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<td>234.2</td>
<td>&quot;Typical Bus Stop Passenger Loading and Shelter Pads&quot;</td>
<td>Revision to Accommodate the New Bus Shelter Design and Improve Americans with Disabilities Act (ADA) Requirements.</td>
<td>07/01/08</td>
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<td>234.2A</td>
<td>&quot;Typical Double Bus Stop Passenger Loading and Shelter Pads&quot;</td>
<td>Revision to Accommodate the New Bus Shelter Design and Improve Americans with Disabilities Act (ADA) Requirements.</td>
<td>07/01/08</td>
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<td>235 (Sheet 1 of 4)</td>
<td>“Sidewalk Ramp Case I”</td>
<td>Revision to add ‘Paired Ramp in Curb Return’ to comply with current American with Disabilities Act (ADA) requirements.</td>
<td>01/01/08</td>
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<tr>
<td>256.4</td>
<td>“Shared Use Path Crossing 6 Lane Roadway”</td>
<td>Revision to reduce the 504 feet of restricted crossing to 100 feet for improved access management.</td>
<td>01/01/08</td>
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<td>303</td>
<td>“Streetlight Locations at Intersections 100’ or Greater/60’ Right-of-Way (Except Clark County)”</td>
<td>Revision to correct editorial error in the pole location table.</td>
<td>01/01/08</td>
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<tr>
<td>304</td>
<td>“Streetlight Locations at Intersections 100’ or Greater/51’ or Less Right-of-Way (Except Clark County)”</td>
<td>Revision to correct editorial error in the pole location table.</td>
<td>01/01/08</td>
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<tr>
<td>500AL</td>
<td>“0 To 5 Years Pavement Restoration Longitudinal Cut”</td>
<td>Addition to incorporate new Standards from the Recommendations of the recent pavements cut study and trench working group.</td>
<td>07/01/08</td>
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<td>“0 To 5 Years Pavement Restoration Transverse Cut”</td>
<td>Addition to incorporate new Standards from the Recommendations of the recent pavements cut study and trench working group.</td>
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### UNIFORM STANDARD DRAWINGS
### CLARK COUNTY AREA

#### VOLUME I - YEAR 2008 REVISIONS

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<tr>
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<td>503A</td>
<td>“Method For Flexible Pipe Trench Backfill – Paved Areas”</td>
<td>Revision</td>
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<td>Revision to incorporate new Standards from the Recommendations of the recent pavements cut study and trench working group.</td>
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<tr>
<td>503AB</td>
<td>“Method For Rigid Pipe Trench Backfill – Paved Areas”</td>
<td>Addition</td>
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<td>Addition to incorporate new Standards from the Recommendations of the recent pavements cut study and trench working group.</td>
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<td>504</td>
<td>“Trench Backfill with Controlled Low Strength Material (CLSM) Paved Areas (Streets Greater than 60’ R/W)”</td>
<td>Revision</td>
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<tr>
<td></td>
<td>Revision to clarify the cross section of the permanent asphalt patch.</td>
<td>01/01/08</td>
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<tr>
<td>504</td>
<td>“Trench Backfill with Controlled Low Strength Material (CLSM) Above Pipe Zone In Paved Areas (Streets Greater than 60’ R/W)”</td>
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<td>Revision to incorporate new Standards from the Recommendations of the recent pavements cut study and trench working group.</td>
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**Click on the icon:**

![Keep Me Informed](http://www rtc southernnevada.com/mpo/streets/)
NOTES:

1. SIDEWALK RAMP MAY BE REQUIRED TO BE CONSTRUCTED IN THOSE LOCATIONS WHERE THE BUS STOP WOULD OTHERWISE BE INACCESSIBLE AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT. SEE DRAWING NO. 235, SHEET 4 OF 5 FOR SIDEWALK RAMP DETAILS.

2. ADDITIONAL RIGHT-OF-WAY OR EASEMENT IS REQUIRED FOR LOADING PAD AND VARIABLE HEIGHT CURB AT BACK OF SIDEWALK RAMP AND SHALL BE DEDICATED TO THE REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA.

