



Department of Administrative Services

Purchasing and Contracts

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Sabra Smith Newby, Chief Administrative Officer
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CLARK COUNTY, NEVADA

BID NO. 603812-15

TRAFFIC SIGNAL AND ROADWAY IMPROVEMENTS ON TROPICANA AVENUE
FROM LINDELL ROAD TO DECATUR BOULEVARD

October 5, 2015

ADDENDUM NO. 1

INVITATION TO BID

1. The bid opening date of **October 9, 2015 at 2:15:00 p.m. remains unchanged.**

SPECIAL PROVISIONS

SECTION 104 – SCOPE OF WORK

2. Subsection 104.04 MAINTENANCE OF TRAFFIC, (pages 104-1)

Replace paragraph 3 in its entirety with the following:

Contractor shall construct the required improvements in such a manner and sequence that:

- a. Not less than two (2) 12-foot wide paved travel lanes (one in each direction) shall remain open to traffic at all times for Tropicana Avenue and for Decatur Boulevard between the hours of 9pm to 6am.
- b. Not less than four (4) 12-foot wide paved travel lanes (two in each direction) shall remain open to traffic at all times for Tropicana Avenue and for Decatur Boulevard between the hours of 6am to 9pm.
- c. Not less than two (2) 12-foot wide paved travel lanes (one in each direction) shall remain open to traffic at all times for Lindell Road.
- d. Maintain all existing left turn lanes for the intersection of Tropicana Avenue and Decatur Boulevard during daytime operations from 6 am to 9 pm. The exclusive turn lanes shall be a minimum of 100 feet and shall be longer if so directed by the Engineer. Exclusive turn lanes shall be a minimum of 10 feet wide and shall be maintained at all times.
- e. Left turn lanes for northbound to westbound and southbound to eastbound Decatur Boulevard may be reduced to one left turn lane during working hours.
- f. For eastbound traffic along Tropicana Avenue, the Contractor must maintain the left turn park access at Lindell for park entrance when left turn lane park access west of Edmond Street is closed for paving work. Contractor must maintain a minimum of one driveway to the Charlie Frias Park on Tropicana at all times.
- g. Continuous access across the construction zone shall be maintained at all publicly dedicated streets and at a minimum of one driveway to each developed parcel. The continuous accesses shall be paved wherever possible and, when not paved, shall be well-compacted Type II gravel base. Access may be closed only when the paving operation is imminent and at the discretion of the Engineer. Contractor shall be responsible for the notification of all affected property owners of all access closures.

BOARD OF COUNTY COMMISSIONERS

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SECTION 202 – REMOVAL OF STRUCTURES AND OBSTRUCTIONS

3. Subsection 202.03.07 COLD PLANING, (pages 202-3)

Replace this subsection in its entirety with the following:

A. Cold Planing shall be in accordance with Section 216 of these Special Provisions.

4. Subsection 202.05.01 PAYMENT, (pages 202-5)

Change the paragraph letters G through K to paragraph letters J through N of this subsection.

SECTION 216 – COLD PLANING

5. **Add** Section 216 (see attached) (pages 216-1 through 216-9)

SECTION 623 – TRAFFIC SIGNAL AND STREET LIGHTING

6. **Delete** Subsection 623 T.01.02, OWNER-SUPPLIED MATERIALS, (pages 623-4 and 623-5)

7. Subsection 623 T.02.11 PEDESTRIAN PUSH BUTTONS, (pages 623-8)

Add the following to this subsection:

L. Existing holes that are no longer being used shall be tapped/plugged or welded/plugged, and shall be touched up with hot-stick galvanizing.

8. Subsection 623.05.01 PAYMENT, (pages 623-17)

Replace Paragraph F through H with the following:

F. **NOTE:** For the Traffic Signal System at Tropicana/Lindell, the County will supply the County Standard controller cabinet for installation by the Contractor. Contractor shall furnish and install all associated equipment in the controller cabinet. The price bid for the traffic signal system shall also include pick-up, transport, storage (if necessary), and installation of County Standard controller cabinet.

