Call before you Dig
Avoid cutting underground utility lines. It's costly.
Call 811 OR 1-800-227-2600

LEGEND

- EXISTING FACILITIES
- EXISTING FACILITIES (TO REMAIN)
- FACILITIES TO BE INSTALLED
- FACILITIES TO BE REMOVED, ABANDONED OR ADJUSTED

CONSTRUCTION NOTES

100 CONSTRUCT MEDIAN ISLAND TYPE 2 OBJECT MARKER (SEE NDOT R-9.2.1)

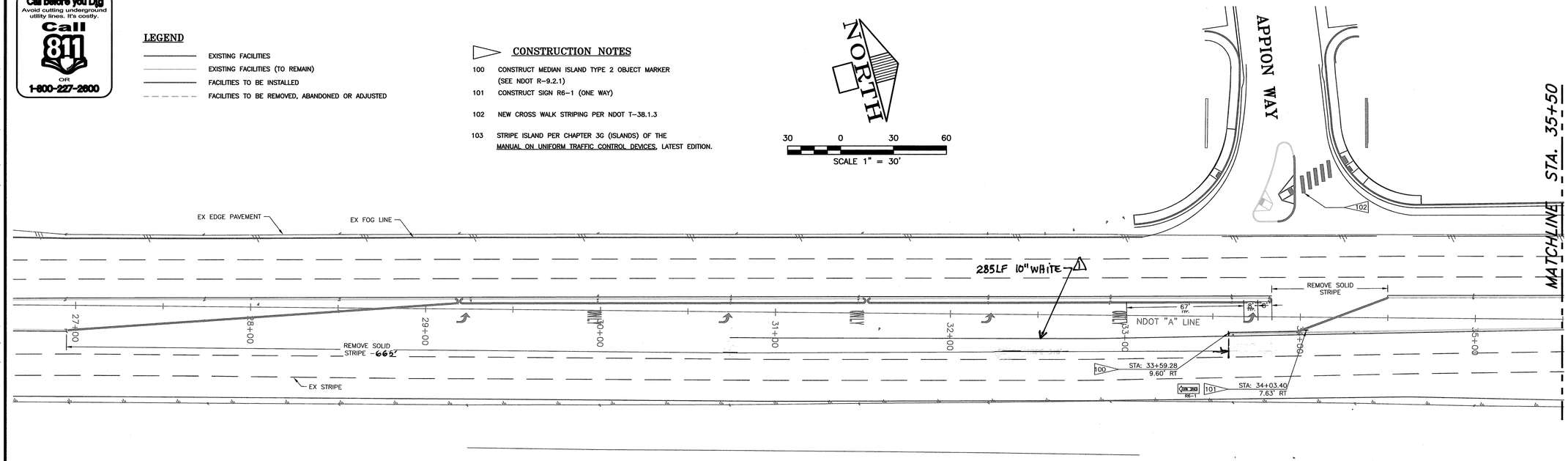
101 CONSTRUCT SIGN R6-1 (ONE WAY)

102 NEW CROSS WALK STRIPING PER NDOT T-38.1.3

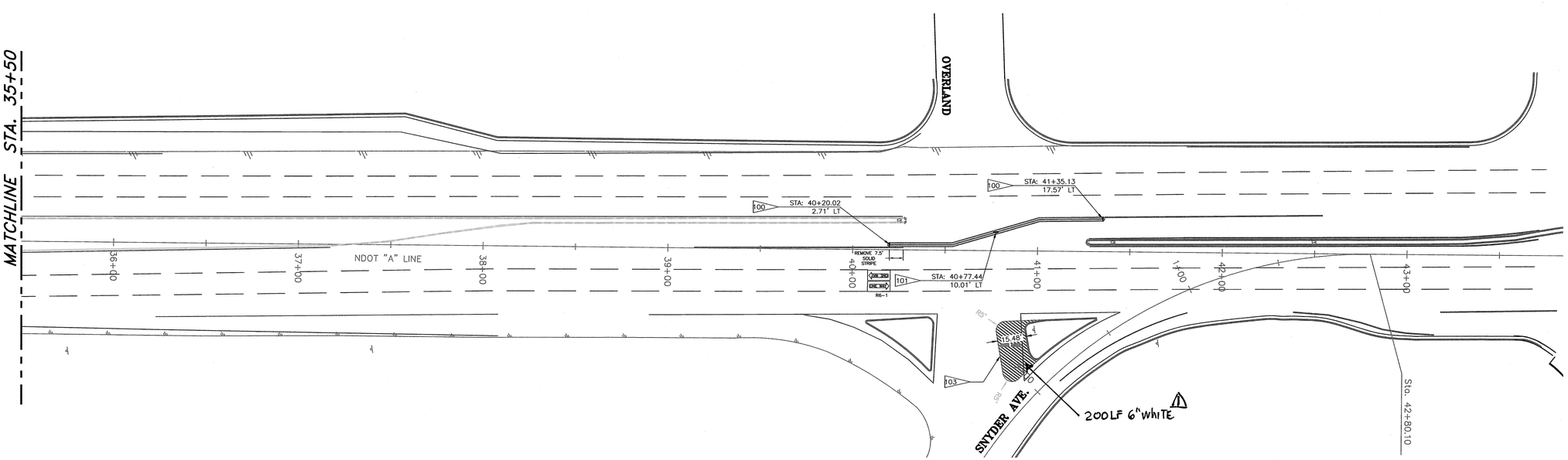
103 STRIPE ISLAND PER CHAPTER 3G (ISLANDS) OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

NORTH

30 0 30 60
SCALE 1" = 30'



STRIPING & SIGNAGE PLAN – S. CARSON STREET @ WEST APPION
STATION 27+00 – 35+00



STRIPING & SIGNAGE PLAN – S. CARSON STREET @ SNYDER/OVERLAND
STATION 40+00 – 41+50

DESIGNED BY: WHS
DRAWN BY: JL
CHECKED BY: MP
DWG NO.: 090401.DWG
SCALE (HORIZ): SEE PLAN
SCALE (VERT): SEE PLAN
PLOT DATE: 3/5/2010

CARSON CITY
PUBLIC WORKS DEPARTMENT
3505 BUTTI WAY CARSON CITY, NEVADA 89701
PH: 887-2355 FAX: 887-2112

Palmer Engineering Group, Ltd.
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REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
W. MICHAEL STEPHENSON
Exp. 06-30-10
CIVIL
5155
MAR 05 2010

REV.	DATE	DESCRIPTION	BY	APP'D
1	5/14/10	Striping Clarifications	rdP	MP

SYNDER AVENUE RE-ALIGNMENT
PROJECT No. 3.0728
US 395 SOUTH
NDOT STA. 27+00 to 41+50
BID SET – MAY 2010

SHEET C6 OF 12

Friday, March 05, 2010 – 10:48am FILE: D:\2009\090401 Carson City Realignment of Snyder 0809-212\Dwg\NDOT\N.090401.MIKE.dwg
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LEGEND

