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<th>DWG NO.</th>
<th>TITLE AND REVISIONS SUMMARY</th>
<th>EFFECTIVE DATE</th>
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<tbody>
<tr>
<td>206.S1</td>
<td>“Local Residential Urban Area Street Sections” – Drawing revised to prohibit the use of Option B and One Way Residential Street Section in Clark County.</td>
<td>1/1/2017</td>
</tr>
<tr>
<td>217.1</td>
<td>“30 Inch Modified Roll Curb and Gutter Residential Area” - New Drawing to help meet Americans with Disabilities Act Accessibility Guidelines.</td>
<td>1/1/2017</td>
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<tr>
<td>217.2.S1</td>
<td>“30 Inch Roll Curb Residential Area” - Drawing revised to help meet Americans with Disabilities Act Accessibility Guidelines.</td>
<td>1/1/2017</td>
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<tr>
<td>217.3.S1</td>
<td>“Residential Curb &amp; Gutter R-Type” - Drawing revised to help meet Americans with Disabilities Act Accessibility Guidelines.</td>
<td>1/1/2017</td>
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<tr>
<td>224</td>
<td>“Commercial and Industrial Driveway (Option A)” - Drawing revised to help meet Americans with Disabilities Act Accessibility Guidelines.</td>
<td>1/1/2017</td>
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<tr>
<td>234</td>
<td>“Sidewalk” – Drawing revised to modify dimensions for weakened plane joint detail.</td>
<td>1/1/2017</td>
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<tr>
<td>319</td>
<td>“Lower Pole Details for Pipe and Mast Arm Poles” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>806</td>
<td>“Signal Standard Type 1-A, 1-B” - Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<td>808-1</td>
<td>“Type XX-30 Ft. Signal and Luminaire Pole (45 Ft. or less Mast Arms)” - Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>808-2</td>
<td>“Type XX-30 Ft. Signal and Luminaire Pole Details” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<td>808-3</td>
<td>“Type XX-A-30 Ft. Signal and Luminaire Pole (45 Ft. or less Mast Arms)” – Drawing revised to Change dimensions of hand holes.</td>
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<tr>
<td>808-4</td>
<td>“Type XX-A-30 Ft. (50 Ft. Thru 60 Ft. Mast Arms) Signal &amp; Luminaire Pole Details” - Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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# YEAR 2017 REVISIONS

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<td>808-5</td>
<td>“Loading Information” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<td>808-6</td>
<td>“Traffic Signal Pole Grounding” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>810-1</td>
<td>“Type XX-B-30 Ft. Signal and Luminaire Pole (65 Ft. Thru 85 Ft. Mast Arms)” - Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>810-2</td>
<td>“Type XX-B-30 Ft. (65 Ft. Thru 85 Ft. Mast Arms) Signal &amp; Luminaire Pole Details” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<td>810-3</td>
<td>“Loading Information” – Drawing revised to change dimensions of hand holes.</td>
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<tr>
<td>812-1</td>
<td>“Type XX 20 Ft. Signal Pole (45 Ft. or less Mast Arms)” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>812-2</td>
<td>“Type XX 20 Ft. (50 Ft. Thru 60 Ft. Mast Arms) Signal Pole” – Drawing revised to change dimensions of hand holes.</td>
<td>7/1/2017</td>
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<tr>
<td>840</td>
<td>“Louvered Backplate for Mast Arm Mounted Signal” – Drawing revised to add the requirement for retroreflective traffic signal backplates.</td>
<td>7/1/2017</td>
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<tr>
<td>841</td>
<td>“Louvered Backplate for Pole Mounted Signal” – Drawing revised to add the requirement for retroreflective traffic signal backplates.</td>
<td>7/1/2017</td>
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<tr>
<td>842.1</td>
<td>“Louvered Backplate for 5 Section Signal Head” – Drawing revised to add the requirement for retroreflective traffic signal backplates.</td>
<td>7/1/2017</td>
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</table>
RESIDENTIAL TWO-WAY LOCAL OR CUL-DE-SAC (OPTION "A")

NOTES:
1. FINAL A.C. PAVEMENT SURFACE SHALL BE 1/4" MAXIMUM ABOVE LIP OF GUTTER. PAVEMENT SHALL BE FLUSH WITH LIP AT SIDEWALK RAMPS.
2. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NO. 200.1.
3. RESIDENTIAL ONE-WAY STREET SHALL NOT EXCEED ONE THOUSAND FEET OR TWENTY RESIDENTIAL LOTS IN LENGTH WHOEVER IS LESS.

