

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION OF SITE IMPROVEMENTS" PUBLISHED BY THE CLARK COUNTY AREA NEVADA; LATEST ISSUE; THE "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS" CONSTRUCTION, CLARK COUNTY AREA NEVADA; LATEST ISSUE; AND OTHER APPLICABLE APPROVED STANDARDS ISSUED BY THE CONTROLLING AGENCY; THE "UNIFORM BUILDING CODE" AND ALL LOCAL CITY CODES AND ORDINANCES APPLICABLE, EXCEPT AS NOTED ON THIS SHEET AS "DEVIATIONS FROM STANDARDS".
2. THE EXISTENCE AND LOCATION OF ANY OVERHEAD OR UNDERGROUND UTILITY LINES, PIPES, OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A RESEARCH OF THE AVAILABLE RECORDS. EXISTING UTILITIES ARE LOCATED ON PLANS ONLY FOR THE CONVENIENCE OF THE CONTRACTOR EXPERT. EXISTING SERVICE LATERALS MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL AT HIS OWN EXPENSE, LOCATE ALL UNDERGROUND AND OVERHEAD INTERFERENCES WHICH MAY AFFECT HIS PREPARATION DURING CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO SAME. THE CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR OVERHEAD OR UNDERGROUND POWER, GAS AND/OR OTHER UTILITIES SO AS TO SAFELY PROTECT ALL PERSONNEL AND EQUIPMENT, AND SHALL BE RESPONSIBLE FOR ALL COSTS AND LIABILITY IN CONNECTION THEREWITH.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITY LINES, STRUCTURES, AND STREET 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 REPLACED SATISFACTORY TO THE CITY ENGINEER OR OWNING UTILITY COMPANY AT THE EXPENSE OF THE CONTRACTOR.
4. ALL CONSTRUCTION SHALL AS SHOWN ON THESE PLANS, ANY REVISIONS SHALL HAVE THE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER.
5. TYPE V CEMENT SHALL BE USED IN ALL OFF-SITE CONCRETE WORK. CONCRETE TO BE 3000 P.S.I. MINIMUM @ 28 DAYS. MIX DESIGN TO BE APPROVED BY THE QUALITY CONTROL DIVISION PRIOR TO USE ON THE PROJECT.
6. PERMITS ARE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL SECURE ALL PERMITS AND INSPECTIONS REQUIRED FOR THIS CONSTRUCTION.
7. EXPANSION JOINTS REQUIRED, MAXIMUM EVERY 300' IN EXTRUDED TYPE CURB.
8. AC PAVEMENT TO BE 4" ABOVE TOP OF ALL GUTTERS AFTER COMPACTION, EXCEPT AT HANDICAP RAMPS.
9. CURB & GUTTER FOUND TO BE UNACCEPTABLE TO THE CITY OF LAS VEGAS SHALL BE REMOVED AND REPLACED PER STANDARD DRAWING 216.
10. SIDEWALK RAMPS SHALL BE CONSTRUCTED IN EACH QUADRANT OF AN INTERSECTION PER STANDARDS DRAWING 235. EXACT LOCATION OF RAMPS MAY BE ADJUSTED IN THE FIELD BY A CITY INSPECTOR.
11. CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND ANY EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE, AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION. THE EXTENT OF TRANSITIONS TO BE AS SHOWN ON PLANS.
12. ALL GRADING WORK SHALL CONFORM TO THE SOILS REPORT AS PREPARED BY THE SOILS ENGINEER AND APPROVED BY THE CITY ENGINEER, AND AS SHOWN ON THESE PLANS.
13. EXACT LOCATION OF ALL SAWCUT LINES MAY BE DETERMINED IN THE FIELD BY A CITY OF LAS VEGAS INSPECTOR. LOCATION ON PLANS IS NOT CLEARLY SHOWN, OR EXISTING PAVEMENT CONDITION REQUIRES RELOCATION.
14. THE CONTRACTOR SHALL TAKE ALL PRECAUTION NECESSARY TO PROTECT EXISTING PERMANENT SURVEY MONUMENTS. ANY MONUMENTS DISTURBED SHALL BE REPLACED AND ADJUSTED PER AVAILABLE RECORDS IN ACCORDANCE WITH N.R.S. STATUTE NO. 829.550.
15. UTILITY COMPANY METER BOXES, MANHOLE LIDS, VALVE COVERS ETC., SHALL BE LOCATED OUT OF DRIVEWAYS, DRIVEWAY APRONS, FLOW LINES, AND CROSS GUTTERS UNLESS WRITTEN APPROVAL IS GRANTED BY THE UTILITY COMPANY AND THE CITY ENGINEER.
16. ALL WALLS NEW OR EXISTING ARE ONLY SHOWN ON CIVIL PLANS FOR THE PURPOSE OF REVIEWING GRADING RELATIONSHIPS; FLOOD CONTROL, AND SIGHT DISTANCE AT INTERSECTIONS. NEW WALLS REQUIRE BUILDING PERMIT & BUILDING INSPECTION.
17. ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN CITY RIGHT OF WAY.
18. CONTRACTOR SHALL ADJUST ALL NEW AND EXISTING INLETS, VALVE BOXES, MANHOLE RIMS, AND SEWER CLEAN OUTS, ETC. TO FINISH GRADE AS APPLICABLE WHETHER OR NOT THEY ARE SHOWN ON THE PLANS.
19. MATERIALS, HANDLING AND PLACEMENT OF PORTLAND CEMENT CONCRETE SHALL BE IN ACCORDANCE WITH APPLICABLE SECTIONS OF NDOT OR THE CLARK COUNTY AREA SPECIFICATIONS (AS APPLICABLE) AND THE PLANS AND DETAILS SHOWN HEREON.

1. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "NEVADA WORK ZONE TRAFFIC CONTROL HANDBOOK," LATEST EDITION, AND TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," LATEST EDITION.
2. THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND BLOCK NUMBERING FROM THE PLANNING DEPARTMENT PRIOR TO CONSTRUCTION.
3. BEFORE ANY WORK IS STARTED IN THE RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS FOR THE CONSTRUCTION ZONE. THE CONTRACTOR SHALL INSTALL TEMPORARY STOP SIGNS AT ALL NEW STREET ENCROACHMENTS INTO EXISTING CITY STREETS WHERE WARRANTED IMMEDIATELY AFTER FIRST CONSTRUCTION WORK IS COMPLETED, AND SHALL MAINTAIN SAID SIGNS UNTIL PERMANENT SIGNS ARE INSTALLED.
4. WHEN A DESIGNATED "SAFE ROUTE TO SCHOOL" IS ENCLOSED UPON BY A CONSTRUCTION WORK ZONE, AND PUBLIC WORKS STAFF IDENTIFIES A NEED FOR STUDENTS TO BE ASSISTED IN THE SAFE CROSSING THROUGH THAT WORK ZONE, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE THE QUALIFIED "CROSSING GUARD". THE GUARD SHALL BE PRESENT FOR THE FULL DURATION OF TIME THAT CHILDREN ARE LIKELY TO BE PRESENT.
5. IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY OBSTRUCTION, OR TEMPORARY REMOVAL OR REDUCTION OF ANY EXISTING TRAFFIC PAVEMENT MARKING, SUCH PAVEMENT MARKING SHALL BE RESTORED OR REPLACED WITH LIKE MATERIAL TO THE SATISFACTION OF THE CITY STANDARDS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL TRAFFIC SIGNS SHOWN ON THE PLANS. STREET NAME SIGNS SHALL CONFORM IN THEIR ENTIRETY TO CURRENT CITY STANDARDS. ALL OTHER SIGNS SHALL BE STANDARD SIZE UNLESS OTHERWISE SPECIFIED ON THE PLANS. ALL SIGN POSTS SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT CITY STANDARDS.
7. WHEN A PROPOSED STREET LIGHT STANDARD IS LOCATED WITHIN FIVE (5) FEET OF ANY PROPOSED SIGN SHOWN ON THE PLANS TO BE MOUNTED ON A SIGNPOST, THE SIGN SHALL BE MOUNTED ON THE STREET LIGHT STANDARD AND THE SIGNPOST SHALL BE ELIMINATED.
8. 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 PROJECT TO BE IMPROVED OR REIMPROVED. THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
9. STREET SIGNS AND STOP SIGNS SHALL BE INSTALLED PER CITY STANDARD SPECIFICATIONS FOR PLACEMENT OF STREET NAME SIGNS.
10. THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
11. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE EXPEDITED TO COMPLETION SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVEL OF THE PUBLIC.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING CITIZENS AREA TRANSIT (C.A.T.) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.
13. GUARDS SHALL BE OBTAINED BY CONTACTING THE METROPOLITAN POLICE DEPARTMENT SPECIAL EVENTS UNIT (PHONE NO. IS 229-3442) WHO WILL PROVIDE OFFICERS PROPERLY TRAINED IN TRAFFIC CONTROL FEES FOR THE USE OF THESE OFFICERS SHALL BE METRO AND WILL BE PAID BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR ALL ARRANGEMENTS WITH METRO.

1. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE CITY OF LAS VEGAS FIRE DEPARTMENT'S ORDINANCE • 5115, "HYDRANT SPECIFICATIONS", AND "HYDRANT INSTALLATION SPECIFICATION".
2. AUTHORIZED HYDRANTS FOR THIS PROJECT ARE:
 - A. KENNEDY - GUARDIAN MODELS KB1A AND DB1D
 - B. MUELLER - SUPER CENTURION 250 MODEL A-423
 - C. CLOW - MEDALLION MODEL F-2546LV
3. ON ANY RESIDENTIAL OR COMMERCIAL INSTALLATIONS FIRE HYDRANTS SHALL BE INSTALLED AND FIRE APPARATUS ACCESS ROADS SHALL BE MAINTAINED BEFORE COMMENCEMENT OF ANY COMBUSTIBLE CONSTRUCTION. ALL FIRE HYDRANTS SHALL BE IN GOOD WORKING ORDER AND SHALL BE CAPABLE OF DELIVERING THE REQUIRED FIRE FLOW.
4. TO IDENTIFY THE FIRE HYDRANT LOCATIONS, CONTRACTOR SHALL PLACE A BLUE REFLECTIVE MARKER AT CENTERLINE OF STREET ADJACENT TO FIRE HYDRANT AS REQUIRED IN ORDINANCE • 5115.
5. ALL UNDERGROUND INSPECTIONS, PRESSURE AND FLUSH VERIFICATIONS OF ALL FIRE HYDRANTS AND FIRE LINES, SHALL BE CONDUCTED BEFORE COVERING THE LINES. CALL THE CITY OF LAS VEGAS INSPECTION HOTLINE AT 229-2071 TO REQUEST AN INSPECTION BY THE CITY OF LAS VEGAS FIRE DEPARTMENT.
6. PAINTING OF THE CURBS AND FIRE HYDRANTS AND ALL OTHER WORK NECESSARY AS REQUIRED BY ORDINANCE • 5115, FOR THE PROTECTION OF FIRE HYDRANTS FROM PHYSICAL DAMAGE, SHALL BE COMPLETED BEFORE APPROVAL BY THE CITY OF LAS VEGAS FIRE DEPARTMENT.
7. A PERMIT IS REQUIRED FROM THE CITY OF LAS VEGAS FIRE DEPARTMENT FOR THE ON-SITE WATER LINES AND FIRE HYDRANTS. THE PERMIT AND CONTRACTOR'S MATERIAL AND TEST CERTIFICATE FOR UNDERGROUND PIPING FORM SHALL BE OBTAINED FROM THE FIRE PROTECTION ENGINEER BEFORE COMMENCEMENT OF WORK.
8. PRIVATE FIRE HYDRANTS SHALL BE PAINTED RED.
9. PRIOR TO THE FINAL OCCUPANCY, A FLOW TEST MUST BE WITNESSED BY THE CITY OF LAS VEGAS FIRE DEPARTMENT TO VERIFY AVAILABILITY OF THE REQUIRED FIRE FLOW.
10. ALL ON-SITE UNDERGROUND WATER MAINS AND MATERIALS SHALL BE U.L. LISTED, A.W.W.A. APPROVED, AND SHALL BE RATED FOR THE APPROPRIATE WORKING PRESSURE.
11. FIRE HYDRANTS SPACING SHALL BE:
 - RESIDENTIAL - 500 FEET UNSPRINKLERED, 1,000 FEET SPRINKLERED
 - COMMERCIAL - 300 FEET UNSPRINKLERED, 600 SPRINKLERED
12. WHERE NEW WATER MAINS ARE EXTENDED ALONG STREETS WHERE FIRE HYDRANTS ARE NOT NEEDED FOR PROTECTION OF THE STRUCTURES, FIRE HYDRANTS SHALL BE INSTALLED AT MAXIMUM 1,000 FOOT SPACING, TO PROVIDE FOR TRANSPORTATION HAZARDS.
13. NO FIRE HYDRANT SHALL BE LOCATED WITHIN THE REQUIRED RADIUS OF A CUL-DE-SAC OR WITHIN TWENTY (20') FEET OF THE PERIMETER OF THE RADIUS OF THE CUL-DE-SAC.
14. NO FIRE HYDRANTS SHALL BE LOCATED WITHIN 6 FEET OF ANY CURB RETURN, DRIVEWAY, POWER POLE, STREET LIGHT OR ANY OTHER OBSTRUCTION.
15. THE MAXIMUM DISTANCE FROM A FIRE HYDRANT TO THE END OF A DEAD END SHALL NOT EXCEED 200 FEET.
16. THE MAXIMUM DISTANCE FROM A FIRE HYDRANT TO A FIRE DEPARTMENT CONNECTION (FDC) SHALL NOT EXCEED 100 FEET, AS MEASURED BY AN APPROVED ROUTE.
17. TWO SOURCES OF SUPPLY ARE REQUIRED WHENEVER THERE ARE 4 OR MORE FIRE HYDRANTS/SPRINKLER LEAD-INS INSTALLED ON A SINGLE SYSTEM.
18. SECTIONAL CONTROL VALVES SHALL BE INSTALLED SO THAT NO MORE THAN 2 FIRE HYDRANTS CAN BE OUT OF SERVICE DUE TO A BREAK IN A WATER MAIN.
19. ALL FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET (FROM FLOW LINE TO THE FLOW LINE). PROVIDED NO PARKING IS ALLOWED ON EITHER SIDE, 28 FEET. (FROM FLOW LINE TO THE FLOW LINE), IF PARALLEL PARKING IS ALLOWED ON ONE SIDE ONLY; AND 36 FEET (FROM FLOW LINE TO THE FLOW LINE), IF PARALLEL PARKING IS ALLOWED ON BOTH SIDES. VERTICAL CLEARANCE SHALL BE NOT LESS THAN 13 FEET 6 INCHES.
20. ALL FIRE APPARATUS ACCESS ROADS SHALL BE PAVED TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES, AND SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF THE FIRE APPARATUS.
21. THE GRADIENT FOR A FIRE APPARATUS ACCESS ROADS SHALL NOT EXCEED 12% ANGLES OF APPROACH AND ANGLES OF DEPARTURE SHALL NOT EXCEED 6° FOR 25 FEET PRIOR TO OR AFTER THE GRADE CHANGE.
22. THE TURNING RADIUS OF A FIRE APPARATUS ACCESS ROADS SHALL BE NOT LESS THAN FORTY-FIVE FEET (45') OUTSIDE RADIUS AND TWENTY-TWO FEET (22') INSIDE TURNING RADIUS.
23. A FIRE APPARATUS ACCESS ROAD SHALL BE REQUIRED WHEN ANY PORTION OF AN EXTERIOR WALL OF THE FIRST STORY IS LOCATED MORE THAN ONE-HUNDRED FIFTY FEET (150') FROM A FIRE DEPARTMENT VEHICLE ACCESS (SEE EXCEPTIONS UFC 94, SECTION 902.2).
24. ALL DEAD END FIRE APPARATUS ACCESS ROADS AND/OR FIRE LINES, PUBLIC OR PRIVATE, IN EXCESS OF ONE-HUNDRED FIFTY FEET (150') IN LENGTH SHALL BE PROVIDED WITH AN APPROVED TURN AROUND AREA HAVING A MINIMUM DIAMETER OF 81 FEET (BACK OF THE CURB TO THE BACK OF THE CURB).
25. ACCESS ROADS SHALL BE MARKED BY PLACING SIGNS AT THE START OF THE DESIGNATED FIRE LANE, ONE SIGN AT THE END OF THE FIRE LANE AND WITH SIGNS AT INTERVALS OF ONE-HUNDRED FEET (100') ALONG ALL DESIGNATED FIRE LINES. SIGNS TO BE PLACED ON BOTH SIDES OF AN ACCESS ROADWAY IF NEEDED TO PREVENT PARKING ON EITHER SIDE. SIGNS TO BE INSTALLED NO HIGHER THAN TEN FEET (10') OR LESS THAN SIX FEET (6') FROM ROADWAY LEVEL. THE CURBS ALONG OR ON THE PAVEMENT OR CEMENT IF CURB IS NOT PRESENT, SHALL BE PAINTED WITH A RED WEATHER RESISTANT PAINT IN ADDITION TO THE SIGNS.
26. ELECTRICALLY CONTROLLED ACCESS GATES SHALL BE PROVIDED WITH AN APPROVED EMERGENCY VEHICLE DETECTOR/RECEIVER SYSTEM. SAND SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF LAS VEGAS GUIDELINES FOR AUTOMATIC EMERGENCY VEHICLE ACCESS GATES.

