

ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "NEVADA VEHICLE WORK ZONE TRAFFIC CONTROL HANDBOOK", LATEST EDITION, AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.

THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND BLOCK NUMBERING FROM THE PLANNING AND DEVELOPMENT DEPARTMENT PRIOR TO CONSTRUCTION.

BEFORE ANY WORK IS STARTED IN THE RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS FOR THE CONSTRUCTION ZONE. THE CONTRACTOR SHALL INSTALL TEMPORARY STOP SIGNS AT ALL NEW STREET ENCROACHMENTS INTO EXISTING CITY STREETS WHERE WARRANTED IMMEDIATELY AFTER FIRST GRADING WORK IS ACCOMPLISHED, AND SHALL MAINTAIN SAID SIGNS UNTIL PERMANENT SIGNS ARE INSTALLED.

WHEN A DESIGNATED "SAFE ROUTE TO SCHOOL" IS ENCLOSED UPON BY A CONSTRUCTION WORK ZONE AND PUBLIC WORKS STAFF IDENTIFIES A NEED FOR STUDENTS TO BE ASSISTED IN THE SAFE CROSSING THROUGH THAT WORK ZONE, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A QUALIFIED "CROSSING GUARD". THE GUARD SHALL BE PRESENT FOR THE FULL DURATION OF TIME THAT CHILDREN ARE LIKELY TO BE PRESENT.

IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY OBSTRUCTION, TEMPORARY REMOVAL OR RELOCATION OF ANY EXISTING TRAFFIC PAVEMENT MARKING, SUCH PAVEMENT MARKING SHALL BE RESTORED OR REPLACED WITH LIKE MATERIALS TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL PERMANENT SIGNS SHOWN ON THE PLANS. STREET NAME SIGNS SHALL CONFORM IN THEIR ENTIRETY TO CURRENT CITY STANDARDS. ALL OTHER SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE SPECIFIED ON THE PLANS. ALL SIGN POSTS SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT CITY STANDARDS.

WHEN A PROPOSED STREET LIGHT STANDARD IS LOCATED WITHIN FIVE (5') FEET OF ANY PROPOSED SIGN SHOWN ON THE PLANS TO BE MOUNTED ON A SIGNPOST, THE SIGN SHALL BE SHOWN ON THE STREET LIGHT STANDARD AND THE SIGNPOST SHALL BE ELIMINATED.

ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HERE UNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.

STREET SIGNS AND STOP SIGNS SHALL BE INSTALLED PER CITY STANDARD SPECIFICATIONS FOR PLACEMENT OF STREET NAME SIGNS.

THE CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES AND FLAGGERS TO INSURE THE SAFETY OF THE PUBLIC IN OR AROUND THE WORK AREA. THE CONTRACTOR SHALL HAVE A CERTIFIED ATSSA TRAFFIC CONTROL TECHNICIAN OR INSA WORK ZONE SAFETY SPECIALIST SET UP, MAINTAIN AND/OR REMOVE ALL TRAFFIC CONTROL DEVICES IN THE CITY OF LAS VEGAS RIGHT OF WAY.

WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE EXPEDITED TO COMPLETION SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING CITIZENS AREA TRANSIT (C.A.T.) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.

GUARDS SHALL BE OBTAINED BY CONTACTING THE METROPOLITAN POLICE DEPARTMENT SPECIAL EVENTS UNIT (PHONE # 229-3442) WHO WILL PROVIDE OFFICER PROPERLY TRAINED IN TRAFFIC CONTROL FOR THE USE OF THESE OFFICERS SHALL BE SET BY METRO AND WILL BE PAID BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR ALL ARRANGEMENTS WITH METRO.

ANY WORK WITHIN 300' OF A SIGNALIZED INTERSECTION WILL BE NIGHT WORK, UNLESS DIRECTED BY THE CITY OF LAS VEGAS TRAFFIC ENGINEER.

