

ABN - ABANDON
 AC - ASPHALTIC CONCRETE
 AGR - AGGREGATE
 8 - AND
 APN - ASSESSOR PARCEL NUMBER
 APPROX - APPROXIMATE
 ASSY - ASSEMBLY
 AVE - AVENUE

 BC - BACK OF CURB
 BCR - BACK OF CURVE RETURN
 BO - BOOK/BACK
 BLDG - BUILDING
 BLK - BLOCK
 BLM - BUREAU OF LAND MANAGEMENT
 BLVD - BOULEVARD
 BM - BENCHMARK
 BO - BLOW OFF ASSEMBLY
 BOB - BACK OF CURB
 BOT - BOTTOM
 BOW - BACK OF WALK
 BRG - BEARING
 BVC - BEGIN VERTICAL CURVE
 BW - BACK OF WALK
 BWB - BACK WATER VALVE
 C/C - CENTER TO CENTER
 C&G - CURB & GUTTER
 CC - CLARK COUNTY
 CC&W - CLARK COUNTY WATER RECLAMATION DISTRICT
 CE - COMMON ELEMENT
 C - CAST IRON
 CP - CAST IRON PIPE/CAST IN PLACE
 CR - CIRCLE
 CL OR C - CENTERLINE
 ONLY - CITY OF NORTH LAS VEGAS
 CO - COUNTY
 CMH - COUNTY OF HENDERSON
 CONC - CONCRETE
 CONT - CONTINUOUS
 COORD - COORDINATE
 CTR - CENTER
 CV - CONTROL VALVE
 Δ - DELTA ANGLE
 D/W OR DWY - DRIVEWAY
 DEPT - DEPARTMENT
 DET - DETAIL
 DEV - DEVELOPMENT
 DEG - DEGREE GRADE
 DR - DROP INLET/DUCTILE IRON
 DIA OR Ø - DIAMETER
 DIM - DIMENSION
 DIP - DUCTILE IRON PIPE
 DIR - DIRECTION
 DIST - DISTANCE
 DMH - DROP MANHOLE
 DN - DOWN
 DR - DRAIN
 DRG - DRAWING

 E - EAST/EDGE
 EA - EACH
 END OF CURVE RETURN
 EX - EXISTING GROUND
 ELEV - ELEVATION
 EOS - EDGE OF SHOULDER
 EP - EDGE OF PAVEMENT
 EQ - EQUAL OR EQUATION
 EQ SP - EQUALLY SPACED
 ESMT - EASEMENT
 EST - ESTIMATE
 EVC - END OF VERTICAL CURVE
 EXIST - EXISTING

 F.A.S.T. - FREEWAY AND ARTERIAL SYSTEM OF TRAVEL
 F/F - FACE TO FACE
 FC - FACE OF CURB
 FH - FINISHED FLOOR
 FHD - FINISHED GRADE
 FH - FIRE HYDRANT
 FIG - FIGURE
 FLOW - FLOW LINE
 FLR - FLOOR
 FN - FENCE
 FND - FOUND
 FNO - FACE OF CURB
 FNO - FACE OF WALL
 FPM - FEET PER MINUTE
 FPS - FEET PER SECOND
 FT - FOOT OR FEET
 FTD - FOOTING
 FUT - FUTURE

 G/B - GRADE BREAK
 GAL - GALVANIZED
 GR - GRADE BREAK
 GND - GROUND
 GP - GALLONS PER DAY
 GPH - GALLONS PER HOUR
 GPM - GALLONS PER MINUTE
 GRD - GRADE
 GRT - GRATE
 G - GATE VALVE

 HORIZ - HORIZONTAL
 HP - HIGH POINT
 HPG - HIGH PRESSURE GAS
 HT - HEIGHT
 HWY - HIGHWAY

 IN - INCH
 INST - INSTALL
 INT - INTERIOR
 NW - INVERT
 IRR - IRRIGATION

 LB OR # - POUND
 LEN OF L - LENGTH OF CURVATURE
 LF - LINEAL FOOT
 LG - LONG
 LH - LINE
 LT - LEFT/RIGHT
 LVMD - LAS VEGAS VALLEY WATER DISTRICT
 LWR - LOWER

 M - METER
 MATL - MATERIAL
 MAX - MAXIMUM
 MECH - MECHANICAL
 MFR - MANUFACTURER
 MG - MILLION GALLONS
 MGD - MILLION GALLONS PER DAY
 MH - MANHOLE
 MM - MINIMUM
 MSC - MISCELLANEOUS
 MJ - MECHANICAL JOINT
 MKR - MARKER
 ML - MOTOR LINED
 MLC - METAL LINED & COATED
 MVC - MIDDLE OF VERTICAL CURVE

 N - NORTH
 N/A - NOT APPLICABLE
 NP - NOT A PART
 NDOT - NEVADA DEPARTMENT OF TRANSPORTATION
 NE - NORTHEAST
 NF - NORTH FACE
 NO - NATURAL GROUND
 NO. OR # - NUMBER
 NTS - NOT TO SCALE
 NW - NORTHWEST

 O/O - OUT TO OUT
 OC - ON CENTER
 OD - OUTSIDE DIAMETER
 OF - OUTSIDE FACE
 OHP - OVER HEAD POWER
 OTEL - OVER HEAD TELEPHONE
 ORG - ORIGINAL
 OVL - OVERFLOW

 O/O - OUT TO OUT
 OC - ON CENTER
 OD - OUTSIDE DIAMETER
 OF - OUTSIDE FACE
 OHP - OVER HEAD POWER
 OTEL - OVER HEAD TELEPHONE
 ORG - ORIGINAL
 OVL - OVERFLOW

