

GENERAL TRAFFIC NOTES

GENERAL

- THESE NOTES ARE EFFECTIVE AS OF 03/10/26 AND SHALL SUPERSEDE ALL PREVIOUS VERSIONS.
- CONTRACTOR SHALL EXERCISE CARE WITH ALL REMOVED AND SALVAGED ITEMS. ALL SALVAGED TRAFFIC SIGNAL AND STREETLIGHT POLES SHALL INCLUDE LUMINAIRE ARMS, LUMINAIRES, MAST ARMS, AND SIGNAL HEADS DISASSEMBLED FROM THE POLE AND LAMPS REMOVED AND DISPOSED OF PROPERLY; CHIP FOUNDATION EIGHTEEN (18) INCHES BELOW FINISHED GRADE OR EXISTING GRADE. FOR STREETLIGHT POLE REMOVAL, CONTRACTOR SHALL INTERCEPT EXISTING CONDUIT AND WIRING INTO A No. 3/4 PULL BOX, WHILE MAINTAINING THE EXISTING STREET LIGHT CIRCUIT. SALVAGED SIGNS THAT ARE ATTACHED TO SALVAGED SIGN POSTS, MAST ARMS, SIGNAL POLES OR STREETLIGHT POLES SHALL BE DISASSEMBLED AND SEPARATED PRIOR TO DELIVERY. CONTRACTOR SHALL REMOVE SIGN POSTS, GRIND DOWN POST ANCHORS AND PATCH HOLES WITH CONCRETE. IF SIGN POST IN LANDSCAPE AREA, SIGN POST FOUNDATION SHALL BE REMOVED IN ITS ENTIRETY. ALL STOP SIGNS, STOP AHEAD SIGNS AND/OR FLASHING BEACON ASSEMBLIES OR ANY OTHER TRAFFIC CONTROL DEVICES THAT MAY BE IN CONFLICT WITH THE TRAFFIC SIGNAL SHALL BE REMOVED AT TIME OF TRAFFIC SIGNAL ACTIVATION. CONTRACTOR SHALL CALL (702) 455-7546 TO MAKE AN APPOINTMENT FOR DROPPING OFF SALVAGED ITEMS TO CLARK COUNTY TRAFFIC OPERATIONS, 9935 S. JONES BOULEVARD, LAS VEGAS, NEVADA 89141.
- CONTRACTOR SHALL RESTORE ALL PAVEMENT MARKINGS DAMAGED DUE TO CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING THAT ALL EXISTING INDUCTION LOOPS AND HOME RUNS TO THE PULL BOXES ARE IN OPERATIONAL CONDITION BEFORE COMMENCING CONSTRUCTION. ANY LOOPS AND/OR HOME RUNS THAT ARE DAMAGED SHALL BE REPORTED IN WRITING TO THE TRAFFIC MANAGER. AFTER CONSTRUCTION HAS COMMENCED AND BEFORE ACCEPTANCE OF REPORT, ANY DAMAGE TO EXISTING LOOPS AND HOME RUNS SHALL BE REPLACED AND/OR REPAIRED AT THE CONTRACTOR'S EXPENSE.
- ANY SIGN TEMPORARILY COVERED SHALL BE MASKED WITH A COVER APPROVED BY THE CLARK COUNTY TRAFFIC MANAGER. TAPE SHALL NOT BE APPLIED TO THE FACE OF ANY SIGN.
- ALL MAST ARM MOUNTED SIGNS SHALL BE MOUNTED USING BACK-BRACING STRAPS. STRAPS SHALL BE ALUMINUM STRAPS OF A MINIMUM SIZE OF 1/8-INCH THICKNESS X 2-INCH WIDE. BRACKETS SHALL BE 12 GAUGE ZINC PLATED STAINLESS STEEL FLARED LEG INSTALLED PER DETAIL ON PLANS, IF DETAIL NOT PROVIDED. CONTACT CLARK COUNTY TRAFFIC MANAGEMENT. DOUBLE PANEL SIGNS REQUIRE SPECIAL BRACKET MOUNTING SYSTEM, AND SHALL BE DESIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER IN NEVADA. SEE SIGN MOUNTING ILLUSTRATION IN THE UNIFORM STANDARD DRAWINGS FOR ADDITIONAL DETAILS.
- THE FOLLOWING CLARK COUNTY UNDERGROUND FACILITIES MAY BE LOCATED IN YOUR PROJECT AREA: FREEWAY AND ARTERIAL SYSTEM OF TRANSPORTATION (F.A.S.T.) INTERCONNECT CABLE. CONTRACTOR MUST CONTACT F.A.S.T. AT 702-432-5300 FOR UNDERGROUND LINE LOCATIONS.
- TRAFFIC SIGNAL INFRASTRUCTURE, INCLUDING BUT NOT LIMITED TO LOOP DETECTORS, LOOP LEAD-IN CABLES, CONDUITS, CONDUCTORS, AND PULL BOXES MAY HAVE BEEN INSTALLED IN YOUR PROJECT AREA FOR EXISTING AND/OR FUTURE TRAFFIC SIGNAL SYSTEMS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING TRAFFIC SIGNAL INFRASTRUCTURE WITHIN THE PROJECT LIMITS. ANY DAMAGE TO THE TRAFFIC SIGNAL INFRASTRUCTURE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPLACED AND/OR REPAIRED PROMPTLY IN A MANNER SATISFACTORY TO THE TRAFFIC MANAGER AT THE CONTRACTOR'S EXPENSE.
- THREE (3) BUSINESS DAYS PRIOR TO TURN-ON TO A TRAFFIC SIGNAL SYSTEM, WRITTEN NOTICE SHALL BE EMAILED TO INTHEWORKS@CLARKCOUNTYNV.GOV STATING THAT WORK WILL BE COMPLETED AND PROPOSED DATE OF COMPLETION.
- PRIOR TO CONSTRUCTION, THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND BLOCK NUMBERING FROM THE CURRENT PLANNING DIVISION OF THE DEPARTMENT OF COMPREHENSIVE PLANNING.

