

1. PAVEMENT MARKINGS MUST CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICE (MUTCD) FOR STREETS AND HIGHWAYS, CURRENT EDITION. STRIPING MATERIALS AND APPLICATION MUST CONFORM TO CARSON CITY TECHNICAL SPECIFICATIONS AS WELL AS THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION."
2. PAVEMENT MARKINGS MUST BE INSTALLED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE TRAFFIC REPORT, OR AS REQUIRED BY THE APPROVED IMPROVEMENT PLANS.
3. PAVEMENT MARKINGS MUST BE INCLUDED IN THE IMPROVEMENT PLANS.
4. BEFORE ANY NEW PUBLIC OR PRIVATE ROAD, PAVED DETOUR, OR TEMPORARY ROUTE IS OPENED TO PUBLIC TRAVEL, ALL NECESSARY MARKINGS MUST BE IN PLACE.
5. INLAY TAPE STRIPING AND/OR PAVEMENT LEGENDS MUST BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
6. TEMPORARY STRIPING OR REFLECTIVE FLEXIBLE ROAD TABS MUST BE USED TO DELINEATE STRIPING BETWEEN THE TIME OF PLACEMENT OF PAVEMENT/SLURRY TO THE FIRST APPLICATION OF PAINT. STRIPING MUST BE SCHEDULED AT A REASONABLE TIME (I.E. ACCOUNTS FOR WEATHER, CONSTRUCTION TRAFFIC ON NEW PAINT, LONG TERM PERFORMANCE, ETC.) AND AT THE APPROVAL OF THE ENGINEER. STRIPING MUST BE IN LIKE NEW CONDITION WITH ACCEPTABLE DELINEATION AND REFLECTIVITY AT THE COMPLETION OF THE PROJECT.
7. RAPID DRY WATERBORNE TRAFFIC PAINT MUST BE USED. THE APPLICATION OF THE PAINT IS AS FOLLOWS:
 - A. APPLY PAINT TO AN APPROVED CLEAN AND DRY SURFACE.
 - B. NEW STRIPE—PAINT IS TO BE APPLIED IN TWO APPLICATIONS WITH THE FIRST BEING A SEAL COAT APPLIED AT A MINIMUM OF 48 HOURS AFTER PAVING/SLURRY AND THE SECOND COAT BETWEEN 10–30 DAYS AFTER APPLICATION OF THE FIRST COAT PER MANUFACTURERS SPECIFICATIONS.
 - C. EXISTING STRIPE—PAINT IS TO BE APPLIED IN ONE APPLICATION PER MANUFACTURERS SPECIFICATIONS.
8. A MINIMUM OF ONE (1) INSPECTION IS REQUIRED UPON COMPLETION OF THE FINAL FINISHED SURFACE. INSPECT TO ENSURE THAT PAVEMENT STRIPING AND MARKINGS ARE IN CONFORMANCE WITH PROJECT PLANS AND SPECIFICATIONS FOR MARKING MATERIAL, LAYOUT AND ALIGNMENT.
9. DIMENSIONS AND THE PLACEMENT OF ARROWS, SYMBOLS, AND TEXT ARE TYPICAL AND SHALL APPLY UNLESS OTHER INDICATED IN THE CONTRACT DOCUMENTS.
10. ANY STREET STRIPING DIFFERENT FROM CARSON CITY STANDARD DETAILS MUST BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION.
11. LONG LINE STRIPING MEASUREMENTS:
 - DOUBLE SOLID YELLOW: TWO 4 INCH STRIPES SEPARATED BY A 4 INCH GAP.
 - BROKEN YELLOW/WHITE:
WHEN THE POSTED SPEED LIMIT IS LESS THAN OR EQUAL TO 40 MPH, STRIPE SHALL BE 4 INCHES WIDE WITH A LENGTH OF 7 FEET SEPARATED BY A 21 FOOT GAP.
WHEN THE POSTED SPEED LIMIT IS GREATER THAN 40 MPH, STRIPE SHALL BE 6 INCHES WIDE WITH A LENGTH OF 10 FEET SEPARATED BY A 30 FOOT GAP.
ALTERNATE LAYOUTS SHALL HAVE SIMILAR 1:3 RATIO AS APPROVED BY THE CITY ENGINEER.
 - BROKEN/SOLID YELLOW TWO-WAY LEFT TURN LANE: 4 INCH SOLID STRIPE WITH 4 INCH GAP BETWEEN 4 INCH BROKEN STRIPE – SPACING TO MATCH THE BROKEN YELLOW DIMENSIONS
 - SOLID WHITE EDGE:
4 INCHES IF NO BIKE LANES OR WHEN THE POSTED SPEED LIMIT IS LESS THAN OR EQUAL TO 40 MPH
6 INCHES FOR ALL BIKE LANES OR FOR ROADS WHEN THE POSTED SPEED LIMIT IS GREATER THAN 40 MPH
 - SOLID WHITE TURN POCKETS:
8 INCHES WIDE WHEN THE POSTED SPEED LIMIT IS LESS THAN OR EQUAL TO 40 MPH
10 INCHES WIDE WHEN THE POSTED SPEED LIMIT IS GREATER THAN 40 MPH
 - DOTTED WHITE STRIPES:
LANE DROP (TRAP) MARKINGS – 3 FOOT STRIPE WITH 9 FOOT GAP – 6 INCH WIDTH
MERGE OR TAPER LANES – 2 FOOT STRIPE WITH 4 FOOT GAP – MATCH ADJACENT STRIPE WIDTH
INTERSECTION EXTENSIONS – 2 FOOT STRIPE WITH 6 FOOT GAP – MATCH EXTENDED STRIPE WIDTH
BIKE LANES AT INTERSECTIONS – 2 FOOT STRIPE WITH 3 FOOT GAP – 6 INCH WIDTH

NO.	REVISION	DATE	STANDARD DETAIL FOR PUBLIC WORKS CONSTRUCTION	SECTION
			STRIPING GENERAL NOTES	CARSON CITY
				DRAWING NO. C-5.4.2 (324)
				DATE AUG 2022
APPROVED BY:		8/22		