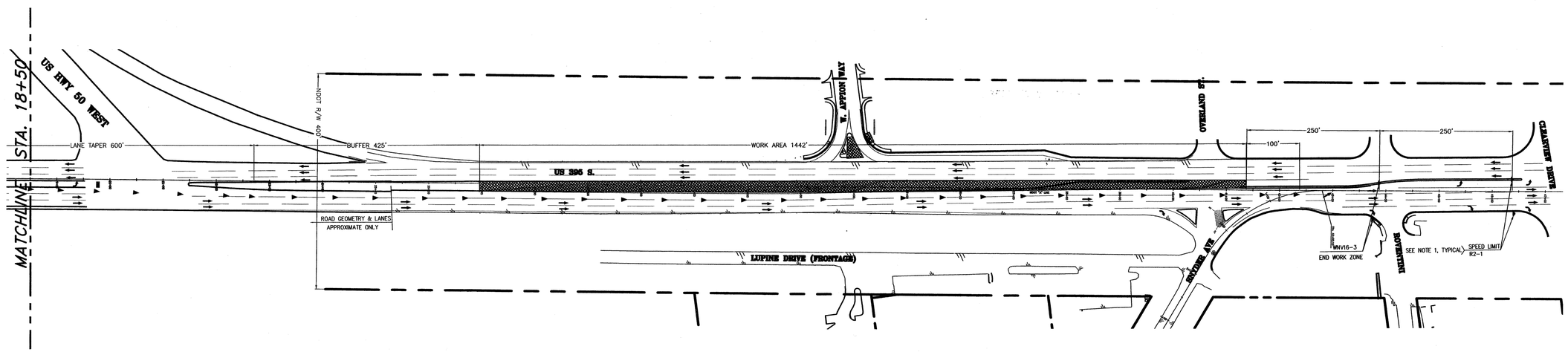
WORK AREA
CHANNELIZING DEVICES
ARROW BOARD

TRAFFIC CONTROL NOTES

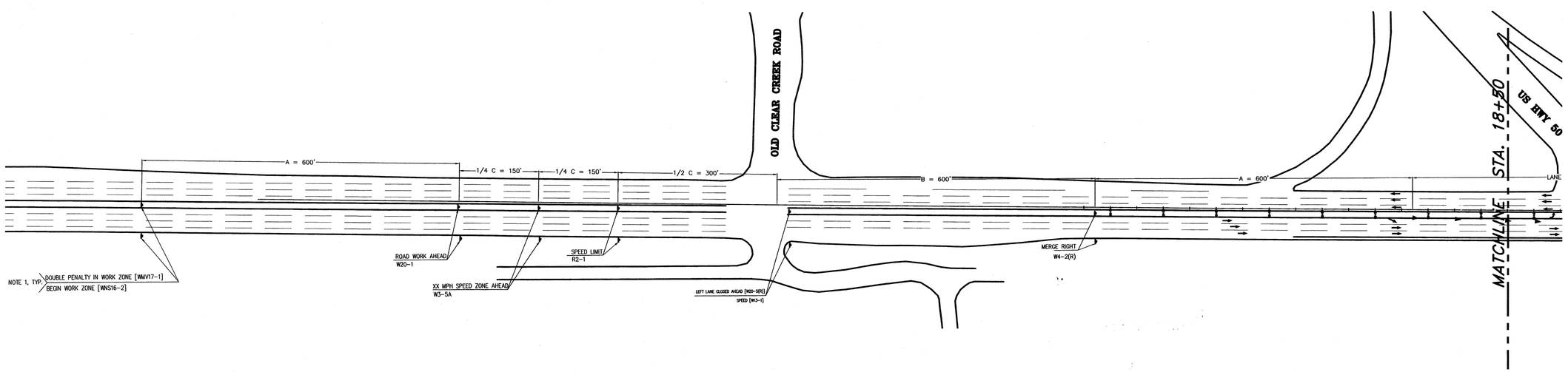
1. REFERENCE TRAFFIC CONTROL FOR ONE LANE CLOSURES (NDOT DRAWINGS T-35.1.1 & T-35-1.2) FOR ACTUAL SIGNAGE, SIGN LOCATION AND DETAILS.
2. ROAD GEOMETRY & LANES ARE ONLY APPROXIMATE SOUTH OF STATION 25+25
3. SEE NDOT DRAWING T-35.1.1 FOR CALCULATION OF SIGN SPACING, TAPERS & BUFFER LENGTHS, BASED ON A POSTED SPEED LIMIT OF 50 MPH.

NORTH

100 0 100 200
SCALE 1" = 100'



TRAFFIC CONTROL PLAN – S. CARSON STREET



TRAFFIC CONTROL PLAN – S. CARSON STREET

DESIGNED BY: WMS
DRAWN BY: JL
CHECKED BY: MP
DWG NO.: 090401DWG
SCALE (HORIZ): SEE PLAN
SCALE (VERT): SEE PLAN
PLOT DATE: 3/5/2010

CARSON CITY
PUBLIC WORKS DEPARTMENT
3505 BUTTI WAY CARSON CITY, NEVADA 89701
PH: 887-2355 FAX: 887-2112

Palmer Engineering Group, Ltd.
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REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
W. MICHAEL STEPHENSON
Exp. 06-30-10
CIVIL
9159
MAR 05 2010

REV.	DATE	DESCRIPTION	BY	APP'D

SYNDER AVENUE RE-ALIGNMENT
PROJECT No. 3.0728
WEST APPION AT S. CARSON ST.
US 395 STA 27+00 – 44+25

BID SET – MAY 2010

SHEET C7 OF 12

Friday, March 05, 2010 – 10:43am
FILE: D:\2009\090401 Carson City Realignment of Snyder 0809-212\Dwg\NDOT\N.090401.TC.dwg
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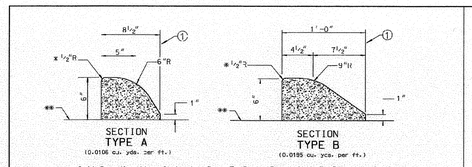
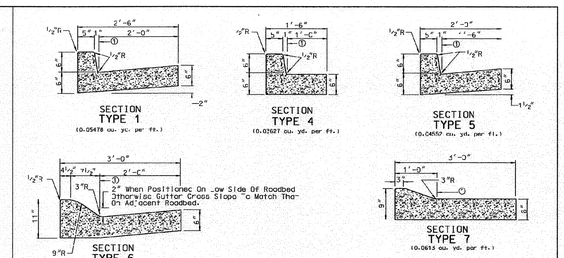
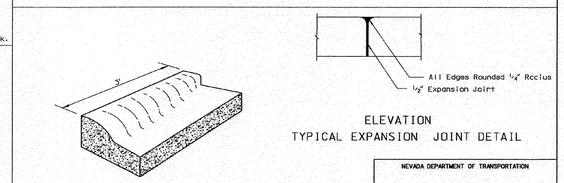




GENERAL NOTES:

1. THIS LINE SHOULD BE USED TO DIMENSION OFFSETS.
2. WHEN DISTANCE BETWEEN BACK OF CURB ON ISLANDS IS 4 FEET OR LESS, USE A* CLASS A OR AA CONCRETE (ISLAND PAVING) AND 2" OF GRAVEL BASE.
3. CONCRETE SHALL BE CLASS A OR AA.
4. ALL CONCRETE UNIT VOLUME FOR INFORMATION ONLY.

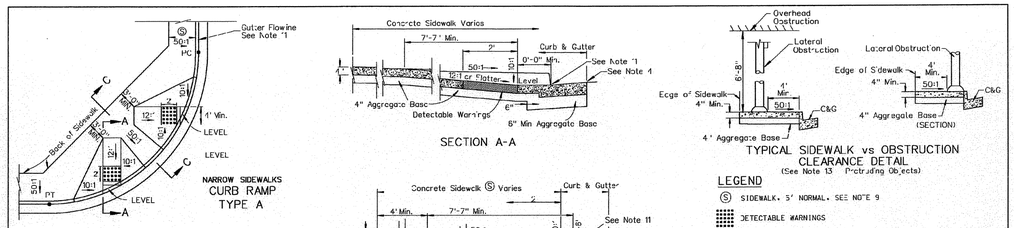


NEVADA DEPARTMENT OF TRANSPORTATION

CURB & GUTTERS

Signed Original On File | R-5.1.1 | (502,613)
CHIEF HYDRAULICS ENGINEER | ADOPTED 8/69 | REVISION 12/02

R-41



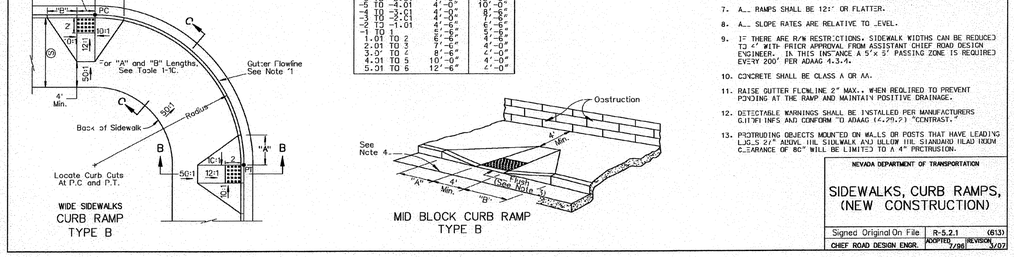
LEGEND

(S) SIDEWALK, 5' NORMAL. SEE NOTE 9

DETECTABLE WARNINGS

GENERAL NOTES:

1. SEE STRUCTURE LIST AND PLAN SHEETS FOR (S).
2. GRATINGS OR SIMILAR ACCESSES SHALL NOT BE LOCATED IN AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA.
3. TRANSITIONS FROM RAMPS TO GUTTERS OR ROADWAY SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
4. PLANTMIX BITUMINOUS OPEN-GRADED SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP, AND FEATHERED AT 12:1 IN LINE WITH THE CROSSWALK.
5. BROOM BROOM TEXTURE ON CURB RAMPS AND WINGS. TEXTURE SHALL PROVIDE A VISUAL CONTRAST TO THE SIDEWALK.
6. CURB RAMP WINGS DO NOT HAVE TO BE WITHIN CROSS-WALK HOWEVER, THE RAMP ITSELF HAS TO BE WITHIN CROSS-WALK.
7. ALL RAMPS SHALL BE 12:1 OR FLATTER.
8. ALL SLOPE RATES ARE RELATIVE TO LEVEL.
9. IF THERE ARE R/W RESTRICTIONS, SIDEWALK WIDTHS CAN BE REDUCED TO 4' WITH PRIOR APPROVAL FROM ASSISTANT CHIEF ROAD DESIGN ENGINEER. IN THIS INSTANCE A 5'x 5' PASSING ZONE IS REQUIRED EVERY 200' PER ADAAG 4.3.4.
10. CONCRETE SHALL BE CLASS A OR AA.
11. RAISE GUTTER FLOWLINE 2" MAX., WHEN REQUIRED TO PREVENT PONDING AT THE RAMP AND MAINTAIN POSITIVE DRAINAGE.
12. DETECTABLE WARNINGS SHALL BE INSTALLED PER MANUFACTURERS GUIDELINES AND CONFORM TO ADAAG (4.29.2) "CONTRAST".
13. PROTRUDING OBJECTS MOUNTED ON WALLS OR POSTS THAT HAVE LEADING EDGES 27" ABOVE THE SIDEWALK AND BELOW THE STANDARD HEAD ROOM CLEARANCE OF 80" WILL BE LIMITED TO A 4" PROTRUSION.

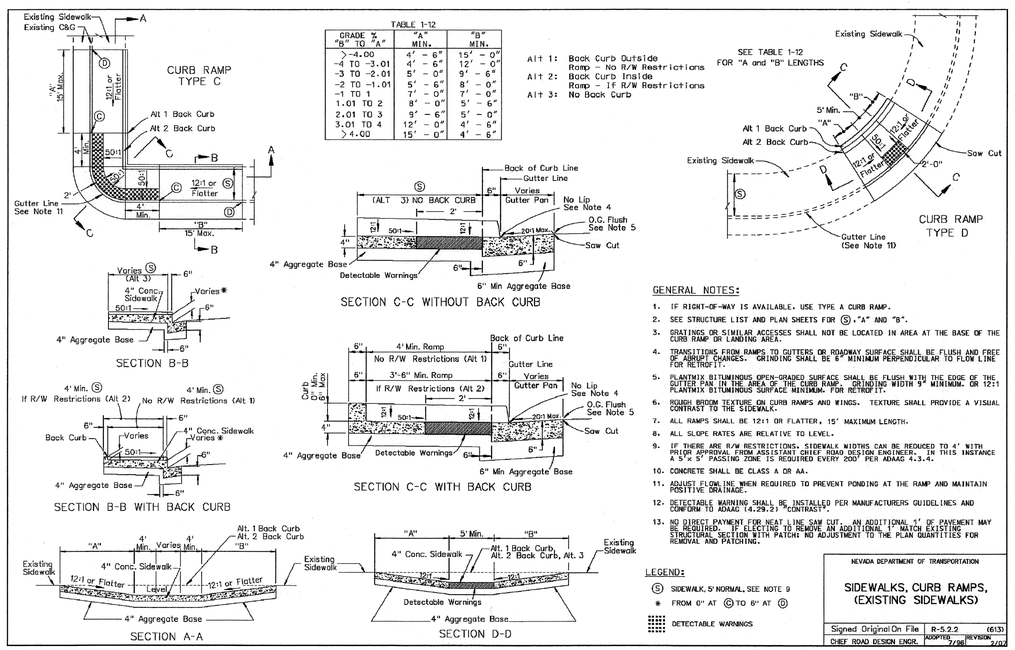


NEVADA DEPARTMENT OF TRANSPORTATION

SIDEWALKS, CURB RAMPS, (NEW CONSTRUCTION)

Signed Original On File | R-5.2.1 | (613)
CHIEF ROAD DESIGN ENGR. | ADOPTED 7/98 | REVISION 3/07

R-42



GENERAL NOTES:

1. IF RIGHT-OF-WAY IS AVAILABLE, USE TYPE A CURB RAMP.
2. SEE STRUCTURE LIST AND PLAN SHEETS FOR (S), "A" AND "B".
3. GRATINGS OR SIMILAR ACCESSES SHALL NOT BE LOCATED IN AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA.
4. TRANSITIONS FROM RAMPS TO GUTTERS OR ROADWAY SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. GRINDING SHALL BE 8' MINIMUM PERPENDICULAR TO FLOW LINE FOR RETROFIT.
5. PLANTMIX BITUMINOUS OPEN-GRADED SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP. GRINDING WIDTH 9' MINIMUM. OR 12:1 PLANTMIX BITUMINOUS SURFACE MINIMUM. FOR RETROFIT.
6. ROUGH BROOM TEXTURE ON CURB RAMPS AND WINGS. TEXTURE SHALL PROVIDE A VISUAL CONTRAST TO THE SIDEWALK.
7. ALL RAMPS SHALL BE 12:1 OR FLATTER, 15' MAXIMUM LENGTH.
8. ALL SLOPE RATES ARE RELATIVE TO LEVEL.
9. IF THERE ARE R/W RESTRICTIONS, SIDEWALK WIDTHS CAN BE REDUCED TO 4' WITH PRIOR APPROVAL FROM ASSISTANT CHIEF ROAD DESIGN ENGINEER. IN THIS INSTANCE A 5'x 5' PASSING ZONE IS REQUIRED EVERY 200' PER ADAAG 4.3.4.
10. CONCRETE SHALL BE CLASS A OR AA.
11. ADJUST FLOWLINE WHEN REQUIRED TO PREVENT PONDING AT THE RAMP AND MAINTAIN POSITIVE DRAINAGE.
12. DETECTABLE WARNING SHALL BE INSTALLED PER MANUFACTURERS GUIDELINES AND CONFORM TO ADAAG (4.29.2) "CONTRAST".
13. NO DIRECT PAYMENT FOR NEAT LINE SAW CUT. AN ADDITIONAL 1' OF PAVEMENT MAY BE REQUIRED. IF ELECTING TO REMOVE AN ADDITIONAL 1' WATCH EXISTING STRUCTURAL SECTION WITH PATCH! NO ADJUSTMENT TO THE PLAN QUANTITIES FOR REMOVAL AND PATCHING.

LEGEND:

(S) SIDEWALK, 5' NORMAL. SEE NOTE 9

* FROM 0" AT (C) TO 8" AT (D)

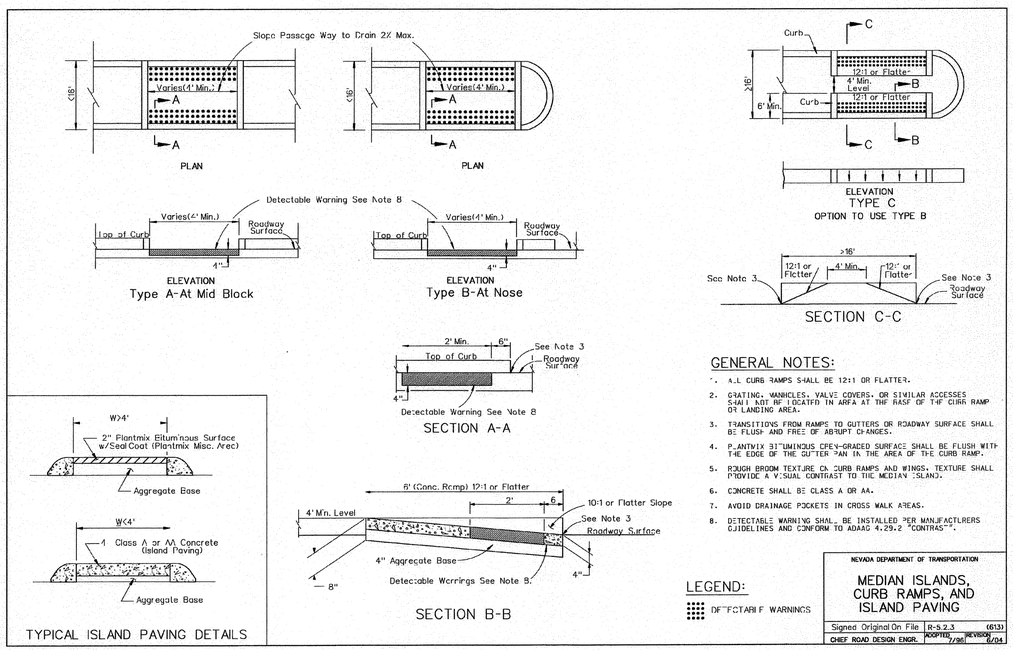
DETECTABLE WARNINGS

NEVADA DEPARTMENT OF TRANSPORTATION

SIDEWALKS, CURB RAMPS, (EXISTING SIDEWALKS)