CONDUITS/PULL BOXES/CABLES

- FIVE (5) SINGLE CONDUCTOR UF WIRES SHALL BE PROVIDED FROM ALL EMPTY TENONS TO THE "J" BOX ON THE MAST ARM POLE, EACH WIRE SHALL BE A DIFFERENT COLOR.
- FOR EACH NEW 700 SERIES OPTICOM DETECTOR, THE CONTRACTOR SHALL SUPPLY 3 PAIR NO. 20 WITH ONE DRAIN NO. 20 GLOBAL TRAFFIC TECHNOLOGIES (GTT) MODEL 138 CABLE. FOR EACH NEW 3100 SERIES GPS OPTICOM RADIO UNIT, THE CONTRACTOR SHALL SUPPLY GLOBAL TRAFFIC TECHNOLOGIES (GTT) MODEL 1070 INSTALLATION CABLE.
- ALL NEW TRAFFIC RELATED PULL BOXES SHALL BE CONCRETE AND HAVE A RESIN POLYMER REINFORCED NON-CONDUCTIVE COVER.
- PULL BOXES SHALL NOT BE INSTALLED WITHIN SIDEWALK RAMPS, WITHIN ANY DRIVEWAY, OR WITHIN TEN (10) FEET OF ANY DRIVEWAY. PULL BOXES SHALL NOT BE INSTALLED WITHIN THE ROADWAY, PAVED SHOULDER, OR BIKE LANE.
- ALL CONDUIT BENDS FOR TRAFFIC SIGNALS TERMINATING IN PULL BOXES, VAULTS, TRAFFIC SIGNAL POLES AND TRAFFIC CONTROLLER CABINETS SHALL BE PVC COATED RIGID STEEL UNLESS THE CONDUIT RUN IS SHORTER THAN THIRTY (30) FEET.
- TRAFFIC SIGNAL AND STREET LIGHTING CONDUIT BENDS SHALL HAVE AN 18-INCH MINIMUM RADIUS.

