

FED. ROAD REG. NO.	STATE	PROJECT NO.	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	I-015-1(22)40	CLARK	03-083		122	

GENERAL NOTES

- The routing and termination of conduit shall be as indicated on the plans unless otherwise directed by the Resident Engineer.
- Service locations are approximate. The Contractor shall contact the serving utility as to the exact location and equipment required. All costs shall be part of the lump sum bid for Traffic Signal Systems and or Highway Lighting Systems.
- All loop detector wires shall be twisted.

SPECIAL NOTES

INTERSECTION A

Required basic controller and related equipment:

- Two phase, semi-actuated (Type V) controller with the exception that the controller shall be completely solid state, contain two maximum intervals for ΦB and a built-in pedestrian interval timer.
- The controller related equipment shall be housed in a G Cabinet, with exhaust fan and thermostat control.
- Coordination Unit. This shall provide the following functions:
 - Offset from Master controller (Intersection B) ΦA yellow, for local controller (Intersection A)
 - Provide continuous yield to local controller if Master controller rests in ΦA green for a time exceeding that set on auxiliary timer if there are no ΦB calls received.
 - If Master controller is in flash or off, local controller shall be continuously yielded.
 - In addition to the above, the ΦB detector at Intersection A shall register a ΦB call on the Master controller except when Master controller is in ΦB green only.
- Time switch with 10 hour reserve to ground yield circuit during free operation.
- Loop detector unit and power supply.

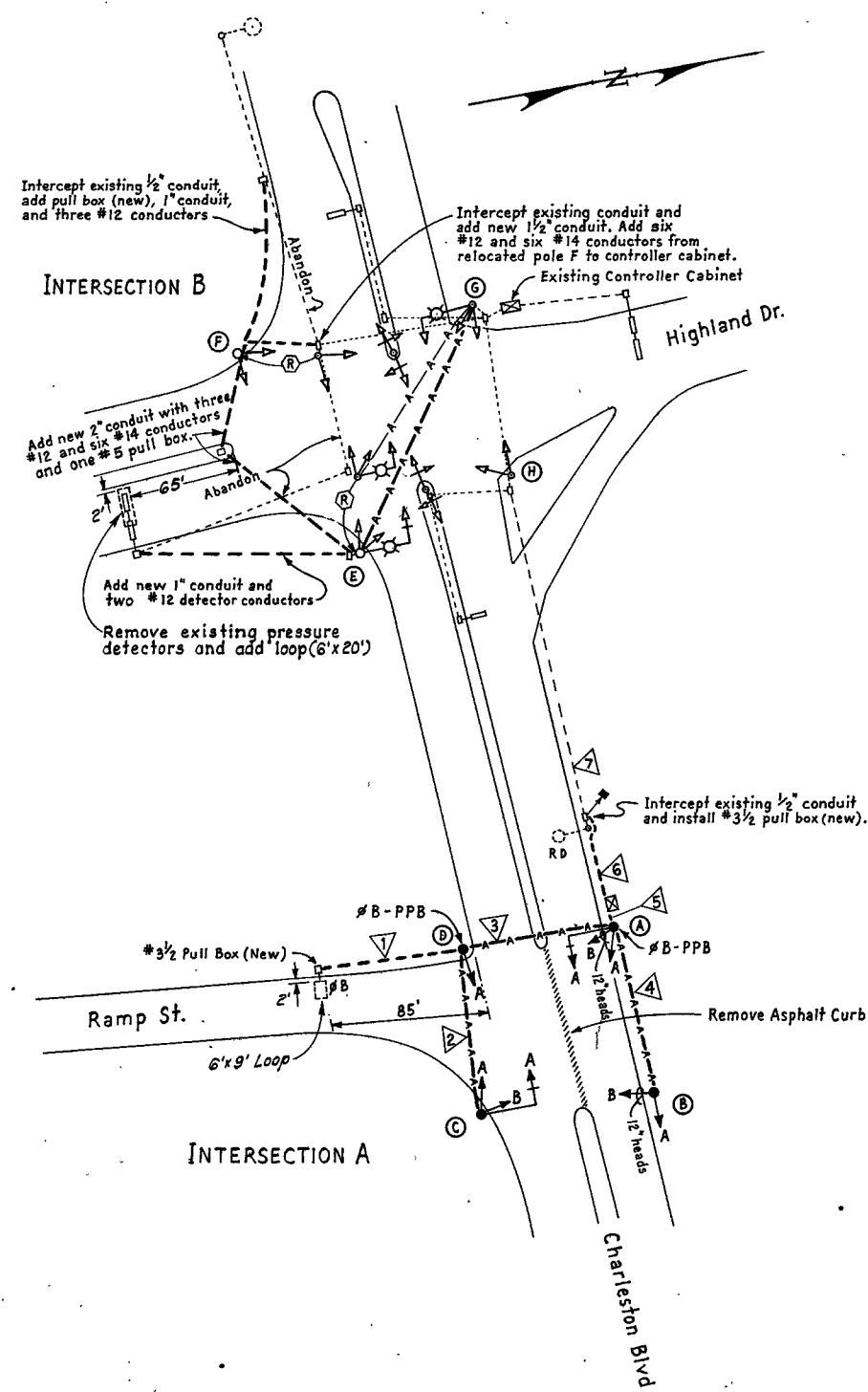
INTERSECTION B (SEE CITY OF LAS VEGAS DRAWING 208-V48) (FOR AS CONSTRUCTED)

