

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA," LATEST ISSUE; THE "UNIFORM STANDARD SPECIFICATIONS 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. THE EXISTING UTILITIES ARE LOCATED ON PLANS ONLY FOR THE CONVENIENCE OF THE CONTRACTOR. EXISTING UTILITY 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 OPERATION DURING CONSTRUCTION AND SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO SAME. THE CONTRACTOR SHALL USE EXTREME CAUTION TO AVOID DAMAGE TO ANY 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 EXPENSE OF THE CONTRACTOR.
4. ALL CONSTRUCTION SHALL BE 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 OFFSITE 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 1/2" ABOVE LIP OF ALL GUTTERS AFTER COMPACTION COMPLETE AT SIDEWALK RAMPS.
9. APPLY FOG SEAL ONLY AFTER ALL CORRECTIONS AND ADJUSTMENTS HAVE BEEN MADE.
10. CURB AND GUTTER WITH A GRADE OF LESS THAN FOUR TENTHS OF ONE PERCENT SHALL BE WATER TESTED AS SOON AS POSSIBLE AFTER CONSTRUCTION. ANY CURB AND GUTTER FOUND TO BE UNACCEPTABLE TO THE CITY SHALL BE REMOVED AND REPLACED.
11. SIDEWALK RAMPS SHALL BE CONSTRUCTED IN EACH QUADRANT OF AN INTERSECTION PER STANDARD DRAWING 235. EXACT LOCATION OF RAMPS MAY BE ADJUSTED IN THE FIELD BY A CITY INSPECTOR.
12. CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND 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, OR AS DESIGNATED IN THE FIELD BY A CITY INSPECTOR.
13. 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.
14. EXACT LOCATION OF ALL SAWCUT LINES MAY BE DETERMINED IN THE FIELD BY CITY OF LAS VEGAS INSPECTOR IF LOCATION ON PLANS IS NOT CLEARLY SHOWN, OR EXISTING PAVEMENT CONDITION REQUIRES RELOCATION.
15. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS 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. 625.550
16. UTILITY COMPANY METER BOXES, MANHOLE LIDS, VALVE COVERS, ETC. SHALL BE LOCATED OUT OF DRIVEWAYS, DRIVEWAY APRONS, FLOWLINES, AND CROSS GUTTERS UNLESS WRITTEN APPROVAL IS GRANTED BY THE UTILITY COMPANY AND CITY ENGINEER.
17. WALL NOTES:
 - A. ALL WALLS, NEW OR EXISTING, ARE ONLY SHOWN FOR THE PURPOSE OF INDICATING GRADE RELATIONSHIPS.
 - B. THE STRUCTURAL AND ARCHITECTURAL DESIGN OF ALL WALLS RETAINING OR NON-RETAINING MUST BE APPROVED BY THE CLV BUILDING DEPARTMENT.
18. ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT ON CITY STREETS.

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE DESIGN AND CONSTRUCTION STANDARDS FOR WASTEWATER COLLECTION SYSTEMS AND THE UNIFORM STANDARD SPECIFICATIONS FOR PAVED WAYS' CONSTRUCTION OFFSITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA, AS AMENDED. IN ALL CASES, THESE STANDARDS SHALL SUPERSEDE THE UNIFORM STANDARD SPECIFICATIONS. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO BE AWARE OF THE CONTENTS OF THE ABOVE SPECIFICATION BOOKS.
2. IT SHALL BE THE CONTRACTOR'S 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 "G" IN CURBS WHERE SEWER OR GAS LATERALS PASS UNDER THE CURB.
4. POLYVINYL (PVC) SEWER PIPE SHALL MEET ASTM D-3034 SDR 35 SPECIFICATION, INSTALLED WITH SAND BEDDING AND BACKFILL OF TYPE II GRAVEL.
5. ALL MANHOLES IN PAVED STREETS 80' R/W AND LARGER, SHALL HAVE CONCRETE COLLARS.
6. TEE SADDLES SHALL BE USED TO CONNECT SEWER LATERALS TO EXISTING MAIN LINES UP TO 12" DIA. SIZE, CONNECTIONS TO 15" OR LARGER MAINS SHALL REQUIRE SPECIAL PROCEDURES.
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 OF NOT LESS THAN TEN FEET (10') TO EACH SIDE OF THE CENTERLINE OF THE WATER MAIN.
8. ALL CONTRACTORS INSTALLING SEWER IMPROVEMENTS 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 (0.10) OF A FOOT FROM THE APPROVED CONSTRUCTION PLANS. SEWER MAINS FOUND TO EXCEED THIS TOLERANCE WILL HAVE TO BE REPAIRED OR REMOVED AND REPLACED TO THE SATISFACTION OF THE CITY ENGINEER PRIOR TO ACCEPTANCE BY THE CITY.

