

Development Related Submittals to County Traffic Engineering Section Guidelines for Applicant's Development Engineer.

The engineers preparing the signing and striping plans are expected to familiarize themselves with [Clark County road standards](#), [Traffic Standard Details](#), [the Clark County Traffic Manual](#), [the Clark County School Zone Traffic Control Policy](#), and [the Clark County Pedestrian Crossing Treatment Policy](#). A signing and striping plan must comply with county guidelines and practices and any traffic engineering condition of approval specific to the development.

1. All Development Engineering plan submittals shall have a signing and striping plan sheet as a part of the Development Engineering submittal package unless:
 - a) The planned development does not impact any Clark County roadway infrastructure, or no improvement is required on Clark County roadway infrastructure, or
 - b) Signing and striping has been waived by the County.

*If a signing and striping plan is not required with a development, a note shall be submitted with the development package explaining the lack of requirement.

2. All signing and striping plan submittals shall have the signing and striping notes as indicated in [T2.0](#) of the county standard detail.
3. The signing and striping plan sheet shall have the following verbiage below the [engineer approval block](#).

THE COUNTY'S APPROVAL OF THIS PLAN MEANS THAT THE COUNTY HAS, TO THE BEST OF ITS ABILITY, REVIEWED THE PLAN FOR REASONABLENESS AND COMPLIANCE WITHIN MINIMUM STANDARDS AND SPECIFICATIONS, ALONG WITH DEPARTMENT POLICIES. THE COUNTY'S APPROVAL DOES NOT RELIEVE THE DEVELOPER, ITS CONSULTANTS, ITS CONTRACTORS OR ITS AGENTS FROM RESPONSIBILITY FOR ERRORS, OMMISIONS OR DEFICIENCIES IN THE PLAN, NOR DOES IT SUPERSEDE STANDARDS OR SPECIFICATIONS IN THE ABSENCE OF A SEPARATE VARIANCE FROM THE COUNTY.

4. The signing and striping plan sheet(s) shall be neat and legible documents, complete with dimensions and call outs as indicated in [T2.10](#) of the county standard detail. Unclear signing and striping plan sheet(s), not following the standard detail T2.10, shall be returned without review.
5. Unless it is deemed necessary, or is requested by Clark County staff, the signing and striping plan sheet shall only contain information relevant to signing and striping and other roadway infrastructure design such as ADA ramps, guardrail, or other information necessary to evaluate geometric design of highway or traffic safety elements.

6. Signing, striping, pavement marking, other traffic control devices and changes to the geometric design of a roadway will need to be presented in a manner that is contiguous with the existing traffic control and traffic operations.
7. The removal and installation of traffic control devices (including barricades) shall be shown on separate plan sheets, unless the requirement is specifically waived by county Traffic Engineering.
8. The signing and striping plan sheet(s) shall depict all sight distance triangles, along with associated easements ([Standard detail T25.0](#)).
9. The adequacy of a corridor or intersection to accommodate design vehicle(s) shall be demonstrated, where necessary, on separate documentation.
10. All signing and striping, within the public right-of-way related to a development, shall be installed by county forces under a [reimbursable work order](#). Final approval of the signing and striping will not be provided until all related reimbursable work orders, if any, are processed.
11. Except for street name signs, all other signing and striping related to a private road intersecting a public road shall be installed by the developer outside the county right-of-way and maintained by the developer or its assigns in perpetuity. All private roads and driveways shall clearly be labelled.
12. In situations where sign installation for a private road must encroach on the public right-of-way, such as stop control, the County may allow the installation within the public right-of-way under an easement. The easement must require private road owner(s) to maintain the traffic control devices that are located in the public right-of-way.
13. In a situation where one or more approaches of a signalized intersection are private roads, the developer is required to sign an easement agreement allowing the County access to the private roads for the purpose of maintaining the traffic signal, including any appurtenance, such as a signal loop.