Signed Original On File | R-5.2.2 | (613)
CHIEF ROAD DESIGN ENGR. | ADOPTED 7/98 | REVISION 3/07

R-43



GENERAL NOTES:

1. ALL CURB RAMPS SHALL BE 12:1 OR FLATTER.
2. GRATING, MANHOLES, VALVE COVERS, OR SIMILAR ACCESSES SHALL NOT BE LOCATED IN AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA.
3. TRANSITIONS FROM RAMPS TO GUTTERS OR ROADWAY SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
4. PLANTMIX BITUMINOUS OPEN-GRADED SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP.
5. ROUGH BROOM TEXTURE ON CURB RAMPS AND WINGS. TEXTURE SHALL PROVIDE A VISUAL CONTRAST TO THE MEDIAN ISLAND.
6. CONCRETE SHALL BE CLASS A OR AA.
7. AVOID DRAINAGE POCKETS IN CROSS WALK AREAS.
8. DETECTABLE WARNING SHALL BE INSTALLED PER MANUFACTURERS GUIDELINES AND CONFORM TO ADAAG 4.29.2 "CONTRAST".

LEGEND:

DETECTABLE WARNINGS

NEVADA DEPARTMENT OF TRANSPORTATION

MEDIAN ISLANDS, CURB RAMPS, AND ISLAND PAVING

Signed Original On File | R-5.2.3 | (613)
CHIEF ROAD DESIGN ENGR. | ADOPTED 7/98 | REVISION 6/04

R-44

DESIGNED BY:	WMS
DRAWN BY:	JAL
CHECKED BY:	MP
DWG NO.:	090401.DWG
SCALE (HORIZ):	SEE PLAN
SCALE (VERT):	SEE PLAN
PLOT DATE:	3/5/2010

CARSON CITY
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3505 BUTTI WAY CARSON CITY, NEVADA 89701
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www.palmer-eng.com

REGISTERED PROFESSIONAL ENGINEER W. MICHAEL STEPHENSON Exp. 06-30-10 CIVIL 5155 STATE OF NEVADA MAR 05 2010

REV.	DATE	DESCRIPTION	BY	APP'D

SYNDER AVENUE RE-ALIGNMENT

PROJECT No. 3.0728

US 395 SOUTH

NDOT STA. 27+00 to 41+50

BID SET - MAY 2010

SHEET C8 OF 12

FILE: D:\2009\090401 Carson City Realignment of Snyder 0809-212\Dwg\NDOT\N.090401.NDTL.dwg
Friday, March 05, 2010 - 10:22am
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FILE: D:\2009\090401 Carson City Realignment of Snyder 0809-212\Dwg\NDOT\N.090401.NDTL.dwg
Friday, March 05, 2010 - 10:19am
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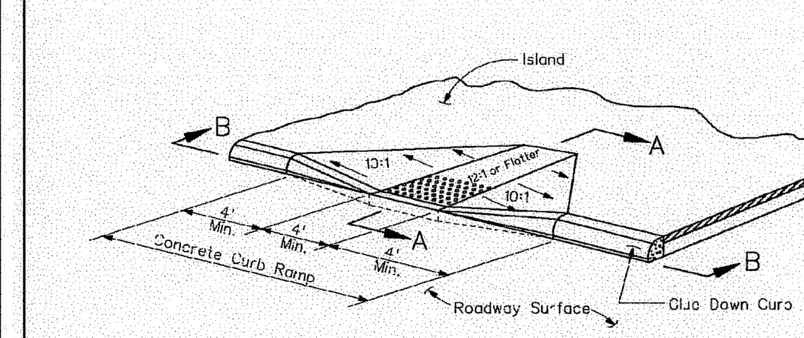
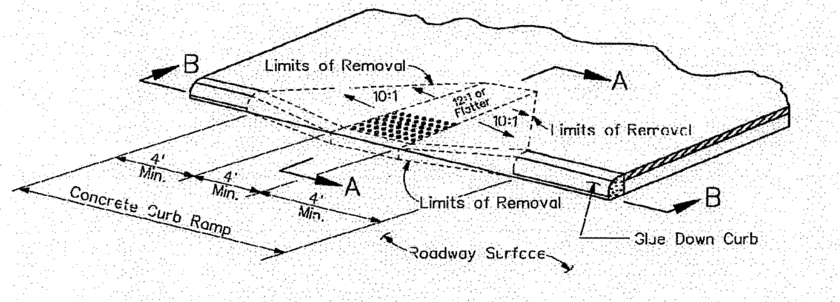
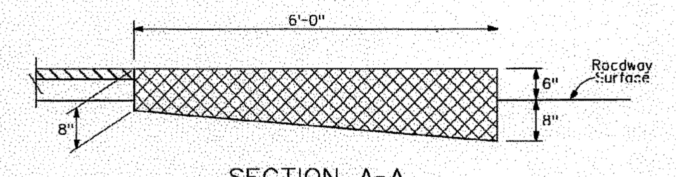


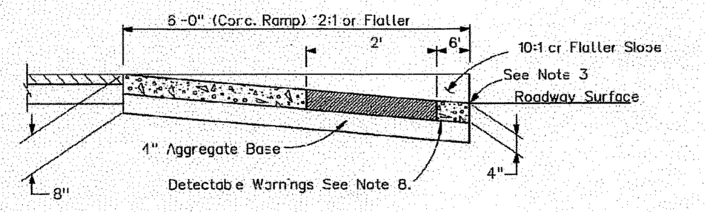
NEW ISLAND



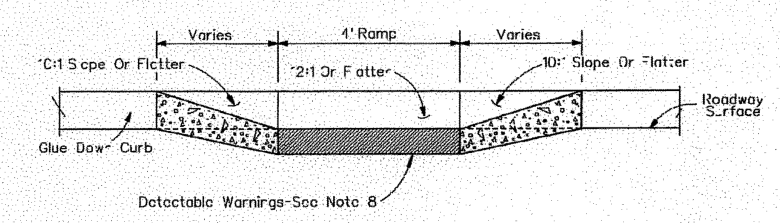
EXISTING ISLAND



SECTION A-A
REMOVAL IN EXISTING ISLAND



SECTION A-A



SECTION B-B

LEGEND:

DETECTABLE WARNINGS

GENERAL NOTES:

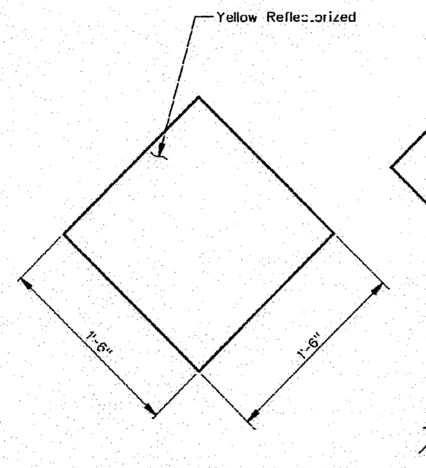
1. ALL CURB RAMPS SHALL BE 12:1 OR FLATTER. ALL SLOPE RATES ARE RELATIVE TO LEVEL.
2. GRATING, MANHOLES, VALVE COVERS OR SIMILAR APPURTENANCES SHALL NOT BE LOCATED IN AREA AT THE BASE OF THE CURB RAMP OR LANDING AREA.
3. TRANSITIONS FROM RAMPS TO GUTTERS OR ROADWAY SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
4. PLANTMIX BITUMINOUS OPEN-GRADED SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP.
5. ROUGH BROOM TEXTURE ON CURB RAMPS AND WINGS. TEXTURE SHALL PROVIDE A VISUAL CONTRAST TO THE MEDIAN ISLAND.
6. CONCRETE SHALL BE CLASS A OR AA.
7. AVOID DRAINAGE POCKETS IN CROSS WALK AREAS.
8. DETECTABLE WARNINGS SHALL BE INSTALLED PER MANUFACTURERS GUIDELINES AND CONFORM TO ADAAG 4.29.2 "CONTRAST".

