



Department of Administrative Services

Purchasing and Contracts

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Sabra Smith Newby, Chief Administrative Officer
Adleen B. Stidhum, Purchasing Manager



CLARK COUNTY, NEVADA BID NO. 603579-15 DURANGO DRIVE, TROPICANA AVENUE TO DESERT INN ROAD

March 13, 2015

ADDENDUM NO. 2

INVITATION TO BID

1. The bid opening date of March 19, 2015 at 2:15:00 p.m. **remains unchanged.**

BID SCHEDULE

2. **Disregard** the Bid Form, pages 4-1 through 4-6 and **replace** with the attached Revised Bid Form, pages 4-1 through 4-6 attached to this Addendum No. 2.
 - a. Bid item 203.01 – Roadway Excavation has been replaced with **203.01 – Roadway Excavation 6”**.
 - b. Quantity for bid item 203.01 – Roadway Excavation 6” has been changed to **49,600 SY**.
 - c. Unit of measurement for bid item 203.01 – Roadway Excavation 6” has been changed to **SY**.
 - d. Bid item **203.02 – Roadway Excavation 7”** has been added.
 - e. Bid item **203.03 – Roadway Over Excavation 2”** has been added.
 - f. Quantity for bid item 216.01 – Roto-Mill Fine has been changed to **59,700 SY**.
 - g. Unit of measurement for bid item 216.01 – Roto-Mill Fine has been changed to **SY**.
 - h. Quantity for bid item 302.01 – Type II Aggregate Base has been changed to **2,680**.
 - i. Quantity for bid item 402.01 – Plantmix Bituminous Surface has been changed to **15,200**.
 - j. Quantity for bid item 613.05 – Reconstruct Median Tack – On Island has been changed to **9,200**.
 - k. Bid item **623.12 – Install 2-inch PVC Conduit** has been added.
 - l. Quantity for bid item 627.01 – Permanent Sign Post has been changed to **1**.
 - m. Bid item 627.02 – Permanent Sign Panel (R6-1R) (36"x12") has been replaced with Bid item **627.02 – Permanent Sign Panel (W11-1)(30"x30")**.
 - n. Quantity for bid item 627.02 – Permanent Sign Panel (W1-1)(30"x30") has been changed to **8**.
 - o. Bid item **627.03 – Permanent Sign Panel (W16-1P)(18"x24")** has been added.
 - p. Quantity for bid item 628.05 – Median Island Paint (Yellow) has been changed to **600**.

SPECIFICATIONS

3. *The following sections are being reissued with this addendum.*
 - q. Section 104
 - r. Section 202

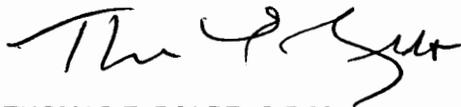
- s. Section 203
- t. Section 216
- u. Section 623

CONTRACT DRAWINGS

- 4. *The following sheets are being reissued with this addendum.*
 - v. DWG-01, DWG-06 thru DWG-14, and DWG DT-04.
- 5. *The following sheets are being added with this addendum.*
 - w. Table of Contents (Drawing)

Except as modified herein all other bid specifications, terms, conditions and special provisions shall remain the same.

ISSUED BY:



THOMAS E. BOLDT, C.P.M.
Senior Purchasing Analyst

Attachments:	Revised Bid Form, pages 4-1 through 4-6	DWG – 01
	Section 104	DWG – 06
	Section 202	DWG – 06
	Section 203	DWG – 07
	Section 216	DWG – 08
	Section 623	DWG – 09
	Table of Contents (Drawings)	DWG – 10
		DWG – 11
		DWG – 12
		DWG – 13
		DWG – 14
		DWG DT-04

cc: Richard Robinson, Public Works
Ray Falcon, Public Works
Joe Yatson, Public Works
Mike Mamer, Public Works
Cindy Beauchamp, Public Works

CLARK COUNTY, NEVADA

BID FORM

BID NO. 603579-15
DURANGO DRIVE, TROPICANA AVENUE TO DESERT INN ROAD
PWP NUMBER: CL-2015-111
REVISED PER ADDENDUM NO. 2

(NAME)

(ADDRESS)

I, THE UNDERSIGNED BIDDER:

1. Agree, if awarded this Contract, I will complete all work for which a Contract may be awarded and to furnish any and all labor, equipment, materials, transportation, and other facilities required for the services as set forth in the Bidding and Contract Documents.
2. Have examined the Contract Documents and the site(s) for the proposed work and satisfied themselves as to the character, quality of work to be performed, materials to be furnished and as to the requirements of the specifications.
3. Have completed all information in the blanks provided and have submitted the following within this Bid:
 - a) Have listed the name of each Subcontractor which will be paid an amount exceeding five percent (5%) of the Total Base Bid amount.
 - b) Attached a bid security (in the form of, at my option, a Cashiers Check, Certified Check, Money Order, or Bid Bond in favor of the Owner in the amount of five percent (5%) of the Total Base Bid amount.
 - c) If claiming the preference eligibility, I have submitted a valid Certificate of Eligibility with this Bid.
4. I acknowledge that if I am one of the three apparent low bidders at the bid opening, and if I have listed Subcontractor(s) pursuant to NRS 338.141, I must submit Bid Attachment 2 within two-hours after completion of the bid opening pursuant to the Instructions to Bidders, forms must be submitted via hand delivery or email to COUNTPURCHASING@CLARKCOUNTYNV.GOV and I understand that hand delivery is recommended, and Owner shall not be responsible for lists received after the two-hour time limit, regardless of the reason. I understand that submission after the two-hour time limit is not allowed and will be returned to me and the bid will be deemed non-responsive. I acknowledge that for:
 - a) Projects UNDER \$5,000,000
I need to list **only those Subcontractors** that will provide labor/improvements exceeding \$50,000.00.
5. I acknowledge that if I am one of the three apparent low bidders at bid opening, and if I have submitted a valid Certificate of Eligibility as described in 3.c above, I must submit Bid Attachment 3, Affidavit Pertaining to Preference Eligibility, within two-hours after completion of the bid opening pursuant to the General Conditions. The forms must be submitted via hand delivery or email to COUNTPURCHASING@CLARKCOUNTYNV.GOV and I understand hand delivery is recommended. Owner shall not be responsible for lists received after the two-hour time limit, regardless of the reason. I understand that submission of the Certificate after the two-hour time limit is not allowed and it will be returned to me and the bid will be deemed non-responsive.
6. I acknowledge that if I am one of the three apparent low bidders at the bid opening I must submit BID ATTACHMENT 4, LOCAL SMALL BUSINESS PARTICIPATION SURVEY within twenty four hours after completion of the bid opening.
7. I acknowledge that if notified that I am the low bidder, I must submit the Disclosure of Ownership/Principals form within 24-hours of request.
8. I acknowledge that my bid is based on the current State of Nevada prevailing wages.
9. I acknowledge that I have not breached a public work contract for which the cost exceeds \$25,000,000, within the preceding year, for failing to comply with NRS 338.147 and the requirements of a contract in which I have submitted within 2 hours of the bid opening an Affidavit pertaining to preference eligibility.

10. Upon faxed or mailed receipt of a Notice of Intent to Award the Contract, I will provide the following submittals within seven business days from receipt of the Notice:
- a) Performance Bond, Labor and Material Payment Bond and a Guaranty Bond, for 100% of the Contract amount as required.
 - b) Certificates of insurance for Commercial General Liability in the amount of \$1,000,000, Automobile Liability in the amount of \$1,000,000, and Workers' Compensation insurance issued by an insurer qualified to underwrite Workers' Compensation insurance in the State of Nevada, as required by law.
11. I acknowledge that if I do not provide the above submittals on or before the seventh business day after receipt of the Notice of Intent to Award; or do not keep the bonds or insurance policies in effect, or allow them to lapse during the performance of the Contract; I will pay over to the Owner the amount of **\$1,500** per day as liquidated damages.
12. I confirm this bid is genuine and is not a sham or collusive, or made in the interest of, or on behalf of any person not herein named, nor that the Bidder in any manner sought to secure for themselves an advantage over any bidders.
13. I further propose and agree that if my bid is accepted, I will commence to perform the work called for by the contract documents on the date specified in the Notice to Proceed and I will complete all work within the calendar days **specified in the General Conditions.**
14. I further propose and agree that I will accept as full compensation for the work to be performed the price written in the Bid Schedule below.
15. I have carefully checked the figures below and the Owner will not be responsible for any error or omissions in the preparation or submission of this Bid.
16. I agree no verbal agreement or conversation with an officer, agent or employee of the owner, either before or after the execution of the contract, shall affect or modify any of the terms or obligations of this Bid.
17. I am responsible to ascertain the number of addenda issued, and I hereby acknowledge receipt of the following addenda:
- Addendum No. _____ dated, _____ Addendum No. _____ dated, _____
- Addendum No. _____ dated, _____ Addendum No. _____ dated, _____
- Addendum No. _____ dated, _____ Addendum No. _____ dated, _____
- Addendum No. _____ dated, _____ Addendum No. _____ dated, _____
- Addendum No. _____ dated, _____ Addendum No. _____ dated, _____
18. I agree to perform all work described in the drawings, specifications, and other documents for the amounts quoted below:

BID SCHEDULE				
ITEM NUMBER	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	TOTAL
107.01	TRAFFIC CONTROL	120	DAY	\$
109.01	CONSTRUCTION CONFLICTS AND ADDITIONAL WO	1	LS	\$ 500,000
109.02	HISTORICAL OWNER CAUSED DELAY ALLOWANCE	5	DAY	\$ 2,500
109.03	ADDITIONAL AMOUNT OVER \$500.00 / DAY AS DETERMINED BY BIDDER	5	DAY	\$
110.01	TRAINING	1,000	HOUR	\$1,400
200.01	MOBILIZATION	1	LS	\$
203.01	ROADWAY EXCAVATION 6"	35,900	SY	\$

BID SCHEDULE				
ITEM NUMBER	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	TOTAL
203.02	ROADWAY EXCAVATION 7"	13,700	SY	\$
203.03	ROADWAY OVER EXCAVATION 2"	25,500	SY	\$
216.01	ROTO-MILL FINE	59,700	SY	\$
302.01	TYPE II AGGREGATE BASE	2,680	CY	\$
402.01	PLANTMIX BITUMINOUS SURFACE	15,200	TON	\$
412.01	CRACK SEALING MATERIAL	25,00	LBS	\$
413.01	1" UTACS MIXTURE S3-GRADATION	109,300	SY	\$
609.01	VERTICALLY ADJUST MANHOLE GRADE RINGS (STORM DRAIN)	29	EA	\$
613.01	RECONSTRUCT CONCRETE SIDEWALK	22,950	SF	\$
613.02	RECONSTRUCT CONCRETE CURB AND GUTTER	615	LF	\$
613.03	RECONSTRUCT CONCRETE SPANDREL / CROSS GUTTER	8,865	SF	\$
613.04	CAST-IN-PLACE DETECTABLE WARNING PANEL (5'X2')	104	EA	\$
613.05	RECONSTRUCT MEDIAN TACK - ON ISLAND	9,200	SF	\$
619.01	MARKER POST (K-71) (YELLOW)	21	EA	\$
623.01	INDUCTION LOOPS DETECTOR (6'X6')	117	EA	\$
623.02	INDUCTION LOOPS DETECTOR (6'X30')	28	EA	\$
623.03	CONDUIT REPAIR (2-INCH)	20	LF	\$
623.04	CONDUIT REPAIR (3-INCH)	40	LF	\$
623.05	INSTALL 4-INCH PVC CONDUIT	7,300	LF	\$
623.06	INSTALL 3-INCH PVC CONDUIT	3,960	LF	\$
623.07	NO. 3 1/2 PULL BOX	11	EA	\$
623.08	NO. 5 PULL BOX	11	EA	\$
623.09	P30 PULL BOX	9	EA	\$
623.10	TYPE 200 SPLICE VAULT	4	EA	\$
623.11	TRAFFIC SIGNAL MODIFICATIONS (DURANGO/PEACE)	1	LS	\$
623.12	INSTALL 2-INCH PVC CONDUIT	80	LF	\$
627.01	PERMANENT SIGN POST	1	EA	\$
627.02	PERMANENT SIGN PANEL (W11-1) (30"X30")	8	EA	\$
627.03	PERMANENT SIGN PANEL (W16-1P) (18"X24")	8	EA	\$
628.01	TYPE 2 FILM (CROSSWALK)	6,160	SF	\$
628.02	TYPE 2 FILM (STOP BAR)	1,988	SF	\$
628.03	TYPE 2 FILM (ARROW LEGEND)	66	EA	\$

BID SCHEDULE				
ITEM NUMBER	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	TOTAL
628.04	TYPE 2 FILM (24" CHEVRON)	117	SF	\$
628.05	MEDIAN ISLAND PAINT (YELLOW)	600	SF	\$
629.01	VERTICALLY ADJUST WATER VALVE BOX	79	EA	\$
629.02	VERTICALLY ADJUST WATER BLOW-OFF	9	EA	\$
629.03	VERTICALLY ADJUST WATER VAULT MANHOLE	1	EA	\$
629.04	ABANDON VALVE	1	EA	\$
630.01	VERTICALLY ADJUST MANHOLE GRADE RINGS (SANITARY SEWER)	23	EA	\$
630.02	VERTICALLY ADJUST LINED MANHOLES (SANITARY SEWER)	10	EA	\$
633.01	NON-REFLECTIVE PAVEMENT MARKERS	6,324	EA	\$
633.02	REFLECTIVE PAVEMENT MARKERS	2,410	EA	\$
637.01	DUST CONTROL	120	DAY	\$
TOTAL BASE BID				\$

19. BUSINESS ENTERPRISE INFORMATION:

The Prime Contractor submitting this Bid is a MBE WBE PBE SBE VET DVET ESB as defined in the Instructions to Bidders.

20. BUSINESS ETHNICITY INFORMATION:

The Prime Contractor submitting the Bid Ethnicity is Caucasian (CX) African American (AA) Hispanic American (HA) Asian Pacific American (AX) Native American (NA) Other as defined in the Instructions to Bidders.

21. BIDDERS' PREFERENCE Is the Bidder claiming Bidders' Preference?

- Yes If yes, the Bidder acknowledges that he/she is required to follow the requirements set forth in the Affidavit (Bid Attachment 3).
- No I do not have a Certificate of Eligibility to receive preference in bidding.

22. _____
LEGAL NAME OF FIRM AS IT WOULD APPEAR IN CONTRACT

ADDRESS OF FIRM

CITY, STATE, ZIP CODE

TELEPHONE NUMBER

FAX NUMBER

NEVADA STATE CONTRACTORS' BOARD LICENSE INFORMATION:

I certify that the license(s) listed below will be the license(s) used to perform the majority of the work on this project.

LICENSE NUMBER: _____

LICENSE CLASS: _____

LICENSE LIMIT: _____

ONE TIME LICENSE LIMIT INCREASE \$ _____ IF YES, DATE REQUESTED

CLARK COUNTY BUSINESS LICENSE NO. _____

STATE OF NEVADA BUSINESS LICENSE NO. _____

AUTHORIZED REPRESENTATIVE
(PRINT OR TYPE)

E-MAIL ADDRESS

SIGNATURE OF AUTHORIZED
REPRESENTATIVE

TODAY'S DATE

SECTION 104

SCOPE OF THE WORK

104.02 INCREASED OR DECREASED QUANTITIES AND CHANGE IN CHARACTER OF WORK

Paragraph D of this subsection is changed to read as follows:

If it is found that the quantity of any major item required to complete the work underruns or overruns less than twenty-five (25) percent of the proposed quantity, payment for the work performed will be made at the contract unit price for the quantity of work actually performed.

Paragraph F of this subsection is changed to read as follows:

Whenever an overrun or underrun of more than twenty-five (25) percent of the original bid quantity for one or more major contract items occurs, either party to the contract may demand a supplemental agreement to be negotiated satisfactory to both parties.

104.04 MAINTENANCE OF TRAFFIC

Paragraph A of this subsection is changed to read as follows:

The Contractor shall maintain all school walk routes affected by construction on each school day for any school's walking attendance boundary within the project limits for the following time periods:

- From the thirty (30) minute period before through a minimum of five (5) minutes after each school day begins, and
- From a minimum of five (5) minutes before through thirty (30) minutes after each school day ends.

