

PROJECT NO.	SHEET NO.
AFE-G006	1
▲ CONTROL NO.	71186
▲ CONTROL NO.	
■ CONTROL NO.	

**INDEX OF SHEETS**

- SHEET NO.
- TITLE PAGE & SUMMARY OF QUANTITIES
  - TYPICAL TRAFFIC CONTROL PLAN--VEHICLE SIGNING FOR PAINT STRIPING
  - TYPICAL PAVEMENT MARKING PLAN--5" PAVEMENT MARKING
  - PAVEMENT MARKING PLAN--5" RURAL LEFT TURN BAY DETAIL

STANDARD PLANS  
920-R5 (2 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE

**STATE OF NEBRASKA  
DEPARTMENT OF ROADS  
PLANS FOR CONSTRUCTION**

**DISTRICT 7  
DISTRICTWIDE STRIPING  
CHASE, DUNDY, FRANKLIN, FRONTIER, FURNAS,  
GOSPER, HARLAN, HAYES, HITCHCOCK, KEARNEY,  
PERKINS, PHELPS, & RED WILLOW COUNTIES**



THE 2007 EDITION OF THE NEBRASKA STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS APPLY TO THIS PROJECT.

THE WORK ON THIS PROJECT CONSISTS OF GROUPS

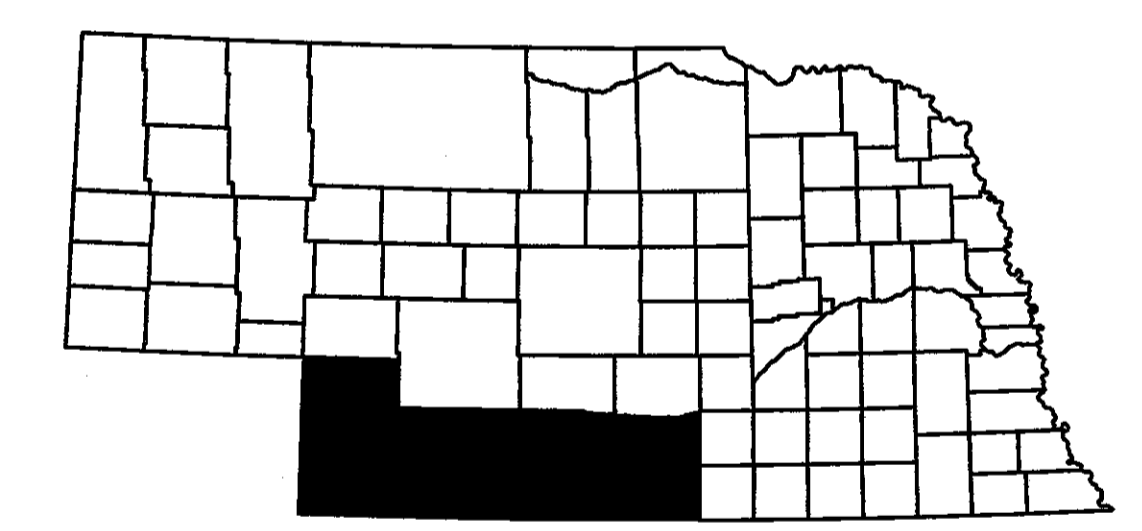
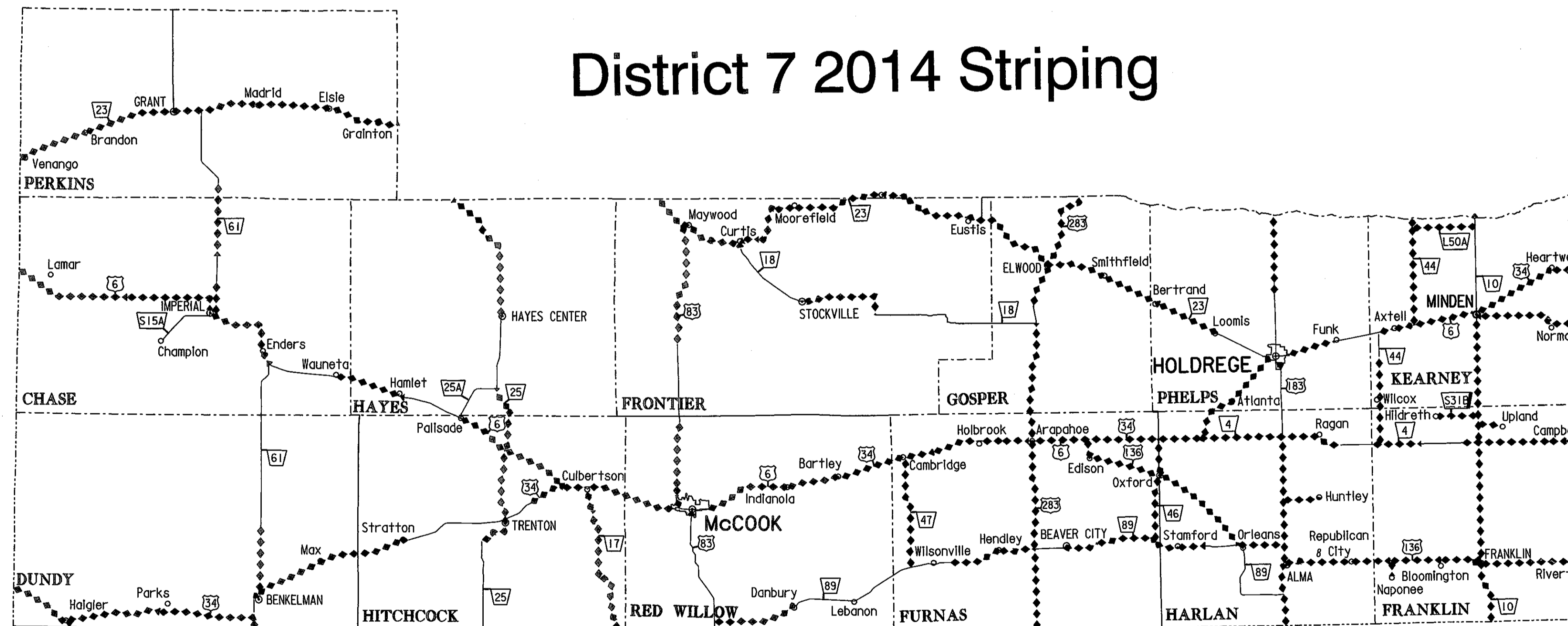
8-SPECIALTY

▲ GROUPS 8 ARE INCLUDED IN THE LETTING OF FEBRUARY 6, 2014

▲ GROUPS ARE INCLUDED IN THE LETTING OF

■ GROUPS ARE INCLUDED IN THE LETTING OF

**District 7 2014 Striping**



**SUMMARY OF QUANTITIES  
SPECIALTY ITEMS  
GROUP 8**

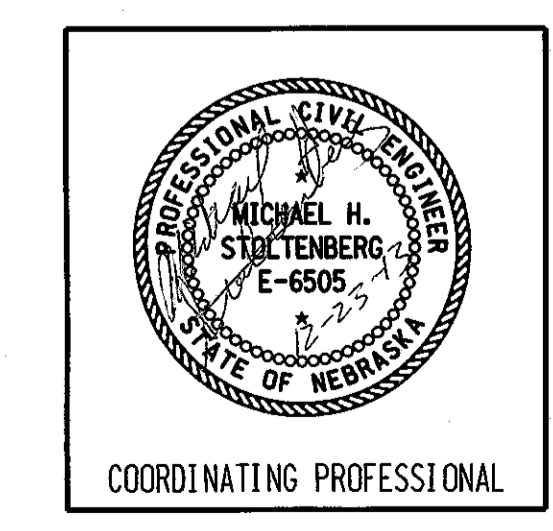
REFERENCE POST NO. TO REFERENCE POST NO.

EXCEPTIONS: FROM STA. TO STA.

