REQUEST FOR COMMENTS
UNIFORM STANDARD DRAWINGS 222, 222.1, 223, 223.1, 224, 225, 226.S1, 226.S2, 226.3, AND 227.S1

The Operations Subcommittee of the Executive Advisory Committee to the Regional Transportation Commission of Southern Nevada has reviewed proposed revisions to the following Uniform Standard Drawings for Public Works Construction Offsite Improvements, Clark County, Nevada and approved them to undergo an industry review process. The proposed revisions will bring the drawings into conformance with accessibility best practices.

222, “Residential Driveway Geometrics
222.1, “Commercial and Multi-Family Driveway Geometrics”
223, “Residential Driveway”
223.1, “Residential Driveway without Adjacent Sidewalk”
224, “Commercial and Industrial Driveway (Option A)”
225, “Commercial and Industrial Driveway (Option B) or Private Street Access”
226.S1, “Commercial and Industrial Driveway (Option C)”
226.S2, “Light Duty Commercial Driveway (Offices, Churches, Schools, Restaurants, etc.)”
226.S3, “Heavy Duty Commercial Driveway (Service Stations, Industrial, Loading Docks, etc.)”
227.S1, “Depressed Alley Driveway”

Please submit comments on the proposed revisions to ccstandards@rtcsnv.com by Thursday, March 5, 2020. The proposed revisions will be placed on the agenda of the Specifications Subcommittee on Wednesday, March 11, 2020 at 1:30 p.m. in RTC Room 108. You are welcome to attend this meeting and discuss your concerns.

If you have questions, please contact Julia Uravich, RTC Streets and Highways, at (702) 676-1958 or uravichj@rtcsnv.com.
RESIDENTIAL DRIVEWAY GEOMETRICS

NOTES
1. ALL RESIDENTIAL PROPERTIES MAY HAVE ONLY ONE CURB CUT EXCEPT CIRCULAR DRIVEWAYS AS SHOWN.
2. LOCAL ORDINANCES MAY APPLY AND SHALL HAVE PREFERENCE.
3. NO DRIVEWAY SHALL BE LOCATED WHOLLY OR PARTIALLY, ON OR OVER A UTILITY EASEMENT WHICH RUNS PERPENDICULAR TO THE CURB LINE.
4. NO DRIVEWAY SHALL BE LOCATED WITHIN 6 FEET OF A LIGHT POLE (UNLESS ACCEPTED BY THE ENTITY TRAFFIC ENGINEER), FIRE HYDRANT, MAIL BOX, ABOVE-GROUND ELECTRICAL TRANSFER BOX, BLOCK WALL HIGHER THAN 2 FEET, OR THE CURB RETURN AT A STREET INTERSECTION OR ALLEY.
5. COMMON DRIVEWAY CONSTRUCTION MAY BE PERMITTED AT ANY TWO RESIDENTIAL PROPERTIES OF 60 FEET IN WIDTH OR LESS. THE WIDTH OF THE JOINT DRIVEWAY SHALL BE A MAXIMUM OF 24 FEET. A JOINT DRIVEWAY AGREEMENT SHALL BE REQUIRED. (EXCEPT CLARK COUNTY)
6. GEOMETRICS APPLY TO NEW CONSTRUCTION ONLY, AND MAY VARY IN EXISTING SUBDIVISIONS SUBJECT TO APPROVAL OF THE ENGINEER.
7. MULTI-FAMILY RESIDENTIAL AND ALL NON-RESIDENTIAL DRIVEWAYS SHALL CONFORM TO THE COMMERCIAL DRIVEWAY STANDARDS.
8. ALL DRIVEWAY LOCATIONS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER.
9. FOR CURB DEPRESSION AND DRIVEWAY APRON DETAIL, SEE STD. DWG. NO. 223.

