



Department of Public Works

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Denis Cederburg, P.E.
Director of Public Works and County Engineer

ABOUT PUBLIC WORKS

Public Works is one of the largest departments within Clark County government. Under the general direction of the Board of County Commissioners and the County Manager, the department is responsible for administering specific portions of the following ordinances:

- Title 5 - Franchises (Right-of-Way Management)
- Title 14 -Traffic
- Title 16 -Roads and Highways (Permitted Roadway Uses)
- Title 30 -Unified Development Code

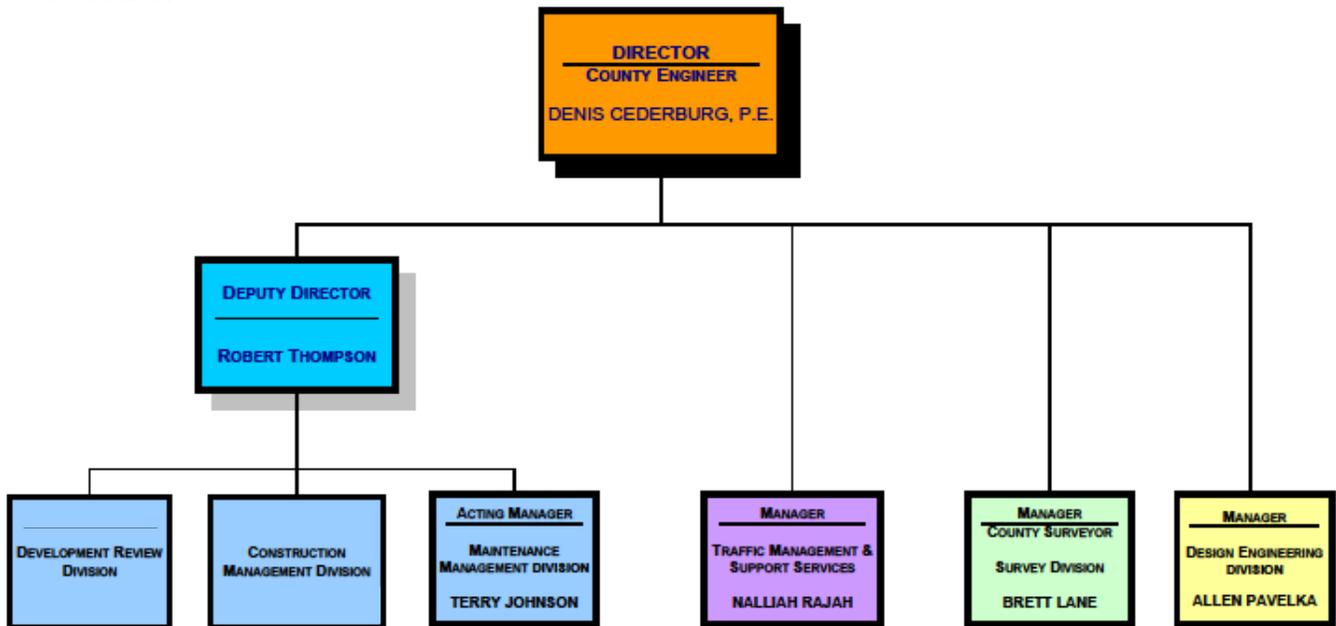
The Department of Public Works delivers a wide range of services to the community including the design, construction, inspection and maintenance of essential public infrastructure such as roadways, bridges, traffic control devices, flood control facilities and trails, for the safety of the public and for the proper stewardship of the revenues expended on infrastructure construction and maintenance.

Contact us:

2nd Floor, Clark County Government Center
500 S Grand Central Pky
Email: InTheWorks@ClarkCountyNV.gov

Divisions

The Public Works Department is comprised of the Director's Office and six individual divisions including:



ABOUT PUBLIC WORKS

The primary functions of our department involve the design, construction, inspection and maintenance of essential public infrastructure consisting of:

