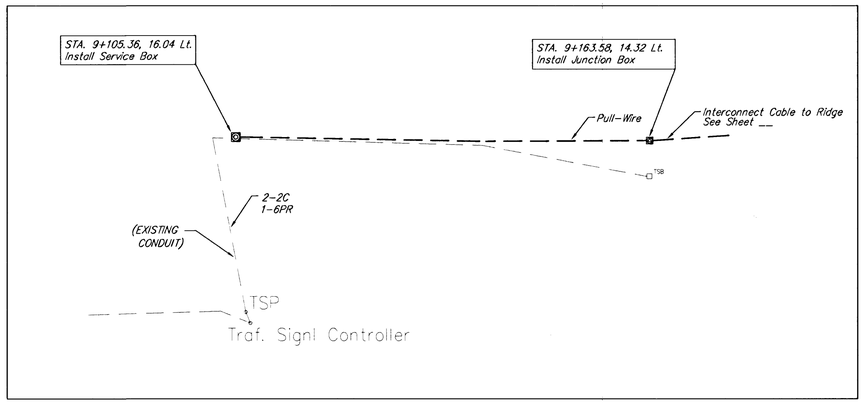
FHWA REGION NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87N-0128-01	.	64	118

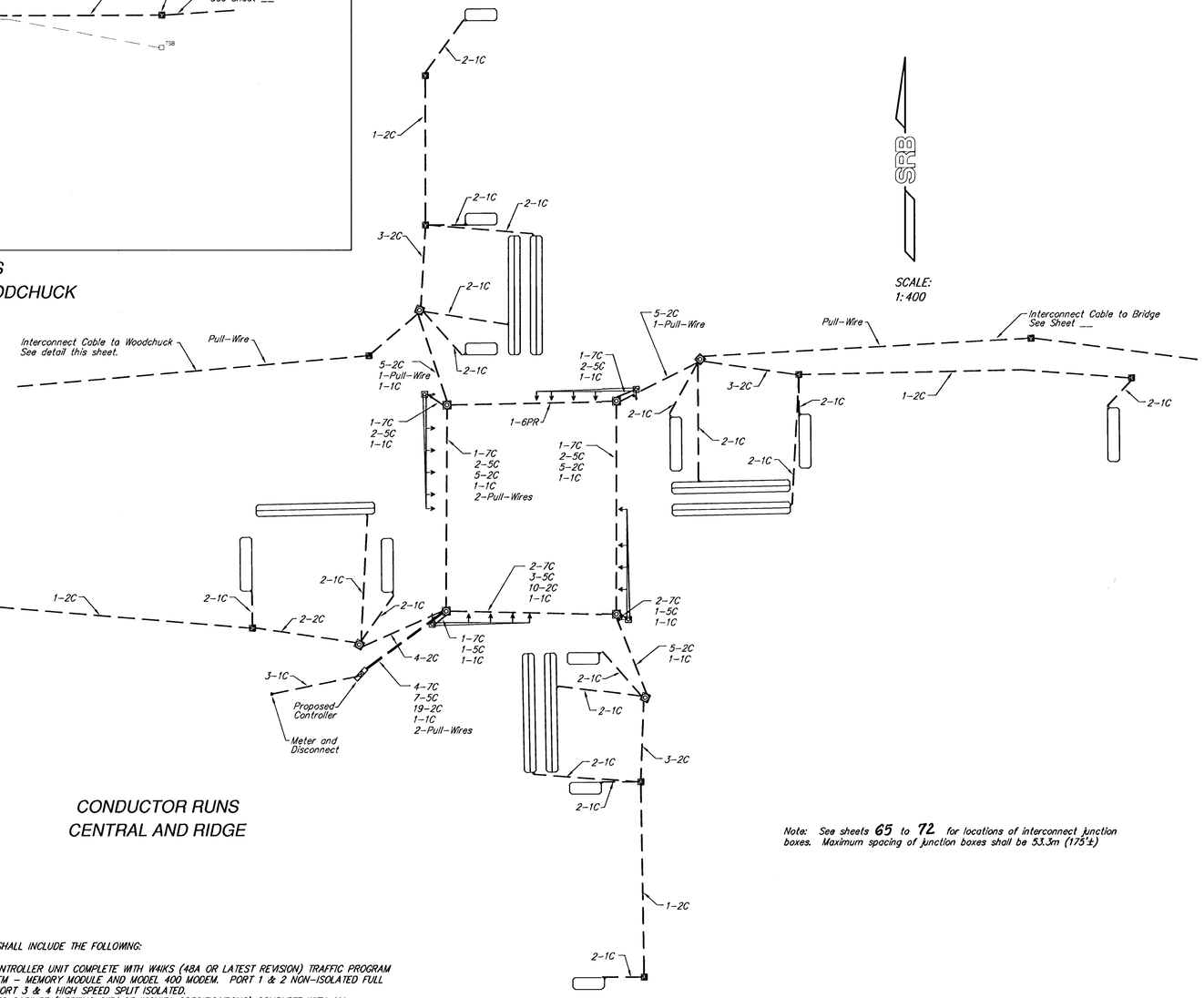
BY	DATE
REFERENCES NOTED	
REFERENCES CHECKED	

TEMPORARY SIGNAL NOTES:

1. CONTRACTOR SHALL INSTALL AND MAINTAIN A TEMPORARY SIGNAL SYSTEM DURING CONSTRUCTION, TO INCLUDE (3) 4-WAY 3-SECTION HEADS, MOUNTED ON A SPAN WIRE CABLE.
2. THE CONTRACTOR TO NOTIFY SIGNAL SUPERVISOR, 268-4033, 24 HOURS IN ADVANCE TO COORDINATE REMOVAL OF EXISTING CABINET AND CONTROLLER AND INSTALLATION OF CONTRACTOR'S CABINET AND CONTROLLER.
3. ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AS WELL AS LOCAL ORDINANCES AND REQUIREMENTS.
4. THE OPERATION AND MAINTENANCE OF THE SIGNAL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL SIGNAL INDICATIONS, CLEARANCES, AND SEQUENCES SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D.
6. THE TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED IN THE BID ITEM "TRAFFIC CONTROL LUMP SUM".
7. THE TEMPORARY TRAFFIC SIGNAL SHALL BE SWITCHED ON DURING AN OFF-PEAK HOUR. WHEN SWITCHING SIGNALS, FLAG MEN WILL BE REQUIRED.
8. THE TERMINAL BLOCKS SHALL BE IN A WEATHERPROOF ENCLOSURE.
9. ALL NECESSARY SIGNAL HEAD, CONTROLLER AND POLE RELOCATIONS, WHETHER SPECIFICALLY MENTIONED OR NOT, SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
10. TRAFFIC SIGNAL HEADS WHICH ARE IN PLACE AND NOT IN USE DURING A SPECIFIC STEP SHALL BE REMOVED, OR COVERED WITH A OPAQUE MATERIAL.
11. SIGNAL PHASING AND TIMING SHALL BE SET AS DIRECTED AND APPROVED BY THE ENGINEER-IN-CHARGE OF CONSTRUCTION.
12. EACH INTERSECTION SHALL HAVE A SIGNAL CONTROLLER CAPABLE OF A STANDARD EIGHT OPERATION, WITH GREEN INTERVALS SETABLE FROM 0 TO 255 SECONDS.
13. THE TRAFFIC SIGNAL CONTROLLER MUST BE CAPABLE OF STORING A MINIMUM OF THREE SEPARATE PHASING/TIMING PLANS, WHICH CAN BE SELECTED ON A TIME-OF-DAY BASIS
14. IN CASE OF SIGNAL MALFUNCTION, THE CONTRACTOR MUST RESPOND WITHIN ONE HOUR.



CONDUCTOR RUNS
CROSSWALK WEST OF WOODCHUCK



CONDUCTOR RUNS
CENTRAL AND RIDGE

Note: See sheets 65 to 72 for locations of interconnect junction boxes. Maximum spacing of junction boxes shall be 53.3m (175'±)

WIRING NOTES:

EACH SEPARATE MAST ARM MOUNTED SIGNAL HEAD SHALL HAVE ONE CONTINUOUS RUN OF MULTI CONDUCTOR FROM THE POLE BASE TO THE SIGNAL HEAD. A ONE-CONDUCTOR #8 AWG (GREEN) SHALL BE INSTALLED TO CONNECT ALL GROUNDING LUGS IN POLE BASES AND CONTOLLER BASE.

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL LOOP WIRE, SHIELDED LOOP LEAD-IN WIRE, POWER SUPPLY CABLE, AND TRAFFIC SIGNAL CABLE FOR THE COMPLETE OPERATION OF THE TRAFFIC SIGNAL, THE STREET LIGHT WIRING SHALL BE INSTALLED BY OTHERS.