 PL OR P - PROPERTY LINE
 PAINT - PAVEMENT
 P - PULL BOX
 PC - POINT OF CURVE
 PCC - POINT OF COMPOUND CURVE
 PE - POINT OF ENTRY
 PED - PEDESTAL
 PERM - PERMANENT
 PERP - PERPENDICULAR
 PH - PHASE
 PI - POINT OF INTERSECTION
 PKG - PACKAGE
 PKWY - PARKWAY
 PL - PLACE/PLATE/PARCEL LINE
 PLY - PLATE (DRAWING)
 POLY - POLYETHYLENE
 PP - POWER POLE
 PR - PAIR
 PRC - POINT OF REVERSE CURVE/
 PRECAST REINFORCED CONCRETE
 PRELIM - PRELIMINARY
 PROP - PROPOSED
 PRV - PRESSURE REGULATING VALVE
 PS - PUMP STATION
 PSL - POUNDS PER SQUARE FOOT
 PSL - POUNDS PER SQUARE INCH
 PT - POINT/POINT OF TANGENT
 PUE - PUBLIC UTILITY EASEMENT
 PV - POINT OF VERTICAL INTERSECTION
 PVC - POLYVINYL CHLORIDE PIPE
 QTR - QUARTER
 QTY - QUANTITY

 R - RADIUS
 (R) - RADIAL
 R/W - RIGHT OF WAY
 ROB - REINFORCED CONCRETE BOX
 ROB - REINFORCED CONCRETE PIPE
 RD - ROAD
 RED - REDUCER
 REOD - REQUIRED
 RET - RETURN
 REV - REVISION OR REVERSE
 ROW - RIGHT OF WAY
 RPPA - REDUCED PRESSURE PRINCIPLE ASSEMBLY
 RR - RAILROAD
 RT - RIGHT

 S - SOUTH/SLOPE
 S/C - SAW CUT
 SCH - STEEL CYLINDER CONCRETE PIPE
 SCH - SCHEDULE
 SO - STORM DRAIN
 SDMH - STORM DRAIN MANHOLE
 SE - SE
 SEC - SECTION/SECOND
 SEC - SEGMENT
 SHDR - SHOULDER
 SHT - SHEET
 STD - SPECIAL IMPROVEMENT DISTRICT
 SIG - SIGNAL
 SLV - SLOPE
 SLV - SLOVE
 SSW - SOUTHERN NEVADA WATER AUTHORITY
 SPEC(S) - SPECIFICATION(S)
 SQ - SQUARE
 SQ FT - SQUARE FOOT/FEET
 SQ YD - SQUARE YARD
 SS - SANITARY SEWER
 ST - STREET
 STA - STATION
 STD - STANDARD
 STL - STEEL
 STLT - STREET LIGHT
 SUR - SURVEY
 SW - SIDEWALK OR SOUTHWEST
 SY - SQUARE YARD
 SYM - SYMBOL
 SYS - SYSTEM

 TAB - TOP & BOTTOM
 TAN - TANGENT
 TBW - TEMPORARY BENCH MARK
 TOP - TOP OF CURB
 TRENCH DRAIN
 TMP - TEMPORARY
 THK - THICK(NESS)
 THR BKR - THRUST BLOCK
 THW - TOP OF MANHOLE
 TOP - TOP OF FOOTING
 TOGR - TOP OF GRADE
 TOP - TOP OF PIPE
 TOP - TOP OF RAIL
 TOSB - TOP OF SLAB
 TOSW - TOP OF SIDEWALK
 TOTL - TOTAL
 TRC - TOP OF ROLL CURB
 (TYP) - TYPICAL

 UN - UNLESS NOTED OTHERWISE
 UPRR - UNION PACIFIC RAILROAD
 USGS - UNITED STATES GEOLOGIC SURVEY
 UTIL - UTILITY

 V - VOLT OR VALVE
 VAR - VARIES
 VB - VALVE BOX
 VCP - VERTICAL CURVE
 VCP - VERTICAL CLAY PIPE
 VEL - VELOCITY
 VERT - VERTICAL
 VG - VALLEY GUTTER
 VOL - VOLUME
 VPI - VERTICAL POINT OF INTERSECTION
 W - WITH
 W - WEST/WATER
 W/O - WITH OUT
 W - WIDTH
 WDM - WASTE DRAIN
 MW - WROUGHT IRON
 W - WASTE LINE
 WP - WORK POINT/WEATHER PROOF
 WS - WATER SURFACE
 WT - WEIGHT
 W - WATER
 WW - WATER VALVE
 WW - WELDED WIRE FABRIC
 WW - WELDED WIRE MESH

 XFMR - TRANSFORMER
 XFR - TRANSFER
 XSC - CROSS SECTION

 YD - YARD
 YD - YARD

ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE LATEST EDITION OF THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS LATEST EDITION, LATEST EDITION DESIGN AND CONSTRUCTION STANDARDS FOR POTABLE WATER SYSTEMS, EDITION, LATEST EDITION OF THE HANDBOOK OF PLUMBING, LATEST EDITION OF THE PLUMBING IMPROVEMENTS, CLARK COUNTY, NEVADA, AS AMENDED; AND THE UNIFORM PLUMBING CODE. THE CONTRACTOR SHALL ADVISE THE CONTROLLING AGENCY OF ANY CONFLICTS DISCOVERED PRIOR TO THE CONSTRUCTION OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONFLICTING REQUIREMENTS. THE ENGINEER AND/OR CONTRACTOR SHALL PROPOSE A RESOLUTION TO THE CONFLICT FOR REVIEW BY THE AGENCY PRIOR TO PERFORMING THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONFLICTING REQUIREMENTS THAT YIELDS THE HIGHER QUALITY AND/OR PERFORMANCE OF THE WORK. THE CONTROLLING AGENCY SHALL ISSUE WRITTEN APPROVAL FOR THE RESOLUTION OF THE CONFLICT WHICH SHALL CONSTITUTE THE DESIGN AND CONSTRUCTION DOCUMENTS FOR THE WORK.

