

PROJECT NO.	SHEET NO.
AFE-H038	1
▲ CONTROL NO.	81004
▲ CONTROL NO.	
■ CONTROL NO.	

INDEX OF SHEETS

SHEET NO.

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- 2-5 SUMMARY OF QUANTITIES
- 3 TRAFFIC CONTROL PLAN--VEHICLE SIGNING FOR PAINT STRIPING
- 4 TYPICAL PAVEMENT MARKING PLAN--5" PAVEMENT MARKING
- 5 PAVEMENT MARKING PLAN--5" RURAL LEFT TURN BAY DETAIL

STANDARD PLANS

920-R6 (3 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE

STATE OF NEBRASKA

DEPARTMENT OF ROADS

PLANS FOR CONSTRUCTION

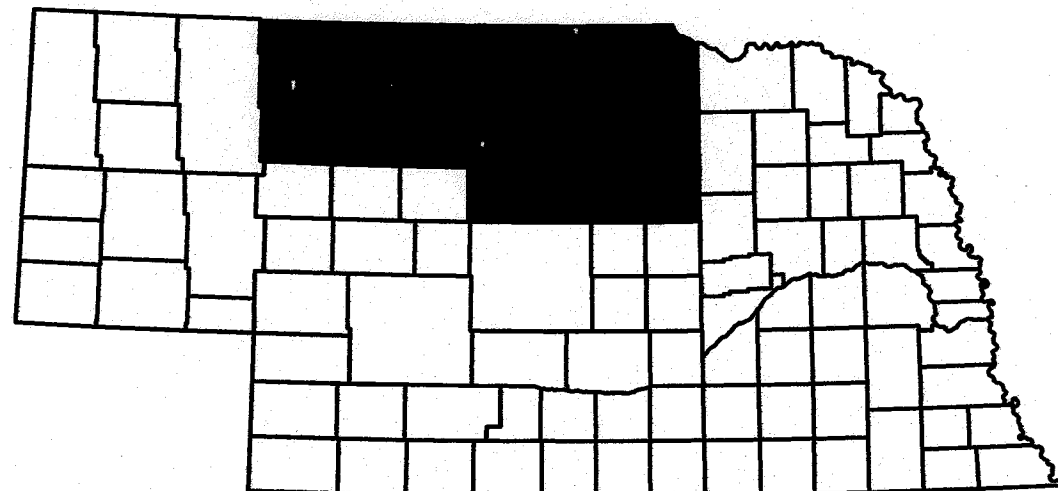
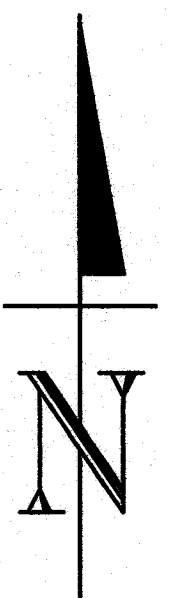
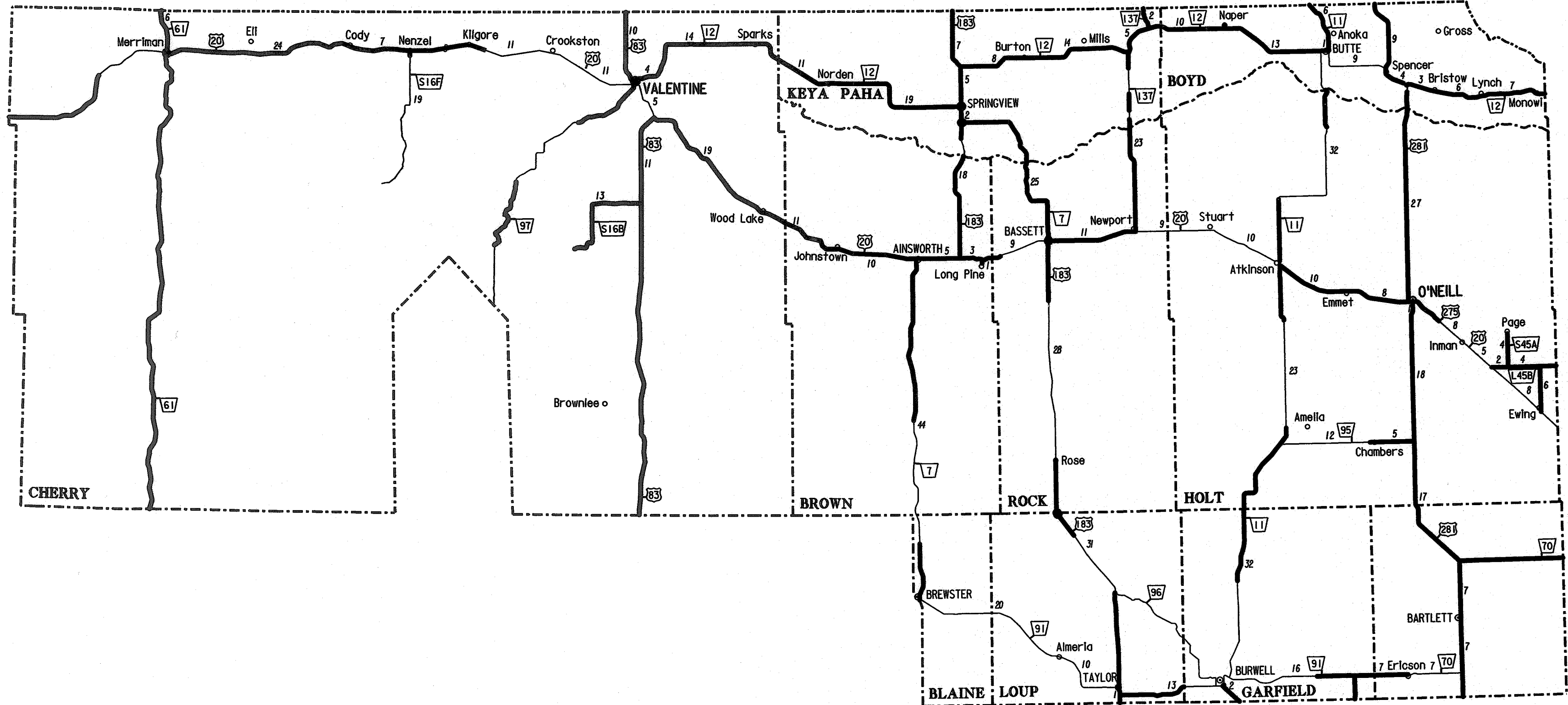
DISTRICT 8

DISTRICTWIDE STRIPING

BLAINE, BOYD, BROWN, CHERRY,
GARFIELD, HOLT, KEYA PAHA, LOUP,
ROCK, & WHEELER 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 4, 2016	
▲ GROUPS	ARE INCLUDED
IN THE LETTING OF	
■ GROUPS	ARE INCLUDED
IN THE LETTING OF	

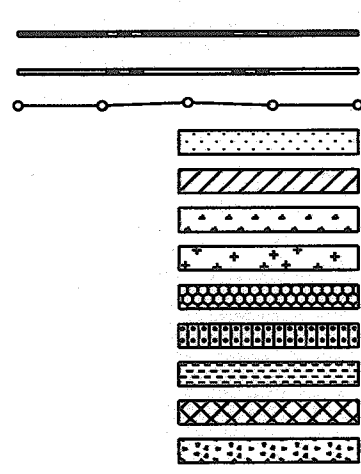


CONVENTIONAL SIGNS

- FENCE R.O.W. OR WIRE
- GUARDRAIL
- TRAVELED WAY
- DIKE
- CULVERT
- POWER POLE
- TELEPHONE POLE
- MAILBOX
- RAILROAD TRACKS
- MARSH
- TREE - CONIFEROUS
- TREE - DECIDUOUS

R.O.W. LEGEND

- NEW CONTROLLED ACCESS
- PREVIOUS CONTROLLED ACCESS
- LIMITS OF CONSTRUCTION
- PREVIOUS R.O.W.
- NEW R.O.W.
- EXISTING PERMANENT EASEMENT
- TEMPORARY EASEMENT
- EXCESS TAKING
- PERMANENT EASEMENT
- EXISTING RAILROAD EASEMENT
- NEW RAILROAD PERMANENT EASEMENT
- NEW RAILROAD TEMPORARY EASEMENT



REFERENCE POST NO. TO REFERENCE POST NO.

EXCEPTIONS: FROM STA. TO STA.

