<table>
<thead>
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<th>Drawing Number</th>
<th>Title</th>
<th>Nature of Change</th>
<th>Effective Date</th>
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<tr>
<td>201</td>
<td>Minimum Back of Curb Radius</td>
<td>Revised to increase the property line radius at the intersection of 80' right-of-way streets with 80' right-of-way streets.</td>
<td>1/1/2005</td>
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<tr>
<td>202</td>
<td>Arterial Urban Area Street Section with Curbside Sidewalk</td>
<td>Revised to combine Nos. 202, 202.1 and 203 into one Drawing No. 202 and to change the requirements for open grade and dense grade and reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
</tr>
<tr>
<td>202.ALT</td>
<td>Arterial Alternate Urban Area Street Sections with Offset Sidewalk</td>
<td>Revised to combine Nos. 202ALT, 202.1ALT, and 203ALT into one Drawing No. 202ALT and to change the requirements for open grade and dense grade reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
</tr>
<tr>
<td>202.1</td>
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<td>1/1/2005</td>
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<tr>
<td>202.1ALT</td>
<td></td>
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<td>1/1/2005</td>
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<td>203ALT</td>
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<td>1/1/2005</td>
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<td>204</td>
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<td>1/1/2005</td>
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<tr>
<td>205</td>
<td>Collector Urban Area Street Sections with Curbside Sidewalk</td>
<td>Revised to combine Nos. 204 and 205 into one Drawing No. 205 and to reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
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<tr>
<td>205ALT</td>
<td>Collector Alternate Urban Area Street Sections with Offset Sidewalk</td>
<td>Revised to combine Nos. 204ALT and 205ALT into one Drawing No. 205ALT and to reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
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<tr>
<td>206</td>
<td>Local Residential Urban Area Street Section</td>
<td>Revised to reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
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<tr>
<td>207</td>
<td>Local Residential Urban Area Street Sections</td>
<td>Revised to change the requirements for open grade and dense grade and reference pavement and structural section requirements established in Specifications Section 401.</td>
<td>1/1/2005</td>
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<tr>
<td>220</td>
<td>Tack On Island Curb</td>
<td>Revision to allow structural epoxy adhesive to be used in lieu of No. 4 dowel bar as approved by the entity engineer.</td>
<td>7/1/2005</td>
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<tr>
<td>213</td>
<td>Hammerhead</td>
<td>Revised to eliminate the hammerhead turn around as an alternative to a cul-de-sac in the City of Mesquite.</td>
<td>1/1/2005</td>
</tr>
<tr>
<td>Code</td>
<td>Item</td>
<td>Description</td>
<td>Date</td>
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<tr>
<td>217A</td>
<td>30&quot; Roll Curb Residential Area</td>
<td>Revised to add the City of Henderson as an entity that allows rolled curb and specify the allowable rating of utility boxes and covers adjacent to the roll curb.</td>
<td>1/1/2005</td>
</tr>
<tr>
<td>221</td>
<td>Tack On Island Curb (Except City Of Henderson)</td>
<td>Revision to allow structural epoxy adhesive to be used in lieu of No. 4 dowel bar as approved by the entity, except the City of Henderson.</td>
<td>7/1/2005</td>
</tr>
<tr>
<td>234.1</td>
<td>Typical Bus Turn-Out</td>
<td>Revision to include curve data for construction layout and revision of the dimension of the bus loading pad to 8' x 30'.</td>
<td>7/1/2005</td>
</tr>
<tr>
<td>234.2</td>
<td>Typical Bus Stop Passenger Loading And Shelter Pads</td>
<td>Revision to include curve data for construction layout and revision of the dimension of the bus loading pad to 8' x 30'.</td>
<td>7/1/2005</td>
</tr>
<tr>
<td>234.3</td>
<td>Bus Stop Replacement Within Exclusive Right Turn Lane For Commercial Properties</td>
<td>Revision to include curve data for construction layout and revision of the dimension of the bus loading pad to 8' x 30'.</td>
<td>7/1/2005</td>
</tr>
<tr>
<td>235</td>
<td>Sidewalk Ramp Sheets 1-3</td>
<td>Revised to include the use of paver blocks for detectable warning strips in the City of Boulder City only.</td>
<td>1/1/2005</td>
</tr>
<tr>
<td>249A</td>
<td>Sign Installation Detail</td>
<td>Additional drawing to address the typical installation of all roadway signage.</td>
<td>1/1/2005</td>
</tr>
</tbody>
</table>
### NOTES

Property lines shall be parallel and radial to the back of curb at a distance consistent with the standard street sections drawing numbers.

