

CONSTRUCTION DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 20:54

File: 614570cm01.dgn
Scale: 1:100

STATE OF NEBRASKA
DEPARTMENT OF TRANSPORTATION

PLANS FOR CONSTRUCTION
LEXINGTON EAST VIADUCT
DAWSON COUNTY

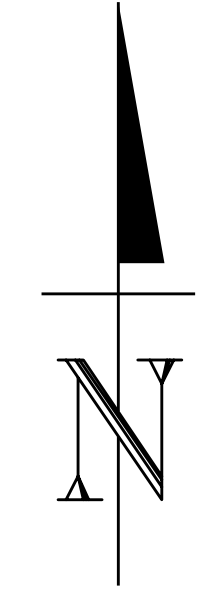
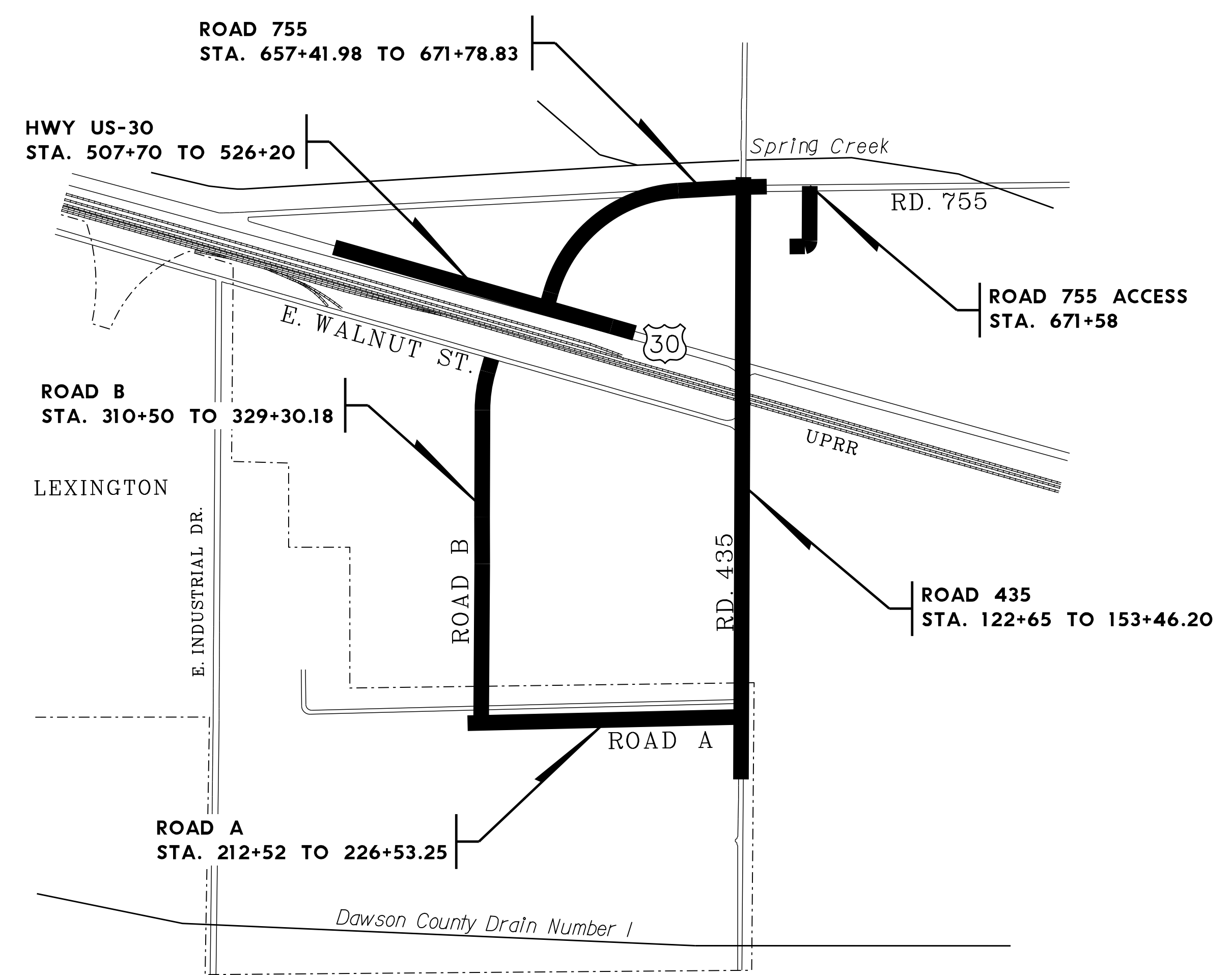
PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	A1
▲ CONTROL NO.	61457
▲ CONTROL NO.	
■ CONTROL NO.	

THE 2017 EDITION OF THE NEBRASKA STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS APPLY TO THIS PROJECT.

THE WORK ON THIS PROJECT CONSISTS OF GROUPS 1-GRAVING, 1A-MSE WALLS, 2-DETOURS, 3-SURFACING, 4-CULVERTS, 5-SEEDING, 6-BRIDGE, 8-LIGHTING & SIGNING, & 10-GENERAL	
▲ GROUPS 1, 1A, 2, 3, 4, 5, 6, 8 & 10	ARE INCLUDED IN THE LETTING OF NOVEMBER 04, 2021
▲ GROUPS _____	ARE INCLUDED IN THE LETTING OF _____
■ GROUPS _____	ARE INCLUDED IN THE LETTING OF _____

INDEX OF SHEETS

SHEET NO.	TITLE PAGE
A1	TITLE PAGE
B1 - B5	TYPICAL CROSS SECTIONS
C1 - C2	SUMMARY OF QUANTITIES
D1 - D5	SUMMARY OF SOIL & MATERIALS
E1 - E7	AERIAL PHOTO SHEETS
F1	CONTROL POINT TIES
F2 - F3	HORIZONTAL ALIGNMENT & ORIENTATION
G1 - G5	GENERAL INFORMATION
H1 - H13	PHASING
J1 - J14	GEOMETRICS
J15 - J30	JOINTS & GRADES
J31 - J53	CONSTRUCTION
J54 - J64	REMOVALS
J65 - J72	EROSION & SEDIMENT CONTROL
K1 - K12	UTILITY RELOCATIONS
L1 - L13	PLAN & PROFILE
M1 - M23	TRAFFIC CONTROL
M24- M25	DETOUR PLAN
N1 - N22	ROADWAY LIGHTING PLANS
Q1 - Q6	EARTHWORK STICKUP SHEETS
R1 - R5	DRAINAGE CROSS SECTIONS
S1 - S37	SPECIAL PLAN 1 BRIDGE STRUCTURE STA. 142+95
U1 - U5	SPECIAL PLAN 1C - MSE WALL
U6	SPECIAL PLAN 2C - BARRIER DETAIL
U7	SPECIAL PLAN 3C - BARRIER TERMINATION DETAILS
U8	SPECIAL PLAN 4C - LIGHT POLE BLISTER DETAILS
U9	SPECIAL PLAN 5C - WIRE WALL DETAILS
U10	SPECIAL PLAN 6C - CONCRETE FLUME TYPE I
U11	SPECIAL PLAN 7C - CONCRETE WASHOUT & CONSTRUCTION EXIT
U12 - U15	SPECIAL PLAN 8C - SILT CHECKS
U16	SPECIAL PLAN 9C - PERMANENT BARRICADE, TYPE III
U17	SPECIAL PLAN 10C - CONCRETE DITCH LINING DETAIL
W1 - W10	RIGHT-OF-WAY
X1 - X128	CROSS SECTIONS
STANDARD PLANS	
108-R5	SUPERELEVATION PLAN FOR CONCRETE & BITUMINOUS SURFACING
301-R12	(3 SHEETS) PAVEMENT DETAILS
329-R11	(4 SHEETS) 8 TO 16 INCH CONCRETE PAVEMENT
410-R4	(2 SHEETS) FLARED END SECTIONS FOR CULVERT PIPES
411-R2	(4 SHEETS) BEDDING AND BACKFILL REQUIREMENTS FOR CONCRETE PIPE
501-R7	(3 SHEETS) EROSION CONTROL
914-R8	PULL BOX DETAIL
920-R7	(3 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE
923-R2	TRAFFIC CONTROL ROAD CLOSURE
924-R4	(3 SHEETS) URBAN TRAFFIC CONTROL PLAN
941-R1	(2 SHEETS) PAVEMENT MARKING
943	(4 SHEETS) TEMPORARY PAVEMENT MARKING



DESIGN DESIGNATION	
LOCAL ROADS AND STREETS	
MUNICIPAL TRAFFIC	
YEAR: 2020	2040
ADT: 1,441	3,655
DHV: -	366
T= 10 %	D= 50 %
DESIGN NO. 001.03D	
N.F.C. MAJOR COLLECTOR	

RD. 435 STA. 122+65 TO STA. 153+46.20
RD. 755 STA. 657+82 TO STA. 670+47

DESIGN DESIGNATION	
LOCAL ROADS AND STREETS	
MUNICIPAL TRAFFIC	
YEAR: 2020	2040
ADT: -	1,050
DHV: -	105
T= 10 %	D= 50 %
DESIGN NO. 001.03F	
N.F.C. LOCAL	

ROAD A STA. 212+52 TO STA. 225+70
ROAD B STA. 310+62 TO STA. 329+18

DESIGN DESIGNATION	
3R RURAL TRAFFIC	
YEAR: 2020	2040
ADT: 3,475	6,100
DHV: -	610
T= 10 %	D= 50 %

US-30 STA. 505+70 TO 525+40

CONVENTIONAL SIGNS

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

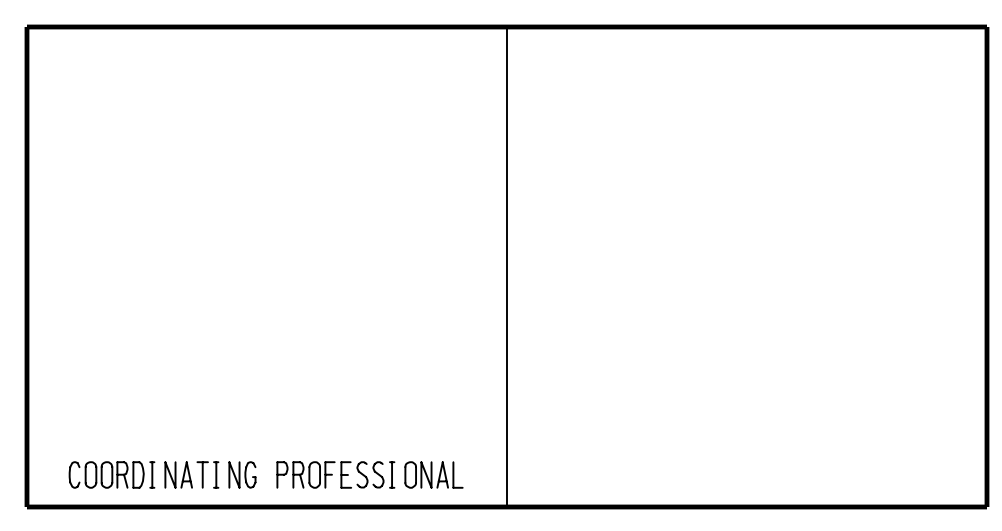
R.O.W. LEGEND

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

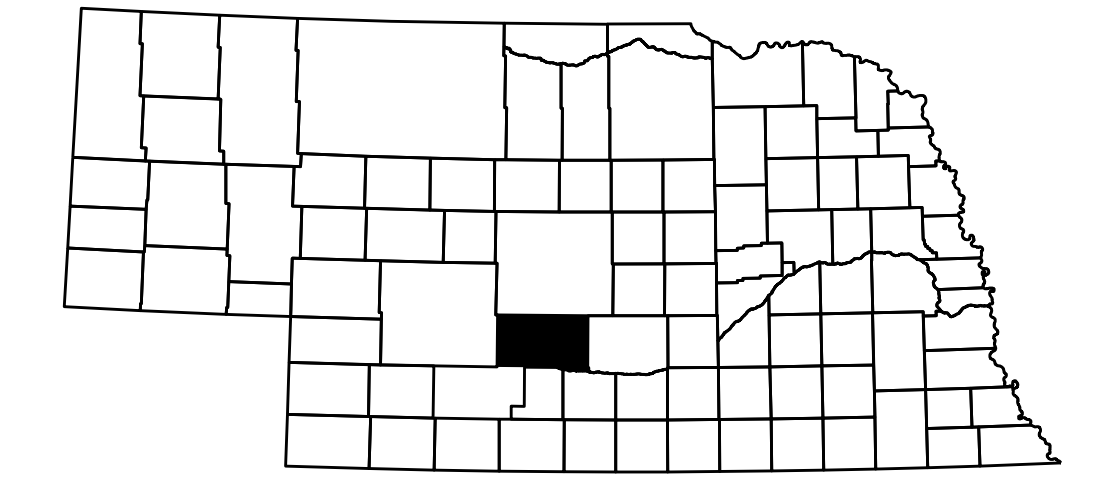
STA. 122+65.00 TO STA. 153+46.20

EXCEPTIONS: NONE

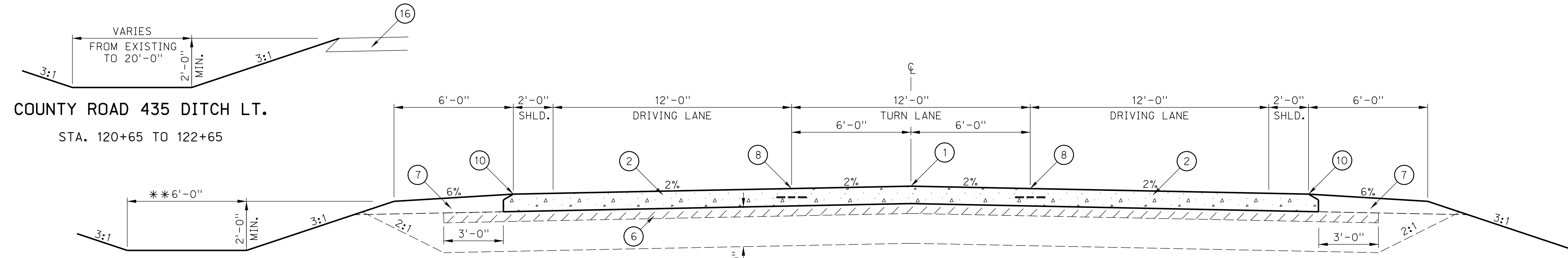
TOTAL NET LENGTH OF PROJECT: 3,081 FEET 0.584 MILES



WORK ON THIS PROJECT IS AUTHORIZED PURSUANT TO THE CONDITIONS STIPULATED IN THE ARMY CORPS OF ENGINEERS GENERAL/NATIONWIDE/INDIVIDUAL PERMIT

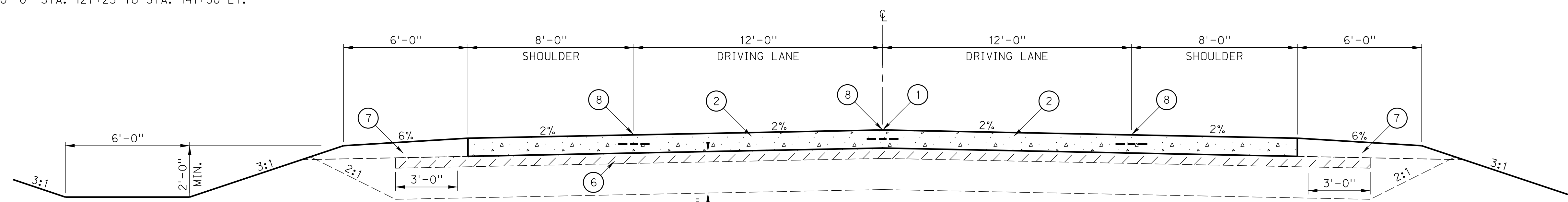


TYPICAL CROSS SECTIONS



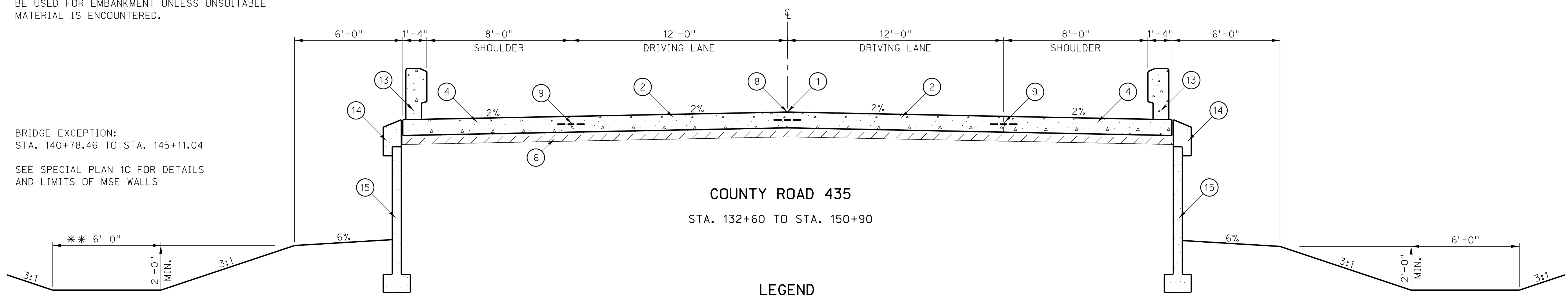
COUNTY ROAD 435 DITCH LT.
 STA. 120+65 TO 122+65

** 20'-0" STA. 122+65 TO STA. 126+25 LT.
 VARIES 20'-0" TO 10'-0" STA. 126+25 TO STA. 127+25 LT.
 10'-0" STA. 127+25 TO STA. 141+30 LT.



COUNTY ROAD 435
 STA. 122+65 TO STA. 132+60

* SUBGRADE SHALL BE UNDERCUT TO 24" BELOW THE PAVEMENT AND SHALL BE REPLACED WITH SUITABLE FILL. THE EXCAVATED MATERIAL MAY BE USED FOR EMBANKMENT UNLESS UNSUITABLE MATERIAL IS ENCOUNTERED.



BRIDGE EXCEPTION:
 STA. 140+78.46 TO STA. 145+11.04
 SEE SPECIAL PLAN 1C FOR DETAILS AND LIMITS OF MSE WALLS

COUNTY ROAD 435
 STA. 132+60 TO STA. 150+90

LEGEND

- | | | |
|------------------------------------|-----------------------------------|---------------------------------|
| ① PROFILE GRADE POINT | ⑦ EARTH SHOULDER CONSTRUCTION | ⑬ CONCRETE BARRIER |
| ② 11" DOWELED CONCRETE PAVEMENT | ⑧ LONGITUDINAL JOINT WITH TIE BAR | ⑭ CAST-IN-PLACE CONCRETE COPING |
| ③ 10" DOWELED CONCRETE PAVEMENT | ⑨ KEYED JOINT WITH TIE BAR | ⑮ MSE WALL |
| ④ 11" REINFORCED CONCRETE PAVEMENT | ⑩ BEVELED EDGE (SEE DETAIL) | ⑯ EXISTING PAVEMENT |
| ⑤ CONCRETE CURB, TYPE II | ⑪ 4" CONCRETE MEDIAN SURFACING | ⑰ 1" GRAVEL SURFACE COURSE |
| ⑥ SUBGRADE PREPARATION | ⑫ SANDFILL FOR MEDIAN | ⑱ GRAVEL EMBEDMENT |

ROADWAY PAVEMENT SHALL BE 47B-3500 MADE WITH TYPE 1P CEMENT.

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

ROADWAY DESIGN DIVISION

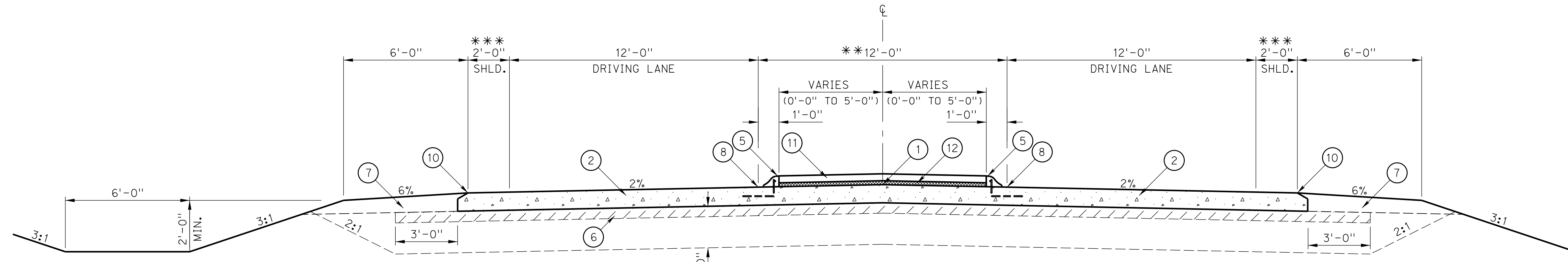
Computer: 330CS313

User: meali:ffad

Date: 26-SEP-2023 20:54

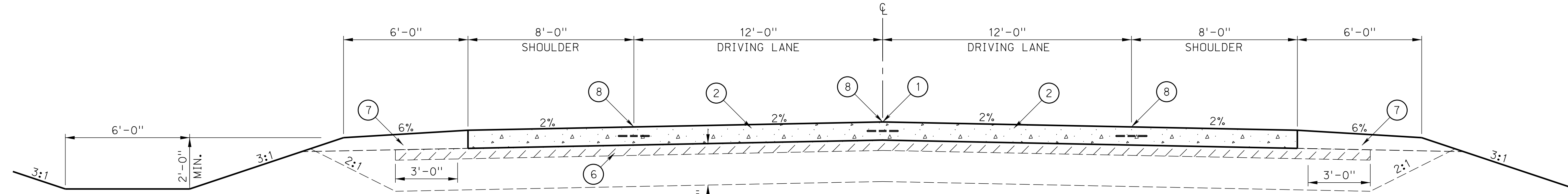
File: 61457Oct01
Scale: 1:3

TYPICAL CROSS SECTIONS



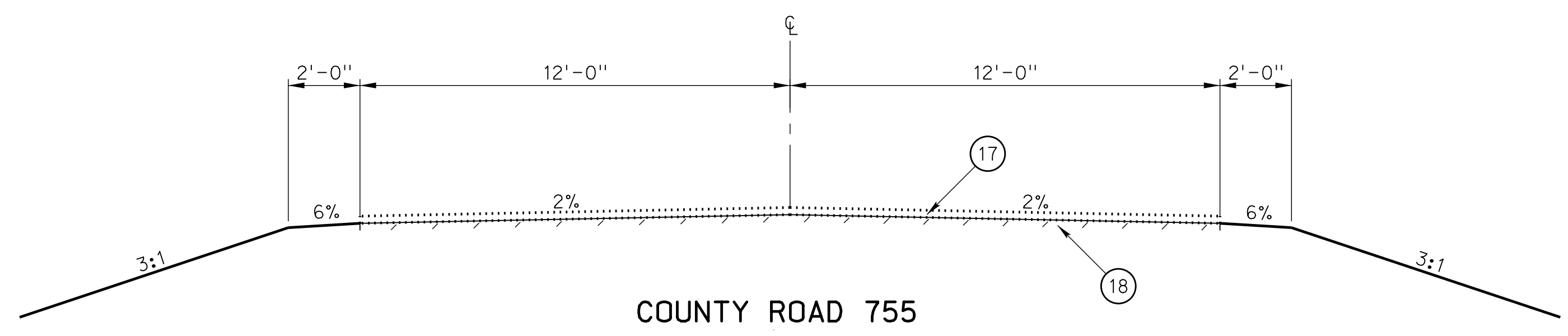
COUNTY ROAD 755
 STA. 657+76 TO STA. 658+86

** VARIES 12'-0" TO 0'-0" STA. 659+35 TO STA. 660+70
 *** VARIES 2'-0" TO 8'-0" STA. 659+35 TO STA. 660+70



COUNTY ROAD 755
 STA. 658+86 TO STA. 669+73.90

* SUBGRADE SHALL BE UNDERCUT TO 24" BELOW THE PAVEMENT AND SHALL BE REPLACED WITH SUITABLE FILL. THE EXCAVATED MATERIAL MAY BE USED FOR EMBANKMENT UNLESS UNSUITABLE MATERIAL IS ENCOUNTERED.



COUNTY ROAD 755
 STA. 671+37.49 TO STA. 671+78.83

LEGEND

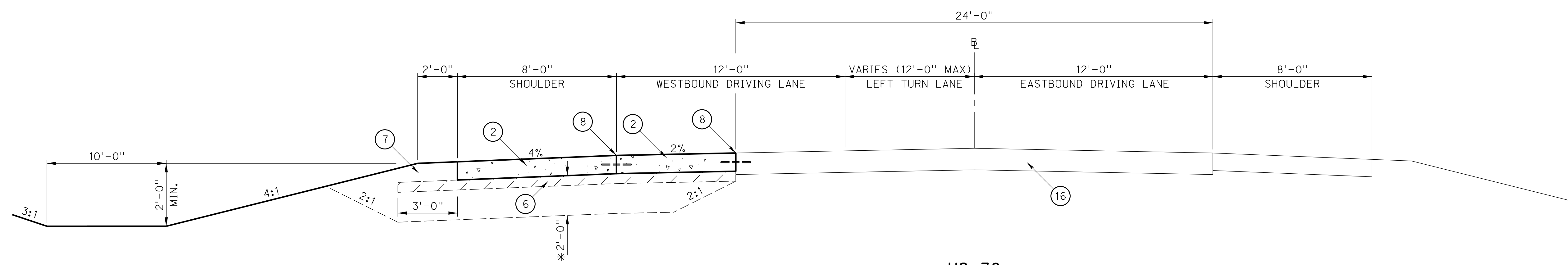
- | | | |
|------------------------------------|-----------------------------------|---------------------------------|
| ① PROFILE GRADE POINT | ⑦ EARTH SHOULDER CONSTRUCTION | ⑬ CONCRETE BARRIER |
| ② 11" DOWELED CONCRETE PAVEMENT | ⑧ LONGITUDINAL JOINT WITH TIE BAR | ⑭ CAST-IN-PLACE CONCRETE COPING |
| ③ 10" DOWELED CONCRETE PAVEMENT | ⑨ KEYED JOINT WITH TIE BAR | ⑮ MSE WALL |
| ④ 11" REINFORCED CONCRETE PAVEMENT | ⑩ BEVELED EDGE (SEE DETAIL) | ⑯ EXISTING PAVEMENT |
| ⑤ CONCRETE CURB, TYPE II | ⑪ 4" CONCRETE MEDIAN SURFACING | ⑰ 1" GRAVEL SURFACE COURSE |
| ⑥ SUBGRADE PREPARATION | ⑫ SANDFILL FOR MEDIAN | ⑱ GRAVEL EMBEDMENT |

ROADWAY PAVEMENT SHALL BE 47B-3500 MADE WITH TYPE 1P CEMENT.

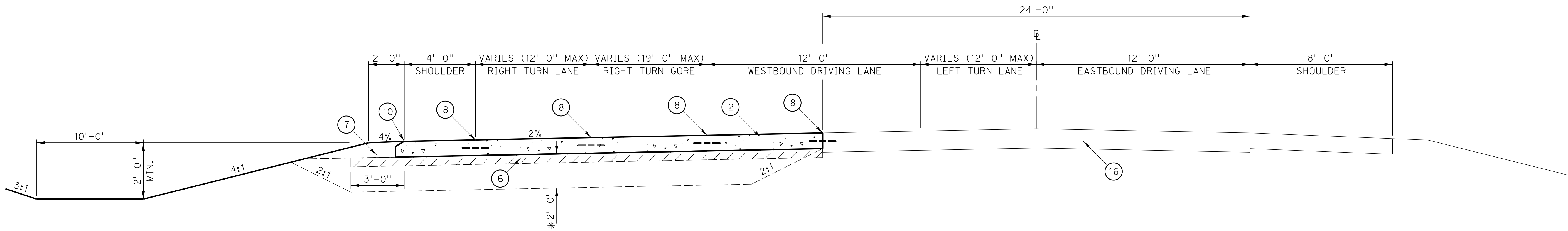
FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

ROADWAY DESIGN DIVISION
 Computer: 330CS3T3
 User: meali:ffad
 Date: 26-SEP-2023 20:54
 File: 614570ct02
 Scale: 1:3

TYPICAL CROSS SECTIONS



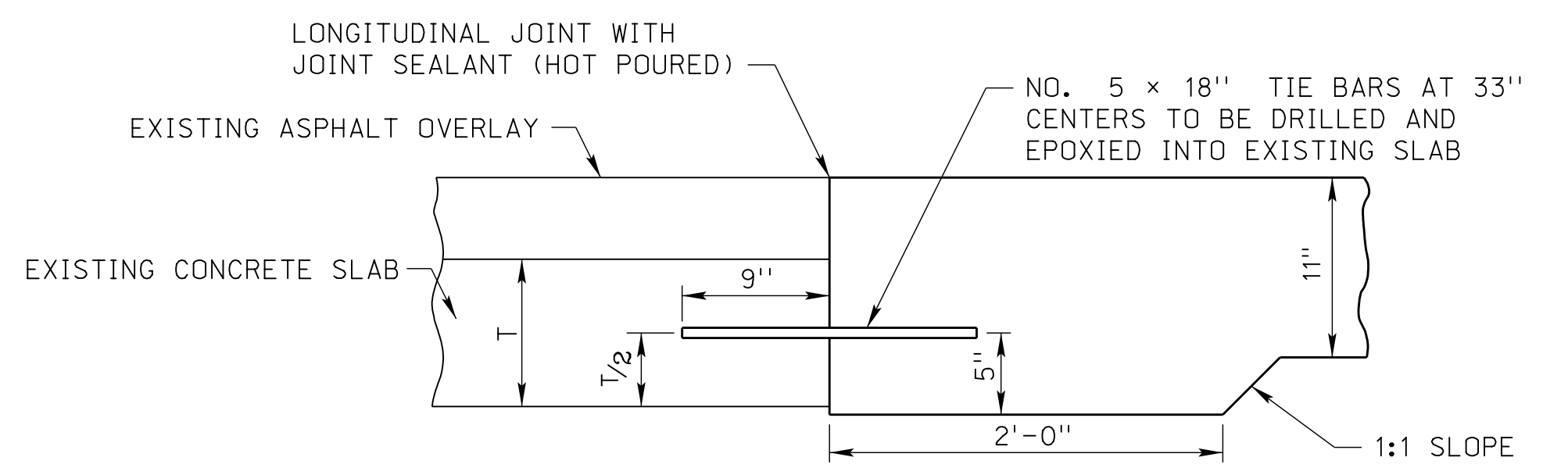
US-30
STA. 505+70 TO STA. 516+20
STA. 525+35.52 TO STA. 526+20



US-30
STA. 516+20 TO STA. 525+35.52

* SUBGRADE SHALL BE UNDERCUT TO 24" BELOW THE PAVEMENT AND SHALL BE REPLACED WITH SUITABLE FILL. THE EXCAVATED MATERIAL MAY BE USED FOR EMBANKMENT UNLESS UNSUITABLE MATERIAL IS ENCOUNTERED.

DOWEL BARS SHALL BE PLACED 4" FROM BOTTOM



DETAIL OF TIE BAR

LEGEND

- | | | |
|--------------------------------------|-------------------------------------|------------------------------------|
| (1) PROFILE GRADE POINT | (7) EARTH SHOULDER CONSTRUCTION | (13) CONCRETE BARRIER |
| (2) 11" DOWELED CONCRETE PAVEMENT | (8) LONGITUDINAL JOINT WITH TIE BAR | (14) CAST-IN-PLACE CONCRETE COPING |
| (3) 10" DOWELED CONCRETE PAVEMENT | (9) KEYED JOINT WITH TIE BAR | (15) MSE WALL |
| (4) 11" REINFORCED CONCRETE PAVEMENT | (10) BEVELED EDGE (SEE DETAIL) | (16) EXISTING PAVEMENT |
| (5) CONCRETE CURB, TYPE II | (11) 4" CONCRETE MEDIAN SURFACING | (17) 1" GRAVEL SURFACE COURSE |
| (6) SUBGRADE PREPARATION | (12) SANDFILL FOR MEDIAN | (18) GRAVEL EMBEDMENT |

ROADWAY PAVEMENT SHALL BE 47B-3500 MADE WITH TYPE 1P CEMENT.

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

ROADWAY DESIGN DIVISION

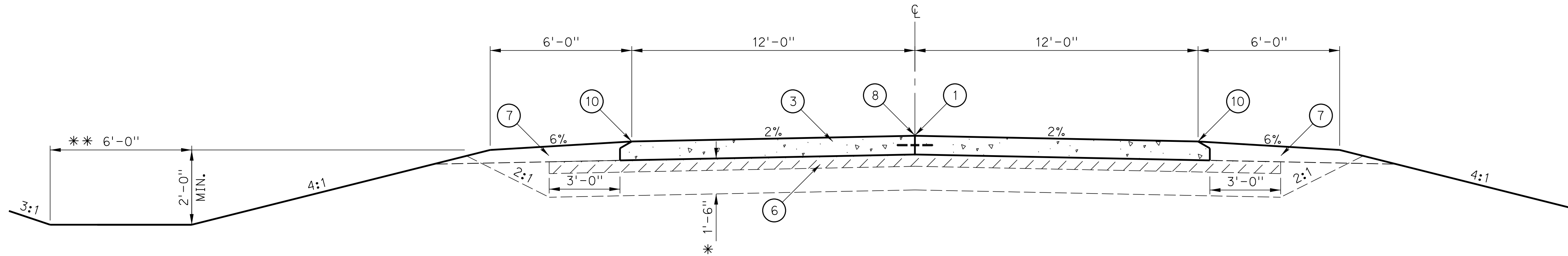
Computer: 330CS3T3

User: meali:ffad

Date: 26-SEP-2023 20:54

File: 614570ct03
Scale: 1:3

TYPICAL CROSS SECTIONS



ROAD A

STA. 212+52.21 TO STA. 225+70.68

ROAD B

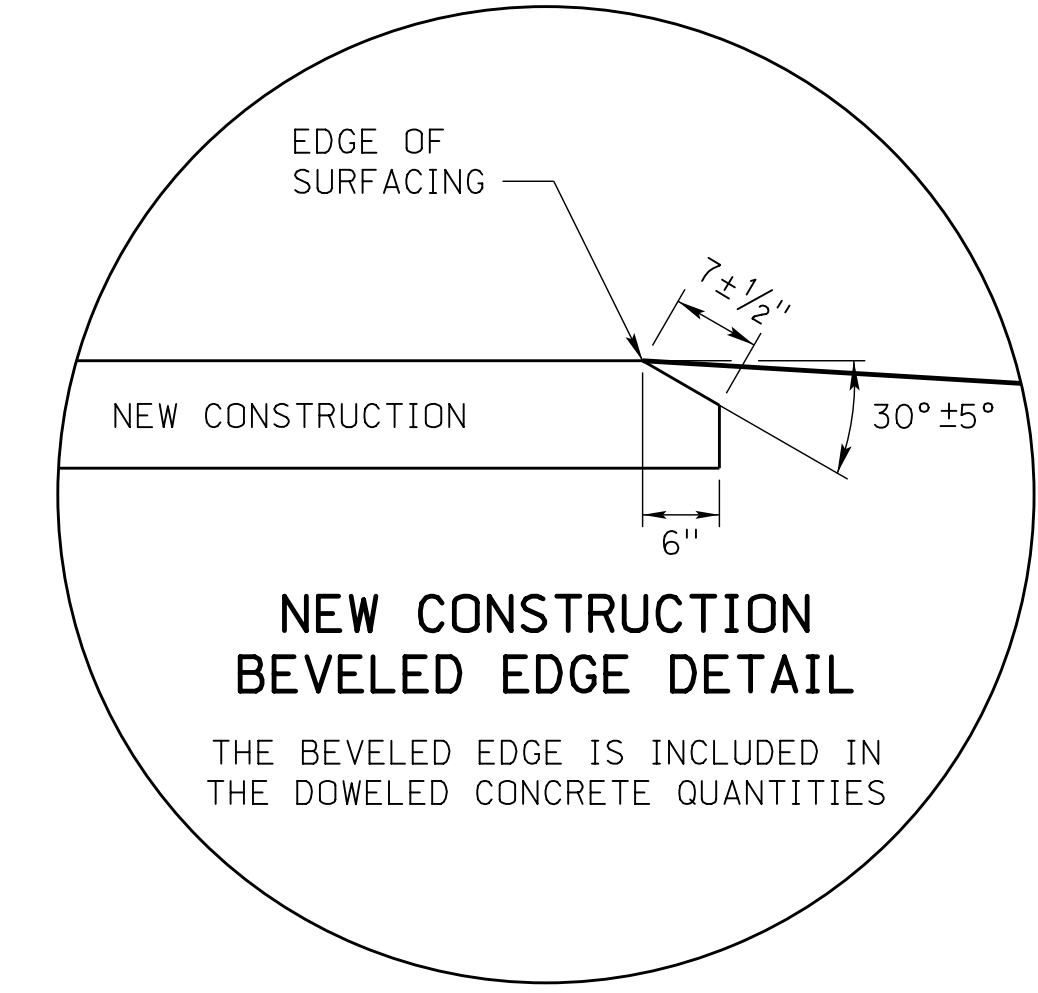
STA. 311+24.18 TO STA. 329+18.18

E WALNUT ST

STA. 462+00 TO STA. 462+70

* SUBGRADE SHALL BE UNDERCUT TO 18" BELOW THE PAVEMENT AND SHALL BE REPLACED WITH SUITABLE FILL. THE EXCAVATED MATERIAL MAY BE USED FOR EMBANKMENT UNLESS UNSUITABLE MATERIAL IS ENCOUNTERED.

** VARIES 6'-0" TO 10'-0" STA. 224+70 TO STA. 225+70 LT.
VARIES 6'-0" TO 20'-0" STA. 224+70 TO STA. 225+70 RT.



LEGEND

- | | | |
|------------------------------------|-----------------------------------|---------------------------------|
| ① PROFILE GRADE POINT | ⑦ EARTH SHOULDER CONSTRUCTION | ⑬ CONCRETE BARRIER |
| ② 11" DOWELED CONCRETE PAVEMENT | ⑧ LONGITUDINAL JOINT WITH TIE BAR | ⑭ CAST-IN-PLACE CONCRETE COPING |
| ③ 10" DOWELED CONCRETE PAVEMENT | ⑨ KEYED JOINT WITH TIE BAR | ⑮ MSE WALL |
| ④ 11" REINFORCED CONCRETE PAVEMENT | ⑩ BEVELED EDGE (SEE DETAIL) | ⑯ EXISTING PAVEMENT |
| ⑤ CONCRETE CURB, TYPE II | ⑪ 4" CONCRETE MEDIAN SURFACING | ⑰ 1" GRAVEL SURFACE COURSE |
| ⑥ SUBGRADE PREPARATION | ⑫ SANDFILL FOR MEDIAN | ⑱ GRAVEL EMBEDMENT |

ROADWAY PAVEMENT SHALL BE 47B-3500 MADE WITH TYPE 1P CEMENT.

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

ROADWAY DESIGN DIVISION

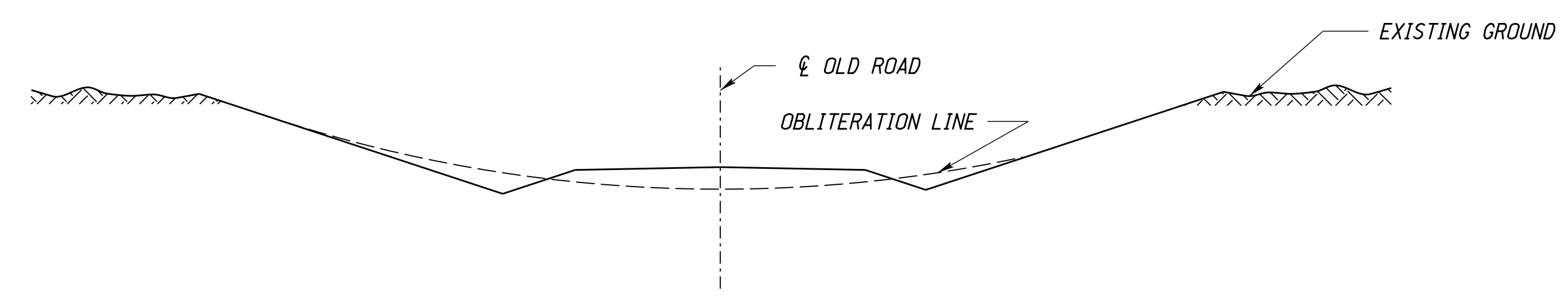
Computer: 33CS3T3

User: meajiffad

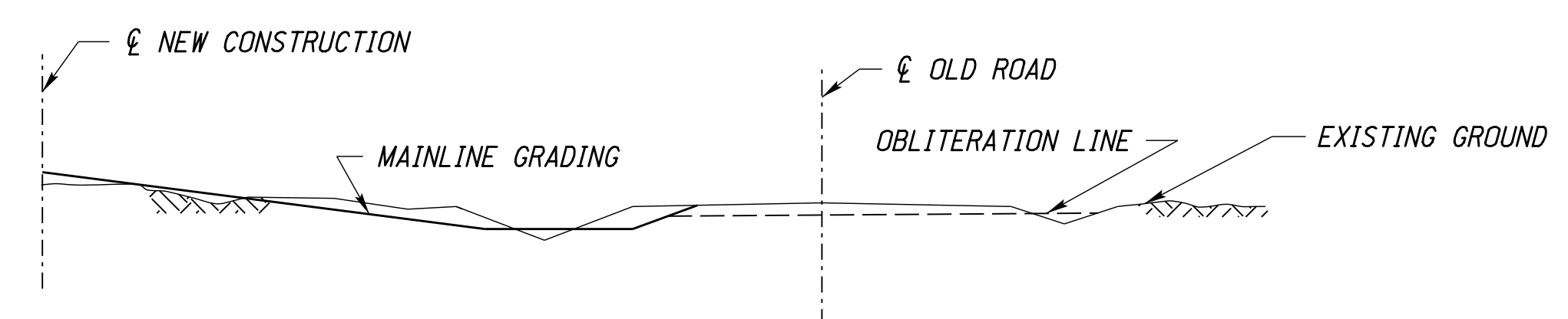
Date: 26-SEP-2023 20:54

File: 61457Oct04
Scale: 1:3

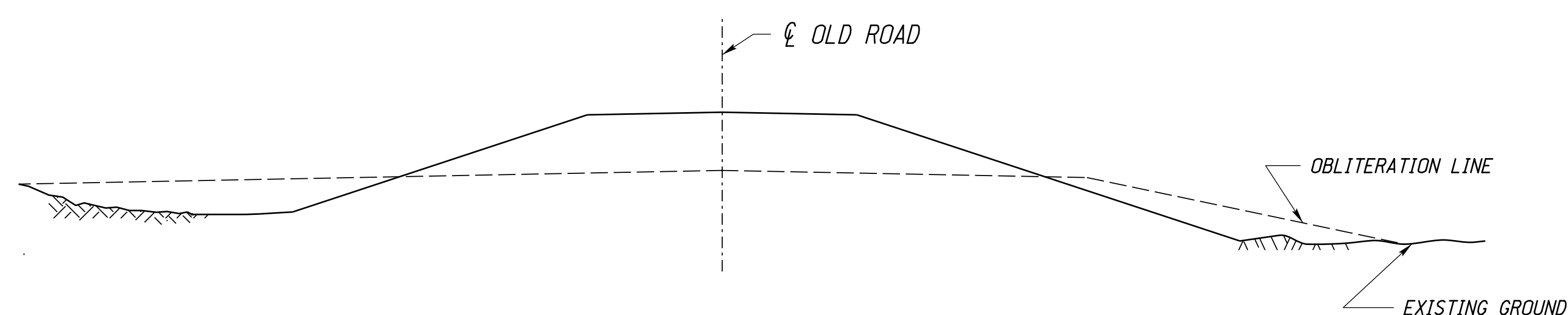
TYPICAL CROSS SECTIONS OF OLD ROAD OBLITERATION



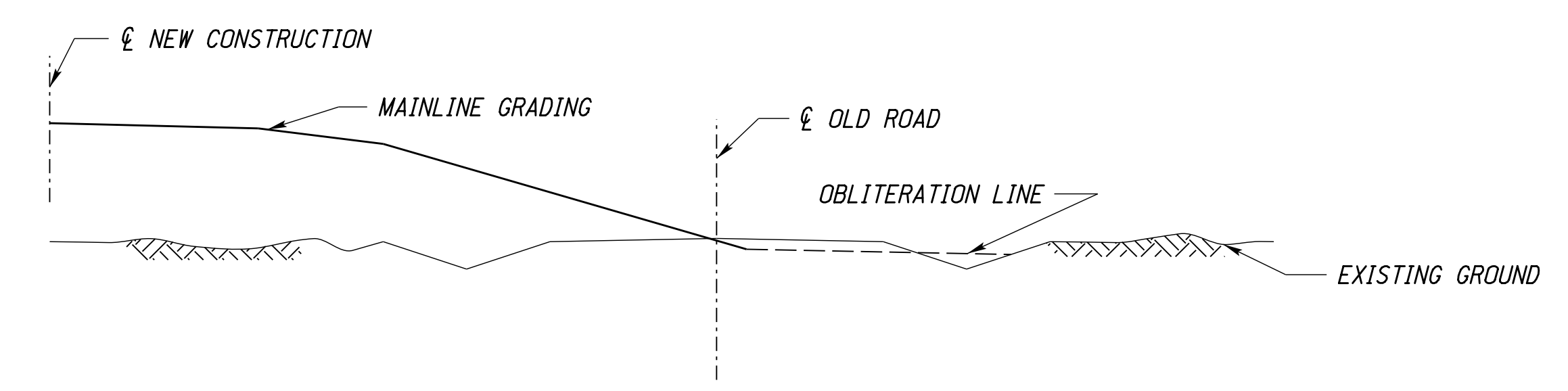
CUT SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



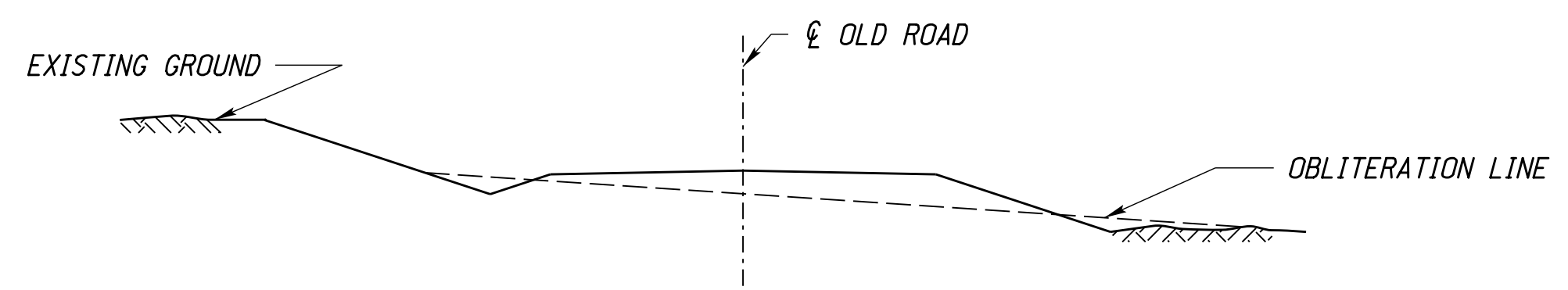
CUT SECTION
(OLD ROAD NEAR CUT SECTION, NEW CONSTRUCTION)



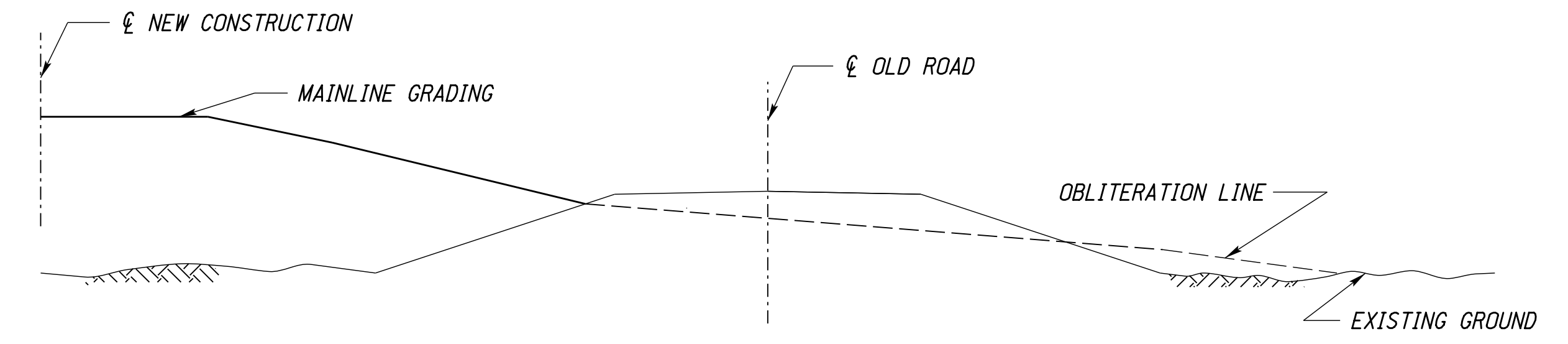
FILL SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



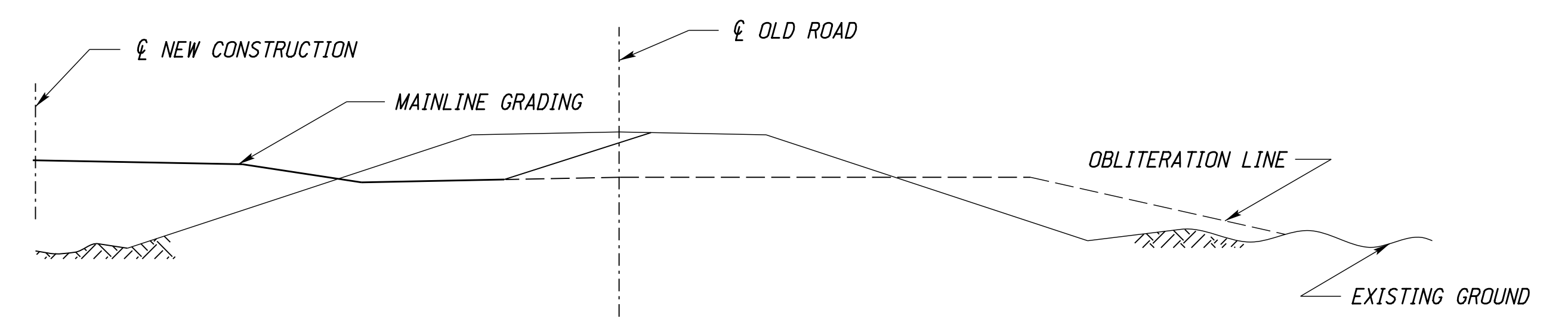
CUT SECTION
(OLD ROAD NEAR FILL SECTION, NEW CONSTRUCTION)



HALF CUT SECTION & HALF FILL SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



FILL SECTION
(OLD ROAD NEAR FILL SECTION, NEW CONSTRUCTION)



FILL SECTION
(OLD ROAD NEAR CUT SECTION, NEW CONSTRUCTION)

ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: meali:ffad

Date: 26-SEP-2023 20:55

File: 614570ct05.dgn
Scale: 1:100

SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.
1705(3)	C1
C.N. 61457	

CONSTRUCTION DIVISION

GRADING ITEMS GROUP 1

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
GENERAL CLEARING AND GRUBBING	1.000	LS
EXCAVATION	27,880.000	CY
EXCAVATION, BORROW	13,624.000	CY
EXCAVATION FOR MSE WALL	20,039.000	CY
WATER	408.000	MGAL
ROW MARKER	52.000	EA
ROADWAY GRADING	26.000	STA
SAWING PAVEMENT	2,226.000	LF
REMOVE PAVEMENT	92.000	SY
REMOVE ASPHALT SURFACE	12,170.000	SY
REMOVE DRIVEWAY	1,919.000	SY
REMOVE AND SALVAGE RETAINING WALL	508.000	LF
REMOVE AND SALVAGE SIGN	1.000	EA
REMOVE SIGN, POST, AND FOOTING	8.000	EA
18" DRIVEWAY CULVERT PIPE, TYPE 2,3,4,5,6,7 OR 8	80.000	LF
24" DRIVEWAY CULVERT PIPE, TYPE 2,3,4,5,6,7 OR 8	134.000	LF
30" DRIVEWAY CULVERT PIPE, TYPE 2,3,4,5,6,7 OR 8	66.000	LF
18" ROUND EQUIV. DRIVEWAY CULVERT PIPE, TYPE 2,3,4 OR 5	160.000	LF
30" ROUND EQUIV. DRIVEWAY CULVERT PIPE, TYPE 2,3,4 OR 5	248.000	LF
36" ROUND EQUIV. DRIVEWAY CULVERT PIPE, TYPE 2,3,4 OR 5	166.000	LF
42" ROUND EQUIV. DRIVEWAY CULVERT PIPE, TYPE 2,3,4 OR 5	360.000	LF
COVER CROP SEEDING	12.000	ACRE
EROSION CONTROL, CLASS 1D	1,561.000	SY

MSE WALL ITEMS GROUP 1A

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
CONCRETE FACE PANELS	57,546.000	SF
CONCRETE LEVELING PADS	2,863.000	LF
COPING	2,862.000	LF
21" CORRUGATED METAL PIPE	450.000	LF
GRANULAR FILL	13,863.000	CY
SELECT GRANULAR BACKFILL FOR MSE WALL	35,811.000	CY

CONCRETE PAVEMENT ITEMS GROUP 3

ITEM	QUANTITY	UNITS
PERMANENT BARRICADE	2.000	EA
MOBILIZATION	1.000	LS
GRAVEL SURFACE COURSE	444.000	CY
GRAVEL EMBEDMENT	353.000	SY
MAILBOX POST	3.000	EA
CONCRETE CLASS 47B-3500 CURB, TYPE II	223.000	LF
CONCRETE CLASS 47BD-4000 BARRIER RAIL	2,676.000	LF
CONCRETE CLASS 47BD-4000 TERMINAL SECTION	4.000	EA
CONCRETE CLASS 47B-3500 MEDIAN SURFACING	86.000	SY
CONCRETE CLASS 47B-3500 DRIVEWAY 10"	3,042.000	SY
10" DOWELED CONCRETE PAVEMENT, CLASS 47B-3500	8,927.000	SY
11" DOWELED CONCRETE PAVEMENT, CLASS 47B-3500	20,218.000	SY
11" REINFORCED CONCRETE PAVEMENT, CLASS 47B-3500	2,896.000	SY
TIE BARS	852.000	EA
LEFT ARROW, PREFORMED PAVEMENT MARKING, TYPE 4, GROOVED	10.000	EA
RIGHT ARROW, PREFORMED PAVEMENT MARKING, TYPE 4, GROOVED	2.000	EA
TYPE A SIGN	354.100	SF
SIGN POST	94.000	EA
5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	15,257.000	LF
6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	6,131.000	LF
6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	9,289.000	LF
12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	1,261.000	LF
12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	466.000	LF
5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	10,321.000	LF
PREPARATION OF INTERSECTIONS AND DRIVES	3,042.000	SY
WATER	142.200	MGAL
EARTH SHOULDER CONSTRUCTION	130.300	STA
SUBGRADE PREPARATION	32,041.000	SY

CULVERT ITEMS GROUP 4

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
CLASS 47B-3000 CONCRETE FOR DITCH LINER	172.580	CY
REINFORCING STEEL	9,591.000	LB
CONCRETE FLUME, TYPE I	3.000	EA
CONCRETE FLUME, TYPE IV	1.000	EA
FLUME SPILLWAY	39.000	LF
EXCAVATION FOR PIPE CULVERT AND HEADWALL	386.000	CY
24" FLARED-END SECTION	2.000	EA
30" FLARED END SECTION	2.000	EA
42" FLARED-END SECTION	2.000	EA
48" FLARED END-SECTION	8.000	EA
15" CULVERT PIPE, TYPE 2,3,4 OR 5	17.000	LF
24" CULVERT PIPE, TYPE 2,3,4 OR 5	64.000	LF
30" CULVERT PIPE, TYPE 2,3,4 OR 5	78.000	LF
42" CULVERT PIPE, TYPE 2,3,4 OR 5	146.000	LF
48" CULVERT PIPE, TYPE 2,3,4 OR 5	184.000	LF
CONCRETE FOR COLLAR	0.430	CY
RE-STEEL FOR COLLAR	38.000	LB

SEEDING ITEMS GROUP 5

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
SEEDING, TYPE A	5.700	ACRE
SEEDING, TYPE B	6.000	ACRE
MULCH	26.000	TON

COMPACTION REQUIREMENTS Class III (See Specifications)

ITEM	SOIL TYPE	DEPTH BELOW FINISH SUBGRADE	PERCENT DENSITY	MOISTURE REQUIREMENTS	
				MINIMUM	MAXIMUM
Embankment / Roadway Grading, including driveways, to receive concrete pavement	Silt-Clay	Upper 3 feet	98 Min.	Opt. -3%	Opt. +2%
	Silt-Clay	At depths greater than 3 feet	95 Min.	Opt. -3%	Opt. +2%
	Granular	All depths	100 Min.	**	**
Embankment / Roadway Grading, including driveways, to receive flexible pavement	Silt-Clay	Upper 3 feet	100 Min.	Opt. -2%	Opt. +1%
	Silt-Clay	At depths greater than 3 feet	95 Min.	Opt. -3%	Opt. +2%
	Granular	All depths	100 Min.	**	**
Embankment / Roadway Grading not to be surfaced	All	All depths	95 Min.	Opt. -3%	Opt. +2%

Subgrade Preparation, Shoulder Subgrade Preparation (Concrete Pavement)	Silt-Clay	The upper 6 inches of subgrade soil	98 Min.	Opt. -3%	Opt. +2%
	Granular	The upper 6 inches of subgrade soil	100 Min.	**	**
Subgrade Preparation, Shoulder Subgrade Preparation (Flexible Pavement)	Silt-Clay	The upper 6 inches of subgrade soil	100 Min.	Opt. -2%	Opt. +1%
	Granular	The upper 6 inches of subgrade soil	100 Min.	**	**

Embankment of driveways which are not to be surfaced	All	All depths	Class I	(See Specifications)	
Bituminous Pavement Patching	All	Underlying Material	100 Min.	(See Specifications)	
Foundation Course / Subgrade Stabilization	--	--	100 Min.	(See Specifications)	
Stabilized Subgrade (ie Lime, Flyash, etc.)	--	--	100 Min.	(See Special Provisions)	
Trench Widening	--	--	100 Min.	(See Special Provisions)	

Granular Structural Fill (MSE Walls, Granular Fill for bridges, Culverts, etc)	Granular	All depths	100 Min.	Opt. -3%	Opt. +3%

** Moisture as necessary to obtain density.
(A moisture target value at maximum density shall be established in the field by the Contractor during the compaction process. The acceptable moisture content shall be $\pm 2\%$ of the target value.)

Computer: 336CS3T3

Date: 26-SEP-2023 20:55

File: 614570cm02.dgn

SUMMARY OF QUANTITIES

PROJECT NO.	SHEET NO.
1705(3)	C2
C.N. 61457	

CONSTRUCTION DIVISION.

BRIDGE ITEMS GROUP 6

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
ABUTMENT NO. 1 EXCAVATION	1.000	LS
PIER NO. 1 EXCAVATION	1.000	LS
CLASS 47B-3000 CONCRETE FOR BRIDGE	770.000	CY
CLASS 47BD-4000 CONCRETE FOR BRIDGE	579.600	CY
PRECAST/PRESTRESSED CONCRETE SUPERSTRUCTURE AT STATION 143+95.00	1.000	LS
EPOXY COATED REINFORCING STEEL	229,098.000	LB
STEEL DIAPHRAGM	8.000	EA
12 INCH STEEL PIPE PILING	3,995.000	LF
TEST PILE	6.000	EA
EXPANSION BEARING, PTFE TYPE	10.000	EA
FIXED BEARING	10.000	EA
GRANULAR BACKFILL	766.000	CY
SUBSURFACE DRAINAGE MATTING	476.400	SY
CONCRETE FOR PAVEMENT APPROACHES CLASS 47BD-4000	210.300	CY
EPOXY COATED REINFORCING STEEL FOR PAVEMENT APPROACHES	37,390.000	LB
PREFORMED EXPANSION JOINT, TYPE 'A'	92.600	LF
1 1/2" CONDUIT IN BRIDGE	432.600	LF
6' RAILROAD PROTECTION FENCE (CHAIN LINK TYPE)	434.000	LF
CONCRETE SLOPE PROTECTION	20.200	SY
EXPANDED POLYSTYRENE GEOFOAM	1,355.000	CY

ELECTRICAL ITEMS GROUP 8

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
PULL BOX, TYPE PB-1	15.000	EA
PULL BOX, TYPE PB-2	5.000	EA
LIGHTING CONTROL CENTER, TYPE R-3	1.000	EA
1 1/2-INCH CONDUIT IN BARRIER	1,770.000	LF
1 1/2-INCH CONDUIT IN TRENCH	5,545.000	LF
1 1/2-INCH CONDUIT, UNDER ROADWAY	801.000	LF
1 1/2-INCH CONDUIT, JACKED	143.000	LF
STREET LIGHTING CABLE, NO. 2 USE	5,860.000	LF
STREET LIGHTING CABLE, NO. 4 USE	2,252.000	LF
STREET LIGHTING CABLE, NO. 6 USE	8,408.000	LF
STREET LIGHTING CABLE, NO. 1/0 BARE	2,930.000	LF
STREET LIGHTING CABLE, NO. 2 BARE	1,126.000	LF
STREET LIGHTING CABLE, NO. 4 BARE	4,204.000	LF
STREET LIGHTING UNIT, TYPE SL-BT-40-12-LED	23.000	EA
STREET LIGHTING UNIT, TYPE SL-S-40-4-LED25	10.000	EA
REMOVE LIGHT POLE	2.000	EA

GENERAL ITEMS GROUP 10

ITEM	QUANTITY	UNITS
FIELD OFFICE	1.000	EA
TRAINING	100.000	HOURL
BARRICADE, TYPE III	3,604.000	B DAY
TEMPORARY SIGN DAY	38,244.000	EACH
BARRICADE SIGN DAY	2,902.000	EACH
TEMPORARY PAVEMENT MARKING	21,440.000	LF
TEMPORARY PAVEMENT MARKING REMOVAL	8,240.000	LF
TUBULAR POST	45.000	EACH
PORTABLE DYNAMIC MESSAGE BOARDS	30.000	DAY
CONSTRUCTION STAKING AND SURVEYING	1.000	LS
STABILIZED CONSTRUCTION EXIT	2.000	EACH
STORM EVENT RESTORATION INCENTIVE	1.000	EACH
STORM EVENT RESTORATION DISINCENTIVE	1.000	C DAY
ENVIRONMENTAL COMMITMENTS - CONTRACTOR COMPLIANCE	1.000	LS
RENTAL OF LOADER, FULLY OPERATED	15.000	HOURL
RENTAL OF MOTOR GRADER, FULLY OPERATED	15.000	HOURL
RENTAL OF DUMP TRUCK, FULLY OPERATED	15.000	HOURL
RENTAL OF SKID LOADER, FULLY OPERATED	15.000	HOURL
TEMPORARY SILT CHECK	500.000	LF
TEMPORARY MULCH	5.000	TON

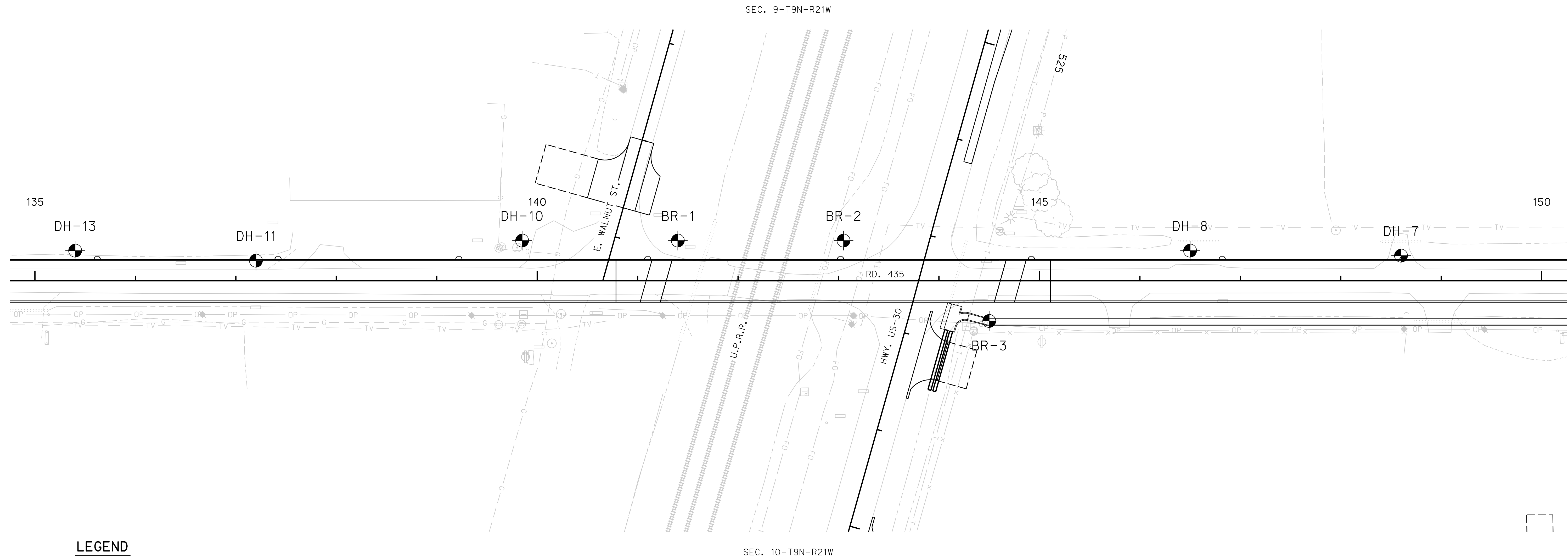
Computer: 336CS3T3

Date: 26-SEP-2023 20:55

File: 614570cm02.dgn

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

ROADWAY DESIGN DIVISION



LEGEND

BORING LOCATION

The information shown on these plans represents the physical characteristics of the material at the locations indicated. No guarantee is made regarding the nature of the material at points other than locations sampled.

Refer to Geotechnical Engineering Report for Lexington East Viaduct
WSP
April 23, 2021

Report is available at City of Lexington
406 E 7th Street
Lexington, NE 68850
308-324-2341

Computer: 336S3T3

Date: 26-SEP-2023 20:55

File: 614570ck01.dgn

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

ROADWAY DESIGN DIVISION

MECHANICALLY STABILIZED EARTH (MSE) AND RETAINING WALLS

Construction of the MSE and Retaining Wall structures shall not begin until the Certification(s) of Compliance for Select Granular backfill(s), as defined by NDOT Standard Specification 714.03 has been reviewed and verified by the Engineer.

Fill material for the MSE embankment, retaining wall and wingwalls shall adhere to the NDOT Standard Specifications.

Section 715.01 of the specifications require the MSE reinforced fill to have a unit weight of 125 pcf and a friction angle no less than 34 degrees.

The remaining backfill, or random backfill, for the MSE wall and the backfill for the retaining wall and wingwalls shall be granular fill and have a unit weight of 125 pcf and a friction angle of 30 degrees.

The foundation course shall be Granular Fill, per Section 306 of the NDOT Standard Specifications. The foundation course for all walls shall have a minimum friction angle of 30 degrees.

All fill material shall meet the requirements of the NDOT Standard Specifications and shall be placed and compacted in adherence with the NDOT Standard Specifications.

All soils from the compressible Surficia stratum that are below portions of the MSE wall embankment shall be removed and replaced with a Granular Fill foundation course in accordance with NDOT Standard Specifications.

Excavations for unsuitable soil replacement, embankment or wall construction, and bridge construction shall follow all local and OSHA regulations. Groundwater is not expected to be encountered in the excavations. If encountered, a dewatering plan shall be developed and implemented in accordance with local and OSHA regulations.

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
LOCATION Lexington, Nebraska		JOB NO. 103-18-21		DATE 11/7/14								
DRILL HOLE NO. BR-1		LOCATION OF DRILL HOLE South Abutment Location		ELEVATION DATUM TOTAL DEPTH 75.0'								
WATER LEVEL OBSERVATIONS		TYPE OF SURFACE		DRILLER								
WHILE DRILLING		Rock and Dirt		Robert Reiling								
END OF DRILLING		DRILLING METHOD		LOGGER								
8.0'		8.5'		Richard Ringler								
DEPTH (FT)	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	DU TSP	DEPTH (FT)
				Light Brn	Moist	Firm	CL	FILL MATERIAL				
	U-1			Light Brn	Moist	Firm	CL	ALLUVIAL TERRACE DEPOSITS	22.4	100.8	2.2	
5	U-2											5
	S-3	7/8 (16)		Light Brn	Moist	Firm	SP	ALLUVIAL DEPOSITS	4.4			
10	S-4	5/7 (15)										10
	S-5	5/7 (17)			Saturated							
15	S-6	8/8 (16)							12.1			15
	S-7	8/10 (20)										
20	S-8	7/11 (24)										20
25	S-9	9/7 (19)							10.5			25
30	S-10	16/16 (21)				Dense						30
35	S-11	10/5 (11)				Firm						35

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
LOCATION Lexington, Nebraska		JOB NO. 103-18-21		DATE 11/6/14								
DRILL HOLE NO. BR-1		LOCATION OF DRILL HOLE South Abutment Location		ELEVATION DATUM TOTAL DEPTH 75.0'								
WATER LEVEL OBSERVATIONS		TYPE OF SURFACE		DRILLER								
WHILE DRILLING		Rock and Dirt		Robert Reiling								
END OF DRILLING		DRILLING METHOD		LOGGER								
8.0'		8.5'		Richard Ringler								
DEPTH (FT)	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	DU TSP	DEPTH (FT)
				Light Brn	Saturated	Firm	SMML	ALLUVIAL SANDS		24.9		
40	S-12	7/10 (23)				Very Dense	SP	Fine Sand w/ Some Gravel				40
45	S-13	7/20 (30)										45
50	S-14	7/14 (30)				Dense	SMML	Some Rust				50
55	S-15	14/20 (10)										55
60	S-16	16/30 (38)				Very Dense	SP/SW	Fine to Medium Sands		21.5		60
65	S-17	16/24 (74)		V Pale BR	Saturated	Hard	SC	OGALLALA GROUP (Weathered)				65
70	S-18	26/51 (84)					SMWSC					70
75	S-19	24/47 (50)			moist					13.4		75

Bottom of Hole 75.0'

Computer: 336C3T3

Date: 26-SEP-2023 20:55

File: 614570ck02.dgn

The information shown on these plans represents the physical characteristics of the material at the locations indicated. No guarantee is made regarding the nature of the material at points other than locations sampled.

Refer to Geotechnical Engineering Report for Lexington East Viaduct
WSP
April 23, 2021

Report is available at City of Lexington
406 E. 7th Street
Lexington, NE 68850
308-324-2341

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

ROADWAY DESIGN DIVISION

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
DRILL HOLE NO. BR-2		LOCATION OF DRILL HOLE Middle Span Location		ELEVATION DATUM TOTAL DEPTH								
103-18-21		11/7/14		75.0'								
WHILE DRILLING		END OF DRILLING		HOURS								
8.0'												
TYPE OF SURFACE Topsoil/Dirt		DRILLER Robert Reiling		LOGGERS Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT.	REC. %	COLOR	MOIST.	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST. %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
							CL	FILL MATERIAL				
	U-1			Dark Brn	Moist	Firm	CL	Topsoil		18.8	92.1	0.7
	S-2	3/34 (7)				Loose						
	S-3	7/8/10 (18)				Firm				11.6		5
				Brown	Moist	Firm	SP	ALLUVIAL DEPOSITS w/ Trace Gravel				
	S-4	7/11/10 (21)				Saturated				10.3		10
	S-5	7/8/10 (19)						Medium Grained Sands				
	S-6	6/7/8 (15)										
	S-7	7/6/7 (18)								9.2		
	S-8	7/6/7 (13)										
	S-9	10/13/14 (27)					SW	Fine to Coarse Grained				25
	S-10	12/15/17 (32)				Dense				6.9		30
	S-11	11/7/8 (19)		Brown		Firm	SMML	w/ Rust Stains (Very Silty)				35

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
DRILL HOLE NO. BR-2		LOCATION OF DRILL HOLE Middle Span Location		ELEVATION DATUM TOTAL DEPTH								
103-18-21		11/6/14		75.0'								
WHILE DRILLING		END OF DRILLING		HOURS								
8.0'												
TYPE OF SURFACE Topsoil/Dirt		DRILLER Robert Reiling		LOGGERS Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT.	REC. %	COLOR	MOIST.	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST. %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
				Light Brn	Saturated	Firm	SMML	ALLUVIAL DEPOSITS Rust				
	S-12	9/12/13 (25)										40
				Light Brn		Dense	SP	Fine Sand to Medium Sands		14.0		45
	S-13	17/20/20 (40)										
						Firm	SMML	Silty Material w/ Some Sands				
	S-14	9/8/8 (16)										
	S-15	11/26/50 (86+)				Very Dense	SP/SM					55
	S-16	9/14/24 (39)					Dense				11.3	60
						Very Dense	SP/SP					
	S-17	13/26/50 (76)										65
	S-18	36/30 @ 1" (100+)				Hard						70
				Very Pale Brown	Saturated	Hard	SC/SM	OGALLALA GROUP (WEATHERED) w/Some Sands Calcium				
	S-19	23/28/50 @ 1.5" (100+)										75

Bottom of Hole 75.0'

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
DRILL HOLE NO. BR-3		LOCATION OF DRILL HOLE North Abutment Location		ELEVATION DATUM TOTAL DEPTH								
103-18-21		11/7/14		75.0'								
WHILE DRILLING		END OF DRILLING		HOURS								
8.0'												
TYPE OF SURFACE 4 1/2" Hollow Stem		DRILLER Robert Reiling		LOGGERS Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT.	REC. %	COLOR	MOIST.	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST. %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
							SC/GW	FILL MATERIAL				
				Dark Grey	Moist	Firm						
	U-1			Dark Grey	Moist	Firm	CL	ALLUVIAL TERRACE DEPOSITS	21.4	105.5	2.2	5
	S-2	6/8/12 (20)		Dark Brn	Saturated	Firm	SP	ALLUVIAL DEPOSITS w/ Some Fines				10
	S-3	13/16/16 (32)		Light Brn		Dense		w/ Some Rust Staining			12.8	10
						Firm						
	S-4	10/9/9 (18)										15
	S-5	7/10/10 (20)						w/ Some Gravel				
	S-6	5/7/6 (15)									12.9	20
	S-7	10/11/18 (29)										25
	S-8	17/25/31 (55)				Very Dense						30
						Dense	SW	Sands and Gravels				
	S-9	10/15/21 (36)		Brown			CL	w/ Fines (Sills/Clays)	27.9			35

The information shown on these plans represents the physical characteristics of the material at the locations indicated. No guarantee is made regarding the nature of the material at points other than locations sampled.

Refer to Geotechnical Engineering Report for Lexington East Viaduct
WSP
April 23, 2021

Report is available at City of Lexington
406 E. 7th Street
Lexington, NE 68850
308-324-2341

Computer: 336C3T3

Date: 26-SEP-2023 20:55

File: 614570ck03.dgn

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

ROADWAY DESIGN DIVISION

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
		LOCATION North Abutment Location		LOCATION Lexington, Nebraska								
JOB NO. 103-18-21		DATE 11/6/14		ELEVATION								
DRILL HOLE NO. BR-3		ELEVATION		TOTAL DEPTH 75.0'								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
40	S-10	9/14/10 (24)		Brown	Saturated	Dense	CL/SC	ALLUVIAL DEPOSITS w/ Fines				40
45	S-11	11/8/12 (18)				Firm						45
50	S-12	8/18/24 (40)				Dense			22.7			50
55	S-13	10/26/38 (63)				Very Dense						55
60	S-14	18/27/20 (47)					SC/SP	Sandy Clays w/ Some Gravel				60
65	S-15	10/21/36 (57)					SW	Well Graded Sand & Gravel			10.9	65
70	S-16	19/20/24 (44)		Light Grey				w/ Some Fines				70
75	S-17	20/30/54 (84)		Pale Brn	Saturated	Hard	SC/SP	Transfer to Ogallala Group				75
Bottom of Hole 75.0'												

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
		LOCATION Lexington, Nebraska		LOCATION Lexington, Nebraska								
JOB NO. 103-18-21		DATE 11/11/2014		ELEVATION								
DRILL HOLE NO. DH-7		ELEVATION		TOTAL DEPTH 30.0'								
As Per Boring Location Plan												
WATER LEVEL OBSERVATIONS												
WHILE DRILLING		END OF DRILLING		HOURS								
TYPE OF SURFACE Gravel Road												
DRILLER Robert Relling												
LOGGER												
None Encountered												
4 1/2 Continuous Flight Auger												
Richard Ringle												
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
5	U-1			Dk Gr Brn	Moist	Firm	CL	COLLUVIAL DEPOSITS w/ Calcium	24.2	95.7		5
5	U-2			Grey					16.1	111.7		5
10	S-3	8/10/13 (23)		Gr Brn	Moist	Firm	SC	ALLUVIAL TERRACE DEPOSITS				10
10	S-3	8/10/13 (23)		Gr Brn	Moist	Firm	SP	ALLUVIAL SANDS				10
15	S-4	5/6/7 (13)							8.1			15
20	S-5	9/11/10 (21)							10.4			20
25	S-6	12/9/13 (22)							9.4			25
30	S-7	28/28/39 (68)				Very Dense			8.0			30
Bottom of Hole 30.0'												

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
		LOCATION Lexington, Nebraska		LOCATION Lexington, Nebraska								
JOB NO. 103-18-21		DATE 11/11/2014		ELEVATION								
DRILL HOLE NO. DH-8		ELEVATION		TOTAL DEPTH 30.0'								
As Per Boring Location Plan												
WATER LEVEL OBSERVATIONS												
WHILE DRILLING		END OF DRILLING		HOURS								
TYPE OF SURFACE Gravel												
DRILLER Robert Relling												
LOGGER												
Hollow Stem												
Richard Ringle												
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
5	A-1			Dk Brn	Moist	Firm	CL	COLLUVIAL DEPOSITS w/ Calcium				5
5	U-2			Gr Brn	Very Moist				29.2	92.5		5
10	S-3	3/8/7 (15)		Lt Brn	Moist	Firm	SP	ALLUVIAL SAND Medium Fine Grained	12.5			10
15	S-4	5/8/9 (17)						No Rust	12.9			15
20	S-5	7/8/11 (19)							6.5			20
25	S-6	9/9/9 (18)							11.2			25
30	S-7	11/23/34 (87)				Very Dense			8.8			30
Bottom of Hole 30.0'												

Computer: 336CS3T3

Date: 26-SEP-2023 20:55

File: 614570ck04.dgn

The information shown on these plans represents the physical characteristics of the material at the locations indicated. No guarantee is made regarding the nature of the material at points other than locations sampled.

Refer to Geotechnical Engineering Report for Lexington East Viaduct
WSP
April 23, 2021

Report is available at City of Lexington
406 E. 7th Street
Lexington, NE 68850
308-324-2341

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

ROADWAY DESIGN DIVISION

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
LOCATION Lexington, Nebraska		JOB NO. 103-18-21		DATE 11/11/2014								
DRILL HOLE NO.	LOCATION OF DRILL HOLE	ELEVATION	DATUM	TOTAL DEPTH								
DH-10	As Per Boring Location Plan			30.0'								
WATER LEVEL OBSERVATIONS		TYPE OF SURFACE		DRILLER								
WHILE DRILLING		Top Soil		Robert Relling								
END OF DRILLING		DRILLING METHOD		LOGGERS								
HOURS		Hollow Stems		Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
	U-1			Brown	Moist	Firm	CL	FILL MATERIAL w/ Gravel		9.6	105.7	
5	U-2			Brown	Moist	Firm	CL	COLLUVIAL DEPOSITS		20.5	109.1	1.0
10	S-3	5/7/9 (16)		Gr Brn	Moist	Firm	SC	ALLUVIAL TERRACE DEPOSITS				
				Grey Brn	Very Moist	Firm	SP	ALLUVIAL SANDS Medium-Fine Grained		12.4		10
15	S-4	7/9/9 (18)								13.3		15
20	S-5	5/7/9 (16)								15.6		20
25	S-6	4/5/8 (13)								9.8		25
30	S-7	8/7/10 (17)				Very Dense				13.4		30
Bottom of Hole 30.0'												

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
LOCATION Lexington, Nebraska		JOB NO. 103-18-21		DATE 11/11/2014								
DRILL HOLE NO.	LOCATION OF DRILL HOLE	ELEVATION	DATUM	TOTAL DEPTH								
DH-11	As Per Boring Location Plan			30.0'								
WATER LEVEL OBSERVATIONS		TYPE OF SURFACE		DRILLER								
WHILE DRILLING		Top Soil		Robert Relling								
END OF DRILLING		DRILLING METHOD		LOGGERS								
HOURS		Hollow Stems		Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
	U-1			Brown	Moist	Firm	CL	FILL MATERIAL		18.4	108.9	
5	S-2	3/4/5 (9)		Dk Gr Brn	Slightly Moist	Firm	CI	COLLUVIAL DEPOSITS		13.2		5
10	S-3	5/6/7 (13)		Lt Brn	Saturated	Firm	SP	ALLUVIAL SANDS Fine Grained		18.4		10
15	S-4	7/10/10 (20)						Medium-Fine Grained		15.3		15
20	S-5	4/5/5 (10)								12.7		20
25	S-6	7/6/7 (13)								11.2		25
30	S-7	8/8/11 (18)								10.7		30
Bottom of Hole 30.0'												

MID-STATE ENGINEERING & TESTING, INC.		BORING LOG		PROJECT Lexington East Viaduct								
LOCATION Lexington, Nebraska		JOB NO. 103-18-21		DATE 11/11/2014								
DRILL HOLE NO.	LOCATION OF DRILL HOLE	ELEVATION	DATUM	TOTAL DEPTH								
DH-13	As Per Boring Location Plan			10.0'								
WATER LEVEL OBSERVATIONS		TYPE OF SURFACE		DRILLER								
WHILE DRILLING		Top Soil		Robert Relling								
END OF DRILLING		DRILLING METHOD		LOGGERS								
HOURS		Hollow Stems		Richard Ringler								
DEPTH FT.	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSE	DEPTH FT.
	U-1			Brown	Moist	Firm	CL	FILL MATERIAL w/ Some Gravel		11.7	115.9	
5	S-2	5/6/8 (14)		Gr Brn	Moist	Firm	SC	ALLUVIAL TERRACE DEPOSITS		9.5		5
10	S-3	5/10/11 (21)		Gr Brn	Moist	Firm	SP	ALLUVIAL SANDS Fine Grained				10
						Saturated		Medium Fine Grained				
15	S-4	7/10/11 (21)								16.5		15
20	S-5	5/8/9 (17)								15.0		20
25	S-6	5/7/6 (13)								10.6		25
30	S-7	12/14/20 (36)				Dense				11.5		30
Bottom of Hole 30.0'												

Computer: 336CS3T3

Date: 26-SEP-2023 20:55

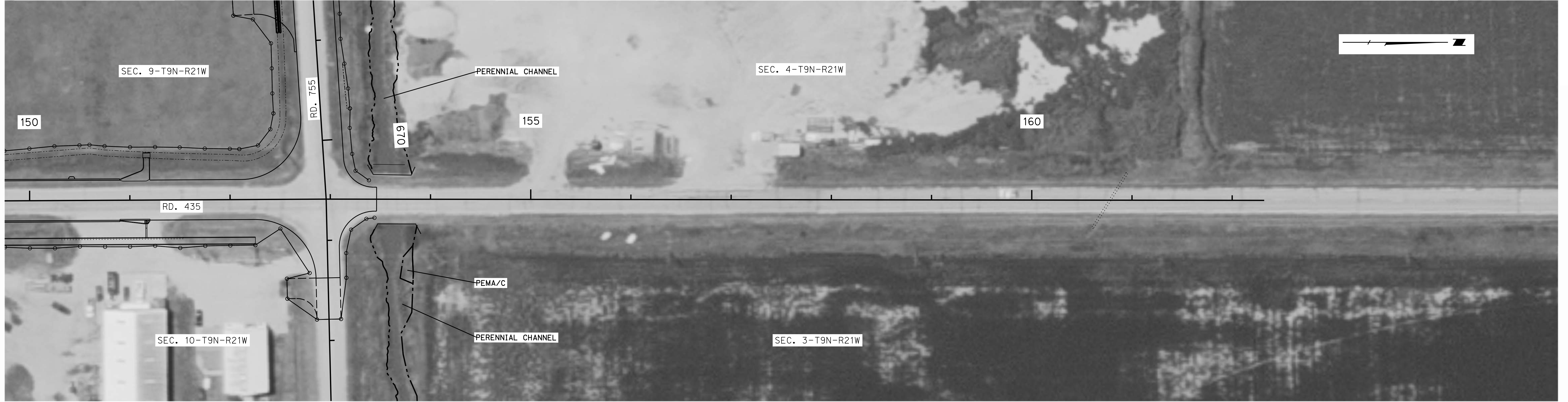
File: 614570ck05.dgn

The information shown on these plans represents the physical characteristics of the material at the locations indicated. No guarantee is made regarding the nature of the material at points other than locations sampled.

Refer to Geotechnical Engineering Report for Lexington East Viaduct
WSP
April 23, 2021

Report is available at City of Lexington
406 E. 7th Street
Lexington, NE 68850
308-324-2341

- LEGEND**
- SEN - SENSITIVE AREA - DO NOT ENTER
 - HAZ - HAZARDOUS MATERIAL SITE
 - LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - /// IMPACTED WETLANDS
 - /// TEMPORARY IMPACTED WETLANDS



- LEGEND**
- SEN - SENSITIVE AREA - DO NOT ENTER
 - HAZ - HAZARDOUS MATERIAL SITE
 - LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - /// IMPACTED WETLANDS
 - /// TEMPORARY IMPACTED WETLANDS



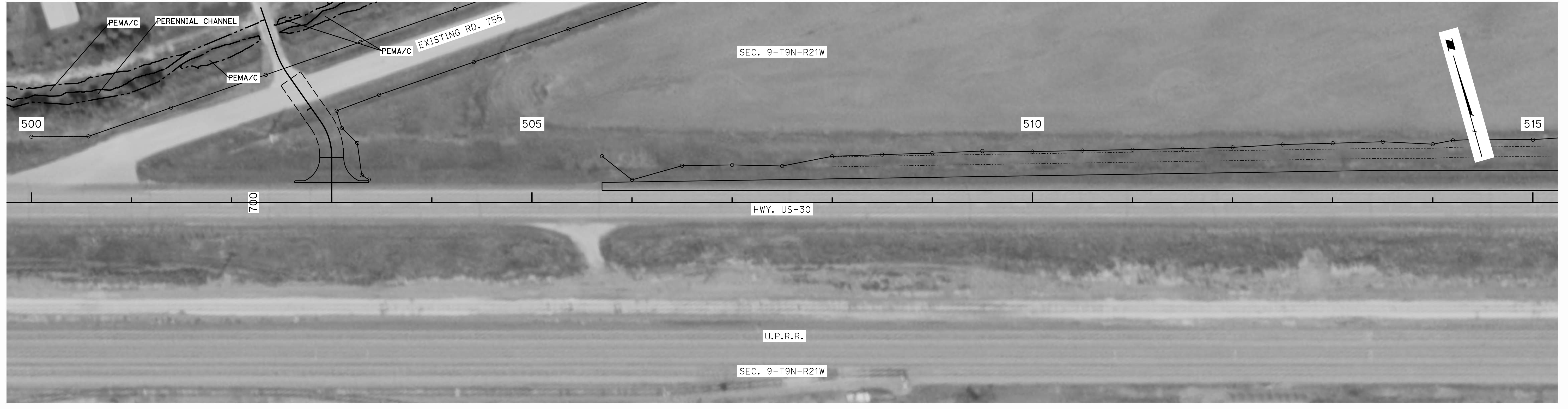
DATE: 2016
 FLIGHT: NAIP IMAGERY
 SCALE: 1"=50'

LEGEND

- SEN - SENSITIVE AREA - DO NOT ENTER
- HAZ - HAZARDOUS MATERIAL SITE
- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- ▨ IMPACTED WETLANDS
- ▨ TEMPORARY IMPACTED WETLANDS

wsp	PROJECT NO.	SHEET NO.
	1705(3)	E4
	C.N. 61457	

ROADWAY DESIGN DIVISION

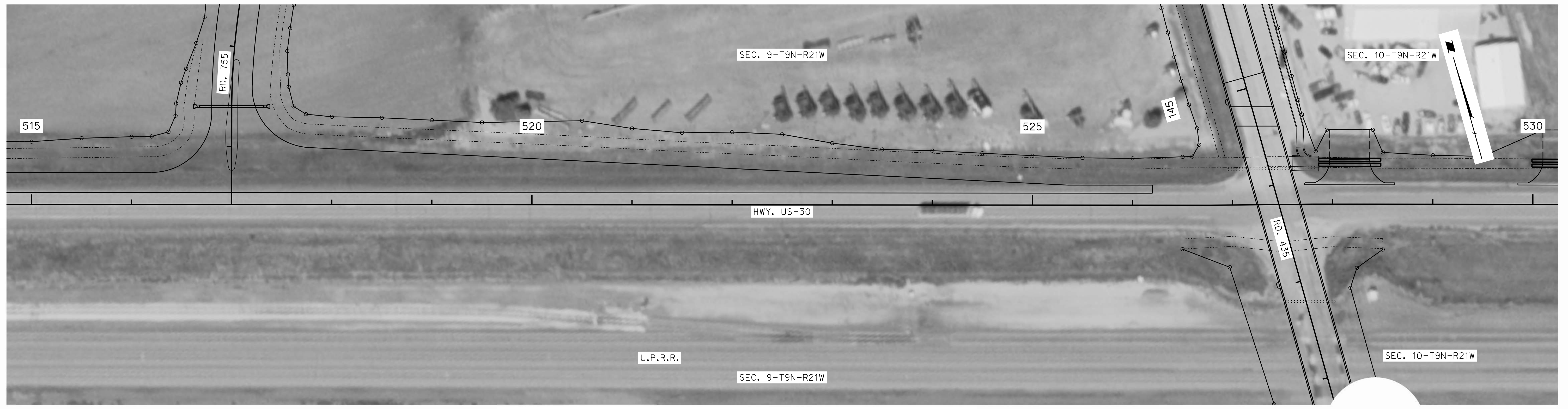


Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:00

File: 614570cc04.dgn
Scale: 1:50



DATE: 2016
FLIGHT: NAIP IMAGERY
SCALE: 1"=50'

- LEGEND**
- SEN - SENSITIVE AREA - DO NOT ENTER
 - HAZ - HAZARDOUS MATERIAL SITE
 - LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - /// IMPACTED WETLANDS
 - /// TEMPORARY IMPACTED WETLANDS



ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

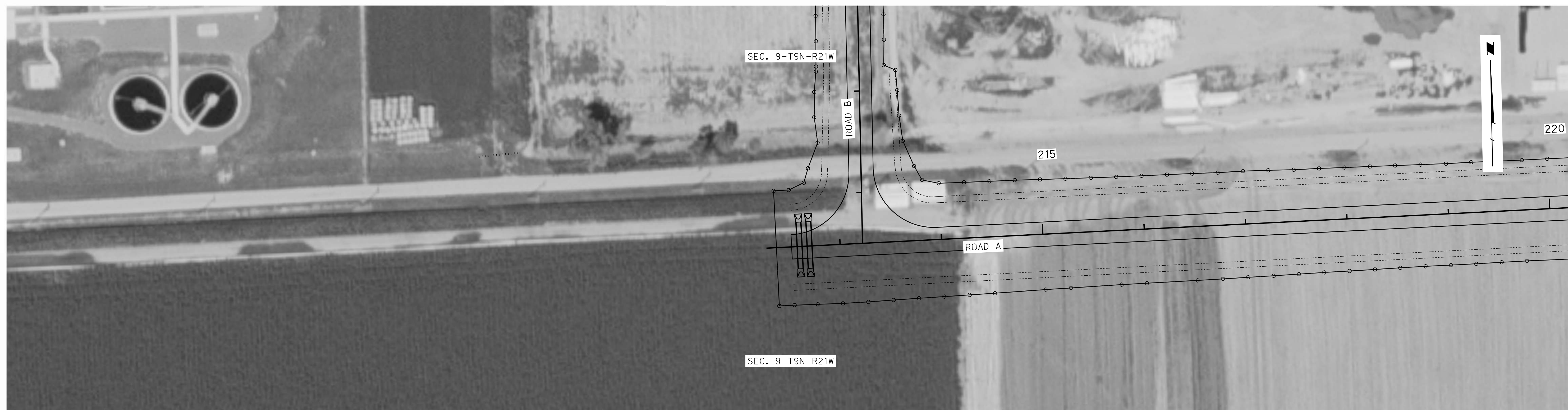
Date: 26-SEP-2023 21:04

File: 614570cc06.dgn
Scale: 1:50

LEGEND

- SEN - SENSITIVE AREA - DO NOT ENTER
- HAZ - HAZARDOUS MATERIAL SITE
- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- ▨ IMPACTED WETLANDS
- ▨ TEMPORARY IMPACTED WETLANDS

wsp	PROJECT NO.	SHEET NO.
	1705(3)	E6
	C.N. 61457	



DATE: 2016
 FLIGHT: NAIP IMAGERY
 SCALE: 1"=50'

ROADWAY DESIGN DIVISION

Computer: 330CS3T3

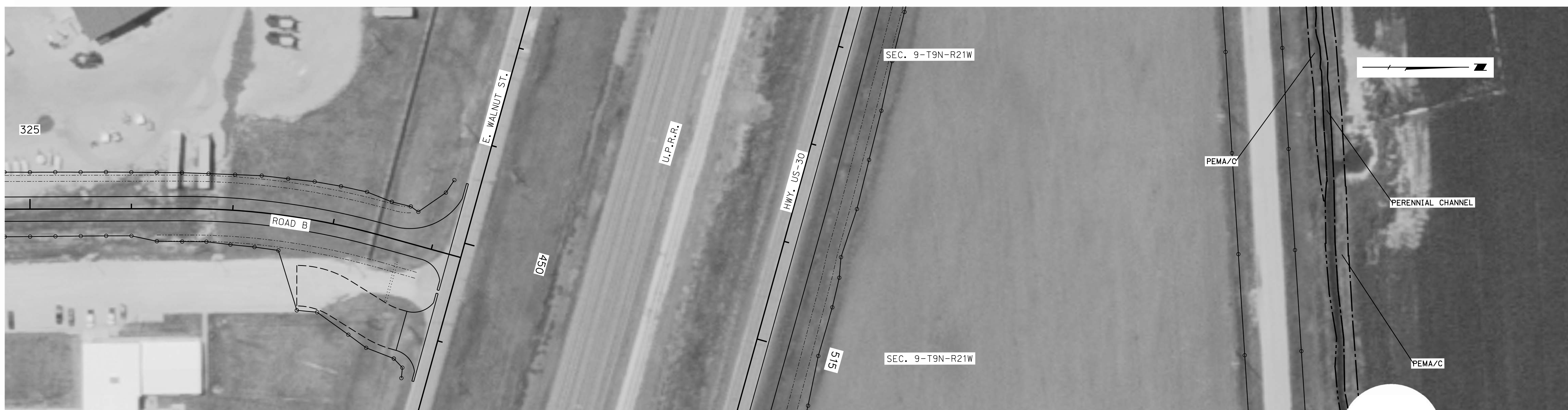
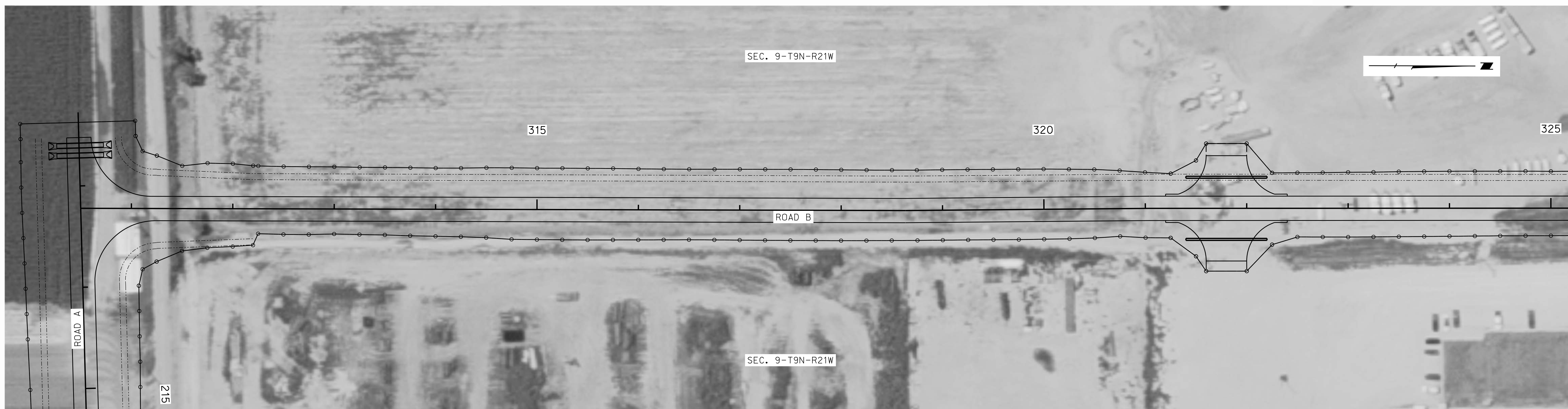
User: mealfiffad

Date: 26-SEP-2023 21:06

File: 614570cc007.dgn
Scale: 1:50

wsp	PROJECT NO.	SHEET NO.
	1705(3)	E7
C.N. 61457		

- LEGEND**
- SEN - SENSITIVE AREA - DO NOT ENTER
 - HAZ - HAZARDOUS MATERIAL SITE
 - LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB
 - ▨ IMPACTED WETLANDS
 - ▨ TEMPORARY IMPACTED WETLANDS



DATE: 2016
 FLIGHT: NAIP IMAGERY
 SCALE: 1"=50'

DATUM INFORMATION
HORIZONTAL **VERTICAL**
 NAD 83 (1995) NAVD 88
 D.A.F. = 1.00036535

CONTROL POINT TIES

SURVEY CONTROL							
POINT NO.	IDENTIFICATION	STATION	OFFSET TO STA. (FT.)	NORTH COORDINATE	EAST COORDINATE	ELEVATION	DESCRIPTION
6112	T.B.M. ON THE SOUTHWEST CORNER BOX CULVERT	153+43.13	24.59' LT.	342274.017'	1721079.187'	2379.65	SOUTHWEST HEADWALL CHISELED "X" NORTHWEST OF RD. 435 & RD. 755 INTERSECTION
15	T.B.M. NORTH OF E. WALNUT ST. 32' AND WEST OF RD. 435 370'. NEAR POWER POLE	459+66.28	32.36' LT.	341130.702'	1720742.976'	2378.38	SET BAR & MILLER CAP
7030	T.B.M. NORTH OF E. WALNUT ST. 32' AND WEST OF RD. 435 1200'. NEAR POWER POLE	451+37.70	33.16' LT.	341357.880'	1719946.145'	2379.94	SET BAR & MILLER CAP
302	NORTHEAST CORNER SEC. 9, T9N, R21W	152+95.89	0.00'	342226.515'	1721103.276'	2380.79	
72	NORTH QUARTER CORNER SEC. 9, T9N, R21W	499+64.61	127.35' LT.	342194.701'	1718459.530'	2382.85	
76	SEC. CENTER SEC. 9, T9N, R21W	310+72.06	1316.60 LT.	339516.522'	1718445.798'	2383.06	
7886	EAST QUARTER CORNER SEC. 9, T9N, R21W	126+48.58	0.01' LT.	339579.221'	1721093.695'	2379.52	
300	SOUTHEAST CORNER SEC. 9, T9N, R21W	100+00.00	0.00'	336930.836'	1721061.915'	2379.35	
6985	FOUND PROPERTY CORNER	328+39.69	26.11' RT.	341265.671'	1719819.221'	2380.35	NORTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240208919
10961	FOUND PROPERTY CORNER	321+19.27	49.78' RT.	340554.221'	1719816.352'	2379.31	WEST PROPERTY CORNER OF PARCEL ID NUMBER 240208919
10962	FOUND PROPERTY CORNER	321+04.05	50.00' RT.	340539.443'	1719816.517'	2378.49	WEST PROPERTY CORNER OF PARCEL ID NUMBER 240208919
10975	CONTROL POINT	318+63.41	50.00' RT.	340298.504'	1719817.720'	2380.04	NORTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240009290
66	FOUND PROPERTY CORNER	311+44.08	50.00' RT.	339578.893'	1719812.780'	2379.13	SOUTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240009290
64	FOUND PROPERTY CORNER	311+13.93	50.05' RT.	339548.751'	1719812.625'	2380.63	NORTHERN PROPERTY CORNER OF PARCEL ID NUMBER 240213696
65	FOUND PROPERTY CORNER	311+33.61	305.52 LT.	339570.865'	1719457.194'	2380.00	SOUTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240008979
7906	FOUND PROPERTY CORNER	126+18.97	34.11' RT.	339549.212'	1721127.454'	2377.85	NORTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240020251
7755	FOUND PROPERTY CORNER	133+79.71	33.12' LT.	340310.468'	1721063.226'	2377.57	SOUTHEAST PROPERTY CORNER OF PARCEL ID NUMBER 240008871
69	FOUND PROPERTY CORNER	139+79.99	33.06' LT.	340910.745'	1721065.456'	2378.59	NORTHEAST PROPERTY CORNER OF PARCEL ID NUMBER 240008790
68	FOUND PROPERTY CORNER	459+21.16	90.94' RT.	341024.428'	1720665.880'	2379.39	NORTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240008790
63	FOUND PROPERTY CORNER	140+23.73	32.97' RT.	340954.245'	1721131.646'	2379.02	NORTHWEST PROPERTY CORNER OF PARCEL ID NUMBER 240202074
203	CONTROL POINT	140+14.53	62.29' RT.	340944.940'	1721160.932'	2378.58	
75	CONTROL POINT	147+95.13	50.21' LT.	341725.946'	1721051.251'	2378.41	NORTHEAST PROPERTY CORNER OF PARCEL ID - FAIRBANKS

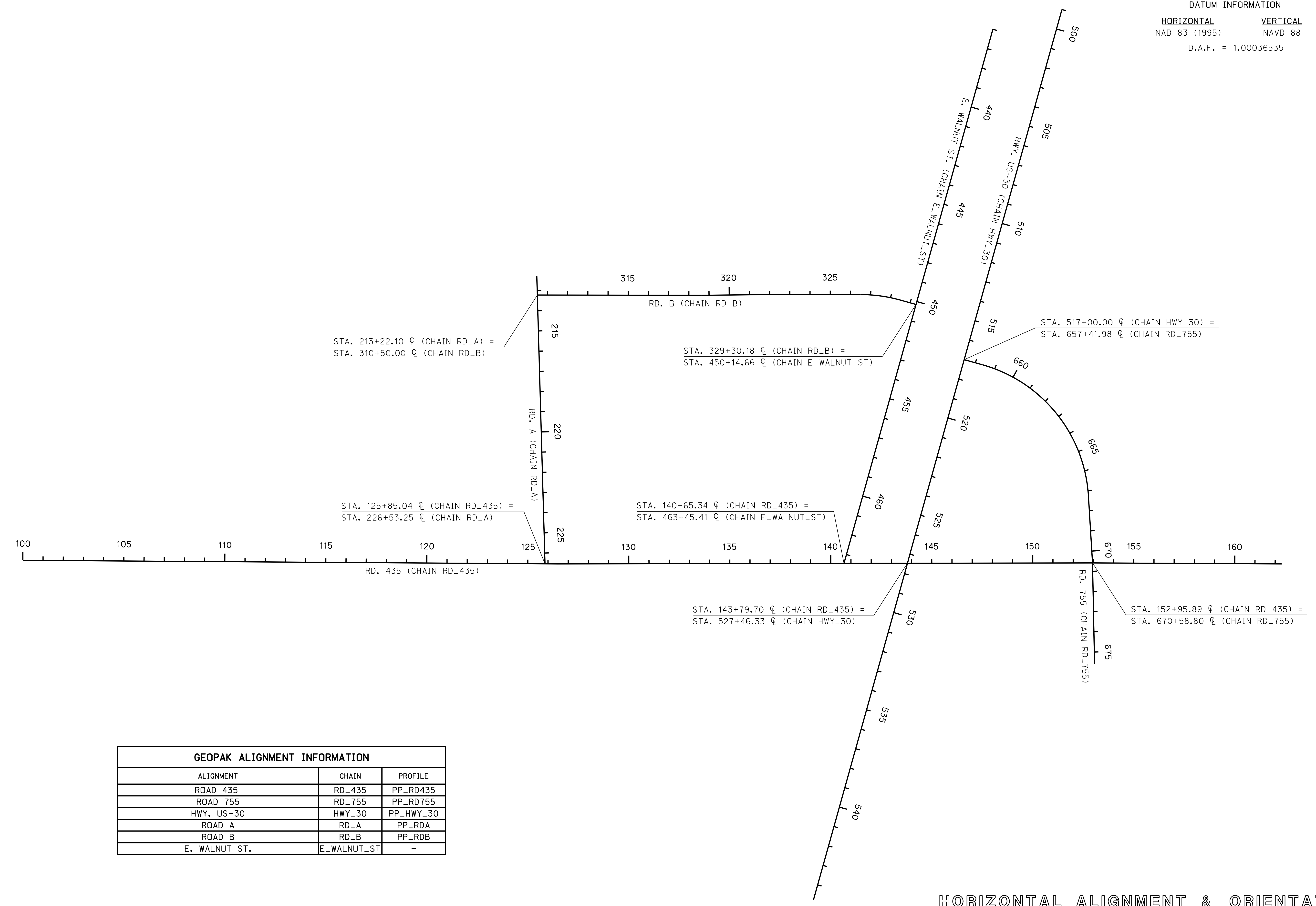
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:08

File: 614570ch01.dgn

DATUM INFORMATION
HORIZONTAL **VERTICAL**
 NAD 83 (1995) NAVD 88
 D.A.F. = 1.00036535



GEOPAK ALIGNMENT INFORMATION		
ALIGNMENT	CHAIN	PROFILE
ROAD 435	RD_435	PP_RD435
ROAD 755	RD_755	PP_RD755
HWY. US-30	HWY_30	PP_HWY_30
ROAD A	RD_A	PP_RDA
ROAD B	RD_B	PP_RDB
E. WALNUT ST.	E_WALNUT_ST	-

HORIZONTAL ALIGNMENT & ORIENTATION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:08

File: 614570ch03.dgn

DATUM INFORMATION
HORIZONTAL VERTICAL
NAD 83 (1995) NAVD 88
D.A.F. = 1.00036535

ROAD 435

Chain RD_435 contains:
37 38 39 40

Beginning chain RD_435 description

Point 37	X	1,721,061.9152	Y	336,930.8364	Sta	100+00.00
Course from 37 to 38 0° 41' 15.58" Dist 2,648.6649						
Point 38	X	1,721,093.7036	Y	339,579.3106	Sta	126+48.66
Course from 38 to 39 0° 12' 25.89" Dist 2,647.2220						
Point 39	X	1,721,103.2763	Y	342,226.5153	Sta	152+95.89
Course from 39 to 40 0° 36' 00.56" Dist 936.0685						
Point 40	X	1,721,113.0812	Y	343,162.5324	Sta	162+31.96

Ending chain RD_435 description

ROAD 755

Chain RD_755 contains:
72 CUR RD_755_3 73 74

Beginning chain RD_755 description

Point 72	X	1,720,093.5170	Y	341,596.4543	Sta	657+41.98
Course from 72 to PC RD_755_3 15° 54' 43.02" Dist 93.6309						

Curve Data						

Curve RD_755_3						
P.I. Station	=	663+48.15	X	1,720,259.7051	Y	342,179.4005
Delta	=	70° 53' 28.74"	(RT)			
Degree	=	7° 57' 27.89"				
Tangent	=	512.5414				
Length	=	890.8465				
Radius	=	720.0000				
External	=	163.7979				
Long Chord	=	835.1000				
Mid. Ord.	=	333.4405				
P.C. Station	=	658+35.61	X	1,720,119.1868	Y	341,686.4976
P.T. Station	=	667+26.46	X	1,720,771.4489	Y	342,207.9822
C.C.	=		X	1,720,811.5994	Y	341,489.1026
Back	=	15° 54' 43.02"				
Ahead	=	86° 48' 11.76"				
Chord Bear	=	51° 21' 27.39"				

Course from PT RD_755_3 to 73 86° 48' 11.76" Dist 332.3446

Point 73	X	1,721,103.2763	Y	342,226.5153	Sta	670+58.80
Course from 73 to 74 89° 09' 13.31" Dist 499.9529						
Point 74	X	1,721,603.1747	Y	342,233.8997	Sta	675+58.75

Ending chain RD_755 description

HWY. US-30

Chain HWY_30 contains:
9 10 11 12

Beginning chain HWY_30 description

Point 9	X	1,718,362.4855	Y	342,089.9419	Sta	499+00.00
Course from 9 to 10 105° 54' 43.02" Dist 2,777.2221						
Point 10	X	1,721,033.2960	Y	341,328.5392	Sta	526+77.22
Course from 10 to 11 105° 16' 17.80" Dist 102.5735						
Point 11	X	1,721,132.2474	Y	341,301.5219	Sta	527+79.80
Course from 11 to 12 105° 55' 43.60" Dist 1,698.4077						
Point 12	X	1,722,765.4424	Y	340,835.4070	Sta	544+78.20

Ending chain HWY_30 description

ROAD A

Chain RD_A contains:
55 56

Beginning chain RD_A description

Point 55	X	1,719,667.4559	Y	339,482.9933	Sta	212+27.39
Course from 55 to 56 88° 41' 10.31" Dist 1,425.8588						
Point 56	X	1,721,092.9399	Y	339,515.6857	Sta	226+53.25

Ending chain RD_A description

ROAD B

Chain RD_B contains:
68 69 70 CUR RD_B_7 71

Beginning chain RD_B description

Point 68	X	1,719,762.1361	Y	339,485.1647	Sta	310+50.00
Course from 68 to 69 0° 23' 35.77" Dist 813.4052						
Point 69	X	1,719,767.7191	Y	340,298.5508	Sta	318+63.41
Course from 69 to 70 359° 42' 50.14" Dist 240.8635						
Point 70	X	1,719,766.5165	Y	340,539.4113	Sta	321+04.27
Course from 70 to PC RD_B_7 0° 12' 47.99" Dist 545.9475						

Curve Data						

Curve RD_B_7						
P.I. Station	=	327+49.13	X	1,719,768.9176	Y	341,184.2668
Delta	=	15° 38' 40.14"	(RT)			
Degree	=	7° 57' 27.89"				
Tangent	=	98.9125				
Length	=	196.5944				
Radius	=	720.0000				
External	=	6.7625				
Long Chord	=	195.9842				
Mid. Ord.	=	6.6995				
P.C. Station	=	326+50.22	X	1,719,768.5493	Y	341,085.3550
P.T. Station	=	328+46.81	X	1,719,795.9455	Y	341,279.4149
C.C.	=		X	1,720,488.5443	Y	341,082.6742
Back	=	0° 12' 47.99"				
Ahead	=	15° 51' 28.13"				
Chord Bear	=	8° 02' 08.06"				

Course from PT RD_B_7 to 71 15° 51' 28.13" Dist 83.3632

Point 71	X	1,719,818.7246	Y	341,359.6056	Sta	329+30.17
----------	---	----------------	---	--------------	-----	-----------

Ending chain RD_B description

E. WALNUT ST.

Chain E_WALNUT_ST contains:
59 60 61

Beginning chain E_WALNUT_ST description

Point 59	X	1,718,457.2246	Y	341,747.8323	Sta	435+98.89
Course from 59 to 60 105° 55' 13.34" Dist 1,301.1134						
Point 60	X	1,719,708.4323	Y	341,390.9354	Sta	449+00.00
Course from 60 to 61 105° 51' 28.13" Dist 1,445.4022						
Point 61	X	1,721,098.8265	Y	340,995.9777	Sta	463+45.41

Ending chain E_WALNUT_ST description

GENERAL INFORMATION

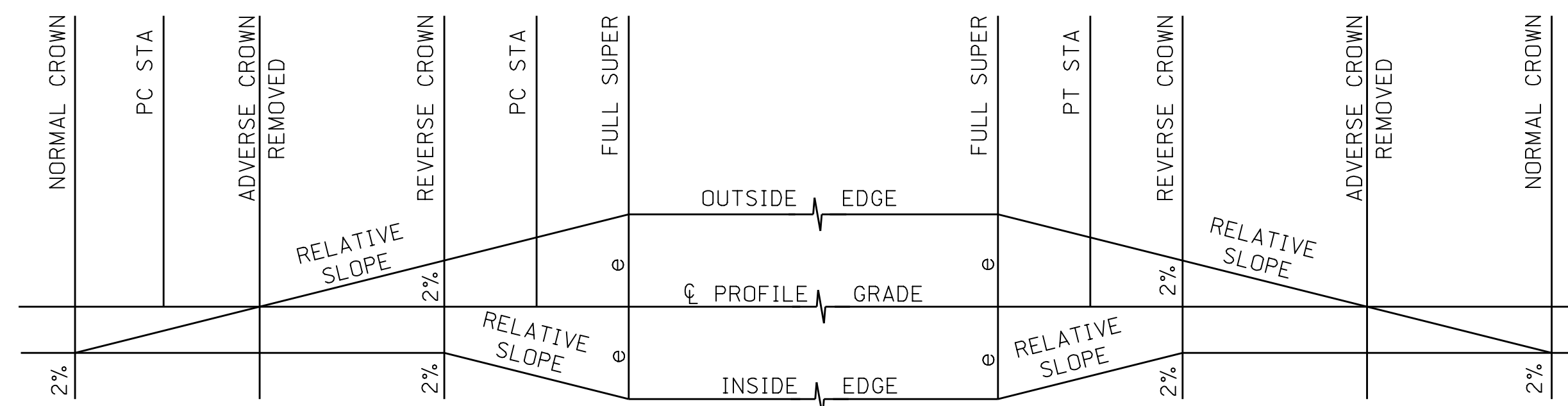
NOTES

- The locations of all aerial and underground utility facilities may not be indicated in these plans. Underground utilities, whether indicated or not will be located and flagged by the Utilities at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

FOR INFORMATION ONLY

- As indicated by the Cross-Sections, Embankment will be required to construct the earth portion of the shoulder. This Embankment and material needed for Roadway Grading will be furnished by the Contractor from sources other than State Right-of-Way.
- The Contractor shall dispose of all unsuitable materials encountered in the removal and grading operations of the project site. No unsuitable material, as determined by the engineer, shall be used for backfilling or embankment construction. The cost for disposal of unsuitable material shall be subsidiary to excavation.
- The Contractor will be required to furnish Borrow on this Project.
- The Contractor will be required to furnish Waste Areas for Excess Excavation on this Project



SUPERELEVATION DIAGRAM

SUPERELEVATION													
P.I. STATION	RADIUS OF CURVE	SUPERELEVATION e %	RELATIVE SLOPE	NORMAL CROWN STATION	P.C. STATION	ADVERSE CROWN REMOVED STATION	REVERSE CROWN STATION	FULL SUPER STATION	FULL SUPER STATION	P.T. STATION	REVERSE CROWN STATION	ADVERSE CROWN REMOVED STATION	NORMAL CROWN STATION
663+48.15	720.00	4.0	185:1	658+26.00	658+35.61	659+00.00	659+74.00	660+48.00	666+67.26	667+26.46	668+15.26	668+15.26	668+89.26

FOR DETAILS NOT SHOWN SEE PLAN 108

EARTHWORK QUANTITIES (PHASE 2)				
STATION TO STATION	EXCAVATION (CU. YDS.)	EMBANKMENT (CU. YDS.)	BALANCE FACTOR	(+) LONG (-) SHORT
ROAD 755	2,658	* 8,528	1.4	-9,283
HWY. US-30	6,190	* 4,426	1.4	-215
ROAD A	6,428	* 3,218	1.4	+1,925
ROAD B	2,810	* 4,503	1.4	-3,488
TOTAL	18,086	20,675	1.4	-11,061

- * INCLUDES APPROX. 1,381 CU. YDS. OF EMBANKMENT FOR ROAD 755 UNDERCUT (SEE SHEET B).
- INCLUDES APPROX. 2,884 CU. YDS. OF EMBANKMENT FOR HWY. US-30 UNDERCUT (SEE SHEET B).
- INCLUDES APPROX. 880 CU. YDS. OF EMBANKMENT FOR ROAD A UNDERCUT (SEE SHEET B).
- INCLUDES APPROX. 1,343 CU. YDS. OF EMBANKMENT FOR ROAD B UNDERCUT (SEE SHEET B).

EARTHWORK QUANTITIES (PHASE 3 & 4)				
STATION TO STATION	EXCAVATION (CU. YDS.)	EMBANKMENT (CU. YDS.)	BALANCE FACTOR	(+) LONG (-) SHORT
ROAD 435 (PHASE 3)	5,253	* 5,186	1.4	-2,010
ROAD 435 (PHASE 4)	1,333	* 1,346	1.4	-553
TOTAL	6,586	6,532	1.4	-2,563

- * INCLUDES APPROX. 2,061 CU. YDS. OF EMBANKMENT FOR ROAD 435 PHASE 3 UNDERCUT (SEE SHEET B).
- INCLUDES APPROX. 1,216 CU. YDS. OF EMBANKMENT FOR ROAD 435 PHASE 4 UNDERCUT (SEE SHEET B).

EARTHWORK QUANTITIES (PHASE 5)				
STATION TO STATION	EXCAVATION (CU. YDS.)	EMBANKMENT (CU. YDS.)	BALANCE FACTOR	(+) LONG (-) SHORT
ROAD 435	3,208	* 9,260	1.4	-9,755
TOTAL	3,208	9,260	1.4	-9,755

- * INCLUDES APPROX. 44 CU. YDS. OF EMBANKMENT FOR ROAD 435 UNDERCUT (SEE SHEET B).

SILT FENCE LOW POROSITY	600 LF
-------------------------	--------

LEGEND

- G --- GAS LINE
- E --- ELECTRICAL SERVICE
- P --- POWER LINE
- OP --- OVERHEAD POWER LINE
- SAN --- SANITARY SEWER
- SS --- STORM SEWER
- T --- TELEPHONE LINE
- FO --- FIBER OPTIC TELE. LINE
- OT --- OVERHEAD TELEPHONE LINE
- TV --- CABLE TV LINE
- OTV --- OVERHEAD CABLE TV LINE
- W --- WATER LINE
- O --- FENCE - CHAIN LINK
- X --- FENCE - R.O.W. OR WIRE
- □ --- FENCE - WOOD
- --- FLOWLINE
- --- CENTER LINE DRIVE
- ⊕ BENCH MARK
- ⊙ CENTER PIVOT
- ⊙ CONTROL POINT
- XXXXXXXXX DIKE
- ⊙ GAS METER
- ⊗ GAS VALVE
- ⊕ GRID TICK
- GUARDRAIL
- GUARD POST
- GUY POLE
- GUY WIRE
- ☀ OR ☀ LIGHT POLE
- MAILBOX
- ⊙ MANHOLE
- |||| MARSH
- OIL WELL
- ⊕ PHOTO CODE POINT
- ⊕ POWER BOX
- ⊕ POWER POLE
- ⊕ POWER PULL BOX
- ⊕ PROPANE TANK
- ⊕ R.O.W. MARKER
- ⊕ ADVANCED R.R. WARNING SIGN
- ⊕ RAILROAD WARNING
- ⊕ RAILROAD TRACKS
- RETAINING WALL
- ⊕ SATELLITE DISH
- ⊕ SIGN
- ☀ TRAFFIC SIGNAL
- ☀ TRAFFIC SIGNAL/ST. LIGHT
- ⊕ TELEPHONE BOX
- ⊕ TELE. FIBER OPTICS BOX
- ⊕ TELEPHONE PULL BOX
- ⊕ TELEPHONE POLE
- ⊕ TELEVISION BOX
- ☀ TREE - CONIFEROUS
- ☀ TREE - DECIDUOUS
- ☀ TREE STUMP
- ⊕ WATER (FIRE) HYDRANT
- ⊕ WATER VALVE
- ⊕ WATER METER
- ⊕ WELL
- ⊕ WINDMILL

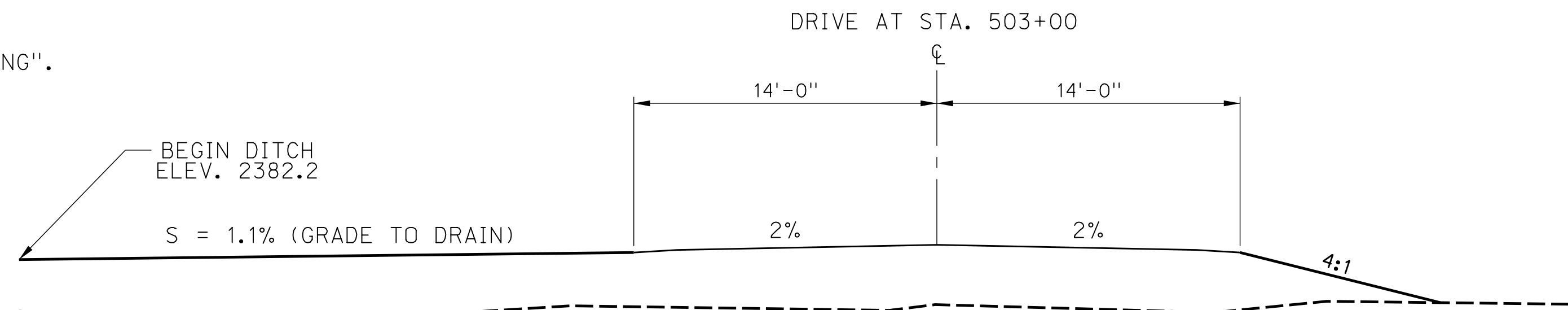
GENERAL INFORMATION

ROADWAY GRADING				
STATION	TO	STATION	SIDE	STATION
499+56	-	513+00	LT.	13.75
TOTAL				13.75

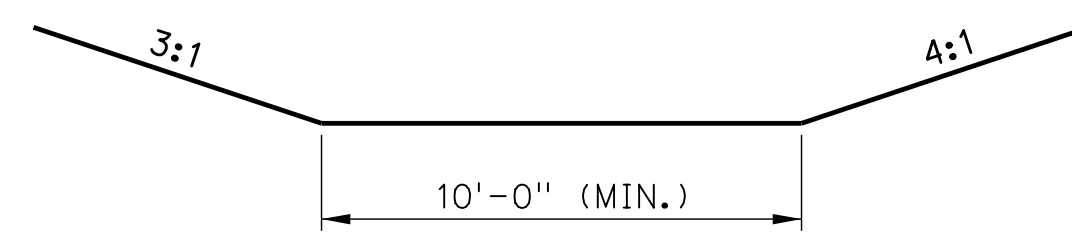
NOTES:
ROAD OBLITERATION SHALL BE PAID FOR BY THE PAY ITEM "ROADWAY GRADING".

REMOVE ASPHALT SURFACE
SQ. YDS.
354

REMOVE SIGN, POST AND FOOTING		
STATION	SIDE	DESCRIPTION
500+77	LT.	STOP



SECTION A-A
STA. 502+00 TO STA. 503+50, 45' LT.

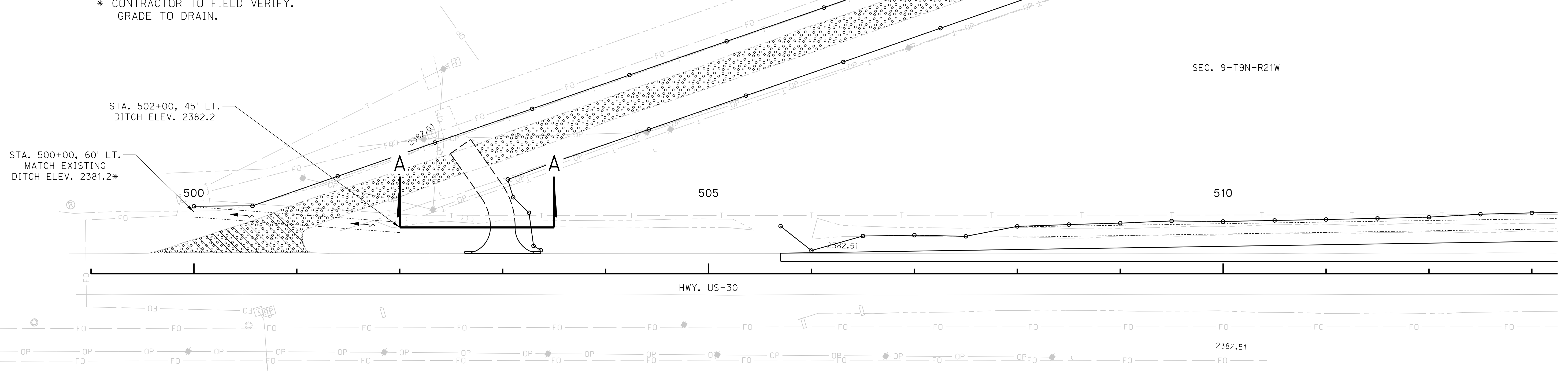


TYPICAL DITCH

* CONTRACTOR TO FIELD VERIFY.
GRADE TO DRAIN.

STA. 502+00, 45' LT.
DITCH ELEV. 2382.2

STA. 500+00, 60' LT.
MATCH EXISTING
DITCH ELEV. 2381.2*



SEC. 4-T9N-R21W

SEC. 9-T9N-R21W

ROADWAY OBLITERATION

LEGEND

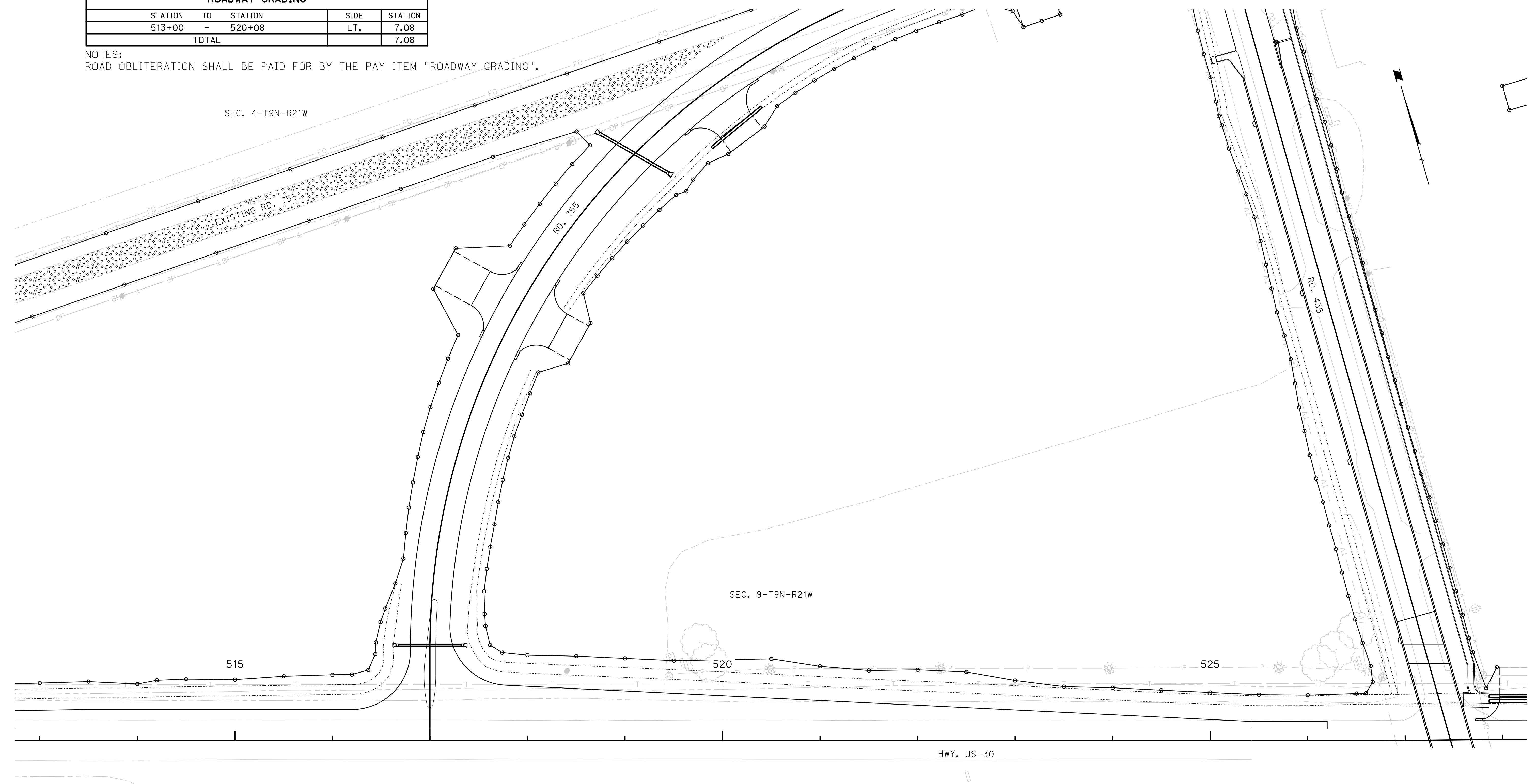
- REMOVE ASPHALT SURFACE
- ROAD OBLITERATION

GENERAL INFORMATION



ROADWAY GRADING			
STATION	TO	STATION	SIDE
513+00	-	520+08	LT.
TOTAL			7.08

NOTES:
ROAD OBLITERATION SHALL BE PAID FOR BY THE PAY ITEM "ROADWAY GRADING".

ROADWAY DESIGN DIVISION
 Computer: 330CS3T3
 User: meali:ffad
 Date: 26-SEP-2023 21:08
 File: 614570cm03.dgn
 Scale: 1:50



LEGEND

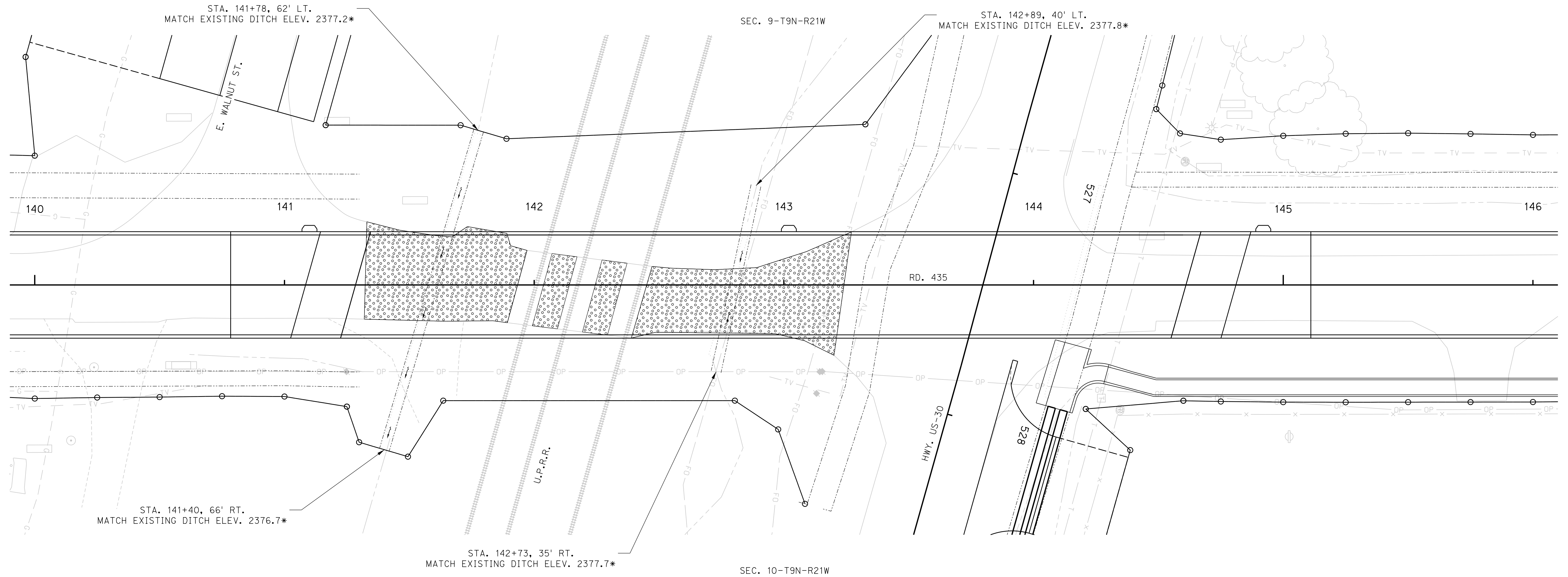
	REMOVE ASPHALT SURFACE
	ROAD OBLITERATION

ROADWAY OBLITERATION

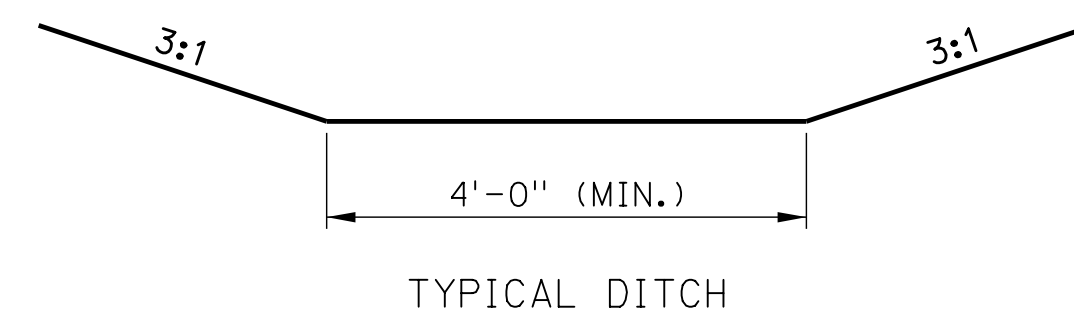
GENERAL INFORMATION

ROADWAY GRADING			
STATION	TO	STATION	STATION
141+28	-	143+25	1.97
TOTAL			1.97

NOTES:
 ROAD OBLITERATION SHALL BE PAID FOR BY THE PAY ITEM "ROADWAY GRADING".
 FOR PAVEMENT AND CULVERT REMOVALS SEE SHEET J.



LEGEND
 ROAD OBLITERATION



* CONTRACTOR TO FIELD VERIFY.
 GRADE TO DRAIN.

ROADWAY OBLITERATION

ROADWAY DESIGN DIVISION

Computer: 33CS313

User: mealfiffad

Date: 26-SEP-2023 21:08

File: 614570cn04.dgn
 Scale: 1:20

GENERAL INFORMATION

ROADWAY GRADING			
STATION	TO	STATION	SIDE
0	RD. 436		LT.
TOTAL			3.25

NOTES:
ROAD OBLITERATION SHALL BE PAID FOR BY THE PAY ITEM "ROADWAY GRADING".

REMOVE ASPHALT SURFACE	
SO. YDS.	
508	

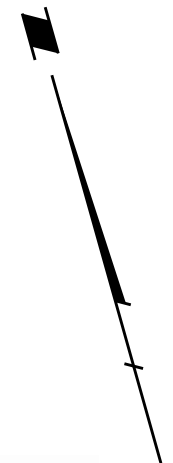
* REMOVE RAILROAD CROSSING	
EACH	
1	

* BY OTHERS


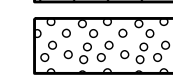
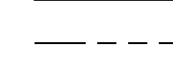
REMOVE SIGN, POST AND FOOTING		
STATION	SIDE	DESCRIPTION
-	-	STOP

REMOVE CULVERT PIPE	
DESCRIPTION	
24" x 54' CULVERT PIPE W/F.E.S.	

NOTES:
CULVERT REMOVAL SHALL BE PAID FOR BY THE PAY ITEM "ROADWAY GRADING".



LEGEND

-  REMOVE ASPHALT SURFACE
-  ROAD OBLITERATION
-  RAILROAD ROW

ROADWAY OBLITERATION

ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: meali:ffad

Date: 26-SEP-2023 21:08

File: 614570.cn05.dgn
Scale: 1:50

ROADWAY DESIGN DIVISION

CONSTRUCTION SEQUENCE							
PHASE	STAGE	ROAD 435		HIGHWAY US-30		LOCAL ROADS & DRIVES	
		CONSTRUCTION	TRAFFIC	CONSTRUCTION	TRAFFIC	CONSTRUCTION	TRAFFIC
1			Traffic to be maintained on existing Rd 435.	Obliterate Rd. 755 connection to US-30 at Sta. 500+00 and complete US-30 ditch grading. Construct Drive Access Lt. at Sta. 503+00	Traffic to be maintained on existing US-30. Lt. shoulder of US-30 Closed when work is underway within 15ft. of the US-30 traveledway.	Construct permanent barricade existing Rd 436. Construct drive access to US-30, Sta. 503+00 Lt. Obliterate existing Rd 755 between US-30 and Rd 435.	At grade railroad crossing at Rd 436 closed permanently. Traffic to be maintained on existing E Walnut St. Rd 755 closed at US-30 and Rd 435. Rd 755 traffic to access US-30 via existing Rd 435.
2			Traffic to be maintained on existing Rd 435.	Widen US-30	Traffic to be carried on existing US-30 eastbound lane and shoulder.	Construct drive access to US-30, Sta. 528+17 Lt. and Sta. 530+30 Lt. Construct new Rd 755 between US-30 and Rd 435. Construct new Road A. Construct new Road B. Construct drive access to E. Walnut St., Sta. 451+00 Rt.	Traffic to be maintained on existing E Walnut St. Rd 755 traffic to access US-30 via existing Rd 435.
3	1	Construct Rd 435 Sta. 122+65 to Sta. 128+00	Rd 435 closed to thru traffic between Rd 754 and E Walnut St.		Traffic to be carried on improved US-30.		Traffic to be maintained on existing E Walnut St. Rd 755 traffic to access US-30 via existing Rd 435.
	2	Construct Rd 435 Sta. 128+00 to Sta. 130+00	Rd 435 closed to thru traffic between Road A and E Walnut St.		Traffic to be carried on improved US-30.		Traffic to be maintained on existing E Walnut St. Rd 755 traffic to access US-30 via existing Rd 435. New Road A open to traffic. New Road B open to traffic.
	3	Construct Rd 435 Sta. 130+00 to Sta. 132+30	Rd 435 closed to thru traffic between Road A and E Walnut St.		Traffic to be carried on improved US-30.		Traffic to be maintained on existing E Walnut St. Rd 755 traffic to access US-30 via existing Rd 435.
	4		Rd 435 closed to thru traffic between Road A and US-30.		Traffic to be carried on improved US-30.	Construct turnaround and permanent barricade E Walnut St.	Access to Rd 435 from E Walnut St closed permanently. Rd 755 traffic to access US-30 via existing Rd 435.
4		Construct Intersection at Rd 755.	Rd 435 closed to thru traffic between Road A and Rd 755.		Traffic to be carried on improved US-30.	Construct drive access to Rd 755, Sta. 671+47 Rt.	Rd 755 closed to thru traffic west of Rd 436.
5		Construct Rd 435 Sta. 132+30 to Rd 755. Construct MSE Walls 1, 2, 3, 4 & 5. Construct Bridge.	At grade railroad crossing at Rd 435 closed permanently. Rd 435 closed to thru traffic between Road A and Rd 755. Traffic to be maintained via local detour. See Sheet M for Detour Details.		Traffic to be carried on improved US-30. For placement of bridge beams, traffic to be maintained via I-80 detour. See Sheet M for Detour Details.		New Rd 755 open to traffic.

NOTES

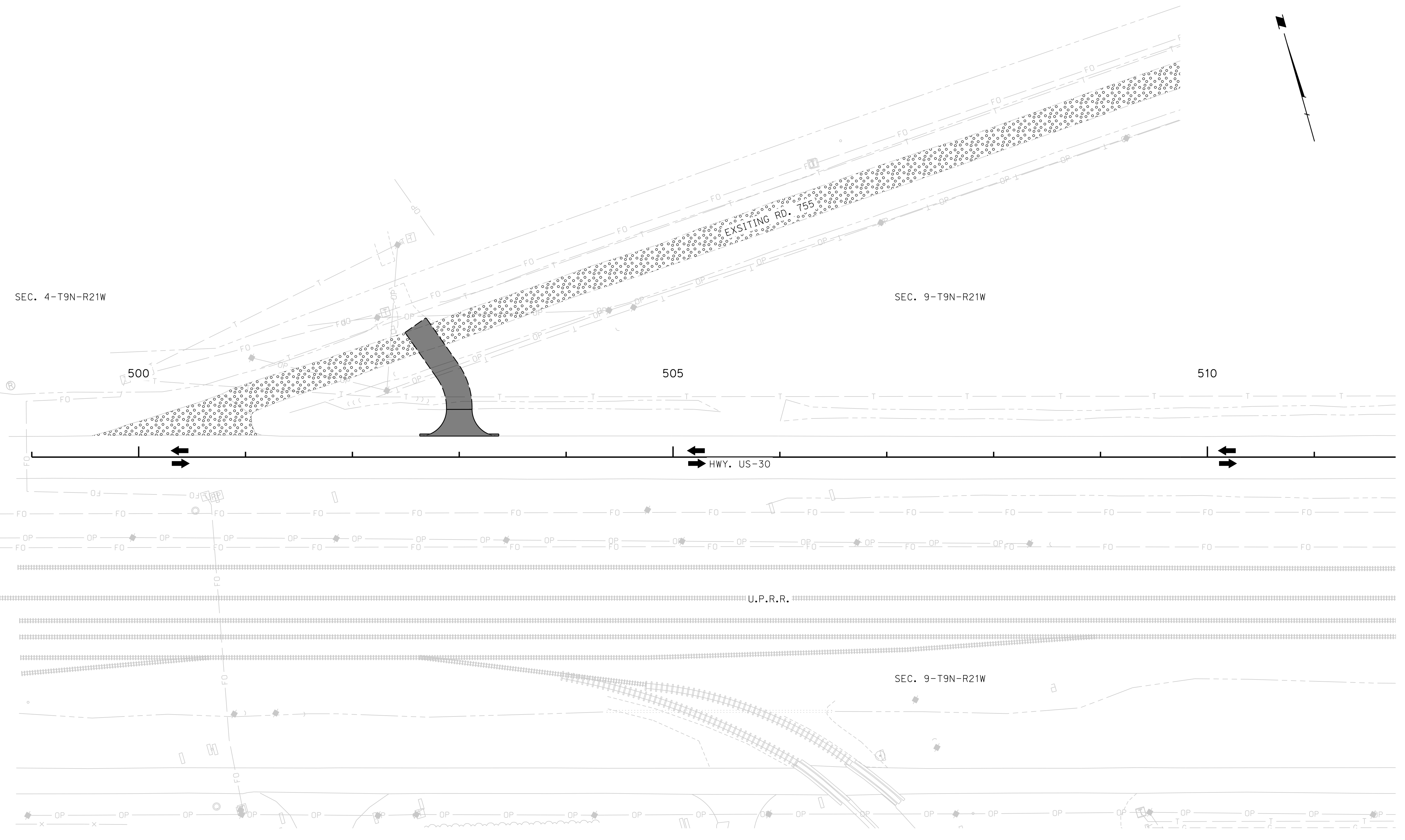
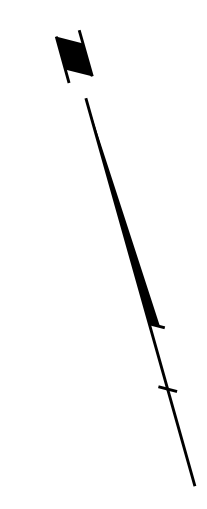
- The sequence shown addresses major construction items only. The Contractor shall be responsible for coordination of all items. The Contractor may vary from the sequence shown only as approved by the Engineer.
- The construction phases as outlined will require partial or total closure of local roads and Highway US-30 to complete the improvements. Access shall be maintained to all properties throughout construction except as noted on the plans or approved by the Engineer.
- The traffic control requirements shown on these plans are minimum requirements only. The Engineer reserves the right to require additional or supplemental traffic control devices and implementation procedures not shown on the plans, but which may be necessary for effective traffic control.

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570ez00.dgn

HIGHWAY US-30



LEGEND

	CURRENT PHASE CONSTRUCTION
	CONSTRUCTED
	OLD ROAD OBLITERATION
	TRAFFIC FLOW

PHASE 1
PHASING

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:09

File: 614570ez01.dgn

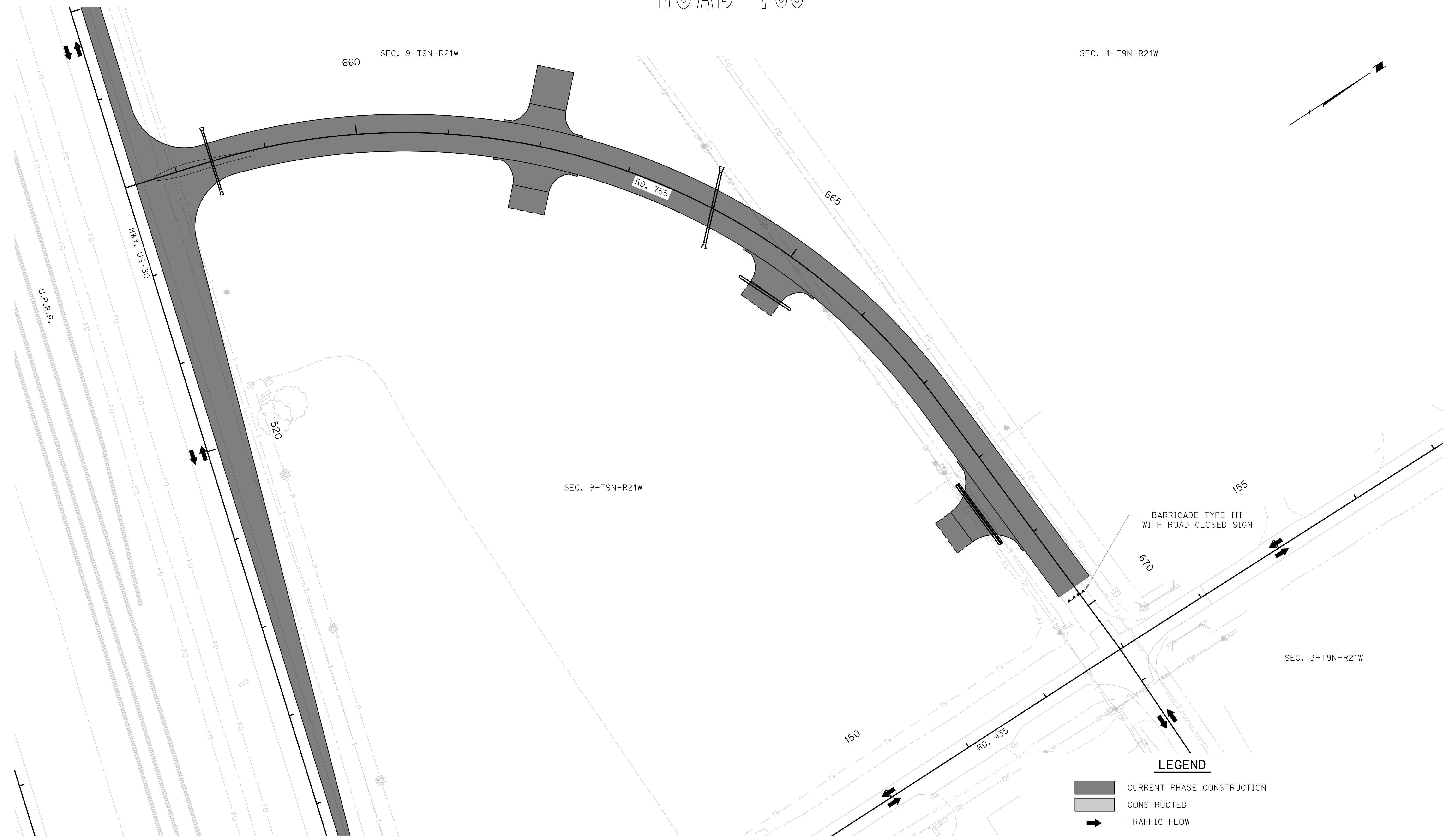
ROAD 755

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570cz02.dgn



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 2
PHASING

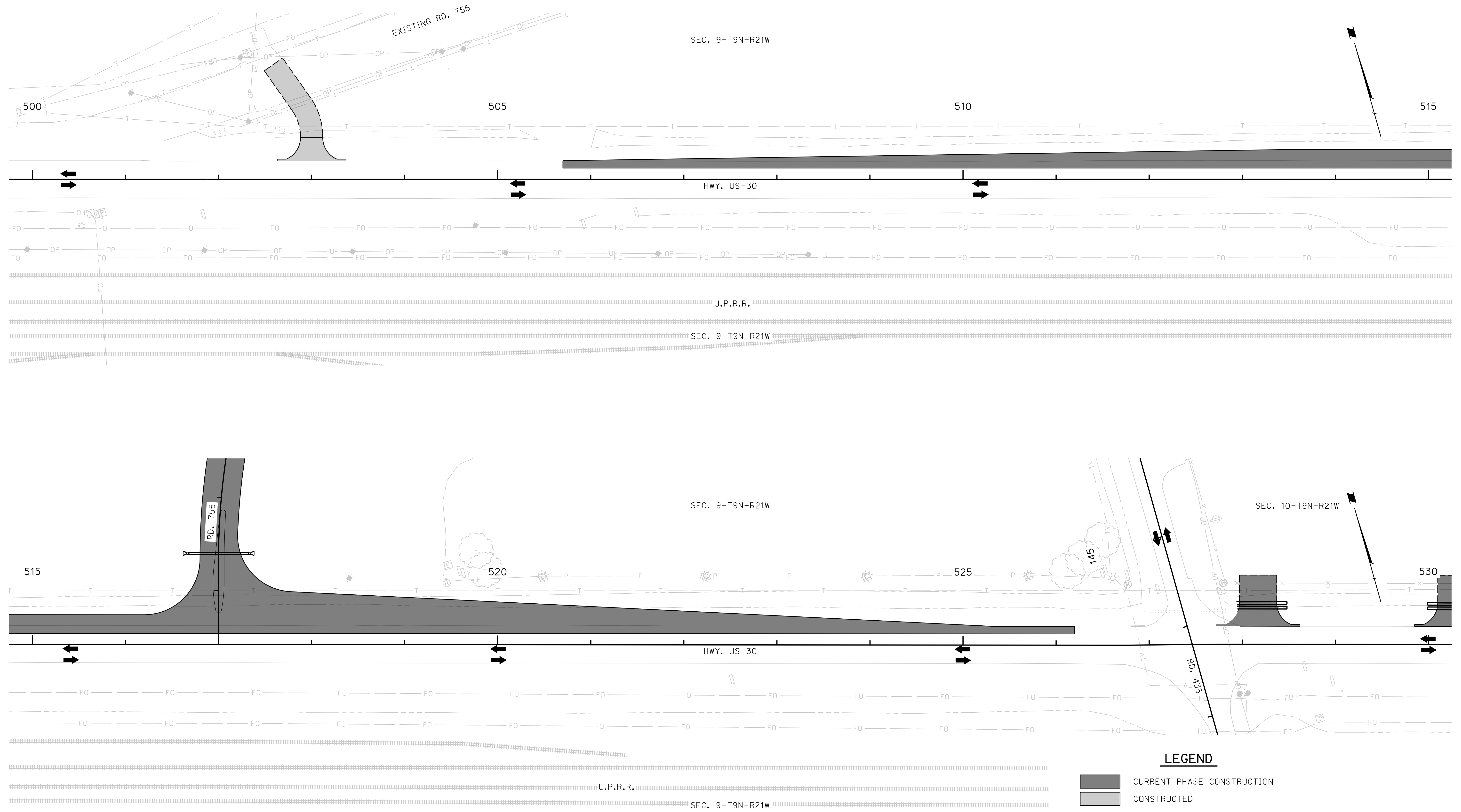
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336C3T3

Date: 26-SEP-2023 21:09

File: 614570ez03.dgn



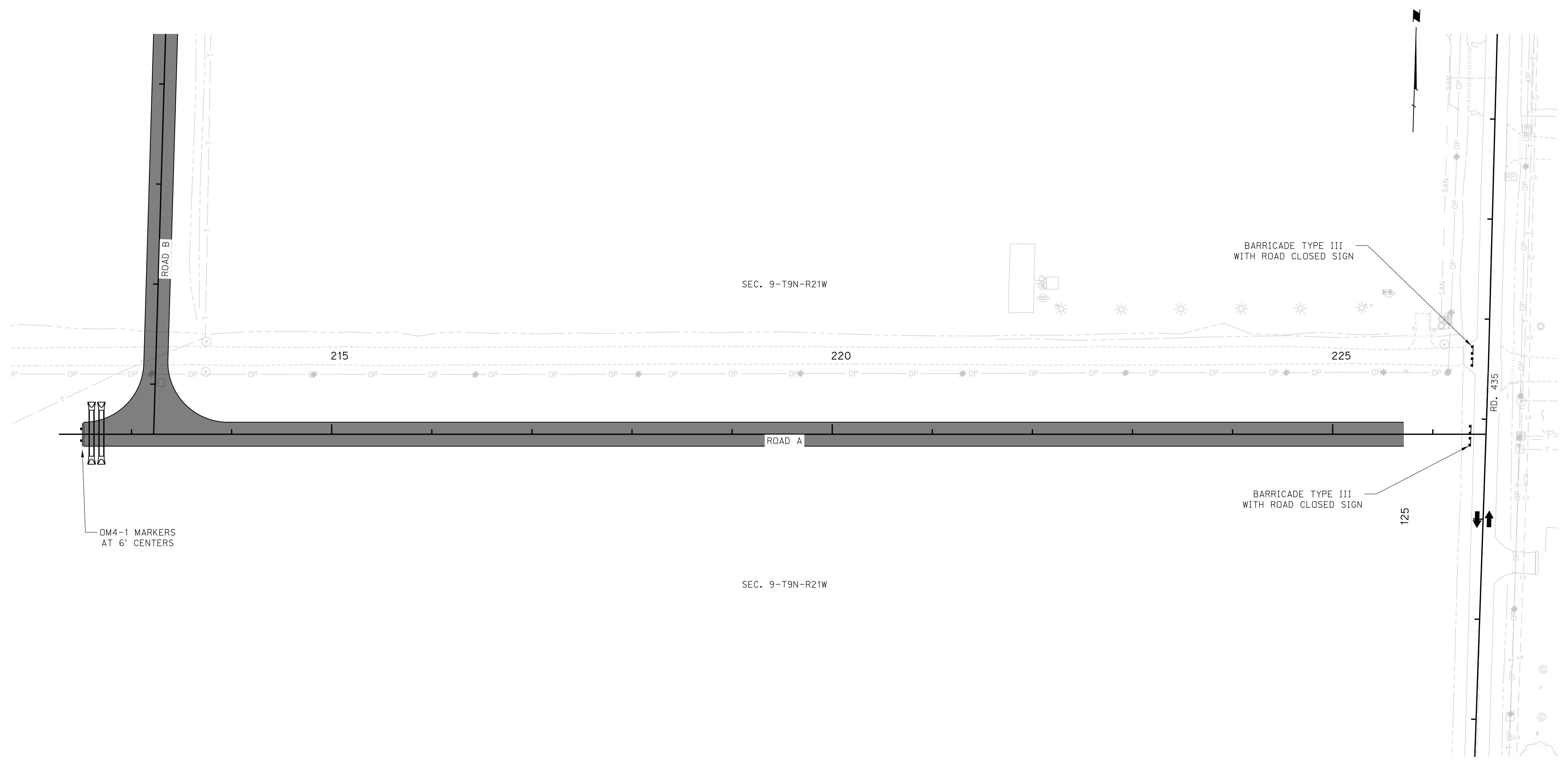
ROAD A

ROADWAY DESIGN DIVISION




Computer: 336S3T3

Date: 26-SEP-2023 21:09

File: 614570ez05.dgn



LEGEND

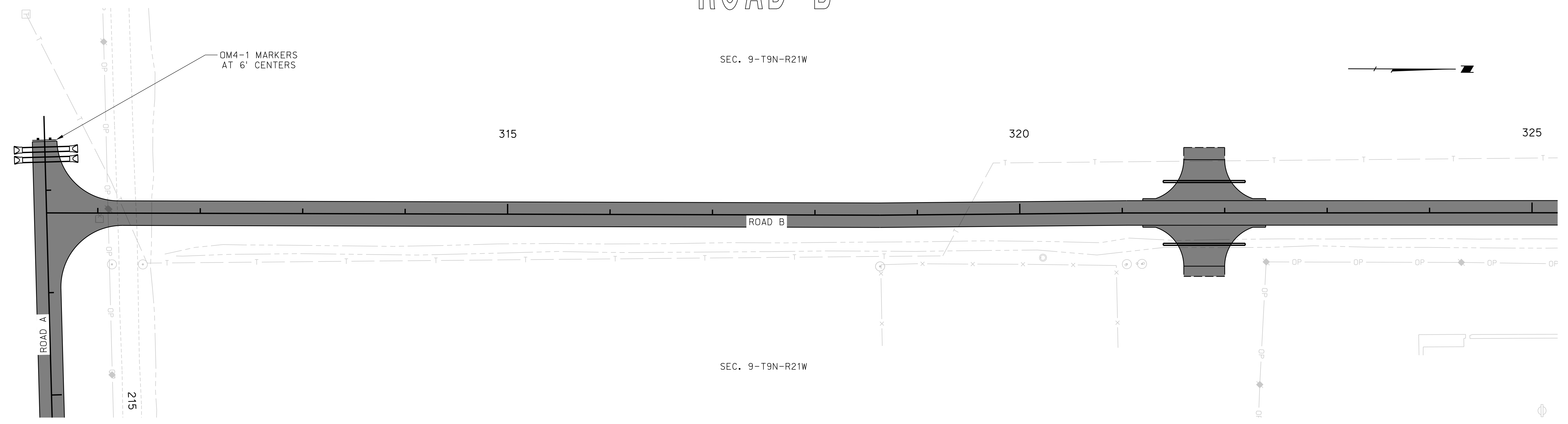
	CURRENT PHASE CONSTRUCTION
	CONSTRUCTED
	TRAFFIC FLOW

PHASE 2
PHASING

ROAD B

SEC. 9-T9N-R21W

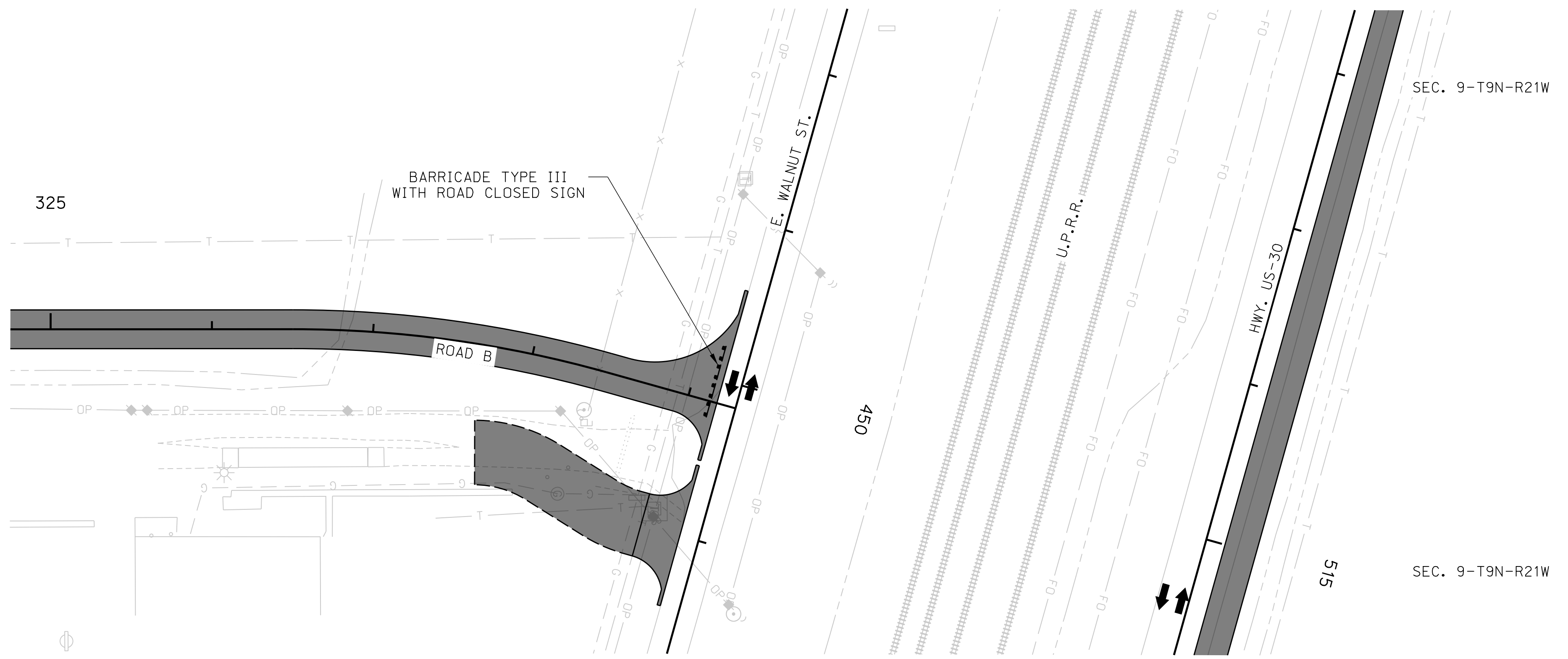
ROADWAY DESIGN DIVISION



Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570cz06.dgn



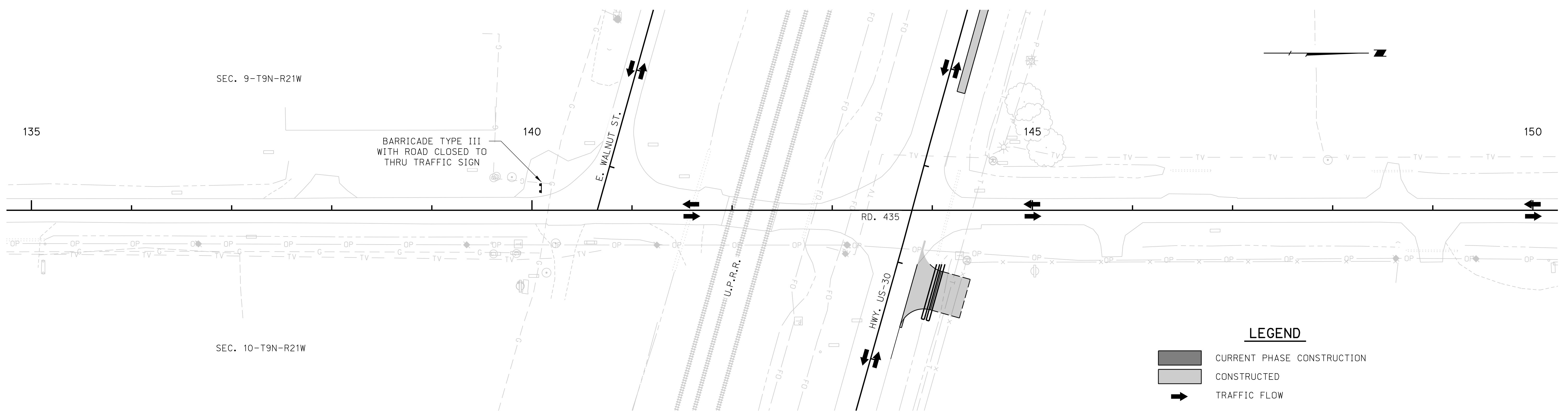
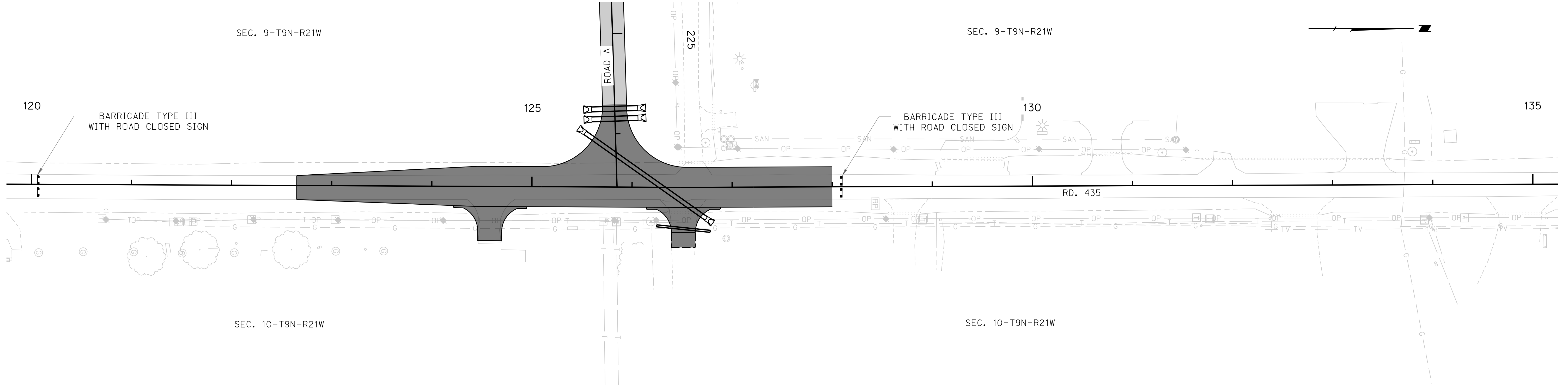
LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW




PHASE 2
PHASING

ROAD 435

ROADWAY DESIGN DIVISION



LEGEND

-  CURRENT PHASE CONSTRUCTION
-  CONSTRUCTED
-  TRAFFIC FLOW

PHASE 3, STAGE 1
PHASING

Computer: 336C3T3

Date: 26-SEP-2023 21:09

File: 614570ez07.dgn

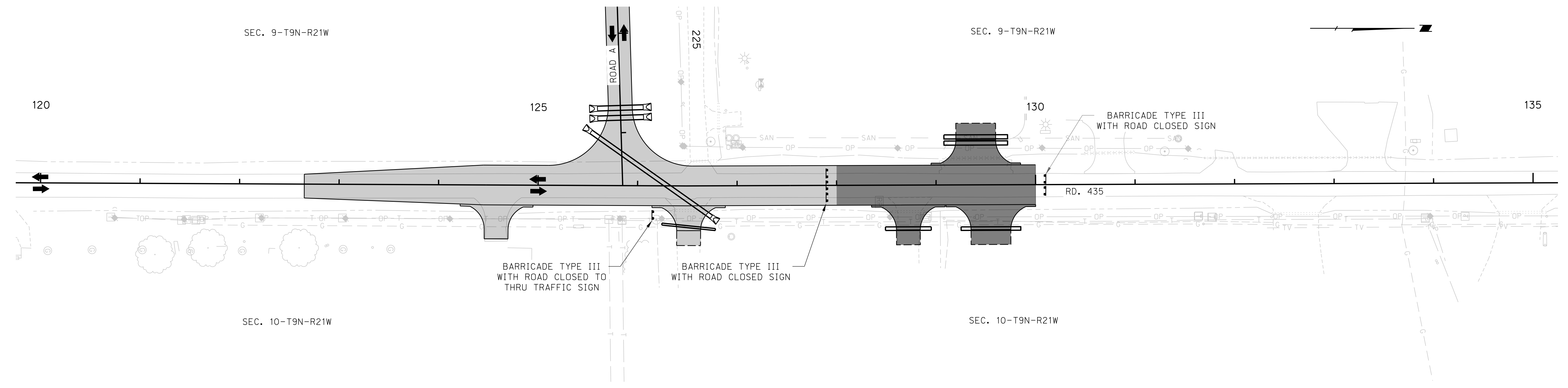
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570cz06.dgn



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 3, STAGE 2
PHASING

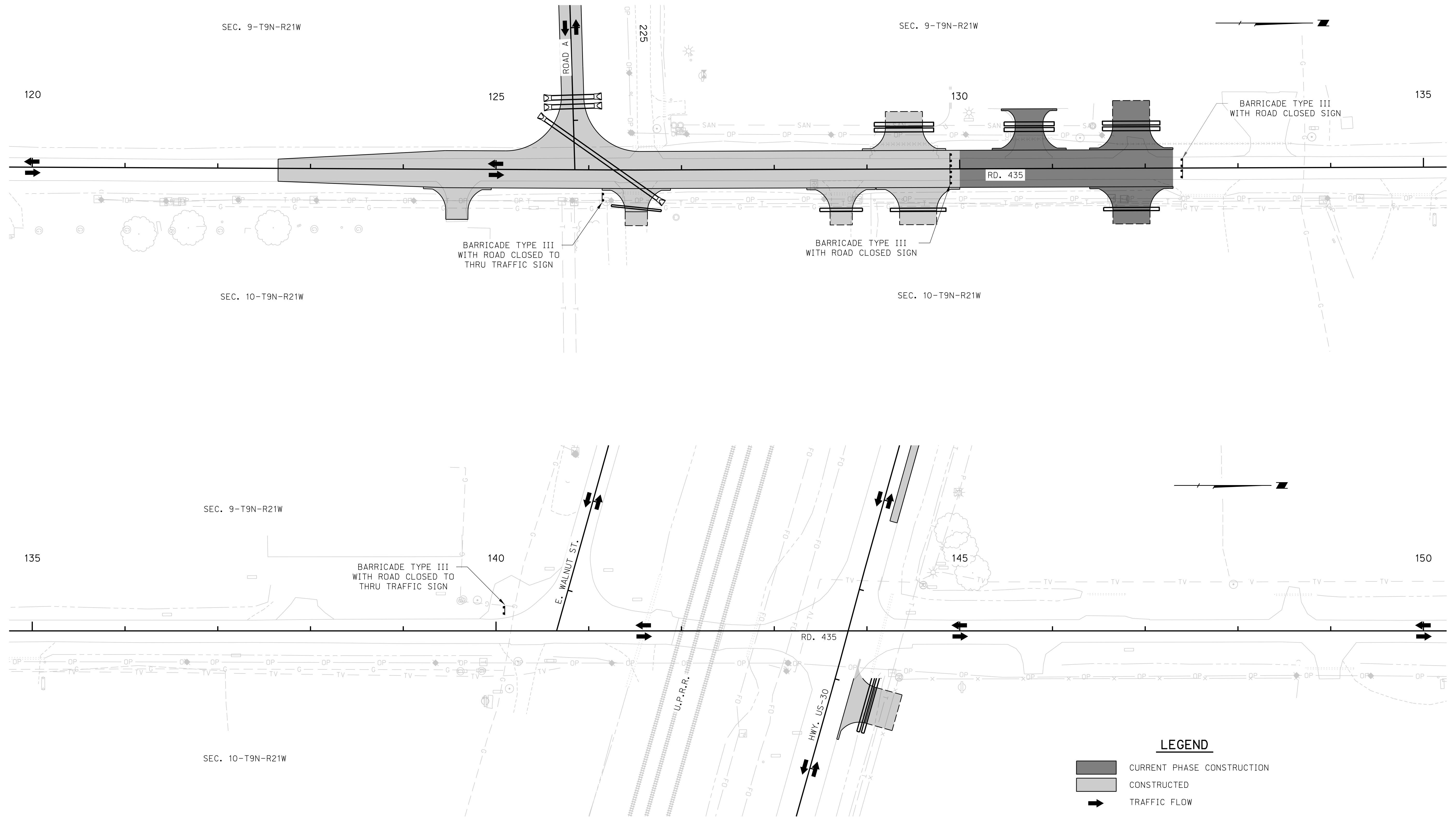
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336C3T3

Date: 26-SEP-2023 21:09

File: 614570cz09.dgn



PHASE 3, STAGE 3
PHASING

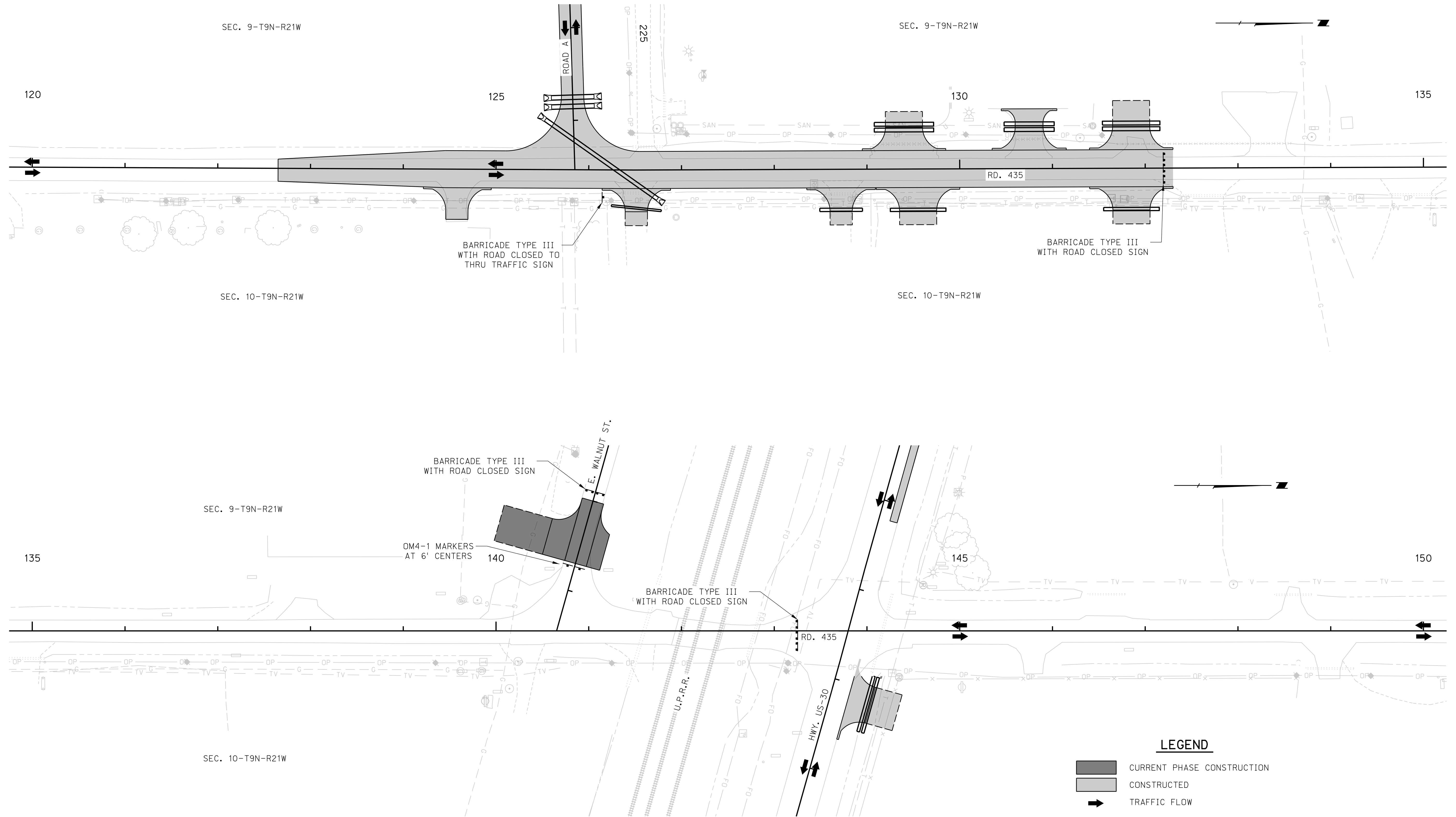
ROAD 435

ROADWAY DESIGN DIVISION




Computer: 336C3T3

Date: 26-SEP-2023 21:09

File: 614570ez10.dgn



LEGEND

-  CURRENT PHASE CONSTRUCTION
-  CONSTRUCTED
-  TRAFFIC FLOW

PHASE 3, STAGE 4
PHASING

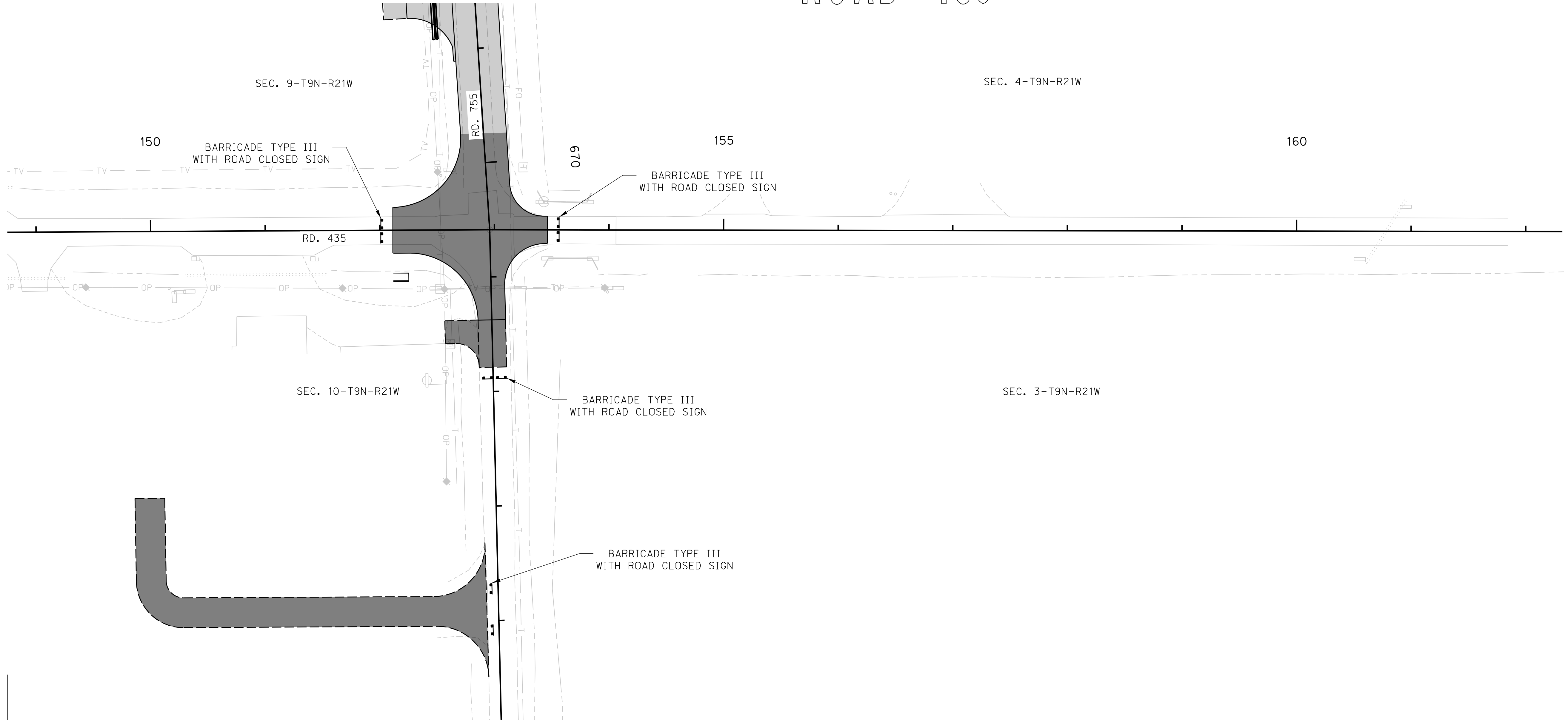
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570ez11.dgn



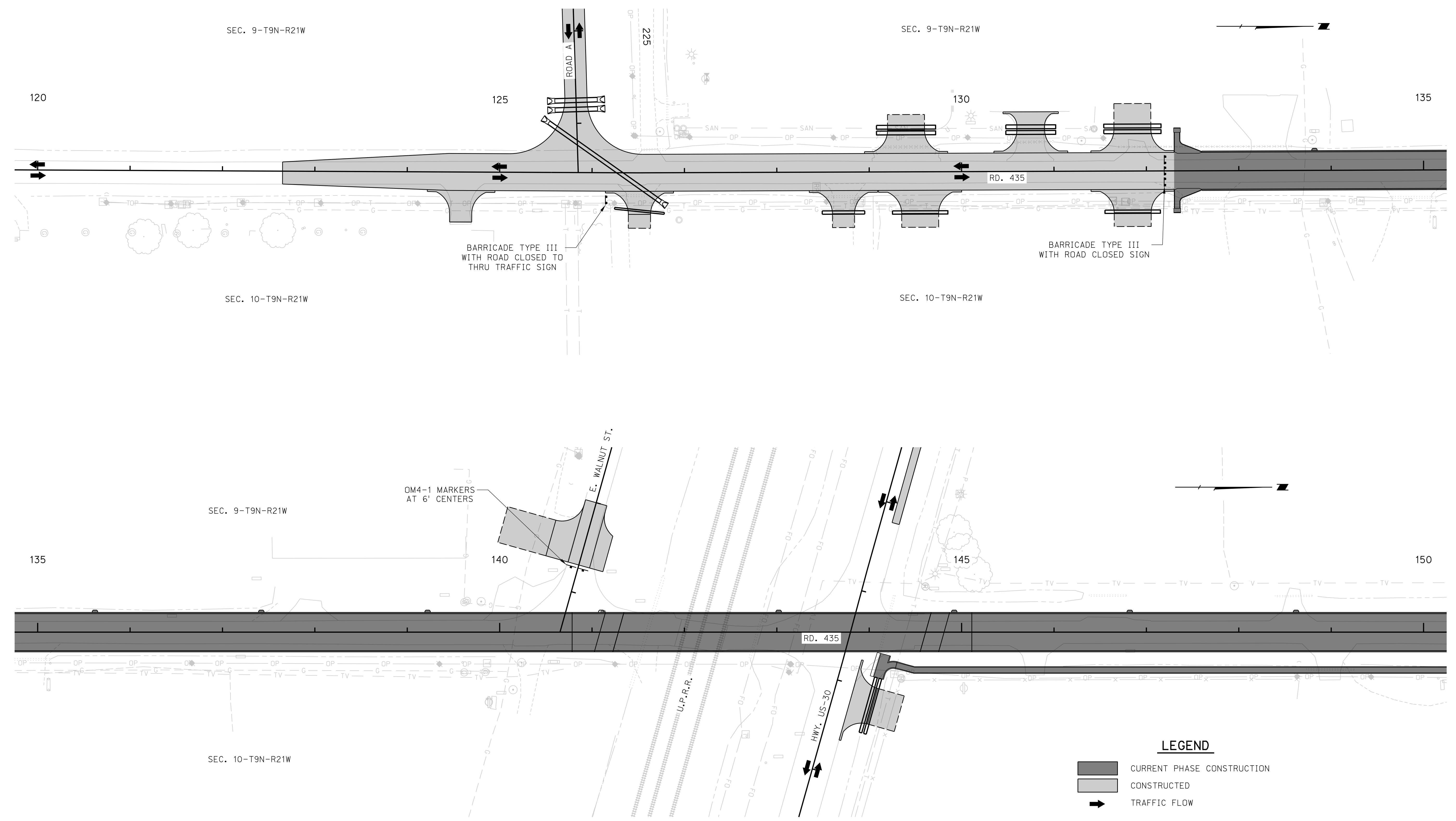
LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW




PHASE 4
PHASING

ROAD 435

ROADWAY DESIGN DIVISION
 Computer: 336CS3T3
 Date: 26-SEP-2023 21:09
 File: 614570ez12.dgn



LEGEND

-  CURRENT PHASE CONSTRUCTION
-  CONSTRUCTED
-  TRAFFIC FLOW

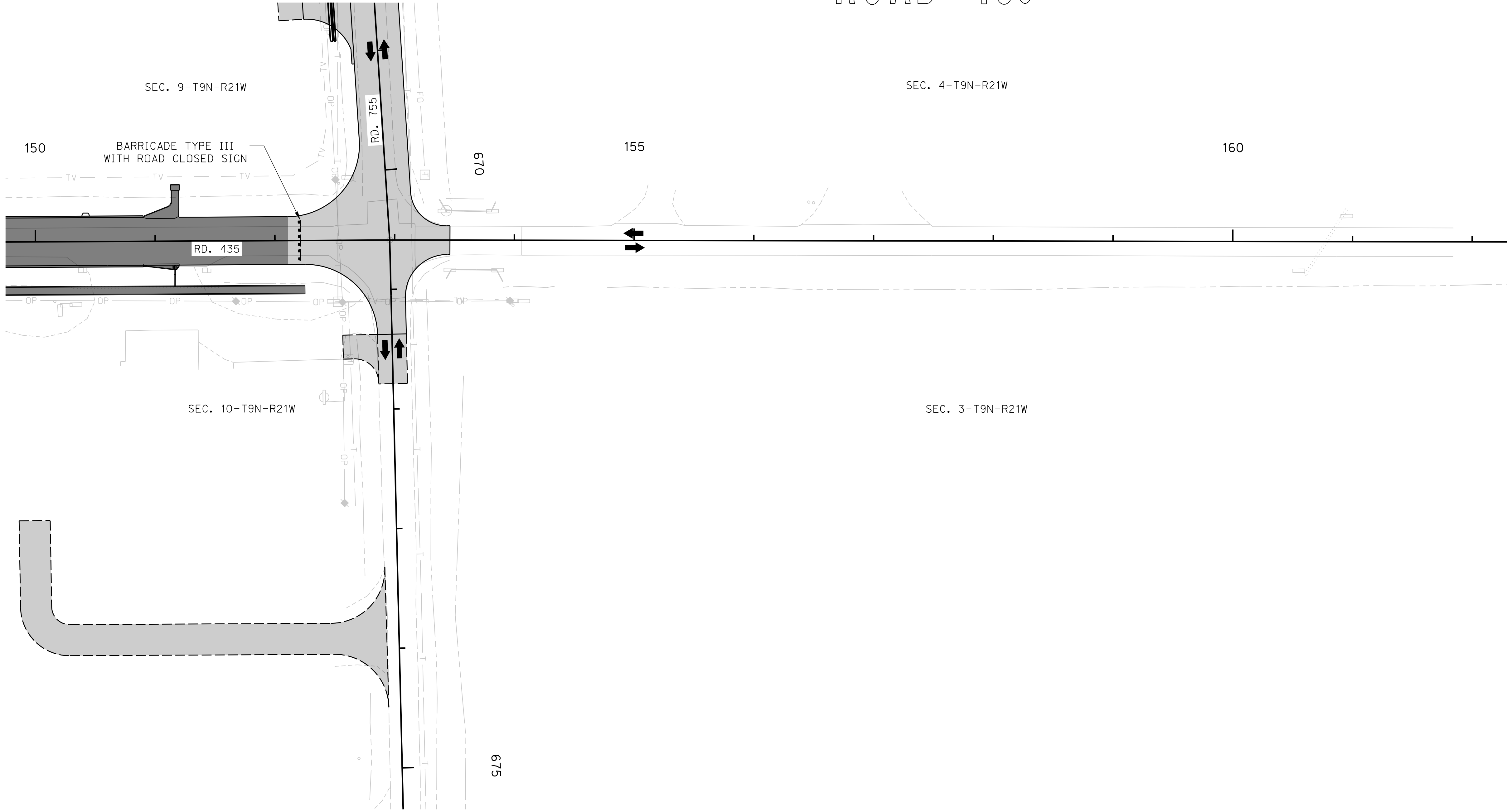
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:09

File: 614570ez13.dgn



- LEGEND**
- CURRENT PHASE CONSTRUCTION
 - CONSTRUCTED
 - TRAFFIC FLOW

PHASE 5
PHASING

ROAD 435

ROADWAY DESIGN DIVISION

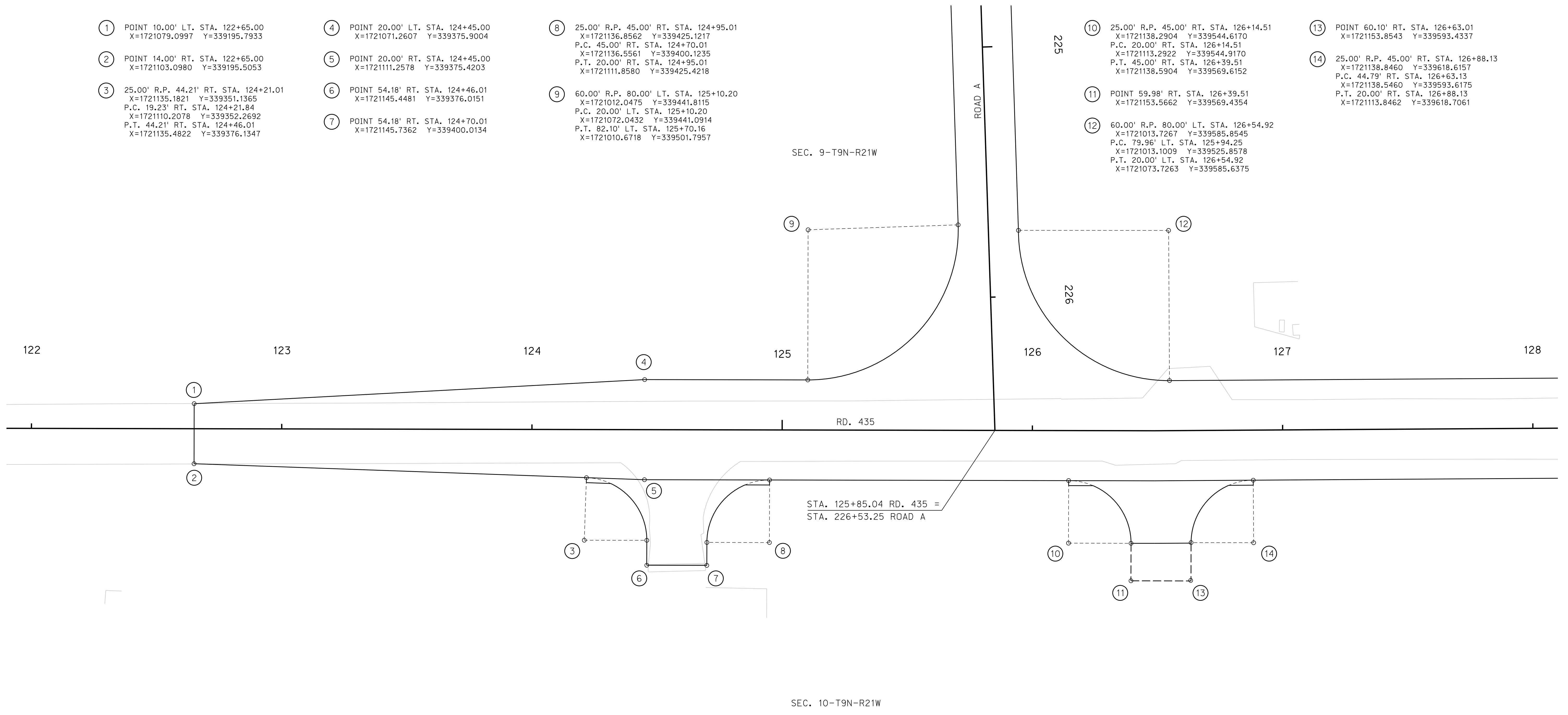
- ① POINT 10.00' LT. STA. 122+65.00
X=1721079.0997 Y=339195.7933
- ② POINT 14.00' RT. STA. 122+65.00
X=1721103.0980 Y=339195.5053
- ③ 25.00' R.P. 44.21' RT. STA. 124+21.01
X=1721135.1821 Y=339351.1365
P.C. 19.23' RT. STA. 124+21.84
X=1721110.2078 Y=339352.2692
P.T. 44.21' RT. STA. 124+46.01
X=1721135.4822 Y=339376.1347

- ④ POINT 20.00' LT. STA. 124+45.00
X=1721071.2607 Y=339375.9004
- ⑤ POINT 20.00' RT. STA. 124+45.00
X=1721111.2578 Y=339375.4203
- ⑥ POINT 54.18' RT. STA. 124+46.01
X=1721145.4481 Y=339376.0151
- ⑦ POINT 54.18' RT. STA. 124+70.01
X=1721145.7362 Y=339400.0134

- ⑧ 25.00' R.P. 45.00' RT. STA. 124+95.01
X=1721136.8562 Y=339425.1217
P.C. 45.00' RT. STA. 124+70.01
X=1721136.5561 Y=339400.1235
P.T. 20.00' RT. STA. 124+95.01
X=1721111.8580 Y=339425.4218
- ⑨ 60.00' R.P. 80.00' LT. STA. 125+10.20
X=1721012.0475 Y=339441.8115
P.C. 20.00' LT. STA. 125+10.20
X=1721072.0432 Y=339441.0914
P.T. 82.10' LT. STA. 125+70.16
X=1721010.6718 Y=339501.7957

- ⑩ 25.00' R.P. 45.00' RT. STA. 126+14.51
X=1721138.2904 Y=339544.6170
P.C. 20.00' RT. STA. 126+14.51
X=1721113.2922 Y=339544.9170
P.T. 45.00' RT. STA. 126+39.51
X=1721138.5904 Y=339569.6152
- ⑪ POINT 59.98' RT. STA. 126+39.51
X=1721153.5662 Y=339569.4354
- ⑫ 60.00' R.P. 80.00' LT. STA. 126+54.92
X=1721013.7267 Y=339585.8545
P.C. 79.96' LT. STA. 125+94.25
X=1721013.1009 Y=339525.8578
P.T. 20.00' LT. STA. 126+54.92
X=1721073.7263 Y=339585.6375

- ⑬ POINT 60.10' RT. STA. 126+63.01
X=1721153.8543 Y=339593.4337
- ⑭ 25.00' R.P. 45.00' RT. STA. 126+88.13
X=1721138.8460 Y=339618.6157
P.C. 44.79' RT. STA. 126+63.13
X=1721138.5460 Y=339593.6175
P.T. 20.00' RT. STA. 126+88.13
X=1721113.8462 Y=339618.7061



FOR DETAILS NOT SHOWN SEE PLAN 329.

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570eg01.dgn

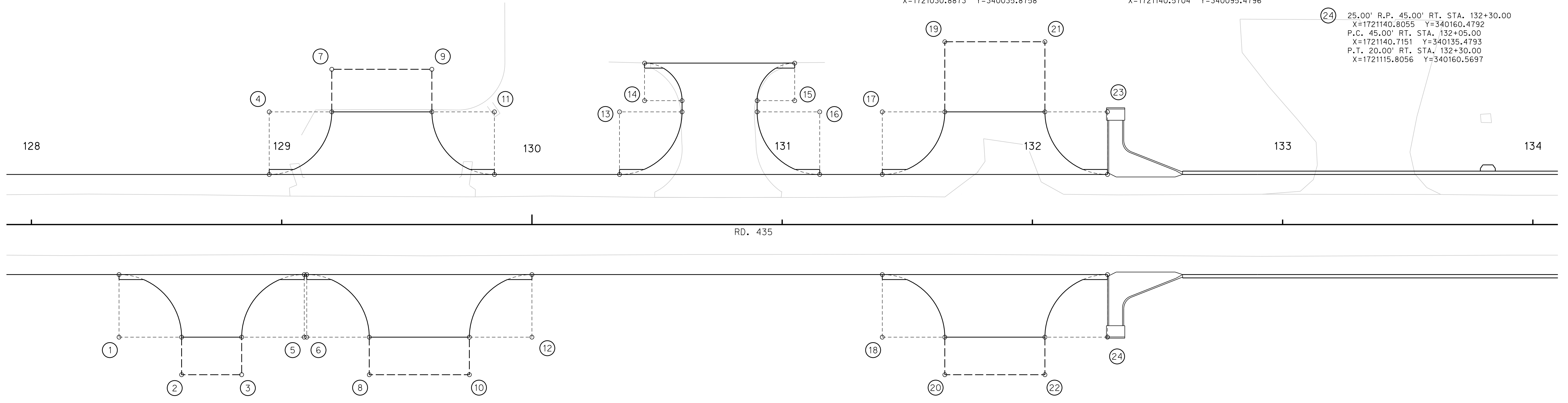
ROAD 435

ROADWAY DESIGN DIVISION

- ① 25.00' R.P. 45.00' RT. STA. 128+35.00
X=1721139.3771 Y=339765.4817
P.C. 20.00' RT. STA. 128+35.00
X=1721114.3773 Y=339765.5721
P.T. 45.00' RT. STA. 128+60.00
X=1721139.4675 Y=339790.4816
- ② POINT 60.00' RT. STA. 128+60.00
X=1721154.4674 Y=339790.4273
- ③ POINT 60.00' RT. STA. 128+84.00
X=1721154.5542 Y=339814.4272
- ④ 25.00' R.P. 45.00' LT. STA. 128+95.01
X=1721049.5947 Y=339825.8212
P.C. 20.00' LT. STA. 128+95.01
X=1721074.5945 Y=339825.7308
P.T. 45.00' LT. STA. 129+20.01
X=1721049.6851 Y=339850.8210
- ⑤ 25.00' R.P. 45.00' RT. STA. 129+09.00
X=1721139.6447 Y=339839.4813
P.C. 45.00' RT. STA. 128+84.00
X=1721139.5543 Y=339814.4814
P.T. 20.00' RT. STA. 129+09.00
X=1721114.6449 Y=339839.5717
- ⑥ 25.00' R.P. 45.00' RT. STA. 129+10.00
X=1721049.9202 Y=339915.8206
P.C. 20.00' RT. STA. 129+10.00
X=1721049.8298 Y=339890.8208
P.T. 45.00' RT. STA. 129+35.00
X=1721139.7387 Y=339865.4811
- ⑦ POINT 62.00' LT. STA. 129+20.01
X=1721032.6852 Y=339850.8763
- ⑧ POINT 60.00' RT. STA. 129+35.00
X=1721154.7386 Y=339865.4268
- ⑨ POINT 62.00' LT. STA. 129+60.01
X=1721032.8298 Y=339890.8760
- ⑩ POINT 60.00' RT. STA. 129+75.00
X=1721154.8833 Y=339905.4266
- ⑪ 25.00' R.P. 45.00' LT. STA. 129+85.01
X=1721049.9202 Y=339915.8206
P.C. 45.00' LT. STA. 129+60.01
X=1721049.8298 Y=339890.8208
P.T. 20.00' LT. STA. 129+85.01
X=1721074.9200 Y=339915.7302
- ⑫ 25.00' R.P. 45.00' RT. STA. 130+00.00
X=1721139.9738 Y=339930.4807
P.C. 45.00' RT. STA. 129+75.00
X=1721139.8834 Y=339905.4808
P.T. 20.00' RT. STA. 130+00.00
X=1721114.9739 Y=339930.5711
- ⑬ 25.00' R.P. 45.00' LT. STA. 130+35.00
X=1721050.1009 Y=339965.8059
P.C. 20.00' LT. STA. 130+35.00
X=1721075.1000 Y=339965.7155
P.T. 45.00' LT. STA. 130+60.00
X=1721050.1913 Y=339990.8057
- ⑭ 15.00' R.P. 49.47' LT. STA. 130+45.00
X=1721045.6702 Y=339975.8220
P.C. 64.47' LT. STA. 130+45.00
X=1721030.6703 Y=339975.8762
P.T. 49.47' LT. STA. 130+60.00
X=1721045.7245 Y=339990.8219
- ⑮ 15.00' R.P. 49.47' LT. STA. 131+05.00
X=1721045.8872 Y=340035.8216
P.C. 49.47' LT. STA. 130+90.00
X=1721045.8330 Y=340020.8217
P.T. 64.47' LT. STA. 131+05.00
X=1721030.8873 Y=340035.8758
- ⑯ 25.00' R.P. 45.00' LT. STA. 131+15.00
X=1721050.3902 Y=340045.8054
P.C. 45.00' LT. STA. 130+90.00
X=1721050.2998 Y=340020.8055
P.T. 20.00' LT. STA. 131+15.00
X=1721075.3900 Y=340045.7150
- ⑰ 25.00' R.P. 45.00' LT. STA. 131+40.00
X=1721050.4825 Y=340070.8052
P.C. 20.00' LT. STA. 131+40.00
X=1721075.4823 Y=340070.7148
P.T. 45.00' LT. STA. 131+65.00
X=1721050.5729 Y=340095.8050
- ⑱ 25.00' R.P. 45.00' RT. STA. 131+40.00
X=1721140.4800 Y=340070.4797
P.C. 20.00' RT. STA. 131+40.00
X=1721115.4802 Y=340070.5705
P.T. 45.00' RT. STA. 131+65.00
X=1721140.5704 Y=340095.4796
- ⑲ POINT 73.00' LT. STA. 131+65.00
X=1721022.5712 Y=340095.9063
- ⑳ POINT 60.00' RT. STA. 131+65.00
X=1721155.5703 Y=340095.4253
- ㉑ POINT 73.00' LT. STA. 132+05.00
X=1721022.7109 Y=340135.9060
- ㉒ POINT 60.00' RT. STA. 132+05.00
X=1721155.7150 Y=340135.4251
- ㉓ 25.00' R.P. 45.00' LT. STA. 132+30.00
X=1721050.8079 Y=340160.8046
P.C. 45.00' LT. STA. 132+05.00
X=1721050.7175 Y=340135.8048
P.T. 20.00' LT. STA. 132+30.00
X=1721075.8078 Y=340160.7142
- ㉔ 25.00' R.P. 45.00' RT. STA. 132+30.00
X=1721140.8055 Y=340160.4792
P.C. 45.00' RT. STA. 132+05.00
X=1721140.7151 Y=340135.4793
P.T. 20.00' RT. STA. 132+30.00
X=1721115.8056 Y=340160.5697

SEC. 9-T9N-R21W

SEC. 10-T9N-R21W



FOR DETAILS NOT SHOWN SEE PLAN 329.

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570eg02.dgn

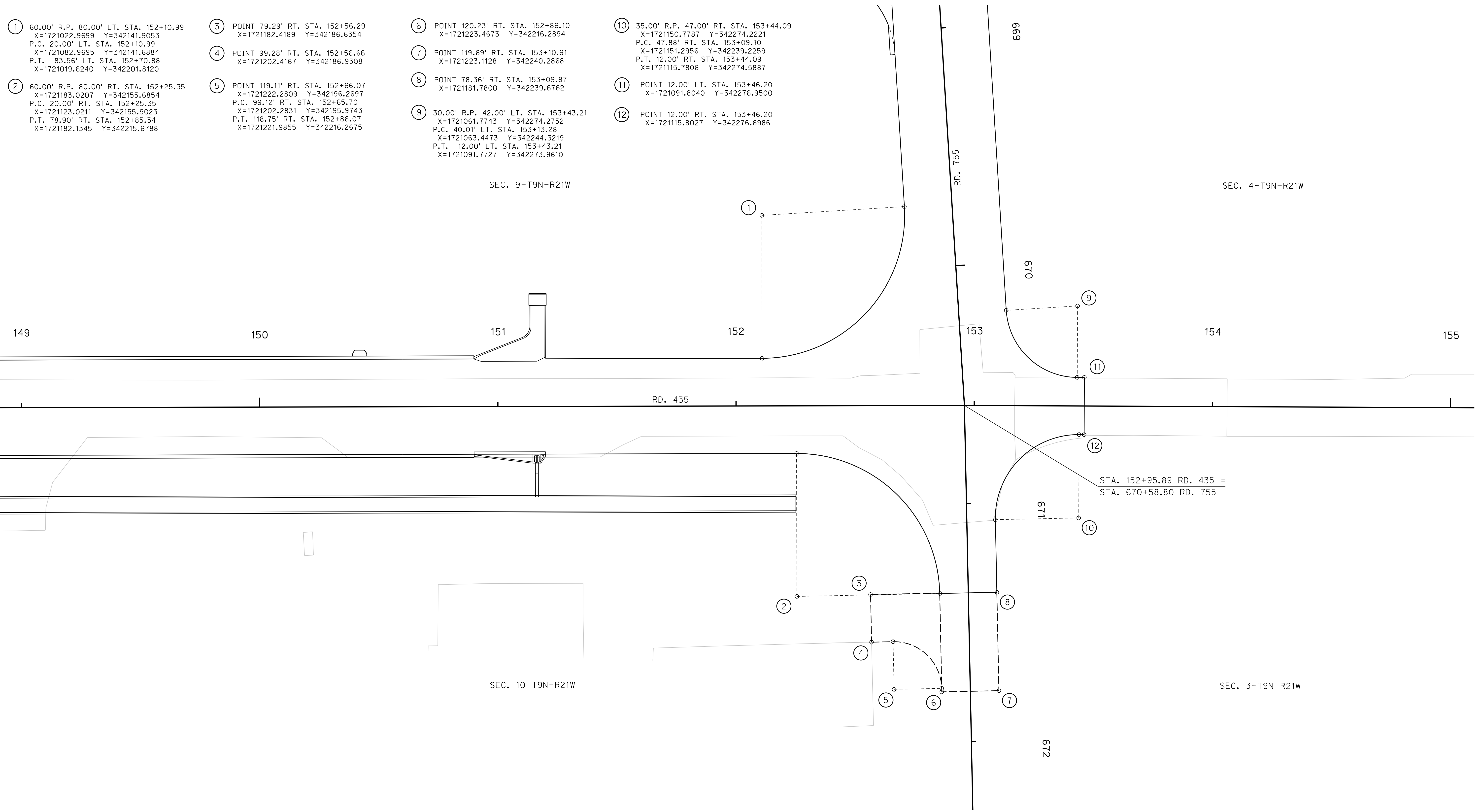
ROAD 435



- ① 60.00' R.P. 80.00' LT. STA. 152+10.99
X=1721022.9699 Y=342141.9053
P.C. 20.00' LT. STA. 152+10.99
X=1721082.9695 Y=342141.6884
P.T. 83.56' LT. STA. 152+70.88
X=1721019.6240 Y=342201.8120
- ② 60.00' R.P. 80.00' RT. STA. 152+25.35
X=1721183.0207 Y=342155.6854
P.C. 20.00' RT. STA. 152+25.35
X=1721123.0211 Y=342155.9023
P.T. 78.90' RT. STA. 152+85.34
X=1721182.1345 Y=342215.6788
- ③ POINT 79.29' RT. STA. 152+56.29
X=1721182.4189 Y=342186.6354
- ④ POINT 99.28' RT. STA. 152+56.66
X=1721202.4167 Y=342186.9308
- ⑤ POINT 119.11' RT. STA. 152+66.07
X=1721222.2809 Y=342196.2697
P.C. 99.12' RT. STA. 152+65.70
X=1721202.2831 Y=342195.9743
P.T. 118.75' RT. STA. 152+86.07
X=1721221.9855 Y=342216.2675

- ⑥ POINT 120.23' RT. STA. 152+86.10
X=1721223.4673 Y=342216.2894
- ⑦ POINT 119.69' RT. STA. 153+10.91
X=1721223.1128 Y=342240.2868
- ⑧ POINT 78.36' RT. STA. 153+09.87
X=1721181.7800 Y=342239.6762
- ⑨ 30.00' R.P. 42.00' LT. STA. 153+43.21
X=1721061.7743 Y=342274.2752
P.C. 40.01' LT. STA. 153+13.28
X=1721063.4473 Y=342244.3219
P.T. 12.00' LT. STA. 153+43.21
X=1721091.7727 Y=342273.9610

- ⑩ 35.00' R.P. 47.00' RT. STA. 153+44.09
X=1721150.7787 Y=342274.2221
P.C. 47.88' RT. STA. 153+09.10
X=1721151.2956 Y=342239.2259
P.T. 12.00' RT. STA. 153+44.09
X=1721115.7806 Y=342274.5887
- ⑪ POINT 12.00' LT. STA. 153+46.20
X=1721091.8040 Y=342276.9500
- ⑫ POINT 12.00' RT. STA. 153+46.20
X=1721115.8027 Y=342276.6986



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570eg03.dgn

ROAD 755

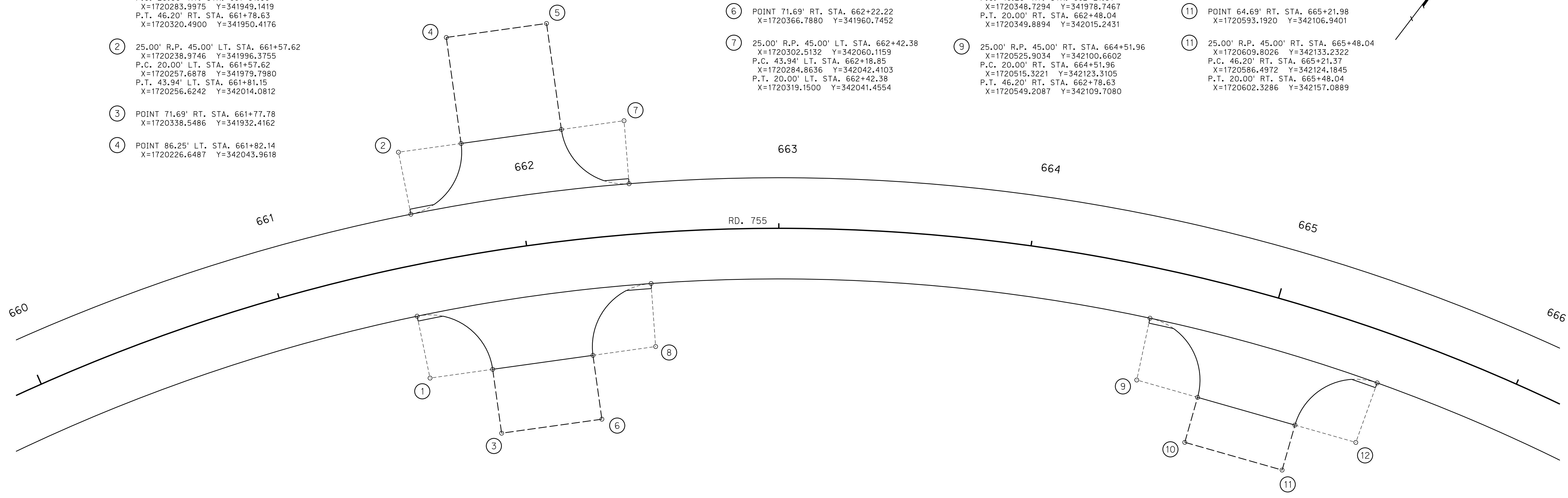
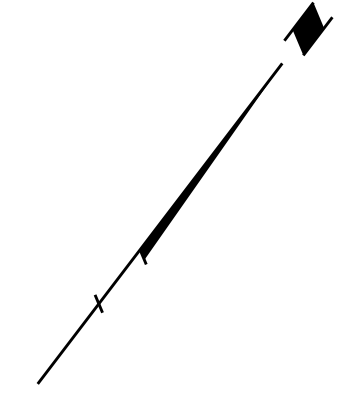
ROADWAY DESIGN DIVISION

- ① 25.00' R.P. 45.00' RT. STA. 661+51.96
 X=1720302.8404 Y=341932.7119
 P.C. 20.00' RT. STA. 661+51.96
 X=1720283.9975 Y=341949.1419
 P.T. 46.20' RT. STA. 661+78.63
 X=1720320.4900 Y=341950.4176
- ② 25.00' R.P. 45.00' LT. STA. 661+57.62
 X=1720238.9746 Y=341996.3755
 P.C. 20.00' LT. STA. 661+57.62
 X=1720257.6878 Y=341979.7980
 P.T. 43.94' LT. STA. 661+81.15
 X=1720256.6242 Y=342014.0812
- ③ POINT 71.69' RT. STA. 661+77.78
 X=1720338.5486 Y=341932.4162
- ④ POINT 86.25' LT. STA. 661+82.14
 X=1720226.6487 Y=342043.9618

- ⑤ POINT 86.25' LT. STA. 662+17.86
 X=1720254.8881 Y=342072.2908
- ⑥ POINT 71.69' RT. STA. 662+22.22
 X=1720366.7880 Y=341960.7452
- ⑦ 25.00' R.P. 45.00' LT. STA. 662+42.38
 X=1720302.5132 Y=342060.1159
 P.C. 43.94' LT. STA. 662+18.85
 X=1720284.8636 Y=342042.4103
 P.T. 20.00' LT. STA. 662+42.38
 X=1720319.1500 Y=342041.4554

- ⑧ 25.00' R.P. 45.00' RT. STA. 662+48.04
 X=1720366.3790 Y=341996.4524
 P.C. 46.20' RT. STA. 662+21.37
 X=1720348.7294 Y=341978.7467
 P.T. 20.00' RT. STA. 662+48.04
 X=1720349.8894 Y=342015.2431
- ⑨ 25.00' R.P. 45.00' RT. STA. 664+51.96
 X=1720525.9034 Y=342100.6602
 P.C. 20.00' RT. STA. 664+51.96
 X=1720515.3221 Y=342123.3105
 P.T. 46.20' RT. STA. 662+78.63
 X=1720549.2087 Y=342109.7080

- ⑩ POINT 64.69' RT. STA. 664+78.02
 X=1720555.9035 Y=342092.4636
- ⑪ POINT 64.69' RT. STA. 665+21.98
 X=1720593.1920 Y=342106.9401
- ⑫ 25.00' R.P. 45.00' RT. STA. 665+48.04
 X=1720609.8026 Y=342133.2322
 P.C. 46.20' RT. STA. 665+21.37
 X=1720586.4972 Y=342124.1845
 P.T. 20.00' RT. STA. 665+48.04
 X=1720602.3286 Y=342157.0889



SEC. 9-T9N-R21W

FOR DETAILS NOT SHOWN SEE PLAN 329.

GEOMETRICS

Computer: 336C3T3

Date: 26-SEP-2023 21:09

File: 614570eg04.dgn

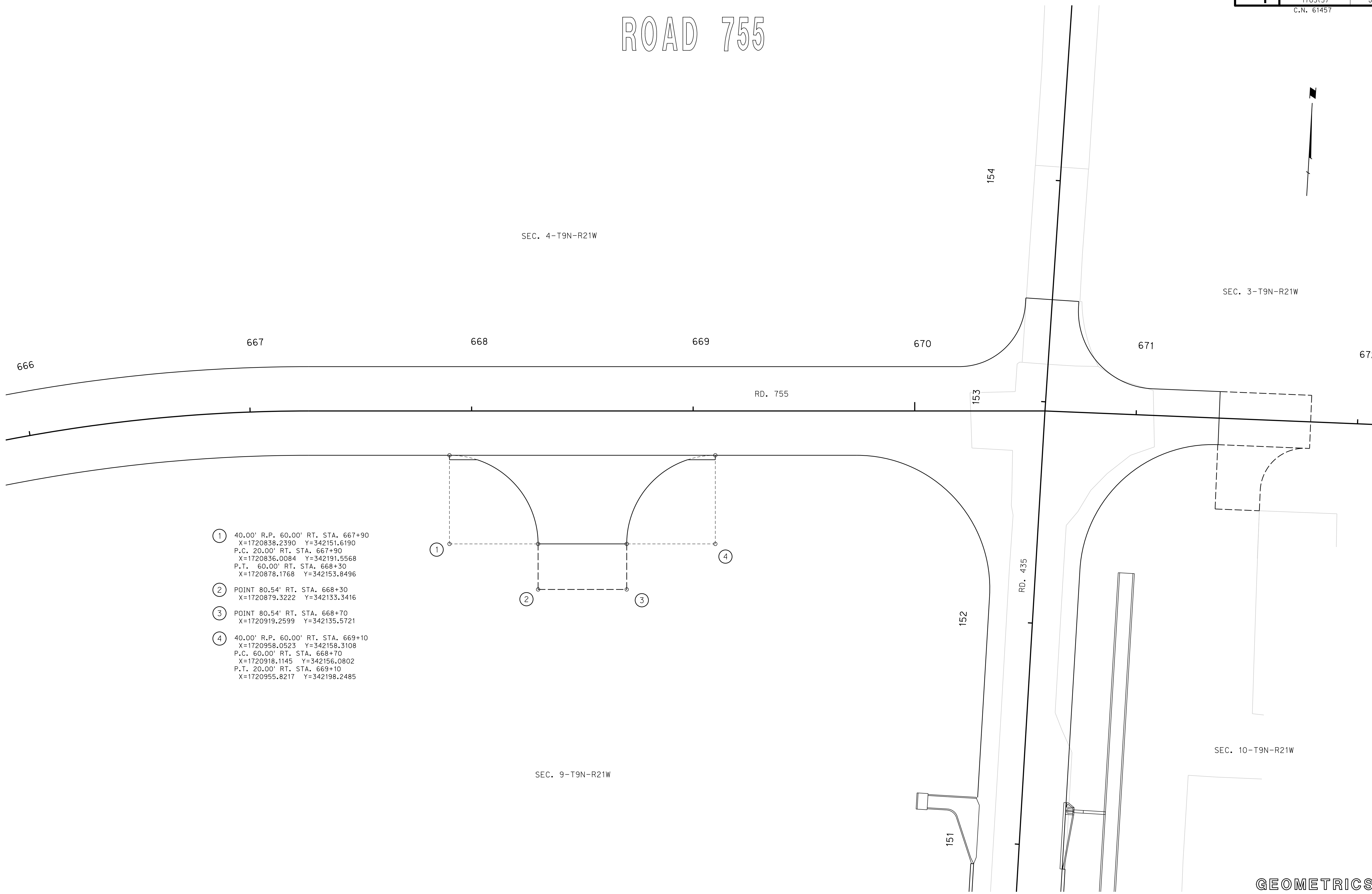
ROAD 755

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

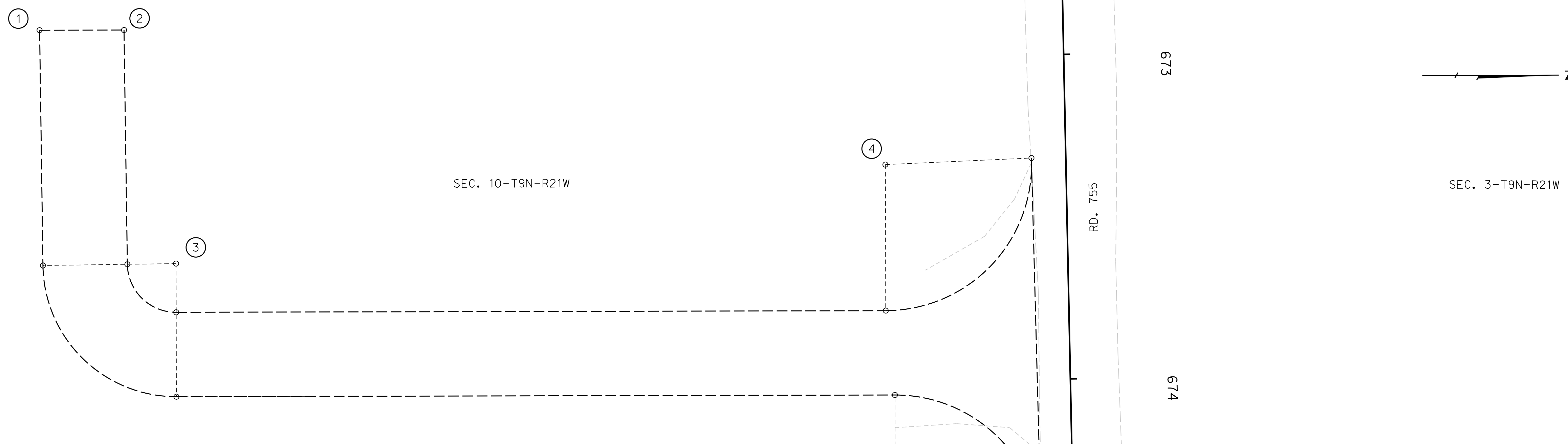
File: 614570eg04a.dgn



- ① 40.00' R.P. 60.00' RT. STA. 667+90
X=1720838.2390 Y=342151.6190
P.C. 20.00' RT. STA. 667+90
X=1720836.0084 Y=342191.5568
P.T. 60.00' RT. STA. 668+30
X=1720878.1768 Y=342153.8496
- ② POINT 80.54' RT. STA. 668+30
X=1720879.3222 Y=342133.3416
- ③ POINT 80.54' RT. STA. 668+70
X=1720919.2599 Y=342135.5721
- ④ 40.00' R.P. 60.00' RT. STA. 669+10
X=1720958.0523 Y=342158.3108
P.C. 60.00' RT. STA. 668+70
X=1720918.1145 Y=342156.0802
P.T. 20.00' RT. STA. 669+10
X=1720955.8217 Y=342198.2485

GEOMETRICS

ROAD 755



- ① POINT 314.98' RT. STA. 672+86.03
X=1721335.1310 Y=341914.9305
- ② POINT 288.98' RT. STA. 672+86.51
X=1721335.2250 Y=341940.9322
- ③ 15.00' R.P. 274.44' RT. STA. 673+58.79
X=1721407.2819 Y=341956.5313
P.C. 289.44' RT. STA. 673+58.69
X=1721407.4065 Y=341941.5318
P.T. 274.72' RT. STA. 673+73.78
X=1721422.2818 Y=341956.4771
- 41.00' R.P. 274.44' RT. STA. 673+58.79
X=1721407.2819 Y=341956.5313
P.C. 315.44' RT. STA. 673+58.52
X=1721407.6225 Y=341915.5327
P.T. 275.20' RT. STA. 673+99.78
X=1721448.2816 Y=349156.3831
- ④ 45.00' R.P. 55.55' RT. STA. 673+32.81
X=1721378.0718 Y=342175.0177
P.C. 10.56' RT. STA. 673+31.71
X=1721376.3109 Y=342219.9832
P.T. 56.38' RT. STA. 673+77.80
X=1721423.0715 Y=342174.8550
- ⑤ 45.00' R.P. 54.91' RT. STA. 674+48.84
X=1721494.0811 Y=342177.3735
P.C. 54.08' RT. STA. 674+03.85
X=1721449.0814 Y=342177.5363
P.T. 9.91' RT. STA. 674+49.13
X=1721493.7064 Y=342222.3720

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

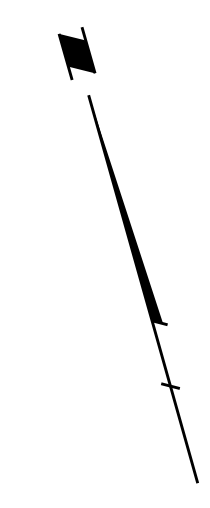
Date: 26-SEP-2023 21:09

File: 614570eg04B.dgn

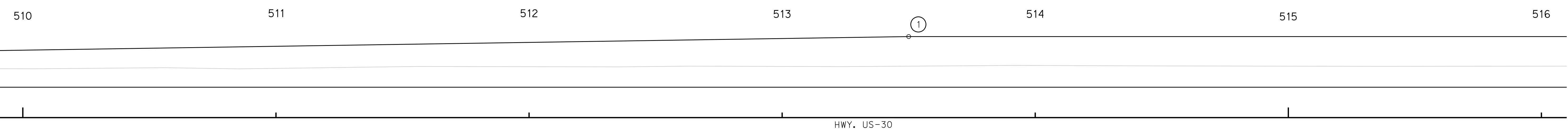


HIGHWAY US-30

① POINT 32.00' LT. STA. 513+50.00
X=1719765.7006 Y=341723.1841



SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

ROADWAY DESIGN DIVISION

Computer: 336S3T3

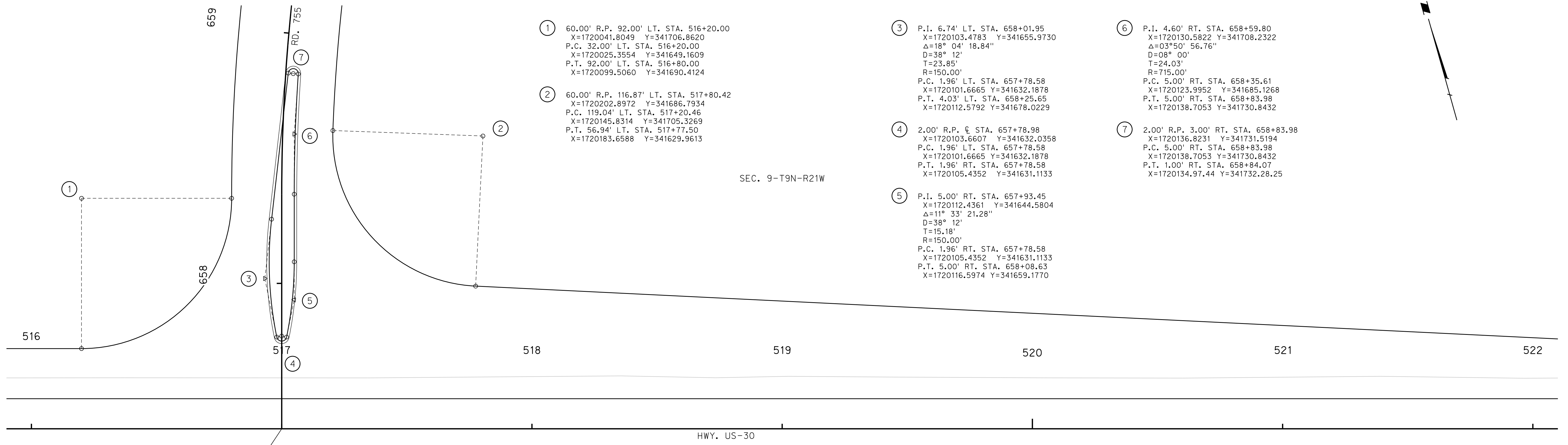
Date: 26-SEP-2023 21:09

File: 614570eg06.dgn

HIGHWAY US-30

ROAD 755

ROADWAY DESIGN DIVISION



① 60.00' R.P. 92.00' LT. STA. 516+20.00
 X=1720041.8049 Y=341706.8620
 P.C. 32.00' LT. STA. 516+20.00
 X=1720025.3554 Y=341649.1609
 P.T. 92.00' LT. STA. 516+80.00
 X=1720099.5060 Y=341690.4124

② 60.00' R.P. 116.87' LT. STA. 517+80.42
 X=1720202.8972 Y=341686.7934
 P.C. 119.04' LT. STA. 517+20.46
 X=1720145.8314 Y=341705.3269
 P.T. 56.94' LT. STA. 517+77.50
 X=1720183.6588 Y=341629.9613

③ P.I. 6.74' LT. STA. 658+01.95
 X=1720103.4783 Y=341655.9730
 $\Delta=18^{\circ} 04' 18.84''$
 $D=38^{\circ} 12'$
 $T=23.85'$
 $R=150.00'$
 P.C. 1.96' LT. STA. 657+78.58
 X=1720101.6665 Y=341632.1878
 P.T. 4.03' LT. STA. 658+25.65
 X=1720112.5792 Y=341678.0229

④ 2.00' R.P. ξ STA. 657+78.98
 X=1720103.6607 Y=341632.0358
 P.C. 1.96' LT. STA. 657+78.58
 X=1720101.6665 Y=341632.1878
 P.T. 1.96' RT. STA. 657+78.58
 X=1720105.4352 Y=341631.1133

⑤ P.I. 5.00' RT. STA. 657+93.45
 X=1720112.4361 Y=341644.5804
 $\Delta=11^{\circ} 33' 21.28''$
 $D=38^{\circ} 12'$
 $T=15.18'$
 $R=150.00'$
 P.C. 1.96' RT. STA. 657+78.58
 X=1720105.4352 Y=341631.1133
 P.T. 5.00' RT. STA. 658+08.63
 X=1720116.5974 Y=341659.1770

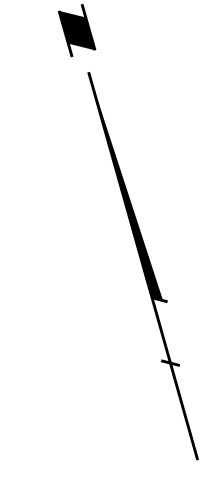
⑥ P.I. 4.60' RT. STA. 658+59.80
 X=1720130.5822 Y=341708.2322
 $\Delta=03^{\circ} 50' 56.76''$
 $D=08^{\circ} 00'$
 $T=24.03'$
 $R=715.00'$
 P.C. 5.00' RT. STA. 658+35.61
 X=1720123.9952 Y=341685.1268
 P.T. 5.00' RT. STA. 658+83.98
 X=1720138.7053 Y=341730.8432

⑦ 2.00' R.P. 3.00' RT. STA. 658+83.98
 X=1720136.8231 Y=341731.5194
 P.C. 5.00' RT. STA. 658+83.98
 X=1720138.7053 Y=341730.8432
 P.T. 1.00' RT. STA. 658+84.07
 X=1720134.9744 Y=341732.2825

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W

STA. 517+00.00 HWY. US-30 =
 STA. 657+41.98 RD. 755



Computer: 336CS3T3

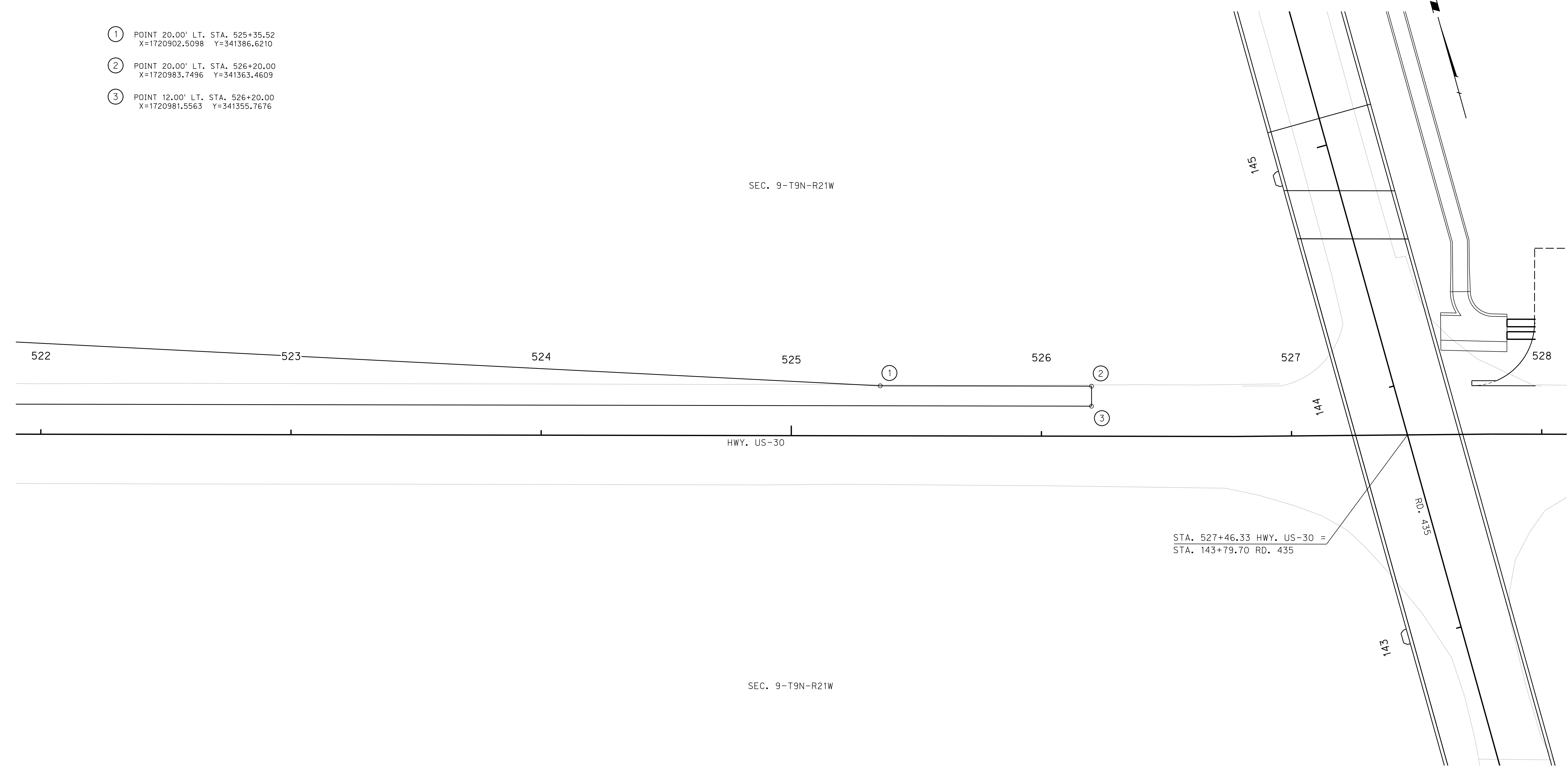
Date: 26-SEP-2023 21:09

File: 614570eg07.dgn

- ① POINT 20.00' LT. STA. 525+35.52
X=1720902.5098 Y=341386.6210
- ② POINT 20.00' LT. STA. 526+20.00
X=1720983.7496 Y=341363.4609
- ③ POINT 12.00' LT. STA. 526+20.00
X=1720981.5563 Y=341355.7676

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

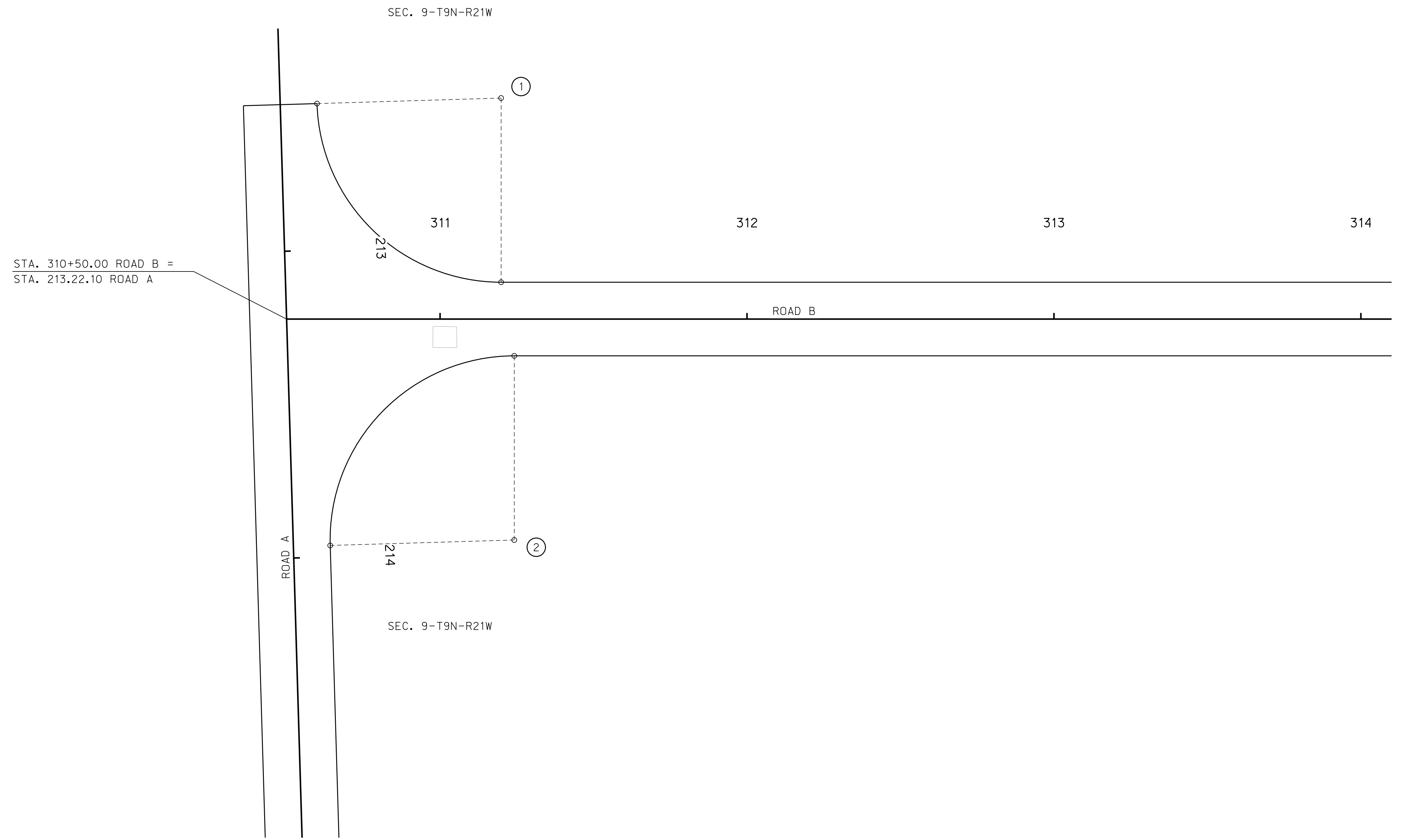
Date: 26-SEP-2023 21:09

File: 614570eg08.dgn

ROAD B



- ① 60.00' R.P. 72.00' LT. STA. 311+19.89
 X=1719690.6175 Y=339555.5434
 P.C. 70.21' LT. STA. 310+59.91
 X= 1719691.9932 Y= 339495.5592
 P.T. 12.00' LT. STA. 311+19.89
 X= 1719750.6161 Y= 339555.1316
- ② 60.00' R.P. 72.00' RT. STA. 311+24.18
 X=1719834.6435 Y=339558.8466
 P.C. 73.79' RT. STA. 310+64.21
 X= 1719836.0192 Y= 339498.8623
 P.T. 12.00' RT. STA. 311+24.18
 X= 1719774.6450 Y= 339559.2584



ROADWAY DESIGN DIVISION

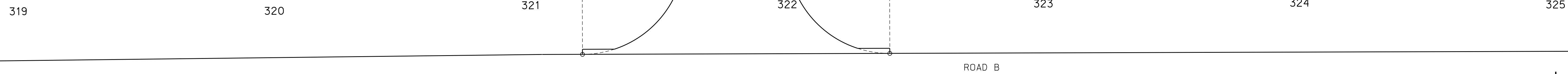
Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570eg09.dgn

ROAD B

- ① 40.00' R.P. 52.00' LT. STA. 321+20
X=1719714.5755 Y=340555.3347
P.C. 12.00' LT. STA. 321+20
X= 1719754.5752 Y= 340555.1858
P.T. 52.00' LT. STA. 321+60
X= 1719714.7244 Y= 340595.3344
- ② POINT 63.92' LT. STA. 321+60
X=1719702.8045 Y=340595.3788
- ③ POINT 63.92' LT. STA. 322+00
X=1719702.9534 Y=340635.3785
- ④ 40.00' R.P. 52.00' LT. STA. 322+40
X=1719715.0223 Y=340675.3339
P.C. 52.00' LT. STA. 322+00
X= 1719714.8733 Y= 340635.3341
P.T. 12.00' LT. STA. 322+40
X= 1719755.0220 Y= 340675.1849



- ⑤ 40.00' R.P. 52.00' RT. STA. 321+20
X=1719818.5747 Y=340554.9475
P.C. 12.00' RT. STA. 321+20
X= 1719778.5750 Y= 340555.0964
P.T. 52.00' RT. STA. 321+60
X= 1719818.7237 Y= 340594.9472
- ⑥ POINT 62.02' RT. STA. 321+60
X=1719828.7436 Y=340594.9099
- ⑦ POINT 62.02' RT. STA. 322+00
X=1719828.8925 Y=340634.9096
- ⑧ 40.00' R.P. 52.00' RT. STA. 322+40
X=1719819.0215 Y=340674.9466
P.C. 52.00' RT. STA. 322+00
X= 1719818.8726 Y= 340634.9469
P.T. 12.00' RT. STA. 322+40
X= 1719779.0218 Y= 340675.0956

ROADWAY DESIGN DIVISION.

Computer: 336S3T3

Date: 26-SEP-2023 21:09

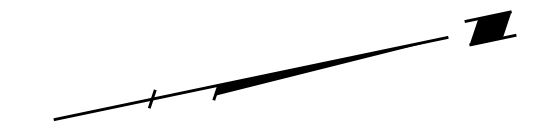
File: 614570c09B.dgn

ROAD B

E WALNUT ST

- ① 60.00' R.P. 72.00' LT. STA. 328+58.18
 X=1719729.7906 Y=341310.0198
 P.C. 12.00' LT. STA. 328+58.18
 X=1719787.5072 Y=341293.6247
 P.T. 72.00' LT. STA. 329+18.18
 X=1719746.1857 Y=341367.7363
- ② 25.00' R.P. 37.00' RT. STA. 328+93.18
 X=1719844.2062 Y=341313.9034
 P.C. 12.00' RT. STA. 328+93.18
 X=1719820.1576 Y=341320.7347
 P.T. 37.00' RT. STA. 329+18.18
 X=1719851.0374 Y=341337.9520

- ③ 25.00' R.P. 37.00' RT. STA. 450+55.00
 X=1719847.4199 Y=341312.9905
 P.C. 12.00' RT. STA. 450+55.00
 X=1719854.2511 Y=341337.0391
 P.T. 37.00' LT. STA. 450+80.00
 X=1719871.4684 Y=341306.1592
- ④ P.I. 50.76' RT. STA. 450+80.00
 X=1719867.7079 Y=341292.9207
 $\Delta=16^\circ 30' 20.78''$
 D=95° 30'
 T=8.70'
 R=60.00'
 P.C. 42.06' RT. STA. 450+80.00
 X=1719870.0859 Y=341301.2922
 P.T. 59.11' RT. STA. 450+77.53
 X=1719863.0494 Y=341285.5698
- ⑤ P.I. 126.15' RT. STA. 450+57.66
 X=1719825.6198 Y=341226.5073
 $\Delta=31^\circ 57' 4.62''$
 D=57° 18'
 T=28.63'
 R=100.00'
 P.C. 98.70' RT. STA. 450+65.79
 X=1719840.9444 Y=341250.6889
 P.T. 153.74' RT. STA. 450+65.29
 X=1719825.4138 Y=341197.8795
- ⑥ P.I. 126.53' RT. STA. 450+99.27
 X=1719865.5364 Y=341214.7683
 $\Delta=31^\circ 57' 4.62''$
 D=95° 30'
 T=17.18'
 R=60.00'
 P.C. 143.09' RT. STA. 451+03.84
 X=1719865.4128 Y=341197.5917
 P.T. 110.06' RT. STA. 451+04.15
 X=1719874.7311 Y=341229.2773
- ⑦ P.I. 56.56' RT. STA. 451+20.00
 X=1719904.6002 Y=341276.4097
 $\Delta=16^\circ 30' 20.78''$
 D=57° 18'
 T=14.50'
 R=100.00'
 P.C. 70.47' RT. STA. 451+15.88
 X=1719896.8361 Y=341264.1582
 P.T. 42.06' RT. STA. 451+20.00
 X=1719908.5636 Y=341290.3621
- ⑧ 25.00' R.P. 37.00' RT. STA. 451+45.00
 X=1719933.9947 Y=341288.3979
 P.C. 37.00' RT. STA. 451+20.00
 X=1719909.9461 Y=341295.2292
 P.T. 12.00' LT. STA. 451+45.00
 X=1719940.8260 Y=341312.4465

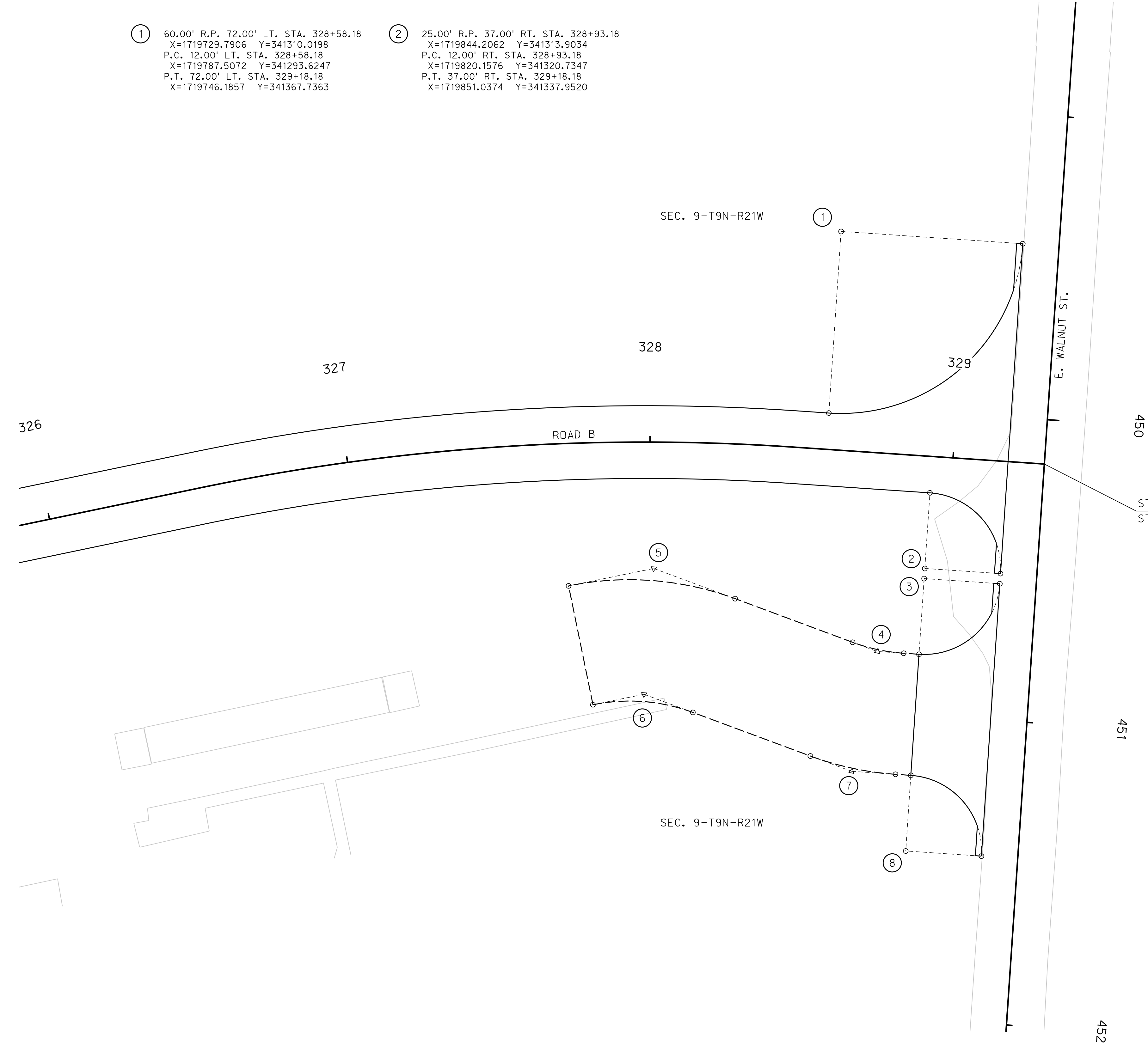


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

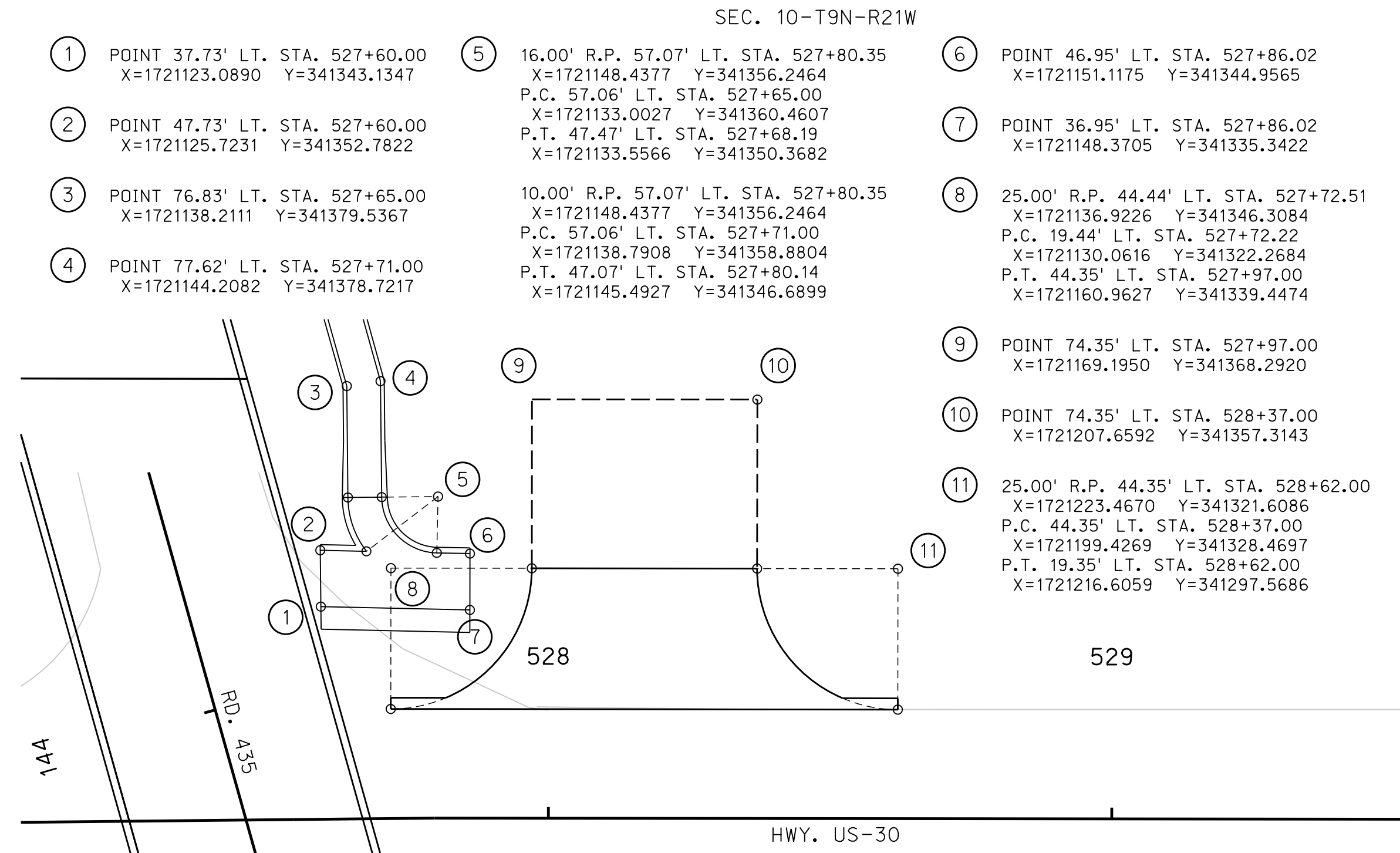
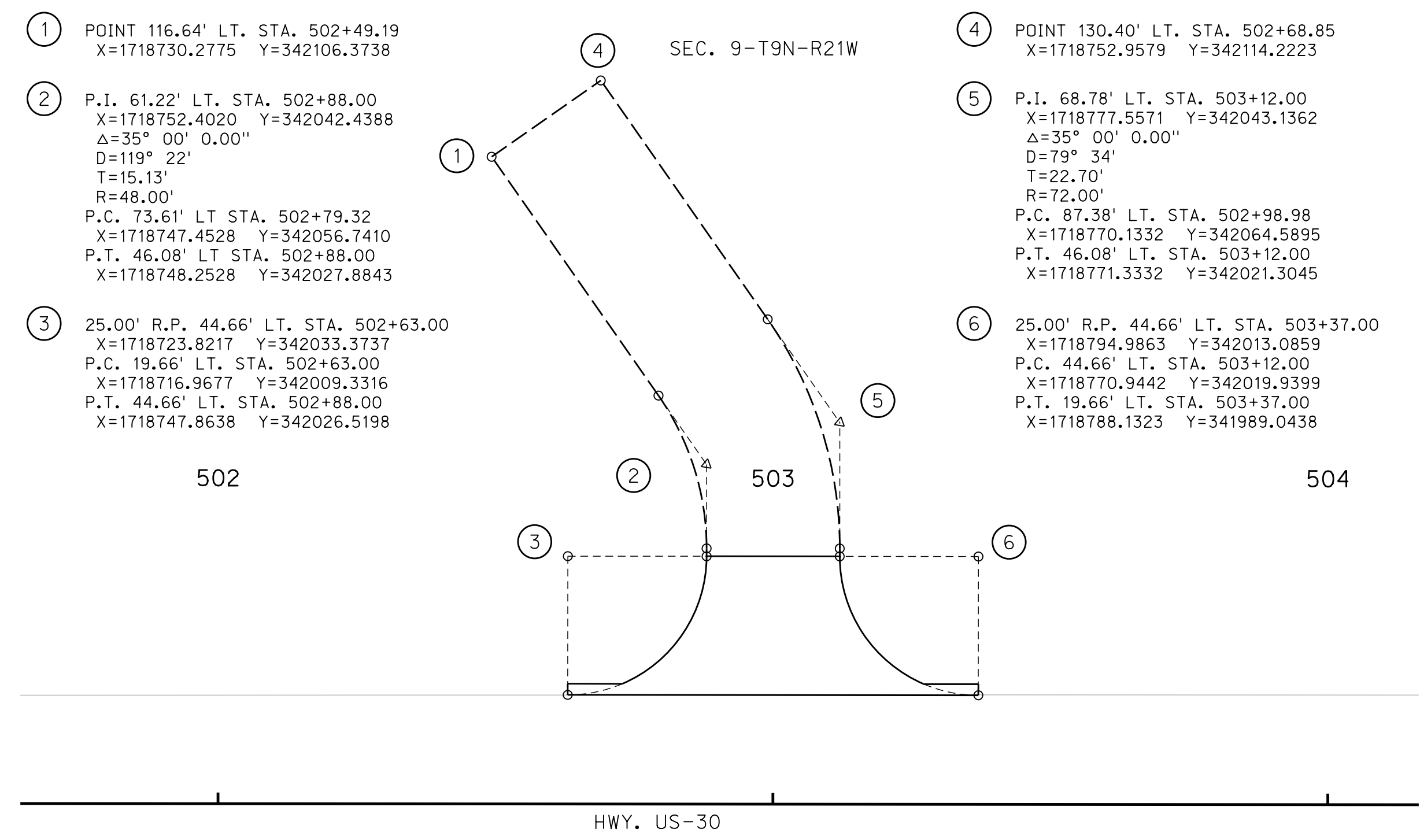
File: 614570eg10.dgn



FOR DETAILS NOT SHOWN SEE PLAN 329.

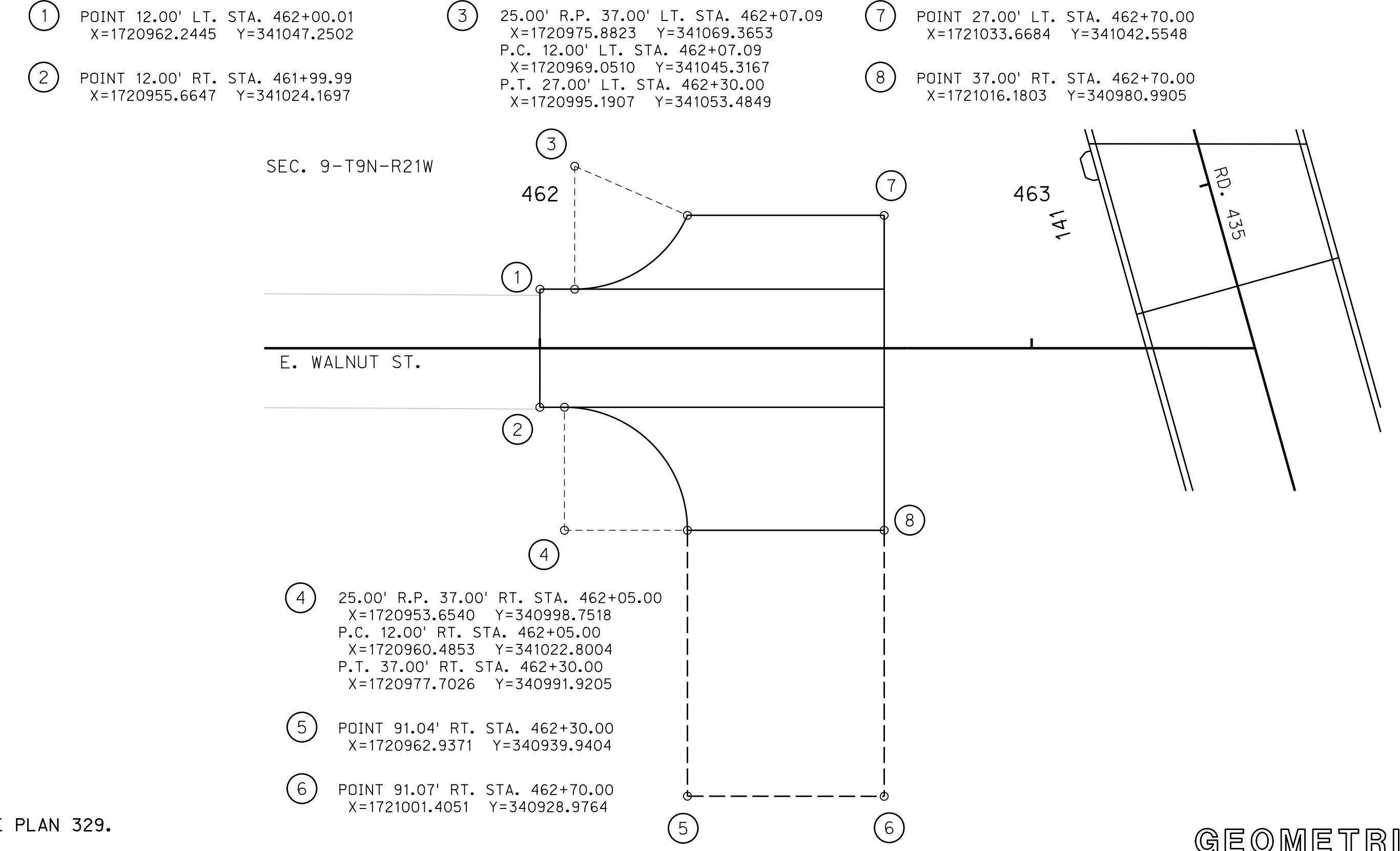
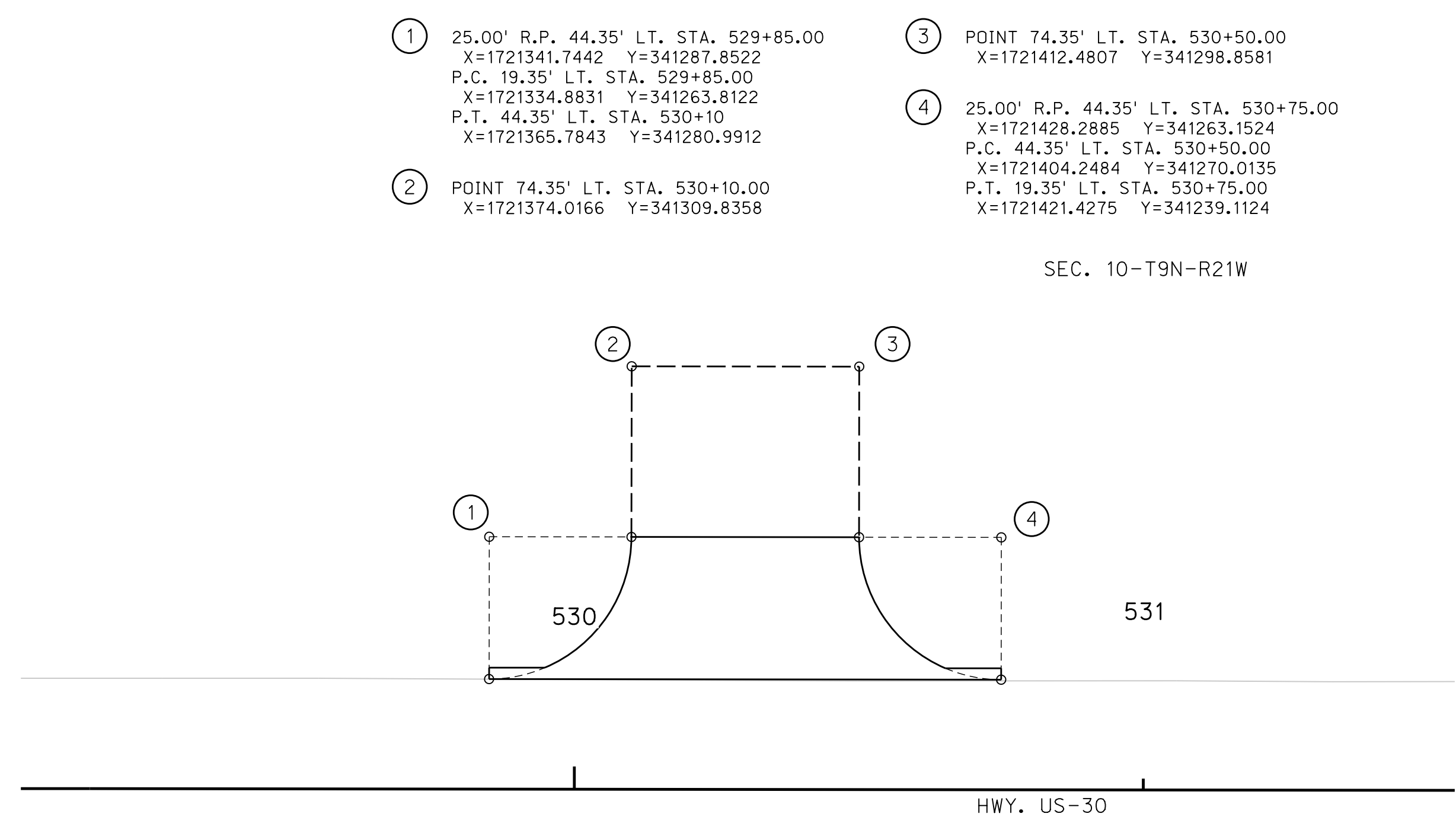
HIGHWAY US-30

HIGHWAY US-30



HIGHWAY US-30

E. WALNUT ST.



FOR DETAILS NOT SHOWN SEE PLAN 329.

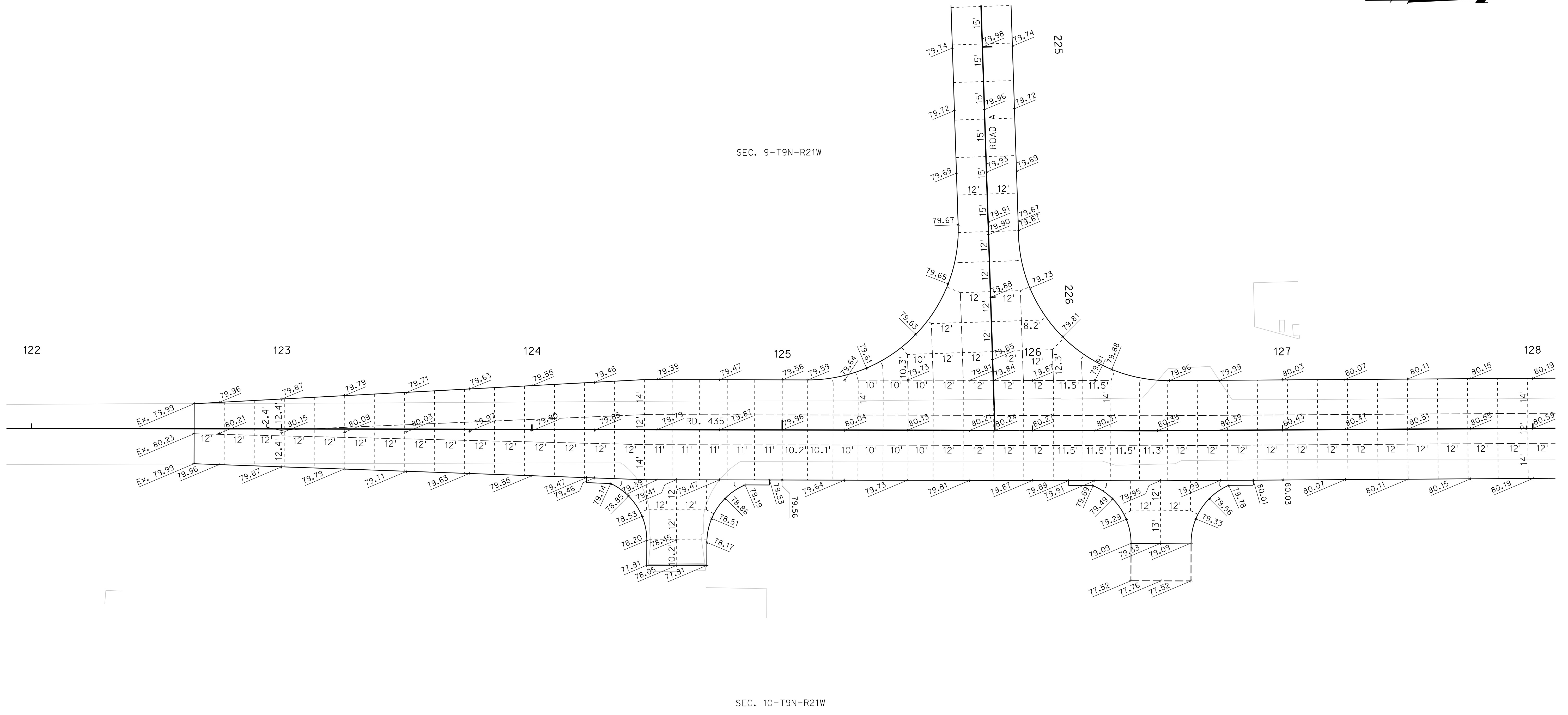
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570eg11.dgn

ROAD 435



NOTE:
 PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
 SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
	FOR DETAILS NOT SHOWN SEE PLAN 329.