2. THESE STANDARDS APPLY TO THE CONSTRUCTION DOCUMENTS FOR THE WORK.

3. SEWER MAINS SHALL BE LAID INDIVIDUALLY IN TRENCHES THAT ARE INDEPENDENT FROM THE TRENCHES FOR OTHER UTILITIES.

4. ALL SLOPES AT SLOPES NOT LESS THAN THE MINIMUM SLOPES SHOWN IN THESE SPECIFICATIONS.

5. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PERFORM CONSTRUCTION IN FULL COMPLIANCE WITH THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER DEVELOPER, ENGINEER OR CONTRACTOR WISH TO MAKE CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS, SUCH CHANGES SHALL BE APPROVED BY THE AGENCY PRIOR TO CONSTRUCTION. ANY CHANGES TO THE DESIGN AND CONSTRUCTION DOCUMENTS WITHOUT AGENCY APPROVAL SHALL BE REMOVED BY THE CONTRACTOR AT ITS OWN EXPENSE AND THE WORK CONSTRUCTED AS DEPICTED IN THE APPROVED CONSTRUCTION DOCUMENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORK UNDER SECTION 3.15 OF THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS LATEST EDITION.

7. ALL AIR TESTING, VISUAL INSPECTIONS, SYSTEM CLEANING, DEFLECTION TESTING, TELEVISION, PRESSURE TESTING AND LEAKAGE TESTING SHALL BE IN ACCORDANCE WITH SECTION 3.19 OF THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS, LATEST EDITION.

8. BUT SUBJECT TO THE HAVING OF SECTION 3.6 OF THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS, LATEST EDITION SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CONTROLLING AGENCY FOR REVIEW BEFORE BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION UNTIL AUTHORIZED BY THE AGENCY.

9. CONTRACTOR INSTALLING SEWER MAINS THAT WILL BE UNDER THE JURISDICTION OF THE AGENCY SHALL POSSESS A CLASS "A" LICENSE PER THE NEVADA STATE CONTRACTOR'S BOARD.

10. WHEN CONNECTING TO AN EXISTING SUB, CONTRACTOR SHALL CLEAN AND TEST BOTH THE EXISTING SUB AND PORTIONS OF THE LINE TO THE NEXT MANHOLE.

11. ALL SANITARY SEWER MANHOLES SHALL BE LOCATED AND CONSTRUCTED SUCH THAT THEY ARE ACCESSIBLE TO CONVENTIONAL SEWER MAINTENANCE VEHICLES AT ALL TIMES AND UNDER ALL CONDITIONS. ALL MANHOLES INSTALLED ALONG ACCESS ROADS HAVING SINGLE POINTS OF ENTRY AND EGRESS (E.G. "DEAD-END ROADS") SHALL HAVE AT LEAST ONE LOCATION ALONG THE ACCESS ROAD HAVING SUFFICIENT WIDTH TO ALLOW ACCESS BY ALL TYPES OF THE ABOVE DESCRIBED VEHICLES.

12. ALL SEWER MAINS UNDER CONSTRUCTION SHALL HAVE A DEBRIS TRAP PER STANDARD DRAWING SD-30 AT THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM UNTIL ALL CONSTRUCTION ACTIVITIES INCLUDING FINAL TESTING, ARE COMPLETED AND THE SEWER IS READY FOR FINAL ACCEPTANCE BY THE AGENCY.

13. ALL MANHOLES UNDER CONSTRUCTION SHALL HAVE PLUGS PLACED IN THEIR OUTLET PRIOR TO THE TESTING ACTIVITIES. THE PLUGS MAY BE REMOVED FOR PERIODS AS NECESSARY TO ACCOMPLISH FINAL SEWER CLEANING AND TESTING TASKS PRIOR TO FINAL ACCEPTANCE OF THE IMPROVEMENTS.

14. PRIOR TO NEW SEWER MAINS BE PLACED IN SERVICE AND AS A CONDITION OF FINAL ACCEPTANCE, ALL NEW SEWER MAINS SHALL BE TESTED IN ACCORDANCE WITH SECTION 3.19.1 OF THE DESIGN STANDARDS.

15. ALL EXISTING LINES HAVING A LINING SYSTEM IS BEING MODIFIED AS PART OF THE CONSTRUCTION OF THE NEW SANITARY SEWER, THAT LINING SYSTEM SHALL BE RESTORED TO ITS ORIGINAL CONDITION PRIOR TO THE MODIFICATIONS USING LINING SYSTEMS. ANY LINES THAT ARE NOT BEING MODIFIED SHALL BE REMOVED.

16. FIELD-INSTALLED SEWER LINING SYSTEMS MAY NOT BE INSTALLED UNTIL AFTER ALL MANHOLE CONSTRUCTION TASKS ARE COMPLETED, INCLUDING BACKFILLING AND INITIAL TESTING OF ALL MANHOLES.

17. NEW SEWERS HAVING GRADES OF 0.5 PERCENT OR LESS SHALL BE STAKED FOR CONSTRUCTION AT A MAXIMUM OF 25-FEET ON CENTER.

18. ALL SEWER MAINS SHALL BE INSTALLED IN SUCH A MANNER THAT ALL LATERALS MAY NOT BE CONNECTED TO SANITARY SEWER MANHOLES UNLESS APPROVED BY THE AGENCY.