** Property line radius shall be a minimum of 64 feet.

** Property line radius shall be a minimum of 40 feet.

<table>
<thead>
<tr>
<th>Property Line Radius</th>
<th>60' OR LESS</th>
<th>80'</th>
<th>100' OR MORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>60' OR LESS</td>
<td>20'</td>
<td>25'</td>
<td>30'</td>
</tr>
<tr>
<td>80'</td>
<td>25'</td>
<td><strong>30'</strong></td>
<td>*30'</td>
</tr>
<tr>
<td>100' OR MORE</td>
<td>30'</td>
<td>*30'</td>
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**MINIMUM BACK OF CURB RADIUS**

<table>
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<tr>
<th>Specification Reference</th>
<th>Uniform Standard Drawings Clark County Area</th>
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<tr>
<td></td>
<td>Minimum Back of Curb Radius</td>
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<thead>
<tr>
<th>Date</th>
<th>DWG. NO.</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>201</td>
<td>7</td>
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</table>
ARTERIAL WITH MEDIAN ISLAND

ARTERIAL WITHOUT MEDIAN ISLAND

NOTES:
1. FINAL A.C. PAVEMENT SURFACE SHALL BE 1/2" MAXIMUM ABOVE LIP OF GUTTER. PAVEMENT SHALL BE FLUSH WITH LIP AT SIDEWALK RAPMS.
2. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING 200.
3. A 3/4" OPEN GRADE IS REQUIRED ON CLARK COUNTY ROADWAYS AND MAY BE REQUIRED IN OTHER JURISDICTIONS AS DETERMINED BY THE ENTITY'S ENGINEER.
4. IF OPEN GRADE IS REQUIRED DENSE GRADE SHALL BE FLUSH WITH LIP OF GUTTER AND FINAL A.C. PAVEMENT SURFACE SHALL BE 3/4" MAXIMUM ABOVE LIP OF GUTTER. FINAL A.C. PAVEMENT SURFACE SHALL BE FLUSH WITH LIP AT SIDEWALK RAPMS.
5. FOG SEAL AND PRIME COAT REQUIRED IN THE CITIES OF LAS VEGAS AND NORTH LAS VEGAS.

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
<th>UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>302 AGGREGATE BASE</td>
<td></td>
</tr>
<tr>
<td>401 BITUMINOUS PAVEMENT</td>
<td></td>
</tr>
<tr>
<td>403 OPEN GRADE</td>
<td></td>
</tr>
<tr>
<td>501 CONCRETE</td>
<td></td>
</tr>
</tbody>
</table>

DATE 11-10-04 | DWG. NO. 202 | PAGE NO. 8
ARTERIAL WITH MEDIAN ISLAND

6" MIN TYPE I OR TYPE II
AGGREGATE BASE UNDER CURB AND GUTTER

A.C. PAVEMENT
SEE NOTE 3

AGGREGATE BASE
SEE NOTE 3

5" MIN TYPE II AGGREGATE BASE UNDER SIDEWALK
SEE STANDARD DRAWING NO. 234

ARTERIAL WITHOUT MEDIAN ISLAND

6" MIN TYPE I OR TYPE II
AGGREGATE BASE UNDER CURB AND GUTTER

A.C. PAVEMENT
SEE NOTE 3

AGGREGATE BASE
SEE NOTE 3

5" MIN TYPE II AGGREGATE BASE UNDER SIDEWALK
SEE STANDARD DRAWING NO. 234

NOTES:

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

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 OBJECTS SHALL BE PLACED WITHIN THE 5 FOOT SIDEWALK.

