<table>
<thead>
<tr>
<th>DRAWING #</th>
<th>TITLE AND REVISION SUMMARY</th>
<th>EFFECTIVE DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>201.3.S1</td>
<td>&quot;Minimum Property Line and Back of Curb Radii - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
</tr>
<tr>
<td>203.1.S1</td>
<td>&quot;Primary Arterial - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
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<tr>
<td>205.2.S1</td>
<td>&quot;Major Collector - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
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<tr>
<td>205.3.S1</td>
<td>&quot;Minor Collector - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
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<tr>
<td>206.1.S1</td>
<td>&quot;Local Residential - Complete Street Alternatives&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
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<tr>
<td>216.1.S1</td>
<td>&quot;&quot;L&quot; Type Curb and Gutter - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
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<tr>
<td>244.6.S1</td>
<td>&quot;Typical Delineation for Roadways - Complete Street Alternative&quot; - New drawing for street cross section for the City of Las Vegas as part of their complete streets initiative.</td>
<td>07/01/12</td>
</tr>
<tr>
<td>244.9</td>
<td>&quot;Bicycle Lane Delineation, Legend, and Signage&quot; - Revisions to update types of sign sheeting materials, signs and pavement markings to reflect current industry standards.</td>
<td>07/01/12</td>
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<tr>
<td>250</td>
<td>&quot;Street Name Signs Face Copy&quot; - Revisions to update types of sign sheeting materials, signs and pavement markings to reflect current industry standards.</td>
<td>07/01/12</td>
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<tr>
<td>411.1</td>
<td>&quot;Modified Type &quot;A&quot; Inlet&quot; - Administrative correction to change gutter lip transition from 6 inches to 6 feet and &quot;lip of curb&quot; to &quot;lip of gutter.</td>
<td>07/01/12</td>
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<tr>
<td>500.4</td>
<td>&quot;Over 5 Years Pavement Restoration Longitudinal Cut - 60' R/W or Less&quot; - Revision to change pavement removal limits from half-street width to lane width.</td>
<td>01/01/12</td>
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<tr>
<td>503</td>
<td>&quot;Method B for Rigid and Flexible Pipe Trench Backfill - Paved Areas&quot; - Revision to modify the material and compaction requirements for trenches.</td>
<td>01/01/12</td>
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<tr>
<td>503.1</td>
<td>&quot;Method A for Flexible Pipe Trench Backfill - Paved Areas&quot; - Revision to modify the material and compaction requirements for trenches.</td>
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<tr>
<td>Code</td>
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<td>Date</td>
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<tr>
<td>503.2</td>
<td>&quot;Method A for Rigid Pipe Trench Backfill - Paved Areas&quot; - Revision to modify the material and compaction requirements for trenches.</td>
<td>01/01/12</td>
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<tr>
<td>506</td>
<td>&quot;Utility Pothole Repair&quot; - To allow “Farmed” keyhole plugs and allow keyhole repair as an optional method for roadways with right-of-way widths of 60 feet or less.</td>
<td>01/01/12</td>
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<tr>
<td>627</td>
<td>&quot;Typical Application for Standard for &quot;Double Penalties&quot; - Signs for Use in Temporary Traffic Control Zones&quot; - Revisions to clarify the design and typical sign placement to conform with MUTCD and NRS 484B.130.</td>
<td>07/01/12</td>
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</table>
MINIMUM PROPERTY LINE AND BACK OF CURB RADII

RIGHT-OF-WAY LINE/PROPERTY LINE RADIUS SHOWN IN TABLE

BACK OF CURB RADIUS SHOWN IN TABLE

TRAFFIC CHORD EASEMENT AT EACH INTERSECTION WHERE REQUIRED.

A TRAFFIC CHORD EASEMENT WILL BE REQUIRED AT THIS CORNER.

<table>
<thead>
<tr>
<th>&quot;B&quot;</th>
<th>60' OR LESS</th>
<th>80'</th>
<th>100' OR MORE</th>
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<td>&quot;A&quot;</td>
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<td>35'</td>
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AGENCY APPROVED

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA
SUPPLEMENTAL DRAWING

MINIMUM PROPERTY LINE AND BACK OF CURB RADII
COMPLETE STREET ALTERNATIVE

DATE 07-01-12  DWG. NO. 201.3.S1
NOTES:

1. FINAL A.C. PAVEMENT SURFACE (INCLUDING UTACS OR OPEN GRADE) SHALL BE 3/4" MAXIMUM ABOVE LIP OF GUTTER. PAVEMENT SHALL BE Flush WITH LIP AT SIDEWALK RAMPS.