TOTAL NET LENGTH OF PROJECT: FEET MILES

<b>CONVENTIONAL SIGNS</b>	<b>R.O.W. LEGEND</b>
FENCE R.O.W. OR WIRE	NEW CONTROLLED ACCESS
GUARDRAIL	PREVIOUS CONTROLLED ACCESS
TRAVELED WAY	LIMITS OF CONSTRUCTION
DIKE	PREVIOUS R.O.W.
CULVERT	NEW R.O.W.
POWER POLE	EXISTING PERMANENT EASEMENT
TELEPHONE POLE	TEMPORARY EASEMENT
MAILBOX	EXCESS TAKING
RAILROAD TRACKS	PERMANENT EASEMENT
MARSH	EXISTING RAILROAD EASEMENT
TREE - CONIFEROUS	NEW RAILROAD PERMANENT EASEMENT
TREE - DECIDUOUS	NEW RAILROAD TEMPORARY EASEMENT

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
PAINT STRIPING	775.890	MILE
PAINT STRIPING	200.000	STA
ACRYLIC WATERBORNE PAINT, YELLOW	11,638.000	GAL
ACRYLIC WATERBORNE PAINT, WHITE	38,795.000	GAL

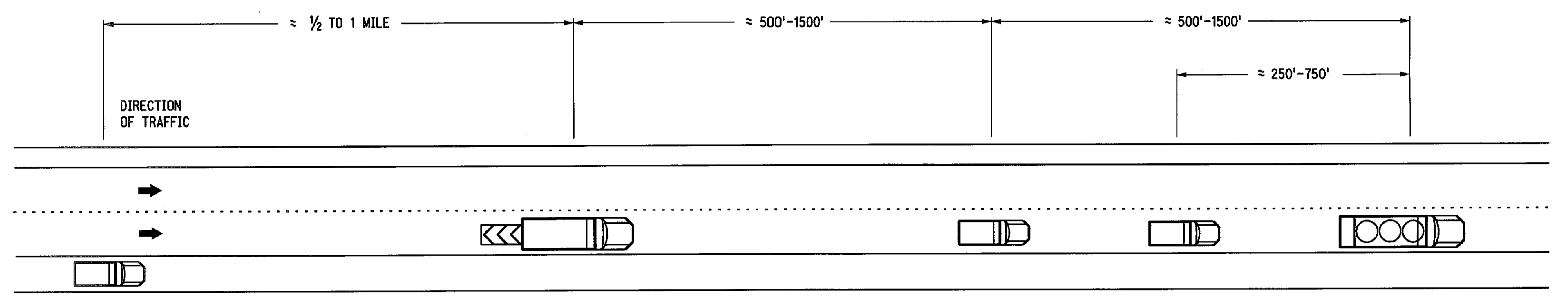
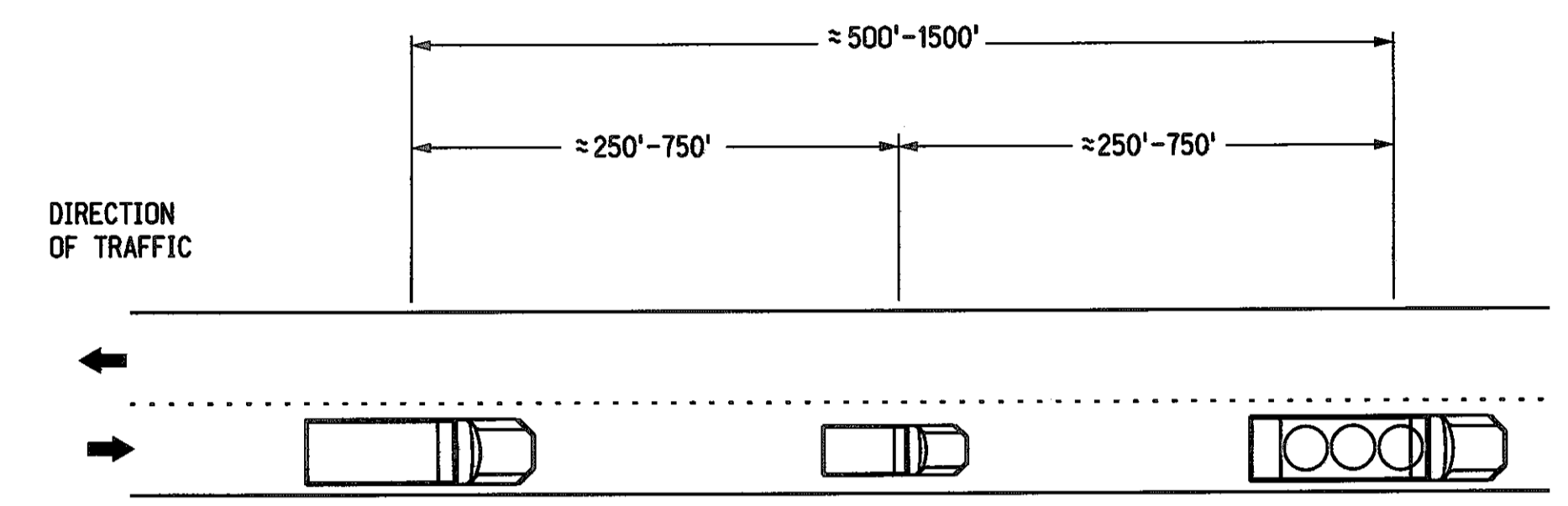