- INTERCONNECT CONDUITS BENDS SHALL HAVE A 24-INCH MINIMUM RADIUS.
- ALL CONDUITS SHALL EXTEND A MINIMUM OF FOUR (4) INCHES ABOVE THE GROUND LEVEL OF THE BOTTOM OF A PULL BOX.
- CONTRACTOR SHALL SUPPLY AND INSTALL THW-2 OR XHHW-2 WIRE IN LIEU OF THW WIRE WHEREVER SPECIFIED IN THE STD DWG.

DETECTION

- LOOP WIRE FOR INSTALLATION IN SAW CUTS SHALL MEET IMSA SPECIFICATION 51-5. IT SHALL BE SINGLE CONDUCTOR #14 AWG. COPPER WIRE WITH 19 STRANDS. THE INSULATION SHALL BE 15 MILS OF ORANGE PVC COMPLYING WITH UL 62 WITH AN OVERALL JACKET OF CLEAR NYLON IN ACCORDANCE WITH ASTM D4066.
- ALL NEW OR REPLACEMENT INDUCTION LOOPS SHALL BE INSTALLED USING CABLE-IN-DUCT WIRING AND SHALL HAVE INDEPENDENT LEAD-IN CABLE TO THE CONTROLLER CABINET FOR EACH LEFT TURN, STRAIGHT THROUGH AND RIGHT TURN LANES. ADVANCED LOOPS SHALL HAVE ONE LEAD-IN CABLE PER APPROACH, AND NOT PER LANE.
- PRESENCE LOOPS SHALL BE INSTALLED TWO (2) FEET FROM FRONT EDGE TO THE FRONT EDGE OF STOP BAR.
- THE INDUCTION LOOP WIRES SHALL BE SOLDERED AND SEALED TO THE LOOP LEAD-IN WIRES.
- THE CONTRACTOR SHALL FURNISH AND INSTALL ONE (1) COAXIAL CABLE AND THREE (3) - #10 THW-2 OR XHHW-2 (BLUE, WHITE AND GREEN) RUN FROM THE CONTROLLER CABINET TO EACH TRAFFIC SIGNAL POLE. WITHOUT A SPLICE, COAXIAL CABLE SHALL BE BELDEN 8281 WITH A BNC CONNECTOR AT EACH END. THE CONTRACTOR SHALL PROVIDE EIGHT (8) FEET CABLE SLACK ON THE CABINET SIDE OF THE CABLE RUN AND EIGHTEEN (18) INCH SLACK AT THE HANDHOLE. WHERE POSSIBLE, THE CONTRACTOR SHALL SEPARATE SIGNAL CABLE FROM OPTICOM AND DETECTOR CABLE IN CONDUIT RUNS.
- IF REQUIRED BY THE TRAFFIC SIGNAL PLANS, THE CONTRACTOR SHALL FURNISH AND INSTALL A VIDEO DETECTION SYSTEM WHICH SHALL HAVE THE CAPABILITY OF SENSING A VEHICLE ANYWHERE WITHIN THE "MINIMUM LIMITS OF DETECTION ZONE".
- IF REQUIRED BY THE TRAFFIC SIGNAL PLANS, THE CONTRACTOR SHALL FURNISH AND INSTALL A VEHICLE VIDEO DETECTION SYSTEM WHICH SHALL BE ECONOLITE AUTOSCOPE RACK VISION, ITERIS EDGE 2 OR PEEK VIDEOTRAK IQ. CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT AND INSTALL ALL VIDEO EQUIPMENT ON THE TOP SHELF IN CONTROLLER CABINET. CONTRACTOR SHALL MOUNT CAMERAS ON THE TRAFFIC SIGNAL MAST ARM OR LUMINAIRE ARM USING A FELCO ATTACHMENT CONSISTING OF AN ASTRO BRACKET WITH A SIX (6) FOOT RISER. THE LOCATION OF THE CAMERA SHALL BE PLACED AT THE LOCATIONS AS SHOWN ON PLANS. CAMERAS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION.

