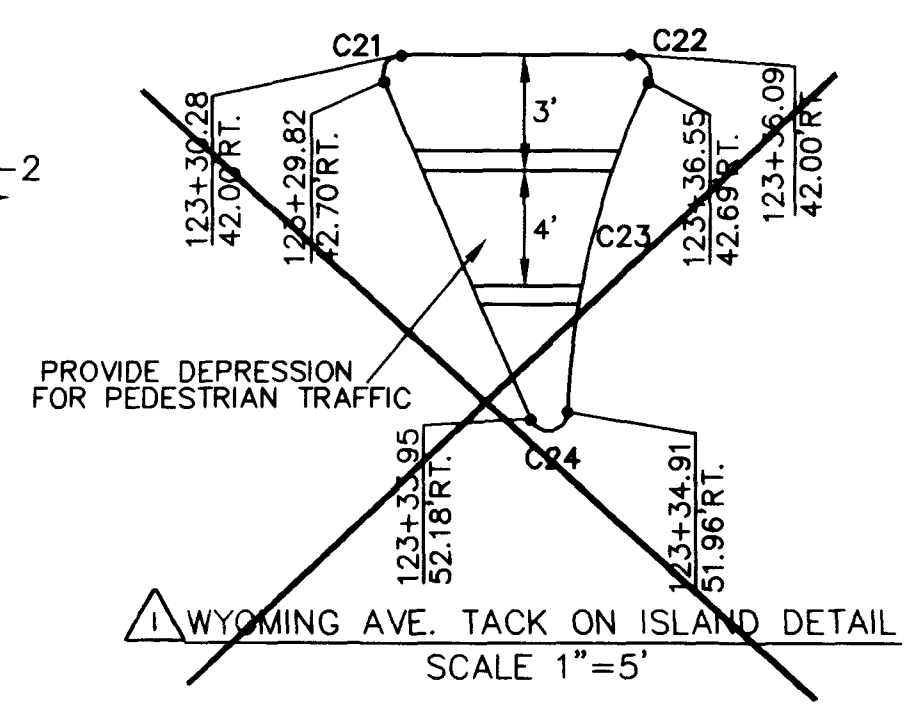
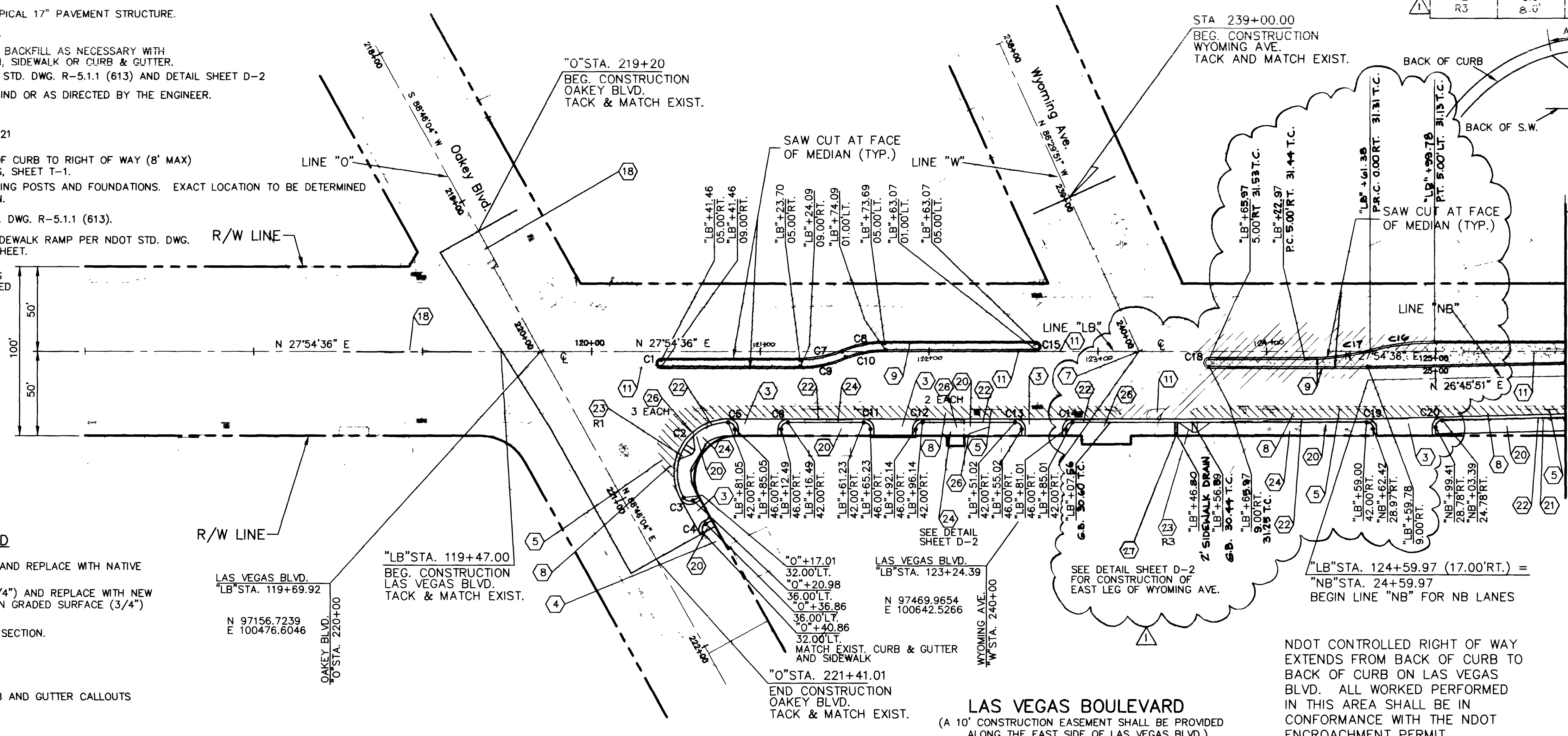


