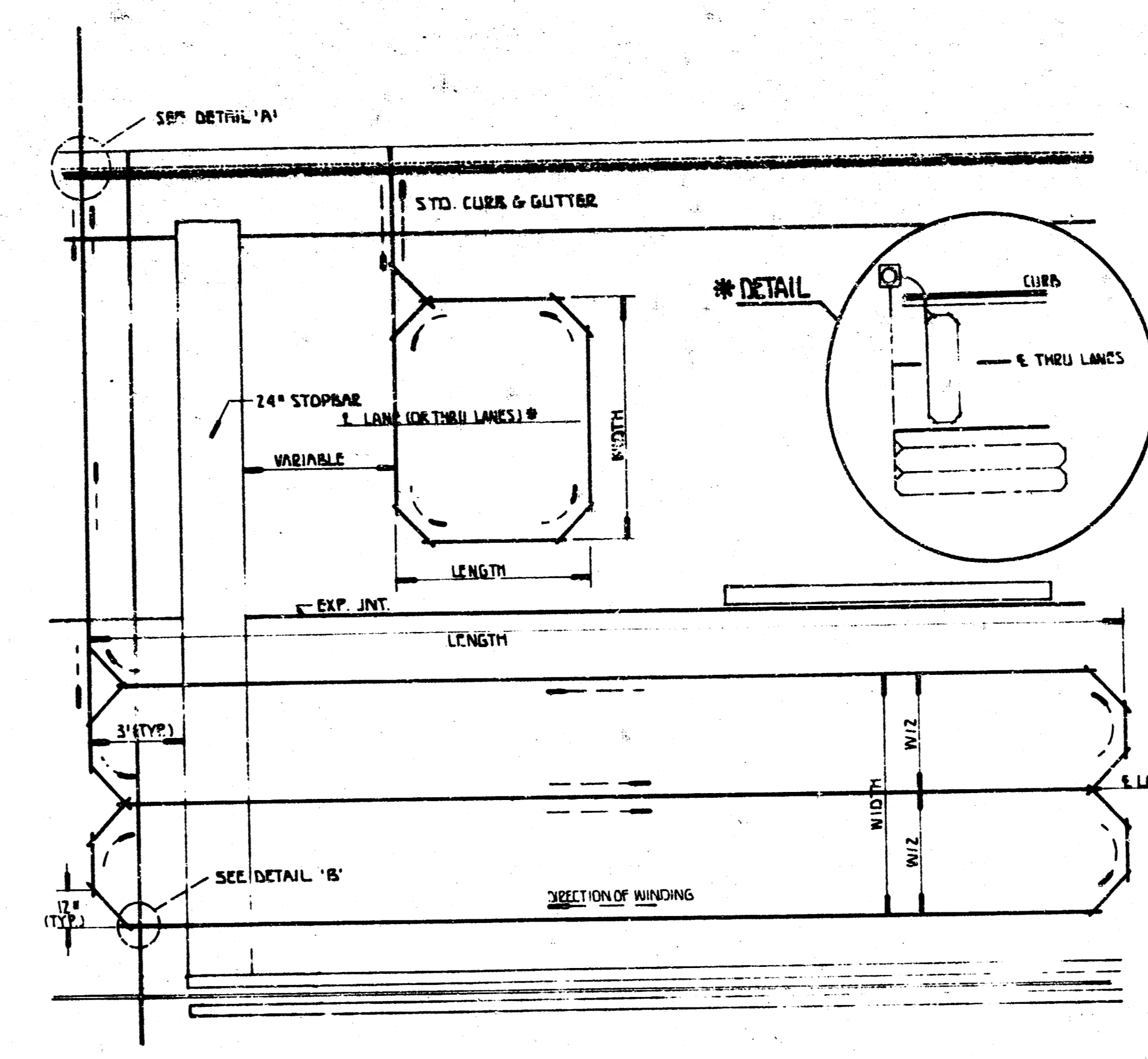
	FALLEYS, INC.	Design: MDK
	TRAFFIC SIGNAL SUMMARY	Drawn by: DPR
		Checked by: DCH
		Date: JULY 1991
		Job no.:
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		Sheet 6 of 13



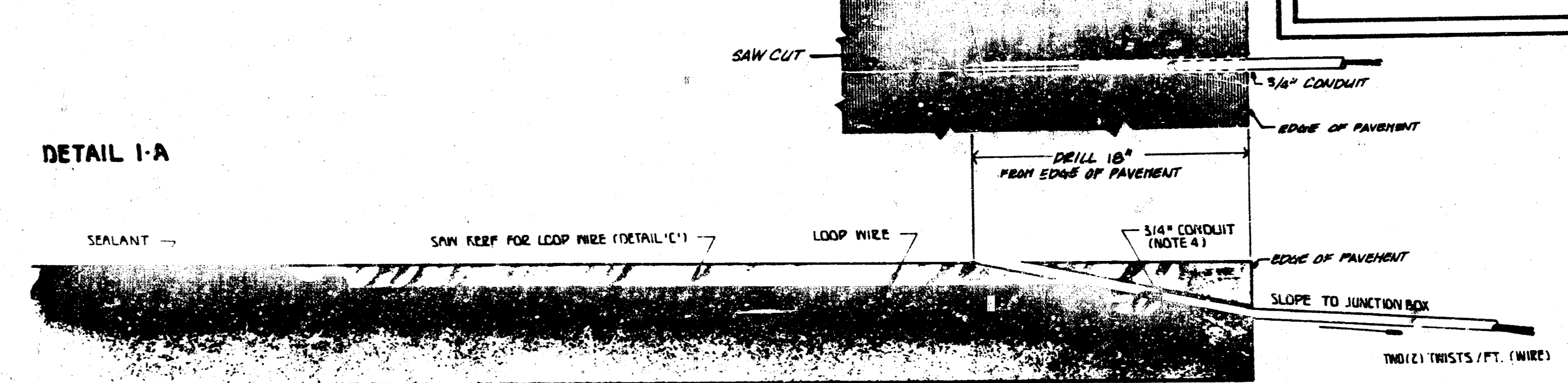
SIGNAL FACE ARRANGEMENT

SIGNAL 'B' IS PROGRAMMED TYPE (P).
 SIGNAL 'E' IS DUAL-MODE GREEN/YELLOW ARROW SECTION TYPE (d).
 SIGNAL 'K' IS TYPICAL 5-SECTION ARRANGEMENT USED BY C.O.W.
 (8" 3-SECT. w/12" ARROWS.)