1. ALL STREET LIGHTING INSTALLATIONS SHALL BE IN ACCORDANCE WITH THE STREET LIGHTING PLANS, THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA," LATEST REVISION, AND THE "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA," LATEST REVISION.
2. NO DEVIATION OF STREET LIGHT, PULL BOX, CONDUITS (ETC.) LOCATIONS SHALL BE PERMITTED WITHOUT WRITTEN APPROVAL OF THE TRAFFIC/ELECTRICAL FIELD OPERATION DIVISION AND THE CITY ENGINEER. ANY DEVIATION FROM THE PLAN LOCATION WILL REQUIRE COMPLIANCE WITH SECTION 632.002 (4) OF THE SPECIFICATIONS.
3. ALL EXISTING STREET LIGHTING SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
4. ALL EMPTY CONDUIT SHALL HAVE PULL STRINGS INSTALLED PRIOR TO FINAL INSPECTION.
5. ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC., SHALL LEAVE A MINIMUM CLEARANCE OF EIGHTEEN INCHES (18") TO THE FACE OF STREET LIGHTING POLE ON ALL SIDES WHEN STREET LIGHTING IS INSTALLED BEHIND SIDEWALK, AND SHALL AT NO TIME COMPLETELY ENCLOSE THE STREET LIGHTING POLE.
6. AS-BUILT DRAWINGS SHALL BE SUPPLIED TO THE ELECTRICAL SERVICES SECTION PRIOR TO ANY PREFINAL INSPECTION. THE AS-BUILT DRAWING NEEDS TO BE STAMPED AS-BUILT AND SIGNED BY PREPARER.
7. SERVICE POINT SHALL BE COORDINATED WITH NEVADA POWER COMPANY, AND WHEREVER POSSIBLE, BE LOCATED NEAR THE CENTER OF THE CIRCUIT. THIS SHALL BE THE CONTRACTORS RESPONSIBILITY.
8. IT SHALL BE ASSUMED THAT IN THE ABSENCE OF AN EXISTING, WORKABLE CIRCUIT TO ATTACH TO, ALL INSTALLATIONS SHALL REQUIRE A NEW SERVICE FOR OPERATION OF THE CIRCUIT.
9. WHEREVER THERE IS AN OVERHEAD UTILITY THAT MAY CONFLICT WITH THE INSTALLATION OF STREET LIGHTING CIRCUITS AND/OR POLES, THESE CONFLICTS MUST BE RESOLVED BETWEEN THE DEVELOPER AND THE UTILITIES INVOLVED BEFORE STREETLIGHT BASES ARE INSTALLED AT NO EXPENSE TO THE CITY OF LAS VEGAS.
10. THE CONTRACTOR SHALL FURNISH COMPLETE SERVICE TO TRANSFORMERS AND CONTROL SYSTEMS IF REQUIRED ON PLANS.