19. SEWER PIPE MATERIAL, PIPE SPECIFICATION, WALL THICKNESS, INTERNAL DIAMETER AND MANHOLE SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE DESIGN AND CONSTRUCTION STANDARDS, WALL THICKNESSES, INTERNAL DIAMETERS AND/OR PIPE SLOPES SHALL BE MADE AT MANHOLES ONLY.

20. ALL NEW MARKER BALLS SHALL BE PLACED ABOVE ALL NEW SANITARY SEWERS, LATERALS AND FORCE MAINS IN ACCORDANCE WITH SECTION 3.14 OF THE DESIGN STANDARDS.

21. MANHOLE PROTECTION NOTE: WHEN ADJUSTING MANHOLES, THE CONTRACTOR SHALL INSTALL WOOD COVERS IN SANITARY SEWER MANHOLE INVERTS AS WELL AS STEEL PLATE COVERS OVER MANHOLES (AFTER MANHOLE RINGS/FRAMES ARE REMOVED) TO PREVENT DEBRIS FROM ENTERING SEWER MANHOLES AND CORRESPONDING LINES. DEBRIS IN THE PRESENCE OF CORDW COVERING SHALL BE INSTALLED AND REMOVED IN THE PRESENCE OF CORDW INSPECTOR. ALL DEBRIS DROPPED INTO THE SEWER MANHOLES AND CORRESPONDING LINES SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL CLEAN ALL DEBRIS FROM THE SEWER MAINS AND LATERALS AND/OR SEWER LINES IN THE PRESENCE OF CORDW INSPECTOR AND APPROVED BY THE CONSTRUCTION MANAGER.

22. ALL CONSTRUCTION ACTIVITIES SHALL BE PER DCSWCS, LATEST EDITION, PER SD4 AND SD5. IF CORROSION PROTECTION EXISTS ON MANHOLE CONCRETE SURFACES, CONTRACTOR SHALL PREPARE SURFACE AND REPLY IN ACCORDANCE WITH MANUFACTURER.

23. REPAIRS TO EXISTING SEWER MAINS SHALL BE COMPLETED WITHIN THE WORK. AT AGENCY DISCRETION, CONTRACTOR SHALL COORDINATE A MINIMUM OF 24 HOURS IN ADVANCE OF THE WORK.

1. ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) TO BE IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAYING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
2. BEFORE ANY WORK IS STARTED IN THE RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL TEMPORARY MARKINGS FOR THE CONSTRUCTION ZONE. THE CONTRACTOR SHALL INSTALL TEMPORARY GROUND MOUNTED STOP SIGNS AT ALL NEW STREET ENCROACHMENTS INTO EXISTING COUNTY STREETS IMMEDIATELY AFTER FIRST GRADING WORK IS ACCOMPLISHED AND SHALL MAINTAIN SAID SIGNS UNTIL PERMANENT SIGNS ARE INSTALLED.
3. ALL CONSTRUCTION SIGNING, BARRICADING AND PAVEMENT MARKINGS SHALL CONFORM TO THE NEVADA WORK ZONE TRAFFIC CONTROL HANDBOOK - 1986 AND TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
4. IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY OBSTRUCTION, TEMPORARY MARKINGS FOR THE CONSTRUCTION ZONE, THE CONTRACTOR SHALL SUCH PAVEMENT MARKING SHALL BE RESTORED OR REPLACED WITH LIKE MATERIALS TO THE SATISFACTION OF THE COUNTY TRAFFIC MANAGER.
5. THE DEVELOPER SHALL BE RESPONSIBLE TO PROVIDE AND INSTALL ALL PERMANENT SIGNS SHOWN ON THE PLANS. STREET NAME SIGNS SHALL CONFORM IN THEIR ENTIRETY TO CLARK COUNTY AREA STANDARDS. ALL OTHER SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE SPECIFIED. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH CLARK COUNTY AREA STANDARDS. ALL SIGNS SHALL USE CLASS V SHEETING.
6. IF A PROPOSED STREET LIGHT STANDARD IS FIELD LOCATED TO WITHIN FIVE (5) FEET OF ANY SIGN SHOWN HEREON TO BE MOUNTED ON A SIGN POST, CHANGE SIGN MOUNTING TO ONE ON THE STREETLIGHT STANDARD.
7. PRIOR TO CONSTRUCTION, THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND COMPLETE NUMBERING FROM THE CURRENT PLANNING DIVISION OF THE DEPARTMENT OF COMPREHENSIVE PLANNING.
8. ALL TRAFFIC SIGNAL POLE ASSEMBLIES, STEEL PEDESTAL FOR CABINETS AND STREET LIGHT POLES SHALL BE GALVANIZED PER ASTM A123.
9. ALL STREET LIGHTING INSTALLATIONS EXCEPT NOTED ON THE STREET LIGHTING PLANS SHALL CONFORM TO THE UNIFORM STANDARD DRAWINGS AND THE UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS' CONSTRUCTION OFF-SITE IMPROVEMENTS CLARK COUNTY AREA, NEVADA, LATEST EDITION OF EACH.
10. THE FOLLOWING CLARK COUNTY UNDERGROUND FACILITIES MAY BE LOCATED IN YOUR PROJECT: TRAFFIC SIGNALS AND FIBER OPTIC AND ARTERIAL SYSTEMS OF TRANSPORTATION (F.A.S.T.) INTERCONNECT CABLE. YOU MUST CONTACT CLARK COUNTY TRAFFIC MANAGEMENT DIVISION, OPERATIONS UNIT AT 455-6000 FOR LOCATIONS AT LEAST 48 HOURS PRIOR TO WORKING IN THE AREA. CLARK COUNTY IS NOT A MEMBER OF "CALL BEFORE YOU DIG". THIS CABLE IS DEEMED IN EMERGENCY BY F.A.S.T., CITY OF LAS VEGAS, CLARK COUNTY AND NDOT AND MUST BE REPAIRED IMMEDIATELY TO F.A.S.T. ACCEPTANCE. \$2,500 PER DAY DAMAGES MAY BE ASSESSED AFTER 24 HOURS HAS ELAPSED FROM TIME OF BREAK OR DAMAGE.
11. F.A.S.T. INTERCONNECT CABLE POLICY IS IN EFFECT. INTERCONNECT CABLE MUST BE MAINTAINED AT ALL TIMES. DEVELOPER/CONTRACTOR SHALL PROVIDE TEMPORARY OVERHEAD INTERCONNECT CABLE WHILE PERMANENT CABLE IS BEING RELOCATED. TEMPORARY AERIAL INSTALLATION MUST BE ACCEPTABLE TO THE COUNTY TRAFFIC MANAGER AND TO F.A.S.T. IF THIS CABLE IS DAMAGED IN EMERGENCY BY F.A.S.T., CITY OF LAS VEGAS, CLARK COUNTY AND NDOT AND MUST BE REPAIRED IMMEDIATELY TO F.A.S.T. ACCEPTANCE. \$2,500 PER DAY DAMAGES MAY BE ASSESSED AFTER 24 HOURS HAS ELAPSED FROM TIME OF BREAK OR DAMAGE.
12. ALL NEW OR REPLACEMENT TRAFFIC SIGNAL LOOPS SHALL BE INSTALLED USING CABLE-IN-DUCT WIRING. SHALL HAVE INDEPENDENT LEAD-IN WIRES FOR EACH LOOP FROM THE CONTROLLER TO THE PULL-BOX, AND EACH LEAD-IN SHALL BE INDIVIDUALLY TAGGED.
13. TRAFFIC SIGNAL PEDESTRIAN HEADS SHALL BE THE L.E.D. TYPE.
14. ELECTRICAL POWER SERVICE POINT LOCATION(S) FOR STREET LIGHTING AND TRAFFIC SIGNALS MUST BE INDICATED ON THE PLANS. IF CONNECTING TO AN EXISTING CIRCUIT, INDICATE LOCATION OF EXISTING SERVICE POINT FOR EACH CIRCUIT.
15. WHEN STREETLIGHTS ARE TO BE CONNECTED TO AN EXISTING CIRCUIT, THE ENGINEER MUST CERTIFY THAT THE EXISTING CIRCUIT IS CAPABLE OF HANDLING THE ADDITIONAL CIRCUIT LOAD.
16. CLARK COUNTY RESERVES THE RIGHT TO REJECT STREET LIGHT AND TRAFFIC SIGNAL POLES AND ASSEMBLIES WHICH HAVE A "STRIPED" APPEARANCE.
17. TWO WEEKS PRIOR TO BEGINNING OF CONSTRUCTION, MODIFICATION OR RELOCATION OF ANY TRAFFIC SIGNAL SYSTEM, WRITTEN NOTICE SHALL BE SUBMITTED TO THE CLARK COUNTY TRAFFIC MANAGEMENT DIVISION OF THE DATE THAT WORK WILL BEGIN.
18. THREE (3) NORMAL WORKING DAYS PRIOR TO TURN-ON OR COMPLETION OF MODIFICATION(S) TO A TRAFFIC SIGNAL SYSTEM, WRITTEN NOTICE SHALL BE SUBMITTED TO THE CLARK COUNTY TRAFFIC MANAGEMENT DIVISION THAT WORK IS BEING COMPLETED AND THE PROPOSED DATE OF COMPLETION.