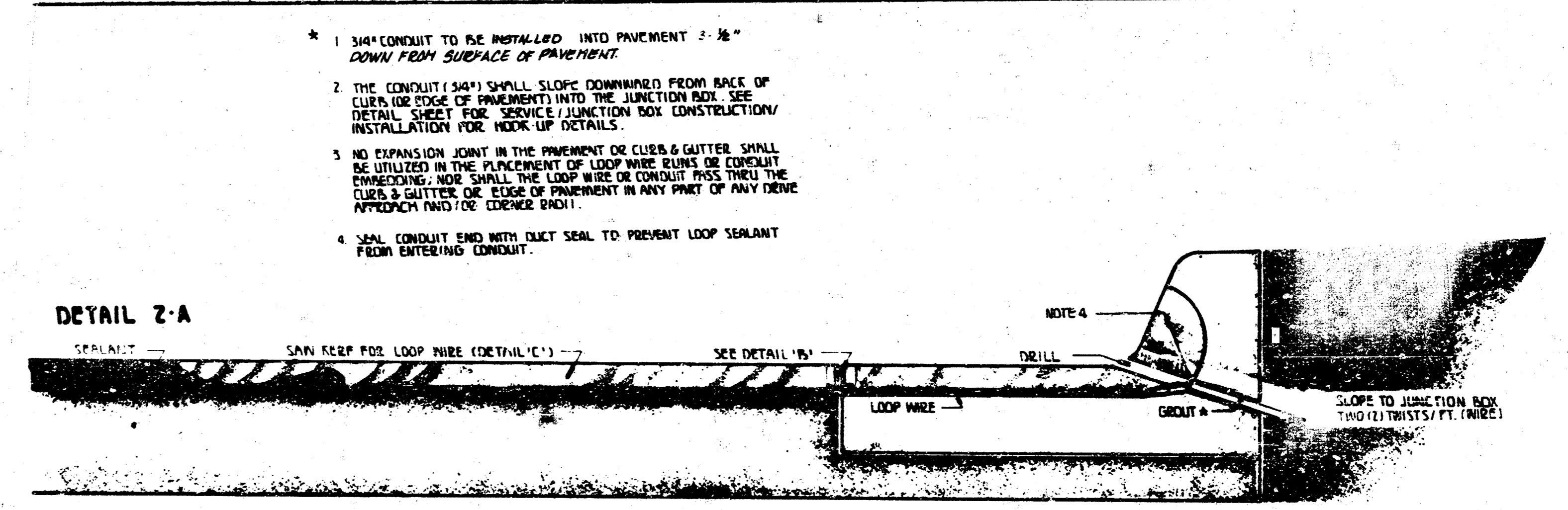
LOOP CONSTRUCTION/INSTALLATION DETAILS



DETAIL 1-A



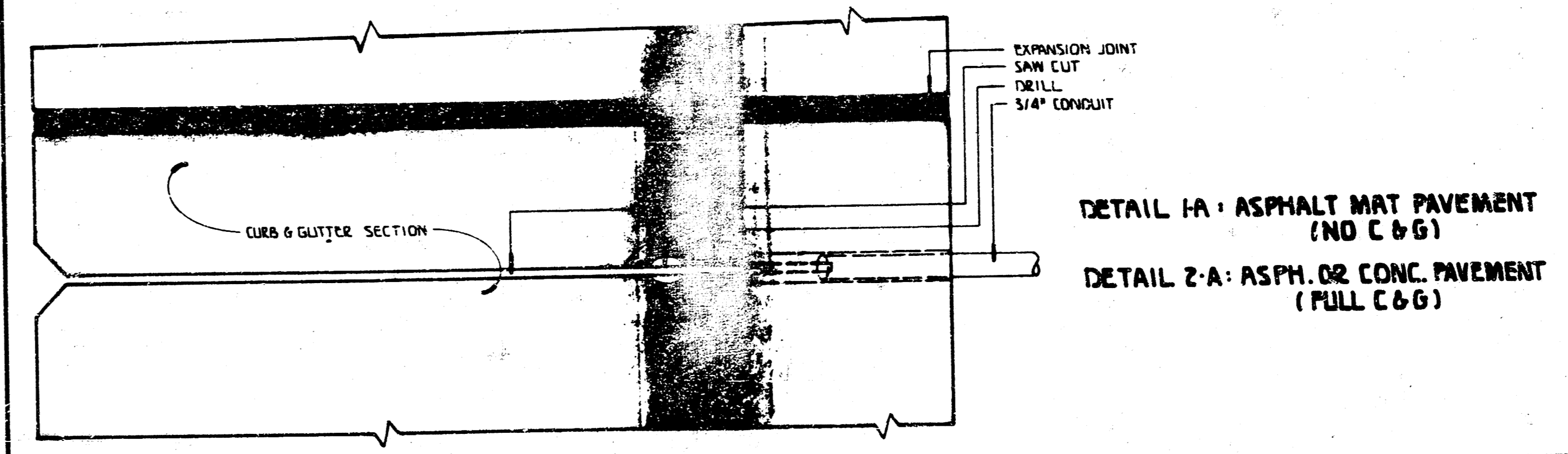
DETAIL 2-A



- * 3/4" CONDUIT TO BE INSTALLED INTO PAVEMENT 1/8" DOWN FROM SURFACE OF PAVEMENT.
- 2. THE CONDUIT (3/4") SHALL SLOPE DOWNWARD FROM BACK OF CURB (OR EDGE OF PAVEMENT) INTO THE JUNCTION BOX. SEE DETAIL 'A' SUBJECT 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. EMBEDDING WIRE SHALL THE LOOP WIRE OR CONDUIT PASS THRU THE CURB & GUTTER OR EDGE OF PAVEMENT IN ANY PART OF ANY DRIVE APPROACH AND/OR CROSSING.
- 4. SEAL CONDUIT END WITH PLUG SEAL TO PREVENT LOOP SEALANT FROM ENTERING CONDUIT.

