CONSTRUCTION DIVISION

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

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

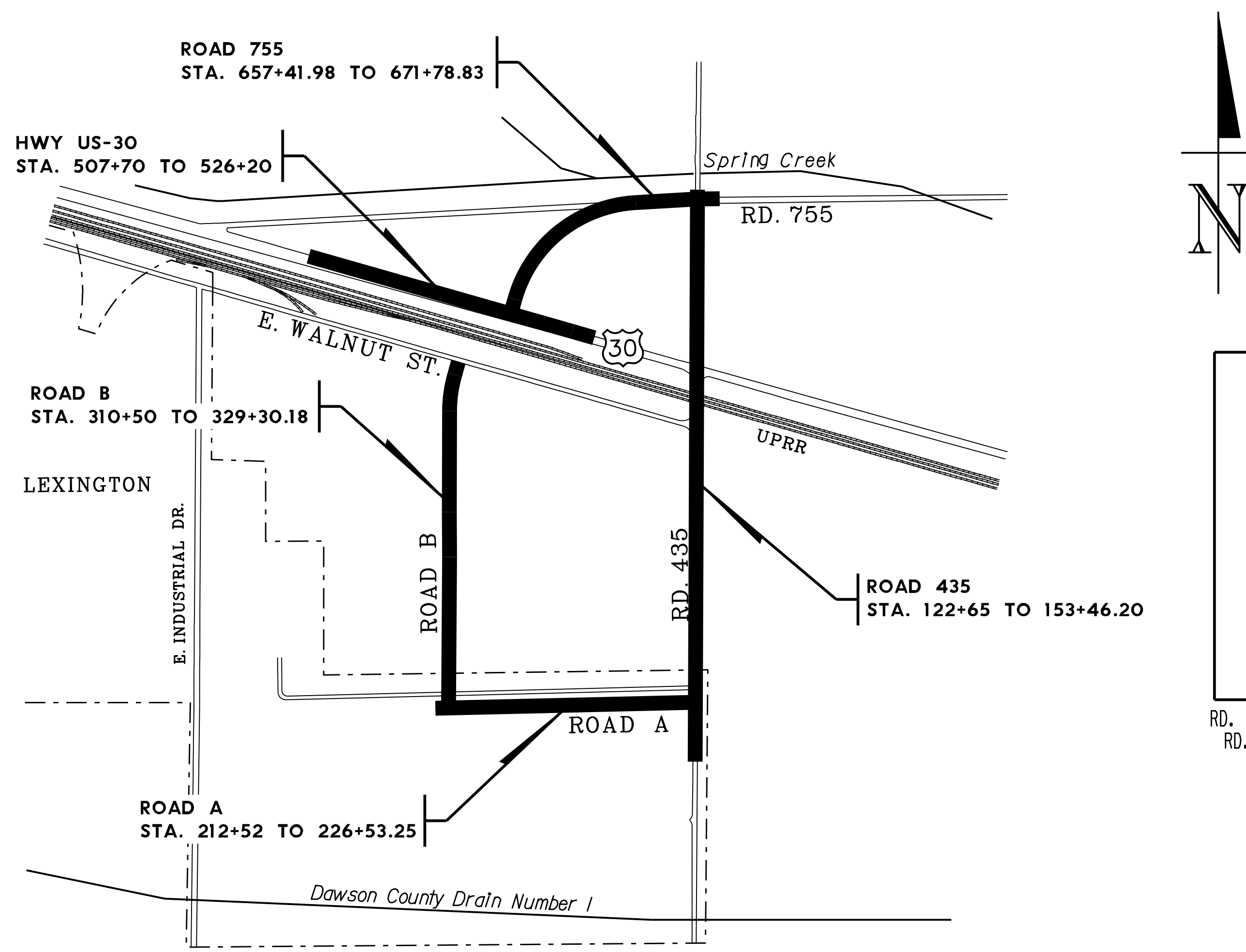
STATE OF NEBRASKA
DEPARTMENT OF TRANSPORTATION

PLANS FOR CONSTRUCTION

LEXINGTON EAST VIADUCT

DAWSON COUNTY

INDEX OF SHEETS



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-GRADING, 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 ______

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

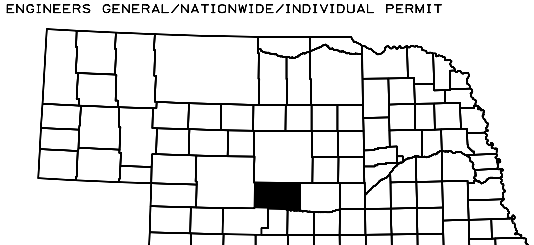
DESIGN DESIGNATION
3R RURAL
TRAFFIC

YEAR:	2020	2040
ADT:	3,475	6,100
DHV:	-	610

T= 10 % D= 50 %

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

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



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

COORDINATING PROFESSIONAL

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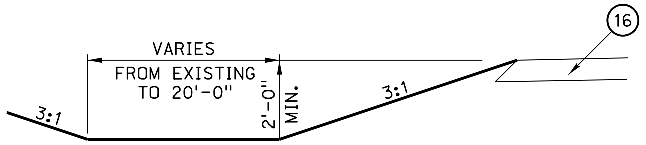
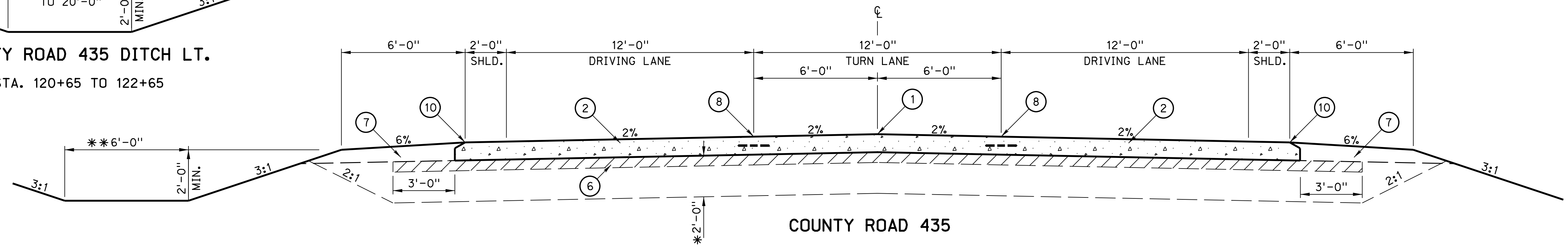
TYPICAL CROSS SECTIONS

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



COUNTY ROAD 435 DITCH LT.

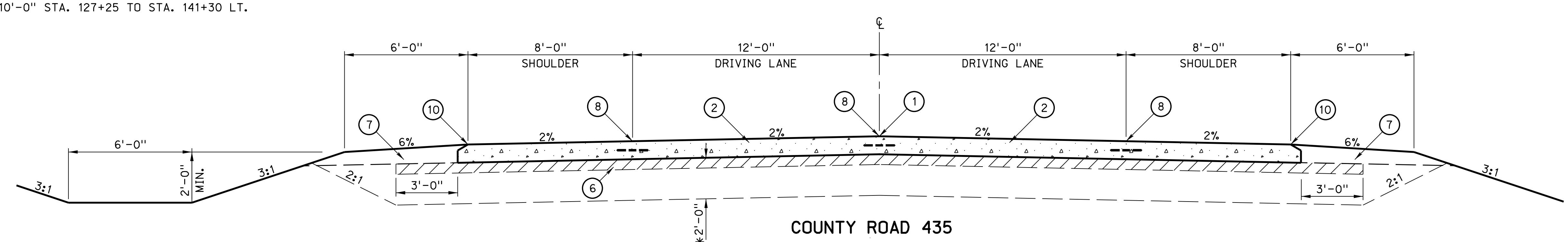
STA. 120+65 TO 122+65



COUNTY ROAD 435

STA. 122+65 TO STA. 132+60

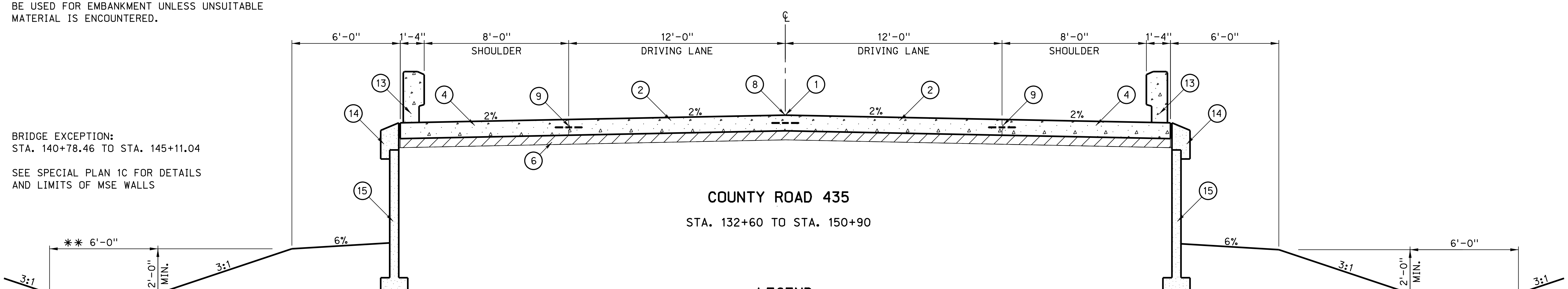
** 20'-0" STA. 122+65 TO STA. 126+25 LT.
VARIES 20'-0" TO 10'-0" STA. 126+25 TO STA. 127+25 LT.
10'-0" STA. 127+25 TO STA. 141+30 LT.



COUNTY ROAD 435

STA. 150+90 TO STA. 153+46.20

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

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

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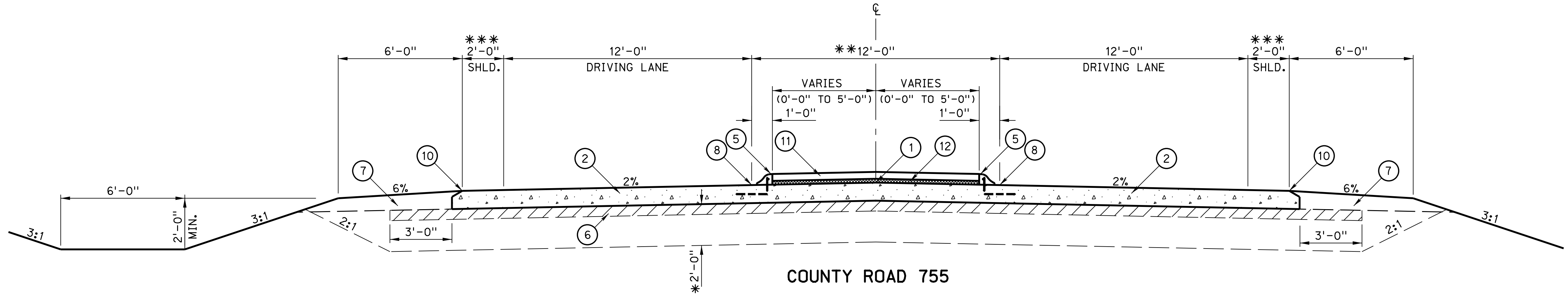
TYPICAL CROSS SECTIONS

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

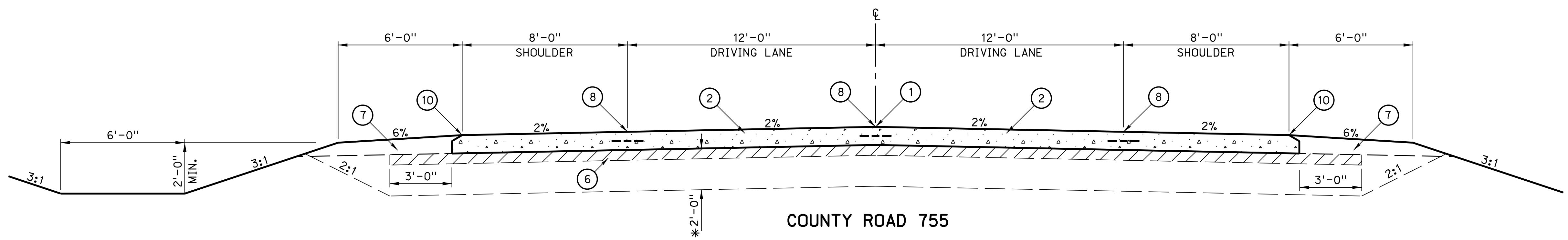


COUNTY ROAD 755

STA. 657+76 TO STA. 660+70

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

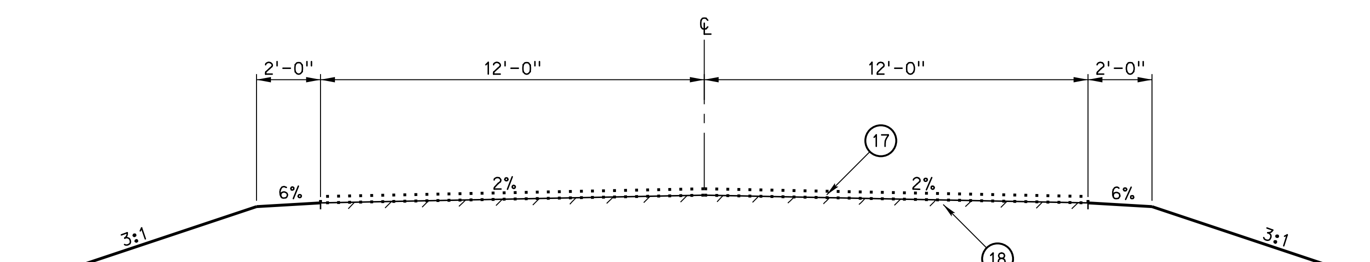
*** VARIES 2'-0" TO 8'-0" STA. 659+35 TO STA. 660+70



COUNTY ROAD 755

STA. 660+70 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
2. 11" DOWELED CONCRETE PAVEMENT
3. 10" DOWELED CONCRETE PAVEMENT
4. 11" REINFORCED CONCRETE PAVEMENT
5. CONCRETE CURB, TYPE II
6. SUBGRADE PREPARATION
7. EARTH SHOULDER CONSTRUCTION
8. LONGITUDINAL JOINT WITH TIE BAR
9. KEYED JOINT WITH TIE BAR
10. BEVELED EDGE (SEE DETAIL)
11. 4" CONCRETE MEDIAN SURFACING
12. SANDFILL FOR MEDIAN
13. CONCRETE BARRIER
14. CAST-IN-PLACE CONCRETE COPING
15. MSE WALL
16. EXISTING PAVEMENT
17. 1" GRAVEL SURFACE COURSE
18. GRAVEL EMBEDMENT

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

ROADWAY DESIGN DIVISION
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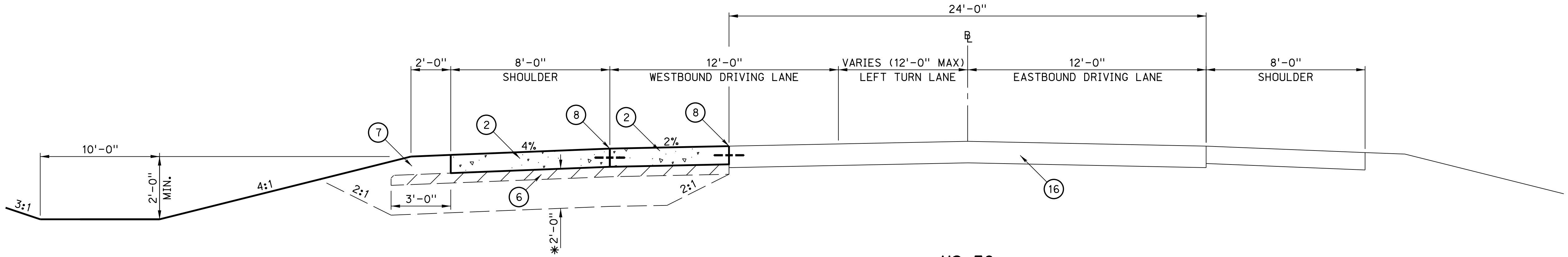
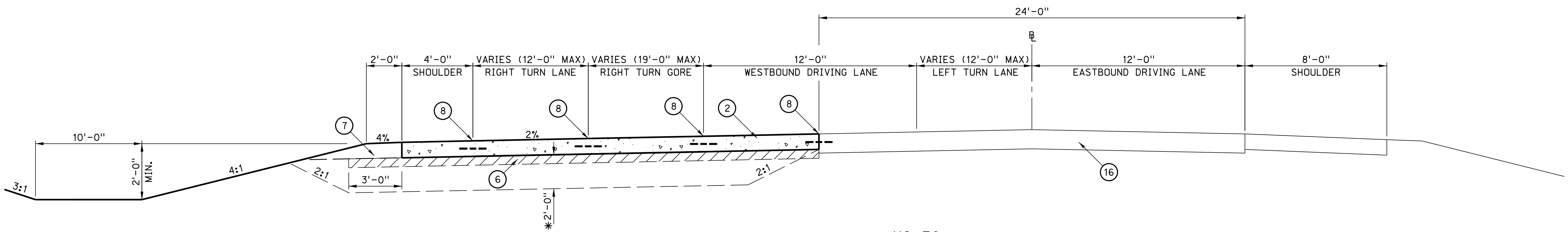
TYPICAL CROSS SECTIONS

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



US-30

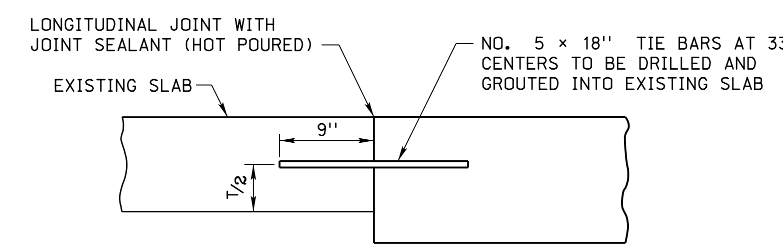
STA. 505+70 TO STA. 516+20
STA. 525+35.52 TO STA. 526+20



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.



DETAIL OF TIE BAR

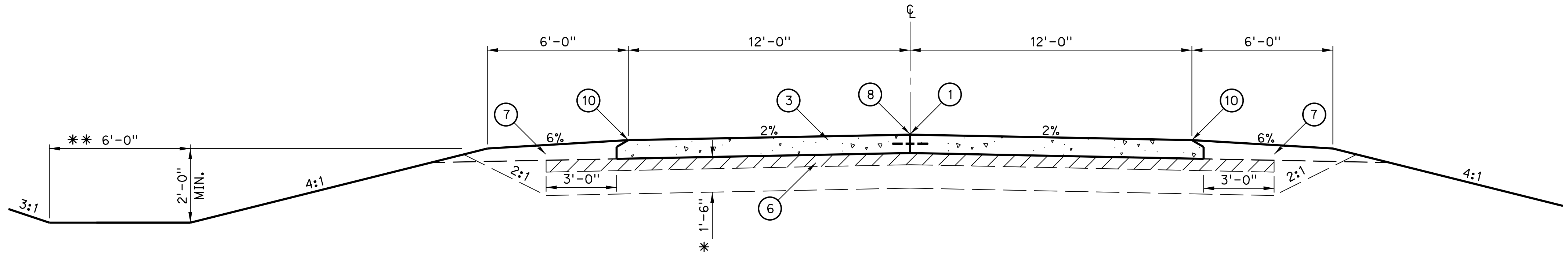
LEGEND

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

FOR DETAILS NOT SHOWN
SEE PLANS 301 & 329

T Y P I C A L   C R O S S   S E C T I O N S

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ROAD A

STA. 212+52.21 TO STA. 225+70.68

ROAD B

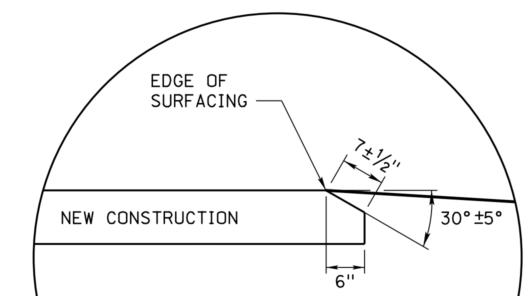
STA. 311+24.18 TO STA. 329+18.18

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.



NEW CONSTRUCTION
BEVELED EDGE DETAIL

THE BEVELED EDGE IS INCLUDED IN THE DOWELED CONCRETE QUANTITIES

LEGEND

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

FOR DETAILS NOT SHOWN SEE PLANS 301 & 329

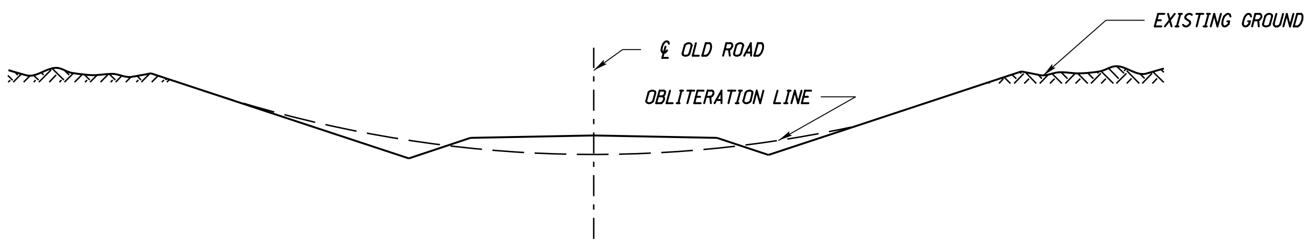
ROADWAY DESIGN DIVISION

wsp	PROJECT NO.	SHEET NO.
	1705(3)	B5

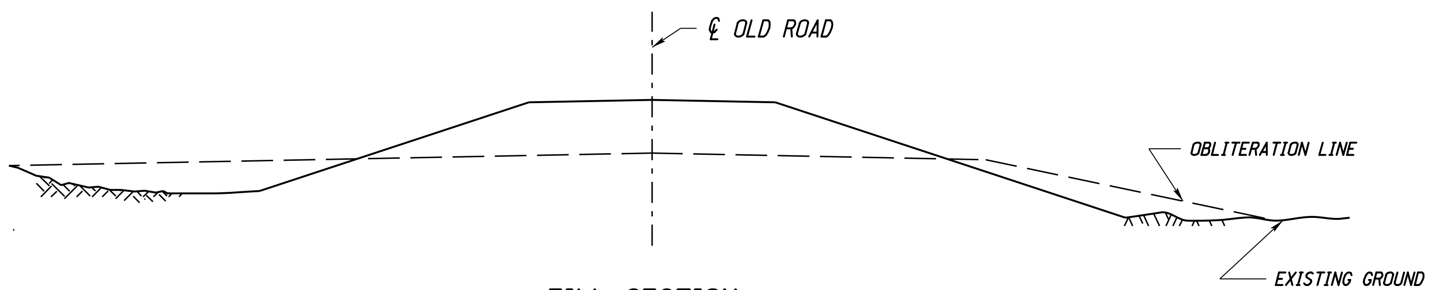
C.N. 61457

TYPICAL CROSS SECTIONS OF OLD ROAD OBLITERATION

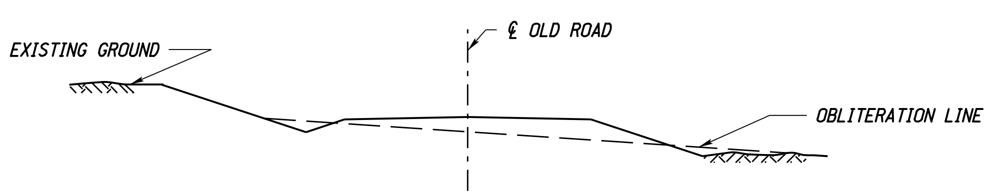
PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



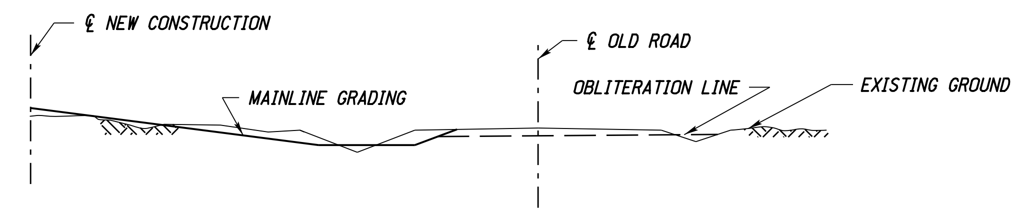
CUT SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



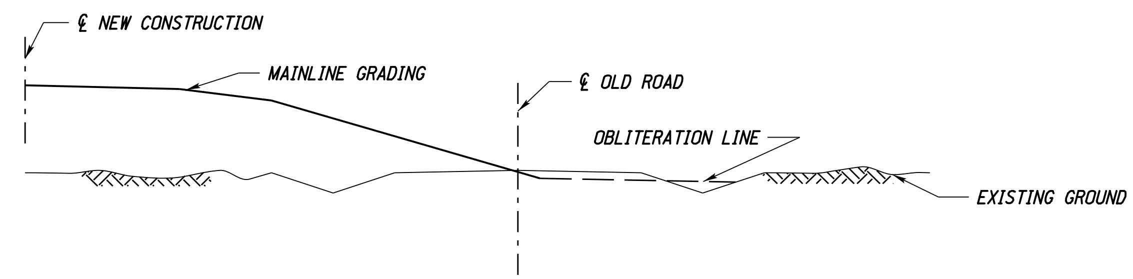
FILL SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



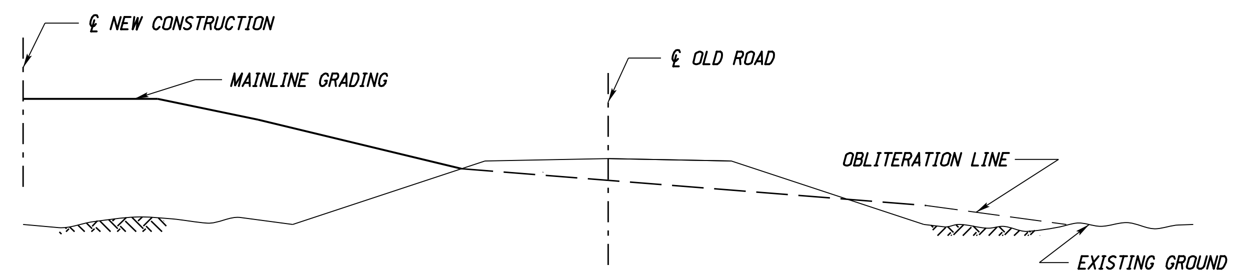
HALF CUT SECTION & HALF FILL SECTION
(OLD ROAD AWAY FROM NEW CONSTRUCTION)



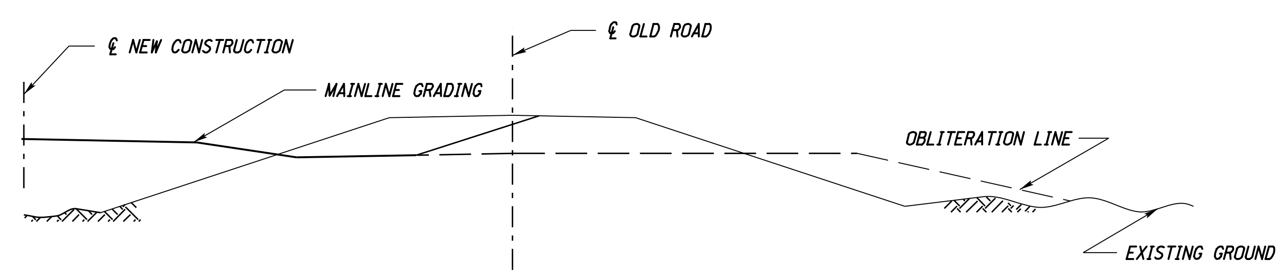
CUT SECTION
(OLD ROAD NEAR CUT SECTION, NEW CONSTRUCTION)



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



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



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

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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	C1

C.N. 61457

SUMMARY OF QUANTITIES

GRADING ITEMS
GROUP 1

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
GENERAL CLEARING AND GRUBBING	1.000	LS
EXCAVATION	28,620.000	CY
EXCAVATION, BORROW	12,887.000	CY
EXCAVATION FOR MSE WALL	19,861.000	CY
WATER	410.000	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 AND POST	8.000	EA
24" DRIVEWAY CULVERT PIPE, TYPE 2,3,4,5,6,7 OR 8	54.000	LF
30" DRIVEWAY CULVERT PIPE, TYPE 2,3,4,5,6,7 OR 8	66.000	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	106.000	LF
42" ROUND EQUIV. DRIVEWAY CULVERT PIPE, TYPE 2,3,4 OR 5	360.000	LF
COVER CROP SEEDING	12.600	ACRE
EROSION CONTROL, TYPE 1D	1,553.000	SY

CONCRETE PAVEMENT ITEMS
GROUP 3

ITEM	QUANTITY	UNITS
PERMANENT BARRICADE	2.000	EA
MOBILIZATION	1.000	LS
GRAVEL SURFACE COURSE	334.000	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"	2,124.000	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	3.000	EA
TYPE A SIGN	379.500	SF
SIGN POST	53.000	EA
5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	15,237.000	LF
6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	6,970.000	LF
6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	15,742.000	LF
12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	273.000	LF
12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	466.000	LF
5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKING, GROOVED	10,301.000	LF
PREPARATION OF INTERSECTIONS AND DRIVES	2,124.000	SY
WATER	139.000	MGAL
EARTH SHOULDER CONSTRUCTION	130.300	STA
SUBGRADE PREPARTATION	32,041.000	SY

SEEDING ITEMS
GROUP 5

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
SEEDING, TYPE A	6.000	ACRE
SEEDING, TYPE B	6.300	ACRE
MULCH	28.000	TON

MSE WALL ITEMS
GROUP 1A

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
CONCRETE FACE PANELS	57,546.000	SF
CONCRETE LEVELING PAD	2,863.000	LF
COPING	2,862.000	LF
21" CORRUGATED METAL PIPE	300.000	LF
GRANULAR FILL	13,979.000	CY
SELECT GRANULAR BACK FILL MSE WALL	33,819.000	CY

CULVERT ITEMS
GROUP 4

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
CONCRETE FLUME, TYPE I	4.000	EA
FLUME SPILLWAY	51.000	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" ROUND EQUIV. FLARED END-SECTION	8.000	EA
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" ROUND EQUIV. CULVERT PIPE, TYPE 2,3,4 OR 5	184.000	LF

CONSTRUCTION DIVISION.