RESIDENTIAL ONE-WAY (NOT ALLOWED IN CLV OR CLARK COUNTY)

NOTES:
1. FINAL A.C. PAVEMENT SURFACE SHALL BE 1/4" MAXIMUM ABOVE LIP OF GUTTER. PAVEMENT SHALL BE FLUSH WITH LIP AT SIDEWALK RAMPS.
2. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NO. 200.1.
3. RESIDENTIAL ONE-WAY STREET SHALL NOT EXCEED ONE THOUSAND FEET OR TWENTY RESIDENTIAL LOTS IN LENGTH WHOEVER IS LESS.
NOTES:

1. USE OF ROLL CURB MAY BE RESTRICTED BY SURFACE DRAINAGE CONSIDERATIONS.
2. SIDEWALK CONSTRUCTED CONTIGUOUS TO ROLL CURB SHALL BE 5 INCHES THICK (MIN.).
3. ALL CURB FLOW LINES SHALL BE WATER TESTED. ANY CURB THAT DOES NOT FLOW
   SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE CITY OF NORTH LAS VEGAS
   PERMITTING AGENCY AT THE SOLE EXPENSE OF THE CONTRACTOR.
4. CONSTRUCT 1/2" EXPANSION JOINT AT ALL COLD JOINTS, AT BEGINNING AND END OF
   CURB RETURNS, AND AT 300 FT. MAX. INTERVALS FOR EXTRUDED CURB AND 30 FT.
   MAX. INTERVALS FOR FORMED CURB. WEAKENED PLANE JOINTS SHALL BE FORMED AT
   THE REMAINING 15 FT. INTERVALS. SEE STD. DWG. NO. 234 FOR JOINT DETAILS.
5. ONE INCH BATTER AT CURB FACE IS OPTIONAL.
6. NO UTILITY BOXES AND COVERS ADJACENT TO R-TYPE 30 INCH MODIFIED ROLL CURB AND GUTTER
   RESIDENTIAL AREA SHALL BE ALLOWED AT DRIVEWAY LOCATIONS.
7. BOULDER CITY ENGINEER APPROVAL REQUIRED FOR USE OF 30 INCH MODIFIED CURB AND GUTTER
   RESIDENTIAL AREA.
8. IF ROLL CURB IS APPROVED FOR OTHER AREAS LOCATIONS THAT ARE SUBJECTED TO REGULAR
   TRAFFIC, THEN ALL UTILITY BOXES AND COVERS ADJACENT TO ROLL CURB SHALL BE MEET HS-20-
   H20-44 FOR STEEL BOXES AND ANSI/SCTE 77-2007 (TIER-22) FOR FIBERGLASS POLYMER CONCRETE
   BOXES RATED "TRAFFIC BEARING" TYPE.