G. The Contract lump sum price paid for Traffic Signal System at Tropicana/Lindell shall be full compensation for removal and salvage of existing traffic signal equipment; for furnishing and installing all materials including, but not limited to, traffic signal and pedestrian signal assemblies, signal poles, mast arms, luminaires, luminaire arms, traffic signal controller, controller equipment and Apogee license, emergency vehicle pre-emption equipment, GPS clock, conflict monitor, loop amplifiers, pedestrian pushbutton signs; for all temporary and permanent pavement; for removal and replacement of sidewalk, L-curb and pavement except for removal and installation of sidewalk, L-curb and pavement paid for under separate bid item; for all saw cutting, trenching, excavation, backfilling, compaction and backfill material resulting from removal of signal pole foundations, and compaction materials, equipment and operations; for all concrete foundations and steel reinforcement; for LED luminaires and hardware; for installation and interception of street light conduit, splices, installation of street light conductors and pull boxes; for all conductors and cables, loop detectors, fuses and fuse holders, circuit breakers, pull boxes and covers with proper markings, removing and replacing existing pull box covers, cabinet foundation with anchor bolts, conduit and fittings, and internally illuminated street name signs; for all restoration of all landscaping and irrigation systems; for welding tenons to mast arms; incidental and appurtenant items; for and all work, labor, and materials, tools, equipment and other incidentals required to complete the work.

H. The Contract lump sum price paid for Traffic Signal Modifications at Tropicana/Decatur shall be full compensation for removal and salvage of existing traffic signal equipment; for furnishing and installing all materials including, but not limited to, traffic signal and pedestrian signal assemblies, signal poles, mast arms, luminaires, luminaire arms, emergency vehicle pre-emption equipment, GPS clock, conflict monitor, loop detectors, loop amplifiers, pedestrian pushbutton signs; for closed circuit television and appurtenances; for removal and replacement of sidewalk, L-curb and pavement except for removal and installation of sidewalk, L-curb and pavement paid for under separate bid item; for all saw cutting, trenching, excavation, backfilling, compaction and backfill material resulting from removal of signal pole foundations, and compaction materials, equipment and operations; for all concrete foundations and steel reinforcement; for concrete curbing and surfacing around base of pole; for LED luminaires and hardware; for all conductors and cables, loop detectors, fuses and fuse holders, circuit breakers, pull boxes and covers with proper markings, removing and replacing existing pull box covers, cabinet foundation with anchor bolts, conduit and fittings, and internally illuminated street name signs; for all restoration of all landscaping and irrigation systems; for all temporary and permanent pavement; for welding tenons to mast arms; incidental and

appurtenant items; furnishing and installing all associated materials, labor, tools, equipment and other incidentals required to complete the work. The lump sum bid price shall also include full compensation for removal of unauthorized posters, stickers and associated residue from the outside of the service pedestals, controller cabinet, and traffic signal poles including painting pedestals and cabinets.

Clarification only – no revision. Contractor may be allowed to bore for conduit installation. Approval by the Engineer is required and neither additional payment nor additional days along with traffic control will be allowed.

CONTRACT DRAWINGS L-1958

The following sheets are not being re-issued with this addendum. The Contractor shall make note of the following changes, which will be reflected in the "Issued for Construction" Plans.

9. Sheet No. TA-3:

- a) **Revise** to show advance loop detection for northbound traffic at "LRS" station 16+90.
- b) **Revise** label to "+90.00 and 250' FROM STOP BAR" for northbound advance loop location.

10. Sheet No. TA-4:

- a) **Add** Detail (see attached).

11. Sheet No. TA-11:

- a) **Revise** label at "LRS" station 15+60.00, 32.88' LT to show "Begin 1" UTACS Overlay" instead of "Begin 1" PBS Overlay".
- b) **Revise** label at "LRS" station 15+60.00, 33.69' RT to show "Begin 1" UTACS Overlay" instead of "Begin 1" PBS Overlay".

12. Sheet No. TA-12:

- a) **Revise** construction note label at "TA" station 31+07 to show construction note number 10 - "Construct 1" UTACS Surface", instead of construction note number 1 - "Construct 1" UTACS Over 5" Plantmix Bituminous Surface Over Ex. 13: Type II Aggregate Base".