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# SIGNING PLAN

## STRIPING ON RURAL TWO-LANE TWO-WAY ROADS

## STRIPING ON RURAL MULTI-LANE ROADWAY



**REAR VEHICLE**  
WITH 2 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR AND 2-360° BEACONS (TMA OPTIONAL)

**OPTIONAL VEHICLE**  
WITH 2-360° BEACONS

**STRIPING VEHICLE**  
WITH 4 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS

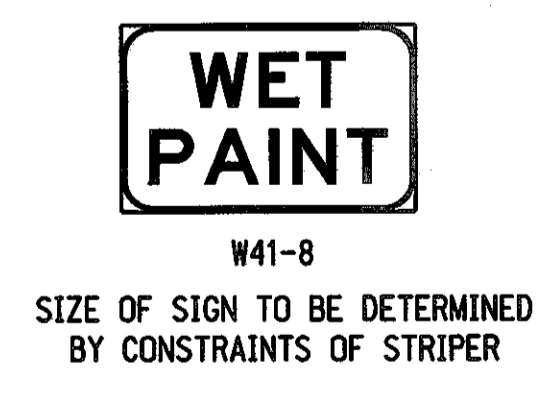
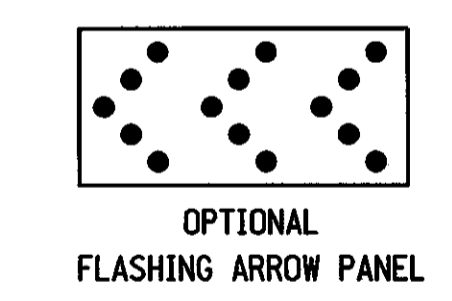
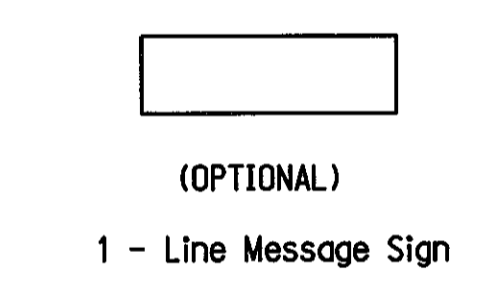
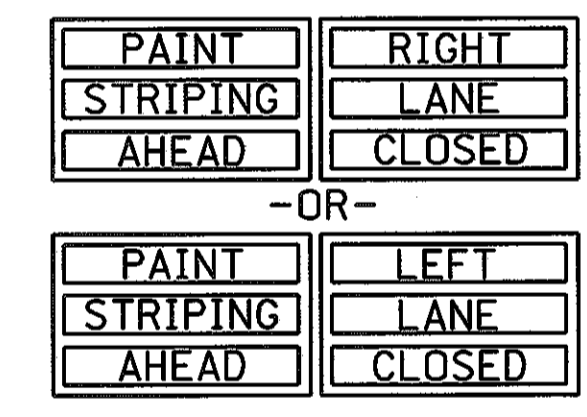
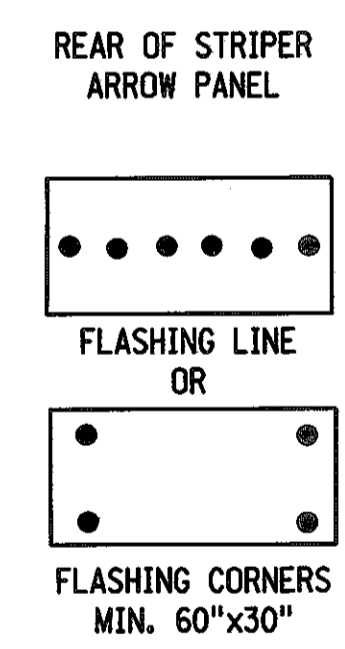
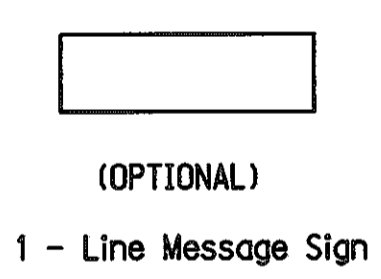
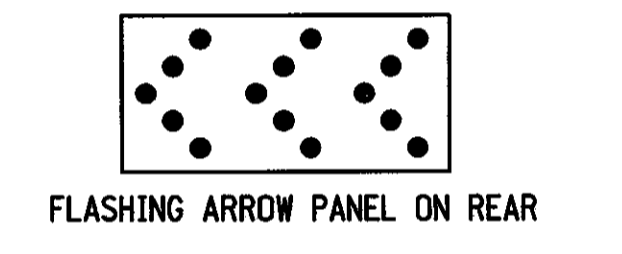
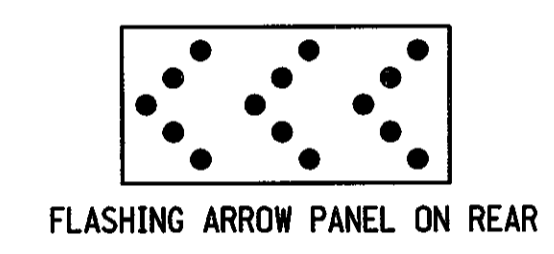
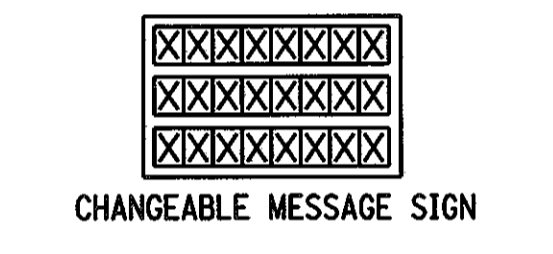
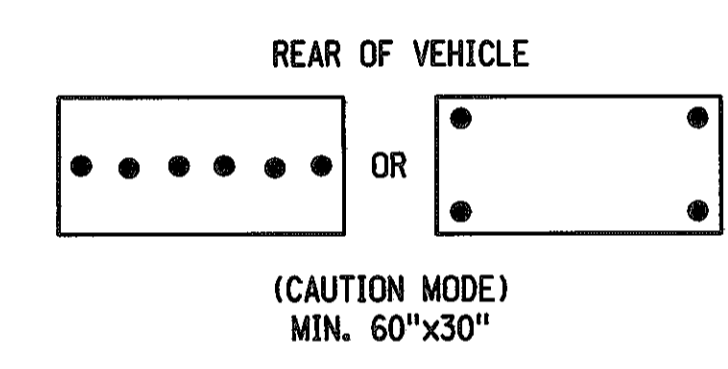
**WARNING VEHICLE**  
WITH 2 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS

**REAR VEHICLE W/TMA**  
WITH 2 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR AND 2-360° BEACONS

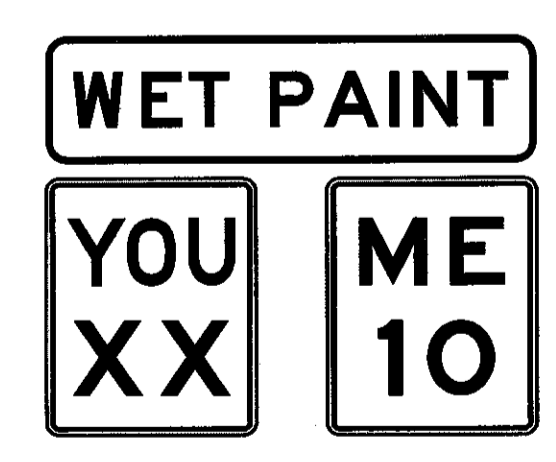
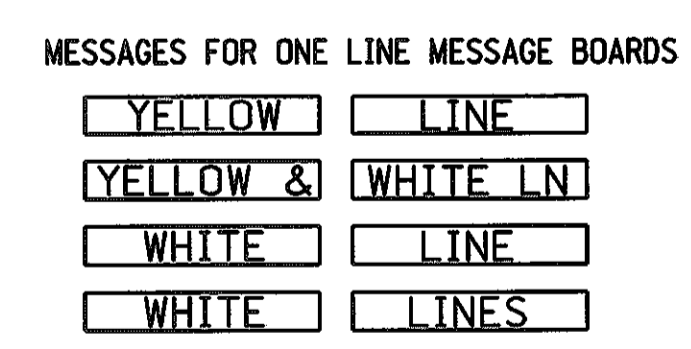
**TRAILING VEHICLE**  
WITH 2-360° BEACONS AND DRONE RADAR

**OPTIONAL VEHICLE**  
WITH 2-360° BEACONS

**STRIPING VEHICLE**  
WITH 4 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS



TWO MESSAGES (1.6 - 2.0 SECONDS PER MESSAGE)



### RURAL MULTI-LANE NOTES:

- WHEN WORKING ON INSIDE (LEFT) LANES VEHICLES SHALL MOVE TO SIMILAR POSITIONS IN THAT LANE.
- WARNING VEHICLE WILL REMAIN ON RIGHT SHOULDER WHEN AN 8' OR WIDER PAVED INSIDE (LEFT) SHOULDER DOES NOT EXIST.
- REAR VEHICLE WITH TMA SHALL NOT BE SUPPLY VEHICLE UNLESS PAINT IS UNLOADED.

### GENERAL NOTES:

- REAR VEHICLE SHALL BE PLACED IN ADVANCE OF HORIZONTAL OR VERTICAL CURVES TO PROVIDE ADVANCE WARNING FOR WORK OPERATIONS HIDDEN BY CURVES.
- VEHICLE SPACING MAY VARY DEPENDING ON RATE OF APPLICATION, SPEED, AND DRYING TIME.
- WHEN OPTIONAL CB ALERT WARNING RADIOS ARE USED THE TRANSMITTER MUST REMAIN WITH ONE OF THE VEHICLES IN THE STRIPING TRAIN.

### RURAL TWO-LANE NOTES:

- CAUTION MODE ON STRIPING UNIT AND REAR VEHICLE SHALL BE ALTERNATING DIAMOND OR THE FLASHING 4 CORNER LIGHTS IF THE DIAMOND MODE IS NOT AVAILABLE.