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA NEVADA", LATEST ISSUE; THE "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, CLARK COUNTY AREA NEVADA", LATEST REVISED ISSUE; AND ANY OTHER APPLICABLE APPROVED STANDARDS ISSUED BY THE CONTROLLING AGENCY; THE "UNIFORM BUILDING CODE; AND ALL LOCAL CITY CODES AND ORDINANCES APPLICABLE, EXCEPT AS NOTED ON THIS SHEET AS "DEVIATIONS FROM STANDARDS".
2. THE EXISTENCE AND LOCATION OF ANY OVERHEAD OR UNDERGROUND UTILITY LINES, PIPES, OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A RESEARCH OF THE AVAILABLE RECORDS. EXISTING UTILITIES ARE LOCATED ON PLANS ONLY FOR RECORDS. EXISTING UTILITIES ARE LOCATED ON PLANS ONLY FOR THE CONVENIENCE OF THE CONTRACTOR. EXISTING UTILITY SERVICE LATERALS MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, LOCATE ALL UNDERGROUND AND OVERHEAD INTERFERENCE WHICH MAY AFFECT HIS OPERATION DURING CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO SAME. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR OVERHEAD UTILITIES SO AS TO SAFELY PROTECT ALL PERSONNEL AND EQUIPMENT, AND SHALL BE RESPONSIBLE FOR ALL COST AND LIABILITY IN CONNECTION THEREWITH.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITY LINES, STRUCTURES AND STREET IMPROVEMENTS WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE, AND ALL SUCH IMPROVEMENTS OR STRUCTURES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED SATISFACTORILY TO THE CITY ENGINEER OR OWNING UTILITY COMPANY AT THE EXPENSE OF THE CONTRACTOR.
4. ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS, ANY REVISIONS SHALL HAVE THE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER.
5. TYPE V CEMENT SHALL BE USED IN ALL OFF-SITE CONCRETE WORK. CONCRETE TO BE 3000 P.S.I. MINIMUM ϕ 28 DAYS. MIX DESIGN TO BE APPROVED BY THE CITY QUALITY CONTROL DIVISION, PRIOR TO THE USE ON THE PROJECT.
6. PERMITS ARE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL SECURE ALL PERMITS AND INSPECTIONS REQUIRED FOR THIS CONSTRUCTION.
7. EXPANSION JOINTS REQUIRED, MAXIMUM EVERY 300' IN EXTRUDED-TYPE CURB.
8. AC PAVEMENT TO BE 1/2" ABOVE UP OF ALL GUTTERS AFTER COMPACTION, EXCEPT AT SIDEWALK RAMPS AND CROSS GUTTERS.
9. CURB AND GUTTER WITH A GRADE OF LESS THAN FOUR-TENTHS OF ONE PERCENT SHALL BE WATER-TESTED AS SOON AS POSSIBLE AFTER CONSTRUCTION. ANY CURB AND GUTTER FOUND TO BE UNACCEPTABLE TO THE CITY SHALL BE REMOVED AND REPLACED PER STANDARD DRAWING 216.
10. SIDEWALK RAMPS SHALL BE CONSTRUCTED PER USD 235, CASE I. EXACT LOCATION OF RAMPS MAY BE ADJUSTED IN THE FIELD BY A CITY PROJECT REPRESENTATIVE.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION. THE EXTENT OF TRANSITIONS TO BE AS SHOWN ON PLANS, OR AS DESIGNATED IN THE FIELD BY CITY PROJECT REPRESENTATIVE.
12. ALL GRADING WORK SHALL CONFORM TO THE SOILS REPORT AS PREPARED BY THE SOIL ENGINEERS AND APPROVED BY THE CITY ENGINEER, AND AS SHOWN ON THESE PLANS.
13. EXACT LOCATION OF ALL SAWCUT LINES MAY BE DETERMINED IN THE FIELD BY A CITY PROJECT REPRESENTATIVE IF LOCATION ON PLANS IS NOT CLEARLY SHOWN, OR EXISTING PAVEMENT CONDITION REQUIRES RELOCATIONS.
14. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT EXISTING PERMANENT SURVEY MONUMENTS. ANY MONUMENTS DISTURBED SHALL BE REPLACED AND ADJUSTED PER AVAILABLE RECORDS IN ACCORDANCE WITH N.R.S. STATUTE NO. 625.550.
15. UTILITY COMPANY METER BOXES, MANHOLE LIDS, VALVE COVERS, ETC., SHALL BE LOCATED OUT OF DRIVEWAYS, DRIVEWAY APRONS, FLOWLINES, AND CROSS GUTTERS UNLESS WRITTEN APPROVAL IS GRANTED BY THE AFFECTED UTILITY COMPANY AND THE CITY ENGINEER.
16. WALL NOTES:
ALL WALLS NEW OR EXISTING ARE ONLY SHOWN ON CIVIL PLANS FOR THE PURPOSE OF REVIEWING GRADING RELATIONSHIP, FLOOD CONTROL AND SIGHT DISTANCE AT INTERSECTIONS. NEW WALL REQUIRE A SEPARATE PERMIT AND INSPECTION BY THE BUILDING DEPARTMENT.
17. ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT ON CITY STREETS.

