

CITY OF RENO 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 (LATEST EDITION) AND THE STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION), AND SUPPLEMENTED BY THE STATE OF NEVADA STANDARD PLANS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
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 MEET THE REQUIREMENTS OF THE NEMA STANDARD PUBLICATION (LATEST EDITION) AND THE CITY OF RENO SPECIFICATIONS FOR TRAFFIC SIGNAL CONTROLLERS AND CABINETS.
6. CONTACT THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION FOR TRAFFIC ACTUATED CONTROLLER UNIT SPECIFICATIONS.
7. UNLESS SHOWN OTHERWISE, THE CONTROLLER CABINET SHALL BE WIRED FOR EIGHT (8) PHASE OPERATION WITH TWO (2) OVERLAPS AND SHALL BE FURNISHED WITH ALL NECESSARY MODULES, LOAD SWITCHES, AND EQUIPMENT REQUIRED FOR FULL EIGHT (8) PHASE OPERATION WITH TWO (2) OVERLAPS.
8. ALL NEW SIGNAL POLES WILL HAVE TWO (2) HANDHOLES AND AN ACCESS DOOR FOR THE TERMINAL BLOCK. SEE TRAFFIC SIGNAL POLE DETAIL DRAWING R-413A FOR TRAFFIC SIGNAL EQUIPMENT DIMENSIONS. FOR OTHER POLE DETAILS, SEE THE NEVADA DEPARTMENT OF TRANSPORTATION'S "STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION" (NDOT-SPRBC), LATEST EDITION.
9. UNLESS SHOWN OTHERWISE, No. 5 PULL BOX SHALL BE USED AT LOCATIONS WHERE CONDUIT RUNS CONTAIN TRAFFIC SIGNAL CABLE OR CARRY POWER. No. 3-1/2 SHALL ONLY BE USED AS APPROVED BY CITY OF RENO TRAFFIC ENGINEER. TRAFFIC RATED BOX SHALL BE USED IN VEHICULAR AREAS ONLY, INCLUDING, BUT NOT LIMITED TO TRAVEL WAY, DRIVEWAY APPROACHES AND WITHIN PEDESTRIAN RAMPS AT INTERSECTION CURB RETURNS. ALL PULL BOXES WITH METAL LIDS SHALL BE GROUNDED PER TRAFFIC RATED PULL BOX DETAIL.
10. ALL EXPOSED CONDUIT SHALL BE OF A RIGID PVC SCHEDULE 80 AND SHALL EXTEND TO A MINIMUM DEPTH OF 18 INCHES.
11. 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.
12. 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.
13. ALL NEW CONDUIT RUNS SHALL HAVE A PULL TAPE.
14. 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

NOTES -

TRAFFIC SIGNALS & POLES

DRAWING No.	
R-413F	
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