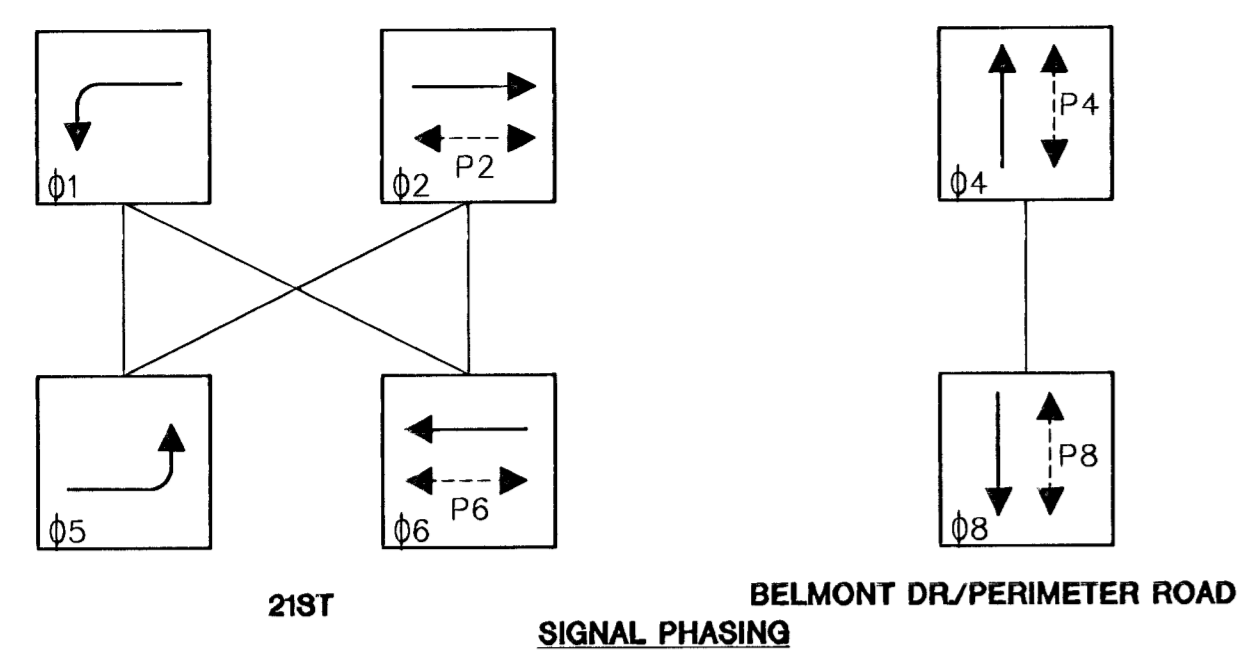


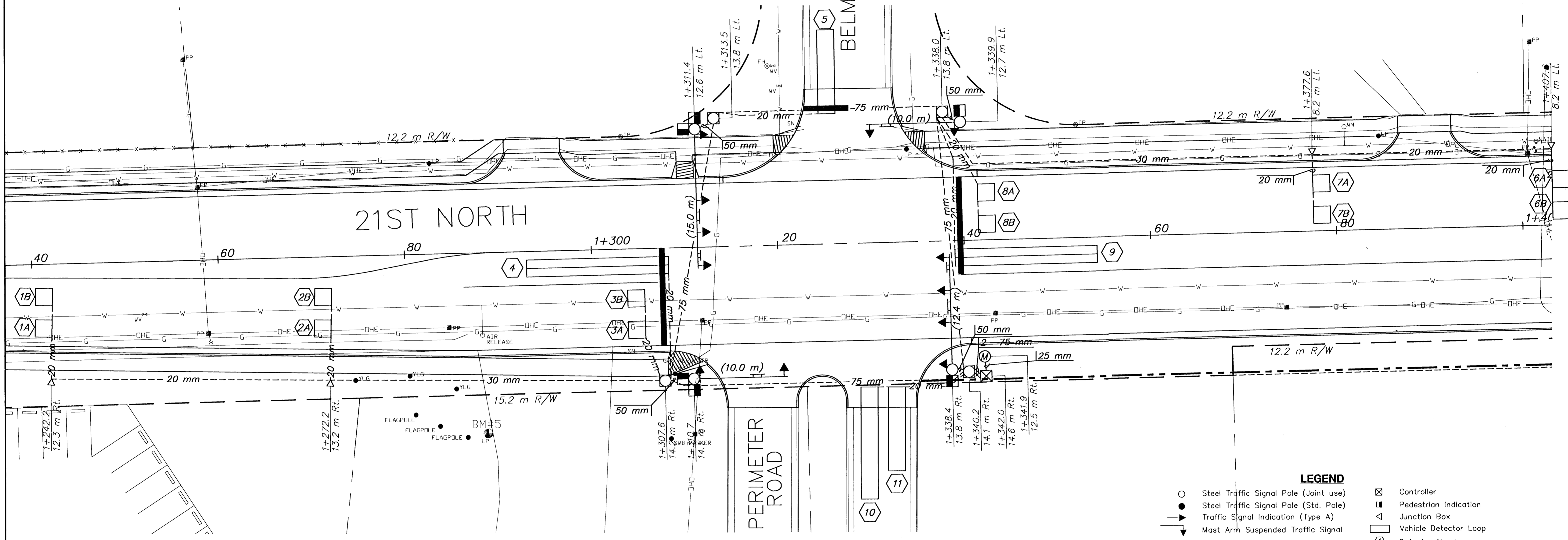
GENERAL NOTES

1. Conduit shall be jacked or bored if not installed before placing of new pavement.
2. Placement of Service/Junction Boxes, Conduit Runs and Controller are typical and may be adjusted as directed by the Engineer to facilitate installation.
3. The Contractor shall contact utility companies which may be affected by the installation of Traffic Signalization prior to any construction.
4. KCE Power Pole Baseline Sta. 1+341.9, 12.5 m Rt. Install Meter and Power Disconnect. See Power Pole Details. 4311 E. 21st.
5. The Detector Loops should be adjusted so that the Loops do not begin or end within 300 mm of a Transverse Joint.
6. See Signal Pole Details for additional Traffic Signal Structures requirements.

DATE	
BY	
REFERENCES NOTED	
REFERENCES CHECKED	



SCALE: 1:200



LEGEND

- Steel Traffic Signal Pole (Joint use)
- Steel Traffic Signal Pole (Std. Pole)
- ◀ Traffic Signal Indication (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
- ⊣ Overhead Street Name Sign
- ⊢ Overhead Sign R10-10L (L.T. Signal)

DETECTORS			
LOOP NO.	SIZES (W x L)	NO. OF TURNS	MOVEMENT CALLED
1A, 1B	1.8m x 1.8m	4	1
2A, 2B	1.8m x 1.8m	4	1
3A, 3B	1.8m x 1.8m	4	1
4	1.8m x 15m	2-4-2	2
5	1.8m x 9m	4	6
6A, 6B	1.8m x 1.8m	4	4