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

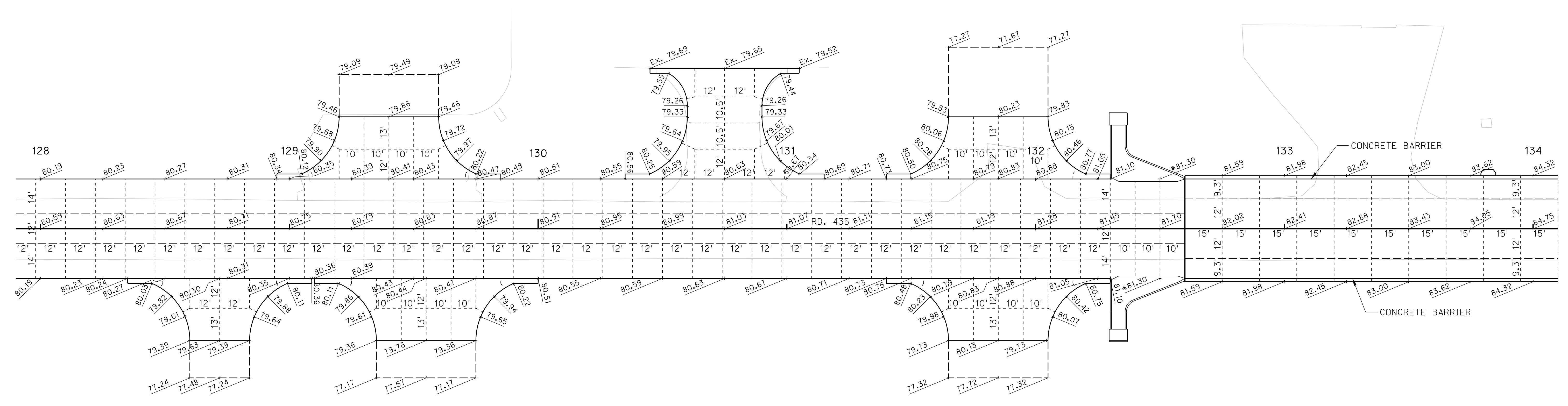
File: 614570ce01.dgn

ROAD 435



SEC. 9-T9N-R21W

SEC. 10-T9N-R21W



* THEORETICAL TOP OF SLAB ELEVATION.
SEE DRAINAGE DETAILS

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

LEGEND	
---	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
—	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

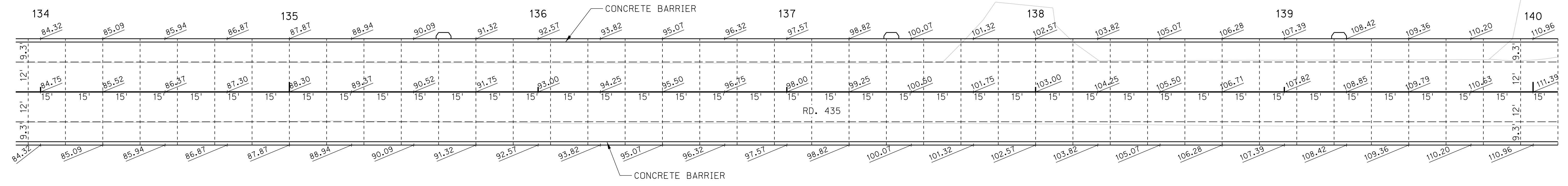
File: 614570ce02.dgn

ROAD 435



SEC. 9-T9N-R21W

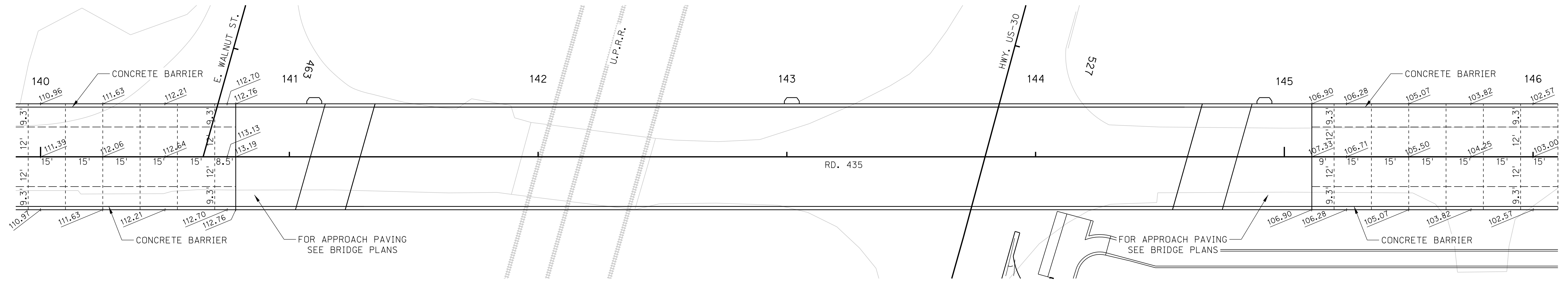
SEC. 10-T9N-R21W



ROAD 435



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

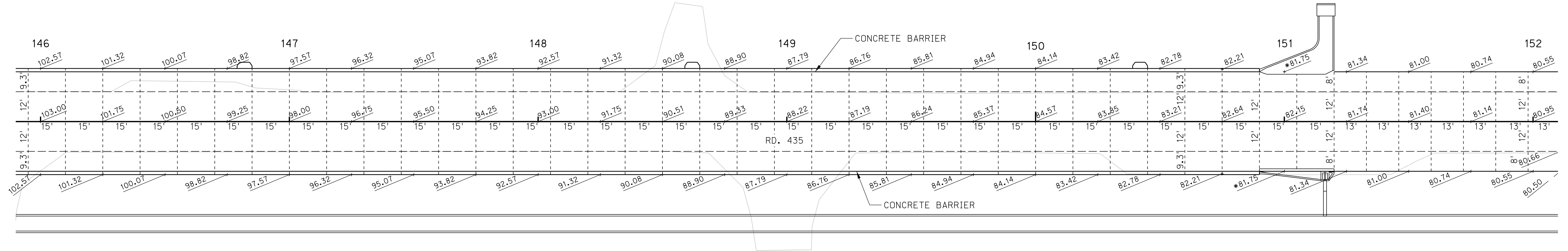
Date: 26-SEP-2023 21:09

File: 614570ce04.dgn

ROAD 435



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

* THEORETICAL TOP OF SLAB ELEVATION.
SEE DRAINAGE DETAILS

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570ce05.dgn

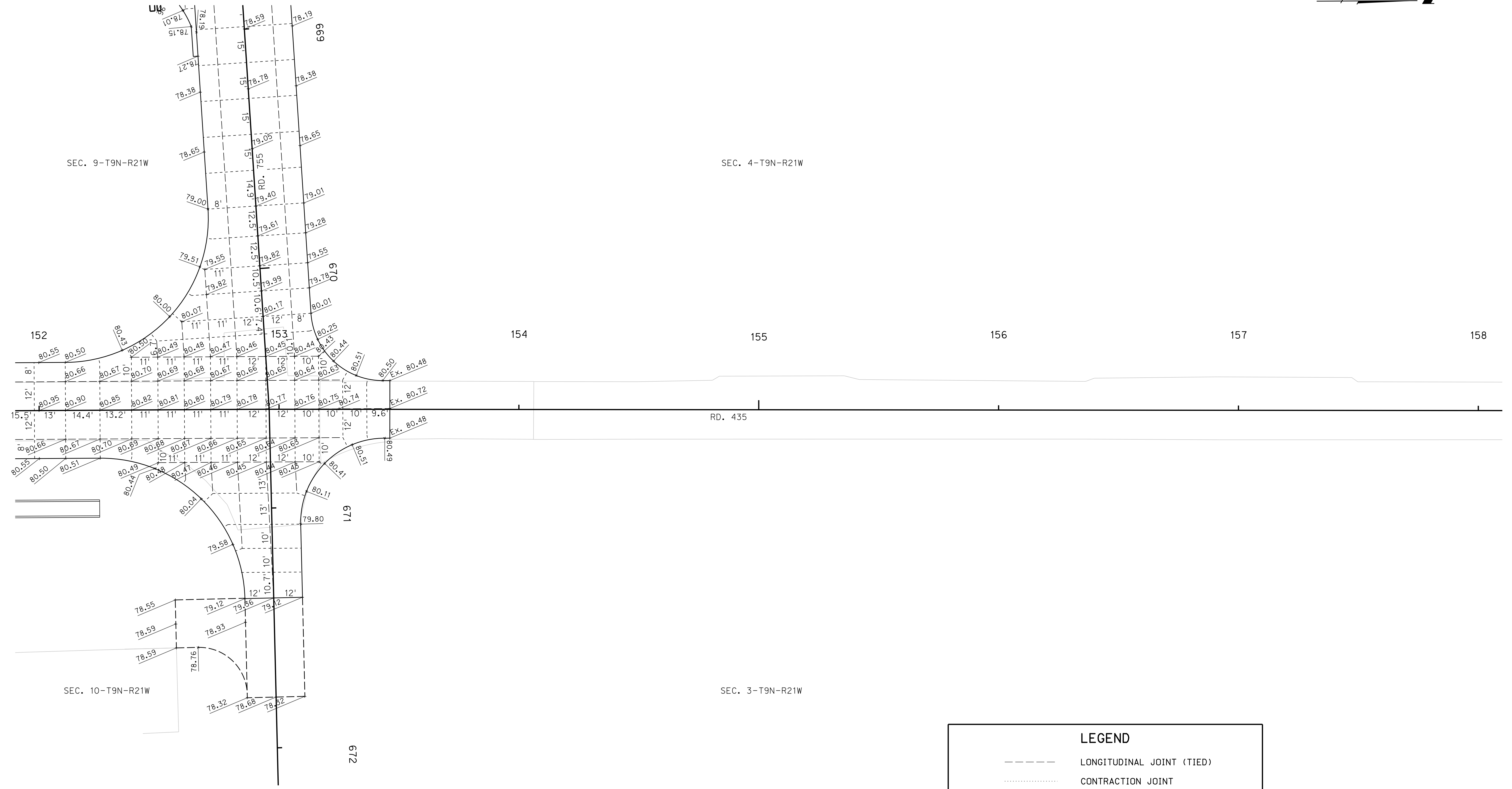
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570ce06.dgn



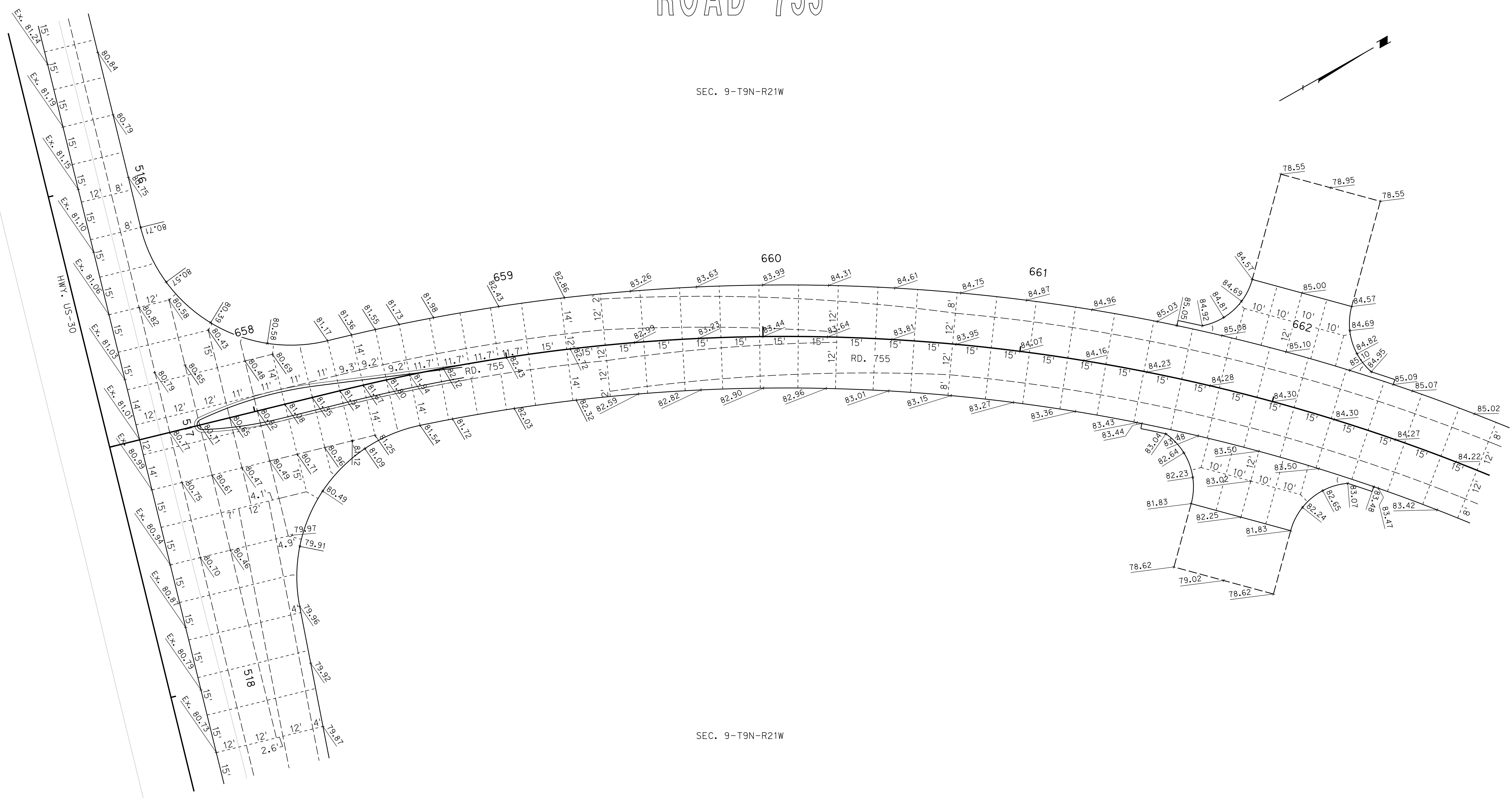
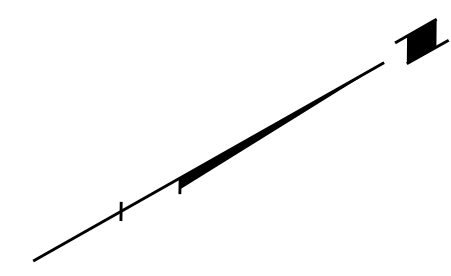
NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

ROAD 755

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W



LEGEND	
---	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
—	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
	FOR DETAILS NOT SHOWN SEE PLAN 329.

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING
JOINTS SPACED RAIDIALLY ALONG CENTERLINE OF ROADWAY

JOINTS & GRADES

ROADWAY DESIGN DIVISION

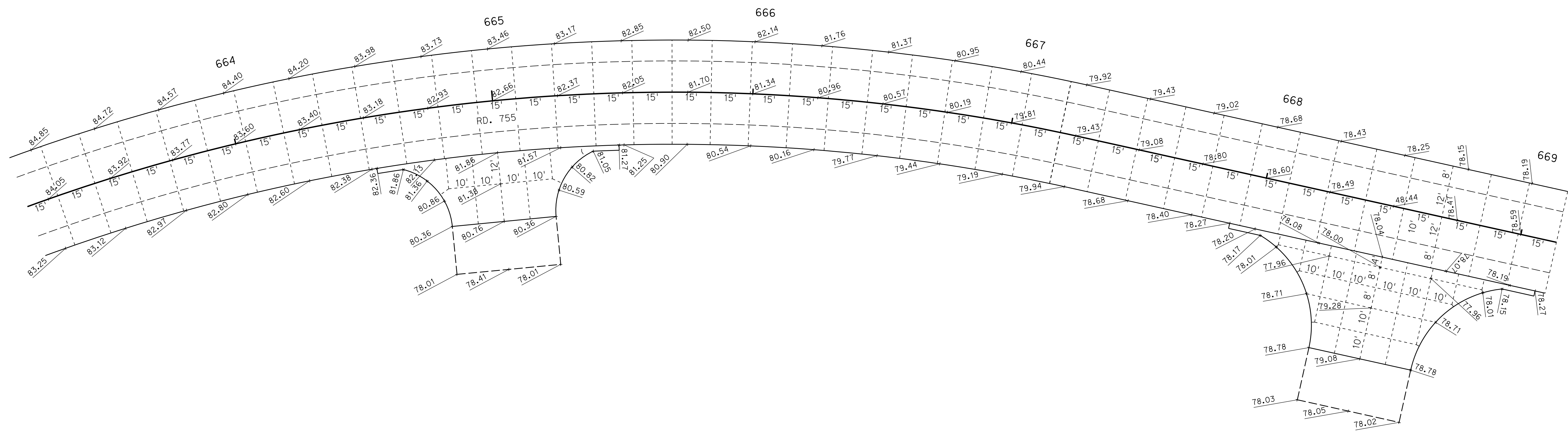
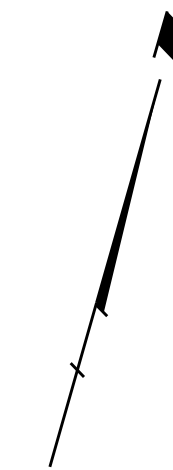
Computer: 336CS3T3

Date: 26-SEP-2023 21:09

File: 614570ce07.dgn

ROAD 755

SEC. 4-T9N-R21W



SEC. 9-T9N-R21W

NOTE:
 PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
 SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING
 JOINTS SPACED RAIDIALY ALONG CENTERLINE OF ROADWAY

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

ROADWAY DESIGN DIVISION

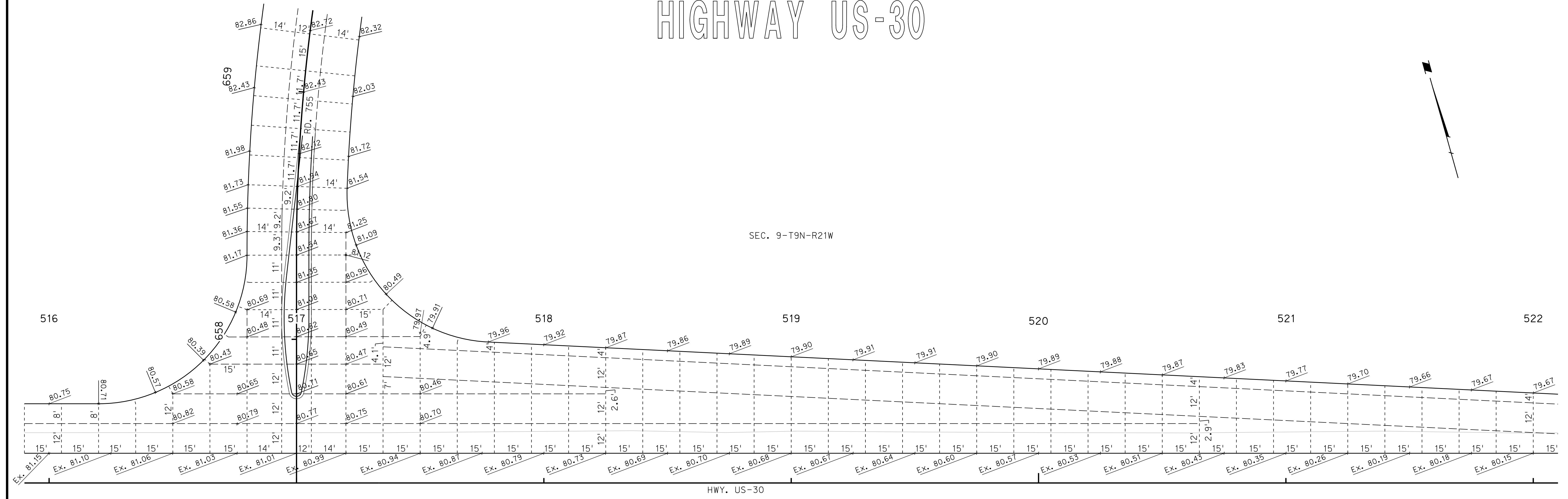
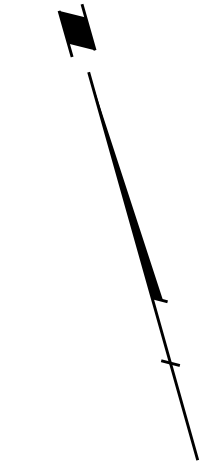
Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570ce06.dgn

HIGHWAY US-30

ROADWAY DESIGN DIVISION



HWY. US-30

SEC. 9-T9N-R21W

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

JOINTS & GRADES

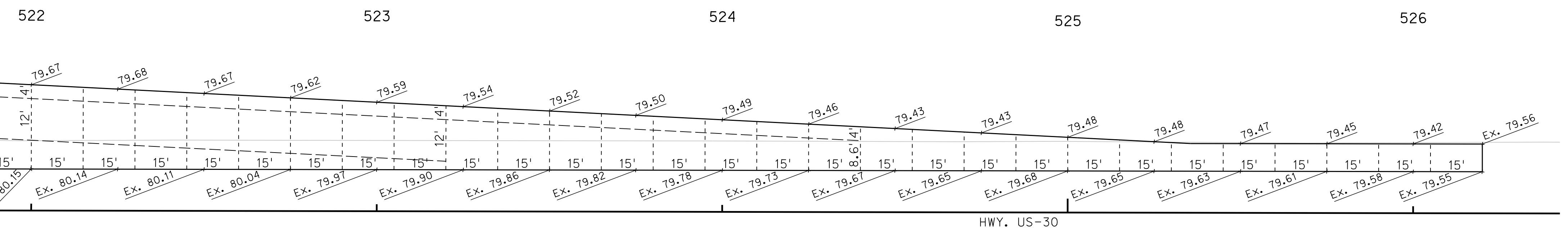
Computer: 336C3T3

Date: 26-SEP-2023 21:10

File: 614570ce11.dgn

HIGHWAY US-30

SEC. 9-T9N-R21W



HWY. US-30

SEC. 9-T9N-R21W

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

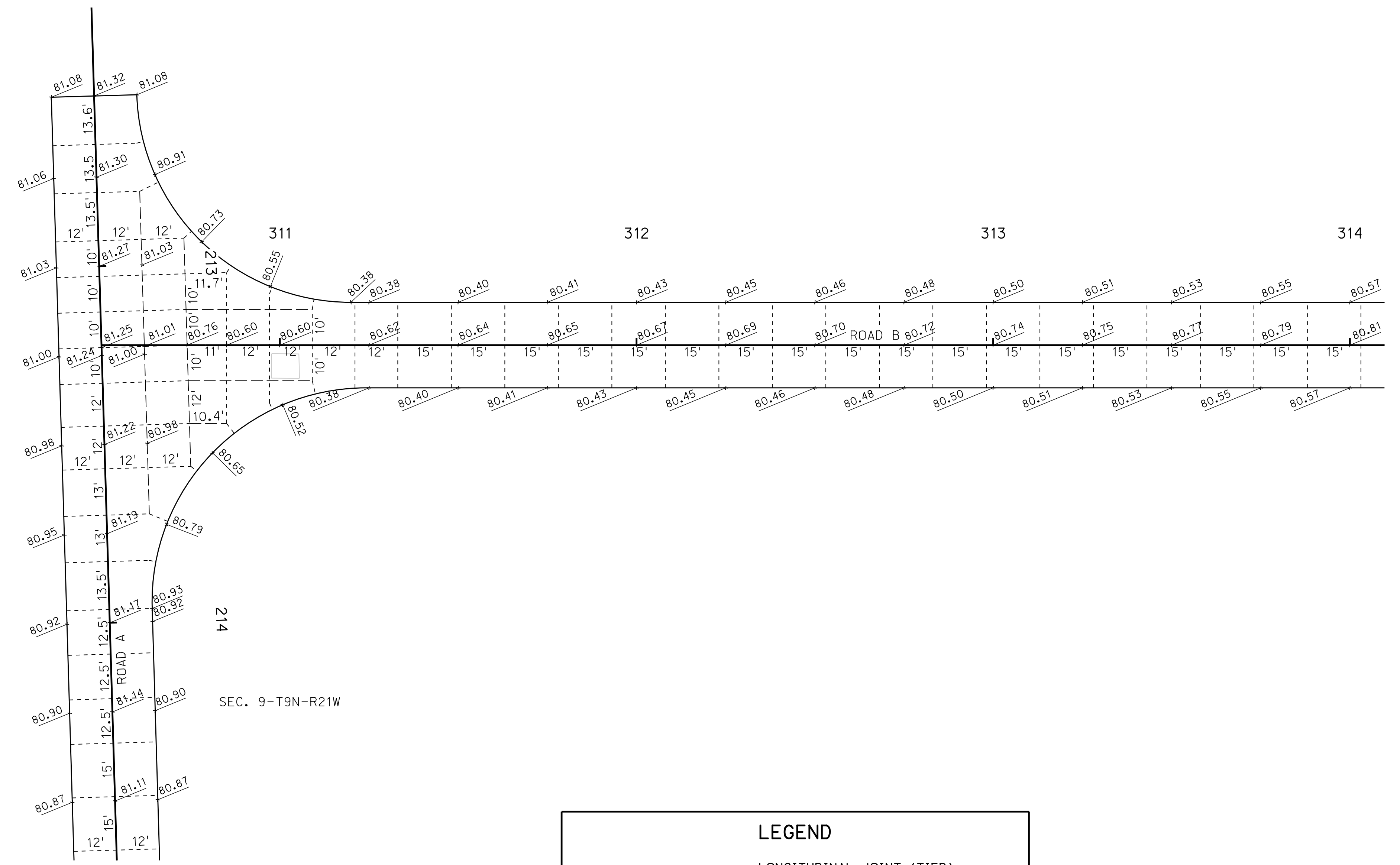
Date: 26-SEP-2023 21:10

File: 614570ce12.dgn

ROAD B



SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

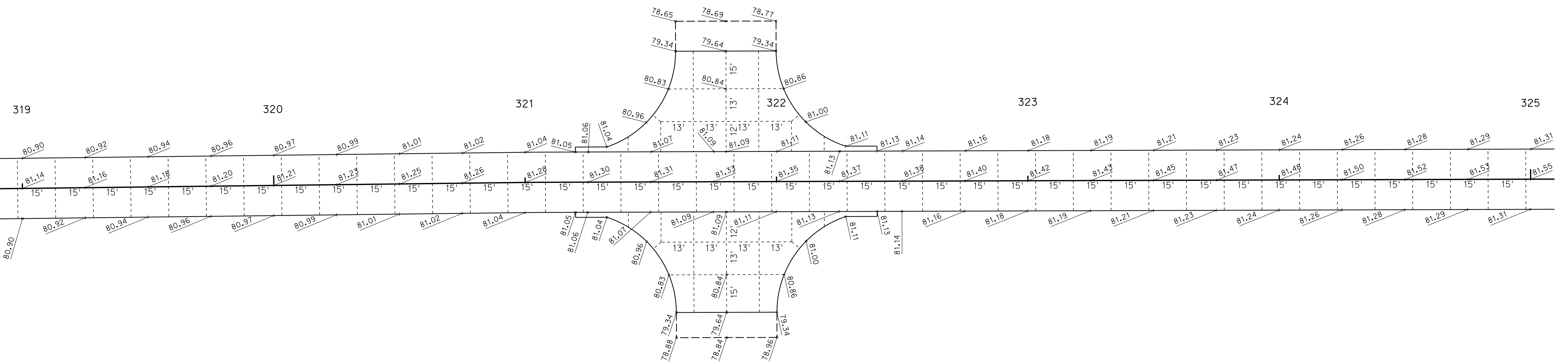
Date: 26-SEP-2023 21:10

File: 614570cei3.dgn

ROAD B



SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

JOINTS & GRADES

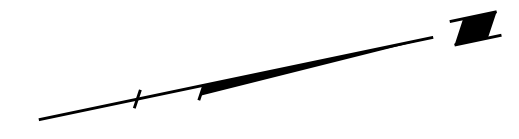
ROADWAY DESIGN DIVISION.

Computer: 33CS3T3

Date: 26-SEP-2023 21:10

File: 614570ce13B.dgn

ROAD B

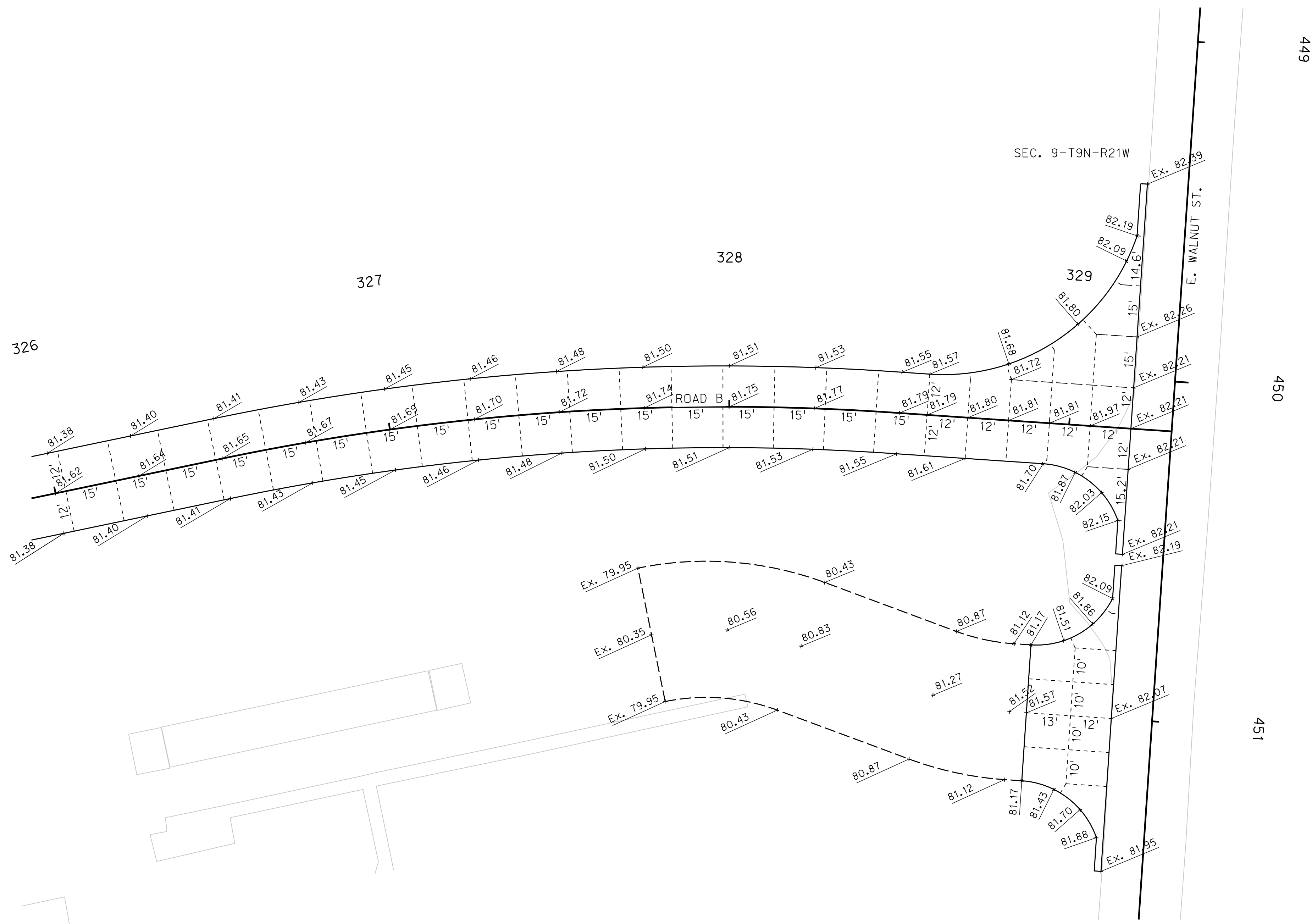


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570ce14.dgn



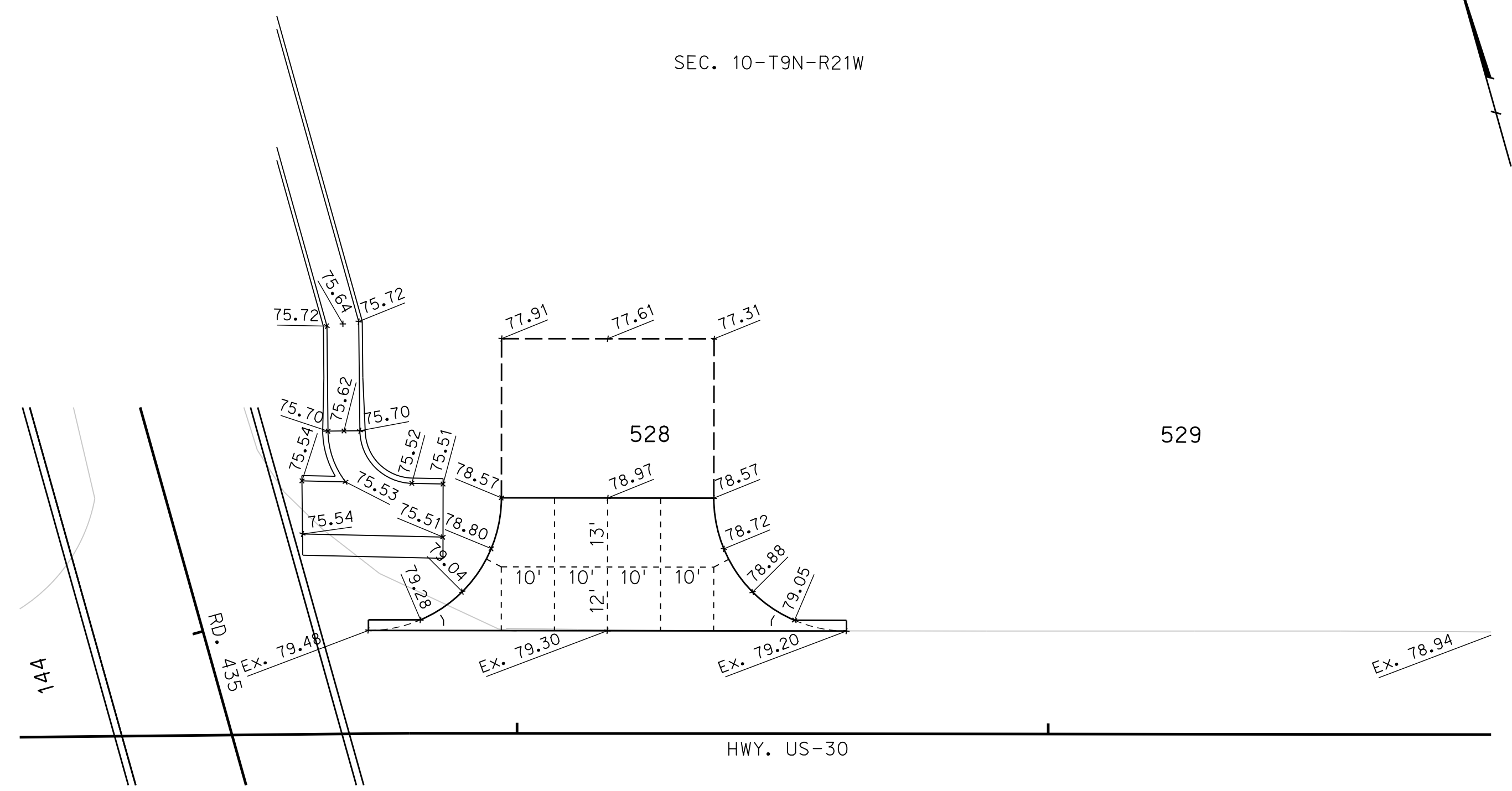
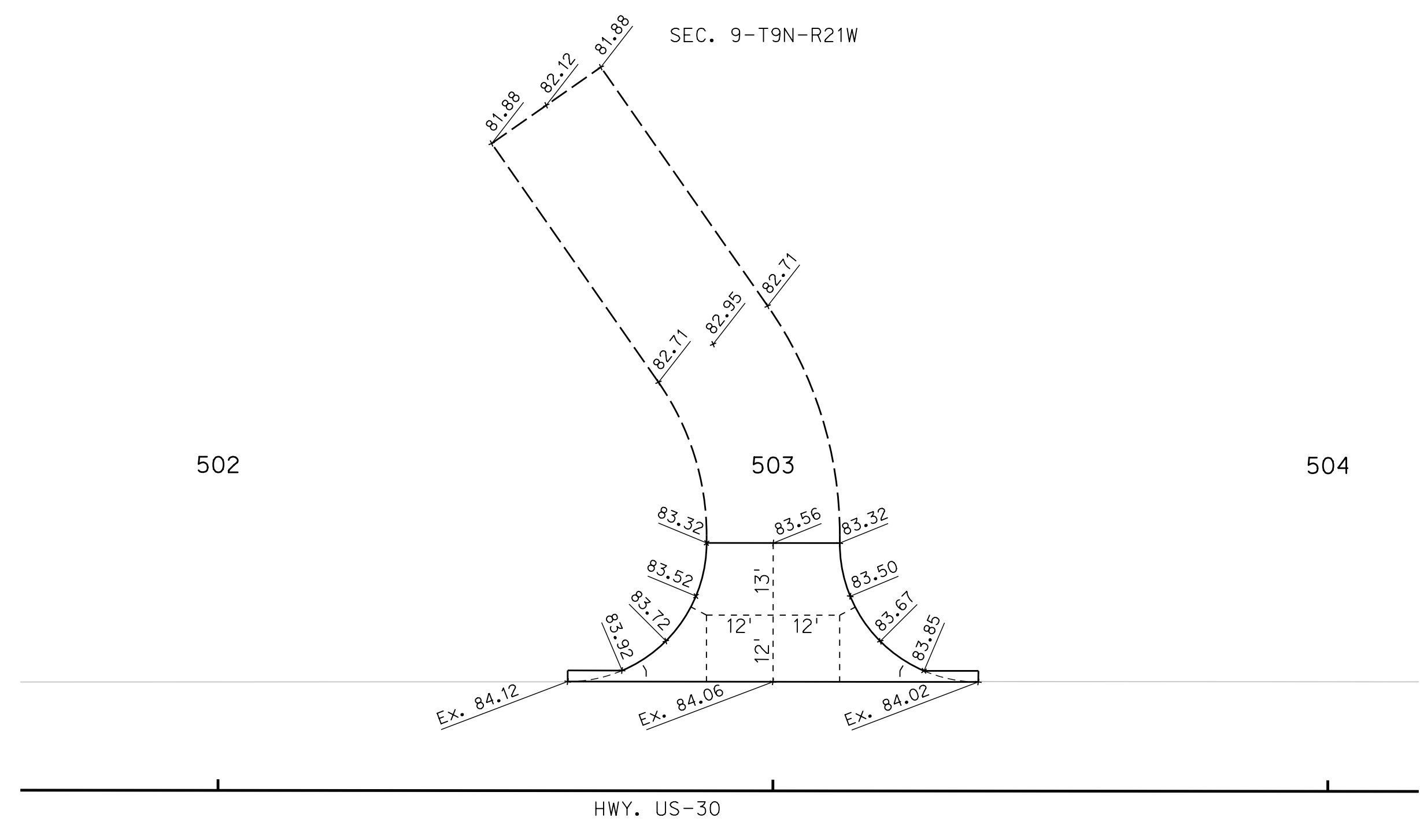
NOTE:
 PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
 SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING
 JOINTS SPACED RAIDIALLY ALONG CENTERLINE OF ROADWAY

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
	FOR DETAILS NOT SHOWN SEE PLAN 329.

HIGHWAY US-30

HIGHWAY US-30

ROADWAY DESIGN DIVISION



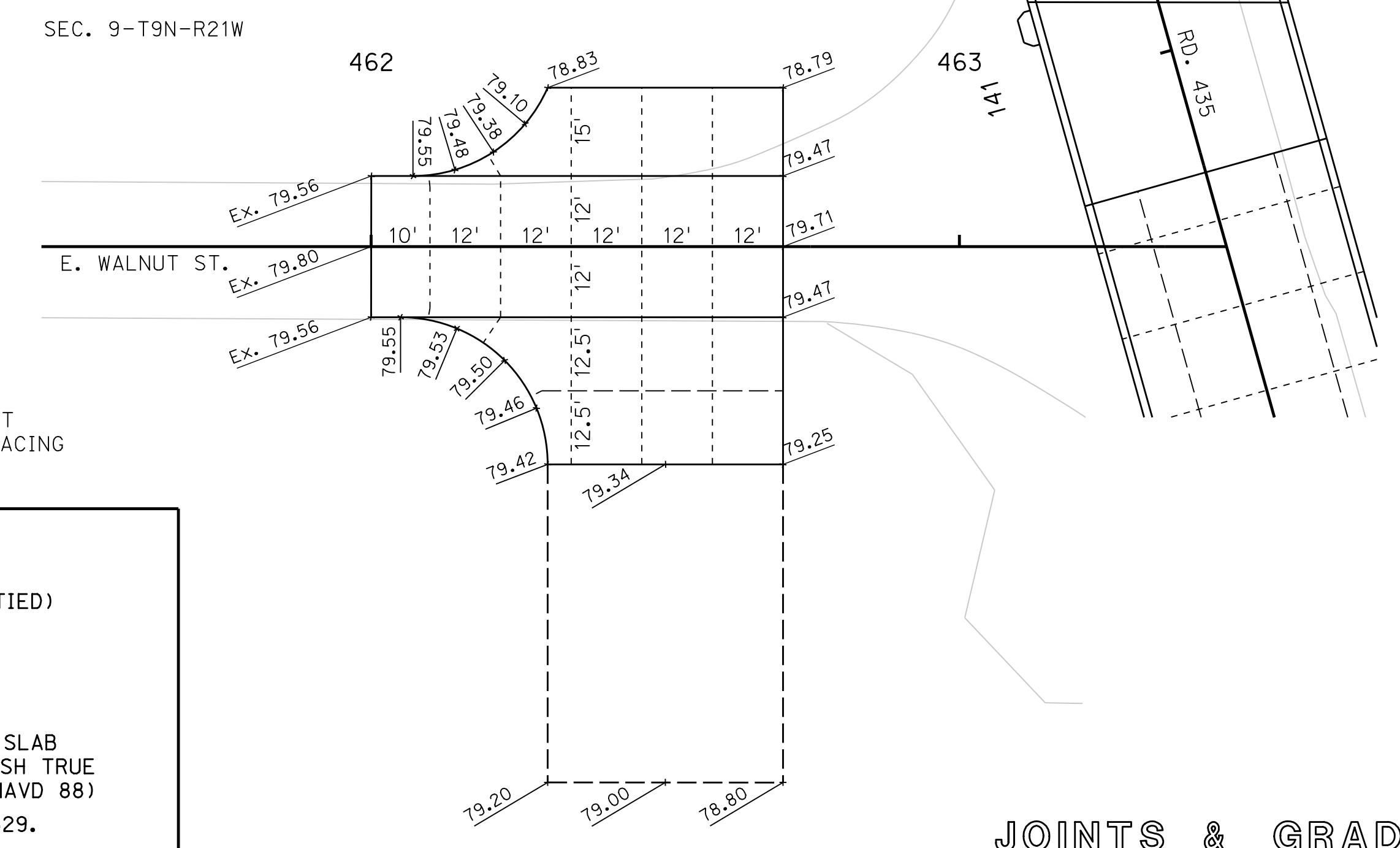
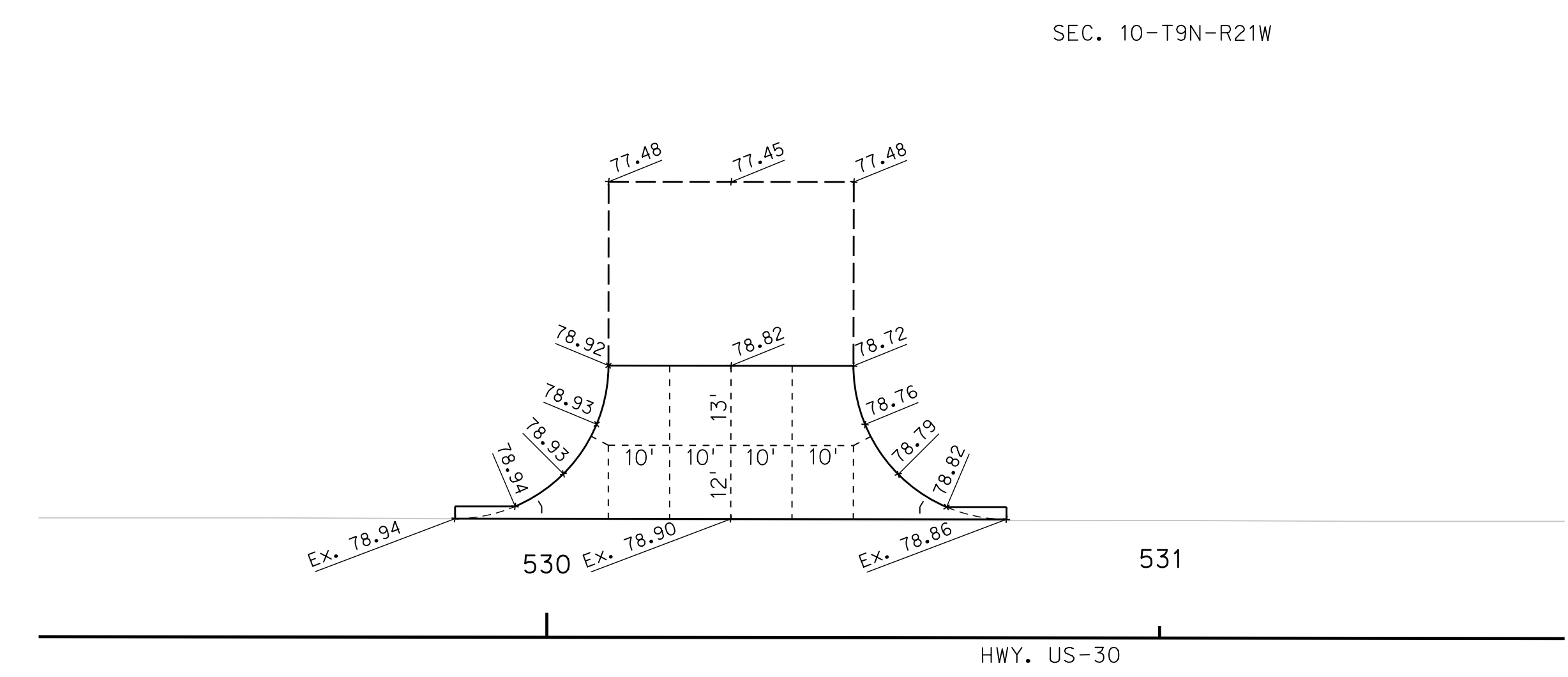
HIGHWAY US-30

E. WALNUT ST.

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570ceei5.dgn



NOTE:
PAVEMENT JOINTS ADJACENT TO EXISTING PAVEMENT
SHALL BE ADJUSTED TO MATCH EXISTING JOINT SPACING

LEGEND	
-----	LONGITUDINAL JOINT (TIED)
.....	CONTRACTION JOINT
————	EXPANSION JOINT
00.00	ELEVATION AT TOP OF SLAB (ADD 2300 TO ESTABLISH TRUE ELEVATION BASED ON NAVD 88)
FOR DETAILS NOT SHOWN SEE PLAN 329.	

JOINTS & GRADES

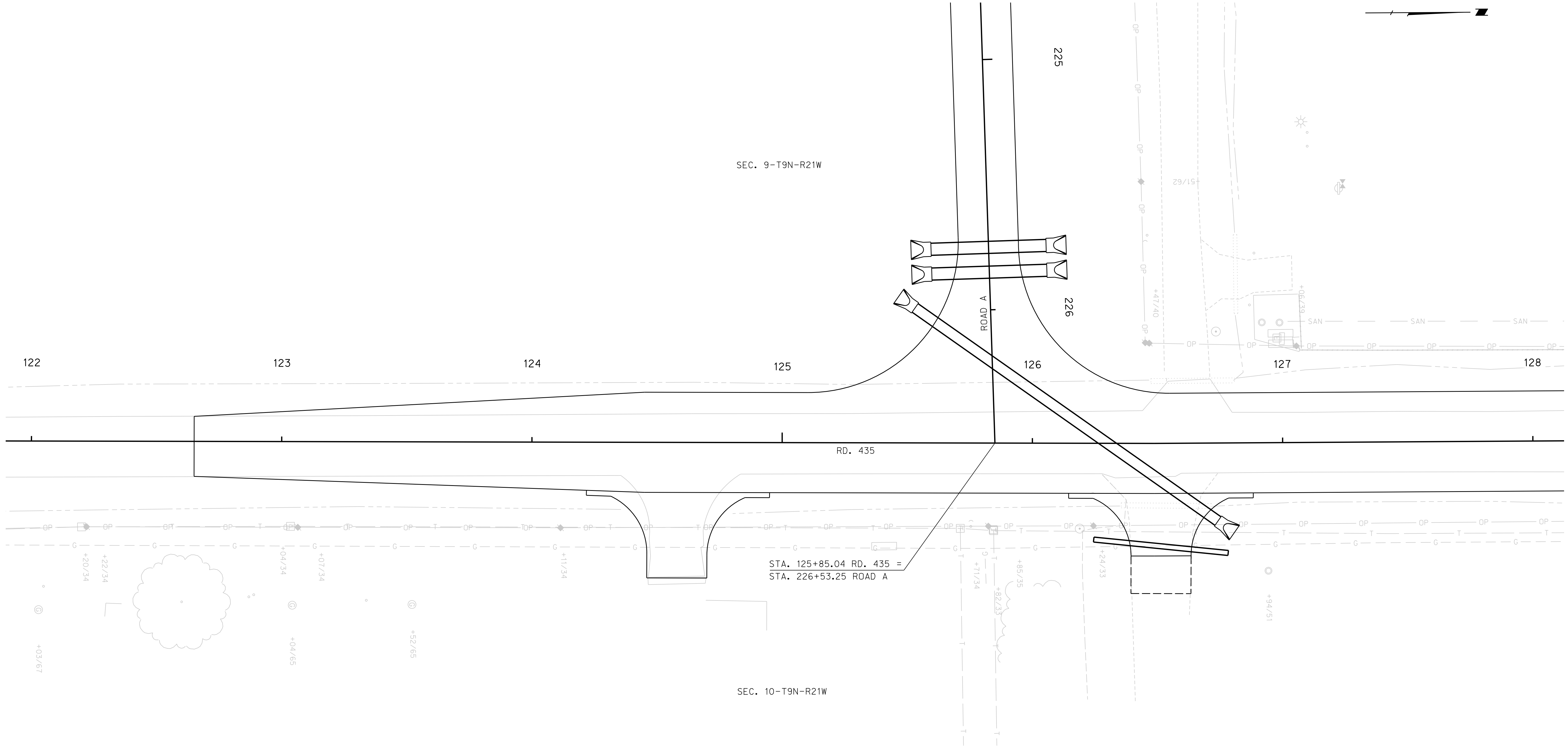
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc01.dgn



BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
122+65	-	128+00	LT./RT.	2557

BUILD 10" CONCRETE DRIVEWAY, PLAN 301			
STATION	SIDE	SQ. YDS.	
124+58	RT.	123	
126+51	RT.	99	

BUILD 6" GRAVEL SURFACE COURSE			
STATION	SIDE	CU. YDS.	
126+51	RT.	7	

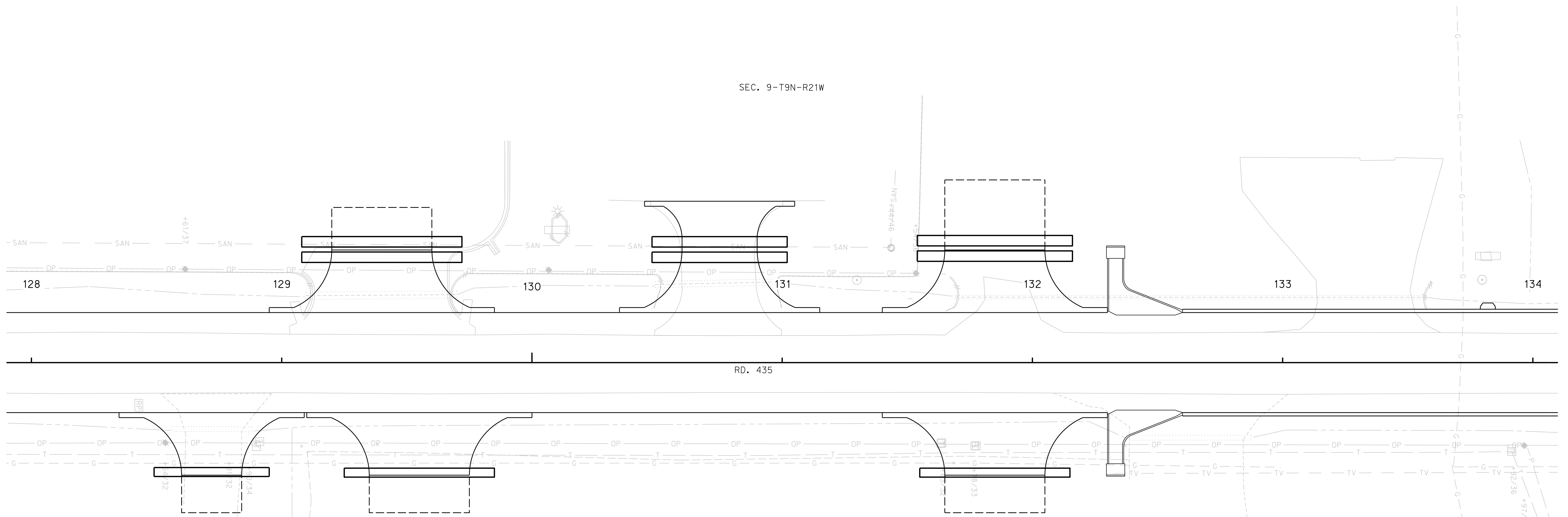
BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
126+51	RT.	24" x 54' PIPE

BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
126+30	LT./RT.	D.A.=7.7Ac., Q25=31cfs, H.W.=2.9' 42" x 146' on 55° Skew L.H.B., Type 2, 3, 4 or 5 w/Flared End Sections Plan 410 & 411. Fill = 6.0'.	25

CONSTRUCTION

ROAD 435

ROADWAY DESIGN DIVISION



SEC. 9-T9N-R21W

SEC. 10-T9N-R21W

RD. 435

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329

STATION	TO	STATION	SIDE	SQ. YDS.
128+00	-	132+60	LT./RT.	2045
132+60	-	134+00	LT./RT.	374

BUILD 11" REINFORCED CONCRETE PAVEMENT, PLAN 329 & SPECIAL PLAN 2C

STATION	TO	STATION	SIDE	SQ. YDS.
132+60	-	134+00	LT.	145
132+60	-	134+00	RT.	145

BUILD 2'-10" CONCRETE BARRIER RAIL, SPECIAL PLAN 2C

STATION	TO	STATION	SIDE	LIN. FT.
132+90	-	134+00	LT.	110
132+90	-	134+00	RT.	110

BUILD 10" CONCRETE DRIVEWAY, PLAN 301

STATION	SIDE	SQ. YDS.
128+72	RT.	99
129+40	LT.	144
129+55	RT.	144
130+75	LT.	194
131+85	RT.	144
131+85	LT.	144

BUILD 6" GRAVEL SURFACE COURSE

STATION	SIDE	CU. YDS.
128+72	RT.	7
129+40	LT.	13
129+55	RT.	11
131+85	RT.	11
131+85	LT.	21

BUILD MSE WALL, SPECIAL PLAN 1C

STATION	TO	STATION	SIDE
132+90	-	134+00	LT.
132+90	-	134+00	RT.

BUILD DRIVEWAY CULVERT PIPE

STATION	SIDE	DESCRIPTION
128+72	RT.	36" x 46' ROUND EQUIV. PIPE
129+40	LT.	TWIN 42" x 64' ROUND EQUIV. PIPE
129+55	RT.	36" x 60' ROUND EQUIV. PIPE
130+75	LT.	TWIN 42" x 54' ROUND EQUIV. PIPE
131+85	RT.	36" x 60' ROUND EQUIV. PIPE
131+85	LT.	TWIN 42" x 62' ROUND EQUIV. PIPE

BUILD CONCRETE FLUME, TYPE I, SPECIAL PLAN 6C

STATION	SIDE	"L"
132+33	RT.	12'
132+33	LT.	13'

BUILD CONCRETE BARRIER TERMINAL SECTION, SPECIAL PLAN 2C & 3C

STATION	TO	STATION	SIDE	EACH
132+60	-	132+90	LT.	1
132+60	-	132+90	RT.	1

Computer: 336CS3T3

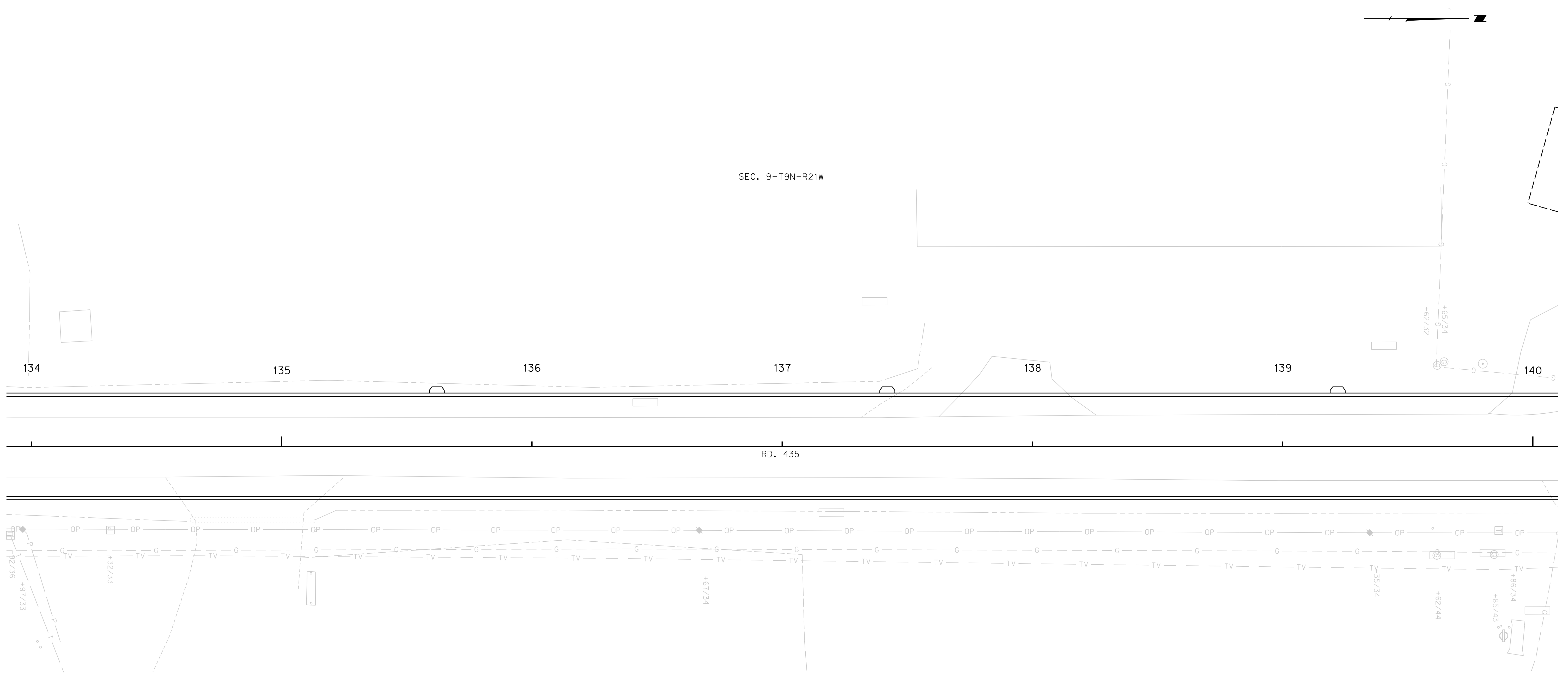
Date: 26-SEP-2023 21:10

File: 614570cc02.dgn

CONSTRUCTION

ROAD 435

SEC. 9-T9N-R21W



BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
134+00	-	140+00	LT./RT.	1600

BUILD 11" REINFORCED CONCRETE PAVEMENT, PLAN 329 & SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	SQ. YDS.
134+00	-	140+00	LT.	622
134+00	-	140+00	RT.	622

BUILD 2'-10" CONCRETE BARRIER RAIL, SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	LIN. FT.
134+00	-	140+00	LT.	600
134+00	-	140+00	RT.	600

BUILD MSE WALL, SPECIAL PLAN 1C				
STATION	TO	STATION	SIDE	
134+00	-	140+00	LT.	
134+00	-	140+00	RT.	

SEC. 10-T9N-R21W

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc03.dgn

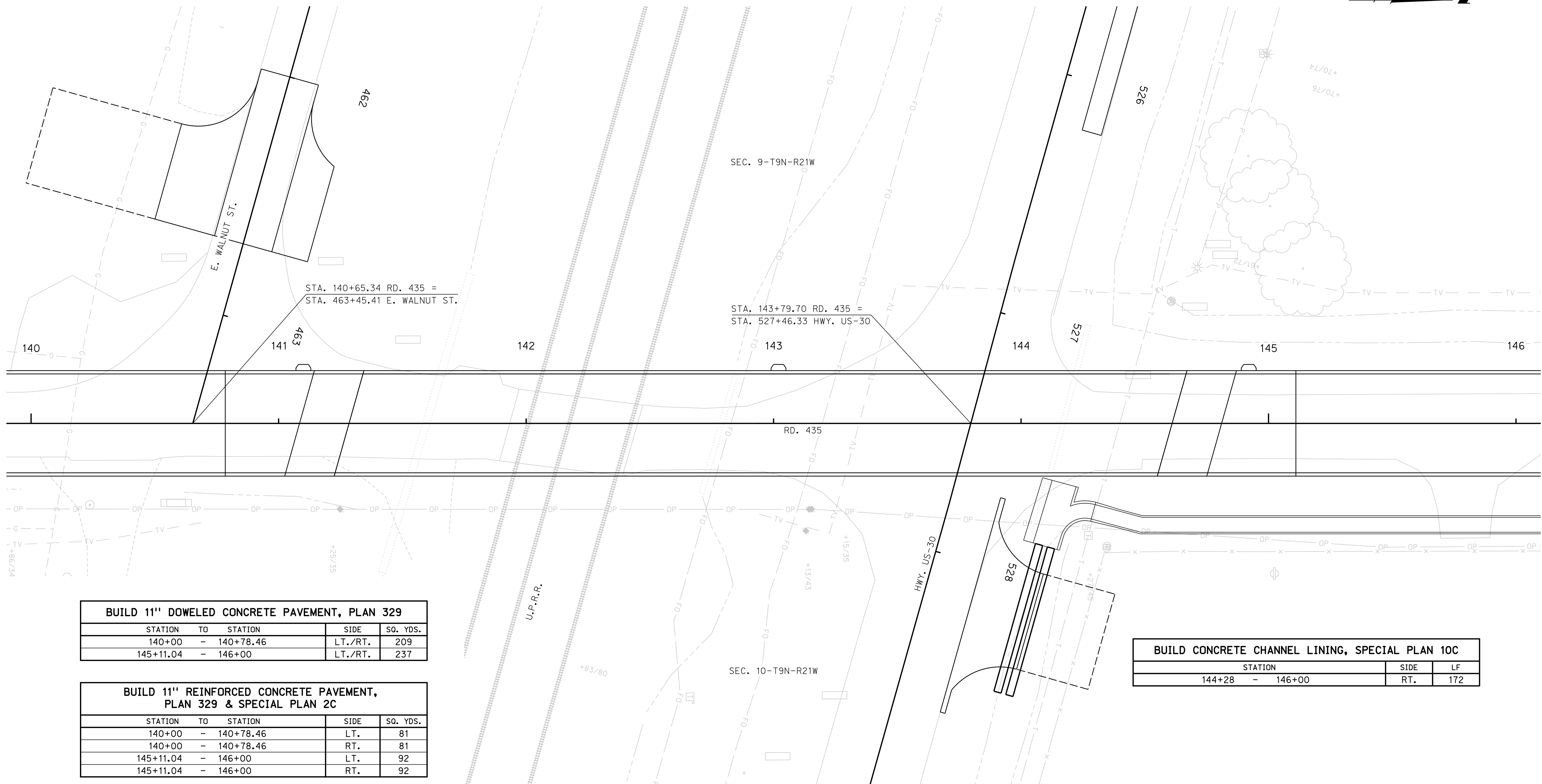
ROAD 435

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc04.dgn



BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
140+00	-	140+78.46	LT./RT.	209
145+11.04	-	146+00	LT./RT.	237

BUILD 11" REINFORCED CONCRETE PAVEMENT, PLAN 329 & SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	SQ. YDS.
140+00	-	140+78.46	LT.	81
140+00	-	140+78.46	RT.	81
145+11.04	-	146+00	LT.	92
145+11.04	-	146+00	RT.	92

BUILD 2'-10" CONCRETE BARRIER RAIL, SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	LIN. FT.
140+00	-	140+78.46	LT.	79
140+00	-	140+78.46	RT.	79
145+11.04	-	146+00	LT.	89
145+11.04	-	146+00	RT.	89

BUILD MSE WALL, SPECIAL PLAN 1C				
STATION	TO	STATION	SIDE	
140+00	-	140+88.16	RT.	
140+00	-	141+00.20	LT.	
144+48.78	-	146+00	RT.	
144+60.83	-	146+00	LT.	

BUILD STRUCTURE, SPECIAL PLAN 1	
STATION	DESCRIPTION
142+95.00	330'-6" PRESTRESSED CONCRETE GIRDER NU2000 BRIDGE (40' ROADWAY)

BUILD CONCRETE CHANNEL LINING, SPECIAL PLAN 10C		
STATION	SIDE	LF
144+28 - 146+00	RT.	172

CONSTRUCTION

ROAD 435

SEC. 9-T9N-R21W

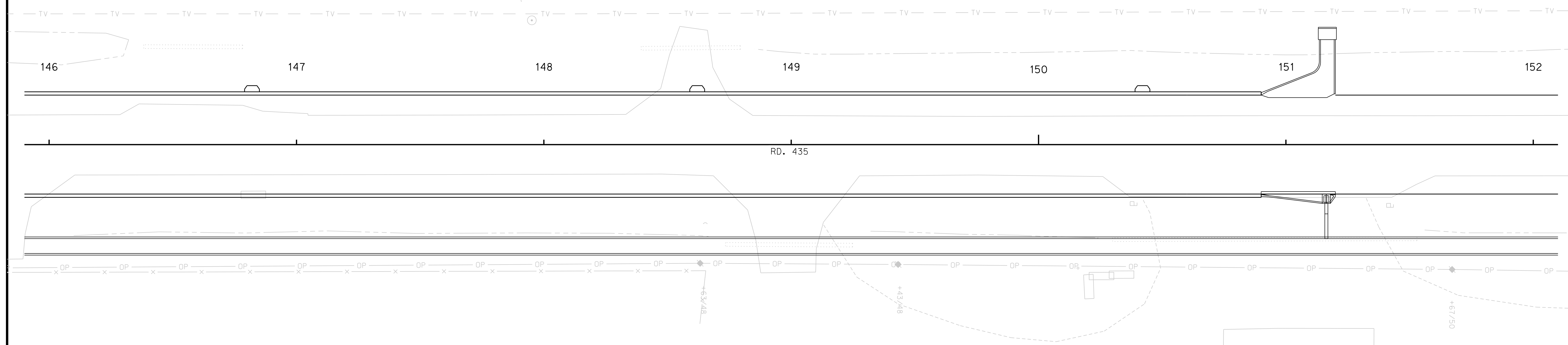


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc05.dgn



SEC. 10-T9N-R21W

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
146+00	-	150+90	LT./RT.	1307
150+90	-	152+00	LT./RT.	491

BUILD 11" REINFORCED CONCRETE PAVEMENT, PLAN 329 & SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	SO. YDS.
146+00	-	150+90	LT.	508
146+00	-	150+90	RT.	508

BUILD 2'-10" CONCRETE BARRIER RAIL, SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	LIN. FT.
146+00	-	150+60	LT.	460
146+00	-	150+60	RT.	460

BUILD MSE WALL, SPECIAL PLAN 1C				
STATION	TO	STATION	SIDE	
146+00	-	150+60	LT.	
146+00	-	150+60	RT.	

BUILD CONCRETE FLUME, TYPE I, SPECIAL PLAN 6C			
STATION	SIDE	"L"	
151+17	LT.	14'	

BUILD CONCRETE FLUME, TYPE IV, SPECIAL PLAN 11C (15" CULVERT PIPE, TYPE 3, 4, 5 OR 6)			
STATION	SIDE	ELBOW (°)	PIPE LENGTH
151+17	RT.	26	17'-0"

BUILD CONCRETE BARRIER TERMINAL SECTION, SPECIAL PLAN 2C & 3C				
STATION	TO	STATION	SIDE	EACH
150+60	-	150+90	LT.	1
150+60	-	150+90	RT.	1

BUILD CONCRETE CHANNEL LINING, SPECIAL PLAN 10C				
STATION	SIDE	LF		
146+00	-	152+00	RT.	600

CONSTRUCTION

ROAD 435

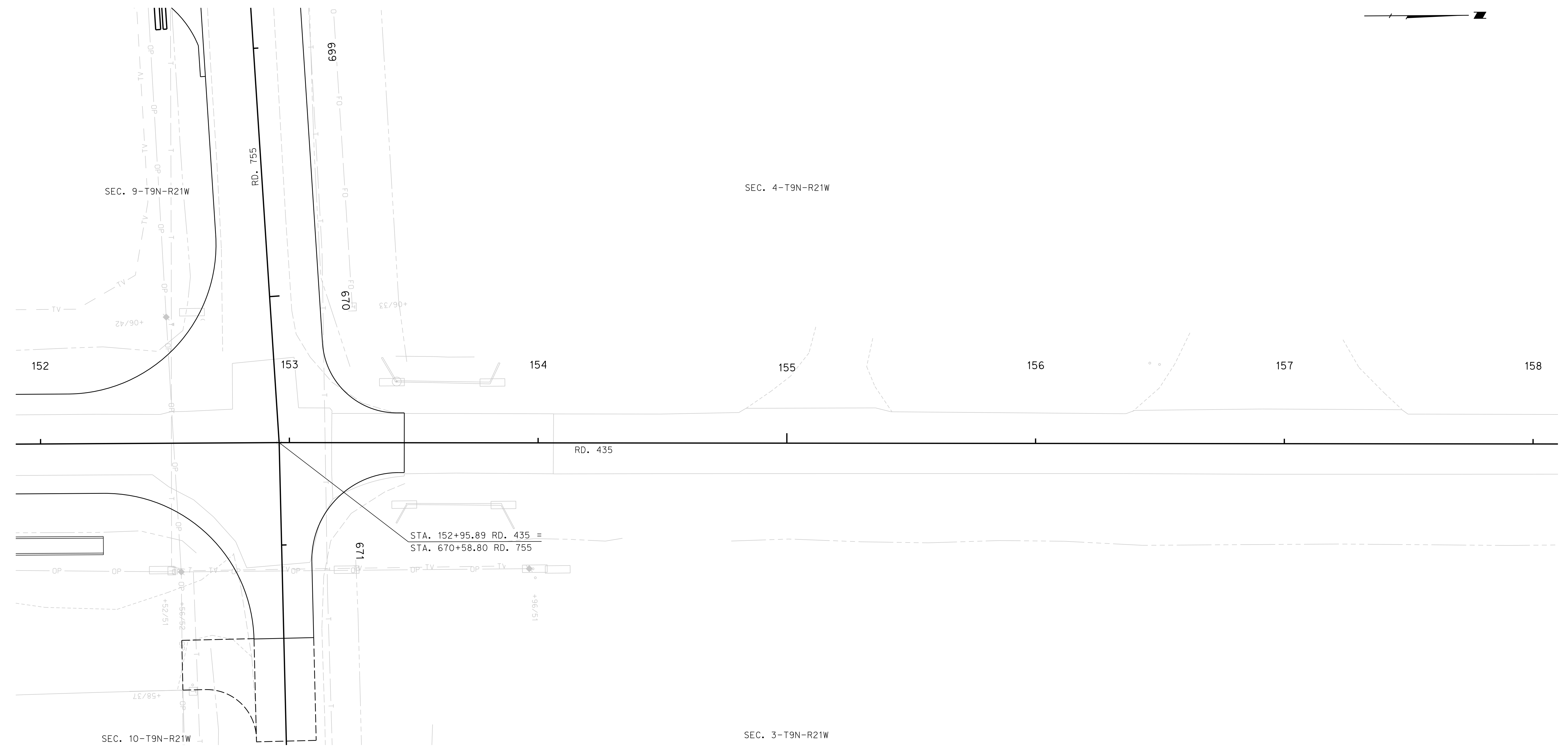


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc06.dgn



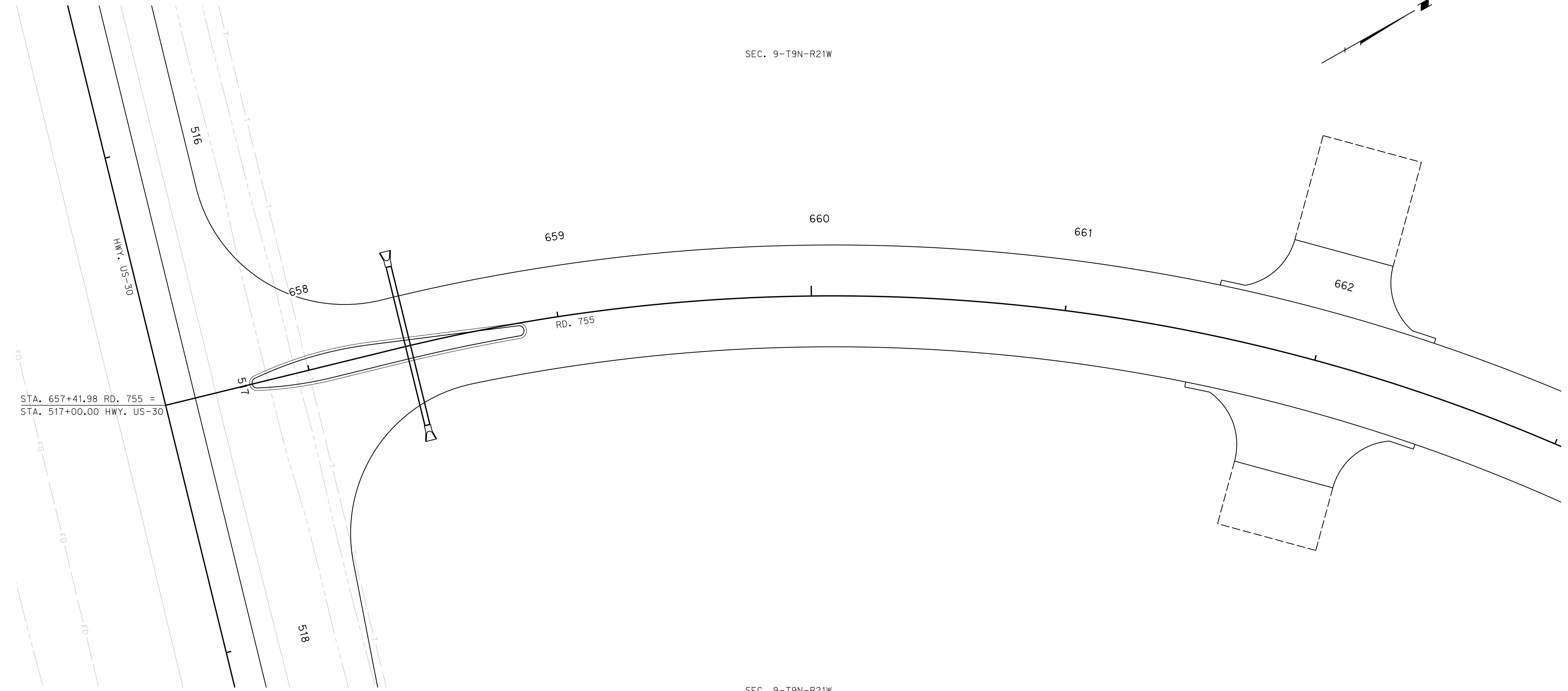
BUILD CONCRETE DITCH LINING, SPECIAL PLAN 10C				
STATION		SIDE	SQ. YDS.	
152+00	-	152+25	RT.	25

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
152+00	-	153+46.20	LT./RT.	1263

CONSTRUCTION

ROAD 755

SEC. 9-T9N-R21W



STA. 657+41.98 RD. 755 =
STA. 517+00.00 HWY. US-30

SEC. 9-T9N-R21W

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SQ. YDS.
658+62	-	663+00	1948
			LT./RT.

BUILD CONCRETE CURB, TYPE II, PLAN 301			
STATION	TO	STATION	LIN. FT.
658+62	-	658+87	51
			LT./RT.

BUILD CONCRETE MEDIAN SURFACING, PLAN 301			
STATION	TO	STATION	SQ. YDS.
658+62	-	658+87	12
			LT./RT.

BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SQ. YDS.
662+00	RT.	154
662+00	LT.	135

BUILD 6" GRAVEL SURFACE COURSE		
STATION	SIDE	CU. YDS.
662+00	RT.	19
662+00	LT.	29

BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
658+40	LT./RT.	D.A.=2.8Ac., Q25=6cfs, H.W.=1.4' 24" x 64' Type 2, 3, 4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 3'.	25

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc07.dgn

ROAD 755

SEC. 4-T9N-R21W

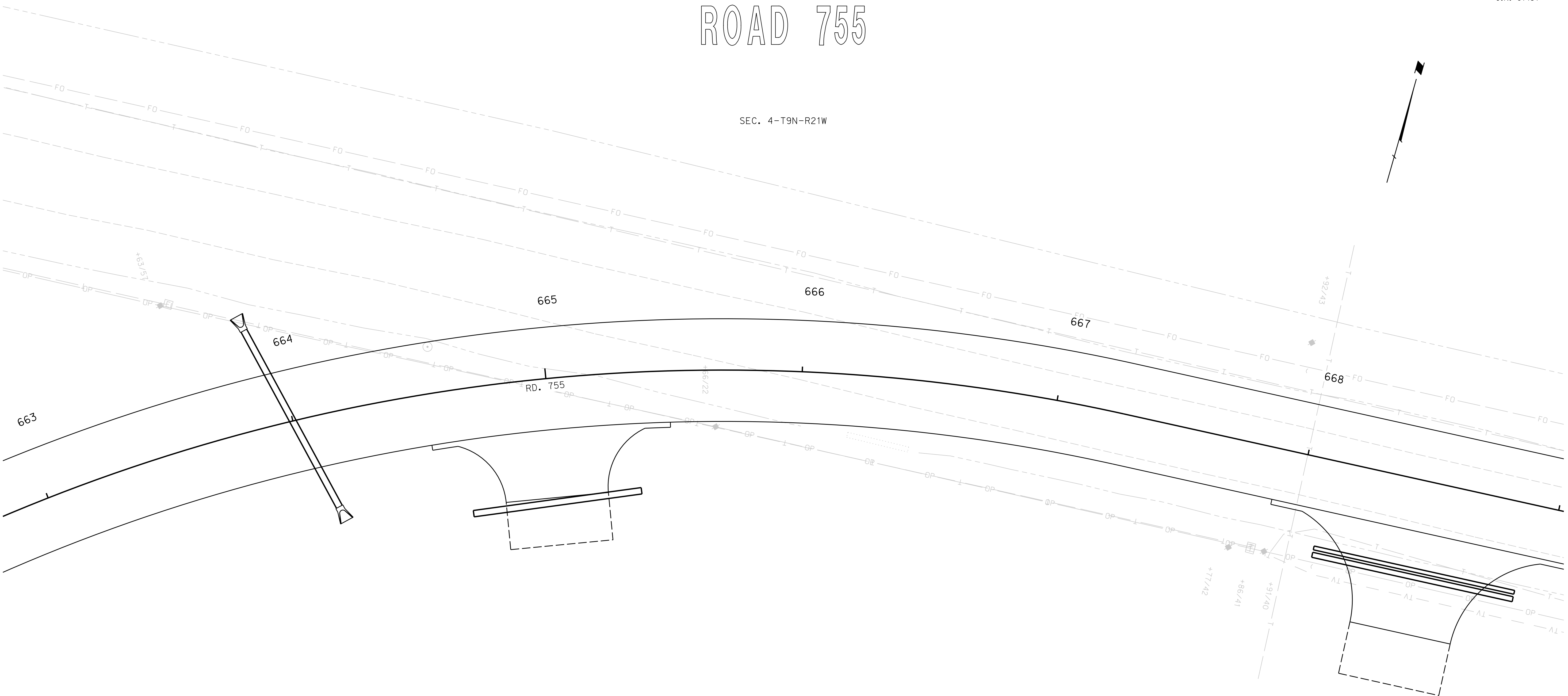
SEC. 9-T9N-R21W

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc08.dgn



BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
663+00	-	669+00	LT./RT.	2667

BUILD 10" CONCRETE DRIVEWAY, PLAN 301			
STATION	SIDE	SQ. YDS.	
665+00	RT.	154	
668+50	RT.	258	

BUILD 6" GRAVEL SURFACE COURSE			
STATION	SIDE	CU. YDS.	
665+00	RT.	14	
668+50	RT.	15	

BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
665+00	RT.	30" x 66' PIPE
668+50	RT.	1 - 18" x 80' PIPE 1 - 24" x 80' PIPE

BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
664+00	LT./RT.	D.A.=9.4Ac., Q25=15cfs, H.W.=1.9' 30" x 78' on 15° Skew L.H.B., Type 2, 3, 4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 6'.	25

CONSTRUCTION

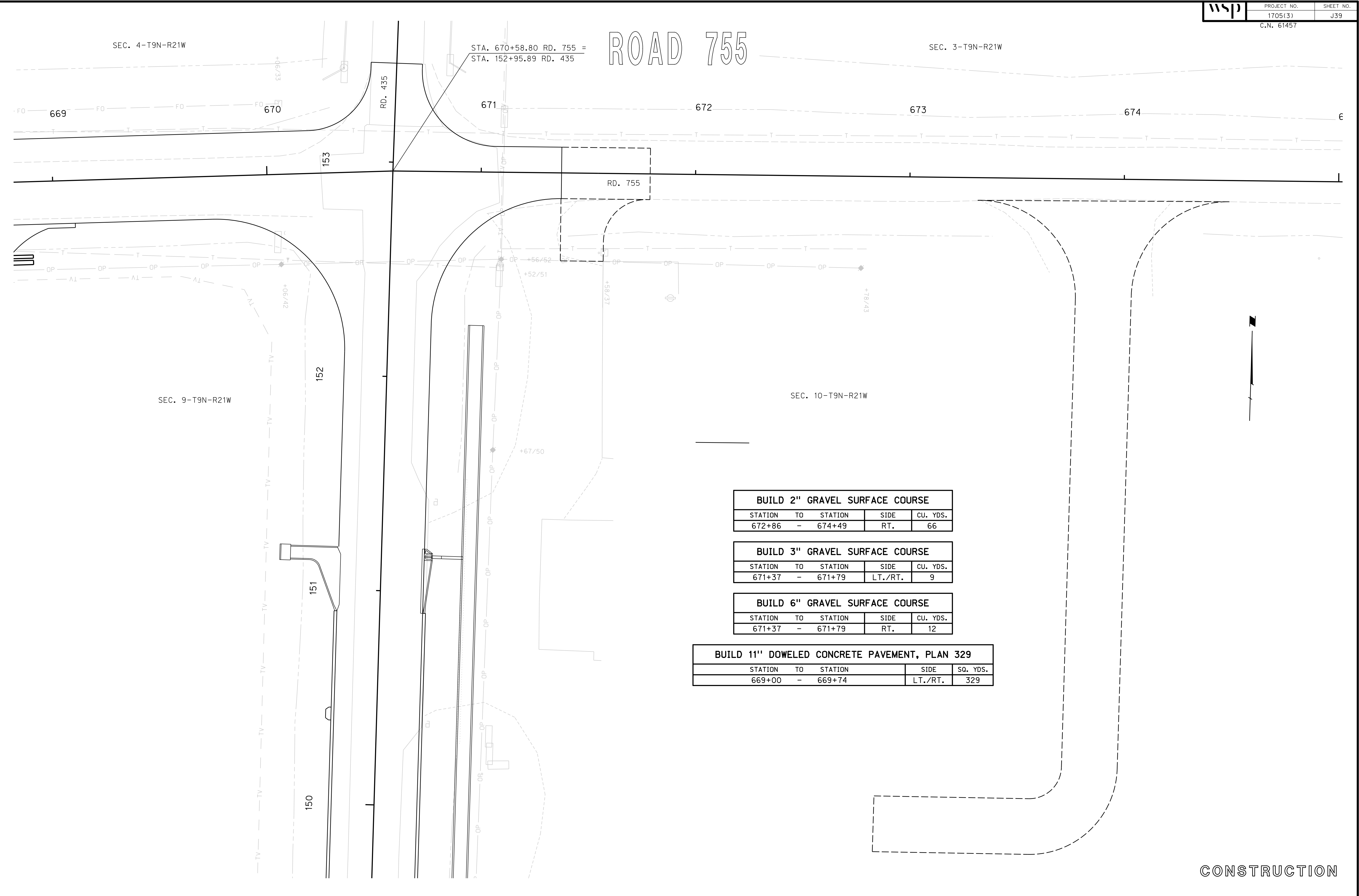
ROAD 755

ROADWAY DESIGN DIVISION

Computer: 336C3T3

Date: 26-SEP-2023 21:10

File: 614570cc09.dgn



BUILD 2" GRAVEL SURFACE COURSE				
STATION	TO	STATION	SIDE	CU. YDS.
672+86	-	674+49	RT.	66

BUILD 3" GRAVEL SURFACE COURSE				
STATION	TO	STATION	SIDE	CU. YDS.
671+37	-	671+79	LT./RT.	9

BUILD 6" GRAVEL SURFACE COURSE				
STATION	TO	STATION	SIDE	CU. YDS.
671+37	-	671+79	RT.	12

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
669+00	-	669+74	LT./RT.	329

CONSTRUCTION

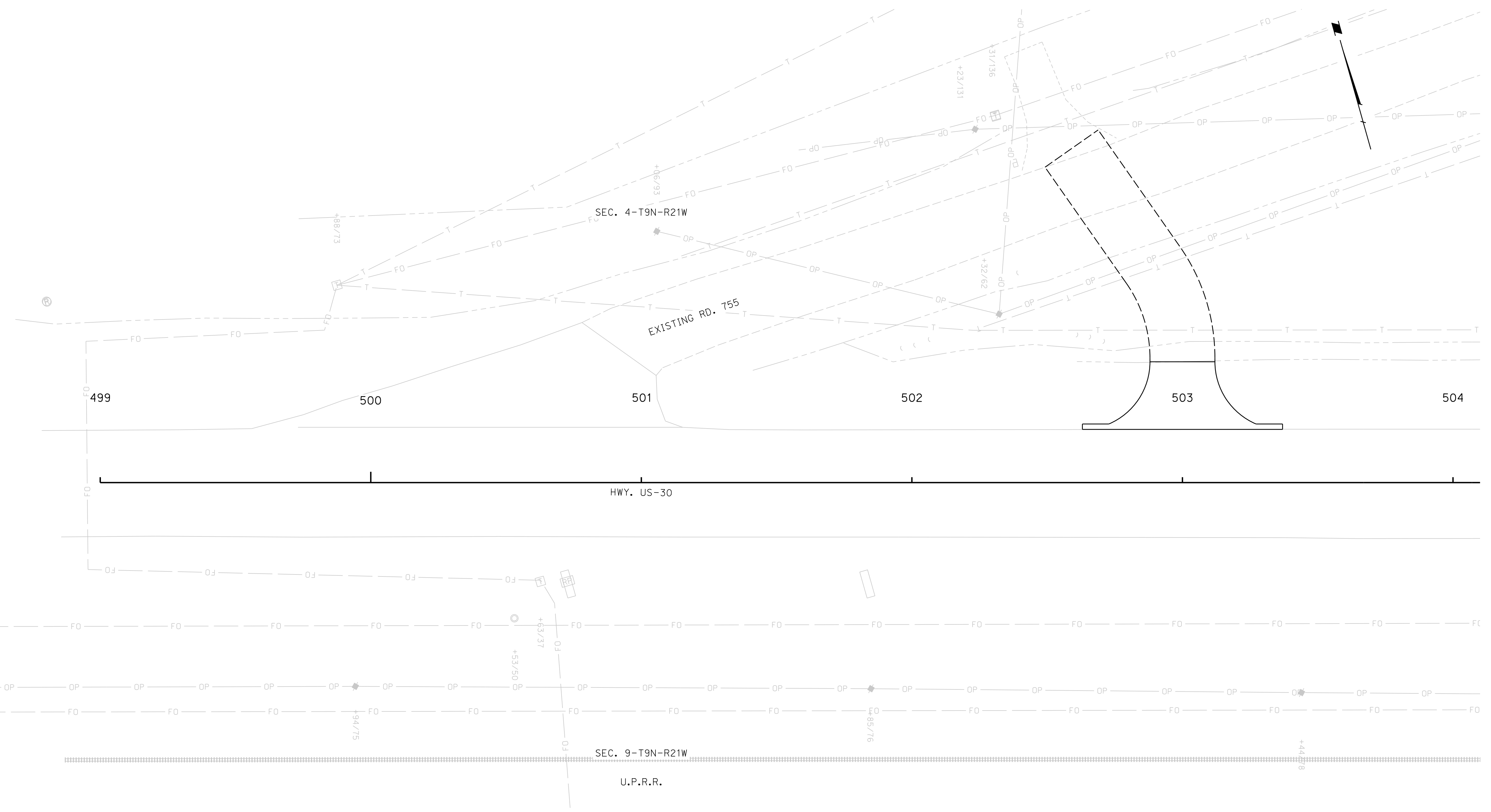
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570ecc10.dgn

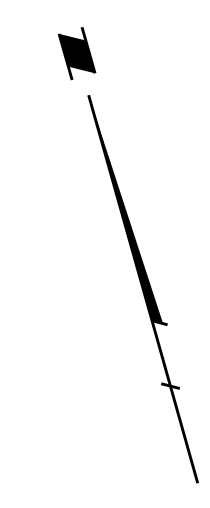


BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SO. YDS.
503+00	LT.	99

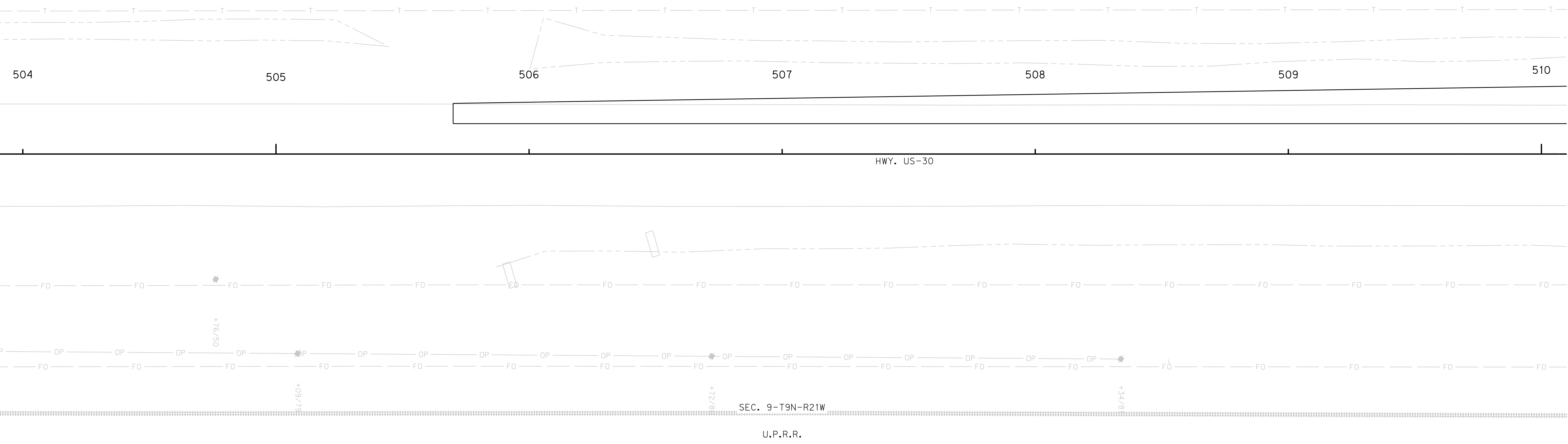
BUILD 3" GRAVEL SURFACE COURSE		
STATION	SIDE	CU. YDS.
503+00	LT.	20

CONSTRUCTION

HIGHWAY US-30



SEC. 9-T9N-R21W



Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc11.dgn

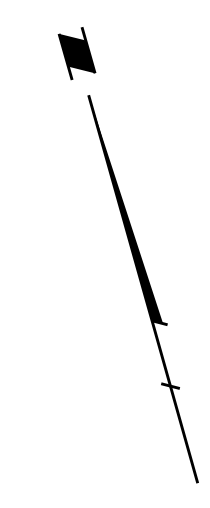
BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
505+70	-	510+00	LT.	540

CONSTRUCTION

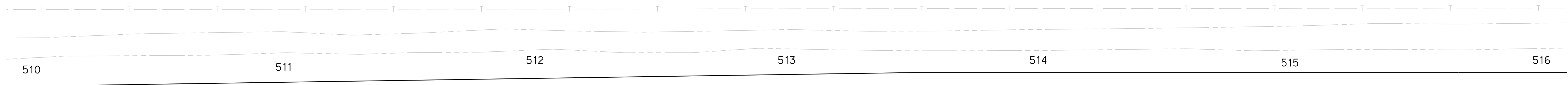


PROJECT NO.	SHEET NO.
1705(3)	J42
C.N. 61457	

HIGHWAY US-30



SEC. 9-T9N-R21W



HWY. US-30



SEC. 9-T9N-R21W

U.P.R.R.

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SQ. YDS.
510+00	-	516+00	1229
			LT.

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc12.dgn

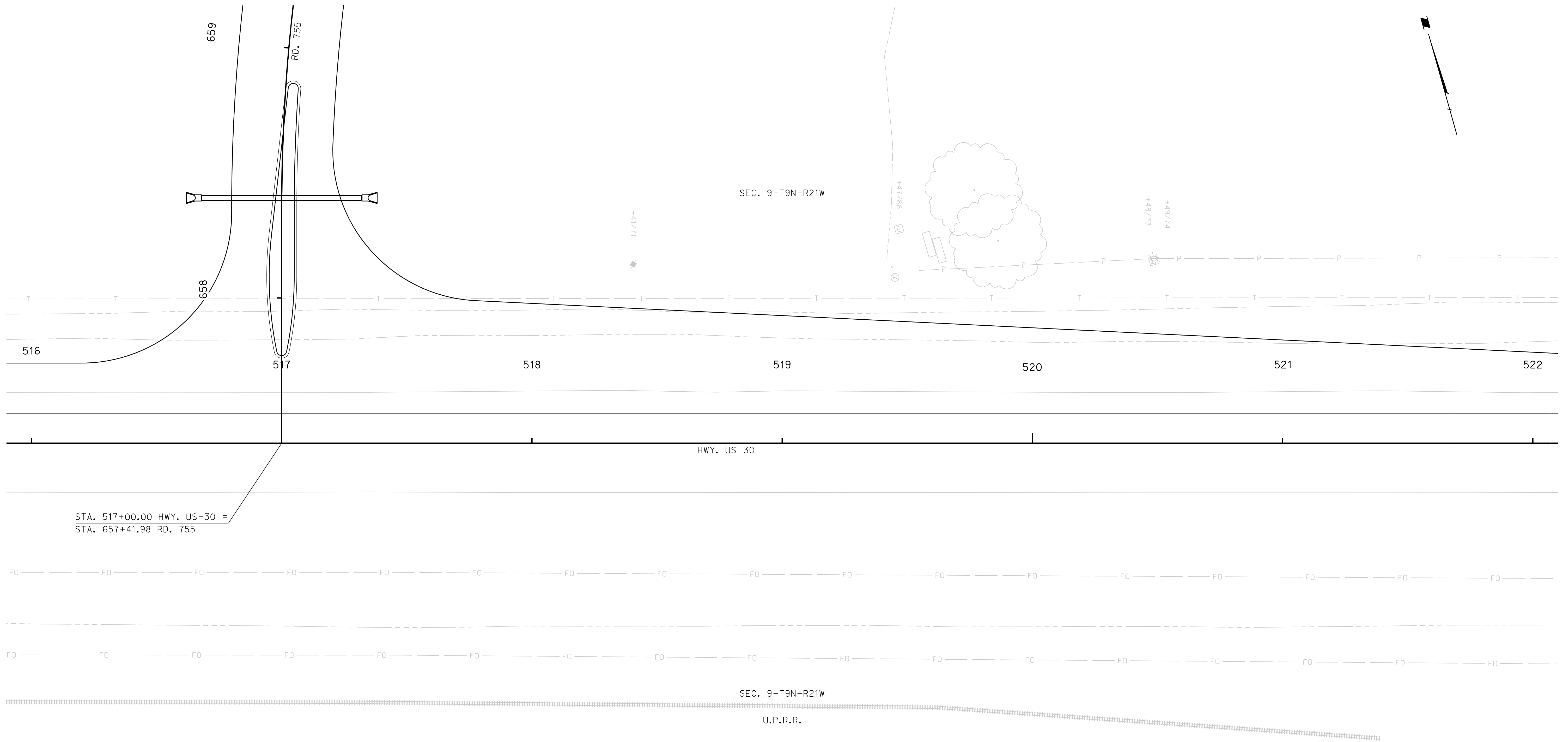
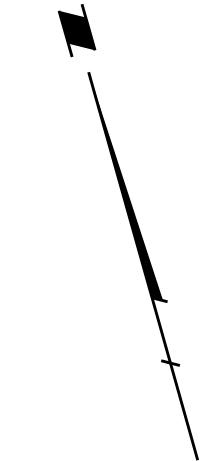
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc13.dgn



STA. 517+00.00 HWY. US-30 =
STA. 657+41.98 RD. 755

BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
516+00	-	522+00	LT.	2744

BUILD CONCRETE CURB, TYPE II, PLAN 301				
STATION	TO	STATION	SIDE	LIN. FT.
516+95	-	517+05	LT.	172

BUILD CONCRETE MEDIAN SURFACING, PLAN 301				
STATION	TO	STATION	SIDE	SQ. YDS.
516+95	-	517+05	LT.	74

CONSTRUCTION

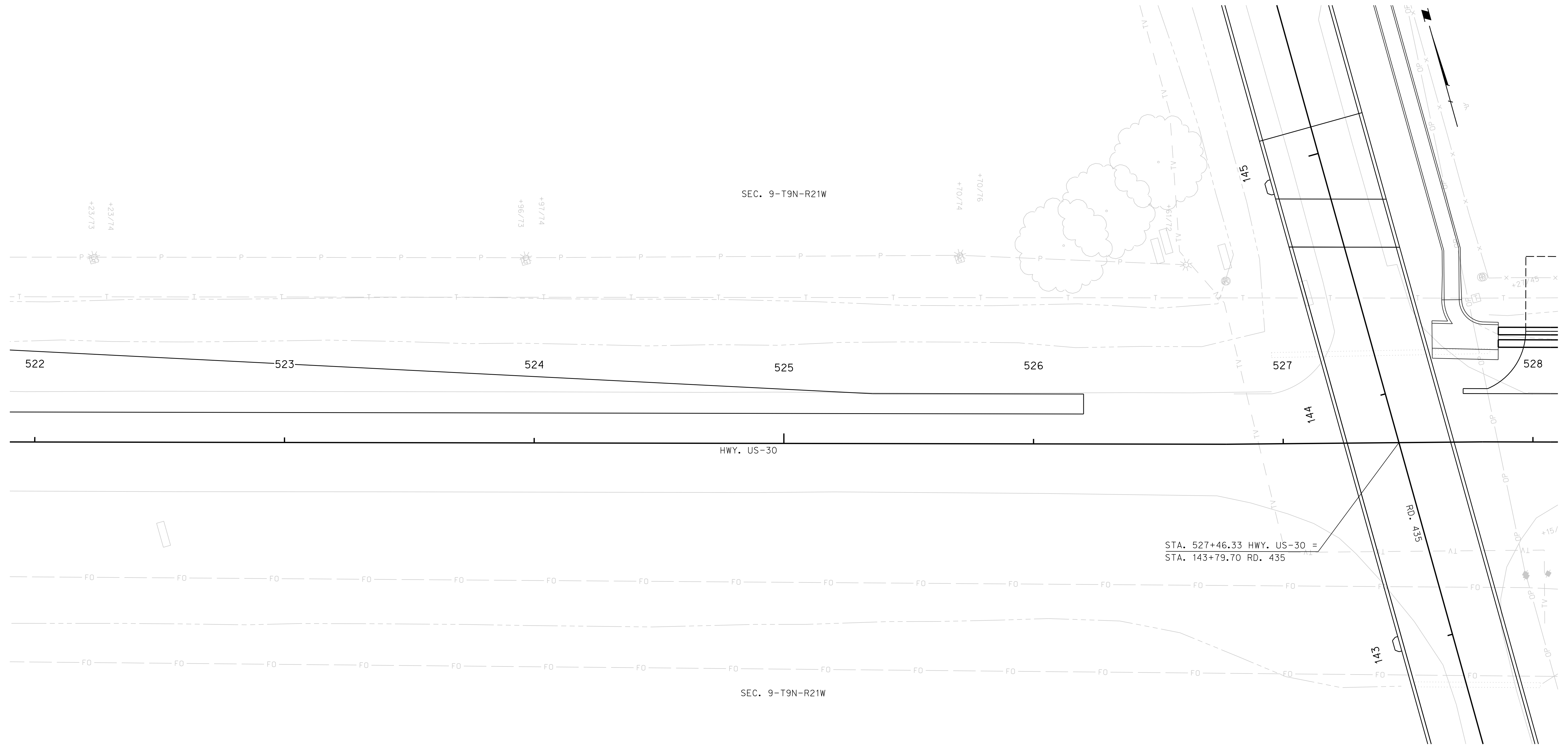
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc14.dgn

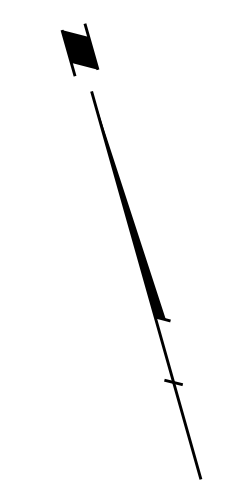


BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
522+00	-	526+20	LT.	678

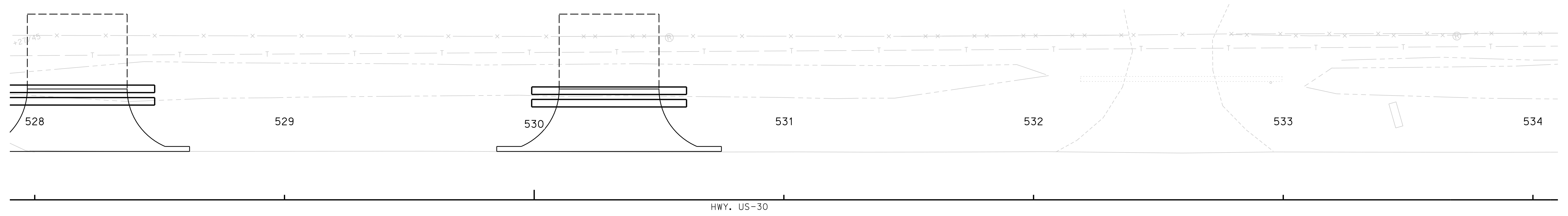
BUILD CONCRETE DITCH LINING, SPECIAL PLAN 10C				
STATION	SIDE	SO. YDS.		
527+60	-	527+86	LT.	53

CONSTRUCTION

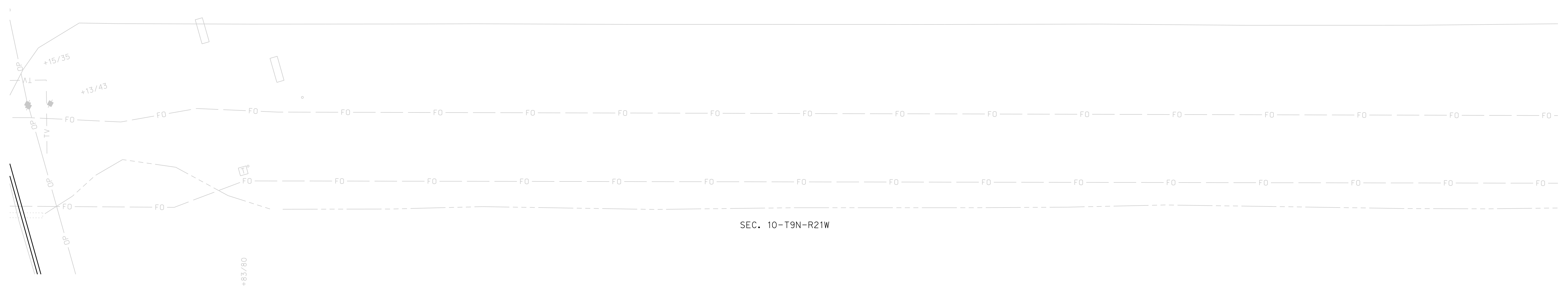
HIGHWAY US-30



SEC. 10-T9N-R21W



HWY. US-30



SEC. 10-T9N-R21W

BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SO. YDS.
528+17	LT.	144
530+30	LT.	144

BUILD 6" GRAVEL SURFACE COURSE			
STATION	SIDE	CU. YDS.	
528+17	LT.	22	
530+30	LT.	22	

BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
528+17	LT.	TWIN 30" x 62' ROUND EQUIV. PIPE
530+30	LT.	TWIN 30" x 62' ROUND EQUIV. PIPE

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc15.dgn

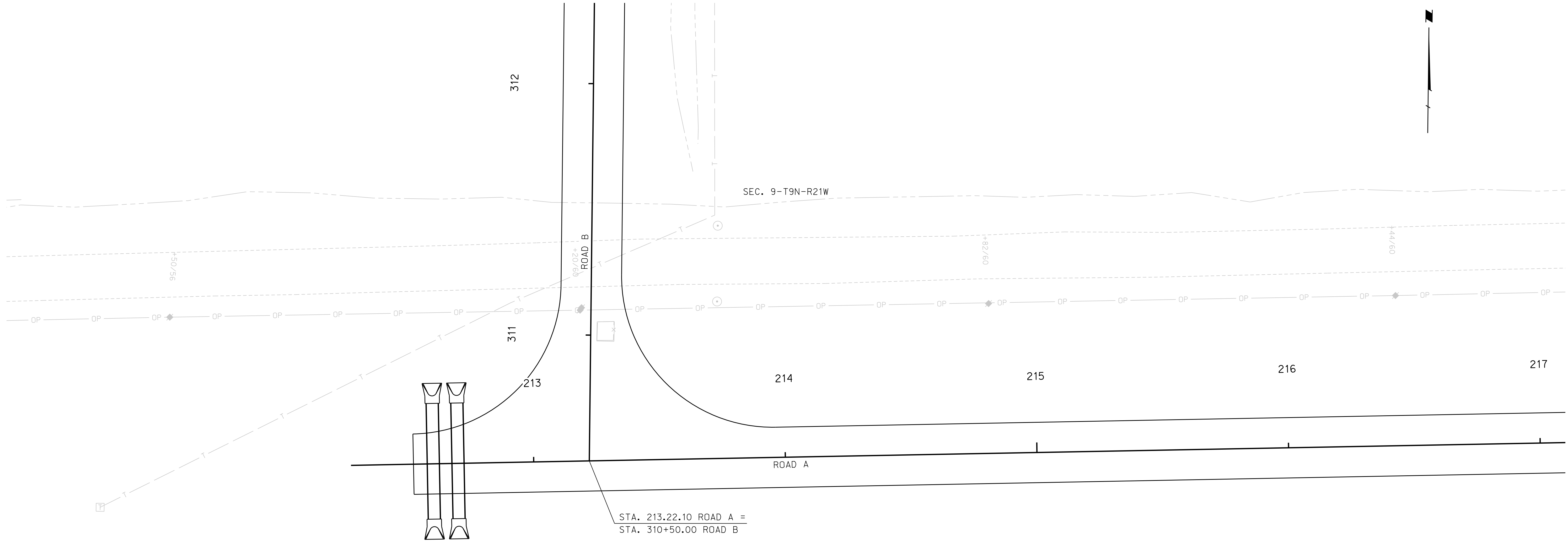
ROAD A

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc18.dgn



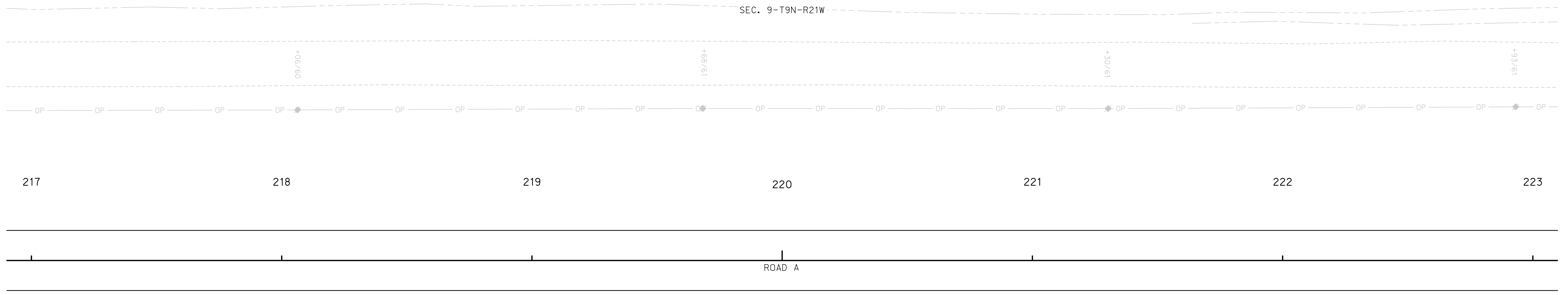
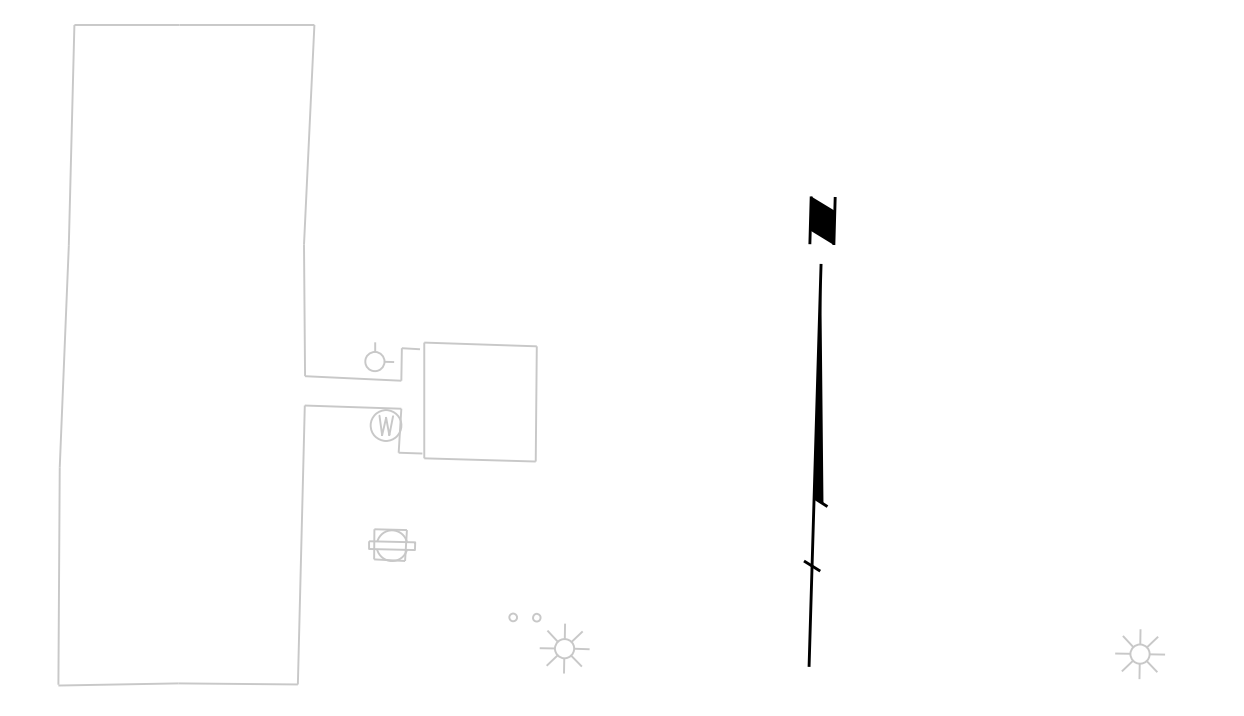
SEC. 9-T9N-R21W

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
212+52	-	217+00	LT./RT.	1531

BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
212+65	LT./RT.	D.A.=46.5Ac., Q25=114cfs, H.W.=3.6' Twin 48" x 46' Round Equiv. Type 2,3,4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 2'.	39

CONSTRUCTION

ROAD A



ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc19.dgn

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SO. YDS.
217+00	-	223+00	1600
			LT./RT.

CONSTRUCTION

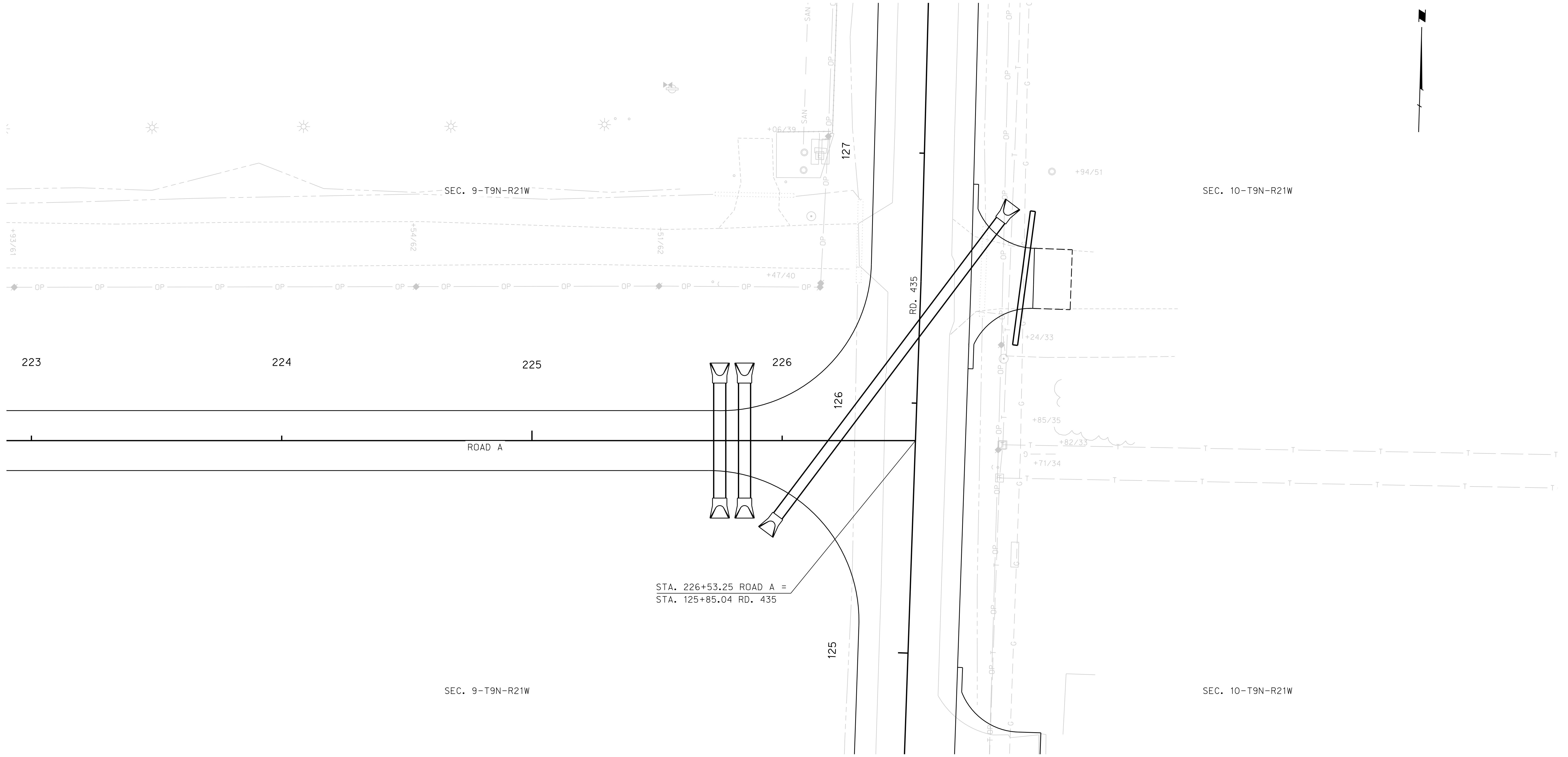
ROAD A

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc20.dgn



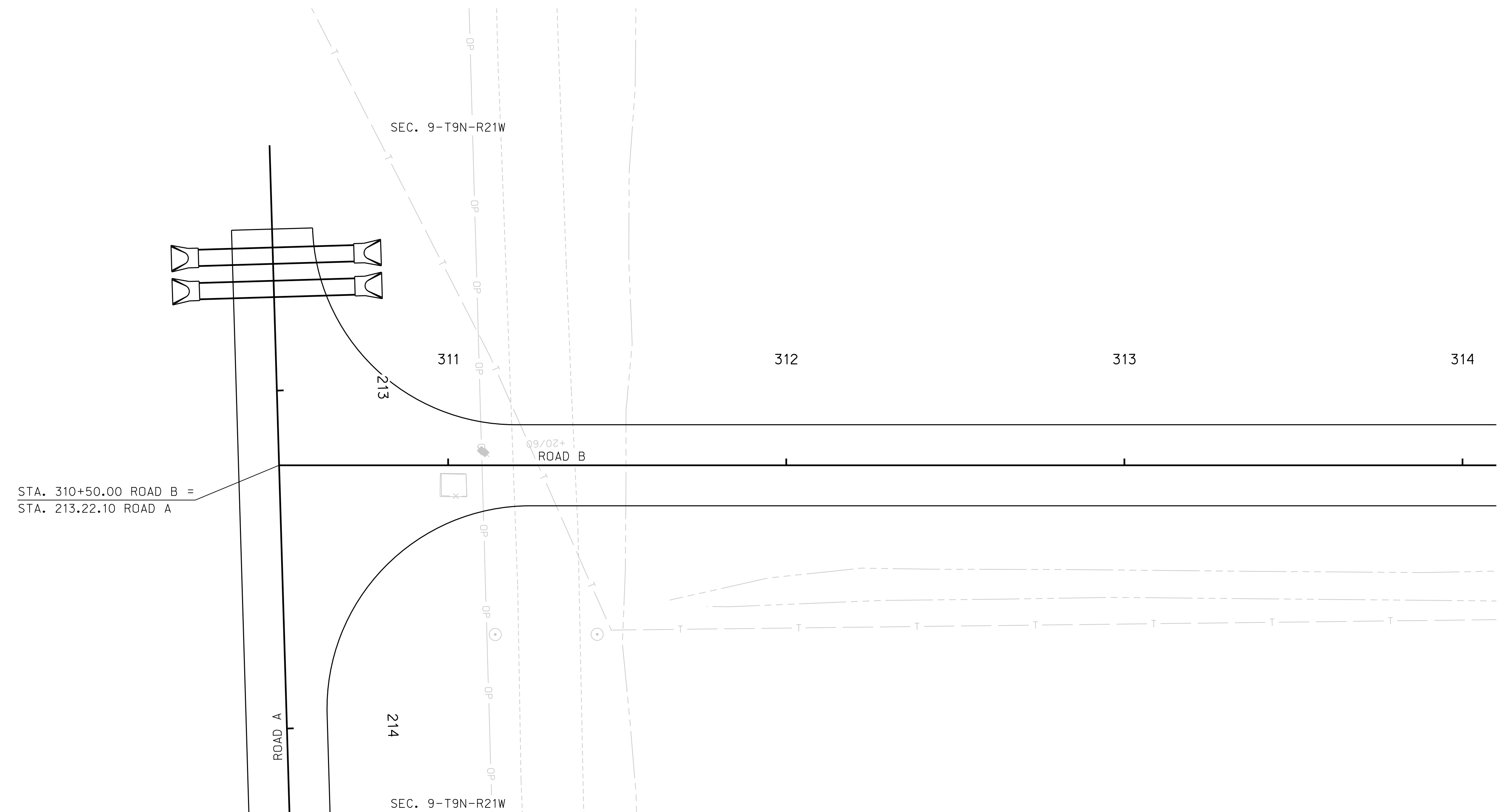
STA. 226+53.25 ROAD A =
STA. 125+85.04 RD. 435

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SO. YDS.
223+00	-	225+70	720

BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
225+80	LT./RT.	D.A.=59.1Ac., Q25=110cfs, H.W.=3.4' Twin 48" x 46' Round Equiv. Type 2,3,4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 2'.	15

CONSTRUCTION

ROAD B



STA. 310+50.00 ROAD B =
STA. 213.22.10 ROAD A

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SO. YDS.
311+24	-	314+00	736
		LT./RT.	

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336S3T3

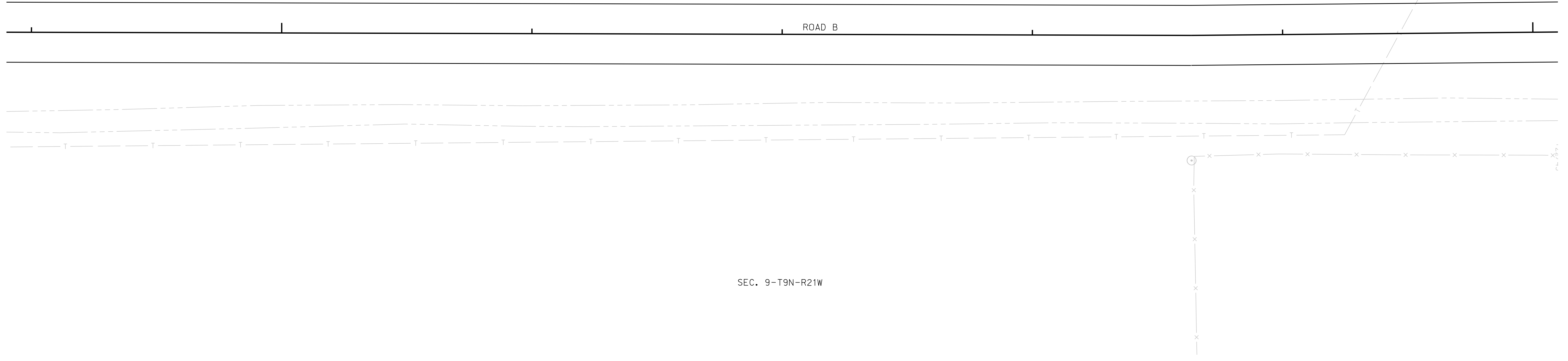
Date: 26-SEP-2023 21:10

File: 614570cc21.dgn

ROAD B

SEC. 9-T9N-R21W

314 315 316 317 318 319 320



SEC. 9-T9N-R21W

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SO. YDS.
314+00	-	320+00	1600
		SIDE	
		LT./RT.	

CONSTRUCTION

ROADWAY DESIGN DIVISION

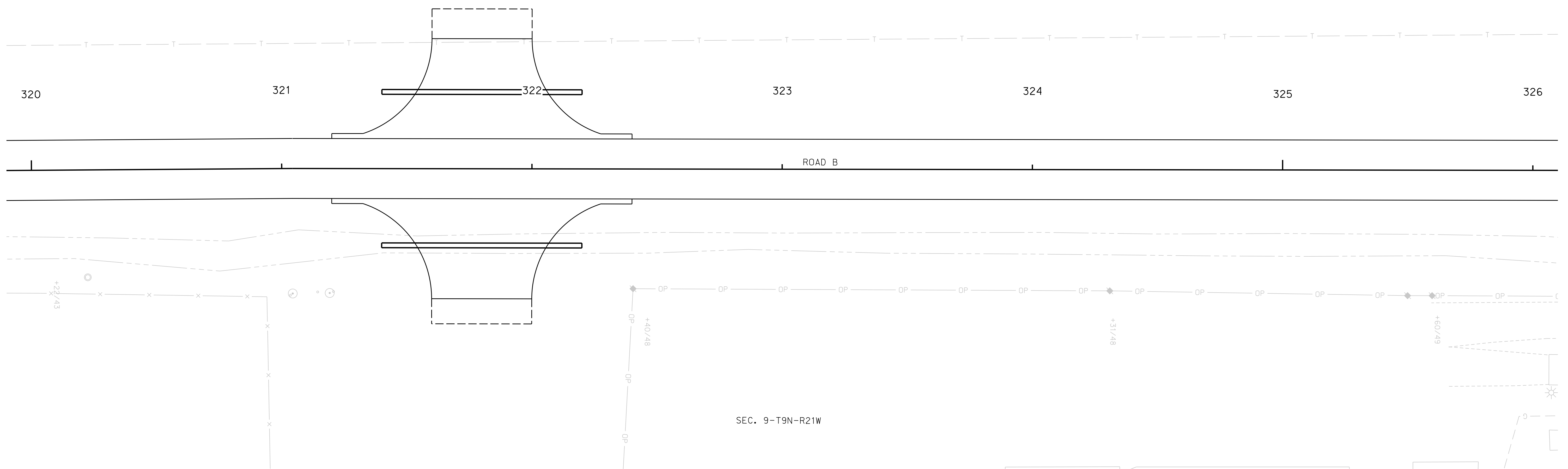
Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc22.dgn

ROAD B

SEC. 9-T9N-R21W



BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
321+80	LT.	18" x 80' ROUND EQUIV. PIPE
321+80	RT.	18" x 80' ROUND EQUIV. PIPE

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
320+00	-	326+00	LT./RT.	1600

BUILD 10" CONCRETE DRIVEWAY, PLAN 301			
STATION	SIDE	SO. YDS.	
321+80	LT.	258	
321+80	RT.	258	

BUILD 6" GRAVEL SURFACE COURSE			
STATION	SIDE	CU. YDS.	
321+80	LT.	9	
321+80	RT.	7	

CONSTRUCTION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc23.dgn

ROAD B

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cc24.dgn



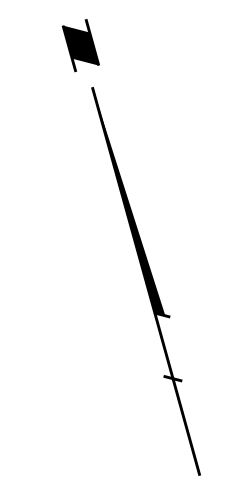
BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SO. YDS.
326+00	-	329+18	LT./RT.	953

BUILD 10" CONCRETE DRIVEWAY, PLAN 301				
STATION		STATION	SIDE	SO. YDS.
328+93	-	329+18	RT.	144

BUILD 6" GRAVEL SURFACE COURSE				
STATION		STATION	SIDE	CU. YDS.
327+71	-	328+93	RT.	84

CONSTRUCTION

E. WALNUT ST.

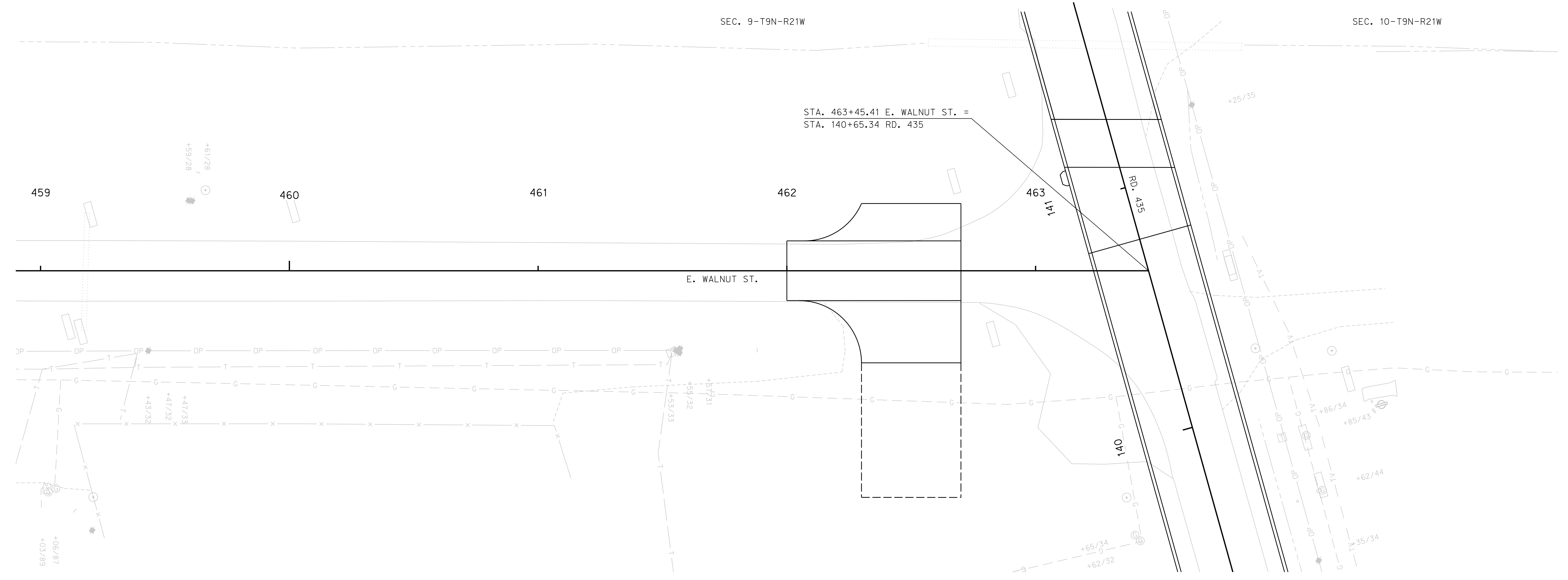


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cc25.dgn



BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SQ. YDS.
462+50	LT.	77
462+50	RT.	126

BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION	TO	STATION	SQ. YDS.
462+00	-	462+70	187

BUILD 6" GRAVEL SURFACE COURSE		
STATION	SIDE	CU. YDS.
462+50	RT.	46

CONSTRUCTION

ROAD 435

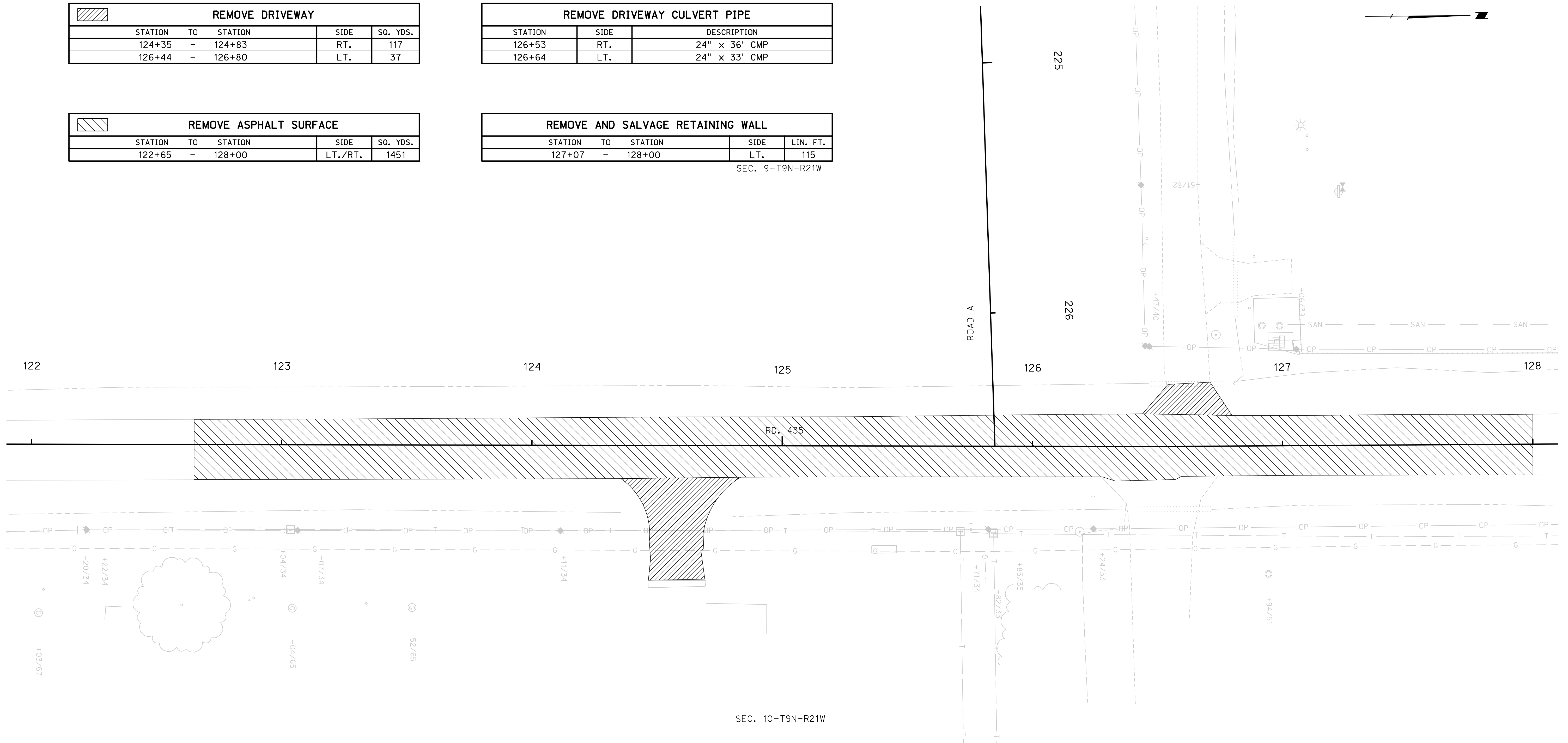
REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
124+35	-	124+83	RT.	117
126+44	-	126+80	LT.	37

REMOVE DRIVEWAY CULVERT PIPE			
STATION	SIDE	DESCRIPTION	
126+53	RT.	24" x 36' CMP	
126+64	LT.	24" x 33' CMP	

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
122+65	-	128+00	LT./RT.	1451

REMOVE AND SALVAGE RETAINING WALL				
STATION	TO	STATION	SIDE	LIN. FT.
127+07	-	128+00	LT.	115

SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

REMOVALS

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cr01.dgn

ROAD 435

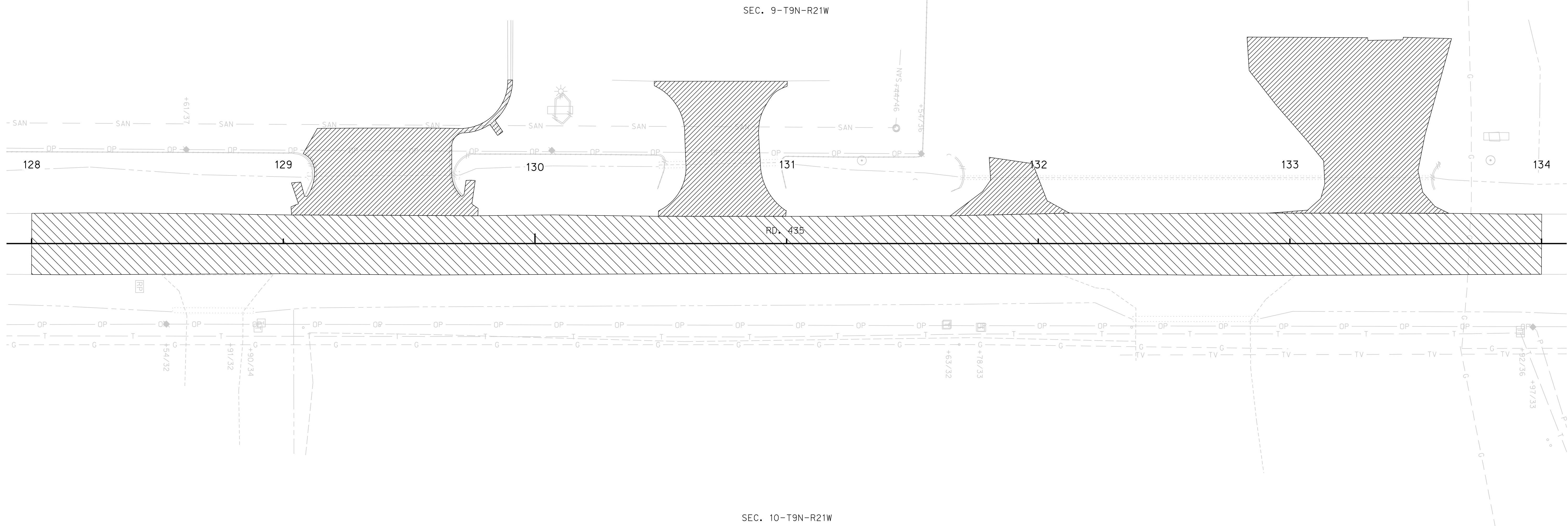
REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
129+03	-	129+91	LT.	244
130+47	-	131+00	LT.	211
131+65	-	132+12	LT.	61
132+83	-	133+64	LT.	440

REMOVE DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
128+72	RT.	24" x 32' CMP
129+40	LT.	36" x 60' CMP
130+74	LT.	30" x 50' CMP
132+63	LT.	18" x 189' CMP
132+63	RT.	24" x 50' CMP

REMOVE AND SALVAGE SIGN			
STATION	TO	STATION	EACH
130+10			1

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
128+00	-	134+00	LT/RT	1583

REMOVE AND SALVAGE RETAINING WALL				
STATION	TO	STATION	SIDE	LIN. FT.
128+00	-	129+12	LT.	126
129+67	-	130+52	LT.	111
130+08	-	130+14	LT.	29
130+98	-	131+55	LT.	98
131+65	-	130+71	LT.	17
133+56	-	133+60	LT.	12



REMOVALS

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cr02.dgn

ROAD 435

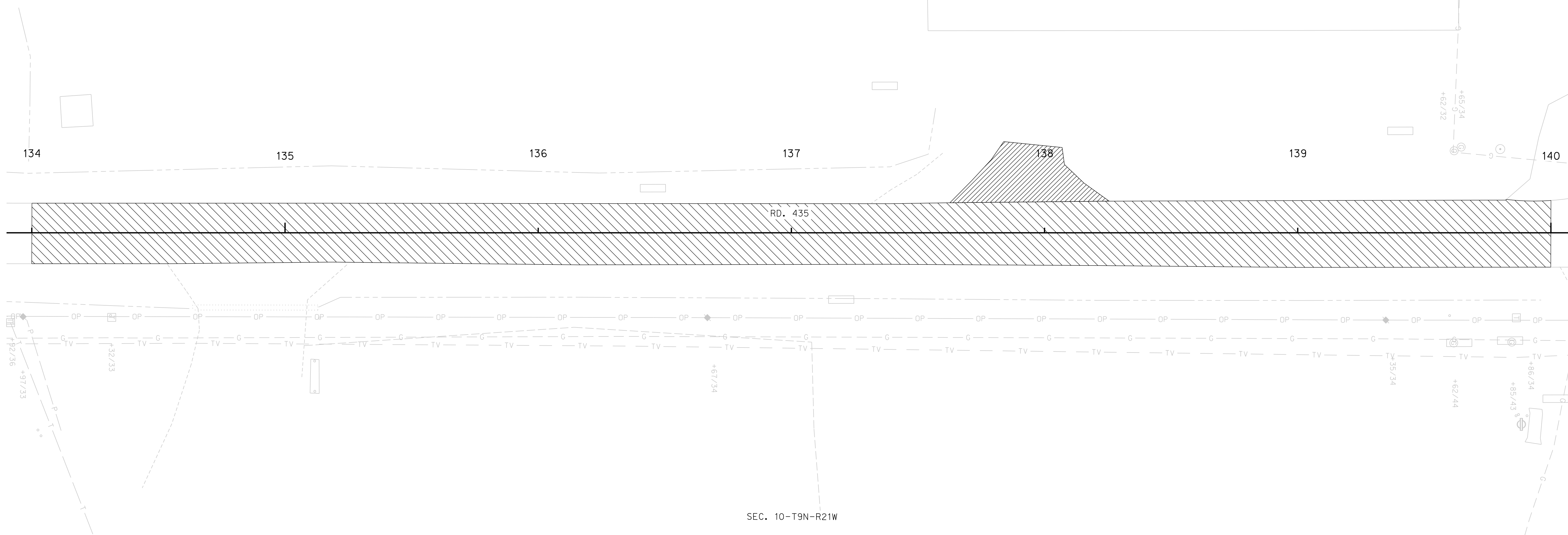
REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
137+62	-	138+25	LT.	100

REMOVE DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
134+88	RT.	24" x 50' CMP

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
134+00	-	140+00	LT./RT.	1646

SEC. 9-T9N-R21W

SEC. 10-T9N-R21W



REMOVALS

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cr03.dgn

ROAD 435

REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
139+82	-	140+72	RT.	240
145+52	-	146+10	RT.	107

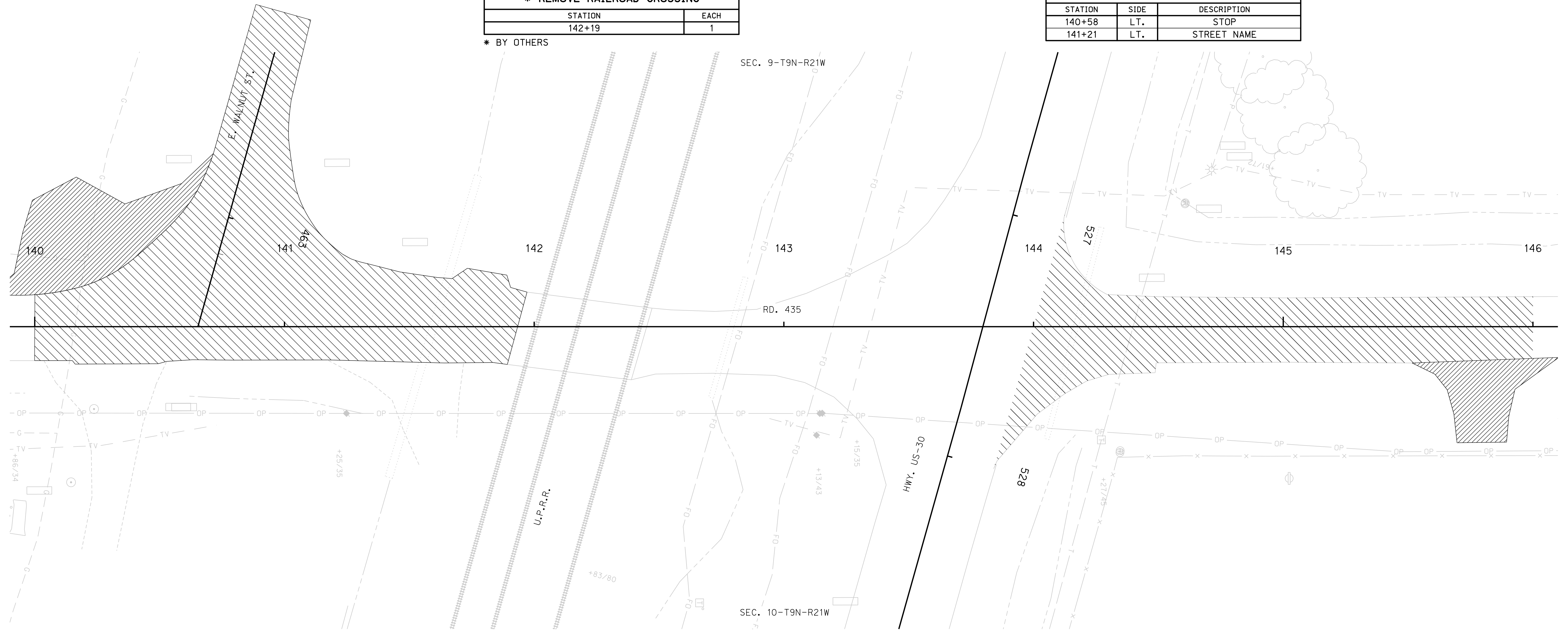
REMOVE CULVERT PIPE					
STATION	TO	STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
141+42	-	141+78	LT./RT.	36" X 126' CMP	156
142+71	-	142+85	LT./RT.	24" X 50' CMP	31
144+05	-	144+27	LT./RT.	24" X 88' CMP	70

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
140+00	-	143+58	LT./RT.	1834
144+00	-	146+00	LT./RT.	689

* REMOVE RAILROAD CROSSING	
STATION	EACH
142+19	1

* BY OTHERS

REMOVE SIGN, POST AND FOOTING		
STATION	SIDE	DESCRIPTION
140+58	LT.	STOP
141+21	LT.	STREET NAME



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cr-04.dgn

REMOVALS

ROAD 435

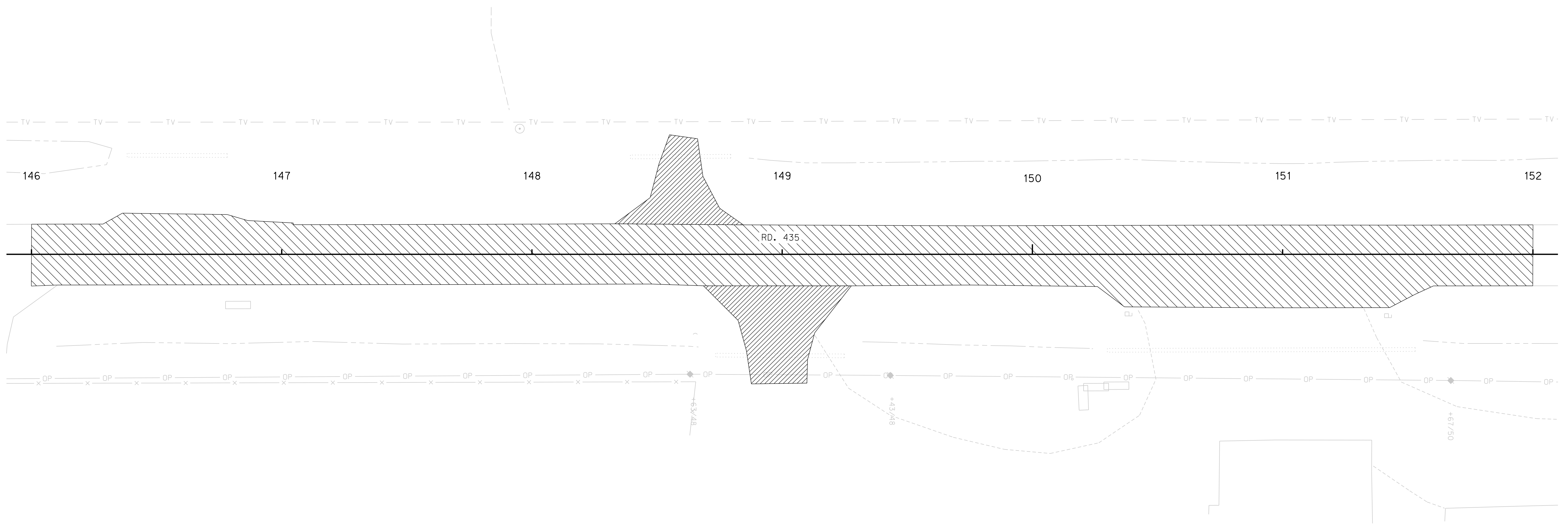
REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
148+33	-	148+84	LT.	92
148+69	-	149+28	RT.	145

REMOVE DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
146+58	LT.	18" x 40' CMP
148+59	LT.	18" x 40' CMP
148+99	RT.	18" x 51' CMP
150+91	RT.	18" x 123' CMP

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
146+00	-	152+000	LT./RT.	1753



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

REMOVALS

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cr05.dgn

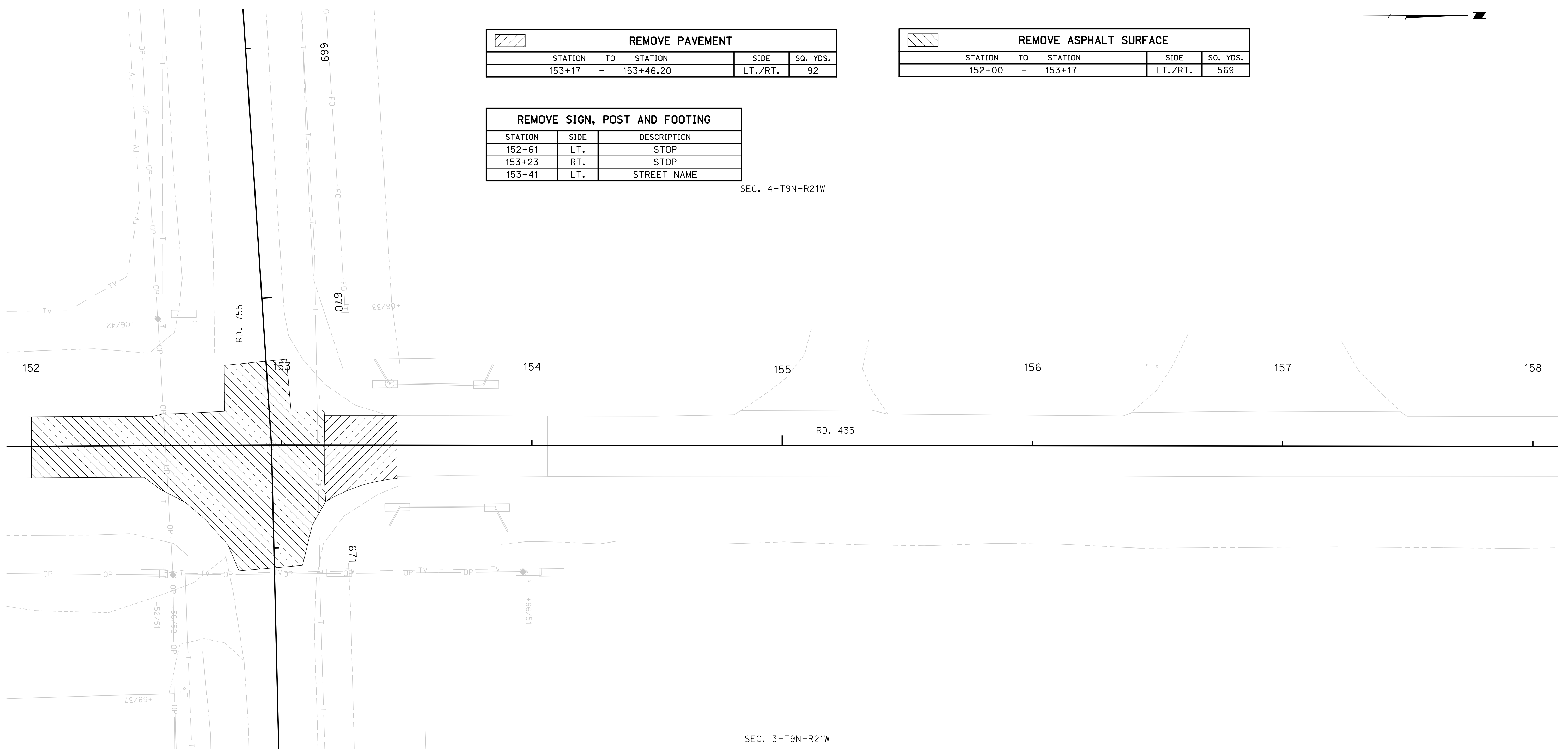
ROAD 435

REMOVE PAVEMENT				
STATION	TO	STATION	SIDE	SQ. YDS.
153+17	-	153+46.20	LT./RT.	92

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
152+00	-	153+17	LT./RT.	569

REMOVE SIGN, POST AND FOOTING		
STATION	SIDE	DESCRIPTION
152+61	LT.	STOP
153+23	RT.	STOP
153+41	LT.	STREET NAME

SEC. 4-T9N-R21W



SEC. 3-T9N-R21W

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

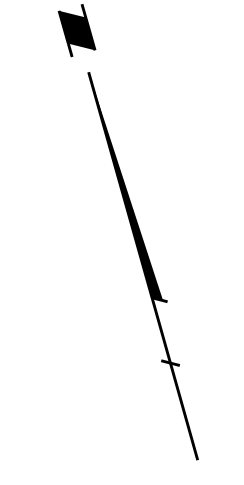
Date: 26-SEP-2023 21:10

File: 614570cr-06.dgn

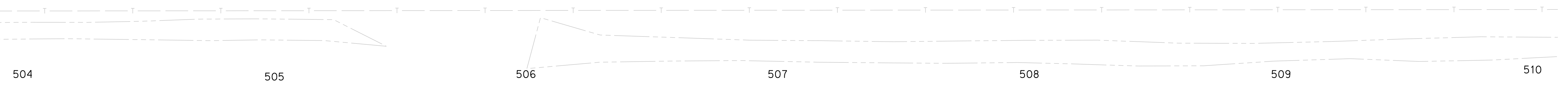
REMOVALS

HIGHWAY US-30

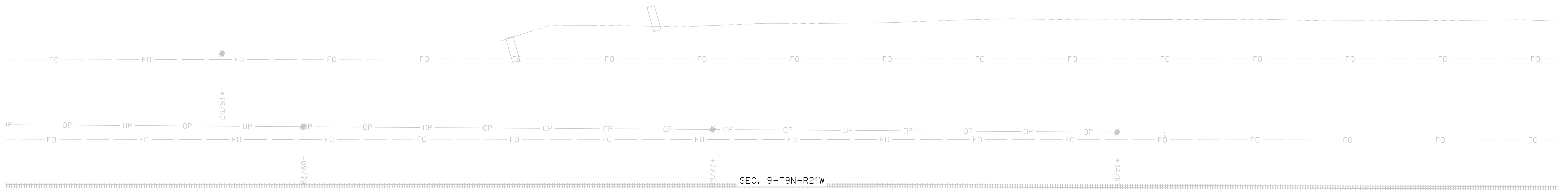
REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
505+70	-	510+00	LT.	355



SEC. 9-T9N-R21W



HWY. US-30



SEC. 9-T9N-R21W

U.P.R.R.

REMOVALS

ROADWAY DESIGN DIVISION

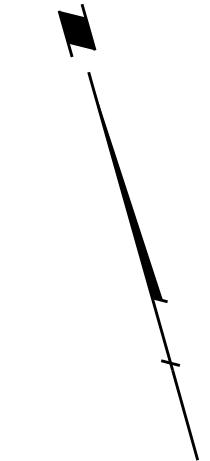
Computer: 336S3T3

Date: 26-SEP-2023 21:10

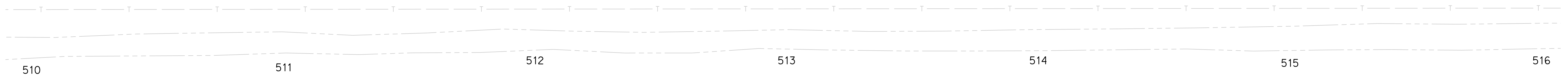
File: 614570cr-08.dgn

HIGHWAY US-30

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
510+00	-	516+00	LT.	540



SEC. 9-T9N-R21W



HWY. US-30



SEC. 9-T9N-R21W

REMOVALS

ROADWAY DESIGN DIVISION

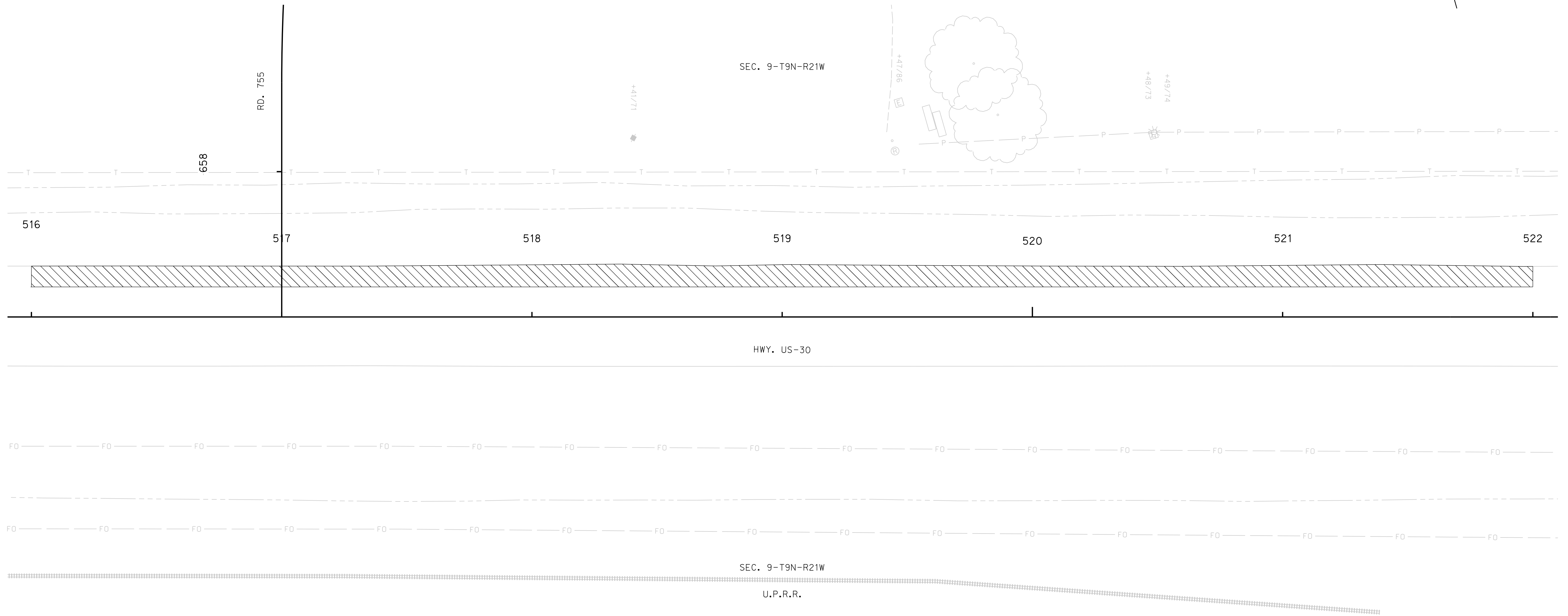
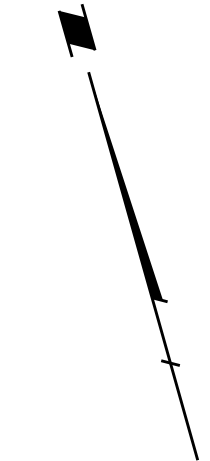
Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cr09.dgn

HIGHWAY US-30

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SQ. YDS.
516+00	-	522+00	LT.	569



ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cr10.dgn

REMOVALS

HIGHWAY US-30

REMOVE ASPHALT SURFACE				
STATION	TO	STATION	SIDE	SO. YDS.
522+00	-	525+40	LT.	319

REMOVE SIGN, POST AND FOOTING		
STATION	SIDE	DESCRIPTION
522+52	RT.	WATCH FOR TRUCKS



REMOVALS

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

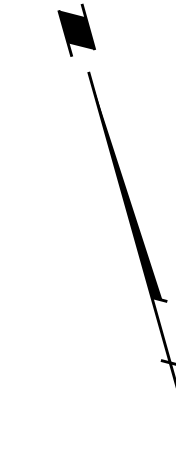
Date: 26-SEP-2023 21:10

File: 614570cr11.dgn

E. WALNUT ST.

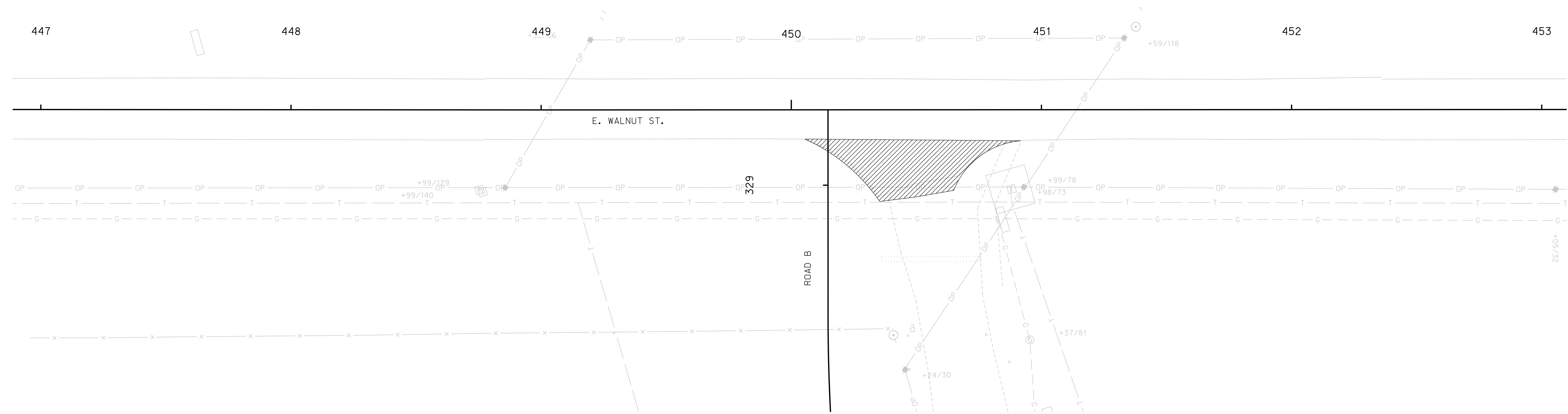
REMOVE DRIVEWAY				
STATION	TO	STATION	SIDE	SQ. YDS.
450+05	-	450+91	RT.	125

REMOVE DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
450+56	RT.	24" X 40' CMP



SEC. 9-T9N-R21W

447 448 449 450 451 452 453



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

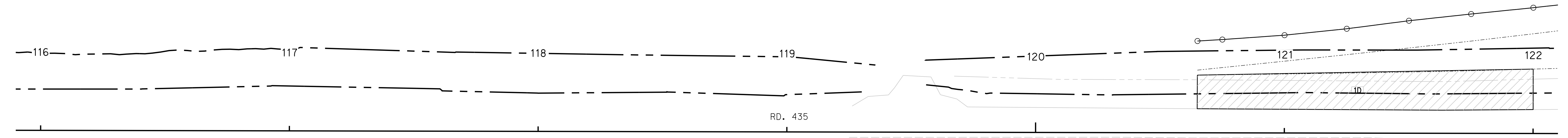
File: 614570cr12.dgn

REMOVALS

ROAD 435



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
120+65	-	122+00	LT.	-	VARIES	225

LEGEND
 ○—○ LIMITS OF CONSTRUCTION
 - - - WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cx01.dgn

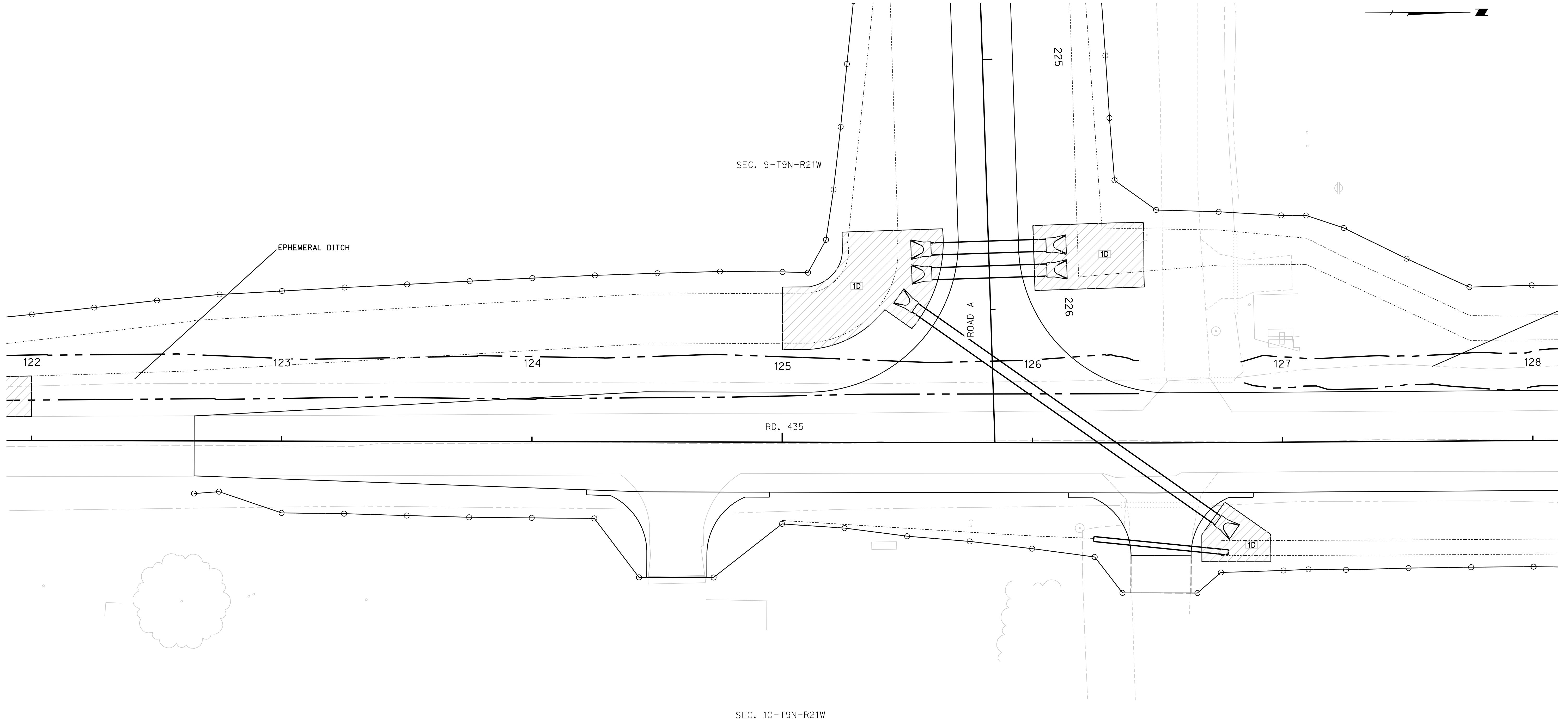
ROAD 435

ROADWAY DESIGN DIVISION

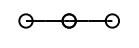

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cx02.dgn



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
125+00	-	125+64	LT.	-	VARIABLES	226
126+00	-	126+45	LT.	-	26	127
126+67	-	126+95	RT.	-	VARIABLES	53

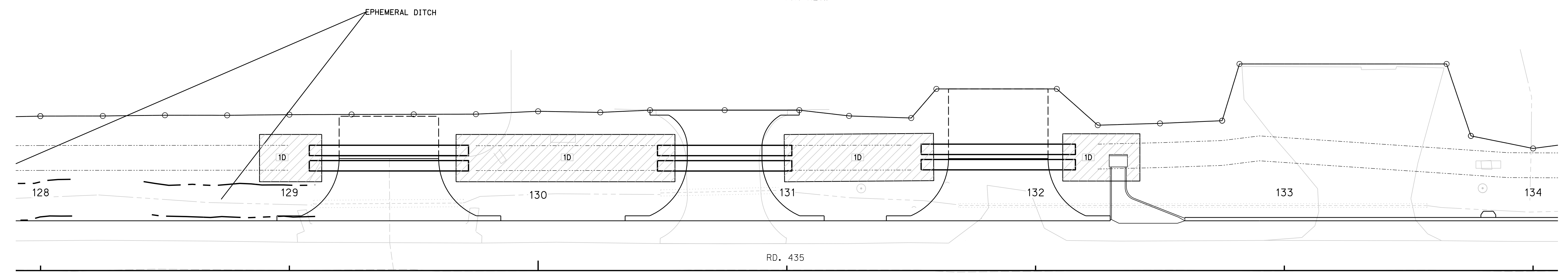
LEGEND
 LIMITS OF CONSTRUCTION
 WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROAD 435

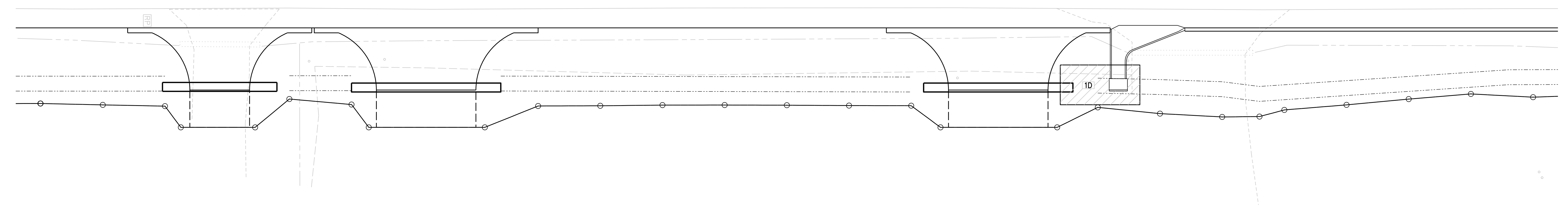


SEC. 9-T9N-R21W



RD. 435

SEC. 10-T9N-R21W



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
128+88	-	129+13	LT.	-	19'	53
129+67	-	130+55	LT.	-	19'	186
130+99	-	131+59	LT.	-	19'	127
132+10	-	132+42	RT.	-	16'	49
132+11	-	132+42	LT.	-	19'	57

LEGEND

○—○ LIMITS OF CONSTRUCTION

--- WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

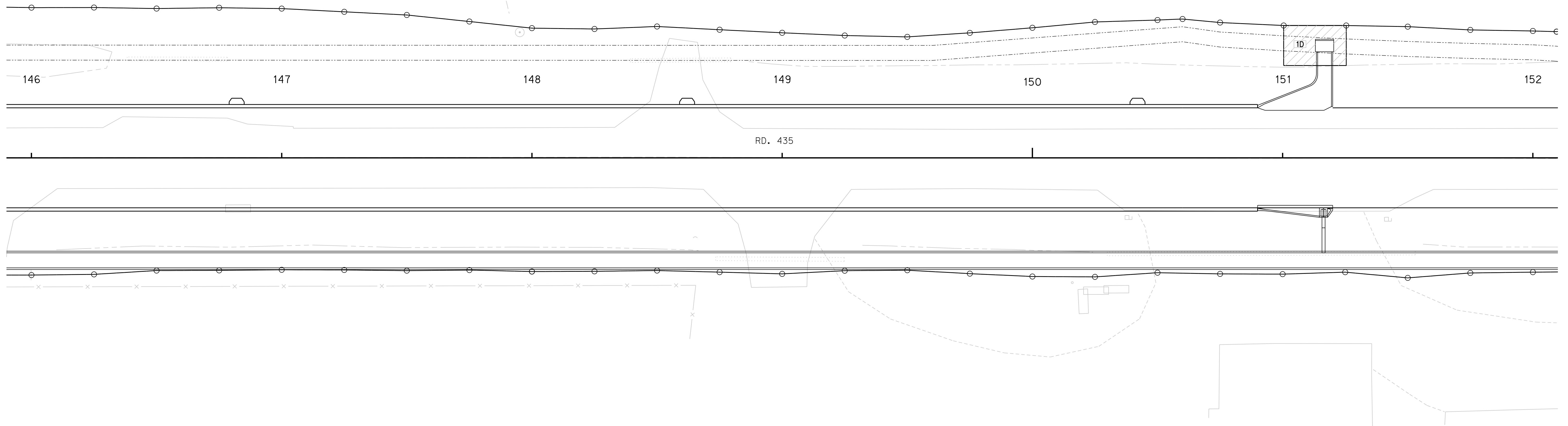
File: 614570cx03.dgn

ROAD 435

SEC. 9-T9N-R21W

RD. 435

SEC. 10-T9N-R21W



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
151+00	-	151+25	LT.	-	16'	36

- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

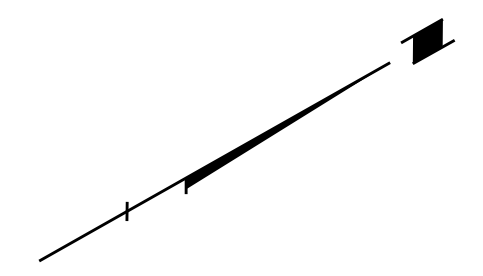
Date: 26-SEP-2023 21:10

File: 614570cx05.dgn

ROAD 755

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W

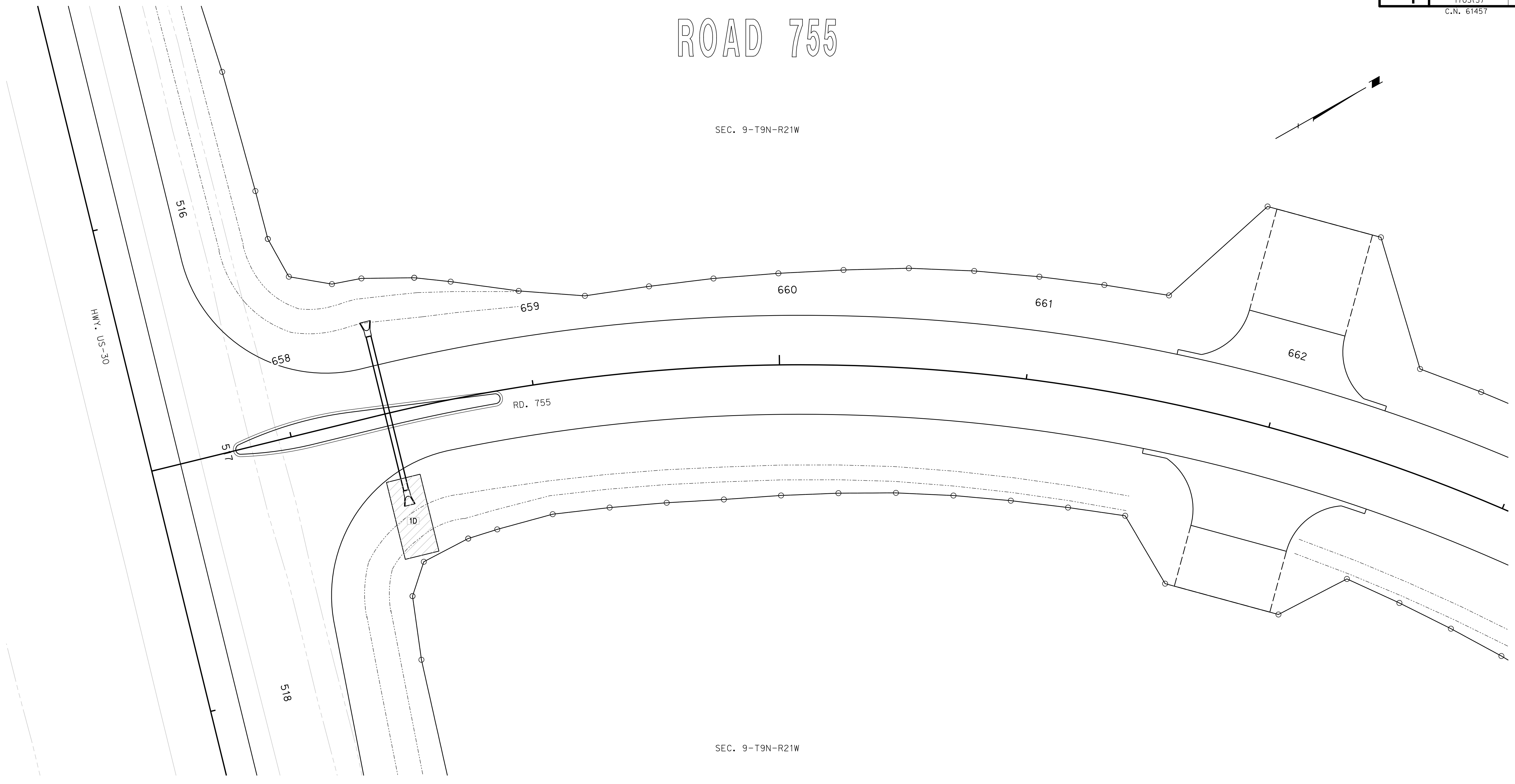


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cx06.dgn



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
658+33	-	658+48	RT.	-	14'	50

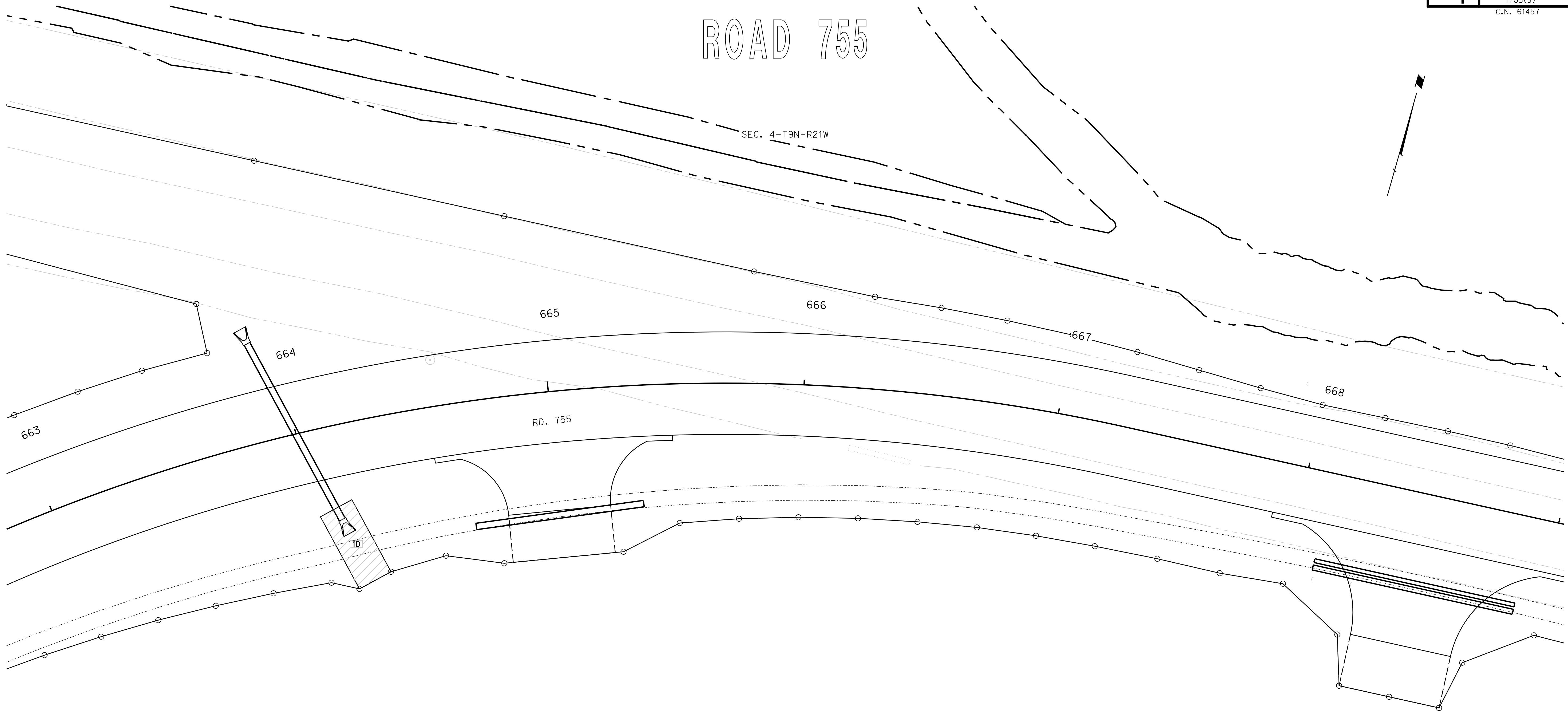
- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROAD 755

SEC. 4-T9N-R21W

SEC. 9-T9N-R21W



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
664+01	-	664+25	RT.	-	14'	50

- LEGEND**
- LIMITS OF CONSTRUCTION
 - WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cx07.dgn

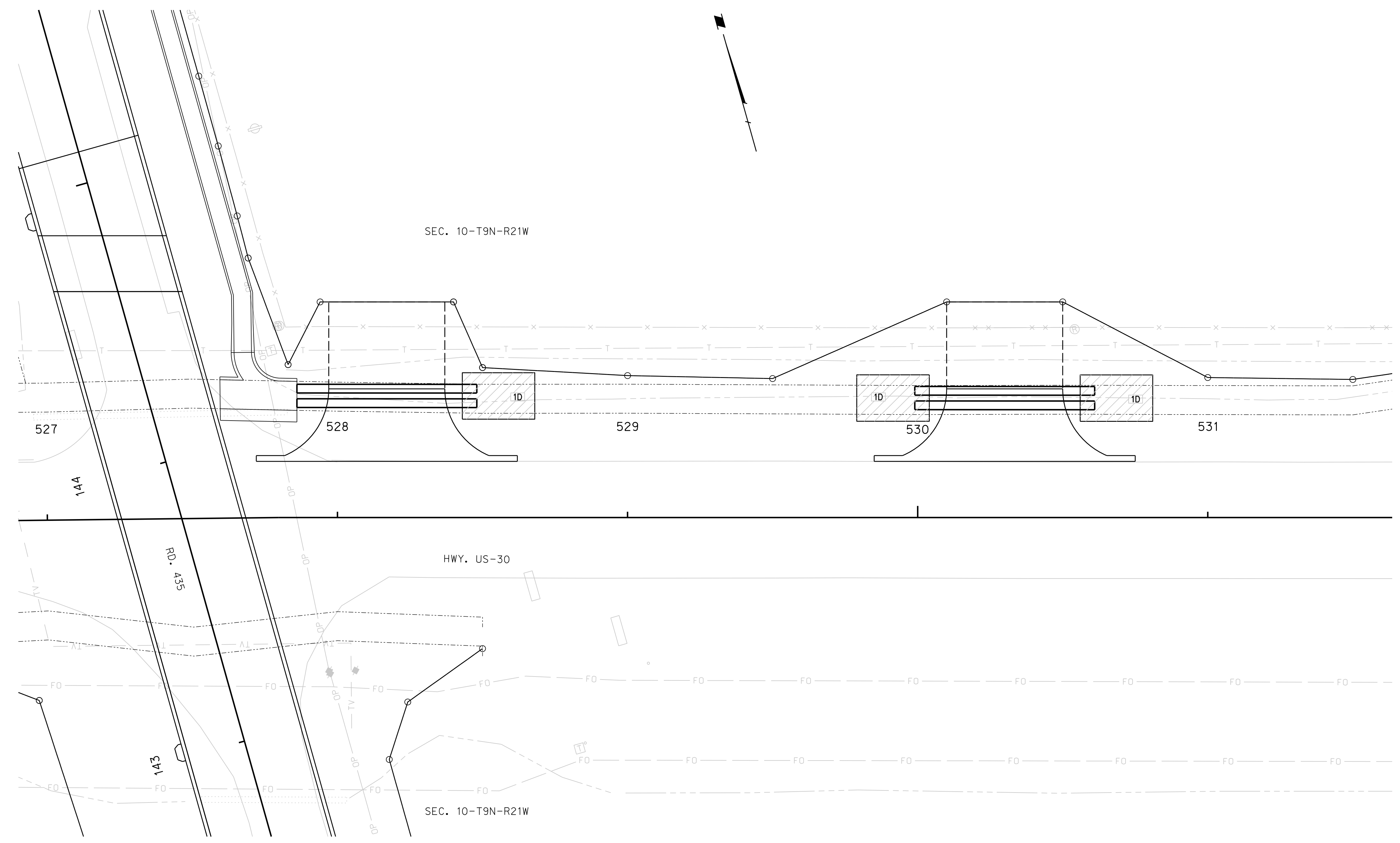
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:10

File: 614570cx06.dgn



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
528+43	-	528+68	LT.	-	16'	44
529+79	-	530+04	LT.	-	16'	44
530+56	-	530+81	LT.	-	16'	44

LEGEND

—○—○— LIMITS OF CONSTRUCTION

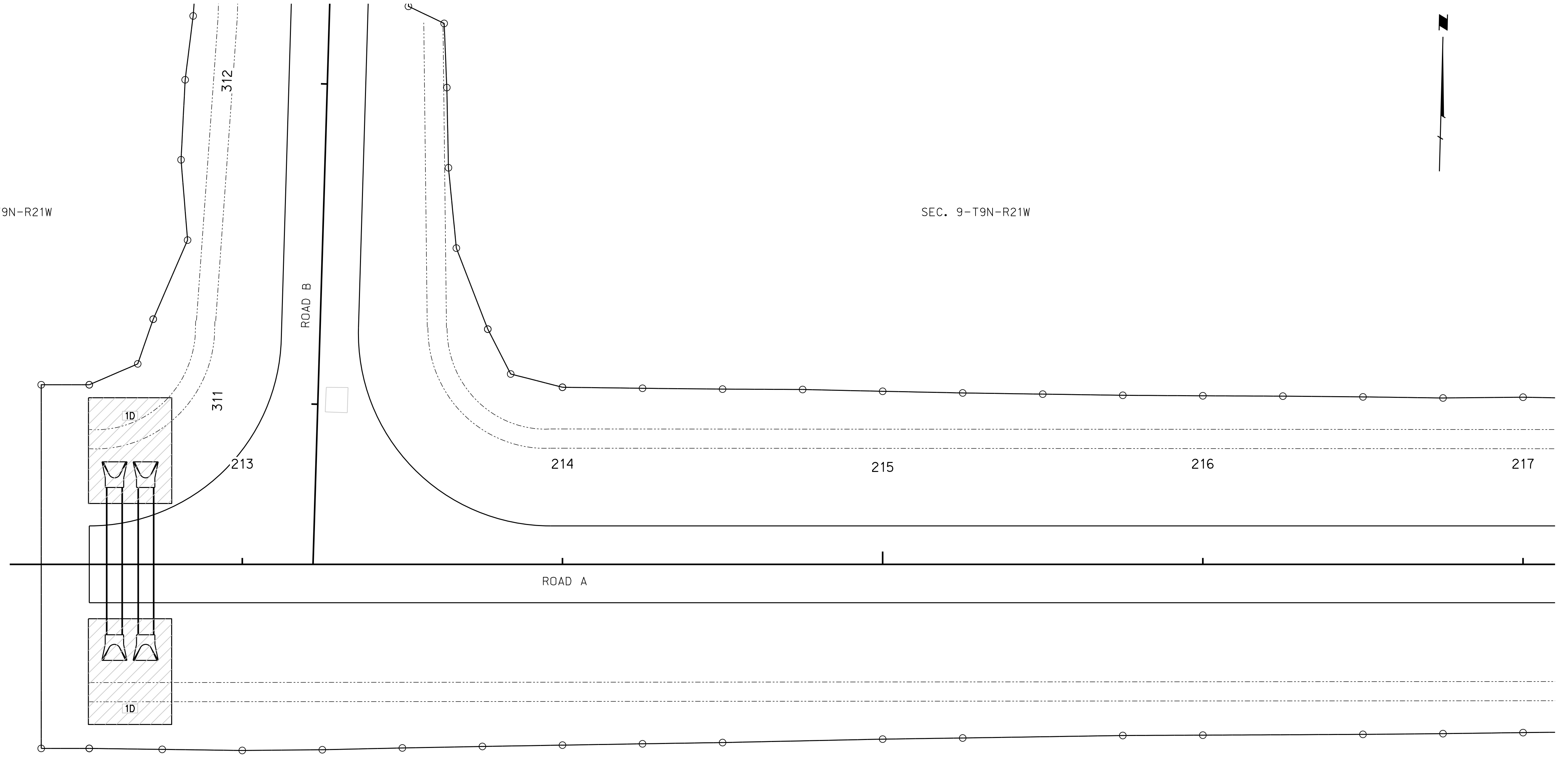
--- WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROAD A

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W



BUILD EROSION CONTROL-CLASS 1D, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
212+52	-	212+76	LT.	-	33'	95
212+52	-	212+76	RT.	-	33'	95

- LEGEND**
- LIMITS OF CONSTRUCTION
 - ⊖ WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:10

File: 614570cx09.dgn

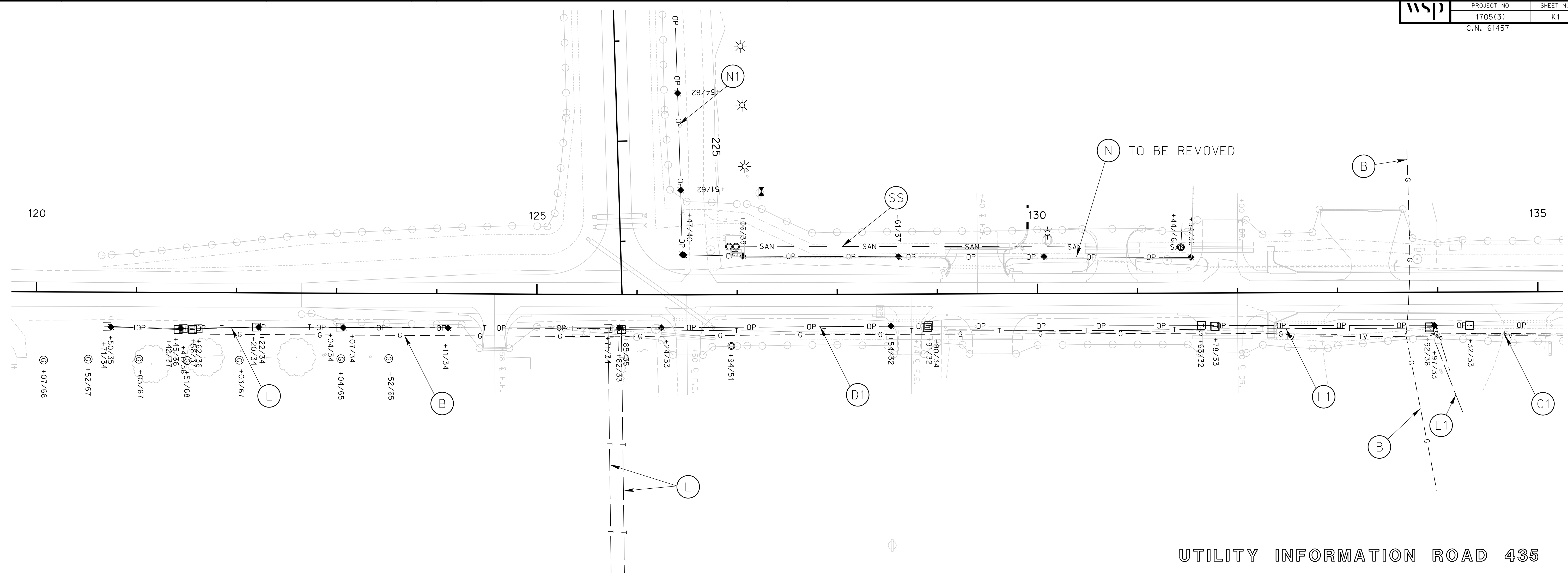
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfiffad

Date: 26-SEP-2023 21:10

File: 614570U101.dgn
Scale: 1:50



UTILITY INFORMATION ROAD 435

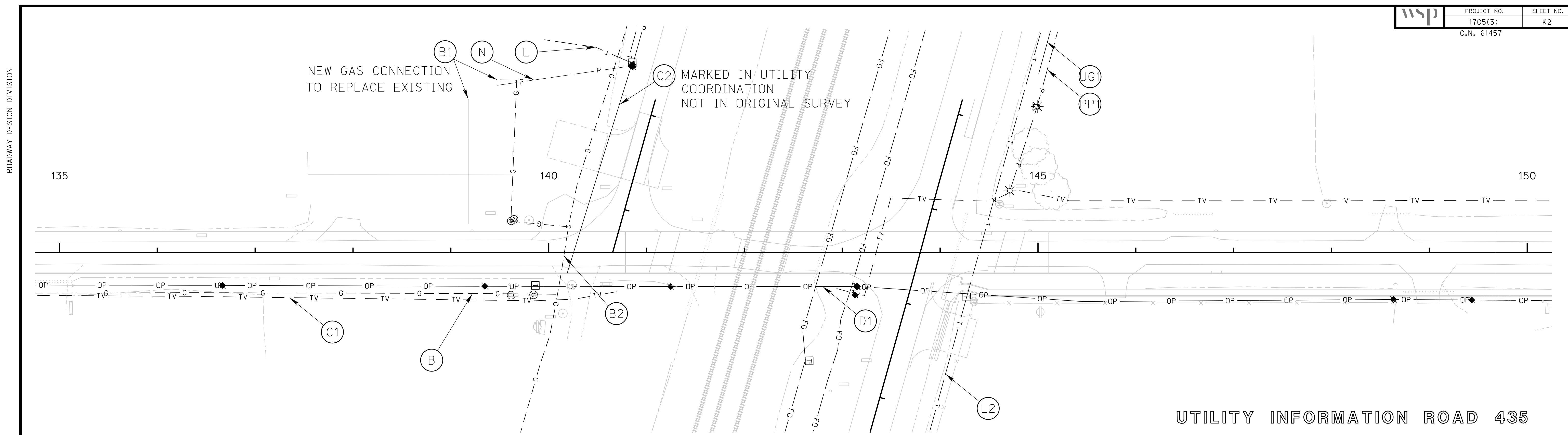
This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY	B			
CHARTER		C1*		
DAWSON CO. PUBLIC POWER		D1		
LUMEN	L	L1*		
NEBRASKA PUBLIC POWER DISTRICT**		N1		
PRIVATE POWER				
SANITARY SEWER	SS			
UNKNOWN GAS				

*COMPLETED
**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD



This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY	B	B1 B2		
CHARTER		C1* C1*		
DAWSON CO. PUBLIC POWER		D1		
LUMEN	L	L2*		
NEBRASKA PUBLIC POWER DISTRICT**	N			
PRIVATE POWER				PP1
SANITARY SEWER				
UNKNOWN GAS				UG1

* COMPLETED
 ** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

ROADWAY DESIGN DIVISION

COMPUTER\$\$\$\$

USERNAME\$\$\$\$

DATE\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$

DONSPEC\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$
 SCALE\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$



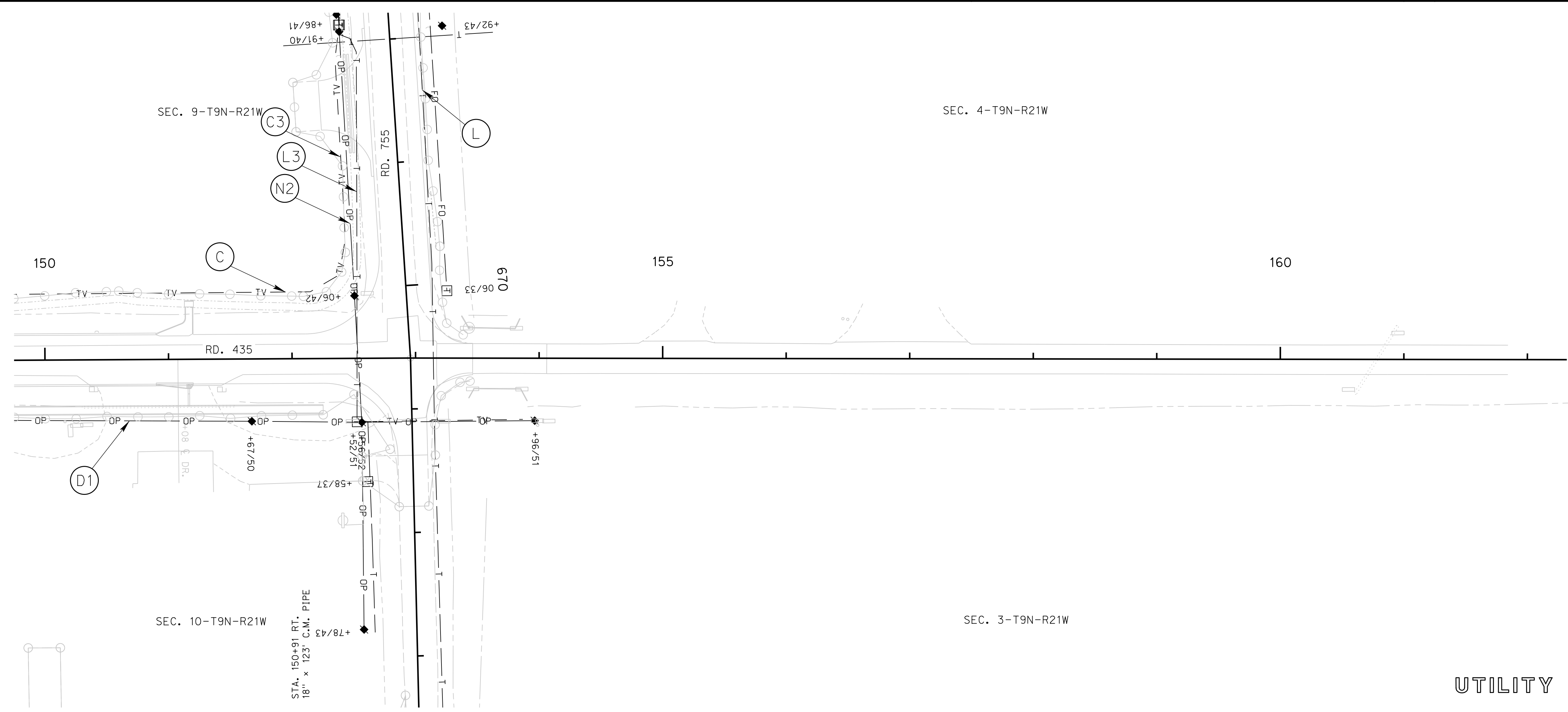
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfiffad

Date: 26-SEP-2023 21:10

File: 614570U1103.dgn
Scale: 1:50



UTILITY INFORMATION ROAD 435

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND

OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER	C	C3		
DAWSON CO. PUBLIC POWER		D1		
LUMEN	L	L3*		
NEBRASKA PUBLIC POWER DISTRICT**		N2		
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

* COMPLETED
 ** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

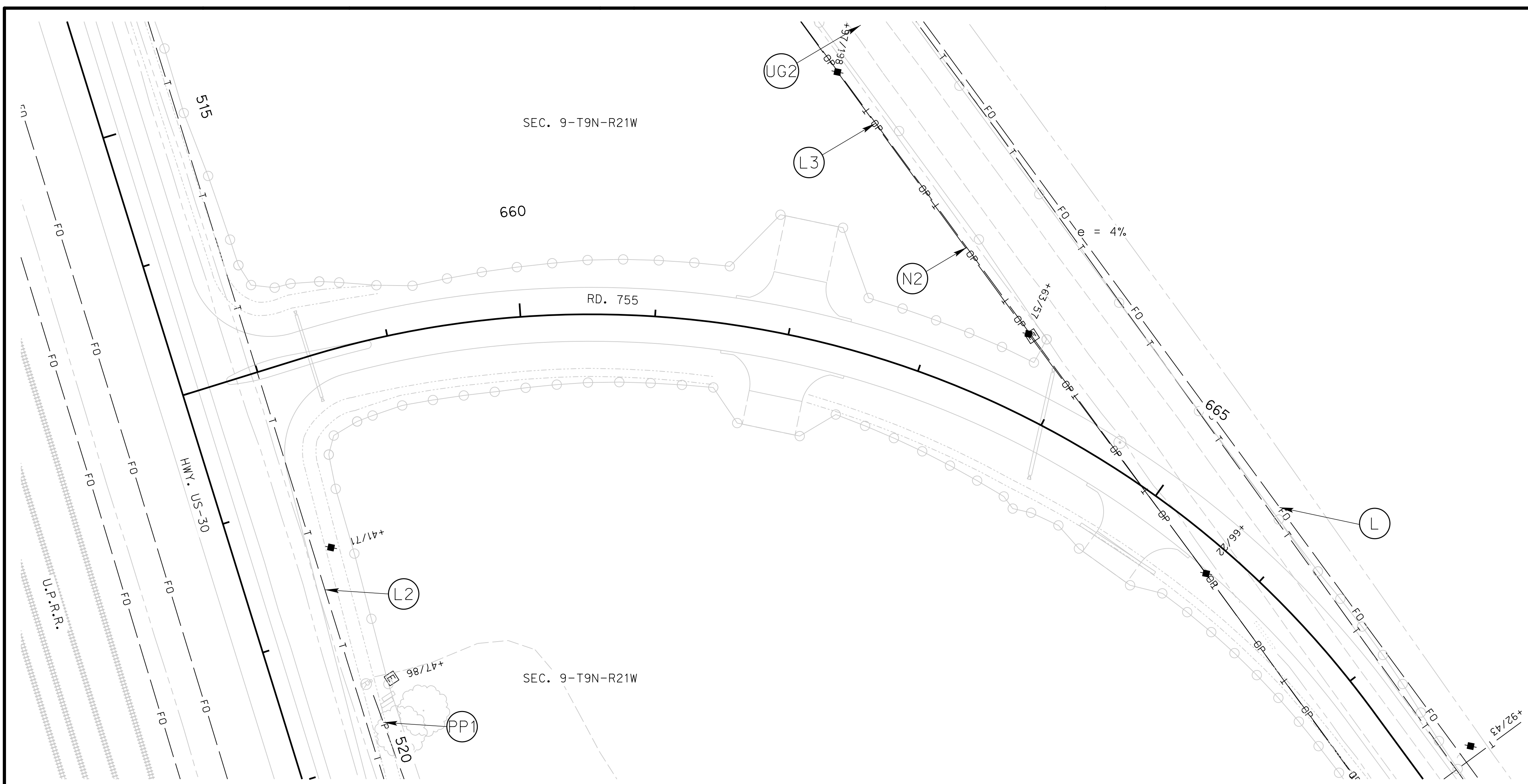
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdad

Date: 26-SEP-2023 21:10

File: 614570UFI104.dgn
Scale: 1:50



UTILITY INFORMATION ROAD 755

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L	L2* L3*		
NEBRASKA PUBLIC POWER DISTRICT**		N2		
PRIVATE POWER				PP1
SANITARY SEWER				
UNKNOWN GAS				UG2

*COMPLETED
**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

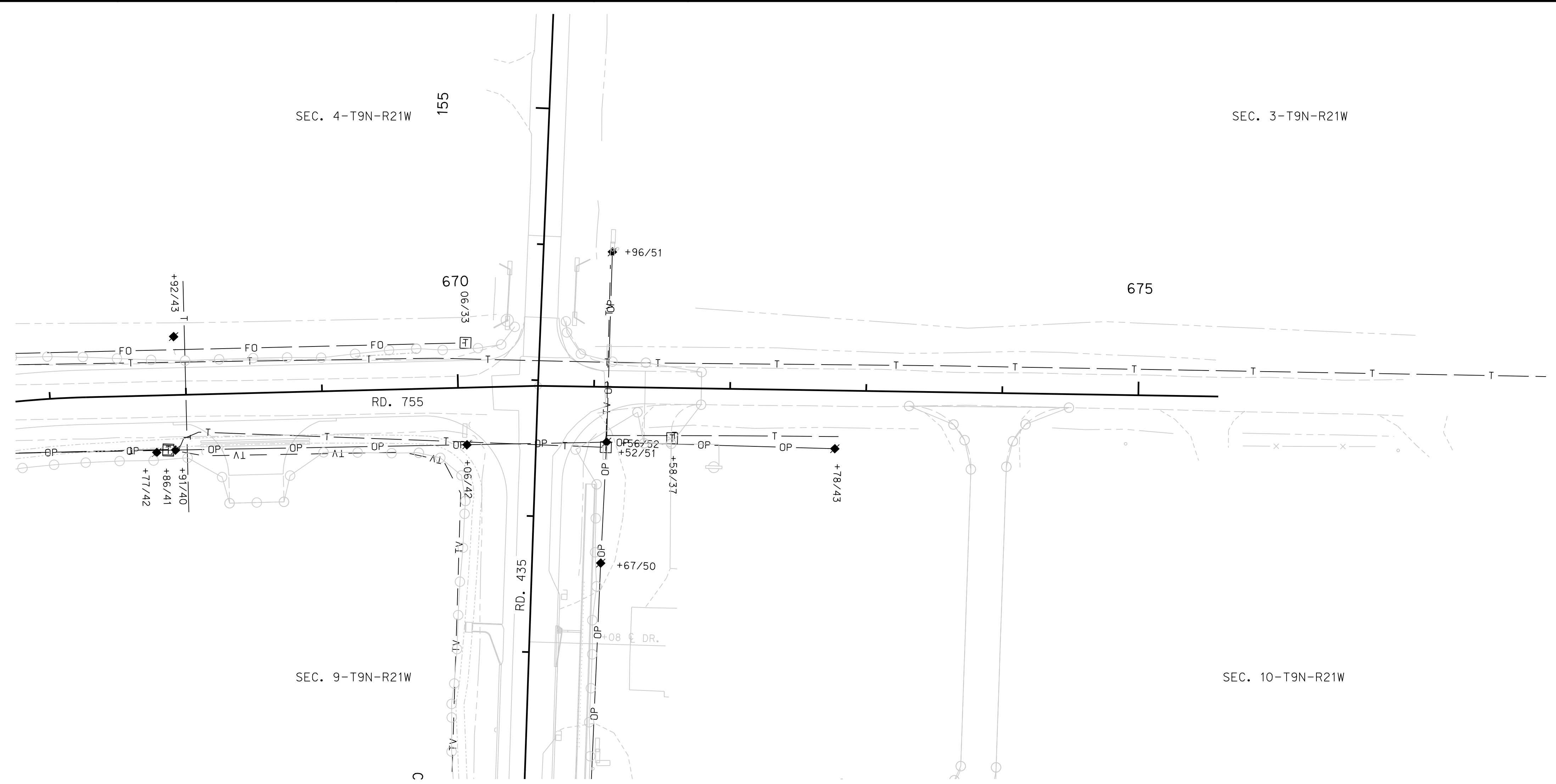
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfifad

Date: 26-SEP-2023 21:10

File: 614570U1105.dgn
Scale: 1:50



UTILITY INFORMATION ROAD 755

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

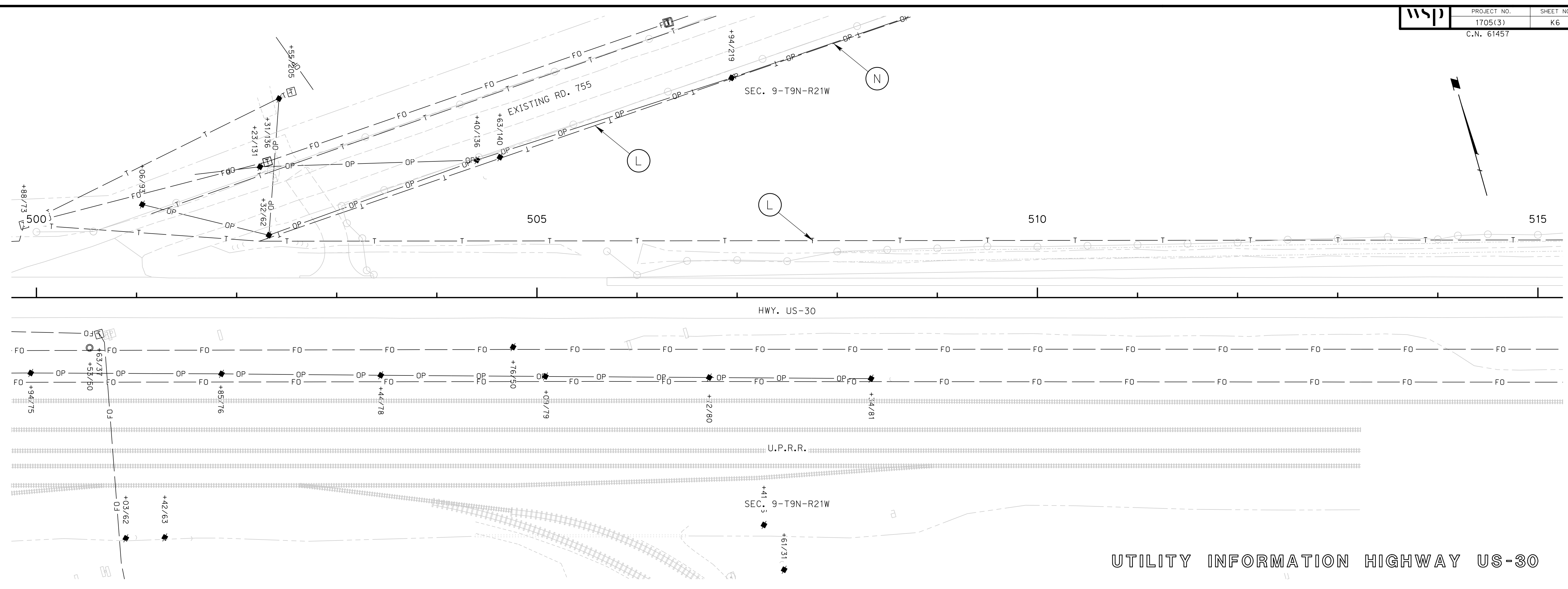
No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND			
OWNER	TO REMAIN	TO RELOCATE	NEW WORK TO BE DETERMINED
BLACK HILLS ENERGY			
CHARTER			
DAWSON CO. PUBLIC POWER			
LUMEN			
NEBRASKA PUBLIC POWER DISTRICT**			
PRIVATE POWER			
SANITARY SEWER			
UNKNOWN GAS			

SEE SHEET K3 FOR INFORMATION

** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

ROADWAY DESIGN DIVISION



UTILITY INFORMATION HIGHWAY US-30

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L			
NEBRASKA PUBLIC POWER DISTRICT	** N			
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

* COMPLETED
 ** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

Computer: 33C53T3

User: mealfid

Date: 26-SEP-2023 21:10

File: 614570U+106.dgn
 Scale: 1:50

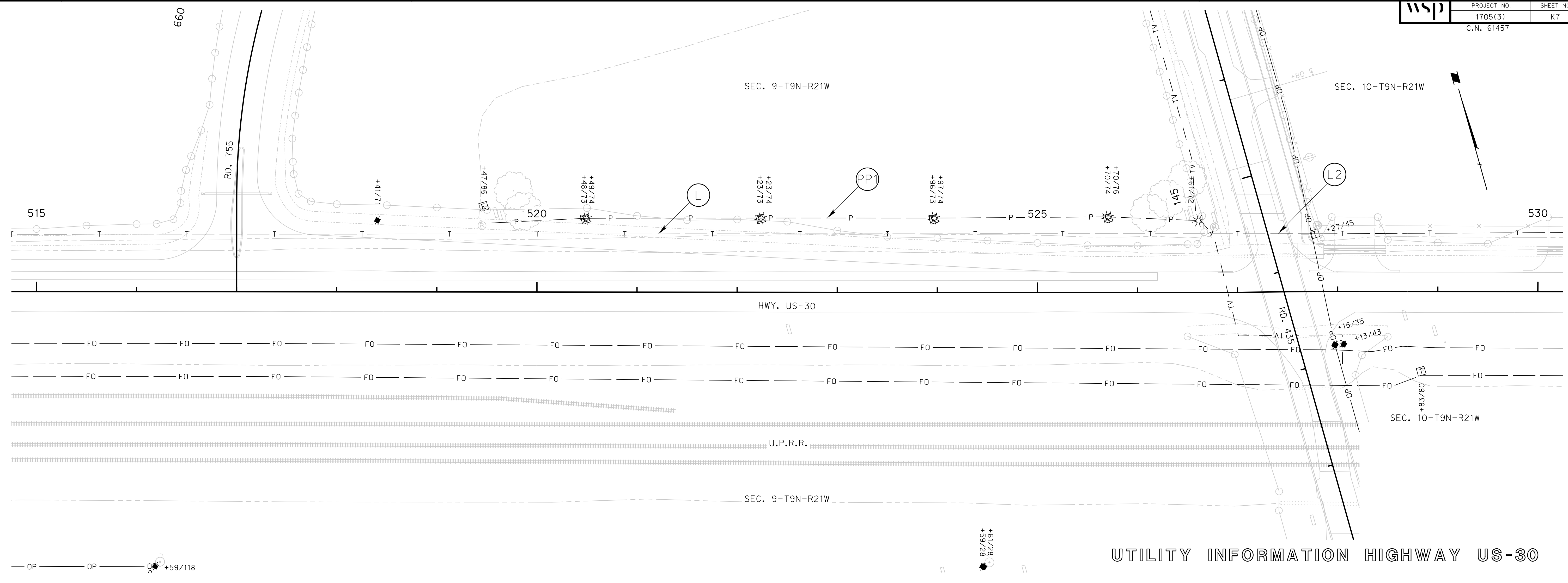
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfiffad

Date: 26-SEP-2023 21:10

File: 614570U1107.dgn
Scale: 1:50



UTILITY INFORMATION HIGHWAY US-30

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

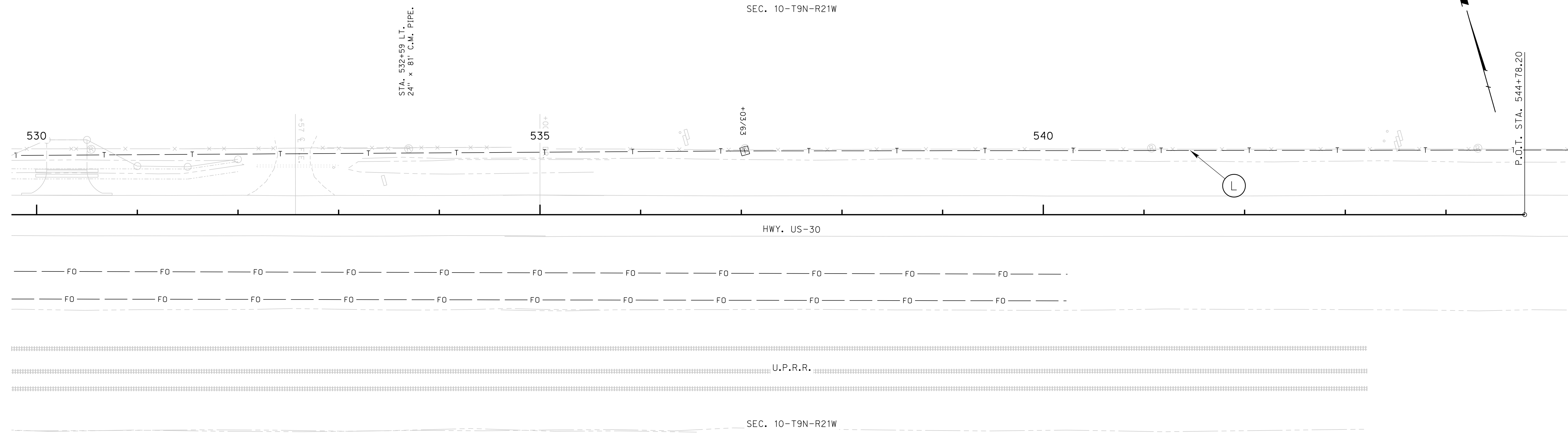
The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L	L2*		
NEBRASKA PUBLIC POWER DISTRICT**				
PRIVATE POWER				PP1
SANITARY SEWER				
UNKNOWN GAS				

*COMPLETED
**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

ROADWAY DESIGN DIVISION



UTILITY INFORMATION HIGHWAY US-30

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L			
NEBRASKA PUBLIC POWER DISTRICT**				
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

Computer: 33C53T3

User: mealfid

Date: 26-SEP-2023 21:10

File: 614570U1108.dgn
Scale: 1:50

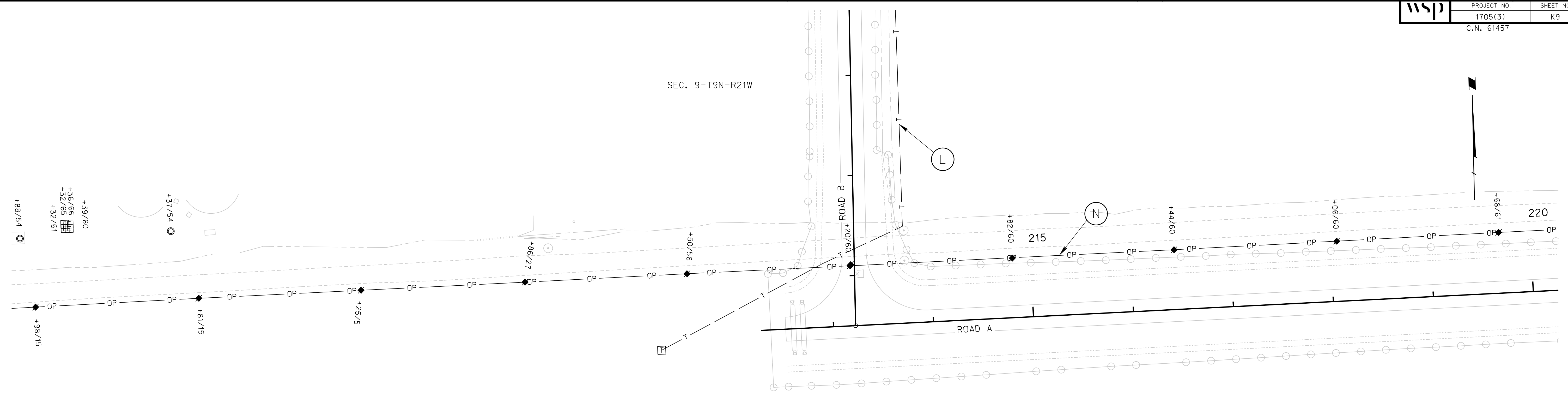
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfifad

Date: 26-SEP-2023 21:10

File: 614570U1109.dgn
Scale: 1:50



SEC. 9-T9N-R21W

SEC. 9-T9N-R21W

UTILITY INFORMATION ROAD A

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L			
NEBRASKA PUBLIC POWER DISTRICT**	N			
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

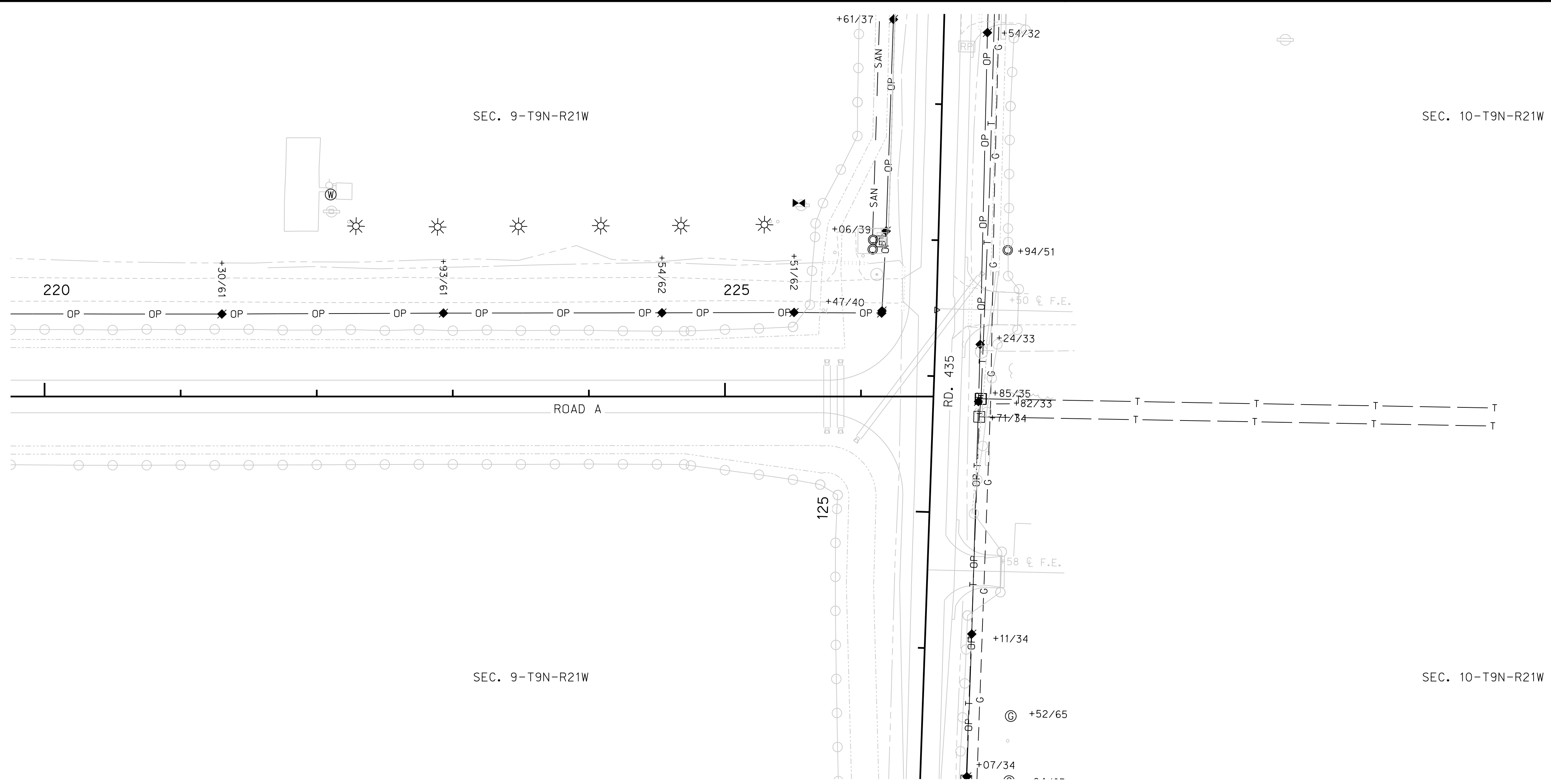
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfiffad

Date: 26-SEP-2023 21:10

File: 614570U+1110.dgn
Scale: 1:50



UTILITY INFORMATION ROAD A

This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN				
NEBRASKA PUBLIC POWER DISTRICT**				
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

SEE SHEET K1 FOR INFORMATION

**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

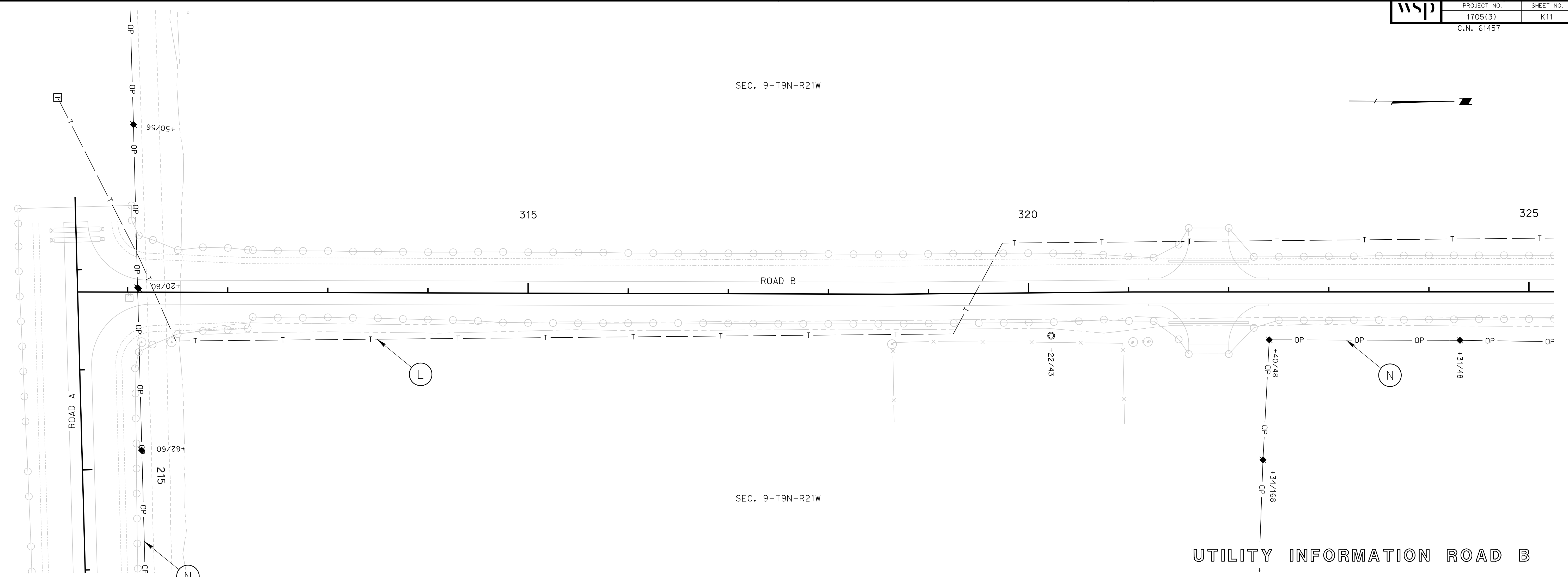
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfiffd

Date: 26-SEP-2023 21:10

File: 614570U+H11.dgn
Scale: 1:50



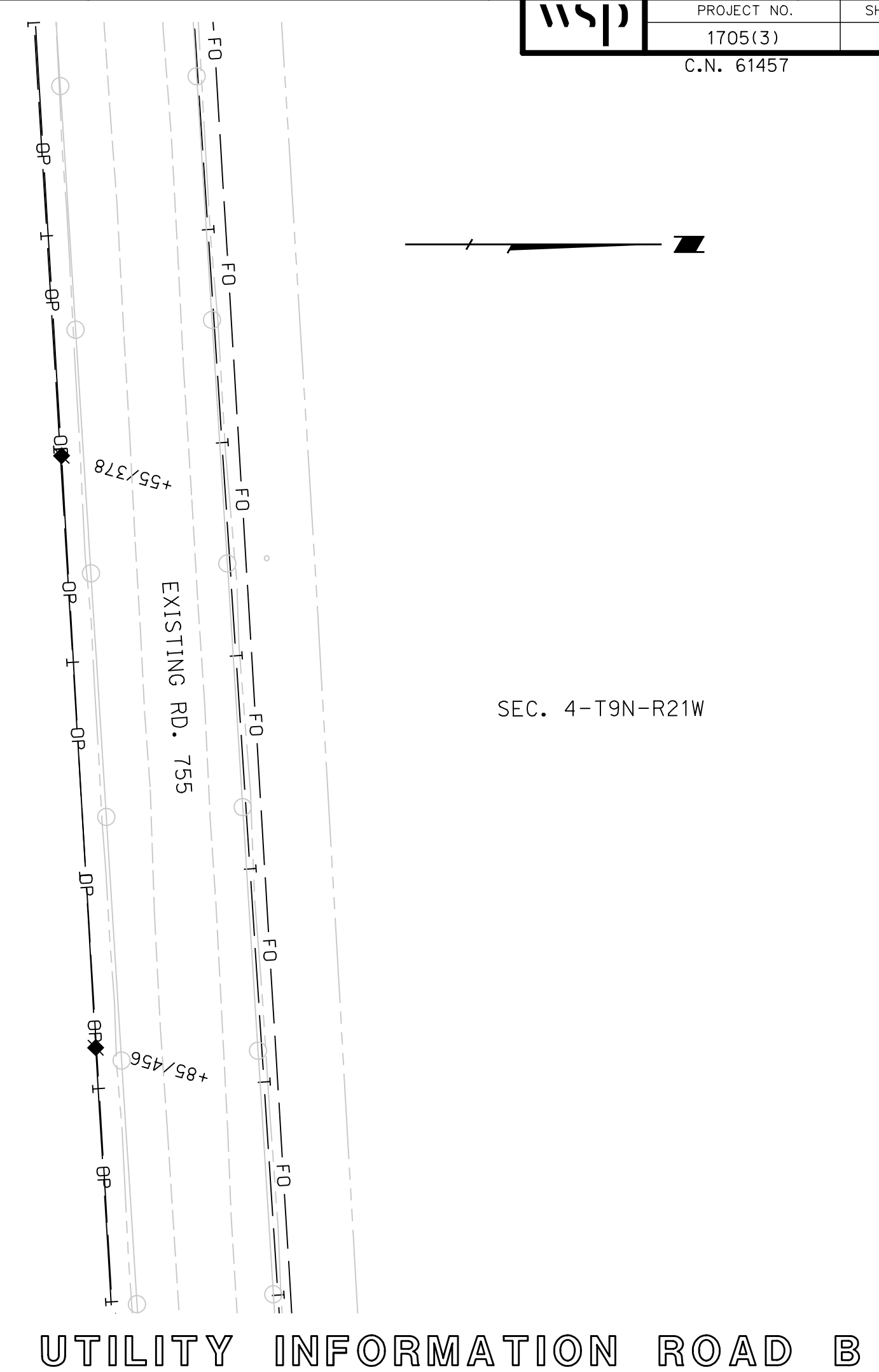
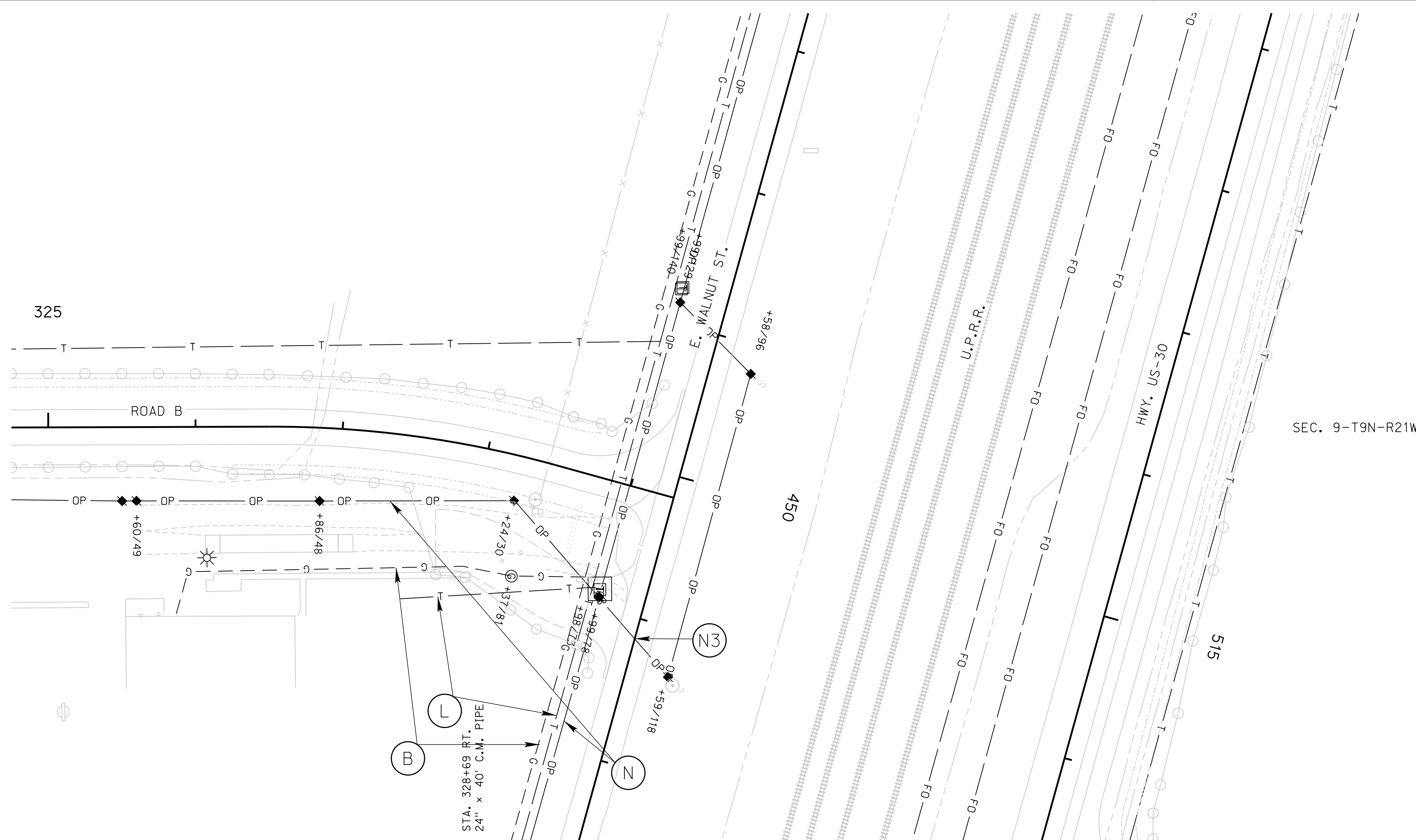
This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND				
OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY				
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L			
NEBRASKA PUBLIC POWER DISTRICT**	N			
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

**OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD



This plan sheet depicts anticipated utility relocations, which are being designed and relocated by each utility company. NDOT and its design consultant are not responsible for these relocation plans. This information is being made available to contractors as information only and shall be used to anticipate any coordination effort required for relocations constructed concurrent with the NDOT project.

The locations of all aerial and underground utility facilities may not be indicated in these plans. All utilities, whether indicated or not, will be located and flagged by the Digger Hotline of Nebraska "811" at the request of the Contractor.

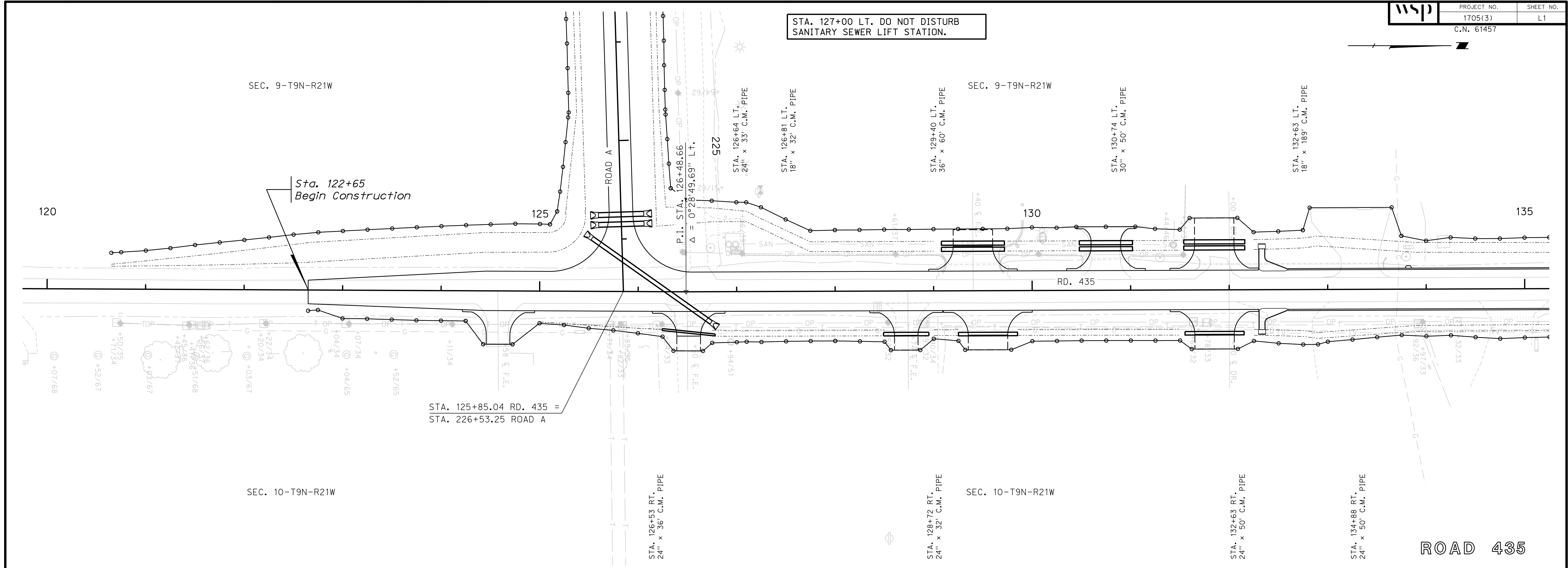
No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

UTILITES LEGEND

OWNER	TO REMAIN	TO RELOCATE	NEW WORK	TO BE DETERMINED
BLACK HILLS ENERGY	B			
CHARTER				
DAWSON CO. PUBLIC POWER				
LUMEN	L			
NEBRASKA PUBLIC POWER DISTRICT**	N	N3		
PRIVATE POWER				
SANITARY SEWER				
UNKNOWN GAS				

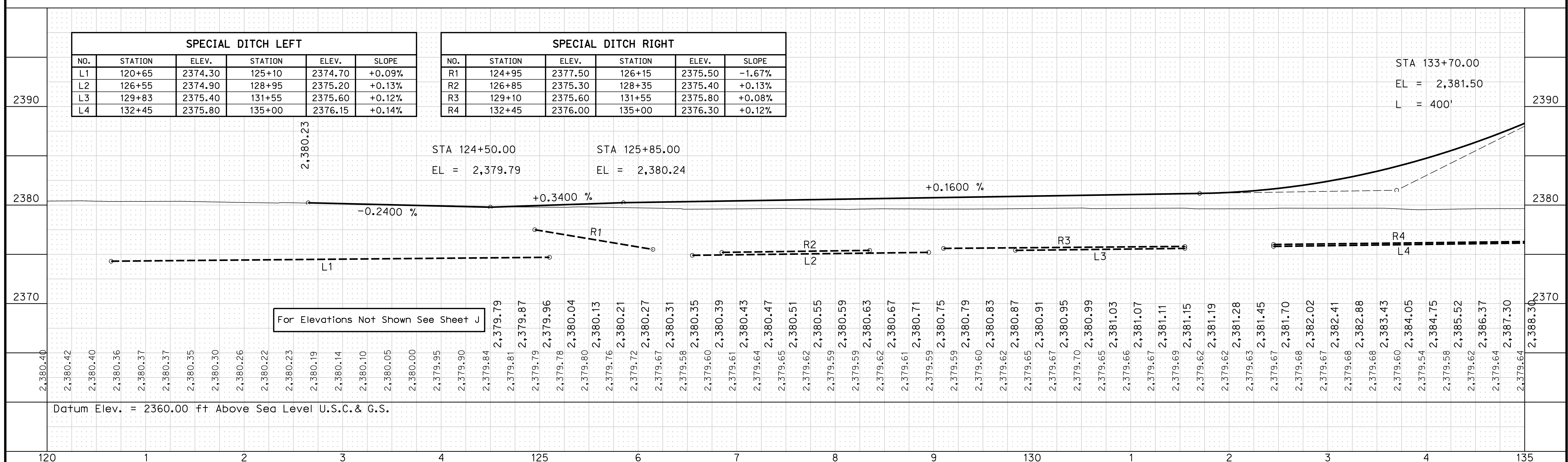
*COMPLETED

** OWNED BY CITY OF LEXINGTON & OPERATED BY NPPD

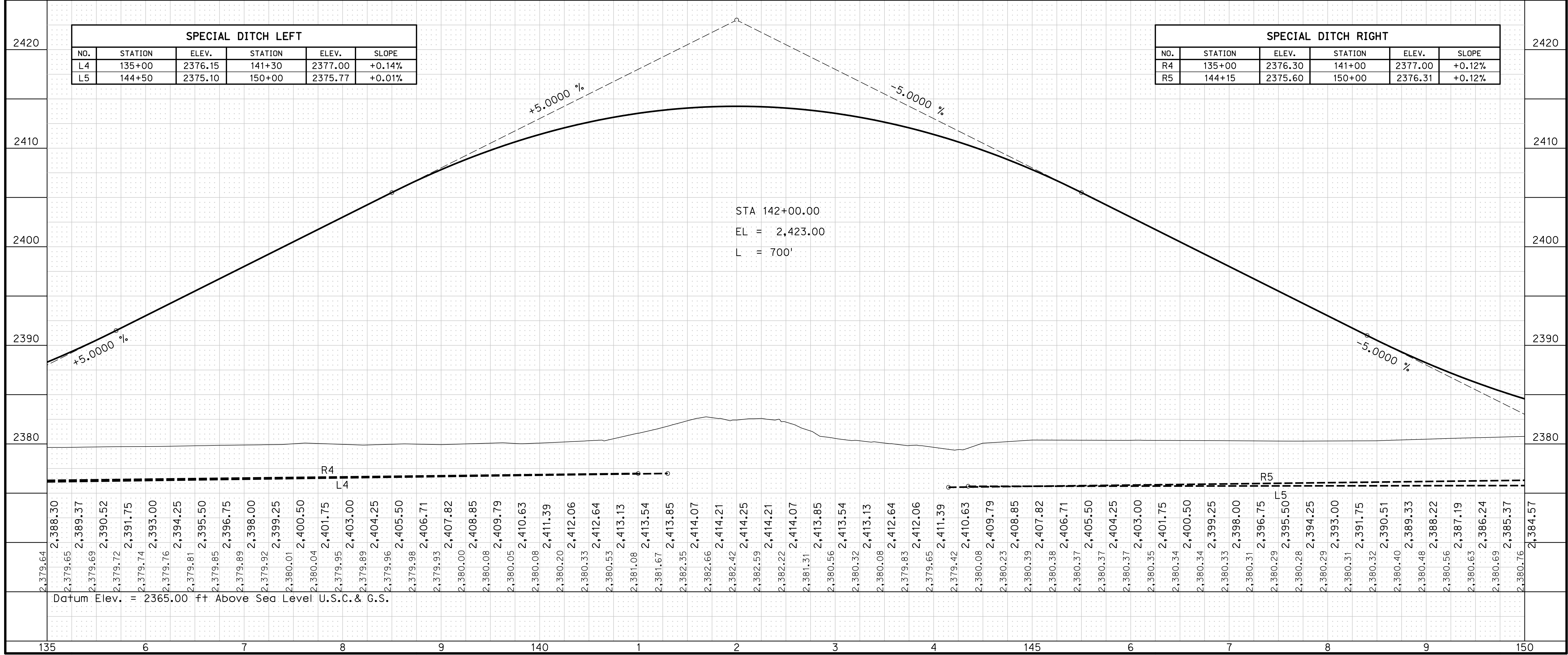
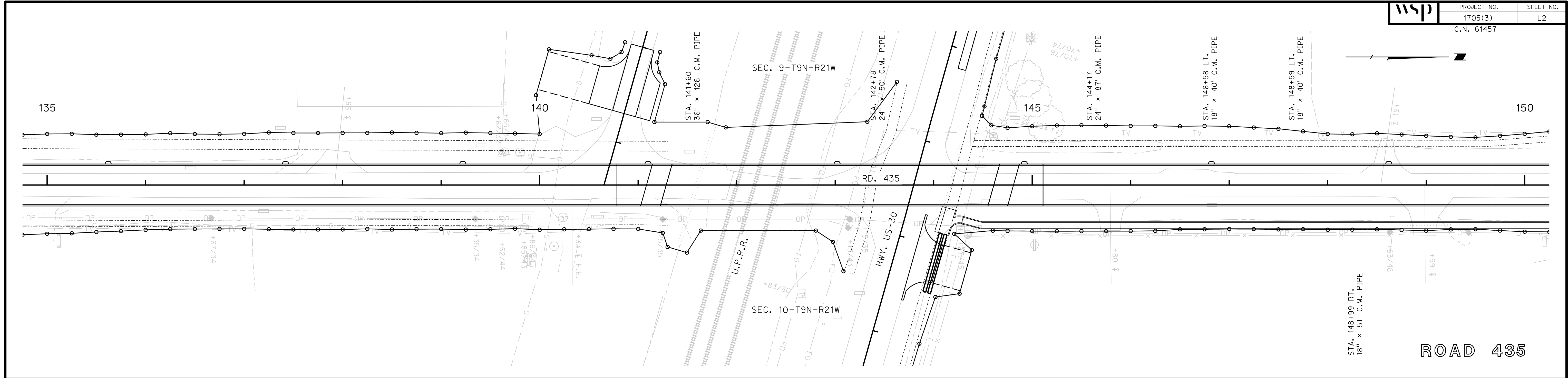


SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	120+65	2374.30	125+10	2374.70	+0.09%
L2	126+55	2374.90	128+95	2375.20	+0.13%
L3	129+83	2375.40	131+55	2375.60	+0.12%
L4	132+45	2375.80	135+00	2376.15	+0.14%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R1	124+95	2377.50	126+15	2375.50	-1.67%
R2	126+85	2375.30	128+35	2375.40	+0.13%
R3	129+10	2375.60	131+55	2375.80	+0.08%
R4	132+45	2376.00	135+00	2376.30	+0.12%



Datum Elev. = 2360.00 ft Above Sea Level U.S.C. & G.S.



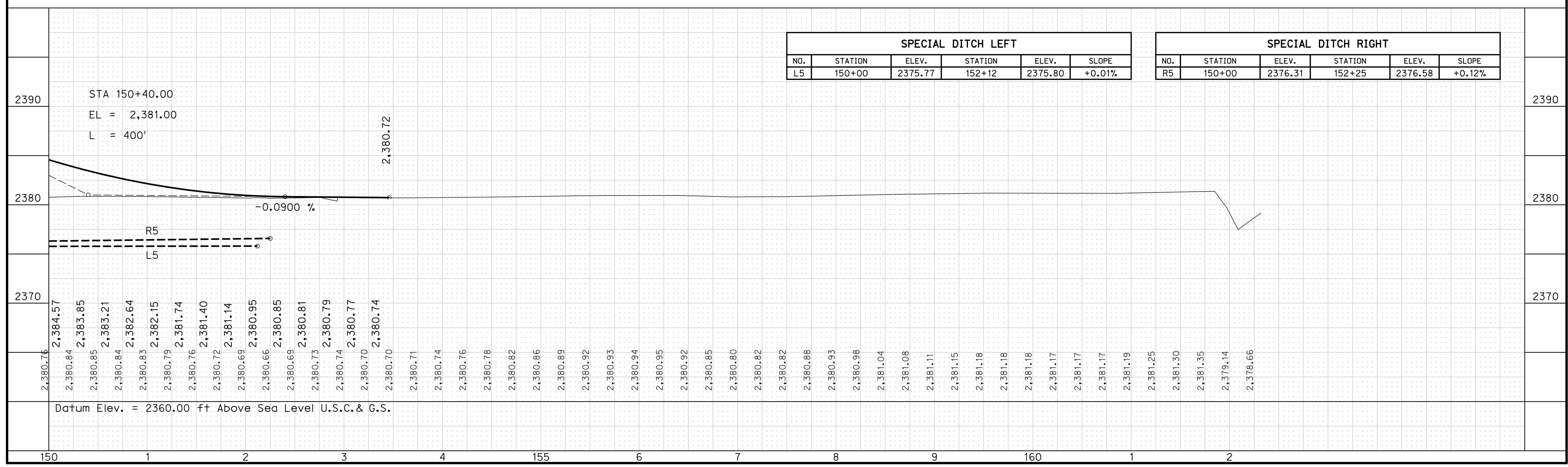
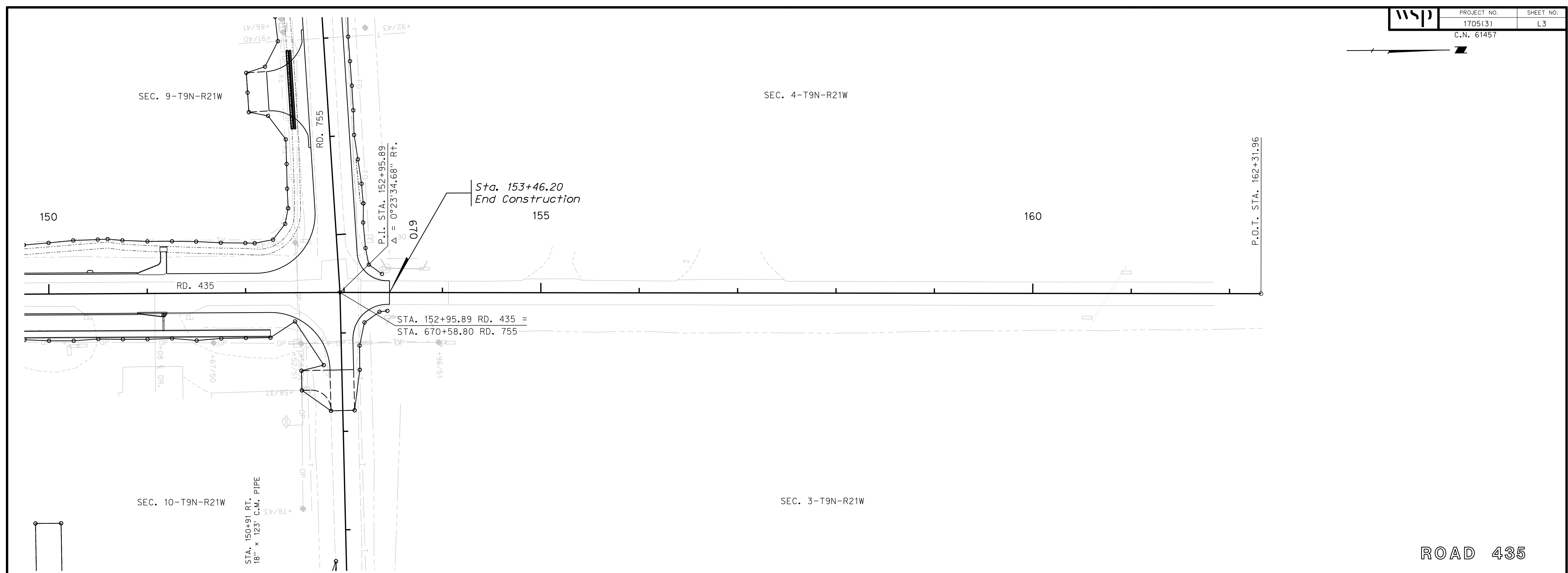
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:10

File: 614570cp03.dgn
Scale: 1:50



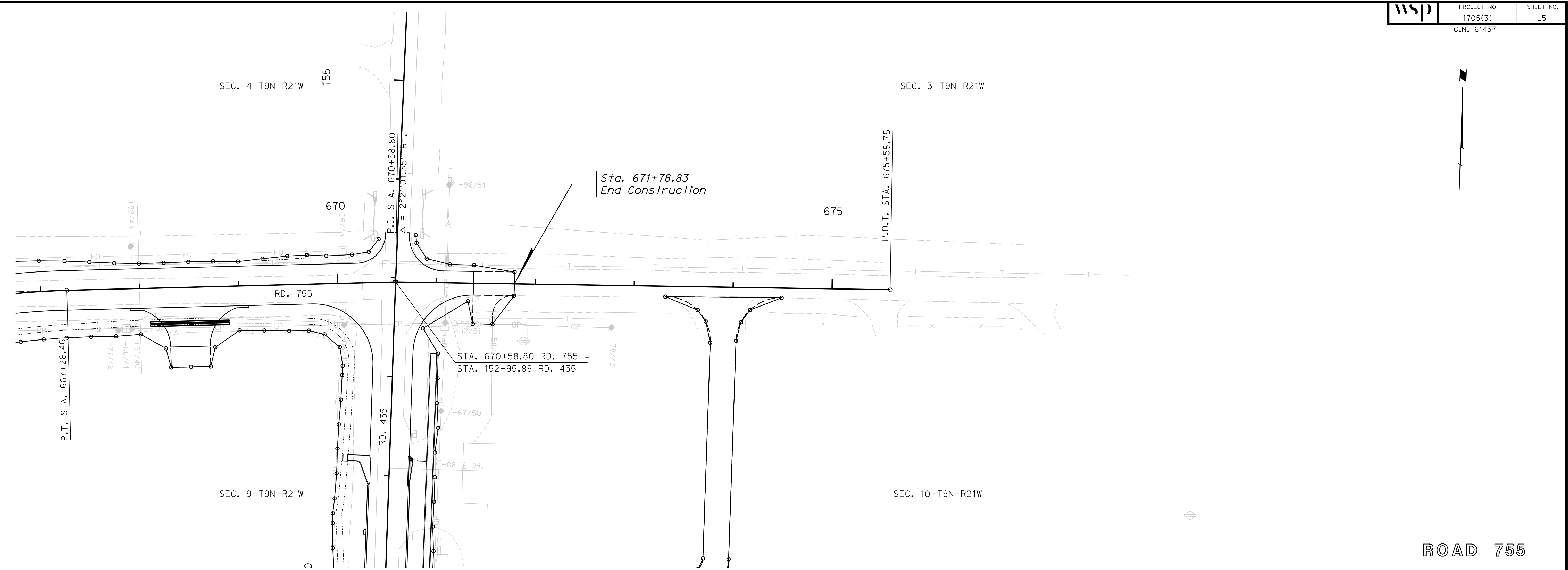
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

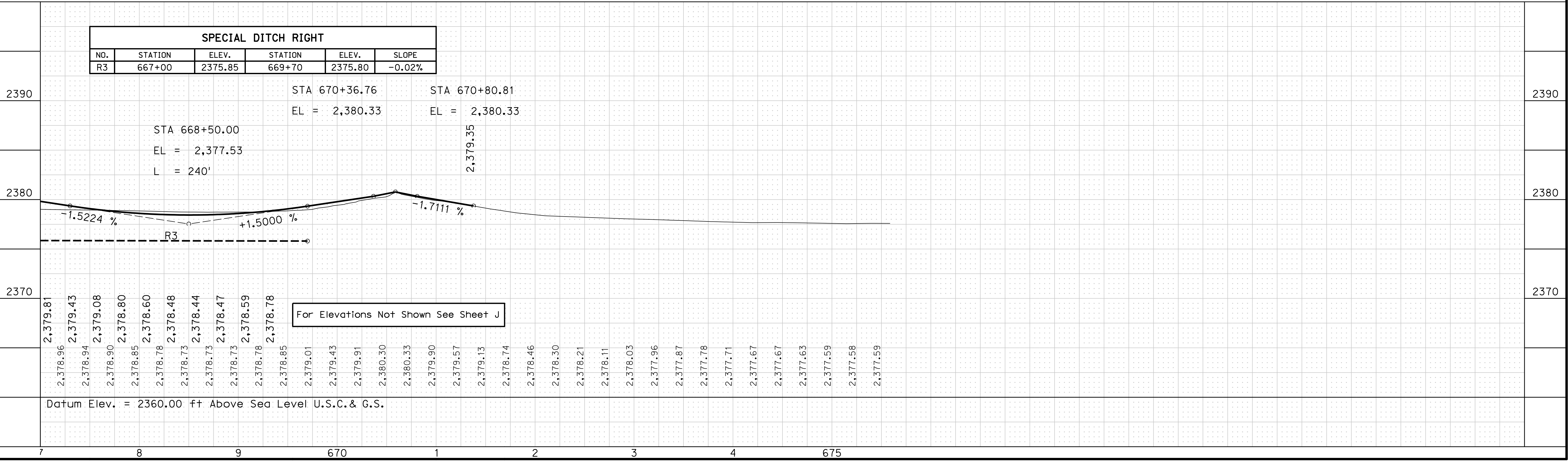
Date: 26-SEP-2023 21:11

File: 614570cp05.dgn
Scale: 1:50



ROAD 755

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R3	667+00	2375.85	669+70	2375.80	-0.02%



For Elevations Not Shown See Sheet J

Datum Elev. = 2360.00 ft Above Sea Level U.S.C. & G.S.

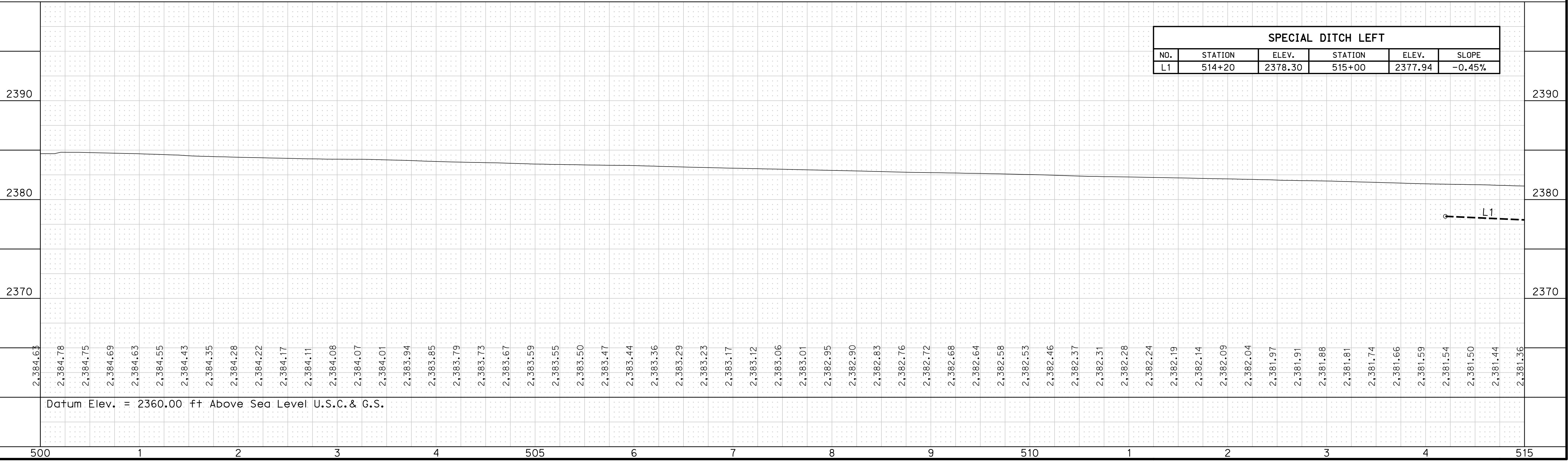
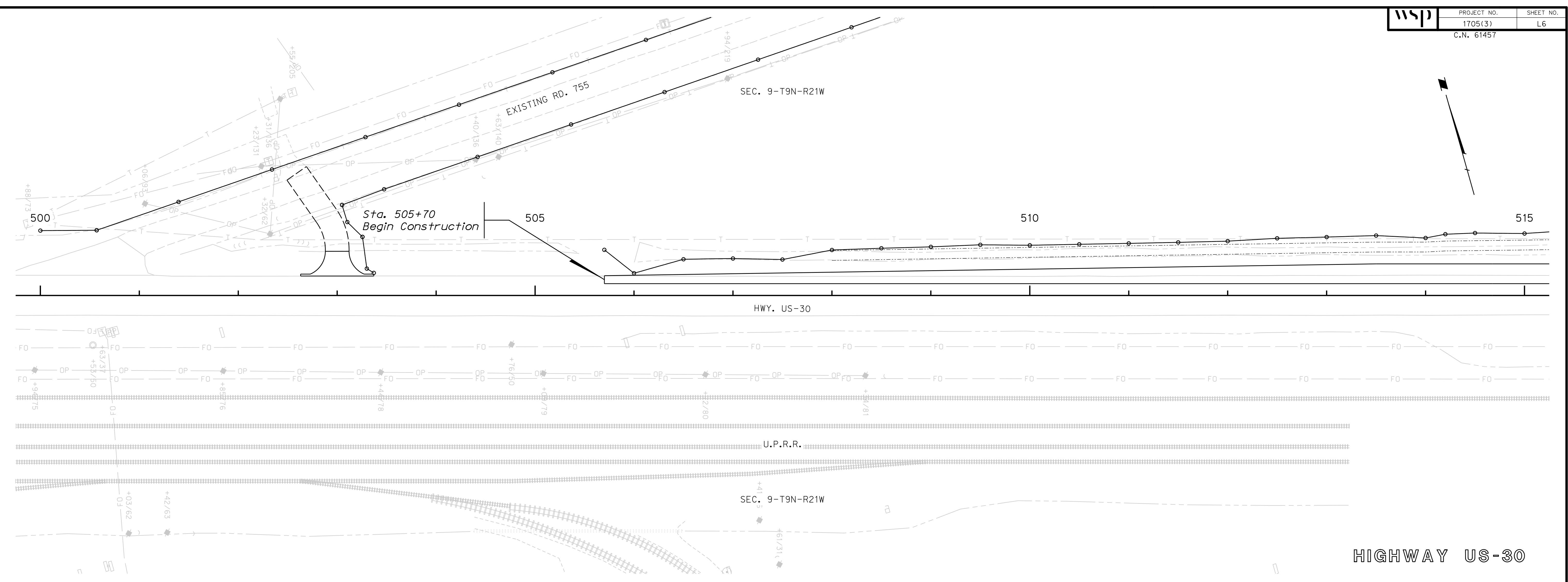
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:11

File: 614570c06.dgn
Scale: 1:50



Datum Elev. = 2360.00 ft Above Sea Level U.S.C. & G.S.