TOTAL NET LENGTH OF PROJECT: FEET MILES



CONSTRUCTION DIVISION

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SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.
AFE-H038	2-S

C.N. 81004

SPECIALTY ITEMS GROUP 8

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
PAINT STRIPING	751.980	MILE
PAINT STRIPING	200.000	STA
ACRYLIC WATERBORNE PAINT, YELLOW	11,280.000	GAL
ACRYLIC WATERBORNE PAINT, WHITE	37,599.000	GAL
ENVIRONMENTAL COMMITMENTS - CONTRACTOR COMPLIANCE	1.000	LS

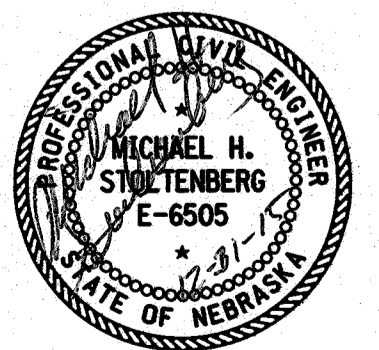
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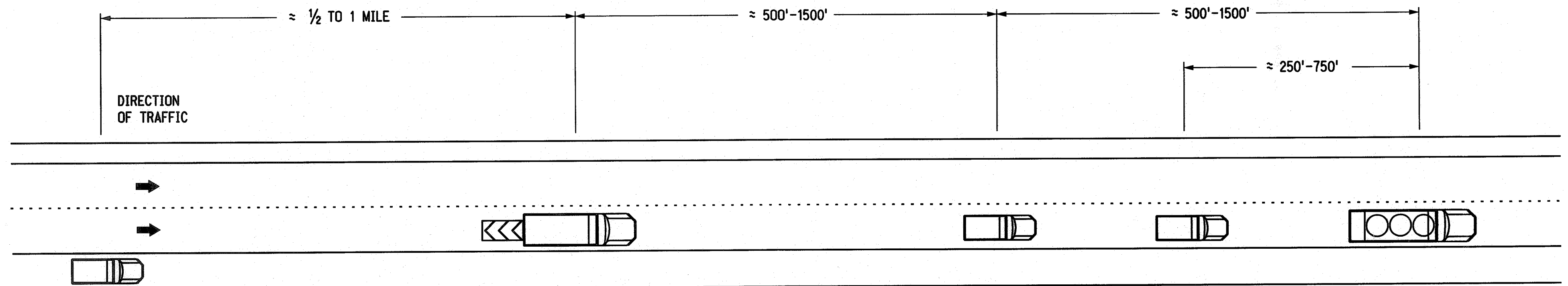
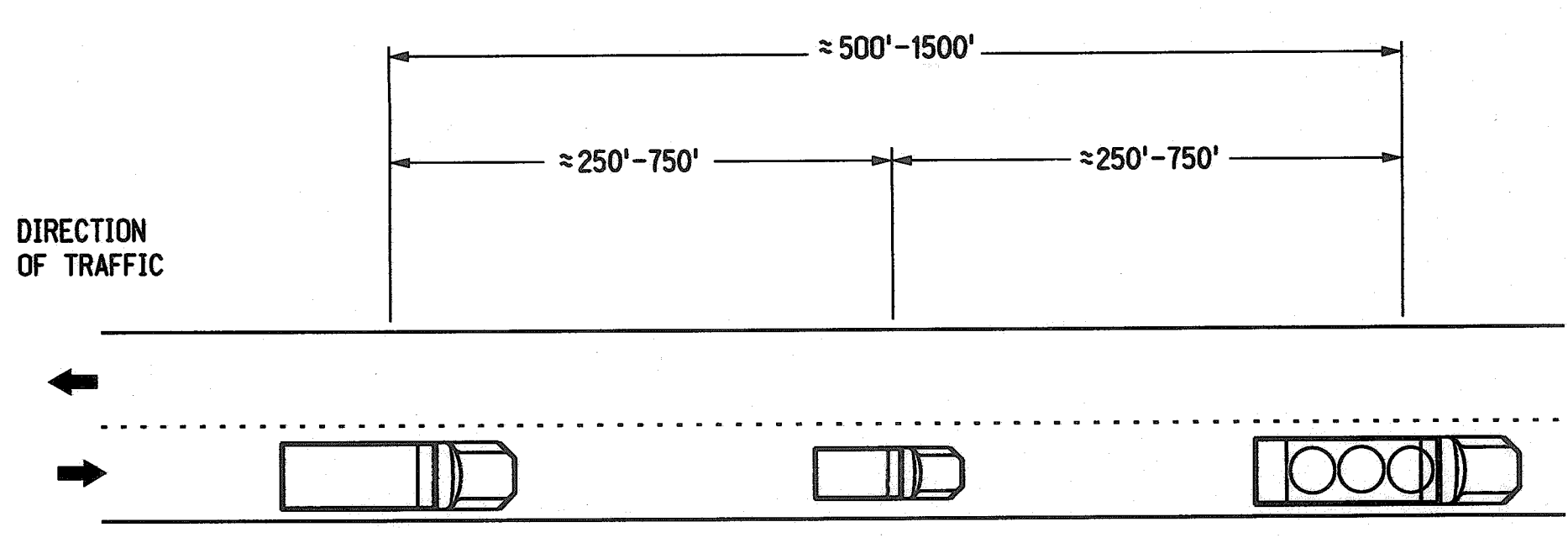
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SIGNING PLAN

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 OR APPROVED MINI-BAR LIGHT (TMA OPTIONAL)

OPTIONAL VEHICLE WITH 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

STRIPING VEHICLE WITH 4 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

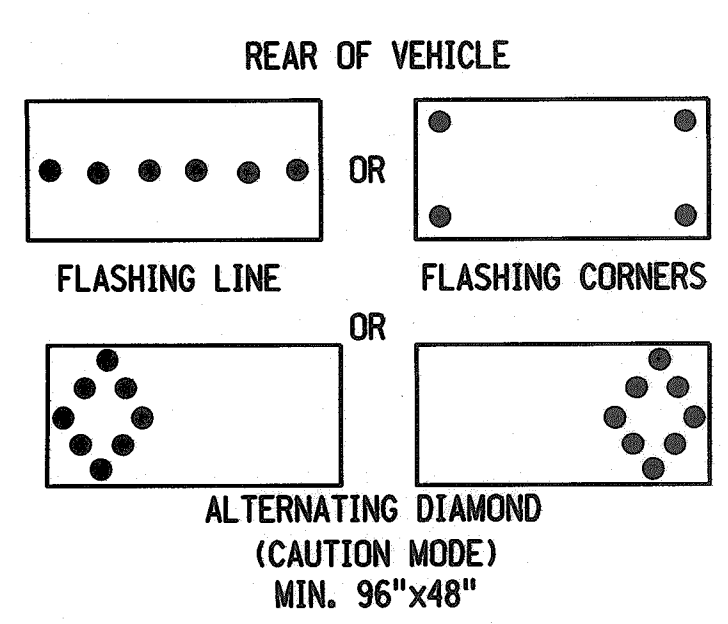
WARNING VEHICLE WITH 2 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

REAR VEHICLE W/TMA WITH 2 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR AND 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