3. AGGREGATE BASE AND CONCRETE FOR LOADING PAD SHALL BE THE SAME AS REQUIRED FOR SIDEWALK. SEE DRAWING NO. 234.

4. LOADING PAD CONNECTION TO DETACHED SIDEWALK CONDITION SHALL BE DETERMINED BY THE ENTITIES.
NOTES:

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<td>CONCRETE</td>
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<td>502</td>
<td>CONCRETE STRUCTURES</td>
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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

TYPICAL DOUBLE BUS STOP PASSENGER LOADING AND SHELTER PADS

DATE 3-13-08  DWG. NO. 234.2A
RAMP IN CURB RETURN

30' OR MORE RADIUS
BACK OF CURB

RAMP OUTSIDE CURB RETURN

NORMAL BACK OF WALK
VARIABLE HEIGHT MONOLITHIC CURB
(SEE NOTE 5)

4" CONCRETE AGGREGATE BASE
SEE SIDEWALK DRAWING NO. 234

SECTION C-C

NOTES:

1. SIDEWALK RAMPS OUTSIDE OF THE CURB RETURN SHALL BE LOCATED ADJACENT TO THE RETURN UNLESS OTHERWISE APPROVED.

2. RAMPS SHALL BE CONSTRUCTED WITH A ROUGH BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.

3. WHEN CONSTRUCTING RAMPS WHERE CURB & GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB & GUTTER.

4. DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES WHICH COMPLY WITH DETAILS ON SHEET 4 OF THIS DRAWING NO. AND CONTRASSING VISUALLY WITH ADJOINING SURFACES SHALL BE PLACED ON BOTTOM PORTION OF RAMP EXTENDING THE FULL WIDTH OF THE RAMP AND TO A MINIMUM DEPTH OF 24 INCHES. PAVER BLOCKS PERMITTED ONLY IN THE CITY OF BOULDER CITY FOR DETECTABLE WARNING AREAS.

5. CURB MAY BE PLACED AND IS PREFERRED BEHIND BACK OF WALK IF SUFFICIENT RIGHT-OF-WAY OR EASEMENTS EXIST AND AS APPROVED BY THE ENGINEER.

PROFILE

FLOWLINE
EDGE OF GUTTER
GUTTER TRANSITION
3/4" MAX.

FOR TRANSITION LENGTHS, SEE
SHEET 4 TABLES 1 & 2

PAIRED RAMP IN CURB RETURN

VARIES
SEE ABOVE
1:12 MAX.
5'
1'
1'
1'
1'

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

302 AGGREGATE BASE
501 CONCRETE
502 CONCRETE STRUCTURES

DATE 11-8-07 DWG. NO. 235 (1 OF 4)
NOTES:
1. USE ENGINEERING JUDGEMENT TO APPLY THIS DETAIL TO SIMILAR SCENARIOS.
2. SEE DRAWING NO. 218, 248, AND 256.2 FOR MEDIAN ISLAND.
3. SEE DRAWING NO. 255.4 FOR BOLLARDS AND CENTERLINE STRIPING.
4. SEE DRAWING NO. 235, CASE III, FOR SIDEWALK RAMPS (USE 12 FEET INSTEAD OF 5 FEET).
5. SEE DRAWING NO. 254 AND 254A FOR CROSSWALKS.
6. SEE DRAWING NO. 255.3 FOR SIGN SIZES FOR SHARED USE PATHS.
7. SEE DRAWING NO. 345 (2 OF 3) FOR DELINEATION IN TRANSITION SECTIONS.
8. SEE TABLE 24.4 IN MUTCD 2000 FOR ADVANCE PLACEMENT OF WARNING SIGNS.
9. SEE PAGE 654 TO 680 IN AASHTO HIGHWAYS AND STREETS 2001 FOR SIGHT VISIBILITY ZONES (SIGHT TRIANGLES).
10. SEE STREET LIGHTING SECTION.
11. CONTACT AGENCY'S TRAFFIC ENGINEER TO VERIFY IF AGENCY PREFERENCES TO USE A W11-1 (BICYCLE) SIGN IN PLACE OF THE W11-2 SIGN.

