

CLV GENERAL NOTES:

- 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 EDITION; THE "UNIFORM STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, CLARK COUNTY AREA, NEVADA," LATEST EDITION; 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."
- 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 AS SHOWN FROM CLV PLANS LIBRARY ARE APPROXIMATE AND FOR RECORD PURPOSES. 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 WHEN WORKING NEAR OVERHEAD UTILITIES SO AS TO SAFELY PROTECT ALL PERSONNEL AND EQUIPMENT, AND SHALL BE RESPONSIBLE FOR ALL COST AND LIABILITY IN CONNECTION THEREWITH.
- 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.
- ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS SHALL HAVE THE PRIOR WRITTEN APPROVAL OF THE CITY ENGINEER.
- 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 CITY ENGINEER PRIOR TO USE ON THE PROJECT.
- PERMITS ARE REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL SECURE ALL PERMITS AND INSPECTIONS REQUIRED FOR THIS CONSTRUCTION.
- EXPANSION JOINTS REQUIRED, MAXIMUM EVERY 300 FEET (300') IN EXTRUDED-TYPE CURB.
- AC PAVEMENT TO BE ONE-HALF INCH (1/2") ABOVE LIP OF ALL GUTTERS AFTER COMPACTION, EXCEPT AT SIDEWALK RAMPS AND CROSS GUTTERS.
- CURB AND GUTTER FOUND TO BE UNACCEPTABLE TO THE CITY OF LAS VEGAS SHALL BE REMOVED AND REPLACED PER STANDARD DRAWING 218.
- 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.
- 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.
- 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.
- EXACT LOCATION OF ALL SAWCUT LINES MAY BE ADJUSTED OR DETERMINED IN THE FIELD BY A CITY OF LAS VEGAS ENGINEER IF LOCATION ON PLANS IS NOT CLEARLY SHOWN OR EXISTING PAVEMENT CONDITION REQUIRES RELOCATION.
- 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.
- 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 THE CITY ENGINEER.
- 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 AND BUILDING INSPECTION.
- ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN CITY RIGHT-OF-WAY.
- 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.
- 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.

CLV TRAFFIC NOTES:

- 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.
- THE STREET SIGN CONTRACTOR SHALL OBTAIN STREET NAMES AND BLOCK NUMBERING FROM THE PLANNING DEPARTMENT PRIOR TO CONSTRUCTION.
- 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 GRADING WORK IS ACCOMPLISHED, AND SHALL MAINTAIN SAID SIGNS UNTIL PERMANENT SIGNS ARE INSTALLED.
- 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 A QUALIFIED "CROSSING GUARD." THE GUARD SHALL BE PRESENT FOR THE FULL DURATION OF TIME THAT CHILDREN ARE LIKELY TO BE PRESENT.
- IF THE IMPROVEMENTS NECESSITATE THE OBLITERATION, TEMPORARY OBSTRUCTION, TEMPORARY REMOVAL, OR RELOCATION OF ANY EXISTING TRAFFIC PAVEMENT MARKING, SUCH PAVEMENT MARKING SHALL BE RESTORED OR REPLACED WITH LIKE MATERIALS TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL PERMANENT SIGNS SHOWN ON THE PLANS. STREET NAME SIGNS SHALL CONFORM IN THEIR ENTIRETY TO 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 STANDARD.
- 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.
- 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) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
- STREET SIGNS AND STOP SIGNS SHALL BE INSTALLED PER CITY STANDARD SPECIFICATIONS FOR PLACEMENT OF STREET NAME SIGNS.
- THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
- WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE EXPEDITED TO COMPLETION SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
- 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.
- GUARDS SHALL BE OBTAINED BY CONTACTING THE METROPOLITAN POLICE DEPARTMENT SPECIAL EVENT UNIT (PHONE NO. IS 229-3442) WHO WILL PROVIDE OFFICERS PROPERLY TRAINED IN TRAFFIC CONTROL. FEES FOR THE USE OF THESE OFFICERS SHALL BE SET UP BY METRO AND WILL BE PAID BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR ALL ARRANGEMENTS WITH METRO.

CLV FIRE DEPARTMENT NOTES:

- ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE CITY OF LAS VEGAS FIRE DEPARTMENT "HYDRANT SPECIFICATIONS," "HYDRANT INSTALLATION SPECIFICATIONS" AND ORDINANCE #3944.
- AUTHORIZED HYDRANTS FOR THIS PROJECT ARE:
A. KENNEDY GUARDIAN
B. MUELLER A-425 CENTURIAN
C. CLOW MODEL 2546 MEDALLION
- ON ANY NEW HOME OR BUILDING INSTALLATION, ACCESSIBLE FIRE HYDRANTS SHALL BE INSTALLED BEFORE COMBUSTIBLE CONSTRUCTION COMMENCES AND SAID FIRE HYDRANTS SHALL BE IN GOOD WORKING ORDER WITH AN ADEQUATE WATER SUPPLY.
- CONTRACTOR SHALL PLACE A BLUE REFLECTIVE MARKER AT CENTERLINE OF STREET ADJACENT TO FIRE HYDRANT AS REQUIRED IN ORDINANCE #3944 TO IDENTIFY FIRE HYDRANT LOCATIONS.
- CALL THE LAS VEGAS BUILDING DEPARTMENT AT 229-2071 FOR UNDERGROUND INSPECTION, PRESSURE & FLUSH VERIFICATION OF ALL FIRE HYDRANTS & FIRE LINES BEFORE COVERING.
- PAINTING OF THE CURBS AND HYDRANTS AND ANY WORK NECESSARY FOR PROTECTION OF HYDRANTS FROM PHYSICAL DAMAGE PER ORDINANCE #3944 SHALL BE COMPLETED BEFORE APPROVAL BY THE CITY OF LAS VEGAS FIRE DEPARTMENT.
- A PERMIT IS REQUIRED FROM THE FIRE DEPARTMENT FOR ON-SITE WATER LINE AND FIRE HYDRANT. THE PERMIT AND CONTRACTORS MATERIALS AND TEST CERTIFICATE FOR UNDERGROUND PIPING FORM SHALL BE OBTAINED FROM THE FIRE PROTECTION ENGINEER PRIOR TO ANY WORK BEGINNING.
- PRIVATE FIRE HYDRANTS SHALL BE PAINTED RED.
- A FLOW TEST MUST BE WITNESSED BY THE FIRE DEPARTMENT PRIOR TO OCCUPANCY FOR VERIFICATION OF REQUIRED ON-SITE WATER SUPPLY.
- ALL ON-SITE FIRE MAIN MATERIALS MUST BE U.L. LISTED AND A.W.W.A. APPROVED.
- FIRE HYDRANT SPACING:
RESIDENTIAL - 500 FEET UNSPRINKLERED, 600 FEET SPRINKLERED;
COMMERCIAL, INCLUDING MULTI-FAMILY-300 FEET UNSPRINKLERED, 600 FEET SPRINKLERED.
- WHERE NEW WATER MAINS ARE EXTENDED ALONG STREETS, WHERE HYDRANTS ARE NOT NEEDED FOR PROTECTION OF STRUCTURES, FIRE HYDRANTS SHALL BE SPACED AT A MAXIMUM 1,000 FOOT SPACING TO PROVIDE FOR TRANSPORTATION HAZARDS.
- NO FIRE HYDRANT SHALL BE LOCATED WITHIN THE REQUIRED RADIUS OF A CUL-DE-SAC OR WITHIN 20 FEET OF THE PERIMETER OF THE RADIUS OF THE CUL-DE-SAC.
- NO FIRE HYDRANT SHALL BE LOCATED WITHIN 6 FEET OF ANY CURB RETURN DRIVEWAY, POWER POLE, STREET LIGHT OR ANY OTHER OBSTRUCTION.
- TWO SOURCES OF SUPPLY ARE REQUIRED WHEREVER THERE ARE 4 OR MORE FIRE HYDRANTS INSTALLED ON A SINGLE SYSTEM.
- NO MORE THAN 2 HYDRANTS CAN BE OUT OF SERVICE DUE TO A SINGLE MAIN BREAK.
- FIRE APPARATUS ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FEET PROVIDED NO PARKING IS ALLOWED, NOT LESS THAN 28 FEET IF PARALLEL PARKING IS ALLOWED ON ONE SIDE, AND NOT LESS THAN 36 FEET IF PARALLEL PARKING IS ALLOWED ON BOTH SIDES. VERTICAL CLEARANCE SHALL BE NOT LESS THAN 13 FEET 6 INCHES.
- THE TURNING RADIUS FOR ANY FIRE APPARATUS ACCESS ROAD AND/OR FIRE LANE, PUBLIC OR PRIVATE SHALL BE NOT LESS THAN 45 FEET OUTSIDE RADIUS & 22 FEET INSIDE RADIUS.
- A FIRE APPARATUS ROAD SHALL BE REQUIRED WHEN ANY PORTION OF AN EXTERIOR WALL OF THE FIRST STORY IS LOCATED MORE THAN 150 FEET FROM A FIRE DEPARTMENT VEHICLE ACCESS (SEE EXCEPTION IN UPC 88, SECTION 10.207).
- ALL DEAD END FIRE APPARATUS ACCESS ROADS AND/OR FIRE LANES PUBLIC OR PRIVATE IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH AN APPROVED TURN AROUND AREA. SEE ORDINANCE #3944.
- ACCESS ROADS SHALL BE MARKED BY PLACING APPROVED SIGNS AT THE START OF THE DESIGNATED FIRE LANE, ONE SIGN AT THE END OF THE FIRE LANE AND WITH SIGNS AT INTERVALS OF 100 FEET ALONG ALL DESIGNATED FIRE LANES. SIGNS TO BE PLACED ON BOTH SIDES OF AN ACCESS ROADWAY TO PREVENT PARKING ON EITHER SIDE. SIGNS TO BE INSTALLED NO HIGHER THAN 10 FEET OR LESS THAN 6 FEET FROM ROADWAY LEVEL. THE CURBS ALONG OR ON THE PAVEMENT OR CURB IF CURB IS NOT PRESENT, SHALL BE PAINTED WITH RED WEATHER RESISTANT PAINT IN ADDITION TO THE SIGNS.
- ELECTRICALLY CONTROLLED ACCESS GATES SHALL BE PROVIDED WITH AN APPROVED EMERGENCY VEHICLE DETECTOR/RECEIVER SYSTEM. SAID SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF LAS VEGAS GUIDELINES FOR AUTOMATIC EMERGENCY VEHICLE ACCESS GATES.

CONSTRUCTION NOTES:

SEE PLAN SHEET C3

QUANTITY ESTIMATES

8" FIRE LINE 1 EA.
FIRE HYDRANT INSTALLATION 1 EA.

DEVIATION FROM STANDARDS

NONE

LEGEND:

SEE PLAN SHEET C3

ABBREVIATIONS:

SEE PLAN SHEET C3

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DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
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DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
DRAWN BY: <u>BER</u> <u>OCT. 98</u>		DESIGNED BY: <u>JC</u> <u>OCT. 98</u>		CHECKED BY: <u>JS</u> <u>OCT. 98</u>		PROJECT NO: <u>107V19</u>		SCALE: <u>N/A</u>	
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