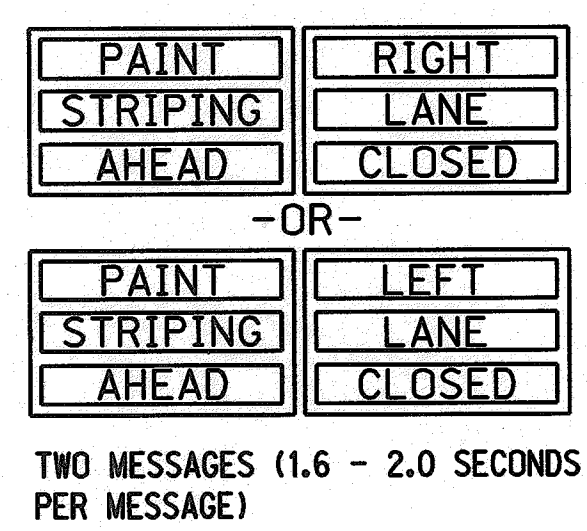
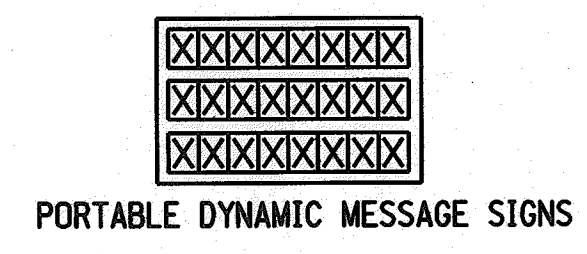
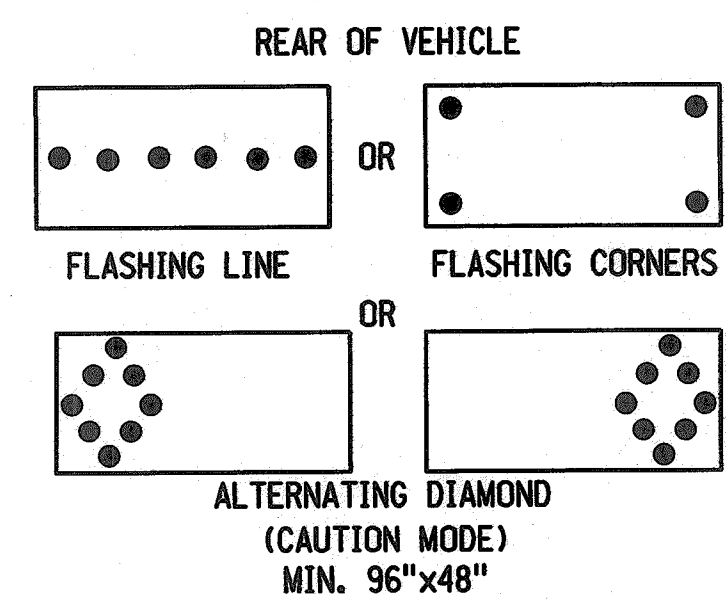
TRAILING VEHICLE WITH 2-360° BEACONS OR APPROVED MINI-BAR LIGHT AND OPTIONAL DRONE RADAR OR CB ALERT WARNING RADIO

OPTIONAL VEHICLE WITH 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

STRIPING VEHICLE WITH 4 HIGH INTENSITY FLASHING LIGHTS MOUNTED ON REAR AND 2-360° BEACONS OR APPROVED MINI-BAR LIGHT

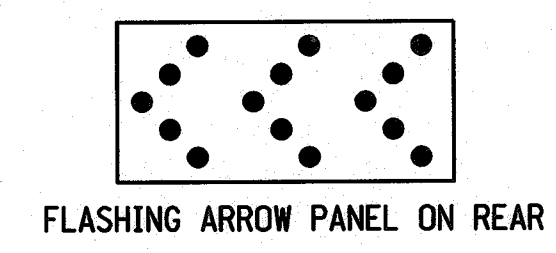


SINGLE STROBE LIGHT ON FRONT OF STRIPER
REAR OF STRIPER ARROW PANEL



TRUCK MOUNTED ATTENUATOR SYSTEM:

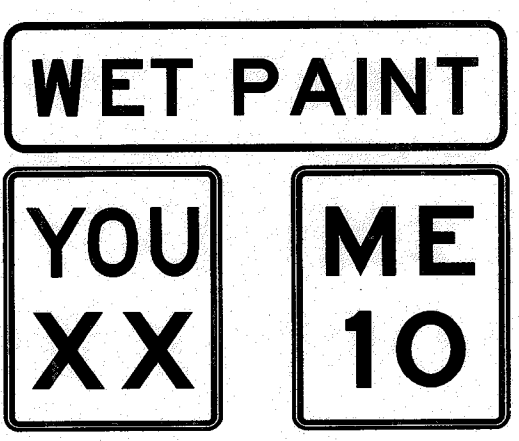
1. THE CONTACTOR SHALL FURNISH A FEDERALLY APPROVED TRUCK MOUNTED ATTENUATOR SYSTEM, MOUNTED ON A MINIMUM 16,000 POUND TRUCK. THE TRUCK SHALL BE EQUIPPED WITH 60" X 30" FLASHING ARROW PANEL, SECURELY MOUNTED ON THE TRUCK. THE TMA SYSTEM SHALL BE LOCATED IN THE FIELD AS REQUIRED BY THE MANUFACTURER. A COMPLETE SET OF REPLACEMENT MODULES SHALL BE AVAILABLE NEAR THE PROJECT SITE IN THE EVENT OF DAMAGE TO THE INSTALLED TMA. DAMAGED TMA'S SHALL BE REMOVED FROM THE ROADWAY AND PROJECT WORK STOPPED UNTIL REPAIRS TO THE UNIT HAVE BEEN COMPLETED.
2. THE TRUCK MOUNTED ATTENUATOR SHALL BE AN NCHRP 350 OR MASH TEST LEVEL 3 APPROVED TMA FOR 100 km PER HOUR (60 MPH).
3. THE TRUCK SHALL BE A 16,000 TO 35,000 POUND (GVW) VEHICLE AS REQUIRED BY THE TMA MANUFACTURER.
4. THE FLASHING ARROW PANEL SHALL BE SECURELY MOUNTED AS HIGH AS PRACTICABLE ON THE VEHICLE. THE ARROW PANEL SHALL NOT COME LOOSE UPON IMPACT TO THE TMA.



FLASHING ARROW PANEL ON REAR



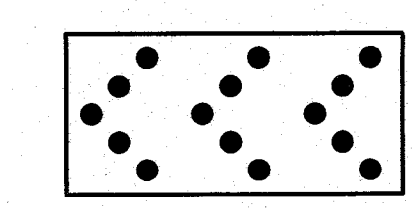
W41-8-54
54" X 34"



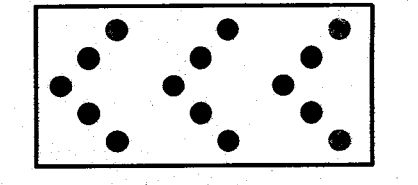
OPTIONAL SPEED DISPLAY UNITS



W41-8-54
54" X 34"



OPTIONAL FLASHING ARROW PANEL



FLASHING ARROW PANEL ON REAR



W41-8
SIZE OF SIGN TO BE DETERMINED BY CONSTRAINTS OF STRIPER

RURAL MULTI-LANE NOTES:

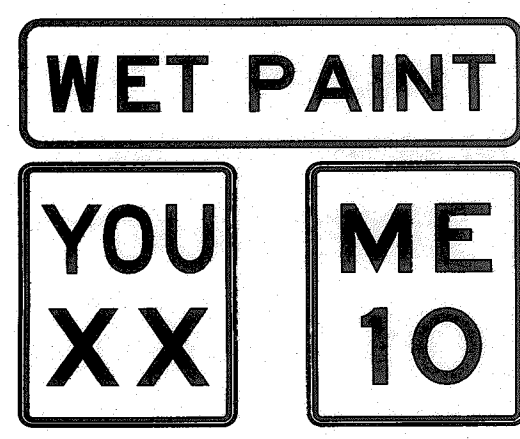
1. WHEN WORKING ON INSIDE (LEFT) LANES VEHICLES SHALL MOVE TO SIMILAR POSITIONS IN THAT LANE.
2. WARNING VEHICLE WILL REMAIN ON RIGHT SHOULDER WHEN AN 8' OR WIDER PAVED INSIDE (LEFT) SHOULDER DOES NOT EXIST.
3. REAR VEHICLE WITH TMA SHALL NOT BE SUPPLY VEHICLE UNLESS PAINT IS UNLOADED.

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.



W41-8-54
54" X 34"



OPTIONAL SPEED DISPLAY UNITS

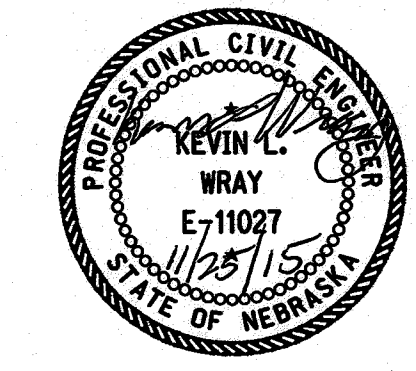
RURAL TWO-LANE NOTES:

1. 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.

NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION

TRAFFIC CONTROL PLAN

DESIGNED	TJF	VEHICLE SIGNING FOR	1/1
REVIEWED		PAINT STRIPING	
APPROVED	DATE DRAWN	TRAFFIC ENGINEER	DATE
	12/12		



TRAFFIC ENGINEERING DIVISION

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TRAFFIC ENGINEERING DIVISION

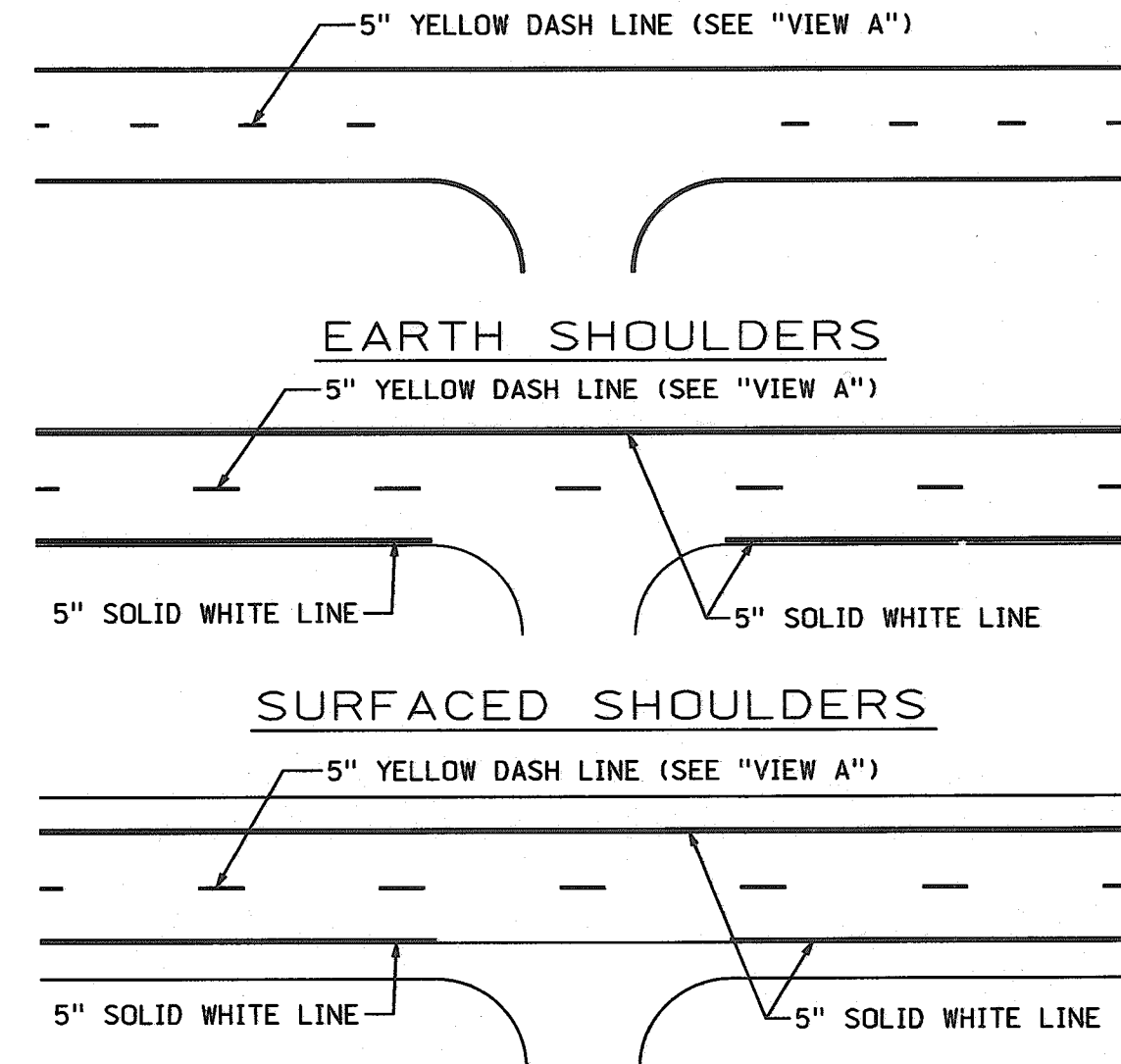
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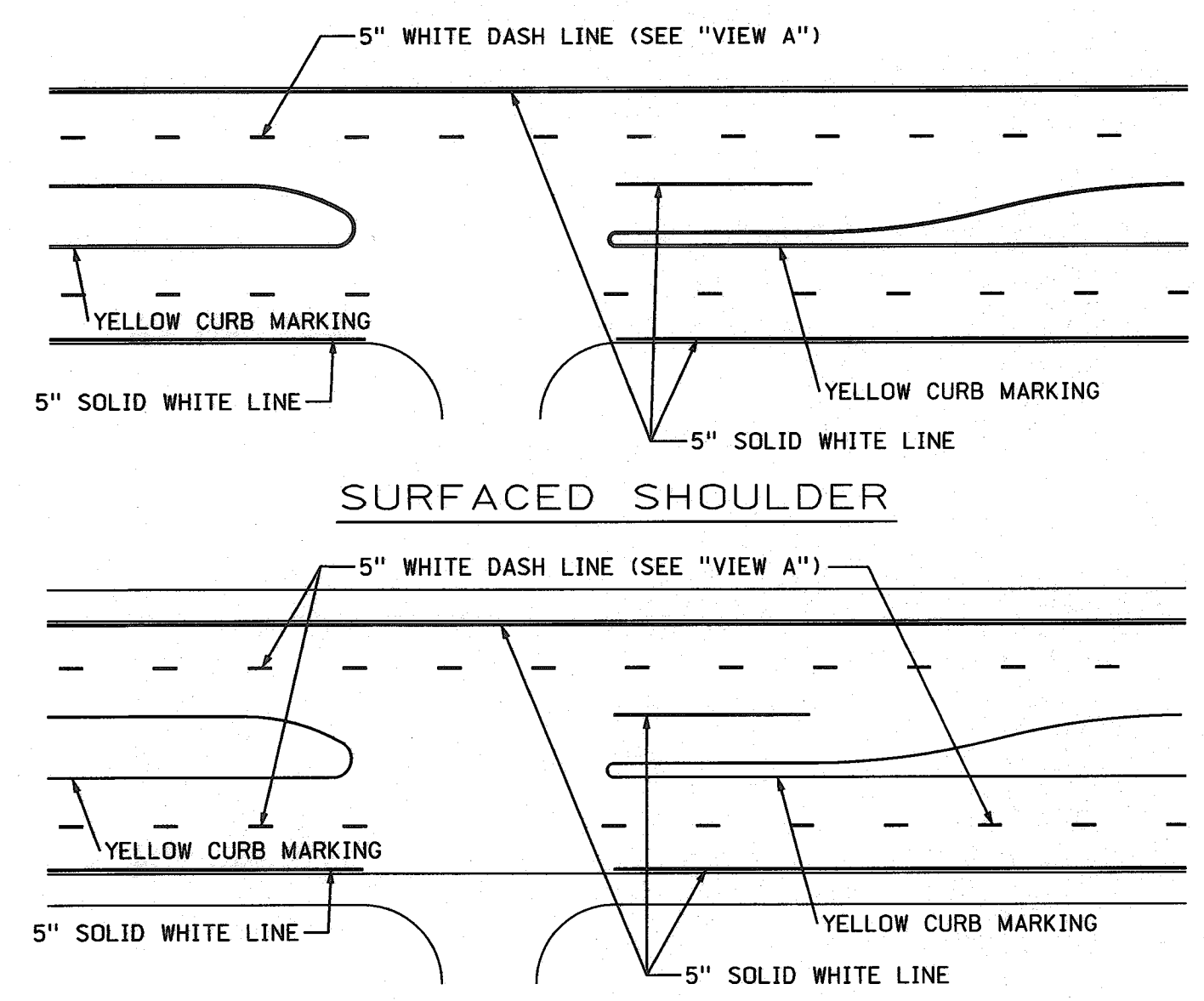
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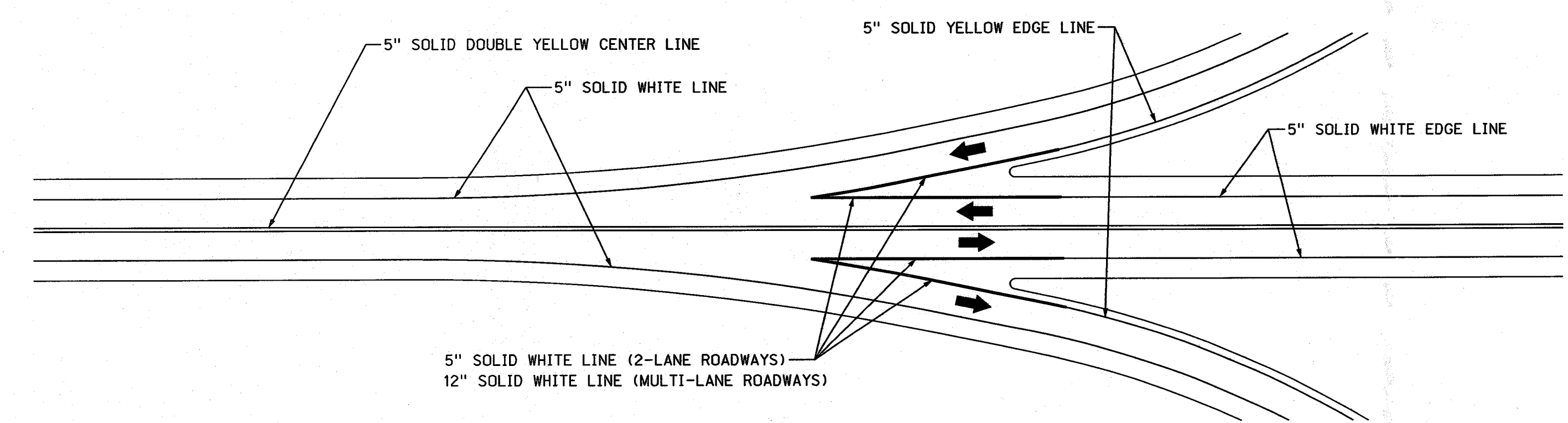
2 LANE ROADWAYS WITH CURBS