- Local, collector, and arterial **roadways**, the Clark County 215 Bruce Woodbury Beltway and **curbs, sidewalks and medians** in public rights-of-way including the "Welcome to Fabulous Las Vegas" Sign median & parking lot.
- Structures such as retaining walls, bridges, shared-use and **pedestrian bridges** including those located on Las Vegas Boulevard from Flamingo Road to Spring Mountain Road.
- Flood control facilities including multi-purpose regional **detention basins** and **wash channels** with recreational parks and **trails**, as well as **storm drain** systems to mitigate local area drainage issues.
- Traffic and safety signage, pavement markings such as **crosswalks** and lane striping, **school flashing beacons, street lighting** and **traffic signal** operations.
- Technical review, permitting and inspections of **developer off-site improvement plans** to ensure infrastructure is built to County Code and standards are met.
- General **permits and inspections** for encroachments on County right-of-way.
- **Vector control** to abate bees, weeds and other pests as well as provide pest control for County building and in County right-of-way.
- **Newsrack permitting** per County Code Chapter 16.08, regulation of newsracks within the H-1 zoning district. Permits are issued annually through a lottery process.
- **One-Call** location services as part of the national Call Before You Dig program to identify storm drain lines.
- **Special event** permits as required to conduct an event that may affect the normal flow of vehicular and/or pedestrian traffic on public right-of-ways.

For more information on our services please visit our website:

www.ClarkCountyNV.gov/PubWorks

Accreditation

Clark County Public Works is accredited by the American Public Works Association for our compliance with recommended public works management practices. The American Public Works Association created the accreditation process to assist public works agencies to improve their operations and management, provide education and training of public works professionals, and to provide a valid and objective evaluation of agency programs. Clark County Public Works was the first such agency in the State of Nevada to be given this honor and remains one of only two in the state.

FUNDING SOURCES

Master Transportation Plan

The Master Transportation Plan is the mechanism that ties together all road-related strategies developed by governmental entities in southern Nevada. Furthermore, the Plan provides the resources necessary to construct a series of critically needed roadway improvements discussed in the following:

- Clark County 215 Bruce Woodbury Beltway:** The construction of the beltway is the largest, and perhaps the most visible, transportation improvement project ever undertaken by Clark County. The Board of County Commissioners adopted a unique accelerated construction approach that allowed the initial facility to be completed in December 2003. As funding is available, the 215 Beltway is built-out segment-by-segment to a full-freeway facility. In 2010, completion of the **215 Beltway widening from Charleston Blvd to Summerlin Pkwy created a 33-mile stretch of nonstop freeway** from U.S. 93/95 in Henderson to Lone Mountain Rd in the northwest part of the valley. To date, **\$2.1 Billion** has been invested in the 215 Beltway.

In November 1990, voters approved an advisory ballot question that was subsequently enacted by the 1991 Nevada State Legislature as Senate Bill 112. This bill authorized the County to implement a "fair share" tax program to support roadway improvements and mass transit throughout the Las Vegas Valley. Clark County Public Works receives project funds from the following four revenue sources:

Plan Element	Revenue Sources	Nevada Revised Statute (NRS)
Resort Corridor	One percent Room Tax	244.3351
Beltway	One percent Motor Vehicle Privilege Tax	371.045
Beltway	Development Tax	278.710
Arterial Streets	Nine cent Motor Vehicle Fuel Tax (administered by RTC)	373.030

A November 2002 voter-approved advisory question, and approval in May 2003 by the Nevada State Legislature, provided the state and county governments with the authority to raise an additional \$2.7 billion over the next 25 years by doubling the development tax over 20 years and increasing sales tax by one quarter of one percent. This additional funding will be used to help fund beltway widening (which is already carrying more than its design capacity in some stretches) along its entire length, with the capability for future expansion to ten lanes.

The principal revenue source for the beltway project is one percent supplemental Motor Vehicle Privilege Tax, and a new development tax currently at \$700 per residential unit and 75 cents per square foot of commercial construction.

- Resort Corridor Improvements:** The easing of traffic congestion in resort areas, particularly the Resort Corridor (that portion of Las Vegas Boulevard known as the Strip from Sahara Avenue to Russell Road), is critical to the continued economic health and stability of Clark County's tourism industry. The collection of one percent room tax is allocated to Resort Corridor projects. To date, more than **\$400 million** of the available resources have been applied to actual construction, with the balance dedicated to debt service costs and reserves. The **completion of projects on Desert Inn Road, Harmon Avenue, Paradise Road, Sunset Road, and Valley View Boulevard** are considered the highest priority projects for available funding.