Contractor shall be responsible to verify the attendance boundary for the specific school from the Clark County School District website located at www.ccsd.net. Contractor shall be responsible to contact the specific school to determine the time school begins and ends.

Should it be necessary, in order to perform work on this project, to displace vehicles from their normally traveled path as specified on an approved traffic control plan, the contractor shall be responsible for any relocation, adjustment or additional installation of signs and/or signal faces, wiring and hardware in order to provide continuously visible indications to drivers in conformance with the Manual of Uniform Traffic Control Devices (MUTCD) Sections 4D.11 through 4D.15 or any other applicable standards. The contractor shall also be responsible for completely restoring the traffic signal to its prior condition or its ultimate configuration per plan, whichever is applicable. All traffic signal sign and signal face modifications shall be subject to review, approval and inspection by the Clark County Public Works (CCPW) Traffic Management Division.

Should it be necessary, in order to perform work on this project to cause traffic signal intersection vehicle or pedestrian detection to not operate as designed by inhibiting the systems normal function or lane configuration, the contractor shall contact Clark County Public Works (CCPW) Traffic Management Division (702) 455-7544 for interim field adjustments to mitigate

the lack of operational detection. This interim adjustment shall last no longer than 3 weeks for any given direction of travel. In the event that circumstances require more than the interim 3 week adjustment period to complete the work, the contractor shall provide an alternative method of detection to be approved by CCPW Traffic Management Division. All adjustments and alternative methods of detection shall be provided at the expense of the contractor.

On Durango Drive, the Contractor shall be required to keep not less than two 12-foot wide paved travel lanes (one in each direction) opened to traffic at all times during construction. At the end of each working day, not less than four travel lanes (two in each direction) shall be reopened to traffic and shall remain open until work begins the following established working day/night. During pavement reconstruction along Durango Drive between Tropicana and Desert Inn, the Contractor shall work in half-mile increments and shall not be allowed to begin work on another half mile section until work is completed and approved by the Engineer (note: Both concrete work and UTACS installation may be performed outside of the half-mile increments in which pavement reconstruction is being performed).

For intersection work along Durango Drive:

- The east and west legs of the intersection of Durango and Peace may be closed for a maximum of 24 hours between Friday 9:00 pm to Monday 6:00 am, keeping Durango open.
- The east and west legs of the intersection of Durango and Rochelle may be closed for a maximum of 24 hours between Friday 9:00 pm to Monday 6:00 am, keeping Durango open.
- The Contractor shall be required to keep not less than two 12-foot wide paved travel lane (one in each direction) open to traffic for the east and west legs of the intersection of Durango and Flamingo while he is working. Not less than four travel lanes (two in each direction) shall be reopened to traffic at the end of each working day and shall remain open until work begins the following night.
- The Contractor shall be required to keep not less than two 12-foot wide paved travel lane (one in each direction) open to traffic for the east and west legs of the intersection of Durango and Twain/Kids Zone at all times.
- The Contractor shall be required to keep not less than two 12-foot wide paved travel lane (one in each direction) open to traffic for the east and west legs of the intersection of Durango and Spring Mountain at all times.
- The Contractor shall be required to keep not less than two 12-foot wide paved travel lane (one in each direction) open to traffic for the east and west legs of the intersection of Durango and Desert Inn while he is working. Not less than four travel lanes (two in each direction) shall be reopened to traffic at the end of each working day and shall remain open until work begins the following night.
- The Contractor shall ensure that access be made available for emergency vehicles to safely cross at all times.

The Contractor shall provide sufficient flaggers whose sole duty is to direct traffic in accordance

with the requirements of subsection 624.03.02.

Travel lanes shall only be closed while active work is taking place.

SECTION 202

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

CONSTRUCTION

202.03.01 GENERAL

The following is added to this subsection:

Existing asphalt concrete pavements and the portion of base material, where required to be reconstructed, will be removed and scarified, respectively, at the locations shown on the plans or as specified herein, and/or as directed by the Engineer.

202.03.02 REMOVAL

The following is added to this subsection:

- I. Existing paint on median islands is to be removed prior to the application of new paint. The removal shall be by high-pressure water blasting method or as approved by the Engineer. Care is to be exercised to prevent damage to the adjacent asphalt surfaces. The removal of the median paint shall include elimination of flaking or peeling paint, and any surface irregularities that would prevent proper adherence of the new paint to be applied. Raised pavement markers and glue down flexible delineator bases shall be effectively removed in such a manner as to leave no residue. The median paint removal shall be approved by the Engineer prior to application of any new paint.

Add the following to this subsection:

Existing pavement markings to be removed shall include removing existing painted pavement markings, polyurea paint markings, preformed pavement marking tape, and raised pavement markers where shown on the plans and restoring underlying pavement surface as acceptable to the Engineer.

For asphalt pavement, pavement markings shall be removed by carbide scraping or by other approved means by the Engineer. The contractor shall exercise care to prevent excessive damage to the pavement surface and repair surface if damaged. Pavement markings shall be effectively removed in such a manner as to leave no residue or other trace of the former line or marker that may be misconstrued by a driver to be a traffic line under any condition of daylight, darkness, and wetness of pavement.

Carbide scraping shall be performed by using equipment designed for removing preformed pavement marking tapes, thermoplastics, or thick film coatings on asphalt pavement surfaces. Equipment designed for milling pavement surfaces shall not be used.

The limits of removal for a pavement marking legend, symbol, chevron and diagonal stripe shall be a rectangular-shaped area oriented to the lane lines of the final pavement markings for this project. The limits shall be the length of the marking to be removed plus 1 foot on each end and the width of the lane/shoulder/median/gore that the marking resides within.

The limits of removal for stop and yield lines shall be a rectangular-shaped area oriented to the lane lines of the final pavement markings for this project. The limits shall be the length of the markings to be removed plus 6 inches on each end and the width of the lane/shoulder/median/gore the stop line or yield line resides within.

For concrete pavement, pavement markings shall be removed by water blasting. Water blasting shall have ultra-high pressure water blaster units (20,000 psi to 40,000 psi) with vacuum recovery simultaneously collecting the liquid and debris. Water blasting shall be performed by using equipment designed for removing pavement markings on asphalt pavement surfaces. Existing pavement surface shall not be damaged nor removed with the water blasting operation. Contractor shall repair pavement surface to equal or better condition, if damaged with the water blasting operation, at the sole expense of the contractor.

Existing raised pavement markers to be removed shall include removals of non-reflective and reflective raised pavement markers as specified in the plans. Contractor shall also remove the underlying adhesive by methods that do not cause any damage to the pavement, clean, dry, and restore underlying pavement surface as acceptable to the Engineer. Contractor shall use protective devices to contain fragments during the removal work for ceramic non-reflective pavement markers. Fragments from the removal work must be removed from the roadway before opening the lanes to traffic.

Pavement surface shall be clean and completely dry before new pavement markings and markers are installed.

Existing signs to be removed shall include removing and salvaging existing sign panels, and delivering the salvaged sign panels to Traffic Operations located at 5821 East Flamingo Road. Contractor shall exercise care with all signs salvaged and shall assume that salvaged signs will be re-used again by Clark County.

Existing sign posts to be removed shall include removing and salvaging existing sign posts, removing or cutting the existing sign anchors, patching the holes where the sign posts were located, and delivering the salvaged sign posts to Traffic Operations located at 5821 East Flamingo Road. Contractor shall exercise care with all sign posts and anchors salvaged and shall assume that salvaged sign posts and anchors will be re-used again by Clark County.

Site of sign post removal shall be restored by patching the hole with concrete. Post anchor shall be removed or cut so that the post is not protruding above finished grade.

Salvaged sign panels shall be disassembled and separated from the sign posts prior to delivery to Clark County Traffic Operations.

Existing traffic signal metal pull box lids that are to be replaced with resin polymer lids shall be removed, salvaged, and deliver to Clark County Traffic Operations located at 5821 East Flamingo Road.

Any items to be returned to Clark County Traffic Operations shall include a transmittal form with the Contractor's company letterhead. The transmittal form shall include the associated project name and number, and a list of the items and the quantities of items being returned. Contractor shall call (702) 455-6100 to make an appointment for dropping off salvaged items.

202.03.04 CLOSING CULVERTS

This subsection is changed to read as follows:

Any part of facilities or structures, which are to be abandoned within 2 feet below finished roadway grade or the depth to the bottom of pavement base plus six inches (6"), whichever is greater, shall be removed unless otherwise shown on the plans or directed by the Engineer.

Unless otherwise noted on the plans or directed by the Engineer, all culverts, storm drain mainlines and laterals (except corrugated metal pipes), which are taken out of service, shall be abandoned using one of the following methods:

- (a) Crush lines in place
- (b) Remove lines
- (c) Fill lines with CLSM Class I material (see Subsection 704.03.07) or other approved slurry materials.

All corrugated metal pipes, which are to be abandoned, shall be removed unless otherwise directed by the Engineer.

202.03.08 MAILBOX RELOCATION

Mailboxes designated for relocation shall be moved into the sidewalk area to the height and location as specified by the U.S. Post Office Department. It shall be the responsibility of the Contractor to contact the Postal Inspector at the local post office station to obtain the height and distance requirements.

It shall also be the responsibility of the Contractor to schedule the mailbox relocation with the local Postal Inspector so as not to interrupt mail deliveries. The post office will not deliver mail to a mailbox until it has been inspected. Even though the mailbox has been relocated, the mail carrier will not deliver mail to it until inspection is complete. Therefore, the Contractor must call the inspector and request inspection so as not to interrupt mail delivery.

METHOD OF MEASUREMENT

202.04.01 MEASUREMENT

The following is added to this subsection:

The quantity for removing existing painted pavement markings, polyurea paint markings, preformed pavement marking tape, raised pavement markers, pavement marking legend, symbol, chevron, diagonal stripe, signs, and posts will not be measured for payment. It is considered incidental to the related items of work.

The quantity for removing existing paint on median islands will not be measured for payment. It is considered incidental to the related item of work.

BASIS OF PAYMENT

202.05.01 PAYMENT

The following is added to this subsection:

In places where a driveway is to be reconstructed, payment for the removal of existing driveway asphalt or concrete pavement is to be included with the price bid for new concrete or asphalt driveway.

This price shall be full compensation for demonstration, furnishing water brooming, equipment, tools, labor, expansion joint material (where applicable) and incidentals necessary to complete the work.

No separate payment will be made for removing existing paint on median islands, painted pavement markings, polyurea paint markings, preformed pavement marking tape, raised pavement markers, pavement marking legend, symbol, chevron, diagonal stripe, signs and posts as such; the cost thereof shall be included in the price bid for the construction or installation of the items to which such material is incidental or appurtenant. Said removal shall be in accordance with applicable provisions of Section 202 of the Uniform Standard Specifications, as specified herein, as shown on Drawings, and as required by Engineer.

SECTION 203

EXCAVATION AND EMBANKMENT

MATERIALS

203.02.01 ROADWAY EXCAVATION

Replace "B" with the following:

When caliche, CLSM, or concrete is encountered within the excavation limits, the treatment, removal, trimming, and working of that caliche, CLSM, or concrete shall be considered as incidental to the excavation work.

Traffic loops that are damaged or destroyed during reconstruction operations shall be replaced at the direction of the Engineer according to Section 623T.02.04 of these Special Provisions.

CONSTRUCTION

203.03.03 UNSUITABLE MATERIAL

Change Paragraph A to read as follows:

Unsuitable material as defined in 101.80 and that is unsuitable for planned use, including material below the natural ground surface in embankment areas, shall be excavated and disposed of in a manner approved by the Engineer or as specified in the contract documents.

With respect to existing pavements that are sulfur asphalt, due to the fire potential at the hotplant and cracking, the excavated material shall not be used in any future projects for asphalt concrete.

METHOD OF MEASUREMENT

203.04.01 MEASUREMENT

Replace Paragraph B of Subsection 203.04.01 with:

The quantity of excavation will be measured in square yards.

Additional measurement of excavation quantities will not be made for methods or equipment chosen by the Contractor.

No allowance will be made for consolidation, settlement, or shrinkage of the existing ground surface.

BASIS OF PAYMENT

203.05.01 PAYMENT

Replace Subsection 203.05.01 with the following:

The accepted quantities of excavation measured as specified in Subsection 203.04.01, "Measurement," will be paid for at the contract price bid for each of the pay items listed in the bid schedule.

Compensation for roadway excavation shall include excavating, scarifying and recompacting as specified in the plans, loading, hauling, depositing, spreading, compacting embankment with moisture and density control, structural fill and import soil, if required, for overexcavation as specified in the plans, stockpiling, and maintaining the material complete and in place which includes all labor, tools, equipment for removal and haul and disposal of existing asphalt paving, saw-cutting of existing paving, structural fill, scarifying the existing subgrade or sub-base, all miscellaneous grading of shoulders, ditches, and transitions, and incidentals as necessary, as shown on the drawings, as specified herein, and as required by the Engineer.

All costs for disposal of unsuitable surplus materials is considered to be included in the contract price paid for roadway excavation and channel excavation and no additional payment will be made therefore.

Any adjustment to the construction lines and grades directed by the Engineer shall be paid by the Bid formula as specified in subsection 203.04.01.

Full compensation of any work involved in wetting or drying embankment material to obtain the required moisture content shall be considered as included in the contract unit price bid for excavation, and no additional compensation will be allowed therefore.

All payments will be made in accordance with progress payment methodology used for lump sum bid items. The Contractor shall submit to the Engineer within fifteen (15) days after award of contract, a detailed schedule in triplicate to be used only as a basis for determining progress payment on the Final pay bid item. This schedule should equal in total the Final pay bid amount and shall be in such form and sufficiently detailed as to satisfy the Engineer that it correctly represents a reasonable apportionment of the final pay bid amount.

Where loops are existing, as verified in the field, no payment will be made for the removal and replacement of conduit, wires, and/or cables damaged during construction; the cost thereof shall be included in the price bid for the construction or installation of the items to which such material is incidental or appurtenant.

Where cathodic protection are existing as verified in the field, no payment will be made for the removal and replacement of conduit, and/or wires damaged during construction; the cost thereof shall be included in the price bid for the construction or installation of the items to which such material is incidental or appurtenant.

Payment will be made under:

PAY ITEM	PAY UNIT
Roadway Excavation 6"	Square Yard
Roadway Excavation 7"	Square Yard
Roadway Over Excavation 2"	Square Yard

The following Section is added:

SECTION 216

COLD PLANING

DESCRIPTION

216.01.01 GENERAL

This work includes cold-planing of existing asphaltic concrete pavement for rehabilitation, for removal of wheel ruts and other surface irregularities, and to restore proper grade and/or transverse slope of pavement as indicated in the plans or as instructed by the Engineer. The specification addresses three types of pavement milling or grinding, consisting of fine-milling, micro-milling, and concrete and asphalt pavement profiling.

The work shall include the removal and disposal of all planing residues and the sweeping and cleaning of the existing and milled surfaces, and all other work as may be necessary to properly complete the pavement milling or grinding work in accordance with these special provisions and the accompanying plans.

Traffic loops that are damaged or destroyed during cold planing shall be replaced at the direction of the Engineer according to Section 623T.02.04 of these Special Provisions.

CONSTRUCTION

216.02.01 GENERAL

For this application, there are two different cold plane mill drum heads: fine and micro. The uses are as follows:

- Fine – Overlay (mill and fill)
- Micro – Overlay, profile correction or grade adjustment
- Grinding – Concrete profile correction

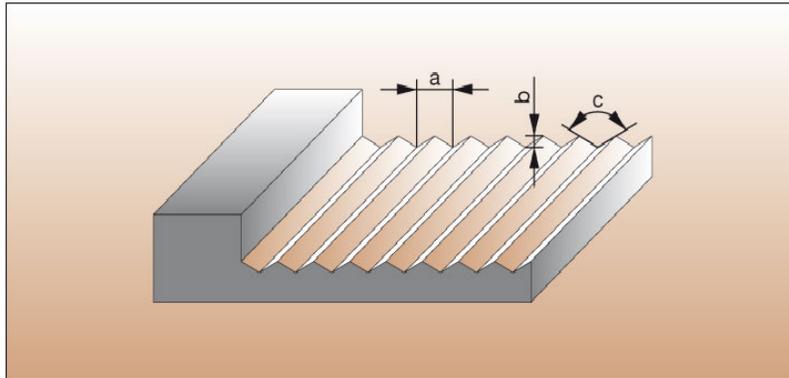
The “pick” spacing dimensions for fine- and micro-milling are displayed in Figure 1. The concrete grinding texture spacing is shown in Figure 2.

