UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA, NEVADA

YEAR 2015 REVISIONS

<table>
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<tr>
<th>SECTION</th>
<th>TITLE AND REVISIONS SUMMARY</th>
<th>EFFECTIVE DATE</th>
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<tbody>
<tr>
<td>217.S2</td>
<td>&quot;Residential Curb and Gutter, R-Type&quot; - New drawing to accommodate ADA requirements.</td>
<td>7/1/2015</td>
</tr>
<tr>
<td>223</td>
<td>&quot;Residential Driveway&quot; - Drawing replace to accommodate ADA requirements.</td>
<td>7/1/2015</td>
</tr>
<tr>
<td>224</td>
<td>&quot;Commercial and Industrial Driveway (Option A)&quot; - Drawing replaced to accommodate ADA requirements.</td>
<td>7/1/2015</td>
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<tr>
<td>226.S1</td>
<td>&quot;Commercial and Industrial Driveway (Option C)&quot; - Drawing replaced to accommodate ADA requirements.</td>
<td>7/1/2015</td>
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<tr>
<td>227.S1</td>
<td>&quot;Depressed Alley Driveway&quot; - Drawing revised to accommodate ADA requirements.</td>
<td>7/1/2015</td>
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<tr>
<td>320</td>
<td>&quot;Lighting Standard Setback&quot; - Drawing revised to accommodate ADA requirements.</td>
<td>7/1/2015</td>
</tr>
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<td>331</td>
<td>&quot;Service Pedestal Setback&quot; - Drawing revised to accommodate ADA requirements.</td>
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<tr>
<td>501</td>
<td>&quot;Typical Underground Utility Locations in Residential Streets with 60-ft. or Less Right-of-Way&quot; - Drawing revised to modify the depth requirements in accordance with current practices.</td>
<td>1/1/2015</td>
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<tr>
<td>501.1</td>
<td>&quot;Typical Underground Utility Locations in Streets with Greater Than 60-ft. Right-of-Way&quot; - Drawing revised to modify the depth requirements in accordance with current practices.</td>
<td>1/1/2015</td>
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<tr>
<td>715 - 723</td>
<td>Foundations - Drawings revised to accommodate ADA requirements.</td>
<td>7/1/2015</td>
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</tbody>
</table>
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, ALL UTILITY BOXES AND COVERS ADJACENT TO R-TYPE CURB SHALL BE HS-20 RATED "TRAFFIC BEARING" TYPE.

NOTES:

AGENCY APPROVED  B  C  H  L  M  N

SPECIFICATION REFERENCE

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

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SUPPLEMENTAL DRAWING

RESIDENTIAL CURB & GUTTER
R-TYPE

DATE 07-01-15  DWG. NO. 217.S2
NOTES:

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

2. WEAKENED PLANE JOINTS SHALL BE UNIFORMLY PLACED BETWEEN 5’ AND 7’ INTERVALS, SEE STANDARD DRAWING NO. 234.

AGENCY APPROVED

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<td>CLARK COUNTY AREA</td>
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<tr>
<td>501 CONCRETE</td>
<td>RESIDENTIAL DRIVEWAY</td>
</tr>
<tr>
<td>502 CONCRETE STRUCTURES</td>
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<tr>
<td>707 JOINT MATERIAL</td>
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DATE 07-01-15  DWG. NO. 223
NOTES:
1. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAYS MAY BE MONOLITHIC TO A.C. LINE.
2. WEAKENED PLANE JOINTS SHALL BE UNIFORMLY PLACED BETWEEN 5' AND 7' INTERVALS, SEE STANDARD DRAWING NO. 234.
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.

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<tr>
<td>505 REINFORCING STEEL</td>
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<td>707 JOINT MATERIAL</td>
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NOTE: ELEVATIONS SHOWN ARE TYPICAL
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.

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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

COMMERCIAL AND INDUSTRIAL DRIVEWAY (OPTION A)

DATE 12-14-00  DWG. NO. 224
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.