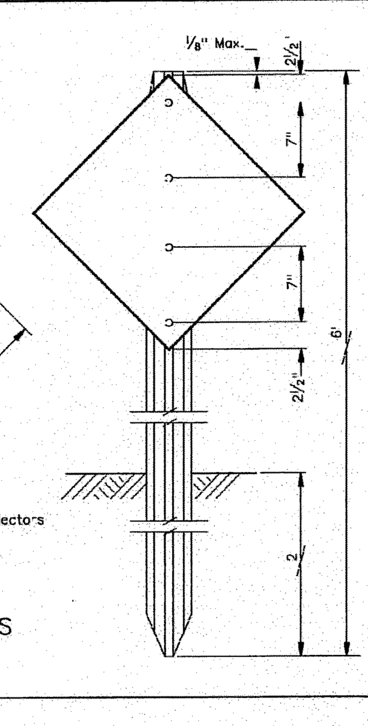
NEVADA DEPARTMENT OF TRANSPORTATION

ISLAND CURB RAMPS

Signed Original On File | R-5.2.4 (613)
CHIEF ROAD DESIGN ENGR. | ADOPTED 2/03 | REVISION 6/04

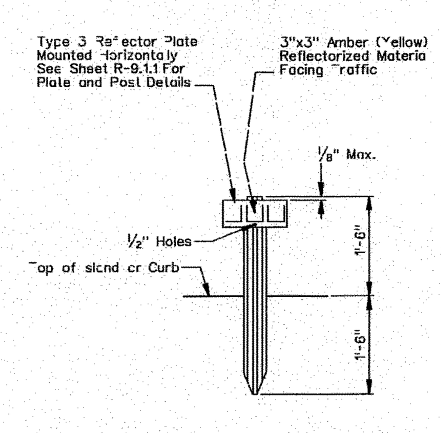
R-93



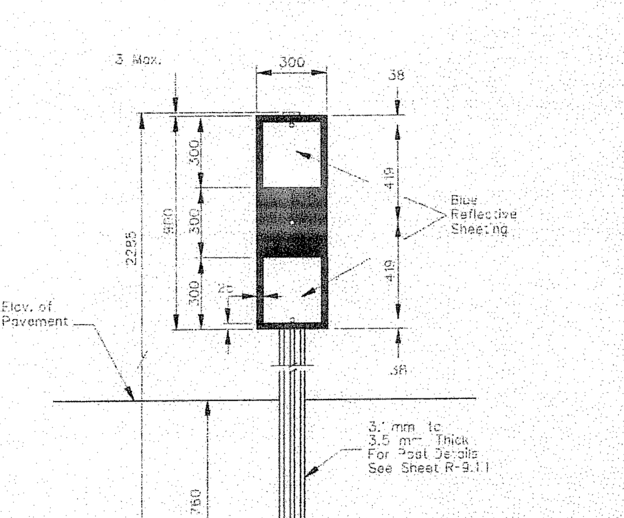


When Used as "End Of Roadway" Marker, Red Reflectors On a Red Background or Type III Reflective Sheeting Shall be Used

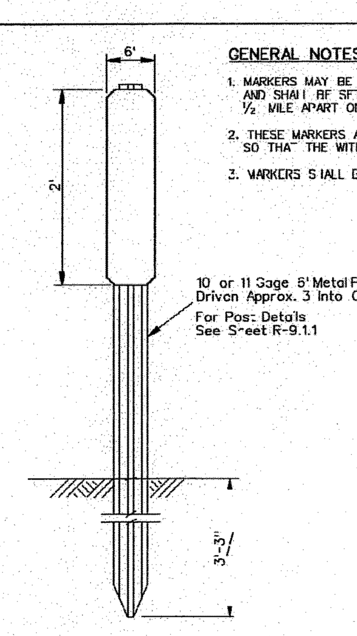
TYPE 1
MEDIAN OBSTRUCTIONS



TYPE 2
USE ON APPROACH END OF MEDIAN ISLANDS ONLY



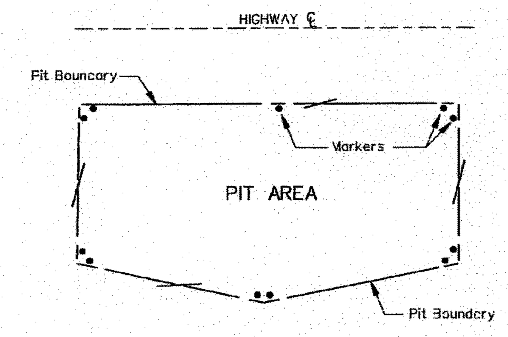
TYPE 2 (MODIFIED)
MEDIAN CROSSOVER



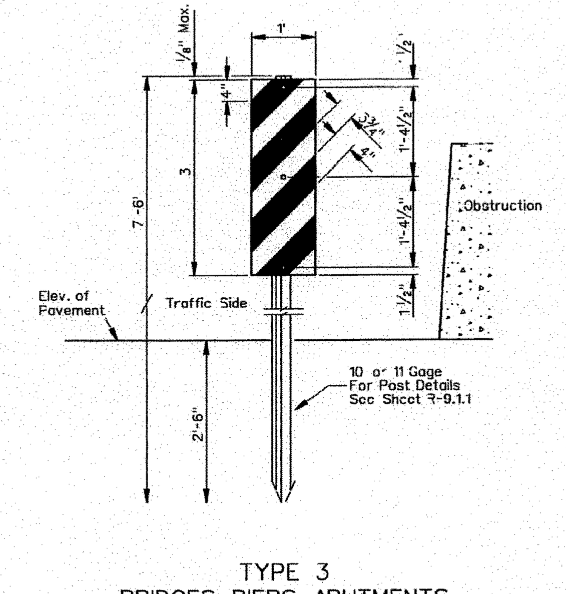
GENERAL NOTES:

1. MARKERS MAY BE ERECTED TO DEFINE WITHDRAWN AREA OF MATERIAL SITES, AND SHALL BE SET AT ALL CORNERS OR IRREGULAR LINES, AND APPROXIMATELY ½ MILE APART ON LONG TANGENTS.
2. THESE MARKERS ARE SPACED SO AS TO BE CLEARLY VISIBLE AND ERECTED SO THAT THE WITHDRAWN AREA MAY EASILY BE ESTABLISHED.
3. MARKERS SHALL BE OMITTED WHERE THE WITHDRAWN AREA IS FENCED.

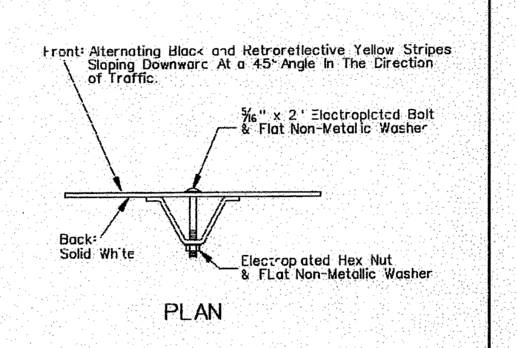
MATERIAL SITE BOUNDARY MARKERS



METHOD OF PLACEMENT



TYPE 3
BRIDGES, PIERS, ABUTMENTS



PLAN

Object Markers Shall be Installed to Delineate Bridge Ends, Underpass Abutments and All Other Obstructions Closely Adjacent to the Edges of the Roadway. They May be Omitted When Guardrail or Barrier Rail Protects the Obstruction.

