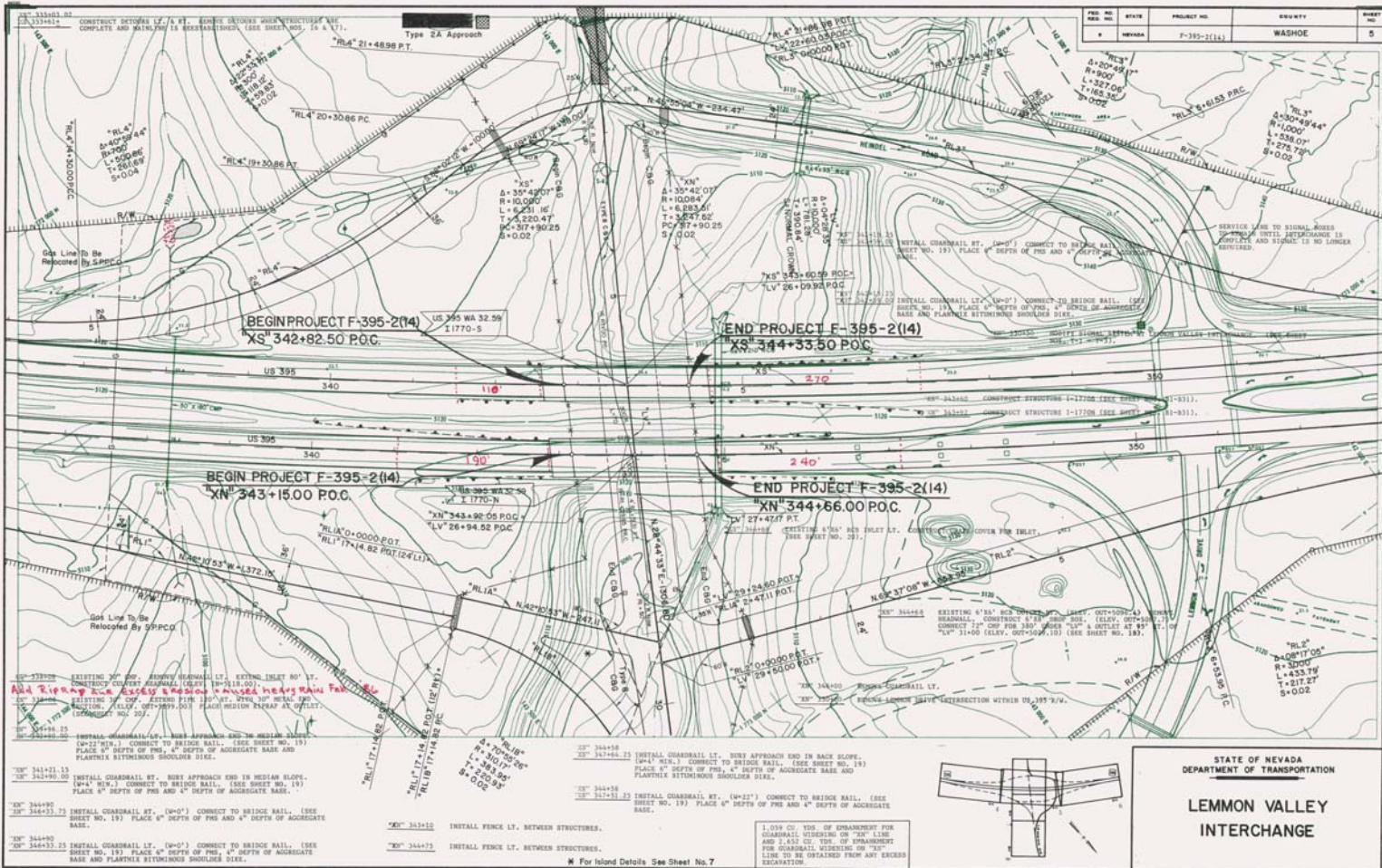




CCO #6 - PAVE WEDGE SECTION TO TRANSITION FROM  
EXISTING SURFACE TO APPROACH SLABS STA. 1-1770 No. 4 So.

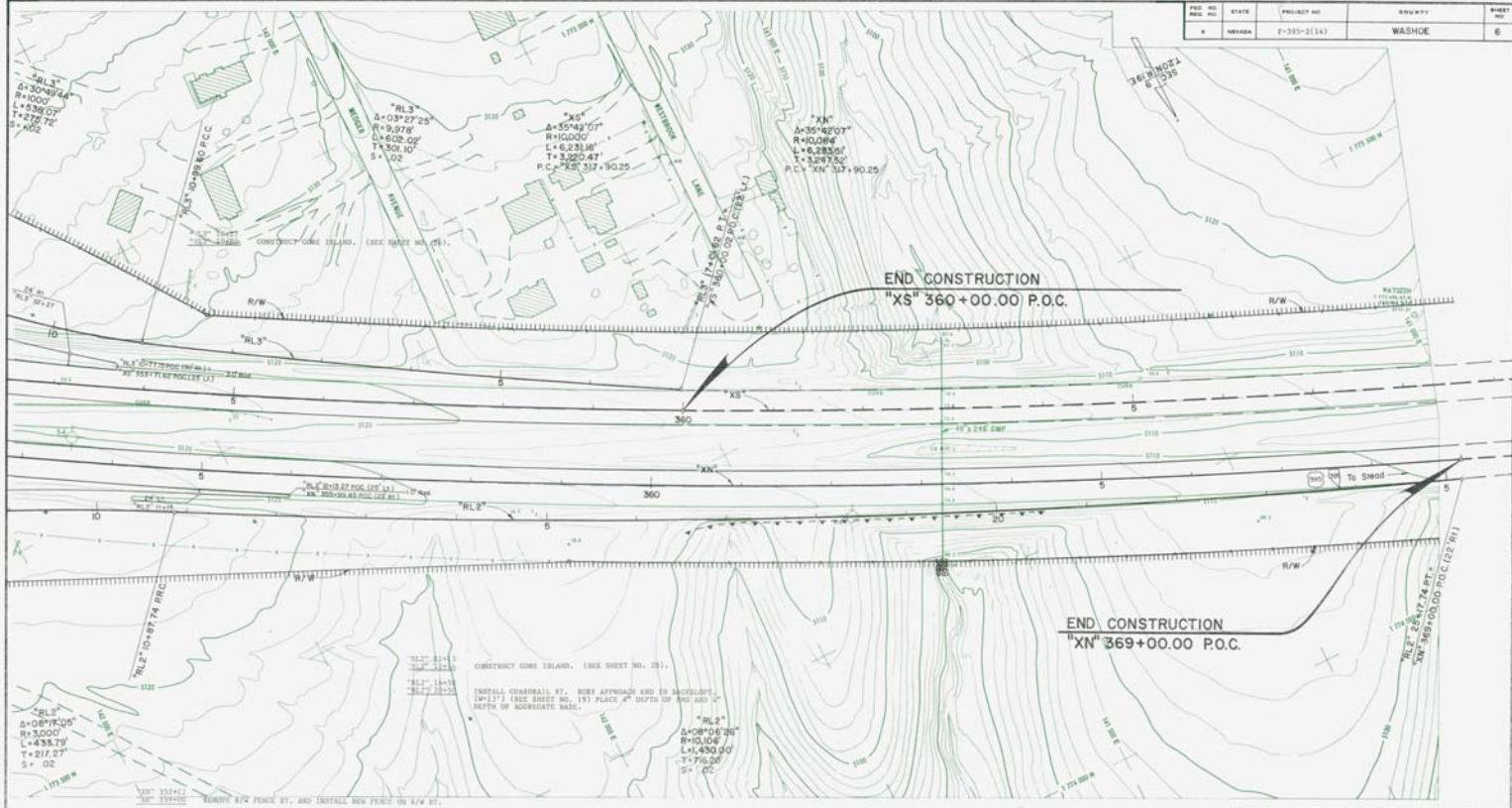


STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

**LEMMON VALLEY  
INTERCHANGE**



FILE NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	P-353-2(14)	WASHOE	6



\*RL3\*  
 $\Delta=30^{\circ}49'54''$   
 $R=1000'$   
 $L=538.07'$   
 $T=278.72'$   
 $S=ADZ$

\*RL3\*  
 $\Delta=03^{\circ}27'25''$   
 $R=9.978'$   
 $L=602.02'$   
 $T=306.10'$   
 $S=ADZ$

\*XS\*  
 $\Delta=55^{\circ}42'07''$   
 $R=10000'$   
 $L=6231.81'$   
 $T=3220.47'$   
 $P.C.=XS 317+90.25$

\*XN\*  
 $\Delta=30^{\circ}42'07''$   
 $R=10000'$   
 $L=6231.81'$   
 $T=3220.47'$   
 $P.C.=XN 317+90.25$

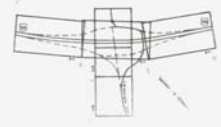
\*RL2\*  
 $\Delta=08^{\circ}04'30''$   
 $R=10.106'$   
 $L=430.00'$   
 $T=716.20'$   
 $S=CC$

CONSTRUCT CORNER ISLAND. (SEE SHEET NO. 251.)

INSTALL CORNER ST. NEXT APPROACH END TO BACKSIGHT.  
 (W/12") (SEE SHEET NO. 19) PLACE "A" 8" DEPTH OF 3/4" DIA ST.  
 8" DEPTH OF AGGREGATE BASE.

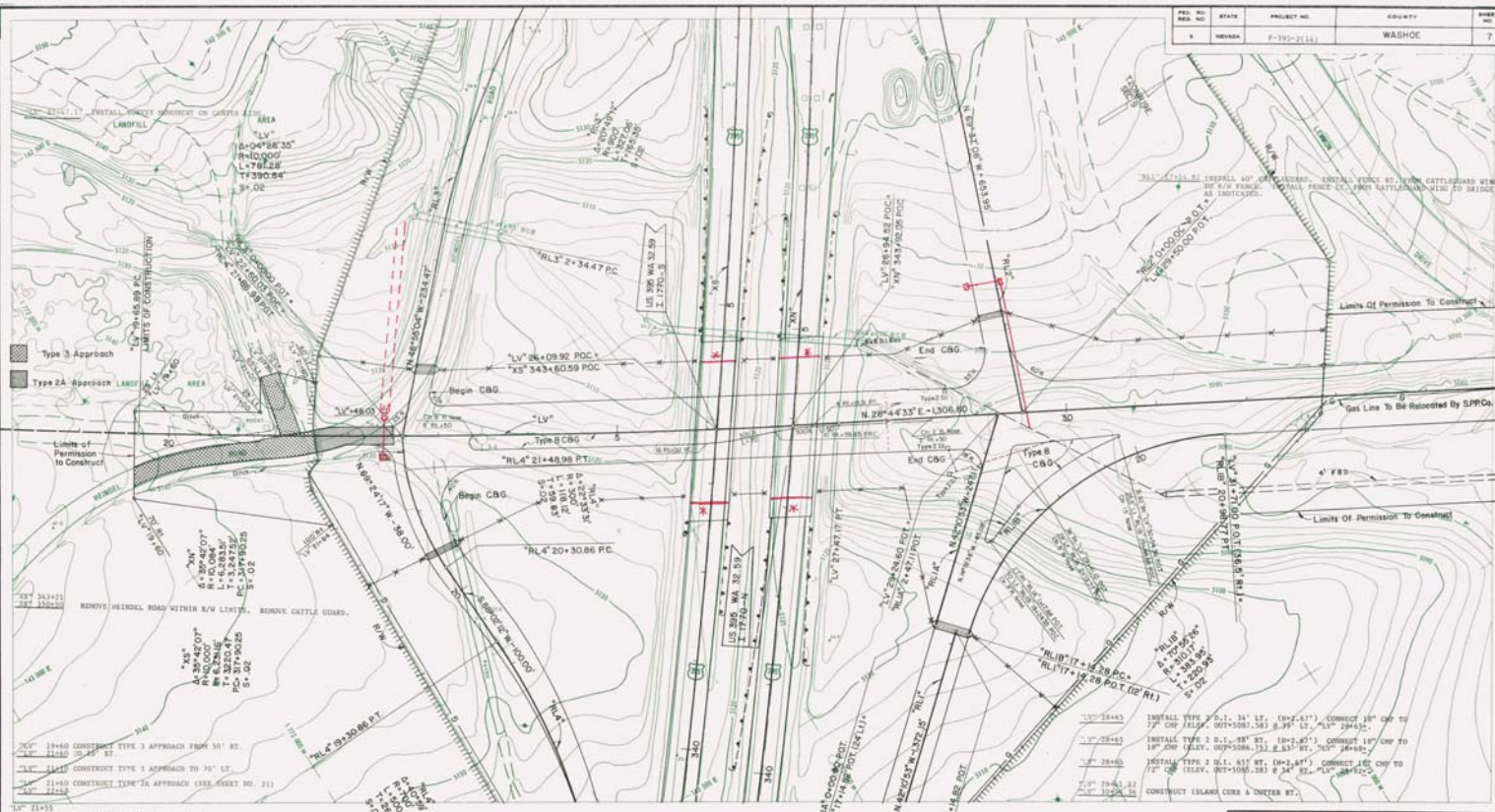
REMOVE CHORDBAR ST.

ERECTING 6" CHORDBAR ST. SET PIPE AT 6" PENCIL. PLACE  
 1" DEPTH OF HEAVY REBAR 3" 6" DEPTH OF FILTER BLANKET AT  
 OUTLET, 12" WIDE AND 14" OVERSIDE OF R/W.



STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION

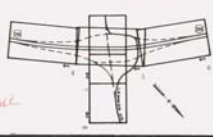
**LEMMON VALLEY  
 INTERCHANGE**



- LV 21+55
- LV 21+55.97 REMOVE GUIDE POSTS LT. & RT.
- LV 22+48 CONSTRUCT RADIUS RETURNS AT RAMP INTERSECTIONS
- LV 22+50 CONSTRUCT CURB & OUTER LT.
- LV 22+50 CONSTRUCT CURB & OUTER RT.
- LV 22+50 CONSTRUCT CURB & OUTER RT.
- LV 22+50 CONSTRUCT MEDIAN ISLAND, CURB & OUTER.
- LV 28+30 CONSTRUCT RADIUS RETURNS AT RAMP INTERSECTIONS.

- "RL" 1+10 INSTALL 24" CATTLEGUARD. INSTALL FENCE RT. FROM CATTLEGUARD WING TO R/W FENCE. INSTALL FENCE LT. FROM CATTLEGUARD WING TO BRIDGE AS INDICATED.
- "RL" 0+40 INSTALL 24" CATTLEGUARD. INSTALL FENCE LT. FROM CATTLEGUARD WING TO R/W FENCE. INSTALL FENCE RT. FROM CATTLEGUARD WING TO BRIDGE AS INDICATED.
- "RL" 20+30 INSTALL 40" CATTLEGUARD. INSTALL FENCE LT. FROM CATTLEGUARD WING TO R/W FENCE. INSTALL FENCE RT. FROM CATTLEGUARD WING TO BRIDGE AS INDICATED.

RL2+50 Install 18" x 36" CMP  
 Connect to Type 2A D.I. LT. & RT.  
 Install 18" x 160" CMP LT. Connect  
 from D.I. LT. to 72" CMP @  
 LV 29+50 RT. C.C.O.#11  
 LV 32 to LV 40+333 Install  
 9207C7-LE FROM C.C.O.#10



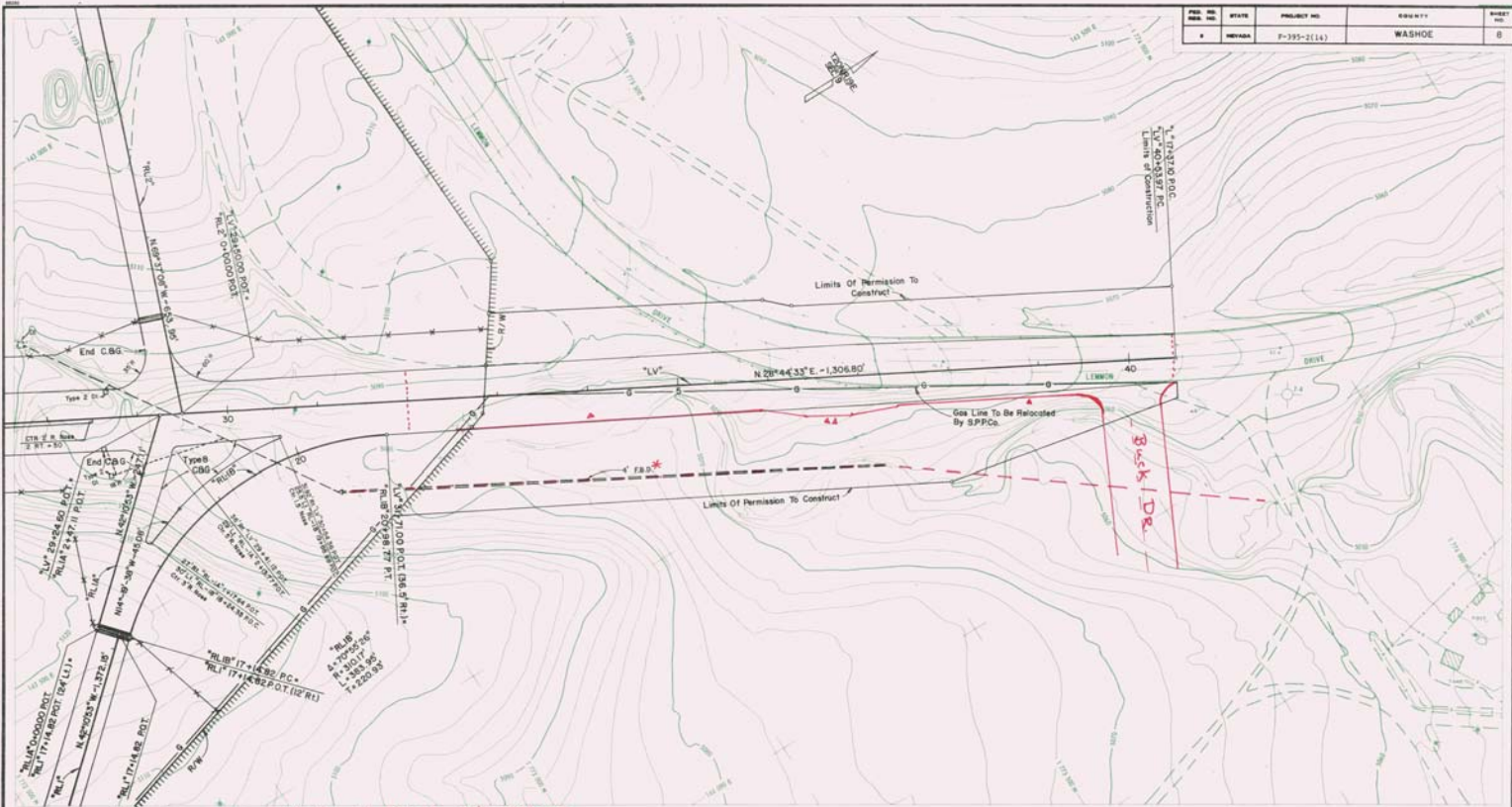
STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
  