13. Sheet No. TA-13:

- b) **Revise** label at "TA" station 44+09.83, 43.12' LT to show "End 1" UTACS Overlay" instead of "End 1" PBS Overlay".
- c) **Revise** label at "TA" station 44+09.83, 42.62' RT to show "End 1" UTACS Overlay" instead of "End 1" PBS Overlay".

Except as modified herein, all other bid specifications, terms, conditions and special provisions shall remain the same.

ISSUED BY:



THOMAS BOLDT, C.P.M.
Sr. Purchasing Analyst

Attachments: Section 216
Traffic Signal Pole with Illuminated Street Name Sign Detail

cc: Lonnie Wilborn, Public Works
Irene Lam, Public Works
Mike Mamer, Public Works
Cindy Beauchamp, Public Works

SECTION 216

COLD PLANING

DESCRIPTION

216.01.01 GENERAL

This work includes cold-planing of existing asphaltic concrete pavement for rehabilitation, for removal of wheel ruts and other surface irregularities restore proper grade and/or transverse slope of pavement as indicated in the plans or as instructed by the Engineer. The specification addresses three types, fine-milling, micro-milling and concrete and asphalt pavement profiling.

The work shall include the removal and disposal of all planing residues and the sweeping and cleaning of the existing and milled surfaces, and all other work as may be necessary to properly complete the pavement milling or grinding work in accordance with these Specifications and the accompanying plans.

The Contractor shall use fine roto-milling for all cold planing work for this project.

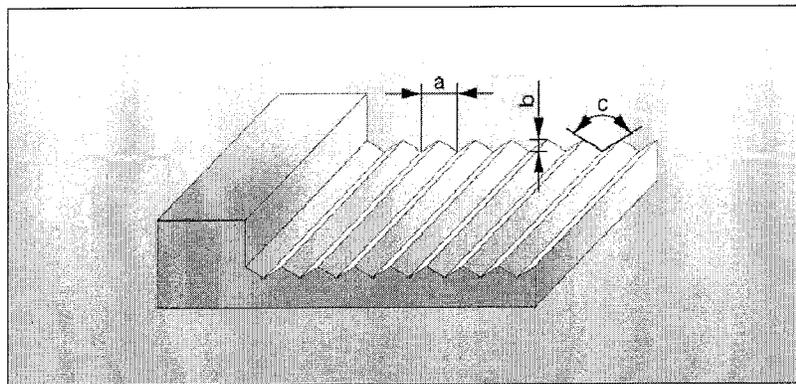
CONSTRUCTION

216.03.01 GENERAL

For this application, there are two different cold plane mill drum heads, fine, and micro. The uses are as follows:

- Fine – Overlay (mill and fill)
- Micro – Overlay, profile correction or grade adjustment
- Grinding - Concrete profile correction

The “pick” spacing dimensions are displayed in Figure 1.



	Fine	Micro
a = Pick spacing in mm	8	5
b = Theoretical base height in mm	2.3	1.4
c = Theoretical disruption angle in degrees	120	120