1. ALL STREET LIGHTING INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE STREET LIGHTING PLANS, THE "UNIFORM STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA", LATEST REVISION, AND THE "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA", LATEST REVISION.
2. NO DEVIATION OF STREET LIGHT, PULL BOX, CONDUITS (ETC.) LOCATIONS SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE TRAFFIC/ELECTRICAL FIELD OPERATIONS DIVISION AND THE CITY ENGINEER. ANY DEVIATION FROM THE PLAN LOCATION WILL REQUIRE COMPLIANCE WITH SECTION 623.1.0.03(e) OF THE SPECIFICATIONS.
3. ALL EXISTING STREET LIGHTING SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
4. ALL EMPTY CONDUIT SHALL HAVE PULL STRINGS INSTALLED PRIOR TO FINAL INSPECTION.
5. ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC., SHALL HAVE A MINIMUM CLEARANCE OF EIGHTEEN INCHES (18") TO THE FACE OF STREET LIGHTING POLE ON ALL SIDES WHEN STREETLIGHT IS INSTALLED BEHIND SIDEWALK, AND SHALL AT NO TIME COMPLETELY ENCLOSE THE STREET LIGHTING POLE. REFERENCE USD #320A.
6. AS-BUILT DRAWINGS SHALL BE SUPPLIED TO THE ELECTRICAL SERVICES SECTION PRIOR TO ANY PREFINAL INSPECTION. THE AS-BUILT DRAWING NEEDS TO BE STAMPED AS-BUILT AND SIGNED BY THE PREPARER.
7. SERVICE POINT SHALL BE COLOCATED WITH NEVADA POWER COMPANY, AND WHEREVER POSSIBLE, BE LOCATED NEAR THE CENTER OF THE CIRCUIT. THIS SHALL BE CONTRACTORS RESPONSIBILITY. SERVICE POINTS SHALL BE SHOWN ON THE PLANS.
8. IT SHALL BE ASSUMED THAT IN THE ABSENCE OF AN EXISTING, WORKABLE CIRCUIT TO ATTACH TO, ALL INSTALLATIONS SHALL REQUIRE A NEW SERVICE FOR OPERATION OF THE CIRCUIT.
9. WHEREVER THERE IS AN OVERHEAD UTILITY THAT MAY CONFLICT WITH THE INSTALLATION OF STREET LIGHTING CIRCUITS AND/OR POLES, THESE CONFLICTS MUST BE RESOLVED BETWEEN THE DEVELOPER AND THE UTILITIES INVOLVED BEFORE STREETLIGHT BASES ARE INSTALLED AT NO EXPENSE TO THE CITY OF LAS VEGAS.
10. THE CONTRACTOR SHALL FURNISH COMPLETE SERVICE TO TRANSFORMERS AND CONTROL SYSTEMS IF REQUIRED ON PLANS.