TRAFFIC ENGINEERING DIVISION

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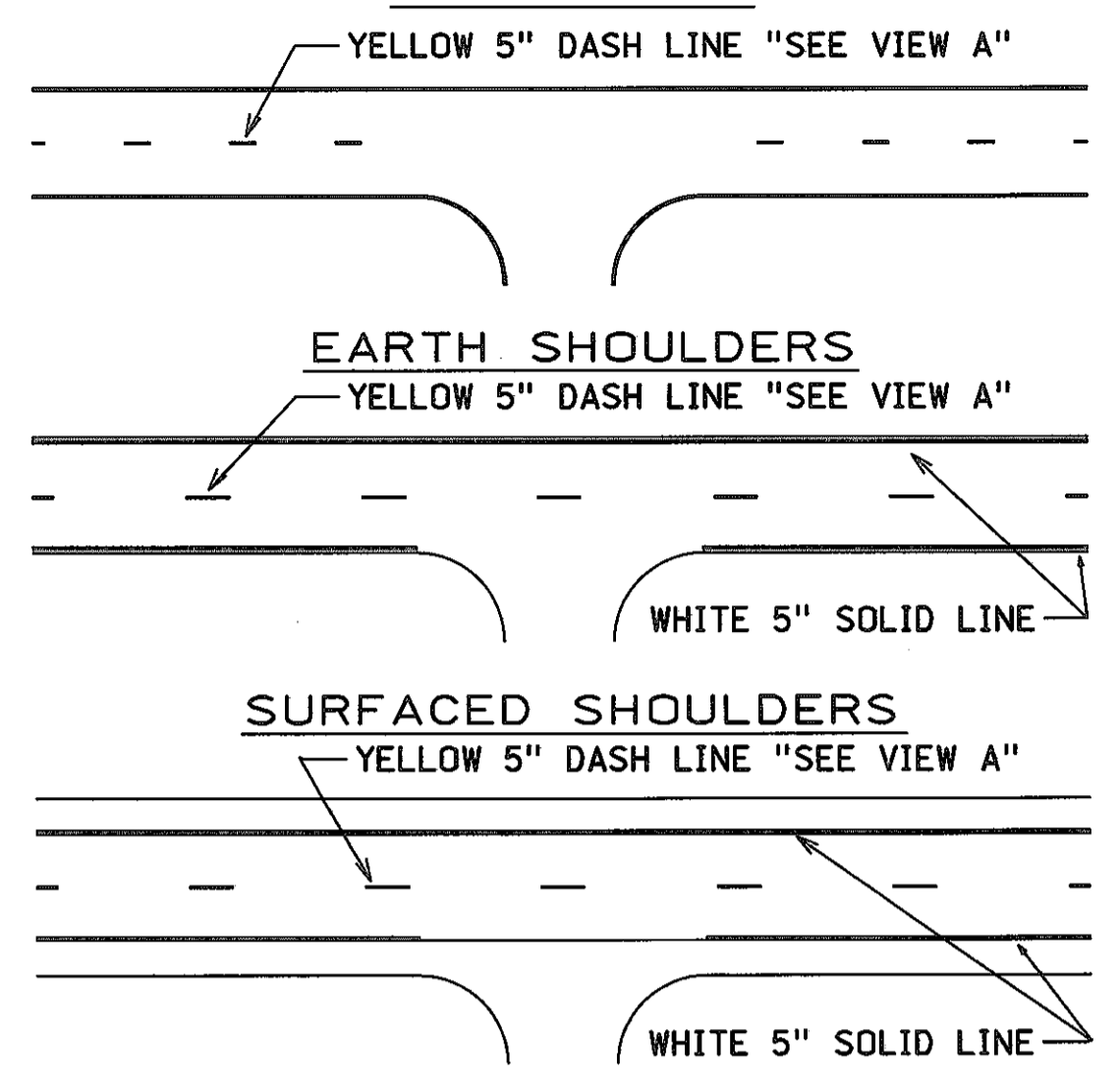
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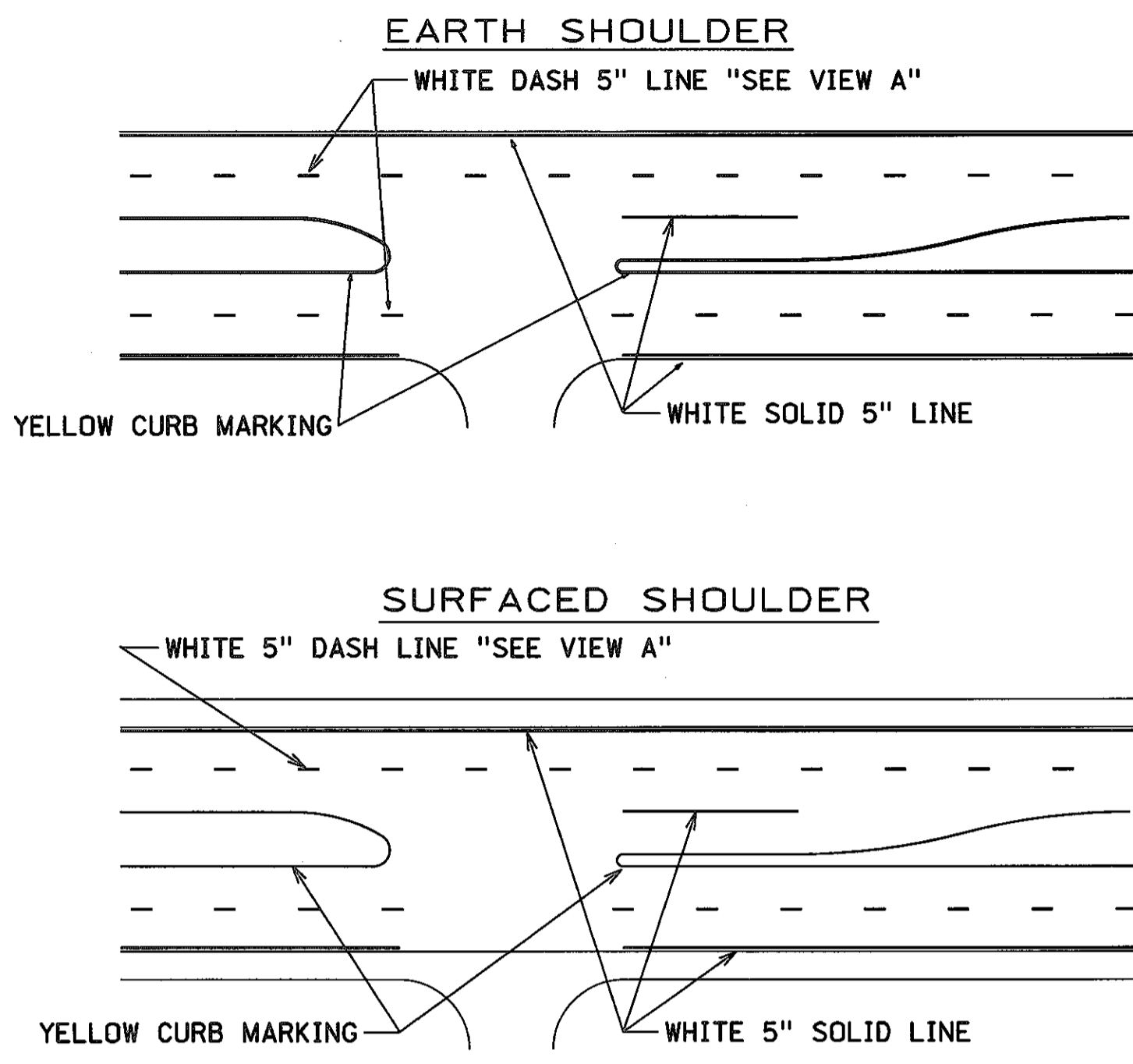
NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION			
TYPICAL TRAFFIC CONTROL PLAN			
DESIGNED	VEHICLE SIGNING FOR PAINT STRIPING		1/1
REVIEWED			
APPROVED	DATE	TRAFFIC ENGINEER	

TRAFFIC ENGINEERING DIVISION  
Computer: DRTRAFFIC20  
User: dor23056  
Date: 05-DEC-2013 13:53  
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**2 LANE ROADWAYS WITH CURBS**