SUMMARY OF QUANTITIES

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	C2

C.N. 61457

BRIDGE ITEMS
GROUP 6

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
CONCRETE FOR PAVEMENT APPROACHES CLASS 47BD-4000	184.400	CY
EPOXY COATED REINFORCING STEEL FOR PAVEMENT APPROACHES	30,715.000	LB
ABUTMENT NO.1 EXCAVATION	715.000	CY
PIER NO.1 EXCAVATION	58.000	CY
PRECOMPRESSED POLYURETHANE FOAM JOINT, TYPE A	93.000	LF
EXPANSION BEARING, PTFE TYPE	10.000	EA
FIXED BEARING	10.000	EA
CLASS 47B-3000 CONCRETE FOR BRIDGE	770.000	CY
CLASS 47BD-4000 CONCRETE FOR BRIDGE	492.400	CY
CLASS 47BD-4000 CONCRETE FOR BARRIER	113.100	CY
PRECAST/PRESTRESSED CONCRETE SUPERSTRUCTURE AT STATION	385.000	CY
EXPANDED POLYSTYRNENE GEOFOAM	1,355.000	CY
STEEL DIAPHRAGM	8.000	LB
CONCRETE SLOPE PROTECTION	20.200	SY
EPOXY COATED REINFORCING STEEL	196,845.000	LB
EPOXY COATED REINFORCING STEEL FOR BARRIER	26,210.000	LB
SUBSURFACE DRAINAGE MATTING	232.700	SY
PIPE PILING	4,090.000	LF
TEST PILE	3.000	EA
1 1/2" CONDUIT IN BRIDGE	432.600	LF
6' PEDESTRIAN RAILING (CHAIN LINK TYPE)	434.000	LF
GRANULAR BACKFILL	766.000	CY

ELECTRICAL ITEMS
GROUP 8

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
PULL BOX, TYPE PB-1	6.000	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	1,766.000	LF
1 1/2-INCH CONDUIT IN TRENCH	5,722.000	LF
1 1/2-INCH CONDUIT, UNDER ROADWAY	647.000	LF
1 1/2-INCH CONDUIT, JACKED	143.000	LF
STREET LIGHTING CABLE, NO. 4 USE	5,538.000	LF
STREET LIGHTING CABLE, NO. 6 USE	11,018.000	LF
STREET LIGHTING CABLE, NO. 4 BARE	8,278.000	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	LS
TRAINING	100.000	HOUR
BARRICADE, TYPE III	3,176.000	BDAY
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	CDAY
ENVIRONMENTAL COMMITMENTS - CONTRACTOR COMPLIANCE	1.000	LS
RENTAL OF LOADER, FULLY OPERATED	15.000	HOUR
RENTAL OF MOTORGRADER, FULLY OPERATED	15.000	HOUR
RETNAL OF DUMP TRUCK, FULLY OPERATED	15.000	HOUR
RENTAL OF SKID LOADER, FULLY OPERATED	15.000	HOUR
TEMPORARY SILT CHECK	500.000	LF
TEMPORARY MULCH	5.000	TON

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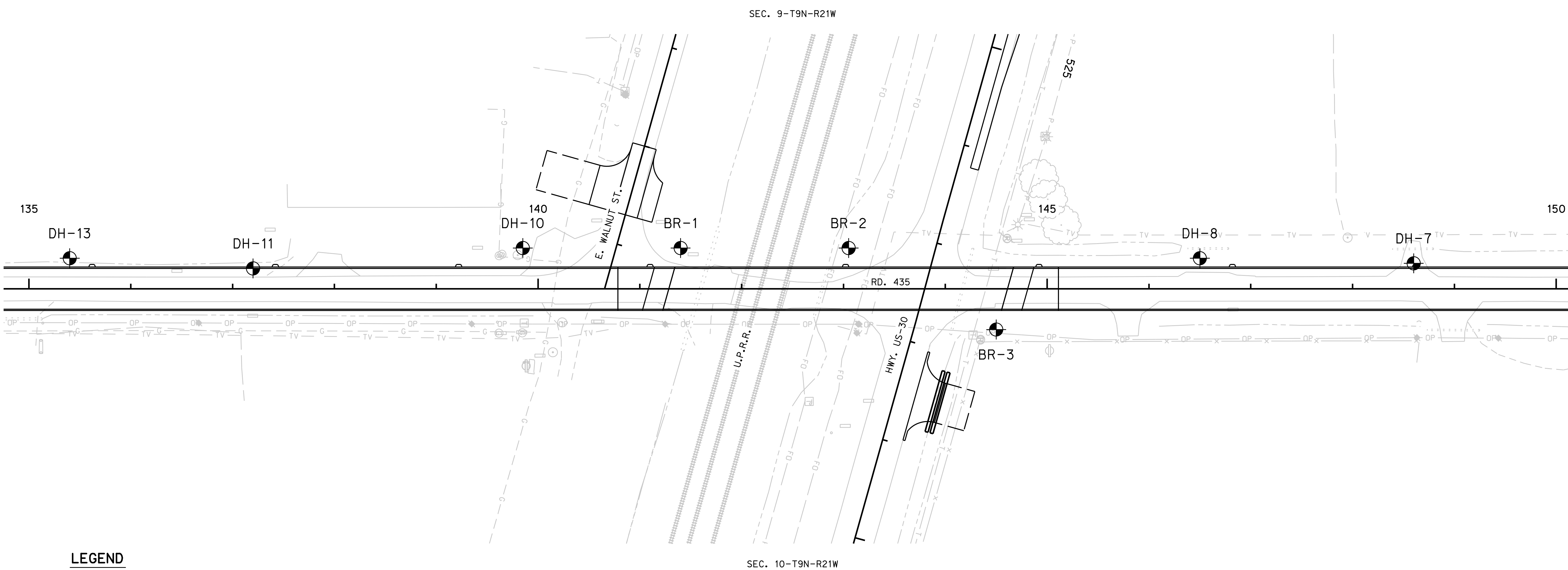
SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



LEGEND

BORING LOCATION

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WSP
April 23, 2021

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Lexington, NE 68850
308-324-2341

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

MECHNICALLY STABILIZED EARTH (MSE) AND RETAINING WALLS

Construction of the MSE and Retaining Wall structures shall not begin until the Certifiction(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, retainting 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 — WHILE DRILLING	8.0'
WATER LEVEL OBSERVATIONS — END OF DRILLING	8.5'
HOURS	
TYPE OF SURFACE	Rock and Dirt
DRILLING METHOD	
DRILLER	Robert Reiling
LOGGER	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 TSF	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	7/8/8 (16)		Light Brn	Moist	Firm	SP	**ALLUVIAL DEPOSITS**	4.4			
10	S-4	5/7/8 (15)			Saturated							10
	S-5	5/7/10 (17)										
15	S-6	6/8/8 (16)							12.1			15
	S-7	8/10/10 (20)										
20	S-8	7/11/13 (24)										20
25	S-9	9/7/10 (10)							10.5			25
						Dense						
30	S-10	16/16/21 (37)										30
						Firm						
35	S-11	10/9/11 (20)										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'

DEPTH FT	SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSF	DEPTH FT.
				Light Brn	Saturated	Firm	SM/ML	**ALLUVIAL SANDS**				
									24.9			
40	S-12	7/10/13 (23)										40
						Very Dense	SP	Fine Sand w/ Some Gravel				
45	S-13	7/20/30 (50)										45
						Dense	SM/ML					
50	S-14	7/14/30 (44)						Some Rust				50
55	S-15	14/30/10 (40)							21.5			55
						Very Dense	SP/SW	Fine to Medium Sands				
60	S-16	16/30/38 (68)										60
				V Pale BR	Saturated	Hard	SC	**OGALLALA GROUP (Weathered)**				
65	S-17	16/34/74 (108)										65
							SM/SC					
70	S-18	56/51/@4"							13.4			70
					Moist							
75	S-19	24/47/50 3.5"										75

Bottom of Hole 75.0'

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WSP
April 23, 2021

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308-324-2341

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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-2	LOCATION OF DRILL HOLE	Middle Span Location
ELEVATION		DATUM	
TOTAL DEPTH	75.0'	TYPE OF SURFACE	Topsoil/Dirt
DRILLER	Robert Reiling	DRILLING METHOD	Continuous Flight Augers
LOGGER	Richard Ringler	WATER LEVEL OBSERVATIONS – WHILE DRILLING	8.0'
WATER LEVEL OBSERVATIONS – END OF DRILLING		HOURS	

SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSF
							Topsoil			
U-1			Dark Brn	Moist	Firm	CL	**FILL MATERIAL**	18.8	92.1	0.7
S-2	3/3/4 (7)				Loose					
S-3	7/8/10 (18)				Firm			11.6		
			Brown	Moist	Firm	SP	**ALLUVIAL DEPOSITS** w/ Trace Gravel			
S-4	7/11/10 (21)			Saturated				10.3		
S-5	7/9/10 (19)						Medium Grained Sands			
S-6	6/7/8 (15)									
S-7	7/6/7 (16)							9.2		
S-8	7/6/7 (13)									
S-9	10/13/14 (27)					SW	Fine to Coarse Grained			
S-10	12/15/17 (32)				Dense			6.9		
S-11	11/7/8 (15)		Brown		Firm	SM/ML	w/ Rust Stains (Very Silty)			

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-2	LOCATION OF DRILL HOLE	Middle Span Location
ELEVATION		DATUM	
TOTAL DEPTH	75.0'		

SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSF
			Light Brn	Saturated	Firm	SM/ML	**ALLUVIAL DEPOSITS** Rust			
S-12	9/12/13 (25)									
			Light Brn		Dense	SP	Fine Sand to Medium Sands			
S-13	17/20/20 (40)							14.0		
					Firm	SM/ML	Silty Material w/ Some Sands			
S-14	9/8/8 (16)									
S-15	11/36/50+ (86+)				Very Dense	SP/SM				
S-16	9/14/24 (38)				Dense			11.3		
					Very Dense	SP/SP				
S-17	13/26/50 (76)									
S-18	/36/30 @ 1" (100+)				Hard					
			Very Pale Brown	Saturated	Hard	SC/SM	**OGALLALA GROUP (WEATHERED)** w/Some Sands Calcium			
S-19	23/26/50 @ 1.5" (100+)									

Bottom of Hole 75.0'

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-3	LOCATION OF DRILL HOLE	North Abutment Location
ELEVATION		DATUM	
TOTAL DEPTH	75.0'	TYPE OF SURFACE	
DRILLER	Robert Reiling	DRILLING METHOD	4 1/2" Hollow Stem
LOGGER	Richard Ringler	WATER LEVEL OBSERVATIONS – WHILE DRILLING	8.0'
WATER LEVEL OBSERVATIONS – END OF DRILLING		HOURS	

SAMPLE NO. & TYPE	N° BLOWS / FT	REC %	COLOR	MOIST	CONS.	SOIL TYPE (Class)	GEOLOGIC DESCRIPTION & OTHER REMARKS	MOIST %	DRY WEIGHT PCF	QU TSF
							Gravel Surfacing			
			Dark Grey	Moist	Firm	SC/GW	**FILL MATERIAL**			
U-1			Dark Grey	Moist	Firm	CL	**ALLUVIAL TERRACE DEPOSITS**	21.4	105.5	2.2
S-2	6/8/12 (20)		Dark Brn	Saturated	Firm	SP	**ALLUVIAL DEPOSITS** w/ Some Fines			
S-3	13/16/16 (32)		Light Brn		Dense		w/ Some Rust Staining	12.8		
					Firm					
S-4	10/9/9 (18)									
S-5	7/10/10 (20)						w/ Some Gravel			
S-6	5/7/8 (15)							12.9		
S-7	10/11/18 (29)									
S-8	17/25/31 (56)				Very Dense					
					Dense	SW	Sands and Gravels			
S-9	10/15/21 (36)		Brown			CL	w/ Fines (Silts/Clays)	27.9		

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WSP
April 23, 2021

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308-324-2341

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

WSP	PROJECT NO.	SHEET NO.
	1705(3)	D4
	C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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-3
LOCATION OF DRILL HOLE	North Abutment Location
ELEVATION	
DATUM	
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 TSF	DEPTH FT.
				Brown	Saturated	Dense	CL/SC	**ALLUVIAL DEPOSITS** w/ Fines				
						Firm						
40	S-10	9/14/10 (24)										40
45	S-11	11/6/12 (18)										45
						Dense						
50	S-12	6/16/24 (40)							22.7			50
						Very Dense						
55	S-13	10/26/36 (62)										55
							SC/SP	Sandy Clays w/ Some Gravel				
							SW	Well Graded Sand & Gravel				
60	S-14	16/27/20 (47)										60
65	S-15	10/21/36 (57)							10.9			65
				Light Grey				w/ Some Fines				
70	S-16	19/20/24 (44)										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
JOB NO.	103-18-21
DATE	11/11/2014
DRILL HOLE NO.	DH-7
LOCATION OF DRILL HOLE	As Per Boring Location Plan
ELEVATION	
DATUM	
TOTAL DEPTH	30.0'
WATER LEVEL OBSERVATIONS — WHILE DRILLING	None
WATER LEVEL OBSERVATIONS — END OF DRILLING	Encountered
HOURS	
TYPE OF SURFACE	Gravel Road
DRILLING METHOD	4 1/2 Continuous Flight Auger
DRILLER	Robert Reiling
LOGGER	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 TSF	DEPTH FT.
								2" Asphalt / 4" Gravel Base				
	U-1			Dk Gr Brn	Moist	Firm	CL	**COLLUVIAL DEPOSITS** w/ Calcium	24.2	95.7		
5	U-2			Grey					16.1	111.7		5
				Gr Brn	Moist	Firm	SC	**ALLUVIAL TERRACE DEPOSITS**				
				Gr Brn	Moist	Firm	SP	**ALLUVIAL SANDS**				
10	S-3	6/10/13 (23)			Saturated				10.2			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'				
35												35

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.	DH-8
LOCATION OF DRILL HOLE	As Per Boring Location Plan
ELEVATION	
DATUM	
TOTAL DEPTH	30.0'
WATER LEVEL OBSERVATIONS — WHILE DRILLING	
WATER LEVEL OBSERVATIONS — END OF DRILLING	
HOURS	
TYPE OF SURFACE	Gravel
DRILLING METHOD	Hollow Stem
DRILLER	Robert Reiling
LOGGER	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 TSF	DEPTH FT.
								Gravel & Roots				
	A-1			Dk Brn	Moist	Firm	CL	**COLLUVIAL DEPOSITS** w/ Calcium				
5	U-2			Gr Brn	Very Moist				29.2	92.5		5
				Lt Brn	Moist	Firm	SP	**ALLUVIAL SAND** Medium Fine Grained				
10	S-3	3/8/7 (15)							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 (57)				Very Dense			8.8			30
								Bottom of Hole 30.0'				
35												35

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WSP
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ROADWAY DESIGN DIVISION.

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Date: 12-MAY-2021 16:36

File: 61457ck05.dgn

SUMMARY OF SOILS & GEOTECHNICAL INFORMATION

WSP	PROJECT NO.	SHEET NO.
	1705(3)	D5
	C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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: WHILE DRILLING	END OF DRILLING	HOURS	TYPE OF SURFACE	DRILLER
			Top Soil	Robert Reiling
			DRILLING METHOD	LOGGER
			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 TSF	DEPTH FT.
				Brown	Moist	Firm	CL	**FILL MATERIAL** w/ Gravel				
	U-1								9.6	105.7		
5	U-2			Brown	Moist	Firm	CL	**COLLUVIAL DEPOSITS**	20.5	109.1	1.0	5
				Gr Brn	Moist	Firm	SC	**ALLUVIAL TERRACE DEPOSITS**				
10	S-3	5/7/9 (16)		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'				
35												35

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: WHILE DRILLING	END OF DRILLING	HOURS	TYPE OF SURFACE	DRILLER
				Robert Reiling
			DRILLING METHOD	LOGGER
				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 TSF	DEPTH FT.
	U-1			Brown	Most	Firm	CL	**FILL MATERIAL**	18.4	108.9		
				Dk Gr Brn	Slightly Moist	Firm	CI	**COLLUVIAL DEPOSITS**				
5	S-2	3/4/5 (9)							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 (19)							10.7			30
								Bottom of Hole 30.0'				
35												35

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: WHILE DRILLING	END OF DRILLING	HOURS	TYPE OF SURFACE	DRILLER
			Top Soil	Robert Reiling
			DRILLING METHOD	LOGGER
9'			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 TSF	DEPTH FT.
	U-1			Brown	Moist	Firm	CL	**FILL MATERIAL** w/ Some Gravel	11.7	115.9		
				Gr Brn	Moist	Firm	SC	**ALLUVIAL TERRACE DEPOSITS**				
5	S-2	5/6/8 (14)							9.5			5
				Gr Brn	Moist	Firm	SP	**ALLUVIAL SANDS** Fine Grained				
10	S-3	5/10/11 (21)			Saturated				10.0			10
								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 (39)				Dense			11.5			30
								Bottom of Hole 30.0'				
35												35

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April 23, 2021

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308-324-2341

ROADWAY DESIGN DIVISION

Computer: L19US-D9037M4W

User: lejac]

Date: 12-MAY-2021 16:37

File: 61457Oca01.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

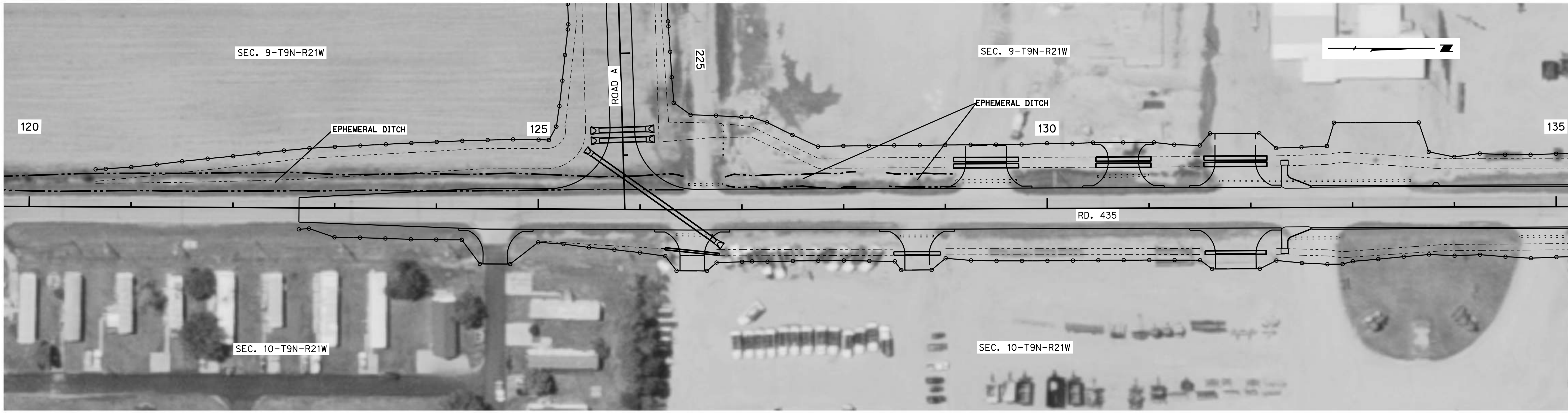
LEGEND

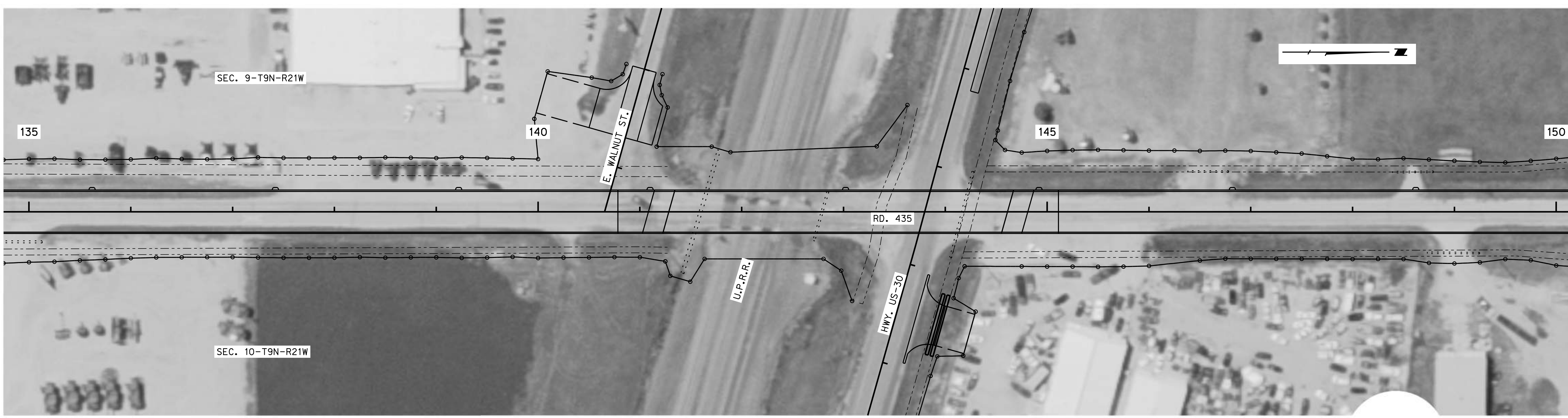
- SEN — SENSITIVE AREA - DO NOT ENTER
- HAZ — HAZARDOUS MATERIAL SITE
- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

wsp

PROJECT NO.	SHEET NO.
1705(3)	E1

C.N. 61457





LEXIGNTON EAST VIADUCT
DAWSON COUNTY

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

ROADWAY DESIGN DIVISION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

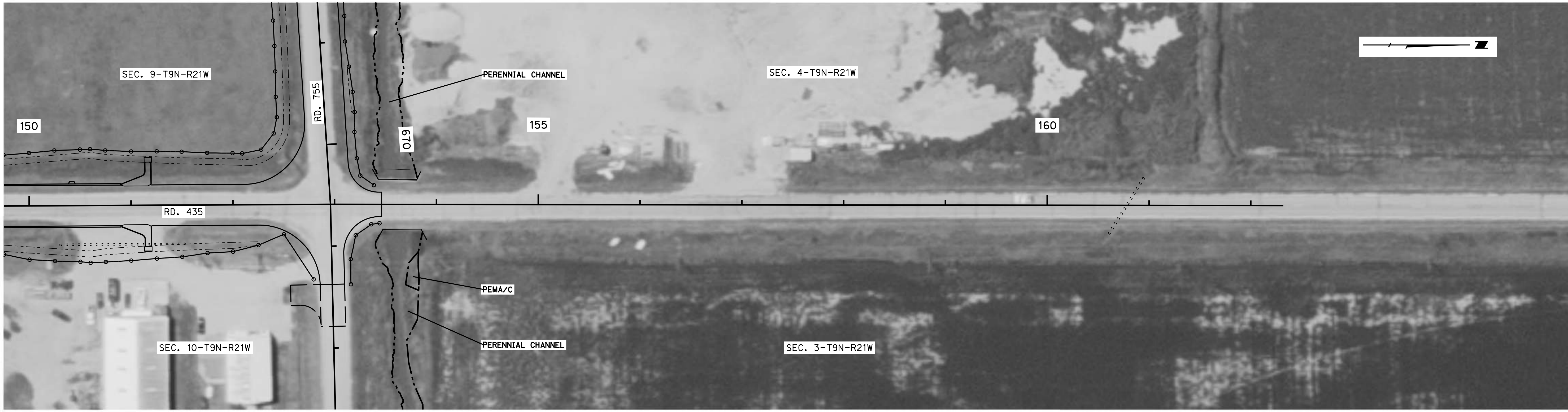
LEGEND

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

wsp

PROJECT NO.	SHEET NO.
1705(3)	E2

C.N. 61457



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User: leijac

Date: 12-MAY-2021 16:39

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Scale: 1:100

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

ROADWAY DESIGN DIVISION

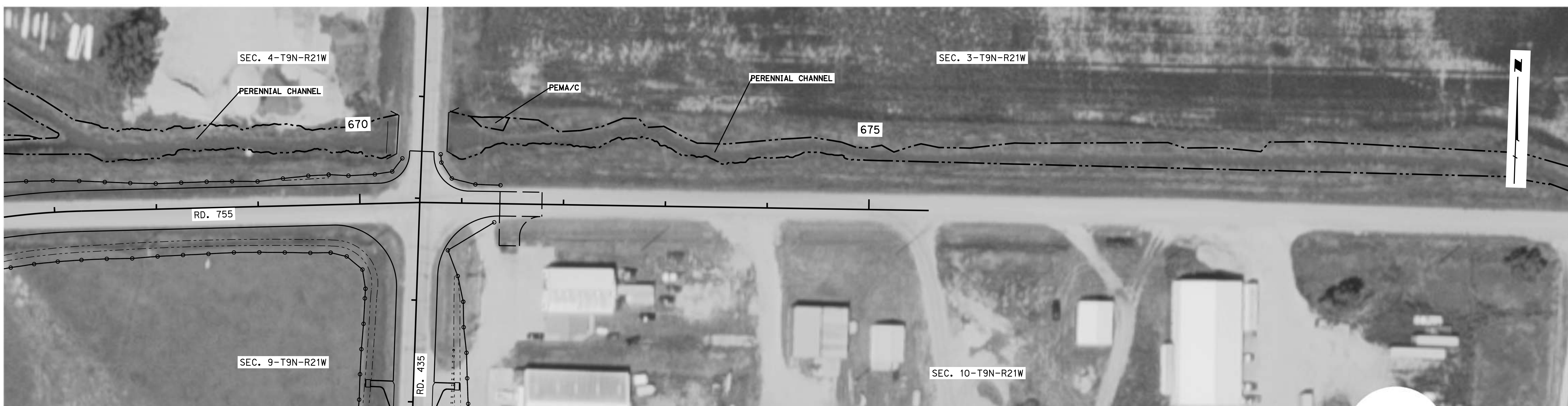
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

LEGEND

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

PROJECT NO.	SHEET NO.
1705(3)	E3

C.N. 61457



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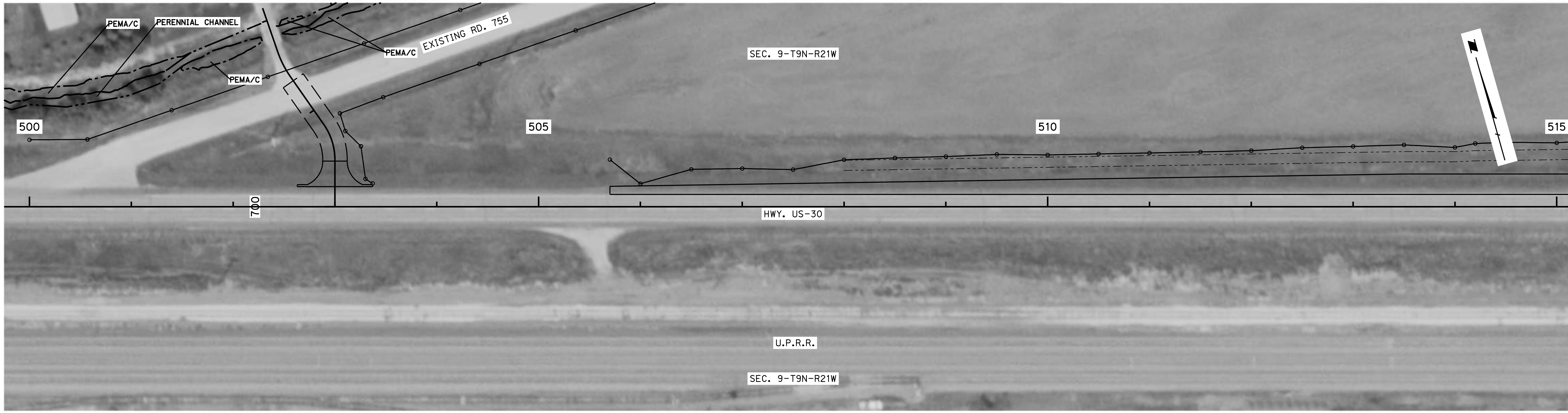
FLIGHT: NAIP IMAGERY
SCALE: 1"=50'

