

ALL WORK PERFORMED ON ANY TRAFFIC SIGNAL COMPONENT MUST BE UNDER THE DIRECT ON-SITE SUPERVISION OF AN IMSA CERTIFIED TECHNICIAN. THE LEVEL OF CERTIFICATION REQUIRED SHALL BE LEVEL II.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ALL EXISTING UTILITIES. THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES TO VERIFY IN THE FIELD THE LOCATIONS OF THEIR INSTALLATIONS 72 HOURS PRIOR TO CONSTRUCTION.

CALL-BEFORE-YOU-OVERHEAD 1-702-227-2929
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ALL TRAFFIC SIGNAL INSTALLATIONS SHALL CONFORM TO THE UNIFORM STANDARD DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS FOR PUBLIC WORKS CONSTRUCTION ON-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA, VOLUMES I AND II, ADOPTED BY THE REGIONAL TRANSPORTATION COMMISSION APRIL 8, 1992, WITH ALL SUBSEQUENT REVISIONS.

SERVICE SIGNAL SHALL HAVE 1-60 AMP SINGLE POLE BREAKER FOR SIGNAL, AND ONE 40 AMP SINGLE POLE BREAKER FOR SERVICE SIGNAL. SERVICE SIGNAL SHALL BE 200 AMP PANOUMOUNTS WITH AARS AP4 (CONTROLLER) IN ACCORDANCE WITH CITY OF LAS VEGAS SPECIAL PROVISIONS AND SECTION 623 OF THE CCA US. PUSH BUTTON SIGNALS SHALL BE R10-36 PER MUTCD, 2009 EDITION, WITH FULL MOUNTING BRACKETS, AS MODIFIED BY THE MANUFACTURER'S INSTRUCTIONS. A 3X12 SIGN, AND SHALL BE PORCELAIN-ENAMELED METAL. ALL PUSH BUTTONS SHALL BE MOUNTED 42" ABOVE THE SIGNAL. THE HORIZONTAL REACH DISTANCE FROM THE SIGNAL TO THE SIDEWALK RAMP SHALL BE ACCORDING TO U.S.D. NO. 235 (1-4) LATEST EDITION, WHEN AN EXISTING SIGNAL WITH EXISTING AUXILIARY-TACTILE PUSH BUTTONS IS MODIFIED, THE CONTRACTOR SHALL VERIFY NEW AUXILIARY-TACTILE PUSH BUTTONS ARE MOUNTED TO THE SIDEWALK RAMP TO THE SAME DISTANCE AS ANY EXISTING EQUIPMENT SCHEDULED TO REMAIN, TO PROVIDE A FULLY FUNCTIONING SYSTEM. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL CABINET EQUIPMENT, INCLUDING THE PEDESTRIAN PUSH BUTTON CONTROL PANEL SURFACE. THE CONTRACTOR SHALL PROVIDE ALL WIRING HARNESS, TO PROVIDE A FULLY FUNCTIONING SYSTEM.

THE ROUTING AND TERMINATION OF CONDUITS AND THE LACING OF POLES AND CABINETS SHALL BE AS INDICATED ON THE PLANS. ALL CHANGES SHALL BE APPROVED BY THE ENGINEER.

MAST ARM R10-12 SIGNS TO BE ADJACENT (NO GAP) TO THE M-5 SIGNAL HEAD. WHERE FLASHING YELLOW ARROW LEFT TURN SIGNALS ARE USED, A MAST ARM R10-26 LEFT TURN YIELD ON FLASHING YELLOW ARROW LEFT TURN SIGNAL SHALL BE ADJACENT TO THE M-5 SIGNAL HEAD.