A) THE OWNER, SITE DEVELOPER, CONTRACTOR, AND/OR THEIR AUTHORIZED AGENTS SHALL EACH DAY REMOVE ALL SEDIMENT, MUD CONSTRUCTION DEBRIS, OR OTHER POTENTIAL POLLUTANTS THAT MAY HAVE BEEN DISCHARGED TO, OR ACCUMULATED IN, THE PUBLIC RIGHTS OF WAY OF CLARK COUNTY AS A RESULT OF CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE DEVELOPMENT OR CONSTRUCTION PROJECT. SUCH MATERIALS SHALL BE PREVENTED FROM ENTERING THE SITE SEWER SYSTEM.

B) ADDITIONAL CONSTRUCTION SITE DISCHARGE BEST MANAGEMENT PRACTICES MAY BE REQUIRED OF THE OWNER AND HIS OR HER AGENTS DUE TO UNFORESEEN EROSION PROBLEMS OR IF THE SUBMITTED PLAN DOES NOT MEET THE PERFORMANCE STANDARDS SPECIFIED IN **CLARK COUNTY TITLE 24.40 AND THE LAS VEGAS VALLEY CONSTRUCTION SITE BMP GUIDANCE MANUAL.**

C) TEMPORARY OR PERMANENT STABILIZATION PRACTICES WILL BE INSTALLED ON DISTURBED AREAS AS SOON AS PRACTICABLE AND NO LATER THAN 14 DAYS AFTER THE CONSTRUCTION OF THE DISTURBED AREAS HAS COMPLETED TEMPORARILY OR PERMANENTLY CEASED. SOME EXCEPTIONS MAY APPLY. REFER TO THE NEVADA STORMWATER GENERAL PERMIT FOR CONSTRUCTION ACTIVITY NVRI000000, SECTION III.A.5.