SPECIFICATION REFERENCE

| 320 | AGGREGATE BASE |
| 501 | CONCRETE |
| 502 | CONCRETE STRUCTURES |
| 707 | JOINT MATERIAL |

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

30 INCH MODIFIED ROLL CURB AND GUTTER
RESIDENTIAL AREA
NEW DRAWING

DATE XX-XX-XX  DWG. NO. 217-1-S1
1. Use of Roll Curb may be restricted by surface drainage considerations.
2. Sidewalk constructed contiguous to Roll Curb shall be 5 inches thick (min).
3. Where longitudinal slope is less than 0.4% the flow line shall be water tested.
4. Construct 1/2" expansion joint at all cold joints, at beginning and end of curb returns, and at 300 ft. max. intervals for extruded curb and 30 ft. max. intervals for formed curb. Weakened plane joints shall be formed at the remaining 15 ft. intervals. See STD. DWG. NO. 234 for joint details.
5. One inch batter at curb face is optional.
6. City of Las Vegas Council approval required for use of 30" Roll Curb in the City of Las Vegas.
7. In North Las Vegas, Roll Curbs are prohibited in areas where flow line gradient is less than 0.8% unless otherwise approved by City Engineer.
8. All utility boxes and covers adjacent to Roll Curb shall be HS-20 rated "Traffic Bearing" type.
9. If Roll Curb is approved for other areas/locations that are subjected to regular traffic, then all utility boxes and covers adjacent to R-Type curb shall be meet HS-20 H20-44 for steel boxes and ANSI/SCTE 77-2007 (TIER-22) for fiberglass polymer concrete boxes rated "Traffic Bearing" type.
1. Where longitudinal slope is less than 0.4% the flow line shall be water tested.

2. Construct 1/2" expansion joint at all cold joints, at beginning and end of curb returns, and at 300 ft. max. intervals for extruded curb and 30 ft. max. intervals for formed curb. Weakened plane joints shall be formed at the remaining 15 ft. intervals. See std. dwg. no. 234 for joint details.

3. One inch batter at gutter face is optional.

4. No utility boxes and covers adjacent to R-type curb shall be allowed at driveway locations.

5. R-type curb and gutter is only allowed at driveway locations unless approved by the agency in writing. (See standard drawing no. 223).

6. If R-type curb is approved for other areas locations that are subjected to regular traffic, then all utility boxes and covers adjacent to R-type curb shall meet HS-20 H20-44 for steel boxes and ANSI/SCTE 77-2007 (Tier-22) for fiberglass polymer concrete boxes rated "traffic bearing" type.
NOTES:

1. NO. 4 BARS AT 16" O.C. BOTH WAYS EXTENDING INTO GUTTER. NO. 4 BARS SHALL BE PLACED 3" ABOVE BOTTOM OF CONCRETE SUPPORTED BY NON-FERROUS CHAIRS APPROVED BY THE ENGINEER.

2. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAY SHALL BE MONOLITHIC TO A.C. LINE.

3. DRIVEWAY THICKNESS FOR INDUSTRIAL USE SHALL BE 8" MIN.

4. WEAKENED PLANE JOINTS SHALL BE EQUALLY SPACED AT 15' MAX. INTERVALS, SEE STANDARD DRAWING NO. 234.

5. NO UTILITY BOXES AND COVERS ADJACENT TO R-TYPE CURB SHALL BE ALLOWED AT DRIVEWAY LOCATIONS.

SECTION A-A

NOTE: ELEVATIONS SHOWN ARE TYPICAL

AGENCY APPROVED

UNIFORM STANDARD DRAWINGS

CLARK COUNTY AREA

COMMERCIAL AND INDUSTRIAL DRIVEWAY (OPTION A)

SPECIFICATION REFERENCE

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<th>H</th>
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<th>M</th>
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</table>

DATE XX-XX-XX DWG. NO. 224
1. ON ALL CURB RETURNS A 1/2" EXPANSION JOINT SHALL BE CONSTRUCTED BETWEEN THE BACK OF CURB AND THE SIDEWALK FOR THE ENTIRE LENGTH OF THE RETURN.

2. THE TYPE II AGGREGATE BASE THICKNESS IS SHOWN ON THE TYPICAL SECTION DRAWINGS 202 - 207.

3. LONGITUDINAL WEAKENED PLANE JOINT REQUIRED AT MIDPOINT OF SIDEWALK 10' OR WIDER.

NOTES:

1/2" EXPANSION JOINT AT 30' INTERVALS, AT COLD JOINTS AND AT BEGINNING AND END OF RETURN.