TRAFFIC SIGNAL CABINET SHALL BE TYPE VII CABINET UNLESS OTHERWISE SPECIFIED IN THE PLANS. THIS IS COMMONLY REFERRED TO AS AN "R" CABINET. THE CABINET SHALL CONFORM TO THE CLARK COUNTY AREA UNIFORM STANDARD DRAWINGS AND SPECIFICATIONS AND THE CITY OF LAS VEGAS SPECIAL PROVISIONS AND SPECIAL PROVISIONS FOR PUBLIC WORKS CONSTRUCTION ON-SITE IMPROVEMENTS, CLARK COUNTY AREA. THE CABINET SHALL BE EQUIPPED WITH 16 LOAD BAR POSITIONS. THE TRAFFIC SIGNAL CONTROLLER SHALL BE MOUNTED ON THE CABINET. THE CABINET SHALL BE EQUIPPED WITH 16 LOAD BAR POSITIONS. THE CABINET SHALL INCLUDE TWO (2) RACK-MOUNTED, 12 SLOT, LOOP DETECTION RACKS, WITH 2 DETECTOR LOOP CHANNELS PER SLOT FULLY WIRED SO THAT ALL CHANNELS ARE USABLE AND 4 CHANNEL SLOTS THAT CAN ACCOMMODATE VIDEO DETECTION EQUIPMENT. THE CABINET SHALL INCLUDE ONE (1) RACK-MOUNTED, 16 CHANNEL RACK, WITH A 768 AUXILIARY INTERFACE PANEL MOUNTED IN THE CABINET AND FULLY WIRED FOR GREEN SEEN CAPABILITIES.

THE CONTRACTOR SHALL SUPPLY A MALFUNCTION MANAGEMENT UNIT (MMU) TO THE CITY OF LAS VEGAS AND THE SIGNAL REPAIR PERSONNEL. THE MMU SHALL BE A MODEL MU-16000E OR EQUIVALENT, OR PRIOR TO CONVERTING TO A NEW PHASING SCHEME, FOR TESTING AND PROGRAMMING PURPOSES. THE MMU SHALL BE A MODEL MU-16000E AS MANUFACTURED BY RENO A&E OR APPROVED EQUAL. THE CONTRACTOR SHALL PROVIDE THE MMU TO THE CITY OF LAS VEGAS. THE MMU SHALL BE A MODEL MU-16000E AS MANUFACTURED BY RENO A&E OR APPROVED EQUAL. THE CONTRACTOR SHALL NOTIFY THE TRAFFIC SIGNAL REPAIR SHOP, 2229-6500 CHARLESTON BOULEVARD, CONTRACTOR SHALL, AT HIS DISCRETION, MAY PROVIDE A DIFFERENT MODEL MMU FOR INITIAL TURN-ON, IN WHICH CASE CITY PERSONNEL WILL SWAP THE MMU AFTER THE PROJECT IS COMPLETED.

CONTRACTOR SHALL PROTECT SIGNAL POLE LOCATIONS PRIOR TO ORDERING OF POLES.

MAST ARMS TO BE FABRICATED AND ACCEPTED. THE CONTRACTOR SHALL PROVIDE THE MAST ARMS TO BE FABRICATED WITH END TENON ONLY. THE END TENON SHALL BE FACTORY INSTALLED AND THE REMAINING TENONS SHALL BE FABRICATED IN THE FIELD AT THE LOCATION SHOWN ON THE PLANS OR AS DIRECTED BY THE TRAFFIC ENGINEER AND/OR HIS AUTHORIZED REPRESENTATIVE. FOR TENON FABRICATION DETAILS SEE CLARK COUNTY AREA US. NO. 208, MAST ARM 760 EXCERN BRACKET. THE CONTRACTOR SHALL PROVIDE THE MAST ARMS FOR THE HIGHWAYS AND RAILWAY BRIDGES," AND TO ANY ADDITIONAL REQUIREMENTS OF SECTION 623 OF THE SPECIFICATIONS. ALL EXPOSED WELDS, SHALL BE PAINTED AS PROVIDED FOR REPAIRING DAMAGE.

ALL VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL HAVE LIGHT EMITTING DIODE (LED) TYPE INDICATIONS. IN CONFORMANCE TO CITY OF LAS VEGAS SPECIAL PROVISIONS AND TO SECTION 623 OF THE CCA US, ALL PEDESTRIAN SIGNAL FACES SHALL PROVIDE "WALKING PERSON," "HAND," AND "COUNTDOWN" INDICATIONS AS PROVIDED IN SECTION 623 OF THE CCA US. THE CONTRACTOR SHALL PROVIDE THE "WALKING PERSON," "HAND," AND "COUNTDOWN" MESSAGE SHALL NOT BE FLASHING. WHEN EXISTING SIGNALS ARE MODIFIED, THE CONTRACTOR SHALL VERIFY THAT LED PEDESTRIAN INDICATIONS FOR A SPECIFIC PHASE ARE OF THE SAME MANUFACTURE SO THAT THEY FUNCTION CORRECTLY, OR SHALL REPLACE ALL COUNTDOWN PEDESTRIAN INDICATIONS FOR A SPECIFIC PHASE.

