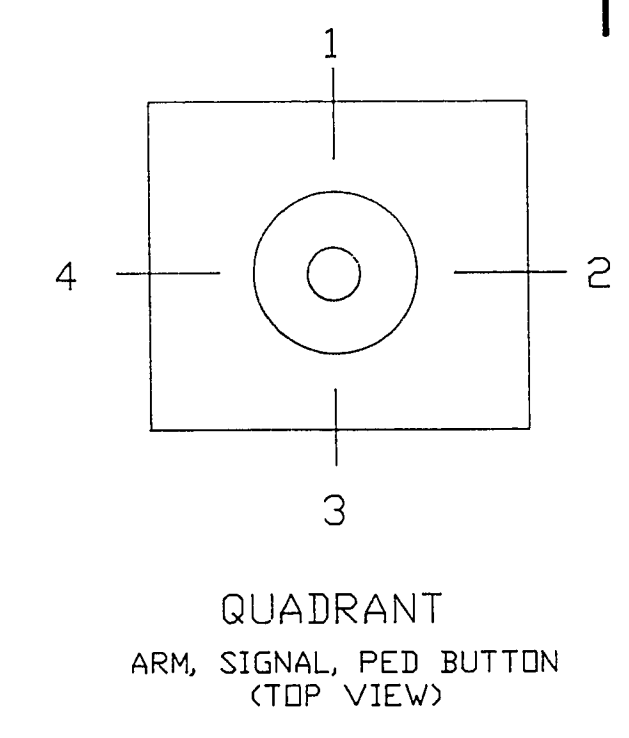
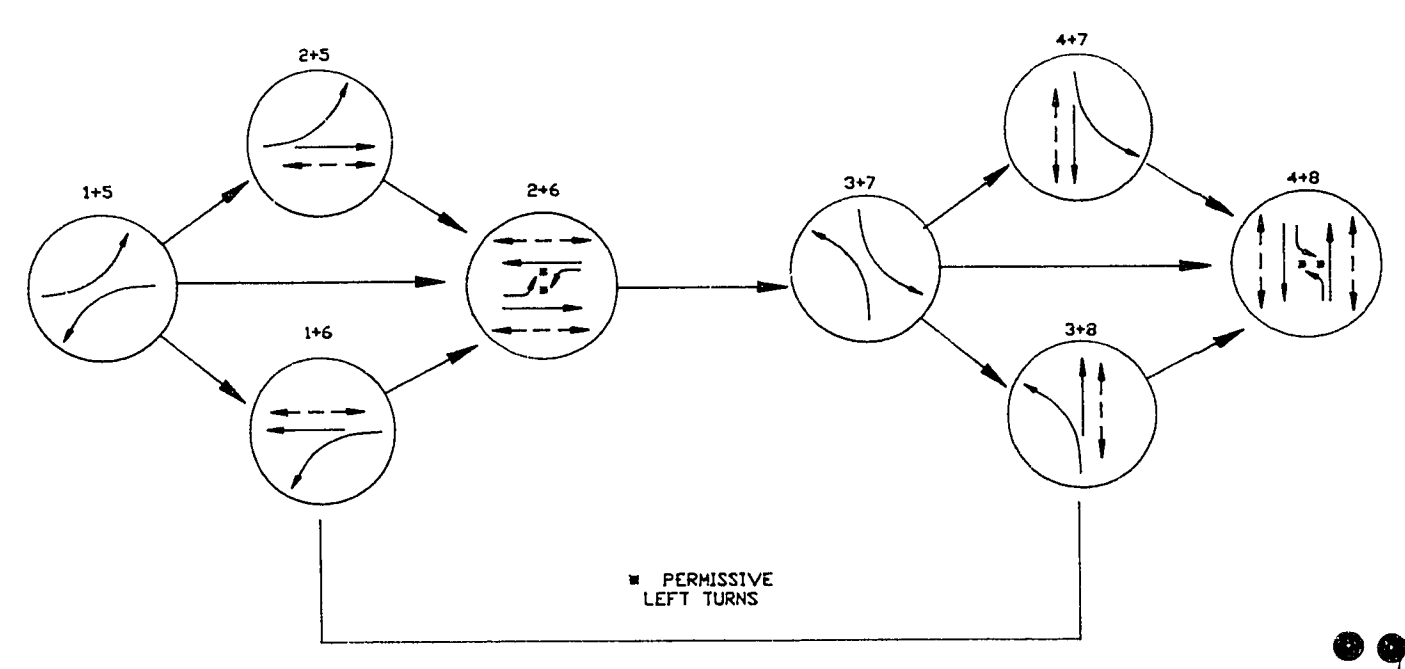


