

|       |                                   |      |                                  |
|-------|-----------------------------------|------|----------------------------------|
| AC    | -ASPHALT                          | LF   | -LINEAR FEET                     |
| ASP   | -ASBESTOS CEMENT PIPE             | L    | -LEFT                            |
| AVE   | -AVENUE                           | LWAD | -LAS VEGAS VALLEY WATER DISTRICT |
| BC    | -BACK OF CURB                     | MA   | -MAXIMUM                         |
| B/C   | -BEGINNING OF CURVED              | MI   | -MILE                            |
| B/C   | -BENCHMARK                        | MINS | -MINIMUM                         |
| BU    | -BUTTERFLY                        | MIN  | -NOT TO SCALE                    |
| C     | -CENTERLINE                       | MS   | -ON CENTER                       |
| CH    | -CITY OF LAS VEGAS                | P    | -POWER                           |
| COH   | -CITY OF HENDERSON                | P    | -POINT OF CURVE                  |
| CONV  | -CITY OF NORTH LAS VEGAS          | PI   | -POINT OF INTERSECTION           |
| CR    | -CLARK COUNTY                     | PP   | -POWER POLE                      |
| CCSD  | -CLARK COUNTY SANITATION DISTRICT | PV   | -POINT OF VERTICAL INTERSECTION  |
|       | -CLEANOUT, (SEWER)                | PT   | -POINT OF TANGENCY               |
| CONC  | -CONCRETE                         | PU   | -PULL BOX                        |
| CP    | -CORRUGATED METAL PIPE            | R    | -PROPERTY LINE                   |
| CIP   | -CAST IRON PIPE                   | RP   | -REINFORCED CONCRETE PIPE        |
| DI    | -DIAMETER                         | R    | -RADIUS                          |
| DI    | -DRAIN INLET                      | RP   | -RADIUS POINT                    |
| EA    | -EACH                             | R/W  | -RIGHT                           |
| EP    | -EDGE OF PAVEMENT                 | R/W  | -RIGHT                           |
| EM    | -ELECTRIC METER                   | SD   | -STORM DRAIN                     |
| ELEV  | -ELEVATION                        | SL   | -SIDEWALK                        |
| END   | -END OF VERTICAL CURVE            | SS   | -SANITARY SEWER                  |
| EXIST | -EXISTING                         | ST   | -STATION                         |
| FIN   | -FINISHED FLOOR                   | SW   | -SIDEWALK                        |
| FL    | -FLOW LINE                        | T    | -TOP OF CURB                     |
| FT    | -FEET OR FOOT                     | TYP  | -TYPICAL                         |
| FG    | -FINISHED GRADE                   | T    | -TELEPHONE                       |
| FD    | -FIRE HYDRANT                     | W    | -TOP OF WALL                     |
| GB    | -GRADE BREAK                      | W    | -WATER METER                     |
| GA    | -GAS METER                        | WM   | -WATER WALL                      |
| GV    | -GATE VALVE                       | Δ    | -DELTA                           |
| IN    | -INVERT                           |      |                                  |

|     |                |     |                  |      |                |
|-----|----------------|-----|------------------|------|----------------|
| ACC | --ACCENT       | NO  | --NORY           | QUA  | --QUAIL HOLLOW |
| ALE | --ALEXANDER    | JAD | --JADESTONE      | RAIN | --RAIN         |
| ALF | --ASPER LAUREL | JON | --JONES          | RAN  | --RANCH        |
| BAL | --LUSAM        | LAK | --LAKE TAOHE     | RED  | --RED COACH    |
| BRA | --BRADLEY      | LEO | --LEON           | SHE  | --SHEPHERD     |
| CAR | --CARIBOU      | LON | --LONE MTN       | THO  | --THOM         |
| CRA | --CRAIG        | LOR | --LORENZI        | TOR  | --TORREY PINES |
| DEC | --DECATUR      | NAR | --NARIT          | WHE  | --WHEELBARROW  |
| DEL | --DELPHINIUM   | OLD | --OLD CASTLE     |      | --PEAK         |
| HAR | --HARTMAN      | PAI | --PAINTED DESERT | WIL  | --WILD BOB WAY |

1. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITION BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND OF INGRESS AND EGRESS TO SAID CONSTRUCTION. EXTENT OF TRANSITIONS MAY BE CHANGED IN THE FIELD BY THE ENGINEER.
2. EXISTING UTILITIES ARE LOCATED ON THE PLANS FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF UTILITIES AND THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON PLANS OR NOT IN THE LOCATION SHOWN ON THE PLANS. REFER TO SPECIFICATIONS FOR THE CONTRACTOR RESPONSIBILITIES.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION. PHONE 1-800-227-2600
4. ALL CONSTRUCTION IS TO BE PER THE UNIFORM STANDARD SPECIFICATIONS AND DRAWINGS, CLARK COUNTY AREA, NEVADA, 1988 EDITION, AS REVISED UNLESS OTHERWISE NOTED.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING IMPROVEMENTS, WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE AND ALL SUCH IMPROVEMENTS OR STRUCTURES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR RECONSTRUCTED SATISFACTORILY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERTICAL ADJUSTMENT OF ALL EXISTING MANHOLES, CLEANOUTS, VALVE BOXES AND STRUCTURES TO THE FINAL FINISH GRADE.
7. THE CONTRACTOR SHALL FOLLOW THE GUIDELINES AND REGULATIONS AS SET FORTH IN O.S.H.A. THE ENGINEER AND/OR OWNER SHALL NOT BE RESPONSIBLE FOR JOB SITE SAFETY PROCEDURES.
8. WHEEL CHAIR RAMPS SHALL BE CONSTRUCTED AT ALL STREET INTERSECTIONS PER CLARK COUNTY AREA STANDARD DRAWING 235. EXACT LOCATION OF RAMP MAY BE CHANGED IN THE FIELD BY A CITY OF LAS VEGAS INSPECTOR.
9. IF A PROPOSED STREET LIGHT STANDARD IS FIELD LOCATED TO WITHIN FIFTY (50) FEET OF ANY SIGN SHOWN HEREON TO BE MOUNTED ON A SIGN POST THE CHANGE SIGN MOUNTING TO ONE ON THE STREETLIGHT STANDARD.
10. ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ON THE STREETS OR OF THE ROAD(S) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR.
11. ALL STREETLIGHT INSTALLATIONS, EXCEPT AS NOTED ON THE STREETLIGHT PLANS SHALL CONFORM TO THE IMPROVEMENT STANDARDS, DEPARTMENT OF PUBLIC WORKS, CLARK COUNTY AREA, NEVADA, AND THE UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA.
12. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED. ALL STATIONING IS ALONG CENTERLINE.
13. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL CONFORM TO THE NEVADA TRAFFIC CONTROL HANDBOOK, AND TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND RTO ADAPTED STANDARDS.

|                   |                                       |       |
|-------------------|---------------------------------------|-------|
| COVER SHEET ..... | CRAIG RD.....                         | 1     |
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| T1-11 .....       | SIGNAL PLANS.....                     | 56-66 |

|    |       |      |           |    |           |
|----|-------|------|-----------|----|-----------|
| 1  | ..... | FROM | 04+48.79  | TO | 13+48.79  |
| 2  | ..... | FROM | 13+48.79  | TO | 22+48.79  |
| 3  | ..... | FROM | 22+48.79  | TO | 31+48.79  |
| 4  | ..... | FROM | 31+48.79  | TO | 40+48.79  |
| 5  | ..... | FROM | 40+48.79  | TO | 49+48.79  |
| 6  | ..... | FROM | 49+48.79  | TO | 58+48.79  |
| 7  | ..... | FROM | 58+48.79  | TO | 63+07.77  |
| 8  | ..... | FROM | 63+07.77  | TO | 72+07.77  |
| 9  | ..... | FROM | 72+07.77  | TO | 81+07.77  |
| 10 | ..... | FROM | 81+07.77  | TO | 90+07.77  |
| 11 | ..... | FROM | 90+07.77  | TO | 99+07.77  |
| 12 | ..... | FROM | 99+07.77  | TO | 108+07.77 |
| 13 | ..... | FROM | 108+07.77 | TO | 117+07.77 |