D) AT A MINIMUM, THE CONTRACTOR OR HIS AGENT SHALL INSPECT ALL DISTURBED AREAS, AREAS USED FOR STORAGE OF MATERIALS AND EQUIPMENT THAT ARE EXPOSED TO PRECIPITATION, VEHICLE ENTRANCE AND EXIT LOCATIONS, AND ALL BMP'S WEEKLY AND WITHIN 24 HOURS AFTER A RAIN EVENT OF 0.5 INCHES OR MORE. THE CONTRACTOR OR HIS AGENT SHALL SUBMIT A CONSTRUCTION SITE EROSION PREVENTION PLAN AS NECESSARY. SOME EXCEPTIONS TO WEEKLY INSPECTIONS MAY APPLY, SUCH AS SUSPENSION OF LAND DISTURBANCE ACTIVITIES. REFER TO THE NEVADA STORMWATER GENERAL PERMIT FOR CONSTRUCTION ACTIVITY NVRI000000, SECTION III.A.12

E) ACCUMULATED SEDIMENT IN BMP'S SHALL BE REMOVED WITHIN 7 DAYS AFTER A STORMWATER RUNOFF EVENT OR PRIOR TO THE NEXT ANTICIPATED STORM EVENT. WHEN THE SEDIMENT ACCUMULATED MUST BE REMOVED WHEN BMP DESIGN CAPACITY HAS BEEN REDUCED BY 50% OR MORE.

VIII. FIRE PREVENTION BUREAU GENERAL NOTES
UNIFORM GUIDELINES, INSTALLATION, AND SPECIFICATION OF FIRE HYDRANTS

A. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE CLARK COUNTY FIRE CODE AS AMENDED, AND THE 2007 EDITION OF NATIONAL FIRE PROTECTION ASSOCIATION PAMPHLET #24.

B. FIRE HYDRANTS AND WATER SUPPLIES FOR FIRE PROTECTION SHALL BE AND MADE AVAILABLE TO THE PUBLIC PRIOR TO THE TIME OF CONSTRUCTION IN ACCORDANCE WITH SECTION 1412 OF THE CLARK COUNTY FIRE CODE, AS AMENDED.

C. IF DURING CONSTRUCTION IT BECOMES NECESSARY TO CLOSE ANY CONTROL VALVE OR PLACE A HYDRANT OUT OF SERVICE, APPROVAL SHALL BE OBTAINED FROM THE FIRE PREVENTION BUREAU PRIOR TO PLACING THE HYDRANT OUT OF SERVICE.

D. PAINTING OF CURBS AND/OR STRIPING OF ASPHALT AREAS AND PROTECTION OF HYDRANT FROM PHYSICAL INJURY SHALL BE PER THE FIRE HYDRANT INSTALLATION SPECIFICATIONS OF THE FIRE PREVENTION BUREAU.

E. NO FIRE HYDRANT SHALL BE LOCATED WITHIN 25 FEET OF ANY STRUCTURE, OR 6 FEET OF A DRIVEWAY, POWER POLE, LIGHT STANDARD, OR ANY OTHER OBSTRUCTION; FOR WALL, FENCE, OR CURB, A 4" FIRMER RAIL AROUND THE HYDRANT MEASURING A MINIMUM OF 3 FEET FROM ITS EXTERIOR SHALL BE MAINTAINED CLEAR OF ALL OBSTRUCTION AT ALL TIMES.

F. FIRE APPARATUS ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS, WITH A MINIMUM VEHICLE LOAD OF 18,000 POUNDS PER AXLE, AND SHALL BE SURFACED AND PAVED SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITY.

G. EXCEPTION: TEMPORARY ACCESS ROADS SERVING ONLY BUILDINGS UNDER CONSTRUCTION SHALL NOT BE REQUIRED TO BE PAVED, BUT SHALL COMPLY WITH ALL OTHER REQUIREMENTS OF SECTION 503.2.3 OF THE CLARK COUNTY FIRE CODE.

G. PRIOR TO ACCEPTANCE OF ANY FIRE SERVICE MAIN, A SATISFACTORY HYDROSTATIC TEST WITH PIPING JOINTS UNCOVERED MUST BE CONDUCTED. APPROVED PLANS, AN INSTALLATION LOG, AND CONTRACTOR'S MATERIALS AND TEST CERTIFICATE MUST BE PROVIDED AT TIME OF INSPECTION. SCHEDULE INSPECTIONS AT