- 3 REMOVE EXIST. DRIVEWAY & S.W. AS NEEDED TO CONSTRUCT MODIFIED CONCRETE DRIVEWAY. (SEE DETAILS SHEET D-1)
- 4 EXISTING CONCRETE SIDEWALK (TO REMAIN)
- 5 REMOVE EXISTING CONCRETE CURB, CURB AND GUTTER OR VALLEY GUTTER.
- 6 REMOVE EXIST. PAVEMENT AND REPLACE WITH TYPICAL 17" PAVEMENT STRUCTURE.
- 7 INSTALL TYPE III MONUMENT PER STD. DWG. #241.
- 8 REMOVE EXIST. CONC. SIDEWALK AND DRIVEWAYS. BACKFILL AS NECESSARY WITH NATIVE BACKFILL MATERIAL. STRUCTURAL SECTION, SIDEWALK OR CURB & GUTTER.
- 9 INSTALL NDOT TYPE 3 MEDIAN CURB. SEE NDOT STD. DWG. R-5.1.1 (613) AND DETAIL SHEET D-2
- 11 REMOVE EXIST. CONC. ISLAND AND BACKFILL IN KIND OR AS DIRECTED BY THE ENGINEER.
- 18 EXIST. MEDIAN ISLAND TO REMAIN
- 19 INSTALL TACK ON ISLAND PER CCA STD. DWG. #221 AND DETAILS PER PLANS.
- 20 CONSTRUCT CONC. S.W. (4" THICK) FROM BACK OF CURB TO RIGHT OF WAY (8' MAX) PER CCA STD. DWG. #234. SEE TYPICAL SECTIONS, SHEET T-1.
- 21 REMOVE AND RELOCATE EXIST. IRON GATE INCLUDING POSTS AND FOUNDATIONS. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
- 22 CONSTRUCT NDOT TYPE 5 C&G. SEE NDOT STD. DWG. R-5.1.1 (613).
- 23 REMOVE EXIST. SW AS NECESSARY TO INSTALL SIDEWALK RAMP PER NDOT STD. DWG. R-5.1.1.1 (613) TYPE B AND RAMP TABLE THIS SHEET.
- 24 REMOVE EXIST. PLANTER BOX AND PLANTS. REMOVE EXIST. IRRIGATION BOXES AND HOSE BIBS AND CAP WATER LINES BELOW GRADE AS REQUIRED BY THE ENGINEER.
- 26 REMOVE/REPLACE PRIVATE SIGN OR LIGHT
- 27 INSTALL SIDEWALK DRAIN PER USD No. 236