| NEW                                                                                 | EXISTING                                                                            | DESCRIPTION                                                      |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------|
| .....                                                                               | N/A                                                                                 | SEE NOTE (18) IMPROVEMENT NOTES                                  |
|    | ---                                                                                 | STORM DRAIN LINE                                                 |
|    | —S—                                                                                 | SEWER LINE                                                       |
|    | —W—                                                                                 | WATER LINE                                                       |
| N/A                                                                                 | —G—                                                                                 | GAS LINE                                                         |
|  | —                                                                                   | A—CURB AT 30 SCALE                                               |
|  | —                                                                                   | L—CURB AT 30 SCALE                                               |
| N/A                                                                                 |  | CONTOURS                                                         |
|  | ---                                                                                 | CENTER LINE                                                      |
|  | ---                                                                                 | PROPERTY LINE                                                    |
|  | ---                                                                                 | BLOCK WALL                                                       |
|  | —X—X—                                                                               | FENCE                                                            |
|  |  | ELEVATION                                                        |
|  |  | SPOT ELEVATION                                                   |
|  |  | FIRE HYDRANT                                                     |
|  |  | STREET LIGHT                                                     |
| ○ ABBRV.                                                                            | ○ ABBRV.                                                                            | MANHOLE, POWER POLE, ETC.,<br>PER ABBREVIATION                   |
|  |  | ELECTRIC VAULTS, WATER METER,<br>ETC., PER ABBREVIATION          |
|  |  | CONCRETE                                                         |
|  |  | SEE ABBREVIATION FOR MATERIAL,<br>OR AS SPECIFIED ON PLANS BELOW |

NO WORK SHALL BEGIN ON THE WATER PLANT UNTIL THEY HAVE BEEN RELEASED FOR CONSTRUCTION BY LVMU. FOLLOWING APPROVAL OF THE RELEASE, WORK SHALL BE IN ACCORDANCE WITH LVMU CONSTRUCTION SERVICE ORDER (304-014) FOR THE WATER PLANT TO ACTUAL CONSTRUCTION AND TO THE FOLLOWING APPROVAL OF THE RELEASE.

3. SAIL REVIEWED BY LVMU 1-000-217-0206.

4. ALL WORK SHALL CONFORM TO LATEST EDITIONS OF PLANS, DRAWINGS AND SPECIFICATIONS.

5. ALL WORK EMPLOYED AT VARIOUS STAGES OF THE PROJECT SHALL BE IN ACCORDANCE WITH THE MOST CURRENT PRACTICE AND NOTATION OF THE NATIONAL ASSOCIATION OF PROFESSIONAL ENGINEERS OR THE UNITED STATES OF ICE, LANDMASTERS, CLAY QUANTITY.

6. EXISTENT APPROVED SERVICE SCHEDULES ON UNITED COLLEGE SHALL BE REQUIRED ALL 3/4" OF SERVICE LATERAL SERVICE SCHEDULE SHALL BE PROVIDED ON 3/4" OF 2" SERVICE LATERAL SERVICE SCHEDULE.

7. COPPER PIPING SHALL BE REQUIRED ALL 3/4" OF SERVICE LATERAL SHALL BE COVERED IN ACCORDANCE WITH THE EXISTING SPECIFICATIONS AND STANDARDS LATERAL.

8. THE MAXIMUM ALLOWABLE JOINT DEFLECTION FOR 60 PSI EXCELLENT SLOPE SHALL BE, AS FOLLOWS:

| PIPE DEPTH | AMP        | EXCELLENT SLOPE (SP-200) | EXCELLENT SLOPE (MECHANICAL JOINT) |
|------------|------------|--------------------------|------------------------------------|
| 6" INCH    | 2.3 INCHES | 2.5 INCHES               | 3.5 INCHES                         |
| 8" INCH    | 2.5 INCHES | 2.5 INCHES               | 2.5 INCHES                         |
| 10" INCH   | 2.8 INCHES | 2.5 INCHES               | 2.5 INCHES                         |
| 12" INCH   | 2.8 INCHES | 2.5 INCHES               | 2.5 INCHES                         |
| 14" INCH   | N/A        | 2.5 INCHES               | 2.5 INCHES                         |

ON PIPE JOINT, THE MAXIMUM OFFSET FOR A 10' LENGTH OF WATER MAIN PIPE SHALL BE IN ACCORDANCE WITH THE FOLLOWING: 2 INCHES OF PIPE, 2 INCHES OF PIPE, AND 1 INCHES OF PIPE.