4 LANE DIVIDED ROADWAY EARTH SHOULDER



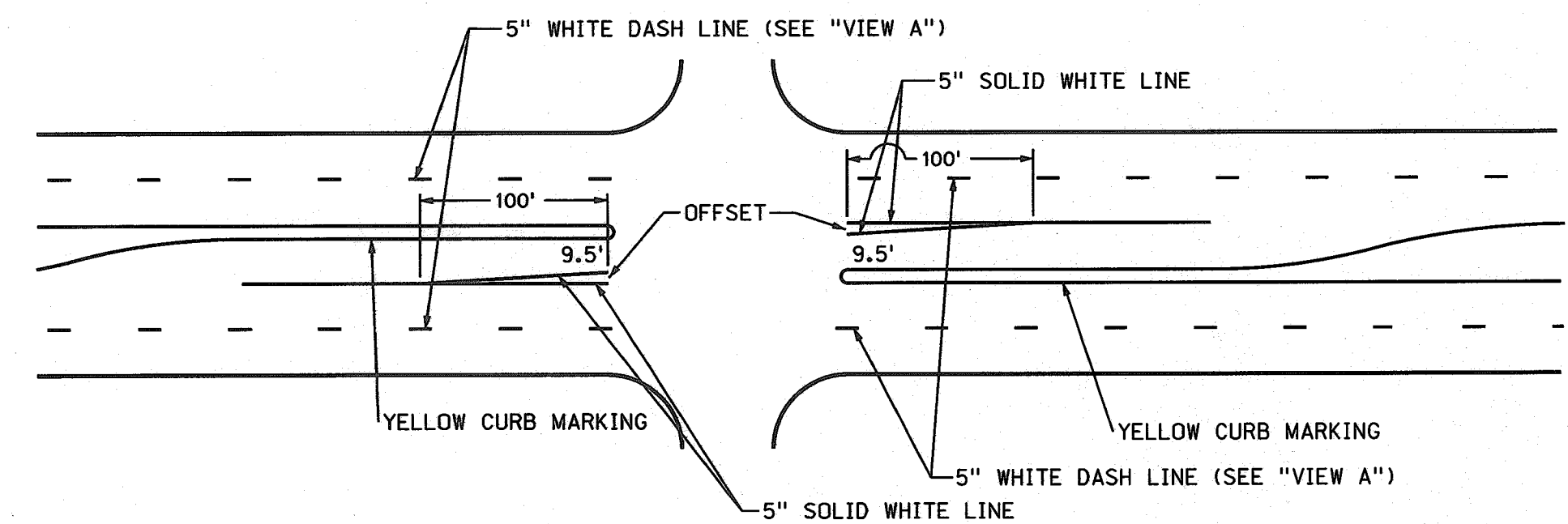
GORE MARKINGS (NON-FREEWAY)



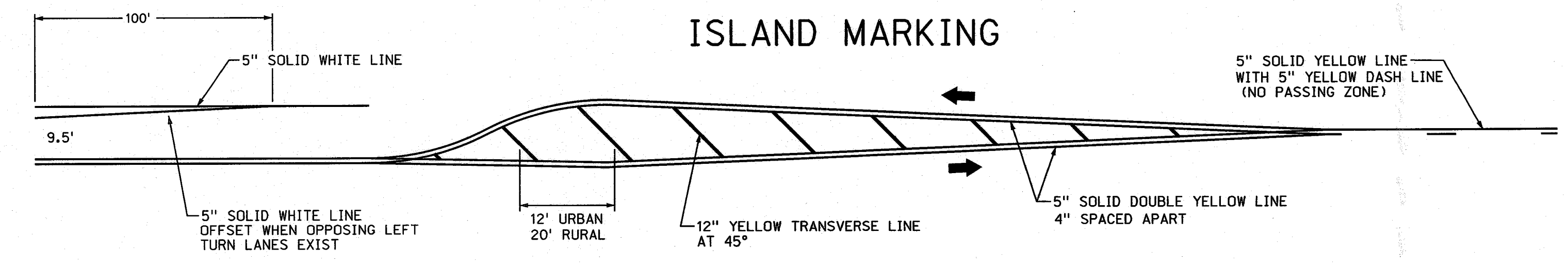
2-LANE ROADWAY REQUIRED LOCATION FOR EDGE LINES		
ROADWAY WIDTH	SHOULDER TYPE	DISTANCE FROM CENTERLINE OF ROADWAY TO OUTSIDE EDGE OF PAVEMENT EDGELINE
LESS THAN 24 FT	SURFACED	12 FT 0 IN
LESS THAN 24 FT	EARTH	PAVEMENT EDGE
24 FT	EARTH	PAVEMENT EDGE
24 FT	SURFACED	12 FT 0 IN
GREATER THAN 24 FT	EARTH	12 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