EXPANSION JOINTS TO MATCH LOCATION MATCH LOCATION OF CURB AND GUTTER EXPANSION JOINT.

WEAKENED PLANE JOINT

AGENCY APPROVED

B C H L M N

SPECIFICATION REFERENCE

302 AGGREGATE BASE
501 CONCRETE
502 CONCRETE STRUCTURES
707 JOINT MATERIAL

SIDEWALK

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

DATE XX-XX-XX DWG. NO. 234
1. SEE GENERAL NOTES STANDARD DRAWING NO. 313
2. HANDHOLE SHALL FACE AWAY FROM ONCOMING TRAFFIC.
3. HANDHOLE SIZE FOR CC AND CLV FOR STREET LIGHT POLES SHALL BE 4" X 6' I.D.
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<th>POLE TYPE</th>
<th>&quot;A&quot; NOM.</th>
<th>SHAFT SIZE</th>
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<td>1-A</td>
<td>10'-0&quot;</td>
<td>11 GA. 5.5&quot; X 4.1&quot; X 10'-0&quot;</td>
</tr>
<tr>
<td>1-B</td>
<td>7'-0&quot;</td>
<td>11 GA. 5.5&quot; X 4.1&quot; X 7'-0&quot;</td>
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</table>

NOTES:
1. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS AND AS REQUIRED BY THE ENTITY.
2. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.

FOR TYPE "C" FOUNDATION SEE DRAWING NO. 717.

AGENCY APPROVED

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SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS

CLARK COUNTY AREA

SIGNAL STANDARD

TYPE 1-A, 1-B

DATE 07-01-17

DWG. NO. 806
**LUMINAIRE ARM DATA**

<table>
<thead>
<tr>
<th>ARM SPAN &quot;L&quot; (FT)</th>
<th>FIXED END DIA. (IN)</th>
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<th>LUMINAIRE MOUNTING HEIGHT</th>
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<td>2.38</td>
<td>11</td>
<td>37'-0&quot;</td>
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</table>

**NOTES:**

1. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS.

2. LOW BIDDER CONTRACTOR MUST SUPPLY SHOP DRAWING FOR DESIGN APPROVAL BEFORE CONTRACT CAN BE AWARDED.

3. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.

4. WHERE SIGNALS AND STANDARDS ARE INSTALLED BELOW OVERHEAD POWER LINES, CLEARANCES SHALL BE PER NATIONAL ELECTRIC SAFETY CODE SECTION 234 REQUIREMENTS. INSTALL STRAIGHT ARM STREETLIGHT ASSEMBLIES WHERE ADDITIONAL CLEARANCE IS REQUIRED.

5. MULTI-SIDED POLE AND MAST ARM WITH A MINIMUM OF 16 SIDES MAY BE USED IF DIRECTED BY THE ENTITY ENGINEER.

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**AGENCY APPROVED**

**UNIFORM STANDARD DRAWINGS**

**CLARK COUNTY AREA**

**TYPE XX-30 FT.**

**SIGNAL & LUMINAIRE POLE**

(45 FT. OR LESS MAST ARMS)

**DATE 07-01-17**

**DWG. NO. 808**

**SHEET 1 OF 6**
**NOTES:**

1. LOW BIDDER CONTRACTOR MUST SUPPLY SHOP DRAWING FOR DESIGN APPROVAL BEFORE CONTRACT CAN BE AWARDED.

2. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS AND AS REQUIRED BY THE ENTITY.

3. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.

4. HANDHOLE AND COVER SHALL FACE AWAY FROM ONCOMING TRAFFIC.

5. MULTI-SIDED POLE AND MAST ARM WITH A MINIMUM OF 16 SIDES MAY BE USED IF DIRECTED BY THE ENTITY ENGINEER.

6. WHERE SIGNALS AND STANDARDS ARE INSTALLED BELOW OVERHEAD POWER LINES, CLEARANCES SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRIC SAFETY CODE SECTION 234 REQUIREMENTS. INSTALL STRAIGHT ARM STREETLIGHT ASSEMBLIES WHERE ADDITIONAL CLEARANCE IS REQUIRED.