FUNDING SOURCES

Other Road Construction and Maintenance Funding

The following is a list of other funding sources available for Clark County road construction and maintenance activities:

- Road Maintenance Fund:** Although the emphasis on new roadway construction may appear to overshadow other arterial improvement efforts, the County is equally committed to maintaining and repairing existing streets, particularly those in older neighborhoods. Consequently, aggressive pavement rehabilitation, gravel road paving and street sweeping programs have been underway in both rural and urban areas of the County. In accordance with Nevada Revised Statute (NRS) Chapter 365, Sections 180, 190, and 192, Clark County receives a **share of 6.35 cents per gallon of gas** sold in Nevada. This amounts to approximately **\$24 million** per year. According to the governing law, all of this money must be spent on road maintenance. Currently, Clark County does not receive any share of the Special Fuels tax. Special fuels include diesel, propane and methane.

FY2009 Gas Tax Revenue			
Clark County		NDOT	
\$23.6M	Portion of 6.35¢ share per gallon	\$89.9M	17.65¢ per gallon
\$0	Special Fuels	\$79.6M	Special Fuels
2500*	Lane miles maintained countywide	5601*	Lane miles maintained statewide
\$9,436*	Per lane mile**	\$49,898*	Per lane mile**

* Estimated amounts.

** Lane miles are calculated by centerline mile and do not account for road widths

- Special Improvement Districts (SIDs):** Through the Consolidated Local Improvement Law (Chapter 271 of the Nevada Revised Statutes) counties, cities and towns are allowed to form SIDs for the purpose of acquiring, improving, equipping, operating, and maintaining specific projects within their jurisdictions. These Districts were established as a tool to finance local public improvements at a lower rate of interest than conventional loans. Projects include improvements to streets, curbs and gutters, sidewalks, streetlights, and driveways. Property owners within a defined district are assessed for their benefited share of the improvements. The Special Assessment Capital Construction Fund accounts for various municipal bond proceeds used for the construction of improvements within the established County Special Improvement Districts. **Recent projects constructed with SID funding include Durango Drive/ 215 Beltway to Hacienda and Cleveland Avenue/Walnut to Gateway.**
- American Recovery and Reinvestment Act (ARRA):** Unincorporated Clark County was allocated approximately \$16.3 million of Nevada's \$201 million in ARRA funding for transportation infrastructure projects. The department of Public Works launched six "ready-to-go" construction packages to repair community bus stop concrete pads, replace non-conforming intersection sidewalks into **ADA-compliant wheelchair ramps, and rehabilitate the pavement of arterial roadways** countywide. 100 percent of the transportation spending by the Department of Public Works will go towards rebuilding Clark County's infrastructure. To date, more **than 20 local businesses** have received contracts employing more than **600 workers with ARRA funded projects.**
- Senate Bill 5 (SB5):** SB5 was passed during the Nevada Legislature's 2010 Special Session to lift the sunset on a temporary sales tax increase that was passed by voters in 2002 – the Clark County Advisory Question No. 10: Fair Share Transportation Funding Program. These funds will be used to rehabilitate pavement on a number of urban and rural roadways. Projects are anticipated to begin mid-2011.

2010 ACCOMPLISHMENTS

Construction Completed

- 28 total projects valued at \$66.2 Million construction dollars (includes ARRA)
- 2 ARRA projects valued at \$3.5 Million construction dollars
- Managed 9 ongoing maintenance contracts for pedestrian bridges, flood control facilities, beltway landscaping, and various median landscaping

Bid Openings

- 39 projects valued at \$122.3 Million construction dollars (includes ARRA)
- 4 ARRA projects valued at \$12.7 Million construction dollars

Traffic Management & Operations

- 8 new traffic signal systems activated
- Flashing beacons activated for 4 schools
- 51 warrant studies & analysis completed

215 Beltway Progress

- Completed western 215 Beltway, Charleston Blvd to Summerlin Pkwy
- Completed western Beltway Landscape Improvements at Flamingo Rd

Resort Corridor Improvements

- Began construction on Paradise Rd/ Harmon- DI (Widening Phase IIIA, Sands to Desert Inn)
- Construction of Sunset Rd Bridge, Valley View to LVB as part of NDOT's I-15 Design-Build
- Completed construction of Hotel Rio Drive Bridge Repair