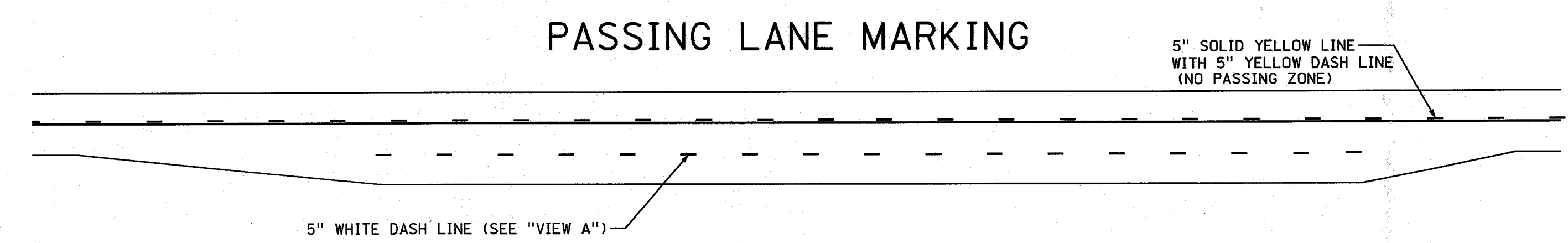
WITH CURBS



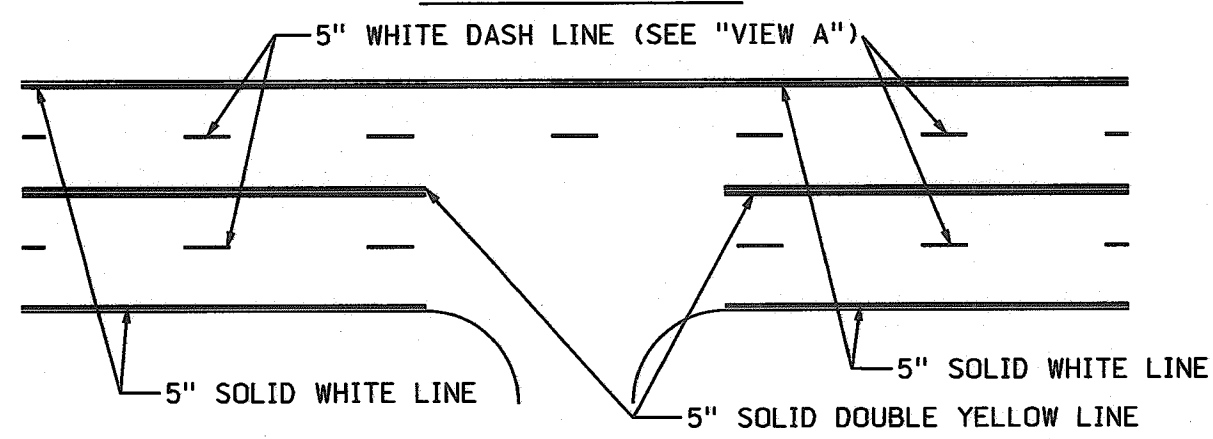
ISLAND MARKING



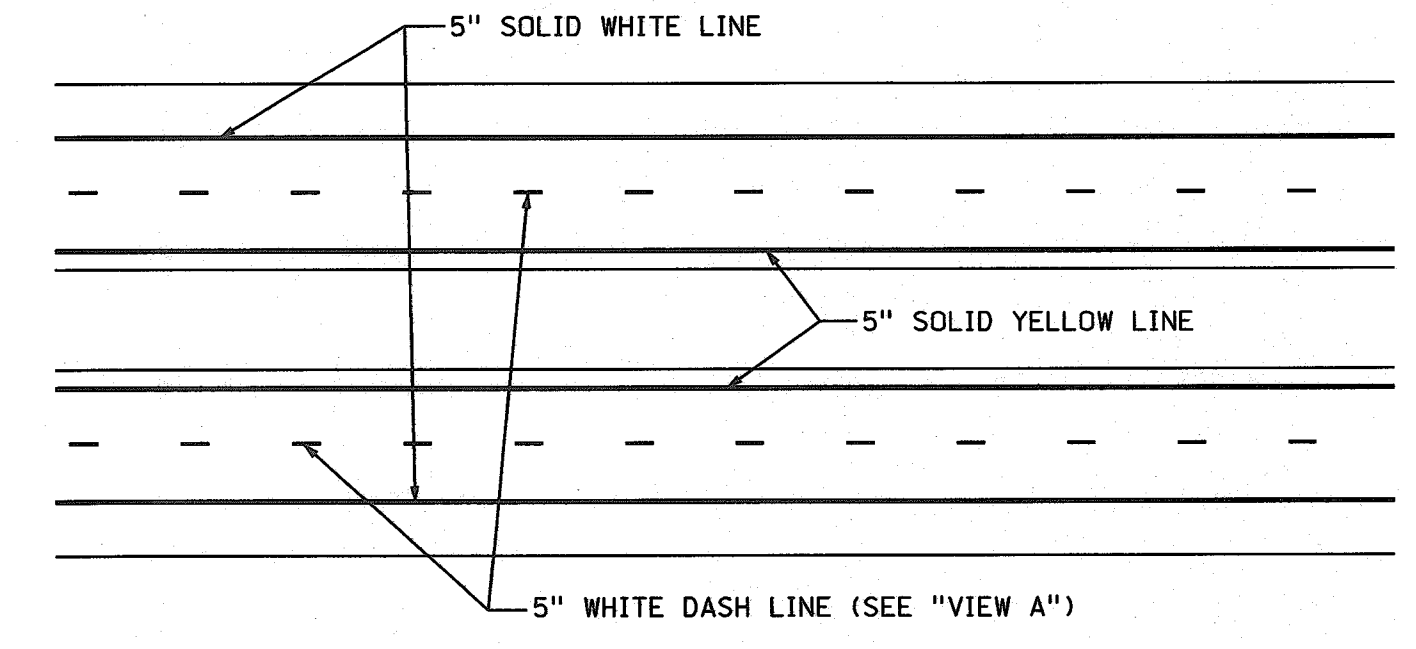
PASSING LANE MARKING



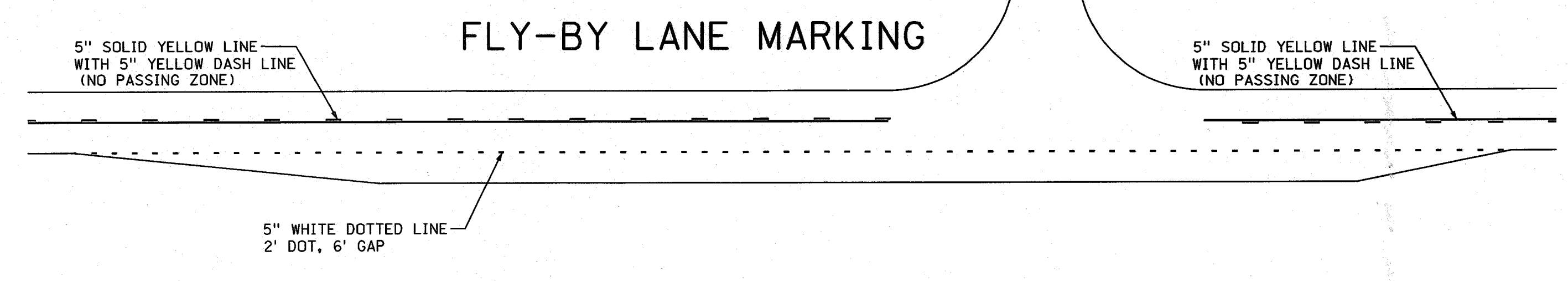
4 LANE ROADWAYS NO CURBS



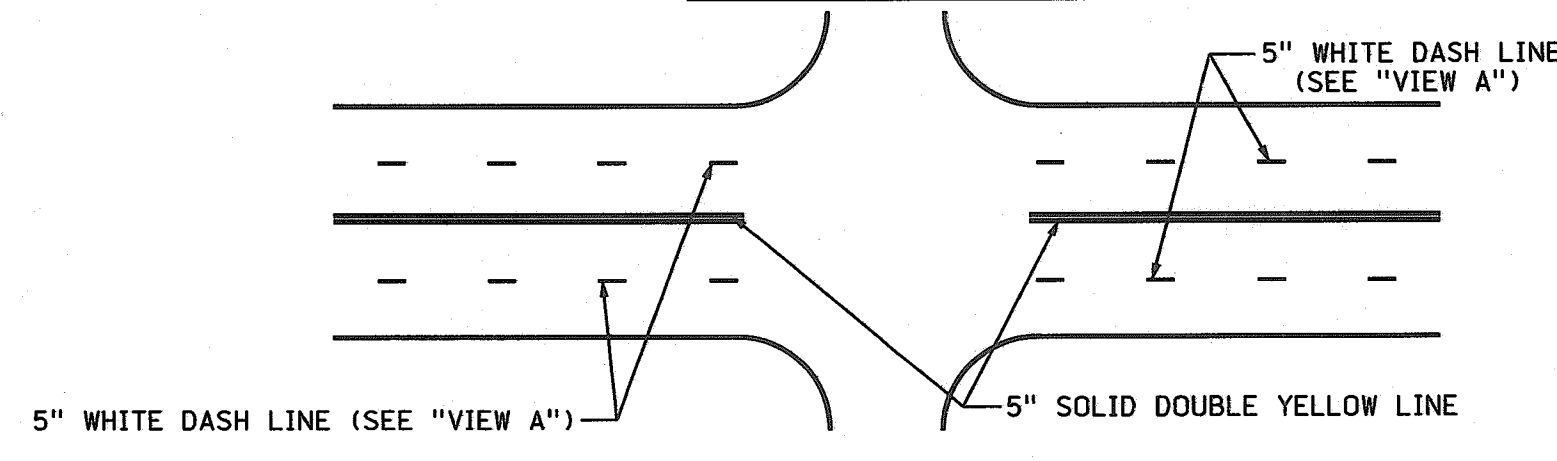
DEPRESSED MEDIAN



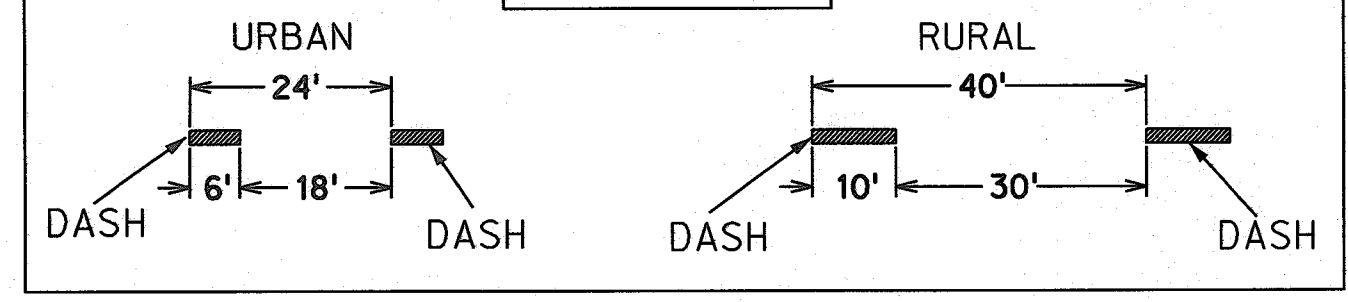
FLY-BY LANE MARKING



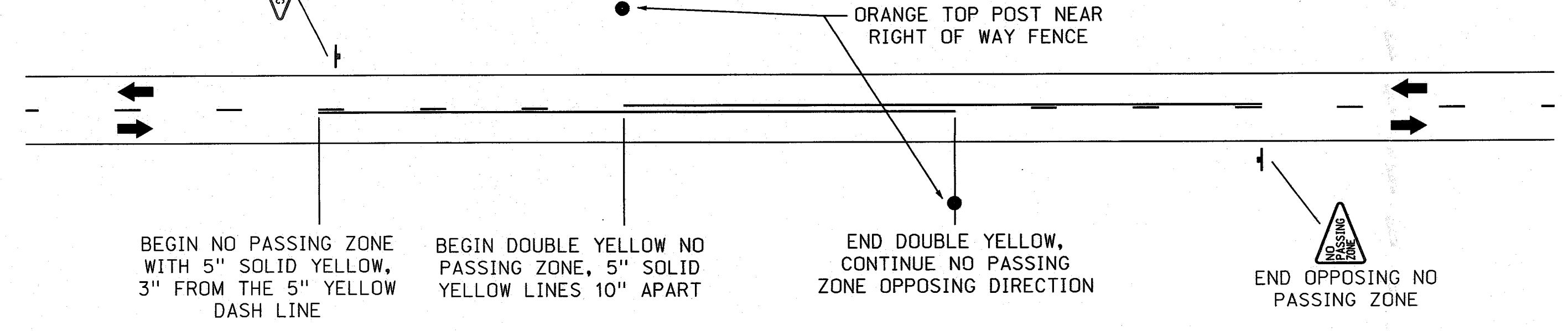
WITH CURBS



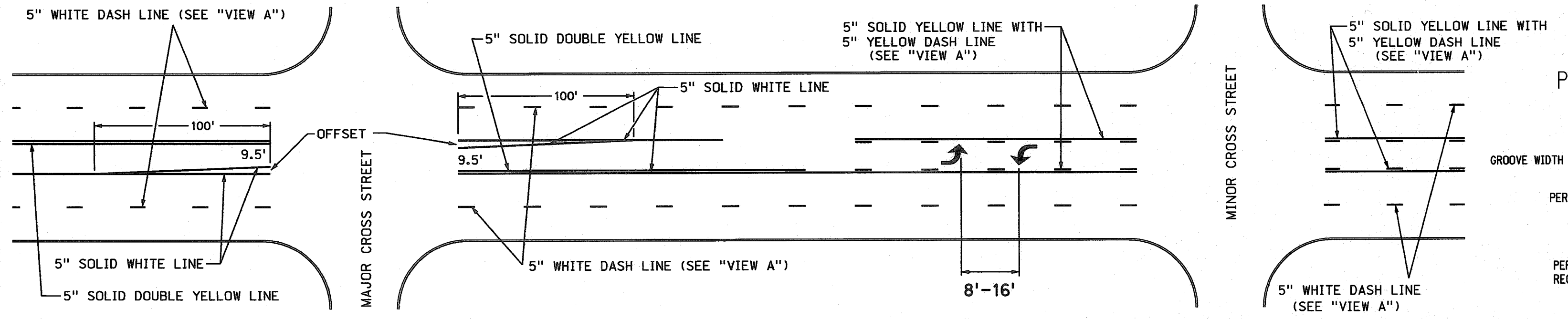