W = WIDTH OF DRIVEWAY = 12' MIN., 16' MAX. FOR 1 OR 2 CAR GARAGE, OR 28' MAX. FOR 3+ GARAGE

AGENCY APPROVED B C H L M N R

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA

RESIDENTIAL DRIVEWAY GEOMETRICS

DATE 8-12-99 DWG. NO. 222
**NOTES:**

1. COMMERCIAL AND MULTI-FAMILY DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING NUMBERS 224, 225, 228, 235 AND 235.1.

2. LOCAL ORDINANCES AND POLICIES MAY APPLY AND SHALL HAVE PRECEDENCE. SEE NDOT ACCESS POLICY FOR STATE ROADWAYS, ACCESS MANAGEMENT SYSTEM AND STANDARDS FOR STATE ROADWAYS.

3. THE TOTAL WIDTH "W" OF DRIVEWAY CURB OPENINGS SHALL NOT EXCEED 65% OF FRONT FOOTAGE.

4. NO DRIVEWAY SHALL BE LOCATED WITHIN 6 FEET OF A LIGHT POLE (UNLESS APPROVED BY THE ENTITY TRAFFIC ENGINEER), FIRE HYDRANT, MAIL BOX, ABOVE-GROUND ELECTRICAL TRANSFER BOX, OR BLOCK WALL HIGHER THAN 2 FEET.

5. THE CENTERLINES OF THE DRIVEWAYS ON OPPOSITE SIDES OF THE STREET AT A MEDIAN OPENING SHOULD BE WITHIN 10' FROM EACH OTHER AT THE MEDIAN OPENING.

6. GEOMETRICS APPLY TO NEW CONSTRUCTION ONLY, AND EXCEPTIONS MAY BE GRANTED BY THE APPROVAL OF THE AGENCY TRAFFIC ENGINEER BASED ON SITE CONSTRAINTS.

7. HANDICAPPED ACCESSIBLE SIDEWALKS SHALL BE PROVIDED ADJACENT TO DRIVEWAYS TO THE P.C. OF THE ONSITE CURB RETURN, MINIMUM, OR AT AN ALTERNATE LOCATION.

8. WHEN A PROPERTY LINE FALLS IN A MEDIAN OPENING A JOINT DRIVEWAY AGREEMENT SHALL BE REQUIRED OR NO DRIVEWAY WILL BE ALLOWED.

9. WHERE A PEDESTRIAN ACCESS ROUTE CROSSES A DRIVEWAY, THE PEDESTRIAN ACCESS ROUTE ACROSS THE DRIVEWAY SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.

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<thead>
<tr>
<th>AGENCY APPROVED</th>
<th>B</th>
<th>C</th>
<th>H</th>
<th>L</th>
<th>M</th>
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<tr>
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<td>UNIFORM STANDARD DRAWINGS</td>
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<td>COMMERCIAL AND MULTI-FAMILY DRIVEWAY GEOMETRICS</td>
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**DIMENSIONS**

<table>
<thead>
<tr>
<th>W</th>
<th>12' MINIMUM FOR ONE-WAY DRIVEWAYS</th>
<th>D</th>
<th>THROAT DEPTH</th>
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<tbody>
<tr>
<td></td>
<td>32' MINIMUM FOR TWO-WAY DRIVEWAYS</td>
<td>25' MINIMUM</td>
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<td></td>
<td>40' MAXIMUM</td>
<td>50' MINIMUM FOR PARKING LOTS &gt; 50 PARKING SPACES</td>
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<tr>
<td>E</td>
<td>48 MINIMUM</td>
<td>75' MINIMUM FOR PARKING LOTS 51 TO 100 PARKING SPACES</td>
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<tr>
<td>H</td>
<td>8’ MINIMUM &amp; 15’ MAXIMUM</td>
<td>100' MINIMUM FOR PARKING LOTS 101 TO 200 PARKING SPACES</td>
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</tr>
<tr>
<td>R1</td>
<td>= 15’ MINIMUM &amp; 35’ MAXIMUM</td>
<td>150' MINIMUM FOR PARKING LOTS &gt; 201 PARKING SPACES</td>
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<tr>
<td>R2</td>
<td>= 22’ MINIMUM &amp; 35’ MAXIMUM</td>
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**STREET THROAT DEPTH**

| SHEET 1 OF 2 | DATE 02-09-06 | DWG. NO. 222.1 |
### DIMENSIONS

**J. THROAT DEPTH FOR SECURITY GATE**

50' MINIMUM FOR 1 TO 49 HOMES OR APT. UNITS TO VISITOR CALL BOX.