9. ALL WORK SHALL BE IN ACCORDANCE WITH THE PRACTICE SPECIFICATIONS OF THE PIPE MANUFACTURERS TO BE INSTALLED. THE WORK STANDARD REQUIREMENT SHALL APPLY.

10. ALL WATER BODIES SHALL BE LOCATED OUTSIDE OF REVENUE AREAS.

11. ALL VALVES SHALL BE LOCATED OUTSIDE OF REVENUE AND VALLEY OUTLETS.

12. REVENUE SAIL SHALL BE REQUIRED IN ACCORDANCE WITH STANDARD PLAN 1-000-217-0206 AND AS FOLLOWS:

ALL WATER MAINS NOT INSTALLED 4 FEET FROM THE BACK OF DITCH.

ALL WATER MAINS SHALL BE PRESSURE TESTED AT 250 PSI FOR A CONTINUOUS 72 HOURS PRIOR TO INSTALLATION IN ACCORDANCE WITH EXISTING STANDARDS.

ALL WATER MAINS SHALL BE DISCONNECTED, PRESSED, AND APPROPRIATE REPAIRS/REPLACEMENT SHALL BE COMPLETED PRIOR TO THE CONNECTION OF THE WATER MAINS.

13. CONTRACTOR TO OBTAIN ALL 3/4" OF SAILER FROM THE LVMU DESIGN CENTER, TELEPHONE 254-354-3543 (TWO EIGHT) DURING THE WORK PERIOD.