2. DENSE GRADE SHALL BE FLUSH WITH LIP OF GUTTER.

3. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NO. 200.

4. THIS STANDARD IS AN ALTERNATE STREET SECTION TO BE USED AT LOCATIONS DETERMINED BY EACH LOCAL JURISDICTION. NO ABOVE GROUND OB. ECTS SHALL BE PLACED WITHIN THE 5 FOOT SIDEWALK.

5. UNDERGROUND DRY UTILITIES SHALL BE PLACED IN A UTILITY CORRIDOR UNDER THE SIDEWALK.

6. OVERLAY 1" UTACS UNLESS OTHERWISE REQUIRED BY THE ENTITY.
**NOTES:**

1. A.C. PAVEMENT TO BE 1/2" MAXIMUM ABOVE LIP OF GUTTER AFTER COMPACTION. PAVEMENT SHALL BE FLUSH WITH LIP AT SIDEWALK RAMPS.
2. THE GRADE BREAK OCCURING IN THE CROSS SECTION SHALL FALL BETWEEN DRIVING LANES.
3. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NOS. 200 AND 200.1.
4. THIS STANDARD IS AN ALTERNATE STREET SECTION TO BE USED AT LOCATIONS DETERMINED BY EACH LOCAL JURISDICTION. NO ABOVE GROUND OB. ECTS SHALL BE PLACED WITHIN THE 5 FOOT SIDEWALK.
5. UNDERGROUND DRY UTILITIES SHOULD BE PLACED IN A UTILITY CORRIDOR UNDER THE SIDEWALK.
6. OVERLAY 1" UTACS UNLESS OTHERWISE REQUIRED BY THE ENTITY.

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**SPECIFICATION REFERENCE**

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</table>

**SUPPLEMENTAL DRAWING**

**MAJOR COLLECTOR**

**COMPLETE STREET ALTERNATIVE**

**DATE** 07-01/12  **DWG. NO.** 205.2.S1
NOTES:
1. A.C. PAVEMENT TO BE 1/2" MAXIMUM ABOVE LIP OF GUTTER AFTER COMPACTION. PAVEMENT SHALL BE FLUSH WITH LIP AT SIDEWALK RAMPS.
2. THE GRADE BREAK OCCURING IN THE CROSS SECTION SHALL FALL BETWEEN DRIVING LANES.
3. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NOS. 200 AND 200.1.
4. THIS STANDARD IS COMPLETE STREET ALTERNATE STREET SECTION TO BE USED AT LOCATIONS DETERMINED BY EACH LOCAL JURISDICTION. NO ABOVE GROUND OBJECTS SHALL BE PLACED WITHIN THE 5 FOOT SIDEWALK.
5. UNDERGROUND DRY UTILITIES SHALL BE PLACED IN A UTILITY CORRIDOR UNDER THE SIDEWALK.

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</tr>
<tr>
<td>401 BITUMINOUS PAVEMENT</td>
<td>MINOR COLLECTOR</td>
</tr>
<tr>
<td>406 PRIME COAT</td>
<td>COMPLETE STREET ALTERNATIVE</td>
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<tr>
<td>407 FOG SEAL</td>
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<tr>
<td>501 CONCRETE</td>
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</table>

DATE 07-01-12  DWG. NO. 205.3.S1
NOTE: 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. HOMES ADJACENT TO THIS STREET SECTION MAY REQUIRE SPRINKLERS PER ENTITY FIRE CODE.