VIEW A



TYPICAL NO PASSING ZONE MARKINGS



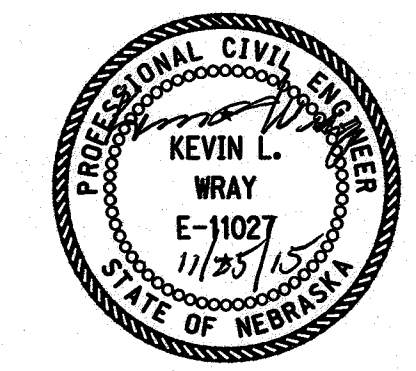
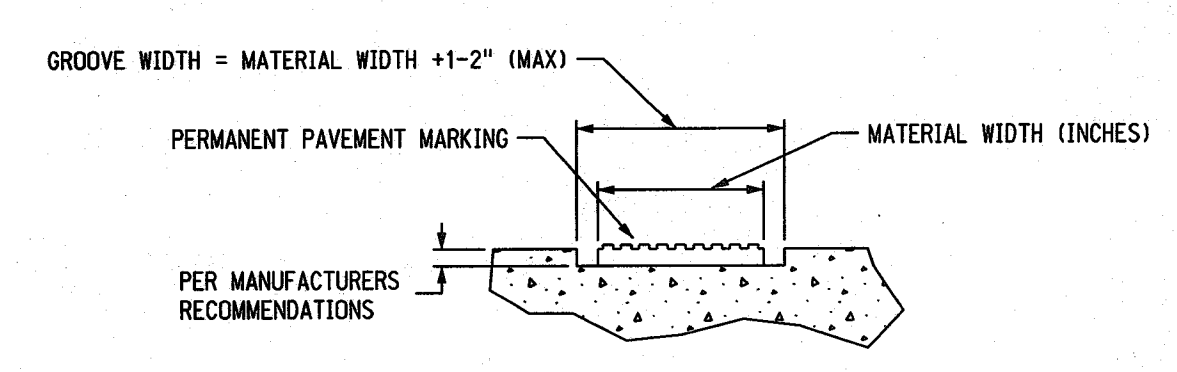
3 OR 5 LANE WITH COMMON LEFT TURN LANE



LEGEND

- SINGLE POST SIGN
- DOUBLE POST SIGN
- TRAFFIC FLOW

PERMANENT PAVEMENT MARKINGS INSTALLED IN GROOVES



NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION			
TYPICAL PAVEMENT MARKING PLAN			
DESIGNED	KSF	5" PAVEMENT MARKING	
REVIEWED			
APPROVED	DATE DRAWN	TRAFFIC ENGINEER	DATE
	05/15		