SPECIFICATION REFERENCE

628 PAINTING TRAFFIC STRIPING
633 PAVEMENT MARKERS

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SHARED USE PATH CROSSING
6 LANE ROADWAY

DATE 7-12-07 DWG. NO. 256.4 PAGE NO. 59.25
NOTES:

1. SEE GENERAL NOTES STANDARD DRAWING NO. 300.

2. AN APPROVED LIGHTING STUDY PER NOTE 2, STANDARD DRAWING NO. 300 IS REQUIRED FOR RIGHT-OF-WAY GREATER THAN 100 FEET.

3. CITY OF HENDERSON AND BOULDER CITY REQUIRE STREETLIGHTING IN THE MEDIAN FOR RIGHTS-OF-WAY 100 FEET OR GREATER. SEE STANDARD DRAWING NO. 312. IN THE ABSENCE OF A MEDIAN, STREETLIGHT LOCATION SHALL BE THE SAME AS THE OTHER ENTITIES.

* PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE.

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<th>KEYED NOTE</th>
<th>ENTITY</th>
<th>CLV</th>
<th>N.L.V</th>
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<tr>
<td>3</td>
<td>12'</td>
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<td></td>
<td>(SEE NOTE 3)</td>
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<tr>
<td>4</td>
<td>(SEE DRAWING NO. 320)</td>
<td>180'</td>
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<td>90'</td>
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NOTES:

1. SEE GENERAL NOTES STANDARD DRAWING NO. 300.

2. AN APPROVED LIGHTING STUDY PER NOTE 2, STANDARD DRAWING NO. 300 IS REQUIRED FOR RIGHT-OF-WAY GREATER THAN 100 FEET. ADEQUATE INTERSECTION LIGHTING SHALL ALSO BE ADDRESSED IN THE LIGHTING STUDY.

3. CITY OF HENDERSON AND BOULDER CITY REQUIRE STREETLIGHTING IN THE MEDIAN FOR RIGHTS-OF-WAY 100 FEET OR GREATER. SEE STANDARD DRAWING NO. 312. IN THE ABSENCE OF A MEDIAN, STREETLIGHT LOCATION SHALL BE THE SAME AS THE OTHER ENTITIES.

* PROFESSIONAL ELECTRICAL ENGINEER STAMP ON FILE.

POLE LOCATION TABLE

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<td>12'</td>
<td>(SEE NOTE 3)</td>
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<tr>
<td>4</td>
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<tr>
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MILL AND OVERLAY 1" UTACS OR AS REQUIRED BY THE ENTITY. REMOVE AND REPLACE ASPHALT PAVEMENT IF EXISTING ASPHALT PAVEMENT IS 2" THICK OR LESS.

ASPHALT PATCH TO MATCH CONTIGUOUS SECTION AND SHALL BE NO LESS THAN 2".

NOTES:
SEE DWG. 500AL SHEET 2 OF 2
NOTES:

1. IF THERE IS A MEDIAN, RESTORATION MAY BE LIMITED TO THE AREA BETWEEN C & G AND THE MEDIAN CURB.
2. WHEN EXISTING PAVEMENT IS 2" THICK OR LESS, PAVEMENT WITHIN THE RESTORATION AREA SHALL BE REMOVED AND REPLACED IN KIND AS REQUIRED BY THE ENTITY.
3. IF SAWCUT LINE IS WITHIN FIVE FEET OF EDGE OF EXISTING ASPHALT CONCRETE SURFACE OR EXISTING SAWCUT LINE, MILL AND Overlay OR REPLACE TO THAT EDGE.
4. PAVEMENT RESTORATION AREA SAWCUT LINES SHALL NOT FALL WITHIN STREET INTERSECTION.
5. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.

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<th>UNIFORM STANDARD DRAWINGS</th>
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<tr>
<td>401</td>
<td>0 TO 5 YEARS</td>
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<tr>
<td>401</td>
<td>PAVEMENT RESTORATION</td>
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<tr>
<td>406</td>
<td>LONGITUDINAL CUT</td>
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DATE 6-12-08 | DWG. NO. 500AL | SHEET 2 OF 2
NOTES:
1. IF THERE IS MEDIAN, RESTORATION MAY BE LIMITED TO THE AREA BETWEEN C&G TO CURB OF MEDIAN.
2. IF SAWCUT LINE IS WITHIN FIVE FEET OF EDGE OF EXISTING ASPHALT CONCRETE SURFACE OR EXISTING SAWCUT LINE, MILL AND OVERLAY OR REPLACE TO THAT EDGE.
3. WHEN EXISTING PAVEMENT IS LESS 2" THICK OR LESS, PAVEMENT WITHIN THE RESTORATION AREA SHALL BE REMOVED AND REPLACED IN KIND AS REQUIRED BY THE ENTITY.
4. PAVEMENT RESTORATION AREA SAWCUT LINES SHALL NOT FALL WITHIN STREET INTERSECTION.
5. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.