**LEMMON VALLEY  
 INTERCHANGE**

\* STR. NO. I-1770 So. & I-1770 No.  
 C.C.O.#2 - ARMOR JOINTS AT APPROXIMATE SITES  
 (Delete Approach Slab Slabs Detail (9-5) & (12-2))



CCO#10 ~ Place Geotextile Soil Stabilizing Fabric  
 LV-32400 to LV-40453? Full Width  
 Below 2' Borrow

FILE NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
10	NEVADA	P-395-2(14)	WASHOE	8



\*Note: 4' FB Constructed As Planned; After Completion 72' CMP  
 Was Extended Then Length of 4' FB by Property Owner  
 & Fill Placed over for Construction of Parking Lot for New  
 Solar's Warehouse Market RT. LV-34400 to LV-40453?  
 A = Type I CIG for Warehouse Market  
 AB = RTC Bus Stop

- 1"=20' 21+00 CONSTRUCT FLAT BOTTOM DITCH 55' W. (SEE SHEET NO. 20).
- 1"=20' 21+00 CONSTRUCT FLAT BOTTOM DITCH 55' W. (SEE SHEET NO. 20).
- 1"=20' 24+50 REMOVE PLASTER BITUMINOUS SURFACE AND GUARDRAIL FROM EXISTING LEMMON DRIVE.
- 1"=20' 24+50 27 REMOVE PLASTER BITUMINOUS SURFACE AND GUARDRAIL FROM EXISTING LEMMON DRIVE.
- 1"=20' 27+27 18 P.C. INSTALL SURVEY MONUMENT ON CENTER LINE

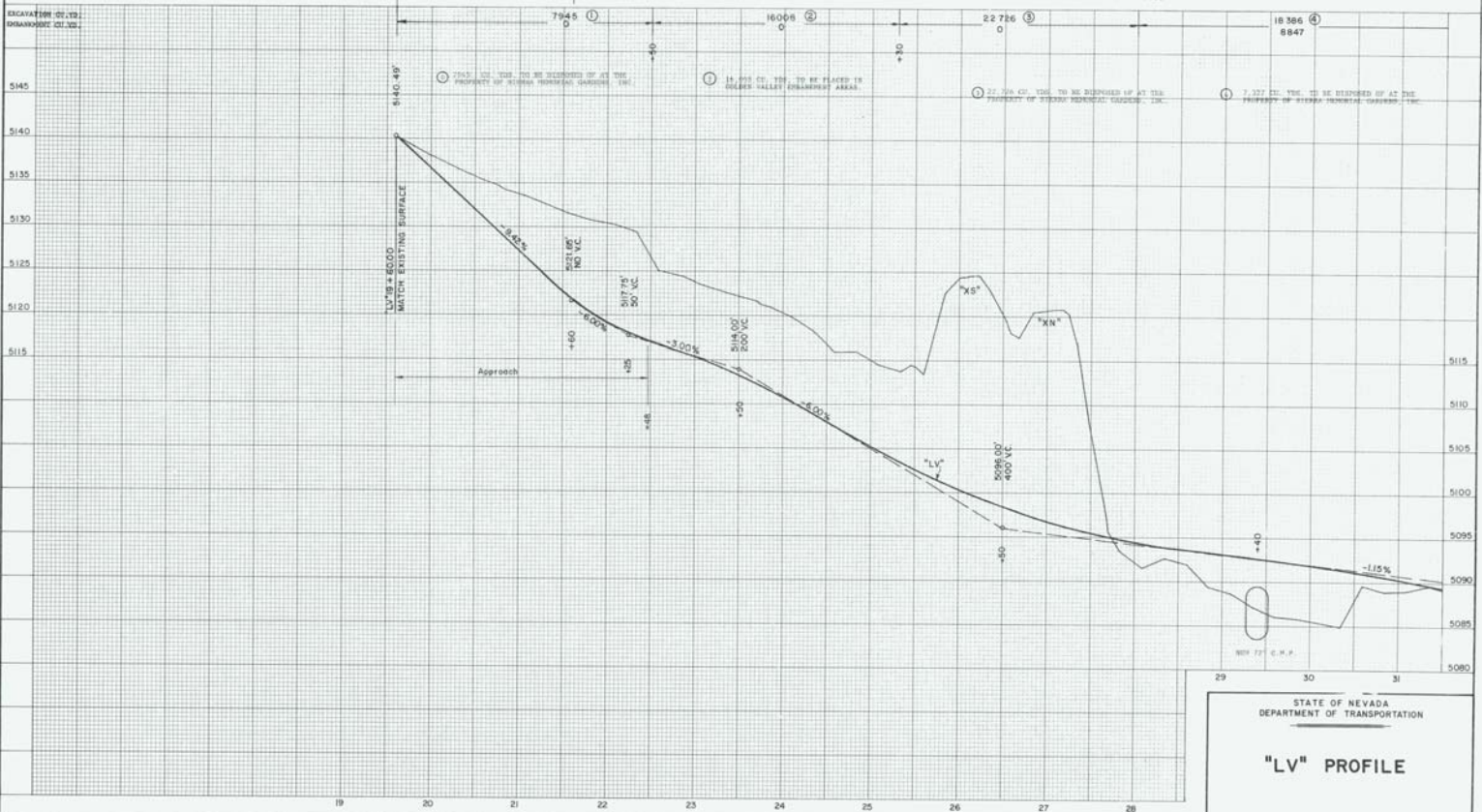


STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION

**LEMMON VALLEY  
 INTERCHANGE**

FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
19	NEVADA	9-395-2(11)	WASHOE	9

(A) See Plan Sheet No. 7 For Location of Ditches.

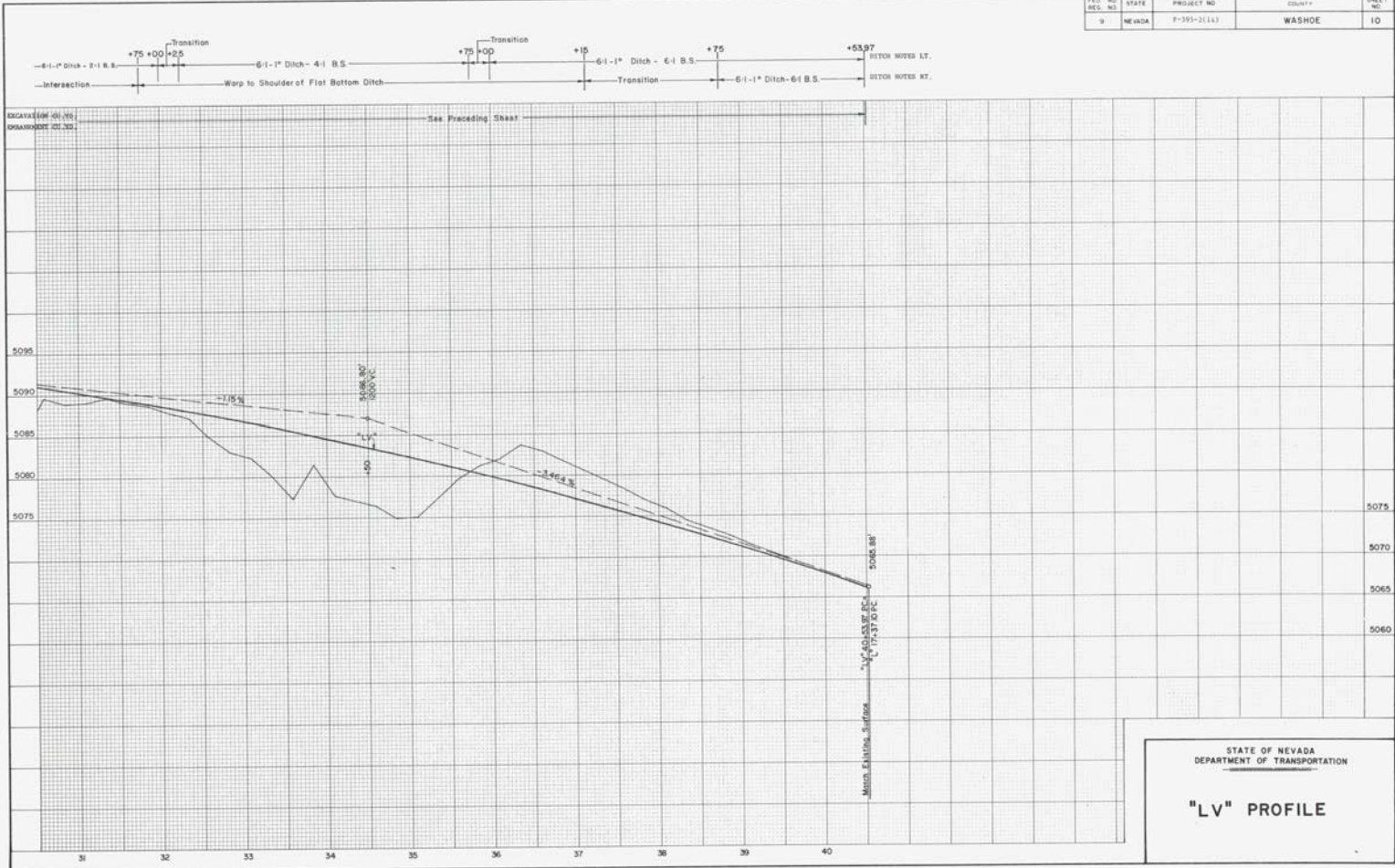


29 30 31

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

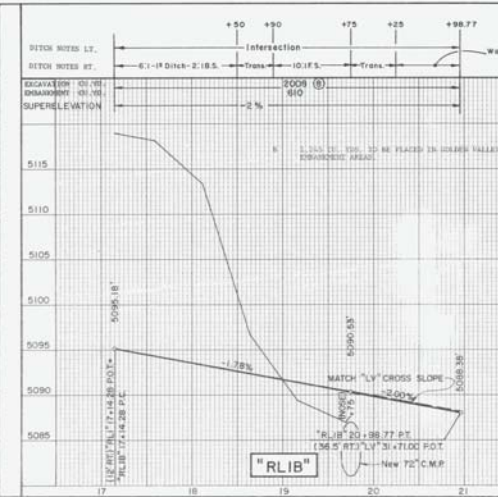
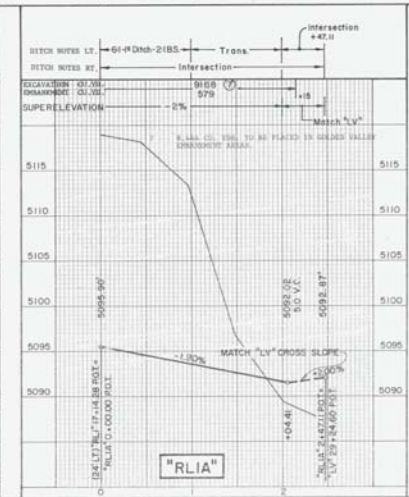
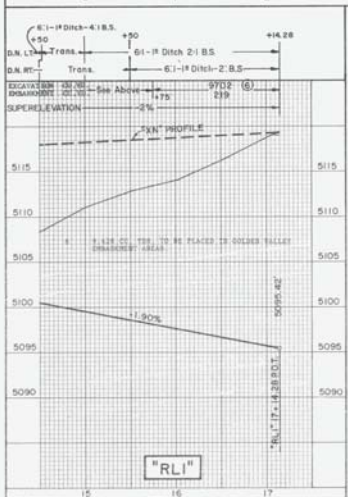
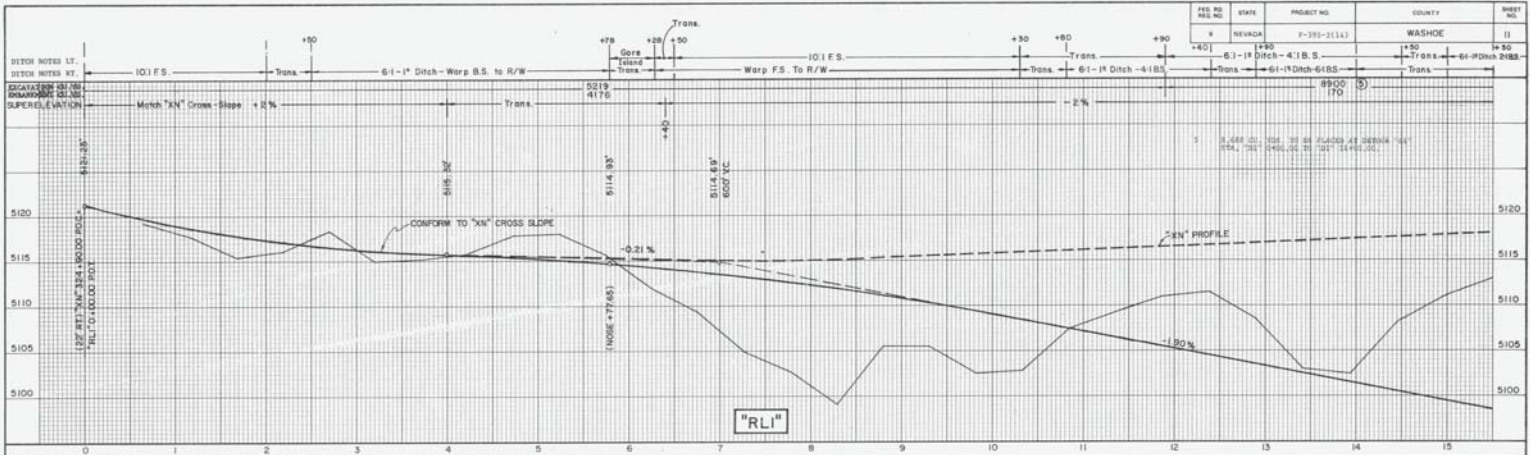
**"LV" PROFILE**

FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
9	NEVADA	7-393-2(14)	WASHOE	10





FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
40	NEVADA	F-393-2(1A)	WASHOE	11

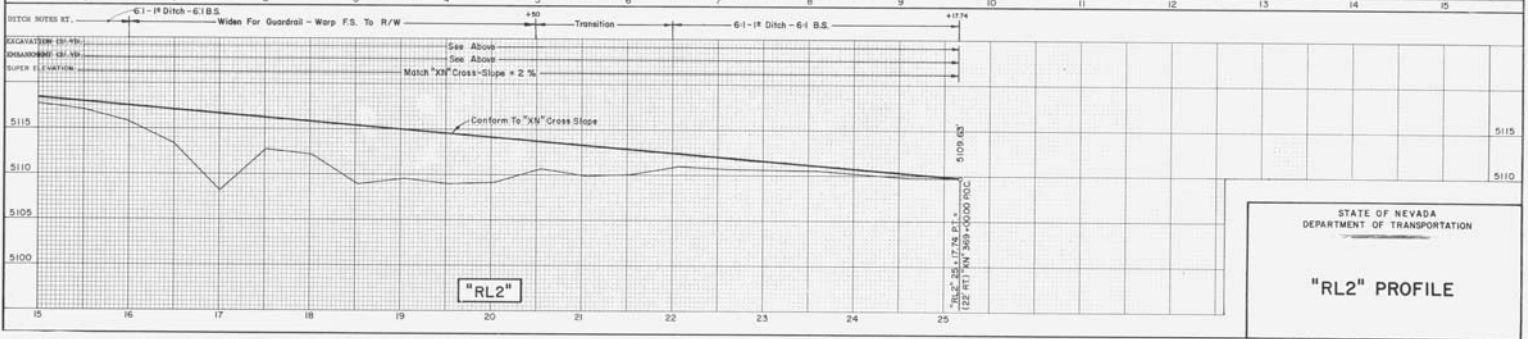
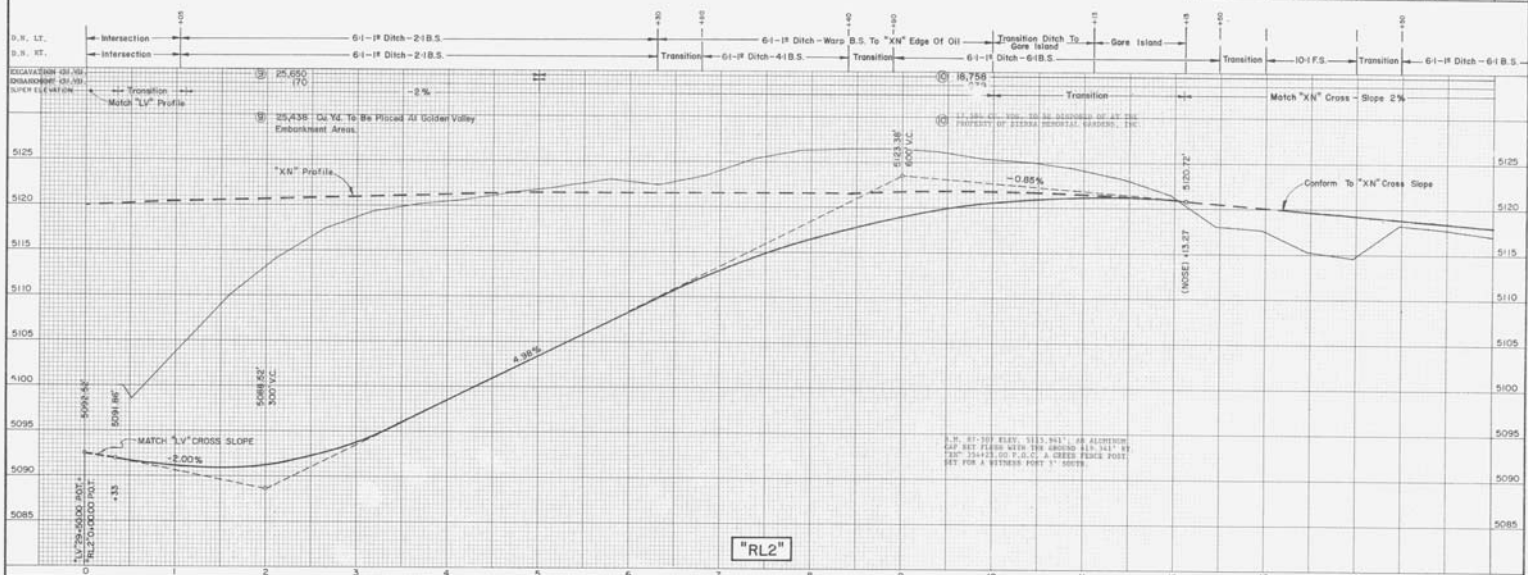


STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

**"RLI", "RLIA", & "RLIB" PROFILES**



FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
9	NEVADA	P-393-2(1A)	WASHOE	12



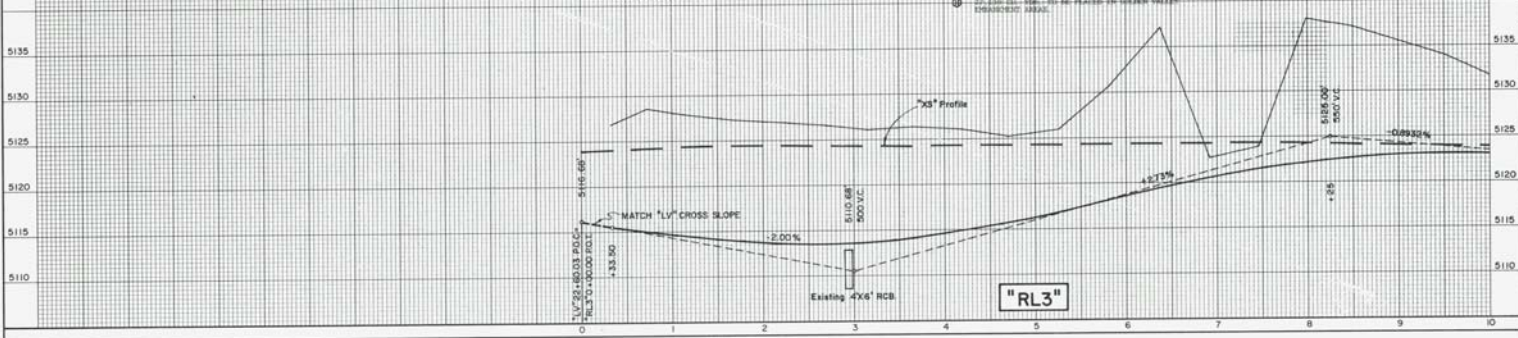
STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

**"RL2" PROFILE**

FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
9	NEVADA	F-393-2(1A)	WASHOE	13

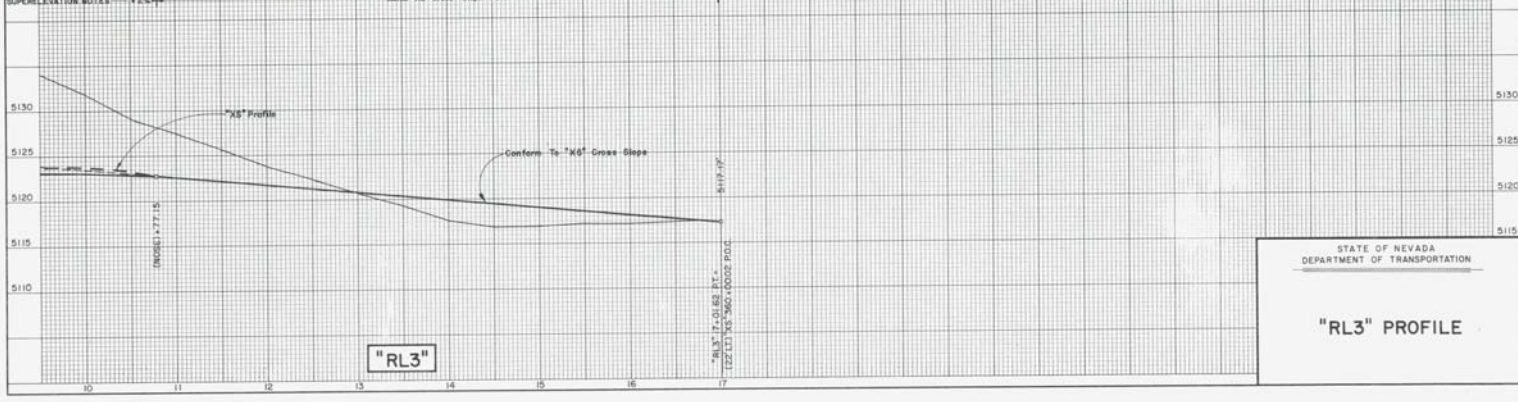
DITCH NOTES LT.  
DITCH NOTES RT.

EXAGGERATION 10:1  
ORIGIN: 122.111  
SUPERELEVATION NOTES



D.N. LT. 6'-18" Ditch - 2' B.S.  
D.N. RT. 6'-18" Ditch - 2' B.S.

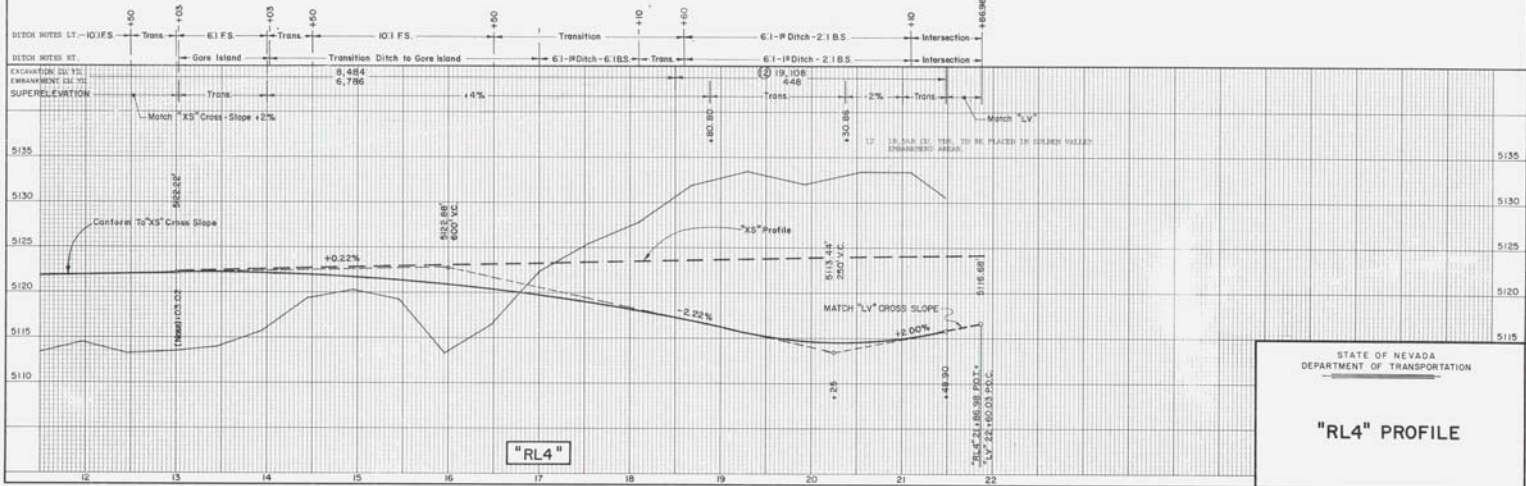
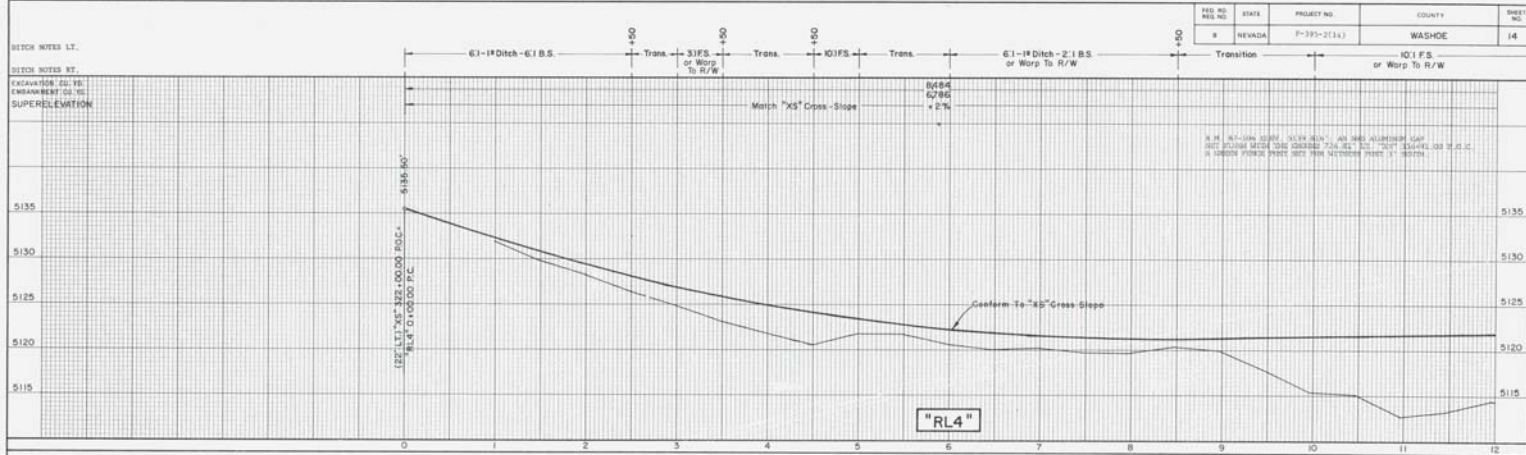
EXAGGERATION 10:1  
ORIGIN: 122.111  
SUPERELEVATION NOTES



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
"RL3" PROFILE



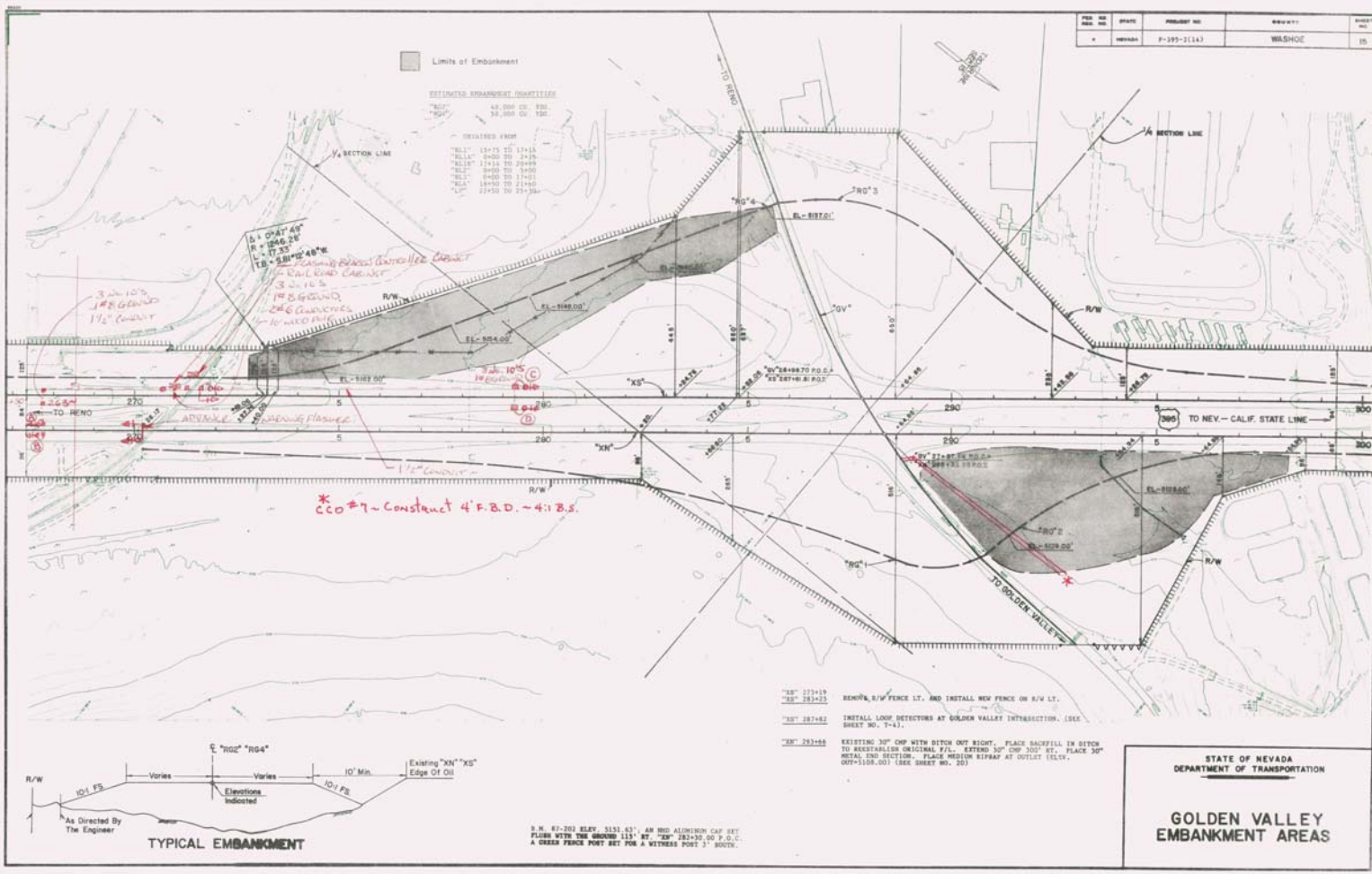
REG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
8	NEVADA	P-395-2(1)	WASHOE	14



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

**"RL4" PROFILE**

PROJECT NO.	DATE	PROJECT NAME	CONTRACT NO.	SHEET NO.
100-100-100	10/1/50	WASHOE	100-100-100	10



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

**GOLDEN VALLEY EMBANKMENT AREAS**



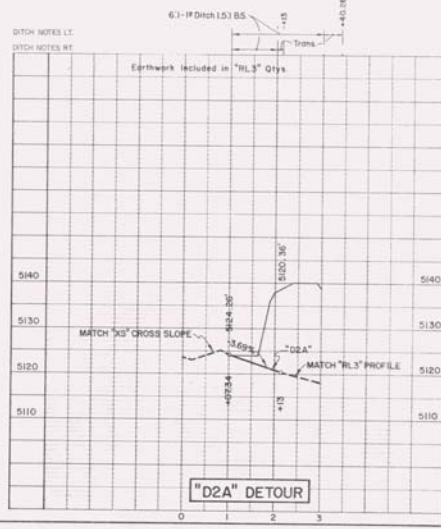
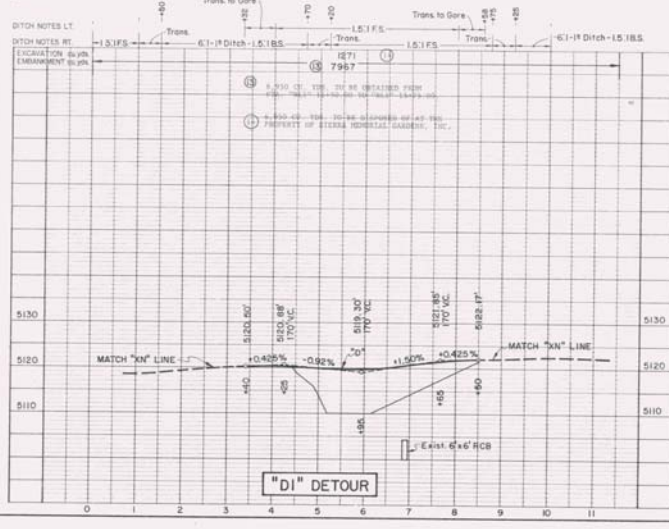
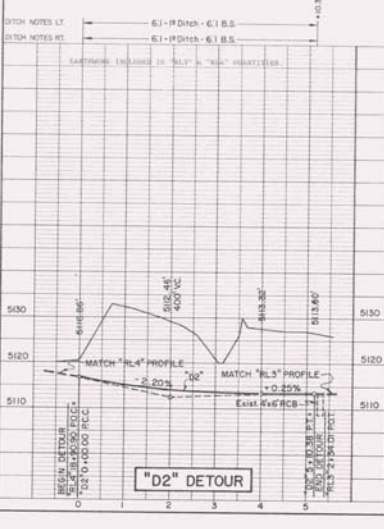
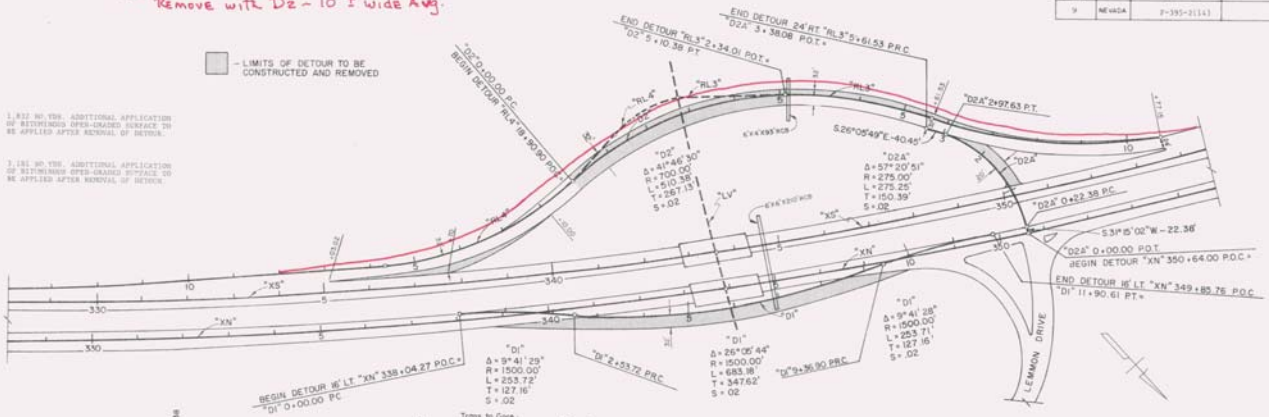
CCO#5 - widen for Reno Air Races  
Remove with Dz - 10' wide Avg.