Figure 1 – Fine and Micro-mill Pick Spacing

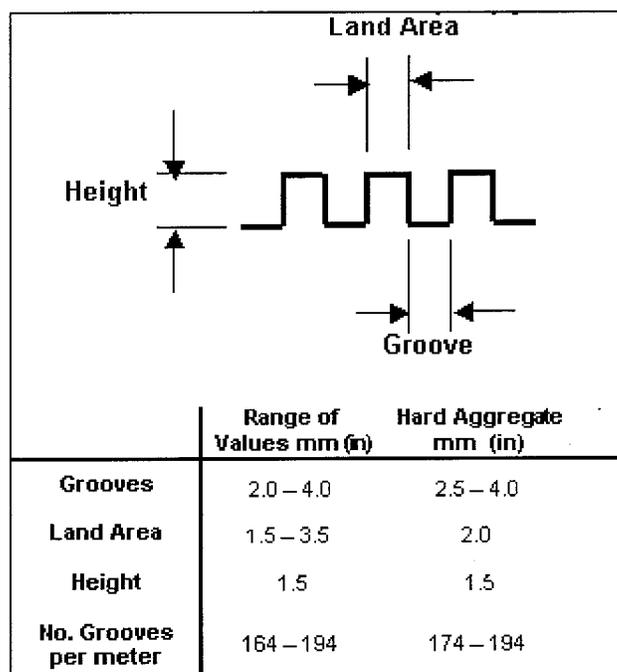


Figure 2 Concrete Grinding Texture Spacing

Cold planing shall consist of milling to the length, depth, and width shown on the plans or required for profile adjustment to remove a portion of the existing Hot Mix Asphalt (HMA) or concrete pavement using equipment as approved by the engineer. For fine-milling, the surface shall provide a texture suitable for use as a temporary riding surface or an immediate overlay with no further treatment for overlays. The use of the fine-milled pavement as a temporary riding surface shall be for a maximum of seven (7) days. The micro-milled or grinding surface shall provide a texture suitable for use as a riding surface. Perform the work according to these Specifications and Plan details

The FHWA type of milling operation is as follows and will be identified on the contract drawings:

1. Class I consists of milling the existing surface to the extent necessary to remove surface irregularities,
2. Class II consists of milling the existing surface to a uniform depth as shown in the plans,

216.01.02 PRECONSTRUCTION PLAN

Prior to beginning milling operation, the Contractor shall submit a milling plan and a Quality Control Plan for approval by the Engineer.

The milling and shall include at a minimum:

1. The number, types and sizes of milling machines to be used.
2. The width and location of each milling pass
3. The number and types of brooms to be used with their locations with respect to mill machines.
4. The proposed method for milling and wedging, if appropriate, around existing structures such as manholes, value boxes, and inlets.
5. The longitudinal and transverse typical sections for tie-ins at the end of the day.

- a. If requested by the Engineer, a plan sheet showing the milling passes.

The Quality Control Plan shall include at a minimum:

1. The schedule for replacing the cutting teeth (where applicable)
2. Proposed use of automatic grade controls
3. For profile control, only ski's will be approved
4. The surface testing schedule for smoothness
5. The process for filling distressed areas
6. The schedule for testing texture of milled surface
7. Corrective procedures if the milled surface does not meet the minimum texture specification
8. Corrective procedures if the milled surface does not meet the minimum transverse or longitudinal surface finish when measured with a 10 foot straightedge.

The Contractor shall not start the milling operation until a milling and Quality Control plan has been submitted and approved by the engineer in writing.

216.01.03 FINE AND MICRO MILLING EQUIPMENT

The milling machine shall be a self-propelled machine specifically designed to fully or partially remove existing pavement to the desired depth, profile, cross slope and surface texture. The machine shall have a control system to automatically control the elevation and transverse slope of the machine head. If required, the machine shall be equipped with a conveyor capable of loading the milled material directly from the roadway to a truck and the following:

1. Size and shape of machine that allows traffic to pass safely through areas adjacent to the work
2. Fine milling shall be capable of removal of a 12-foot travel lane and cleaning up both edge seams in the single pass.
3. Shall be equipped with a means to control dust and other particulate matter created by the cutting action; prevent dust from escaping the milling operation
4. Capable of maintaining the required depth of cut and cross slope
5. Furnished with a lighting system for night work
6. The plane shall be performed using a down-cut drum
7. The tooth holder blocks shall be uniform and not cause variations in the cut radius greater than ± 0.02 inches.
8. The cutting speed of the milling operation shall be so as to have the result of two factors:
 - a. Revolutions per minute at which the milling drum is set
 - b. The forward speed of the milling machine.
9. The speed of milling machine in feet per minute shall be limited to $2/3$ times drum RPM.
10. The speed shall be displayed in the Machine controls and visible for Inspection by field personnel.
11. Averaging Ski

- a. Sonic sensors are averaged together with each other utilizing a 30 ft ski or the rigid milling machine frame as a ski, whichever is longer and can be mounted on either side.

216.01.04 DIAMOND GRINDING EQUIPMENT

Grinding and texturing shall be completed utilizing diamond blades, mounted on a self-propelled machine, designed for grinding and texturing of pavements. The equipment shall have a wheel base of not less than 12 feet, equipped with a rotating powered mandrel drum with diamond grinding blades of the appropriate bond hardness and a cutting head of not less than 3 feet wide.

