FED. RD REG NO	STATE	PROJECT NO.	COUNTY	SHEET NO
9	NEVADA	M-610(5)	CLARK	S-3

STRUCTURE LIST

SURVEY MONUMENTS	CLASS A CONCRETE VALLEY GUTTER (SPECIAL)	SPECIAL CONCRETE SLAB	CLASS A CONCRETE DRIVEWAY (6-INCH) (REINFORCED)	CLASS A CONCRETE DRIVEWAY (6-INCHES)	CLASS A CONCRETE SIDEWALK (4-INCHES)	CLASS A CONCRETE CURB AND GUTTER (TYPE 5)	CLASS A CONCRETE GLUE DOWN CURB (TYPE A)	CLASS A CONCRETE CURB (TYPE 2)	8-INCH POLYVINYL CHLORIDE PIPE (SDR-35)	6-INCH POLYVINYL CHLORIDE PIPE (SDR-35)	TYPE 4 MANHOLE (MODIFIED)	TYPE 4 MANHOLE	SPECIAL MANHOLE	DROP INLET (TYPE 10)	ADJUSTING COVERS, METHOD C,	ADJUSTING COVERS (METHOD B)	48-INCH PRECAST REINFORCED CONCRETE MANHOLE, TYPE 1	SPECIAL DROP INLET	STRUCTURAL STEEL GRATES	38-INCH X 24-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	30-INCH X 19-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	36-INCH REINFORCED CONCRETE PIPE, CLASS III	24-INCH REINFORCED CONCRETE PIPE, CLASS III	18-INCH REINFORCED CONCRETE PIPE, CLASS III	15-INCH REINFORCED CONCRETE PIPE, CLASS III	12-INCH REINFORCED CONCRETE PIPE, CLASS III	REINFORCING STEEL	CLASS A CONCRETE (ISLAND PAVING)	CLASS A CONCRETE (MINOR)	CONCRETE PAVING MISCELLANEOUS AREAS (8-1/2-INCHES)	SAW AND SEAL TRANSVERSE WEAKENED PLANE JOINTS	PLANTMIXING MISCELLANEOUS AREAS	GRANULAR BACKFILL	STRUCTURE EXCAVATION	REMOVAL OF MEDIAN ISLANDS	REMOVAL OF DROP INLETS	REMOVAL OF CURB AND GUTTER	REMOVAL OF SIDEWALK	REMOVAL OF VALLEY GUTTER	REMOVAL OF CURB	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	REMOVAL OF BITUMINOUS SURFACE	REMOVAL OF CONCRETE PAVEMENT	REMOVAL OF GUARDRAIL	REMOVE AND RESET CHAIN LINK FENCE	REMOVE AND RESET GUARDRAIL	
															66	18																															

DESCRIPTION — STATION TO STATION

ADJUST COVERS, METHOD B, AT THE FOLLOWING LOCATIONS (STATIONING IS APPROXIMATE):

"C" 107+44 (LT.) — "C" 107+79 (LT.)
"C" 107+83 (LT.) — "C" 109+14 (LT.)
"C" 110+50 (LT.) — "C" 110+89 (LT.)
"C" 114+27 (LT.) — "C" 115+16 (LT.)
"C" 115+31 (LT.) — "C" 115+49 (LT.)
"C" 115+72 (RT.) — "C" 115+89 (RT.)
"C" 115+89 (RT.) — "C" 116+02 (LT.)
"C" 116+04 (LT.) — "C" 116+29 (LT.)
"C" 116+63 (RT.) — "C" 117+18 (LT.)

ADJUST COVERS, METHOD C, AT THE FOLLOWING LOCATIONS (STATIONING IS APPROXIMATE):

"L1" 118+15 (RT.) — "L1" 118+23 (LT.)
"L1" 119+53 (LT.) — "L1" 120+94 (LT.)
"L1" 121+98 (LT.) — "L1" 125+34 (LT.)
"L1" 130+56 (LT.) — "L1" 131+01 (LT.)
"L1" 131+02 (RT.) — "L1" 132+10 (LT.)
"L1" 135+39 (RT.) — "L1" 135+50 (LT.)
"L1" 137+07 (RT.) — "L1" 139+97 (RT.)
"L1" 140+00 (LT.) — "L1" 148+25 (LT.)
"L1" 148+75 (LT.) — "L1" 148+98 (LT.)
"L1" 153+15 (LT.) — "L1" 154+38 (LT.)
"L1" 157+09 (LT.) — "L1" 157+17 (LT.)
"L1" 157+18 (LT.) — "L1" 157+49 (LT.)
"L1" 158+25 (RT.) — "L1" 160+37 (LT.)
"L1" 161+92 (LT.) — "L1" 162+25 (RT.)
"L1" 162+47 (LT.) — "L1" 167+32 (LT.)
"L1" 170+82 (LT.) — "L1" 170+89 (LT.)
"L1" 174+21 (LT.) — "L1" 177+55 (LT.)
"L1" 178+44 (LT.) — "L1" 181+11 (LT.)
"L1" 182+31 (RT.) — "L1" 184+40 (RT.)
"L1" 185+17 (LT.) — "L1" 186+33 (RT.)
"L1" 190+74 (LT.) — "L1" 192+01 (LT.)
"L1" 195+29 (RT.) — "L1" 195+75 (LT.)
"L1" 200+67 (LT.) — "L1" 202+72 (LT.)
"L1" 204+49 (LT.) — "L1" 204+74 (LT.) D7V3989
"L1" 204+79 (LT.) — "L1" 204+90 (RT.)
"L1" 205+42 (RT.) — "L1" 205+43 (LT.)
"L1" 206+35 (LT.) — "L1" 210+30 (LT.)
"L1" 211+45 (RT.) — "L1" 211+55 (LT.)
"L1" 211+60 (LT.) — "L1" 211+94 (LT.)
"L1" 212+75 (LT.) — "L1" 215+05 (LT.)
"L1" 215+28 (LT.) — "L1" 216+45 (LT.)
"L1" 217+19 (RT.) — "L1" 219+75 (LT.)
"L1" 219+94 (LT.) — "L1" 223+90 (LT.)

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