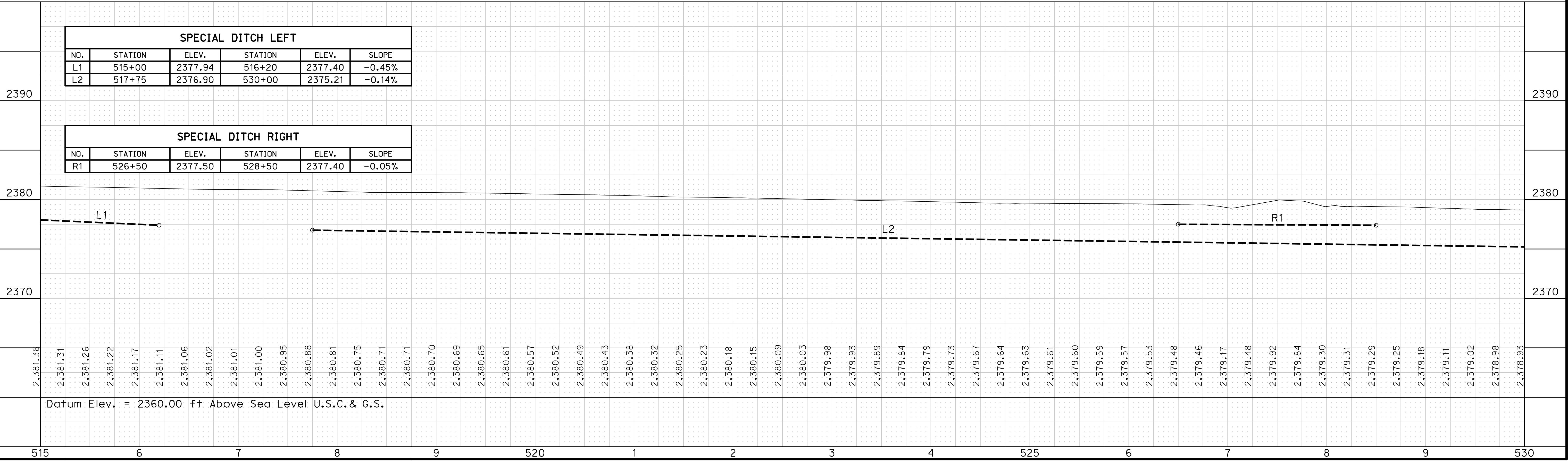
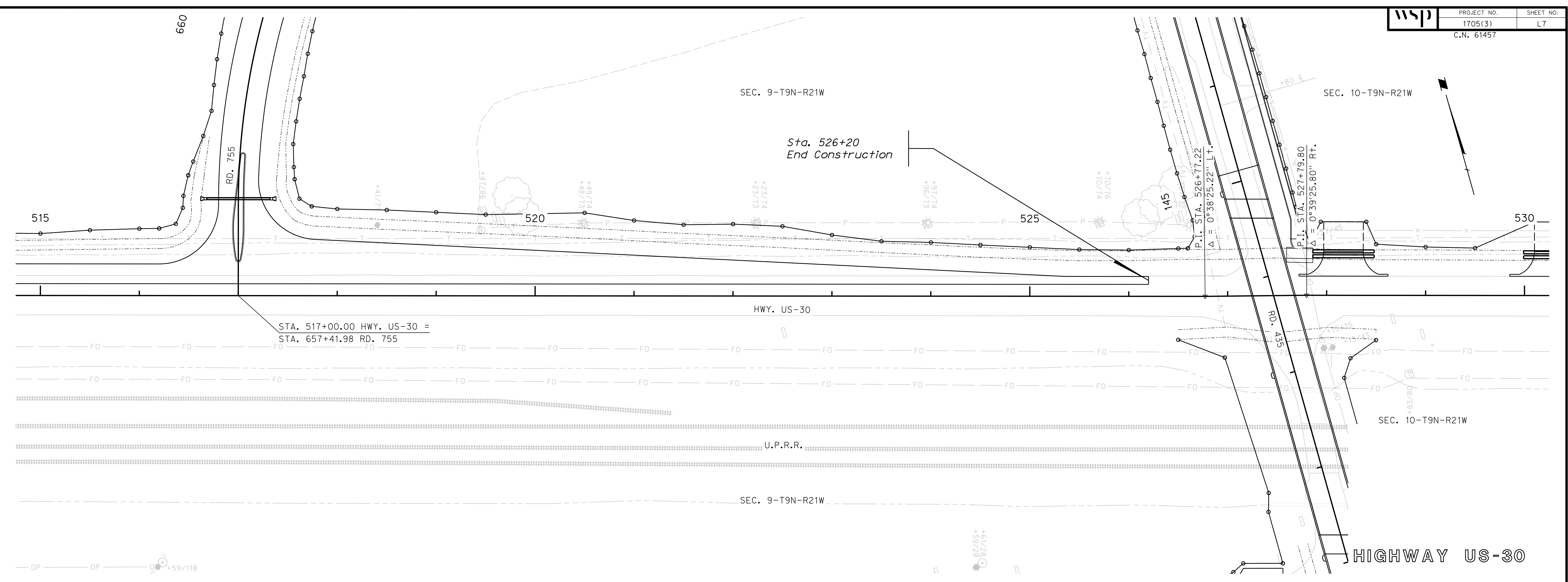
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfredd

Date: 26-SEP-2023 21:11

File: 614570cp07.dgn
Scale: 1:50



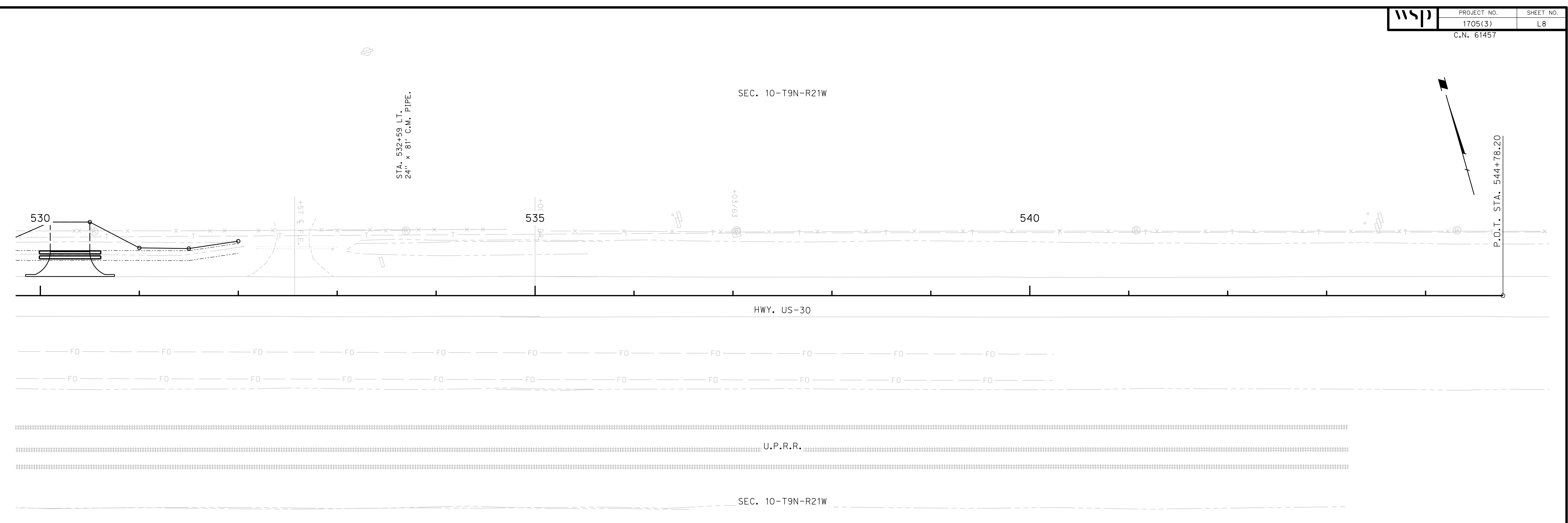
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

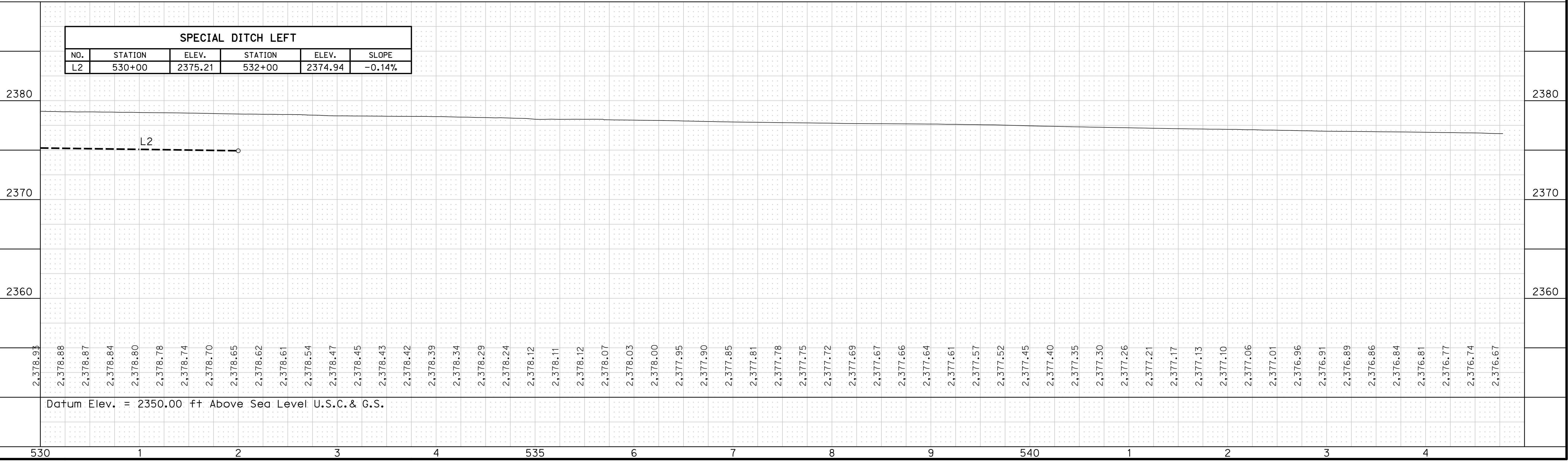
Date: 26-SEP-2023 21:11

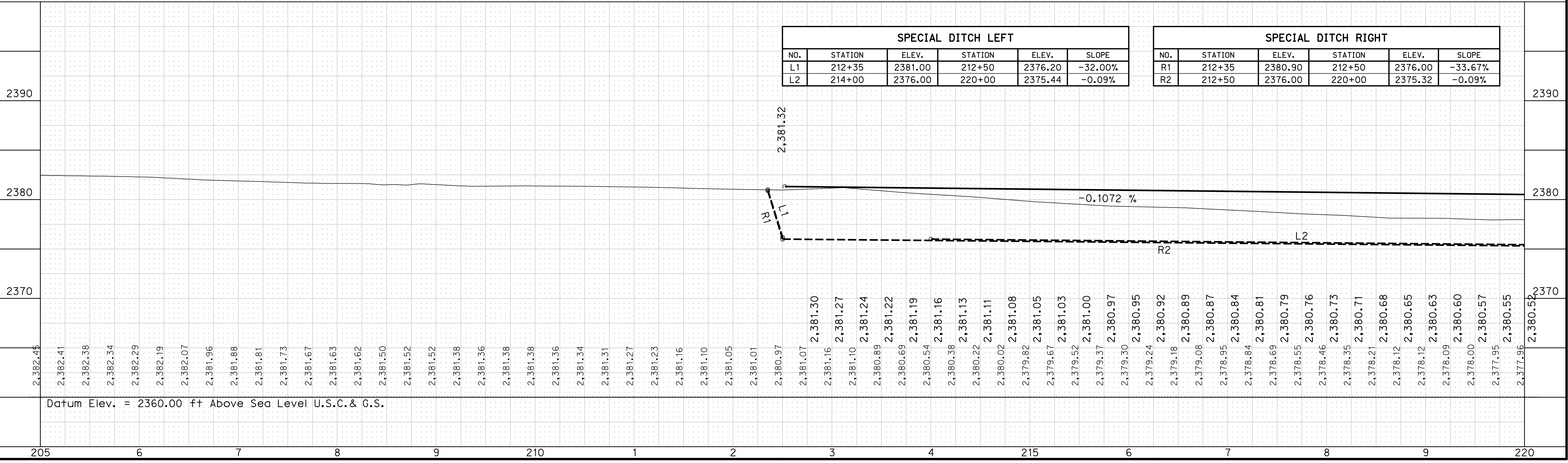
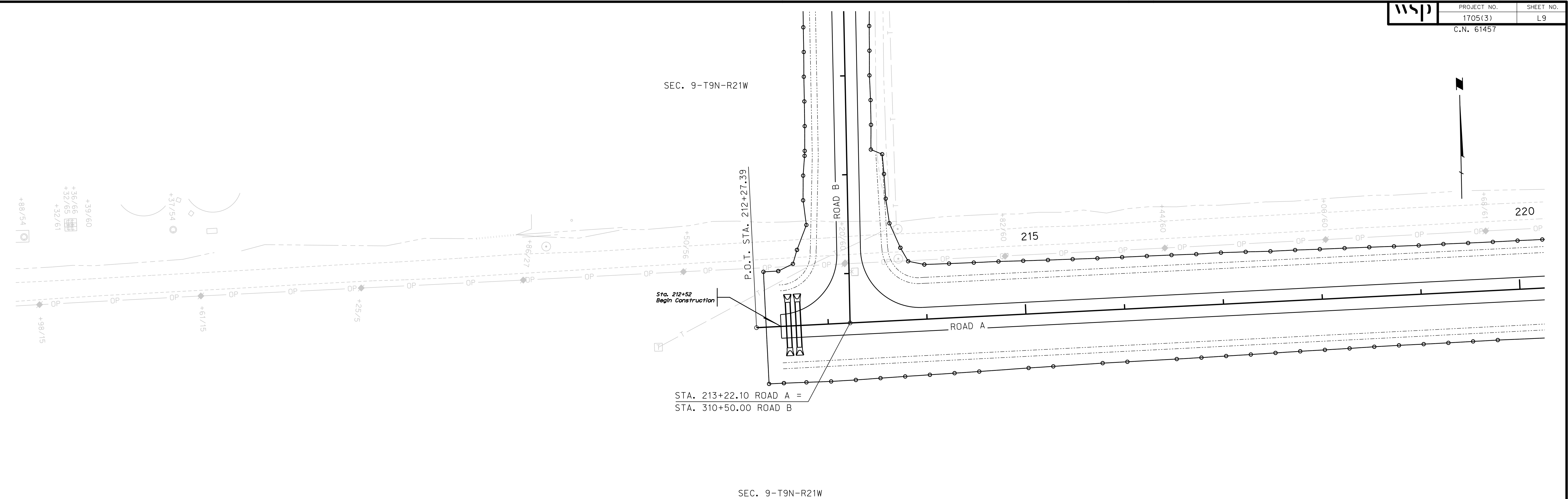
File: 614570cp08.dgn
Scale: 1:50



HIGHWAY US-30

SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L2	530+00	2375.21	532+00	2374.94	-0.14%





ROAD A

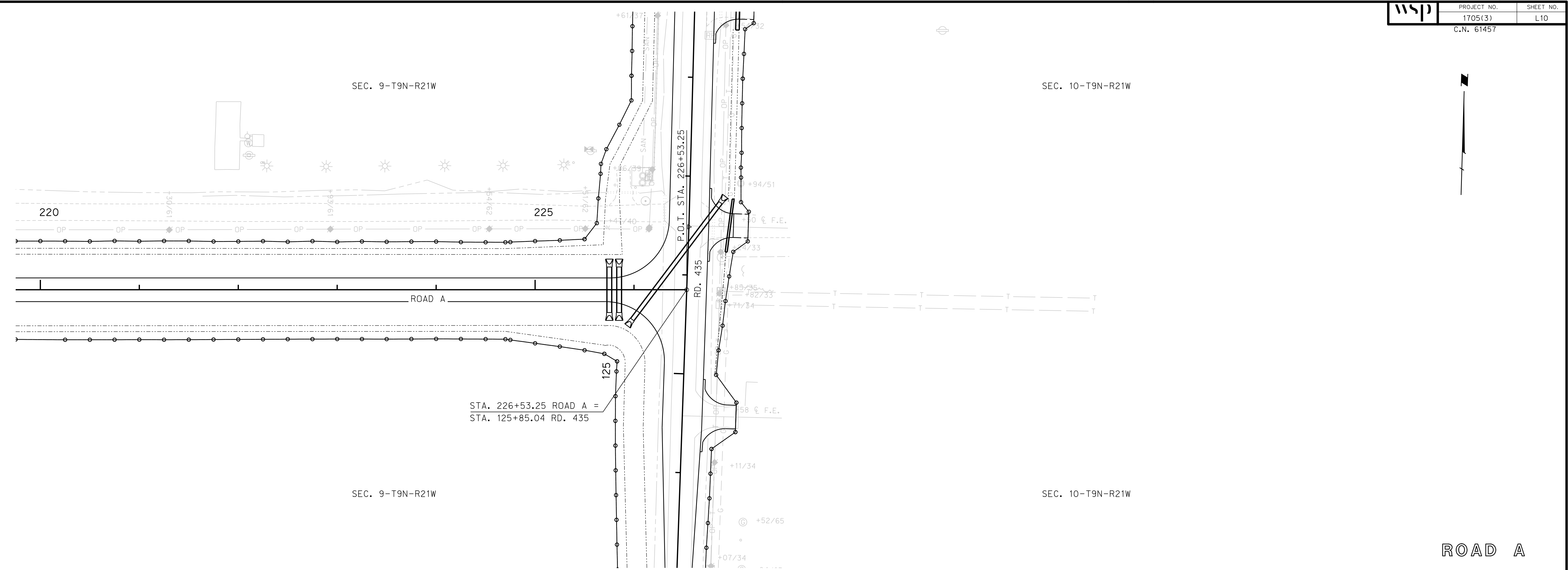
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

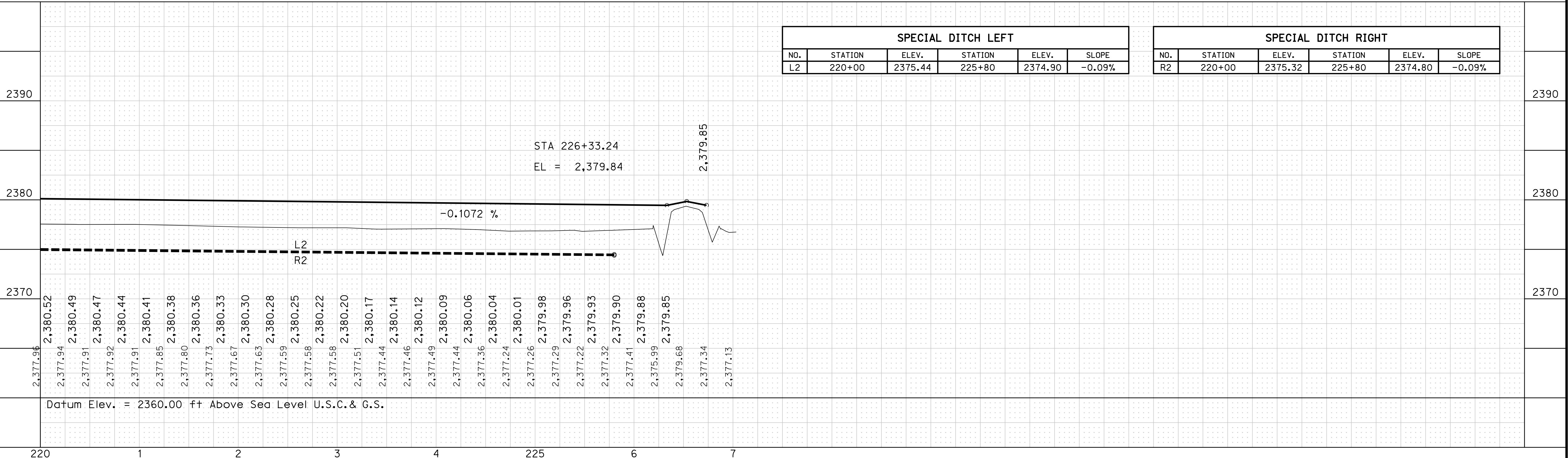
User: meali:ffad

Date: 26-SEP-2023 21:11

File: 614570cpi0.dgn
Scale: 1:50



ROAD A



SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L2	220+00	2375.44	225+80	2374.90	-0.09%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R2	220+00	2375.32	225+80	2374.80	-0.09%

Datum Elev. = 2360.00 ft Above Sea Level U.S.C. & G.S.

220 1 2 3 4 225 6 7

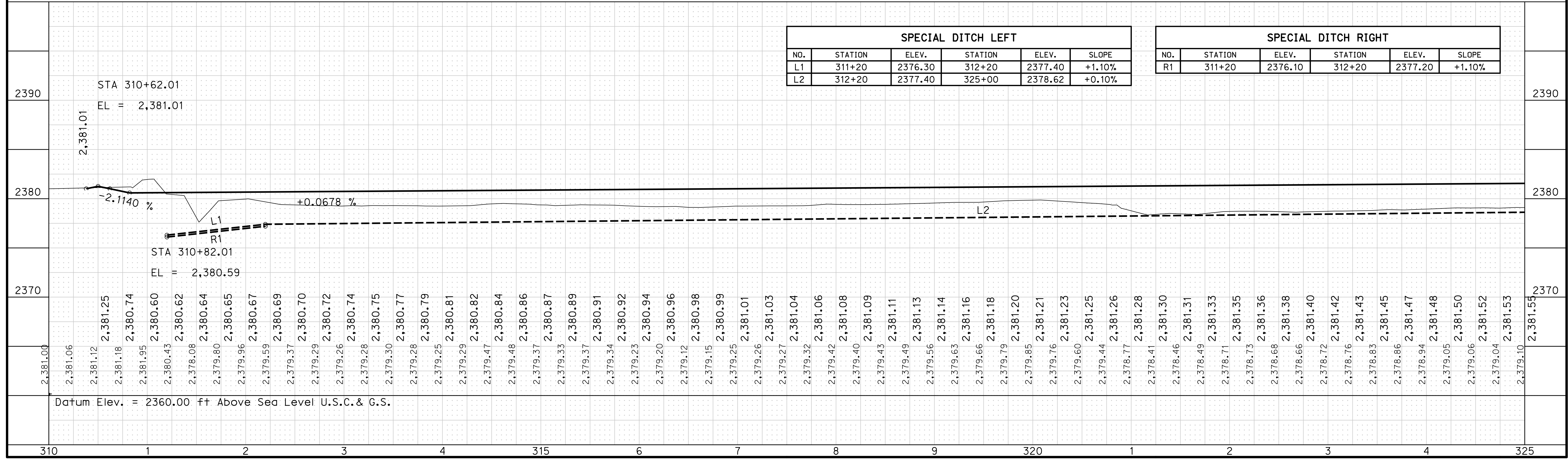
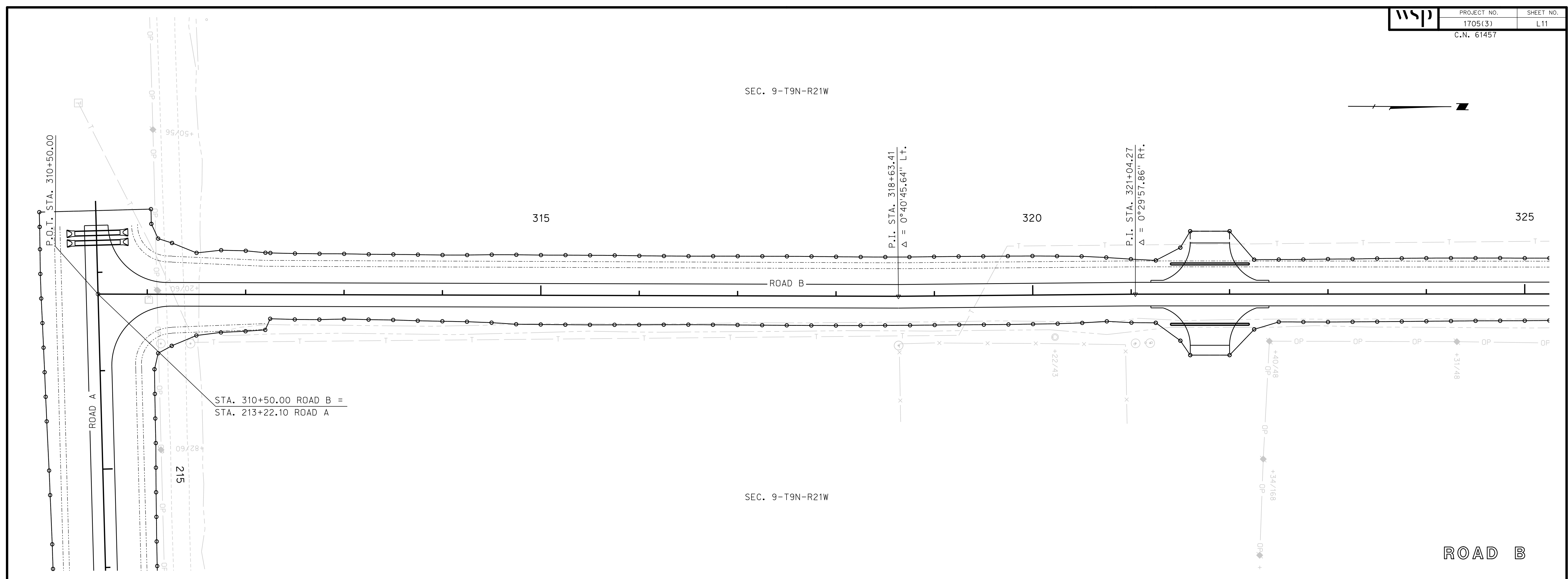
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:11

File: 614570cp11.dgn
Scale: 1:50



Datum Elev. = 2360.00 ft Above Sea Level U.S.C. & G.S.

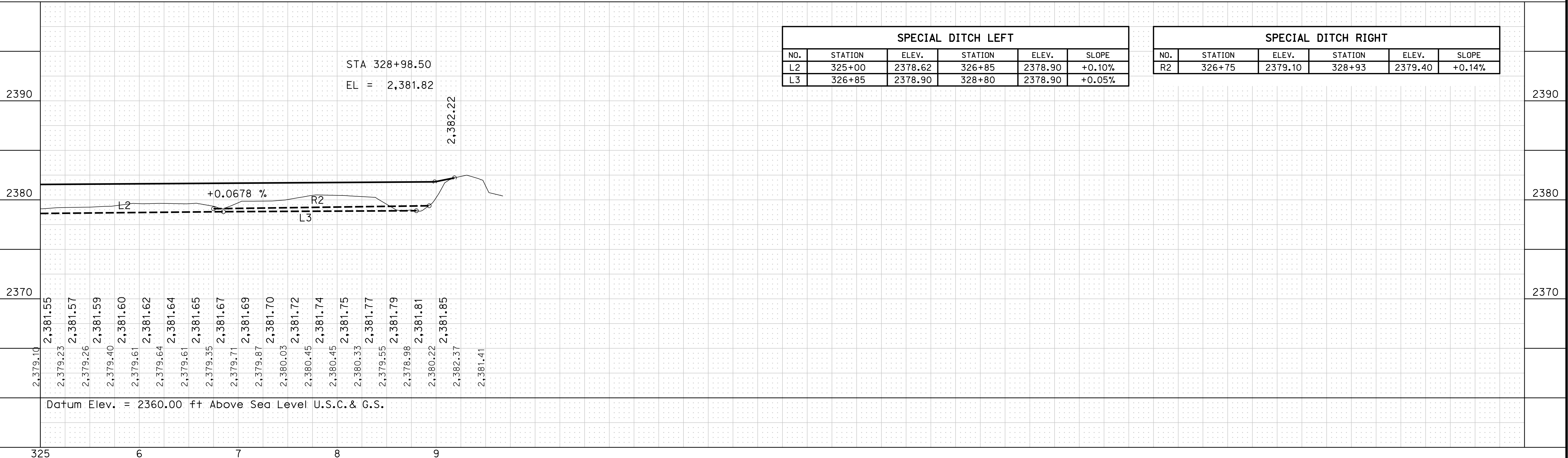
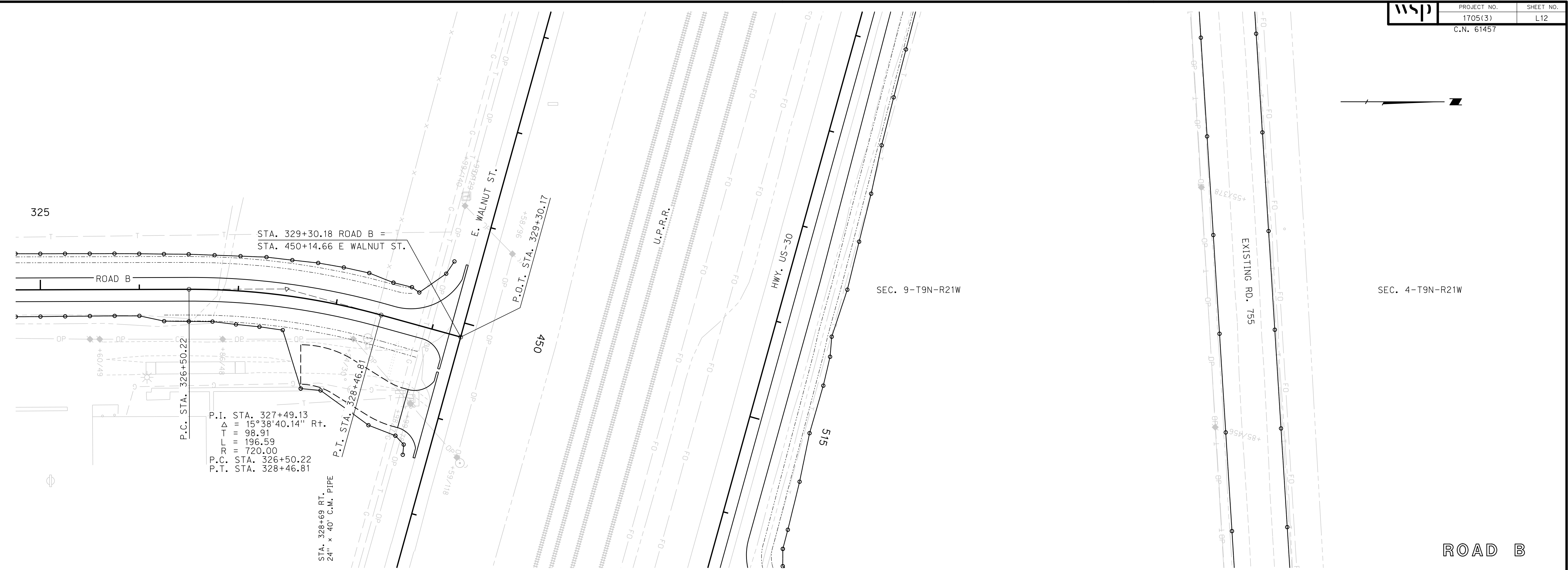
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:11

File: 614570cp12.dgn
Scale: 1:50



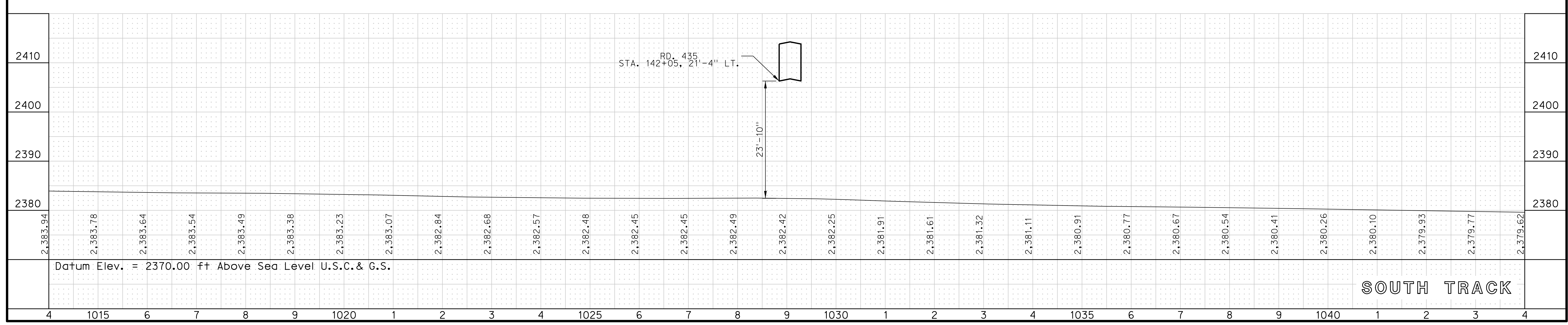
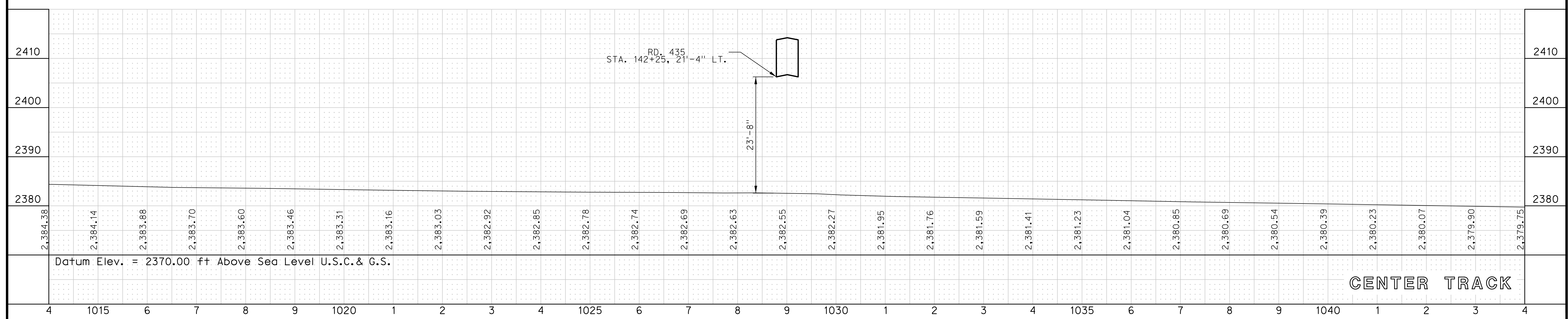
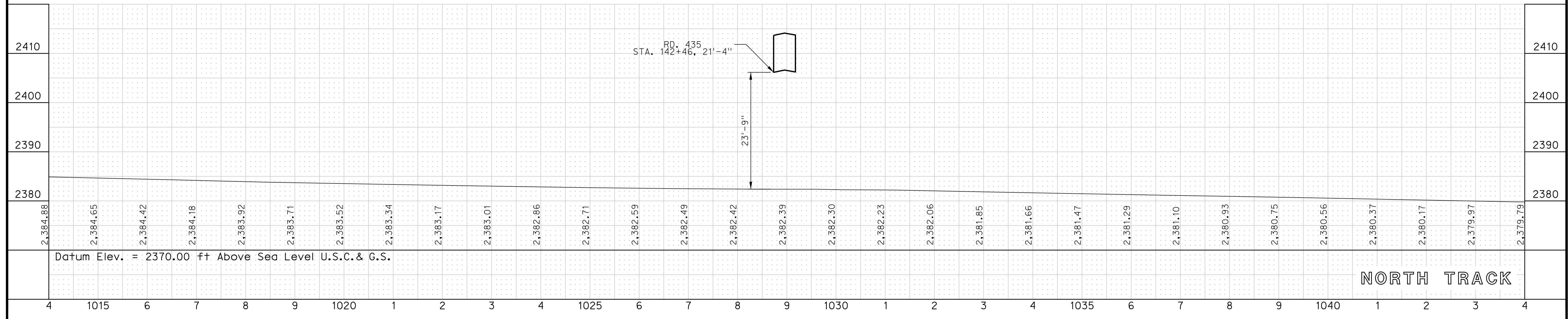
ROADWAY DESIGN DIVISION

Computer: 330CS3T3

User: mealfiffad

Date: 26-SEP-2023 21:11

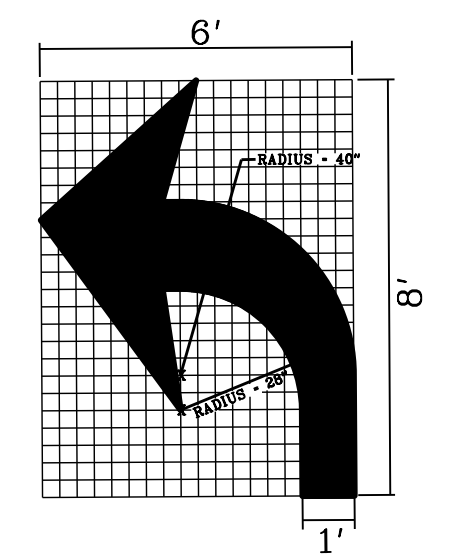
File: 61457cp_RRProfile.dgn
Scale: 1:100



ROAD 435

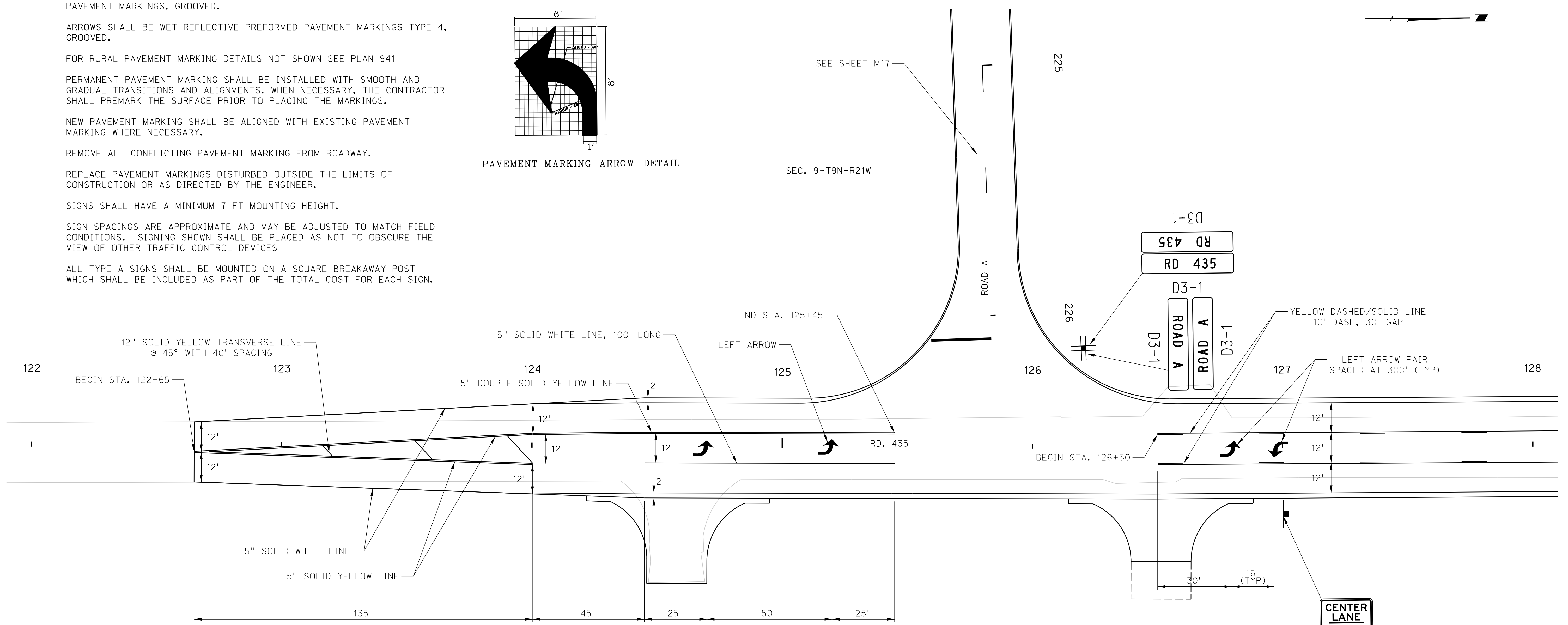
GENERAL NOTES

- 5" AND 12" PAVEMENT MARKINGS SHALL BE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED.
- ARROWS SHALL BE WET REFLECTIVE PREFORMED PAVEMENT MARKINGS TYPE 4, GROOVED.
- FOR RURAL PAVEMENT MARKING DETAILS NOT SHOWN SEE PLAN 941
- PERMANENT PAVEMENT MARKING SHALL BE INSTALLED WITH SMOOTH AND GRADUAL TRANSITIONS AND ALIGNMENTS. WHEN NECESSARY, THE CONTRACTOR SHALL PREMARK THE SURFACE PRIOR TO PLACING THE MARKINGS.
- NEW PAVEMENT MARKING SHALL BE ALIGNED WITH EXISTING PAVEMENT MARKING WHERE NECESSARY.
- REMOVE ALL CONFLICTING PAVEMENT MARKING FROM ROADWAY.
- REPLACE PAVEMENT MARKINGS DISTURBED OUTSIDE THE LIMITS OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
- SIGNS SHALL HAVE A MINIMUM 7 FT MOUNTING HEIGHT.
- SIGN SPACINGS ARE APPROXIMATE AND MAY BE ADJUSTED TO MATCH FIELD CONDITIONS. SIGNING SHOWN SHALL BE PLACED AS NOT TO OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES
- ALL TYPE A SIGNS SHALL BE MOUNTED ON A SQUARE BREAKAWAY POST WHICH SHALL BE INCLUDED AS PART OF THE TOTAL COST FOR EACH SIGN.



PAVEMENT MARKING ARROW DETAIL

SEC. 9-T9N-R21W



SHEET QUANTITIES

830 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
300 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
75 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
31 L.F.	12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1130 L.F.	5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
4 EA.	LEFT ARROW WET REFLECTIVE PREFORMED PAVEMENT MARKINGS TYPE 4, GROOVED
1 EA.	TYPE A SIGN, 24" x 36", R3-98 "TWO WAY LEFT TURN"
4 EA.	TYPE A SIGN, VAR X 12" D3-1 "STREET NAME SIGNS"

REMARKS

DOUBLE SOLID LANE LINES
SOLID LANE LINES
DASHED LANE LINES
SEC. 10-T9N-R21W



R3-9B-24
STA. 127+00

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:11

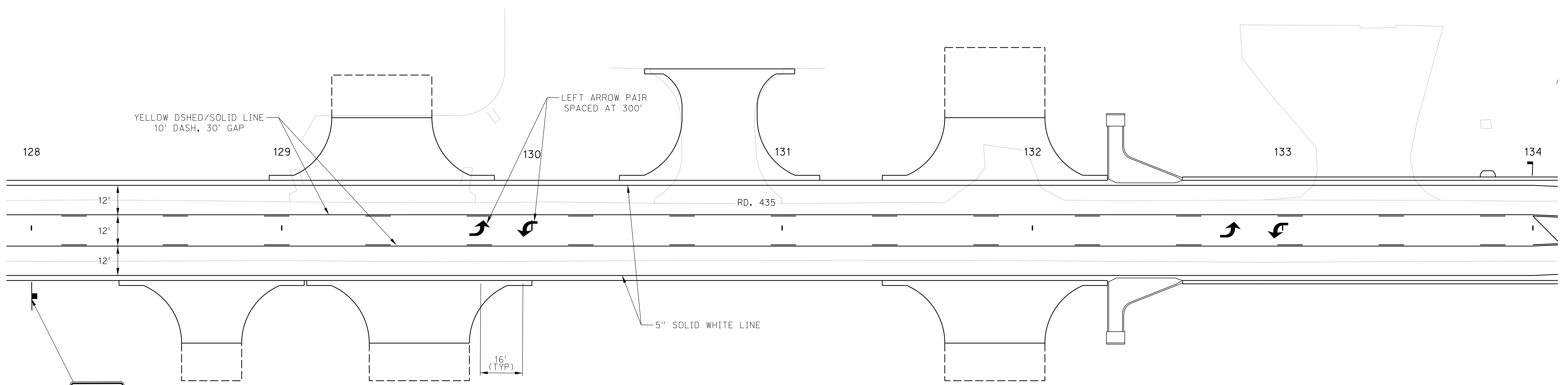
File: 614570ctc01.dgn

ROAD 435

ROADWAY DESIGN DIVISION



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W



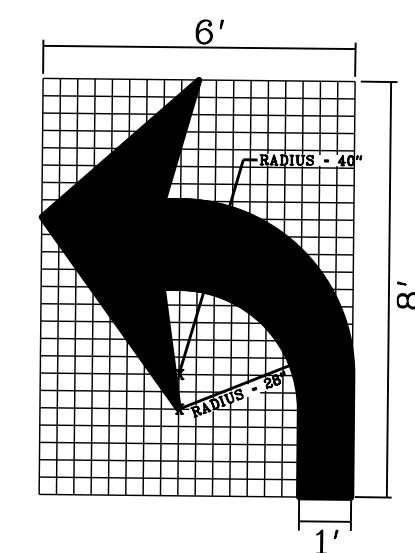
R2-1-24
STA. 128+00

SHEET QUANTITIES

- 1200 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 300 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 4 EA. L.F. LEFT ARROW WET REFLECTIVE PREFORMED PAVEMENT MARKINGS TYPE 4, GROOVED
- 1 EA. L.F. TYPE A SIGN, 24" x 30", R2-1 "SPEED LIMIT"

REMARKS

- SOLID LANE LINES
- DASHED LANE LINES



PAVEMENT MARKING ARROW DETAIL

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc02.dgn

ROAD 435

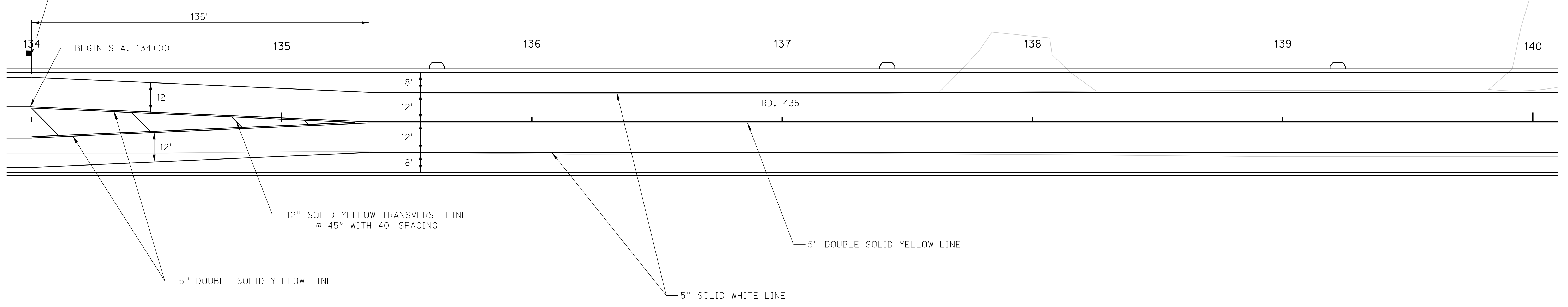


ROADWAY DESIGN DIVISION



R3-9B-24
STA.134+00

SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

SHEET QUANTITIES

- 1490 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 34 L.F. 12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 24" X 36" R3-9B "TWO WAY LEFT TURN"

TRAFFIC CONTROL PLAN

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc03.dgn

ROAD 435

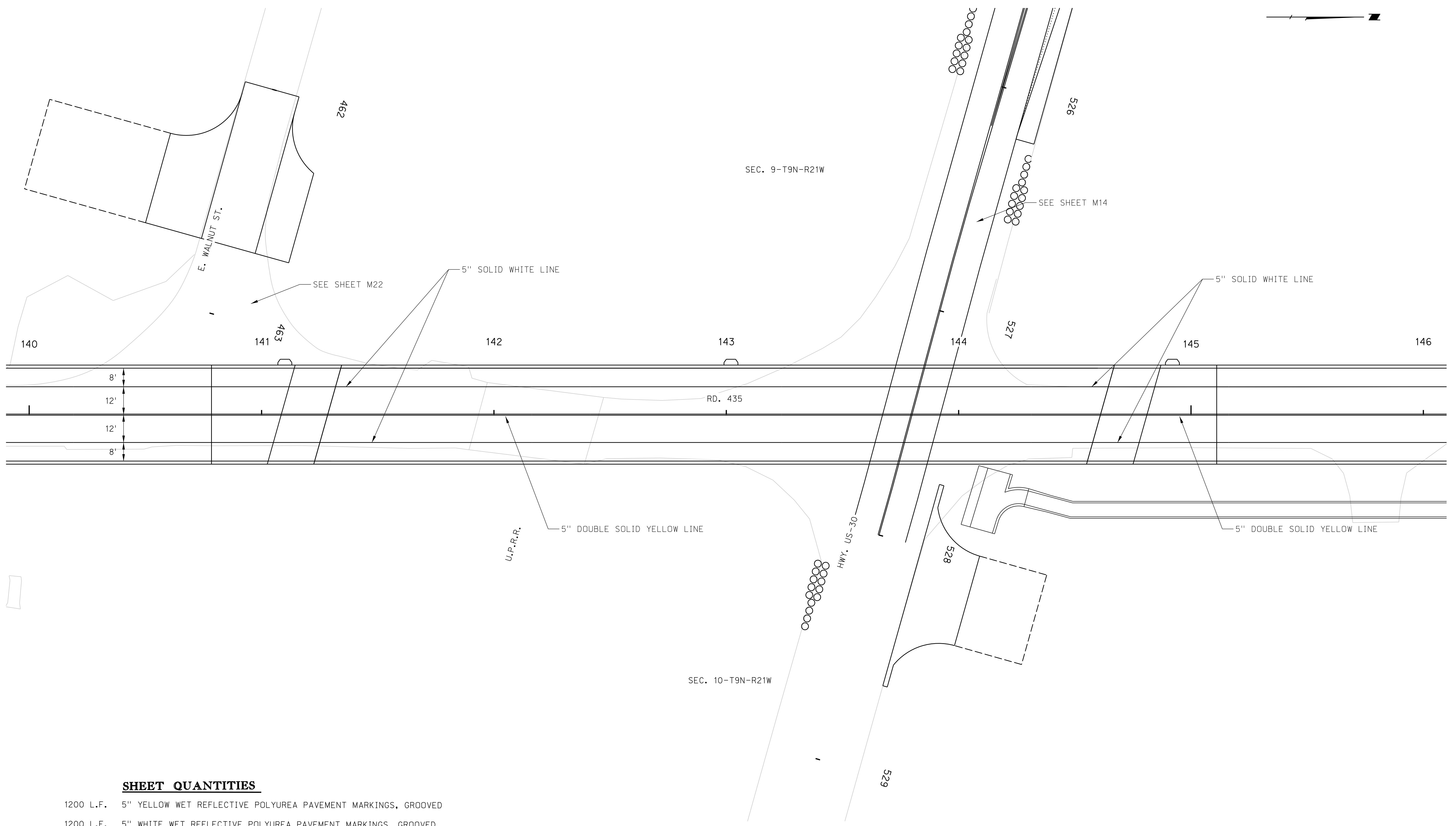


ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc04.dgn



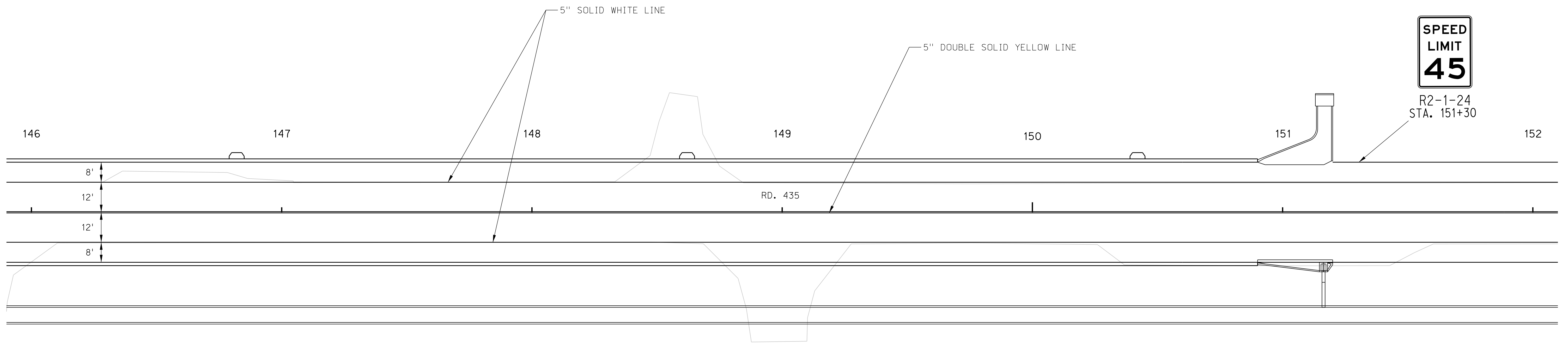
SHEET QUANTITIES

- 1200 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

ROAD 435



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

SHEET QUANTITIES

- 1200 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 24" x 30", R2-1 "SPEED LIMIT"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION

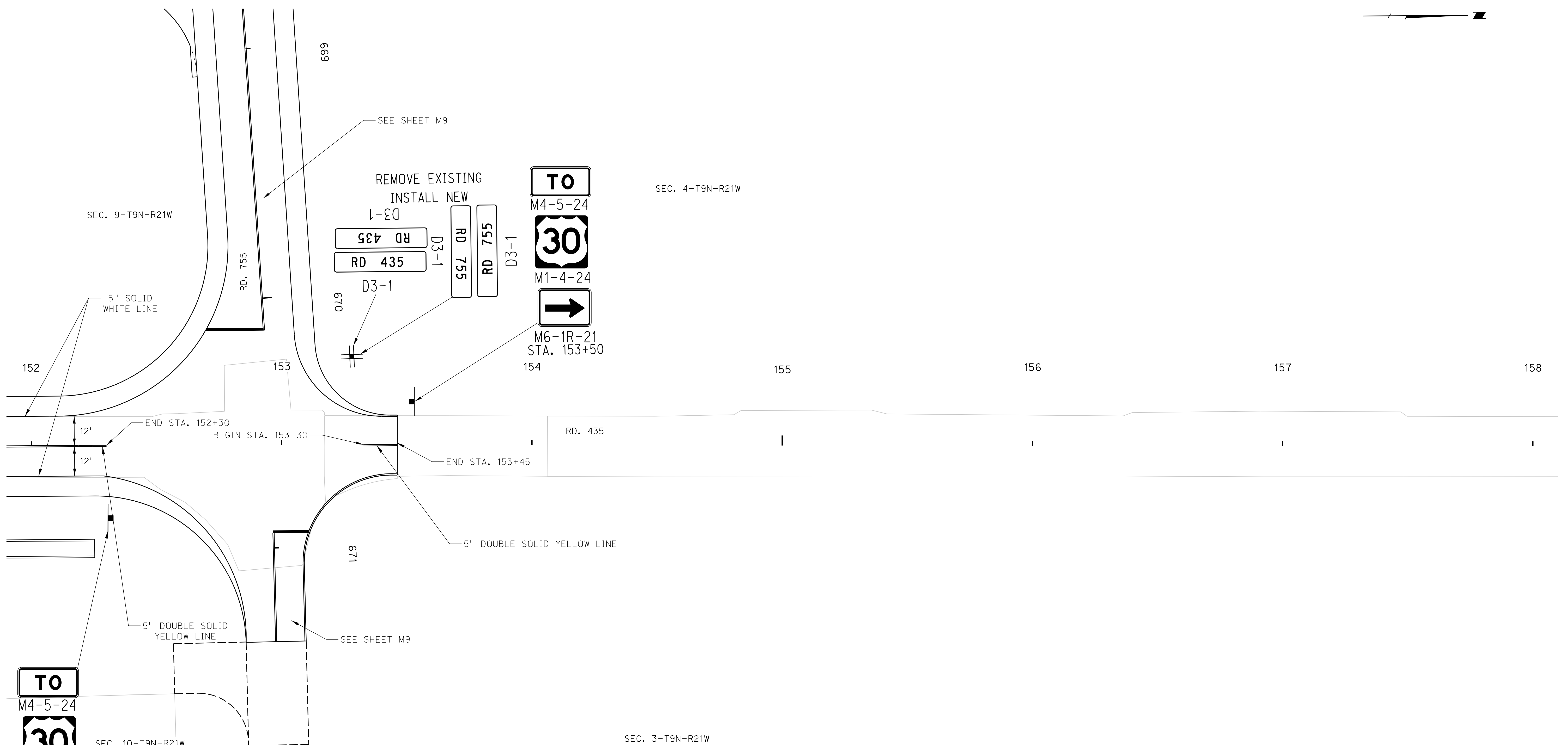
Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc05.dgn

ROAD 435

ROADWAY DESIGN DIVISION



SHEET QUANTITIES

- 90 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 225 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 2 EA. TYPE A SIGN, 24" X 12" M4-5 "TO"
- 2 EA. TYPE A SIGN, 24" X 24", M1-4 "US ROUTE"
- 2 EA. TYPE A SIGN, 21" X 15", M6-1 "DIRECTIONAL ARROW"
- 4 EA. TYPE A SIGN, Var X 12" D3-1 "STREET NAME SIGNS"

Computer: 336S3T3
 Date: 26-SEP-2023 21:11
 File: 614570ctc06.dgn

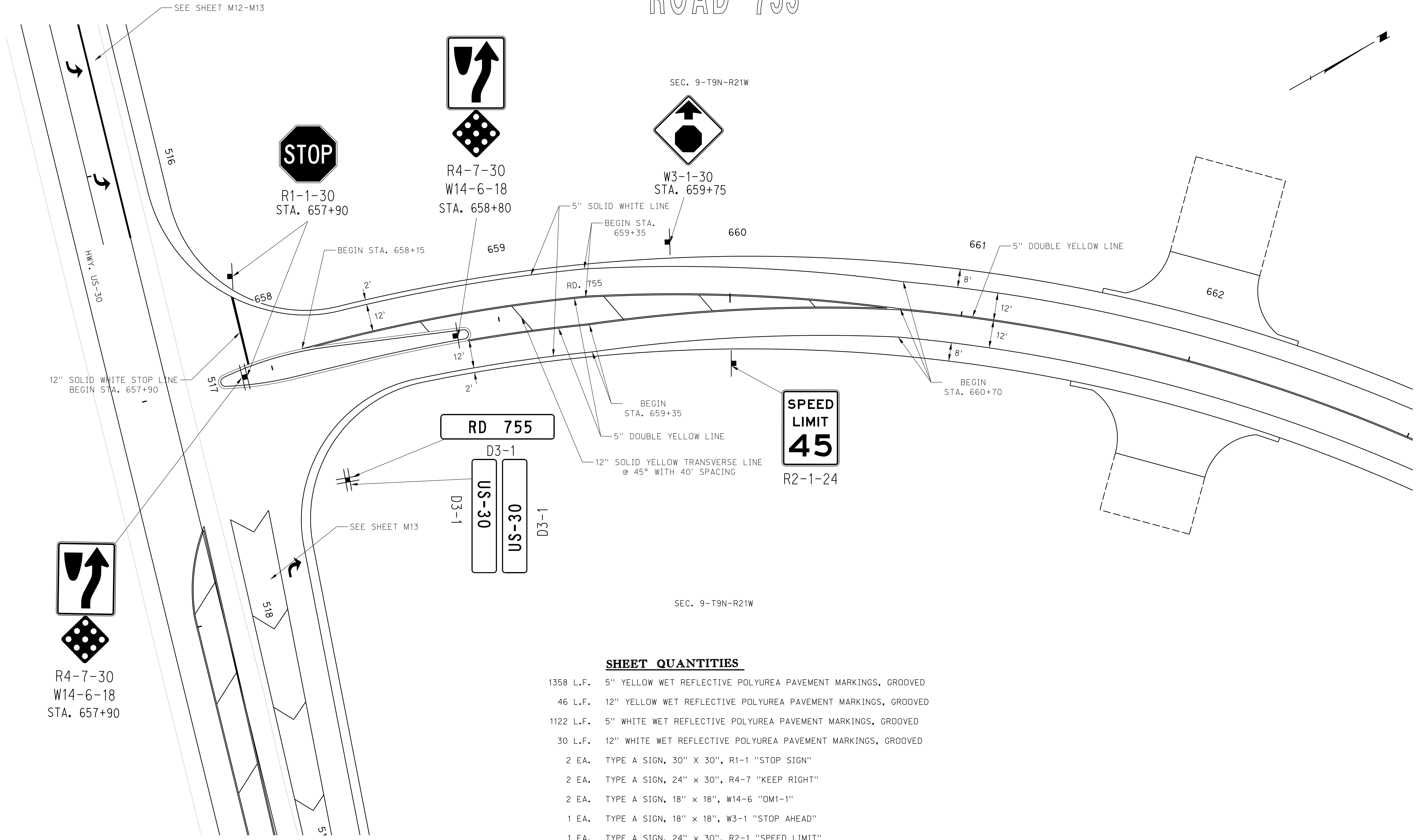
ROAD 755

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:11

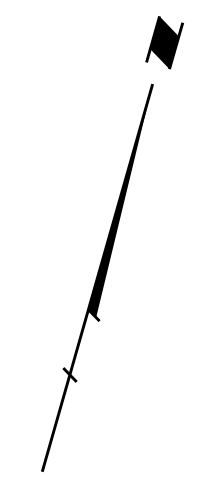
File: 614570ctc07.dgn



SHEET QUANTITIES

- 1358 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 46 L.F. 12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1122 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 30 L.F. 12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 2 EA. TYPE A SIGN, 30" X 30", R1-1 "STOP SIGN"
- 2 EA. TYPE A SIGN, 24" X 30", R4-7 "KEEP RIGHT"
- 2 EA. TYPE A SIGN, 18" X 18", W14-6 "OM1-1"
- 1 EA. TYPE A SIGN, 18" X 18", W3-1 "STOP AHEAD"
- 1 EA. TYPE A SIGN, 24" X 30", R2-1 "SPEED LIMIT"
- 3 EA. TYPE A SIGN, VAR X 12", D3-1 "STREET NAME SIGNS"

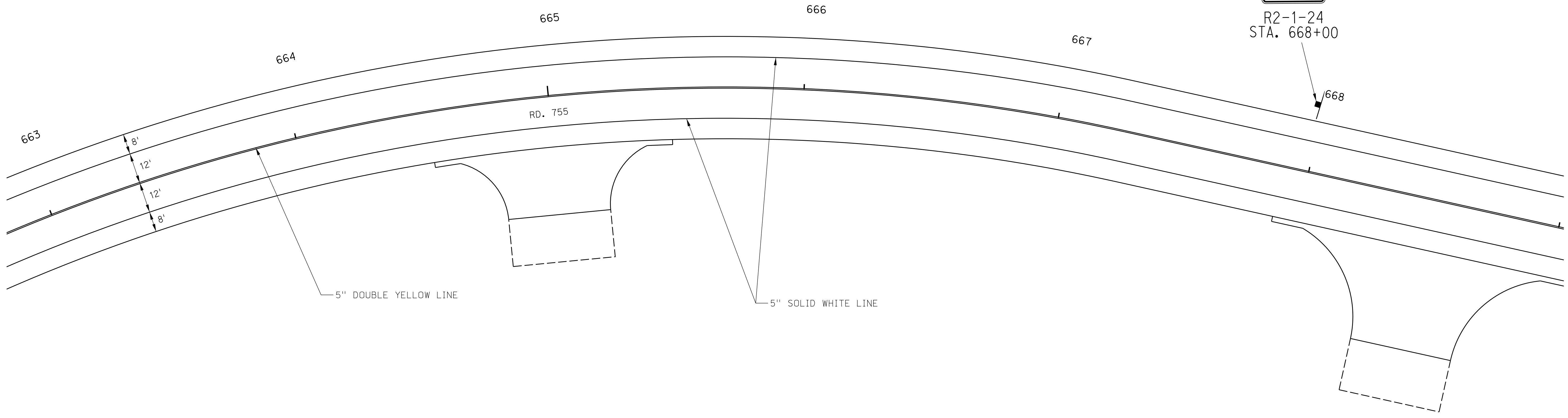
ROAD 755



SEC. 9-T9N-R21W



R2-1-24
STA. 668+00



SEC. 9-T9N-R21W

SHEET QUANTITIES

- 1200 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 24" x 30", R2-1 "SPEED LIMIT"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc08.dgn

ROAD 755

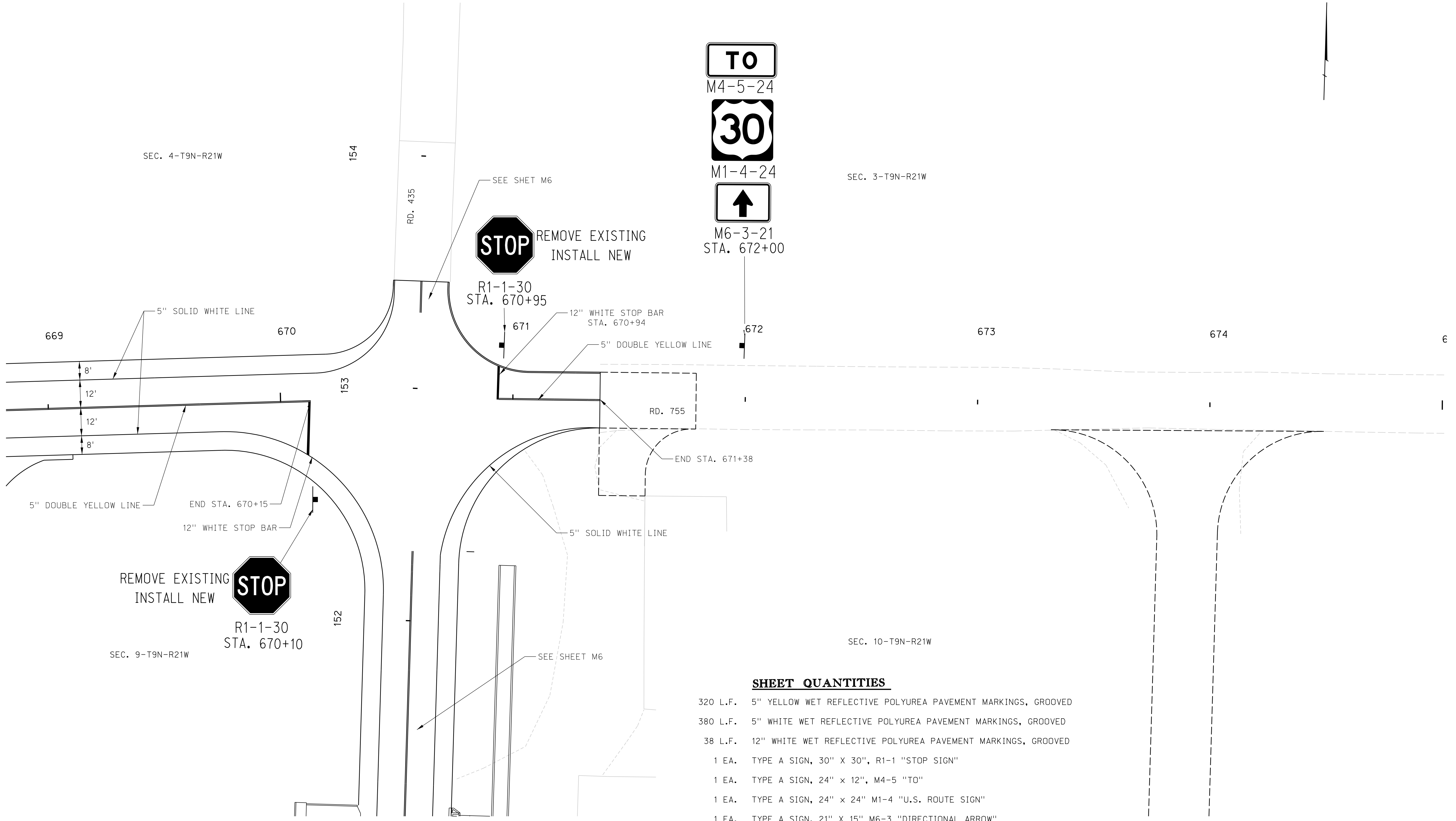


ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:11

File: 614570ctc09.dgn



STOP REMOVE EXISTING
INSTALL NEW
R1-1-30
STA. 670+95

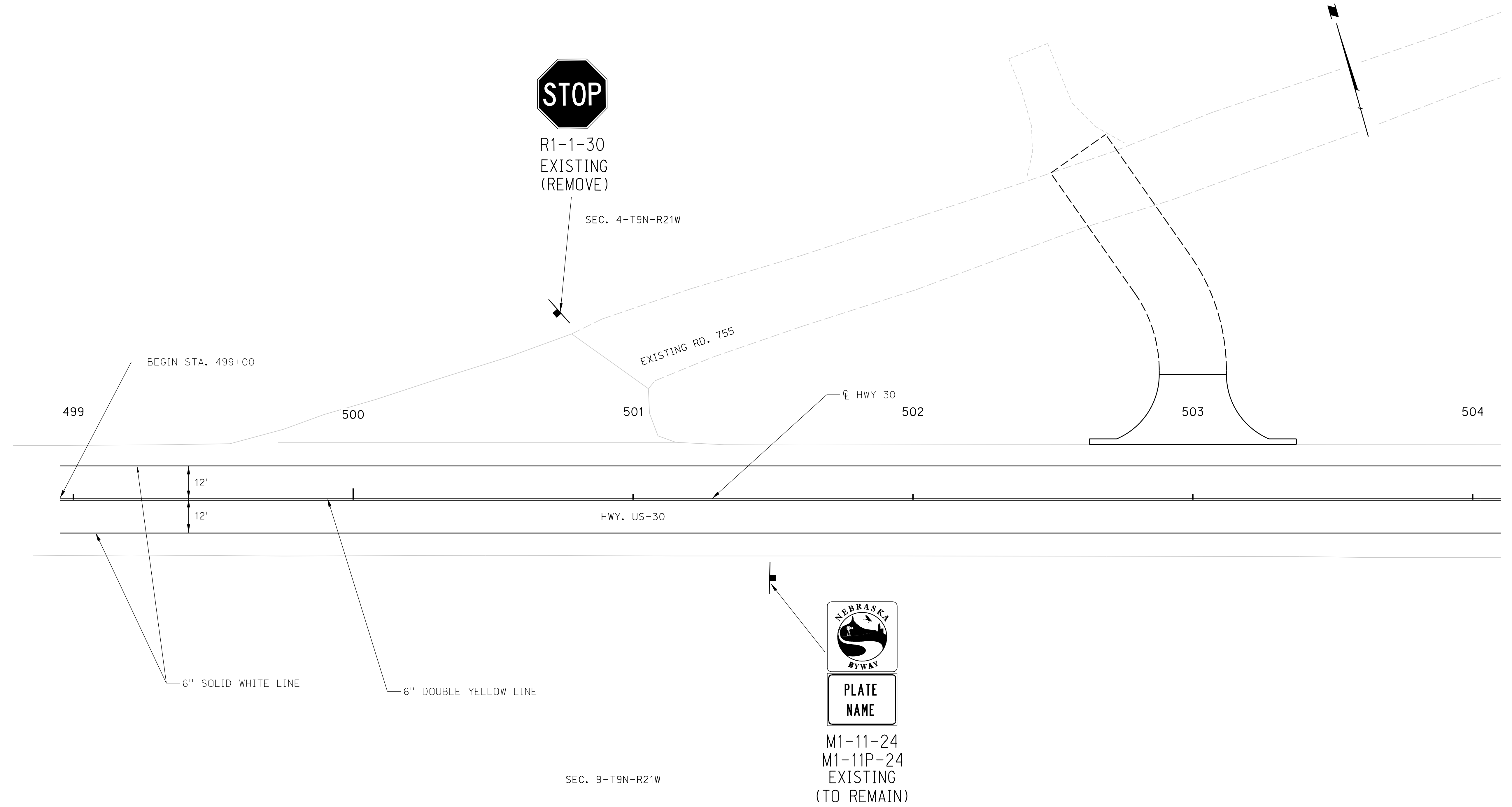
REMOVE EXISTING
INSTALL NEW **STOP**
R1-1-30
STA. 670+10

TO
M4-5-24
30
M1-4-24
↑
M6-3-21
STA. 672+00

SHEET QUANTITIES

- 320 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 380 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 38 L.F. 12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 30" X 30", R1-1 "STOP SIGN"
- 1 EA. TYPE A SIGN, 24" X 12", M4-5 "TO"
- 1 EA. TYPE A SIGN, 24" X 24" M1-4 "U.S. ROUTE SIGN"
- 1 EA. TYPE A SIGN, 21" X 15" M6-3 "DIRECTIONAL ARROW"

HIGHWAY US-30



SHEET QUANTITIES

- 1000 L.F. 6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1000 L.F. 6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

ROADWAY DESIGN DIVISION

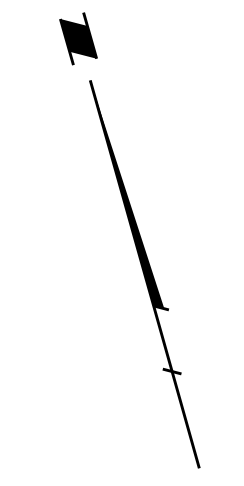
Computer: 336CS3T3

Date: 26-SEP-2023 21:11

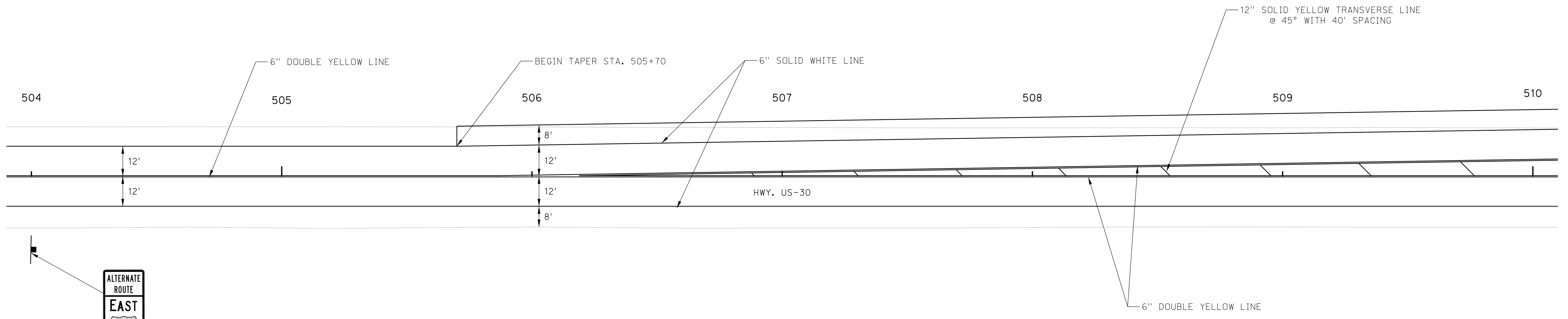
File: 614570ctc10.dgn

HIGHWAY US-30

ROADWAY DESIGN DIVISION



SEC. 9-T9N-R21W



M4-1E
EXISTING
(TO REMAIN)

SEC. 9-T9N-R21W

SHEET QUANTITIES

- 2026 L.F. 6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 40 L.F. 12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

TRAFFIC CONTROL PLAN

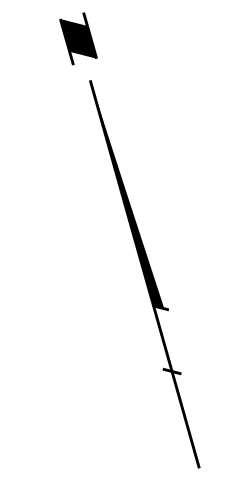
Computer: 336CS3T3

Date: 26-SEP-2023 21:11

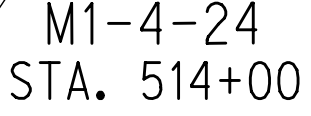
File: 614570ctcl1.dgn

HIGHWAY US-30

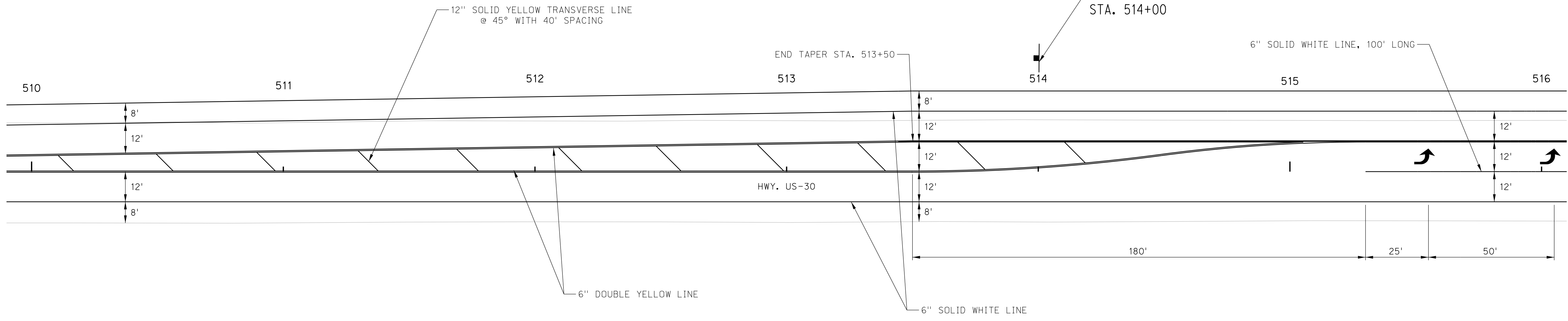
ROADWAY DESIGN DIVISION



SEC. 9-T9N-R21W



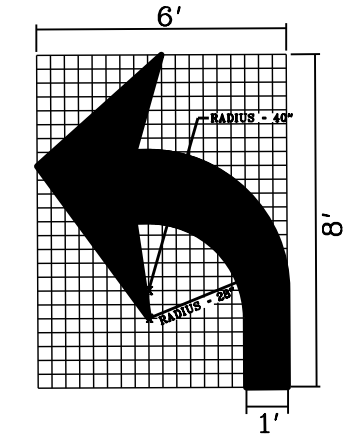
M1-4-24
STA. 514+00



SEC. 9-T9N-R21W

SHEET QUANTITIES

- 2275 L.F. 6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 140 L.F. 12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1270 L.F. 6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 2 EA. LEFT ARROW WET REFLECTIVE PREFORMED PAVEMENT MARKING, TYPE 4 GROOVED
- 1 EA. TYPE A SIGN 24" X 12" M3-2 "CARDINAL DIRECTION"
- 1 EA. TYPE A SIGN 30" X 24" M1-4 "U.S. ROUTE SIGN"



PAVEMENT MARKING ARROW DETAIL

Computer: 336CS3T3

Date: 26-SEP-2023 21:11

File: 614570ctc12.dgn

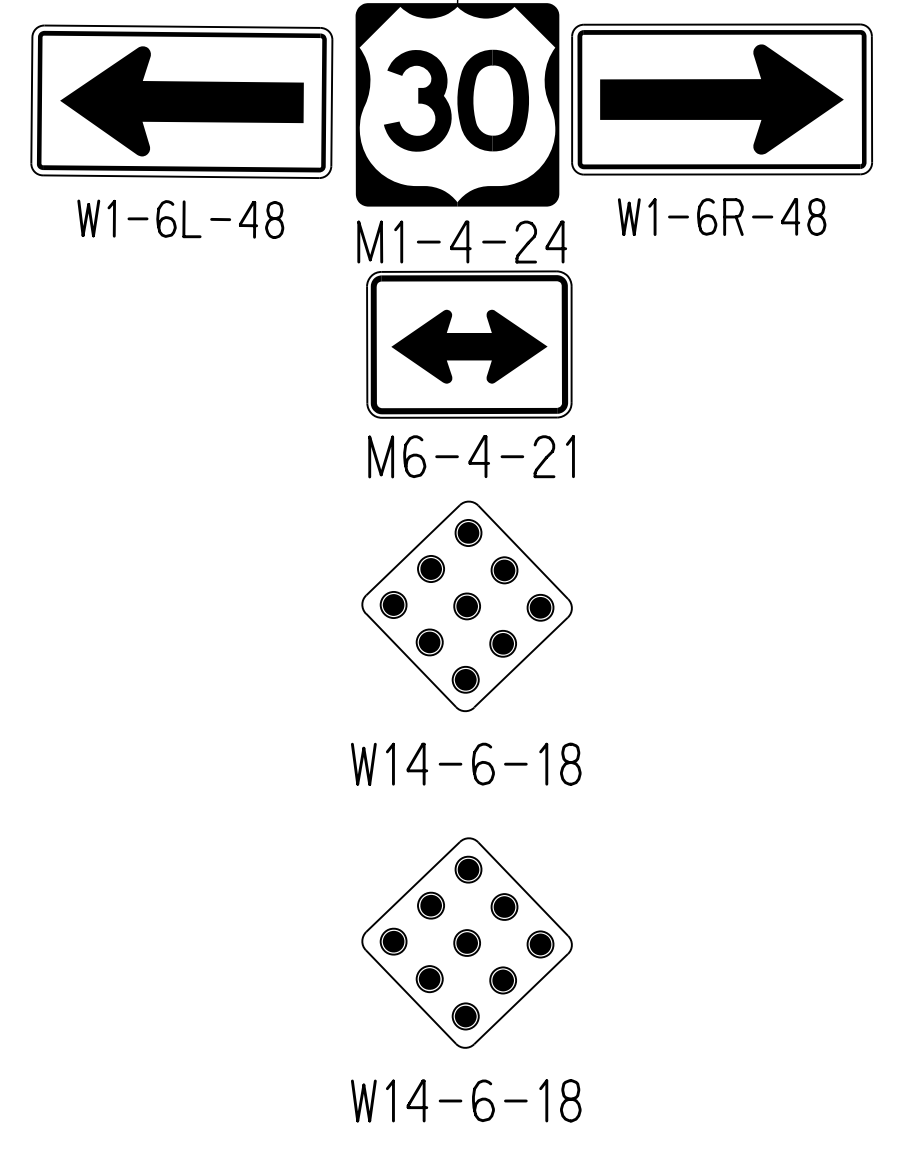
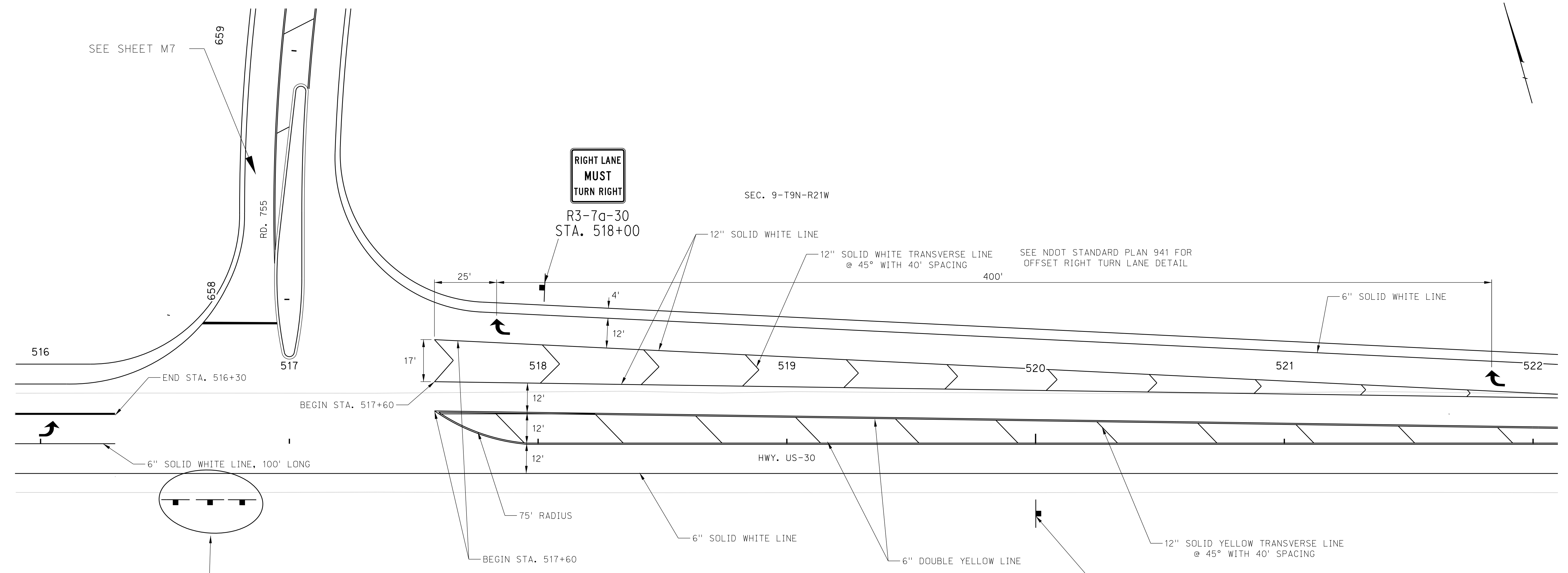
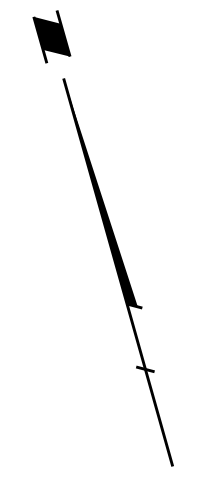
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:11

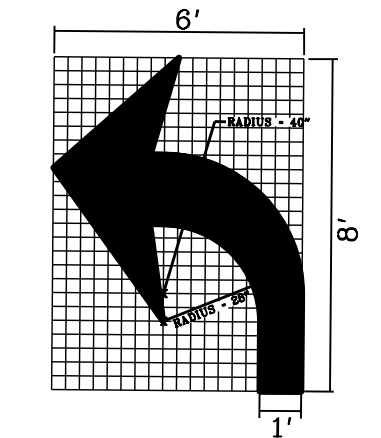
File: 614570ctc13.dgn



SHEET QUANTITIES

1834 L.F.	6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
140 L.F.	12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1111 L.F.	6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1138 L.F.	12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
2 EA.	RIGHT ARROW WET REFLECTIVE PREFORMED PAVEMENT MARKING, TYPE 4 GROOVED
1 EA.	TYPE A SIGN 30" X 24" M1-4 "U.S. ROUTE SIGN"
1 EA.	TYPE A SIGN 21" X 15" M6-4 "2 HEAD ARROW"
1 EA.	TYPE A SIGN 48" X 18" W1-6R "RIGHT ARROW"
1 EA.	TYPE A SIGN 48" X 18" W1-6L "LEFT ARROW"
2 EA.	TYPE A SIGN 18" X 18" W14-6 "OM1-1"
1 EA.	TYPE A SIGN 30" X 30" R3-7A "RIGHT LANE MUST TURN"
1 EA.	TYPE A SIGN 24" X 48" M4-1E "ALTERNATE ROUTE E I-80"

SEC. 9-T9N-R21W



PAVEMENT MARKING ARROW DETAIL

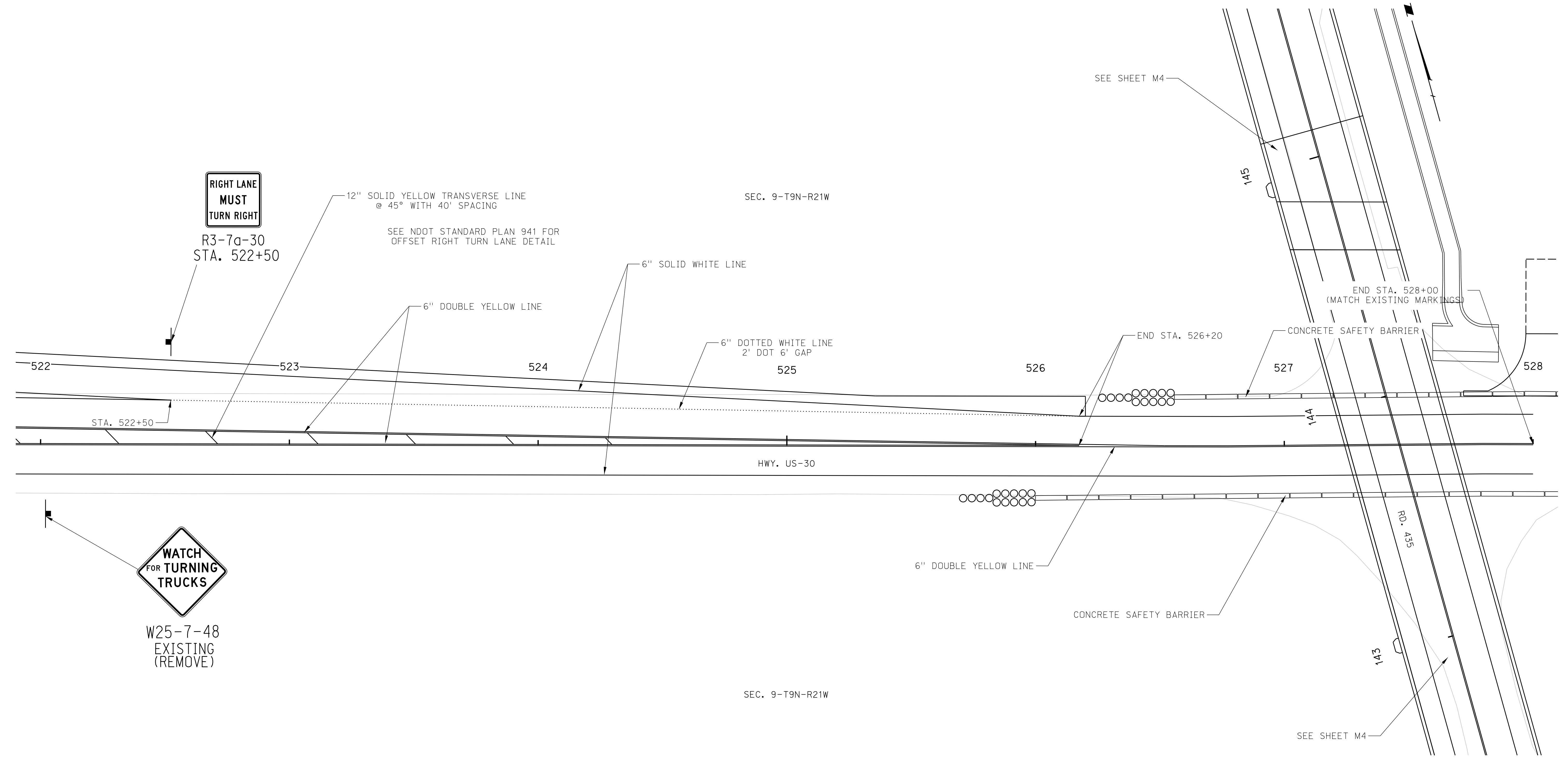
HIGHWAY US-30

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

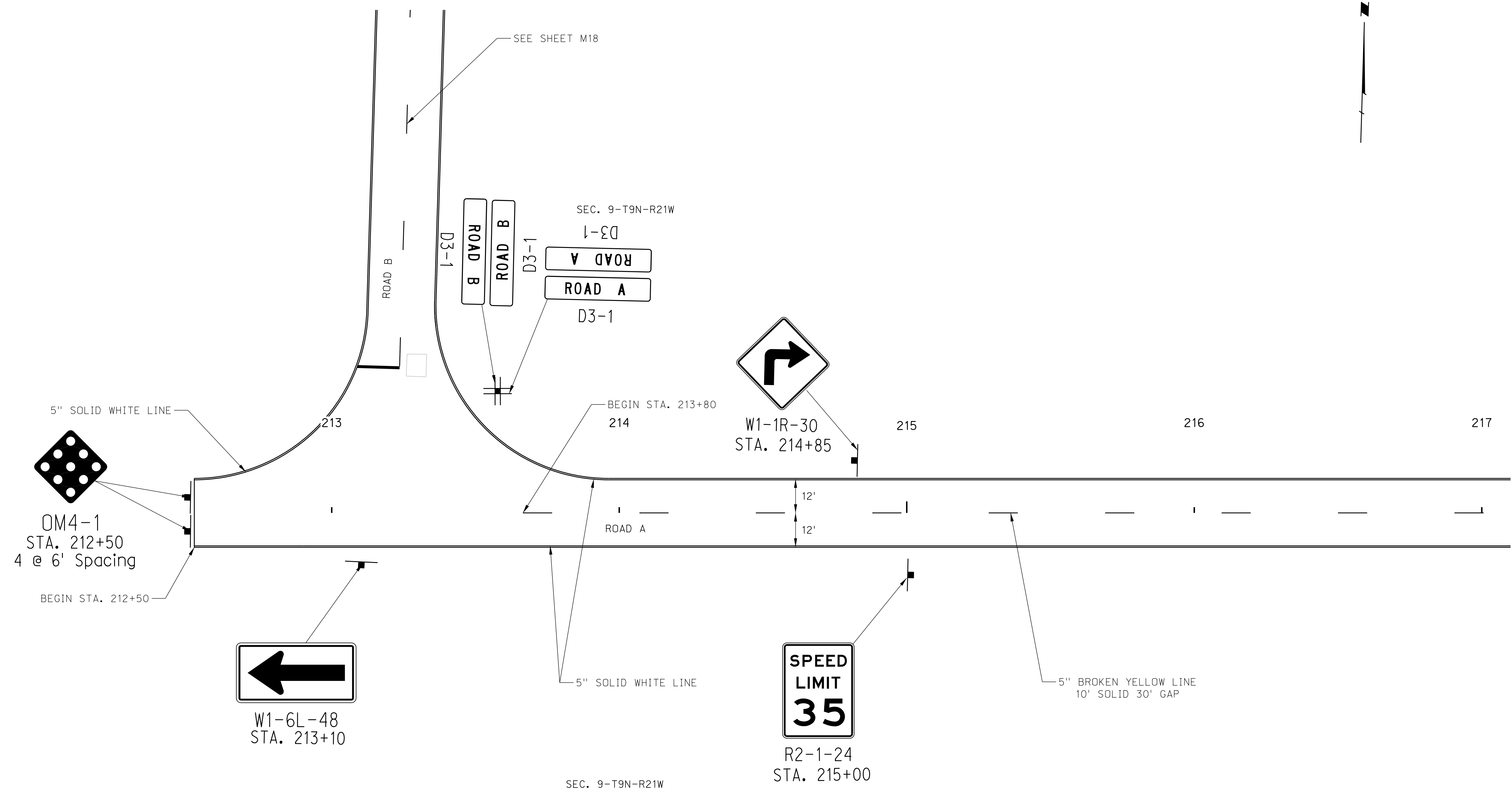
File: 614570ctc14.dgn



SHEET QUANTITIES

		REMARKS
2154 L.F.	6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	
35 L.F.	12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	
125 L.F.	6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	DOTTED WHITE LANE LINE
1300 L.F.	6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	SOLID WHITE LINE
1 EA.	TYPE A SIGN 30" X 30" R3-7A "RIGHT LANE MUST TURN"	

ROAD A



SHEET QUANTITIES

- 80 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 850 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 24" x 30", R2-1 "SPEED LIMIT"
- 4 EA. TYPE A SIGN, VAR X 12", D3-1 "STREET NAME SIGNS"
- 1 EA. TYPE A SIGN, 30" x 30", W1-1R "RIGHT TURN"
- 1 EA. TYPE A SIGN, 48" x 18", W1-6L "LEFT DIRECTIONAL ARROW"
- 4 EA. TYPE A SIGN, 18" x 18", OM4-1 "TYPE 4 OBJECT MARKER"

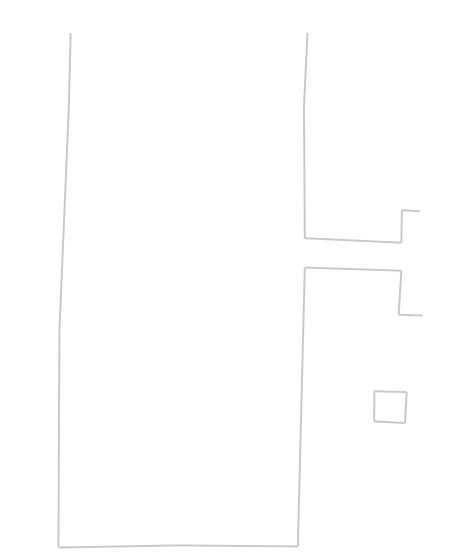
ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

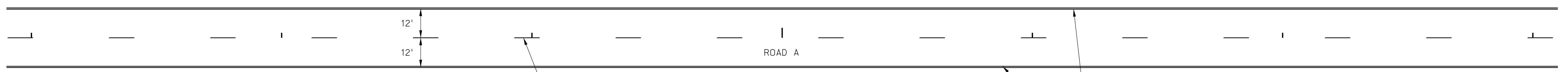
File: 614570ctc1c15.dgn

ROAD A



SEC. 9-T9N-R21W

217 218 219 220 221 222 223



5" BROKEN YELLOW LINE
10' SOLID 30' GAP

5" SOLID WHITE LINE

SEC. 9-T9N-R21W

SHEET QUANTITIES

- 150 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

TRAFFIC CONTROL PLAN

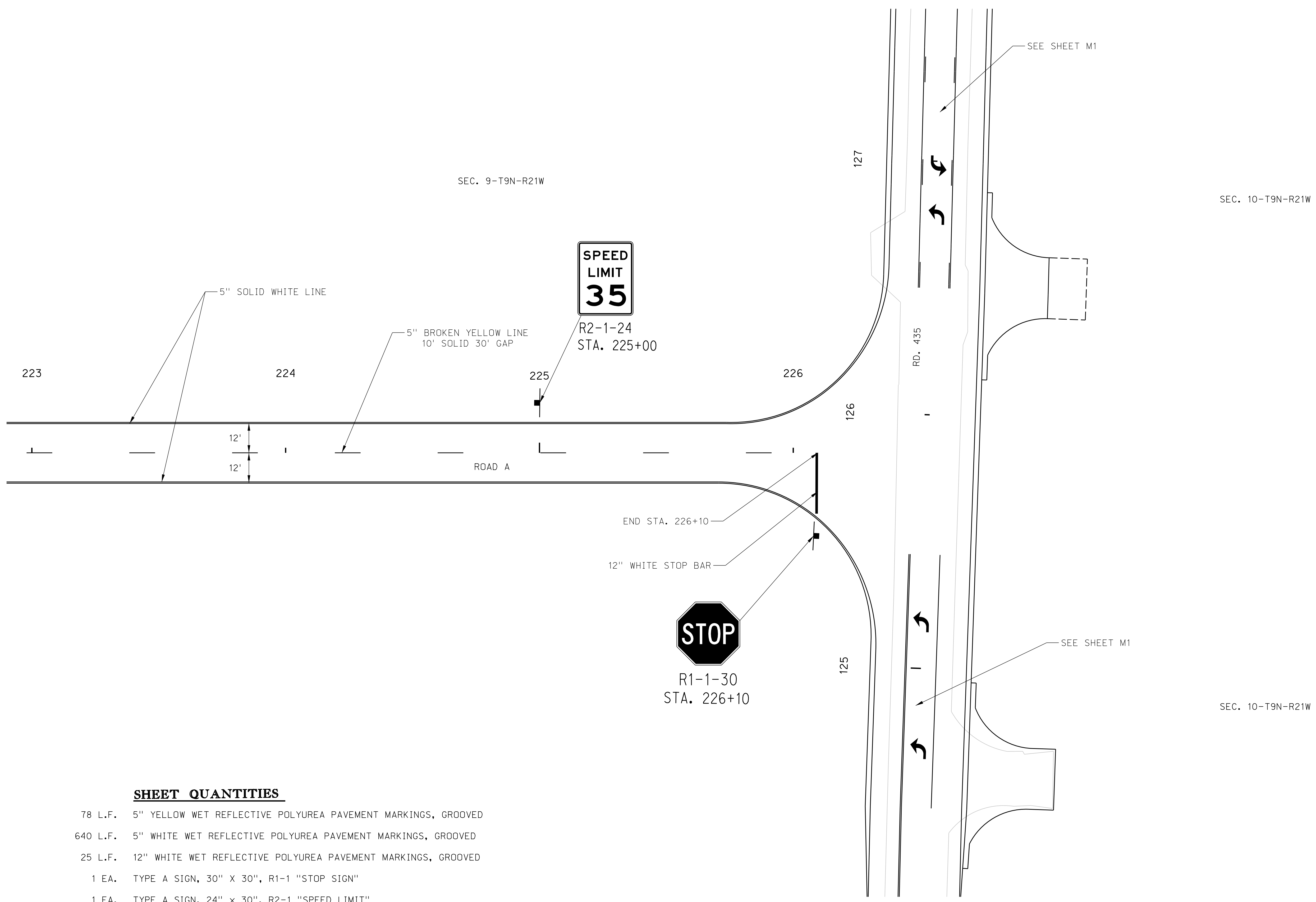
ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc1c16.dgn

ROAD A



SHEET QUANTITIES

- 78 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 640 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 25 L.F. 12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 30" X 30", R1-1 "STOP SIGN"
- 1 EA. TYPE A SIGN, 24" X 30", R2-1 "SPEED LIMIT"

ROADWAY DESIGN DIVISION

Computer: 336S3T3

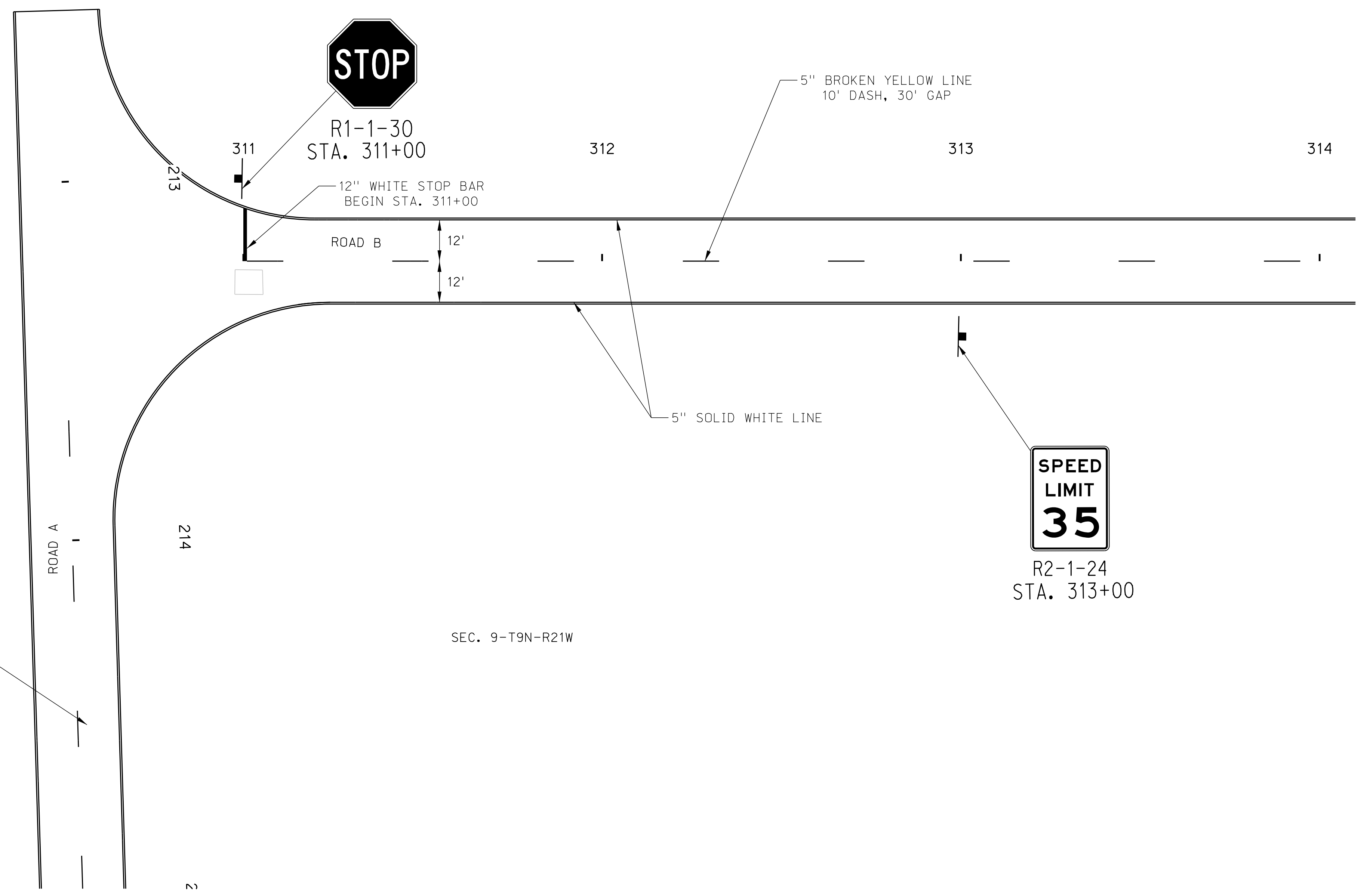
Date: 26-SEP-2023 21:11

File: 614570ctcl7.dgn

ROAD B



SEC. 9-T9N-R21W



SEE SHEET M15

SHEET QUANTITIES

- 75 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 650 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 15 L.F. 12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 30" X 30", R1-1 "STOP SIGN"
- 1 EA. TYPE A SIGN, 24" X 30", R2-1 "SPEED LIMIT"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION

Computer: 336S3T3

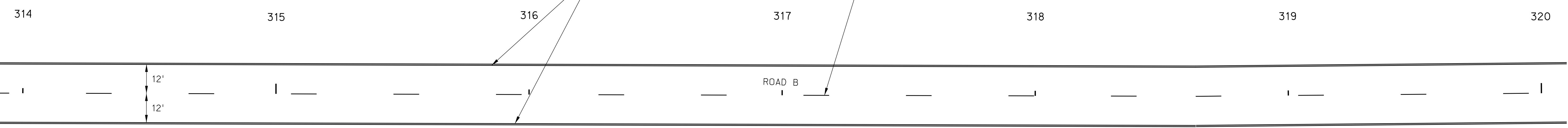
Date: 26-SEP-2023 21:11

File: 614570ctc18.dgn

ROAD B



SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

SHEET QUANTITIES

- 150 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION

Computer: 336S3T3

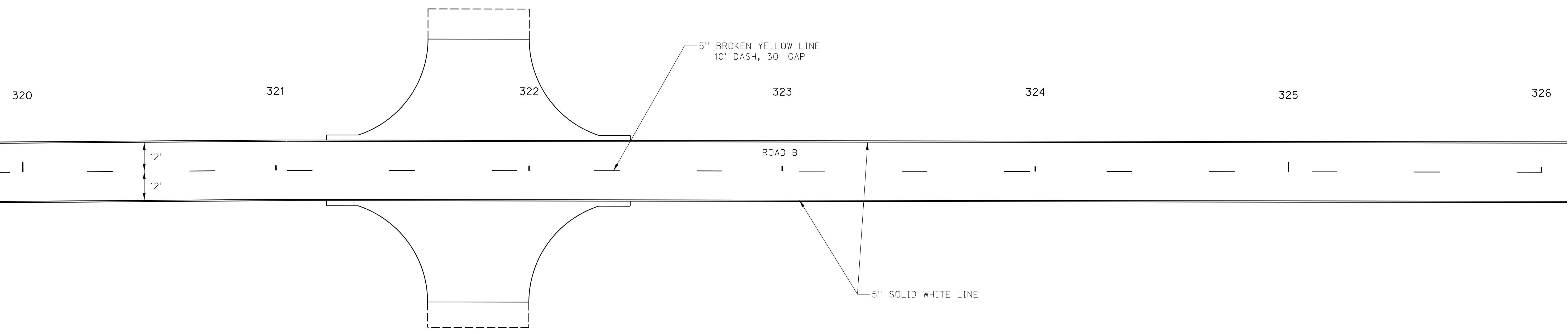
Date: 26-SEP-2023 21:11

File: 614570ctct19.dgn

ROAD B



SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

SHEET QUANTITIES

- 150 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

TRAFFIC CONTROL PLAN

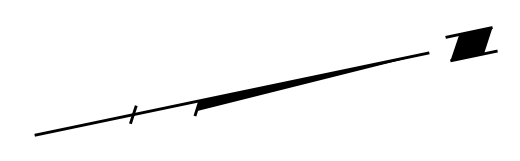
ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc20.dgn

ROAD B

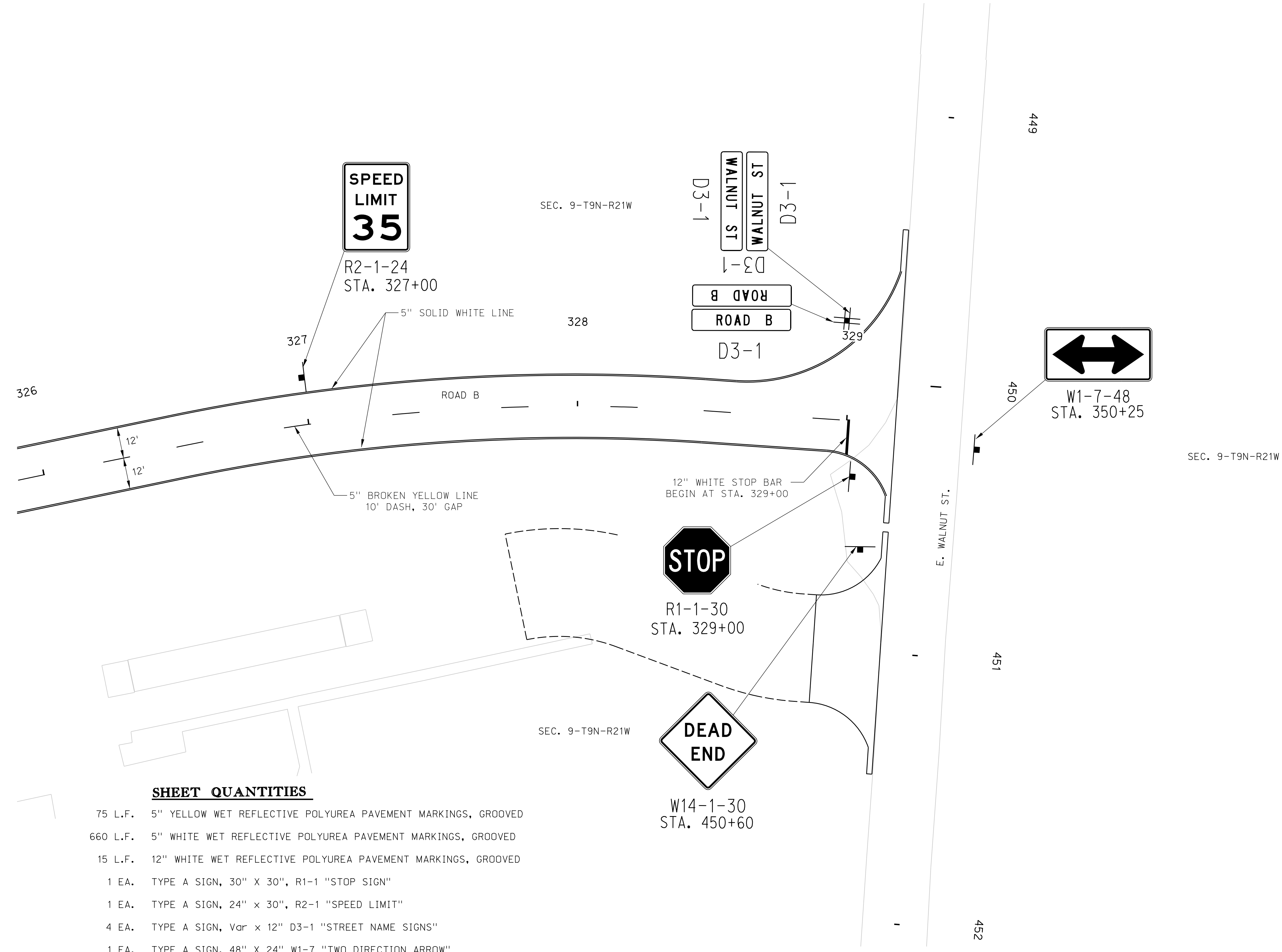


ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc21.dgn



SHEET QUANTITIES

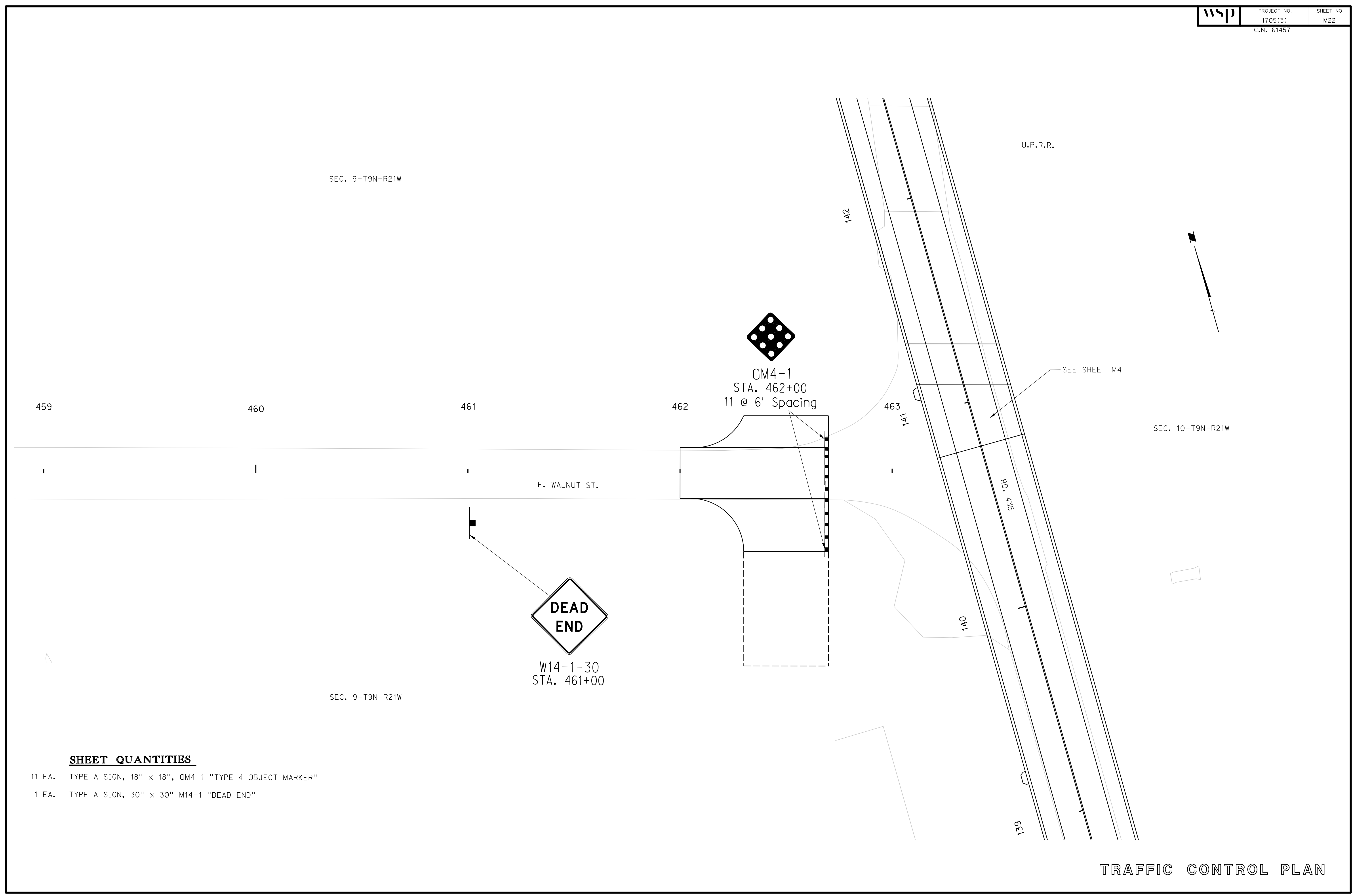
- 75 L.F. 5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 660 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 15 L.F. 12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN, 30" X 30", R1-1 "STOP SIGN"
- 1 EA. TYPE A SIGN, 24" X 30", R2-1 "SPEED LIMIT"
- 4 EA. TYPE A SIGN, Var X 12" D3-1 "STREET NAME SIGNS"
- 1 EA. TYPE A SIGN, 48" X 24" W1-7 "TWO DIRECTION ARROW"
- 1 EA. TYPE A SIGN, 30" X 30" W14-1 "DEAD END"

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

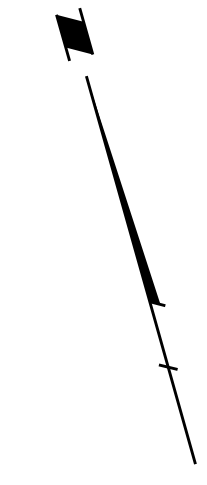
File: 614570ctc22.dgn



SHEET QUANTITIES

- 11 EA. TYPE A SIGN, 18" x 18", OM4-1 "TYPE 4 OBJECT MARKER"
- 1 EA. TYPE A SIGN, 30" x 30" M14-1 "DEAD END"

ROAD 436



ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:11

File: 614570ctc23.dgn



SHEET QUANTITIES

- 125 L.F. 6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
- 1 EA. TYPE A SIGN 30" X 24" M1-4 "U.S. ROUTE SIGN"
- 1 EA. TYPE A SIGN 21" X 15" M6-4 "2 HEAD ARROW"
- 7 EA. TYPE A SIGN 18" X 18" OM4-1 "TYPE 4 OBJECT MARKER"
- 1 EA. TYPE A SIGN 48" X 18" W1-6L "LEFT DIRECTION ARROW"
- 1 EA. TYPE A SIGN 48" X 18" W1-6R "RIGHT DIRECTION ARROW"
- 1 EA. TYPE A SIGN 48" X 30" R11-2 "ROAD CLOSED"
- 2 EA. TYPE A SIGN 30" X 30" W14-1 "DEAD END"
- 2 EA. TYPE III FIXED BARRICADE

TRAFFIC CONTROL PLAN

DETOUR PLAN FOR ROAD 435 CONSTRUCTION (FOR INFORMATION ONLY)

ROADWAY DESIGN DIVISION

① END M4-8B-24	② DETOUR M4-8-24	③ DETOUR M4-8-24	④ DETOUR M4-8-24	⑤ DETOUR M4-8-24
DETOUR M4-8-24	RD 435 W16-8P	NORTH M3-1-24	SOUTH M3-3-24	NORTH M3-1-24
RD 435 W16-8P	↑ M6-3-21	RD 435 W16-8P	RD 435 W16-8P	RD 435 W16-8P
	↑ M6-3-21	↑ M6-3-21	↑ M6-3-21	← M6-1L-21

⑥ DETOUR M4-8-24	⑦ DETOUR M4-8-24	⑧ DETOUR M4-8-24
SOUTH M3-3-24	SOUTH M3-3-24	NORTH M3-1-24
RD 435 W16-8P	RD 435 W16-8P	RD 435 W16-8P
← M6-1L-21	→ M6-1R-21	→ M6-1R-21

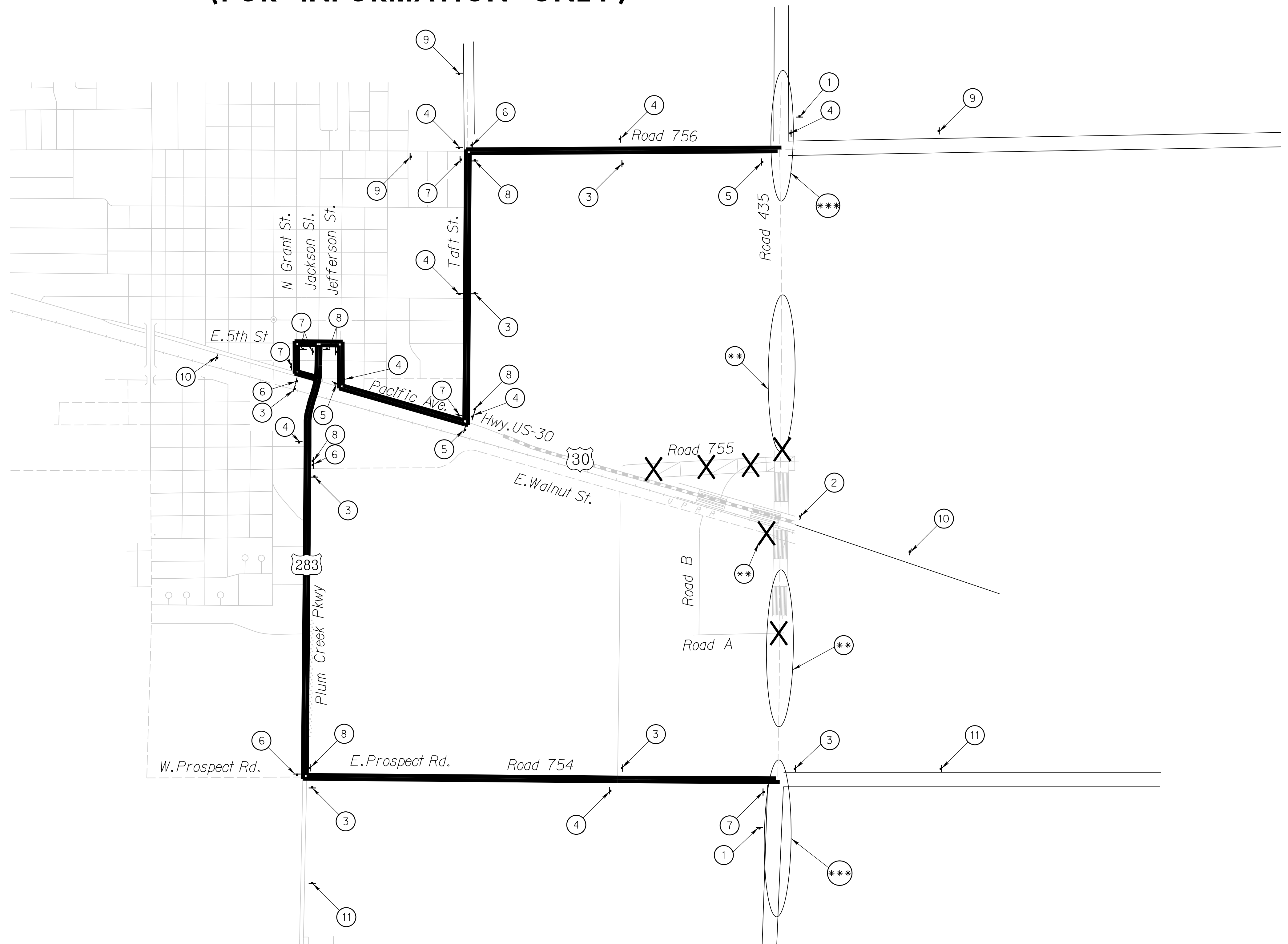
⑨ RD 435 CLOSED
SOUTH OF RD 755
FOLLOW DETOUR
SP-01
84" X 36"

⑩ RD 435 CLOSED
AT US-30
FOLLOW DETOUR
SP-02
72" X 36"

⑪ RD 435 CLOSED
NORTH OF RD 754
FOLLOW DETOUR
SP-03
84" X 36"

⊛ FULL ROADWAY CLOSURE WITH DETOUR FOR ROAD CLOSURE TRAFFIC CONTROL SEE PLAN 923 & 924

⊛⊛ ROAD CLOSED TO THROUGH TRAFFIC WITH DETOUR FOR ROAD CLOSURE TRAFFIC CONTROL SEE PLAN 923 & 924



— DETOUR ROUTE
X CLOSURE

NOTE:
TEMPORARILY COVER CONFLICTING SIGNS AND ROUTE MARKERS ALONG DETOUR ROUTE.

SHEET QUANTITIES

- 37 EA. TYPE A SIGN, 24" x 12", M4-8-24 "DETOUR"
- 2 EA. TYPE A SIGN, 24" x 18", M4-8B-24 "END"
- 37 EA. TYPE A SIGN, Var x 8", W16-8P "RD 435"
- 16 EA. TYPE A SIGN, 24" x 12", M3-1-24 "NORTH"
- 16 EA. TYPE A SIGN, 24" x 12", M3-3-24 "SOUTH"
- 8 EA. TYPE A SIGN, 21" x 15", M6-3-21 "DIRECTIONAL ARROW (STRAIGHT)"
- 7 EA. TYPE A SIGN, 21" x 15", M6-1L-21 "DIRECTIONAL ARROW (LEFT)"
- 12 EA. TYPE A SIGN, 21" x 15", M6-1R-21 "DIRECTIONAL ARROW (RIGHT)"
- 3 EA. TYPE A SIGN, 84 X 36, "SP-01" (RD 435 SB DETOUR SIGN)
- 2 EA. TYPE A SIGN, 72 X 36, "SP-02" (RD 435 DETOUR SIGN)
- 2 EA. TYPE A SIGN, 84 X 36, "SP-03" (RD 435 SB DETOUR SIGN)

Computer: 336CS3T3

Date: 26-SEP-2023 21:13

File: 614570ctc24.dgn

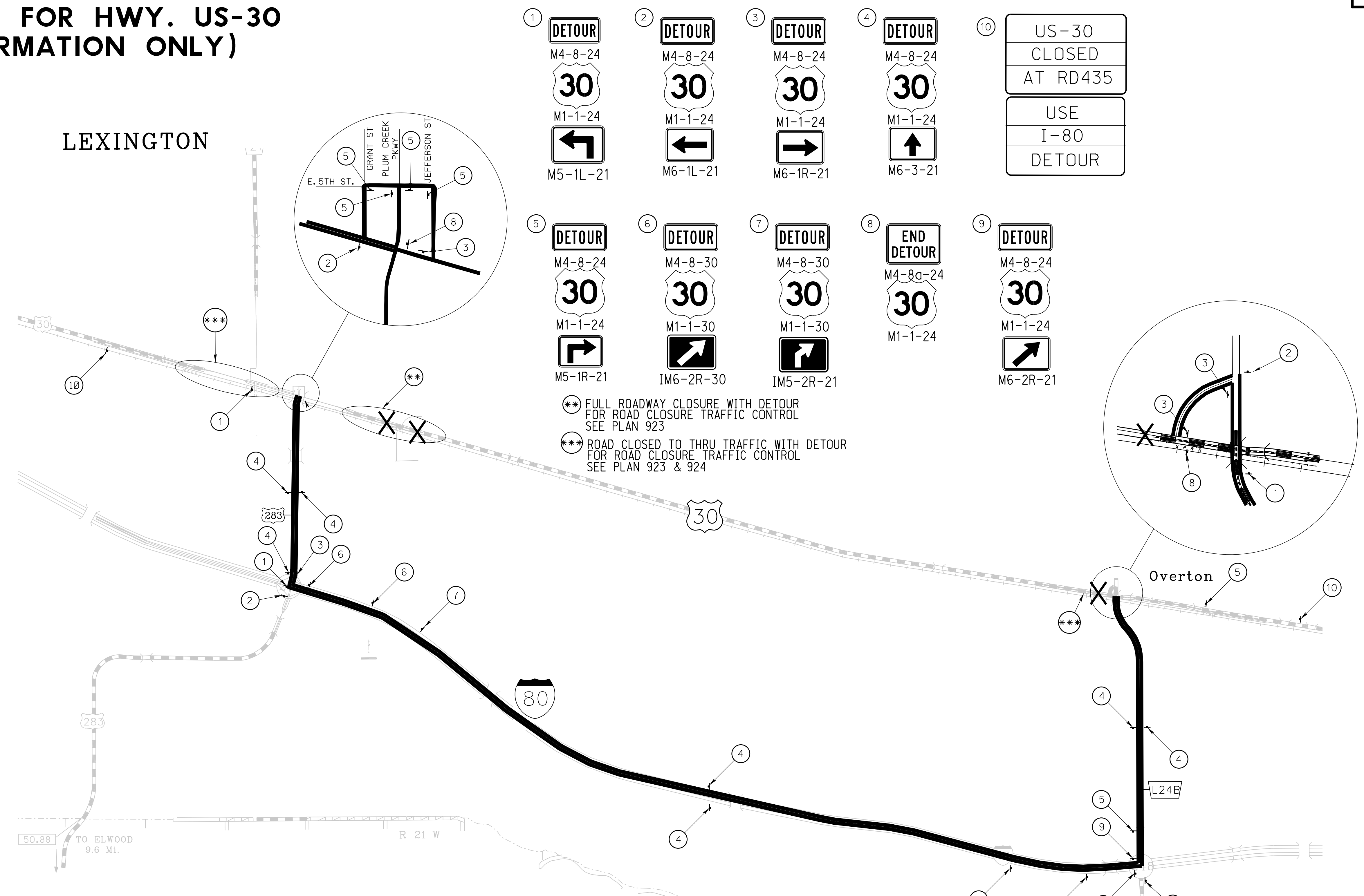
DETOUR PLAN FOR HWY. US-30 (FOR INFORMATION ONLY)

ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:14

File: 614570ctc25.dgn



- 1 DETOUR M4-8-24
30 M1-1-24
M5-1L-21
- 2 DETOUR M4-8-24
30 M1-1-24
M6-1L-21
- 3 DETOUR M4-8-24
30 M1-1-24
M6-1R-21
- 4 DETOUR M4-8-24
30 M1-1-24
M6-3-21
- 10 US-30
CLOSED
AT RD435
USE
I-80
DETOUR
- 5 DETOUR M4-8-24
30 M1-1-24
M5-1R-21
- 6 DETOUR M4-8-30
30 M1-1-30
IM6-2R-30
- 7 DETOUR M4-8-30
30 M1-1-30
IM5-2R-21
- 8 END
DETOUR M4-8a-24
30 M1-1-24
M6-2R-21
- 9 DETOUR M4-8-24
30 M1-1-24
M6-2R-21









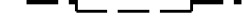


** FULL ROADWAY CLOSURE WITH DETOUR FOR ROAD CLOSURE TRAFFIC CONTROL SEE PLAN 923
*** ROAD CLOSED TO THRU TRAFFIC WITH DETOUR FOR ROAD CLOSURE TRAFFIC CONTROL SEE PLAN 923 & 924

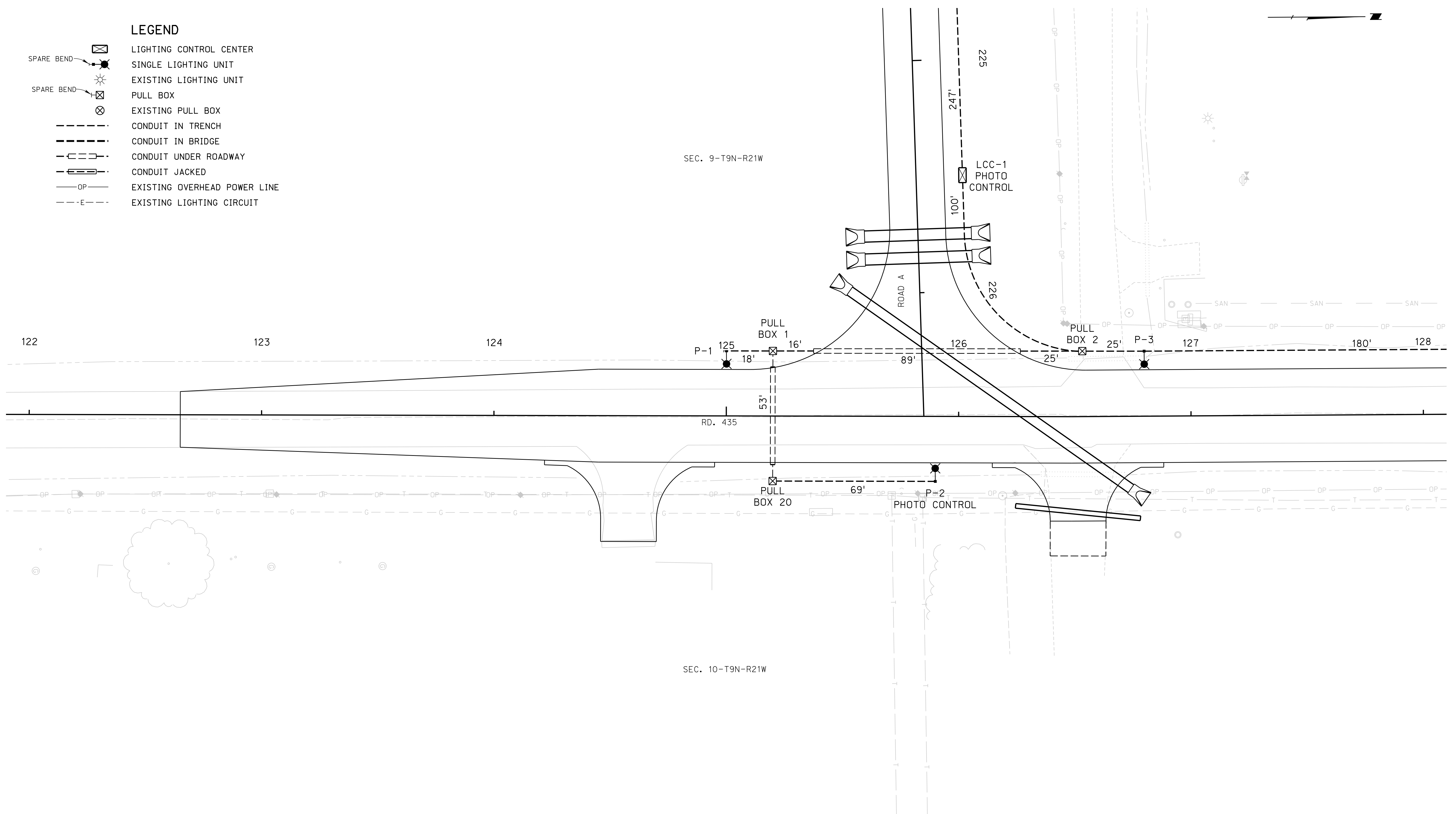
SHEET QUANTITIES

25 EA. TYPE A SIGN, 24" x 12", M4-8-24 "DETOUR"	3 EA. TYPE A SIGN, 21" X 15", M5-1L-21 "DIRECTIONAL ARROW"
2 EA. TYPE A SIGN, 24" X 18", M4-8a-24 "END DETOUR"	2 EA. TYPE A SIGN, 30" X 21", IM5-2R-21 "DIRECTIONAL ARROW"
6 EA. TYPE A SIGN, 30" x 12", M4-8-30 "DETOUR"	1 EA. TYPE A SIGN, 21" X 15", M6-2R-21 "DIRECTIONAL ARROW"
27 EA. TYPE A SIGN, 24" X 24" M1-1-24 "INTERSTATE ROUTE SIGN"	7 EA. TYPE A SIGN, 21" X 15", M6-3-21 "STRAIGHT DIRECTIONAL ARROW"
6 EA. TYPE A SIGN, 30" X 30" M1-1-30 "INTERSTATE ROUTE SIGN"	4 EA. TYPE A SIGN, 21" X 15", M6-1L-21 "DIRECTIONAL ARROW"
4 EA. TYPE A SIGN, 21" X 15", M6-1R-21 "DIRECTIONAL ARROW"	6 EA. TYPE A SIGN, 21" X 15", M5-1R-21 "DIRECTIONAL ARROW"
4 EA. TYPE A SIGN, 30" X 21", IM6-2R-30 "DIRECTIONAL ARROW"	2 EA. PORTABLE DYNAMIC MESSAGE BOARDS

DETOUR ROUTE
X CLOSURE

ROAD 435

- LEGEND**
-  LIGHTING CONTROL CENTER
 -  SINGLE LIGHTING UNIT
 -  EXISTING LIGHTING UNIT
 -  PULL BOX
 -  EXISTING PULL BOX
 -  CONDUIT IN TRENCH
 -  CONDUIT IN BRIDGE
 -  CONDUIT UNDER ROADWAY
 -  CONDUIT JACKED
 -  EXISTING OVERHEAD POWER LINE
 -  EXISTING LIGHTING CIRCUIT



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

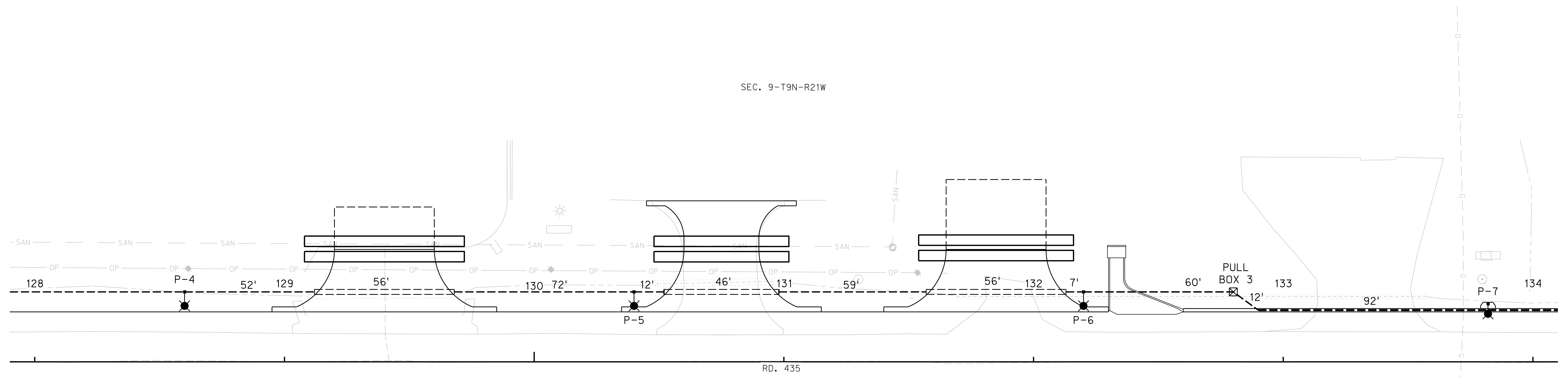
Date: 26-SEP-2023 21:14

File: 614570c101.dgn

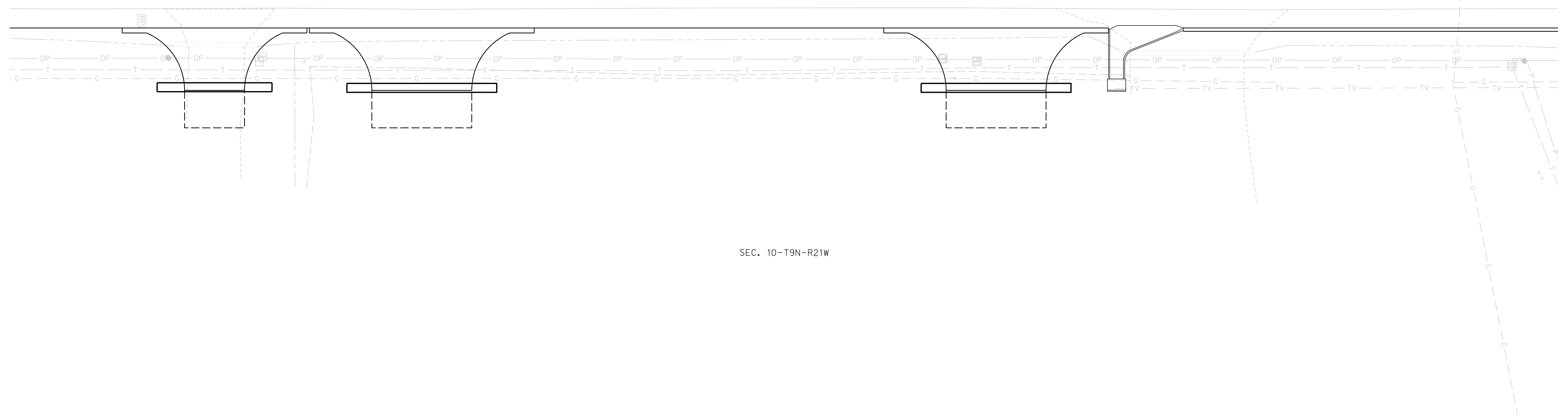
ROAD 435



SEC. 9-T9N-R21W



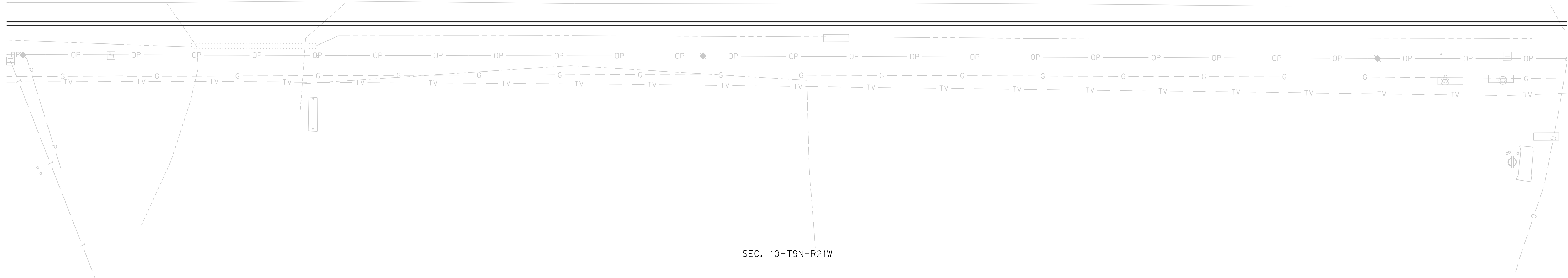
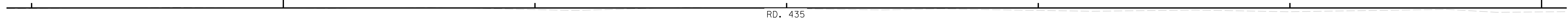
SEC. 10-T9N-R21W



ROAD 435

SEC. 9-T9N-R21W

SEC. 10-T9N-R21W



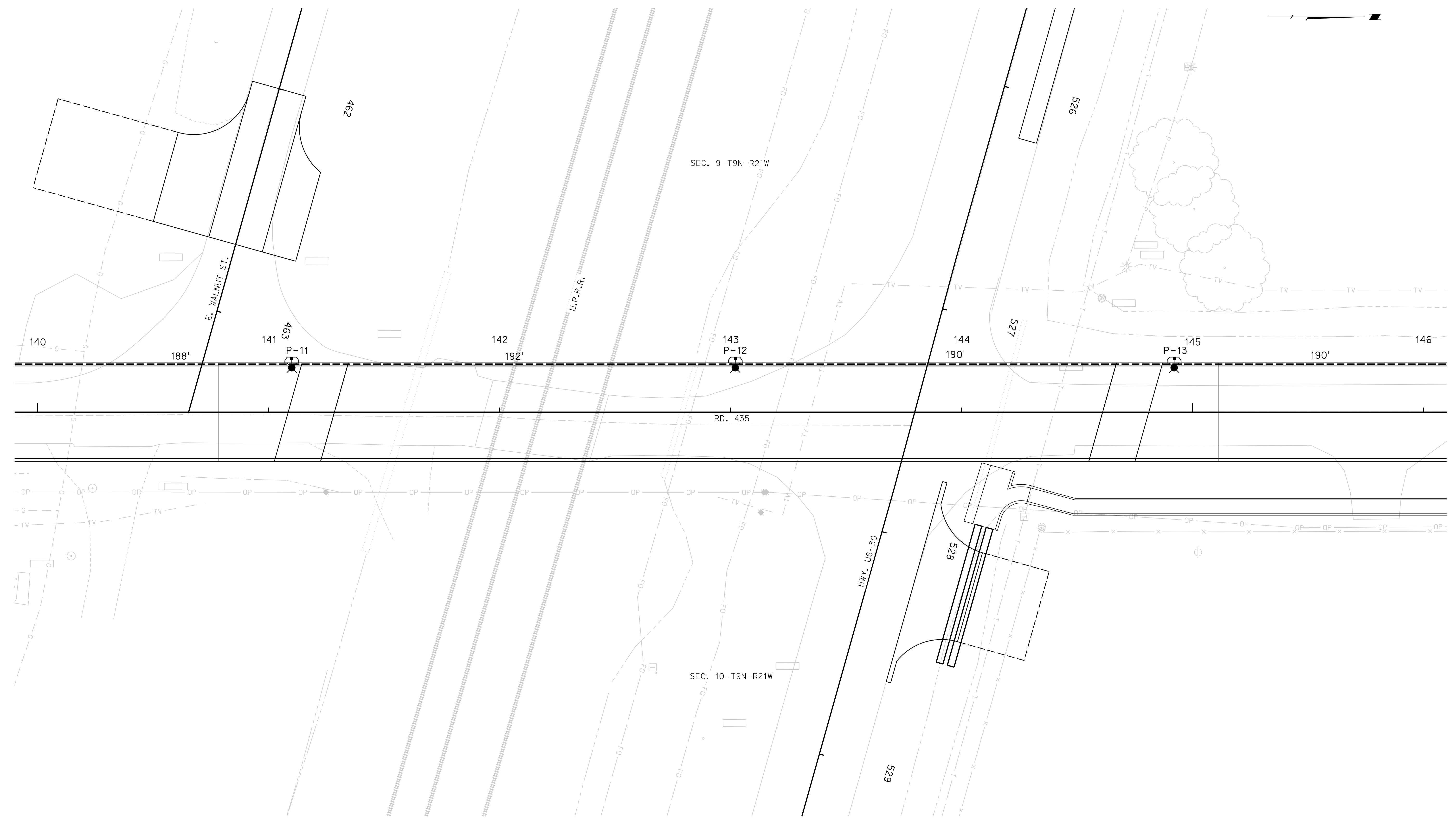
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:14

File: 614570c03.dgn

ROAD 435



ROADWAY DESIGN DIVISION

Computer: 336S3T3

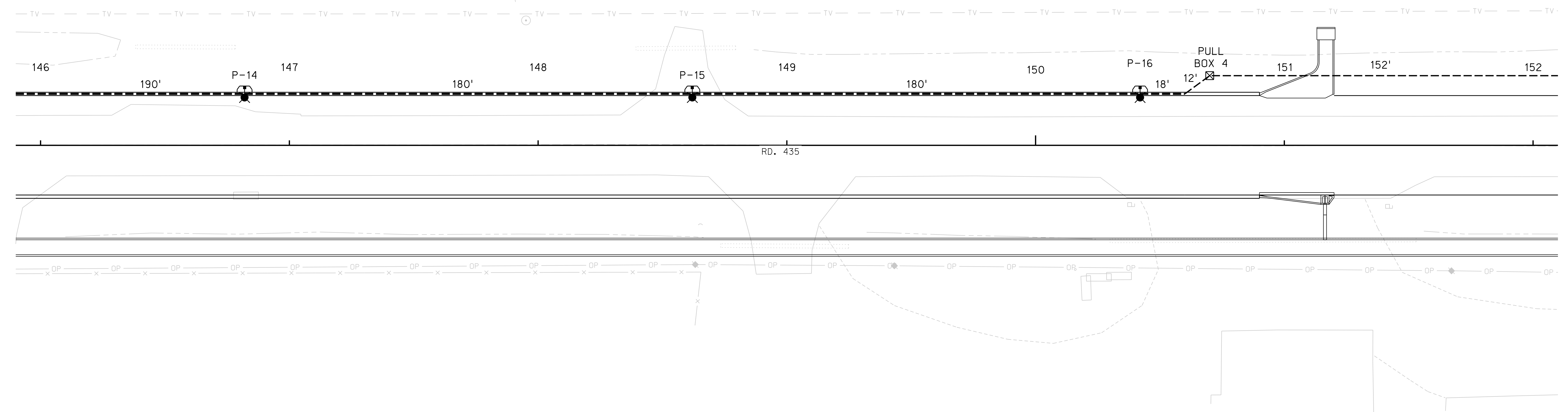
Date: 26-SEP-2023 21:14

File: 614570c104.dgn

ROAD 435



SEC. 9-T9N-R21W



SEC. 10-T9N-R21W

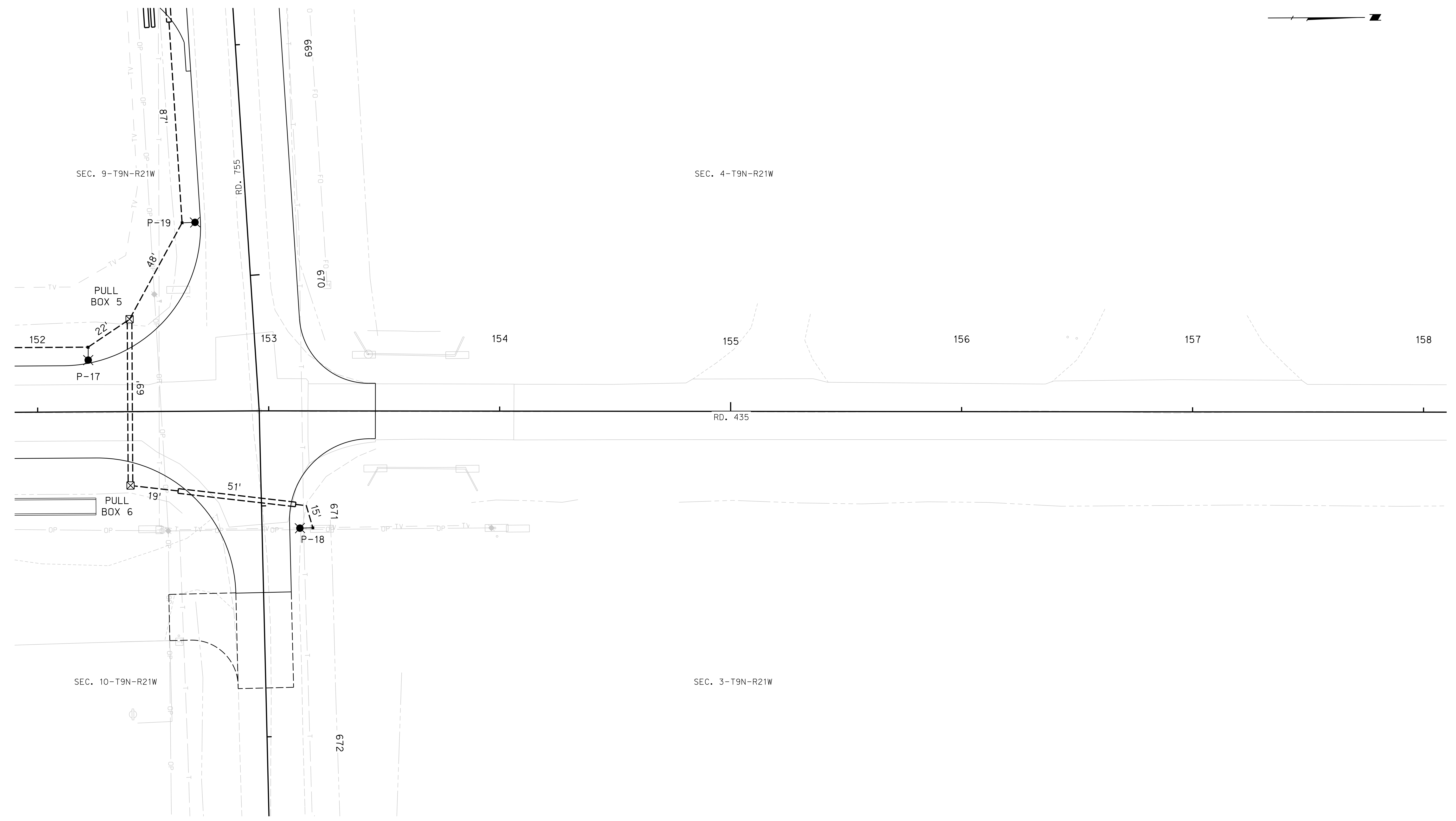
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:14

File: 614570c105.dgn

ROAD 435



ROADWAY DESIGN DIVISION

Computer: 336CS3T3

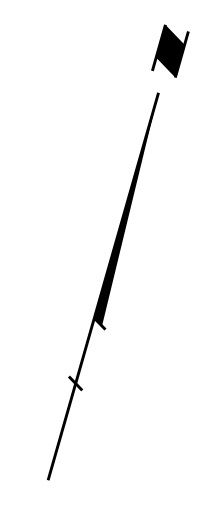
Date: 26-SEP-2023 21:15

File: 614570c106.dgn

ROAD 755

SEC. 4-T9N-R21W

SEC. 9-T9N-R21W

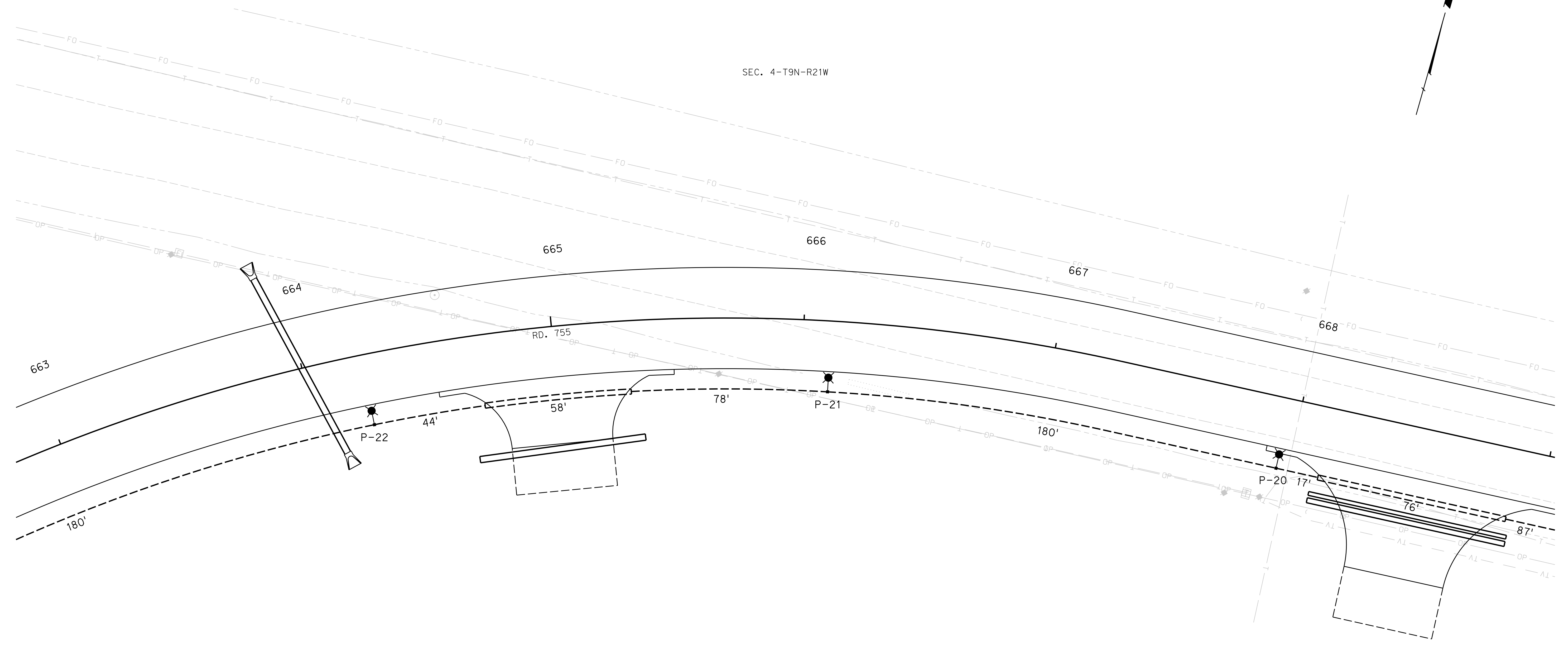


ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:15

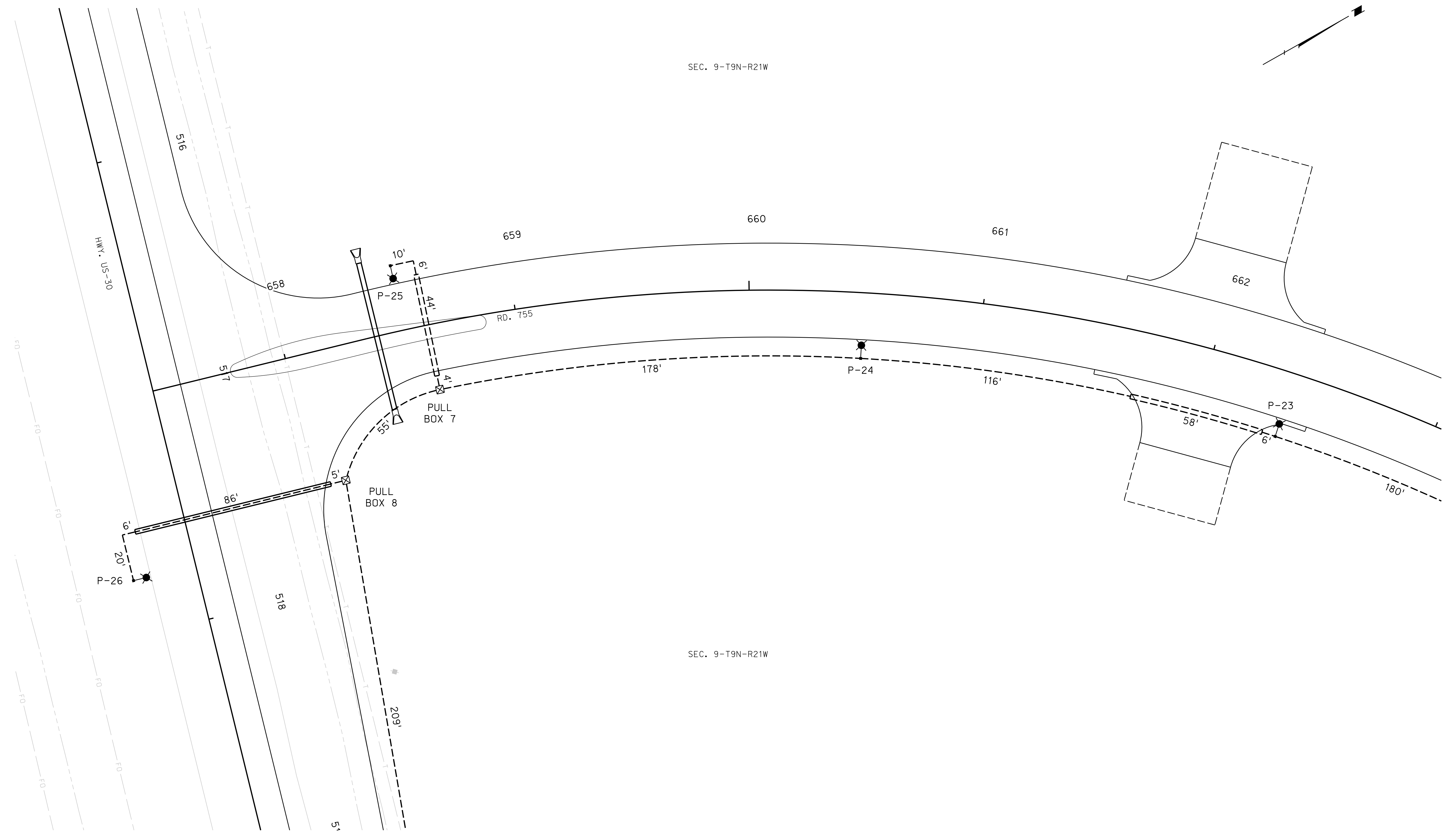
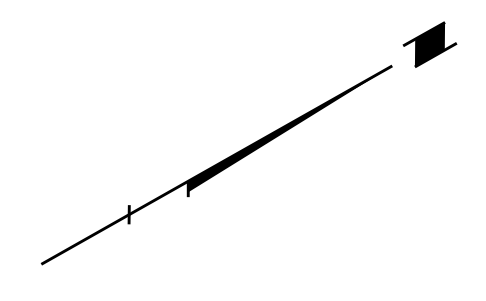
File: 614570c107.dgn



ROAD 755

SEC. 9-T9N-R21W

SEC. 9-T9N-R21W



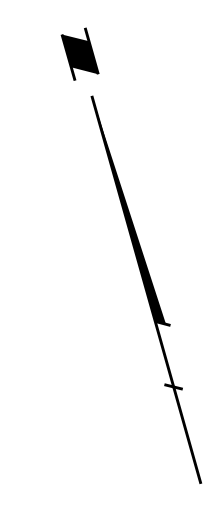
ROADWAY DESIGN DIVISION

Computer: 336S3T3

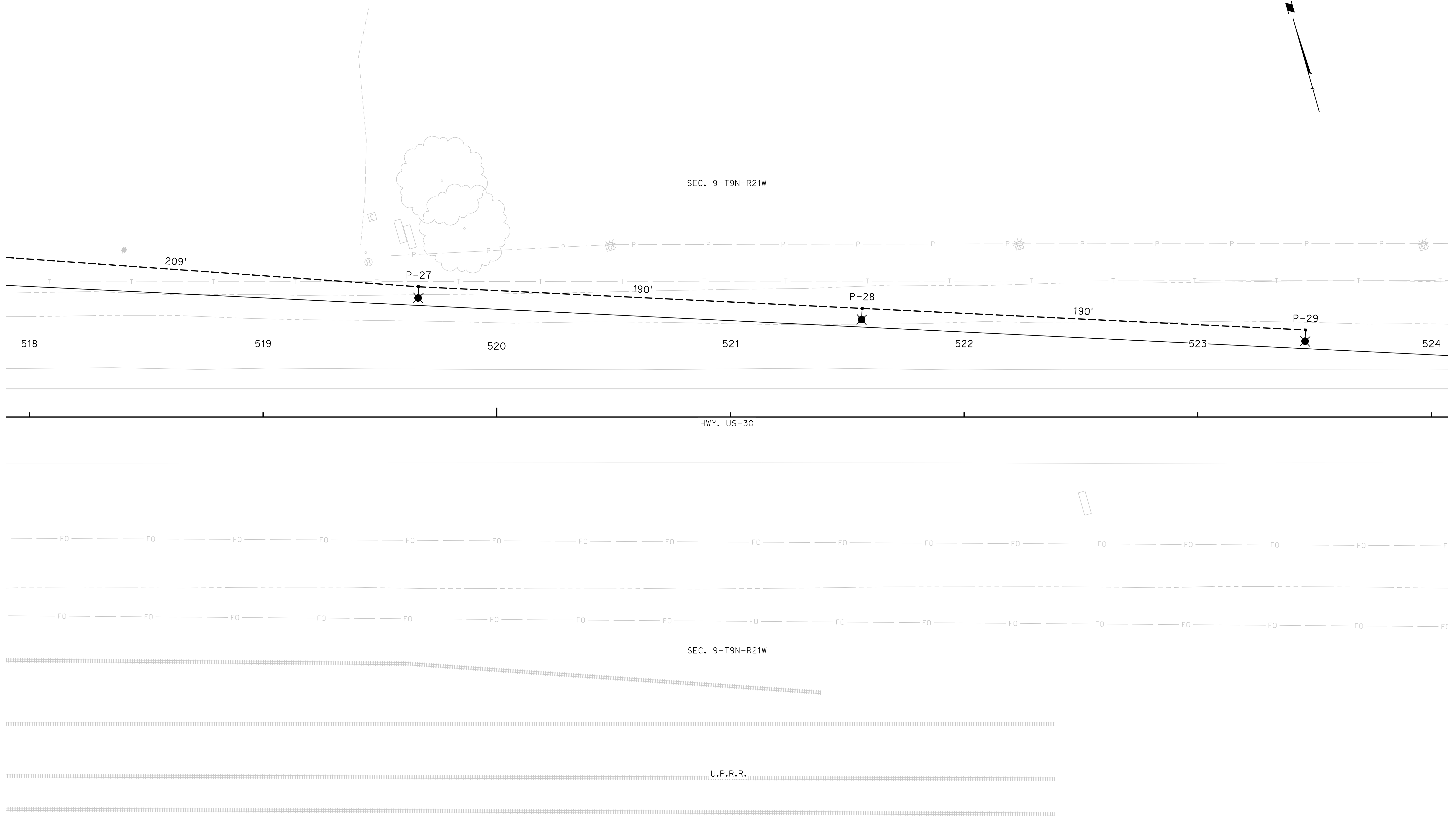
Date: 26-SEP-2023 21:15

File: 614570c108.dgn

HIGHWAY US-30



SEC. 9-T9N-R21W



ROADWAY DESIGN DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:15

File: 614570c109.dgn

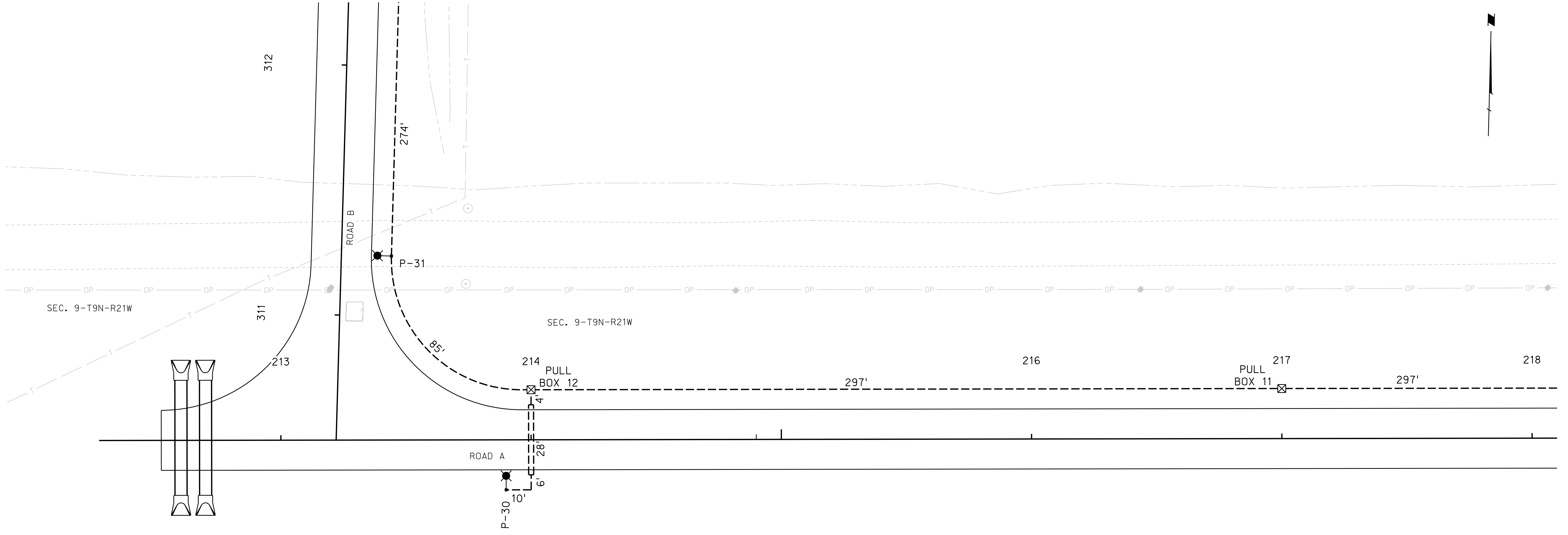
ROAD A

ROADWAY DESIGN DIVISION

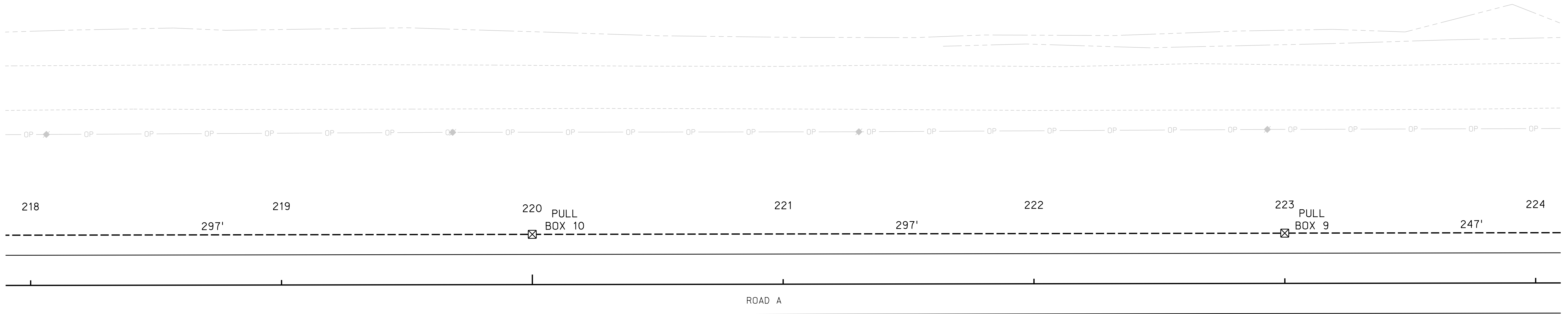
Computer: 336S3T3

Date: 26-SEP-2023 21:15

File: 614570c10.dgn



ROAD A



ROADWAY DESIGN DIVISION

Computer: 33653T3

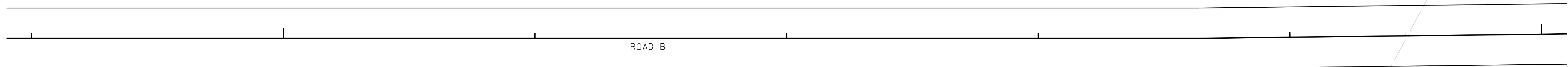
Date: 26-SEP-2023 21:15

File: 614570c11.dgn

ROAD B



314 315 316 317 318 319 320



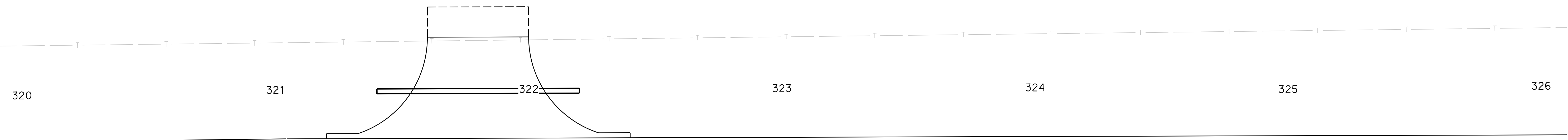
ROADWAY DESIGN DIVISION

Computer: 336S3T3

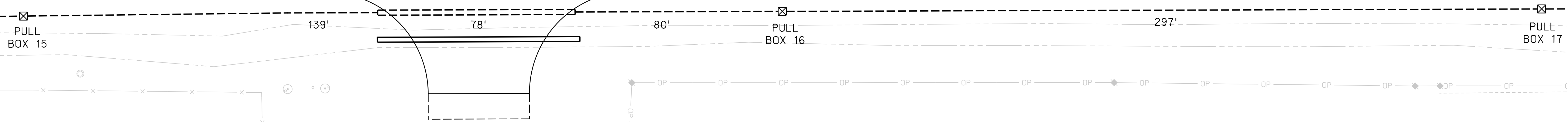
Date: 26-SEP-2023 21:15

File: 614570c112.dgn

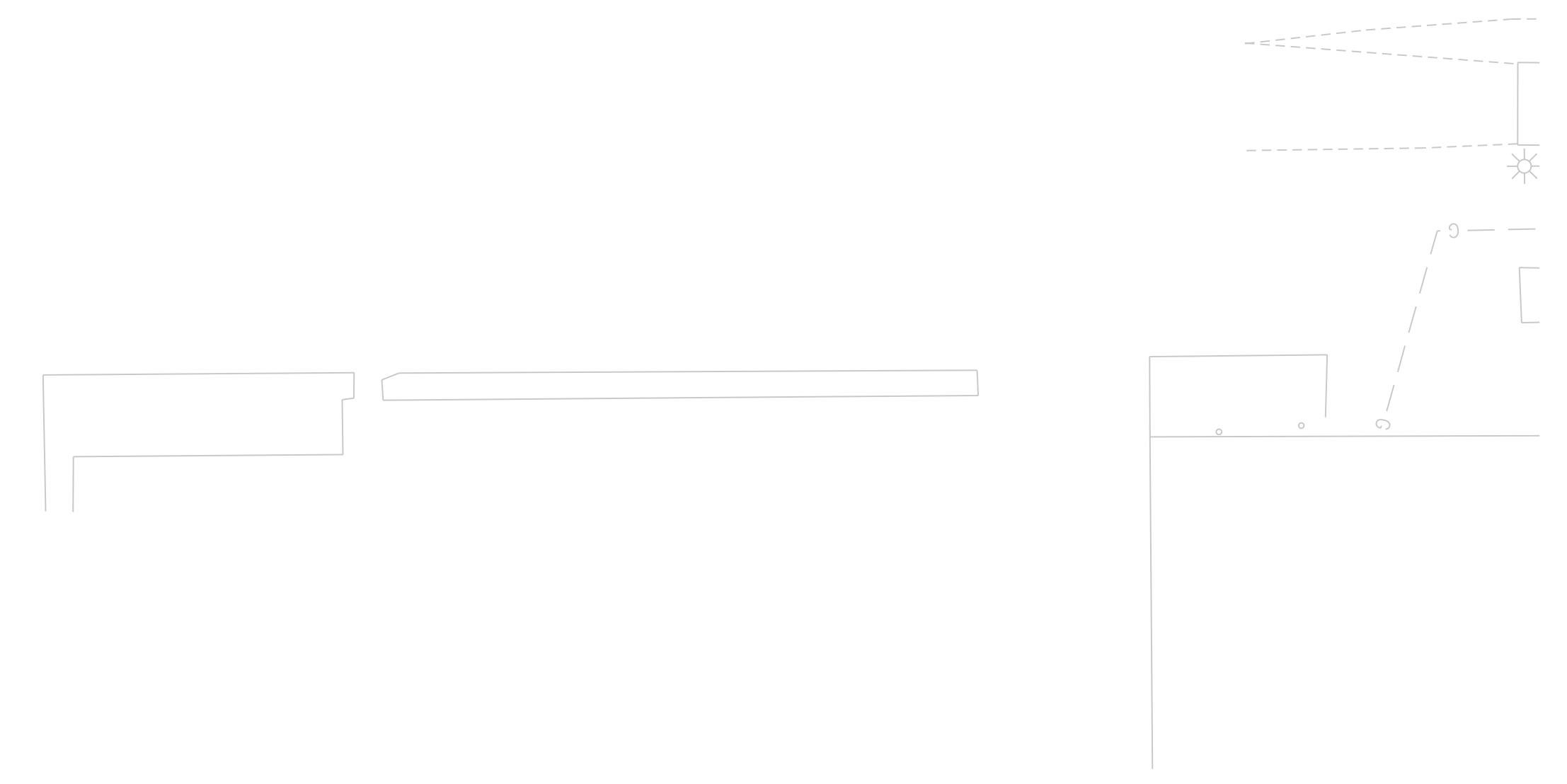
ROAD B



ROAD B



SEC. 10-T9N-R21W



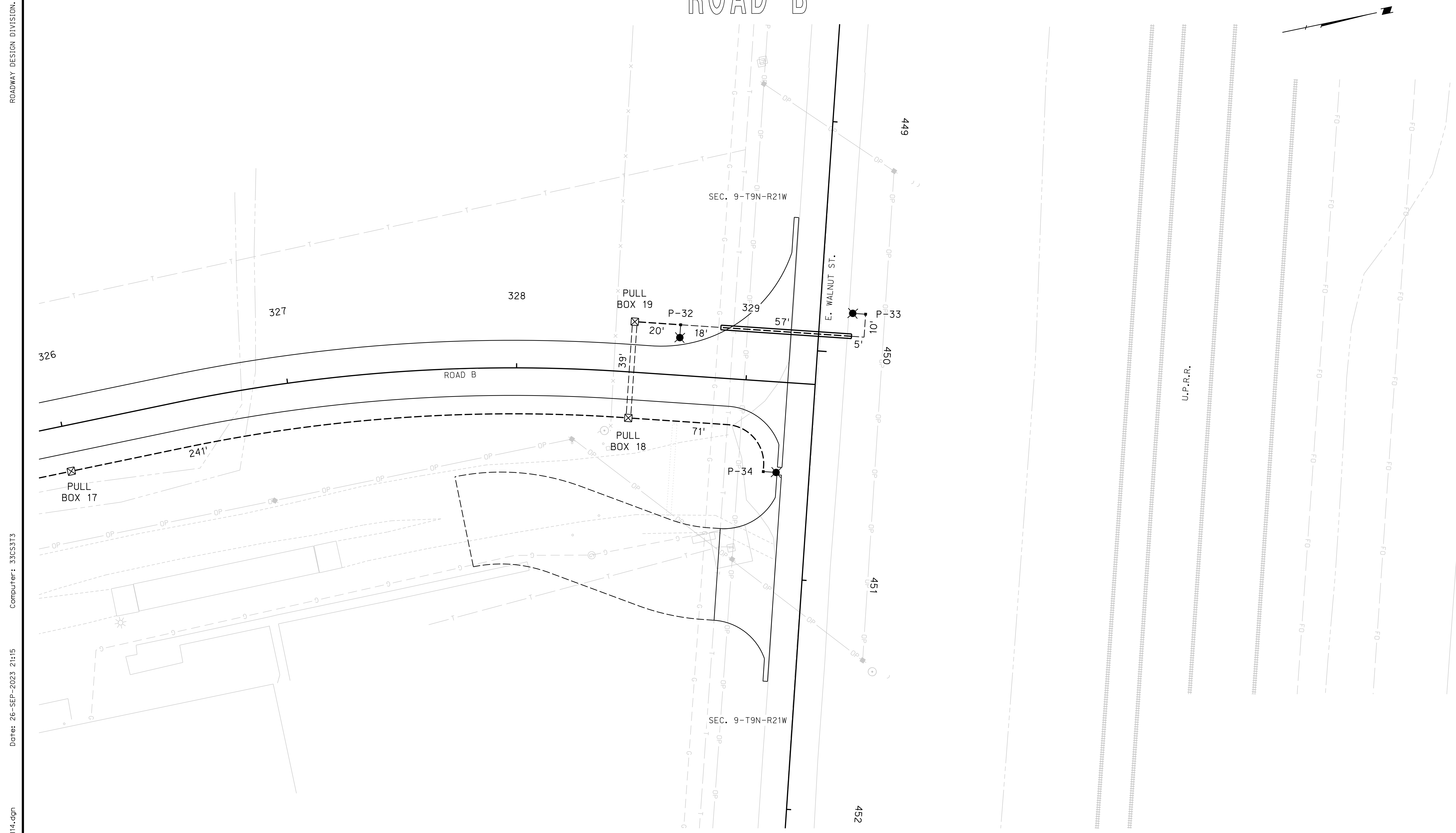
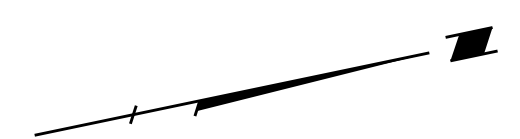
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570c13.dgn

ROAD B



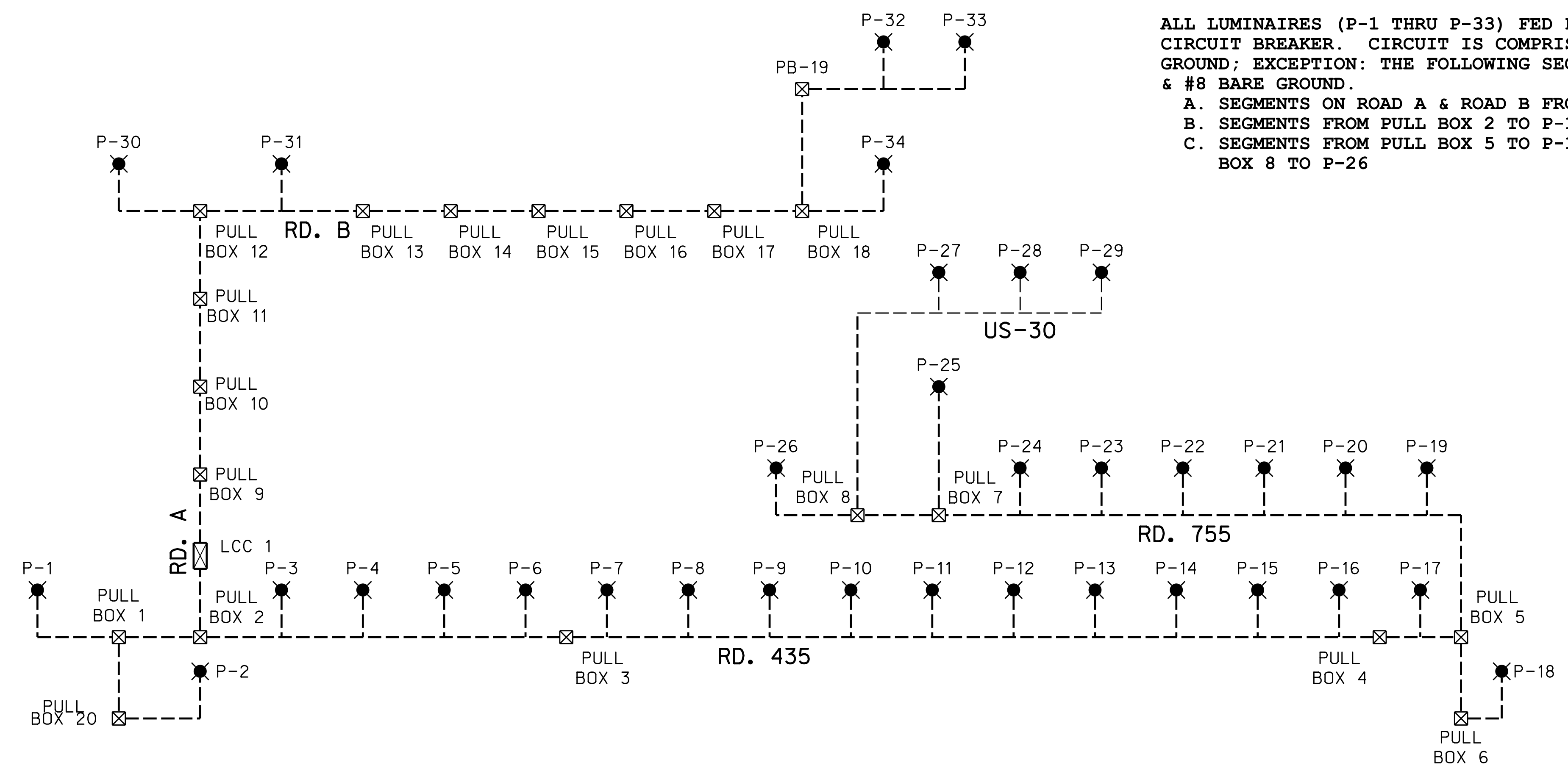
File: 614570c14.dgn Date: 26-SEP-2023 21:15 Computer: 336S3T3 ROADWAY DESIGN DIVISION

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570c1i5.dgn



ALL LUMINAIRES (P-1 THRU P-33) FED FROM A SINGLE 30-AMP, 2-POLE CIRCUIT BREAKER. CIRCUIT IS COMPRISED OF (2) 1/C #2 USE & #4 BARE GROUND; EXCEPTION: THE FOLLOWING SEGMENTS SHALL BE (2) 1/C #6 USE & #8 BARE GROUND.

- A. SEGMENTS ON ROAD A & ROAD B FROM LCC-1 TO P-33 AND P-34
- B. SEGMENTS FROM PULL BOX 2 TO P-1 AND P-2
- C. SEGMENTS FROM PULL BOX 5 TO P-18; PULL BOX 7 TO P-25; AND PULL BOX 8 TO P-26

LIGHTING CONTROL CENTER
CIRCUIT DIAGRAM

ROADWAY DESIGN DIVISION

LIGHTING UNIT SCHEDULE				
UNIT NO.	STATION	TYPE	"W"	REMARKS
P-1	125+00, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-2	125+90, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-3	126+80, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-4	128+60, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-5	130+40, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-6	132+20, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-7	133+82, 22.7' LT.	SL-S-40-4-LED25	--	--
P-8	135+62, 22.7' LT.	SL-S-40-4-LED25	--	--
P-9	137+42, 22.7' LT.	SL-S-40-4-LED25	--	--
P-10	139+22, 22.7' LT.	SL-S-40-4-LED25	--	--
P-11	141+10, 22.7' LT.	SL-S-40-4-LED25	--	--
P-12	143+02, 22.7' LT.	SL-S-40-4-LED25	--	--
P-13	144+92, 22.7' LT.	SL-S-40-4-LED25	--	--
P-14	146+82, 22.7' LT.	SL-S-40-4-LED25	--	--
P-15	148+62, 22.7' LT.	SL-S-40-4-LED25	--	--
P-16	150+42, 22.7' LT.	SL-S-40-4-LED25	--	--
P-17	152+22, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-18	153+19, 50.6' RT.	SL-BT-40-12-LED	10.0	--
P-19	669+75, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-20	667+95, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-21	666+11, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-22	664+24, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-23	662+36, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-24	660+49, 28.0' RT.	SL-BT-40-12-LED	10.0	--
P-25	658+52, 28.0' LT.	SL-BT-40-12-LED	10.0	--
P-26	517+76, 27.2' RT.	SL-BT-40-12-LED	10.0	--
P-27	519+67, 55.7' LT.	SL-BT-40-12-LED	10.0	--
P-28	521+56, 46.5' LT.	SL-BT-40-12-LED	10.0	--
P-29	523+46, 37.2' LT.	SL-BT-40-12-LED	10.0	--
P-31	213+90, 20.0' RT.	SL-BT-40-12-LED	10.0	--
P-32	328+70, 22.0' LT.	SL-BT-40-12-LED	10.0	--
P-33	449+83, 20.0' LT.	SL-BT-40-12-LED	10.0	--
P-34	450+54, 20.0' RT.	SL-BT-40-12-LED	10.0	--

LED LUMINAIRE REQUIREMENTS		
UNIT NO.	LUMINAIRE TYPE	SPECIFICATION AND PERFORMANCE CRITERIA
All	LED**	16000 LM, IES TYPE II; SEE ALSO LED ROADWAY LUMINAIRE SPECIAL PROVISION

PULL BOX SCHEDULE			
UNIT NO.	STATION	TYPE	REMARKS
PULL BOX 1	125+20, 28.0' LT.	TYPE PB-2	--
PULL BOX 2	126+53, 28.2' LT.	TYPE PB-2	--
PULL BOX 3	132+80, 28.0' LT.	TYPE PB-2	SEE NOTE 1
PULL BOX 4	150+70, 28.0' LT.	TYPE PB-2	SEE NOTE 1
PULL BOX 5	152+40, 40.0' LT.	TYPE PB-2	--
PULL BOX 6	152+40, 32.0' RT.	TYPE PB-1	--
PULL BOX 7	658+62, 28.0' RT.	TYPE PB-1	--
PULL BOX 8	517+56, 70.7' LT.	TYPE PB-1	--
PULL BOX 9	223+00, 20.0' LT.	TYPE PB-1	--
PULL BOX 10	220+00, 20.0' LT.	TYPE PB-1	--
PULL BOX 11	217+00, 20.0' LT.	TYPE PB-1	--
PULL BOX 12	214+00, 20.0' LT.	TYPE PB-1	--
PULL BOX 13	314+00, 20.0' RT.	TYPE PB-1	--
PULL BOX 14	317+00, 20.0' RT.	TYPE PB-1	--
PULL BOX 15	320+00, 20.0' RT.	TYPE PB-1	--
PULL BOX 16	323+00, 20.0' RT.	TYPE PB-1	--
PULL BOX 17	326+00, 20.0' RT.	TYPE PB-1	--
PULL BOX 18	328+50, 20.0' RT.	TYPE PB-1	--
PULL BOX 19	328+50, 22.0' LT.	TYPE PB-1	--
PULL BOX 20	125+20, 28.0' RT.	TYPE PB-1	--

NOTE 1: PAY ITEM FOR THIS PULL BOX ALSO INCLUDES EARTHING OF THE EQUIPMENT GROUNDING WIRE; PROVIDE 3/4" X 10FT COPPER CLAD STEEL GROUND ROD AND #6 AWG BARE COPPER ELECTRODE CONDUCTOR AT EACH BOX INDICATED.

ELECTRICAL SERVICE SCHEDULE						
UNIT NO.	STATION	TYPE	VOLTAGE	BREAKER	RELAY	SERVICE FEEDER
LCC-1	225+50, 20.0' LT.	TYPE R-3	240 VOLT-2 WIRE	60AMPS	60AMPS	(3) #6 AWG & #8 GND

Computer: 336C3T3

Date: 26-SEP-2023 21:15

File: 614570c16.dgn

ROADWAY DESIGN DIVISION

GENERAL NOTES:

1. A 72 HOUR BURN IS NOT REQUIRED ON INSTALLATIONS USING LED LUMINAIRES.
2. FOR PULL BOX DETAILS, SEE STANDARD PLAN 914. ALL PULL BOXES WITH METAL FRAME AND LID SHALL BE GROUNDED, UNLESS INDICATED OTHERWISE.
3. ALL CONNECTIONS IN PULL BOXES WILL BE MADE USING SUBMERSIBLE SECONDARY CONNECTORS MEETING ANSI C119.1 REQUIREMENTS.
4. ELECTRICAL CONNECTIONS IN POLE OR TRANSFORMER BASE SHALL BE MADE USING U.L. APPROVED, MULTI-CABLE, DUAL RATED, MECHANICAL CONNECTOR BLOCKS WITH ALLEN HEAD SET SCREWS, THE CONNECTOR BLOCK SHALL BE COMPLETELY ENCASED IN A SILICONE GEL OR FULLY SURROUNDED BY A MOLDED INSULATING COVER. CONNECTORS SHALL BE RATED 600 VOLTS. COMPRESSION TAPS AND TAPING WILL NOT BE ALLOWED.

THE CONNECTOR BLOCK MUST CONTAIN THE CORRECT NUMBER OF CABLE ENTRANCES TO ALLOW ONE CONDUCTOR PER WIRE HOLE AND MUST BE RATED FOR THE SIZE(S) AND TYPE(S) OF CABLE BEING USED. ANTIOXIDANT COMPOUND SHALL BE USED AND PROPER PROCEDURES FOLLOWED.

THE ELECTRICAL CONNECTION, WHEN COMPLETE, SHALL BE FULLY INSULATED TO PREVENT ACCIDENTAL CONTACT WITH LIVE COMPONENTS.
5. AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE BONDED:
 - (A) TO ALL POLES OR TRANSFORMER BREAKAWAY BASES.
 - (B) AT ALL CONTROL CENTER SERVICE LOCATIONS.
 - (C) TO ALL METALLIC NONCURRENT CARRYING COMPONENTS.
 - (D) TO ALL GROUND RODS.
6. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROL CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 3/16" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES.

IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, AS IN ANCHOR BASE INSTALLATIONS, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.
7. CONDUIT SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 405 OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION".
8. ALL METALLIC AND NONMETALLIC CONDUIT SHALL BEAR THE U.L. LABEL.
9. UNLESS INDICATED OTHERWISE IN THE PLANS:
 - (A) ALL CONDUIT SHALL BE 1 1/2".
 - (B) CONDUIT PLACED IN TRENCH OR UNDER THE ROADWAY SHALL BE NONMETALLIC AND OF THE FOLLOWING TYPES AS DEFINED IN THE SPECIFICATIONS: PVC, FRE, CID OR HDPE.
 - (C) NONMETALLIC CONDUIT SURFACE MOUNTED ON STRUCTURES OR USED AS RISERS SHALL BE SCHEDULE 80 PVC.
 - (D) METALLIC CONDUIT WHEN USED SHALL BE TYPE GRS OR IMC.
 - (E) GALVANIZED INTERMEDIATE METAL CONDUIT (IMC) MAY BE USED IN LIEU OF GALVANIZED RIGID STEEL CONDUIT (GRS).
 - (F) CONDUIT PLACED IN GROUND SHALL HAVE A MINIMUM EARTH COVER OF 30" UNLESS INDICATED OTHERWISE.
 - (G) ALL UNDERGROUND CONDUIT RACEWAYS TERMINATING IN PULL BOXES, LIGHT POLE BASES, BREAKAWAY TRANSFORMER BASES, PEDESTAL BASES, LIGHTING CONTROL CENTER CABINETS OR OTHER IN GROUND OR GROUND MOUNTED ENCLOSURES, SHALL ENTER THE ENCLOSURE VERTICAL TO THE EARTH'S SURFACE. ALL CONDUIT ENDS SHALL BE EQUIPPED WITH BELLS OR BUSHINGS TO PROTECT THE CABLE THEY CARRY FROM CHAFING OR ABRASION.
10. CONDUIT UNDER ROADWAY SHALL BE MEASURED FOR PAYMENT AS EXTENDING 1 FT. BEYOND THE EDGE OF THE ROADWAY SURFACE (INCLUDING SURFACED SHOULDERS).
11. JACKED CONDUIT MAY BE EITHER METALLIC OR NONMETALLIC.
12. TRENCHING SHALL BE KEPT A MINIMUM OF 5 FT. FROM THE TRUNK OF EXISTING TREES. JACKING MAY BE REQUIRED UNDER THE CENTER OF LARGE TREES IN LIMITED SPACE.
13. ROUTING OF CONDUIT AND CABLE MAY BE ALTERED BY THE PROJECT ENGINEER, IF NECESSARY, TO SUIT FIELD CONDITIONS.
14. INSTALL SPARE BENDS AS SHOWN ON PLANS. SPARE BENDS MUST BE SECURELY CAPPED OR PLUGGED AT BOTH ENDS WITH FITTINGS OF THE CORRECT SIZE AND TYPE FOR THE CONDUIT BEING USED.
15. CONDUIT DRAINS ARE NOT REQUIRED.
16. LIGHTING CONDUIT AND TRAFFIC SIGNAL CONDUIT MAY BE LAID IN THE SAME TRENCH.
17. LUMINAIRES SHALL BE LEVELED AFTER POLE HAS BEEN INSTALLED ON FOUNDATION. LUMINAIRE MOUNTING BOLTS SHALL BE TORQUED TO MANUFACTURERS SPECIFICATIONS.

GENERAL NOTES:

18. ROADWAY LIGHTING SYSTEM:
 - (A) A PROJECTS LIGHTING SYSTEM MUST MEET THE PROJECT ENGINEERS FINAL INSPECTION.
 - (B) ELECTRICAL WORK PERFORMED ON THE SERVICE CONNECTION(S) OF A NEW OR EXISTING HIGHWAY LIGHTING SYSTEM SHALL REQUIRE A PERMIT AND ELECTRICAL INSPECTION. ALL OTHER TYPES OF ELECTRICAL WORK PERFORMED ON THE HIGHWAY LIGHTING SYSTEM MAY BE PERFORMED WITHOUT A PERMIT OR ELECTRICAL INSPECTION.
 - (C) ELECTRICAL WORK OF ANY TYPE, PERFORMED ON A NEW OR EXISTING REST AREA OR WEIGH STATION SHALL REQUIRE A PERMIT AND FINAL INSPECTION BY THE STATE ELECTRICAL INSPECTOR.
19. CONTACT UTILITY THREE WORKING DAYS PRIOR TO REQUIRING SERVICE CONNECTION OR DISCONNECT.
20. GROUNDING CONNECTIONS IN PULL BOXES AND JUNCTION BOXES SHALL BE MADE USING MECHANICAL CONNECTORS SPECIFICALLY DESIGNED FOR THE PURPOSE.
21. UNLESS INDICATED OTHERWISE IN THE PLANS:
 - (A) CONVENTIONAL LIGHTING UNITS MAY BE INSTALLED USING EITHER CONCRETE OR POWER DRIVEN FOUNDATIONS.
 - (B) ALL FOUNDATIONS USED ON A PROJECT SHALL BE OF ONE TYPE.
22. A LEGIBLE POLE IDENTIFICATION NUMBER CONSISTING OF THE POLE TYPE (EXAMPLE: SL-BT-40-12) TOGETHER WITH THE POLE MANUFACTURER'S NAME AND THE DATE OF MANUFACTURE (MONTH AND YEAR) WILL BE REQUIRED ON ALL NEW LIGHT POLES. THE POLE IDENTIFICATION NUMBER SHALL BE APPLIED TO THE POLE BY EITHER OF THE FOLLOWING TWO METHODS.
 - (A) THE TOP OF THE POLE BASE SHALL BE STAMPED OR ENGRAVED WITH THE REQUIRED INFORMATION. (PRIOR TO GALVANIZING IN THE CASE OF STEEL POLES).
 - (B) A DURABLE METAL TAG, STAMPED WITH THE REQUIRED INFORMATION, SHALL BE SECURELY ATTACHED TO THE POLE BASE OR POLE SHAFT. THE TAG AND ITS METHOD OF ATTACHMENT MUST BE APPROVED BY THE LIGHTING ENGINEER.

SCHEDULE OF WIRING MATERIALS

WIRE & CABLE

THE ELECTRICAL, MECHANICAL AND PHYSICAL PROPERTIES OF THE CONDUCTORS LISTED IN THE FOLLOWING SCHEDULE ESTABLISH THE MINIMUM ACCEPTABLE REQUIREMENTS FOR EACH OF THE LISTED APPLICATIONS. CONDUCTORS WHICH HAVE PROPERTIES THAT EXCEED THESE MINIMUM REQUIREMENTS MAY BE FURNISHED, AT THE CONTRACTORS OPTION, WITH THE ENGINEERS' APPROVAL. NO ADJUSTMENT IN THE CONTRACT PRICE WILL BE ALLOWED.

UNLESS INDICATED OTHERWISE ALL CONDUCTORS SHALL BE SINGLE CONDUCTOR, STRANDED COPPER U.L. LISTED, 600V. WITH SIZE OF CONDUCTOR AND TYPE AND COLOR OF INSULATION AS LISTED BELOW.

ONE PHASE CONDUCTOR MUST, AT THE TIME OF INSTALLATION, BE PERMANENTLY IDENTIFIED AS THE LINE 2 (RED) CONDUCTOR AT EACH END AND AT EVERY POINT WHERE THE CONDUCTOR IS ACCESSIBLE, IDENTIFICATION WILL BE ACCOMPLISHED BY (A) COLORING THE EXPOSED INSULATION RED (B) MARKING THE EXPOSED INSULATION WITH RED TAPE.

SERVICE ENTRANCE:

TYPE USE OR XHHW, NO. 6 AWG

EQUIPMENT GROUND:

BARE OR INSULATED, NO. 6 AWG UNLESS SHOWN OTHERWISE

POLE:

NO. 12 AWG, THW OR THWN.

BRANCH CIRCUIT FEEDERS, INCLUDING NEUTRALS:

USE OR XHHW (IF PLACED IN CONDUIT) USE OR UF (IF DIRECT BURIED), NO. 6 AWG OR AS NOTED (SEE SCHEMATIC)
"NEUTRAL" - WHITE OR GREY;
"INSULATED EQUIPMENT GROUND" - GREEN.
"LINE 1" - BLACK
"LINE 2" - RED

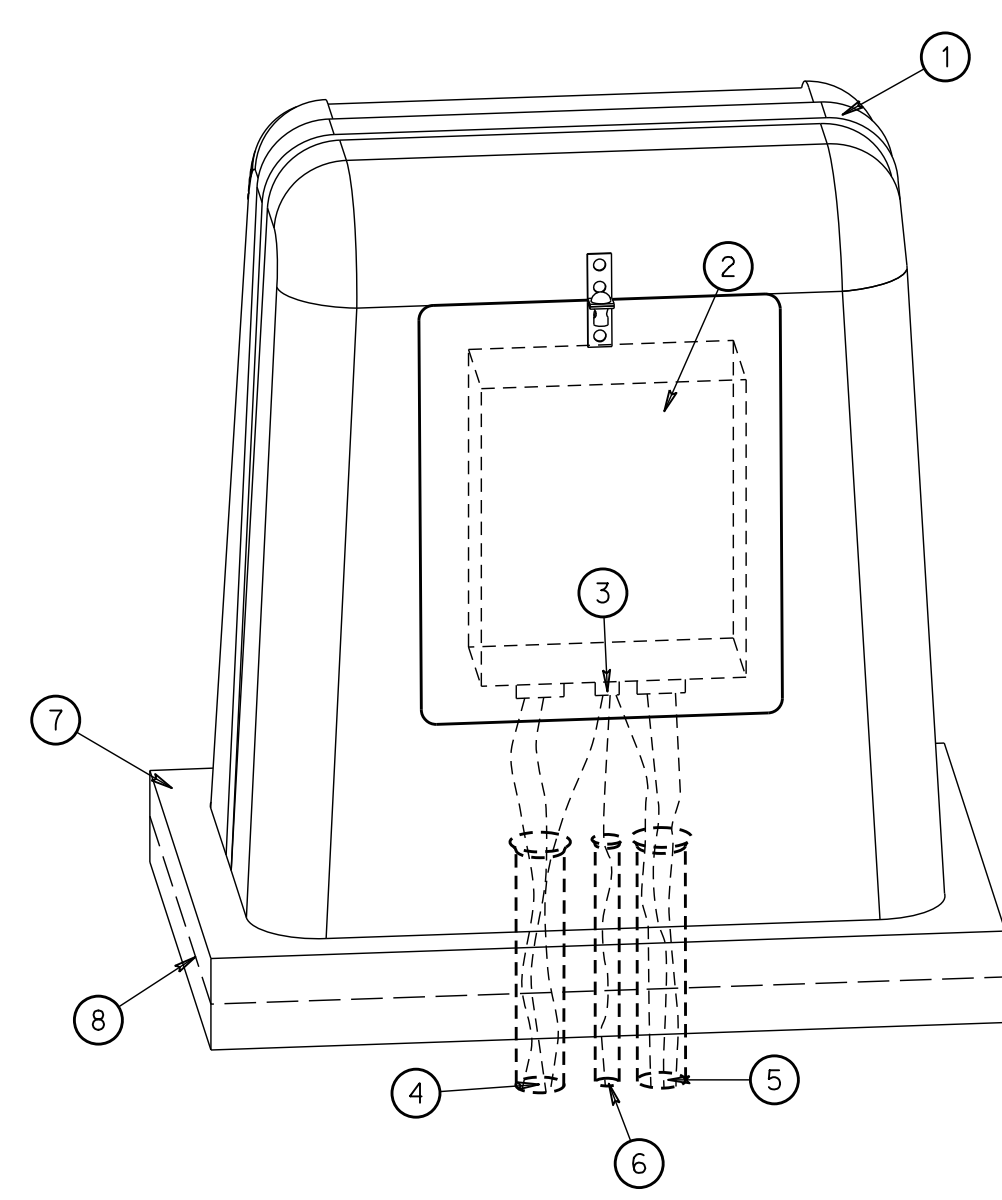
COLOR CODES:

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570c117.dgn

ROADWAY DESIGN DIVISION



- LEGEND**
- ① FIBERGLASS CABINET
 - ② MULTIPLE LAMP CONTROL RELAY
 - ③ GROUND LUG
 - ④ LINE CIRCUIT
 - ⑤ LOAD CIRCUIT
 - ⑥ TO GROUND ROD
 - ⑦ CONCRETE PAD
 - ⑧ 6" x 6" - 9x9 WIRE MESH

LIGHTING CONTROL CENTER, TYPE R-3

CABINET

CABINET ILLUSTRATION IS TYPICAL OF COMMERCIALLY AVAILABLE UNITS AND IS NOT INTENDED TO LIMIT DESIGN OR SHAPE.

CABINET SHALL BE ONE PIECE MOLDED GLASS-FIBER REINFORCED THERMOSETTING PLASTIC APPROX. 32"H x 29"W x 20"D IN DIMENSION. CABINET SHALL BE GRAY, GREEN OR BROWN IN COLOR WITH GREEN BEING THE PREFERRED COLOR.

CABINET SHALL HAVE A LIFT-OFF DOOR WITH HASP FOR PADLOCK. DOOR OPENING SHALL BE APPROX. 15"W x 18"H.

CABINET SHALL CONTAIN A MEANS OF MOUNTING RELAY OR RELAY MAY BE MOUNTED TO A FREE STANDING GALVANIZED STEEL FRAME ANCHORED TO THE CONCRETE PAD.

CABINET SHALL BE SECURED TO A WIRE MESH REINFORCED CONCRETE PAD BY THE USE OF 4-5/8" DIA. ANCHOR BOLTS EMBEDDED IN THE CONCRETE PAD. THE CONCRETE PAD SHALL BE A MINIMUM OF 4" THICK AND SHALL EXTEND 2" BEYOND THE CABINET ON ALL SIDES. ANCHOR BOLT PLACEMENT AND ANCHOR BOLT PROJECTION SHALL ACCOMMODATE THE CABINET BEING INSTALLED.

PROVIDE A WESTERN POWER PRODUCTS MODEL 29-1 POWERGLASS CABINET OR APPROVED EQUAL.

RELAY ENCLOSURE

RELAY SHALL HAVE A NEMA-TYPE 3 ENCLOSURE. DOOR SHALL BE HINGED. PROVIDE CABLE-GRIP BUSHINGS OF CORRECT SIZE FOR ALL CABLE ENTRIES.

REMOTE PHOTO CONTROL (PC)

FURNISH AND INSTALL PHOTO CONTROL RECEPTACLE AND PHOTO CONTROL AS INDICATED IN THE PLANS. FURNISH AND INSTALL 3-1/C NO. 12, TYPE THW OR THWN CONDUCTORS IN CONDUIT TO THE REMOTE P.C.

GROUND ROD & GROUND ROD CONDUIT

THE GROUND ROD SHALL BE 3/4" x 10' ONE PIECE COPPER CLAD. PLACED A MINIMUM OF 12" BELOW GRADE AND OUTSIDE THE FOOT PRINT OF THE CONCRETE PAD. THE GROUND CONDUCTOR SHALL BE ATTACHED TO GROUND ROD WITH A HEAVY DUTY GROUND ROD CLAMP.

THE 1/2" CONDUIT FOR GROUND ROD SHALL BE FLUSH WITH SURFACE OF CONCRETE TO SERVE AS A DRAIN.

PAYMENT

THE CONTROL RELAY, FIBERGLASS CABINET, CONDUIT ENTRANCE BENDS, GALVANIZED STEEL FRAME, REMOTE PC AND CONTROL CIRCUIT CONDUCTORS FOR THE PC ARE ALL SUBSIDIARY TO THE ITEM "LIGHTING CONTROL CENTER, TYPE R-3".

LOCATION

CONTROL CENTER LOCATION IS APPROXIMATE. ACTUAL LOCATION WILL BE AS DIRECTED BY THE ELECTRIC UTILITY AND PROJECT ENGINEER.

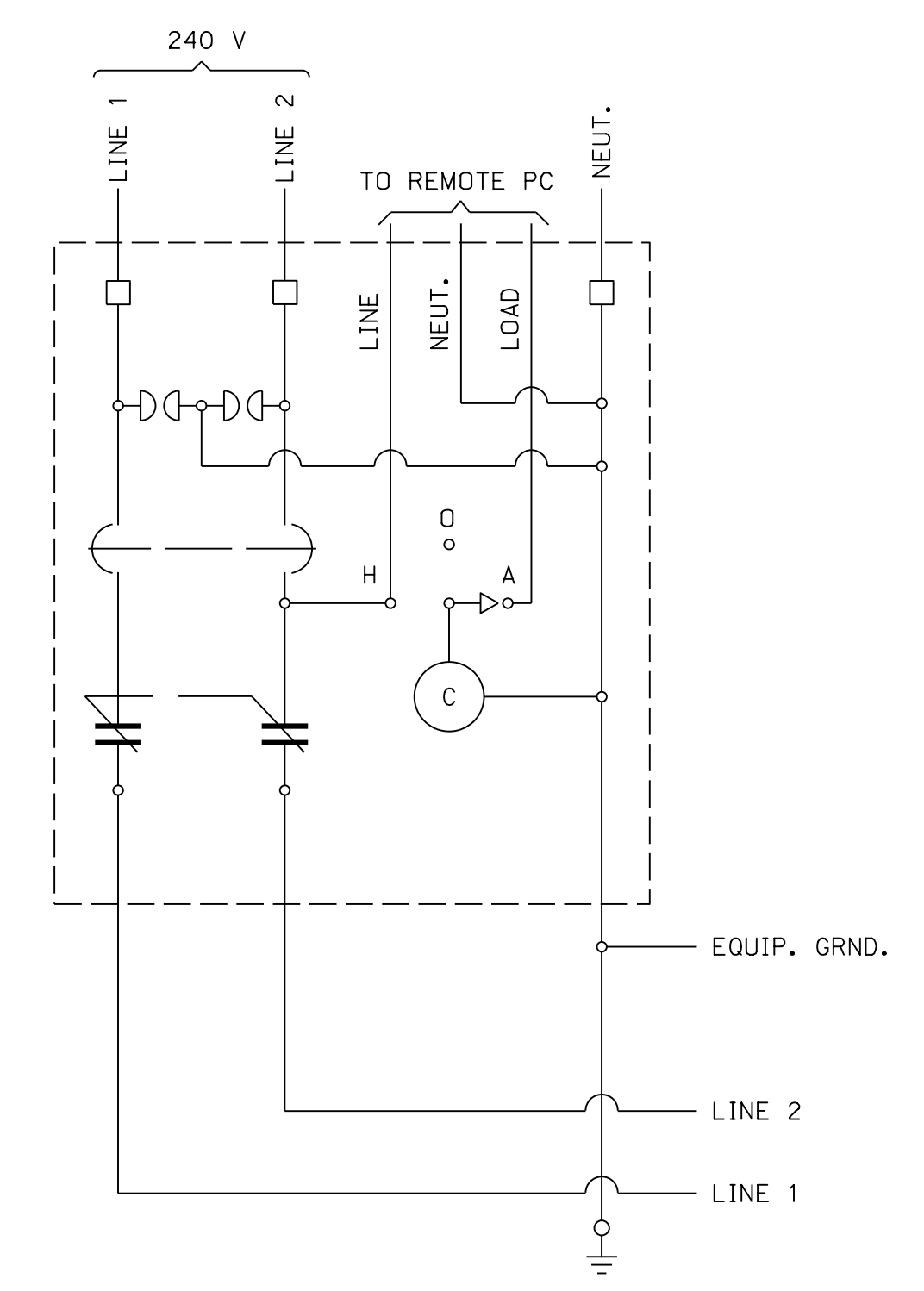
CONTROL RELAY

MAGNETICALLY HELD HEAVY DUTY TYPE DESIGNED TO CARRY FULL RATED LOAD CONTINUOUSLY. RELAY SHALL PROVIDE RELIABLE OPERATION WITHOUT CONTACT PITTING OR WELDING AND SHALL NOT REQUIRE PERIODIC MAINTENANCE. EXPULSION GAP LIGHTNING ARRESTORS SHALL BE PROVIDED FOR COIL PROTECTION. A THREE POSITION SELECTOR SWITCH WITH LEGEND "HAND-OFF-AUTO" SHALL BE PROVIDED. RELAY SHALL BE BREAKER PROTECTED. PROVIDE MAYSTEEL TYPE, MR-UCLX, SPEC 6547 PART NO. 331906501 OR SQUARE D NIGHT MASTER, CLASS 8903, TYPE SPC 81 OR APX ENCLOSURE PART NO. 1-050-001952 OR APPROVED EQUAL.

PART NUMBERS SHOWN ARE FOR ENCLOSURES WITH NO HOLES, CONTACT MANUFACTURER FOR MORE OPTIONS.

CONTROL	RELAY	BREAKERS	COIL
LCC-1	2 POLE-60 AMP	2 POLE-60 AMP	120V-60HZ

NOTE: PLACE PHOTO CONTROL FOR LCC-1 ON LIGHT POLE P-2 LUMINAIRE.



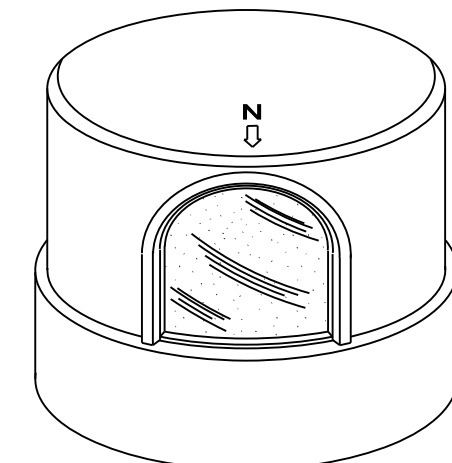
**TYPE "R" OR "R-3"
CONTROL CENTER SCHEMATIC
(240 VOLT-2 WIRE)**

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

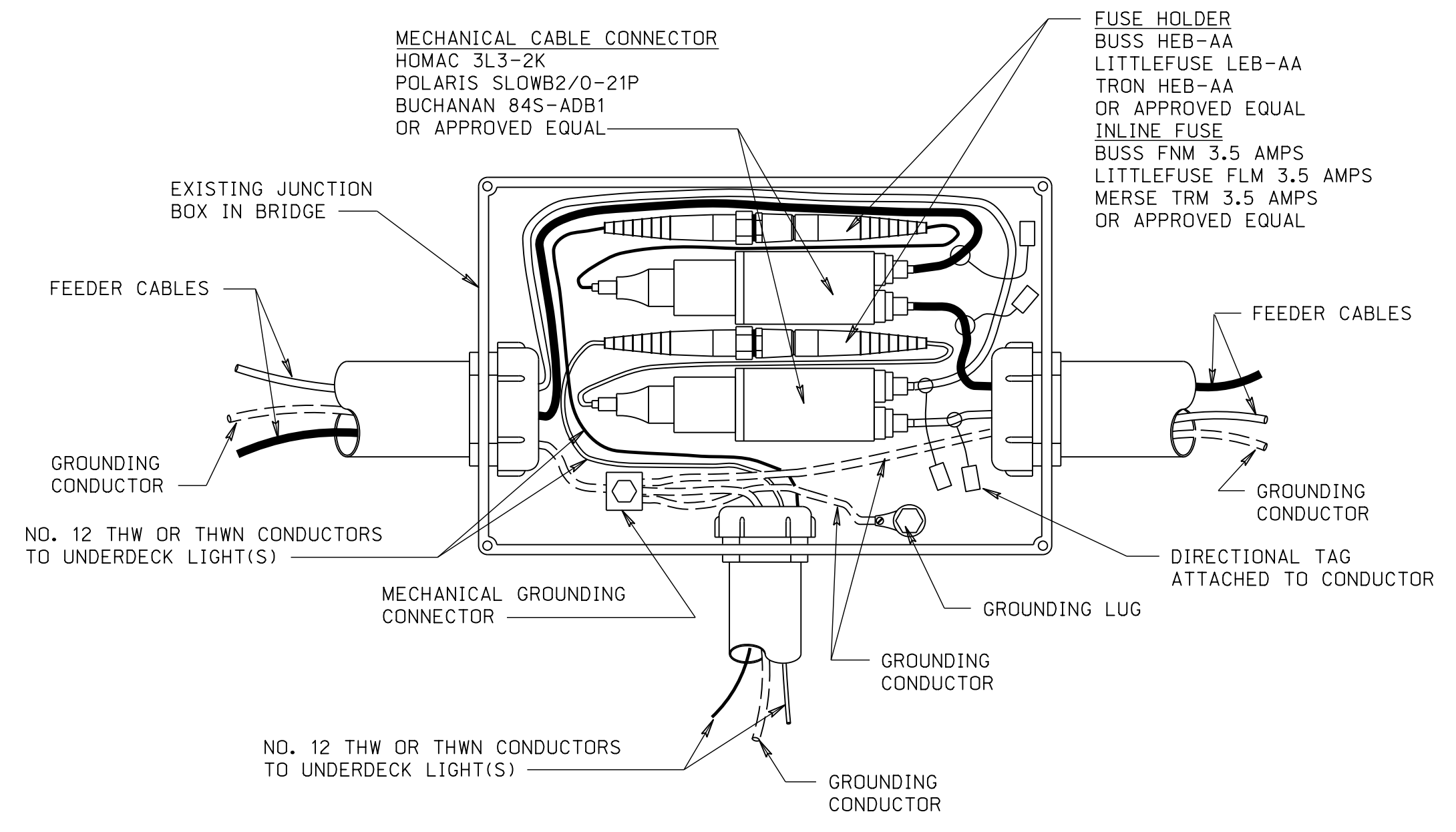
File: 614570c118.dgn

ROADWAY DESIGN DIVISION

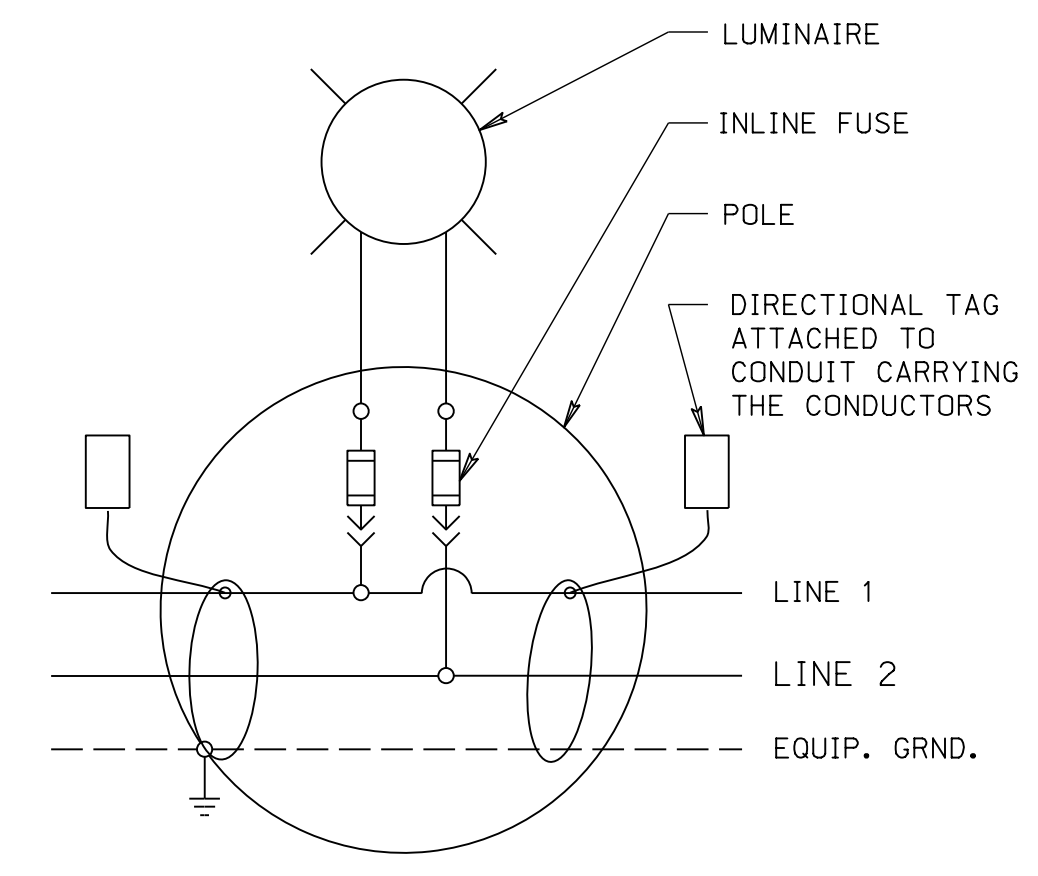


SOLID STATE, LED COMPATIBLE, LONG LIFE,
 FAIL ON, 105-285VAC
 MEETING ANSI SPECIFICATIONS.
 ACUITY BRANDS DLL127
 RIPLEY LIGHTING CONTROLS 6390LL-BK
 INTERMATIC LED4536SC
 SUN-TECH TRS-2
 TORK NSI INDUSTRIES ZTL124-510J-LED
 OR APPROVED EQUAL

PHOTO CONTROL



CONNECTIONS IN JUNCTION BOX
 (TYPICAL)



POLE WIRING SCHEMATIC
 (240 VOLT-2 WIRE)

Computer: 336S3T3

Date: 26-SEP-2023 21:15

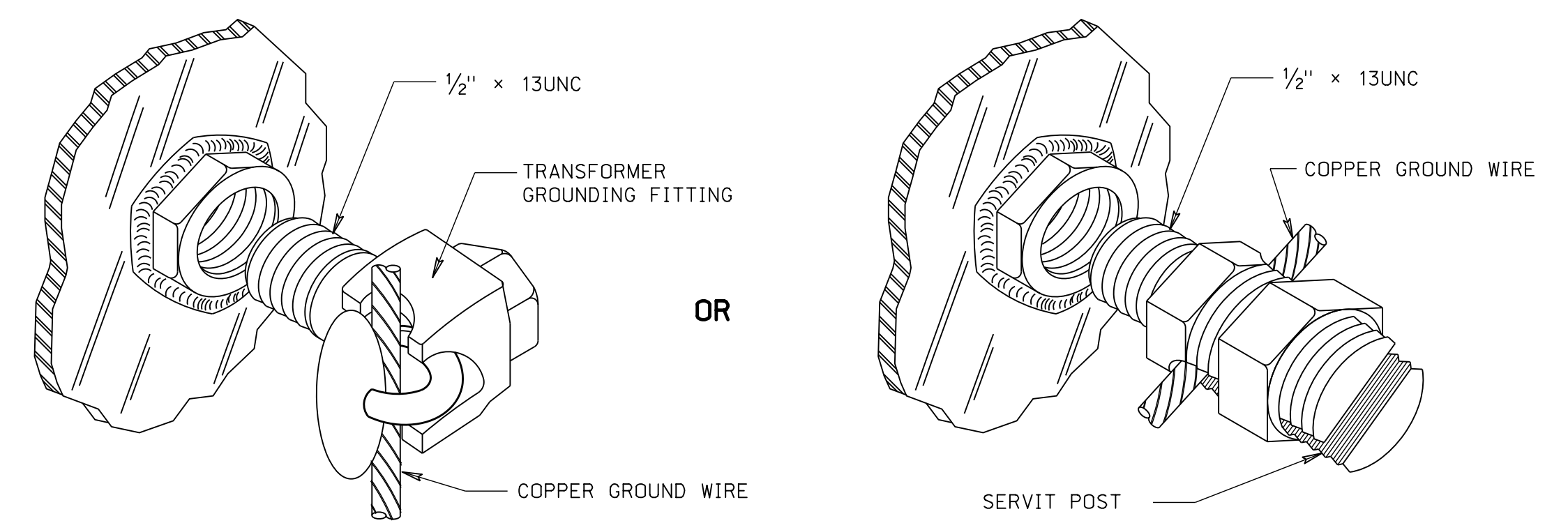
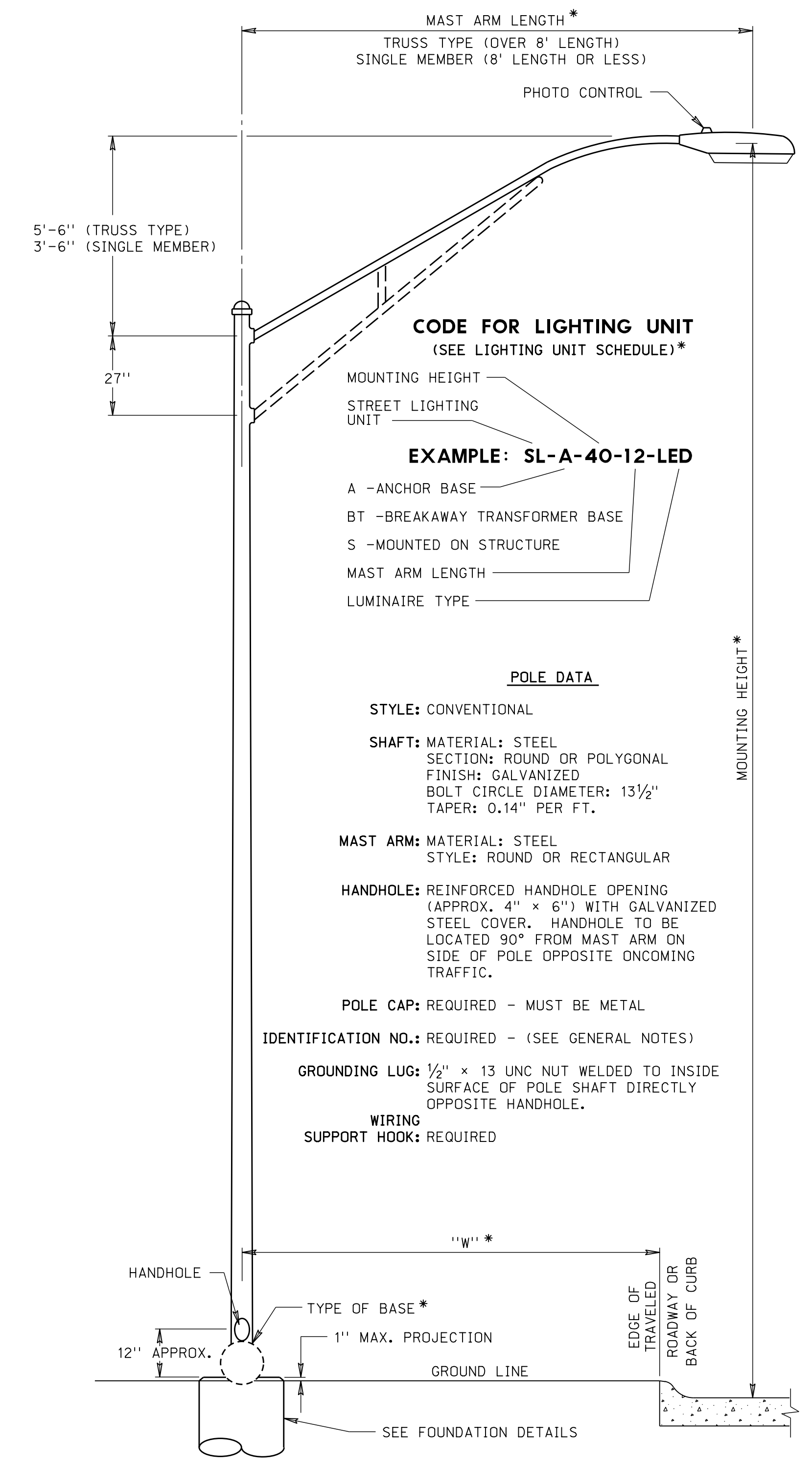
File: 614570c19.dgn

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

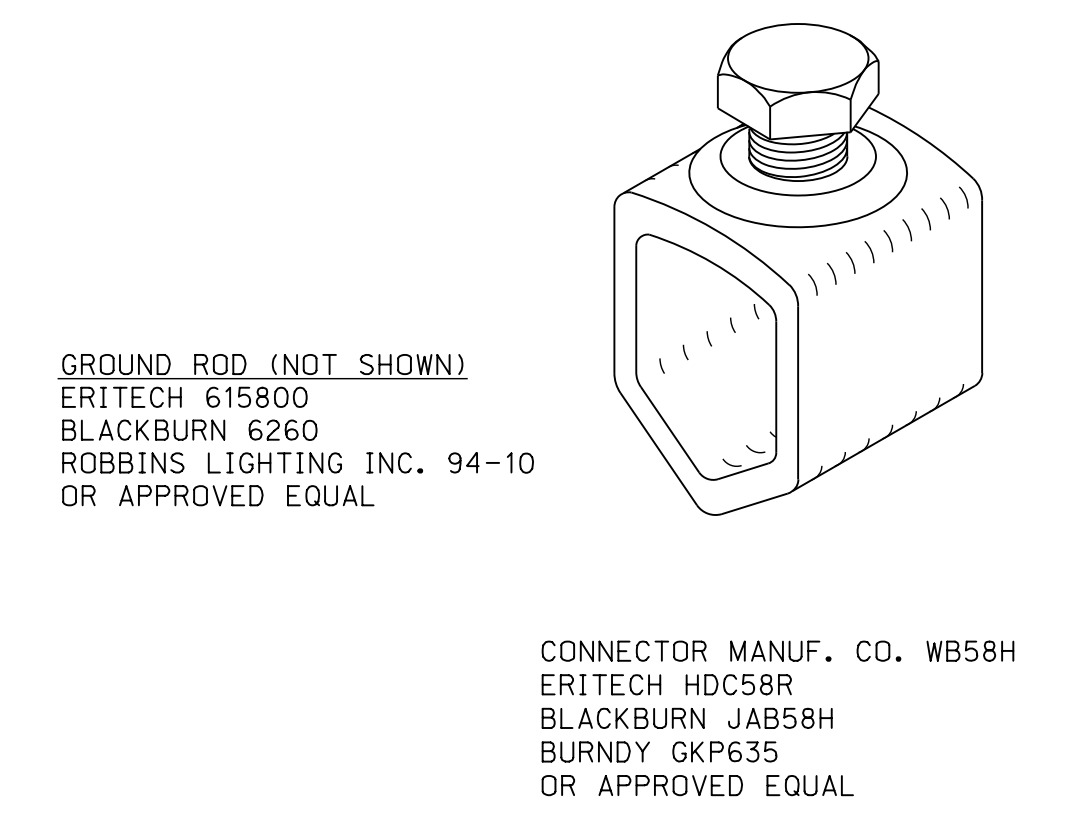
Date: 26-SEP-2023 21:15

File: 614570c120.dgn



CONNECTOR MANUF. CO. TGC2
BLACKBURN TTC3
BURNDY EOC632C
BURNDY KC22B2TN
OR APPROVED EQUAL

POLE GROUNDING CONNECTORS



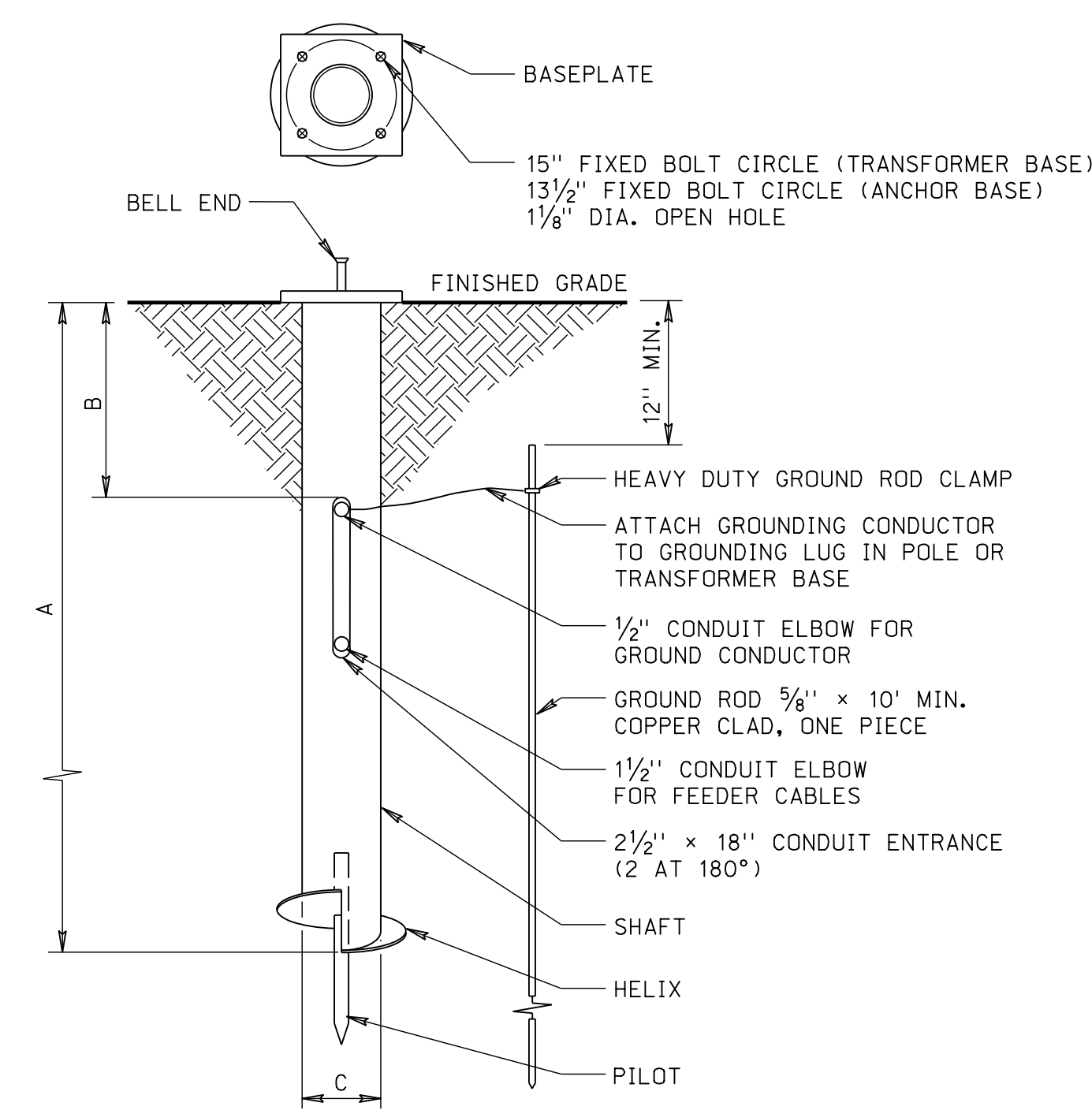
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570c121.dgn

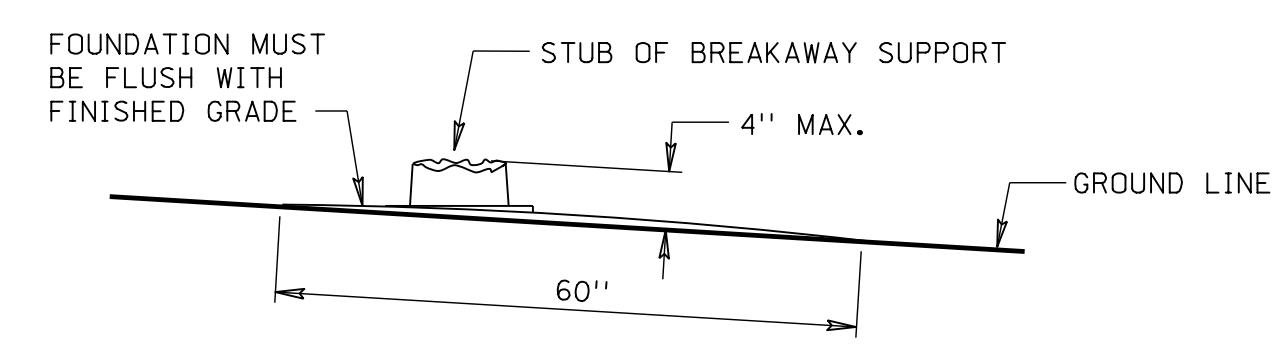
NOTES:
FOUNDATION SHOWN IS OF A "HELIX/PILOT" DESIGN. FOUNDATIONS OF A "KEY-HOLE" DESIGN AND MEETING OR EXCEEDING ALL OTHER REQUIREMENTS ARE EQUALLY ACCEPTABLE.
FOUNDATION MUST BE INSTALLED PRIOR TO TRENCHING AND WITHOUT PILOT HOLE.
FOUNDATION MUST BE INSTALLED WITH BASEPLATE LEVEL AND FLUSH WITH FINISHED GRADE.
ANY DEVIATION FROM THE ABOVE INSTALLATION PROCEDURES MUST BE APPROVED BY THE ENGINEER.
INSTALL IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS.



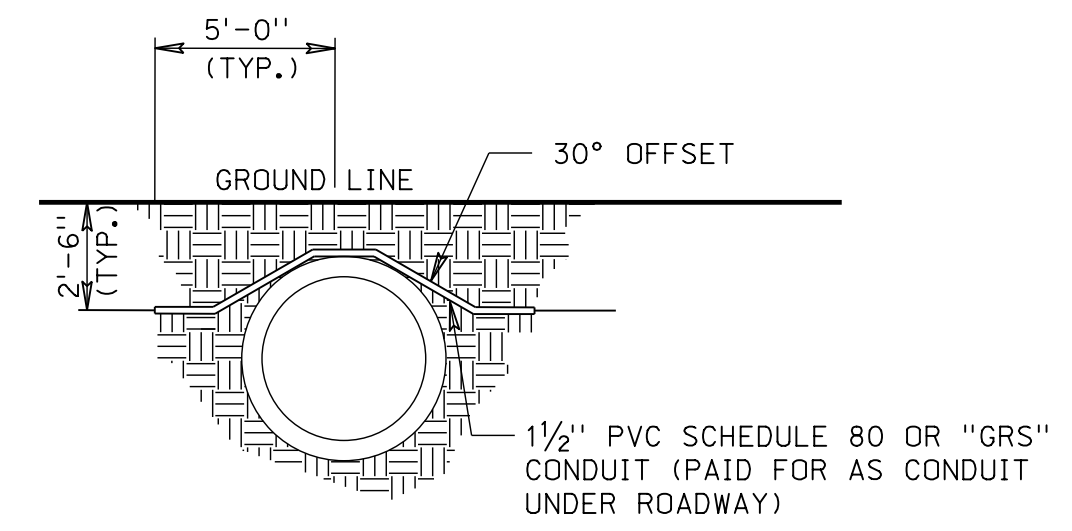
POWER INSTALLED FOUNDATION

STREET LIGHT FOUNDATION DATA			
MOUNTING HEIGHT	A	B	C
UP TO 30'	5'-0"	1'-6"	8"
31' TO 40'	6'-0"	1'-6"	8"
41' TO 50'	7'-0"	1'-6"	8"

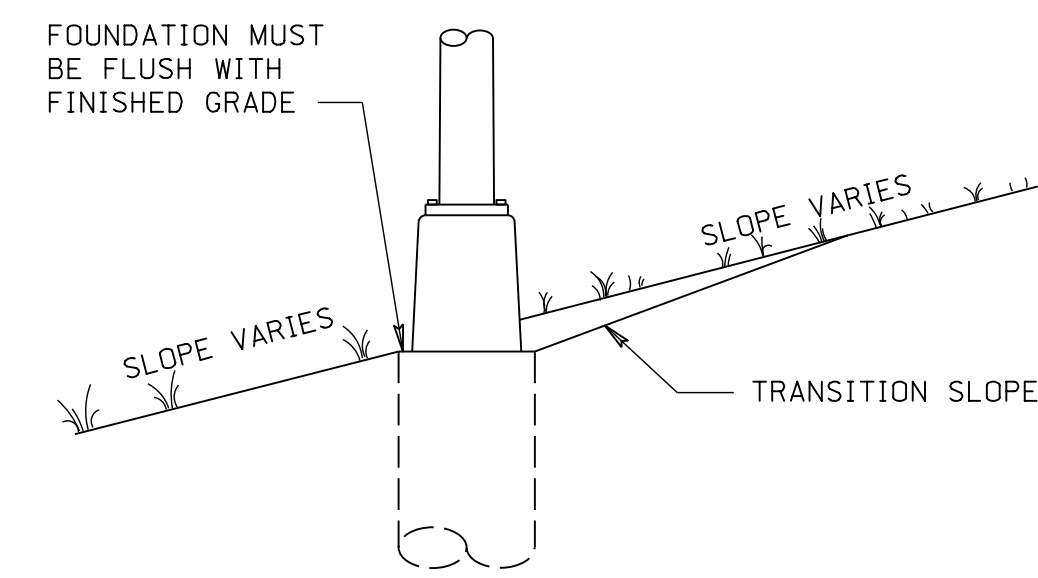
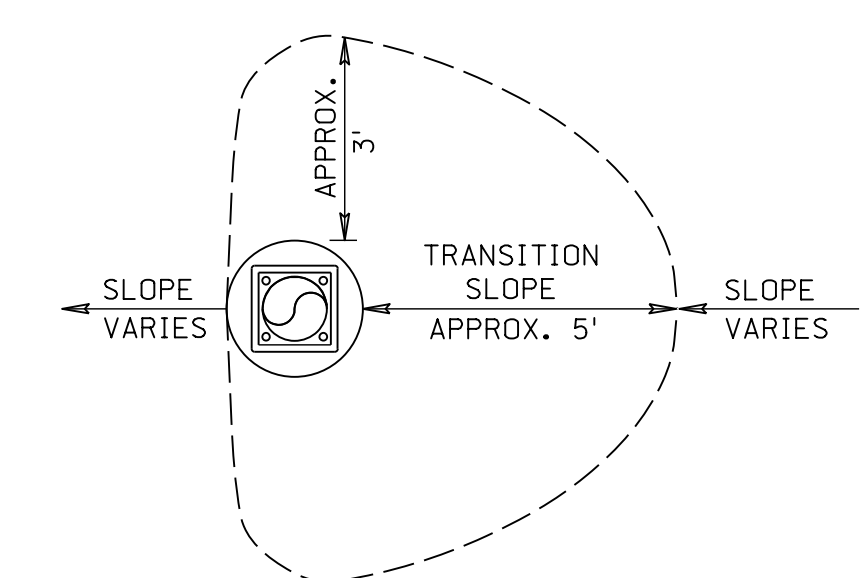
FOUNDATION
SHAFT: ASTM A53 SCHEDULE 20, GRADE B. OR ASTM A252, GRADE 2, 0.25 WALL THICKNESS.
BASE PLATE: ASTM A36
HELIX: ASTM A29
PILOT: ASTM 575
GALVANIZE FOUNDATION PER ASTM A123 AFTER FABRICATION.
HARDWARE
HEX HEAD BOLTS: ASTM A325; GALVANIZED ASTM A153
HEAVY HEX NUTS: ASTM A563 GRADE D OR DH; GALVANIZED ASTM A153
WASHERS: ASTM F436; GALVANIZED ASTM A153



BREAKAWAY SUPPORT STUB CLEARANCE DIAGRAM

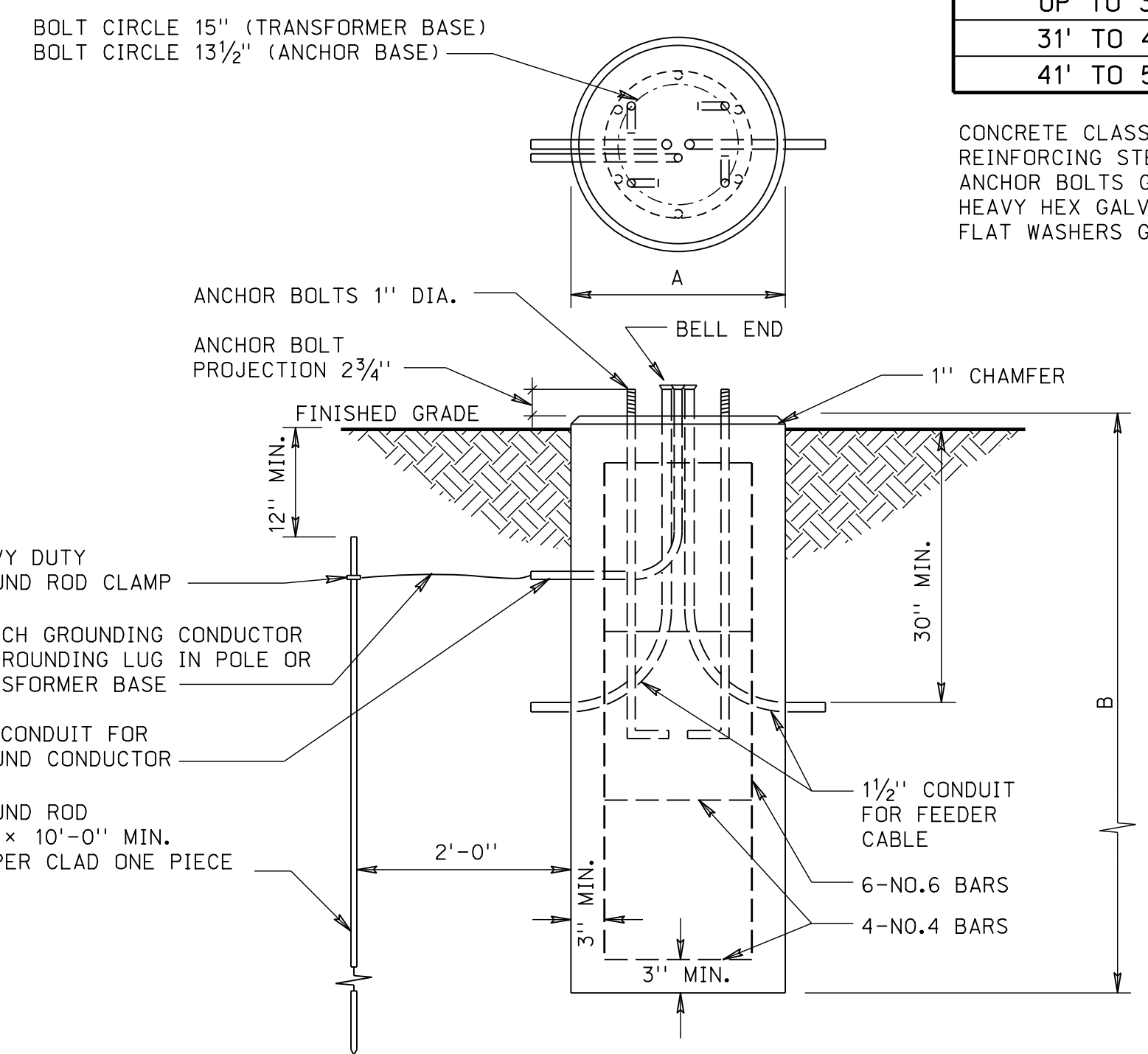


CONDUIT INSTALLATION OVER CULVERT PIPE



BREAK-A-WAY SUPPORTS ARE DESIGNED TO YIELD OR SEPARATE WHEN STRUCK BY AN ERRANT VEHICLE, THEREBY MINIMIZING INJURY TO THE OCCUPANTS OF THE VEHICLE AND DAMAGE TO THE VEHICLE ITSELF. IN ORDER FOR THE BREAK-A-WAY SUPPORT TO WORK AS DESIGNED, THE SUPPORT MUST BE KEPT FREE OF ALL ENCUMBRANCES AND ITS BASE MUST BE FLUSH WITH FINAL GRADE.
WHEN PERFORMING EARTHWORK IN THE VICINITY OF BREAK-A-WAY SUPPORTS, NO EMBANKMENT (BACKFILL) SHALL BE ALLOWED TO COVER ANY PORTION OF THE SUPPORT NOR SHALL THE POLE FOUNDATION (CONCRETE OR POWER) BE ALLOWED TO PROJECT ABOVE FINAL GRADE. SHOULD THE TOE OF THE BACKFILL EXTEND BEYOND THE BREAK-A-WAY SUPPORT, A TRANSITION SLOPE, CONSTRUCTED AS SHOWN IN THE PLAN DETAIL TITLED "LIGHT POLES LOCATED ON SLOPE" MUST BE PROVIDED TO PROTECT THE INTEGRITY OF THE SUPPORT.

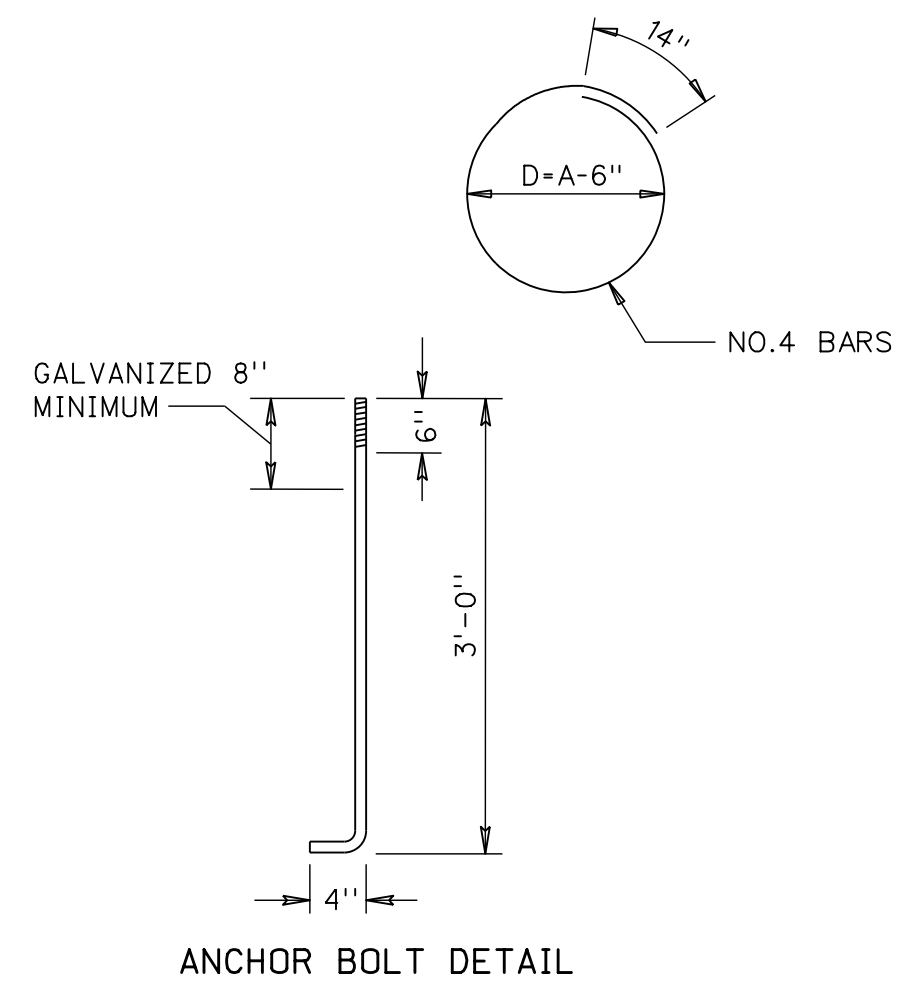
LIGHT POLES LOCATED ON SLOPE



CONCRETE FOUNDATION

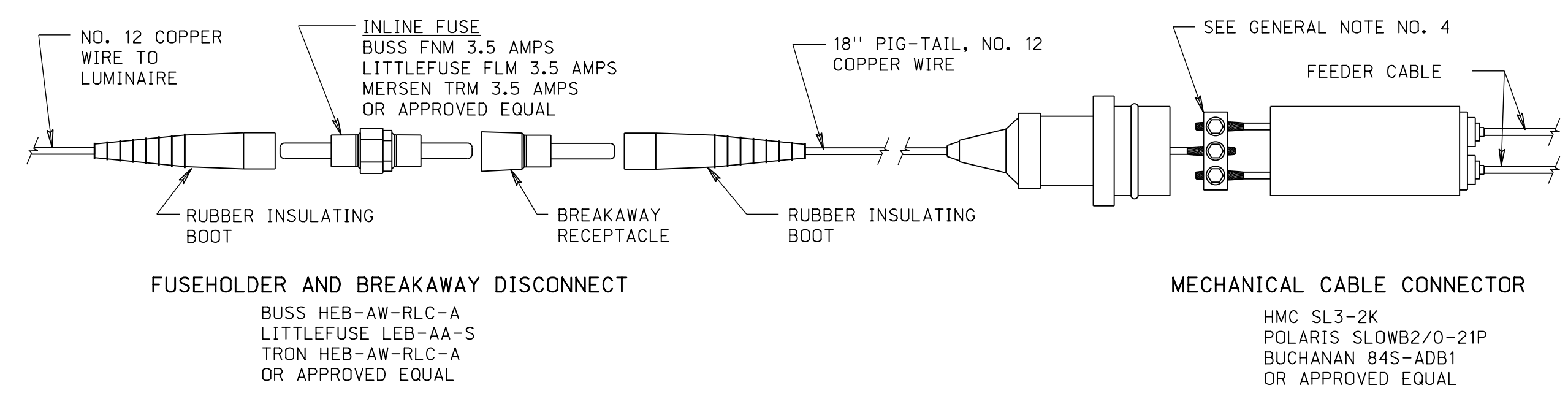
STREET LIGHT FOUNDATION DATA				
MOUNTING HEIGHT	A	B	STEEL	CONCRETE
UP TO 30'	2'-0"	5'-0"	56 LB.	0.58 CU. YDS.
31' TO 40'	2'-0"	5'-6"	61 LB.	0.64 CU. YDS.
41' TO 50'	2'-6"	6'-0"	70 LB.	1.10 CU. YDS.

CONCRETE CLASS "47B-3000"
REINFORCING STEEL: GRADE 60
ANCHOR BOLTS GALVANIZED: 1" DIA. (AASHTO M314, GR.55)
HEAVY HEX GALVANIZED NUTS: (AASHTO M291, GR A)
FLAT WASHERS GALVANIZED: (AASHTO M293)

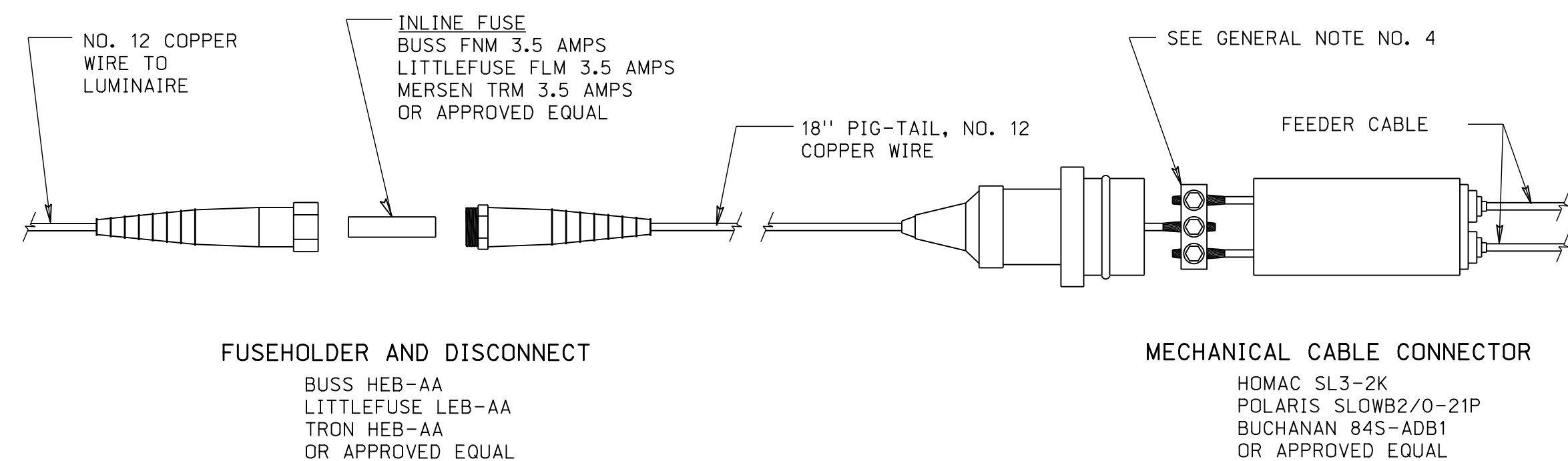


ANCHOR BOLT DETAIL

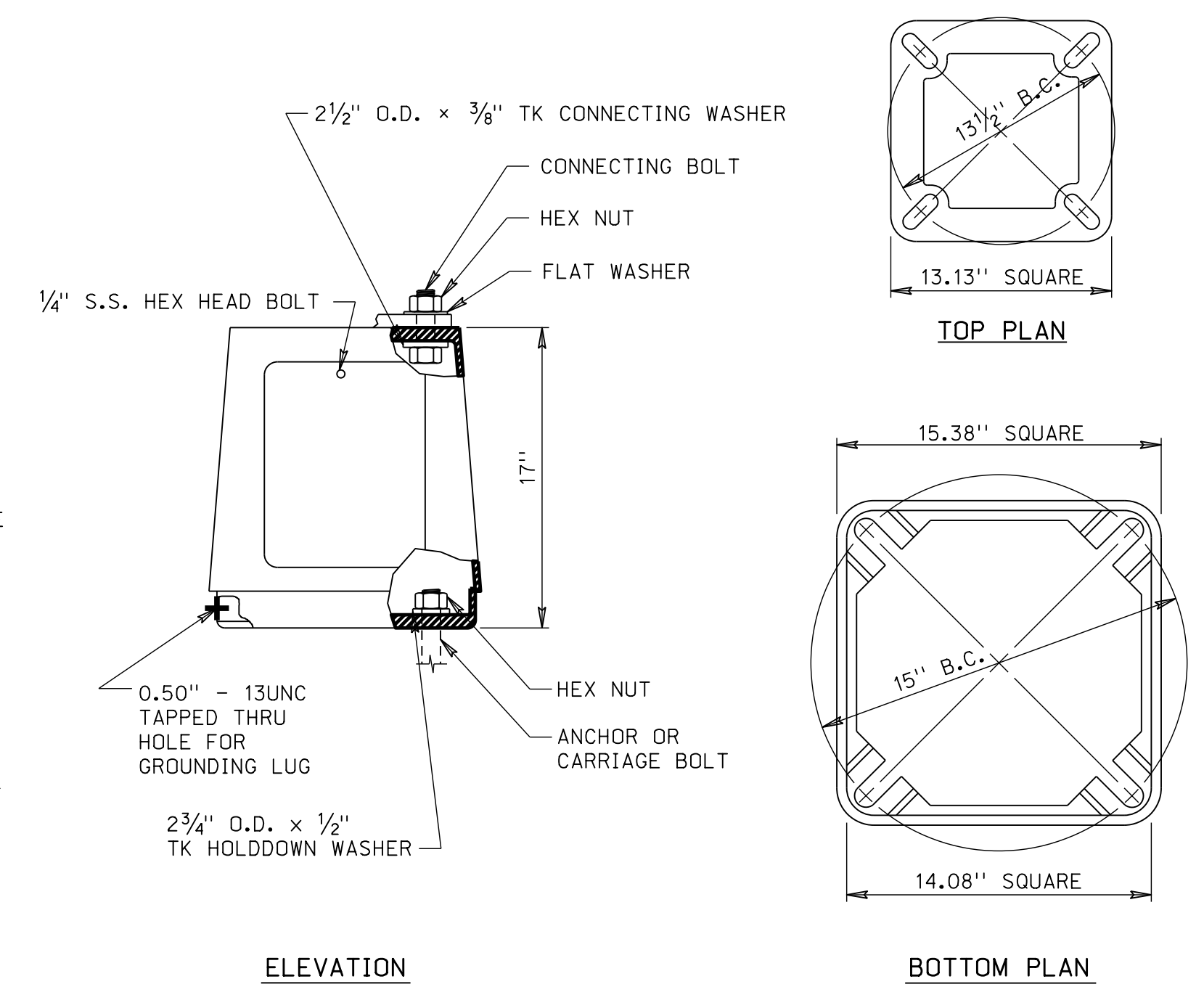
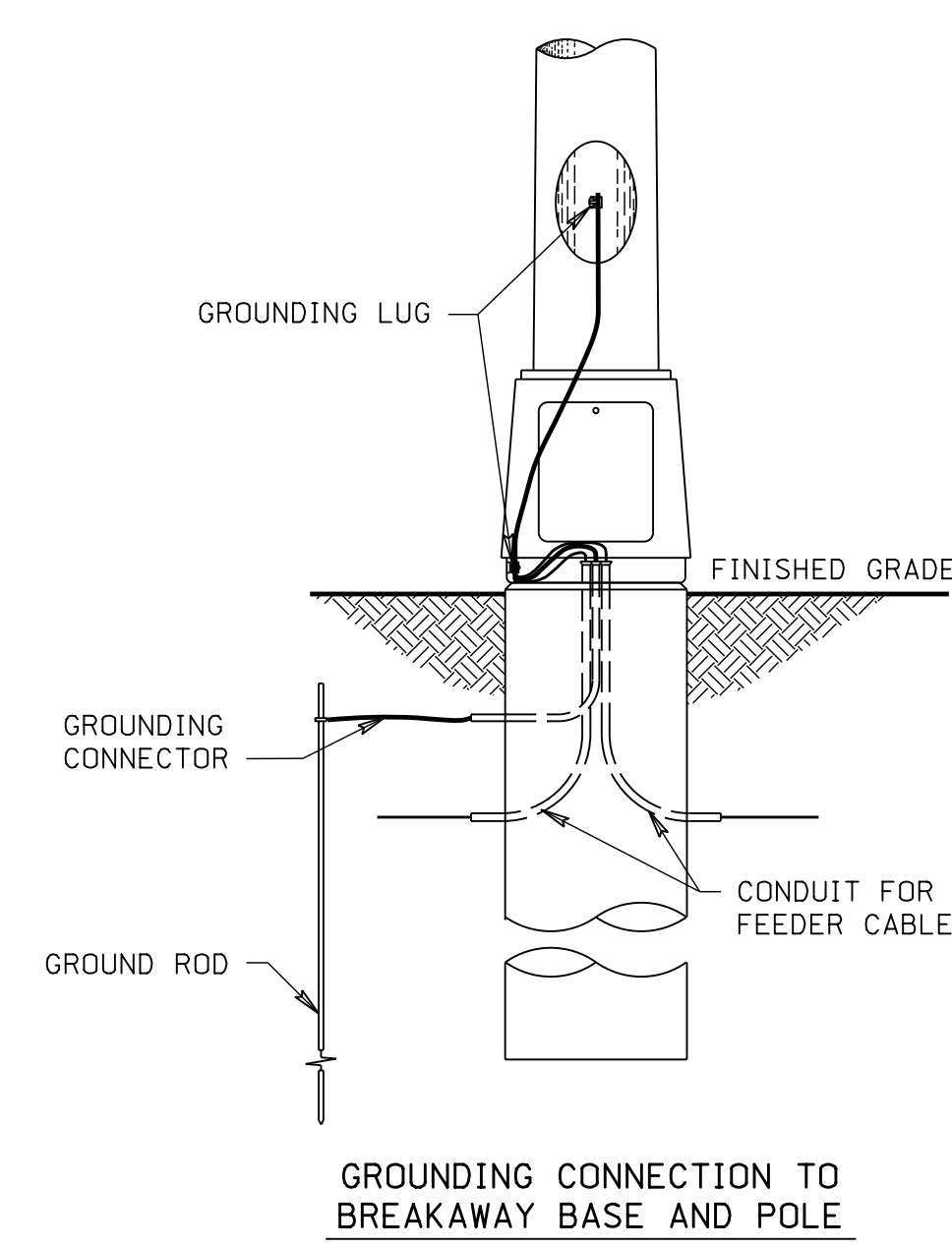
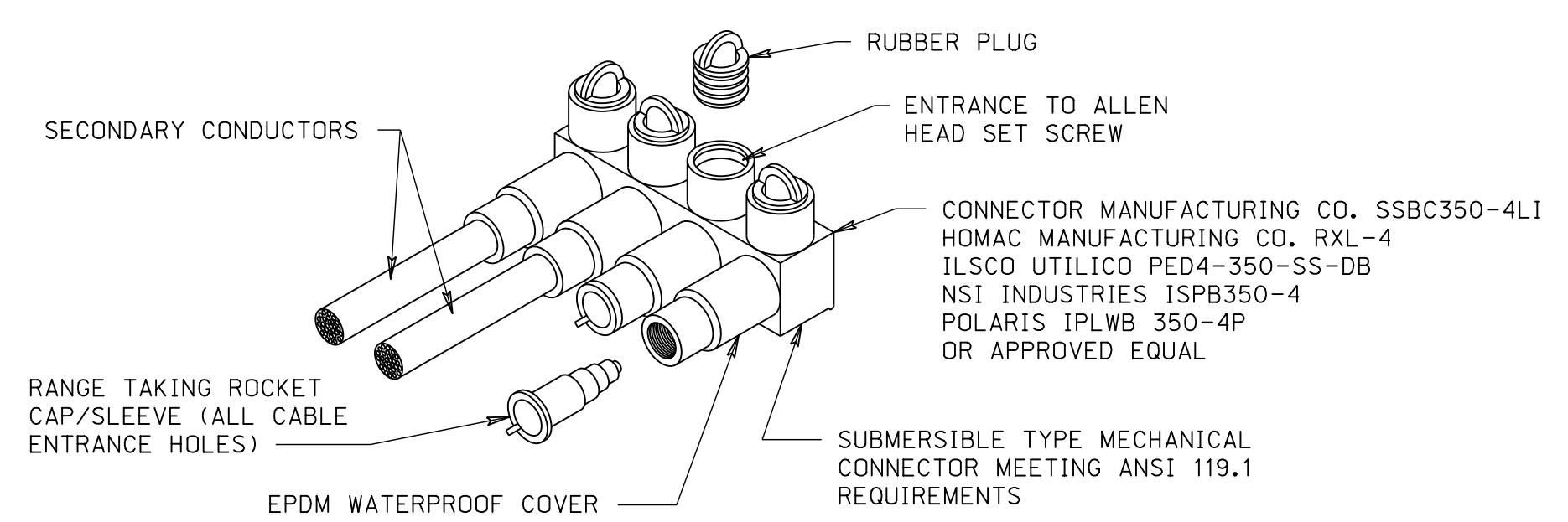
ROADWAY DESIGN DIVISION



CONNECTIONS FOR BREAKAWAY INSTALLATIONS



CONNECTIONS FOR NON-BREAKAWAY INSTALLATIONS



TRANSFORMER BASE INSTALLATION

TRANSFORMER BASE INSTALLATION NOTES:

- POLE FAILURES AND IRREGULAR BREAKAWAY PERFORMANCE CAN RESULT FROM IMPROPER INSTALLATION OF THE TRANSFORMER BASE. TO OBTAIN THE MAXIMUM CAPABILITY OF EACH BASE THE CONTRACTOR MUST COMPLY WITH THE FOLLOWING:
 - USE THE LARGEST POSSIBLE BOLT CIRCLES, BOTH TOP AND BOTTOM.
 - USE GALVANIZED STEEL WASHERS OF THE SIZE AND TYPE ILLUSTRATED. (THE HOLD DOWN AND CONNECTING WASHERS ARE AVAILABLE FROM THE TRANSFORMER BASE MANUFACTURER).
 - INSTALL WASHERS EXACTLY AS SHOWN.
 - SHIM BETWEEN FOUNDATION AND TRANSFORMER BASE IF NEEDED USING ONLY REGULAR "U" SHAPED SHIM STOCK CAPABLE OF PROVIDING SUPPORT ON THREE SIDES OF THE ANCHOR BOLT. INSTALL WITH BACK EDGE OF SHIM FLUSH WITH BOTTOM EDGE OF TRANSFORMER BASE.
 - TORQUE ALL NUTS TO A MINIMUM OF 150 FT. LBS.
- INSTALL BREAKAWAY TRANSFORMER BASE WITH DOOR OPENING ON SAME SIDE OF POLE AS HANDHOLE.
- SECURE EQUIPMENT GROUNDING CONDUCTOR TO TRANSFORMER BASE BY USE OF APPROVED GROUNDING CONNECTOR (LUG) THREADED INTO TAPPED HOLE IN BASE. ROUTE GROUNDING CONDUCTOR FROM GROUNDING LUG IN "T" BASE TO GROUNDING LUG IN POLE AS SHOWN.