- To be installed in controller Cabinet.
 - Guaranteed impulse timer (adj. 0-30- sec).
 - Continuous yield relay for flashing and power failure at Intersection A.
- Loop detector unit and power supply.
- Pole E, to be relocated, including signal heads, mast arms, luminaire and pull box. Overhead series lighting circuit from pole G to be completed to the new location of pole E.
- Pole F to be relocated, including signal heads and pull box.
- Splicing will be permitted in pull boxes and pole bases by approved methods.
- No. 14 conductors may not be used for commons or ground wires.
- All new wiring shall be complete and intersection shall be operational.

CONDUCTOR SCHEDULE

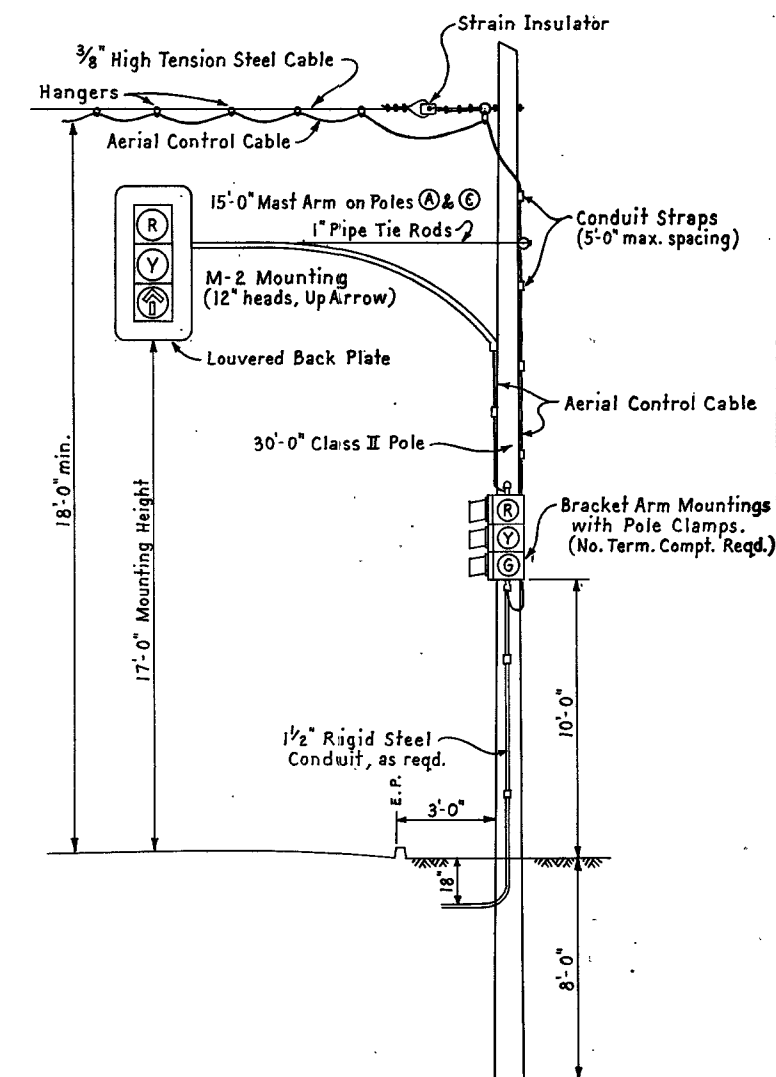
1. 1 1/2" Conduit with 2 #12 conductors (twisted)
2. Aerial Cable *12 #12 conductors
3. Aerial Cable *12 #12 conductors
4. Aerial Cable *12 #12 conductors
5. 1 1/2" Conduit with 12 #12 conductors (Aerial Cable*)
6. 1 1/2" Conduit with 12 #12 conductors (Aerial Cable*)
7. Existing conduit, add 3 #12 interconnect conductors to controller (Intersection B) from #3 1/2 pull box

*Note: Aerial Cable to be type 20-10 Control Cable (12 conductors, #12 AWG) Neoprene-sheathed, TW insulated, suitable for aerial or direct burial or approved equal. Two of the #12 conductors shall be used as the signal common.



LEGEND

- Signal Head
- Existing Signal Head
- Mast Arm Signal Head with Louvered Backplate
- Existing Mast Arm Signal Head
- Existing Luminaire
- Relocated Pole
- Existing Radar Detector
- Loop Detector
- Existing Pressure Detector
- Controller Cabinet
- Pull Box (existing unless otherwise indicated)
- New Conduit
- Existing Conduit
- Overhead Wire
- Existing Overhead Wire
- Service Location
- PPB Pedestrian Push Button and Sign



TYPICAL POLES A B C D

107V3834

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS 83

TRAFFIC SIGNALS
CHARLESTON, HIGHLAND,
AND RAMP ST.