1. 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 EFFECTIVE MARCH 30, 2001.
2. 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 AND VERIFY IN THE FIELD THE LOCATIONS OF THEIR INSTALLATIONS 72 HOURS PRIOR TO CONSTRUCTION.

CALL-BEFORE-YOU-OVERHEAD	1-702-593-6111
CALL-BEFORE-YOU-DIG	1-800-227-2800
STREETLIGHTS (NEVA EVANS)	1-702-226-8331
F.A.S.T. (JESUSE MARMOLEJO)	1-702-432-5300
3. ALL TRAFFIC SIGNAL INSTALLATIONS SHALL CONFORM TO THE UNIFORM STANDARD DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS FOR PUBLIC WORKS' CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA, VOLUMES I AND II ADOPTED BY THE REGIONAL TRANSPORTATION COMMISSION APRIL 8, 1992 WITH ALL SUBSEQUENT REVISIONS.
4. SERVICE SHALL HAVE 1-60 AMP SINGLE POLE BREAKER FOR SIGNAL AND ONE 40 AMP SINGLE POLE BREAKERS FOR STREET LIGHTS. SERVICE SHALL BE 200 AMP PADMOUNT.
5. LINE SIDE OF METER TO BE WIRED WITH THREE #3/0 AWG THW. LOAD SIDE SHALL BE WIRED WITH FOUR #4 AWG THW (2 BLACK, 2 WHITE) AND ONE #8 AWG THW (GREEN).
6. LUMINAIRES ON ALL SIGNAL POLES SHALL BE 400 WATT HIGH PRESSURE SODIUM CUTOFF (G.E. M400A) WITH MC-111 DISTRIBUTION. EACH LUMINAIRE SHALL HAVE AN INDIVIDUAL 1000 WATT P.E. CONTROL. FOR LUMINAIRES THERE SHALL BE 2(TWO)-#4 AWG THW CONDUCTOR FROM THE SERVICE TO THE CABINET. IN THE CABINET, THE #4 AWG THW CONDUCTORS SHALL BRANCH OFF INTO #10 AWG THW CONDUCTORS INDIVIDUALLY FUSED WITH 10 AMP FUSES. THERE SHALL BE NO SPLICES BETWEEN THE CABINET AND LUMINAIRE FIXTURES.
7. THE INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE WIRED TO THE LUMINAIRES PHOTO CELL FOR CONTROL WITH #10 AWG THW COPPER STRANDED WIRE (TYPICAL). IN THE EVENT THERE IS NO LUMINAIRE ON THE TRAFFIC SIGNAL POLE, THE 1000 WATT P.E. CONTROL SHALL BE MOUNTED ON THE POLE CAP.
8. CHECK CONDUIT AND CABLE SCHEDULE FOR CONDUIT, CABLE, AND WIRE SIZE. VERIFY ALL EXISTING CONDUIT RUNS.
9. ALL PULLBOXES SHALL BE IN ACCORDANCE WITH UNIFORM STANDARD DRAWINGS NO. 404.110, NO. 404.120, AND NO. 404.130.