| SPECIFICATION REFERENCE | UNIFORM STANDARD DRAWINGS
<table>
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<tr>
<td>302 AGGREGATE BASE</td>
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<tr>
<td>401 BITUMINOUS PAVEMENT</td>
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<td>406 PRIME COAT</td>
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<td>407 FOG SEAL</td>
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<td>501 CONCRETE</td>
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</table>

DATE 6-12-08  DWG. NO. 500 AT
ASPHALT PATCH TO MATCH CONTIGUOUS SECTION, AND SHALL BE NO LESS THAN 2" THICK.

MILL AND OVERLAY 1" UTACS OR AS REQUIRED BY THE ENTITY. REMOVE AND REPLACE ASPHALT PAVEMENT IF EXISTING ASPHALT PAVEMENT IS 2" THICK OR LESS.

MIN. RESTORATION LIMITS OR AS DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR.

LONGITUDINAL CUT RESTORATION

PLAN VIEW

NOTES:

1. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
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<tr>
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<tr>
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<tr>
<td>406 PRIME COAT</td>
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<td>407 FOG SEAL</td>
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DATE 6-12-08          DWG. NO. 500BL1
1. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.
NOTES:

1. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.
RESTORATION LIMITS TO BE DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR

EXISTING BASE

95% MIN. COMPACTON TYPE II AGGREGATE BASE

MINIMUM TRENCH WIDTH IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208- TRENCH EXCAVATION AND BACKFILL

DEPTH OF COVER IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208- TRENCH EXCAVATION AND BACKFILL

PIPE ZONE

O.D. PIPE

NOTES:
1. NO STONES OR LUMPS GREATER THAN 3" PERMITTED IN TRENCH 2' OR LESS IN WIDTH.
2. TRENCH WIDTH, BEDDING, SUBGRADE AND PIPE ZONE 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.
5. A ONE INCH MAXIMUM LEVELING COURSE IS PERMITTED WHEN APPROVED BY THE ENGINEER.
6. CONTROLLED LOW STRENGTH MATERIALS (CLSM) SHALL BE USED IN THE UPPER 24" WITH RIGHT-OF-WAYS 80 FEET OR GREATER. TRENCH WIDTHS 24" OR LESS SHALL BE BACKFILLED WITH CLSM IN THE TRENCH ZONE.

STABLE SUBGRADE

PIPE BEDDING SEE NOTE 3

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

COMPACTATION PERCENTAGE PER GEOTECH ENG REQUIREMENTS OR MINIMUM OF 95%

GRANULAR BACKFILL OR SELECT BACKFILL OR BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) SEE NOTE 1 & 8

INSTALLATION REQUIREMENTS INCLUDING CONTRACTOR TESTING AND FILF LIFTS SEE SECTION 208- TRENCH EXCAVATION AND BACKFILL

PRIME COAT PER SECTION 408-PRIME COAT

VARIES

2' MIN.

2' MIN.

O.D. PIPE

SMALLER PIPE 6" IF PIPE 2" OR LESS DIA

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

METHOD A FOR FLEXIBLE PIPE TRENCH BACKFILL - PAVED AREAS

DATE 6-12-08 DWG. NO. 503A

208 TRENCH EXCAVATION & BACKFILL
302 AGGREGATE BASE COURSES
RESTORATION LIMITS TO BE DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR.