POLES AND HARDWARE

- THE FINAL INSTALLED POLE LOCATIONS SHALL ONLY DEVIATE FROM THE PROPOSED LOCATIONS SHOWN ON THE PLANS UPON APPROVAL BY CLARK COUNTY TRAFFIC MANAGEMENT.
- CONTRACTOR SHALL ENSURE THAT THE TRAFFIC SIGNAL POLES ARE PLUMB AFTER THE INSTALLATION OF THE MAST ARMS AND TRAFFIC SIGNAL HEADS. WHEN EXISTING SIGNAL POLES ARE USED, CONTRACTOR SHALL BREAK EXISTING CRASH CAPS AND REPLUMB THE SIGNAL POLES AFTER LIVE ARM LOAD IS ATTACHED. CONTRACTOR SHALL ALSO RESTORE AND/OR REPLACE CRASH CAPS AND ALL ASSOCIATED HARDWARE.
- THE CONTRACTOR IS TO INSTALL A VIBRANT MITIGATOR TRI OR APPROVED EQUAL ON ALL MAST ARMS REQUIRING VIDEO DETECTION CAMERA AND/OR IF THE MAST ARM EXCEEDS SIXTY (60) FEET IN LENGTH. COORDINATE WITH THE TRAFFIC SYSTEMS SUPERVISOR AT (702) 455-7546 FOR DETAILS.
- WHERE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL INSTALL RED INDICATOR BETWEEN SIXTEEN (16) TO TWENTY (20) FEET ABOVE THE BASE PLATE OF THE SIGNAL POLE AND SHALL DETECT THE MAST ARM STRAIGHT THROUGH SIGNAL RED INDICATION. THE BLUE INDICATOR SHALL BE MOUNTED ONE (1) FOOT ABOVE THE RED INDICATOR AND SHALL DETECT THE SIDE MOUNT LEFT TURN RED INDICATION. THE INDICATORS SHALL BE MOUNTED AS SHOWN AND INDICATED ON STD DWG 811.S1. CONTRACTOR SHALL INSTALL THE INDICATORS AT A MOUNTING HEIGHT WHERE THEY WILL NOT BE OBSTRUCTED BY ANY SIDE MOUNTED SIGNAL HARDWARE.
- WHEN CALLED FOR IN THE PLANS, MODEL 722 (TWO-WAY) OPTICOM DETECTORS SHALL BE MOUNTED AS INDICATED IN PLANS. THE CONTROLLER SHALL BE EQUIPPED FOR OPTICOM PRE-EMPTION USING ONE (1) CONTRACTOR SUPPLIED GTT MODEL 764 PHASE SELECTOR. CONTRACTOR SHALL SUPPLY AND DELIVER ONE (1) ADDITIONAL GTT MODEL 764 PHASE SELECTOR TO CLARK COUNTY TRAFFIC OPERATIONS (SEE NOTE #01 FOR ADDRESS).
- ON LOCATIONS WHERE SINGLE DIRECTIONAL DETECTORS ARE SHOWN ON THE PLANS, MODEL 722 (TWO-WAY) DETECTORS SHALL BE USED AND SHALL BE MOUNTED OVER THE CENTER OF THE LANES FOR EACH DIRECTION. (SEE NOTE #304 FOR PHASE SELECTOR INFORMATION)
- WHEN CALLED FOR IN THE PLANS, GLOBAL TRAFFIC TECHNOLOGIES (GTT) MODEL 3100 GPS OPTICOM RADIO UNIT SHALL BE MOUNTED AS INDICATED IN PLANS. (SEE NOTE #304 FOR PHASE SELECTOR INFORMATION)
- AT LOCATIONS WITH FULL OFFSITE IMPROVEMENTS, CONTRACTOR SHALL DRILL HOLES FOR THE PEDESTRIAN SIGNALS ON THE SIDE OF PEDESTRIAN SIGNAL POLE OR TRAFFIC SIGNAL POLE 180-DEGREES OPPOSITE THE CURB LINE PER STD DWG 885 AND 886 AND AT 7-FEET, 6-INCHES ABOVE FINISHED GRADE PER STD DWG 823. AT LOCATIONS WITHOUT FULL OFFSITE IMPROVEMENTS, CONTRACTOR SHALL DRILL THE HOLES FOR THE PEDESTRIAN SIGNALS IN THE TRAFFIC SIGNAL POLE AS INDICATED IN THE TABLE BELOW (QUADRANT SIGNAL LOCATION IS DEFINED AS 1-NORTH, 2-EAST, 3-SOUTH, 4-WEST). IF PEDESTRIAN SIGNALS ARE NOT REQUIRED