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS AND THE UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR TO BE AWARE OF THE CONTENTS OF THE ABOVE SPECIFICATIONS.
2. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PERFORM CONSTRUCTION AS PER PLANS, ANY ADDITIONS, DELETIONS, OR CHANGES SHALL FIRST MEET WITH THE APPROVAL OF THE CONTROLLING AGENCY.
3. CHISEL "S" OR "O" IN CURBS WHERE SEWER OR GAS LATERALS PASS UNDER THE CURB.
4. POLYVINYL (PVC) SEWER PIPE SHALL MEET ASTM D-3034 SDR 35 SPECIFICATIONS, INSTALLED WITH SAND BEDDING AND BACKFILL OF TYPE II GRAVEL.
5. ALL MANHOLES IN PAVED STREETS EIGHTY (80') FOOT R/W AND LARGER, SHALL HAVE CONCRETE COLLARS, STRUTS LESS THAN EIGHTY (80') FOOT R/W WILL REQUIRE RETROFIT IF PAVING DOES NOT CONFORM TO CITY STANDARDS AT THE MANHOLE.
6. TEE SADDLES SHALL BE USED TO CONNECT SEWER LATERALS TO EXISTING MAIN LINES UP TO 12" DIAMETER IN SIZE. CONNECTIONS TO 15" OR LARGER MAINS SHALL REQUIRE SPECIAL SPECIAL SADDLES IN LINE "Y" SADDLE SHALL BE USED ON LINES TWELVE INCHES (12") OR ABOVE.
7. A SEWER MAIN CROSSING OVER A WATER MAIN OR LESS THAN 18" UNDER A WATER MAIN, MUST BE REINFORCED CONCRETE ENCASED FOR A DISTANCE NOT LESS THAN TEN FEET (10') TO EACH SIDE OF THE CENTERLINE OF THE WATER MAIN.
8. ALL CONTRACTORS INSTALLING SEWER MAINS THAT WILL BE UNDER THE JURISDICTION OF THE CONTROLLING AGENCY MUST BE CLASS "A" CONTRACTORS.
9. THE CITY OF LAS VEGAS WILL NOT ACCEPT ANY SEWER MAINS WHICH HAVE A VERTICAL DEFLECTION OF MORE THAN ONE TENTH (0.1) OF A FOOT FROM THE APPROVED CONSTRUCTION PLANS. SEWER MAINS FOUND TO EXCEED THIS TOLERANCE WILL HAVE TO BE REPEATED OR REMOVED/AND REPLACED TO THE SATISFACTION OF THE CITY ENGINEER PRIOR TO ACCEPTANCE BY THE CITY.
10. INSTALLATION OF CURVED SEWER REQUIRES SPECIAL CONSTRUCTION PROCEDURES AND INSPECTIONS. CONTACT THE CITY OF LAS VEGAS CONSTRUCTION SERVICES 24 HOURS PRIOR TO INSTALLATION.