**4 LANE DIVIDED ROADWAY**

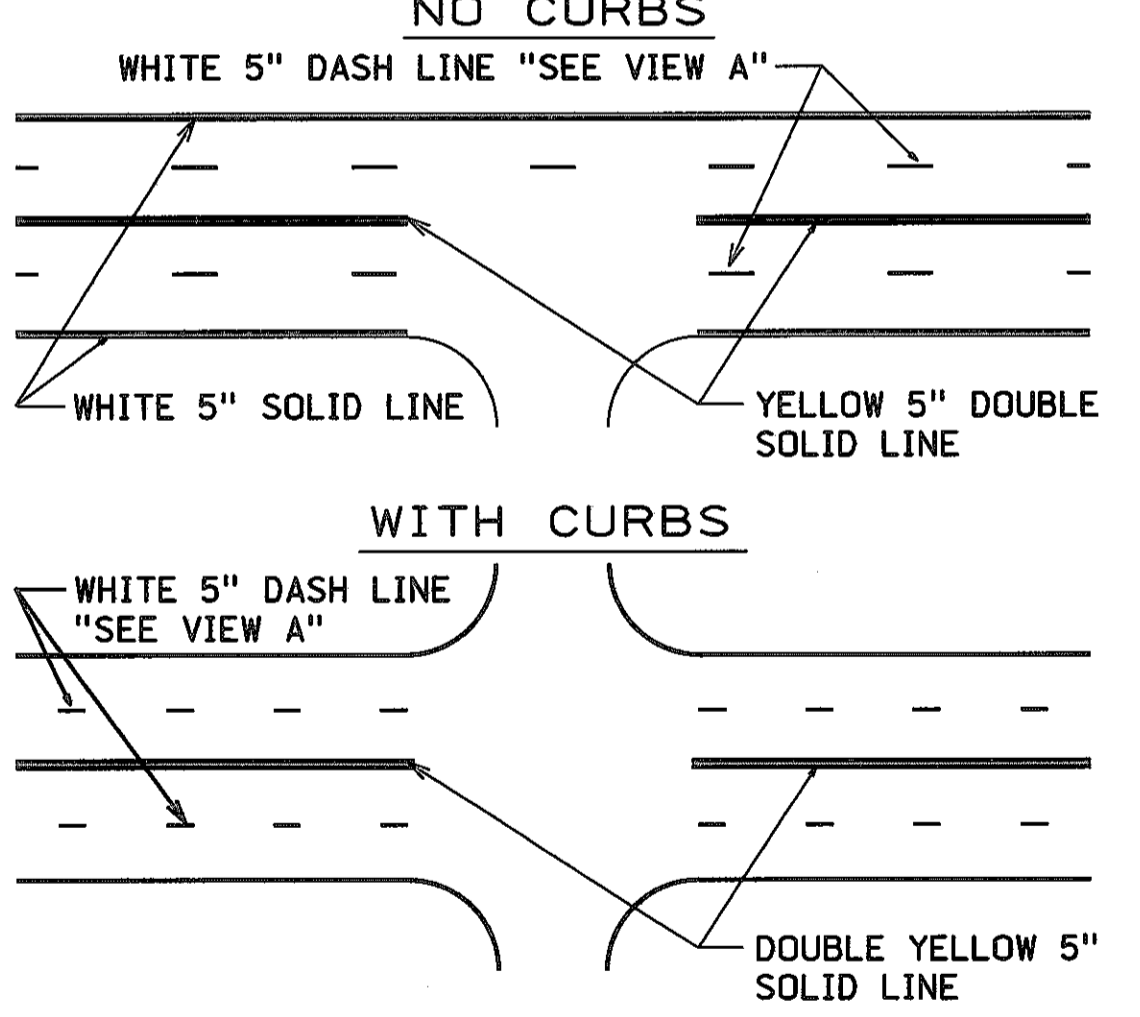


**2-LANE ROADWAY REQUIRED LOCATION FOR EDGE LINES**

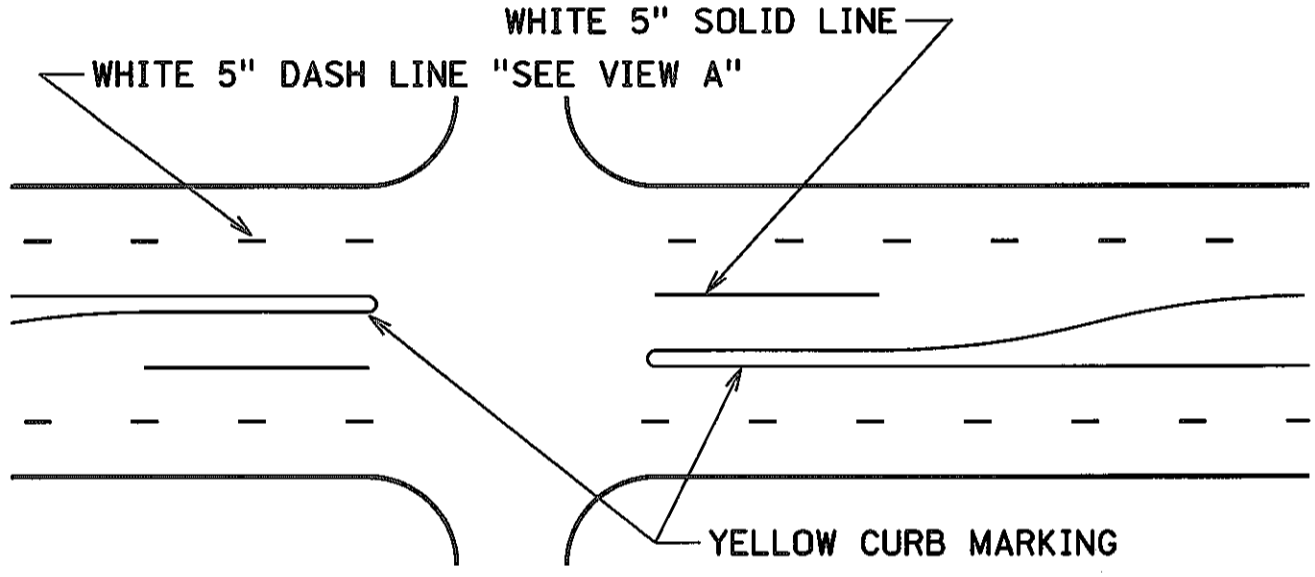
ROADWAY WIDTH	SHOULDER TYPE	DISTANCE FROM CENTERLINE OF ROADWAY TO OUTSIDE EDGE OF PAVEMENT EDGELINE
LESS THAN 24 FT	SURFACED	12 FT 0 IN
LESS THAN 24 FT	EARTH	PAVEMENT EDGE
24 FT	EARTH	PAVEMENT EDGE
24 FT	SURFACED	12 FT 0 IN
GREATER THAN 24 FT	EARTH	12 FT 0 IN

CENTERLINE MARKING SHALL BE PLACED ON THE "SOUTH" SIDE OF THE CENTER JOINT ON EAST-WEST ROADS AND ON THE "EAST" SIDE OF THE CENTER JOINT ON NORTH-SOUTH ROADS