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

6. INCREASE PAVEMENT WIDTH BY 11 FEET ON EACH SIDE OF ROADWAY FOR AN 8 LANE CROSS SECTION.

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
<th>UNIFORM STANDARD DRAWINGS</th>
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<td>401 BITUMINOUS PAVEMENT</td>
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<tr>
<td>403 OPEN GRADE</td>
<td>ALTERNATE URBAN AREA STREET</td>
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<tr>
<td>501 CONCRETE</td>
<td>SECTIONS WITH OFFSET SIDEWALK</td>
</tr>
</tbody>
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DATE 11-10-04 | DWG. NO. 202 ALT | PAGE NO. 8.1ALT
MAJOR COLLECTOR

NON-RESIDENTIAL LOCAL
OR MINOR RESIDENTIAL COLLECTOR

NOTES:
1. A.C. PAVEMENT TO BE 1/2" MAXIMUM ABOVE LIP OF GUTTER AFTER COMPACTION. PAVEMENT SHALL BE PLUSH WITH LIP AT SIDEWALK RAMPS.
2. THE GRADE BREAK OCCURRING IN THE CROSS SECTION SHALL FALL BETWEEN DRIVING LANES.
3. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NO. 200 AND 200A.
4. PRIME COAT IS NOT REQUIRED IN HENDERSON, MESQUITE OR BOULDER CITY WHEN A.C. THICKNESS ≥ 5 IN.
5. 4 INCH MINIMUM THICKNESS REQUIRED IN HENDERSON, MESQUITE AND BOULDER CITY.
6. 3/4" OPEN GRADE REQUIRED IN CLARK COUNTY. OPEN GRADE IN OTHER JURISDICTIONS AS REQUIRED BY THE ENGINEER.

SPECIFICATION REFERENCE
302   AGGREGATE BASE
401   BITUMINOUS PAVEMENT
406   PRIME COAT
407   FOG SEAL
501   CONCRETE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

COLLECTOR
URBAN AREA STREET SECTIONS
WITH CURBSIDE SIDEWALK

DATE 11-10-04 | DWG. NO. 205 | PAGE NO. 11
MAJOR COLLECTOR

3/4" OPEN GRADE
SEE NOTES 1 AND 6

A.C. PAVEMENT
SEE NOTE 3

AGGREGATE BASE (SEE NOTE 3)

PRIME COAT

6" MIN TYPE I OR TYPE II
AGGREGATE BASE UNDER CURB AND GUTTER

FOG SEAL

SIDEWALK SEE STANDARD DRAWING NO. 234

NON-RESIDENTIAL LOCAL
OR MINOR RESIDENTIAL COLLECTOR

NOTES:
1. A.C. PAVEMENT TO BE 1/2" MAXIMUM ABOVE TOP OF GUTTER AFTER COMPACTION. PAVEMENT SHALL BE FLUSH WITH TOP AT SIDEWALK RAMPS.
2. THE GRADE BREAK OCCURRING IN THE CROSS SECTION SHALL FALL BETWEEN DRIVING LANES.
3. STRUCTURAL SECTION SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 401 AND STANDARD DRAWING NO. 200 AND 200A.
4. THIS STANDARD IS AN 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 SHOULD BE PLACED IN A UTILITY CORRIDOR UNDER THE SIDEWALK.
6. 3/4" OPEN GRADE REQUIRED IN CLARK COUNTY. OPEN GRADE IN OTHER JURISDICTIONS AS REQUIRED BY THE ENGINEER.

SPECIFICATION REFERENCE

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>302</td>
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<td>FOG SEAL</td>
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<td>601</td>
<td>CONCRETE</td>
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UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

CLARK COUNTY, LAS VEGAS AND NORTH LAS VEGAS COLLECTOR
ALTERNATE URBAN AREA STREET SECTIONS
WITH OFFSET SIDEWALK

DATE 11-10-04  DWG. NO. 205 ALT  PAGE NO. 11ALT.
NOTES:

1. FINAL A.G. 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. 200A.

<table>
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<tr>
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<td>CLARK COUNTY AREA</td>
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<tr>
<td></td>
<td>HENDERSON, BOULDER CITY, MESQUITE</td>
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<tr>
<td></td>
<td>LOCAL RESIDENTIAL</td>
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<td>URBAN AREA STREET SECTION</td>
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<td>407</td>
<td>FOG SEAL</td>
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<tr>
<td>501</td>
<td>CONCRETE</td>
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</table>

DATE 11-10-04  DWG. NO. 208  PAGE NO. 12
NOTE:
USE OF THE HAMMERHEAD WILL BE ALLOWED IN SINGLE FAMILY RESIDENTIAL DWELLING AREAS ONLY.
NOTES:

1. USE OF ROLL CURB MAY BE RESTRICTED BY SURFACE DRAINAGE CONSIDERATIONS.
2. SIDEWALK CONSTRUCTED CONTINUOUS TO ROLL CURB SHALL BE 5 INCHES THICK (125MM).
3. WHERE LONGITUDINAL SLOPE IS LESS THAN 0.4% THE FLOW LINE SHALL BE WATER TESTED.
4. CONSTRUCT 1/2" EXPANSION JOINT AT ALL GOLDS 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 PLAN 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.

