



# STAFF REPORT

## Agenda Item: 5B

**Report To:** Open Space Advisory Committee

**Meeting Date:** October 16, 2023

**Staff Contact:** Gregg Berggren, Trails Coordinator, [gberggren@carson.org](mailto:gberggren@carson.org)  
Lyndsey Boyer, Open Space Manager, [lboyer@carson.org](mailto:lboyer@carson.org)

**Agenda Title:** For Discussion Only: Discussion regarding the 30% design plans for trail construction on the Carson River Trail System, Phase III – Prison Hill West project. (Gregg Berggren, [gberggren@carson.org](mailto:gberggren@carson.org))

**Staff Summary:** This item is to solicit comments on the 30% design plans from the public and the Committee. The project schedule is to complete final construction documents by the middle of February 2024 and begin construction in spring 2024. Representatives from Lumos and Associates will present the plans.

**Agenda Action:** Other/Presentation

**Time Requested:** 30 minutes

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### **Proposed Motion**

No Action – presentation only

### **Board's Strategic Goal**

Quality of Life

### **Previous Action**

**July 6, 2023 (Item 13K)** – The Board of Supervisors approved the contract to Lumos and Associates for design and engineering services for the grant.

**May 4, 2023 (Item 12B)** - The Board of Supervisors approved the Prison Hill Master Plan.

**March 2, 2023 (Item 12A)** - The Board authorized acceptance of the SNPLMA grant and the BLM's cooperative agreement for the Project.

**September 3, 2020 (Item 12B)** - The Board of Supervisors moved 5-0-0 to authorize the submittal of both grant applications as discussed.

### **Background/Issues & Analysis**

The Carson River Trail System Phase III – Prison Hill West project, funded by the Southern Nevada Land Management Act (SNPLMA), consists of three components: 1) Construction of an approximately 2.4-mile, non-motorized, unpaved, multi-use pathway along the west side of Prison Hill to connect the Koontz Lane Trailhead, the Clearview Drive Trailhead, and the Staging Area on Golden Eagle Lane. The pathway will have a compacted DG surface to support equitable use by any group of users, including hikers, runners, bicyclists, equestrians, families with small children and persons with disabilities; 2) Improvements to the Koontz Lane Trailhead, including regrading of the access road, regrading of the parking area to accommodate 20-30 vehicles plus horse trailer parking and two ADA accessible spaces, placement of a single-vault toilet and a covered picnic table; 3) Safety enhancements to the crossing of Edmonds Drive at Koontz Lane to include a crosswalk and user-activated crossing signal lights.

Planning for trails in the Carson River/Prison Hill area has been a community-wide effort dating back to 1995. Some of those efforts include: Eagle Valley Trail System (1995) which identified a loop trail circumnavigating Prison Hill; Unified Pathways Master Plan (UPMP) (2006, revised 2007 and 2018) which identifies a trail circling Prison Hill; Silver Saddle Ranch and Carson River Charrette (2008) which identified a desire for a multi-use loop trail and improvements to the Koontz Lane Trailhead; Eagle Valley Trails Committee Report (2017) which recommends a loop trail circling Prison Hill; Prison Hill Master Plan Survey (2019) which focused on trailheads, access points, and ideas for management of the *Koontz Parcel*; Prison Hill Recreation Area Open House (2020) which focused on input for management of the *Koontz Parcel*; Prison Hill Trail East constructed (2020); Prison Hill Master Plan (2023) which identifies development of the *Prison Hill Trail* as an accessible share-use trail around the base of Prison Hill; and the Carson City Master Plan, Guiding Principle 12 which says, “*Carson City is committed to shared use of most trail corridors...*,” and goes on to say, “*The City will also seek to provide access to all feasible portions of the pathway system and open space areas for persons with disabilities.*”

An additional opportunity for the public to review 30% design plans and offer comments is scheduled in the form of an Open House for October 10, 2023, at the Community Center Theater Lobby.

EXHIBIT A – 30% Submittal, Carson River Trail System Phase 3 – Prison Hill West

**Applicable Statute, Code, Policy, Rule or Regulation**

N/A

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: N/A

**Alternatives**

N/A

# CARSON RIVER TRAIL SYSTEM - PHASE 3

## PRISON HILL WEST

CARSON CITY, NEVADA  
CC PROJECT: XX-XXXX



308 N. CURRY STREET, SUITE 200  
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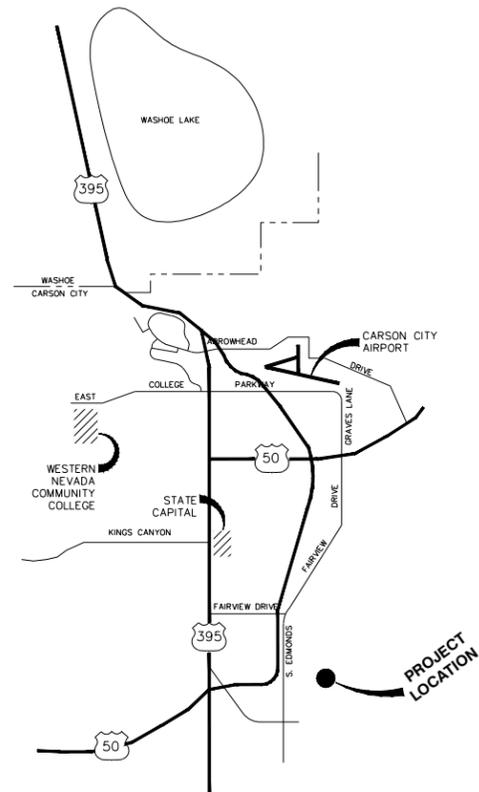


**ENGINEER**

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Know what's below.  
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**LOCATION MAP**



**VICINITY MAP**

**SHEET INDEX:**

TITLE SHEET	C1.0
NOTES, ABBREVIATIONS & LEGEND	C1.1
HORIZONTAL CONTROL AND INDEX SHEETS	C2.0
KOONTZ LANE CROSSING PLAN	C2.1
KOONTZ LANE ACCESS ROAD PLAN	C2.2 - C2.3
KOONTZ LANE TRAILHEAD PARKING PLAN	C2.4
PRISON HILL TRAIL WEST PLAN AND PROFILE SHEETS	C2.5 - C2.31
DETAILS SHEETS	D1.1-D1.6

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS FOR THIS SURVEY IS NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD83(94) MODIFIED BY A COMBINED SCALE FACTOR OF 1.0002000. ALL DIMENSIONS ON THIS MAP ARE GROUND DISTANCES.

**BASIS OF ELEVATIONS**

DATUM: NAVD 88  
PROJECT BENCHMARK = CARSON CITY CONTROL POINT CC066 HAVING AN ELEVATION OF 4731.86' PER ROS 2749

CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**TITLE SHEET**  
 CARSON CITY  
 NEVADA

REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
 NOT FOR CONSTRUCTION  
 SEPTEMBER 22, 2023

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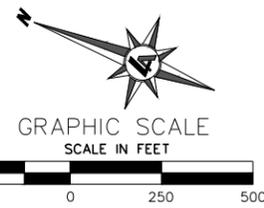
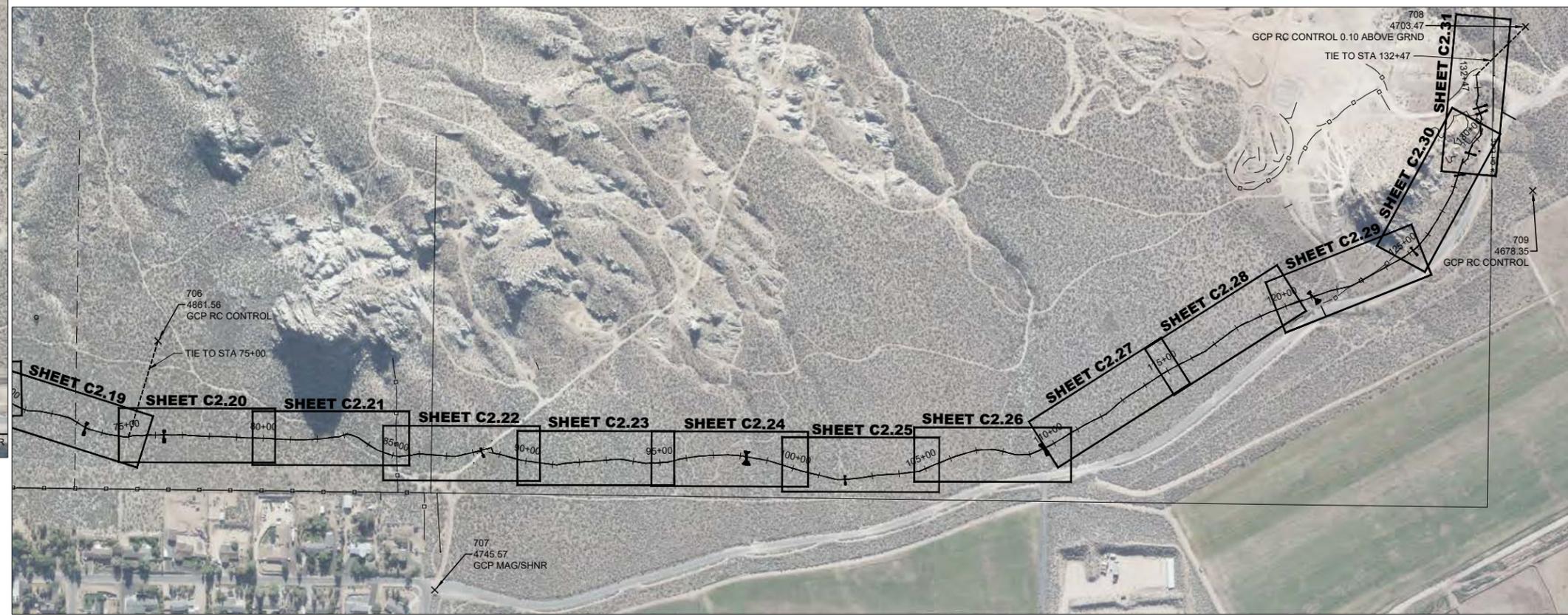
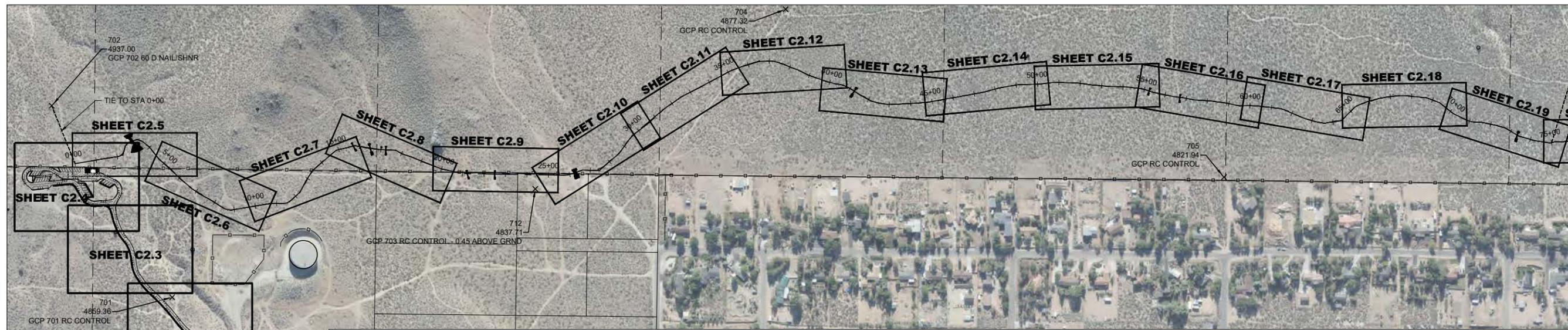
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**PROJECT CONTROL POINTS**

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
701	14724521.75	2257051.95	4859.36	GCP 701 RC CONTROL
702	14725183.58	2257942.53	4937.00	GCP 702 60 D NAIL/SHNR
704	14721761.90	2256390.39	4877.32	GCP RC CONTROL
705	14719718.35	2257610.68	4821.94	GCP RC CONTROL
706	14718081.96	2256125.28	4881.56	GCP RC CONTROL
707	14717057.09	2257205.05	4745.57	GCP MAG/SHNR
708	14713018.05	2256265.30	4703.47	GCP RC CONTROL 0.10 ABOVE GRND
709	14712991.34	2256619.66	4678.35	GCP RC CONTROL
710	14724546.87	2255367.83	4750.16	GCP 10 MAG/SHNR
711	14724290.60	2255367.98	4748.81	GCP MAG/SHNR
712	14722929.00	2257555.76	4837.71	GCP 703 RC CONTROL - 0.45 ABOVE GRND

**ALIGNMENT TIES**

FROM	TO	DISTANCE	BEARING
CP 702	"A" STA 0+00	290.61'	S68° 01' 04.21"W
CP 706	"A" STA 75+00	371.21'	N72° 57' 10.91"W
CP 708	"A" STA 132+47	255.09'	N44° 21' 35.02"W

CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**HORIZONTAL CONTROL AND SHEET INDEX**  
 CARSON CITY NEVADA

REV	DATE	DESCRIPTION

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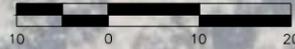
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GRAPHIC SCALE  
SCALE IN FEET



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**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**KOONTZ LANE CROSSING PLAN**  
CARSON CITY NEVADA

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**MATCH LINE**  
SEE SHEET C2.3



701  
4859.36  
GOP 701 RC CONTROL

TWO-WAY TRAVEL DIRECTION

PROPOSED AGGREGATE  
BASE ACCESS ROAD

1/2  
DRAINAGE SWALE

EXISTING DIRT  
ACCESS ROAD

IMPROVEMENT LIMITS

INFILTRATION BASIN

CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**KOONTZ LANE ACCESS ROAD PLAN**  
CARSON CITY NEVADA

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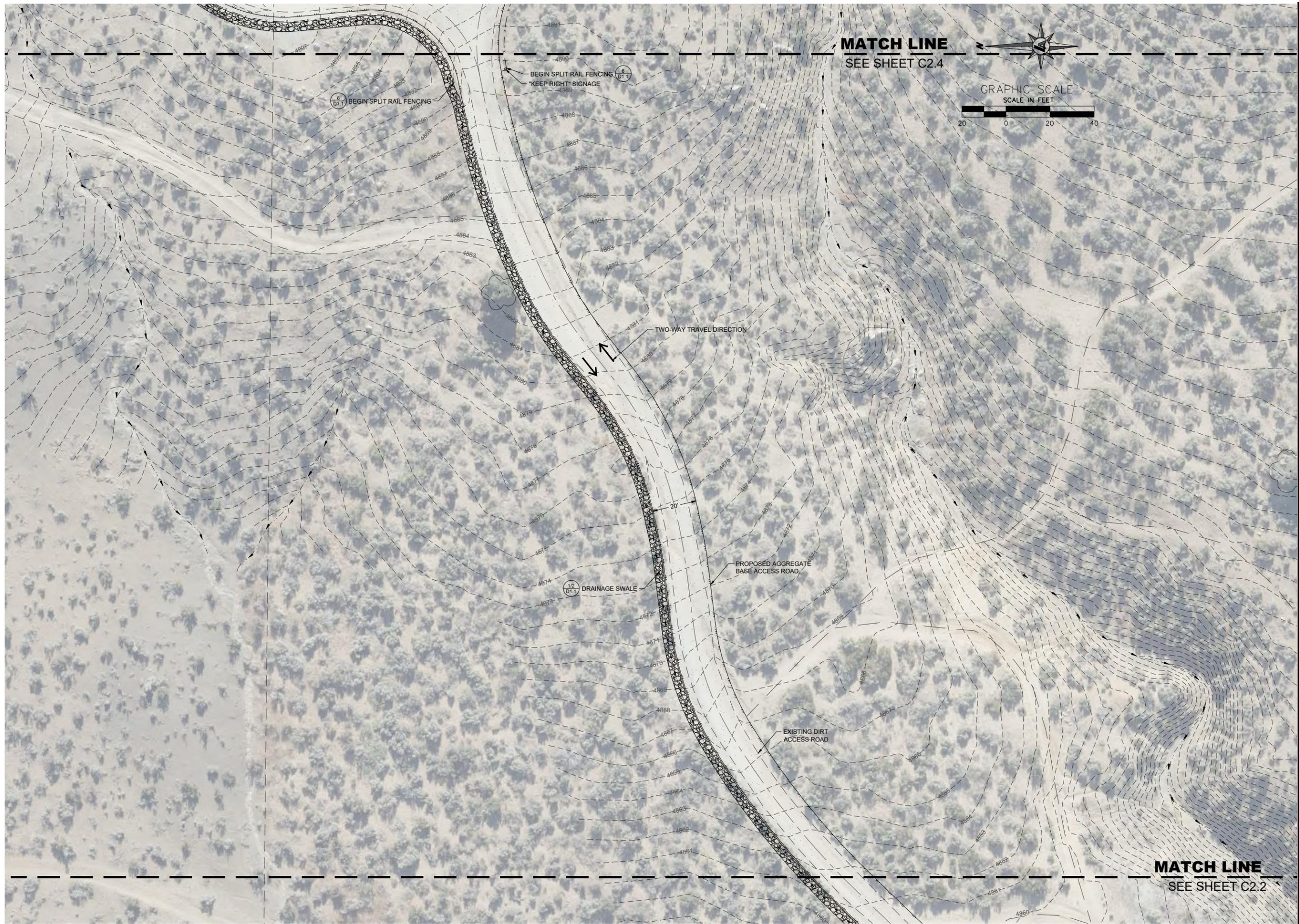
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**CARSON RIVER TRAIL SYSTEM - PHASE 3**

**PRISON HILL WEST**

**KOONTZ LANE ACCESS ROAD PLAN**

CARSON CITY

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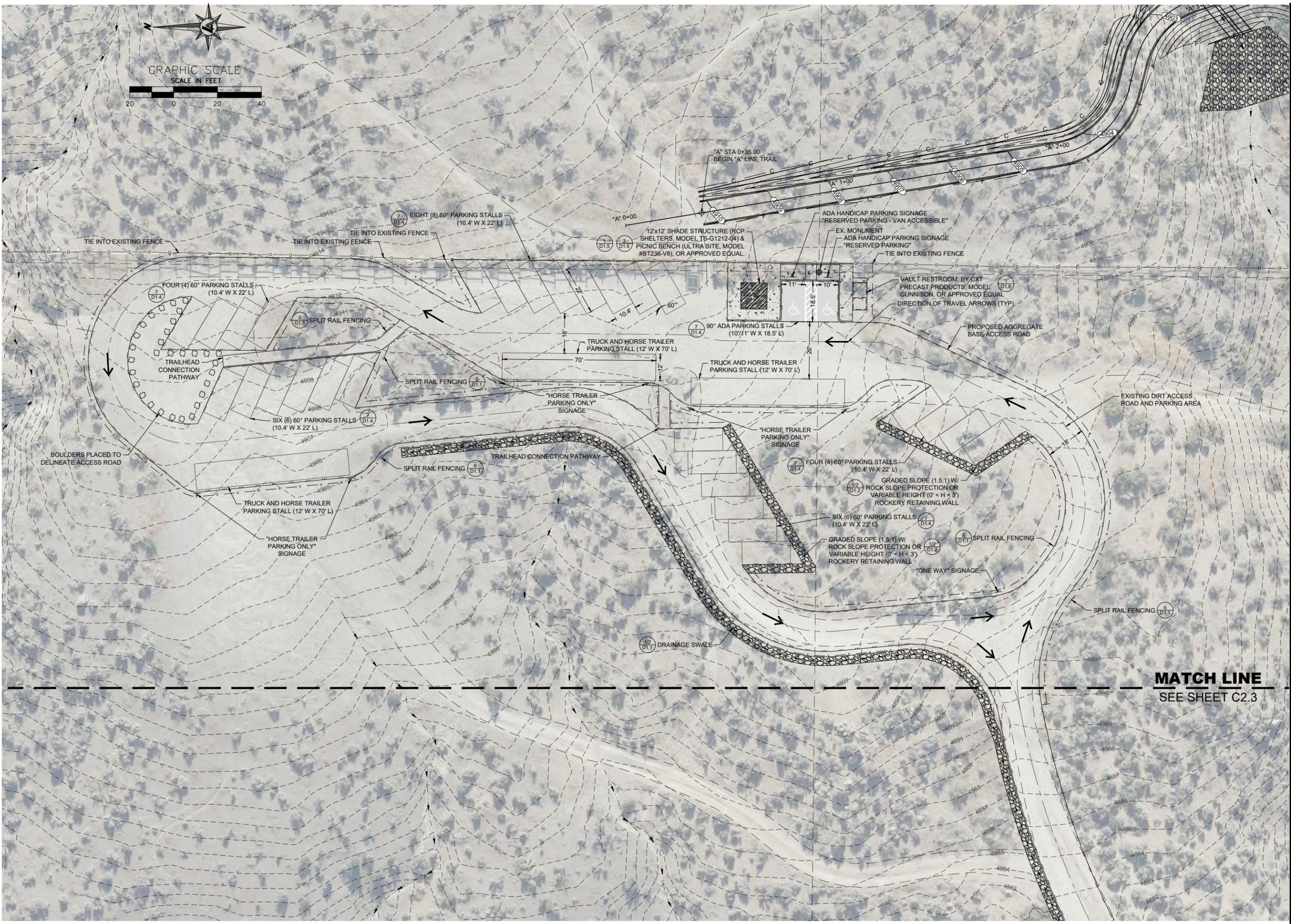
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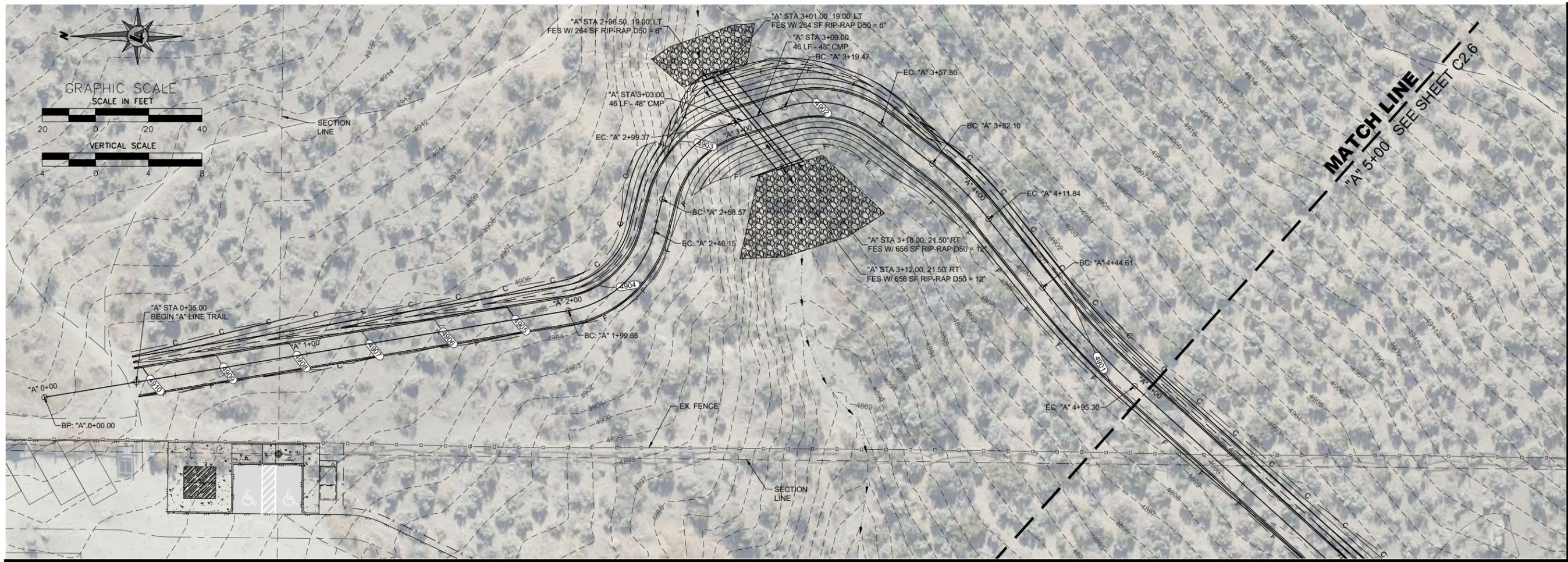


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**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**KOONTZ LANE TRAILHEAD PARKING PLAN**  
 CARSON CITY, NEVADA