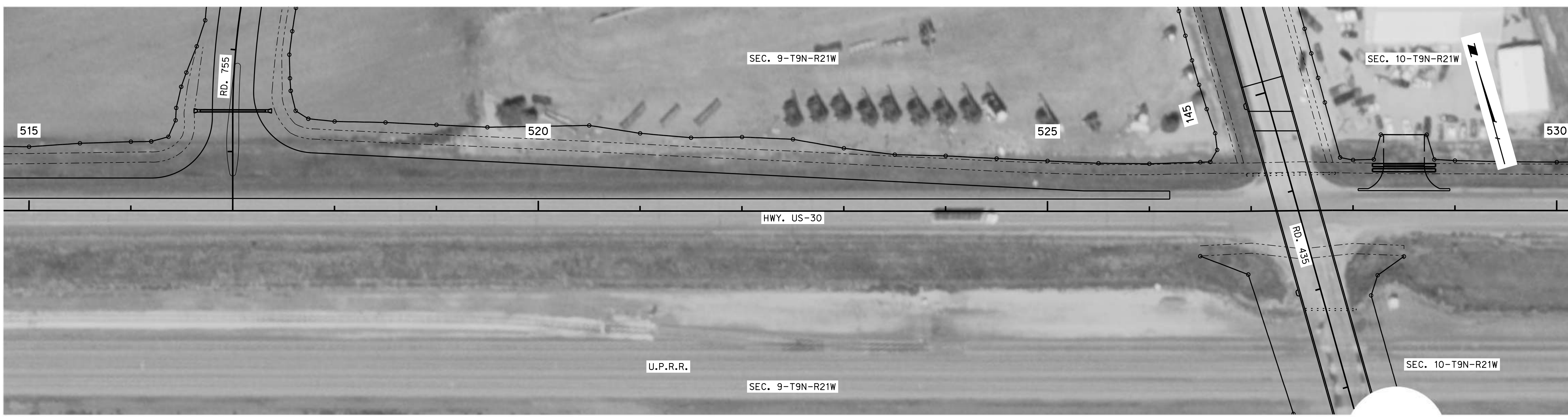
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

WSP	PROJECT NO.	SHEET NO.
	1705(3)	E4
	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'

ROADWAY DESIGN DIVISION
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ROADWAY DESIGN DIVISION

Computer: L19US-D9037M4W

User: leijacj

Date: 12-MAY-2021 16:45

File: 614570ca05.dgn
Scale: 1:100

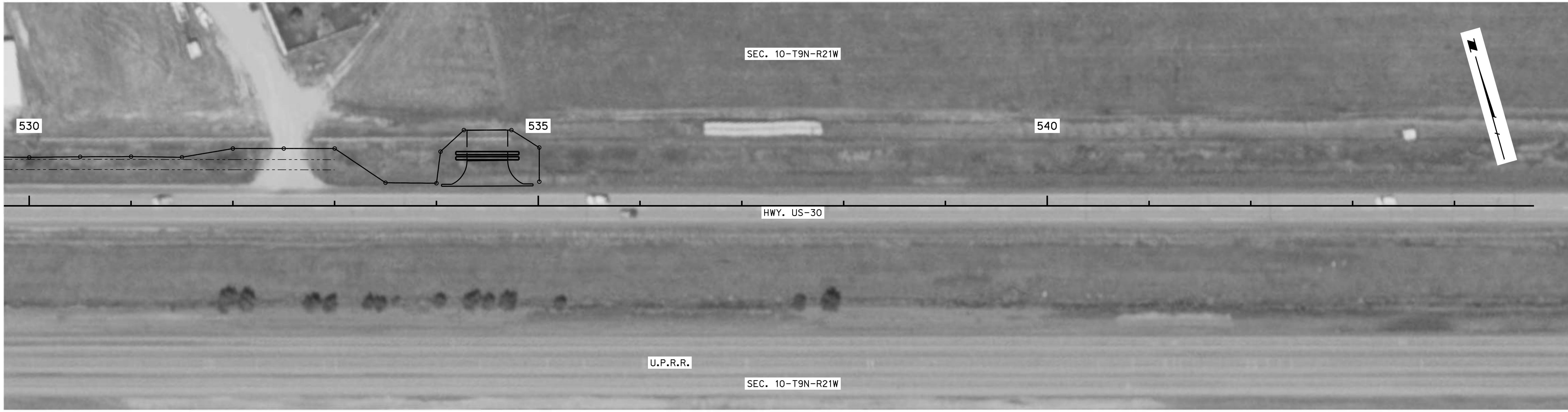
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

LEGEND

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

PROJECT NO.	SHEET NO.
1705(3)	E5

C.N. 61457



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

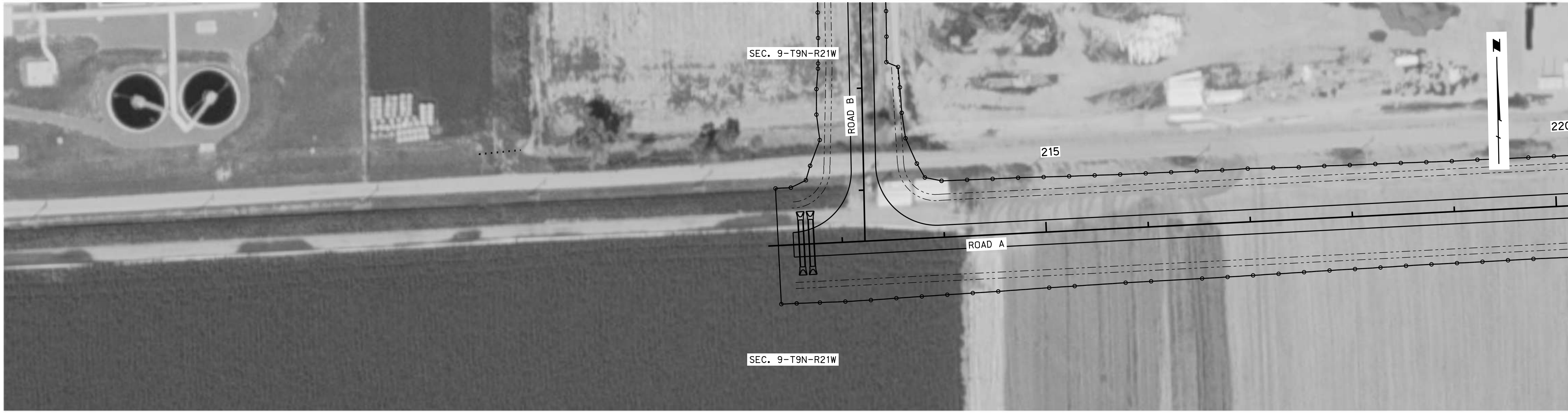
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

LEGEND

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

PROJECT NO.	SHEET NO.
1705(3)	E6

C.N. 61457



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

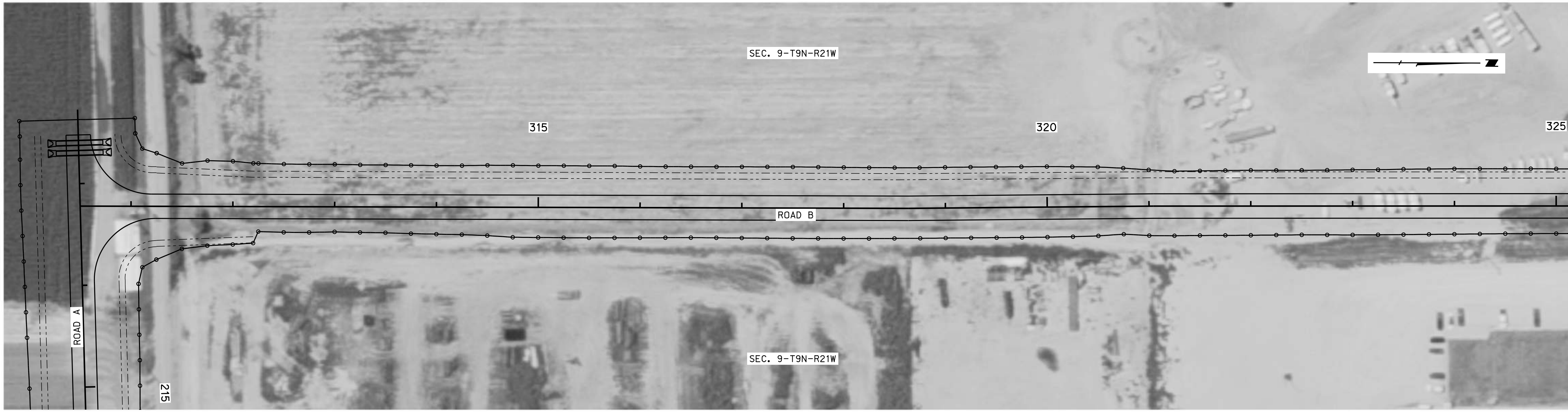
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

LEGEND

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

PROJECT NO.	SHEET NO.
1705(3)	E7

C.N. 61457



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

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejac]
Date: 12-MAY-2021 16:49
File: 61457Oc07.dgn
Scale: 1:100

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	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

wsp
PROJECT NO.	SHEET NO.
1705(3)	F2

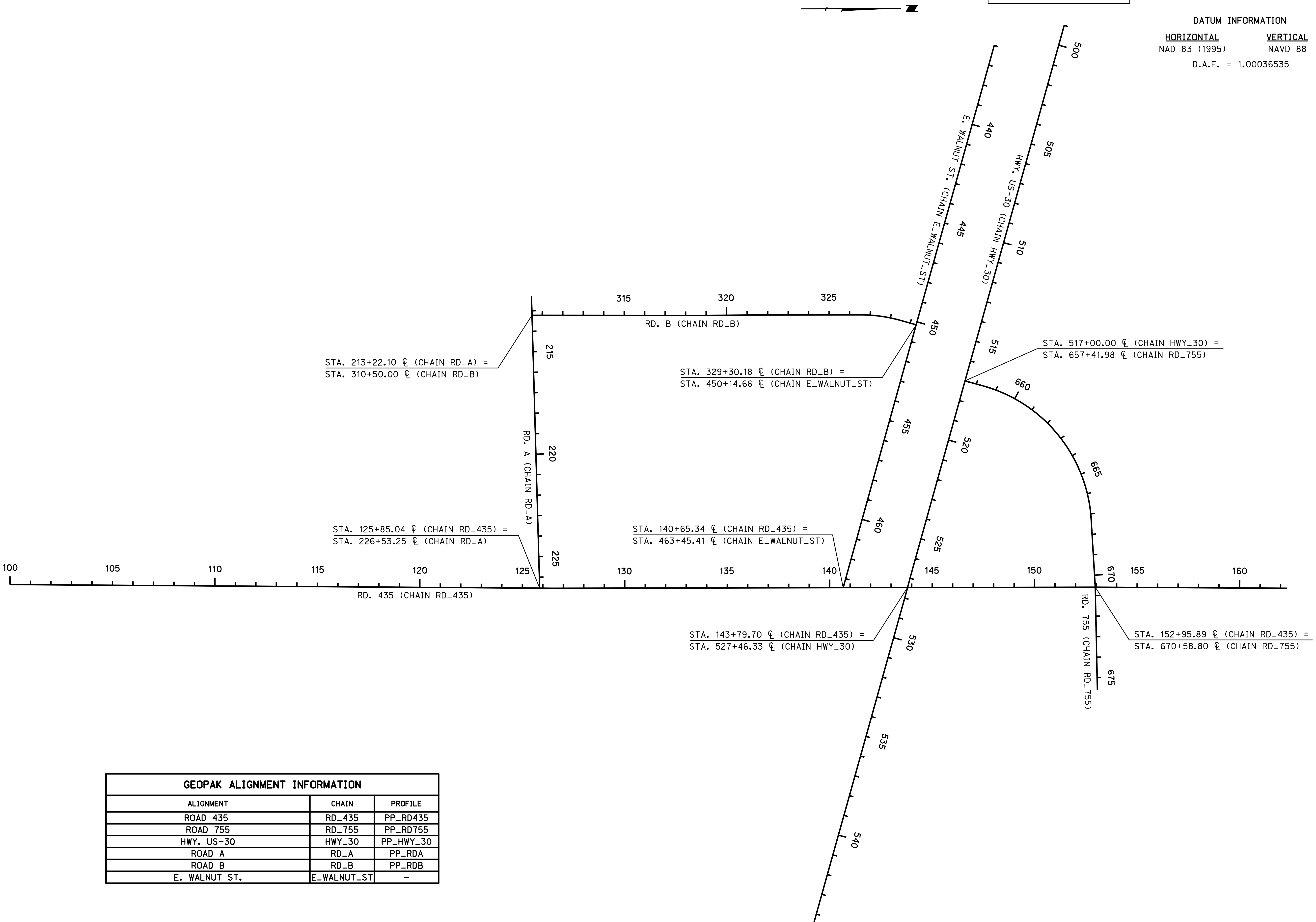
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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: L19US-D9037M4W
Date: 12-MAY-2021 16:52
File: 61457Och03.dgn