10. TRAFFIC SIGNAL CABLE SHALL BE 15 OR 25 CONDUCTOR #14 AWG SOLID (TYPICAL) CABLE AND SHALL CONFORM TO IMSA SPEC. NO. 20-1.
11. PEDESTRIAN PUSH BUTTONS SHALL BE AUDIBLE TACTILE "POLARA NAVIGATOR" TYPE (2 WIRE SYSTEM) IN ACCORDANCE WITH CITY OF LAS VEGAS SPECIAL PROVISIONS AND SECTION 623 OF THE CCA. PUSH BUTTON SIGNS SHALL BE R10-36 PER MUTCD, 2003 EDITION WITH FULL MOUNTING BRACKETS. ALL PUSH BUTTONS TO BE MOUNTED 42" ABOVE SIDEWALK, THE MAXIMUM HORIZONTAL REACH DISTANCE IS TO BE 24". SIDEWALK RAMPES WILL BE ACCORDING TO U.S.D. NO. 235 (1-4) LATEST EDITION.
12. 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 ENGINEER.
13. MASTER ARM R10-12 SIGNS TO BE ADJACENT (NO GAP) TO THE M-5 SIGNAL HEAD.
14. INSTALL TYPE VIII CABINET. THIS IS COMMONLY REFERRED TO AS AN "R" CABINET. THE CABINET SHALL CONFORM TO THE UNIFORM STANDARD DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS, CLARK COUNTY AREA, NEVADA. INSTALL CABINET NEAR THE R.O.W. LINE OR AS SHOWN ON THE DRAWINGS.
15. THE CONTRACTOR SHALL SUPPLY A 2070N OR M53 CONTROLLER TO THE CITY OF LAS VEGAS TRAFFIC SIGNAL REPAIR SHOP, FOURTEEN DAYS PRIOR TO SIGNAL TURN-ON, FOR TESTING PURPOSES. THE CONTRACTOR SHALL DELIVER THE CONTROLLER TO, AND PICKUP THE CONTROLLER AT 2801 E. CHARLESTON BOULEVARD. THE CONTRACTOR SHALL NOTIFY THE TRAFFIC SIGNAL REPAIR SHOP (229-6075) SEVEN DAYS PRIOR TO PICKUP. ALL 2070N CONTROLLERS MUST BE COMPATIBLE WITH AND FUNCTION PROPERLY WITH OS9 1996 OLEVATION SYSTEM; THE LATEST REVISION OF THE "NEXT PHASE INTERSECTION MANAGEMENT SOFTWARE" (SIEMENS) AND THE ICONS (SIEMENS) GENERAL SOFTWARE.
16. CONTRACTOR SHALL POTHOLE SIGNAL POLE LOCATIONS PRIOR TO ORDERING OF POLES.
17. ALL MAIST ARMS TO BE HOT-DIP GALVANIZED BY THE MANUFACTURER. THE MAIST ARM IS 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 U.S.D. NO. 404.046 SHEET 2. ALL WELDING SHALL CONFORM TO AWS D 2.0, "SPECIFICATION FOR WELDED HIGHWAYS AND RAILWAY BRIDGES," AND TO ANY ADDITIONAL REQUIREMENTS OF SECTION 623 T.02.09 OF THE SPECIFICATIONS. ALL EXPOSED WELDS, SHALL BE PAINTED AS PROVIDED FOR REPAIRING DAMAGED SURFACES.