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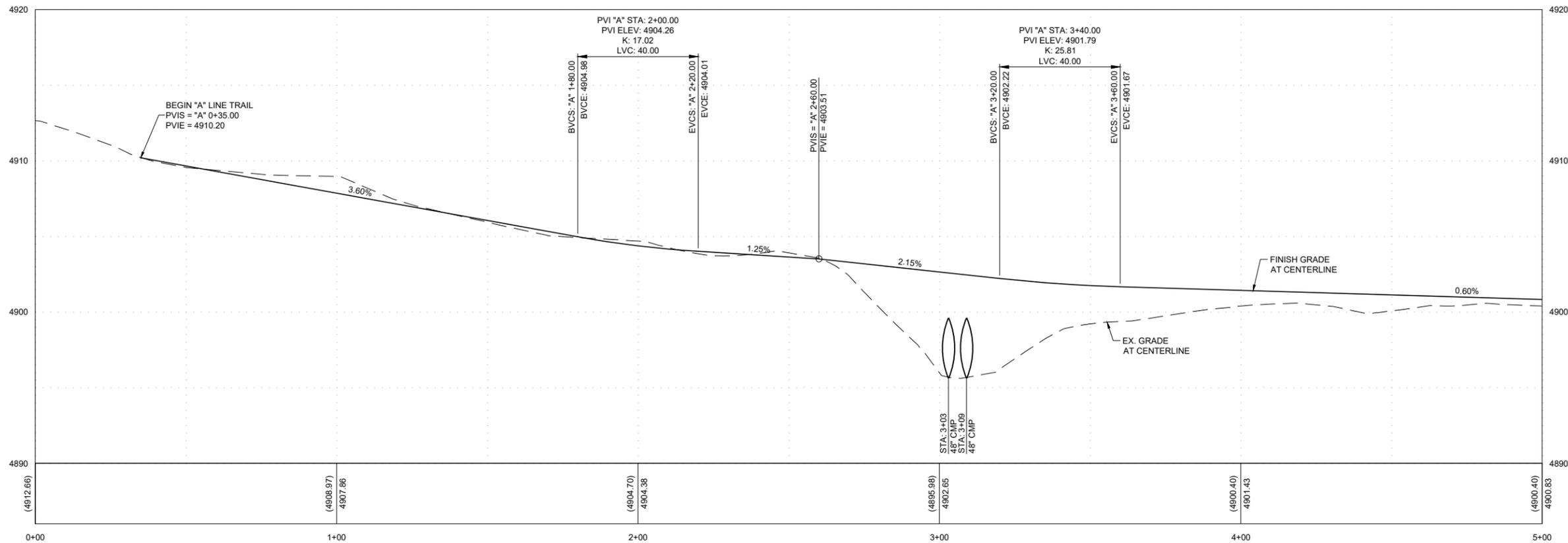
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**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**

**PLAN & PROFILE STA 0+00 TO STA 5+00**

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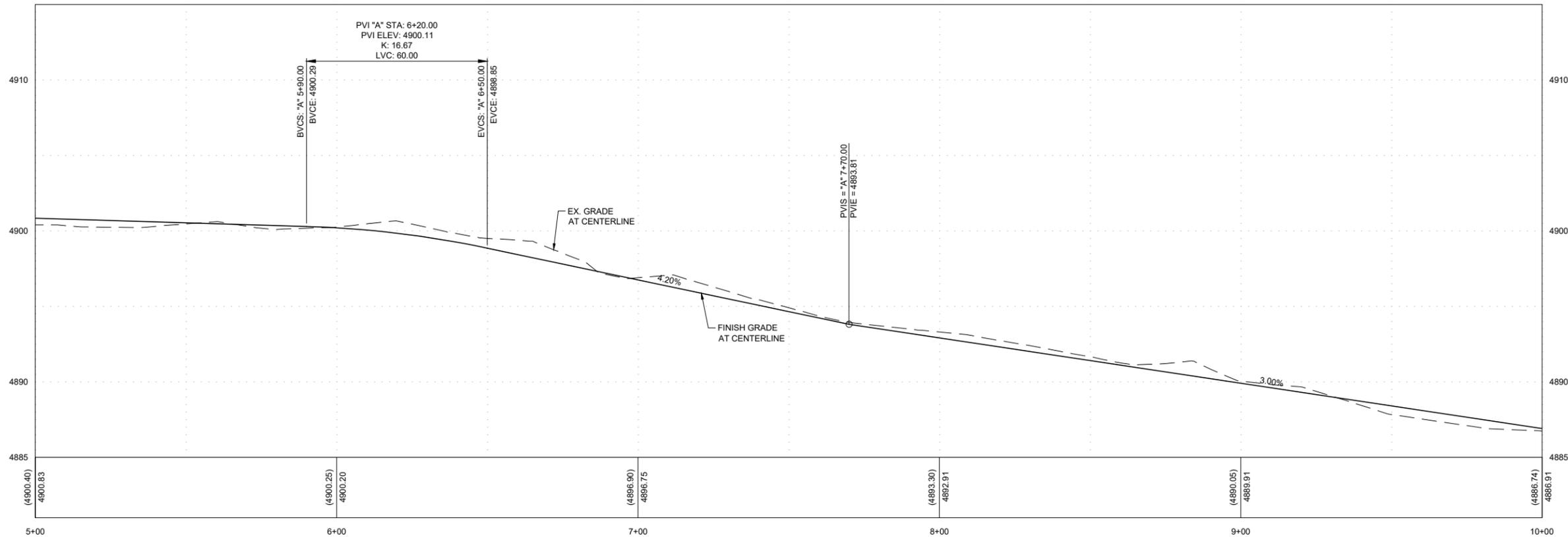
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CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
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CARSON CITY  
NEVADA

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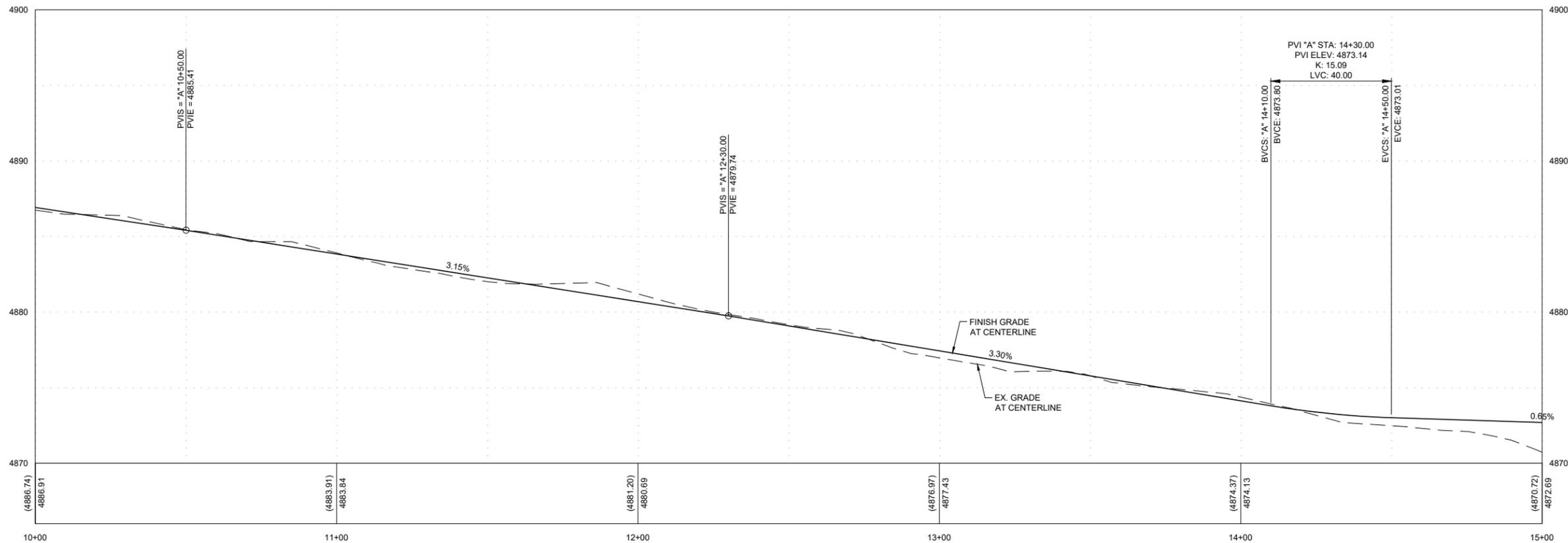
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PRISON HILL WEST  
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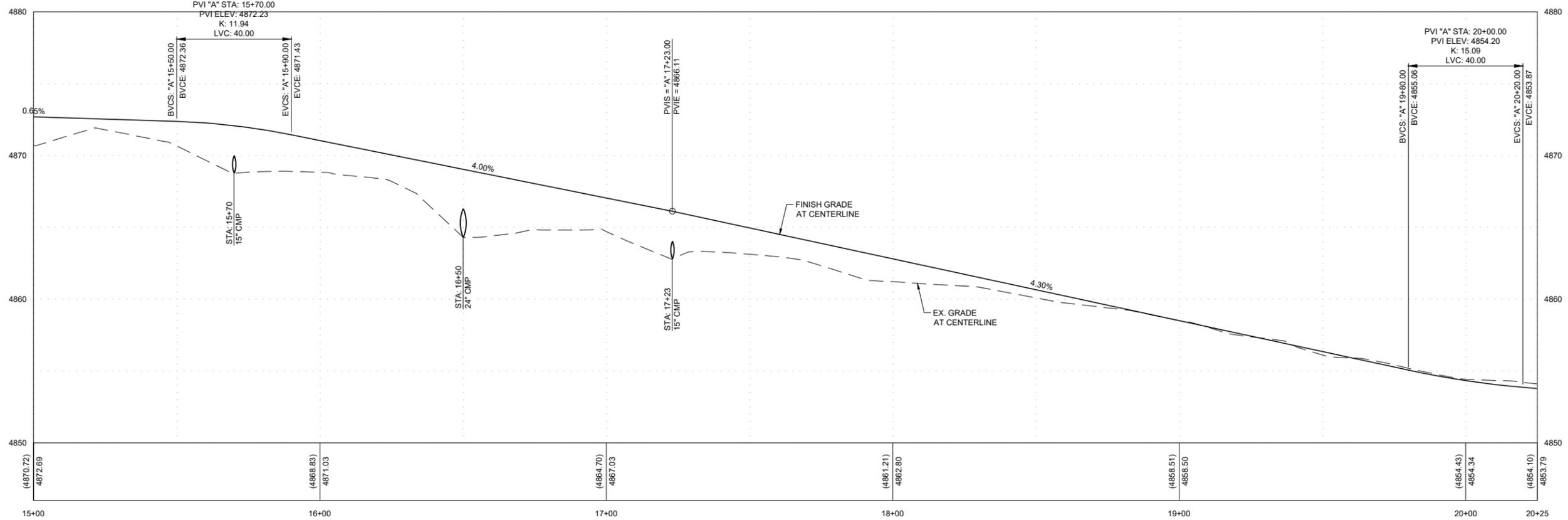
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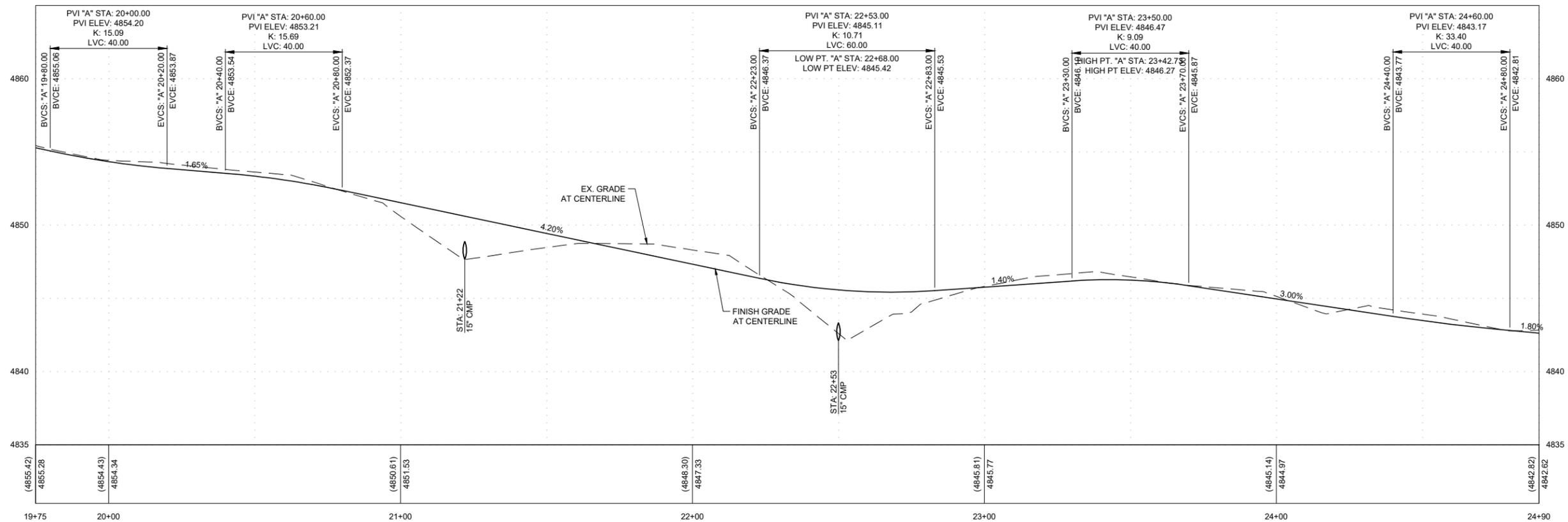
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**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
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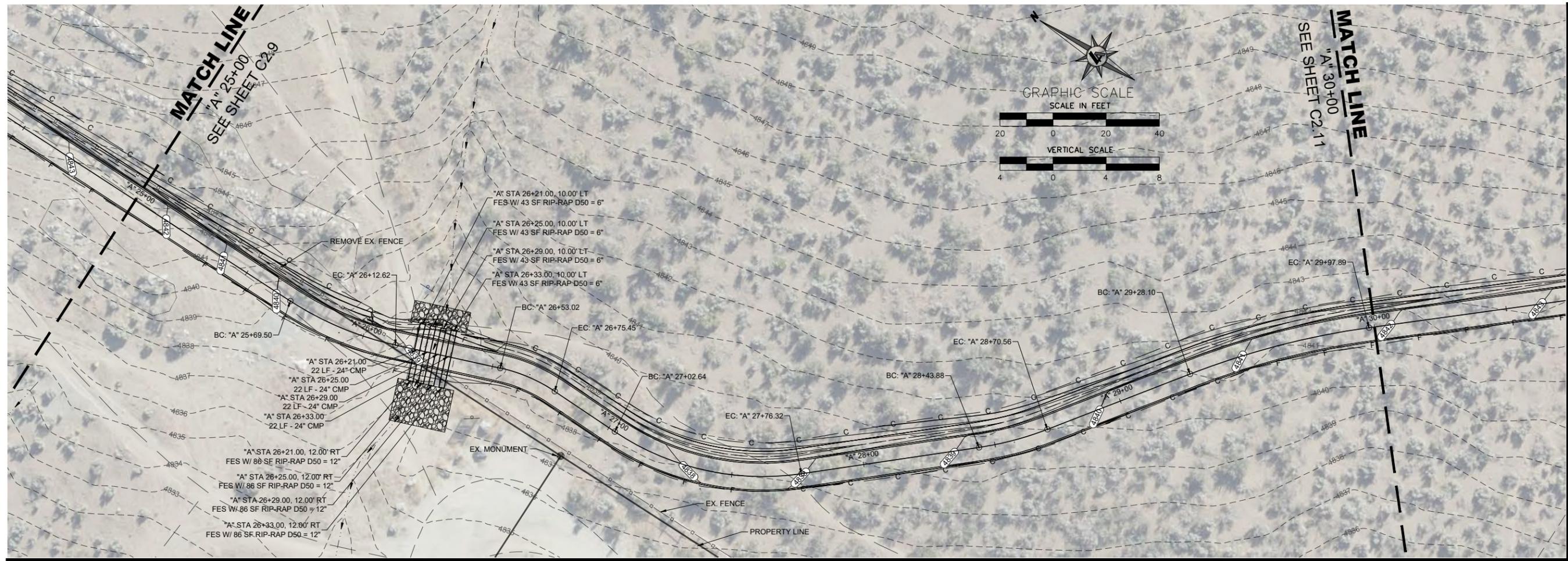
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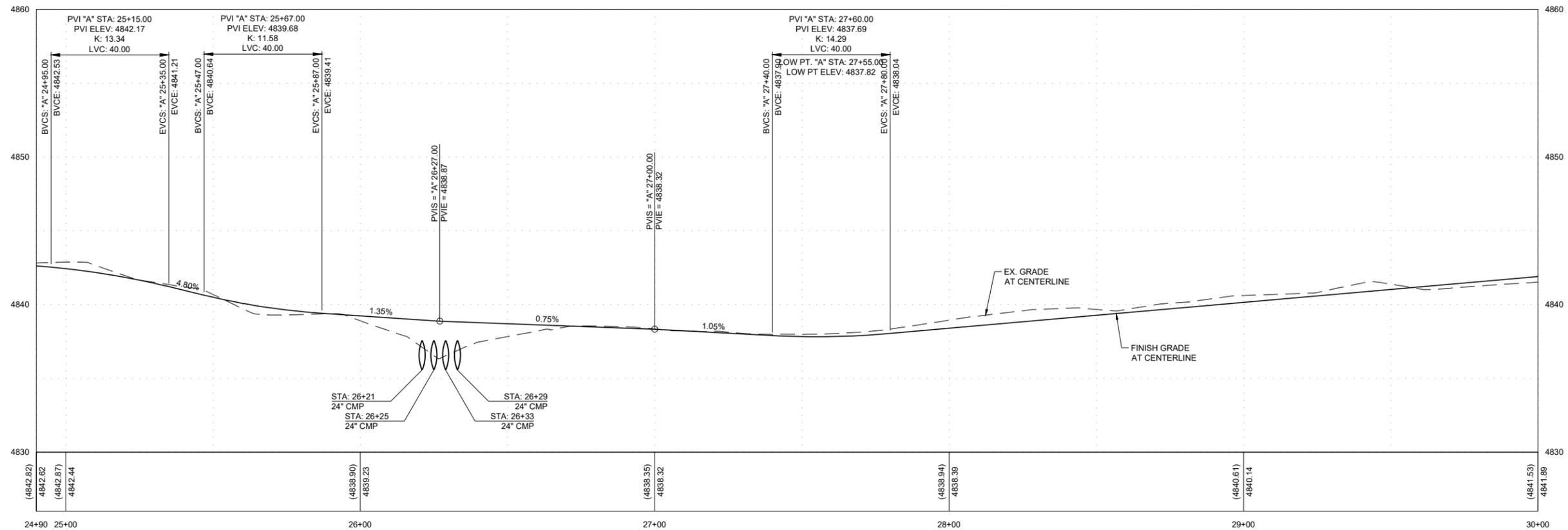
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CARSON CITY  
NEVADA  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 25+00 TO STA 30+00

REV	DATE	DESCRIPTION	BY

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SEPTEMBER 22, 2023

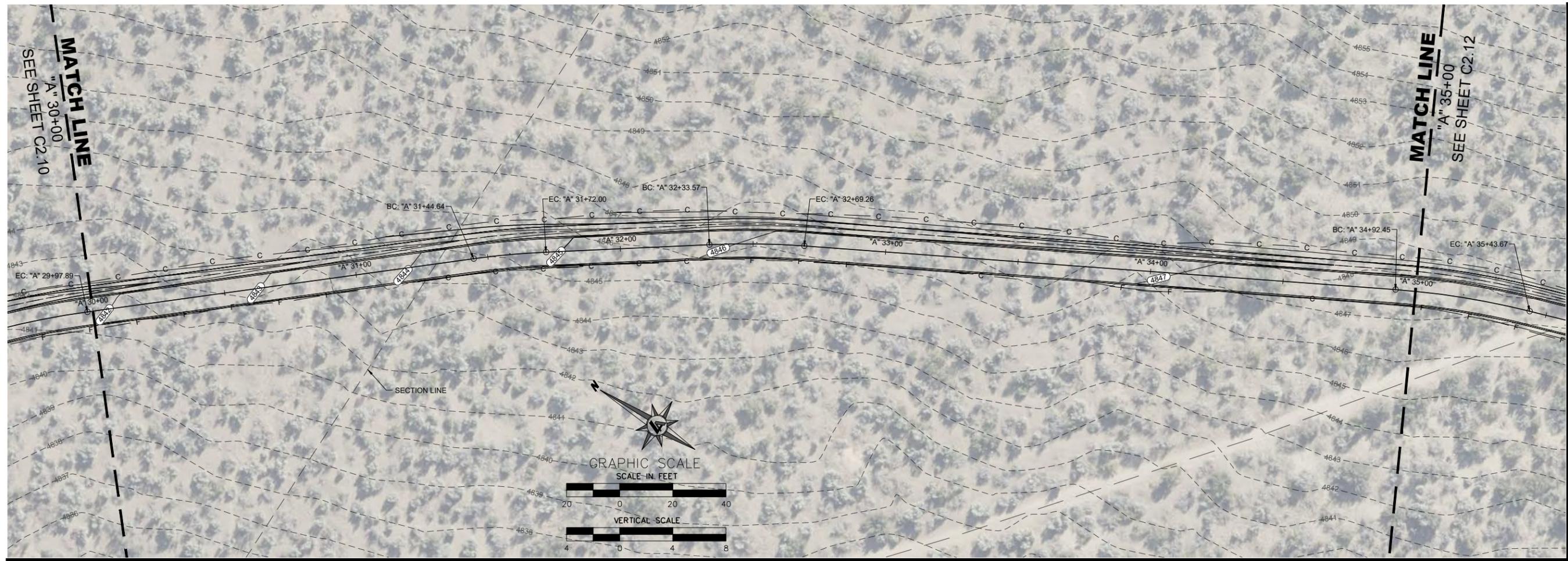
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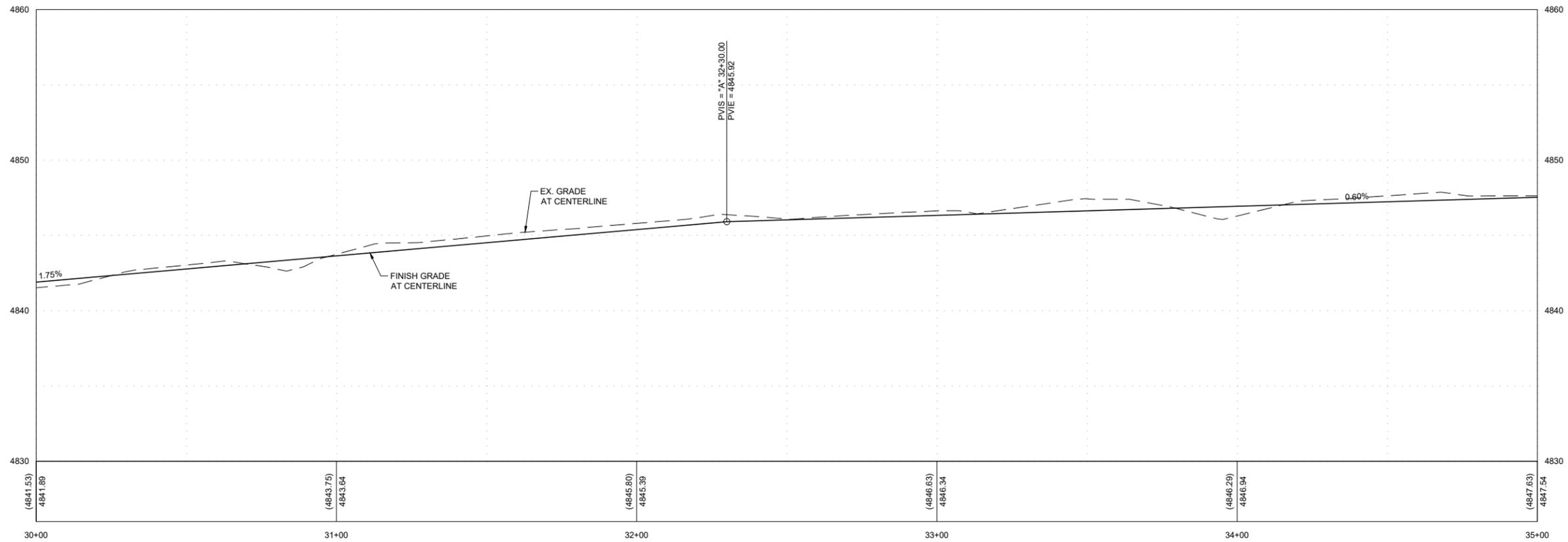
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CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 30+00 TO STA 35+00  
CARSON CITY  
NEVADA