FED. RES. NO.	STATE	PROJECT NO.	CITY/TOWN	SHEET NO.
9	NEVADA	P-395-2(11)	WASHOE	16

□ - LIMITS OF DETOUR TO BE CONSTRUCTED AND REMOVED

RLA 12+00  
RLA 18+00  
1.812 NO. YRS. ADDITIONAL APPLICATION OF BITUMINOUS OPEN-GRADED SURFACE TO BE APPLIED AFTER REMOVAL OF DETOUR.

RLI 2+34  
RLI 17+00  
1.181 NO. YRS. ADDITIONAL APPLICATION OF BITUMINOUS OPEN-GRADED SURFACE TO BE APPLIED AFTER REMOVAL OF DETOUR.

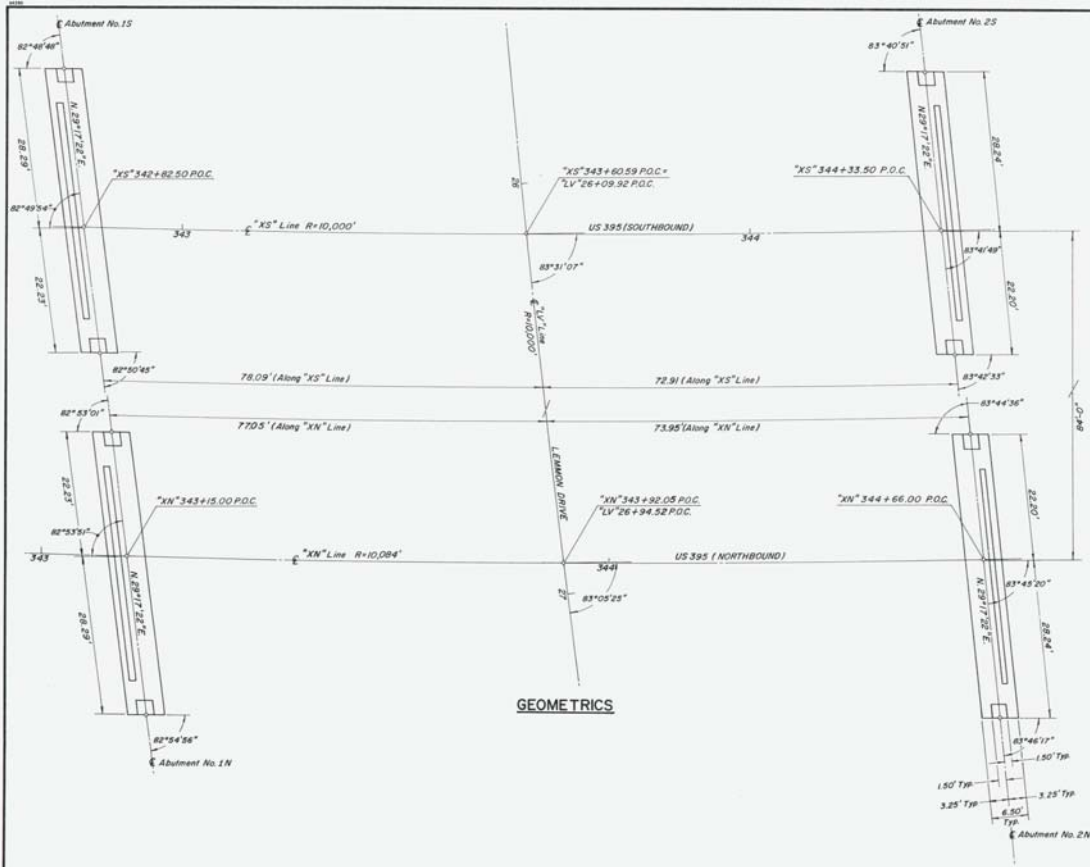






FEED NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	1-395-2141	WASHOE	8-2

LD-2



**GEOMETRICS**

**-GENERAL NOTES-**

- DESIGN SPECIFICATIONS: AASHTO "STANDARD SPECIFICATIONS FOR ROADWAY BRIDGES, 1987".
- CONSTRUCTION SPECIFICATIONS: STATE OF NEVADA DEPARTMENT OF HIGHWAYS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1976," EXCEPT AS NOTED BELOW AND IN THE SPECIAL PROVISIONS FOR THIS CONTRACT.
- PILE LOADS: STANDARD W-10-44 UNBUILT DESIGN BASED ON CALIFORNIA "STANDARD PILEY DESIGN SPECIFICATIONS - PILING ALLOWABLE STRESSING - 1971" TABLES.
- CONCRETE: ALL CONCRETE SHALL BE CLASS AA MODIFIED (M4000), ULTIMATE COMPRESSIVE STRENGTH  $f'_c$  - 4000 PSI BY 28 DAYS, UNLESS OTHERWISE NOTED. SEE CONCRETE CLASSIFICATION DIAGRAM.
- REINFORCING STEEL: ALL REINFORCING STEEL TO BE ASTM A615, GRADE 60. REINFORCING RELATIVE TO BAR SPACING AND CENTER TO CENTER. REINFORCING DIMENSIONS ARE FROM OUT TO OUT OF BARS. BAR SIZES THREE (3) TO NINE (9) ARE INDICATED AS PER FIRST NUMBER IN THE MARK. TEN (10) OR LARGER BY THE FIRST TWO NUMBERS. THE LENGTH OF BAR SIZES 4 AND 5, WHICH ARE CONSIDERED AS BARS TO CONTROL TEMPERATURE SHrinkAGE AND DISTRIBUTION STRESS BY THE BRIDGE ENGINEER, MAY BE ADJUSTED BY THE CONTRACTOR UPON CONCURRENCE AND APPROVAL OF THE BRIDGE ENGINEER. BAR MARKS ENDING WITH THE LETTER "S" INDICATES THAT THE BAR SHALL HAVE AN EPOXY COATING.
- COMBES: THE COMBES SHALL BE AS SHOWN ON THE PLAN.
- PIILING: ALL PILING TO BE 24.0 FOOT DIAMETER CAST IN DRILLED HOLE CONCRETE PILES.
- FINE SURFACE FINISH: ALL EXPOSED CONCRETE SURFACES, EXCEPT FINISHED AGGREGATE SURFACES, AND THE TOP SURFACE OF THE DECK SLAB, SHALL BE FINE SURFACE FINISHED. ALL SURFACES IN CONTACT WITH THE GROUND SHALL BE FINE SURFACE FINISHED TO A DEPTH 1'-0" BELOW THE FINISHED GROUND LINE. THE COLOR OF THE FINE SURFACE FINISH SHALL CONFORM TO FINISHING COLOR NO. STRAIN AS SHOWN IN TABLE 14 OF FEDERAL STANDARD NO. 595A.
- CONSTRUCTION TYPE CODE: A201

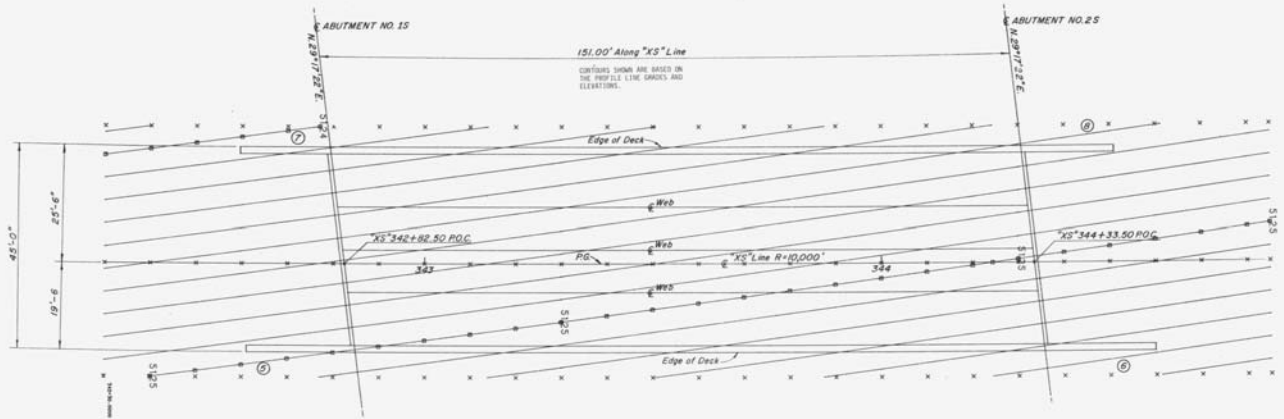
**-QUANTITIES-**

ITEM	UNIT	QUANTITY																										
		1-17705	2-17706																									
STRUCTURE EXCAVATION	CU. YD.	1,592	1,882																									
GRANULAR BACKFILL	CU. YD.	1,326	1,227																									
CLASS AA CONCRETE, MODIFIED (M4000)	CU. YD.	44,630	4,935																									
CLASS IX CONCRETE, MODIFIED (M4000)	CU. YD.	33.33	32.26																									
CLASS IX CONCRETE, MODIFIED (M4000)	CU. YD.	300.69	300.69																									
FINE SURFACE FINISH	PRESTRESSING CAST-IN-PLACE CONCRETE	L.S.	1,143	1,140	REINFORCING STEEL	POUNDS	49,590	48,234	REINFORCING STEEL (EPOXY COATED)	POUNDS	58,268	58,174	FRESH REINFORCING	SQ. YD.	609	620	FURNISH CAST IN DRILLED HOLE CONCRETE PILES	LIN. FT.	410	263	CLASS AA CONCRETE SLOPE TREATMENT	CU. YD.	72.04	71.90	COMPRESSION JOINT SEAL	LIN. FT.	88	88
PRESTRESSING CAST-IN-PLACE CONCRETE	L.S.	1,143	1,140																									
REINFORCING STEEL	POUNDS	49,590	48,234																									
REINFORCING STEEL (EPOXY COATED)	POUNDS	58,268	58,174																									
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CLASS AA CONCRETE SLOPE TREATMENT	CU. YD.	72.04	71.90																									
COMPRESSION JOINT SEAL	LIN. FT.	88	88																									

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395 - WA 32.58**  
**GEOMETRICS,**  
**GENERAL NOTES,**  
**& QUANTITIES**  
I-1770 N & S

FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
4	NEVADA	7-395-2(17)	WASHOE	B-3

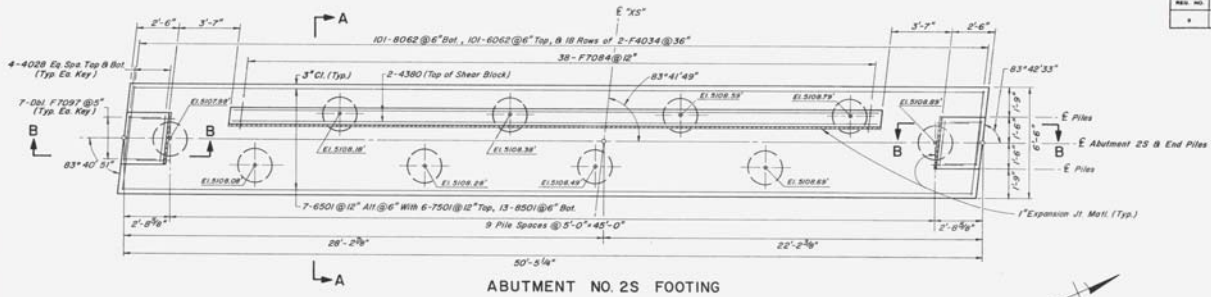
LDS-3



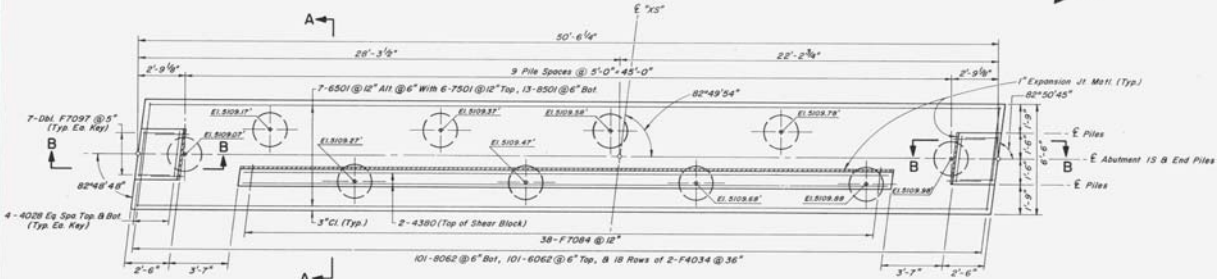
STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395 - WA 32.58  
 DECK CONTOURS  
 I-1770S

FILE NO.	REV. NO.	DATE	PROJECT NO.	CONTRACT	SHEET NO.
1			US-395-2(14)	WASHOE	B-4

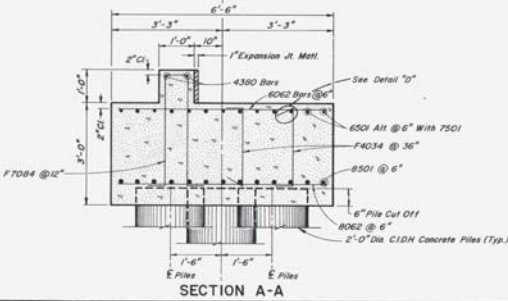
LDS-4



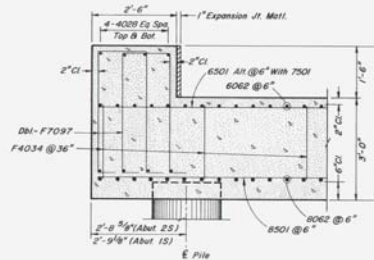
ABUTMENT NO. 2S FOOTING



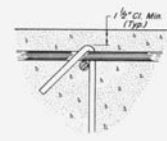
ABUTMENT NO. 1S FOOTING



SECTION A-A



SECTION B-B



DETAIL "D"

- PILE NOTES
- ALL PILES TO BE 2.0 FOOT DIAMETER CAST IN DRILLED HOLE CONCRETE PILES - SEE N.D.S.T. STANDARD DRAWING 8-23.1.2-(080) FOR DETAILS.
  - THE DRILLED HOLES FOR THE PILES SHALL BE DRILLED 7" / 8" BELOW.
  - SECTION 808.03.10 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE SPECIAL PROVISIONS SHALL APPLY IN CONSTRUCTION OF THESE PILES.
  - PILE TIP ELEVATIONS SHALL BE AS FOLLOWS:  
 ABUTMENT 1S - 70'-34"±0.50 P.O.C. + 1081.0  
 ABUTMENT 2S - 70'-34"±0.50 P.O.C. + 1081.0

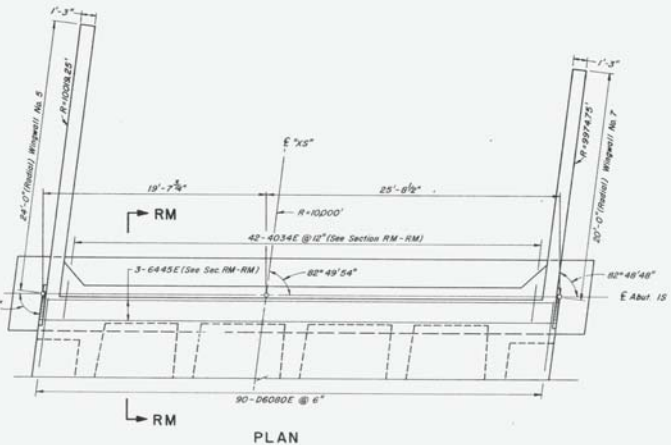
STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395 - WA 32.58  
 ABUTMENT FOOTINGS

I-1770 S

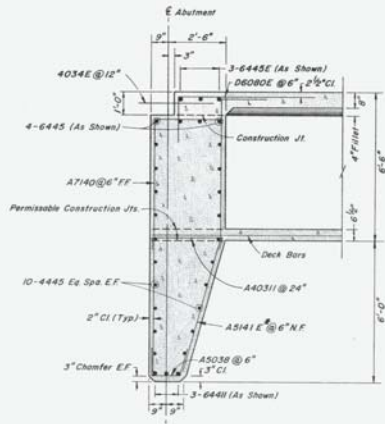


FED. PROJ. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
4	NEVADA	7-395-2(14)	WASHOE	B-5

LDS-5



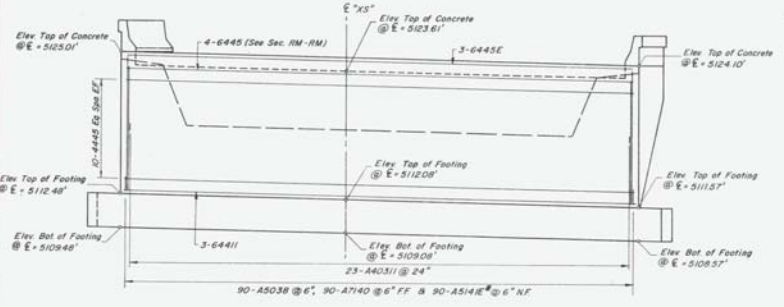
PLAN



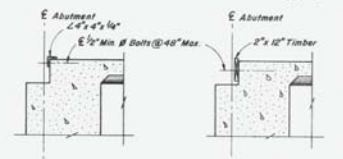
SECTION RM-RM

NOTE: locate vertical abutment steel bars at girder stem locations, to clear prestressing ducts.