PER PLAN, CONTRACTOR SHALL DRILL HOLES AS INDICATED ABOVE AND SUPPLY AND INSTALL JUNCTION BOXES TO COVER THE HOLES PER STD DWG 880.

- THE BOLT PATTERN FOR THE PEDESTRIAN POLE FOUNDATIONS SHALL BE ORIENTED IN THE SAME DIRECTION AS THE BOLT PATTERN FOR THE ADJACENT TRAFFIC SIGNAL POLE FOUNDATION AND NOT THE ADJACENT CURB LINE.
- MULTI-SIDED (MINIMUM OF 18 SIDES) STEEL TRAFFIC SIGNAL MAST ARMS MAY BE USED.
- WHEN PEDESTRIAN PUSH BUTTONS ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL SUPPLY, INSTALL AND PROGRAM A POLARA INAVIGATOR (#N2) 2-WIRE SYSTEM OR AN APPROVED EQUIVALENT BY THE ENGINEER. A SYSTEM SHALL INCLUDE A CENTRAL CONTROL UNIT AND IN2 2-WIRE PUSH BUTTON STATION(S). CONTRACTOR SHALL CONTACT CLARK COUNTY TRAFFIC OPERATIONS AT (702) 455-7546 TO OBTAIN PROGRAMMING REQUIREMENTS.
- CONTRACTOR SHALL ALSO SUPPLY AND INSTALL 9"X12" PEDESTRIAN PUSH BUTTON SIGN AND PUSH BUTTON FRAME ADAPTORS FOR USE WITH 9"X12" PEDESTRIAN PUSH BUTTON SIGNS. PEDESTRIAN PUSH BUTTON SIGNS SHALL CONFORM TO MUTCD REQUIREMENTS UNLESS OTHERWISE SPECIFIED. SIGNS SHALL HAVE TYPE XI RETROREFLECTIVE SHEETING WITH PROTECTIVE OVERLAY FILM, AND WITH FOUR (4) DRILLED AND TAPPED HOLES FOR MOUNTING THE SIGN ON THE PED PUSH BUTTON ASSEMBLY. FOUR (4) STAINLESS STEEL TAMPER-PROOF SCREWS PER EACH PUSH BUTTON ASSEMBLY SHALL BE USED TO MOUNT THE PEDESTRIAN PUSH BUTTON SIGN.

