

CARSON CITY PURCHASING AND CONTRACTS
201 North Carson Street, Suite 3
Carson City, NV 89701
775-283-7137/FAX 887-2107

<http://www.carson.org/index.aspx?page=998>

NOTICE TO CONTRACTORS
BID #1516-014
Mountain Street Utility Rehabilitation Project
PWP # CC-2015-245

Addendum No. 1

1. Sheet C3 of the plans shows installing conduits across Snyder Avenue just east of Bigelow Drive. The Contractor is to bore across the street in this location to prevent trenching in the roadway
2. The following pages provide recommendations for traffic control for the construction along Snyder Avenue. The Contractor is required to follow current NDOT and MUTCD Specifications.
3. The contractor is to pull a new pull string with sequential foot markings at the time that fiber is pulled through the new and existing conduits for future use.
4. The City purchased fiber will be located at the City's corporate yard at 3505 Butti Way in Carson City and will be on spools.
5. Page NC-2 of the bid document lists the bid opening at be August 12th at 11:10 p.m., this is corrected to be 11:10 a.m.
6. The following responses are to questions received by 8/6/2015

For the pay scale should we use Prevailing wage or Davis Bacon whichever is higher per craft or just Prevailing wage?

If the Contractor's base bid amount exceeds \$227,000, Prevailing wage rates must be used. If the Contractor's base bid is \$227,000 or below, Prevailing wage rates are not required to be used. Davis Bacon rates are not required for this project. Since the project will be given a contingency, the base bid plus a contingency totaling \$250,000 or more will cause prevailing wage rates to be required. It is estimated that a 10% contingency will be applied to the project.