\*Specify coat top lap of bar and 1'-0" diam vertical lap. The entire bar may be epoxy coated at the contractor's option.

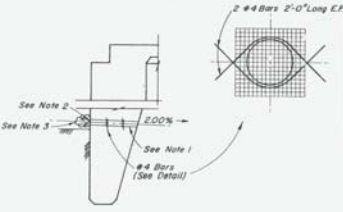


ELEVATION  
(LOOKING BACK ON LINE)



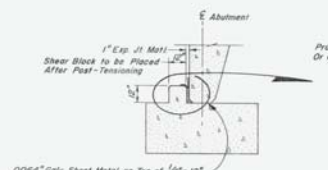
TYPICAL DECK PROTECTION DETAILS

NOTE: Top of Bumpers to be Above Top of Deck Concrete. Bumpers & Bolts to be Removed Immediately Prior to Placing Approach Slabs.



TYPICAL ABUTMENT WEEPHOLE DETAIL

NOTES:  
 1. 4" Dia Drains a 15'-0" Ctrs. Drains Shall be Located 3" Above Finished Grade.  
 2. 6" Sq Aluminum or Galv Steel Wire Mesh Hardware Cloth (Min. Wire # - 0.03")  
 3. 1 Cu. Ft. of Previous Backfill Material in a Burlap Sack Securely Tied.



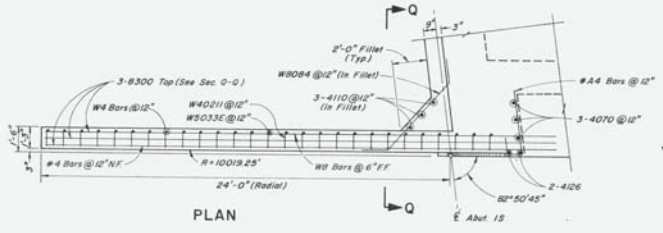
ABUTMENT SEAT DETAILS

0064" Galv Sheet Metal on Top of 4" x 12" Neoprene Strip (Coat Top With Metal Powder Grease) Hand Trowel Base Under Neoprene Strip

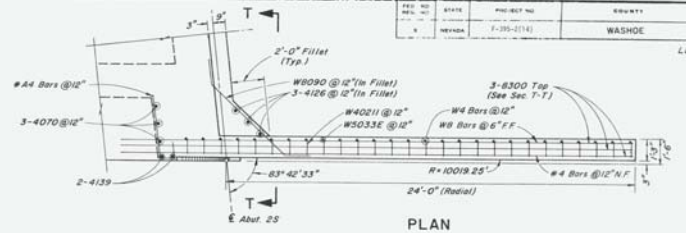
STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395 - WA 32.58  
 ABUTMENT NO. 1S  
 I-1770 S



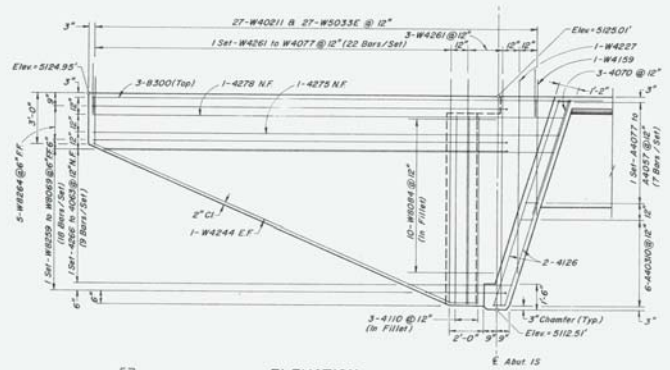
REV	DATE	PROJECT NO.	BY	CHKD
1	01/14/14	395-WA32.58	WASHOE	B-7
2	01/14/14			



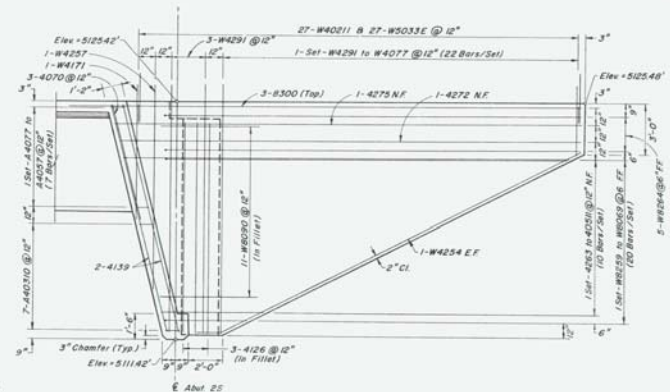
PLAN



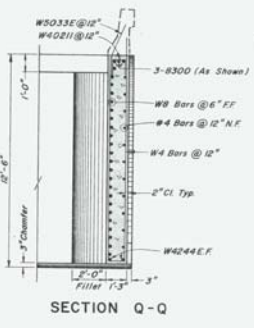
PLAN



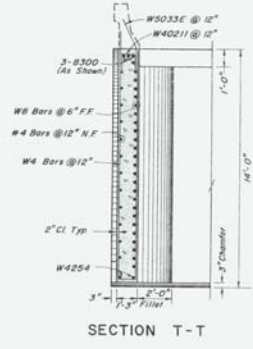
ELEVATION  
WINGWALL NO. 5



ELEVATION  
WINGWALL NO. 6



SECTION Q-Q



SECTION T-T



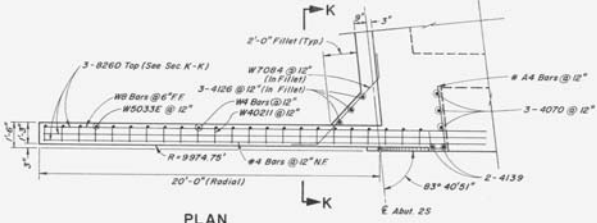
WINGWALL PATTERN

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395-WA32.58**  
**WINGWALL DETAILS**  
**(NO. 5 & NO. 6)**  
I-1770 S

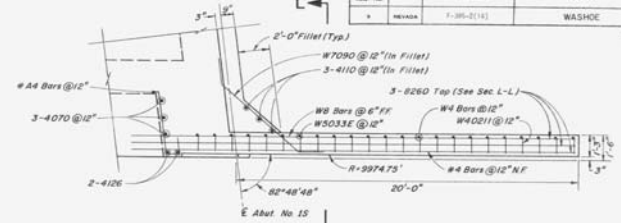


REG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	1-395-2(14)	WASHOE	B-B

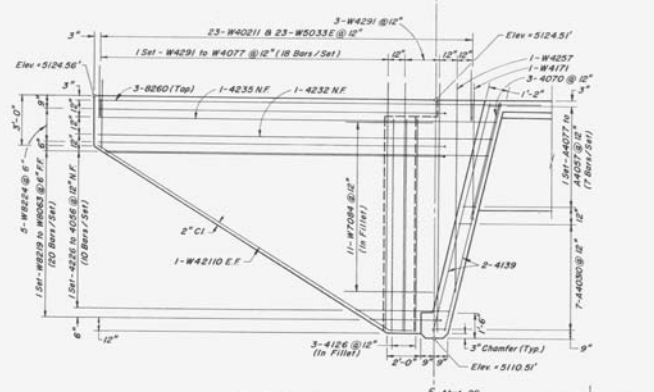
LDS-9



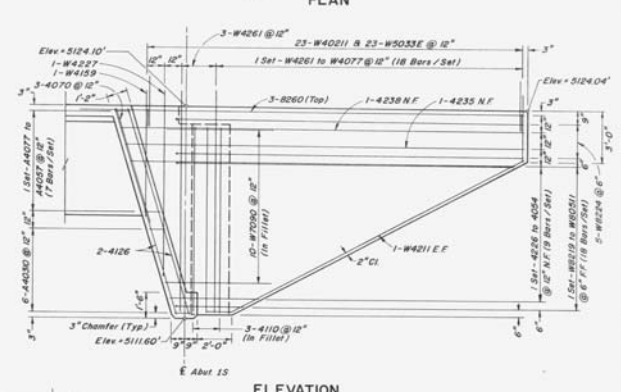
PLAN



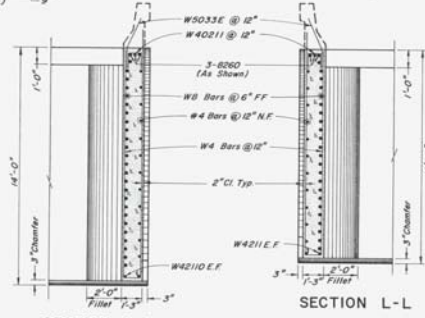
PLAN



ELEVATION WINGWALL NO. 8



ELEVATION WINGWALL NO. 7



SECTION K-K

SECTION L-L

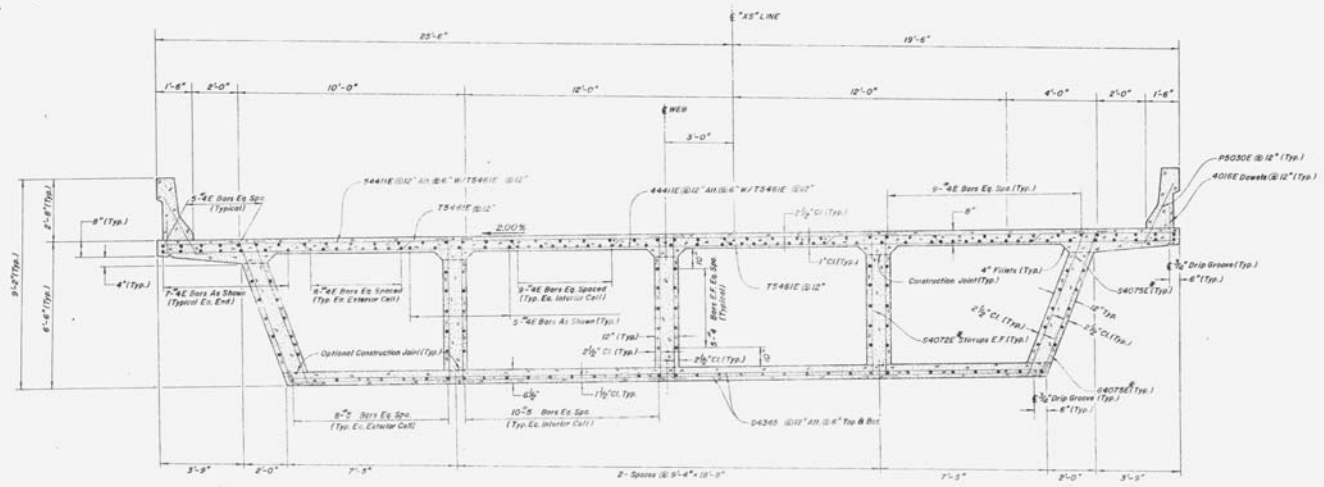


WINGWALL PATTERN

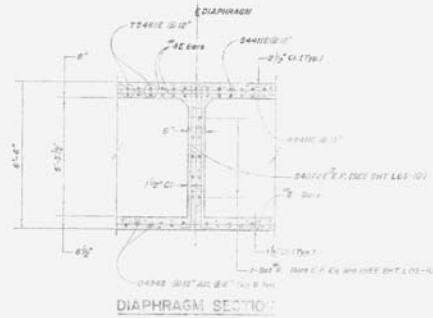
STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
US 395 - WA32.58  
WINGWALL DETAILS  
(NO. 7 & NO. 8)  
I-1770 S

FIG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
8	NEVADA	F-395-0114	WASHOE	B-9

LDS-9



DECK SECTION  
(SOUTHBOUND)



DIAPHRAGM SECTION

Note: The contractor may substitute 4075E bars 180 and bottom 10 bars of this deck with no reduction in strength.

\*When used, use leg of bar and 1/2" CI.

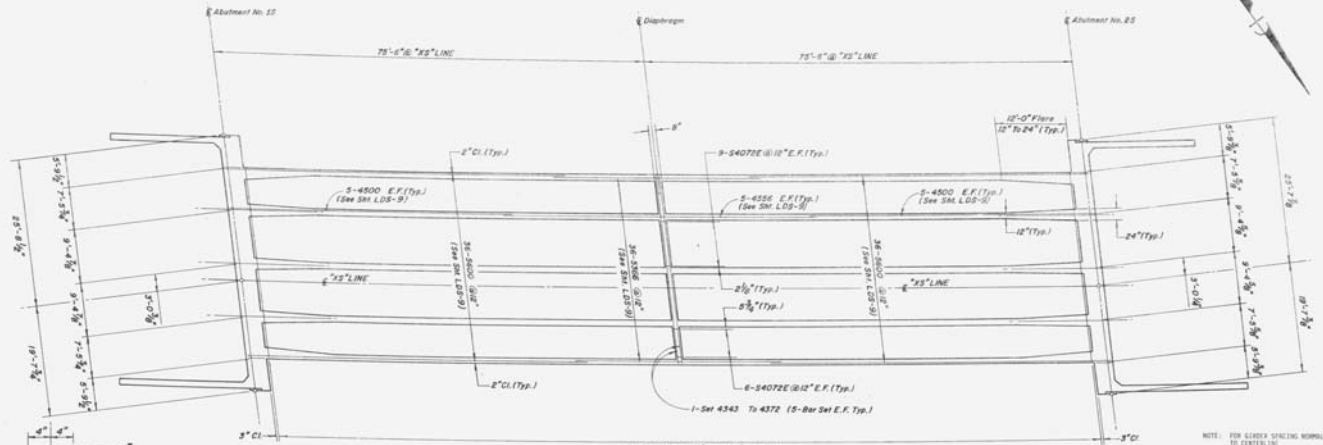
When used, use 1/2" CI and 1/4" CI and no more than 4075E bars.

MINIMUM BAR LAPS  
No. 4 Bar To No. 4 Bar = 2'-0"  
No. 5 Bar To No. 5 Bar = 2'-0"

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
US 395 - WA 32.58  
TYPICAL DECK &  
DIAPHRAGM SECTION  
I-1770S

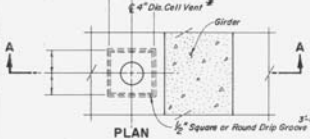
FEED NO.	STATE	PROJECT NO.	SHEET NO.
4	NEVADA	1-395-2(14)	8-10

LDS-10



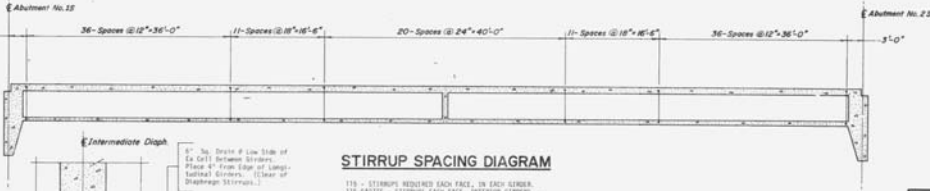
**BOTTOM SLAB REINFORCING  
(SOUTHBOUND)**

NOTE: FOR CLARITY SPACING NORMAL TO CENTERLINE SEE SHEET LDS-10



**CELL VENT DETAILS  
SECTION A-A**

1/2" Square or Round Drip Groove  
Bottom Slab  
4" Dia. Cell Vent  
Girder



**STIRRUP SPACING DIAGRAM**

**MINIMUM BAR LAPS**  
No. 4 Bar To No. 4 Bar = 1'-0"  
No. 5 Bar To No. 5 Bar = 2'-2"



**INTERMEDIATE DIAPHRAGM SECTION**

1/2" Dia. Drain @ Low Side of Diaphragm  
Place 4" from Edge of Longitudinal Girders (Clear of Diaphragm Stirrups.)

115 - STIRRUPS REQUIRED EACH FACE, IN EACH GIRDERS.  
116-64022E - STIRRUPS EACH FACE, INTERIOR GIRDERS.  
116-64072E - STIRRUPS INTERIOR FACE, EXTENSION GIRDERS.  
116-64072E - STIRRUPS EXTERIOR FACE, INTERIOR GIRDERS.