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<td>406 PRIME COAT</td>
<td>COMPLETE STREET ALTERNATIVES</td>
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<td>501 CONCRETE</td>
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DATE 07-01-12  DWG. NO. 206.1.S1
TYPICAL PLAN

1/2" EXPANSION JOINT AT ALL COLD JOINTS, AT BEGINNING AND END OF RETURN AND AT 300' MAX. INTERVALS FOR EXTRUDED CURB AND 30' MAX. INTERVALS FOR FORMED CURB. FOR JOINT DETAIL SEE STANDARD DRAWING NUMBER 234

NOTES:
1. 1" BATTER ON GUTTER FACE OPTIONAL.
NOTES:
1. LANE LINE DELINEATION SHALL COMPLY WITH STANDARD DRAWING NO. 244 & 244.1.
2. BIKE LANE TO BE PROVIDED IF SEGMENT CONNECTS TO OTHER BIKE LANES OR IF ROADWAY SEGMENT IS 1 MILE OR GREATER. IF BIKE LANE IS NOT PROVIDED, TRAVEL LANES SHOULD REMAIN AT DIMENSIONS SHOWN SO A BICYCLE LANE COULD BE PROVIDED IN THE FUTURE. SEE DRAWING NUMBER 246.1 FOR BIKE LANE SIGNING AND STRIPING DETAILS.
3. ALL CURB LANES ARE MEASURED TO LIP OF GUTTER OR EDGE OF PAVEMENT IF CURB AND GUTTER DO NOT EXIST.
4. CONTACT THE LOCAL JURISDICTIONAL FOR DEVELOPMENT REQUIREMENTS FOR THE AREA BETWEEN THE CURB AND SIDEWALK.
BIKE LANE DELINEATION AND LEGEND

NOTES:
1. BIKE LANE LEGENDS SHALL BE APPROVED TYPE I PAVEMENT MARKING FILM AND SHALL BE SLIP RESISTANT.
2. BIKE LANE LINES SHALL BE APPROVED TYPE II PAVEMENT MARKING FILM AND SHALL BE SLIP RESISTANT.
3. BIKE LANES MUST BE A MINIMUM OF 5 FEET WHEN ADJACENT TO A PARKING LANE, 4 FEET MINIMUM IN OTHER CASES AND NO GREATER THAN 8 FT WIDE; HOWEVER A WIDTH OF 5 FEET IS PREFERRED.
4. BIKE LANE DELINEATION, LEGEND, AND SIGNING SHALL CONFORM TO THE MUTCD LATEST EDITION.
5. SIGN SIZE AND PLACEMENT SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD, LATEST EDITION.
6. THE BIKE LANE SIGNAGE SHALL BE TYPE XI SHEETING.
FACE COPY

NORTH LAS VEGAS BACKGROUND IS BLUE.) CUT-OUT LETTERS AND NUMBERS ARE NOT THE SIGN SHALL HAVE A MINIMUM LENGTH OF 30". WHERE EXTRA LENGTH IS REQUIRED, IT SHALL PRIMARY COPY FOR 9" AND 12" SIGNS SHALL BE 6" SERIES 'C' UPPERCASE WITH 4 1/2" SERIES 'C' LOWERCASE; HOWEVER, WHEN DESCENDERS ARE REQUIRED ON 9" SIGNS, PRIMARY COPY SHALL BE 5 1/2". ORDINAL, SUFFIX AND BLOCK NUMBER SHALL BE 3" SERIES 'C' UPPERCASE. (ORDINAL MAY BE OMITTED FROM 12" SIGNS, EXCEPT IN CLARK COUNTY.) SPACING BETWEEN LETTERS SHALL BE AS ON SHEET 2 OF THIS DRAWING.

1. SIGN SHALL BE WHITE LETTERS AND NUMBERS ON GREEN BACKGROUND. (THE CITY OF NORTH LAS VEGAS BACKGROUND IS BLUE.) CUT-OUT LETTERS AND NUMBERS ARE NOT ACCEPTABLE (EXCEPT FOR THE BLOCK NUMBER).

2. REFLECTIVE SHEETING MATERIAL SHALL BE TYPE XI.

3. PRIMARY COPY FOR 9" AND 12" SIGNS SHALL BE 6" SERIES 'C' UPPERCASE WITH 4 1/2" SERIES 'C' LOWERCASE; HOWEVER, WHEN DESCENDERS ARE REQUIRED ON 9" SIGNS, PRIMARY COPY SHALL BE 5 1/2". ORDINAL, SUFFIX AND BLOCK NUMBER SHALL BE 3" SERIES 'C' UPPERCASE. (ORDINAL MAY BE OMITTED FROM 12" SIGNS, EXCEPT IN CLARK COUNTY.) SPACING BETWEEN LETTERS SHALL BE AS ON SHEET 2 OF THIS DRAWING.

