

CITY OF SPARKS GENERAL TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING SUBSTRUCTURES, WHETHER SHOWN OR NOT, AND TO NOTIFY ALL UTILITY COMPANIES TO VERIFY IN THE FIELD THE LOCATION OF THEIR INSTALLATIONS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL SUBSTRUCTURES FROM DAMAGE, AS WELL AS ANY OTHER PUBLIC INFRASTRUCTURE. THE EXPENSE TO REPAIR OR FOR REPLACEMENT SHALL BE BORNE BY THE CONTRACTOR.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THE STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION, AND SUPPLEMENTED BY THE STATE OF NEVADA STANDARD PLANS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AS ADOPTED BY CITY COUNCIL.
3. THE LOCATION OF CONTROLLER, PULL BOXES WITH GROUND RODS, AND CONDUIT RUNS SHALL BE WITHIN THE EXISTING RIGHT-OF-WAY OR ANY EASEMENT GRANTED OUTSIDE THE RIGHT-OF-WAY.
4. DESIGN ENGINEER SHALL BE RESPONSIBLE OF THE LOCATION OF ALL ELECTRICAL, SIGNAL POLE, CONTROLLER, CONDUIT, LOOP DETECTOR, AND PULL BOXES. FINAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND ANY CHANGES SHALL BE APPROVED BY TRAFFIC ENGINEER.
5. CONTROLLERS AND CABINETS SHALL CONFORM TO THE STATE OF NEVADA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, NEMA STANDARD PUBLICATION, TS2 TYPE 1, AND THE SPECIAL CONTROLLER PROVISIONS DEFINED HEREIN, AS ADOPTED BY CITY COUNCIL.
6. CONTACT THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION FOR TRAFFIC ACTUATED CONTROLLER UNIT SPECIFICATIONS.
7. THE CABINET SHALL BE WIRED FOR FULL 8 PHASE OPERATION TO INCLUDE 4 PEDESTRIAN MOVEMENTS AND FOUR OVERLAPS ASSOCIATED WITH VEHICLE PHASES (16 POSITIONS). THE FIRST 8 POSITIONS SHALL BE FOR VEHICLE PHASES 1 THROUGH 8. POSITIONS 9 THROUGH 12 SHALL BE FOR PEDESTRIAN PHASES. POSITIONS 13 THROUGH 16 SHALL BE FOR VEHICLE OVERLAP PHASES.
8. ALL SIGNAL POLES OVER 10'0" SHALL BE EQUIPPED WITH THREE (3) HAND HOLES, ONE (1) AT THE BASE OF THE POLE AND ONE (1) OPPOSITE THE MAST ARM ON BACK OF POLE, AND A 27" HAND HOLE TERMINAL COMPARTMENT ON THE BACK SIDE OF THE POLE, WITH THE TOP OF THE HOLE SIX (6') FEET FROM GROUND LEVEL, PLACED 180 DEGREES (180°) FROM THE MAST ARM.
9. ALL INTERSECTION SIGNAL CONDUITS SHALL BE A MINIMUM OF 3" ID. UTILIZE "SCHEDULE 80" (PVC) FOR ALL UNDERGROUND RUNS. RIGID METAL CONDUIT SHALL BE USED UNDER DRIVEWAY SECTIONS AND RISER SECTIONS. ALL SPARE CONDUITS SHALL HAVE A SINGLE 12 AWG (MIN) COPPER TRACER WIRE COATED WITH A 30-MIL (MIN) POLYETHYLENE JACKET DESIGNED SPECIFICALLY FOR BURIED USE.
10. ALL CONDUIT RUNS FOR SIGNAL CABLE SHALL CONSIST OF TWO 3" CONDUITS BETWEEN PULL BOXES AND BETWEEN THE PULL BOXES AND POLES. THERE SHALL BE THREE 3" CONDUITS FROM THE CONTROLLER CABINET TO THE PULL BOXES.
11. ALL CONDUIT RUNS TERMINATING IN A PULL BOX SHALL HAVE A MINIMUM OF SIX INCHES OF CLEARANCE FROM THE BOTTOM OF THE LID, AND SHALL RISE A MINIMUM OF THREE INCHES ABOVE THE TOP OF THE DRAIN ROCK.
12. ALL NEW CONDUIT RUNS SHALL HAVE A PULL TAPE.
13. ALL CONDUIT TERMINATIONS SHALL HAVE A "BELL END" INSTALLATION AND BE SEALED WITH CONDUIT SEALER AFTER WIRE INSTALLATION. CONDUIT ENDS SHALL NOT TERMINATE WITHIN A SWEEP SECTION. ALL CONDUCTORS AND THEIR TERMINATION SHALL BE CLEARLY MARKED ON THE CABINET SCHEMATIC WIRING DIAGRAM.

STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.



**NOTES - TRAFFIC
SIGNALS & POLES**

S-407D

APPROVED BY: JE | DATE: 1/2020