Call before you Dig.  
1-800-227-2600  
UNDERGROUND SERVICE ALERT (USA)

**RAMP TABLE**

RAMP	A	B	C	D
R1	6.5'	6.5'	6.0'	4 MIN.
R2	6.0'	6.0'	6.0'	4 MIN.
R3	8.0'	8.0'	6.0'	2'



**CURVE DATA**

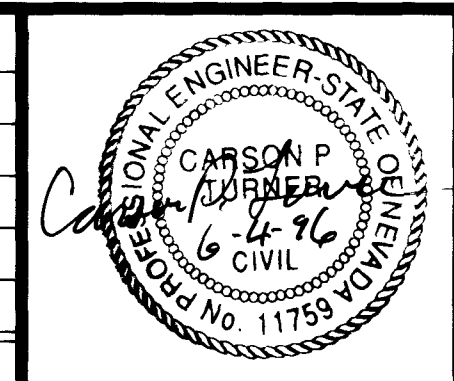
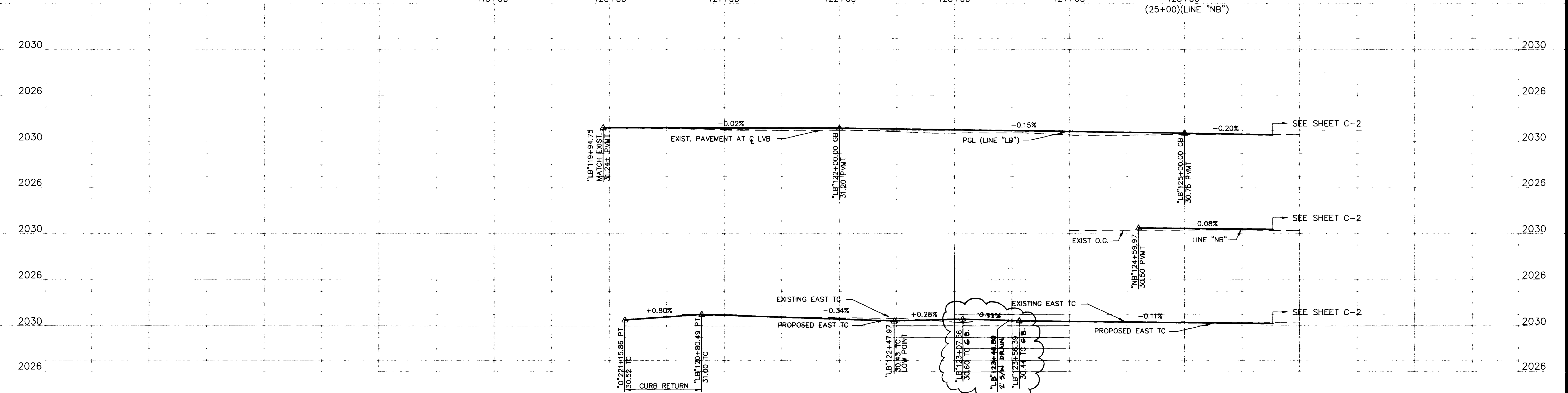
CURVE	RADIUS	LENGTH	TANGENT	DELTA	NOTES
C1	2.00'	6.28'	<infinite>	180°00'00"	B.C.
C2	30.00'	62.35'	51.013'	119°04'53"	B.C.
C3	4.00'	6.28'	4.000'	90°00'00"	B.C.
C4	4.00'	6.28'	4.000'	90°00'00"	B.C.
C5	4.00'	6.28'	4.000'	90°00'00"	B.C.
C6	4.00'	6.28'	4.000'	90°00'00"	B.C.
C7	64.97'	25.65'	12.998'	22°37'27"	B.C.
C8	64.97'	25.65'	12.998'	22°37'27"	B.C.
C9	65.00'	25.66'	13.000'	22°37'12"	B.C.
C10	65.00'	25.66'	13.000'	22°37'12"	B.C.
C11	4.00'	6.28'	4.000'	90°00'00"	B.C.
C12	4.00'	6.28'	4.000'	90°00'00"	B.C.
C13	4.00'	6.28'	4.000'	90°00'00"	B.C.
C14	4.00'	6.28'	4.000'	90°00'00"	B.C.
C15	2.00'	6.28'	<infinite>	180°00'00"	B.C.
C16	150.00'	38.24'	19.53'	14°50'06"	B.C.
C17	150.00'	38.24'	19.53'	14°50'06"	B.C.
C18	2.00'	6.28'	<infinite>	180°00'00"	B.C.
C19	4.00'	6.28'	4.000'	90°00'00"	B.C.
C20	4.00'	6.28'	3.985'	89°47'23"	B.C.
C21	0.50'	0.99'	0.76'	113°02'00"	MED. FACE
C22	0.50'	0.99'	0.76'	112°42'32"	MED. FACE
C23	21.50'	9.49'	4.82'	26°16'36"	MED. FACE
C24	0.50'	1.36'	2.64'	159°34'22"	MED. FACE