NOTICE NORTH ARROW ROTATION

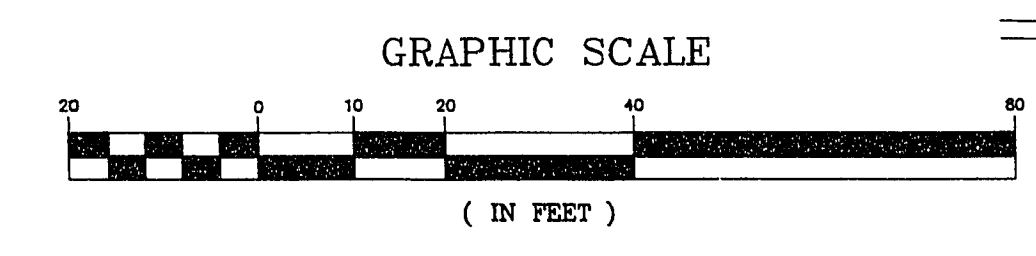
POLE		SCHEDULE		SIGNALS (VEH)		SIGNALS (PEDESTRIAN)		PED. PUSH BUTTON		REMARKS					
POLE	LOCATION STATION	XX	QUAD	LINE	QUAD	LINE	TYPE	QUAD	QUAD						
A	FOUNDATION EXISTING	1-A	1	45'	1	15'	1-15	POST TDP	W-3T	2	1	2	RT	LT	R10-12 DN MAST ARM
B	EXISTING	XX					1-15	POST TDP	W-3T	2	1	2	RT	LT	R10-12 DN MAST ARM
C	4+48.5 80' RT	1-A	2	45'	2	15'	1-15	POST TDP	W-3T	3	1	2	RT	LT	R10-12 DN MAST ARM
D	4+37 57' RT	XX					1-15	POST TDP	W-3T	3	1	2	RT	LT	R10-12 DN MAST ARM
E	4+20 51.5' LT	1-A	3	45'	3	15'	1-15	POST TDP	W-3T	4	2	3	LT	RT	R10-12 DN MAST ARM
F	4+41 61' LT	XX					1-15	POST TDP	W-3T	4	2	3	LT	RT	R10-12 DN MAST ARM
G	FOUNDATION EXISTING	1-A	4	45'	4	15'	1-15	POST TDP	W-3T	1	3	4	LT	RT	R10-12 DN MAST ARM
H	FOUNDATION EXISTING	XX					1-15	POST TDP	W-3T	1	3	4	LT	RT	R10-12 DN MAST ARM

WIRE & CABLE	FROM	TO	CONDUIT & WIRE SCHEDULE																								
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
2-1/2" THIN WALL	SERVICE POINT	SERVICE PERIPHERAL	X																								
3-1/2" THIN WALL	CONTROLLER	NO. 7 PB	X																								
10 COND	POLE A			X																							
15 "	" B			X	X																						
10 "	" C			X		X	X																				
15 "	" D			X		X	X	X																			
10 "	" E			X		X	X	X	X																		
15 "	" F			X		X	X	X	X	X																	
10 "	" G			X		X	X	X	X	X	X																
15 "	" H			X		X	X	X	X	X	X	X															
2-1/2" THIN WALL	" A			X	X																						
" C				X	X	X																					
" E				X	X	X	X																				
" G				X	X	X	X	X																			
3 LOOP DET. CABLES	DET 1, 6C, 6D			X																							
"	DET 3, 6C, 6D			X																							
"	DET 5, 6C, 6D			X	X																						
"	DET 4C, 4D			X	X	X																					
2 LOOP DET. CABLES	DET 2A, 2B			X	X																						
"	DET 4A, 4B			X	X	X																					
"	DET 6A, 6B			X	X																						
"	DET 8A, 8B			X	X																						
OPTICOM	POLE A & C			X	X	X	X																				
INTERCONNECT CABLE & CONDUIT				X	X	X	X																				
CONDUIT SIZE (IN INCHES)			2	2	2	2	2	2	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	2	2	2	2	2	2	2



DRUMS WITH TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SPACED AT 5' O.C. AROUND JERSEY BARRIER AROUND BORING PITS.

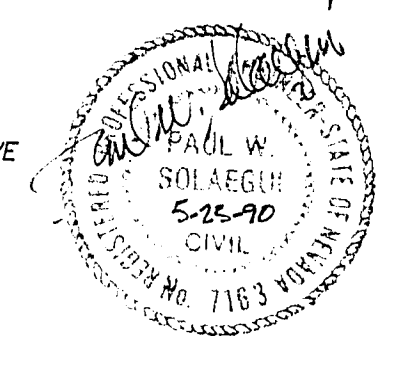
DRUMS WITH CLASS "C" STEADY BURN LIGHTS SPACED AT 45' O.C.



SIGNAL PHASE	01 & 05		02 & 05		01 & 06		02 & 06		03 & 07		04 & 07		03 & 08		04 & 08	
	INT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1+6																
2+5																
3+8																
4+7																
2																
4																
6																
8																
2P																
4P																
6P																
8P																

ALL YELLOW CLEARANCE INTERVALS SHALL BE CAPABLE OF BEING FOLLOWED BY AN ALL-RED INTERVAL IN ACCORDANCE WITH THE SPECIFICATIONS.