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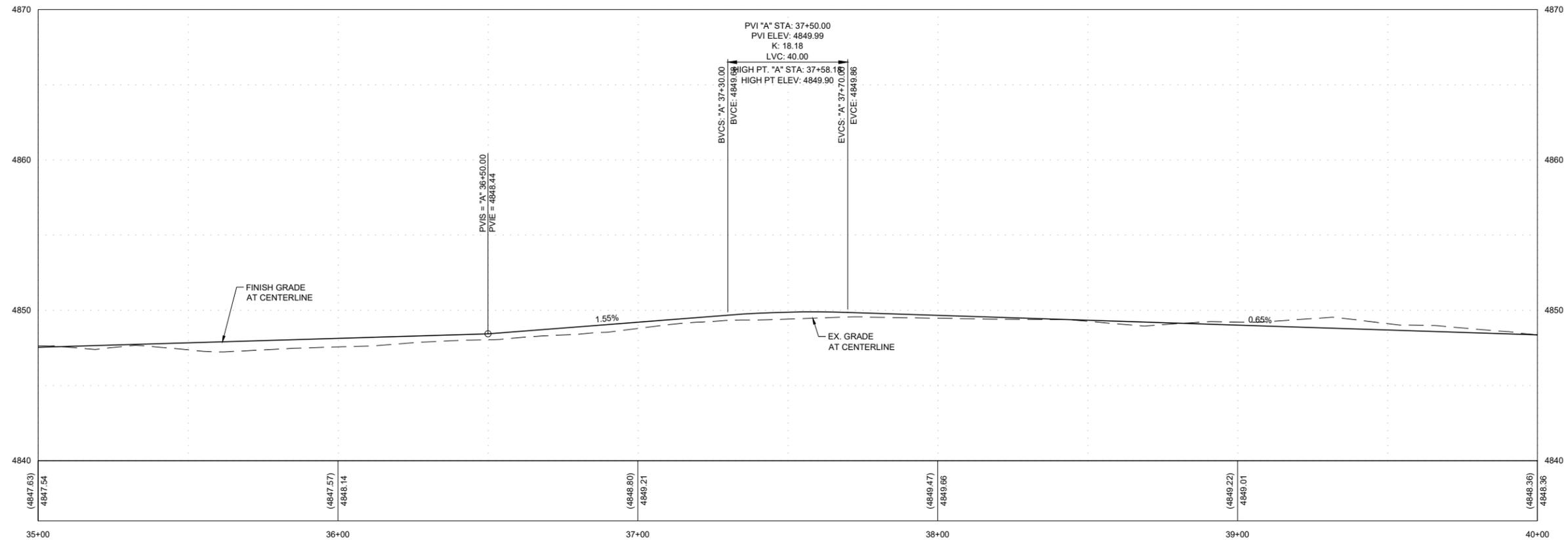
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**PRISON HILL WEST**  
**PLAN & PROFILE STA 35+00 TO STA 40+00**  
CARSON CITY, NEVADA

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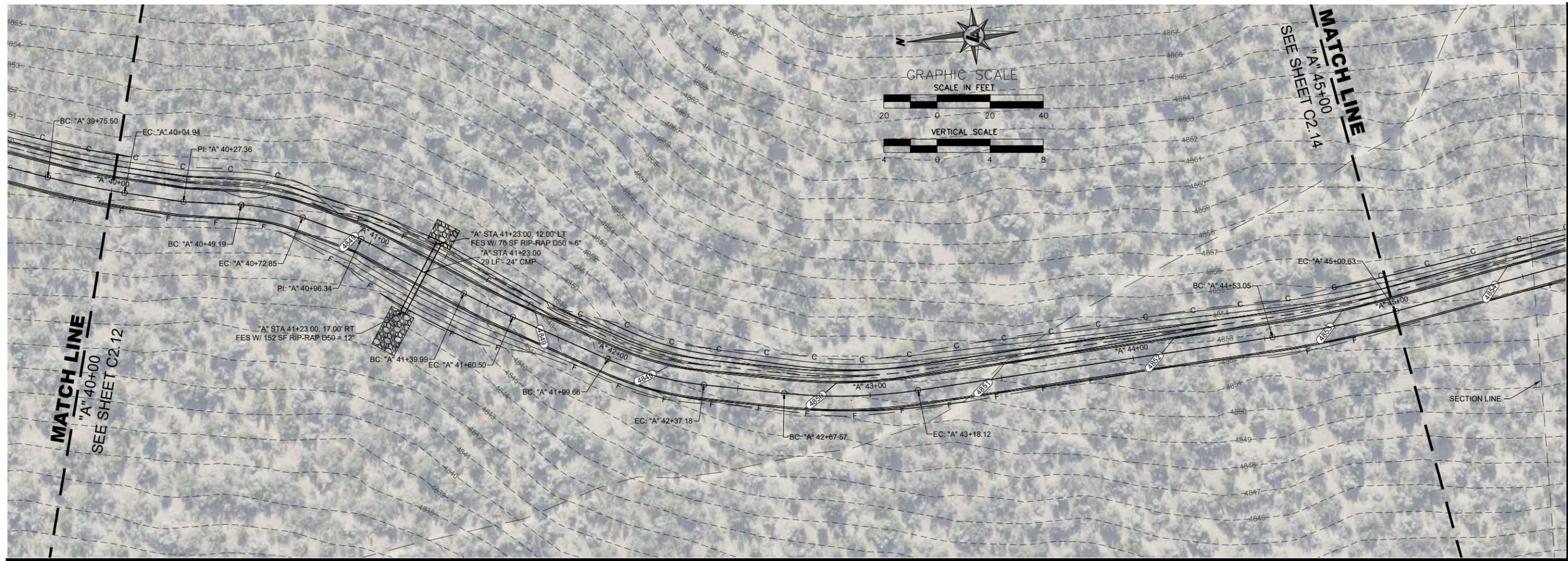
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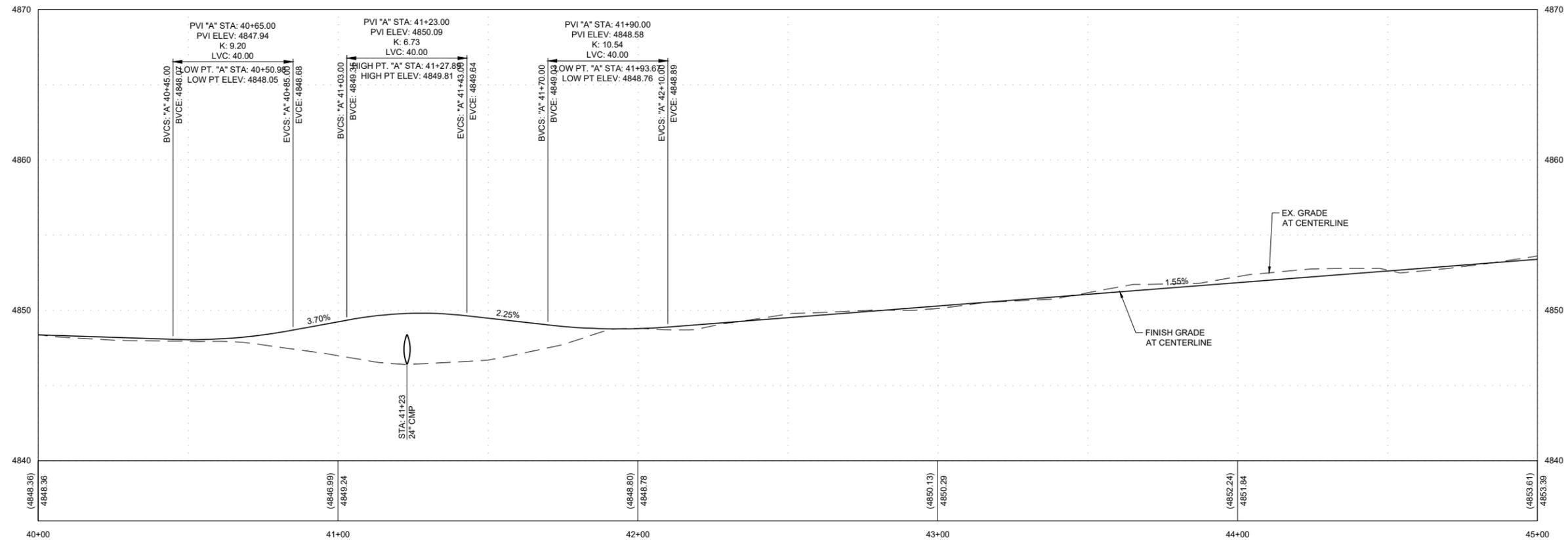
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CARSON CITY  
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PRISON HILL WEST  
PLAN & PROFILE STA 40+00 TO STA 45+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

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NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

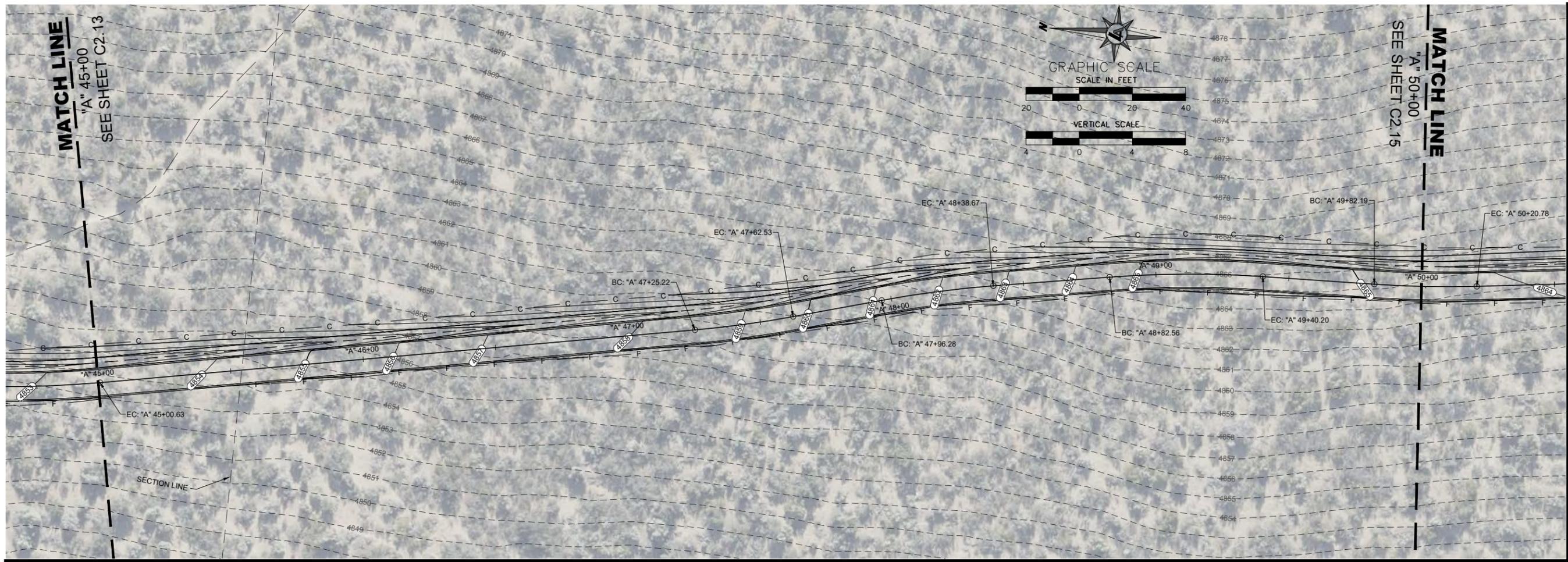
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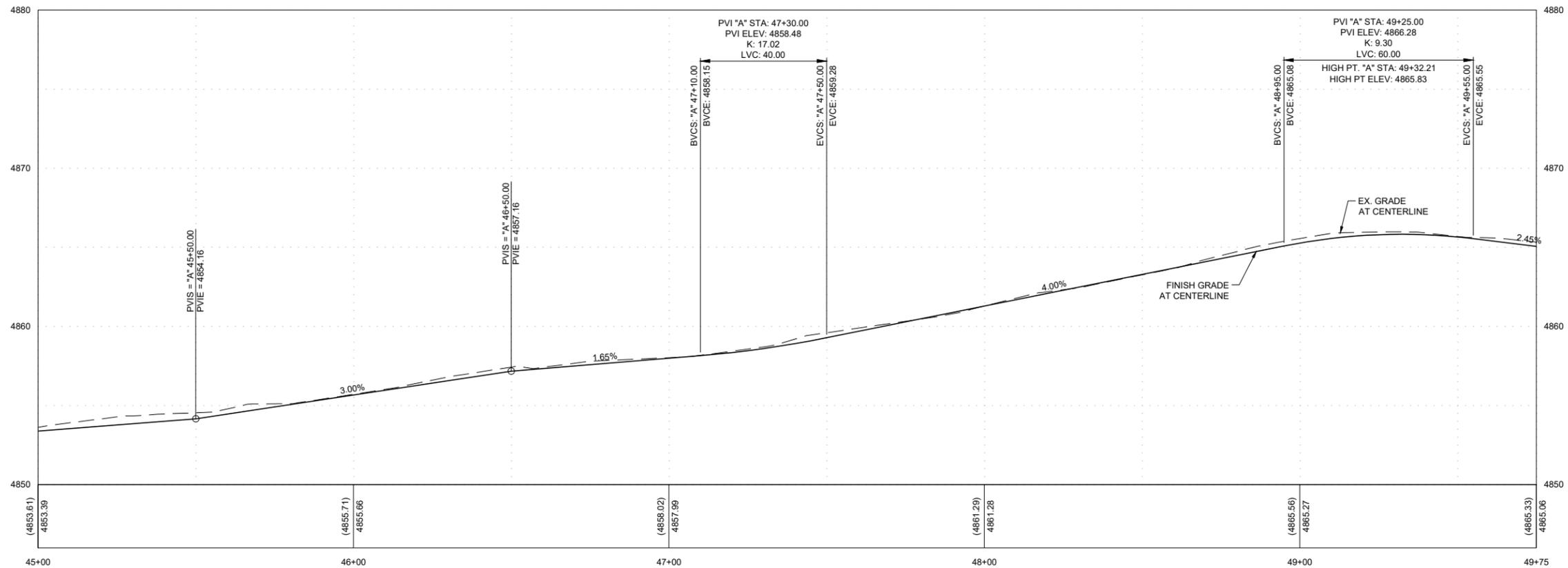
**C2.13**

DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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A - STA:45+00 TO STA:49+75

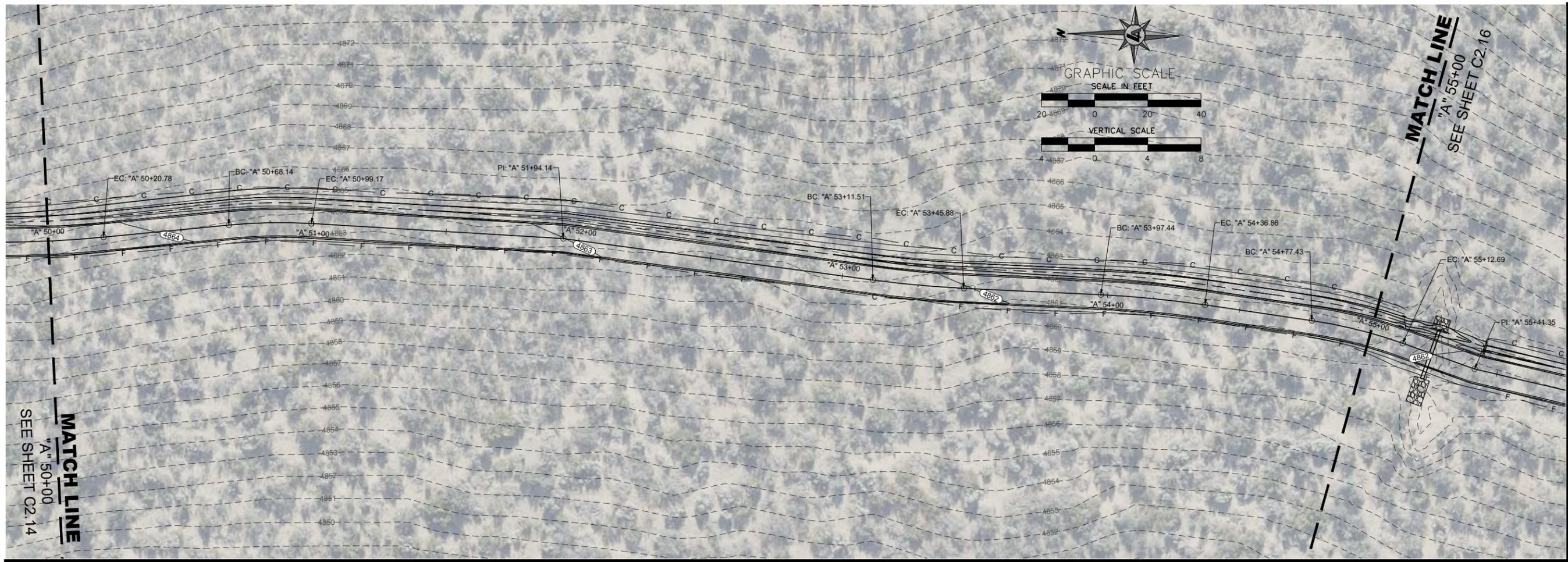


CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 45+00 TO STA 50+00**  
 CARSON CITY, NEVADA

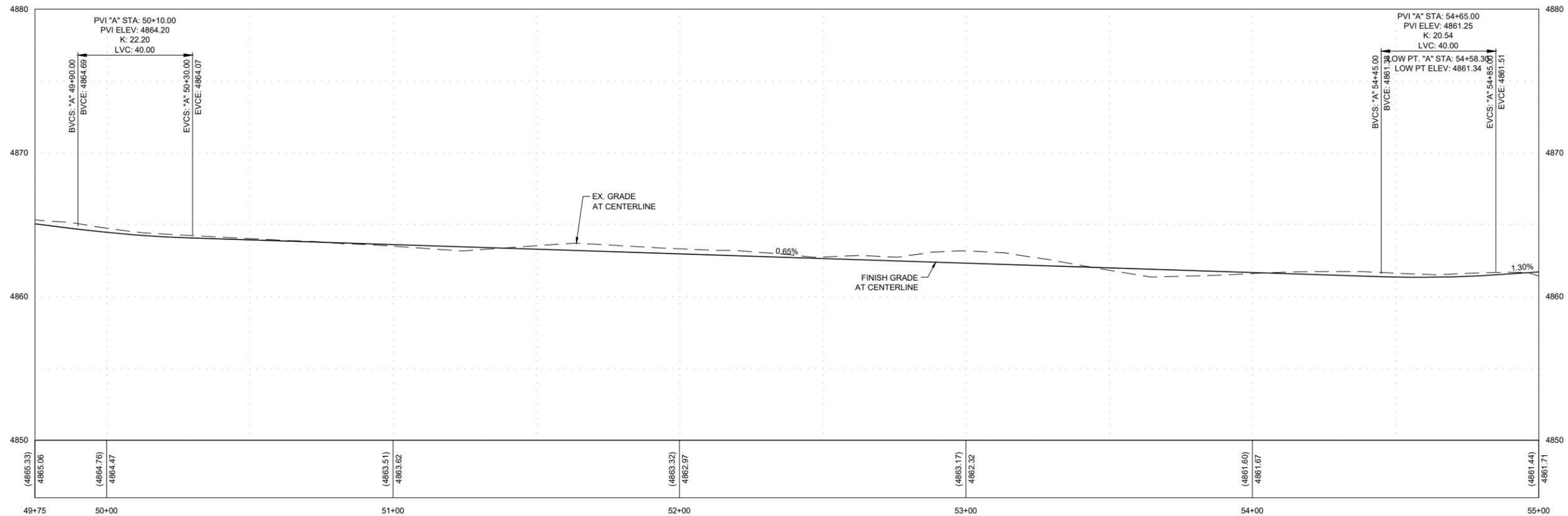
REV	DATE	DESCRIPTION	BY

BAR IS 1 INCH ON ORIGINAL DRAWING  
  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY  
**C2.14**  
 DRAWN BY: JT/MP  
 DESIGNED BY: CM/JT  
 CHECKED BY: CM/MG  
 JOB NO.: 11100.000

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A - STA:49+75 TO STA:55+00



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 50+00 TO STA 55+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

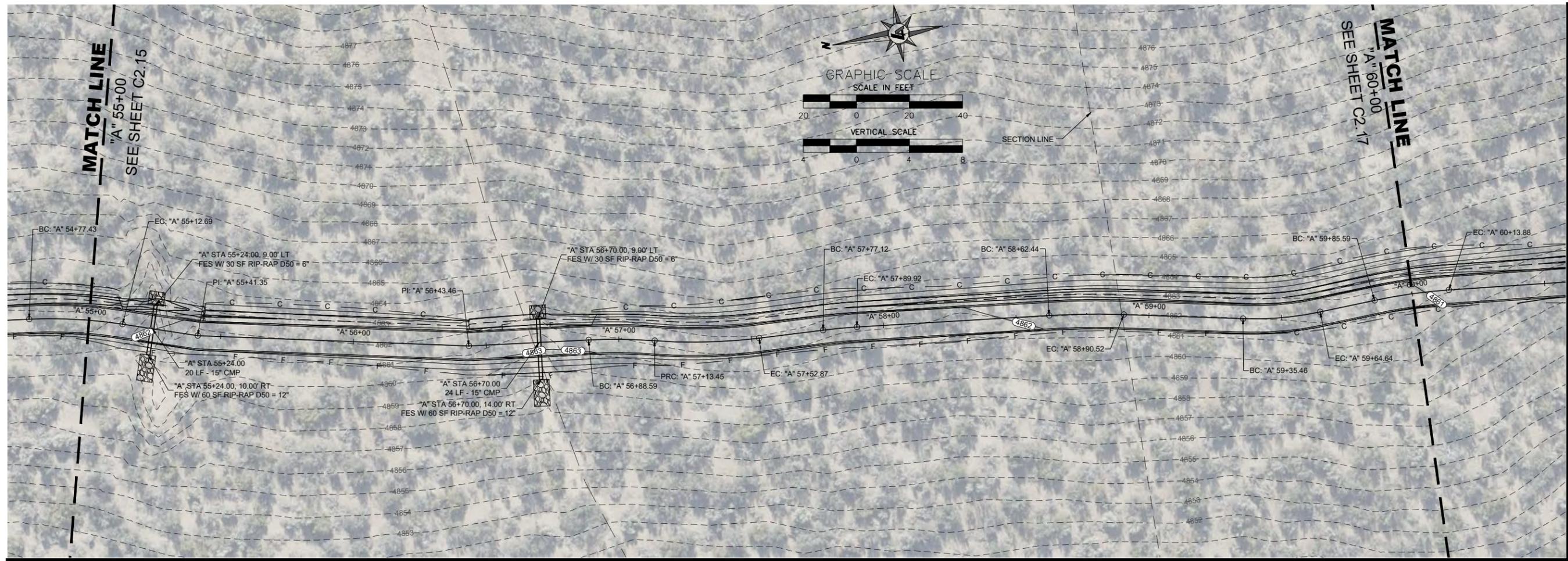
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

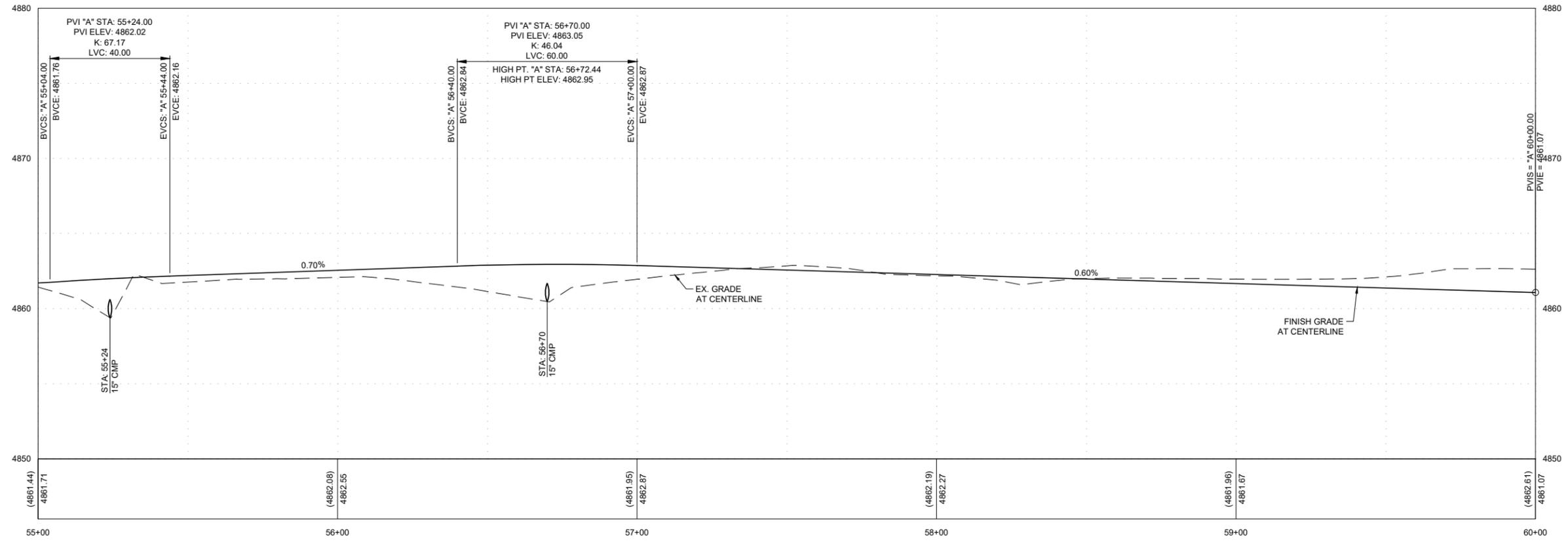
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DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