The equipment shall not cause strain or damage to the underlying surface of the pavement. Grinding and texturing equipment that causes excessive ravels, aggregate fractures, spalling, or disturbance of the joints shall not be permitted.

Shall be equipped with a means to control dust and other particulate matter created by the cutting action; prevent dust from escaping the milling operation

Furnished with a lighting system for night work.

216.01.05 FINE AND MICRO MILLING DEPTH

The depth shall be as indicated on the plans.

CONSTRUCTION

216.02.01 DUST CONTROL

Provide power brooms, vacuum sweepers, or other means to remove loose debris or dust. Do not allow dust control to restrict visibility of passing traffic or to disrupt adjacent property owners. The surface texture needs to be clean enough to be able to accurately test the surface texture.

216.02.02 FINE AND MICRO CONTROL STRIP

During the first day of production, a control strip shall be constructed to prove to the Engineer that the construction will meet specification requirements. The control strip shall be at least 1,000 feet in length that has uniform textured surface and cross section for the contractor to prove that the construction meets the requirements including:

1. Surface acceptance testing shall be performed in accordance with specification 402.03.03 "Surface Tolerances".

Unless the contractor's equipment and process fail to meet the requirements for successful completion of the operation, the operation may continue through the first day,

The operation shall not continue beyond the first day unless a control strip has been approved by the Engineer. If any of these requirements are exceeded in the test strip, the contractor shall submit a written plan of action detailing what steps will be taken to improve operations. If approved by the Engineer, the contractor will construct another 1000 foot test section. This test section shall be located in a different area than the initial section using the approved corrective action plan. This designated section shall be milled to conform to the same requires as those required in the initial test section. The contractor shall not be allowed to start continual milling until an acceptable test section is obtained. Control strips that do not meet the requirements shall be reworked at the contractor's expense.

Upon acceptance of the control strip by the Engineer, unless adjustments made by the Contractor are approved by the Engineer, the contractor shall use the same equipment,

materials, and construction methods for the remainder of milling operations. If adjustments are made, the contractor shall produce a new control strip.

In lieu of a control strip, the Engineer may allow the contractor to provide proof, based on previous experience with the same equipment, personnel, and materials that the work will conform to the requirements.

216.02.03 FINE AND MICRO MILLING OPERATION

Follow the Plans to mill the designated areas and depths including bridge decks, shoulders, and ramps, as required. Ensure the following requirements are met:

1. The existing pavement shall be removed to varying depths in a manner which will restore the pavement surface to a uniform longitudinal profile and cross section as shown on the plans or as directed by the Engineer.
2. The approximate depths of required removal are shown on the plans. The depth of removal shall be increased or decreased across the width of the pavement to obtain the required roadway cross slope. The Contractor may make multiple cuts to achieve the required depth of cut. The final cut must result in a neat and uniform surface. Do not damage remaining surface.
3. The pavement removal shall be done to effectively minimize the amount of airborne dust. Wetting of the pavement may be required to minimize the airborne dust. The Contractor shall provide a means of drainage to prevent water accumulation on the surface where the pavement has been removed. Unless otherwise noted on the plans, the pavement removal shall be limited to an area that will be covered with a surface treatment or a layer of pavement within 72 hours after removal has begun.
4. Schedule the construction operation. Use milling methods that will produce a uniform finished surface and maintain a constant cross slope between extremities in each lane.
5. Bevel back the longitudinal vertical edges greater than 2 inches that are produced by the removal process and left exposed to traffic. Bevel them back at least 3 inches for each 2 inches of material removed. Use an attached mold board or other approved method.
6. If transverse joint is tapered with temporary asphalt ramp, the milled surface at the joint shall be constructed as a butt joint the full depth of the lift of asphalt to be placed on the milled surface. The Contractor shall be responsible for maintaining this asphalt ramp until all corresponding HMA is placed. All work associated with this joint will not be paid for separately, but shall be included in the cost of milling. The removed material shall become the property of the Contractor unless otherwise noted on the plans.
7. If the transverse joint is tapered with a milling machine, a butt joint shall be cut into the taper the full depth of the lift of asphalt to be placed on the milled surface prior to commencement of resurfacing. All work associated with this joint will not be paid for separately, but shall be included in the cost of milling.
8. When removing material at ramp areas and ends of milled sections, taper the transverse edges 10 foot to avoid creating a traffic hazard and to produce a smooth surface
9. Where appropriate, protect with temporary asphaltic concrete tie-in (paper joint) vertical edges at other areas such as bridge approach slabs, drainage structures, and utility appurtenance greater than 1/2 inch that are left open to traversing vehicles. Place the temporary tie-in at taper rate of at least 6 to 1 horizontal to vertical distance. Material used for tapers HMA for temporary tapers may use non-polymer mix designs.