2011 FORECAST

Anticipated Construction Completion

- 48 total projects value of \$86.9 Million construction dollars (includes SNPLMA)
- 5 SNPLMA projects value of \$23.9 Million construction dollars
- 11 Maintenance projects value of \$9.5 Million construction dollars
- Manage 9 ongoing maintenance contracts

Anticipated Bid Openings

- 52 projects value of \$126.8 Million construction dollars
- 11 Maintenance projects value of \$9.5 Million construction dollars

Traffic Management and Operations

- 5 new traffic signals to be activated
- Flashing beacons activated at 1 location
- 20 currently scheduled through March 2011

215 Beltway Progress

- Continue construction on northern 215 Beltway - Decatur to N 5th (Phase II, N 5th Interchange)
- Begin northern 215 Bruce Woodbury Beltway, Tenaya to Decatur
- Begin 215 Beltway Landscape Improvements at Eastern Ave
- Begin 215 Beltway Airport Connector
- Begin Northern Beltway Frontage Road, Aliante to North 5th

Resort Corridor Improvements

- Continue construction on Paradise Rd/ Harmon- DI (Widening Phase IIIA)
- Begin construction of Hacienda Bridge Repair
- Begin construction of Sunset Road at UPRR

Southern Nevada Public Lands Management Act (SNPLMA)

- Continue construction on Flamingo Arroyo Trail, Boulder Hwy to Desert Inn Rd
- Continue construction on Searchlight Trails, Phase 1
- Continue construction on Tropicana/ Flamingo Wash Trails Phase II
- Begin construction on Laughlin Regional Heritage Greenway Trail
- Begin construction on Wetlands Park Pabco and Wells Trailheads
- Begin construction on the Tropicana/ Decatur Park

MAINTENANCE SERVICES

Traffic Maintenance & Operations

Warranted traffic signals installed in accordance with Nevada Revised Statute 484.781 can provide the following benefits:

- promote the orderly flow of travel along major routes
- allow cross traffic to move with minimum delay and maximum safety
- reduce the frequency of certain types of accidents, such as right-angle collisions, and reduce vehicle emissions

Traffic signals can also have negative effects and legally cannot be installed unless one or more of the eight signal warrants are met. An investigation of the need for traffic signal control must include, where applicable, an analysis of the factors contained in the eight warrants. However, the satisfaction of a warrant or warrants is not, in itself, justification for a signal. Intersection layout, turning movements, peak hour delays, vehicle types and volumes, pedestrian flow, vehicular speeds and accident history are all factors to be considered. When traffic signals are installed without sufficient justification, the results may include: increased traffic accidents, such as rear-end collisions; excessive delay and congestion; diversion of traffic to less appropriate routes such as residential streets; intentional disregard of signals and traffic signage; and an increase in vehicular emissions.

Signals may be installed as part of an intersection improvement effort, as a component of a larger road project, or by a private developer whose project is expected to generate traffic impacts in the immediate area. The participation level required of each developer is proportional to the incremental traffic impacts created by the new development. The average cost per signal is approximately \$350,000. Once traffic signal system projects are inspected and found to meet County Code, they are activated and accepted by the County for maintenance of operation by our **Traffic Signals Unit**.

The **Streetlighting Unit** is responsible for the maintenance, upgrade and repair of streetlights and electrical service points throughout Clark County. Streetlight poles are replaced when severely damaged from accidents or when potential safety and liability problems exist due to deterioration. The Traffic Management Division initiated a streetlight modernization program using the Regional Transportation Commission of Southern Nevada (RTC) for replacement of older incandescent and mercury vapor systems with high-pressure sodium luminaires and multiple circuits, as part of RTC roadway projects. This has allowed the upgrade of a substantial number of streetlight systems on major County streets. Another streetlight modernization program is in place that involves improvements constructed by public sector, County forces (retrofits and small projects) and the private sector (contractors). Clark County Public Works Traffic Management also provides streetlight maintenance services on state highways within Clark County through an intergovernmental agreement with Nevada Department of Transportation.