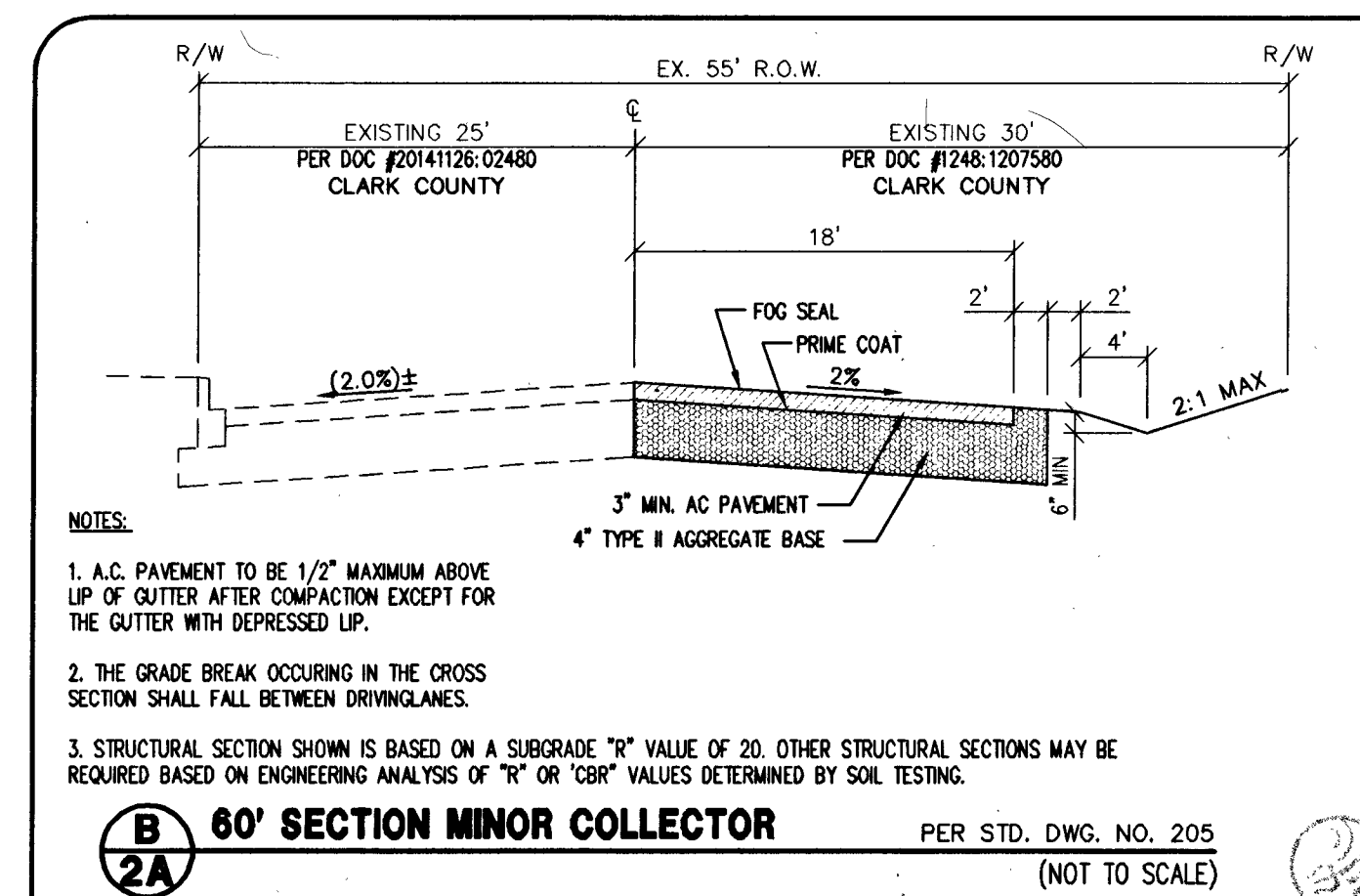
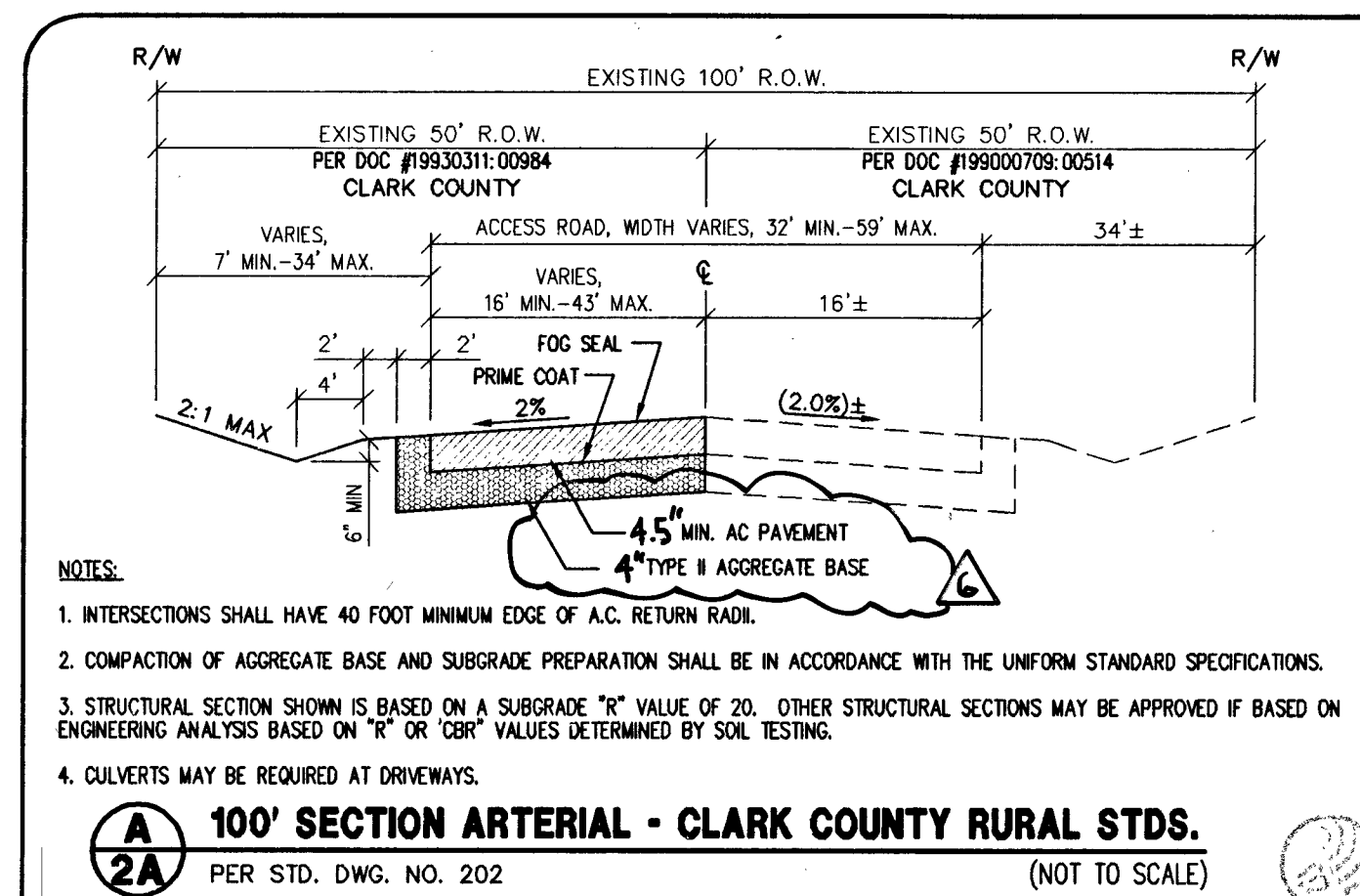
WWW.CLARKCOUNTY.NV.GOV/DEPT/5/DEVELOPMENT_SERVICES/FIRE_PREVENTION.