Cold planing shall consist of milling to the length, depth, and width shown on the plans or required for profile adjustment to remove a portion of the existing Hot Mix Asphalt (HMA) or concrete pavement, using equipment as approved by the Engineer. For fine-milling, the milled surface shall be a texture suitable for use as a temporary riding surface or an immediate overlay with no further treatment required for overlays. The use of the fine-milled pavement as a temporary riding surface shall be for a maximum of seven days. The micro-milled or grinding surface shall be a texture suitable for use as a riding surface. The contractor shall perform the work according to these special provisions and details as shown on the plans.

The FHWA type of milling operation is as follows and will be identified on the contract drawings:

1. Class I consists of milling the existing surface to the extent necessary to remove surface irregularities (Grinding).

2. Class II consists of milling the existing surface to a uniform depth as shown in the plans (Fine, Micro).



	Fine	Micro
a = Pick spacing in mm	8	5
b = Theoretical base height in mm	2.3	1.4
c = Theoretical disruption angle in degrees	120	120

Figure 1 – Fine and Micro-mill Pick Spacing

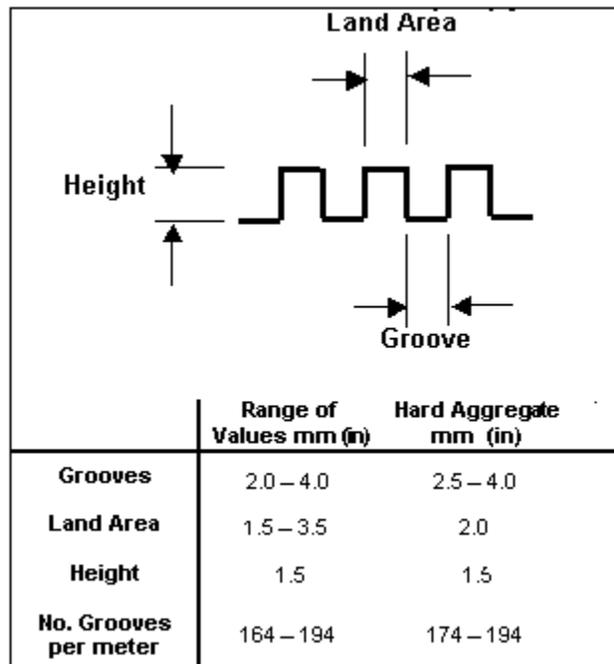


Figure 2 Concrete Grinding Texture Spacing

216.02.02 PRECONSTRUCTION PLAN

Prior to beginning milling operation, the Contractor shall submit a milling plan and a Quality Control Plan for approval by the Engineer.

The milling plan shall include at a minimum:

1. The number, types and sizes of milling machines to be used;
2. The width and location of each milling pass;
3. The number and types of brooms to be used with their locations with respect to mill machines;
4. The proposed method for milling and wedging, if appropriate, around existing structures such as manholes, value boxes, and inlets; and
5. The longitudinal and transverse typical sections for tie-ins at the end of the day.
 - a. If requested by the Engineer, a plan sheet showing the milling passes.

The Quality Control Plan shall include at a minimum:

1. The schedule for replacing the cutting teeth, where applicable;
2. Proposed use of automatic grade controls (for profile control, only ski's will be approved);
3. The surface testing schedule for smoothness;
4. The process for filling distressed areas;
5. The schedule for testing texture of milled surface;
6. Corrective procedures if the milled surface does not meet the minimum transverse or longitudinal surface finish when measured with a 10-foot straightedge.

The Contractor shall not start the milling operation until a milling and Quality Control plan has been submitted and approved by the engineer in writing.

216.02.03 FINE AND MICRO MILLING EQUIPMENT

The milling machine shall be a self-propelled machine, specifically designed to fully or partially remove existing pavement to the desired depth, profile, cross slope and surface texture. The machine shall have a control system to automatically control the elevation and transverse slope of the machine head. If required, the machine shall be equipped with a conveyor capable of loading the milled material directly from the roadway to a truck and the following:

1. Size and shape of machine that allows traffic to pass safely through areas adjacent to the work;
2. Fine milling shall be capable of removal of a 12-foot travel lane and cleaning up both edge seams in the single pass;
3. Shall be equipped with a means to control dust and other particulate matter created by the cutting action and prevent dust from escaping the milling operation;
4. Capable of maintaining the required depth of cut and cross slope;
5. Furnished with a lighting system for night work;
6. The plane shall be performed using a drum;
7. The tooth holder blocks shall be uniform and not cause variations greater than ± 0.02 inches;
8. The cutting speed of the milling operation shall be so as to have the result of two factors:
 - a. Revolutions per minute at which the milling drum is set

- b. The forward speed of the milling machine;
9. The speed of milling machine in feet per minute shall be limited to two-thirds times the drum RPM.
10. The speed shall be displayed in the Machine controls and visible for Inspection by field personnel.
11. Averaging Ski: Sonic sensors are averaged together with each other utilizing a 30-foot ski or the rigid milling machine frame as a ski, whichever is longer and can be mounted on either side.

216.02.04 DIAMOND GRINDING EQUIPMENT

Grinding and texturing shall be completed utilizing diamond blades, mounted on a self-propelled machine, designed for grinding and texturing of pavements. The equipment shall have a wheel base of not less than 12 feet, equipped with a rotating powered mandrel drum with diamond grinding blades of the appropriate bond hardness and a cutting head of not less than 3 feet wide.

The equipment shall not cause strain or damage to the underlying surface of the pavement. Grinding and texturing equipment that causes excessive ravels, aggregate fractures, spalling, or disturbance of the joints will not be permitted.

The equipment shall be equipped with a means to control dust and other particulate matter created by the cutting action, shall prevent dust from escaping the milling operation, and shall be furnished with a lighting system for night work.

216.02.05 FINE AND MICRO MILLING DEPTH

The depth shall be as indicated on the plans.

216.02.06 DUST CONTROL

The Contractor shall provide power brooms, vacuum sweepers or other means to remove loose debris or dust. The Contractor shall not allow dust control operations to restrict visibility of passing traffic or to disrupt adjacent property owners. The surface texture shall be clean enough to be able to accurately test the surface texture.

216.02.07 FINE AND MICRO CONTROL STRIP

During the first day of production, a control strip shall be constructed to prove to the Engineer that the construction will meet specification requirements. The control strip shall be at least 1,000 feet in length and have a uniform textured surface and cross section for the contractor to prove that the construction meets the requirements, including surface acceptance testing, performed in accordance with specification 402.03.03 "Surface Tolerances."

Unless the contractor's equipment and process fail to meet the requirements for successful completion of the operation, the operation may continue through the first day.

The operation shall not continue beyond the first day unless a control strip has been approved by the Engineer. If any of these requirements are not met in the test strip, the Contractor shall submit a written plan of action detailing what steps will be taken to improve operations. If the written plan is approved by the Engineer, the Contractor shall construct another 1,000 foot test section. This test section shall be located in a different area than the initial section using the approved corrective

action plan. This designated section shall be milled to conform to the same requirements as those required in the initial test section. The Contractor shall not be allowed to start continual milling until an acceptable test section is obtained. Control strips that do not meet the requirements shall be reworked at the Contractor's expense.

Upon acceptance of the control strip by the Engineer and unless adjustments made by the Contractor are approved by the Engineer, the contractor shall use the same approved equipment, materials and construction methods for the remainder of milling operations. If any adjustments are made, the Contractor shall produce a new control strip.

216.02.08 FINE AND MICRO MILLING OPERATION

The Contractor shall follow the plans to mill the designated areas and depths, including bridge decks, shoulders and ramps, as required. The Contractor shall ensure the following requirements are met:

1. The existing pavement shall be removed to varying depths in a manner, which will restore the pavement surface to a uniform longitudinal profile and cross section, as shown on the plans or as directed by the Engineer.
2. The approximate depths of required removal are shown on the plans. The depth of removal shall be increased or decreased across the width of the pavement to obtain the required roadway cross slope. The Contractor may make multiple cuts to achieve the required depth of cut. The final cut must result in a neat and uniform surface. The remaining surface shall not be damaged.
3. The pavement removal shall be done to effectively minimize the amount of airborne dust. Wetting of the pavement may be required to minimize the airborne dust. The Contractor shall provide a means of drainage to prevent water accumulation on the surface where the pavement has been removed. Unless otherwise noted on the plans, the pavement removal shall be limited to an area that will be covered with a surface treatment or a layer of pavement within 72 hours after removal has begun.
4. The Contractor shall use milling methods that will produce a uniform finished surface and maintain a constant cross slope between extremities in each lane.
5. The Contractor shall bevel back the longitudinal vertical edges greater than 2 inches that are produced by the removal process and left exposed to traffic. The bevel shall be at least 3 inches for each 2 inches of material removed. An attached mold board or other approved method shall be used.
6. If a transverse joint is tapered with temporary asphalt ramp, the milled surface at the joint shall be constructed as a butt joint, the full depth of the lift of asphalt to be placed on the milled surface. The Contractor shall be responsible for maintaining this asphalt ramp until all corresponding HMA is placed. All work associated with this joint will not be paid for separately, but shall be included in the cost of milling. The removed material shall become the property of the Contractor unless otherwise noted on the plans.
7. If the transverse joint is tapered with a milling machine, a butt joint shall be cut into the taper, the full depth of the lift of asphalt to be placed on the milled surface prior to

commencement of resurfacing. All work associated with this joint will not be paid for separately, but shall be included in the cost of milling.

8. When removing material at ramp areas and ends of milled sections, the Contractor shall taper the transverse edges 10 foot to avoid creating a traffic hazard and to produce a smooth surface.
9. Where appropriate, the Contractor shall protect with temporary asphaltic concrete tie-in (paper joint) vertical edges at other areas, such as bridge approach slabs, drainage structures and utility appurtenances greater than 1/2 inch that are left open to traversing vehicles. The Contractor shall place the temporary tie-in at a taper rate of at least 6 to 1 horizontal to vertical distance. Material used for HMA temporary tapers may be non-polymer mix designs.
10. The Contractor shall remove dust, residue and loose milled material from the milled surface. Traffic shall not be allowed on the milled surface and asphaltic concrete shall not be placed on the milled surface until removal is complete. Immediately prior to resurfacing or opening to traffic, the surface shall be thoroughly swept with a power broom to remove fine material and dust particles. Sweeping shall be conducted in a manner that will minimize the potential for creation of a traffic hazard and minimize the creation of airborne dust. Material removed by sweeping shall be collected, transported and disposed by the Contractor.
11. Other approved transverse joints shall be maintained at the expense of the Contractor, and at a minimum, shall incorporate a butt joint the full depth of the lift of asphalt to be placed on the milled surface prior to commencement of resurfacing.
12. Distressed or irregular areas identified in the milled surface by the Engineer shall be patched.
13. The roadway shall be left in a safe and usable condition at the end of each work day. The contractor shall take appropriate measures to ensure that the milled surface does not trap or hold water. All required pavement markings removed by the milling shall be restored before the roadway is opened to traffic. If the Contractor fails to adequately clean the roadway, work shall cease until the Engineer has approved the Contractor's revised written proposal to adequately clean the roadway.
14. All milling shall be completed parallel to the travel lanes before resurfacing commences unless otherwise directed by the Engineer.
15. All required pavement markings removed by the planing shall be restored before the roadway is opened to traffic.

216.02.09 ASPHALT AND CONCRETE PLANING OPERATION FOR PROFILE

The construction shall be accomplished as a one pass or two pass operation as determined by the Contractor. The contractor may elect to plane in two passes. However, measurement of the work shall be done as a one pass operation. Should the Contractor elect to accomplish the configuration in two passes, the construction operation shall be scheduled and shall proceed in a manner that produces a neat, uniform finished surface.

A conventional feather pass will be required when necessary on adjacent shoulders and ramps to maintain a consistent cross slope and ensure pavement surface drainage as directed by the Engineer. Feather passes for maintenance of cross slopes or drainage corrections, if necessary, shall be considered incidental. The actual textured area of any selected 2-foot by 100-foot longitudinal area of pavement shall not be less than 98 percent of the selected area. The Contractor shall not grind within 2 feet of existing curb, bridge barrier, and roadway barrier.

Planing shall be performed in the longitudinal direction so that it begins and ends at lines normal to the pavement centerline. The allowable overlap between passes shall be 0 to 2 inches and the maximum allowable depth variance between adjacent passes shall be 1/8 inch. The planing shall be feathered out as directed by the Engineer.

The surface of the planed pavement shall have a texture consisting of grooves between 0.090 and 0.130 inches wide. The peaks of the ridges shall be approximately 1/32 inch higher than the bottom of the grooves.

High shoulders shall be planed to provide drainage and safety.

Where present in a given area, pavement marking tape shall be obliterated by the Contractor prior to the operation, with the exception of centerline skips, which shall be planed with the pavement surface.

The pavement shall be left in a clean condition. The removal of all slurry or residue resulting from the operation shall be continuous. The operation shall be controlled so the residue from the operation does not flow across lanes utilized by traffic.

The surface tolerance shall have a surface finish that is in accordance 216.02.10 "Surface Tolerances".

216.02.10 SURFACE TOLERANCES

The surface shall be measured by the Contractor:

The entire surface shall be textured substantially free from waves or irregularity at no cost to the County, shall be measured in accordance with surface acceptance testing, shall be performed in accordance with specification 402.03.03 "Surface Tolerances, and shall not vary from 10-foot straight edge by more than 3/8 inch for Fine-milling or 1/4 inch for Micro-milling and grinding. All irregularities exceeding the specified tolerance shall be corrected.

The following ASTM test will be performed on milled surfaced at the rate of two per lane mile or at minimum of one per milled area:

- Current version of ASTM E965 Standard Test Method for Measuring Pavement Macrotexture Depth Using a Volumetric Technique

The above ASTM test will also be performed on the milled surface at the beginning and end of each day of milling operation to report the change in surface texture throughout the day of operation.

METHOD OF MEASUREMENT

216.03.01 MEASUREMENT

The quantity of Roto-mill Fine to be measured for payment will be the number of square yards, as indicated in the contract, conforming to all the requirements in the completed work.

All measurements shall be made in accordance with subsection 109.01, "Measurement of Quantities."

BASIS OF PAYMENT

216.04.01 PAYMENT

The accepted quantity of materials measured as provided in subsection 216.03.01 "Measurement" will be paid for at the contract unit price bid per square yard for Roto-mill Fine.

The above prices shall be full compensation for furnishing all the milling, loading, hauling, cleaning, and incidentals necessary for doing all the work involved in Roto-mill Fine, as shown on the drawings or established by the Engineer.

Where loops are existing, as verified in the field, no payment will be made for the removal and replacement of conduit, wires, and/or cables damaged during construction; the cost thereof shall be included in the price bid for Roto-mill Fine.

Where cathodic protection as verified in the field are existing, no payment will be made for the removal and replacement of conduit and/or wires damaged during construction; the cost thereof shall be included in the price bid for Roto-mill Fine.

All payments will be made in accordance with subsection 109.02, "Scope of Payment."

Partial payments for Roto-mill Fine may be made in accordance with subsection 109.06, "Partial Payments."