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570c122.dgn

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 3

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
120+65.00	5.6	0.00	0	5.4	0.00	0	1.40	0	0
120+75.00	14.2	0.00	4	5.6	0.00	2	1.40	3	1
121+00.00	22.8	0.00	17	6.1	0.00	5	1.40	8	10
121+25.00	32.7	0.00	26	6.8	0.00	6	1.40	8	28
121+50.00	44.9	0.00	36	8.0	0.00	7	1.40	10	54
121+75.00	50.3	0.00	44	9.6	0.00	8	1.40	11	87
122+00.00	58.9	0.00	51	8.6	0.00	8	1.40	12	126
122+25.00	62.6	0.00	56	10.3	0.00	9	1.40	12	170
122+50.00	73.7	0.00	63	10.7	0.00	10	1.40	14	219
122+75.00	159.2	0.00	108	80.1	0.00	42	1.40	59	268
123+00.00	165.7	0.00	151	92.4	0.00	80	1.40	112	307
123+25.00	168.8	0.00	155	102.8	0.00	90	1.40	127	335
123+50.00	171.8	0.00	158	107.4	0.00	97	1.40	136	357
123+75.00	172.2	0.00	159	114.1	0.00	103	1.40	144	372
124+00.00	171.4	0.00	159	119.5	0.00	108	1.40	151	380
124+25.00	165.3	0.00	156	115.8	0.00	109	1.40	153	383
124+50.00	189.0	0.00	164	111.7	0.00	105	1.40	147	400
124+58.01	183.4	0.00	55	114.7	0.00	34	1.40	47	408
124+75.00	175.6	0.00	113	108.7	0.00	70	1.40	98	423
125+00.00	170.0	0.00	160	126.5	0.00	109	1.40	152	431
125+25.00	228.9	0.00	185	136.8	0.00	122	1.40	171	445
125+50.00	147.7	0.00	175	163.4	0.00	139	1.40	195	425
125+75.00	105.9	0.00	118	274.6	0.00	203	1.40	284	259
***** Balance Pt at Station 125+96.73 *****									
+Incr.	0.00	0.00	2395	0.00	0.00	1710	1710	2395	0.00
+Accum.	0.00	0.00	2395	0.00	0.00	1710	1710	2395	0.00
126+00.00	97.6	0.00	94	330.2	0.00	280	1.40	392	-39
126+25.00	167.2	0.00	123	152.3	0.00	223	1.40	313	-229
126+50.00	145.0	0.00	144	111.7	0.00	122	1.40	171	-256
126+75.00	140.1	0.00	132	127.9	0.00	111	1.40	155	-279
127+00.00	139.2	0.00	129	155.4	0.00	131	1.40	184	-334
127+25.00	167.9	0.00	142	151.0	0.00	142	1.40	199	-391
127+50.00	160.9	0.00	152	151.6	0.00	140	1.40	196	-435
127+75.00	136.3	0.00	138	144.9	0.00	137	1.40	192	-489
128+00.00	146.8	0.00	131	145.1	0.00	134	1.40	188	-546
128+25.00	149.6	0.00	137	143.1	0.00	133	1.40	187	-596
128+50.00	137.5	0.00	133	146.5	0.00	134	1.40	188	-651
128+75.00	127.7	0.00	123	152.3	0.00	138	1.40	194	-722
129+00.00	142.3	0.00	125	135.8	0.00	133	1.40	187	-784
129+25.00	84.9	0.00	105	107.4	0.00	113	1.40	158	-837
129+40.01	74.7	0.00	44	125.3	0.00	65	1.40	91	-884
129+50.00	76.8	0.00	28	131.6	0.00	48	1.40	67	-923
129+75.00	129.9	0.00	96	158.9	0.00	134	1.40	188	-1015
130+00.00	149.0	0.00	129	151.3	0.00	144	1.40	201	-1087
130+25.00	145.5	0.00	136	150.9	0.00	140	1.40	196	-1147
130+50.00	122.4	0.00	124	141.4	0.00	135	1.40	189	-1212
130+77.00	74.8	0.00	99	131.6	0.00	137	1.40	191	-1304
131+00.00	114.8	0.00	80	144.6	0.00	118	1.40	165	-1389
131+25.00	131.8	0.00	114	148.6	0.00	136	1.40	190	-1465
131+50.00	124.1	0.00	118	146.8	0.00	137	1.40	191	-1538
131+75.00	40.3	0.00	77	176.9	0.00	150	1.40	210	-1671
131+85.00	32.6	0.00	14	190.2	0.00	68	1.40	95	-1752

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 3

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
132+00.00	28.9	0.00	17	173.5	0.00	101	1.40	141	-1876
132+25.00	92.5	0.00	56	120.1	0.00	136	1.40	190	-2010
***** GRAND SUMMARY TOTALS *****									
		Unadjusted	Adjusted			Mult			
		Volume	Volume			Factor			
		(cu. yd.)	(cu. yd.)						
		-----	-----			-----			
+ Excavation		5253	5253	1.00					
+ Fill		5186	7263	1.40					
		-----	-----	-----					

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 4

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
152+00.00	106.6	0.00	0	135.4	0.00	0	1.40	0	0
152+25.00	117.2	0.00	104	139.7	0.00	127	1.40	178	-74
152+50.00	124.1	0.00	112	172.4	0.00	144	1.40	202	-164
152+75.00	517.3	0.00	297	490.4	0.00	307	1.40	430	-297
153+00.00	521.9	0.00	481	495.6	0.00	456	1.40	639	-455
153+25.00	103.1	0.00	289	97.0	0.00	274	1.40	384	-550
153+46.00	26.1	0.00	50	0.0	0.00	38	1.40	53	-553
***** GRAND SUMMARY TOTALS *****									
		Unadjusted	Adjusted			Mult			
		Volume	Volume			Factor			
		(cu. yd.)	(cu. yd.)						
		-----	-----			-----			
+ Excavation		1333	1333	1.00					
+ Fill		1346	1886	1.40					
		-----	-----	-----					

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570cewsh01.dgn

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 5

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
132+25.00	110.7	0.00	0	120.1	0.00	0	1.40	0	0
132+50.00	121.2	0.00	108	112.8	0.00	108	1.40	151	-43
132+60.10	88.9	0.00	39	79.7	0.00	36	1.40	50	-54
132+75.00	94.5	0.00	51	92.2	0.00	47	1.40	66	-69
133+00.00	71.7	0.00	77	122.7	0.00	99	1.40	139	-131
133+25.00	68.8	0.00	65	127.4	0.00	116	1.40	162	-228
133+50.00	64.9	0.00	62	133.1	0.00	121	1.40	169	-335
133+75.00	49.6	0.00	53	163.3	0.00	137	1.40	192	-474
134+00.00	33.9	0.00	39	179.7	0.00	159	1.40	222	-657
134+25.00	41.8	0.00	35	194.7	0.00	173	1.40	243	-865
134+50.00	46.3	0.00	41	206.2	0.00	186	1.40	260	-1084
134+75.00	60.4	0.00	49	209.8	0.00	193	1.40	270	-1305
135+00.00	55.8	0.00	54	221.8	0.00	200	1.40	280	-1531
135+25.00	50.1	0.00	49	242.5	0.00	215	1.40	301	-1783
135+50.00	44.6	0.00	44	246.5	0.00	226	1.40	317	-2056
135+75.00	40.2	0.00	39	246.3	0.00	228	1.40	319	-2336
136+00.00	36.0	0.00	35	276.8	0.00	242	1.40	339	-2640
136+25.00	36.4	0.00	34	272.1	0.00	254	1.40	356	-2962
136+50.00	37.0	0.00	34	259.4	0.00	246	1.40	344	-3272
136+75.00	39.9	0.00	36	242.0	0.00	232	1.40	325	-3561
137+00.00	44.4	0.00	39	219.8	0.00	214	1.40	299	-3821
137+25.00	51.2	0.00	44	192.5	0.00	191	1.40	267	-4044
137+50.00	53.3	0.00	48	157.7	0.00	162	1.40	227	-4223
137+75.00	59.9	0.00	52	120.5	0.00	129	1.40	180	-4351
138+00.00	65.3	0.00	58	79.2	0.00	92	1.40	129	-4422
138+25.00	67.6	0.00	62	75.6	0.00	72	1.40	100	-4460
138+50.00	74.9	0.00	66	75.2	0.00	70	1.40	98	-4492
138+75.00	71.8	0.00	68	75.1	0.00	70	1.40	97	-4521
139+00.00	67.7	0.00	65	75.0	0.00	69	1.40	97	-4553
139+25.00	73.4	0.00	65	72.8	0.00	68	1.40	96	-4584
139+50.00	73.1	0.00	68	70.7	0.00	66	1.40	93	-4609
139+75.00	70.7	0.00	67	68.6	0.00	64	1.40	90	-4632
140+00.00	76.0	0.00	68	64.6	0.00	62	1.40	86	-4650
140+25.00	79.8	0.00	72	77.3	0.00	66	1.40	92	-4670
140+50.00	74.7	0.00	72	100.8	0.00	82	1.40	115	-4713
140+75.00	104.6	0.00	83	78.2	0.00	83	1.40	116	-4746
140+78.46	116.2	0.00	14	73.1	0.00	10	1.40	14	-4746
140+93.00	148.3	0.00	71	0.0	0.00	20	1.40	28	-4703
141+00.00	146.8	0.00	38	0.0	0.00	0	1.40	0	-4665
141+25.00	106.6	0.00	117	0.0	0.00	0	1.40	0	-4548
141+30.00	107.0	0.00	20	0.0	0.00	0	1.40	0	-4528
*****SKIP STATION RANGE = 141+30.00 to 144+60.00*****									
144+60.00	35.3	0.00	0	93.1	0.00	0	1.40	0	-4528
144+75.00	51.7	0.00	24	91.8	0.00	51	1.40	72	-4576
145+00.00	55.9	0.00	50	95.3	0.00	87	1.40	121	-4647
145+11.04	56.7	0.00	23	96.8	0.00	39	1.40	55	-4679
145+25.00	59.5	0.00	30	96.5	0.00	50	1.40	70	-4719
145+50.00	55.7	0.00	53	94.8	0.00	89	1.40	124	-4790
145+75.00	46.1	0.00	47	96.5	0.00	89	1.40	124	-4867
146+00.00	38.5	0.00	39	114.0	0.00	97	1.40	136	-4964
146+25.00	32.8	0.00	33	152.4	0.00	123	1.40	173	-5104
146+50.00	111.5	0.00	67	171.0	0.00	150	1.40	210	-5247

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 5

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
146+75.00	76.4	0.00	87	196.1	0.00	170	1.40	238	-5398
147+00.00	30.9	0.00	50	249.8	0.00	206	1.40	289	-5637
147+25.00	25.4	0.00	26	268.6	0.00	240	1.40	336	-5947
147+50.00	21.4	0.00	22	280.4	0.00	254	1.40	356	-6281
147+75.00	18.7	0.00	19	286.3	0.00	262	1.40	367	-6629
148+00.00	18.4	0.00	17	287.6	0.00	266	1.40	372	-6984
148+25.00	16.8	0.00	16	258.3	0.00	253	1.40	354	-7322
148+50.00	56.2	0.00	34	229.5	0.00	226	1.40	316	-7604
148+75.00	36.9	0.00	43	207.0	0.00	202	1.40	283	-7844
149+00.00	37.8	0.00	35	207.3	0.00	192	1.40	269	-8078
149+25.00	11.1	0.00	23	198.9	0.00	188	1.40	263	-8318
149+50.00	13.4	0.00	11	196.6	0.00	183	1.40	256	-8563
149+75.00	14.0	0.00	13	183.8	0.00	176	1.40	247	-8797
150+00.00	16.3	0.00	14	177.0	0.00	167	1.40	234	-9017
150+25.00	23.5	0.00	18	161.7	0.00	157	1.40	220	-9219
150+50.00	40.2	0.00	29	136.8	0.00	138	1.40	193	-9383
150+75.00	38.6	0.00	36	113.8	0.00	116	1.40	162	-9509
150+89.90	37.8	0.00	21	93.8	0.00	57	1.40	80	-9568
151+00.00	33.6	0.00	13	81.3	0.00	33	1.40	46	-9601
151+25.00	31.5	0.00	30	53.2	0.00	62	1.40	87	-9658
151+50.00	29.2	0.00	28	40.4	0.00	43	1.40	61	-9691
151+75.00	29.9	0.00	27	50.4	0.00	42	1.40	59	-9723
152+00.00	33.7	0.00	29	44.3	0.00	44	1.40	61	-9755

+ GRAND SUMMARY TOTALS									

+ Unadjusted Adjusted Mult									
+ Volume Volume Factor									
+ (cu. yd.) (cu. yd.)									
+ -----									
+ Excavation 3208 3208 1.00									
+ Fill 9260 12963 1.40									
+ -----									

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570cewsh102.dgn

BASELINE/TAB NAME: BASELINE: RD_755

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
658+50.00	161.1	0.00	0	103.3	0.00	0	1.40	0	0
658+75.00	100.4	0.00	121	106.0	0.00	97	1.40	136	-15
659+00.00	63.6	0.00	76	110.6	0.00	100	1.40	140	-79
659+25.00	50.2	0.00	53	115.2	0.00	105	1.40	146	-172
659+50.00	37.3	0.00	41	123.5	0.00	111	1.40	155	-286
659+75.00	31.5	0.00	32	144.2	0.00	124	1.40	174	-428
660+00.00	25.9	0.00	26	166.8	0.00	144	1.40	202	-604
660+25.00	20.7	0.00	22	193.3	0.00	167	1.40	233	-815
660+50.00	16.2	0.00	17	219.4	0.00	191	1.40	267	-1065
660+75.00	12.8	0.00	13	236.8	0.00	211	1.40	296	-1348
661+00.00	10.4	0.00	11	251.4	0.00	226	1.40	316	-1653
661+25.00	8.5	0.00	9	263.7	0.00	238	1.40	334	-1978
661+50.00	5.9	0.00	7	277.6	0.00	251	1.40	351	-2322
661+60.00	2.2	0.00	2	280.1	0.00	103	1.40	145	-2465
661+75.00	0.0	0.00	1	440.1	0.00	200	1.40	280	-2744
662+00.00	1.9	0.00	1	544.2	0.00	456	1.40	638	-3381
662+25.00	0.0	0.00	1	465.5	0.00	467	1.40	654	-4034
662+50.00	5.8	0.00	3	301.2	0.00	355	1.40	497	-4528
662+75.00	8.8	0.00	7	299.0	0.00	278	1.40	389	-4910
663+00.00	12.4	0.00	10	295.3	0.00	275	1.40	385	-5285
663+25.00	17.2	0.00	14	290.9	0.00	271	1.40	380	-5651
663+50.00	23.0	0.00	19	284.2	0.00	266	1.40	373	-6005
663+75.00	29.7	0.00	24	274.3	0.00	259	1.40	362	-6343
664+00.00	37.1	0.00	31	263.1	0.00	249	1.40	348	-6660
664+25.00	32.6	0.00	32	278.6	0.00	251	1.40	351	-6979
664+50.00	35.6	0.00	32	266.2	0.00	252	1.40	353	-7300
664+75.00	0.0	0.00	16	276.8	0.00	251	1.40	352	-7636
665+00.00	0.7	0.00	0	265.3	0.00	251	1.40	351	-7987
665+25.00	0.0	0.00	0	228.0	0.00	228	1.40	320	-8307
665+50.00	33.5	0.00	16	163.3	0.00	181	1.40	254	-8545
665+75.00	33.1	0.00	30	142.1	0.00	141	1.40	198	-8713
666+00.00	42.9	0.00	35	130.5	0.00	126	1.40	177	-8855
666+25.00	57.4	0.00	46	125.2	0.00	118	1.40	166	-8975
666+50.00	79.7	0.00	64	126.8	0.00	117	1.40	163	-9074
666+75.00	90.8	0.00	79	126.7	0.00	117	1.40	164	-9159
667+00.00	102.7	0.00	90	120.8	0.00	115	1.40	160	-9229
667+25.00	115.6	0.00	101	113.0	0.00	108	1.40	152	-9280
667+50.00	131.8	0.00	115	105.1	0.00	101	1.40	141	-9306
667+75.00	148.2	0.00	129	100.1	0.00	95	1.40	133	-9310
668+00.00	143.4	0.00	135	88.7	0.00	87	1.40	122	-9297
668+25.00	133.6	0.00	129	96.2	0.00	86	1.40	120	-9288
668+50.00	133.2	0.00	124	100.6	0.00	91	1.40	128	-9292
668+75.00	134.6	0.00	124	100.2	0.00	93	1.40	130	-9298
669+00.00	147.9	0.00	130	87.7	0.00	87	1.40	122	-9290
669+25.00	154.2	0.00	140	98.6	0.00	86	1.40	121	-9271
669+50.00	147.9	0.00	139	101.1	0.00	92	1.40	129	-9261
669+75.00	134.6	0.00	131	103.3	0.00	95	1.40	132	-9262
670+00.00	156.3	0.00	134	120.9	0.00	104	1.40	145	-9273
*****SKIP STATION RANGE = 670+00.00 to 671+00.00*****									
671+00.00	124.8	0.00	0	110.5	0.00	0	1.40	0	-9273
671+25.00	97.3	0.00	103	66.2	0.00	82	1.40	115	-9285
671+37.00	95.5	0.00	43	64.2	0.00	29	1.40	41	-9283

BASELINE/TAB NAME: BASELINE: RD_755

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
+***** GRAND SUMMARY TOTALS *****+									
+ Unadjusted Adjusted Mult									
+ Volume Volume Factor									
+ (cu. yd.) (cu. yd.)									
+-----									
+ Excavation 2658 2658 1.00									
+ Fill 8528 11941 1.40									
+-----									

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570ceawsh103.dgn



BASELINE/TAB NAME: BASELINE: HWY_30

BASELINE/TAB NAME: BASELINE: HWY_30

C.N. 61457

ROADWAY DESIGN DIVISION

Station	*****Excavation*****			*****Embankment*****					
	CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
505+70.00	22.6	0.00	0	13.1	0.00	0	1.40	0	0
506+00.00	24.3	0.00	26	14.6	0.00	15	1.40	22	4
506+50.00	35.6	0.00	56	25.0	0.00	37	1.40	51	9
507+00.00	37.0	0.00	67	27.8	0.00	49	1.40	68	8
507+50.00	38.6	0.00	70	28.8	0.00	52	1.40	73	5
+*****									
+***** Balance Pt at Station 507+85.71 *****									
+Incre.	0.00	0.00	271	0.00	0.00	193	193	270	0.00
+Accum.	0.00	0.00	271	0.00	0.00	193	193	270	0.00
+*****									
508+00.00	39.6	0.00	72	32.0	0.00	56	1.40	79	-2
508+50.00	41.1	0.00	75	33.8	0.00	61	1.40	85	-12
509+00.00	42.6	0.00	78	36.6	0.00	65	1.40	91	-25
509+50.00	49.1	0.00	85	34.7	0.00	66	1.40	92	-32
510+00.00	46.2	0.00	88	37.3	0.00	67	1.40	93	-37
510+50.00	51.4	0.00	90	37.3	0.00	69	1.40	97	-44
511+00.00	52.3	0.00	96	39.0	0.00	71	1.40	99	-47
511+50.00	50.5	0.00	96	43.7	0.00	77	1.40	107	-58
512+00.00	52.6	0.00	95	43.2	0.00	80	1.40	113	-76
512+50.00	56.8	0.00	101	45.4	0.00	82	1.40	115	-90
513+00.00	57.0	0.00	106	47.4	0.00	86	1.40	120	-104
513+50.00	59.8	0.00	108	49.3	0.00	90	1.40	125	-121
514+00.00	55.3	0.00	107	51.9	0.00	94	1.40	131	-145
514+50.00	61.9	0.00	108	51.3	0.00	96	1.40	134	-171
515+00.00	61.1	0.00	114	52.0	0.00	96	1.40	134	-191
515+50.00	66.2	0.00	118	51.8	0.00	96	1.40	135	-208
516+00.00	72.5	0.00	128	50.9	0.00	95	1.40	133	-213
516+50.00	162.3	0.00	218	71.2	0.00	113	1.40	158	-153
517+00.00	137.6	0.00	278	188.1	0.00	240	1.40	336	-211
517+50.00	188.1	0.00	301	115.3	0.00	281	1.40	393	-303
518+00.00	116.5	0.00	282	96.0	0.00	196	1.40	274	-295
518+50.00	117.0	0.00	216	93.7	0.00	176	1.40	246	-325
519+00.00	108.8	0.00	210	88.7	0.00	169	1.40	236	-351
519+50.00	97.7	0.00	191	85.9	0.00	162	1.40	226	-386
520+00.00	107.0	0.00	190	85.6	0.00	159	1.40	222	-418
520+50.00	114.1	0.00	204	80.4	0.00	154	1.40	215	-429
521+00.00	94.3	0.00	193	70.8	0.00	140	1.40	196	-432
521+50.00	77.3	0.00	159	66.8	0.00	127	1.40	178	-451
522+00.00	76.8	0.00	142	62.7	0.00	120	1.40	168	-477
522+50.00	66.7	0.00	133	58.9	0.00	113	1.40	158	-502
523+00.00	56.7	0.00	115	53.3	0.00	104	1.40	145	-532
523+50.00	53.7	0.00	102	45.4	0.00	91	1.40	128	-558
524+00.00	54.3	0.00	100	37.0	0.00	76	1.40	107	-565
524+50.00	48.5	0.00	95	30.8	0.00	63	1.40	88	-558
525+00.00	48.6	0.00	89	25.1	0.00	52	1.40	72	-541
525+50.00	49.6	0.00	91	21.6	0.00	43	1.40	61	-511
526+00.00	41.3	0.00	84	21.8	0.00	40	1.40	56	-483
526+50.00	3.8	0.00	42	2.3	0.00	22	1.40	31	-472
527+00.00	48.3	0.00	48	0.0	0.00	2	1.40	3	-427
527+50.00	140.7	0.00	175	0.0	0.00	0	1.40	0	-252
527+97.00	36.2	0.00	154	41.8	0.00	36	1.40	51	-149
528+00.00	33.7	0.00	4	43.8	0.00	5	1.40	7	-152
528+17.00	20.8	0.00	17	57.6	0.00	32	1.40	45	-180
528+37.00	15.3	0.00	13	49.4	0.00	40	1.40	55	-222

Station	*****Excavation*****			*****Embankment*****					
	CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
528+50.00	26.6	0.00	10	0.0	0.00	12	1.40	17	-229
529+00.00	23.4	0.00	46	0.1	0.00	0	1.40	0	-183
529+50.00	20.4	0.00	41	0.1	0.00	0	1.40	0	-142
530+00.00	20.0	0.00	37	0.1	0.00	0	1.40	0	-105
530+10.00	3.1	0.00	4	59.8	0.00	11	1.40	16	-117
530+30.00	2.3	0.00	2	64.0	0.00	46	1.40	64	-179
530+50.00	3.2	0.00	2	59.5	0.00	46	1.40	64	-241
531+00.00	24.9	0.00	26	0.1	0.00	55	1.40	77	-292
531+50.00	20.4	0.00	42	0.2	0.00	0	1.40	0	-250
532+00.00	17.3	0.00	35	0.1	0.00	0	1.40	0	-215

***** GRAND SUMMARY TOTALS *****			
	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
+ Excavation	5975	5975	1.00
+ Fill	4426	6190	1.40

Computer: 336C3T3

Date: 26-SEP-2023 21:15

File: 614570cewsh104.dgn



BASELINE/TAB NAME: BASELINE: RD_A

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
212+53.00	297.5	0.00	0	49.4	0.00	0	1.40	0	0
212+75.00	357.8	0.00	267	56.7	0.00	43	1.40	61	206
213+00.00	334.7	0.00	321	90.2	0.00	68	1.40	95	432
213+25.00	375.5	0.00	329	137.0	0.00	105	1.40	147	614
213+50.00	321.8	0.00	323	86.6	0.00	104	1.40	145	792
213+75.00	314.8	0.00	295	55.7	0.00	66	1.40	92	995
214+00.00	263.9	0.00	268	49.3	0.00	49	1.40	68	1195
214+25.00	249.7	0.00	238	49.3	0.00	46	1.40	64	1369
214+50.00	235.7	0.00	225	49.3	0.00	46	1.40	64	1530
214+75.00	217.9	0.00	210	49.3	0.00	46	1.40	64	1676
215+00.00	199.4	0.00	193	49.5	0.00	46	1.40	64	1805
215+25.00	185.7	0.00	178	50.2	0.00	46	1.40	65	1918
215+50.00	173.5	0.00	166	51.1	0.00	47	1.40	66	2018
215+75.00	161.6	0.00	155	52.3	0.00	48	1.40	67	2106
216+00.00	157.0	0.00	148	52.7	0.00	49	1.40	68	2186
216+25.00	153.9	0.00	143	53.1	0.00	49	1.40	69	2260
216+50.00	150.6	0.00	141	53.4	0.00	49	1.40	69	2332
216+75.00	140.7	0.00	135	54.3	0.00	50	1.40	70	2397
217+00.00	133.9	0.00	127	55.6	0.00	51	1.40	71	2453
217+25.00	126.4	0.00	120	56.8	0.00	52	1.40	73	2500
217+50.00	114.0	0.00	111	58.6	0.00	53	1.40	75	2536
217+75.00	106.2	0.00	102	60.5	0.00	55	1.40	77	2561
218+00.00	100.2	0.00	96	61.6	0.00	57	1.40	79	2578
218+25.00	93.6	0.00	90	63.2	0.00	58	1.40	81	2587
218+50.00	85.0	0.00	82	66.5	0.00	60	1.40	84	2585
218+75.00	80.1	0.00	77	68.6	0.00	63	1.40	88	2574
219+00.00	79.8	0.00	74	67.7	0.00	63	1.40	88	2560
219+25.00	80.4	0.00	74	67.9	0.00	63	1.40	88	2546
219+50.00	76.7	0.00	72	70.5	0.00	64	1.40	90	2528
219+75.00	74.9	0.00	70	71.7	0.00	66	1.40	92	2506
220+00.00	76.9	0.00	70	70.0	0.00	66	1.40	92	2484
220+25.00	77.5	0.00	71	69.7	0.00	65	1.40	91	2464
220+50.00	77.1	0.00	71	69.2	0.00	64	1.40	90	2445
220+75.00	79.5	0.00	72	68.2	0.00	64	1.40	89	2428
221+00.00	77.8	0.00	73	67.8	0.00	63	1.40	88	2413
221+25.00	79.7	0.00	73	68.8	0.00	63	1.40	89	2397
221+50.00	78.0	0.00	73	70.2	0.00	64	1.40	90	2380
221+75.00	74.5	0.00	70	71.7	0.00	66	1.40	92	2358
222+00.00	73.1	0.00	68	73.3	0.00	67	1.40	94	2332
222+25.00	73.2	0.00	68	74.2	0.00	68	1.40	96	2304
222+50.00	70.3	0.00	66	74.6	0.00	69	1.40	96	2274
222+75.00	72.7	0.00	66	74.1	0.00	69	1.40	96	2244
223+00.00	69.3	0.00	66	73.5	0.00	68	1.40	96	2214
223+25.00	70.7	0.00	65	75.1	0.00	69	1.40	96	2183
223+50.00	70.1	0.00	65	76.1	0.00	70	1.40	98	2150
223+75.00	70.6	0.00	65	74.5	0.00	70	1.40	98	2117
224+00.00	70.1	0.00	65	73.1	0.00	68	1.40	96	2086
224+25.00	68.6	0.00	64	73.5	0.00	68	1.40	95	2055
224+50.00	68.1	0.00	63	76.5	0.00	69	1.40	97	2021
224+70.00	68.3	0.00	51	79.1	0.00	58	1.40	81	1991
224+75.00	70.5	0.00	13	79.5	0.00	15	1.40	21	1983
225+00.00	80.6	0.00	70	78.2	0.00	73	1.40	102	1951
225+25.00	92.0	0.00	80	74.7	0.00	71	1.40	99	1932
225+50.00	103.1	0.00	90	75.1	0.00	69	1.40	97	1925

BASELINE/TAB NAME: BASELINE: RD_A

Station	CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
+***** GRAND SUMMARY TOTALS *****+									
		Unadjusted	Adjusted	Mult					
		Volume	Volume	Factor					
		(cu. yd.)	(cu. yd.)						
	Excavation	6428	6428	1.00					
	Fill	3218	4503	1.40					
+-----									

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570cewsh105.dgn



ROADWAY DESIGN DIVISION
Computer: 336CS3T3
Date: 26-SEP-2023 21:15
File: 614570cewsh106.dgn

BASELINE/TAB NAME: BASELINE: RD_B

Station	CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
311+25.00	251.9	0.00	0	49.3	0.00	0	1.40	0	0
311+50.00	31.9	0.00	132	71.3	0.00	56	1.40	78	54
311+75.00	103.3	0.00	62	52.5	0.00	57	1.40	80	36
312+00.00	108.0	0.00	98	50.2	0.00	48	1.40	67	67
312+20.00	88.2	0.00	72	50.4	0.00	37	1.40	52	87
312+25.00	81.6	0.00	15	50.5	0.00	9	1.40	13	89
312+50.00	69.1	0.00	70	51.0	0.00	47	1.40	66	93
312+75.00	64.4	0.00	61	51.5	0.00	47	1.40	66	88
313+00.00	63.1	0.00	59	51.8	0.00	48	1.40	67	80
313+25.00	61.1	0.00	58	51.7	0.00	48	1.40	67	71
313+50.00	60.8	0.00	57	52.1	0.00	48	1.40	67	61
313+75.00	58.6	0.00	55	52.9	0.00	49	1.40	68	48
314+00.00	55.5	0.00	53	53.8	0.00	49	1.40	69	32
314+25.00	56.4	0.00	52	53.9	0.00	50	1.40	70	14
314+50.00	65.1	0.00	56	53.7	0.00	50	1.40	70	0
+***** Balance Pt at Station 314+50.00 *****									
+Incre.	0.00	0.00	900	0.00	0.00	643	643	900	0.00
+Accum.	0.00	0.00	900	0.00	0.00	643	643	900	0.00
314+75.00	66.8	0.00	61	54.7	0.00	50	1.40	70	-9
315+00.00	60.8	0.00	59	56.8	0.00	52	1.40	72	-22
315+25.00	59.3	0.00	56	58.3	0.00	53	1.40	75	-41
315+50.00	59.9	0.00	55	58.7	0.00	54	1.40	76	-62
315+75.00	57.7	0.00	54	58.4	0.00	54	1.40	76	-84
316+00.00	51.1	0.00	50	59.5	0.00	55	1.40	76	-110
316+25.00	48.7	0.00	47	60.0	0.00	55	1.40	77	-140
316+50.00	45.8	0.00	43	61.1	0.00	56	1.40	78	-175
316+75.00	47.2	0.00	43	61.3	0.00	57	1.40	79	-211
317+00.00	50.7	0.00	45	61.1	0.00	57	1.40	79	-245
317+25.00	50.6	0.00	47	61.5	0.00	57	1.40	79	-277
317+50.00	50.5	0.00	47	61.7	0.00	57	1.40	80	-310
317+75.00	51.5	0.00	47	61.4	0.00	57	1.40	80	-343
318+00.00	52.5	0.00	48	60.9	0.00	57	1.40	79	-374
318+25.00	49.9	0.00	48	61.2	0.00	57	1.40	79	-405
318+50.00	50.5	0.00	46	61.0	0.00	57	1.40	79	-438
318+75.00	52.1	0.00	48	60.4	0.00	56	1.40	79	-469
319+00.00	54.9	0.00	49	59.8	0.00	56	1.40	78	-498
319+25.00	56.9	0.00	52	59.8	0.00	55	1.40	78	-524
319+50.00	57.4	0.00	53	59.9	0.00	55	1.40	78	-549
319+75.00	61.0	0.00	55	59.7	0.00	55	1.40	78	-572
320+00.00	62.8	0.00	58	58.4	0.00	55	1.40	77	-591
320+25.00	55.7	0.00	54	57.4	0.00	54	1.40	75	-612
320+50.00	46.8	0.00	48	57.3	0.00	53	1.40	74	-638
320+75.00	34.3	0.00	37	59.2	0.00	54	1.40	76	-677
321+00.00	4.8	0.00	18	84.0	0.00	66	1.40	93	-752
321+25.00	1.4	0.00	3	91.8	0.00	81	1.40	114	-863
321+50.00	0.0	0.00	1	153.0	0.00	113	1.40	159	-1021
321+80.00	0.0	0.00	0	156.9	0.00	172	1.40	241	-1262
322+00.00	0.7	0.00	0	142.3	0.00	111	1.40	155	-1417
322+25.00	0.6	0.00	1	95.1	0.00	110	1.40	154	-1570
322+50.00	3.7	0.00	2	80.7	0.00	81	1.40	114	-1682
322+75.00	3.9	0.00	4	82.7	0.00	76	1.40	106	-1784
323+00.00	5.3	0.00	4	79.7	0.00	75	1.40	105	-1885

BASELINE/TAB NAME: BASELINE: RD_B

Station	CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
323+25.00	5.4	0.00	5	78.8	0.00	73	1.40	103	-1983
323+50.00	7.4	0.00	6	75.7	0.00	72	1.40	100	-2077
323+75.00	9.1	0.00	8	74.7	0.00	70	1.40	97	-2166
324+00.00	10.2	0.00	9	71.7	0.00	68	1.40	95	-2252
324+25.00	11.5	0.00	10	68.5	0.00	65	1.40	91	-2333
324+50.00	12.0	0.00	11	67.8	0.00	63	1.40	88	-2410
324+75.00	12.2	0.00	12	68.7	0.00	63	1.40	88	-2486
325+00.00	11.6	0.00	11	67.6	0.00	63	1.40	88	-2563
325+25.00	13.3	0.00	11	64.7	0.00	61	1.40	86	-2638
325+50.00	14.0	0.00	12	64.0	0.00	60	1.40	83	-2709
325+75.00	17.6	0.00	15	63.0	0.00	59	1.40	82	-2776
326+00.00	22.6	0.00	18	62.0	0.00	58	1.40	81	-2839
326+25.00	22.0	0.00	20	60.3	0.00	57	1.40	79	-2898
326+50.00	22.0	0.00	20	59.3	0.00	55	1.40	78	-2956
326+75.00	11.9	0.00	16	62.5	0.00	56	1.40	79	-3019
326+85.00	7.2	0.00	3	66.4	0.00	24	1.40	33	-3049
327+00.00	28.7	0.00	10	56.8	0.00	34	1.40	48	-3087
327+25.00	38.9	0.00	31	54.3	0.00	51	1.40	72	-3128
327+50.00	47.0	0.00	40	52.8	0.00	50	1.40	69	-3157
327+75.00	90.9	0.00	64	50.4	0.00	48	1.40	67	-3160
328+00.00	97.5	0.00	87	49.9	0.00	46	1.40	65	-3138
328+25.00	71.8	0.00	78	57.3	0.00	50	1.40	69	-3129
328+50.00	31.1	0.00	47	106.3	0.00	76	1.40	106	-3188
328+75.00	28.0	0.00	27	161.2	0.00	124	1.40	173	-3334
328+93.00	82.6	0.00	37	159.0	0.00	107	1.40	149	-3446
329+00.00	60.9	0.00	19	178.8	0.00	44	1.40	61	-3488
+***** GRAND SUMMARY TOTALS *****									
		Unadjusted	Adjusted	Mult					
		Volume	Volume	Factor					
		(cu. yd.)	(cu. yd.)						

		Excavation	2810	2810	1.00				
		Fill	4503	6298	1.40				

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. R1
C.N. 61457

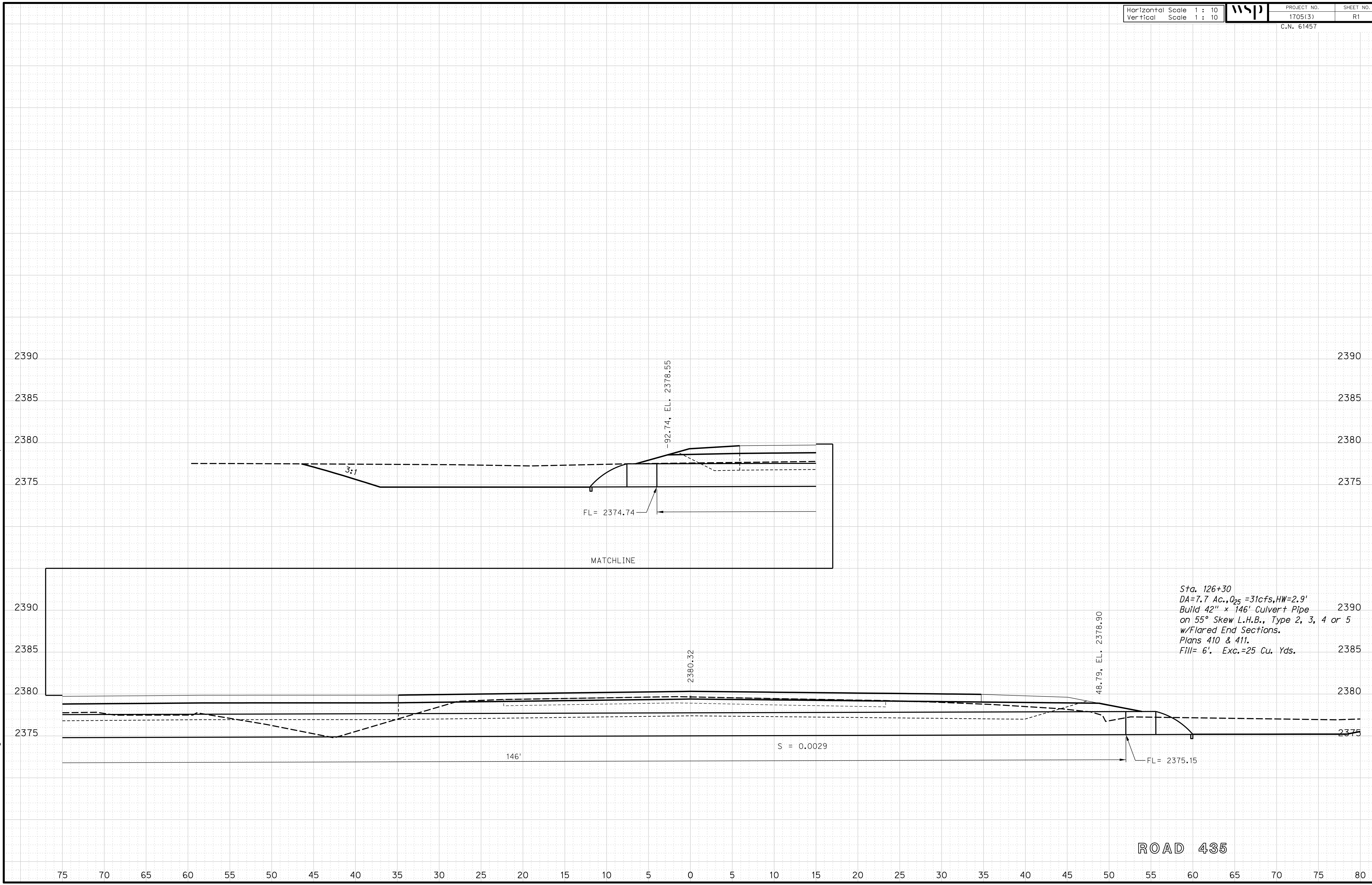
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 26-SEP-2023 21:15

File: 614570cculvxsht01.dgn



Sta. 126+30
DA=7.7 Ac., $Q_{25} = 31\text{cfs}$, HW=2.9'
Build 42" x 146' Culvert Pipe
on 55° Skew L.H.B., Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 6'. Exc.=25 Cu. Yds.

ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. R2
C.N. 61457

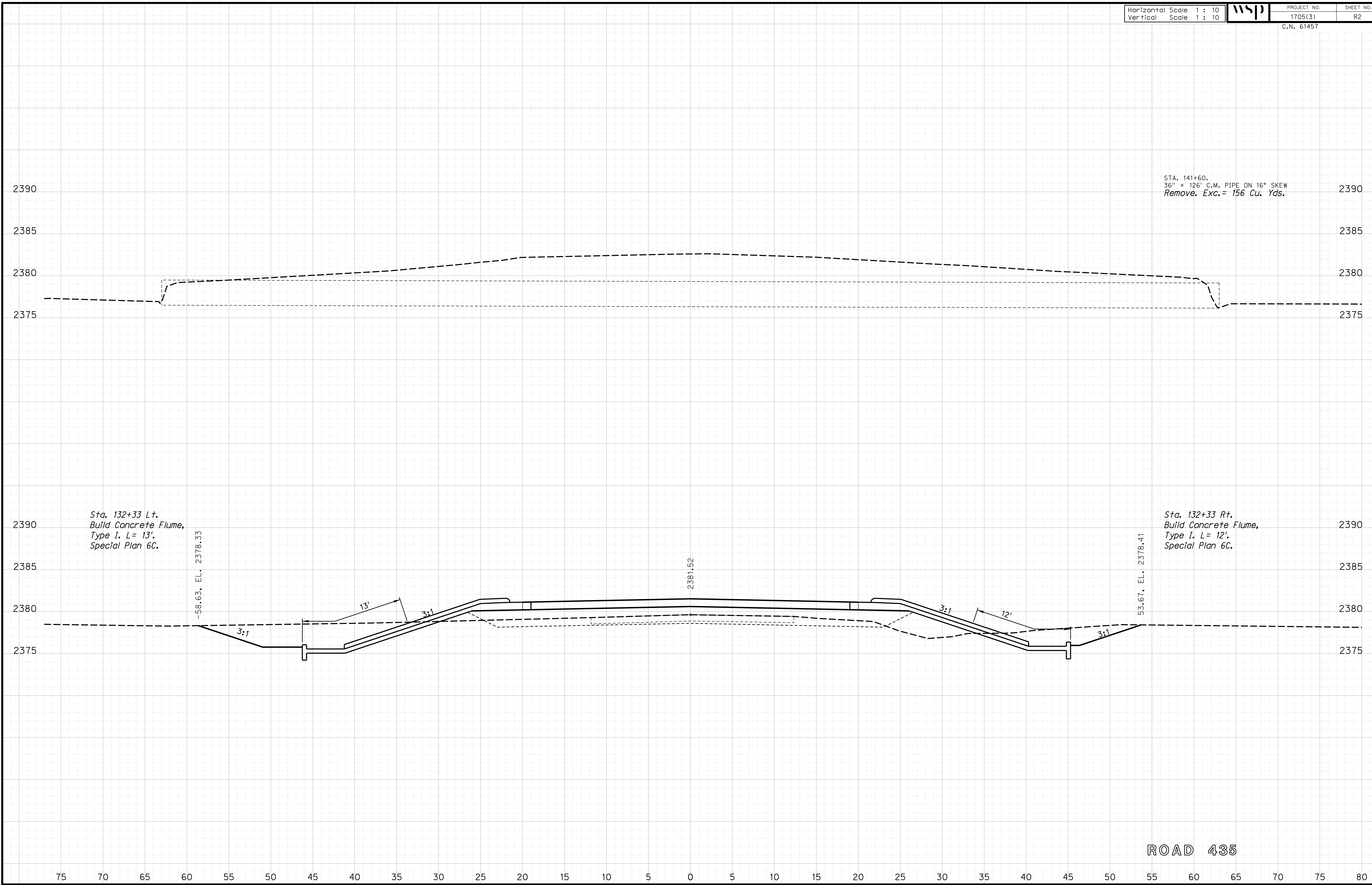
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 26-SEP-2023 21:15

File: 614570cculxshh01.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. R3
C.N. 61457

ROADWAY DESIGN DIVISION

Computer: 33C53T3

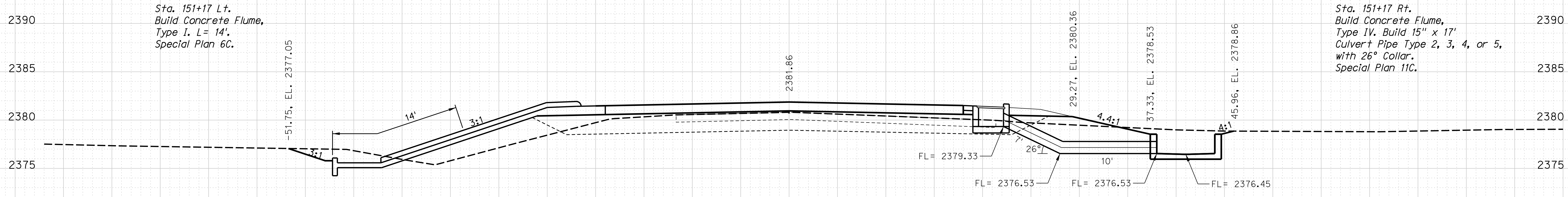
User: mealfidd

Date: 26-SEP-2023 21:15

File: 614570cculxsh01.dgn

Sta. 151+17 Lt.
Build Concrete Flume,
Type I. L= 14'.
Special Plan 6C.

Sta. 151+17 Rt.
Build Concrete Flume,
Type IV. Build 15" x 17'
Culvert Pipe Type 2, 3, 4, or 5,
with 26° Collar.
Special Plan 11C.



STA. 144+17.
24" x 88' C.M. PIPE ON 14° SKEW
Remove. Exc.= 70 Cu. Yds.

STA. 142+79.
24" x 50' C.M. PIPE ON 16° SKEW
Remove. Exc.= 31 Cu. Yds.

ROAD 435

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

ROADWAY DESIGN DIVISION

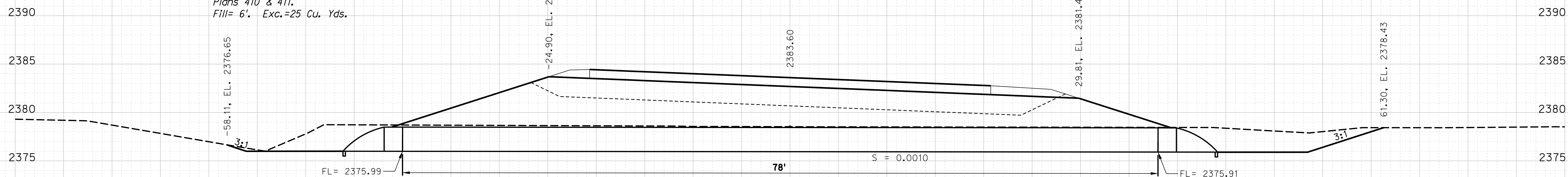
Computer: 33C53T3

User: mealfidd

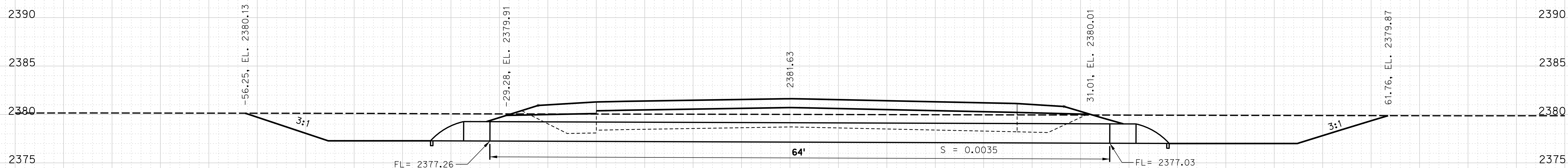
Date: 26-SEP-2023 21:15

File: 614570cculxshst01.dgn

Sta. 664+00
DA=9.4 Ac., $Q_{25} = 15\text{cfs}$, HW=1.9'
Build 30" x 78' Culvert Pipe
on 15° Skew L.H.B.,
Type 2, 3, 4 or 5 w/Flared End Sections.
Plans 410 & 411.
Fill= 6'. Exc.=25 Cu. Yds.



Sta. 658+40
DA=2.8 Ac., $Q_{25} = 6\text{cfs}$, HW=1.4'
Build 24" x 64' Culvert Pipe
Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 3'. Exc.=25 Cu. Yds.



ROAD 755

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

ROADWAY DESIGN DIVISION

Computer: 33C53T3

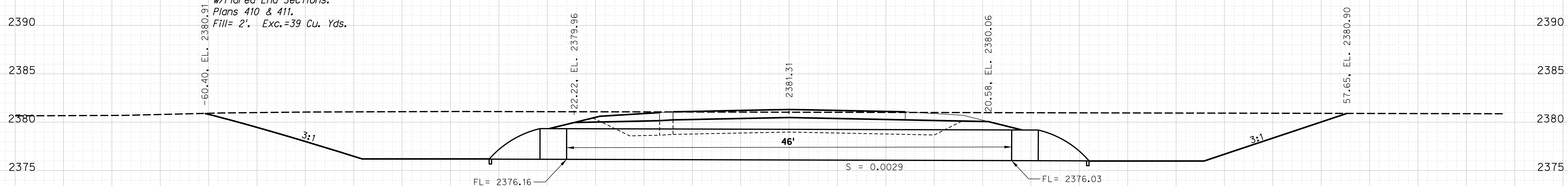
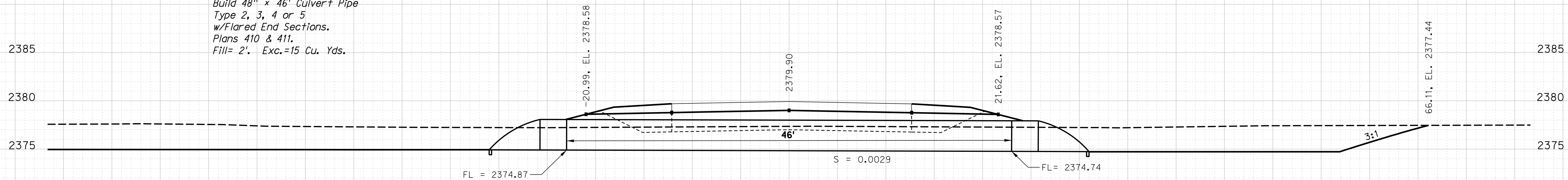
User: mealfidd

Date: 26-SEP-2023 21:15

File: 614570cculxsh01.dgn

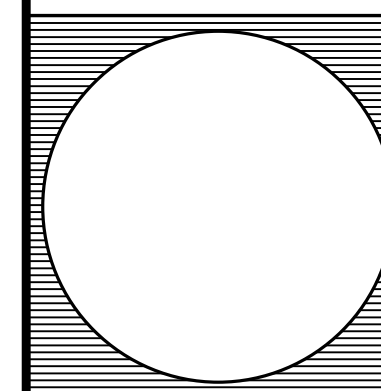
Sta. 225+80
DA=43.3Ac., $Q_{25} = 110$ cfs, HW=3.4'
Build 48" x 46' Culvert Pipe
Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 2'. Exc.=15 Cu. Yds.

Sta. 212+65
DA=44.0 Ac., $Q_{25} = 108$ cfs, HW=3.6'
Build Twin 48" x 46' Culvert Pipe
Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 2'. Exc.=39 Cu. Yds.



ROAD A

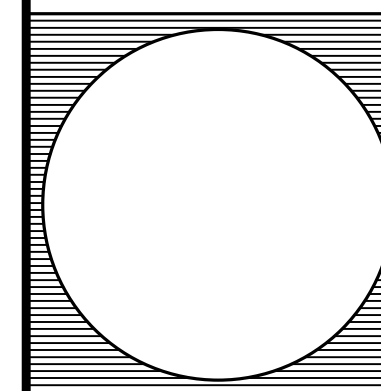
75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80



BRIDGE ENGINEER

330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 GENERAL NOTES, QUANTITIES & INDEX
 DATE: JULY 2023
 CHECKED BY: JFE
 DETAILED BY: JHG
 COUNTY: DAWSON
 HWY. NO.: RD-435
 REF. POST.
 STA. 142+95.00
 LOCATION: LEXINGTON
 SKEW: 15°42' 15.1" RHB
 ROADWAY: 40'-0"
 DESIGN LIVE LOAD: HL-93

NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION



- LEXINGTON EAST VIADUCT -

- NOTES - - QUANTITIES - - INDEX -

This structure is designed in accordance with the AASHTO LRFD Bridge Design Specifications, seventh edition, including subsequent interim revisions.

The concrete bridge deck is designed by the empirical design method.

The superstructure is designed for the allowance of stay-in-place forms (5 psf) between girders.

The girders and substructure are designed for a future wearing surface of 20 psf.

The contractor may substitute any one of the alternate designs shown on the plans for the original design. All quantities are based on the original design and no additions or deductions will be allowed for the use of an alternate design.

The prestressed girders have been designed assuming 100% continuity at the interior supports for live load.

Prestressed concrete girders must be at least 9 days old before they can be set on the bridge substructure. Surveying for shim shots, forming bridge deck, turndowns, or diaphragms and placing construction material on the girders is not allowed until the girders have reached design strength and are at least 30 days old. The shim shots may be taken before or after the turndowns and diaphragms are poured. All girder lines and spans between expansion joints, shall be set before the shims are calculated. Shim shots are valid for 60 days. If the deck is not placed within 60 days, shim shots must be retaken, shims may be adjusted, and all costs shall be subsidiary to the Pay Item "CLASS 47BD-4000 CONCRETE FOR BRIDGE".

The Contractor must provide any temporary intermediate diaphragms and/or bracing necessary to provide lateral and torsional stability for the girders during construction of the concrete slab. The temporary intermediate diaphragms/bracing shall be removed after the concrete slab has attained 75% of its design strength. The cost for furnishing, installing and removing the temporary intermediate diaphragms and/or bracing shall be subsidiary to the Pay Item "CLASS 47BD-4000 CONCRETE FOR BRIDGE".

Concrete for slab, approach slabs, diaphragms, and rails shall be Class "47BD" with a 28-day strength of 4000 Psi.

All other cast-in-place concrete shall be Class "47B" concrete with a 28-day strength of 3000 Psi.

All reinforcing steel shall be epoxy coated and conform to the requirements of ASTM A615/A615M, Grade 60 steel.

The minimum clearance, measured from the face of the concrete to the surface of any reinforcing bar, shall be 3", except where otherwise noted.

All dimensions shown are in horizontal plane only. No allowances have been made for vertical curve or roadway cross slope.

All plastic pipe, galvanized wire screen and miscellaneous drainage items at the abutments shall be considered subsidiary to the Pay Item "SUBSURFACE DRAINAGE MATTING".

Girder shims that will be provided to the contractor account for dead load deflection due to the weight of the slab and rail only. The contractor is responsible for making the necessary adjustments for the particular forming system used to achieve the slab grades and elevations shown on the plans.

The top of rail elevations for the existing BNSF tracks shall be verified in the field before beginning construction of the bridge. If the rail elevations are not as shown on the plans, the Project Manager shall contact the Bridge Division.

The railroad protection fence (Chain Link Type) shall be 6 ft. high.

Unless noted as "Optional" all construction joints are mandatory.

GROUP 6		
ABUTMENT NO. 1 EXCAVATION _____		1 LUMP SUM
PIER NO. 1 EXCAVATION _____		1 LUMP SUM
CLASS 47B-3000 CONCRETE FOR BRIDGE _____		770.0 CY
ABUTMENTS _____	604.7 CY	
PIER _____	165.3 CY	
CLASS 47BD-4000 CONCRETE FOR BRIDGE _____		579.6 CY
SLAB _____	430.8 CY	
CONCRETE RAILS _____	87.1 CY	
SHIM _____	61.6 CY	
PRECAST/PRESTRESSED CONCRETE SUPERSTRUCTURE AT STATION 143+95.00 _____		1 LUMP SUM
GIRDERS _____	385.2 CY	
EPOXY COATED REINFORCING STEEL _____		229,098 LB
SLAB _____	101,263 LB	
CONCRETE RAILS _____	19,537 LB	
ABUTMENTS _____	70,946 LB	
PIER _____	37,352 LB	
STEEL DIAPHRAGM _____		8 EACH
12 INCH STEEL PIPE PILING _____		3995 LF
TEST PILE _____		6 EACH
EXPANSION BEARING, PTFE TYPE _____		10 EACH
FIXED BEARING _____		10 EACH
GRANULAR BACKFILL _____		766 CY
SUBSURFACE DRAINAGE MATTING _____		476.4 SY
CONCRETE FOR PAVEMENT APPROACHES CLASS 47BD-4000 _____		210.3 CY
SLAB _____	184.4 CY	
CONCRETE RAILS _____	25.9 CY	
EPOXY COATED REINFORCING STEEL FOR PAVEMENT APPROACHES _____		37,390 LB
SLAB _____	30,761 LB	
CONCRETE RAILS _____	6,629 LB	
PREFORMED EXPANSION JOINT, TYPE 'A' _____		92.6 LF
1 1/2" CONDUIT IN BRIDGE _____		432.6 LF
6' RAILROAD PROTECTION FENCE (CHAIN LINK TYPE) _____		434.0 LF
CONCRETE SLOPE PROTECTION _____		20.2 SY
EXPANDED POLYSTYRENE GEOFOAM _____		1355 CY

GENERAL NOTES, QUANTITIES, & INDEX _____	1
GENERAL PLAN & ELEVATION _____	2
PILE LAYOUT & DATA _____	3
GEOLOGICAL PROFILE & TEST PILE DATA _____	4
GRANULAR BACKFILL & SLOPE PROTECTION _____	5
COORDINATE GEOMETRY _____	6
TRACK PROTECTION SHORING DETAILS _____	7
ABUTMENT NO. 1 FOOTING PLAN _____	8
ABUTMENT NO. 1 GEOMETRY _____	9
ABUTMENT NO. 1 SE WINGWALL GEOMETRY _____	10
ABUTMENT NO. 1 SW WINGWALL GEOMETRY _____	11
ABUTMENT NO. 1 REINFORCEMENT _____	12
ABUTMENT NO. 1 SE WINGWALL REINFORCEMENT _____	13
ABUTMENT NO. 1 SW WINGWALL REINFORCEMENT _____	14
GRADE BEAM NO. 1 DETAILS _____	15
ABUTMENT NO. 2 DETAILS _____	16
PIER GEOMETRY _____	17
PIER DETAILS - 1 _____	18
PIER DETAILS - 2 _____	19
BILL OF REINFORCEMENT - SUBSTRUCTURE _____	20
GIRDER LAYOUT _____	21
NU 2000 GIRDER DETAILS _____	22
ABUTMENT NO. 1 DIAPHRAGM DETAILS _____	23
ABUTMENT NO. 2 DIAPHRAGM DETAILS _____	24
PIER DIAPHRAGM DETAILS _____	25
DIAPHRAGM SECTIONS _____	26
SEPARATOR DETAILS _____	27
SLAB LAYOUT _____	28
BRIDGE TYPICAL SECTION _____	29
BEARING DETAILS _____	30
CONCRETE RAILING ON BRIDGE _____	31
RAILROAD PROTECTION FENCE _____	32
BILL OF REINFORCEMENT - SUPERSTRUCTURE _____	33
APPROACH SLABS DETAILS _____	34
CONCRETE RAILING ON APPROACH SLAB 1 _____	35
CONCRETE RAILING ON APPROACH SLAB 2 _____	36
BILL OF REINFORCEMENT - APPROACH SLABS _____	37

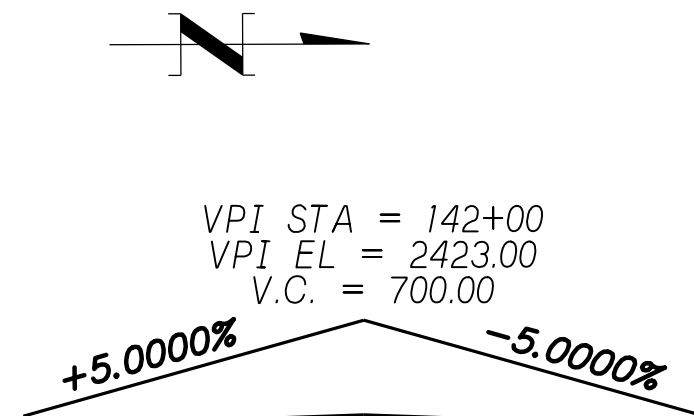
BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:04

File: 61457-gn01.dgn

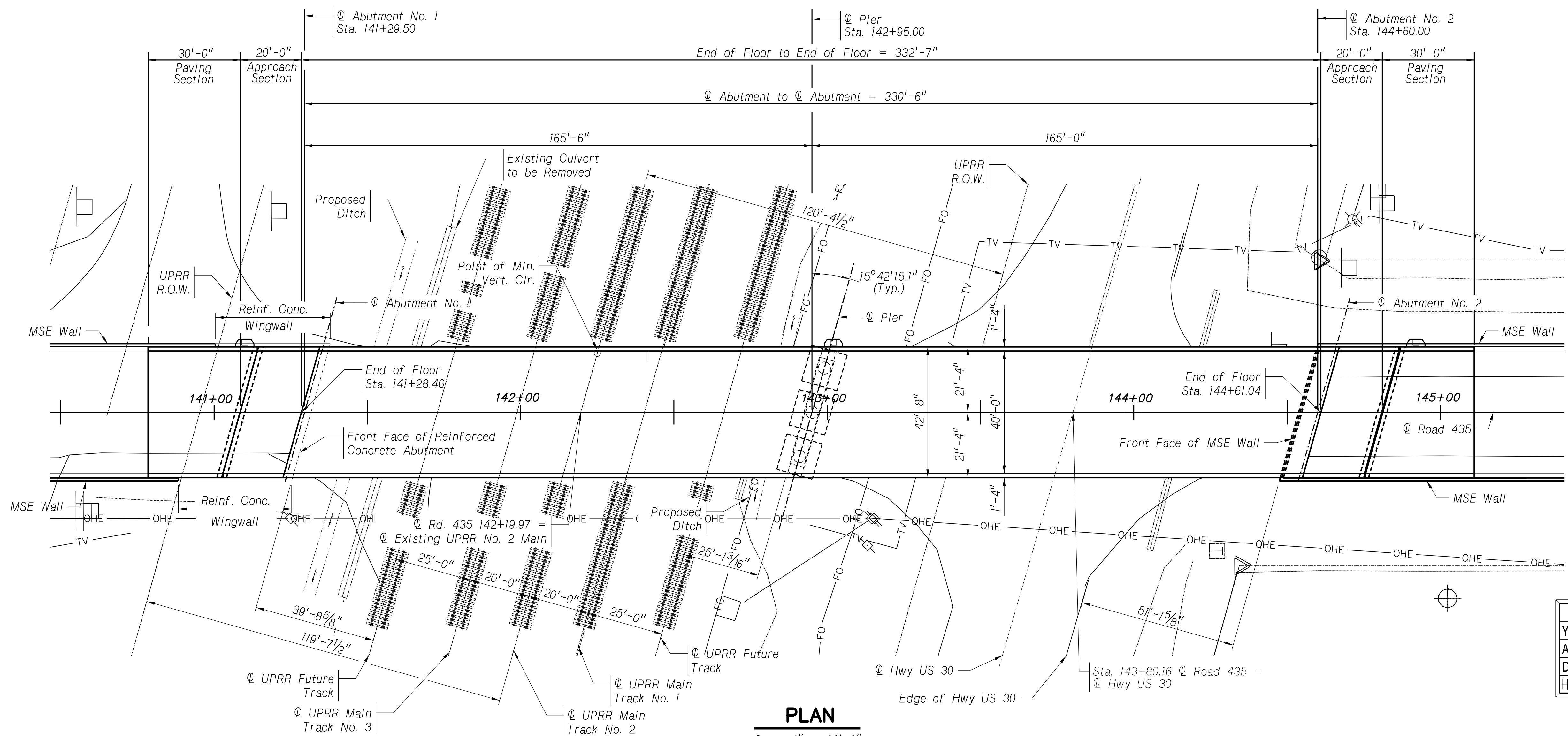




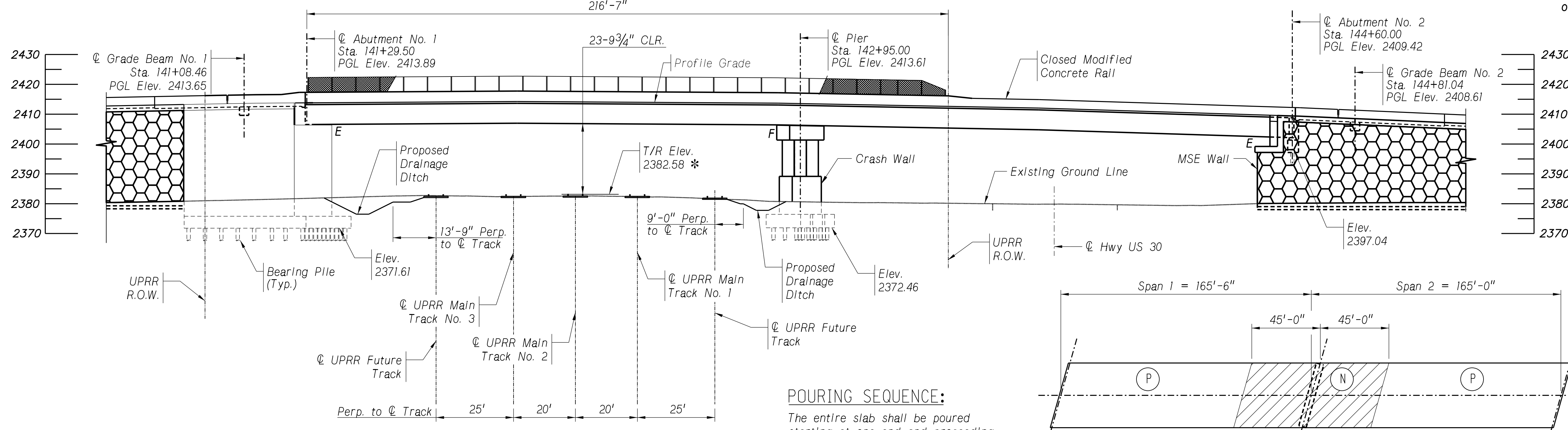
PROFILE GRADE
Not to Scale

TRAFFIC DATA		
YEAR	2013	2038
ADT	1700	3000
DHV	170	300
HEAVY TRUCKS	15 %	15 %

* Top of Rail Elevation at Point of Minimum Vertical Clearance

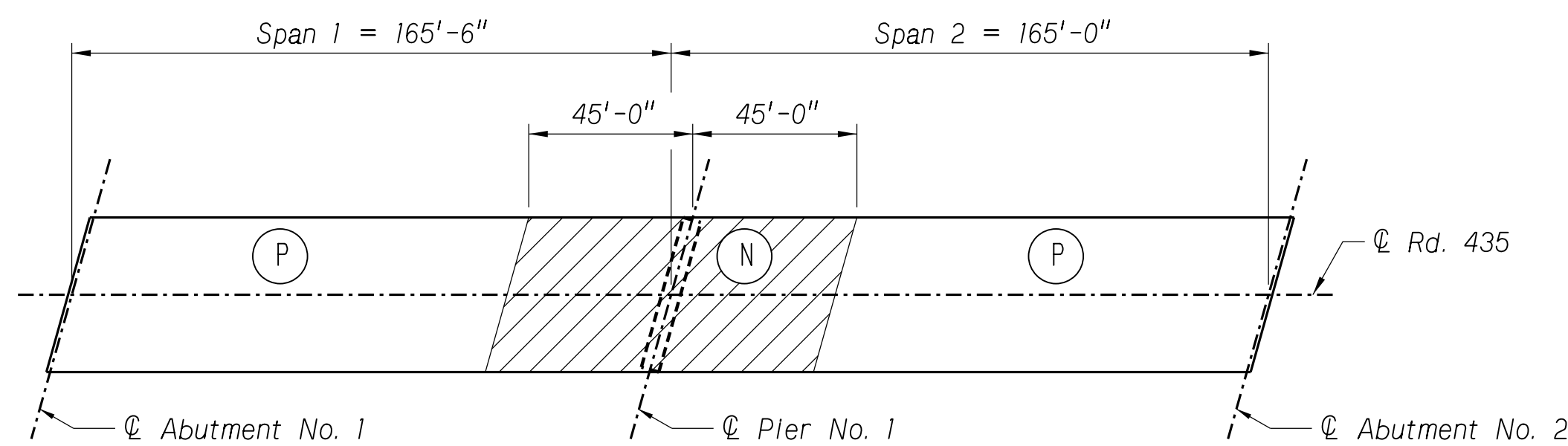


PLAN
Scale: 1" = 20'-0"



GENERAL ELEVATION
Scale: 1" = 20'-0"

POURING SEQUENCE:
The entire slab shall be poured starting at one end and proceeding to the other end, stopping at the completion of any "P" section.
Ⓟ = Positive moment section
Ⓝ = Negative moment section

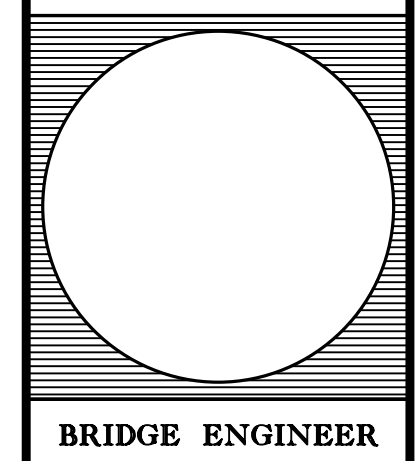


POURING DIAGRAM

Call Before You Dig (CBYD)
Phone Number: 1-800-336-9193



BRIDGE DIVISION.
Computer: 2K2F5M3
Date: 19-JUL-2023 07:04
File: 61457-pp01.dgn

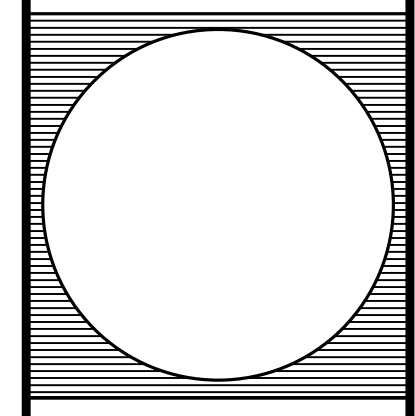


BRIDGE ENGINEER

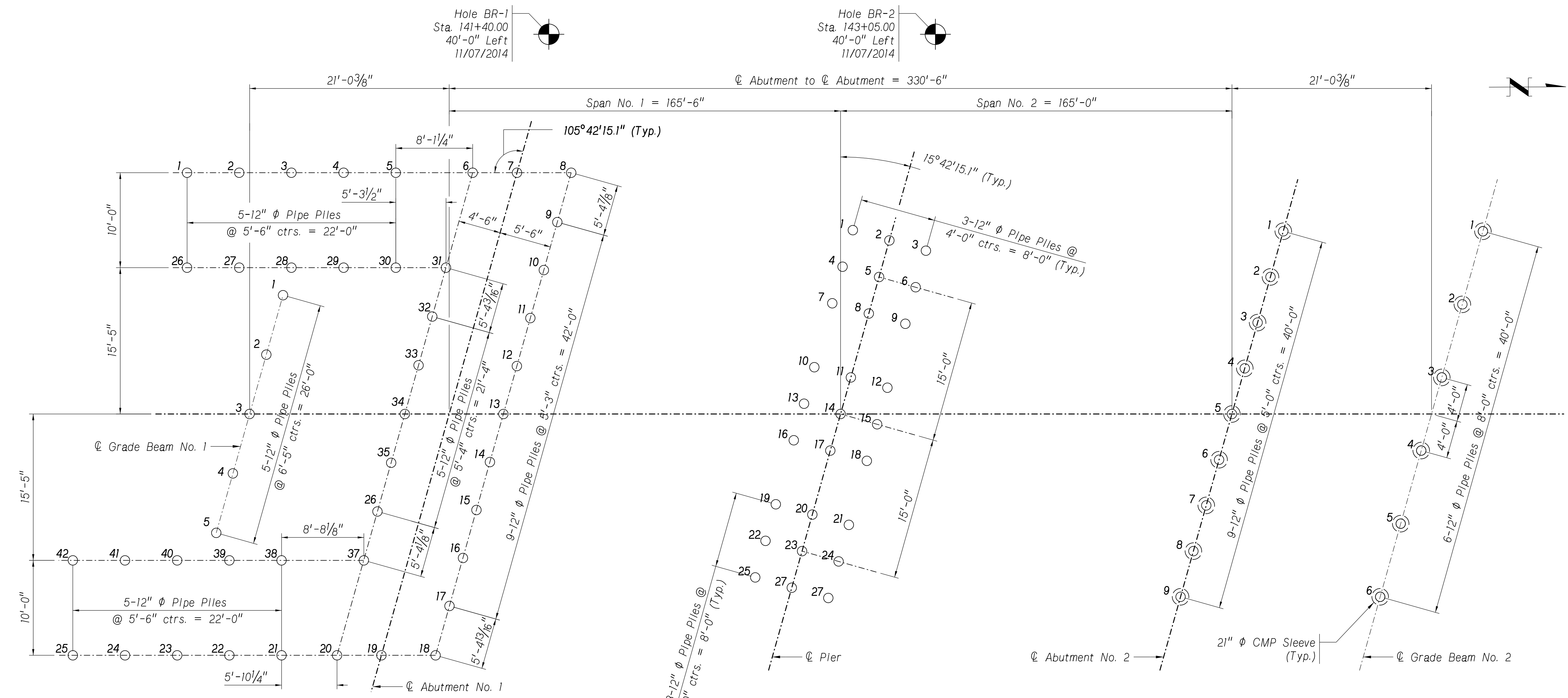
330'-6" 2-SPAN
CONCRETE GIRDER BRIDGE
PILE LAYOUT & DATA
DATE: JULY 2023
CHECKED BY: JFE

LOCATION: LEXINGTON
SKEW: 15°42' 15.1" RHB
ROADWAY: 40'-0"
DESIGN LIVE LOAD: HL-93
DETAILED BY: GRB

COUNTY: DAWSON
HWY. NO.: RD-435
REF. POST.
STA.: 142+95.00
DESIGNED BY: JHG



BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:05 File: 61457-p101.dgn



PILE LAYOUT

NOTES:

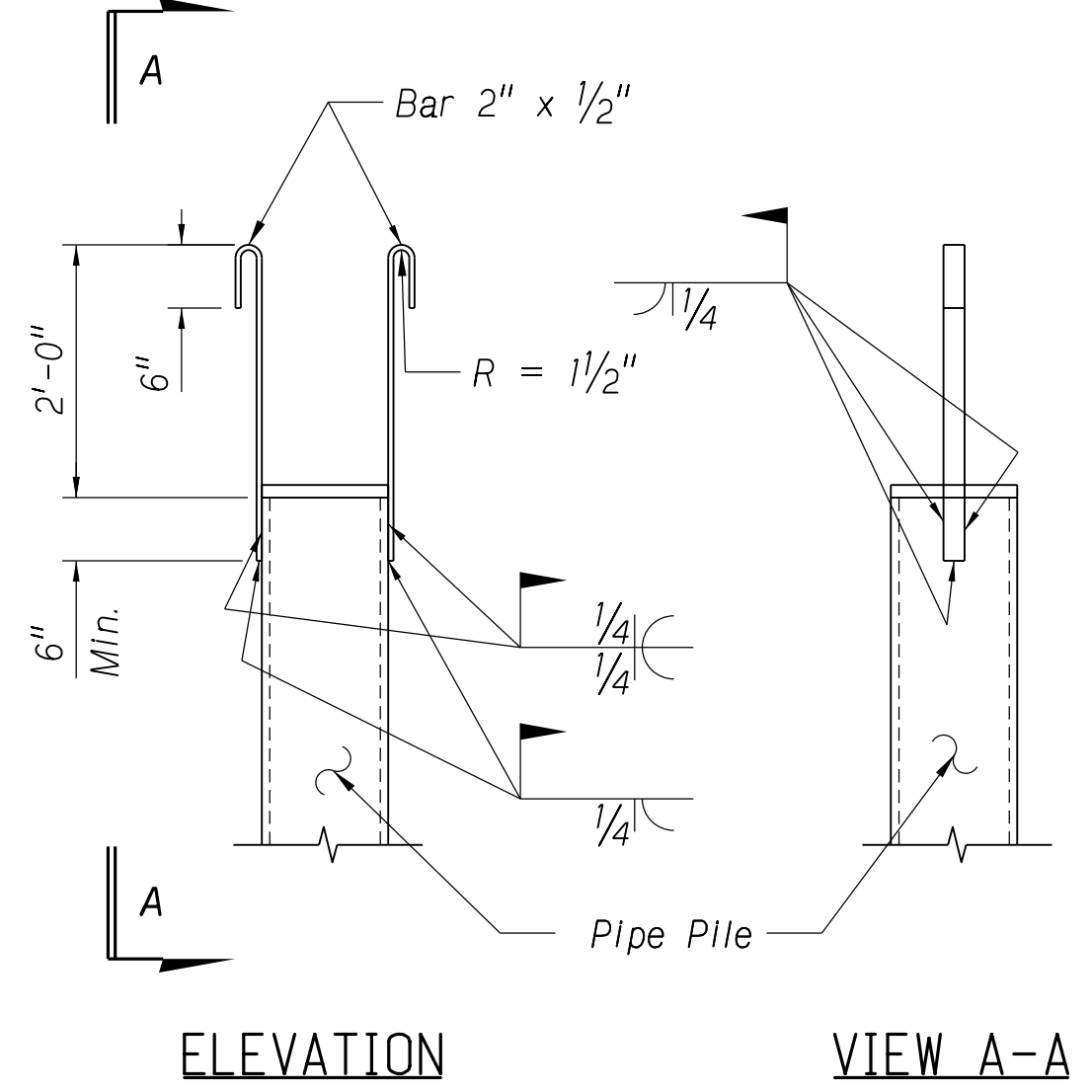
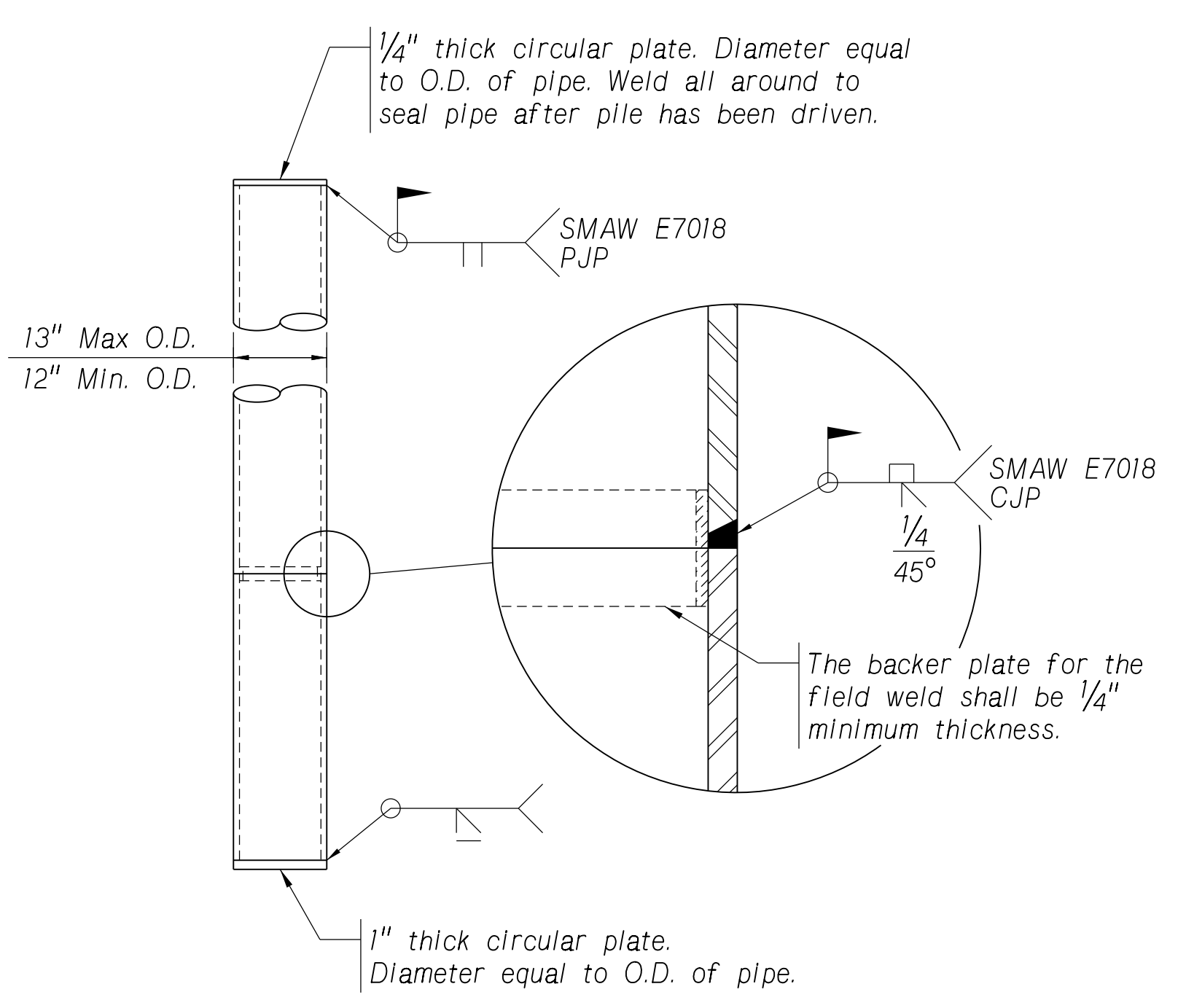
Pipe for piles shall conform to the requirements of ASTM A252, Grade 3. Nominal shell thickness shall be not less than 1/2".

All exposed pipe piles shall be filled with concrete. This concrete shall be Class "47B" with a minimum 28 day compressive strength of 3000 psi. This concrete shall be subsidiary to the Pay Item "Pipe Piling" (LF).

See "FIELD WELDING GUIDE" for Steel Pile Splice welding requirements and procedure. The Guide is located under "PROJECT MANAGER RESOURCES" on the NDOT Website.

All pile spacing is given at the bottom of concrete.

See sheet 4 of 37 for additional notes.



NOTES:

Uplift anchors shall be subsidiary to the Item "PIPE PILING".

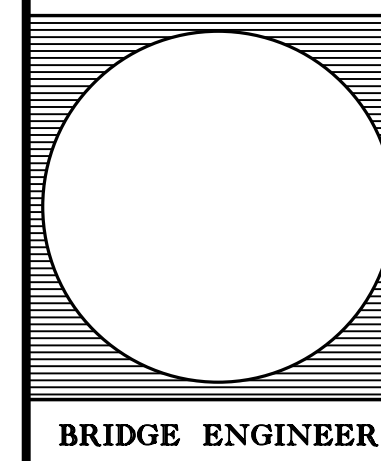
Piles requiring uplift anchors are shown on the footing plans on individual pier detail sheets.

UPLIFT ANCHOR DEVICE DETAIL
Not to Scale

PILE DATA							
LOCATION	PILE NUMBER	CUT-OFF ELEVATION	MINIMUM PENETRATION BELOW CUT-OFF (feet)	TENTATIVE PILE ORDER LENGTH (feet)	PILE ORDER LENGTH (feet)	DESIGN PILE BEARING (kips/pile)	PILE TYPE
Grade Beam No. 1	1-5	2410.82	35	40		140	12" ϕ Pipe Pile
Abutment No. 1	6-8, 10-20, 31-37	2372.61	50	55		260	12" ϕ Pipe Pile
SE Wingwall	21-25, 38-40, 42	2372.61	25	30		130	12" ϕ Pipe Pile
SW Wingwall	1-5, 26-30	2372.61	25	30		130	12" ϕ Pipe Pile
Pier No. 1	1-4, 6-22, 24-27	2373.46	50	55		250	12" ϕ Pipe Pile
Abutment No. 2	1, 2, 4, 5, 6, 8, 9	2398.04	60	65		250	12" ϕ Pipe Pile
Grade Beam No. 2	1-6	2405.77	35	40		120	12" ϕ Pipe Pile

NOTE: Piles shall be installed to a Nominal Bearing Resistance obtained by dividing the Design Pile Bearing shown in table by a resistance factor of 0.65.





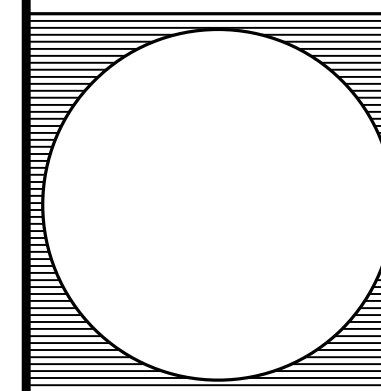
BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
GEOLOGICAL PROFILE & TEST PILE DATA
DATE: JULY 2023
CHECKED BY: JFE

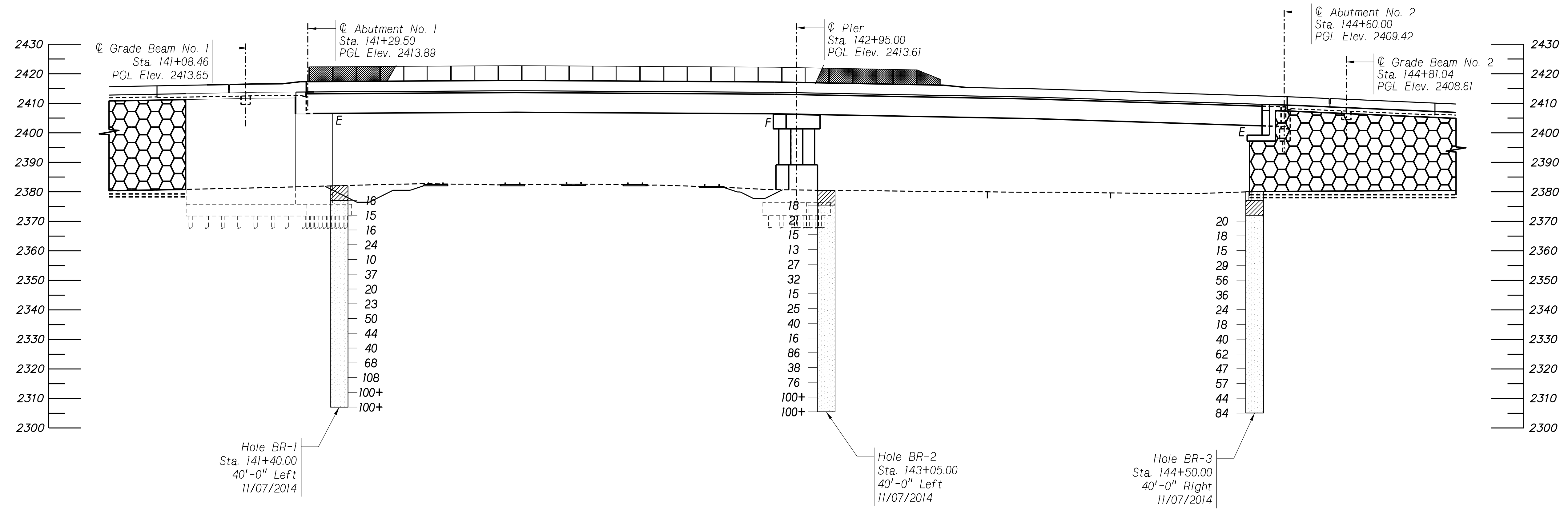
LOCATION: LEXINGTON
SKEW: 15° 42' 15.1" RHB
ROADWAY: 40'-0"
DESIGN LIVE LOAD: HL-93
DETAILED BY: GRB

COUNTY: DAWSON
HWY. NO.: RD-435
REF. POST.
STA.: 142+95.00
DESIGNED BY: JHG

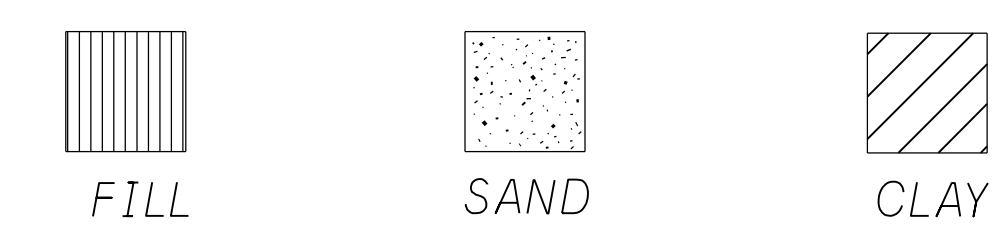
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



SPECIAL PLAN NO. 1
4
37



GEOLOGICAL PROFILE
Scale: 1" = 25'-0"



LEGEND

NOTES:

The borings as logged on the plans, represent the character of the subsoil at the locations indicated. No guarantee is made that the subsoil conditions vary uniformly between or outside the given location.

Figures beside the column of borings indicate the number of blows required to drive a standard penetrometer, of 2" O.D., a total distance of 1'-0" (the sum of the second and third 6") using a 140 lb. weight falling 2'-6", in accordance with ASTM D1586 procedures.

Pile order lengths (with the exception of those shown for the test piles) are tentative. The final order lengths shall be based on the results obtained from the test pile driving. The driving of the test pile will be monitored with a Pile Driving Analyzer. Final order lengths will be provided by the Engineer to the Contractor within three (3) working days after the test pile driving is complete.

Test piles will be driven, as shown in the TEST PILE DATA table.

At the Engineer's option, additional piling may be monitored with the Pile Driving Analyzer.

It is the responsibility of the Owner to hire a dynamic pile load testing firm that uses a Pile Driving Analyzer (PDA) to provide recommendations related to the installation of production piles.

The use of the Pile Driving Analyzer will require the Contractor to set up the hammer for driving. The Contractor shall bolt two accelerometers and two strain transducers to the pile before driving is started. The holes or anchors for the accelerometers and strain transducers will have been predrilled by the dynamic pile load testing firm personnel while the pile is still on the ground. The Contractor may be required to stop the hammer for wave speed determination after the first few blows.

The Contractor shall drive the pile until the transducers are near the surface of the ground, or as directed by the Engineer, at which time the Contractor shall stop the hammer for the removal of the accelerometers and strain transducers. The Contractor shall continue driving the pile to cut-off or as directed by the Engineer.

The time delay in driving each pile being monitored by the Pile Driving Analyzer will normally range from 30 to 60 minutes. The Contractor shall provide access to the pile driving area for the Engineer's equipment vehicle (light truck). The work performed by the Contractor, in conjunction with the use of the Pile Driving Analyzer, as described herein, shall not be paid for directly, but shall be considered subsidiary to items for which direct payment is made.

Abutment and grade beam piling may be driven before or after the construction of the MSE wall. If the piling are to be driven before the construction of the MSE wall, the Contractor shall place Corrugated Metal Pipe (CMP) Sleeves around each piling prior to constructing the wall. If the piling are to be driven after the construction of the MSE wall, the Contractor shall place CMP sleeves at the exact location of each pile so that after the completion of the MSE wall the Contractor can drive the piles through the sleeves. The CMP sleeves shall be maintained in a plumb position during construction of the MSE wall. Furnishing and placing of the CMP sleeves shall be included as part of the work for the MSE wall, see Special Plan 1C.

After all piling for the abutment and grade beam are driven and the MSE wall is complete, the Contractor shall fill the space between the piling and the CMP sleeves with dry, clean sand. Backfilling with sand shall be considered subsidiary to the Pay Item "PIPE PILING".

TEST PILE DATA				
LOCATION	PILE NUMBER	CUT-OFF ELEVATION	PILE ORDER LENGTH (feet)	DESIGN PILE BEARING (kips/PILE)
Abutment No. 1	9, 41	2372.61	60	260
Pier No. 1	5, 23	2372.46	60	250
Abutment No. 2	3, 7	2398.04	70	250

CORRUGATED METAL PIPE (CMP) LENGTH			
LOCATION	PILE NUMBER	CUT-OFF ELEVATION	PIPE LENGTH (feet)
Grade Beam No. 1	-	-	-
Abutment No. 1	-	-	-
Abutment No. 2	1-9	2396.79	27 *
Grade Beam No. 2	1-6	2404.10	34 *

* Pipe lengths are computed based on the bottom of the overexcavation elevation at 2370.00 as shown in the geotechnical report. Verify the bottom of overexcavation in the field before ordering the CMP.

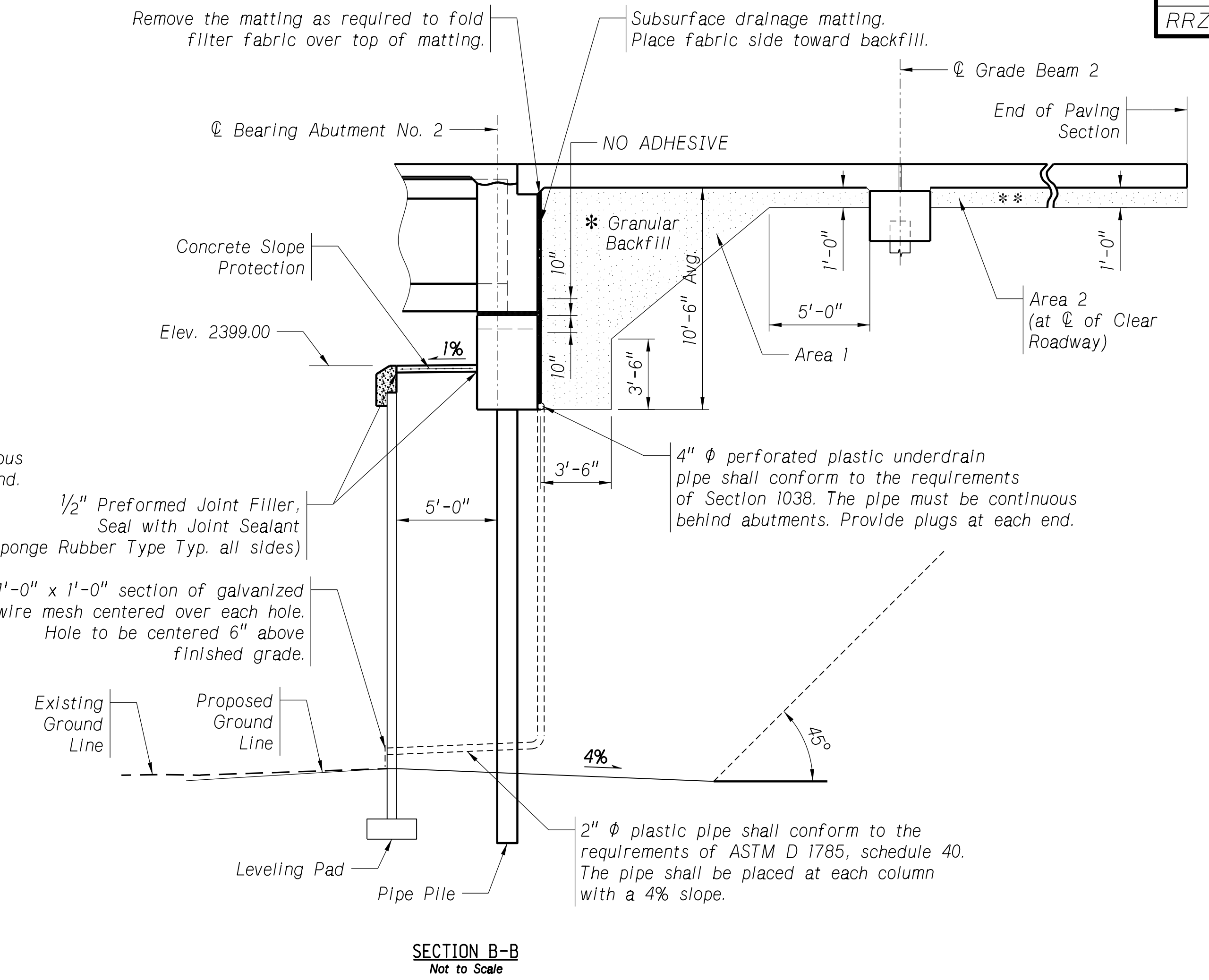
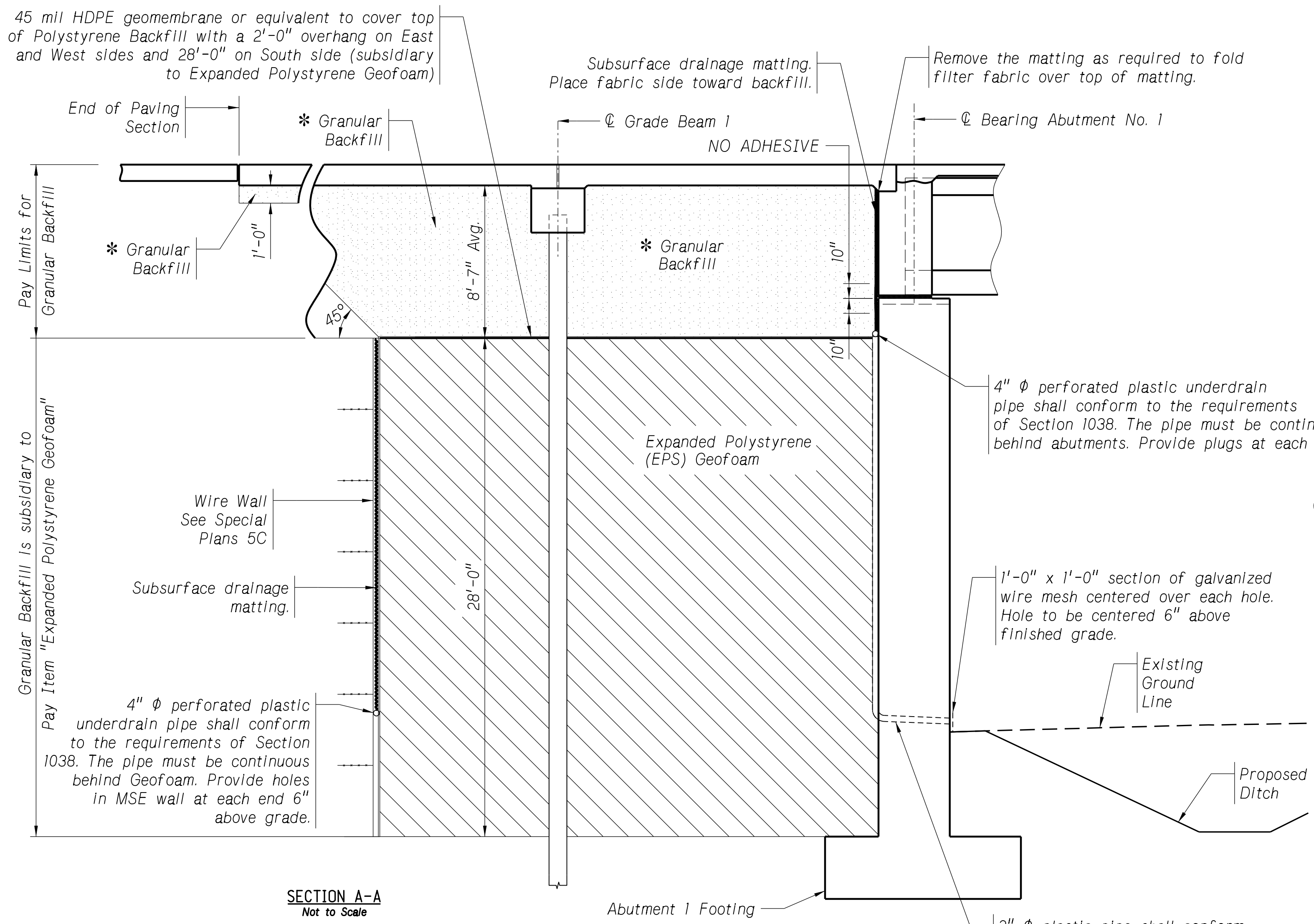
BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-gp01.dgn



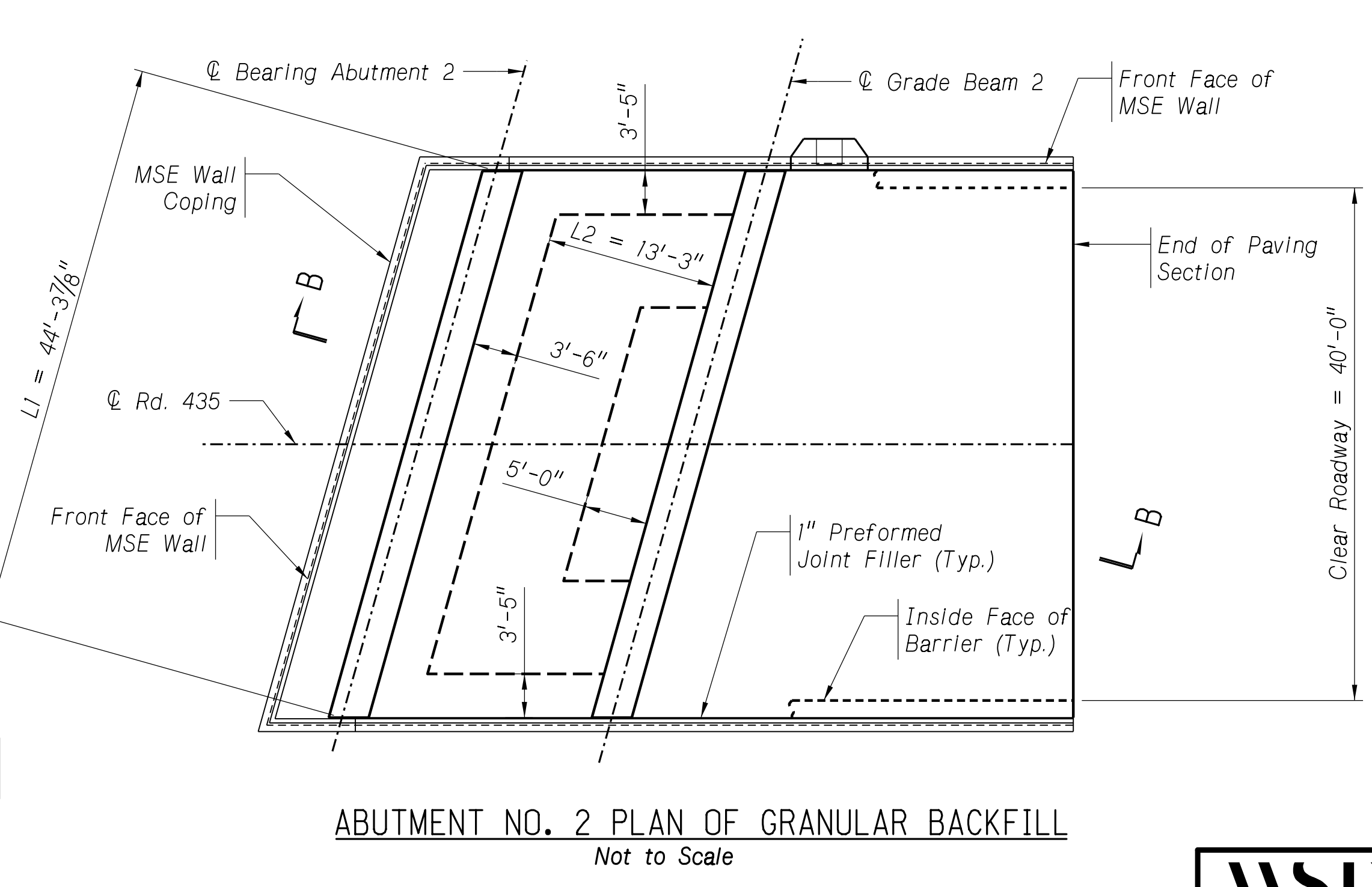
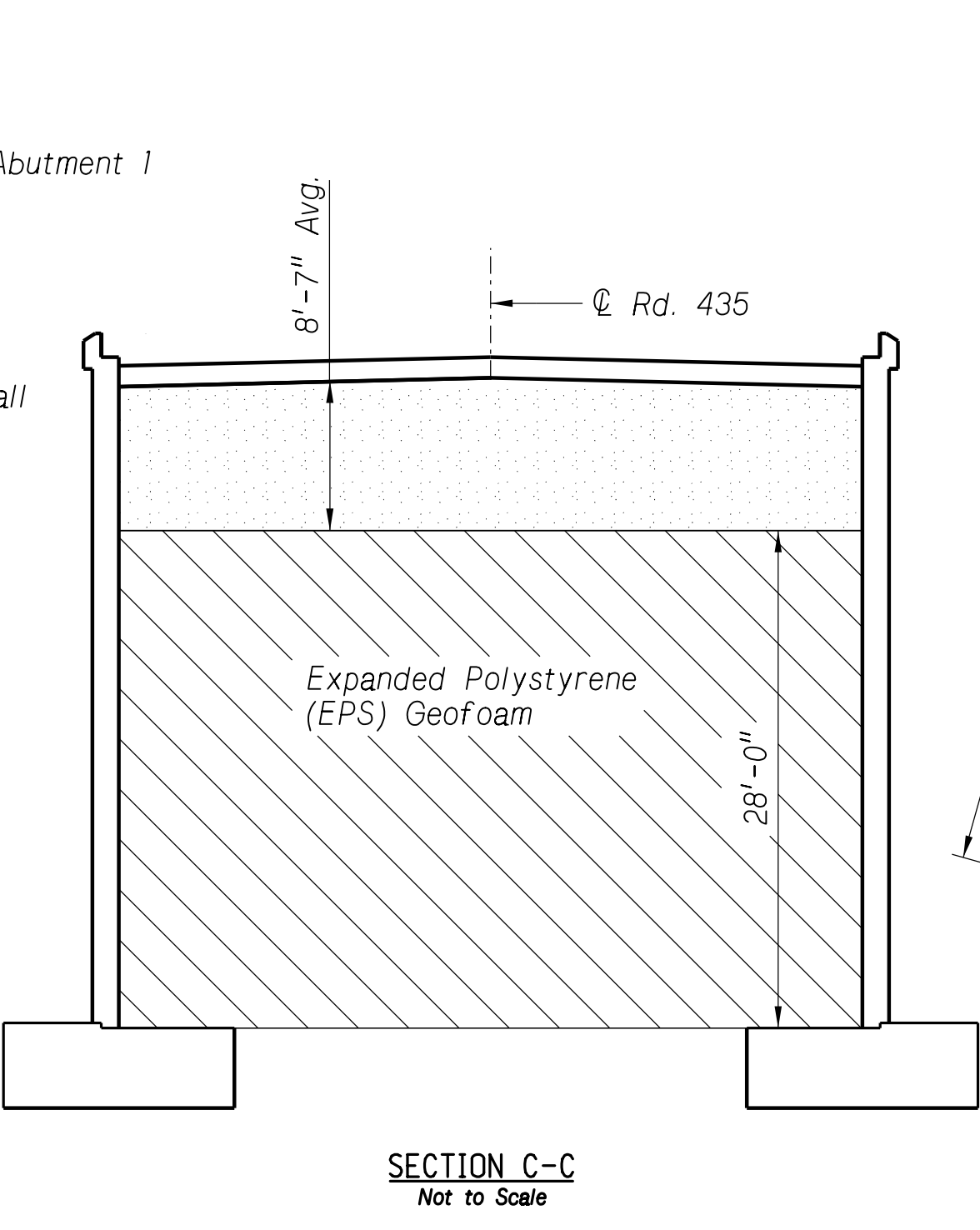
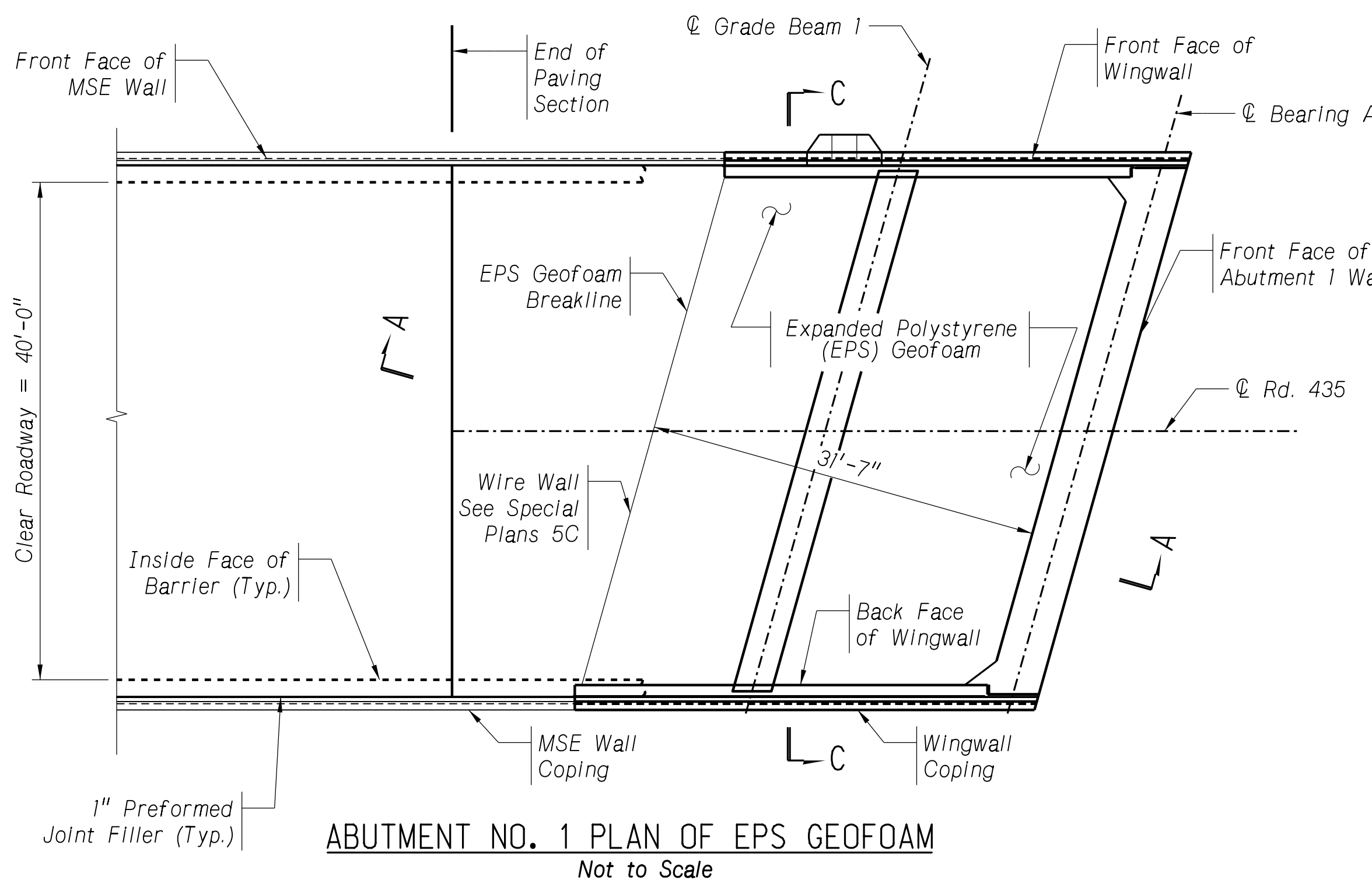


** The Backfill in this area shall be compacted in accordance with the Standard Specifications.

The pay limit quantity for Granular Backfill has been established using the following equation:

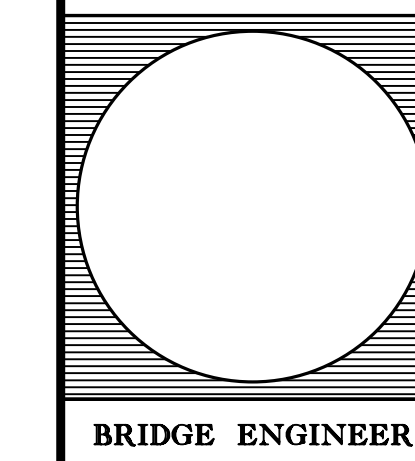
$$\text{Quantity (yd}^3\text{)} = \frac{\text{Area 1} \times [L1 + (2 \times L2)]}{27} + \frac{\text{Area 2} \times (\text{Roadway Width})}{27}$$

* The Granular Backfill in this area shall be placed in 8 inch layers and compacted by a single pass of a lightweight mechanical tamper, roller, or vibratory compactor. There is no density requirement. Heavy compaction equipment shall not be used in this area. Flooding the granular backfill with water is not allowed.



BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:05 File: 61457-sp01.dgn

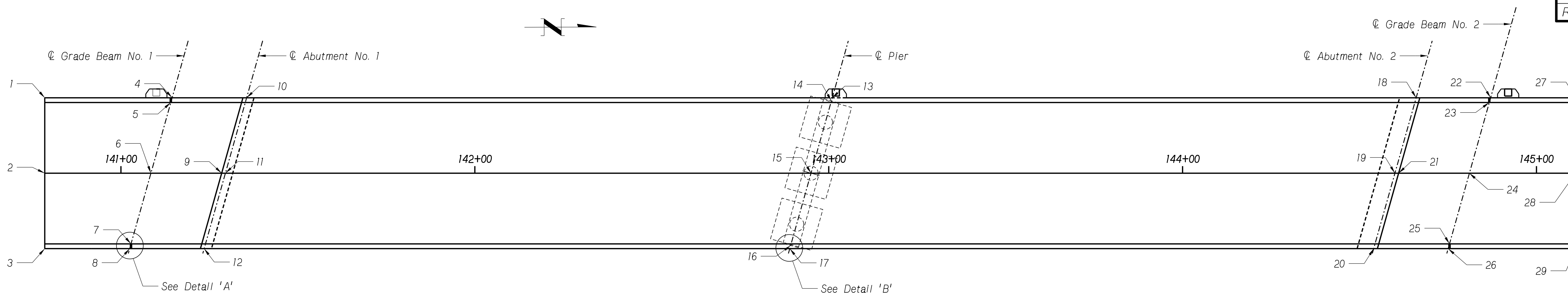
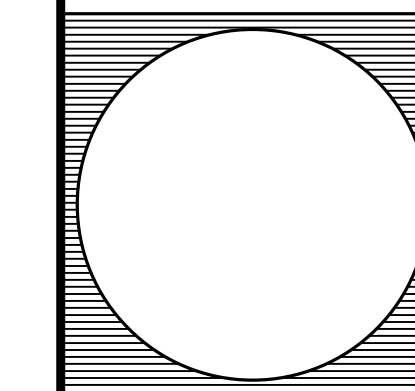




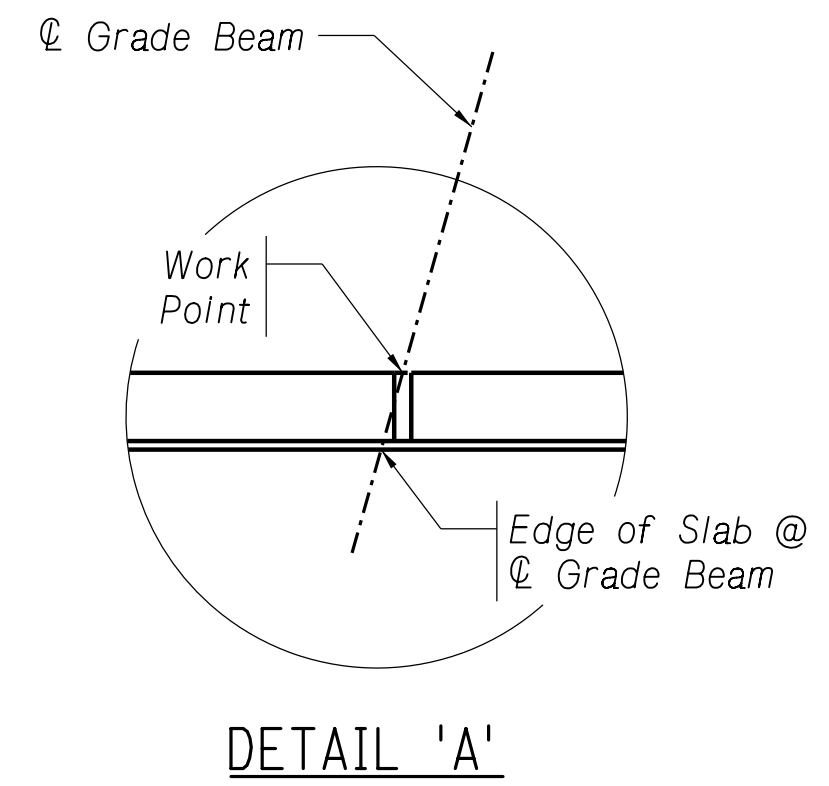
BRIDGE ENGINEER

COUNTY DAWSON
 HWY. NO. RD-435
 REF. POST.
 STA. 142+95.00
 DESIGNED BY JHG
 CHECKED BY GRB
 DETAILED BY JFE
 DATE JULY 2023
 330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 COORDINATE GEOMETRY
 DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

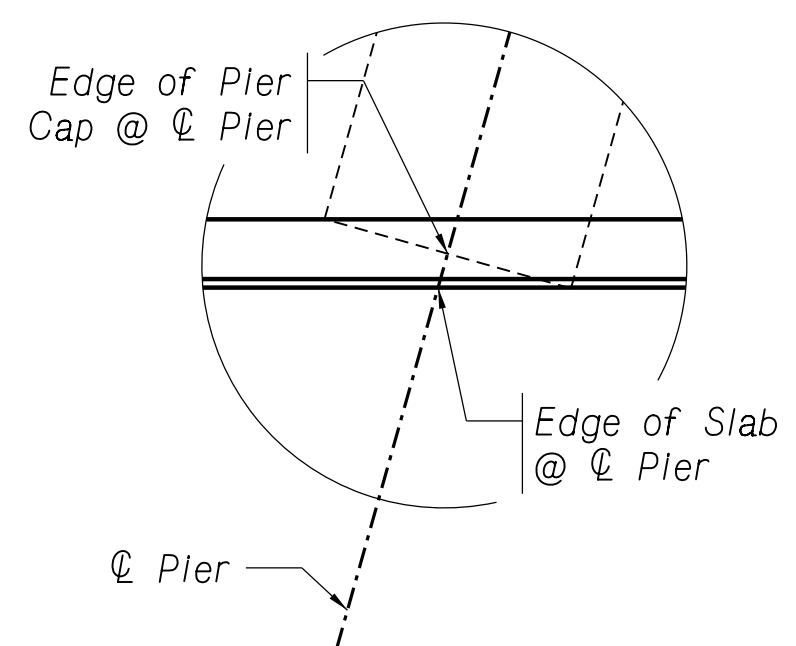
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



GENERAL PLAN SHOWING COORDINATE LOCATIONS
Not to Scale



DETAIL 'A'



DETAIL 'B'

COORDINATE DATA

LOCATION	DESCRIPTION	POINT	STATION	OFFSET (feet)	X COORDINATE	Y COORDINATE
END OF PAVING SECTION	Left Edge of Slab	1	140+78.46	-21.33	1721077.54	341009.18
	At Center Roadway	2	140+78.46	0.00	1721098.87	341009.10
	Right Edge of Slab	3	140+78.46	21.33	1721120.21	341009.02
GRADE BEAM NO. 1	Left Edge of Slab	4	141+14.46	-21.33	1721077.67	341045.17
	Working Point	5	141+14.08	-20.00	1721079.00	341044.79
	At Center Roadway	6	141+08.46	0.00	1721098.98	341039.10
	Working Point	7	141+02.84	20.00	1721118.96	341033.40
ABUTMENT NO. 1	Right Edge of Slab	8	141+02.46	21.33	1721120.29	341033.02
	At Center End of Floor	9	141+28.46	0.00	1721099.05	341059.10
	Left Edge of Slab	10	141+35.50	-21.33	1721077.75	341066.21
PIER NO. 1	At Center Roadway	11	141+29.50	0.00	1721099.06	341060.14
	Right Edge of Slab	12	141+23.50	21.33	1721120.37	341054.06
	Left Edge of Slab	13	143+01.00	-21.33	1721078.35	341231.71
	Left Edge of Pier Cap	14	143+00.75	-20.46	1721079.22	341231.46
PIER NO. 1	At Center Roadway	15	142+95.00	0.00	1721099.66	341225.63
	Right Edge of Pier Cap	16	142+89.25	20.46	1721120.09	341219.81
	Right Edge of Slab	17	142+89.00	21.33	1721120.97	341219.56
ABUTMENT NO. 2	Left Edge of Slab	18	144+66.00	-21.33	1721078.94	341396.71
	At Center Roadway	19	144+60.00	0.00	1721100.25	341390.63
	Right Edge of Slab	20	144+54.00	21.33	1721121.57	341384.56
	At Center End of Floor	21	144+61.04	0.00	1721100.26	341391.67
GRADE BEAM NO. 2	Left Edge of Slab	22	144+87.04	-21.33	1721079.02	341417.75
	Working Point	23	144+86.66	-20.00	1721080.35	341417.37
	At Center Roadway	24	144+81.04	0.00	1721100.33	341411.67
	Working Point	25	144+75.42	20.00	1721120.31	341405.98
ABUTMENT NO. 2	Right Edge of Slab	26	144+75.04	21.33	1721121.64	341405.60
	Left Edge of Slab	27	145+11.04	-21.33	1721079.10	341441.75
	At Center Roadway	28	145+11.04	0.00	1721100.44	341441.67
END OF PAVING SECTION	Right Edge of Slab	29	145+11.04	21.33	1721121.77	341441.59

ALIGNMENT CONTROL POINTS

POINT	STATION	OFFSET (feet)	X COORDINATE	Y COORDINATE
A	126+48.66	0.00	1721093.70	339579.31
B	152+95.89	0.00	1721103.28	342226.52

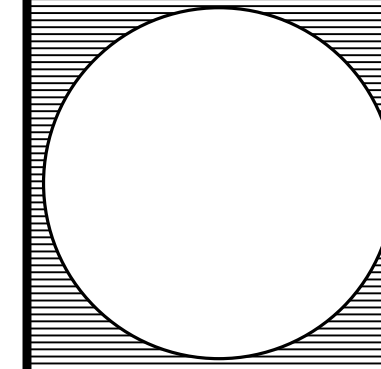
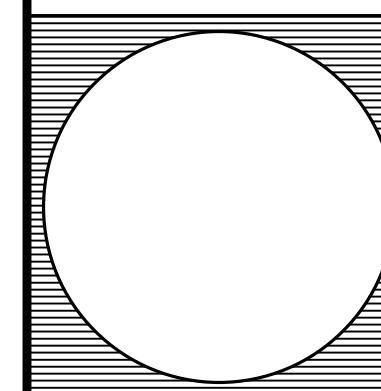
DATUM INFORMATION

HORIZONTAL: NAD 83 (1995)
 VERTICAL: NAVD 88
 D.A.F. = 1.00036535

NOTES:
 Piling and Girder Seat Coordinates are available upon request from the Bridge Office.

BRIDGE DIVISION.
 Computer: 2K2F5M3
 Date: 19-JUL-2023 07:05
 File: 61457-cg01.dgn



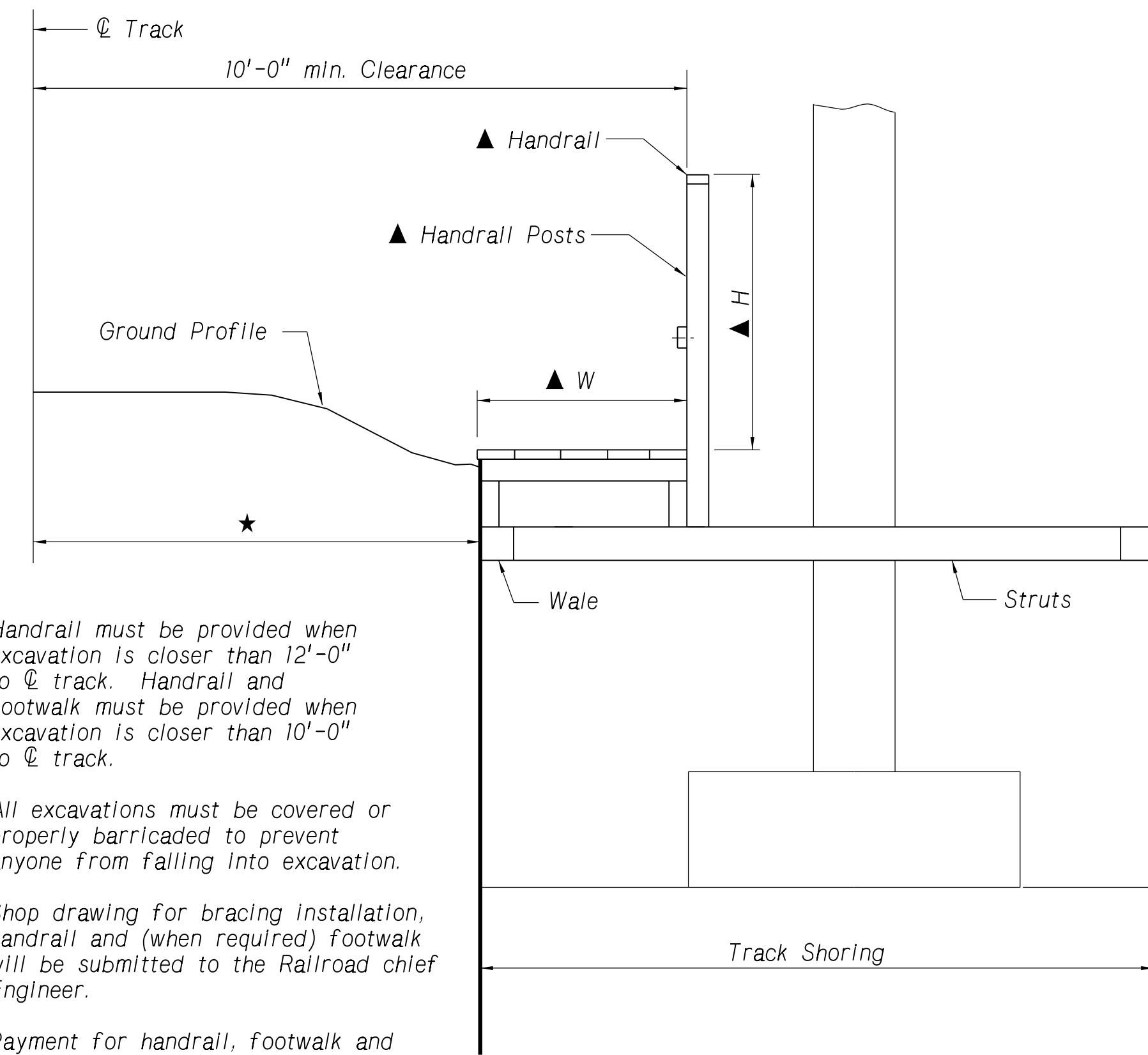


BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-tp01.dgn



★ Handrail must be provided when excavation is closer than 12'-0" to \O track. Handrail and footwalk must be provided when excavation is closer than 10'-0" to \O track.

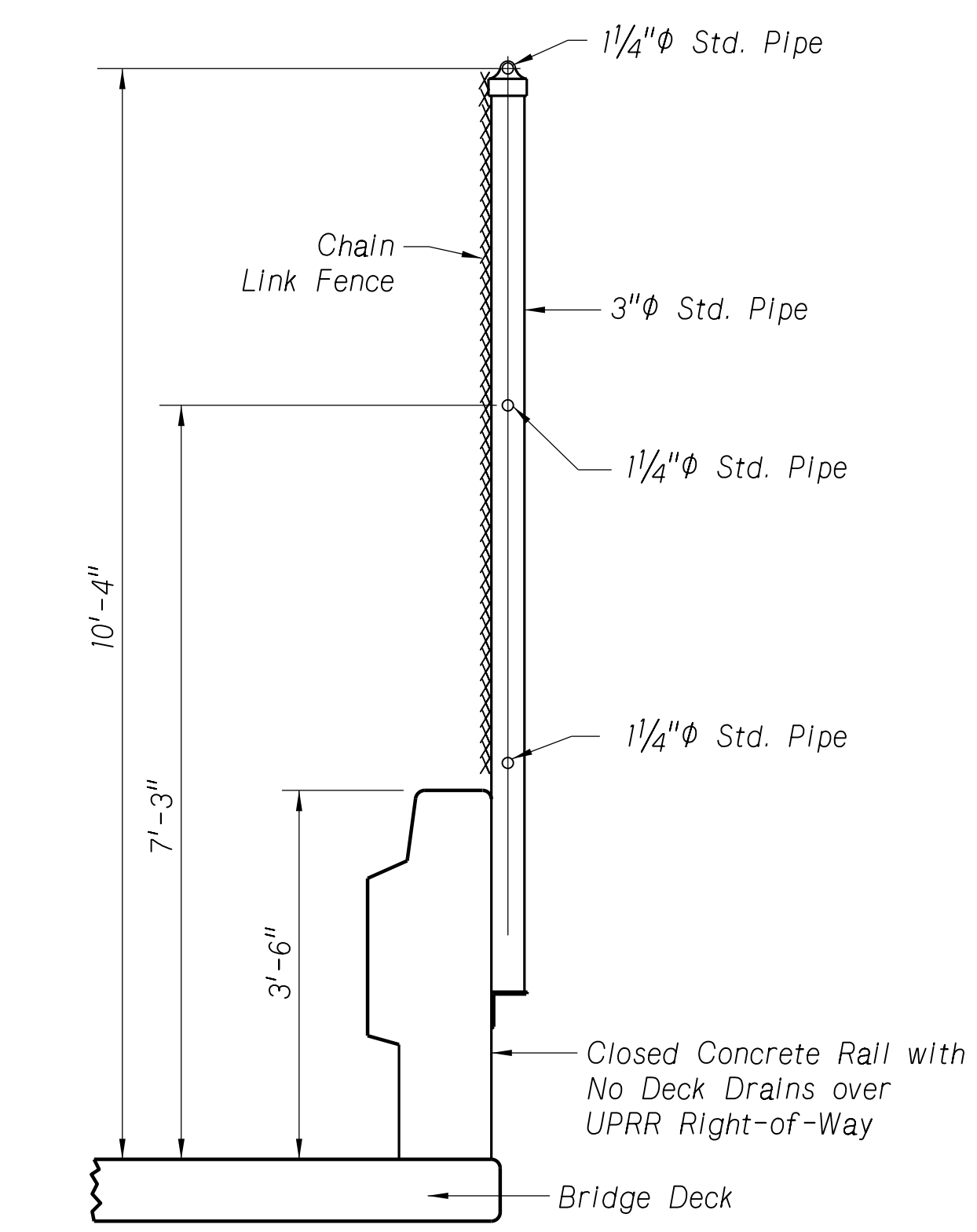
All excavations must be covered or properly barricaded to prevent anyone from falling into excavation.

Shop drawing for bracing installation, handrail and (when required) footwalk will be submitted to the Railroad Chief Engineer.

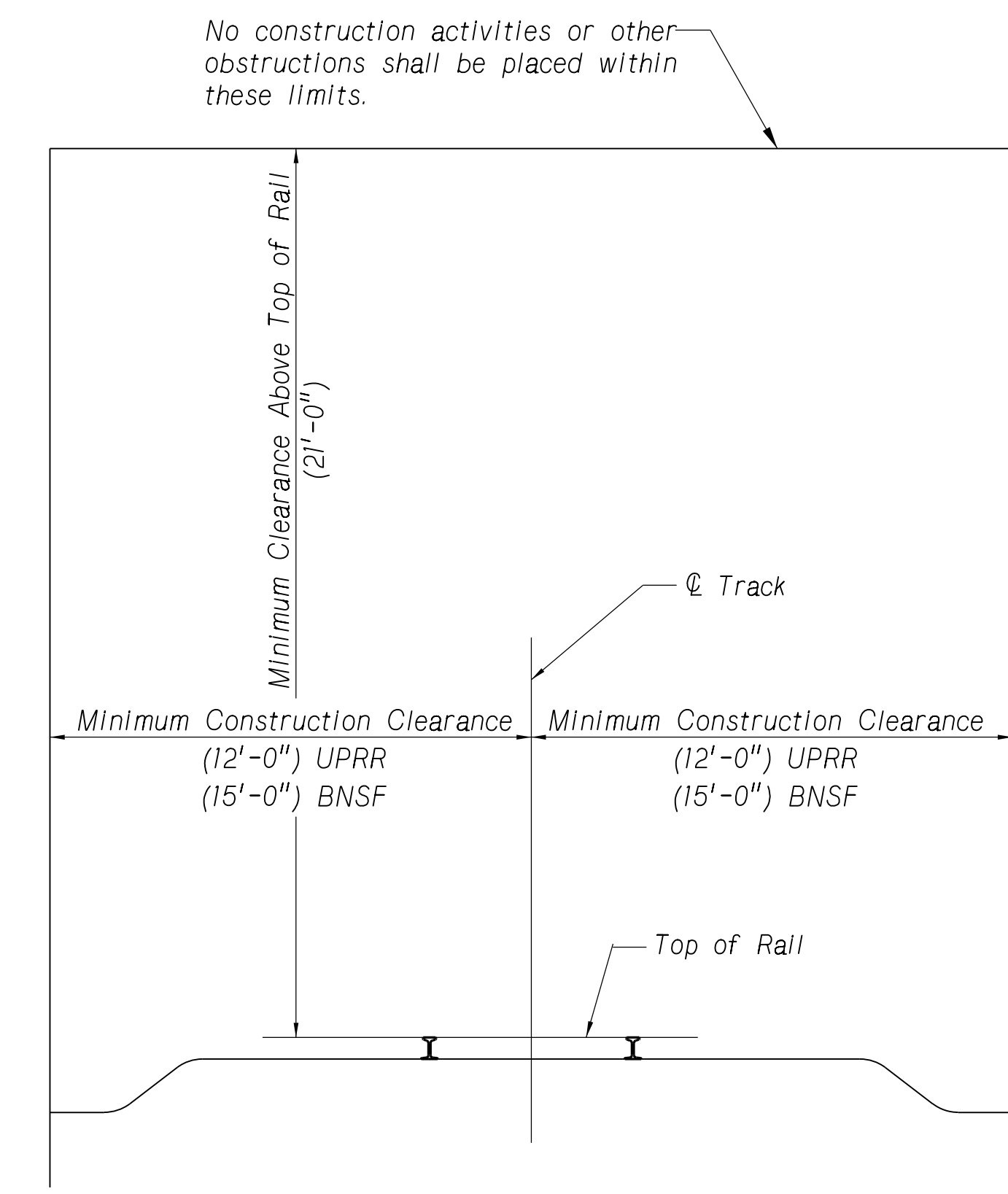
Payment for handrail, footwalk and bracing will be subsidiary to payment for Pier Excavation.

▲ Handrail and Footwalk dimensions shall conform to OSHA requirements.

TRACK PROTECTION SHORING REQUIREMENTS



TYPICAL FENCE ON CONCRETE RAIL



MINIMUM CONSTRUCTION CLEARANCES

RAILROAD GENERAL NOTES:

Railroad review and approval of shoring, erection, demolition and false-work is required. Allow a minimum of four weeks for the review and approval of each submittal.
(Section 3.5 BNSF/UPRR Grade Separation Guidelines)

The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
(Section 5.7 BNSF/UPRR Grade Separation Guidelines)

The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
(Section 5.2.1 BNSF/UPRR Grade Separation Guidelines)

The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
(Section 4.5.1 BNSF/UPRR Grade Separation Guidelines)

All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
(Section 4.4.2 BNSF/UPRR Grade Separation Guidelines)

All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
(Section 4.4.3 BNSF/UPRR Grade Separation Guidelines)

Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
(Section 4.4.4 BNSF/UPRR Grade Separation Guidelines)

Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.

False-work clearances shall comply with minimum construction clearances.
(Section 4.4.1; 4.4.5; 5.3 BNSF/UPRR Grade Separation Guidelines)

All permanent clearances shall be verified before project closing.
(Plan No. 711100 Sheet 3 BNSF/UPRR Grade Separation Guidelines)

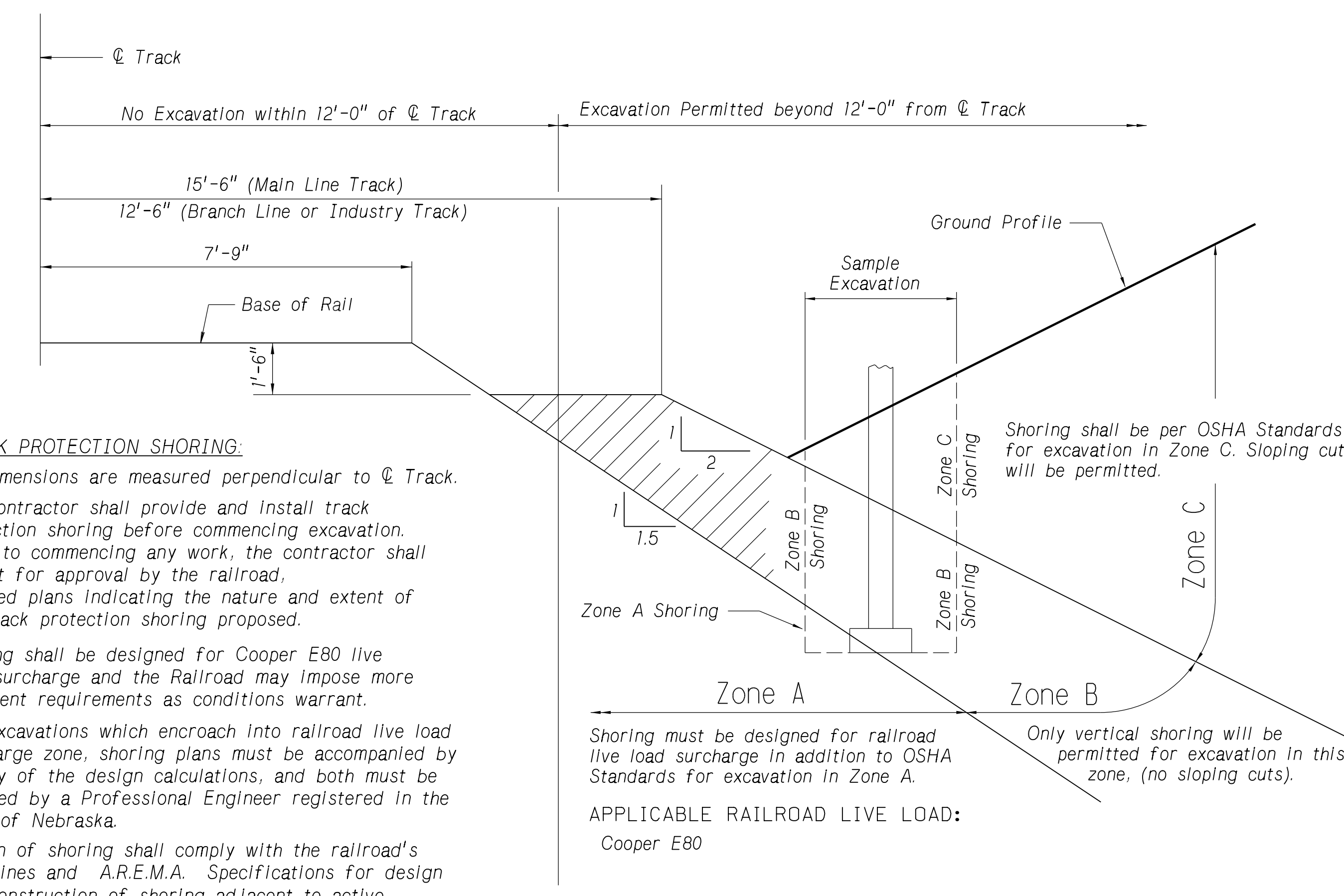
For Railroad coordination please refer to the Railroad Minimum Requirements in the Special Provisions.

TOP OF RAIL ELEVATIONS

(Stations Increase with Milepost Increase)

MAIN TRACK NO. 2			
Alignment:	Left Rail	Alignment:	Right Rail
Station	Elevation	Station	Elevation
22+29	2384.77	22+28	2384.74
24+20	2384.32	24+19	2384.34
26+57	2383.74	26+57	2383.73
28+36	2383.56	28+36	2383.50
30+72	2383.20	30+72	2383.20
32+50	2382.96	32+50	2382.94
34+88	2382.78	34+88	2382.77
36+67	2382.70	36+67	2382.72
37+73	2382.62	37+73	2382.62
38+38	2382.65	38+38	2382.62
① 39+01	2382.60	① 39+01	2382.61
39+04	2382.60	39+05	2382.61
39+62	2382.45	39+62	2382.45
40+08	2382.23	40+08	2382.23
41+20	2381.88	41+20	2381.89
43+10	2381.57	43+09	2381.55
45+35	2381.16	45+38	2381.14
47+25	2380.80	47+24	2380.79
49+26	2380.50	49+25	2380.48
51+28	2380.17	51+28	2380.19
53+74	2379.76	53+74	2379.78

① \O Existing Track Sta. 39+01 =
 \O Construction Sta. 142+19.97



TRACK PROTECTION SHORING:
All dimensions are measured perpendicular to \O Track.
The contractor shall provide and install track protection shoring before commencing excavation. Prior to commencing any work, the contractor shall submit for approval by the railroad, detailed plans indicating the nature and extent of the track protection shoring proposed.

Shoring shall be designed for Cooper E80 live load surcharge and the Railroad may impose more stringent requirements as conditions warrant.

For excavations which encroach into railroad live load surcharge zone, shoring plans must be accompanied by a copy of the design calculations, and both must be stamped by a Professional Engineer registered in the state of Nebraska.

Design of shoring shall comply with the railroad's guidelines and A.R.E.M.A. Specifications for design and construction of shoring adjacent to active railroad tracks.

Direct payment will not be made for this work, but shall be considered subsidiary to the Pier Excavation.

Shoring shall be per OSHA Standards for excavation in Zone C. Sloping cuts will be permitted.

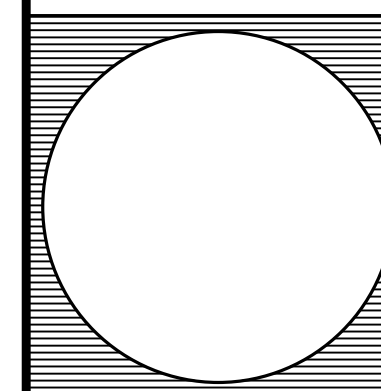
Shoring must be designed for railroad live load surcharge in addition to OSHA Standards for excavation in Zone A.

Only vertical shoring will be permitted for excavation in this zone, (no sloping cuts).

APPLICABLE RAILROAD LIVE LOAD:
Cooper E80

TRACK PROTECTION SHORING REQUIREMENTS





BRIDGE ENGINEER

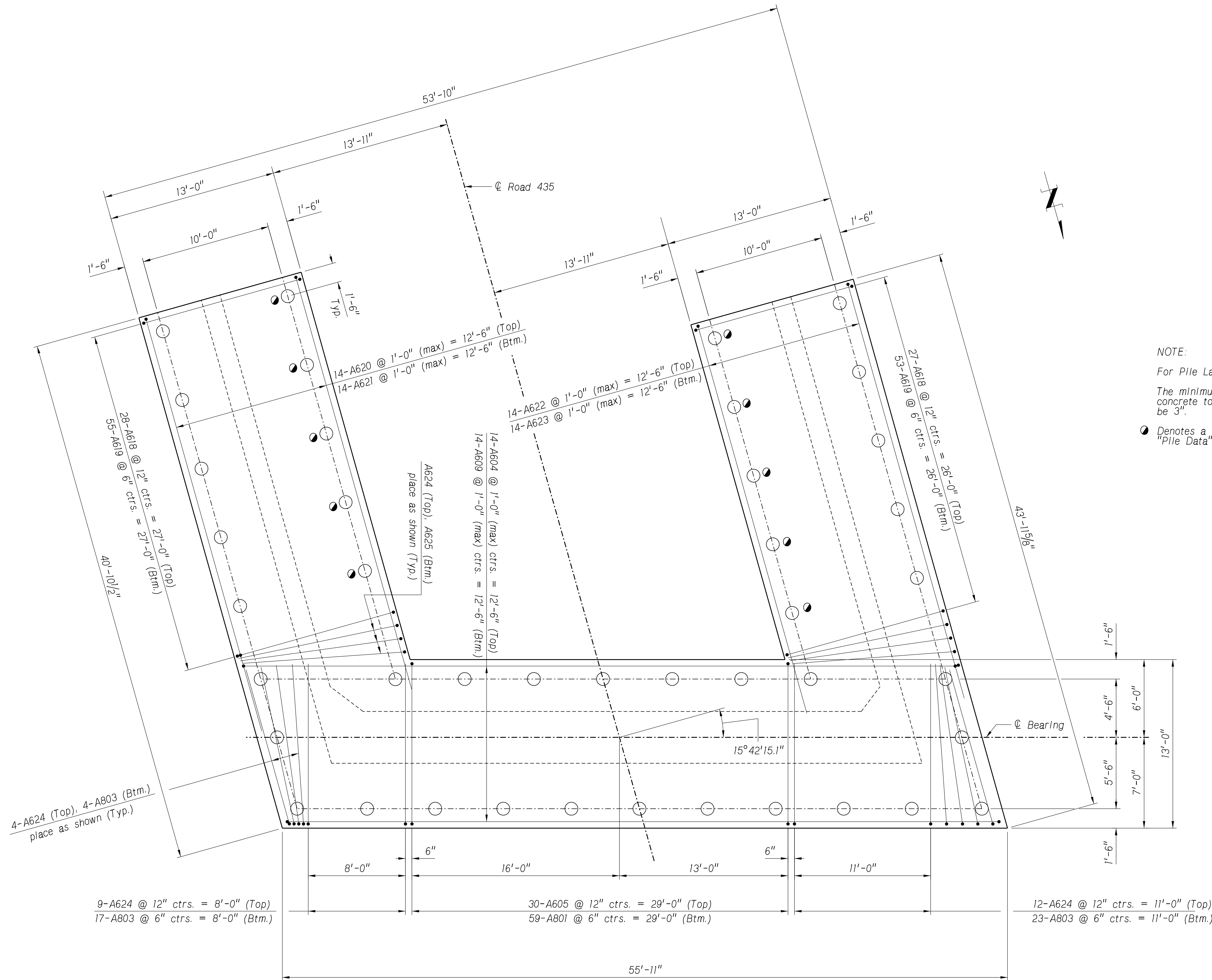
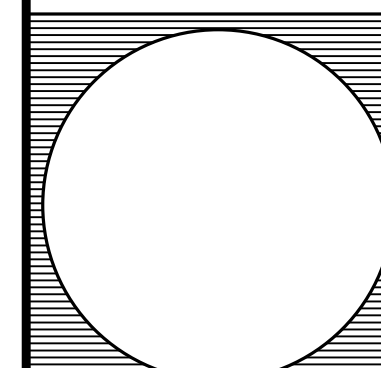
330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
ABUTMENT NO. 1 FOOTING PLAN

LOCATION LEXINGTON
SKW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



ABUTMENT NO. 1 FOOTING PLAN

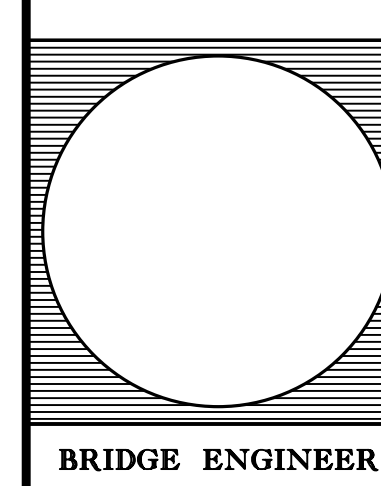
Scale: 1/4" = 1'-0"

BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-ab01.dgn



BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
ABUTMENT NO. 1 GEOMETRY

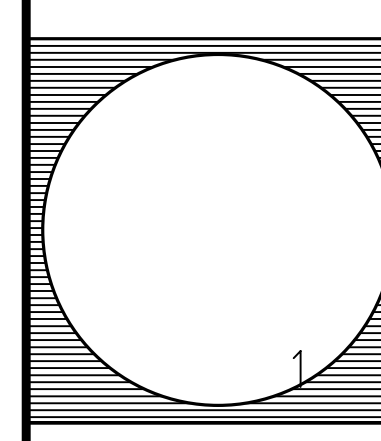
LOCATION LEXINGTON
SKW 15°42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00

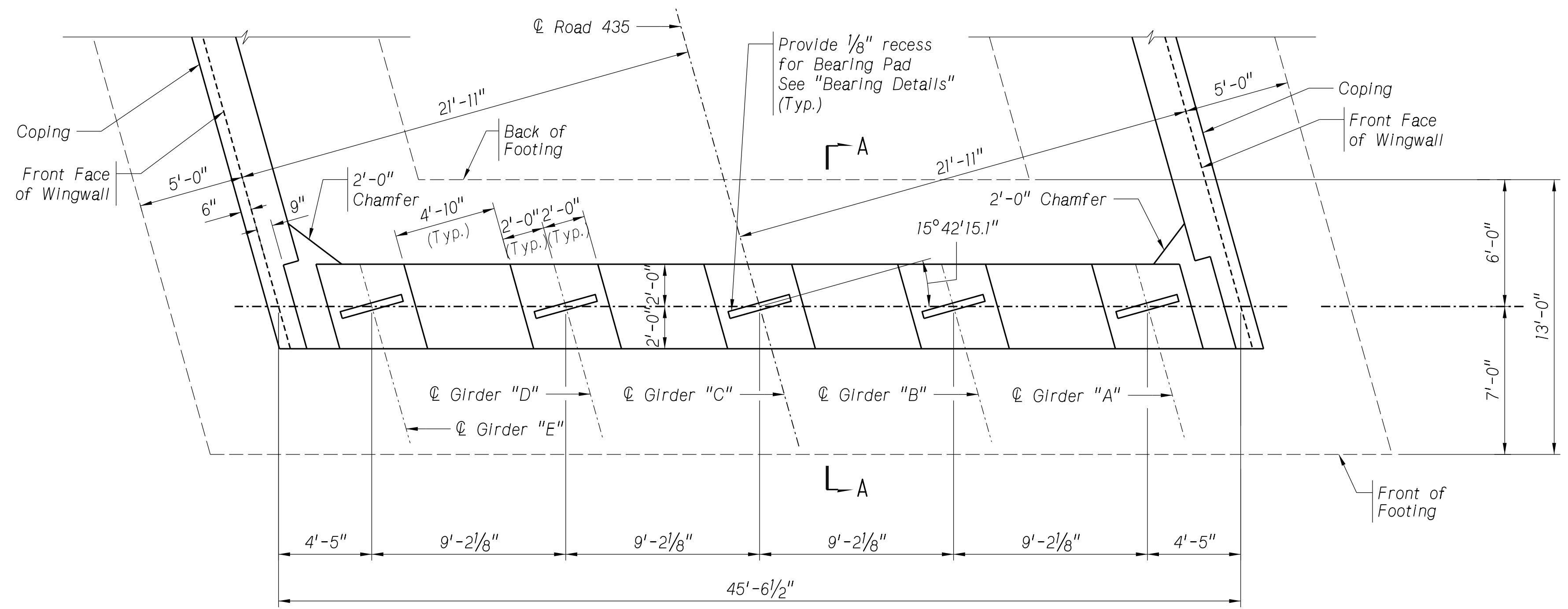
DATE JULY 2023
CHECKED BY JFE

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

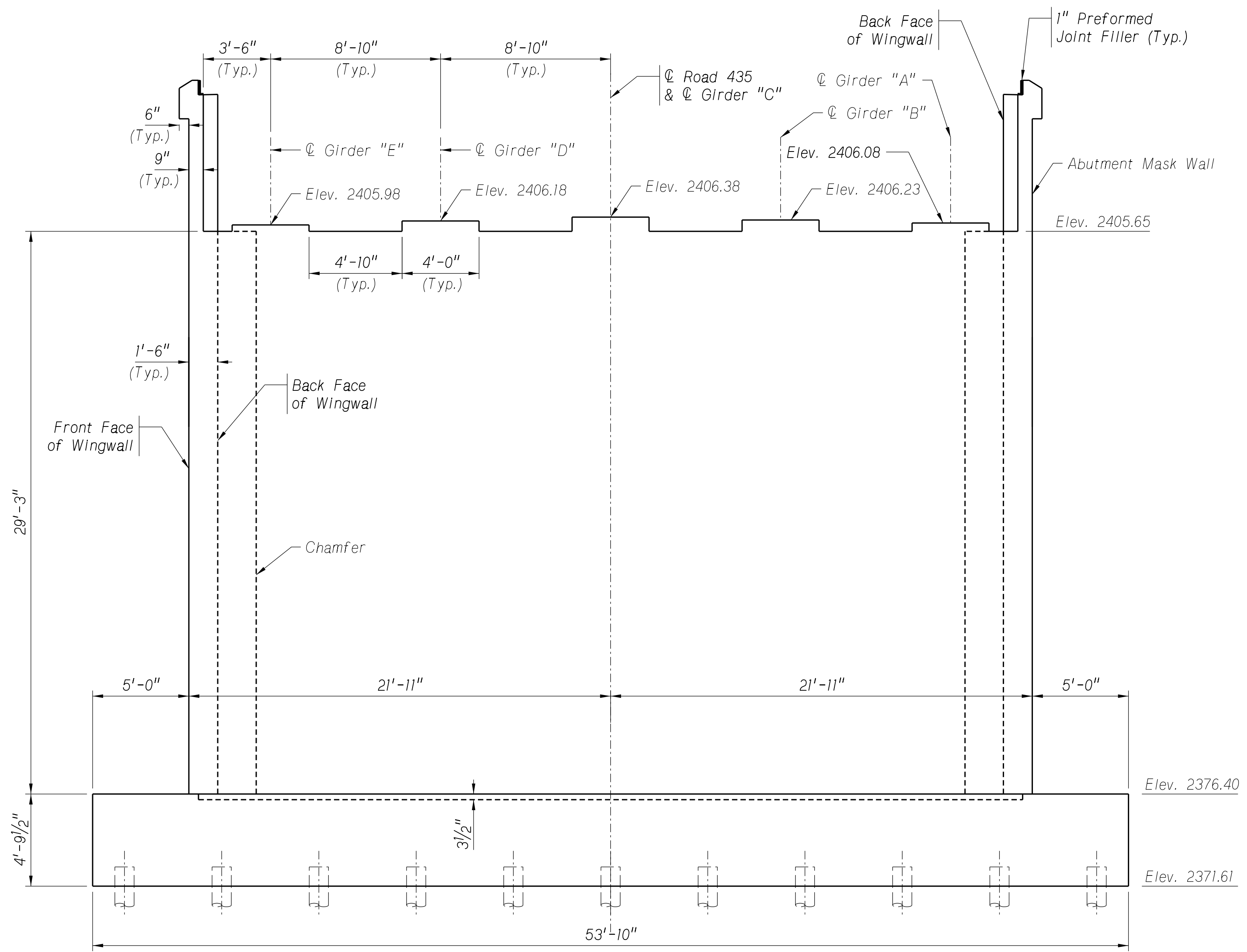
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



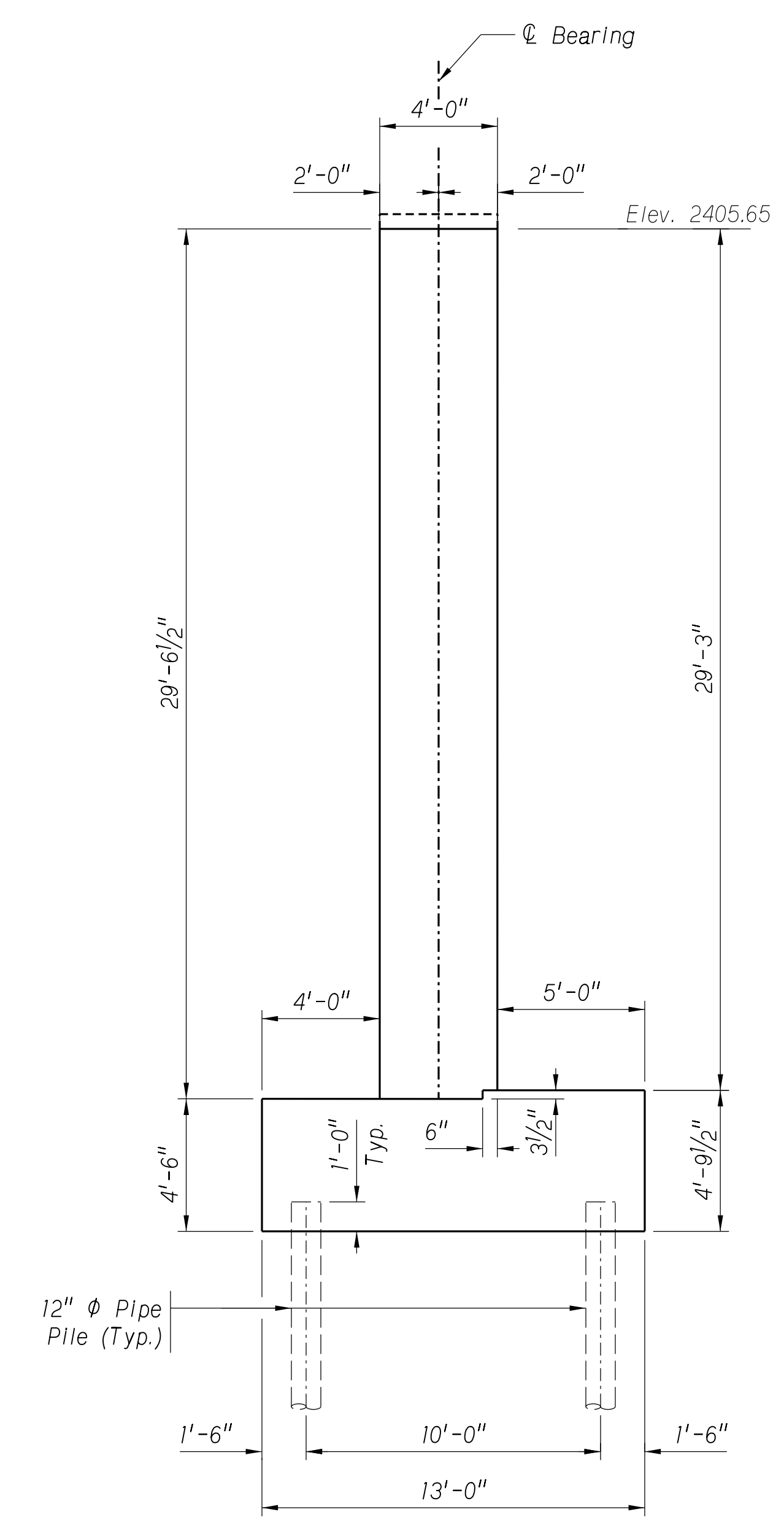
SPECIAL PLAN NO.
1 / 9



PLAN ABUTMENT NO. 1
Scale: 1/4" = 1'-0"



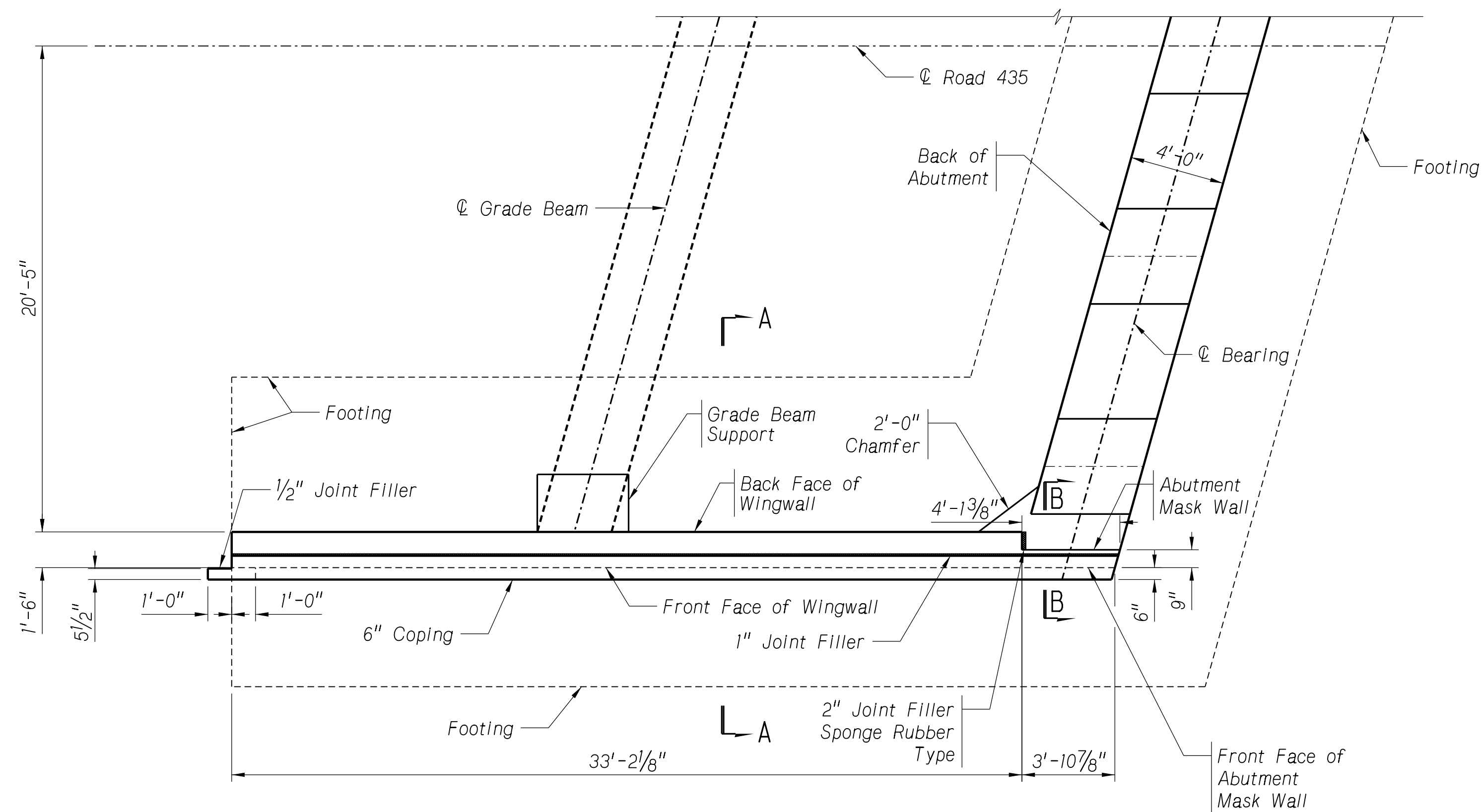
ELEVATION ABUTMENT NO. 1
Not to Scale
(Shown Perpendicular to Roadway)



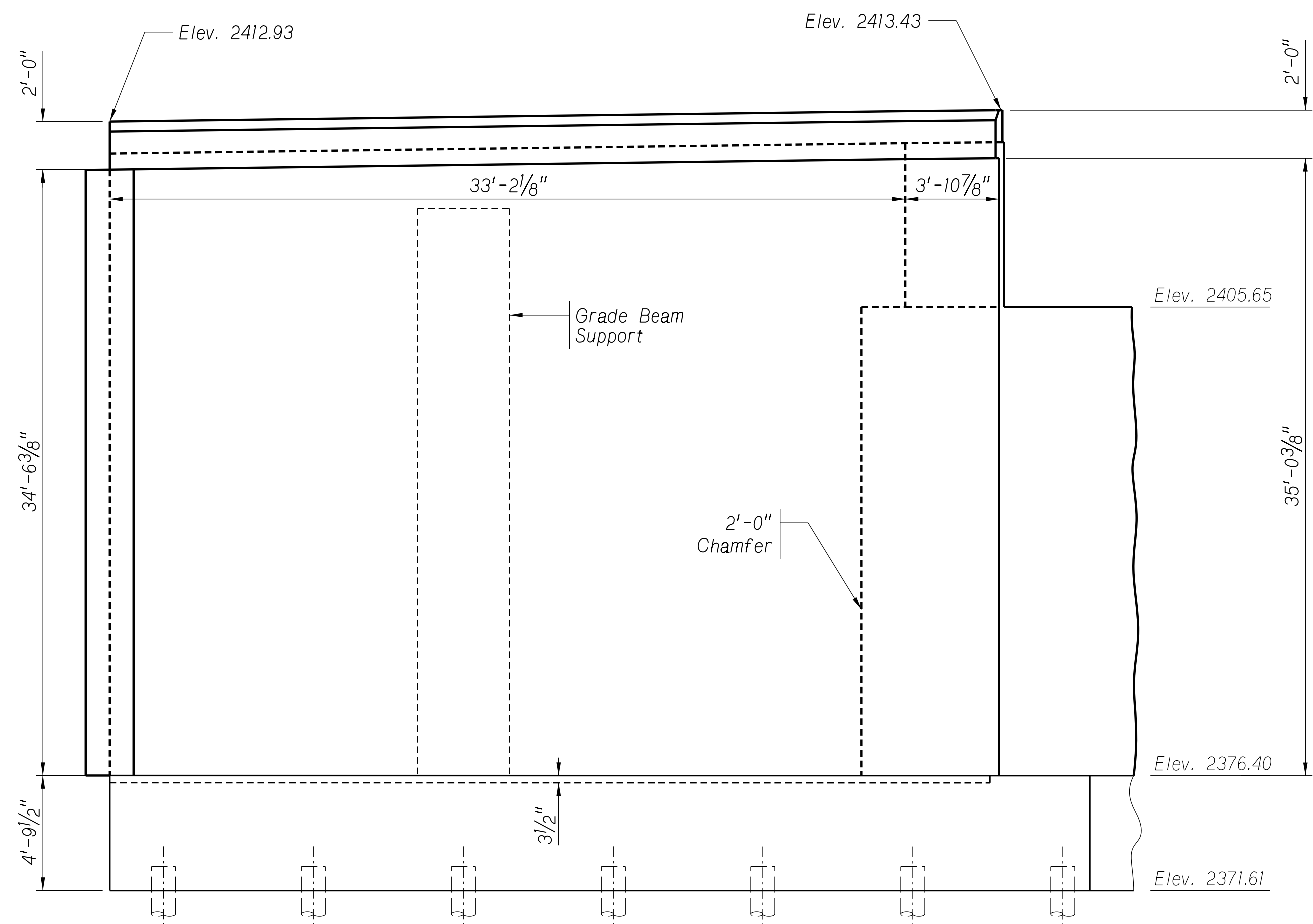
SECTION A-A
Not to Scale

NOTES:
For Pile Layout of Grade Beams & Abutments, see sheet 3 of 37.
For Bearing Pad layout, see sheet 30 of 37.

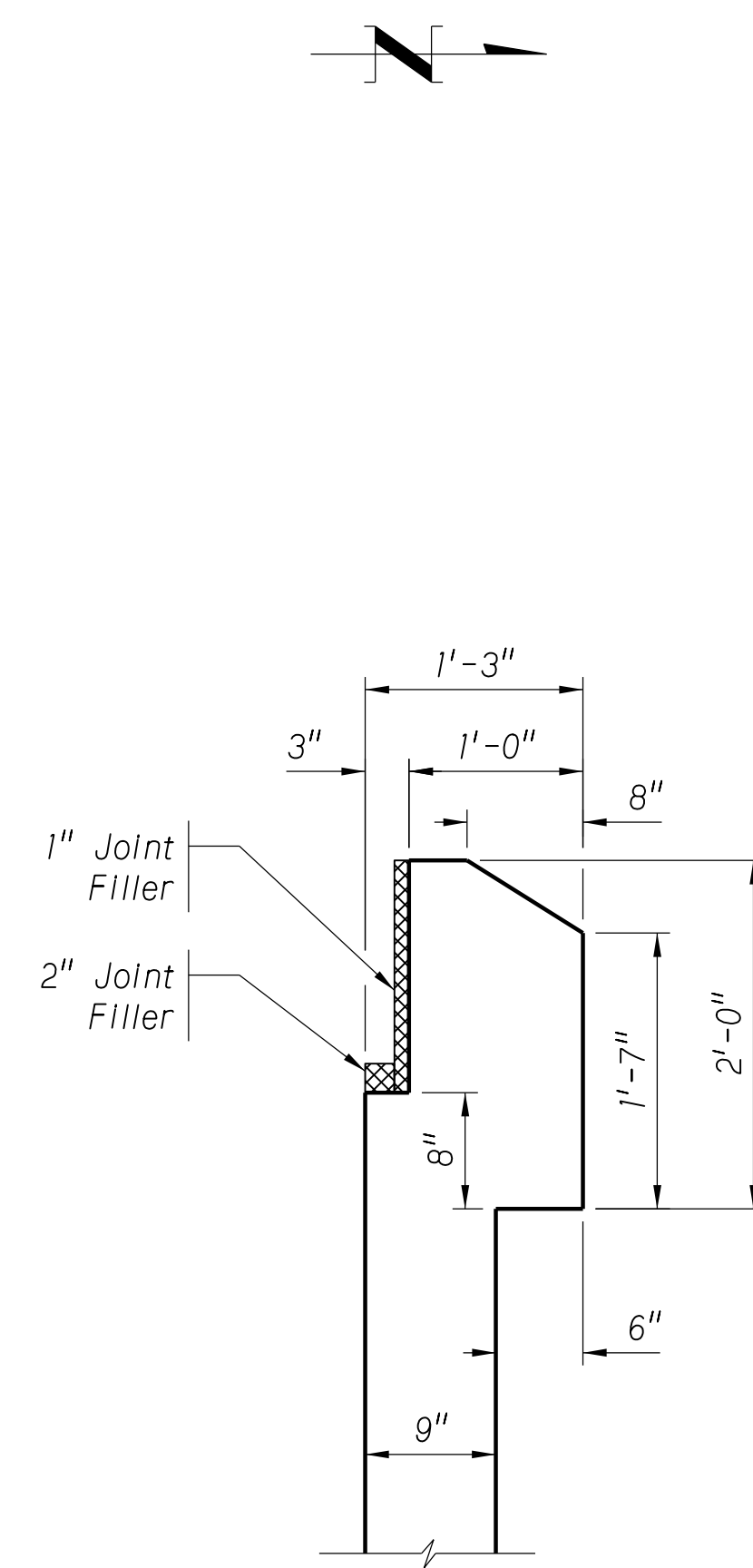
BRIDGE DIVISION.
Date: 19-JUL-2023 07:05
Computer: 2K2F5M3
File: 61457-ab02.dgn



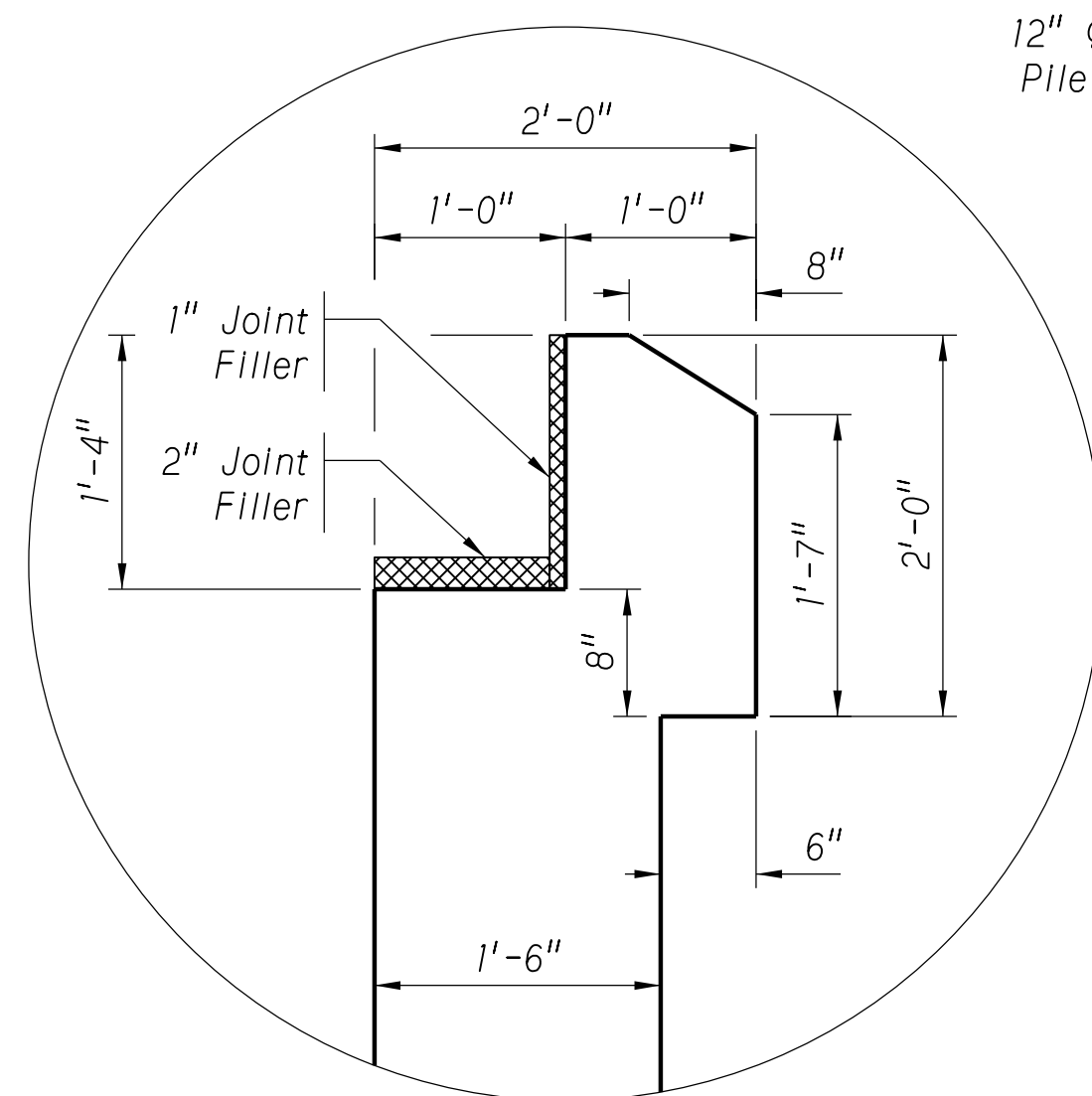
ABUTMENT NO. 1 SE WINGWALL PLAN
 Scale: 1/4" = 1'-0"



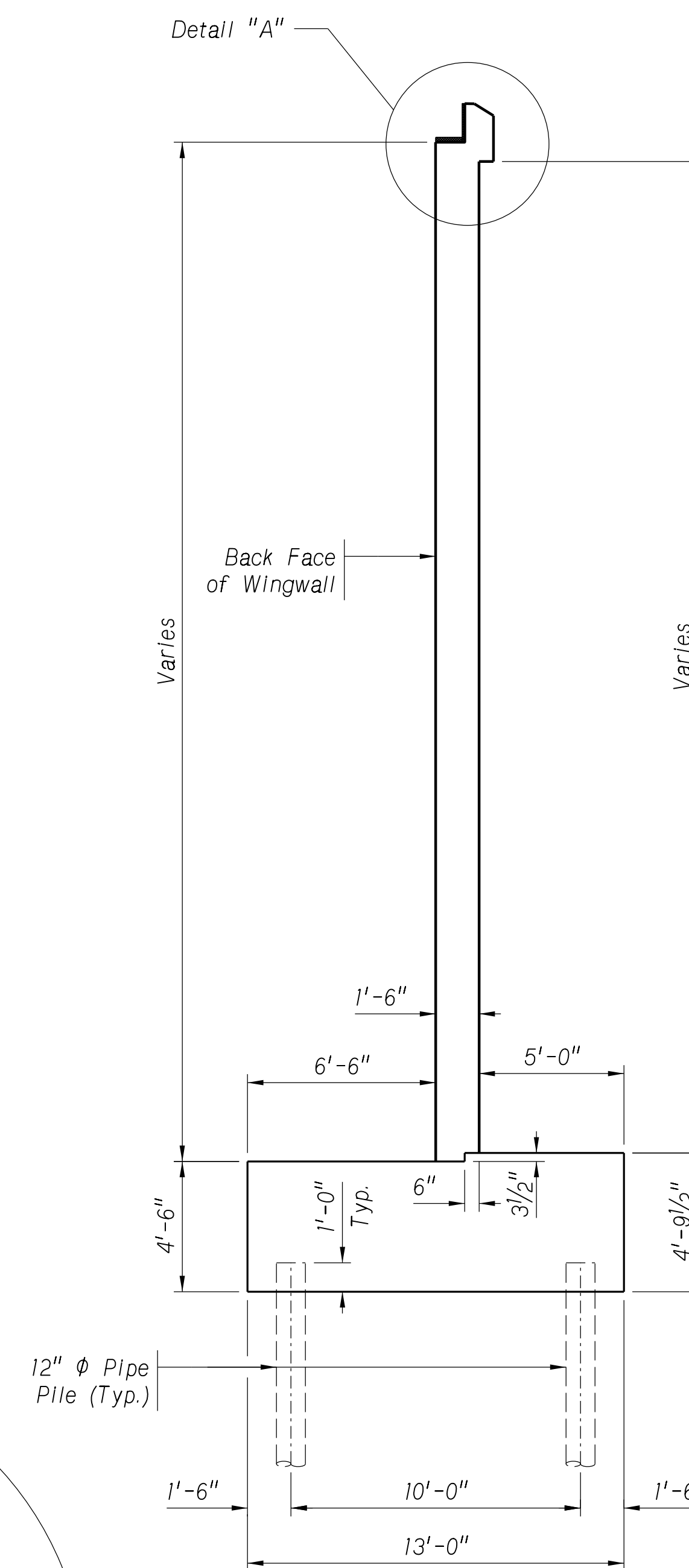
ABUTMENT NO. 1 SE WINGWALL ELEVATION
 Not to Scale



SECTION B-B
 Not to Scale



DETAIL "A"
 Not to Scale



SECTION A-A
 Not to Scale

BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-ab04.dgn

PROJECT NUMBER
RRZ-TMT-1705(3)

SHEET NO.
S11

C.N. 61457

STRUCTURE NUMBER
U141528108

BRIDGE ENGINEER

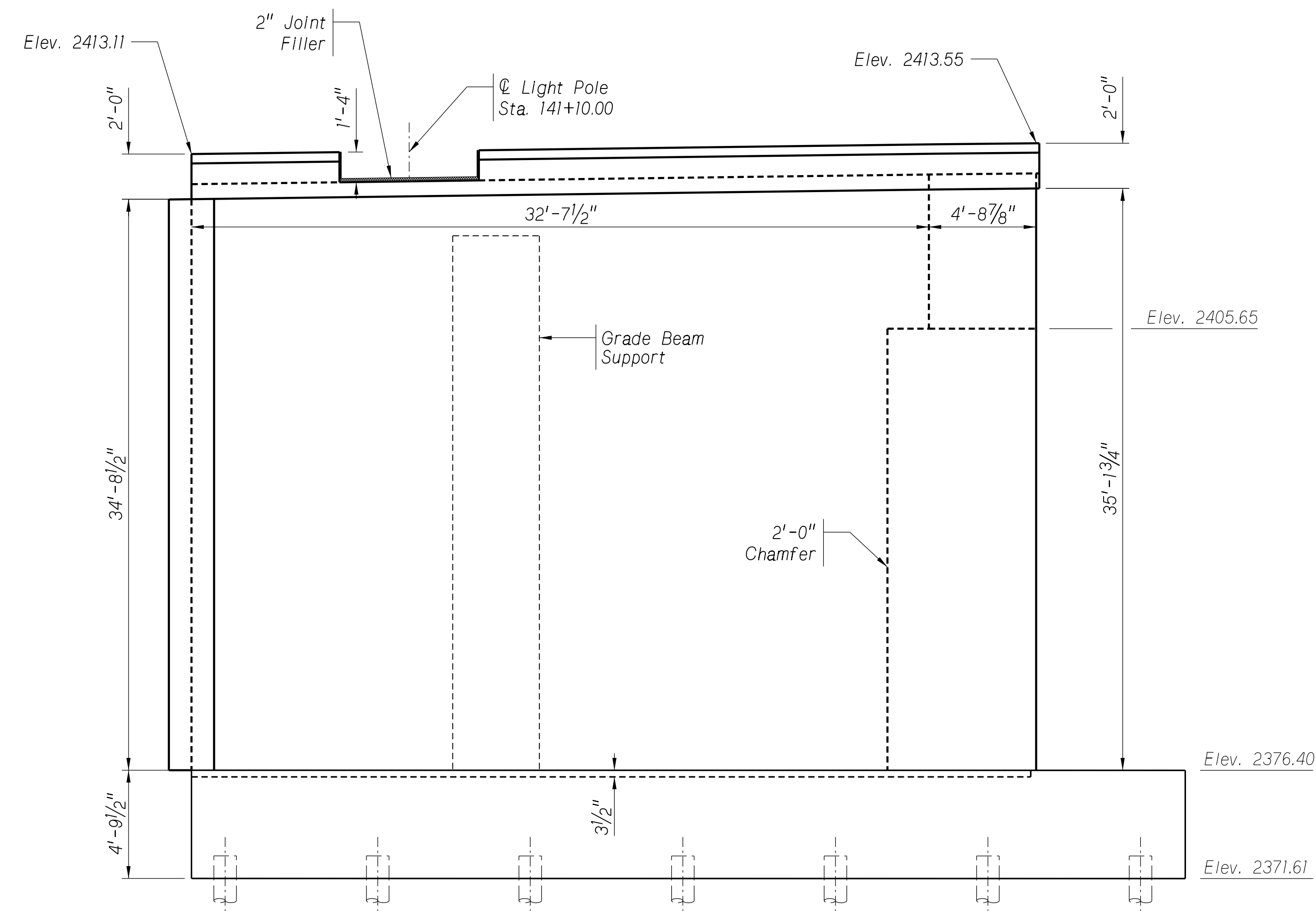
LOCATION LEXINGTON
330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
ABUTMENT NO. 1 SW WINGWALL GEOMETRY

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DESIGN LIVE LOAD HL-93
CHECKED BY JFE
DATE JULY 2023

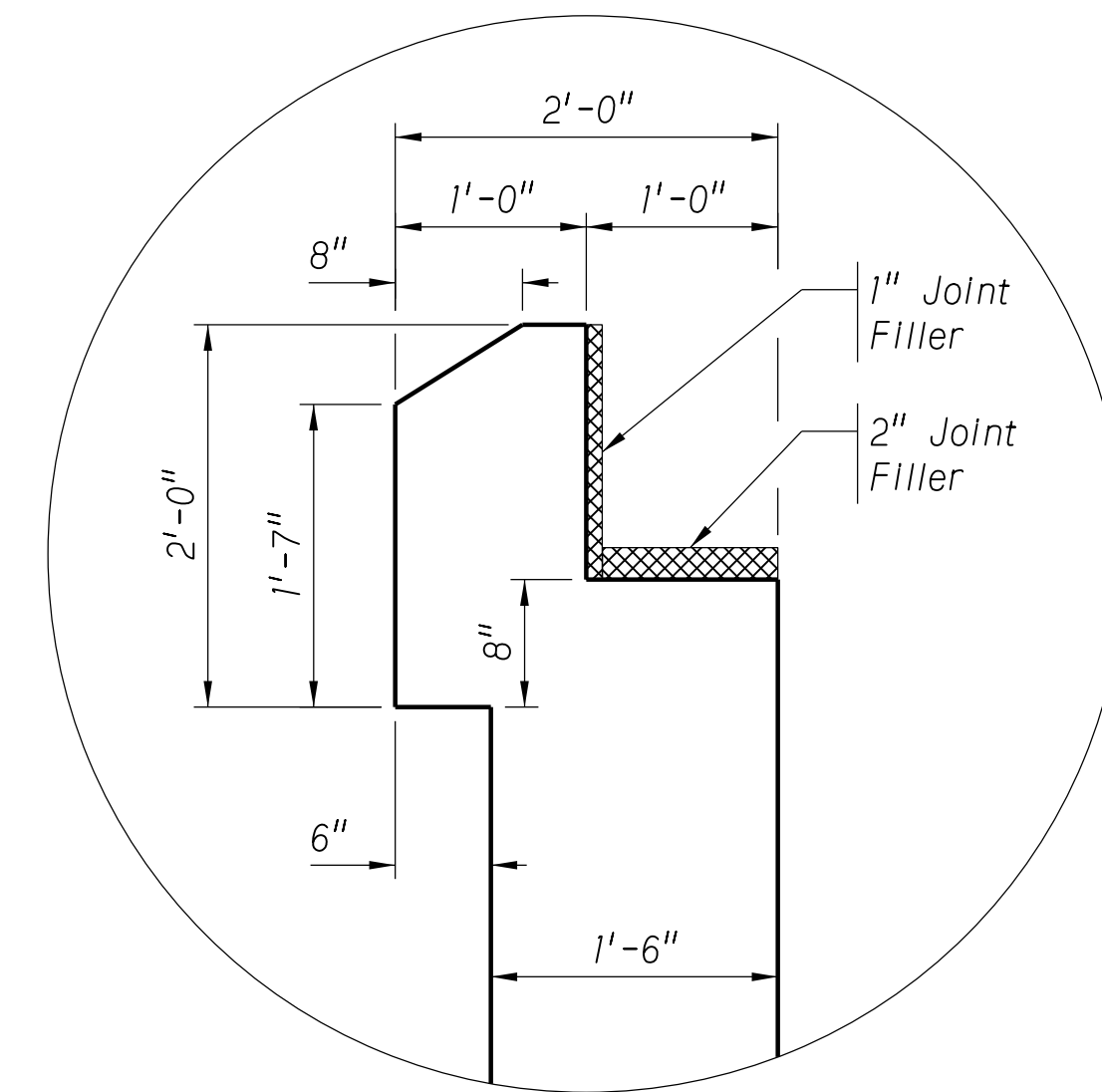
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO.
1

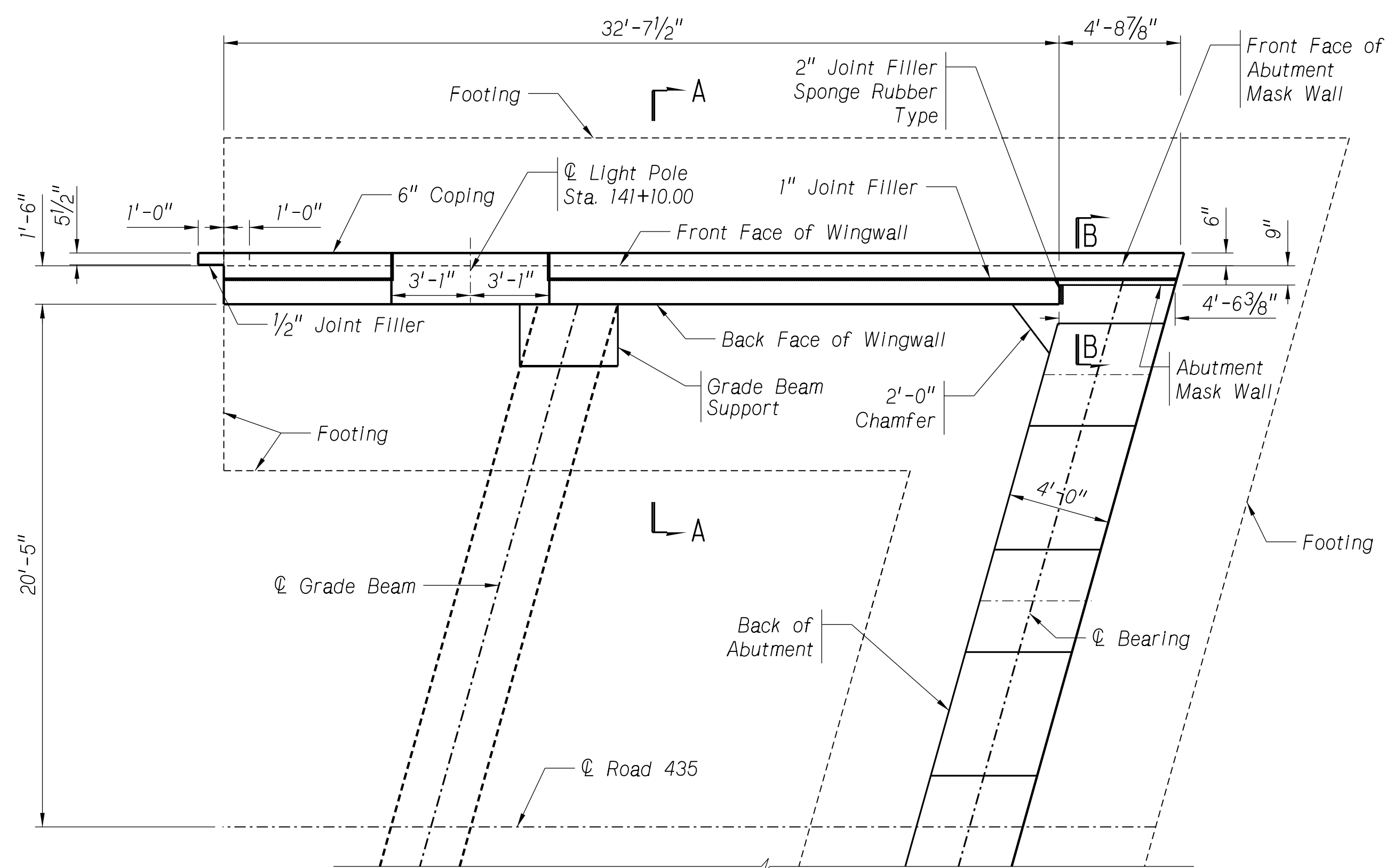
11
37



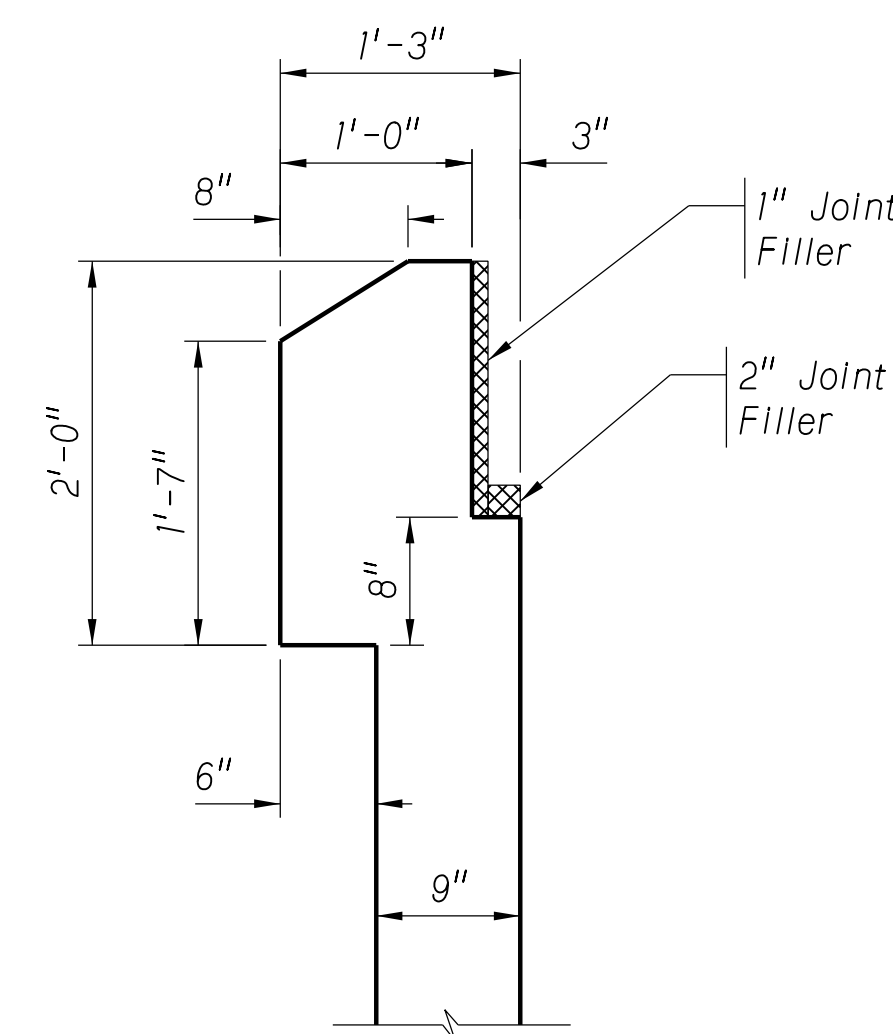
ABUTMENT NO. 1 SW WINGWALL ELEVATION
Not to Scale



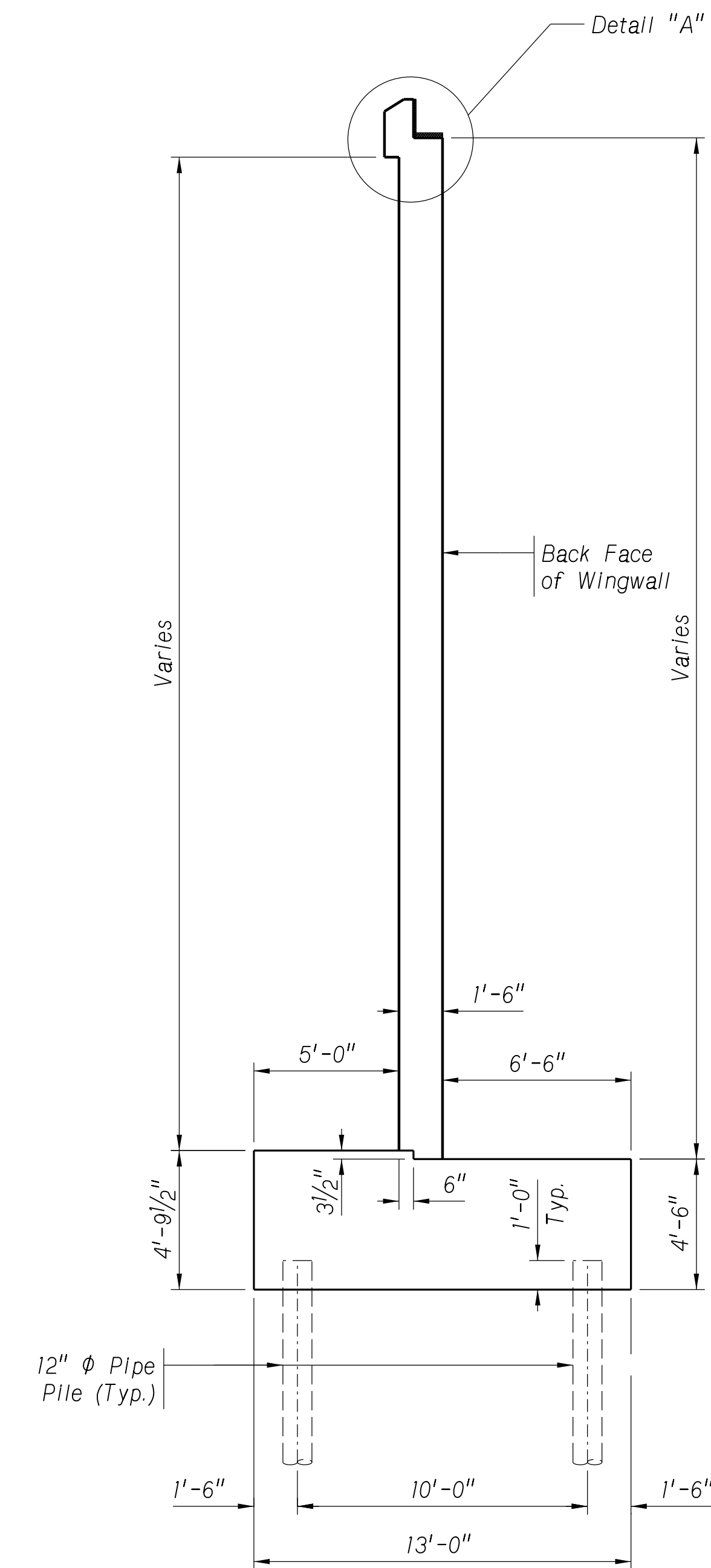
DETAIL "A"
Not to Scale



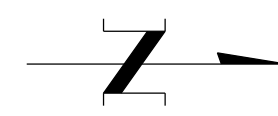
ABUTMENT NO. 1 SW WINGWALL PLAN
Scale: 1/4" = 1'-0"

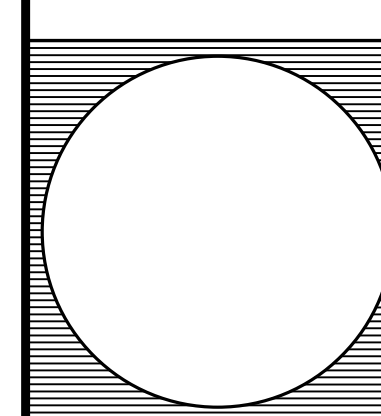


SECTION B-B
Not to Scale



SECTION A-A
Not to Scale

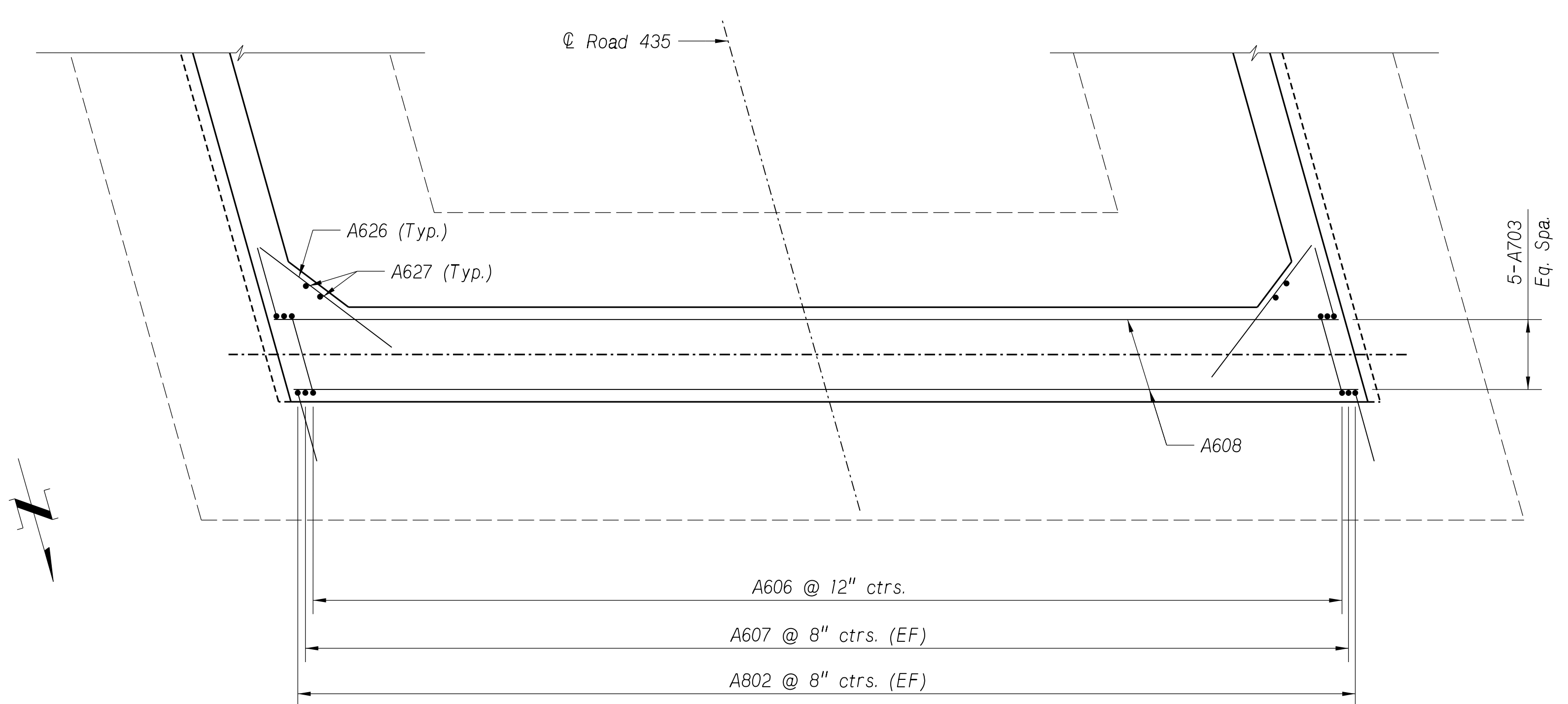
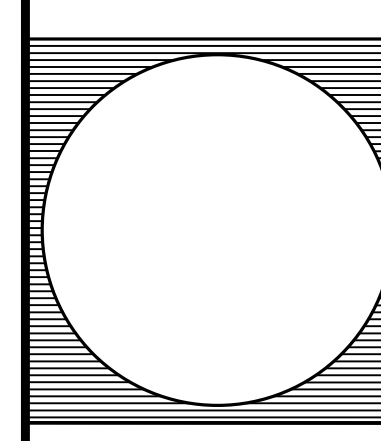




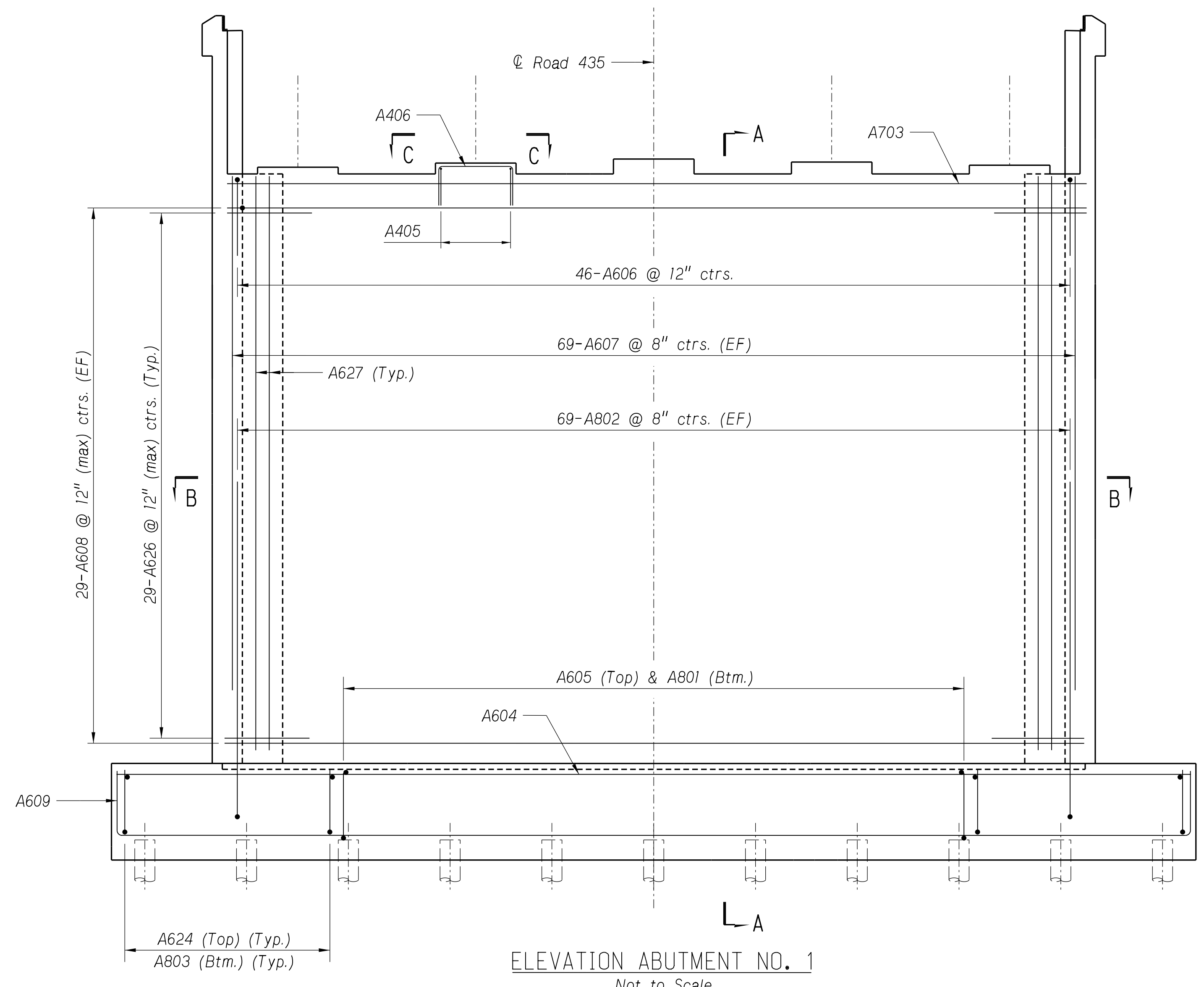
330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 ABUTMENT NO. 1 REINFORCEMENT

LOCATION LEXINGTON
 SKEW 15°42' 15.1" RHB
 ROADWAY 40'-0"
 DESIGN LIVE LOAD HL-93
 COUNTY DAWSON
 HWY. NO. RD-435
 REF. POST.
 STA. 142+95.00
 DESIGNED BY JHG
 CHECKED BY JFE
 DATE JULY 2023

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION



SECTION B-B
 Scale: 1/4" = 1'-0"

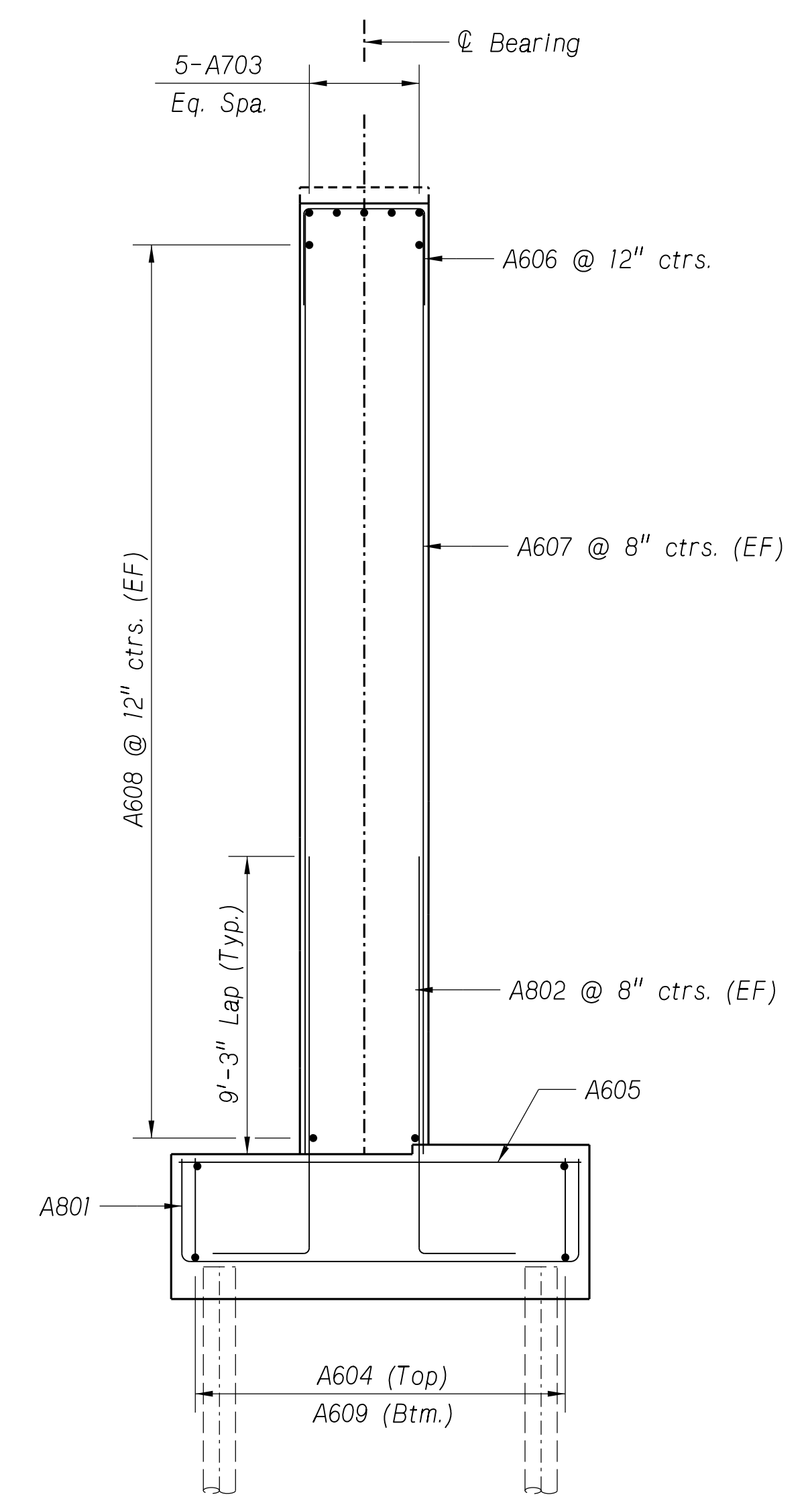


ELEVATION ABUTMENT NO. 1
 Not to Scale

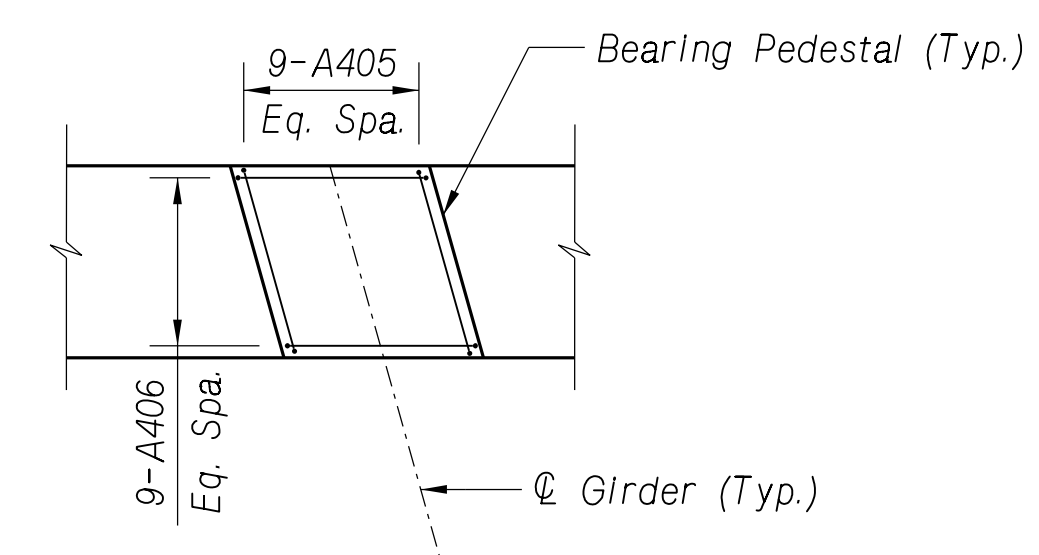
NOTES:

The minimum clearance, measured from face of concrete to surface of any reinforcing bar, shall be 3".

- EF = Each Face
- BF = Back Face
- FF = Front Face



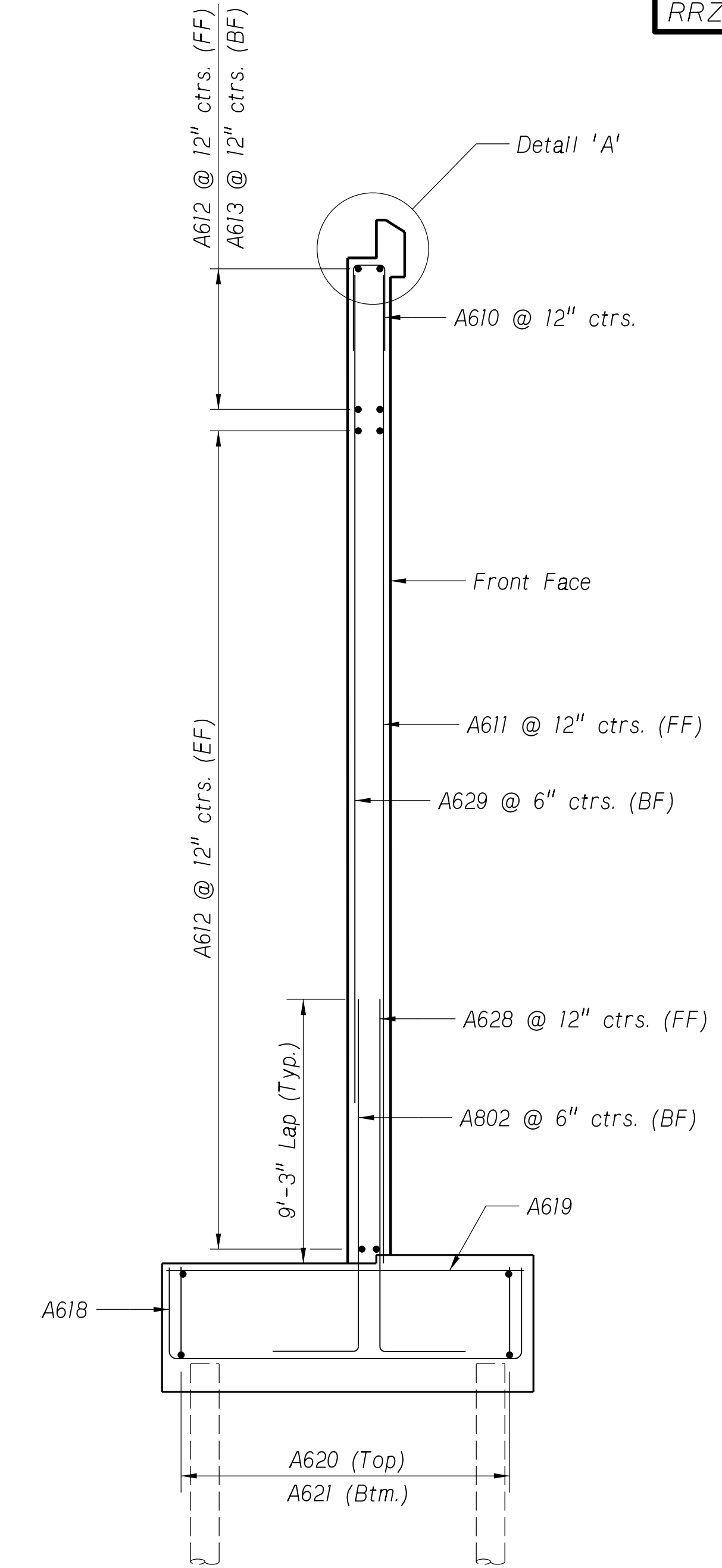
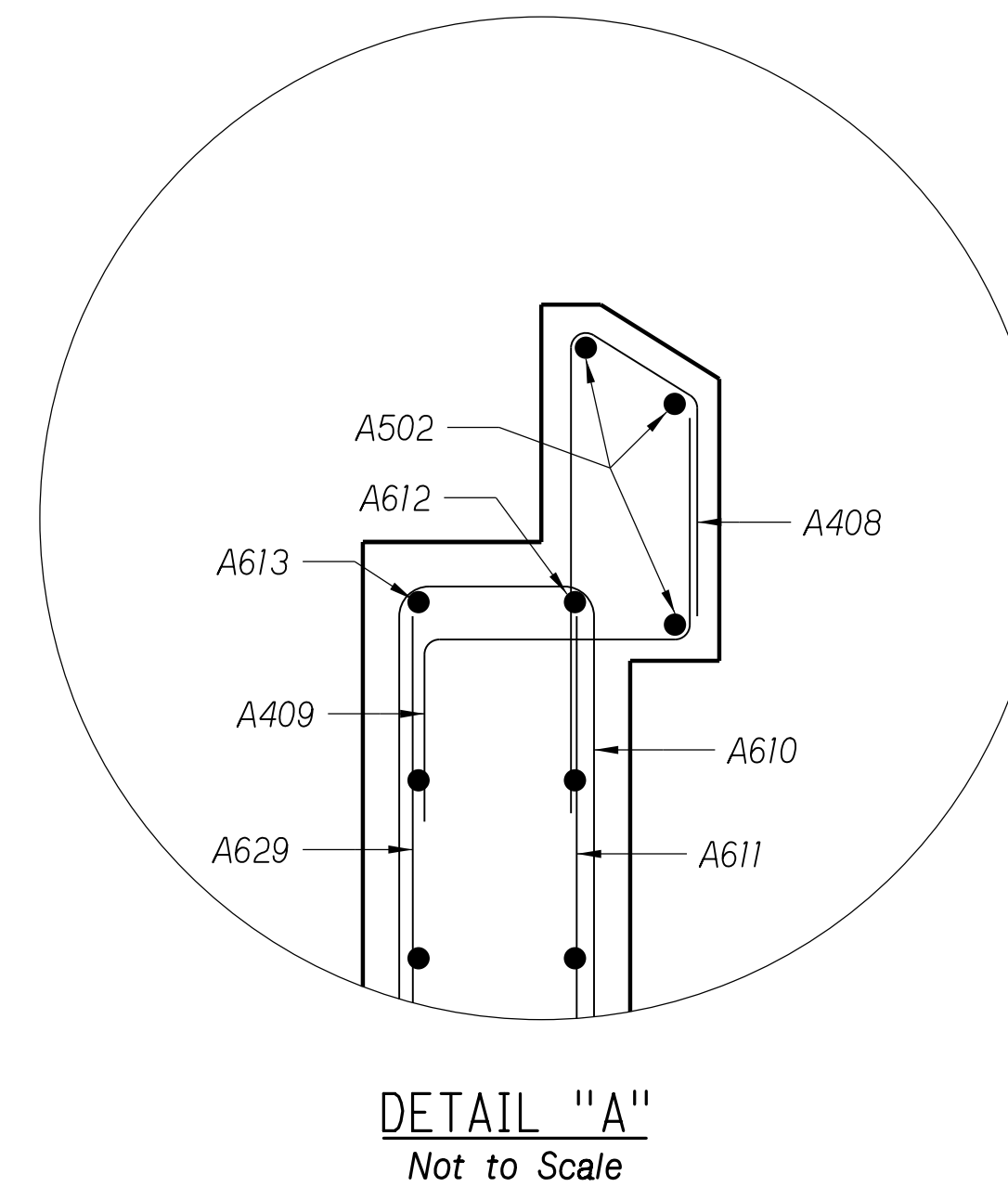
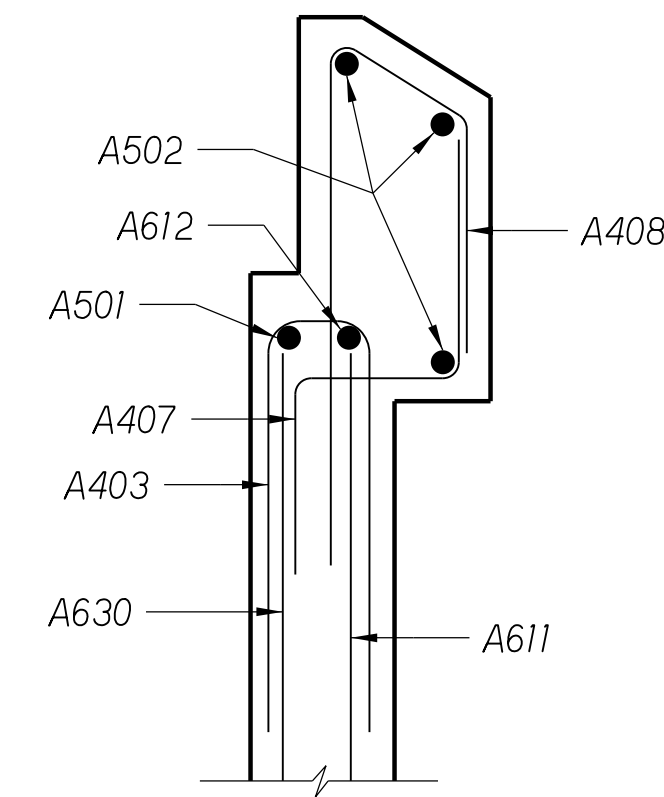
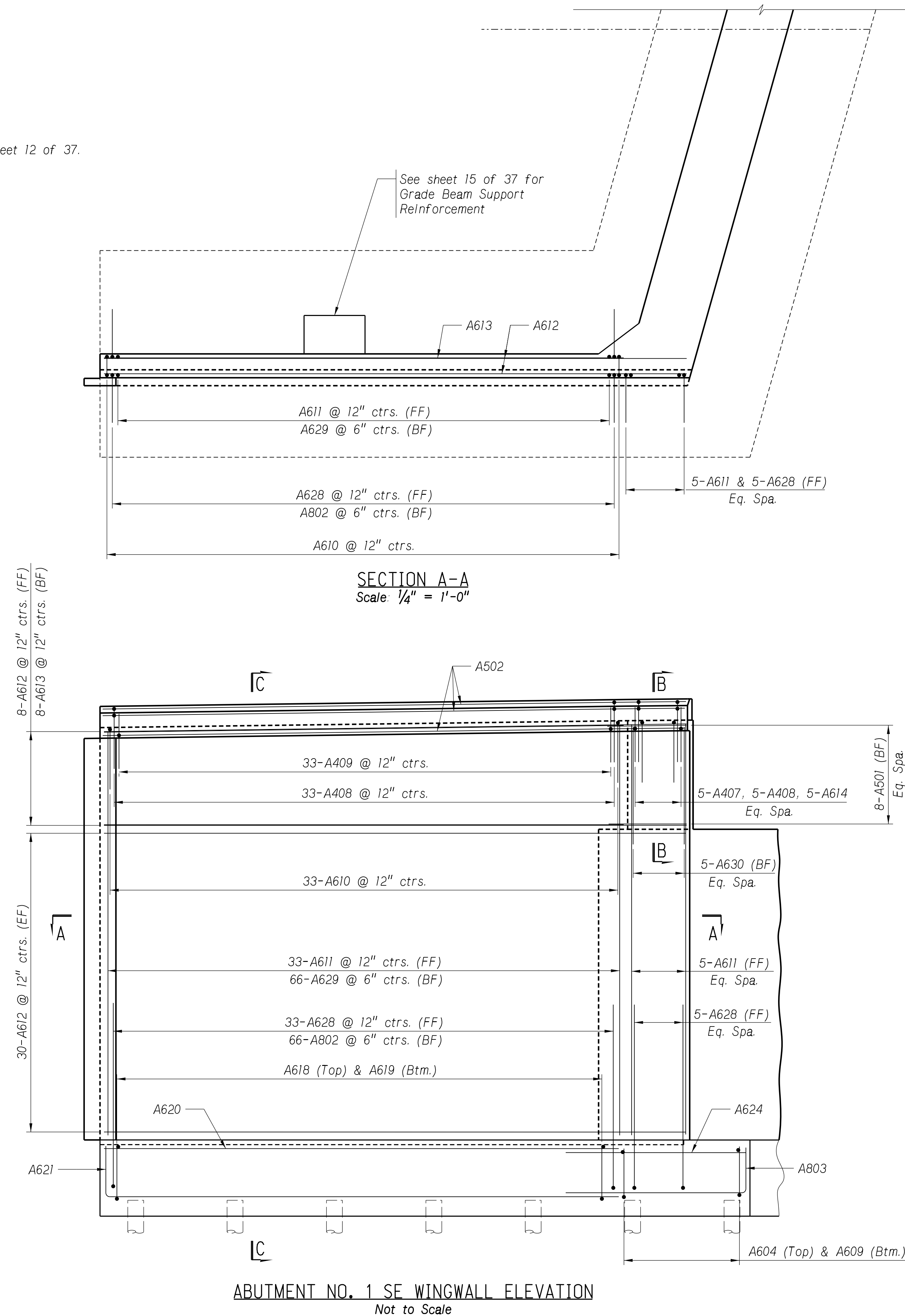
SECTION A-A
 Not to Scale

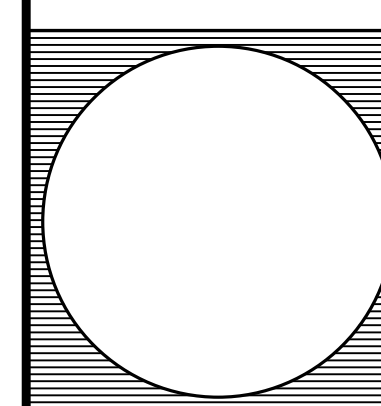


VIEW C-C
 Not to Scale



NOTE:
For Notes, see Sheet 12 of 37.

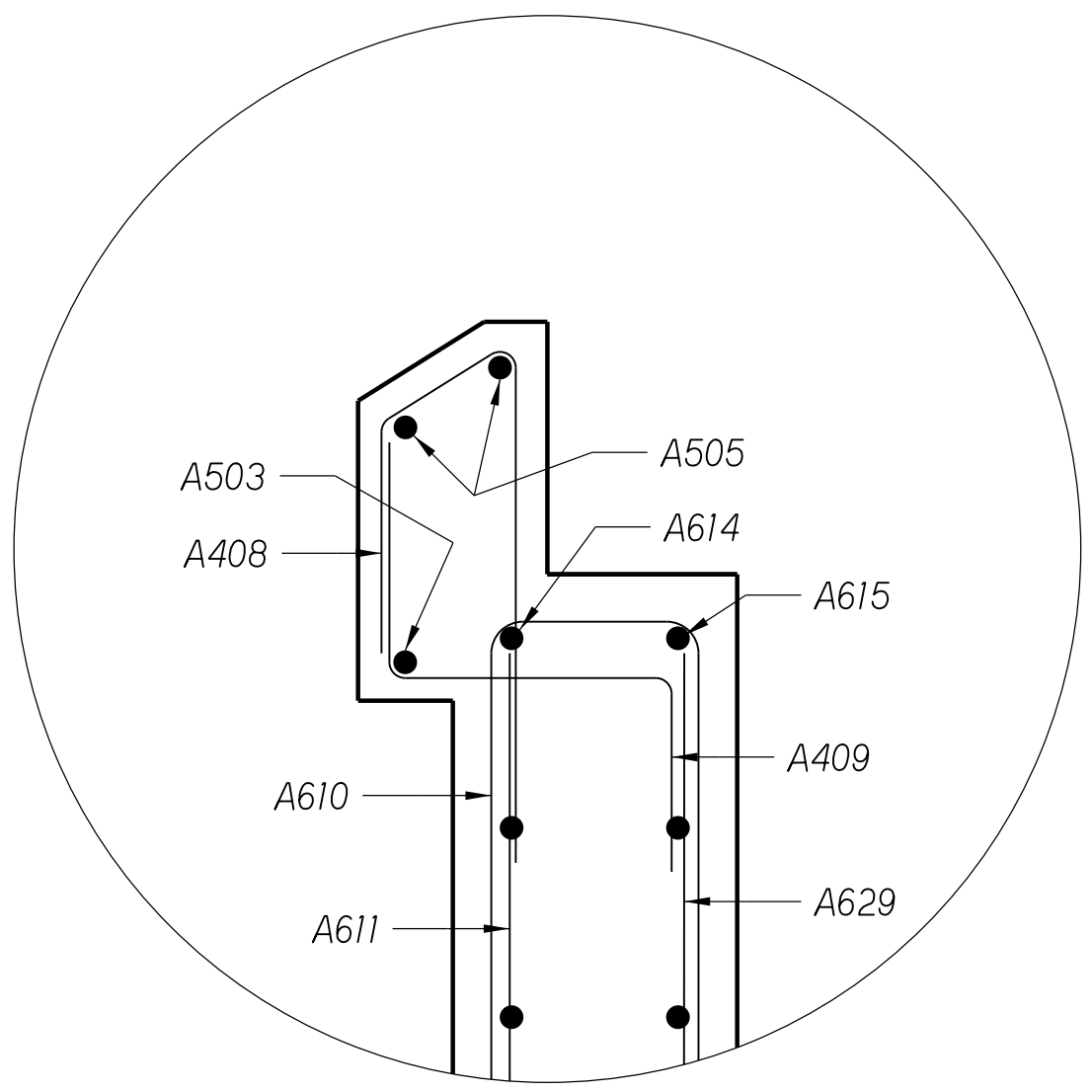
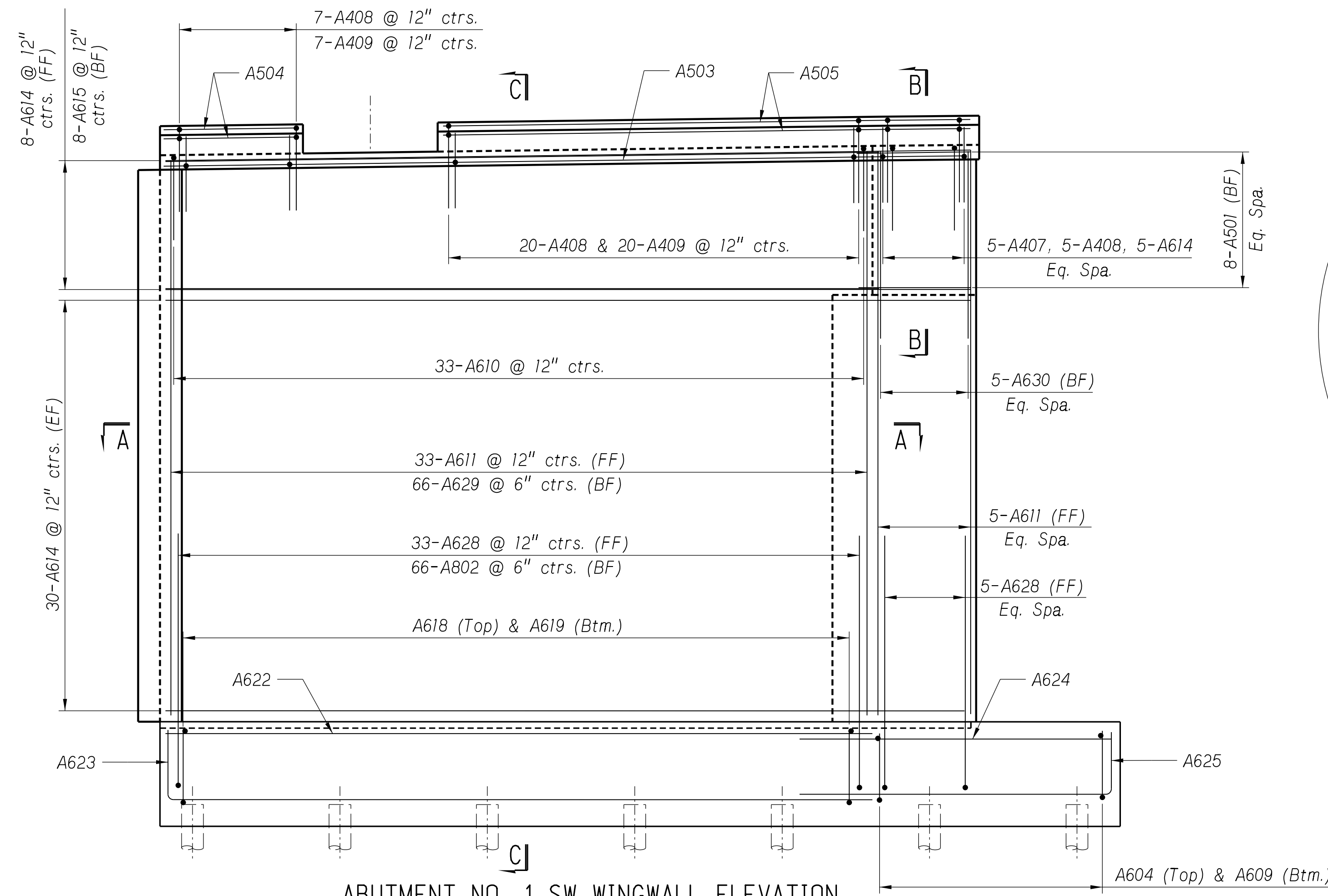
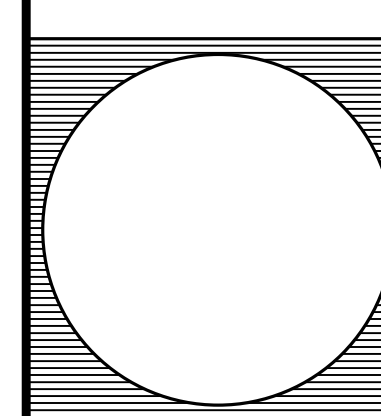




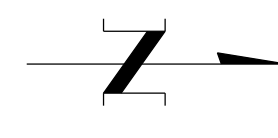
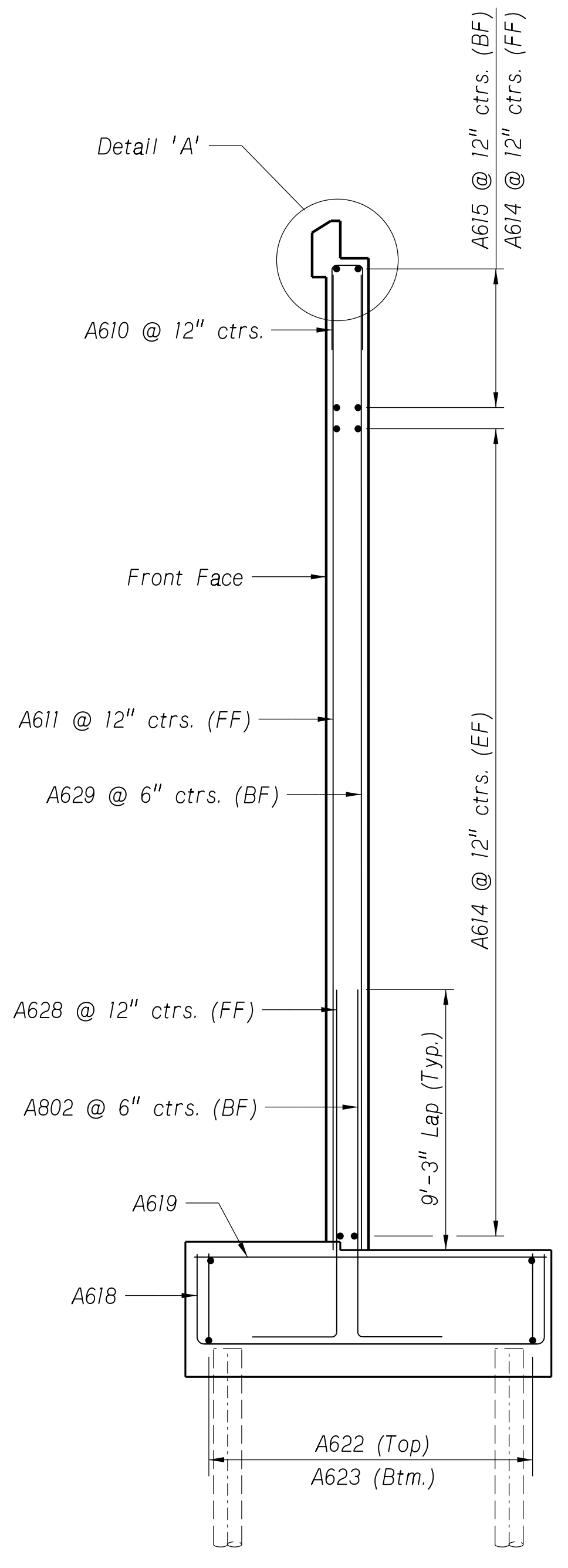
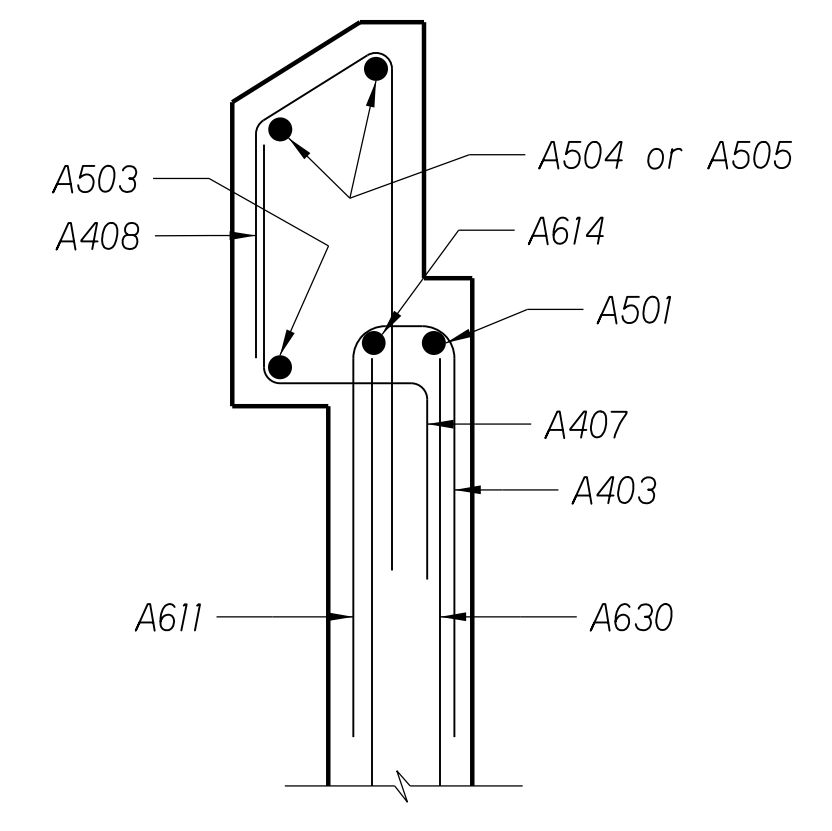
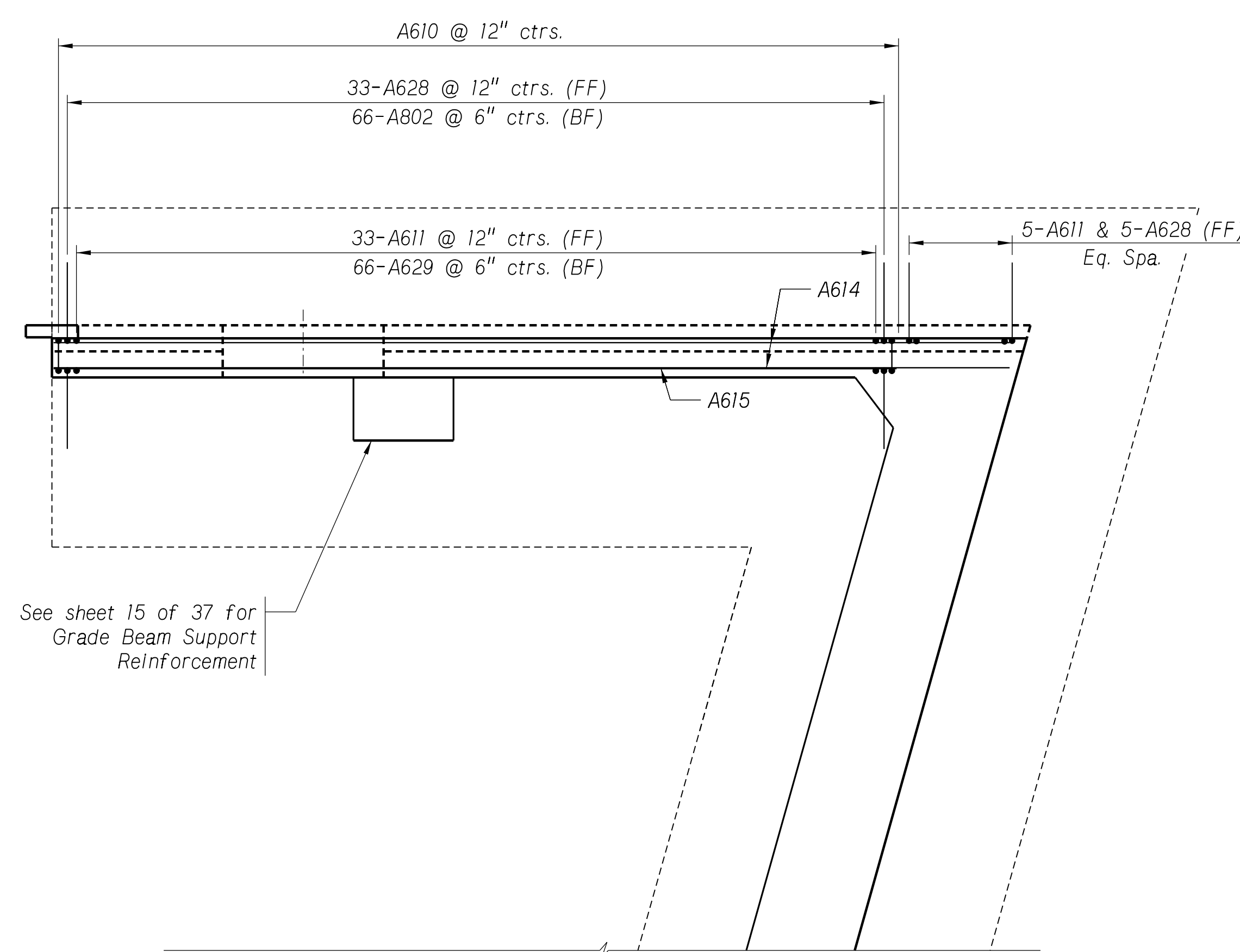
330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 ABUTMENT NO. 1 SW WINGWALL REINFORCEMENT

LOCATION LEXINGTON
 SKEW 15° 42' 15.1" RHB
 ROADWAY 40'-0"
 DESIGN LIVE LOAD HL-93
 COUNTY DAWSON HWY. NO. RD-435
 REF. POST. STA. 142+95.00
 DATE JULY 2023
 CHECKED BY JFE
 DETAILED BY GRB

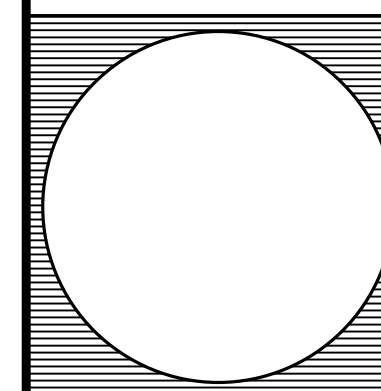
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION



NOTE:
 For Notes, see Sheet 12 of 37.



See sheet 15 of 37 for
 Grade Beam Support
 Reinforcement



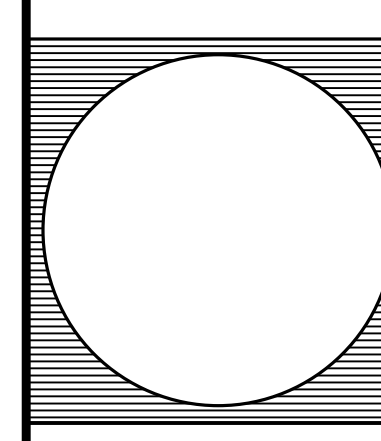
BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
GRADE BEAM NO. 1 DETAILS

LOCATION LEXINGTON
SKEW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93

DESIGNED BY JHG
CHECKED BY GRB
DATE JULY 2023

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



SPECIAL PLAN NO.
1

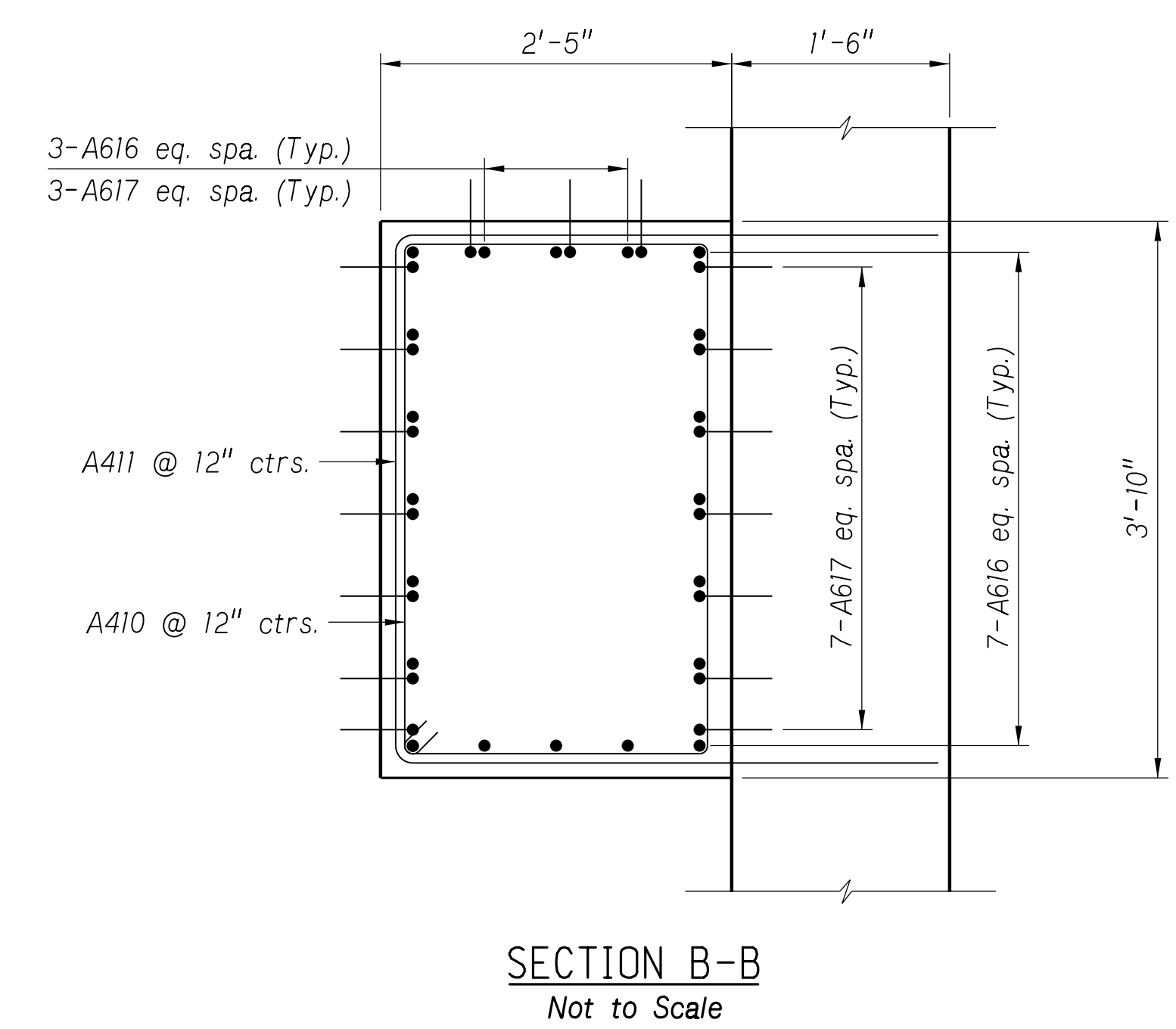
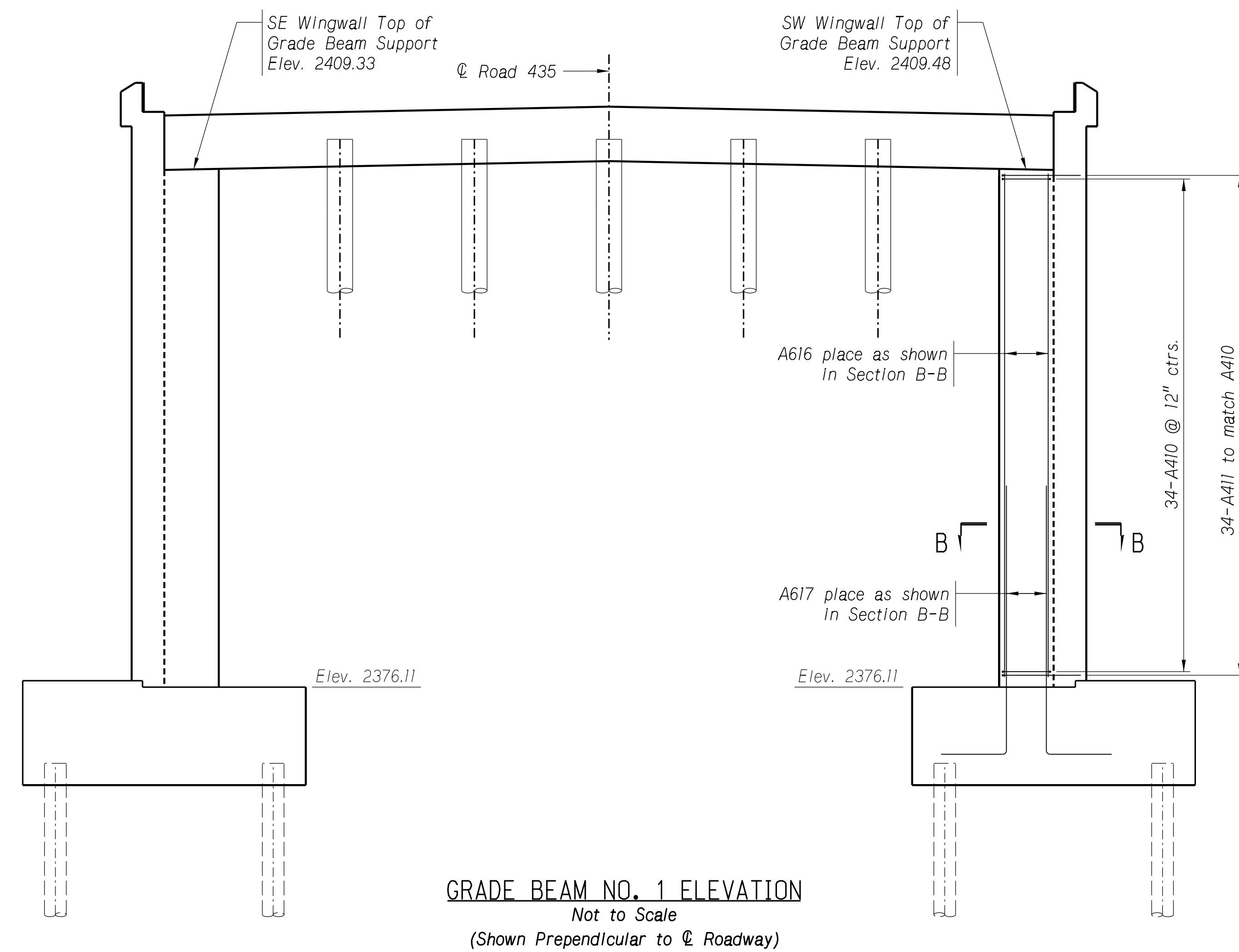
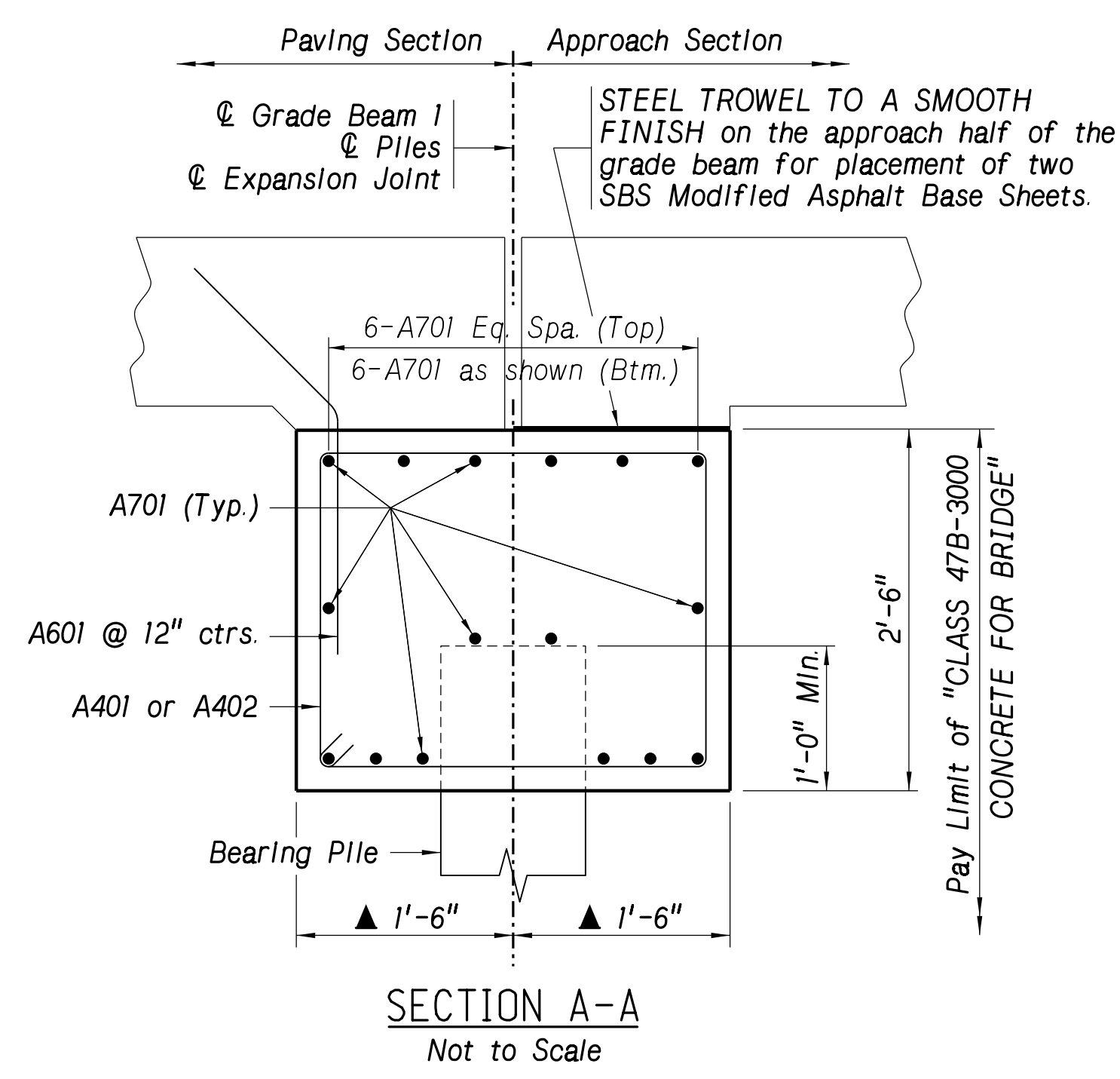
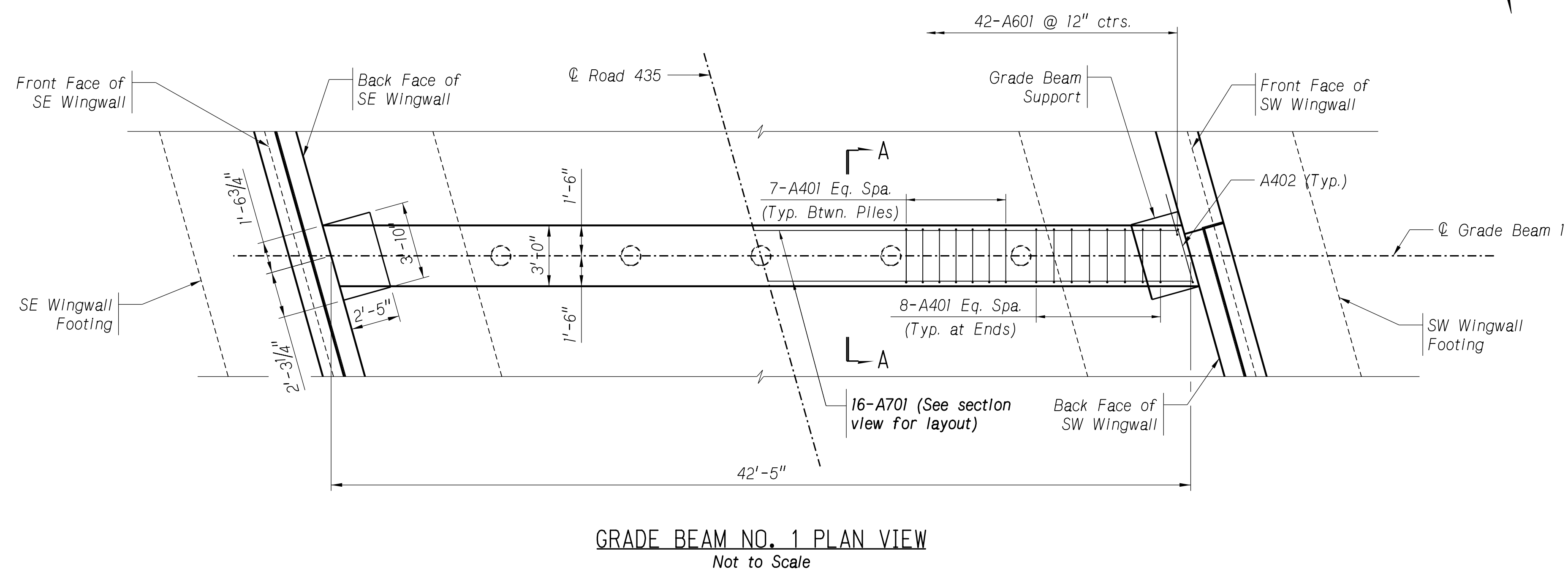
15
37

BRIDGE DIVISION.

Computer: 2K2F5M3

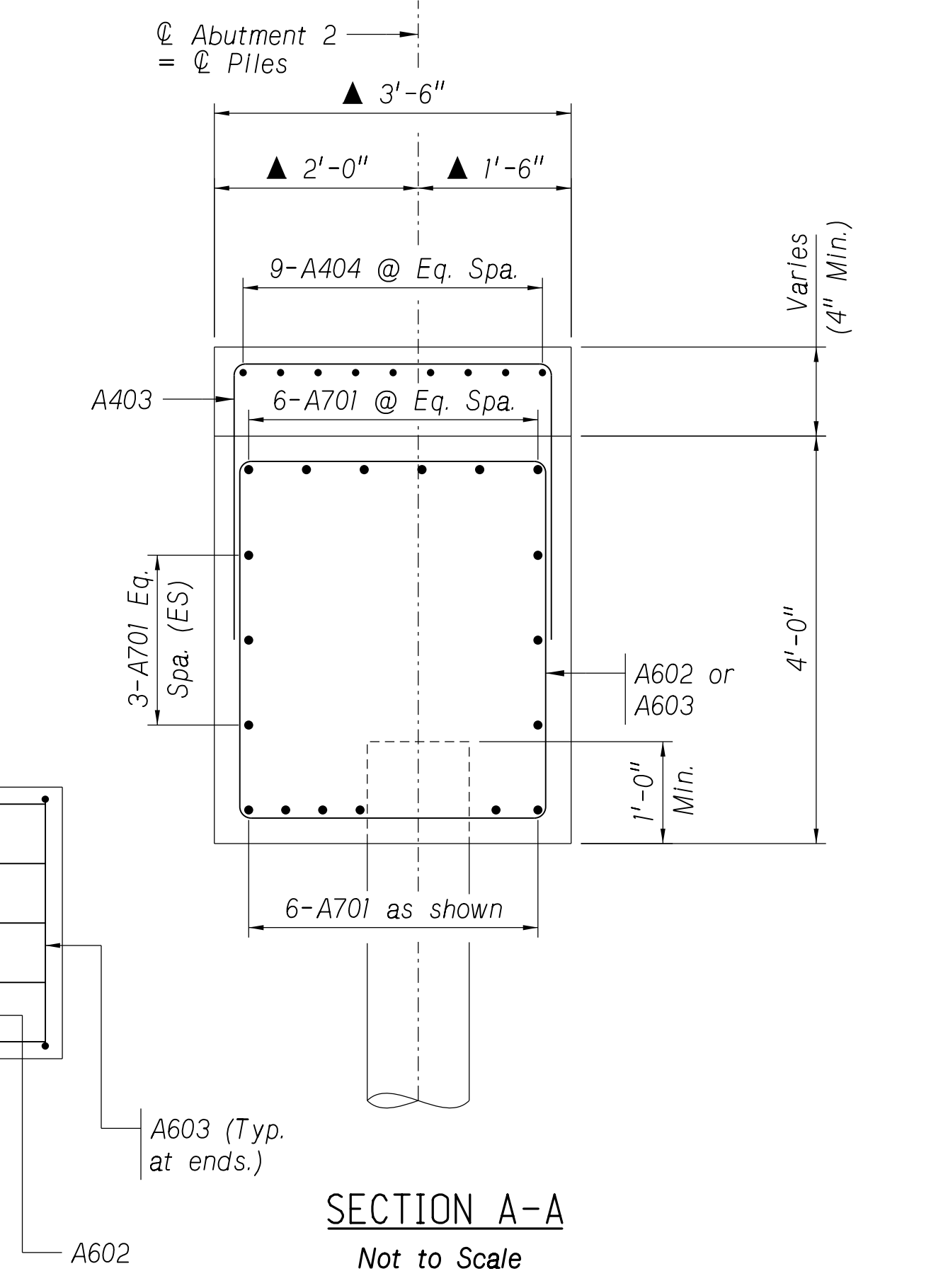
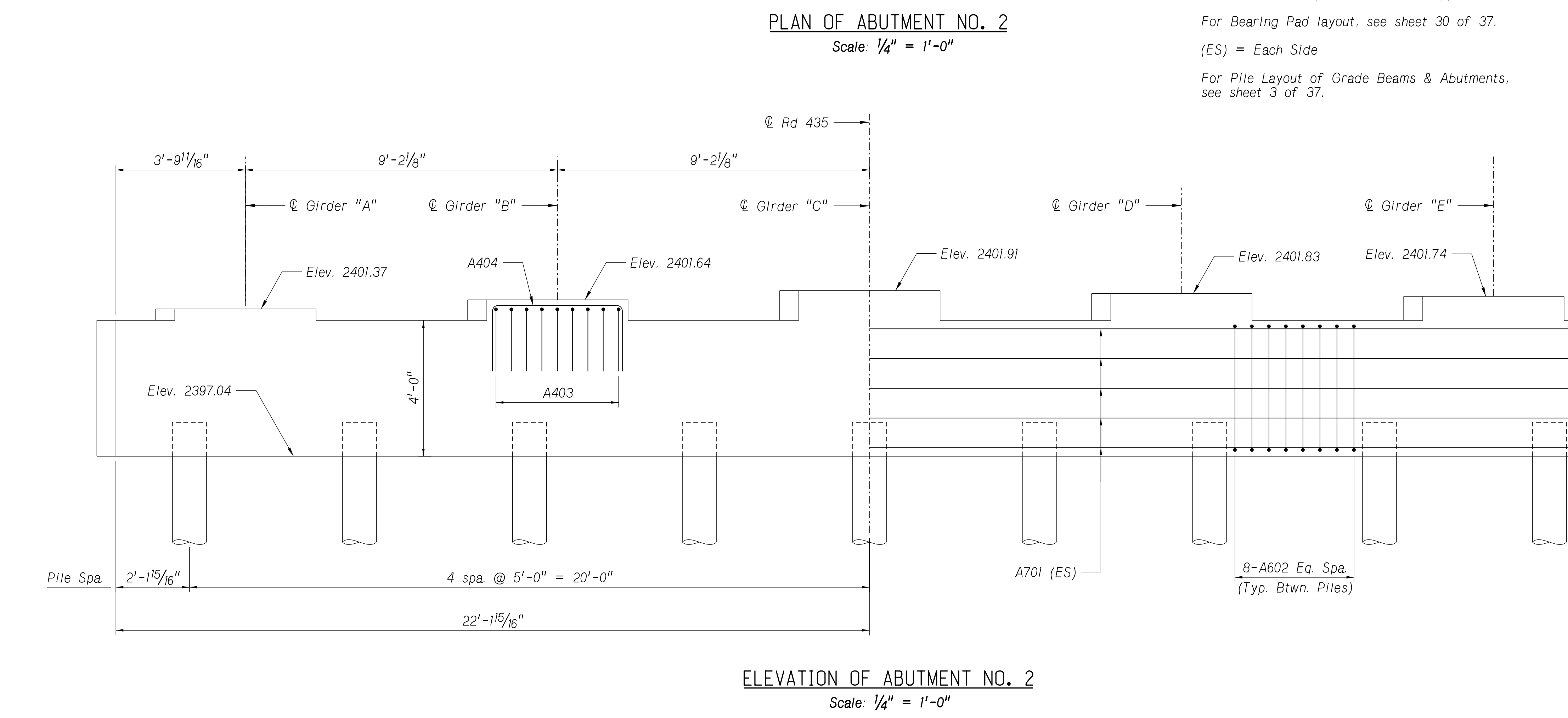
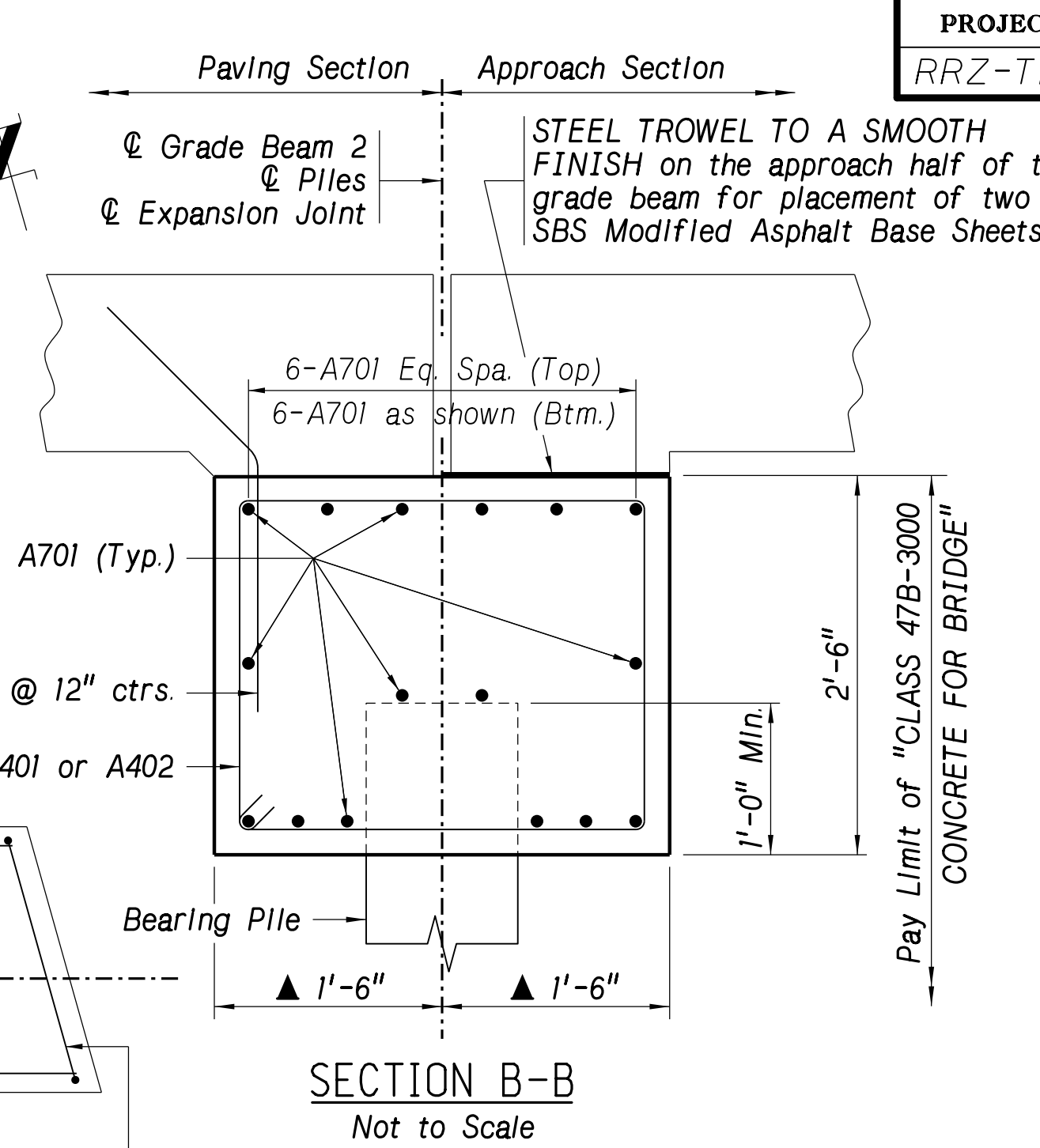
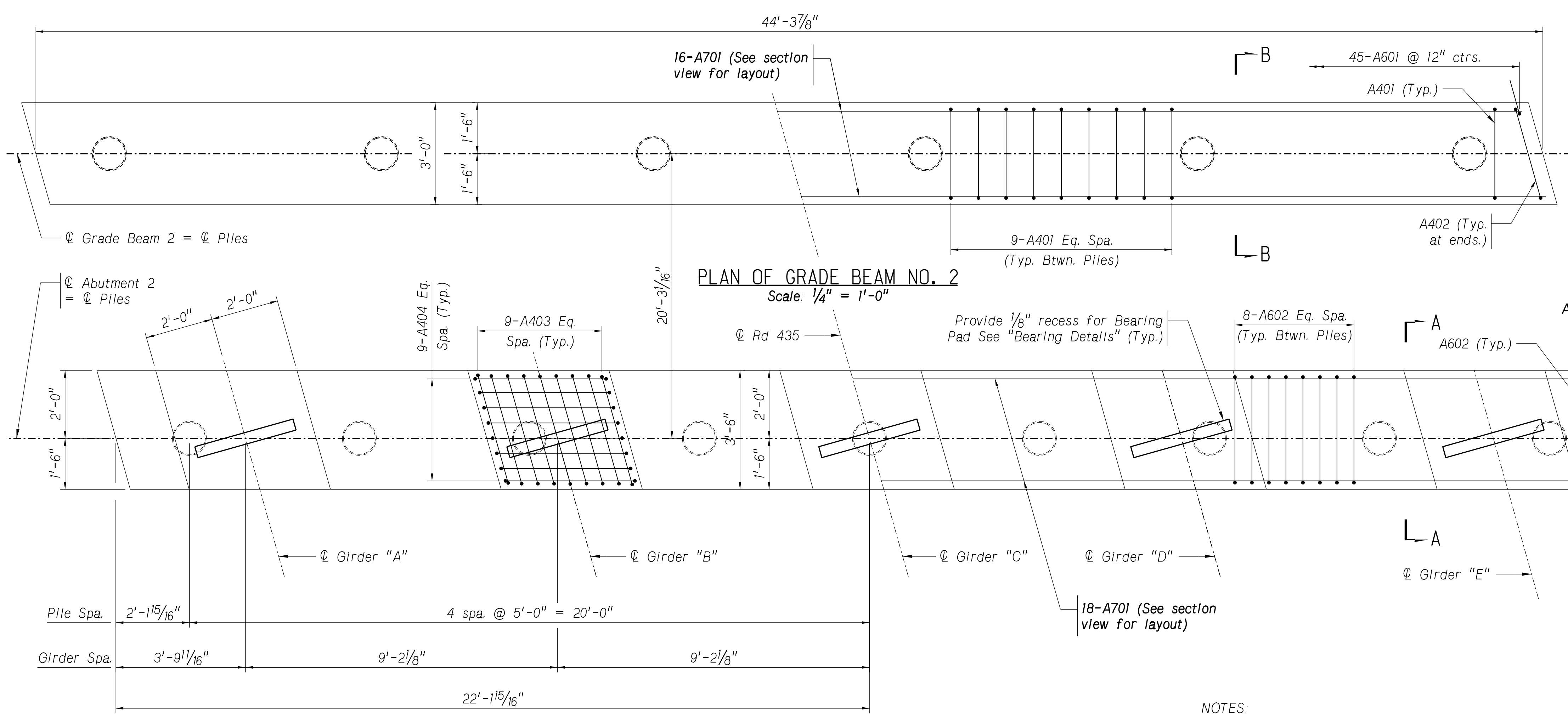
Date: 19-JUL-2023 07:05

File: 61457-ab08.dgn



NOTES:
▲ Measured Perpendicular to $\text{C}</math> Grade Beam
For Pile Layout of Grade Beam 1 see sheet 3 of 37.$

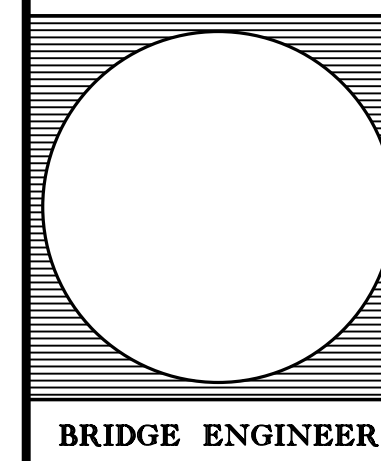




NOTES:
 ▲ Measured Perpendicular to \varnothing Support
 For Bearing Pad layout, see sheet 30 of 37.
 (ES) = Each Side
 For Pile Layout of Grade Beams & Abutments,
 see sheet 3 of 37.