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

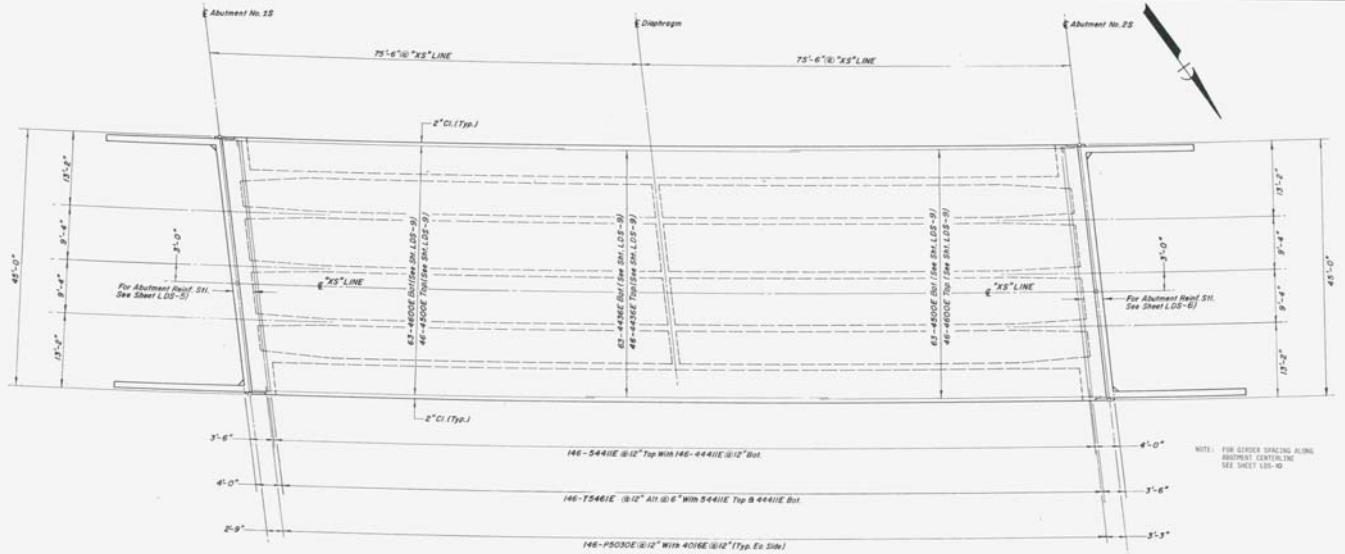
**US 395-WA 32.58  
DECK REINFORCING  
& DETAILS**

I-1770S



FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
4	NEVADA	F-295-2(14)	WASHOE	B-11

LDS-11



**TOP SLAB REINFORCING  
(SOUTHBOUND)**

NOTE: THE CONTRACTOR MAY SUBSTITUTE  
SIZES TO TOP AND BOTTOM IN THE  
OF 1/8" BARS AT NO ADDITIONAL COST  
TO THE OWNER.

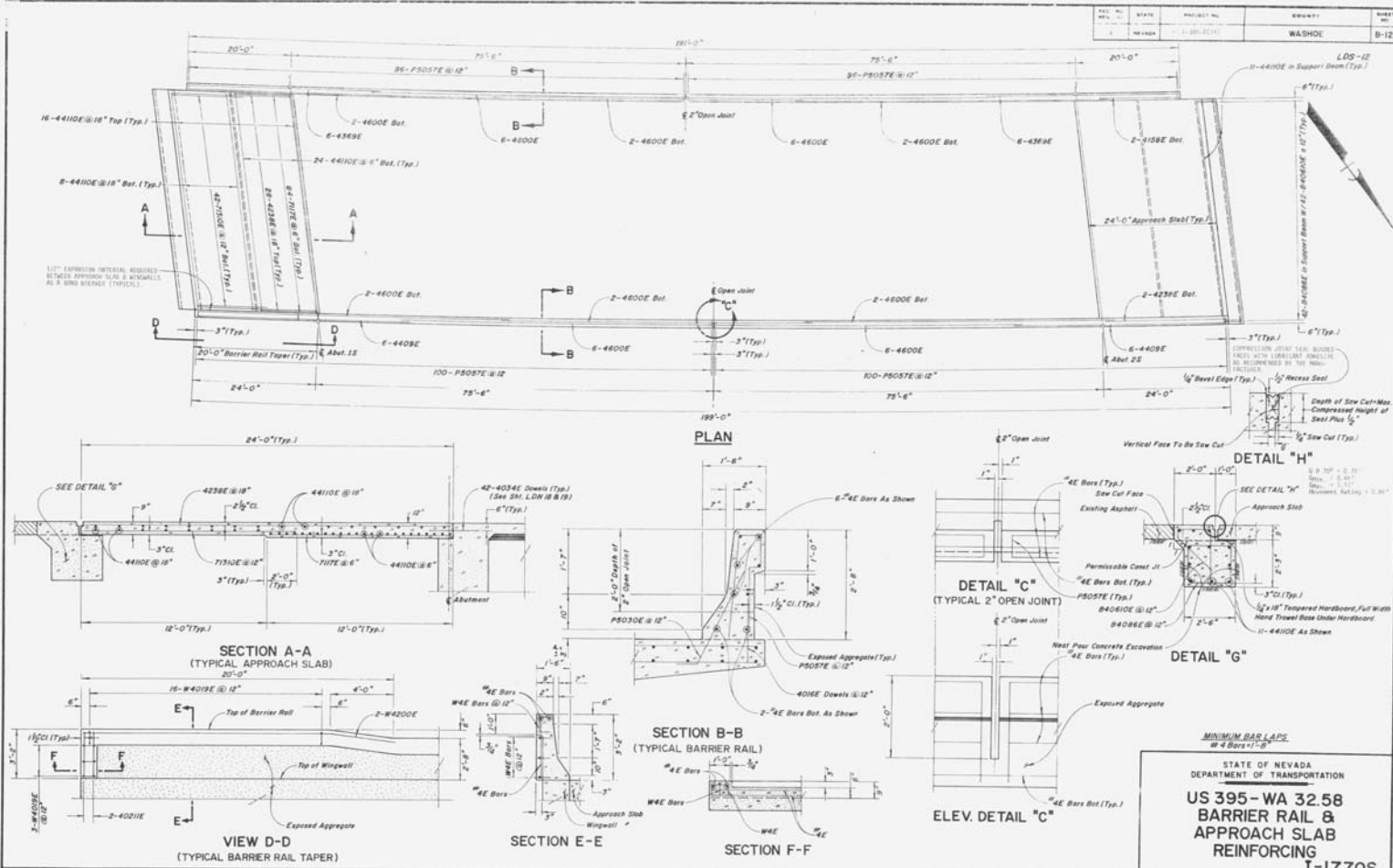
NOTE: FOR SPHER SPACING ALONG  
ABUTMENT CENTERLINE  
SEE SHEET LDS-10

**MINIMUM BAR LAPS**  
No. 4 Bar To No. 4 Bar = 1'-8"  
No. 5 Bar To No. 5 Bar = 2'-2"

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395 - WA 32.58**  
**DECK REINFORCING**

I-1770S

DES. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
3	NEVADA	1-395-1(1)	WASHOE	B-12





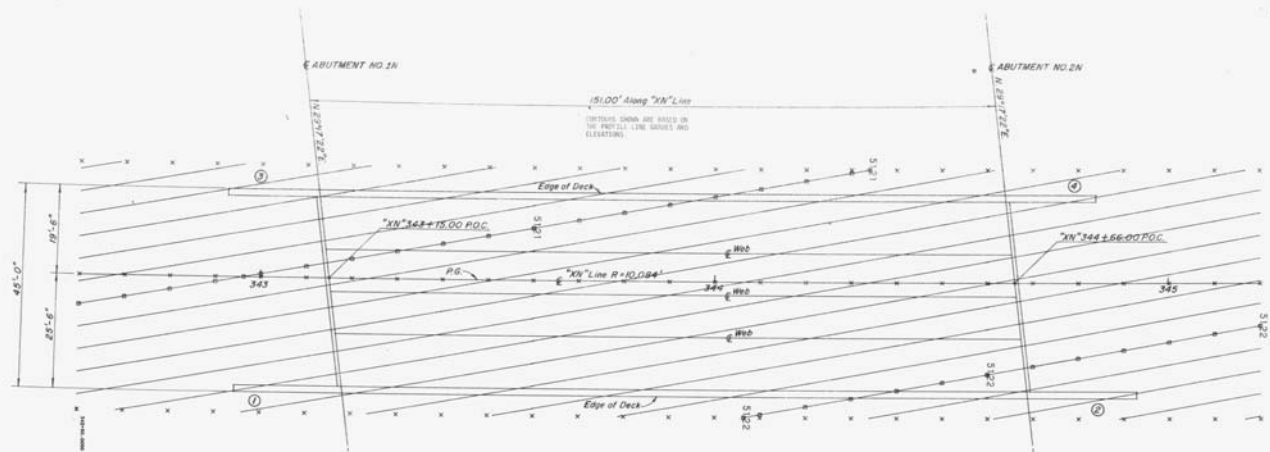






PROJ. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	F-395-2(18)	WASHOE	8-16

LDN-16

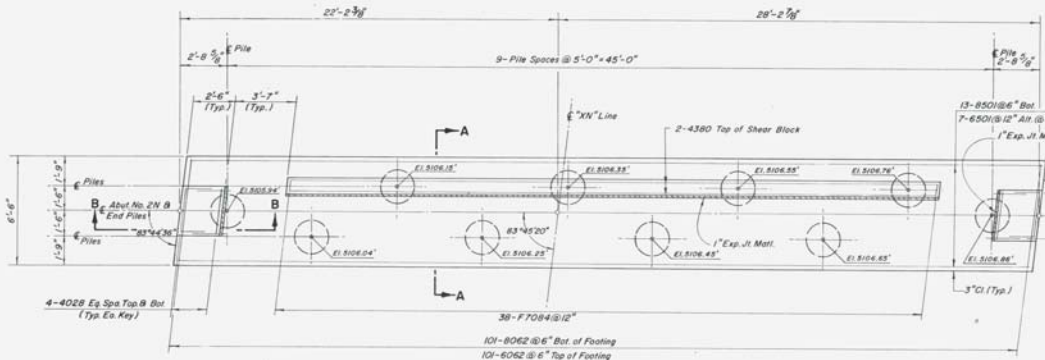


STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395 - WA 32.58  
 DECK CONTOURS  
 I-1770N

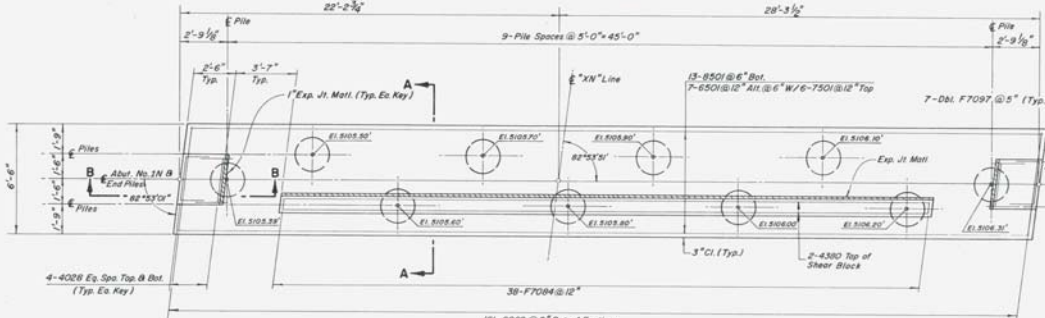


REG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
4	NEVADA	1-395-2(14)	WASHOE	B-17

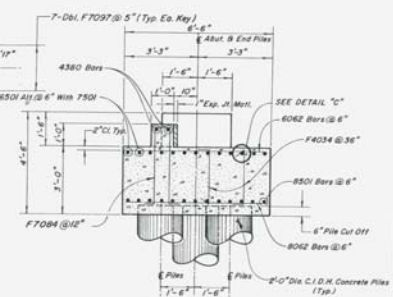
LDN-17



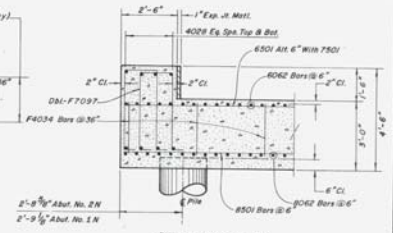
ABUTMENT NO. 2N FOOTING



ABUTMENT NO. 1N FOOTING

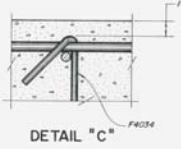


SECTION A-A



SECTION B-B

(TYPICAL KEY SECTION)



DETAIL "C"

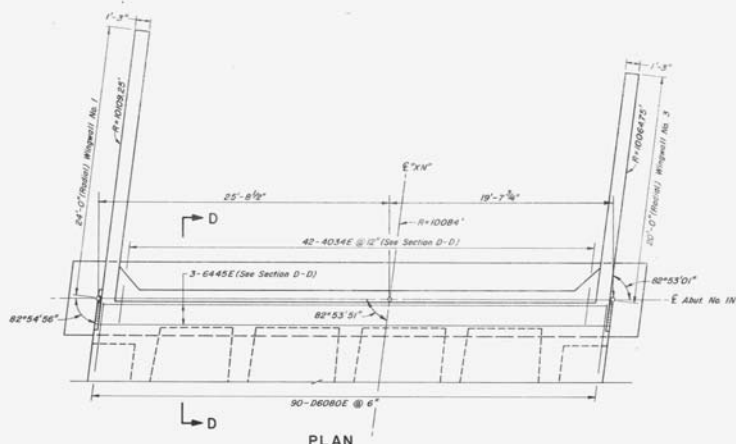
- PILE NOTES
- 1) ALL PILES TO BE 3.0 FOOT DIAMETER CAST IN DRILLED HOLE CONCRETE PILES. SEE S.D.S. 1, STANDARD DRAWING, R-23.1.3-(200) FOR DETAILS.
  - 2) THE DRILLED HOLES FOR THE PILES SHALL BE DRILLED BY A NEW METHOD.
  - 3) SECTION 808.02.10 OF THE STANDARD SPECIFICATIONS FOR BRIDGE AND TRUSS CONSTRUCTION AND THE SPECIAL PROVISIONS SHALL APPLY IN CONSTRUCTION OF THESE PILES.
  - 4) PILE TOP ELEVATIONS SHALL BE AS FOLLOWS:  
 ABUTMENT 2N - 70N' 34315.00 P.C.E. - 500V.D  
 ABUTMENT 1N - 70N' 34346.00 P.C.E. - 500B.D

STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395 - WA 32.58  
 ABUTMENT FOOTINGS

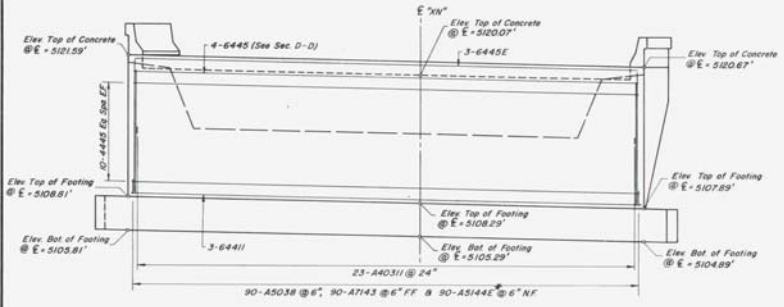
I-1770N

FED. PROJ. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
	NEVADA	7-395-2(14)	WASHOE	8-18

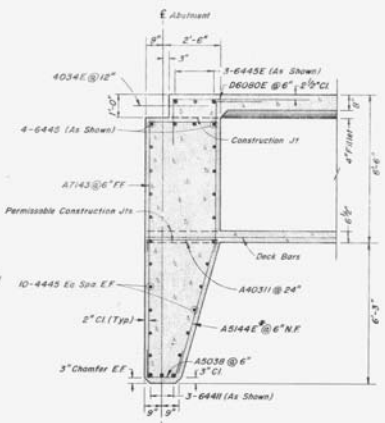
L.O.N.-18



PLAN

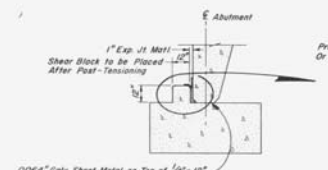


ELEVATION  
(LOOKING BACK ON LINE)

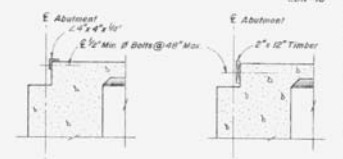


SECTION D - D

NOTE: Provide vertical abutment stem bars at girder line locations for clear prestressing ducts.  
\*Reinforce top leg of bar and 1'-0" low vertical leg. The entire bar may be moved inside of the contractor's option.

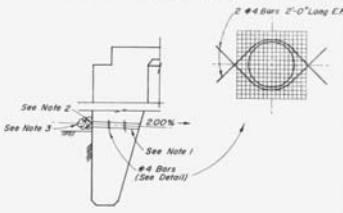


ABUTMENT SEAT DETAILS



TYPICAL DECK PROTECTION DETAILS

NOTE: Top of Bumpers to be Above Top of Deck Concrete. Bumpers & Bolts to be Removed Immediately Prior to Placing Approach Slabs.



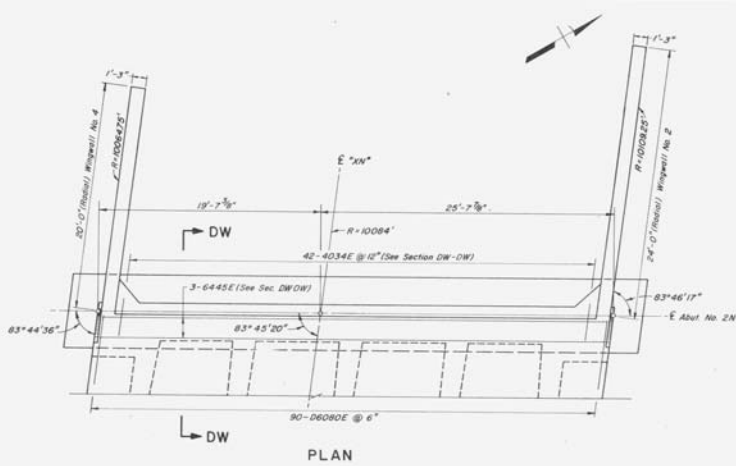
TYPICAL ABUTMENT WEEPHOLE DETAIL

NOTES:  
1. 4" Dia. x 15'-0" Ctrs. Drains Shall be Located 3" Above Finished Grade.  
2. 6" Sq Aluminum or Galv Steel Wire Mesh Hardware Cloth (Min. Wire #=003).  
3. 1 Cu Ft of PerVIOUS Backfill Material in a Burlap Sack Securely Tied.

