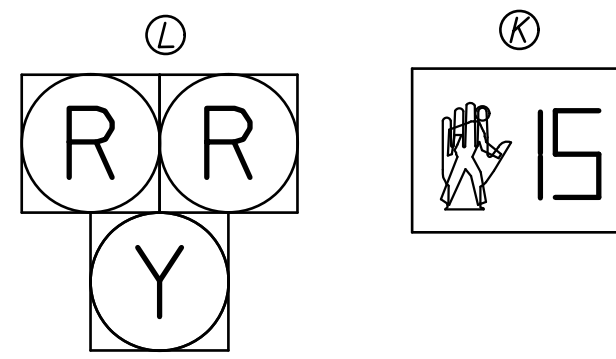
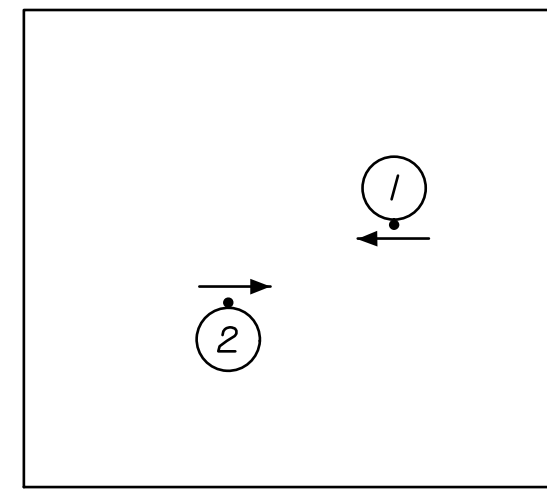


**SIGNAL FACES**



NOTE: ALL LENSES SHALL BE 12" L.E.D.  
PEDESTRIAN LENSES SHALL BE 16" AND BE  
COUNTDOWN SIGNALS.

**PEDESTRIAN PUSH  
BUTTON LAYOUT**



SERVICE BOX LOCATIONS		
BOX NO.	STATION	OFFSET
1	302+17.81	43.74' Rt.
2	302+16.58	52.54' Lt.



SIGN LOCATIONS		
SIGN TYPE	POLE NO.	SPACING ON ARM
R10-23	1	32.0'
R10-23	2	30.0'
W11-15	1	†
W11-15	2	†
W16-7P	1	†
W16-7P	2	†

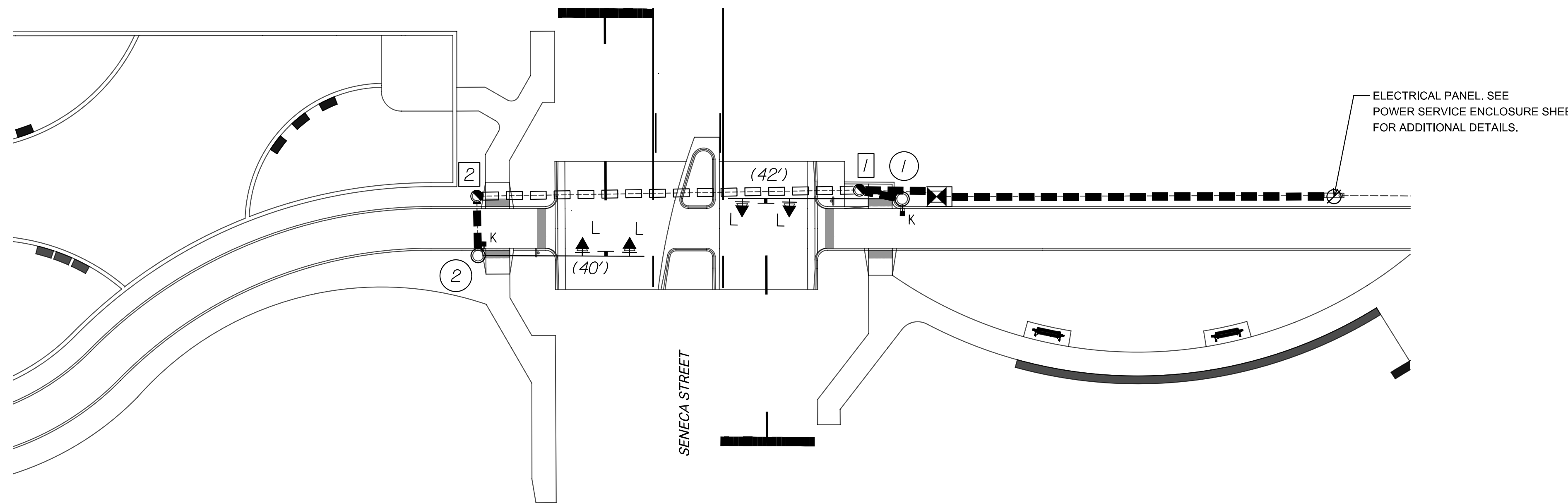
POLE, PEDESTAL & CONTROLLER LOCATIONS			
POLE NO.	STATION	OFFSET	TYPE OF POLE
1	302+15.57	54.52' Rt.	Traffic Signal
2	302+01.62	52.26' Lt.	Traffic Signal
Cont.	302+16.14	63.20' Rt.	-