7. PEDESTRIAN PUSH BUTTON SHALL NOT BE LOCATED MORE THAN 24" FROM THE BACK OF WALK. IF DISTANCE FROM BACK OF WALK TO PUSH BUTTON IS 20" TO 24", THE MOUNTING HEIGHT OF THE PUSH BUTTON SHALL BE 42" BUT NOT MORE THAN 48" ABOVE THE SURFACE OF THE SIDEWALK.

8. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.
**LUMINAIRE ARM DATA**

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**NOTES:**

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2. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS AND AS REQUIRED BY THE ENTITY.

3. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.

4. PEDESTRIAN PUSH BUTTON SHALL NOT BE LOCATED MORE THAN 24" FROM THE BACK OF WALK. IF DISTANCE FROM BACK OF WALK TO PUSH BUTTON IS 20" TO 24", THE BUTTON SHALL BE LOCATED A MAXIMUM OF 14" FROM THE SURFACE OF THE WALK; OTHERWISE, THE MAXIMUM HEIGHT SHALL BE 42" BUT NOT MORE THAN 45" ABOVE THE SURFACE OF THE SIDEWALK.

5. WHERE SIGNALS AND STANDARDS ARE INSTALLED BELOW OVERHEAD POWER LINES, CLEARANCES SHALL BE PER NATIONAL ELECTRIC SAFETY CODE SECTION 234 REQUIREMENTS. INSTALL STRAIGHT ARM STREETLIGHT ASSEMBLIES WHERE ADDITIONAL CLEARANCE IS REQUIRED.

6. MULTI-SIDED POLE AND MAST ARM WITH A MINIMUM OF 16 SIDES MAY BE USED IF DIRECTED BY THE ENTITY ENGINEER.

**AGENCY APPROVED**

**UNIFORM STANDARD DRAWINGS**

**CLARK COUNTY AREA**

**TYPE XX - A - 30 FT. SIGNAL & LUMINAIRE POLE**

**(50 FT. THRU 60 FT. MAST ARMS)**

**DATE 07-01-17 DWG. NO. 808 SHEET 3 OF 6**
**SPECIFICATION REFERENCE**

**UNIFORM STANDARD DRAWINGS**

**CLARK COUNTY AREA**

**TYPE XX - A - 30 FT.**

(50 FT. THRU 60 FT. MAST ARMS)

**SIGNAL & LUMINAIRE POLE DETAILS**

**DATE** 07-01-17  **DWG. NO.** 808  **SHEET** 4 OF 6
MAX. 45' SPAN

TYPE XX

NOTE:
TYPE XX-A POLE SHALL ALSO SUPPORT THE ALTERNATE LOADING SHOWN ABOVE.

TYPE XX-A

NOTE:

DEVICE DESCRIPTION PROJ. AREA (FT²) WEIGHT (LBS)
(A) SIGNAL 12"-3 SEC. W/ BACKPLATES (M-2) 9.80 40
(B) SIGNAL R3-5 24" X 30" 5.00 15
(C) SIGNAL R3-4 24" X 24" 4.00 10
(D) SIGNAL 12"-4 OR 5 SEC. W/ BACKPLATES (M-4 OR M-5) 13.68 80
(E) SIGNAL R10-12 OR R10-12F 30" X 36" 11.25 30
(F) SIGNAL STREET NAME-FREE SWINGING-1.68' X 8' 13.44 100
(G) SIGNAL DUAL-12"-3 SEC. W BACKPLATES 17.34 80
(H) SIGNAL DUAL-PEDESTRIAN 8.00 60

DESIGN CRITERIA:

LATEST 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS. (FATIGUE LOADS SPECIFIED IN CHAPTER 11 NOT REQUIRED.)