- (1) CONSTRUCT WHEELCHAIR RAMP PER CLARK COUNTY AREA STANDARD DRAWING #233. IGNORE IF WHEELCHAIR RAMP EXISTED IN LOCATION OF NOTE.
- (2) CONSTRUCT CURB AND GUTTER PER CLARK COUNTY AREA STANDARD DRAWING #216.
- (3) CONSTRUCT 6" SIDEWALK PER CLARK COUNTY AREA STANDARD DRAWING NUMBER 234.
- (4) CONSTRUCT 5" SIDEWALK PER CLARK COUNTY AREA STANDARD DRAWING NUMBER 234.
- (5) EXISTING ASPHALT TO REMAIN. REPLACE/REPAIR ANY ASPHALT AREA DISTURBED BY CONSTRUCTION.
- (6) CONSTRUCT ASPHALT SECTION PER SHEET C4.D5 AND SPECIFICATIONS. EXISTING ASPHALT IN THIS AREA TO BE REMOVED.
- (7) EXISTING ASPHALT TO BE OVERLAYED WITH 2 INCHES OF ASPHALT PER SPECIFICATIONS.
- (8) EXISTING ASPHALT TO BE OVERLAYED WITH 2.5 INCHES OF ASPHALT PER SPECIFICATIONS.
- (9) PLACE GEOTEXTILE FABRIC UNDER STANDARD ASPHALT SECTION PER SPECIFICATIONS.
- (10) CONSTRUCT ASPHALT TRANSITION AS SHOWN. ASPHALT SECTION TO BE 2" AC ON 4" TYPE II AGGREGATE BASE. REFER TO SPECIFICATIONS. EXISTING ASPHALT IN AREA OF TRANSITION TO BE REMOVED AND REPLACED UNLESS OTHERWISE NOTED.
- (11) REMOVE EXISTING CURB RETURN AND CROSS GUTTER WHERE APPLICABLE. REPLACE VALLEY GUTTER WITH STANDARD ASPHALT SECTION. REPLACE CURB RETURN WITH STANDARD WHEELCHAIR RAMP. CURB RETURN WIDTH WILL VARY FROM 6' AT NEW PC TO MATCH EXISTING SIDEWALK WIDTH AT PT. CURB RETURN BACK OF CURB RADIUS TO BE 30 FEET UNLESS OTHERWISE NOTED.
- (12) REMOVE EXISTING CURB RETURN AND CROSS GUTTER TO FIRST JOINT. REPLACE FULL CURB RETURN AND PORTION OF VALLEY GUTTER. NEW CURB RETURN TO HAVE WHEEL-CHAIR RAMP. RECONSTRUCT AT EXISTING WIDTH AND RADIUS.
- (13) MATCH EXISTING CURB, GUTTER AND SIDEWALK.
- (14) SAWCUT EXISTING ASPHALT AS SHOWN. ALSO LIMIT OF CONSTRUCTION UNLESS OTHERWISE DENOTED.
- (15) CONSTRUCT NEW COMMERCIAL DRIVEWAY PER CCA STANDARD DRAWING 224. LENGTH AND LOCATIONS SHOWN ON PLAN.
- (16) ADJUST MANHOLES & VALVE BOX TO FINISH GRADE, RELOCATE INTO NEW PAVEMENT IF NECESSARY. INSTALL CONCRETE COLLARS. REFER TO CCA STANDARD DRAWINGS 408 AND 517.
- (17) REFER TO "INSTALLATION DRAWINGS" C2.1-5 FOR ADDITIONAL INFORMATION IN THIS AREA.
- (18) LIMIT OF CONSTRUCTION LINE WHEN NOT SAWCUT AND MATCH LINE.
- (19) MILL EXISTING OPEN GRADE AND REPLACE WITH NEW 3/4" INCH OPEN GRADE AS SHOWN. ROTOGRIND TO BE PERPENDICULAR TO CENTERLINE.
- (20) CONSTRUCTION EASEMENT LINE.
- (21) CONSTRUCT NEW 8" VALLEY GUTTER PER CCA STANDARD DRAWING NUMBER 228.
- (22) CONSTRUCT RAISED ASPHALT MEDIAN WITH CONCRETE "A" TYPE CURB PER CCA STANDARD DRAWING NUMBER 218.
- (23) RELOCATE POWER POLE IF POLE HAS NOT BEEN RELOCATED AS A PART OF PREVIOUS CONSTRUCTION. RANCHO ALTA MIRA IS RESPONSIBLE FOR RELOCATING THOSE POWER POLES LOCATED ADJACENT TO THEIR PROJECT.
- (24) REMOVE EXISTING STREETLIGHT. REUSE STREETLIGHT ON PROJECT IF POSSIBLE.
- (25) CONSTRUCT 48" TYPE I MANHOLE AS PER UNIFORM STANDARD DRAWING NUMBER 403.
- (26) CONSTRUCT PRECAST MANHOLE TEE AS PER UNIFORM STANDARD DRAWING NUMBER 407.
- (27) INSTALL TACK ON ISLAND AS PER STANDARD DRAWING NO. 221, REVISED. PROVIDE BREAK IN ISLAND EVERY 100' AS SHOWN ON PLANS FOR DRAINAGE PURPOSES.
- (28) SAWCUT AND MATCH EXISTING AC PAVEMENT
- (29) INSTALL HALF STREET CROSS GUTTER AS PER CCA STANDARD DRAWING NUMBER 229.
- (30) INSTALL TACK ON CURB (TYPE A/G/LWE) DOWN AS PER NDOT STANDARDS.
- (31) CONSTRUCT NEW RESIDENTIAL DRIVEWAY AS PER CCA STD. DWG. NO. 223. LENGTH AND LOCATION SHOWN ON PLANS.
- (32) SAWCUT A 12' SECTION OF EXISTING SIDEWALK AND REPLACE WITH A WHEELCHAIR RAMP AS PER UNIFORM STANDARD DRAWING NUMBER 235.
- (33) INSTALL SEWER DROP AS PER DESIGN & CONSTRUCTION STDS. FOR WASTEWATER COLLECTION SYSTEMS NO. SD-8
- (34) INSTALL TAPPING TEE AND VALVE.