- 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

REV. DATE	COMMENTS	BY



PROJECT DESCRIPTION
SIGNAL FACE ARRANGEMENT / LOOP DETECTOR CONSTRUCTION AND INSTALLATION DETAILS

PROJECT NUMBER: **8 13**

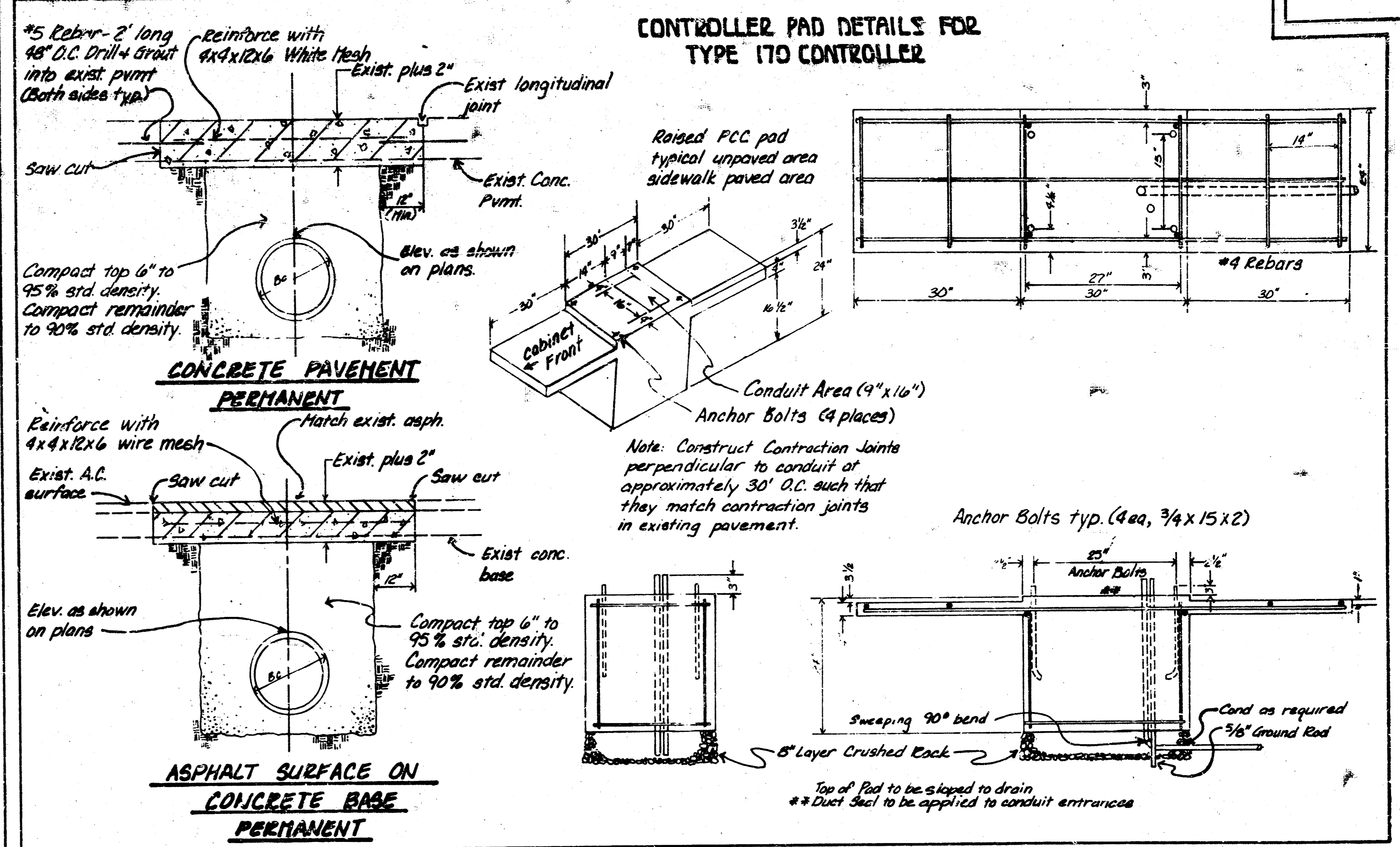
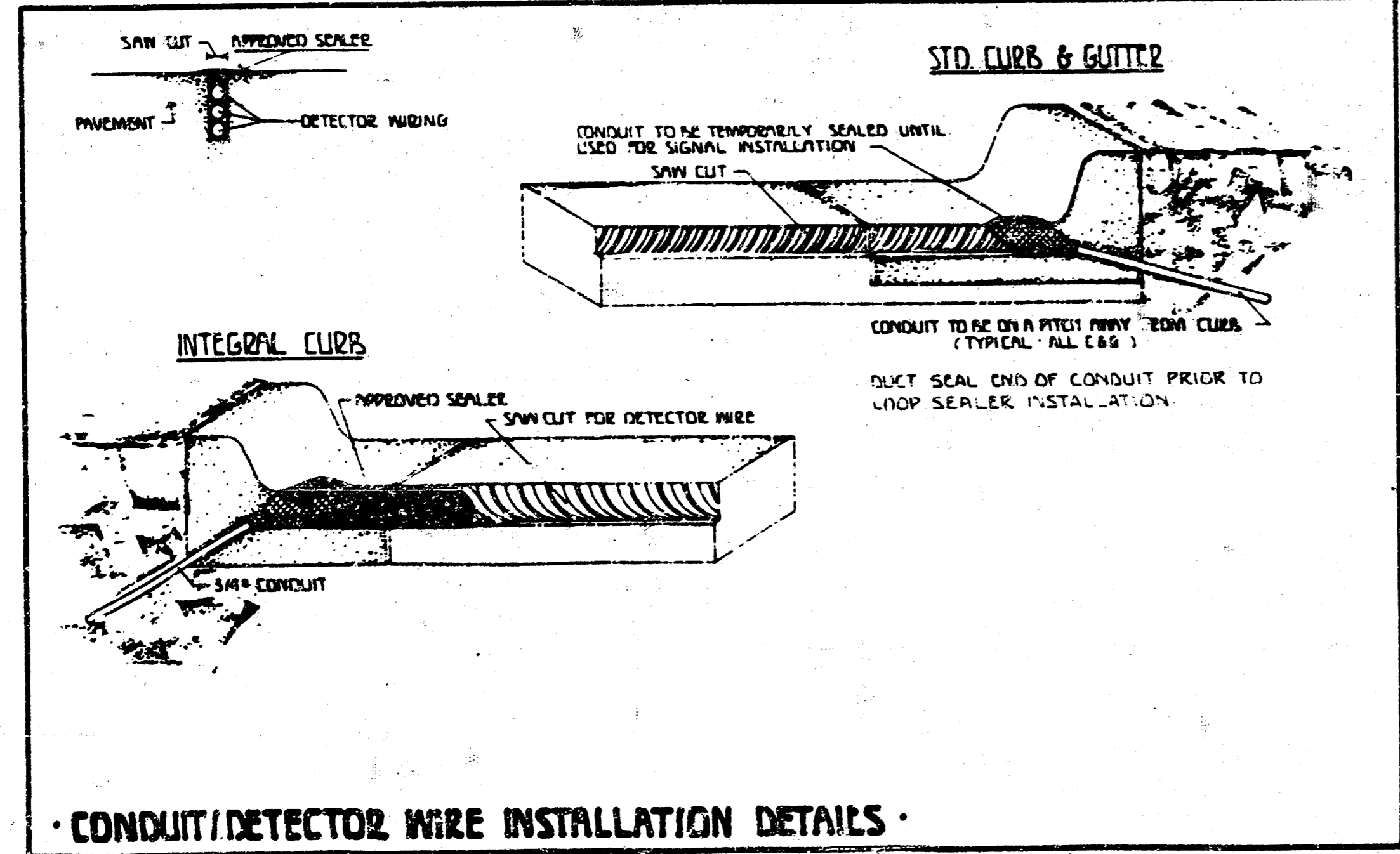
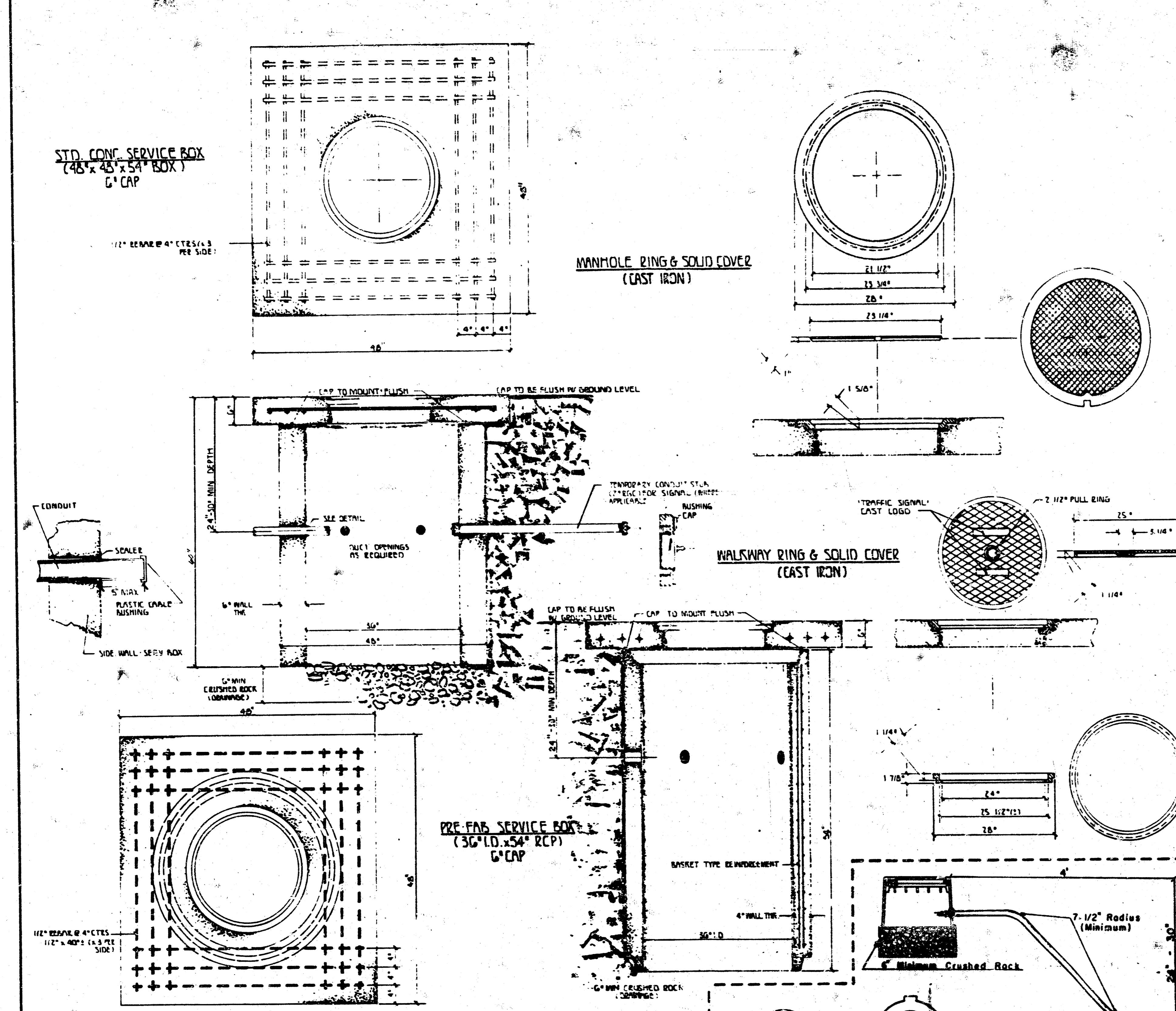
APPROVED BY: **DATE SEPT 63**