10. Remove dust, residue, and loose milled material from the milled surface. Do not allow traffic on the milled surface and do not place asphaltic concrete on the milled surface until removal is complete. Immediately prior to resurfacing or opening to traffic, the surface shall be thoroughly swept with a power broom to remove fine material and dust particles. Sweeping shall be conducted in a manner that will minimize the potential for creation of a traffic hazard and minimize the creation of airborne dust. Material removed by sweeping shall be collected, transported and disposed by the Contractor.
11. Other approved transverse joints shall be maintained at the expense of the Contractor, and at a minimum shall incorporate a butt joint the full depth of the lift of asphalt to be placed on the milled surface prior to commencement of resurfacing.
12. Distressed or irregular areas identified in the milled surface by Engineer shall be patched.
13. The roadway shall be left in a safe and usable condition at the end of each work day. The contractor shall take appropriate measures to ensure that the milled surface does not trap or hold water. All required pavement markings removed by the milling shall be restored before the roadway is opened to traffic. If the contractor fails to adequately clean the roadway, work shall cease until the Engineer has approved the Contractor's revised written proposal to adequately clean the roadway.
14. All milling shall be completed parallel to the travel lanes before resurfacing commence unless otherwise directed by the Engineer.
15. All required pavement markings removed by the planing shall be restored before the roadway is opened to traffic.

216.02.04 ASPHALT AND CONCRETE PLANING OPERATION FOR PROFILE

The construction shall be accomplished as a one pass or two pass operation as determined by the Contractor. The contractor may elect to plane in two passes. However, measurement of the work shall be done as a one pass operation. Should the Contractor elect to accomplish the configuration in two passes. The construction operation shall be scheduled and proceed in a manner that produces a neat, uniform finished surface.

A conventional feather pass will be required when necessary on adjacent shoulders and ramps to maintain a consistent cross slope and ensure pavement surface drainage as directed by the Engineer. Feather passes for maintenance of cross slopes or drainage corrections (if necessary) shall be considered incidental. The actual textured area of any selected 2 foot by 100 foot longitudinal area of pavement shall not be less than 98% of the selected area. Do not grind within 2 feet of existing curb, bridge barrier, and roadway barrier.

Planing shall be performed in the longitudinal direction so that it begins and ends at lines normal to the pavement centerline. The allowable overlap between passes shall be 0 to 2 inches and the maximum allowable depth variance between adjacent passes shall be 1/8 inch. The planing shall be feathered out as directed by the Engineer.

The surface of the planed pavement shall have a texture consisting of grooves between 0.090 and 0.130 inches wide. The peaks of the ridges shall be approximately 1/32 inch higher than the bottom of the grooves.

High shoulders shall be planed to provide drainage and safety.

Where present in a given area, pavement marking tape shall be obliterated by the Contractor prior to the operation, with the exception of centerline skips, which shall be planed with the pavement surface.

The pavement shall be left in a clean condition. The removal of all slurry or residue resulting from the operation shall be continuous. The operation shall be controlled so the residue from the operation does not flow across lanes utilized by traffic.

The surface tolerance shall have a surface finish that is in accordance 216.04.05 "Surface Tolerances".