<table>
<thead>
<tr>
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<th>UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA</th>
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</thead>
<tbody>
<tr>
<td>320 AGGREGATE BASE</td>
<td>CLARK COUNTY, LAS VEGAS, NORTH LAS VEGAS, AND HENDERSON ONLY</td>
</tr>
<tr>
<td>601 CONCRETE</td>
<td>30&quot; ROLL CURB</td>
</tr>
<tr>
<td>602 CONCRETE STRUCTURES</td>
<td>RESIDENTIAL AREA</td>
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<tr>
<td>707 JOINT MATERIAL</td>
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DATE 11-10-04  DWG. NO. 217A  PAGE NO. 23A
1/2'' RADIUS ROUNDED EDGE ON ALL EXPOSED CORNERS

CONCRETE VARES

NO. 4 BAR CONTINUOUS

EXISTING A.G. PAVEMENT

NO. 4 BARS AT 3'-4'' CENTERS 18'' LONG

SECTION

EXPANSION JOINT AT 30' MAX INTERVALS AND AT BEGINNING AND END OF RETURN

WEAKENED PLANE JOINT

NO. 4 BAR CONTINUOUS

DIRECTION OF TRAFFIC

NO. 4 BARS 18'' LONG AT 10' CENTERS STAGGER WITH EXPANSION JOINTS

SIDE VIEW

NOTES:
1. FOR EXPANSION JOINT AND WEAKENED PLANE JOINT DETAIL, SEE STANDARD DRAWING NO. 234.
2. WHEN APPROVED BY THE ENGINEER/ENTITY, STRUCTURAL EPOXY ADHESIVE MAY BE USED IN LIEU OF NUMBER 4 DOWEL BAR EXCEPT AT CURB NOSE AND WITHIN 2 FEET OF ANY POINT OF CURVATURE.

SPECIFICATION REFERENCE

501 CONCRETE
506 REINFORCING STEEL
707 JOINT MATERIAL

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

EXCEPT CITY OF HENDERSON
TACK ON ISLAND

DATE 01-13-05 | DWG. NO. 221 | PAGE NO. 27
SECTION A-A

NOTES:
1. CONCRETE BUS PAD SHALL BE MONOLITHIC. TRANSVERSE WEAKENED PLANE JOINTS SHALL BE INSTALLED AT 10' INTERVALS AND AS DETAILED IN STANDARD DRAWING NO. 233, TYPE "C".
2. BUS ROUTE SIGN SHALL BE INSTALLED AT THE DOWNSTREAM END OF BUS STOP LOADING PAD.
3. A MINIMUM OF ONE SET OF PAVEMENT MARKINGS CONTAINING THE "BUSES ONLY" SYMBOL SHALL BE PLACED IN THE TURN-OUT AREA. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER.
4. ADDITIONAL STORAGE AREA WILL BE REQUIRED WHEN MORE THAN ONE BUS IS EXPECTED TO OCCUPY THE TURN-OUT AT THE SAME TIME.
5. ALTERNATE CONCRETE AND BASE THICKNESSES MAY BE SUBSTITUTED, BUT MUST BE SUPPORTED BY ENGINEERING ANALYSIS AND APPROVED BY THE ENGINEER.
6. TURN-OUT SURFACE SHALL BE TEXTURED IN ACCORDANCE WITH UNIFORM STANDARD SPECIFICATION NO. 400.03.05. FLOW LINE SHALL NOT BE TEXTURED, BUT SHALL BE A TROWELED SURFACE.

DETAIL 1

BUS ROUTE SIGN

(ROUTE #)
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. 236, 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.

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 ENTRANT.