5. THIS DRIVEWAY DESIGN SHALL ALSO BE USED FOR ALLEY INTERSECTIONS, 8" MIN. THICKNESS.

6. SPECIAL DESIGNS SUBJECT TO APPROVAL OF THE ENGINEER.
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 302 AGGREGATE BASE

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

4. WEAKENED PLANE JOINTS SHALL BE EQUALLY SPACED AT 15' MAX. INTERVALS.

5. THIS DRIVEWAY DESIGN SHALL ALSO BE USED FOR ALLEY INTERSECTIONS, 8" MIN. THICKNESS.

6. SPECIAL DESIGNS SUBJECT TO APPROVAL OF THE ENGINEER.
SPECIFICATION REFERENCE
CLARK COUNTY AREA

DATE DWG. NO. 12-14-00 227.S1

NOTES:
1. NO. 4 BARS AT 16" O.C. BOTH WAYS CONTINUOUS THROUGH GUTTER. NO. 4 BARS SHALL BE PLACED 3" ABOVE BOTTOM OF CONCRETE.
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 SHALL BE 8" MIN.

AGENCY APPROVED

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SUPPLEMENTAL DRAWING

DEPRESSED ALLEY DRIVEWAY
BEHIND CURBSIDE SIDEWALK

BACK PORTION OF CURBSIDE SIDEWALK (NOT FOR NEW CONSTRUCTION)

OPEN AREA OR BETWEEN CURB AND SIDEWALK

NOTES:
1. FOUNDATIONS SHALL BE LOCATED OUTSIDE OF THE SIDEWALK WHENEVER FEASIBLE. A CLEARANCE OF 36" MIN. SHALL BE MAINTAINED ON SIDEWALK TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT.
2. FOUNDATION CAP SHALL BE CONCRETE OR GROUT AS DESIGNATED BY THE ENTITY ENGINEER.

SPECIFICATION REFERENCE

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<tr>
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<tr>
<td>TRAFFIC SIGNALS &amp; STREETLIGHTING</td>
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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

LIGHTING STANDARD SETBACK

DATE 7-8-04  DWG. NO. 320

Effective 7/1/2015
BEHIND SIDEWALK (FOR WIDTHS LESS THAN 5 FT.)

BACK PORTION OF SIDEWALK (FOR WIDTHS OF 5 FT. OR GREATER)

OPEN AREA OR WITH AMENITY ZONE

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<th>AGENCY APPROVED</th>
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SPECIFICATION REFERENCE

501 PORTLAND CEMENT CONCRETE
623 TRAFFIC SIGNALS & STREETLIGHTING

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SERVICE PEDESTAL SETBACK

DATE 12-12-96  DWG. NO.  331

Effective 7/1/2015
**TYPICAL UNDERGROUND UTILITY LOCATIONS IN STREETS WITH GREATER THAN 60 FT. RIGHT-OF-WAY**

<table>
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<tr>
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**NOTE:** SEWER MAY BE OTHER SIDE OF CENTERLINE AS TERRAIN DICTATES.

- 4'-0" CLR.
- 3'-0" MIN.
- 2'-6" MIN.
- 12" MIN. CLR.
- 36" MIN.
- 24" MIN.
- 18" CLR.
- 12" CLR.
- 4" CLR.

- 42" MIN. COVER FOR pipe 8" DIA. AND SMALLER.
- 48" MIN. COVER FOR pipe greater than 8" DIA. less than 24" DIA.
- 60" MIN. COVER FOR pipe 24" AND GREATER.

- FINISHED GRADE
- STREETLIGHT CONDUIT
- POWER COMPANY SECONDARY
- POWER COMPANY PRIMARY
- TELEPHONE CONDUITS
- CABLE T.V. CONDUIT
- TRAFFIC SIGNAL CONDUIT

- OTHER COMMUNICATIONS CONDUIT
- FAST ITS COMMUNICATIONS CONDUIT

- 42" MIN. COVER FOR PIPE 8" DIA. AND SMALLER.
- 48" MIN. COVER FOR PIPE GREATER THAN 8" DIA. LESS THAN 24" DIA.
- 60" MIN. COVER FOR PIPE 24" AND GREATER.