The **Traffic Sign and Pavement Marking units** perform maintenance services on County road traffic control signs and pavement markings. These activities include the installation, repair, maintenance, and removal of traffic signs, street name signs and pavement markings; and the testing and evaluation of new traffic control materials and devices. The most common requests received is for the installation or removal of stop signs. A stop sign assists drivers and pedestrians to determine who has the right-of-way at an intersection. Stop signs are intended to stop traffic, not control speeds. In fact, traffic studies have indicated that accidents actually increase when stop signs are used improperly. A variety of other measures can be used to address local traffic issues such as limited parking near intersections to improve driver visibility and reduce accidents.

MAINTENANCE SERVICES

Roadway & Flood Control Facility Maintenance

Routine maintenance of roadways is essential, efficient and cost-effective to sustain streets in good condition. The following high-quality maintenance programs are aimed at extending pavement life and improving levels of road serviceability. In-house staff is coordinated to maintain more than 2500 lane miles of roadway.

- **Crack sealing** is the application of a liquid asphalt/rubber compound injected into cracks and voids in existing pavement. Pavement life is extended by preventing water and other extreme elements from entering and deteriorating pavement surfaces.
- **Pothole Patching** is a process routinely used to repair minor irregularities in pavement surfaces. These irregularities can cause hazardous conditions and, in most instances, require immediate attention.
- **Gravel Roadways** are maintained on more than 500 miles of native soil and gravel roadways in Clark County. The majority of these roadways is located in the rural areas of the county and primarily provides residential access. Gravel roadway grading usually occurs when the surface is eroded to the point where a hazardous or unsafe condition may eventually result.
- **Street Sweeping** is a vital public service that not only improves the appearance of neighborhoods, but also helps prevent air pollution removing street dust that can be circulated by traffic. In the street sweeping process, storm drain inlets are also cleaned. Sweepers cycle through each respective central valley route in a seven to ten day period. Outlying area routes are covered approximately every 30 days. Each sweeper picks up six to eight cubic yards of debris on a regular daily route. That amounts to capturing approximately 20,000 cubic yards of debris a year. As the seasons change from fall to winter, the average volume generally increases four-fold due to foliage droppings into curbs and gutters.
- **Snow and Ice Maintenance** is necessary in the upper elevations of Clark County in areas such as Mt. Charleston, Kyle Canyon, Columbia Pass, Mountain Springs, and Cold Creek. Snow removal is accomplished using typical road maintenance equipment and two truck plows. In addition, we utilize two rotary snow blowers when snow depth exceeds our capacity to plow, which allows us to provide service with considerably greater efficiency.

In addition to the efforts of in-house staff, Public Works contracts with outside firms for both routine and specialized pavement maintenance activities. These projects maximize the value of the County's roadway assets by: extending useful life, remediating badly deteriorated roadway sections and by bringing County roadways into compliance with the Americans with Disabilities Act (ADA). Over the past seven years, more than \$60 million in local gas tax monies have been directed toward this effort.

- **Slurry seals** are mixtures of fine-graded sand and aggregates with quick setting asphalt emulsions. These are typically used on pavements that are 5 to 15 years old to extend the life of pavement by sealing out water and shielding the asphalt from oxidation due to ultraviolet rays.
- **Pulverize and pave** projects involve grinding up the existing asphalt on older, more deteriorated streets and recycling it as a high-quality base for a new layer of asphalt paving.
- **ADA compliance** provides wheelchair ramps at intersections or the replacement of non-conforming intersection wheelchair ramps which do not meet applicable standards.
- **Flood Control Maintenance** crew's activities are supplemented each year by an annual maintenance contract. The contractor provides equipment and personnel to complete a myriad of activities associated with the Flood Control infrastructure. This includes but is not

limited to, inspections, channel debris removal, concrete repair, fence repair and replacement, box culvert cleaning, and detention basin maintenance.