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
<th>UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA</th>
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<tbody>
<tr>
<td>302 AGGREGATE BASE</td>
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DATE 05-19-05 DWG. NO. 234.2 PAGE 40.2
### SPECIFICATION REFERENCE

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<td>CONCRETE STRUCTURES</td>
</tr>
<tr>
<td>628</td>
<td>PAINTING TRAFFIC STRIPING, PAVEMENT MARKINGS</td>
</tr>
</tbody>
</table>

### UNIFORM STANDARD DRAWINGS

**CLARK COUNTY AREA**

**BUS STOP PLACEMENT WITHIN EXCLUSIVE RIGHT TURN LANE FOR COMMERCIAL PROPERTIES**

DATE 05-19-06 DWG. NO. 234.3 PAGE 40.3

### NOTES:

1. ARTICULATED BUSES ARE DESIGNED TO USE BUS STOP, DISTANCE FROM END OF BUS STOP TO FUT. MIN. SHALL BE APP. 50 FT. MIN.
2. ARTICULATED BUSES ARE DESIGNED TO USE BUS STOP, DISTANCE FROM END OF BUS STOP TO FUT. MIN. SHALL BE APP. 50 FT. MIN.
3. STORAGE LANE SHALL BE APPROVED BY THE ENGINEER, APP. 50 FT. MIN.
4. REVERSE CURVE TRANSITION MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.
RAMP IN CURB RETURN
(NO BACK OF WALK DEPRESSION)

PROFILE

CASE II SHALL BE USED WHERE R/W AND FIELD CONDITIONS PERMIT.

NOTES:
1. SIDEWALK RAMP WITHIN CURB RETURN SHALL BE LOCATED AT THE MIDPOINT OF CURB RETURN UNLESS OTHERWISE APPROVED.
2. RAMPS SHALL BE CONSTRUCTED WITH A ROUGH BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
3. WHEN CONSTRUCTING RAMP WHERE CURB & GUTTER EXIST, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB & GUTTER.
4. DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES WHICH CONFORM WITH DETAILS ON SHEET 4 OF THIS DRAWING NO. AND CONTRASTING 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 3/4 INCHES. PAVER BLOCKS NOT PERMITTED IN THE CITY OF BOULDER.

SPECIFICATION REFERENCE

| 302 | AGGREGATE BASE |
| 501 | CONCRETE |
| 502 | CONCRETE STRUCTURES |

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SIDEWALK RAMP
CASE II

DATE 11-10-04 DWG. NO. 238 (2 OF 4) PAGE 41A
**RAMP IN CURB RETURN**

**RAMP OUTSIDE CURB RETURN**

**SECTION C-C**

**NOTES**
1. SIDEWALK RAMP WITHIN CURB RETURN SHALL BE LOCATED AT THE MIDPOINT OF CURB RETURN UNLESS OTHERWISE APPROVED.
2. SIDEWALK RAMPS OUTSIDE OF THE CURB RETURN SHALL BE LOCATED ADJACENT TO THE RETURN UNLESS OTHERWISE APPROVED.
3. RAMPS SHALL BE CONSTRUCTED WITH A ROUGH BROOM FINISH TRANSVERSE TO THE SLOPE OF THE RAMP.
4. WHEN CONSTRUCTING RAMP WHERE CURB & GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB & GUTTER.
5. DETECTABLE WARNING CONSISTING OF RAISED TRUNCATED DOMES WHICH COMPLY WITH DETAILS ON SHEET 4 OF THIS DRAWING NO. AND CONTRASTING 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.

---

**PROFILE**

CASE III TO BE USED FOR AREAS WHERE OBSTRUCTION (I.E. BLOCK WALL) EXISTS AT BACK OF WALK ONLY WHEN APPROVED BY THE ENGINEER.

---

### TABLE

<table>
<thead>
<tr>
<th>SPECIFICATION REFERENCE</th>
<th>UNIFORM STANDARD DRAWINGS</th>
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<tbody>
<tr>
<td>302 AGGREGATE BASE</td>
<td>CLARK COUNTY AREA</td>
</tr>
<tr>
<td>601 CONCRETE</td>
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<td>602 CONCRETE STRUCTURES</td>
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**SIDEWALK RAMP**

CASE III

DATE 11-10-04 DWG. NO. 235 (3 OF 4) PAGE 41B
NOTE:
ATTACH SIGNS TO POST WITH 3/8" DIA. DRIVE RIVETS AND WASHERS. SEE NOTES 6 & 8.

NOTE:
ATTACH ANCHOR AND SLEEVE TOGETHER PRIOR TO DRIVING INTO GROUND. LEAVE AT LEAST TWO HOLES, BUT NO MORE THAN THREE HOLES ABOVE GROUND OR ABOVE SIDEWALK.

NOTE:
DO NOT SET ANCHORS IN CONCRETE.