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A - STA:55+00 TO STA:60+00



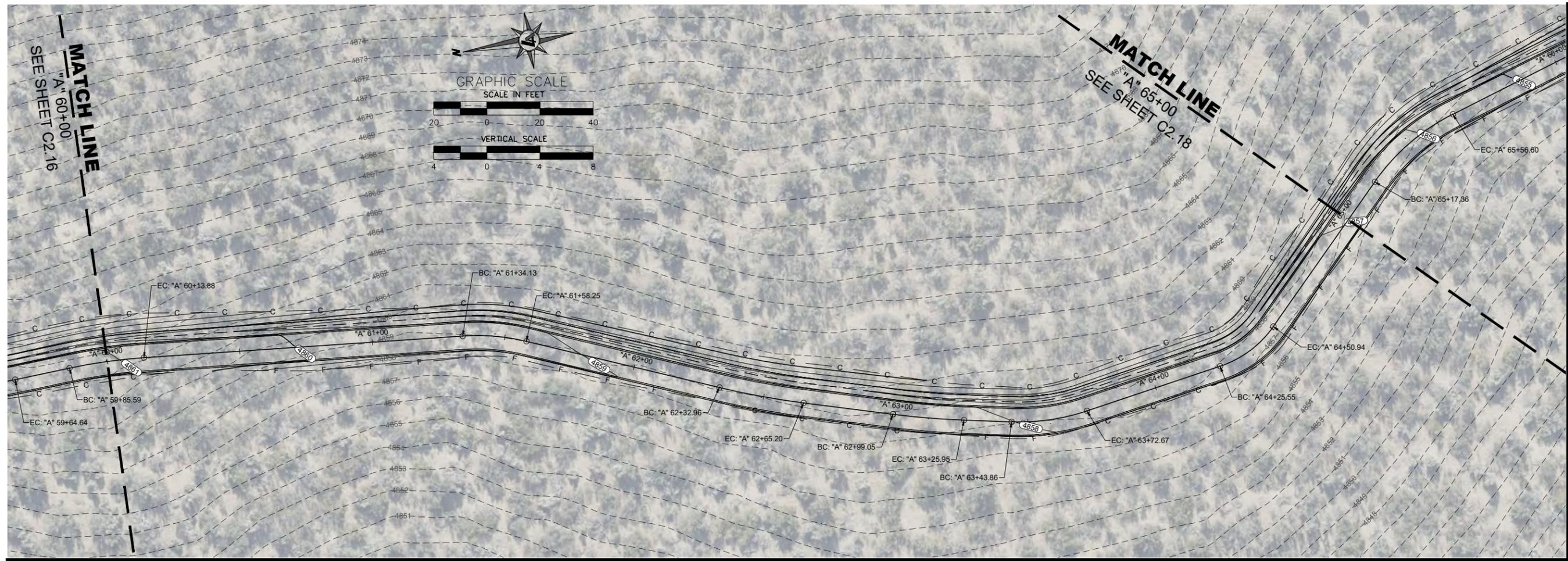
CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 55+00 TO STA 60+00**  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

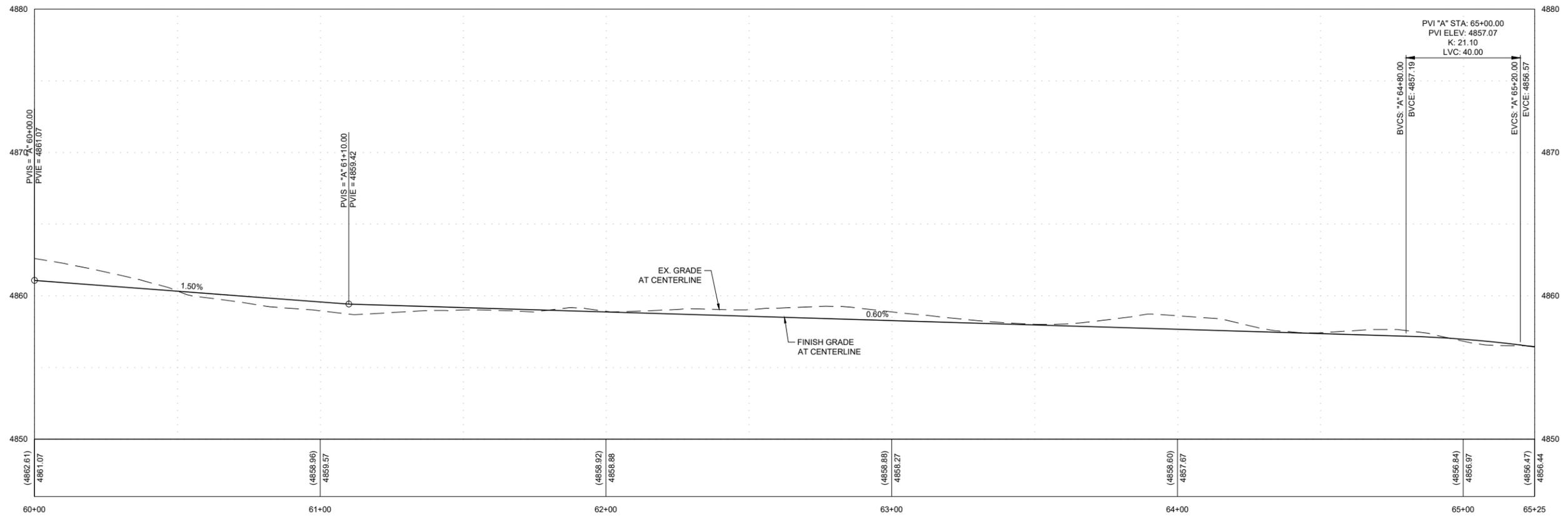
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY  
**C2.16**  
DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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SEPTEMBER 22, 2023

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A - STA:60+00 TO STA:65+25



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 60+00 TO STA 65+00**  
 CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

BAR IS 1 INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**C2.17**

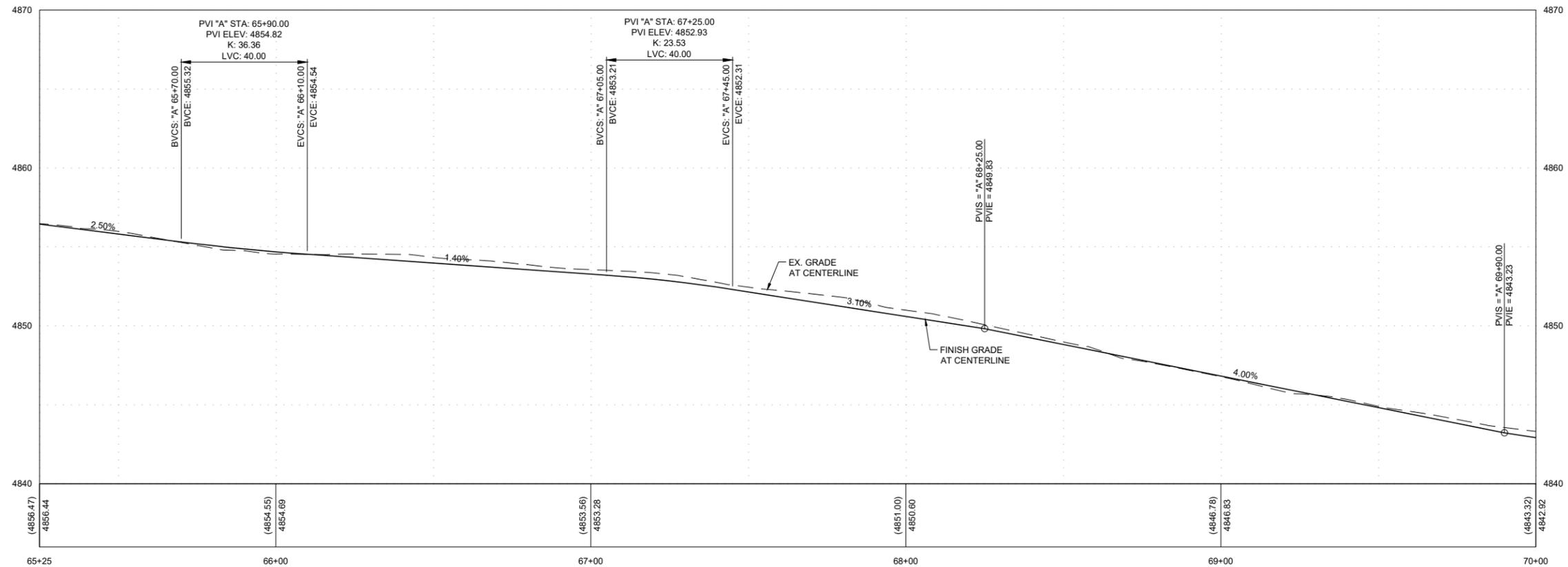
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 DESIGNED BY: CM/JT  
 CHECKED BY: CM/MG  
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**30% SUBMITTAL**  
 NOT FOR CONSTRUCTION  
 SEPTEMBER 22, 2023

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A - STA:65+25 TO STA:70+00



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 65+00 TO STA 70+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

30% SUBMITTAL  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

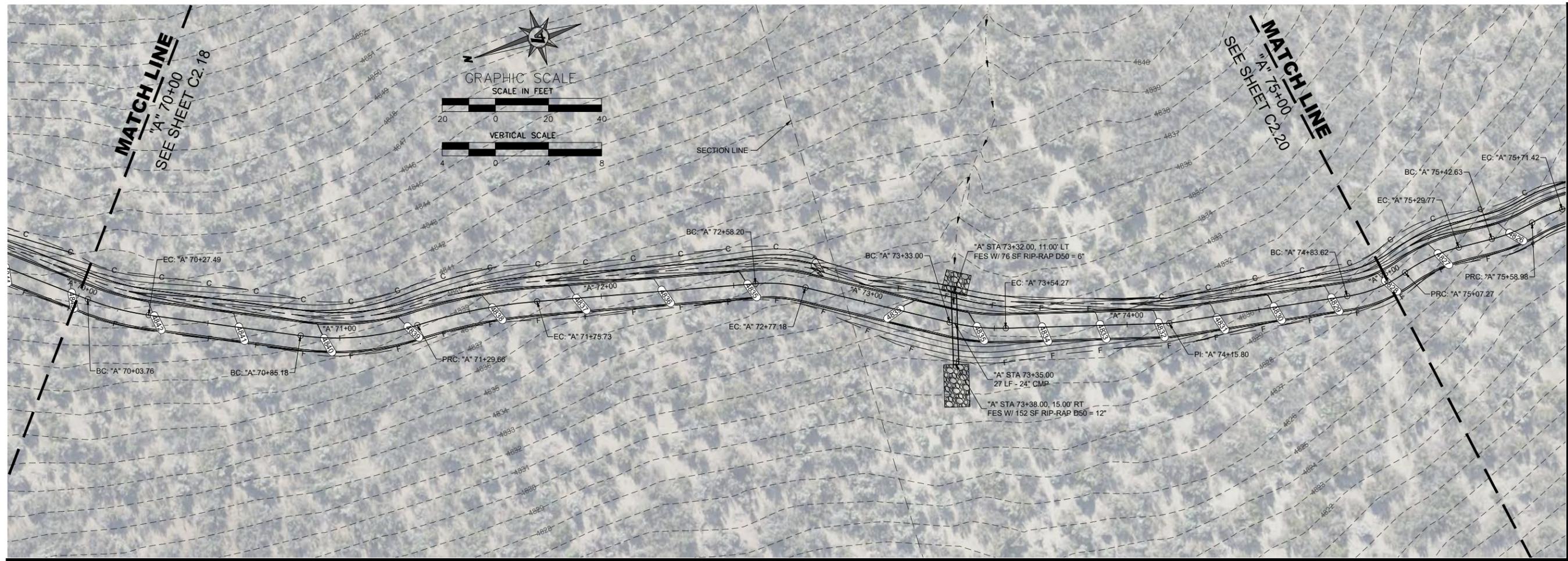
BAR IS 1 INCH ON ORIGINAL DRAWING

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ADJUST SCALES ACCORDINGLY

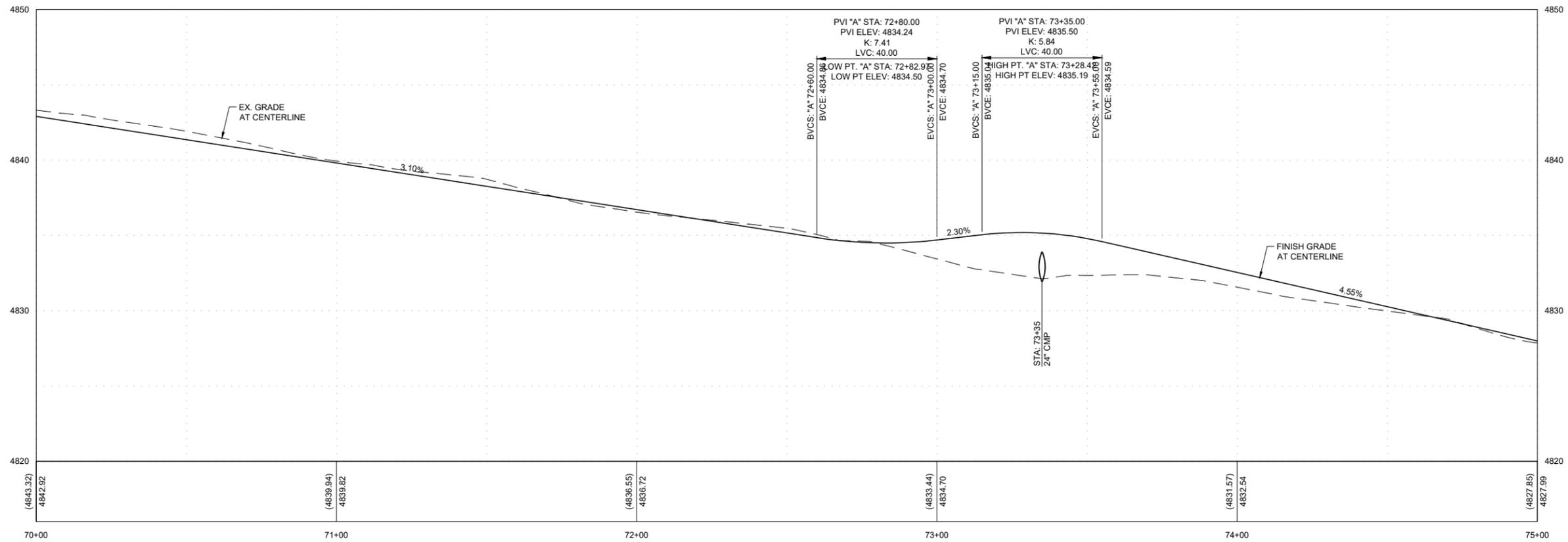
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DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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A - STA:70+00 TO STA:75+00



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 70+00 TO STA 75+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

30% SUBMITTAL  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

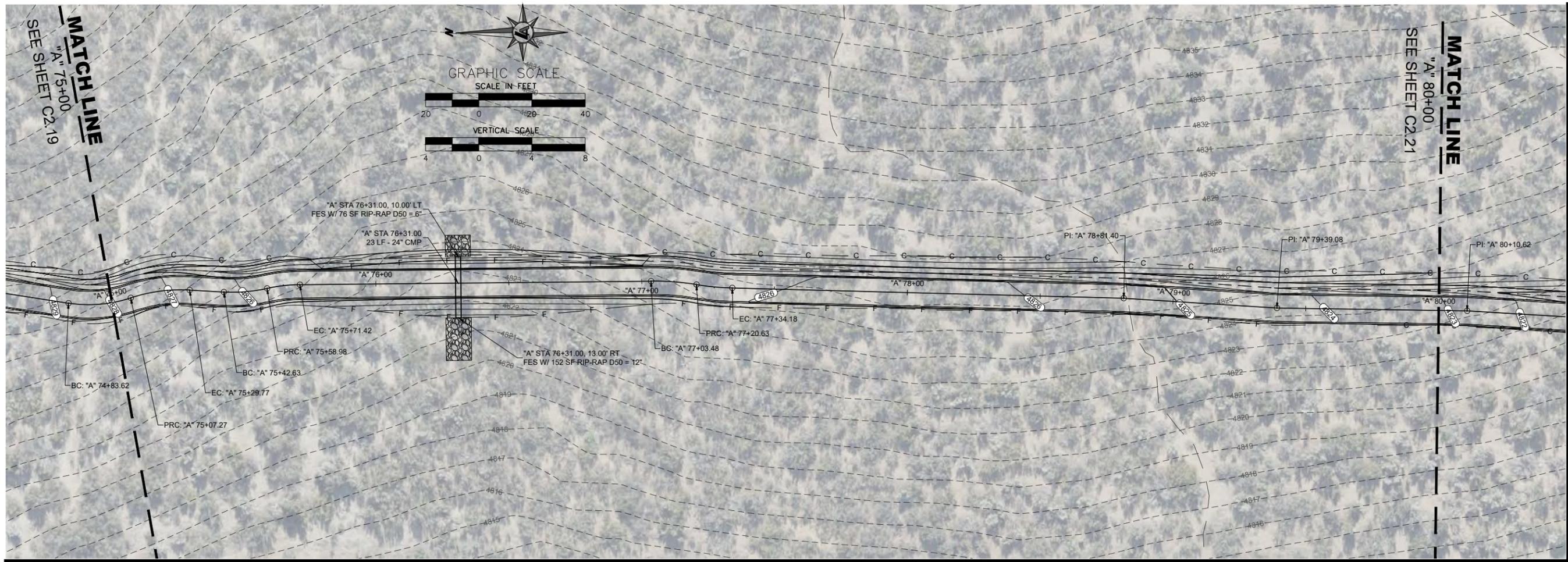
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

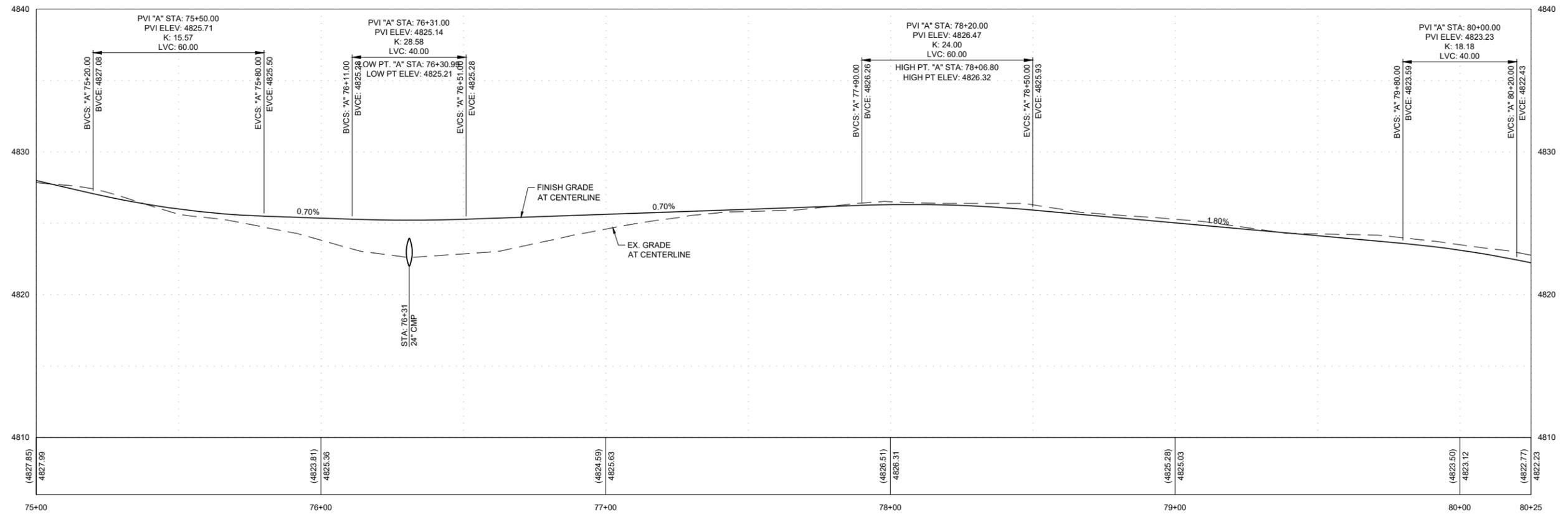
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DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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A - STA:75+00 TO STA:80+25



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 75+00 TO STA 80+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

30% SUBMITTAL  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

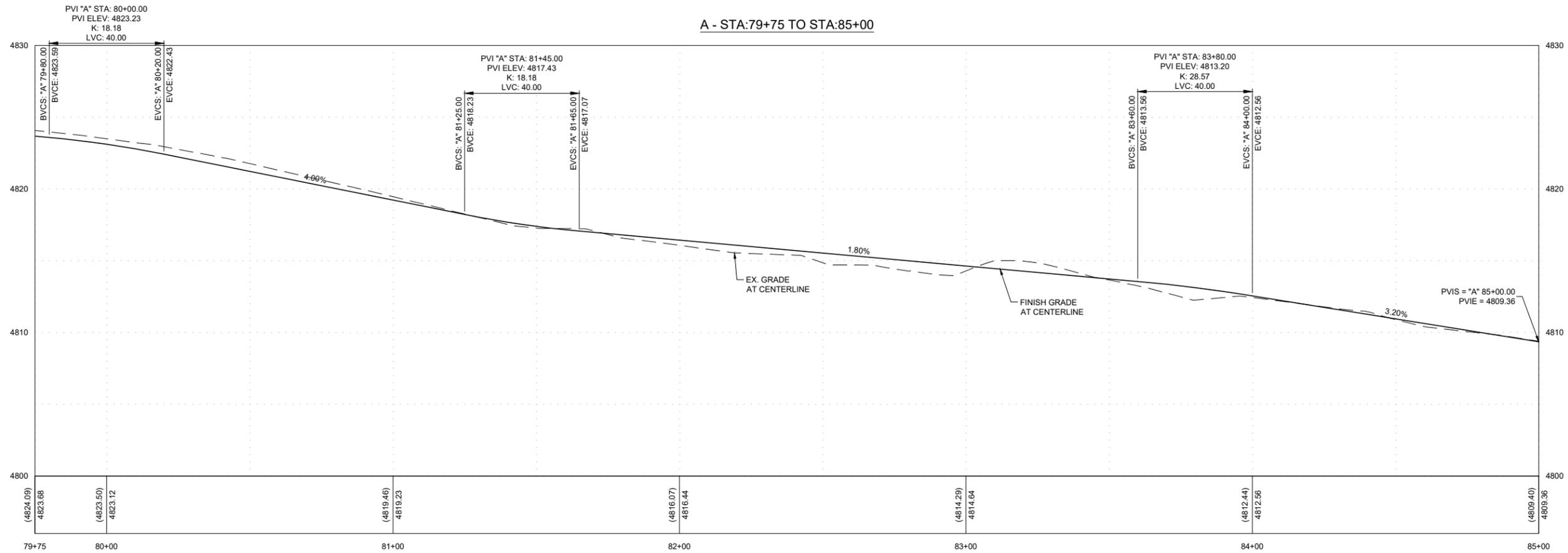
**C2.20**

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CHECKED BY: CM/MG  
JOB NO.: 11100.000

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A - STA:79+75 TO STA:85+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 80+00 TO STA 85+00**  
CARSON CITY, NEVADA

