

15. ALL VEHICULAR HEADS SHALL HAVE "TUNNEL" VISORS WITH 4 INCH SLOT AT BOTTOM WITH LOUVERED BACK PLATES. ALL SIGNAL HEADS TO BE MANUFACTURED BY "ECONOLITE", "EAGLE" OR APPROVED EQUAL. HARDWARE SHALL BE ALUMINUM AND HAVE A BLACK FACTORY FINISH. INSTALL RETROREFLECTIVE BORDER ON BACKPLATES PRIOR TO INSTALLATION. SEE NDOT-SPRBC DETAIL TS-4.
16. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL BE "POLARA INS" 2-WIRE UNLESS OTHERWISE SPECIFIED IN PLANS. SIGNS SHALL BE R10-3E. THE ARROW SHALL POINT IN THE DIRECTION OF THE CROSSING. FOR MOUNTING HEIGHT AND ADDITIONAL DETAILS, SEE NDOT-SPRBC DETAIL TS-14.
17. ALL INTERSECTIONS SHALL HAVE A BATTERY BACK UP SYSTEM. THE SYSTEM SHALL BE MOUNTED TO THE METERED SERVICE CABINET OF THE SYSTEM AND WILL BE A 24 VOLT OR 48 VOLT SYSTEM. THE CABINET SHALL BEAR A 508 UL LABEL. THE SYSTEM SHALL SUPPLY A MINIMUM UNINTERRUPTED CONTINUOUS POWER SUPPLY (UPS) SERVICE FOR UP TO 2 HOURS. THE SYSTEM SHALL FEATURE AN EVENT COUNTER AND TIMER. THE SYSTEM SHALL HAVE A TWO (2) YEAR PARTS AND LABOR TRANSFERABLE WARRANTY TO THE CITY OF RENO. THE UPS UNIT AND THE METERED PEDESTAL SHALL BE DESIGNED AS ONE COMPLETE UNIT. THE UPS SYSTEM SHALL BE A PIGGYBACK DESIGN SYSTEM AND HANG ON THE METERED SERVICE PEDESTAL.
18. WHEN CONTROLLER CABINETS ARE NOT LOCATED IN A SIDEWALK, THEY SHALL HAVE A CONCRETE SERVICE PAD INSTALLED IN FRONT OF THE CABINET, THE SAME WIDTH AS CABINET AND AT LEAST 3 FEET LONG. SEE NDOT-SPRBC DETAIL TS-1. NO IMPROVEMENTS SHALL BE PERMITTED TO BLOCK CABINET DOOR IN COMPLIANCE WITH NEC. SPRINKLER SYSTEMS SHALL BE DIRECTED AWAY FROM AND NOT ALLOWED TO SPRAY CABINET OR PULL BOXES DIRECTLY.
19. ALL NEW TRAFFIC SIGNALS SHALL BE CONNECTED INTO THE CITY OF RENO'S TRAFFIC SIGNAL CENTRAL COMPUTER SYSTEM VIA THE NEAREST RECEIVER SITE BY FIBER-OPTIC OR AN APPROVED OTHER.
20. FOR FIBER OPTIC AND EQUIPMENT CONTACT CITY OF RENO TRAFFIC ENGINEERING FOR LATEST SPECIFICATIONS.
21. THE LUMINAIRE FIXTURES SHALL BE "CREE" GWYL-A-25L-30K7-2M-UL-GY-U-W10-05 OR APPROVED EQUIVALENT. NO SHORTING CAPS. PHOTO CELL TO BE LOCATED IN METERED SERVICE PEDESTAL.
22. PREEMPTION OF SIGNALS BY EMERGENCY VEHICLES SHALL BE PROVIDED BY INSTALLING DUAL CHANNEL OPTICOM MODEL 722, OR AN APPROVED EQUAL.
23. THE CONTRACTOR SHALL PROVIDE AN UNDERGROUND SERVICE PEDESTAL. THE MAIN BREAKER SHALL BE 100 AMP MINIMUM (120/240 VAC, 60 HZ, SINGLE PHASE, 3 WIRE) IN ACCORDANCE WITH NDOT-SPRBC DETAIL TG-2. INDIVIDUAL CIRCUIT BREAKERS SHALL INCLUDE 120 VOLT: 30 AMP 1-POLE CIRCUIT BREAKER FOR SIGNAL; 30 AMP 2-POLE CIRCUIT BREAKER FOR LIGHTING CONTACTOR; 20 AMP 1-POLE CIRCUIT BREAKER FOR STREET LIGHTS; 20 AMP 1-POLE CIRCUIT BREAKER FOR SIGNS; 15 AMP 1-POLE CIRCUIT BREAKER FOR CONTROL; AND A 15 AMP 1-POLE CIRCUIT BREAKER FOR GFI RECEPTACLE, UNLESS OTHERWISE NOTED IN THE PLANS. THE CONDUCTOR TO THE CABINET FROM THE BREAKER SHALL BE A MINIMUM OF 10 GAUGE WIRE.
24. THE CONTRACTOR SHALL COORDINATE WITH NV ENERGY IN PROVIDING SERVICE FOR THE SIGNAL WITHIN NV ENERGY STANDARDS.
25. POWER PANEL SURGE PROTECTION SHALL BE PROVIDED AND APPROVED THROUGH THE SUBMITTAL PROCESS TO THE PUBLIC WORKS TRAFFIC ENGINEERING DIVISION.
26. NO SPLICES SHALL BE PERMITTED BETWEEN THE CONTROLLER CABINET AND THE TRAFFIC SIGNAL POLE. ALL CONNECTIONS SHALL BE MADE AT THE JUNCTION BOX, OR IN THE CASE OF LOOPS, AT THE LOOP STUB. ANY DEVIATION TO THIS REQUIREMENT SHALL BE APPROVED BY THE TRAFFIC ENGINEER PRIOR TO THE WORK.



STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.

NOTES - TRAFFIC SIGNALS & POLES

R-413G

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