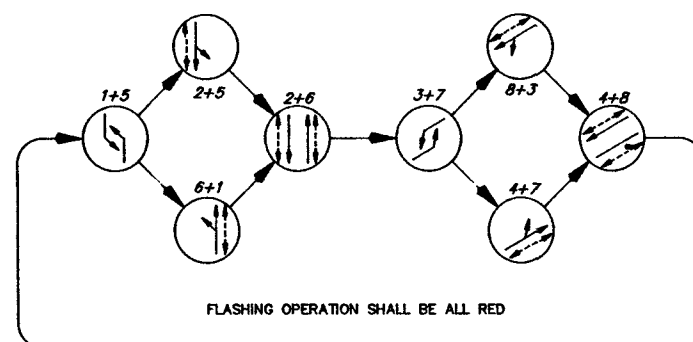
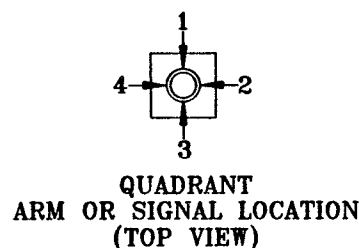


CONDUIT-CABLE SCHEDULE										
RUN NO.	FROM	TO	CONDUIT SIZE	SIGNAL CABLE	DET. LEADS	LIGHTING CIRCUIT	GRND. WIRE	INTER-CONNECT	OPTICOM CABLE	SERVICE
1	POWER SOURCE	METERED SERVICE	2"							(3) #2
2	METERED SERVICE	CONTROLLER CABINET	1-1/2"							(3) #6
3	CONTROLLER CABINET	PULL BOX FOR POLE A	(2) 3"	25-25	b, c, d, f, g, h, j	(2) #10	#8		X	
4	CONTROLLER CABINET	PULL BOX FOR POLE A	(2) 3"	25-25	b, c, d, f, g, h, j	(2) #10	#8		X	
5	CONTROLLER CABINET	PULL BOX FOR POLE D	2" & 3"	25	a, e	(2) #10	#8			
6	PULL BOX FOR POLE A	PULL BOX FOR POLE B	(2) 3"	25-25	c, d, g, h, j	(2) #10	#8		X	
7	PULL BOX FOR POLE B	PULL BOX FOR POLE C	(2) 3"	25	d, h, k	(2) #10	#8			
8	PULL BOX FOR POLE C	PULL BOX FOR DET. "K"	1-1/2"		k					
9	CONTROLLER CABINET	PULL BOX FOR DET. "I"	1-1/2"		i					