CITY OF NICHITA
 DEPARTMENT OF PUBLIC WORKS

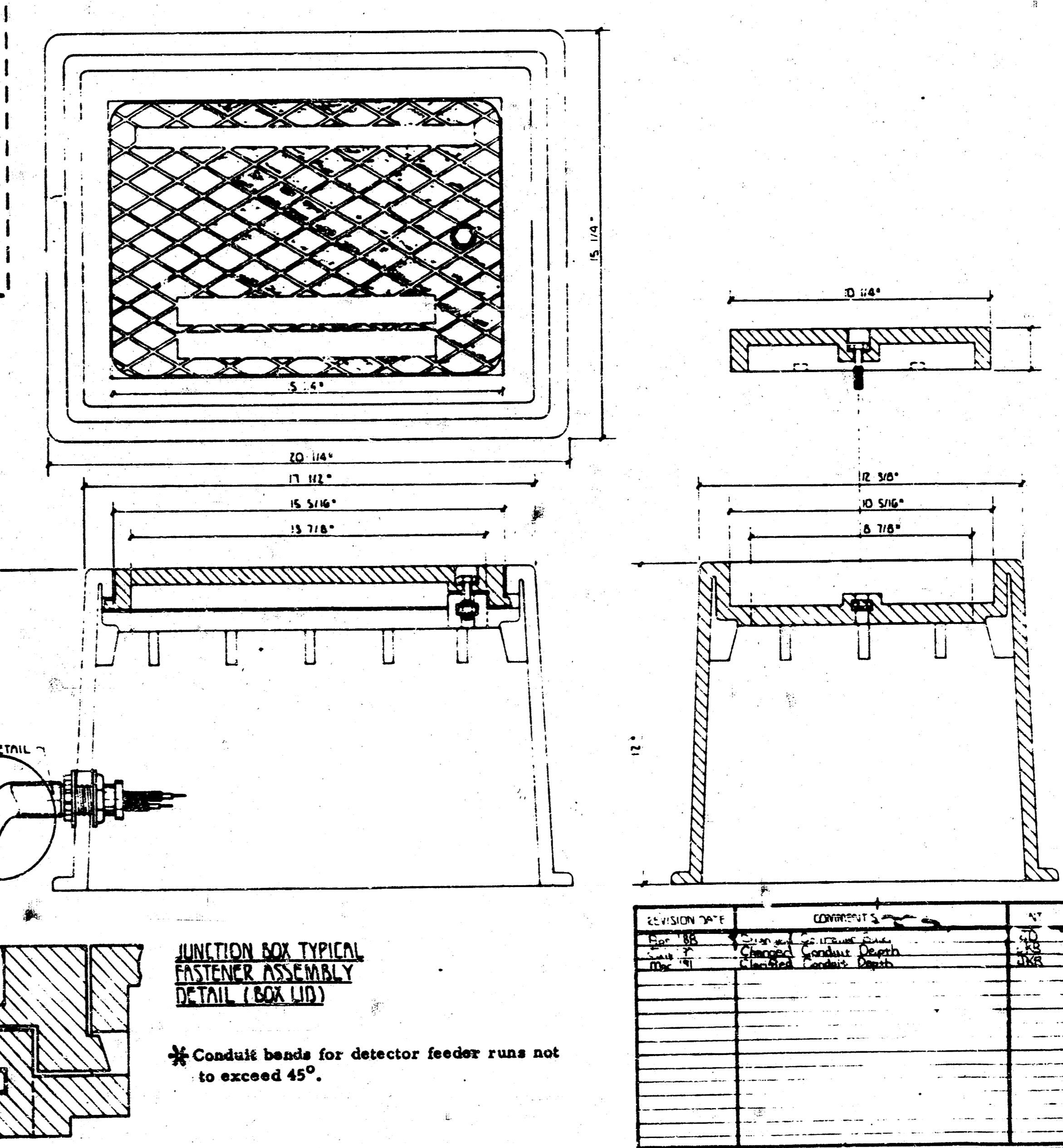
TRAFFIC ENGINEERING
 WIS CL MCKINLEY - TRAFFIC ENGINEER

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" Min. Crushed Rock.
- SERVICE BOX**
- 1. CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5" OF INSIDE FACE OF SIDE WALL WITH ABILITY TO DRAIN CONDUIT INTO SERVICE BOX.
- 2. CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CAP.
- 3. CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
- 4. A PRE-CAST SERVICE BOX WITH OPEN BOTTOM WILL BE ACCEPTED AS ALTERNATE SUBJECT TO APPROVAL BY ENGINEER.
- 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" MINIMUM AS SHOWN WITH ROCK & STURBLE FREE BACKFILL TO SERVE AS REDDING MAT'L. MAINTAIN MINIMUM CONDUIT DEPTH IN TRENCH.
- 2. BACKFILL TO BE COMPACTED IN 6" LOOSE LIFTS BY HAND OR MECHANICAL TAMPING TO A 95% STANDARD DENSITY.
- 3. SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
- 4. 3" RIGID GALV. STL. CONDUIT BETWEEN SERV. BOXES. 1 1/4" BTWN S/B & JUNC. BOXES. 3/4" BTWN J/B & CURB FACE.

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

PROJECT NUMBER: **9 13**

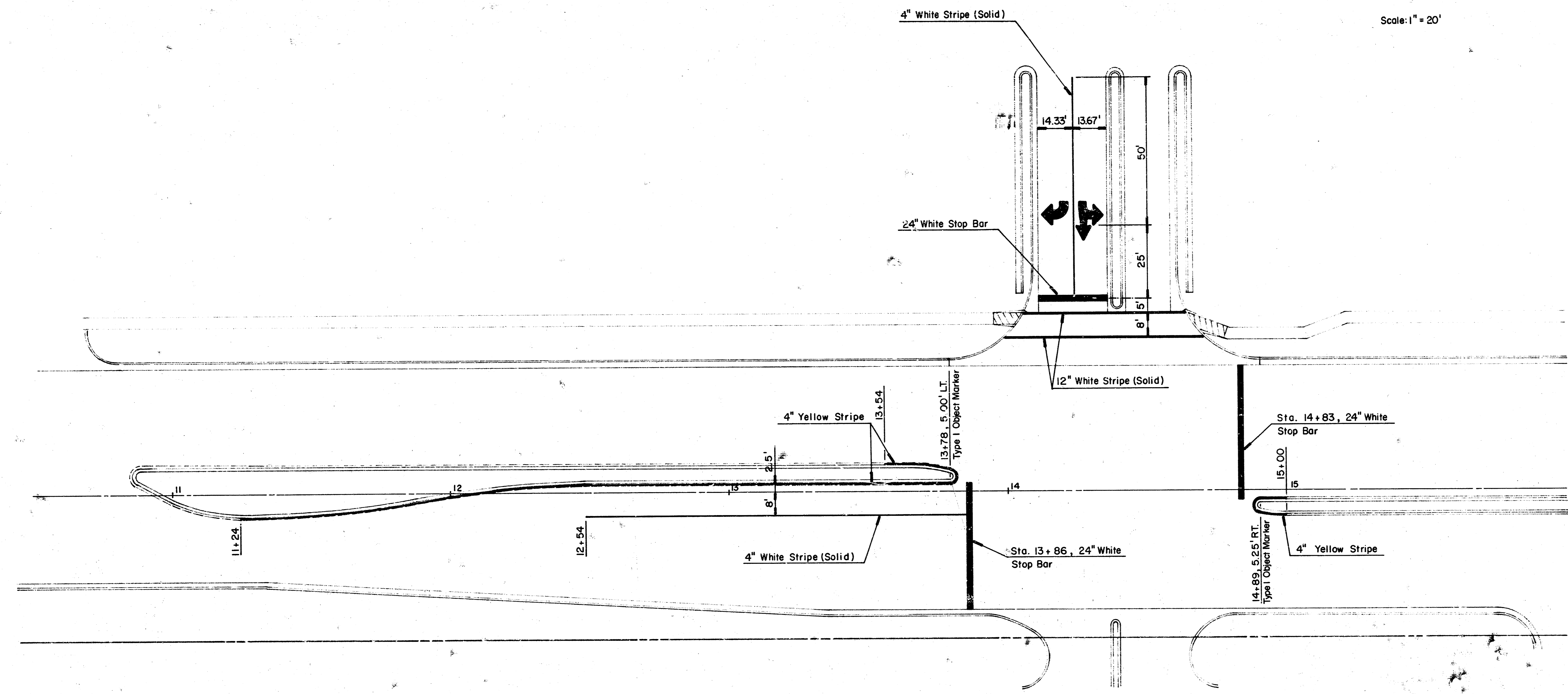
BOOK NO.	APPROVED BY	DATE
DRAWN BY	SEAL	REVISED

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
WM G WHINLEY TRAFFIC ENGINEER