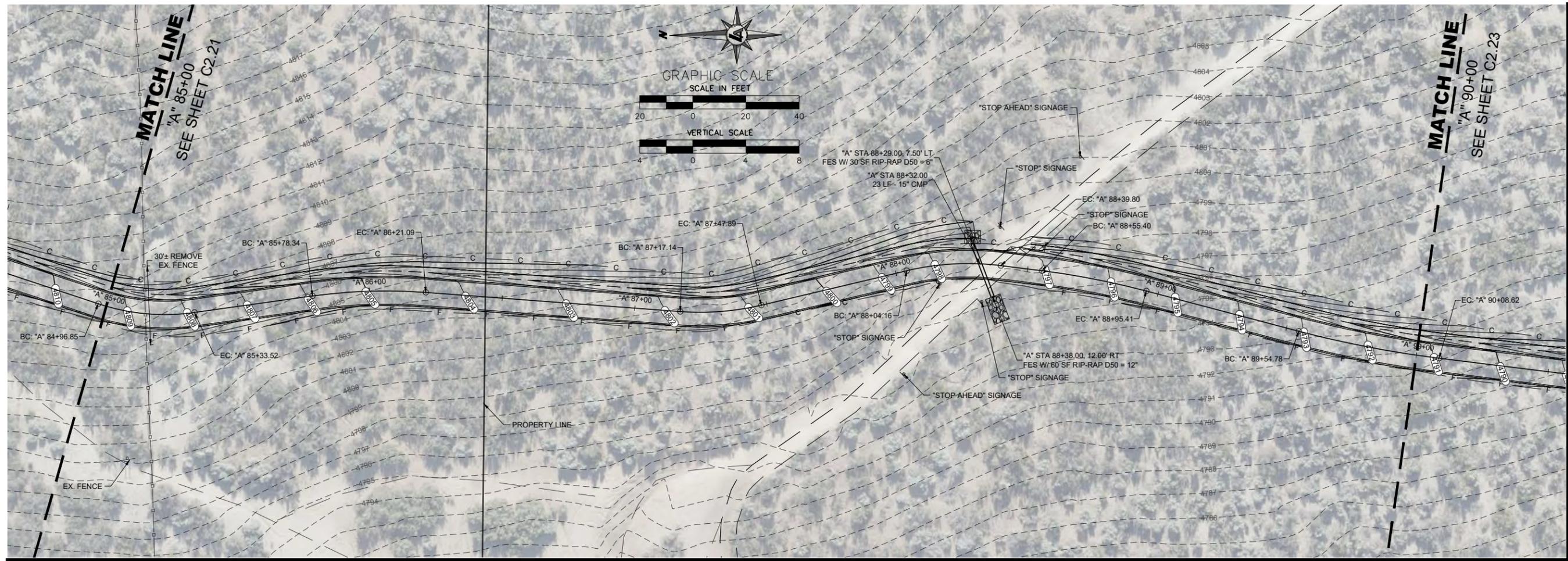
REV	DATE	DESCRIPTION	BY

BAR IS 1 INCH ON ORIGINAL DRAWING  
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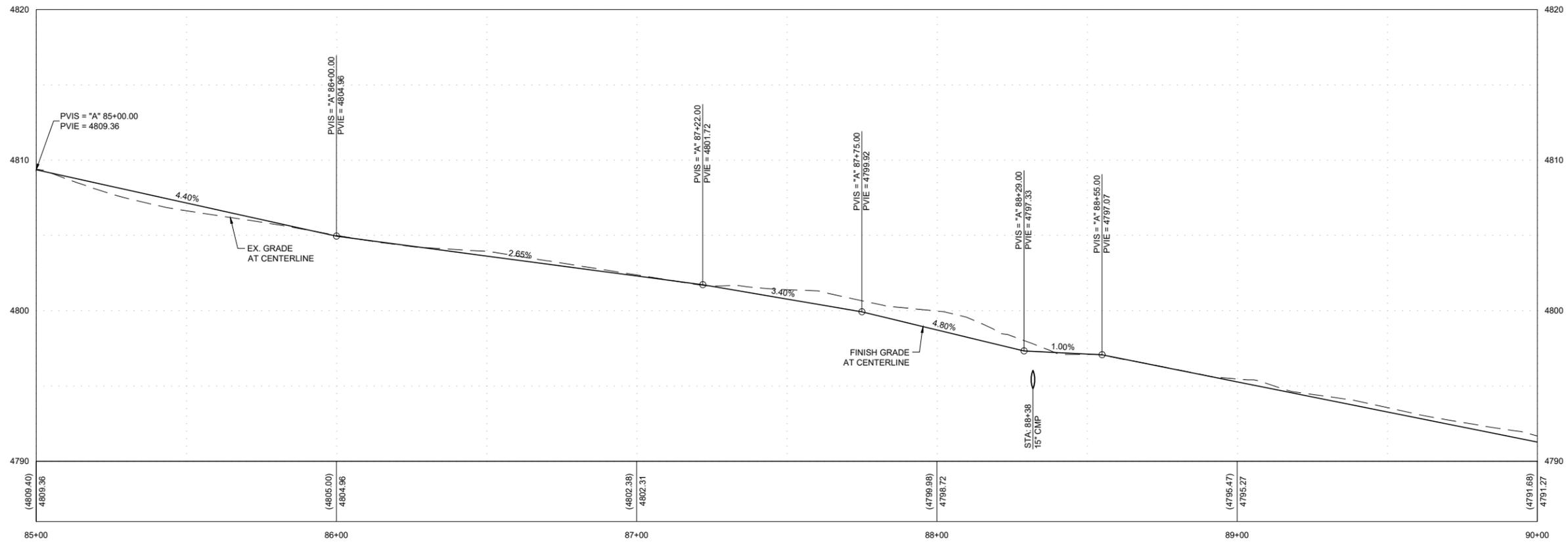
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CHECKED BY: CM/MG  
JOB NO.: 11100.000

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NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

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A - STA:85+00 TO STA:90+00



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 85+00 TO STA 90+00  
NEVADA  
CARSON CITY

REV	DATE	DESCRIPTION	BY

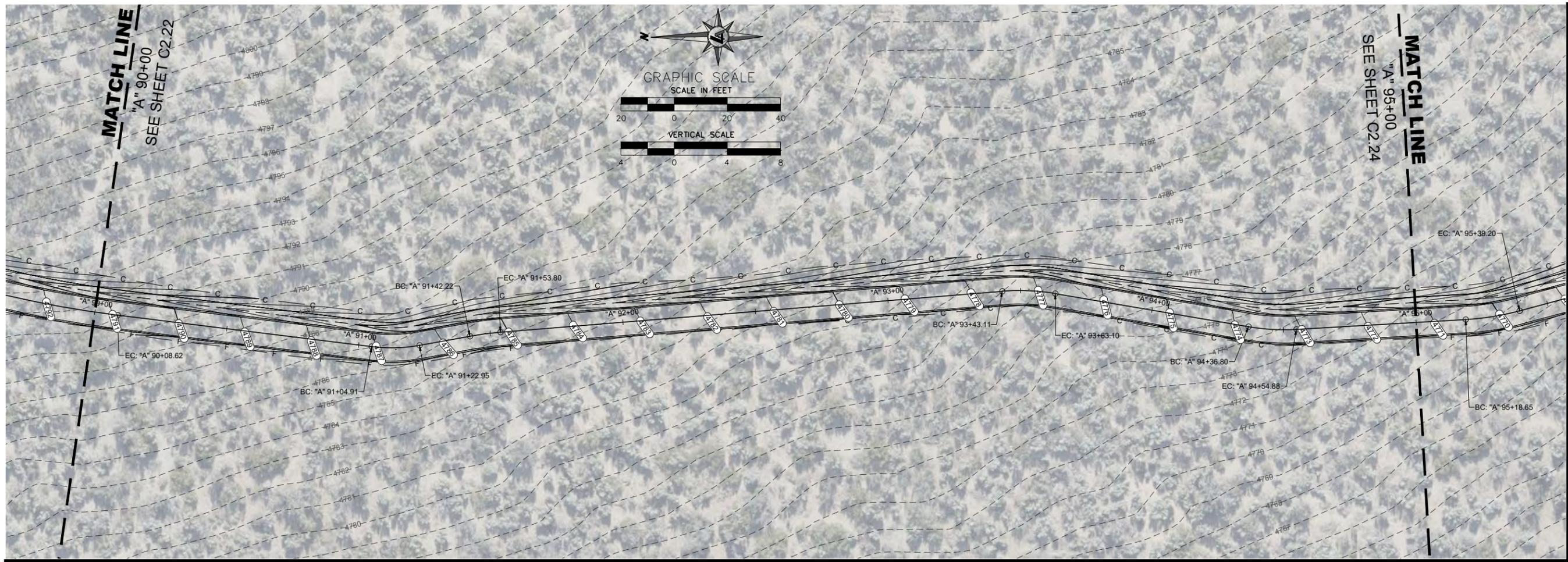
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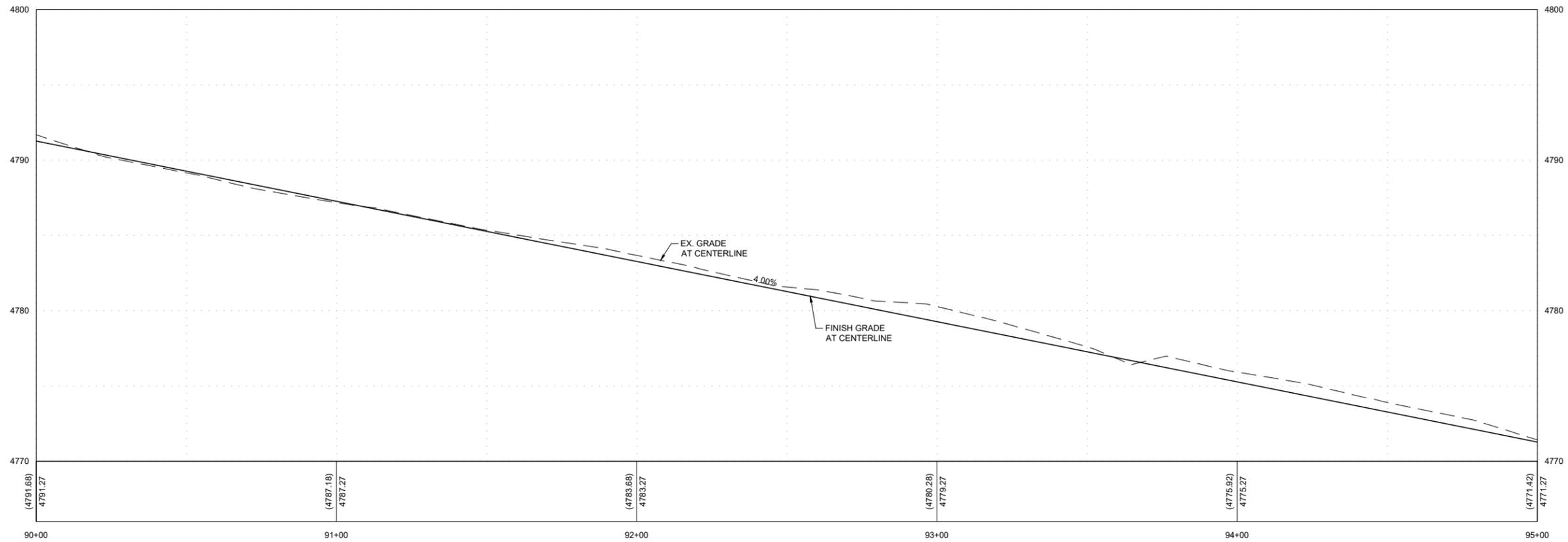
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DRAWN BY: JT/MP  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023



A - STA:90+00 TO STA:95+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 90+00 TO STA 95+00**  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

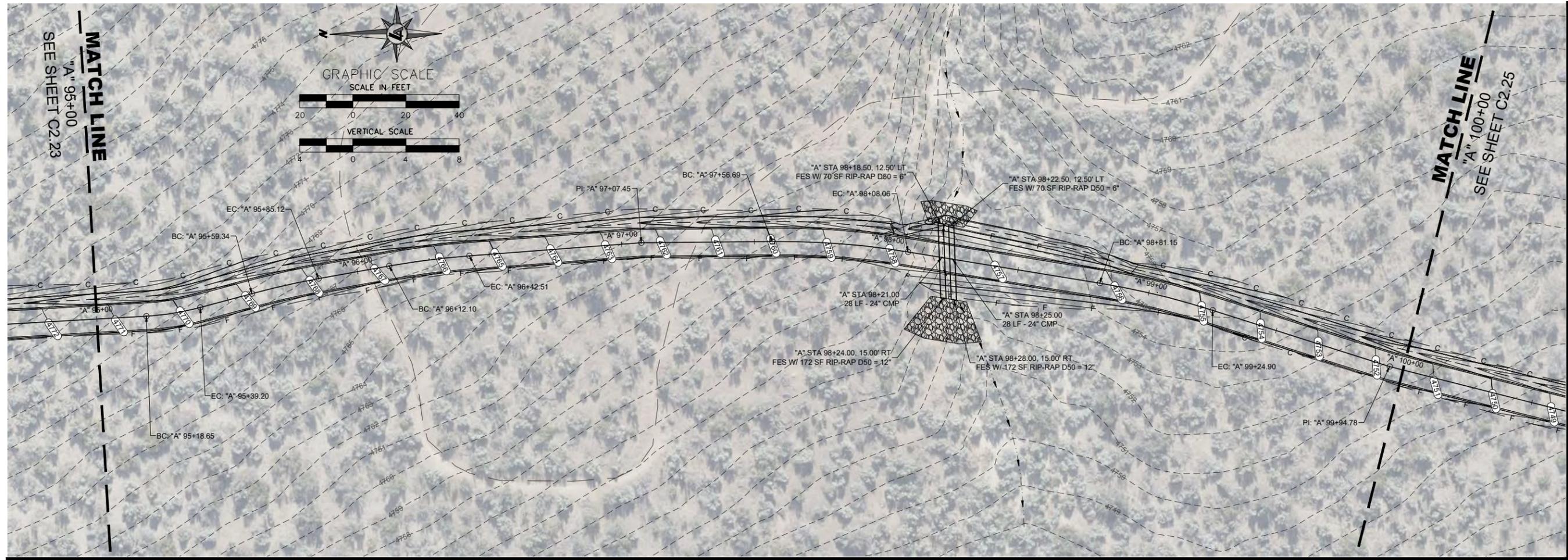
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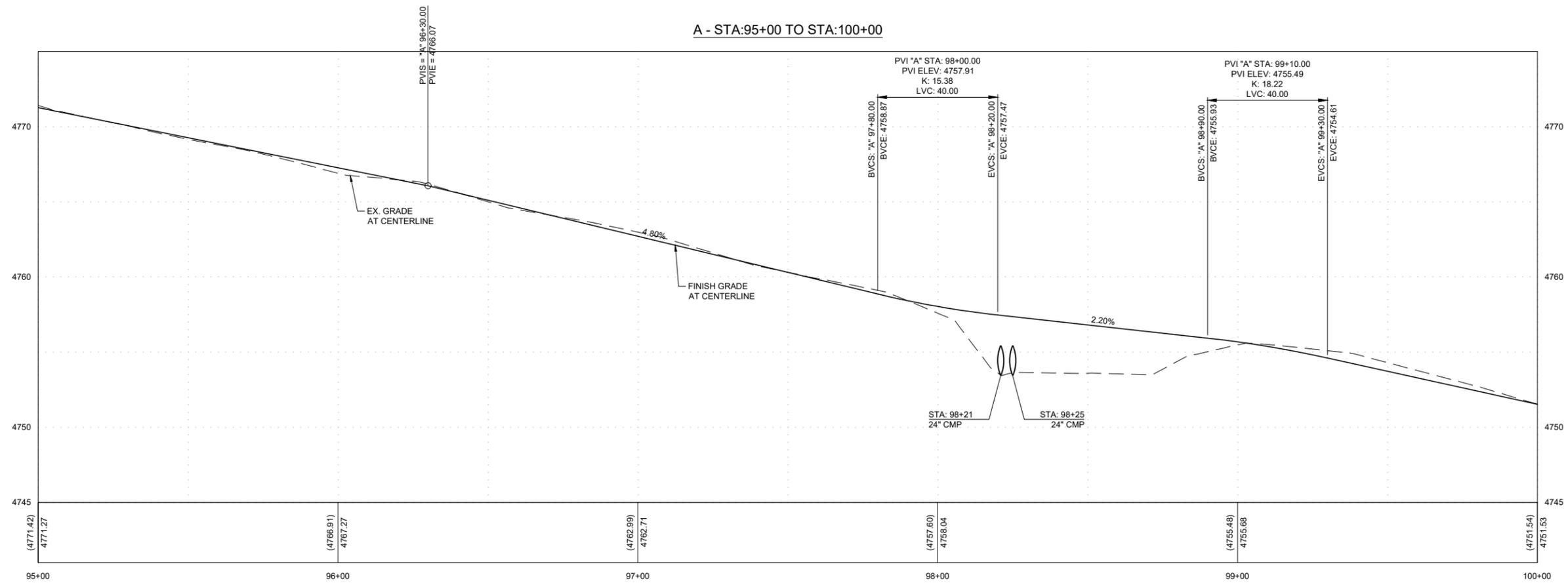
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DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
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JOB NO.: 11100.000

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A - STA:95+00 TO STA:100+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 95+00 TO STA 100+00**  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

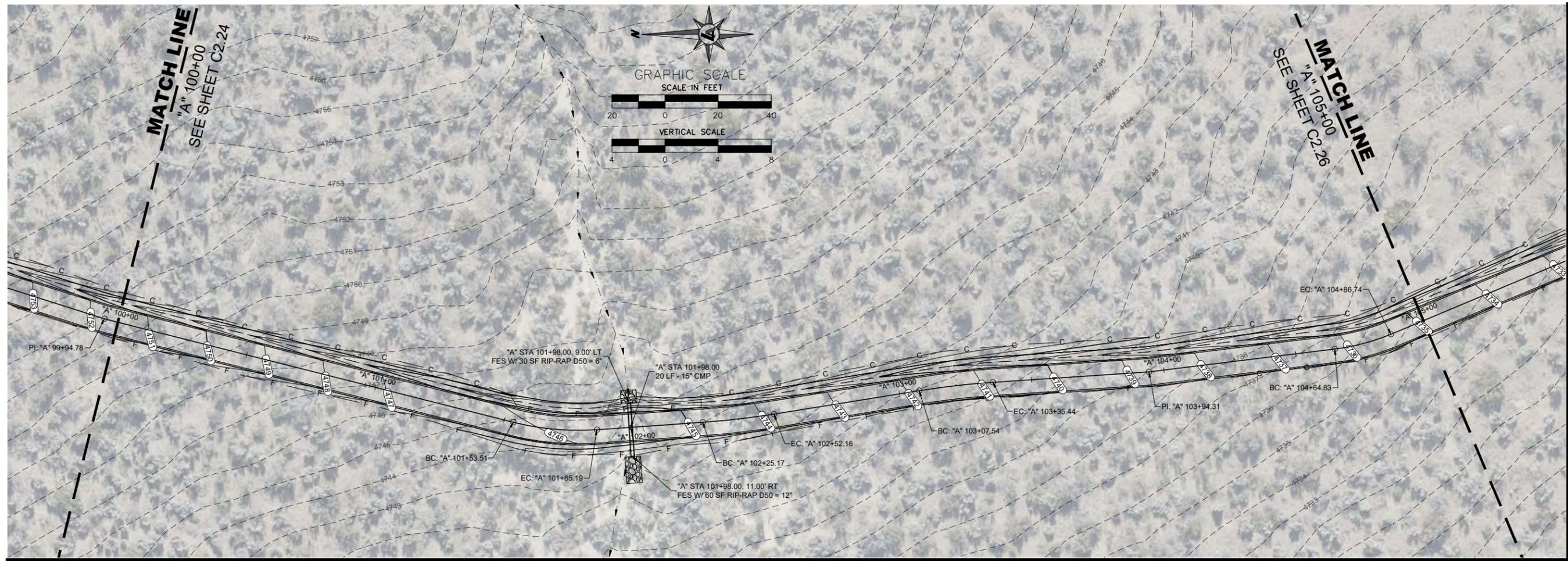
**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

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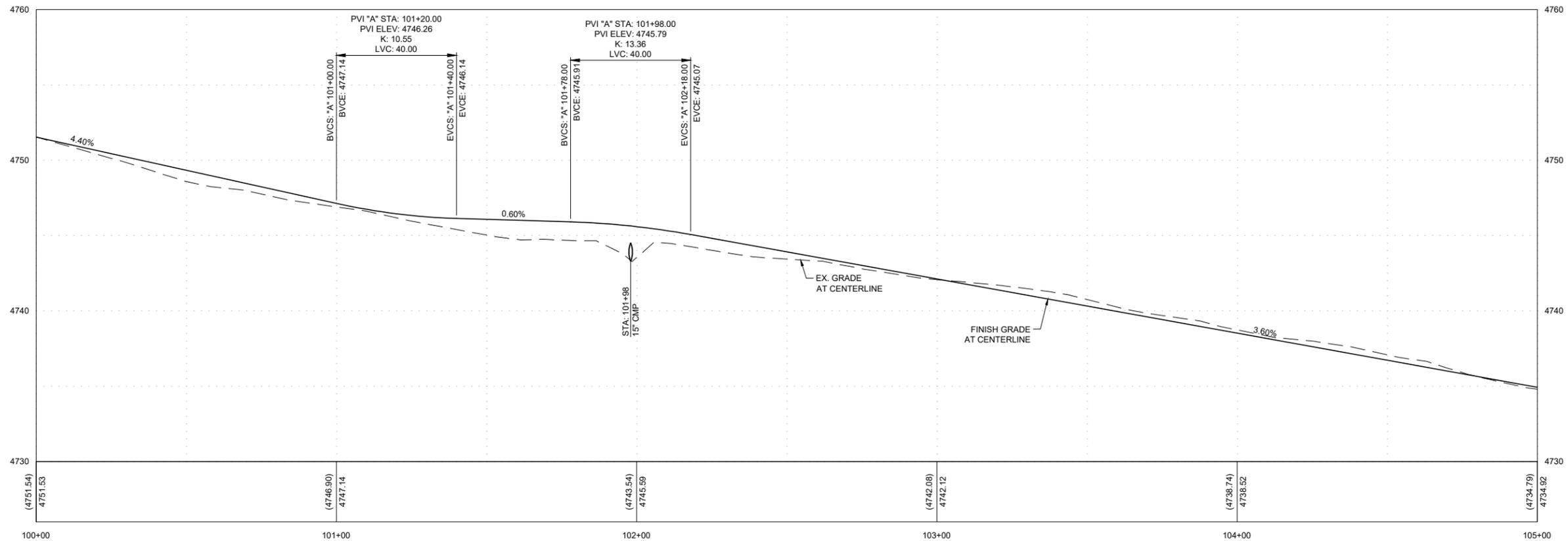
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**C2.24**

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DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 1100.000



A - STA:100+00 TO STA:105+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 100+00 TO STA 105+00**  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

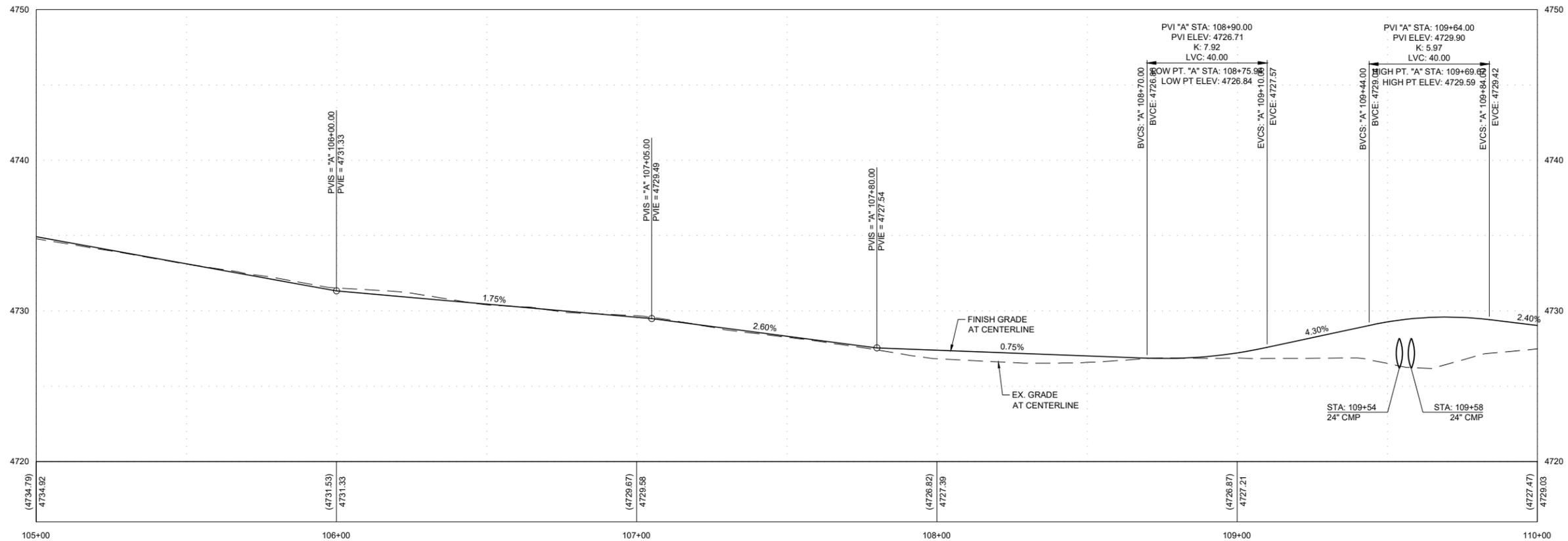
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CHECKED BY: CM/MG  
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A - STA:105+00 TO STA:110+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 105+00 TO STA 110+00**  
NEVADA  
CARSON CITY

REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING

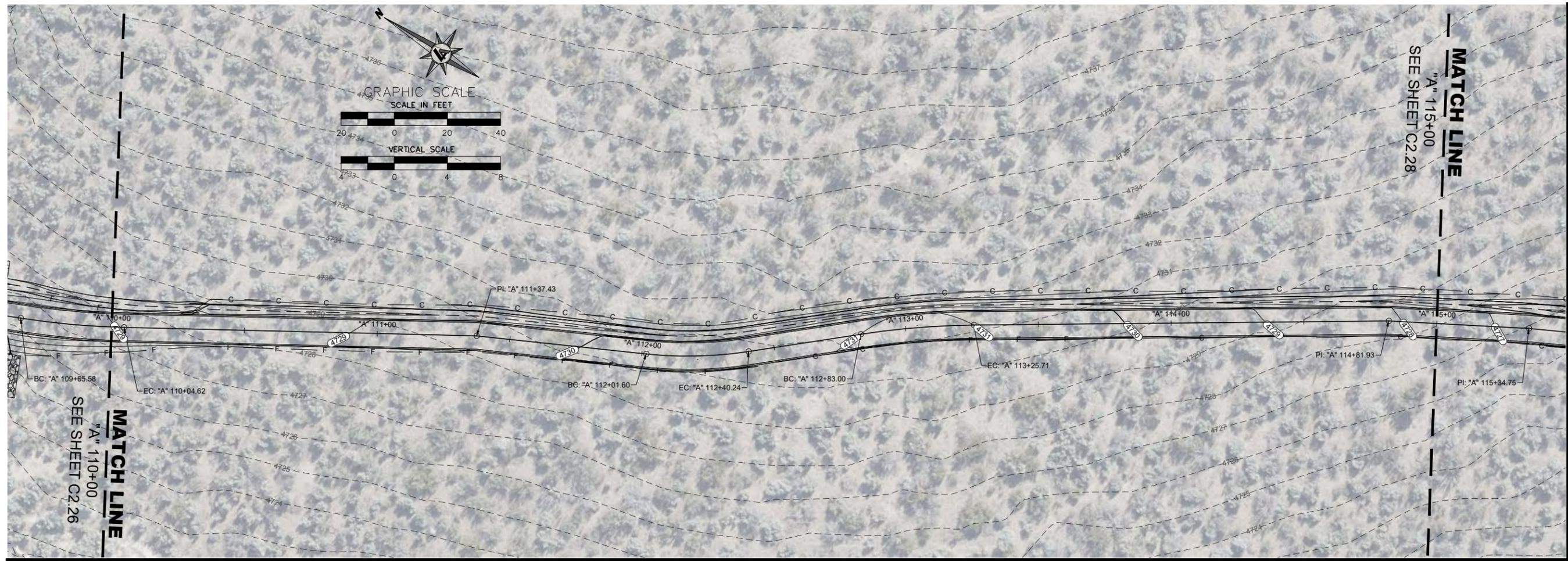
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IF NOT ONE INCH ON THIS SHEET,  
ADJUST SCALES ACCORDINGLY

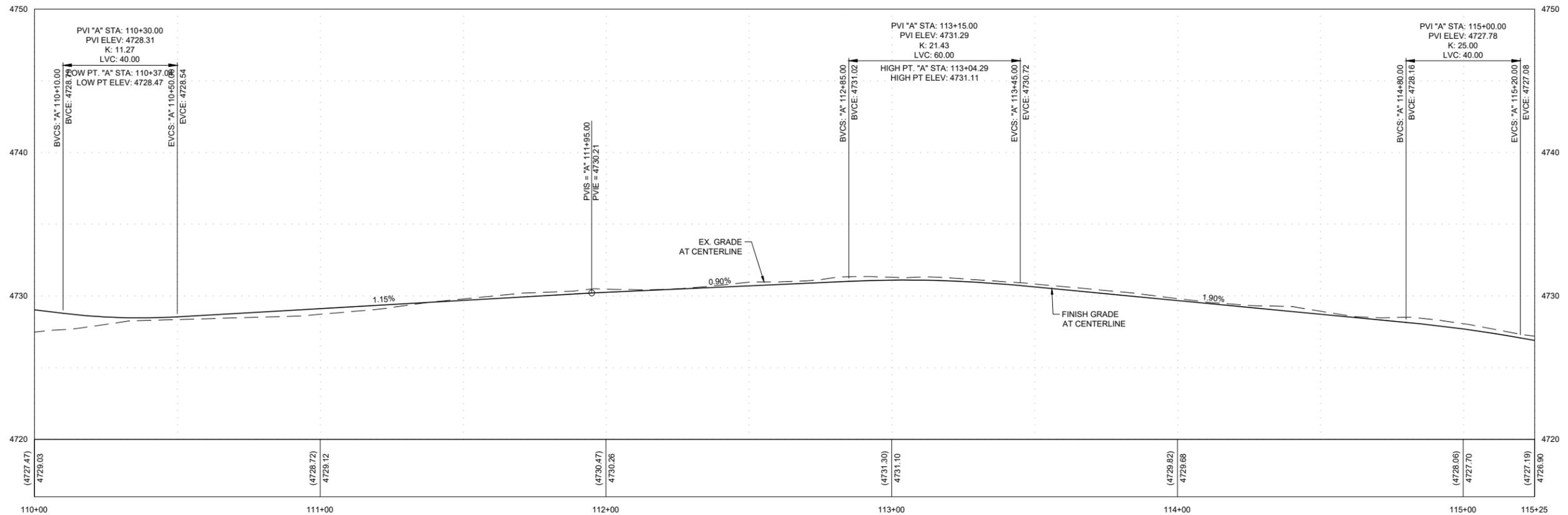
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CHECKED BY: CM/MG  
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A - STA:110+00 TO STA:115+25



CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 110+00 TO STA 115+00  
NEVADA

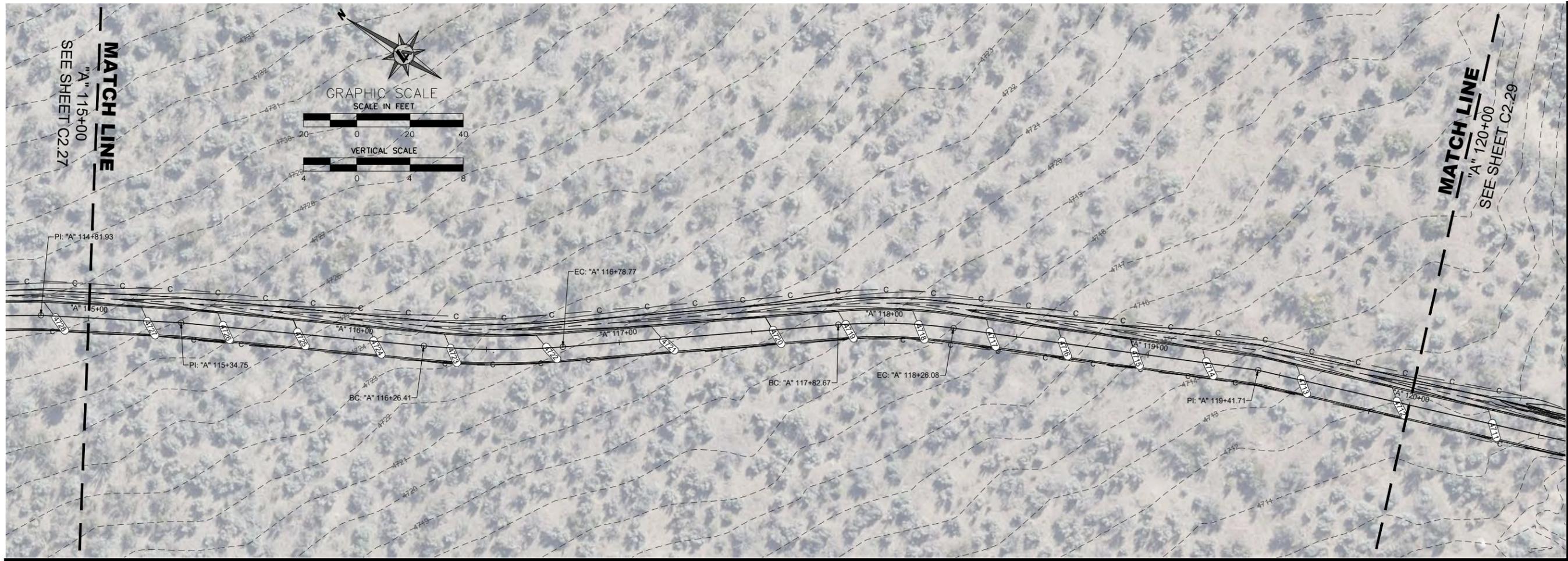
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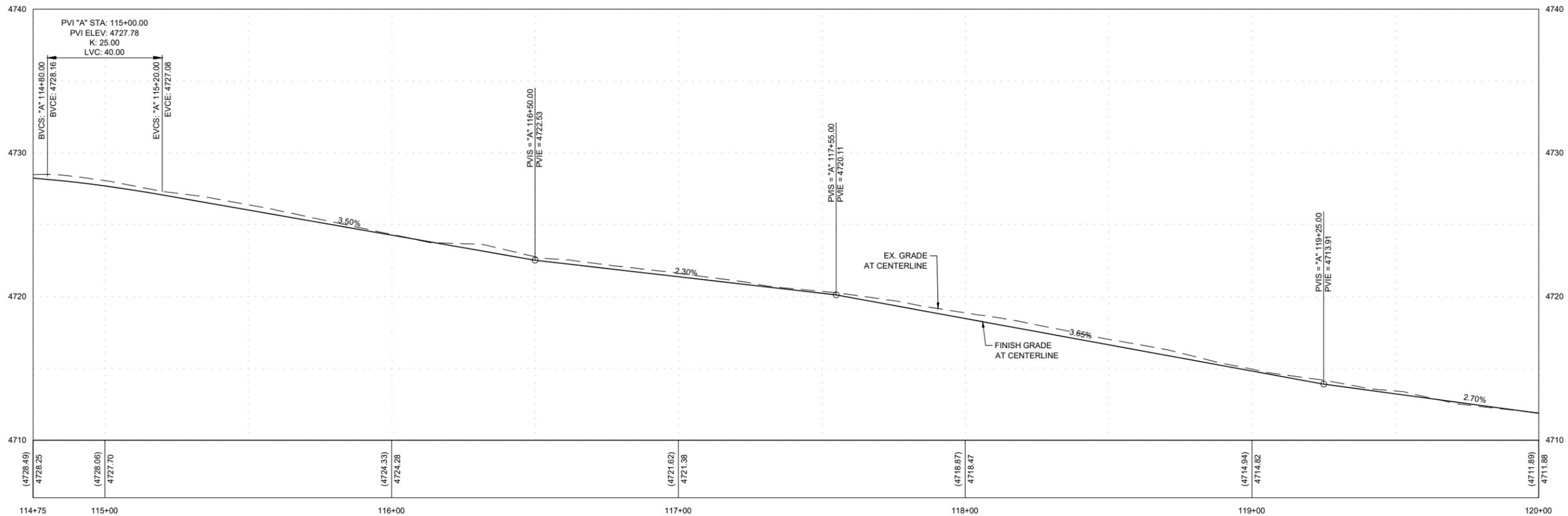
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

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DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
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A - STA:114+75 TO STA:120+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 115+00 TO STA 120+00**  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

BAR IS 1 INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**C2.28**

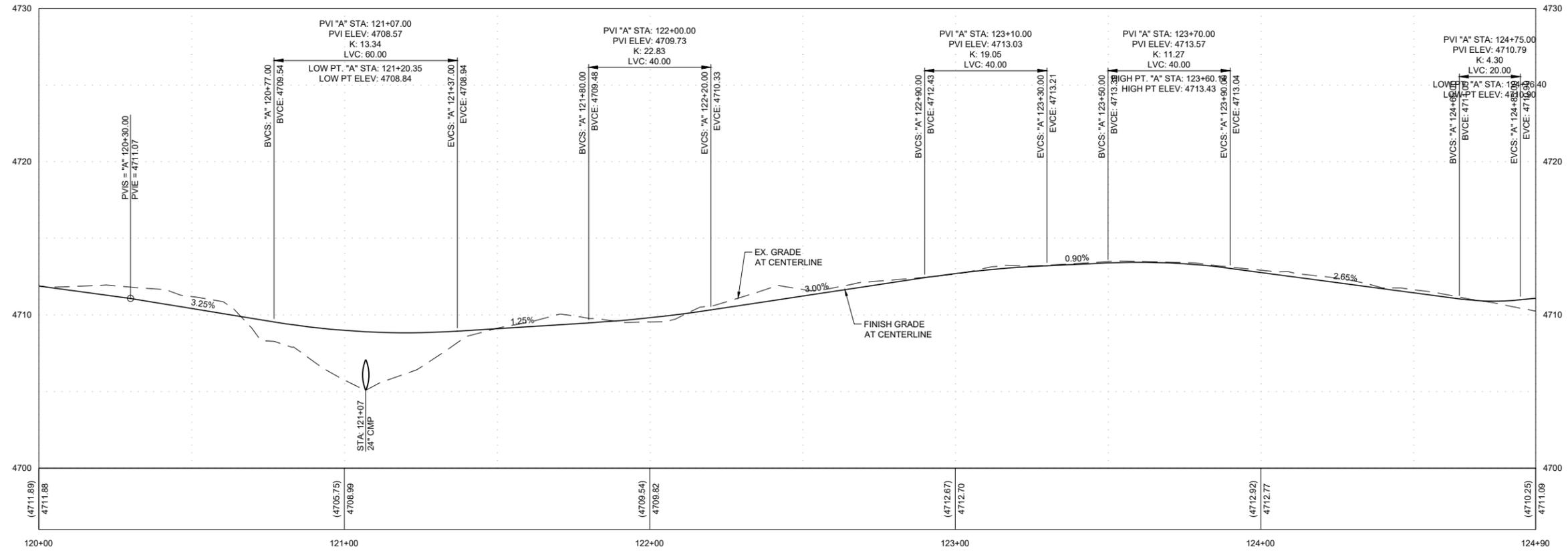
DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

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A - STA:120+00 TO STA:124+90



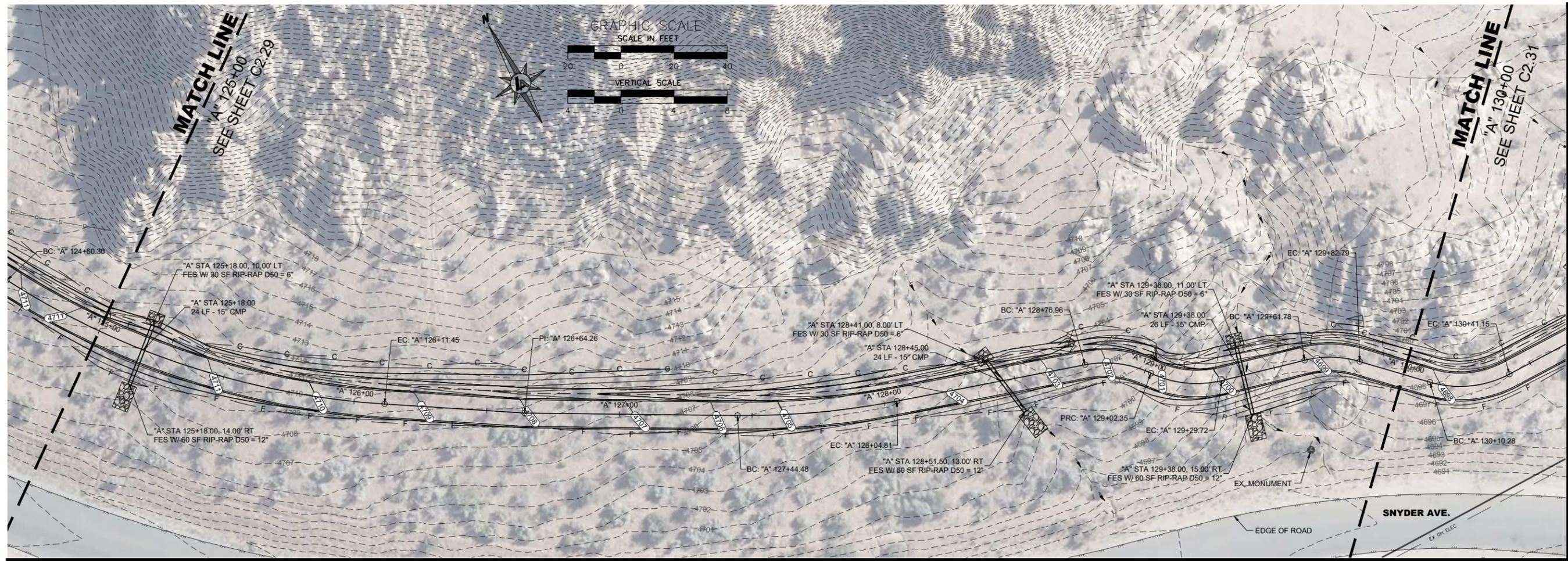
CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 120+00 TO STA 125+00**  
 CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

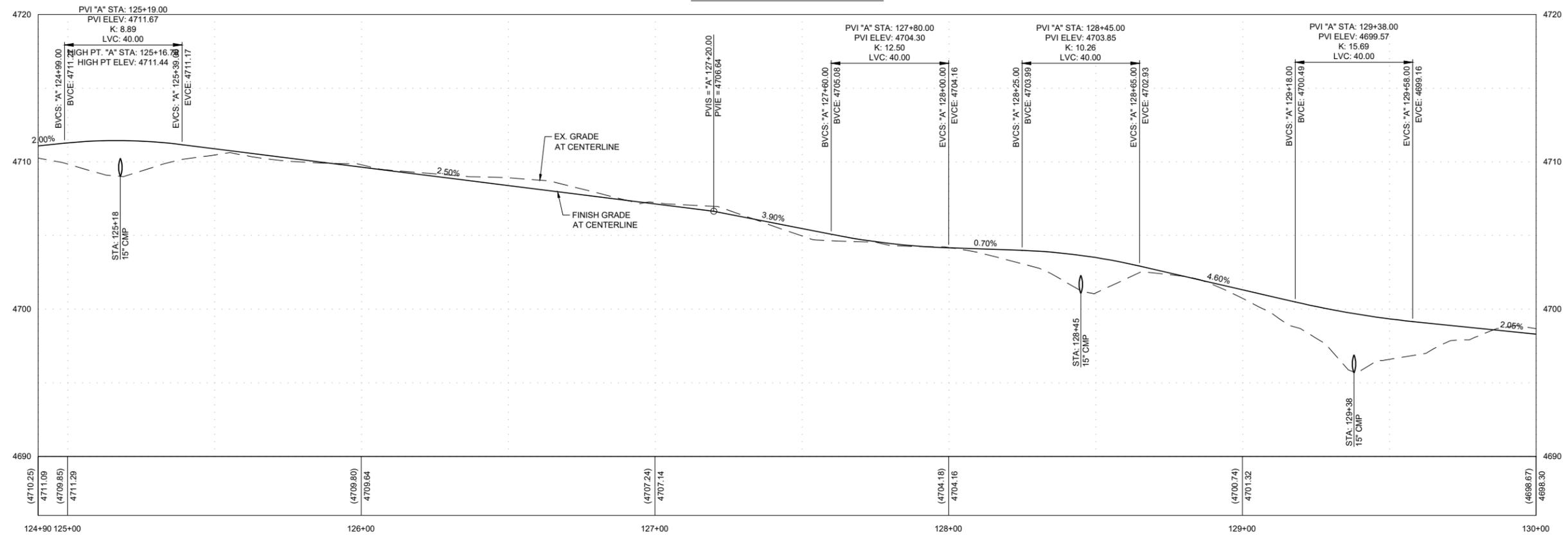
BAR IS 1 INCH ON ORIGINAL DRAWING  
 1" = 100'  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**C2.29**  
 DRAWN BY: JT/MP  
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 CHECKED BY: CM/MG  
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A - STA:124+90 TO STA:130+00



CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
**PLAN & PROFILE STA 125+00 TO STA 130+00**  
NEVADA  
CARSON CITY

REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

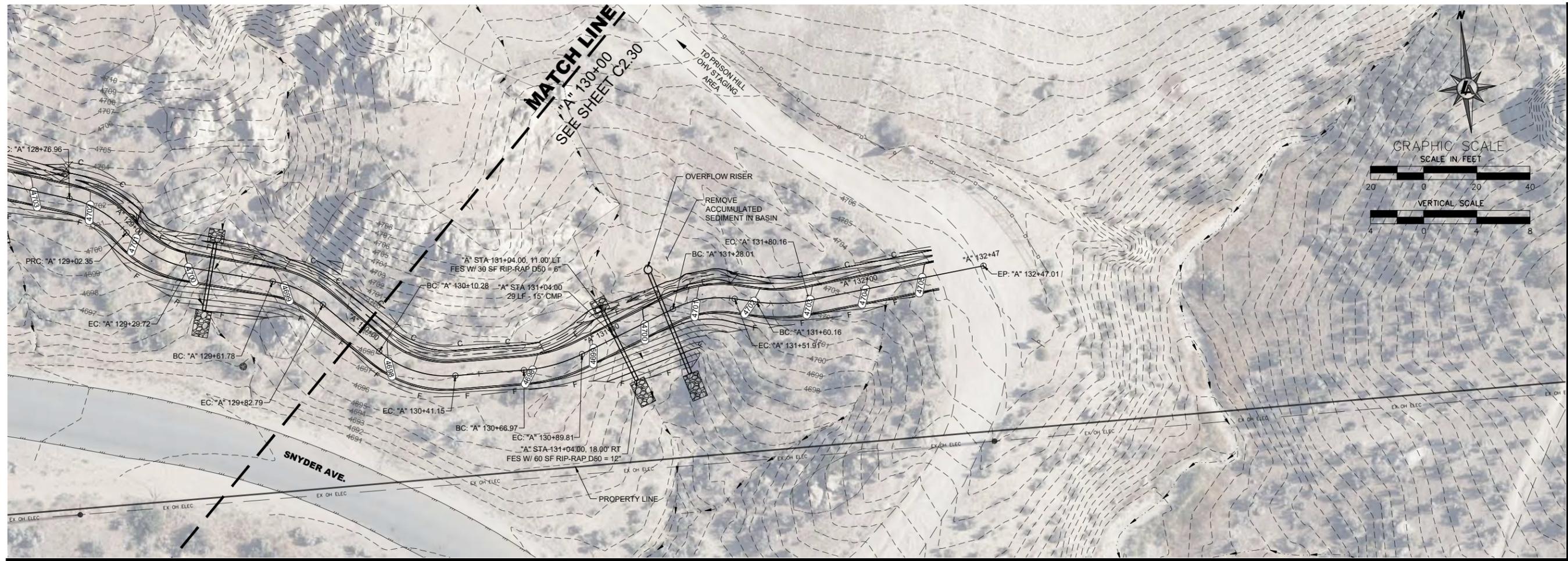
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ADJUST SCALES ACCORDINGLY