VIDEO DETECTION SYSTEMS WILL BE EITHER ITERIS EDGE 2 WITH EDGECONNECT PAK, (IP ADDRESSABLE); PEEK VIDEO TRAK IQ (WITH ETHERNET PORT); OR TRAFICON VPI WITH VIEWCOM (IP ADDRESSABLE). WHEN VIDEO DETECTION IS SPECIFIED ON THE TRAFFIC SIGNAL PLANS, ALL VIDEO DETECTION SYSTEMS WILL BE STAND ALONE SYSTEMS. THE CONTRACTOR SHALL PROVIDE THE VIDEO DETECTION SYSTEM, INCLUDING THE VIDEO DETECTION PROGRAMMING "MOUSE," KEYPAD OR LAPTOP/COMPUTER (IF REQUIRED FOR PROGRAMMING THE VIDEO DETECTION SYSTEM) AND APPROPRIATE SOFTWARE WILL BE SUPPLIED WITH EACH VIDEO SYSTEM. PERSONAL AREA NETWORK (PANS) OR LOCAL AREA NETWORK (LAN) CABLE SHALL BE PROVIDED TO THE VIDEO DETECTION SYSTEM. THE VIDEO DETECTION SYSTEM SHALL BE PROVIDED WITH A VIDEO DETECTION CAMERA WITH A 1/3" WILL BE SUPPLIED WITH EACH VIDEO DETECTION SYSTEM. EACH VIDEO CAMERA WILL HAVE POWER AND VIDEO CABLE DIRECTLY FROM THE CABINET. COAXIAL CABLE WILL BE TYPE 8281 (SOLID CENTER CONDUCTOR). 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POLE	LOCATION STATION (OFFSET)	POLE					SIGNALS (VEH.)		SIGNALS (PED.)		PEDESTRIAN PUSH BUTTON		REMARKS
		TYPE	SIGNAL ARM		LUM. ARM		TYPE	QUAD.	TYPE	QUAD.	QUAD. (PHASE)	SIGN	
			QUAD.	LENGTH	QUAD.	LENGTH							
(A)	EXISTING	XX-A(E)	3(E)	60'(E)	3(E) 2	15'(E) 15'	M-4(E) M-2(2)(E) B-2T	MA(E) MA(E) 1(E)	W-3T	1(E)	3(98)(E) 2(92)	RT(E) LT	INSTALL Q2 LUMINAIRE ARM AND RFL-241W112LED5.7K-T-R3S-UNIV-RCD-WC10-GY3 LUMINAIRE. REMOVE B-1T AND REPLACE WITH B-2T. REMOVE W-0T AND REPLACE WITH W-3T. FIELD WELD LUMINAIRE ATTACHMENT PLATE USING A CERTIFIED WELDER.
(B)	EXISTING	XX-A(E)	4	50'	3(E) 4(E)	15'(E) 15'(E)	M-2(2) B2-43	MA 2(E)	W-3T(E)	2(E)	3(98)(E) 4(96)(E)	LT(E) RT(E)	INSTALL MAST ARM ON EXISTING POLE. REMOVE B1-4 AND REPLACE WITH B2-43. INSTALL OPTICAL DETECTOR. INSTALL ILLUMINATED SNS.
(C)	EXISTING	XX-B(E)	1(E)	75'(E)	1(E) 4(E)	15'(E) 15'	M-4(E) M-2(2)(E) B2-43	MA(E) MA(E) 3(E)	W-3T	3(E)	4(96)(E) 1(94)	LT(E) RT	INSTALL Q4 LUMINAIRE ARM AND RFL-241W112LED5.7K-T-R3S-UNIV-RCD-WC10-GY3 LUMINAIRE. REMOVE B-2T AND REPLACE WITH B2-43. REMOVE W-0T AND REPLACE WITH W-3T. INSTALL ILLUMINATE SNS.
(D)	EXISTING	XX-A(E)	2(E)	60'(E)	1(E) 2(E)	15'(E) 15'	M-4 M-2(E) M-2(E) B2-43	MA(E) MA(E) MA 4	W-3T	4	1(94) 2(92)	LT RT	INSTALL Q2 LUMINAIRE ARM AND RFL-241W112LED5.7K-T-R3S-UNIV-RCD-WC10-GY3 LUMINAIRE. RELOCATE M-2 SIGNAL HEAD AND OPTICAL DETECTOR TO EXISTING TENON. RELOCATE M-2 SIGNAL HEAD TO NEW TENON. REMOVE R3-5R AND R3-SL. INSTALL R10-12F AND RESET R3-4.