100' MINIMUM FOR 50 TO 100 HOMES OR APT. UNITS TO VISITOR CALL BOX.

GREATER THAN 100 HOMES OR APT. UNITS REQUIRE TRAFFIC STUDY

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### DIMENSIONS FOR SECURITY GATE CONTROLLED DRIVEWAY DETAIL

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<tr>
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<tbody>
<tr>
<td>D. ISLAND</td>
<td>LENGTH: 20' MINIMUM</td>
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<tr>
<td></td>
<td>WIDTH: 4' MINIMUM</td>
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<td>G.</td>
<td>15' MINIMUM</td>
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<td>E.</td>
<td>48' MINIMUM</td>
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<td>H.</td>
<td>8' MINIMUM &amp; 15' MAXIMUM</td>
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**DETAIL FOR SECURITY GATE CONTROLLED DRIVEWAYS**

- **LOOP DETECTOR**
- **CALL BOX**

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**SPECIFICATION REFERENCE**

UNIFORM STANDARD DRAWINGS

CLARK COUNTY AREA

COMMERICAL AND MULTI-FAMILY
SECURITY GATE GEOMETRICS

**DATE** 02-09-06  **DWG. NO.** 222.1  **SHEET 2 OF 2**
NOTES:
1. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAYS MAY BE MONOLITHIC TO A.C. LINE.
2. WEAKENED PLANE JOINTS SHALL BE UNIFORMLY PLACED BETWEEN 5' AND 7' INTERVALS, SEE STANDARD DRAWING 234.
3. WHERE A PEDESTRIAN ACCESS ROUTE CROSSES A DRIVEWAY, THE PEDESTRIAN ACCESS ROUTE ACROSS THE DRIVEWAY SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.
4. MINIMUM SIDEWALK WIDTH OF 4' ALLOWED IN CLARK COUNTY ONLY. WHERE THE CLEAR WIDTH OF A PEDESTRIAN ACCESS ROUTE IS LESS THAN 5', PASSING SPACES OF 5' MINIMUM BY 5' MINIMUM SHALL BE PROVIDED AT INTERVALS OF 200' MAXIMUM.
1. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAYS MAY BE MONOLITHIC TO A.C. LINE.

2. WEAKENED PLANE JOINTS SHALL BE UNIFORMLY PLACED BETWEEN 5’ AND 7’ INTERVALS, SEE STANDARD DRAWING NO. 234.

3. STANDARD DRAWING 223.1 SHALL NOT BE ALLOWED WHEN SIDEWALK IS ATTACHED TO CURB.

4. THE "DUSTPAN" DRIVEWAY CANNOT BE A PART OF THE PEDESTRIAN ACCESS ROUTE SINCE THE DEPRESSED AREA IS NOT COMPLIANT WITH ADAAG.
3. DRIVEWAY WIDTH VARIES

4. 6" CONC. SIDEWALK (SEE NOTE 3)

5. MINIMUM SLOPE

6. PEDESTRIAN ACCESS ROUTE SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.

NOTE: ELEVATIONS SHOWN ARE TYPICAL

NOTES
1. NO. 4 BARS AT 16" O.C. BOTH WAYS EXTENDING INTO GUTTER. NO. 4 BARS SHALL BE PLACED 3" ABOVE BOTTOM OF CONCRETE SUPPORTED BY NON-FERROUS CHAIRS APPROVED BY THE ENGINEER.

2. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAY SHALL BE MONOLITHIC TO A.C. LINE.