**Date 8-14-14**

**Effective 1/1/15**

**DATE 2-9-06**

**DWG. NO. 501.1**

**DATE 8-14-14**

**Effective 1/1/15**
1. STREETLIGHT MAY BE LOCATED ON OTHER SIDE OF CENTERLINE AS TERRAIN DICTATES.
2. STREETLIGHT FOUNDATIONS SHALL BE LOCATED BEHIND SIDEWALK FOR SIDEWALK WIDTHS LESS THAN 5 FEET PER STANDARD DRAWING NO. 320.
3. SEPARATION DISTANCE SHALL CONFORM TO UTILITY STANDARDS ADOPTED BY THE GOVERNING AGENCY FOR SEWER AND WATER FACILITIES.
4. STREET CONSTRUCTION SHALL CONFORM TO THE DESIGNED PLANS.
5. UTILITY CONSTRUCTION BACKFILL SHALL CONFORM TO SECTION 208.
6. UTILITY LINES SHALL BE RE-ROUTED IF DROP INLET IS IN CONFLICT.
7. WATER TRANSMISSION MAIN SEPARATION SHALL BE REFERRED TO WATER PURVEYOR GUIDELINES.
**NOTE:**

1. 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.

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<tr>
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<tr>
<td>623</td>
<td>TRAFFIC SIGNALS &amp; STREETLIGHTING</td>
</tr>
</tbody>
</table>

**UNIFORM STANDARD DRAWINGS**

CLARK COUNTY AREA

**TYPE "A" FOUNDATION**

**DATE** 9-14-00 **DWG. NO.** 715
2" CONDUIT

24" DIA. CONCRETE BASE OR 18" SQ. CONCRETE BASE

USE TEMPLATE PROVIDED BY MFR.

NO. 4 AWG SEVEN (7) STRAND BARE COPPER GROUNDING WIRE 3' ABOVE FOUNDATION. CONNECT GROUNDING WIRE TO GROUNDING POINT.

CONDUIT TO EXTEND 6" ABOVE TOP OF THE ANCHOR BOLTS

BASE COVER

48" MIN.

40" MIN.

2% MAX. SLOPE

BRONZE GROUNDING CONNECTOR UL LISTED FOR UNDERGROUND USE (ONE PER BOLT) SEE NOTE 1

1" NON-SHRINK GROUT BETWEEN POLE BASE AND SIDEWALK

5/8" X 12" HOT-DIP GALVANIZED ANCHOR BOLTS

2" CONDUIT

24" MIN.

36"

24" DIA.

2" CONDUIT

STANDARD GROUNDING PLATE PER NEC 250.52 & 250.53

15# FELT (2 LAYERS)

NOTE:

1. 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.
NOTE:
1. 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.
NOTES:
1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.
2. 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.

<table>
<thead>
<tr>
<th>POLE GA.</th>
<th>BOLT &quot;E&quot;</th>
<th>SEE POLE DRAWING</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>1-1/8&quot; X 40&quot; X 4&quot;</td>
<td></td>
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<tr>
<td>7</td>
<td>1-1/4&quot; X 44&quot; X 4&quot;</td>
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</table>

BRONZE GROUNDING CONNECTOR UL LISTED FOR UNDERGROUND USE (ONE PER BOLT) SEE NOTE 2

USE TEMPLATE PROVIDED BY MFR.

2" CONDUIT

NO. 4 AWG SEVEN (7) STRAND BARE COPPER GROUNDING WIRE 3’ ABOVE FOUNDATION. CONNECT GROUNDING WIRE TO GROUNDING POINT.

CONDUIT TO EXTEND 6” ABOVE TOP OF THE ANCHOR BOLTS

BASE OF POLE

1” NON-SHRINK GROUT BETWEEN POLE BASE AND SIDEWALK

4” MIN.-6” MAX. CONCRETE CAP

ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.