4. THE SIGN SHALL HAVE A MINIMUM LENGTH OF 30". WHERE EXTRA LENGTH IS REQUIRED, IT SHALL BE PROVIDED IN 6" INCREMENTS. GROUND MOUNTED SIGNS SHALL HAVE A MAXIMUM LENGTH OF 42".

5. BOTH SIGNS PLACED ON MAJOR STREETS WITH RIGHTS-OF-WAY 80' OR GREATER SHALL HAVE A HEIGHT OF 12". SIGNS PLACED ON MINOR STREETS WITH RIGHTS-OF-WAY OF LESS THAN 80' SHALL HAVE A HEIGHT OF 9".

6. 12" SIGNS SHALL HAVE A 1/2" WHITE BORDER AT THE EDGE.

7. SIGN BLANKS SHALL HAVE ROUNDED CORNERS.

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
<th>STREET NAME SIGNS</th>
<th>SIGN MATERIALS</th>
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<th>AGENCY APPROVED</th>
<th>B</th>
<th>C</th>
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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

STREET NAME SIGNS
FACE COPY

DATE 07/01/12 DWG. NO. 250 SHEET 1 OF 2
SPACING OF STREET NAME SIGN LEGENDS

SPACING FOR STREET NAME SIGN LEGENDS SHALL BE OBTAINED BY MODIFICATION TO THE REQUIREMENTS OF THE FHWA STANDARD SPACING CHART FOR 6" UPPERCASE LETTERS. THE FOLLOWING STEPS SHALL BE USED TO DETERMINE REQUIRED SPACING:

1. SIGN LAYOUT COMPUTER SOFTWARE SHALL BE EVALUATED TO DETERMINE THE "CORRECTION FACTOR" NECESSARY FOR LAYOUT SOFTWARE LETTER SPACING TO BE APPROXIMATELY EQUAL TO THE FHWA STANDARD SPACING FOR UPPERCASE LETTERS.
2. CORRECTION FACTOR SHALL BE USED TO ADJUST THE SPACING FOR THE LOWERCASE LETTERS.
3. SPACING FOR STREET NAME SIGN LEGENDS SHALL BE EQUAL TO \( \frac{110}{100} \) OF THE "CORRECTED" LAYOUT SOFTWARE LETTER SPACING.

(SAME STEPS ARE TO BE FOLLOWED WHEN FONT SIZE OF LEGEND IS REDUCED IN ORDER NOT TO EXCEED THE MAXIMUM LENGTH LIMITATIONS.)

IF LEGEND SPACED ACCORDING TO RECOMMENDED PROCEDURE ABOVE EXCEEDS THE MAXIMUM ALLOWABLE SIGN LENGTH (42" FOR GROUND-MOUNTED), THE FOLLOWING ACTIONS, LISTED IN PRIORITY ORDER, SHALL BE TAKEN TO REDUCE LENGTH OF THE SIGNBLANK.

A. REDUCE THE FONT TO 5 1/2" SERIES 'C'.
B. REDUCE THE SPACING TO 100% OF THE "FEDERAL STANDARD".
C. REDUCE THE FONT TO 5 1/2" SERIES "B".
D. CONSIDER ABBREVIATING ANY LEGEND WORDS WHICH ARE EXTREMELY COMMON (I.E., "MTN" FOR "MOUNTAIN") SUCH ABBREVIATIONS MUST BE APPROVED BY THE TRAFFIC ENGINEER AND THE FIRE DEPARTMENT.
E. REDUCE THE LEADING AND TRAILING BLANK GREEN SPACE BY 50%.
F. CONSTRUCT THE SIGN ACCORDING TO THE STANDARD SPACING WHICH WILL BE GREATER THAN 42" IN LENGTH, AND MOUNT ON A STREETLIGHT POLE OR OTHER ELEVATED MOUNT AS APPROVED BY THE TRAFFIC ENGINEER WITH APPROPRIATE SIGN BRACING AND MOUNTING HARDWARE.

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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

STREET NAME SIGNS
LETTER SPACING

DATE 6-12-97  DWG. NO. 250  SHEET 2 OF 2
LONGITUDINAL CUT RESTORATION

IF TRENCH EDGE IS 5-Ft OR LESS FROM LIP OF GUTTER, THEN REPLACE 8-Ft (MIN.) OF ASPHALT.