**LEGEND**

- REMOVE EXIST. PAVEMENT AND REPLACE WITH NATIVE BACKFILL MATERIAL.
- ROTOMILL OPEN GRADE (3/4") AND REPLACE WITH NEW PLANTMIX BITUMINOUS OPEN GRADED SURFACE (3/4")
- INSTALL NEW STRUCTURAL SECTION. SEE "T" SHEETS

STA / DIST  
STATION AND OFFSET CURB AND GUTTER CALLOUTS

Time: 15:45:00.0  
Date: 4/18/1996  
Drawing File: 990302\PH2\C-1



**Kimley-Horn and Associates, Inc.**  
Las Vegas, Nevada © 1996

DESIGNED BY CPT  
DRAWN BY CDR  
CHECKED BY CPT  
NOTE BOOK NO.

**CITY OF LAS VEGAS**  
DOWNTOWN CORRIDOR IMPROVEMENTS  
CITY OF LAS VEGAS DEPT. OF PUBLIC WORKS  
LAS VEGAS, NEVADA

DATE 6/96  
SCALE  
H 1"=40'  
V 1"=4'

**PLAN AND PROFILE**  
"LB" STA. 119+47 TO "LB" STA. 125+77

DWG. NO. 107-V-2288B  
FILE NO. 9903.02  
SHEET 14 OF 46  
**C-1**

NO.	REVISIONS	DATE	BY
1	DRIVEWAY DELETED, MEDIAN ISLAND NARROWED FOR LEFT TURN LANE, SIDEWALK DRAIN ADDED, SIDEWALK RAMP DELETED	4-16-97	DLA