CONNECT GROUNDING WIRE TO GROUNDING POINT.

48" MIN.

2% MAX SLOPE

6"X6" WIRE MESH 10 GA.

36" DIA. CONCRETE BASE

15# FELT (2 LAYERS)

STD. GROUNDING PLATE PER NEC 250.52&250.53

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

AGENCY APPROVED B C H L M N

SPECIFICATION REFERENCE

501 PORTLAND CEMENT CONCRETE

623 TRAFFIC SIGNALS & STREETLIGHTING

CLARK COUNTY AREA

TYPE "E" FOUNDATION

DATE 9-14-00 DWG. NO. 718
NOTES:

1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.

2. CONTINUOUS BARE COPPER GROUNDING WIRE SHALL BE LOOPED AROUND ANCHOR BOLTS ONE TIME CONNECTED TO EACH ANCHOR BOLT BEFORE CONTINUING DOWN TO THE GROUNDING PLATE.

3. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.

ANCHOR BOLTS

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BASE COVER

48" MIN. 44" MIN.

FINISH GRADE

2% MAX SLOPE

SEE NOTE 2

NO. 4 AWG SEVEN (7) STRAND BARE COPPER GROUNDING WIRE 3' ABOVE FOUNDATION. CONNECT GROUNDING WIRE TO GROUNDING POINT.

CONDUIT TO EXTEND 6' ABOVE TOP OF THE ANCHOR BOLTS BASE OF POLE

1" NON-SHRINK GROUT BETWEEN POLE BASE AND SIDEWALK

4" MIN. 6" MAX. CONCRETE CAP

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

501 PORTLAND CEMENT CONCRETE

623 TRAFFIC SIGNALS & STREETLIGHTING

DATE 9-14-00  DWG. NO. 719

Effective 7/1/2015
NOTES:

1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.

2. CONTINUOUS BARE COPPER GROUNDING WIRE SHALL BE LOOPED AROUND ANCHOR BOLTS ONE TIME CONNECTED TO EACH ANCHOR BOLT BEFORE CONTINUING DOWN TO THE GROUNDING PLATE.

3. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.

ANCHOR BOLTS

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BRONZE GROUNDING CONNECTOR UL LISTED FOR UNDERGROUND USE (ONE PER BOLT) SEE NOTE 2

BASE COVER

48" MIN 14" MIN

CONDUIT TO EXTEND 6" ABOVE TOP OF THE ANCHOR BOLTS BASE OF POLE

1" NON-SHRINK GROUT BETWEEN POLE BASE AND SIDEWALK

4" MIN, 6" MAX. CONCRETE CAP

VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

AGENCY APPROVED B C H L M N

SPECIFICATION REFERENCE

| 501 | PORTLAND CEMENT CONCRETE |
| 623 | TRAFFIC SIGNALS & STREETLIGHTING |

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

TYPE "G" FOUNDATION

DATE 9-14-00 DWG. NO. 720
NOTES:

1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.

2. 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.

3. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.

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.

3. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.
NOTES:

1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.
2. ANCHOR BOLT MINIMUM YIELD STRENGTH $F_y = 50$ KSI.
3. SURROUNDING SOIL MUST HAVE SOIL-BEARING PRESSURE $S_1$ OF 1500 PSF.
4. WRAP 20' OF #4 AWG BARE COPPER GROUNDING WIRE AROUND ENTIRE CAGE. GROUNDING WIRE SHALL BE CONNECTED TO ONE ANCHOR BOLT NEAR TOP OF FOUNDATION AND CONTINUE DOWN AROUND CAGE AND CONNECT TO GROUNDING PLATE AT BOTTOM OF FOUNDATION.
5. STEEL WIRE SHALL BE USED TO TIE ALL BARS AND WIRE MESH FIRMLY TOGETHER.
6. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.

PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE

SPECIFICATION REFERENCE

501 PORTLAND CEMENT CONCRETE
623 TRAFFIC SIGNALS & STREETLIGHTING

AGENCY APPROVED

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

TYPE "L" FOUNDATION

DATE 9-14-00 DWG. NO. 722
NOTES:
1. ANCHOR BOLTS SHALL BE HOT-DIP GALVANIZED STEEL WITH NUT AND WASHER.
2. WRAP 20' OF #4 AWG BARE COPPER GROUNDING WIRE AROUND ENTIRE CAGE. GROUNDING WIRE SHALL BE CONNECTED TO ONE ANCHOR BOLT NEAR TOP OF FOUNDATION AND CONTINUE DOWN AROUND CAGE AND CONNECT TO GROUNDING PLATE AT BOTTOM OF FOUNDATION.
3. STEEL WIRE SHALL BE USED TO TIE ALL BARS AND SPIRAL FIRMLY TOGETHER.
4. 28 DAY STRENGTH - 4000 PSI MIN. ALL REINFORCING STEEL SHALL BE ASTM A615 GR 60.
5. MAXIMUM ALLOWABLE OVERTURNING MOMENT IS 180 FT-KIPS.
6. MAXIMUM ALLOWABLE TORSION IS 220 FT-KIPS.
7. THE FOUNDATION DESIGN SHOWN ASSUMES A NON-COHESIVE SOIL WITH A MINIMUM INTERNAL FRICTION ANGLE OF 30 DEGREES. IF ACTUAL SOIL CONDITIONS ARE LESSER QUALITY, THE FOUNDATION SHOULD BE DESIGNED FOR THE SPECIFIC SITE CONDITIONS.
8. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.
9. CONNECT GROUNDING WIRE TO GROUNDING PLATE NEAR TOP OF FOUNDATION AND CONTINUE DOWN AROUND CAGE AND CONNECT TO GROUNDING PLATE AT BOTTOM OF FOUNDATION.
10. MAXIMUM ALLOWABLE TORSION IS 220 FT-KIPS.
11. THE FOUNDATION DESIGN SHOWN ASSUMES A NON-COHESIVE SOIL WITH A MINIMUM INTERNAL FRICTION ANGLE OF 30 DEGREES. IF ACTUAL SOIL CONDITIONS ARE LESSER QUALITY, THE FOUNDATION SHOULD BE DESIGNED FOR THE SPECIFIC SITE CONDITIONS.
12. WRAP 20' OF #4 AWG BARE COPPER GROUNDING WIRE AROUND ENTIRE CAGE. GROUNDING WIRE SHALL BE CONNECTED TO ONE ANCHOR BOLT NEAR TOP OF FOUNDATION AND CONTINUE DOWN AROUND CAGE AND CONNECT TO GROUNDING PLATE AT BOTTOM OF FOUNDATION.
13. STEEL WIRE SHALL BE USED TO TIE ALL BARS AND SPIRAL FIRMLY TOGETHER.
14. 28 DAY STRENGTH - 4000 PSI MIN. ALL REINFORCING STEEL SHALL BE ASTM A615 GR 60.
15. MAXIMUM ALLOWABLE OVERTURNING MOMENT IS 180 FT-KIPS.
16. MAXIMUM ALLOWABLE TORSION IS 220 FT-KIPS.
17. THE FOUNDATION DESIGN SHOWN ASSUMES A NON-COHESIVE SOIL WITH A MINIMUM INTERNAL FRICTION ANGLE OF 30 DEGREES. IF ACTUAL SOIL CONDITIONS ARE LESSER QUALITY, THE FOUNDATION SHOULD BE DESIGNED FOR THE SPECIFIC SITE CONDITIONS.
18. VERTICAL ADJUSTMENT REQUIRED FOR POLES INSIDE ACCESS RAMPS.
19. CONNECT GROUNDING WIRE TO GROUNDING PLATE NEAR TOP OF FOUNDATION AND CONTINUE DOWN AROUND CAGE AND CONNECT TO GROUNDING PLATE AT BOTTOM OF FOUNDATION.
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