Payment will be made under:

Pay Item	Pay Unit
Roto-mill Fine	Square Yard

SECTION 623

TRAFFIC SIGNALS AND STREET LIGHTING

DESCRIPTION

623 G.01.05 GLOBAL POSITIONING SYSTEM (GPS) COORDINATES

Replace this subsection with the following:

Information related to traffic assets shall be the responsibility of the Contractor and Clark County will not be responsible for furnishing any information. All traffic asset information shall be provided by completing the Traffic Asset Data Collection Forms 1 and/or 2 as appropriate for all new and relocated traffic signal systems, ITS, and street lighting facilities that are connected via the underground conduit system(s) and are visible at ground level, including but not limited to poles, pull boxes, splice vaults, cabinets, service pedestals, transformers, school flasher assemblies, and changeable message signs. Traffic asset information shall also be provided for all pull boxes that are buried underground as shown on the plans. The information on traffic assets shall be submitted to Clark County Public Works in an electronic file (.doc or .xls) and "hard copy" format following the Traffic Asset Data Collection Forms. The asset information shall be complete and free from error, with coordinates based on (Northing/Easting, NAD 1983, State Plane Nevada East, US Survey Feet) at the end of the project prior to final acceptance and maintenance. The information and data shall comply with the requirements of Clark County Public Works and identify post construction coordinates with identification to each item or facility on the plans. The horizontal precision of the coordinates shall be recorded with a device that has an accuracy tolerance within three (3) feet of the actual location of the object.

MATERIALS

623 G.02.01 CONDUIT

Add the following:

Electrical conduits, fittings, and couplings shall be joined together per NEC section 352.48.

623 G.02.02 PULL BOXES

Replace the first sentence of paragraph B with the following:

Non-conductive lids shall be used for all pull box covers except for Type 200 splice vault. Steel lids shall be used for Type 200 splice vault.

Add the following to this subsection:

Pull boxes shall not be installed within the roadway, shoulder, nor bike lane. Pull boxes shall also not be installed within sidewalk ramp, driveway, nor within 10-feet of a driveway.

623 G.02.04 CONDUCTORS AND CABLE

Replace the second sentence of paragraph A.4 with the following:

All traffic signal cable shall be 25-conductor, No. 14 AWG solid copper wire traffic signal cable.

Replace paragraph A.7.a in this subsection with the following:

Conductors shall be 7-strand No. 4/0 AWG copper wire with THW-2 or XHHW-2 insulation, unless otherwise shown in the plans or indicated herein.

Replace paragraph A.9.b with the following:

The insulation shall be 15 mils of orange PVC complying with UL62 with an overall jacket of clear nylon in accordance with ASTM D4066.

Add the following:

The induction loop wires shall be soldered and sealed to the loop lead-in wires.

623 G.02.07 ELECTRICAL SERVICE PEDESTALS

Replace paragraph J1 with the following:

The main body of the pedestal, the hood and the main door shall be polyurethane powder coated inside and out with a gloss, mint green coating (Federal color 14672).

Replace paragraph M with the following:

The pedestals shall incorporate a tin plated copper load center. Bus bars for grounding and neutral connections shall be tin plated aluminum rated for both copper and aluminum wire with facilities for landing two (2) No. 1/0 AWG conductors, six (6) No. 2 to No. 12 AWG and 12 No. 4 to No. 14 AWG conductors. The utility landing lugs shall be tin plated aluminum rated for both copper and aluminum service wire.

Replace paragraph O.1 with the following:

Each lighting circuit shall have a separate test toggle switch (or toggle switch position) rated for 10 amps with sealed leads for testing the circuit during maintenance activities.

CONSTRUCTION

623 G.03.03 SCHEDULING OF WORK

Add the following to paragraph G:

The Contractor shall supply Traffic Jackets as supplied by Phoenix Highway Products, 2631 North 37th Drive, Phoenix, Arizona 85009, Phone 602-344-7770, www.phoenixhighwayproducts.com, or approved equal by the Maintaining Agency.

The covers shall be bright orange with a vertical message "NOT IN SERVICE" in black on each cover, for new construction. The covers shall be black with a vertical message "NOT IN SERVICE" in white on each cover, for modifications to a traffic signal already in operation.

Coverings that are not installed when a signal head is installed, and not activated, shall have a cover installed by the Contracting Agency and the cost of the covering shall be deducted from any unpaid invoices that have been or will be submitted to the Contracting Agency by the Contractor.

623 G.03.07 FOUNDATIONS

Add the following:

Service pedestal and controller cabinet foundations shall be level.

623 G.03.08 WIRING AND CONDUIT

Add the following to paragraph D of this subsection:

Splices for street light cables shall be split bolt type of the appropriate size. The split bolt connector shall be copper or copper alloy with copper plating, and shall accommodate range of cable sizes specified in the Drawings. The split bolt connector shall be Brundy KS22, Brundy KS23, or approved equivalent by the Maintaining Agency.

Replace paragraph I of this subsection:

14 AWG UF wire shall be used between the pole-mounted "J" box and the traffic signal tenons on the traffic signal mast arms. All 14 AWG UF wire shall be uniquely identified in the "J" box. Six (6) conductors shall be installed from the pole mounted "J" box to any unused tenon at the end of the mast arm. Four (4) conductors shall be installed from the pole mounted "J" box to any unused tenons located elsewhere on the mast arm. All empty tenons shall be sealed with 10mil tape. Contractor shall determine and install the appropriate number of conductors from the pole mounted "J" box to all traffic signal indications.

623 G 03.09 ELECTRICAL SERVICES

Replace paragraph E in this subsection with the following:

Electrical conductors for service shall have THW-2 or XHHW-2 insulation and shall be 4/0 AWG, stranded, copper wire unless otherwise specified.

Add the following to this subsection:

623 G 03.13 CONDUIT VERIFICATION AND CONDUIT BLOCKAGE

At locations where existing conduit is to be utilized, Contractor shall verify condition of the conduit. In the event of a conduit blockage at existing conduit locations, the Contractor shall attempt to clear the blockages by any reasonable means to his disposal until the conduit is cleared of obstruction to the satisfaction of the Engineer or until the Engineer determines that further attempts to clear the conduit are not feasible. Reasonable means include any industry standard methods for removing conduit blockages, such as, blowing air through the blocked conduit(s) with an air compressor of a minimum size of 185 cfm, soaking the blocked conduit(s) with water for 24 hours then blowing air with an air compressor of a minimum size of 185 cfm, and any other methods as approved by the Engineer.

TRAFFIC SIGNAL SECTION

623 T.01.01 GENERAL

Add the following:

A Clark County-licensed Journeyman Electrician shall perform all electrical terminations.

MATERIAL

623 T.02.03 TRAFFIC SIGNAL CONTROLLERS

Delete paragraph B.5.d in this subsection.

Delete paragraph C in this subsection.

Replace paragraph D.1 with the following:

623 T.02.04 MAGNETIC INDUCTION LOOP DETECTORS

Add the following to paragraph A:

6 feet diameter circular detection loop may be used in lieu of 6 feet by 6 feet square detection loop. Spacing between each loop and the number of loops shall be as specified in the plans.

Replace paragraph G.1 with the following:

A separate lead-in cable to the controller cabinet shall be provided for each left turn, straight through, and right turn lanes. A separate lead-in cable to the controller cabinet shall be provided for advanced detection loops for each approach. Each lead-in cable shall be individually tagged.

Replace paragraph H.2 with the following:

All detectors shall be shelf mounted.

TRAFFIC SIGNALS AND FITTINGS

623 T.02.08 VEHICLE SIGNAL FACES

Add the following to paragraph D.5:

Testing by an independent laboratory may be required if the LED offered does not have prior approval of the Traffic Manager. All vehicular LED modules not previously approved shall be tested by Intertek - ETL/Semko, Cortland, NY. Test reports for each ball LED module shall include verification of power consumption, chromaticity, luminous intensity and light distribution and shall indicate compliance to the ITE VTCSH-LED specification. Test reports for arrow LED modules shall indicate compliance with the luminous intensity of the CALTRANS standards and measurement criteria. All supporting data and test results shall be delivered to the maintaining Agency Operations Engineer for approval prior to the installation of the LED modules.

Replace paragraph I.5 with the following:

All traffic signal backplates shall be louvered and shall be painted or powder coated flat black (front side)/dark olive green (backside), using the same technique as on the signal housing.

623 T.02.09 PROGRAMMED VISIBILITY VEHICLE SIGNAL FACES

Replace the first sentence paragraph C with the following:

All signal sections shall be provided with an adjustable connection that permits incremental tilting from 7 degrees to 15 degrees above or below the horizontal while maintaining a common vertical axis through couplers and mountings.

623 T.02.11 PEDESTRIAN PUSH BUTTONS

Add the following:

The pedestrian push button assembly shall be rectangular in shape and have nominal dimensions of 9"x16". A 9"x12" pedestrian push button sign must fit within the pedestrian push button assembly without any gaps or modifications to the sign and/or the assembly. The rear brackets shall be curved and adjustable to permit mounting on traffic signal poles type 1-A, 1-B, XX, XX-A, and XX-B, as well as mounting on a flat surface. At the rear of the assembly at the center shall be a wire entrance of 1-inch diameter. On the vertical centerline, two inches above the wire entrance hole, shall be two 3/8-inch diameter holes for securing the assembly to a pole, spaced 9-1/4-inch apart. The case shall be reinforced at these holes to provide adequate bearing surface. Four drilled and tapped holes shall be provided for mounting the pedestrian push button sign. Four (4) 10-32 x 3/8-inch stainless steel tamper-proof screws per each push button assembly shall be used to mount the pedestrian push button sign.

All pedestrian push button signs shall conform to MUTCD requirements. Signs shall be 9"x12" and shall be porcelain enameled sheet steel of 0.036-inch minimum thickness. Each hole shall be provided with a brass grommet. Signs shall have four (4) holes, one on each corner of the sign, for mounting on the pedestrian push button assembly.

623 T.02.13 TRAFFIC SIGNAL POLES

Add the following to paragraph B:

Multi-sided steel traffic signal and luminaire mast arms will not be accepted.

CONSTRUCTION

623 T.03.01 PAINTING

Replace paragraph A.4 with the following:

Directional louvers shall be painted or powder coated flat black (interior)/dark olive green (exterior) and backplates shall be painted or powder coated flat black (front side)/dark olive green (backside), using the same technique as the signal housing.

623 T.03.02 ELECTRICAL TESTING

Replace paragraph A.3 with the following:

A megohm test shall be conducted on all single conductor, except ground wire, between a new service pedestal and transformer, and between service pedestal to controller cabinet. Additionally, loop continuity shall be tested using a loop amplifier. The insulation resistance shall not be less than 100 megohms when tested at 500 volts for 1 minute.

STREET LIGHTING SECTION

DESCRIPTION

623 L.01.01 GENERAL

Replace paragraph G with the following:

Refer to Subsection 623 G.01.05 GLOBAL POSITIONING SYSTEM (GPS) COORDINATES of these Special Provisions for requirements the collection of field data including State Plane and Geodetic coordinates.

CONSTRUCTION

623 L.03.03 ELECTRICAL TESTING

Replace paragraph A.3 with the following:

A megohm test shall be conducted on all single conductor, except ground wire, between a new service pedestal and transformer. The insulation resistance shall not be less than 100 megohms when tested at 500 volts for 1 minute.

METHOD OF MEASUREMENT

623.04.01 MEASUREMENT

Add the following to this subsection:

Verification of existing conduits and removal of conduit blockages shall not be measured for payment directly. The cost thereof shall be considered as included in the price bid for the conduit repair to which such items are incidental or appurtenant.

Induction loops detectors (size) shall be measured per each, complete and in place. The Contractor shall verify the location of all existing traffic loops prior to construction.

Conduit Repair in pavement (size) as shown on the plans or ordered by the Engineer shall be paid for at the unit price bid per linear foot, installed complete and in place. Before the start of any work associated with conduit repair the contractor shall attempt to clear the blockages per special provision section 623 G 03.13.

Installation of 4-inch conduit as shown on the plans or ordered by the Engineer shall be paid for at the unit price bid per linear foot, installed complete and in place.

Installation of 3-inch conduit as shown on the plans or ordered by the Engineer shall be paid for at the unit price bid per linear foot, installed complete and in place.

Installation of 2-inch conduit as shown on the plans or ordered by the Engineer shall be paid for at the unit price bid per linear foot, installed complete and in place.

The quantity of pull boxes as shown as proposed in the plan set and as required for loop detectors, regardless of type, shall be measured on a per each basis from actual count, complete in place & accepted. Pull boxes not associated with the installation of the loop detectors or shown as proposed within the plan sheets shall not be measured for payment directly, the cost thereof shall be considered as included in the price bid of related work to which such items are incidental or appurtenant.

Traffic signal modifications (location) shall be measured as lump sum, complete, in place, and operating as intended; in accordance with industry standards, the plans, and specifications; and to the satisfaction of the Maintaining Agency.

Contractor shall inspect the existing service pedestal from which the traffic signal is fed, and supply and install any missing breakers. The cost thereof shall be considered as included in the price bid for the construction of the traffic signal to which such items are incidental or appurtenant.

Installation of the conductors from all empty tenons to the "J" box on the mast arm pole shall not be measured for payment directly. The cost thereof shall be considered as included in the price bid for the modification of the traffic signal to which such items are incidental or appurtenant.

All work required to replumb the signal poles after live arm load is attached shall not be measured for payment directly. The cost thereof shall be considered as included in the price bid for the modification of the traffic signal to which such items are incidental or appurtenant.

BASIS OF PAYMENT

623.05.01 PAYMENT

The following is added to this subsection:

The contract unit bid price per each of induction loops detectors (size) shall be full compensation for furnishing all materials, as well as labor, tools, equipment and incidentals necessary to complete the work.

The contract unit bid price per each of conduit repair and installation of the size and type specified shall be full compensation for furnishing all materials, as well as labor, tools, equipment and incidentals necessary to complete the work.

The contract unit prices paid for Pull Boxes, of the sizes and types specified, shall be full compensation for furnishing and installing all materials including, but not limited to, furnishing the specified pull box with cover with the appropriate markings, for all trenching, excavation, connections to existing conduit, back filling and compaction operations, for all materials and equipment, for installing ground connections on conductive pull box covers as required and directed by the Engineer.

The contract unit price paid per linear foot for Conduit, of the sizes and types specified, shall be full compensation for furnishing and installing all materials in accordance with the plans and specifications at the locations identified or designated by the Engineer. It shall include all costs for trenching, excavation and compacted backfill operations, backfill material, encasement material, and CONTROLLED LOW STRENGTH MATERIAL (CLSM), for all required conduit fittings, pull wire, conduit cement, connections to existing conduit, for the removal of existing surface material, for hauling and disposing of removed materials, and for all incidentals necessary to place the conduit in the prescribed location to the satisfaction of the Engineer.

Compensation for trenching, backfilling, and compaction of pipe zone and other items of work, which are considered as part of underground piping or conduit work, shall be included with the contract bid item for such piping or conduit work.

No separate payment will be made for verifying existing conduits and removing conduit blockages as such. The cost thereof shall be included in the price bid for the construction or installation of the items to which such work is incidental or appurtenant.

No separate payment will be made for replumbing the signal poles after live arm load is attached. The cost thereof shall be considered as included in the lump sum bid price for the traffic signal modification and no additional compensation will be allowed.

The contract lump sum price bid for Traffic Signal Modification (Location) shall be full compensation for providing and installing, signal heads, conduits, wires, cables, breakers, signage (R10-12F), supports and brackets for mounting, and for removing and salvaging existing signal equipment as specified on the plans. The contract price bid shall also include trenching, backfilling, removing and salvaging existing signal equipment as needed, removing and replacing existing pull box covers, and for providing all work, labor, tools, equipment and other incidentals required to complete the work, excluding the items that are listed in the bid item list for separate payment.

Existing traffic signal equipment to be removed shall include removing and salvaging the equipment with all of their components disassembled from their main part, (i.e. the visor removed from the signal assemblies, cameras removed from brackets, signs removed from mast arms, etc.) Contractor shall exercise care with all equipment salvaged and shall assume that salvaged equipment will be re-used again by Clark County. All salvaged equipment shall be delivered to Clark County Traffic Operations located at 5821 East Flamingo Road, in good working condition and with all of the components included (i.e. video cables, hand hole covers, thru-bolts, etc).

Any items to be returned to Clark County Traffic Operations shall include a transmittal form with the Contractor's company letterhead. The transmittal form shall include the associated project name and number, and a list of the items and the quantities of items being returned. Contractor shall call (702) 455-6100 to make an appointment for dropping off salvaged items.

Where loops are existing, as verified in the field, no payment will be made for the removal and replacement of conduit, wires, and/or cables damaged during construction; the cost thereof shall be included in the price bid for the construction or installation of the items to which such material is incidental or appurtenant.