NEVADA DEPARTMENT OF TRANSPORTATION

OBJECT MARKERS

Signed Original On File | R-9.2.1 (619)
CHIEF ROAD DESIGN ENGR. | ADOPTED 8/69 | REVISION 9/06

NEW	EXISTING	DESCRIPTION
		Luminaire
		Light Pole, Type 7
		Light Pole, Type 14
		High Mast Light Pole, (No. of Lamps Indicated on Plans)
		Overhead Sign Light, 150 Watt Lamp
		Underpass Luminaire
		Traffic Signal Head, 3 Section, 1'-0", red, Yellow, and Green Sections,(Unless Indicated Otherwise)
		Traffic Signal Head With Back Plate
		Traffic Signal Head, with 1'-0" Green, Yellow and Red Arrow Sections, With Back Plate
OP	OP	Traffic Signal Head With Optical Detector Unit
		M-5 (Cluster Type Head) 1'-0" Green, Yellow And Red Balls with 1'-0" Green And Yellow Arrows.
		Internally Illuminated Sign
		Pedestrian Signal

NEW	EXISTING	DESCRIPTION
R	R	Flashing Signal Flashers ("R" Indicates Red Lens)
Y	Y	Flashing Signal Flashers ("Y" Indicates Yellow Lens)
		Pull Box
		Controller Cabinet
E	E	Electrical Cabinet
		Service (120-240 V.A.C. Unless Otherwise Specified)
		Transformer Pad
		Power Source
		Conduit
—J—J—		Conduit (Jacked)
J	J	Junction Box
		Wood Power Pole
		Signal or Light Pole
		Special Junction Cabinet (For Interconnect Cable)

NEW	EXISTING	DESCRIPTION
E	E	Electrical Manhole Cover
		Vehicle Detector-Inductive Loop Unless Otherwise Indicated
		Quadrapole Detector Loop
		Video Detection Camera
S	S	Video Surveillance Camera
		Microwave Antenna

A	Pole Designation
5	Note Designation
3	Conduit Run
PS	Portable Traffic Signal (Trailer Mount)
	Traffic Signal Sign
Ø8PPB	Pedestrian Push Button

NEVADA DEPARTMENT OF TRANSPORTATION

SIGNAL AND LIGHTING SYMBOLS

Signed Original On File | T-30.1.1 (623)
CHIEF SAFETY/TRAFFIC ENGR. | ADOPTED 7/96 | REVISION 9/02

T-45

(1)
ADVANCE WARNING SIGN SPACING

SPEED (mph)	DISTANCE BETWEEN SIGNS (ft)		
	A	B	C
0-20	200	200	200
25-30	300	300	300
35-40	400	400	400
45-50	600	600	600
55-75	1000	1600	2640

(2)
TAPER LENGTH AND CHANNELIZING DEVICE SPACING

SPEED (mph)	LENGTH FOR MERGING TAPER (L) LANE WIDTH			DEVICE SPACING (ft)
	10.0ft	11.0ft	12.0ft	
20	80	80	80	20
25	125	125	125	25
30	150	180	180	30
35	210	245	245	35
40	280	320	320	40
45	450	495	540	45
50	500	550	600	50
55	550	605	660	55
60	600	660	720	60
65	650	715	780	65
70	700	770	840	70
75	750	825	900	75

(3)
BUFFER LENGTH

SPEED (mph)	LENGTH (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

(4)
SHIFTING TAPER = 1/2 L
SHOULDER TAPER = 1/3 L

≤ 40 mph $L = \frac{WS^2}{60}$

≥ 45 mph $L = WS$

S=Speed(mph)
L=Taper Length(ft)
W=Width of Lateral Shift(ft)

TYPICAL APPLICATIONS:

NDOT STANDARD SHEETS T-35.1.2 THRU T-35.1.17 INCLUDE A VARIETY OF TRAFFIC CONTROL METHODS, BUT DO NOT INCLUDE A LAYOUT FOR EVERY CONCEIVABLE WORK SITUATION, TYPICAL APPLICATIONS SHOULD BE ALTERED WHEN NECESSARY TO FIT THE CONDITIONS OF A PARTICULAR TEMPORARY TRAFFIC CONTROL ZONE. FOR ADDITIONAL INFORMATION REFER TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND REVISIONS.

ADVANCE WARNING ARROW PANEL

TYPE	MINIMUM SIZE (INCHES)	POSTED SPEED
A	48 X 24	30 MPH OR LESS
B	60 X 30	35 MPH TO 50 MPH
C	96 X 48	55 MPH OR MORE

GENERAL NOTES:

1. R2-1 AND W3-5A MAY BE USED TO REDUCE EXISTING SPEED LIMIT TO 55 mph IF EXISTING SPEED LIMIT IS 65 mph THRU 75 mph, OTHER SPEED REDUCTIONS MUST BE APPROVED BY THE DIRECTOR.
2. THE W1-3 SIGNS SHALL BE USED WHEN THE RECOMMENDED SPEED ON A CURVE IS 30 mph OR LESS, THE W1-4 SIGNS SHALL BE USED WHEN THE RECOMMENDED SPEED IS 35 mph OR GREATER.
3. THE W6-3 AND R4-1 SIGNS SHALL BE INSTALLED ALTERNATELY AT 0.5 MILE INTERVALS WHEN THE LENGTHS OF CROSSOVERS EXCEED 0.5 MILE.
4. ALL REGULATORY SIGNS (R SERIES) SHALL BE BLACK ON RETROREFLECTIVE WHITE.
5. ALL WARNING SIGNS (W SERIES) SHALL BE BLACK ON RETROREFLECTIVE ORANGE.
6. WARNING SIGNS SHALL BE A MINIMUM OF 3' x 3' FOR SPEEDS OF 45 mph OR LESS, R2-1 SHALL BE 3' x 4'.
7. WARNING SIGNS SHALL BE A MINIMUM OF 4' x 4' FOR SPEEDS OF 50 mph OR GREATER, R2-1 SHALL BE 4' x 5'.

NEVADA DEPARTMENT OF TRANSPORTATION

TYPICAL TABLES/NOTES FOR TRAFFIC CONTROL SHEETS T-35.1.1 thru T-35.1.17

Signed Original On File | T-35.1.1 (625)
CHIEF SAFETY/TRAFFIC ENGR. | ADOPTED 9/00 | REVISION 11/04

DESIGNED BY: VMS
DRAWN BY: JAL
CHECKED BY: MP
DWG NO.: 090401.DWG
SCALE (HORIZ): SEE PLAN
SCALE (VERT): SEE PLAN
PLOT DATE: 3/5/2010

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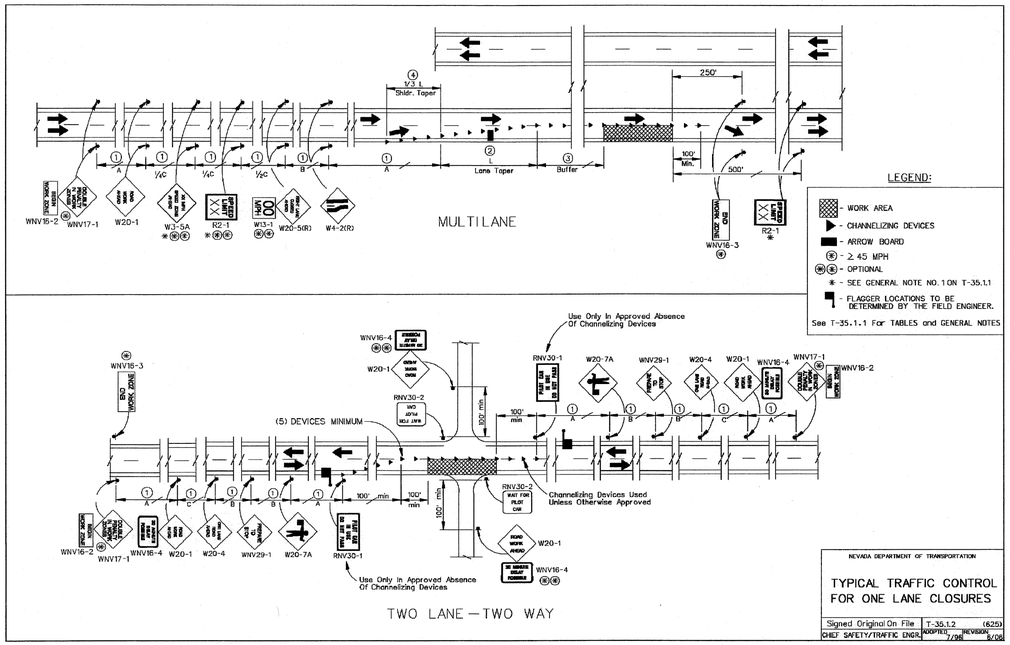
REGISTERED PROFESSIONAL ENGINEER STATE OF NEVADA
W. MICHAEL STEPHENSON
Exp. 06-30-10
CIVIL
5155
MAR 05 2010