ELEVATION OF ABUTMENT NO. 2
 Scale: 1/4" = 1'-0"





BRIDGE ENGINEER

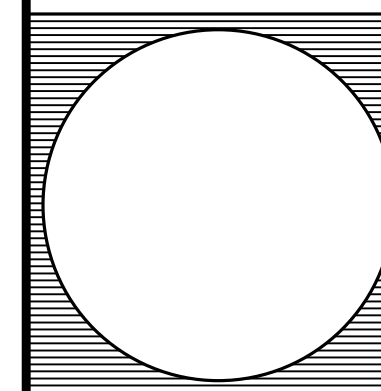
330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 PIER GEOMETRY

LOCATION LEXINGTON
 SKW 15° 42' 15.1" RHB
 ROADWAY 40'-0"
 DESIGN LIVE LOAD HL-93

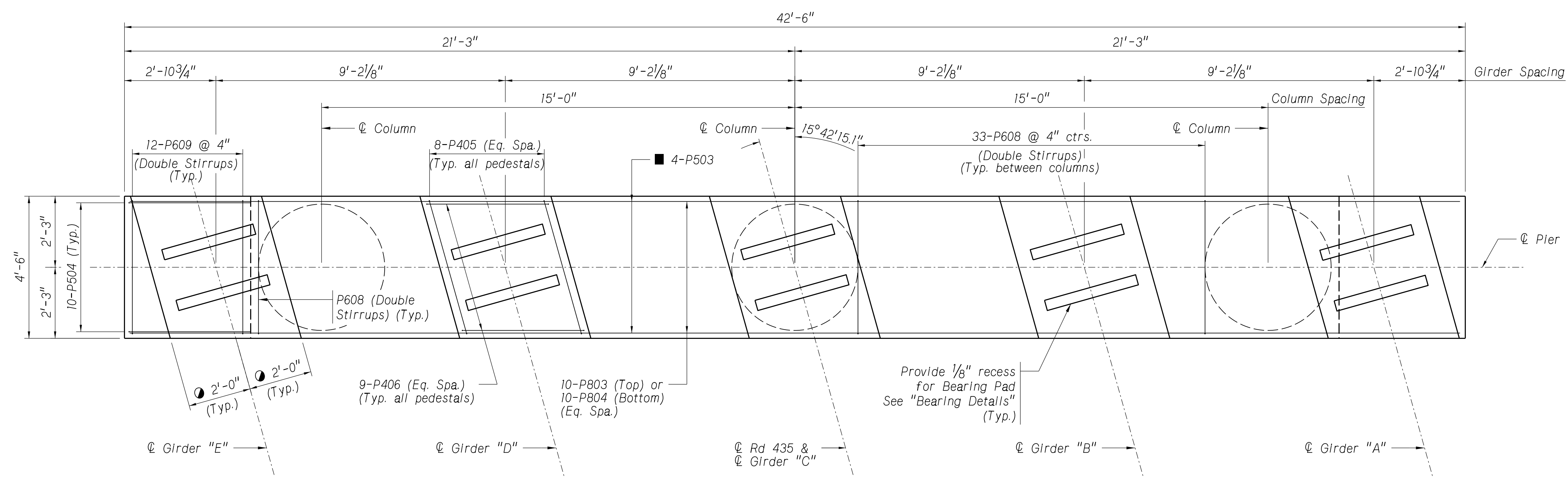
COUNTY DAWSON
 HWY. NO. RD-435
 REF. POST.
 STA. 142+95.00

DESIGNED BY JHG
 CHECKED BY GRB
 DATE JULY 2023

NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION



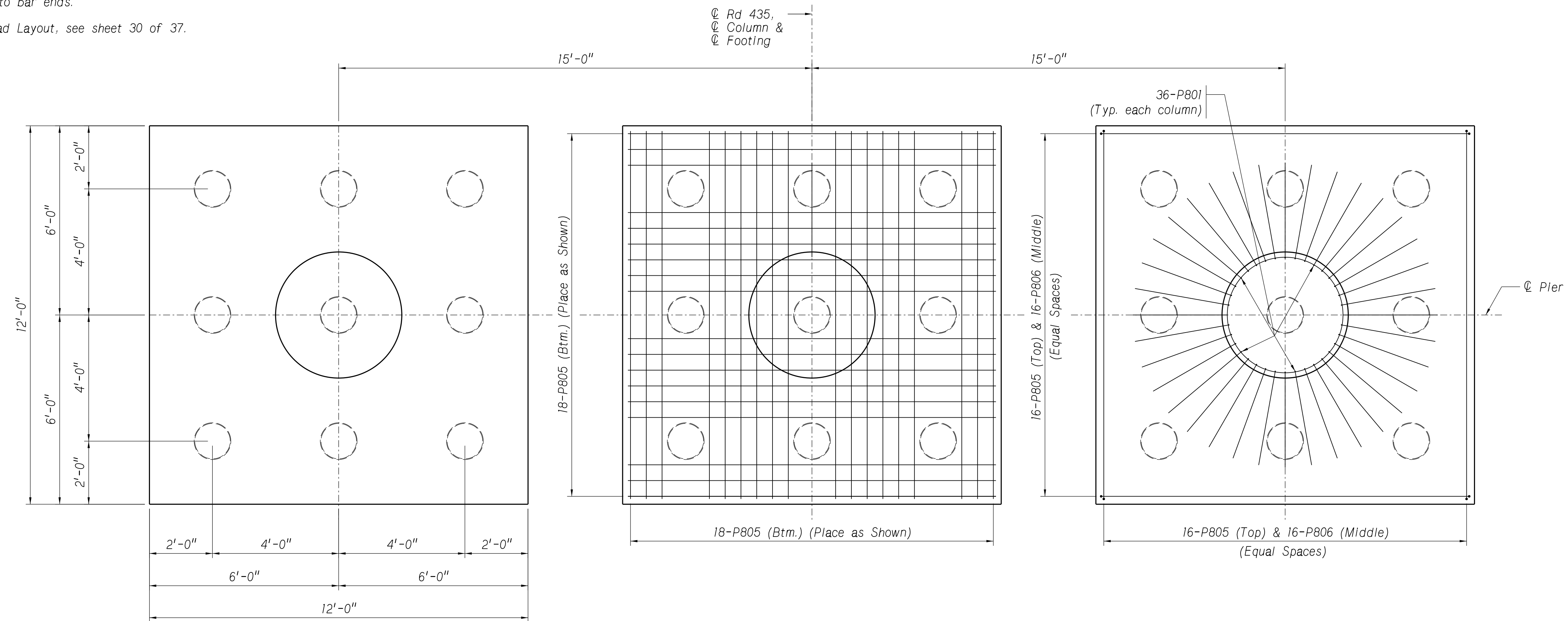
SPECIAL PLAN NO.	17
1	37



NOTES:

- Measured perpendicular to Centerline of Rd 435.
- The minimum clearance, measured from face of concrete to surface of any reinforcing bar, shall be 3".
- Clip Bars as needed to maintain a 3" clearance. Apply epoxy coating to bar ends.
- For Bearing Pad Layout, see sheet 30 of 37.

PLAN OF PIER CAP
 (Shown Along Centerline of Pier)
 Not to Scale



PLAN VIEW OF PIER FOOTINGS
 (Typical all Footings)
 Not to Scale

BRIDGE DIVISION.

Computer: 2K2F5M3

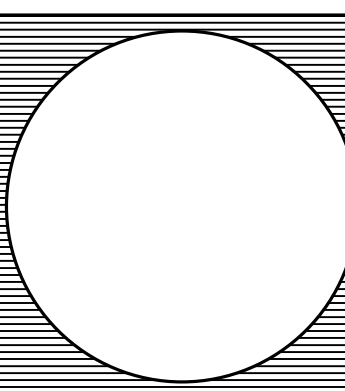
Date: 19-JUL-2023 07:05

File: 61457-pg01.dgn



GIRDER SEAT ELEVATIONS					
Location	Girder "A"	Girder "B"	Girder "C"	Girder "D"	Girder "E"
Pier	2405.80	2406.01	2406.22	2406.08	2405.93

C.N. 61457
STRUCTURE NUMBER
U141528108



BRIDGE ENGINEER

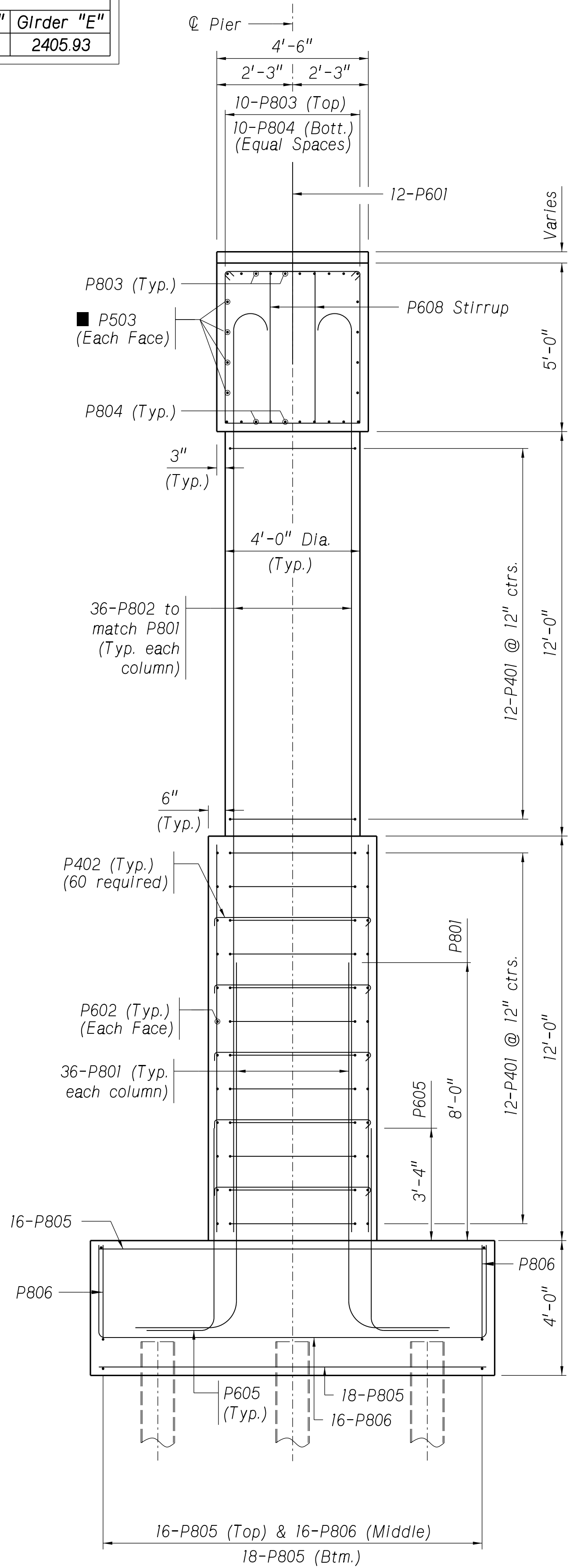
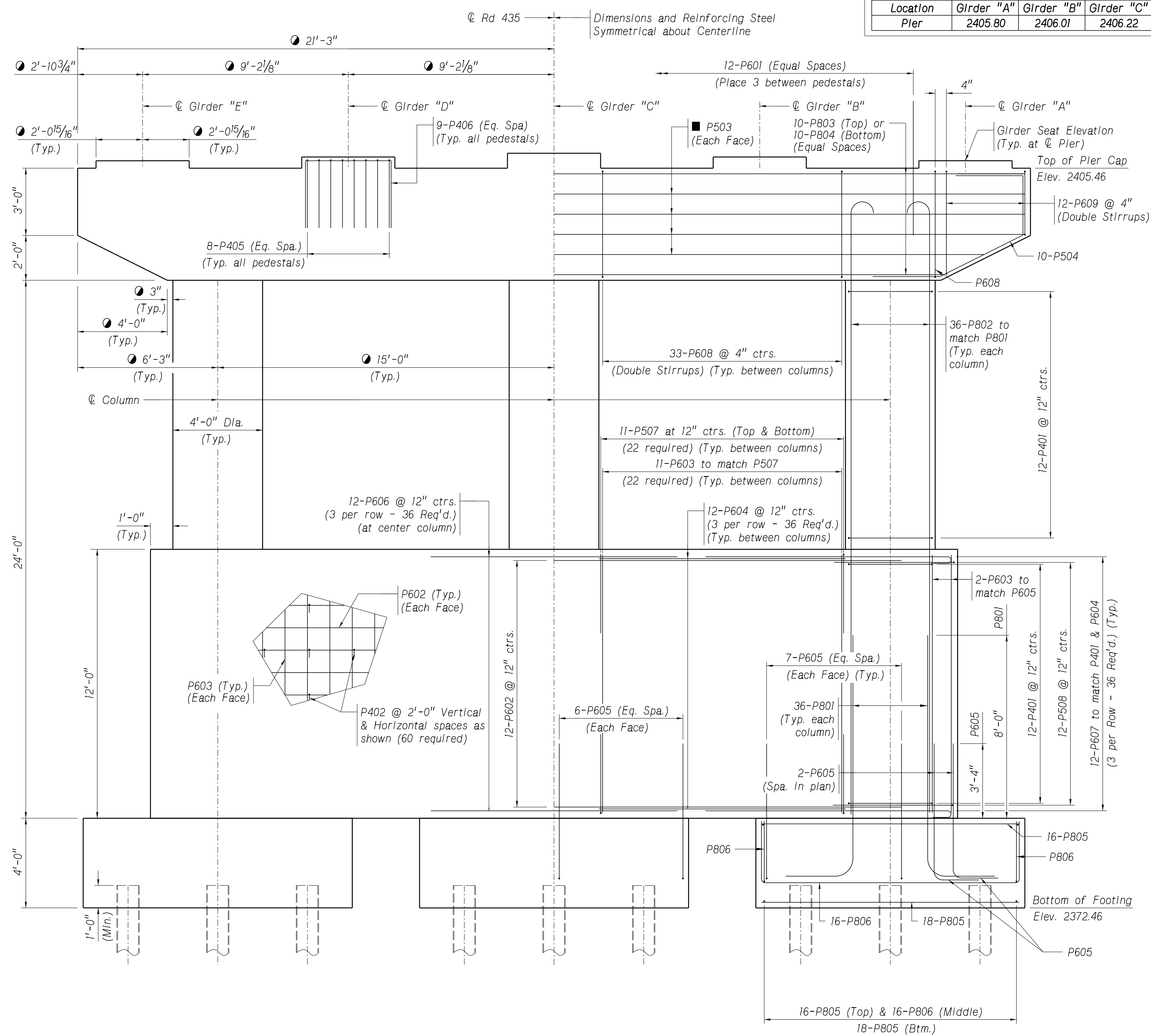
330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
PIER DETAILS 1
DATE: JULY 2023
CHECKED BY: JFE

LOCATION: LEXINGTON
SKEW: 15° 42' 15.1" RHB
ROADWAY: 40'-0"
DESIGN LIVE LOAD: HL-93
DETAILED BY: GRB

COUNTY: DAWSON
HWY. NO.: RD-435
REF. POST.
STA.: 142+95.00
DESIGNED BY: JHG

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO. 18/37



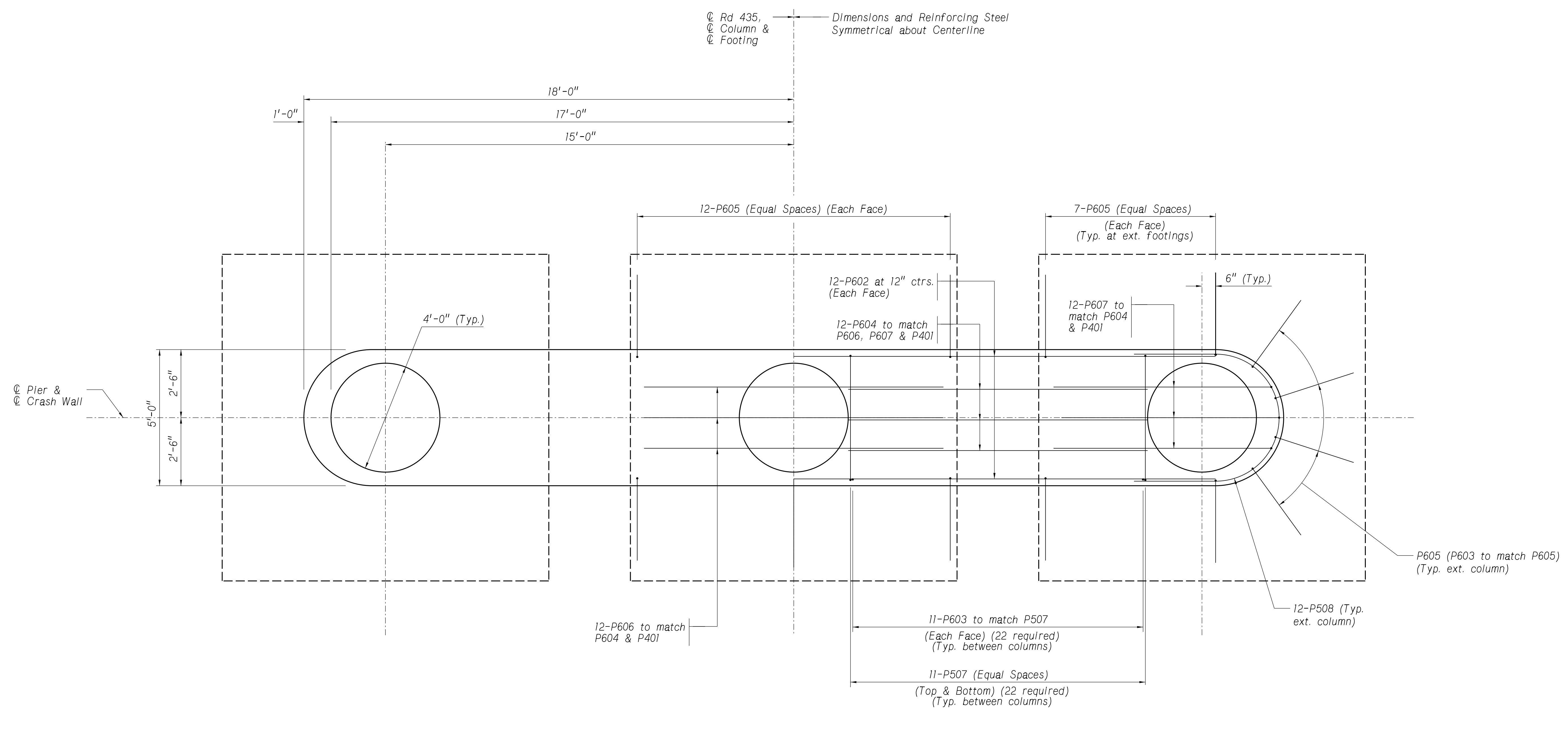
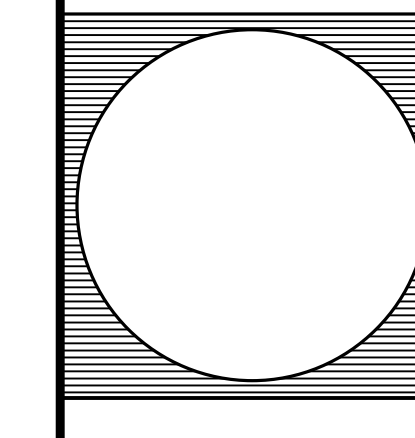
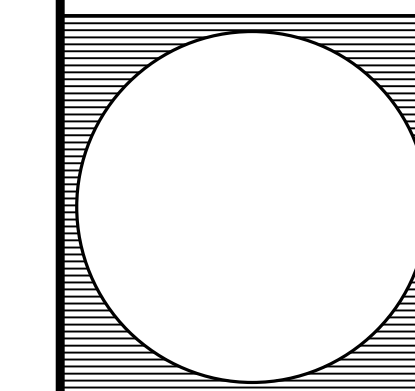
ELEVATION OF PIER
Not to Scale

PIER SECTION
(Pedestal reinforcing not shown for clarity)
Not to Scale

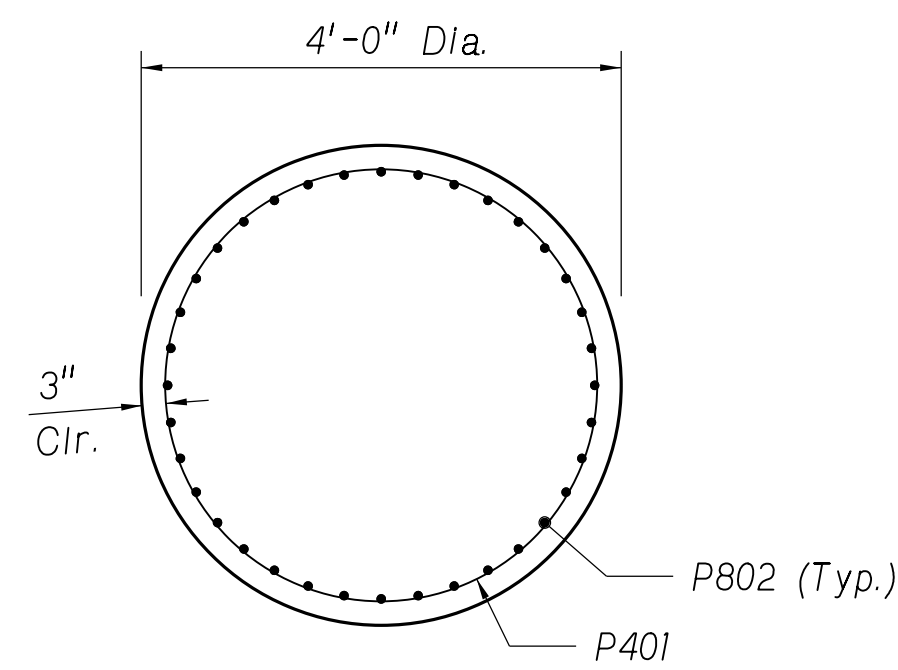
NOTES:
● Measured along \varnothing Pier
The minimum clearance, measured from face of concrete to surface of any reinforcing bar, shall be 3".
■ Clip Bars as needed to maintain a 3" clearance. Apply epoxy coating to bar ends.

BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:05 File: 61457-pd01.dgn

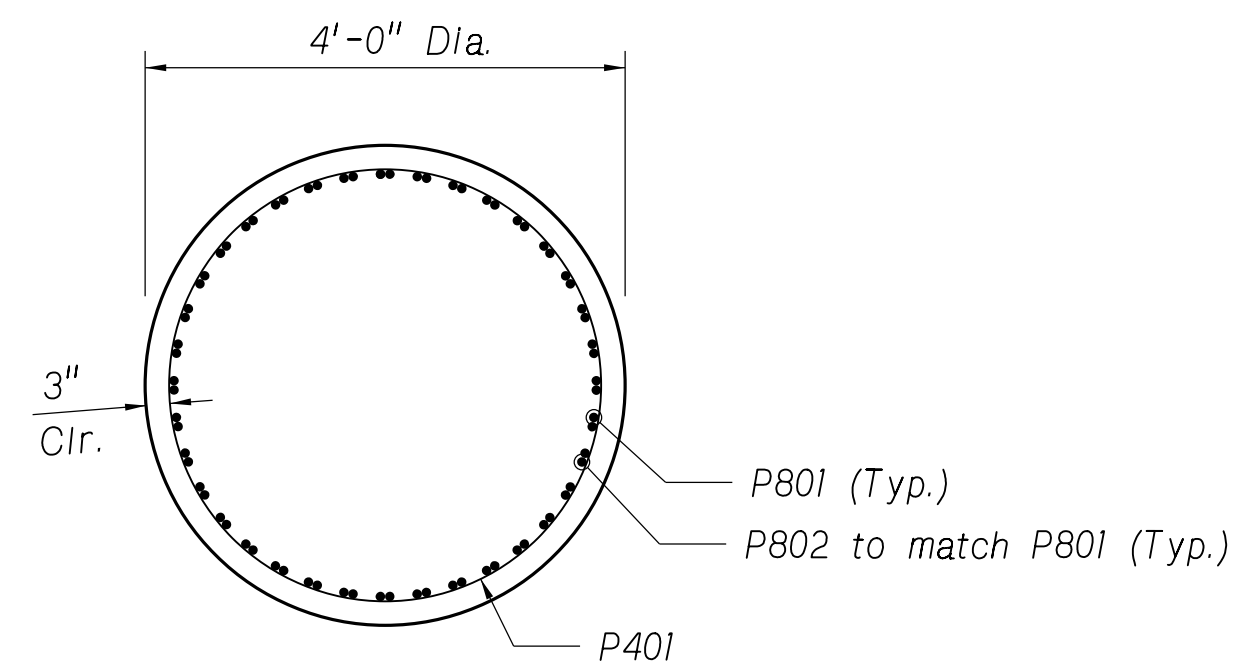




PLAN VIEW OF CRASH WALL
Not to Scale



SECTION OF PIER COLUMN
(Top of Column)
Not to Scale



SECTION OF PIER COLUMN
(Bottom of Column)
Not to Scale



BRIDGE DIVISION.

ABUTMENT NO. 1

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-bb01.dgn

B I L L O F B A R S

WEIGHT

Table with columns: MARK, NO., LENGTH, TYPE, "A", "B", "C", "D", "E", "F", PIN, HOOK, LBS. Rows include A801, A802, A803, A701, A703, A601, A604, A605, A606, A607, A608, A609, A610, A611, A612, A613, A614, A615, A616, A617, A618, A619, A620, A621, A622, A623, A624, A625, A626, A627, A628, A629, A630, A501, A502, A503, A504, A505, A401, A402, A403, A405, A406, A407, A408, A409, A410, A411.

SUBTOTAL = 65,358 LBS.

ABUTMENT NO. 2

Table with columns: MARK, NO., LENGTH, TYPE, "A", "B", "C", "D", "E", "F", PIN, HOOK, LBS. Rows include A701, A601, A602, A603, A401, A402, A403, A404.

SUBTOTAL = 5,588 LBS.

TOTAL ABUTMENTS = 70,946 LBS.

B I L L O F B A R S

WEIGHT

Table with columns: MARK, NO., LENGTH, TYPE, "A", "B", "C", "D", "E", "F", PIN, HOOK, LBS. Rows include P801, P802, P803, P804, P805, P806, P601, P602, P603, P604, P605, P606, P607, P608, P609, P503, P504, P507, P508, P401, P402, P405, P406.

SUBTOTAL = 37,352 LBS.

TOTAL PIER = 37,352 LBS.

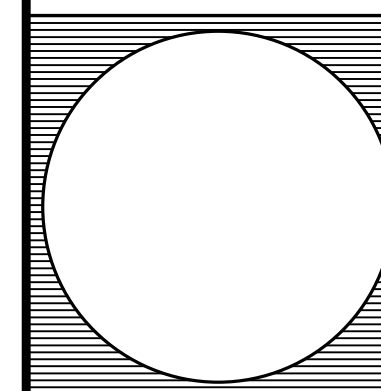
PIER

BAR SETS table with columns: MARK, MAX. LENGTH, MIN. LENGTH, NO. OF SETS, BARS PER SET. Row: P609, 4'-5", 2'-7", 4, 12.

NOTE: FOR PIN DIAMETERS, HOOK LENGTHS & BENDING DIAGRAMS SEE SHEET 37 OF 37.

PROJECT NUMBER RRZ-TMT-1705(3) SHEET NO. S20

C.N. 61457 STRUCTURE NUMBER U141528108

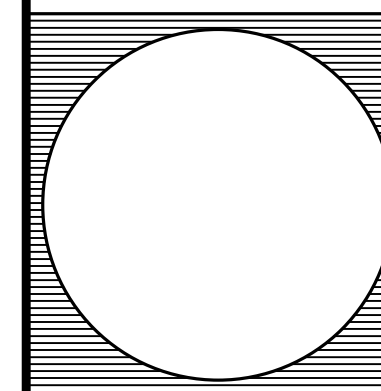


BRIDGE ENGINEER

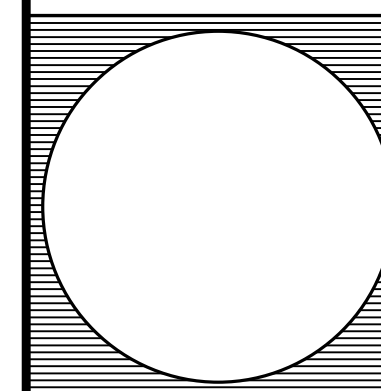
330'-6" 2-SPAN NU2000 CONCRETE GIRDER BRIDGE BILL OF BARS - SUBSTRUCTURE

LOCATION LEXINGTON SKW 15° 42' 15.1" RHB ROADWAY 40'-0" DESIGN LIVE LOAD HL-93 COUNTY DAWSON HWY. NO. RD-435 REF. POST. STA. 142+95.00

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION



wsp SPECIAL PLAN NO. 20 1 37



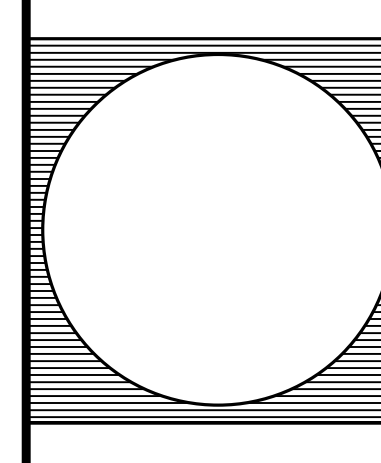
BRIDGE ENGINEER

330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 GIRDER LAYOUT

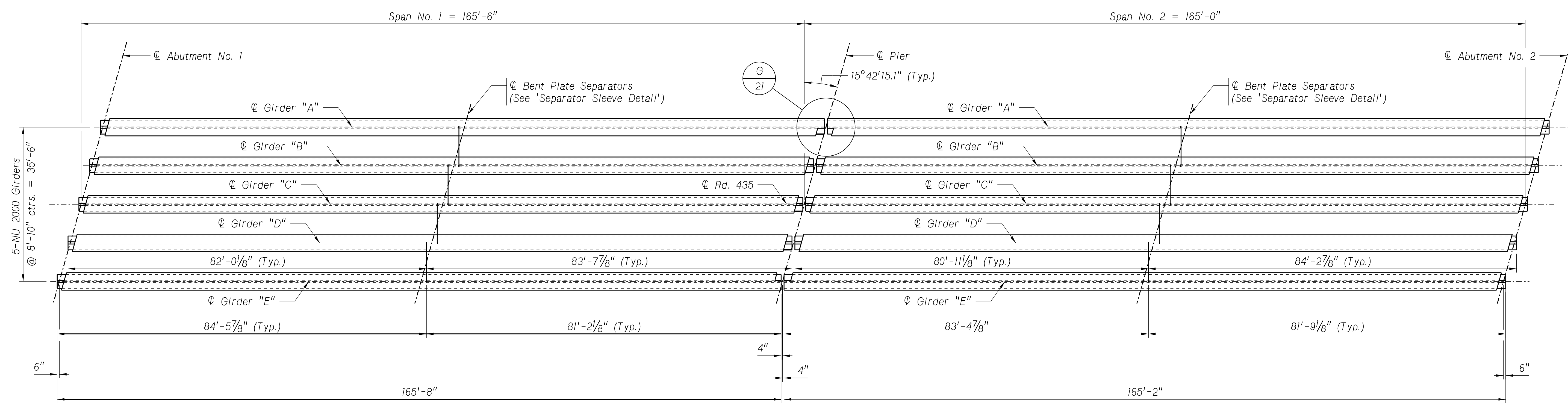
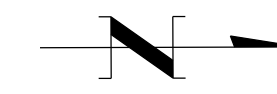
LOCATION LEXINGTON
 COUNTY DAWSON
 HWY. NO. RD-435
 REF. POST.
 STA. 142+95.00
 DESIGN LIVE LOAD HL-93
 DATE JULY 2023

DETAILED BY GRB
 CHECKED BY JFE
 NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

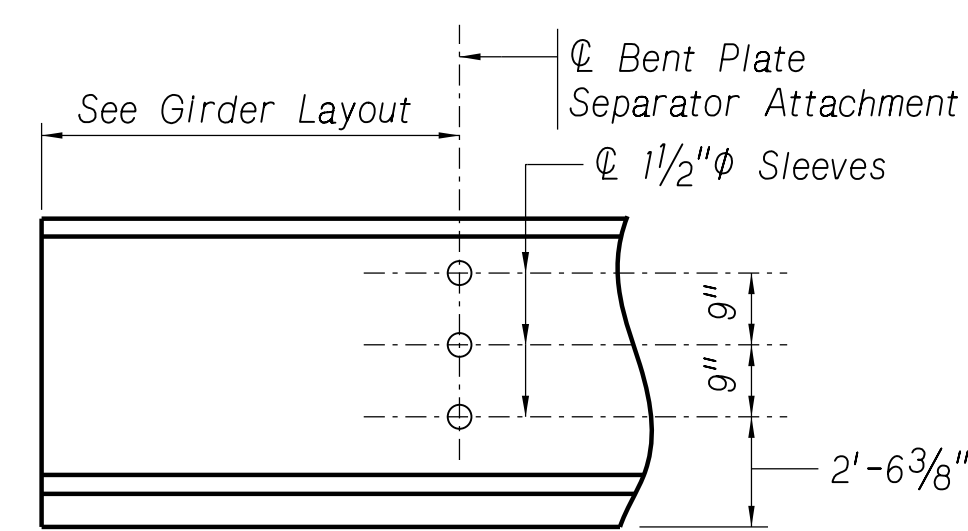
NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION



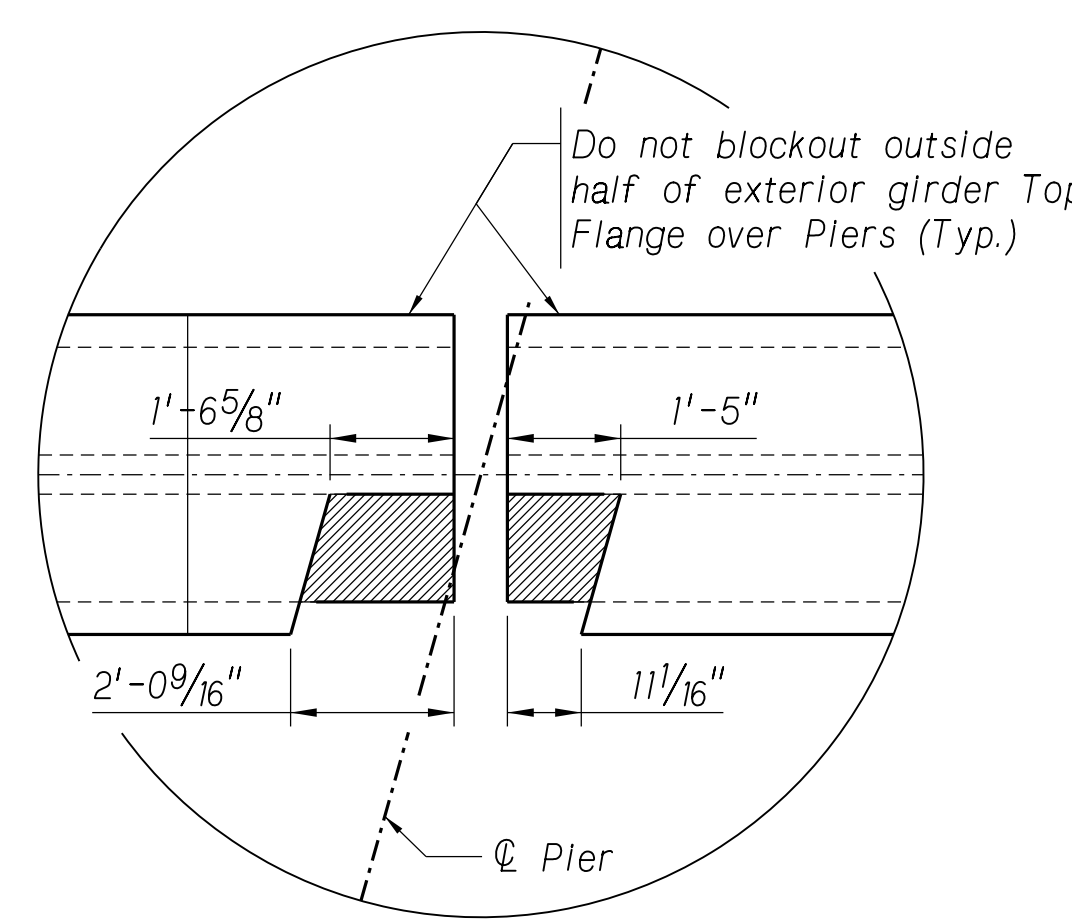
SPECIAL PLAN NO.	21
1	37



GIRDER LAYOUT
 Not to Scale



SEPARATOR SLEEVE DETAIL



EXTERIOR GIRDER
 BLOCKOUT DETAIL

NOTES:
 See sheet 27 of 37 for Separator Details

BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

File: 61457-g101.dgn



NU 2000 GIRDER DESIGN										NON-COMPOSITE PROPERTIES										COMPOSITE PROPERTIES														
SPAN NO.	GIRDER CASTING LENGTH (F+)	CONCRETE STRENGTH (PSI)		NO. OF STRANDS PER GIRDER	STRANDS PER ROW AT MIDSPAN						NUMBER OF DEFLECTED STRANDS	STRAND CENTROID		STRAND DEFLECTION AT ENDS YD (in)	DISTANCE BETWEEN HOLDDOWN PNTS. X	BLOCK OUT DIMENSIONS		GIRDER MASS (Lbs/Ft)	GIRDER AREA (in ²)	GIRDER CENTROID YNC (in)	MOMENT OF INERTIA (in ⁴)	MIDSPAN CAMBER (in)		DEFLECTION FOR SHIMS (Due to Slab & Rail) (in)					SLAB 28 DAY STRENGTH (psi)	SLAB DESIGN DEPTH (in)	Midspan Transformed Concrete Section			SUPERIMPOSED DEAD LOADS (plf)
		AT RELEASE	28 DAYS		R1	R2	R3	R4	R5	R6		ENDS YE (in)	MIDSPAN YM (in)			AT RELEASE	AT 30 DAYS					.1	.2	.3	.4	.5	SECTION AREA (in ²)	SECTION CENTROID YC (in)			MOMENT OF INERTIA (in ⁴)			
1	165'-8"	6000	8000	54	18	18	12	4	2	10	16.67	4.30	68.90	33.13	1'-6 1/2"	1'-5 7/8"	943.2	905.4	35.69	792,541	3.693	6.441	1.26	2.38	3.25	3.81	4.00	4000	7	78.96	1560.7	56.13	1698148	450
2	165'-2"	6000	8000	54	18	18	12	4	2	10	16.67	4.30	68.90	33.03	1'-6 1/2"	1'-5 7/8"	943.2	905.4	35.69	792,541	3.693	6.442	1.24	2.35	3.22	3.77	3.95	4000	7	78.96	1560.7	56.13	1698148	450

DEBONDED STRAND	
LOCATION	DEBONDING LENGTH
ROW 1 COLUMN 2	2'-0"
ROW 1 COLUMN 4	4'-0"
ROW 1 COLUMN 6	6'-0"
ROW 2 COLUMN 3	2'-0"
ROW 2 COLUMN 5	4'-0"
ROW 2 COLUMN 7	6'-0"

PROJECT NUMBER	RRZ-TMT-1705(3)
SHEET NO.	S22

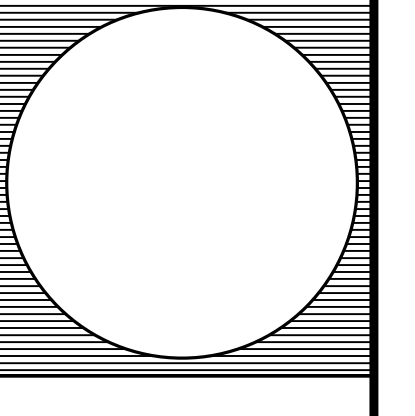
C.N. 61457
STRUCTURE NUMBER
U141528108

BRIDGE ENGINEER

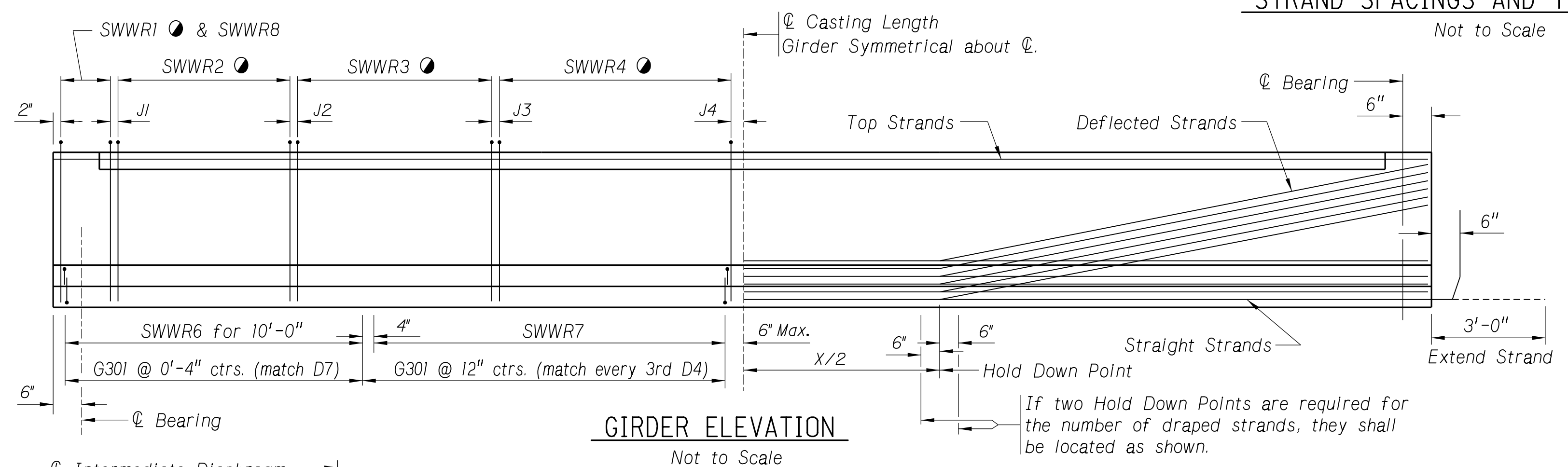
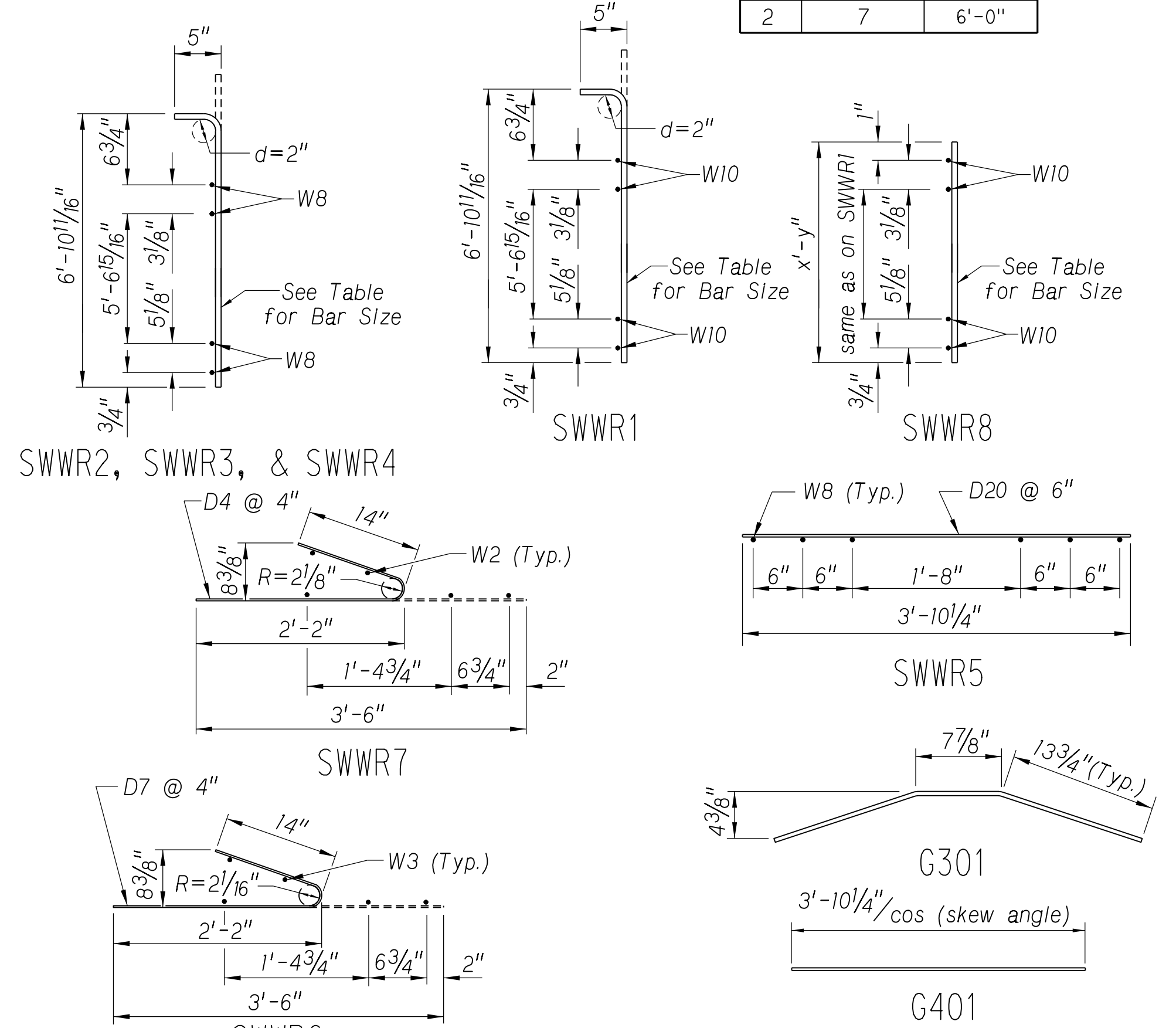
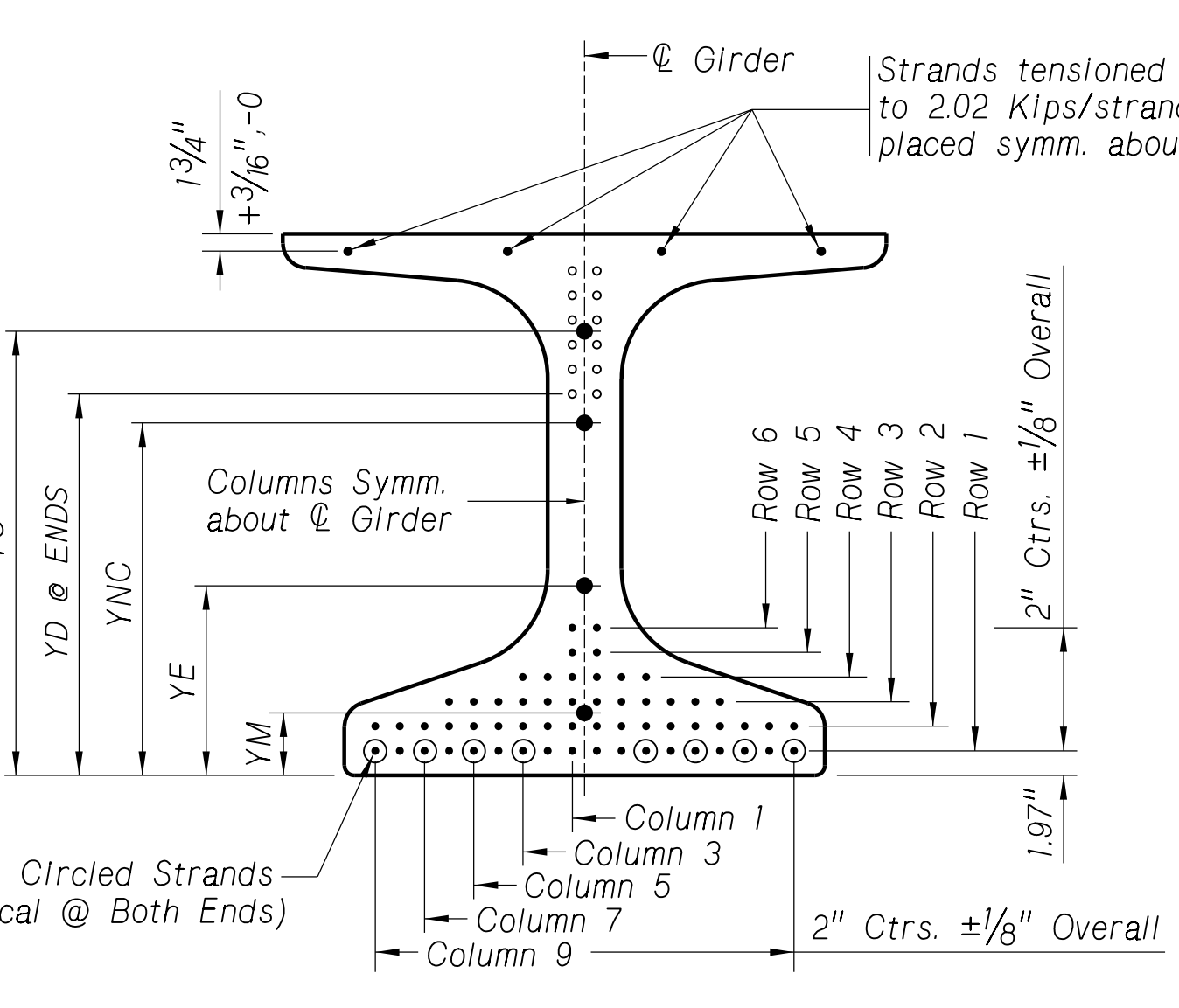
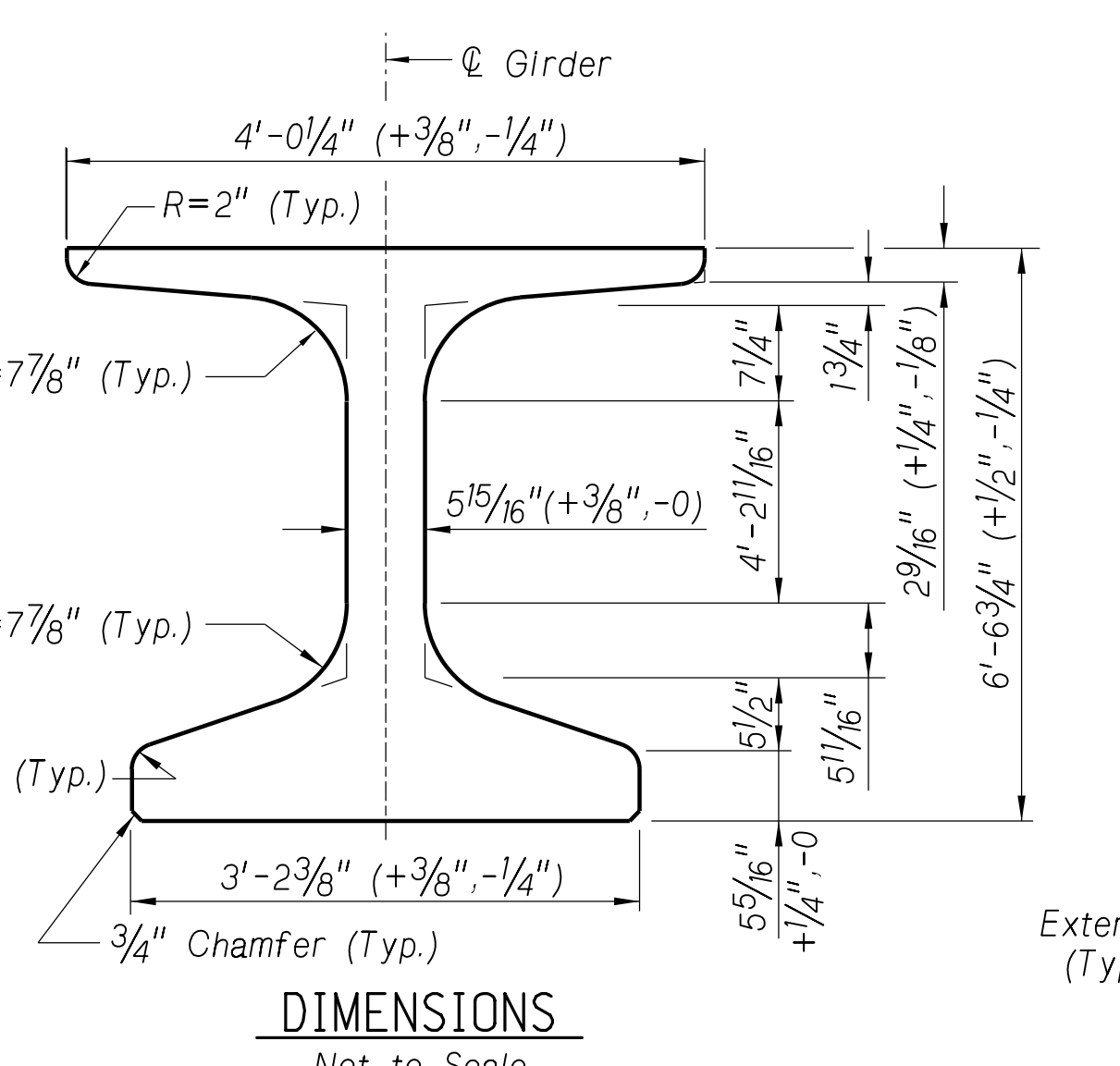
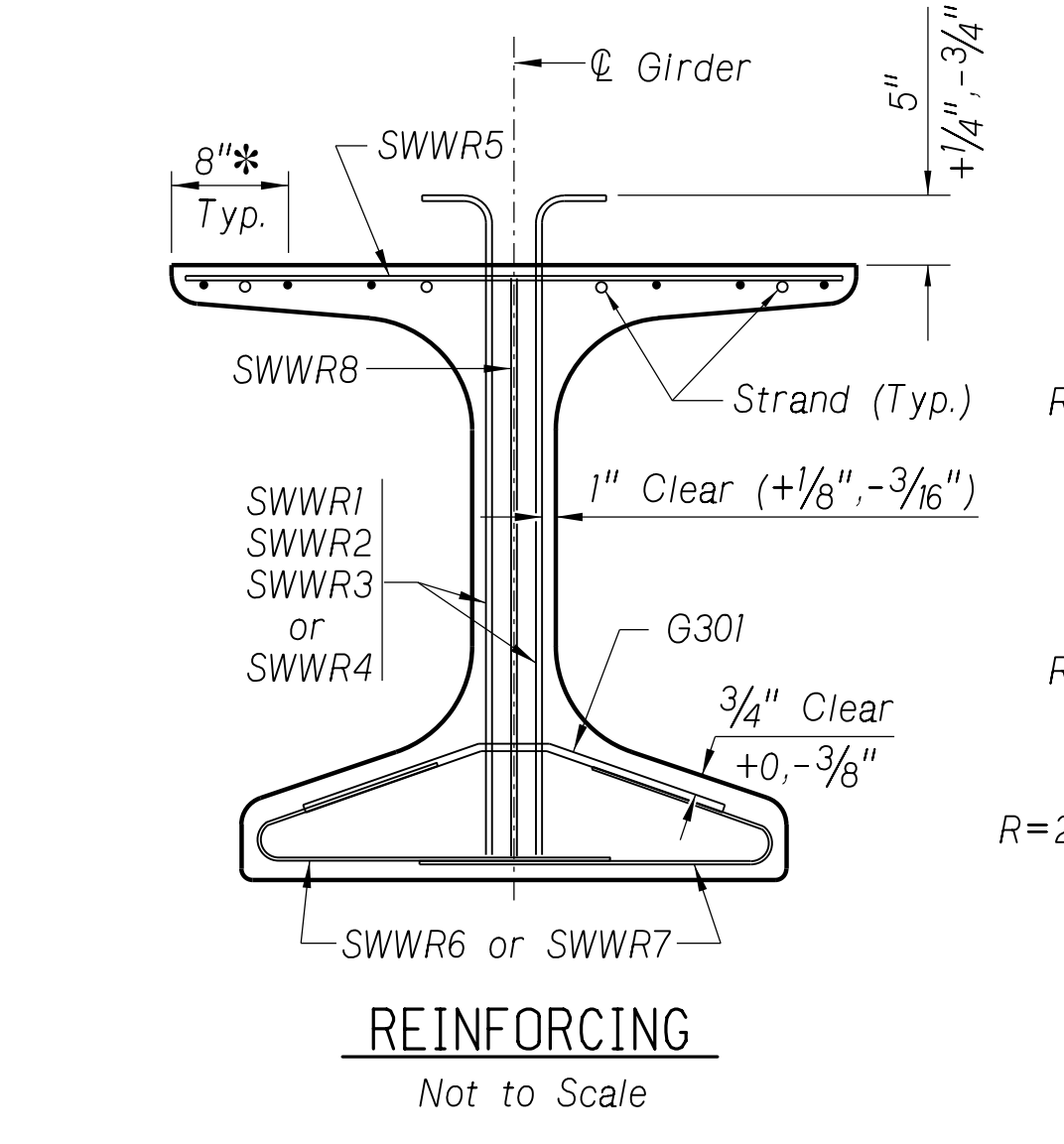
330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
NU 2000 GIRDER DETAIL
DATE JULY 2023
CHECKED BY JFE

LOCATION LEXINGTON
SKW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93
DETAILED BY GRB
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

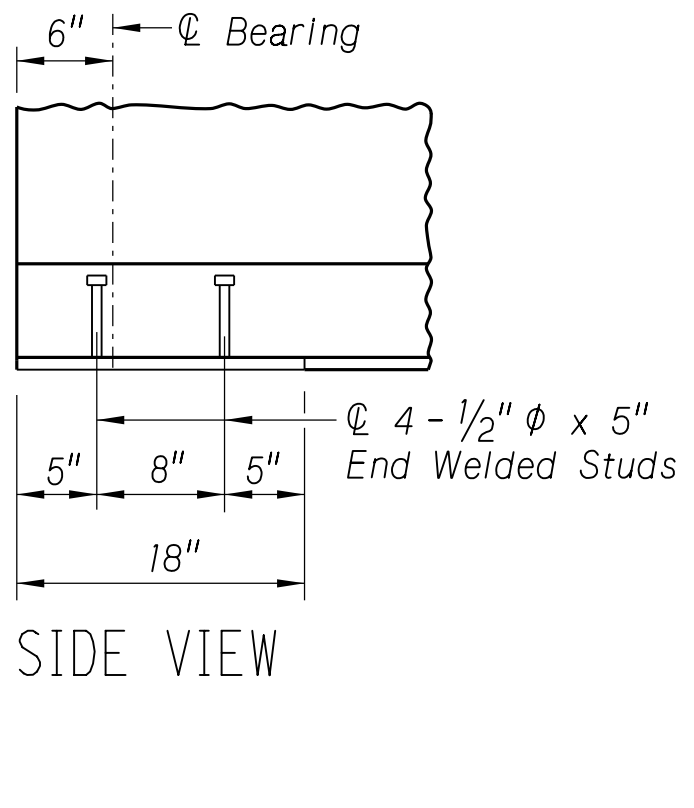
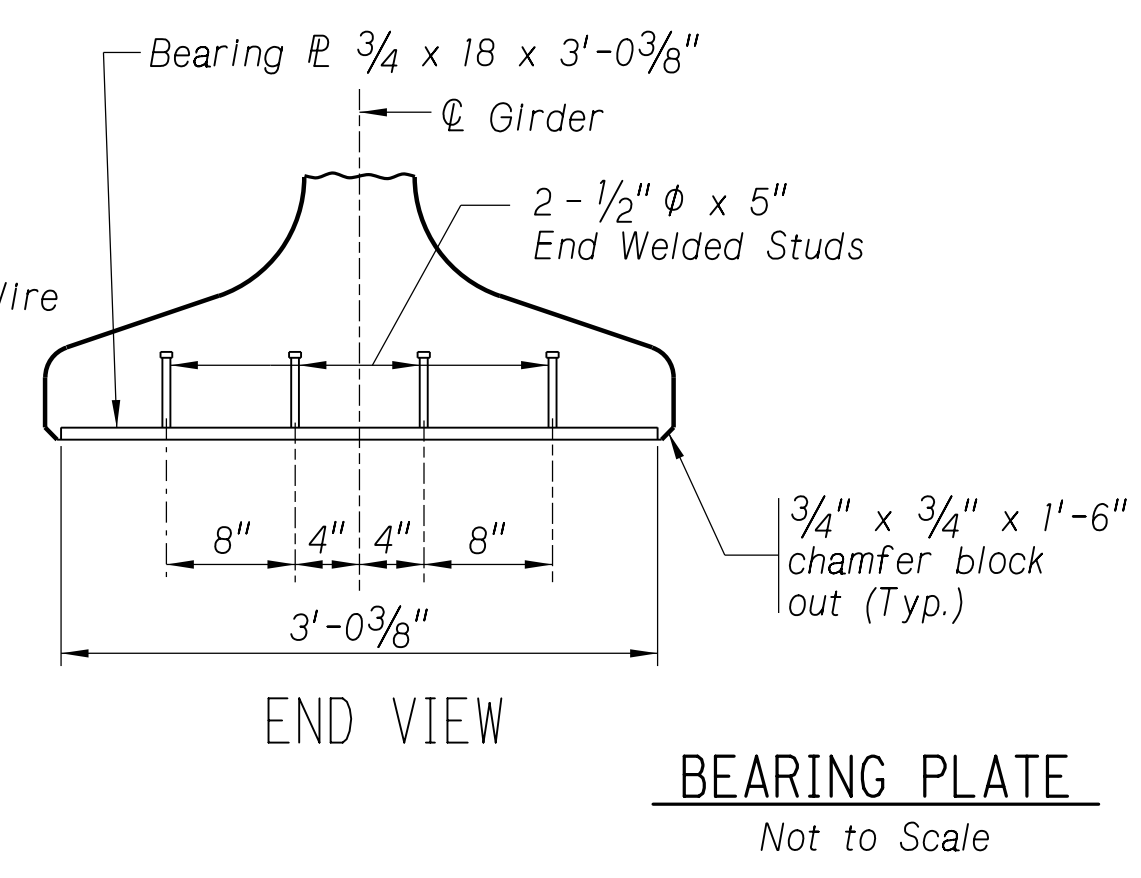
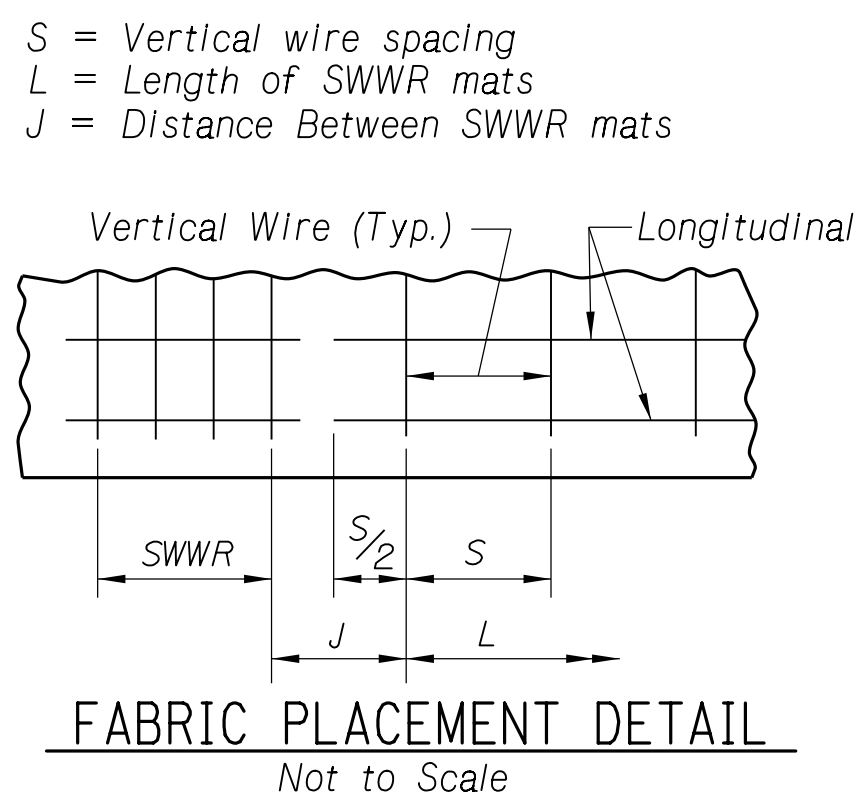
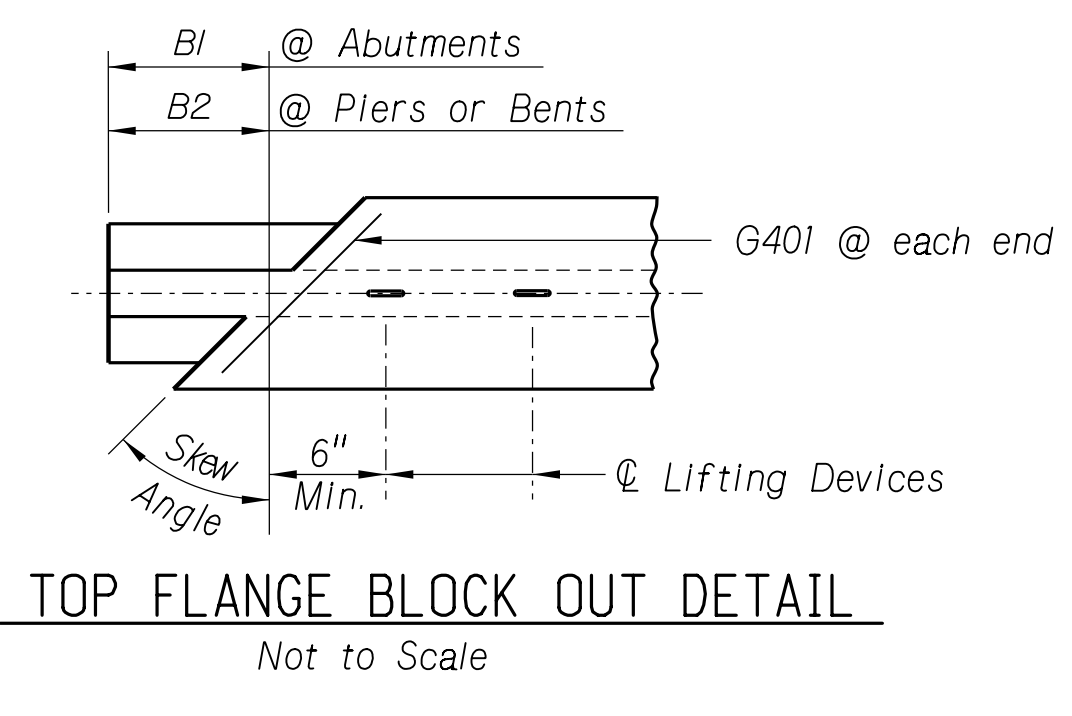
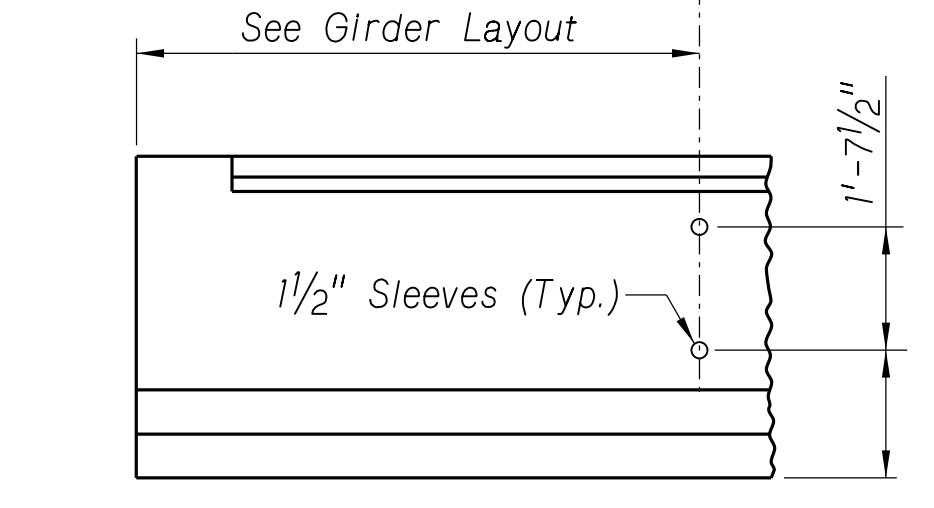
COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DESIGNED BY JHG



SPECIAL PLAN NO.	22
1	37



SPAN NO.	STEEL WELDED WIRE REINFORCEMENT (SWWR5, SWWR6, & SWWR7 as shown in Bending Diagrams)															
	SWWR1 & SWWR8				SWWR2				SWWR3				SWWR4			
	BAR SIZE	S1	L1	J1	BAR SIZE	S2	L2	J2	BAR SIZE	S3	L3	J3	BAR SIZE	S4	L4	J4
1	D30	2"	3'-0"	4"	D18	4"	9'-0"	8"	D18	8"	8'-0"	9"	D18	9"	60'-9"	4"
2	D30	2"	3'-0"	4"	D18	4"	9'-0"	8"	D18	8"	8'-0"	9"	D18	1'-0"	60'-9"	1"



PRESTRESSED GIRDER NOTES:

FABRICATOR shall be responsible for exercising extreme care in lifting, handling, storing and transporting of the prestressed girders to prevent cracking or damage. Girders shall be maintained in an upright position and supported near the ends at all times. Proper support bearings shall be used to avoid twisting of the girders. Girders shall be lifted by devices designed by the fabricator. Any detail designed by the Fabricator must be shown on the shop plans.

PRESTRESSING STRAND shall be uncoated, seven-wire, low-relaxation steel strand of 0.6" nominal diameter, and shall conform to the requirements of ASTM A416, Grade 270. Strands shall be tensioned to 43.94 Kips before release, unless specified otherwise. All methods and procedures employed in tensioning the strands shall be subject to the Engineer's approval. The method chosen shall be executed in a manner to assure that both ends of all strands in the girder are uniformly tensioned. The prestressed strand shall be released in a manner that will minimize eccentricity.

CONCRETE for the girders shall have the strength at release and at 28 days (design strength) as shown in the data table. No bond stress shall be transferred to the concrete nor the end anchorage released until the concrete has attained the specified strength. All exposed edges of girders, except at top and ends, shall be chamfered 3/4".

* GIRDER TOP FLANGE shall be steel troweled to a smooth finish for 8" at the edges, as shown. Bond breaker shall be applied to this region only. The center portion shall be rough finished by scarifying the surface transversely with a wire brush, and no laitance shall remain on the surface. Bond breaker shall be Silico Seal, manufactured by Nox-Crete, or an approved equal.

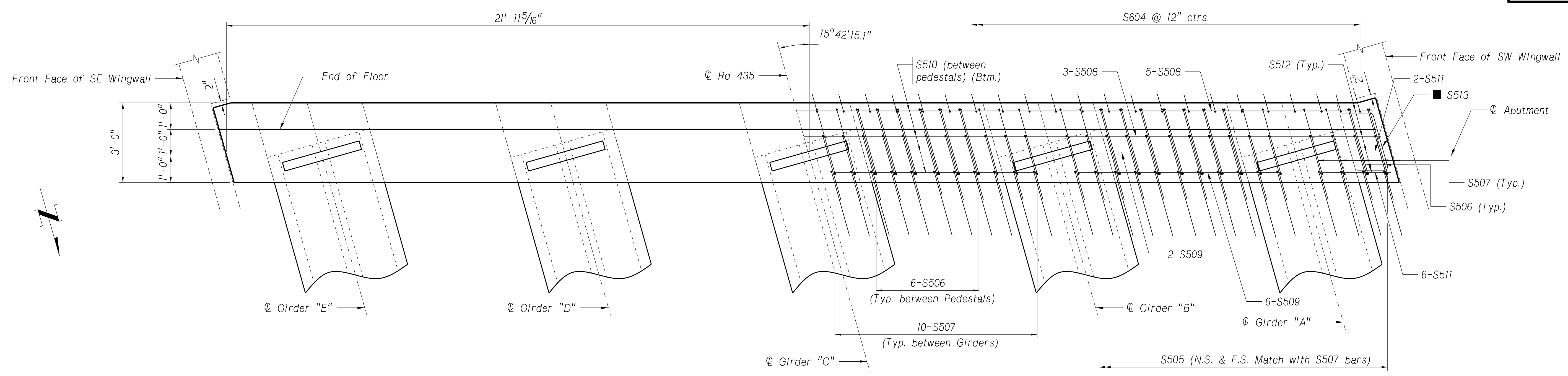
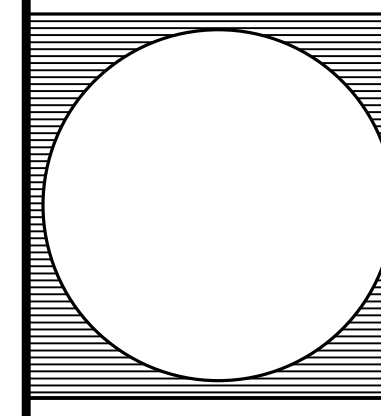
REINFORCING STEEL shall conform to the requirements of ASTM designation A615/A615M, Grade 60. Steel Welded Wire Reinforcement, deformed, for concrete shall conform to ASTM A497 or AASHTO M221M/M221 with a minimum yield strength of 70 ksi., with corresponding strains less than a maximum of 0.35%.

BEARING PLATES shall conform to the requirements of ASTM A709/A709M, Grade 36 or Grade 50W weathering steel. The Grade 36 steel shall be galvanized according to the requirements of ASTM A123/A123M.

DIMENSIONAL TOLERANCES shall be in accordance with the Prestressed Concrete Institute Manual for Quality Control, MNL-116-99, 4th Edition.

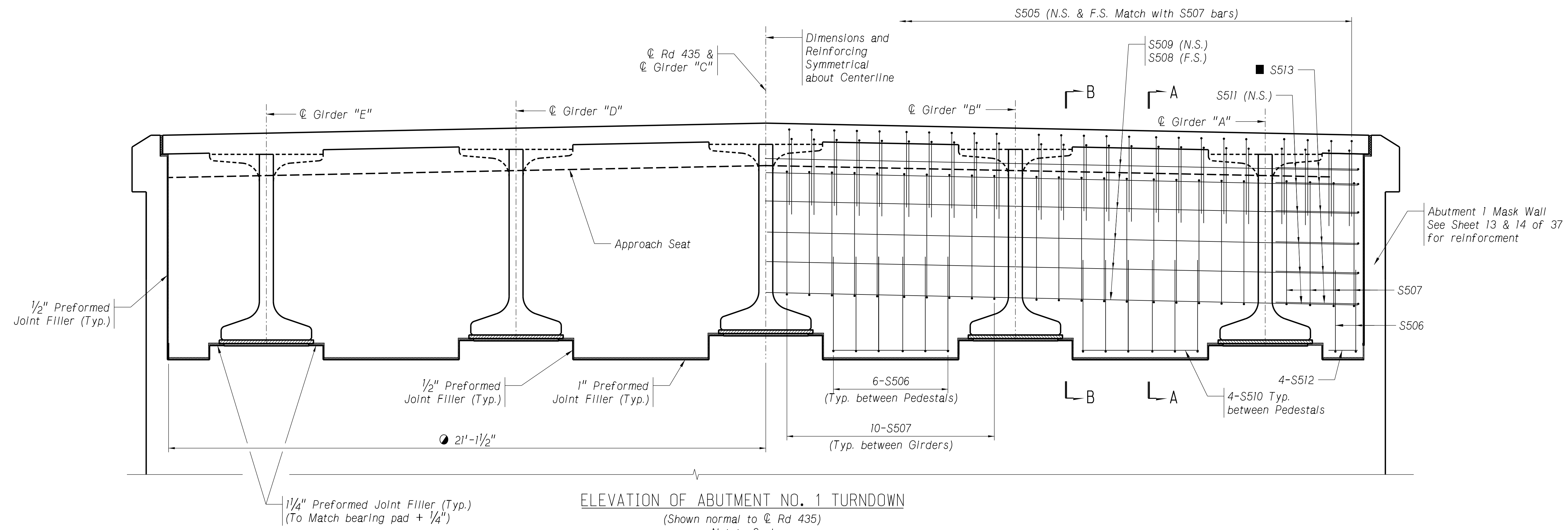
▲ For rating purpose only, superimposed dead loads do not include future wearing surface.





PLAN OF ABUTMENT NO. 1 TURNDOWN
(Shown Along C Abutment)
Not to Scale

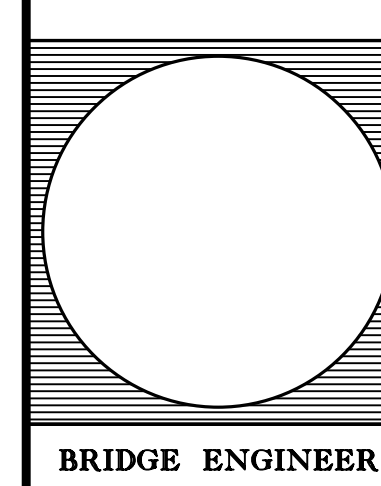
NOTES:
 ● Measured perpendicular to C Roadway
 ■ Clip Bars as needed. Apply epoxy coating to bar ends.
 (N.S.) = Near Side
 (F.S.) = Far Side
 For Section A-A and B-B see sheet 26 of 37



ELEVATION OF ABUTMENT NO. 1 TURNDOWN
(Shown normal to C Rd 435)
Not to Scale

BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:05 File: 61457-d01.dgn





BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
ABUTMENT NO. 2 DIAPHRAGM DETAILS

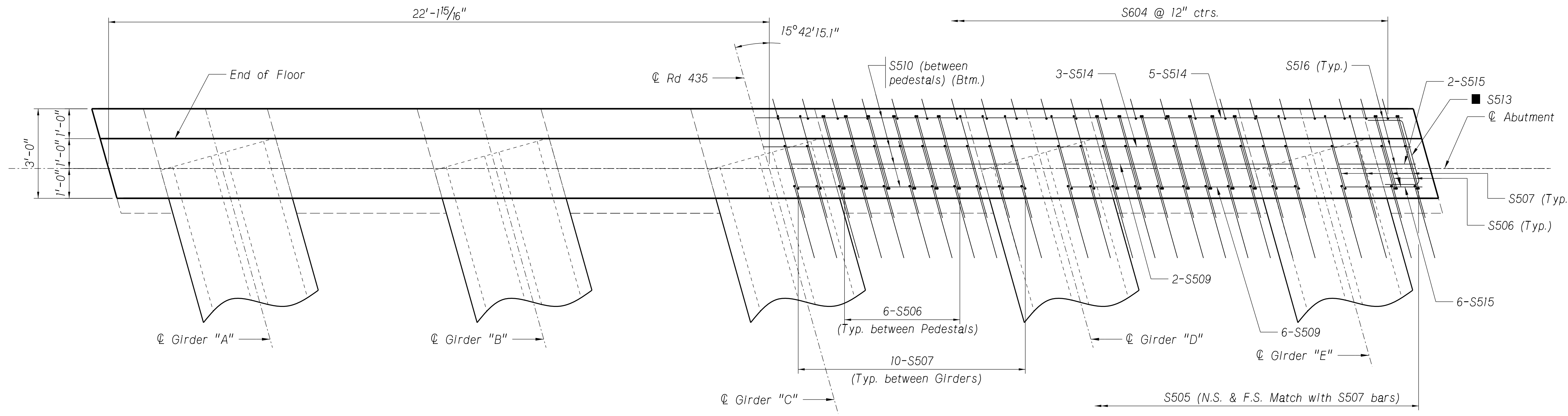
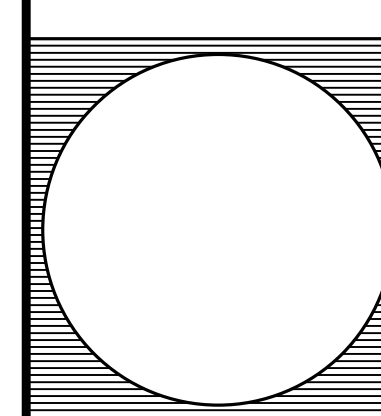
LOCATION LEXINGTON
SKW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93

DATE JULY 2023
CHECKED BY JFE

DESIGNED BY JHG

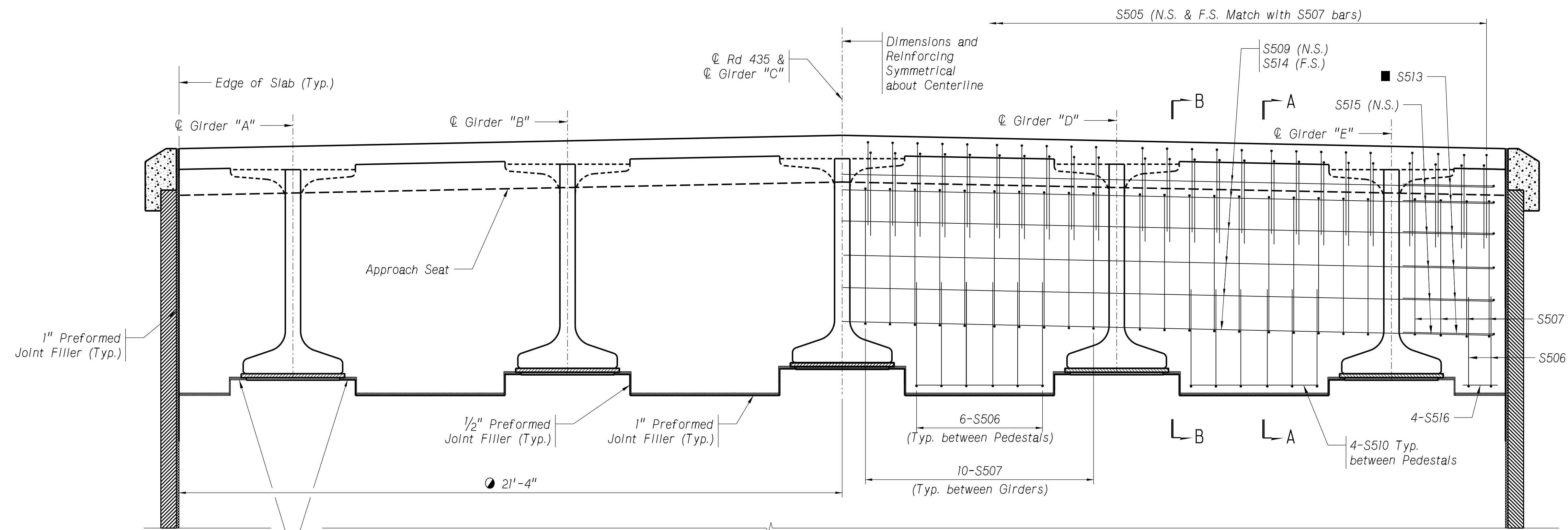
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



PLAN OF ABUTMENT NO. 2 TURNDOWN
(Shown Along Centerline of Abutment)
Not to Scale

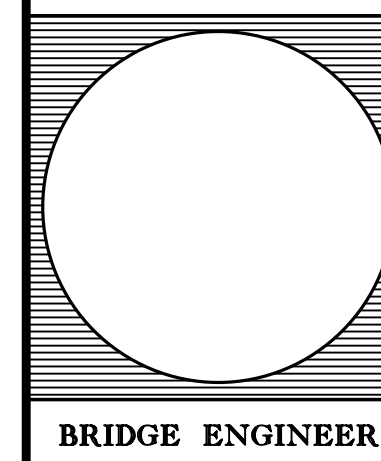
- NOTES:
- ⊗ Measured perpendicular to ⊗ Rd 435.
 - Clip Bars as needed. Apply epoxy coating to bar ends.
 - (N.S.) = Near Side
 - (F.S.) = Far Side
 - For Section A-A and B-B see sheet 26 of 37



ELEVATION OF ABUTMENT NO. 2 TURNDOWN
(Shown normal to Centerline of Rd 435)
Not to Scale

BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:05 File: 61457-dd02.dgn





BRIDGE ENGINEER

330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 PIER DIAPHRAGM DETAIL

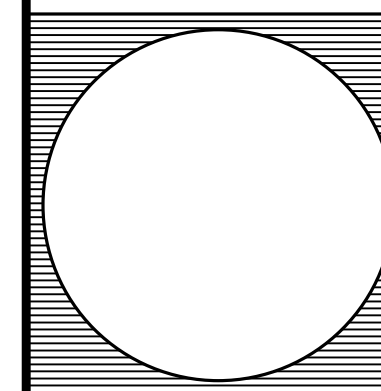
LOCATION LEXINGTON
 SKW 15°42' 15.1" RHB
 ROADWAY 40'-0"
 DESIGN LIVE LOAD HL-93

CHECKED BY JFE DATE JULY 2023
 DESIGNED BY JHG

COUNTY DAWSON
 HWY. NO. RD-435
 REF. POST.
 STA. 142+95.00

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION

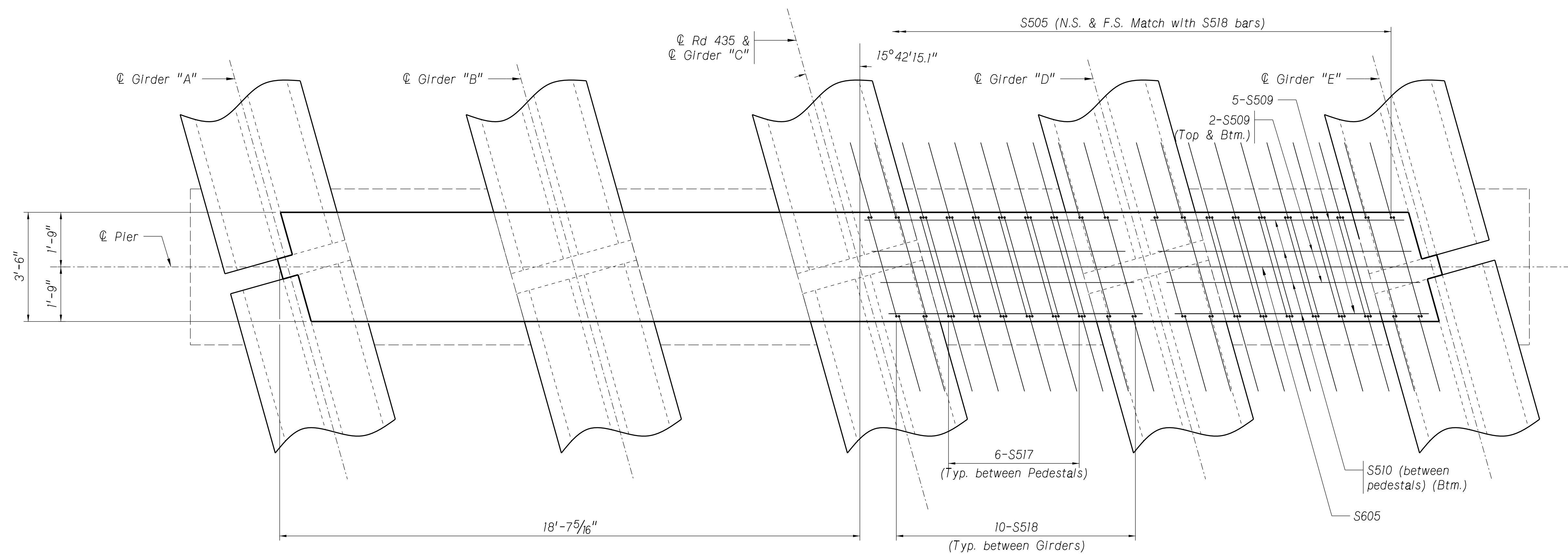
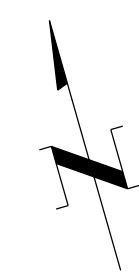


BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:05

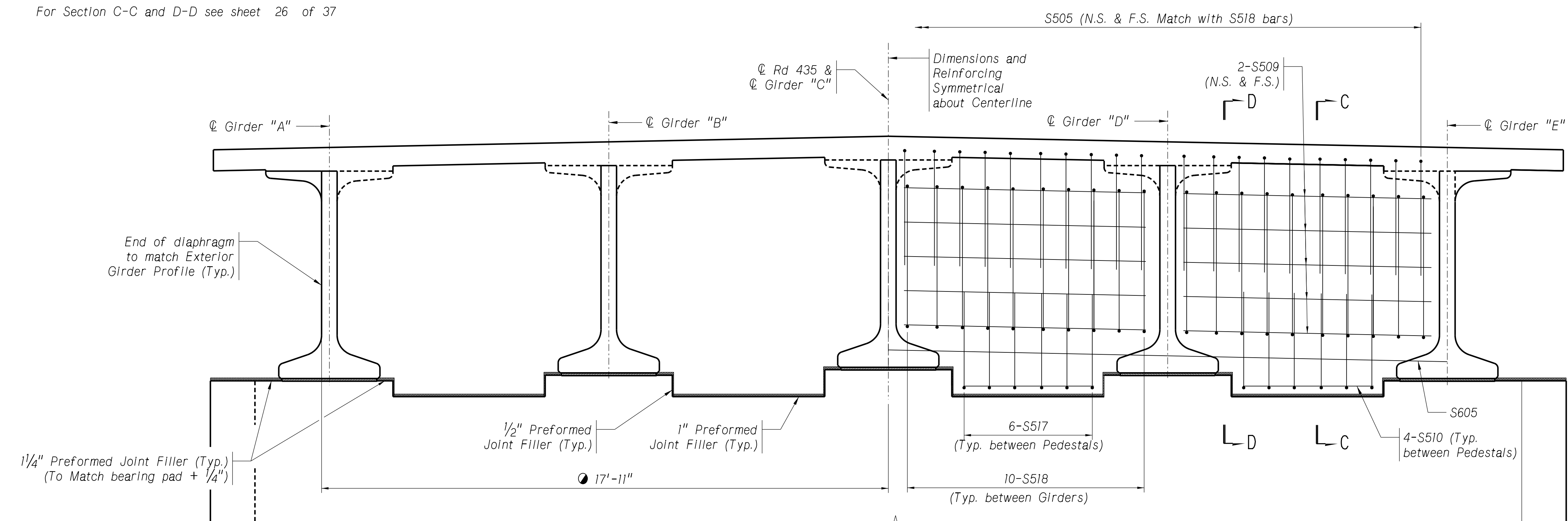
File: 61457-dd03.dgn



PLAN OF PIER DIAPHRAGM
 (Shown Along Centerline)
 Not to Scale

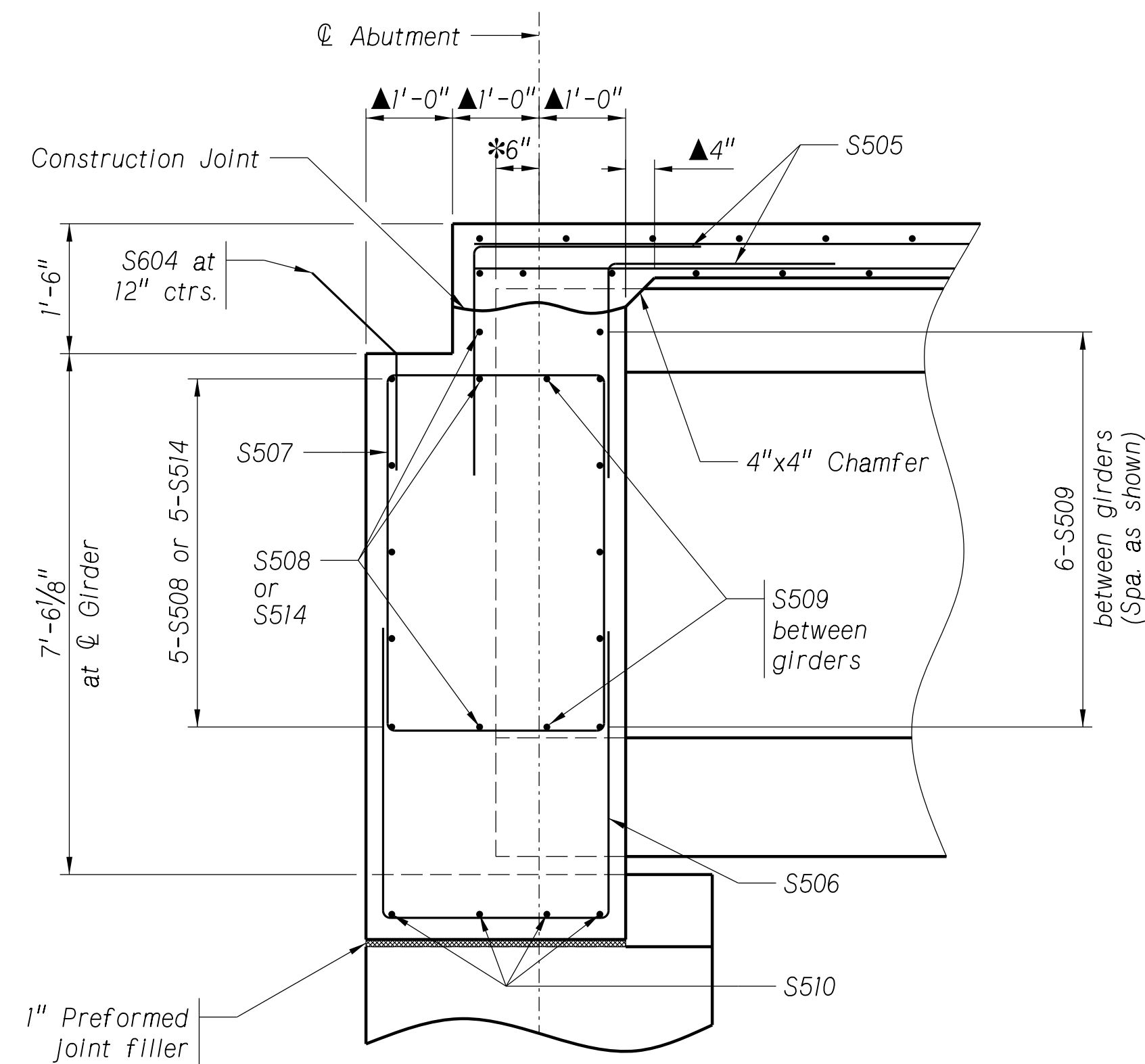
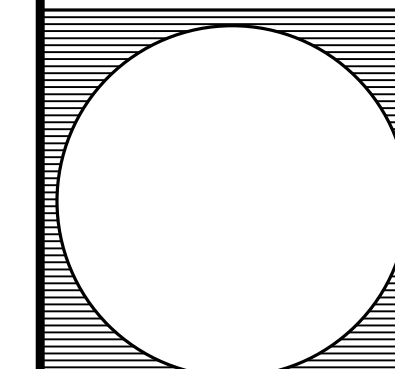
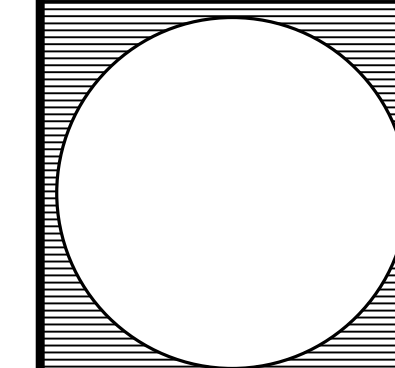
NOTES:

- Measured perpendicular to Centerline of Girder "C".
- (N.S.) = Near Side
- (F.S.) = Far Side
- For Section C-C and D-D see sheet 26 of 37



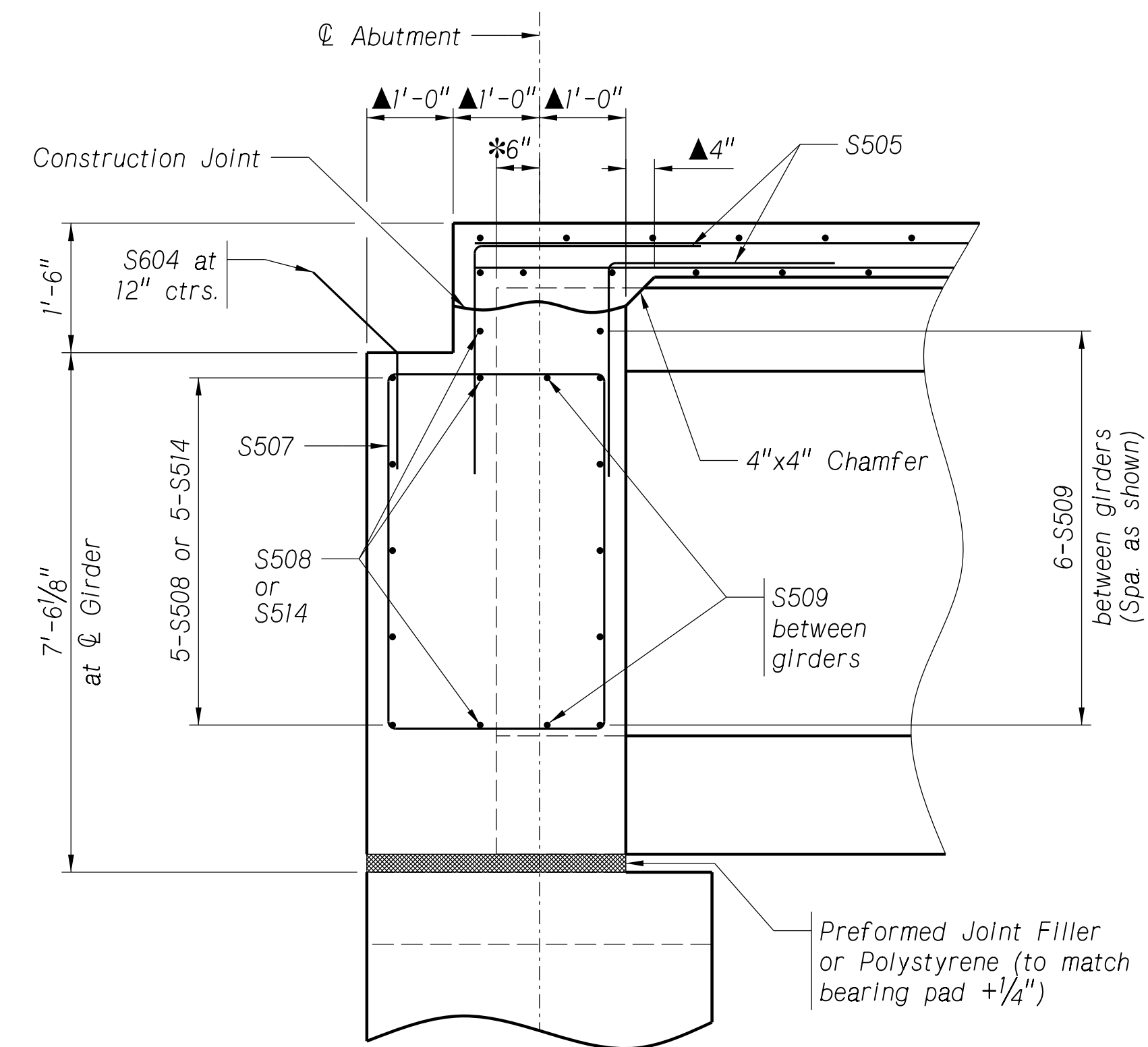
ELEVATION OF PIER DIAPHRAGM
 (Shown normal to Centerline)
 Not to Scale



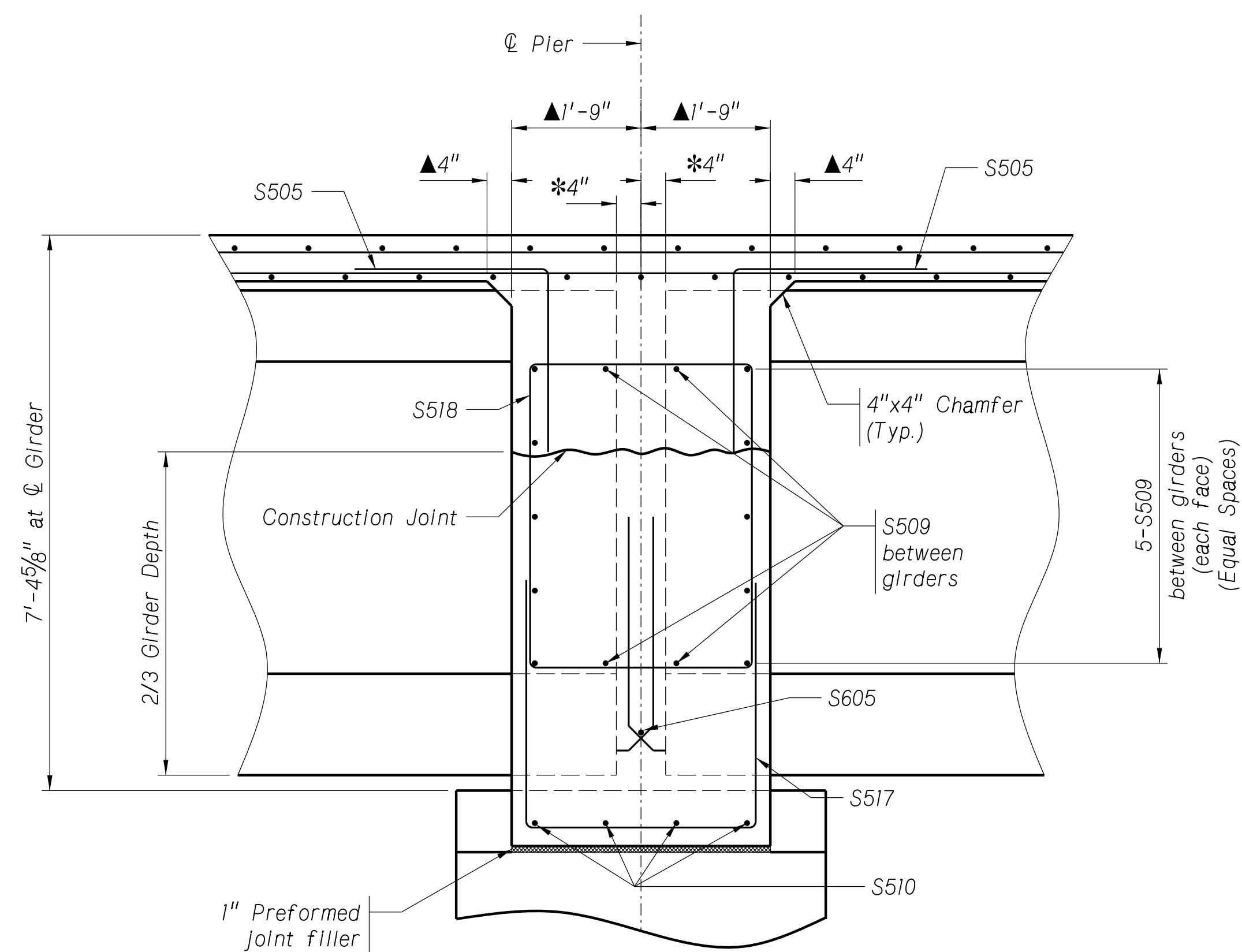


SECTION A-A
(Between Girders)
Not to Scale

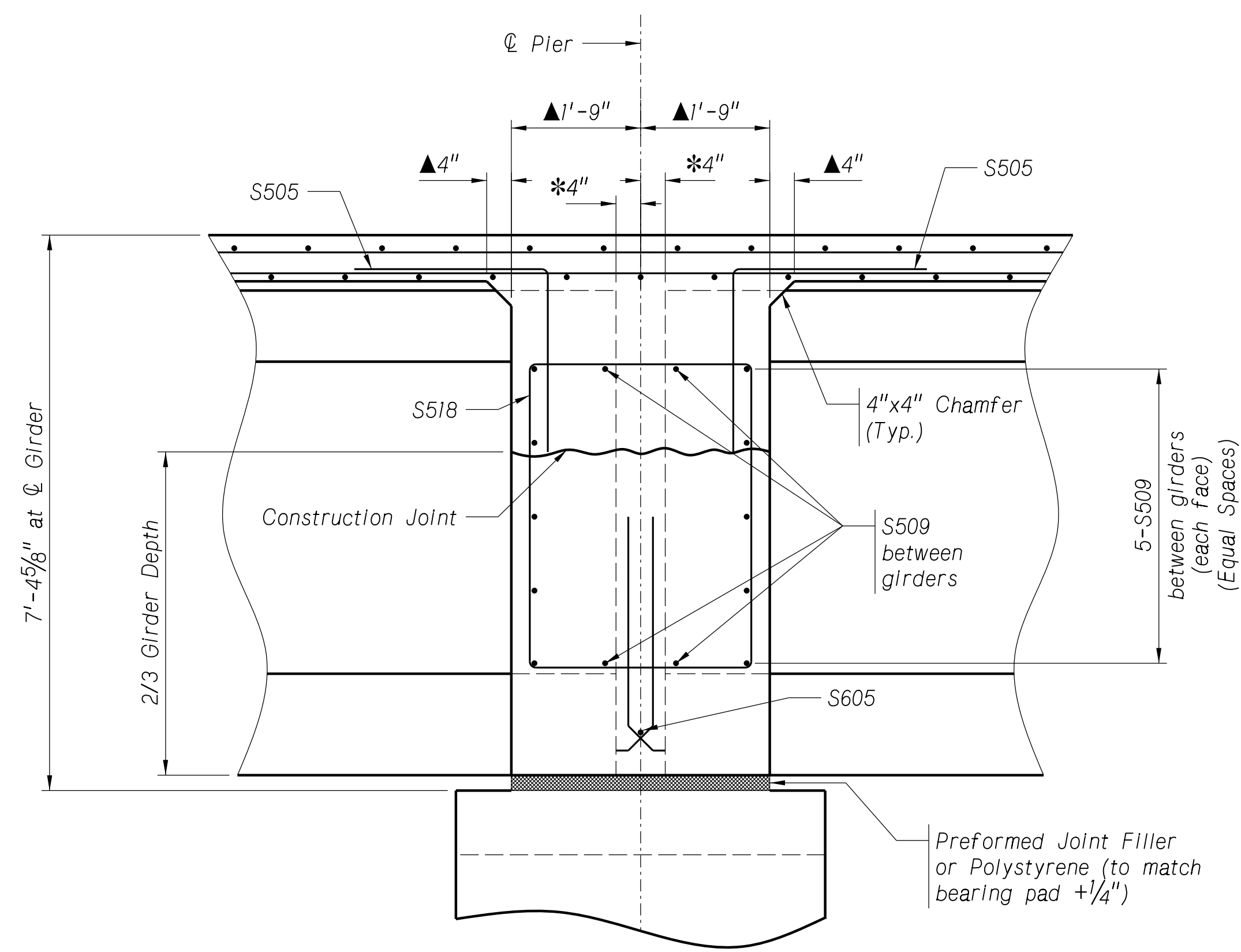
* Measured along C of girder
▲ Normal to C support



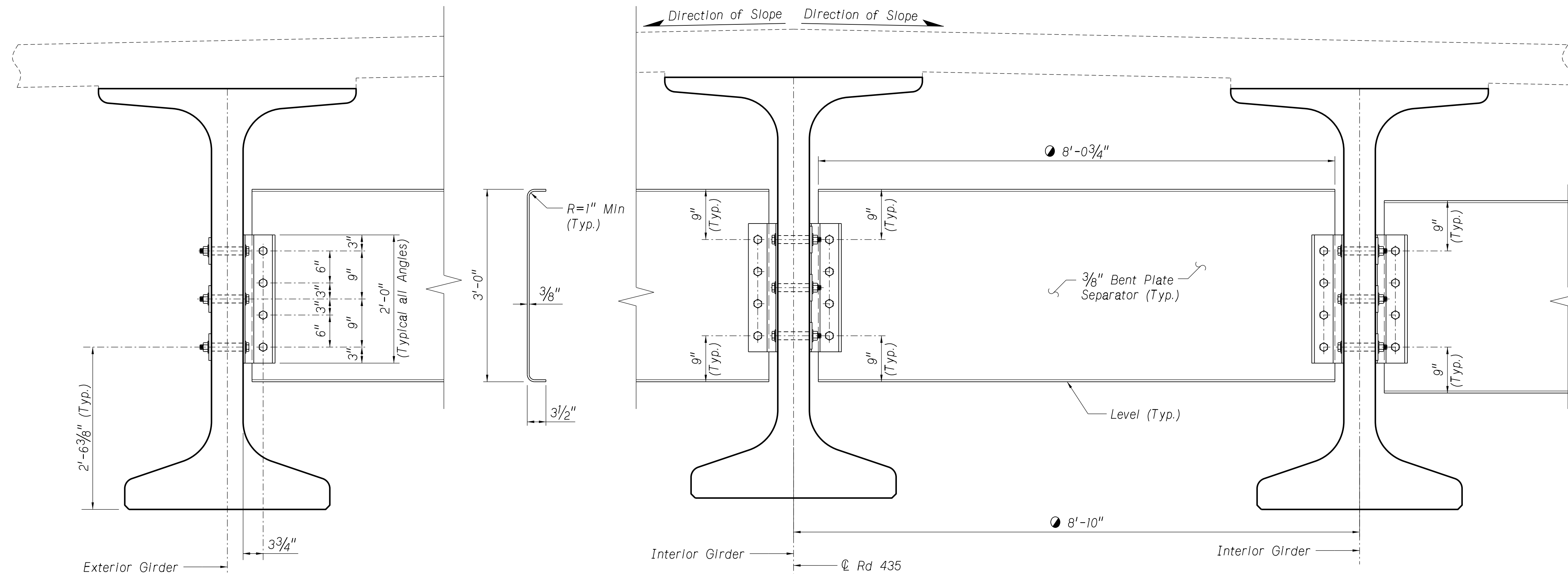
SECTION B-B
(At Girders)
Not to Scale



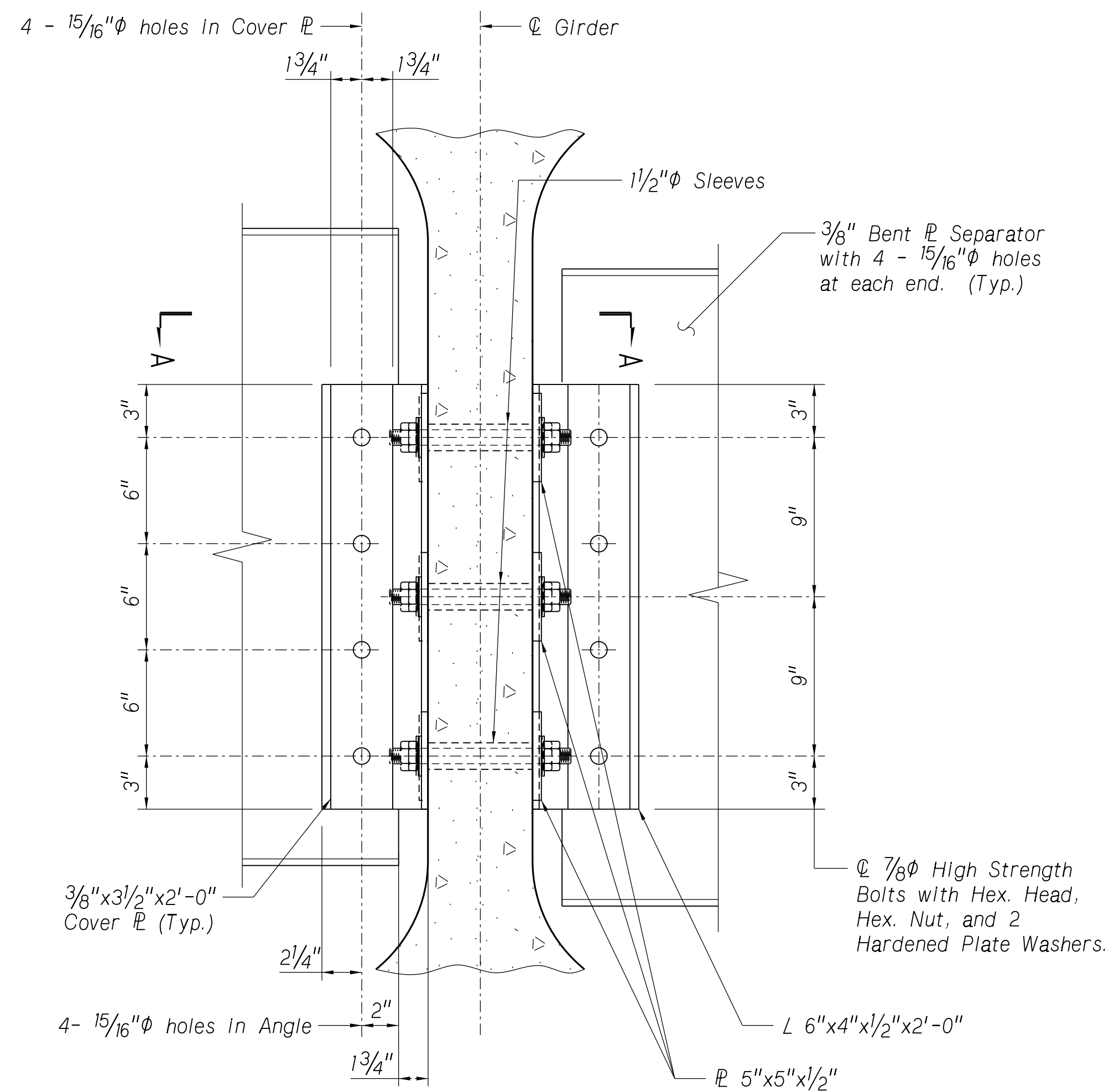
SECTION C-C
(Between Girders)
Not to Scale



SECTION D-D
(At Girders)
Not to Scale



SEPARATOR DETAILS
Not to Scale



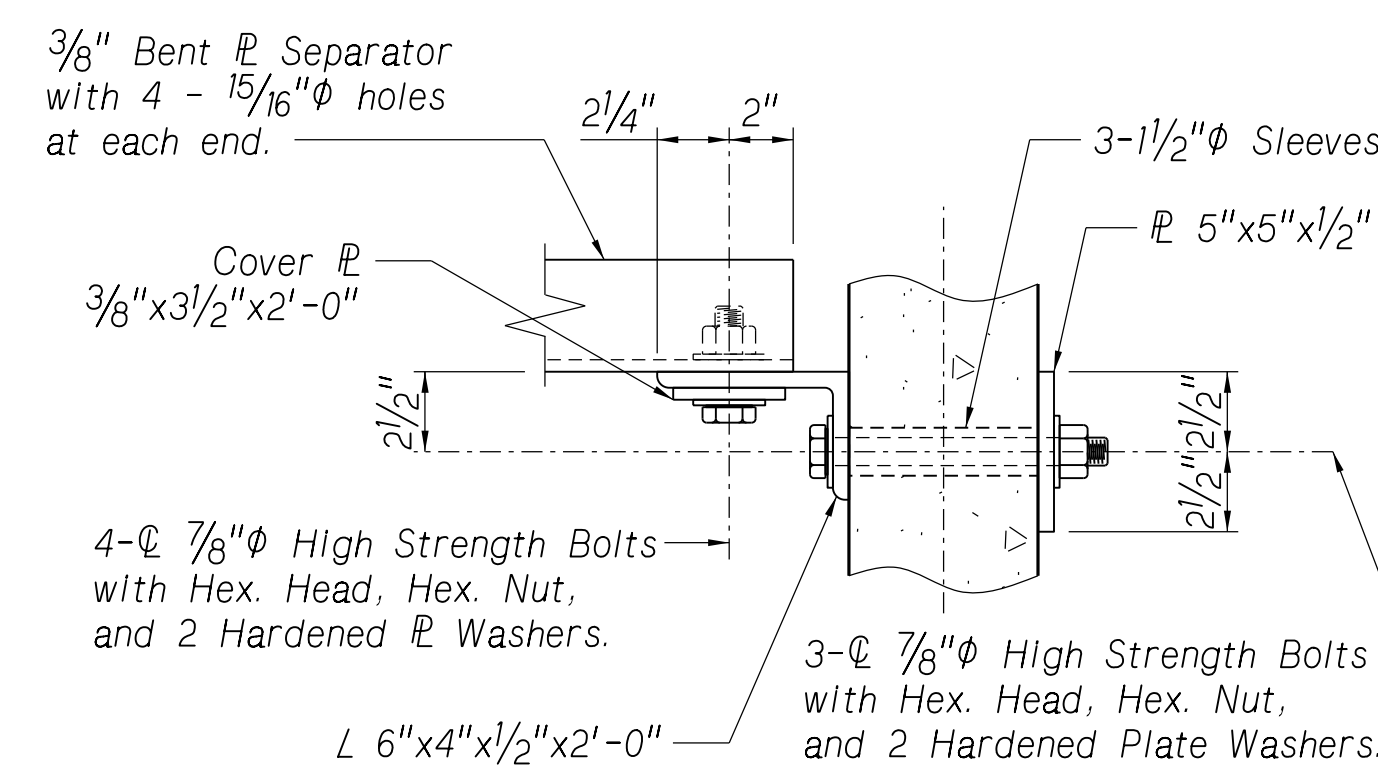
COVER PLATE DETAILS
Not to Scale

NOTES:

● Dimension measure perpendicular to ϕ Rd 435

All structural steel required for the installation of the bent plate separators shall be considered subsidiary to the pay item, "STEEL DIAPHRAGM", as measured by the each (EA).

See sheet 21 of 37 for location of sleeves in girder webs.



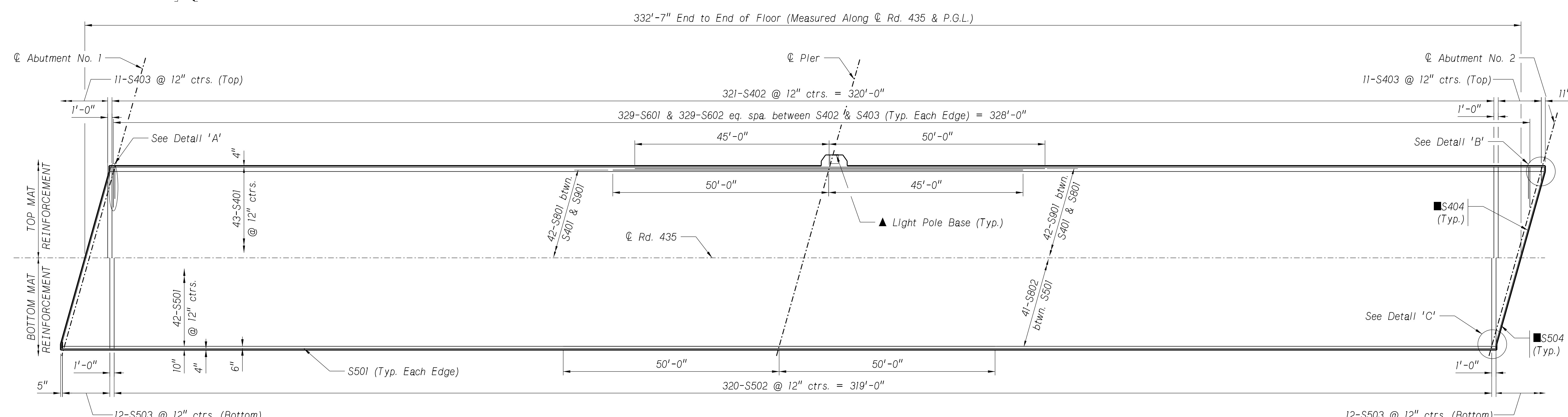
SECTION A-A
Not to Scale

BRIDGE DIVISION.

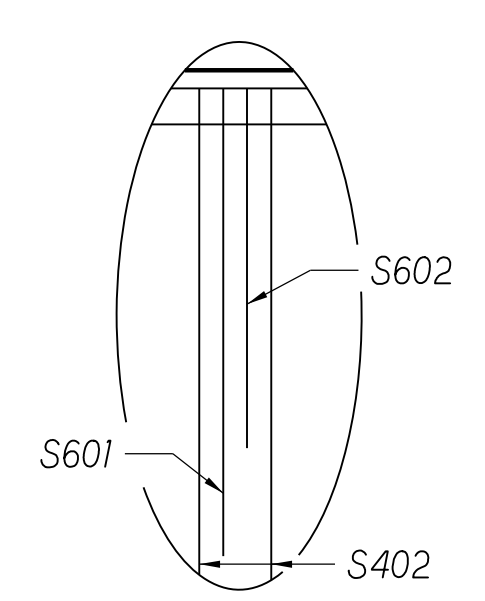
Computer: 2K2F5M3

Date: 19-JUL-2023 07:06

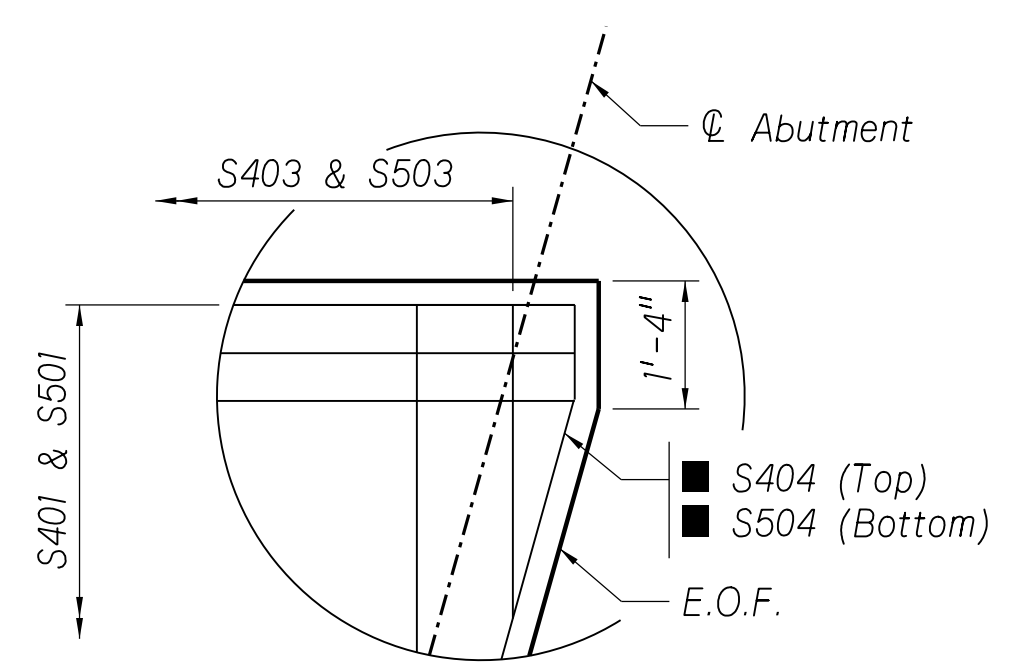
File: 61457-dp01.dgn



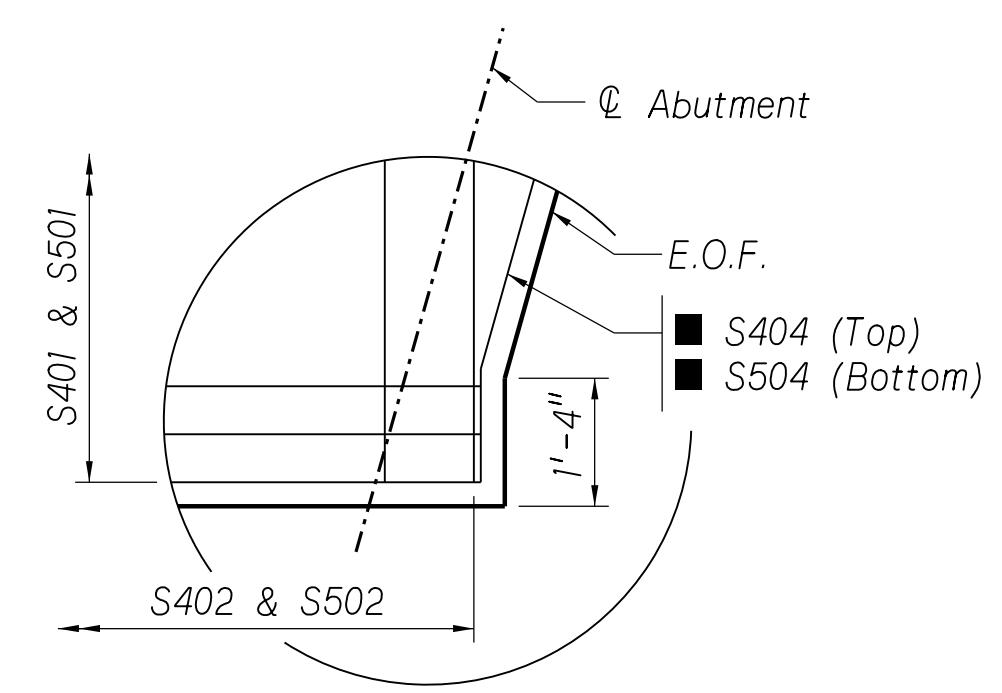
SLAB REINFORCEMENT LAYOUT
Not to Scale



DETAIL 'A'
Not to Scale



DETAIL 'B'
Not to Scale



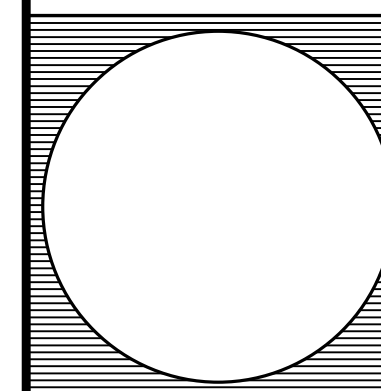
DETAIL 'C'
Not to Scale

- NOTES:
- Field bend as needed
 - ▲ For Light Pole base reinforcement see special plan 4C.
- E.O.F. = End of Floor



OPTIONAL SLAB
CONSTRUCTION JOINT



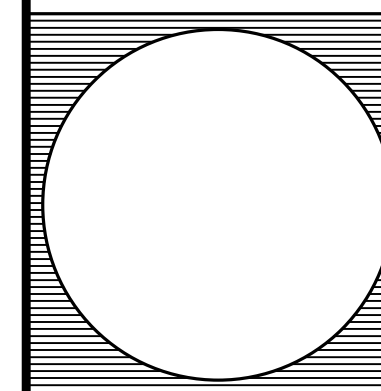


BRIDGE ENGINEER

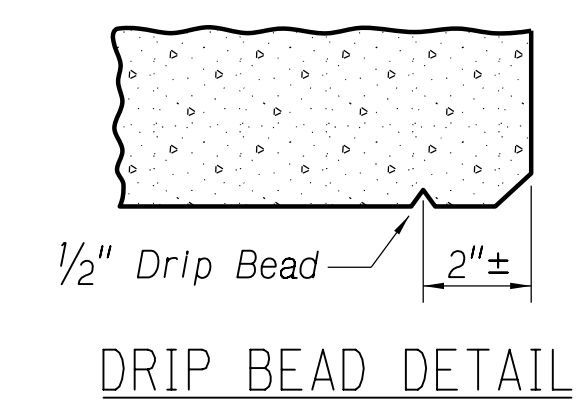
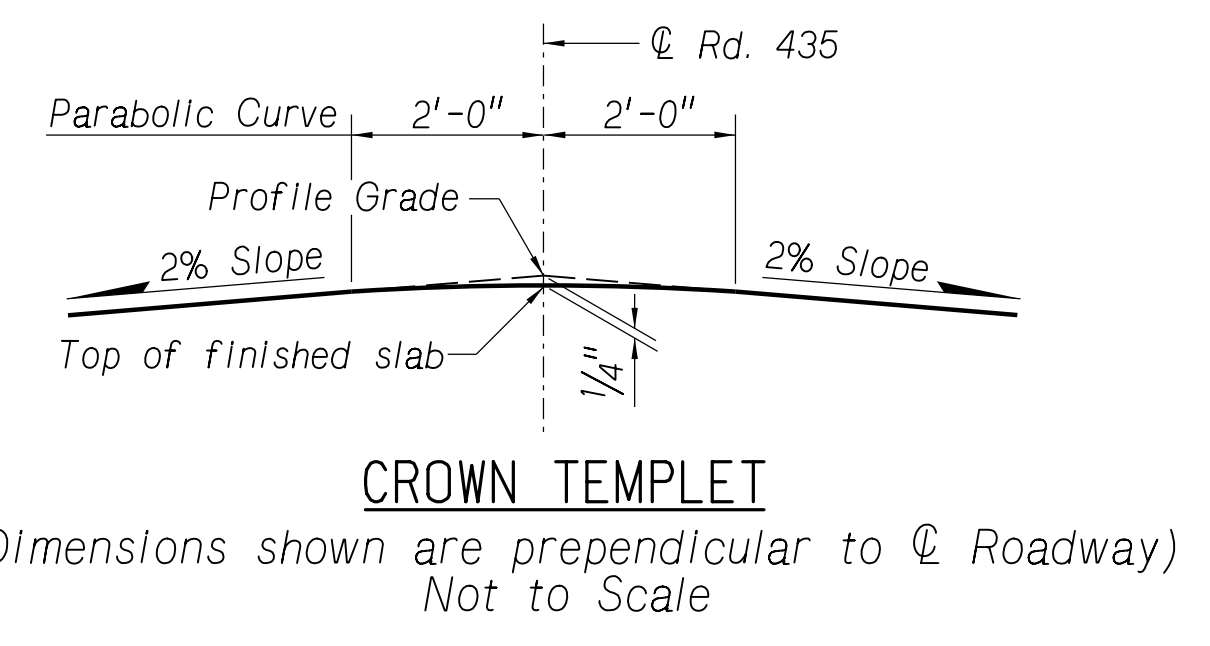
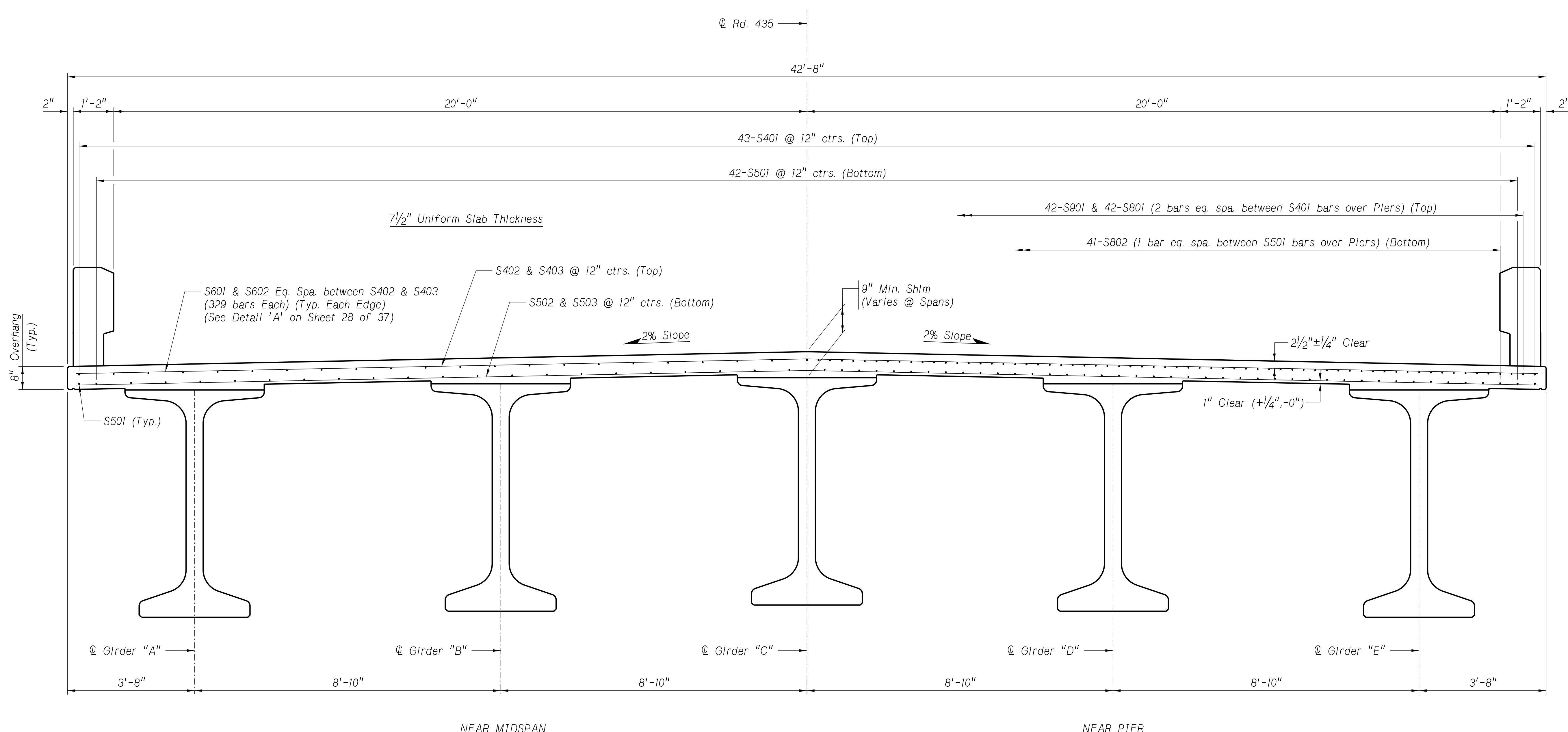
330'-6" 2-SPAN
 NU2000 CONCRETE GIRDER BRIDGE
 BRIDGE TYPICAL SECTION

LOCATION LEXINGTON
 COUNTY DAWSON
 HWY. NO. RD-435
 SKEW 15° 42' 15.1" RHB
 ROADWAY 40'-0"
 DESIGN LIVE LOAD HL-93
 DATE JULY 2023
 CHECKED BY JFE
 DETAILED BY GRB

NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION

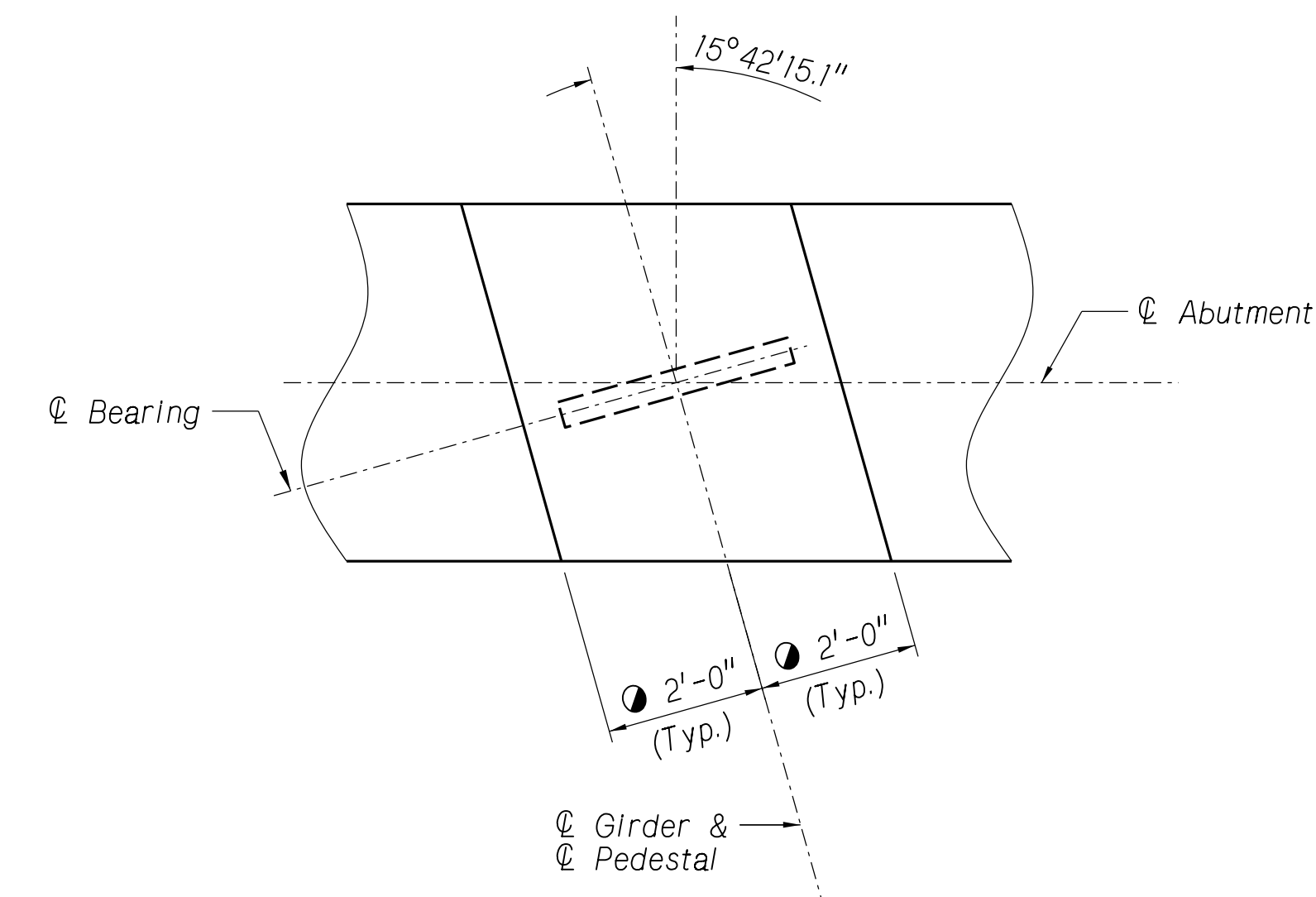
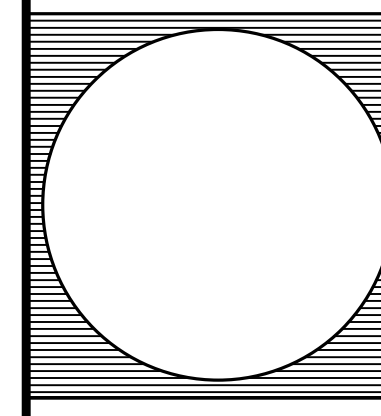
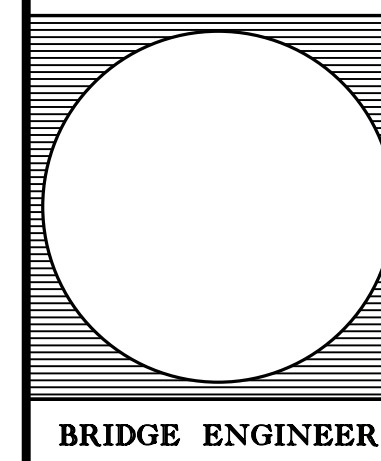


SPECIAL PLAN NO.	29
1	37

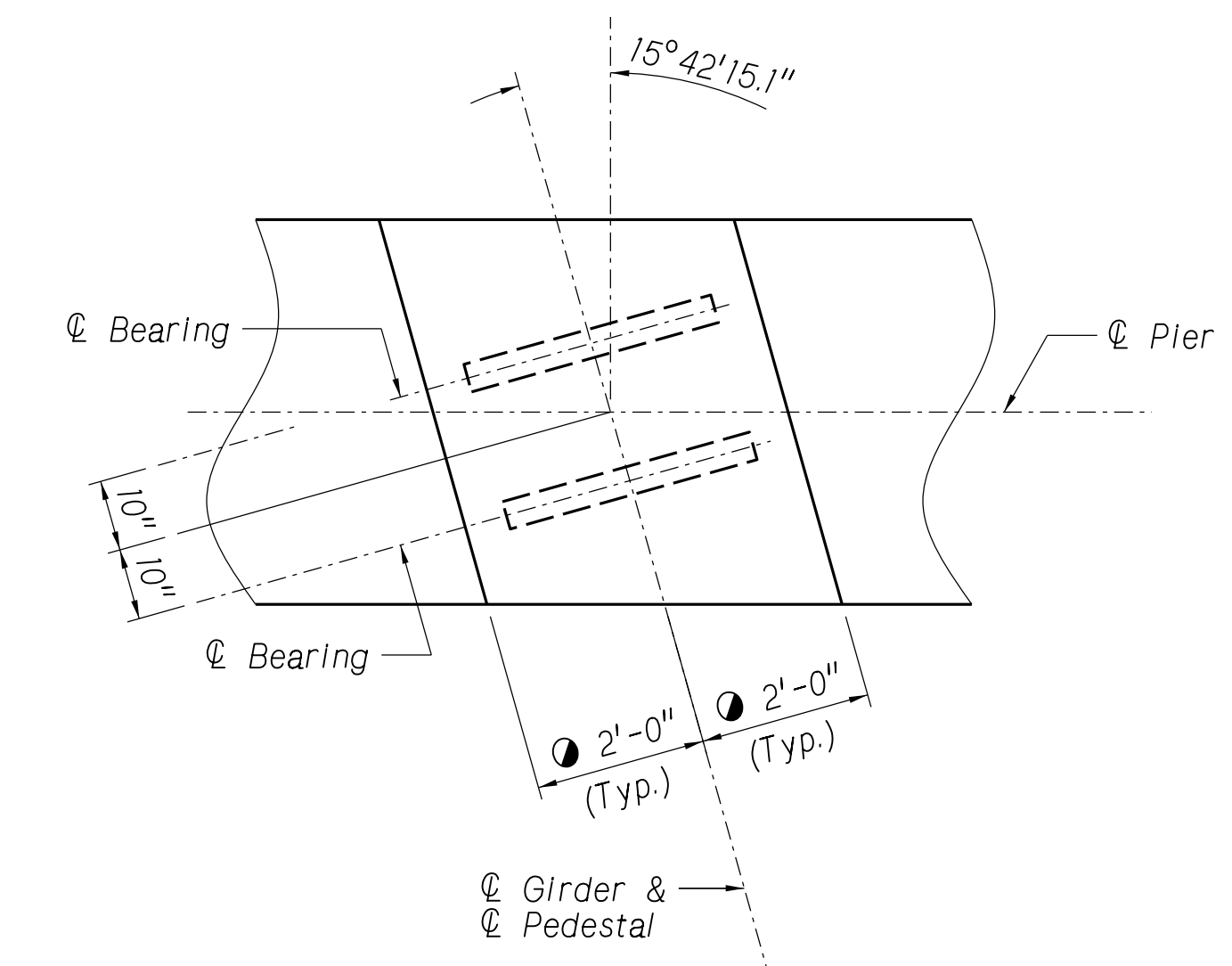


BRIDGE DIVISION.
 Computer: 2K2F5M3
 Date: 19-JUL-2023 07:06
 File: 61457-ds01.dgn



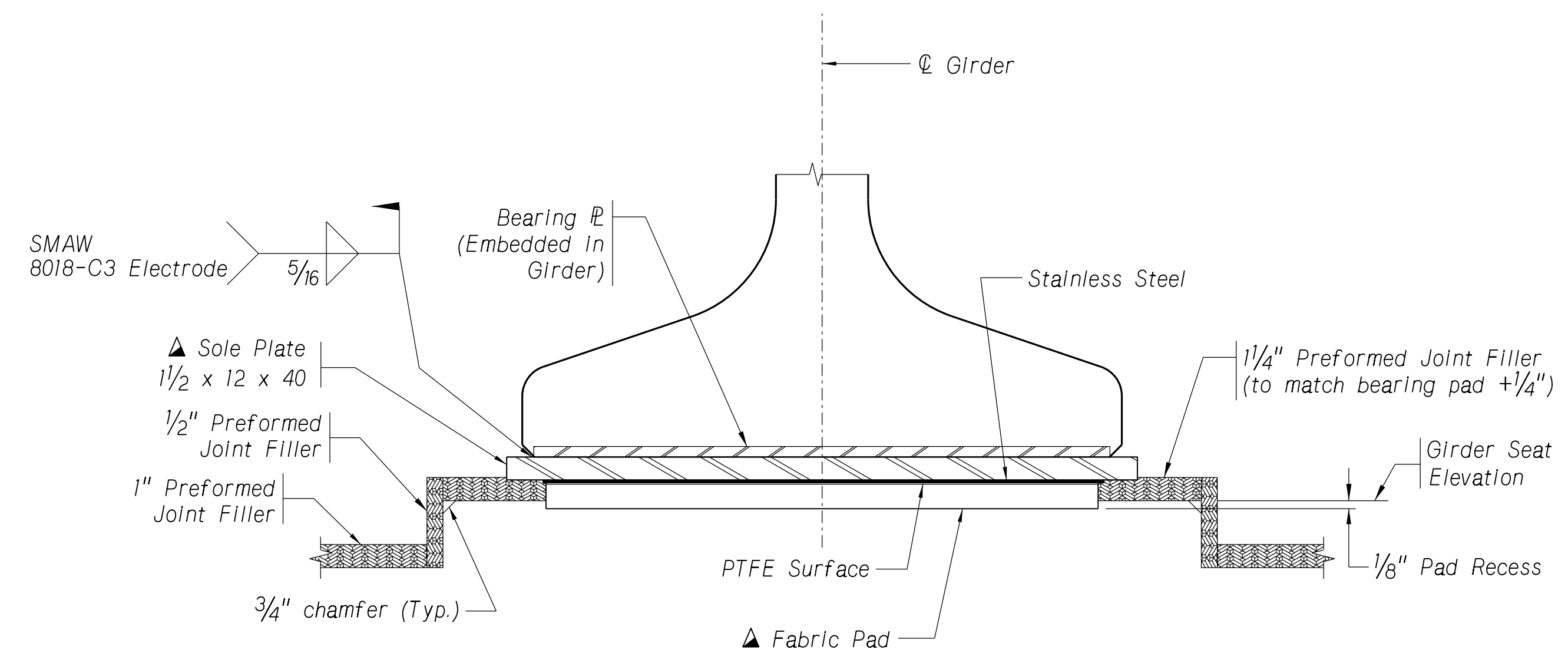


BEARING PAD LAYOUT DETAIL AT ABUTMENTS
(Typical at Girders)
Not to Scale

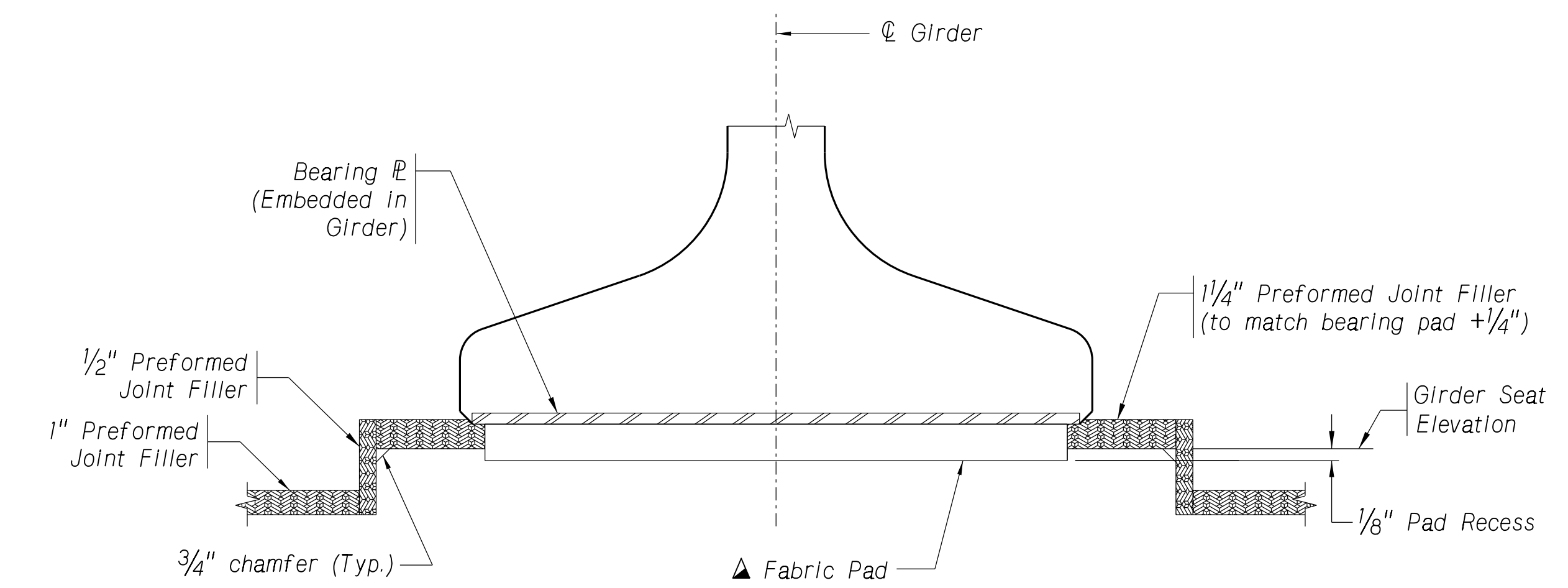


BEARING PAD LAYOUT DETAIL AT PIER
(Typical at Girders)
Not to Scale

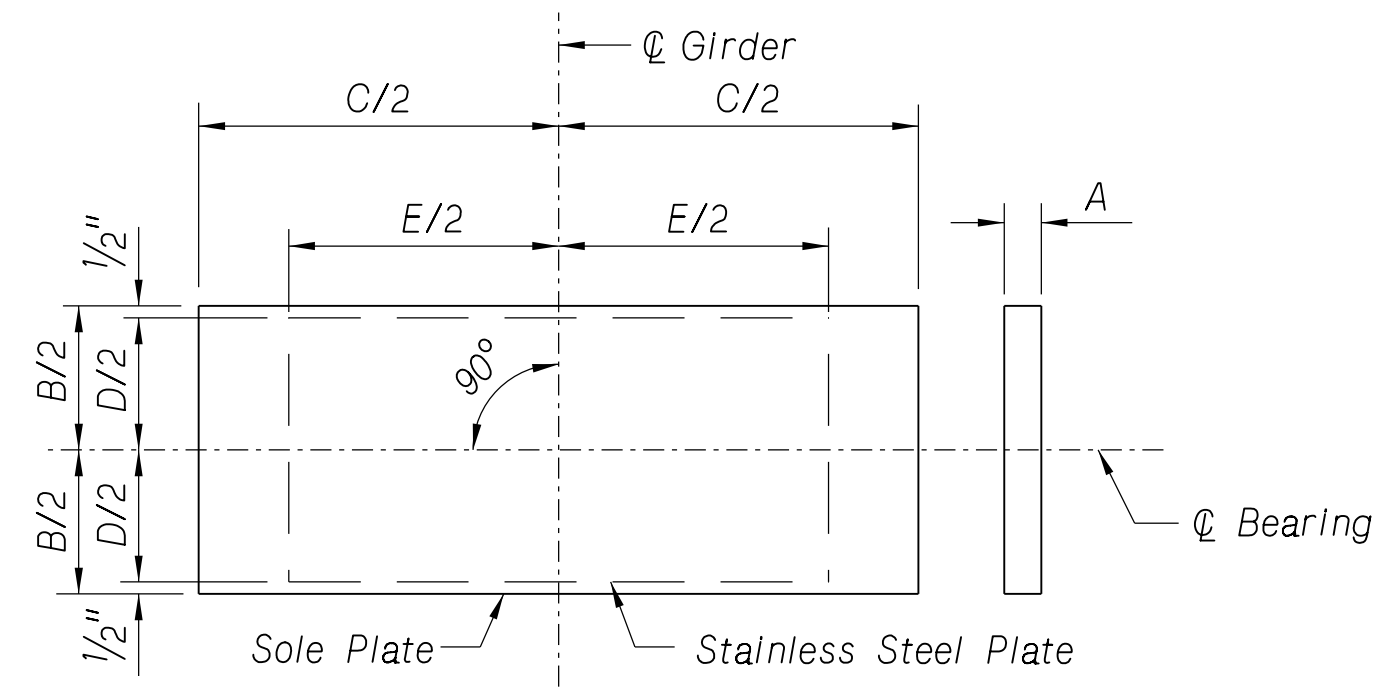
- NOTES:
- Measured perpendicular to CL Rd 435 .
 - ▲ Sole Plates and Fabric Pads need to be inspected prior to installation. Please contact the Bridge Office a minimum of three weeks before contractor's scheduled installation for inspection.



SECTION AT EXPANSION BEARING (PTFE TYPE)
At Abutment No. 1 and Abutment No. 2
Not to Scale

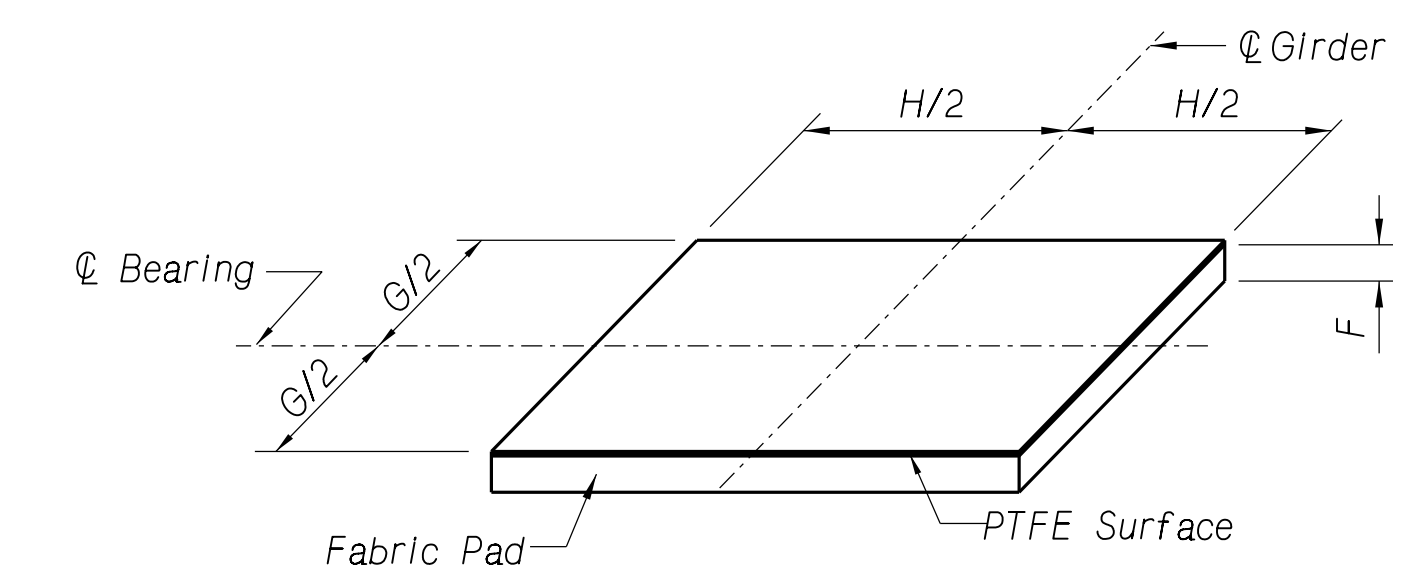


SECTION AT FIXED BEARING
At Pier
Not to Scale



SOLE PLATE
Not to Scale

LOCATION	SOLE PLATE		STAINLESS STEEL			FABRIC PAD		
	A	B	C	D	E	F	G	H
Abutment No. 1	1 1/2"	12"	40"	11"	36 3/4"	1"	4"	36"
Pier	---	---	---	---	---	1"	4"	36"
Abutment No. 2	1 1/2"	12"	40"	11"	36 3/4"	1"	4"	36"



FABRIC PAD
Not to Scale

Omit PTFE low friction surface at fixed bearing devices.

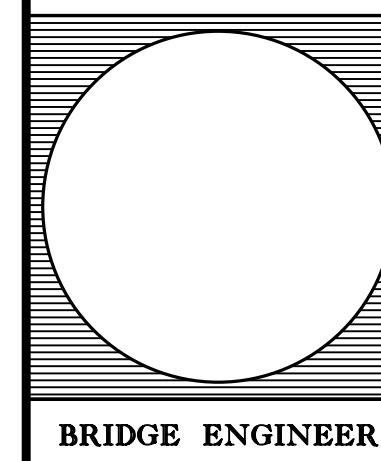
BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:06

File: 61457-bd01.dgn

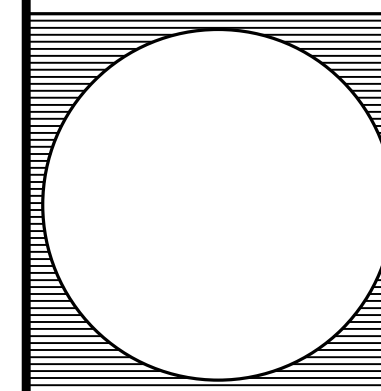




BRIDGE ENGINEER

LOCATION LEXINGTON
SKW 15° 42' 15.1" RHB
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DESIGN LIVE LOAD HL-93
CHECKED BY JFE DATE JULY 2023
DETAILED BY GRB

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

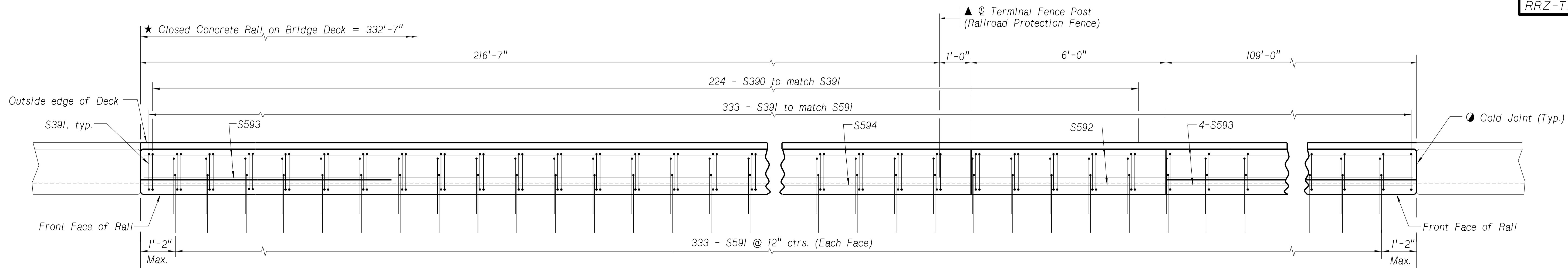


BRIDGE DIVISION.

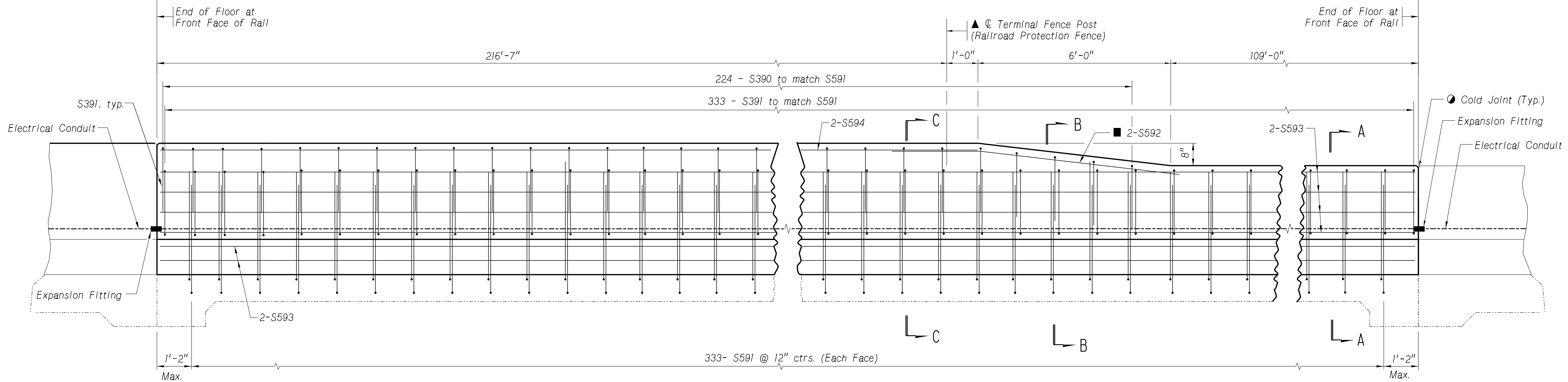
Computer: 2K2F5M3

Date: 19-JUL-2023 07:06

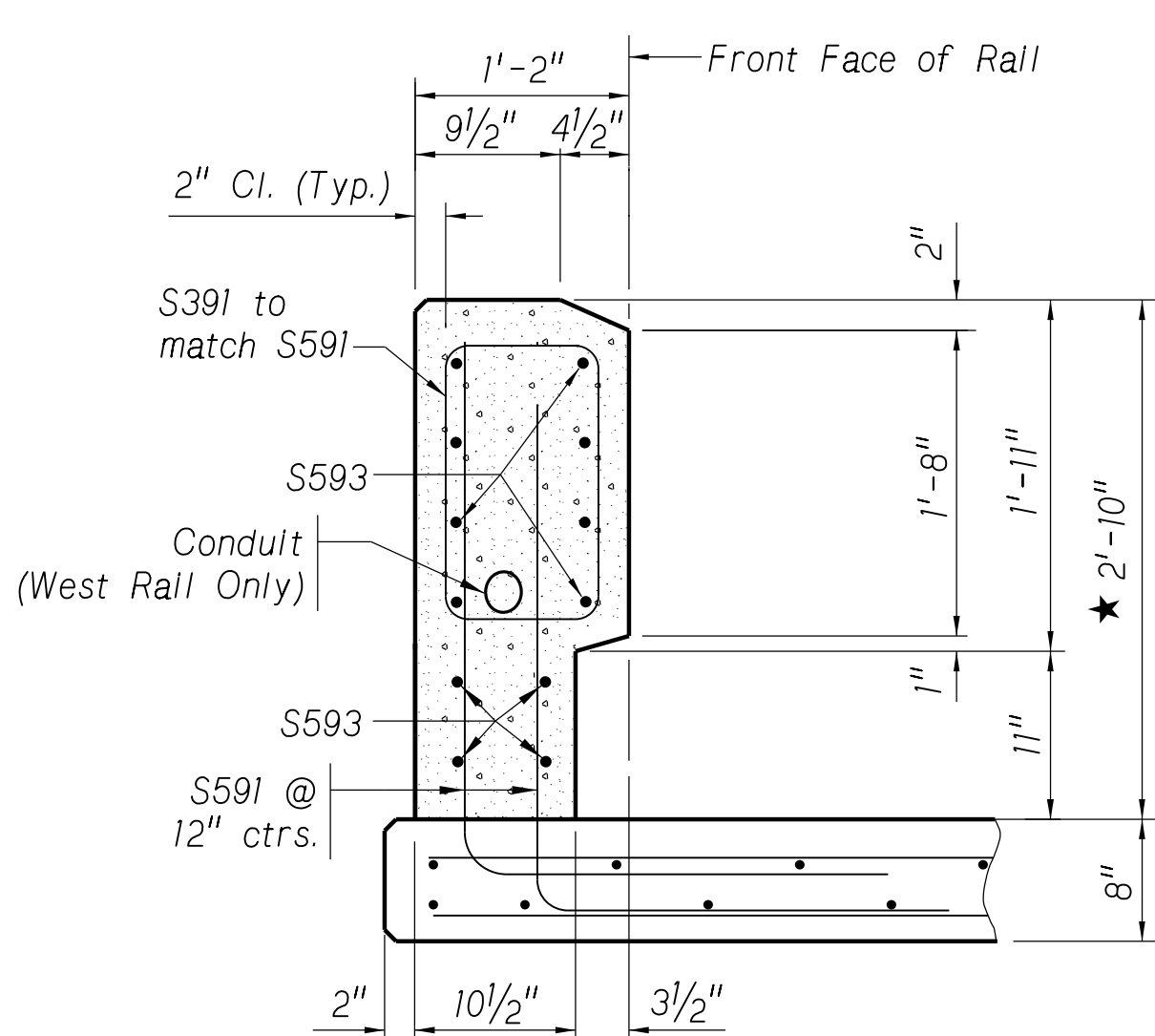
File: 61457-cr01.dgn



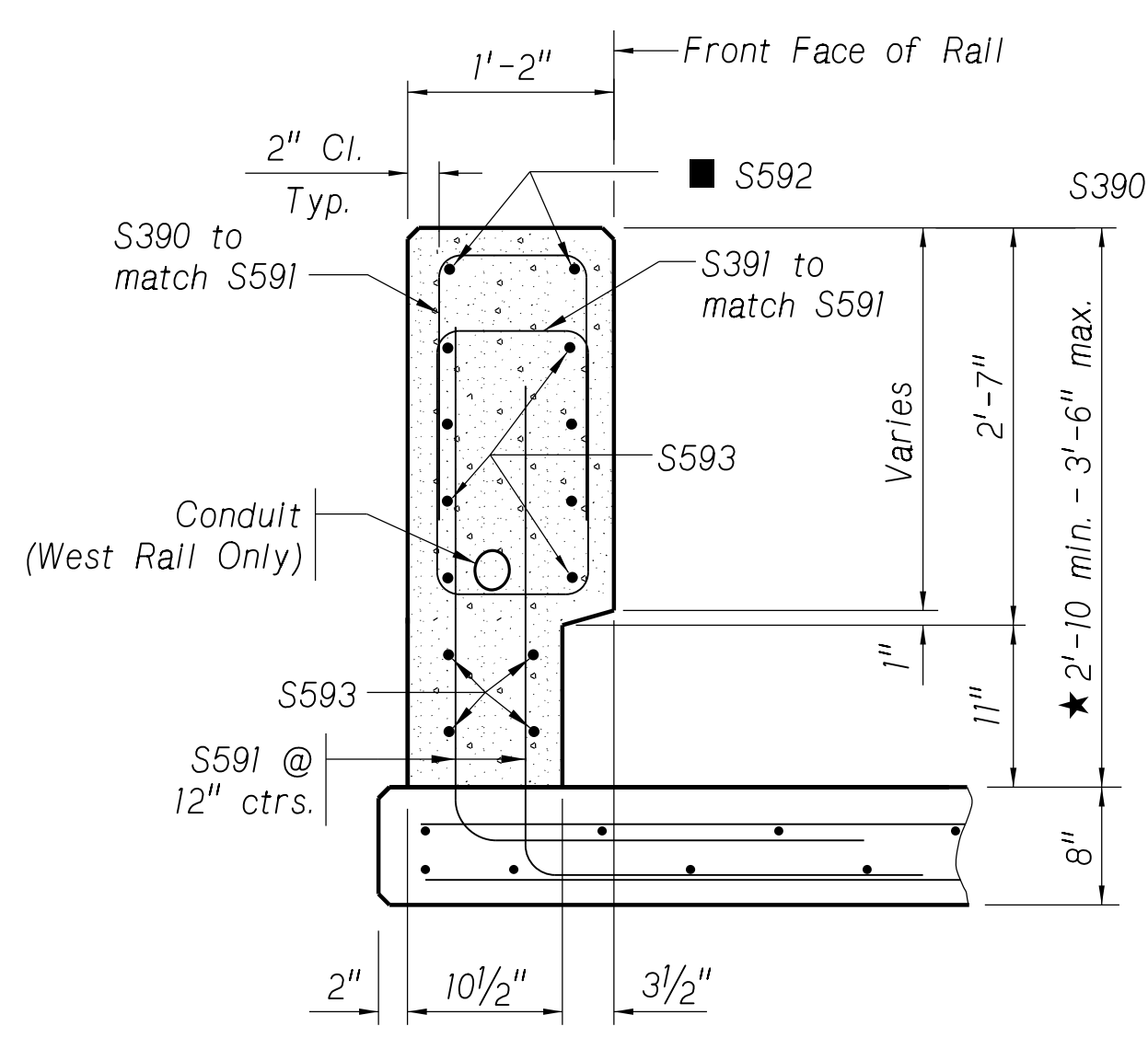
PLAN OF CLOSED MODIFIED CONCRETE RAIL ON BRIDGE DECK



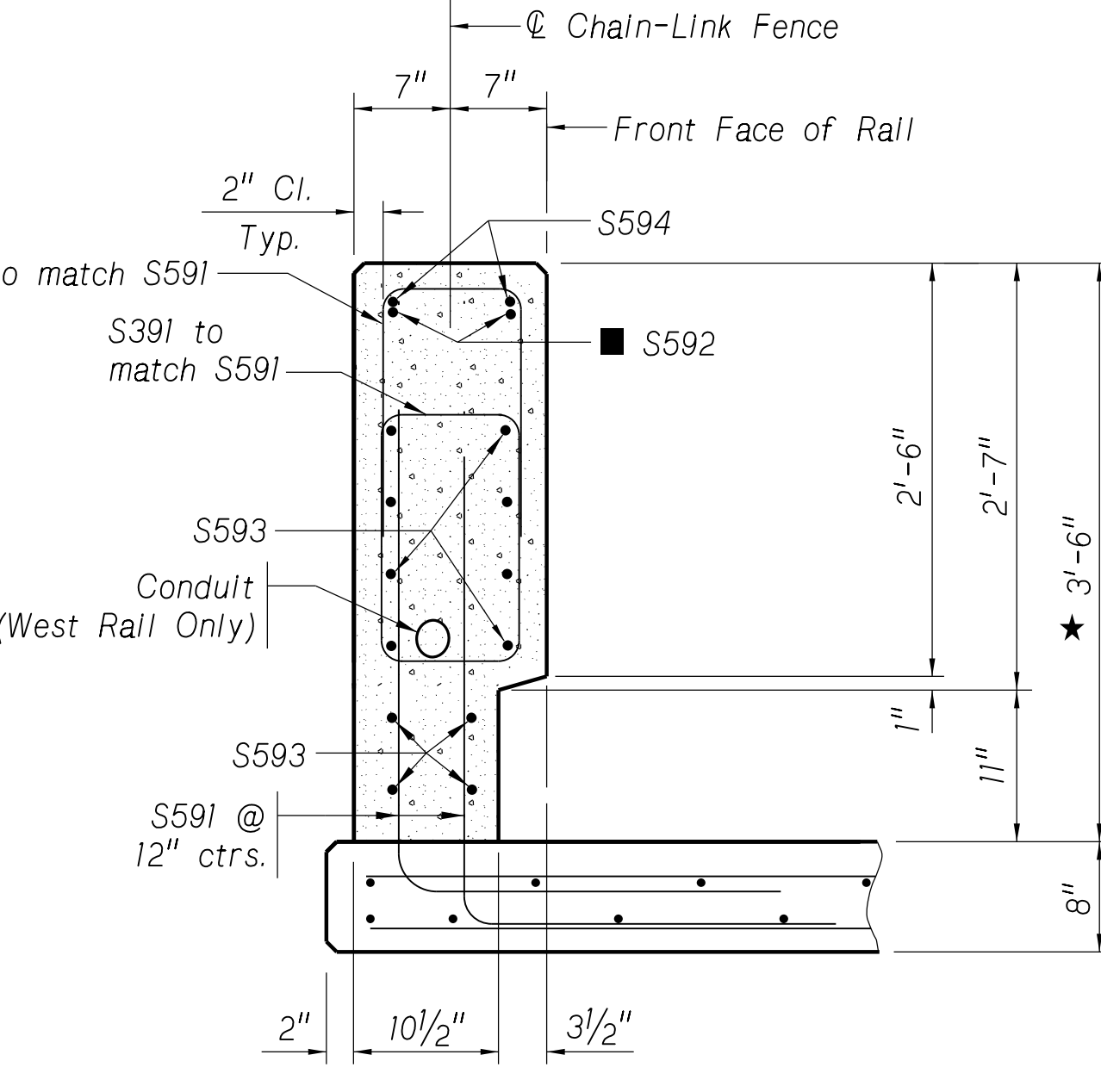
ELEVATION OF CLOSED MODIFIED CONCRETE RAIL ON BRIDGE DECK



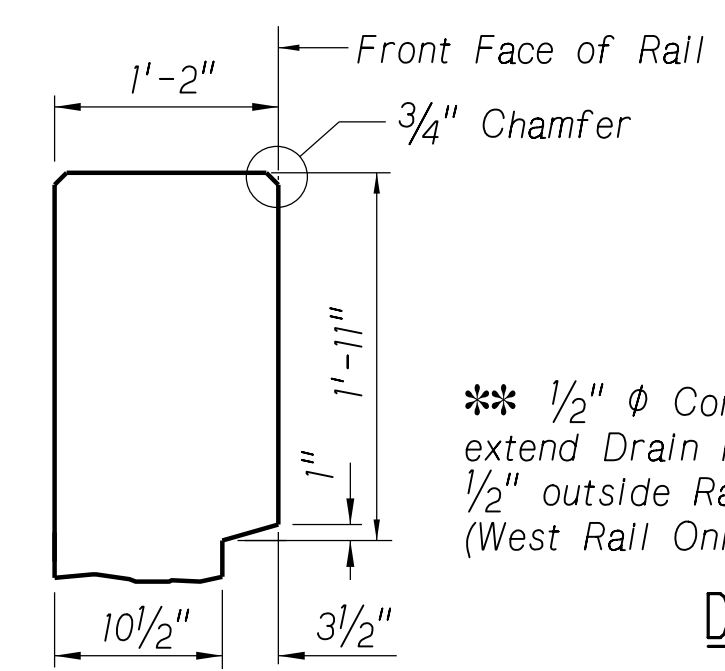
SECTION A-A



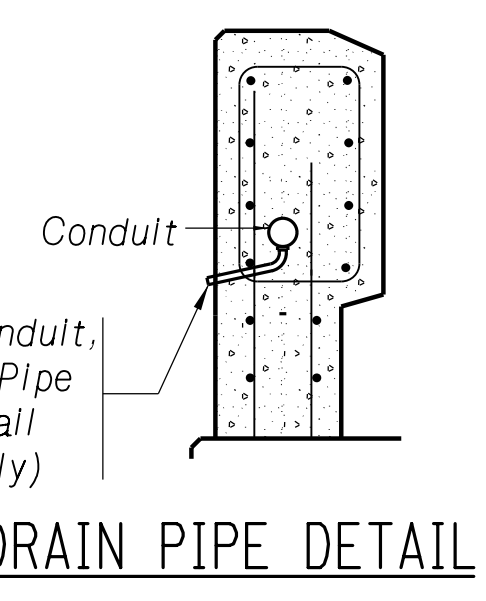
SECTION B-B



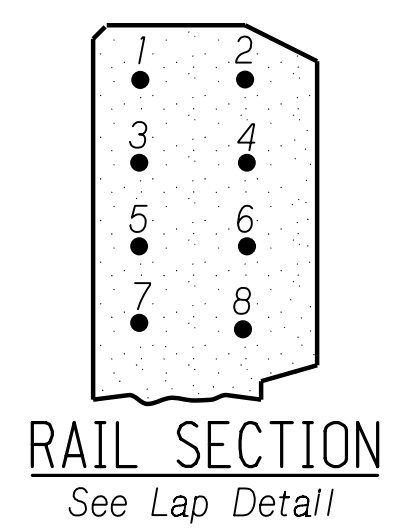
SECTION C-C



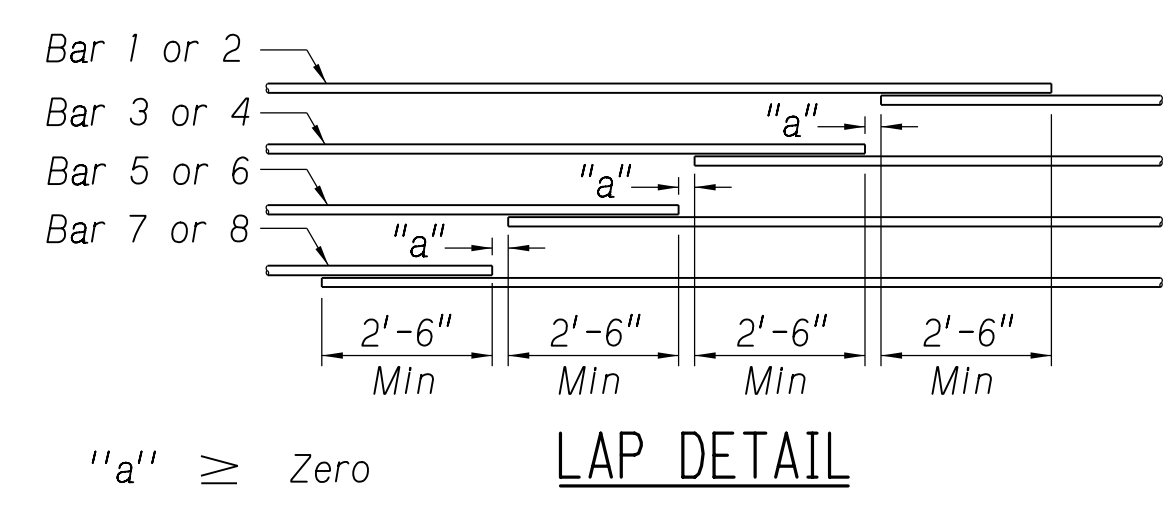
ALTERNATE CHAMFER DETAIL



DRAIN PIPE DETAIL

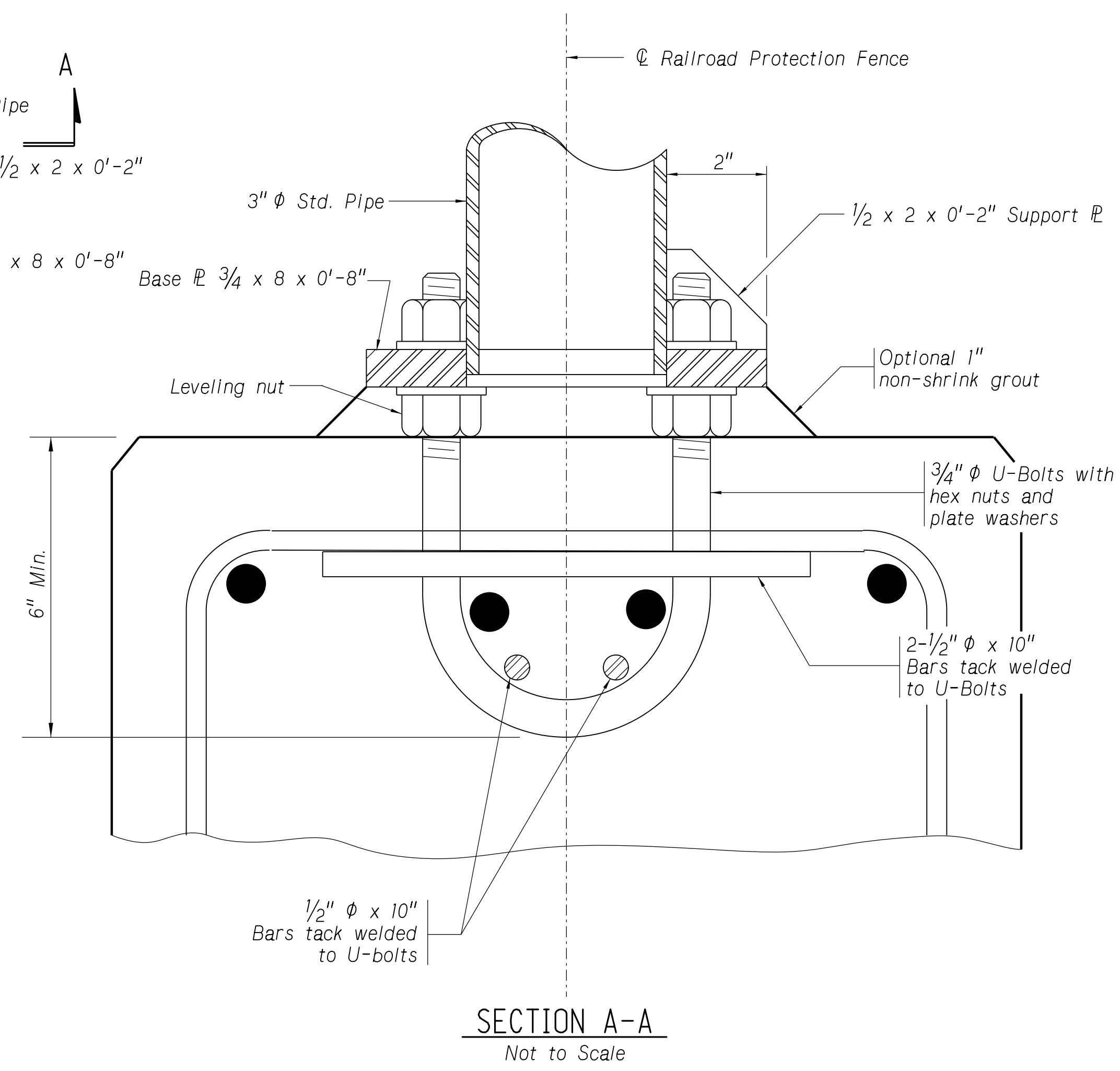
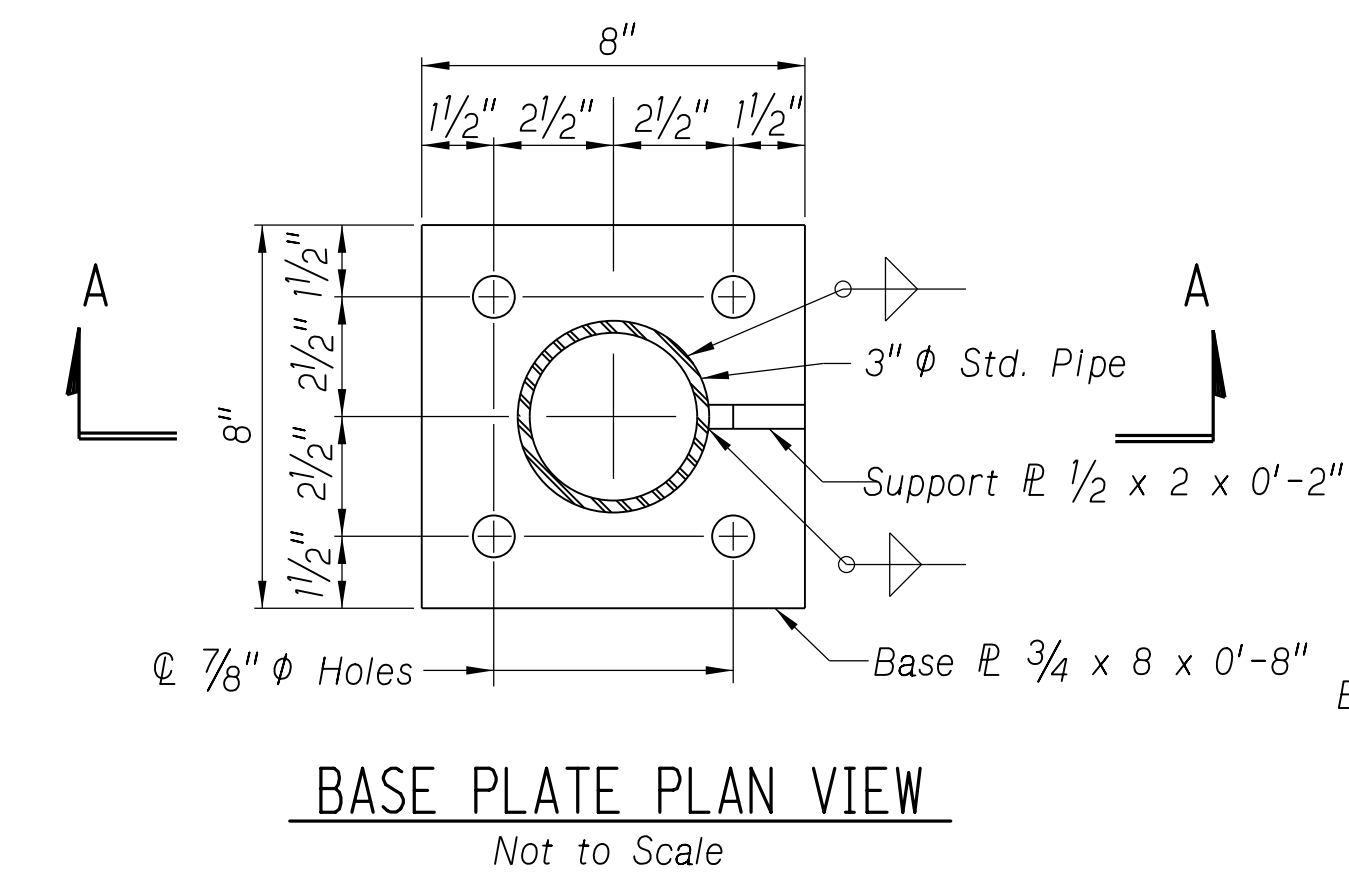
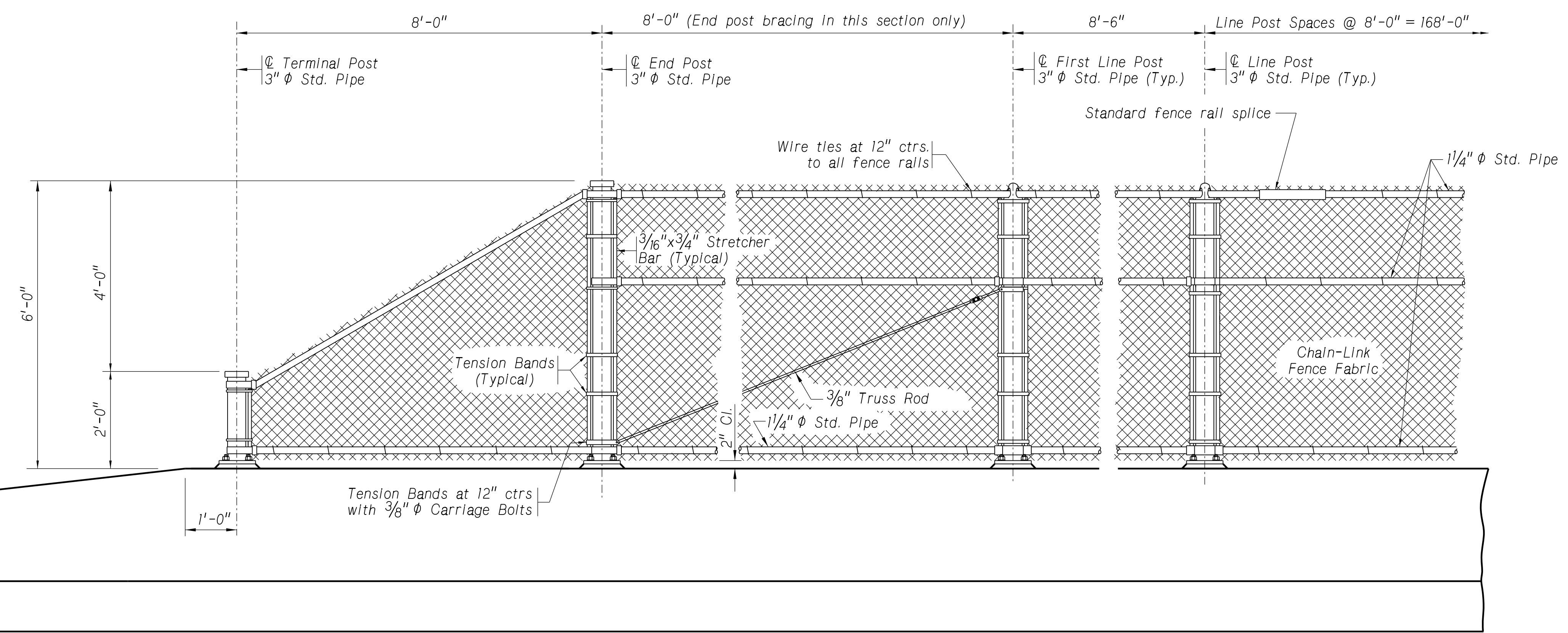
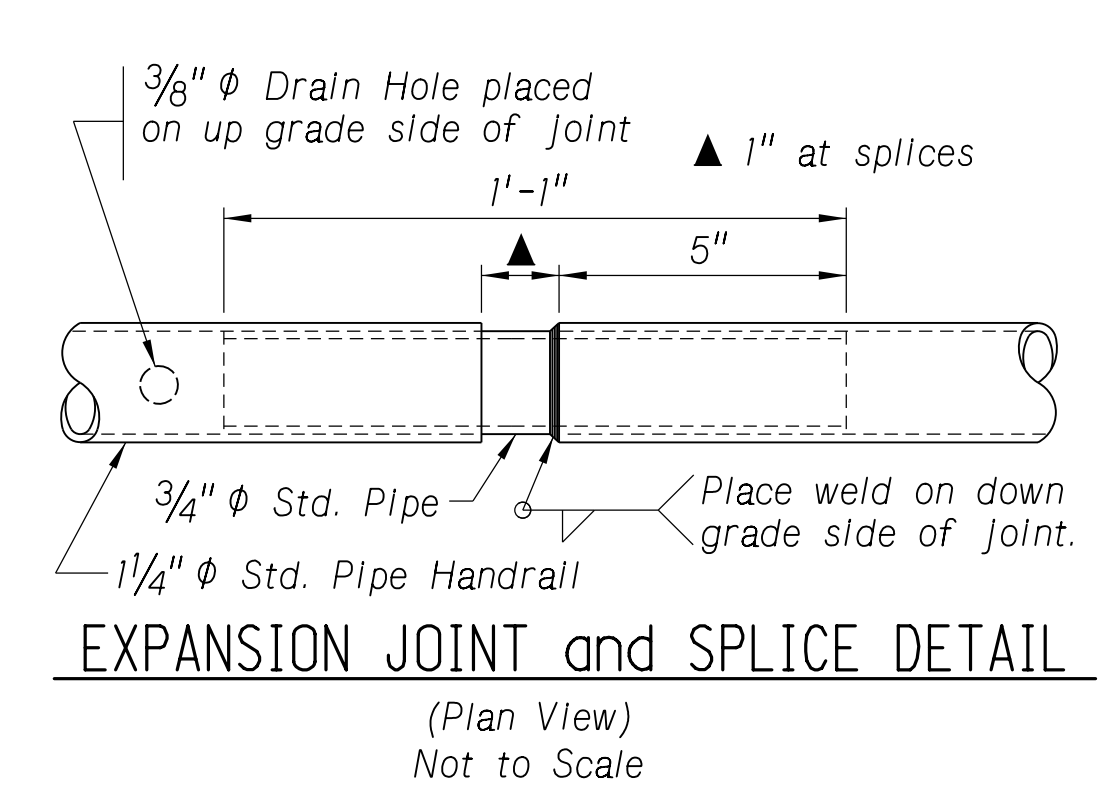


RAIL SECTION
See Lap Detail



LAP DETAIL

- NOTES:
- ★ Measured at front face of rail.
 - Field Bend to clear Transition.
 - ▲ For details and post spacing of the Railroad Protection Fence see sheet 32 of 37.
 - When pouring concrete rails, a mandatory chamfered cold joint must be formed at the end of floor.
 - ** Place at least one drain between abutments and at all low spots.



NOTES

All standard pipe sizes indicate Nominal Pipe Sizes (NPS). NPS does not refer to the actual inside or outside diameter of the pipe.

Fence layout shall conform to vertical alignment of the bridge.

Fence posts shall be set plumb. All nuts shall be placed on the outside of the fence. Peen 3/8" bolts.

Fence rails must have expansion joints placed at each roadway expansion device.

Chain-Link fence and handrail will be vinyl coated and conform to the requirements of Section 1064 of the Standard Specifications.

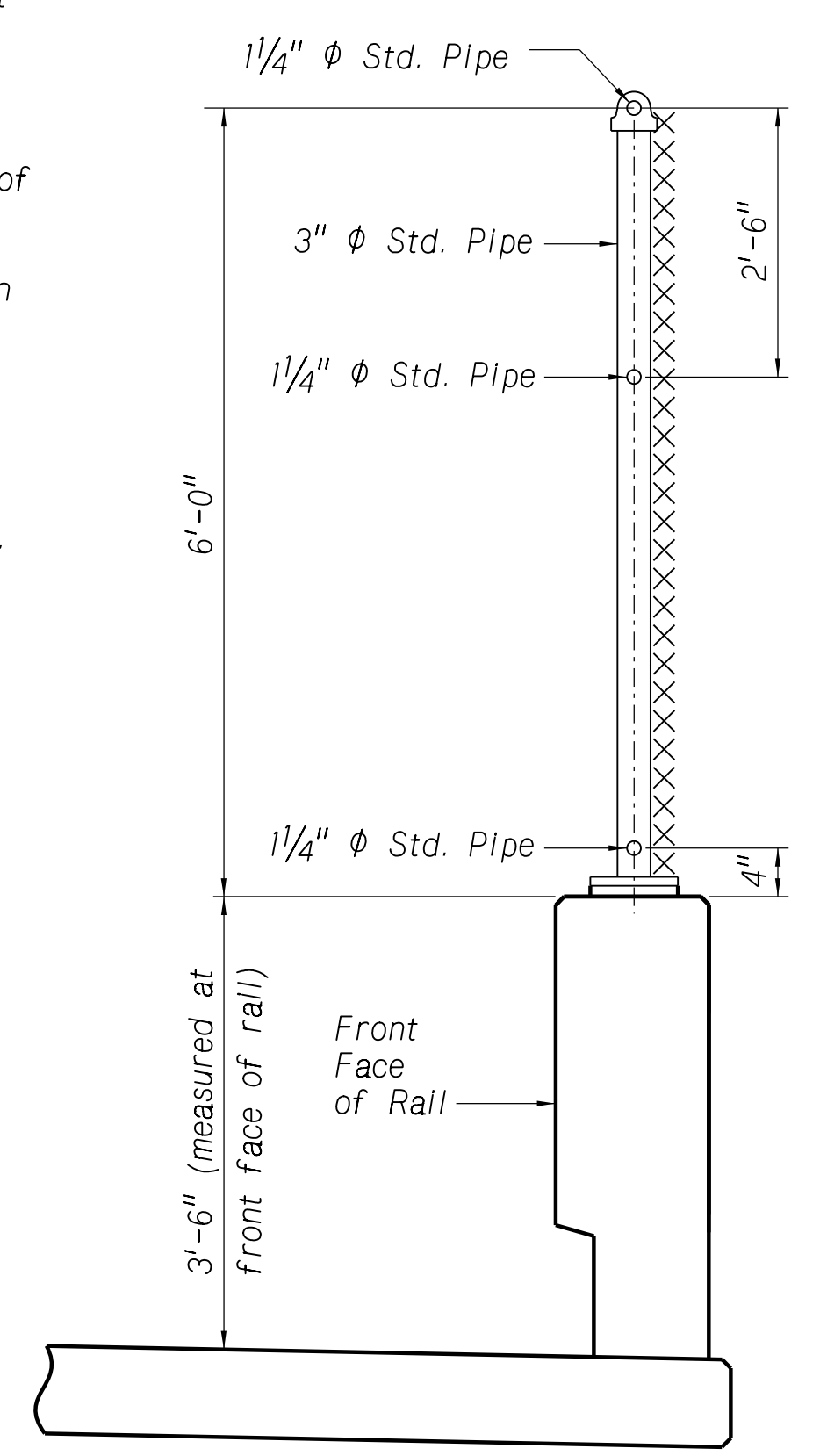
The coating will be black and industrial grade. The height of the fabric shall be 6'-0". Knuckled selvage shall be provided at the top and bottom.

Chain-Link fence will be galvanized and conform to the requirements of Section 1064 of the Standard Specifications.

The height of the fabric shall be 6'-0". Knuckled selvage shall be provided at the top and bottom.

Chain-Link fence and handrail will be vinyl coated and conform to the requirements of Section 1064 of the Standard Specifications.

The coating will be dark brown and industrial grade. The height of the fabric shall be 6'-0". Knuckled selvage shall be provided at the top and bottom.



BRIDGE DIVISION.
Computer: 2K2F5M3
Date: 19-JUL-2023 07:06
File: 61457-r-f01.dgn

B I L L O F B A R S													WEIGHT
MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"		PIN	HOOK	LBS
S901	42	100'-0"	STR.	Includes 1 - 5'-0" Lap									14280
S801	42	99'-0"	STR.	Includes 1 - 4'-0" Lap									11102
S802	41	104'-0"	STR.	Includes 1 - 4'-0" Lap									11385
S601	658	9'-6"	STR.										9389
S602	658	7'-6"	STR.										7412
S604	88	3'-0"	101	1'-6"	1'-6"	1'-1"					4 1/2"		397
S605	1	36'-8"	STR.										55
S501	44	347'-1"	STR.	Includes 6 - 2'-6" Laps									15928
S502	320	42'-2"	STR.										14074
S503	24	21'-11" Avg.	STR.										549
S504	2	43'-9"	STR.										91
S505	272	6'-0"	104	3'-0"	3'-0"						2 1/2"		1702
S506	56	8'-6"	103	3'-0"	2'-6"	3'-0"					2 1/2"		496
S507	96	14'-1"	107	4'-1"	2'-6"						2 1/2"	5 1/2"	1410
S508	8	43'-5"	STR.										362
S509	120	8'-0"	STR.										1001
S510	48	4'-6"	STR.										225
S511	16	2'-10"	STR.										47
S512	8	1'-5"	STR.										12
S513	24	5'-7"	133	1'-6"	2'-7"	1'-6"	8 5/8"				2 1/2"		140
S514	8	43'-10"	STR.										366
S515	16	3'-1"	STR.										51
S516	8	1'-2"	STR.										10
S517	24	9'-1"	103	3'-0"	3'-1"	3'-0"					2 1/2"		227
S518	40	15'-3"	107	4'-1"	3'-1"						2 1/2"	5 1/2"	636
S401	43	334'-1"	STR.	Includes 6 - 2'-0" Laps									9883
S402	321	42'-2"	STR.										9042
S403	22	21'-11" Avg.	STR.										322
S404	2	43'-9"	STR.										58
SUBTOTAL = 101,263 LBS.													
RAIL ON SLAB													
S591	1332	5'-8"	104	2'-10"	2'-10"						3 3/4"		7873
S592	4	10'-0"	STR.										42
S593	24	347'-3"	STR.	Includes 6 - 2'-6" Laps									8692
S594	4	227'-3"	STR.	Includes 4 - 2'-6" Laps									948
S390	448	3'-10"	103	1'-6"	10"	1'-6"					1 1/2"		646
S391	666	5'-4"	107	1'-6"	10"						1 1/2"	4"	1336
SUBTOTAL = 19,537 LBS.													
TOTAL = 120,800 LBS.													

BAR SETS				
MARK	MAX. LENGTH	MIN. LENGTH	NO. OF SETS	BARS PER SET
S503	42'-2"	1'-8"	2	12
S403	42'-2"	1'-8"	2	11

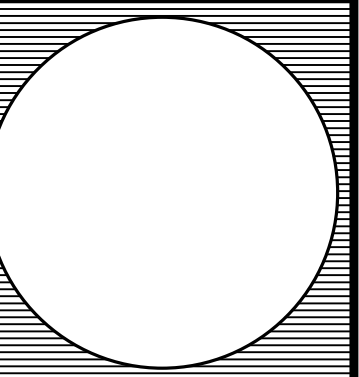
NOTE: FOR PIN DIAMETERS, HOOK LENGTHS & BENDING DIAGRAMS SEE SHEET 37 OF 37.

PROJECT NUMBER
RRZ-TMT-1705(3)

SHEET NO.
S33

C.N. 61457

STRUCTURE NUMBER
U141528108



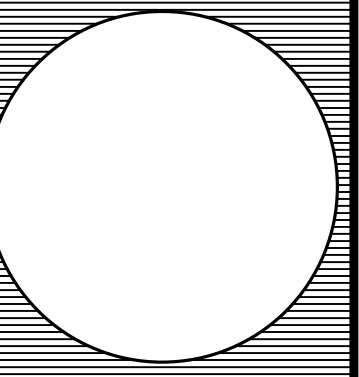
BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
BILL OF BARS - SUPERSTRUCTURE

LOCATION LEXINGTON
SKEW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93
DATE JULY 2023
CHECKED BY JFE
DETAILED BY GRB

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DESIGNED BY JHG

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



SPECIAL PLAN NO.
1

33
37

Sta. 140+78.46
Grade Elev. 2413.19
End of Approach Slab

Sta. 141+28.46
Abutment No. 1
@ End of Floor

Sta. 144+61.04
Abutment No. 2
@ End of Floor

Sta. 145+11.04
Grade Elev. 2407.34
End of Approach Slab

PROJECT NUMBER
RRZ-TMT-1705(3)

SHEET NO.
S34

C.N. 61457
STRUCTURE NUMBER
U141528108

BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
APPROACH SLAB DETAILS

LOCATION LEXINGTON
SKEW 15°-42' 15.1" RHB
RDWAY 40'-0"
DESIGN LIVE LOAD HL-93
DATE JULY 2023
CHECKED BY JFE
DETAILED BY GRB

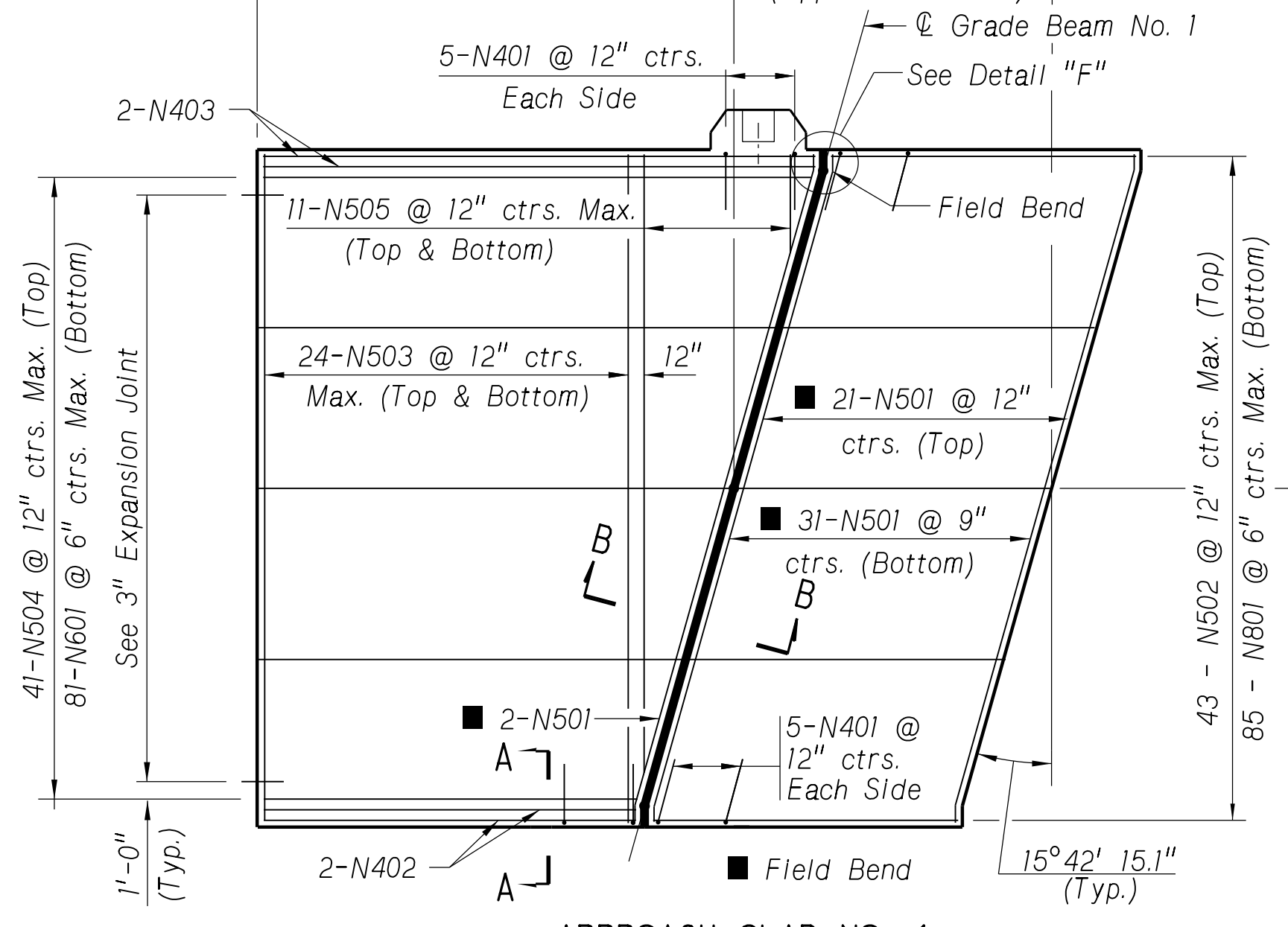
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DESIGNED BY JHG

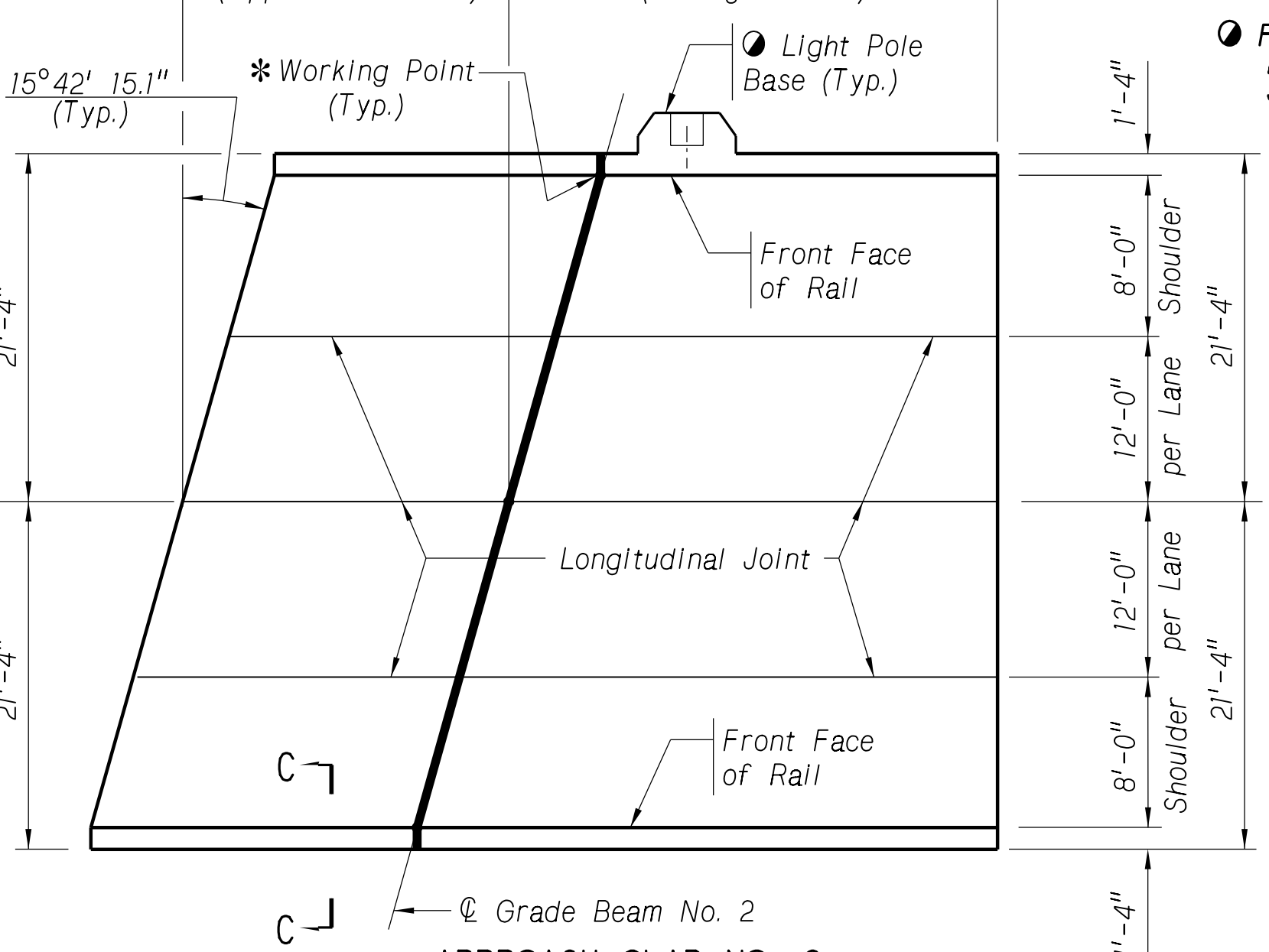
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO.
1

34
37

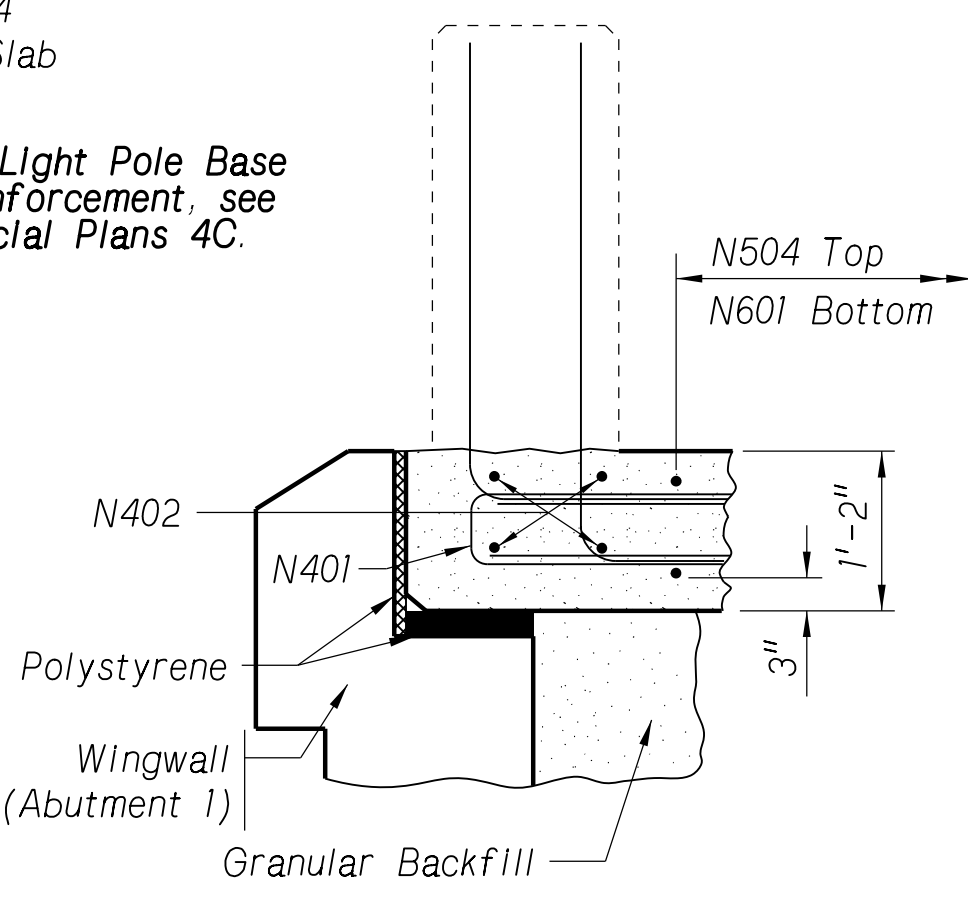


APPROACH SLAB NO. 1
SHOWING REINFORCING

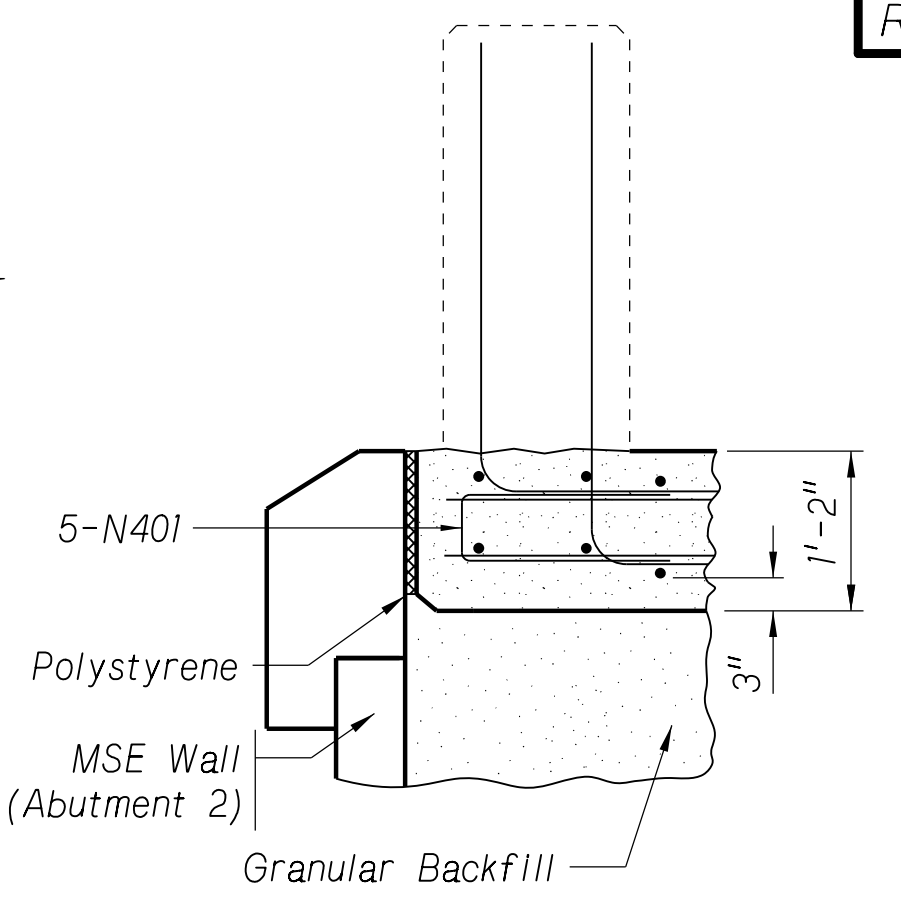


APPROACH SLAB NO. 2
SHOWING DIMENSIONS

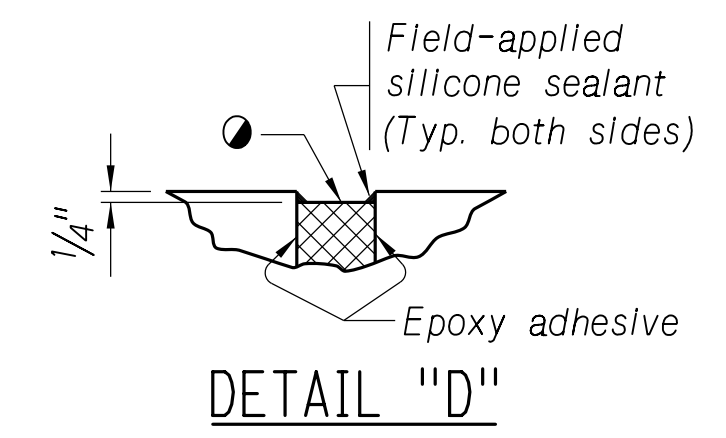
GENERAL PLAN OF APPROACH SLABS
Not to Scale



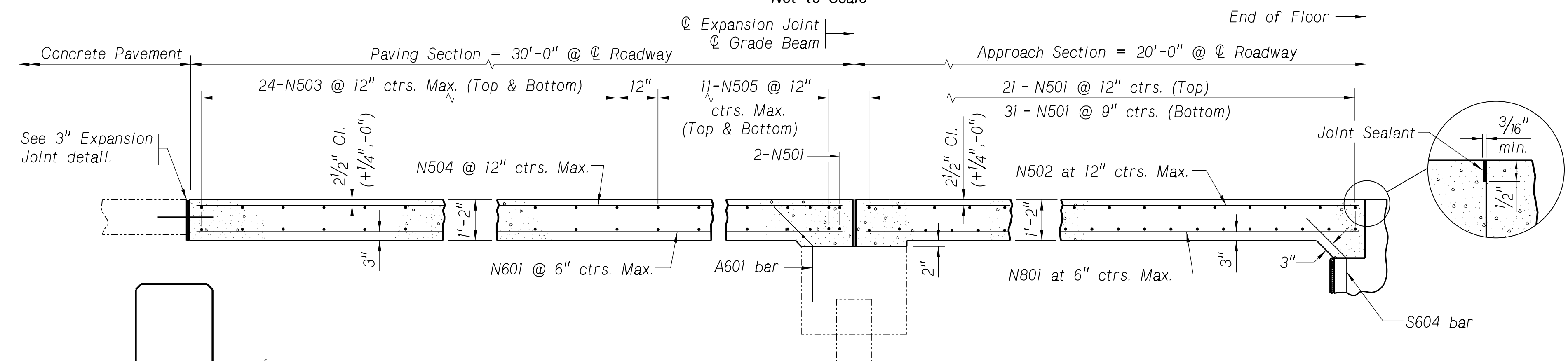
SECTION A-A
Not to Scale



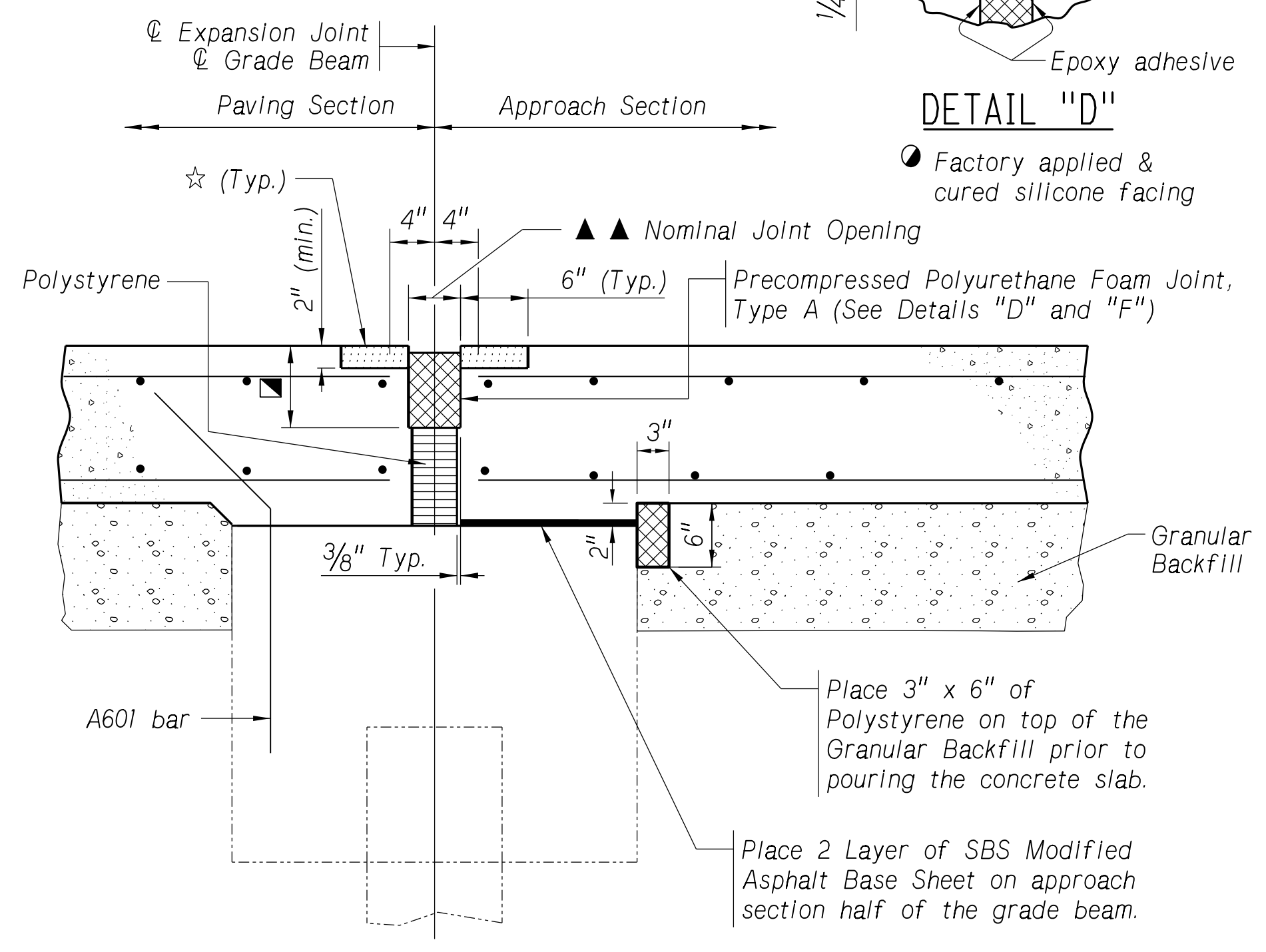
SECTION C-C
Not to Scale



DETAIL "D"



LONGITUDINAL SECTION
Not to Scale

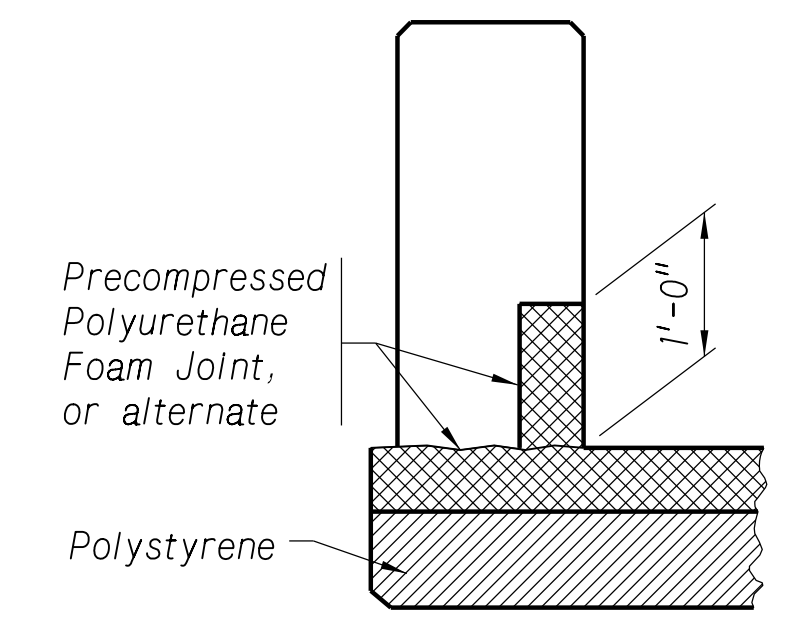


SECTION B-B
Not to Scale

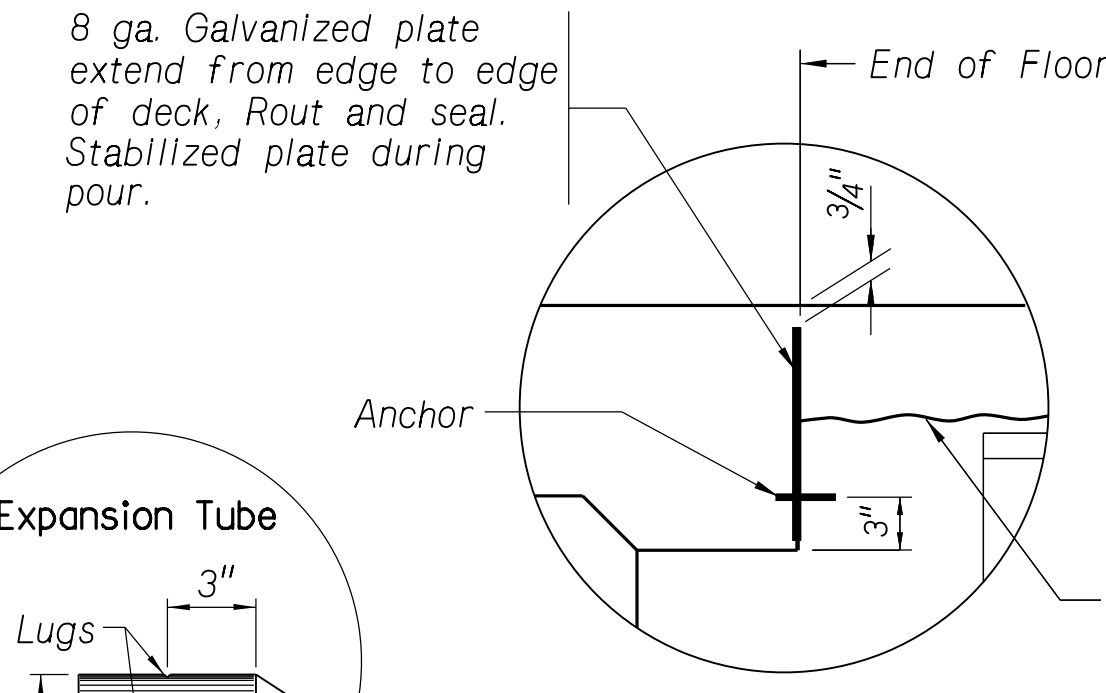
PPF JOINT ORDER SIZE ▲	2.25"
ABUTMENT TEMPERATURE RANGE DURING POUR	▲▲ OPENING
35° - 45°	2.25"
45° - 55°	2.00"
55° - 75°	1.75"
75° - 85°	1.5"

NOTES:

- Concrete Rail Width = 1'-2". See Sheets 35 & 36 of 37 for placement of rail reinforcement.
- See Standard Specifications for tining and finishing of approach slabs.
- SBS MODIFIED ASPHALT base sheets and all other miscellaneous items shall be considered subsidiary to the pay item, CONCRETE FOR PAVEMENT APPROACHES CLASS 47BD-4000.
- SBS MODIFIED ASPHALT base sheets shall be modified bitumen roofing material, with a minimum thickness of 0.090 inch and a minimum weight of 60 lbs. per 100 sq. feet.
- LONGITUDINAL JOINTS shall be 1/2" deep and placed in the paving and approach slabs in accordance with section 603.03 paragraph 8 of the Standard Specifications. Contractor shall exercise care not to damage reinforcing steel placed in the top layer of the slabs.
- The expansion gap between approach section and paving section shall be cleaned of all foreign matter before the installation of the expansion device or the filler material.
- ☆ Bridge Joint Nosing shall be one of the products found in the Approved Product List. Follow all manufacturer recommendations. Bridge Joint Nosing Material shall run from front face of rail to front face of rail.
- ☑ This depth is to be determined by preformed joint manufacturer.
- ▲▲ Nominal Joint Opening at time of pour
- ▲ PPF Joint material size to be ordered for a 50° opening +1/4"
- * Working points are located at the intersection of the edge of clear roadway and Grade Beam.

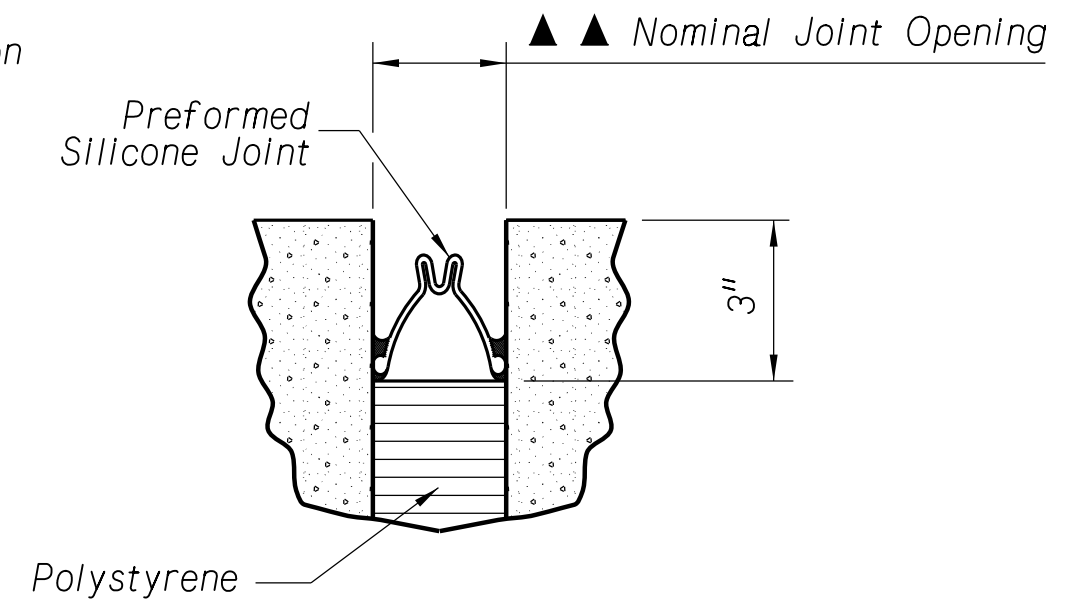


DETAIL "F"



ALTERNATE JOINT DETAIL
AT END OF FLOOR

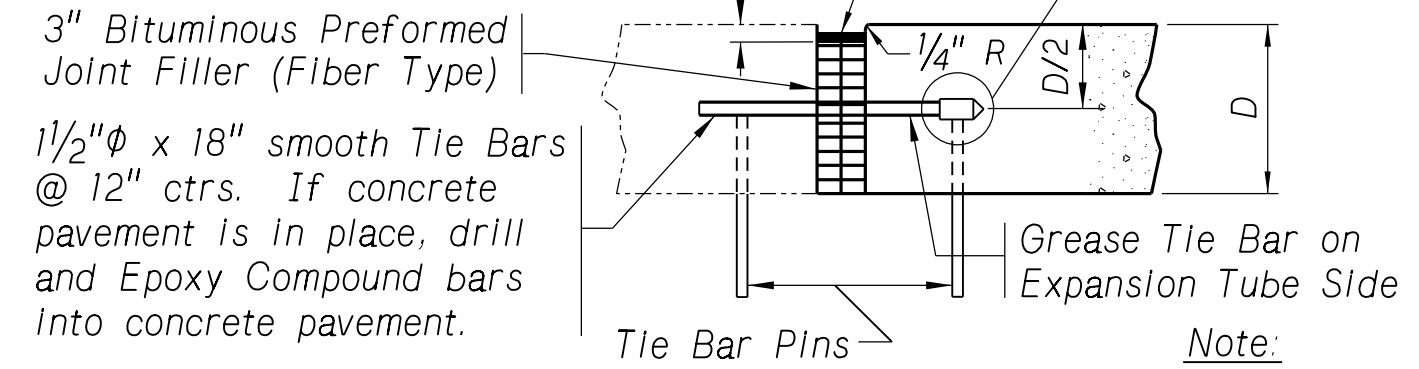
To be used if approach slab is poured continuous with bridge deck.



ALTERNATE DETAIL FOR EXPANSION JOINT
AT GRADE BEAM

(Preformed Silicone Joint Substitution for Precompressed Polyurethane Foam)

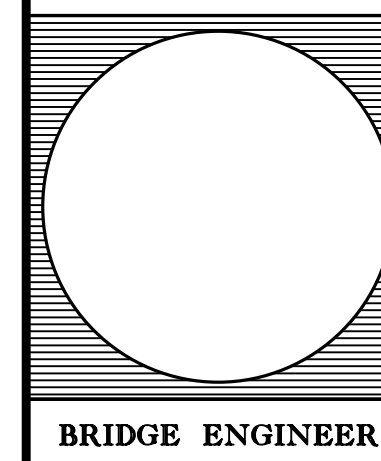
LONGITUDINAL JOINT
Not to Scale



3" EXPANSION JOINT
Not to Scale

Note:
Use D/2 of Roadway Pavement if less than D/2 of Paving Section.

BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:06 File: 61457-qs01.dgn

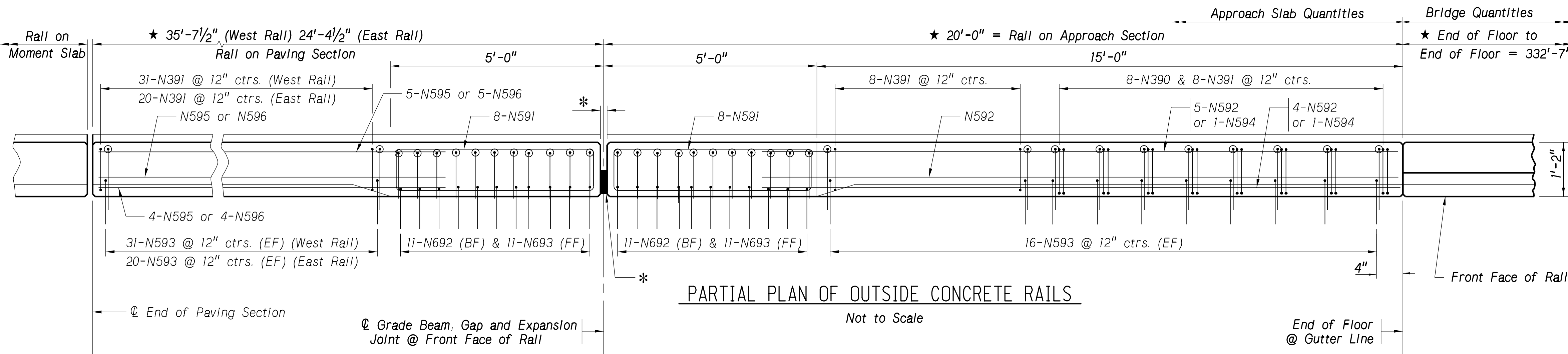
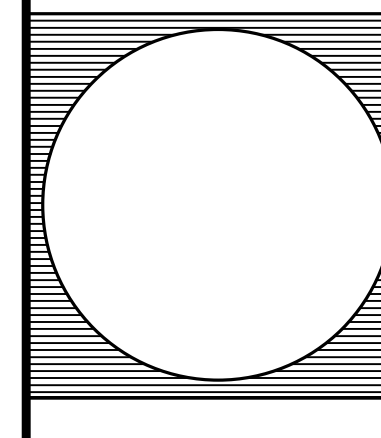


BRIDGE ENGINEER

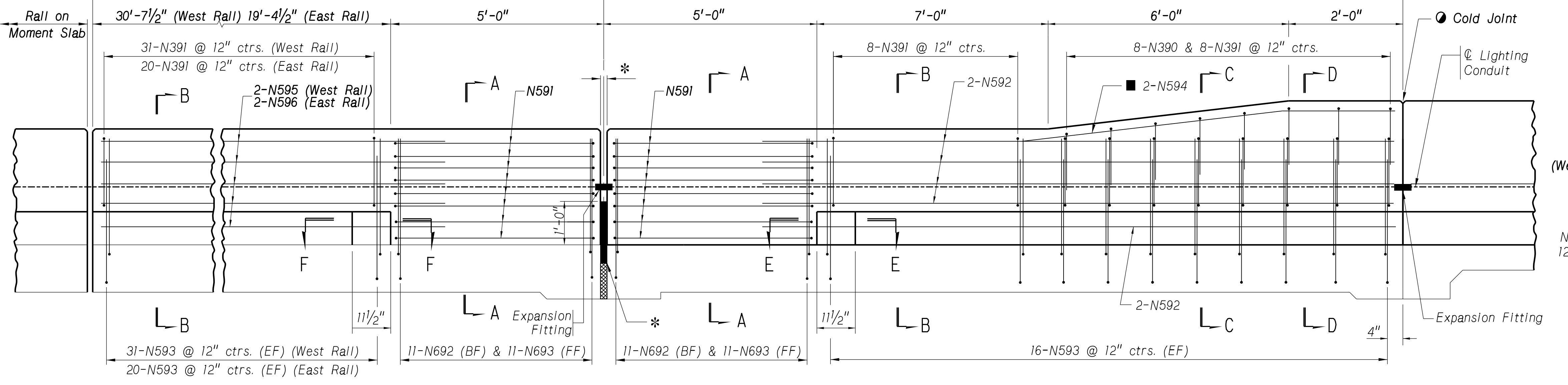
330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
CONCRETE RAIL ON APPROACH SLAB 1
DATE: JULY 2023
CHECKED BY: JFE

LOCATION: LEXINGTON
SKW: 15° 42' 15.1" RHB
ROADWAY: 40'-0"
DESIGN LIVE LOAD: HL-93
COUNTY: DAWSON
HWY. NO.: RD-435
REF. POST.
STA.: 142+95.00
DESIGNED BY: JHG
DETAILED BY: GRB

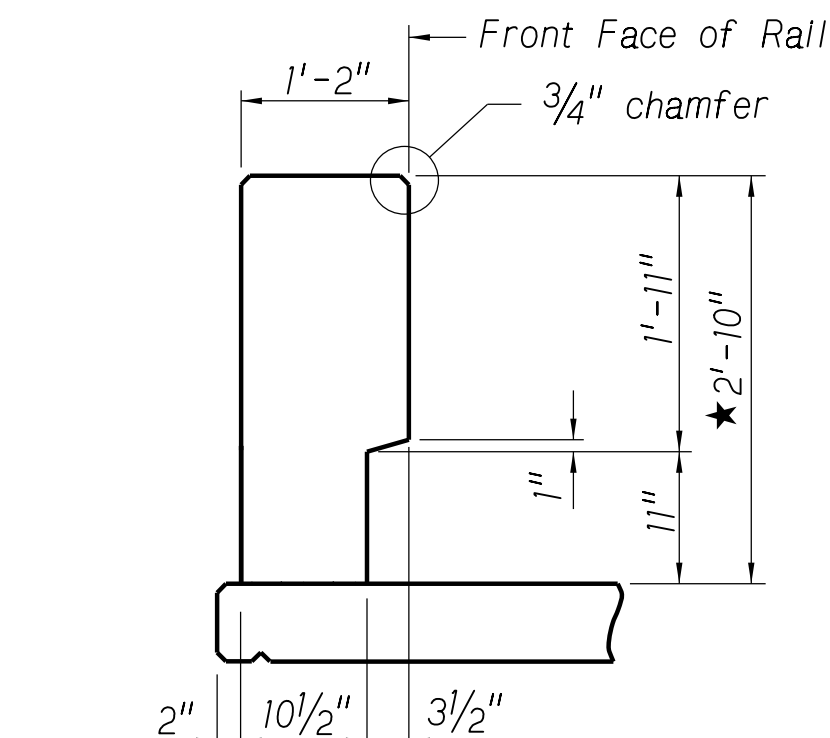
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



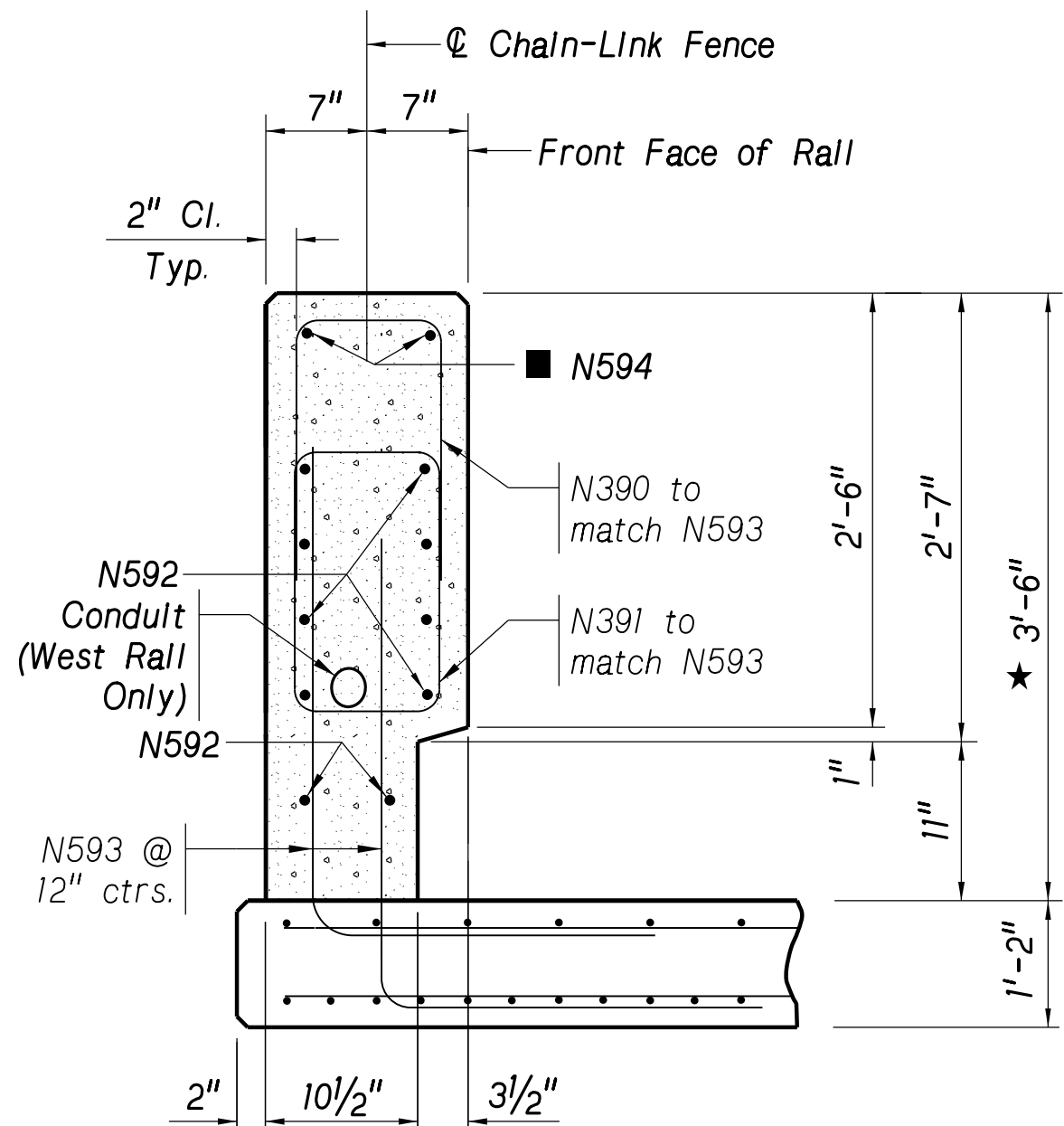
PARTIAL PLAN OF OUTSIDE CONCRETE RAILS
Not to Scale



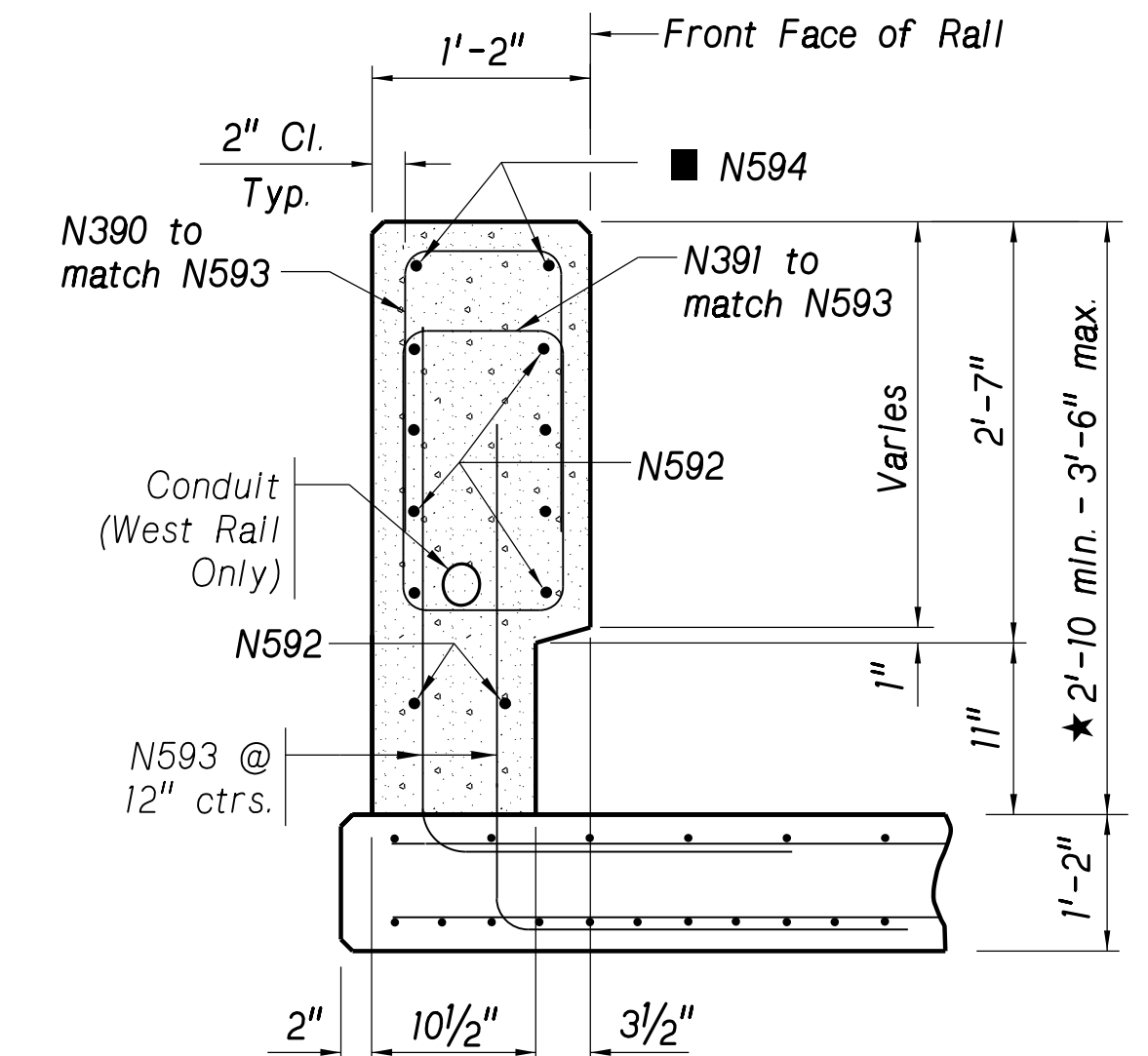
PARTIAL ELEVATION OF OUTSIDE CONCRETE RAILS
Not to Scale



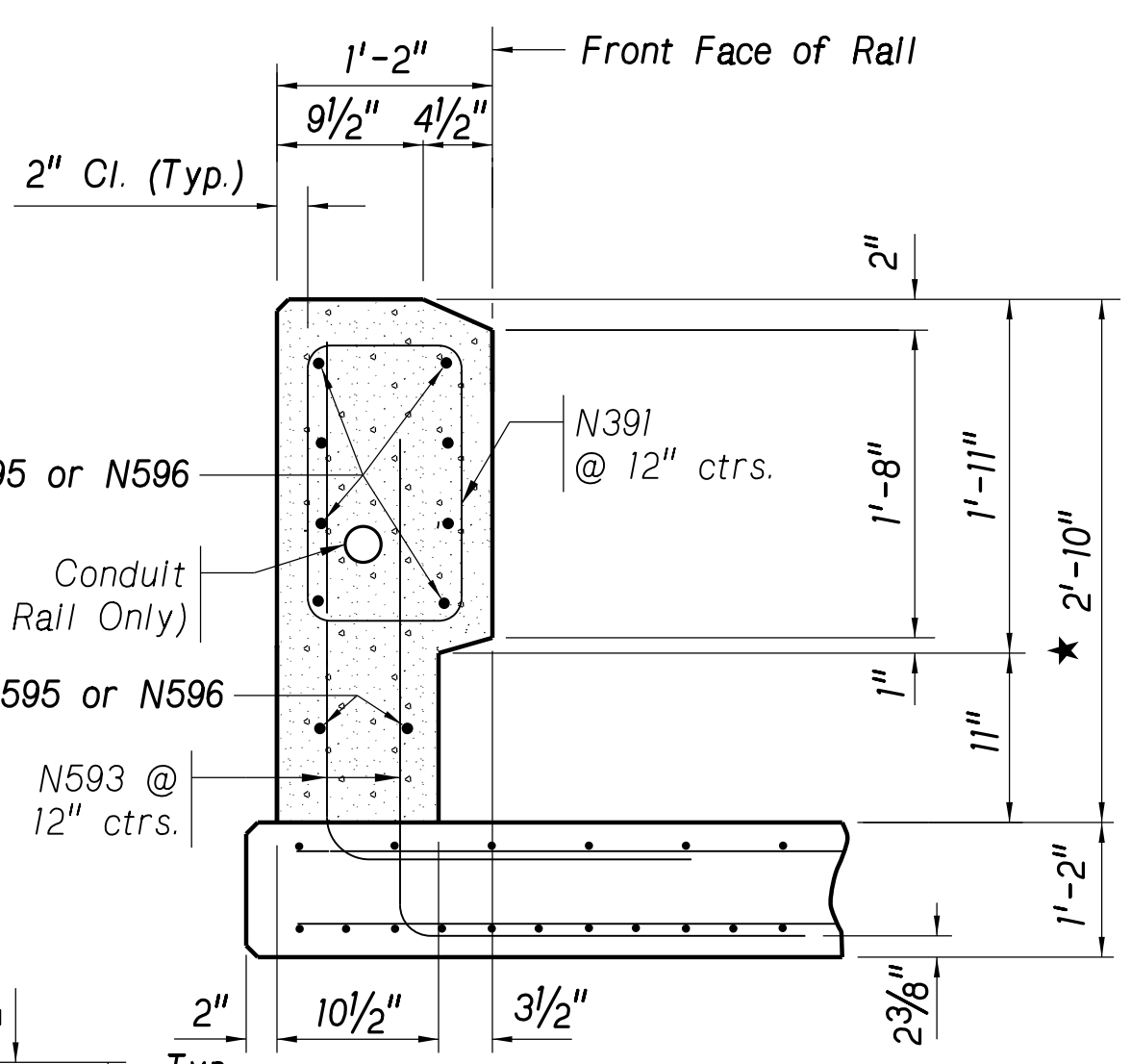
ALTERNATE CHAMFER DETAIL
Not to Scale



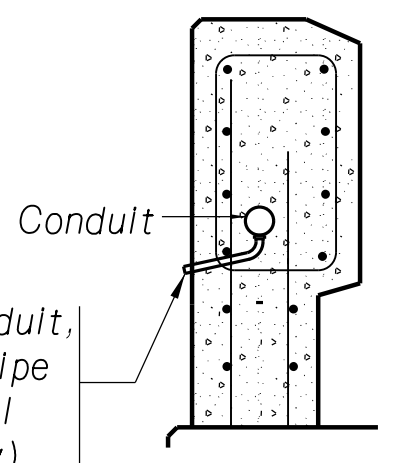
SECTION D-D
Not to Scale



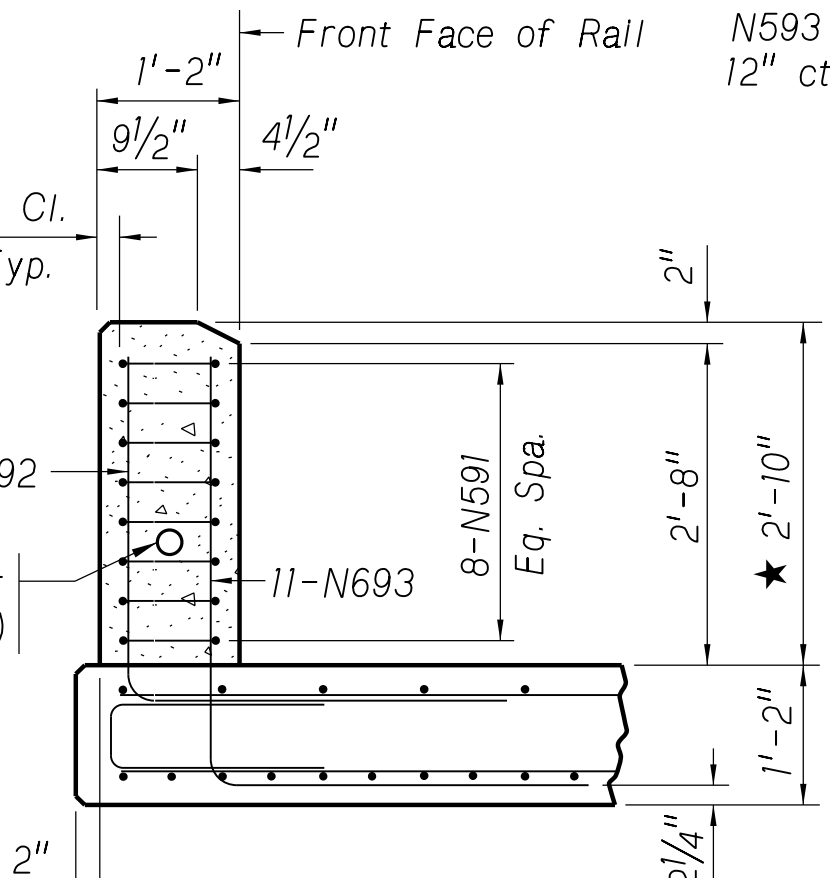
SECTION C-C
Not to Scale



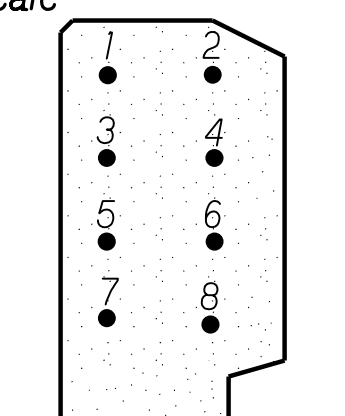
SECTION B-B
Not to Scale



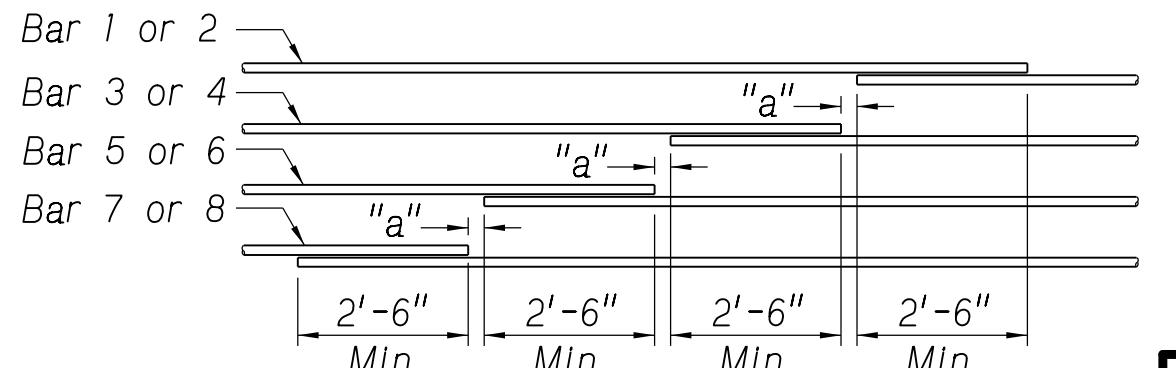
DRAIN PIPE DETAIL
Not to Scale



SECTION A-A
Not to Scale



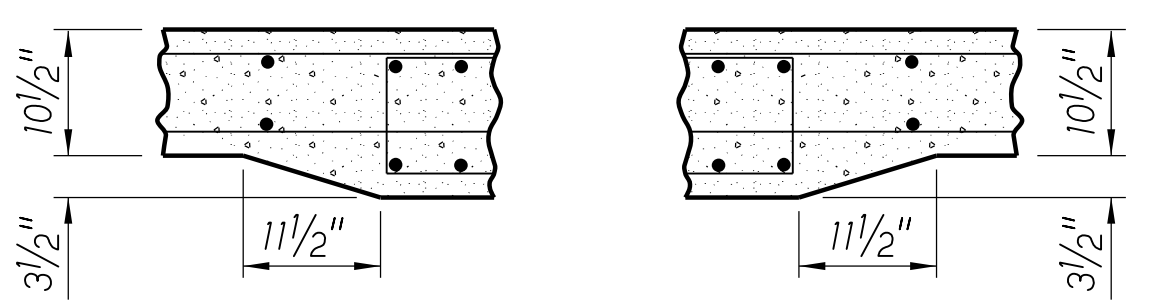
RAIL SECTION
See Lap Detail



LAP DETAIL
"a" ≥ Zero

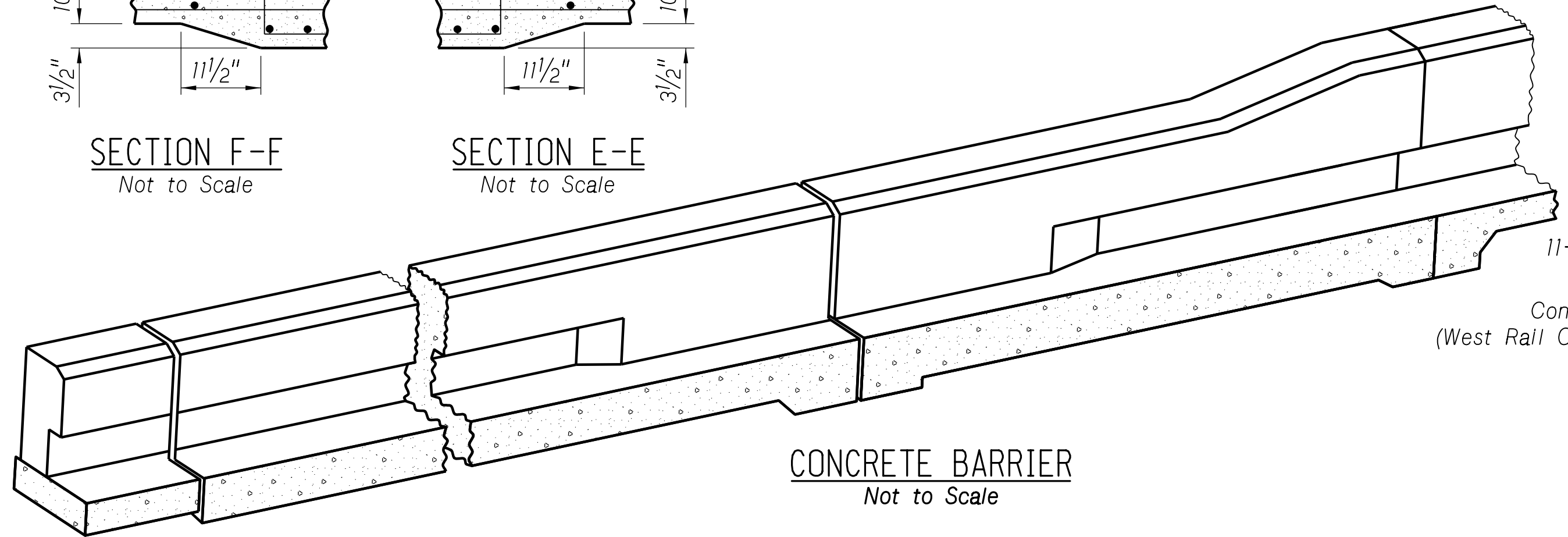
NOTES

- Circled bars indicate placement in the top layer of slab reinforcement.
- ★ Measured at front face of rail.
- Field Bend to clear Transition.
- Steel forms are required when using the 4 1/2" rail chamfer.
- ** Place at least one at all low spots.
- * Joint material and opening width shall match what is shown on Approach Slab sheet, see sheet 34 of 37.
- When pouring concrete rails, a mandatory chamfered cold joint must be formed at the end of floor.
- For Rail Bill of Bars on Approach Slab see sheet 37 of 37.
- (EF) = Each Face (FF) = Front Face (BF) = Back Face



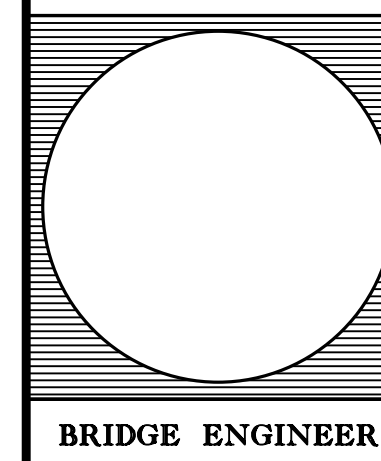
SECTION F-F
Not to Scale

SECTION E-E
Not to Scale



CONCRETE BARRIER
Not to Scale

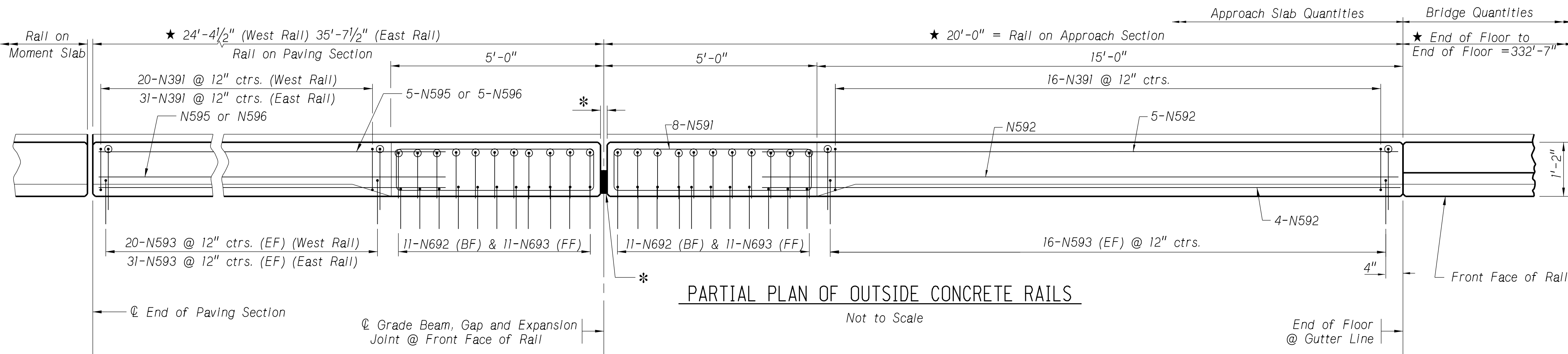
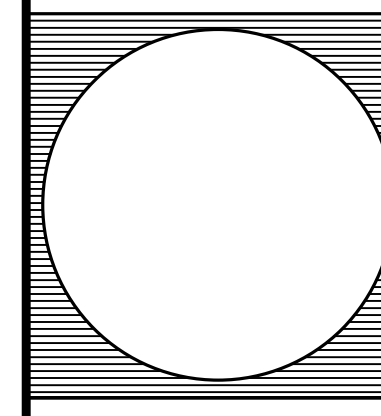
BRIDGE DIVISION. Computer: 2K2F5M3 Date: 19-JUL-2023 07:06 File: 61457-cr02.dgn



330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
CONCRETE RAIL ON APPROACH SLAB 2

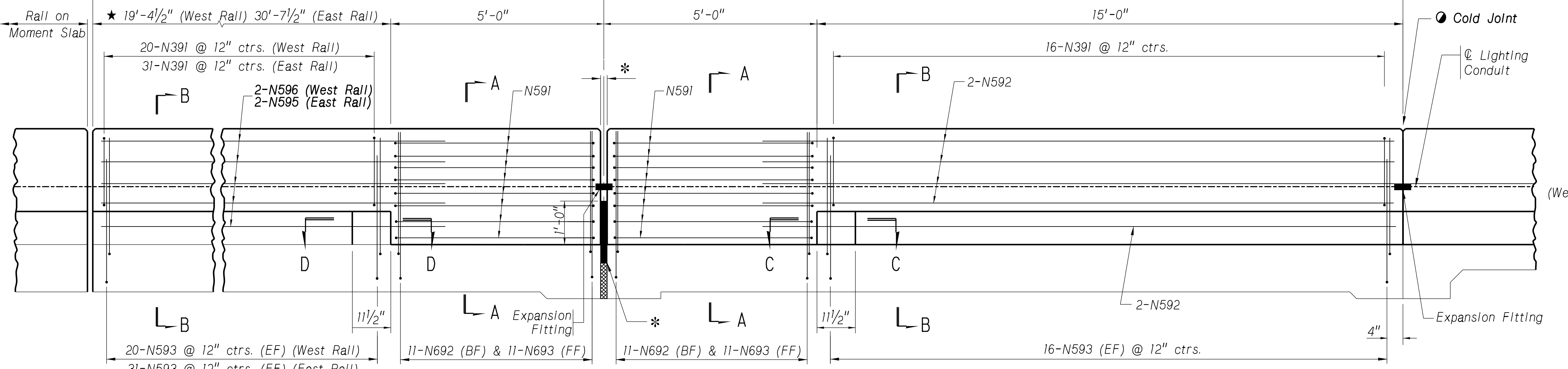
LOCATION LEXINGTON
SKEW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93
COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
DATE JULY 2023
CHECKED BY JFE
DETAILED BY GRB

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN OF OUTSIDE CONCRETE RAILS

Not to Scale

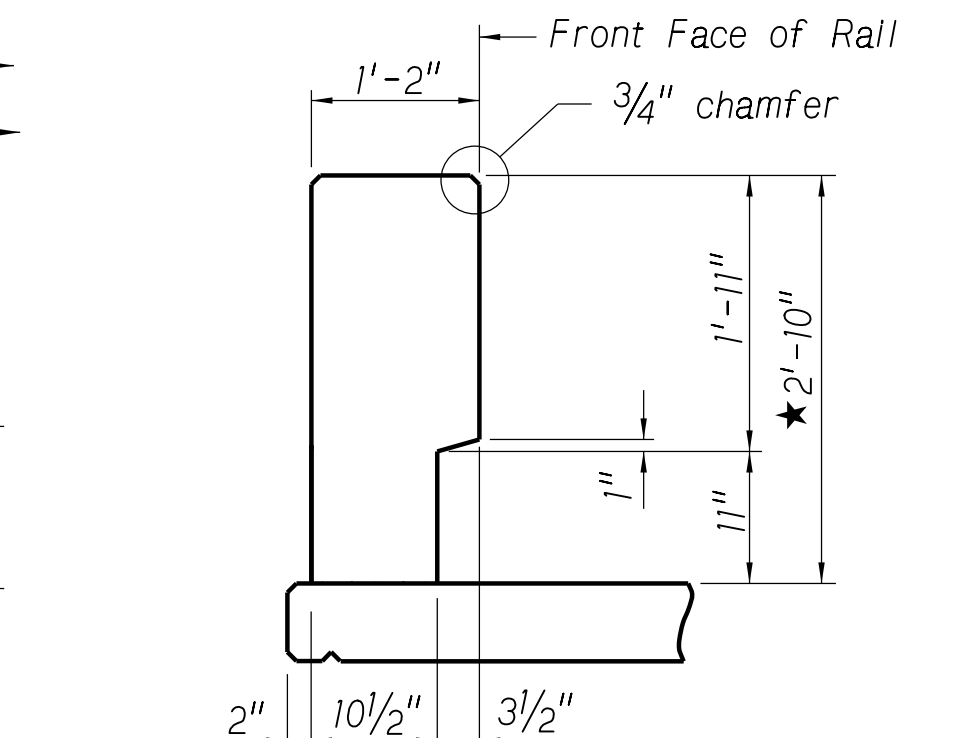


PARTIAL ELEVATION OF OUTSIDE CONCRETE RAILS

Not to Scale

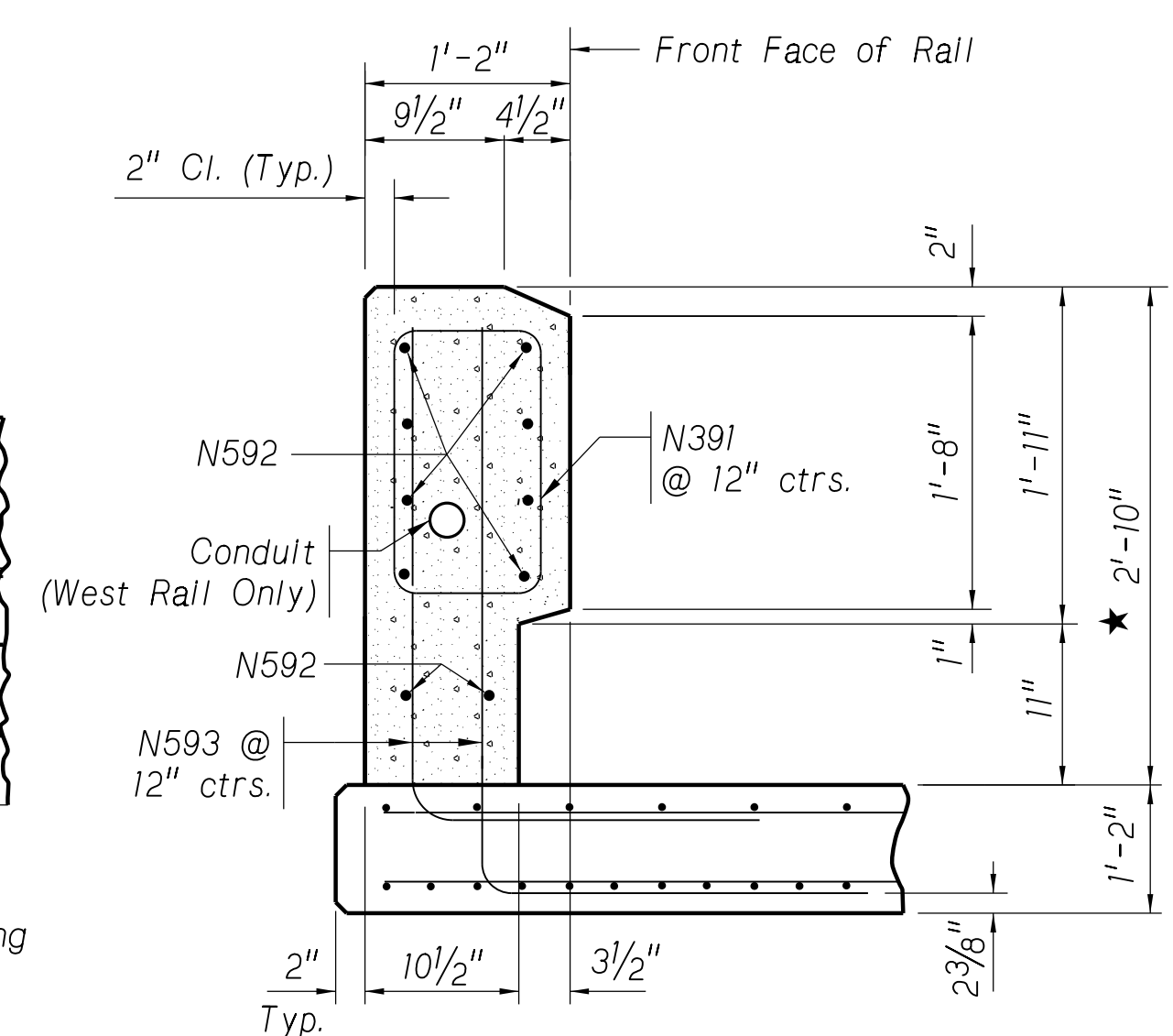
NOTES

- Circled bars indicate placement in the top layer of slab reinforcement.
- ★ Measured at front face of rail.
- Steel forms are required when using the 4 1/2" rail chamfer.
- ** Place at least one drain at all low spots.
- * Joint material and opening width shall match what is shown on Approach Slab sheet, see sheet 34 of 37.
- When pouring concrete rails, a mandatory chamfered cold joint must be formed at the end of floor.
- For Rail III of Bars on Approach Slab see sheet 37 of 37.
- (EF) = Each Face (FF) = Front Face (BF) = Back Face



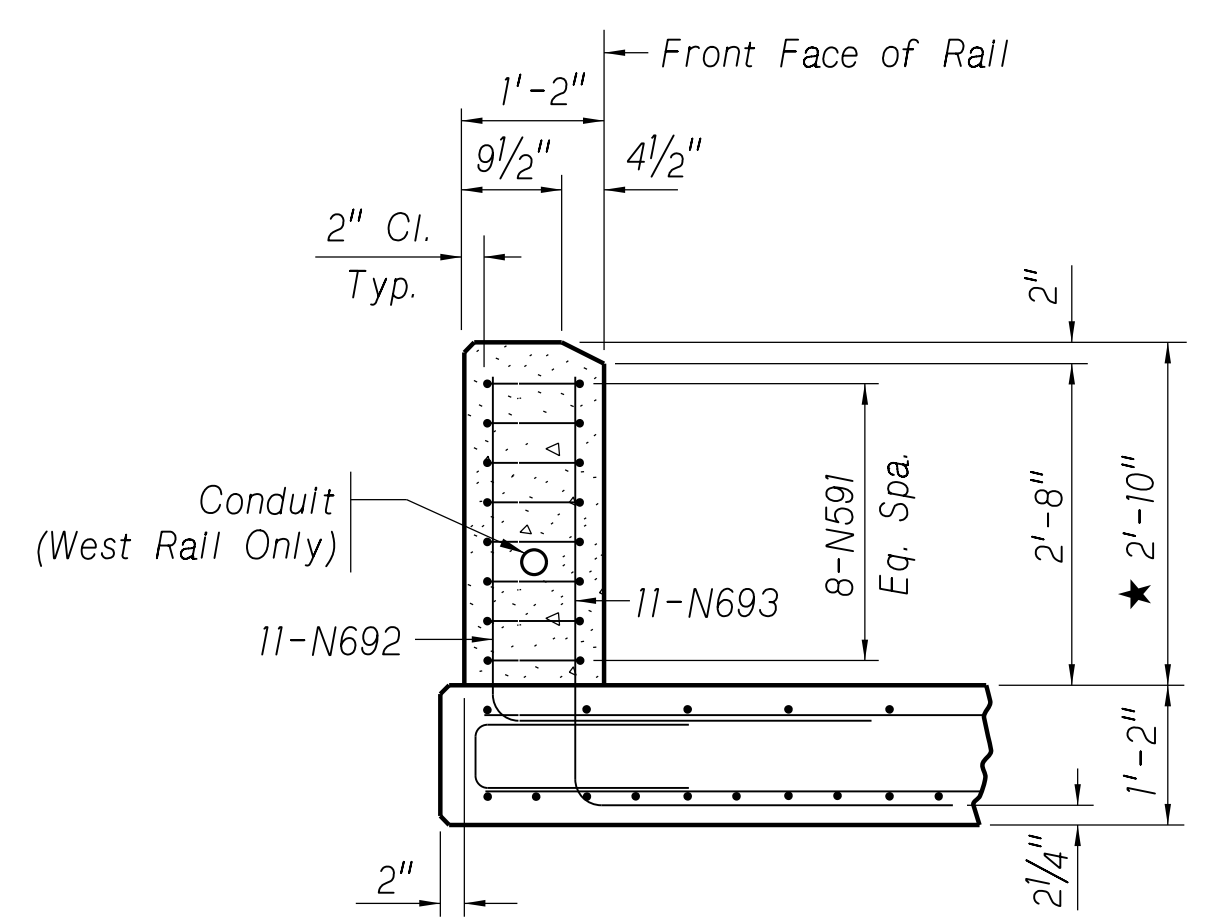
ALTERNATE CHAMFER DETAIL

Not to Scale



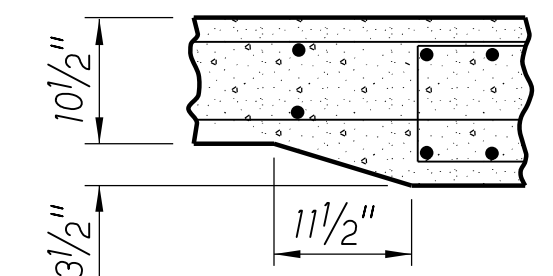
SECTION B-B

Not to Scale



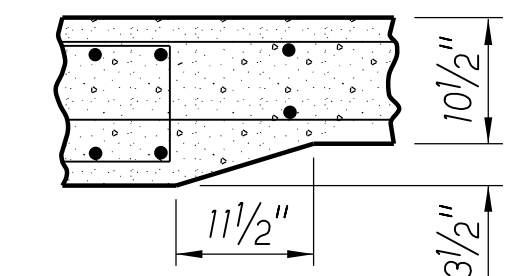
SECTION A-A

Not to Scale



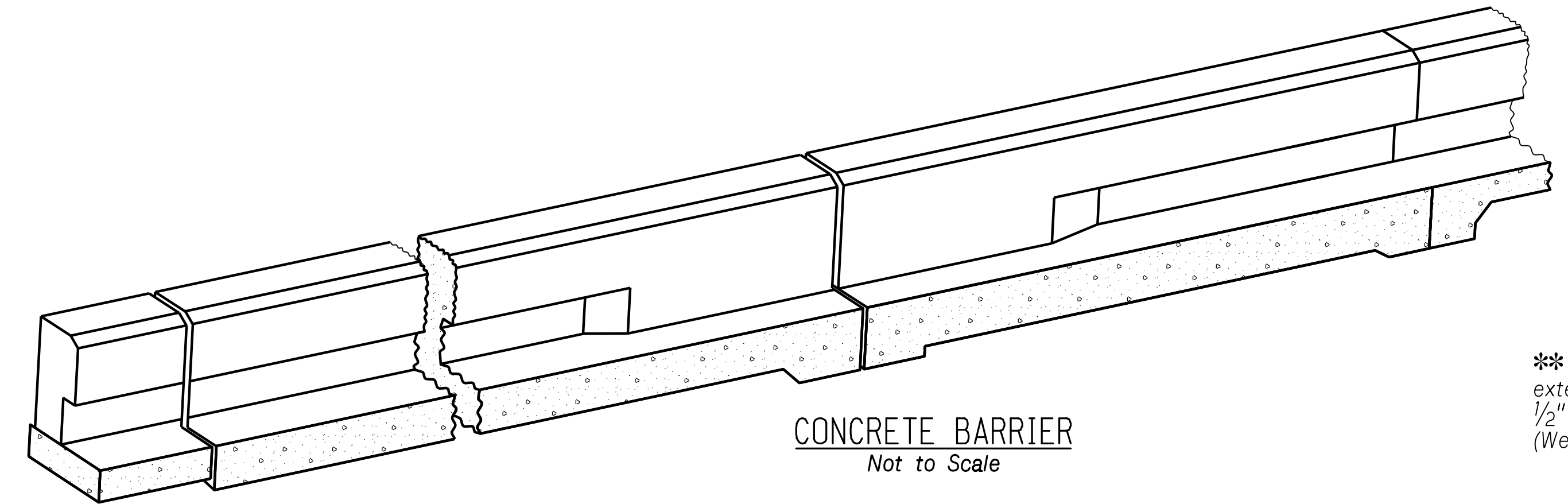
SECTION D-D

Not to Scale



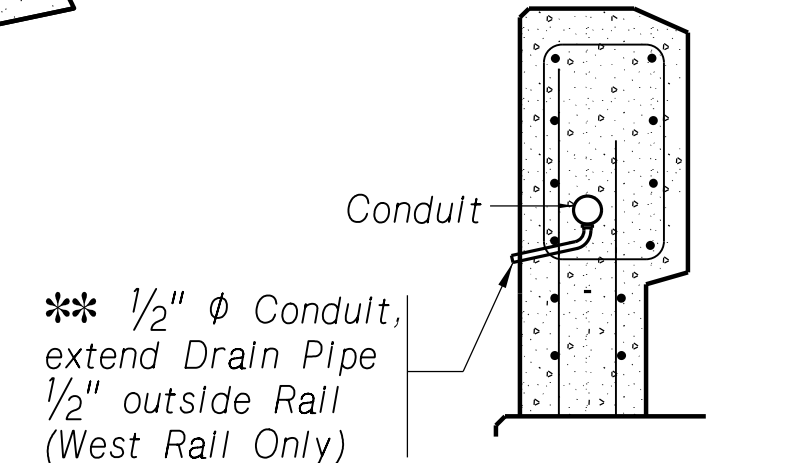
SECTION C-C

Not to Scale



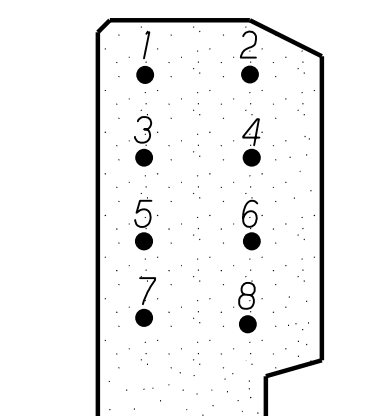
CONCRETE BARRIER

Not to Scale



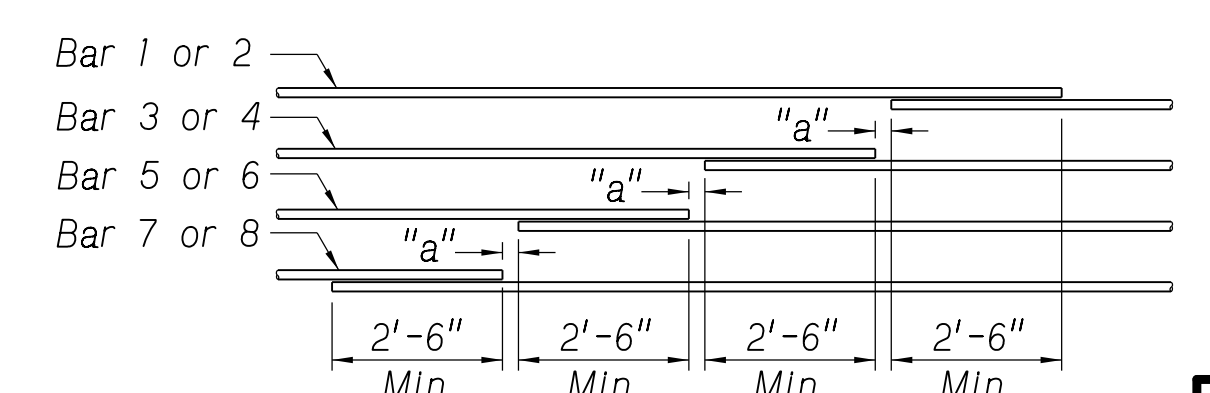
DRAIN PIPE DETAIL

Not to Scale



RAIL SECTION

See Lap Detail



LAP DETAIL

"a" ≥ Zero

BRIDGE DIVISION.