CITY OF LAS VEGAS GRADING NOTES

1. IN THE EVENT THAT ANY UNFORESEEN CONDITIONS NOT COVERED BY THESE NOTES ARE ENCOUNTERED DURING OPERATIONS, THE OWNER/ENGINEER SHALL BE IMMEDIATELY NOTIFIED FOR DIRECTION.
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES AND SLOPES SHOWN.
3. CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ALL EXCAVATION. ADEQUATE SHORING SHALL BE DESIGNED AND PROVIDED BY THE CONTRACTOR TO PREVENT UNDERMINING OF ANY ADJACENT FEATURES OR FACILITIES OR CAUSING OF EXCAVATION.
4. THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
5. THE GRADING CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE OWNER TO PROVIDE FOR THE REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ASSOCIATED PERMIT.
6. CONTRACTOR SHALL GRADE TO THE LINES AND ELEVATIONS SHOWN ON THE PLANS WITHIN THE FOLLOWING HORIZONTAL AND VERTICAL TOLERANCES AND DEGREES OF COMPACTION IN THE AREAS INDICATED:

	HORIZONTAL	VERTICAL	COMPACTION
A. PAVEMENT AREA SUBGRADE	0.1"	-0.0 TO -0.1	As indicated on plan
B. ENGINEERED FILL	0.5"	-0.1' to -0.1'	Minimum of 90% as shown on plans
7. COMPACTION TESTING WILL BE PERFORMED BY THE OWNER OR HIS REPRESENTATIVE AND COPIES OF TEST RESULTS WILL BE PROVIDED TO THE CITY.
8. ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
9. THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER.
10. THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS AND ALL OTHER PUBLIC RIGHT-OF-WAY IN A CLEAN, SAFE, AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION AND UPON COMPLETION OF THE PROJECT, ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC SHALL BE MAINTAINED IN A CLEAN, SAFE, AND USABLE CONDITION.
11. IN THE EVENT THAT ANY TEMPORARY CONSTRUCTION ITEM IS REQUIRED THAT IS NOT SHOWN ON THESE DRAWINGS, THE OWNER AGREES TO PROVIDE AND INSTALL SUCH ITEM AT HIS OWN EXPENSE AND THE CITY DIRECTOR SHALL BE THE CITY ENGINEER. TEMPORARY CONSTRUCTION INCLUDES DITCHES, BERMS, ROAD SIGNS AND BARRICADES, ETC.

DESCRIPTION	PROPOSED	EXISTING
ELEVATION	xx.xx ← TC	(xx.xx) ← TC
CENTER	-----	-----
RIGHT OF WAY	-----	-----
PROPERTY LINE	-----	-----
CONSTRUCTION	-----	-----
CONTOUR	----- 100 -----	----- -200 -----
CHAIN LINK FENCE	----- X ----- X ----- X -----	----- X ----- X ----- X -----
WALL	----- [Wall Symbol] -----	----- [Wall Symbol] -----
SEWER MAIN (12" & SMALLER)	----- 12" XXX SS -----	----- 12" SS -----
SEWER MAIN (ABOVE 12")	----- 18" XXX SS -----	----- 18" SS -----
STORM DRAIN	----- 66" MLOP -----	----- 60" SD -----
WATER MAIN	----- 12" XXX WATER MAIN -----	----- 18" W -----
GAS	N/A	----- 2" GAS -----
TELEPHONE	N/A	----- TEL -----
UNDERGROUND POWER	N/A	----- ELEC -----
OVERHEAD POWER	N/A	----- ELEC -----
CABLE TELEVISION	N/A	----- CATV -----
PAD ELEVATION	(XX.X)	(XX.X)
TRAFFIC CONTROL SIGN	----- [Sign Symbol] -----	----- [Sign Symbol] -----
100 W LUMINAIRE	----- [Luminaire Symbol] -----	----- [Luminaire Symbol] -----
PULL BOX	PB [Pull Box Symbol]	PB [Pull Box Symbol]
VALVE	[Valve Symbol]	[Valve Symbol]
FIRE HYDRANT	[Fire Hydrant Symbol]	[Fire Hydrant Symbol]
MONUMENT	[Monument Symbol]	[Monument Symbol]
CURB AND GUTTER	=====	=====
SIDEWALK RAMP	[Ramp Symbol]	[Ramp Symbol]