395

OAK ST

CALIFORNIA ST

SILVER SAGE DR

APPION WY

ROLAND DR

SNYDER AVE

DAT SO LA LEE WY

CENTER DR

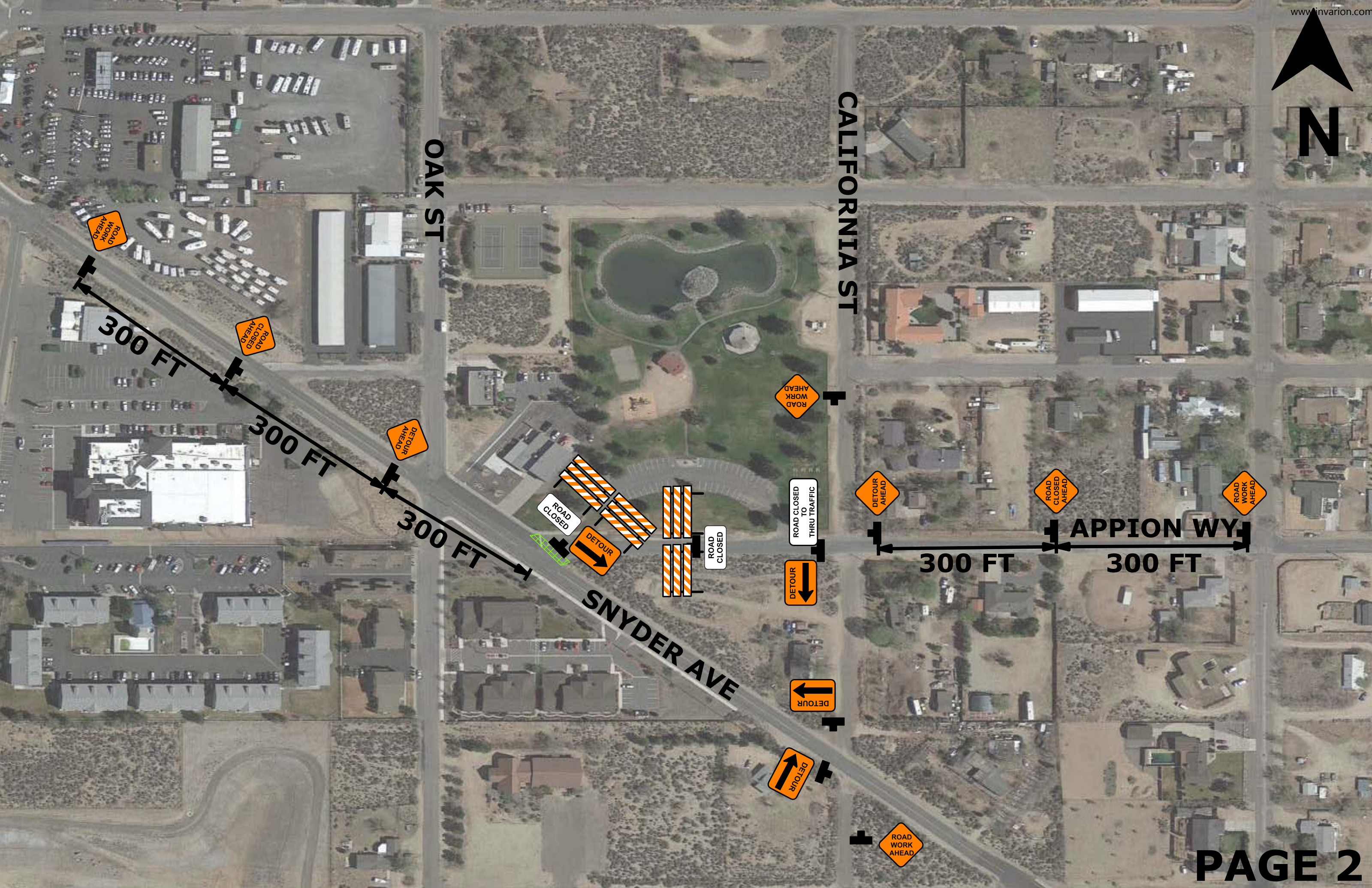
CLEAR CREEK AVE

BIGELOW DR



SEE PAGE 2
CLOSURE
DETAILS

SEE PAGE 3
CLOSURE
DETAILS



OAK ST

CALIFORNIA ST

SNYDER AVE

APPION WY

300 FT

300 FT

300 FT

300 FT

300 FT

ROAD WORK AHEAD

ROAD CLOSED AHEAD

DETOUR AHEAD

ROAD CLOSED

DETOUR

ROAD CLOSED

ROAD WORK AHEAD

ROAD CLOSED TO THRU TRAFFIC

DETOUR

DETOUR

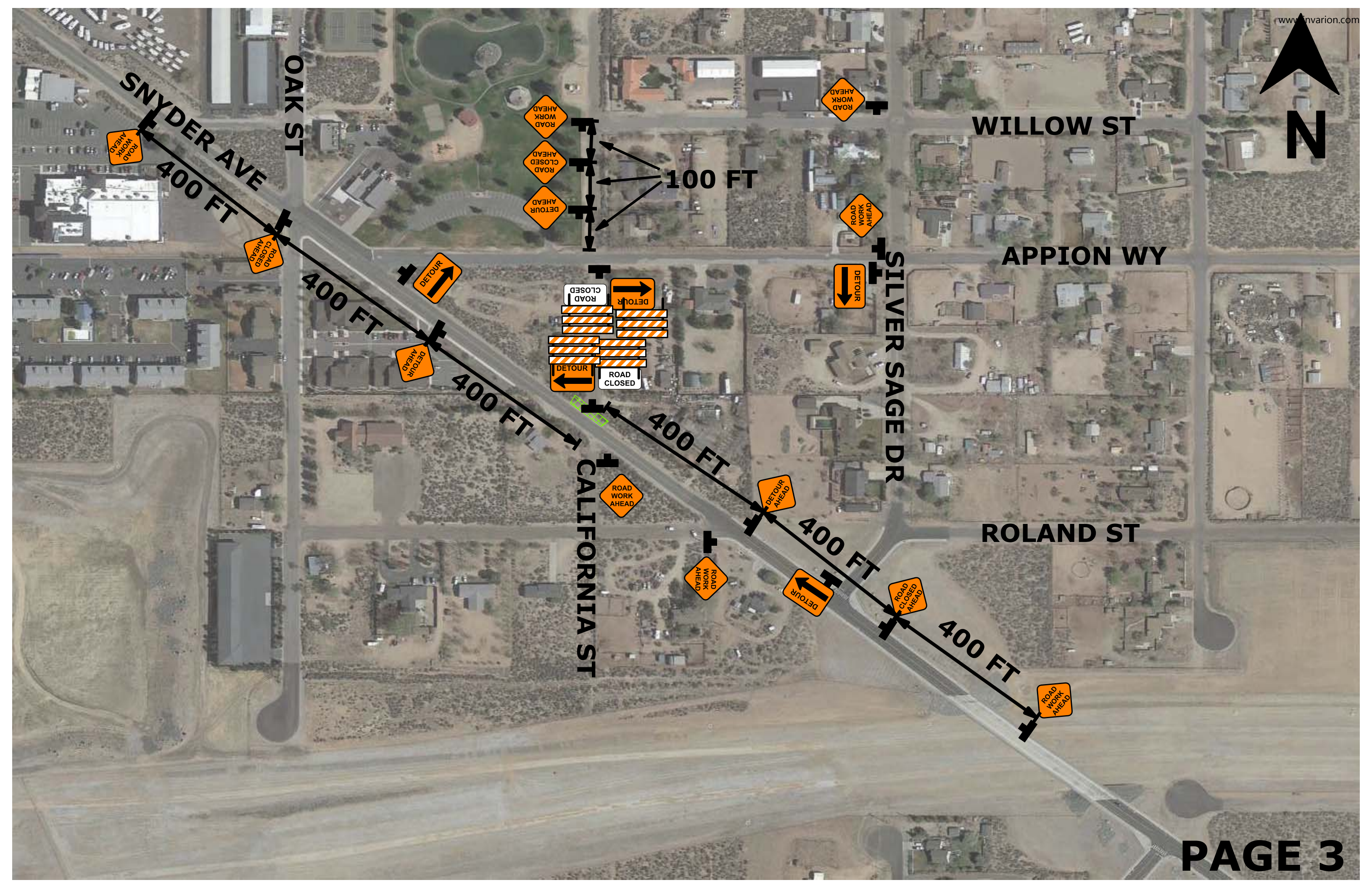
DETOUR

DETOUR AHEAD

ROAD CLOSED AHEAD

ROAD WORK AHEAD

ROAD WORK AHEAD



SNYDER AVE
400 FT

OAK ST

WILLOW ST

APPION WY

SILVER SAGE DR

ROLAND ST

CALIFORNIA ST

100 FT

400 FT

400 FT

400 FT

400 FT

400 FT

ROAD WORK AHEAD

ROAD CLOSED AHEAD

DETOUR AHEAD

DETOUR

ROAD WORK AHEAD

ROAD CLOSED AHEAD

DETOUR AHEAD

ROAD CLOSED

DETOUR

DETOUR

ROAD WORK AHEAD

ROAD WORK AHEAD

DETOUR AHEAD

DETOUR

ROAD CLOSED AHEAD

ROAD WORK AHEAD

ROAD WORK AHEAD

ROAD WORK AHEAD

DETOUR

ROAD CLOSED

DETOUR

DETOUR

ROAD WORK AHEAD

ROAD WORK AHEAD

DETOUR AHEAD

DETOUR

ROAD CLOSED AHEAD

ROAD WORK AHEAD

ROAD WORK AHEAD

ROAD WORK AHEAD

DETOUR