SCALE: NO SCALE



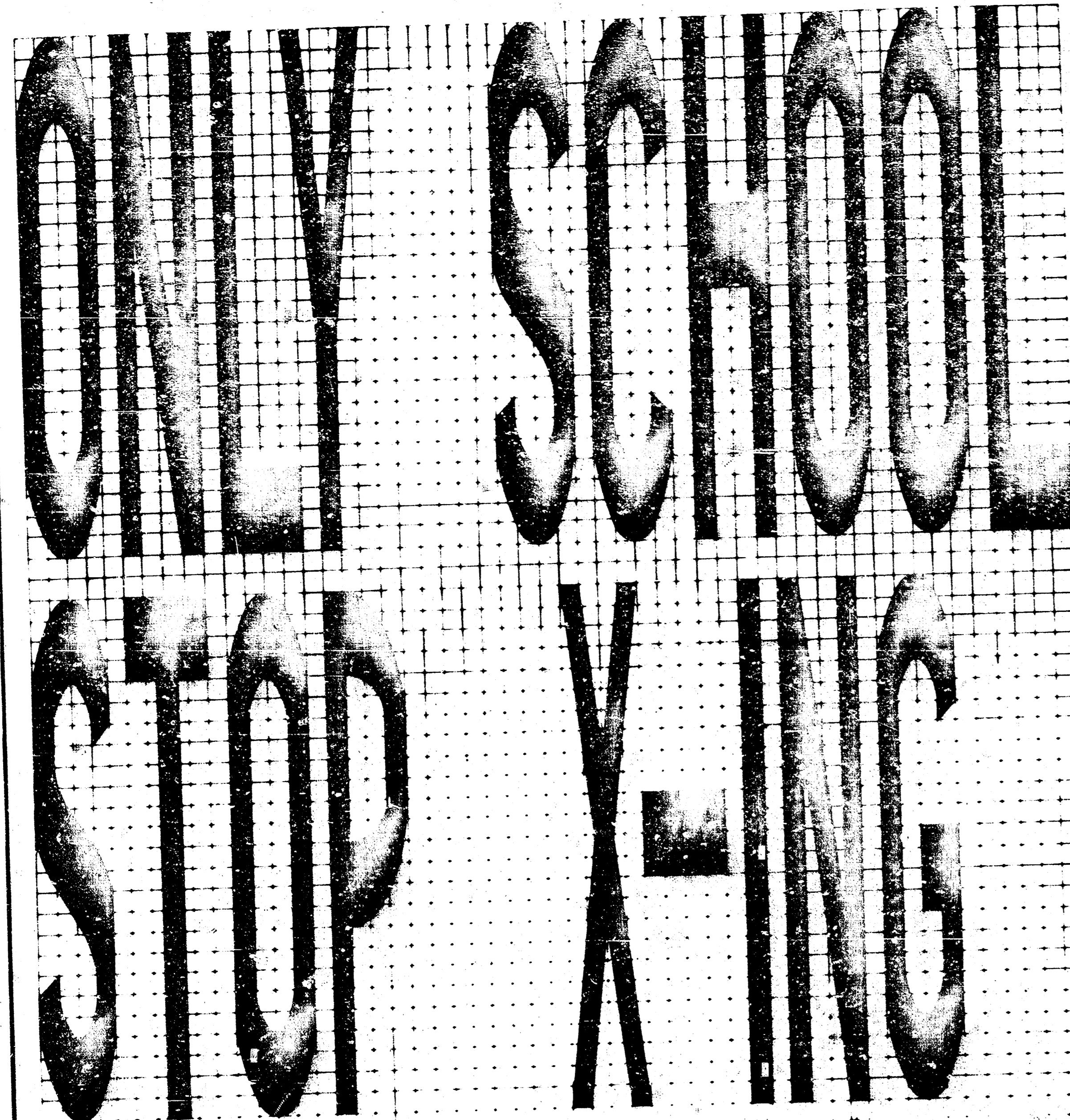
Scale: 1" = 20'



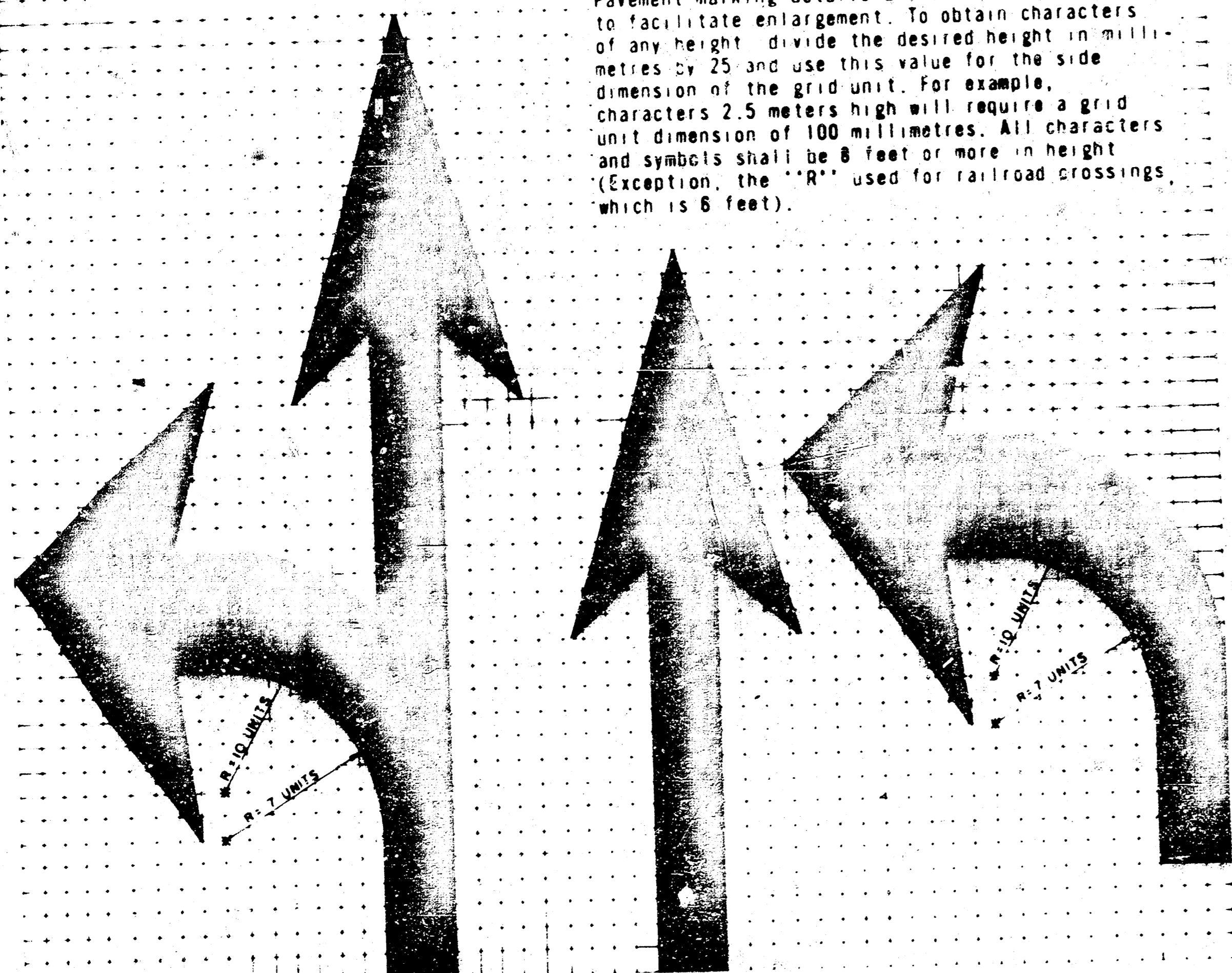
	FALLEYS, INC.	Design MDK
	SIGNING & PAVEMENT MARKINGS	Drawn by DPR
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING 1800 WICHITA, KANSAS 67226		Checked by Jone JUNE 1991 Job no.
656-5566		Sheet 12 of 13

FILMED FROM THE BEST AVAILABLE COPY....