FAST FACTS

1. **Las Vegas Strip:** The State of Nevada relinquished ownership of Las Vegas Boulevard South (from Russell Road to Sahara Avenue) to Clark County in 2003. CCPW maintains the pedestrian bridges on LV Blvd from Flamingo to Spring Mtn. NDOT maintains the pedestrian bridges at Tropicana.
2. **Welcome to Fabulous Las Vegas Sign:** The sign is leased to Clark County by YESCO and is installed on a median maintained by CCPW. In 2008, CCPW constructed a small parking lot in the median that now allows the millions of visitors' safe access to the sign. In 2009, the sign was listed with the National Register of Historic Places.
3. **Clark County 215 Beltway:** At more than \$2 billion, the 53-mile full-freeway beltway facility "clocks-in" as the most expensive road project in southern Nevada history and the largest scope since U.S. 95 was expanded from a surface highway into a limited access freeway.
4. **Clark County 215 Beltway:** After completing the full 53-miles of the initial 215 Beltway facility in 2004, the Las Vegas Beltway was renamed as the Bruce Woodbury Beltway, honoring Commissioner Woodbury's dedicated leadership on the Master Transportation Plan, the acceleration of the Beltway, and advancement of mobility solutions in Clark County.
5. **Traffic Signals:** CCPW maintains the traffic signal systems at more than 500 intersections throughout unincorporated Clark County. This is approx. 40% of the signalized intersections in southern Nevada and over 100 more than all of traffic signals in northern Nevada's Truckee Meadows region.
6. **Traffic Signals:** County traffic signals feature energy-efficient LED technology, with signal timing and cycles networked by RTC's Freeway and Arterial System of Transportation.
7. **Road Maintenance Requests:** CCPW responded to 93% of the more than 3000 maintenance requests received last year within 24 hours.
8. **Vehicle Miles Traveled on County roads:** According to an NDOT study, in 2008 there were approximately 21 billion vehicle miles of travel (VMT) on Nevada's improved roads. 65% of the state's total vehicle miles of travel is on Clark County roads.
9. **Miles of Road maintained:** There are approximately 26,275 miles of improved roads in the state of Nevada. Clark County Public Works maintains more than 2,500 miles of improved roads or close to 10% of the state's total and nearly half of what is maintained by NDOT.

10. **Flood Control Facilities:** Clark County maintains the regional flood control facilities within our jurisdiction – over 40% of the entire region’s total. In 2009/2010, we were reimbursed apprx. \$3 million by the Regional Flood Control Districts Maintenance Works Plan.

FREQUENTLY ASKED QUESTIONS

1. What are the future plans for specific roadways in Clark County?

The Transportation Element of the Clark County Comprehensive Plan is intended to provide information to the public on future transportation needs in the context of projected growth and development. It highlights not only the transportation facilities and elements already defined within Clark County Code, but also addresses the needs of development as approved by Clark County.

Clark County Unified Development Code, Title 30 (Chapter 30.52.030) provides for the dedication of a 100-foot right-of-way on each section line, an 80-foot right-of-way on each one-quarter section line, and a 120-foot right-of-way on township and range lines. This “grid system” of roadways serves as the historic plan for the Las Vegas Valley road network.

2. Why aren’t there bike lanes on every street?

The Regional Transportation Commission of Southern Nevada (RTC) is committed to making cycling a greater part of improving mobility in Southern Nevada and that commitment is represented in the RTC’s Alternative Transportation Mode Master Plan including a master plan of pedestrian and bicycle facilities. The RTC’s plan seeks to extend alternative modes of travel by linking bicycle facilities to the farthest reaching points of transit service. More information is available on the RTC website at www.rtcnv.com.

3. Why are there so many roads under construction at one time?

Driven by the tremendous growth experienced in this area during the last two decades, an ambitious road construction effort is underway in the Las Vegas Valley. Clark County’s population and tourism growth since the 1980s has far outpaced measures taken to increase roadway system capacity. The current population in Clark County is more than 2 million residents in addition to millions of tourists. To ensure that our transportation network provides for the safe and efficient movement of people, goods and services, a number of road improvement projects have been “jump-started” or “fast-tracked” before gridlock and deteriorating air standards adversely affect our economic base and quality of life. In addition to road improvements being completed by local agencies and the Nevada Department of Transportation, developers and utility companies also work on the roads and public right-of-ways to meet the needs of an ever-growing community.

4. Why didn’t this work start sooner, before the area became so crowded?

While years of explosive growth created a need to improve transportation services, sufficient revenues were initially not available to accommodate required improvements. In 1990 and again in 2002, increased traffic congestion and air pollution prompted Clark County voters to approve a tax program (known as Question 10) that would generate revenues to pay for local roadway and public transportation improvements. Subsequently, the state legislature passed these measures into state law and the County Commission adopted ordinances to enact the new taxes.