A	-AT	FT	-FEET OR FOOT
ABAN	-ANODE, GAS	F TO F	-FACE TO FACE
ABAND	ABANDON	F	-GALLON
ABBR	ABBREVIATIONS	GALV	-GALVANIZED
ABD	ABANDONED	GB	-GRABBER AK
ABUT.	ABUTMENT	GT	-GALVANIZED IRON
AC	AC	DM	-GAS METER
ACC	ASPHALTIC CONCRETE	GR	-GAS PRESSURE REGULATOR
ACP	ASBESTOS CEMENT PIPE	GUT	-GUTTER
ADD.	ADDITION	HOM	-HOME OWNERS ASSOCIATION
		HOML	-HEADWALL
ADJ	-ADJUSTING	HP	-HIGH POINT
AGG	AGGREGATE	ID	-INSIDE DIAMETER
AIP	ABANDONED IN PLACE	INT	-INCH
ALT	ALTERNATE	INV	-INVERT
APPD	APPROVED	ISL	-ISLAND
APPROX	APPROXIMATE	JUN	-JUNCTION BOX
ASB	ASBESTOS	JUNCT	-JUNCTION
ASPH	ASPHALT	JOINT	-JOINT
ASSN	ASSOCIATION	LAT	-LATITUDE
ASST	ASSISTANT	LIN	-LINEAR
AUX	AUXILIARY	LN FT	-LENGTH OF RUN FOOT
AVE	AVENUE	LOC	-LENGTH OF CURB
		LP	-LOW POINT
B TO B	BACK TO BACK	LT	-LEFT
BC	BACK TO CURB	LVMD	-LAS VEGAS VALLEY
BCPA	BITUMINOUS COATED	MAX	-MAXIMUM
BCPCMP	PIPE ARCH CULVERT	MH	-MANHOLE
	BITUMINOUS COATED & PAVED CORRUGATED	MIN	-MINIMUM
BCPPA	METAL PIPE CULVERT	MON	-MONOLITHIC
	BITUMINOUS COATED & PAVED PIPE ARCH	N	-NORTH
	CULVERT	NE	-NORTHEAST
BCR	BACK OF CURB RADIUS	N/O	-NORTH OF
BDRY LINE	BOUNDARY LINE	NTS	-NOT TO SCALE
BLVD	BUILDING	NW	-NORTHWEST
BLVD	BOULEVARD	OC	-ON CENTER
BM	BENCH MARK	OD	-OUTSIDE DIAMETER
BS	BOTTOM	OG	-OPEN-GRADED PAVEMENT.
BVC	BACKSIGHT	ORIG	-ORIGINAL GROUND
	BEGINNING OF VERTICAL CURVE	OS	-OUTSIDE TO OUTSIDE
		P	-POWER
BWV	BACKWATER VALVE	PB	-PULL BOX
C TO C	CENTER TO CENTER	PCC	-POINT OF COMPOUND
C&G	CURB AND GUTTER		-CURVE
CAVTV	CABLE TELEVISION	PCC.CONE	-PORTLAND CEMENT
CD	CITY OF DULUTH		-CONCRETE
CE	CLARK COUNTY	PI	-POINT OF INTERSECTION
CI	CURB FACE	PL	-POLYMER LINE
CL	CAST IRON	PL-G	-PLASTIC GAS
CIP	CAST IRON PIPE	PP	-POWER POLE
CL	CENTER LINE	PRC	-POINT OF REVERSE
CLV	CITY OF LAS VEGAS	PRV	-PRESSURE REDUCING VALVE
CM	CITY OF MESQUITE	PROPOSED	-PROPOSED
	-CORRUGATED METAL	PSI	-POUNDS PER SQUARE INCH
CMP	-CORRUGATED METAL PIPE	PT	-POINT OF TANGENCY
CMPA	CORRUGATED METAL PIPE	PVC	-POLYVINYL CHLORIDE
CNH	CITY OF NORTH LAS VEGAS	PWT	-PAVEMENT
COL	CITY OF HENDERSON	R	-RADIUS
COL	COLUMN	REC	-REINFORCED CONCRETE
COORD	CONCRETE PIPE	RCP	-REINFORCED CONCRETE
COORD	COORDINATE		-PIPE
CDRA. I	CORRUGATED IRON	RD	-ROAD
XRD	CROSS ROAD	REIN	-REINFORCED
XSECT	CROSS SECTION	RELOC	-RELOCATE
CU	CUBIC	RD	-RADIUS POINT
CUYD.CY	CUBIC YARD	RR	-RAILROAD
CUFT.CF	CUBIC FOOT	RT	-RIGHT
CUV	CURB	R/W	-RIGHT-OF-WAY
DCSWC	DESIGN & CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEM		
DEG	DEGREE	S	-SOUTH
DEPT	DEPARTMENT	SD	-STORM DRAIN
DIP	DIP	SE	-SOUTHEAST
DIP	DUCTILE IRON PIPE	SHT	-STEEL HIGH PRESSURE
DIP	DIAMETER	SHP	-PIPE
DRWY	DRIVEWAY	SHEET	-SHEET
E	EAST	STREETLIGHT	-STREETLIGHT
E	EAST	S/O	-SOUTH OF
EBS	ELECTRIC	SQ	-SQUARE
	CATHODE PROTECTION	SG FT, SF	-SQUARE FOOT
EC	BOND STATION	SG IN	-SQUARE INCH
ECR	END OF CURB	SG MI, MILE	-SQUARE MILE
	END OF CURB RETURN	SG YD, YD	-SQUARE YARD
EL	ELEVATION	SS	-SANITARY SEWER
EL	ELEVATION	STD	-STANDARD
EM	ELECTRIC METER	STRUCT	-STRUCTURAL
EMBK	EMBANKMENT	STRUCTURE	-STRUCTURE
E/O	EDGE OF	SURV	-SURVEY
E	EDGE OF DIRT	SURV	-SIDEWALK
E	EDGE OF PAVEMENT	SW	-SOUTHWEST
ESMT	EASEMENT	T	-TELEPHONE
E TO E	ESTIMATE	TBA	-TO BE ADJUSTED
ETS	END TO END	TBR	-TO BE REMOVED
	CATHODE PROTECTION	TEMP	-TEMPORARY
EVC	EST STATION	TEMP	-TEMPORARY
	END OF VERTICAL CURVE	TEMP	-TEMPORARY POLE
EXC	EXCAVATION	TOP	-TOP OF PIPE
EXP	EXPANSION	TW	-TOP OF MANHOLE
EXT	EXTENDING	TSI	-TRAFFIC SIGNAL
EXT	EXTENSION		-TRAFFIC SIGNAL
FA	FIRE ALARM	TRANS	-TRANSITION
FI	FINISH GRADE	TY	-TYPICAL
FH	FIRE HYDRANT	UDACS	-UNIFORM DESIGN AND CONSTRUCTION STANDARDS FOR WATER DISTRIBUTION SYSTEMS
FIG.	FIGURE		
FL	FINISH FLOOR	UG	-UNDERGROUND
FL	FLOW LINE	VAR	-VARIABLE
FPM	FEET PER MINUTE	VC	-VERTICAL CURVE
FPS	FEET PER SECOND	VERT	-VERTICAL
		VG	-VALLEY GUTTER
		V	-WATER
		WM	-WATER METER
		W/O	-WEST OF
		YARD	-YARD

