

TRAFFIC SIGNAL GENERAL NOTES
CITY OF LAS VEGAS
& CITY OF NORTH LAS VEGAS

* CHANGES TO SHEET T-1

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ALL EXISTING UTILITIES. THE LOCATIONS OF UNDERGROUND UTILITIES, AS SHOWN ON THE PLANS, ARE APPROXIMATE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE FOLLOWING UTILITIES TO VERIFY THE EXACT LOCATION AND DEPTH. THE UTILITY SHALL BE NOTIFIED AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

CALL-BEFORE-YOU-DIG	1-800-227-2600
C.L.V. TRAFFIC	229-6905 *
C.L.V. ELECTRIC	229-6331
C.N.L.V. TRAFFIC	649-0294
NEVADA POWER	367-5307

2. CHECK CONDUIT & CABLE SCHEDULE FOR CONDUIT, CABLE, AND WIRE SIZE. VERIFY ALL EXISTING CONDUIT RUNS.
3. ALL CABLE AND WIRING SHALL BE INSTALLED FROM TERMINAL TO TERMINAL WITHOUT SPLICES.
4. TRAFFIC SIGNAL CABLE SHALL BE 15 OR 25 CONDUCTOR #14 AWG CABLE AND SHALL CONFORM TO IMSA SPEC. NO. 20-1. ALL LOOP LEAD-IN CABLE SHALL BE ONE TWISTED PAIR OF #12 AWG CABLE AND SHALL CONFORM TO IMSA SPEC. NO. 19-2.
5. ALL NEW DETECTOR LOOPS SHALL CONFORM TO C.L.V. STD. DRAWINGS 404.825, 404.826, AND 404.827; EXCEPT CABLE-IN-DUCT WIRE (IMSA SPEC. NO. 51-5) IS TO BE USED WITH 3/8" WIDE SAW SLOTS.
6. LOOP TERMINATIONS SHALL BE WIRED IN THE CONTROLLER CABINET TO THE PROPER PHASES.
- * ~~7. EACH DETECTOR LOOP LEAD-IN SHALL REQUIRE A SEPARATE AMPLIFIER UNIT.~~
8. ALL PROPOSED DETECTOR LOOPS SHALL BE LOCATED IN THE CENTER OF THE LANES, UNLESS OTHERWISE NOTED ON PLANS.
9. SEE SPECIAL PROVISIONS (623 T.02.04(c)3.) FOR SPECIFICATIONS ON HOT MELT, RUBBERIZED ASPHALT SEALER FOR THE DETECTOR LOOPS
10. ALL PULL BOXES SHALL BE PRECAST REINFORCED CONCRETE AND HAVE CAST IRON COVERS MARKED "TRAFFIC SIGNALS".
11. THE ROUTING AND TERMINATION OF CONDUITS AND THE PLACING OF POLES AND CABINETS SHALL BE AS INDICATED ON THE PLANS. ALL CHANGES SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
12. ALL SIGNAL POLES SHALL CONFORM TO C.L.V. STANDARD DRAWING 404.402 & 404.406.
13. THE FINAL LOCATION OF POLES AND DETECTOR LOOPS SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BY THE TRAFFIC ENGINEER.