MAXIMUM DESIGN MINIMUM YIELD STRENGTH FOR TUBULAR MEMBERS SHALL BE LIMITED TO 48,000 PSI FOR COLD WORKED MATERIALS AND 50,000 PSI FOR NON-COLD WORKED MATERIALS.

WIND VELOCITY:
90 MPH ISOTACH.
NOTE:
EACH CONDUCTOR SHALL HAVE A MINIMUM OF 18 INCHES OF SLACK

#8 GREEN THWN BONDING CONDUCTOR CONNECTED TO POLE GROUND WITH SPLIT BOLT CONNECTOR

CONTINUOUS BARE COPPER GROUNDING WIRE SHALL BE LOOPED AROUND ANCHOR BOLTS ONE TIME AND CONNECTED TO EACH ANCHOR BOLT BEFORE CONTINUING DOWN TO THE GROUNDING PLATE. (GROUNDING CONFIGURATION DIFFERS FOR TYPE “L” FOUNDATION. SEE STANDARD DRAWING NO. 722)

HEX HEAD NON-CORROSIVE CAP SCREW WITH FLAT WASHER WITH A SINGLE-STRAND BARE NO. 4 AWG COPPER GROUNDING CONDUCTOR

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

SPECIFICATION REFERENCE

TRAFFIC SIGNAL POLE GROUNDING

DATE 07-01-17 DWG. NO. 808 SHEET 6 OF 6
1. All poles to be hot-dip galvanized by manufacturer or prime painted by manufacturer and finish painted by contractor per specifications and as required by the entity.

2. Low bidder contractor must supply shop drawing for design approval before contract can be awarded.

3. Handhole covers shall be attached via two screws into plates mounted inside the handhole.

4. Pedestrian push button shall not be located more than 24" from the back of walk. If distance from back of walk to push button is 20" to 24", the button shall be located a maximum of 14" from the surface of the walk; otherwise, the maximum height shall be 48". The mounting height of the push button shall be 42" but not more than 48" above the surface of the sidewalk.

5. Where signals and standards are installed below overhead power lines, clearances shall be per National Electric Safety Code Section 234 requirements. Installation of straight arm streetlight assemblies where additional clearance is required shall be approved by the engineer.

6. If dual luminaire arms are not specified in the plans, the second connection point shall be covered by a cover plate until such time as a second arm might be added.

LUMINAIRE ARM DATA

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<tr>
<th>ARM SPAN &quot;L&quot; (FT)</th>
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<td>2.38</td>
<td>11</td>
<td>33'-3&quot;</td>
</tr>
<tr>
<td>10</td>
<td>4.16</td>
<td>2.38</td>
<td>11</td>
<td>35'-0&quot;</td>
</tr>
<tr>
<td>12</td>
<td>4.52</td>
<td>2.38</td>
<td>11</td>
<td>36'-4&quot;</td>
</tr>
<tr>
<td>15</td>
<td>4.95</td>
<td>2.38</td>
<td>11</td>
<td>37'-0&quot;</td>
</tr>
</tbody>
</table>

NOTES:

- 1. All poles to be hot-dip galvanized by manufacturer or prime painted by manufacturer and finish painted by contractor per specifications and as required by the entity.
- 2. Low bidder contractor must supply shop drawing for design approval before contract can be awarded.
- 3. Handhole covers shall be attached via two screws into plates mounted inside the handhole.
- 4. Pedestrian push button shall not be located more than 24" from the back of walk. If distance from back of walk to push button is 20" to 24", the button shall be located a maximum of 14" from the surface of the walk; otherwise, the maximum height shall be 48". The mounting height of the push button shall be 42" but not more than 48" above the surface of the sidewalk.
- 5. Where signals and standards are installed below overhead power lines, clearances shall be per National Electric Safety Code Section 234 requirements. Installation of straight arm streetlight assemblies where additional clearance is required shall be approved by the engineer.
- 6. If dual luminaire arms are not specified in the plans, the second connection point shall be covered by a cover plate until such time as a second arm might be added.