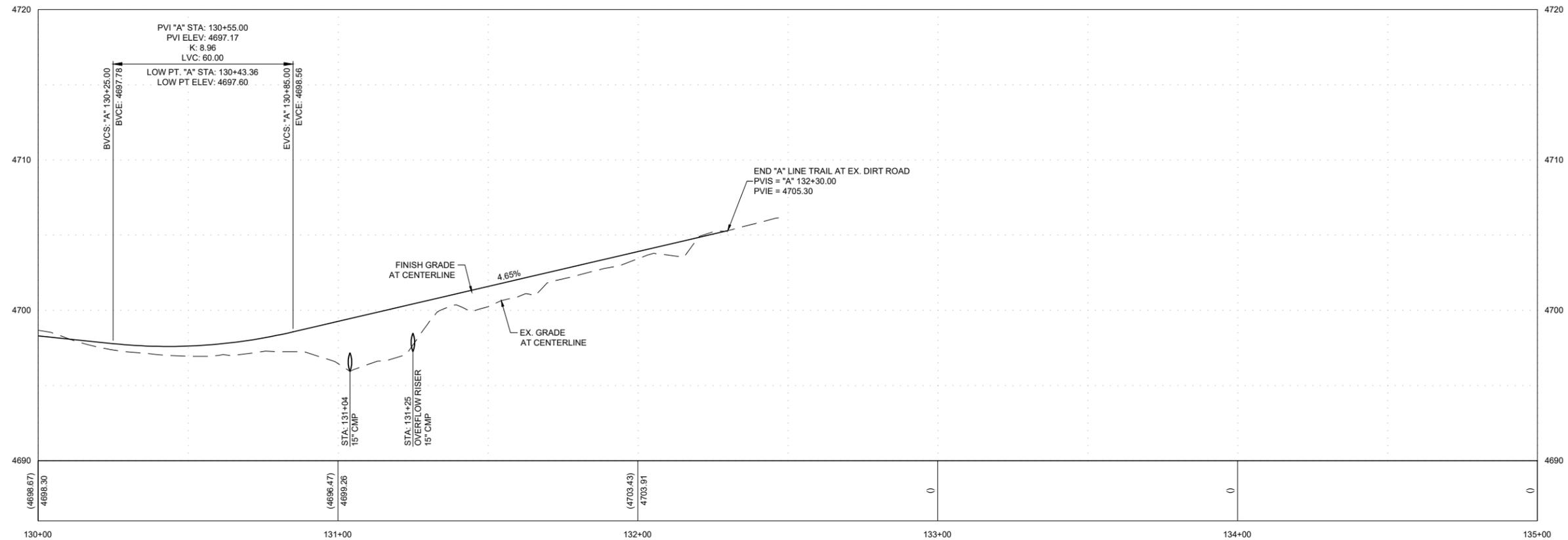
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DRAWN BY: JT/MP  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

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A - STA:130+00 TO STA:135+00

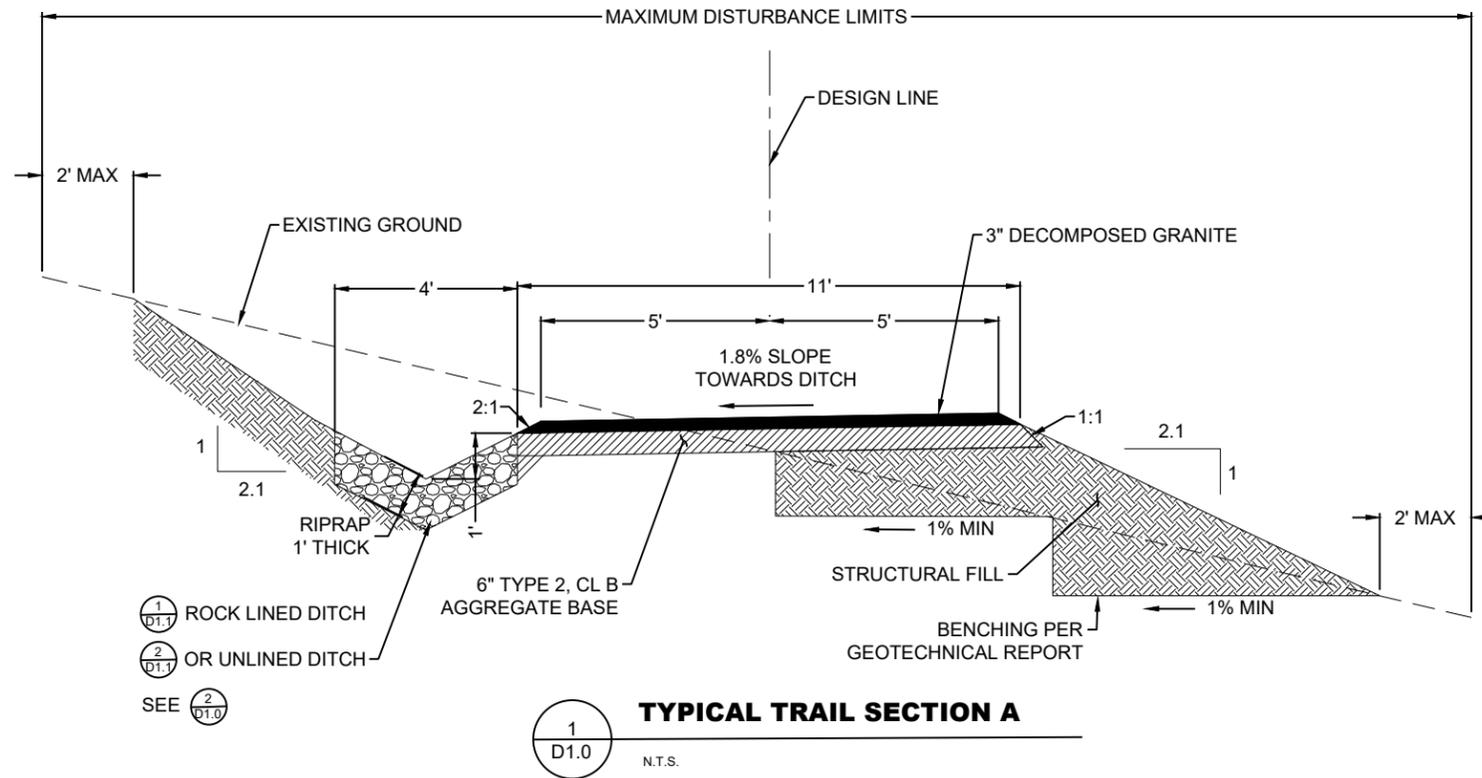


CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
PLAN & PROFILE STA 130+00 TO STA 135+00  
CARSON CITY, NEVADA

REV	DATE	DESCRIPTION	BY

BAR IS 1 INCH ON ORIGINAL DRAWING  
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY  
**C2.31**  
DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000  
**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

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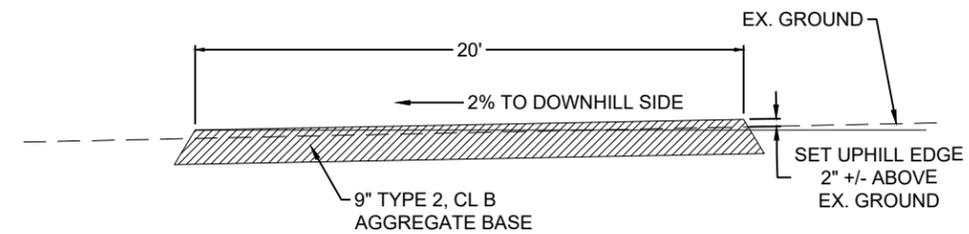
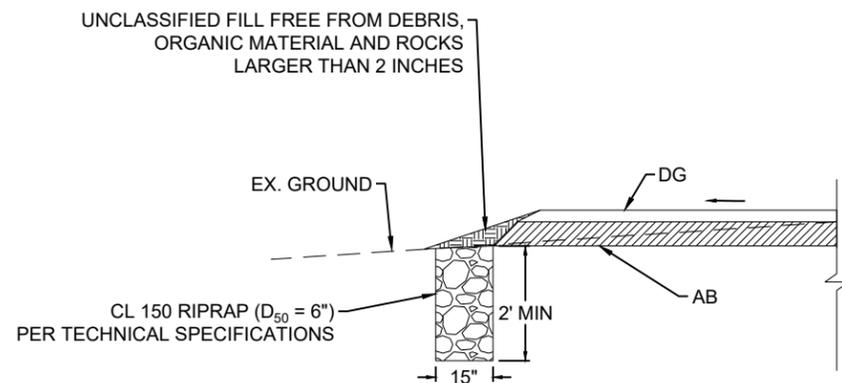


**NOTES:**

1. WHEN UPHILL SIDE OF TRAIL IS IN FILL, PLACE ROCK LINED DITCH AT TOE OF SLOPE.
2. FILL SLOPE BENCHING IS REQUIRED WHERE THE EXISTING GROUND AT THE FILL SLOPE IS STEEPER THAN 5:1. THE BENCH SHALL BE AT LEAST ONE EQUIPMENT WIDTH WIDE.

**2**  
D1.0  
N.T.S.

**TYPICAL TRAIL SECTIONS TABLE**



REV	DATE	DESCRIPTION	BY

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING

0 1'

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**D1.0**

DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

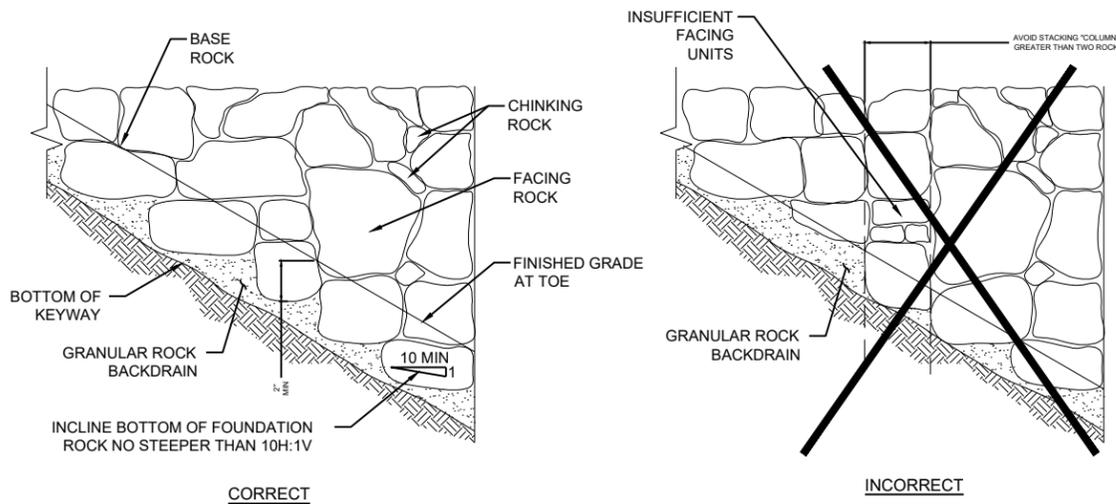


**NOTES:**

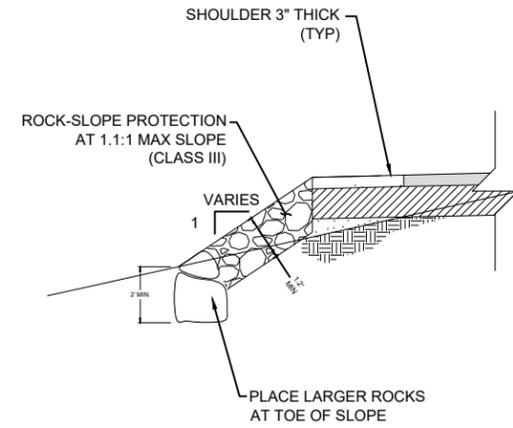
- CONSTRUCT ROCKERY AND PLACE BASE, FACING, AND CAP ROCKS ACCORDING TO THE TECHNICAL SPECIFICATIONS. PLACE EACH ROCK INDIVIDUALLY BY EQUIPMENT SUITABLE FOR LIFTING, MANIPULATING, AND PLACING ROCKS OF THE SIZE AND SHAPE SPECIFIED. ENSURE THAT EACH ROCK IS FIRMLY SET AND SUPPORTED BY UNDERLYING MATERIALS AND ADJACENT ROCKS. REPOSITION OR REPLACE LOOSE ROCKS.
- A MAXIMUM TOLERANCE OF 6" MAY BE APPLIED TOWARD TO TOTAL BASE ROCK WIDTH. USE ROCK WITH A MAXIMUM L OF 5.5'. WHEN L EXCEEDS 5.5', TWO APPROXIMATELY EQUAL SIZED BASE ROCKS MAY BE USED, PROVIDED ROCKS ARE IN CONTACT AT TWO POINTS OR MORE. DO NOT CONSECUTIVELY PLACE BASE ROCKS WITH WIDTHS LESS THAN B.
- PLACE BASE, FACING, AND CAP ROCKS SO THAT THEIR HEIGHT DIMENSION IS NOT GREATER THAN THEIR WIDTH. THE LONGEST DIMENSION, L, OF THE BASE, FACING, AND CAP ROCKS IS PERPENDICULAR TO FACE OF ROCKERY AND SHALL NOT EXCEED THREE TIMES THE SHORTEST DIMENSION.
- WHERE LOOSE, SOFT, OR OTHERWISE UNSUITABLE FOUNDATION SOIL CONDITIONS ARE ENCOUNTERED, CONTACT THE ENGINEER FOR THE SUPPLEMENTAL RECOMMENDATIONS.
- SURROUND THE PERFORATED PIPE ON ALL SIDES BY AT LEAST 4" OF PERMEABLE BACKFILL ACCORDING TO THE TECHNICAL SPECIFICATIONS. DISCHARGE OUTLET PIPES TO A PROTECTED OUTLET OR OTHER PERMANENT DRAINAGE STRUCTURE AS SHOWN ON THE PLANS. DRAIN OUTLETS SHOULD NOT EMPTY INTO STORM DRAINS THAT ARE DESIGNED TO BACK UP DURING HEAVY FLOWS.
- STABILITY OF TEMPORARY CUT SLOPES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- DO NOT CONSTRUCT ROCKERIES OR SLOPES EXCEEDING HEIGHTS SHOWN ON THE ROCKERY DESIGN SCHEDULE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
- CONSTRUCT ROCKERIES PARALLEL TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- FOUNDATION FILL PER GEOTECHNICAL REPORT OR CONFORMING TO:
  - GRANULAR MATERIAL FREE OF EXCESS MOISTURE, FROZEN LUMPS, ROOTS, SOD, OR OTHER DELETERIOUS MATERIALS
  - 2" MAX. PARTICLE SIZE
  - A-1-a AASHTO M 145 SOIL CLASSIFICATION
  - 6% MAX. MATERIAL PASSING THE NO. 200 SIEVE, AASHTO T 27 AND T 22
- GRANULAR ROCK BACKDRAIN PER GEOTECHNICAL REPORT OR TECHNICAL SPECIFICATIONS.
- VOIDS GREATER THAN 6" SHALL BE CHINKED. CHINKING ROCKS SHOULD NOT BE MOVABLE BY HAND.
- CAP ROCKS SHALL WEIGH AT LEAST 200 LBS FOR WALLS W/ H GREATER THAN 2'.
- STRUCTURAL ROCKS SHALL NOT BE LOOSE OR ABLE TO BE MOVED BY A PRY BAR AFTER COMPLETION OF WALLS W/ H GREATER THAN 2'.
- 1" MINIMUM EMBEDMENT FOR H=0' TO 6'

ROCKERY DESIGN SCHEDULE		
WALL HEIGHT, H (FT)	ROCK SIZE (MAN SIZE)	
	A	B
≤ 2	1	1
≤ 3	2	2

ROCK SIZE		
SIZE	WEIGHT (LBS)	AVERAGE DIMENSION (IN)
1 MAN	50-200	12-18
2 MAN	200-700	18-28



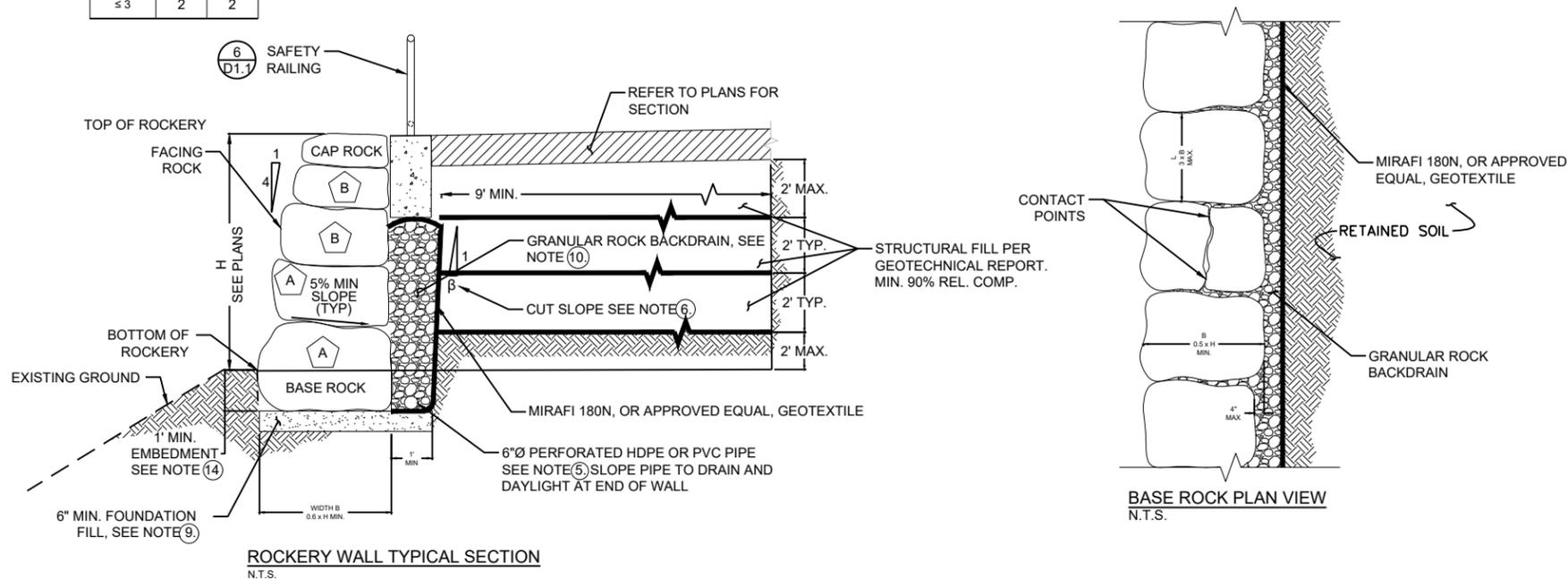
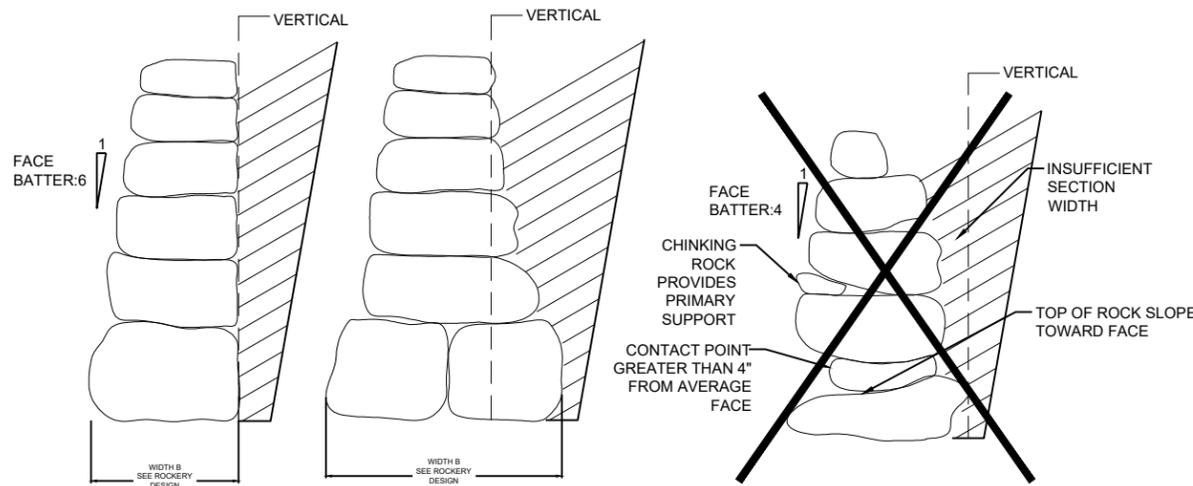
**PARTIAL TYPICAL PROFILE**  
N.T.S.



**ROCK SLOPE PROTECTION**

N.T.S.

2  
D1.2



**ROCKERY WALL TYPICAL SECTION**  
N.T.S.

**BASE ROCK PLAN VIEW**  
N.T.S.

**ROCKERY WALL**

N.T.S.

1  
D1.2

REV	DATE	DESCRIPTION

BAR IS 1 INCH ON ORIGINAL DRAWING

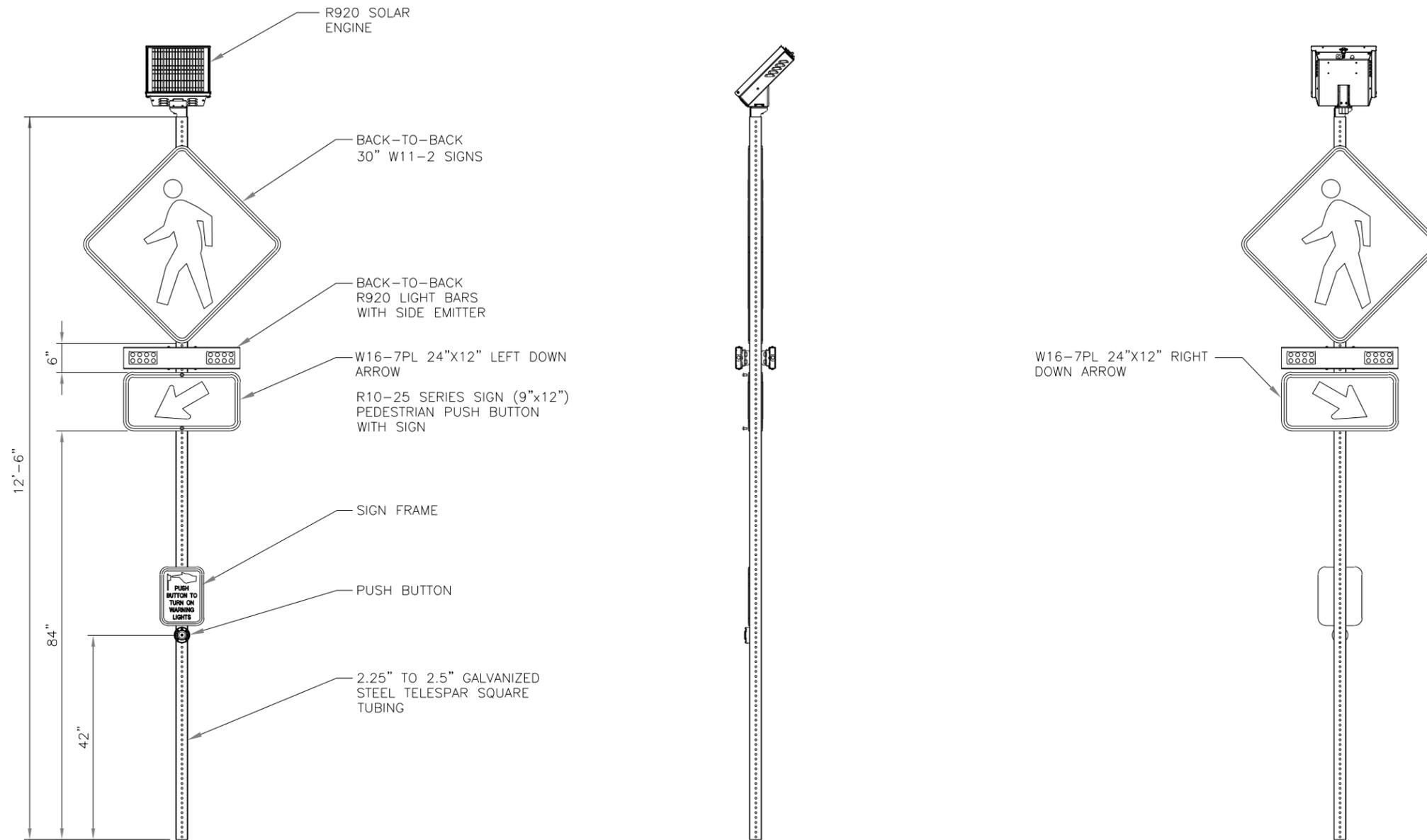
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**D1.2**

DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

REV	ECD #	DESCRIPTION	DATE	DRAWN BY
A		FOR REFERENCE ONLY - NOT FOR MANUFACTURE	07/12/17	JGW



**NOTES:**

- FOR GENERAL DIMENSIONAL REFERENCE ONLY.
- LIGHT BAR COVER COLOR VARIES BY PRODUCT CONFIGURATION - BLACK SHOWN.
- SOLAR ENGINE CHASSIS COLOR VARIES BY PRODUCT CONFIGURATION - NATURAL ALUMINUM FINISH SHOWN.
- LIGHT BARS CAN BE CONFIGURED FOR 1, 2 OR NO SIDE EMITTER.

NOTE:  
RRFB SHALL MEET ALL 2023 PROWAG REQUIREMENTS, INCLUDING AN AUDIBLE INFORMATION DEVICE (AID).