DATUM INFORMATION

HORIZONTAL: NAD 83 (1995)
VERTICAL: NAVD 88

D.A.F. = 1.00036535

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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.    =            133.4405
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
```

HORIZONTAL ALIGNMENT & ORIENTATION

	PROJECT NO.	SHEET NO.
WSP	1705(3)	G1
	C.N. 61457	

G E N E R A L   I N F O R M A T I O N

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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.

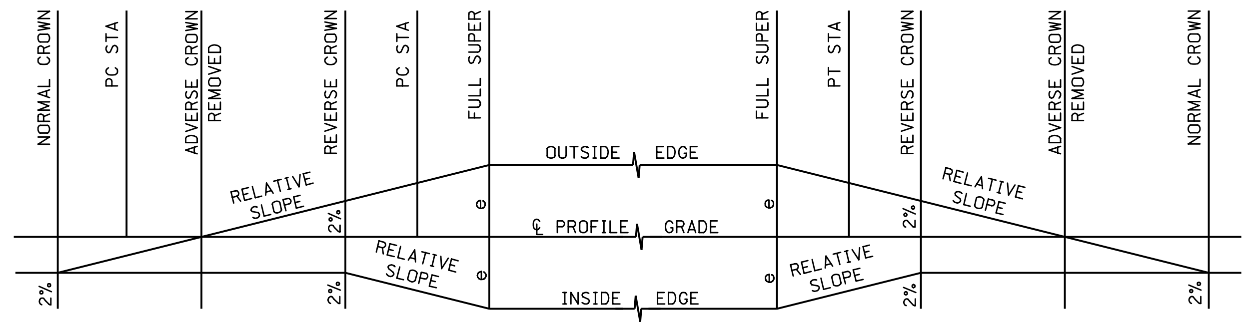
FOR INFORMATION ONLY

- 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	2,757	* 8,545	1.4	-9,208
HWY. US-30	6,290	* 4,468	1.4	+42
ROAD A	6,428	* 3,218	1.4	+1,925
ROAD B	2,819	* 4.305	1.4	-3.202
TOTAL	18,294	20,536	1.4	-10,443

* INCLUDES APPROX. 1,427 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)	5,310	* 5,143	1.4	-1,894
ROAD 435 (PHASE 4)	1,327	* 1,340	1.4	-550
TOTAL	6,637	6,483	1.4	-2,444

* INCLUDES APPROX. 2,065 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	3,691	* 9,547	1.4	-9,673
TOTAL	3,691	9,547	1.4	-9,673

* INCLUDES APPROX. 374 CU. YDS. OF EMBANKMENT FOR ROAD 435 UNDERCUT (SEE SHEET B).

SILT FENCE LOW POROSITY	600 LF

CULVERT PIPE LEGEND

	TYPE	DESCRIPTION
1	RCSP	Reinforced Concrete Sewer Pipe
2	RCP	Reinforced Concrete Pipe
3	GCCMP	Galvanized (zinc) Coated Corrugated Metal Pipe
4	ACCMP	Aluminum Coated Corrugated Metal Pipe
5	PCCMP	Polymer Coated Corrugated Metal Pipe
6	HDPE-CI	High Density Polyethylene (corrugated Interior)
7	HDPE-SI	High Density Polyethylene (smooth Interior)
8	PVC	Polyvinyl Chloride Pipe

MAILBOX POSTS

STATION	SIDE	EACH
674+30	RT	2
451+45	RT	1

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
- FENCE - CHAIN LINK
- 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

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:52
File: 614570cn01.dgn

GENERAL INFORMATION

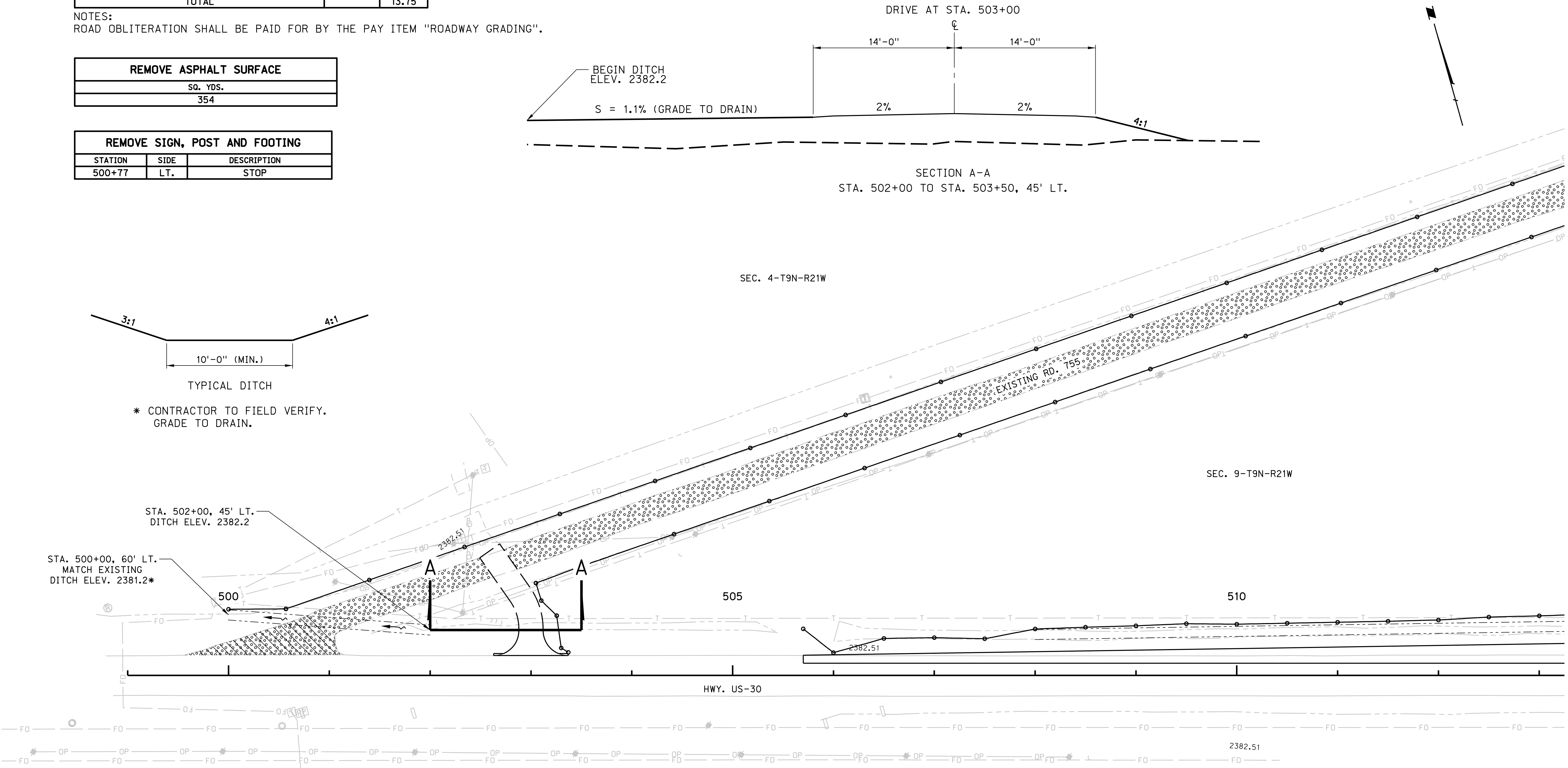
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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



ROADWAY OBLITERATION

LEGEND
REMOVE ASPHALT SURFACE
ROAD OBLITERATION

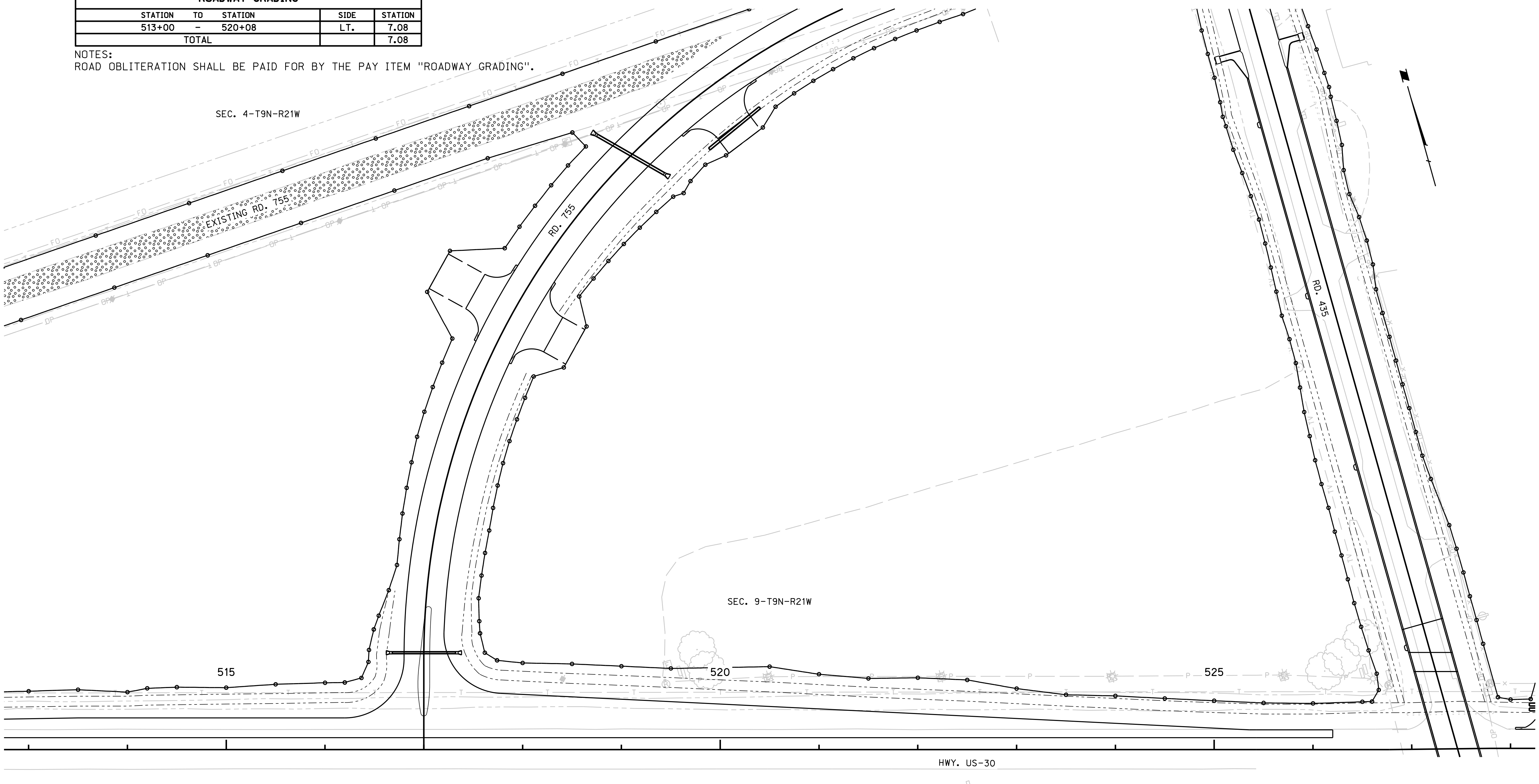
GENERAL INFORMATION

PROJECT NO. 1705(3) | SHEET NO. G3
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

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



ROADWAY OBLITERATION

LEGEND
REMOVE ASPHALT SURFACE
ROAD OBLITERATION

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: leijac
Date: 12-MAY-2021 16:52
File: 61457Ocn03.dgn
Scale: 1:100

GENERAL INFORMATION

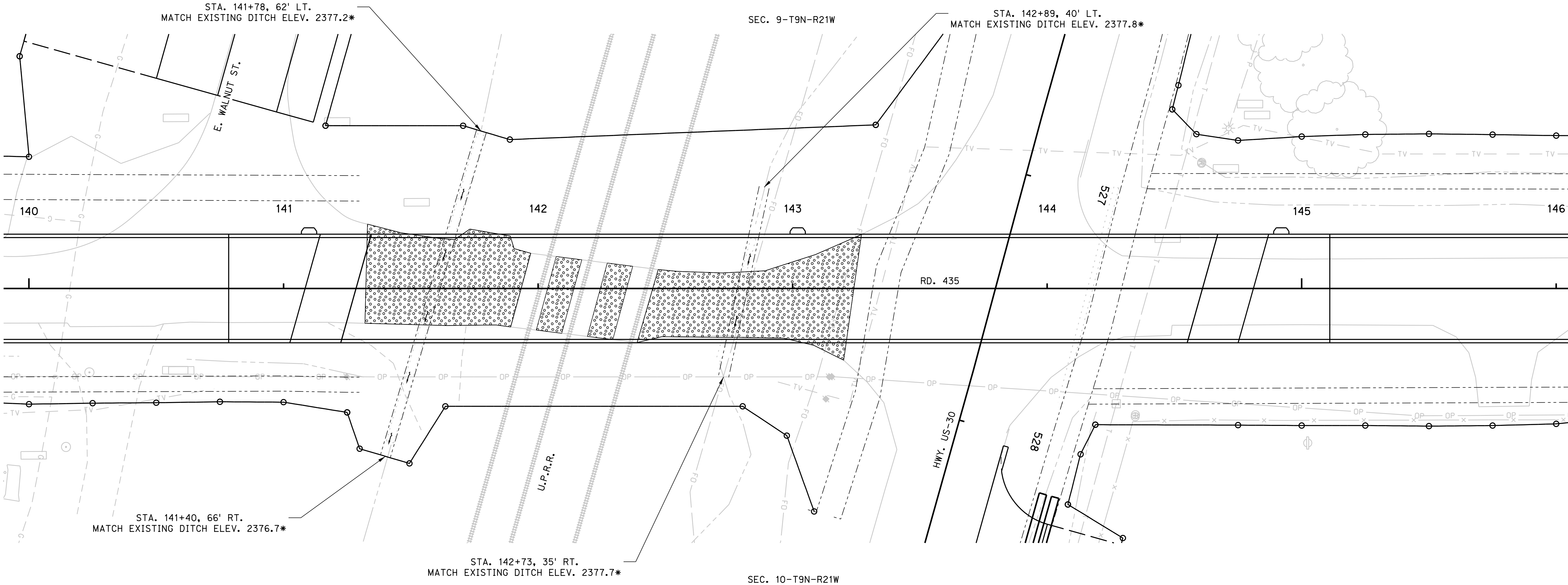
PROJECT NO.	SHEET NO.
1705(3)	G4

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

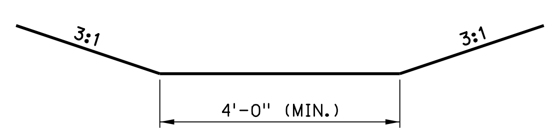
ROADWAY GRADING				
STATION	TO	STATION	SIDE	STATION
141+28	-	143+25	LT./RT.	1.97
TOTAL				1.97

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



LEGEND

ROAD OBLITERATION



TYPICAL DITCH

* CONTRACTOR TO FIELD VERIFY.
GRADE TO DRAIN.

ROADWAY OBLITERATION

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejacj
Date: 12-MAY-2021 16:52
File: 61457Ocn04.dgn
Scale: 1:40

GENERAL INFORMATION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

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

REMOVE ASPHALT SURFACE
SQ. 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".

ROADWAY OBLITERATION

LEGEND
- REMOVE ASPHALT SURFACE
- ROAD OBLITERATION
- RAILROAD ROW

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: leljacj
Date: 12-MAY-2021 16:52
File: 61457Ocn05.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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. Costruct 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+50 Lt. and Sta. 534+50 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 756.		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