ONE, FIVE-CONDUCTOR CABLE SHALL BE RUN FROM THE CONTROLLER TO EACH SIGNAL POLE FOR EACH PEDESTRIAN MOVEMENT. THE FOLLOWNG COLOR CODE SHALL BE USED:

BLACK	PUSHBUTTON
WHITE	COMMON SIGNAL
RED	DON'T WALK
GREEN	WALK
ORANGE	COMMON PUSHBUTTON

ONE, FIVE-CONDUCTOR CABLE SHALL BE RUN FROM THE CONTROLLER TO EACH SIGNAL POLE FOR THE THROUGH MOVEMENT INDICATORS. THE FOLLOWING COLOR CODE SHALL BE USED:

BLACK	STREET NAME SIGN WHERE APPLICABLE
WHITE	COMMON
RED	RED BALL
GREEN	GREEN BALL
ORANGE	YELLOW BALL

ONE, SEVEN-CONDUCTOR CABLE SHALL BE RUN FROM THE CONTROLLER TO EACH SIGNAL POLE SUPPORTING A LEFT TURN SIGNAL. THE FOLLOWNG COLOR CODE SHALL BE USED:

BLACK	YELLOW ARROW
WHITE	COMMON
RED	RED BALL
GREEN	GREEN BALL
ORANGE	YELLOW BALL
BLUE	GREEN ARROW
WHITE W/BLACK TRACER	STREET NAME SIGN WHERE APPLICABLE

EACH FIVE SECTION SIGNAL HEAD SHALL HAVE ONE CONTINUOUS RUN OF FIVE-CONDUCTOR CABLE FROM THE POLE BASE TO THE TERMINAL BLOCK WITHIN THE HEAD. THE FOLLOWNG COLOR CODE SHALL BE USED:

BLACK	YELLOW ARROW
WHITE	COMMON
RED	RED BALL
GREEN	GREEN BALL
ORANGE	YELLOW BALL
BLUE	GREEN ARROW
WHITE W/BLACK TRACER	STREET NAME SIGN WHERE APPLICABLE

EACH TWO SECTION SIGNAL HEAD SHALL HAVE ONE CONTINUOUS RUN OF FIVE-CONDUCTOR CABLE FROM THE POLE BASE TO THE TERMINAL BLOCK WITHIN THE HEAD. THE FOLLOWNG COLOR CODE SHALL BE USED:

BLACK	WALK
WHITE	COMMON
RED	DON'T WALK

EACH PEDESTRIAN PUSHBUTTON SHALL HAVE ONE CONTINUOUS RUN OF TWO-CONDUCTOR CABLE FROM THE BASE OF THE SIGNAL POLE TO THE PUSHBUTTON. THE FOLLOWING COLOR CODE SHALL BE USED:

BLACK	PUSHBUTTON
WHITE	COMMON

THE CONTROLLER AND CABINET SHALL INCLUDE THE FOLLOWING:

- MODEL 170 CONTROLLER UNIT COMPLETE WITH WA1KS (48A OR LATEST REVISION) TRAFFIC PROGRAM ON 170I SYSTEM - MEMORY MODULE AND MODEL 400 MODEM. PORT 1 & 2 NON-ISOLATED FULL HANDSHAKE, PORT 3 & 4 HIGH SPEED SPLIT ISOLATED.
- ONE MODEL 332 CABINET (MEETING CITY OF WICHITA SPECIFICATIONS) COMPLETE WITH ALL ACCESSORIES INCLUDING 1 - MODEL 210PC CONFLICT MONITOR (ECL OR MS).
- 3 - MODEL 242 TWO CHANNEL ISOLATORS
- 10 - MODEL 200 SWITCH PACKS
- 10 - MODEL C822 TWO CHANNEL LOOP DETECTOR UNITS
- 4 - MODEL 430 TRANSFER RELAYS
- 2 - MODEL 204 FLASHER UNITS
- 1 - 400 MODEM (STAND ALONE) - HAYES COMPATIBLE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING THE CONTROLLER, CABINET AND SOFTWARE AND FOR ALL EQUIPMENT NECESSARY FOR THE COMPLETE AND SATISFACTORY OPERATION OF THE TRAFFIC SIGNAL, WHETHER OR NOT SAID EQUIPMENT IS SPECIFICALLY MENTIONED.

CENTRAL AND RIDGE INTERSECTION SIGNAL WIRING & NOTES

SRB 924 NORTH MAIN WICHITA, KANSAS 67203 316-264-8008 FAX 264-4821
http://www.feist.com/~srb E-Mail: srb@feist.com
SAVOY, RUGGLES & BOHM, P.A.
ENGINEERING & SURVEYING

PROJECT NUMBER
472-76-245-83057-000-000-001

DRAWN	DESIGN	REVIEW	DATE	UTILITY	SRB JOB
JRA	TCR	-	Dec. 13, 2000	-	1218T

REVISED

CENTRAL SIGNAL WIRING 64 118