ROAD CLOSED

DETOUR

DETOUR

ROAD WORK AHEAD

ROAD WORK AHEAD

DETOUR AHEAD

DETOUR

ROAD CLOSED AHEAD

ROAD WORK AHEAD

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)			TAPER & CHANNELIZATION DEVICE SPACING (ft)
	LANE WIDTH			
	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 *

* ON RURAL INTERSTATE HIGHWAYS WHERE THE SPEED LIMIT IS 55 MPH OR GREATER, THE CHANNELIZATION DEVICE SPACING (EXCEPT FOR TAPERS) MAY BE INCREASED TO 80 FEET. WHEN INCREASED DEVICE SPACING IS USED, 3 DRUMS WILL BE PLACED DIAGONALLY AT 0.5 MILE INCREMENTS TO INDICATE THE LANE IS CLOSED.

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	$\frac{L=WS^2}{60}$
≥ 45 mph	$L=WS$

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

TYPICAL APPLICATIONS:

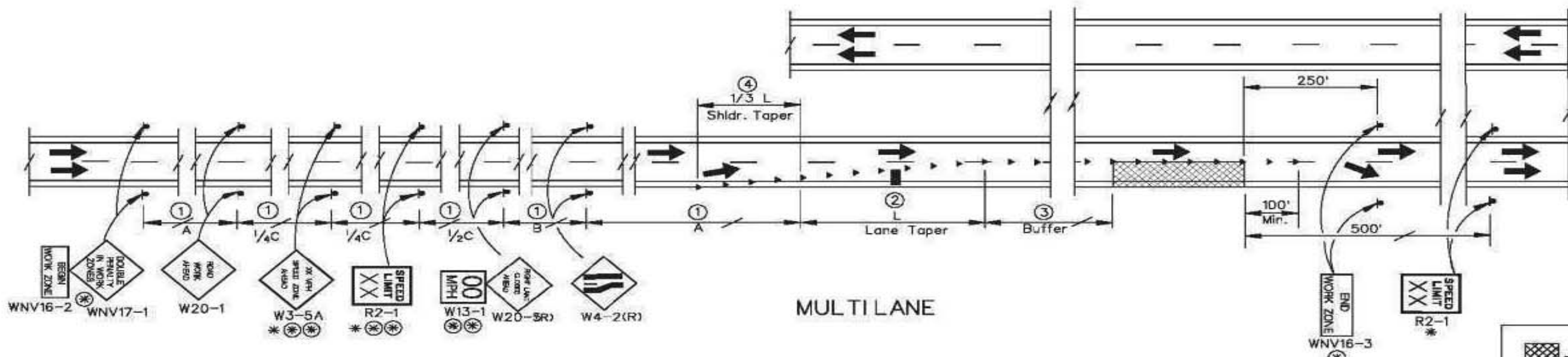
NDOT STANDARD SHEETS T-35.1.2 THRU T-35.1.17 INCLUDE A VARIETY OF TRAFFIC CONTROL METHODS, BUT DO NOT INCLUDE A LAYOUT FOR EVERY CONCEIVABLE WORK SITUATION, TYPICAL APPLICATIONS SHOULD BE ALTERED WHEN NECESSARY TO FIT THE CONDITIONS OF A PARTICULAR TEMPORARY TRAFFIC CONTROL ZONE. FOR ADDITIONAL INFORMATION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