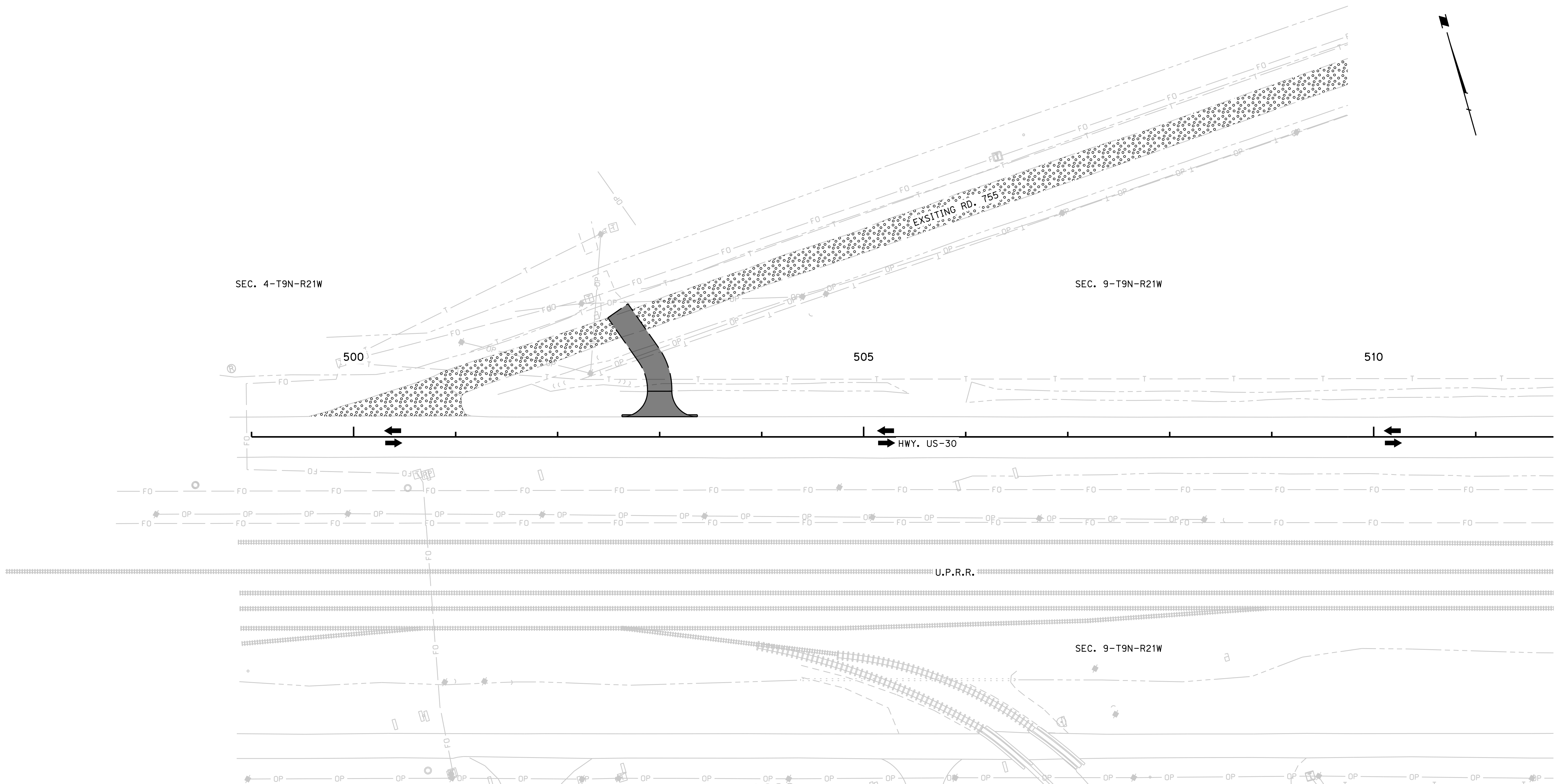
- The sequence shown addresses major construciton items only. The Contractor shall be responsible for coordination of all items. The Contractor may vary from the sequence shown only as approved by the Engineer.
- The construction phases as outlined will require partial or total closure of local roads 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.

PHASING

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz01.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- OLD ROAD OBLITERATION
- TRAFFIC FLOW

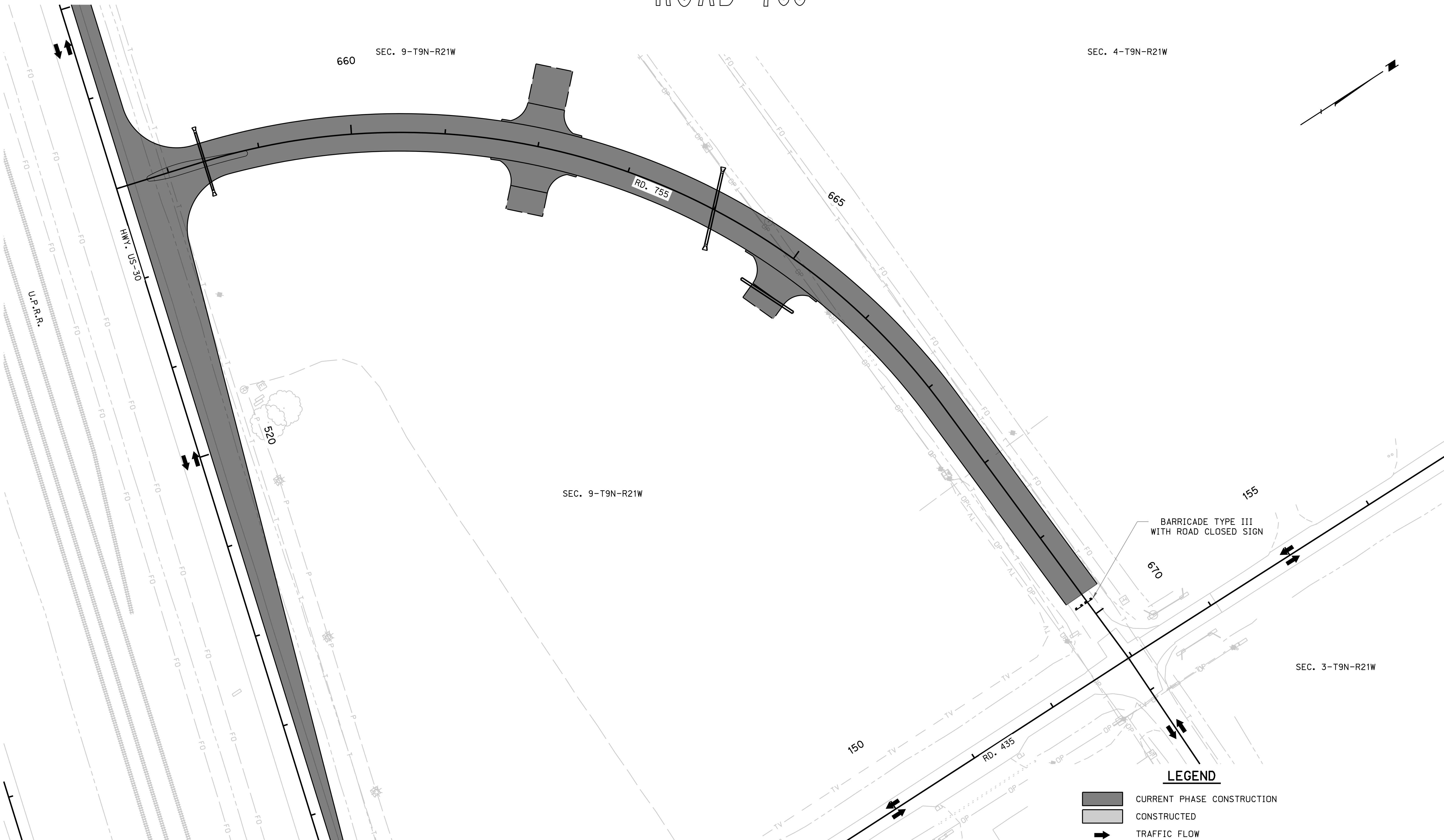
PHASE 1
PHASING

PROJECT NO.	SHEET NO.
1705(3)	H3

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 2
PHASING

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz02.dgn

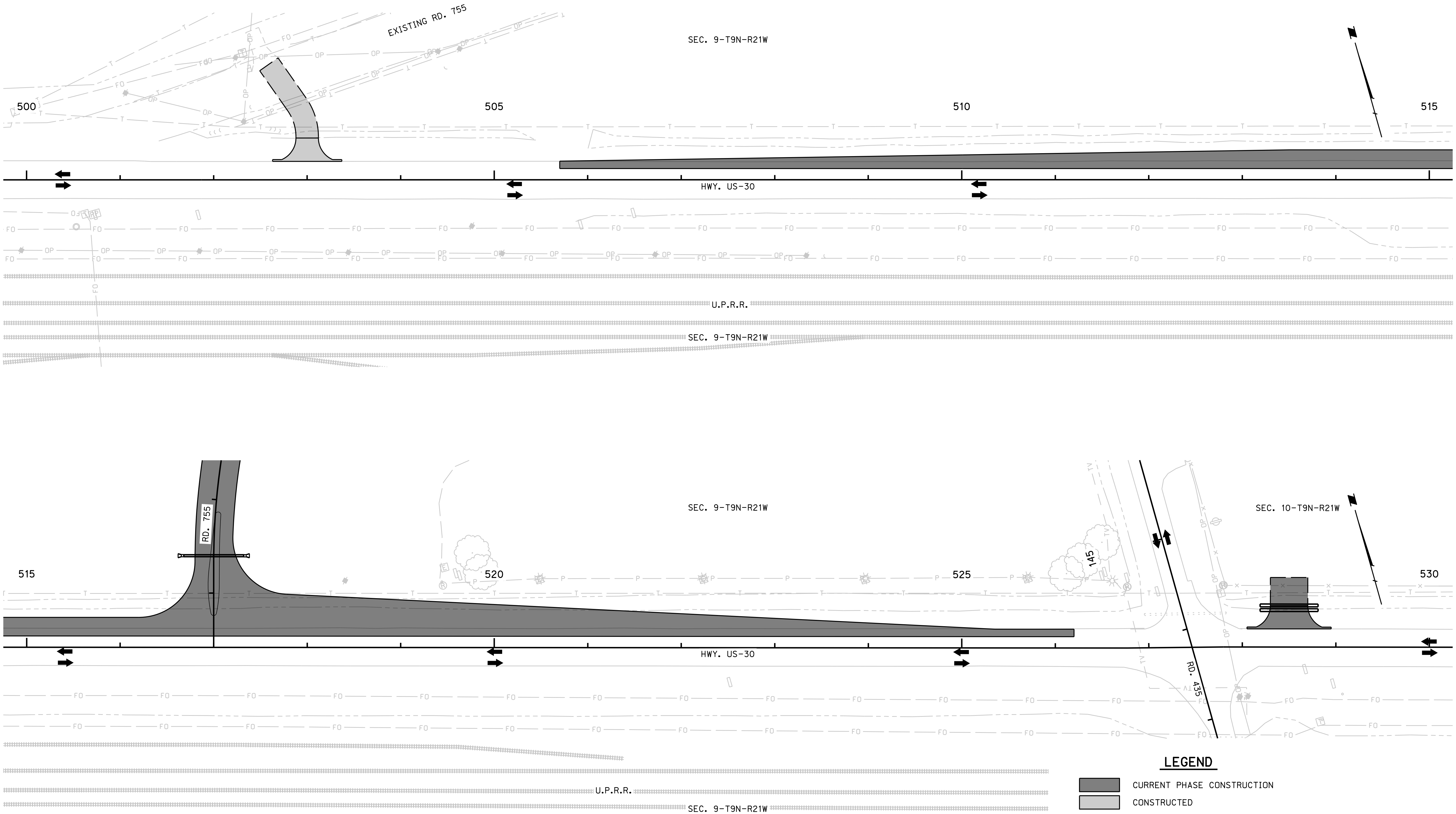
WSP

PROJECT NO.	SHEET NO.
1705(3)	H4

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 2
PHASING

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

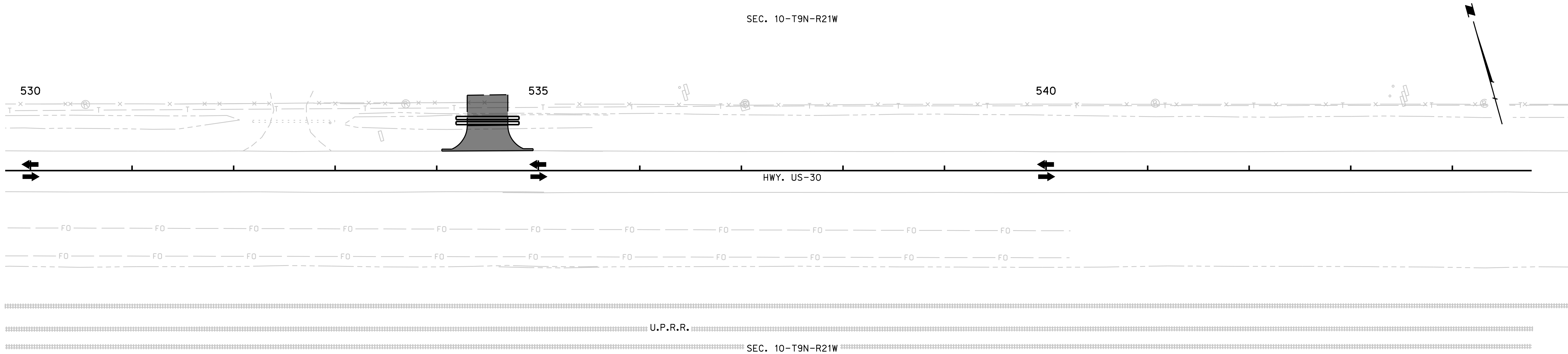
File: 61457Ocz03.dgn

PROJECT NO.	SHEET NO.
1705(3)	H5

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 2
PHASING

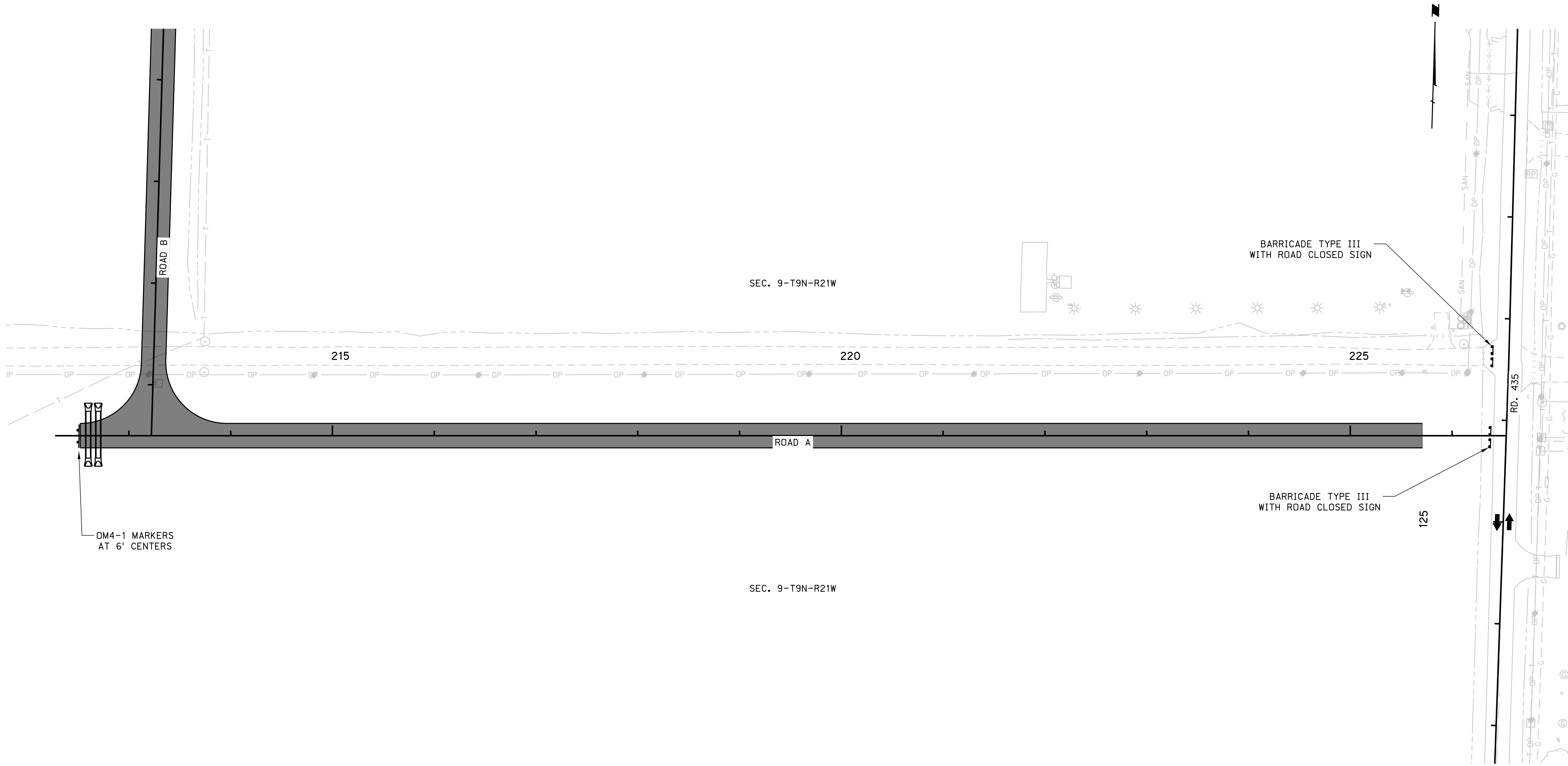
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz04.dgn

PROJECT NO.	SHEET NO.
1705(3)	H6

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 2

PHASING

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

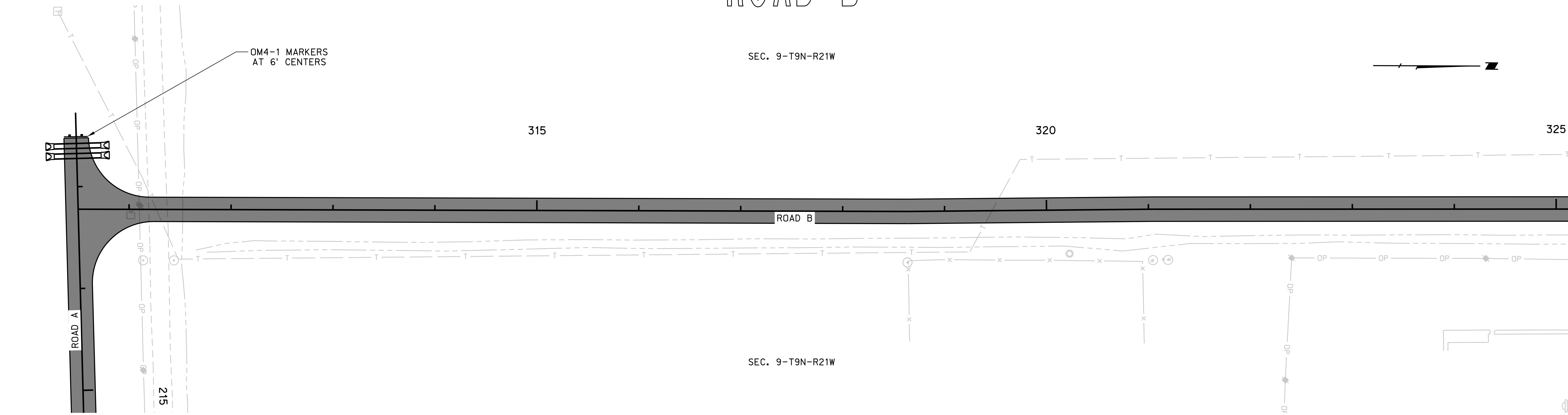
File: 61457Ocz05.dgn

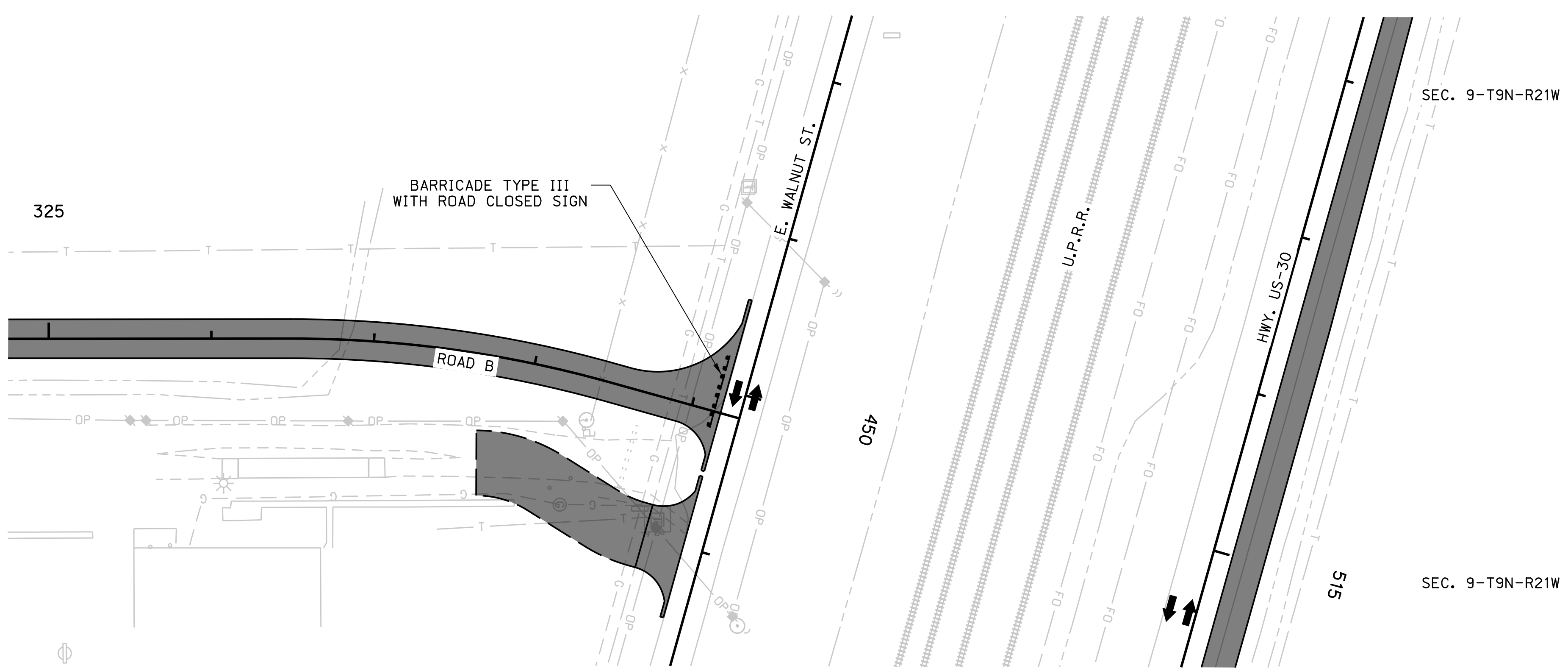
PROJECT NO.	SHEET NO.
1705(3)	H7

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B





LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

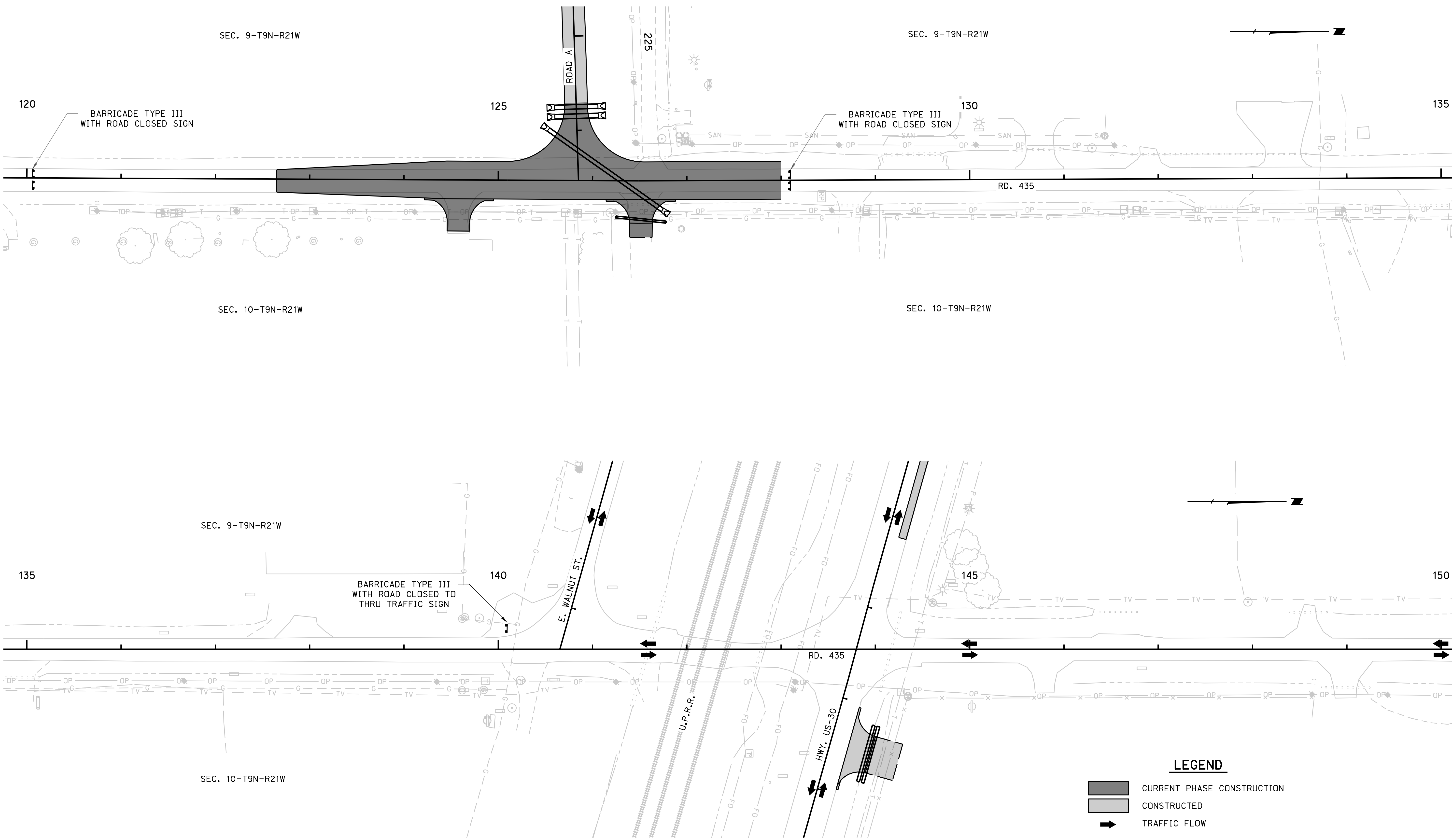
PHASE 2
PHASING

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Oc206.dgn

PROJECT NO. 1705(3)
SHEET NO. H8
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



PHASE 3, STAGE 1
PHASING

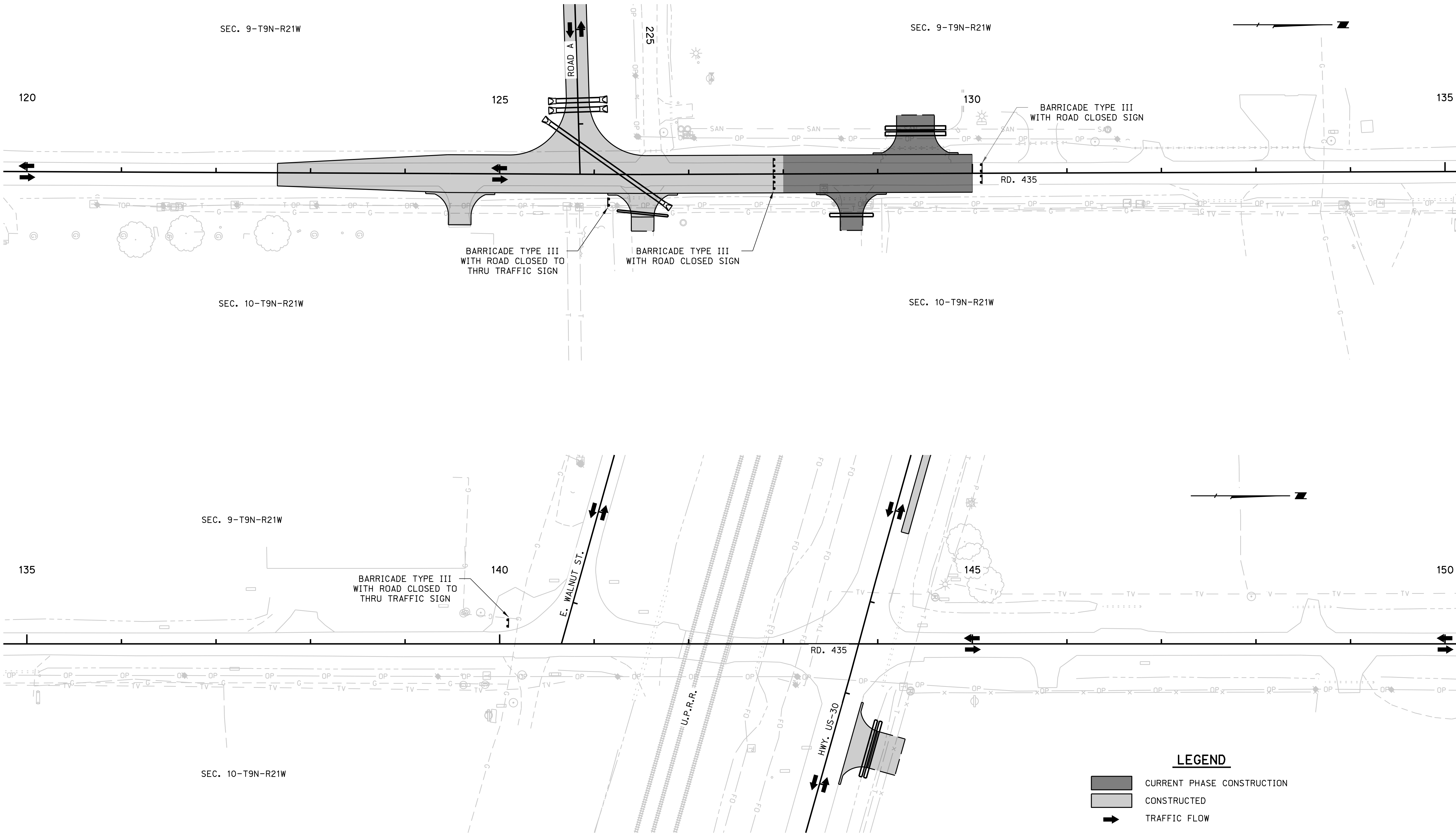
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz07.dgn

PROJECT NO.	SHEET NO.
1705(3)	H9

C.N. 61457

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

ROAD 435



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 3, STAGE 2
PHASING

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Ocz08.dgn

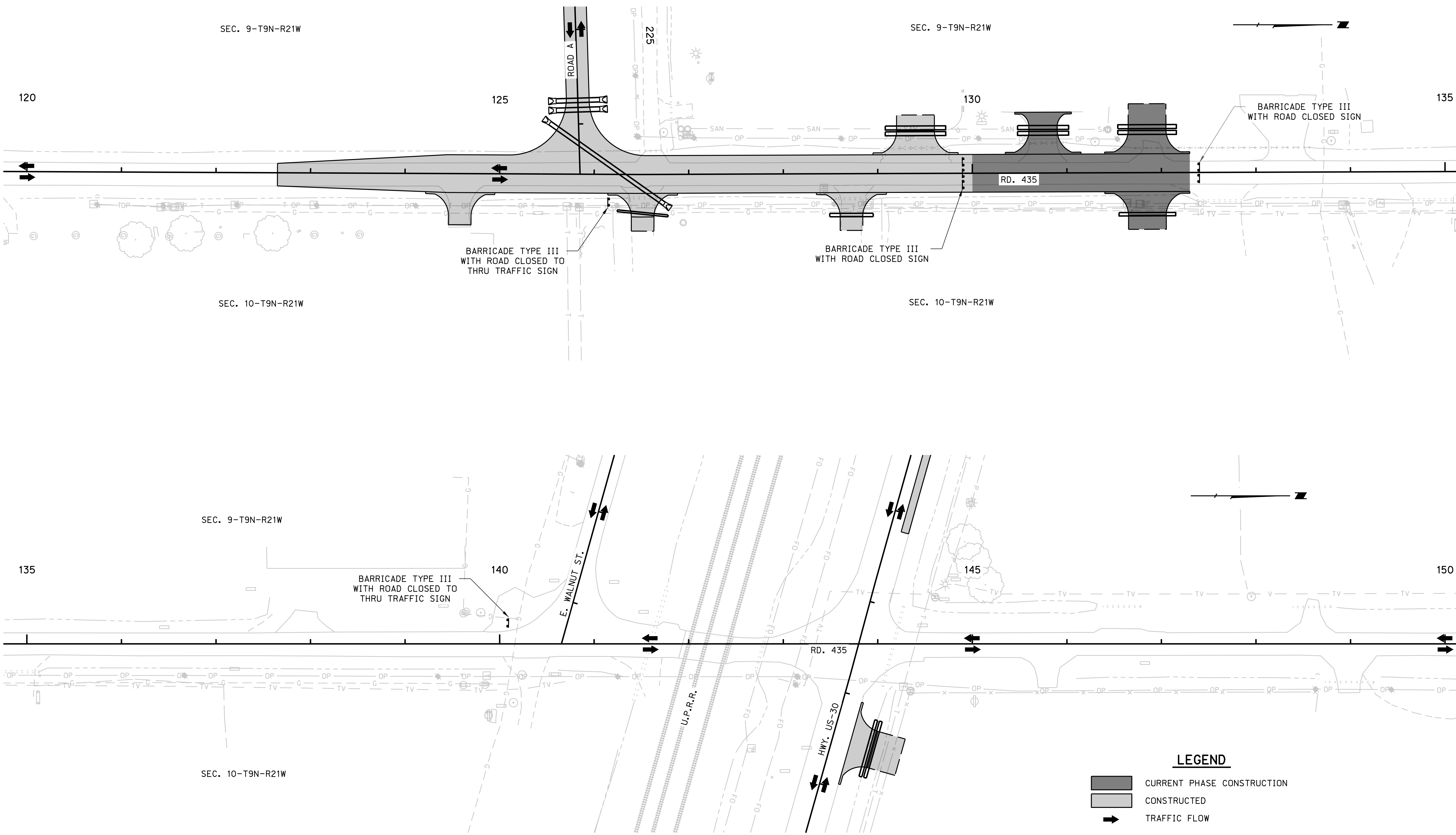
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	H10

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 3, STAGE 3
PHASING

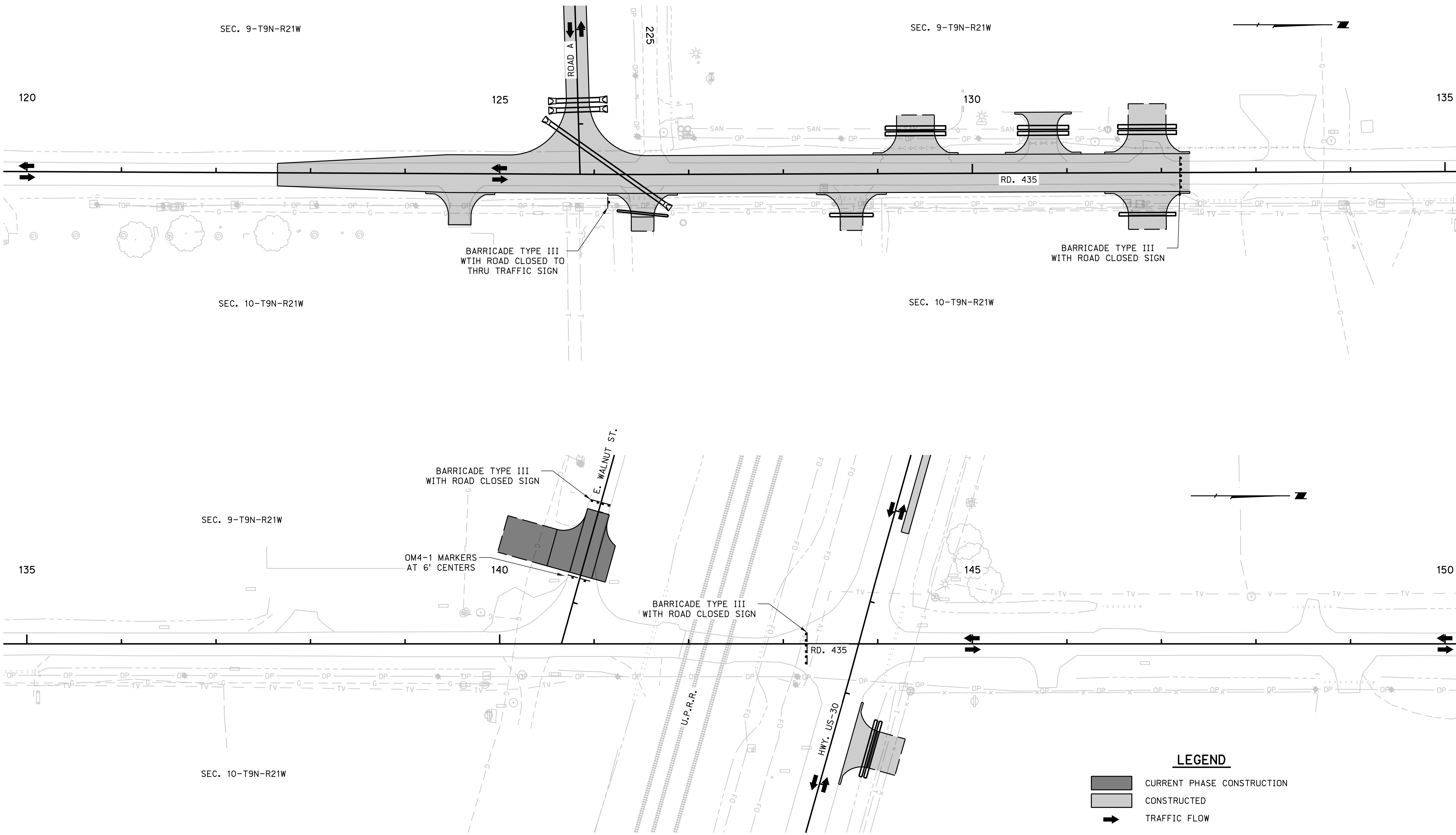
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz09.dgn

PROJECT NO.	SHEET NO.
1705(3)	H11

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



LEGEND

- CURRENT PHASE CONSTRUCTION
- CONSTRUCTED
- TRAFFIC FLOW

PHASE 3, STAGE 4
PHASING

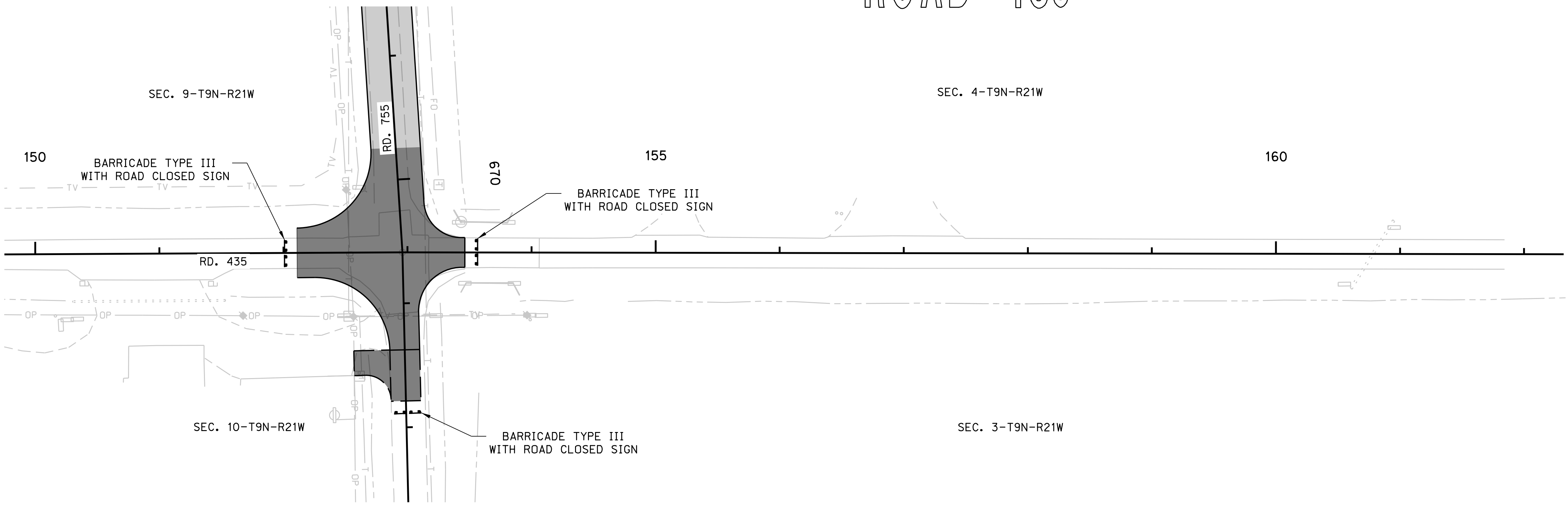
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz10.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	H12

C.N. 61457

ROAD 435



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 4
PHASING

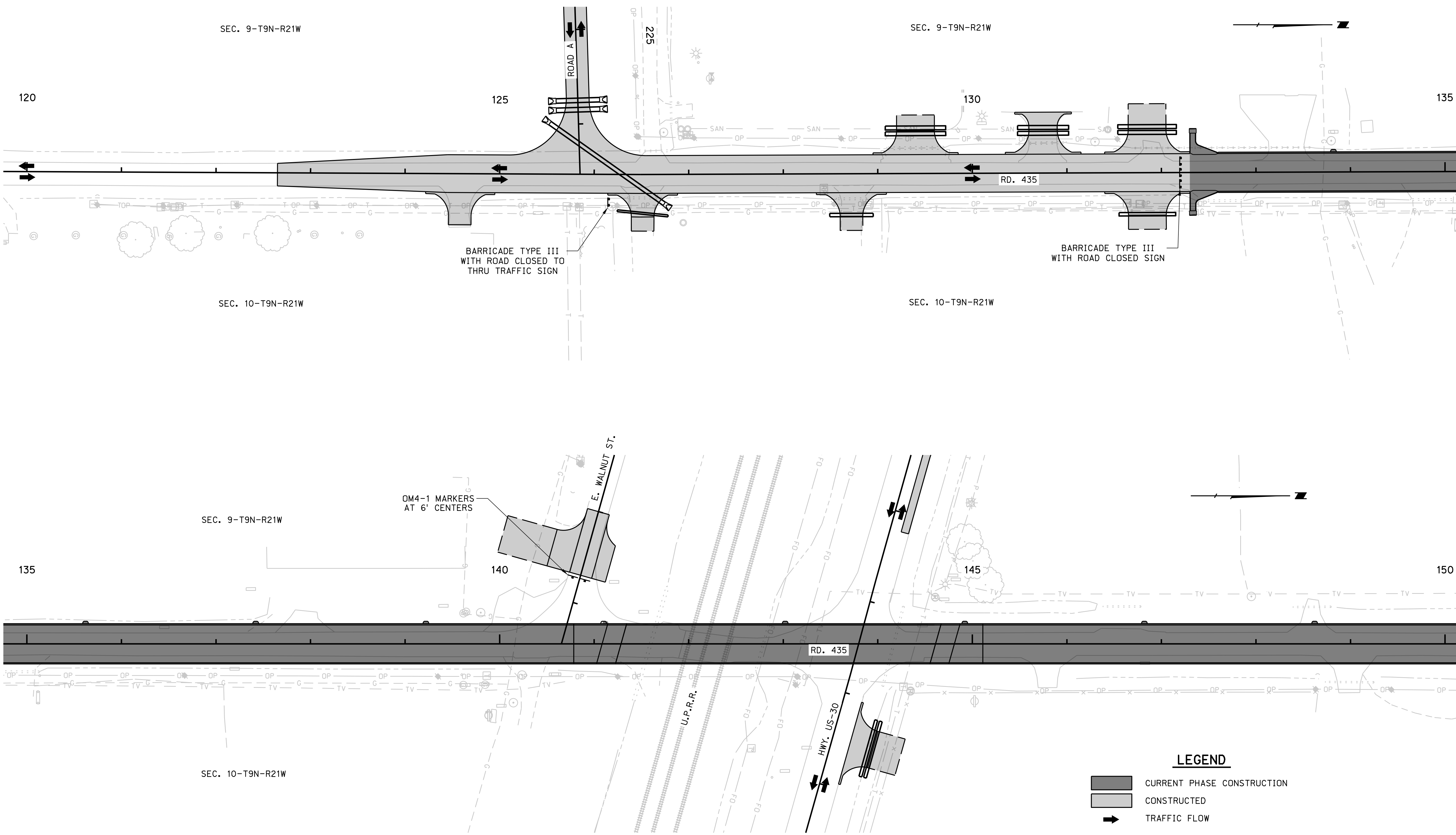
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocz11.dgn

PROJECT NO.	SHEET NO.
1705(3)	H13

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 5
PHASING

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 614570cz12.dgn

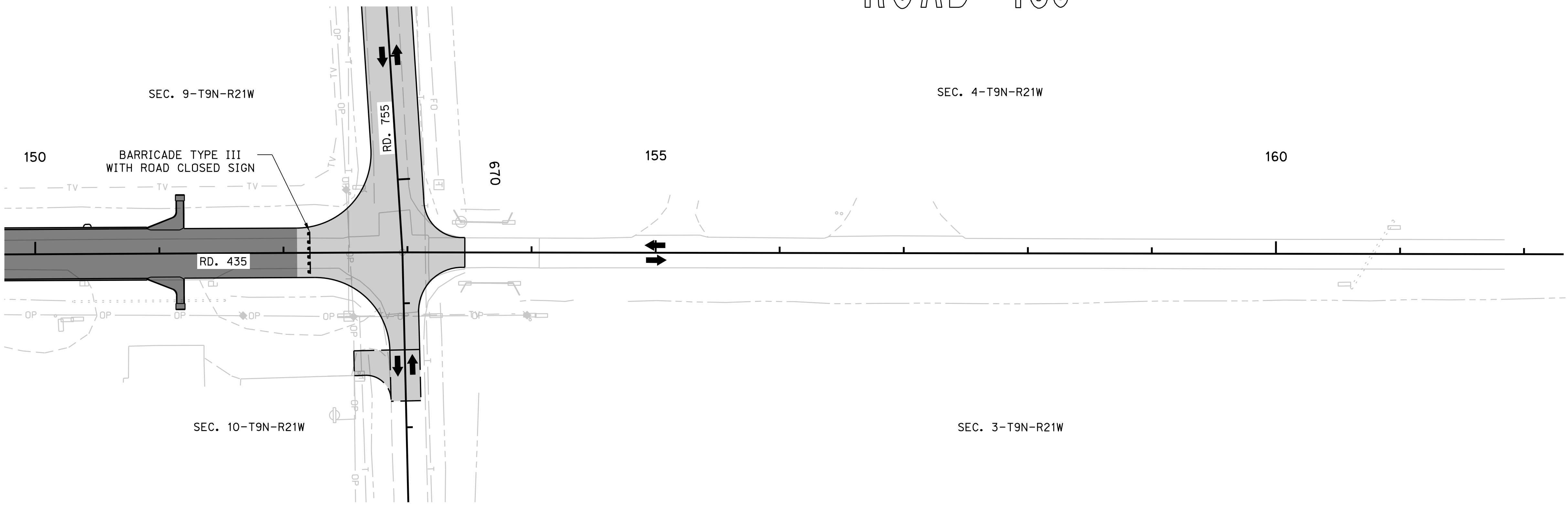
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

wsp

PROJECT NO.	SHEET NO.
1705(3)	H14

C.N. 61457

ROAD 435



LEGEND

CURRENT PHASE CONSTRUCTION
CONSTRUCTED
TRAFFIC FLOW

PHASE 5
PHASING

ROADWAY DESIGN DIVISION.

File: 61457Ocz13.dgn Date: 12-MAY-2021 16:54 Computer: L19US-D9037M4W

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435

(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

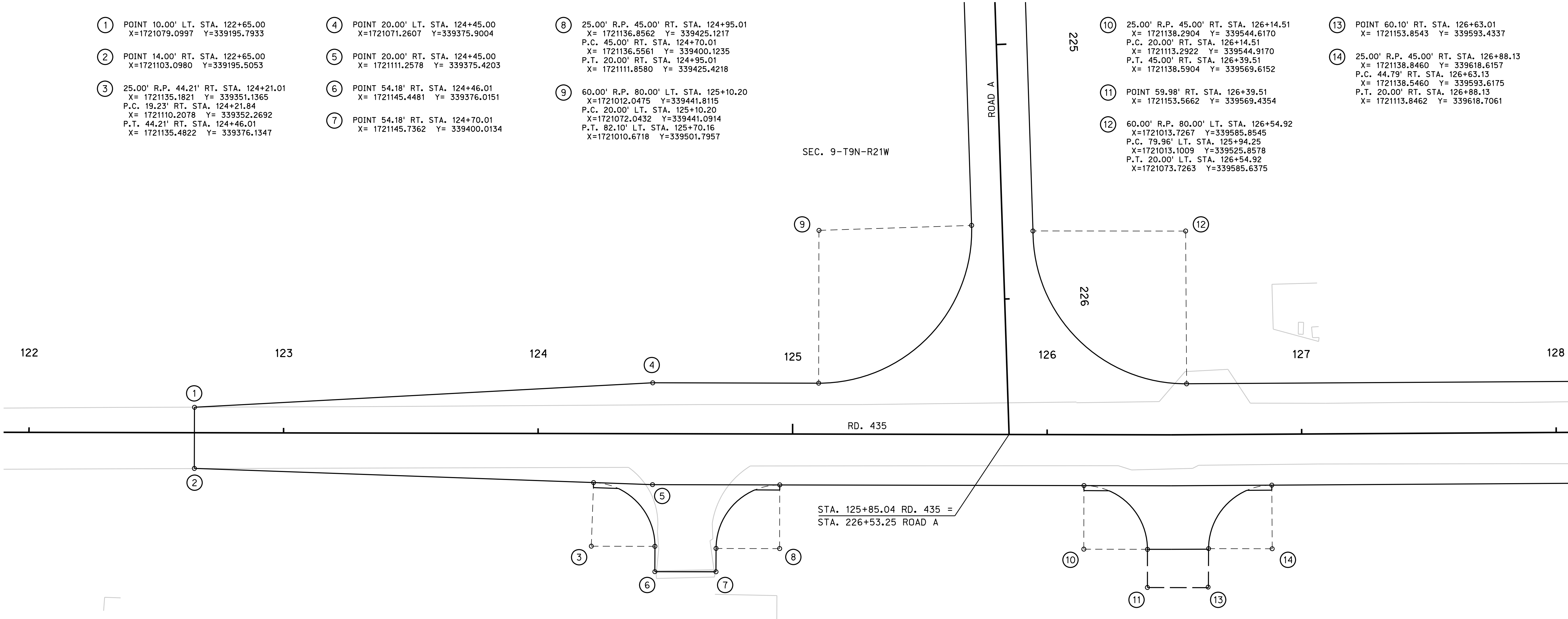
(10) 25.00' R.P. 45.00' RT. STA. 126+14.51
X= 1721138.2904 Y= 339544.6170