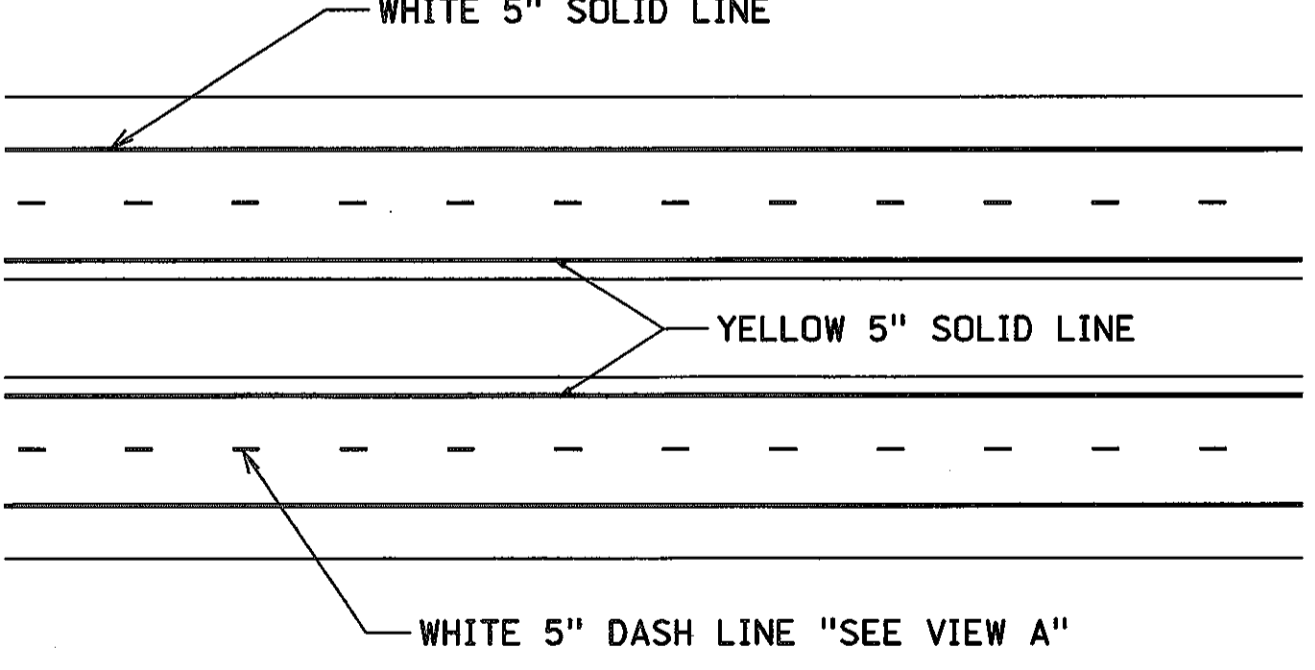
**4 LANE ROADWAYS NO CURBS**



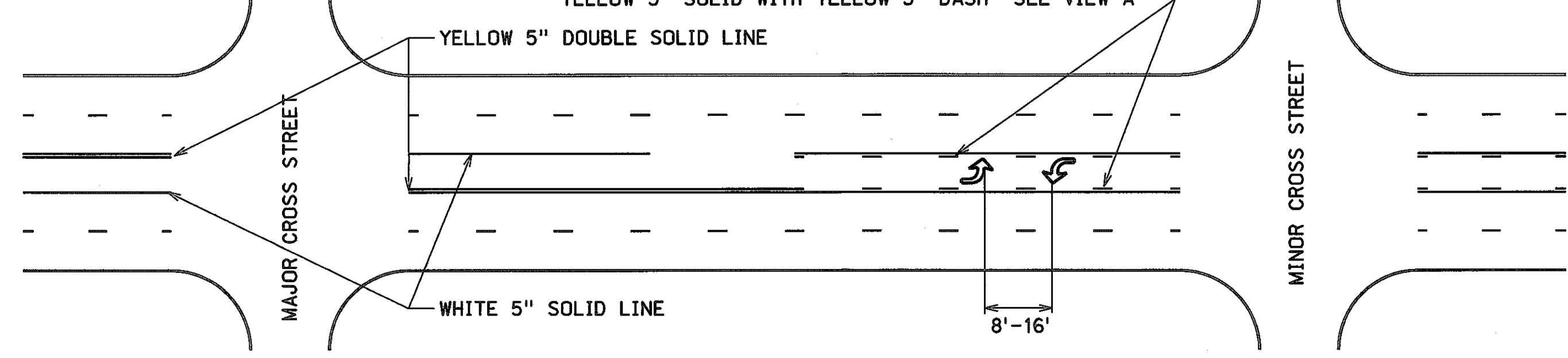
**WITH CURBS**



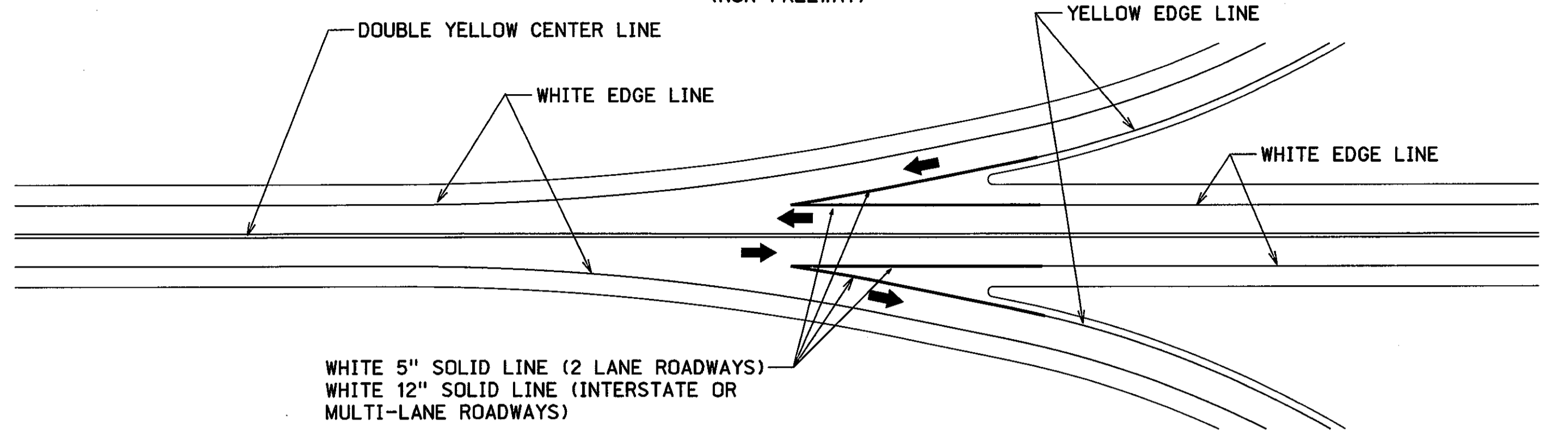
**DEPRESSED MEDIAN**



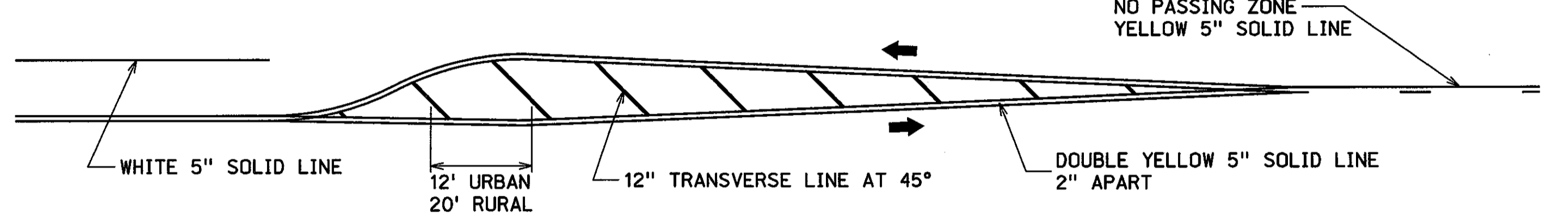
**3 OR 5 LANE WITH COMMON LEFT TURN LANE**