- 70) PLACE TYPICAL TYPE 2 CENTERLINE DELINEATION AS PER UNIFORM STANDARD DRAWING No. 244.
- 71) PLACE LANE DELINEATIONS AS SHOWN PER CLARK COUNTY AREA STANDARD DRAWING No. 246. USE TYPE "F" MARKERS ON DIVIDED STREET SECTION AND TYPE "E" MARKER ON UNDIVIDED STREET SECTION.
- 72) PLACE LANE TRANSITION AS SHOWN PER UNIFORM STANDARD DRAWING NUMBER 245.
- 73) PLACE LEFT TURN STORAGE LANE AND LANE DELINEATION, PER UNIFORM STANDARD DRAWING NUMBER 246.
- 74) FOR MARKER DETAILS AND LANE MARKERS SCHEDULE PER UNIFORM STANDARD DRAWING NUMBER 247.
- 75) PLACE MEDIAN NOSE MARKINGS AS SHOWN. PER UNIFORM STANDARD DRAWING NUMBER 248.
- 76) PLACE STANDARD STREET NAME SIGN POST PER UNIFORM STANDARD DRAWINGS NUMBER 249 AND 250.
- 77) PLACE W1-8 CHEVRON ALIGNMENT SIGN.
- 78) PLACE R1-1 STOP SIGN IF NOT EXISTING. PLACE R1-3 SIGN IF APPLICABLE.
- 79) PLACE W4-2 LANE REDUCTION TRANSITION SIGN.
- 80) PLACE W9-1 LANE REDUCTION TRANSITION SIGN
- 81) PLACE R2-1 SPEED LIMIT SIGN.
- 82) PLACE 4" SOLID WHITE PAINTED STRIPE.
- 83) PLACE CROSSWALK AS SHOWN USING 12" WIDE WHITE LONGITUDINAL COLD POLYMER FILM OR EQUAL..
- 84) PLACE 12" WIDE WHITE STOP BAR USING COLD POLYMER FILM OR EQUAL.
- 85) PLACE R3-5R AND R3-7R RIGHT LANE MUST TURN RIGHT SIGN.
- 86) (NOT USED)
- 87) PLACE W1-2R SIGN.
- 88) PLACE R7-1 SIGN ON EVERY OTHER STREETLIGHT POLE.
- 89) PLACE ARROWS AND "ONLY" USING COLD POLYMER FILM WITH 40' CLEAR DISTANCE BETWEEN. (TYP.)
- 90) PLACE R3-6R SIGN.

A map of the Craig Rd Project Site area in Lone Mountain. The map shows a network of streets including Washburn Road at the top, Lone Mountain to the north, and Decatur Blvd on the right. A diagonal street, Rancho Drive, runs from the top left towards the bottom right. Other streets shown are Oran K. Cragson Highway, Rainbow Blvd, Torrey Pines Drive, Jones Blvd, Bradley Rd, and Alexander. The Craig Rd Project Site is highlighted with a hatched pattern along Craig Road, which runs horizontally across the middle of the map. A north arrow is located in the upper right quadrant, pointing towards the top of the page. A note indicates 'NORTH NOT TO SCALE'. A dashed line labeled '(U.S. HIGHWAY 85)' is shown at the bottom right.

SECTION 2, TOWNSHIP 20 SOUTH, RANGE 60 EAST, M.D.M. C.C., NV.

*(CONTINUED)*

(91) 1-1/4" STREETLIGHT CONDUIT.

(92) 2" INTERCONNECT CONDUIT.

(93) STUB AND PLUG STREETLIGHT CONDUIT.

(94) STUB AND PLUG INTERCONNECT CONDUIT.

(95) CONNECT TO EXISTING STREETLIGHT CONDUIT.

(96) INSTALL #3 1/2 PULL BOX FOR STREETLIGHTS.

(97) INSTALL #5 PULL BOX FOR INTERCONNECTION. PLACE EVERY 500' TYPICAL OR AS SHOWN

(98) APPROXIMATE FUTURE TRAFFIC SIGNAL LOCATION. REFER TO TRAFFIC DRAWINGS FOR CONDUIT, PULL BOX AND SIGNAL SPECIFICS. INTERSECTION INFORMATION SHOWN ON THE STRIPING PLANS IS FOR INFORMATION ONLY.

(99) APPROXIMATE CROSS WALK AND STOP. FOR LOCATIONS REFER TO TRAFFIC STRIPING PLANS FOR SPECIFIC INFORMATION REGARDING STRIPING IN THIS AREA.

(100) POWER/TELEPHONE POLE TO BE RELOCATED PER NEVADA POWER/CENTEL TELEPHONE.