P.C. 20.00' RT. STA. 126+14.51
X= 1721113.2922 Y= 339544.9170
P.T. 45.00' RT. STA. 126+39.51
X= 1721138.5904 Y= 339569.6152

(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.

GEOMETRICS

PROJECT NO.	SHEET NO.
1705(3)	J2

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435

(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' RT. 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) POINT 62.00' LT. STA. 129+20.01
X=1721032.6852 Y=339850.8763

(7) POINT 62.00' LT. STA. 129+60.01
X=1721032.8298 Y=339890.8760

(8) 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

(9) 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

(10) 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=339990.82.19

SEC. 9-T9N-R21W

(11) 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

(12) 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

(13) 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

(14) 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

(15) POINT 73.00' LT. STA. 131+65.00
X=1721022.5712 Y=340095.9063

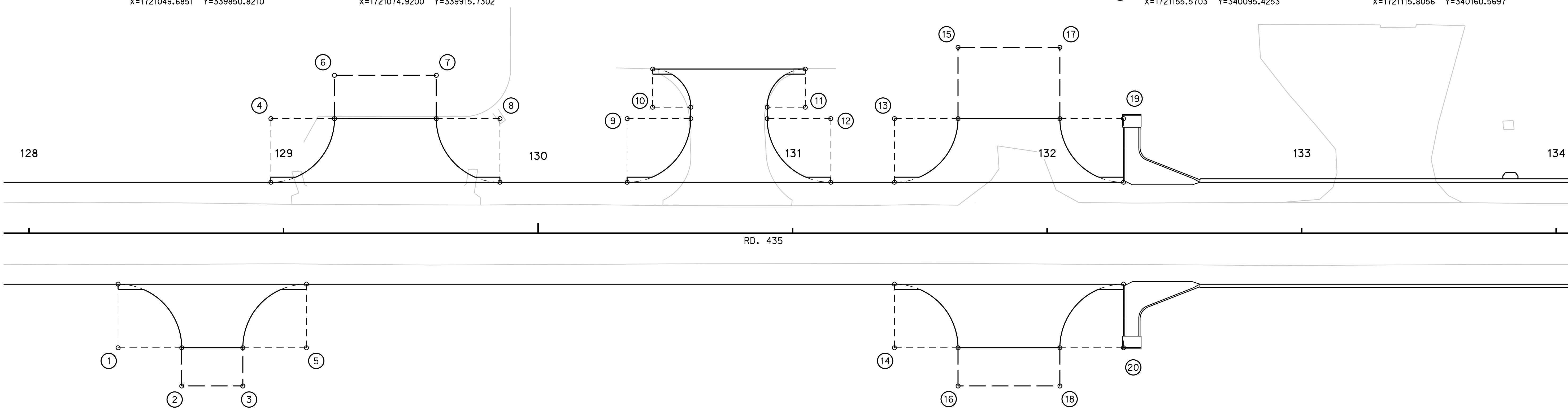
(16) POINT 60.00' RT. STA. 131+65.00
X=1721155.5703 Y=340095.4253

(17) POINT 73.00' LT. STA. 132+05.00
X=1721022.7109 Y=340135.9060

(18) POINT 60.00' RT. STA. 132+05.00
X=1721155.7150 Y=340135.4251

(19) 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

(20) 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. 10-T9N-R21W

FOR DETAILS NOT SHOWN SEE PLAN 329.

GEOMETRICS

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Ocg02.dgn

WSP | PROJECT NO. 1705(3) | SHEET NO. J3
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

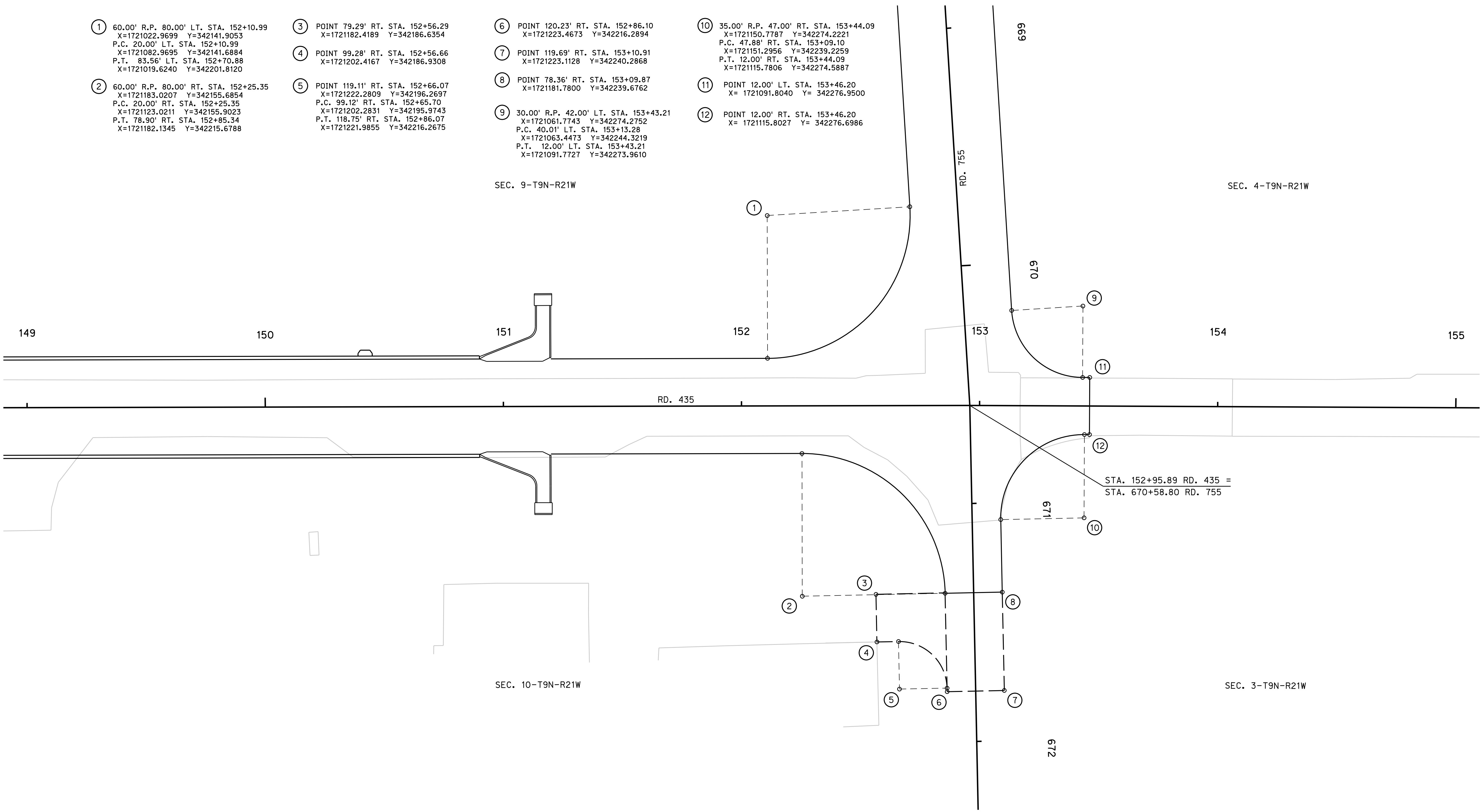
(8) POINT 78.36' RT. STA. 153+09.87
X=1721181.7800 Y=342239.6762

(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



GEOMETRICS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocg03.dgn

wsp
PROJECT NO. 1705(3)
SHEET NO. J4
C.N. 61457

ROAD 755

(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

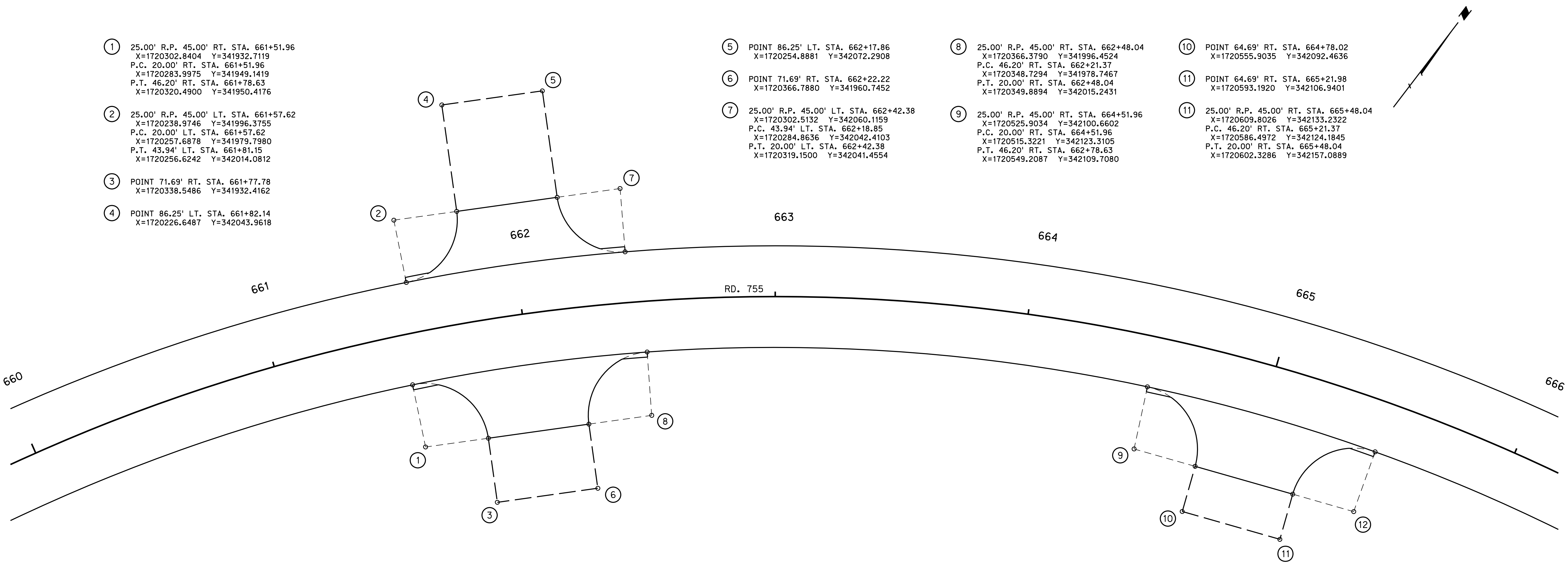
(8) 25.00' R.P. 45.00' RT. STA. 662+48.04
X=1720366.3790 Y=341996.4524
P.C. 46.20' RT. STA. 662+21.37
X=1720348.7294 Y=341978.7467
P.T. 20.00' RT. STA. 662+48.04
X=1720349.8894 Y=342015.2431

(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

(11) 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

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Ocg05.dgn

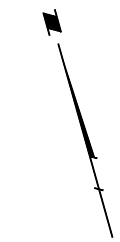
WSP	PROJECT NO.	SHEET NO.
	1705(3)	J5
	C.N. 61457	

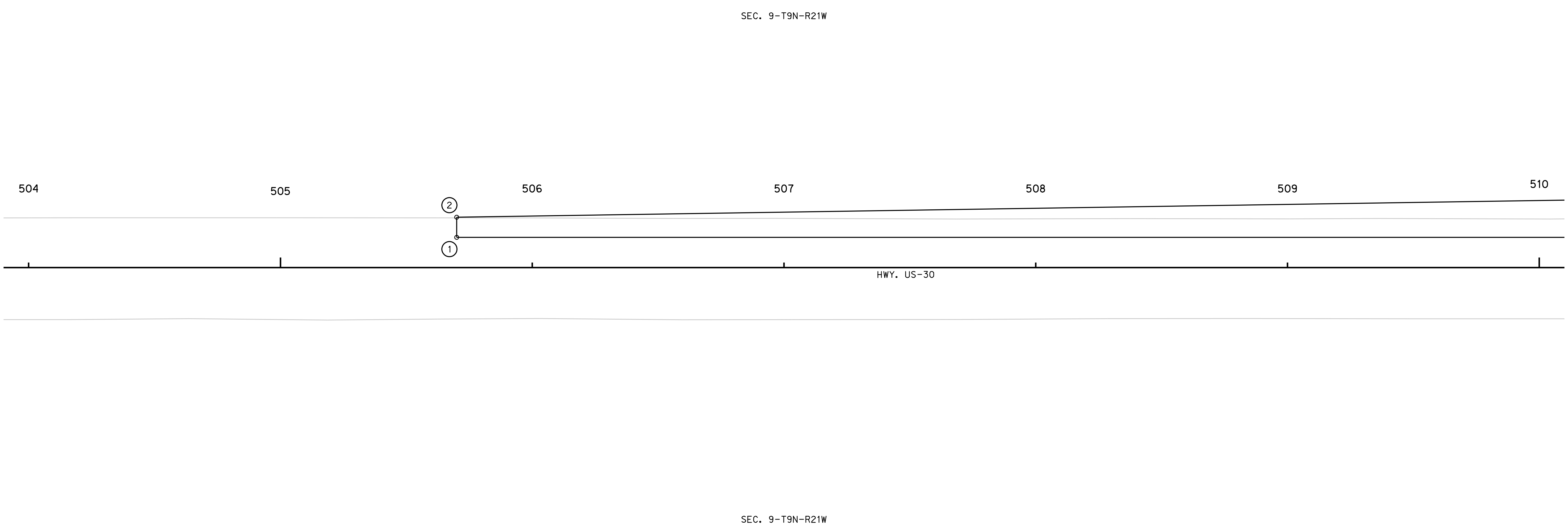
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

1 POINT 12.00' LT. STA. 505+70.00
X=1719010.1038 Y=341917.7951

2 POINT 20.00' LT. STA. 505+70.00
X=1719012.2971 Y=341925.4885

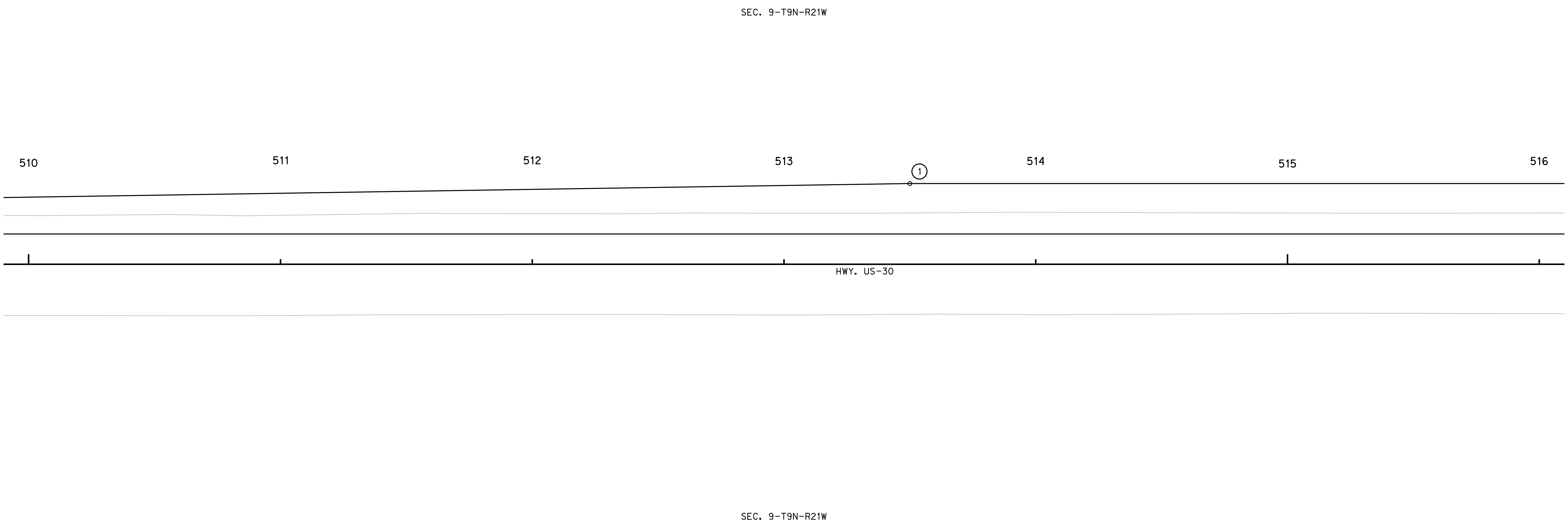




GEOMETRICS

HIGHWAY US-30

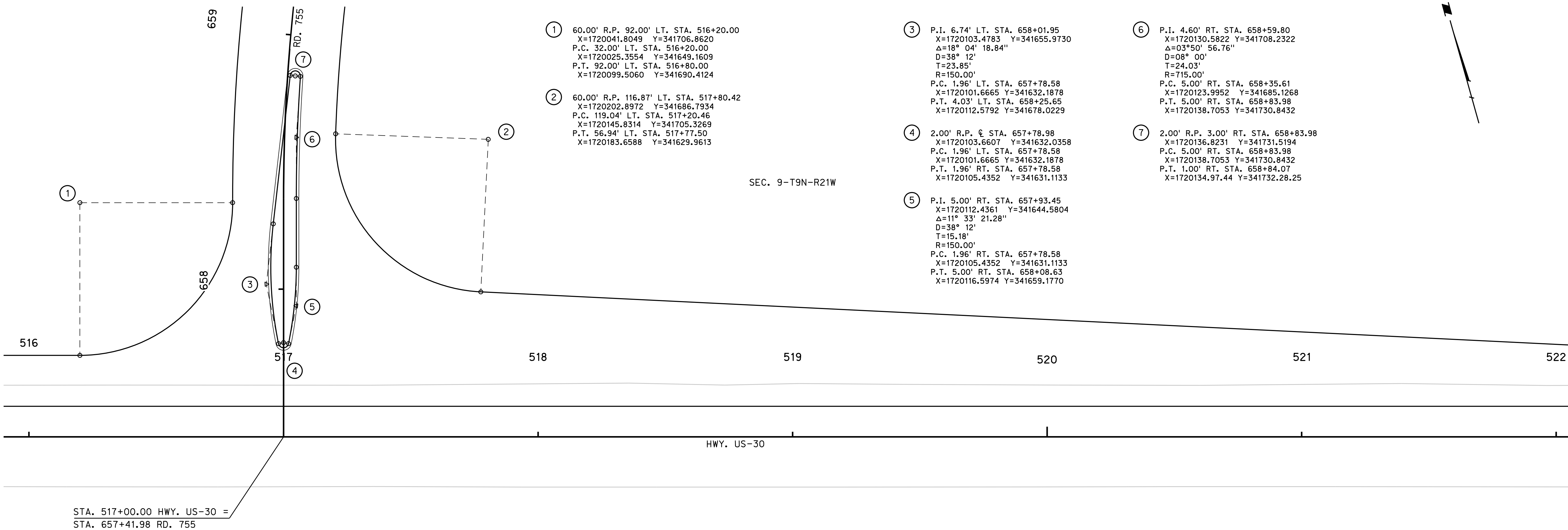
(1) POINT 32.00' LT. STA. 513+50.00
X=1719765.7006 Y=341723.1841



GEOMETRICS

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30 ROAD 755



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
Δ=18° 04' 18.84"
D=38° 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. ℄ 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
Δ=11° 33' 21.28"
D=38° 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
Δ=03°50' 56.76"
D=08° 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=1720134.97.44 Y=341732.28.25

SEC. 9-T9N-R21W

GEOMETRICS

PROJECT NO. 1705(3) | SHEET NO. J8
C.N. 61457

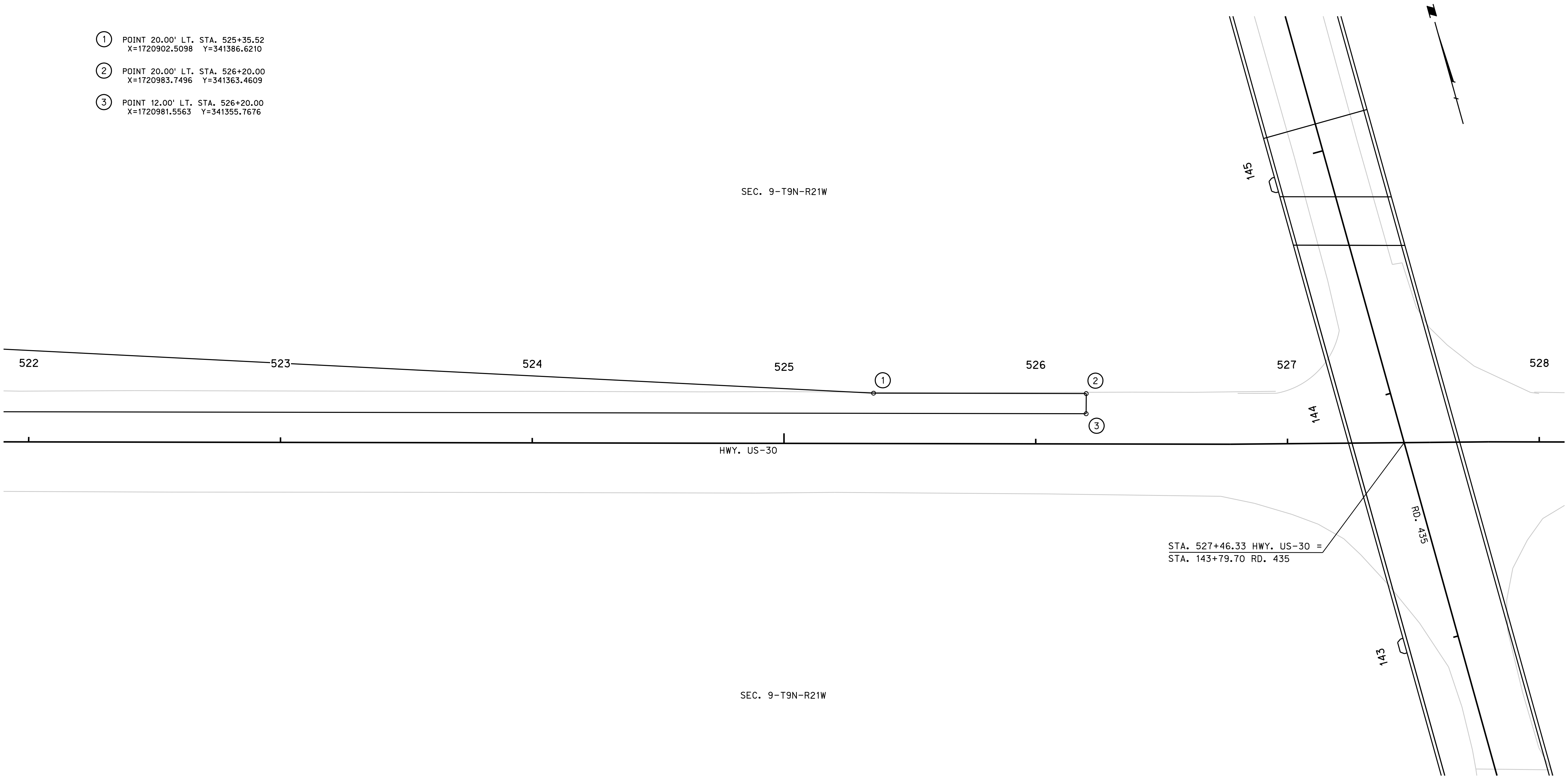
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

(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



GEOMETRICS

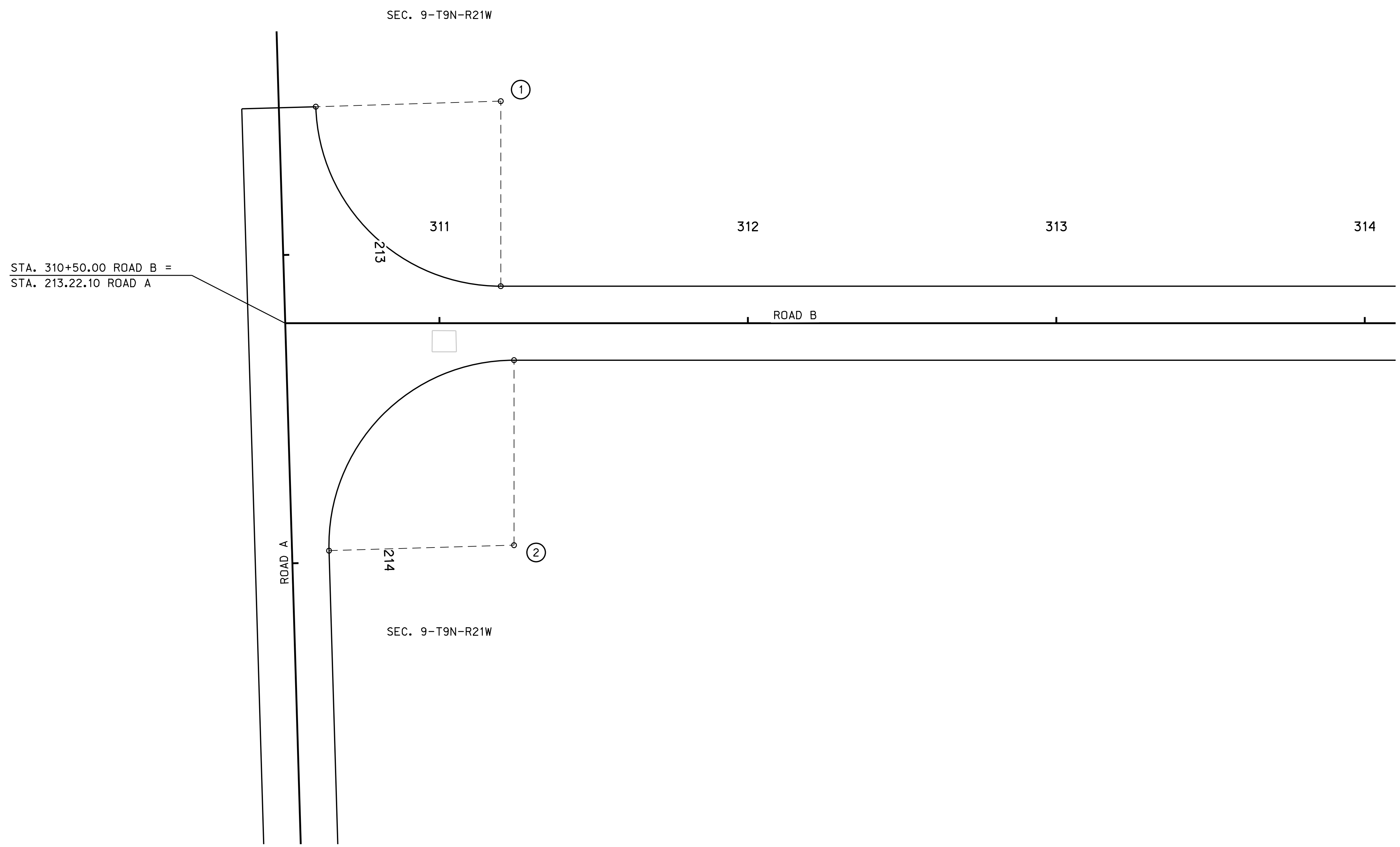
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocg08.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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



GEOMETRICS