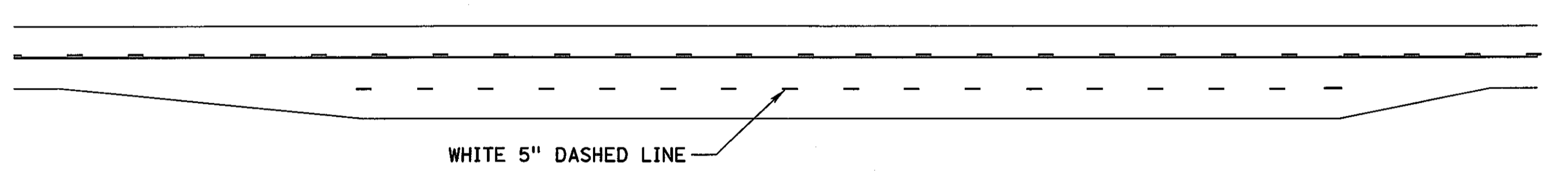
**GORE MARKINGS (NON-FREEWAY)**



**ISLAND MARKING**



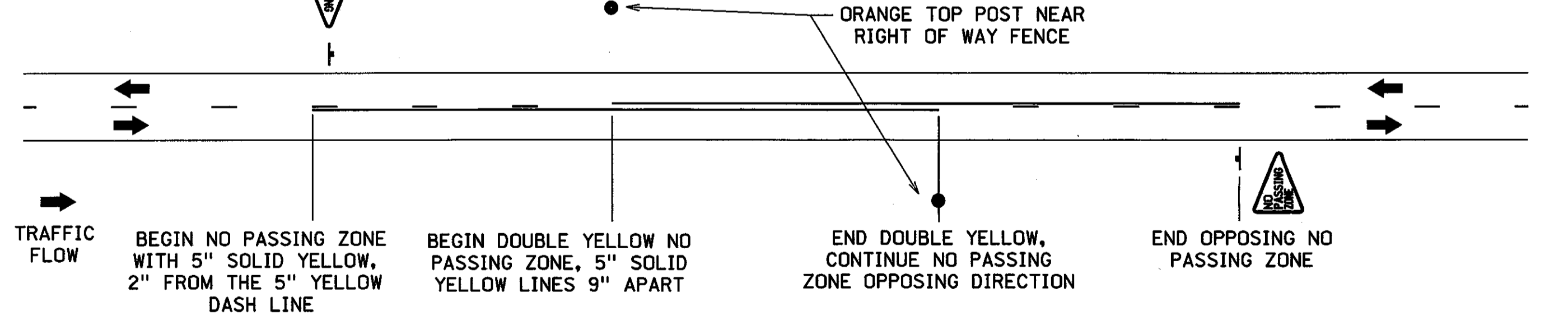
**PASSING LANE MARKING**



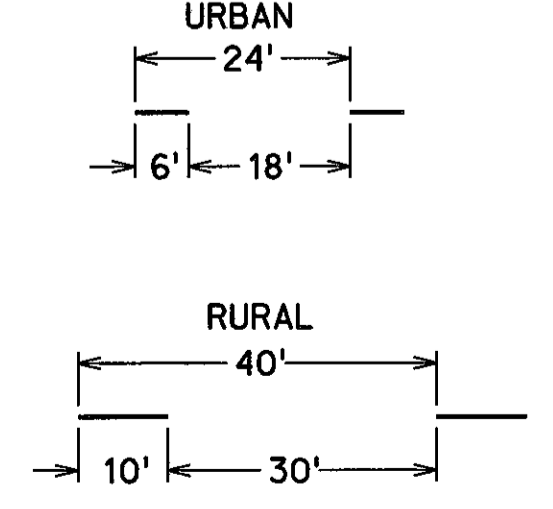
**FLY-BY LANE MARKING**



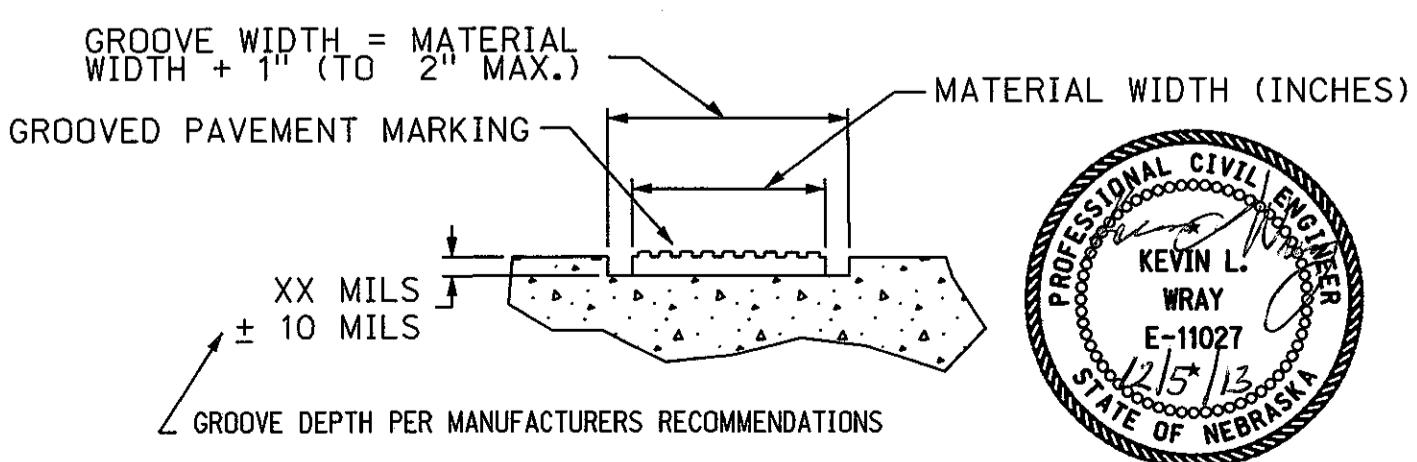
**TYPICAL NO PASSING ZONE MARKINGS**



**VIEW A**



**PERMANENT PAVEMENT MARKINGS INSTALLED IN GROOVES**



**NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION**

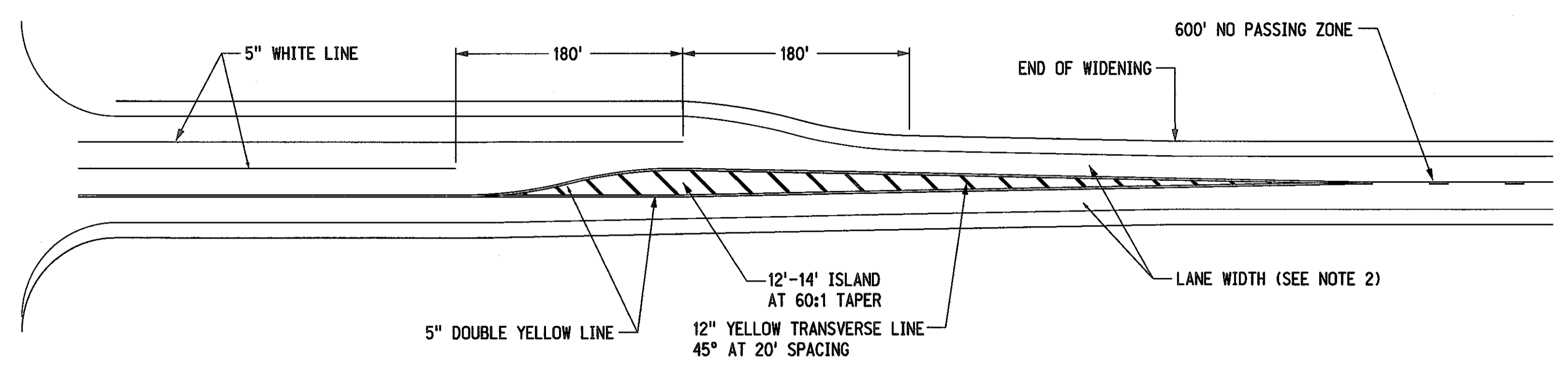
**TYPICAL PAVEMENT MARKING PLAN**

DESIGNED: TJF  
REVIEWED:  
APPROVED:  
DATE DRAWN: 12/12  
TRAFFIC ENGINEER:  
DATE:

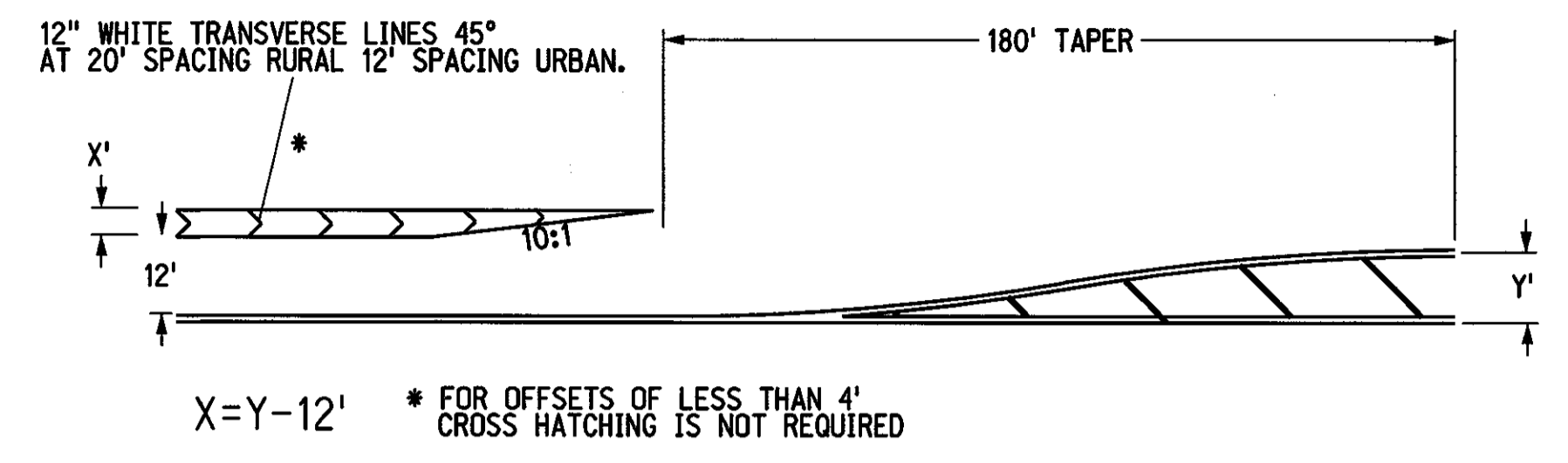
5" PAVEMENT MARKING

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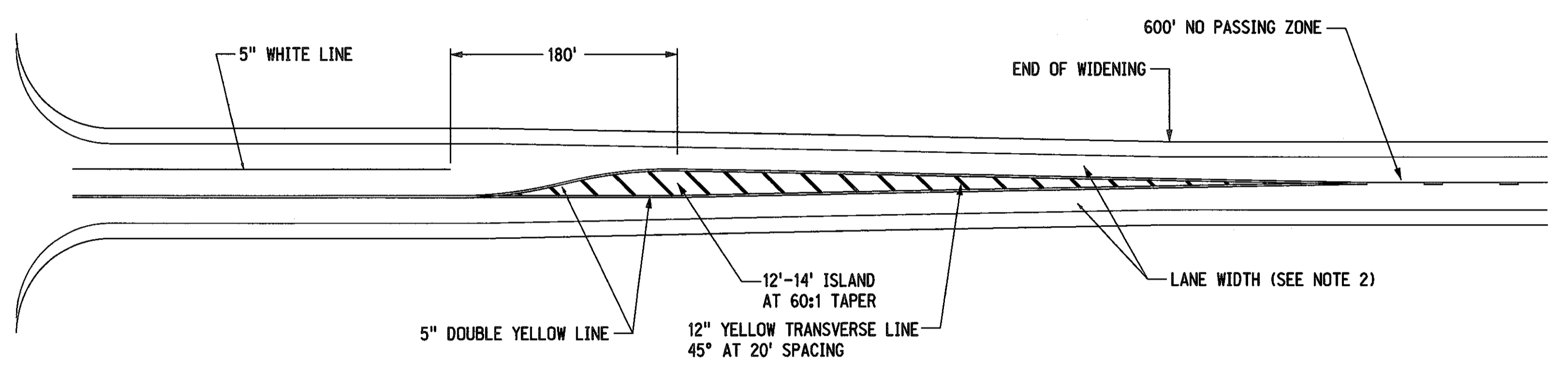
### WIDENING BOTH SIDES WITH RIGHT TURN BAY



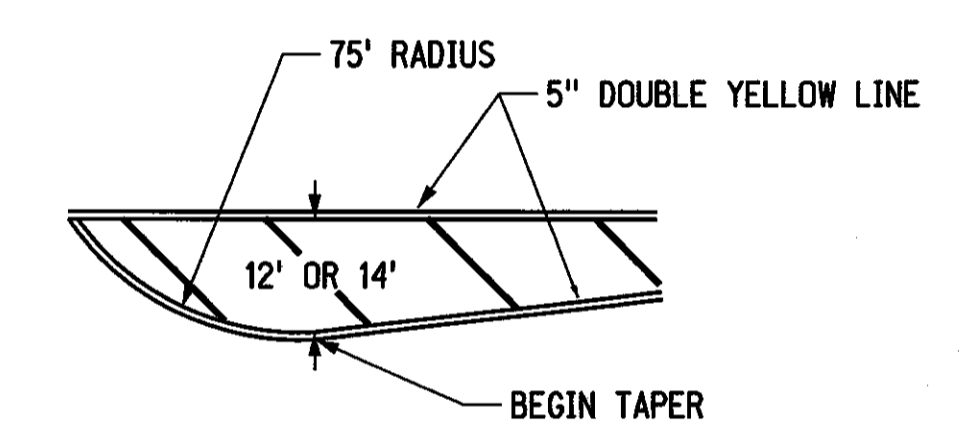
### TYPICAL MARKING FOR MEDIAN WIDER THAN 12'



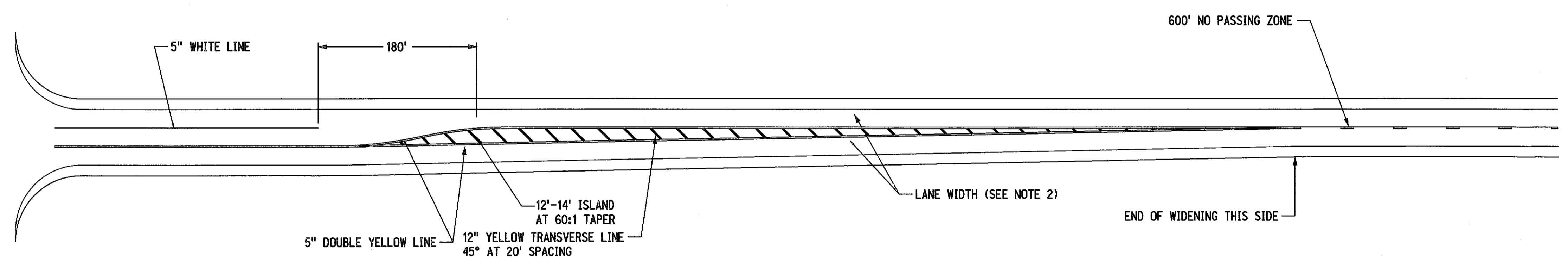
### WIDENING BOTH SIDES



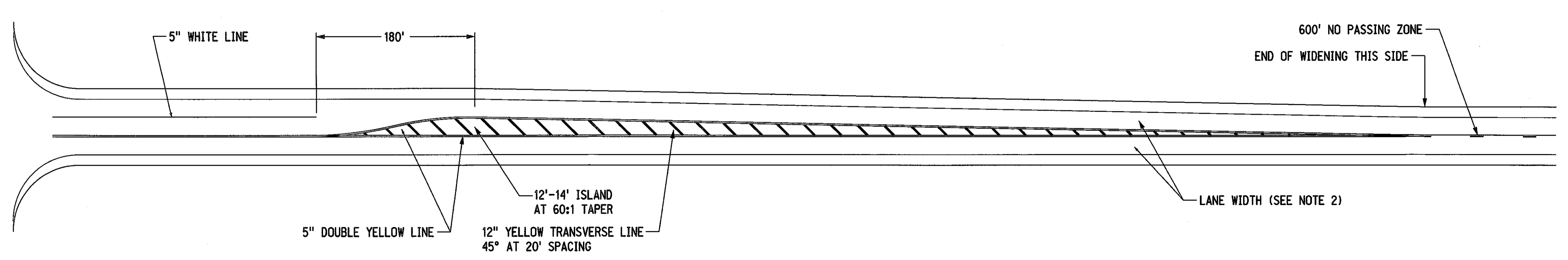
### TYPICAL MARKING FOR MEDIAN W/NO LEFT TURN



### WIDENING ONE SIDE



### WIDENING ONE SIDE



### NOTES

1. MINIMUM LENGTH OF TURN BAYS SHALL BE 100'. DESIRABLE LENGTH OF TURN BAYS FOR THE MAJOR TURNING MOVEMENT SHOULD BE FROM 150' TO 240'. ACTUAL LENGTHS WILL BE AS REQUIRED BY THE ENGINEER.
2. THE WIDTH OF TRAVELED LANE SHALL BE 12' WITH SURFACED SHOULDERS AND 14' WITHOUT SURFACED SHOULDERS, UNLESS APPROVED OTHERWISE BY THE ENGINEER.
3. DIMENSIONS SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.



NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION			
PAVEMENT MARKING PLAN			
DESIGNED	TJF	5" RURAL LEFT TURN BAY DETAIL	
REVIEWED			
APPROVED	DATE DRAWN	TRAFFIC ENGINEER	DATE
	12/12		