- NOTES:**
- TRAFFIC SIGNAL IS TO BE OPERATIONAL AT ALL TIMES.
 - CONTRACTOR TO CONTACT CITY OF LAS VEGAS TRAFFIC DIVISION AND LAS VEGAS AREA COMPUTER TRAFFIC CONTROL SYSTEM MANAGER 48 HOURS BEFORE DOING ANY WORK AT THE INTERSECTION.
 - CONTRACTOR TO VERIFY LOCATION OF ALL PULL BOXES, CONDUIT, CABLE RUNS, AND TRAFFIC SIGNAL CONTROLLER AND PROTECT AND PRESERVE THEM SO THAT TRAFFIC SIGNAL REMAINS IN OPERATION AT ALL TIMES.
 - CONDUITS 6, 9, AND 12 ARE PARTICULARLY SENSITIVE AND MUST BE PROTECTED AND PRESERVED SO THAT TRAFFIC SIGNAL REMAINS IN OPERATION AT ALL TIMES.
 - LOCATION OF PAVEMENT MARKINGS AND VEHICLE LOOP DETECTORS ARE TO BE MEASURED AND RECORDED BY THE CONTRACTOR AND DAMAGED PAVEMENT MARKINGS AND LOOPS REPLACED IN SAME LOCATION ON BOTH THE TEMPORARY AND FINAL PAVEMENT.
 - BEFORE ANY VEHICLE DETECTION LOOPS ARE CUT OR DAMAGED THEY SHALL BE CAREFULLY UNSPLICED FROM THE LOOP LEAD-IN CABLE IN THE PULL BOX SO THAT NEW VEHICLE DETECTOR LOOPS CAN BE SPLICED TO LEAD-IN WIRE. NEW LEAD-IN WIRE FROM THE PULL BOX TO THE CONTROLLER CABINET SHALL BE INSTALLED IF DETERMINED NECESSARY BY OWNER.
 - TEMPORARY AND FINAL LOOPS SHALL BE INSTALLED AS DIRECTED BY OWNER AS SOON AS POSSIBLE AFTER PAVING TO MINIMIZE CONTROLLER OPERATION ON RECALL.
 - WHEN SAHARA AVENUE THROUGH MOVEMENT DETECTION LOOPS CANNOT BE OPERATIONAL THE TRAFFIC SIGNAL CONTROLLER SHALL BE PLACED ON RECALL FOR THOSE PHASES THAT DO NOT HAVE VEHICLE DETECTION LOOPS. TRAFFIC SIGNAL DISPLAY FOR PROHIBITED MOVEMENTS SHALL BE TURNED OFF. TO CONTINUE EFFICIENT CONTROLLER OPERATION WITHOUT USING CONTROLLER RECALL A MOTION OR PRESENCE TYPE VEHICLE DETECTOR CAN BE USED AND MOUNTED ON POLE OR MAST ARM AS APPROVED BY CLARK COUNTY TRAFFIC MANAGEMENT DIVISION.
 - ALL CONSTRUCTION TO BE DONE IN ACCORDANCE WITH UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS CLARK COUNTY AREA NEVADA.
 - WHEN TRAFFIC IS REDUCED TO TWO (2) LANES (ONE LANE IN EACH DIRECTION) FLAGGER PERSONS SHALL BE PROVIDED TO ASSIST TRAFFIC THROUGH THE INTERSECTION SPECIFICALLY THAT TRAFFIC THAT DOES NOT HAVE TRAFFIC SIGNAL DISPLAY CONTROLLING THEIR LANES.
 - WHEN TRAFFIC THROUGH THE INTERSECTION IS LIMITED TO TWO(2) LANES WITH LEFT TURNS PROHIBITED THE LEFT TURN SIGNAL HEADS AND SIGNS SHALL BE COVERED WITH A BLACK 6 MIL. MINIMUM THICKNESS PLASTIC BAG OR BY OTHER APPROVED METHOD.
 - FOUR LANE TRAFFIC (TWO LANES IN EACH DIRECTION) REQUIRED FROM 5:30 AM TO 9:00 PM.
 - STORAGE OF VEHICLES, CONSTRUCTION MATERIALS OR SPOILS ON STREET OR OFF STREET DURING WORK OR NON WORK HOURS SHALL HAVE PRIOR APPROVAL OF THE OWNER AND SHALL BE SAFELY DELINEATED.
 - POLE SCHEDULE, PHASE INTERVAL CHART AND CONDUIT AND WIRE SCHEDULE ON THIS SHEET IS BEING PROVIDED FOR INFORMATIONAL PURPOSES AND WAS COPIED FROM THE ORIGINAL SIGNAL PLAN L-1173 CLARK COUNTY DEPT. OF PUBLIC WORKS PREPARED BY A. SINGER DATED 1/28/86. THE CONTRACTOR SHALL OBTAIN THE ORIGINAL PLAN TO ASSIST IN FIELD LOCATING ALL SIGNAL FACILITIES.
 - ACCESS SHALL BE MAINTAINED AT ALL TIMES FOR FIRE, POLICE, AMBULANCE AND OTHER EMERGENCY AND SERVICE VEHICLES.



DATE: _____

REVISIONS:

DATE: _____

JOB No. 89124

DRAWN BY: _____

CHECK BY: _____

DATE: APR 30, 1990

SHEET No. 27

TS1

OF 22