18. ALL VEHICLE AND PEDESTRIAN SIGNAL INDICATIONS SHALL HAVE LIGHT EMITTING DIODE (LED) TYPE INDICATIONS, IN CONFORMANCE TO CITY OF LAS VEGAS SPECIAL PROVISIONS TO SECTION 623 OF THE CCA U.S.S. PEDESTRIAN SIGNALS SHALL BE COUNTDOWN TYPE PER SPECIAL PROVISIONS.
19. ALL VEHICLE DETECTION WILL BE VIDEO IMAGE DETECTION. VIDEO DETECTION SYSTEMS WILL BE EITHER ITERS EDPK 4000 OR AUTOSCOPE 2020-V8. ALL VIDEO DETECTION SYSTEMS WILL BE STAND ALONE SYSTEMS TO INCLUDE ALL NECESSARY EQUIPMENT TO PROGRAM THE VIDEO DETECTION SYSTEM. A PROGRAMMING "MOUSE", KEYPAD OR LAPTOP/PC COMPUTER (IF REQUIRED FOR PROGRAMMING THE VIDEO DETECTION SYSTEM) AND APPROPRIATE SOFTWARE WILL BE SUPPLIED WITH EACH VIDEO SYSTEM. PERSONAL COMPUTERS (PCs) MAY NOT BE SUBSTITUTED FOR LAPTOPS. A VIDEO MONITOR (BLACK AND WHITE OR COLOR) 9" OR LARGER WILL BE SUPPLIED WITH EACH VIDEO DETECTION SYSTEM. EACH VIDEO CAMERA WILL HAVE POWER (3/4 CONDUCTOR OR PVC JACKETED) AND 8281 COAXIAL CABLE (SOLID CENTER CONDUCTOR) DIRECTLY FROM THE CABINET. CAMERAS WILL BE MOUNTED PER MANUFACTURER'S RECOMMENDATIONS AND PER CLV TRAFFIC ENGINEER APPROVAL. "BNC" ARE THE ONLY ACCEPTABLE TERMINATION OF COAXIAL CABLES. EXTENSION BRACKETS (TYPE AB-0186-5-62 OR EQUIVALENT) WILL BE USED WHEN MOUNTING VIDEO CAMERAS ON MAST ARMS. A VIDEO FILTER (X06-BNYC OR EQUIVALENT) WILL BE INSTALLED IN THE SIGNAL CABINET FOR EACH CAMERA VIDEO INPUT.
20. OPTICAL PREEMPTION UNITS WILL BE 3M (ENCODING CAPABLE), MODEL 754 PHASE SELECTOR INSTALLED IN A MODEL 760 CARD RACK; OPTICAL SENSORS WILL BE MODEL 722 AND WILL BE INTERFACED TO THE TRAFFIC SIGNAL CONTROLLER CABINET WITH M-138 CABLE.
21. IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY CONSTRUCTION, TEMPORARY REMOVAL, OR RELOCATION OF ANY EXISTING TRAFFIC PAYEMENT MARKING, SUCH PAYEMENT MARKING SHALL BE RESTORED OR REPLACED AT THE CONTRACTORS EXPENSE TO THE SATISFACTION OF THE CITY.
22. INTERCONNECT CABLE SHALL BE AS SHOWN IN THE WIRE SCHEDULE.
23. THE CONTRACTOR SHALL INSTALL CROSSTALKS, STOP BARS, STRIPING AND SIGNS AS IDENTIFIED ON THE PLANS.