TRAFFIC ENGINEERING DIVISION

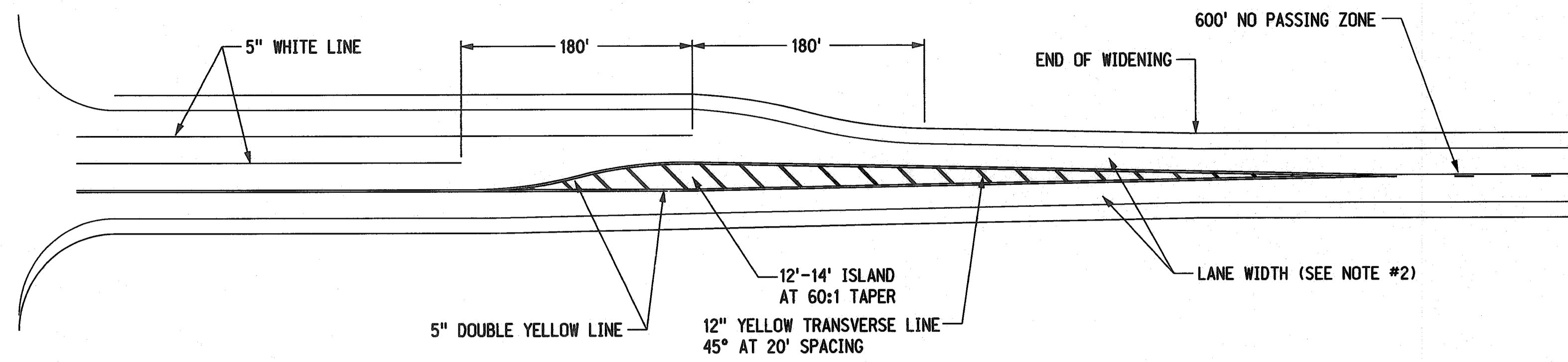
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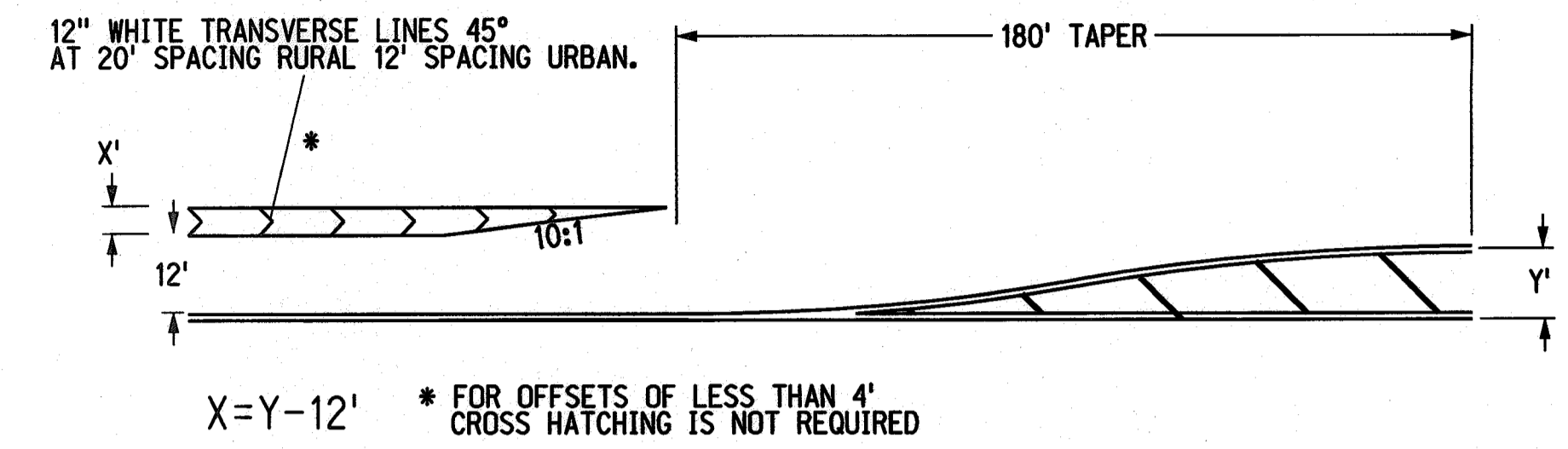
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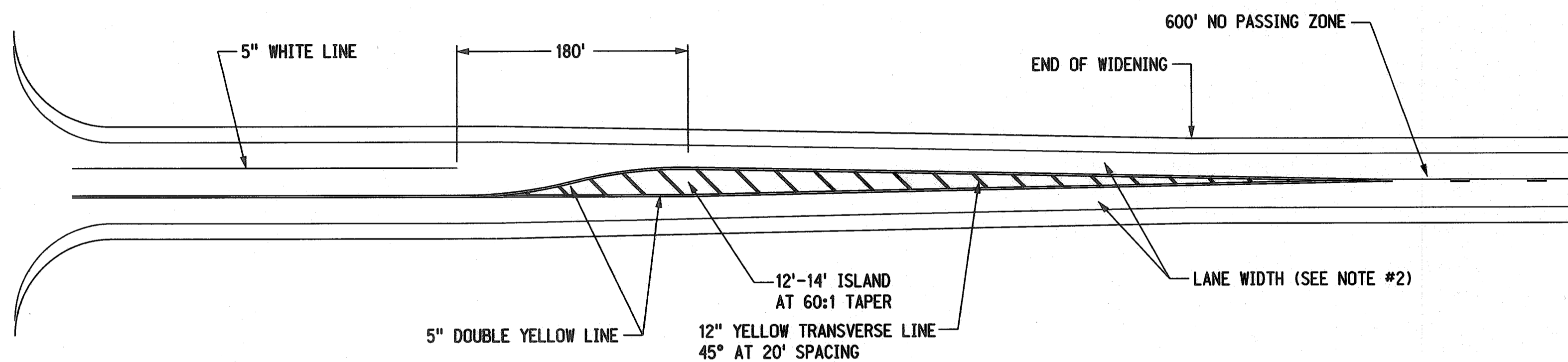
WIDENING BOTH SIDES WITH RIGHT TURN BAY



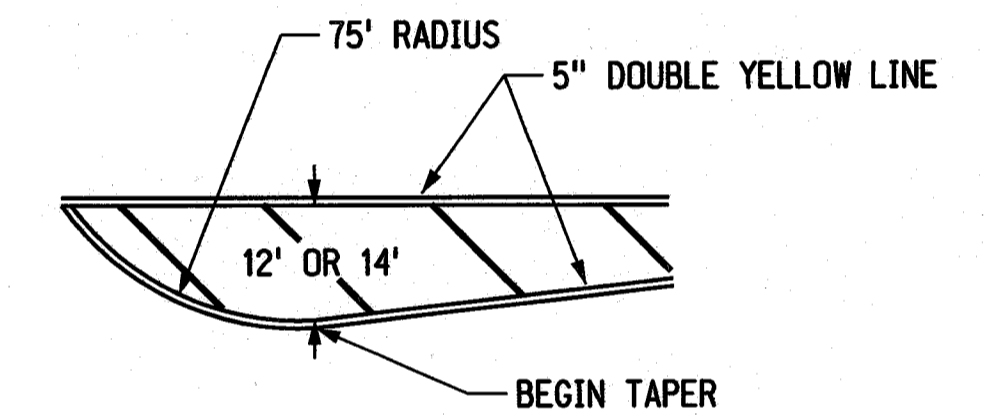
TYPICAL MARKING FOR MEDIAN WIDER THAN 12'



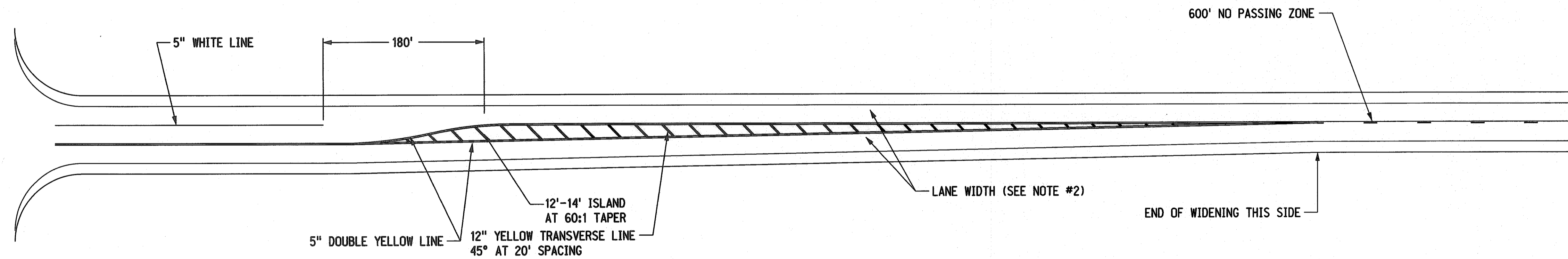
WIDENING BOTH SIDES



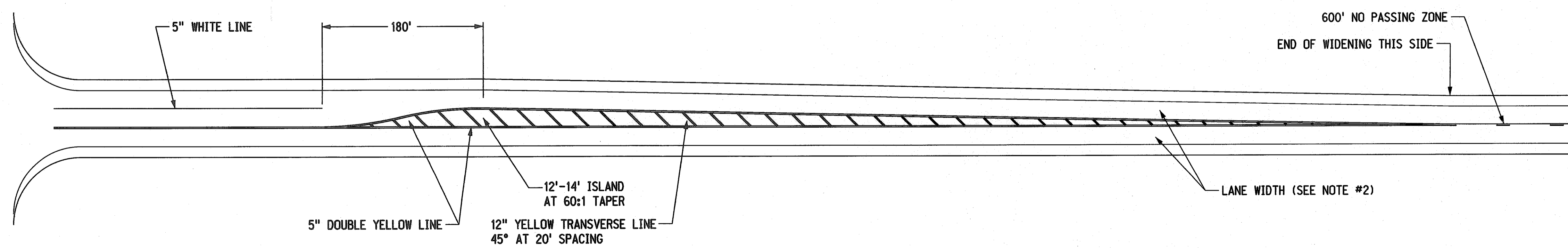
TYPICAL MARKING FOR MEDIAN W/NO LEFT TURN



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	(1/1)
REVIEWED			
APPROVED		DATE DRAWN 12/12	TRAFFIC ENGINEER DATE