7A, 7B	1.8m x 1.8m	4	4
8A, 8B	1.8m x 1.8m	4	4
9	1.8m x 15m	2-4-2	5
10	1.8m x 12m	4	3
11	1.8m x 9m	4	3

TYPE 170 CONTROLLER SETTINGS																			
INTERVAL	"WAPITI PROGRAM" PHASE								TIME CLOCK		NORMAL DISPLAY FEATURES								
	1 WBLT	2 EB	3 SBLT	4 NB	5 EBLT	6 WB	7 NBLT	8 SB			1	2	3	4	5	6	7	8	
MAX	0	30	80		30	30	80	30	0	YEAR	VEH RECALL								
MAX 2	1	30	80		30	30	80	30	1	MONTH	PED RECALL								
WALK	2		8				8		2	DAY/MONTH	RED LOCK								
FL. DW.	3		15				15		3	DAY/WEEK	YEL LOCK								
MAX INIT.	4	6	10		6	6	10		4	HOUR	Ø PERMIT								
MIN GREEN	5	5	8		5	5	8		5	MINUTE	PED PHASES								
TBR	6	1			1	1			6	SECOND	LEAD PHASES								
TTR	7	1			1	1			7		DBL ENTRY								
	8								8		SEQUENTIAL								
PASSAGE	9	1.0	2.5		1.0	1.0	2.5		9		START UP YEL								
MIN GAP	0	1.0	1.5		1.0	1.0	1.5		0		OVERLAP A								
ADD ACT	b	1.0	2.0		1.0	1.0	2.0		1		OVERLAP B								
YELLOW	c	3.0	4.0		3.0	3.0	4.0		3		OVERLAP C								
RED CLR.	d	1.0	2.0		1.0	2.0	1.0		4		OVERLAP D								
RED REV.	e								e		EXCLUSIVE								
WALK II	f								f		SIM GAP								

KANSAS DEPARTMENT OF TRANSPORTATION			
21ST STREET NORTH			
21ST & BELMONT DR. SIGNAL PLAN			
PROJ. NO. 87-N-0200-01		SEDGWICK CO.	
MKEC ENGINEERING CONSULTANTS, INC.			
WCHITA, KANSAS			
DESIGNED BY:	DFL	CHECKED BY:	GJA
DRAWN BY:	DAG	DATE:	JUNE 2001
			SHEET 45 OF 78