IF TRENCH EDGE IS BETWEEN 5-Ft & 9-Ft FROM LIP OF GUTTER, THEN REPLACE 11-Ft (MIN.) OF ASPHALT. EXCEPTION: FOR RESIDENTIAL STREETS 51-Ft OR LESS, REPLACE FULL HALF STREET.

IF TRENCH EDGE IS BETWEEN 10-Ft & 14-Ft FROM CENTERLINE, THEN REPLACE 16-Ft (MIN.) OF ASPHALT. EXCEPTION: FOR RESIDENTIAL STREETS 51-Ft OR LESS, REPLACE FULL HALF STREET.

IF TRENCH EDGE IS BETWEEN 2-Ft & 10-Ft FROM CENTERLINE, THEN REPLACE 12-Ft (MIN.) OF ASPHALT.

NOTES:
1. IF CUT IS WITHIN A MARKED LANE, PAVEMENT RESTORATION MUST EXTEND TO THE MARKED LANE LINE.
2. THE ENTITY’S REQUIREMENTS TAKE PRECEDENCE OVER ANY MINIMUM REQUIREMENTS SHOWN HEREON.
3. MINIMUM ASPHALT REPLACEMENT WIDTH SHALL NOT BE LESS THAN THE LIMITS OF THE PAVING MACHINERY USED.
1. No stones or lumps greater than 3" permitted in trench 2' or less in width.

2. Trench width, bedding, subgrade and pipe: one requirements for utility installations shall conform to the respective entity requirements.

3. Crushed rock may be used for pipe bedding only if material use has been specifically approved by the governing agency. See standard drawing No. 505 for pipe bedding methods.

4. Las Vegas Valley Water District requires pipe bedding and backfill within the pipe: one to be of the same material.

NOTES:
**NOTES:**

1. NO STONES OR LUMPS GREATER THAN 3” PERMITTED IN TRENCH 2’ OR LESS IN WIDTH.
2. TRENCH WIDTH, BEDDING, SUBGRADE AND PIPE ONE REQUIREMENTS FOR UTILITY INSTALLATIONS SHALL CONFORM TO THE RESPECTIVE ENTITY REQUIREMENTS.
3. CRUSHED ROCK MAY BE USED FOR PIPE BEDDING ONLY IF MATERIAL USE HAS BEEN SPECIFICALLY APPROVED BY THE GOVERNING AGENCY. SEE STANDARD DRAWING NO. 505 FOR PIPE BEDDING METHODS.
4. LAS VEGAS VALLEY WATER DISTRICT REQUIRES PIPE BEDDING AND BACKFILL WITHIN THE PIPE Zone TO BE OF THE SAME MATERIAL.
MILL AND OVERLAY
RESTORATION LIMITS TO BE DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR. REFER TO DRAWINGS 500 SERIES.

PRIME COAT PER SECTION 408-PRIME COAT

CLSM MINIMUM DEPTH*
12" FOR MINOR COLLECTOR ROADWAYS (OR: 60', 80')
24" FOR COLLECTOR AND ARTERIAL ROADWAYS (OR: 80') (NOT REQUIRED FOR TRENCH WIDTHS GREATER THAN 3-FT.**)

CLSM NOT REQUIRED FOR RESIDENTIAL STREETS.

FOR RESIDENTIAL STREETS AND TRENCH WIDTHS GREATER THAN 3-FT (CLSM NOT REQUIRED), THE TRENCH BACKFILL SHALL EXTEND TO THE TOP OF SUBGRADE MINUS 1-INCH, AND THE DEPTH OF AGGREGATE BASE SHALL MATCH EXISTING BASE DEPTH (AT 95% COMPACTION).

COMPACTION PERCENTAGE PER GEOTECH ENG REQUIREMENTS OR MINIMUM OF 90%.