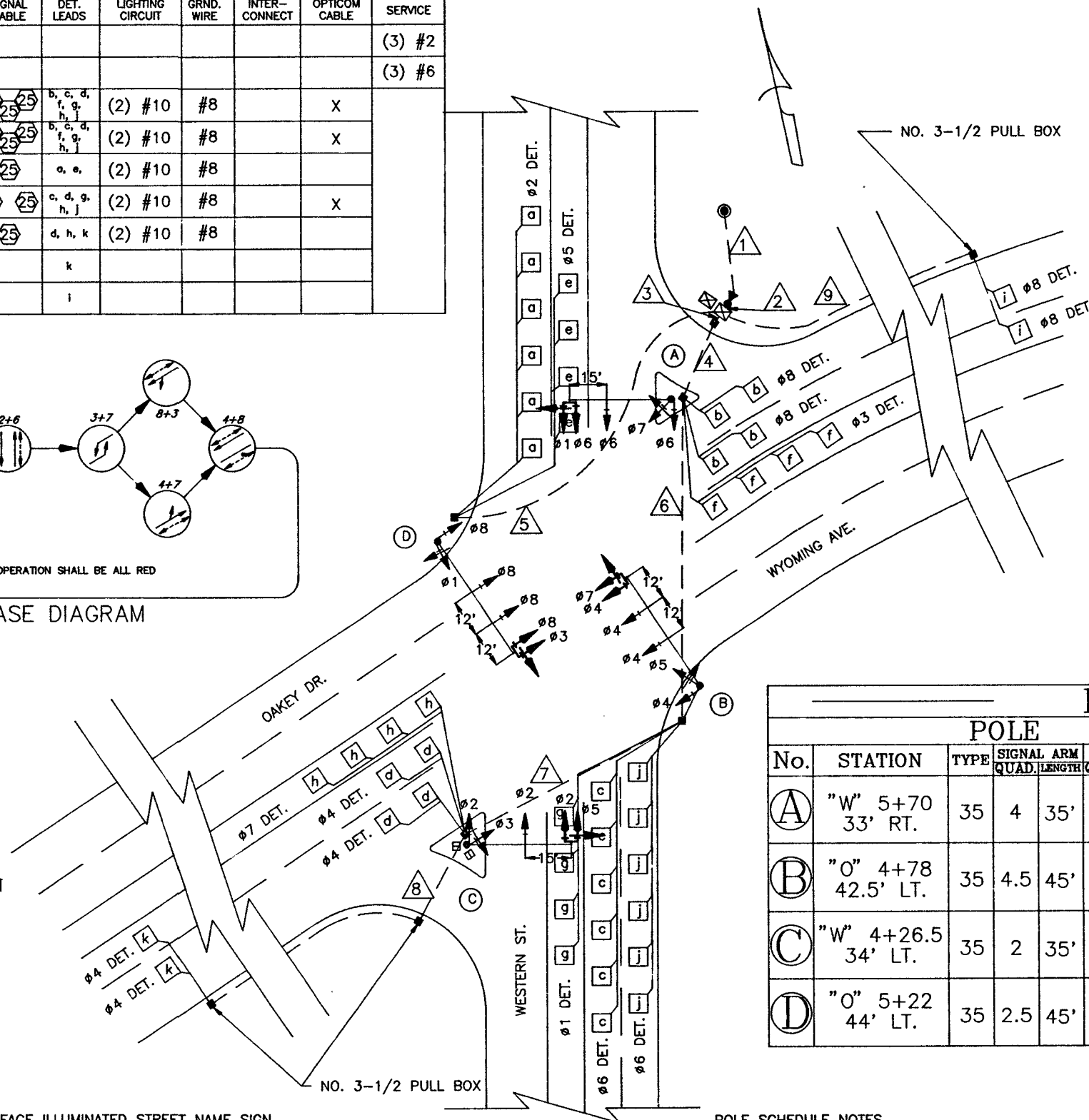


PHASE DIAGRAM



SIGN NOTES

- ON POLES B AND D AN 8, DOUBLE FACE ILLUMINATED STREET NAME SIGN SHALL BE MOUNTED WITH "WESTERN STREET" LOGO.
- ON POLE A AN 8, DOUBLE FACE, ILLUMINATED STREET NAME SIGN SHALL BE MOUNTED WITH "WYOMING AVENUE" LOGO.
- ON POLE C A 6, DOUBLE FACE, ILLUMINATED STREET NAME SIGN SHALL BE MOUNTED WITH "OAKLEY DRIVE" LOGO.
- POLES A, B, C AND D SHALL REQUIRE AN R10-5(d)S SIGN MOUNTED BETWEEN THE #1 AND #2 POSITION SIGNAL HEADS.



LOOP DETECTOR NOTES

- EACH LOOP DETECTOR LEAD-IN CABLE (IDENTIFIED BY A LOWER CASE LETTER) REPRESENTS A SEPARATE UNIT OR CHANNEL AS DESCRIBED UNDER SECTION 623.02.37 "VEHICLE DETECTORS" OF THE STANDARD SPECIFICATIONS.
 - DETECTORS "i, j" AND "k" SHALL MEET TYPE III LOOP AMPLIFIER REQUIREMENTS WITH EXTENSION AND DELAY TIMING.
 - DETECTORS "a, b, c, d, e, f, g" AND "h" SHALL BE TYPE I LOOP AMPLIFIERS
- THE COST OF SENSOR UNITS SHALL BE PAID FOR UNDER BID ITEM "LOOP DETECTOR AMPLIFIER CHANNELS (NEW CABINET)", EACH (11 REQUIRED AND 1 SPARE UNIT).
- UNITS SHALL BE CANOGA CONTROLS OR APPROVED EQUAL.
- ALL LOOP DETECTORS SHALL BE 6' X 6' AS SHOWN ON STANDARD PLAN SHEET T-30.1.4 (1993 EDITION).
- ALL LOOP DETECTORS SHALL USE LOOP WIRES ENCASED IN A FLEXIBLE VINYL TUBING AS DESCRIBED IN THE SPECIAL PROVISIONS.

