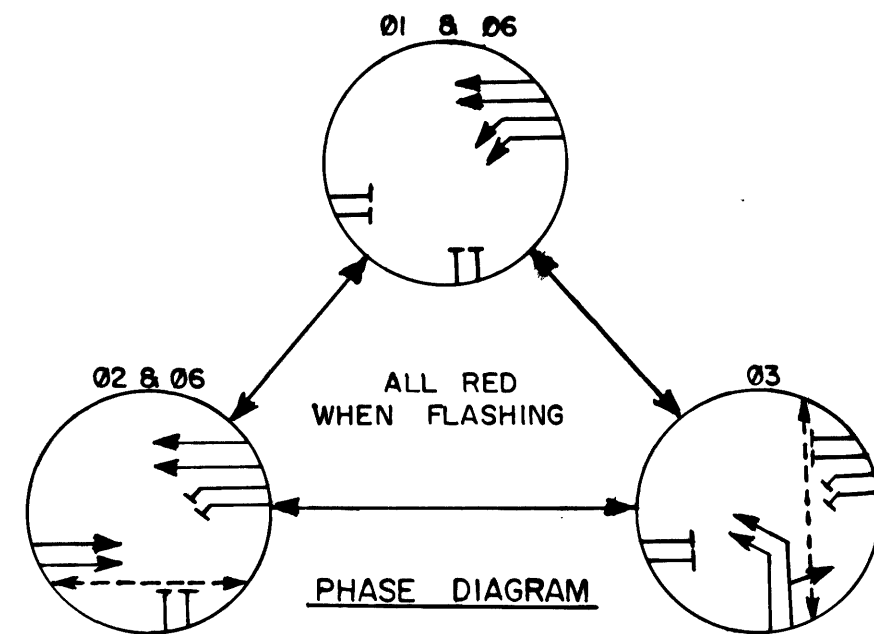
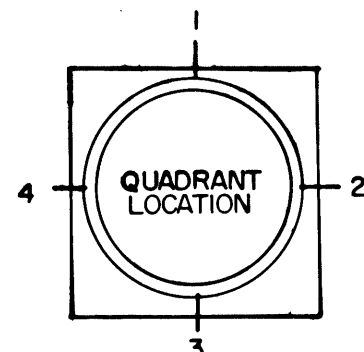
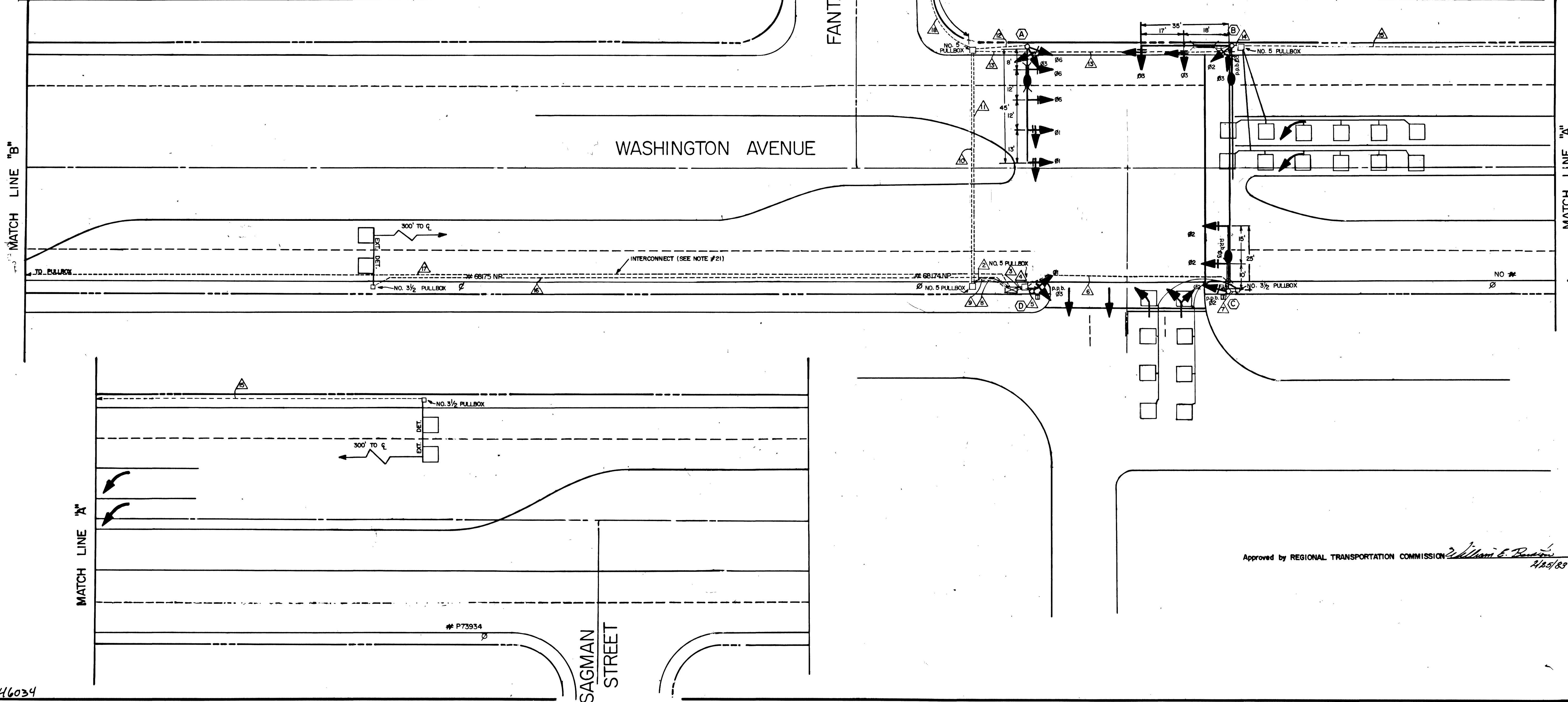