**SOLAR RRFB**  
N.T.S.

1  
D1.3

DIMENSIONS IN INCHES		PDM MAINTAINED DATA CHANGES SHALL BE INCORPORATED ELECTRONICALLY BY THE DESIGN AUTHORITY		250 Bay Street Victoria, BC Canada V9A 3K5 Tel [250] 380-0052 Fax [250] 380-0062	
THIRD ANGLE PROJECTION		PROPRIETARY COPYRIGHT ©2012 BY Carmanah Technologies Corp. Victoria, BC, Canada ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM, WITHOUT THE WRITTEN PERMISSION OF Carmanah Technologies Corp.		Carmanah Technologies Corp. TITLE R920 SOLAR RRFB DOUBLE-SIDED LIGHT BARS	
ORIGINALLY DESIGNED BY	DATE	SIZE	DRAWING NO	REVISION	
ORIGINALLY DRAWN BY	DATE	B		A	
CHECKED BY	DATE	SCALE	CAD REFERENCE	SHEET	1 OF 1
DOC #	DOC REVISION	DATE			

CARSON CITY  
CARSON RIVER TRAIL SYSTEM - PHASE 3  
PRISON HILL WEST  
DETAIL SHEET

CARSON CITY NEVADA

REV	DATE	DESCRIPTION

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING

IF NOT ONE INCH ON THIS SHEET,  
ADJUST SCALES ACCORDINGLY

**D1.3**

DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 11100.000

REV	DATE	DESCRIPTION

**NOTES:**

- ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS, CURRENT EDITION.
- ALL PAINTED STRIPING AND PAVEMENT LEGENDS SHALL CONFORM TO CARSON CITY PUBLIC WORKS SPECIFICATIONS.
- ALL INLAY TAPE STRIPING AND/OR PAVEMENT LEGENDS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
- YIELD LINE TO BE INSTALLED FROM EDGE OF LANE TO EDGE OF PAVEMENT OR LIP OF CURB.
- SEE STANDARD DETAIL C-5.4.2.1 FOR YIELD LINE PLACEMENT.

**PLAN**  
NTS

**TYPICAL PAVEMENT SECTION**

- PARKING LOTS WILL BE CONSTRUCTED WITH A MINIMUM OF 2.5 INCHES OF A.C. SURFACE ON 6 INCHES OF TYPE 2 CLASS B AGGREGATE BASE (BOTH COMPACTED TO 95% MIN.)

**WHEEL STOPS**

- WHEEL STOPS WILL BE 2 FEET (MIN.) FROM PROPERTY LINES, BUILDINGS, FENCES, OR APPURTENANCES.
- WHEEL STOP WILL BE SECURED WITH 0.5 INCH REBAR DRIVEN 12 INCHES (MIN.) INTO SURFACE OR WITH AN APPROVED EPOXY HAVING A SETTING TIME OF 4-HOUR (MAX.) AT 77 DEGREES FAHRENHEIT.
- WHEEL STOPS WILL BE WHITE OR SAFETY YELLOW WITH 0.25 CANDLE POWER REFLECTIVITY.
- WHEEL STOP DIMENSIONS WILL BE 4 INCHES TO 7 INCHES HIGH X 4 FEET (MIN.) LONG X 6 INCHES (MIN.) WIDE. WHEEL STOP LOCATION SHALL SECURE VEHICLE TIRES.
- MINIMUM WALL THICKNESS FOR METAL STOPS WILL BE 0.25 INCHES, FOR POLYETHYLENE OR FIBERGLASS WHEEL STOPS - 0.75 INCHES.
- WOOD WHEEL STOPS WILL BE REDWOOD #2 OR BETTER.
- CONCRETE WHEEL STOPS WILL HAVE A MINIMUM TENSILE STRENGTH OF 2000 P.S.I. (ASTM D-746).
- IMPACT BRITTLE TEMPERATURE SHALL BE -75 DEGREES CELSIUS. (ASTM D-746).
- ELONGATION SHALL BE LIMITED TO 35 PERCENT AT 73 DEGREES FAHRENHEIT (ASTM D638).

**STRIPING**

- PARKING LOT STRIPING SHALL BE WHITE WITH A MINIMUM WIDTH OF 4 INCHES. PAINT SHALL BE SPECIFIED "TRAFFIC STRIPING PAINT" OR HAVE MANUFACTURER'S CERTIFICATION OF SUITABLE APPLICATION ON ASPHALTIC OR CONCRETE SURFACES.

**LIGHTING**

- APPLICATION LEVEL WILL BE 1.0 FOOT CANDLES (MIN.) WITH A UNIFORMITY RATIO (AVERAGE ILLUMINATION) NOT EXCEEDING 6:1 AND AS APPROVED BY THE PUBLIC WORKS DEPARTMENT DEPENDING ON PEDESTRIAN VOLUMES.
- LIGHT FIXTURES SHALL BE FULL CUT-OFF FIXTURES AS DEFINED BY THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) UNLESS OTHERWISE APPROVED BY THE CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR.
- LIGHT POLES SHALL BE LOCATED TO ELIMINATE INTERFERENCE WITH VEHICULAR OR PEDESTRIAN TRAFFIC (AT THE END OF PARKING ROWS WHEN PRACTICAL) AND AS APPROVED BY THE PUBLIC WORKS DEPARTMENT. POLES SHALL NOT BE LOCATED NEXT TO TREES.
- MOUNTING POLES WILL COMPLY WITH THE SAME SPECIFICATIONS PRESCRIBED FOR URBAN COLLECTOR STREET USE.

**PLAN**  
NTS

**NOTES:**

- ALL STRIPING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS, CURRENT EDITION.
- INLAY TAPE STRIPING AND/OR PAVEMENT LEGENDS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
- CROSSWALK MARKINGS SHALL BE INSTALLED AT ALL TRAFFIC SIGNAL LOCATIONS AND AT OTHER LOCATIONS AS DIRECTED BY THE CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR.
- STOP BARS OR YIELD LINES LOCATED AT A CROSSWALK THAT CROSSES AN UNCONTROLLED MULTI-LANE APPROACH OR AT A MID-BLOCK CROSSING SHALL BE PLACED 40 FEET IN ADVANCE OF THE NEAREST CROSSWALK LINE. PARKING SHALL BE PROHIBITED BETWEEN THE STOP BAR AND THE CROSSWALK.

**PLAN**  
NTS

**ACCESSIBLE PARKING SPACES**

- ACCESSIBLE PARKING SPACES ARE REQUIRED FOR EACH PARKING FACILITY ON A SITE, SUCH AS LOTS AND GARAGES. REQUIREMENTS APPLY EQUALLY TO PUBLIC AND EMPLOYEE OR RESTRICTED PARKING.
- ACCESSIBLE SPACES ARE REQUIRED WHERE PARKING FACILITIES ARE ALTERED OR ADDED. THE TERM "ALTERATIONS" INCLUDES RESURFACING OF VEHICULAR WAYS, RESURFACING OR RESEALING AND PROJECTS THAT ADD NEW PARKING SPACES CONSTITUTE ALTERATIONS AND MUST INCLUDE ACCESSIBLE SPACES. NORMAL MAINTENANCE, SUCH AS POT HOLE REPAIR, SURFACE PATCHING, OR REPAINTING IN PLACE EXISTING STRIPING, IS NOT CONSIDERED AN ALTERATION.
- WHERE PARKING SERVES MULTIPLE ENTRANCES TO A FACILITY, ACCESSIBLE SPACES MUST BE DISPERSED AMONG ACCESSIBLE ENTRANCES. ACCESSIBLE PARKING SPACES MUST BE LOCATED ON THE SHORTEST ACCESSIBLE ROUTE TO AN ACCESSIBLE ENTRANCE, RELATIVE TO OTHER SPACES IN THE SAME PARKING FACILITY.
- STANDARD ACCESSIBLE PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 96 INCHES WITH AN ACCESS AISLE LOCATED ADJACENT THERETO. BOUNDARIES SHALL BE MEASURED FROM CENTER OF STRIPE, PARKING SPACES AND ACCESS AISLES SHALL MEET THE REQUIREMENTS FOR ACCESSIBLE ROUTES IN THE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN (2010 EDITION).
- ACCESSIBLE SPACES SHALL HAVE A 60 INCH MINIMUM WIDTH AND RUN THE FULL LENGTH OF THE ADJACENT ACCESSIBLE PARKING SPACE. ACCESS ISLES SHALL HAVE A SLOPE OF LESS THAN 1:48, AND MUST CONNECT DIRECTLY TO ACCESSIBLE ROUTES. NO ELEMENTS, INCLUDING CURB RAMPS, BOLLARDS, COLUMNS, OR POLES, CAN ENCR OACH INTO THE DEFINED AREA OF ACCESS AISLES.
- AT LEAST ONE SPACE FOR EVERY 6 ACCESSIBLE SPACES SHALL BE VAN ACCESSIBLE. VAN SPACES PROVIDE AN ADDITIONAL 3 FEET OF WIDTH TO ACCOMMODATE VEHICLES EQUIPPED WITH RAMPS OR LIFTS. THIS EXTRA SPACE CAN BE ADDED TO EITHER THE PARKING SPACE OR TO THE ACCESS AISLE. TWO PERPENDICULAR PARKING SPACES CAN SHARE ONE ACCESS AISLE.
- ACCESSIBLE SPACES MUST BE IDENTIFIED BY SIGNS (12 INCH BY 18 INCH GREEN ON WHITE) WITH THE BLUE INTERNATIONAL SYMBOL OF ACCESSIBILITY. ADDITIONAL SIGNS IDENTIFYING VAN SPACES (12 INCH BY 6 INCH-GREEN ON WHITE) MUST INCLUDE THE TERM "VAN ACCESSIBLE". THIS DESIGNATION IS INFORMATIVE AND DOES NOT RESTRICT USE OF SUCH SPACES TO VAN USERS ONLY. SIGNS MUST BE AT LEAST 60 INCHES HIGH MEASURED TO THE BOTTOM EDGE SO THAT THEY ARE VISIBLE WHILE VEHICLES ARE PARKED IN A SPACE. SIGNS CAN BE ON POSTS, OR WHERE FEASIBLE, ON WALLS OR SUSPENDED FROM CEILINGS (80 INCHES MINIMUM HEADROOM CLEARANCE IS REQUIRED AT SIGNS SUSPENDED ABOVE CIRCULATION PATHS). ISA DESIGNATIONS ON THE PARKING SURFACE, CANNOT SUBSTITUTE FOR ABOVE-GROUND SIGNS THAT REMAIN VISIBLE AT ALL TIMES. IF A TOTAL OF 4 OR FEWER PARKING SPACES (INACCESSIBLE AND ACCESSIBLE) IS PROVIDED ON A SITE, THE REQUIRED ACCESSIBLE SPACE DOES NOT HAVE TO BE IDENTIFIED BY A SIGN. AT RESIDENTIAL FACILITIES, IDENTIFICATION OF ACCESSIBLE SPACES IS NOT REQUIRED WHERE SPACES ARE ASSIGNED TO SPECIFIC DWELLING UNITS

DIMENSION ITEM	SYMBOL	PARKING ANGLE			
		45°	60°	75°	90°
STALL WIDTH, PARALLEL	A	12.7	10.4	9.3	9.0
STALL LENGTH, OF LINE	B	25.0	22.0	20.0	18.5
STALL DEPTH TO WALL	C	17.5	19.0	19.5	18.5
STALL DEPTH TO INTERLOCK	D	15.3	17.5	18.8	18.5
aisle width between stalls	E	12.0	16.0	23.0	26.0
module, wall to interlock	F	44.8	52.5	61.3	63.0
module, interlocking	G	42.8	51.0	61.0	63.0
module, curb to interlock	H	42.8	50.7	58.8	60.5
aisle width between stalls	E	20.0	20.0	23.0	26.0
module, wall to interlock	F	52.8	56.5	61.3	63.0
module, interlocking	G	50.6	55.0	61.0	63.0
module, curb to interlock	H	50.8	54.2	58.8	60.5
bumper overhang (typical)	I	2.0	2.3	2.5	2.5
offset	J	6.3*	2.7	0.5	0.0
setback	K	11.0	8.3	5.0	0.0
cross-aisle, one way	L	14.0*	14.0	14.0	14.0
cross-aisle, two way	L	24.0*	24.0	24.0	24.0

**NOTES:**

- PARKING LOTS OF MORE THAN 20 SPACES MAY DESIGNATE UP TO 15% OF THE TOTAL REQUIRED OFF-STREET PARKING AS COMPACT CAR SPACES, EACH HAVING A MINIMUM LENGTH OF 16 FEET AND MINIMUM WIDTH OF 8 FEET AND CLEARLY MARKED "COMPACT PARKING ONLY".
- PARALLEL PARKING STALLS SHALL BE 9 FEET WIDE X 22 FEET LONG (MINIMUM).
- MINIMUM - ANY PARKING CONFIGURATION (0-45 DEGREES).

**PLAN**  
NTS

- NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED BY CARSON CITY ENGINEERING DIVISION.
- PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: SYNTHETIC FIBER-REINFORCEMENT (AT A MINIMUM OF 1 POUND PER CUBIC YARD), 4000 PSI MIN COMPRESSIVE STRENGTH @ 28 DAYS, MIN 6 SACKS OF CEMENT PER CUBIC YARDS WITH A MAX. WATER/CEMENT RATIO OF 0.45, AIR ENTRAINMENT 6% ±1.5%, SLUMP AT 1 TO 4 INCHES ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 202. OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- ALL CONCRETE EDGING AND JOINTING SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DETAIL C-5.1.1 AND CONFORM TO SEC. 312 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC).
- IF OBSTRUCTIONS SUCH AS INLETS, UTILITY POLES, FIRE HYDRANTS, ETC. ARE ENCOUNTERED, THE LOCATION AND DIMENSIONS MAY BE ADJUSTED UPON APPROVAL BY CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR. A MINIMUM LANDING OF 5 FEET X 5 FEET CLEAR IS REQUIRED WHEN DIRECTION OF TRAVEL MAY CHANGE. A MINIMUM OF 4 FEET CLEAR MAY BE USED UPON APPROVAL OF THE CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR WHERE DIRECTION OF TRAVEL IS NOT EXPECTED TO CHANGE.
- WHEN A CROSSWALK IS SERVICED BY RAMP, LANDINGS SHALL BE CONTAINED WITHIN THE CROSSWALK AREA.
- EXISTING CONCRETE SHALL BE REMOVED TO A NEAT SAWCUT LINE OR NEAREST EXPANSION JOINT.
- PLANT MIX BITUMINOUS SURFACE SHALL BE FLUSH WITH THE EDGE OF THE GUTTER PAN IN THE AREA OF THE CURB RAMP. GUTTER SHALL MAINTAIN POSITIVE DRAINAGE TO PREVENT PONDING.
- ALL AGGREGATE BASE SHALL BE TYPE 2, CLASS B AND SHALL CONFORM TO SEC.200.01. OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC).
- NEW CONCRETE SHALL HAVE A HEAVY BROOM FINISH PERPENDICULAR TO SIDEWALK.
- DETECTABLE WARNINGS SHALL BE:  
EAST JORDAN IRON WORKS 7005/7006 SERIES CAST IRON DETECTABLE WARNING PLATES, TUFTILE ADA DETECTABLE WARNING PRODUCTS CAST IRON TILES OR APPROVED EQUAL.  
INSTALLED PER MANUFACTURERS INSTALLATION GUIDELINES AND CONFORM TO ADAAG (4.29) "DETECTABLE WARNINGS". COLOR: ASPHALT DIPPED UNLESS OTHERWISE APPROVED BY CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR. RADIAL DETECTABLE WARNINGS SHALL BE USED WHEN REQUIRED TO MAINTAIN MINIMUM CLEARANCE OF 3 INCHES AND MAXIMUM CLEARANCE OF 8 INCHES FROM DETECTABLE WARNINGS TO BACK FACE OF CURB. RADIAL DETECTABLE WARNINGS SHALL HAVE A RADIUS WITHIN 5 FEET OF BACK FACE OF CURB RADIUS. TUFTILE DETECTABLE WARNINGS SHALL HAVE A 1/8" GAP AROUND THE PERIMETER OF THE ENTIRE ASSEMBLY OF TILES CREATED WITH AN EDGING TROWEL DURING THE FINISHING OF THE CONCRETE TO ALLOW FOR TILE EXPANSION.
- AC PAVEMENT EDGE SHALL BE FLUSH TO 1/4 INCH ABOVE THE LIP OF GUTTER.
- CURBS AND CURB AND GUTTER SHALL BE POURED NON-MONOLITHICALLY FROM RAMPS AND LANDINGS.
- LANDING CROSS SLOPES SHALL BE 1.5% MAXIMUM UNLESS OTHERWISE APPROVED BY THE CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR.

**PLAN**  
NTS

**TYPICAL PAVEMENT SECTION**

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- WHEEL STOPS WILL BE WHITE OR SAFETY YELLOW WITH 0.25 CANDLE POWER REFLECTIVITY.
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- MINIMUM WALL THICKNESS FOR METAL STOPS WILL BE 0.25 INCHES, FOR POLYETHYLENE OR FIBERGLASS WHEEL STOPS - 0.75 INCHES.
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- CONCRETE WHEEL STOPS WILL HAVE A MINIMUM TENSILE STRENGTH OF 2000 P.S.I. (ASTM D-746).
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**STRIPING**

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**LIGHTING**

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- LIGHT FIXTURES SHALL BE FULL CUT-OFF FIXTURES AS DEFINED BY THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) UNLESS OTHERWISE APPROVED BY THE CARSON CITY ENGINEER OR PUBLIC WORKS DIRECTOR.
- LIGHT POLES SHALL BE LOCATED TO ELIMINATE INTERFERENCE WITH VEHICULAR OR PEDESTRIAN TRAFFIC (AT THE END OF PARKING ROWS WHEN PRACTICAL) AND AS APPROVED BY THE PUBLIC WORKS DEPARTMENT. POLES SHALL NOT BE LOCATED NEXT TO TREES.
- MOUNTING POLES WILL COMPLY WITH THE SAME SPECIFICATIONS PRESCRIBED FOR URBAN COLLECTOR STREET USE.

**PLAN**  
NTS

**NOTES:**

- NOT FOR USE WITH OFFSET SIDEWALKS.
- RETAINING CURBS ARE TO BE USED IN ALL CASES AND FINISH GRADE AT BACK OF SIDEWALK IS TO BE RAISED TO TOP OF RETAINING CURB ELEVATION.
- SEE "CURB RAMP GENERAL NOTES" DWG C-5.3.1 FOR FURTHER REQUIREMENTS.

**PLAN**  
NTS

**PARALLEL CURB RAMP APEX**

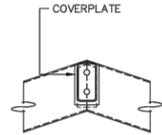
**REVISION**

NO.	REVISION	DATE	STANDARD DETAIL FOR PUBLIC WORKS CONSTRUCTION	SECTION CARSON CITY DRAWING NO. C-5.3.5
1	SLOPE	9/17		

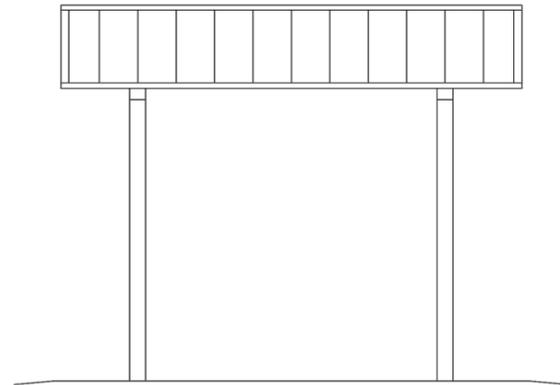
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DATE: SEP 2017

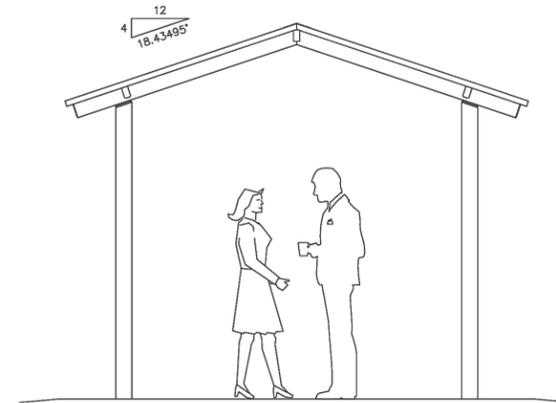
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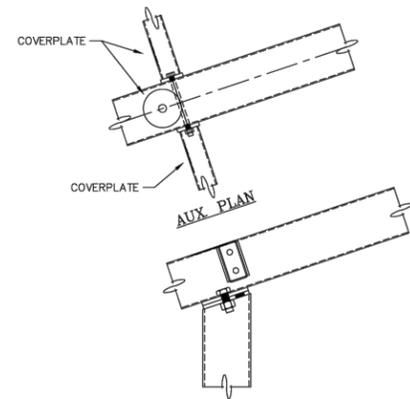
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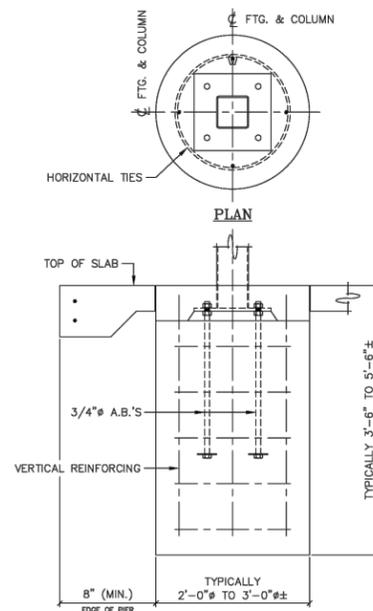
SIDE ELEVATION



END ELEVATION

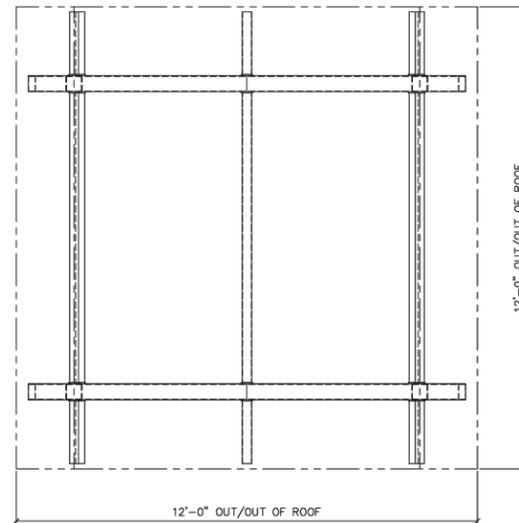


COLUMN TO FRAME CONNECTION

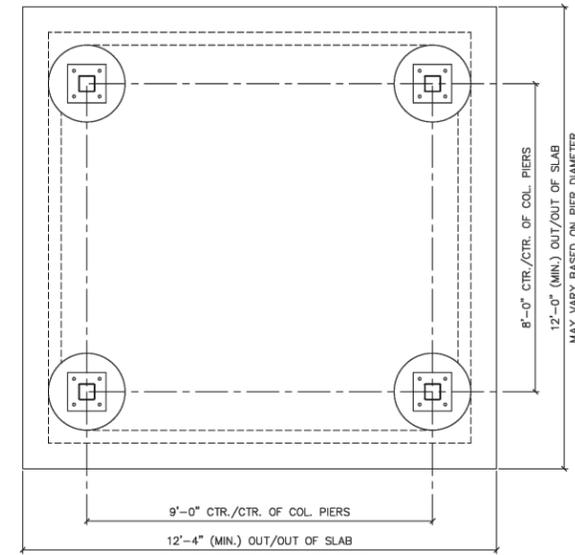


COLUMN PIER DETAIL

ACTUAL DESIGN WILL VARY DUE TO BUILDING CODE REQUIREMENTS AND MAY BE SUBSTANTIALLY LARGER



ROOF FRAMING PLAN



FOUNDATION PLAN

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TS-G1212-04

**RCP SHELTERS, INC.**  
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PROJ. NO.:  
DRAWN: DPP  
CHK'D:  
REV 1:  
REV 2:  
REV 3:  
REV 4:  
REV 5:  
CAD NO.:  
ECC JOB NO.: 6832 R  
SHEET NO.:

1X OF 1X

CARSON CITY  
**CARSON RIVER TRAIL SYSTEM - PHASE 3**  
**PRISON HILL WEST**  
DETAIL SHEET

REV	DATE	DESCRIPTION

**30% SUBMITTAL**  
NOT FOR CONSTRUCTION  
SEPTEMBER 22, 2023

BAR IS 1 INCH ON ORIGINAL DRAWING  
1" = 1'  
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**D1.5**

DRAWN BY: JT/MP  
DESIGNED BY: CM/JT  
CHECKED BY: CM/MG  
JOB NO.: 1100.000