BOLTS 3-EA. 3/4"x1-3/4" A325-X

1-1/2" x 4-1/2" LG. HEX. HEAD CAP SCREWS, ASTM A-325

2" SCH. 40 PIPE (DEBURRED FOR WIRE PROTECTION)

2" DIA. WIRE ENTRY WITH RD. EDGES

2" DIA. WIRE ENTRY

HANDHOLE WITH RD. EDGES

1/2" N.C. SQUARE NUT

FOR GROUND BASE COVER

2-1/4" x 93" x 9"

BOLT

HOT-DIP GALV. ANCHOR BOLTS W/2 HOT-DIP GALV. HEX NUTS & WASHERS PER BOLT.

POLE MOUNTING DETAIL

SIGNAL & LUMINAIRE POLE DETAILS

25" DIA. BOLT CIRCLE

BASE THICKNESS 2-1/4"

1/2" N.C. SQUARE NUT FOR GROUND

2-1/4" x 93" x 9" BOLT

SECTION A-A

SECTION B-B

(6) GUSSETS 5/16" X 4" X 9" LG.

1 1/2"

20"

23"

27"

22"

22"

5"

2"

2-1/4" PL.

GUSSET PLATES

3/8" BOX PL. THK.

3/8" BOX PL. THK. +1/8"

THK.

A

A

B

B

H

L

M

N

AGENCY APPROVED

B

C

H

L

M

N

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

TYPE XX - B - 30 FT.
(65 FT. THRU 85 FT. MAST ARMS)

SIGN & LUMINAIRE POLE DETAILS

DATE 07-01-17 DWG. NO. 810 SHEET 2 OF 3
LOADING INFORMATION

DESIGN CRITERIA:
LATEST 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.

DESIGN MINIMUM YIELD STRENGTH FOR TUBULAR MEMBERS SHALL BE LIMITED TO 40,000 PSI. FOR NON-COLD WORKED MATERIALS, TO 48,000 PSI. FOR COLD WORKED MATERIALS, TO 50,000 PSI.

WEIGHT (LBS)

- 40
- 15
- 10
- 80
- 15
- 100
- 80
- 60

DESIGN MINIMUM YIELD STRENGTH FOR TUBULAR MEMBERS SHALL BE LIMITED TO 40,000 PSI. FOR NON-COLD WORKED MATERIALS, TO 48,000 PSI. FOR COLD WORKED MATERIALS, TO 50,000 PSI.

WIND VELOCITY: 90 MPH ISOTACH.

NOTE:
TYPE XX-B POLE SHALL ALSO SUPPORT THE ALTERNATE LOADING SHOWN ABOVE.

ALTERNATE SIGN INSTALLATION ALTERNATE SIGN INSTALLATION ALTERNATE SIGN INSTALLATION

ALTERNATE LOADING SPANS 65' THRU 85' 15' MAX.

ALTERNATE LOADING 12' 8' H G F A A

3' 4' A

17' 11'

AGENCY APPROVED C B H L M N

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

LOADING INFORMATION

DATE 07-01-17 DWG. NO. 810 SHEET 3 OF 3
NOTES:

1. LOW BIDDER CONTRACTOR MUST SUPPLY SHOP DRAWING FOR DESIGN APPROVAL BEFORE CONTRACT CAN BE AWARDED.

2. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS AND AS REQUIRED BY THE ENTITY.

3. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.

4. PHOTEOYE MAY NEED TO BE AFFIXED TO POLE CAP FOR STREET NAME SIGN ACTIVATION.

5. MULTI-SIDED POLE AND MAST ARM WITH A MINIMUM OF 16 SIDES MAY BE USED IF DIRECTED BY THE ENTITY ENGINEER.

FOR OTHER DETAILS SEE DRAWING NO. 808 SHETS. 2 & 6.
FOR "H" TYPE FOUNDATION SEE DRAWING NO. 721.