1. CONSTRUCT DURANGO DRIVE WITH AN OFFSET CROWN.

NORTH 00°15'13" EAST. BEING THE BEARING OF THE EAST LINE OF THE NORTHEAST QUARTER (NE 1/4) OF THE NORTHEAST QUARTER (NE 1/4) OF THE NORTHEAST QUARTER (NE 1/4) OF SECTION 8, TOWNSHIP 19 SOUTH, RANGE 60 EAST, M.D.M. CLARK COUNTY, NEVADA AS SHOWN ON THE MAP IN FILE 87. OF SURVEYS, PAGE 83, OFFICIAL RECORDS OF CLARK COUNTY, NEVADA.

C.L.V. BENCHMARK: 1LV90-8NES
BLM BRASS CAP AT THE INTERSECTION OF
DURANGO DRIVE AND IRON MOUNTAIN ROAD
NAVD 1988 ELEV: 771.9689 METERS (2532.70 FEET)

GENERAL NOTES SHEET

STIC VALLEY PHASE II

	DRAWN BY: <u>GMH/JSK</u>	B/25/98	SHEET
	DESIGNED BY: <u>E.S. MB</u>	B/25/98	
	CHECKED BY: <u>JWL</u>	10/12/99	
	PROJECT NO: <u>98-90-1103</u>	SCALE: <u>NO SCALE</u>	
SHEET C3 3 of 19 SHEETS DRAWING NO. <u>1074-4599-2</u>			