CONDUIT & CABLE SCHEDULE									
RUN NO.	FROM	TO	CONDUIT SIZE	SIGNAL CABLE			DET. LEADS		
				10 CON 12 AWG	14 AWG	14 AWG	10 CON 12 AWG	14 AWG	14 AWG
1	SERVICE	PADMOUNT	2"						
2	PULLBOX	CONTROLLER	2"						
3	CONTROLLER	PULLBOX	2"						
4	CONTROLLER	PULLBOX	2"						
5	PULLBOX	POLE "D"	2"						
6	PULLBOX	PULLBOX	2"						
7	PULLBOX	POLE "C"	2"						
8	CONTROLLER	PULLBOX	2"						
9	CONTROLLER	PULLBOX	2"						
10	PULLBOX	PULLBOX	3"						
11	PULLBOX	PULLBOX	3"						
12	PULLBOX	POLE "A"	2"						
13	PULLBOX	PULLBOX	2"						
14	PULLBOX	POLE "B"	2"						
15	PULLBOX	PULLBOX	1"						
16	CONTROLLER	PULLBOX	1"						
17	CONTROLLER	PULLBOX	3"						
18	PADMOUNT	PULLBOX	2"						



POLE SCHEDULE									
POLE				SIGNALS (VEH)		SIGNALS (PED)		PED. PUSH BUTTON	
NO.	STATION	GA.	TYPE	SIGNAL ARM QUAD. LENGTH	LUM. ARM QUAD. LENGTH	QUADRANT	TYPE	QUADRANT	MOUNTING
A			XX	3	45'	3	15'	MA	M-22M-312
B			XX	4	35'	4	15'	MA	M-2(2)
C			XX	1	20'	1	15'	MA	M-2(2)
D			1-A					TOP	A-2T