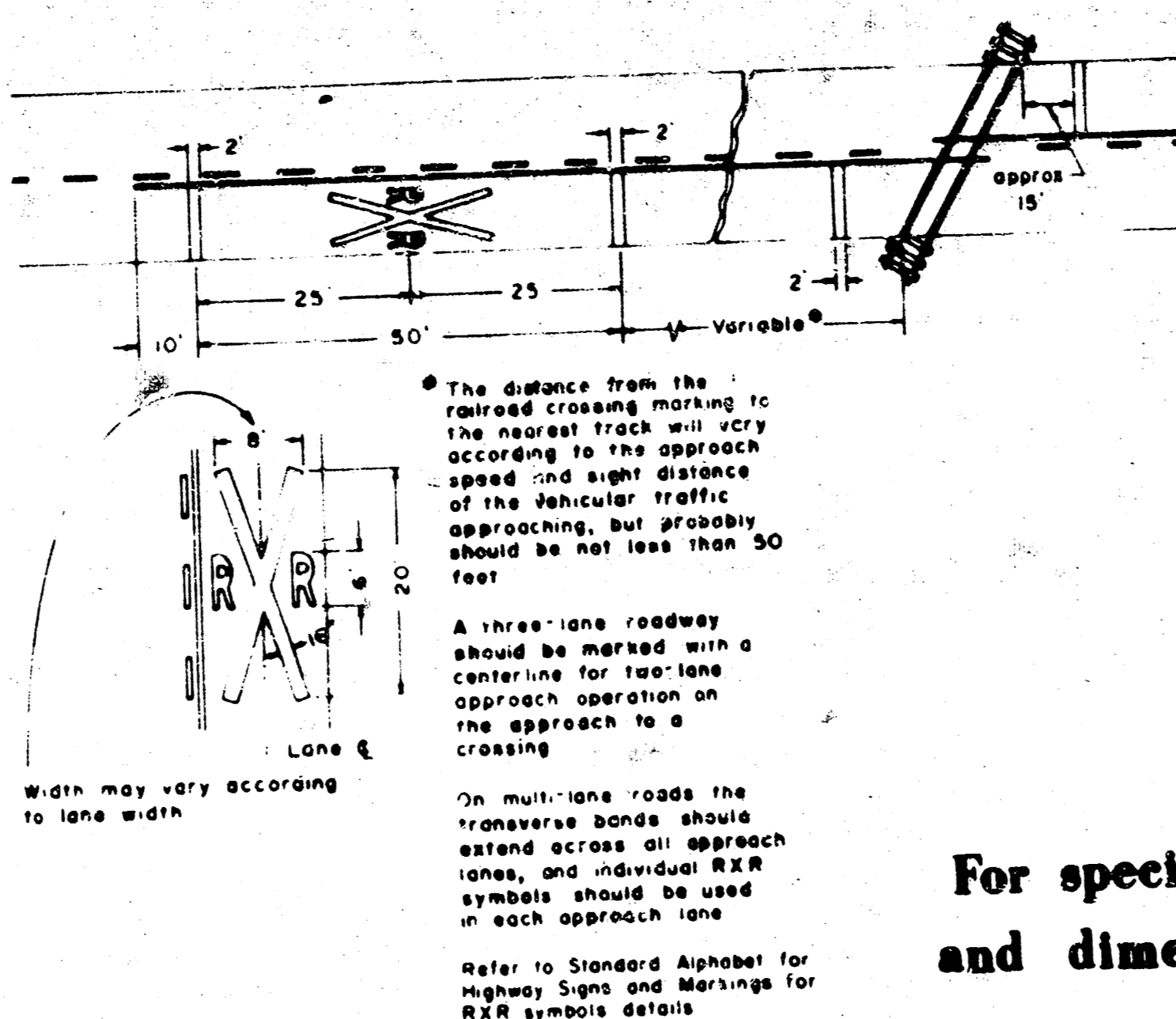
**WORD & SYMBOL DETAILS
(WHITE)**



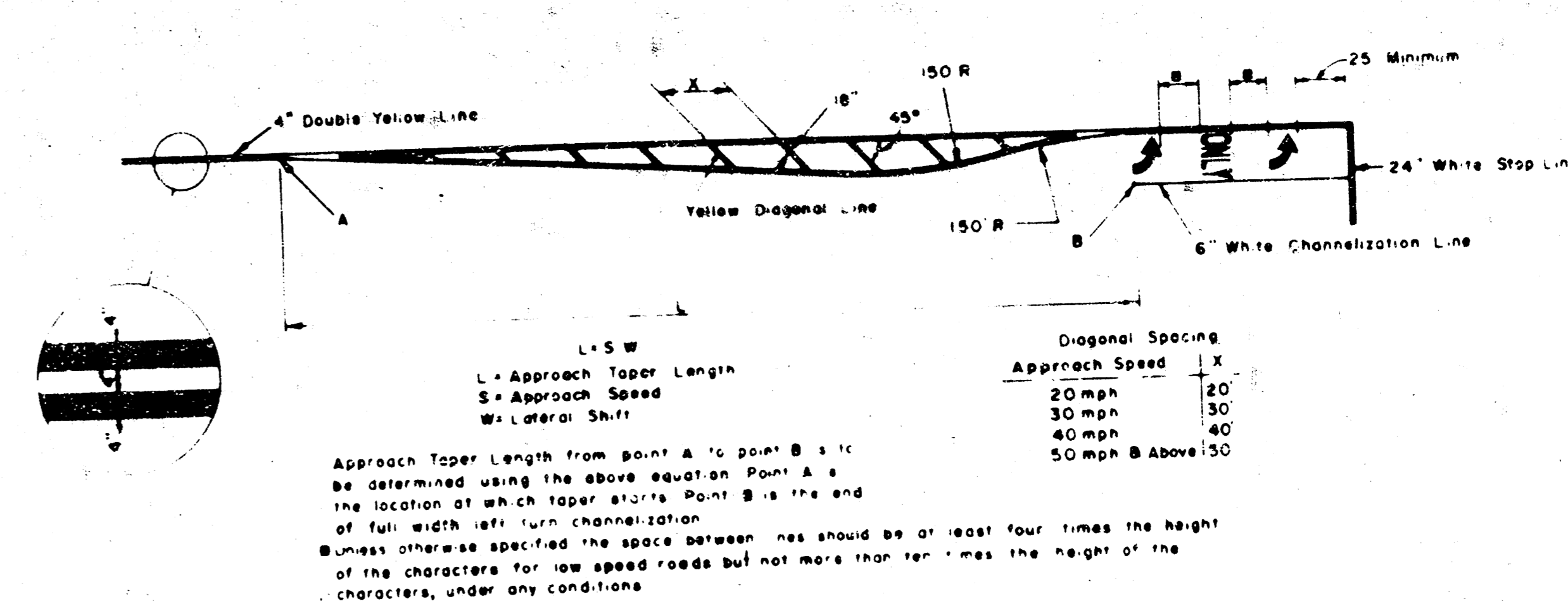
Pavement marking details are shown on a 5mm grid to facilitate enlargement. To obtain characters of any height, divide the desired height in millimetres by 25 and use this value for the side dimension of the grid unit. For example, characters 2.5 meters high will require a grid unit dimension of 100 millimetres. All characters and symbols shall be 8 feet or more in height (Exception: the "R" used for railroad crossings which is 6 feet).