† W11-15 (36"X36") SHALL BE MOUNTED WITH A W16-7P (24"X12")  
ON EACH SIGNAL POLE ABOVE THE PEDESTRIAN HEAD AND SHALL  
BE FLORESCENT GREEN IN BACKGROUND COLOR

ALL STATIONS AND OFFSET ARE TAKEN FROM THE SENECA STREET BASELINE.

**GENERAL NOTES:**

1. THE CITY SURVEYORS SHALL STAKE LOCATIONS WHERE POLES, BOXES, AND THE CONTROLLER ARE TO BE INSTALLED. STAKED LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO CONTRACTOR INSTALLING THE TRAFFIC SIGNAL POLES AND HARDWARE.
2. SERVICE BOXES AND CONDUIT RUNS ARE APPROXIMATE AND MAY BE FIELD ADJUSTED TO CLEAR OBSTRUCTIONS AND FACILITATE WIRING, AS APPROVED BY THE ENGINEER. ALL CONDUIT RUNS SHALL BE STRAIGHT BETWEEN BOXES AND/OR FOUNDATIONS. CURVED LINES IF SHOWN ON PLAN ARE FOR CLARITY ONLY.
3. ALL EQUIPMENT SHALL BE NEW UNLESS SHOWN OTHERWISE ON THE PLANS. SIGNAL HEADS OR TRAFFIC SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL, SHALL BE COVERED OR REMOVED.
4. EXISTING FEATURES AND UTILITIES ARE SHOWN FROM AVAILABLE INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY UTILITIES AND THEIR EXACT LOCATION PRIOR TO CONSTRUCTION.
5. INSTALL METER AND OTHER ELECTRICAL COMPONENTS PER TRAFFIC SIGNAL SPECIFICATIONS. CONTRACTOR SHALL COORDINATE POWER HOOK-UP WITH EVERGY.
6. PROPOSED PAVEMENT MARKING & SIDEWALK STATIONING ARE SCREENED FOR CLARITY.
7. PEDESTRIAN SIGNALS SHALL BE CLEARLY VIEWED FROM THE LANDING AREA CONSTRUCTED BY SIDEWALK.
8. ALL CONDUITS (USED & SPARE) SHALL BE SEALED TO AVOID FLOODING IN THE TRAFFIC SIGNAL CABINET AND EXISTING SERVICE BOXES. ALL CONDUIT RUNS SHALL BE STRAIGHT BETWEEN BOXES AND/OR FOUNDATIONS. CURVED LINES SHOWN FOR CLARITY ONLY.
9. ALL CONDUITS SHALL BE BORED UNDER EXISTING PAVEMENT AND SIDEWALK. THIS WORK IS SUBSIDIARY TO THE BID ITEM "TRAFFIC SIGNAL".