EXISTING BASE

95% MIN. COMPACITION TYPE II AGGREGATE BASE

MINIMUM TRENCH WIDTH IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208-TRENCH EXCAVATION AND BACKFILL

DEPTH OF COVER IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208-TRENCH EXCAVATION AND BACKFILL

PRIME COAT PER SECTION 408-PRIME COAT

INSTALLATION REQUIREMENTS INCLUDING CONTRACTOR TESTING AND FILL LIFTS SEE SECTION 208-TRENCH EXCAVATION AND BACKFILL

GRANULAR BACKFILL OR SELECT BACKFILL OR BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) SEE NOTE 1

COMPACITION PERCENTAGE PER GEOTECH ENG REQUIREMENTS OR MINIMUM OF 90%

REFER TO SECTION 208 REQUIREMENTS

90% MIN. COMPACITION IN PIPE ZONE, TYPE II OR TYPE III AGGREGATE BASE, SAND BACKFILL SEE NOTE 2

PIPE OR BOX CULVERT

STAIBLE 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 ZONE 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.

5. A ONE INCH MAXIMUM LEVELING COURSE IS PERMITTED WHEN APPROVED BY THE ENGINEER.

SPECIFICATION REFERENCE

| 208 | TRENCH EXCAVATION & BACKFILL |
| 302 | AGGREGATE BASE COURSES |

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

METHOD B FOR RIGID AND FLEXIBLE PIPE TRENCH BACKFILL - PAVED AREAS

DATE 6-12-08 DWG. NO. 503B
RESTORATION LIMITS TO BE DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR.

EXISTING BASE

95% MIN. COMPACTION
TYPE II AGGREGATE BASE

MINIMUM TRENCH WIDTH IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208 TRENCH EXCAVATION AND BACKFILL

DEPTH OF COVER IS RELATED TO DESIGN REQUIREMENTS AND SHALL BE INDICATED ON THE PLAN DRAWINGS. SEE SECTION 208 TRENCH EXCAVATION AND BACKFILL

PIPE ZONE

PIPE BEDDING SEE NOTE 3

NOTES:
1. NO STONES OR LUMPS GREATER THAN 3" PERMITTED IN TRENCH 2' OR LESS IN WIDTH.
2. TRENCH WIDTH, BEDDING, SUBGRADE AND PIPE ZONE 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.
5. A ONE INCH MAXIMUM LEVELING COURSE IS PERMITTED WHEN APPROVED BY THE ENGINEER.
6. CONTROLLED LOW STRENGTH MATERIALS (CLSM) SHALL BE USED IN THE UPPER 12" WITH RIGHT-OF-WAYS 60' FEET OR GREATER.

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METHOD A/B FOR RIGID PIPE TRENCH BACKFILL - PAVED AREAS

DATE 6-12-08 DWG. NO. 503AB
RESTORATION LIMITS TO BE DETERMINED BY ENTITY PLAN CHECK, WITH FINAL LIMITS SET BY FIELD INSPECTOR.

EXISTING BASE

12" MIN. OR TO PIPE ZONE

BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM)

2" MIN.

VARIES

90% MIN. COMPACATION GRANULAR BACKFILL OR SELECT BACKFILL OR BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) SEE NOTE 1

REFER TO SECTION 208 REQUIREMENTS

90% MIN. COMPACATION IN PIPE ZONE, TYPE II OR TYPE III AGGREGATE BASE, SAND BACKFILL, OR BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM)

12" (24" IF V.C.P.) (6" IF PIPE 2" OR LESS DIAM.)

PIPE ZONE

PIPE BEDDING SEE NOTE 3

O.D. PIPE

STABLE SUBGRADE

NOTES:

1. NO STONES OR LUMPS GREATER THAN 3" PERMITTED IN TRENCH 2" OR LESS IN WIDTH.
2. IF SAWCUT IS WITHIN THREE FEET OF EDGE OF EXISTING ASPHALT CONCRETE SURFACE OR OTHER PATCH, REMOVE EXISTING PAVEMENT TO THAT EDGE AND REPLACE ENTIRE SECTION.
3. CRUSHED ROCK MAY BE USED FOR PIPE BEDDING ONLY IF MATERIAL USE HAS BEEN SPECIFICALLY APPROVED BY THE GOVERNING ENTITY. 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.

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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

TRENCH BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) ABOVE PIPE ZONE IN PAVED AREAS (STREETS GREATER THAN 60' R/W)

DATE 6-12-08   DWG. NO. 504