RAILROAD CROSSING DETAIL



**TYPICAL
APPROACH TAPER DETAIL**



For specific pavement marking details and dimensions see plan sheets.

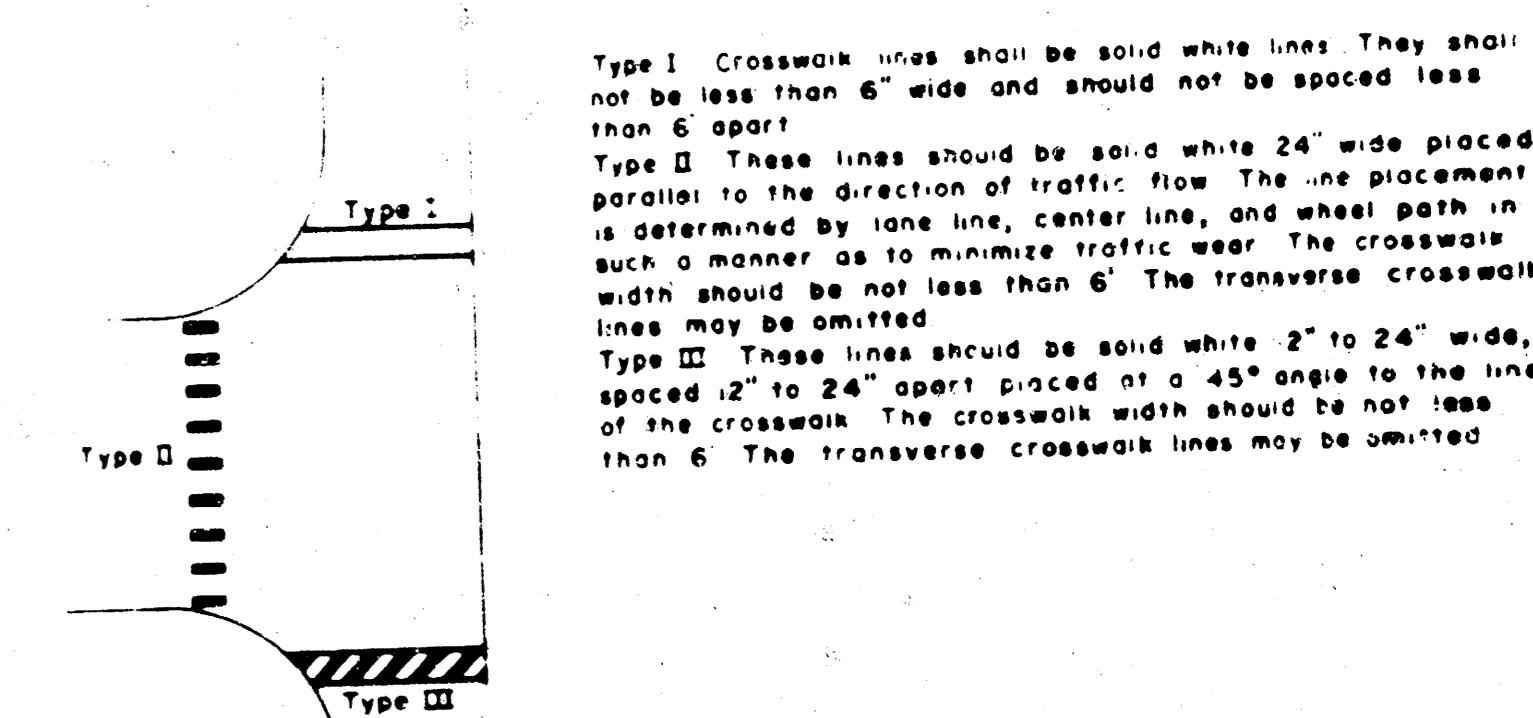
PAVEMENT MARKINGS

LOCATION	Solid WHITE Edge Line	Broken WHITE Lane Line	Dotted WHITE Extension	Solid WHITE Channelization	Solid WHITE Diagonal	Solid WHITE Crosswalk	Solid WHITE Stop Line	Solid YELLOW Median	Solid YELLOW Edge Line	Solid YELLOW Double	Solid YELLOW Diagonal	Broken YELLOW	Solid YELLOW No Passing
11+24 to 13+81								257					
13+54 to 13+81								27					
13+86								43					
14+83								45					
14+11 to 14+36						2 x 62		25					
14+04 to 14+66													
14+24				75									
12+54 to 13+86				132									
14+87 to 15+00								2 x 13					
TOTAL					207			124	113		310		

WORD & SYMBOL MARKINGS

LOCATION	↑	↗	↑	↖	↙	RR	STOP	ONLY	X-ING	SCHOOL
14+18										
14+27										
TOTAL	1				1					

TYPICAL CROSSWALKS



BILL OF MATERIALS

ITEMS	TOTAL	UNITS
COLD PLASTIC MARKING (CL A)(4")	517	LIN FT
COLD PLASTIC MARKING (CL A)(6")		LIN FT
COLD PLASTIC MARKING (CL A)(8")	124	LIN FT
COLD PLASTIC MARKING (CL A)(10")		LIN FT
COLD PLASTIC MARKING (CL A)(24")	113	LIN FT
COLD PLASTIC MARKING (CL B)(4")		LIN FT
COLD PLASTIC MARKING (CL B)(8")		LIN FT
COLD PLASTIC MARKING (CL A)		EACH
COLD PLASTIC MARKING (CL A)		EACH
COLD PLASTIC MARKING (CL A)		EACH
COLD PLASTIC MARKING (CL A)		EACH
COLD PLASTIC MARKING (CL A)		EACH
COLD PLASTIC MARKING (CL A)		EACH

KANSAS DEPARTMENT OF TRANSPORTATION
COLD PLASTIC PAVEMENT MARKING

URBAN HIGHWAYS DEPARTMENT STD NO 21
 SHEET NO OF SCALE
 DESIGNED BY J.F.F. QUANTITIES TRACED
 DESIGNER CE DETAIL CK F.E.T. QUAN CK TRACE CK

13/13