**OPERATIONAL NOTES**

1. In order for the controller to perform the Pedestrian Hybrid Beacon (HAWK signal) sequence, special logic programming is generally necessary.
2. For operational purposes, Phase 2 and Phase 6 both run dummy pedestrian phases that are required to produce the correct HAWK signal sequence. There are no Phase 2 or Phase 6 pedestrian heads.
3. The only Phase 6 load switch output that is being used drives one of the red signal faces of each signal head.
4. The Logic Processor flashes Phase 2 Yellow during the Phase 2 pedestrian clearance phase, and Phase 2 Yellow drives the solid Yellow signal faces during Phase 2 vehicle Yellow clear.
5. The Phase 2 and Phase 6 Red outputs drive the solid Red displays during Phase 2 and 6 Red. The Logic Processor flashes the Phase 2 and Phase 6 Red outputs in a wig-wag pattern during Phase 4+8 Ped Clear and thru Phase 4+8 vehicle Yellow and Red clear.
6. The controller must be programmed for Ped Clear Thru Red for Pedestrian Phases 4 and 8 so that the Red displays continue to flash during Phases 4 and 8 Yellow Clear and Red clear.
7. Make sure that all Phase 2 and Phase 6 timings match each other, and that all Phase 4 and Phase 8 timings match each other.
8. The Ped 4 push button is programmed to call Ped 4 and Ped 8, and the Ped 8 push button is programmed to call Ped 8 and Ped 4.

**TIMING INTERVAL & SIGNAL FACE DISPLAY NOTES**

PHASE 2+6 WALK = Dark Display = Dwell when no pedestrians present.  
 PHASE 2+6 PED CLEAR = Flashing Yellow Display = 5 seconds  
 PHASE 2+6 VEH YEL CLR = Steady Yellow Display = 5.4 seconds  
 PHASE 2+6 RED CLEAR = Steady Red Display = 1 seconds  
 PHASE 4+8 WALK = Steady Red Display = 8 seconds  
 PHASE 4+8 PED CLEAR (FDW) = Alternating Flashing Red Display = 14 seconds  
 PHASE 4+8 PED CLEAR (SDW) = Alternating Flashing Red Display = 3 seconds  
 PHASE 4+8 VEH YEL CLR = Alternating Flashing Red Display = 5.4 seconds  
 PHASE 4+8 VEH RED CLR = Alternating Flashing Red Display = 1 seconds

Note: Pedestrian crossing times shown shall only occur after push button activation. Steady don't walk signal shall be shown during phases 2&6 on the pedestrian faces. 4&8 as shown above shall be the pedestrian phase operations.

**LEGEND**

- LUMINAIRE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL PEDESTAL
- TRAFFIC SIGNAL HEAD W/TYPE DESIGNATION
- TRAFFIC SIGNAL HEAD W/TYPE DESIGNATION & BACKPLATE
- PEDESTRIAN SIGNAL & PUSH BUTTON
- PROPOSED PAD MOUNTED CONTROLLER
- PROPOSED SERVICE BOX
- PROPOSED SECONDARY SERVICE POINT
- DETECTION ZONE
- BORED CONDUIT
- TRENCHED CONDUIT
- EXISTING CONDUIT
- VIDEO-RADAR DETECTION UNIT
- DETECTOR NUMBER
- POLE/PEDESTAL NUMBER
- SERVICE BOX NUMBER

\* TO CENTER OF SIGN

**Tran Systems**  
 245 NORTH WACO  
 SUITE 222  
 WICHITA, KANSAS 67202  
 PHONE: 316-303-3000  
 FAX: 316-462-5629

**CONSULTANTS:**  
  
 LK ARCHITECTURE, INC.  
 345 RIVERVIEW  
 SUITE 200  
 WICHITA, KANSAS 67208  
 PHONE: 316-268-0230

**DELANO GREENWAY IMPROVEMENTS  
 FROM EXPOSITION TO OSAGE**  
 WICHITA, KANSAS

REVISIONS:	MARK	DATE	DESCRIPTION

PROJ NO: 472-85462  
 SCALE: 1"=20'  
 DATE: 11/1/2022  
 DESIGNED BY: SGE  
 DRAWN BY: SGE  
 CHECKED BY: SSP

**SHEET TITLE:**  
 DELANO PATH  
 SENECA STREET  
 TRAFFIC SIGNAL  
 LAYOUT

SHEET NO.  
 82  
 SHEET 82 OF 96

danawano 11/1/2022 9:58:47 AM - c:\tran\systems\paw\_bocall\tran\sysop\paw\lanawar\06751431-CIG-M01-101.dgn