POLES DESIGNED PER SPECIFICATION OF LATEST A A S H T O. 80-90 MPH WINDS
(SEE DRAWING NO. 808 SHEET 5 FOR LOADING INFORMATION)
NOTES:
1. ALL POLES TO BE HOT-DIP GALVANIZED BY MANUFACTURER OR PRIME PAINTED BY MANUFACTURER AND FINISH PAINTED BY CONTRACTOR PER SPECIFICATIONS AND AS REQUIRED BY THE ENTITY.
2. HANDHOLE COVERS SHALL BE MOUNTED WITH TAMPER-RESISTANT SCREWS.
3. PHOTOEYE MAY NEED TO BE AFFIXED TO POLE CAP FOR STREET NAME SIGN ACTIVATION.
4. MULTI-SIDED POLE MAST ARM WITH A MINIMUM OF 16 SIDES MAY BE USED IF DIRECTED BY THE ENTITY ENGINEER.
5. POLES DESIGNED PER SPECIFICATION OF LATEST A.A.S.H.T.O., 80-90 MPH WINDS.

POLES DESIGNED PER SPECIFICATION OF LATEST A.A.S.H.T.O., 80-90 MPH WINDS.

(SEE DRAWING NO. 808 SHEET 5 FOR LOADING INFORMATION)

FOR OTHER DETAILS SEE DRAWING NO. 808 SHEETS 4 & 6.
FOR "L" TYPE FOUNDATION SEE DRAWING NO.722.
1. All traffic signal backplates shall have a 2-inch retroreflective adhesive sheeting border on the entire outer perimeter of the front side of the backplate.
2. Retroreflective sheeting shall be fluorescent yellow, ASTM D4956-13 Type XI or better.
3. The retroreflective sheeting border shall have a minimum of 0.5" clearance from all louvers. No retroreflective sheeting shall be placed over any louvered area.
4. Retroreflective sheeting border shall be installed by the manufacturer, and modifications shall not be made by the contractor.
5. The back plate with retroreflective sheeting border shall be from the same manufacturer as the signal head assembly. The complete head assembly, including the backplate, shall be capable of withstanding winds of 90 MPH without damage or separation of any parts from the signal head assembly.
1. All traffic signal backplates shall have a 2-inch retroreflective adhesive sheeting border on the entire outer perimeter of the front side of the backplate.
2. Retroreflective sheeting shall be fluorescent yellow, ASTM D4956-13 Type XI or better.
3. The retroreflective sheeting border shall have a minimum of 0.5" clearance from all louvers. No retroreflective sheeting shall be placed over any louvered area. Retroreflective sheeting border shall be installed by the manufacturer, and modifications shall not be made by the contractor.
4. The back plate with retroreflective sheeting border shall be from the same manufacturer as the signal head assembly. The complete head assembly, including the backplate, shall be capable of withstanding winds of 90 MPH without damage or separation of any parts from the signal head assembly.

PAINT: FLAT BLACK  * DIMENSIONS AND ATTACHMENT METHODS VARY PER MANUFACTURE.
BORDER WIDTH: 5-INCH (TYP.)

NOTES:

1/2" CLEARANCE (TYP.) MIN.

2" YELLOW RETROREFLECTIVE BORDER LINE ADHESIVE SHEETING
1. All traffic signal backplates shall have a 2-inch retroreflective adhesive sheeting border on the entire outer perimeter of the front side of the backplate.

2. Retroreflective sheeting shall be fluorescent yellow, ASTM D4956-13 Type X1 or better.

3. The retroreflective sheeting border shall have a minimum of 0.5" clearance from all louvers. No retroreflective sheeting shall be placed over any louvered area.

4. Retroreflective sheeting border shall be installed by the manufacturer, and modifications shall not be made by the contractor.

5. The back plate with retroreflective sheeting border shall be from the same manufacturer as the signal head assembly. The complete head assembly, including the backplate, shall be capable of withstanding winds of 90 MPH without damage or separation of any parts from the signal head assembly.