CONDUIT AND WIRE SCHEDULE

WIRE & CABLE	FROM		TO	VIA CONDUIT																									
				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	26
EXISTING	NVE TRANSFORMER (E)		SERVICE PEDESTAL (E)	X																									
4-#4 AWG. (E), 1-#8 (E)	SERVICE PEDESTAL (E)		CONTROLLER (E)		E																								
25C #14 SIG. CABLE (IMSA 20-1) (E), 4-#10 AWG (E) M138 OPTICOM CABLE (E), 1-#8 (E)	CONTROLLER		POLE A			E		E						O Z															
25C #14 SIG. CABLE (IMSA 20-1) (E), 4-#10 AWG (E), 1-#8 (E)	CONTROLLER		POLE B			E		E	E					F I															
M138 OPTICOM CABLE	CONTROLLER		POLE B			X		X	X					I O															
25C #14 SIG. CABLE (IMSA 20-1) (E), 2-#10 AWG (E) M138 OPTICOM CABLE (E), 1-#8 (E)	CONTROLLER		POLE C			E		E		E	E			C															
2-#10 AWG	CONTROLLER		POLE C LUMINAIRE		O W S		O W S		X		X	X		O J	O W S														
25C #14 SIG. CABLE (IMSA 20-1) (E), 2-#10 AWG (E) M138 OPTICOM CABLE (E), 1-#8 (E)	CONTROLLER		POLE D			E		E					E	E	T W	O W S													
2-#10 AWG	CONTROLLER		POLE D LUMINAIRE			X		X					X	X	L T	O W S													
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #2A, #2B, #2C			E								R F	J														
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #2D, #2E, #2F, #2G			E								S	T	E													
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #7A, #7B, #7C, #7D, #7E		T	E	T						E	O	T	E							E						
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #4A, #4B, #4C, #4D, #4E, #4F		O	E	O						E	O	O								E			E			
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #3A, #3B, #3C, #3D, #3E		Z	E	Z		E					Z	Z														
1 LOOP LEAD-IN CABLE (E)	CONTROLLER		DET #8A, #8B, #8C, #8D, #8E, #8F			E		E						T S									E						
1 LOOP LEAD-IN CABLE	CONTROLLER		DET #6A, #6B, #6C											O B													X		
1 LOOP LEAD-IN CABLE	CONTROLLER		DET #6D, #6E, #6F, #6G			X		X		X				X													X		
CDCA (E)	CONTROLLER		T100 VAULT											W								E							
72 STRAIN F.O. CABLE (E)	T100 VAULT		ALEXANDER															E											
72 STRAIN F.O. CABLE	T100 VAULT		CC-215																			E	E					E	
CONDUIT SIZE (E) EXISTING				1-4" (E)	1-2" (E)	1-3" (E)	4-3" (E)	1-3" (E)	1-3" (E)	1-3" (E)	2-3" (E)	1-3" (E)	2-3" (E)	1-3" (E)	1-2" (E)	1-4" (E)	1-3" (E)	1-4" (E)	1-4" (E)	1-4" (E)	1-4" (E)	1-4" (E)	1-4" (E)	1-2" (E)	1-2" (E)	1-2" (E)	1-4" (E)		

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- DATE: 7/14/16

DATE: 9/14/16

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DATE 6/11/20

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