5. Why are roads torn up almost immediately after work on them is finished?

In accordance with the County's No-Cut Ordinance, a newly constructed street cannot be torn up again for a period of five years unless an emergency exists. Nonetheless, during construction of a project, a street may be temporarily patched after underground work has been completed. Patches cover any opening that may have been made on the surface of the street, and allow cars to continue using the roadway. After all underground facilities are installed or repaired, temporary patches are removed, and the permanent paving is finally poured. As a result, it may appear that a street is being "ripped-up" more than once.

FREQUENTLY ASKED QUESTIONS

6. What are the factors in determining whether work is done at night?

Construction may be conducted at night in areas where daytime traffic volumes are high in an effort to minimize disruptions to the motoring public and surrounding businesses. Nevertheless, working at night can be disruptive to residential neighborhoods, makes obtaining specific types of materials difficult, and is more hazardous to work crews. In light of these circumstances, the decision to work at night must be carefully considered. As an alternative, work may be conducted during early morning hours, which is another "off-peak" travel time.

7. Why not do one project, finish it, and go on to another?

The need to upgrade local roadways is so great that working on a project-by-project basis would make it impossible to catch up with current traffic demands or get ahead of future growth. Clark County is committed to completing a supporting network of roadways in conjunction with the opening of major freeway, resort corridor and beltway projects.

8. Why don't the various entities coordinate their efforts?

To the greatest extent possible, public and private sector organizations work together when planning and constructing road projects. However, coordination does not always mean that all work-related conflicts can be identified or avoided prior to the start of a project. A variety of mechanisms (i.e., utility and project coordination meetings, partnering agreements, etc.) serve to minimize construction-related conflicts.

9. Why do we see road equipment or lanes blocked off when no one is working?

Typically, roadwork is conducted between the hours of 7 a.m. and 3 p.m. Sometimes, however, work may be taking place at night or may be underway in a location further down the road. Unforeseen problems such as underground leaks, utility conflicts, and bad weather can contribute to work delays.

10. If a mega-resort can be built in a little over a year, why can't new road improvements be made as quickly?

Private enterprises are not obligated to continue serving customers while under construction. Public entities, however, are committed to keeping existing roadways operable with traffic moving while repair or construction is underway. For example, it's not unusual for the county to accommodate 80,000-plus vehicle trips per day while construction activities are underway. This type of working condition impacts the time it takes to complete a project. In addition, many of the restrictions that apply to the use of public funds do not apply to privately controlled dollars. For instance, a developer is not required to award a project to the lowest bidder, may have a more generous construction budget, and has more liberty to include contractor incentives for completing work early.

11. Why don't projects start and finish on time?

For the most part, County road projects start on time. It is not uncommon, however, for completion dates to be extended when necessary work items are added during the course of construction. In addition, procedures are in place to charge contractors for damages for each day the project exceeds the authorized date of completion.

FREQUENTLY ASKED QUESTIONS

12. What is the county doing to minimize disruptions to the traveling public?

A number of techniques are currently in place to expedite project completion and curtail driver delays and inconvenience. These measures include marathon, non-stop work events that consolidate several weeks of work into a period of a few days; construction phasing which limits the boundaries of a work area to one-third widths of the roadway for a period not to exceed 10 calendar days; working during off-peak hours when traffic volumes are generally the lightest; and, whenever possible, keeping as many travel lanes open during construction as were available to drivers prior to the start of a project.

13. Why are there not marked crosswalks at every intersection?

Crosswalks are considered part of the roadway used to channel pedestrian traffic safely across the roadway. Crosswalks can be both marked and unmarked. At marked and unmarked crosswalks, motorists must yield the right-of-way to pedestrians that are in the crosswalk when the pedestrian is upon the same half of the roadway the motorist is on (NRS 484.325). Crosswalks are marked to define the location where pedestrians can legally cross and to delineate the pedestrian path crossing the road. Pedestrian crossing safety relies on the judgment exercised by pedestrians and drivers; therefore, educating pedestrians and drivers is essential in providing for a safe operation. Clark County uses the "bar pattern" as shown above to mark crosswalks in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition.