<u>Pay Item</u>	<u>Pay Unit</u>
Induction Loops Detector (6'x6')	EA
Induction Loops Detector (6'x30')	EA
Conduit Repair (2-INCH)	LF
Conduit Repair (3-INCH)	LF
Install 4-Inch PVC Conduit	LF
Install 3-Inch PVC Conduit	LF
Install 2-Inch PVC Conduit	LF
No. 3 1/2 Pull Box	EA
No. 5 Pull Box	EA
P30 Pull Box	EA
Type 200 Splice Vault	EA
Traffic Signal Modification (Location)	Lump Sum

DURANGO DRIVE – TROPICANA AVENUE TO DESERT INN ROAD

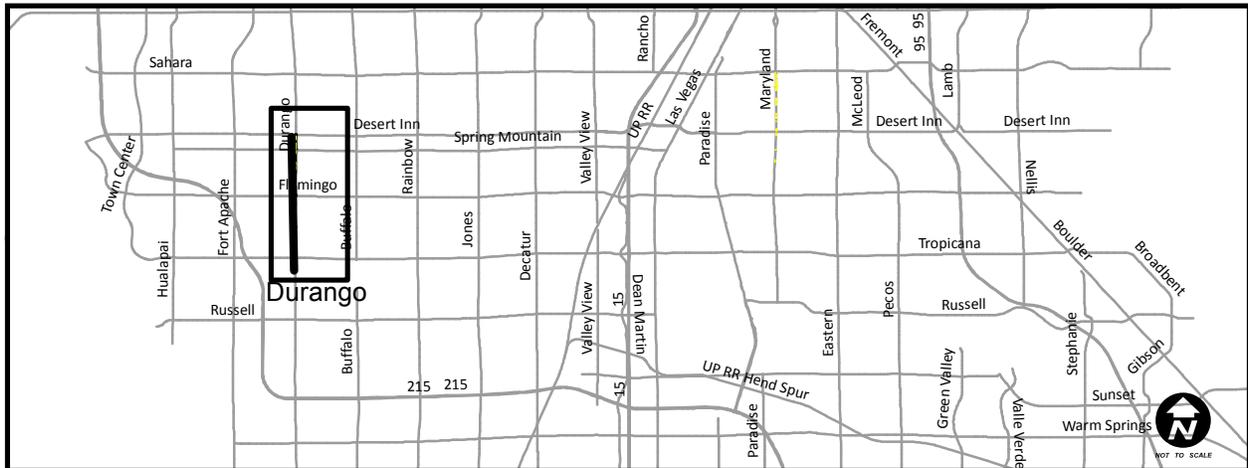
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DURANGO DRIVE - TROPICANA AVENUE TO DESERT INN ROAD

VICINITY MAP



DURANGO DRIVE

LEGEND

- | | | | |
|--|---|--|---------------------|
| | 1" MILL & UTACS (S3) | | Abandoned Valve |
| | REMOVE AND REPLACE 6" | | Cathodic Protection |
| | REMOVE AND REPLACE 7" | | Gas Valve |
| | Sidewalk Ramp - PER DETAIL DT-01 | | NV Energy Manhole |
| | Sidewalk Ramps with Spandrel - PER DETAIL DT-02 | | Sewer Manhole |
| | Panel Only - PER DETAIL DT-06 | | Storm Drain Manhole |
| | Remove Ramp, Replace with Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | | Water Blow-off |
| | Sidewalk - PER STD DWG 234 | | Water Valve |
| | Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | | Water Vault Manhole |
| | Curb & Gutter - PER STD DWG 228 | | Ramp (Existing) |
| | Reconstruct Concrete Median - PER DWG 14 | | |
| | Existing Pullbox | | |
| | Proposed Type 200 Splice Vault - PER DETAIL ON SHEET 15 | | |
| | Proposed P30 Pull Box - PER DETAIL ON SHEET 15 | | |
| | Cross Gutter / Spandrel (Existing) | | |
| | Install 4 Inch PVC Conduit | | |
| | Bus Stops | | |

Typical Concrete Repair Callout

- # Refer to concrete index
- Refer to legend for concrete item



CALL BEFORE YOU DIG AT 1-800-227-2600, OR 811.
CALL BEFORE YOU OVERHEAD!

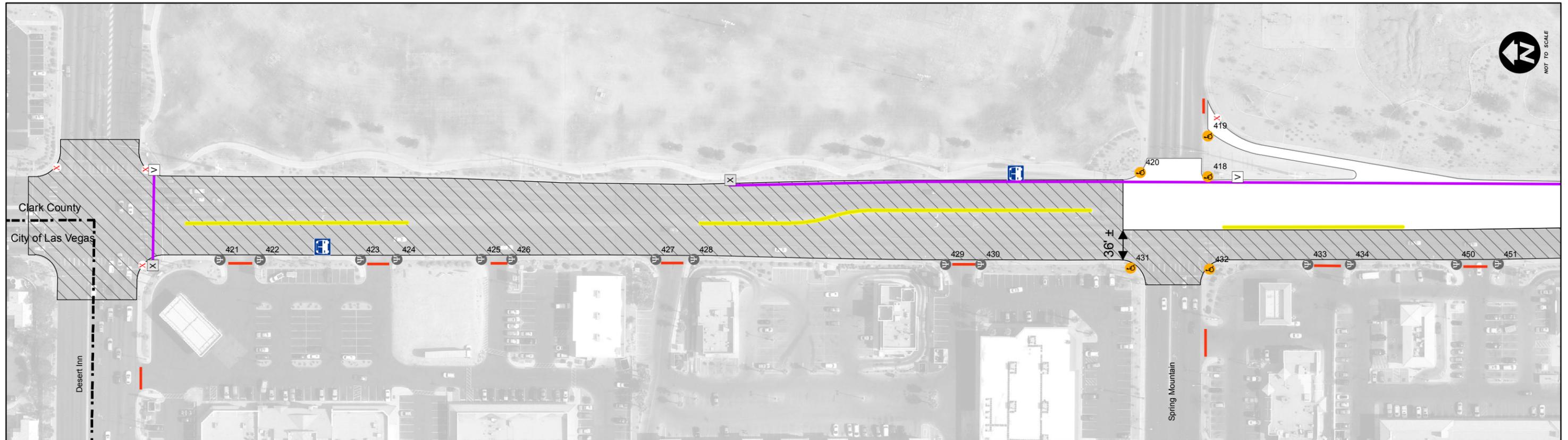
APPROVED FOR CONSTRUCTION

Las Vegas Valley Water District Engineering Services Manager

Date _____ Project No. 123004

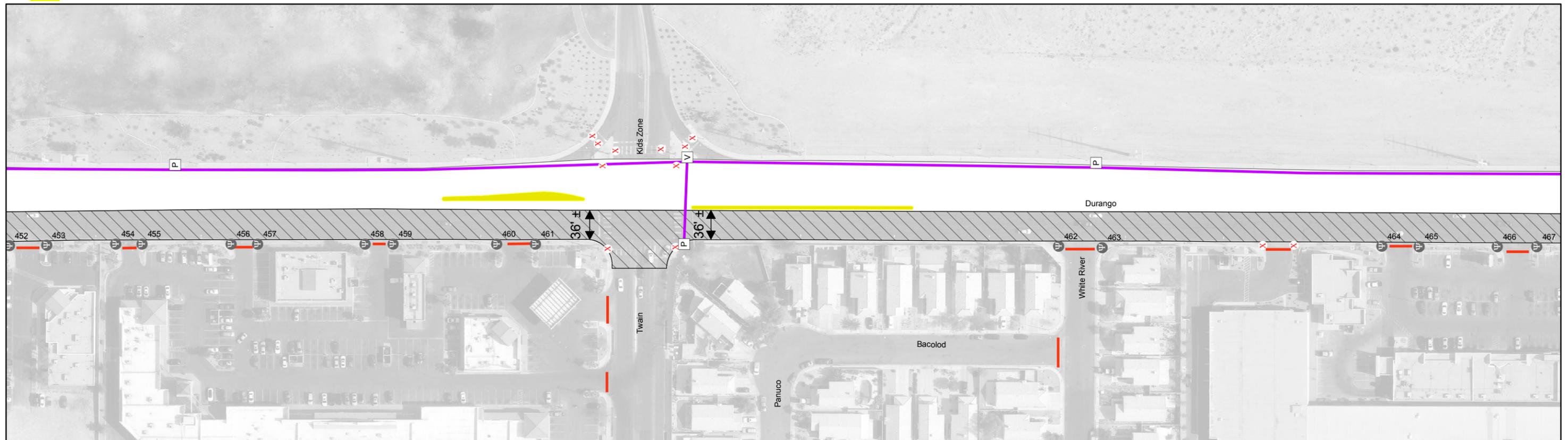
DURANGO DRIVE - TROPICANA AVENUE TO DESERT INN ROAD

Durango Drive



Legend

- | | | | | |
|--|---|---|---|----------------------------|
| 1" MILL & UTACS (S3) | Sidewalk Ramp - PER DETAIL DT-01 | Sidewalk - PER STD DWG 234 | Existing Pullbox | Bus Stops |
| REMOVE AND REPLACE 6" | Sidewalk Ramps with Spandrel - PER DETAIL DT-02 | Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Proposed Type 200 Splice Vault - PER DETAIL ON SHEET 15 | Install 4 Inch PVC Conduit |
| REMOVE AND REPLACE 7" | Panel Only - PER DETAIL DT-06 | Curb & Gutter - PER STD DWG 228 | Proposed P30 Pull Box - PER DETAIL ON SHEET 15 | |
| Reconstruct Concrete Median - PER DWG 14 | Remove Ramp, Replace with Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Ramp (Existing) | Cross Gutter / Spandrel (Existing) | |



Date: 03/10/15

Pavement & Concrete

1 inch = 120 feet DWG - 06

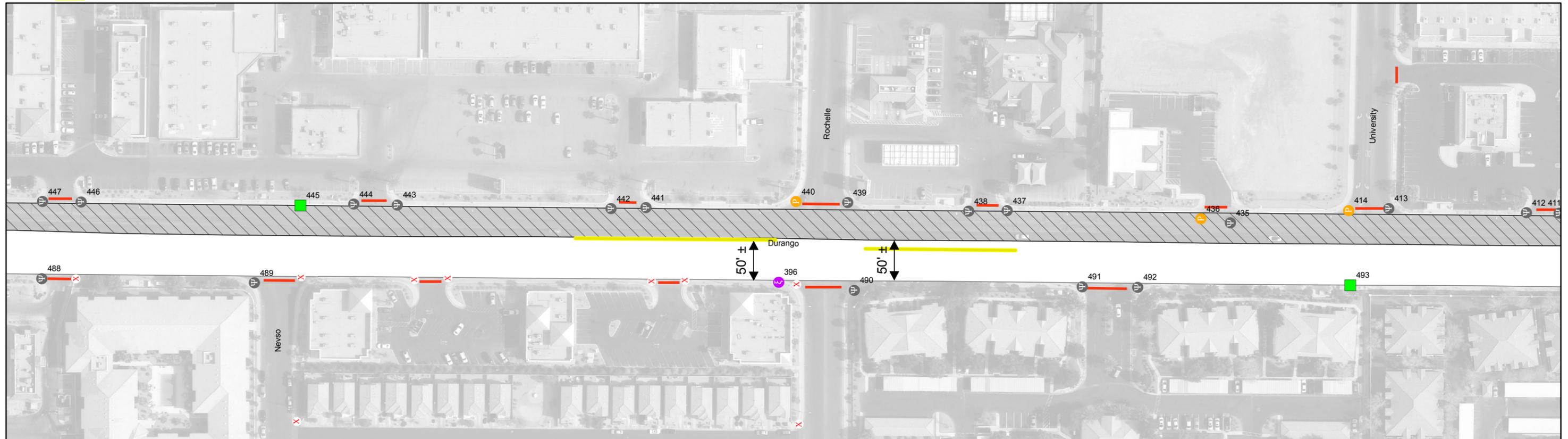
DURANGO DRIVE - TROPICANA AVENUE TO DESERT INN ROAD

Durango Drive



Legend

- | | | | | |
|--|---|---|---|----------------------------|
| 1" MILL & UTACS (S3) | Sidewalk Ramp - PER DETAIL DT-01 | Sidewalk - PER STD DWG 234 | Existing Pullbox | Bus Stops |
| REMOVE AND REPLACE 6" | Sidewalk Ramps with Spandrel - PER DETAIL DT-02 | Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Proposed Type 200 Splice Vault - PER DETAIL ON SHEET 15 | Install 4 Inch PVC Conduit |
| REMOVE AND REPLACE 7" | Panel Only - PER DETAIL DT-06 | Curb & Gutter - PER STD DWG 228 | Proposed P30 Pull Box - PER DETAIL ON SHEET 15 | |
| Reconstruct Concrete Median - PER DWG 14 | Remove Ramp, Replace with Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Ramp (Existing) | Cross Gutter / Spandrel (Existing) | |



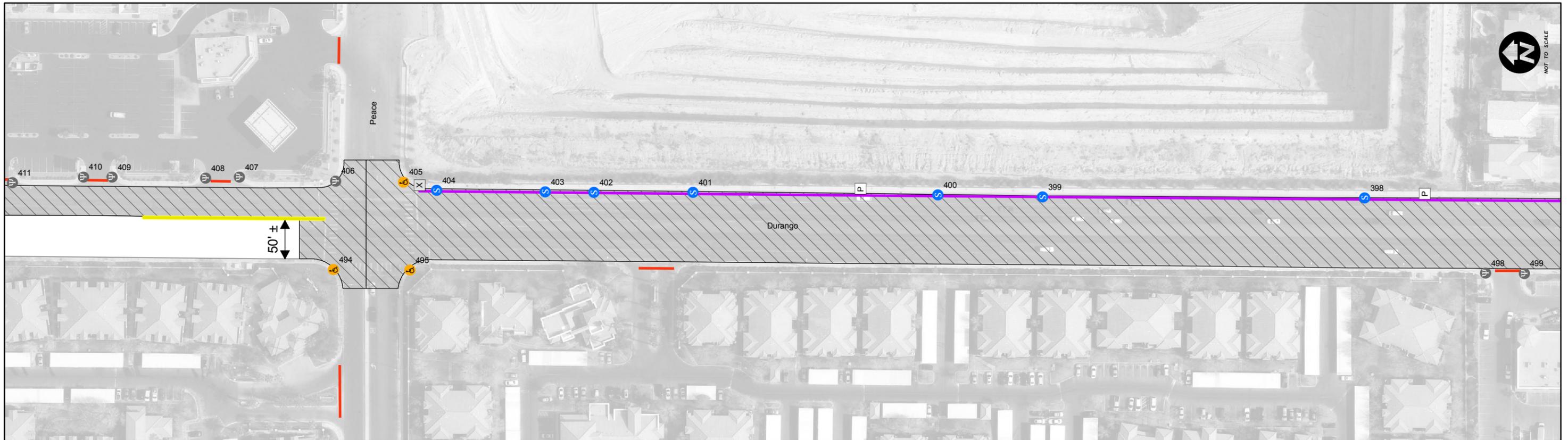
Date: 03/10/15

Pavement & Concrete

1 inch = 120 feet DWG - 07

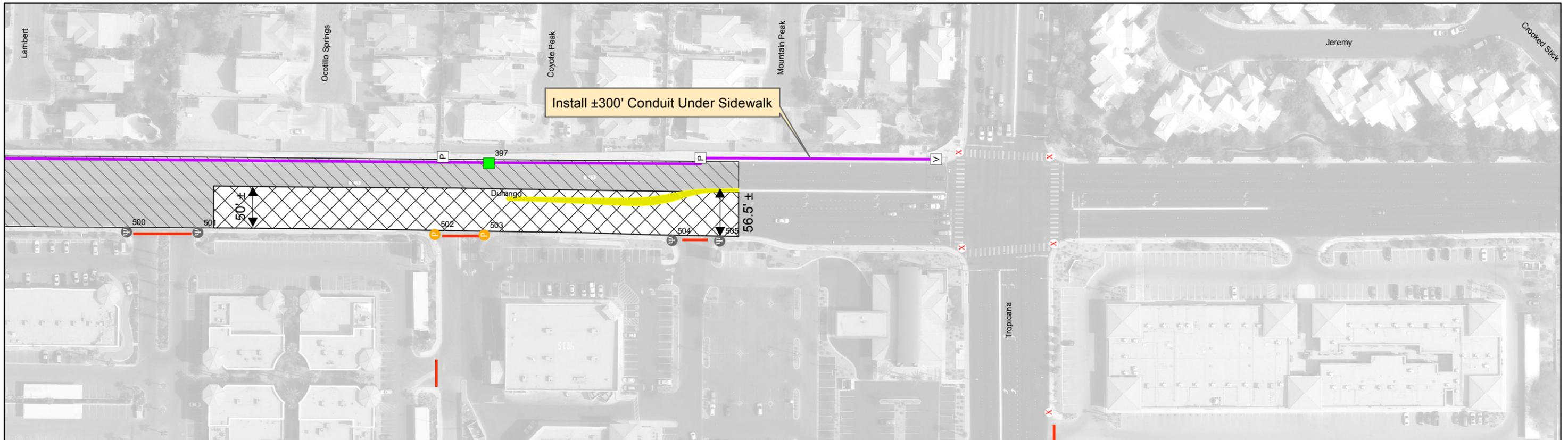
DURANGO DRIVE - TROPICANA AVENUE TO DESERT INN ROAD

Durango Drive



Legend

- | | | | | |
|--|---|---|---|----------------------------|
| 1" MILL & UTACS (S3) | Sidewalk Ramp - PER DETAIL DT-01 | Sidewalk - PER STD DWG 234 | Existing Pullbox | Bus Stops |
| REMOVE AND REPLACE 6" | Sidewalk Ramps with Spandrel - PER DETAIL DT-02 | Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Proposed Type 200 Splice Vault - PER DETAIL ON SHEET 15 | Install 4 Inch PVC Conduit |
| REMOVE AND REPLACE 7" | Panel Only - PER DETAIL DT-06 | Curb & Gutter - PER STD DWG 228 | Proposed P30 Pull Box - PER DETAIL ON SHEET 15 | |
| Reconstruct Concrete Median - PER DWG 14 | Remove Ramp, Replace with Sidewalk, Curb & Gutter - PER STD DWG 234 AND 228 | Ramp (Existing) | Cross Gutter / Spandrel (Existing) | |