STREETLIGHTING

- EXISTING HPS INTERSECTION LUMINAIRES SHALL BE REMOVED AND REPLACED WITH LIGHT EMITTING DIODE (LED) LUMINAIRES THAT COMPLY WITH CURRENT CLARK COUNTY TRAFFIC MANAGEMENT SPECIFICATIONS. CONTRACTOR SHALL SUBMIT APPROVED SHOP DRAWINGS. AN ELECTRONIC PHOTOCELL (TYCO ELECTRONICS #SST-PV-IES-BL OR APPROVED EQUIVALENT) SHALL BE INSTALLED ON EACH LUMINAIRE. IF 20-FOOT HEIGHT TRAFFIC SIGNAL POLE IS USED, AN ELECTRONIC PHOTOCELL SHALL BE INSTALLED ON THE POLE CAP (TYCO ELECTRONICS # SST-PV-IES-BL OR APPROVED EQUIVALENT). EACH POLE SUPPORTING ONE OR MORE LUMINAIRES SHALL BE ELECTRICALLY FED BY AN INDIVIDUAL 120V - 1P-30A BREAKER IN THE ELECTRICAL SERVICE PEDESTAL AND A HOMERUN OF TWO (2) #10 AWG THW-2 OR XHHW-2 COPPER WIRES (BLACK AND WHITE) FROM EACH POLE TO THE CONTROLLER CABINET. THE GREEN GROUND WIRE (THW-2 OR XHHW-2) SHALL BE CONNECTED TO THE GROUND BUSS WITHIN THE CONTROLLER CABINET.
- NEW 240 VOLT STREET LIGHT CONDUITS SHALL BE SEPARATE FROM TRAFFIC SIGNAL AND INTERSECTION LIGHTING CONDUITS. EACH SHALL HAVE SEPARATE PULL BOXES.
- AT LOCATIONS WHERE EXISTING INTERSECTION LIGHTING IS ON AN EXISTING 240V STREETLIGHT CIRCUIT, THE CONTRACTOR SHALL REPLACE THE EXISTING 400W, 240V STREETLIGHT FIXTURE WITH A NEW 120V, 400W EQUIVALENT LED LAMP AND CUTOFF STREETLIGHT FIXTURE. ALL REMAINING STREETLIGHTS SHALL REMAIN FULLY OPERATIONAL ON THE EXISTING STREETLIGHT CIRCUIT. THE CONTRACTOR SHALL ENSURE THE CONTINUITY OF THE EXISTING 240V STREETLIGHT CIRCUIT WHILE REPLACING THE LUMINAIRES AT THE SIGNALIZED INTERSECTION. INTERSECTION LIGHTING AND THE TRAFFIC SIGNAL SHALL BE FED FROM THE SAME SERVICE POINT.
- WHEN STREETLIGHTS ARE TO BE CONNECTED TO AN EXISTING CIRCUIT, THE ENGINEER MUST VERIFY WITH CLARK COUNTY TRAFFIC OPERATIONS THAT THE EXISTING CIRCUIT IS CAPABLE OF HANDLING THE ADDITIONAL CIRCUIT LOAD BY SENDING EMAIL TO MAOLSON@CLARKCOUNTYNV.GOV.

VEHICLE/PEDESTRIAN HEADS

- ALL TRAFFIC SIGNAL PEDESTRIAN INDICATIONS SHALL USE A 9 INCH HIGH INDICATION.
- PEDESTRIAN PUSH BUTTONS SHALL MEET THE ADA ACCESSIBILITY GUIDELINES AND BE INSTALLED ON POLE AT A HEIGHT BETWEEN THIRTY-THREE (36) INCHES AND FORTY-TWO (42) INCHES FROM FINISHED GRADE. PEDESTRIAN PUSH BUTTON SIGN SHALL BE R10-3e (9"X12") FROM THE CLARK COUNTY SIGN DESIGNATION MANUAL.
- ALL PEDESTRIAN SIGNALS SHALL BE EQUIPPED TO COUNT DOWN THE PEDESTRIAN CLEARANCE INTERVAL. EXISTING NON-COUNT DOWN PEDESTRIAN SIGNAL HEADS SHALL BE CHANGED TO COUNT DOWN TYPE.
- CONTRACTOR SHALL SUPPLY AND INSTALL TRAFFIC SIGNAL AND PEDESTRIAN HEAD COVERS ON EACH INSTALLED NEW SIGNAL AND PEDESTRIAN HEAD. THE COVERS SHALL BE APPROVED BY CLARK COUNTY TRAFFIC MANAGER. THE COVERS SHALL BE BRIGHT ORANGE WITH A VERTICAL MESSAGE "NOT IN SERVICE" IN BLACK ON EACH COVER. FOR NEW CONSTRUCTION, THE COVERS SHALL BE BLACK WITH A VERTICAL MESSAGE "NOT IN SERVICE" IN WHITE ON EACH COVER. FOR MODIFICATIONS TO A TRAFFIC SIGNAL ALREADY IN OPERATION, THE TRAFFIC SIGNAL AND/OR PEDESTRIANS HEAD COVERS REMAIN THE PROPERTY OF THE CONTRACTOR UNTIL THE SIGNAL IS ENERGIZED AND IS ACCEPTED BY CLARK COUNTY, UPON WHICH THEY BECOME THE PROPERTY OF CLARK COUNTY.