1. THE DESIGNER HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

2. THE DESIGNER HAS CONDUCTED VISUAL SURVEYS AND HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

3. THE DESIGNER HAS CONDUCTED VISUAL SURVEYS AND HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

4. THE DESIGNER HAS CONDUCTED VISUAL SURVEYS AND HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

5. THE DESIGNER HAS CONDUCTED VISUAL SURVEYS AND HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

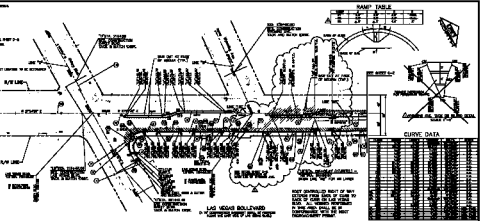
6. THE DESIGNER HAS CONDUCTED VISUAL SURVEYS AND HAS BEEN ADVISED BY THE CITY ENGINEER THAT THE EXISTING CONDITIONS AT THE LOCATION OF THE PROPOSED IMPROVEMENTS ARE AS SHOWN IN THE ATTACHED EXISTING CONDITIONS DRAWING.

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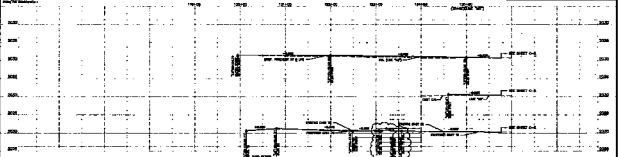
RAMP TABLE

Grade	1%	2%	3%	4%	5%	6%	7%
Length	100	50	33	25	20	17	15



CURVE DATA

Station	PC	PT	PI	Curve Length	Radius	Grade
119+47	119+47	119+50	119+48.5	3	1000	2%
119+50	119+50	119+55	119+52.5	5	1000	2%
119+55	119+55	119+60	119+57.5	5	1000	2%
119+60	119+60	119+65	119+62.5	5	1000	2%
119+65	119+65	119+70	119+67.5	5	1000	2%
119+70	119+70	119+75	119+72.5	5	1000	2%
119+75	119+75	119+80	119+77.5	5	1000	2%
119+80	119+80	119+85	119+82.5	5	1000	2%
119+85	119+85	119+90	119+87.5	5	1000	2%
119+90	119+90	119+95	119+92.5	5	1000	2%
119+95	119+95	120+00	119+97.5	5	1000	2%
120+00	120+00	120+05	120+02.5	5	1000	2%
120+05	120+05	120+10	120+07.5	5	1000	2%
120+10	120+10	120+15	120+12.5	5	1000	2%
120+15	120+15	120+20	120+17.5	5	1000	2%
120+20	120+20	120+25	120+22.5	5	1000	2%
120+25	120+25	120+30	120+27.5	5	1000	2%
120+30	120+30	120+35	120+32.5	5	1000	2%
120+35	120+35	120+40	120+37.5	5	1000	2%
120+40	120+40	120+45	120+42.5	5	1000	2%
120+45	120+45	120+50	120+47.5	5	1000	2%
120+50	120+50	120+55	120+52.5	5	1000	2%
120+55	120+55	120+60	120+57.5	5	1000	2%
120+60	120+60	120+65	120+62.5	5	1000	2%
120+65	120+65	120+70	120+67.5	5	1000	2%
120+70	120+70	120+75	120+72.5	5	1000	2%
120+75	120+75	120+80	120+77.5	5	1000	2%
120+80	120+80	120+85	120+82.5	5	1000	2%
120+85	120+85	120+90	120+87.5	5	1000	2%
120+90	120+90	120+95	120+92.5	5	1000	2%
120+95	120+95	121+00	120+97.5	5	1000	2%



		DESIGNED BY: <i>GF</i> CHECKED BY: <i>GF</i> DATE: 11/11/11	DOWNTOWN CORRIDOR IMPROVEMENTS CITY OF LAS VEGAS DEPT. OF PUBLIC WORKS LAS VEGAS, NEVADA	SHEET NO. 11 OF 48 PLAN AND PROFILE STA. 119+47 TO STA. 125+77	SCALE: 1" = 40' 1" = 10'