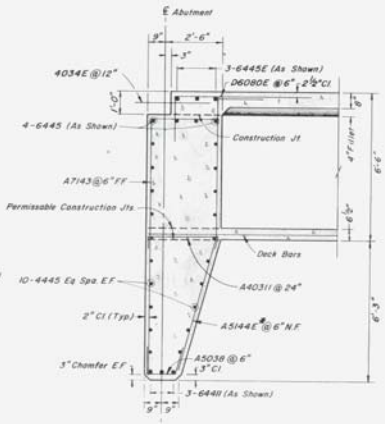
STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395 - WA 32.58**  
**ABUTMENT NO. 1N**  
I-1770 N

FIG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
8	NEVADA	F-395-2(14)	WASHOE	B-19

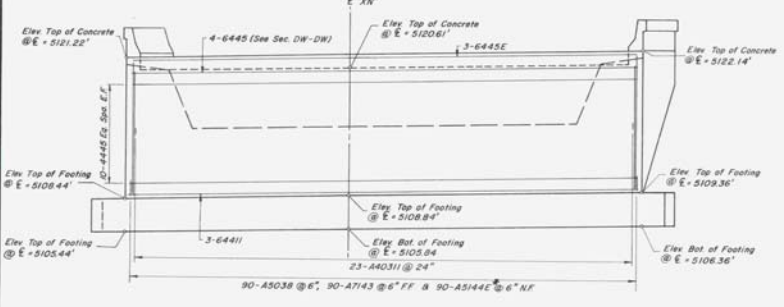
L.D.N.-19



PLAN



SECTION DW-DW



ELEVATION  
(LOOKING AHEAD ON LINE)

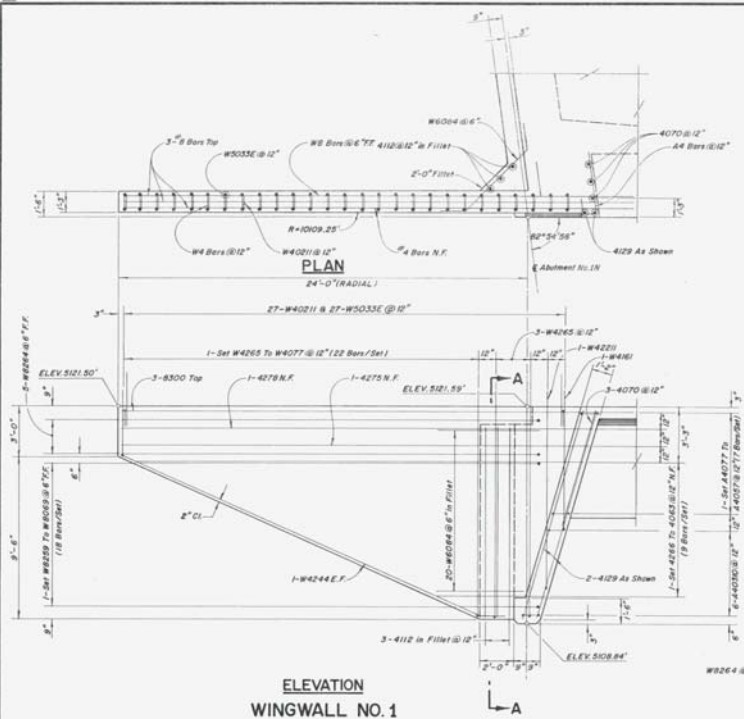
NOTE: Supply vertical abutment steel bars at girder span locations for clear preexisting deck.  
Supply cast-in-place concrete and 1'-0" down vertical ties. The entire bar-eg. or more could be at the contractor's option.

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
US 395 - WA 32.58  
ABUTMENT NO. 2N  
I-1770 N

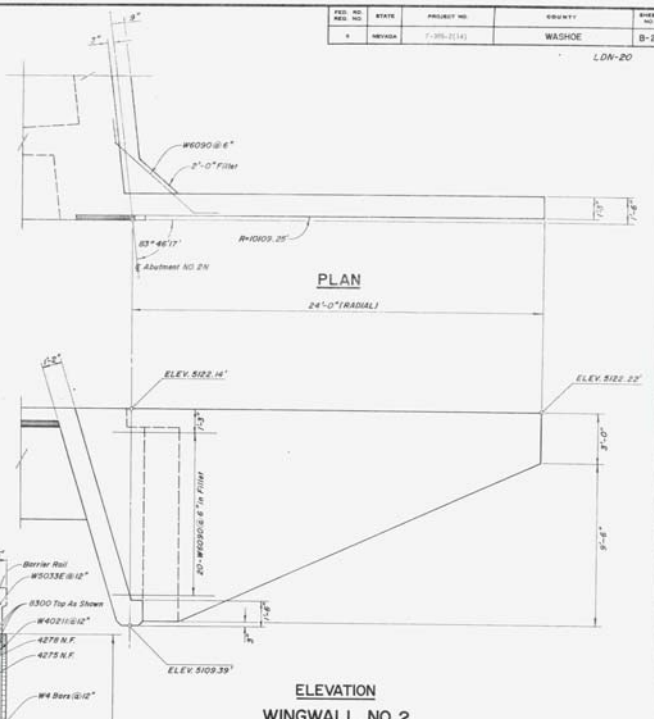


FIG. NO.	DATE	PROJECT NO.	COUNTY	SHEET NO.
8	NOV 2014	7-395-2114	WASHOE	B-20

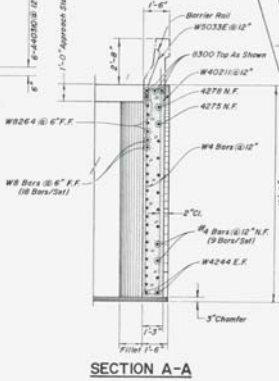
LDN-20



**ELEVATION  
WINGWALL NO. 1**

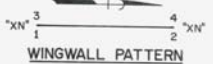


**ELEVATION  
WINGWALL NO. 2**



**SECTION A-A**

(TYPICAL FOR WINGWALL NO. 1 & NO. 2)



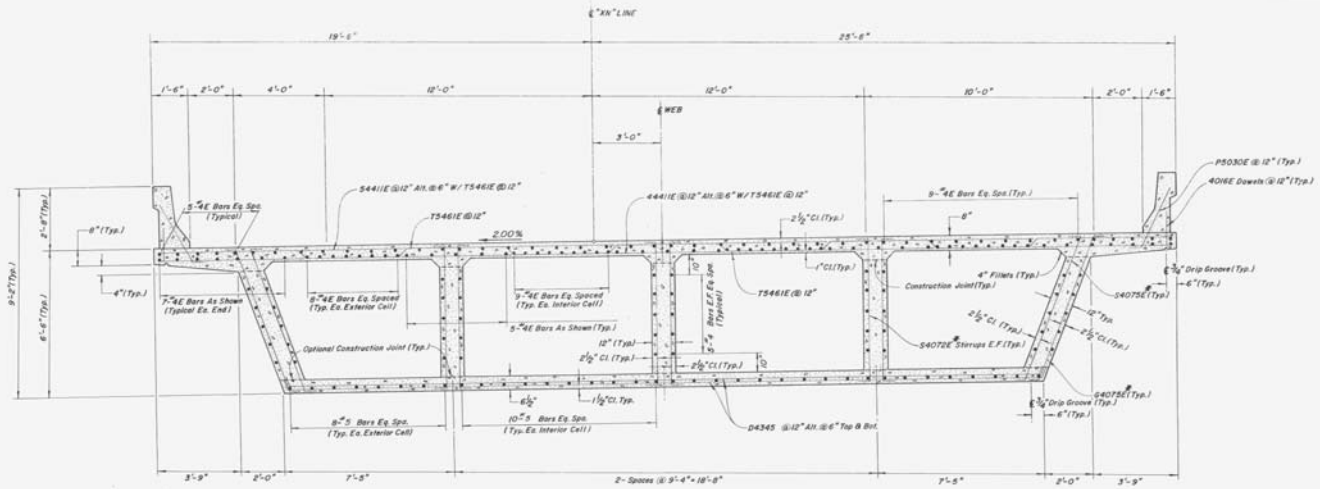
**WINGWALL PATTERN**

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395-WA 3258  
WINGWALL DETAILS  
(NO.1 & NO.2)**  
I-1770 N



REG. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	1-39-21(14)	WASHOE	8-22

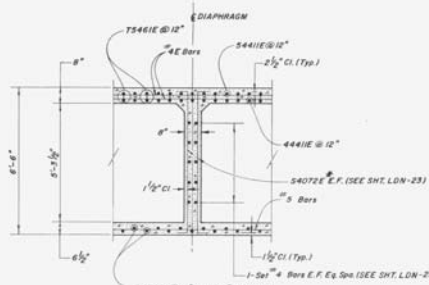
LON-22



**DECK SECTION  
(NORTHBOUND)**

Note: The contractor may substitute #40111 bars top and bottom in lieu of #31111 bars at no additional cost to the state.

\*Heavy coat top layer of bar and 1'-0" down vertical leg. The entire bar may be covered outside of the contractor's nation.



**DIAPHRAGM SECTION**

**MINIMUM BAR LAPS**  
No. 4 Bar To No. 4 Bar = 1'-8"  
No. 5 Bar To No. 5 Bar = 2'-2"

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395-WA 32.58  
TYPICAL DECK &  
DIAPHRAGM SECTION**

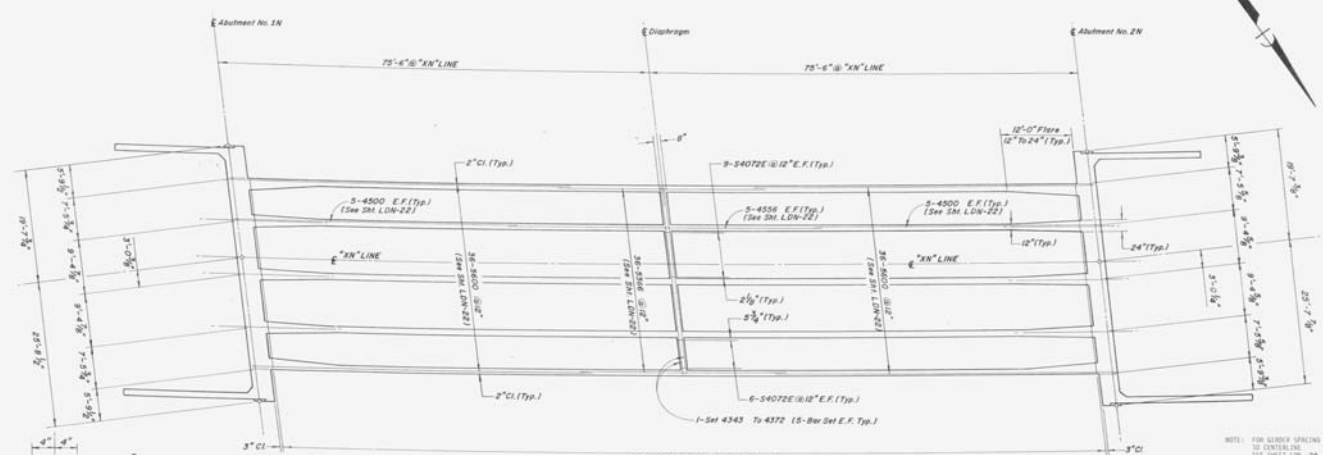
I-1770N



DES. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
1	NEVADA	F-395-2(14)	WASHOE	8-23

L/DN-23

NOTE: FOR SPACING NUMBERS SEE CENTRAL SHEET L/DN-24



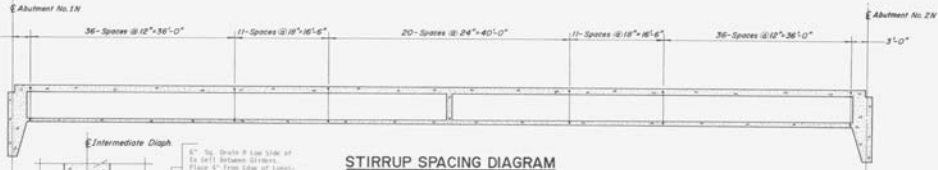
**BOTTOM SLAB REINFORCING (NORTHBOUND)**



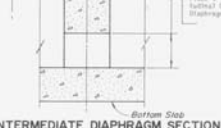
**SECTION A-A**

**CELL VENT DETAILS**

1. ALL VENTS IN BOTTOM SLAB, A PORTION OF TWO BEARS IN EACH CELL BETWEEN GIRDERS. 1.5 BEARS TO BE LOCATED AT LOW POINT OF CELL. THE OTHER BEARS TO BE LOCATED AT THE OPPOSITE END OF EACH 1'-0" FROM FACE OF ABUTMENT OR DIAPHRAGM.



**STIRRUP SPACING DIAGRAM**



**INTERMEDIATE DIAPHRAGM SECTION**

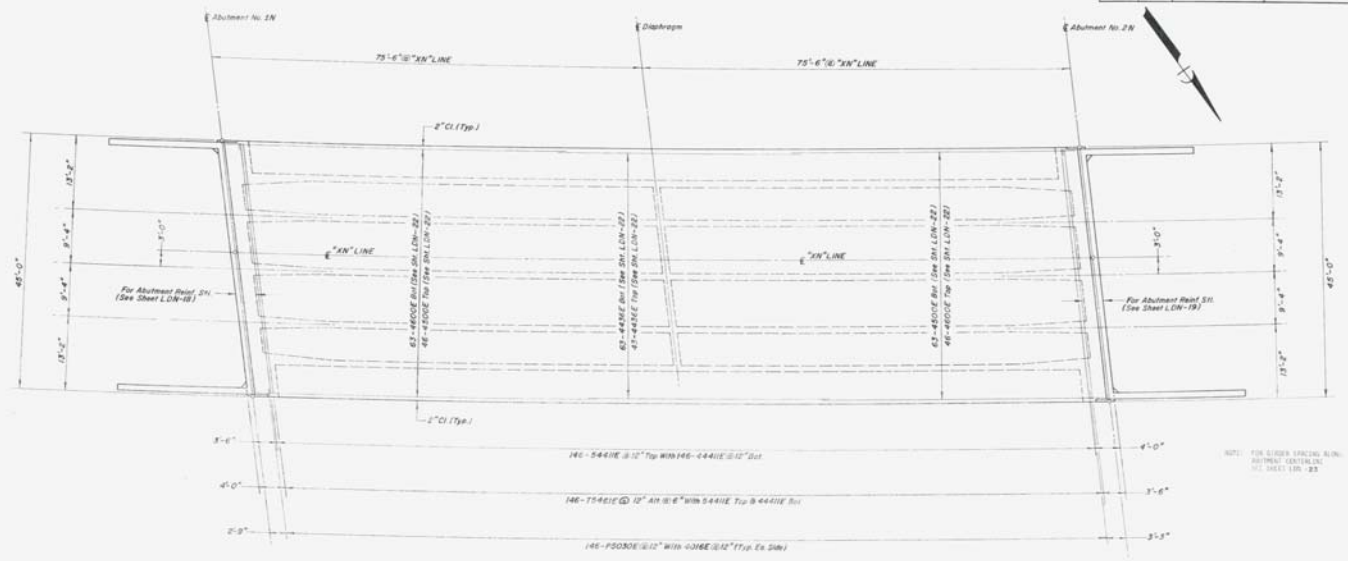
MINIMUM BAR LAPS  
No. 4 Bar To No. 4 Bar = 1'-0"  
No. 5 Bar To No. 5 Bar = 2'-2"

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
**US 395 - WA 32.58  
DECK REINFORCING  
& DETAILS**

I-1770N

FED. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
4	NEVADA	1-395-2(14)	WASHOE	B-24

LDN-24



**TOP SLAB REINFORCING  
(NORTHBOUND)**

Note: The contractor shall specify  
exact bar size and spacing to show  
at least 1/2" from all rebar to form  
for the steel.