REV.	DATE	DESCRIPTION	BY	APP'D

SYNDER AVENUE RE-ALIGNMENT
PROJECT No. 3.0728
US 395 SOUTH
NDOT STA. 27+00 to 41+50
BID SET - MAY 2010

SHEET
C9
OF
12



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TYPICAL TRAFFIC CONTROL FOR ONE LANE CLOSURES

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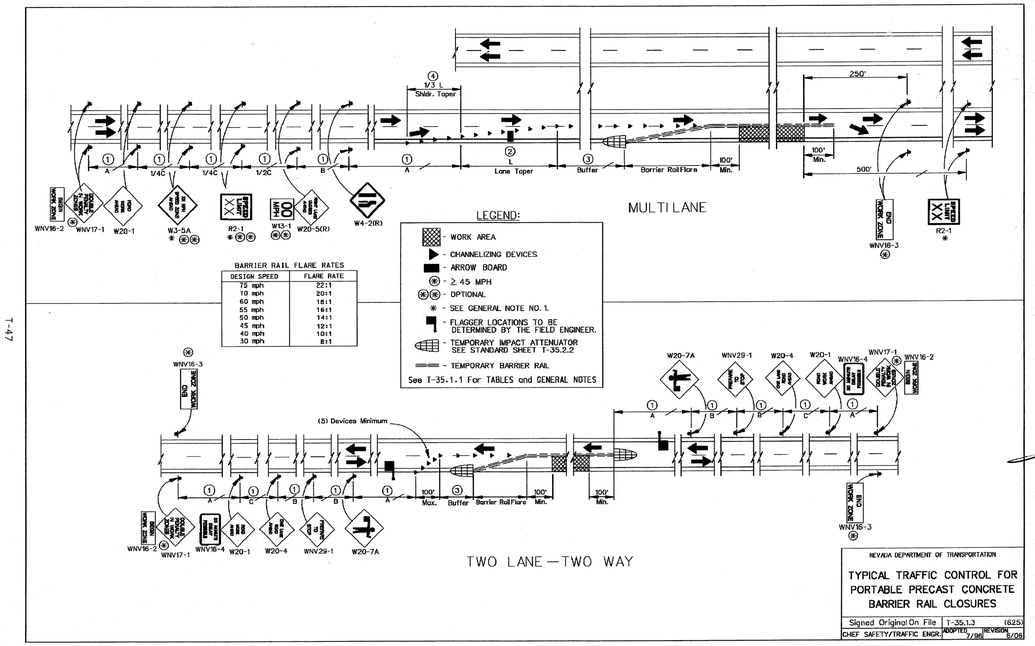
T-46



BARRIER RAIL FLARE RATES

DESIGN SPEED	FLARE RATE
75 mph	22:1
70 mph	20:1
60 mph	18:1
55 mph	16:1
50 mph	14:1
45 mph	12:1
40 mph	10:1
30 mph	8:1

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TYPICAL TRAFFIC CONTROL FOR PORTABLE PRECAST CONCRETE BARRIER RAIL CLOSURES

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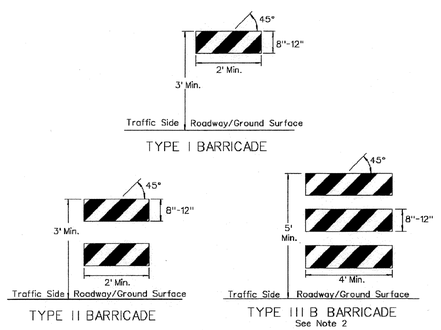
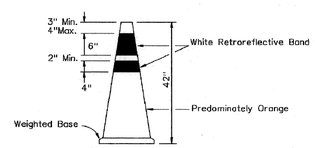
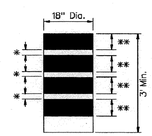
T-47







TRAFFIC DRUMS

Shall Have a Minimum of 2-White & 2-Orange Retroreflective Bands
* 2" Max. Non-Retroreflective Material
** 4" Min.- 6" Max. Retroreflective Material

	TYPE I BARRICADE	TYPE II BARRICADE	TYPE IIIB BARRICADE
Width of Stripes	Rail Length < 3' = 4" Rail Length ≥ 3' = 6"		6"
Number of Retroreflective Rail faces	2 (One Each Direction)	4 (Two Each Direction)	3 (One Direction Only)

GENERAL NOTES:

1. ALL BARRICADES USED MUST COMPLY WITH NCHRP REPORT 350. SEE QUALIFIED PRODUCTS LIST FOR APPROVED PRODUCTS.
2. TYPE III B BARRICADES USED FOR TEMPORARY SIGN SUPPORTS. SIGNS SHALL BE MOUNTED 1' MINIMUM FROM GROUND AND COMPLY WITH MUTCD CURRENT EDITION.
3. MARKINGS FOR BARRICADE RAILS SHALL BE RETROREFLECTIVE ORANGE AND WHITE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION OF TRAFFIC AS SHOWN.

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TRAFFIC CONTROL BARRICADES

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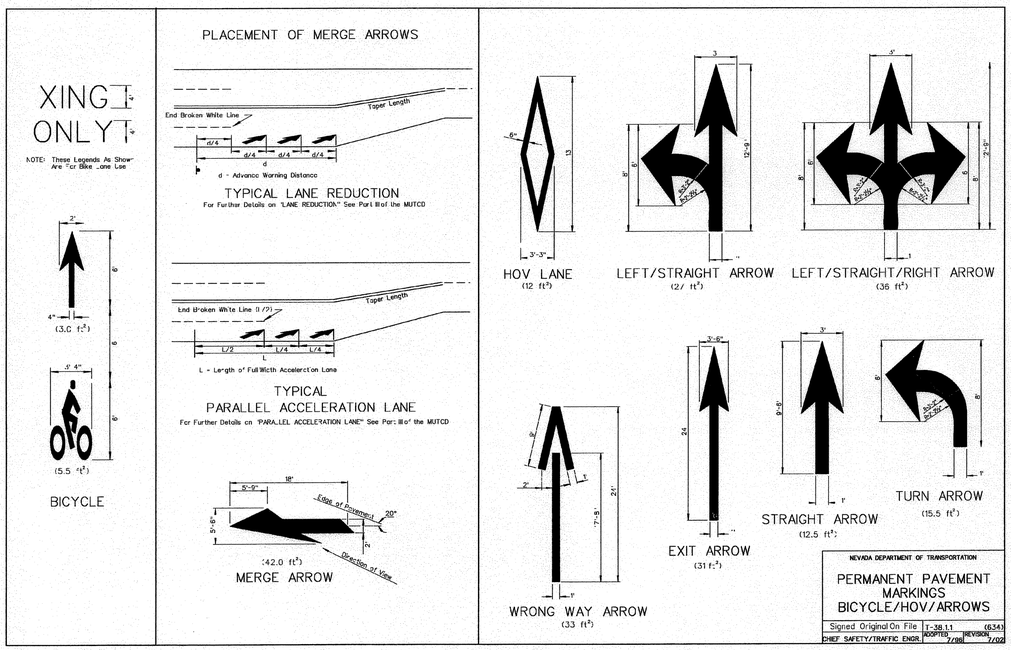
T-62



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PERMANENT PAVEMENT MARKINGS BICYCLE/HOV/ARROWS

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T-69

DESIGNED BY: VMS
DRAWN BY: JAL
CHECKED BY: MP
DWG NO.: 090401.DWG
SCALE (HORIZ): SEE PLAN
SCALE (VERT): SEE PLAN
PLOT DATE: 3/5/2010

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REV.	DATE	DESCRIPTION	BY	APP'D

SYNDER AVENUE RE-ALIGNMENT
PROJECT No. 3.0728
US 395 SOUTH
NDOT STA. 27+00 to 41+50
BID SET — MAY 2010

SHEET C10 OF 12

Friday, March 05, 2010 — 10:13am FILE: D:\2009\090401 Carson City Realignment of Snyder 0809-212\Dwg\NDOT\N.090401.NDTL.dwg
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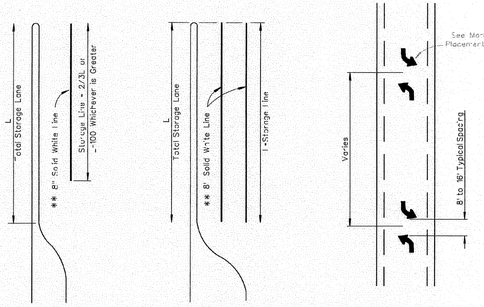
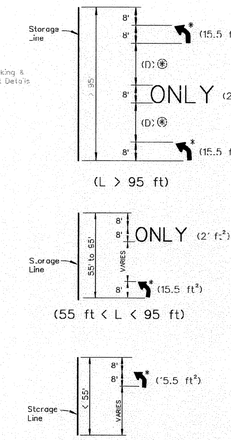