14. Why can't I park in my cul-de-sac?

Cul-de-sacs come in two versions, the round-end type and the "hammerhead" flat-end type. Parking is normally allowed in round-end type. Parking is always restricted in the hammerhead type for the first 65 feet as shown in red in the drawing. This is to allow for emergency vehicle and service vehicle access to the properties located on the end of the cul-de-sac.

15. Can I paint my curb red or blue to restrict parking?

No, all parking restriction in the unincorporated areas of Clark County must be signed by the County. Curb painting has no restriction in County Code or state law. Curbs painted by fire hydrants indicate the area restricted by state law on parking near a fire hydrant. Curbs found painted will have the painting removed.

16. How do I get NO PARKING signs on my street?

Clark County Traffic Management will review the request and determine if the parking restriction is need for safety reasons. If a safety reason exists, NO PARKING signs will be installed in the area where they are needed.

17. What is the difference between a School Crossing Zone and a School Zone?

A school crossing zone refers to streets which are not adjacent to school property, but are regularly crossed by students while following a designated walking route to and from a particular school. A school zone, however, refers specifically to those streets which are directly adjacent to school property.

FREQUENTLY ASKED QUESTIONS

18. Why are some streets near schools posted with a speed limit of 15 miles per hour while other streets are posted at 25 miles per hour?

The 15 mile per hour speed limit is posted to advise motorists that they are driving through an area designated as a school zone. The 25 mile per hour posting indicates that a driver is approaching or going through a school crossing zone. These signs also note the times when these restricted speeds are in effect.

19. Are restricted speeds in school zones in effect all day long?

State law allows speed limits in school zones to be in place only during those times when children are expected to be present. Therefore, posted times for schools located in unincorporated Clark County generally reflect those hours when students are going to or from school.

Clark County is currently updating both the school zone and school crossing zone signs to reflect this change in the law as normal maintenance of the school speed limit signs occur. It should be noted, however, that not all local jurisdictions have adopted this practice and, consequently, motorists should be particularly attentive to signs posted in and around school zones.

In locations where school beacons are used to control traffic, reduced speeds are only in effect when these devices are flashing yellow. When the beacons are turned off, motorists can proceed at the regularly posted speed limit.

20. Why don't all schools utilize school flashing beacons?

Flashing beacons are commonly installed to bring to the attention of motorists that they are in a school zone or school crossing zone. These devices are typically used on streets with higher traffic volumes and vehicular speeds than neighborhood streets. The beacons essentially provide drivers with an extra "alert" to be cautious while moving through an area where children may be present.

Please email your questions, comments, and concerns to the Public Works department at InTheWorks@ClarkCountyNV.gov .

PUBLIC SERVICE COMMITMENT

In 1991, the Board of County Commission approved a resolution expressing a commitment to the public for the road and other projects contained within the Clark County Master Transportation Plan. Over thirteen years later, the Clark County Department of Public Works staff continues to follow the tenets set forth in the resolution as follows:

1. To the greatest extent possible, perform roadwork with minimum disruption to traffic flow.
2. To the greatest extent possible, coordinate with impacted commercial and residential property owners before and during actual roadwork.
3. To the greatest extent possible, perform roadwork during non-peak hours.
4. To the greatest extent possible, coordinate other public works projects in conjunction with roadwork projects to minimize cost and increase speed of completion.
5. To the greatest extent possible, coordinate with other public works projects to avoid subsequent additional work along newly completed road projects.
6. To the greatest extent possible, maximize funding capability, pursuing federal funds, bonding, joint ventures, and other forms of financing to expedite road project completion.
7. To the greatest extent possible, inform the public in advance of pending roadwork and inform the public of work status, anticipated completion dates, and other important information on road projects throughout the life of the projects.
8. To the greatest extent possible, coordinate planning and plan implementation to address overall transportation needs, including but not limited to surface access improvements and mass transit demand.
9. To act as responsible partners with the local community in providing adequate, well-planned transportation facilities, infrastructure and services.
10. To address quality of life issues in transportation planning, including but not limited to air quality access to public services, convenience and cost of public transportation, managed growth and economic stability.