NONE

DESCRIPTION	SHEET		DRAWING #
TITLE SHEET –	WJ-1	8/13	208-568
WASHINGTON AVE. / J ST. TRAFFIC SIGNAL			
GENERAL NOTES	WJ-2	9/13	208-568
SURVEY CONTROL	WJ-3	10/13	208-568
DEMOLITION PLAN	WJ-4	11/13	208-568
IMPROVEMENT PLAN	WJ-5	12/13	208-568
TRAFFIC SIGNAL PLAN	WJ-6	13/13	208-568

BASIS OF BEARINGS:

CENTERLINE OF J ST, BEARS N 00°41'46" W, BETWEEN WASHINGTON AND JEFFERSON, AS SHOWN ON THE FINAL MAP OF "B.M.JONES SUBDIVISION", RECORDED IN BOOK 3 OF PLATS, PAGE 93, CLARK COUNTY, NEVADA, RECORDS.

CLV BM 2LV01 28C4: RIVET & PLATE IN TOP OF CURB, NE CORNER OF
WASHINGTON AND MARTIN L KING,
ELEV. 2051.51' (NAVD88)

AC	AT	L	LENGTH
AGG.	ASPHALTIC CONCRETE	LF	LINEAL FOOT, LINEAR FEET
APPROX.	AGGREGATE	LT	LEFT
B/C, BC	APPROXIMATE	MH	MANHOLE
BCR	BACK OF CURB	NTS	NOT TO SCALE
BM	BACK OF CURB RADIUS	OG	ORIGINAL GROUND
B/W, BW	BENCHMARK	OPH	OVERHEAD POWER LINE
B.R.	BACK OF WALK	PC	POINT OF CURVE
C, CL	BACK OF RAMP	PVMT	PAVEMENT
CL	CENTERLINE	PP	POWER POLE
CLV	CABLE T.V.	PT	POINT OF TANGENCY
COMM.	CITY OF LAS VEGAS	PRC	POINT OF REVERSE CURVE
CONC.	COMMERCIAL	PB	PULLBOX
COND.	CONCRETE	R, PL	PROPERTY LINE
CONST.	CONDUCTOR	R	RADIUS
C & G	CONSTRUCT	RT	RIGHT
D/W	CURB AND GUTTER	R/W, R.O.W.	RIGHT OF WAY
DWG.	DRIVEWAY	SD	STORM DRAIN
EA.	DRAWING	SF	SQUARE FOOT
ELEC.	EACH	SS	SANITARY SEWER
EOP, EP	ELECTRIC	STA.	STATION
ELEV.	EDGE OF PAVEMENT	STD.	STANDARD
EXIST., EX.	ELEVATION	SY	SQUARE YARD
EXOH	EXISTING	S/W	SIDEWALK
FD	EXISTING OVERHEAD UTILITY	T	TELEPHONE LINE
FL	FOUND	TC	TOP OF CURB
FL	FLOWLINE	TEL	TELEPHONE
FG	FINISHED GRADE	TRANS.	TRANSITION
FH	FIRE HYDRANT	T.R.C.	TOP OF RAMP CURB
FT.	FOOT/FEET	TS	TRAFFIC SIGNAL
FC	FACE OF CURB	TYP	TYPICAL
G	GAS	U.S.D.	UNIFORM STANDARD DRAWING
GV	GAS VALVE	W	WATER LINE
GW	GUY WIRE	WC	WHEEL CHAIR
INT.	INTERSECTION	WM	WATER METER
		WV	WATER VALVE
		W/	WITH
		△	INCLUDED DELTA ANGLE

	CABLE T.V. PULL BOX
	CENTERLINE
	CONTROLLER CABINET
	FENCE LINE
	DROP INLET
	ELECTRIC VAULT/PULL BOX
	ELECTRIC MANHOLE
	FOUND MONUMENT AS NOTE
	GUARD POST
	GUY ANCHOR OR POLE
	LAS VEGAS VALLEY WATER
	PADMOUNT SERVICE POINT
	POWER OR TELEPHONE POLE
	RIGHT OF WAY LINE
	SANITARY SEWER MANHOLE
	SIDEWALK, CURB & GUTTER
	SIGN
	STREET LIGHT
	STREET LIGHT PULL BOX
	STORM DRAIN MANHOLE
	TELEPHONE MANHOLE
	TELEPHONE PULL BOX
	TRAFFIC LANE DELINEATION
	TRAFFIC SIGNAL POLE
	TRAFFIC SIGNAL PULL BOX
	TREE
	VAULT
	WALL
	WATER VALVE
	WATER METER
	WHEEL CHAIR ACCESS RAMP
	OVERHEAD POWER LINE

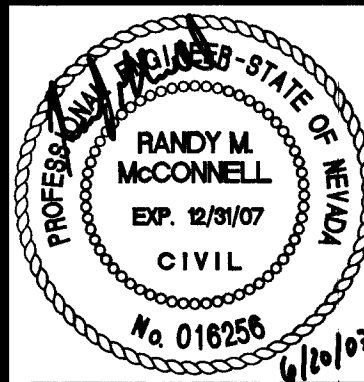
REVISIONS					
NO.	DATE:		DESCRIPTION	APP'D	

DEPARTMENT OF PUBLIC WORKS
 ENGINEERING DESIGN SECTION



**WASHINGTON AVENUE / J STREET
TRAFFIC SIGNAL**

GENERAL NOTES



Sheet
WJ-2
9 of 13
DRAWING NO.
208-568

-JANSEN #07-21540