GENERAL NOTES:

- 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.
- 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.
- 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.
- ALL REGULATORY SIGNS (R SERIES) SHALL BE BLACK ON RETROREFLECTIVE WHITE.
- ALL WARNING SIGNS (W SERIES) SHALL BE BLACK ON RETROREFLECTIVE ORANGE.
- WARNING SIGNS SHALL BE A MINIMUM OF 3' x 3' FOR SPEEDS OF 45 mph OR LESS, R2-1 SHALL BE 3' x 4'.
- WARNING SIGNS SHALL BE A MINIMUM OF 4' x 4' FOR SPEEDS OF 50 mph OR GREATER, R2-1 SHALL BE 4' x 5'.

ADVANCE WARNING ARROW PANEL

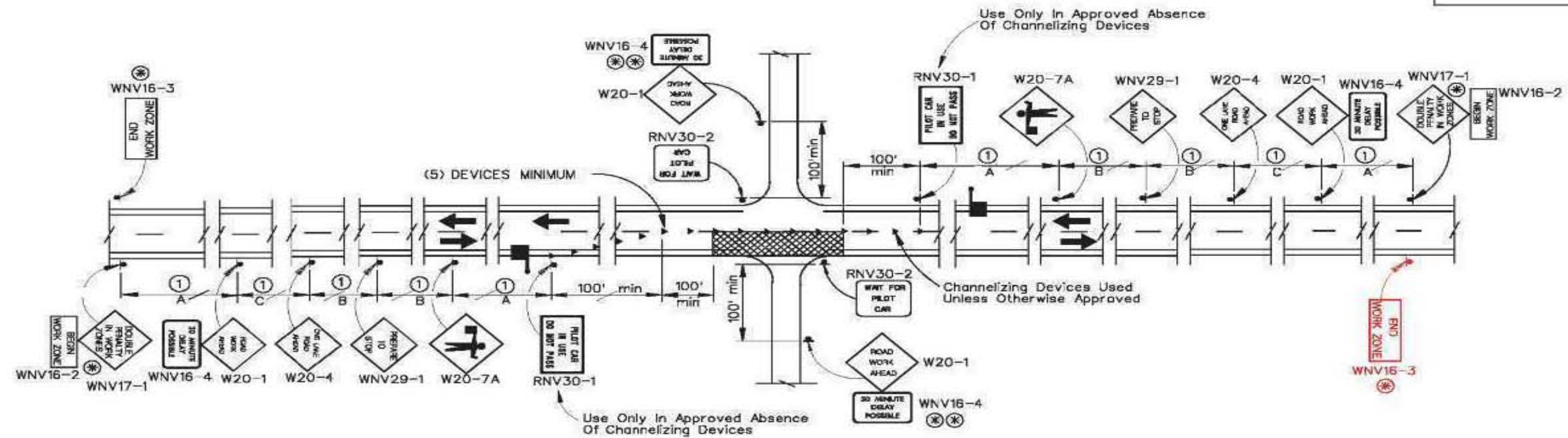
TYPE	MINIMUM SIZE (INCHES)	POSTED SPEED
A	48 X 24	30 MPH OR LESS
B	60 X 30	35 MPH TO 50 MPH
C	96 X 48	55 MPH OR MORE



LEGEND:

- WORK AREA
 - CHANNELIZING DEVICES
 - ARROW BOARD
 - ≥ 45 MPH
 - OPTIONAL
 - SEE GENERAL NOTE NO. 1 ON T-35.1.1
 - FLAGGER LOCATIONS TO BE DETERMINED BY THE FIELD ENGINEER.
- See T-35.1.1 For TABLES and GENERAL NOTES

FOR USE ON SNYDER AVE



TWO LANE TWO WAY

NEVADA DEPARTMENT OF TRANSPORTATION

TYPICAL TRAFFIC CONTROL FOR ONE LANE CLOSURES

Signed Original On File T-35.1.2 (625)

CHIEF SAFETY/TRAFFIC ENGR. ADOPTED 7/96 REVISION 3/09