APPROVED BY: _____

RAY BURKE, P.E.
CITY TRAFFIC ENGINEER
CITY OF NORTH LAS VEGAS

APPROVED BY: *Glenn E. Grayson, P.E.*

GLENN GRAYSON, P.E.
CITY TRAFFIC ENGINEER
CITY OF LAS VEGAS

14. ALL PEDESTRIAN SIGNAL HEADS SHALL BE HAND/MAN SYMBOL. PEDESTRIAN SIGNALS SHALL BE ILLUMINATED BY NEON.
15. ALL PEDESTRIAN PUSH BUTTON SIGNS SHALL BE 9"x12" WITH FULL MOUNTING BRACKET.
16. EACH NEW MAST ARM SHALL BE SET PERPENDICULAR TO THE INTERSECTION APPROACH THAT FACES THE TRAFFIC SIGNALS ON THAT MAST ARM.
17. EACH INTERSECTION LUMINAIRE SHALL BE FUSED IN THE CONTROLLER CABINET USING IN-LINE FUSEHOLDERS.
18. SERVICE FOR CRAIG AT RAINBOW, AT CAMINO DEL ORO, AND AT DECATUR: CONTRACTOR SHALL FURNISH AND INSTALL A SINGLE METER, PADMOUNT SERVICE PER C.L.V. STANDARD DRAWING NO. 404.1412 (SHEETS 1 & 2), WITH ONE 60A, 1 POLE CIRCUIT BREAKER FOR THE TRAFFIC SIGNAL, ONE 30A, 1 POLE CIRCUIT BREAKER FOR THE INTERSECTION LIGHTING, AND TWO 40A, 2 POLE CIRCUIT BREAKERS FOR OTHER USES BY THE CITY. SERVICE SHALL BE SINGLE PHASE, 3 WIRE, 120/240 VAC, 200A.
- SERVICE FOR CRAIG AT RANCHO AND AT JONES:
EXISTING SERVICE SHALL HAVE ONE 60A, 1 POLE CIRCUIT BREAKER FOR THE TRAFFIC SIGNAL AND ONE 30A, 1 POLE CIRCUIT BREAKER FOR THE INTERSECTION LIGHTING.
19. INTERSECTION LIGHTING SHALL CONSIST OF 400 WATT H.P.S. LUMINAIRES WITH ANSI/IES M.C. III DISTRIBUTION, INTEGRAL PHOTOELECTRIC (PE) CONTROL, 120 VOLT MAGNETIC REGULATING BALLAST, AND GLASS LENS WITH CHARCOAL FILTER; G.E. NO. M4AC40S1M2GMC32 OR APPROVED SUBSTITUTE.
20. LUMINAIRE ARMS SHALL PROVIDE FOR 35' MOUNTING HEIGHT.
21. OPTICAL DETECTORS SHALL BE MOUNTED ON TOP OF THE SIGNAL HEADS, AS SHOWN IN THE DRAWINGS. THEY MUST BE COMPATIBLE TO THE OPTICOM DETECTORS ALREADY IN USE IN THE CITY. SEE C.L.V. STD. DRAWING 404.320 (SHEETS 1 THRU 8).
22. ALL TRAFFIC SIGNAL HEADS SHALL HAVE 12" DIA. GLASS LENSES, AND LOUVERED BACKPLATES.
23. THE EXTERNAL INTERCONNECT CABLE SHALL BE TIED IN THE CONTROLLER CABINET.
- * 24. BLOCK NO. SIGNS SHALL BE AS FOLLOWS: 6" SERIES "E" NUMERALS ON 12" GREEN DIAMOND GRADE, DOUBLE SIDED. ATTACH TO EACH POLE OPPOSITE AND IN LINE WITH THE ILLUMINATED STREET NAME SIGN: FOUR REQUIRED (EACH DIFFERENT) AT EACH INTERSECTION. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS (TO SCALE) OF THE SIGNS FOR APPROVAL BY THE TRAFFIC ENGINEER PRIOR TO FABRICATION OF THE SIGNS. SEE C.L.V. STD. DRAWING 404.420. THIS NOTE IS NOT APPLICABLE TO THE INTERSECTION OF CRAIG AND DECATUR.
- * 25. EACH CONTROLLER CABINET SHALL HAVE SPECIAL CIRCUITRY INSTALLED WHICH, UPON EXTERNAL COMMAND FROM THE LVACTS COMPUTER, CAUSES THE 5-SECTION LEFT TURN SIGNAL HEAD DISPLAY TO OPERATE EITHER IN PROTECTED-ONLY, OR PROTECTED/PERMISSIVE DISPLAY SEQUENCE. SEE SPECIAL PROVISIONS FOR A DESCRIPTION OF THE CIRCUITRY REQUIRED. SUFFICIENT QUANTITIES OF THE CIRCUIT SHALL BE INSTALLED TO GIVE THIS SEQUENCING CAPABILITY ON ALL DIRECTIONS WHERE LEFT TURN PHASING IS PROVIDED, REGARDLESS OF WHETHER SUCH LEFT TURN PHASING IS, OR IS NOT, PROTECTED/PERMISSIVE.
- * 26. ALL REFERENCES TO CLV STANDARD DRAWINGS SHALL BE CHANGED TO "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS' CONSTRUCTION, OFFSITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA". VOLUME II ADOPTED BY THE REGIONAL TRANSPORTATION COMMISSION, APRIL 8, 1992.

REVISIONS PREFORMED TO EXISTING DRAWINGS BY THE CITY OF LAS VEGAS ENGINEERING DIVISION
ORIGINAL HEFNER ENGINEERING DESIGN DRAWINGS ON FILE AT THE CITY OF LAS VEGAS

CRAIG ROAD
TRAFFIC SIGNAL GENERAL NOTES

WO #: LOS140
BY: J.D.T./J.S.T.
DATE: 1/29/92
SCALE:

SHEET NO.

T1-A

107-V1804
SHEET 1 OF 11

SHT. 56/66