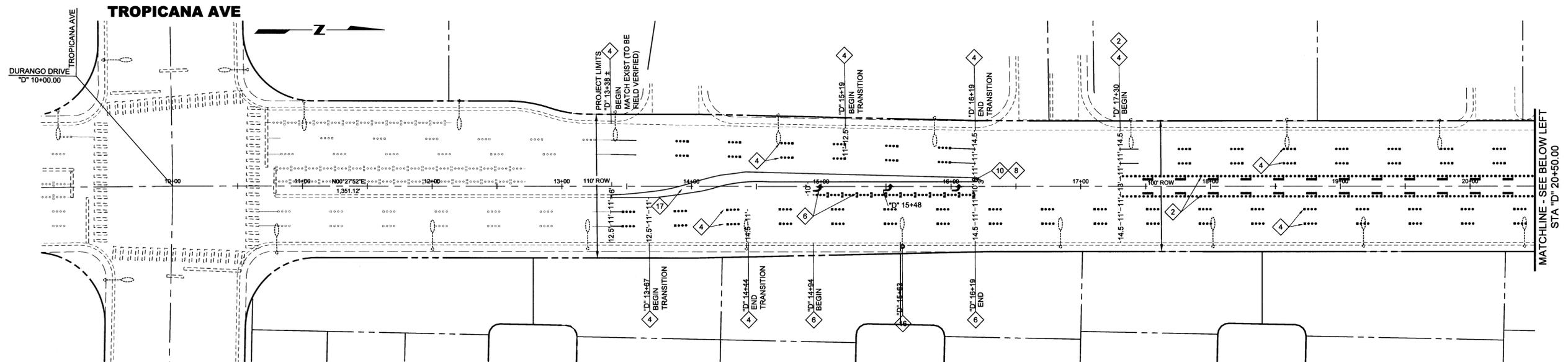


Date: 03/10/15

Pavement & Concrete

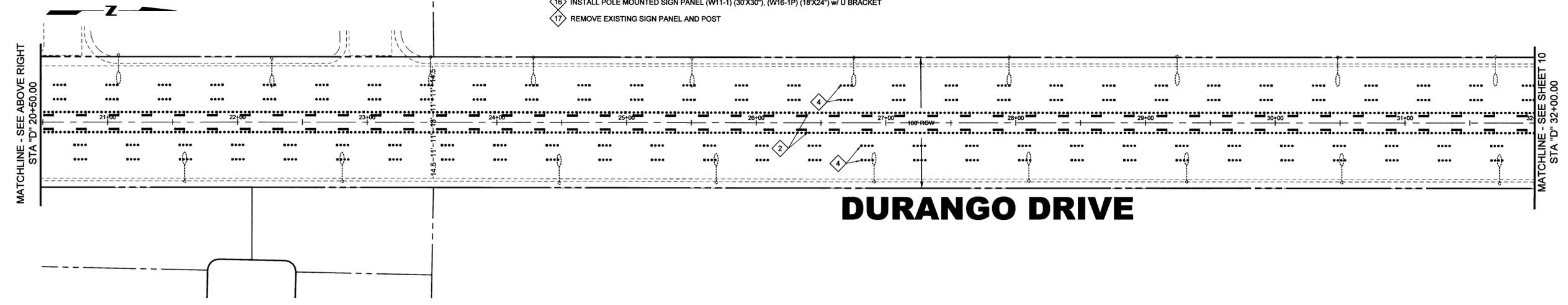
1 inch = 120 feet

DWG - 08



DURANGO DRIVE

- TRAFFIC NOTES**
- 2 INSTALL TYPE 2 CENTERLINE w/ RPMS PER USD 244 & 247
 - 4 INSTALL TYPE 4 LANE LINE w/ RPMS PER USD 244.1 & 247
 - 6 INSTALL ADDED LEFT TURN LANE w/RPMS PER USD 246 AND DETAIL ON SHEET 14
 - 8 INSTALL K-71 POST ON MEDIAN NOSE PER STD DWG 248
 - 10 INSTALL RPMS ALONG MEDIAN ISLAND PER DETAIL ON SHEET 14 AND INSTALL RPMS ON MEDIAN NOSE PER STD DWG 248
 - 16 INSTALL POLE MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") w/ U BRACKET
 - 17 REMOVE EXISTING SIGN PANEL AND POST



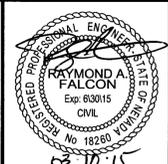
DURANGO DRIVE

REV No	DATE	DESCRIPTION	APPROVED



DURANGO DRIVE

TROPICANA AVE TO DESERT INN RD
STRIPING PLAN - STA "D" 13+38± TO STA "D" 32+00.00
CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

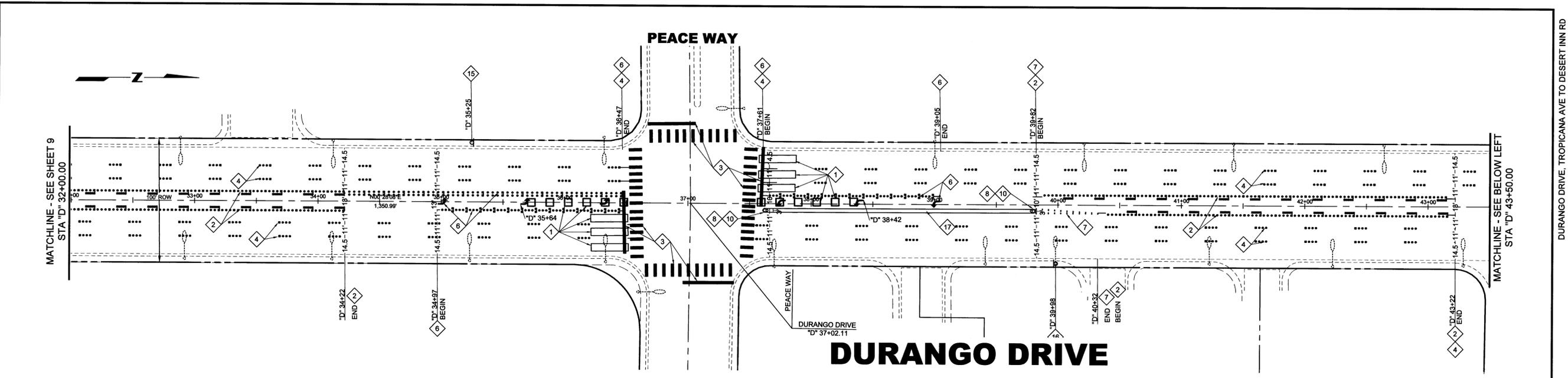


DESIGNED BY: CM. RR
 DRAWN BY: CM. S.JR. RR
 CHECKED BY: RAF
 DATE: Mar 10, 2015 - 4:59pm

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VERT:	1" = 40'
FIELD BOOK	NONE
WORK ORDER	D2013-012
PROJECT No.	R070KFT

SHEET No
09
 L-2043

DURANGO DRIVE, TROPICANA AVE TO DESERT INN RD
 BID # 603579-15

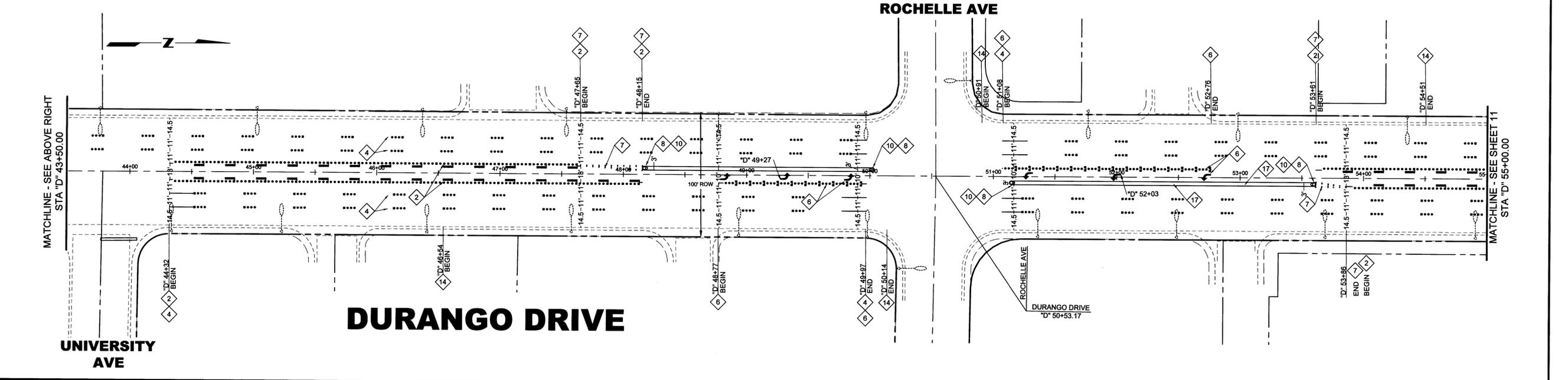


TRAFFIC NOTES

- 1 INSTALL TRAFFIC LOOPS, 3" CONDUIT, AND PULL BOXES PER NEW LOOP DETECTOR SYSTEM DETAIL
- 2 INSTALL TYPE 2 CENTERLINE w/ RPMS PER USD 244 & 247
- 3 INSTALL CROSSWALK / STOP LINE w/TYPE 2 FILM (PER USD 254) CENTER w/ SIDEWALK RAMP
- 4 INSTALL TYPE 4 LANE LINE w/ RPMS PER USD 244.1 & 247
- 6 INSTALL ADDED LEFT TURN LANE w/ RPMS PER USD 246 AND DETAIL ON SHEET 14
- 7 INSTALL MEDIAN TRANSITION PER DETAIL ON SHEET 14

TRAFFIC NOTES CONT'

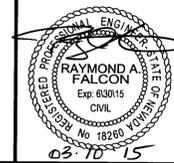
- 8 INSTALL K-71 POST ON MEDIAN NOSE PER STD DWG 248
- 10 INSTALL RPMS ALONG MEDIAN ISLAND PER DETAIL ON SHEET 14 AND INSTALL RPMS ON MEDIAN NOSE PER STD DWG 248
- 14 INSTALL 3" CONDUIT FOR FUTURE ADVANCE LOOP, INCLUDING PULL BOXES AS SHOWN IN NEW LOOP DETECTOR DETAIL A ON DETAIL DWG DT-03
- 15 INSTALL GROUND MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") & POST PER USD 249.1
- 16 INSTALL POLE MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") w/ U BRACKET
- 17 REMOVE EXISTING SIGN PANEL AND POST



REV No	DATE	DESCRIPTION	APPROVED



DURANGO DRIVE
 TROPICANA AVE TO DESERT INN RD
 STRIPING PLAN - STA "D" 32+00.00 TO STA "D" 55+00.00
 CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

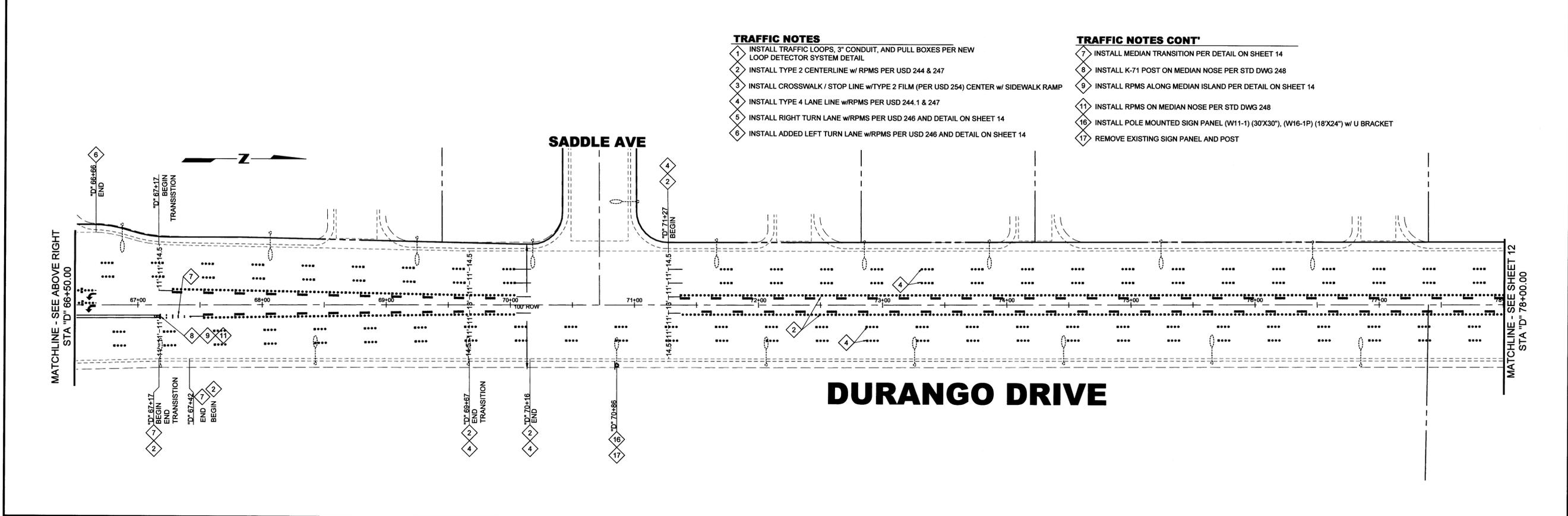
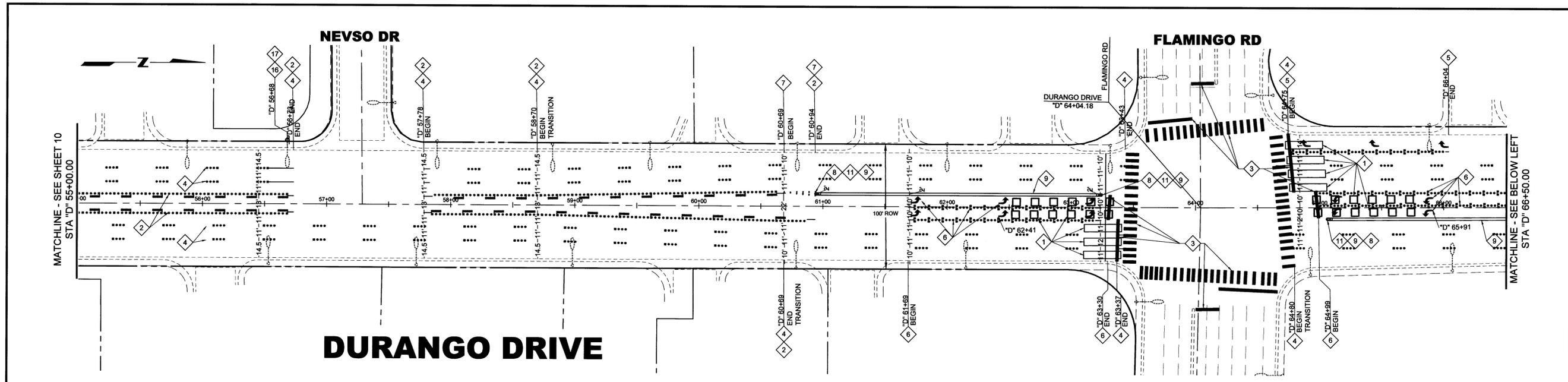