216.02.05 SURFACE TOLERANCES

The surface shall be measured by the Contractor:

The entire surface shall be textured substantially free from waves or irregularity and at no cost to the county, be measured in accordance with Surface acceptance testing shall be performed in accordance with specification 402.03.03 "Surface Tolerances shall not vary from 10-foot straight edge by more than 3/8 inch for Fine-milling or 1/4" for Micro-milling and grinding. All irregularities exceeding the specified tolerance shall be corrected.

One of the following ASTM will be perform on milled surfaced at the rate of two per lane mile or at minimum one per milled area :

1. Current version of ASTM E965 Standard Test Method for Measuring Pavement Macro-texture Depth Using a Volumetric Technique

METHOD OF MEASUREMENT

216.03.01 MEASUREMENT

The quantity of Cold Planing to be measured for payment will be the number of square yards as indicated in the contract, conforming to all the requirements in the completed work.

All measurements shall be made in accordance with subsection 202.04.01, "Measurement".

BASIS OF PAYMENT

216.04.01 PAYMENT

The accepted quantity of materials measured as provided in subsection 202.04.01 "Measurement," will be paid for at the contract unit price bid per square yard for Cold Planing.

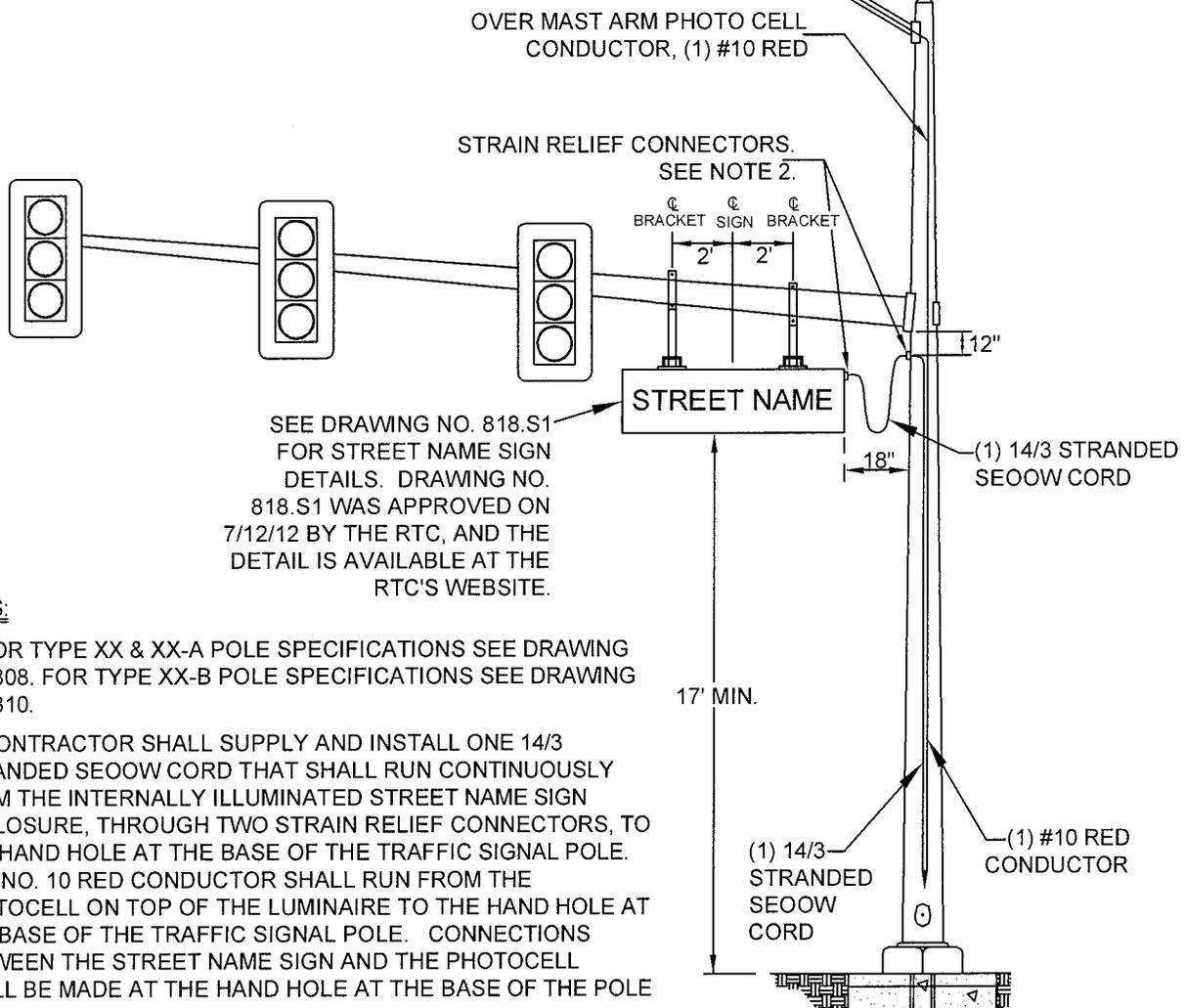
The above prices shall be full compensation for furnishing all the milling, loading, hauling, cleaning, and incidentals necessary for doing all the work involved in Cold Planing, as shown on the drawings or established by the Engineer.