H. FIRE HYDRANTS SHALL BE LOCATED 4" TO 7" FROM BACK OF CURB AND A MINIMUM OF 6 FEET AWAY FROM TURNS.

I. BLUE REFLECTIVE MARKERS MUST BE INSTALLED BEFORE FINAL HYDRANT ACCEPTANCE CAN BE ATTAINED (SECTION C107 OF THE CLARK COUNTY FIRE CODE, AS AMENDED).

J. FIRE HYDRANTS THAT ARE PROPOSED FOR INSTALLATION IN PUBLIC WATER SYSTEMS SHALL BE IN ACCORDANCE WITH APPROVED FIRE HYDRANTS AS ALLOWED BY THE WATER PURVEYOR. HYDRANTS PROPOSED FOR INSTALLATION ON PRIVATE WATER SYSTEMS SHALL BE IN ACCORDANCE WITH APPROVED FIRE HYDRANTS AS ALLOWED BY THE FIRE PREVENTION BUREAU.

1. INSPECTIONS ARE REQUIRED. CALL 24 HOURS IN ADVANCE AT (702) 455-4610. YOUR PERMIT, APPROVED PLANS, AND BARRICADE PLANS FOR THIS WORK MUST BE ON THE JOB SITE AT ALL TIMES.
2. EXACT LOCATION OF ALL SAW-CUT LINES SHALL BE DETERMINED IN THE FIELD BY A CLARK COUNTY INSPECTOR.
3. CURB AND GUTTER WITH A GRADE OF LESS THAN 4/10 OF ONE PERCENT SHALL BE CONSTRUCTED BY FORMING. EACH JOINT SHALL BE CHECKED FOR GRADE PRIOR TO CONSTRUCTION AND WATER TESTED AS SOON AS POSSIBLE AFTER CONSTRUCTION.
4. FINAL ASPHALTIC CONCRETE (AC) PAVEMENT SURFACES SHALL BE ONE-HALF (1/2") INCH ABOVE THE LIP OF THE GUTTER (INCLUDING OPEN GRADE).
5. ALL OFF-SITE IMPROVEMENT CONSTRUCTION SHALL CONFORM TO THE **UNIFORM STANDARD SPECIFICATIONS FOR STANDARD DRAWINGS** CLARK COUNTY, NEVADA AND CLARK COUNTY SUPPLEMENT TO UNIFORM STANDARD DRAWINGS AND SPECIFICATIONS, LATEST REVISION.
6. PRIVATE STREETS, CURB & GUTTER, AND VALLEY GUTTERS REFLECTED ON THESE PLANS ARE TO BE INSPECTED BY A CLARK COUNTY INSPECTOR.
7. WHEEL CHAIR RAMPS SHALL BE CONSTRUCTED IN EACH QUADRANT OF AN INTERSECTED PER STANDARD DRAWING 235. EXACT LOCATION OF RAMPS SHALL BE DETERMINED IN THE FIELD BY A CLARK COUNTY INSPECTOR.
8. PROPER SIGNS, BARRIERS, BARRICADES AND LIGHTS SHALL BE PLACED AND MAINTAINED IN ACCORDANCE WITH THE LATEST **MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS**. TRAFFIC, SCHOOL, OR STREET SIGNS OF ANY KIND ARE NOT TO BE MOVED FOR ANY REASON WITHOUT FIRST COORDINATING WITH THE DEPARTMENT OF PUBLIC WORKS OFF-SITE INSPECTOR AT (702) 455-4610.
9. THIS PLAN DOES NOT AUTHORIZE CLOSURE OF ANY ROAD OR STREET.
10. NO OPEN TRENCH SHALL BE ALLOWED ACROSS ANY STREET OR WITHIN TEN (10) FEET OF ANY TRAVEL-WAY, EXCEPT WHEN WORK IS IN ACTUAL PROGRESS. AREAS COVERED BY ACCEPTABLE STEEL PLATE ARE NOT TO BE CONSTRUED AS A TRENCH. NO OPEN TRENCH IS PERMITTED IN EXCESS OF 500 FEET OR LENGTH NECESSARY TO ACCOMMODATE PIPE INSTALLATION IN SINGLE DAY, WHICHEVER IS GREATER. ALL TRENCH CROSSINGS AND BACKFILL SHALL MEET THE STANDARD SPECIFICATION UNLESS OTHERWISE STATED.
11. A TEMPORARY PATCH IS TO BE IN PLACE AT THE END OF EACH WORK DAY WHERE THE ADJACENT TRENCH HAS BEEN COMPLETED AND PRIOR TO THE SPECIFIC WORK AREA BACK TO TRAFFIC AND IS TO BE MAINTAINED BY THE PERMITTEE. A PERMANENT PATCH IS TO BE IN PLACE WITHIN THIRTY (30) DAYS AFTER THE INSTALLATION OF THE TEMPORARY PATCH.
12. COMPACTION TESTS ARE REQUIRED.



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Triton
Engineering

CLARK COUNTY GENERAL NOTES.

CLARK COUNTY GENERAL NOTES.

PROFESSIONAL ENGINEER—STATE OF NEVADA
James M. Pearce
 JAMES M. PEARCE
 Exp. 12-31-17
 CIVIL
 No. 9552

SHEET **2A** OF 28
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