DESIGNED BY: CM, RR
 DRAWN BY: CM, S.JR, RR
 CHECKED BY: RAF
 DATE: Mar 09, 2015 - 3:47pm

SCALE	
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VERT:	1" = 40'
FIELD BOOK:	NONE
WORK ORDER:	D2013-012
PROJECT No:	R070KFT

SHEET No
10
L-2043

BID # 603579-15



TRAFFIC NOTES

- 1 INSTALL TRAFFIC LOOPS, 3" CONDUIT, AND PULL BOXES PER NEW LOOP DETECTOR SYSTEM DETAIL
- 2 INSTALL TYPE 2 CENTERLINE w/ RPMS PER USD 244 & 247
- 3 INSTALL CROSSWALK / STOP LINE w/TYPE 2 FILM (PER USD 254) CENTER w/ SIDEWALK RAMP
- 4 INSTALL TYPE 4 LANE LINE w/RPMS PER USD 244.1 & 247
- 5 INSTALL RIGHT TURN LANE w/RPMS PER USD 246 AND DETAIL ON SHEET 14
- 6 INSTALL ADDED LEFT TURN LANE w/RPMS PER USD 246 AND DETAIL ON SHEET 14

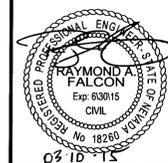
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- 7 INSTALL MEDIAN TRANSITION PER DETAIL ON SHEET 14
- 8 INSTALL K-71 POST ON MEDIAN NOSE PER STD DWG 248
- 9 INSTALL RPMS ALONG MEDIAN ISLAND PER DETAIL ON SHEET 14
- 11 INSTALL RPMS ON MEDIAN NOSE PER STD DWG 248
- 16 INSTALL POLE MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") w/ U BRACKET
- 17 REMOVE EXISTING SIGN PANEL AND POST

REV No	DATE	DESCRIPTION	APPROVED



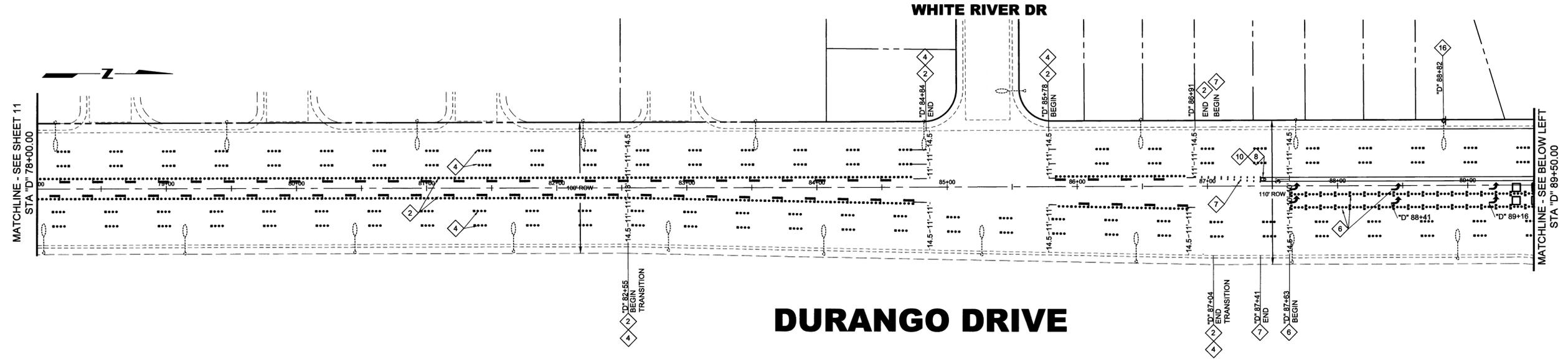
DURANGO DRIVE
 TROPICANA AVE TO DESERT INN RD
 STRIPING PLAN - STA "D" 55+00.00 TO STA "D" 78+00.00
 CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



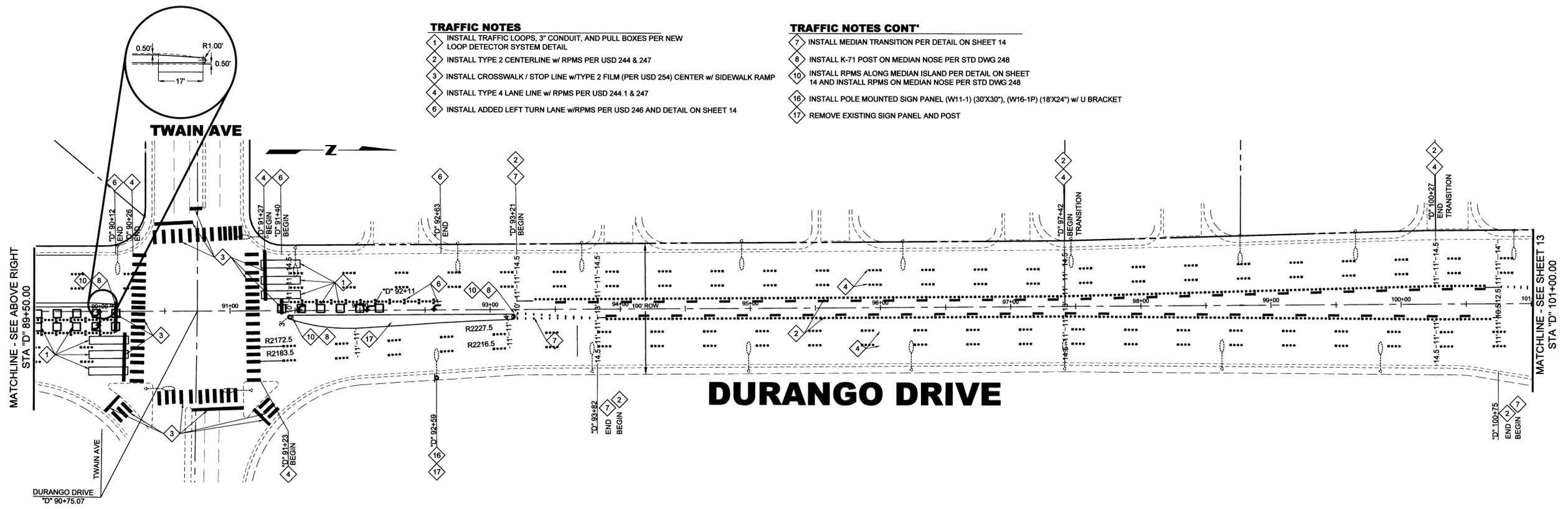
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FIELD BOOK	NONE
WORK ORDER	D2013-012
PROJECT No.	R070KFT

SHEET No
11
 L-2043



DURANGO DRIVE



DURANGO DRIVE

TRAFFIC NOTES

- 1 INSTALL TRAFFIC LOOPS, 3" CONDUIT, AND PULL BOXES PER NEW LOOP DETECTOR SYSTEM DETAIL
- 2 INSTALL TYPE 2 CENTERLINE w/ RPMS PER USD 244 & 247
- 3 INSTALL CROSSWALK / STOP LINE w/TYPE 2 FILM (PER USD 254) CENTER w/ SIDEWALK RAMP
- 4 INSTALL TYPE 4 LANE LINE w/ RPMS PER USD 244.1 & 247
- 6 INSTALL ADDED LEFT TURN LANE w/RPMS PER USD 246 AND DETAIL ON SHEET 14

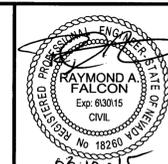
TRAFFIC NOTES CONT'

- 7 INSTALL MEDIAN TRANSITION PER DETAIL ON SHEET 14
- 8 INSTALL K-71 POST ON MEDIAN NOSE PER STD DWG 248
- 10 INSTALL RPMS ALONG MEDIAN ISLAND PER DETAIL ON SHEET 14 AND INSTALL RPMS ON MEDIAN NOSE PER STD DWG 248
- 16 INSTALL POLE MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") w/ U BRACKET
- 17 REMOVE EXISTING SIGN PANEL AND POST

REV No	DATE	DESCRIPTION	APPROVED



DURANGO DRIVE
 TROPICANA AVE TO DESERT INN RD
 STRIPING PLAN - STA "D" 78+00.00 TO STA "D" 101+00.00
 CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

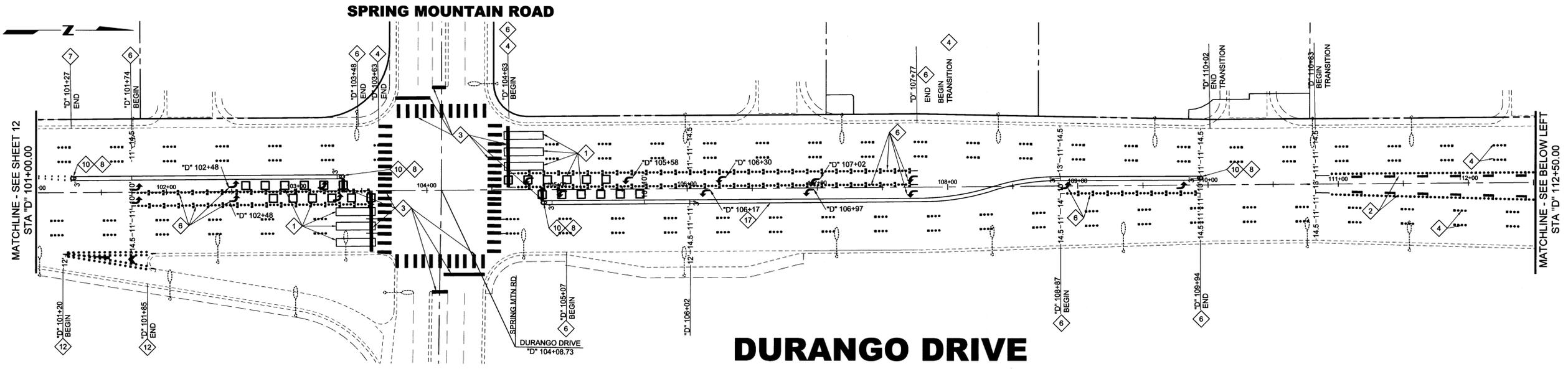


DESIGNED BY: CM, RR
 DRAWN BY: CM, S.JR, RR
 CHECKED BY: RAF
 DATE: Mar 09, 2015 - 3:48pm

SCALE
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 VERT: 1" = 40'
 FIELD BOOK NONE
 WORK ORDER D2013-012
 PROJECT No. R070KFT

SHEET No
12
 L-2043

BID # 603579-15



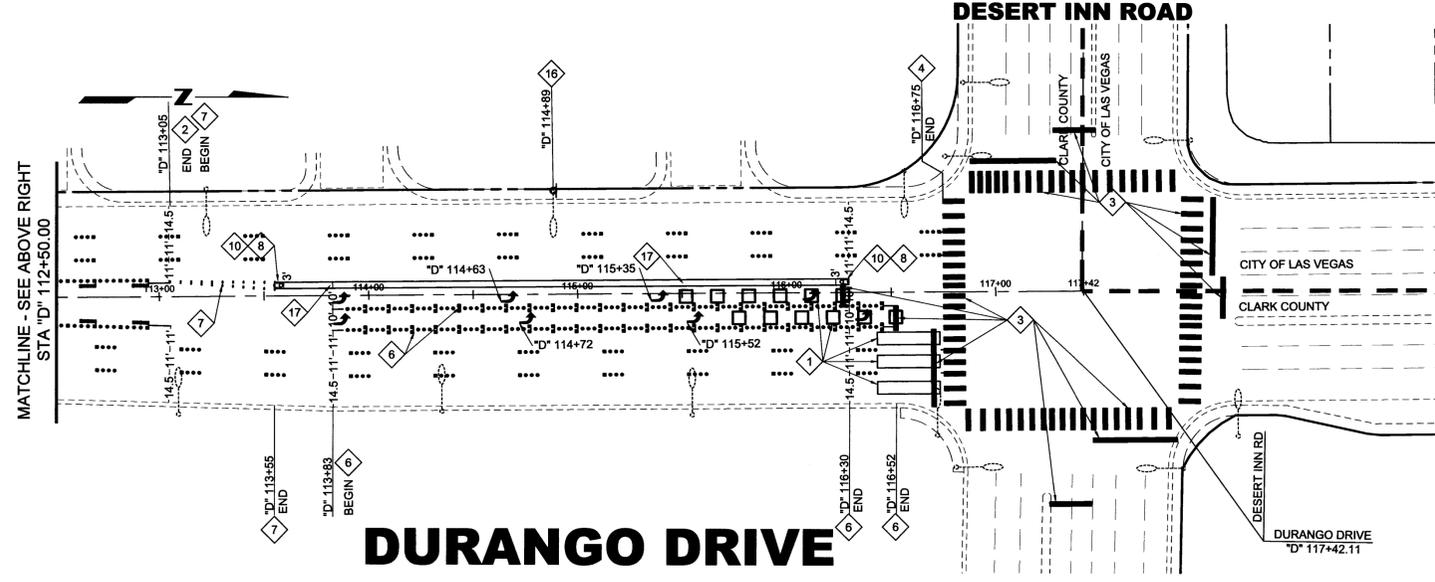
DURANGO DRIVE

TRAFFIC NOTES

- 1 INSTALL TRAFFIC LOOPS, 3" CONDUIT, AND PULL BOXES PER NEW LOOP DETECTOR SYSTEM DETAIL
- 2 INSTALL TYPE 2 CENTERLINE w/ RPMS PER USD 244 & 247
- 3 INSTALL CROSSWALK / STOP LINE w/TYPE 2 FILM (PER USD 254) CENTER w/ SIDEWALK RAMP
- 4 INSTALL TYPE 4 LANE LINE w/ RPMS PER USD 244.1 & 247
- 6 INSTALL ADDED LEFT TURN LANE w/RPMS PER USD 246 AND DETAIL ON SHEET 14
- 7 INSTALL MEDIAN TRANSITION w/RPMS PER DETAIL ON SHEET 14

TRAFFIC NOTES CONT'

- 8 INSTALL K-71 POST ON MEDIAN NOSE PER STD DWG 248
- 10 INSTALL RPMS ALONG MEDIAN ISLAND PER DETAIL ON SHEET 14 AND INSTALL RPMS ON MEDIAN NOSE PER STD DWG 248
- 12 INSTALL PAVEMENT MARKING TRANSITION w/RPMS PER USD 245 (3 OF 3)
- 16 INSTALL POLE MOUNTED SIGN PANEL (W11-1) (30'X30"), (W16-1P) (18'X24") w/ U BRACKET
- 17 REMOVE EXISTING SIGN PANEL AND POST