ROADWAY DESIGN DIVISION.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

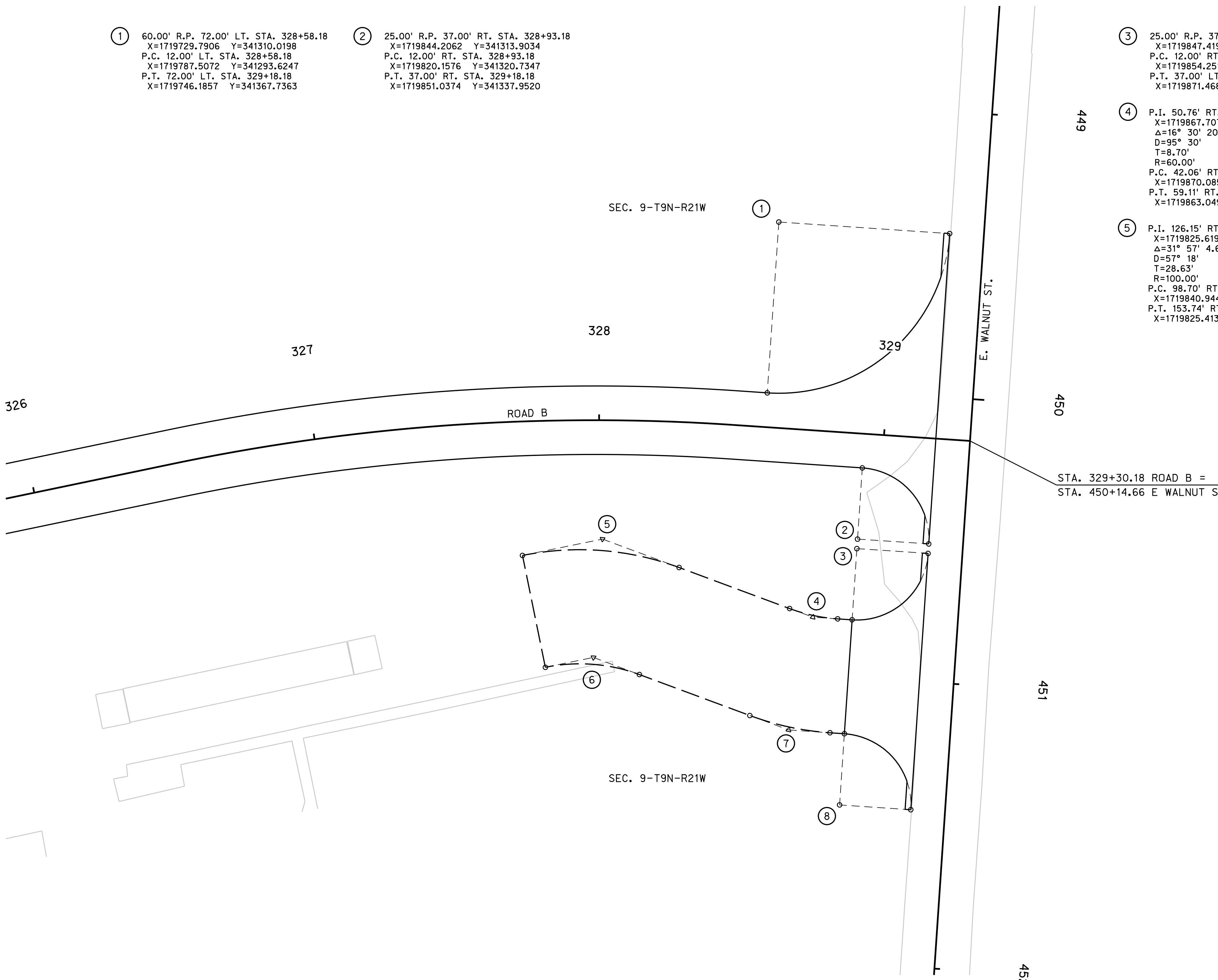
(4) P.I. 50.76' RT. STA. 450+80.00
X=1719867.7079 Y=341292.9207
Δ=16° 30' 20.78"
D=95° 30'
T=8.70'
R=60.00'
P.C. 42.06' RT. STA. 450+80.00
X=1719870.0859 Y=341301.2922
P.T. 59.11' RT. STA. 450+77.53
X=1719863.0494 Y=341285.5698

(5) P.I. 126.15' RT. STA. 450+57.66
X=1719825.6198 Y=341226.5073
Δ=31° 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
Δ=31° 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
Δ=16° 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



FOR DETAILS NOT SHOWN SEE PLAN 329.

GEOMETRICS

Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Ocg10.dgn

PROJECT NO.	SHEET NO.
1705(3)	J11

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

SEC. 9-T9N-R21W

(1) POINT 116.64' LT. STA. 502+49.19
X=1718730.2775 Y=342106.3738

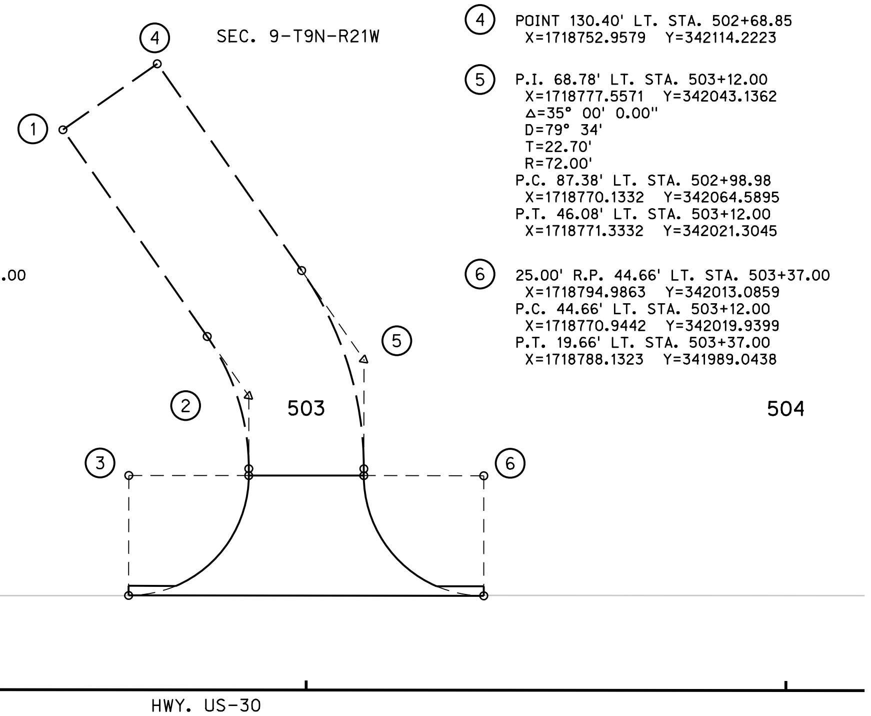
(2) P.I. 61.22' LT. STA. 502+88.00
X=1718752.4020 Y=342042.4388
Δ=35° 00' 0.00"
D=119° 22'
T=15.13'
R=48.00'
P.C. 73.61' LT STA. 502+79.32
X=1718747.4528 Y=342056.7410
P.T. 46.08' LT STA. 502+88.00
X=1718748.2528 Y=342027.8843

(3) 25.00' R.P. 44.66' LT. STA. 502+63.00
X=1718723.8217 Y=342033.3737
P.C. 19.66' LT. STA. 502+63.00
X=1718716.9677 Y=342009.3316
P.T. 44.66' LT. STA. 502+88.00
X=1718747.8638 Y=342026.5198

(4) POINT 130.40' LT. STA. 502+68.85
X=1718752.9579 Y=342114.2223

(5) P.I. 68.78' LT. STA. 503+12.00
X=1718777.5571 Y=342043.1362
Δ=35° 00' 0.00"
D=79° 34'
T=22.70'
R=72.00'
P.C. 87.38' LT. STA. 502+98.98
X=1718770.1332 Y=342064.5895
P.T. 46.08' LT. STA. 503+12.00
X=1718771.3332 Y=342021.3045

(6) 25.00' R.P. 44.66' LT. STA. 503+37.00
X=1718794.9863 Y=342013.0859
P.C. 44.66' LT. STA. 503+12.00
X=1718770.9442 Y=342019.9399
P.T. 19.66' LT. STA. 503+37.00
X=1718788.1323 Y=341989.0438



HIGHWAY US-30

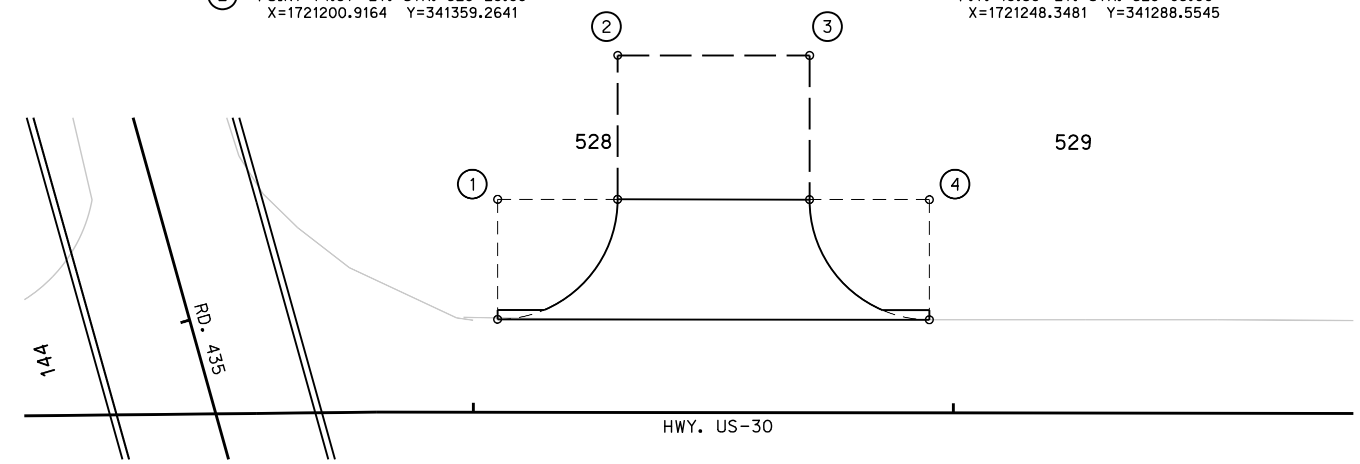
SEC. 10-T9N-R21W

(1) 25.00' R.P. 44.37' LT. STA. 528+04.99
X=1721168.6505 Y=341337.2710
P.C. 19.37' LT. STA. 528+05.00
X=1721161.7965 Y=341313.2289
P.T. 44.37' LT. STA. 528+29.99
X=1721192.6926 Y=341330.4170

(2) POINT 74.37' LT. STA. 528+29.98
X=1721200.9164 Y=341359.2641

(3) POINT 74.38' LT. STA. 528+69.98
X=1721239.3838 Y=341348.2977

(4) 25.00' R.P. 44.39' LT. STA. 528+94.99
X=1721255.2021 Y=341312.5966
P.C. 44.39' LT. STA. 528+69.99
X=1721231.1600 Y=341319.4506
P.T. 19.39' LT. STA. 528+95.00
X=1721248.3481 Y=341288.5545



HIGHWAY US-30

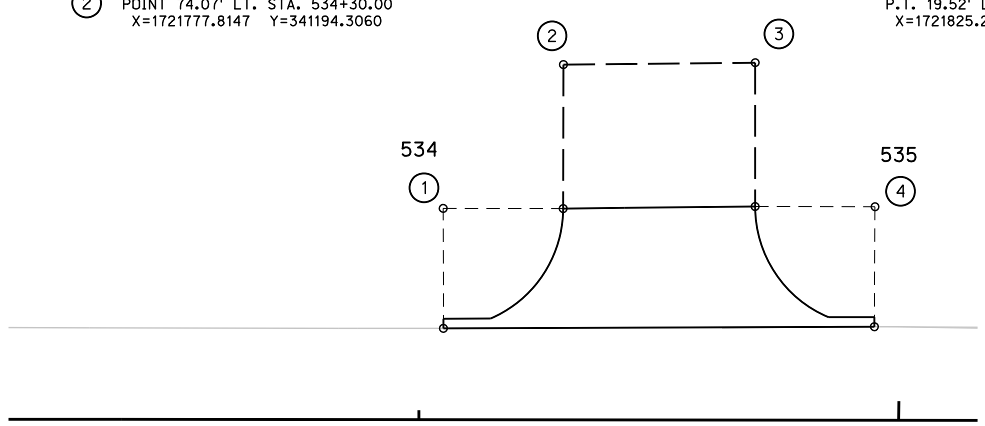
SEC. 10-T9N-R21W

(1) 25.00' R.P. 44.07' LT. STA. 534+05.00
X=1721745.5408 Y=341172.3171
P.C. 19.07' LT. STA. 534+05.05
X=1721738.7313 Y=341148.2624
P.T. 44.07' LT. STA. 534+30.00
X=1721769.5809 Y=341165.4561

(2) POINT 74.07' LT. STA. 534+30.00
X=1721777.8147 Y=341194.3060

(3) POINT 74.52' LT. STA. 534+70.00
X=1721816.4031 Y=341183.7636

(4) 25.00' R.P. 44.52' LT. STA. 534+95.00
X=1721832.2094 Y=341148.0526
P.C. 44.52' LT. STA. 534+70.00
X=1721808.1693 Y=341154.9136
P.T. 19.52' LT. STA. 534+94.88
X=1721825.2317 Y=341124.0460



E. WALNUT ST.

(1) POINT 12.00' LT. STA. 462+00.01
X=1720962.2445 Y=341047.2502

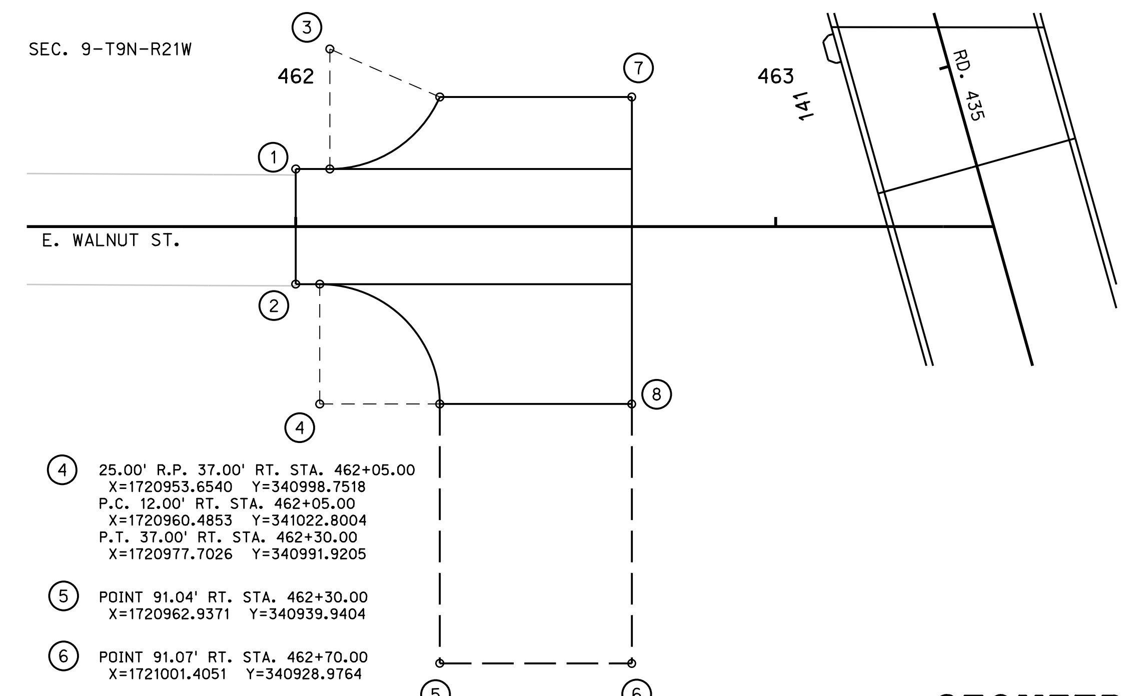
(2) POINT 12.00' RT. STA. 461+99.99
X=1720955.6647 Y=341024.1697

(3) 25.00' R.P. 37.00' LT. STA. 462+07.09
X=1720975.8823 Y=341069.3653
P.C. 12.00' LT. STA. 462+07.09
X=1720969.0510 Y=341045.3167
P.T. 27.00' LT. STA. 462+30.00
X=1720995.1907 Y=341053.4849

(7) POINT 27.00' LT. STA. 462+70.00
X=1721033.6684 Y=341042.5548

(8) POINT 37.00' RT. STA. 462+70.00
X=1721016.1803 Y=340980.9905

SEC. 9-T9N-R21W



(4) 25.00' R.P. 37.00' RT. STA. 462+05.00
X=1720953.6540 Y=340998.7518
P.C. 12.00' RT. STA. 462+05.00
X=1720960.4853 Y=341022.8004
P.T. 37.00' RT. STA. 462+30.00
X=1720977.7026 Y=340991.9205

(5) POINT 91.04' RT. STA. 462+30.00
X=1720962.9371 Y=340939.9404