Computer: 2K2F5M3

Date: 19-JUL-2023 07:06

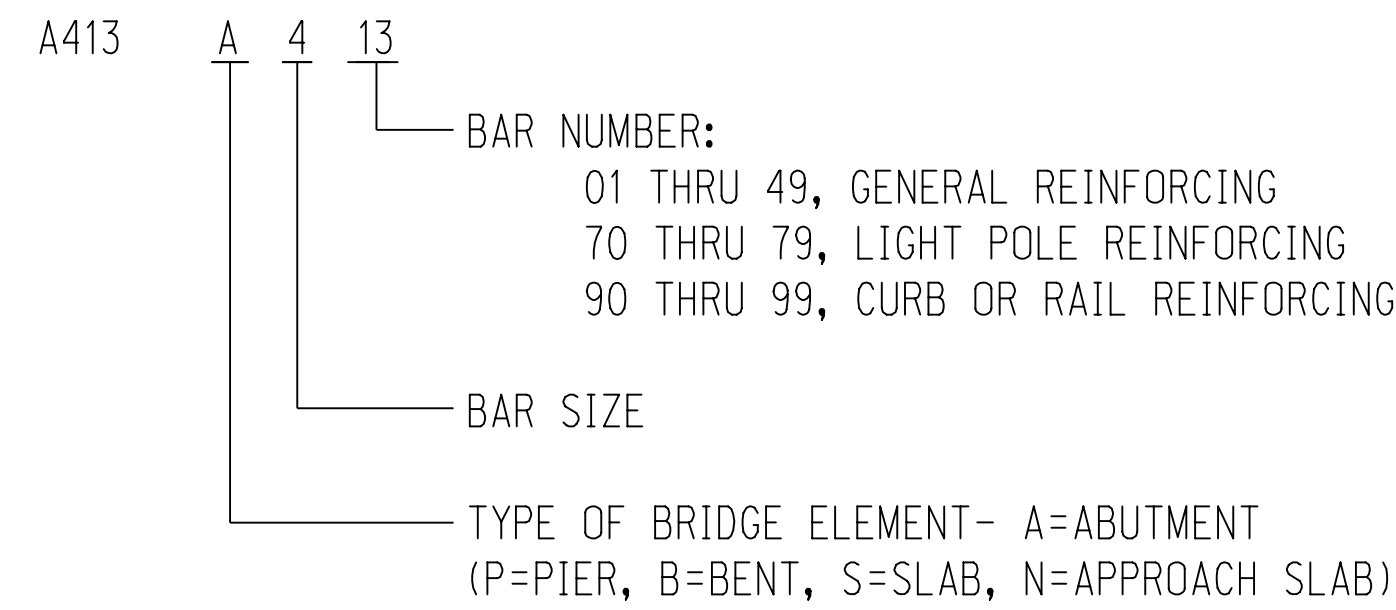
File: 61457-cr03.dgn



BILL OF BARS												WEIGHT	
MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"	PIN	HOOK	LBS	LBS
APPROACH SLABS													
N801	170	19'-5"	STR.										8813
N601	162	29'-4" Avg.	STR.										7138
N501	108	43'-8"	STR.										4919
N502	86	19'-5"	STR.										1742
N503	96	42'-2"	STR.										4222
N504	82	29'-4" Avg.	STR.										2509
N505	44	20'-3" Avg.	STR.										929
RAIL ON APPROACH SLABS													
N401	40	6'-7"	103	3'-0"	7"	3'-0"					2"		176
N402	8	23'-8"	STR.										126
N403	8	35'-0"	STR.										187
												SUBTOTAL = 30,761 LBS.	
N692	88	5'-8"	104	2'-10"	2'-10"						4 1/2"		749
N693	88	7'-0"	104	3'-6"	3'-6"						4 1/2"		925
N591	64	11'-9"	107	4'-7"	10"						2 1/2"	5 1/2"	784
N592	40	17'-0"	STR.										709
N593	332	5'-8"	104	2'-10"	2'-10"						3 3/4"		1962
N594	4	9'-0"	STR.										38
N595	20	32'-0"	STR.										668
N596	20	21'-0"	STR.										438
N390	16	3'-10"	103	1'-6"	10"	1'-6"					1 1/2"		23
N391	166	5'-4"	107	1'-6"	10"						1 1/2"	4"	333
												SUBTOTAL = 6,629 LBS.	
TOTAL = 37,390 LBS.													

BAR SETS				
MARK	MAX. LENGTH	MIN. LENGTH	NO. OF SETS	BARS PER SET
N601	35'-0"	23'-8"	2	81
N504	35'-0"	23'-8"	2	41
N505	39'-0"	1'-6"	2	22

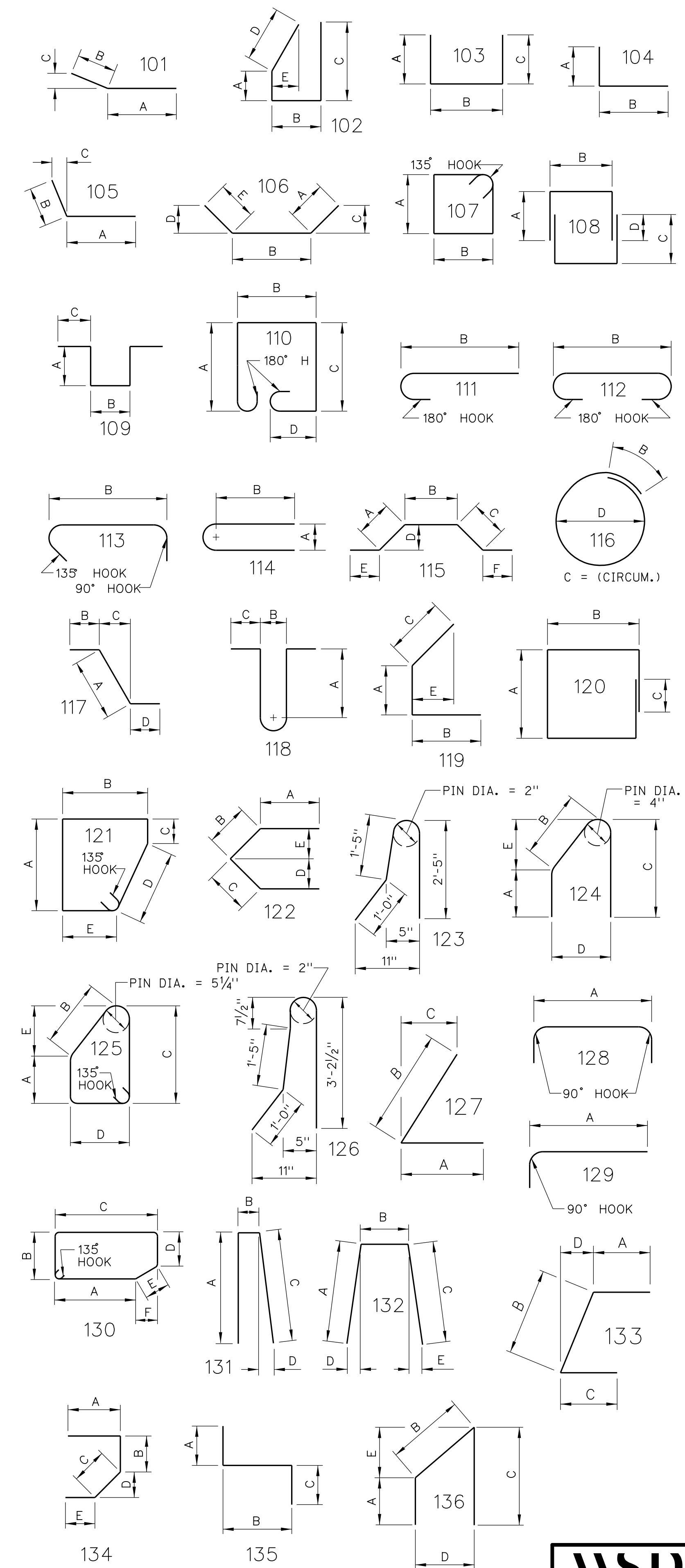
BAR MARK



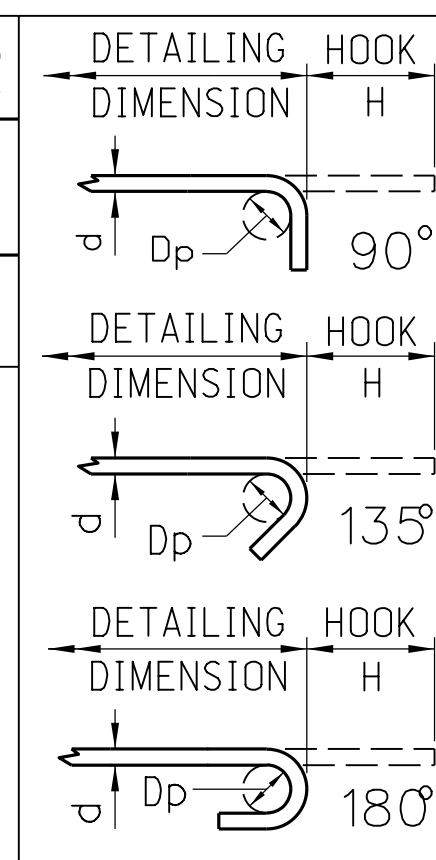
THE NUMBER OF LAP SPLICES ARE CALCULATED BASED ON 60'-0" LENGTHS OF REINFORCING STEEL BARS.
SPLICES ON BARS SHORTER THAN 60'-0" WILL REQUIRE ADDITIONAL LAP SPLICES AT NO ADDITIONAL EXPENSE TO NDOT.

BENDING DIAGRAMS

ALL DIMENSIONS ARE OUT TO OUT & NOT TO SCALE
ALL REINFORCING STEEL SHALL BE EPOXY COATED



STANDARD HOOK LENGTH					PIN DIAMETER			
PRIMARY STRESS BARS		STIRRUPS & TIES			PRIMARY STRESS		STIRRUPS & TIES	
BAR SIZE	HOOK H	BAR SIZE	HOOK H	BAR SIZE	Dp	BAR SIZE	Dp	
4	8"	3	4"	4	3"	3	1 1/2"	
5	10"	4	4 1/2"	5	3 3/4"	4	2"	
6	12"	5	6"	6	4 1/2"	5	2 1/2"	
7	15"	6	12"	7	5 1/4"	6	4 1/2"	
8	17"	7	14"	8	6"	7	5 1/4"	
9	19"	8	16"	9	9 1/2"	8	6"	
10	23"	d = BAR SIZE		10	11"			
11	24"	Dp = PIN DIAMETER		11	12"			



PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S37

C.N.	61457
STRUCTURE NUMBER	U141528108
BRIDGE ENGINEER	

330'-6" 2-SPAN
CONCRETE GIRDER BRIDGE
BILL OF BARS - APPROACHES

LOCATION LEXINGTON
SKW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93

COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00

DATE JULY 2023
CHECKED BY JFE
DETAILED BY GRB

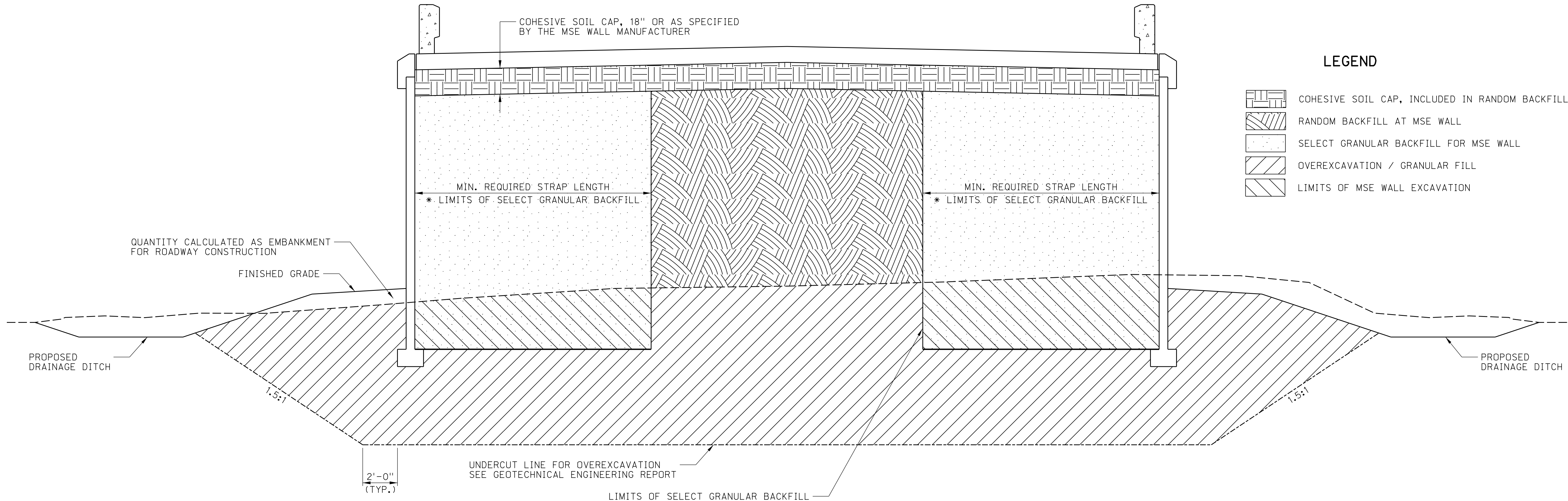
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

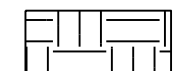



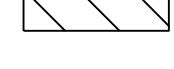
SPECIAL PLAN NO.	37
1	37



ROADWAY DESIGN DIVISION



LEGEND

	COHESIVE SOIL CAP, INCLUDED IN RANDOM BACKFILL
	RANDOM BACKFILL AT MSE WALL
	SELECT GRANULAR BACKFILL FOR MSE WALL
	OVEREXCAVATION / GRANULAR FILL
	LIMITS OF MSE WALL EXCAVATION

TYPICAL MSE WALL EARTHWORK SECTION
(NOT TO SCALE)

MECHANICALLY STABILIZED EARTH (MSE) WALL NOTES:

THE ITEM "CONCRETE FACE PANELS" IS MEASURED FROM TOP OF COPING TO TOP OF LEVELING PAD.

REINFORCING STEEL FOR COPING SHALL BE SUBSIDIARY TO THE PAY ITEM "COPING".

MSE WALLS SHALL UTILIZE CONCRETE FACING PANELS. MSE WALL MANUFACTURER SHALL BE SELECTED FROM THE NDOT APPROVED PRODUCTS LIST.

FOR ABUTMENT AND GRADE BEAM PILE LOCATIONS, SEE BRIDGE PLANS.

FOR GEOTECHNICAL INFORMATION, SEE SHEET D.

ALL PREFORMED JOINT FILLER SHOWN SHALL BE SUBSIDIARY TO THE PAY ITEM "CONCRETE FACE PANELS".

WARP FILL SLOPE AROUND BLUNT ENDS OF WALL.

FORM LINER:

THE FRONT FACE OF THE MSE WALL SHALL BE TEXTURED USING SYMONS FORM LINERS FRACTURED GRANITE PATTERN (P/C30611 OR P/C30907), OR FITZGERALD FORM LINERS PATTERN NO. 16980 OR AN APPROVED EQUAL.

* MINIMUM REQUIRED STRAP LENGTH	
WALL HEIGHT (H)	MINIMUM REINFORCEMENT LENGTH
GREATER THAN 16 FT	0.8xH
9 TO 16 FT	0.9xH
LESS THAN 9 FT	8 FT

SUMMARY OF QUANTITIES								
WALL NO.	** CONC. FACE PANELS SQ. FT.	COPING LIN. FT.	LEVELING PAD LIN. FT.	*** 21" CORRUGATED METAL PIPE SLEEVES	MSE WALL EXC. CU. YD.	SELECT GRANULAR BACKFILL CU. YD.	**** MSE WALL OVER EXC. CU. YD.	GRANULAR FILL CU. YD.
1	17350	811	810	-	1727	10571	4390	4390
2	16904	799	798	-	1727	10571	4390	4390
3	10956	598	599	-	1201	6246	2570	2570
4	11335	609	611	-	1201	6246	2570	2570
5	1001	45	45	450'	27	185	59	59

** MEASURED FROM CONCRETE LEVELING PAD TO TOP OF COPING

*** SEE BRIDGE PLANS FOR CORRUGATED METAL PIPE LAYOUT

**** CONTRACTOR IS RESPONSIBLE FOR REMOVING SURFICIAL CLAY THAT MAY BE LOWER OR HIGHER THAN THE LIMITS SHOWN IN ROADWAY X-SECTION. QUANTITY SHOWN IS BASED ON THE LIMITS SHOWN IN THE X-SECTION. GEOTECHNICAL ENGINEER SHALL VERIFY IN THE FIELD THE LIMITS OF OVEREXCAVATION.

OVEREXCAVATION:

CONTROLLED EARTH FILL PLACED AS RANDOM BACKFILL AND COHESIVE SOIL CAP SHALL BE CONSTRUCTED OF INORGANIC SELECT LEAN CLAY AND SANDY CLAY SOILS HAVING A PLASTICITY INDEX BETWEEN 10 AND 25. SUITABLE IN-SITU SOILS THAT MEET THE CRITERIA SPECIFIED FOR CONTROLLED EARTH FILL MAY BE USED AS RANDOM BACKFILL AND SOIL COHESIVE CAP, HOWEVER, IT SHOULD BE NOTED THAT SOME OF THE EXISTING IN-SITU SOILS ARE HIGH IN MOISTURE CONTENT AND WILL REQUIRE THE IMPLEMENTATION OF DRYING METHODS TO ACHIEVE A MOISTURE CONTENT NECESSARY FOR PROPER PLACEMENT.

SELECT GRANULAR BACKFILL WIDTH VARIES AS SPECIFIED BY MSE WALL MANUFACTURER. BACKFILL WIDTH WAS ASSUMED TO BE EQUIVALENT TO THE MINIMUM REQUIRED STRAP LENGTH FOR EARTHWORK CALCULATION TO DETERMINE ESTABLISHED QUANTITIES FOR SELECT GRANULAR BACKFILL AND RANDOM BACKFILL AT MSE WALLS.

OVEREXCAVATION TO INSTALL THE MSE WALLS SHALL BE PAID FOR BY THE CUBIC YARD "EXCAVATION OF MSE WALL". OVEREXCAVATION SHALL BE BACKFILLED WITH "GRANULAR FILL" ACCORDING TO SECTION 306 OF NDOT STANDARD SPECIFICATIONS.

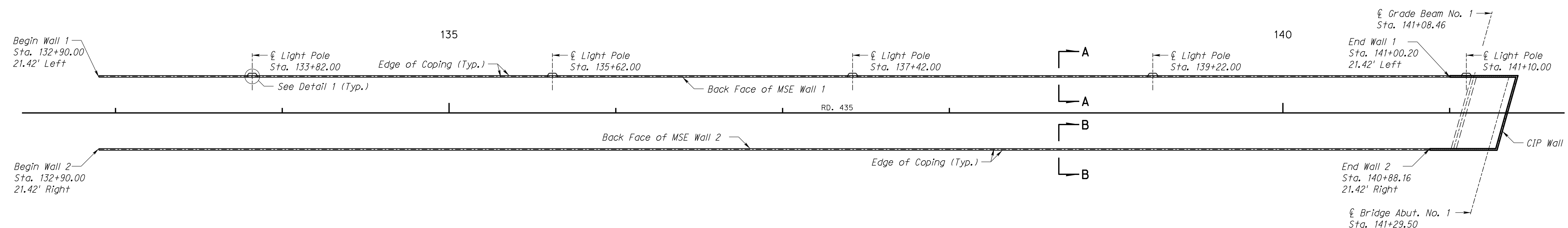
MECHANICALLY STABILIZED
EARTH WALL
SHEET 1 OF 5
SPECIAL PLAN 1C

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es01.dgn

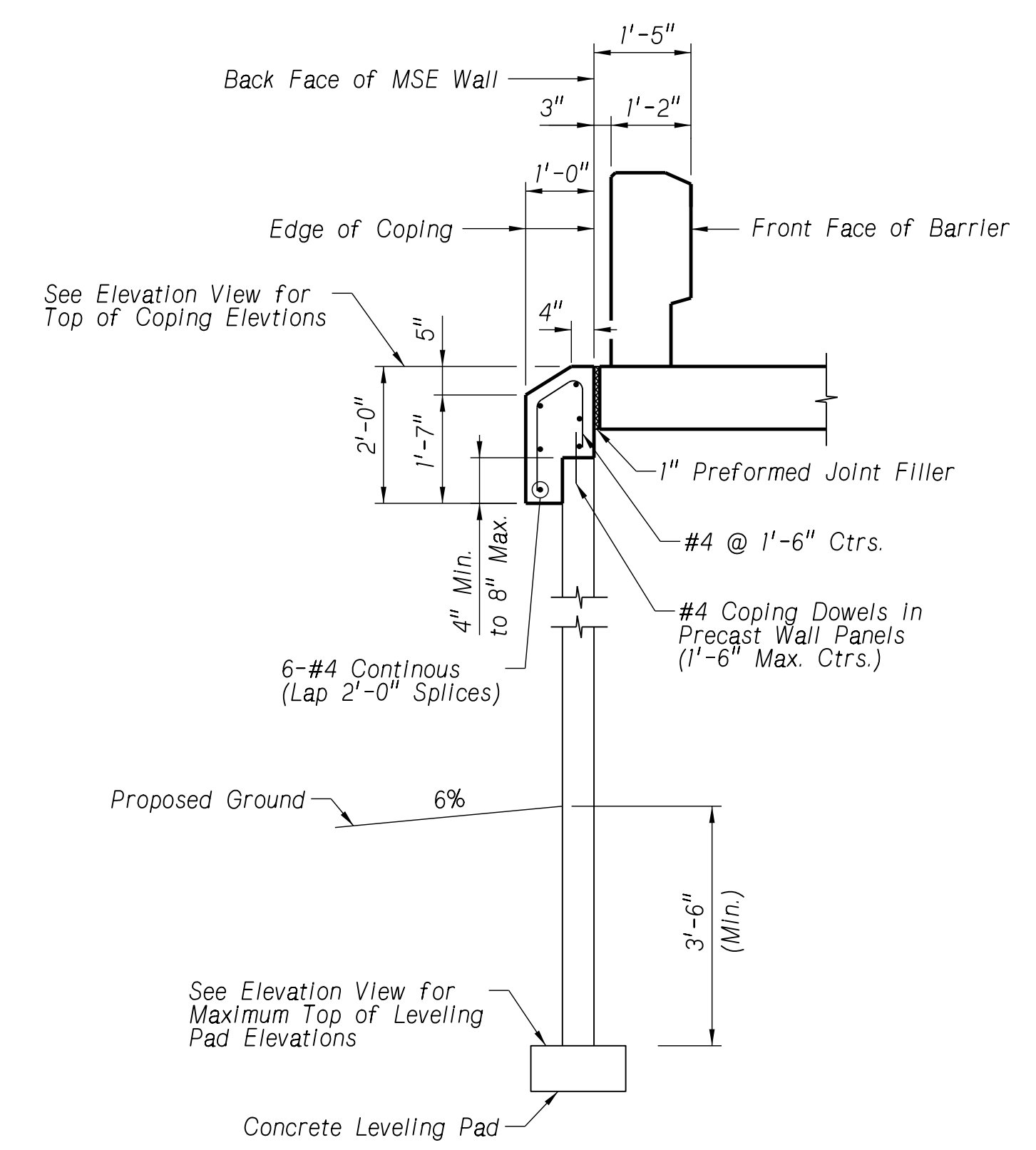
ROADWAY DESIGN DIVISION



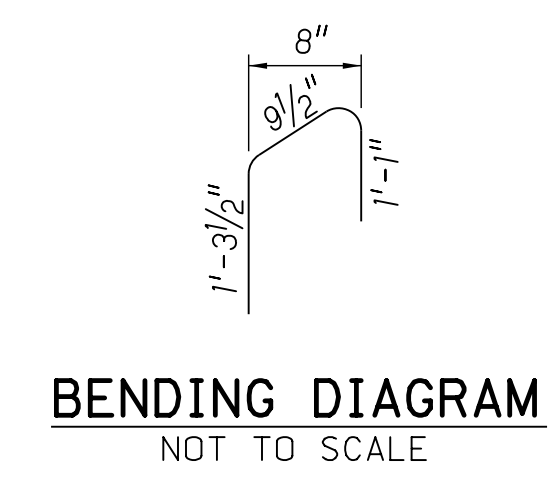
PLAN OF MSE WALLS 1 & 2
NOT TO SCALE

NOTES:

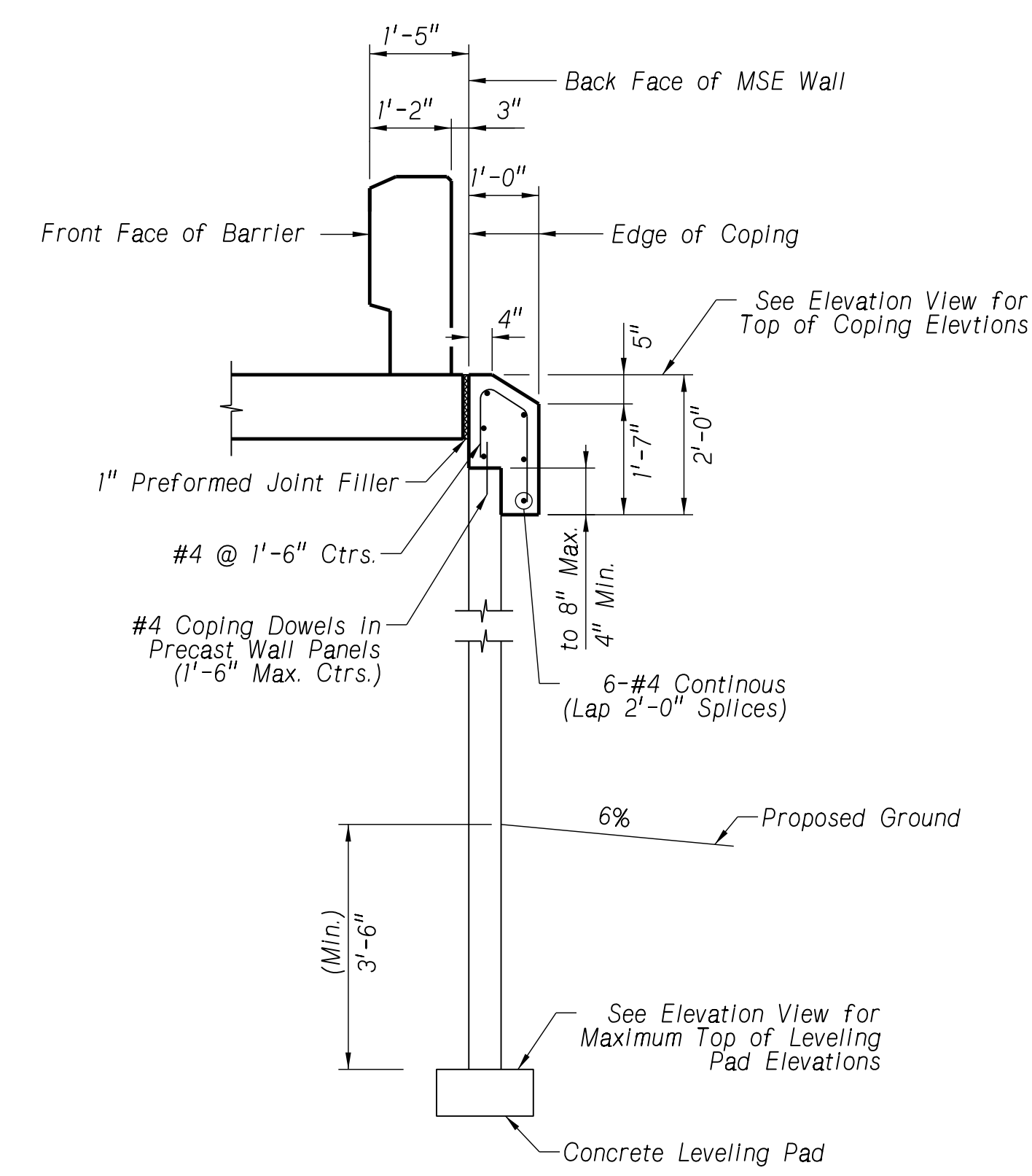
1. Stations and offsets are to back face of MSE wall.
2. Dimensions are measured along back face of MSE wall.
3. Elevations shown are to top of coping.
4. For CIP wall details, see bridge plans.



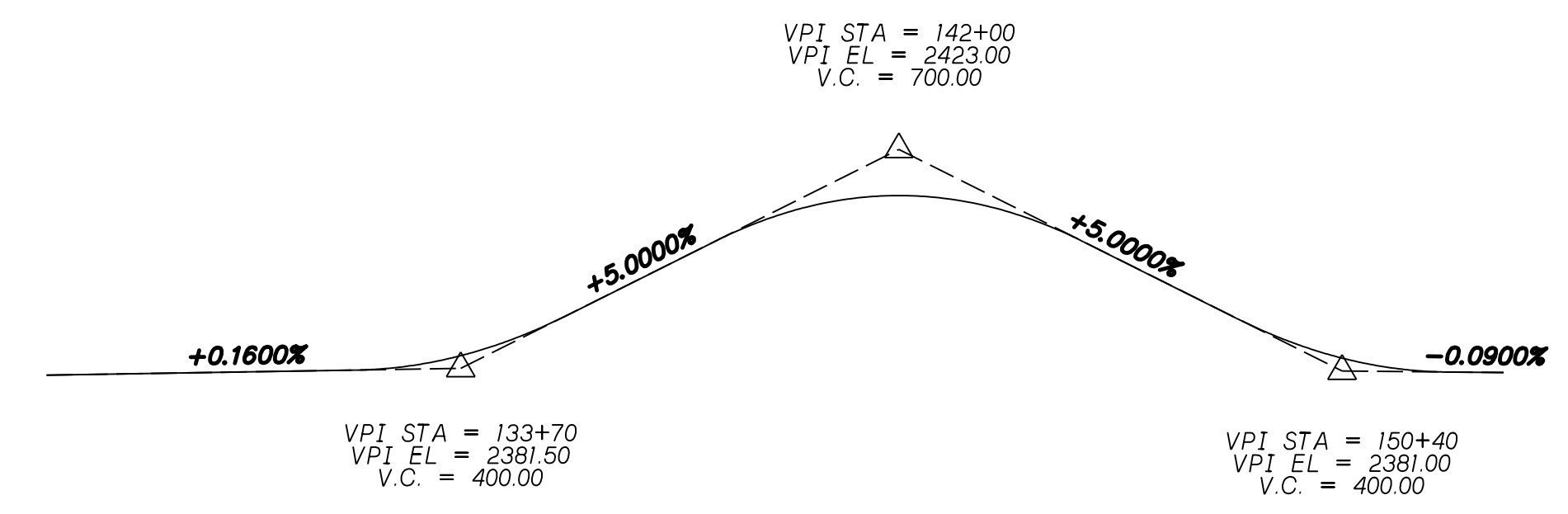
SECTION A-A
NOT TO SCALE



BENDING DIAGRAM
NOT TO SCALE



SECTION B-B
NOT TO SCALE



ROAD 435 PROFILE GRADE
NOT TO SCALE

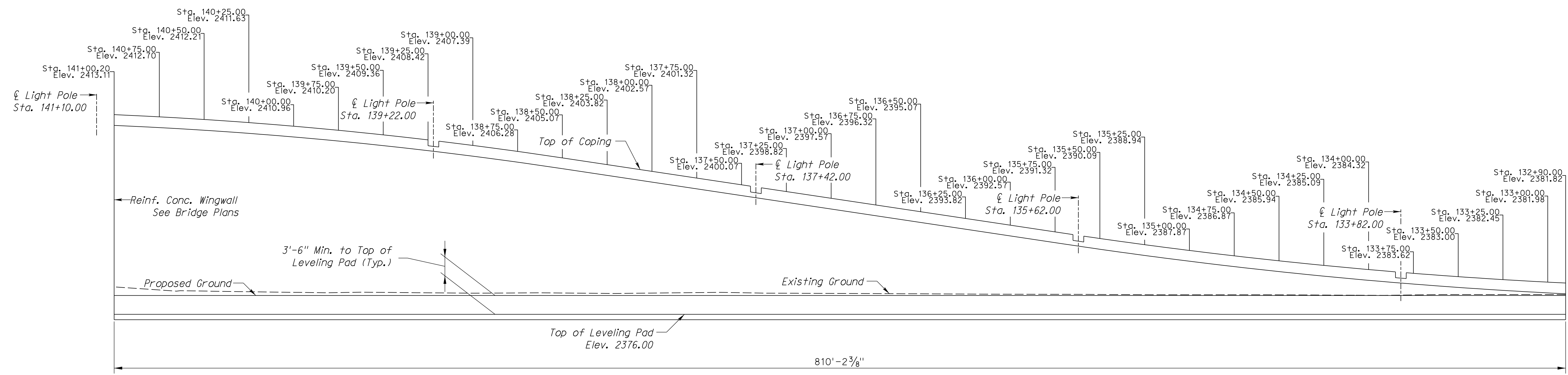
MECHANICALLY STABILIZED
EARTH WALL
SHEET 2 OF 5
SPECIAL PLAN 1C

Computer: 336CS3T3

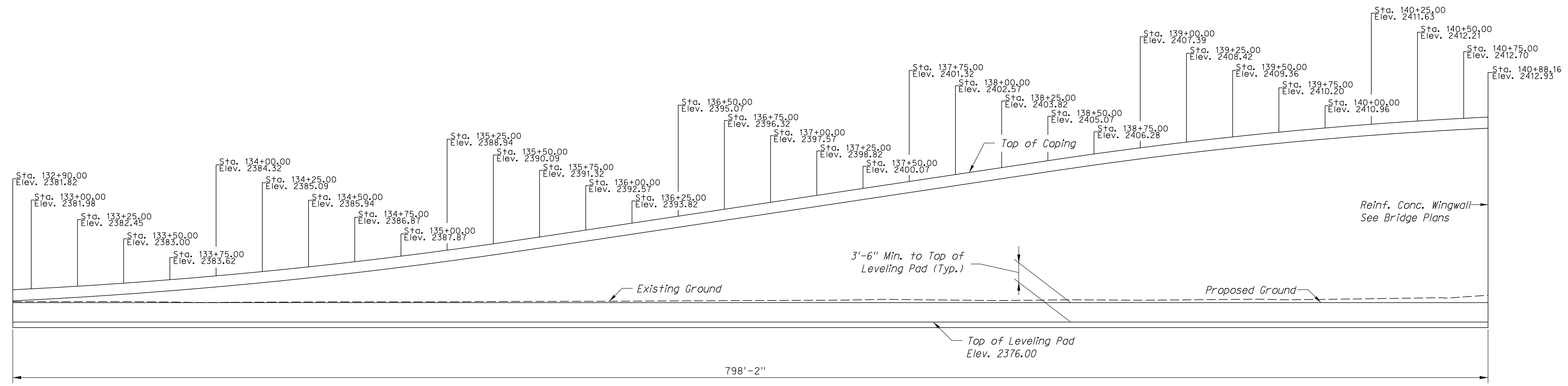
Date: 26-SEP-2023 21:15

File: 614570es02.dgn

ROADWAY DESIGN DIVISION



ELEVATION MSE WALL 1 - 21.42' LEFT OF \mathcal{C} (FACE OF WALL)
 NOT TO SCALE



ELEVATION MSE WALL 2 - 21.42' RIGHT OF \mathcal{C} (FACE OF WALL)
 NOT TO SCALE

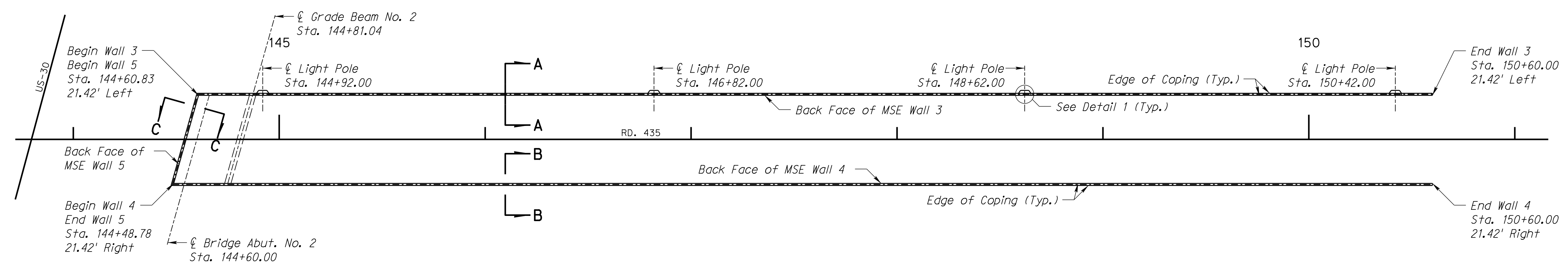
MECHANICALLY STABILIZED
 EARTH WALL
 SHEET 3 OF 5
SPECIAL PLAN 1C

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es03.dgn

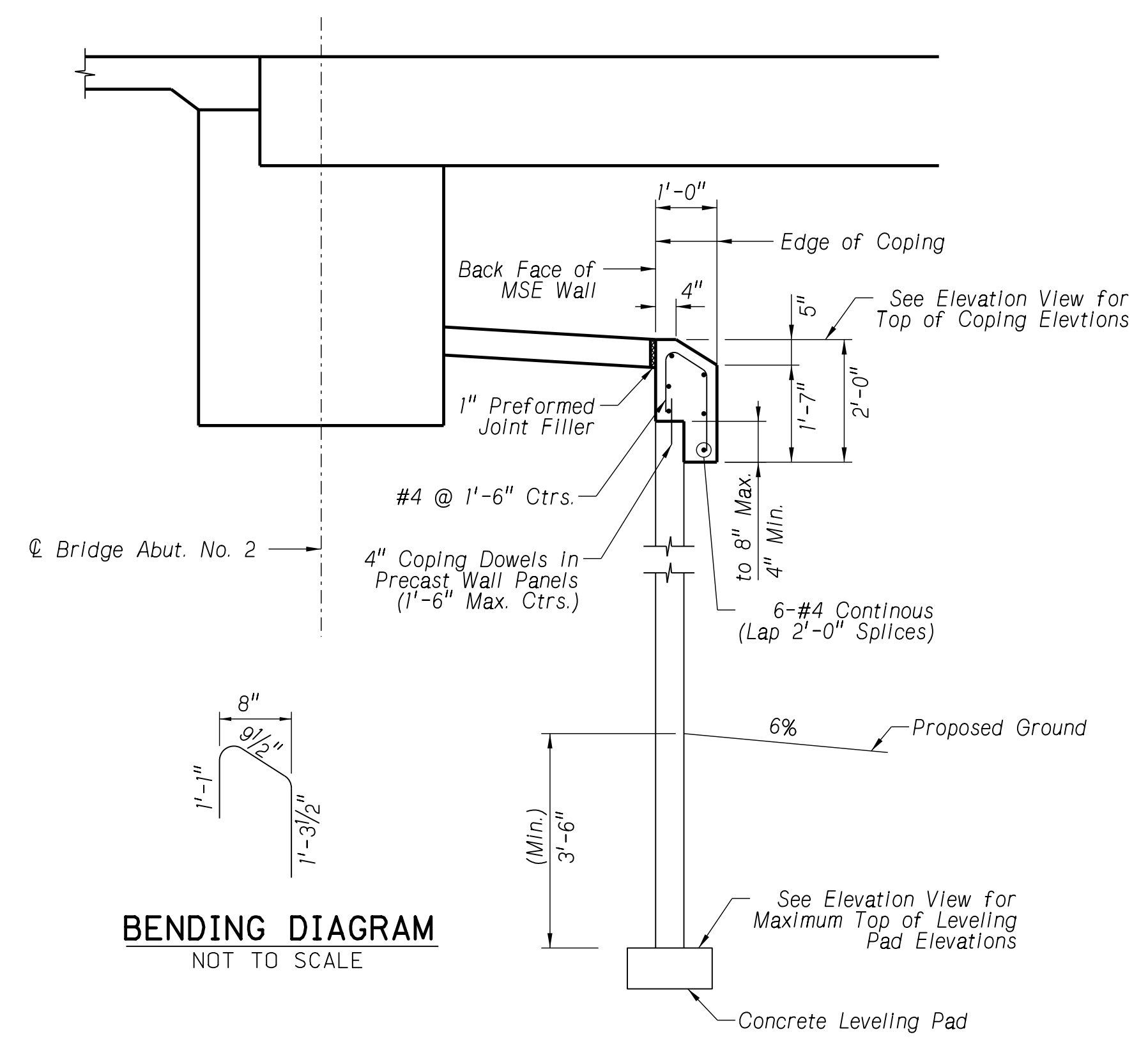
ROADWAY DESIGN DIVISION



PLAN OF MSE WALLS 3, 4 & 5
NOT TO SCALE

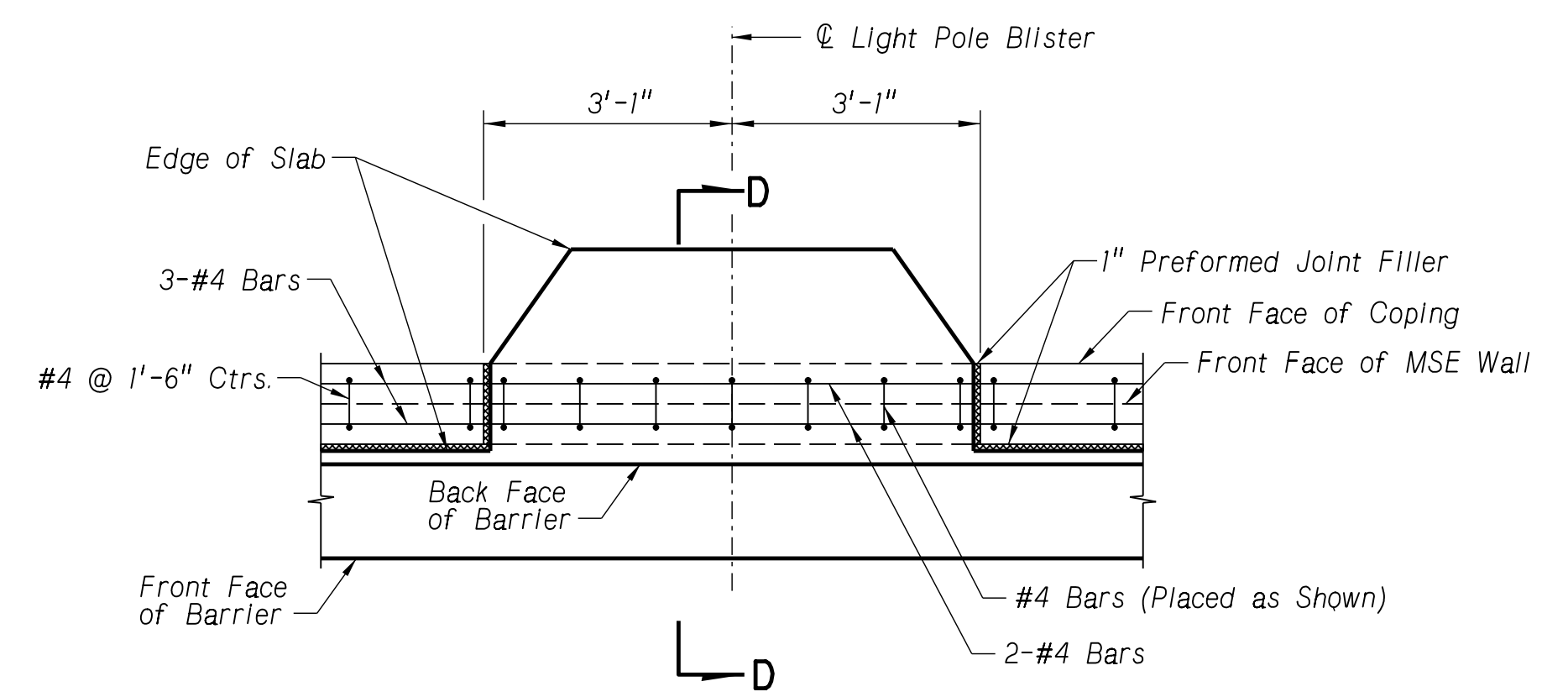
NOTES:

1. Stations and offsets are to back face of MSE wall.
2. Dimensions are measured along back face of MSE wall.
3. Elevations shown are to top of coping.
4. For CIP wall details, see bridge plans.

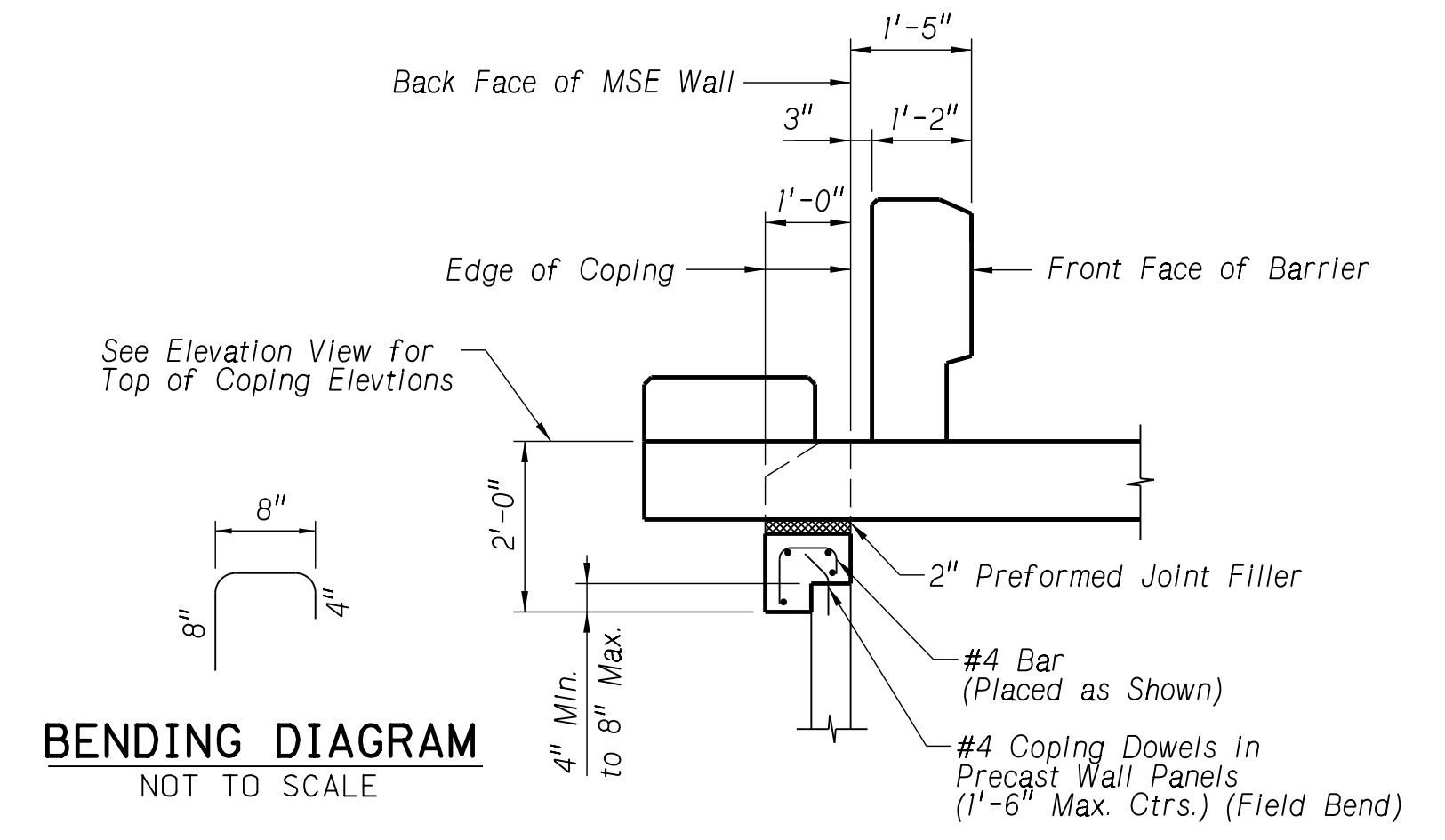


BENDING DIAGRAM
NOT TO SCALE

SECTION C-C
NOT TO SCALE



DETAIL 1
NOT TO SCALE



BENDING DIAGRAM
NOT TO SCALE

SECTION D-D
NOT TO SCALE

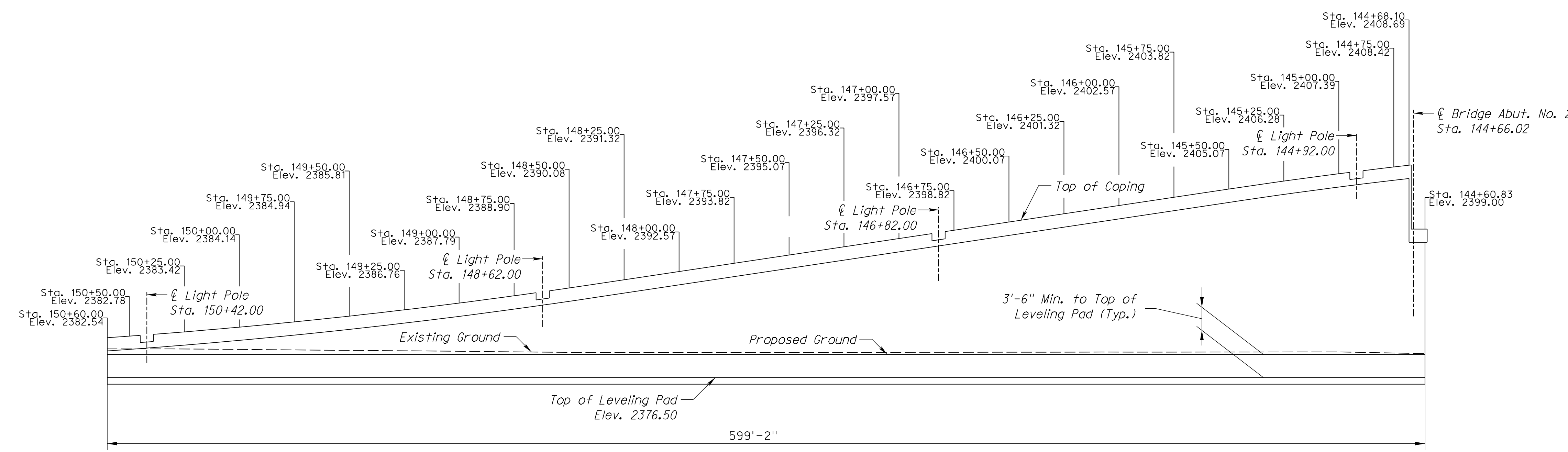
MECHANICALLY STABILIZED
 EARTH WALL
 SHEET 4 of 5
SPECIAL PLAN 1C

Computer: 336CS3T3

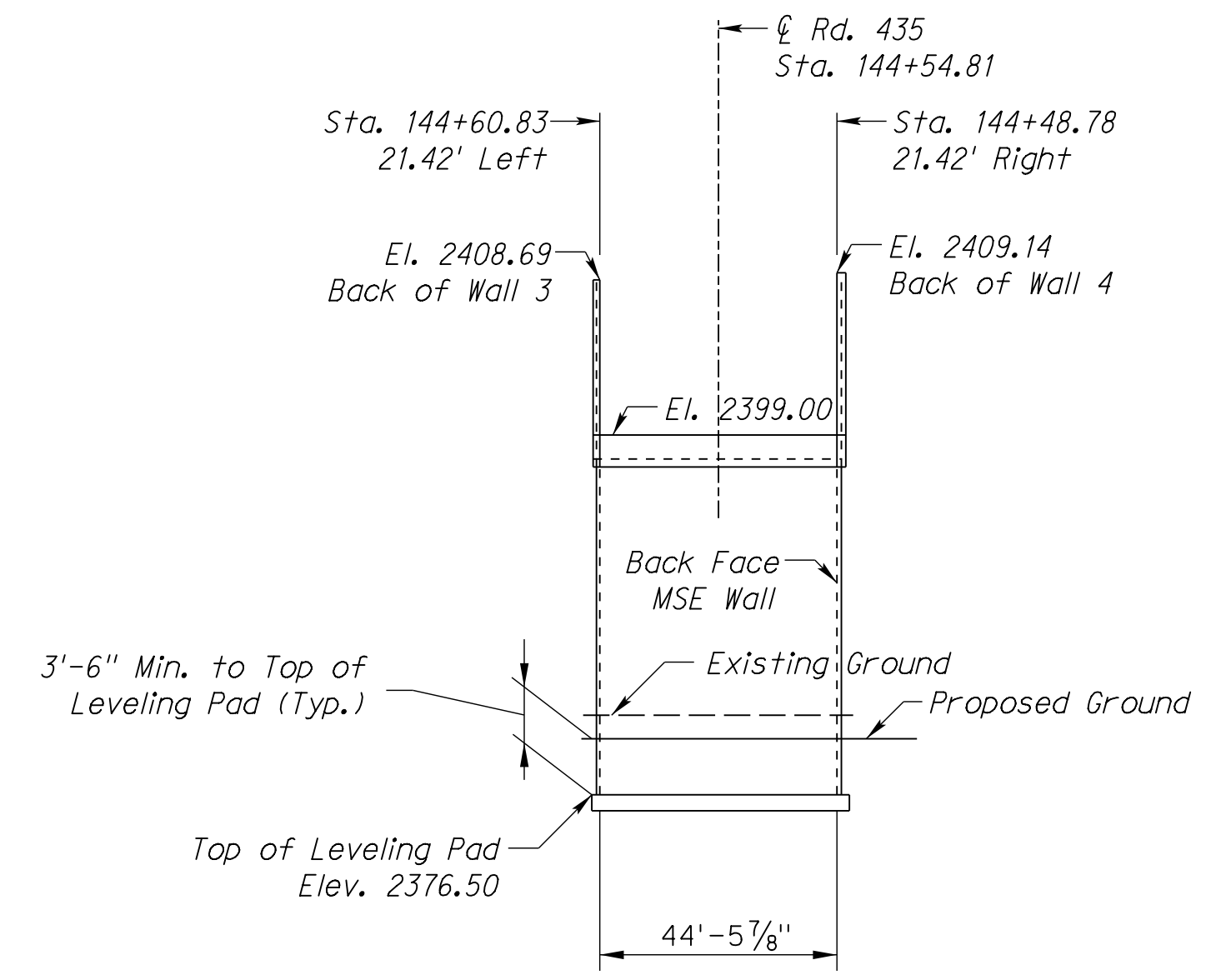
Date: 26-SEP-2023 21:15

File: 614570es04.dgn

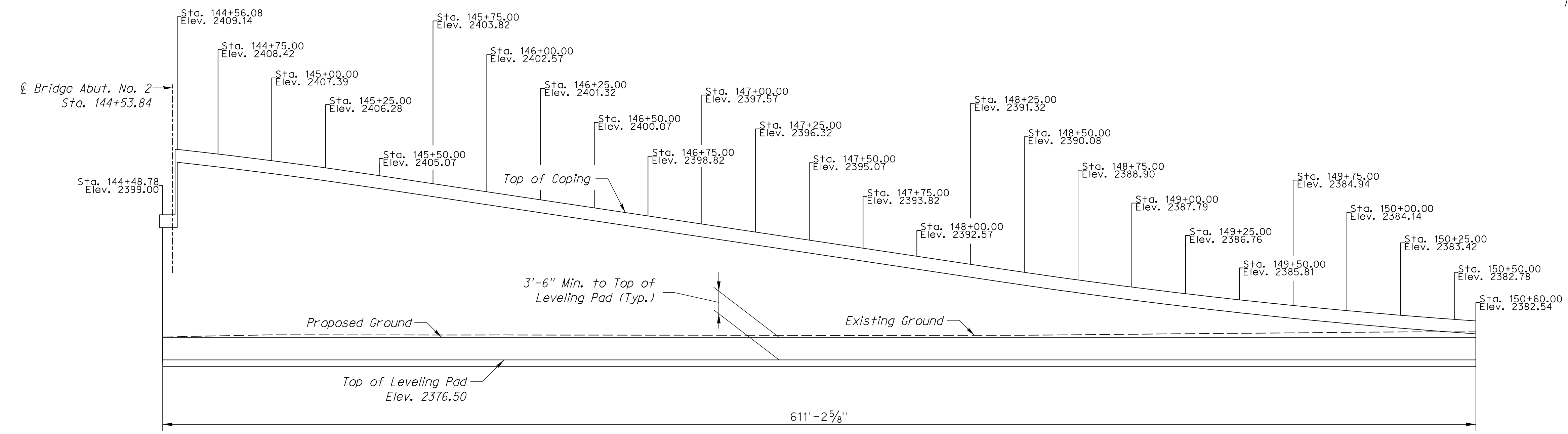
ROADWAY DESIGN DIVISION



ELEVATION MSE WALL 3 - 21.42' LEFT OF ϕ (FACE OF WALL)
NOT TO SCALE



ELEVATION MSE WALL 5 (FACE OF WALL)
NOT TO SCALE



ELEVATION MSE WALL 4 - 21.42' RIGHT OF ϕ (FACE OF WALL)
NOT TO SCALE

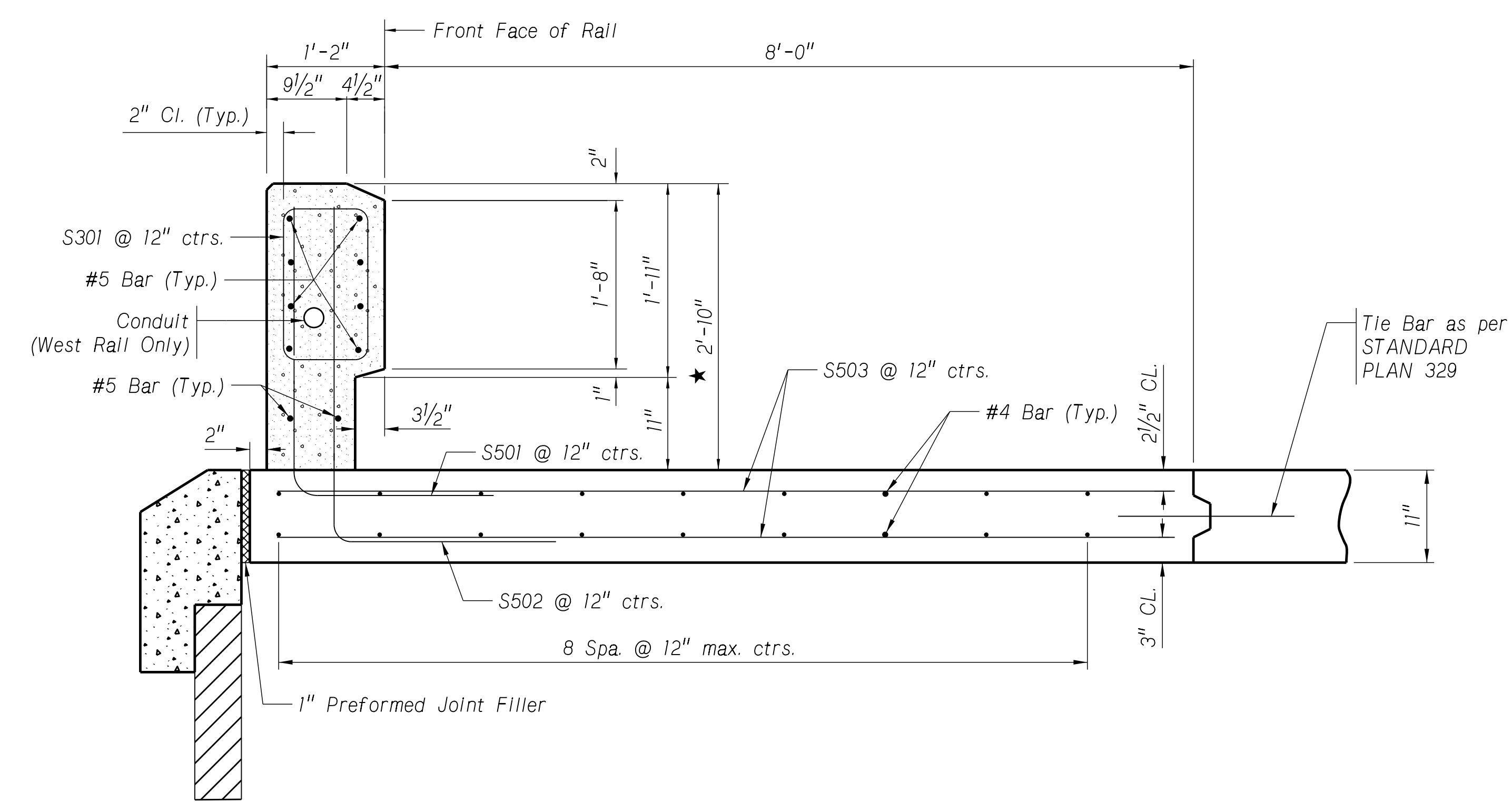
MECHANICALLY STABILIZED
EARTH WALL
SHEET 5 OF 5
SPECIAL PLAN 1 C

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es05.dgn

ROADWAY DESIGN DIVISION



TYPICAL SECTION BARRIER RAIL OVER MSE WALL

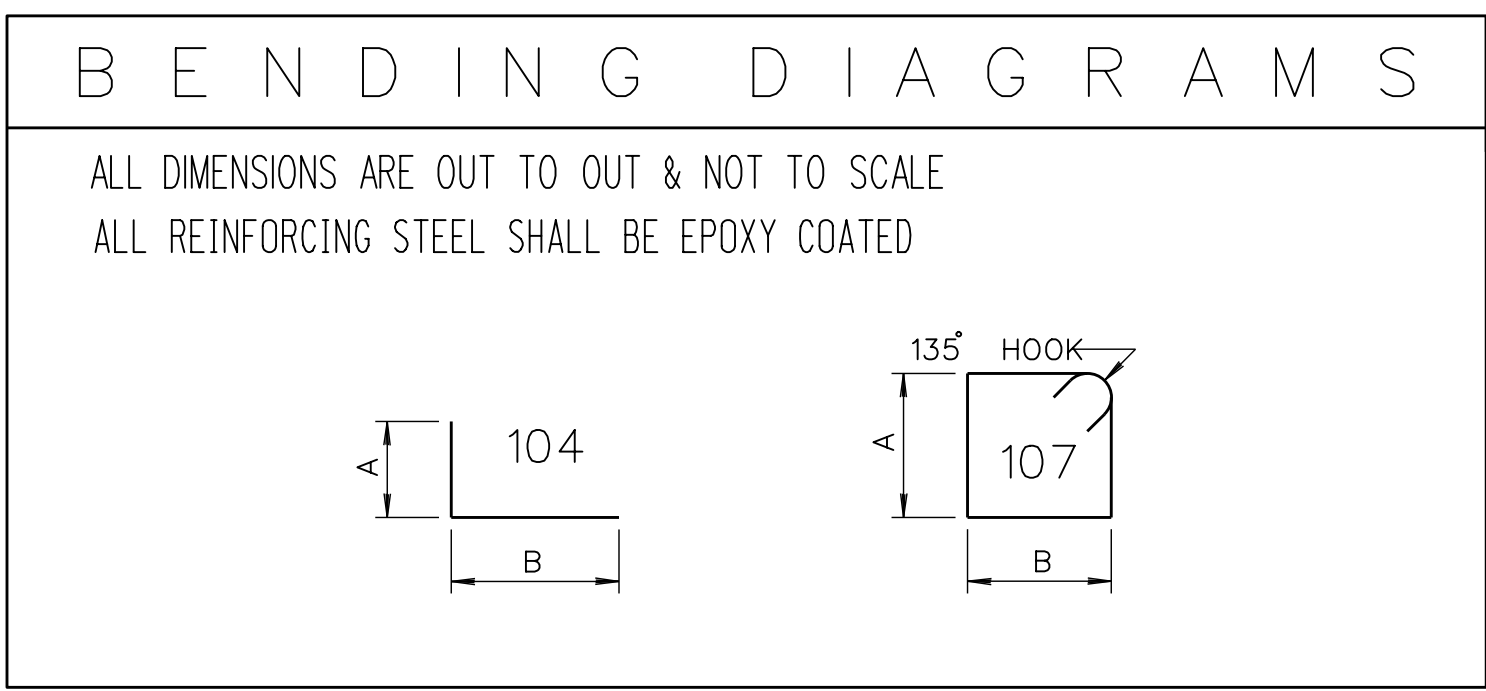
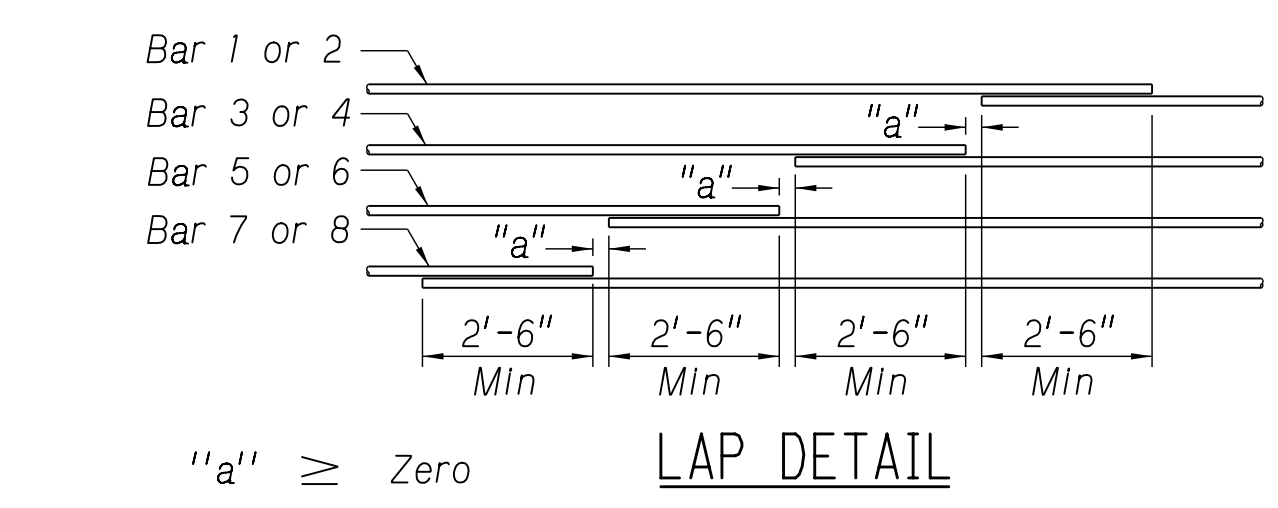
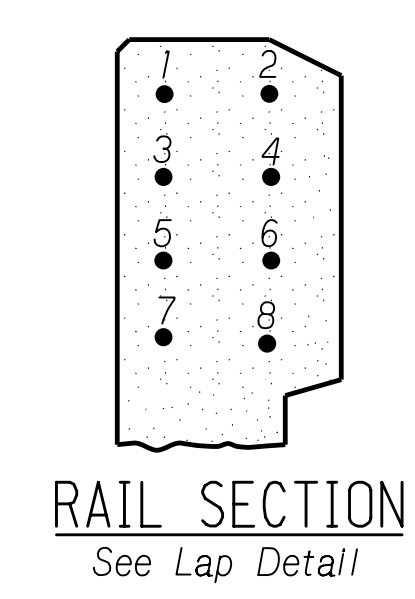
BILL OF BARS											
MARK	SPACING	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"	PIN	HOOK
S501	12"	5'-6"	104	2'-9"	2'-9"					3 3/4"	
S502	12"	6'-6"	104	3'-3"	3'-3"					3 3/4"	
S503	12"	8'-10"	STR.								
S301	12"	5'-2"	107	1'-5"	10"					1 1/2"	4"

STANDARD HOOK LENGTH					PIN DIAMETER				DETAILING DIMENSION		
PRIMARY STRESS BARS			STIRRUPS AND TIES		PRIMARY STRESS		STIRRUP & TIES		HOOK		
BAR SIZE	HOOK H		BAR SIZE	HOOK H		BAR SIZE	Dp	BAR SIZE	Dp	HOOK	
	90°	180°		90°	135°					90°	
4	8"	6"	3	4"	4"	4	3"	3	1 1/2"	135°	
5	10"	7"	4	4 1/2"	4 1/2"	5	3 3/4"	4	2"	135°	
6	12"	8"	5	6"	5 1/2"	6	4 1/2"	5	2 1/2"	135°	
7	15"	10"	6	12"	8"	7	5 1/4"	6	4 1/2"	135°	
8	17"	11"	7	14"	9"	8	6"	7	5 1/4"	135°	
9	19"	15"	8	16"	10 1/2"	9	9/2"	8	6"	135°	
10	23"	17"				10	11"			180°	
11	24"	19"				11	12"			180°	

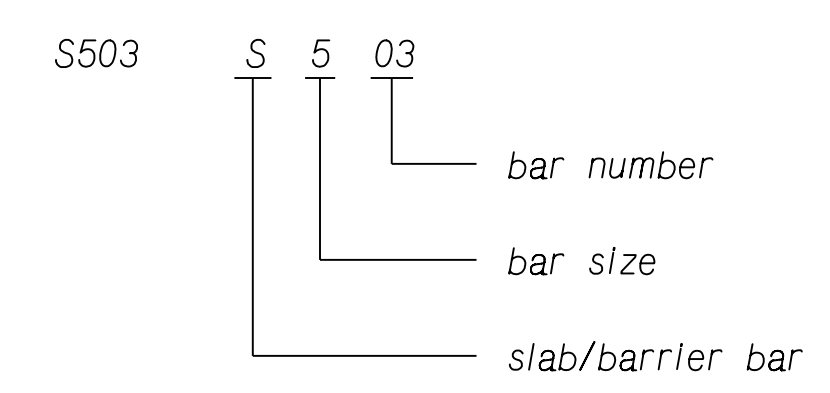
d = BAR SIZE
Dp = PIN DIAMETER

NOTES:

- All concrete for Barrier Rail shall be Class 47BD-4000
- All concrete for Reinforced Concrete Pavement shall be Class 47B-4000
- All reinforcing steel shall conform to the requirements of ASTM Designation A615/A615M, Grade 60. All reinforcing steel shall be epoxy coated.
- Lap continuous #4 reinforcing a minimum of 2'-0" as required. Lap continuous #5 reinforcing a minimum of 2'-6" as required. Stagger laps for adjacent bars by at least one lap length.
- The minimum cover, measured from the face of concrete to the surface of any reinforcing shall be 2" unless shown otherwise.
- The Item "Concrete Class 47BD-400 Barrier Rail" shall be paid for at the contract unit price per foot. (See Paving Group for Quantity). This price shall be considered full compensation for Class 47BD-4000 Concrete, epoxy coated reinforcing steel and all equipment, tools, labor and Incidentals necessary to complete the work.
- The Item "11" Reinforced Concrete Pavement" shall be paid for at the contract unit price per square yard. (See Paving Group for Quantity). This price shall be considered full compensation for Class 47B-4000 Concrete, epoxy coated reinforcing steel and all equipment, tools, labor and Incidentals necessary to complete the work.
- ★ Measured at the front face of barrier.



QUANTITIES (FOR INFORMATION ONLY)	
CLOSED CONCRETE RAIL	
Class 47BD-4000 Concrete	0.11 CY/LF
Epoxy coated reinforcing steel	26 LB/LF
11" REINFORCED CONCRETE PAVEMENT	
Epoxy coated reinforcing steel	30 LB/SY



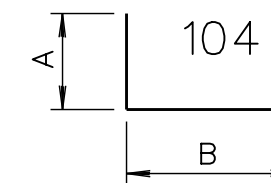
Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es06.dgn

BENDING DIAGRAMS

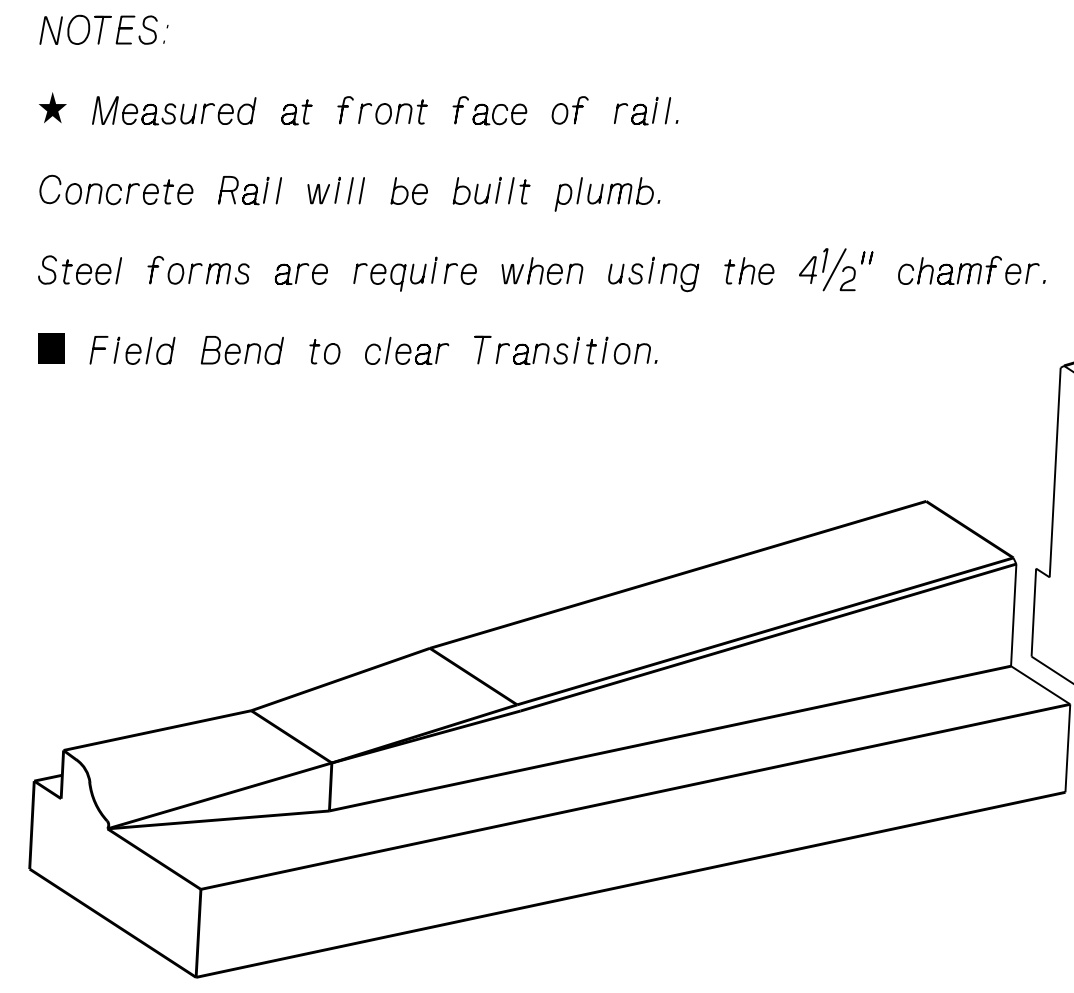
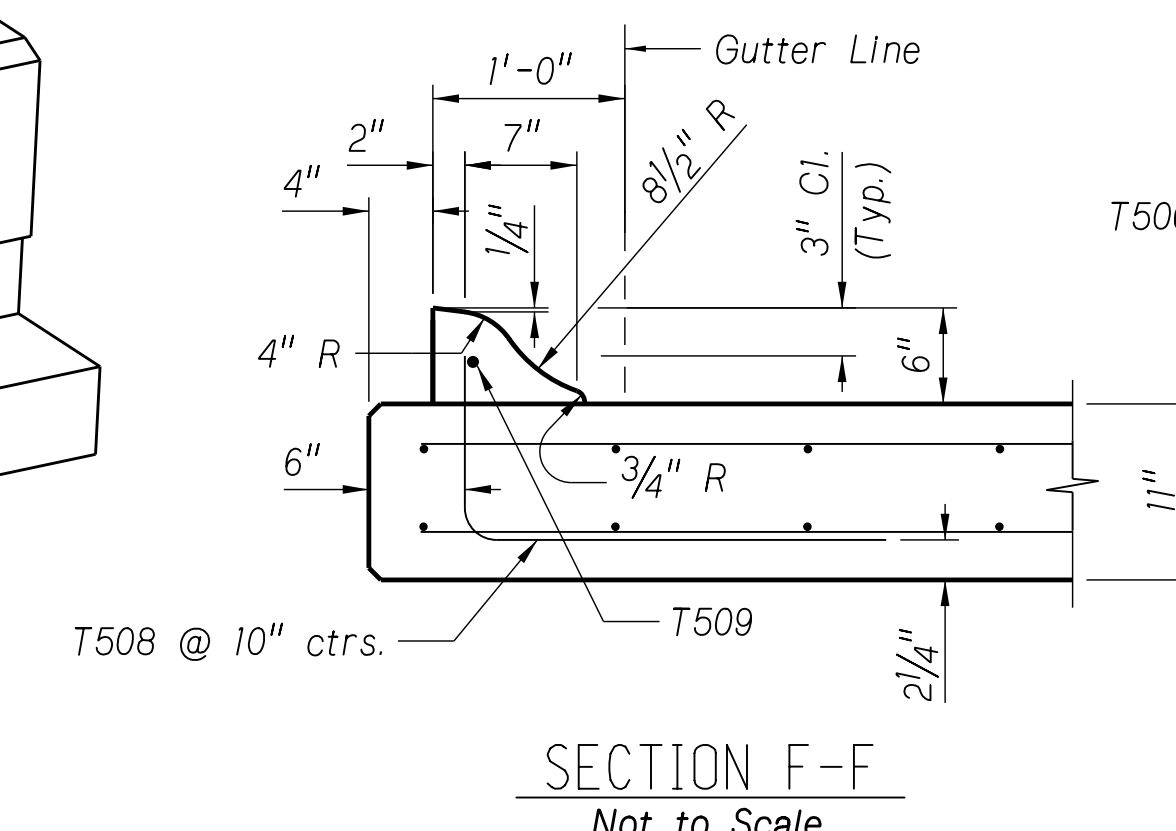
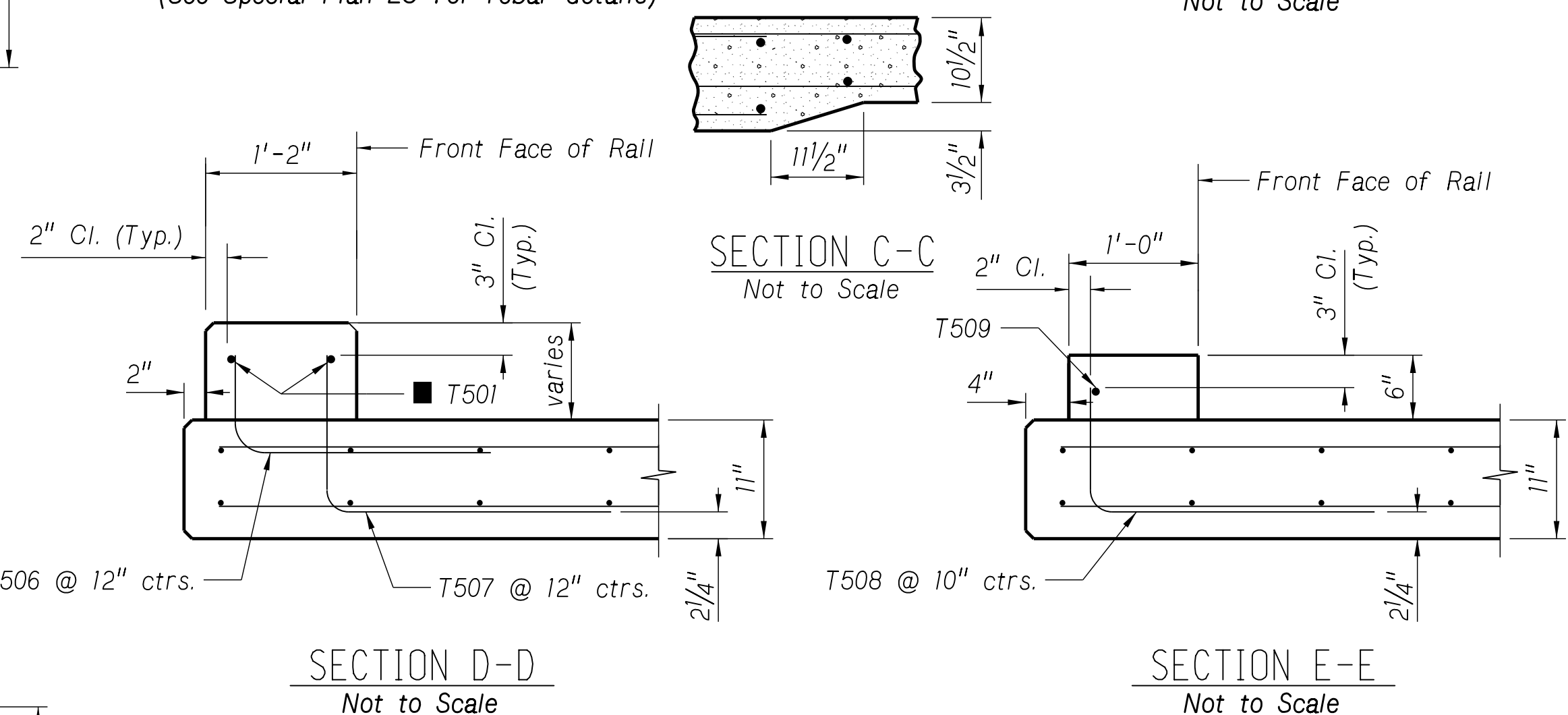
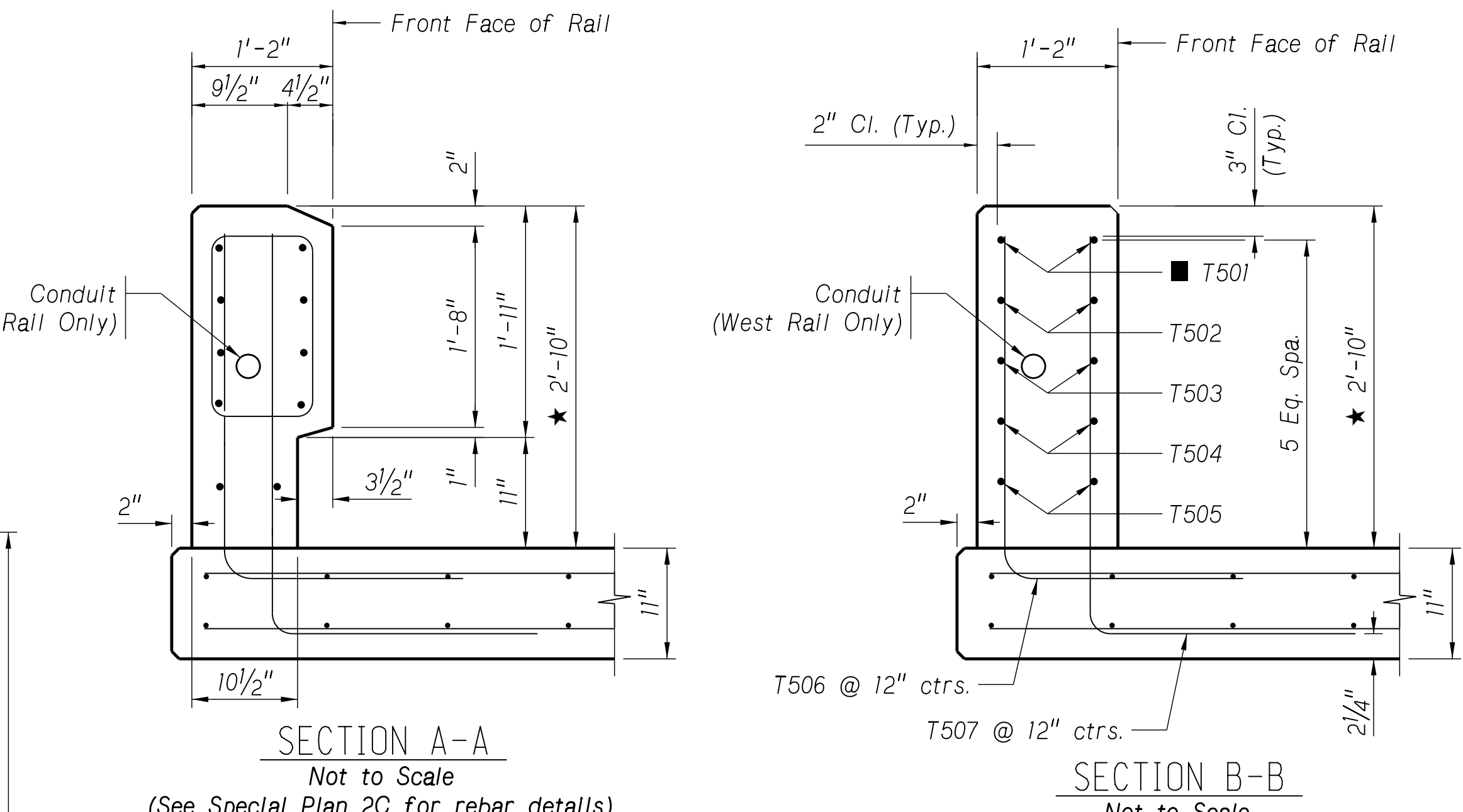
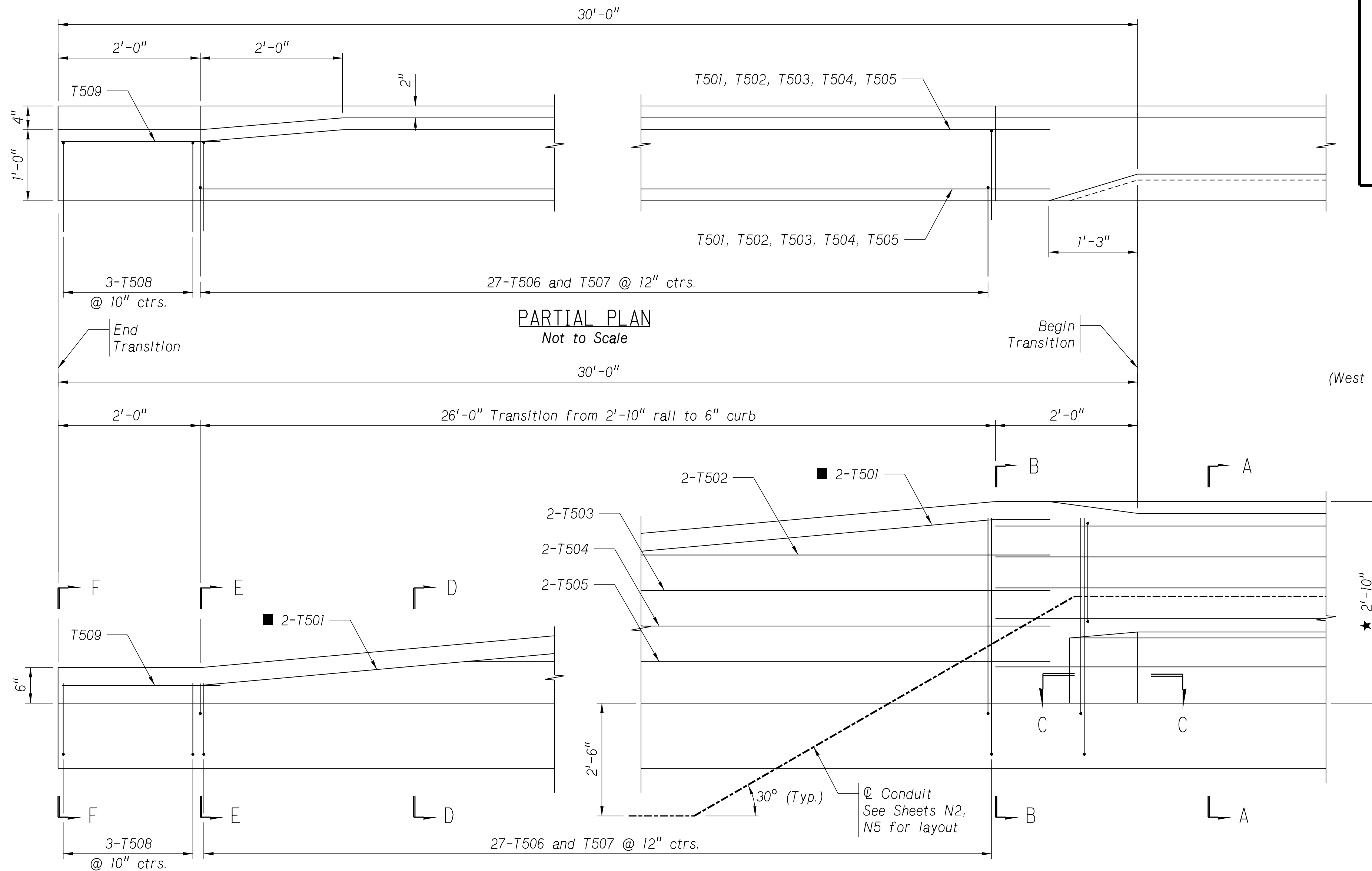
ALL DIMENSIONS ARE OUT TO OUT & NOT TO SCALE
ALL REINFORCING STEEL SHALL BE EPOXY COATED



BAR SETS				
MARK	MAX. LENGTH	MIN. LENGTH	NO. OF SETS	BAR PER SET
T506	2'-10"	6"	4	27
T507	3'-3"	11"	4	27

BILL OF BARS

MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"	PIN	HOOK	WEIGHT
												LB
T501	8	28'-0"	STR.									234
T502	8	6'-6"	STR.									54
T503	8	12'-3"	STR.									102
T504	8	18'-0"	STR.									150
T505	8	23'-9"	STR.									198
T506	108	4'-6" avg.	104	2'-10"	varies					3 3/4"		507
T507	108	5'-4" avg.	104	3'-3"	varies					3 3/4"		601
T508	12	4'-2"	104	3'-3"	11"					3 3/4"		52
T509	4	2'-6"	STR.									10
TOTAL =											1908	LB

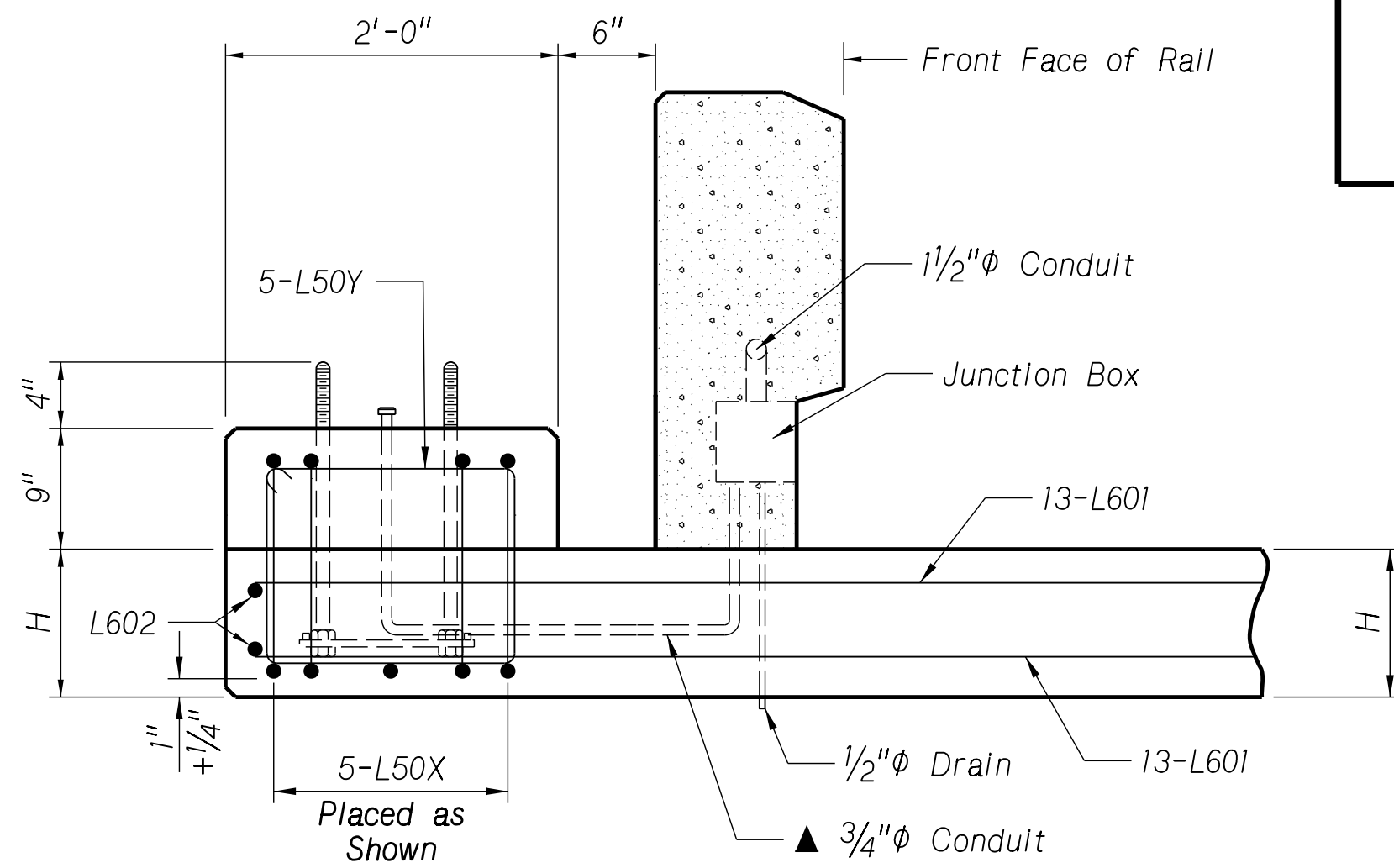


NOTES:
★ Measured at front face of rail.
Concrete Rail will be built plumb.
Steel forms are require when using the 4 1/2" chamfer.
■ Field Bend to clear Transition.

ROADWAY DESIGN DIVISION
Computer: 336CS3T3
Date: 26-SEP-2023 21:15
File: 614570es07.dgn

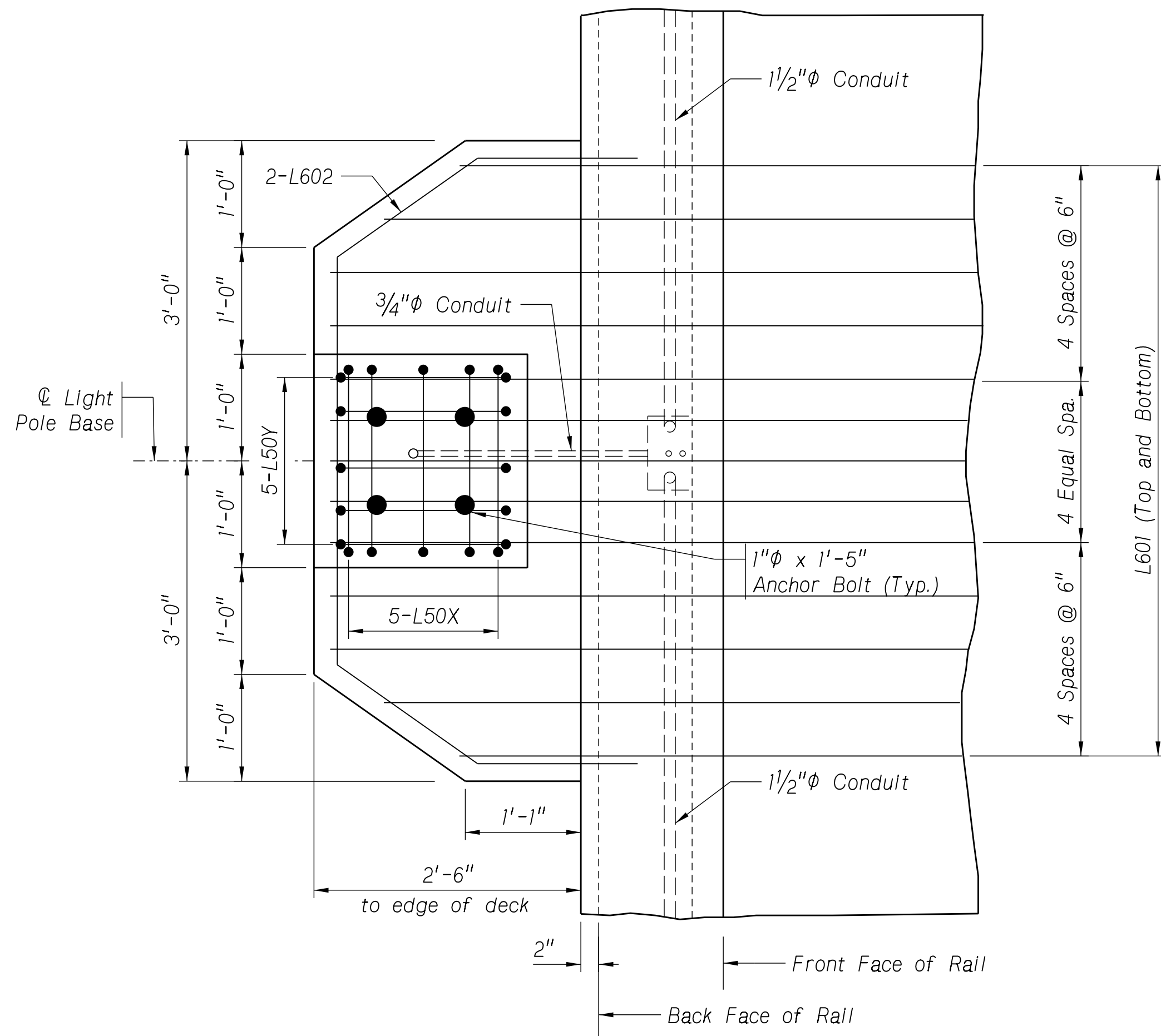
DIMENSIONS FOR BLISTER			
Unit No.	H	X	Y
P-7 to P-10, P-14 to P-16	0'-11"	3	4
P-11, P-13	1'-2"	5	6
P-12	0'-8"	7	8

NOTE: See Sheets N2-N5 for Light Pole Blister locations



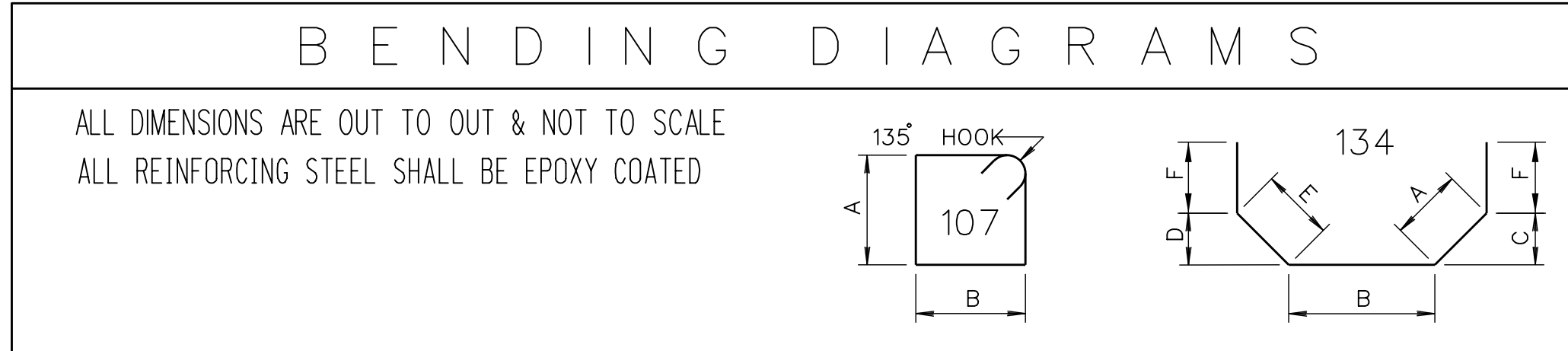
ELEVATION
Not to Scale

▲ Extend Conduit 1 3/4" beyond top of concrete. Includes stubout with cap.



PLAN
Not to Scale

BILL OF BARS													WEIGHT
MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"		PIN	HOOK	LB
L601	260	8'-0"	STR.										3124
L602	20	11'-9"	134	1'-6"	3'-9"	1'-2 3/4"	1'-2 3/4"	1'-6"	2'-6"		2 1/2"	5 1/2"	353
L503	35	6'-3"	107	1'-2"	1'-6"						2 1/2"	5 1/2"	228
L504	35	6'-1"	107	1'-0 3/4"	1'-6"						2 1/2"	5 1/2"	222
L505	10	6'-9"	107	1'-5"	1'-6"						2 1/2"	5 1/2"	70
L506	10	6'-7"	107	1'-3 3/4"	1'-6"						2 1/2"	5 1/2"	69
L507	5	5'-9"	107	0'-11"	1'-6"						2 1/2"	5 1/2"	30
L508	5	5'-7"	107	0'-9 3/4"	1'-6"						2 1/2"	5 1/2"	29
												TOTAL =	4126 LB



ALL DIMENSIONS ARE OUT TO OUT & NOT TO SCALE
ALL REINFORCING STEEL SHALL BE EPOXY COATED

GENERAL NOTES - ELECTRICAL CONDUIT INSTALLATION

All conduit shall be P.V.C. and bear the U.L. label, with the exception that conduit stub outs shall be Type GRS or IMC.
All fittings used with P.V.C. conduit shall be P.V.C. Metallic fittings are not acceptable.
Expansion fittings shall be installed with conduit positioned with respect to ambient temperature and shall bear the U.L. label.
Conduit bends, elbows, and offsets shall be accurately formed.
The conduit installation shall be performed by or under the direct supervision of a competent Journeyman Electrician or Lineman.

Junction boxes for bridge conduit systems shall be manufactured of machineable quality, gray cast iron, outside-flanged with recessed gasketed cover. Boxes shall be NEMA 4 rated, and have a hot dipped galvanized finish. Cover screws shall be hex head stainless steel or brass. Each junction box shall be provided with a drain pipe. Conduit entrances into the junction box shall be sllp holes. Sealing type lock nuts shall be used at all conduit entrances. Junction boxes shall be type "YR" as manufactured by O.Z. Gedney Company, type "ER" as manufactured by Spring City Electrical Mfg. Company, Series "WJBF" as manufactured by Cooper Crouse-Hinds or approved equal.

Junction boxes, outlet boxes, expansion fittings, all 3/4" conduit, conduit drains, 3/4" Liquidtight Flexible Metal conduit and fittings, couplings, anchor bolt assemblies and all other hardware and miscellaneous fittings required for the installation of the conduit system will be subsidiary to the Pay Item, "1/2" CONDUIT IN BRIDGE".

Fittings used with Liquidtight Flexible Metal Conduit must be approved for the application.

Anchor bolts shall conform to the requirements of AASHTO M 314, Grade 55 or equivalent steel (length as shown).

Anchor bolts shall be straight rods threaded 4" on both ends.

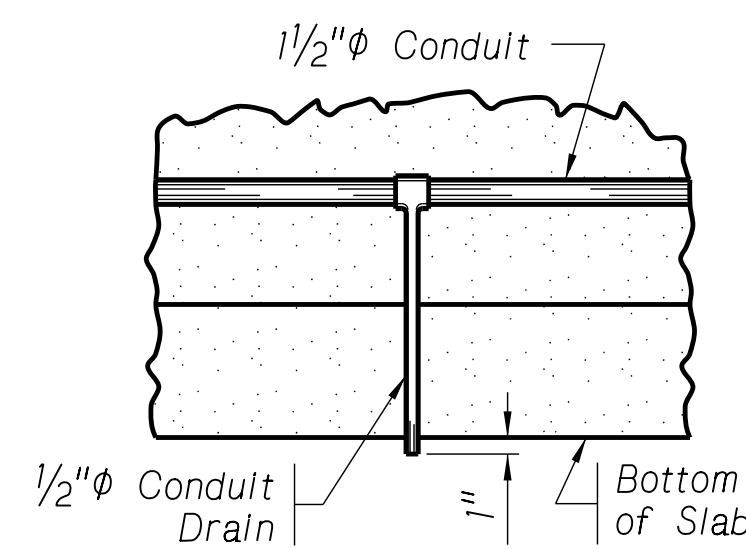
Each anchor bolt shall be furnished complete with five heavy hex nuts meeting the requirements of ASTM A 563, Grade A and two hardened steel flat washers conforming to the requirements of ASTM F 436, Type 1. Only flat washers will be used. The use of lock washers will not be permitted.

All bolts, nuts, washers, and the lower anchorage plate assembly shall be galvanized in accordance with the applicable sections of ASTM A 123 and ASTM A 563.

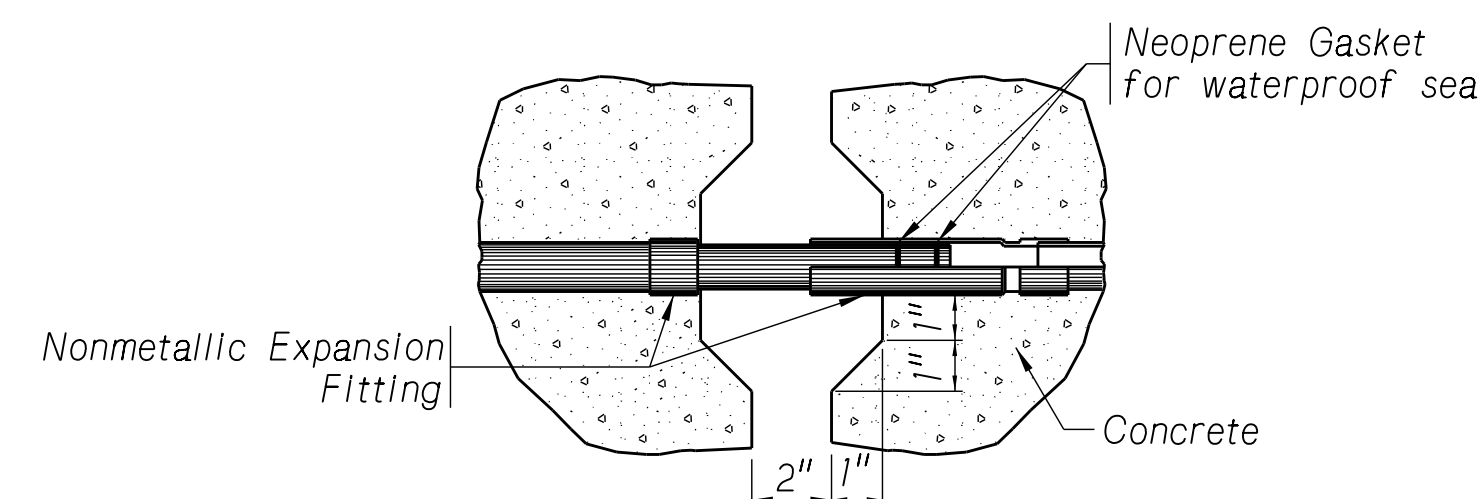
The contractor shall furnish a certification stating that the anchorage bolt material meets the requirements of the applicable specifications. The certification shall include a report of the tensile test results and chemical analysis. The report shall also include the name of the steel producer, AASHTO or ASTM designation number, grade, heat number, size and authorized signature.

Conduit drains with 1" projection from the concrete face, must be provided at each junction box and at low spots in the electrical conduit.

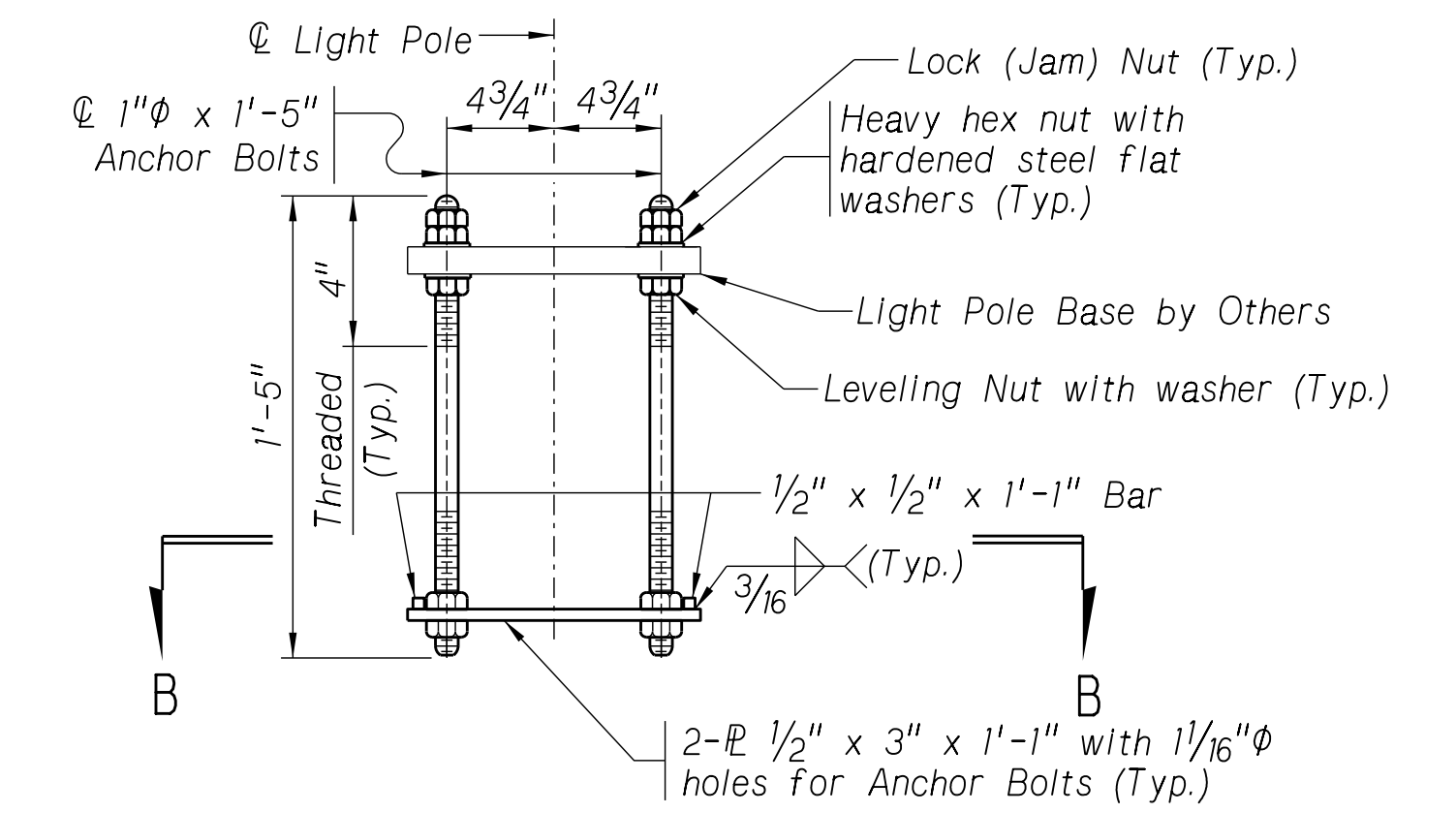
Contractor shall verify bolt pattern before installing anchors.



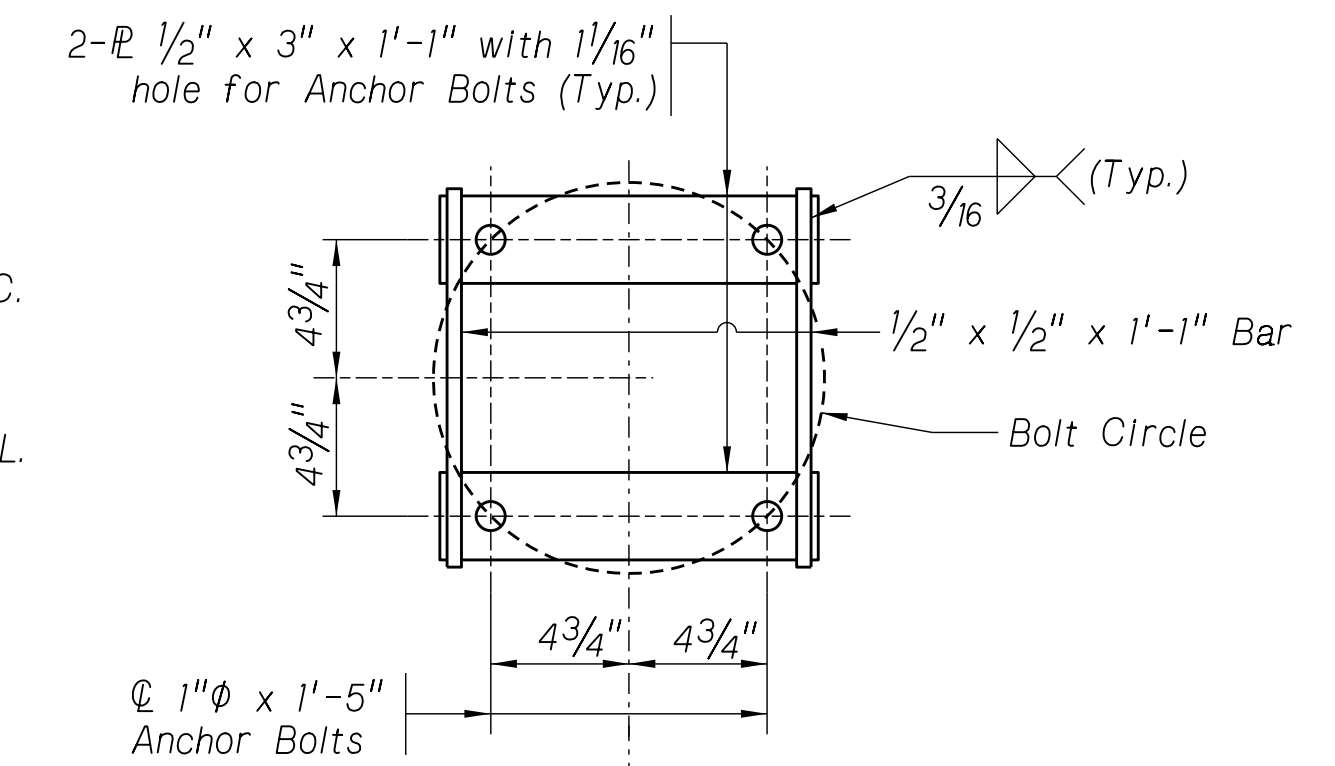
CONDUIT DRAIN
Not to Scale



EXPANSION FITTING (4" Max. Movement)
Not to Scale



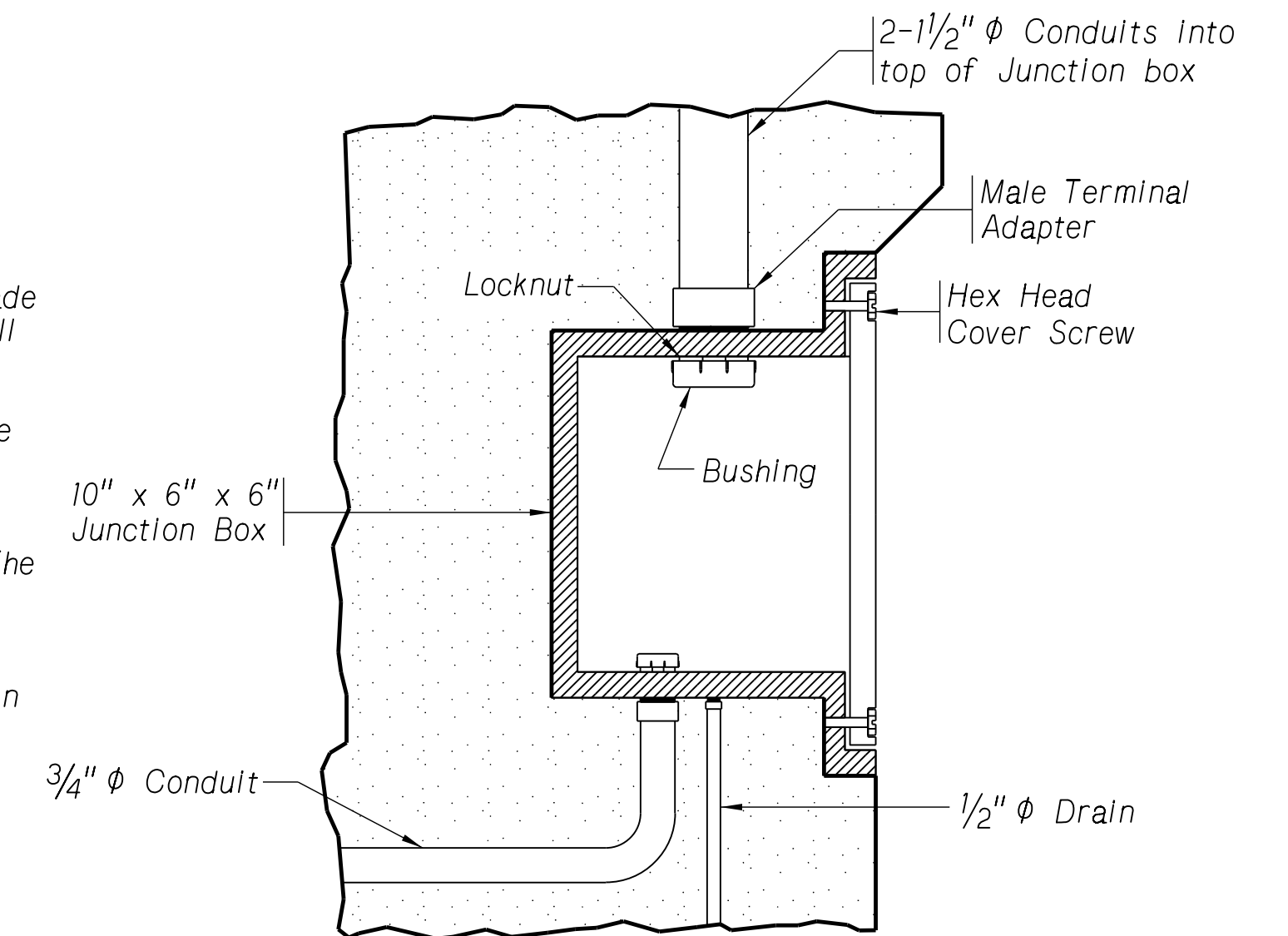
ELEVATION



SECTION B-B

ANCHOR BOLT LAYOUT FOR LIGHT POLE FOUNDATION

Not to Scale



JUNCTION BOX

Not to Scale

LIGHT POLE BASE DETAILS

SHEET 1 OF 1

SPECIAL PLAN 4C

ROADWAY DESIGN DIVISION

NOTES:

SPECIFICATIONS:

1. General Specifications:
The Nebraska Department of Transportation "Standard Specifications for Highway Construction", Current Edition and Supplements as Amended.
2. Design Specifications:
 - a. Nebraska Department of Roads, Bridge Division "Bridge Office Policies and Procedures (BOPP)", Current Edition.
 - b. American Association of State Highway and Transportation Officials (AASHTO) "LRFD Bridge Design Specifications", Current Edition.
 - c. AASHTO-AGC-ARTBA Task Force 27 (Ground Modification Techniques), "Insitu Soil Improvement Techniques", January 1990.
 - d. Mechanically Stabilized Earth Walls and Reinforced Soil Slopes Design and Construction Guidelines, Elias, Victor, Christopher, Barry R., and Berg, Ryan R., FHWA-NHI-00-043, 2000.

DESIGN CRITERIA:

1. Design is based on the assumption that the material contained within the reinforced soil volume, methods of construction and quality of prefabricated materials are in accordance with Special Provision 5.G3 of the Nebraska BOPP Manual and applicable portions of Section 714 of the Standards Specifications for Highway Construction.
2. It is the responsibility of the Engineer to determine that the factored bearing pressure shown for the wall does not exceed the factored bearing resistance of the foundation for that specific wall location.
3. The Wall Company is responsible for internal stability of the wall. External stability design, including foundation and slope stability, is the responsibility of the Engineer.
4. The Wall Company shall design the wall and use materials that will perform for the 75 years minimum service life of the bridge.

SOIL PARAMETERS:

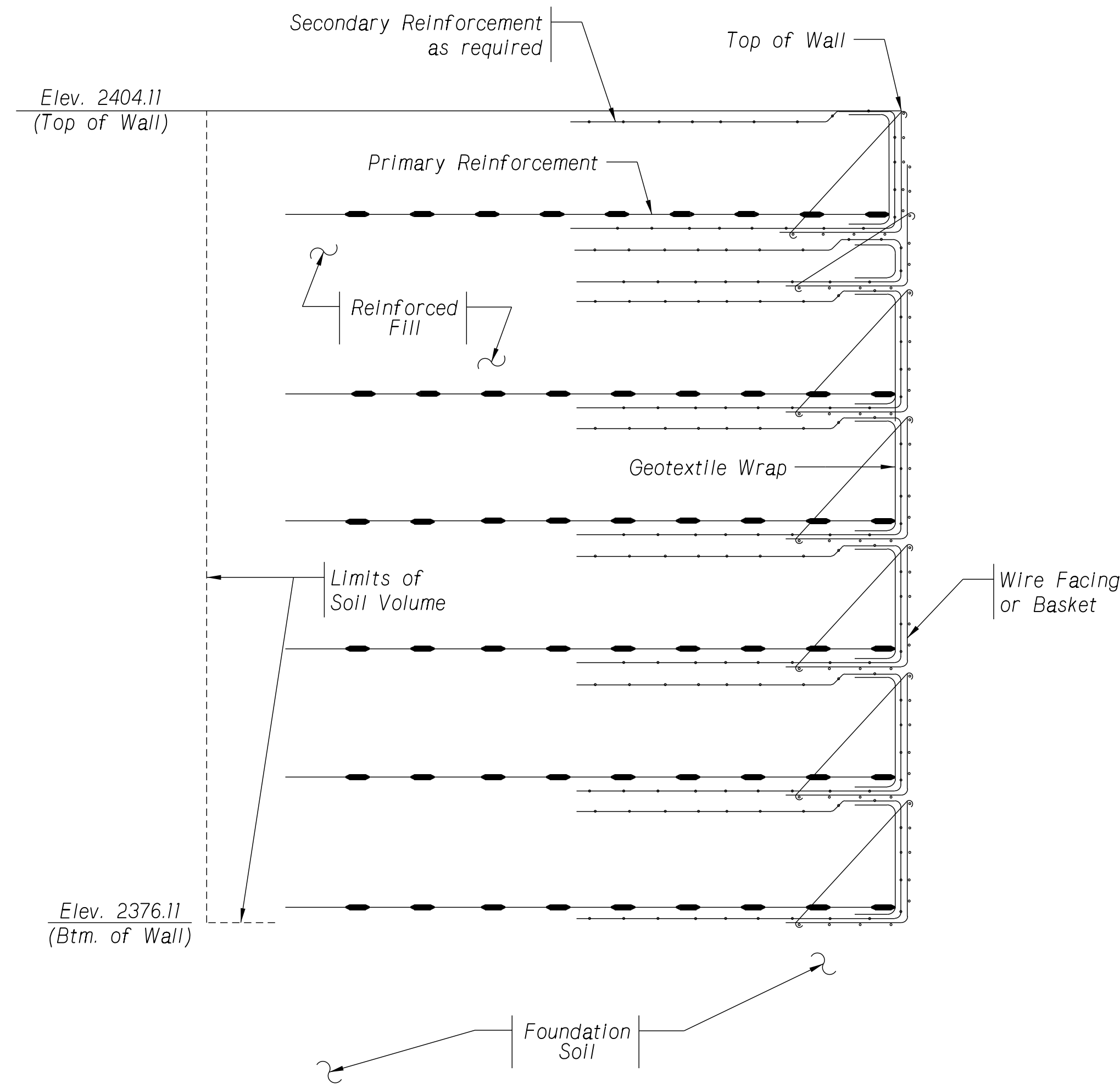
1. See Specification Section 714 and Special Provision 5.G3 for soil characteristics of the material to be used in the design of the wall system. The Contractor must provide a Certificate of Compliance for backfill material utilized at the site based on the actual soil characteristics.

MATERIALS:

1. Provide soil reinforcement in accordance with Specification Section 714.
2. For additional material notes, see Wall Company General Notes.

CONSTRUCTION:

1. Wall must be constructed in accordance with Specification Section 714, Special Provision 5.G3, and the Wall Company's Instructions. Leveling pad and concrete facing panels are not required for this retaining wall.
2. Refer to Structure Plans Sheet S5 and Special Plans 1C for location and alignment of retaining wall, minimum reinforcement strip length and minimum wall embedment depth.
3. If existing or future structures, pipes, foundations or guardrail posts within the reinforced soil volume interfere with the normal placement of soil reinforcement and specific directions have not been provided on the plans, the Contractor must notify the Engineer to determine what course of action should be taken.
4. The Contractor is responsible for gradually deflecting upper layer(s) of soil reinforcement downward (15° maximum from horizontal) to avoid cutting soil reinforcement and conflicts with paving and sub grade preparation.



Computer: 336S3T3

Date: 26-SEP-2023 21:15

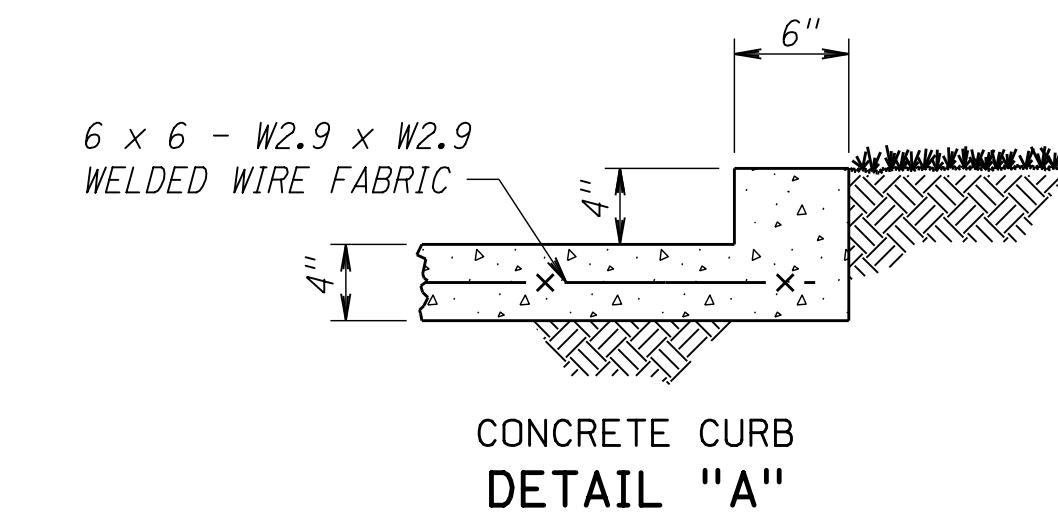
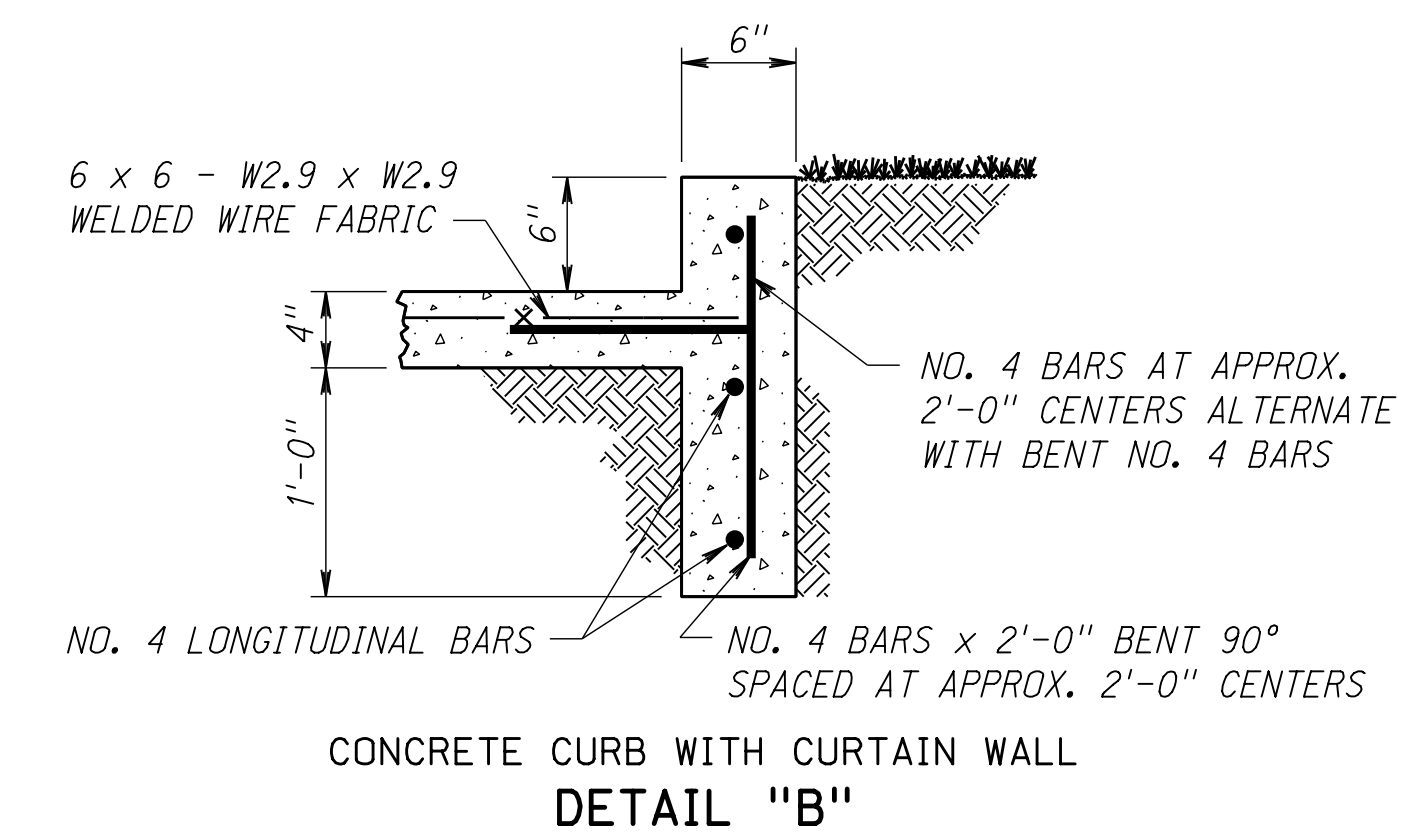
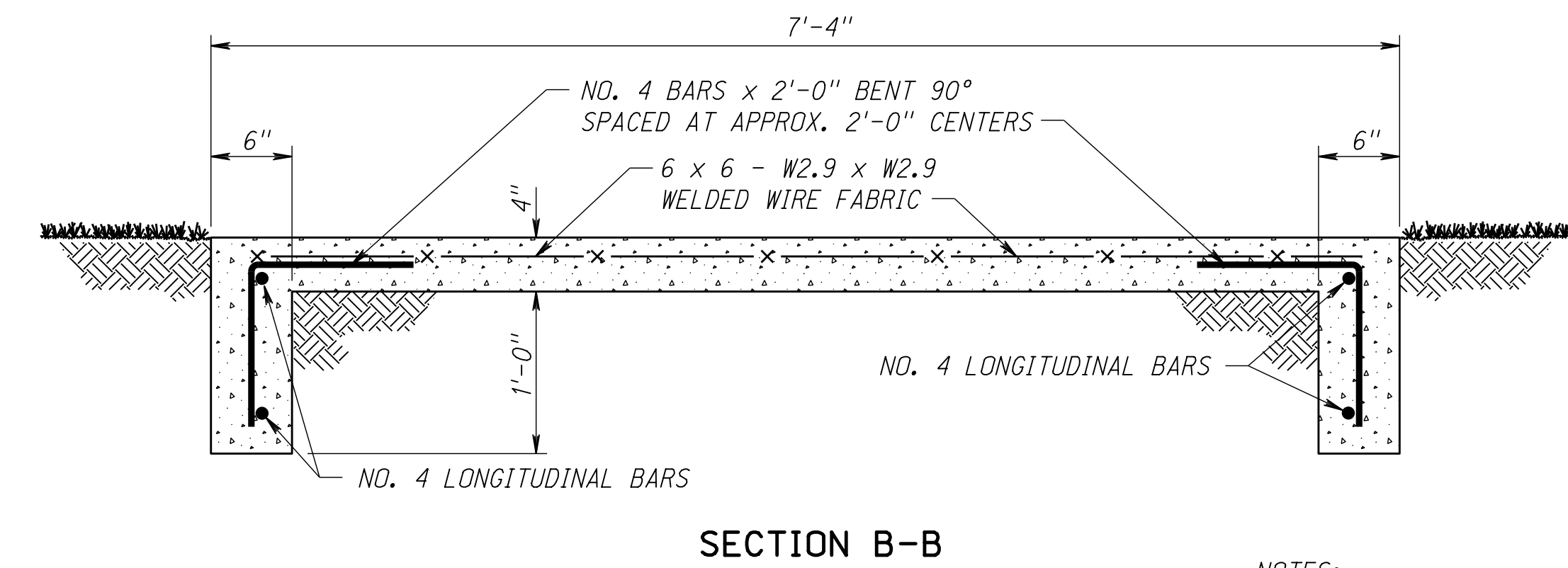
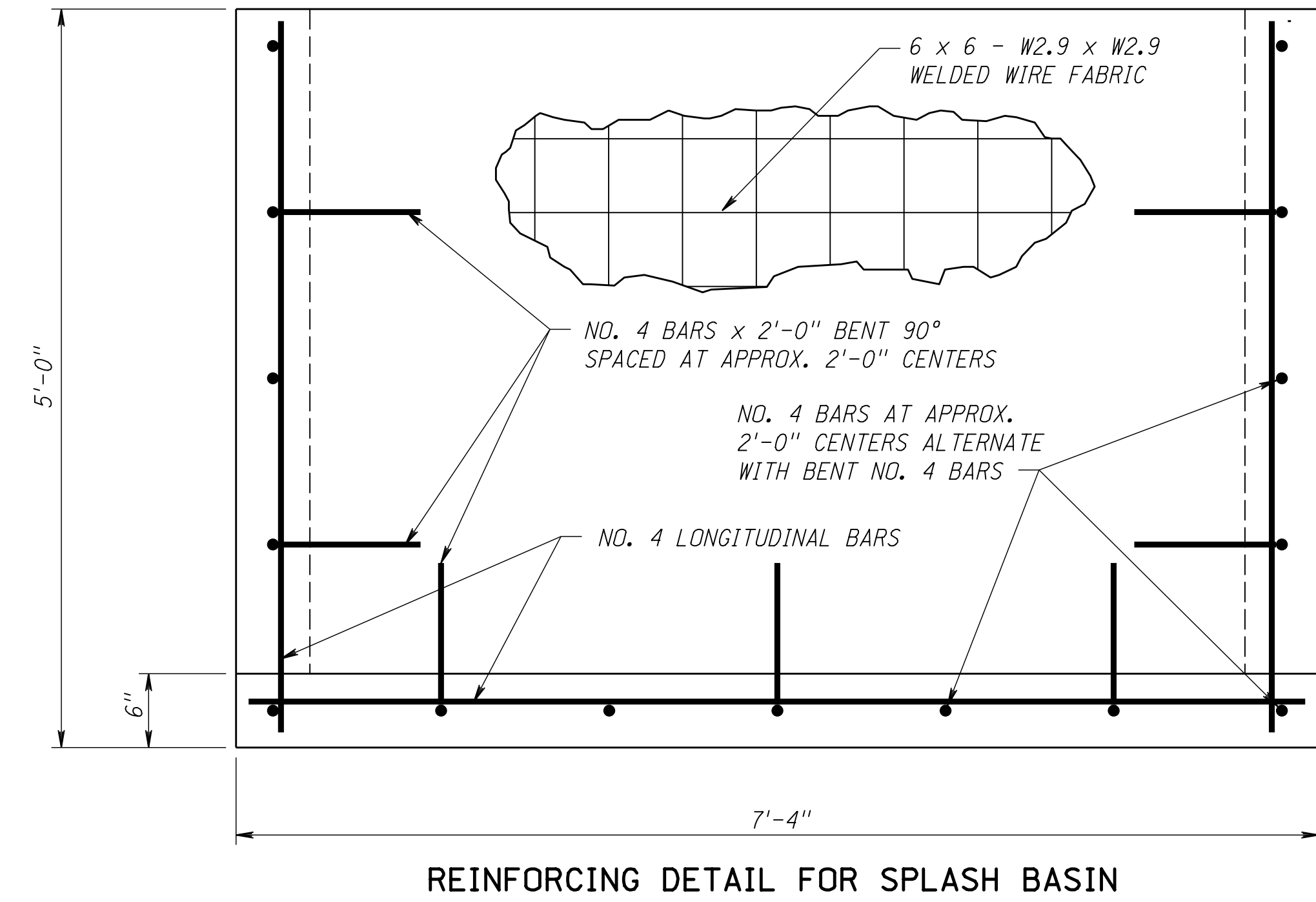
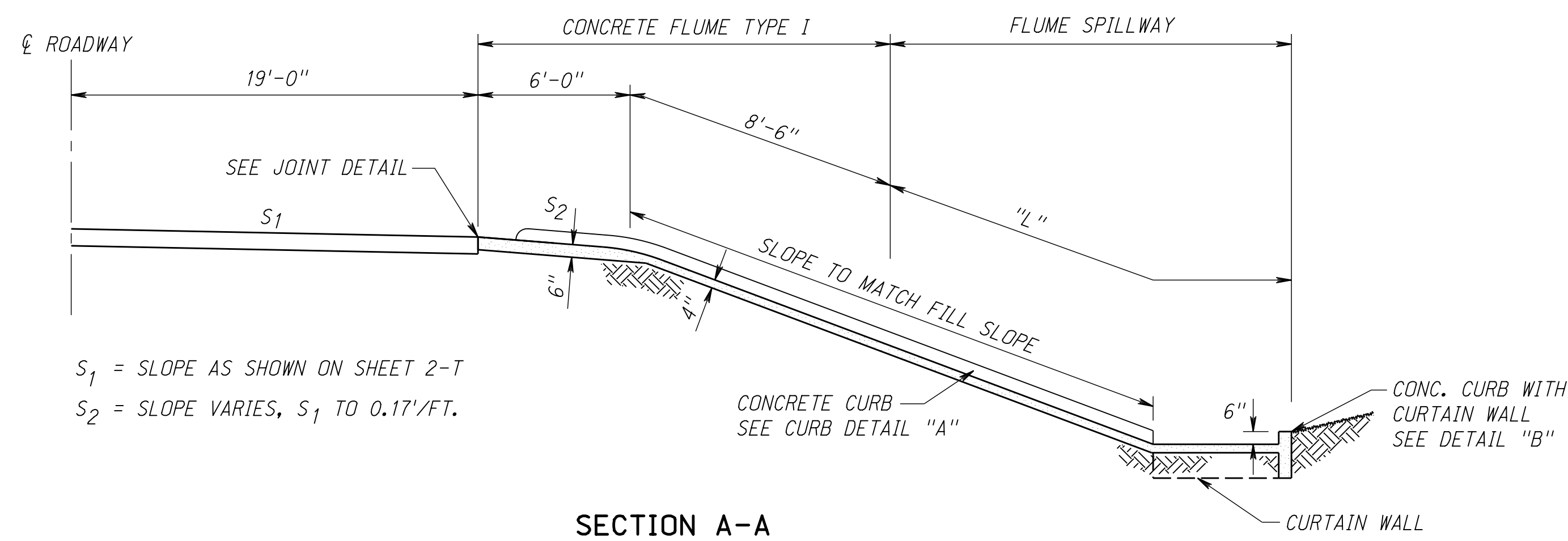
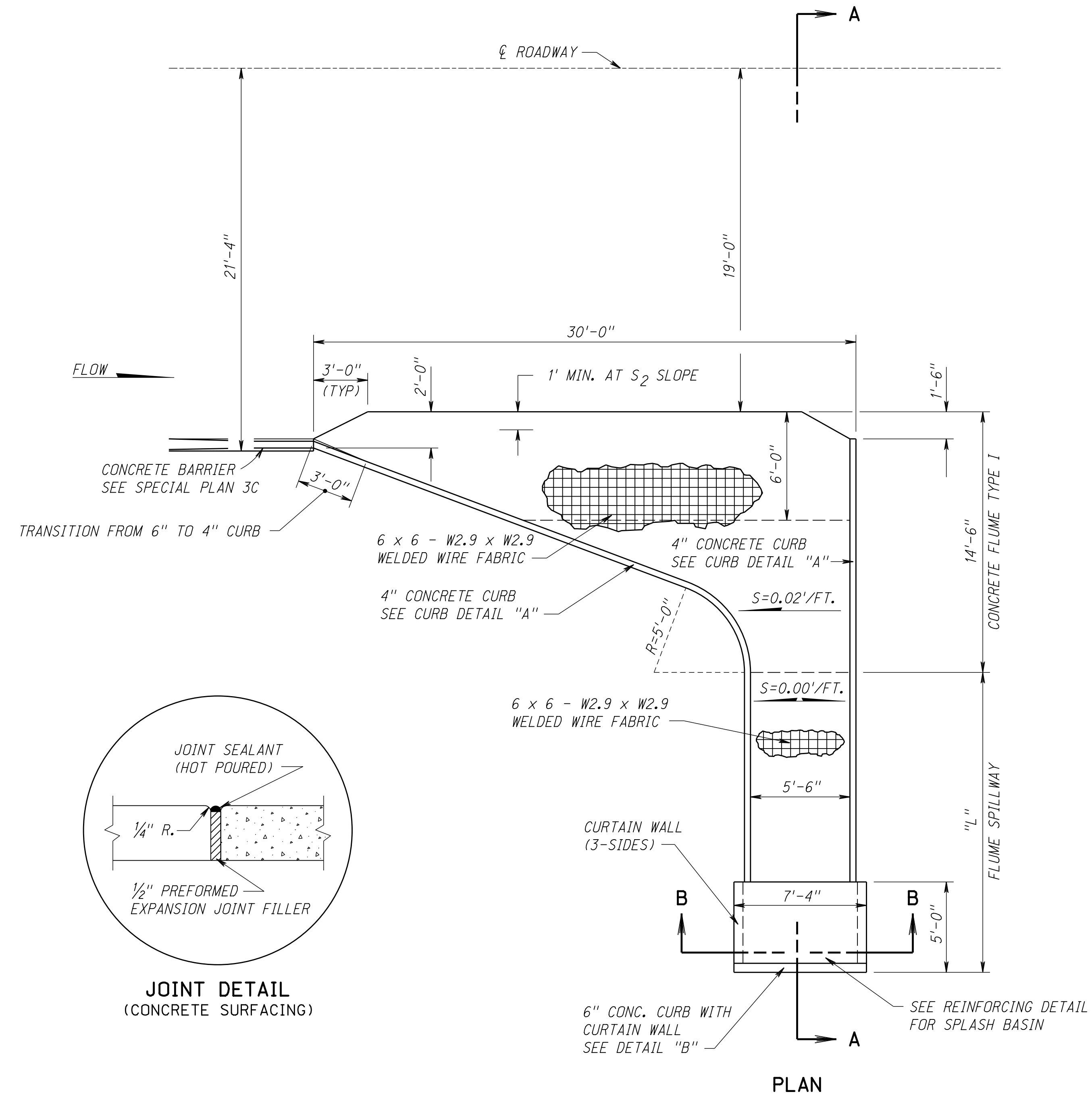
File: 614570es09.dgn

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es10.dgn



NOTES:
 "L" DIMENSION SHALL BE AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 FINAL LOCATION OF FLUME TO BE DETERMINED BY THE ENGINEER.
 CONCRETE FLUME TYPE I SHALL BE PAID FOR AS ONE EACH.
 THE FLUME SPILLWAY SHALL BE SURFACE MEASURED AND PAID FOR BY THE LINEAR FOOT FOR THE ITEM "FLUME SPILLWAY".
 JOINT FILLER AND SEALANT MATERIALS ARE SUBSIDIARY TO THE FLUME.
 ALL REINFORCING STEEL TO CONFORM TO A615/A615M, GRADE 60.
 ALL CONCRETE USED SHALL BE CLASS 47B-3000.

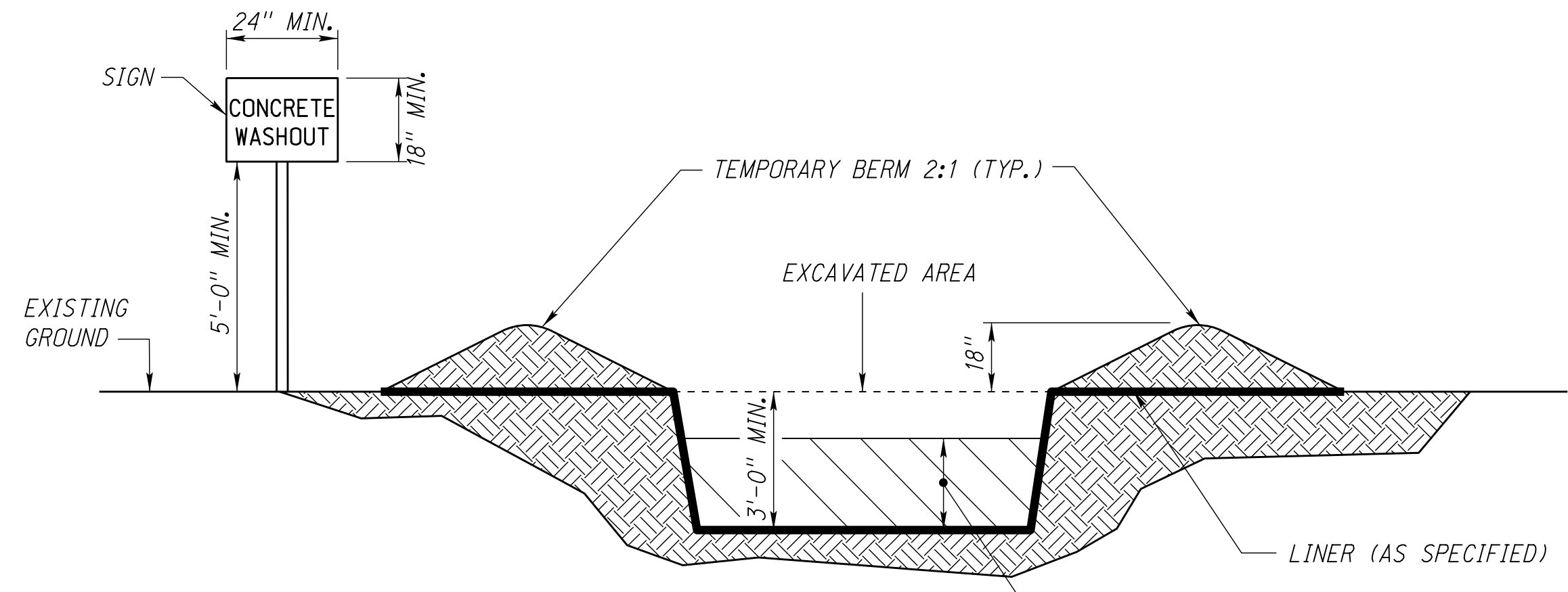
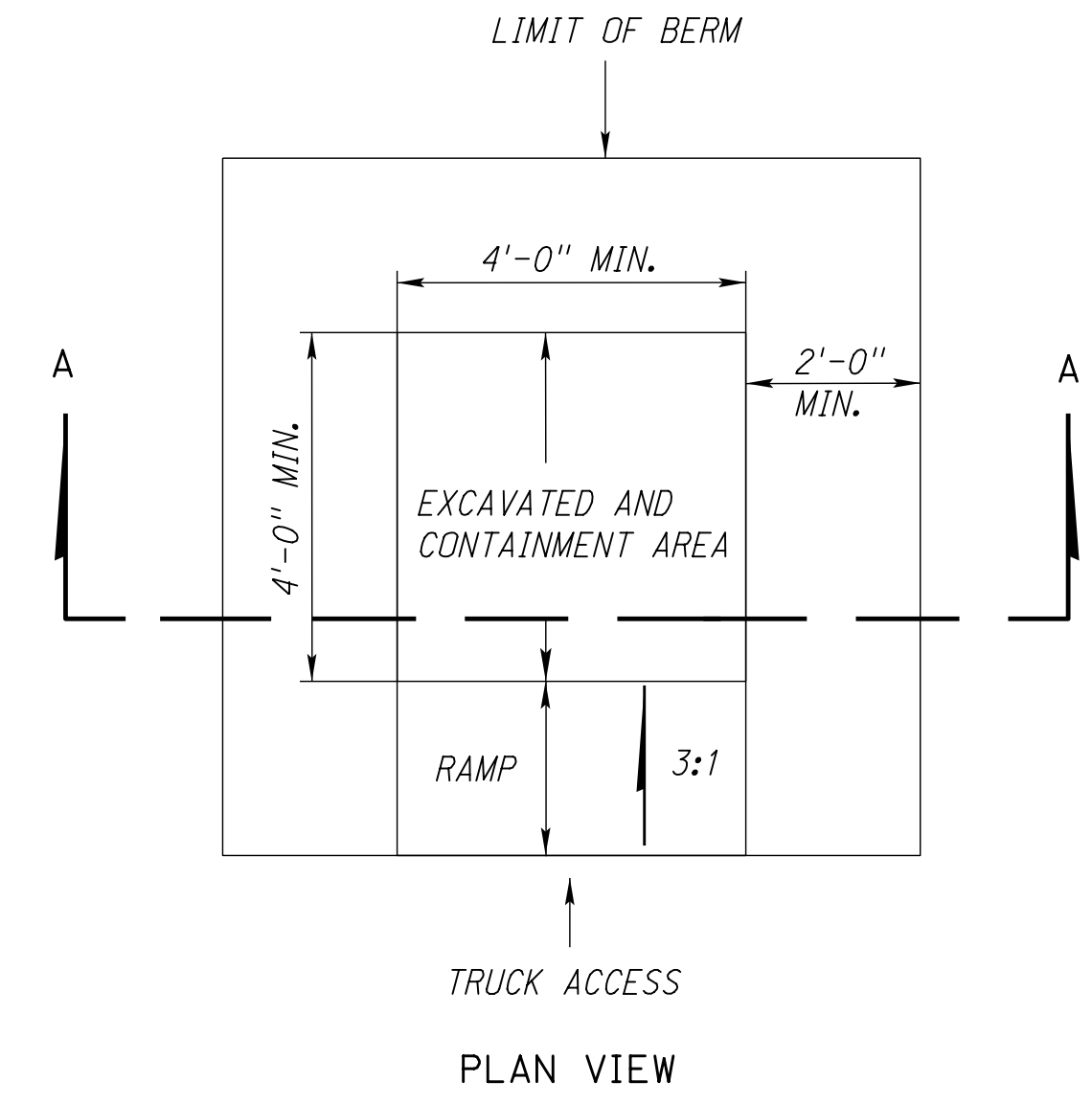
CONCRETE FLUME, TYPE I
 SHEET 1 OF 1
SPECIAL PLAN 6C

ROADWAY DESIGN DIVISION

Computer: 336CS3T3

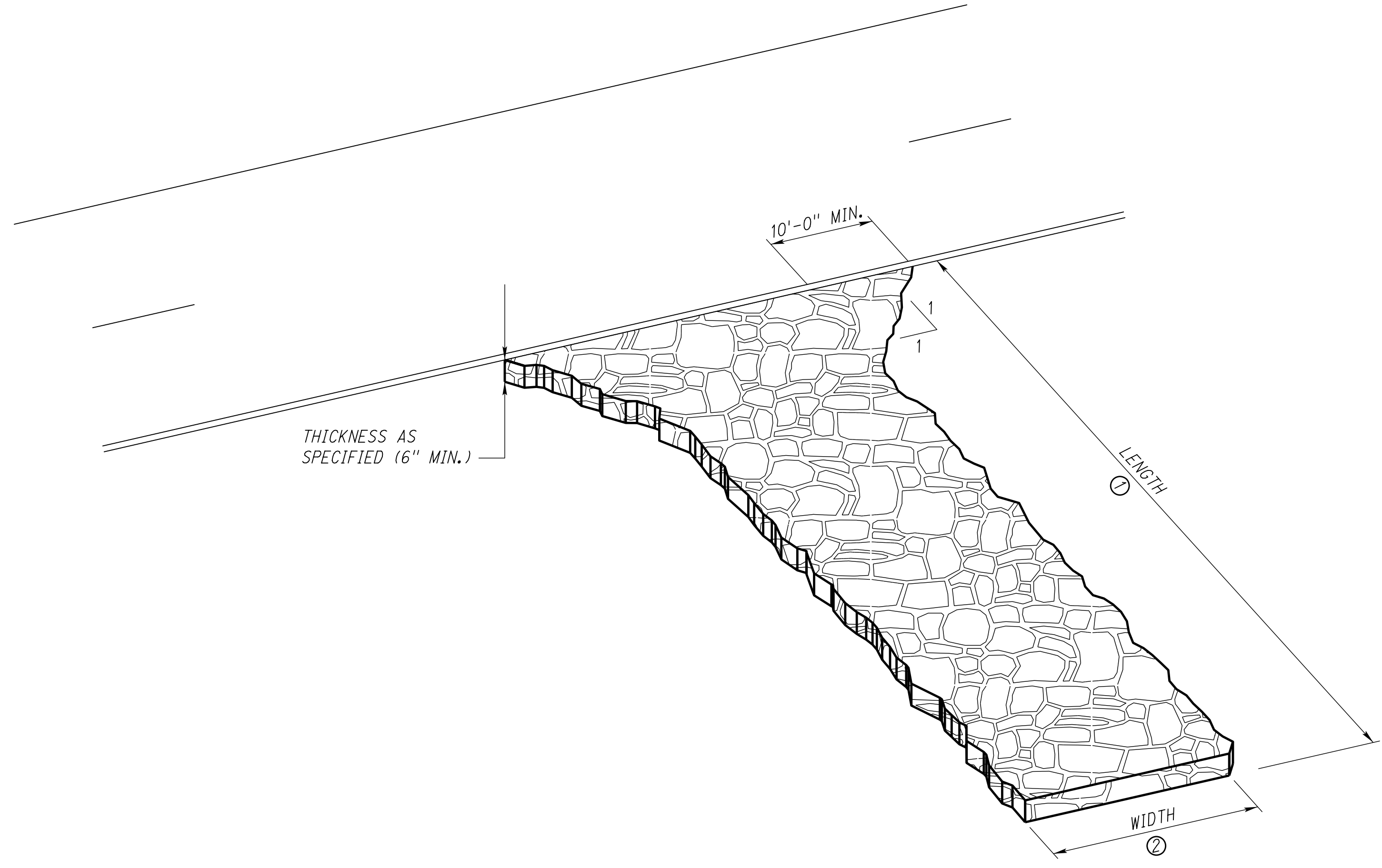
Date: 26-SEP-2023 21:15

File: 614570es11.dgn



NOTES:
 EROSION BALES MAY BE USED AS AN ALTERNATIVE FOR THE BERM AREA, EXCEPT AT THE OPENING.
 THE CONCRETE WASHOUT SIGN SHALL HAVE LETTERS AT LEAST 3 INCHES HIGH.
 STRUCTURE MUST BE LINED WITH MATERIAL NOTED IN SPECIAL PROVISIONS.

CONCRETE WASHOUT STRUCTURE

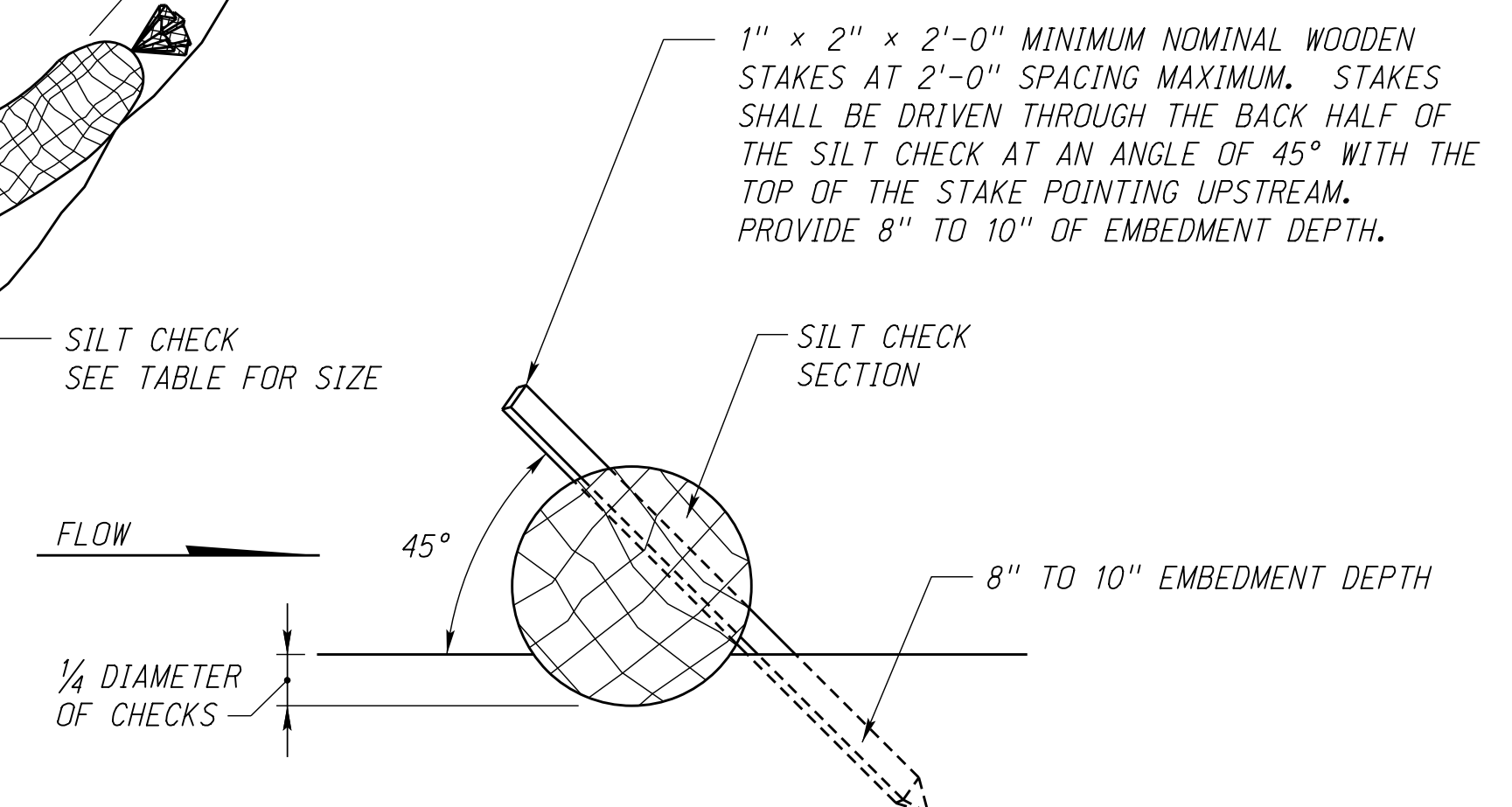
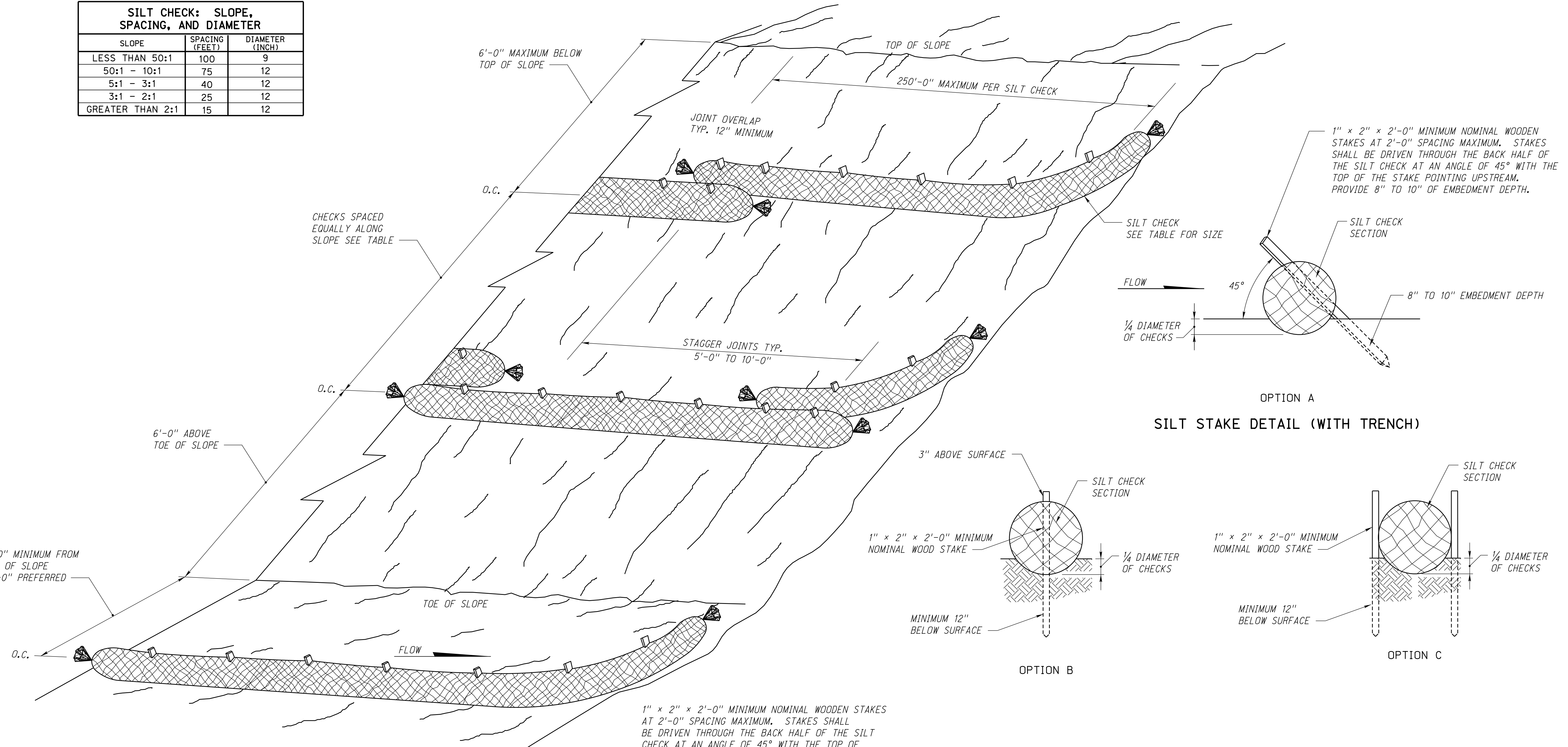


NOTES:
 REMOVE VEGETATION AND EXCAVATE SOFT SOILS FROM EXIT AREA. THOROUGHLY COMPACT SUBGRADE PRIOR TO PLACING STONE.
 INSTALL CULVERT UNDER EXIT IF NECESSARY TO MAINTAIN DRAINAGE.
 GRADE EXIT TO PREVENT RUNOFF FROM FLOWING ONTO STREET. DIRECT ALL RUNOFF FROM EXIT TO A SEDIMENT RETENTION DEVICE.
 WHEN SPECIFIED, INSTALL SUBGRADE STABILIZATION FABRIC PRIOR TO PLACING CRUSHED STONE.
 INSTALL LAYER OF CRUSHED STONE TO THE THICKNESS (6 INCH MINIMUM) AND DIMENSIONS SPECIFIED.

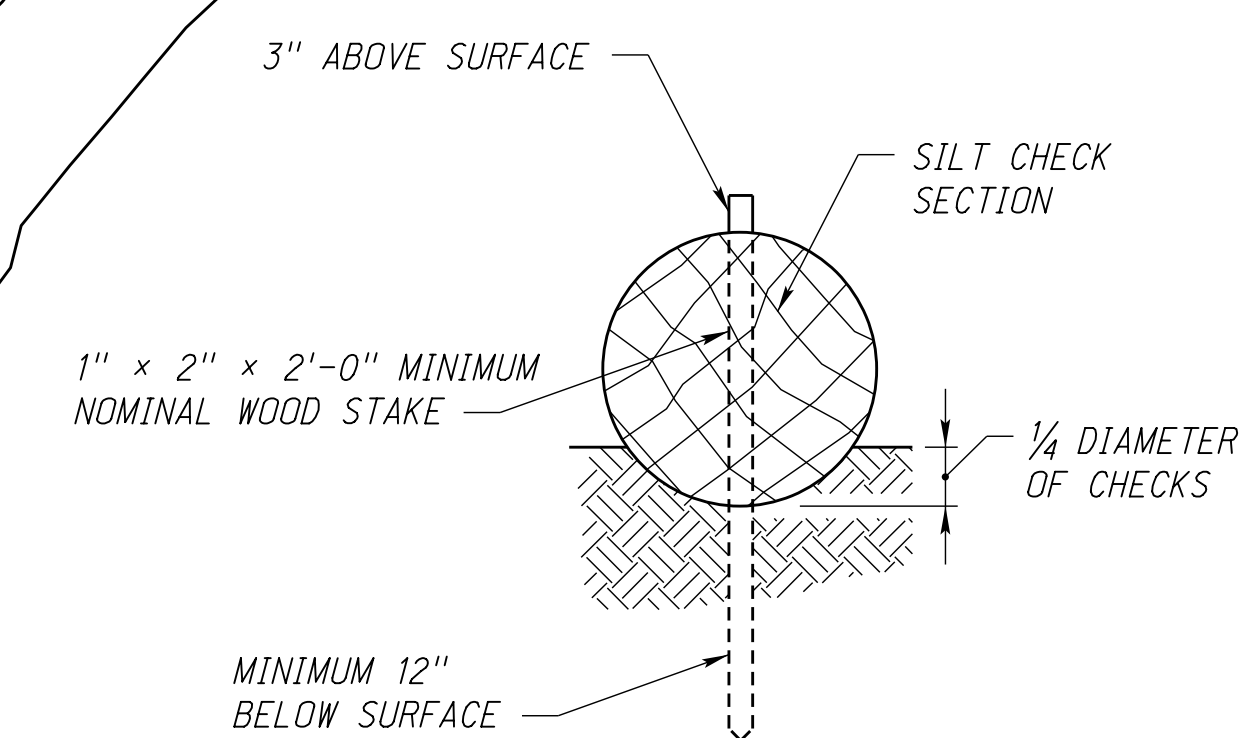
- ① EXIT LENGTH: 30 FT. MINIMUM OR AS SPECIFIED. LENGTH OF EXIT MAY BE INCREASED IF SEDIMENT TRACK-OUT OCCURS.
- ② EXIT WIDTH: 20 FT. MINIMUM.

STABILIZED CONSTRUCTION EXIT

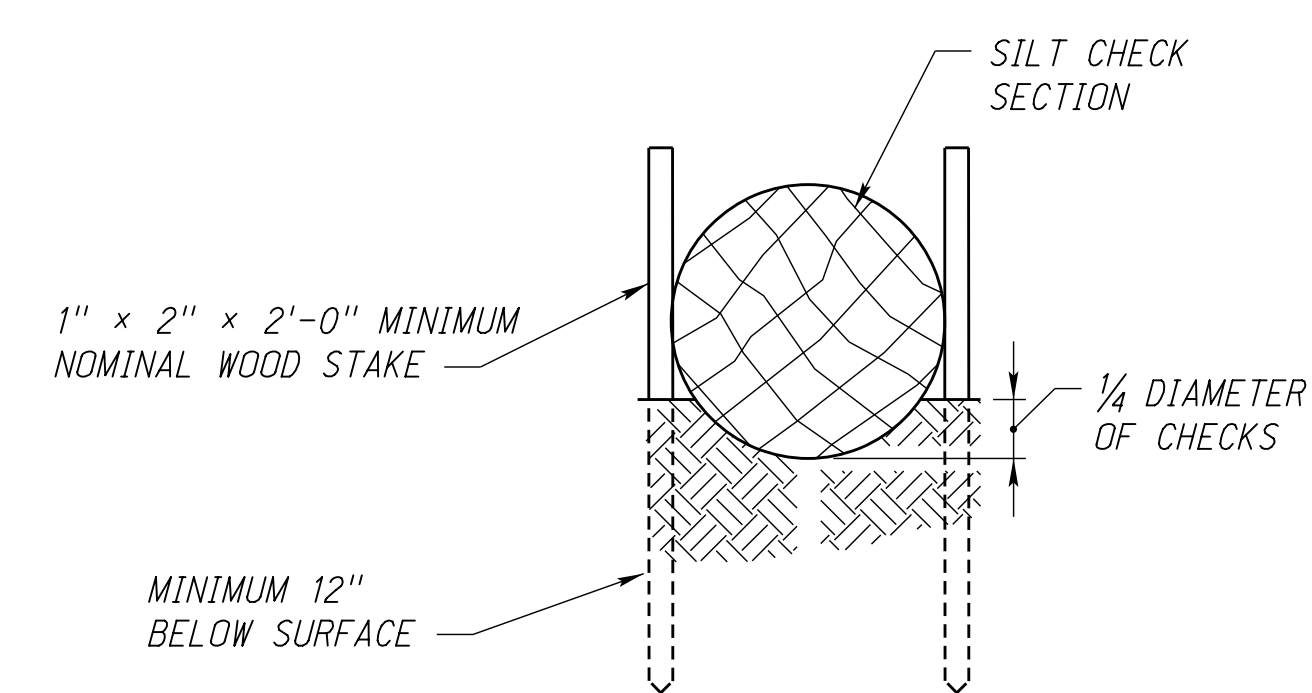
SILT CHECK: SLOPE, SPACING, AND DIAMETER		
SLOPE	SPACING (FEET)	DIAMETER (INCH)
LESS THAN 50:1	100	9
50:1 - 10:1	75	12
5:1 - 3:1	40	12
3:1 - 2:1	25	12
GREATER THAN 2:1	15	12



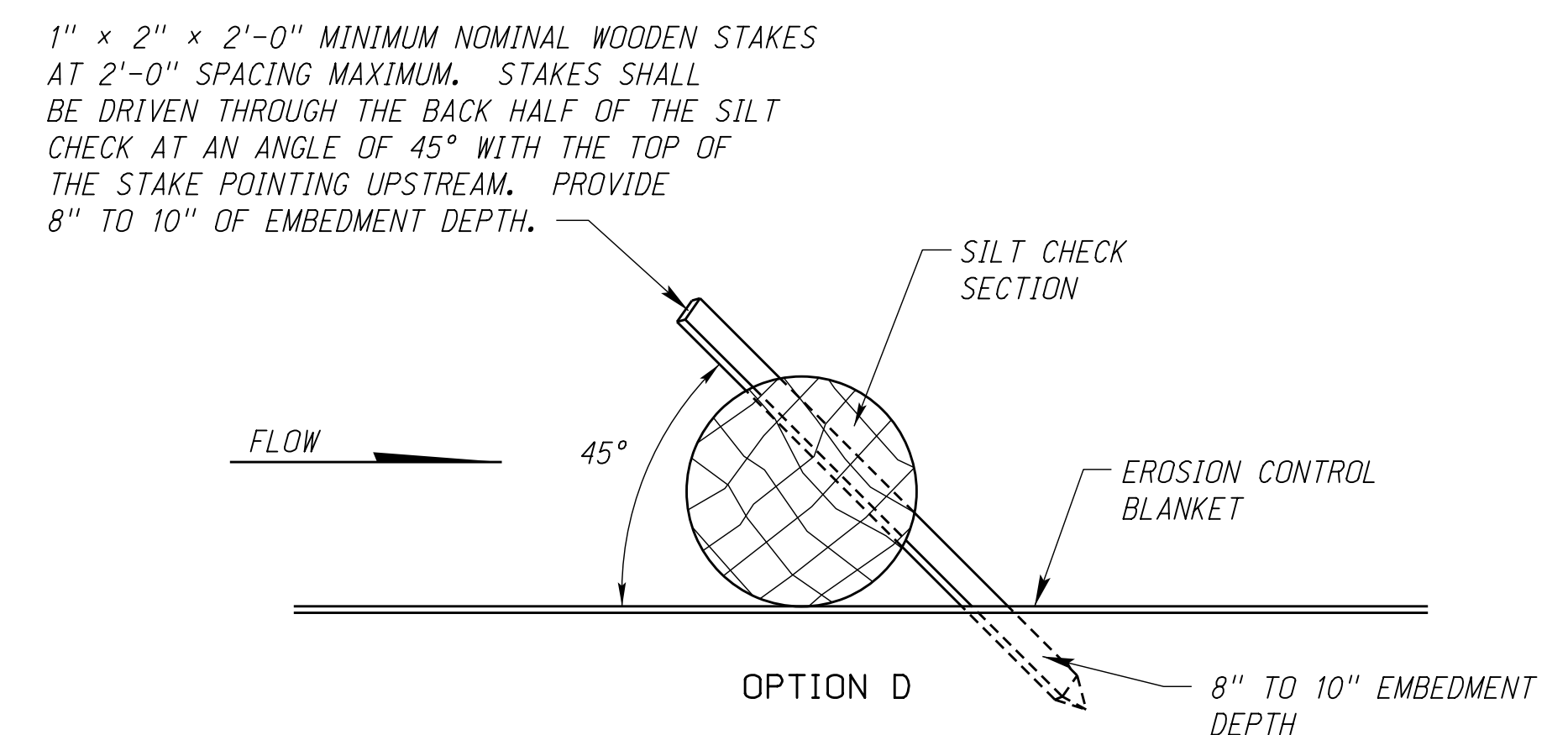
OPTION A
SILT STAKE DETAIL (WITH TRENCH)



OPTION B



OPTION C



OPTION D
STAKE DETAIL (NO TRENCH)

NOTE:
TRENCHING IS OPTIONAL FOR CHECKS ON BACKSLOPES & FORESLOPES

SILT CHECKS ALL TYPES
SHEET 1 OF 4
SPECIAL PLAN 8C

SLOPE APPLICATION
PERSPECTIVE VIEW

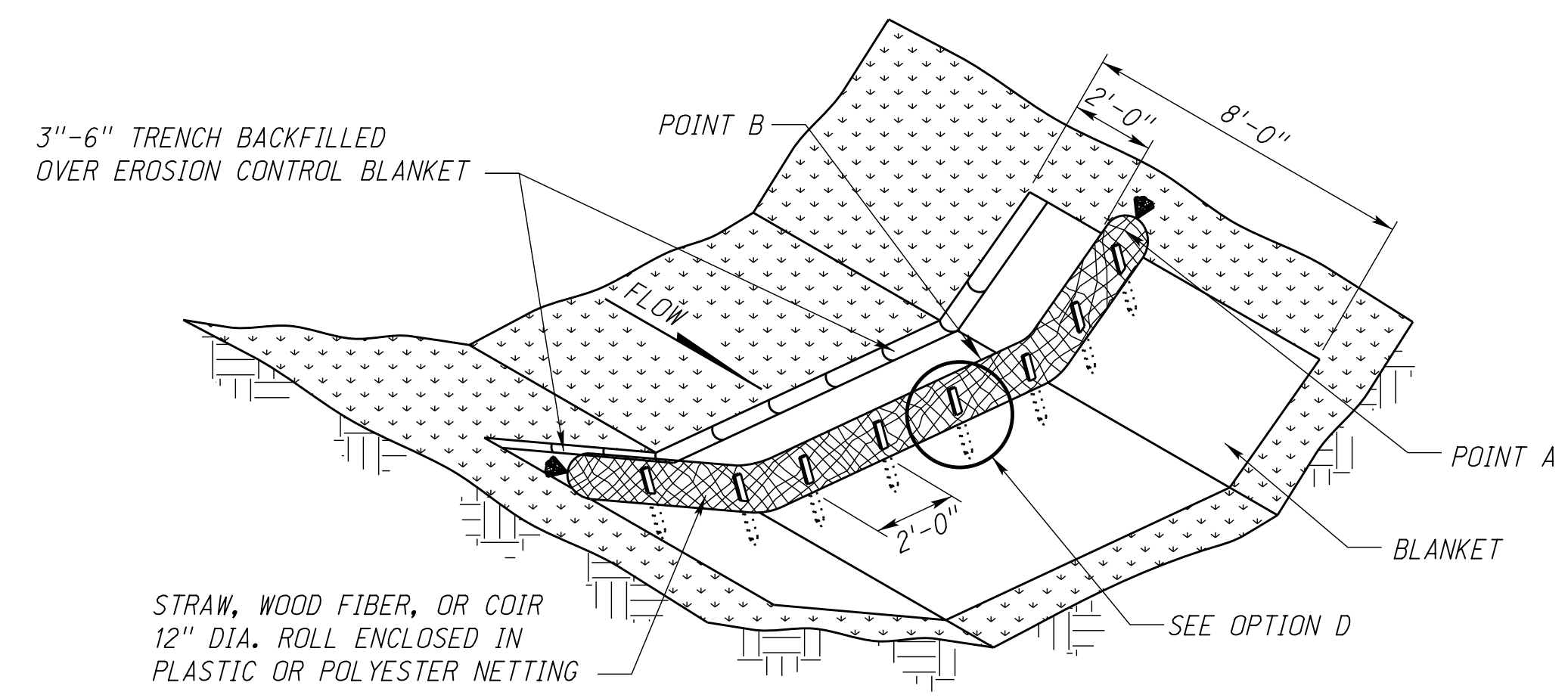
ROADWAY DESIGN DIVISION

Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570es12.dgn

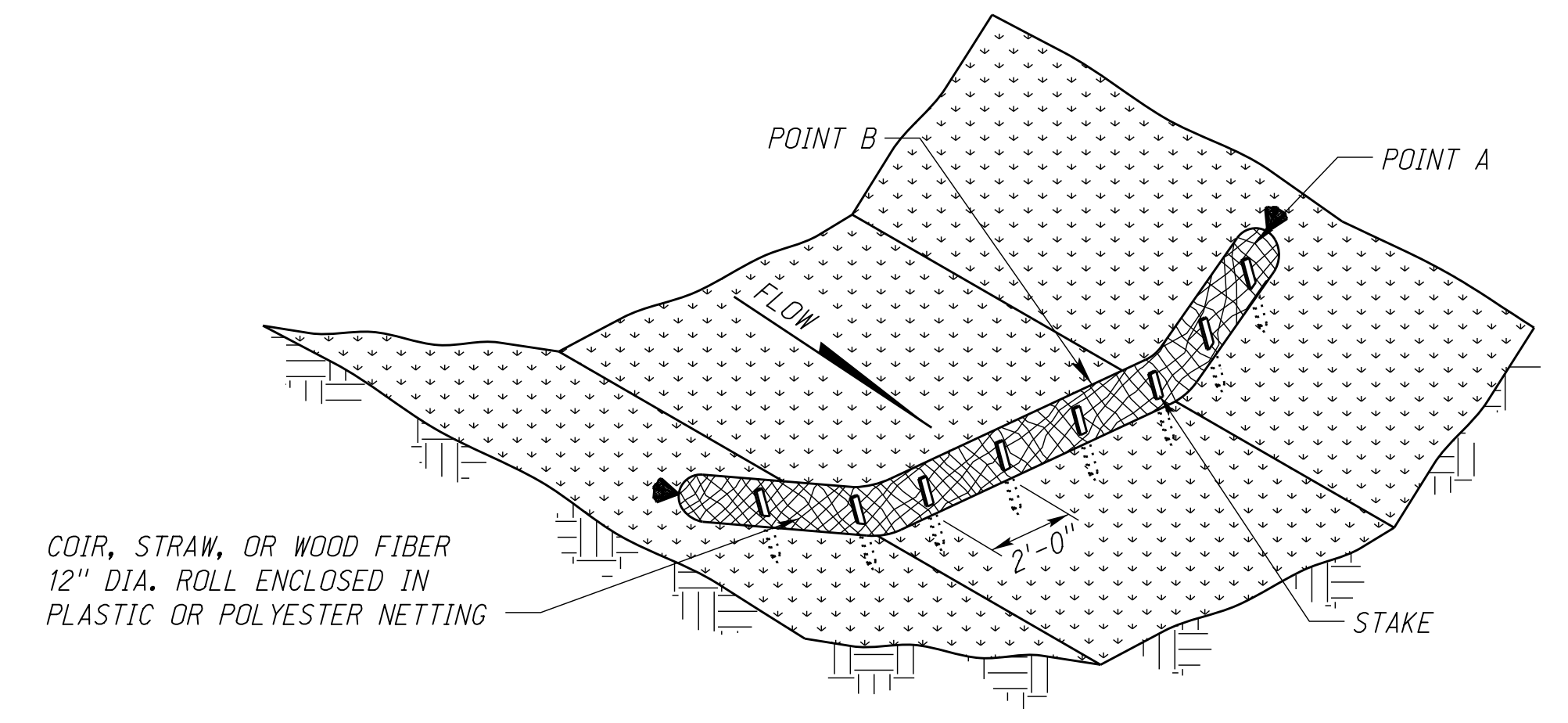
ROADWAY DESIGN DIVISION



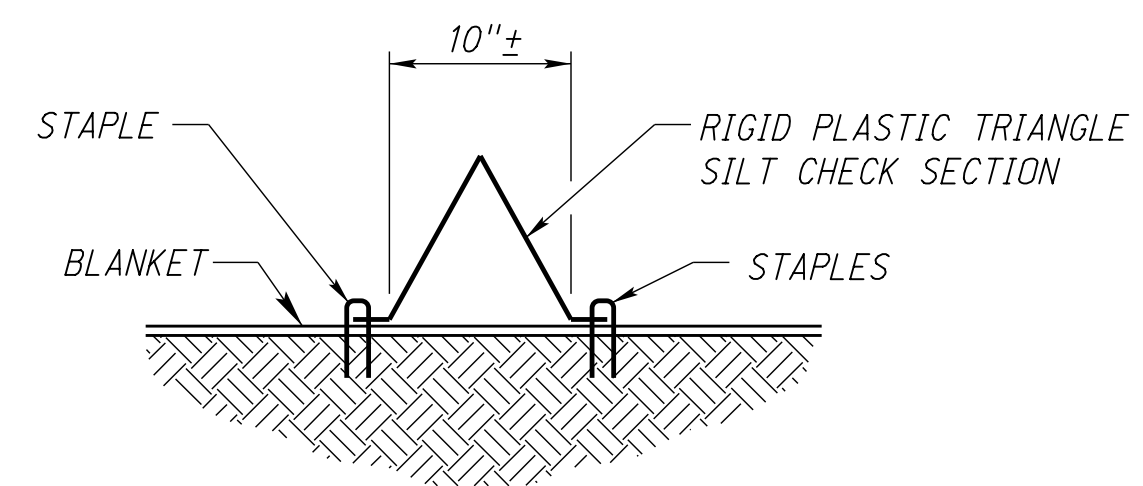
TYPE 2 & 3: HIGH & LOW WITH EROSION CONTROL

STRAW, WOOD FIBER, OR COIR
12" DIA. ROLL ENCLOSED IN
PLASTIC OR POLYESTER NETTING

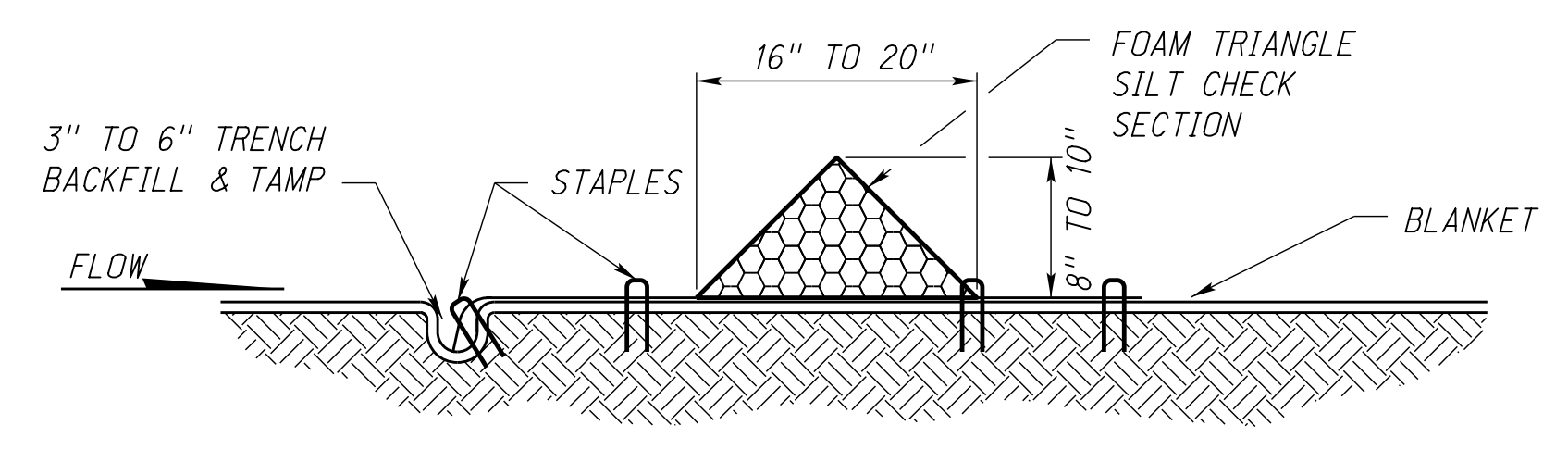
SEE OPTION D



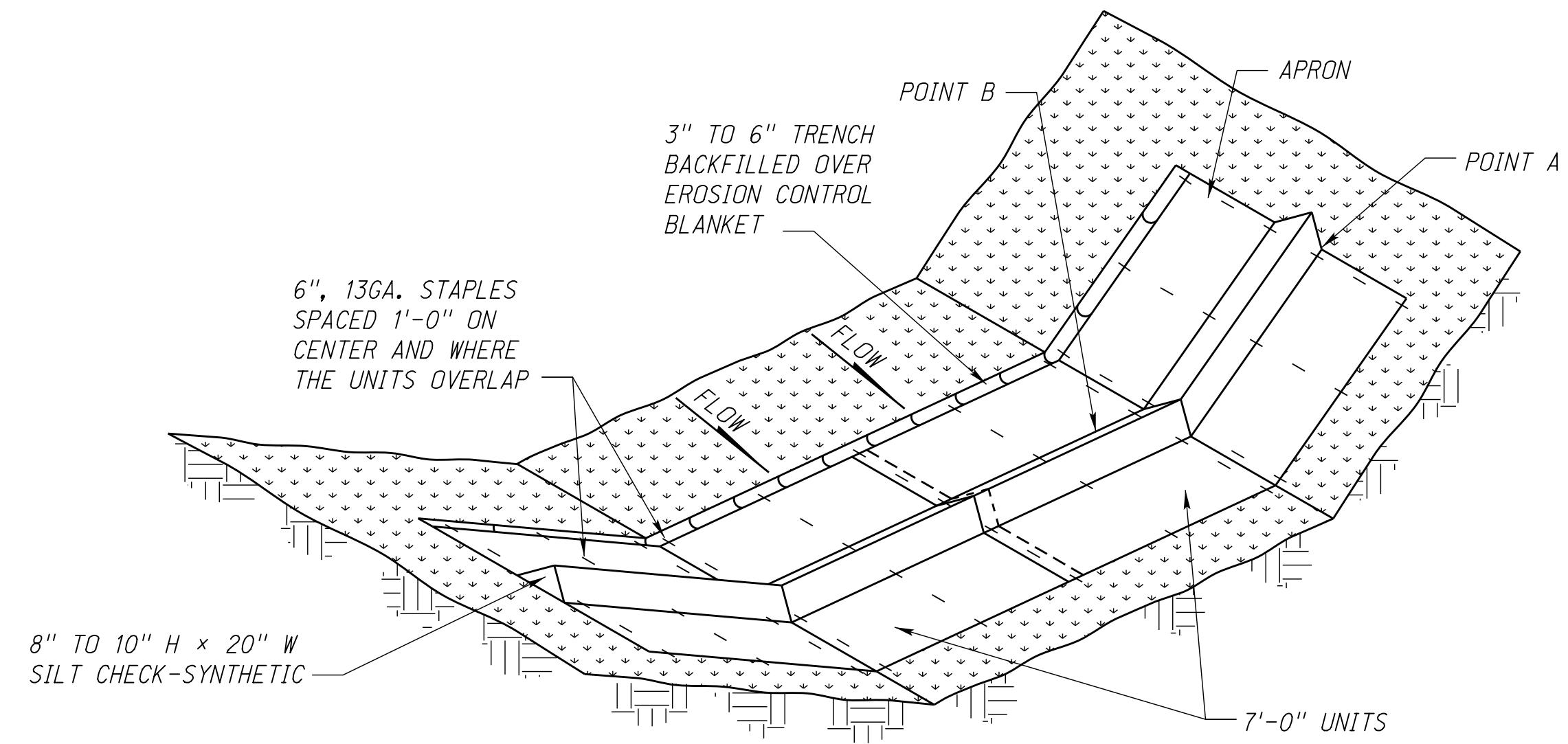
TYPE 1, 2 & 3: HIGH & LOW USE ON ROUGH GRADED & BARE SOIL AREAS



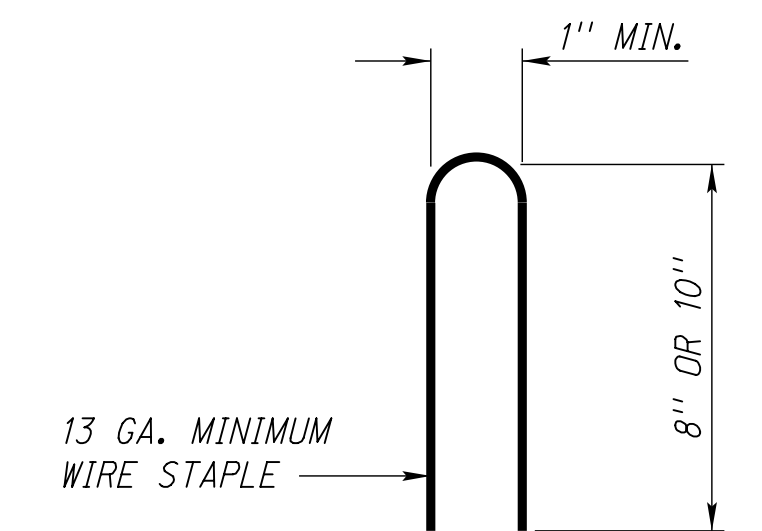
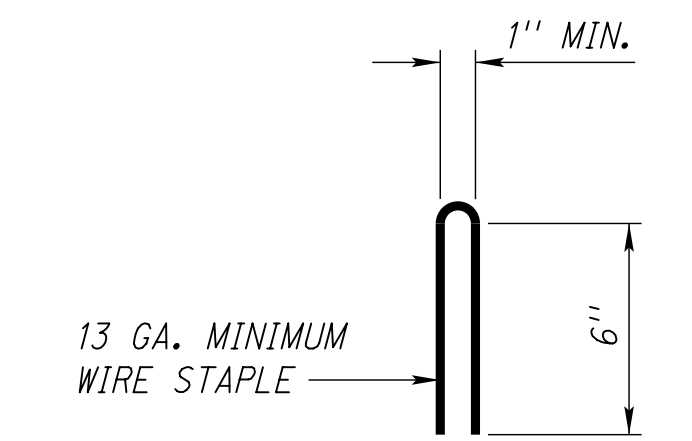
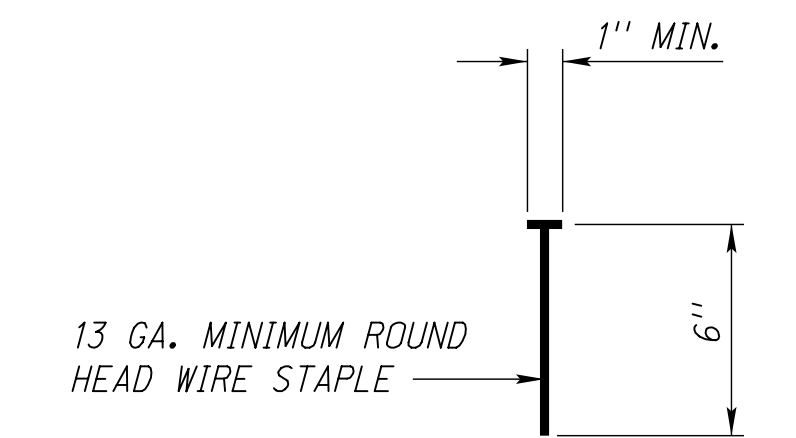
TYPE 4 SECTION



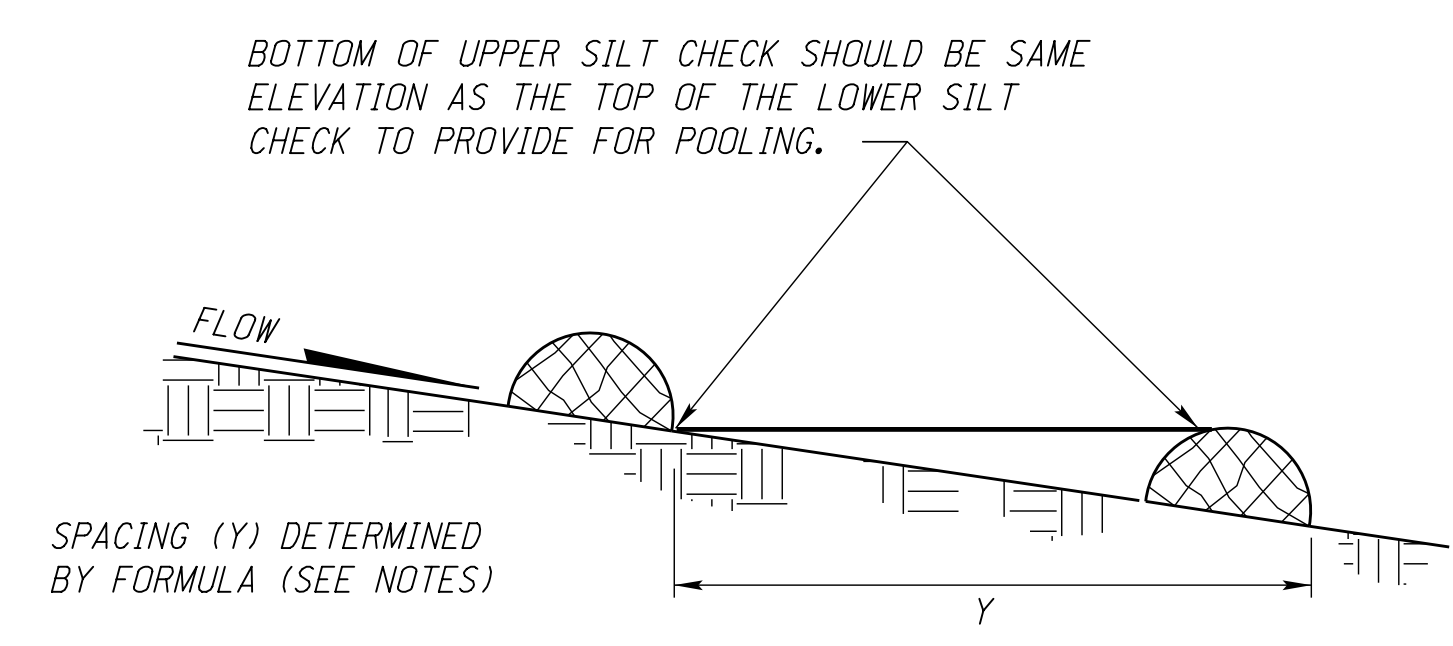
TYPE 4 SECTION



SILT CHECK: TYPE 4



WIRE STAPLE DETAIL



SILT CHECK SPACING-DITCH

NOTES:

APPROXIMATE SPACING BETWEEN EACH DITCH CHECK SHOULD BE DETERMINED FROM THE FOLLOWING SPACING FORMULA:

$$\text{APPROXIMATE SPACING OF DITCH CHECKS (FT.)} = Y = \frac{\text{SILT CHECK HEIGHT (FT.)}}{\% \text{ CHANNEL SLOPE}} \times 100$$

POINT A MUST BE A MINIMUM OF 6" HIGHER THAN POINT B TO ENSURE THAT WATER FLOWS OVER THE CHECK AND NOT AROUND THE ENDS.

PERMANENT ROCK CHECKS PLACED WITHIN THE CLEAR ZONE WILL NEED TO BE 18" OR LESS IN HEIGHT. A 10:1 APPROACH AND DEPARTURE SLOPE SHALL BE PROVIDED.

THE TRENCH ON THE UPSTREAM SIDE OF THE SILT CHECK IS NOT REQUIRED IF THE EROSION CONTROL BLANKET CONTINUES IN THE ENTIRE LENGTH OF THE DITCH.

THE MANUFACTURERS RECOMMENDED INSTALLATION DETAILS SHALL GOVERN OVER THE PLANS.

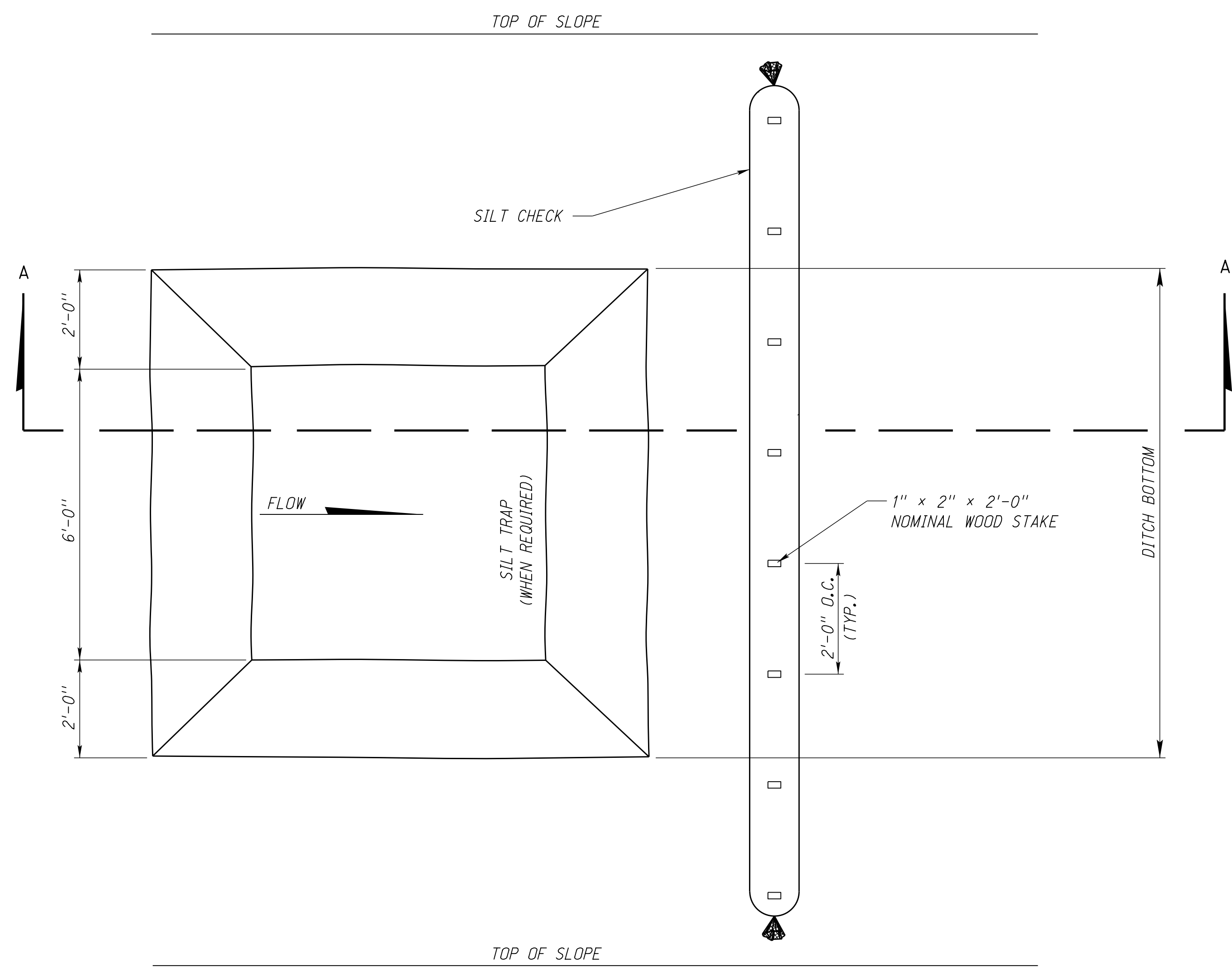
SEE STAKING DETAIL SHEET 1 OF 4

Computer: 336S3T3

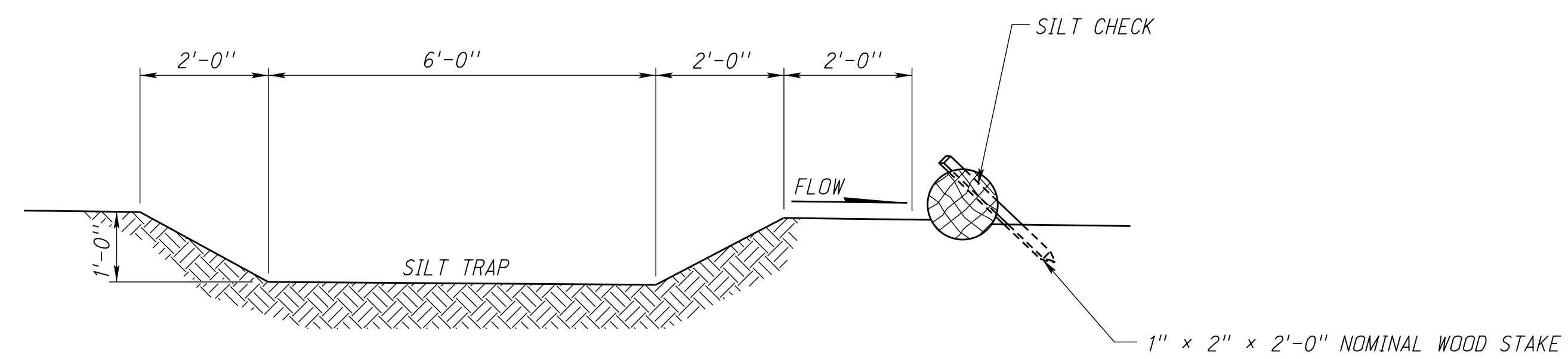
Date: 26-SEP-2023 21:15

File: 614570es12.dgn

ROADWAY DESIGN DIVISION
 Computer: 336CS3T3
 Date: 26-SEP-2023 21:15
 File: 614570es12.dgn

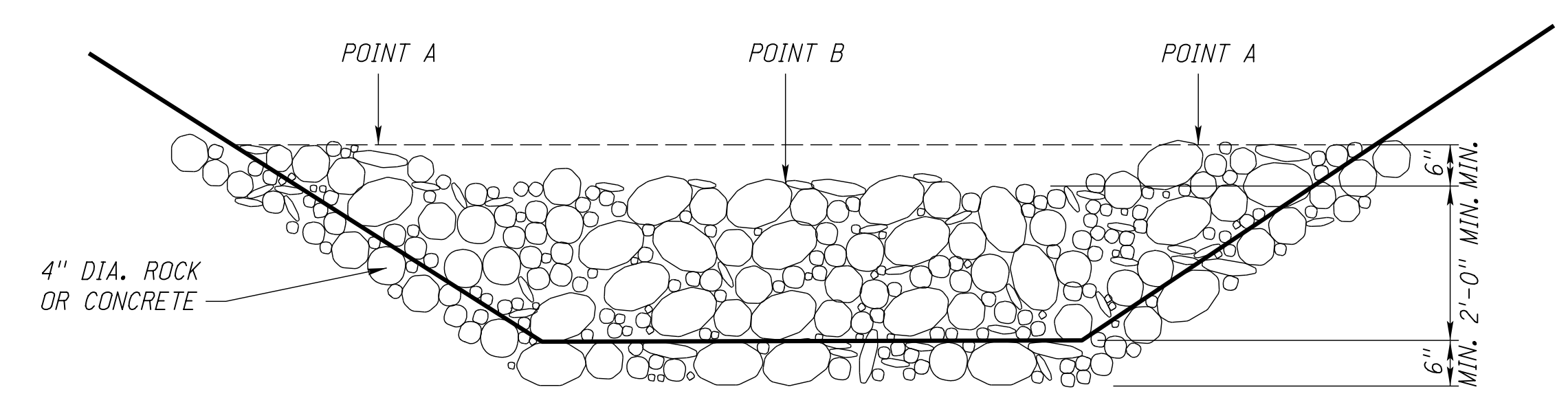


PLAN VIEW FOR FLAT BOTTOM DITCH

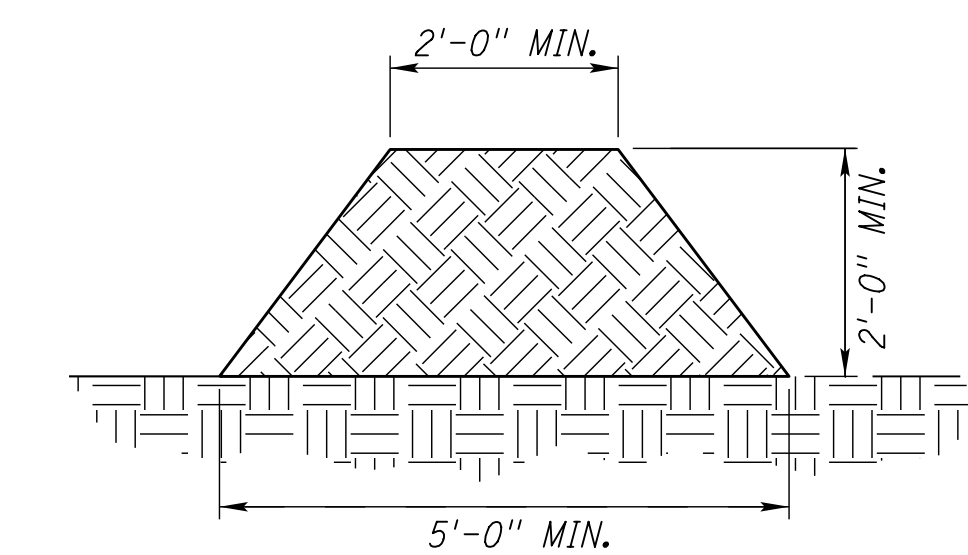


WHEN REQUIRED A SILT TRAP (ST) SHALL BE EXCAVATED TO THE WIDTH OF THE DITCH AND NO DIRECT PAYMENT WILL BE MADE.

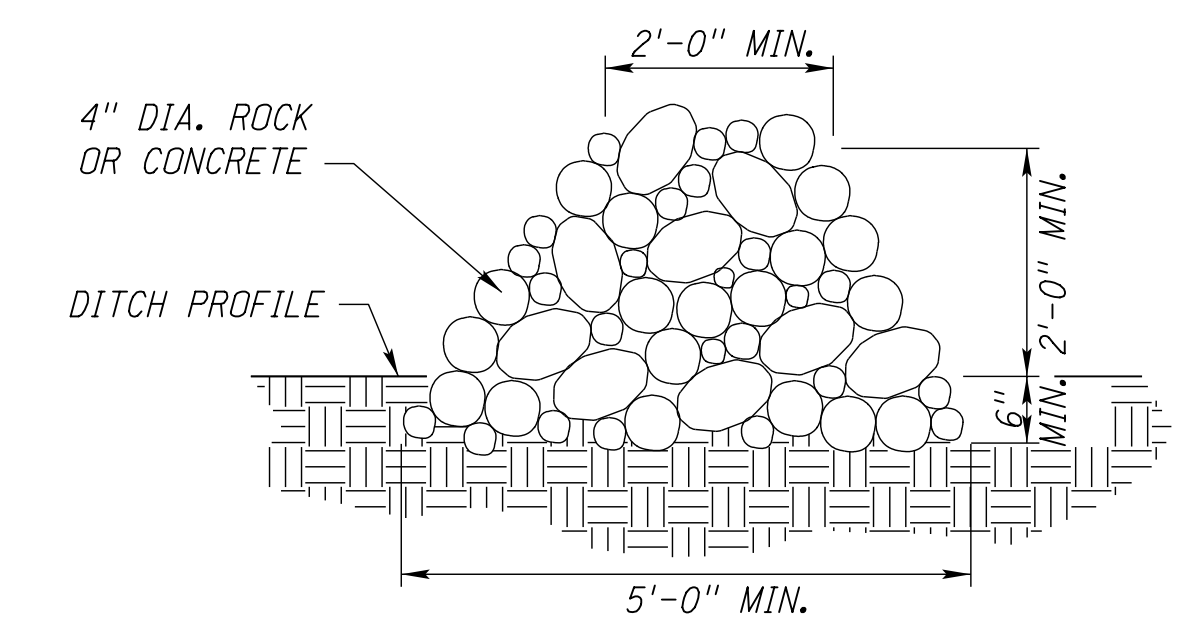
SECTION A-A



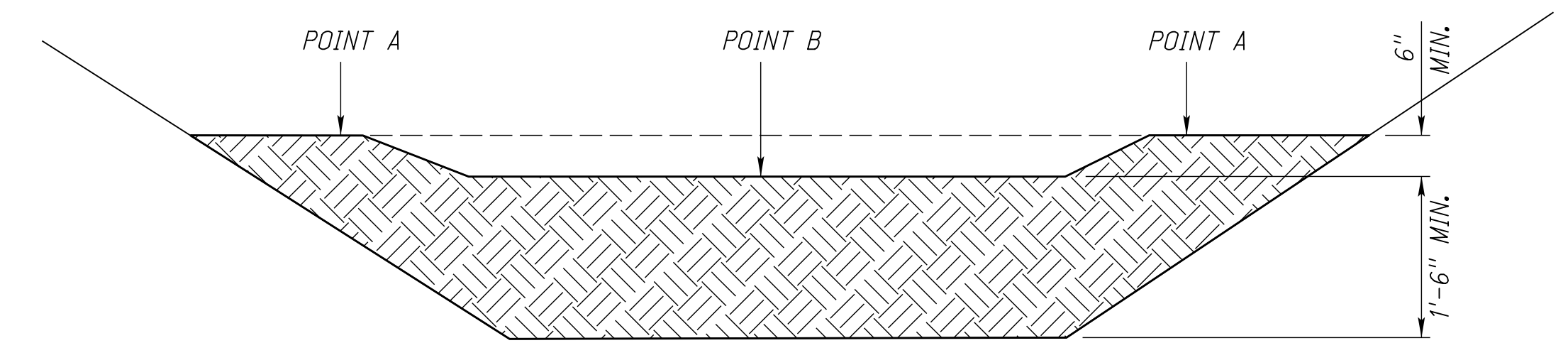
ROCK CHECK ELEVATION VIEW



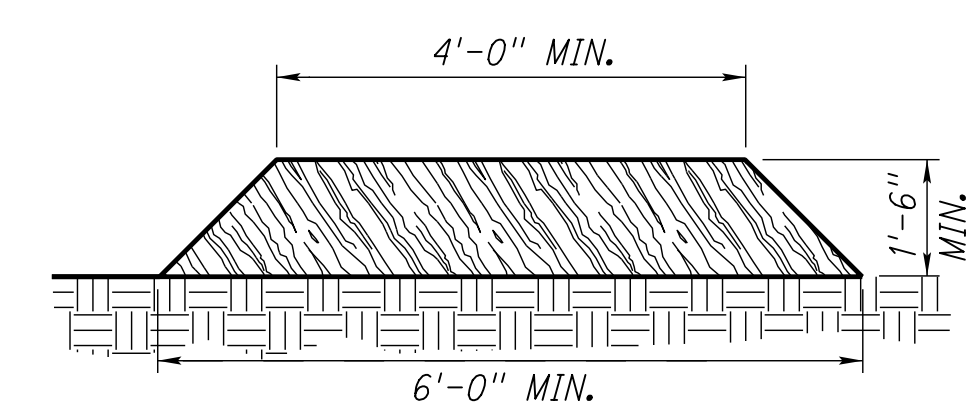
EARTH-SLASH MULCH PERIMETER BERM CROSS SECTION



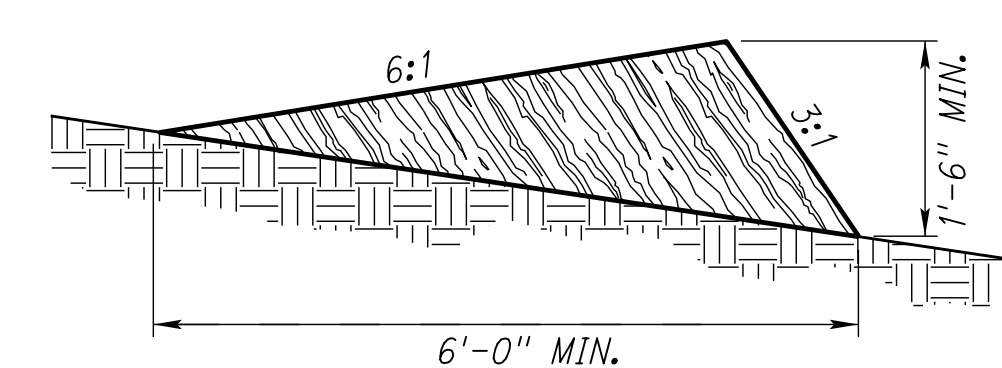
ROCK CHECK CROSS SECTION



EARTH-SLASH MULCH CHECK ELEVATION VIEW



CROSS SECTION SILT CHECK-SLASH MULCH OPTION A



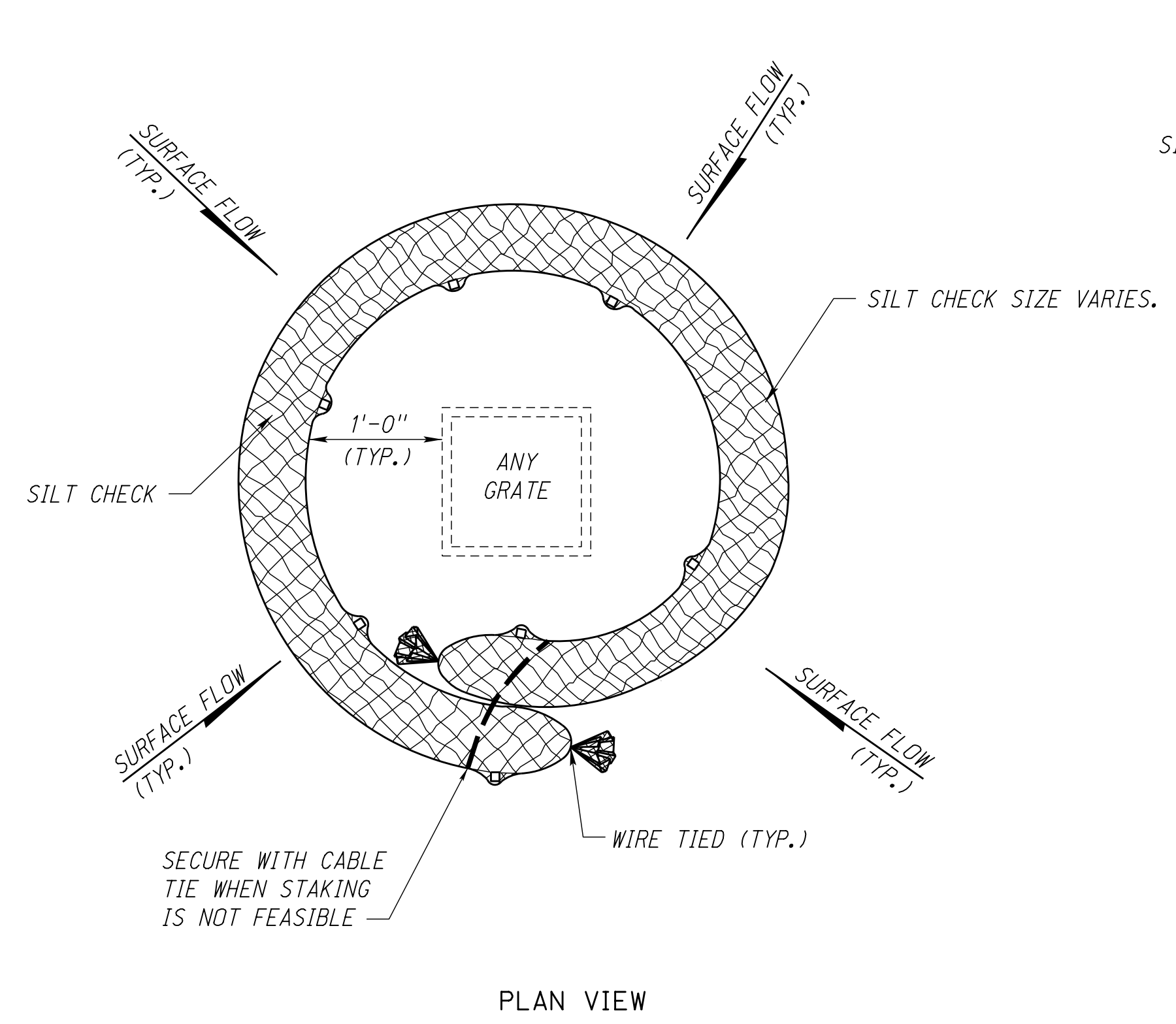
CROSS SECTION SILT CHECK-SLASH MULCH OPTION B

SEE STAKING DETAIL SHEET 1 OF 4

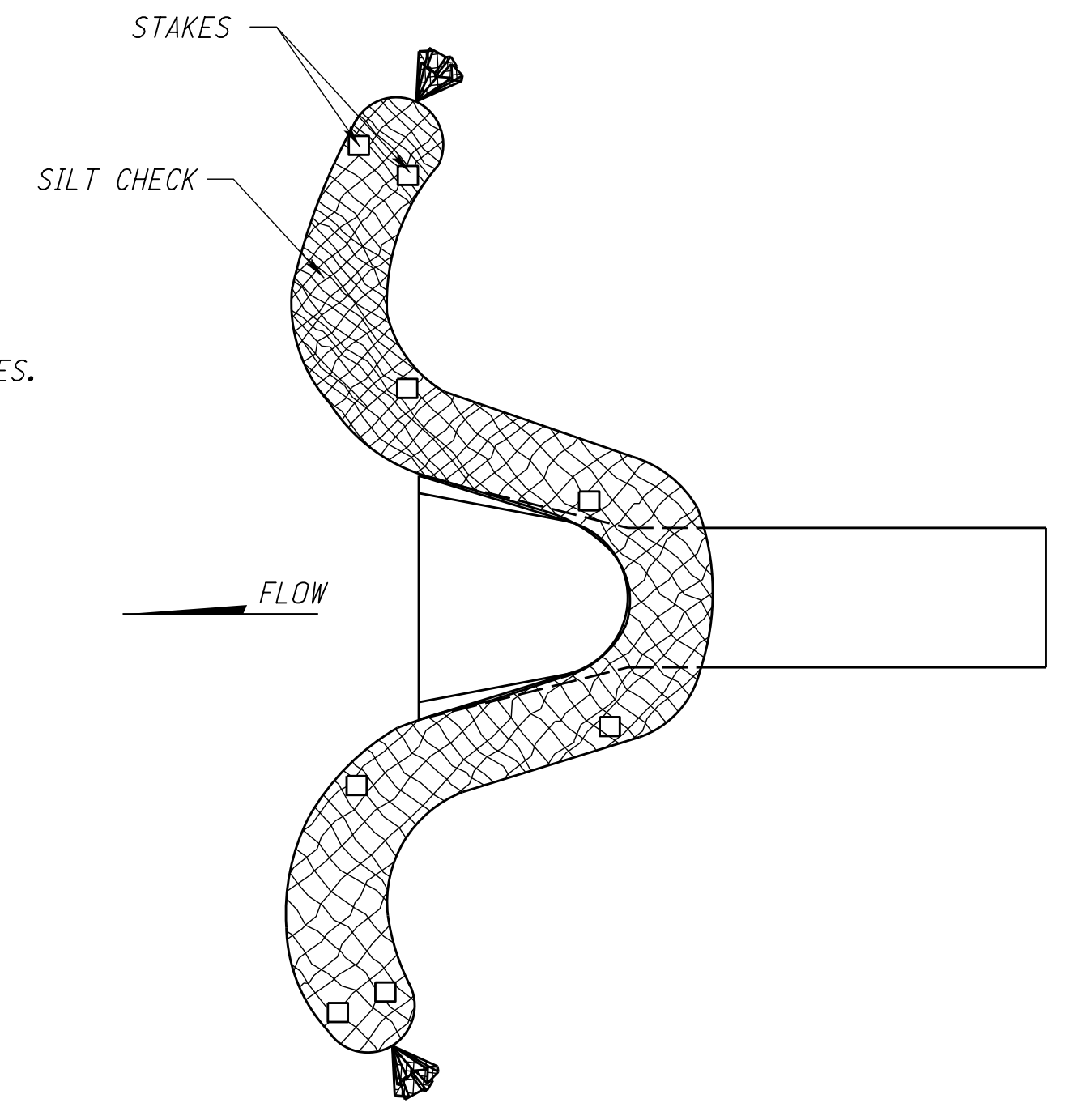
SILT CHECKS ALL TYPES
SHEET 3 OF 4

SPECIAL PLAN 8C

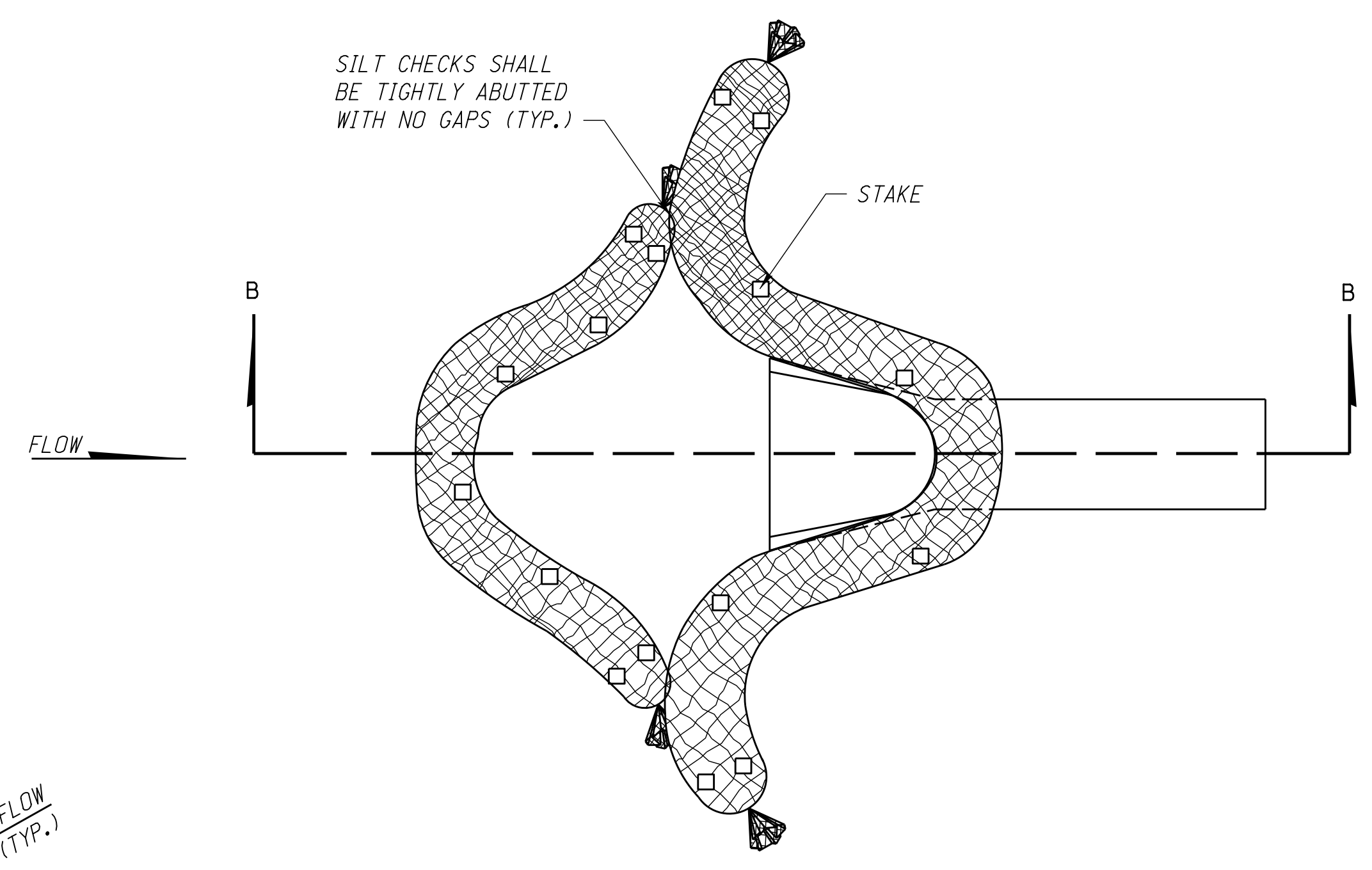
ROADWAY DESIGN DIVISION
 Computer: 336CS3T3
 Date: 26-SEP-2023 21:15
 File: 614570es12.dgn



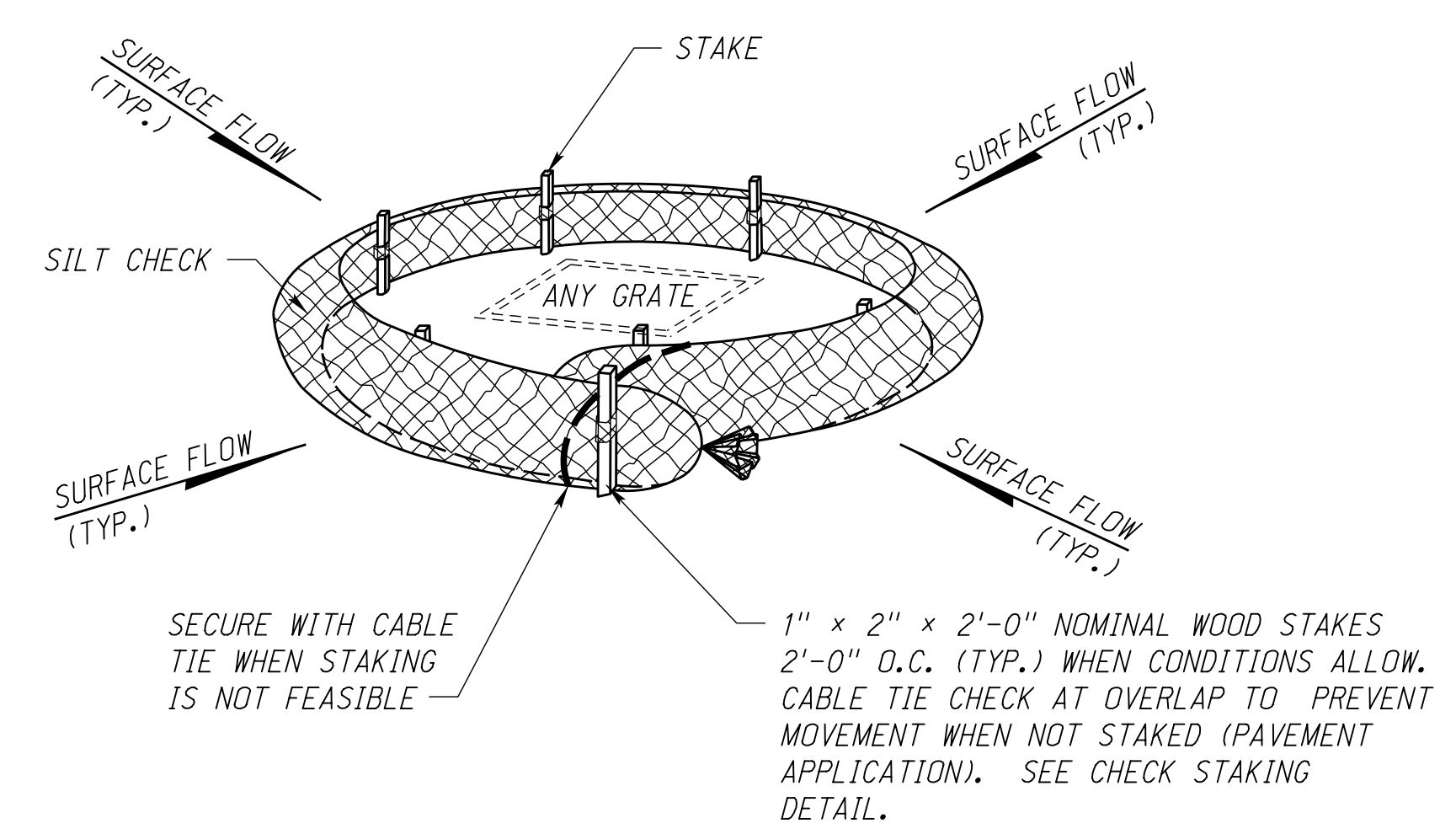
PLAN VIEW



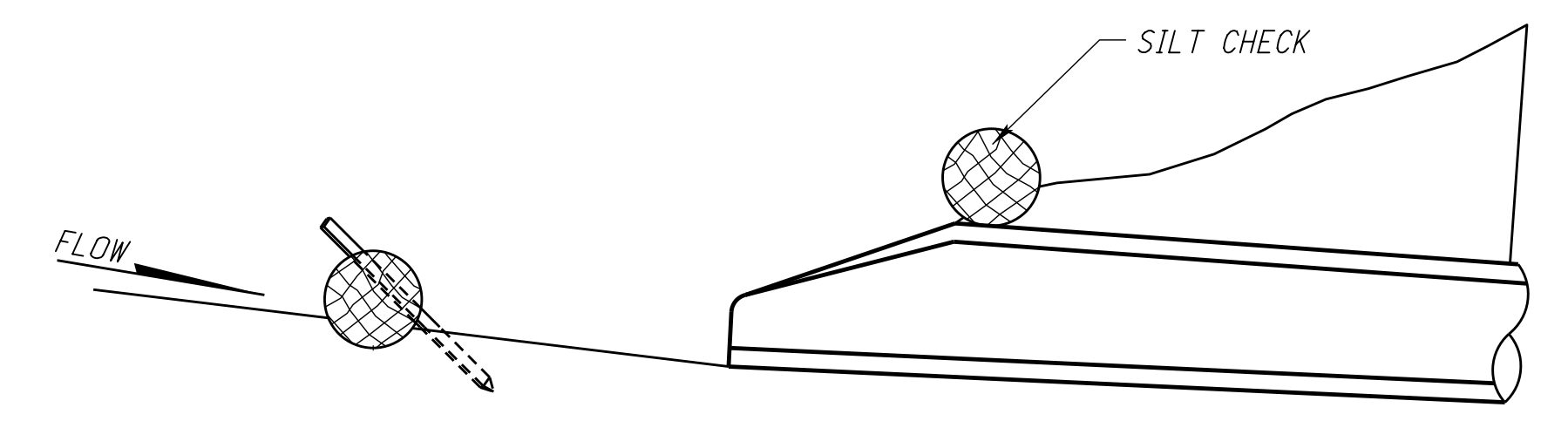
SILT CHECK OUTLET PROTECTION



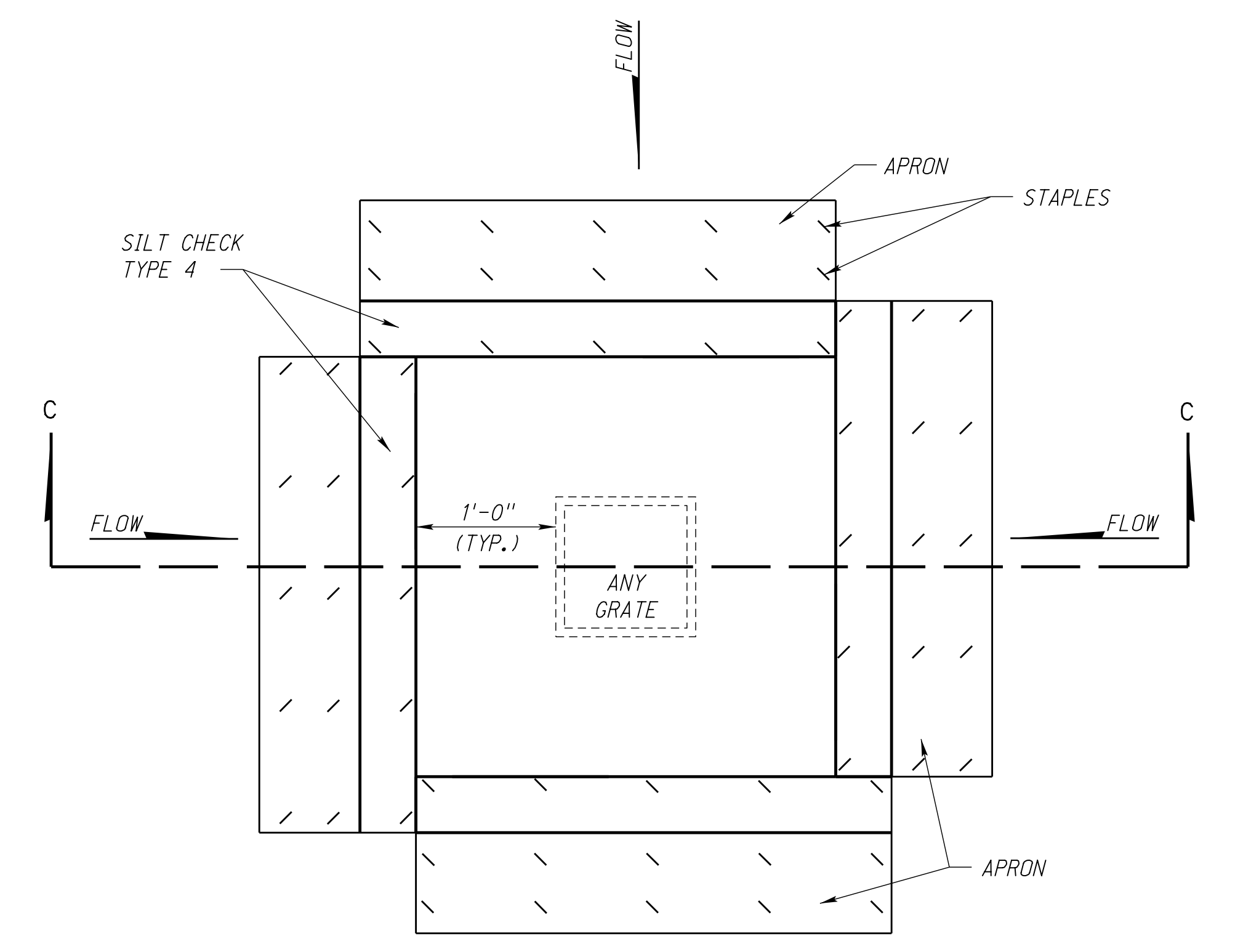
PLAN VIEW
SILT CHECK INLET PROTECTION



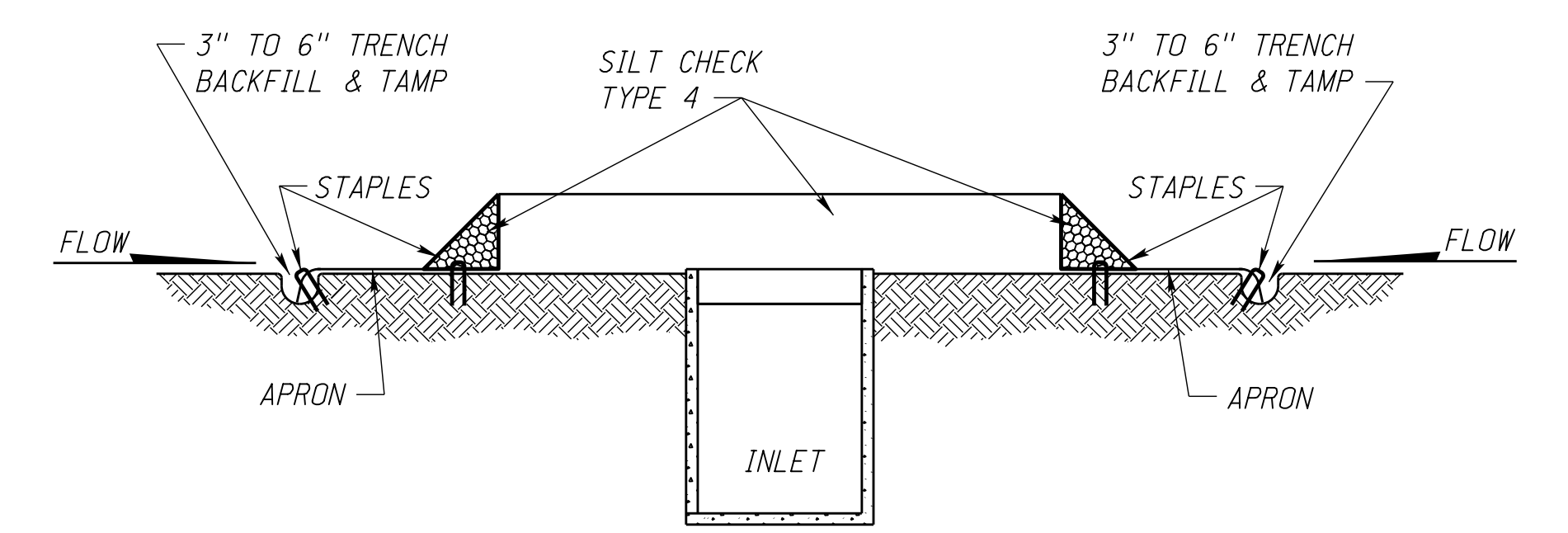
SILT CHECK INLET FILTER
PERSPECTIVE VIEW



SECTION B-B



PLAN VIEW

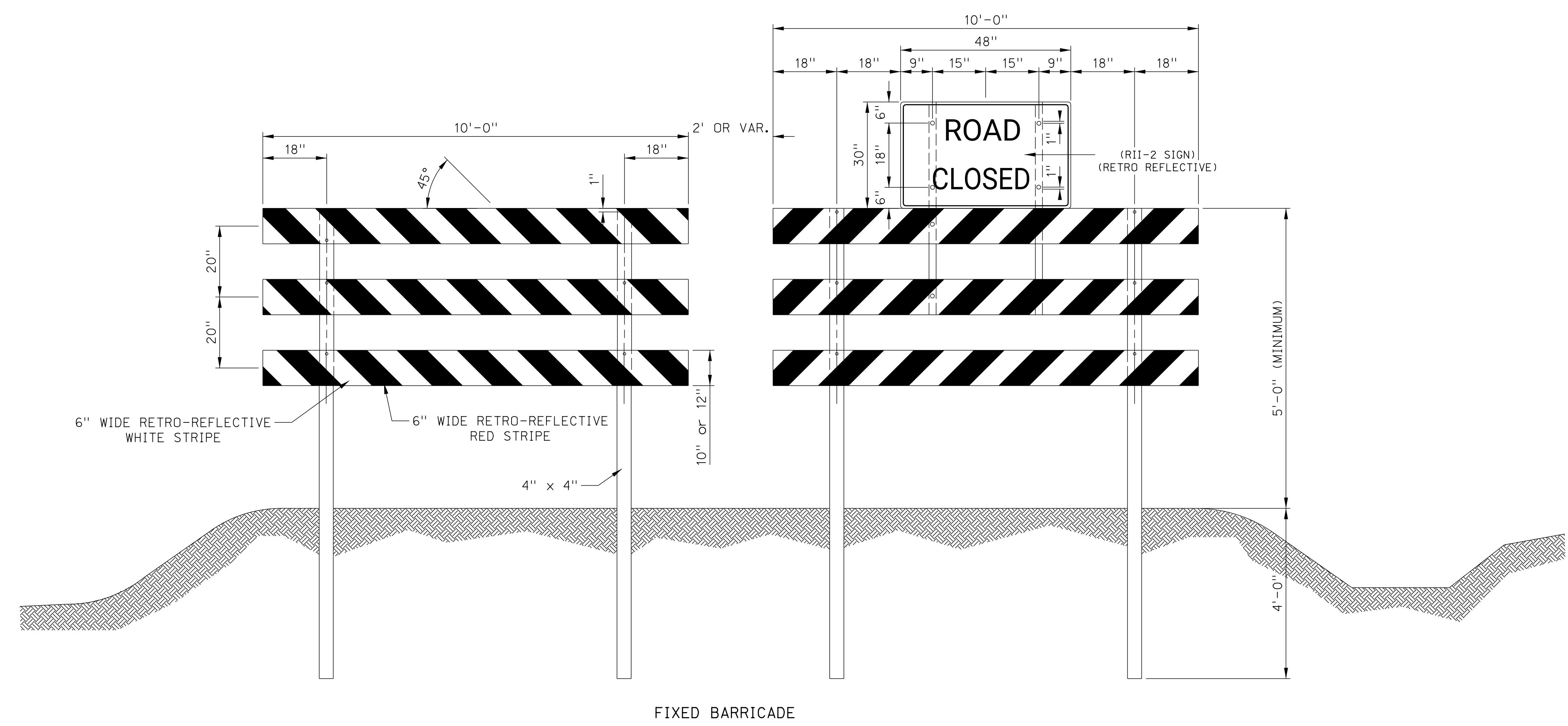


SECTION C-C
SILT CHECK TYPE 4
AT INLET

SEE STAKING DETAIL SHEET 1 OF 4

SILT CHECKS ALL TYPES
SHEET 4 OF 4
SPECIAL PLAN 8C

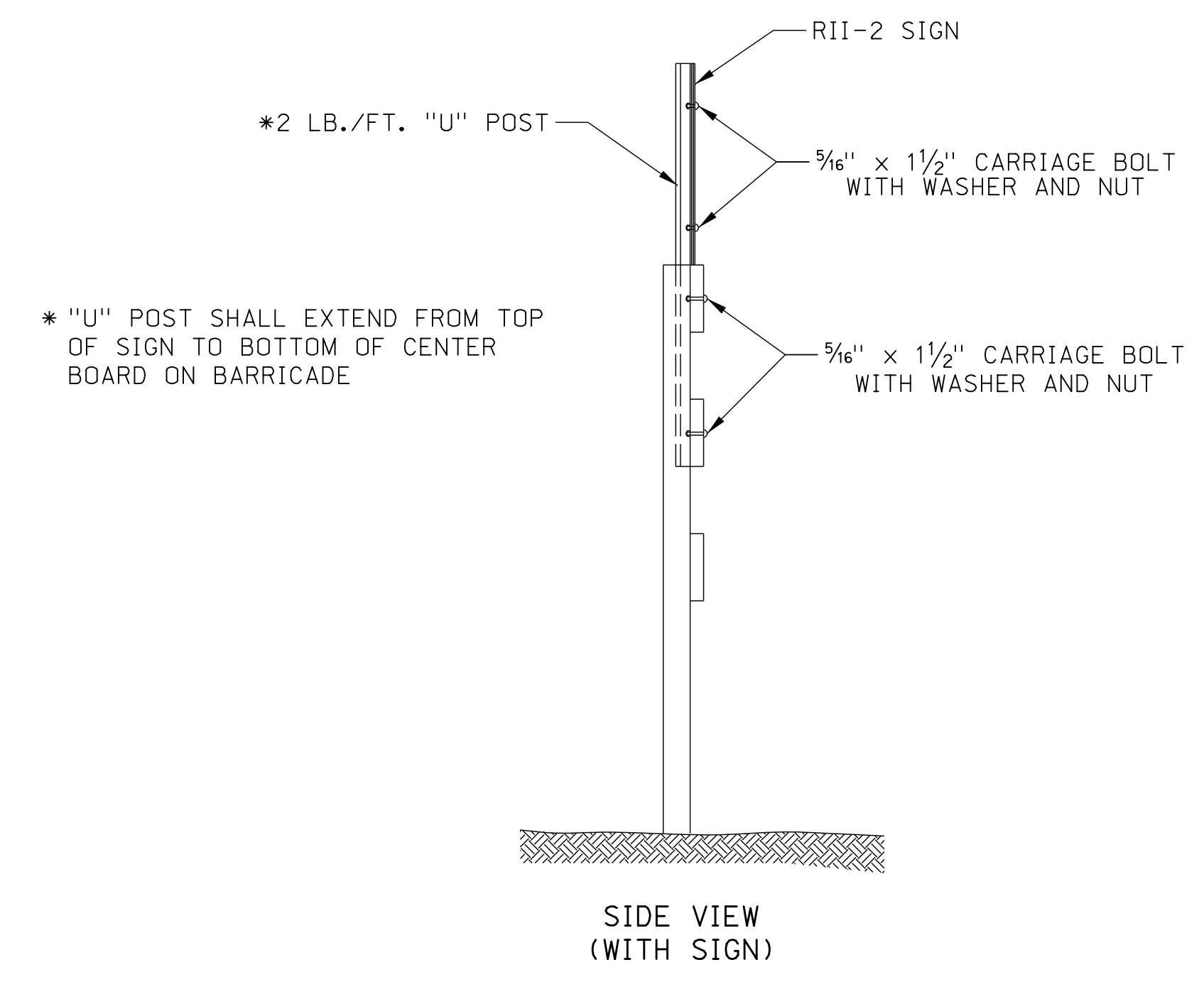
ROADWAY DESIGN DIVISION



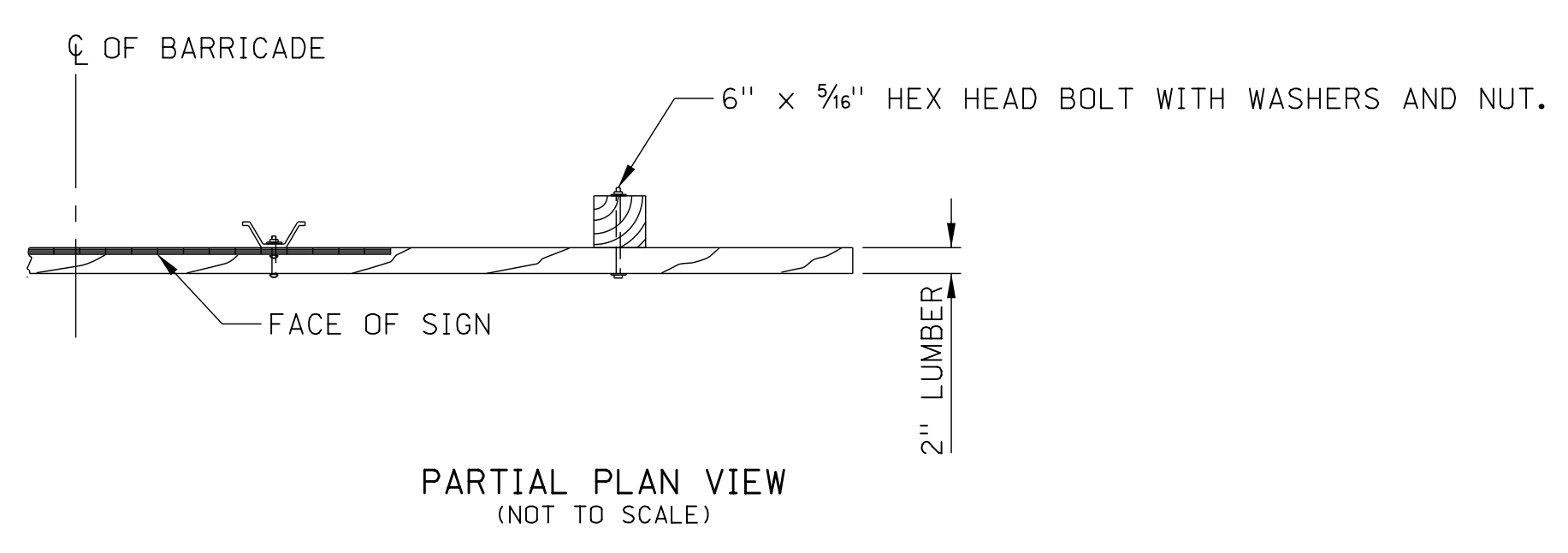
FIXED BARRICADE

GENERAL NOTES

- STEEL FASTENERS SHALL BE ELECTROPLATED WITH ZINC OR CADMIUM.
- WOOD POST SHALL BE GIVEN A PRESERVATIVE TREATMENT AS PROVIDED IN THE NDOT STANDARD SPECIFICATIONS.
- LUMBER FOR BARRICADE BOARDS SHALL BE STRAIGHT, FREE OF UNSOUND KNOTS AND S4S.
- ALL LUMBER DIMENSIONS ARE NOMINAL.
- BORDER AND LEGEND ON THE ROAD CLOSED SIGN SHALL BE AS SPECIFIED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. BACKGROUND SHALL BE COVERED WITH ENCAPSULATED LENS WHITE RETRO-REFLECTIVE SHEETING.
- HACHURE LINES SHALL BE FORMED BY APPLYING STRIPS OF SILVER ENCLOSED LENS REFLECTIVE SHEETING TO 0.040" THICK ALUMINUM, WHICH IN TURN IS TO BE SECURED TO EACH BARRICADE BOARD. EITHER A PRESSURE SENSITIVE OR HEAT ACTIVATED ADHESIVE IS PERMITTED. THE 6" WIDE RED STRIPS ARE TO BE FORMED BY APPLYING EITHER A RED ENCLOSED REFLECTIVE SHEETING OR A TRANSPARENT RED PROCESS COLOR. THE REFLECTORIZED ALUMINUM STRIP IS TO BE SECURED TO EACH BOARD WITH 1" COMMON GALVANIZED NAILS, ON IN EACH CORNER OF THE STRIP AND ADDITIONAL NAILS SPACED AT THE 12" INTERVALS ALONG THE TOP AND BOTTOM EDGES.
- Holes for posts shall be drilled and backfill tamped.
- Side, edges and ends of all boards shall be painted with one coat of exterior grade prime and two coats of grade black enamel.
- Signs shall be manufactured from properly degreased 14 gauge steel or 0.100" thick aluminum.
- Steel signs shall be painted with one coat of prime and two coats of white enamel.
- Barricades are to be set at each road to be closed. Barricades are to be installed approximately 10 feet beyond right of way fence.
- Sufficient barricades shall be constructed to cover roadway width.
- The bid item includes both sign assemblies as shown.
- The stripes shall slope downward to the traffic side for channelization and toward the center of the roadway at road closures.