(101) RELOCATE EXISTING SIGN TO PROPOSED SIDEWALK. REUSE OF SIGNS SHALL BE AT

(102) REMOVE EXISTING SIGN, REUSE SIGN ON PROJECT. THE DIRECTION OF THE C.L.V. TRAFFIC ENGINEER. SIGNS NOT

(103) PLACE R6-1 ONE WAY SIGN. REUSED SHALL BE RETURNED TO C.L.V. CORPORATE YARD.

(104) PLACE R1-2 YIELD SIGN.

(105) CHEVRONS 12" WIDE WHITE COLD POLYMER FILM AT 12' O.C., PAVEMENT MARKERS SHALL BE TYPE 1 CENTERLINE PATTERN USING TYPE A MARKERS.

(106) PLACE R3-2 NO LEFT TURN

(107) PLACE R4-7 KEEP RIGHT

(108) REMOVE EXISTING STREETLIGHT AND RETURN TO CLV CORPORATE YARDS.

(109) INSTALL PHOTO EYE ON STREETLIGHT POLE. CONNECT TO SERVICE PT. w/ 3 # 10

(110) APPROXIMATE TRAFFIC SIGNAL SERVICE. REFER TO TRAFFIC DRAWINGS FOR DETAILS.

(111) PLACE TYPICAL TYPE 3 CENTERLINE DELINEATION AS PER UNIFORM STD. DWG NO.244

(112) PLACE W6-3 TWO WAY TRAFFIC SIGN.

(113) INSTALL TYPE "H" FOUNDATION AS PER UNIFORM STD. DWG NO. 404.208

CLARK COUNTY BM 760014A, DRIVE RITE IN TOP OF SOUTHWEST PORTION OF 4' x 4.50' GAS COMPANY VAULT, LOCATED IN THE NORTHEAST CORNER OF CRAIG ROAD AND JONES BOULEVARD 8.50' SOUTHEAST OF POWER POLE ELEVATION 2258.89 CLARK COUNTY DATUM.

CLARK COUNTY BM 760016S, FOUND CIV PLN AND PLATE (NO NUMBER) IN TOP OF CURB, SOUTHWEST CORNER OF CRAIG ROAD AND THOM BOULEVARD NEAR THE PC OF CRAIG ROAD. ELEVATION 2210.792 CLARK COUNTY DATUM.

CLARK COUNTY BM RW 1T-36S, DRIVE RITE IN A 2"x2" ALUMINUM PLATE, IN DRILLED HOLE WITH EPOXY GLE, IN TOP OF CURB OF PLANTER, JUST EAST OF DRIVEWAY INTO 7-11 STORE, NORTHWEST CORNER OF CRAIG ROAD AND RANCHO ROAD, BENCH IS NEAR THE NORTH RIGHT-OF-WAY OF CRAIG ROAD AND ABOUT 10' EAST OF THE NORTH RIGHT-OF-WAY OF RANCHO ROAD. ELEVATION 2234.290 CLARK COUNTY DATUM.

ALL CURVE DATA IS FROM BACK-OF-CURB UNLESS OTHERWISE STATED.

SOUTH 83°50'20" EAST, BEING THE BEARING OF THE EAST-WEST CENTER SECTION LINE OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 60' EAST, M.D.M., CLARK COUNTY, NEVADA AS SHOWN BY MAP THEREOF IN THE OFFICIAL RECORDS OF THE CLARK COUNTY, NEVADA RECORDER AS PAGE 62 OF FILE 15 OF RECORD OF SURVEY.

# CRAIG ROAD

# GENERAL NOTES AND INDEX

**107-Y1804**

789042GN DATE: 11/31/2011

SHEET NO.



**HEFFNER  
ENGINEERING**

CIVIL ENGINEERING DESIGN  
LAND PLANNING & DEVELOPMENT

4441 South Polaris Avenue, Las Vegas, Nevada 89103  
Phone: (702) 798-1900

| DATE | REVISION                                                                                                       |
|------|----------------------------------------------------------------------------------------------------------------|
| 9/92 | 1. CITY OF LAS VEGAS ENGINEERING DESIGN<br>2. GENERAL NOTES REVISED ALONG WITH THE DELETION OF RAINBOW PORTION |
| 5/93 | 2. ADD WATER LINE NOTES                                                                                        |
|      |                                                                                                                |
|      |                                                                                                                |
|      |                                                                                                                |

REVISIONS ONLY