CONTROLLER AND SERVICE PEDESTAL

- THE SERVICE PEDESTAL SHALL BE A MINIMUM OF FIVE (5) AND A MAXIMUM OF TWENTY-FIVE (25) FEET FROM THE CONTROLLER CABINET.
- A SINGLE PHOTOCELL FOR CONTROLLING BOTH 2-POLE, 80-AMP LIGHTING CIRCUITS SHALL BE MOUNTED ON THE NEAREST STREETLIGHT POLE TO THE SERVICE PEDESTAL. THE ELECTRONIC PHOTOCELLS SHALL BE TYCO ELECTRONICS # SST-PV-IES-BL OR APPROVED EQUIVALENT.

- CONTRACTOR SHALL SUPPLY A SHELF MOUNT SWARCO McCAIN ATC Flex NEMA TS 2 TYPE 2 SIGNAL CONTROLLER WITH D4 TRAFFIC SIGNAL CONTROLLER SOFTWARE (LATEST VERSION) AND TWO (2) GTT MODEL 764 EMERGENCY VEHICLE PHASE SELECTORS FOR EACH TRAFFIC SIGNAL SYSTEM. CONTRACTOR SHALL DELIVER THE CONTROLLER CABINET, CONTROLLER, LOOP AMPLIFIERS, AND EMERGENCY VEHICLE PHASE SELECTORS TO CLARK COUNTY TRAFFIC OPERATIONS. FOURTEEN (14) DAYS PRIOR TO SIGNAL TURN-ON FOR TESTING, THE CONTRACTOR SHALL PICK-UP THE CONTROLLER CABINET AT CLARK COUNTY TRAFFIC OPERATIONS (SEE NOTE #02 FOR ADDRESS), BY APPOINTMENT ONLY. THE CONTRACTOR SHALL NOTIFY CLARK COUNTY AT (702) 455-7546 SEVEN (7) DAYS PRIOR TO PICK-UP.
- AS REQUIRED AND AS SHOWN ON PLANS, THE CONTRACTOR SHALL INSTALL A CONTRACTOR-SUPPLIED COUNTY STANDARD CONTROLLER CABINET ON A CONTRACTOR FURNISHED FOUNDATION. ALL EQUIPMENT TO BE INSTALLED WITHIN THE CABINET SHALL BE FURNISHED BY THE CONTRACTOR.
- FOR NEW INSTALLATIONS, TRAFFIC SIGNALS SHALL BE POWERED FROM A 200 AMP SERVICE PEDESTAL WITH AVAILABLE TWELVE (12) BREAKER SLOTS. THE SERVICE PEDESTAL SHALL INCLUDE THE FOLLOWING: ONE (1) 200 AMP DOUBLE POLE CIRCUIT BREAKER (MAIN) ONE (1) 60 AMP SINGLE POLE CIRCUIT BREAKER (TRAFFIC SIGNAL) FOUR (4) 30 AMP SINGLE POLE CIRCUIT BREAKERS (INTERSECTION LIGHTING)