SIDE VIEW (WITH SIGN)



PARTIAL PLAN VIEW (NOT TO SCALE)

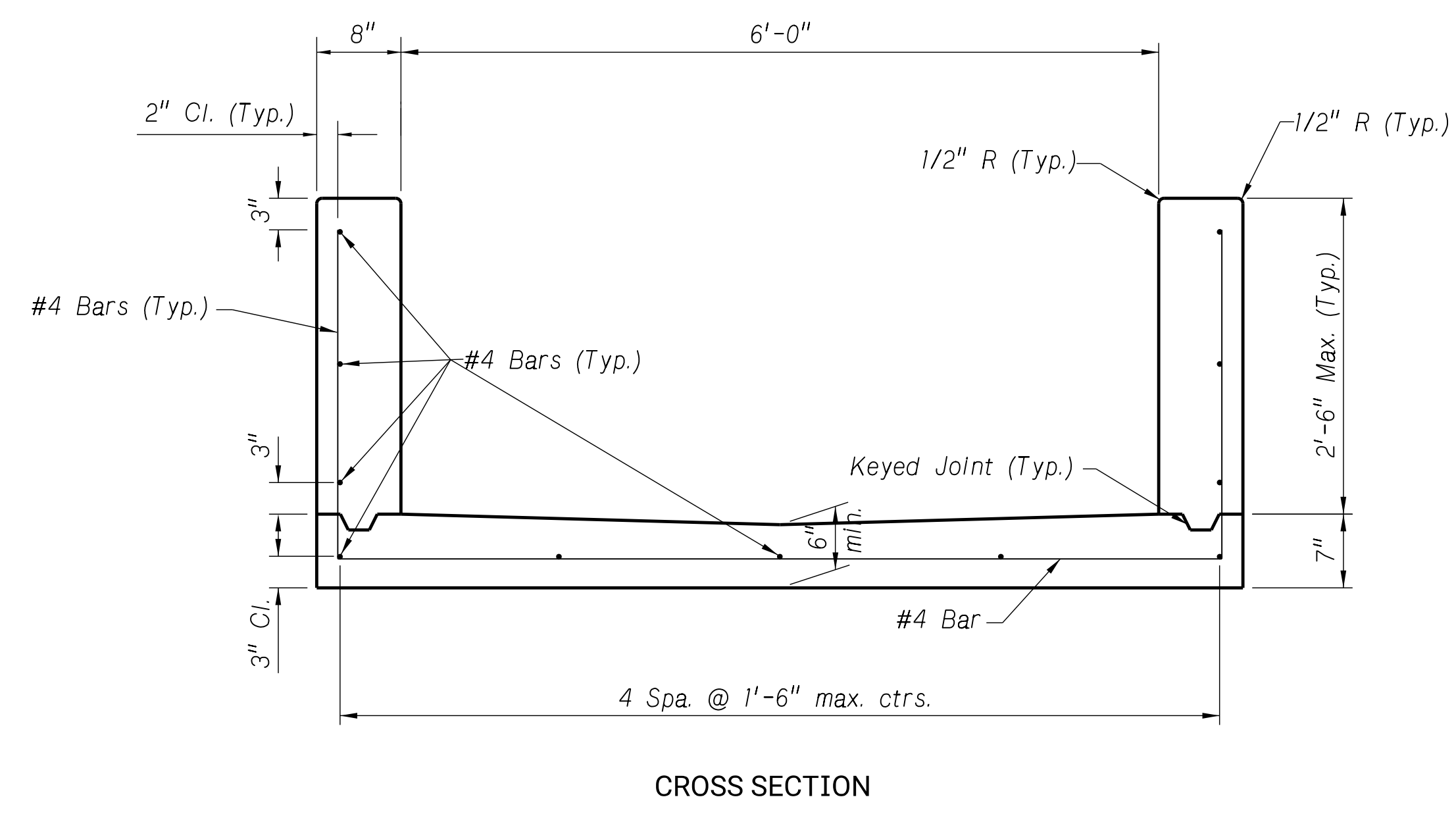
Computer: 336CS3T3

Date: 26-SEP-2023 21:15

File: 614570esi3.dgn

PERMANENT BARRICADE,
TYPE III
SHEET 1 OF 1
SPECIAL PLAN 9C

ROADWAY DESIGN DIVISION.



CROSS SECTION

CONCRETE DITCH WALL HEIGHT			
STATION	TO	STATION	HEIGHT
ROAD 435			
*144+28	-	144+48	RT. 1'-0" to 2'-6"
144+48	-	145+75	RT. 2'-6"
145+75	-	146+75	RT. 2'-6" to 0'-6"
146+75	-	148+25	RT. 0'-6"
148+25	-	148+50	RT. 0'-6" to 0'-8"
148+50	-	148+75	RT. 0'-8" to 2'-0"
148+75	-	149+00	RT. 2'-0"
149+00	-	149+25	RT. 2'-0" to 0'-8"
149+25	-	149+75	RT. 0'-8"
149+75	-	150+00	RT. 0'-8" to 1'-0"
150+00	-	150+50	RT. 1'-0" to 2'-0"
150+50	-	151+25	RT. 2'-0"
151+25	-	151+50	RT. 2'-0" to 1'-0"
151+50	-	151+75	RT. 1'-0" to 0'-8"
151+75	-	152+25	RT. 0'-8"

* For southernmost 10 ft., warp channel walls to tie into 1:1 slope of concrete ditch lining

QUANTITIES	
CONCRETE DITCH	
Concrete	172.58 CY
Steel	9,591 LBS

NOTES:

The minimum cover, measured from the face of concrete to the surface of any reinforcing shall be 3" unless shown otherwise.

Keyway shall be 1.5"x3.5" and beveled as shown.

All work and materials shall conform to section 500 of the standard specifications.

Reinforcing shall be placed with a tolerance of -1/4" and +1/2" on clearance.

Horizontal Bar Spacing shall be uniform, equidistant, and less than or equal to 12" centers. Vertical bars shall be uniform, plumb, equidistant and less than or equal to 12" centers.

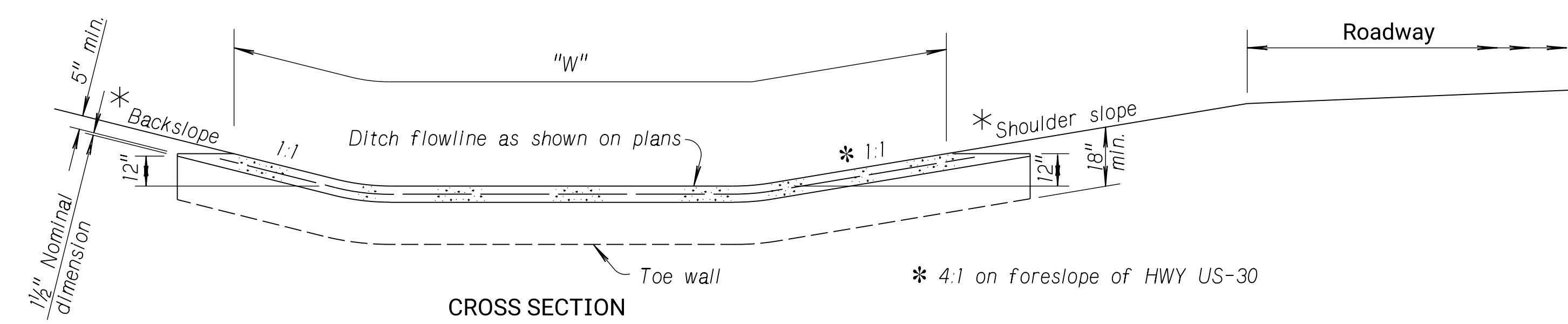
If wall height is less than 12" max height, wall can be poured integrally when approved by the engineer. Integral walls do not require reinforcement.

Wall face and top shall be sealed with a penetrating sealer approved by the engineer.

Concrete should be Class "47B-3000".

All reinforcing steel shall conform to the requirements of ASTM Designation A615/A615M, Grade 60.

CONCRETE DITCH CHANNEL



CROSS SECTION

NOTES:

Concrete Grade 3.0 shall be used in Concrete Ditch Lining.

Welded wire reinforcement shall be of the electrically welded square mesh type with No. W1.4 wires spaced at 6" ctrs. each way.

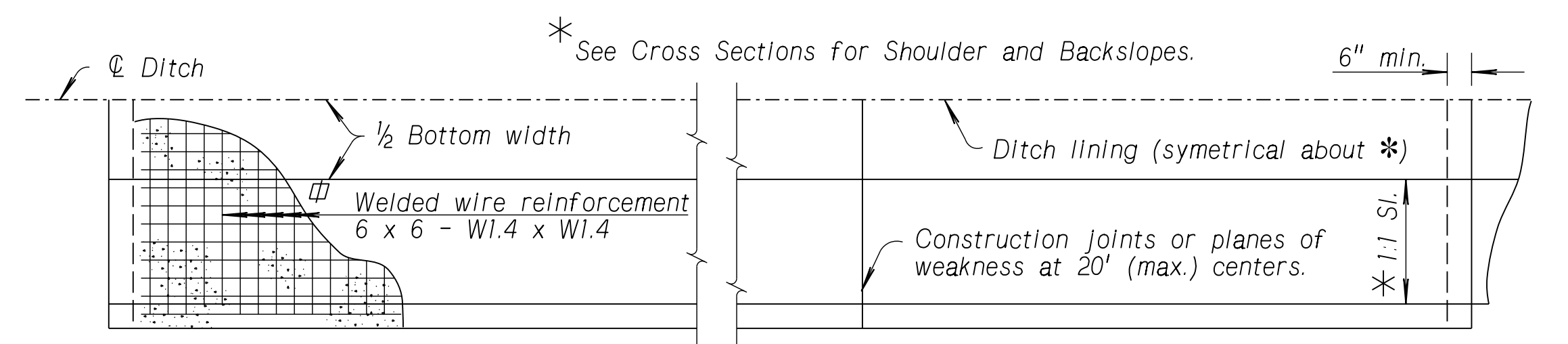
Reinforcement as shown is included in the unit price bid for "Concrete Ditch Lining".

Measurements of Concrete Ditch Lining shall be in sq. yds. of outside surface area. Add 1'-6" times "W" for each toewall.

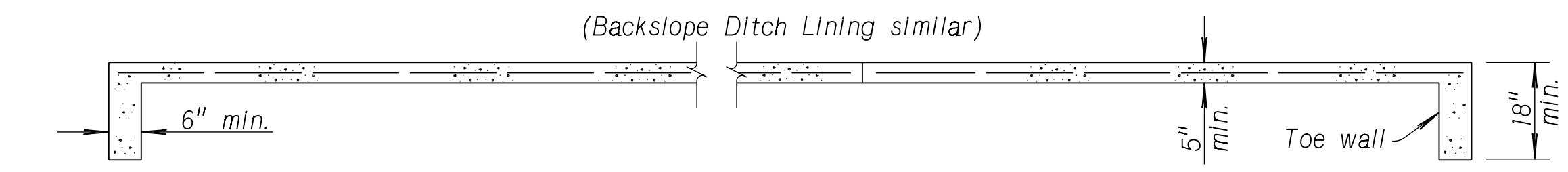
The exact location and dimensions may be adjusted, if required, by the Engineer at the time of construction.

Longitudinal construction joints may be constructed at the Contractor's option.

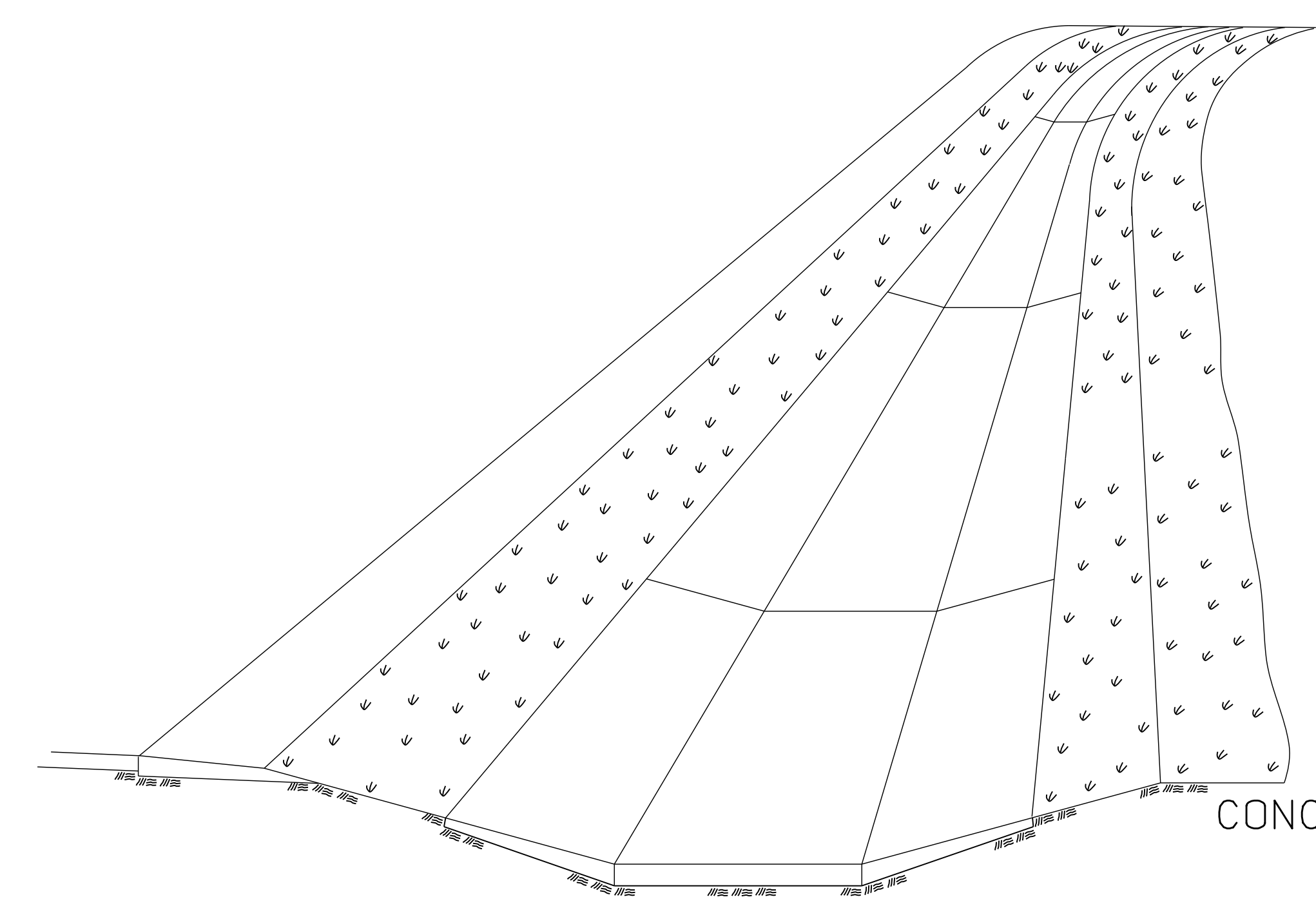
Welded wire can be substituted with macro fiber reinforcement. See Standard Specifications for macro fiber and application rate requirements



HALF PLAN



LONGITUDINAL SECTION



PERSPECTIVE VIEW

CONCRETE DITCH LINING
DETAIL
SHEET 1 OF 1

SPECIAL PLAN 10C

CONCRETE DITCH LINING

Computer: 33CS3T3

Date: 26-SEP-2023 21:15

File: 614570cs14.dgn

CONSTRUCTION DIVISION

Computer: 33CS313

Date: 26-SEP-2023 21:51

File: 614570cr+title.dgn
Scale: 1:500

PROJECT NO. RRZ-TMT-1705 (3)	SHEET NO.
ROW PROJECT NO. RRZ-TMT-1705 (3)	
LOCATION LEXINGTON EAST VIADUCT	
COUNTY DAWSON	
CONTROL NO. 61457	ROW SHEET NO. 1
FINALIZED PROJECT NO.	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

LEXINGTON EAST VIADUCT DAWSON COUNTY

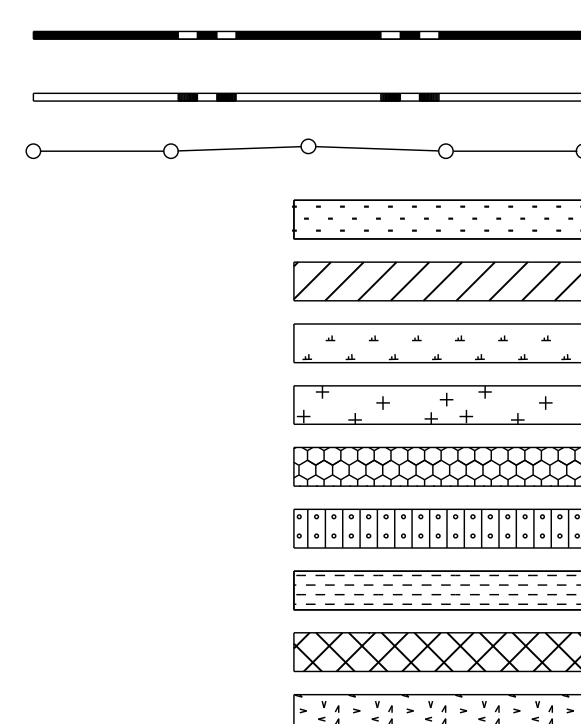
SHEET LIST

- 1 - TITLE SHEET
- 1A - SITUATION SHEET
- 2 - TABULATION SHEET
- 3 THRU 12 - PLAN SHEET

- LEGEND**
- G --- GAS LINE
 - E --- ELECTRICAL SERVICE
 - P --- POWER LINE
 - OP --- OVERHEAD POWER LINE
 - SAN --- SANITARY SEWER
 - SS --- STORM SEWER
 - T --- TELEPHONE LINE
 - FO --- FIBER OPTIC TELE. LINE
 - OT --- OVERHEAD TELEPHONE LINE
 - TV --- CABLE TV LINE
 - OTV --- OVERHEAD CABLE TV LINE
 - W --- WATER LINE
 - O --- FENCE - CHAIN LINK
 - X --- FENCE - R.O.W. OR WIRE
 - □ --- FENCE - WOOD
 - FLOWLINE
 - CENTER LINE DRIVE
 - ⊕ BENCH MARK
 - ⊙ CENTER PIVOT
 - CONTROL POINT
 - XXXXXXXXX DIKE
 - ⊕ GAS METER
 - ⊕ GAS VALVE
 - ⊕ GRID TICK
 - GUARDRAIL
 - GUARD POST
 - GUY POLE
 - GUY WIRE
 - ⊕ LIGHT POLE
 - MAILBOX
 - ⊕ MANHOLE
 - MARSH
 - OIL WELL
 - ⊕ PHOTO CODE POINT
 - POWER BOX
 - POWER POLE
 - ⊕ POWER PULL BOX
 - PROPANE TANK
 - ⊕ R.O.W. MARKER
 - ⊕ ADVANCED R.R. WARNING SIGN
 - ⊕ RAILROAD WARNING
 - RAILROAD TRACKS
 - RETAINING WALL
 - ⊕ SATELLITE DISH
 - ⊕ SIGN
 - ⊕ TRAFFIC SIGNAL
 - ⊕ TRAFFIC SIGNAL/ST. LIGHT
 - TELEPHONE BOX
 - ⊕ TELE. FIBER OPTICS BOX
 - ⊕ TELEPHONE PULL BOX
 - ⊕ TELEPHONE POLE
 - ⊕ TELEVISION BOX
 - ⊕ TREE - CONIFEROUS
 - ⊕ TREE - DECIDUOUS
 - ⊕ TREE STUMP
 - ⊕ WATER (FIRE) HYDRANT
 - ⊕ WATER VALVE
 - ⊕ WATER METER
 - ⊕ WELL
 - ⊕ WINDMILL

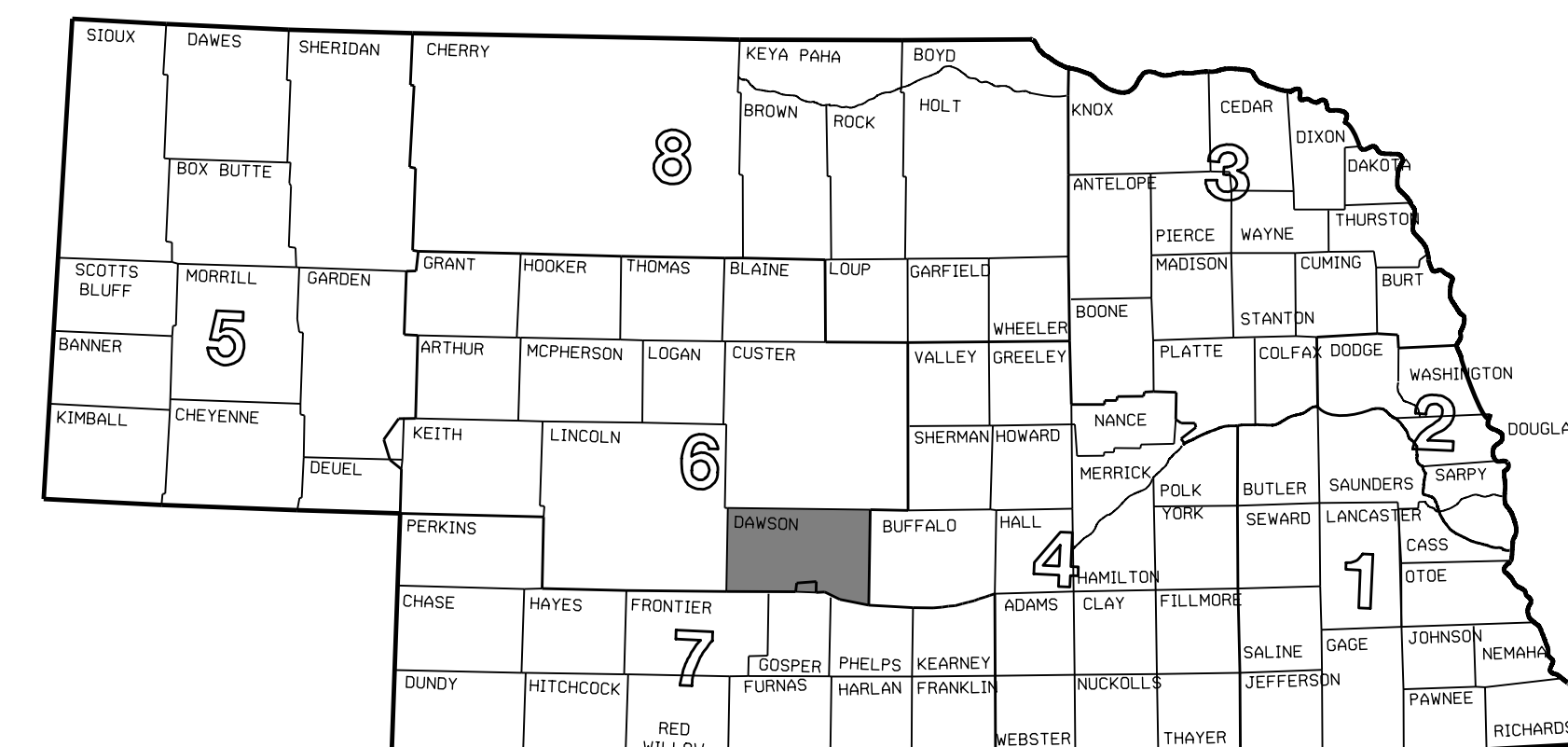
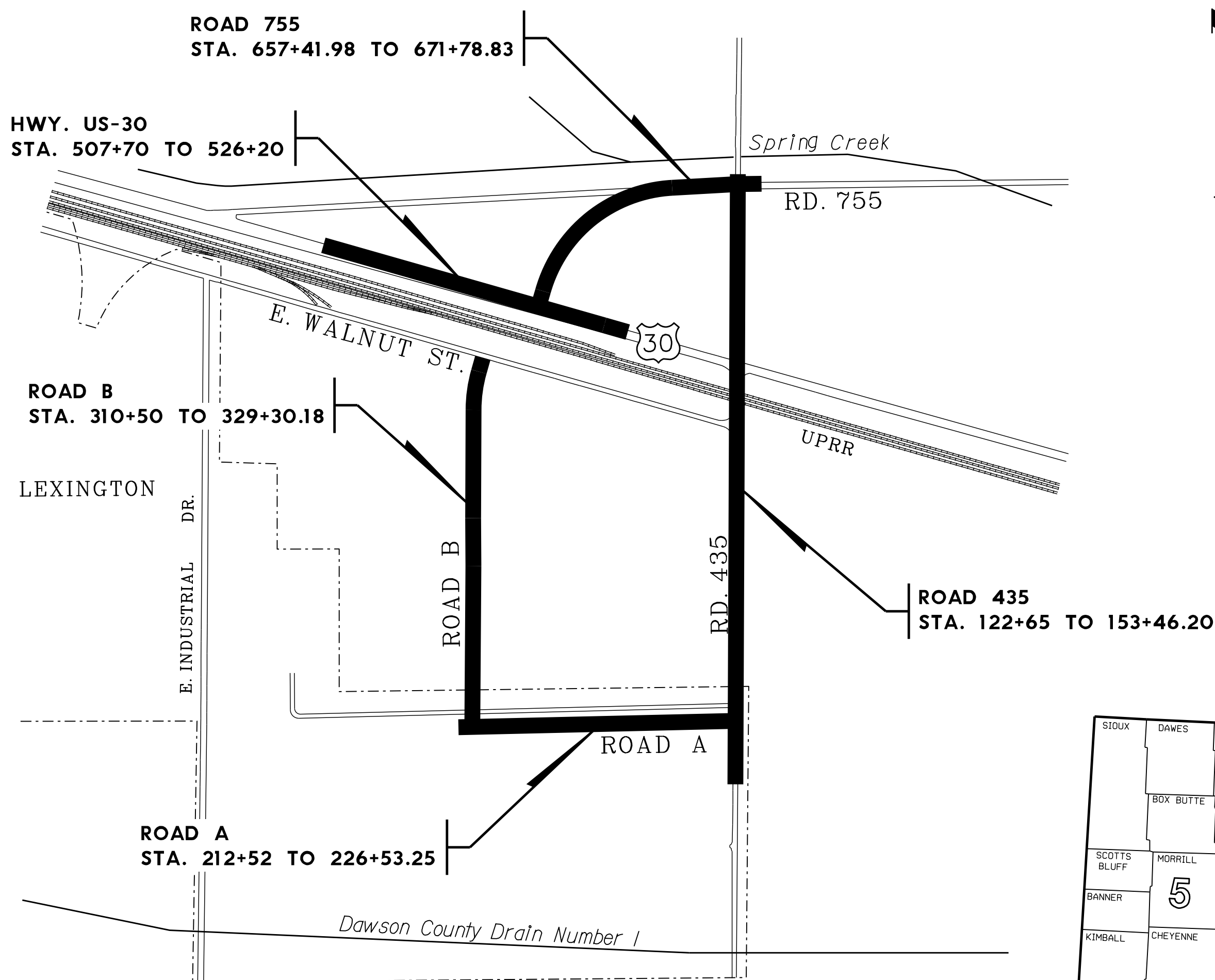
LEGEND

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



PRELIM. BOOK NO.
CONTROL NO. 61457
FINALIZED PROJ. NO.
PREV. R.O.W. PURCHASED UNDER PROJ.

ROADWAY DESIGNER
R.O.W. DESIGNER
HALF SIZE BY
HALF SIZE DATE



TOTAL NET LENGTH OF PROJECT 0.584 MILES
FROM STA. 122+65.00 TO STA. 153+46.20

THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS
Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

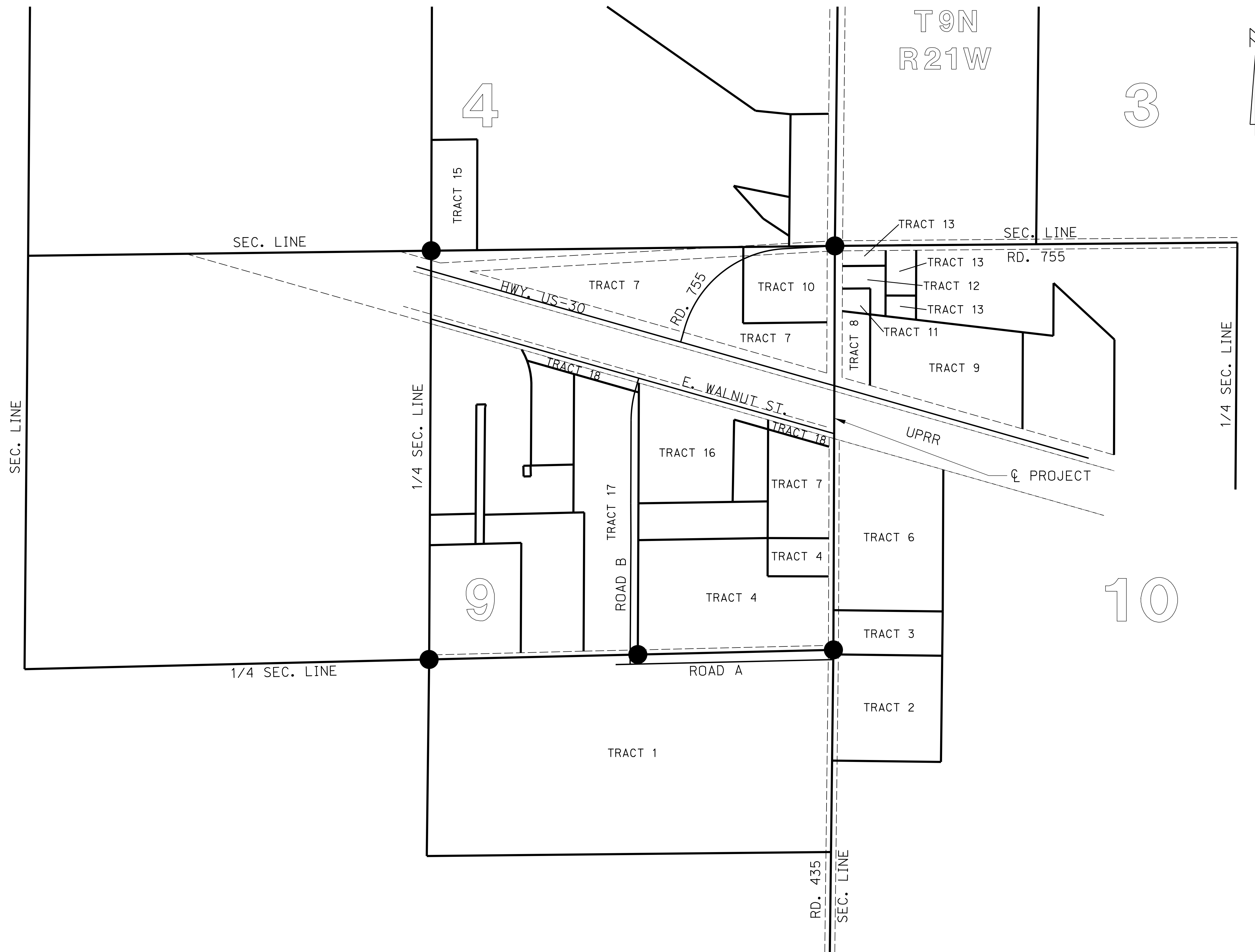
PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	1A
FINALIZED PROJECT NO.			

CONSTRUCTION DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 21:51

File: 614570crrm01.dgn
Scale: 1:350



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 21:51

File: 614570crrm02.dgn
Scale: 1:100

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	2
FINALIZED PROJECT NO.			

NOTE: ALL AREAS SHOWN ARE ACRES UNLESS OTHERWISE NOTED

TRACT NO.	OWNER	DESCRIPTION	TOTAL AREA OWNED	TOTAL TAKING	NEW TAKING	EXCESS TAKING	EASEMENTS		REMAINDERS		SHEET NO.	TRACT NO.
							PERMANENT	TEMPORARY	LEFT	RIGHT		
1	CITY OF LEXINGTON	LOT 4, LEXINGTON INDUSTRIAL ADDITION N1/2, SE1/4 SEC.9-T9N-R21W (DOC. 2000-4849)		4.88	4.39						3 & 10	1
2	JEFFERY BOURKE	TRACT IN NW1/4, SW1/4 SEC.10-T9N-R21W (DOC. 2010-4190)			0.02			0.05			3	2
3	BILLS VOLUME SALES, INC.	TRACT 1, BOURKE/NITSCH SUB. W1/2 SEC. 10-T9N-R21W (DOC. 2013-3636)			0.18			0.02			3	3
								0.02			3	3
4	DOWNEY & ASSOCIATES, LLC	TRACT IN SE1/4, NE1/4 SEC.9-T9N-R21W (DOC. 2010-1017 AND DOC. 2016-0916)			0.57			0.27			3 & 4	4
5	NOT USED											
6	LANDMARK HOLDINGS, LLC	TRACT IN W1/4, NW1/4 SEC.10-T9N-R21W (DOC. 2010-1450)			0.69			0.04			3 & 4	6
7	TITAN MACHINERY INC.	LOT 2, FAIRBANK'S SUB. IN NE1/4 SEC.9-T9N-R21W (DOC. 2021-0736)			0.11						4, 5, 6 & 8	7
								0.02			6 & 7	7
								0.02			6 & 8	7
					2.02						6, 8 & 12	7
											8 & 12	7
		TRACT IN NE1/4 SEC.9-T9N-R21W (DOC. 2021-0736)			0.37			0.02			4	7
8	RANDAL S. THORNBURG AND CHERRYL G. THORNBURG, HUSBAND AND WIFE	LOT 1, JIL-MAR SUB. IN NW1/4 SEC.10-T9N-R21W (DOC. 127-400)						0.04			4, 5 & 8	8
9	RANDAL S. THORNBURG AND CHERRYL G. THORNBURG, HUSBAND AND WIFE	LOTS 2-6, JIL-MAR SUB. IN NW1/4 SEC.10-T9N-R21W (DOC. 131-531)						0.05			4, 8, & 9	9
10	M. JOHN BAILEY & CAROLYN J. BAILEY, H&W, JT	LOT 1, FAIRBANK'S SUB. IN NE1/4 SEC.9-T9N-R21W (DOC. 125-398)			0.72			0.06			5 & 6	10
11	DARLING INTERNATIONAL, INC.	PT LOT 24 JIL-MAR SUB. IN NW1/4 SEC.10-T9N-R21W (DOC. 2010-1732)						0.04			5	11
12	MELODY A. KOHL	PT LOTS 23 & 24 JIL-MAR SUB. IN NW1/4 SEC.10-T9N-R21W ALONG W/ INGRESS/EGRESS EASEMENT (DOC. 2014-0423)						0.16	0.03		5	12
13	CONFAZ, LLC	LOTS 1, 2, & 3 IN NW1/4 SEC.10-T9N-R21W ALONG W/ INGRESS/EGRESS EASEMENT (DOC. 2022-1539)						0.18	0.03		5	13
14	NOT USED											
15	RODNEY P RECH	TRACT IN SE1/4 SEC.4-T9N-R21W ALONG W/ INGRESS/EGRESS EASEMENT (DOC. 2003-0093)									7	15
16	DAWSON CO. AREA ECONOMIC DEVELOPMENT COUNCIL	TRACT IN NE1/4 SEC.9-T9N-R21W (DOC. 2014-2717)			0.03			0.28			12	16
17	COUNTRY PARTNERS COOPERATIVE	TRACT IN NE1/4 SEC.9-T9N-R21W (DOC. 2016-0642)			3.67			0.05			11 & 12	17
18	THE GREATER LEXINGTON CORPORATION	TRACT IN NE1/4 SEC.9-T9N-R21W (DOC. 102-219)			0.16						4	18
					0.11						12	18
1000	UNION PACIFIC RAILROAD	TRACT IN SEC.9-T9N-R21W						0.36	0.34		4 & 8	1000
		TRACT IN SEC.10-T9N-R21W						0.36	0.43		4 & 8	1000

THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

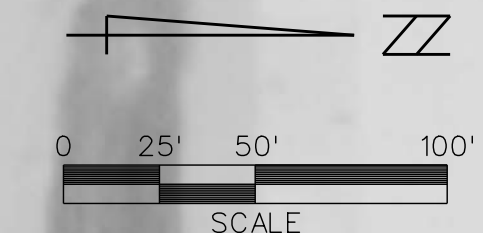
PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W1
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	3
FINALIZED PROJECT NO.			

CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 21:51

File: 614570crp01.dgn
Scale: 1:50



TRACT 1
CITY OF LEXINGTON, NEBRASKA
LOT 4, LEXINGTON INDUSTRIAL ADDITION
N $\frac{1}{2}$, SE $\frac{1}{4}$ SEC.9-T9N-R21W
2000-4849

TRACT 4
DOWNEY & ASSOCIATES LLC
TRACT IN SE $\frac{1}{4}$, NE $\frac{1}{4}$ SEC.9-T9N-R21W
2010-1017

TRACT 2
JEFFREY BOURKE
TRACT IN NW $\frac{1}{4}$, SW $\frac{1}{4}$ SEC.10-T9N-R21W
2010-4190

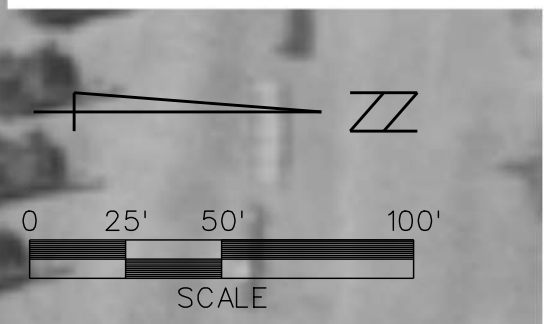
TRACT 3
BILLS VOLUME SALES INC.
TRACT 1, BOURKE/NITSCH SUB.
W $\frac{1}{2}$ SEC.10-T9N-R21W
2013-3636

TRACT 6
LANDMARK HOLDINGS, LLC
TRACT IN W $\frac{1}{2}$, NW $\frac{1}{4}$ SEC.10-T9N-R21W
2018-1450

STA. 127+00 LT. DO NOT DISTURB
SANITARY SEWER LIFT STATION.

THESE PLANS ARE INTENDED TO
SHOW DETAILS OF THE HIGHWAY
RIGHT OF WAY. ALL OTHER
DETAILS ARE SHOWN FOR
INFORMATION ONLY. SEE
CONSTRUCTION PLANS
Negotiation Plans
PRELIMINARY RIGHT
OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W2
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	4
FINALIZED PROJECT NO.			



CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 21:53

File: 614570crp02.dgn
Scale: 1:50



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W3
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	5
FINALIZED PROJECT NO.			

CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 21:56

File: 614570crp03.dgn
Scale: 1:50



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

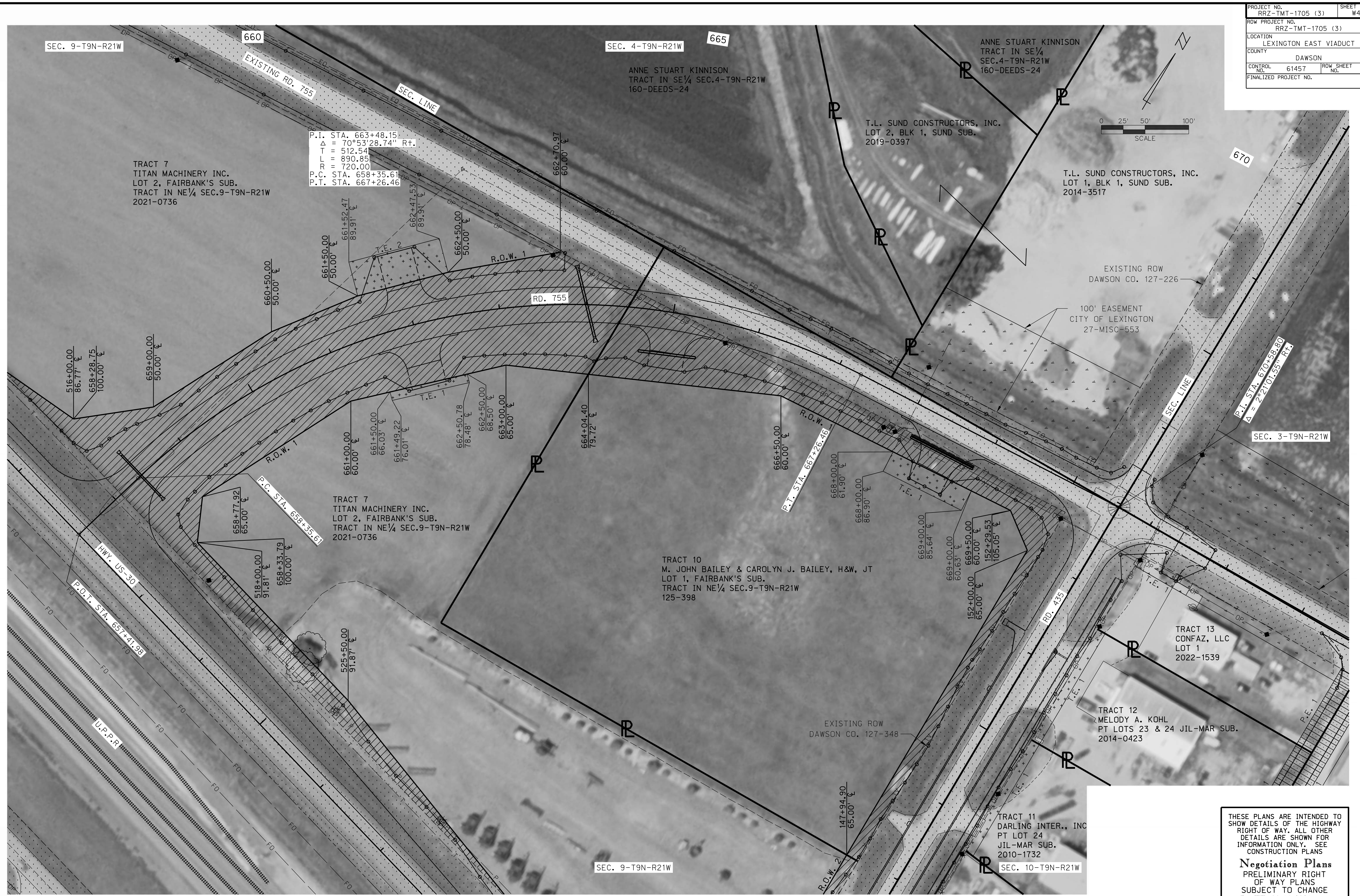
PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W4
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	6
FINALIZED PROJECT NO.			

CONSTRUCTION DIVISION

Computer: 33C53T3

Date: 26-SEP-2023 21:58

File: 614570crp04.dgn
Scale: 1:50



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W5
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	7
FINALIZED PROJECT NO.			



CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 22:01

File: 614570crp06.dgn
Scale: 1:50

THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W6
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	8
FINALIZED PROJECT NO.			

CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 22:04

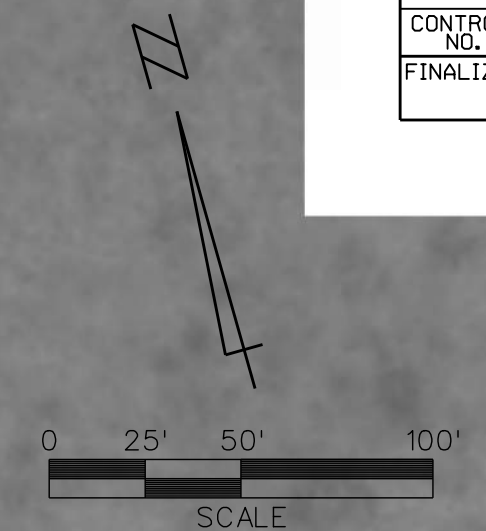
File: 614570crrp07.dgn
Scale: 1:50



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W7
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	9
FINALIZED PROJECT NO.			



CONSTRUCTION DIVISION

Computer: 3365313

Date: 26-SEP-2023 22:07

File: 614570crp08.dgn
Scale: 1:50

THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

CONSTRUCTION DIVISION

Computer: 336S3T3

Date: 26-SEP-2023 22:10

File: 614570crp09.dgn
Scale: 1:50

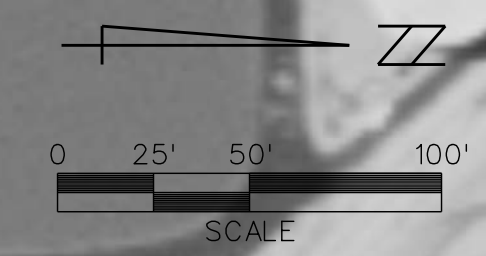
PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W8
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	10
FINALIZED PROJECT NO.			



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

PROJECT NO.	RRZ-TMT-1705 (3)	SHEET NO.	W9
ROW PROJECT NO.	RRZ-TMT-1705 (3)		
LOCATION	LEXINGTON EAST VIADUCT		
COUNTY	DAWSON		
CONTROL NO.	61457	ROW SHEET NO.	11
FINALIZED PROJECT NO.			



THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

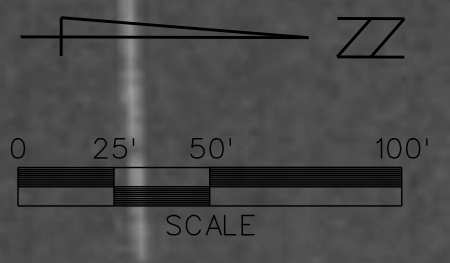
CONSTRUCTION DIVISION

Computer: 33CS3T3

Date: 26-SEP-2023 22:12

File: 614570crp10.dgn
Scale: 1:50

PROJECT NO. RRZ-TMT-1705 (3)	SHEET NO. W10
ROW PROJECT NO. RRZ-TMT-1705 (3)	
LOCATION LEXINGTON EAST VIADUCT	
COUNTY DAWSON	
CONTROL NO. 61457	ROW SHEET NO. 12
FINALIZED PROJECT NO.	



CONSTRUCTION DIVISION

Computer: 33653T3

Date: 26-SEP-2023 22:15

File: 614570crp11.dgn
Scale: 1:50



P.I. STA. 327+49.13
 $\Delta = 15^\circ 38' 40.14''$ Rt.
 $T = 98.91$
 $L = 196.59$
 $R = 720.00$
P.C. STA. 326+50.22
P.T. STA. 328+46.81

P.C. STA. 326+50.22
P.T. STA. 328+46.81
P.I. STA. 327+49.13
 $\Delta = 15^\circ 38' 40.14''$ Rt.
 $T = 98.91$
 $L = 196.59$
 $R = 720.00$

THESE PLANS ARE INTENDED TO SHOW DETAILS OF THE HIGHWAY RIGHT OF WAY. ALL OTHER DETAILS ARE SHOWN FOR INFORMATION ONLY. SEE CONSTRUCTION PLANS

Negotiation Plans
PRELIMINARY RIGHT OF WAY PLANS
SUBJECT TO CHANGE
DATE: 08-16-2021

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X1

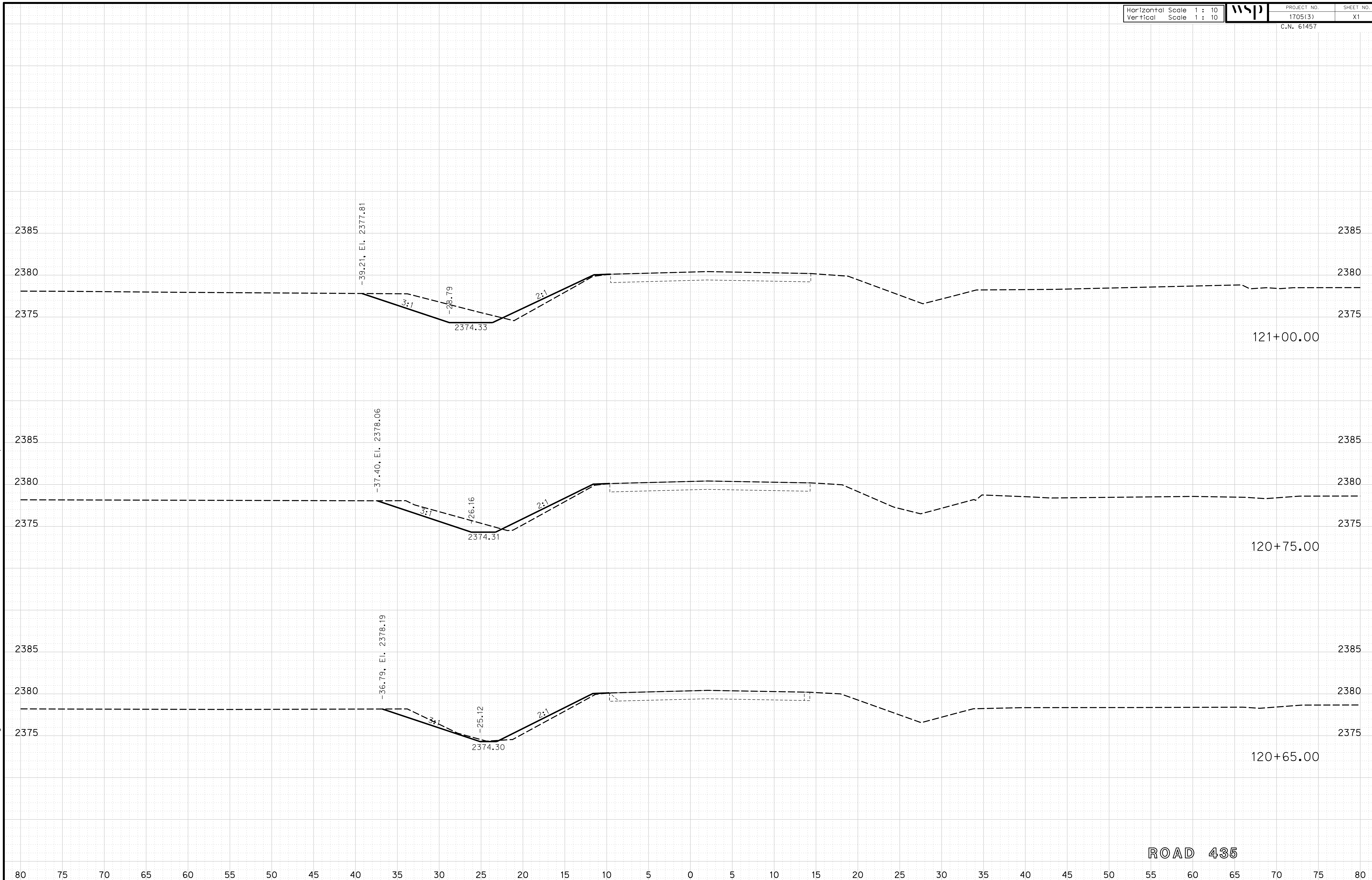
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X2

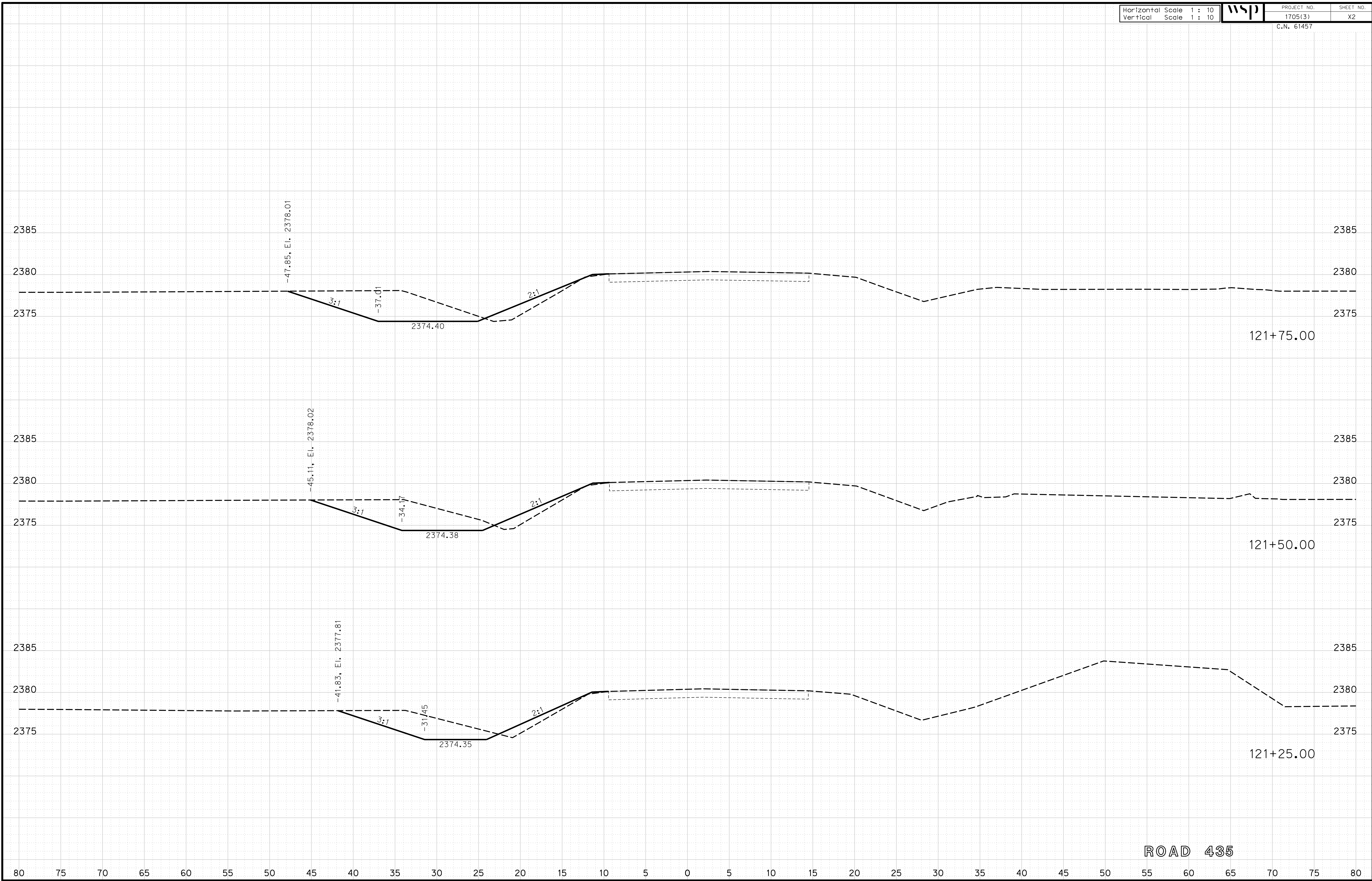
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X3

C.N. 61457

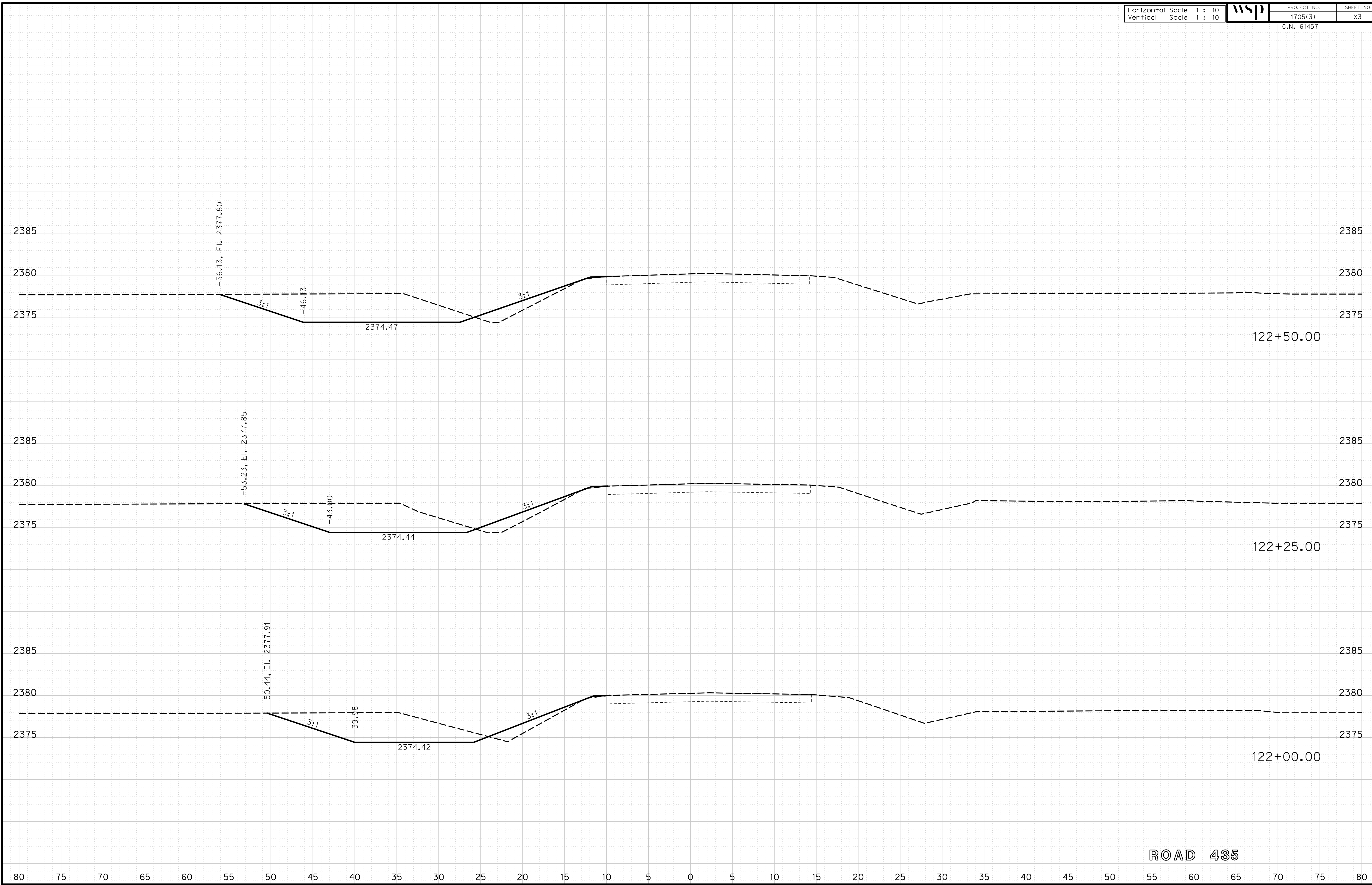
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X4

C.N. 61457

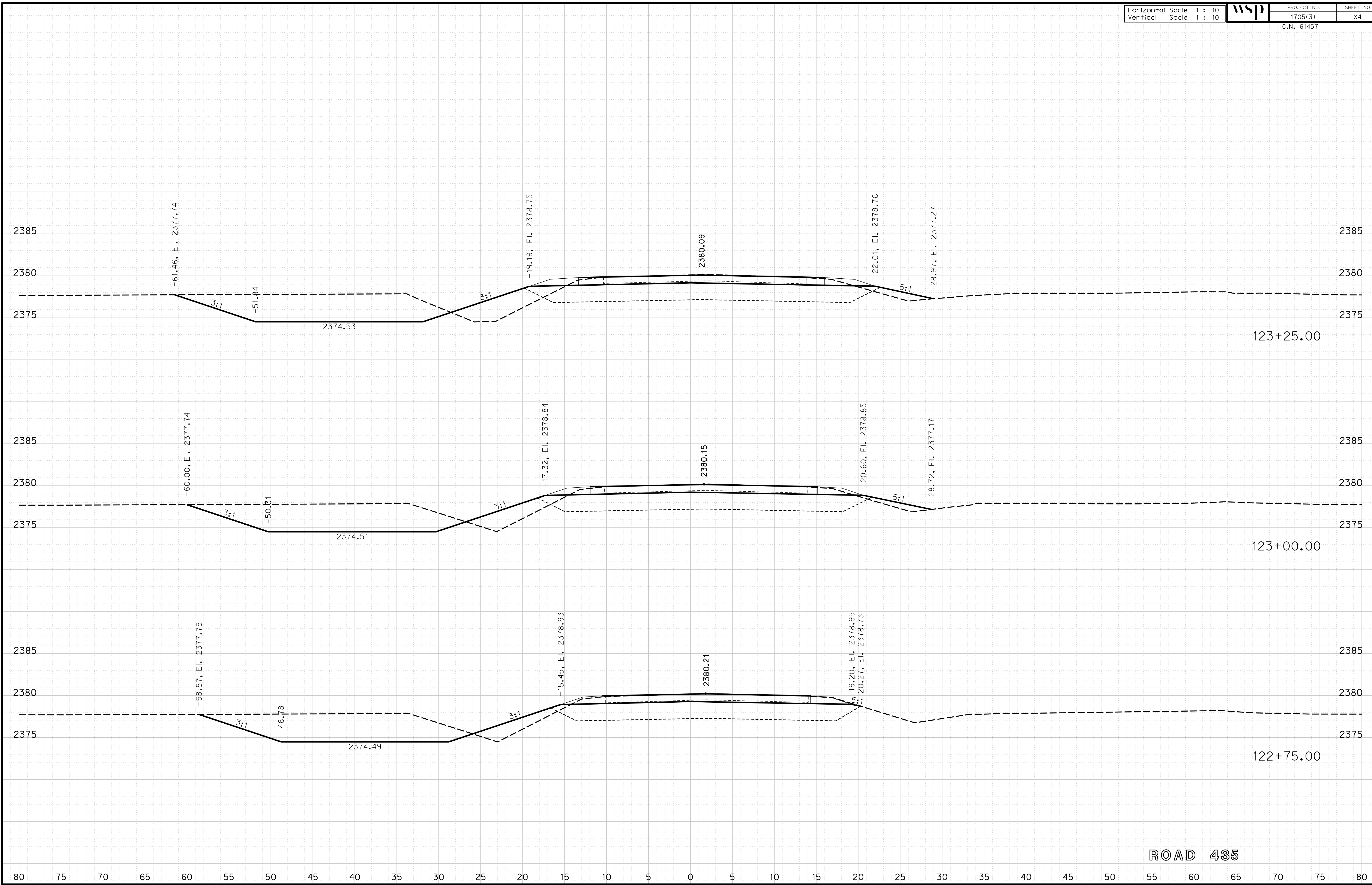
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealiffdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X5

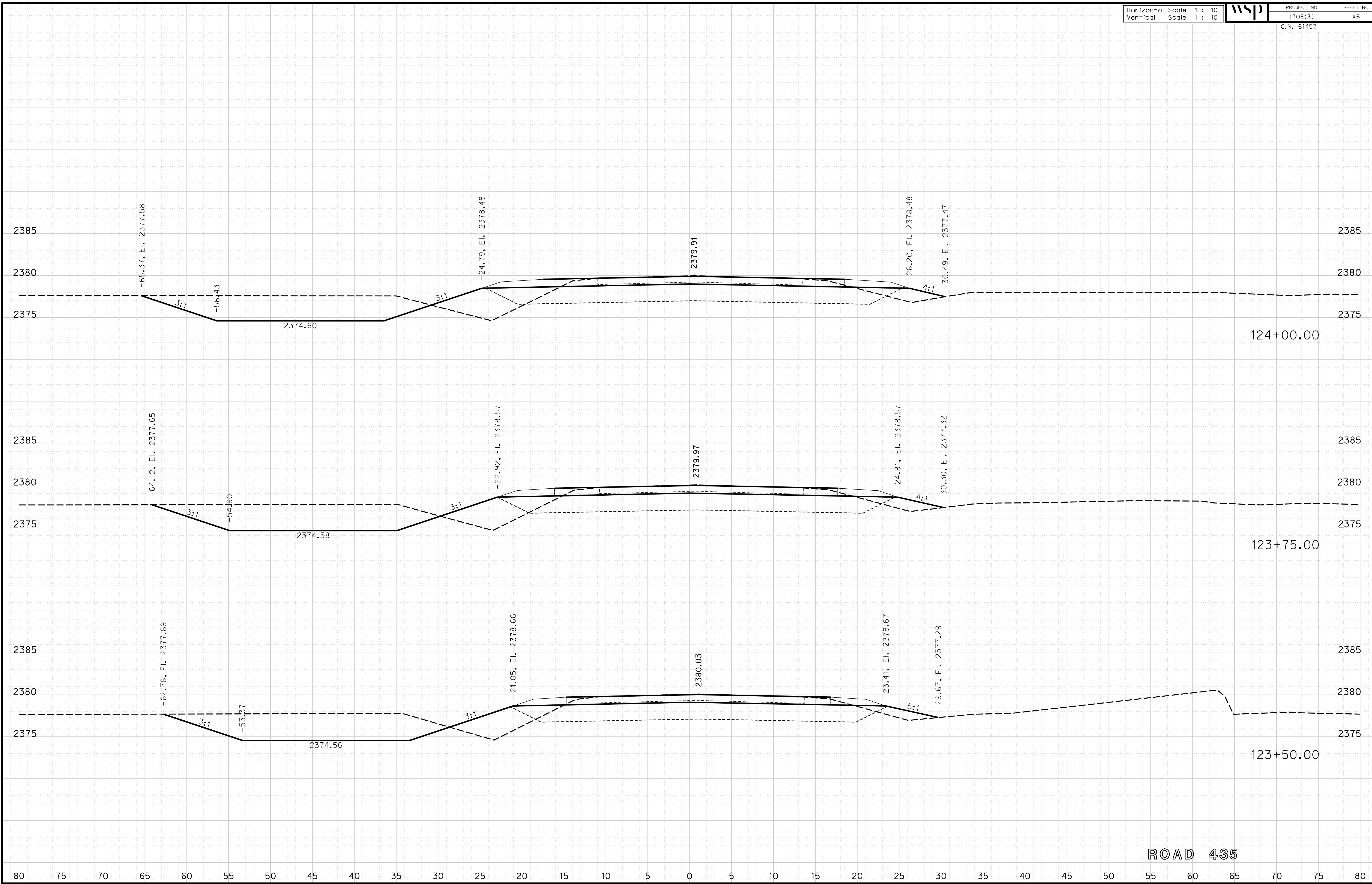
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X6

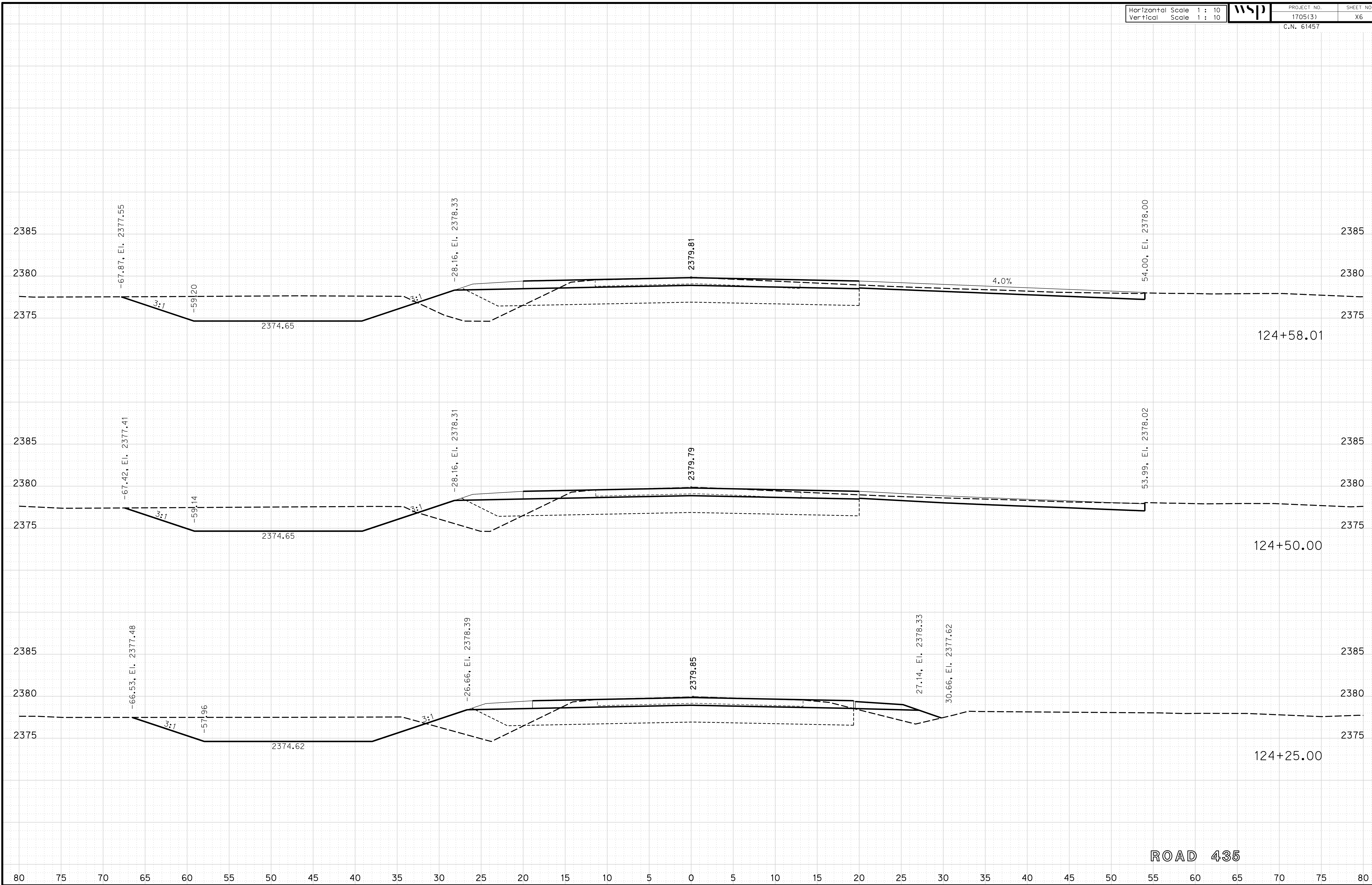
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X7

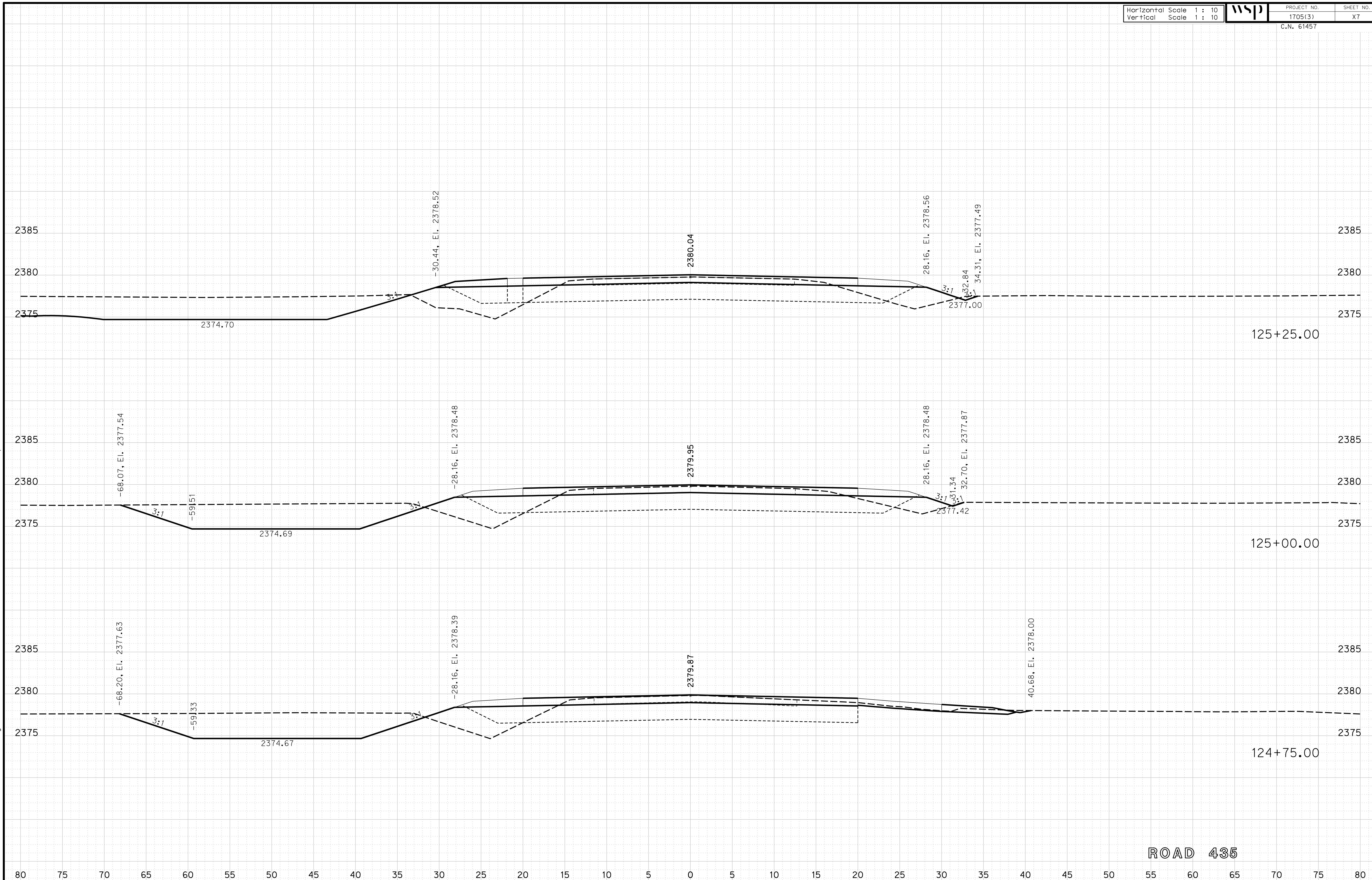
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

80 75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X8

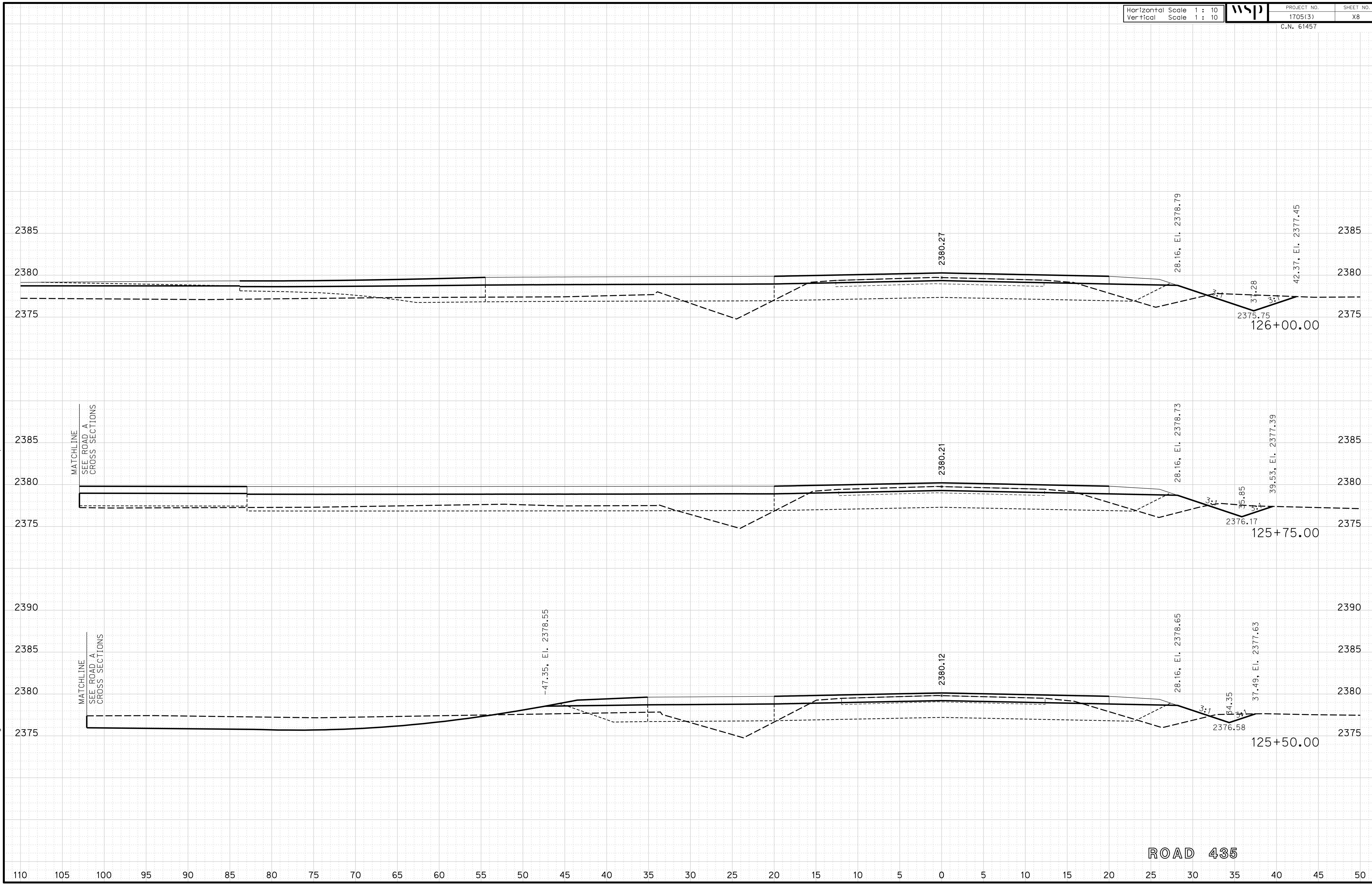
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cxs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X9
C.N. 61457

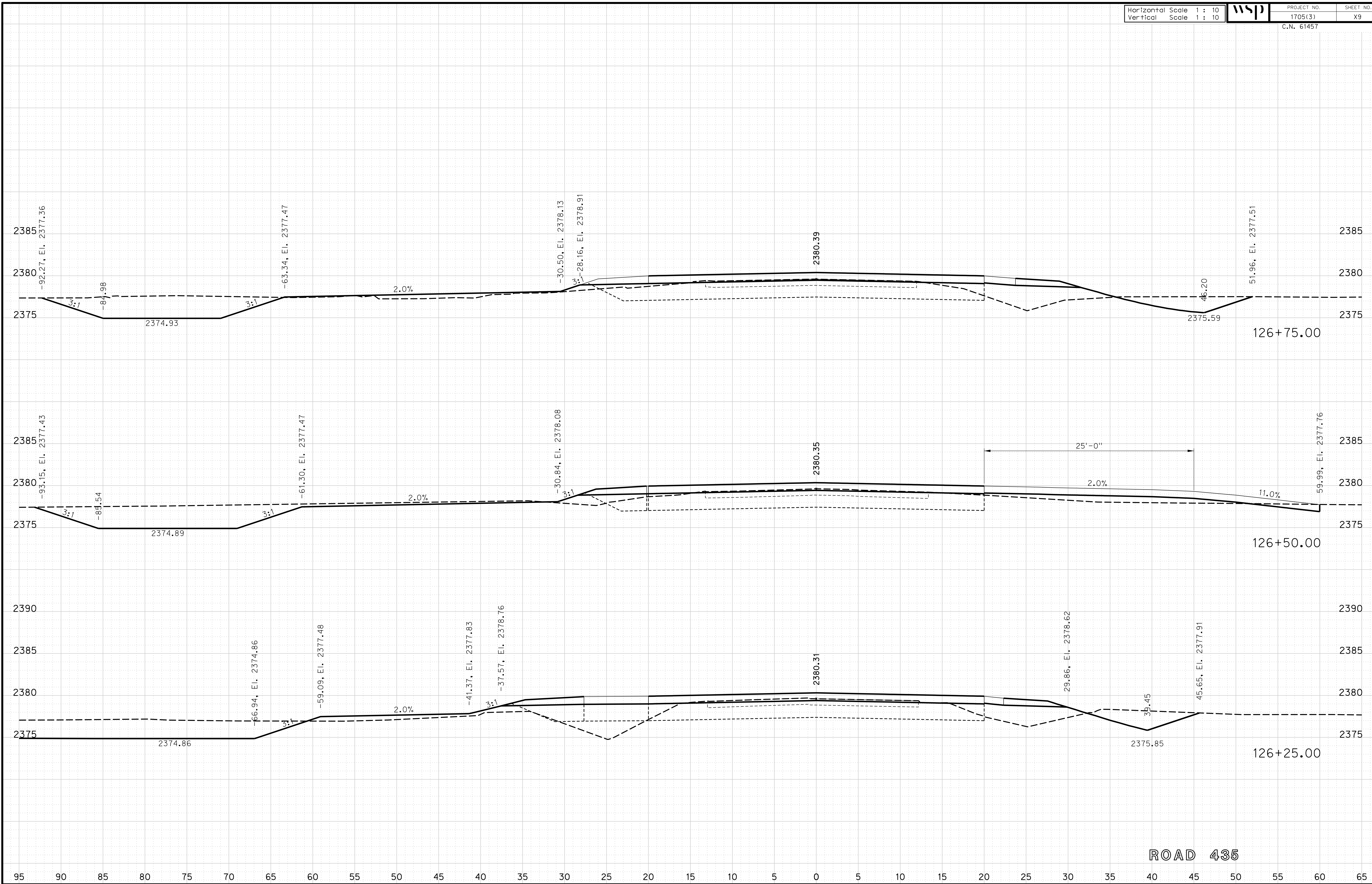
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X10
C.N. 61457

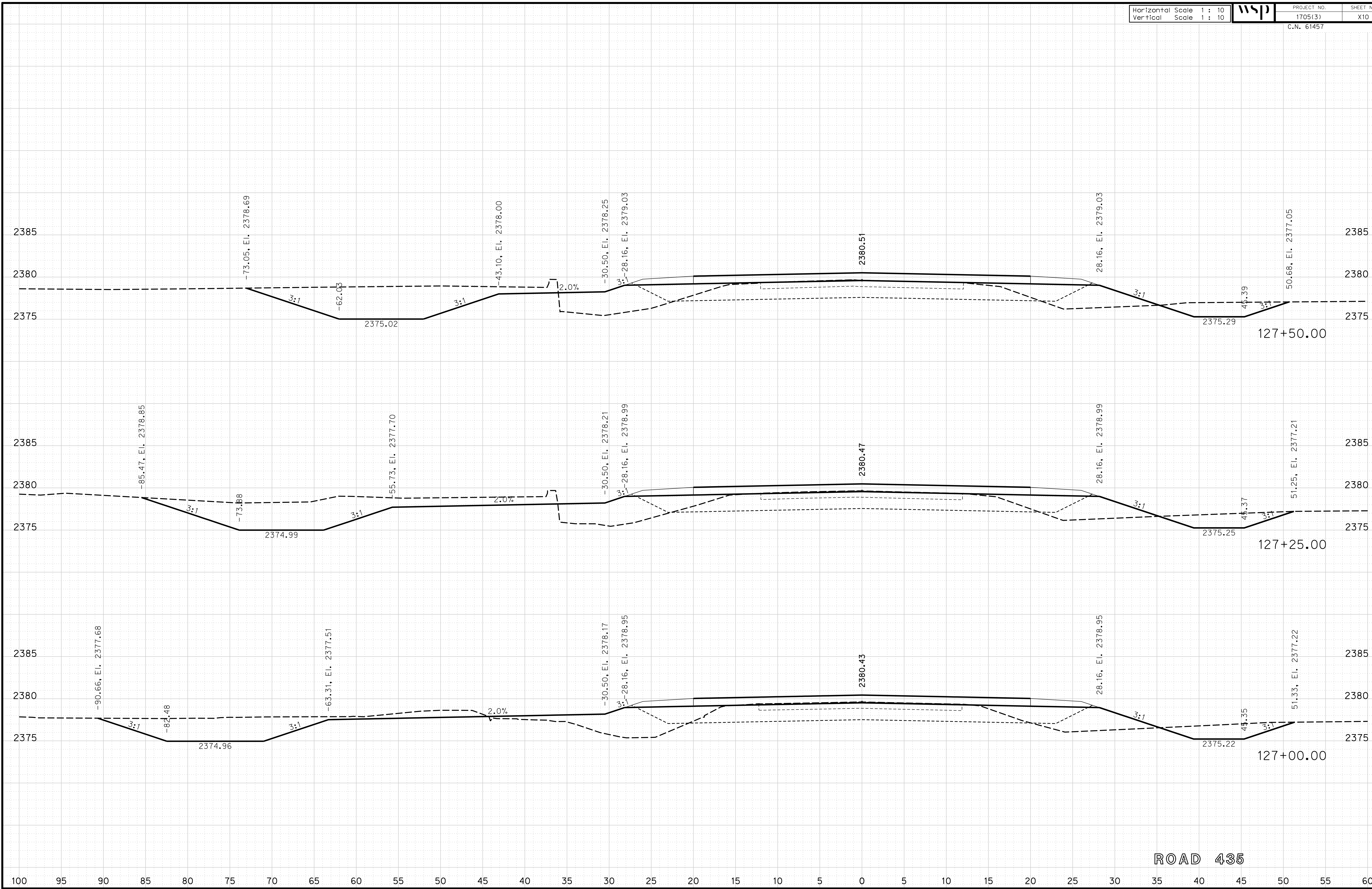
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X11
C.N. 61457

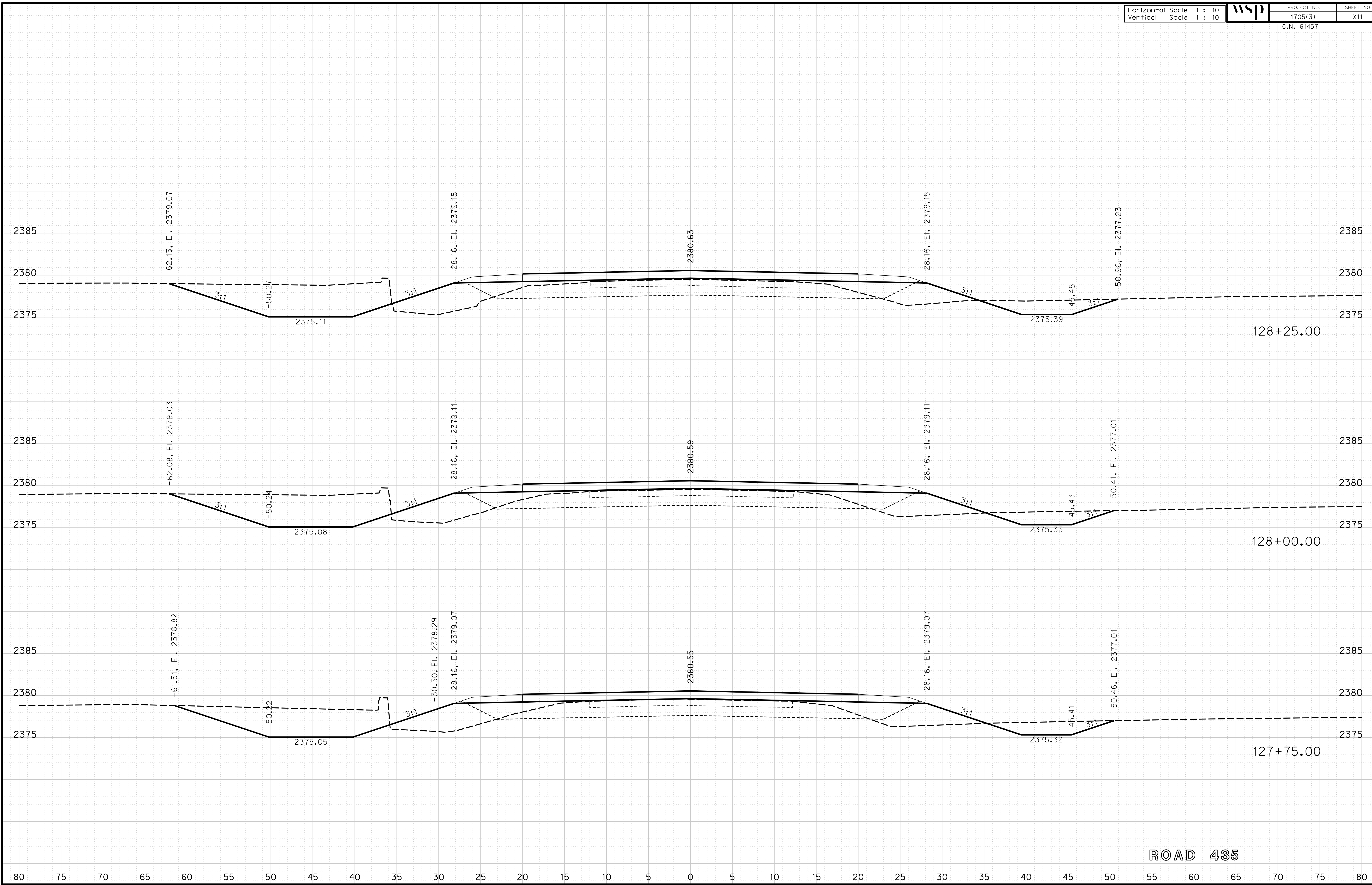
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X12

C.N. 61457

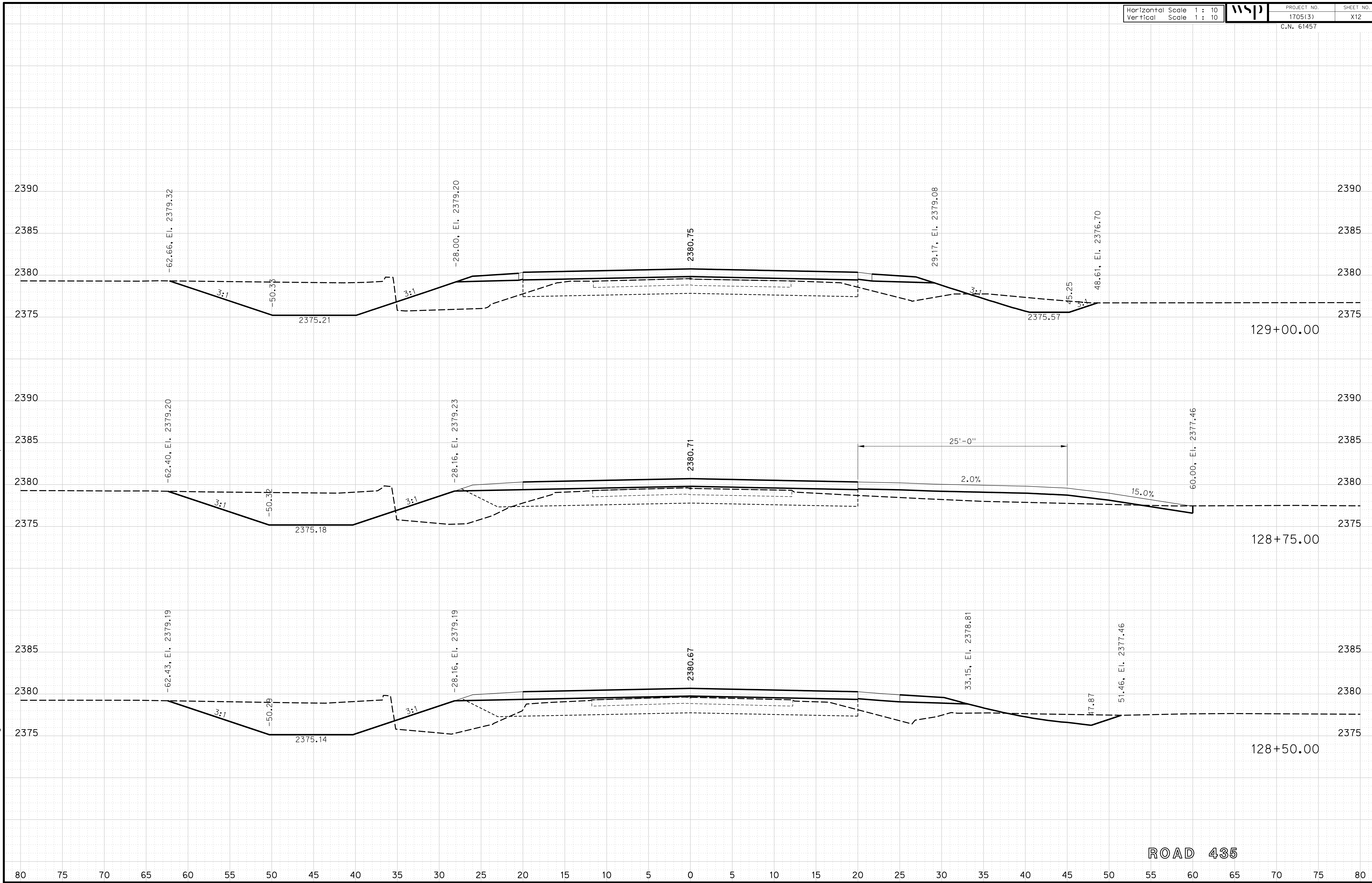
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X13

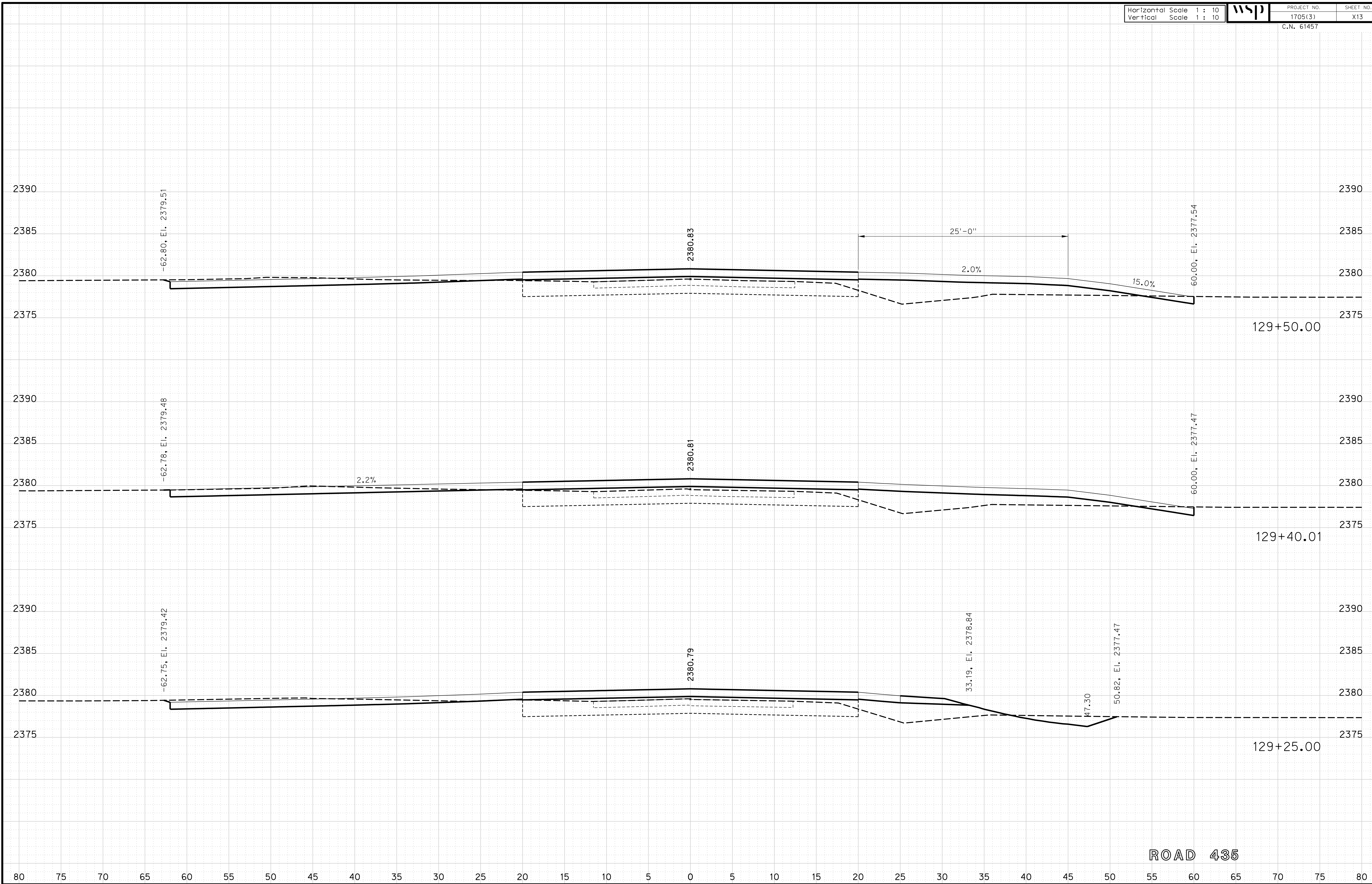
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X14

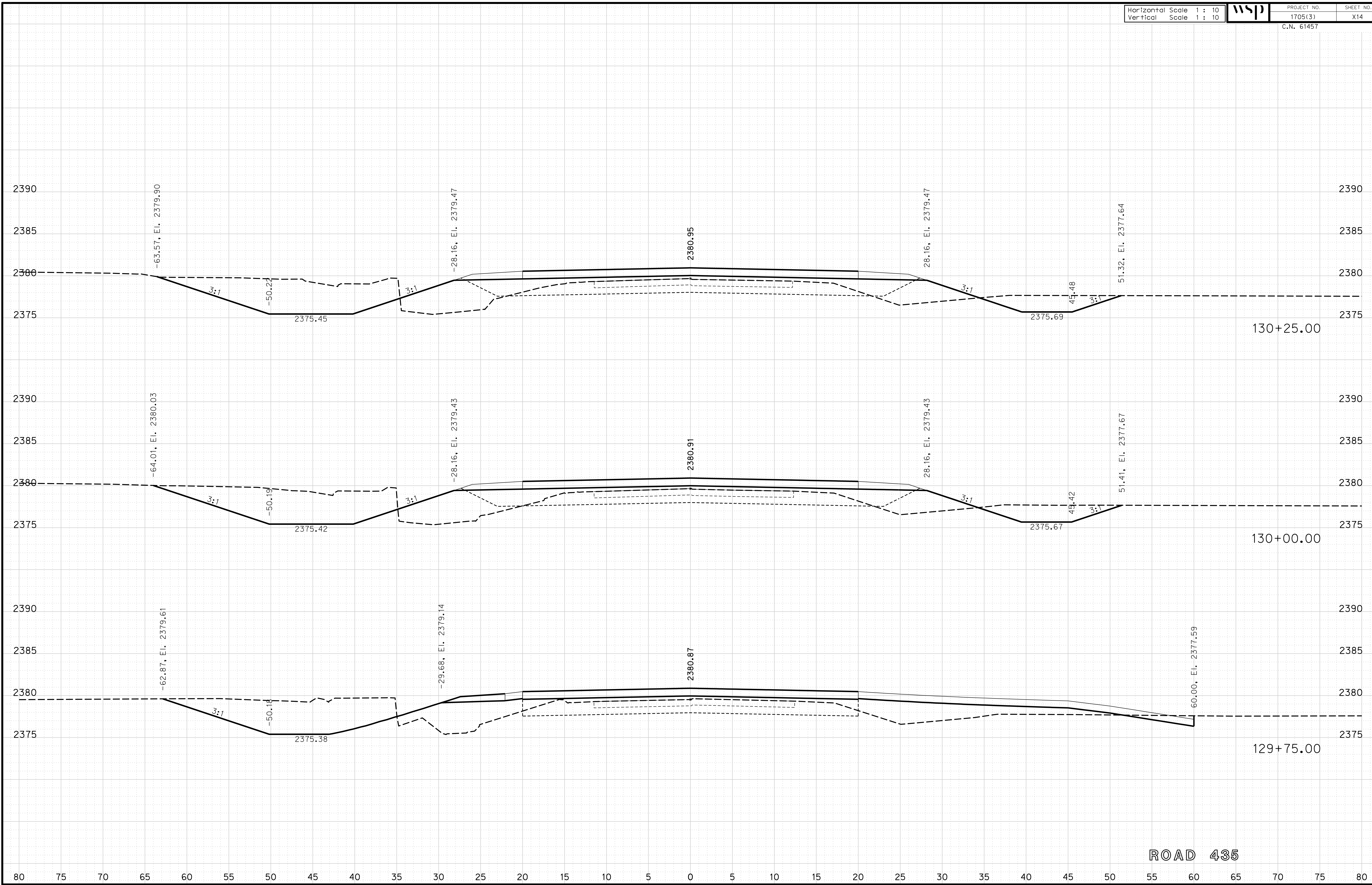
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X15

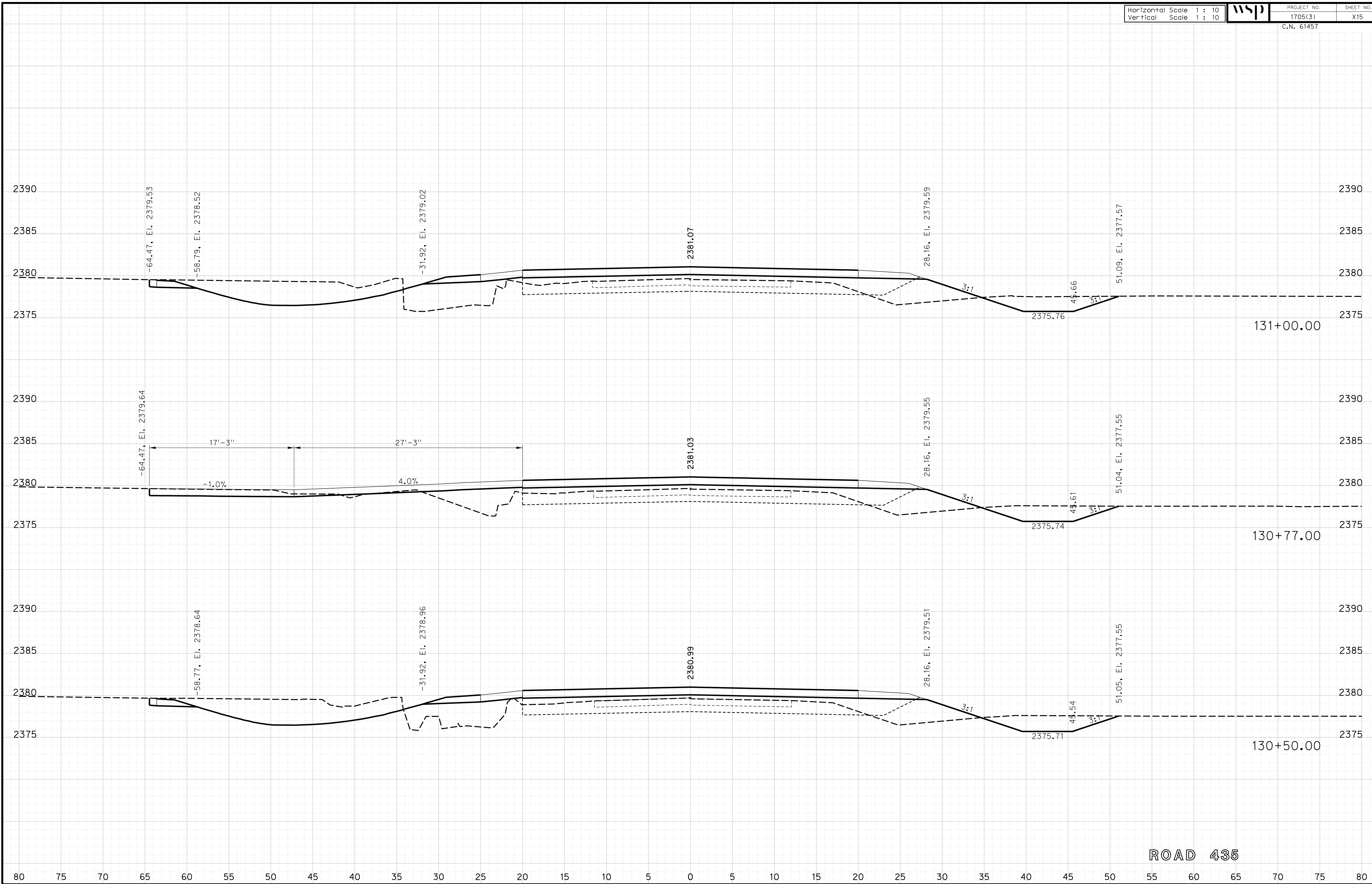
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X16
C.N. 61457

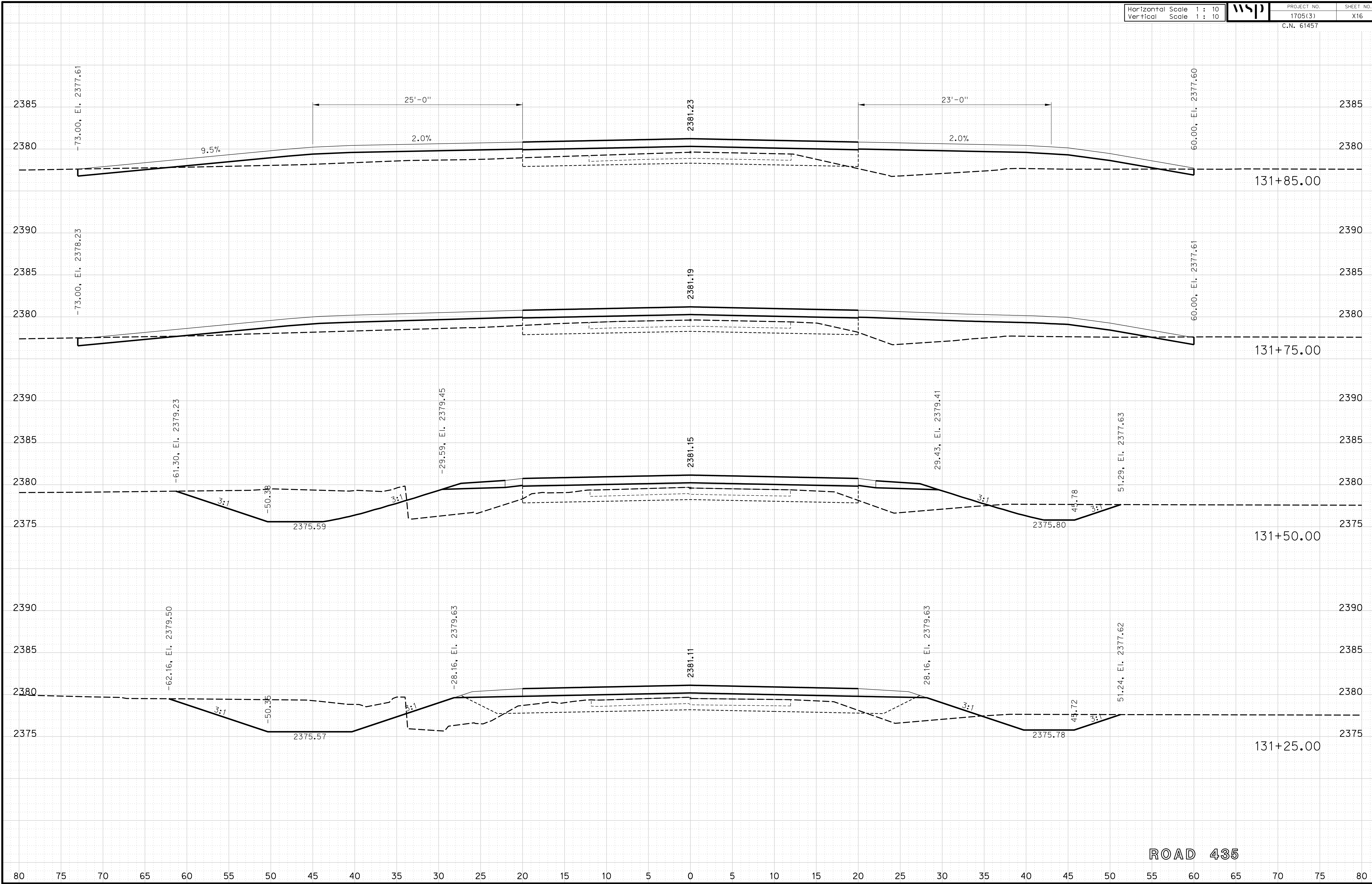
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X17

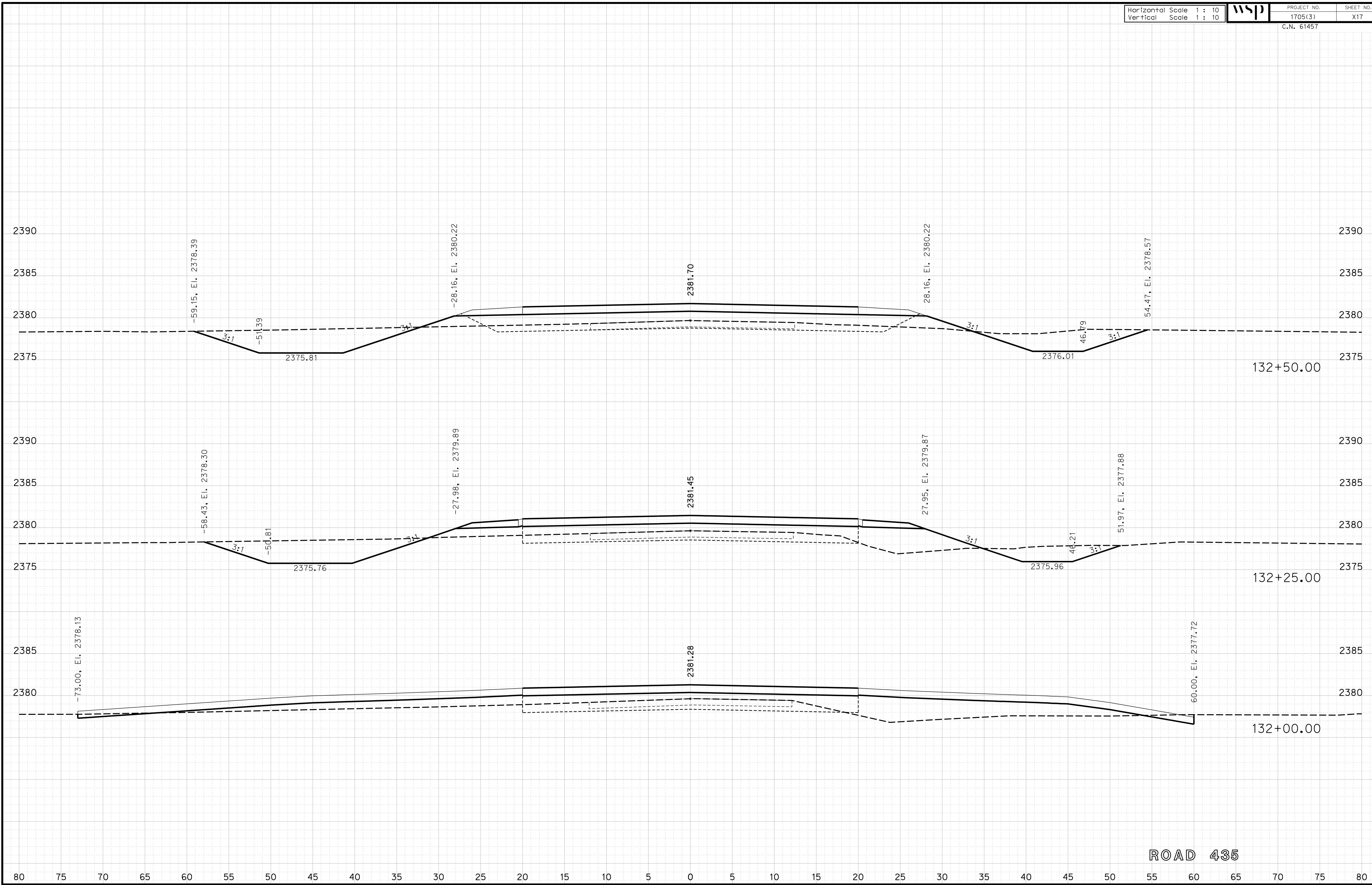
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X18
C.N. 61457

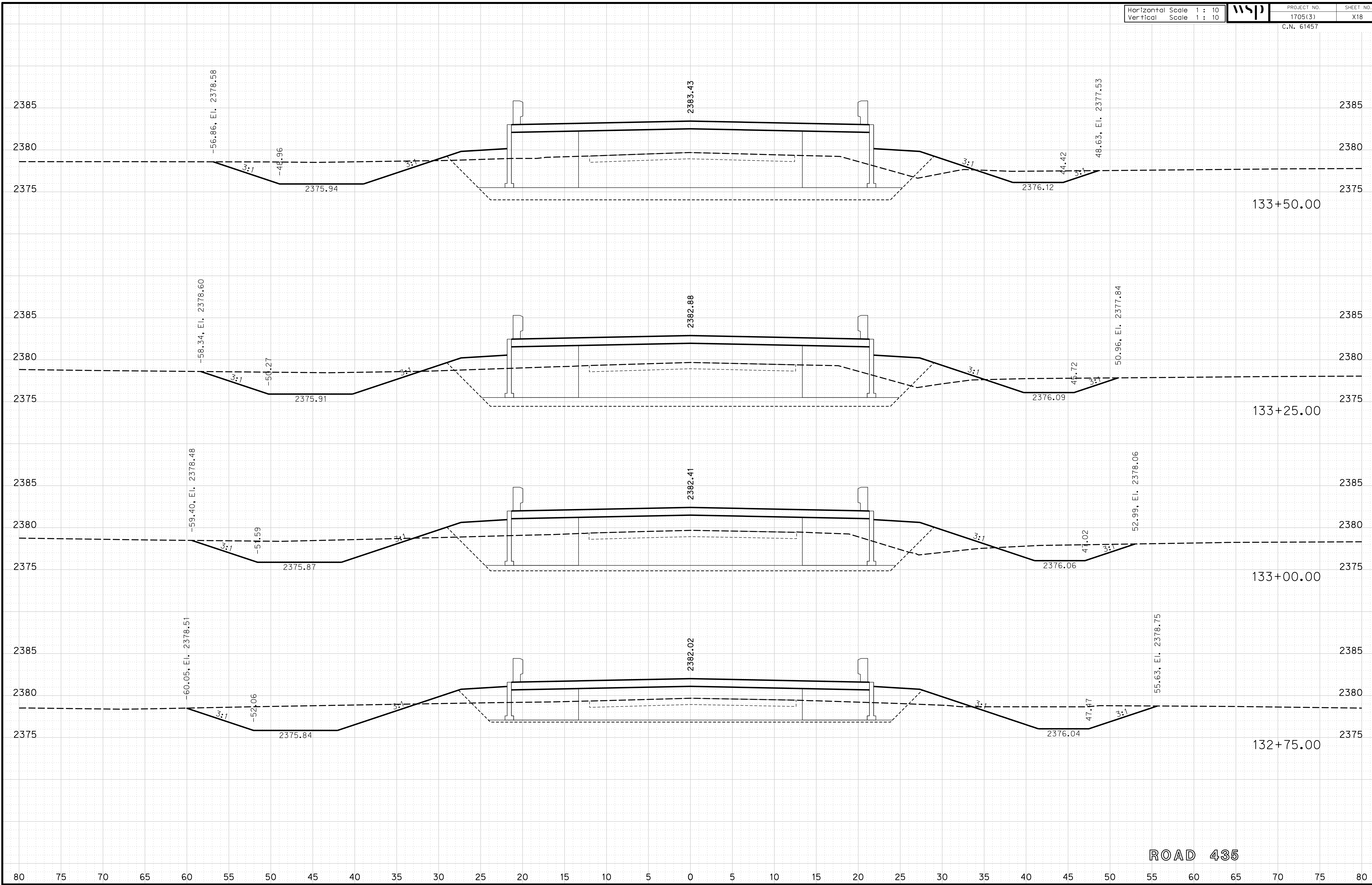
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X19

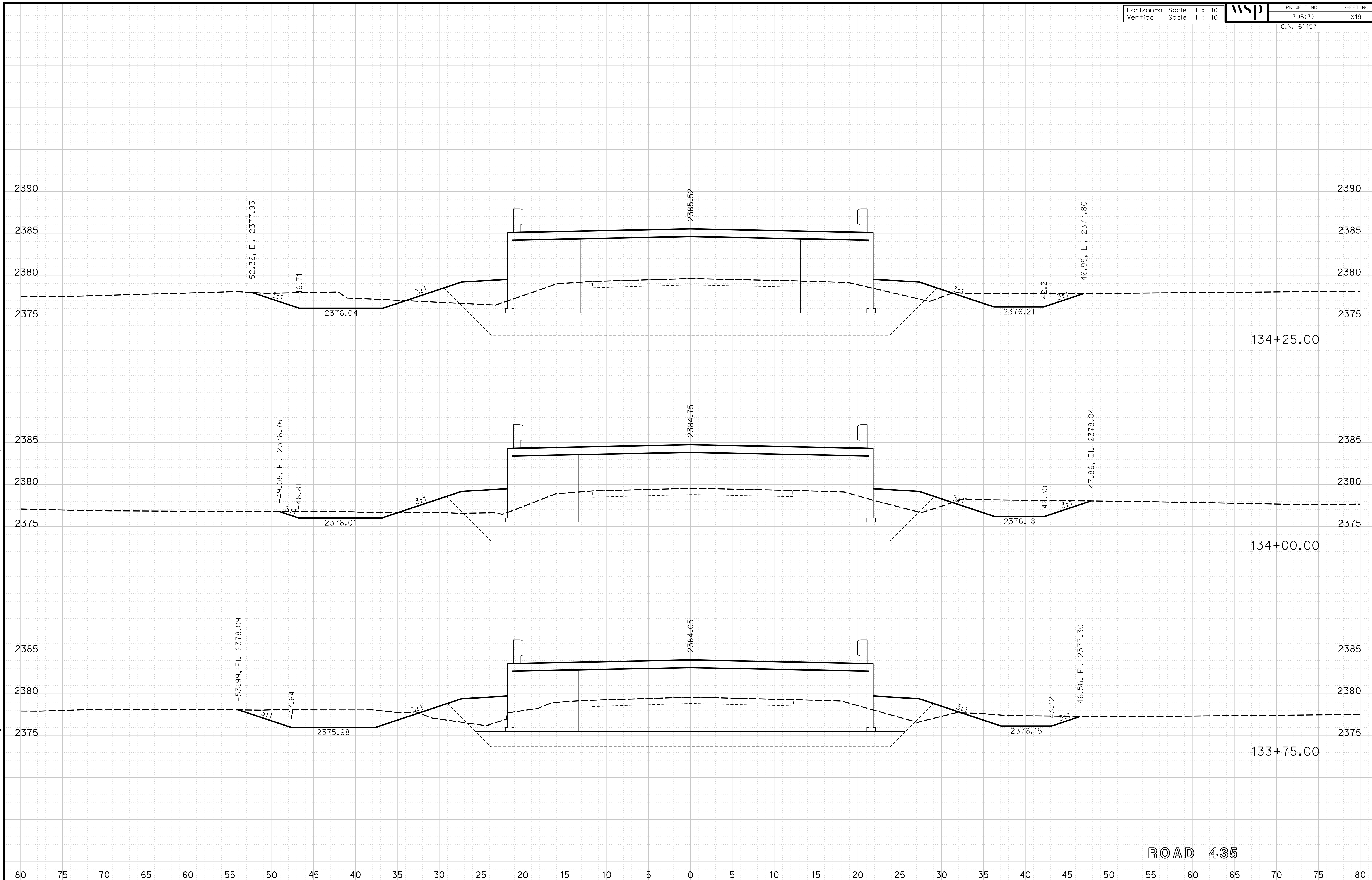
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X20

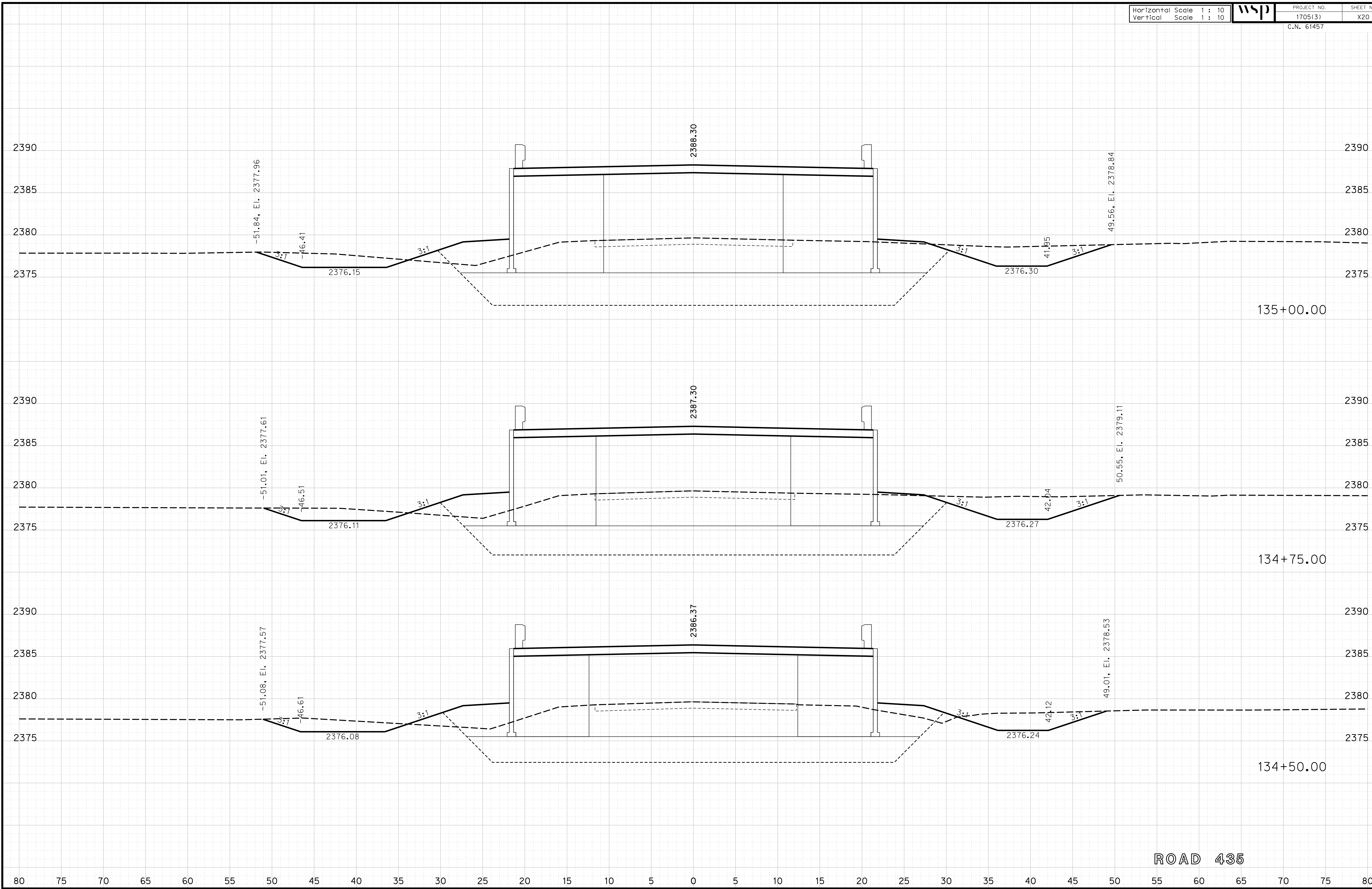
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X21

C.N. 61457

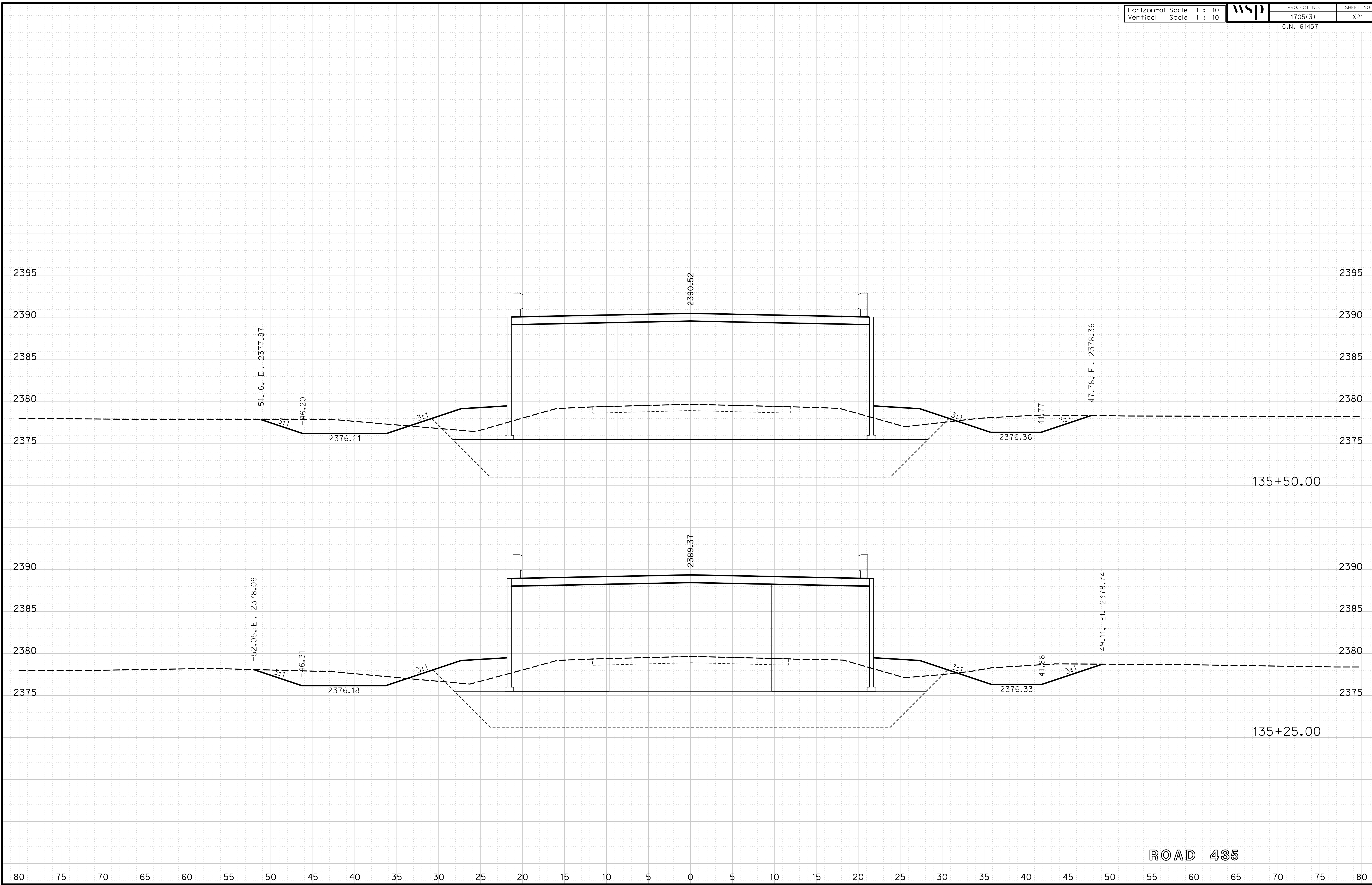
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X22

C.N. 61457

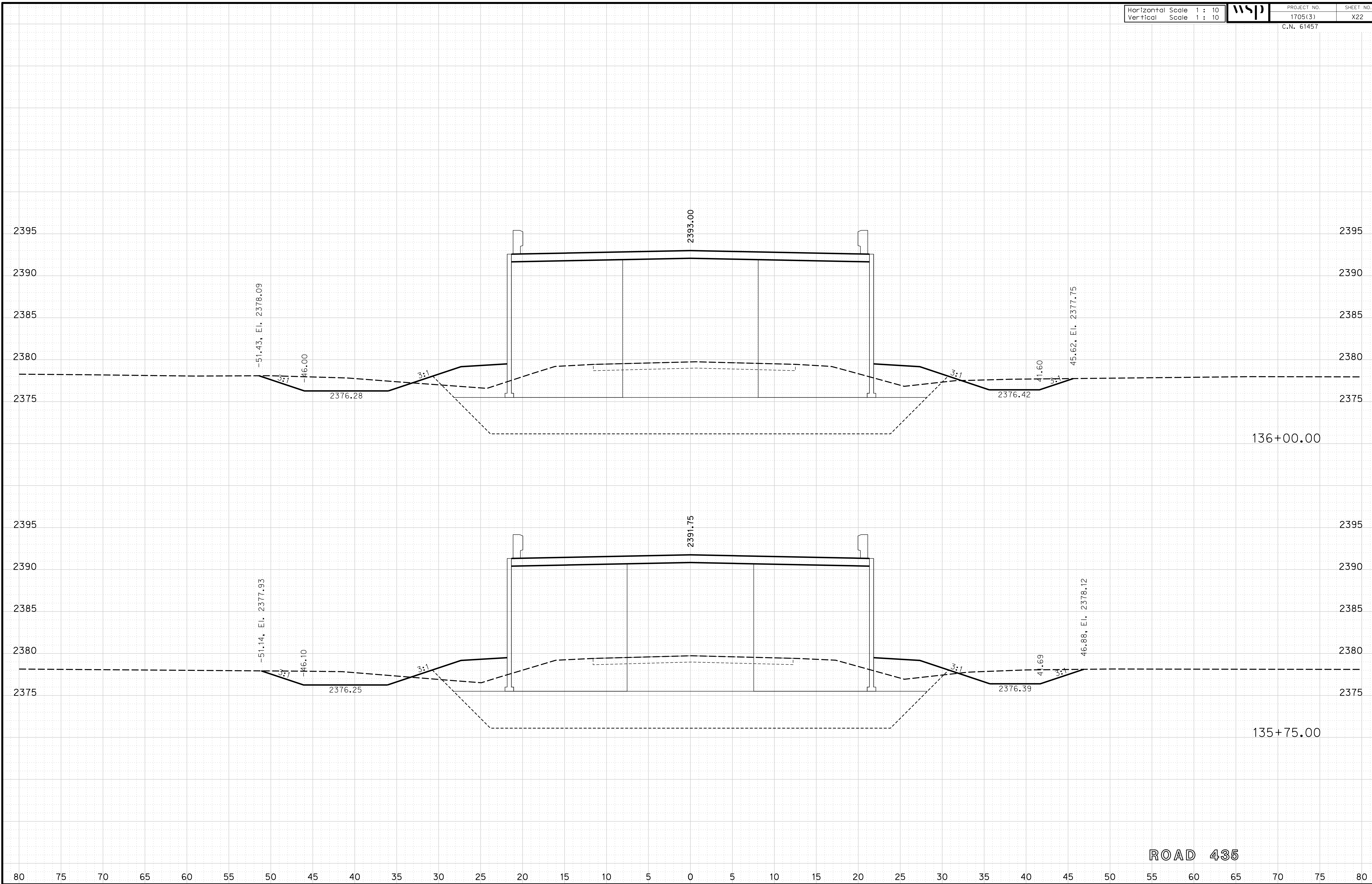
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X23

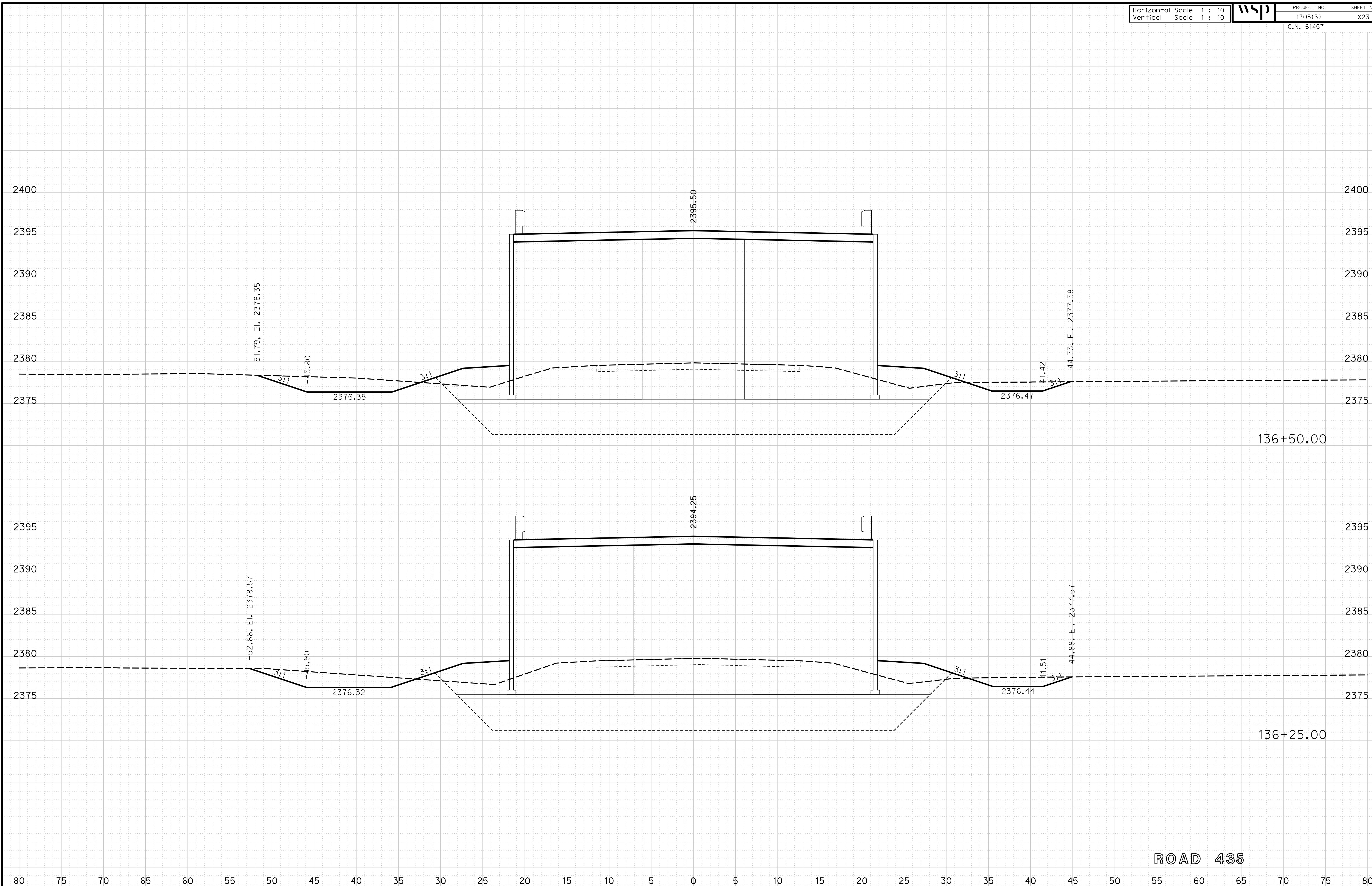
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X24

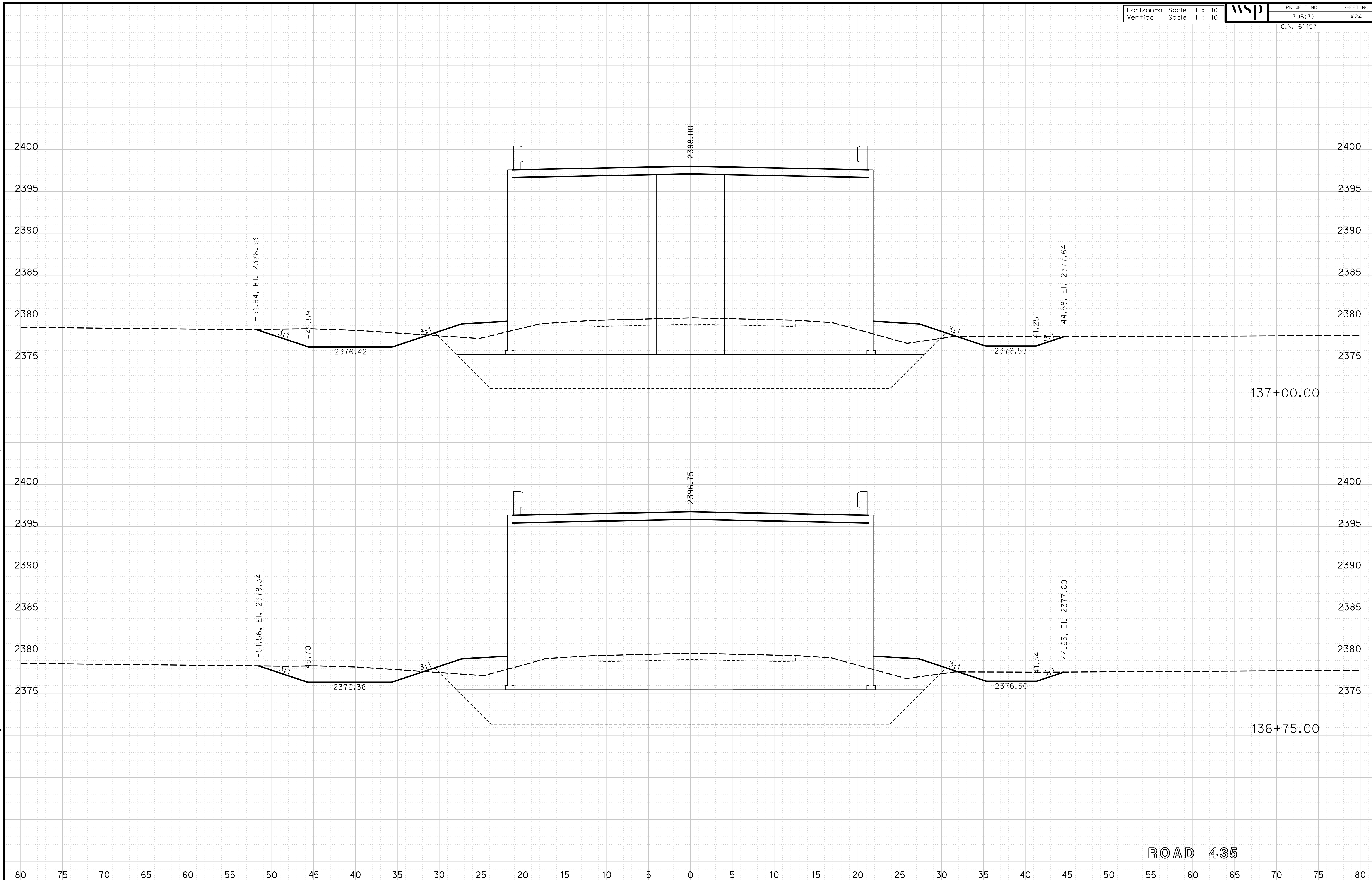
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X25

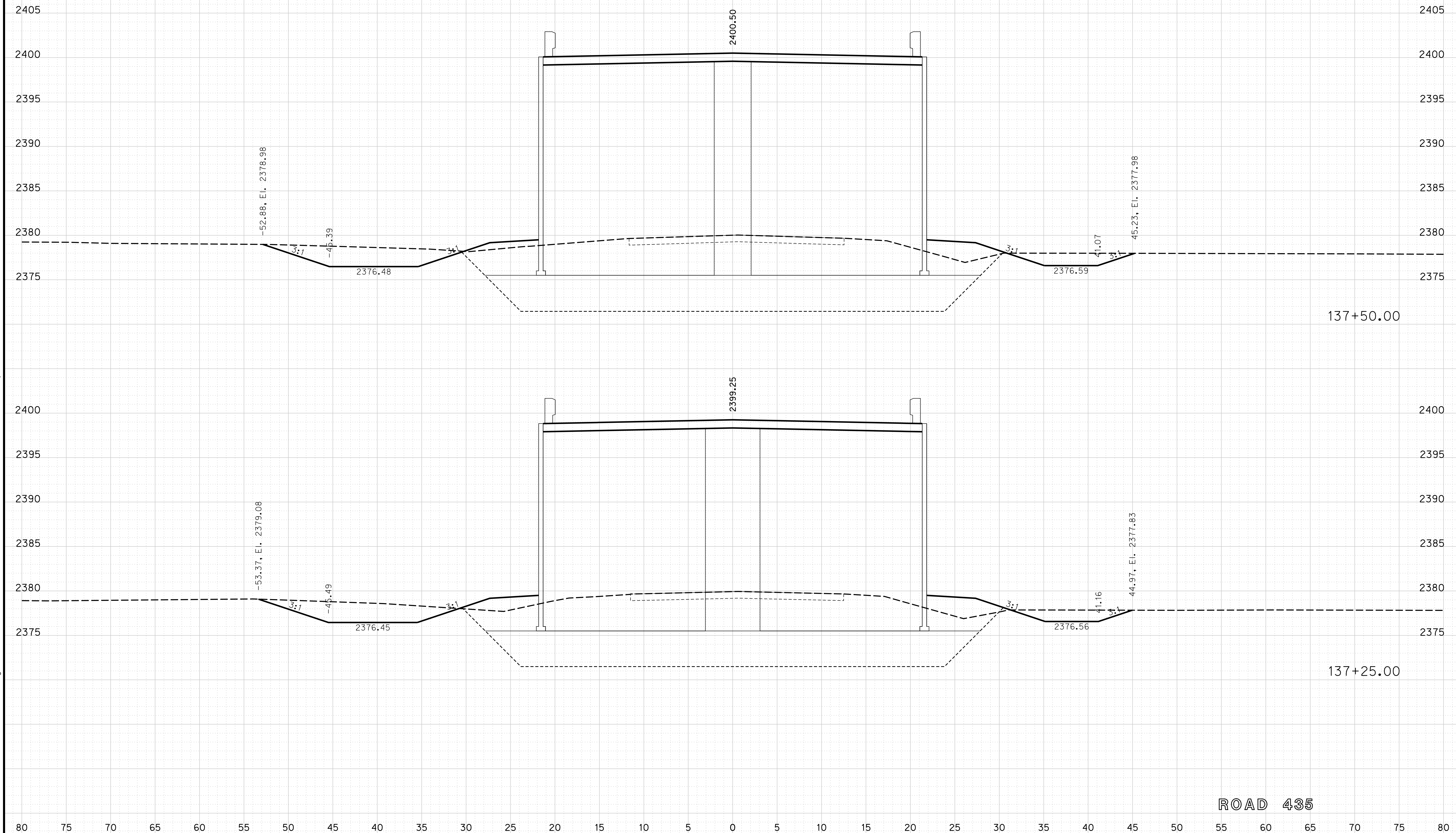
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X26

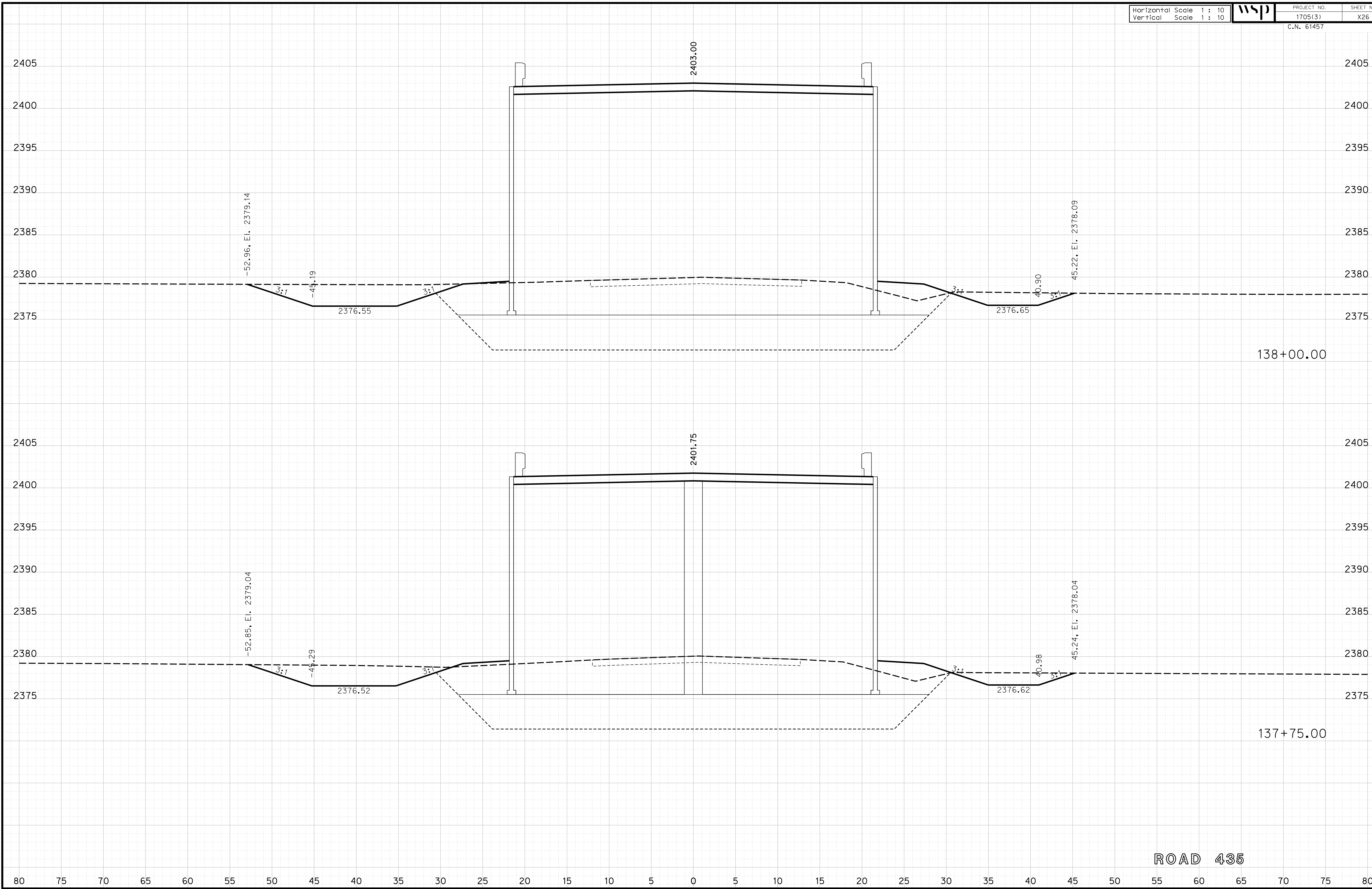
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X27

C.N. 61457

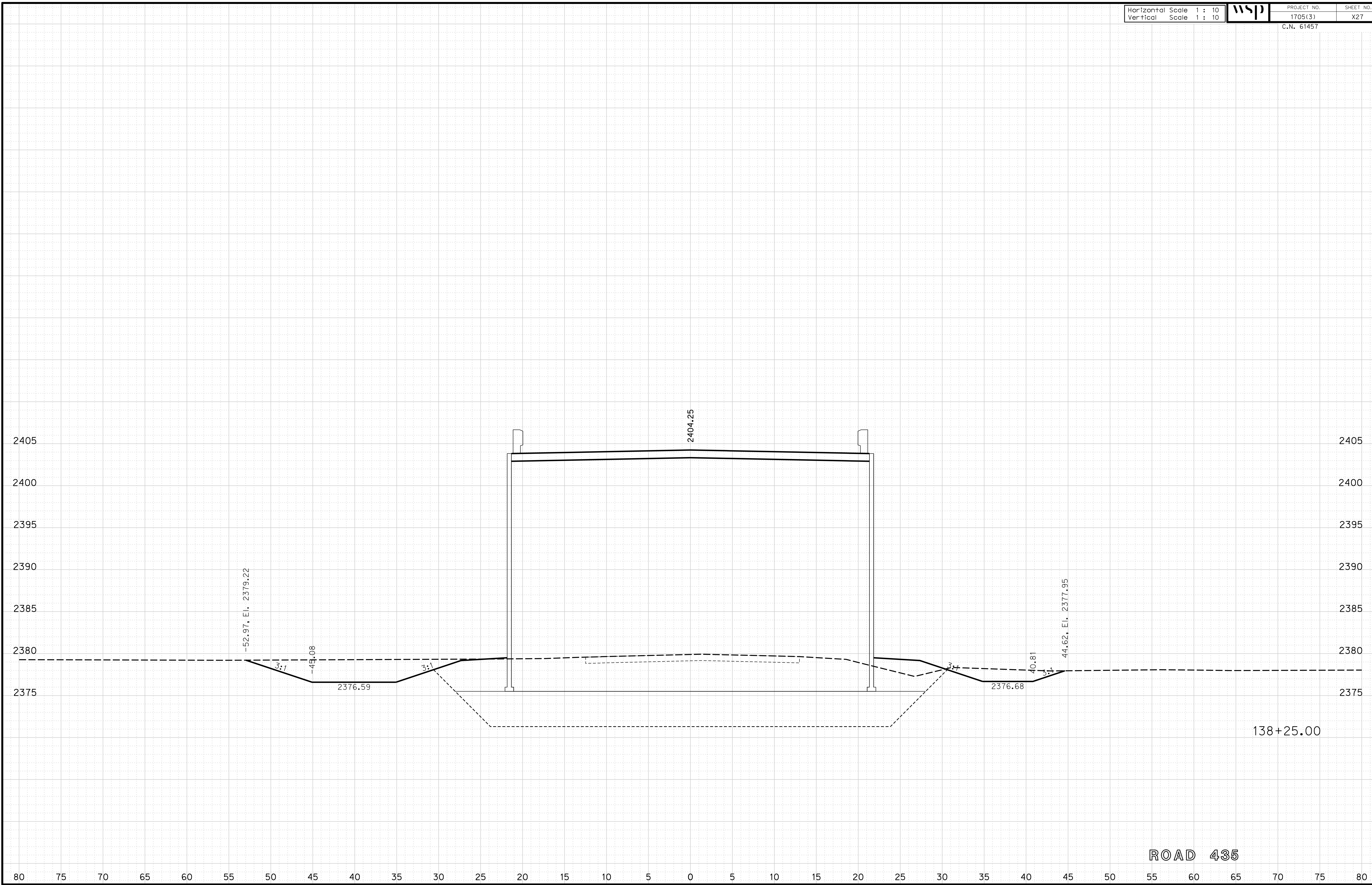
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X28

C.N. 61457

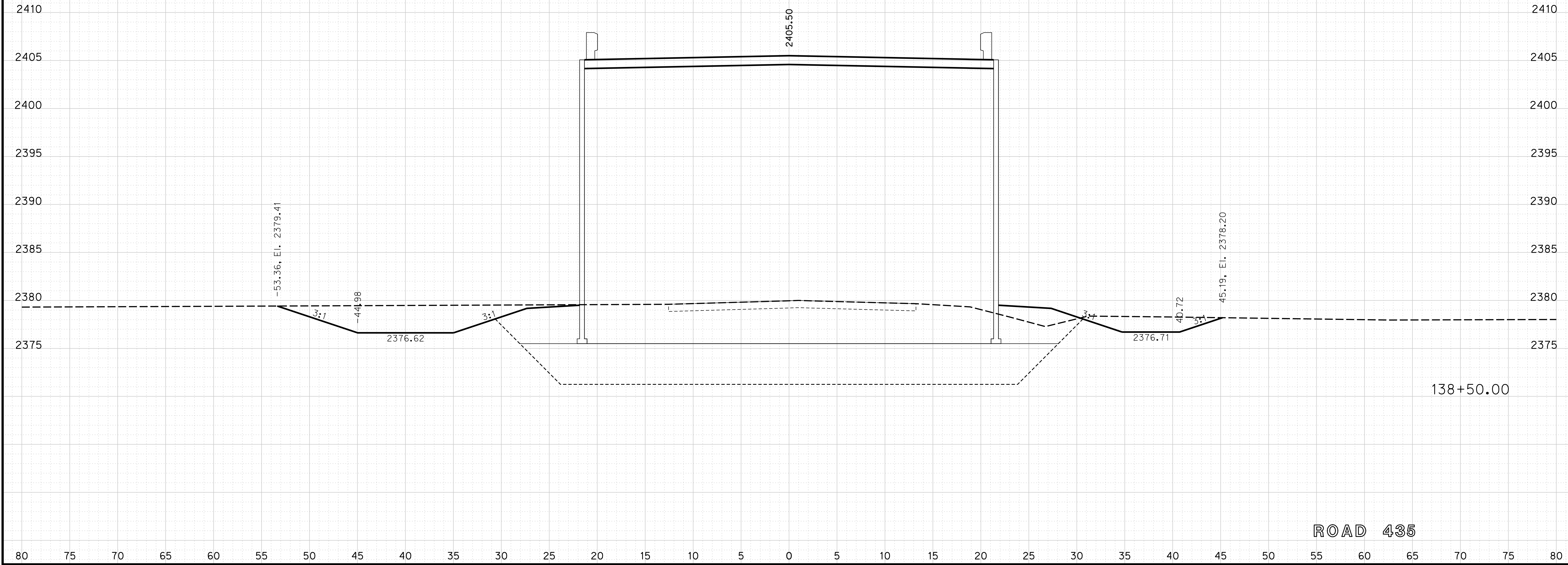
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
SHEET NO.
X29
C.N. 61457

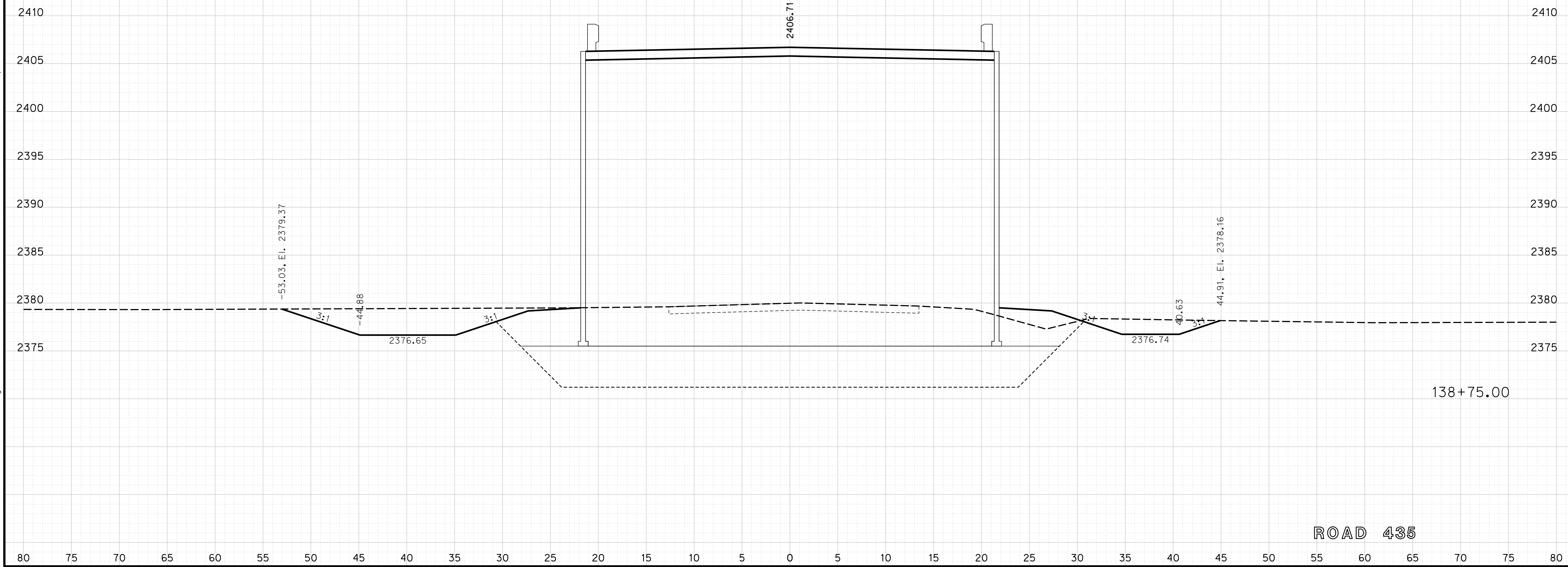
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X30

C.N. 61457

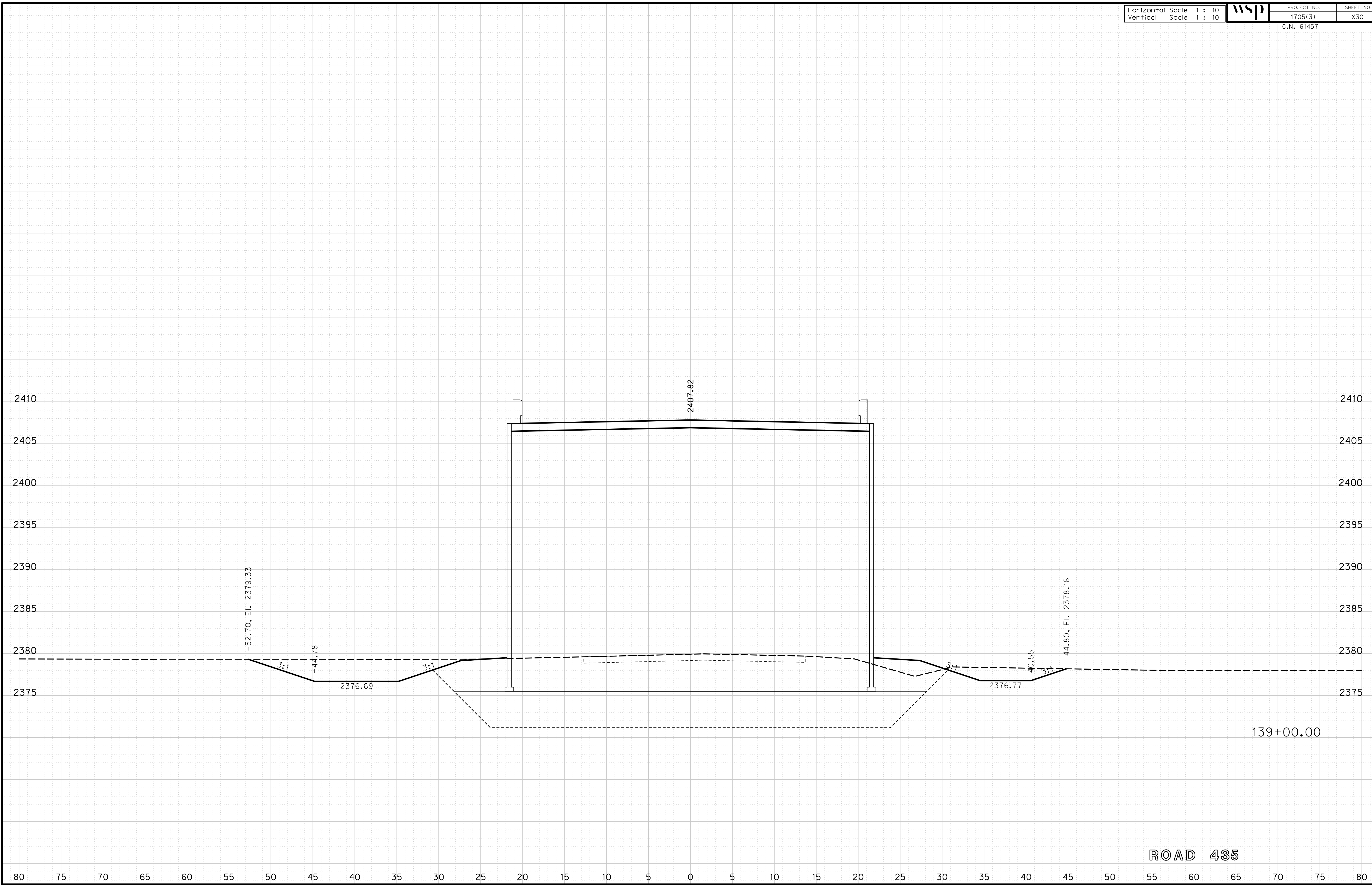
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X31

C.N. 61457

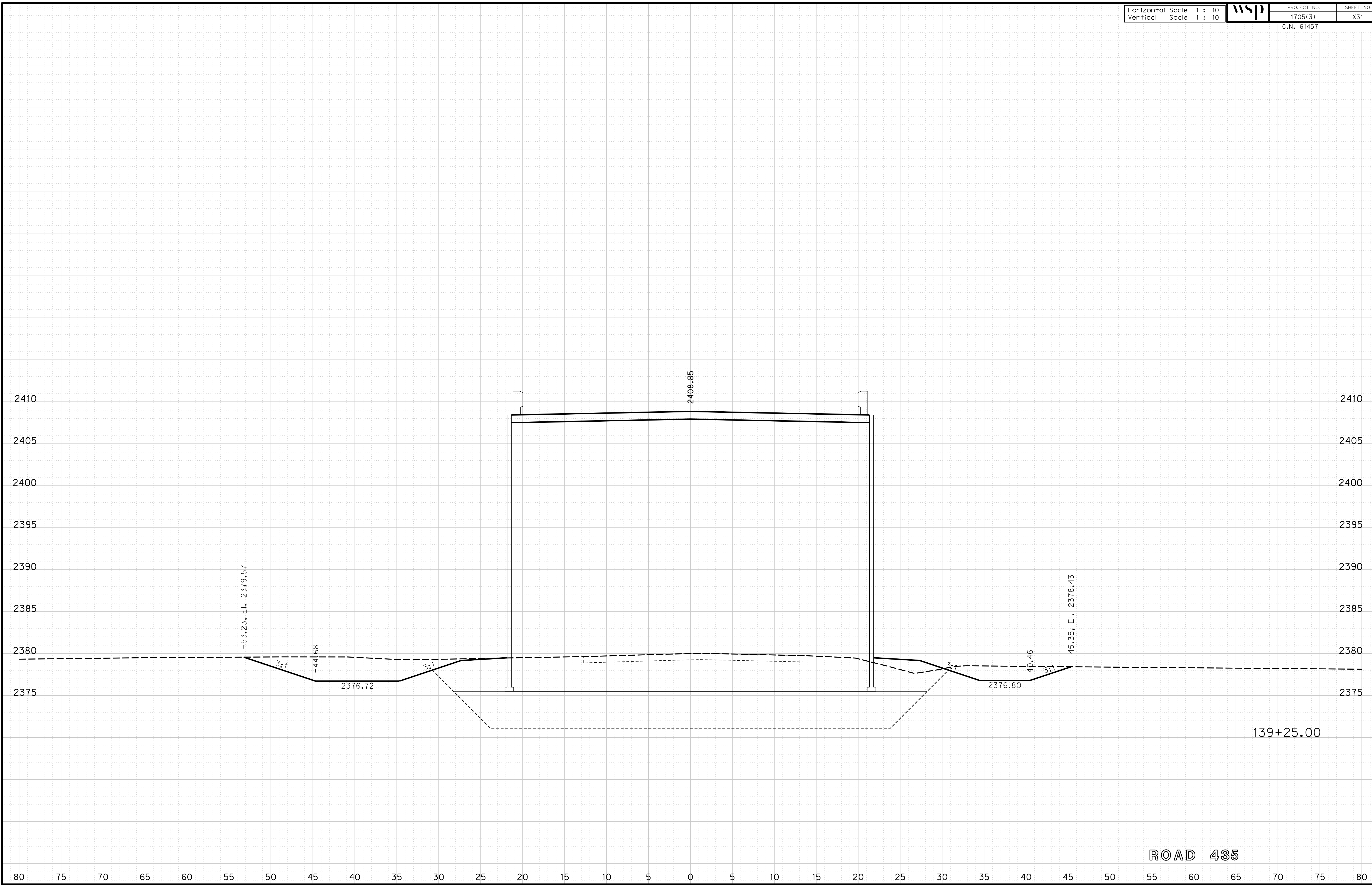
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X32
C.N. 61457

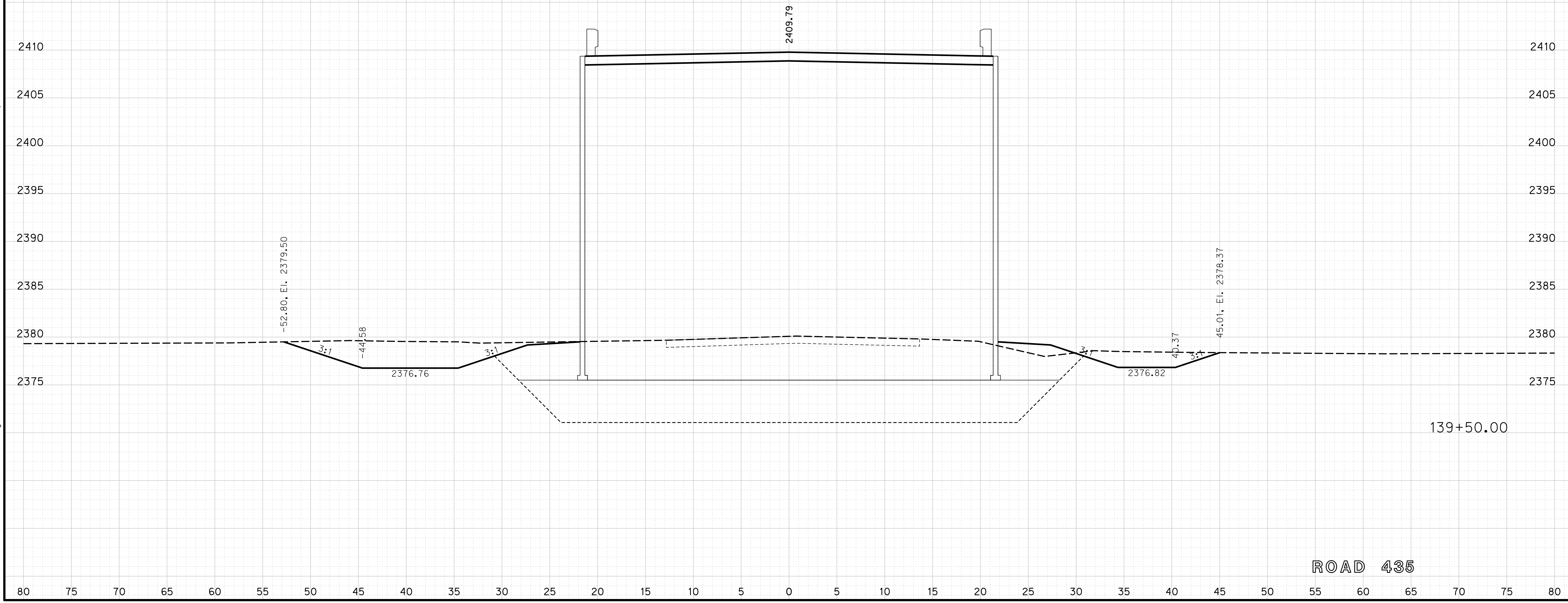
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cxs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X33

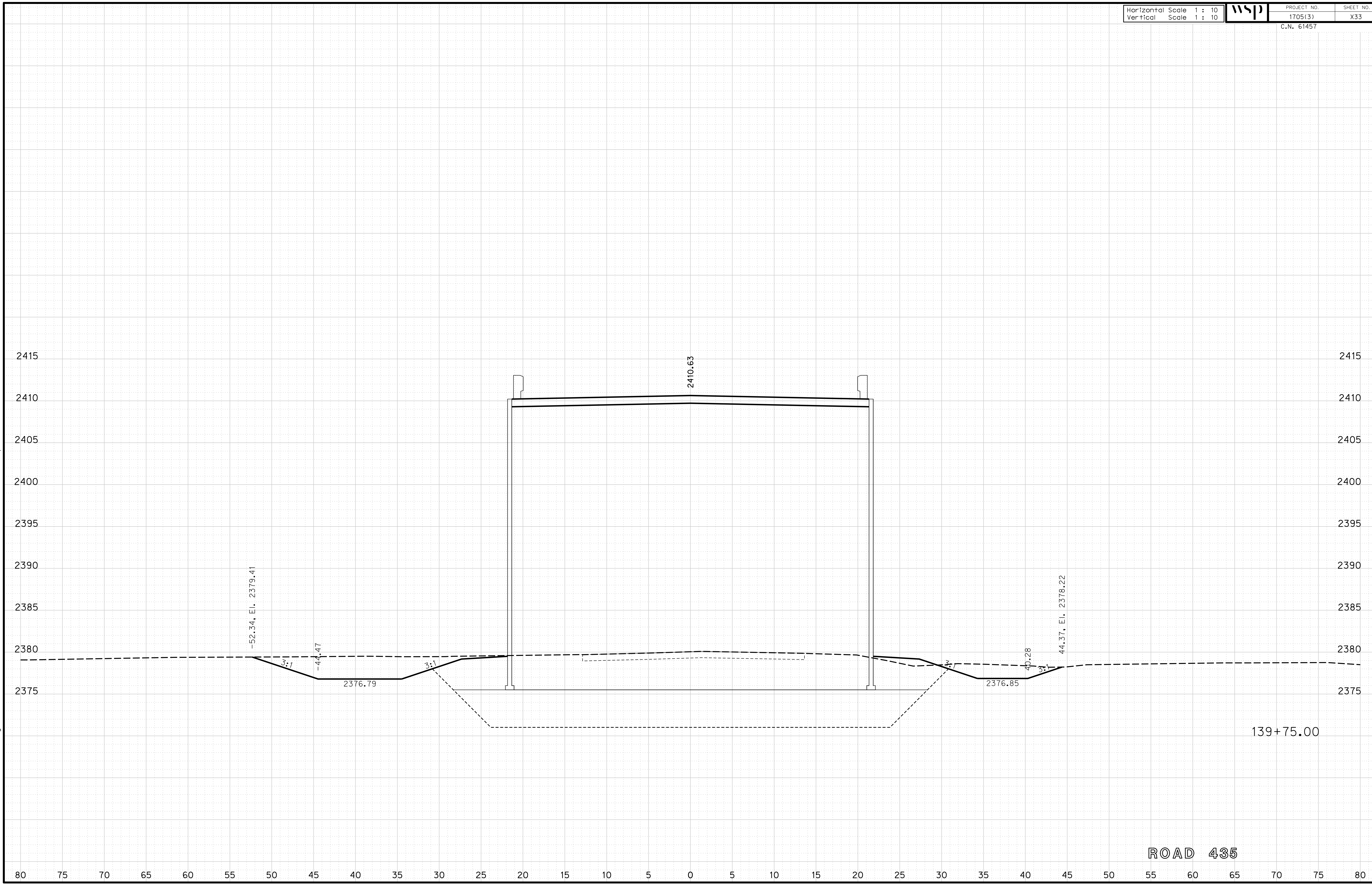
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X34

C.N. 61457

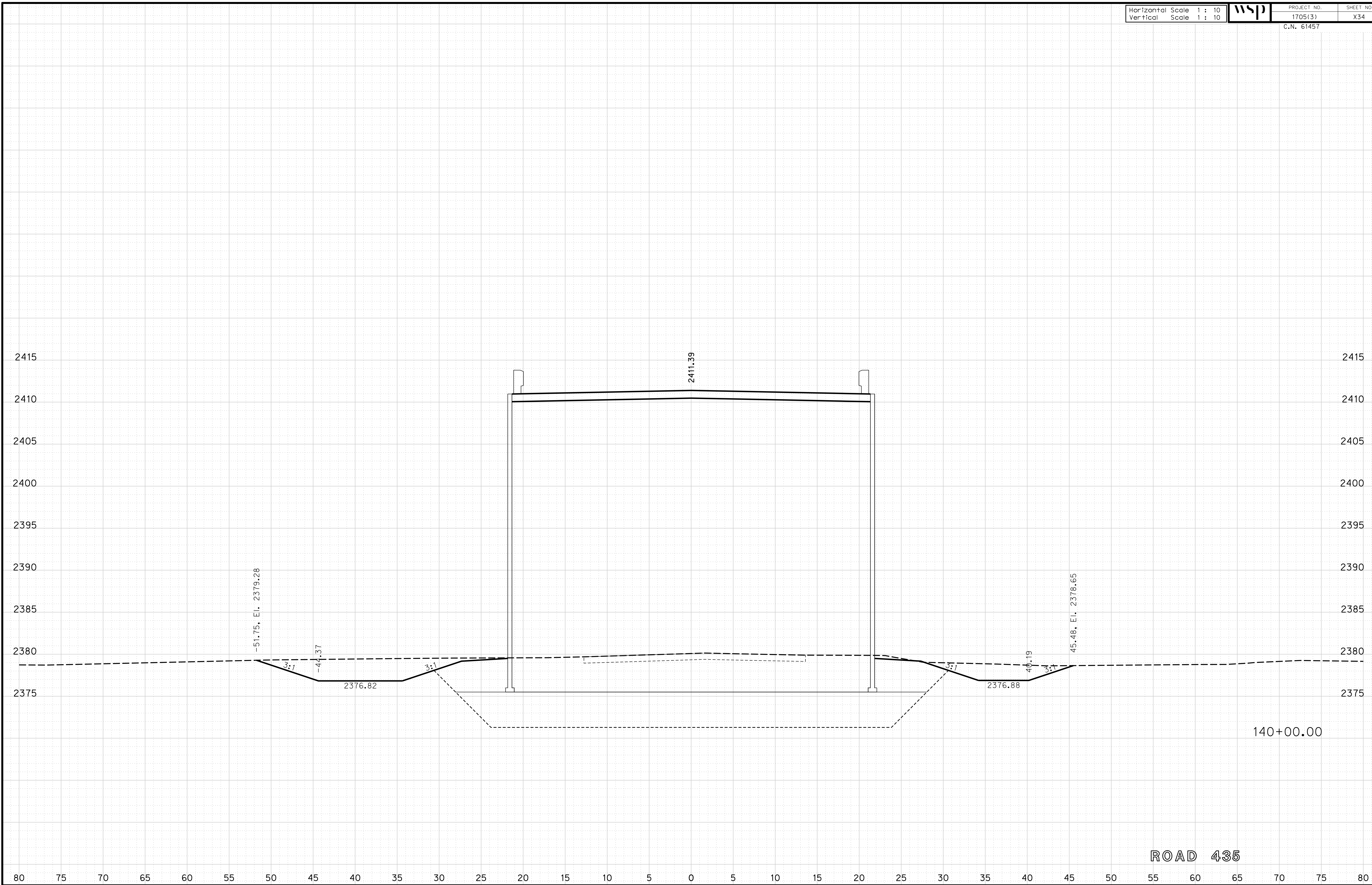
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X35

C.N. 61457

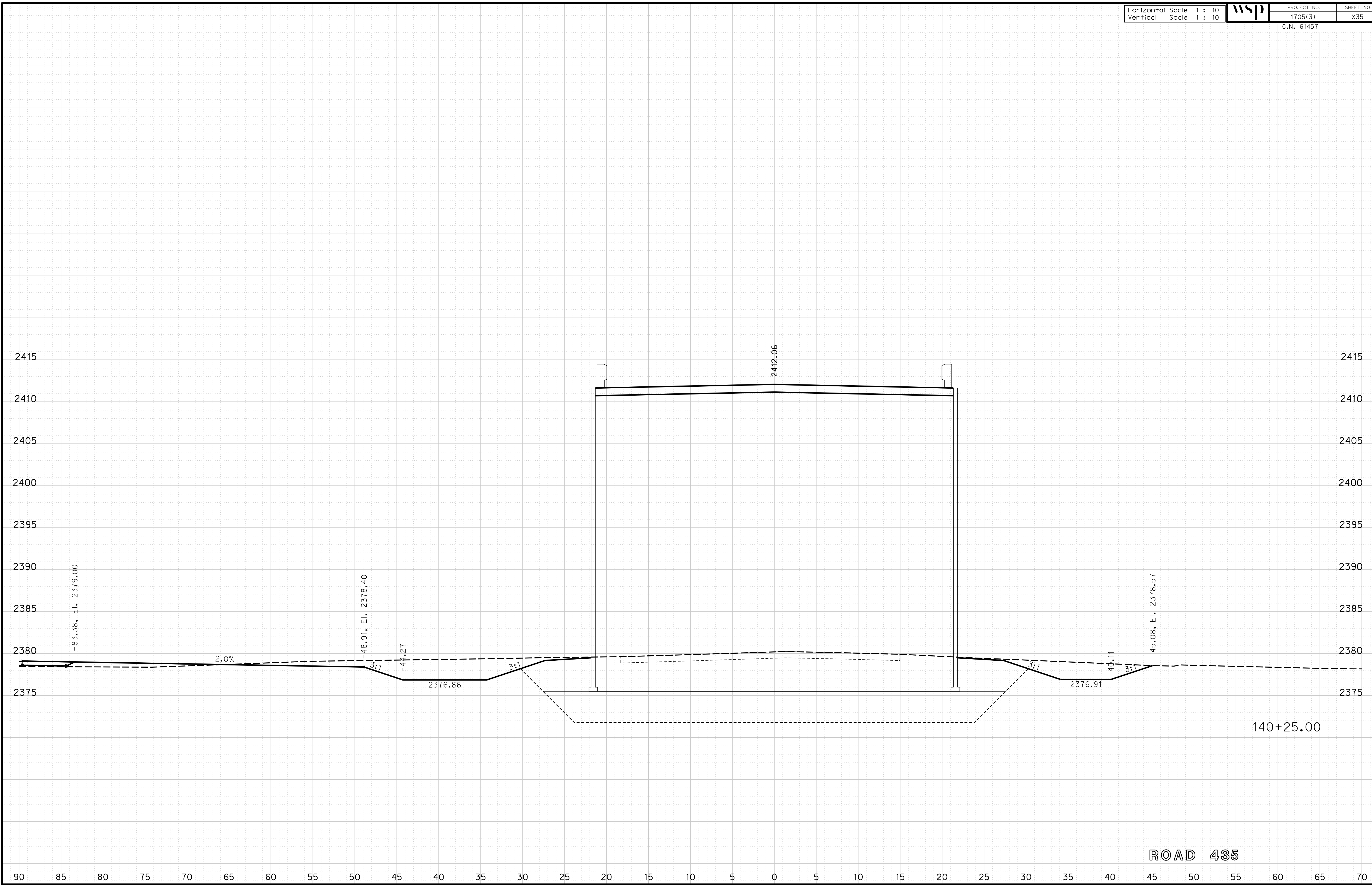
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X36

C.N. 61457

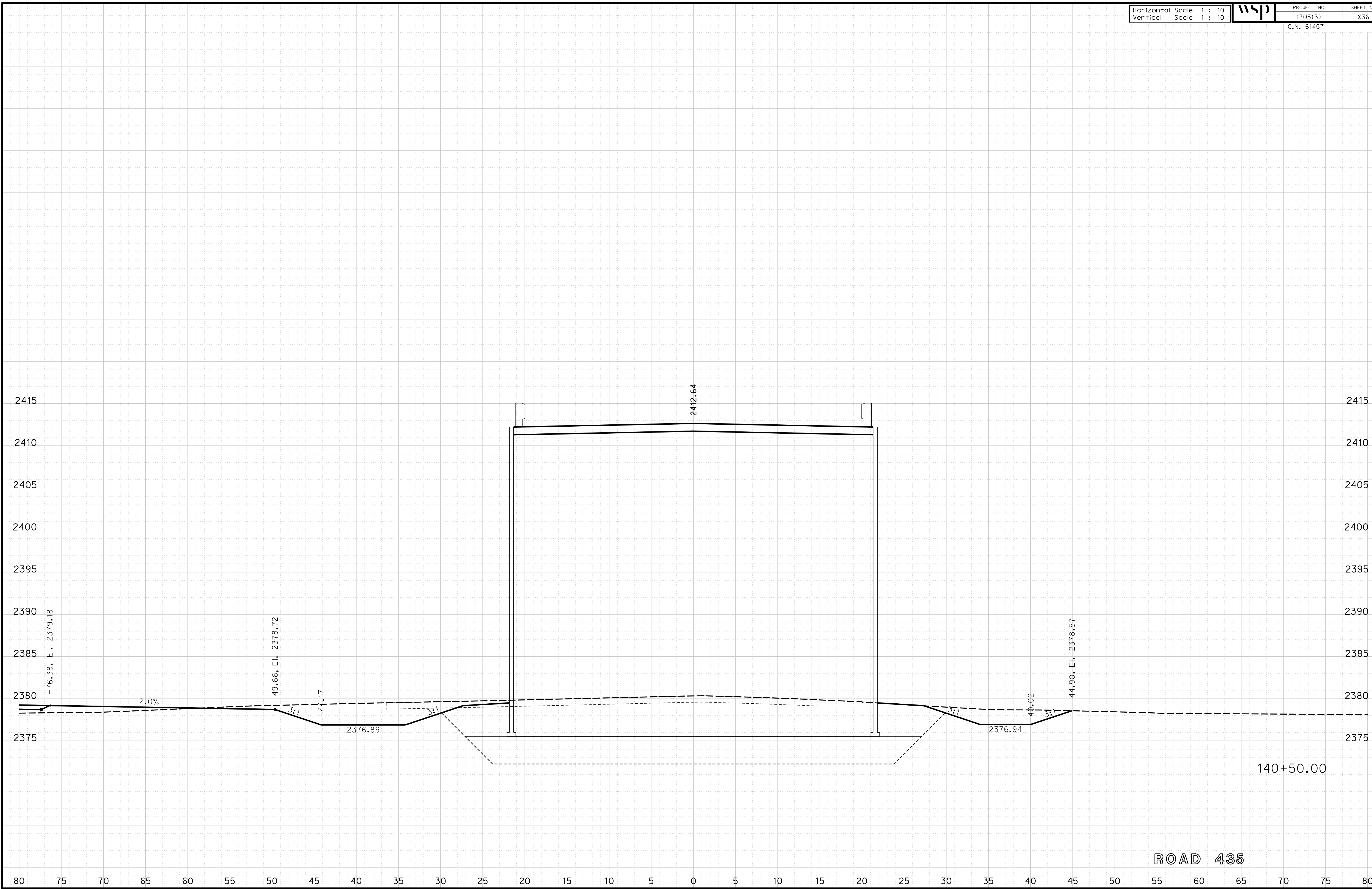
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X37

C.N. 61457

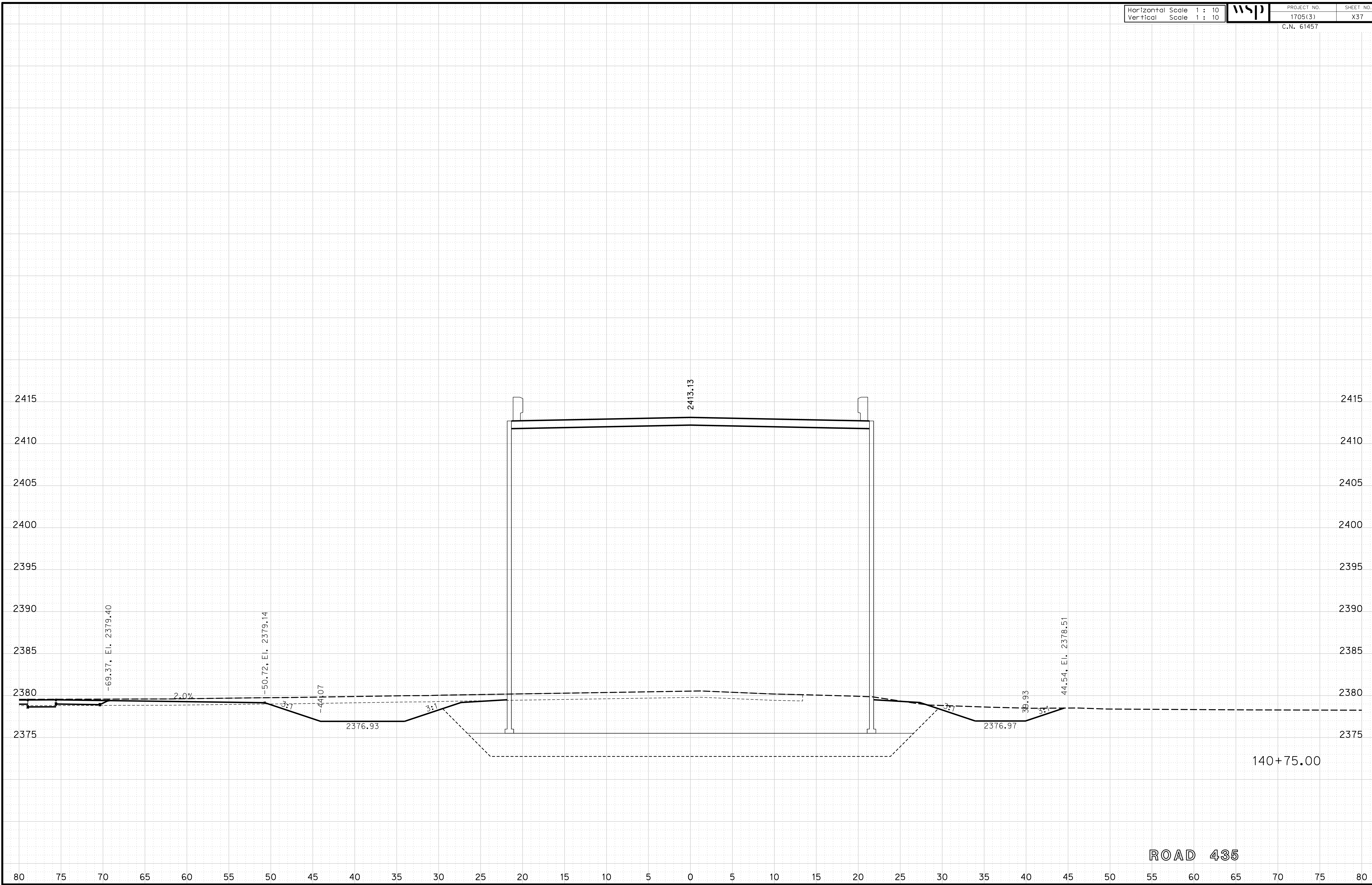
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X38

C.N. 61457

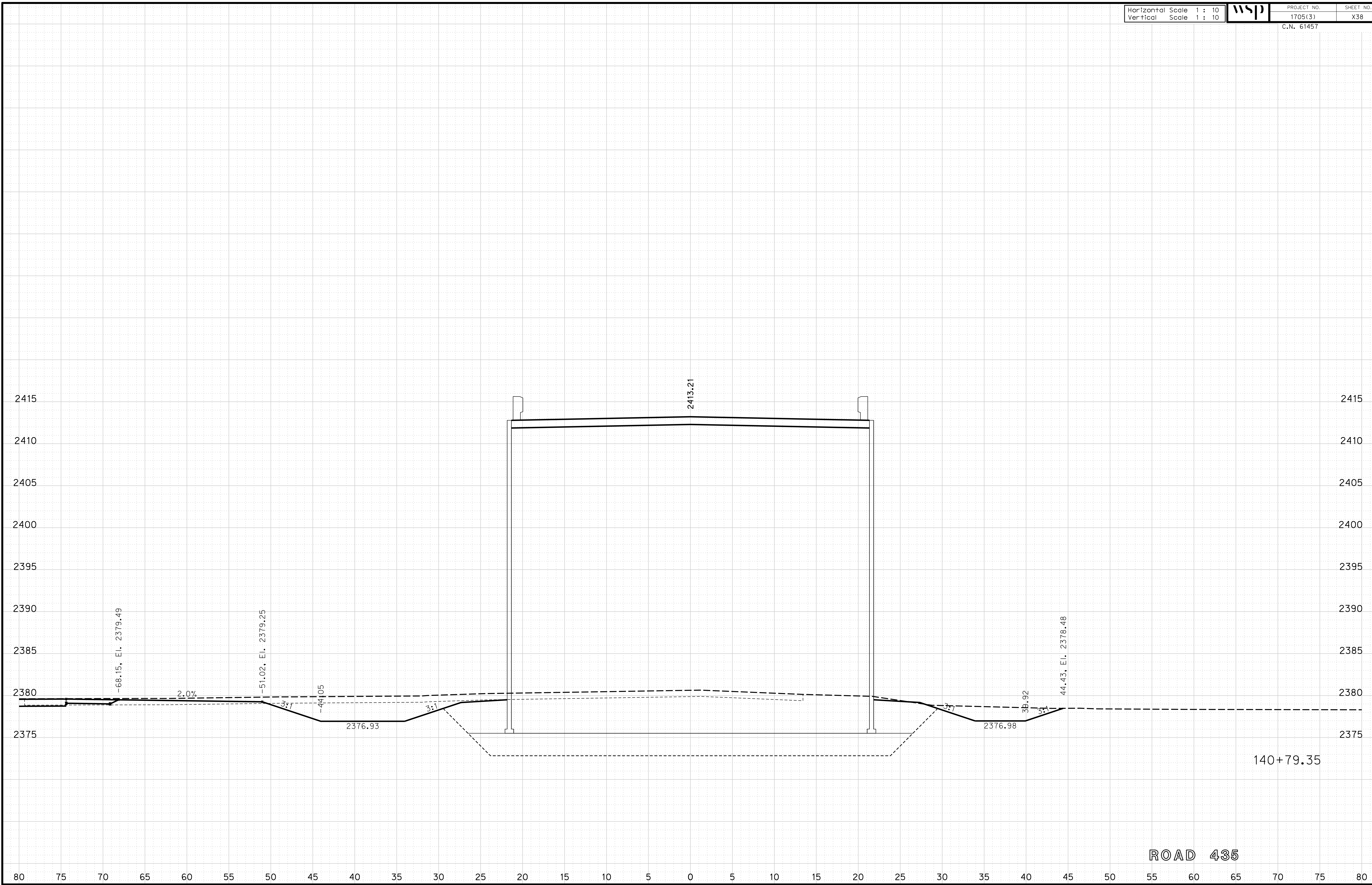
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X39

C.N. 61457

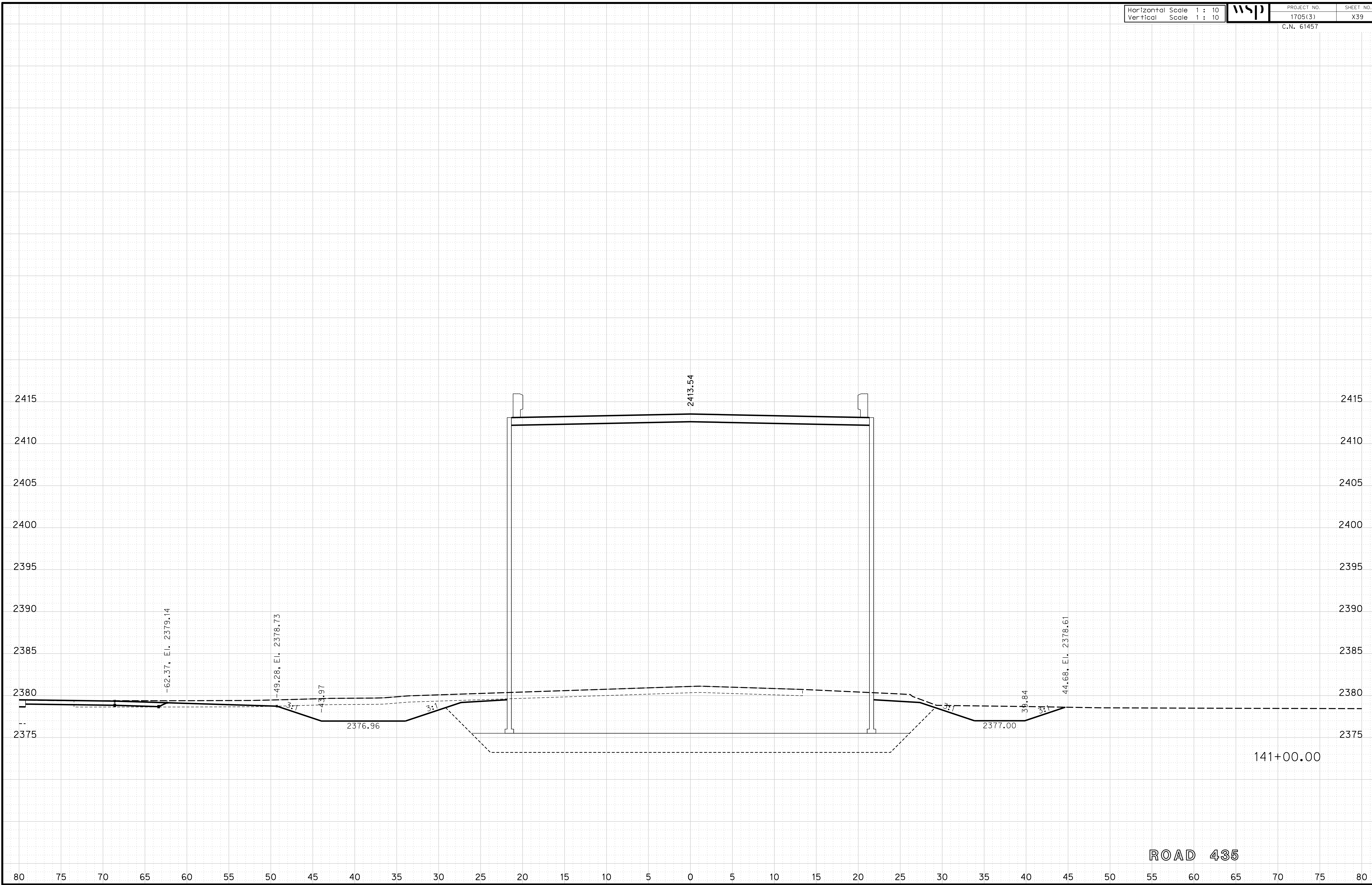
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfdd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X40

C.N. 61457

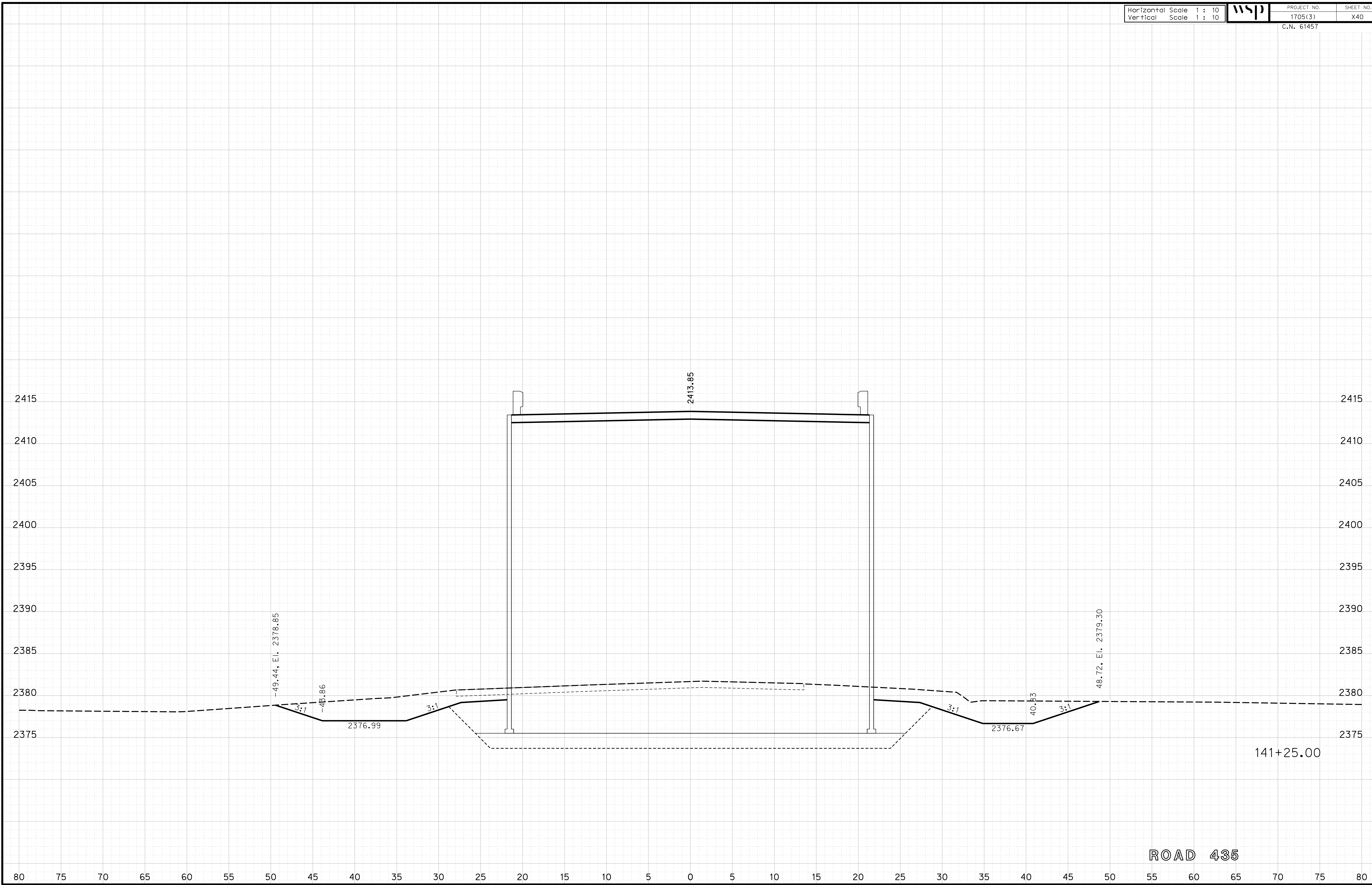
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:55

File: 614570cvs_sht01RD435.dgn



ROAD 435

141+25.00

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X41

C.N. 61457

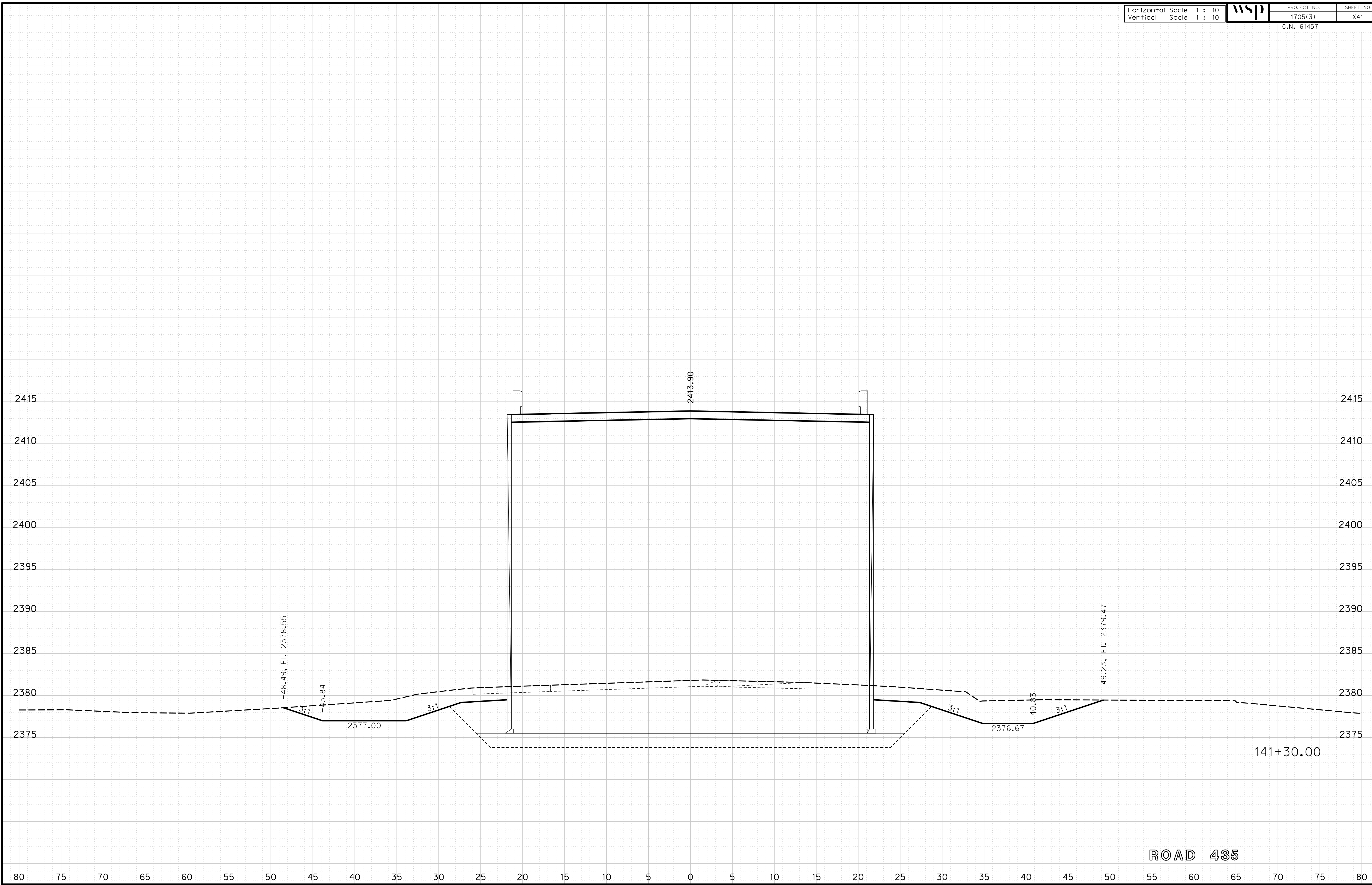
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X42

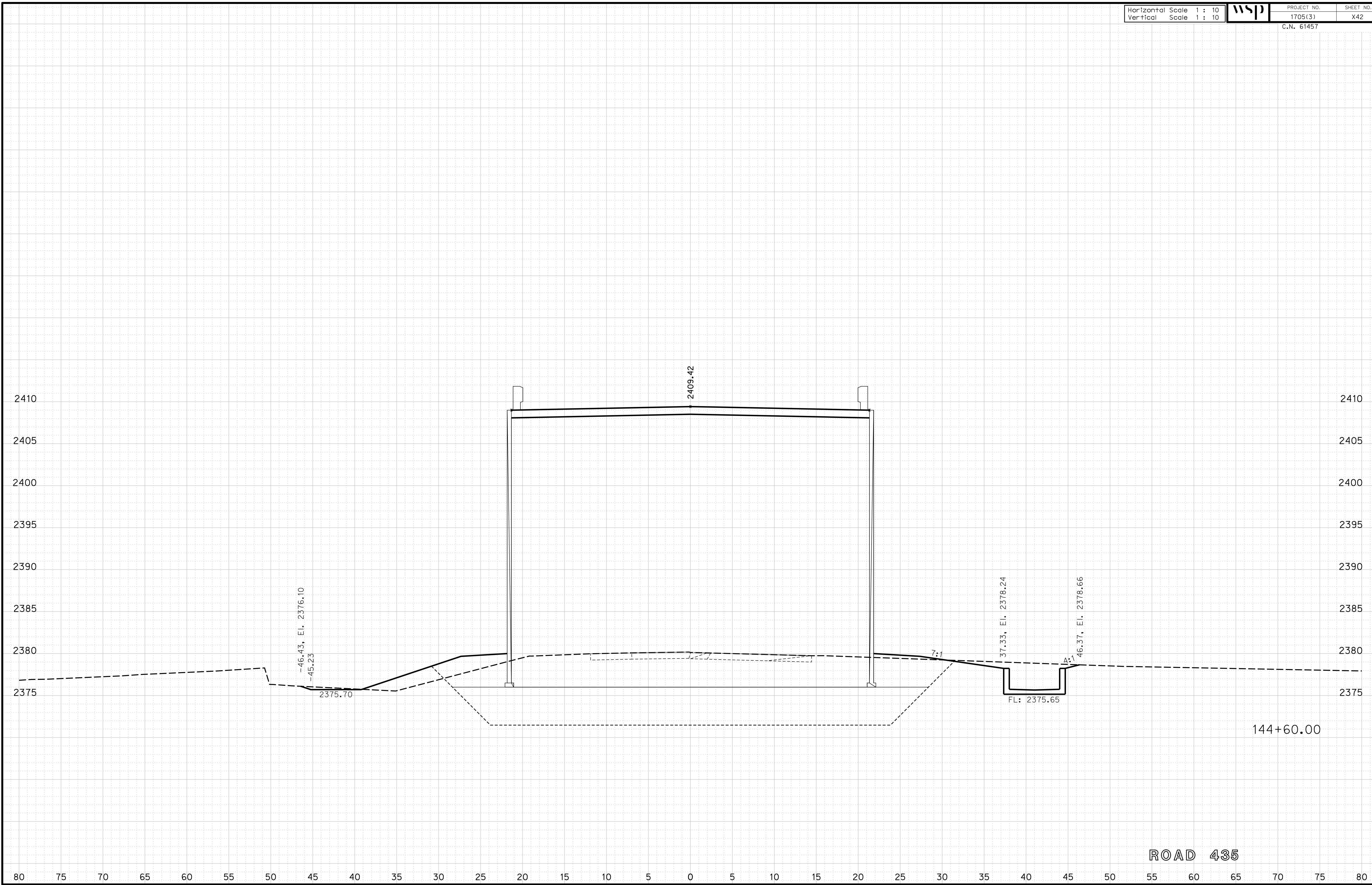
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



144+60.00

ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X43
C.N. 61457

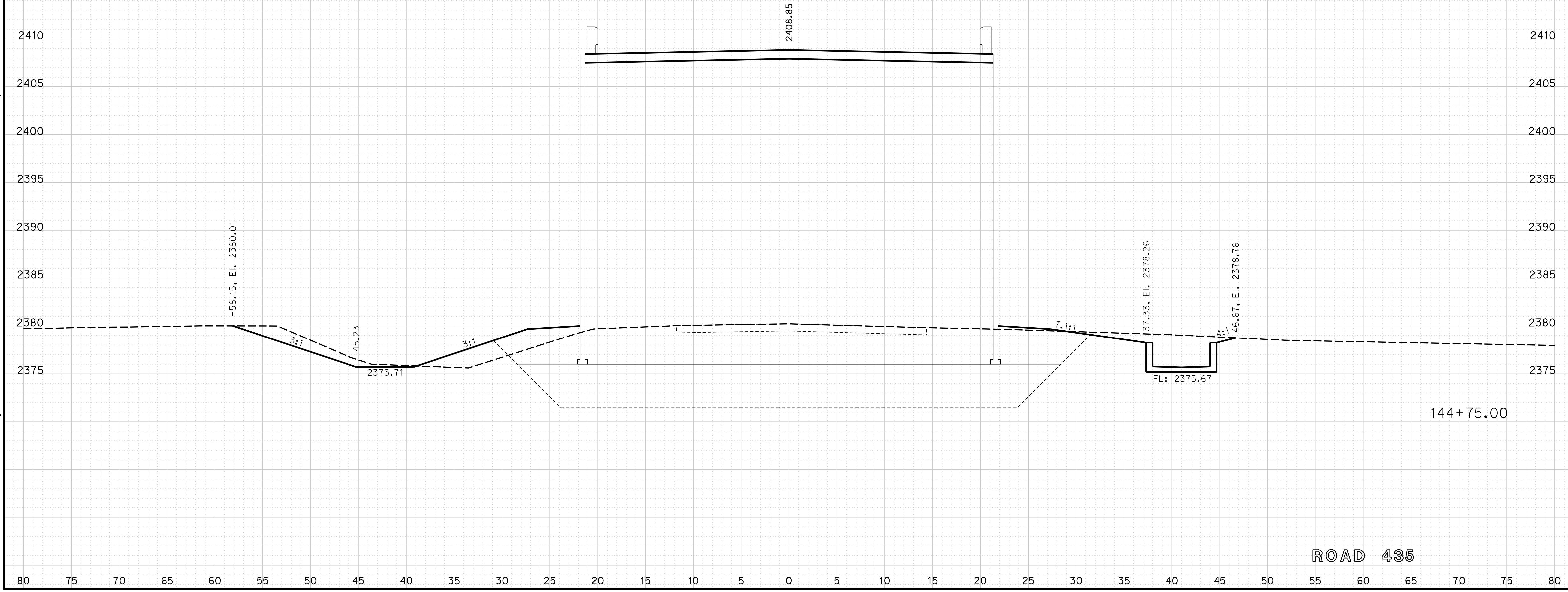
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X44

C.N. 61457

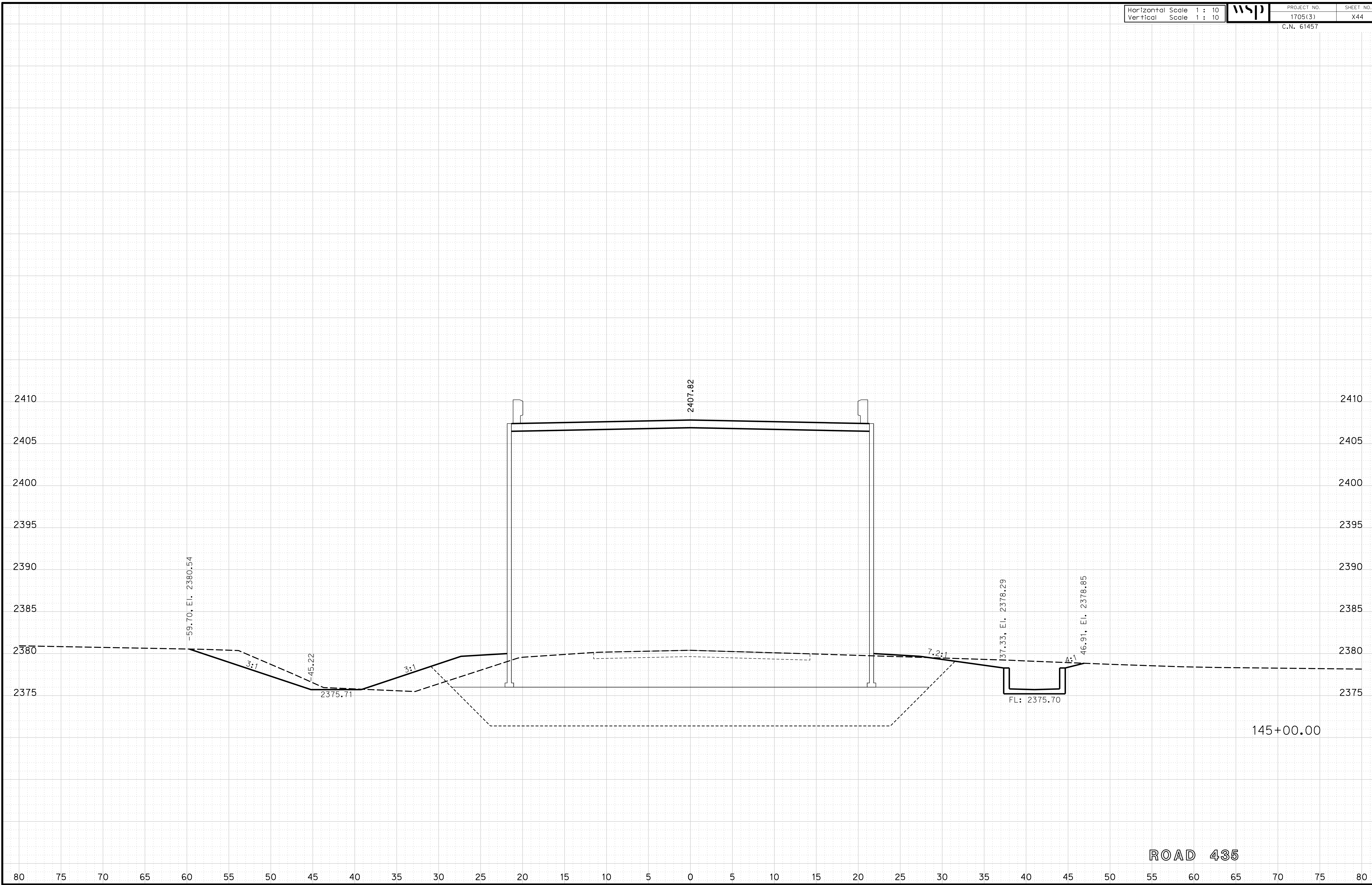
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

145+00.00

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X45

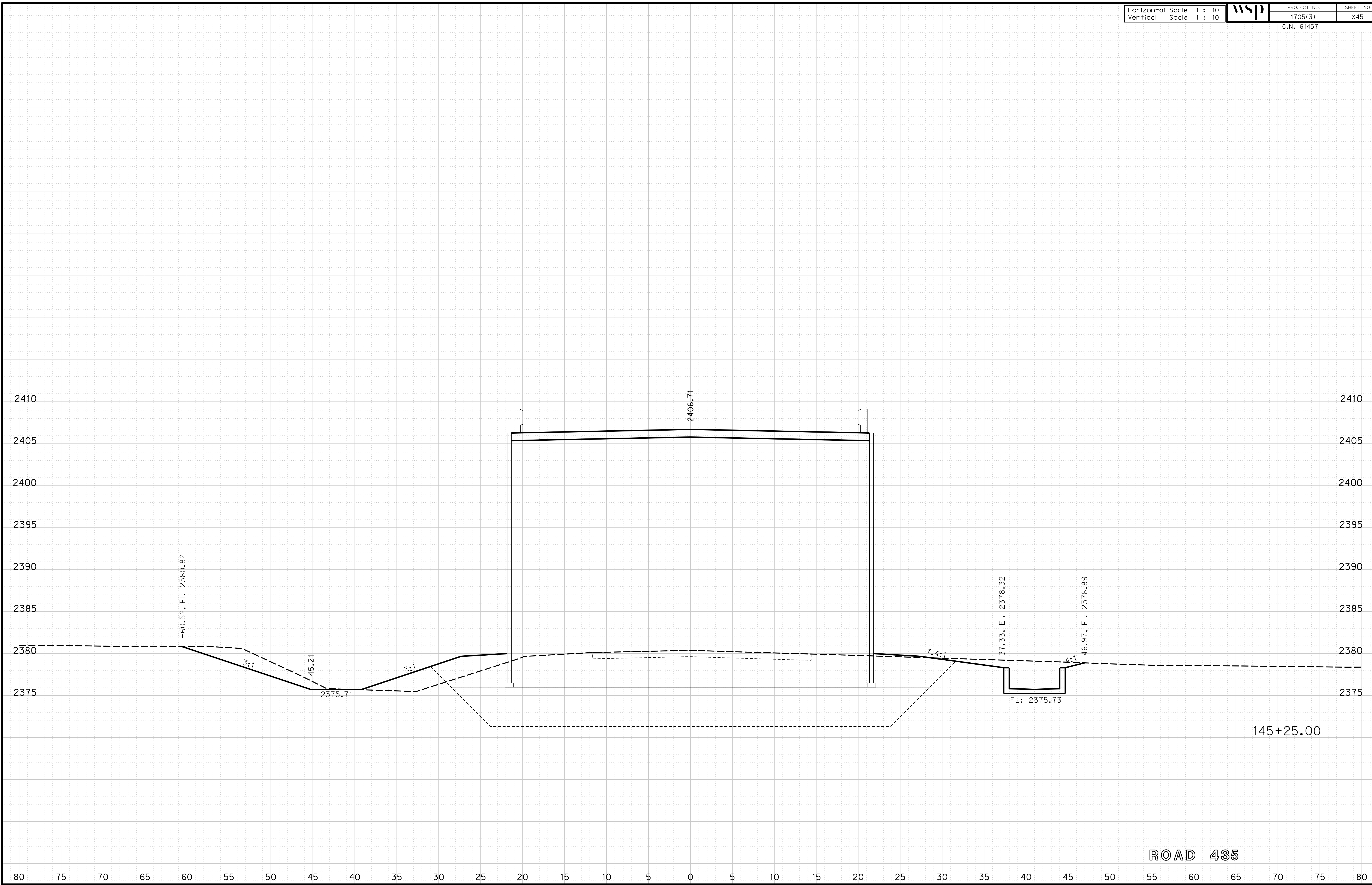
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X46

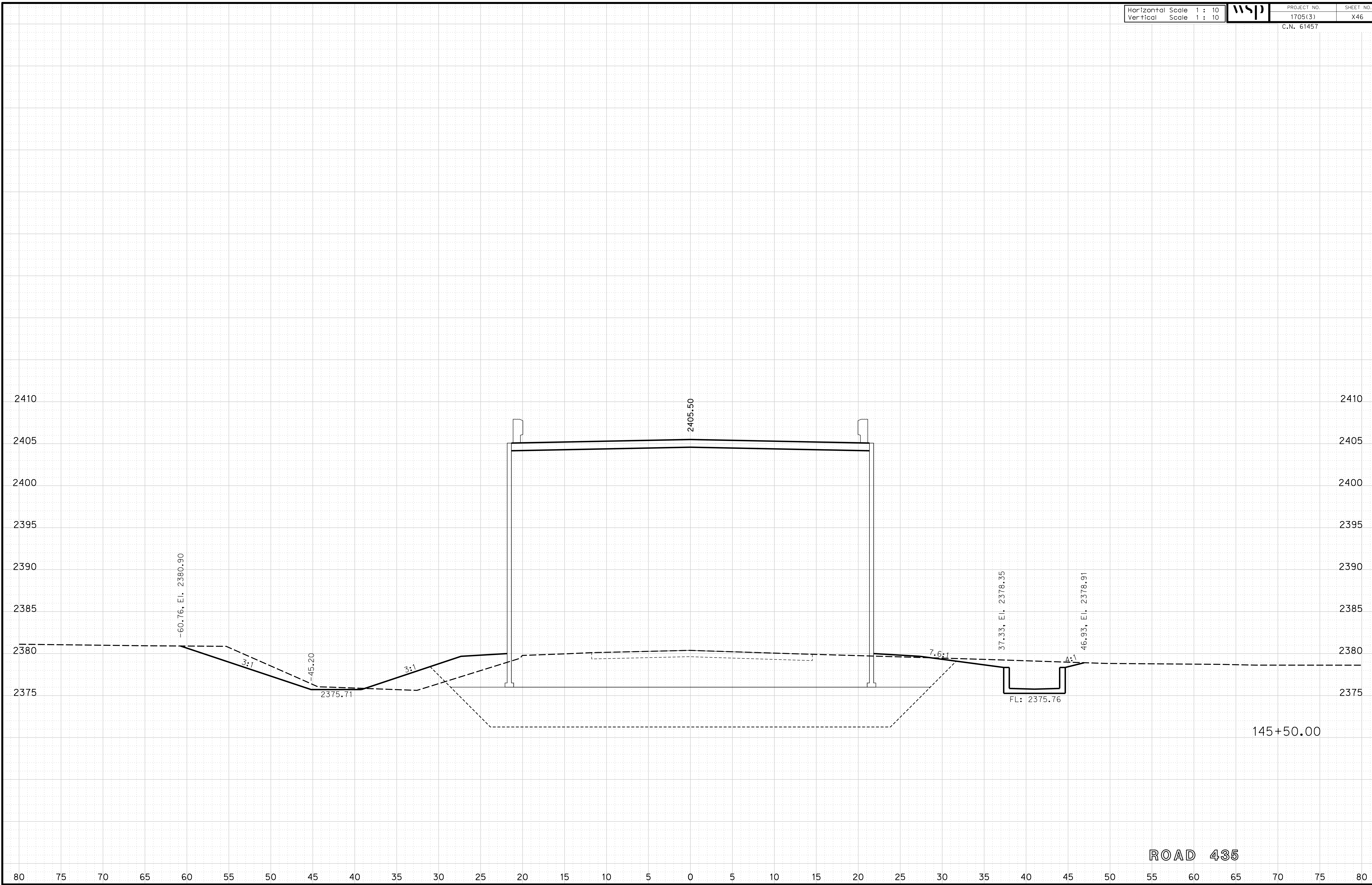
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X47
C.N. 61457

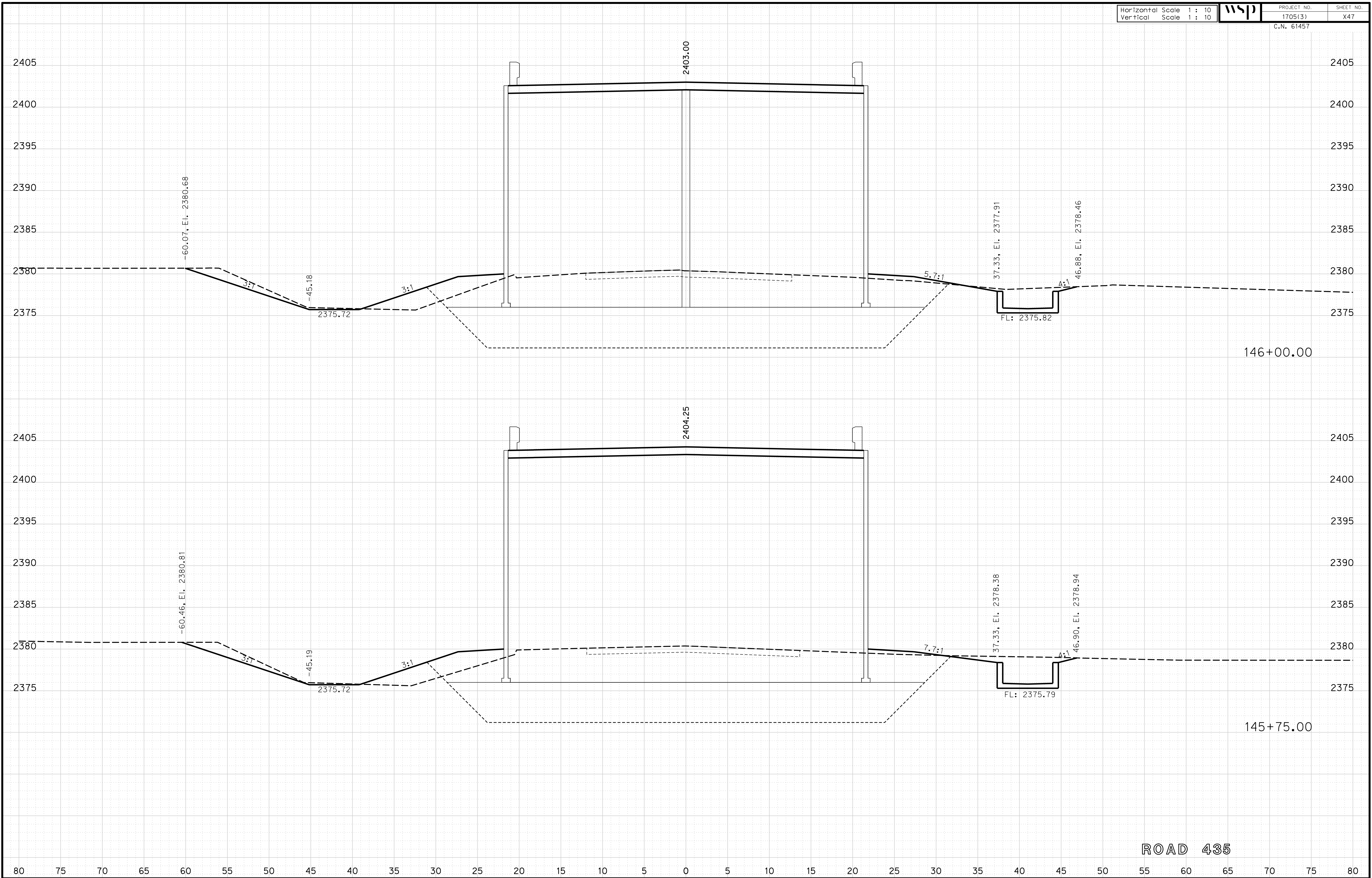
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X48

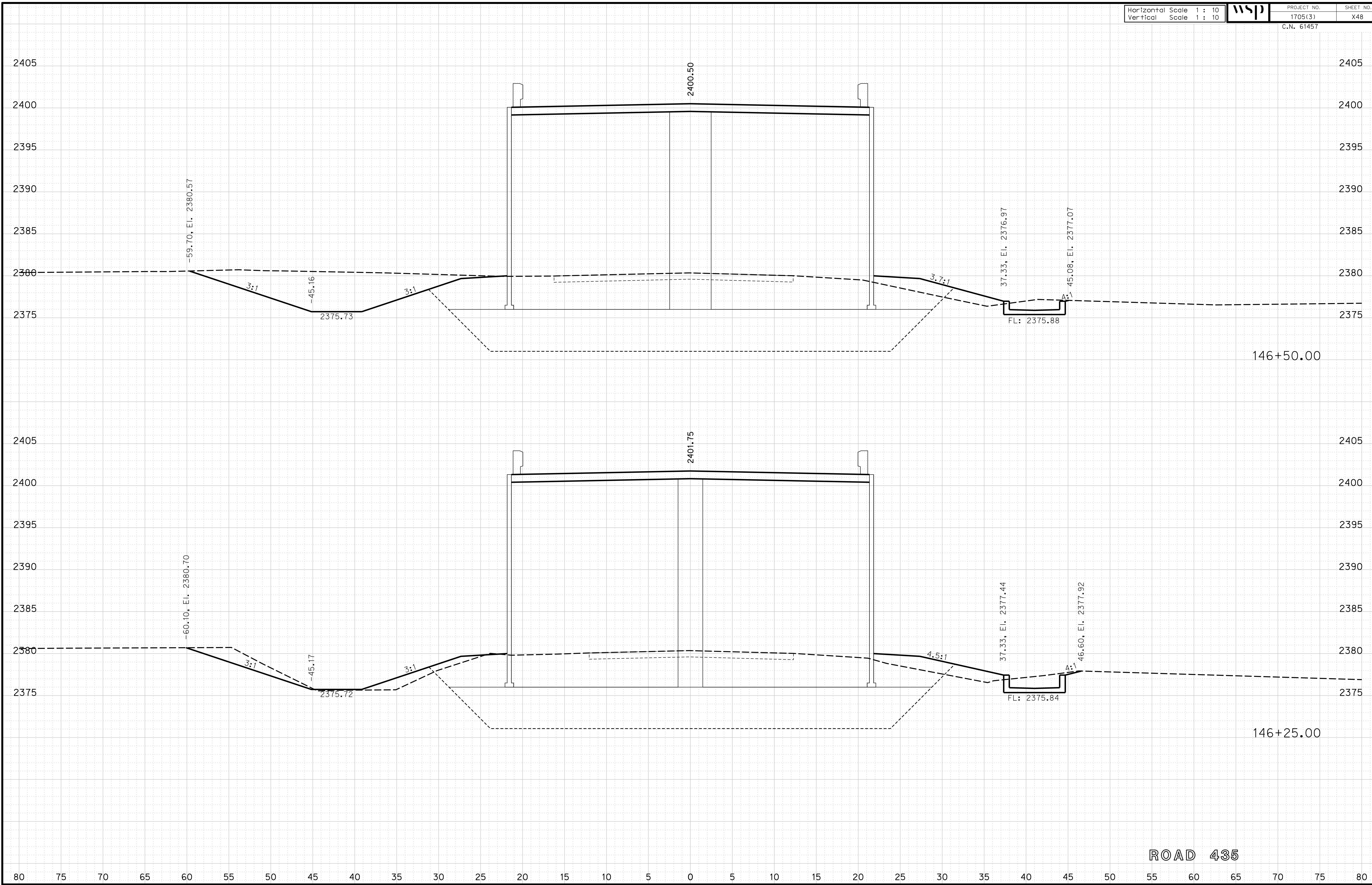
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X49

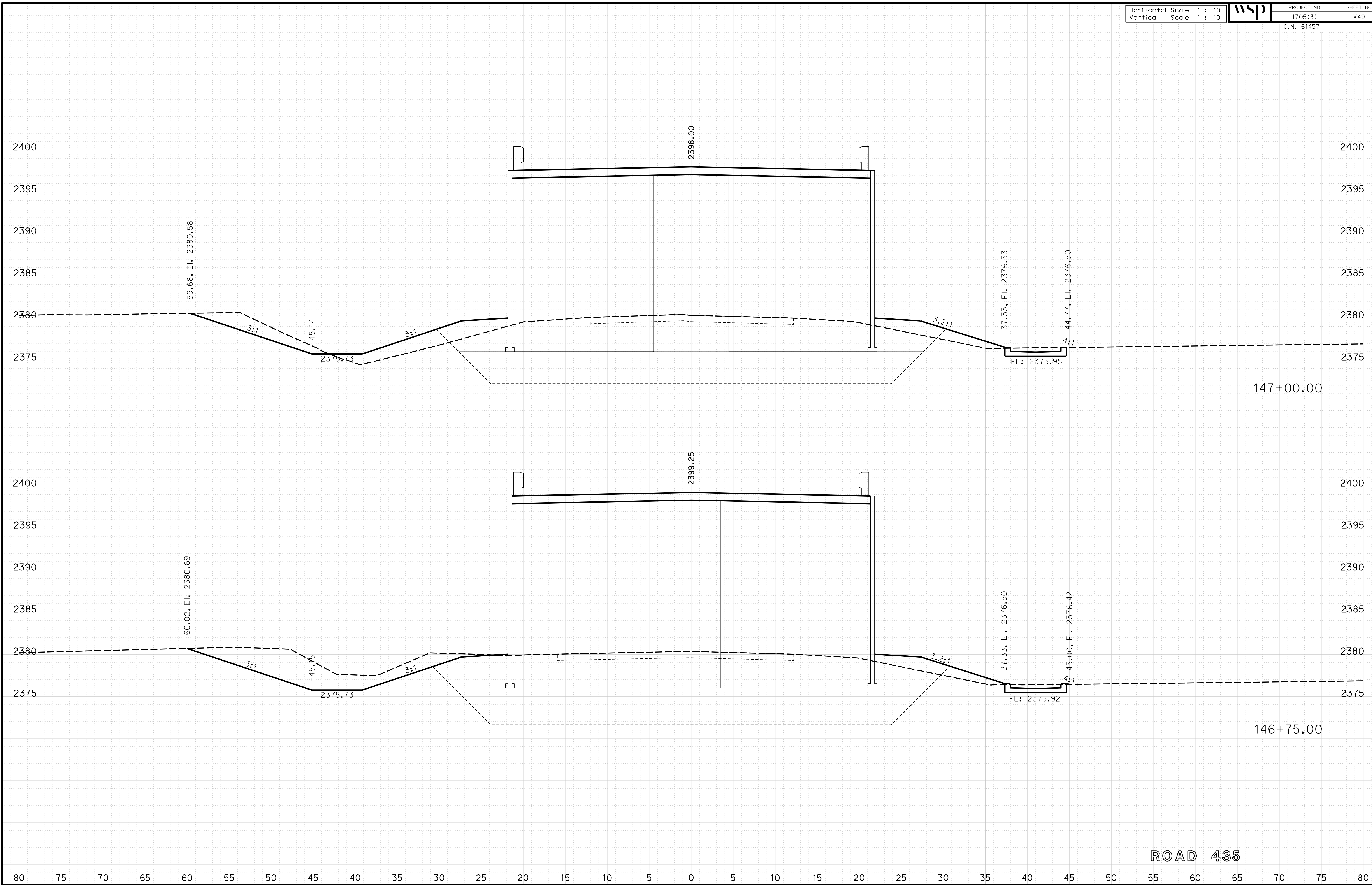
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X50
C.N. 61457

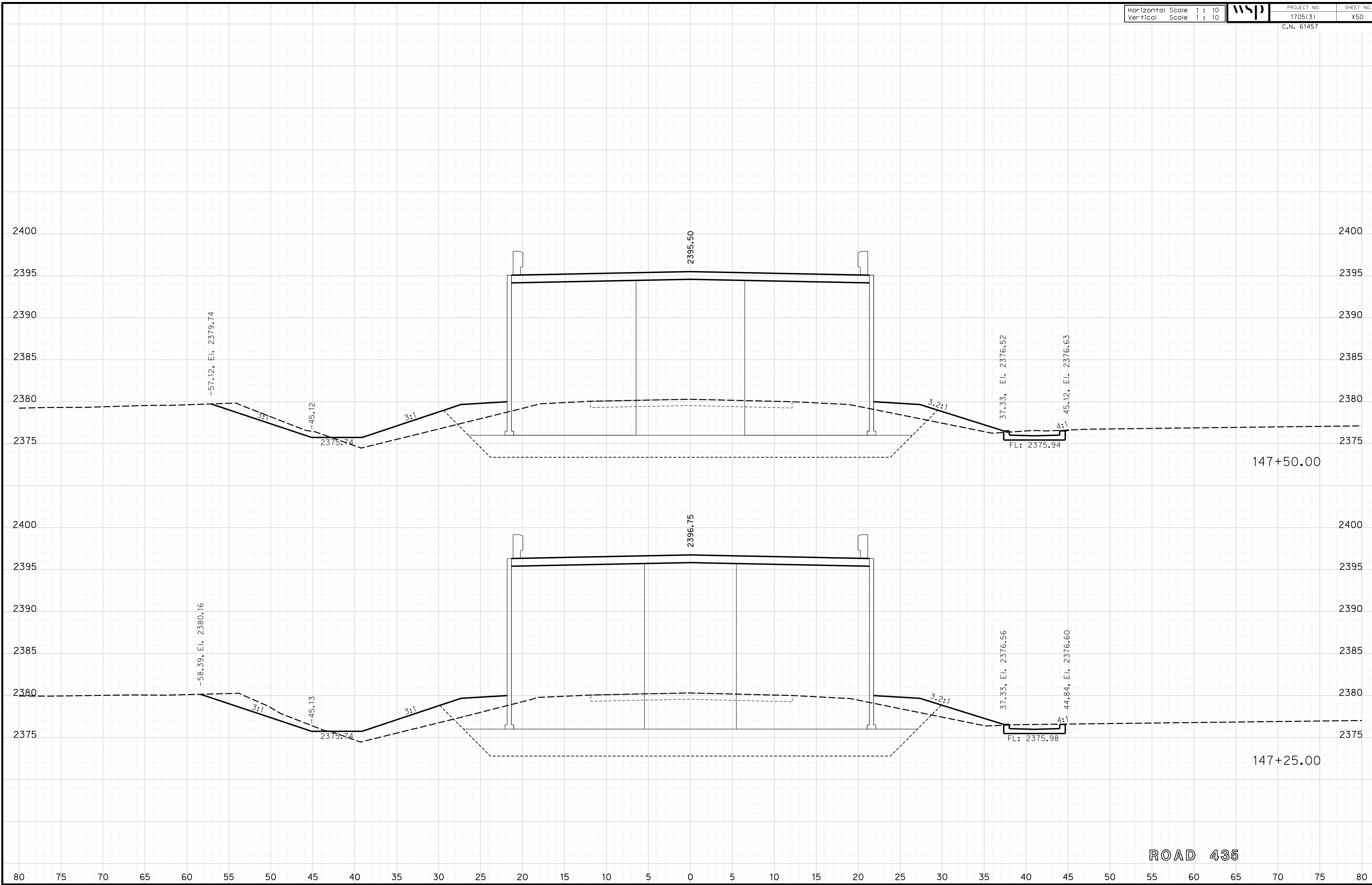
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X51

C.N. 61457

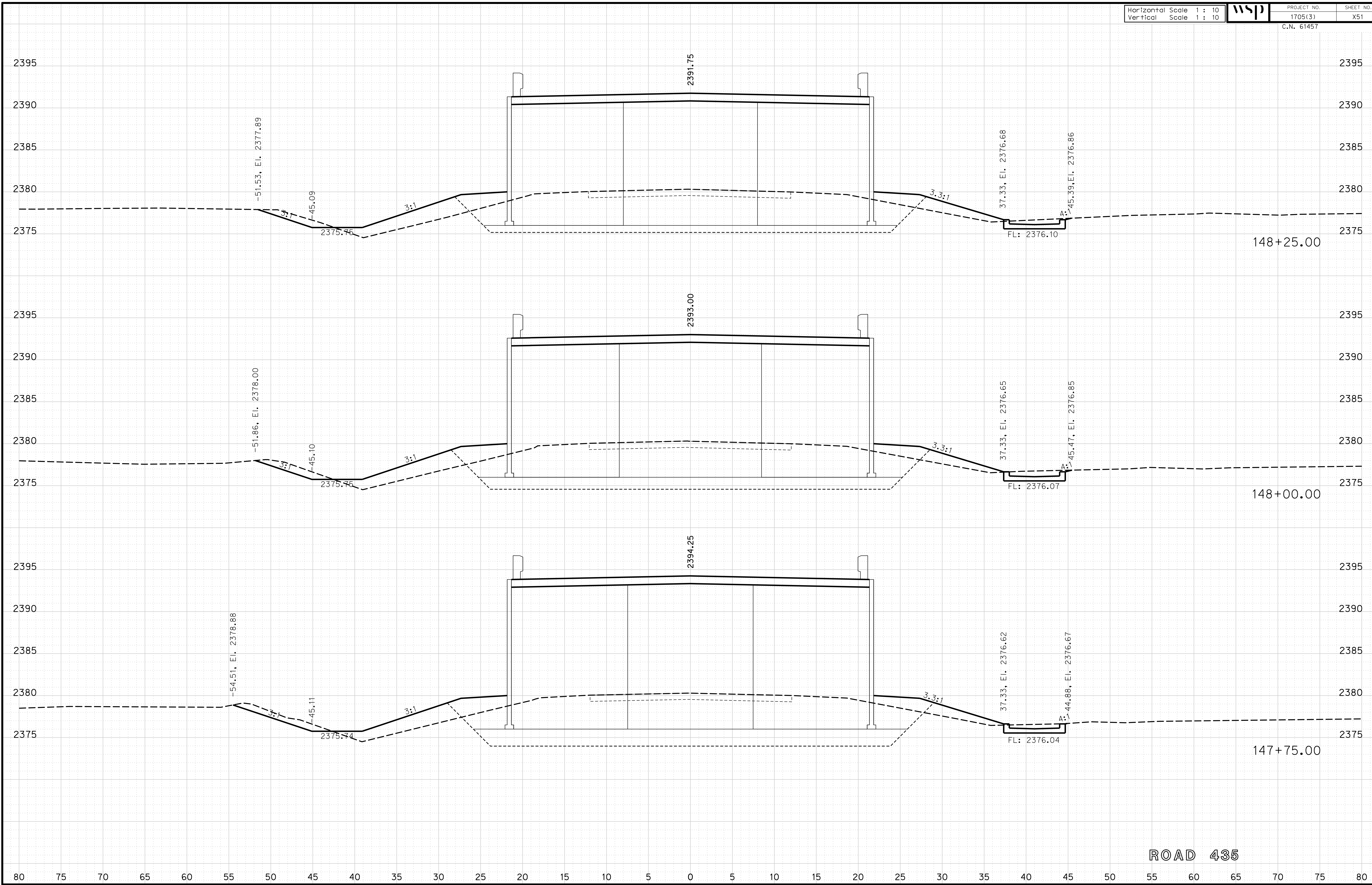
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X52

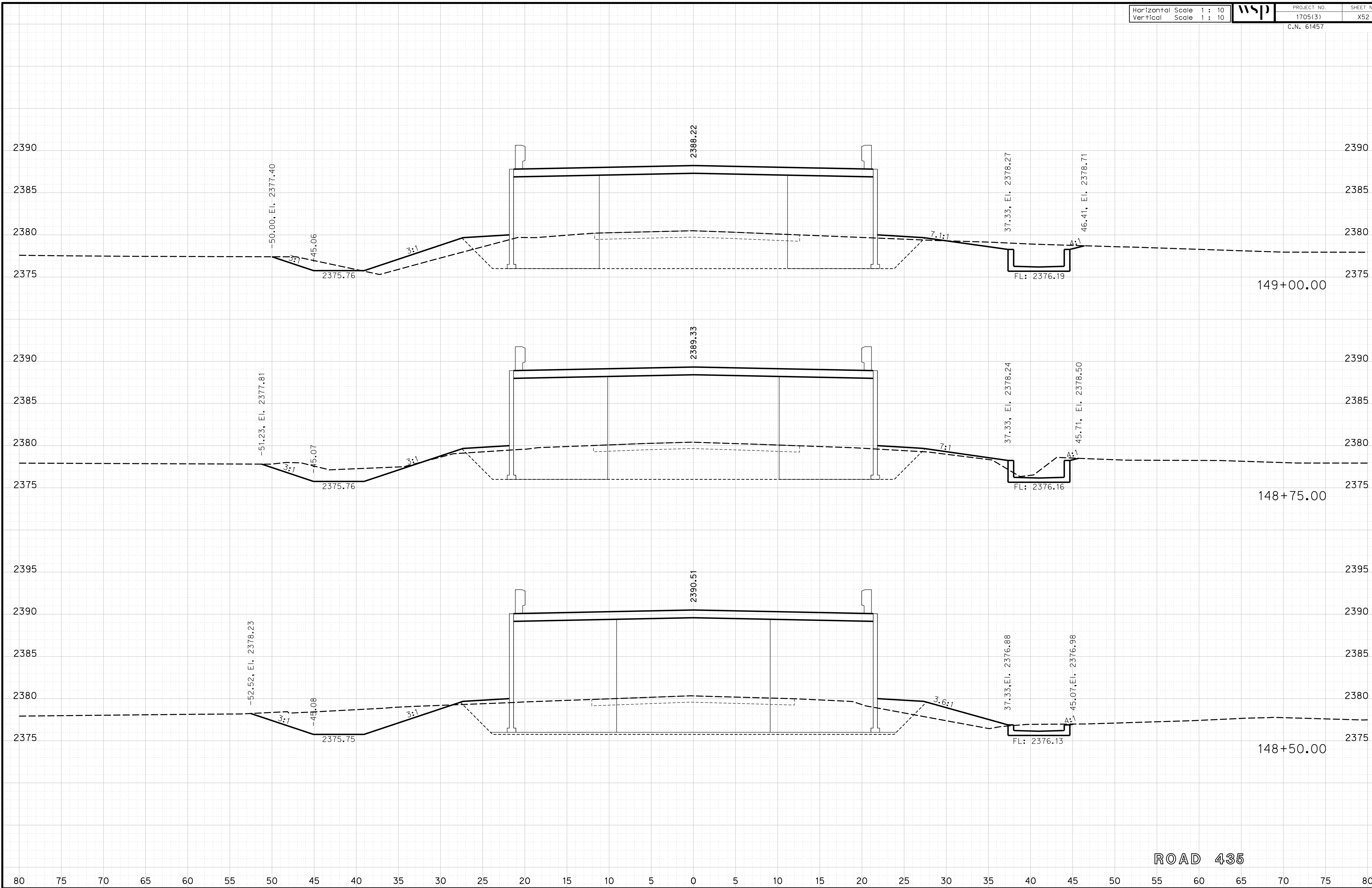
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X53
C.N. 61457

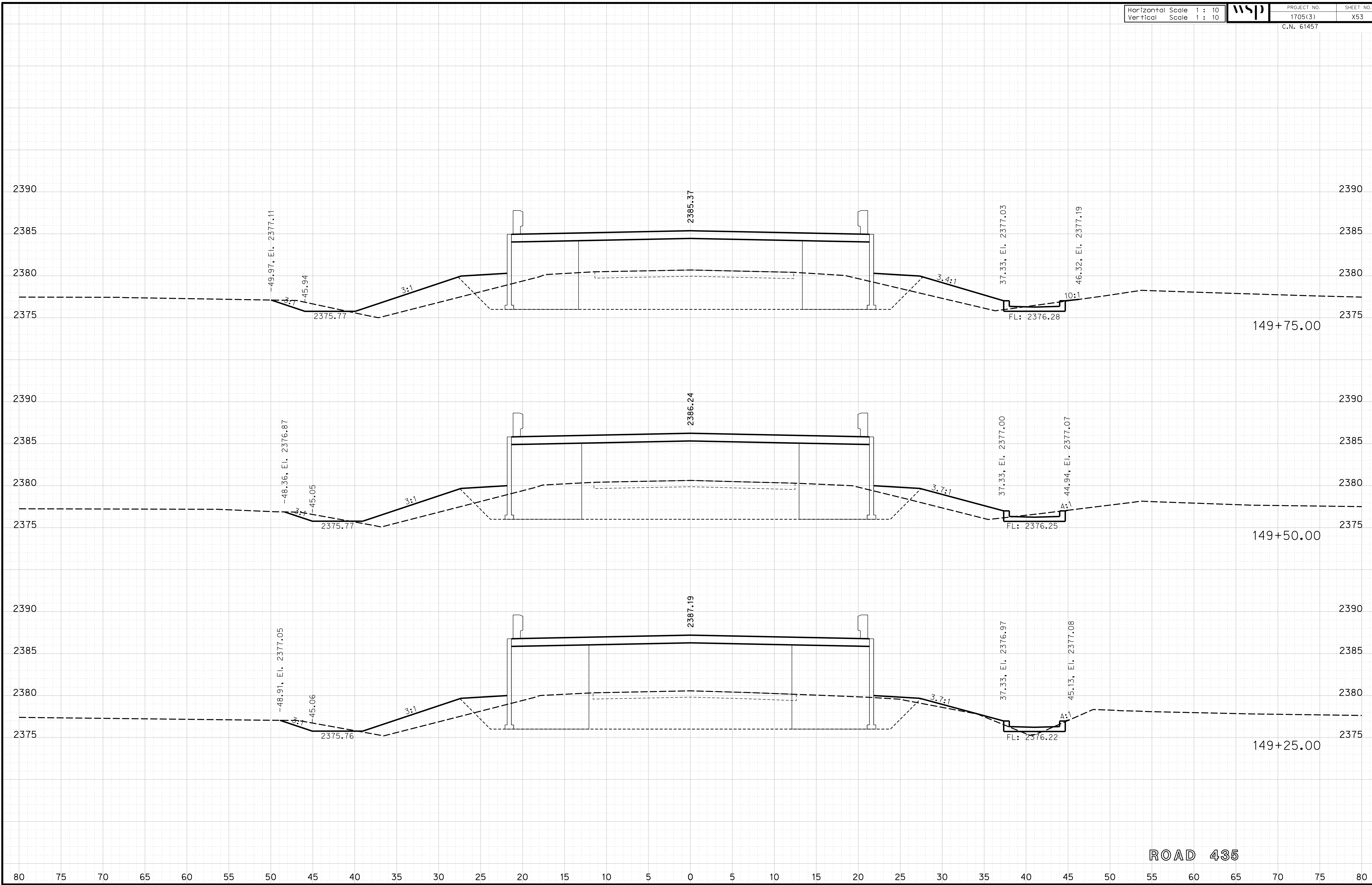
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X54
C.N. 61457

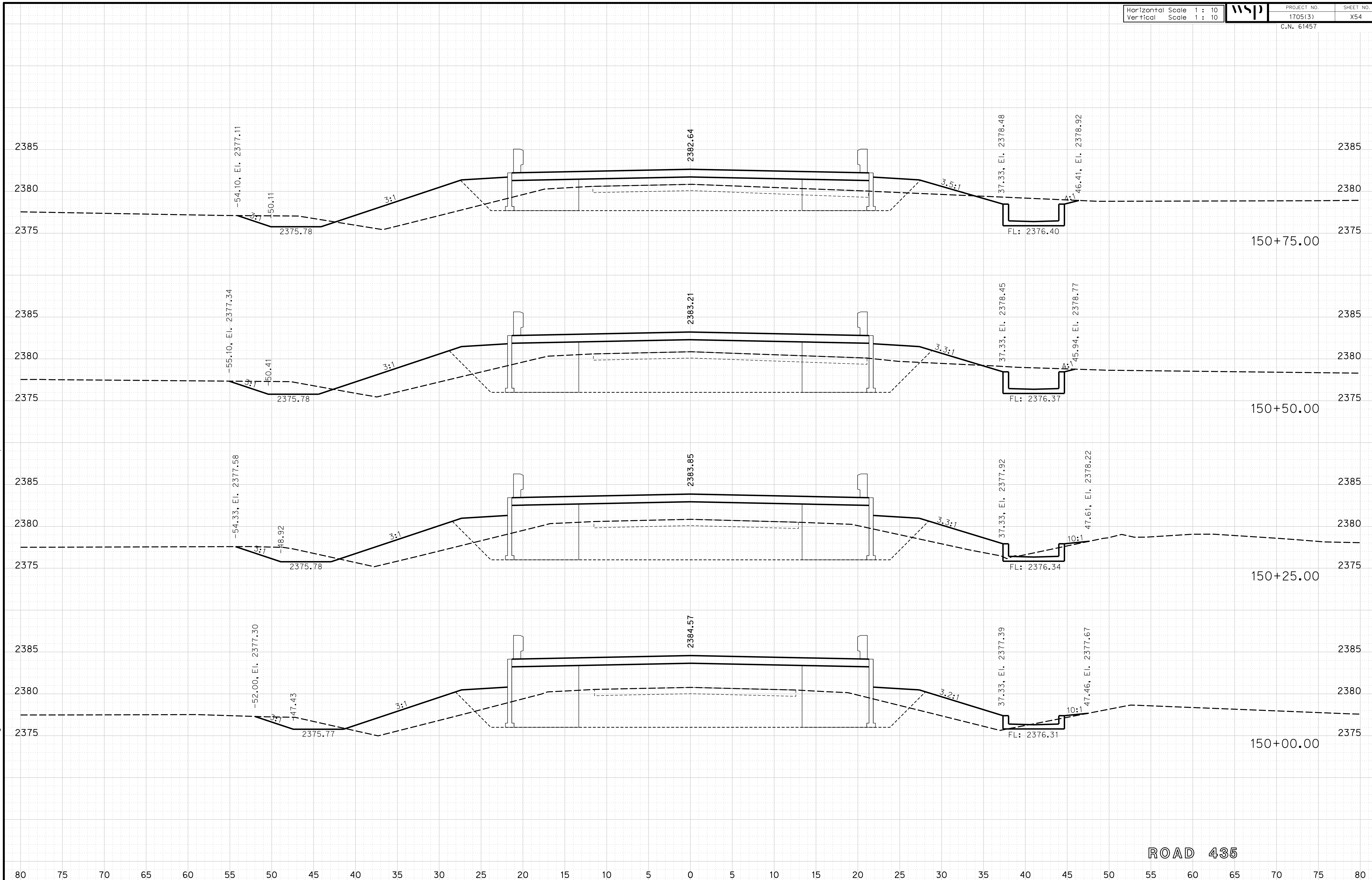
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X55

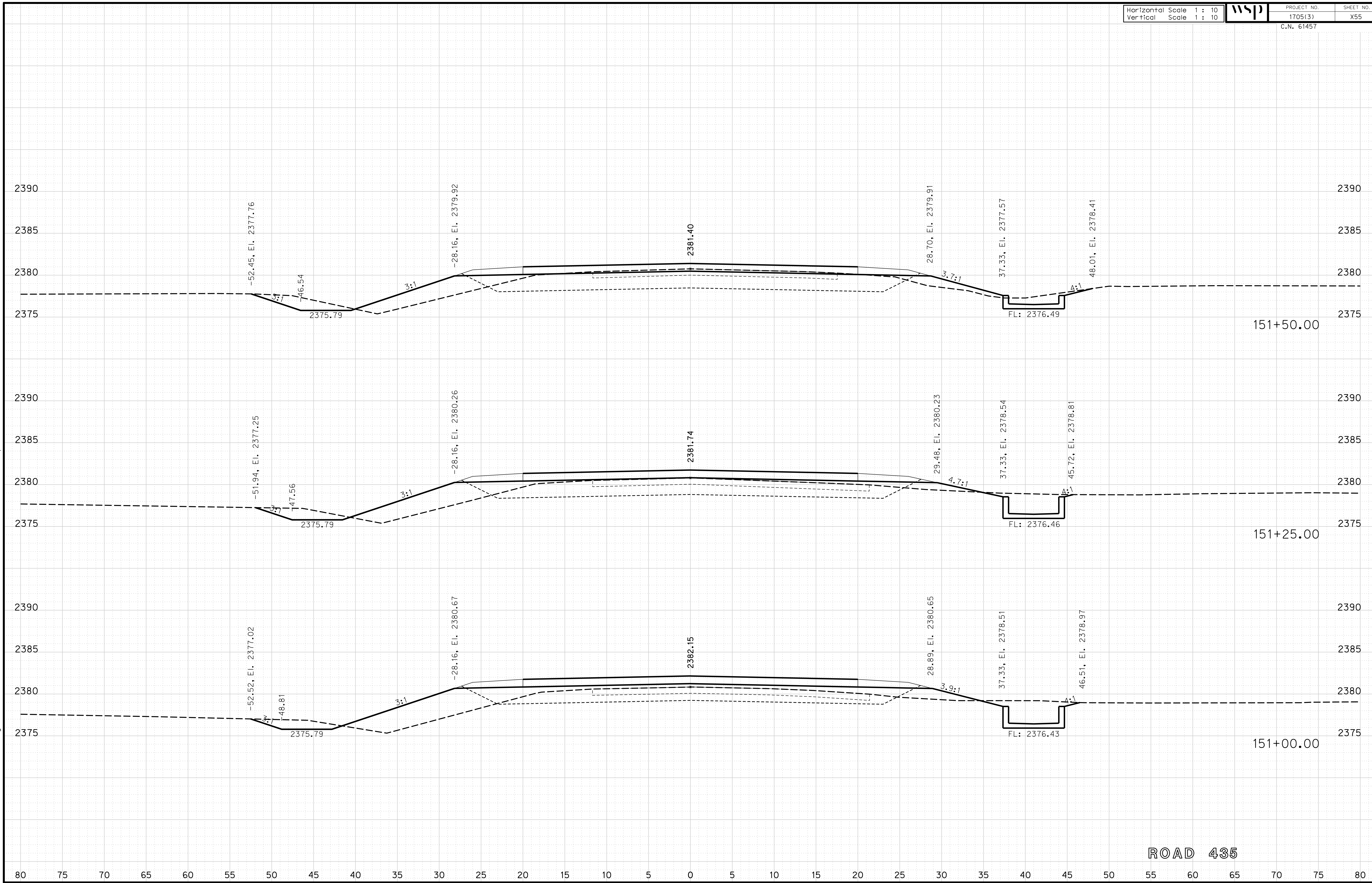
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X56
C.N. 61457

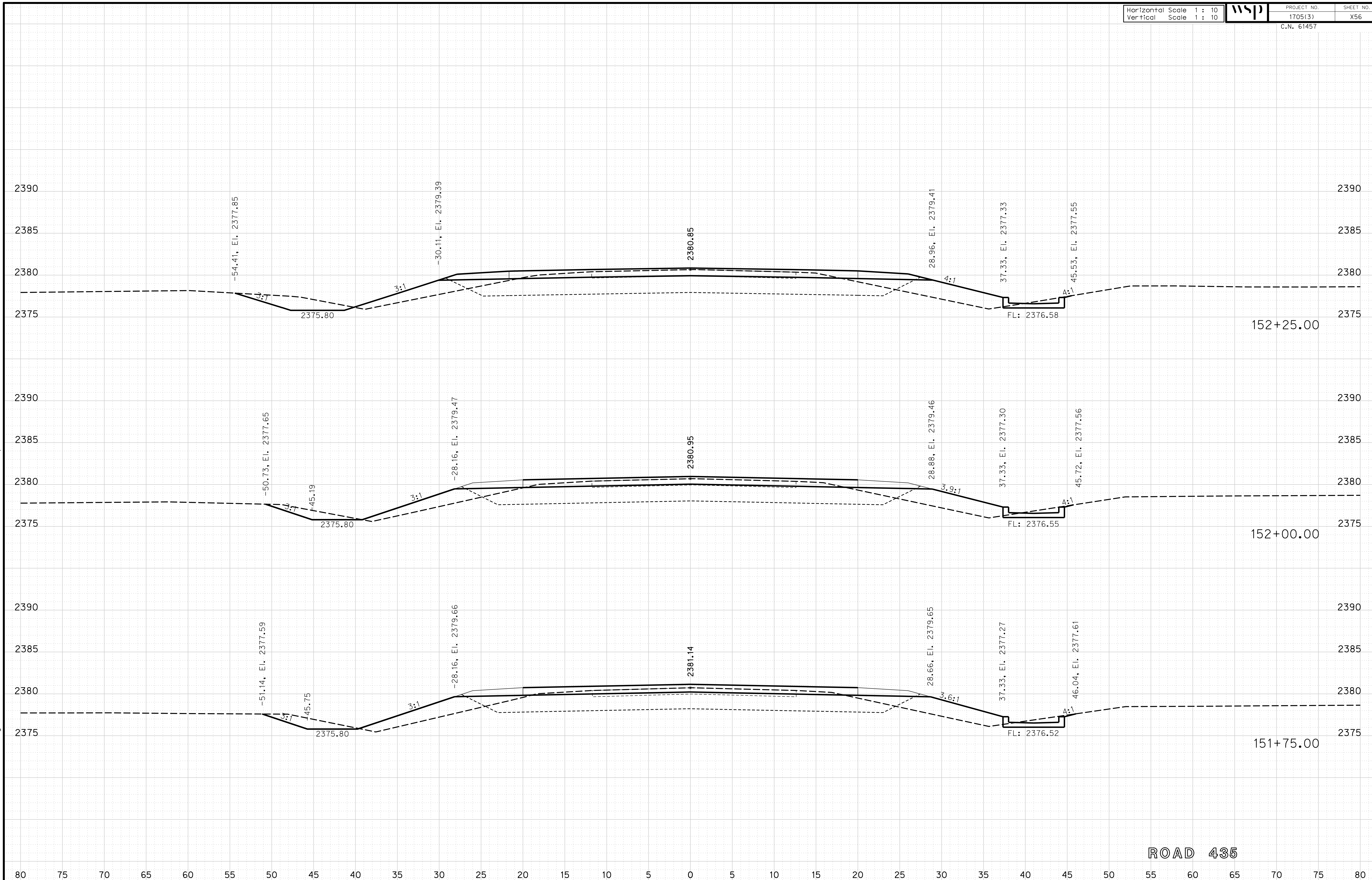
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X57

C.N. 61457

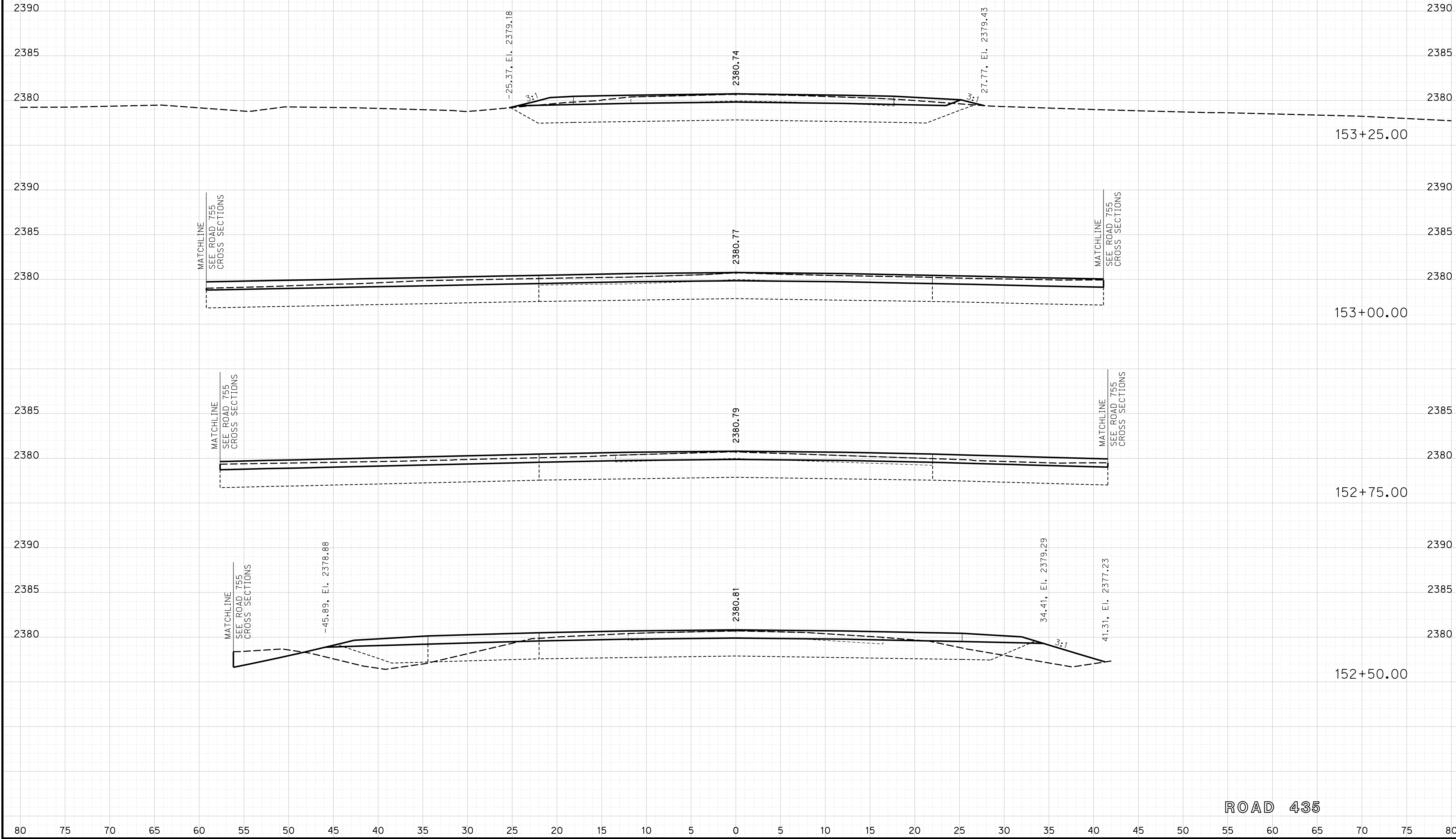
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X58

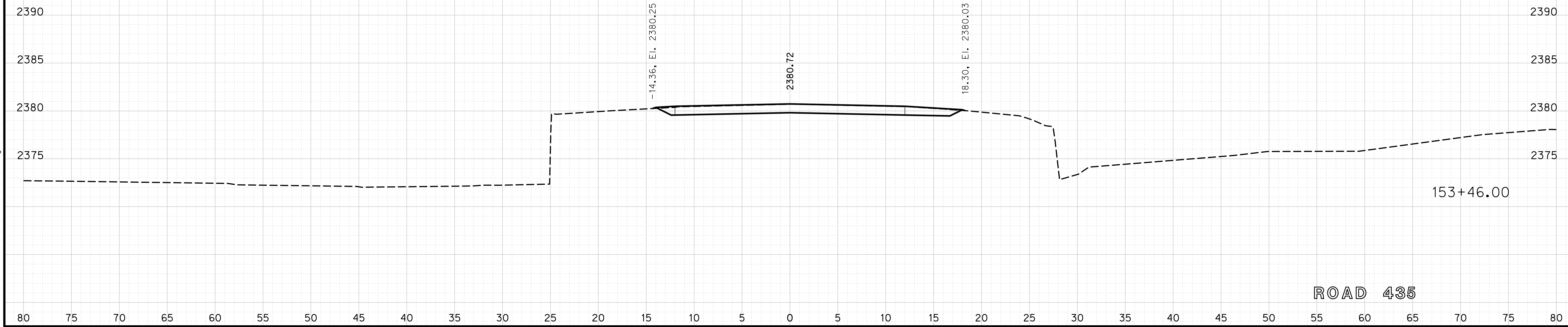
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht01RD435.dgn