- NOTES:
- THE ROUTING AND TERMINATION OF CONDUITS AND THE PLACING OF POLES AND CABINETS SHALL BE AS INDICATED. ALL CHANGES SHALL BE APPROVED BY THE TRAFFIC ENGINEER.
 - CHECK CONDUIT & CABLE SCHEDULE FOR CONDUIT, CABLE, & WIRE SIZE.
 - LINE SIDE OF METER TO BE WIRED WITH THREE #2 A.W.G. LOAD SIDE SHALL BE WIRED WITH FOUR #4 A.W.G. (THREE BLACK & ONE WHITE).
 - SIGNAL CABLE SHALL BE A 10 & 20 CONDUCTOR #14 AWG. CABLE I.M.S.A. SPEC 2C-1.
 - LOOP CABLE SHALL BE ONE TWISTED PAIR OF #12 A.W.G. CABLE I.M.S.A. SPEC 19-2.
 - EACH LOOP DETECTOR LEAD-IN REPRESENTS A SEPARATE AMPLIFIED UNIT REQUIRED. (6 REQUIRED)
 - CALL DETECTORS TO BE CONNECTED DURING PHASE RED FOR ONE DETECTION AND THEN DISCONNECTED.
 - LOOP DETECTORS TO BE LOCATED BY C.L.V. IN THE FIELD.
 - ALL SIGNAL LENSES SHALL BE 12".
 - CONTROLLER SHALL BE HOUSED IN A TYPE "R" CABINET WITH EXHAUST FAN AND THERMOSTAT CONTROL.
 - CABINET SHALL BE PAINTED WHITE INSIDE AND OUT.
 - ALL NECESSARY AMPLIFIED, MODULES, LIGHT CONTROL UNITS, SWITCHES, FLASHERS, ETC. SHALL BE WIRED IN CABINET TO ACTIVATE THREE PHASE OPERATION AS SHOWN IN DIAGRAM.
 - SERVICE SHALL HAVE 1-60 AMP SINGLE POLE BREAKER FOR SIGNAL AND 2-40 AMP SINGLE POLE BREAKERS FOR STREET LIGHTS. SERVICE SHALL BE A 100 AMP PADMOUNT.
 - EACH STREETLIGHT LUMINAIRE SHALL BE FUSED IN CABINET USING IN LINE FUSEHOLDERS.
 - LUMINAIRE SHALL BE 400 WATT HIGH PRESSURE SODIUM WITH MCIII DISTRIBUTION AND INDIVIDUAL P.E. CONTROL AND BUILT IN BALLAST.
 - ALL PEDESTRIAN PUSH BUTTON SIGNS SHALL BE 9" X 12" WITH FULL MOUNTING BRACKET.
 - ALL CABLE AND WIRING SHALL BE INSTALLED TERMINAL TO TERMINAL, NO SPLICING ALLOWED.
 - ALL SIGNAL POLES SHALL CONFORM TO C.L.V. STANDARD SPEC. 404.402 & 404.406.
 - POLES "A", "B", & "C" SHALL HAVE INTERNALLY ILLUMINATED STREET NAME SIGNS INSTALLED. THE SIGNS SHALL BE WIRED TO THE LUMINAIRE PHOTO CELL FOR CONTROL.
 - STREET NAME SIGNS "A", "B", & "C" SHALL READ CASHMAN FIELD AND ON POLE "D" SHALL READ WASHINGTON AVE.
 - INTERCONNECT SHALL BE 3" CONDUIT WITH SIX PAIR #14 A.W.G. SHIELDED CABLE.
 - PULLBOXES SHALL BE NO MORE THAN 500' APART.



Scale 1" = 20'

Date 9-24-82

W.U. no. 7021

Design by GEORGE DAMMER

Drawn by G. PHILLIPS

Approved by Supervisor of Traffic

Approved by the City Engineer

Date 10/5/82

Revisions

Date

Department of Public Services

Traffic Engineering Division

WASHINGTON AVENUE

& CASHMAN FIELD

TRAFFIC SIGNAL (EAST)

City of Clark County

Clark County

Clark County

Drawing no. 208-V356

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