- ONE (1) 15 AMP SINGLE POLE CIRCUIT BREAKER (PHOTO CELL)
- TWO (2) 60 AMP 240V DOUBLE POLE CIRCUIT BREAKERS (STREET LIGHTING)
- TWO (2) DOUBLE POLE LIGHTING CONTACTOR W/120VOLT COIL (GE# CR360L40202AAAZ OR APPROVED EQUAL)
- ONE (1) 120 VOLT ELECTRONIC PHOTO ELECTRIC CONTROLS (TYCO ELECTRONICS #SST-PV-IES-BL OR APPROVED EQUAL)

- IF AN EXISTING SERVICE PEDESTAL IS USED TO POWER THE TRAFFIC SIGNAL, CONTRACTOR SHALL INSPECT THE EXISTING SERVICE PEDESTAL, AND SUPPLY AND INSTALL ANY MISSING BREAKERS.
- NEW SERVICE PEDESTALS AND TRAFFIC SIGNAL CABINETS AND THE DOORS OF THIS EQUIPMENT SHALL BE FINISHED INSIDE AND OUT WITH GLOSS POLYURETHANE POWDER COATING CONSISTING OF FEDERAL SPECIFICATION 595 POLYURETHANE, INDUSTRIAL GRADE HIGH GLOSS POWDER PAINT WITH 1.7 MIL THICKNESS MINIMUM. SERVICE PEDESTALS SHALL BE MINT GREEN (FEDERAL COLOR 14672) AND TRAFFIC CONTROL CABINETS SHALL BE HIGH GLOSS PURE WHITE. THE FINISH SHALL PRESENT A SMOOTH SURFACE, UNIFORM IN COLOR AND FREE OF RUNS, SAGS OR OTHER IRREGULARITIES.

ILLUMINATED STREET NAME SIGNS

- THE HOT LEAD SHALL BE CONNECTED TO THE LOAD SIDE OF THE LUMINAIRE P.E. CONTROL OF THE RELATED STREET LIGHT. THIS TERMINATION SHALL BE MADE AND ACCESSIBLE IN THE HANDHOLD LOCATED AT THE BASE OF THE TRAFFIC SIGNAL POLE. THE NEUTRAL WIRE SHALL BE CONNECTED TO THE STREET LIGHT NEUTRAL AT THE HANDHOLE. #12 THW-2 OR XHHW-2 CONDUCTOR SHALL BE USED. THE STREET NAME SIGN SHALL BE WIRED TO THE LUMINAIRE PHOTO CELL ON THE RELATED STREET LIGHT DIRECTLY OVER MAST ARM. ALL THESE TERMINATIONS SHALL BE MADE AND ACCESSIBLE IN THE HANDHOLD LOCATED AT THE BASE OF THE TRAFFIC SIGNAL POLE.
- 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 HANDHOLE AT THE BASE OF THE TRAFFIC SIGNAL POLE. ONE #10 RED CONDUCTOR SHALL RUN FROM THE PHOTOCELL ON TOP OF THE LUMINAIRE TO THE HANDHOLE AT THE BASE OF THE TRAFFIC SIGNAL POLE. CONNECTIONS BETWEEN THE STREET NAME SIGN AND THE PHOTOCELL SHALL BE MADE AT THE HANDHOLE AT THE BASE OF THE POLE.
- THE STRAIN RELIEF CONNECTORS SHALL BE STRAIGHT ALUMINUM DELUXE CORD GRIP/STRAIN RELIEF CONNECTORS COMPATIBLE WITH A 0.5-INCH TO 0.625-INCH CORD DIAMETER. STRAIN RELIEF CONNECTOR SHALL BE HUBBELL F2 OR AN APPROVED EQUIVALENT BY THE TRAFFIC MANAGER.
- THE SEOWW CORD SHALL HAVE THREE (3) #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.
- INTERNALLY ILLUMINATED STREET NAME SIGN AND ASSOCIATED BRACKETS SHALL BE FROM THE SAME MANUFACTURER. TWO (2) BAND-IT TYPE BANDS SHALL BE USED FOR EACH BRACKET.