SUBDIVISION LIMITS
 STREET CENTERLINE
 EXISTING IMPROVEMENTS
 FUTURE IMPROVEMENTS
 BLOCK NUMBER
 LOT NUMBER
 ON-SITE BENCHMARK
 EXISTING PAD ELEVATION
 PROPOSED PAD ELEVATION
 FUTURE PAD ELEVATION
 EXISTING CONTOUR
 EXISTING ELEVATION
 PROPOSED ELEVATION
 FUTURE ELEVATION
 FLOW LINE
 FINISHED GRADE
 TOP OF CURB
 SWALE
 GRADE BREAK
 2:1 SCARP
 EXISTING WATER LINE
 PROPOSED WATER LINE
 EXISTING SEWER LINE
 PROPOSED SEWER LINE
 EXISTING SEWER MANHOLE
 PROPOSED SEWER MANHOLE
 TYPE CURB AND GUTTER
 CROWN LINE

SHEET 2

BC STA — BACK OF CURB STATION	E — EAST	HP — HIGH POINT	PC — POINT OF CURVATURE	VC — VERTICAL CURVE
BCR — BACK OF CURB RETURN	EVC — END VERTICAL CURVE	INV — INVERT	PI — POINT OF INTERSECTION	W — WEST
BVC — BEGIN VERTICAL CURVE	FG — FINISH GRADE	MVC — MIDDLE OF VERTICAL CURVE	PT — POINT OF TANGENCY	
C — CENTERLINE	FL — FLOW LINE	N — NORTH	S — SOUTH	
C INT — CENTERLINE INTERSECTION	GB — GRADE BREAK	OC — ON CURVE	TC — TOP OF CURB	

1. SHEET 4 – VERMEIL DRIVE AND OMAR COURT ARE OFF-SET CROWN STREETS AND DEVIATE FROM STANDARD DWG. NO. 205.
2. SHEET 4 – SLOPE GREATER THAN 1.5% AT THE INTERSECTION ON OMAR COURT AND CHEDDAR DRIVE – DEVIATION FROM STANDARD DWG. NO. 228.
3. SHEET 4 – 100' VERTICAL CURVE ON VERMEIL DRIVE WHERE THE SLOPE REQUIRES A 200' VERTICAL CURVE.
4. SHEET 5 – GUTHRIE DRIVE IS A OFF-SET CROWN STREET AND DEVIATES FROM STANDARD DWG. NO. 205.
5. SHEET 6 – ESMONT DRIVE AND CHEDDAR DRIVE ARE OFF-SET CROWN STREETS AND DEVIATE FROM STANDARD DWG. NO. 205.
6. SHEET 6 – SLOPE GREATER THAN 1.5% AT THE INTERSECTION ON GUTHRIE DRIVE AND ESMONT DRIVE – DEVIATION FROM STANDARD DWG. NO. 228.
7. SHEET 6 – KNUCKLE DESIGN AT THE INTERSECTION OF ESMONT DRIVE AND CHEDDAR DRIVE – DEVIATION FROM STANDARD DWG. NO. 211.

NORTH 04°14'45" WEST, BEING THE BEARING OF
THE WEST LINE OF THE NORTHWEST QUARTER (NW1/4)
OF THE NORTHWEST QUARTER (NW1/4) OF SECTION
4, TOWNSHIP 21 SOUTH, RANGE 60 EAST, M.D.M.

KEYMAP

1074-3170-XI-5