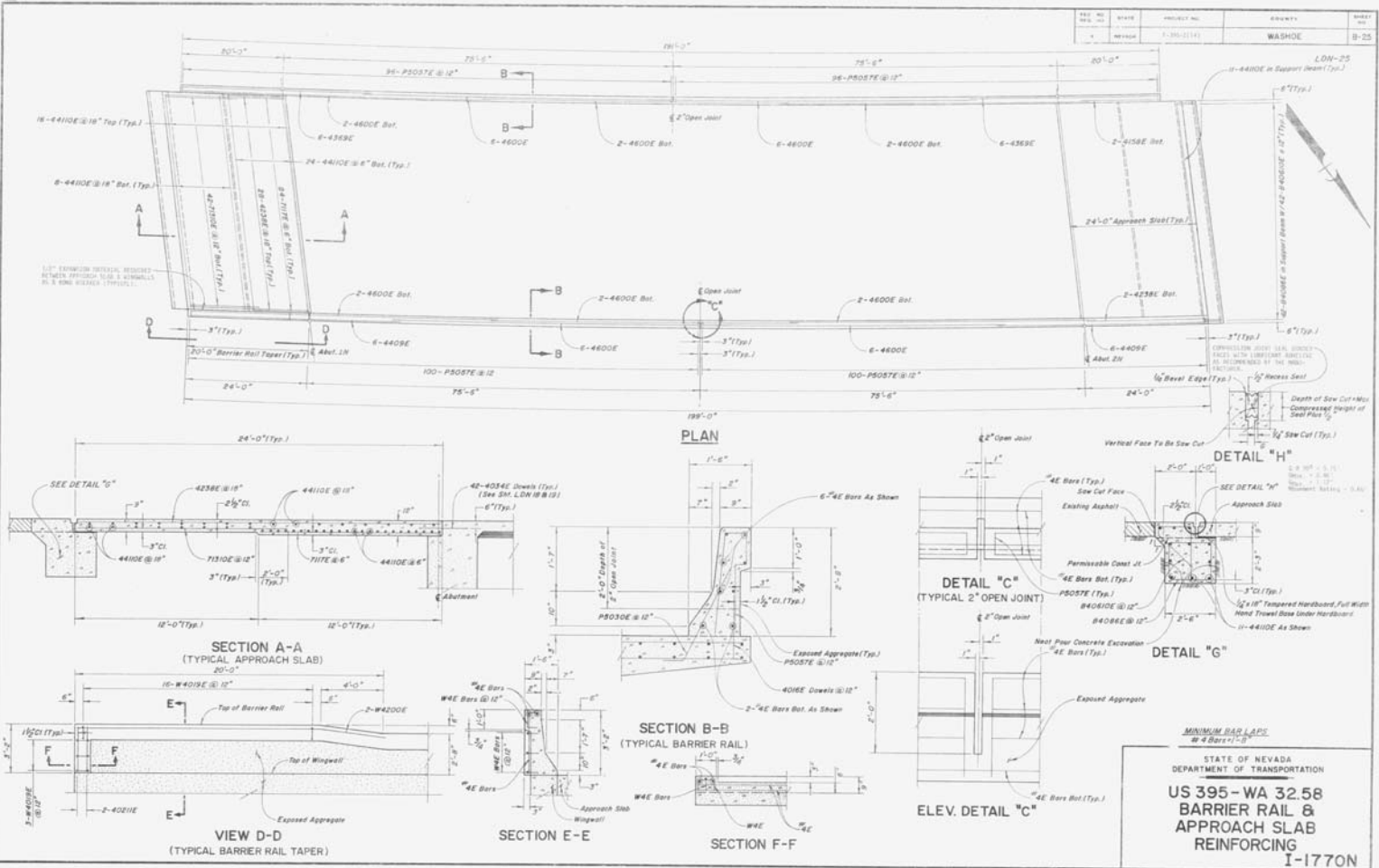
NOTE: FOR CLOSER SPACING, REFER TO SHEETS LDN-18 AND LDN-19.

**MINIMUM BAR LAPS**  
No. 4 Bar To No. 4 Bar = 1'-0"  
No. 5 Bar To No. 5 Bar = 2'-0"

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
US 395 - WA 32.5E  
DECK REINFORCING

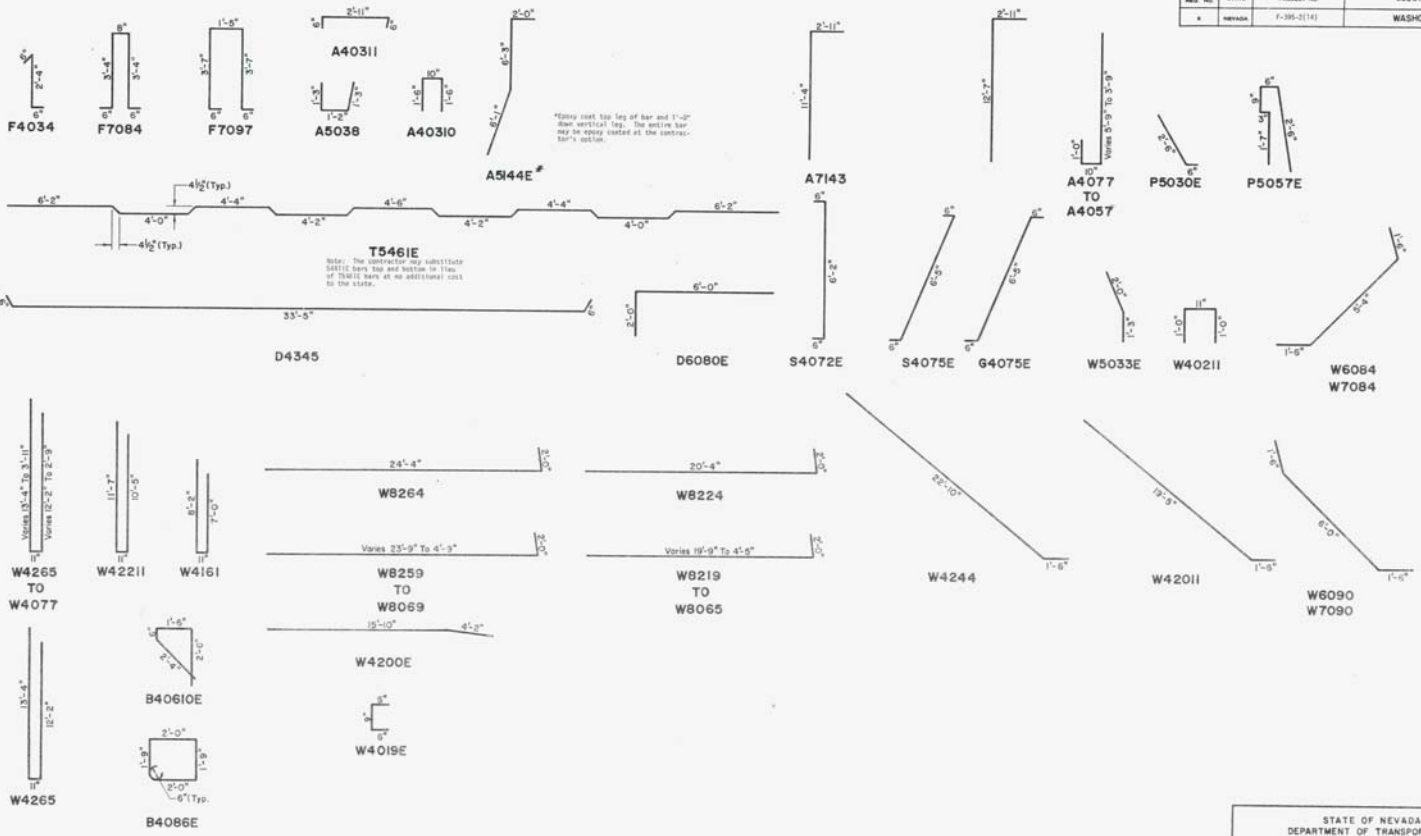
I-1770N

REV. NO.	DATE	PROJECT NO.	SHEET NO.
1	11/20/11	WASHOE	B-25



ADD. SHEET NO.	STATE	PROJECT NO.	EDUCITY	SHEET NO.
*	NEVADA	F-395-1(14)	WASHOE	B-26

LDW-26



STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
 US 395-WA 32.58  
 BAR BENDING  
 I-1770N

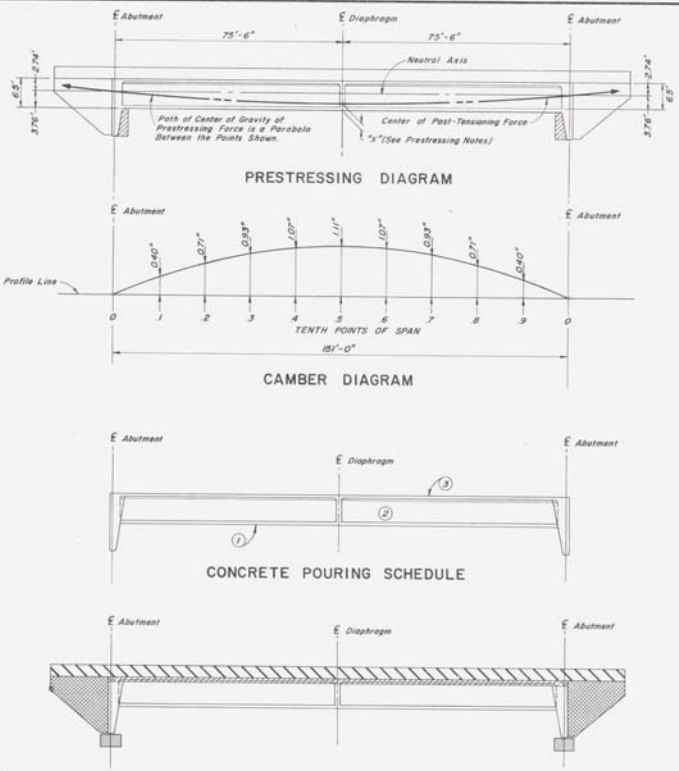






P&E NO.	STATE	PROJECT NO.	PROJECT	SHEET NO.
1	NEVADA	1-399-2114	WASHOE	B-29

LD-29



-This Area to be Free of Backfill and/or Other Material at the Time Stressing Materials & Work Required to Meet This Provision Shall be at No Additional Cost to R.O.D.T.

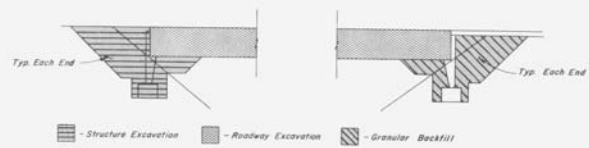
**PRESTRESSING NOTES**

- POST-TENSIONING FORCES AND CONCRETE STRENGTH FOR THE PRESTRESSING STRUCTURE AND / OR SUPPORTING STRUCTURE (CONCRETE):

REL. STRENGTH	F <sub>1</sub> (K)	F <sub>2</sub> (K)	F <sub>3</sub> (K)	F <sub>4</sub> (K)
10	11,700	1000	4700	
15	17,550	1500	6900	
20	23,400	2000	9100	

WHERE: F<sub>1</sub> IS THE MAXIMUM FORCE AFTER ALL LOSSES, F<sub>2</sub> IS THE CONCRETE COMPRESSIVE STRENGTH AT TIME OF POST-TENSIONING, AND F<sub>3</sub> IS THE ULTIMATE CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS.

- FOR SINGLE SPAN BEAMS, ONE END STRESSING SHALL BE PROTECTED PROVIDED SO LONG AS ONE-HALF OF THE TENDONS ARE STRESSED FROM EACH ALTERNATE END.
- METALLIC ENCLOSURES TO BE GALVANNELED RIBBED SHEET.
- THE LOSS IN STRESS IN POST-TENSIONED PRE-STRESSED STEEL DUE TO CREEP AND SHRINKAGE OF CONCRETE, SLIP OF STEEL, AND SLIDENCE OF TENDONS SHALL BE ASSURED TO BE 15,000 PSI.
- FOR VALUES OF "X" FALLING BETWEEN THOSE SHOWN IN NOTE 1, THE VALUES OF F<sub>1</sub> AND F<sub>2</sub> SHALL BE DETERMINED BY STRAIGHT LINE INTERPOLATION.



NOTE: Quantities Shown on Plans Include Structure Exc. and Granular Backfill for Wingwalls.

**LIMITS OF STRUCTURE EXCAVATION & BACKFILL**

**POURING SCHEDULE NOTES**

- 1 and 2 Indicate Sequence of Placing Order.
- 3 and 4 Indicate Order of Concrete. 5 May be poured with 3 or 4, the Order of the Construction. The Slab Concrete 6 Shall be Placed Separately.

- NOTE:
- Do Not Place Shear Keys on Wingwalls Until Stressing is Complete.
  - Do Not Place Formed Walls Until Stressing is Completed and the Wingwalls are Placed.

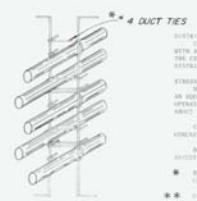
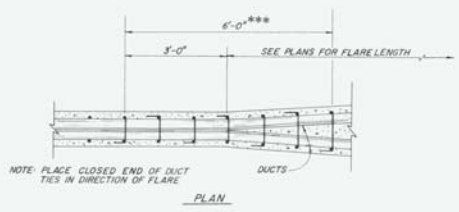
STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

US 395 - WA 32.58  
PRESTRESSING, CAMBER,  
CONCRETE PLACEMENT,  
STRUCTURE EXC. & BACKFILL  
I-1770 N & S

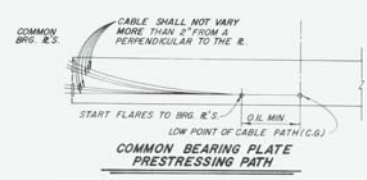
\*\*\* 1/2" @ 12" MAX W/ 1/4" TIE ON EACH DUCT

FED. RD. DIST. NO.	STATE	PROJECT NO.	COUNTY	SHEET NO.
8	NEVADA	I-395-2(14)	WASHOE	B-30

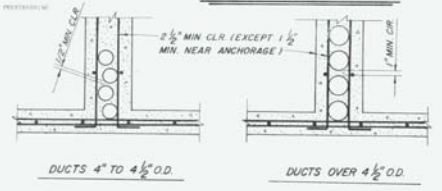
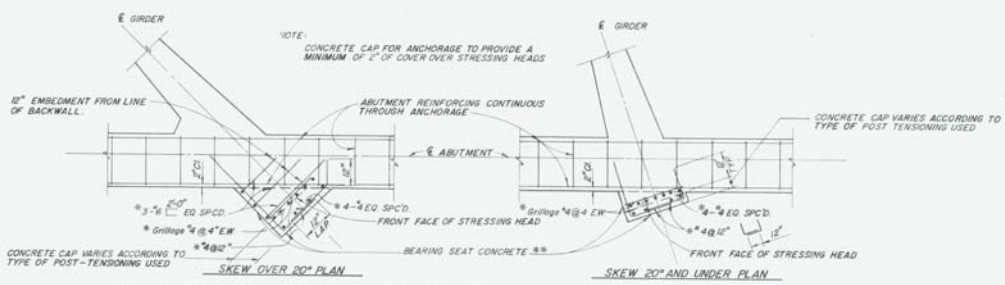
LD-30



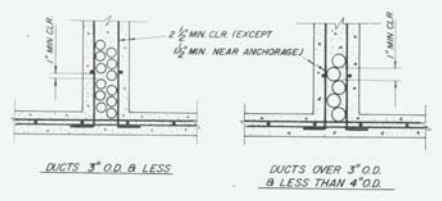
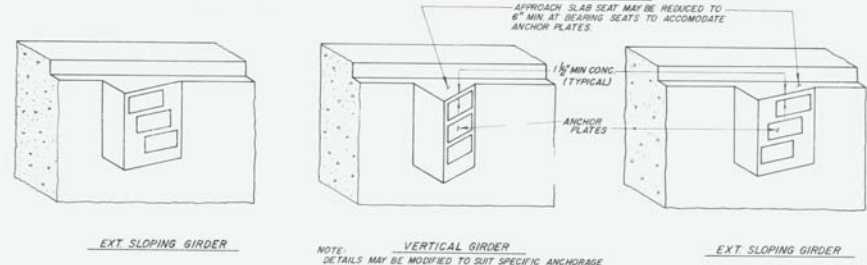
DISTRIBUTION OF POST-TENSIONING FORCE:  
 THE DUCTS STRESSING WITH THE POST-TENSIONING FORCE, 2 INCH OR TO, SHALL BE DISTRIBUTED WITH AN APPROXIMATELY EQUAL NUMBER ON EACH FLARE AND SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE OF THE STRUCTURE. IN FLARE, THE POST-TENSIONING FORCE SHALL BE UNIFORMLY DISTRIBUTED ALONG THE SLAB.  
 FINISHING REQUIREMENTS:  
 THE FIRST 10% OF THE POST-TENSIONING FORCE IN ANY FLARE SHALL BE STRESSED BEFORE AN ADJ. FORCE IS STRESSED IN THE ADJACENT FLARE. AT NO TIME DURING THE STRESSING OPERATION SHALL MORE THAN 1/3 OF THE TOTAL POST-TENSIONING FORCE BE APPLIED PERPENDICULAR TO THE CENTERLINE OF THE STRUCTURE.  
 FLARE STOP SHALL BE PLACED WITH ANCHORAGE TO PROVIDE A BEARING OF 3'-11 1/2" CONCRETE COVERING THE BEARING FLARE MAY BE IN THE LINE OF FLARE ONLY.  
 ALL POST-TENSIONING OPERATIONS WITH THE POST-TENSIONING TENDON AS COMPLETED SHALL BE APPROVED BY THE INSPECTOR.  
 \* REINFORCING STEEL SHALL BE ENCASED IN THE CORE OF POST-TENSIONING EXTENSION PLATE CONCRETE.  
 \*\* CONCRETE USED IN THE BEARING SEAT SHALL BE IN COMPLIANCE WITH THE USE OF POST-TENSIONING USED-IN-PLACE CONCRETE.



**STIRRUP REINFORCEMENT AT FLARE OF GIRDER STEM**



**BEARING SEAT FOR PRESTRESSED ANCHORAGE AT DIAPHRAGM TYPE ABUTMENTS**



**CLEARANCE REQUIREMENTS FOR DUCTS**

- NOTE: WHEN APPROACH SLAB SEAT IS REDUCED, PLACE 1/2" EXPANSION JT. FILLER AT TOP & ALONG VERT. FACES OF BEARING SEATS IN ORDER TO SEPARATE APPROACH SLAB FROM BEARING SEAT.
1. ALL DUCTS SHALL HAVE A MIN. 1 1/2" CLEARANCE FROM THE TOP AND BOTTOM OF THE BEARING SEAT.
  2. SPACED REINFORCEMENT AT THESE POINTS SHALL BE USED IN ORDER TO PREVENT THE PLACING OF THE CONCRETE.
  3. APPROVAL OF THE DESIGNER IS REQUIRED FOR ALL DETAILS.

STATE OF NEVADA  
 DEPARTMENT OF TRANSPORTATION  
**US 395-WA 32.58**  
 CAST-IN-PLACE PRESTRESSED  
 GIRDER DETAILS  
 I-1770 N&S