DURANGO DRIVE

REV No	DATE	DESCRIPTION	APPROVED

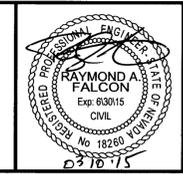


DURANGO DRIVE

TROPICANA AVE TO DESERT INN RD

STRIPING PLAN - STA "D" 101+00.00 TO STA "D" 117+42±

CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS

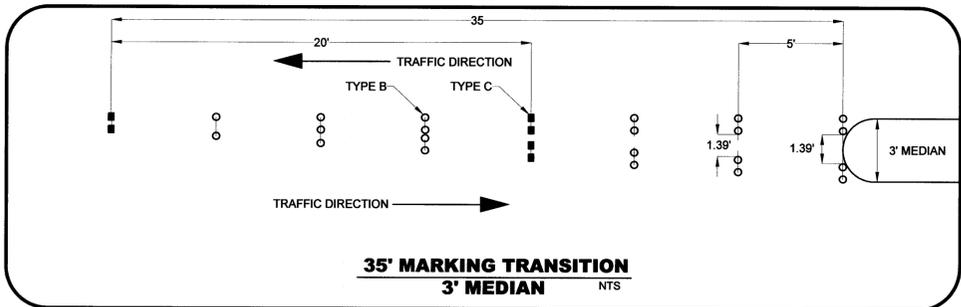
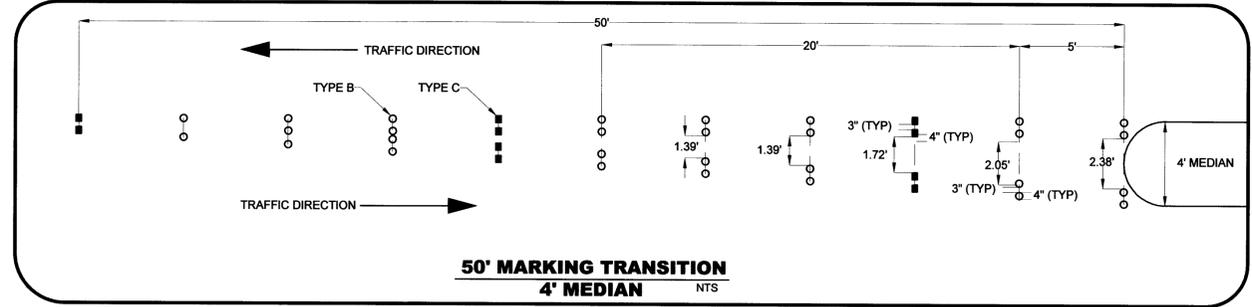
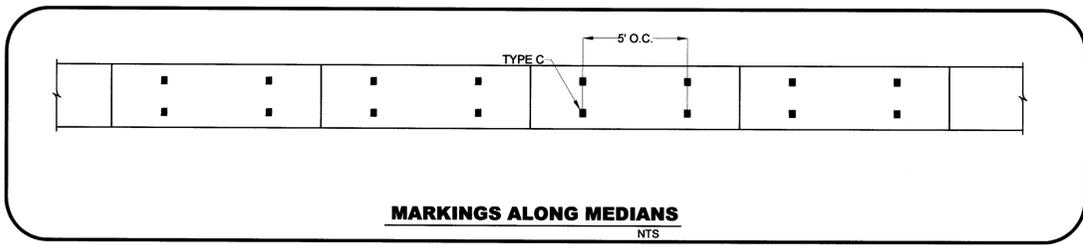
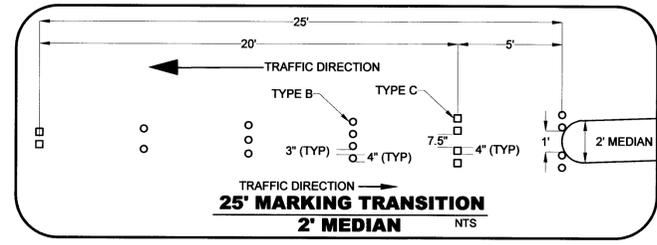
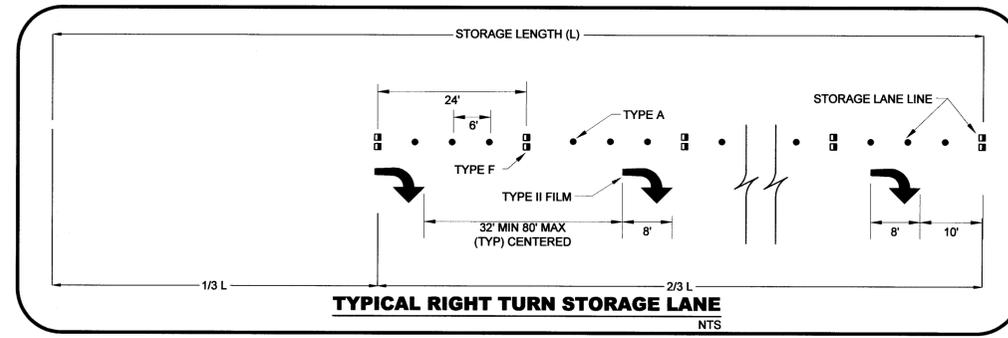
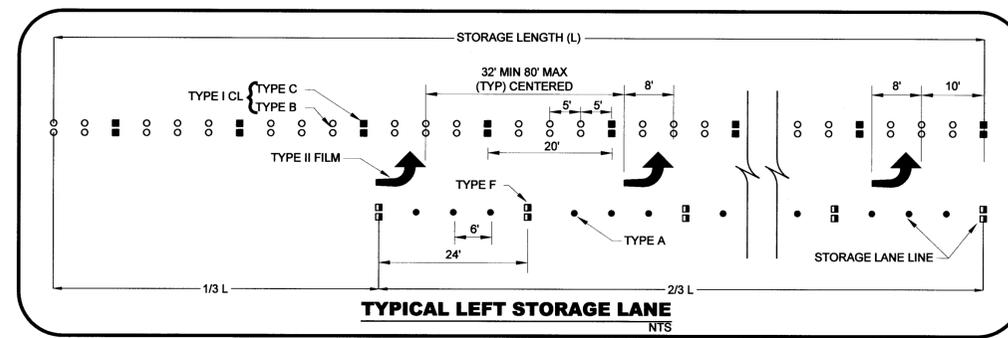
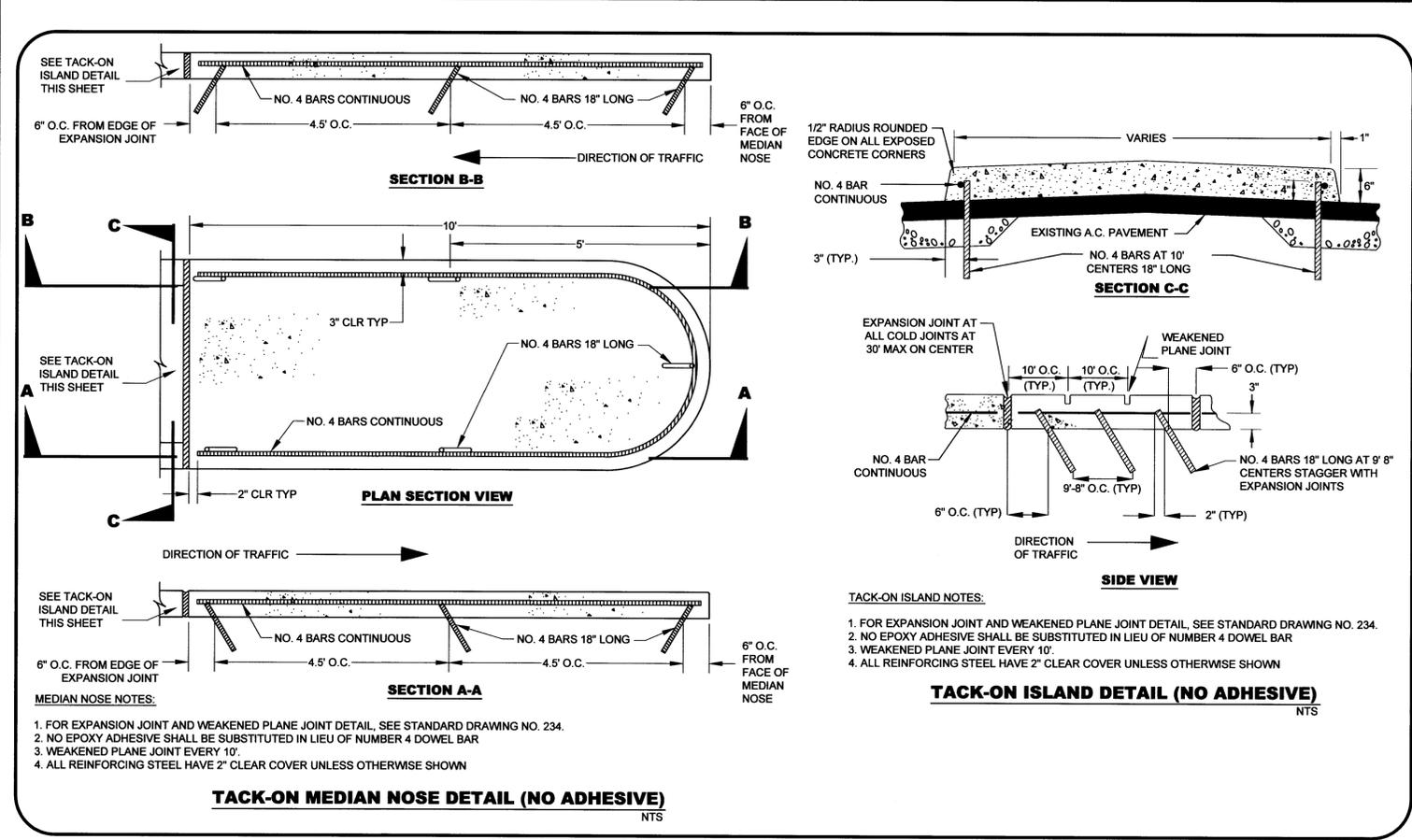


DESIGNED BY:	CM. RR
DRAWN BY:	CM. S.JR. RR
CHECKED BY:	RAF
DATE:	Mar 09, 2015 - 3:48pm

SCALE	
HORIZ:	1" = 40'
VERT:	1" = 40'
FIELD BOOK	NONE
WORK ORDER	D2013-012
PROJECT No.	R070KFT

SHEET No	13
L-2043	

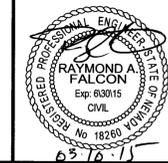
BID # 603579-15



REV No	DATE	DESCRIPTION	APPROVED



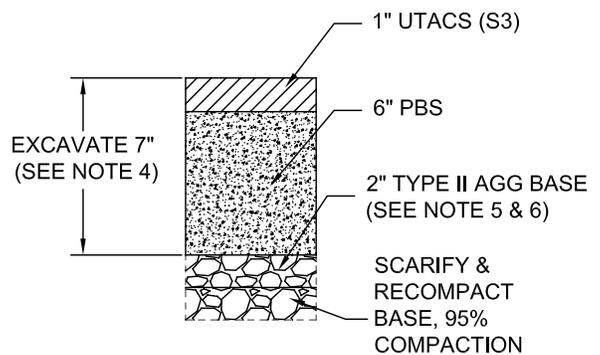
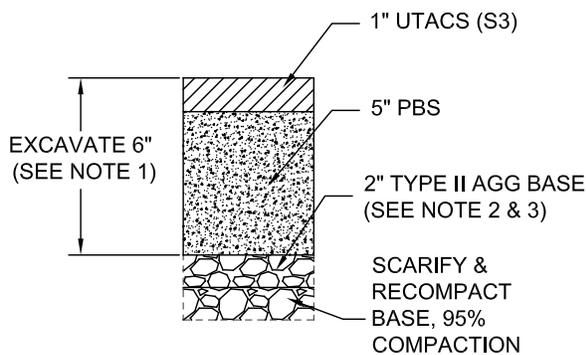
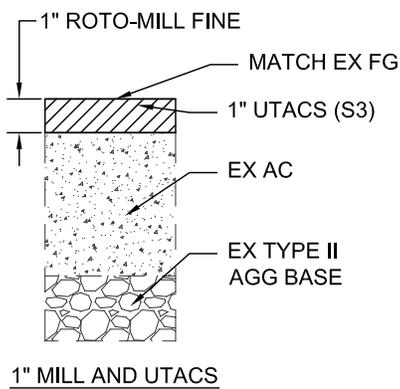
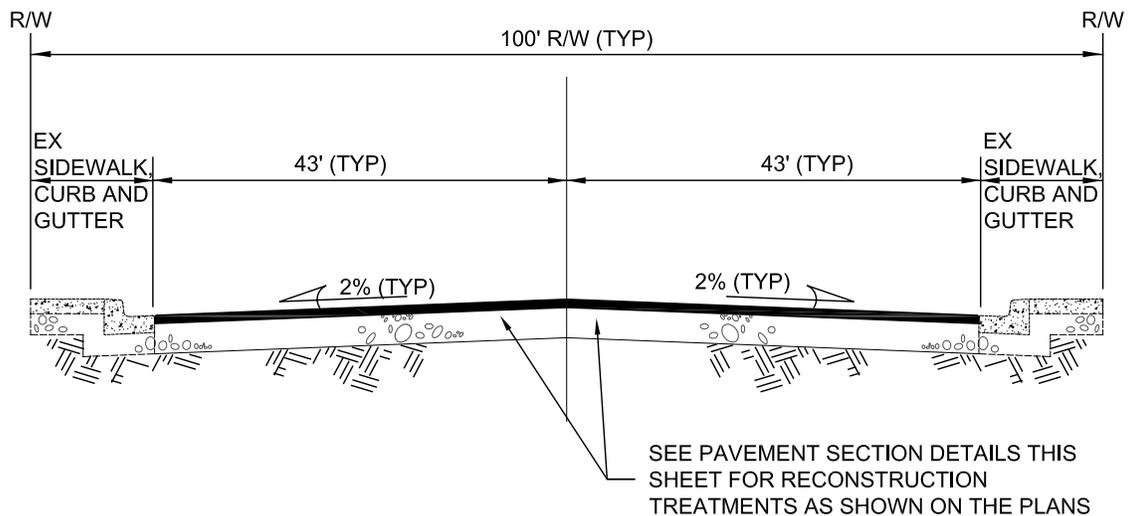
DURANGO DRIVE
 TROPICANA AVE TO DESERT INN RD
 STRIPING AND MEDIAN DETAILS
 CLARK COUNTY, NEVADA, DEPARTMENT OF PUBLIC WORKS



DESIGNED BY: CM. RR
 DRAWN BY: CM. S.J.R. RR
 CHECKED BY: RAF
 DATE: Mar 10, 2015 - 4:47pm

SCALE	
HORIZ:	NTS
VERT:	NTS
FIELD BOOK:	NONE
WORK ORDER:	D2013-012
PROJECT No:	R070KFT

SHEET No	
14	
L-2043	



REMOVE AND REPLACE

NOTES:

1. EXCAVATE ONLY 6-INCHES. ALL AREAS THAT NEED ADDITIONAL REMOVAL SHALL REQUIRE FIELD APPROVAL FROM CCPW DESIGN ENGINEER OF RECORD BEFORE ADDITIONAL EXCAVATION OPERATIONS ARE PERFORMED.
2. AFTER APPROVAL FROM CCPW DESIGN ENGINEER, IN AREAS WHERE EXISTING PBS IS GREATER THAN 6", REMOVE MATERIAL TO AN 8" DEPTH, FILL 2" WITH TYPE II AGG.
3. EXACT LOCATIONS WHERE EXCAVATION EXCEEDS 6-INCHES SHALL BE DOCUMENTED AND QUANTIFIED.
4. EXCAVATE ONLY 7-INCHES. ALL AREAS THAT NEED ADDITIONAL REMOVAL SHALL REQUIRE FIELD APPROVAL FROM CCPW DESIGN ENGINEER OF RECORD BEFORE ADDITIONAL EXCAVATION OPERATIONS ARE PERFORMED.
5. AFTER APPROVAL FROM CCPW DESIGN ENGINEER, IN AREAS WHERE EXISTING PBS IS GREATER THAN 7", REMOVE MATERIAL TO AN 9" DEPTH, FILL 2" WITH TYPE II AGG.
6. EXACT LOCATIONS WHERE EXCAVATION EXCEEDS 7-INCHES SHALL BE DOCUMENTED AND QUANTIFIED.

**DURANGO DRIVE
TYPICAL SECTION AND PAVEMENT DETAILS**

NTS