SINGLE STORAGE LANE

MULTIPLE STORAGE LANES

TWO-WAY LEFT TURN LANE



(L < 55 ft)

MARKING & PLACEMENT DETAILS

Storage Line (feet) (L)	Number of Markings (M) Arrow/ONLY
96 to 192	3
193 to 280	4
281 to 368	5
369 to 456	6
457 to 544	7
545 to 632	8
633 to 720	9
721 to 808	10
809 to 896	11
897 to 984	12
985 to 1072	13
1073 to 1160	14
1161 to 1248	15
1249 to 1336	16
1337 to 1424	17
1425 to 1512	18

$$D = \frac{L\,[(M-1)\times 8]}{(M-1)}$$

D - Distance between Markings
L - Storage Length
M - Number of Markings

GENERAL NOTES:

1. START WITH AN ARROW AT THE ENTRANCE OF THE STORAGE LANE.
2. THE ARROW/ONLY CLOSEST TO CROSSWALK SHALL BE INSTALLED 8 FEET PRIOR TO THE STOP BAR.
3. THE STORAGE LINE IS EQUAL TO THE STORAGE LENGTH PLUS THE DECELERATION LENGTH.
4. WHEN CALCULATING DISTANCE BETWEEN MARKINGS, ROUND TO THE NEAREST WHOLE NUMBER.

LEGEND:

* RIGHT ARROWS WHERE APPLICABLE.

** RAISED PAVEMENT MARKERS WHERE APPLICABLE. FOR DETAILS SEE STANDARD PLAN T-37.1.2.

NEVADA DEPARTMENT OF TRANSPORTATION

PERMANENT STORAGE LANES, TURN ARROWS AND ONLY'S

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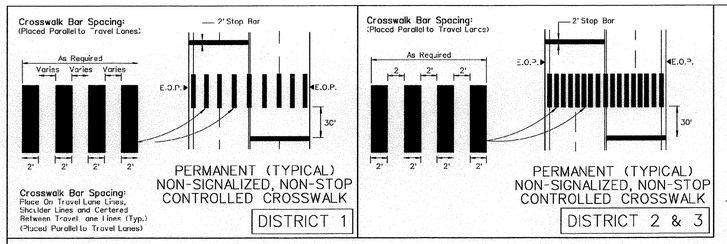
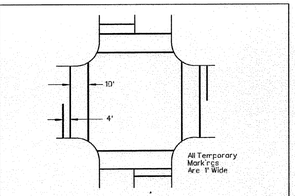
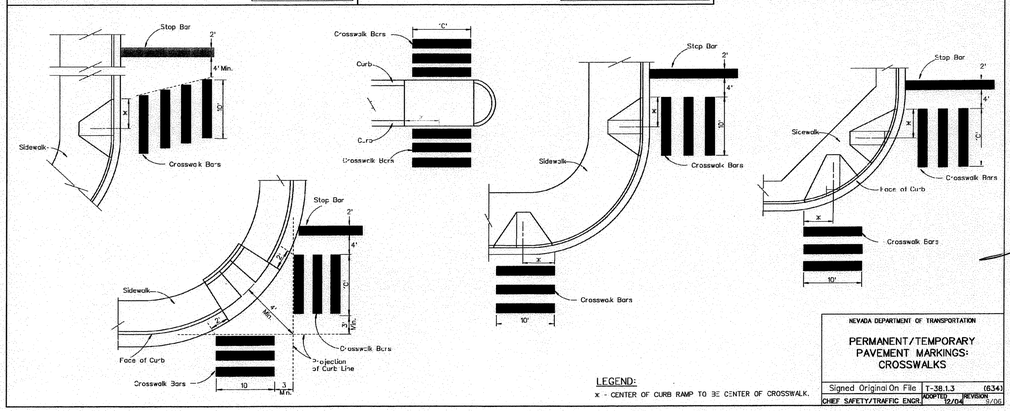
T-90





TEMPORARY CROSSWALK MARKINGS

For TEMPORARY STRIPING Exclude: PAVEMENT WORDS and SYMBOL MARKINGS (i.e. TURN ARROWS, ONLY'S, etc.)



LEGEND:

x - CENTER OF CURB RAMP TO BE CENTER OF CROSSWALK.

NEVADA DEPARTMENT OF TRANSPORTATION

PERMANENT/TEMPORARY PAVEMENT MARKINGS: CROSSWALKS

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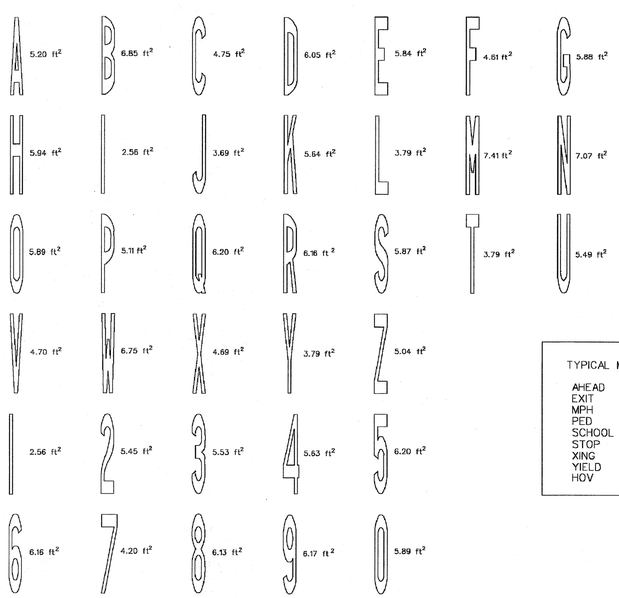
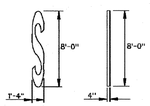
T-91



TYPICAL MARKINGS	
AHEAD	28.5 ft²
EXIT	17.0 ft²
MPH	18.5 ft²
PED	17.0 ft²
SCHOOL	32.5 ft²
STOP	21.0 ft²
XING	20.5 ft²
YIELD	22.0 ft²
HOV	16.5 ft²

TYPICAL MARKINGS



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PERMANENT PAVEMENT MARKINGS: LETTERS/NUMBERS

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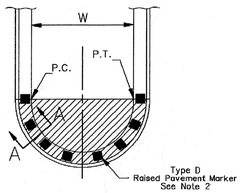
T-92

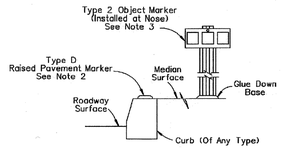


PLAN

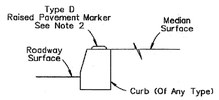
SPACING TABLE

"W"	Number of Type D Raised Pavement Markers Per Median Nose *
1' to 2'	3
>2' to 3'	4
>3' to 4'	5
>4'	1 Each For Every 1' of Curb Length

* (1) Raised Pavement Marker Each Shall Be Placed On The P.C. and The P.T. Of The Median Nose: All Others Spaced Equally Between P.T. & P.C.



SECTION A-A
SNOW REMOVAL AREA



SECTION A-A
NON-SNOW REMOVAL AREA

LEGEND:

PERMANENT PAVEMENT STRIPING (VARIES)

GENERAL NOTES:

1. THE ENTIRE MEDIAN SHALL BE PAINTED FROM THE MEDIAN NOSE BACK 5' OR TO THE FIRST P.C., WHICH EVER IS GREATER.
2. SEE STANDARD PLAN SHEET T-37.1.1 FOR TYPE D RAISED PAVEMENT MARKER.
3. SEE STANDARD PLAN SHEET R-9.2.1 FOR TYPE 2 OBJECT MARKER.

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MEDIAN NOSE ISLAND MARKING

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T-93

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SYNDER AVENUE RE-ALIGNMENT

PROJECT No. 3.0728

US 395 SOUTH

NDOT STA. 27+00 to 41+50

BID SET - MAY 2010

SHEET C11 OF 12

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