CONTROLLER NOTES

- THE CONTROLLER SHALL BE AN EIGHT PHASE N.E.M.A. HOUSED IN A TYPE "R" CABINET AND SHALL MEET ALL OF THE CITY OF LAS VEGAS AND L.V.A.C.T.S. SPECIFICATIONS.
- A MINIMUM OF TWELVE TYPE 1 DETECTOR AMPLIFIERS SHALL BE PROVIDED IN THE CONTROLLER CABINET.
- THE CABINET WILL REQUIRE A LCU. (SONIX MODEL NO. PTC 122A).
- THE CONTRACTOR SHALL PULL THE EXISTING INTERCONNECT CABLE FROM THE EXISTING CABINET, EXTEND THE EXISTING CONDUIT TO THE NEW CONTROLLER CABINET AND PULL THE CABLE THROUGH THE NEW CONDUIT TO THE NEW CABINET.
- THE CABINET SHALL BE WIRED AND EQUIPPED FOR EIGHT PHASE OPERATION THE CABINET SHALL BE WIRED AND EQUIPPED WITH RAILROAD PREEMPTION WITH FIRST USING ONLY Ø8 & Ø3 AS CLEARANCE PHASES THEN CYCLING AT NORMAL PHASE SEQUENCE TIMING USING ALL EXCEPT Ø4.
- THE CABINET SHALL BE EQUIPPED WITH AN OPTICOM M562 2 WAY DETECTOR UNIT.

NOTES

- THE 2" CONDUIT IN RUN NO. 5 IS FOR FUTURE INTERCONNECT CABLE AND SHALL NOT BE USED AT THIS TIME.
- ALL PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED.

POLE SCHEDULE											
POLE						SIGNALS VEH.		SIG.	PED.	PED. BUTTON	
No.	STATION	TYPE	SIGNAL ARM QUAD. LENGTH	LUM. ARM QUAD. LENGTH		TYPE	MOUNT	QUAD.	MOUNT	QUAD.	QUAD. ARROW
A	"W" 5+70 33' RT.	35	4	35'	3.5	1W5C	M-5	MAST	WS-2	1.5	4
						1W3C	M-2	ARM			3
						2W3C	B-2a	2			RIGHT LEFT
B	"O" 4+78 42.5' LT.	35	4.5	45'	1	1W5C	M-5	MAST	WS-2	2.5	4.5
						1W3C	M-2	ARM			4
						2W3C	B-2a	2.5			RIGHT LEFT
C	"W" 4+26.5 34' LT.	35	2	35'	1.5	1W5C	M-5	MAST	WS-2	3.5	2
						1W3C	M-2	ARM			1
						2W3C	B-2a	4			RIGHT LEFT
D	"O" 5+22 44' LT.	35	2.5	45'	3	1W5C	M-5	MAST	WS-2	4.5	2.5
						1W3C	M-2	ARM			2
						2W3C	B-2a	4.5			RIGHT LEFT

POLE SCHEDULE NOTES

- LUMINAIRES SHALL BE 400 WATT HIGH PRESSURE SODIUM VAPOR, 120 VOLT, WITH INDIVIDUAL P.E. CONTROLS, 90 DEGREE CUTOFF (SIMILAR TO G.E. C 646N506 OR AN APPROVED EQUAL) AND INTEGRAL BALLAST.
- ALL PEDESTRIAN HEADS SHALL BE INTERNATIONAL SYMBOL.
- ALL SIGNAL HEADS SHALL HAVE 12-INCH GLASS LENSES AND ALZAC REFLECTORS.
- AN OPTICOM DETECTOR IS REQUIRED ON POLE B.
- THE FINAL LOCATION OF THE POLES SHALL BE DETERMINED BY THE ENGINEER.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

SIGNAL SYSTEM
MODIFICATION
INTERSECTION
OAKLEY @ WESTERN