ROAD 435

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X59
C.N. 61457

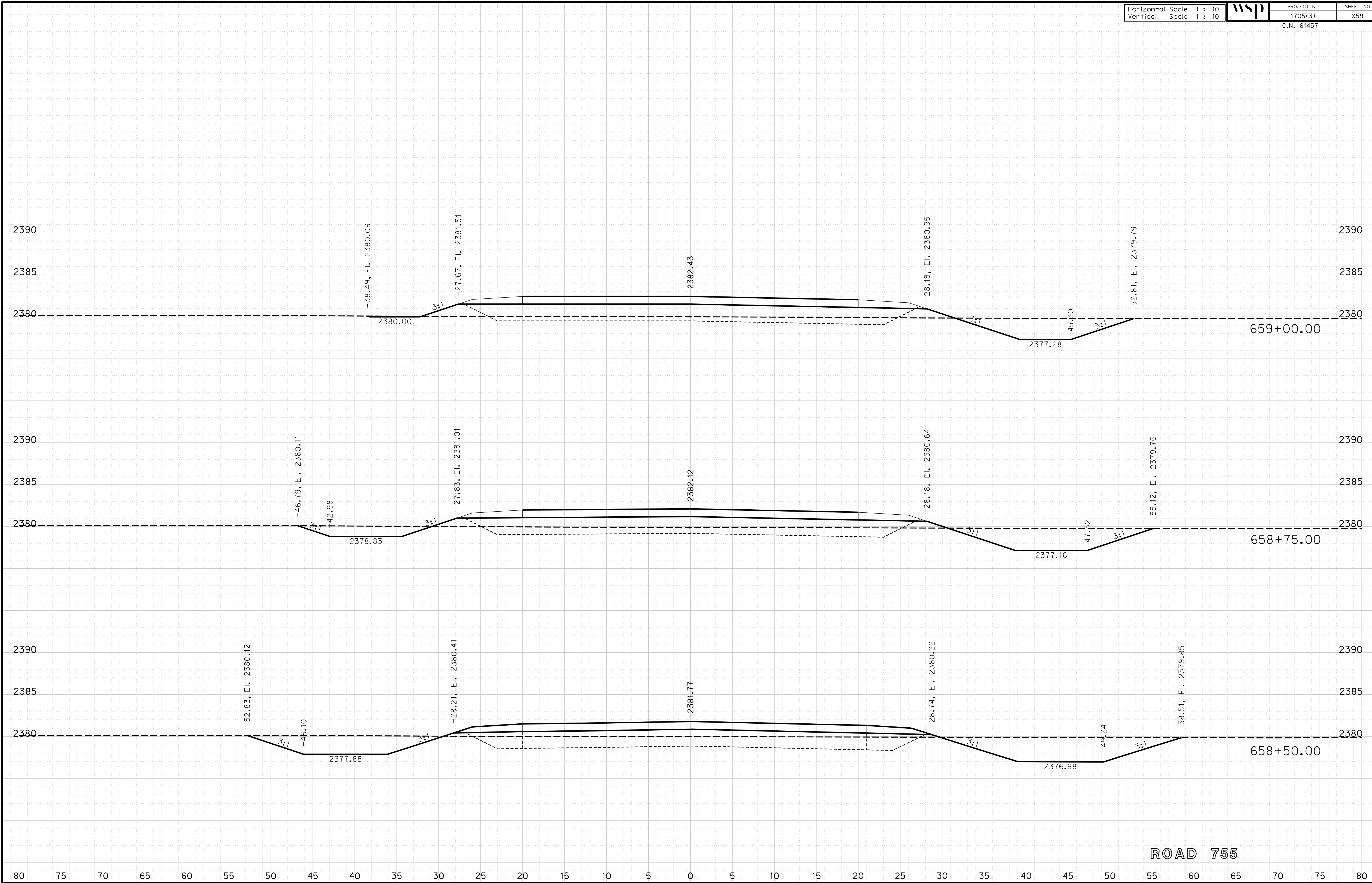
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X60
C.N. 61457

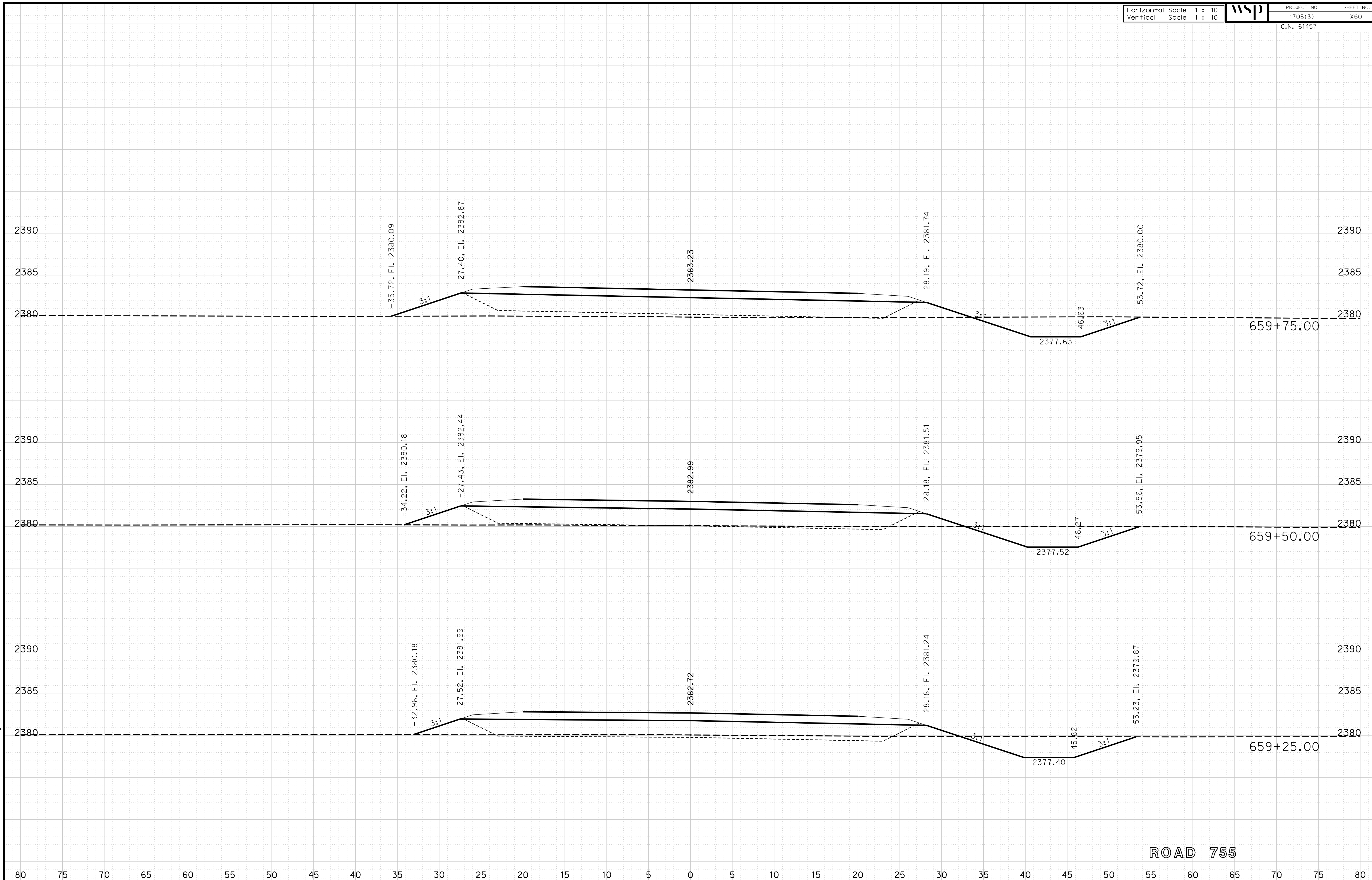
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealiffdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X61
C.N. 61457

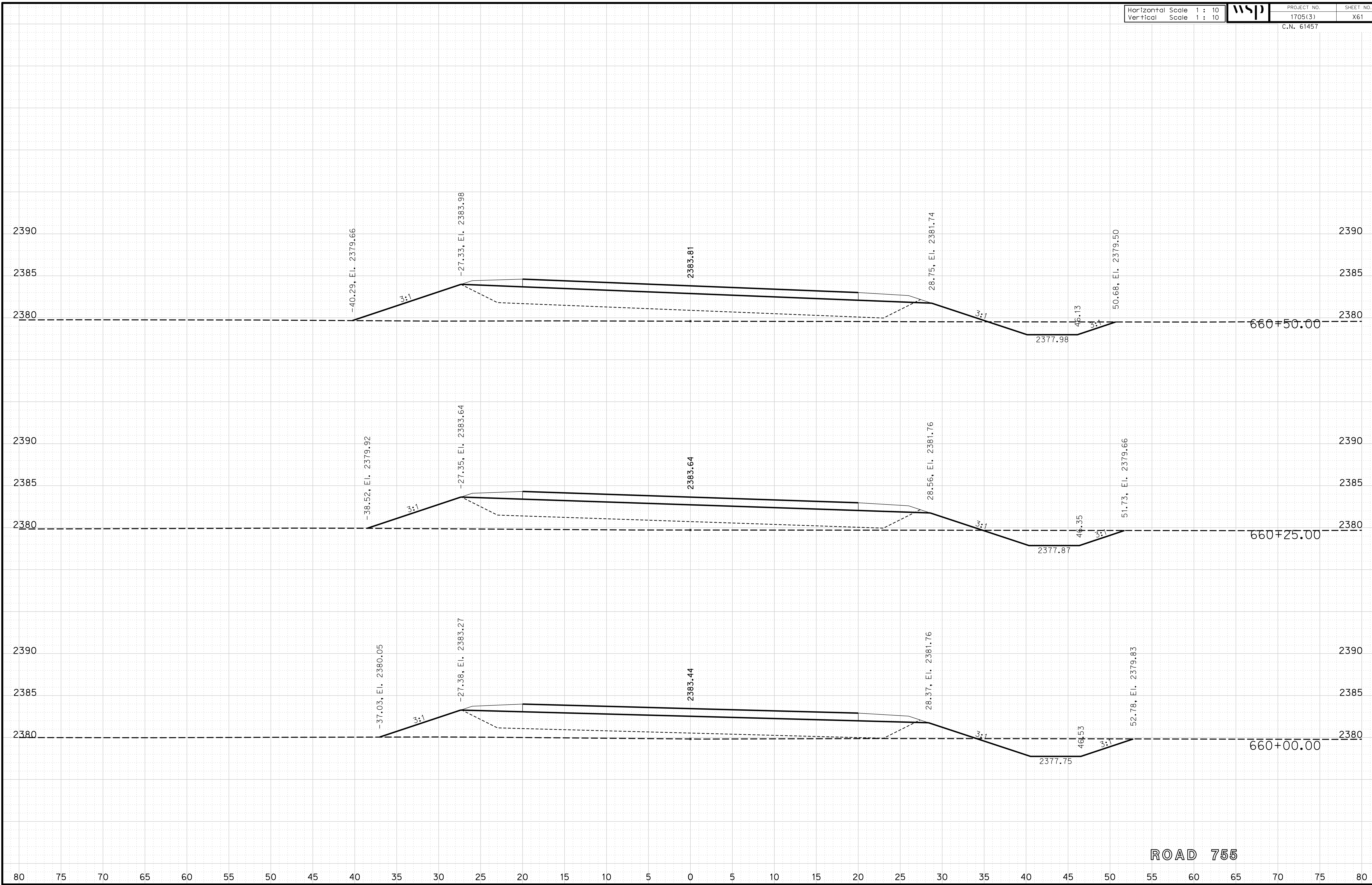
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X62

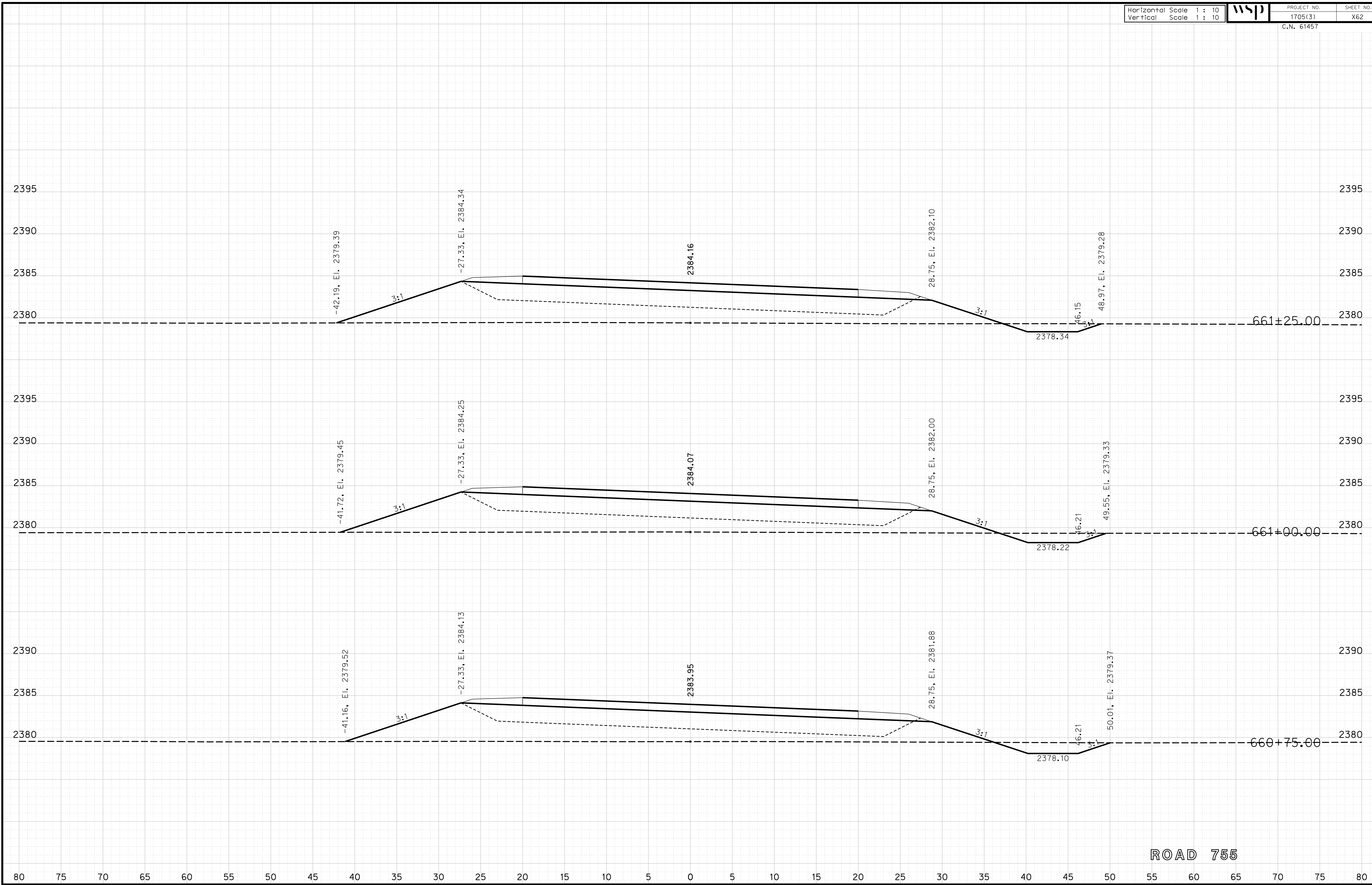
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X63

C.N. 61457

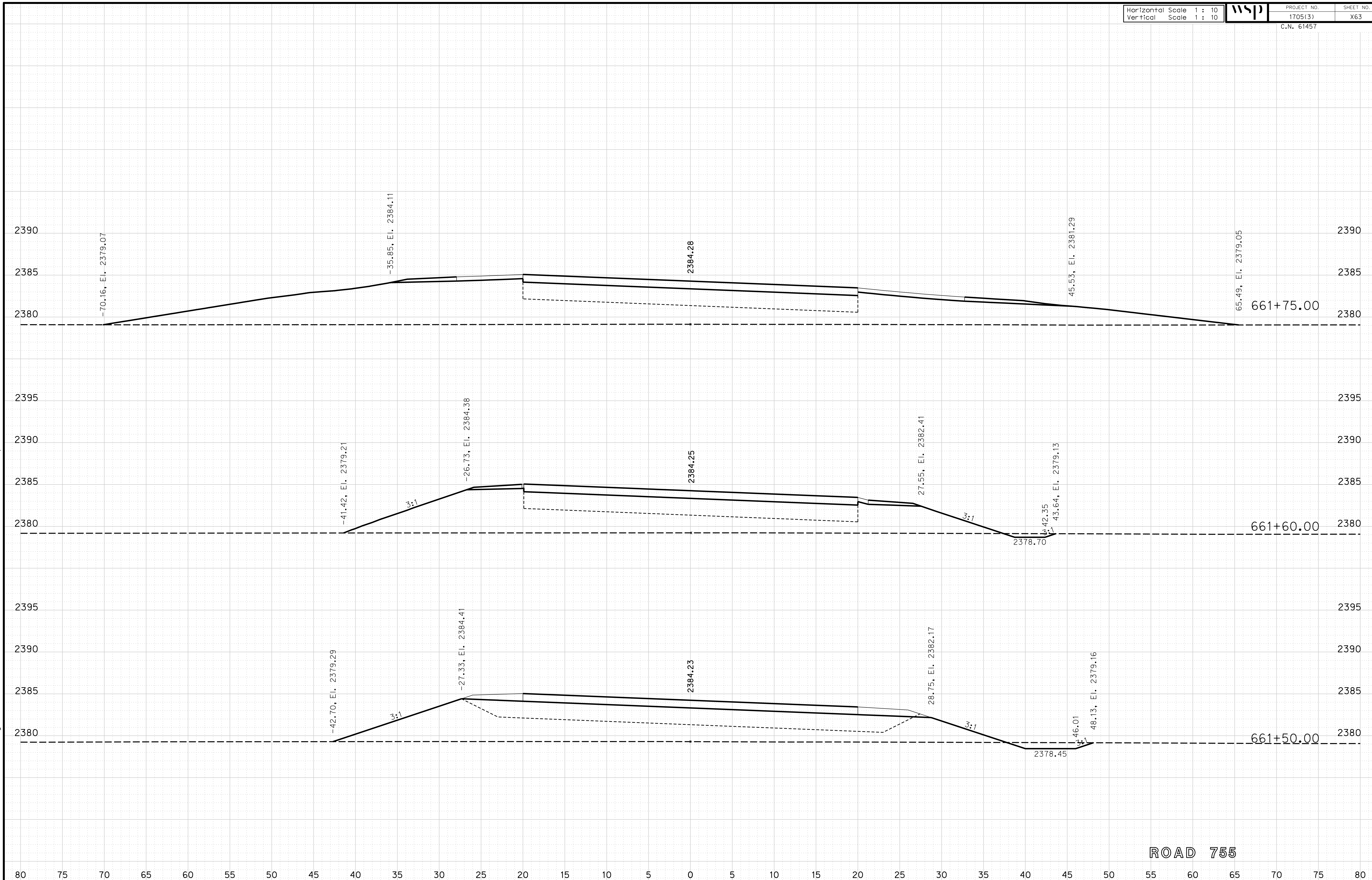
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X64
C.N. 61457

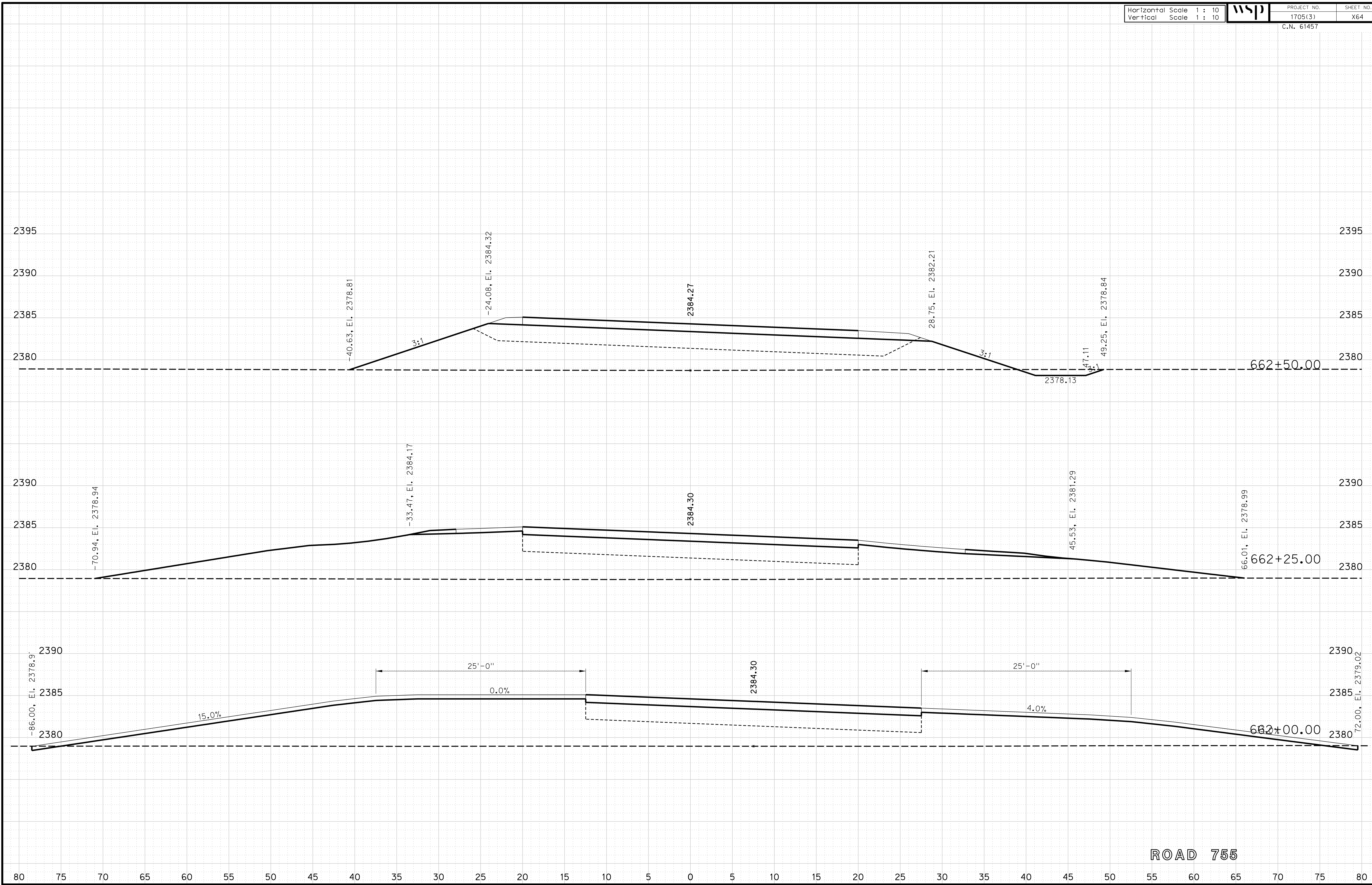
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X65

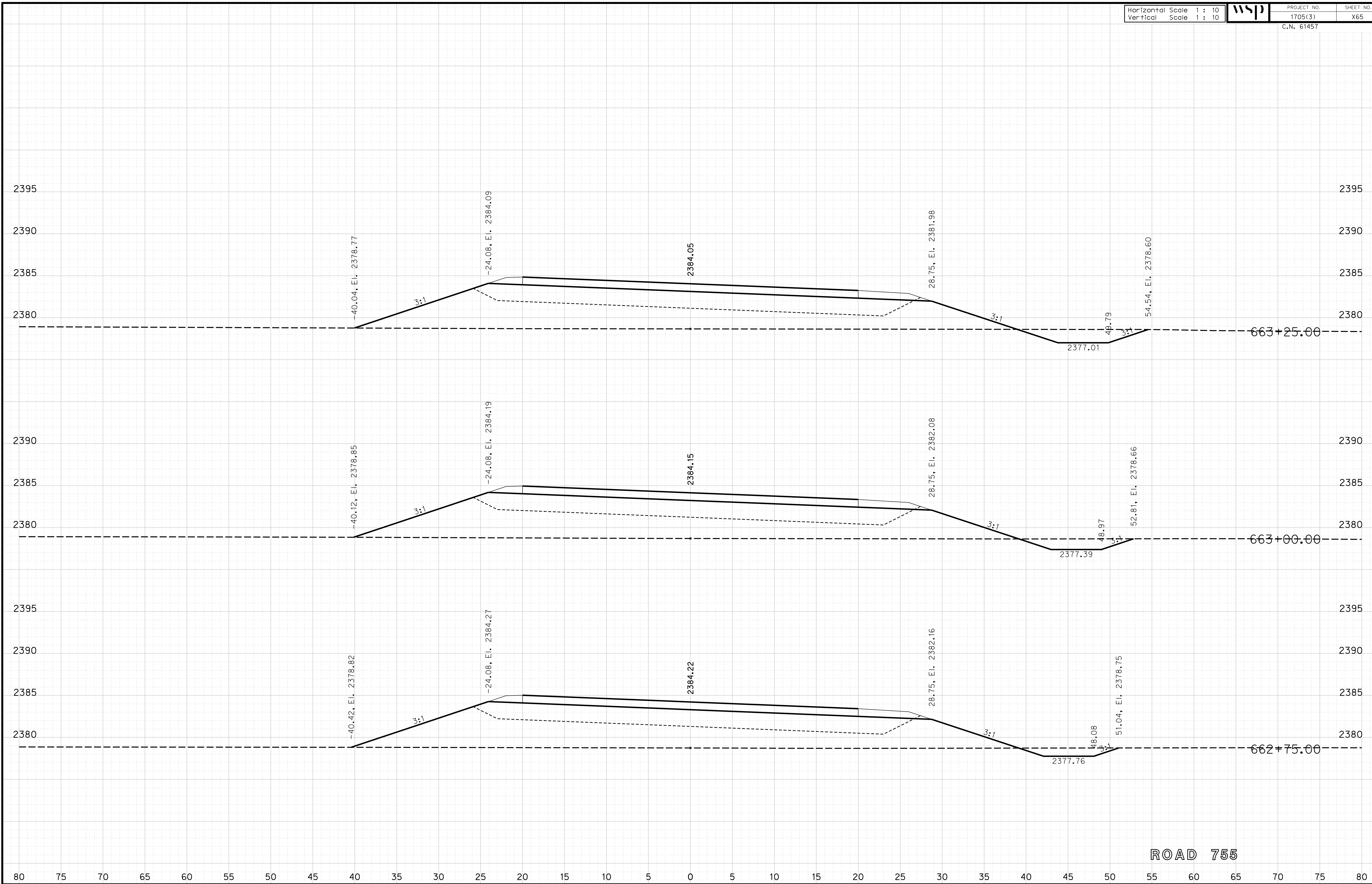
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X66
C.N. 61457

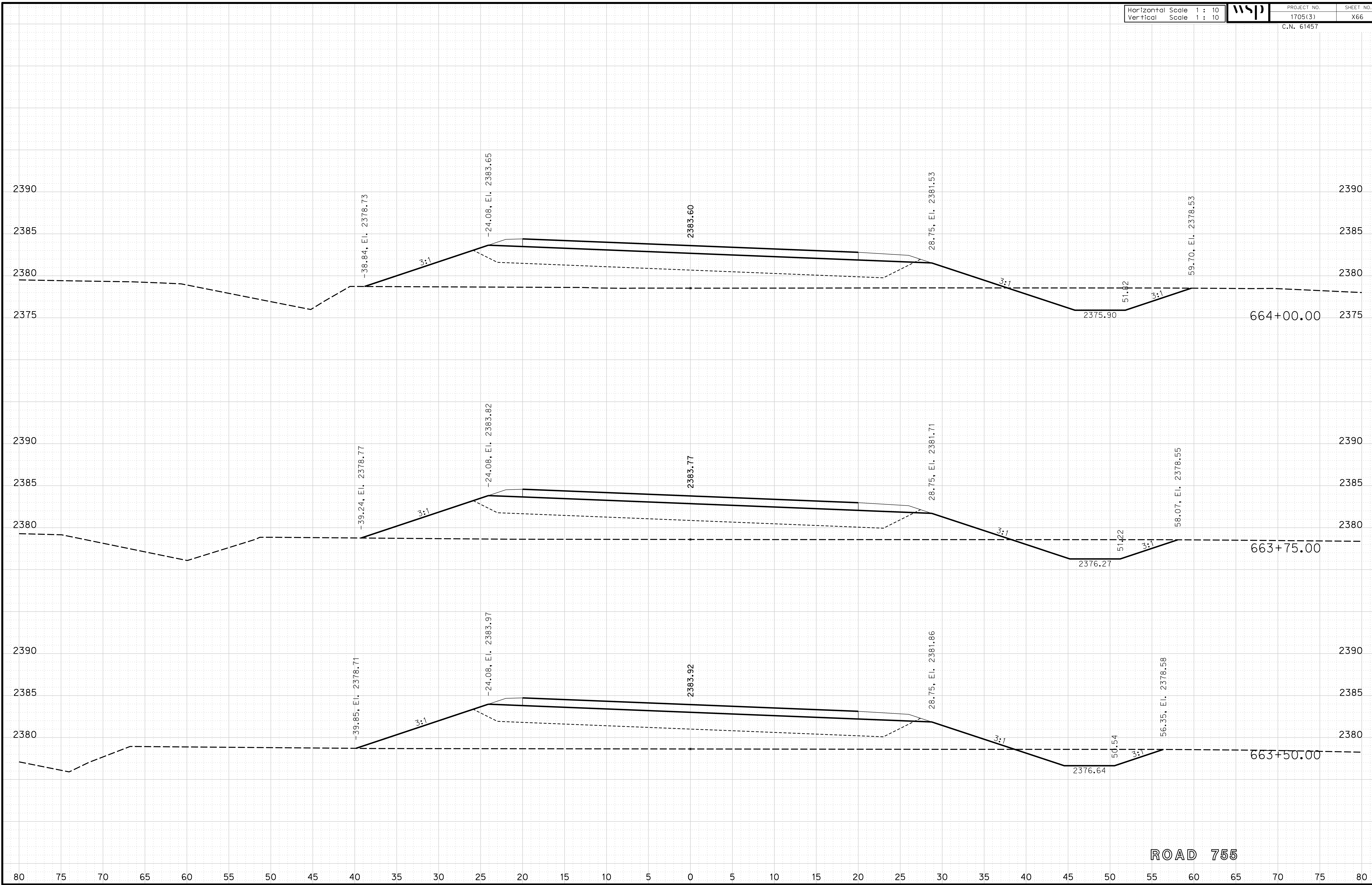
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X67

C.N. 61457

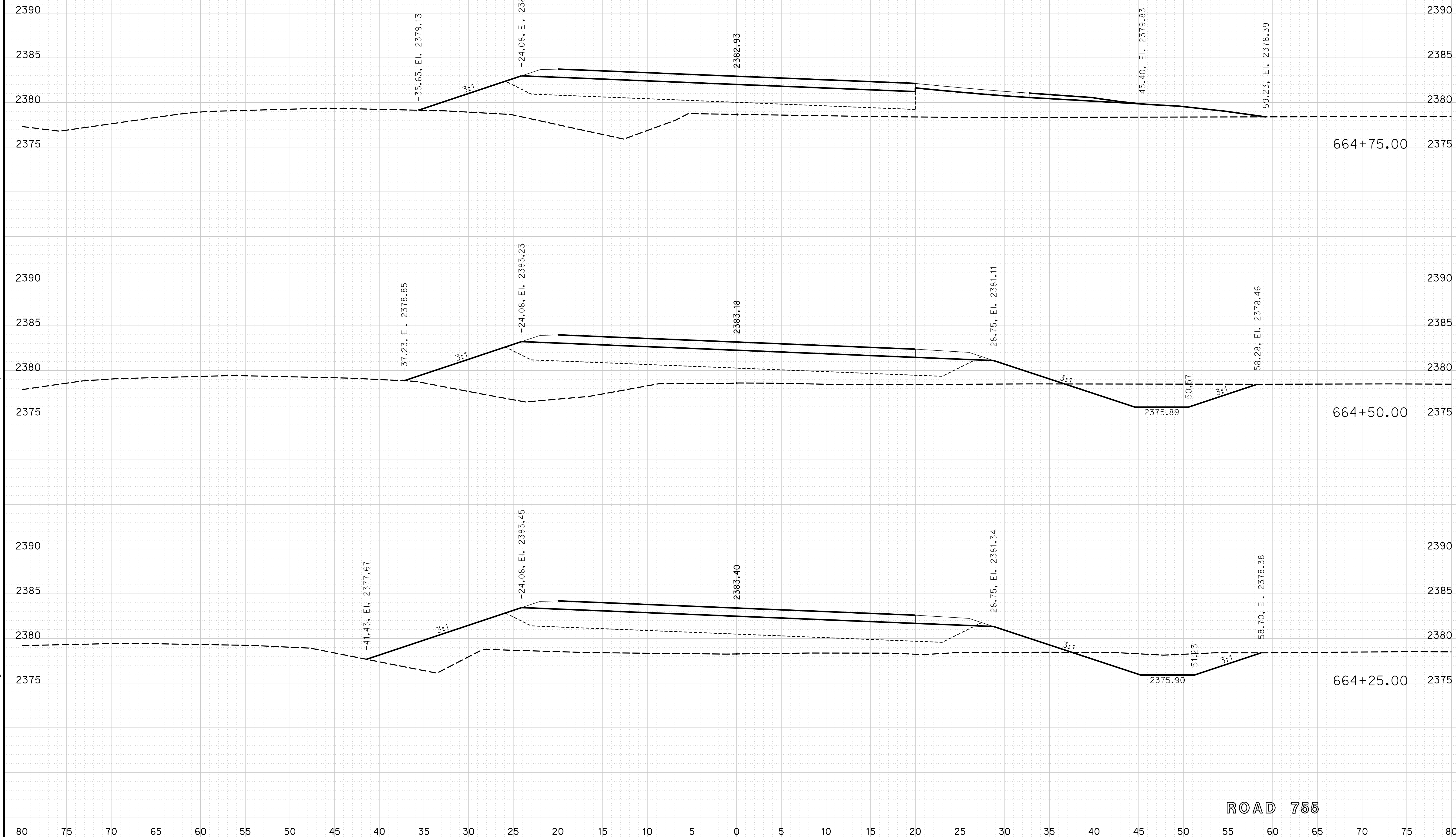
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X68
C.N. 61457

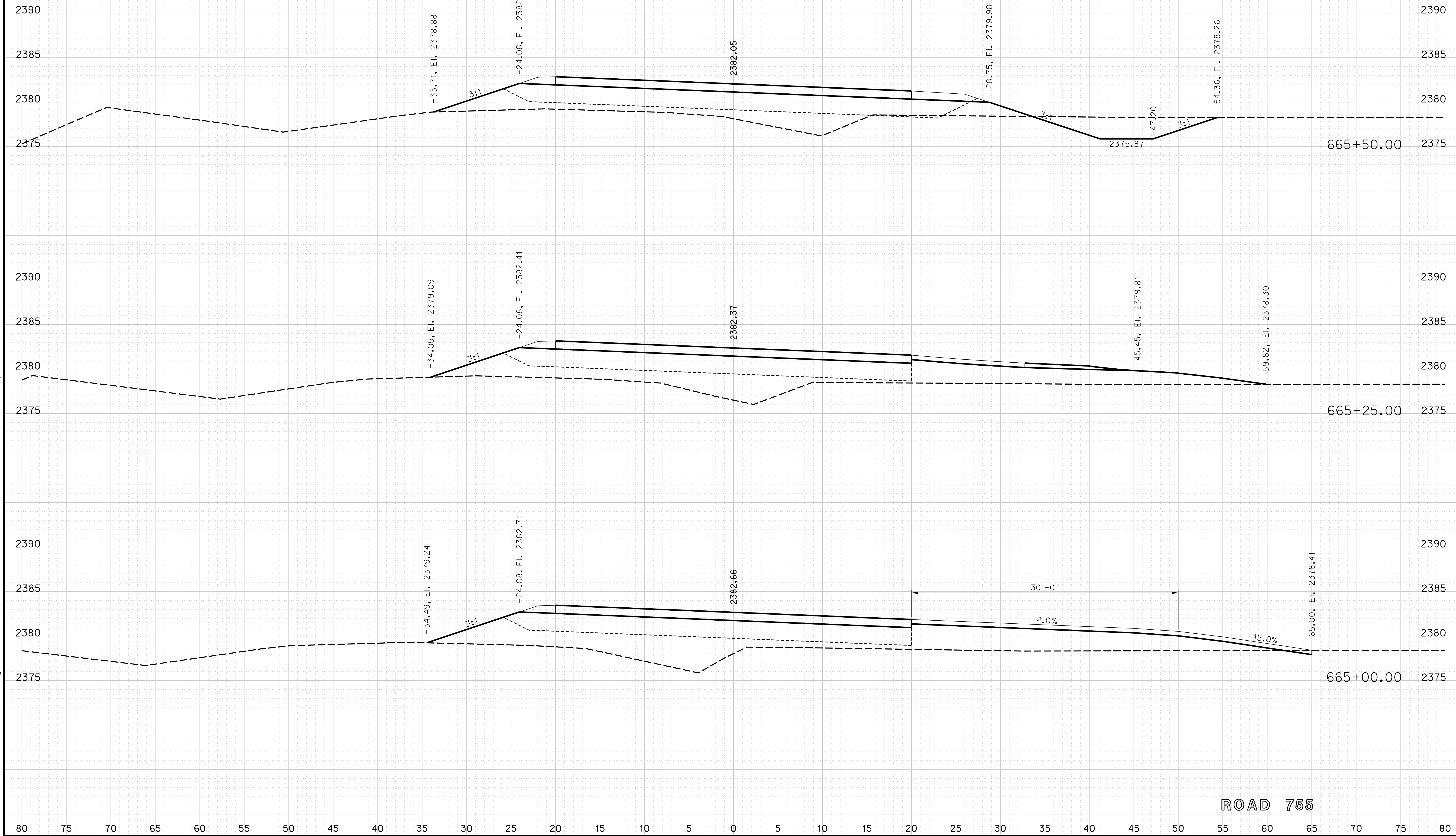
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X69
C.N. 61457

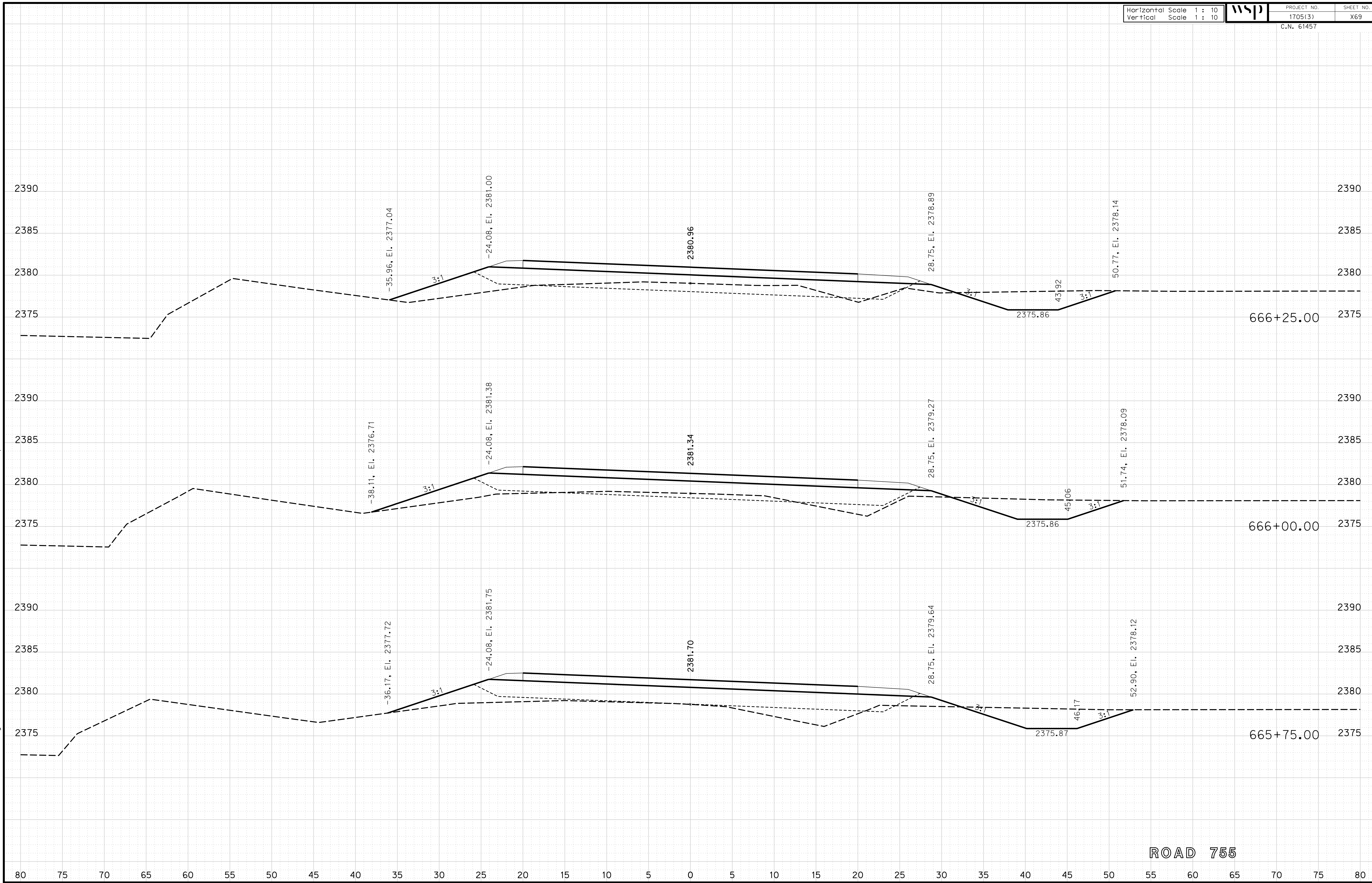
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X70

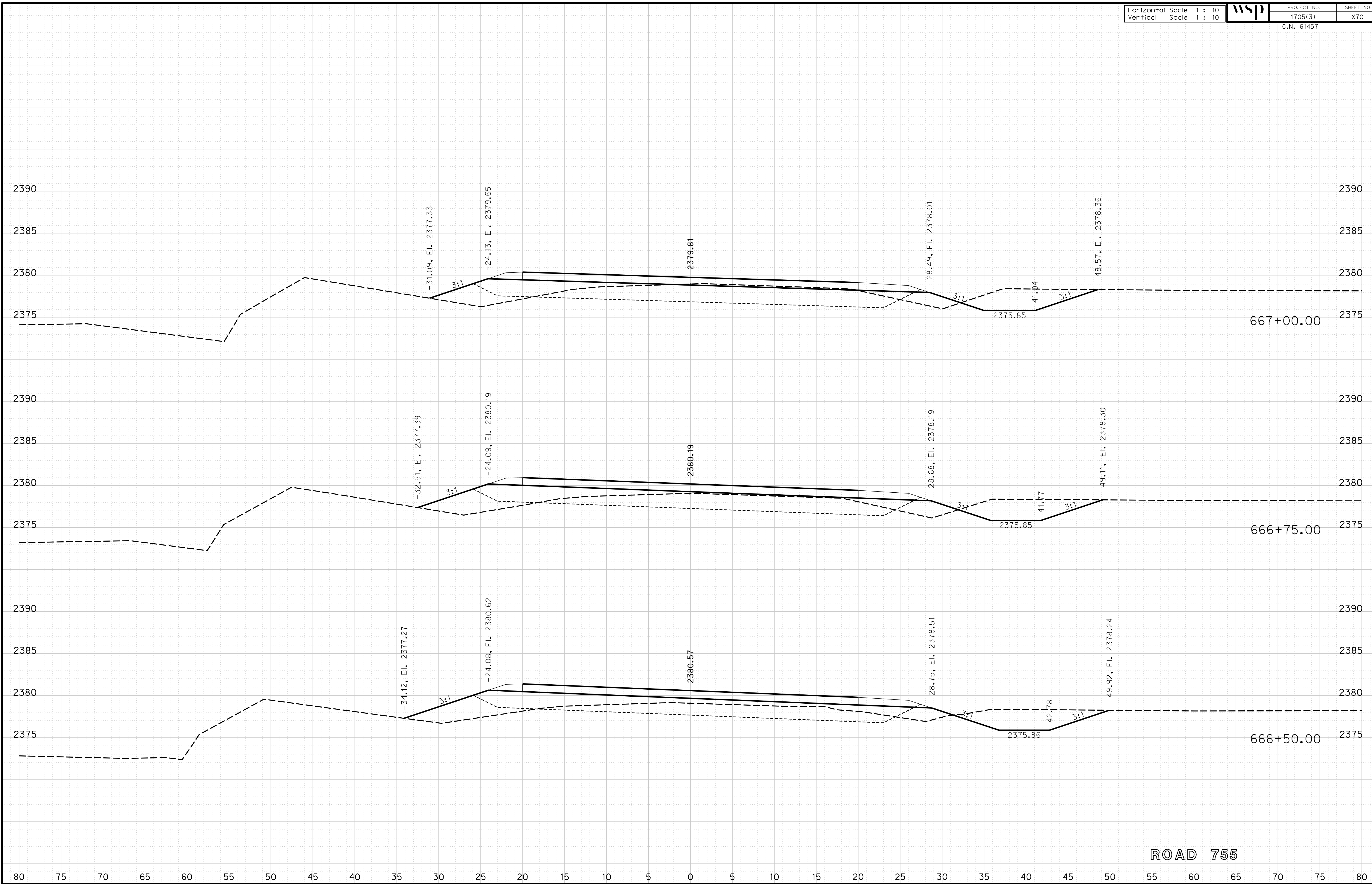
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X71
C.N. 61457

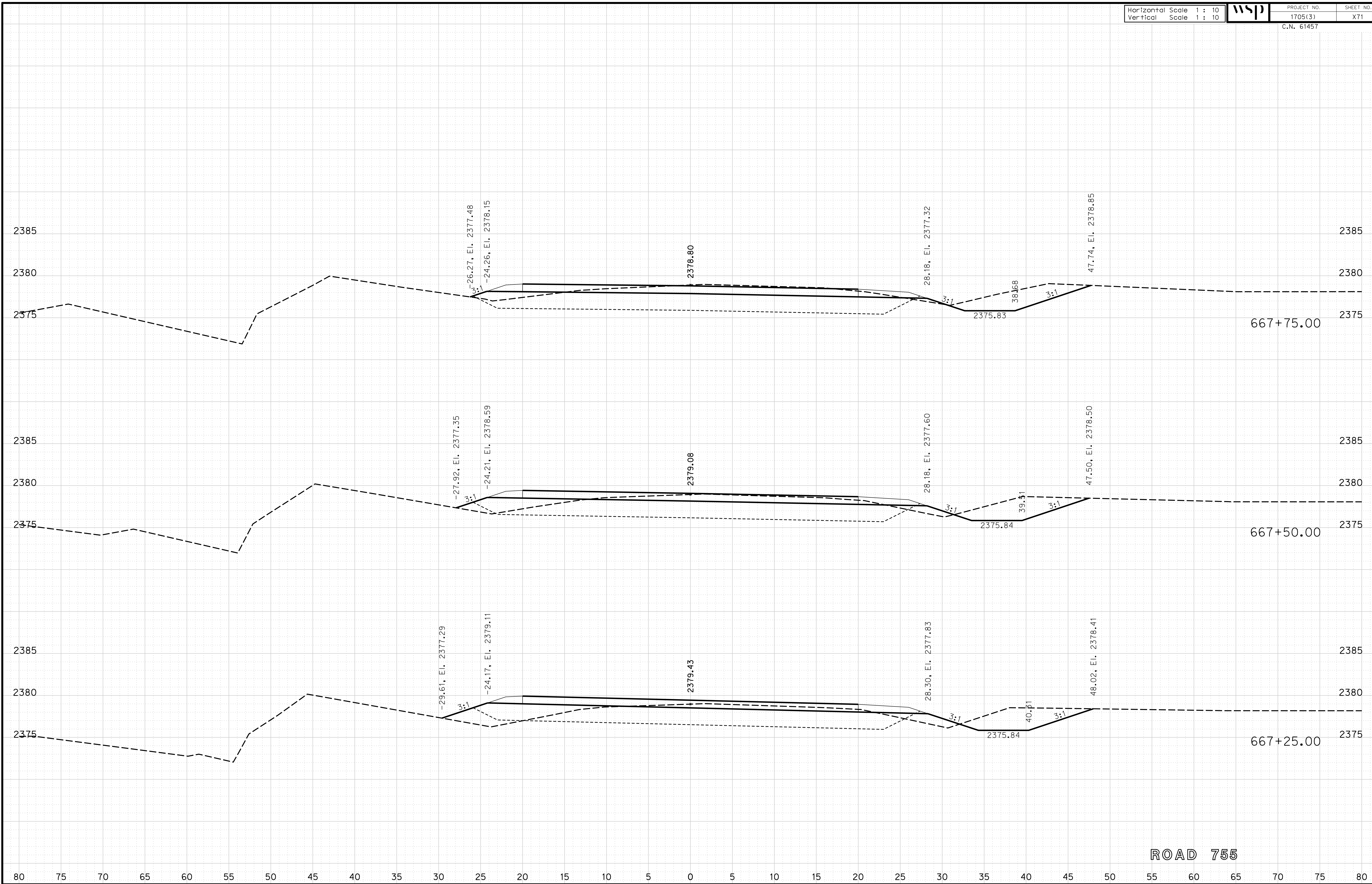
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X72

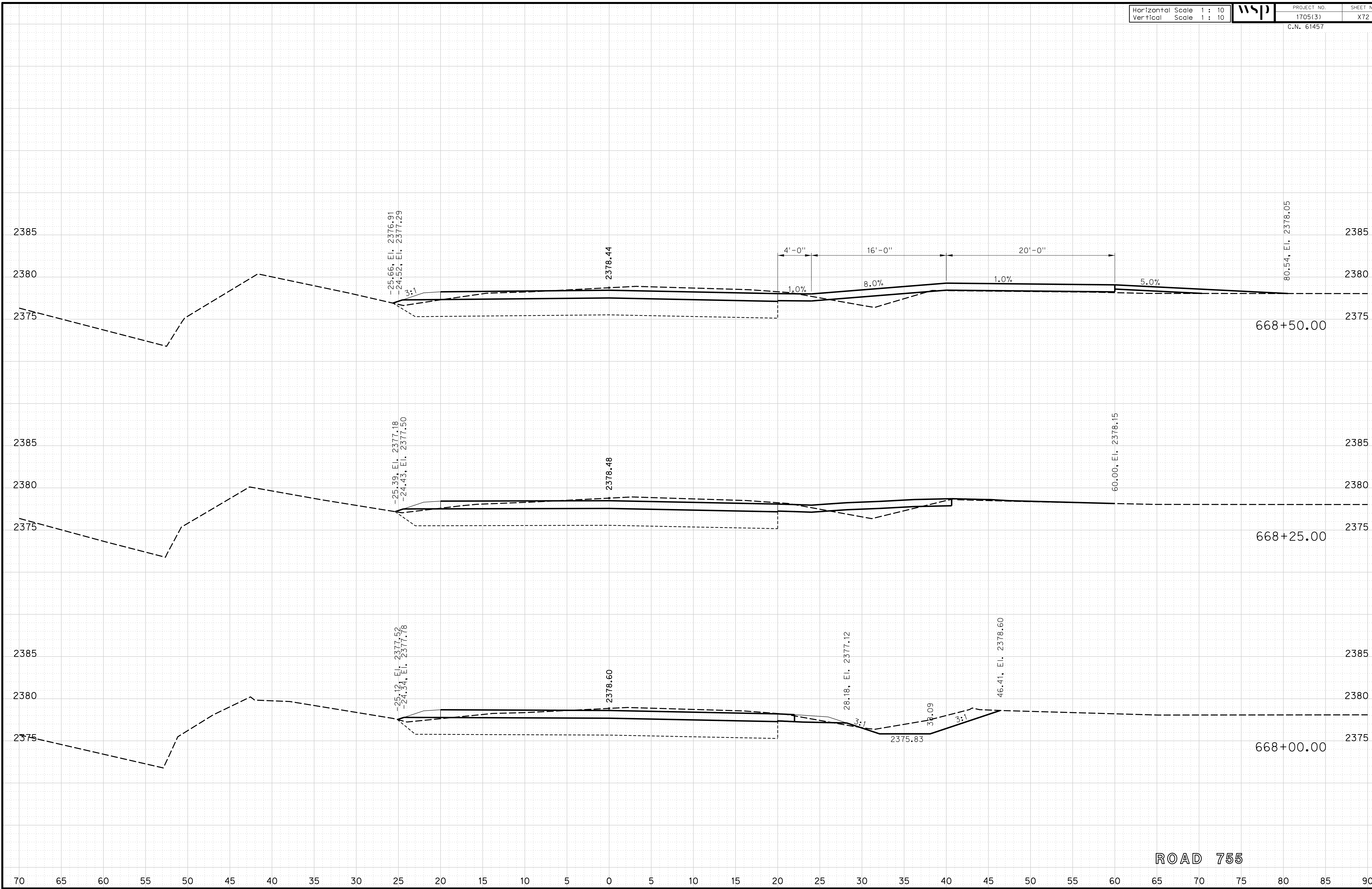
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X73

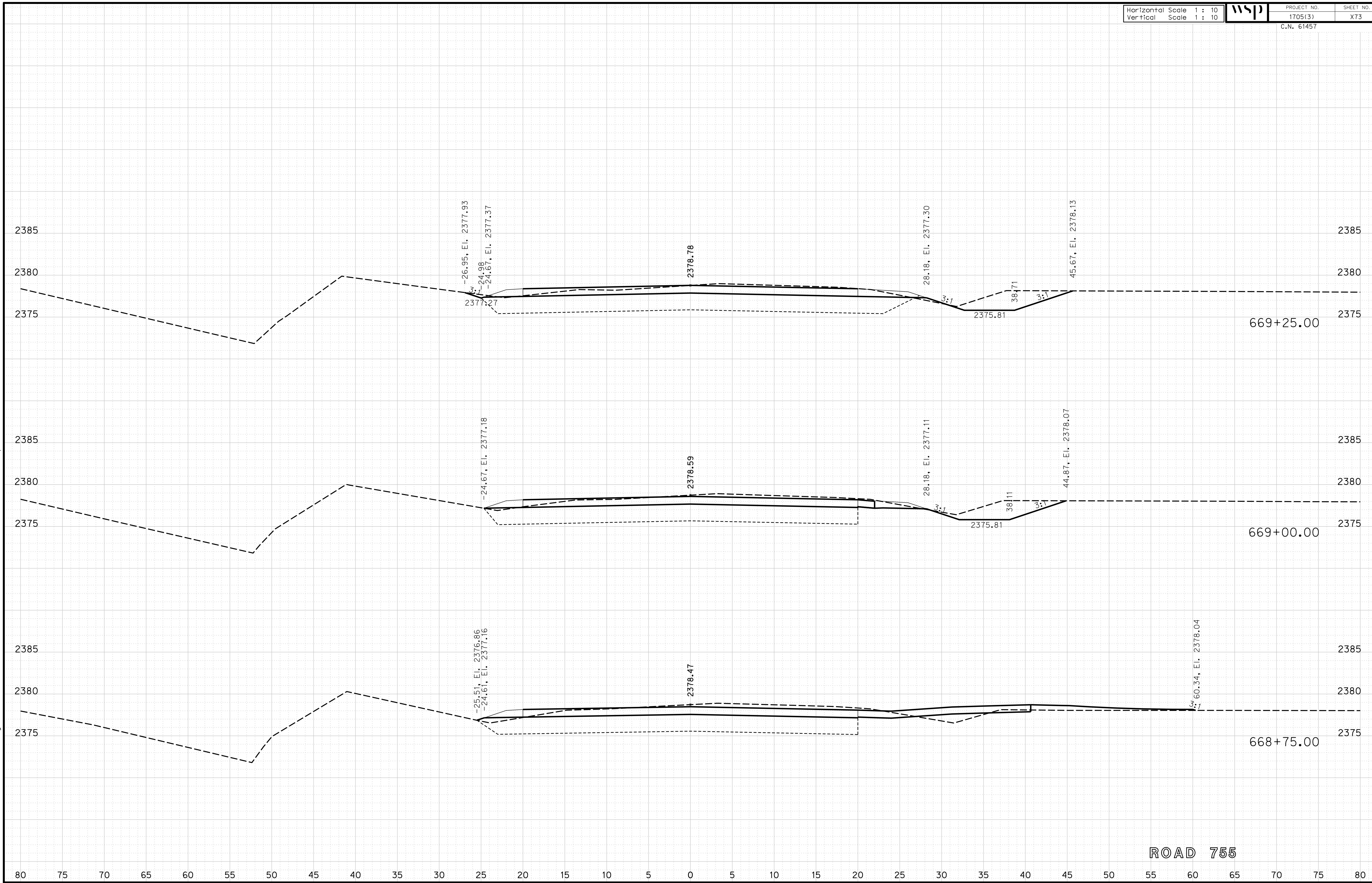
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X74
C.N. 61457

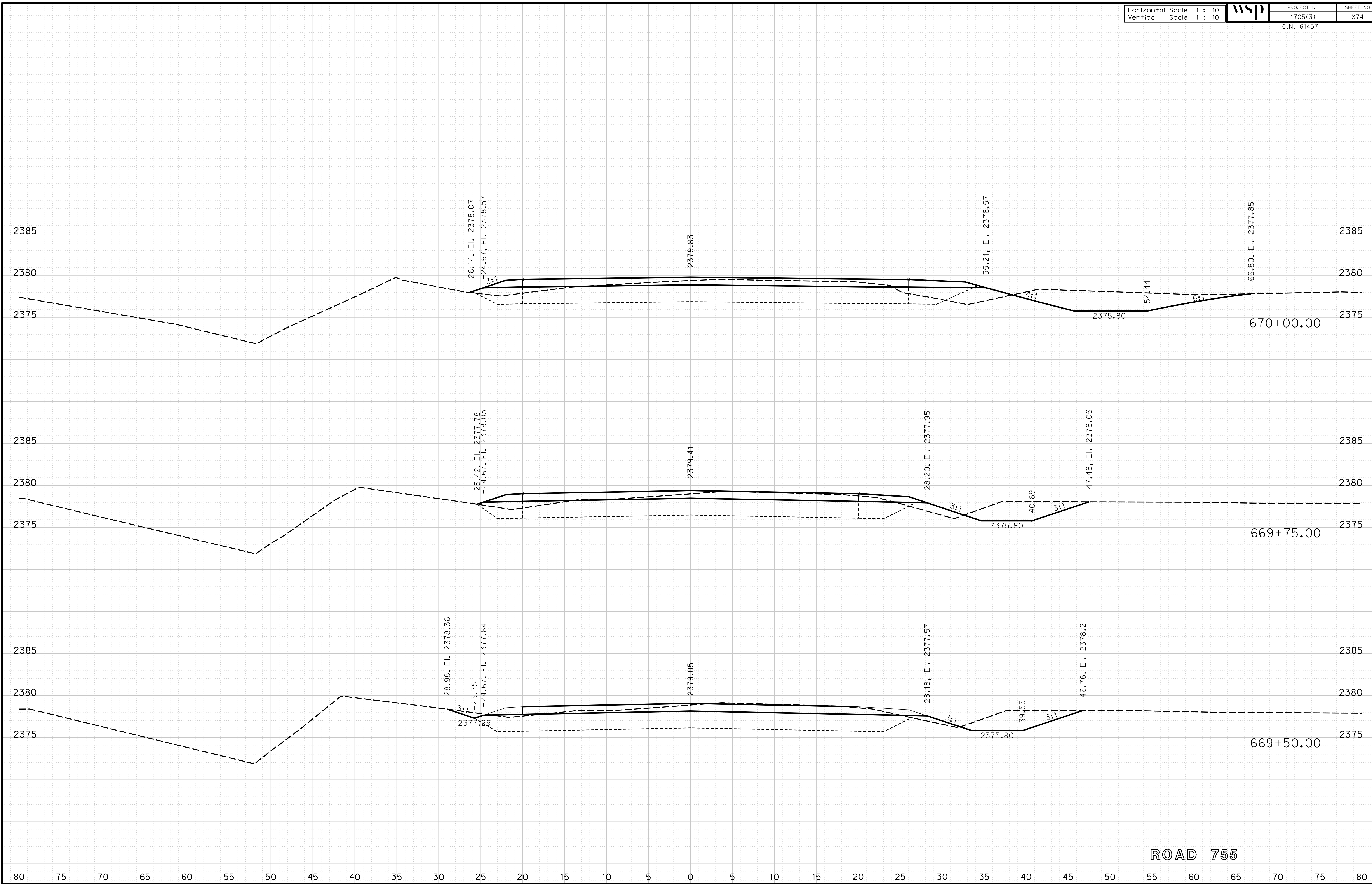
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X75

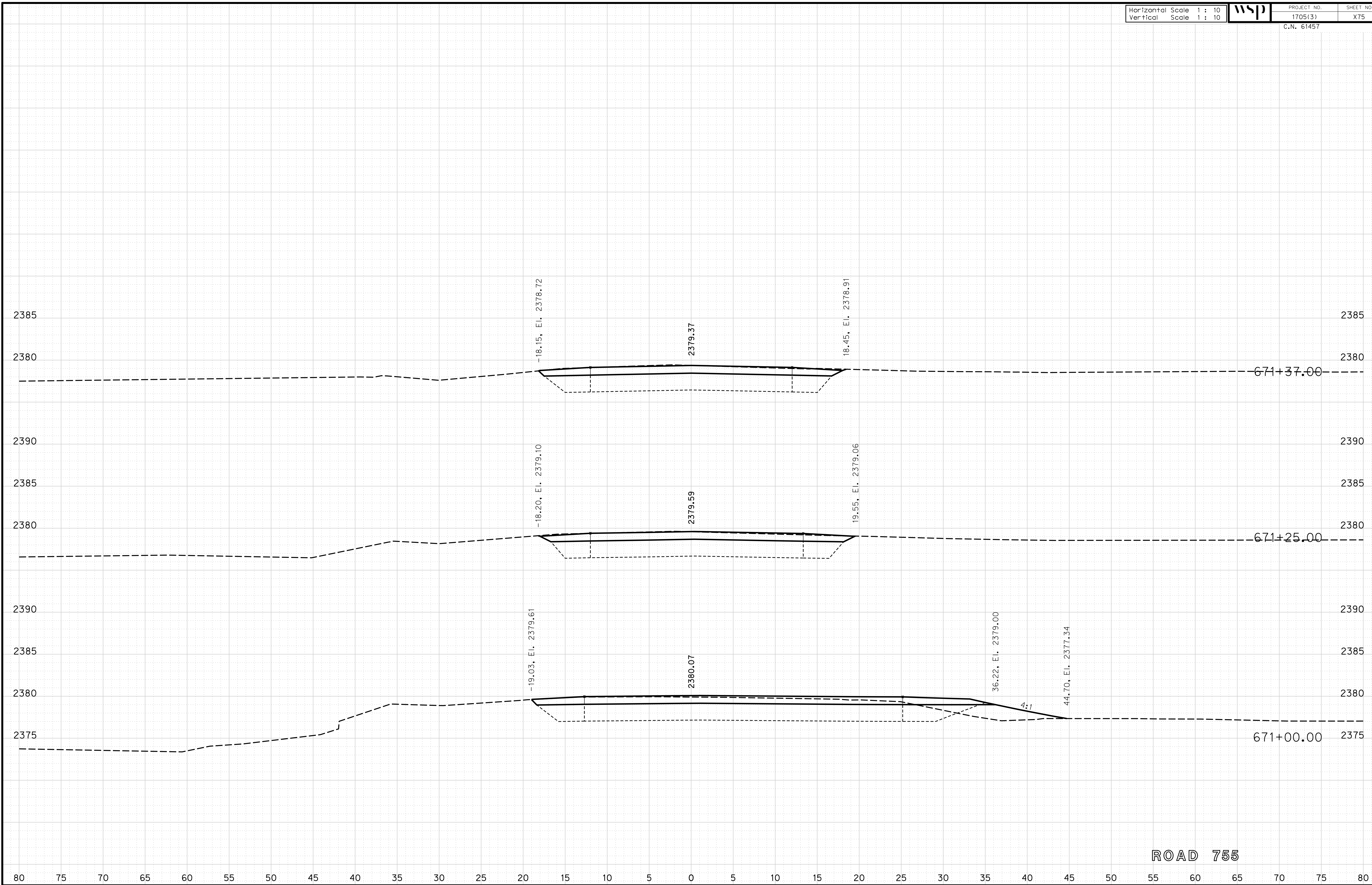
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht02RD755.dgn



ROAD 755

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X76

C.N. 61457

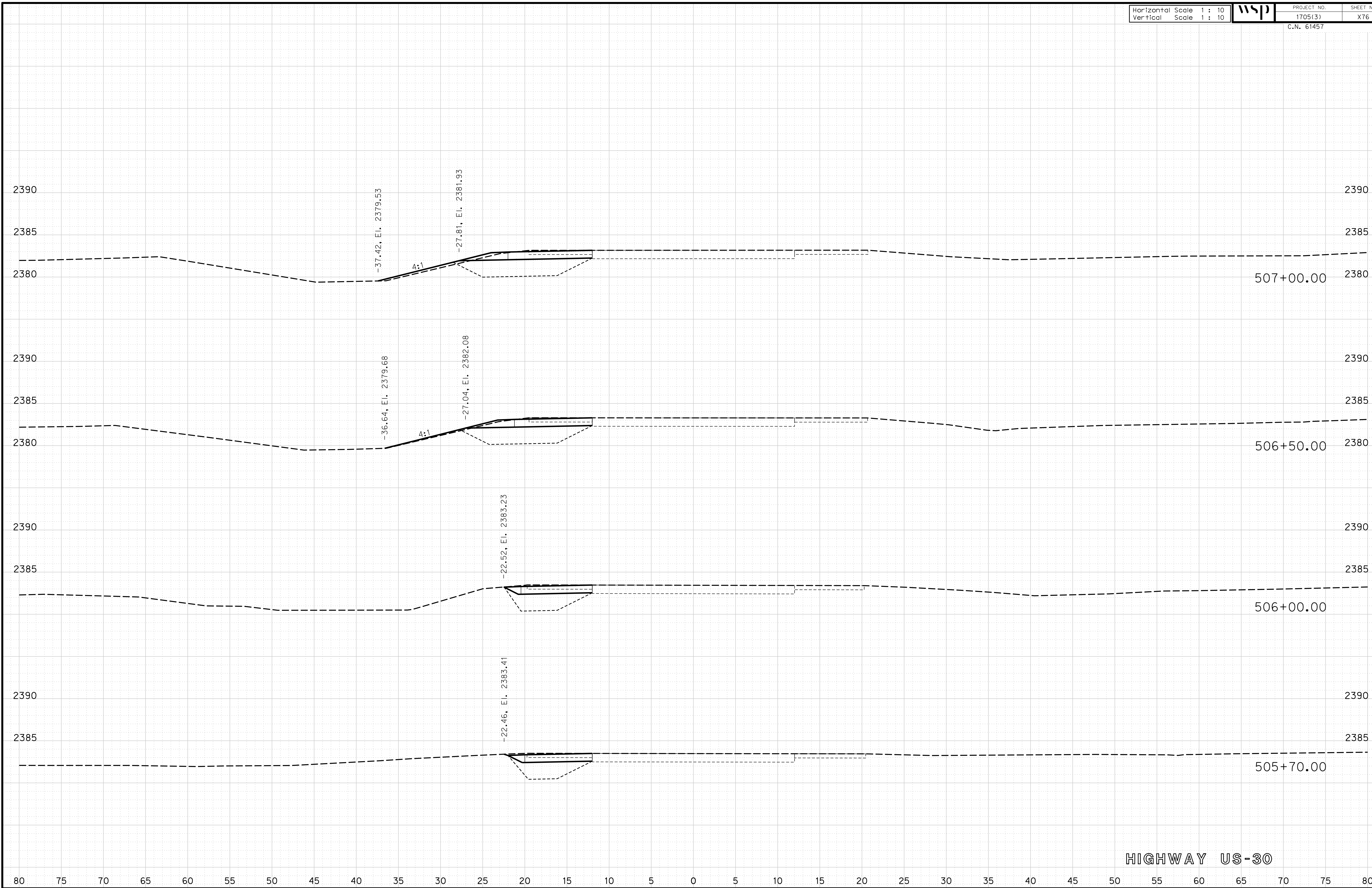
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X77

C.N. 61457

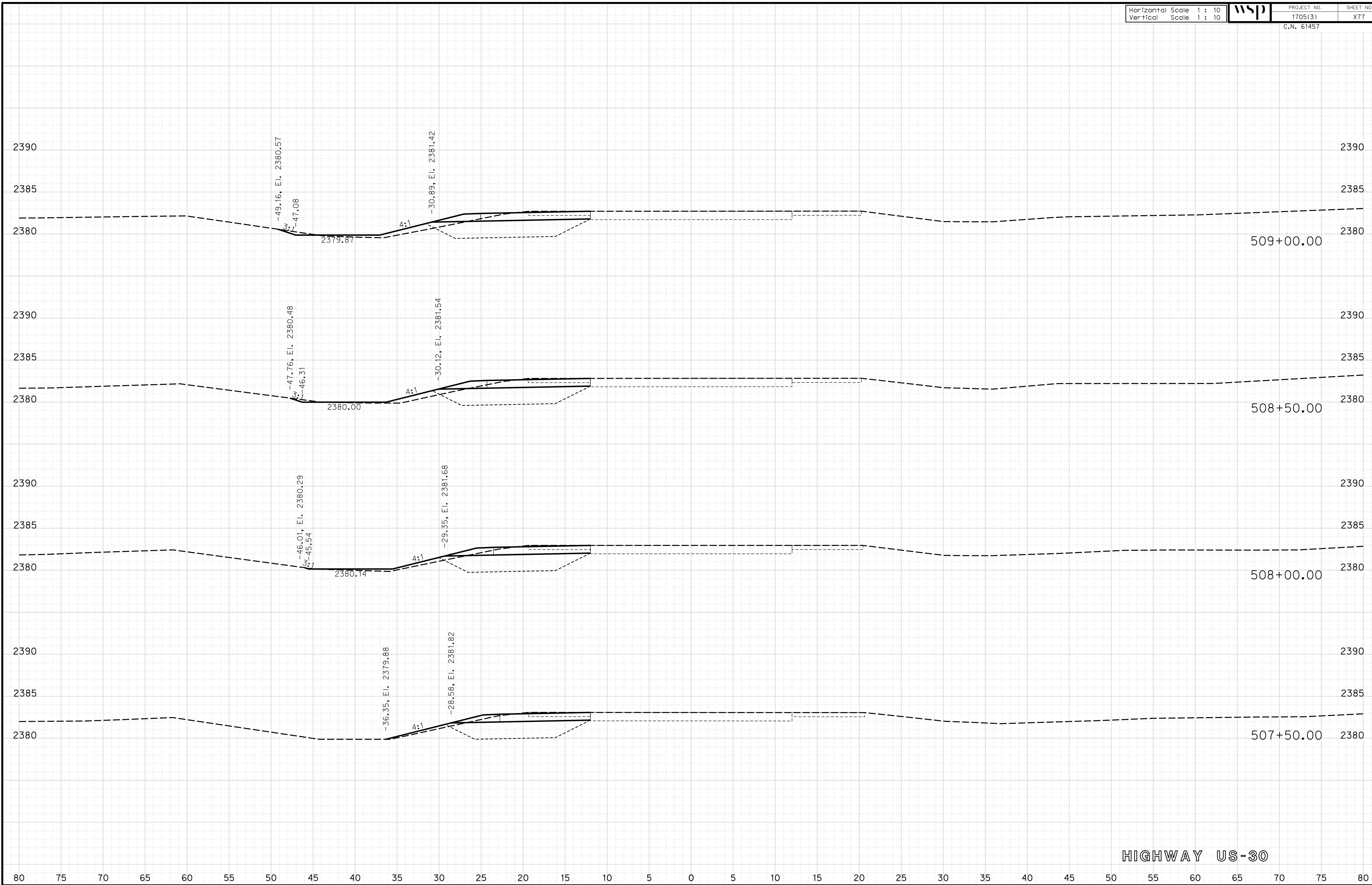
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X78

C.N. 61457

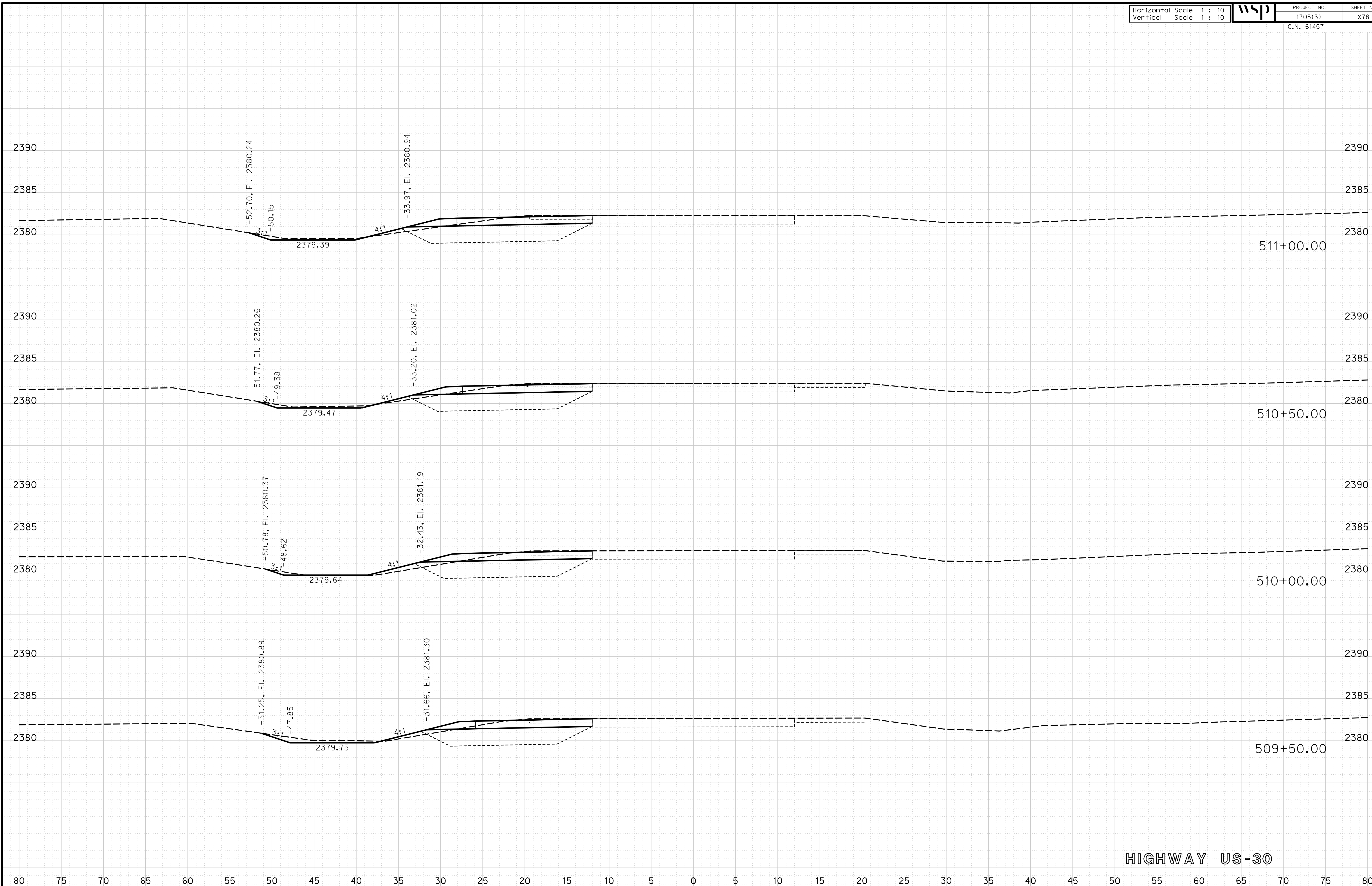
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X79

C.N. 61457

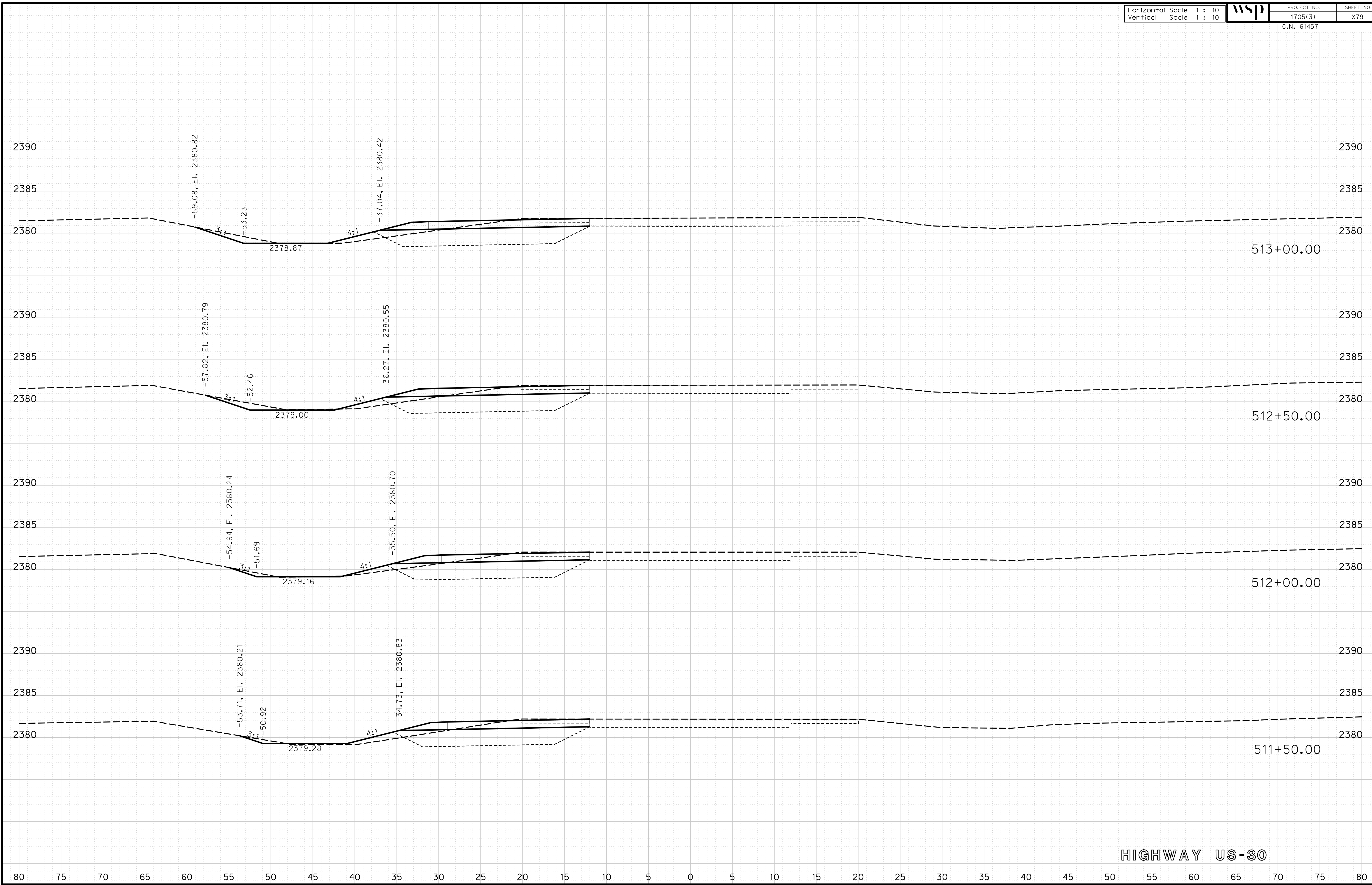
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X80

C.N. 61457

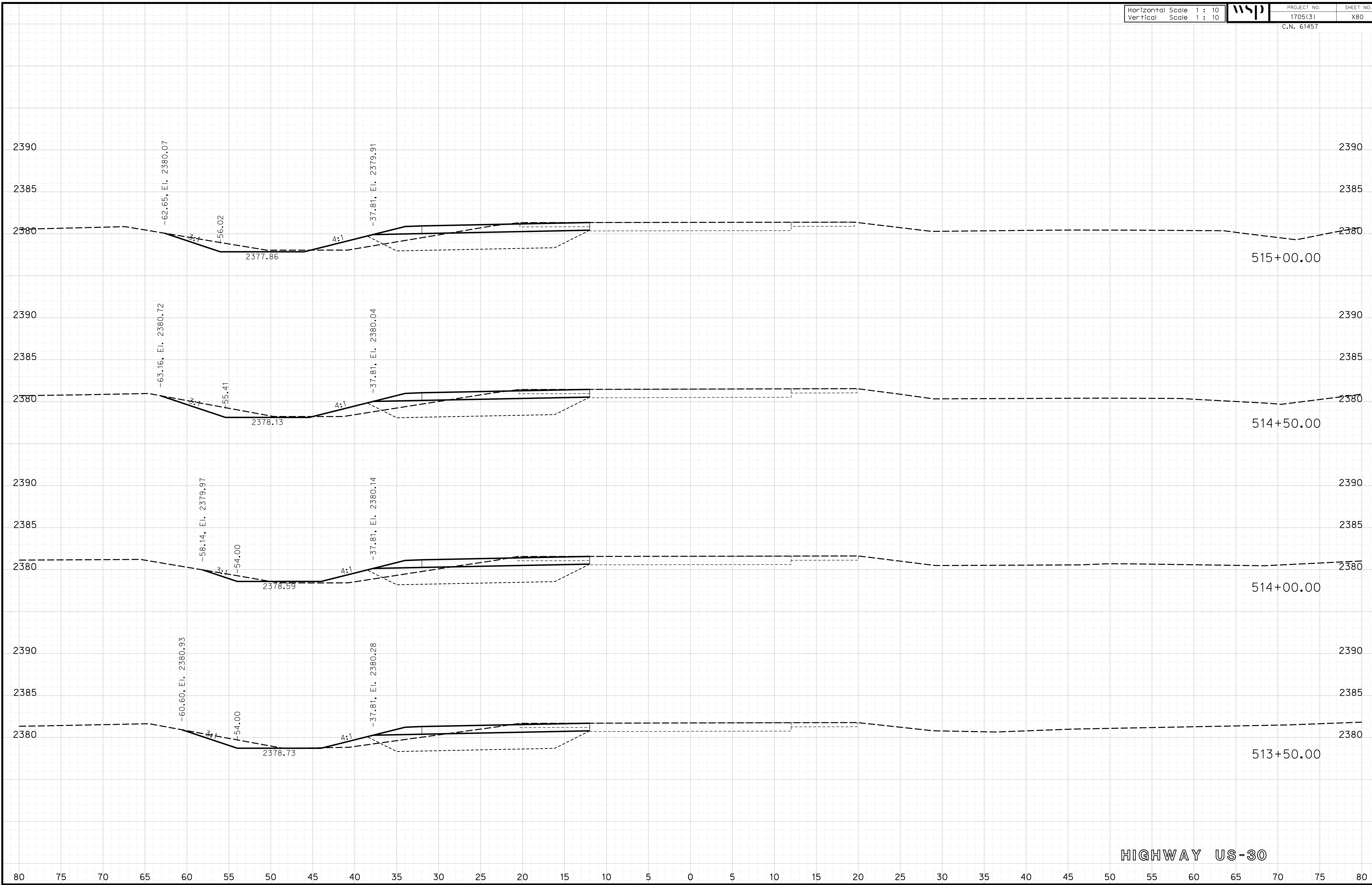
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X81

C.N. 61457

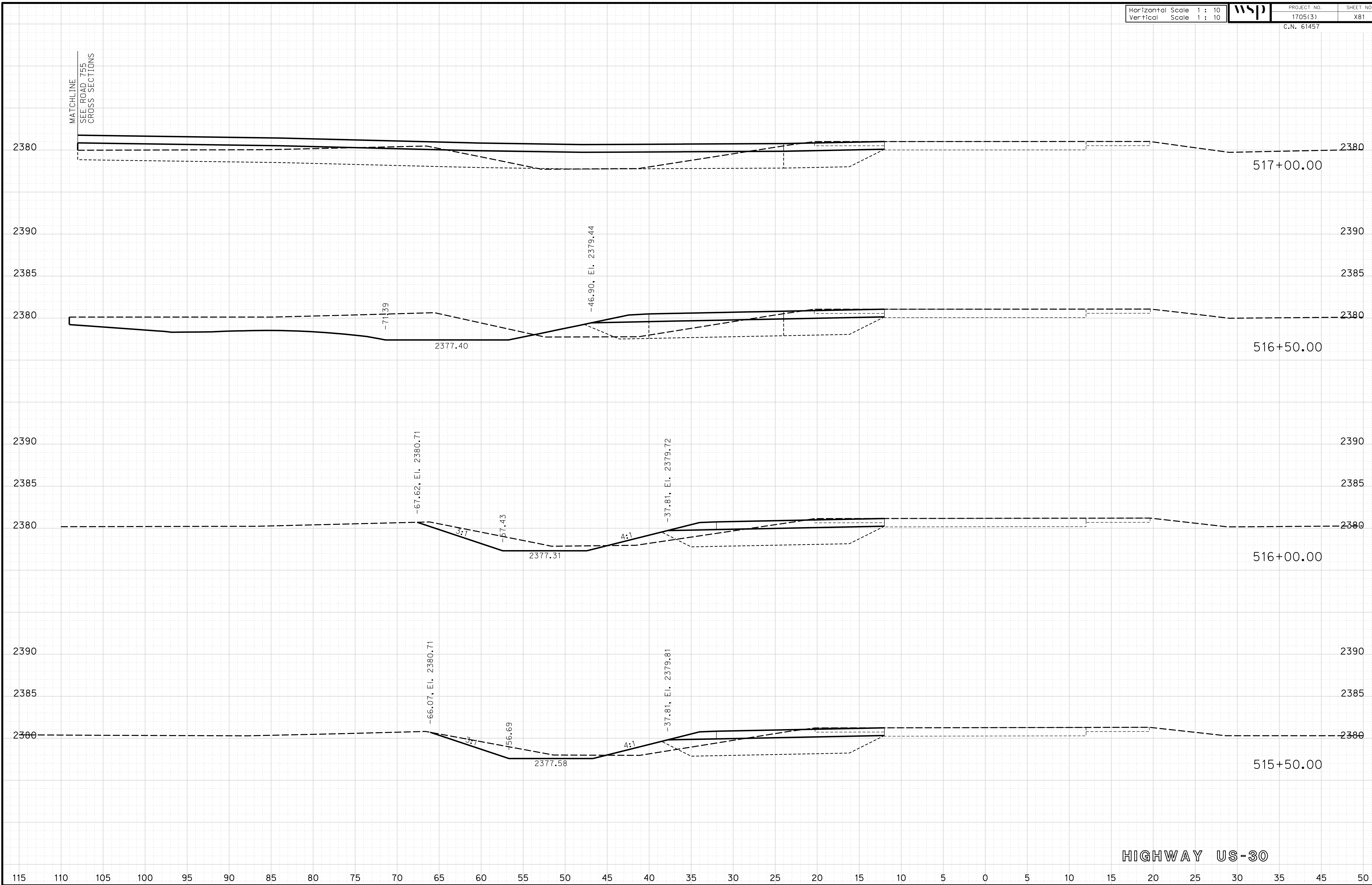
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X82

C.N. 61457

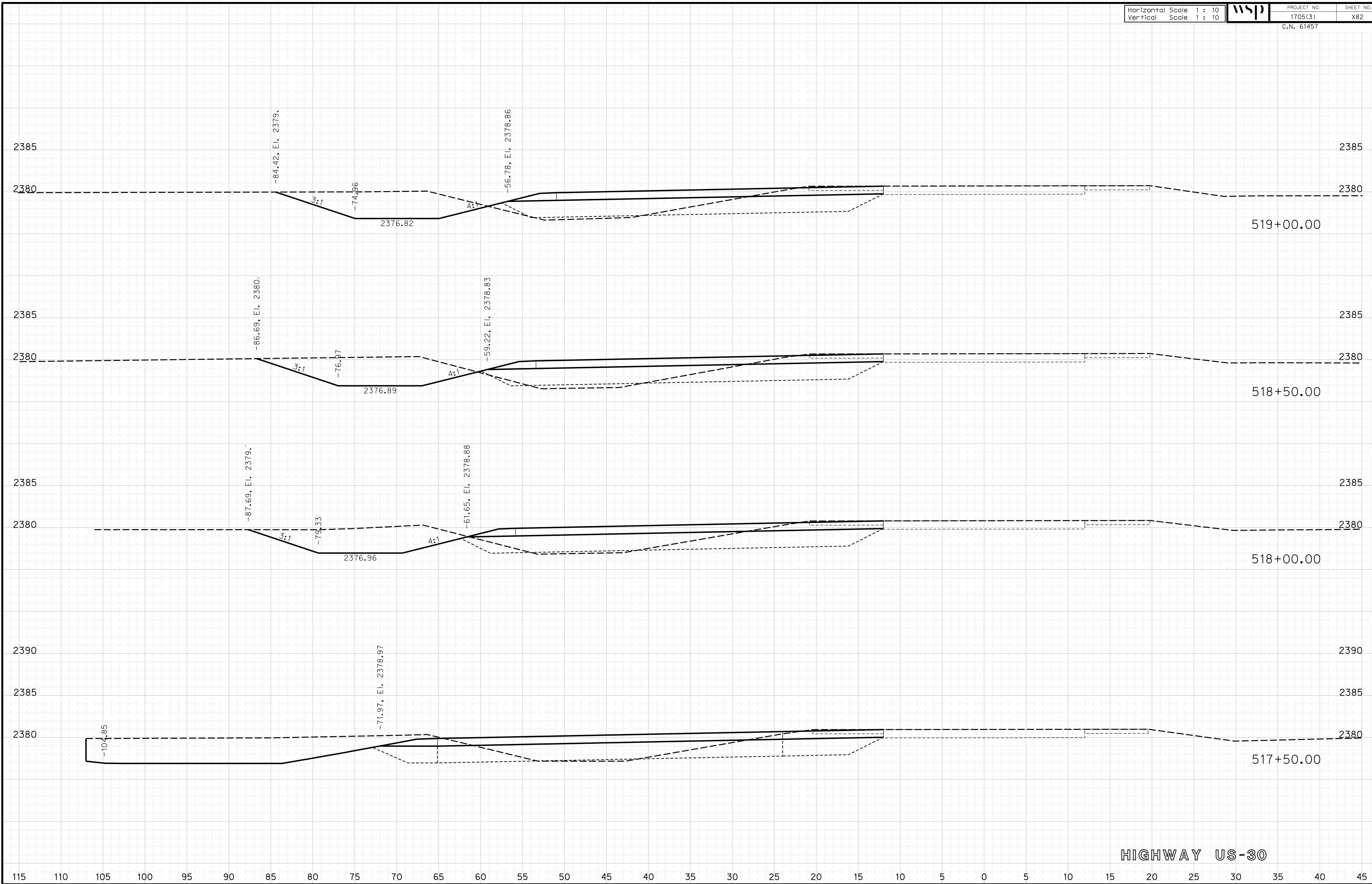
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X83

C.N. 61457

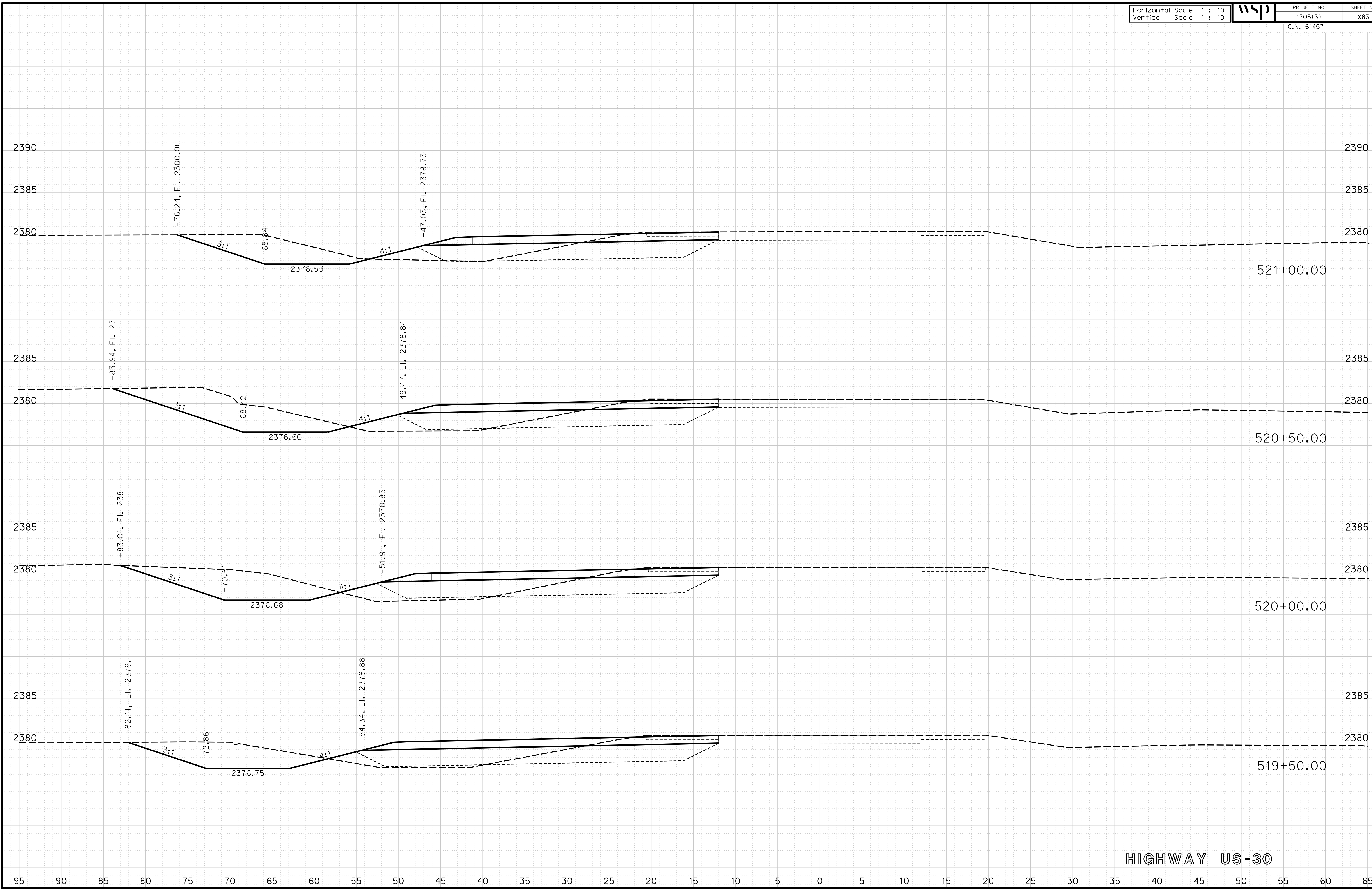
ROADWAY DESIGN DIVISION

Computer: 3C3C3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HW30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X84

C.N. 61457

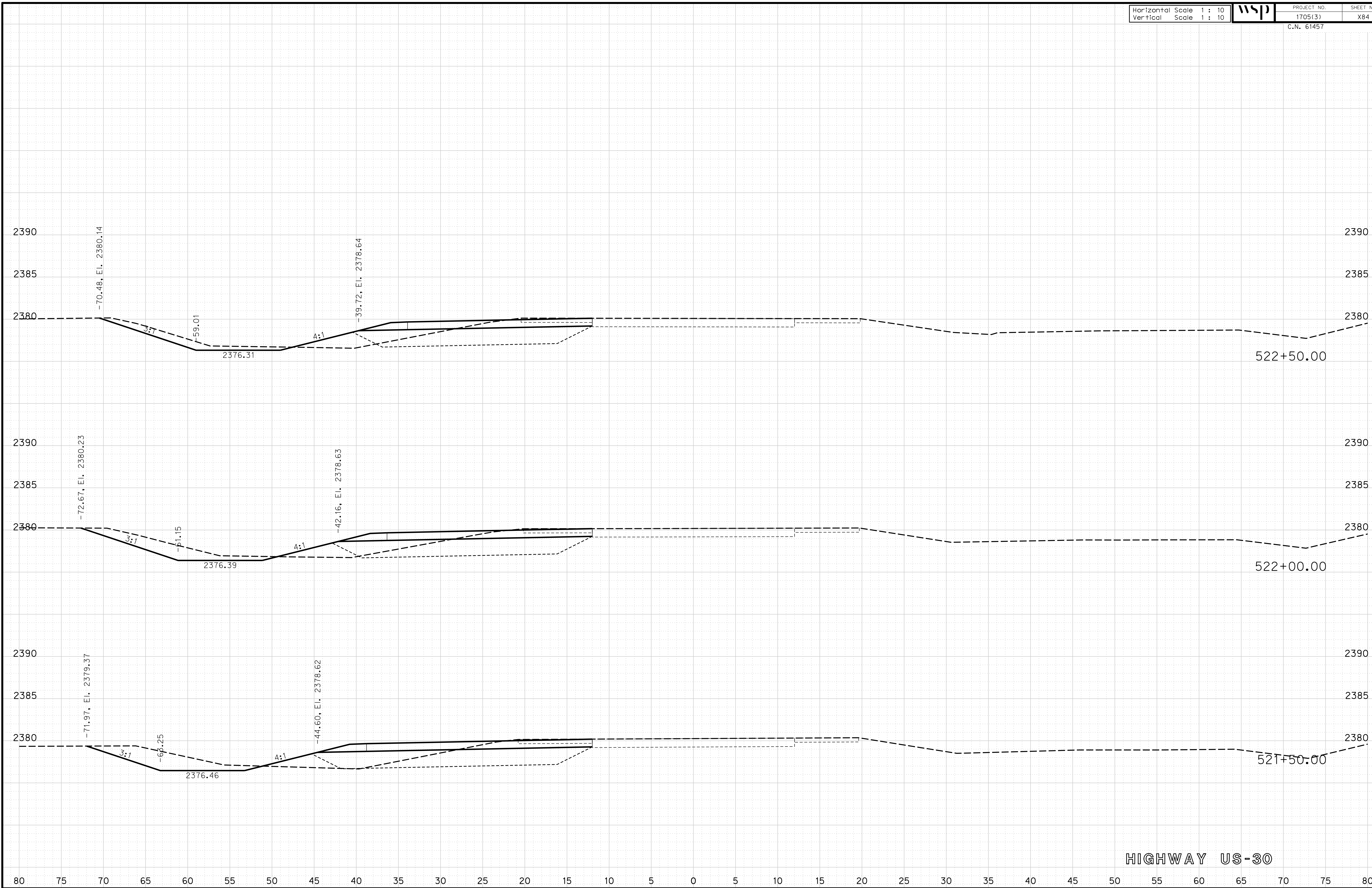
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X85

C.N. 61457

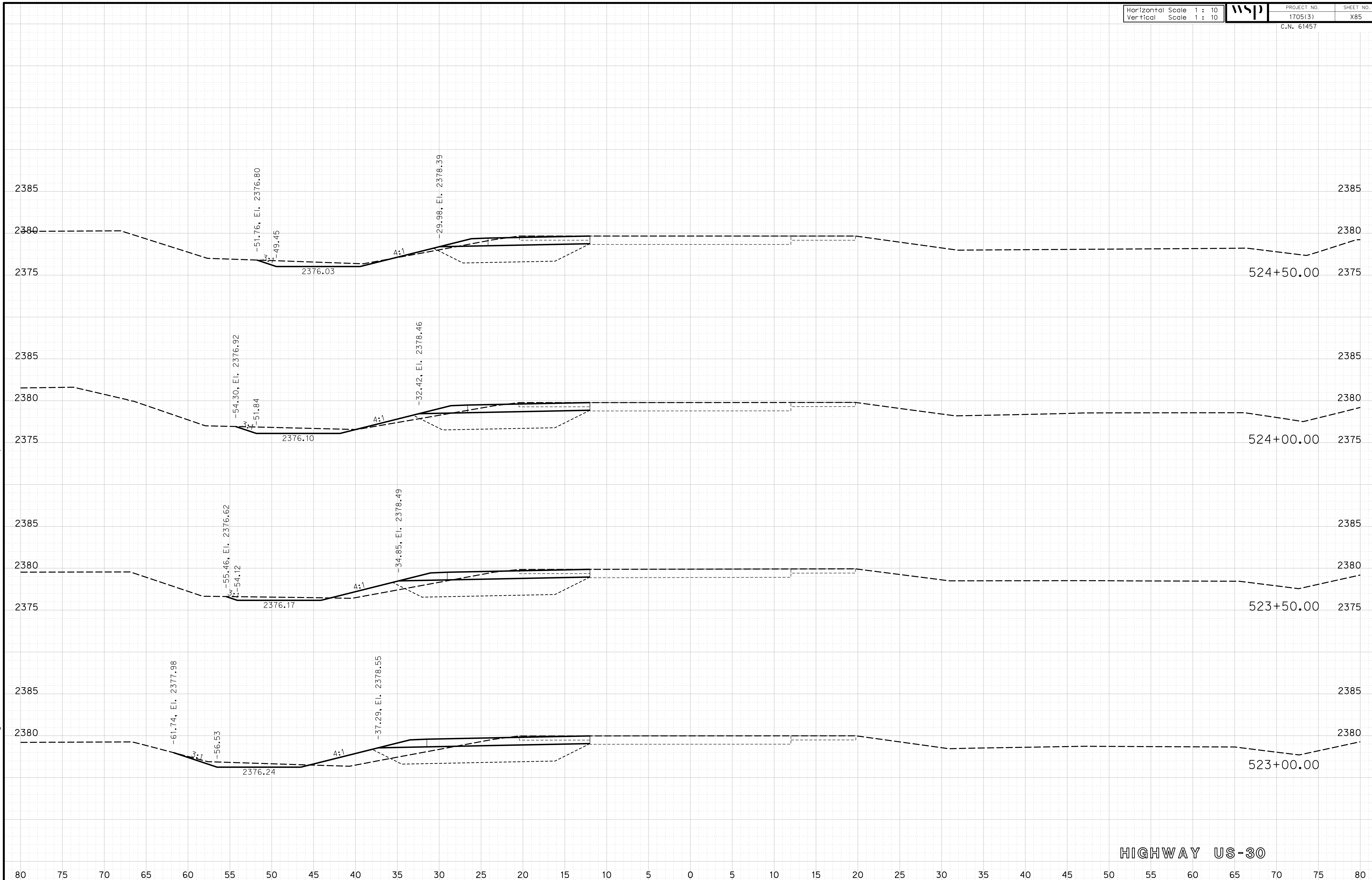
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X86

C.N. 61457

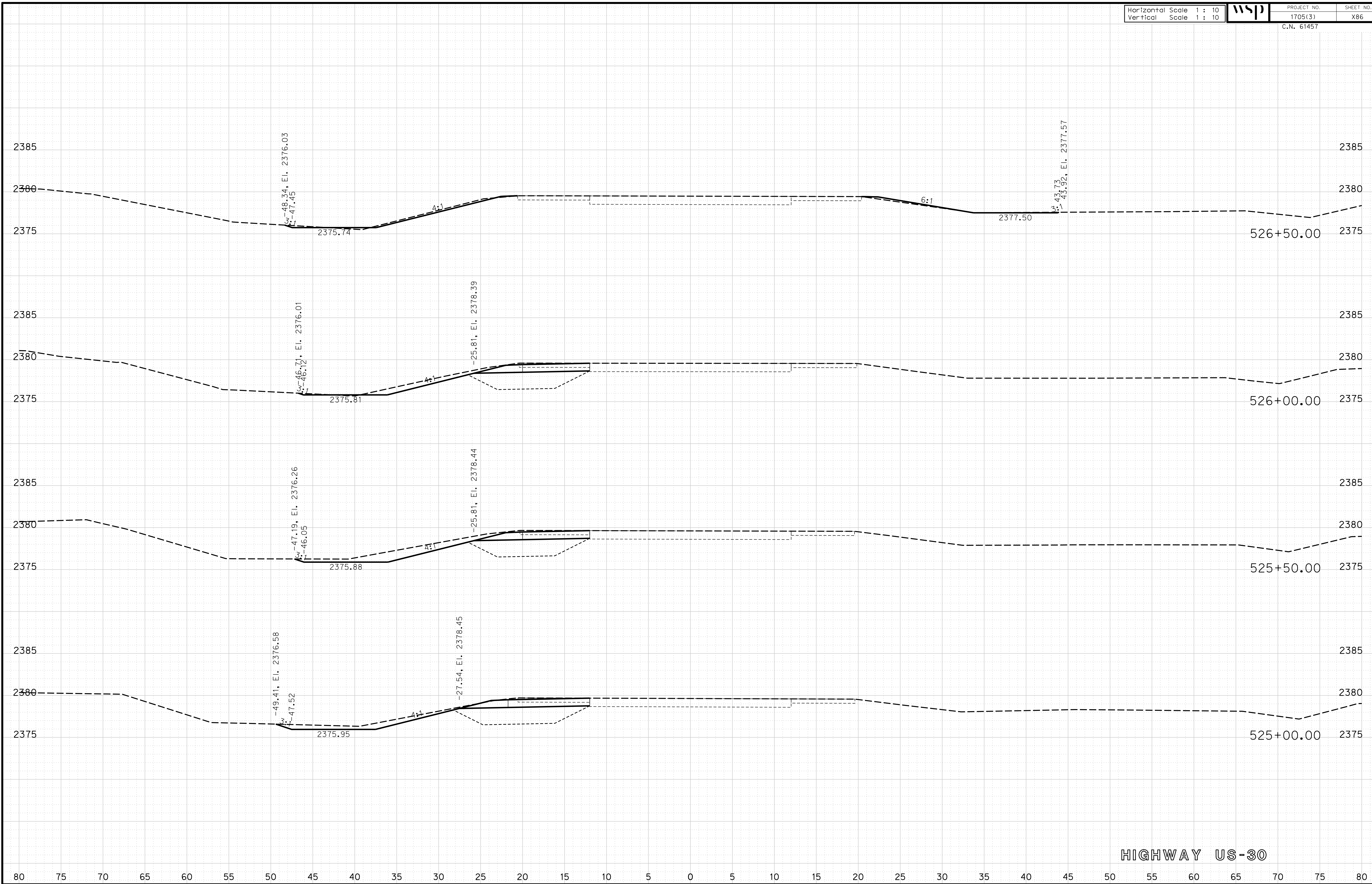
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X87

C.N. 61457

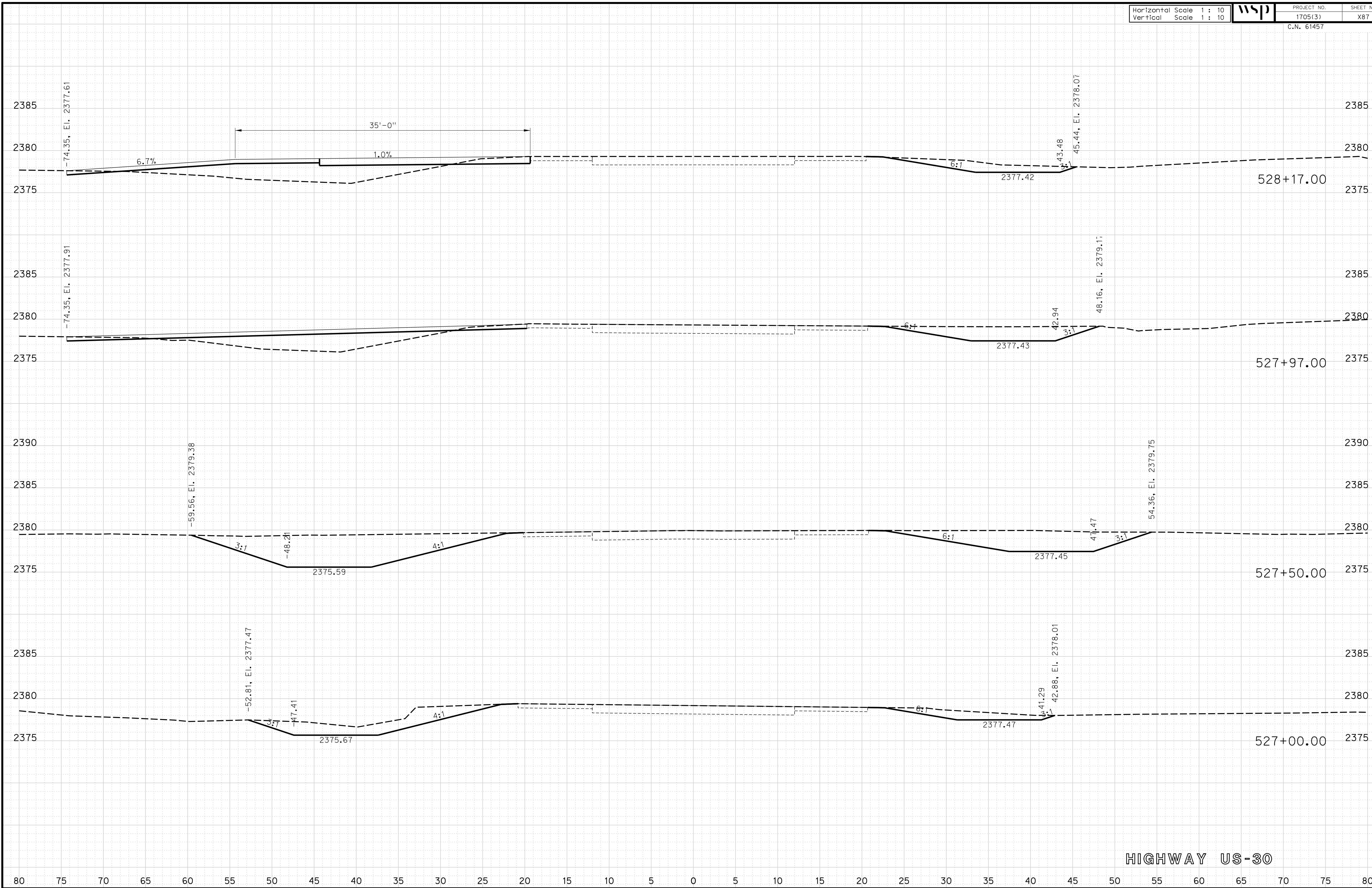
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X88

C.N. 61457

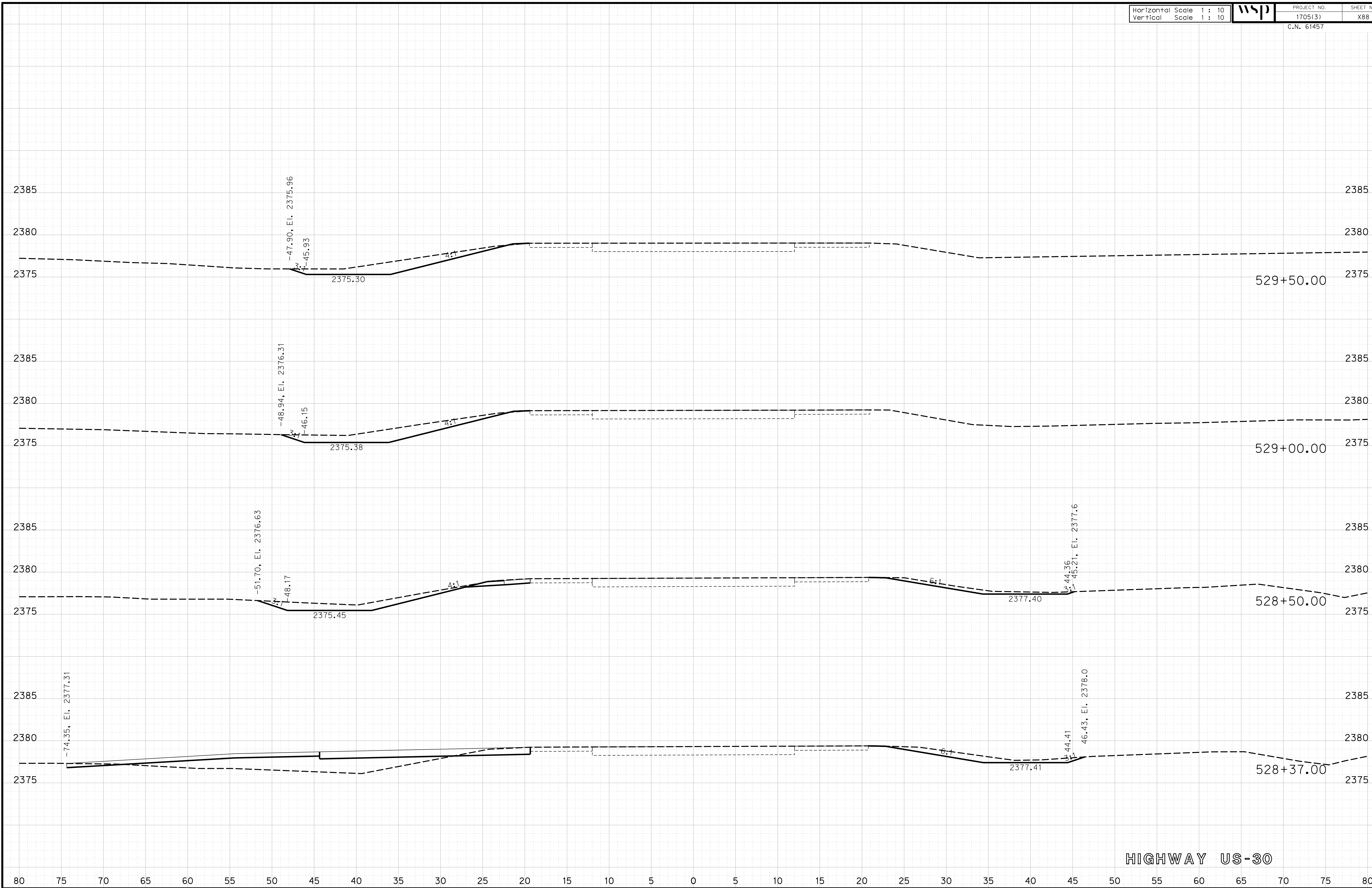
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X89

C.N. 61457

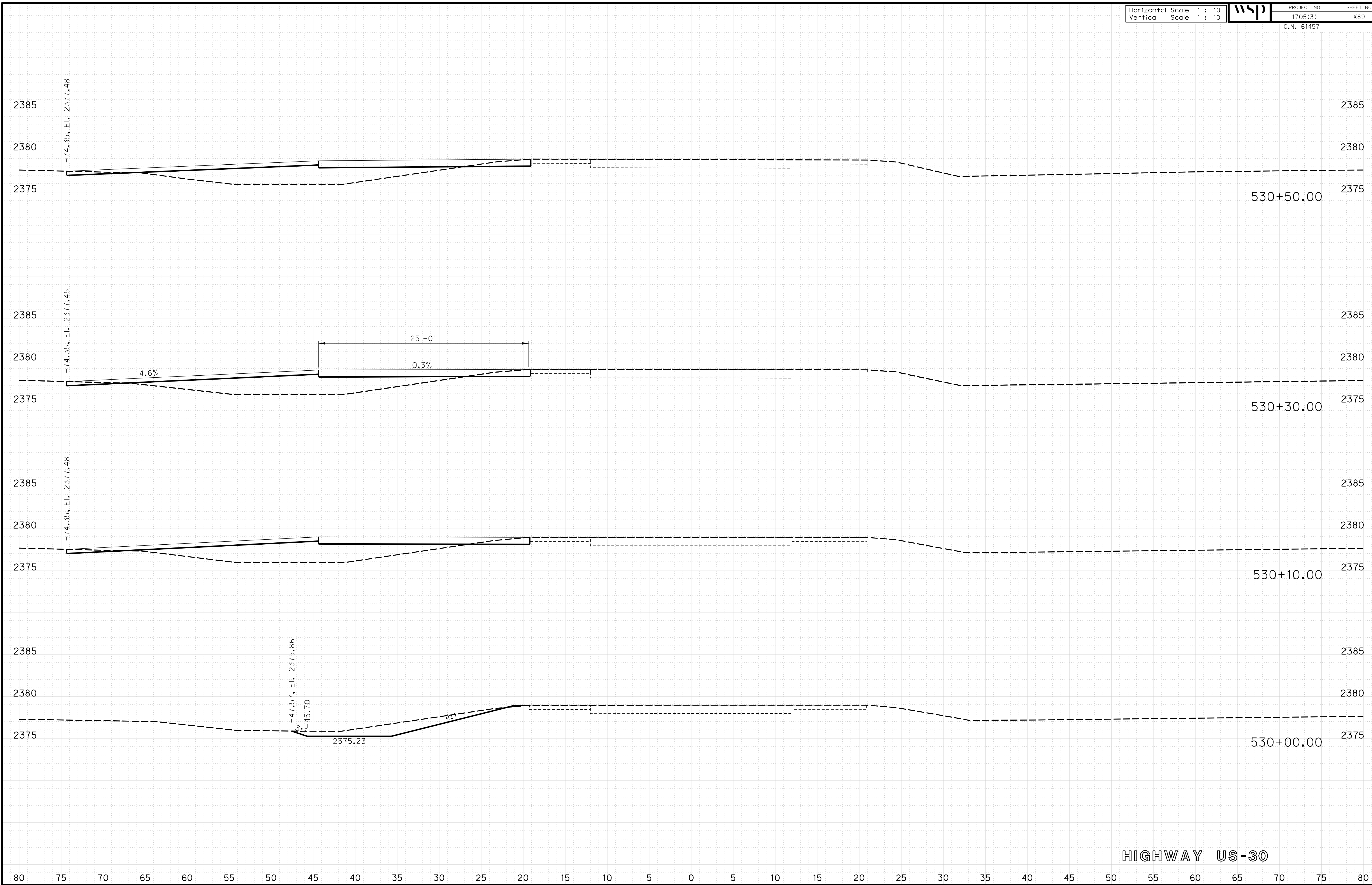
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X90

C.N. 61457

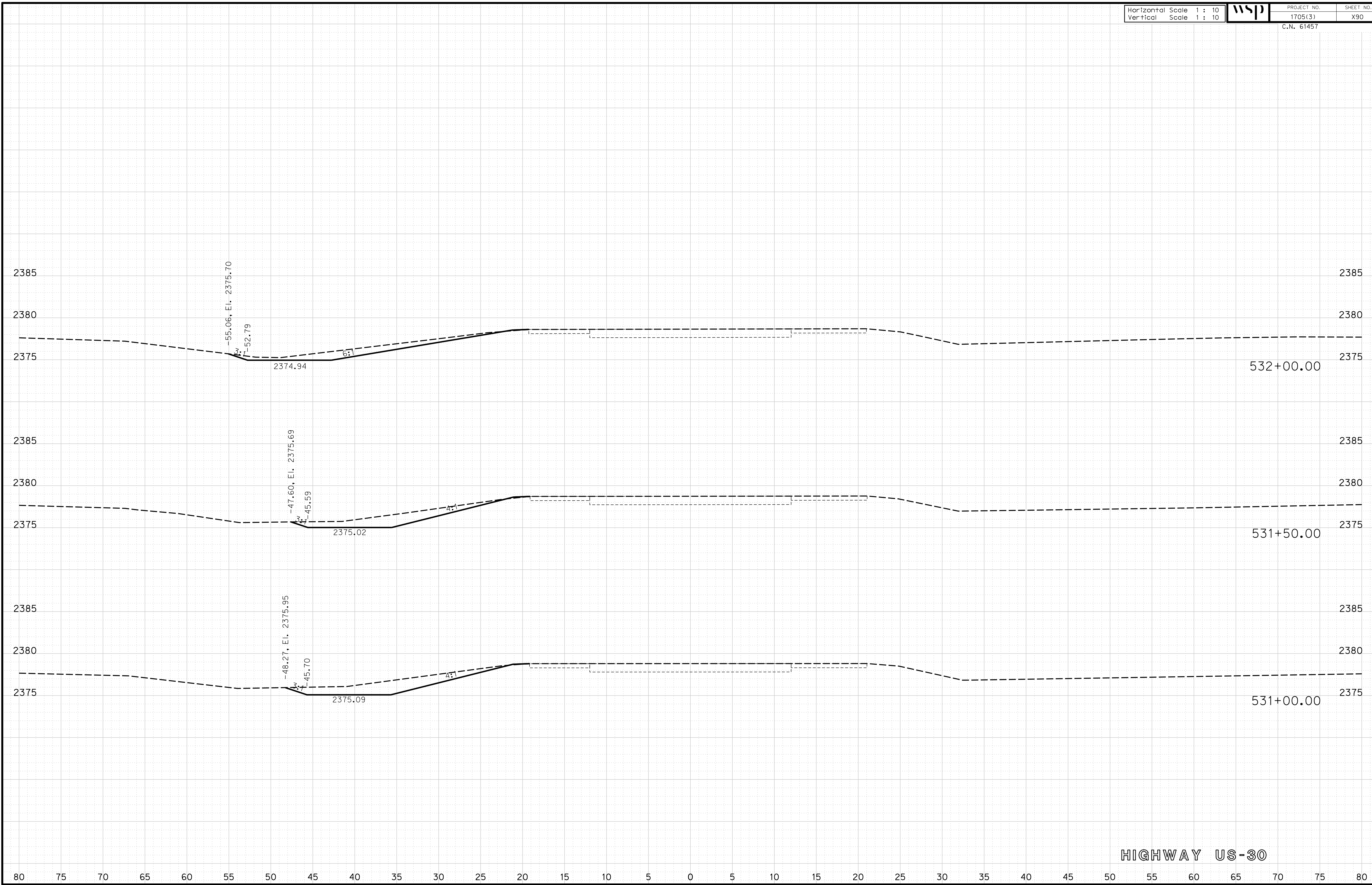
ROADWAY DESIGN DIVISION

Computer: 33CS3T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht03HWY30.dgn



HIGHWAY US-30

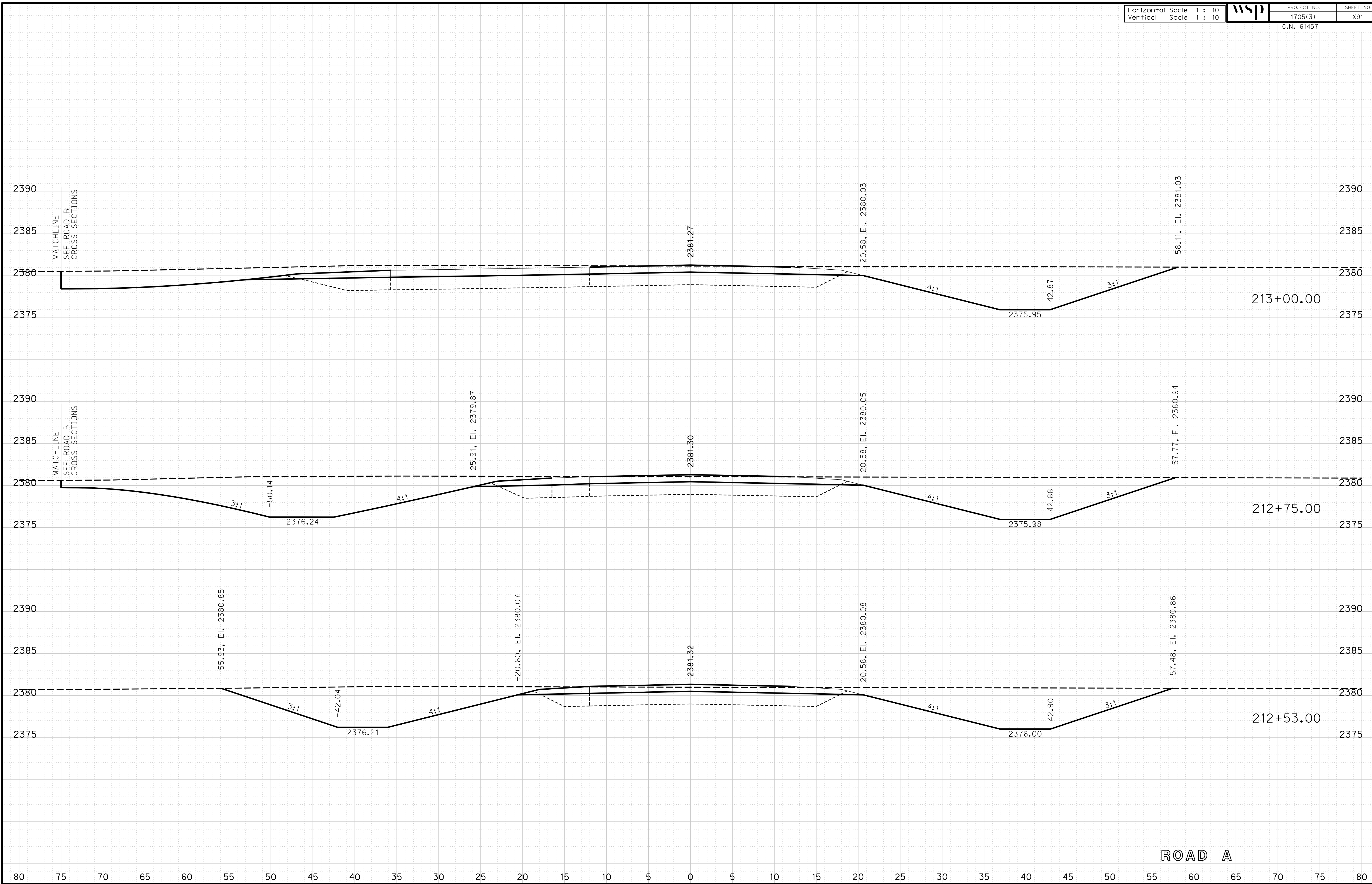
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X92

C.N. 61457

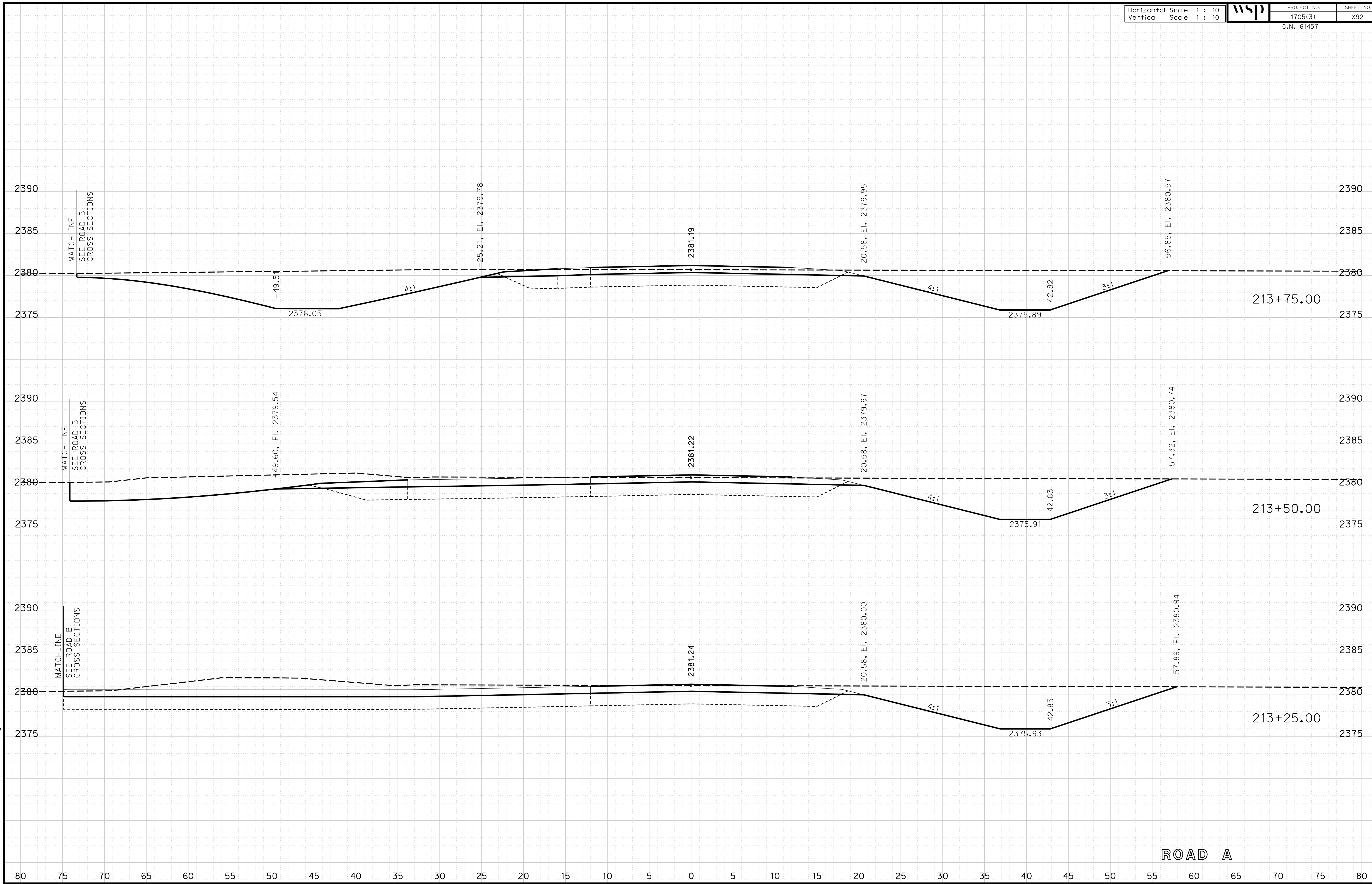
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X93

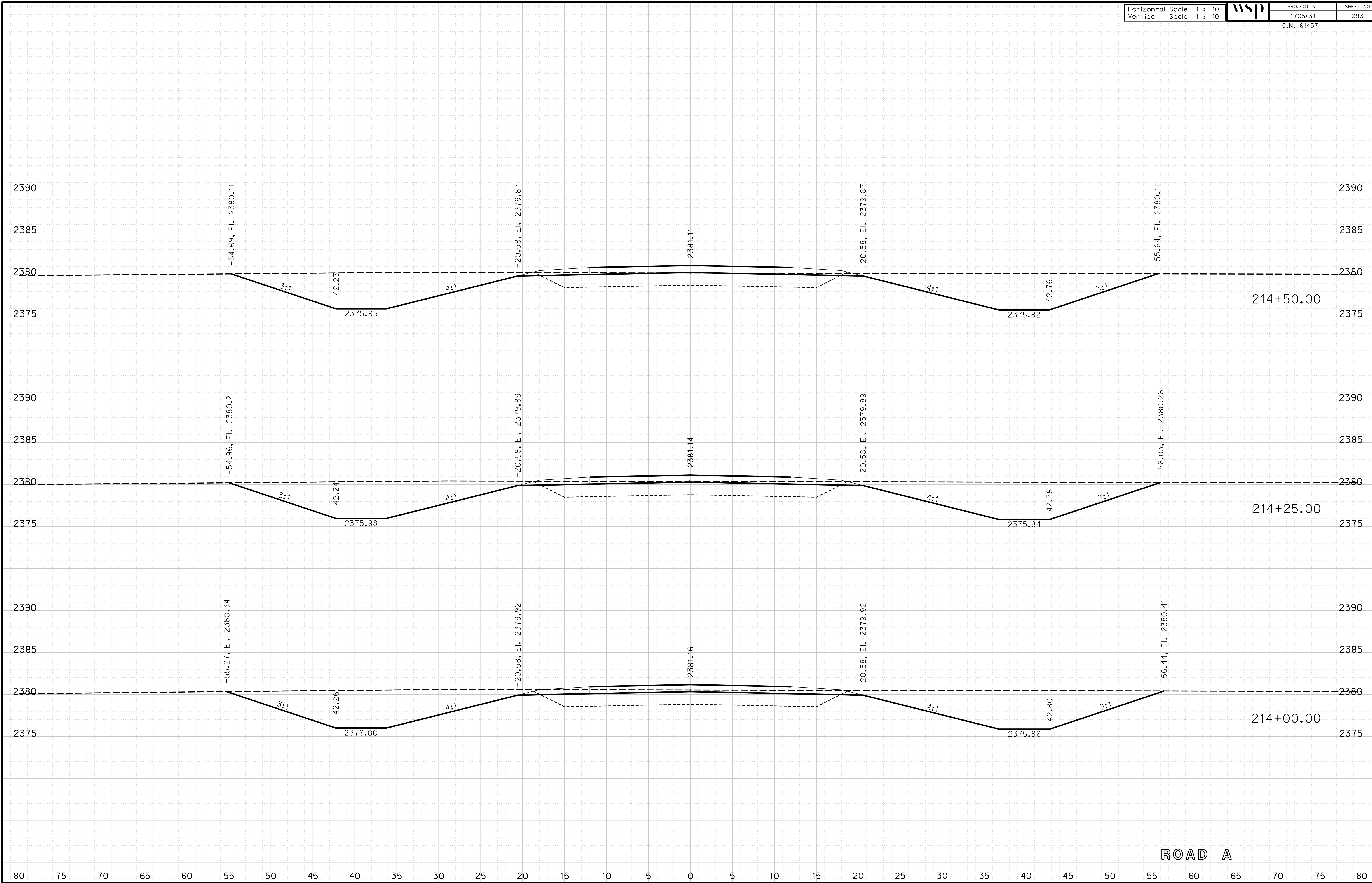
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X94

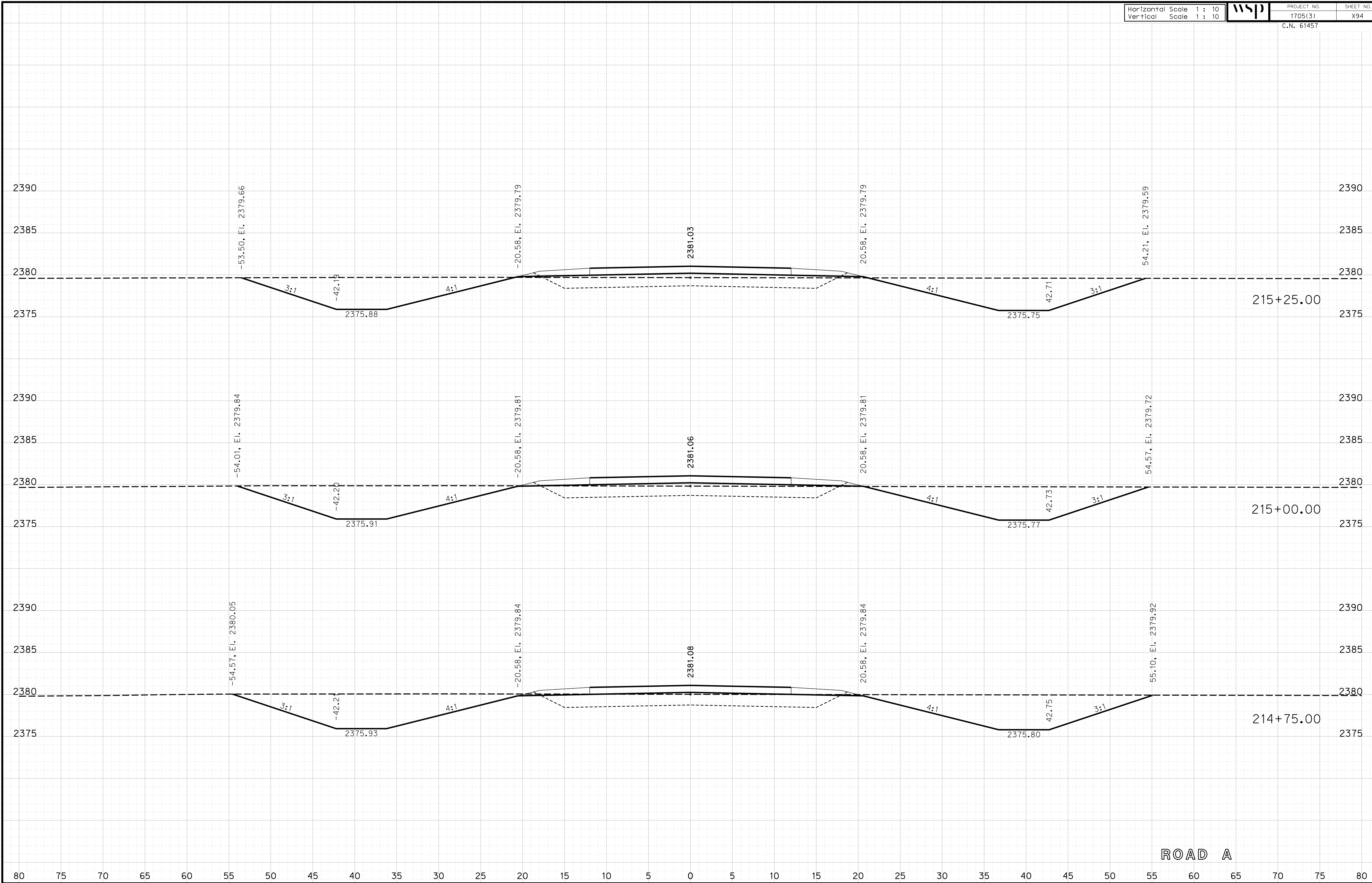
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X95

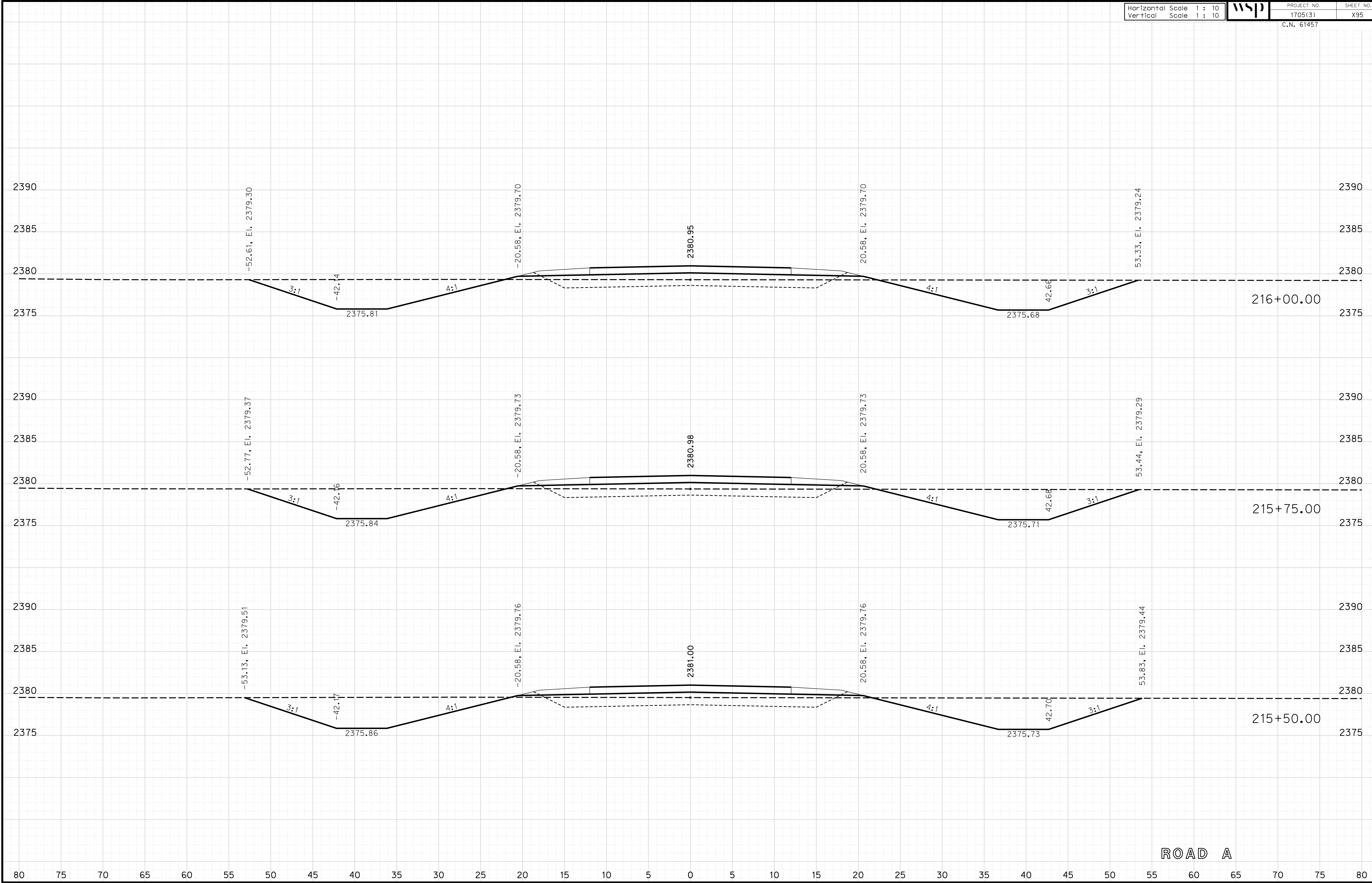
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X96

C.N. 61457

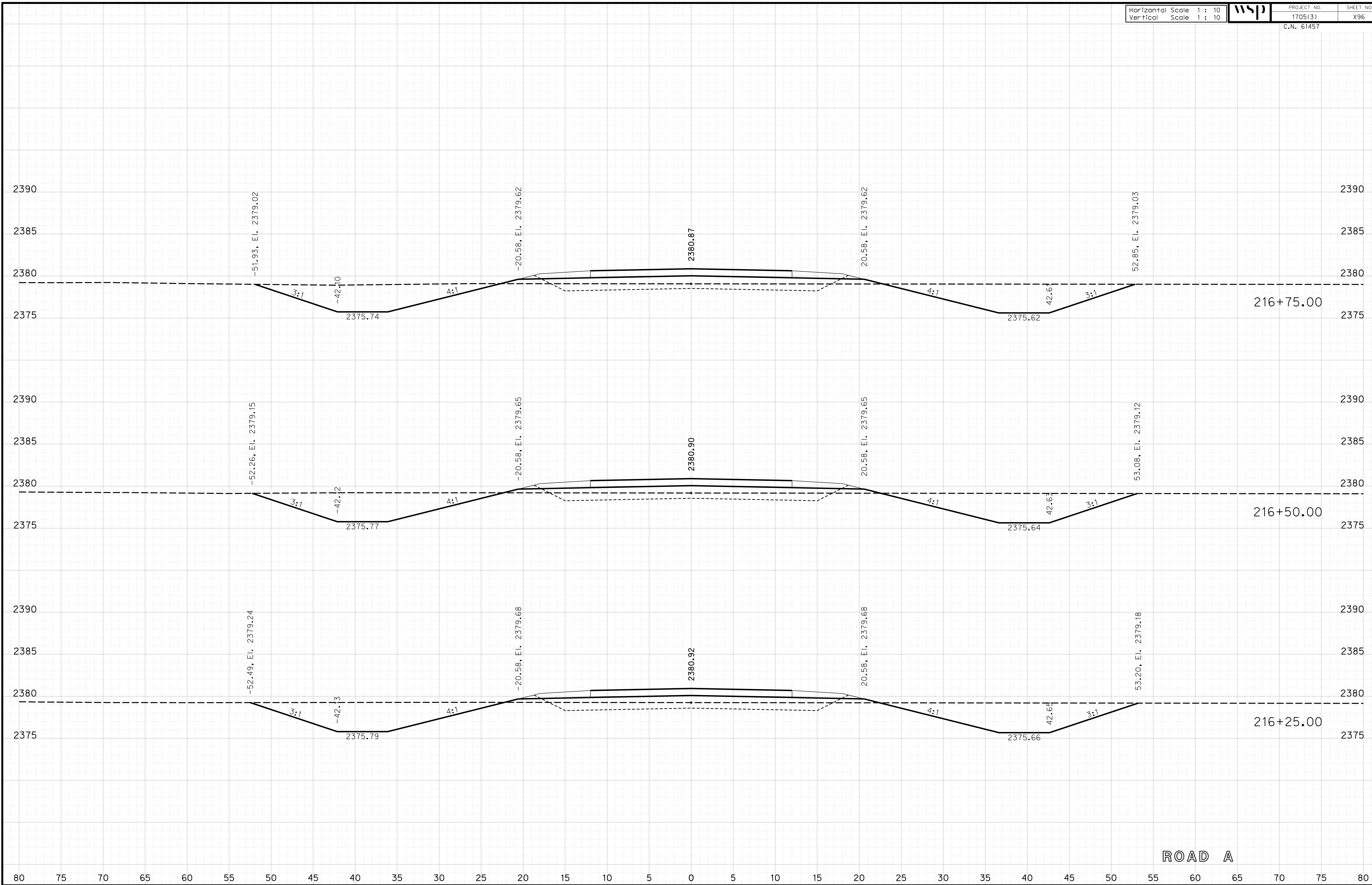
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X97

C.N. 61457

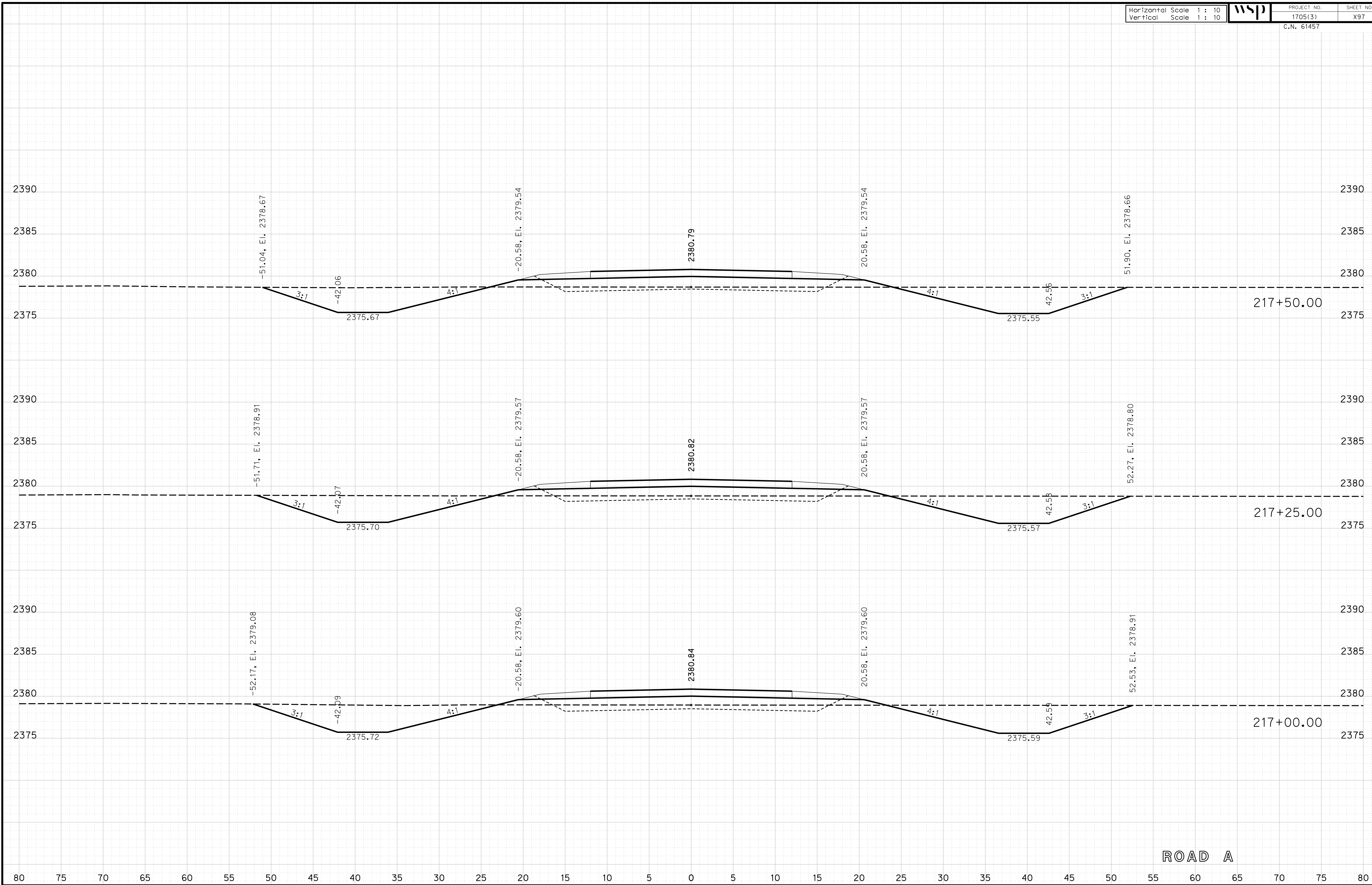
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X98

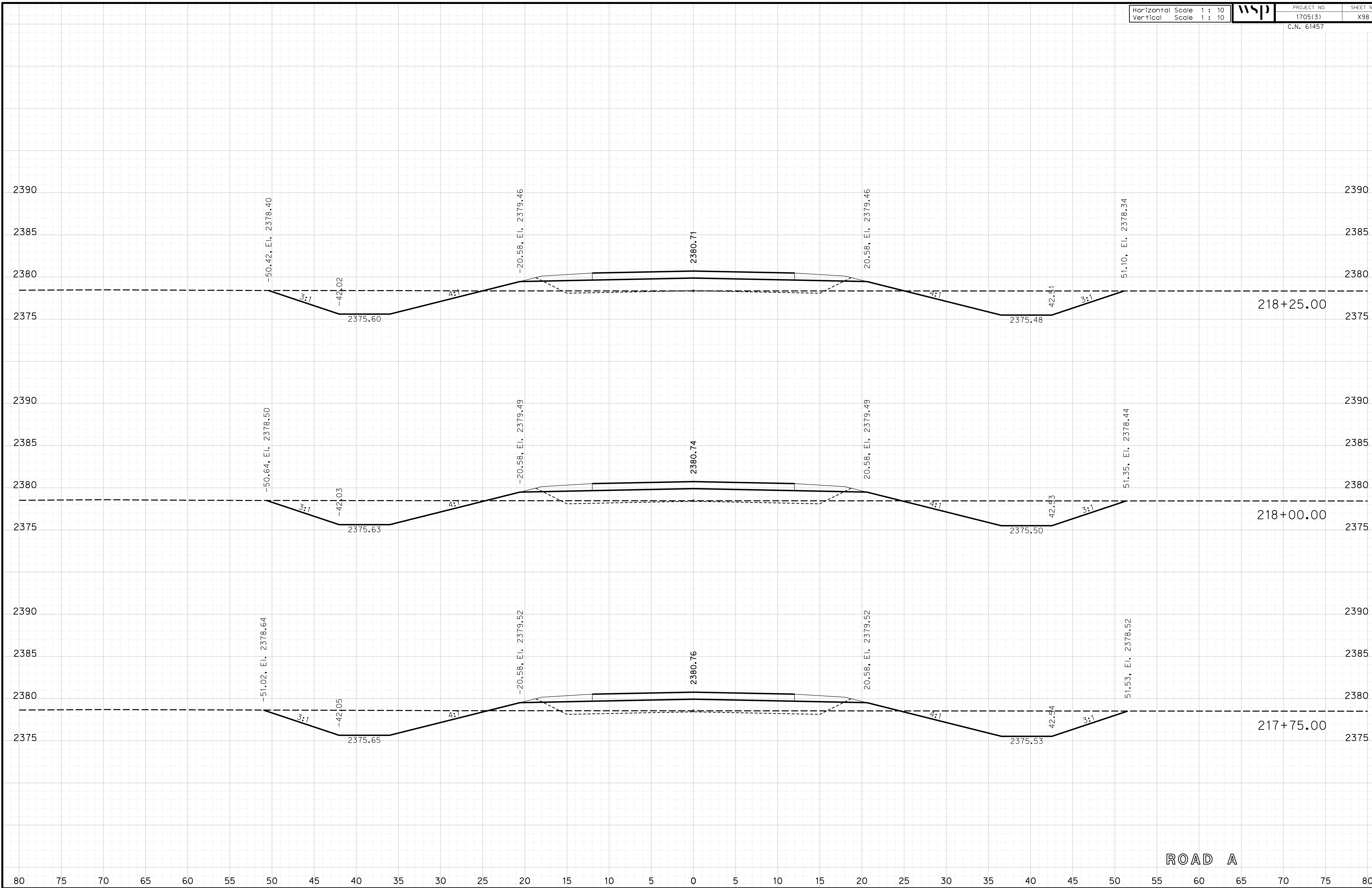
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X99
C.N. 61457

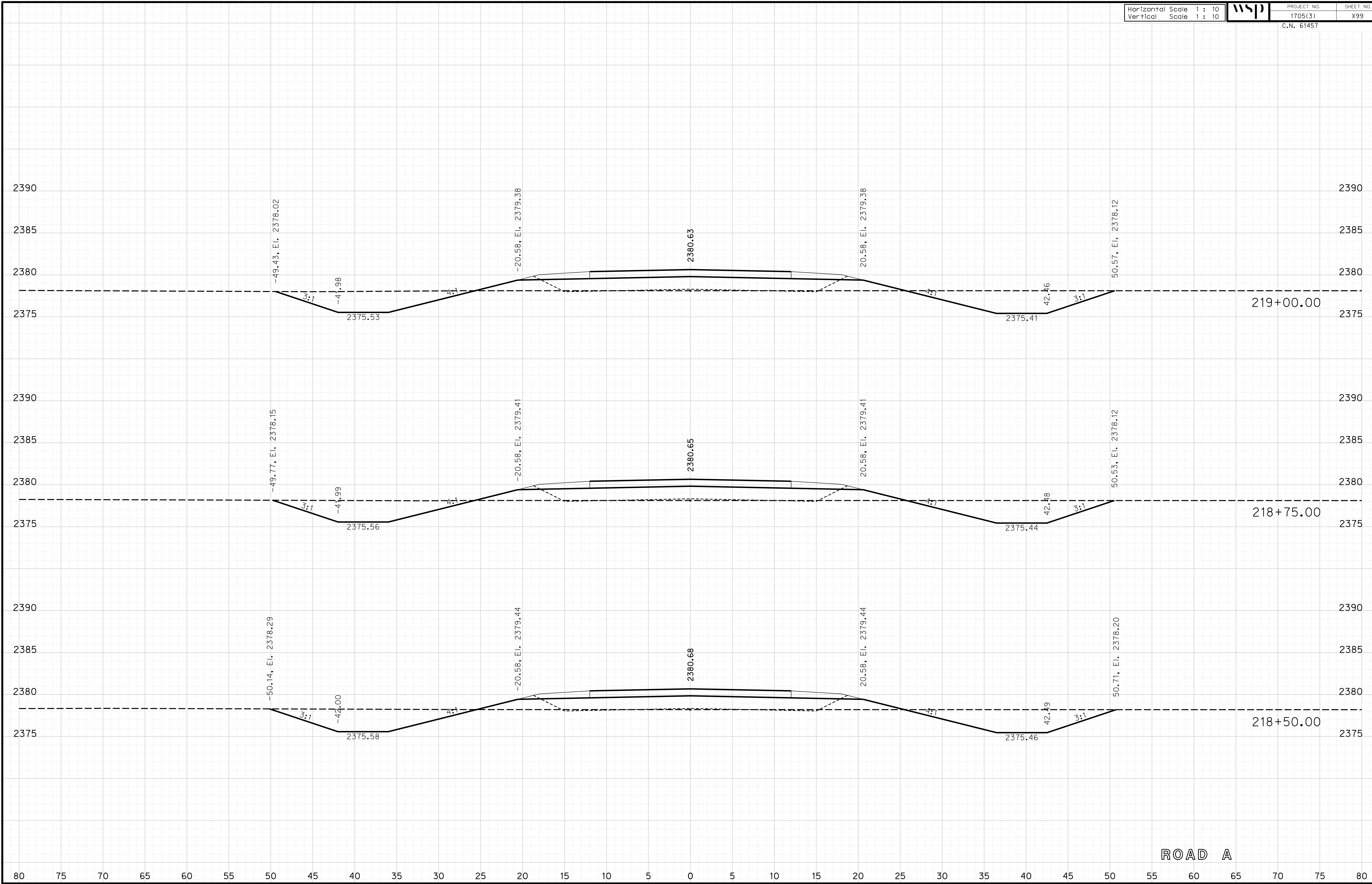
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X100

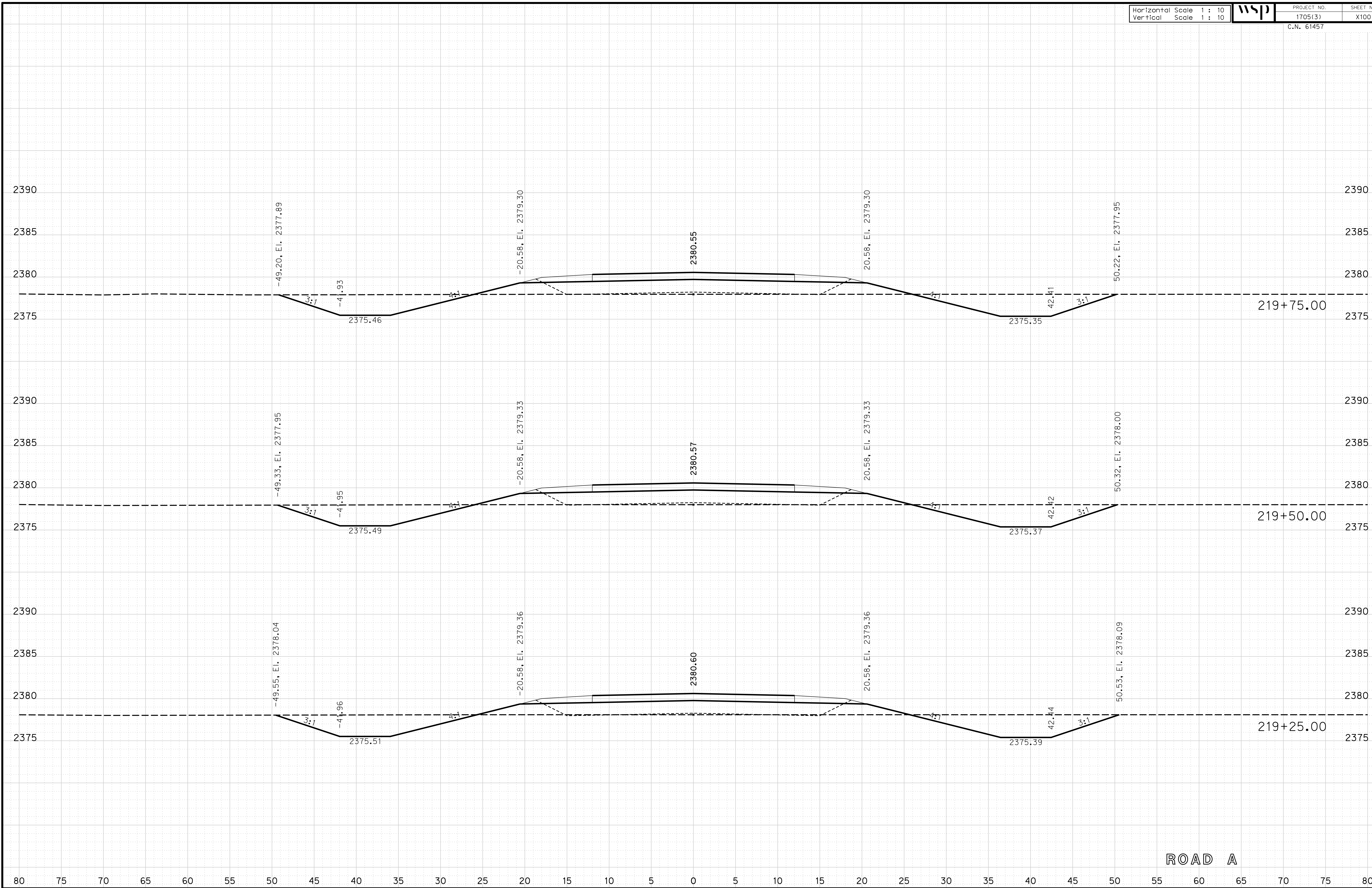
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X101

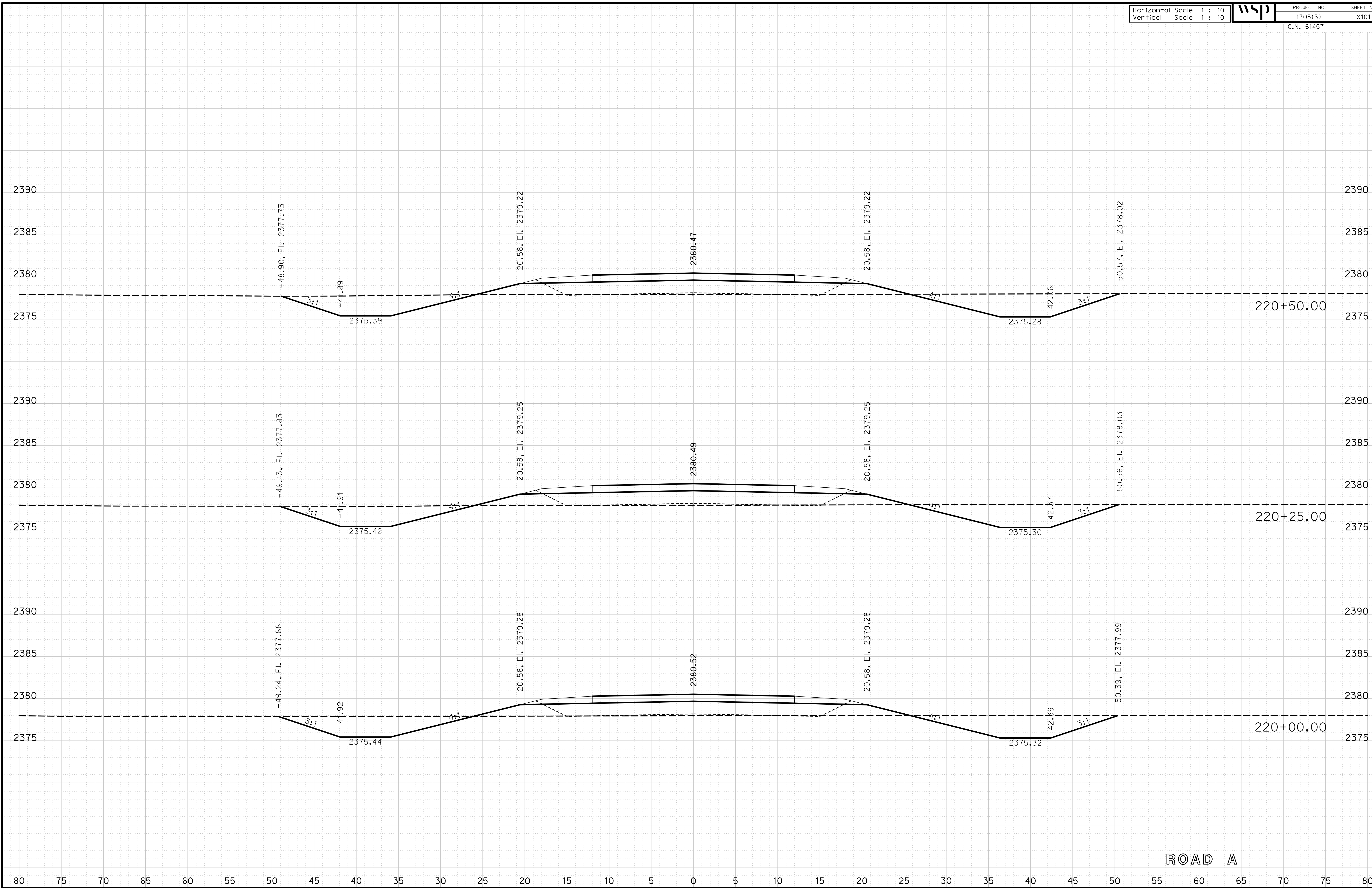
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X102

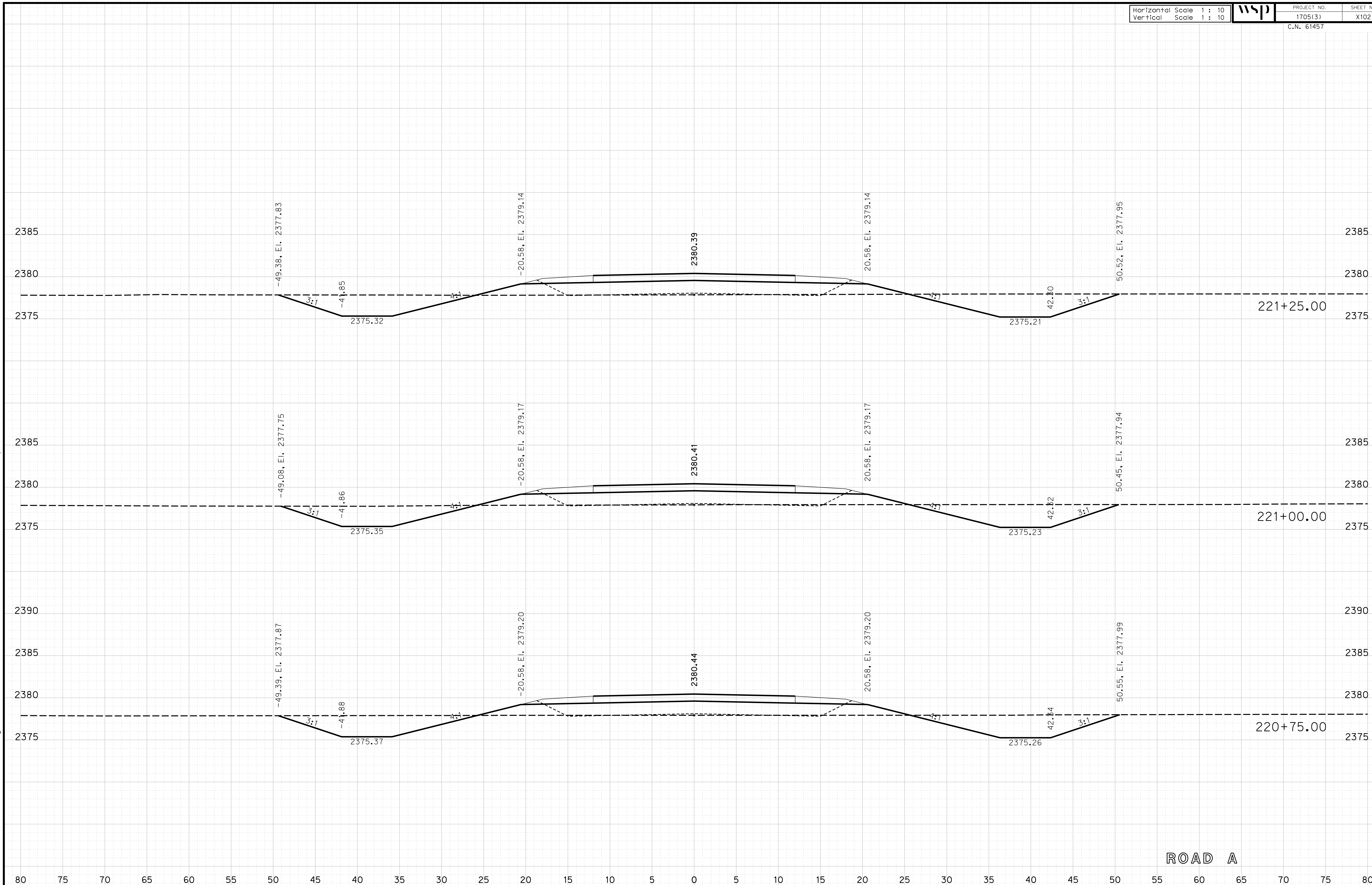
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X103

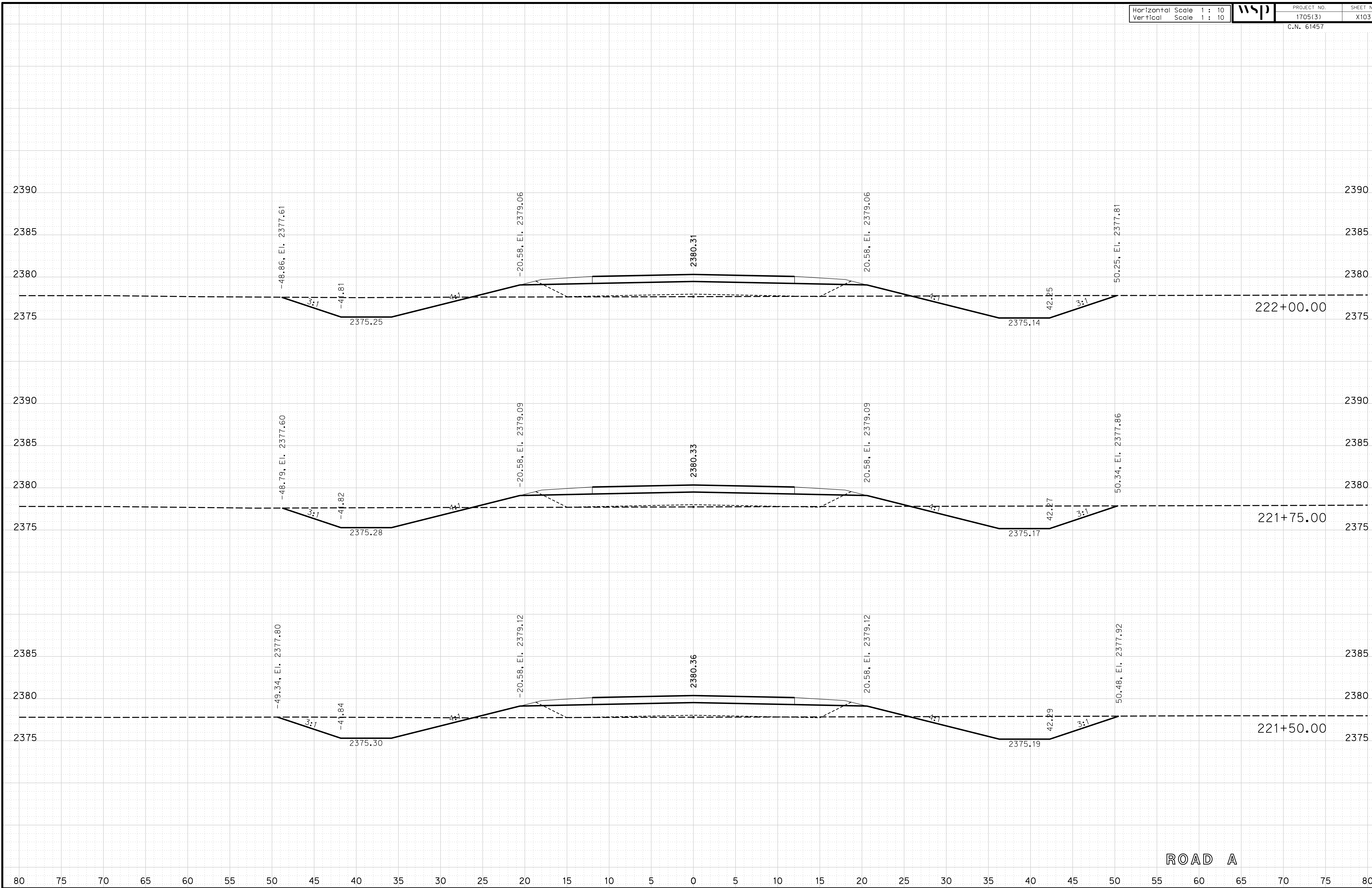
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X104

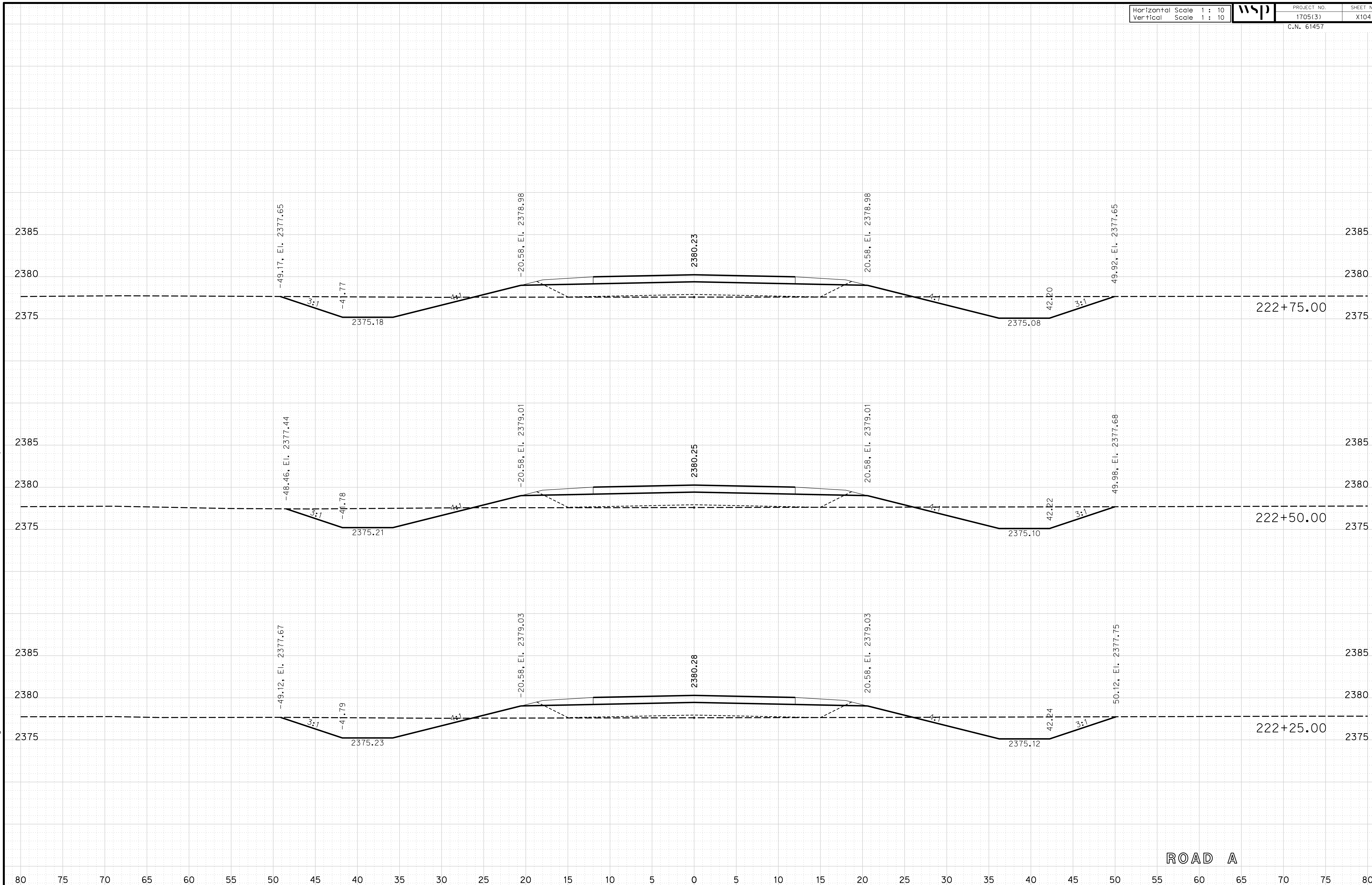
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X105

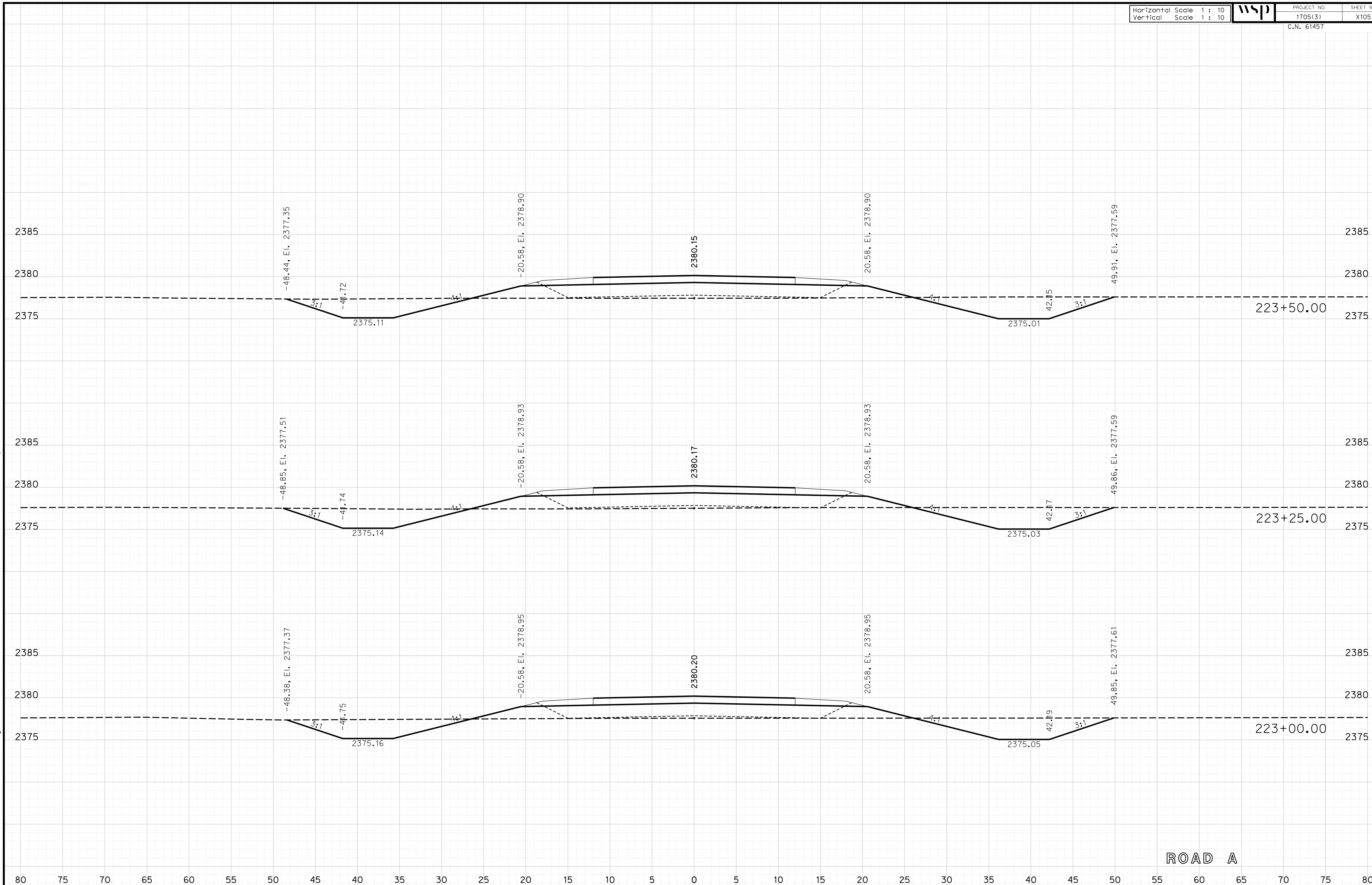
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X106

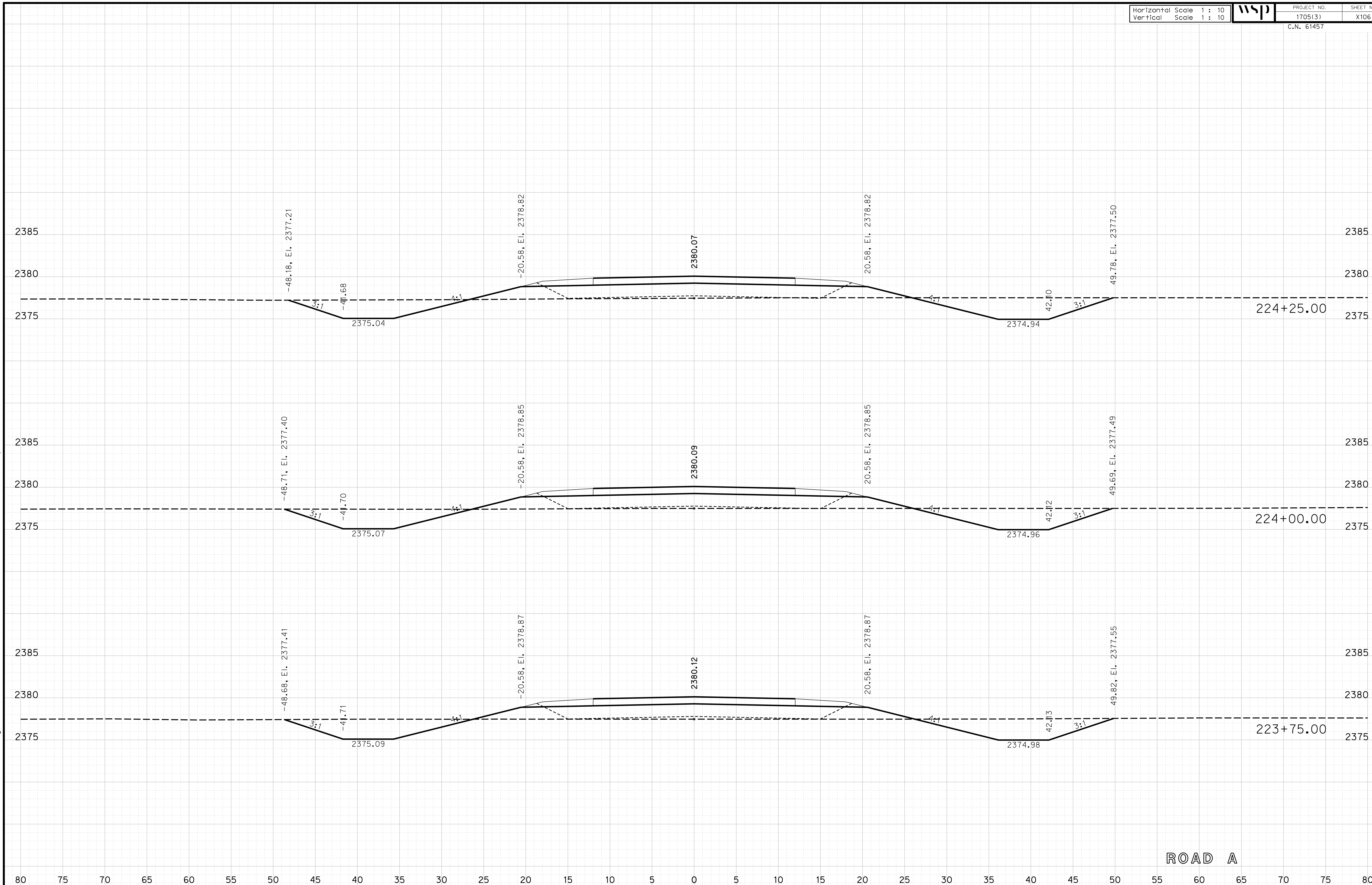
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X107

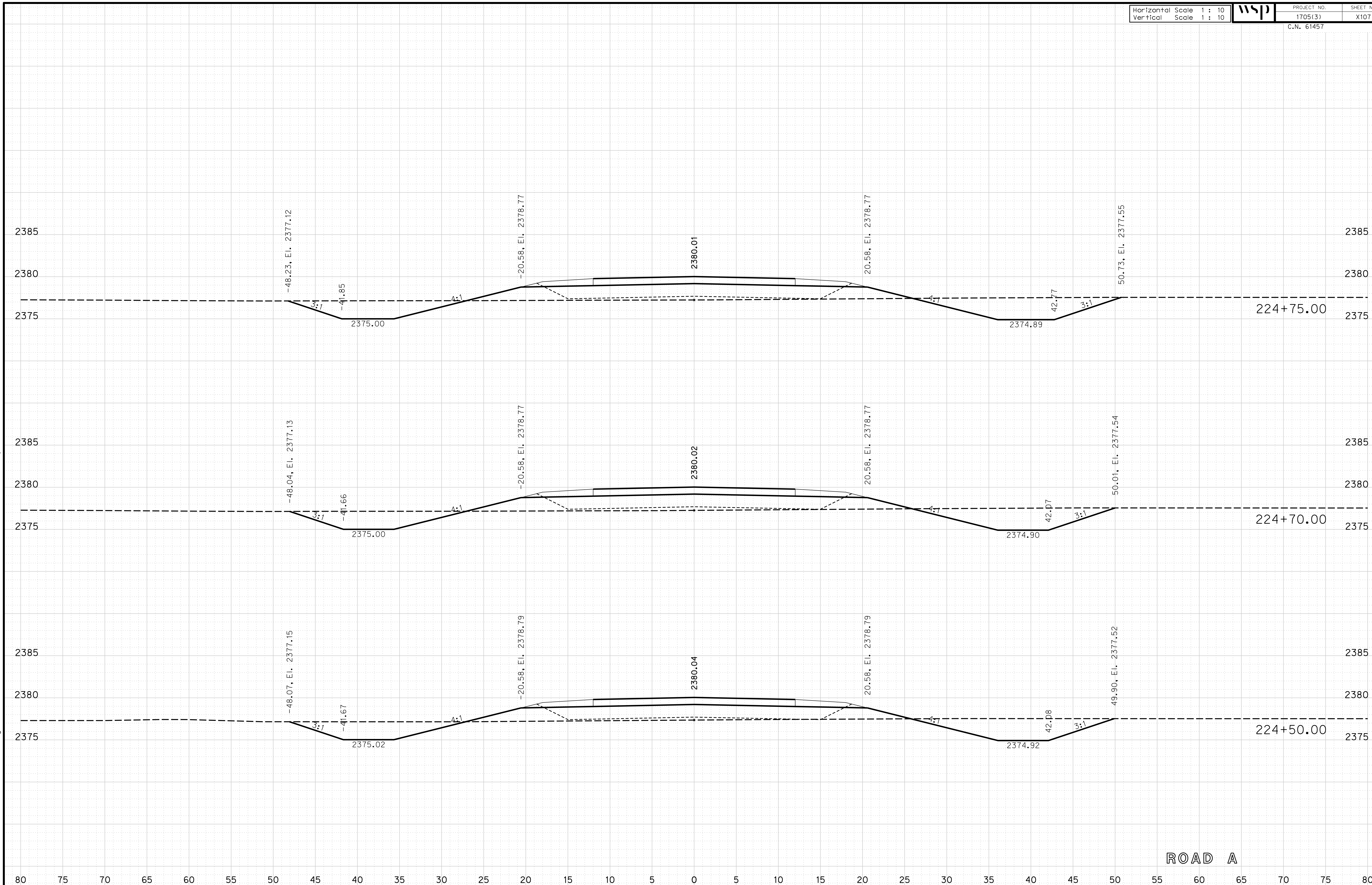
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X108
C.N. 61457

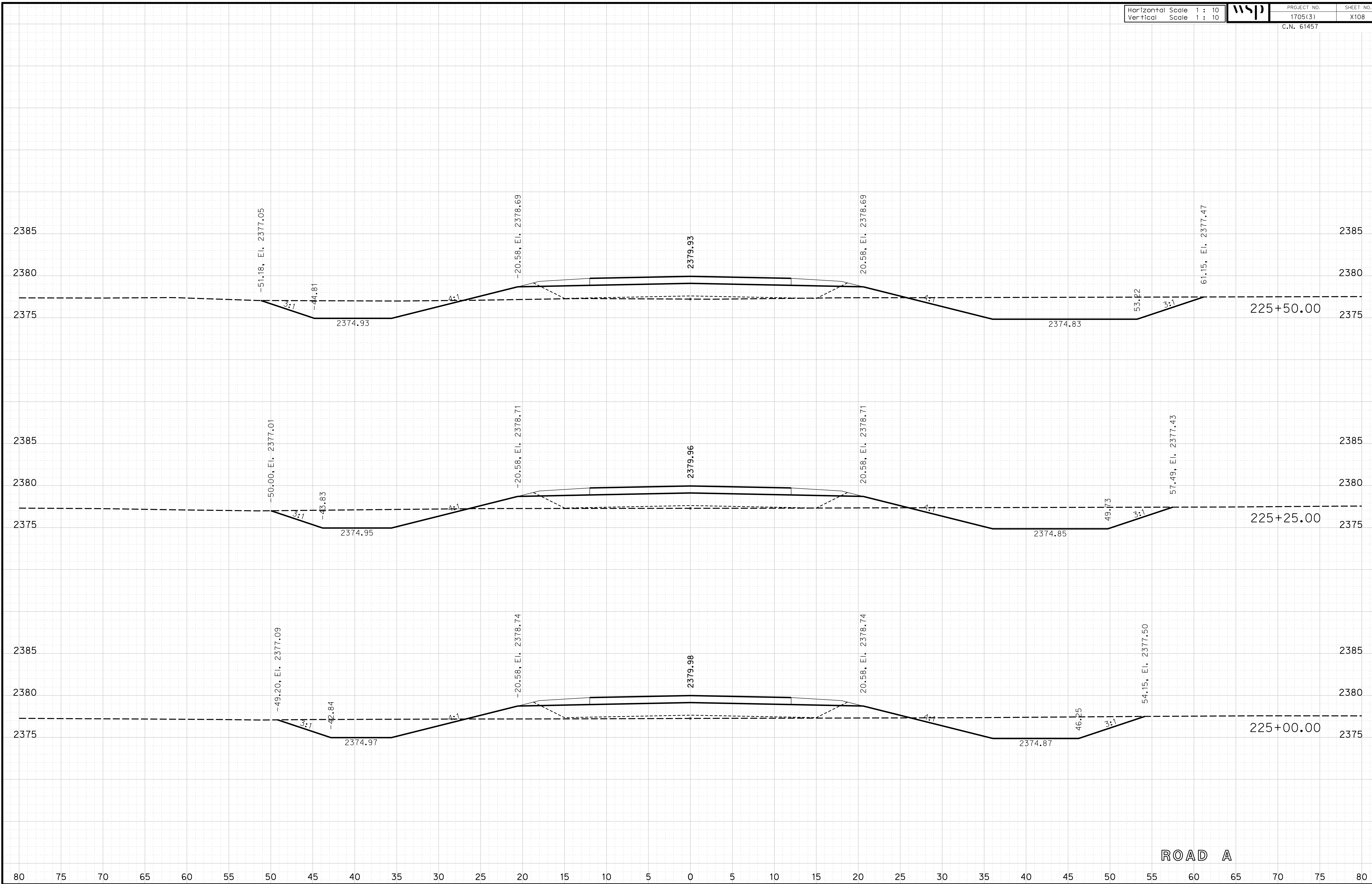
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht04RoadA.dgn



ROAD A

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X109

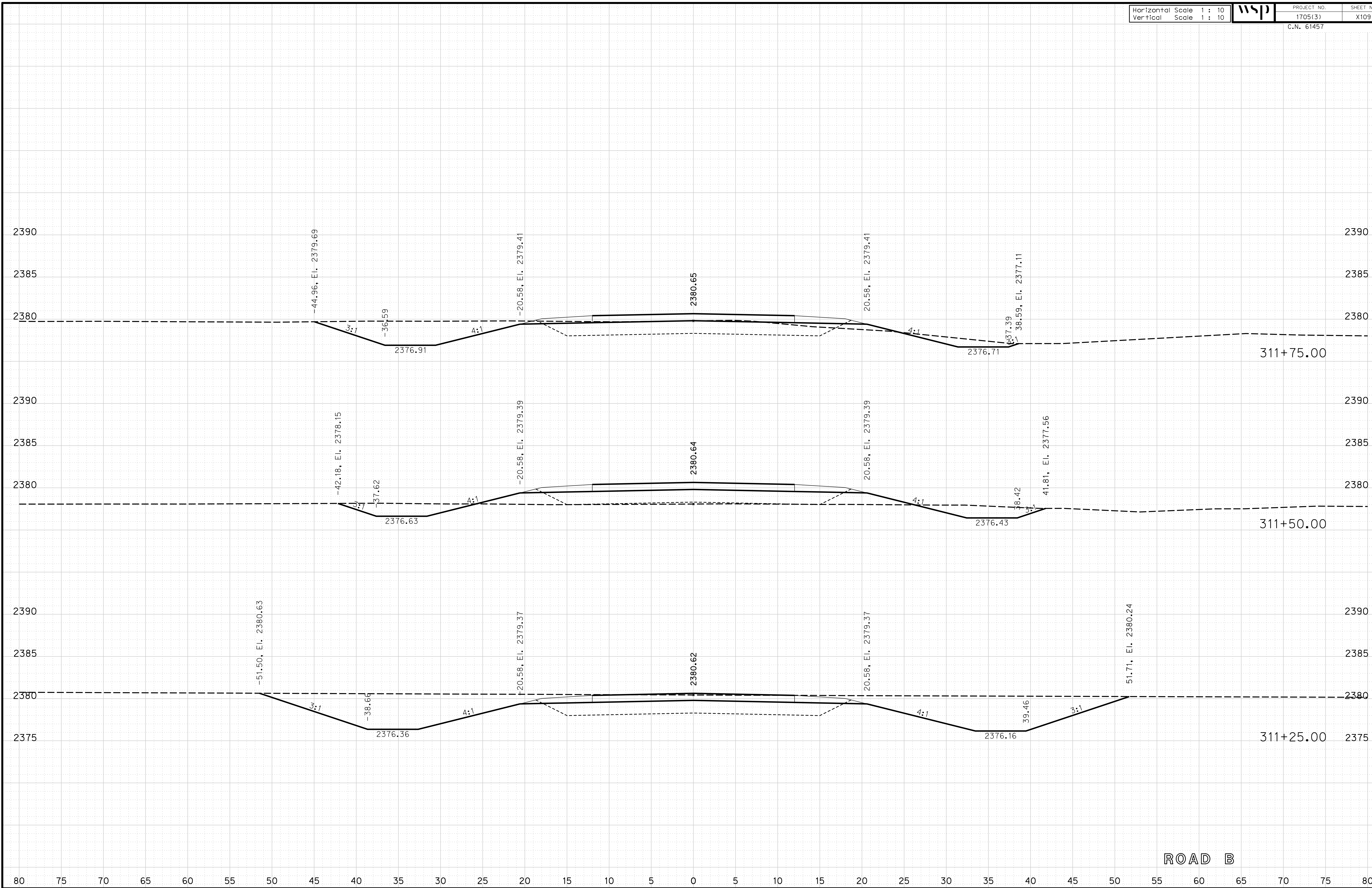
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



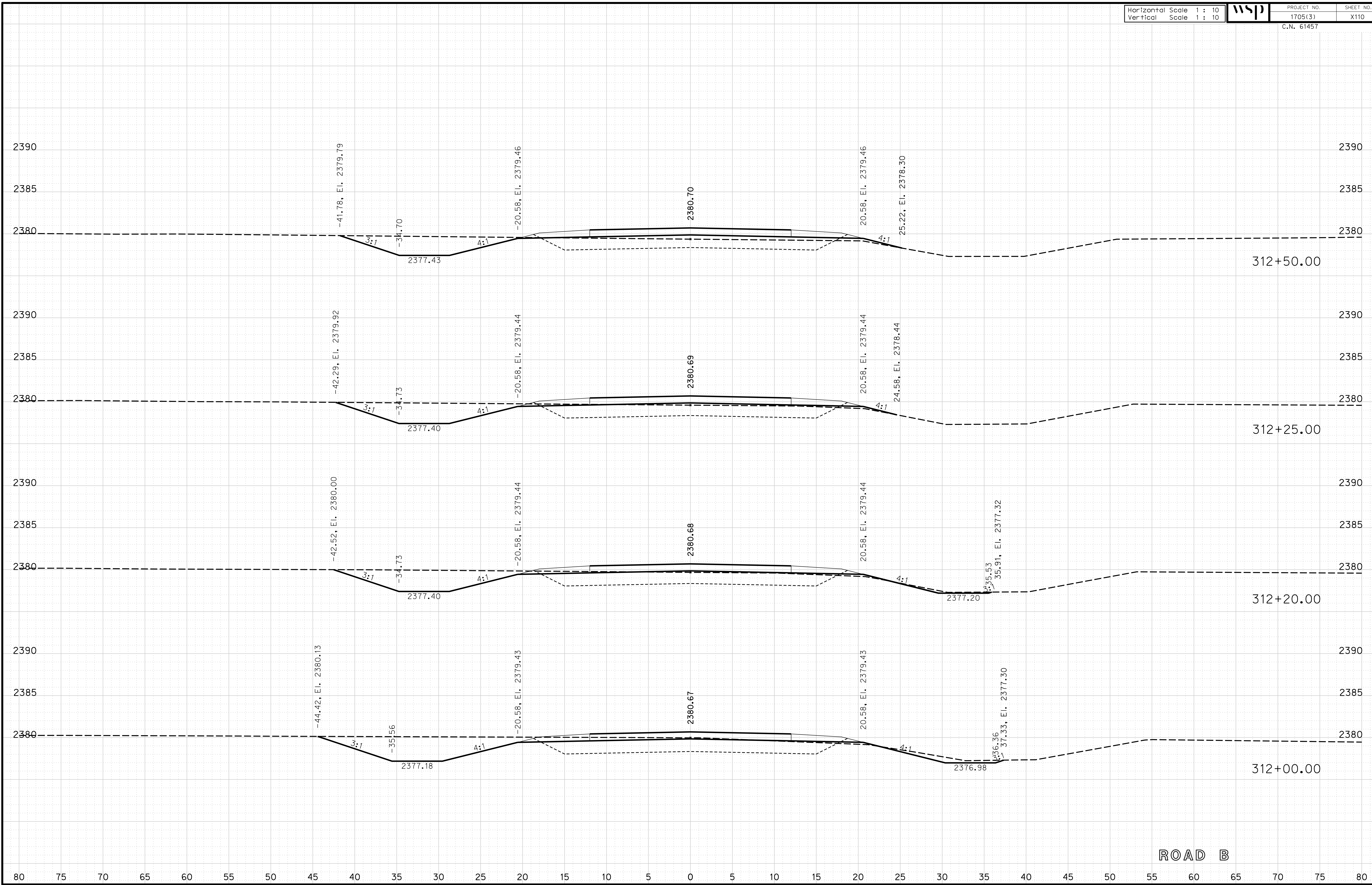
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X111

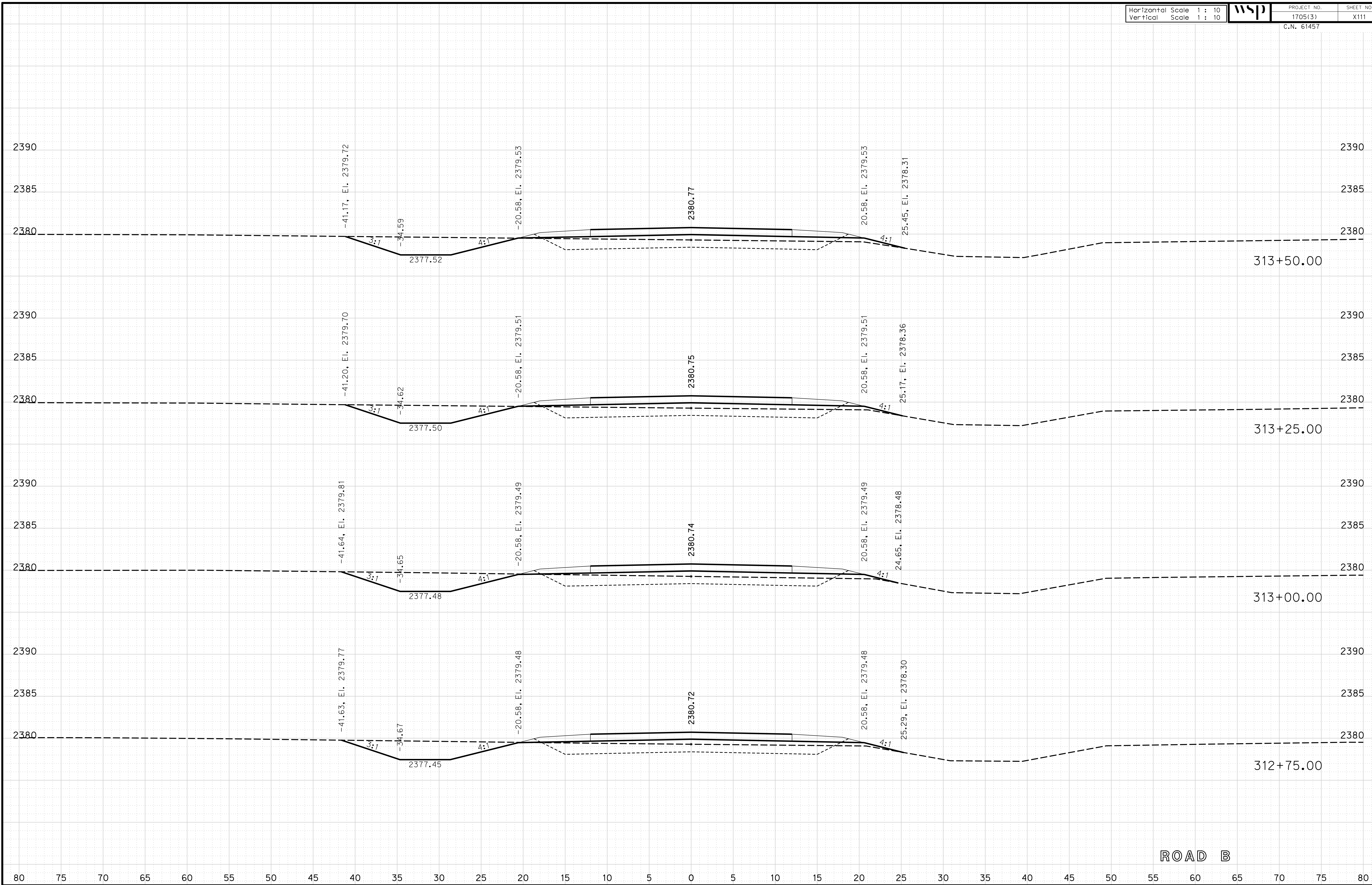
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X112

C.N. 61457

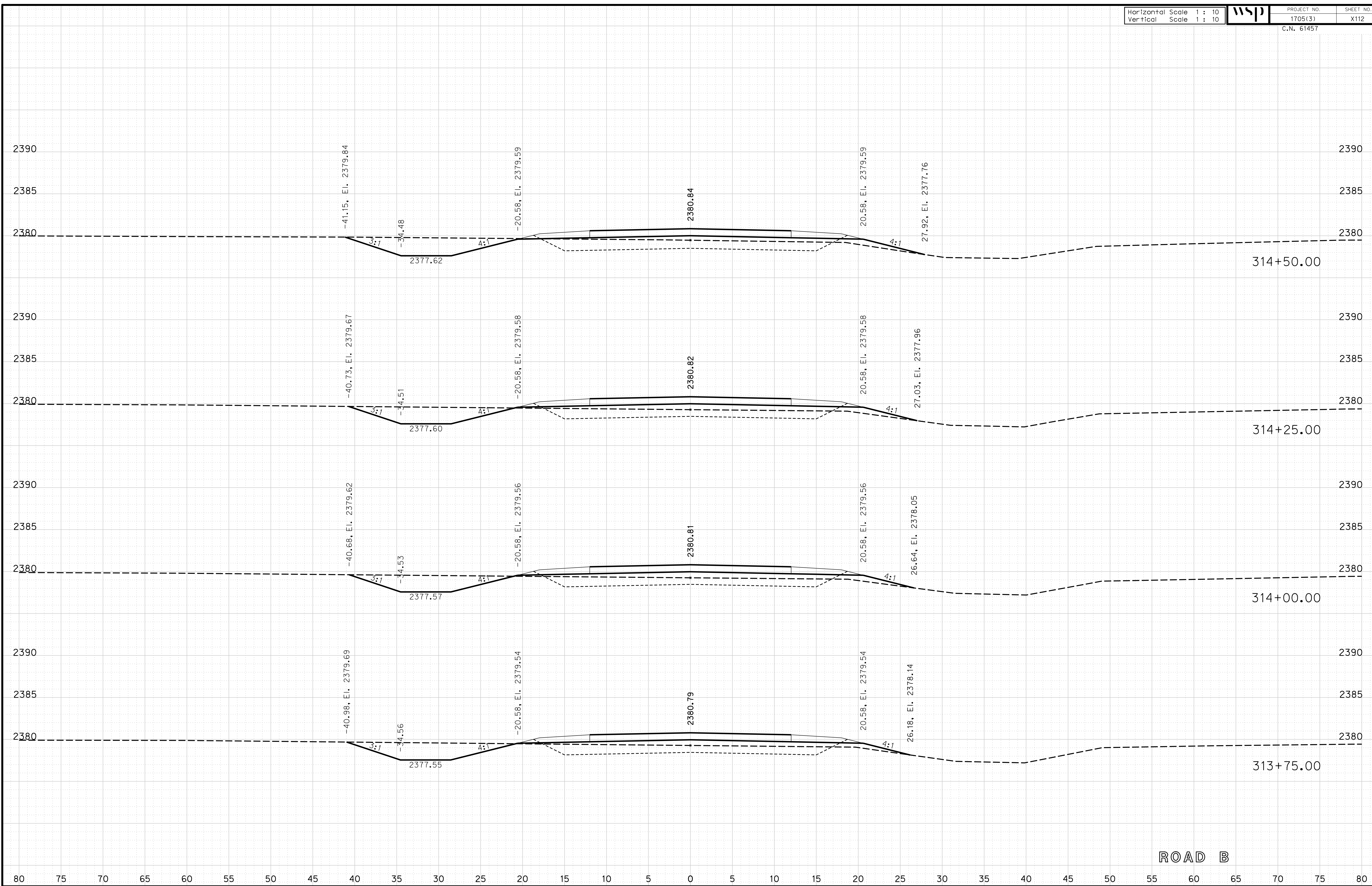
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X113

C.N. 61457

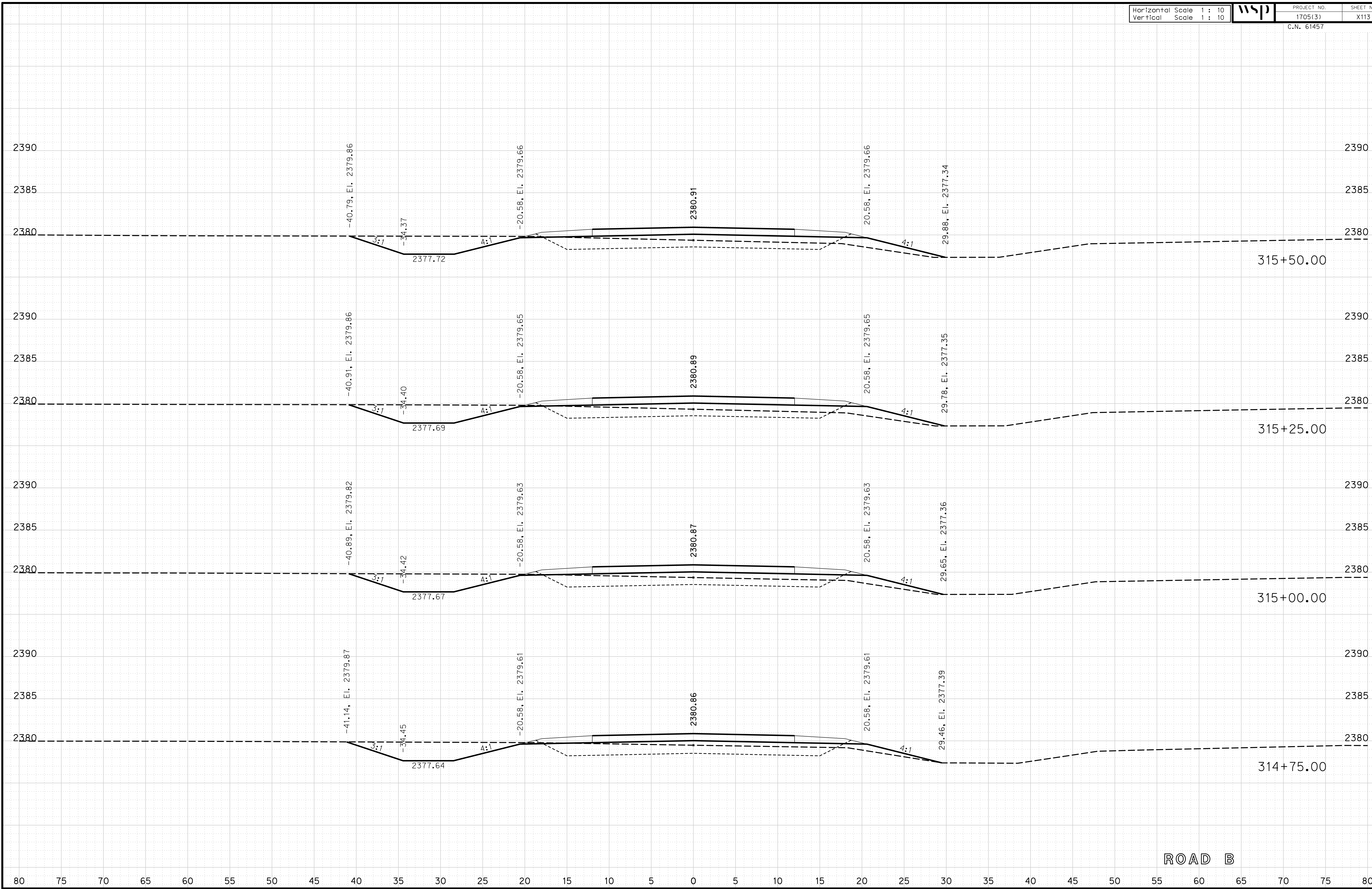
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X114
C.N. 61457

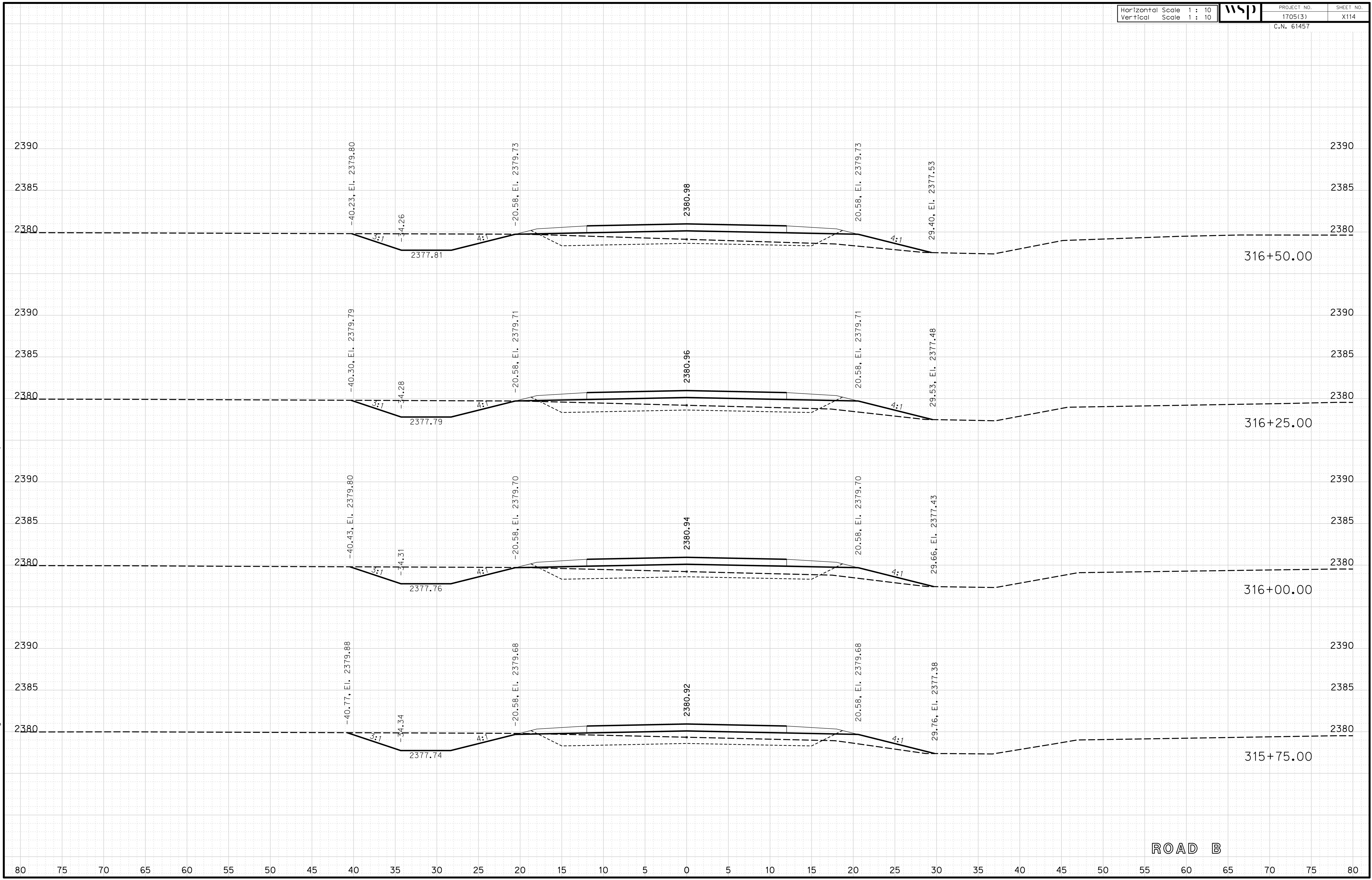
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X115

C.N. 61457

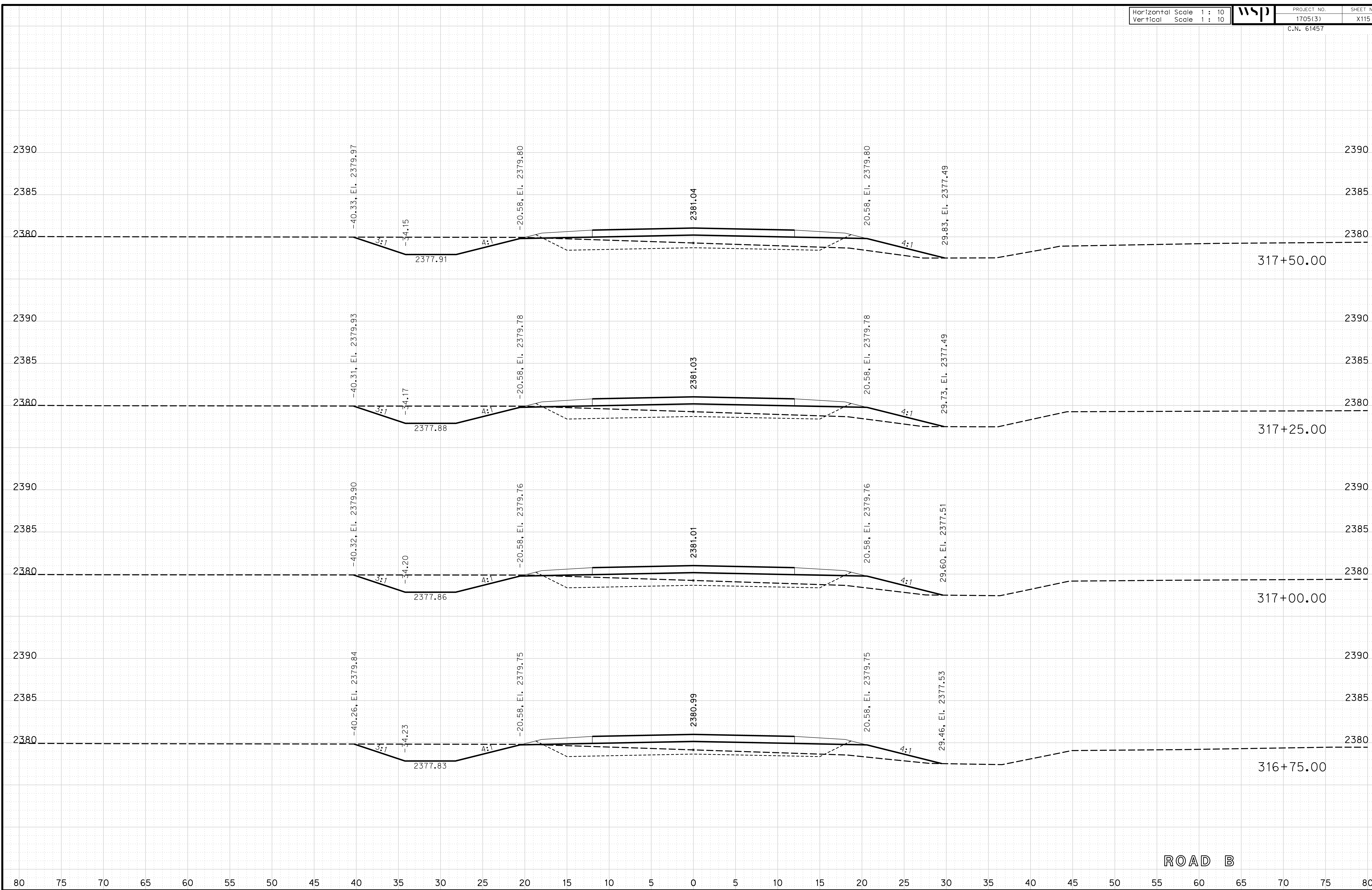
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X116

C.N. 61457

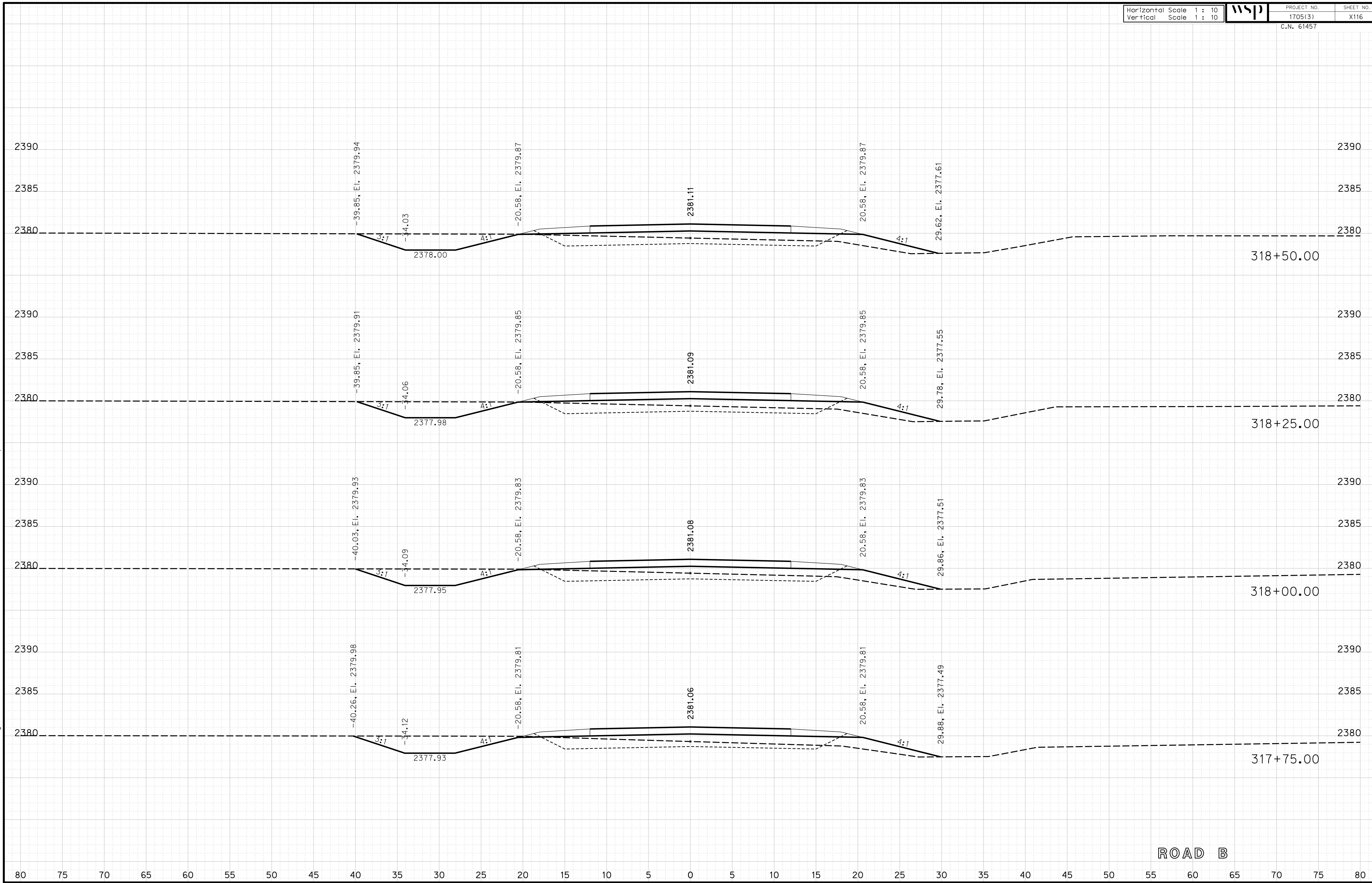
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X117

C.N. 61457

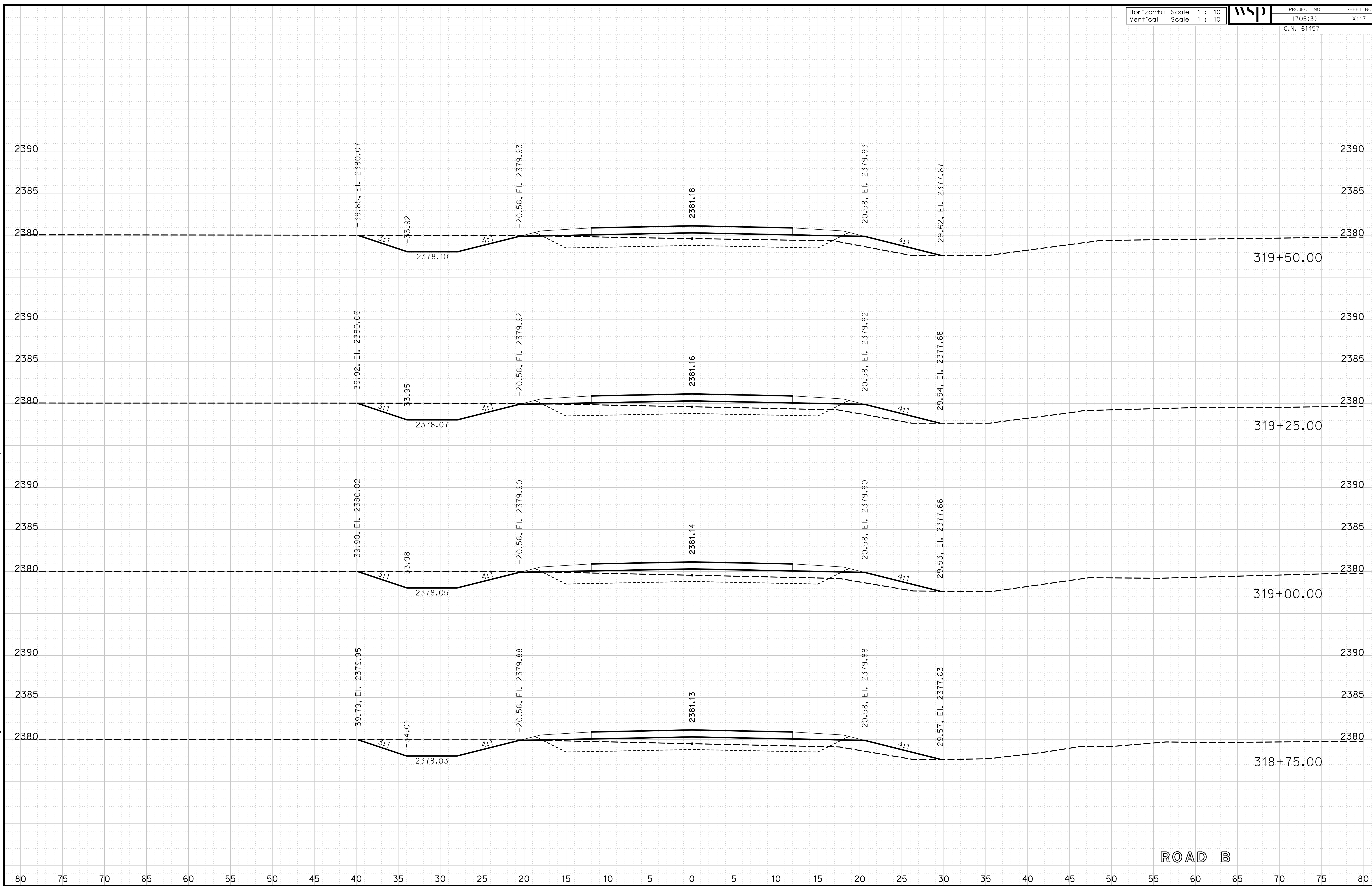
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X118

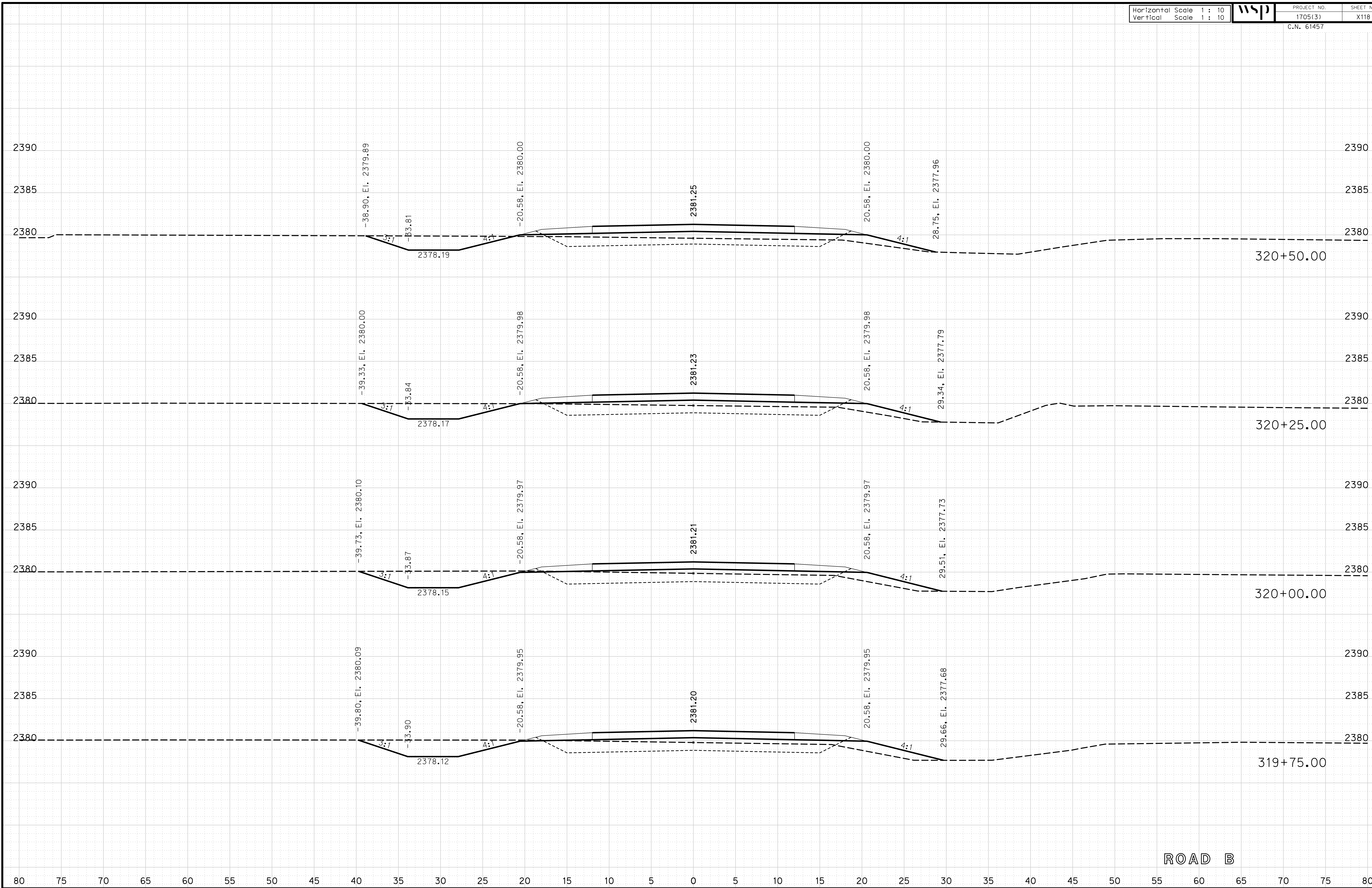
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X119

C.N. 61457

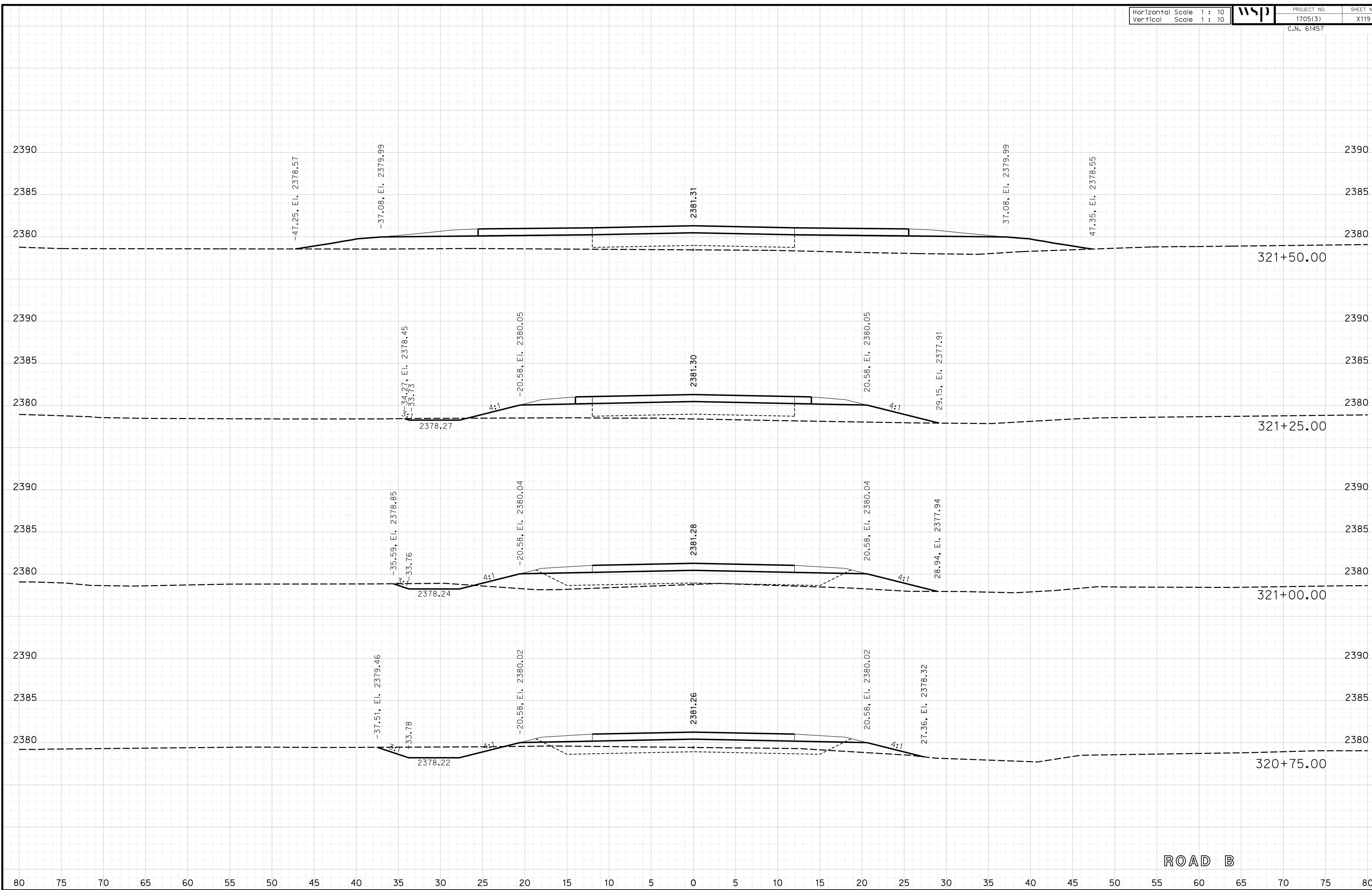
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X120
C.N. 61457

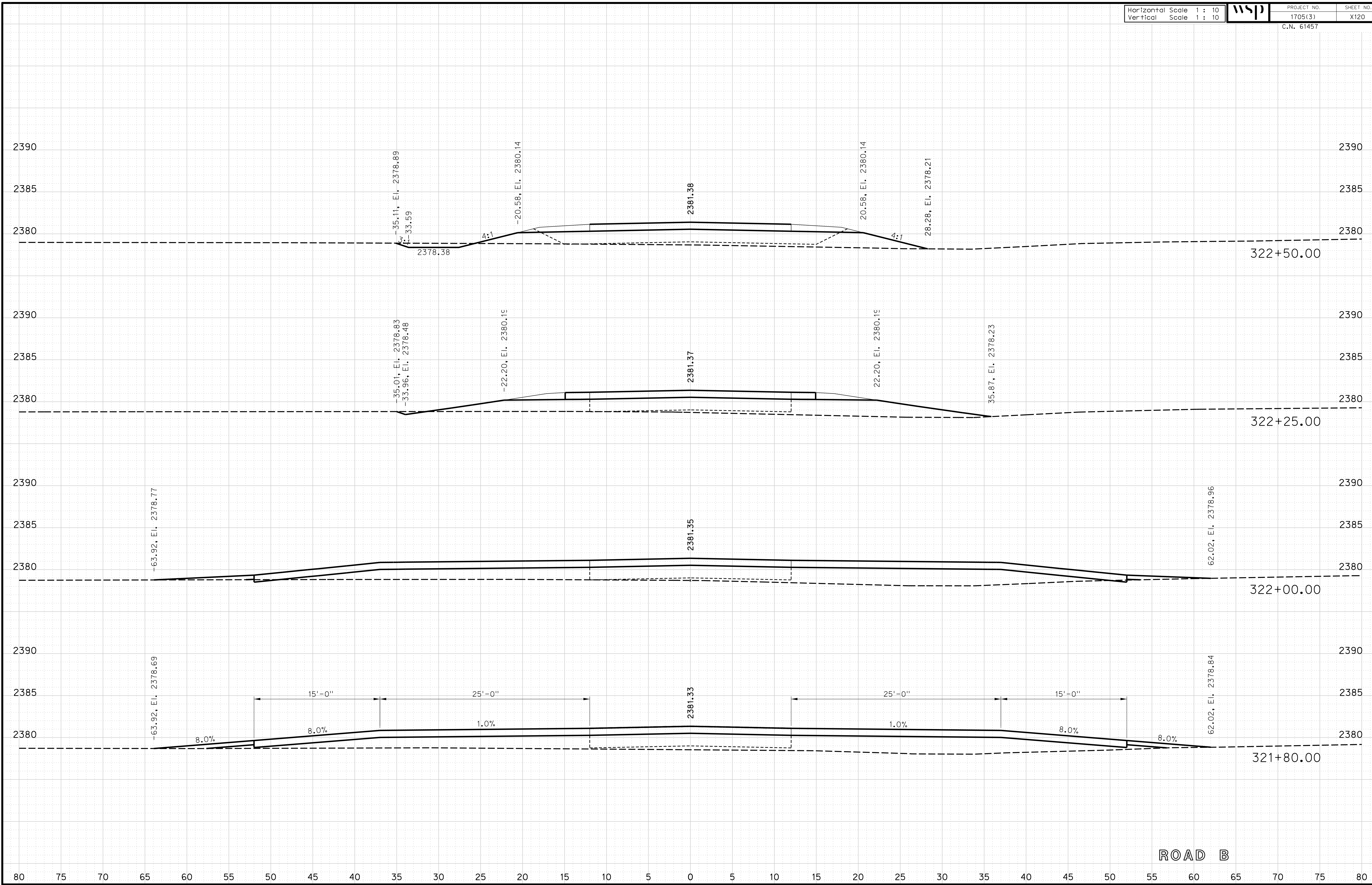
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X121

C.N. 61457

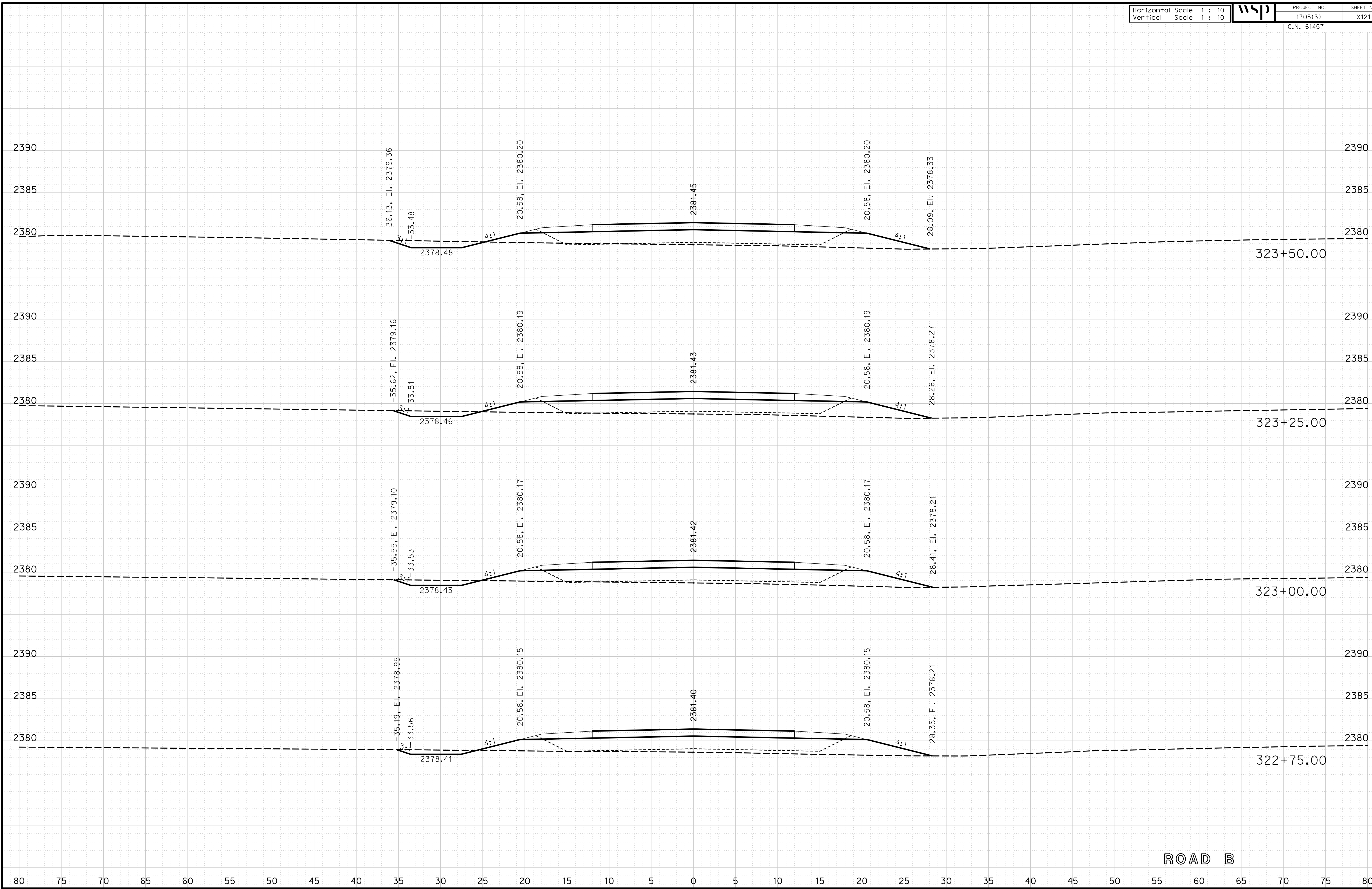
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X122

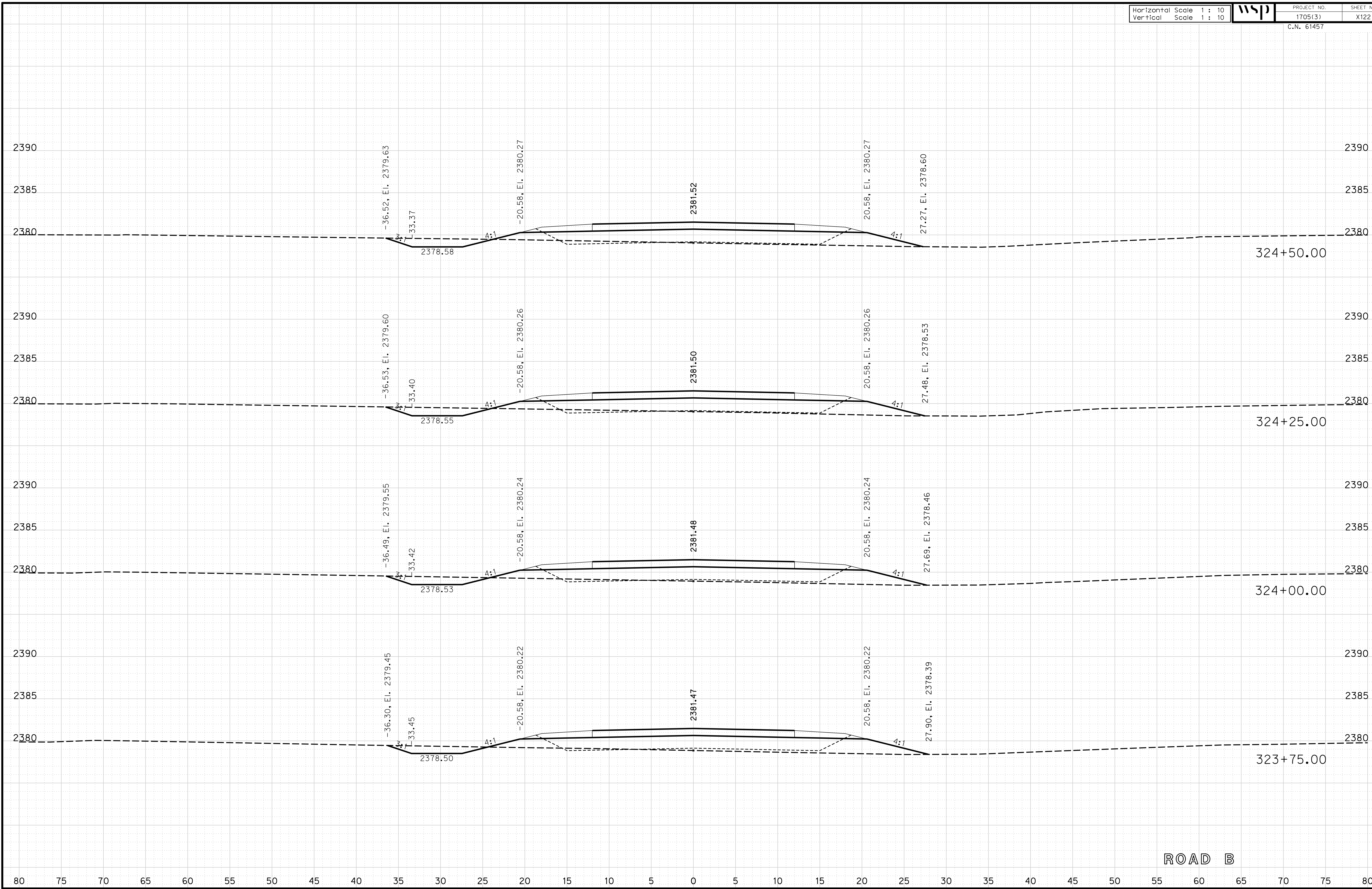
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X123

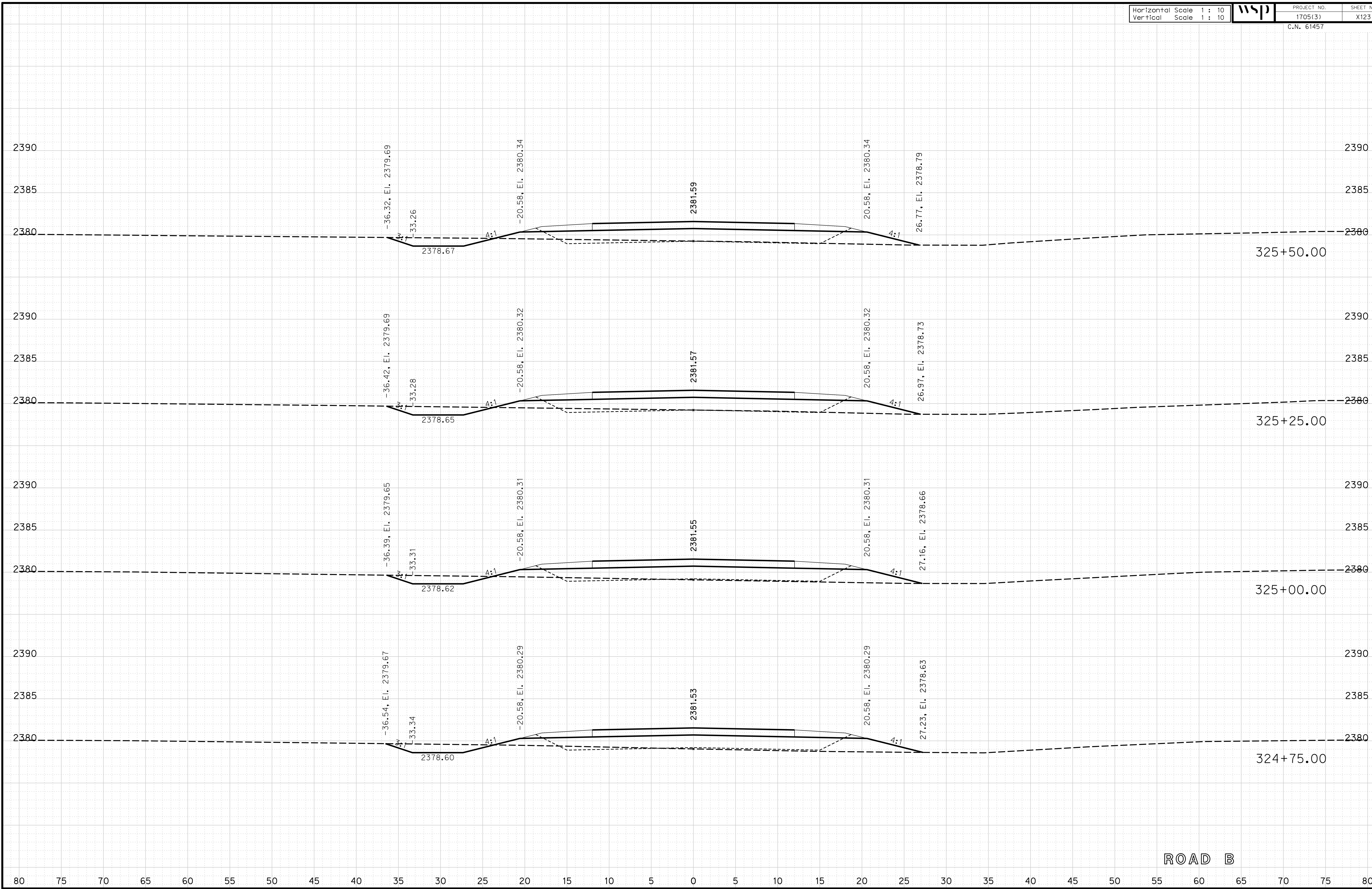
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X124

C.N. 61457

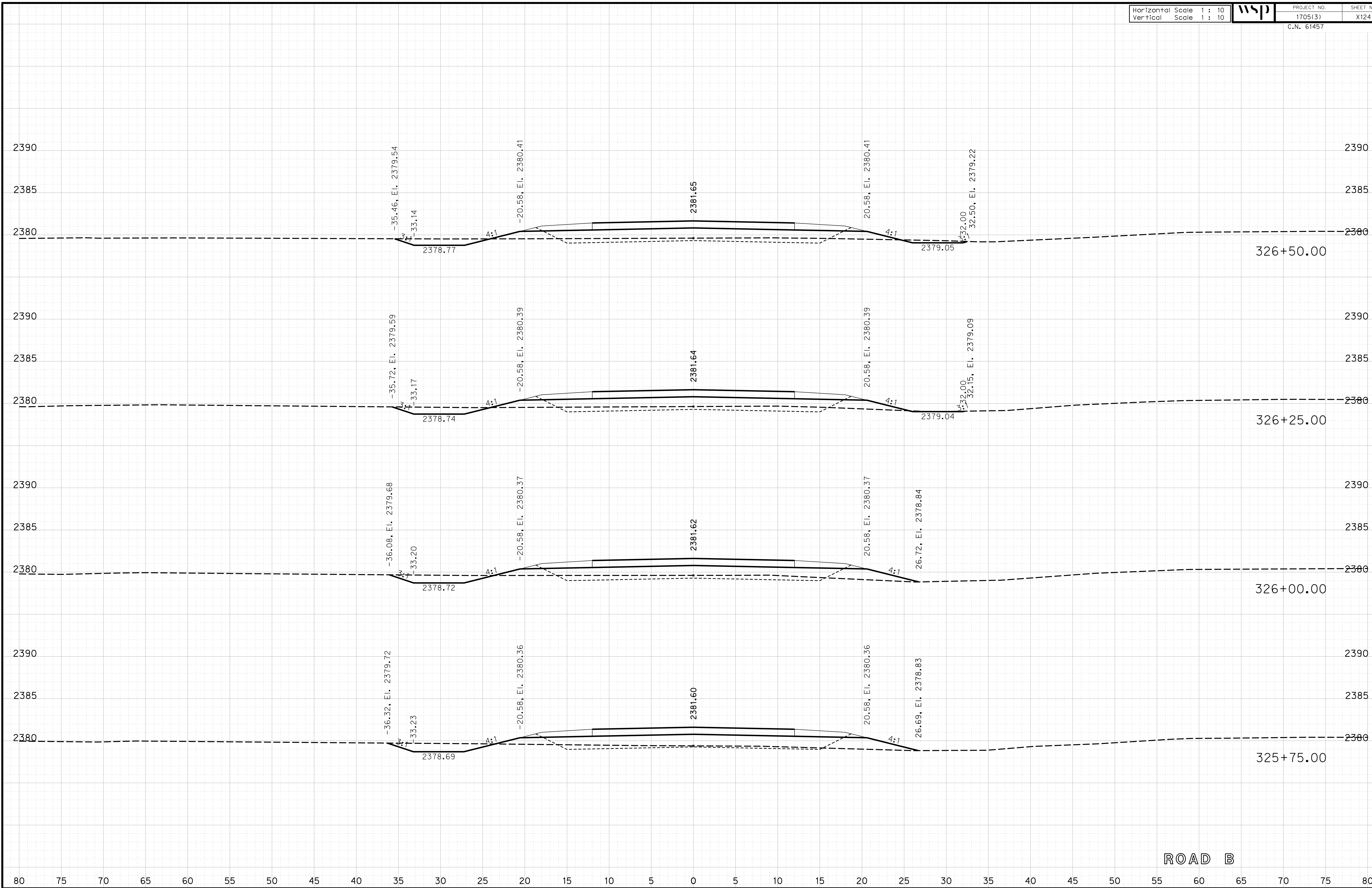
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X125

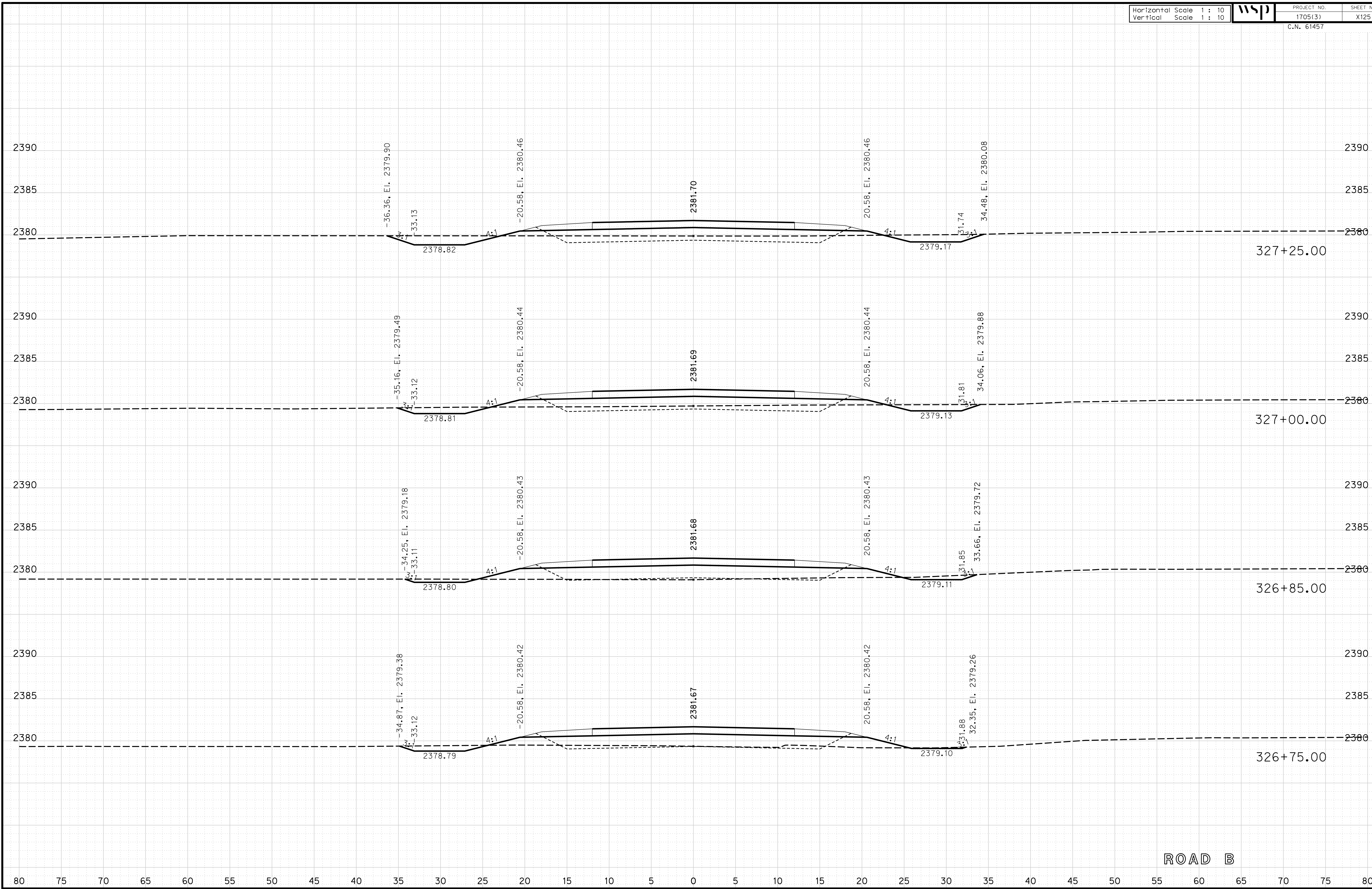
ROADWAY DESIGN DIVISION

Computer: 3C3C3T3

User: mealffdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO. 1705(3)
SHEET NO. X126
C.N. 61457

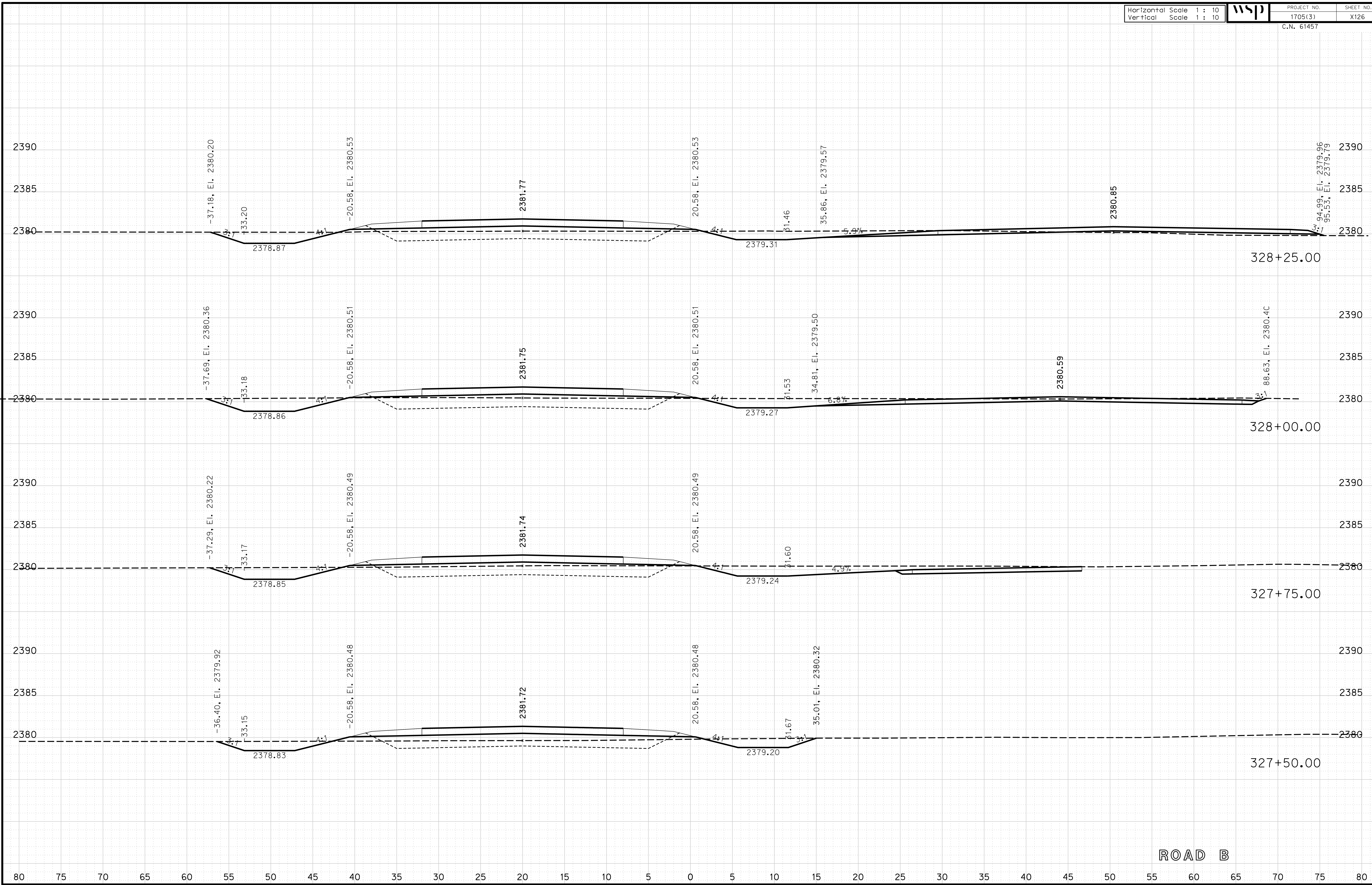
ROADWAY DESIGN DIVISION

Computer: 33C537

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.
1705(3)
C.N. 61457

SHEET NO.
X127

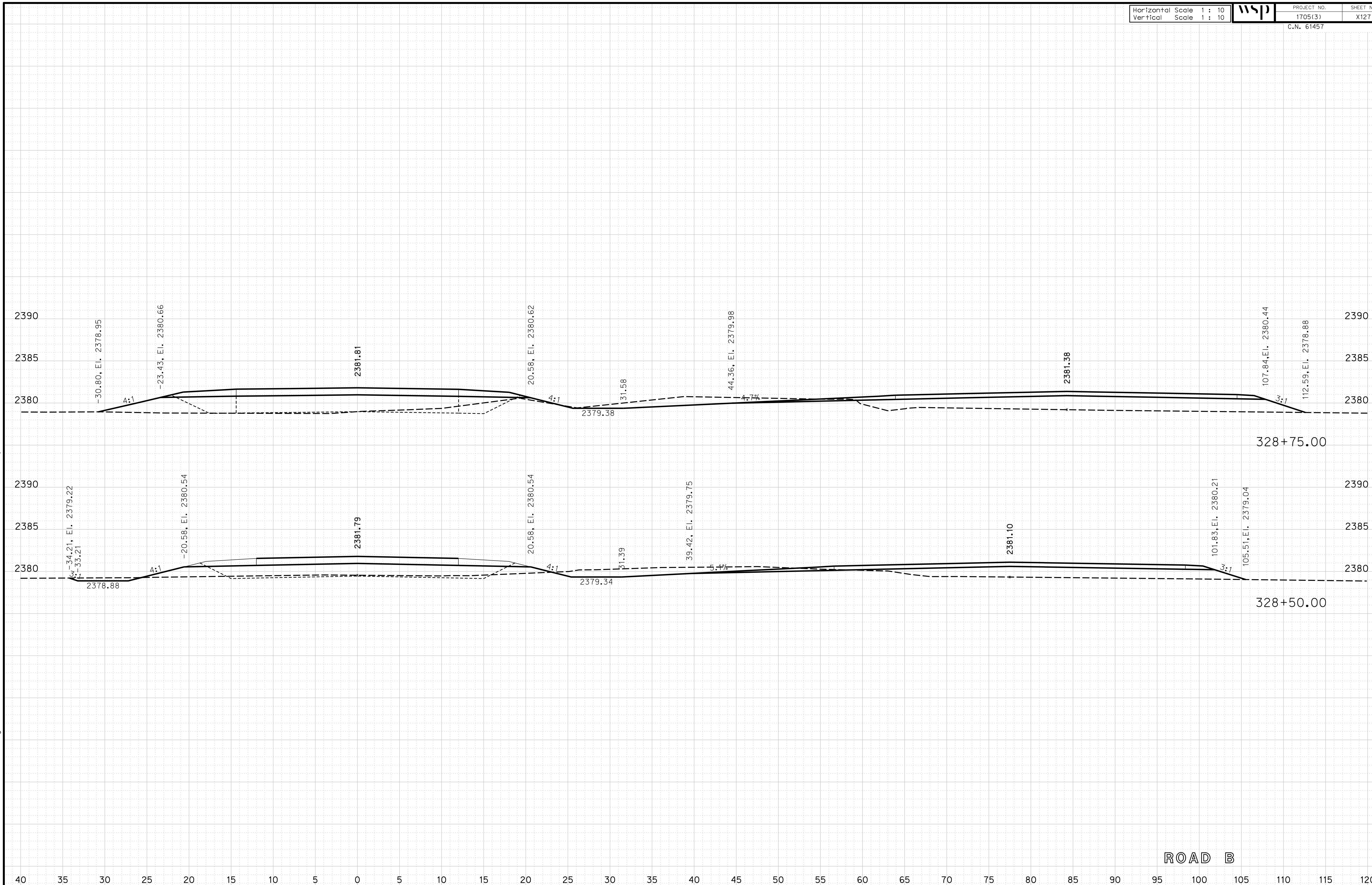
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealfidd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B

Horizontal Scale 1 : 10
Vertical Scale 1 : 10



PROJECT NO.

1705(3)

SHEET NO.

X128

C.N. 61457

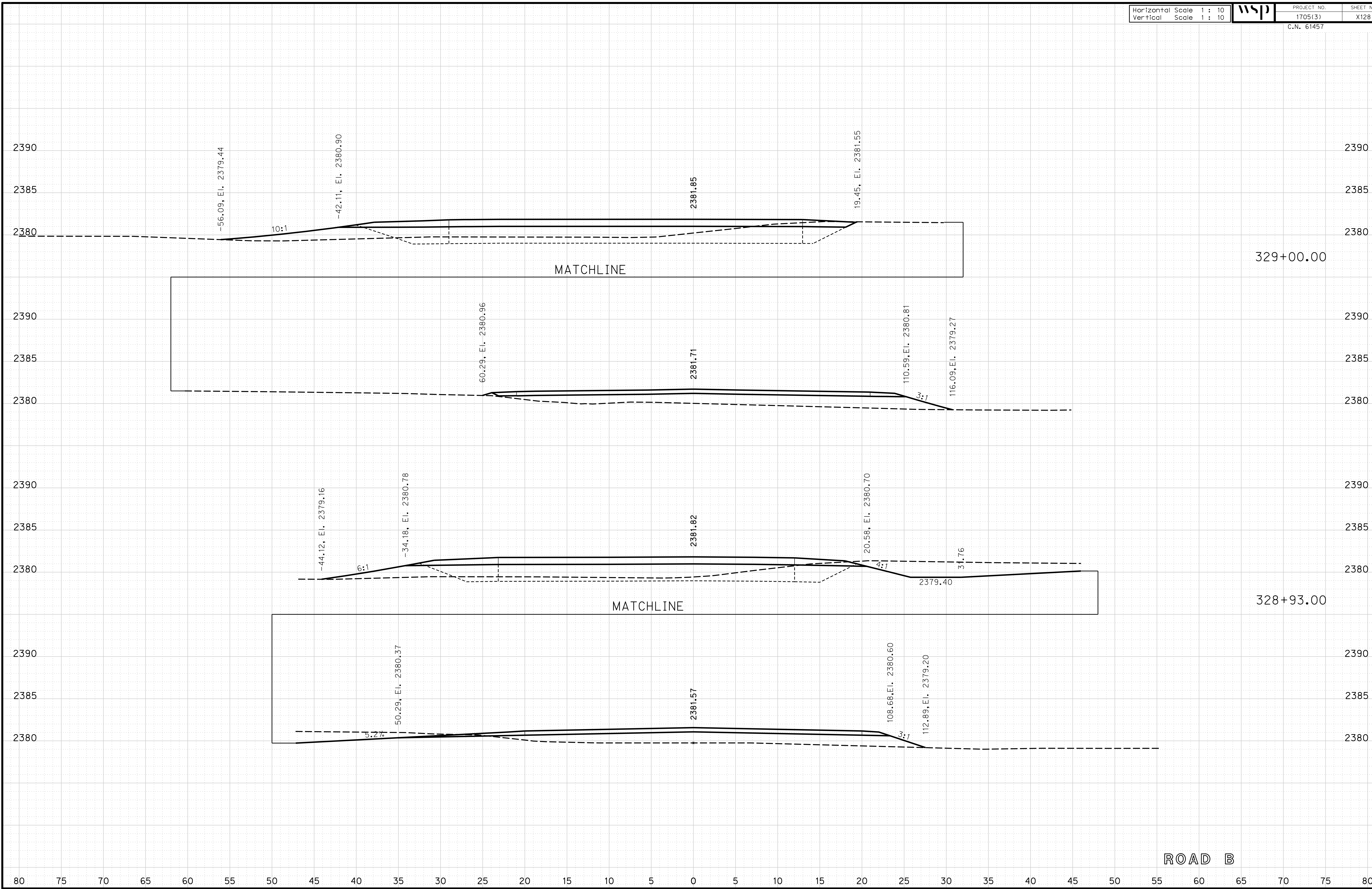
ROADWAY DESIGN DIVISION

Computer: 33C53T3

User: mealiffdd

Date: 27-SEP-2023 10:56

File: 614570cvs_sht05RoadB.dgn



ROAD B