REFER TO SECTION 208 REQUIREMENTS

SEE SUBSECTION 208.03.14 FOR DEPTH OF PIPE COVER

90% MIN. COMPACTION IN PIPE ONE, TYPE II OR TYPE III AGGREGATE BASE, OR BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) SEE NOTE 2

BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) INSTALL AS PER SECTION 208 SEE NOTE 2

STABLE SUBGRADE

NOTES:
1. NO STONES OR LUMPS GREATER THAN 3" PERMITTED IN TRENCH 2' OR LESS IN WIDTH.
2. TRENCH WIDTH, BEDDING, SUBGRADE AND PIPE ONE REQUIREMENTS FOR UTILITY INSTALLATIONS SHALL CONFORM TO THE RESPECTIVE ENTITY REQUIREMENTS.
3. CRUSHED ROCK MAY BE USED FOR PIPE BEDDING ONLY IF MATERIAL USE HAS BEEN SPECIFICALLY APPROVED BY THE GOVERNING AGENCY. SEE STANDARD DRAWING NO. 505 FOR PIPE BEDDING METHODS.
4. LAS VEGAS VALLEY WATER DISTRICT REQUIRES PIPE BEDDING AND BACKFILL WITHIN THE PIPE ONE TO BE OF THE SAME MATERIAL.
TYPE B - KEYHOLE REPAIR
REQUIRED FOR ROW WIDTH GREATER THAN 60', OPTIONAL FOR ROW WIDTH 60' OR LESS

AGENCY-APPROVED MATERIAL
OR 1/2-SACK CLSM PER SEC. 728
FROM 6" ABOVE TOP OF THE HIGHEST UTILITY TO THE BOTTOM OF PAVEMENT REPAIR.

PAVEMENT REPAIR
TYPE A OR B
FLUSH WITH EXISTING PAVEMENT

ASPHALT
6" BEDDING ABOVE TOP OF THE HIGHEST UTILITY PIPE TO CONFORM TO SECTION 208 HIGHEST EXISTING UTILITY(S)

NOTE:  EDGES SHALL BE CUT TO A NEAT VERTICAL FACE.

1. CUT AND REMOVE PAVEMENT PLUG WITH AN APPROVED KEYHOLE CORING DEVICE. PAVEMENT TO BE CORED SHALL CONTAIN NO CRACKS AND SHALL BE AT LEAST 4" THICK.  A MINIMUM OF 2" DIAMETER DRILLED CORING DEVICE TO SUPPORT AT LEAST THREE TIMES AASHTO H25 LOADING WITHIN 20' OF THE CORE EDGE.  THE CORE TO BE AT LEAST 4" THICK AND AT LEAST ONE INCH THICKER THAN EXISTING ASPHALT.

2. BONDING MATERIAL SHALL BE A SINGLE COMPONENT CEMENTITIOUS RAPID HARDENING, HIGH STRENGTH, WATERPROOF BONDING AGENT THAT ALLOWS THE CORE TO SUPPORT AT LEAST THREE TIMES AASHTO H25 LOADING WITHIN 20' OF THE CORE EDGE.  THE CORE TO BE AT LEAST 4" THICK AND AT LEAST ONE INCH THICKER THAN EXISTING ASPHALT.

3. AGENCY-APPROVED BACKFILL BELOW REPAIR SHALL BE PER SECTION 215.

4. AGENCY APPROVAL IS REQUIRED FOR KEYHOLE REPAIRS WITHIN A GIVEN ROADWAY SEGMENT.

5. PRIOR AGENCY APPROVAL IS REQUIRED FOR MULTIPLE KEYHOLE REPAIRS WITHIN A GIVEN ROADWAY SEGMENT.

6. A 5 YEAR WARRANTY IS REQUIRED ON ALL REPAIRS.

NOTES:
506
REQUIRED FOR ROW WIDTH GREATER THAN 60', OPTIONAL FOR ROW WIDTH 60' OR LESS

1. CUT AND REMOVE PAVEMENT PLUG WITH AN APPROVED KEYHOLE CORING DEVICE. PAVEMENT TO BE CORED SHALL CONTAIN NO CRACKS AND SHALL BE AT LEAST 4" THICK.  A MINIMUM OF 2" DIAMETER DRILLED CORING DEVICE TO SUPPORT AT LEAST THREE TIMES AASHTO H25 LOADING WITHIN 20' OF THE CORE EDGE.  THE CORE TO BE AT LEAST 4" THICK AND AT LEAST ONE INCH THICKER THAN EXISTING ASPHALT.