NOTICE:
1. ALL COMPONENTS SHALL BE MINIMUM 12 GA. SQUARE POST WITH 7/16" PUNCHED THRU HOLES @ 1" ON CENTER, ON ALL FOUR SIDES. ANCHORS SHALL BE TWO PIECE BREAKAWAY ANCHORS.
2. ATTACH ANCHOR AND SLEEVE TOGETHER PRIOR TO DRIVING INTO GROUND. LEAVE AT LEAST TWO HOLES, BUT NO MORE THAN THREE HOLES ABOVE GROUND OR ABOVE SIDEWALK.
3. FOR SIDEWALK INSTALLATION, DRILL SIDEWALK AND CONCRETE PAD INSTALLATION, DRILL A 3" TO 4" DIA. HOLE (DEPENDENT UPON ANCHOR SIZE), THE CENTER TO BE 6" FROM THE BACK OF SIDEWALK.
4. ATTACH POST TO ANCHORING SYSTEM BY USING AT LEAST TWO 3/8" DIA. DRIVE RIVETS.
5. PROVIDE 4" MINIMUM LAP BETWEEN BOTTOM OF POST AND THE BOTTOM OF THE ANCHOR/SLEEVE ASSEMBLY.
6. SIGNS LARGER THAN 24"X30" REQUIRE 3/8" X 1-1/2" FENDER WASHERS UNDER DRIVE RIVETS.
7. "U-CHANNEL" POSTS ARE NOT ACCEPTABLE.
8. BOLTS IN LIEU OF DRIVE RIVETS ARE NOT ACCEPTABLE.
9. ALL URBAN SIGN INSTALLATIONS ARE TO BE INSTALLED IN A CONCRETE SIDEWALK, OR IN A CONCRETE PAD (24"X24X4") WHEN NO SIDEWALK EXISTS.
10. INSTALLATION OF SIGNS SHALL MEET LATEST ADA REQUIREMENTS.
11. SIGNS SHALL HAVE A STICKER AT THE BACK WITH THE NAME OF THE CONTRACTOR AND THE DATE OF INSTALLATION.

| SPECIFICATION REFERENCE | UNIFORM STANDARD DRAWINGS
<table>
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<tr>
<td>631 STREET NAME SIGNS</td>
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SIGN INSTALLATION DETAIL

DATE 11-10-04  DWG. NO. 249A  PAGE NO. 55A
1/2" RADIUS ROUNDED
EDGE ON ALL EXPOSED
CORNERS

CONCRETE

VARIABLES

SURFACE TREATMENT VARIES

EXISTING A.C. PAVEMENT

NO. 4 BARS AT 3'-4"
CENTERS 18' LONG

NO. 4 BAR CONTINUOUS
EXCEPT THROUGH
EXPANSION JOINT

SECTION

EXPANSION JOINT AT ALL COLD
JOINTS, AT BEGINNING AND END
OF RETURN AND 50' MAX
INTERVALS FOR EXOYTRUDED
CURB AND 30' MAX INTERVALS
FOR FORMED CURB

WEAKENED
PLANE JOINT

10' (TYP)

3'-4" TYP

3"

DIRECTION
OF TRAFFIC

2' (TYP)

NO. 4 BARS AT 3'-4" CENTERS 18' LONG

NO. 4 BAR

SIDE VIEW

NOTES:
1. FOR EXPANSION JOINT AND WEAKENED PLANE JOINT DETAIL, SEE STANDARD DRAWING NO. 234.
2. WEAKENED PLANE JOINTS EVERY 10' STAGGER WITH NO. 4 BARS.
3. ALL REINFORCING STEEL SHALL HAVE 2' CLEAR COVER UNLESS OTHERWISE SHOWN.
4. WHEN APPROVED BY THE ENGINEER/ENTITY, STRUCTURAL EPOXY ADHESIVE MAY BE USED
   IN LIEU OF NUMBER 4 DOWEL BAR EXCEPT AT CURB NOSE AND WITHIN 2 FEET OF ANY POINT
   OF CURVATURE.

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<tr>
<th>SPECIFICATION REFERENCE</th>
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<tr>
<td>501 CONCRETE</td>
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<td>505 REINFORCING STEEL</td>
<td>TACK ON ISLAND CURB</td>
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<td>707 JOINT MATERIAL</td>
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DATE 01-13-05 | DWG. NO. 220 | PAGE NO. 28