3. DRIVEWAY THICKNESS FOR INDUSTRIAL USE SHALL BE 8" MIN.

4. WEAKENED PLANE JOINTS SHALL BE EQUALLY SPACED AT 15' MAX. INTERVALS, SEE STANDARD DRAWING NO. 234.

5. NO UTILITY BOXES AND COVERS ADJACENT TO R-TYPE CURB SHALL BE ALLOWED AT DRIVEWAY LOCATIONS.

6. PEDESTRIAN ACCESS ROUTE SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.
40' B.C. TYPICAL PRIVATE STREET OR DRIVEWAY

TYPICAL CROSS SECTION

NOTES
1. SEPARATION OF PEDESTRIAN AND VEHICLE TRAFFIC MUST BE MAINTAINED ON SITE.
2. FOR GRADE CHANGES GREATER THAN 3%, VERTICAL CURVES OF AT LEAST 10 FEET MUST BE USED.
3. WHEELCHAIR CURB RAMPS SHALL BE CONSTRUCTED IN THE CURB RETURN IN ACCORDANCE WITH STANDARD DRAWING NO. 235.
4. WHERE A PEDESTRIAN ACCESS ROUTE Crosses A DRIVEWAY, THE PEDESTRIAN ACCESS ROUTE ACROSS THE DRIVEWAY SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.

AGENCY APPROVED B C H L M N R

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS CLARK COUNTY AREA

COMMERCIAL AND INDUSTRIAL DRIVEWAY (OPTION B) OR PRIVATE STREET ACCESS

DATE 2-11-93 DWG. NO. 225
1. NO. 4 BARS AT 16" O.C. BOTH WAYS EXTENDING INTO GUTTER. NO. 4 BARS SHALL BE PLACED 3" ABOVE BOTTOM OF CONCRETE SUPPORTED BY NON-FERROUS CHAIRS APPROVED BY THE ENGINEER.

2. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAY SHALL BE MONOLITHIC TO A.C. LINE.

3. DRIVEWAY THICKNESS FOR INDUSTRIAL USE SHALL BE 8" MIN.

4. WEAKENED PLANE JOINTS SHALL BE EQUALLY SPACED AT 15' MAX. INTERVALS.

5. THIS DRIVEWAY DESIGN SHALL ALSO BE USED FOR ALLEY INTERSECTIONS, 8" MIN. THICKNESS.

6. SPECIAL DESIGNS SUBJECT TO APPROVAL OF THE ENGINEER.
1. FINISHED ASPHALT CONCRETE SURFACE TO BE FLUSH WITH CROSS GUTTER LIP.
2. ADJACENT SPANDREL SHALL BE 6" THICK P.C.C.
NOTES:

1. FINISHED ASPHALT CONCRETE SURFACE TO BE FLUSH WITH CROSS GUTTER LIP.
2. ADJACENT SPANDREL SHALL BE 9" THICK P.C.C.
ELEVATION

PLAN

SECTION A-A

NOTES

1. NO. 4 BARS AT 16" O.C. BOTH WAYS CONTINUOUS THROUGH GUTTER. NO. 4 BARS SHALL BE PLACED 3" ABOVE BOTTOM OF CONCRETE.

2. WHEN CONSTRUCTING DRIVEWAY WHERE CURB AND GUTTER EXISTS, COMPLETELY REMOVE INTERFERING PORTIONS OF EXISTING CURB AND GUTTER. DRIVEWAY SHALL BE MONOLITHIC TO A.C. LINE.

3. DRIVEWAY THICKNESS SHALL BE 8" MIN.

4. PEDESTRIAN ACCESS ROUTES SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%, REGARDLESS OF CONSTRUCTION TOLERANCES.

5. THE RUNNING SLOPE AND LENGTH OF TRANSITION WITHIN THE PEDESTRIAN ACCESS ROUTE SHALL BE MAXIMUM DIMENSIONS, REGARDLESS OF CONSTRUCTION TOLERANCES.

SPECIFICATION REFERENCE

UNIFORM STANDARD DRAWINGS
CLARK COUNTY AREA

SUPPLEMENTAL DRAWING

DEPRESSED ALLEY DRIVEWAY

DATE 07-01-15   DWG. NO. 227.S1