All payments will be made in accordance with subsection 109.02, "Scope of Payment."

Partial payments for Cold Planing may be made in accordance with subsection 109.06, "Partial Payments."

Payment will be made under Section 202.05.01.

PHOTOCELL: STREET NAME SIGN
 POWER TO BE FED FROM AN
 ELECTRONIC PHOTOCELL DIRECTLY
 OVER MAST ARM AND TERMINATED AT
 BOTTOM OF POLE AT THE HANDHOLE.
 IF 20-FOOT HEIGHT TRAFFIC SIGNAL
 POLE IS USED, AN ELECTRONIC
 PHOTOCELL SHALL BE INSTALLED ON
 THE POLE CAP.

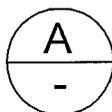


NOTES:

1. FOR TYPE XX & XX-A POLE SPECIFICATIONS SEE DRAWING NO. 808. FOR TYPE XX-B POLE SPECIFICATIONS SEE DRAWING NO. 810.
2. CONTRACTOR SHALL SUPPLY AND INSTALL ONE 14/3 STRANDED SEOWW CORD THAT SHALL RUN CONTINUOUSLY FROM THE INTERNALLY ILLUMINATED STREET NAME SIGN ENCLOSURE, THROUGH TWO STRAIN RELIEF CONNECTORS, TO THE HAND HOLE AT THE BASE OF THE TRAFFIC SIGNAL POLE. ONE NO. 10 RED CONDUCTOR SHALL RUN FROM THE PHOTOCELL ON TOP OF THE LUMINAIRE TO THE HAND HOLE AT THE BASE OF THE TRAFFIC SIGNAL POLE. CONNECTIONS BETWEEN THE STREET NAME SIGN AND THE PHOTOCELL SHALL BE MADE AT THE HAND HOLE AT THE BASE OF THE POLE

3. THE STRAIN RELIEF CONNECTORS SHALL BE STRAIGHT ALUMINIUM DELUXE CORD GRIP/STRAIN RELIEF CONNECTORS THAT ARE COMPATIBLE WITH A 0.005-INCH TO 0.625-INCH CORD DIAMETER. STRAIN RELIEF CONNECTOR SHALL BE HUBBELL F2 OR AN APPROVED EQUIVALENT BY THE TRAFFIC MANAGER.

4. THE SEOWW CORD SHALL HAVE THREE (3) NO. 14 AWG CONDUCTORS (BLACK, GREEN AND WHITE), AND HAVE THERMOPLASTIC ELASTOMER (TPE) INSULATION AND THERMOPLASTIC ELASTOMER (TPE) JACKET. THE SEOWW CORD SHALL BE WATER-RESISTANT, UL LISTED, RATED FOR 600 VOLTS, WITH TEMPERATURE RANGE FROM 105 DEGREES CELSIUS TO -50 DEGREES CELSIUS. SEOWW CORD SHALL BE CCI SEOPRENE 105 14 AWG 3/C SEOWW E54864 OR AN APPROVED EQUIVALENT BY THE TRAFFIC MANAGER.



**TRAFFIC SIGNAL POLE WITH ILLUMINATED
 STREET NAME SIGN DETAIL**

NOT TO SCALE