2. BONDING MATERIAL SHALL BE A SINGLE COMPONENT CEMENTITIOUS RAPID HARDENING, HIGH STRENGTH, WATERPROOF BONDING AGENT THAT ALLOWS THE CORE TO SUPPORT AT LEAST THREE TIMES AASHTO H25 LOADING WITHIN 20' OF THE CORE EDGE.  THE CORE TO BE AT LEAST 4" THICK AND AT LEAST ONE INCH THICKER THAN EXISTING ASPHALT.

3. AGENCY-APPROVED BACKFILL BELOW REPAIR SHALL BE PER SECTION 215.

4. AGENCY APPROVAL IS REQUIRED FOR KEYHOLE REPAIRS WITHIN A GIVEN ROADWAY SEGMENT.

5. PRIOR AGENCY APPROVAL IS REQUIRED FOR MULTIPLE KEYHOLE REPAIRS WITHIN A GIVEN ROADWAY SEGMENT.

6. A 5 YEAR WARRANTY IS REQUIRED ON ALL REPAIRS.
GENERAL NOTES:

1. RETRO-REFLECTIVE SIGN SHEETING SHALL CONFORM TO SECTION 716, LATEST REVISION, OF THE UNIFORM STANDARD SPECIFICATIONS.

2. SIGN LEGENDS AND BORDERS SHALL COMPLY WITH THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.

3. SIGNS SHALL BE MOUNTED IN CONFORMANCE WITH PART 6, MUTCD, LATEST EDITION.

4. THE "DOUBLE PENALTIES IN WORK ZONE" SIGN SHOULD BE MOUNTED WITH THE FIRST SIGN IN THE ADVANCE WARNING SIGN SERIES, TYPICALLY THE "ROAD WORK AHEAD" SIGN.

5. "END WORK ONE" SIGN SHALL BE MOUNTED AT THE END OF THE WORK ZONE WITH THE "END DOUBLE PENALTIES" SIGN IF APPLICABLE, ON THE SAME DEVICE OR POST.

6. THE DESIGNATION OF WORK ZONE INCLUDING MARKING OF THE DOUBLE PENALTIES, SHALL NOT BE REQUIRED ON STREETS POSTED AT 25 MILES PER HOUR OR LESS, AND ARE THE ACCESS TO OR APPURTENANT TO A RESIDENTIAL AREA.

TYPICAL SIGN AND LETTERING SIZE E TABLE

<table>
<thead>
<tr>
<th>SPEED LIMIT</th>
<th>&quot;DOUBLE PENALTIES IN WORK ZONE&quot; SIGN</th>
<th>&quot;BEGIN WORK ONE&quot; SIGN</th>
<th>&quot;END WORK ONE&quot; SIGN</th>
<th>&quot;END DOUBLE PENALTIES&quot; SIGN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>&quot;W&quot; (IN.)</td>
<td>&quot;H&quot; (IN.)</td>
<td>LETTERING</td>
<td>&quot;W&quot; (IN.)</td>
</tr>
<tr>
<td>LESS THAN 40 MPH</td>
<td>24</td>
<td>24</td>
<td>4 INCH SERIES &quot;C&quot;</td>
<td>18</td>
</tr>
<tr>
<td>40 MPH OR GREATER OR IF MULTI-LANE</td>
<td>30</td>
<td>36</td>
<td>6 INCH SERIES &quot;C&quot;</td>
<td>30</td>
</tr>
</tbody>
</table>

SEE THE CURRENT EDITION OF THE "STANDARD HIGHWAY SIGNS" MANUAL FOR SERIES "C" AND SERIES "D" LETTERING DIMENSIONS.

TYPICAL SIGN PLACEMENT

1. FOR DIMENSIONS "A", "B", AND "C", SEE THE CURRENT MUTCD TABLE 6C-1: "Recommended Advance Warning Sign Minimum Spacing."

2. FOR DIMENSION "A", SEE THE CURRENT MUTCD TABLE 1C-3 & 1C-4.

3. SIGNS MAY BE OMITTED IN THE DIRECTION WORK IS NOT BEING CONDUCTED IF THE ROADWAY IS PHYSICALLY SEPARATED BY A RAISED MEDIAN OR BARRIER WALL THROUGH THE COMPLETE WORK ZONE.