(6) POINT 91.07' RT. STA. 462+70.00
X=1721001.4051 Y=340928.9764

FOR DETAILS NOT SHOWN SEE PLAN 329.

GEOMETRICS

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

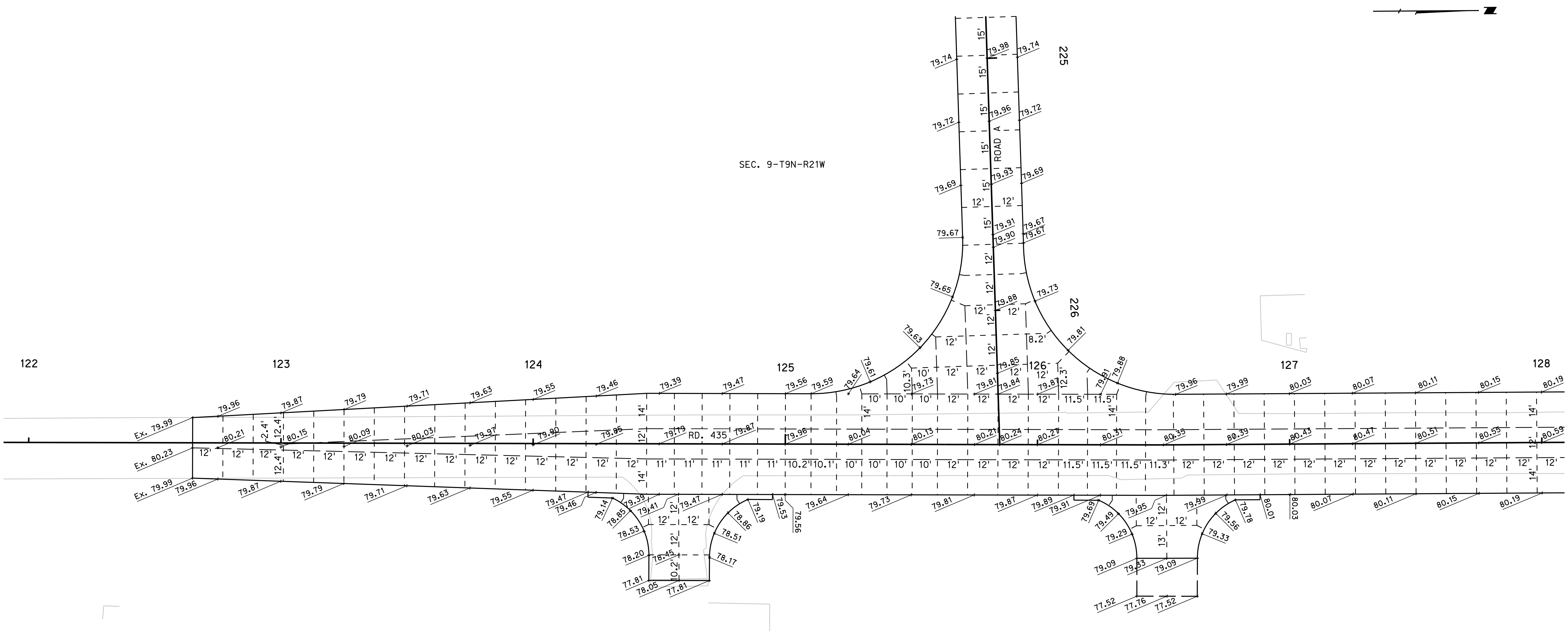
File: 614570cg11.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	J12

C.N. 61457

ROAD 435



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

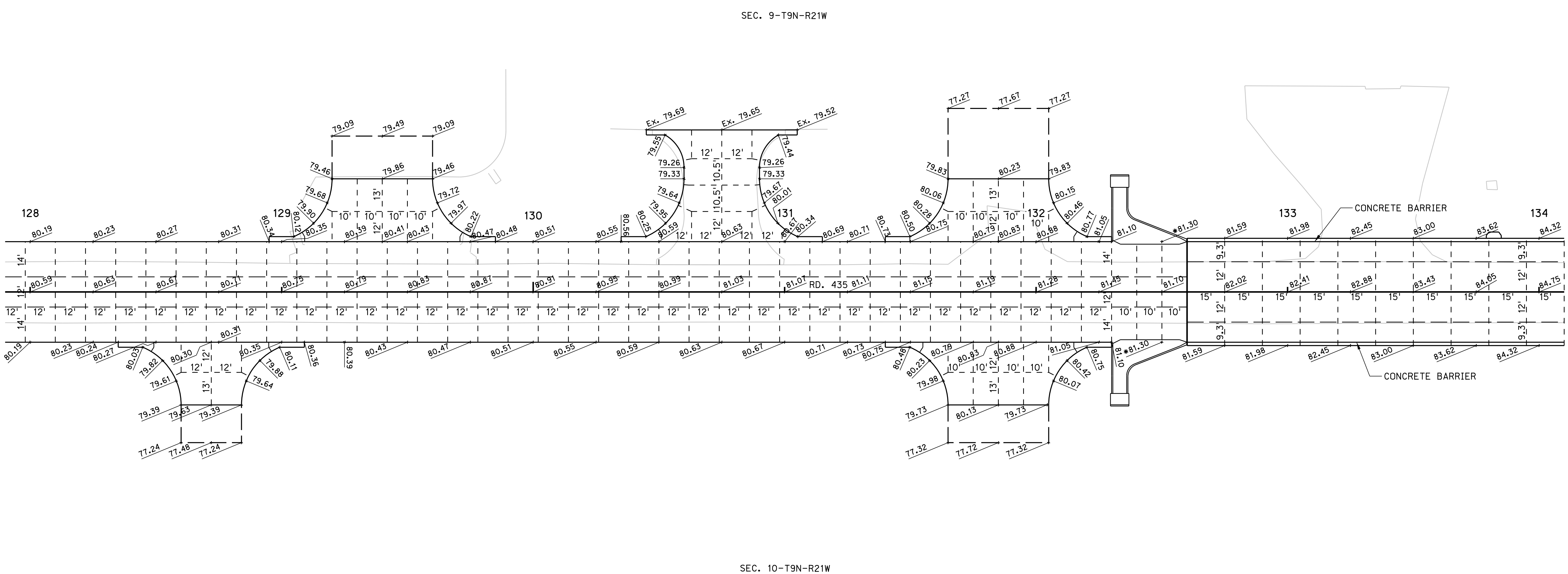
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Oce01.dgn

PROJECT NO.	SHEET NO.
1705(3)	J13

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



* 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: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Oce02.dgn

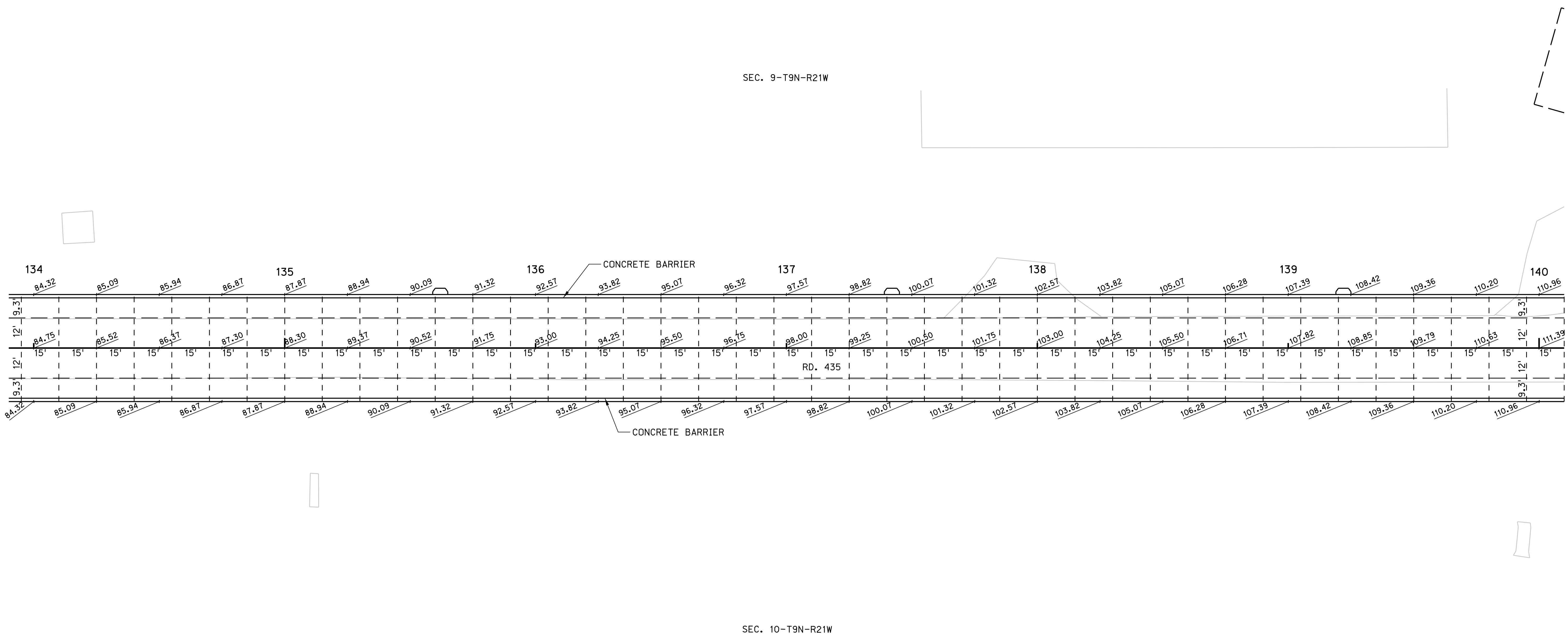
WSP

PROJECT NO.	SHEET NO.
1705(3)	J14

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Oce03.dgn

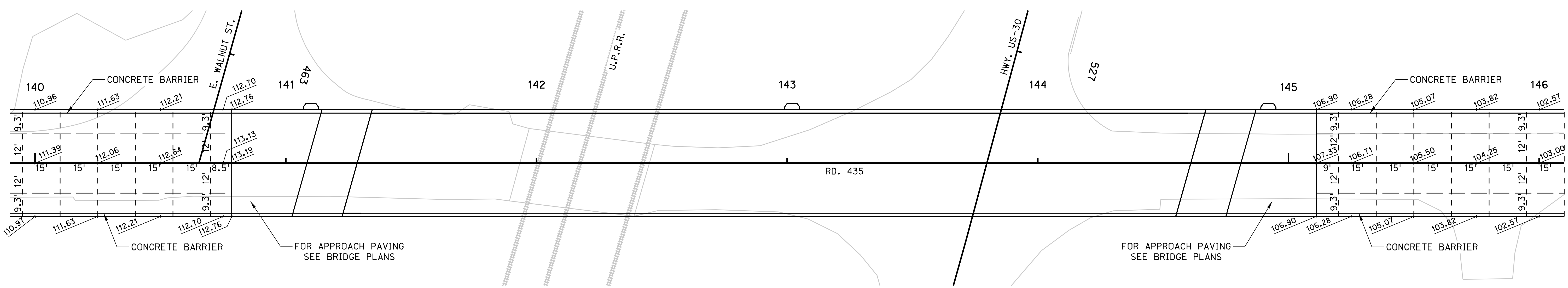
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J15

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Oce04.dgn

ROADWAY DESIGN DIVISION.

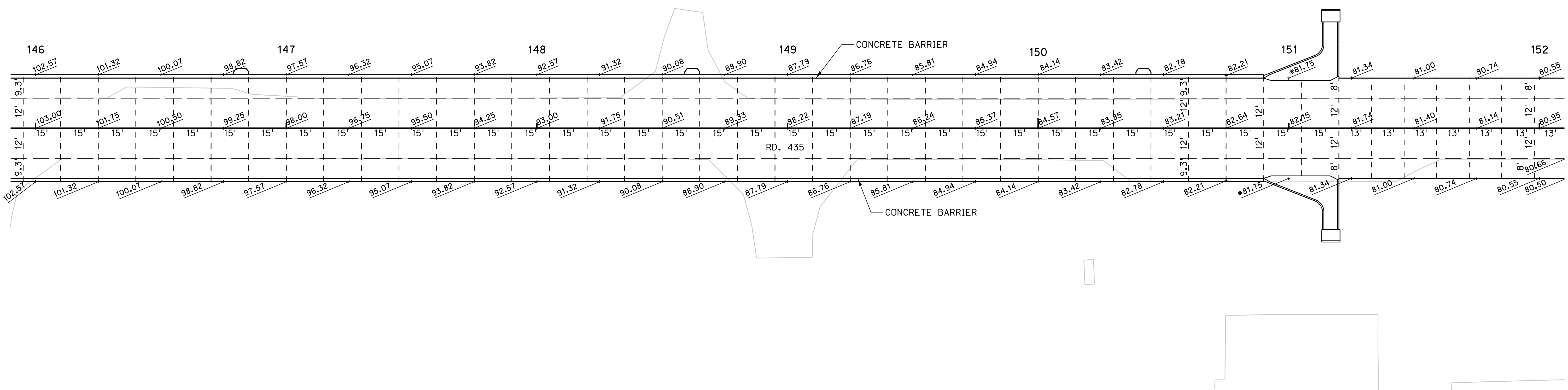
PROJECT NO.	SHEET NO.
1705(3)	J16

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

File: 61457Oce05.dgn

Date: 12-MAY-2021 16:54

Computer: L19US-D9037M4W

ROADWAY DESIGN DIVISION.

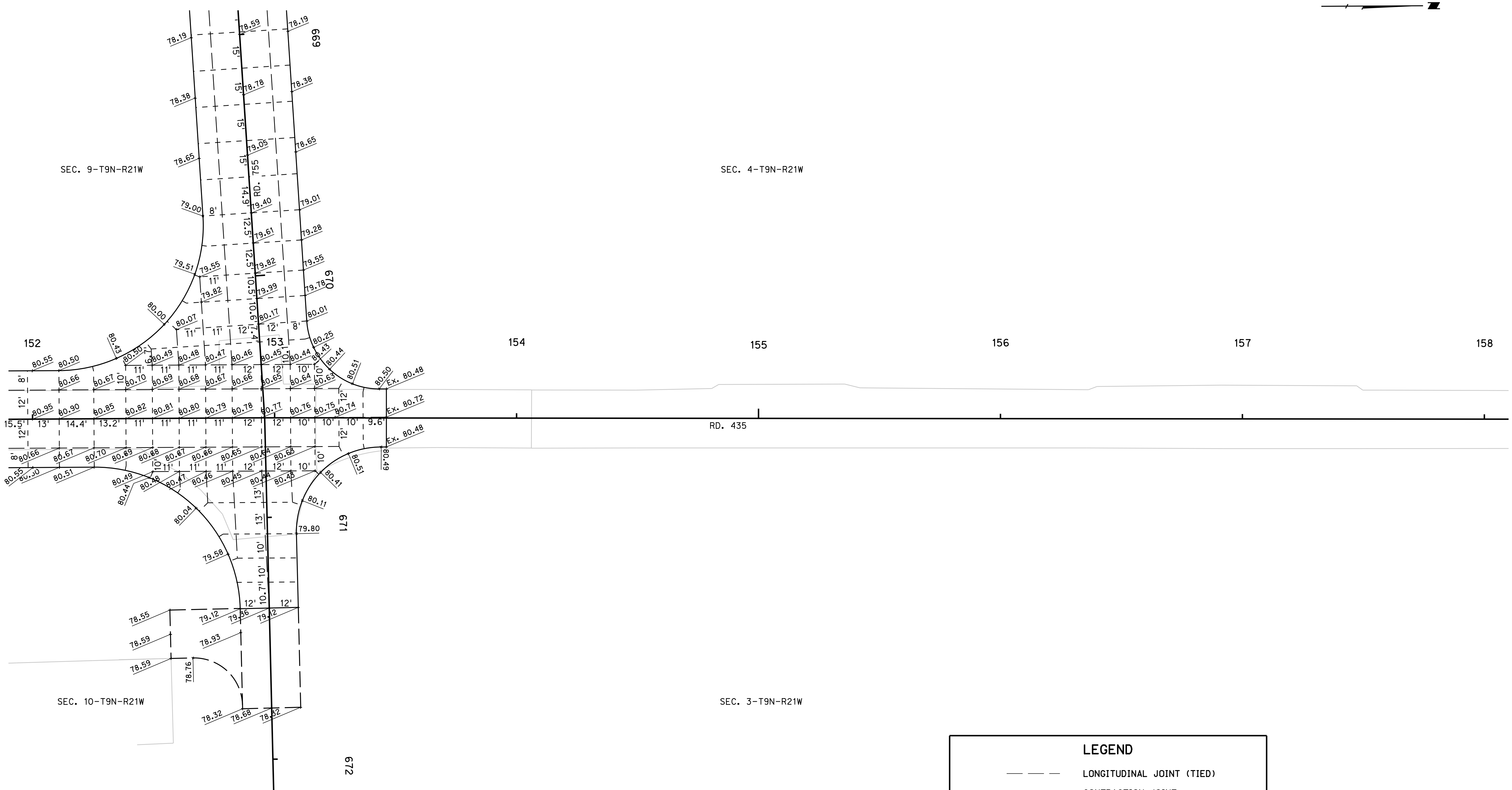
Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 61457Oce06.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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.

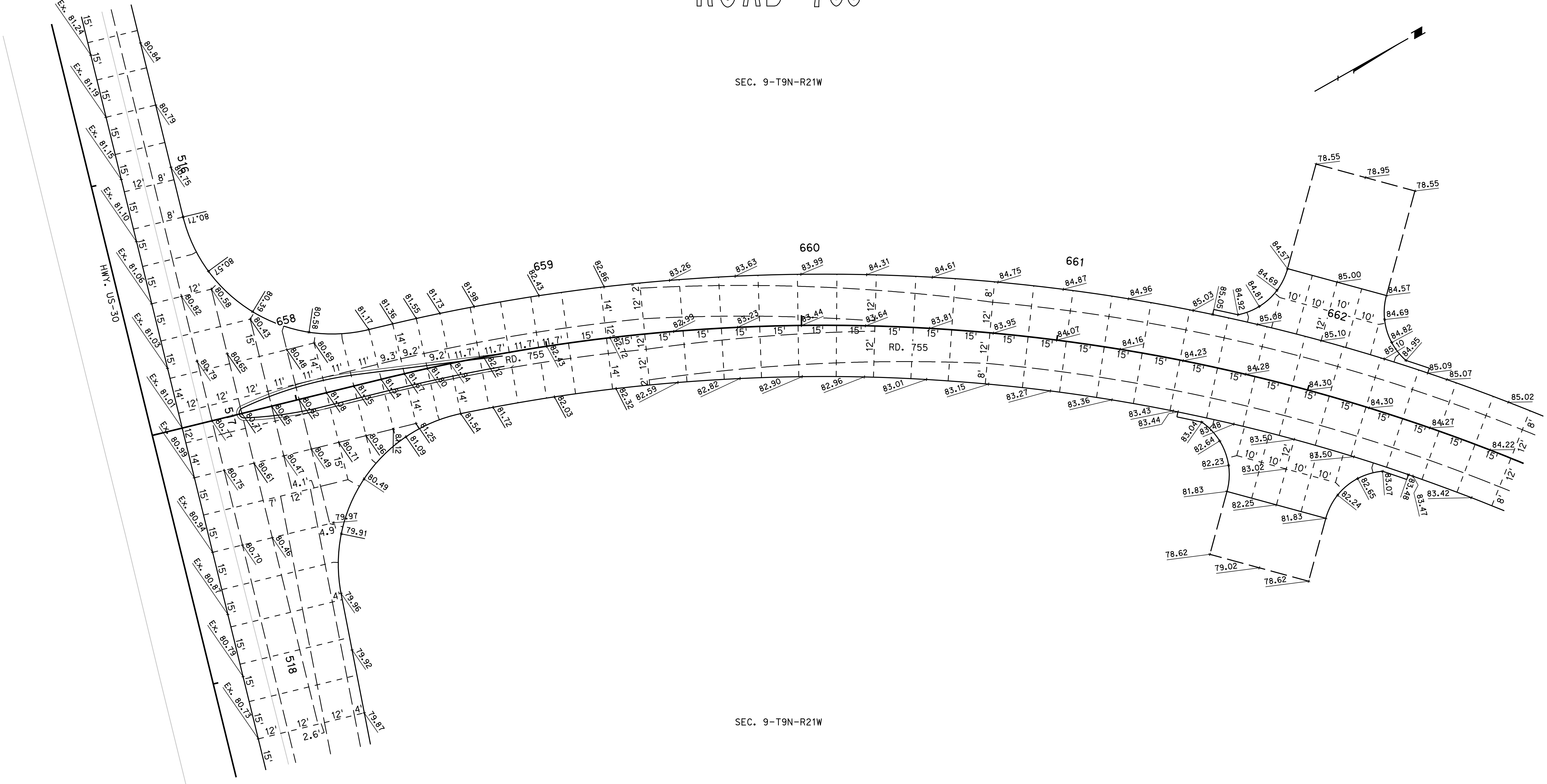
JOINTS & GRADES

PROJECT NO.	SHEET NO.
1705(3)	J18

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



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.

JOINTS & GRADES

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Oce07.dgn

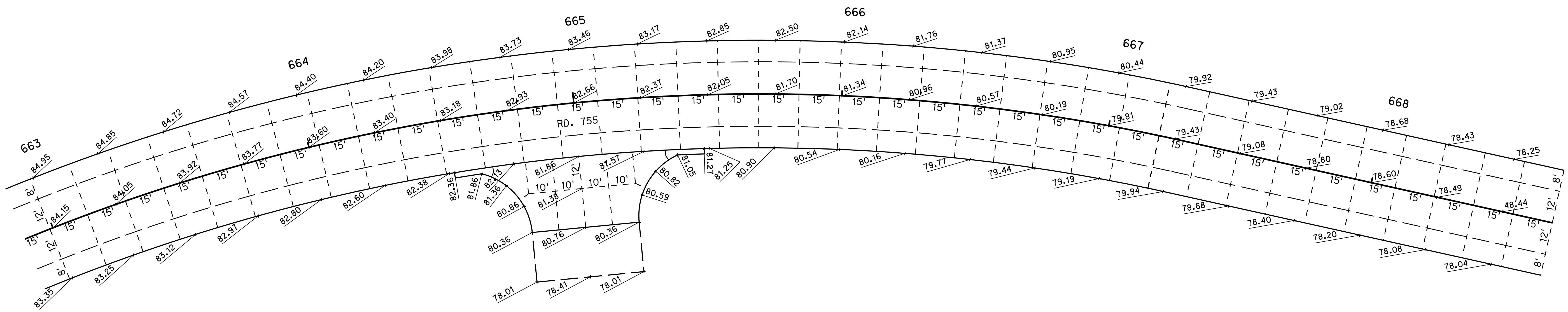
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J19

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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 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.

JOINTS & GRADES

File: 61457Oce08.dgn   Date: 12-MAY-2021 16:54   Computer: L19US-D9037M4W

ROADWAY DESIGN DIVISION.

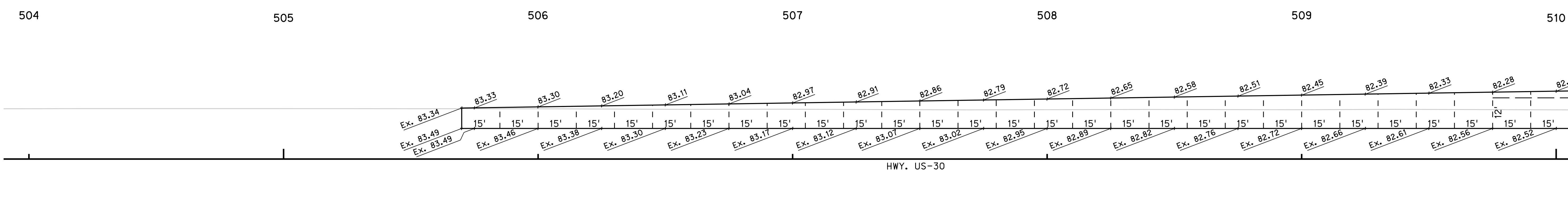
PROJECT NO.	SHEET NO.
1705(3)	J20

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 614570ce09.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

File: 614570ce10.dgn

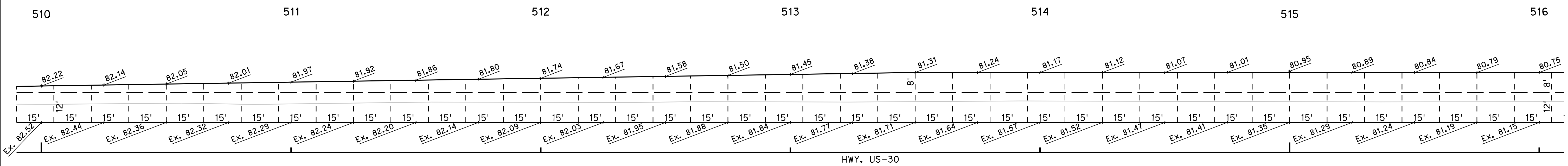
WSP	PROJECT NO.	SHEET NO.
	1705(3)	J21

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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

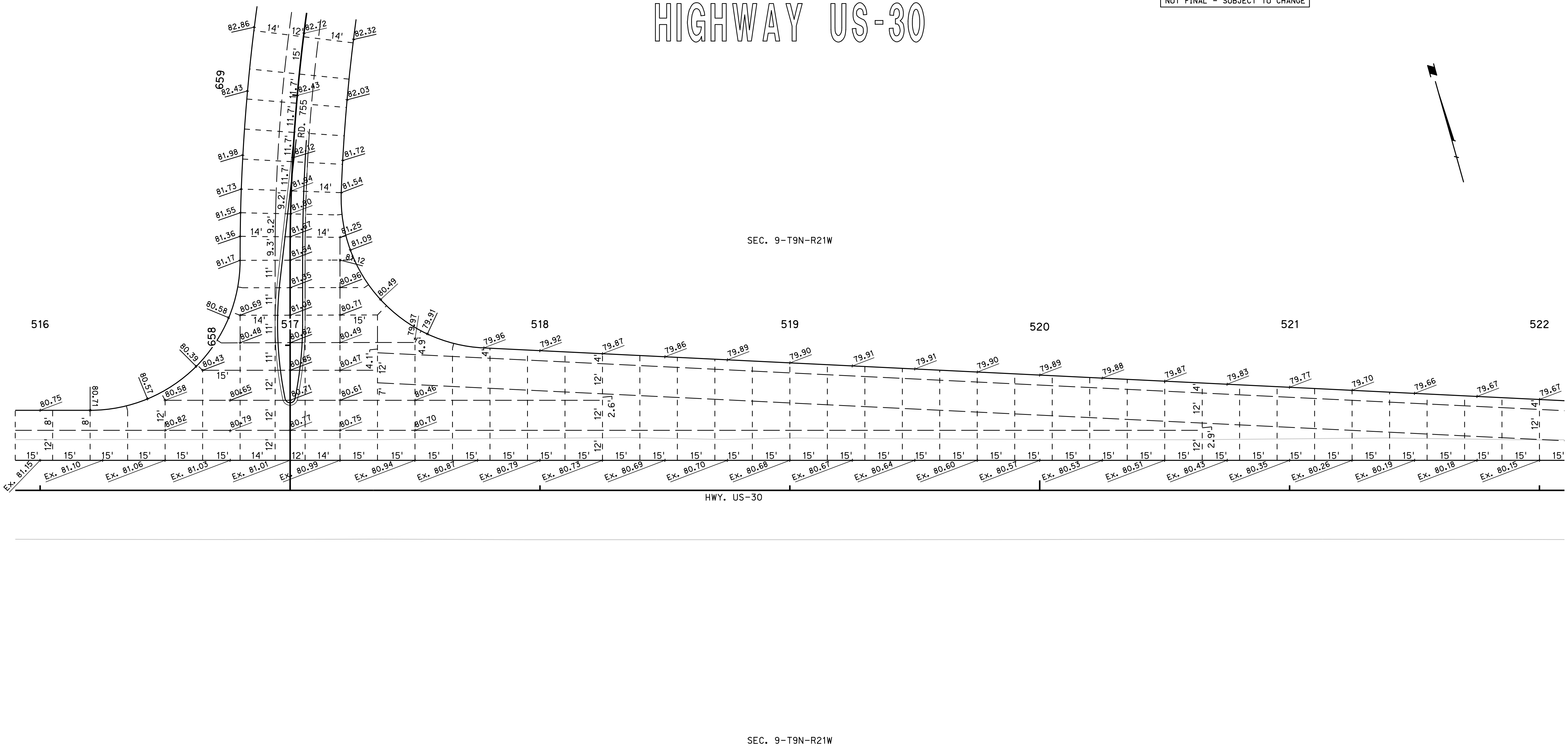
ROADWAY DESIGN DIVISION.

WSP	PROJECT NO.	SHEET NO.
	1705(3)	J22

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



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

File: 61457Oce11.dgn Date: 12-MAY-2021 16:54 Computer: L19US-D9037M4W

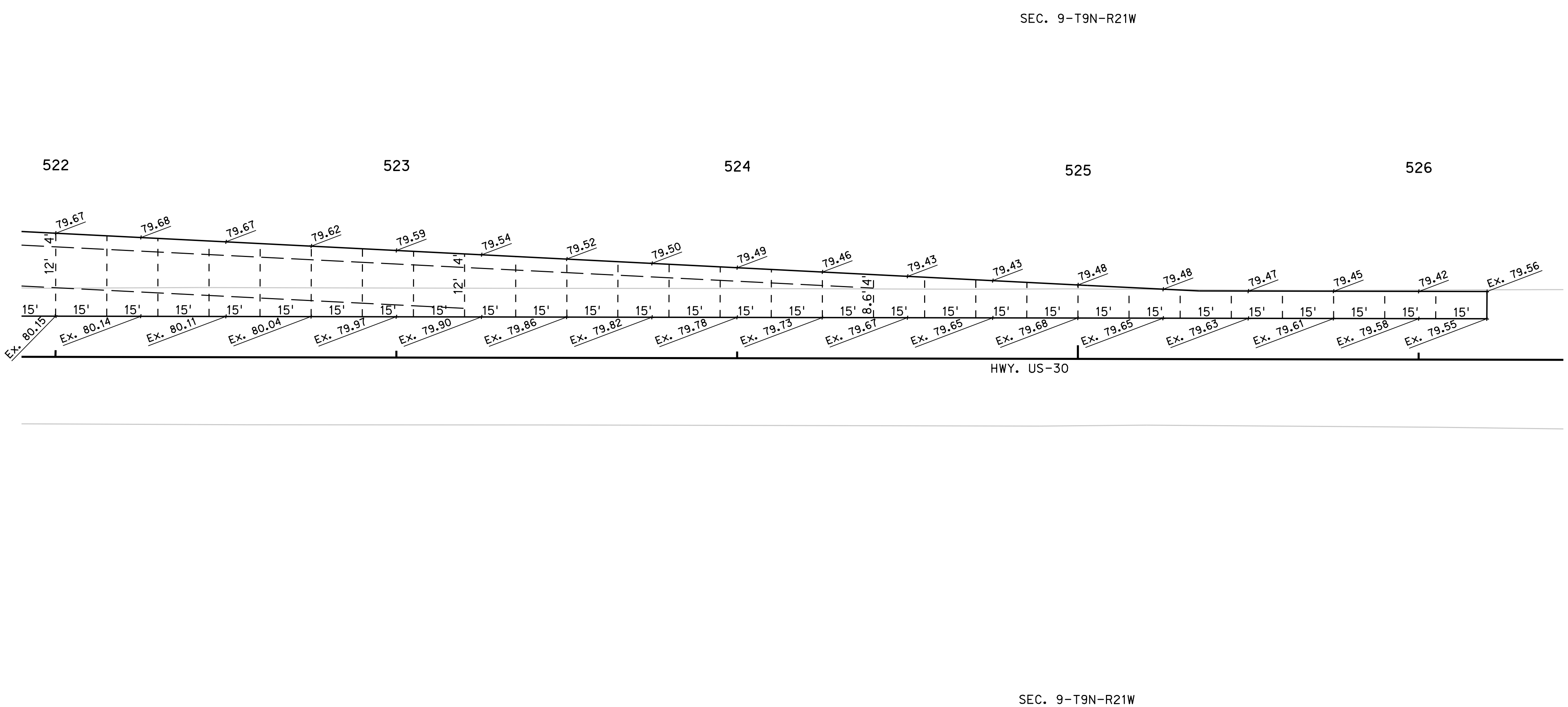
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J23

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



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.

Computer: L19US-D9037M4W

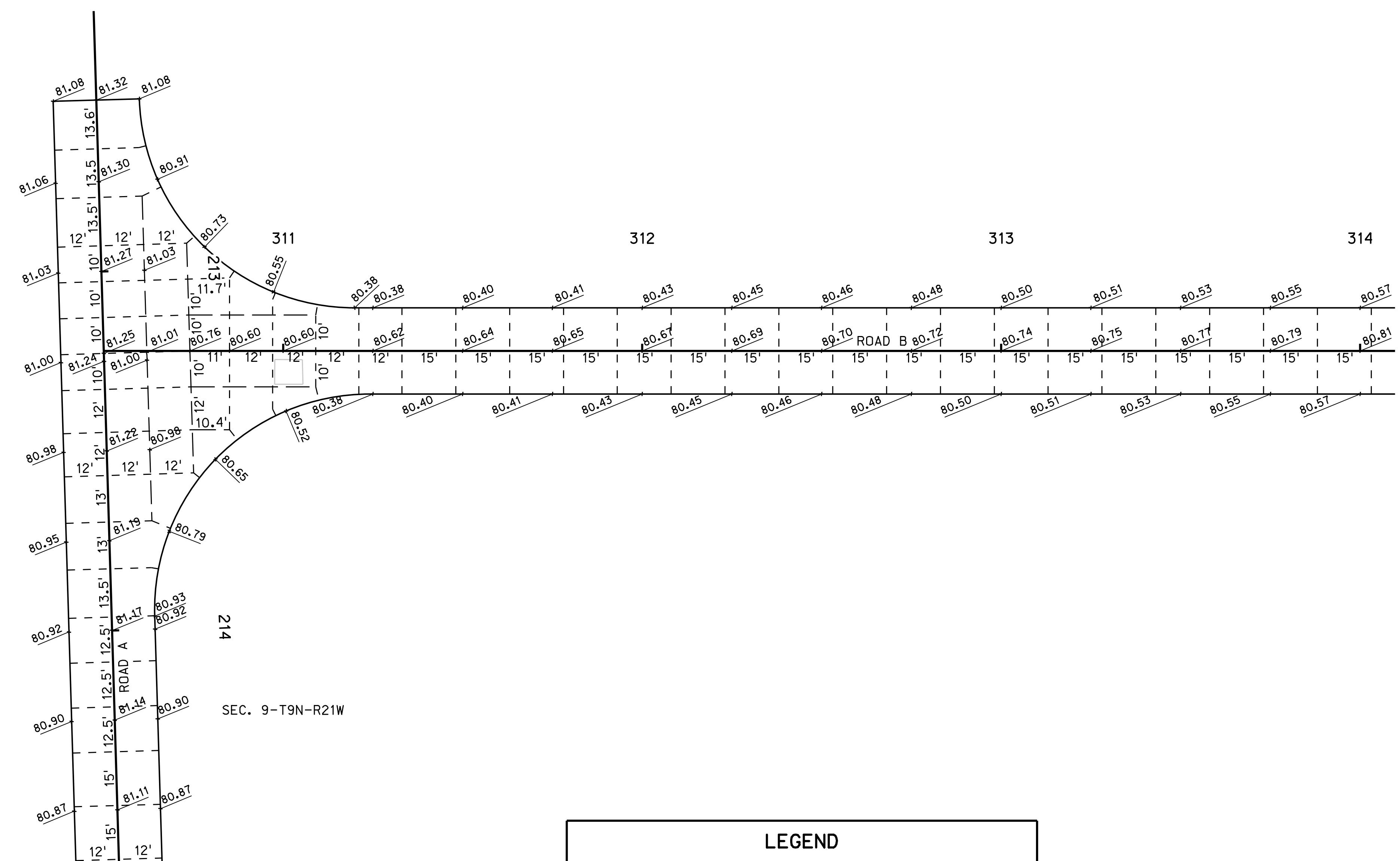
Date: 12-MAY-2021 16:54

File: 614570ce12.dgn

JOINTS & GRADES

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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

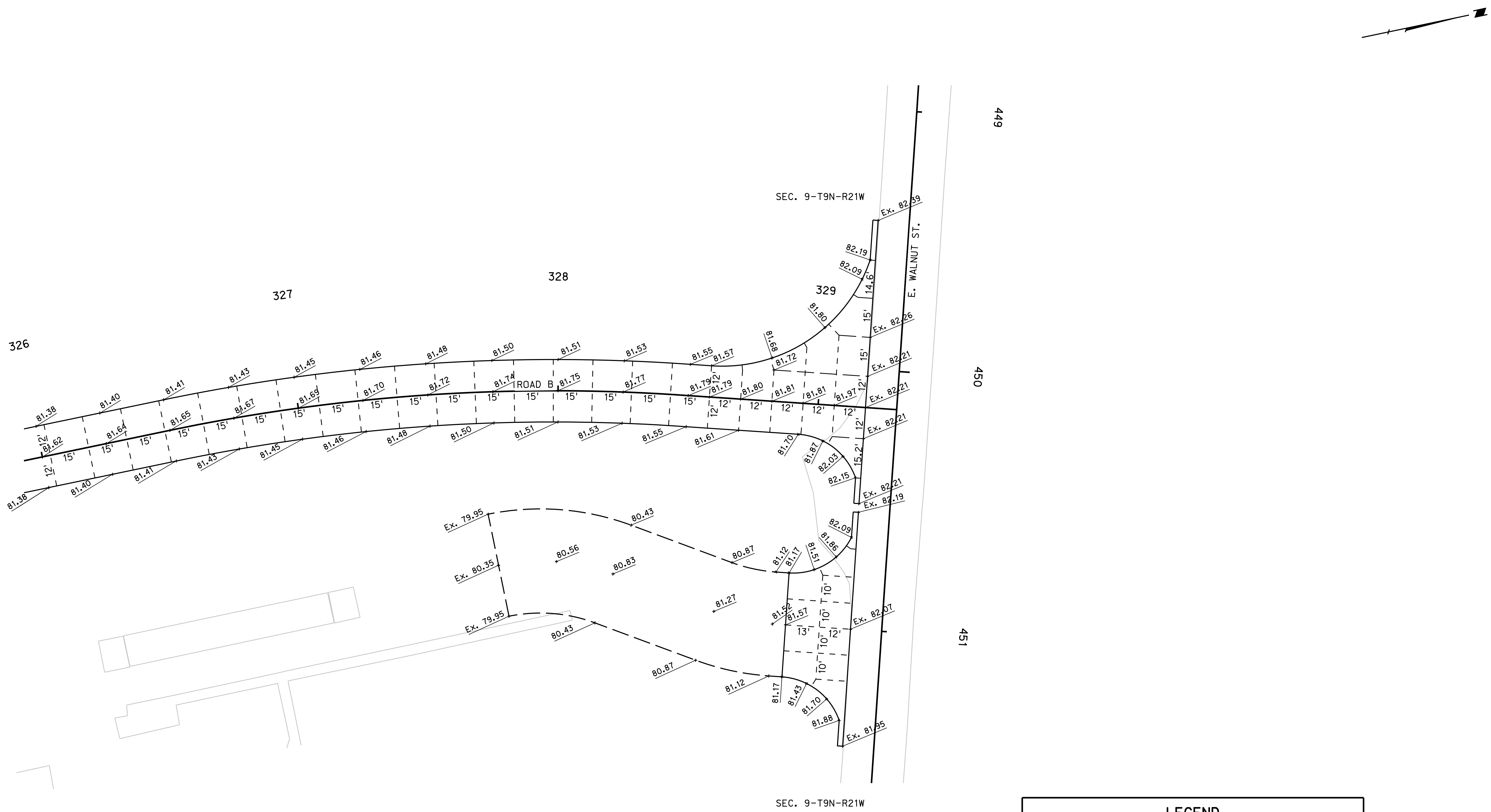
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Oce14.dgn

PROJECT NO.	SHEET NO.
1705(3)	J25

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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)

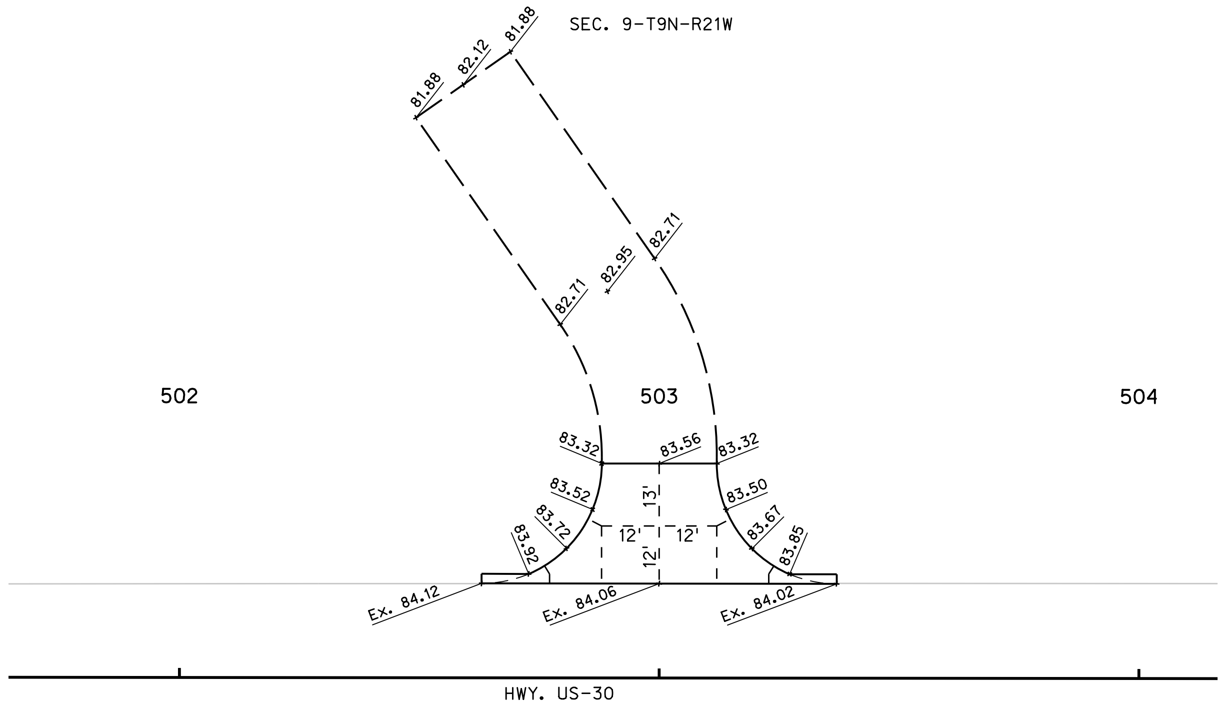
FOR DETAILS NOT SHOWN SEE PLAN 329.

JOINTS & GRADES

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

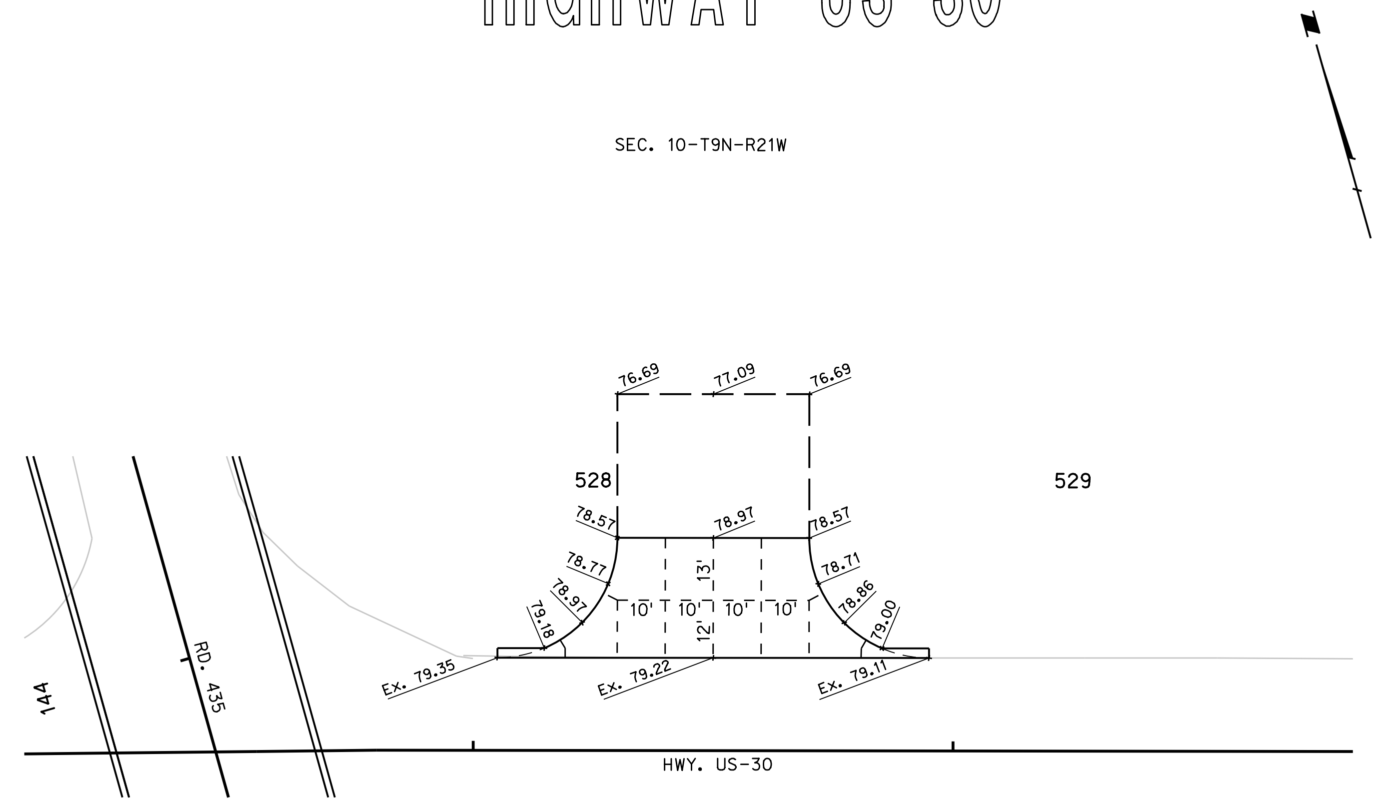
HIGHWAY US-30

SEC. 9-T9N-R21W



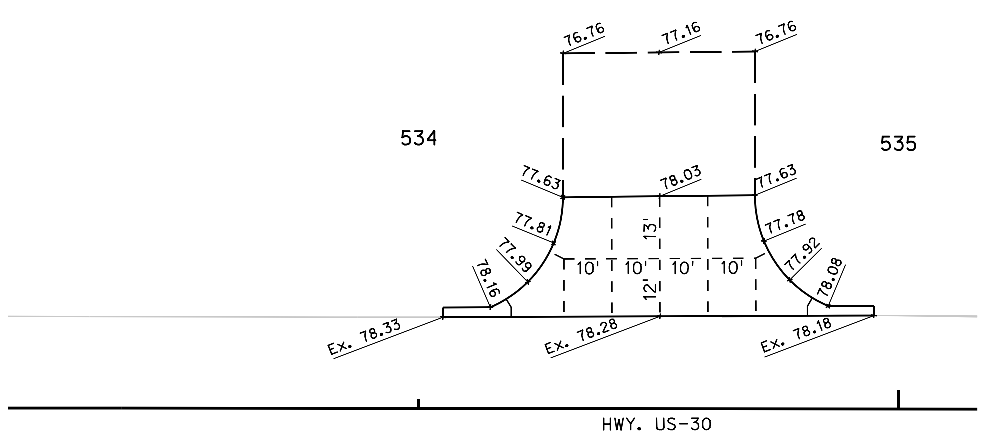
HIGHWAY US-30

SEC. 10-T9N-R21W



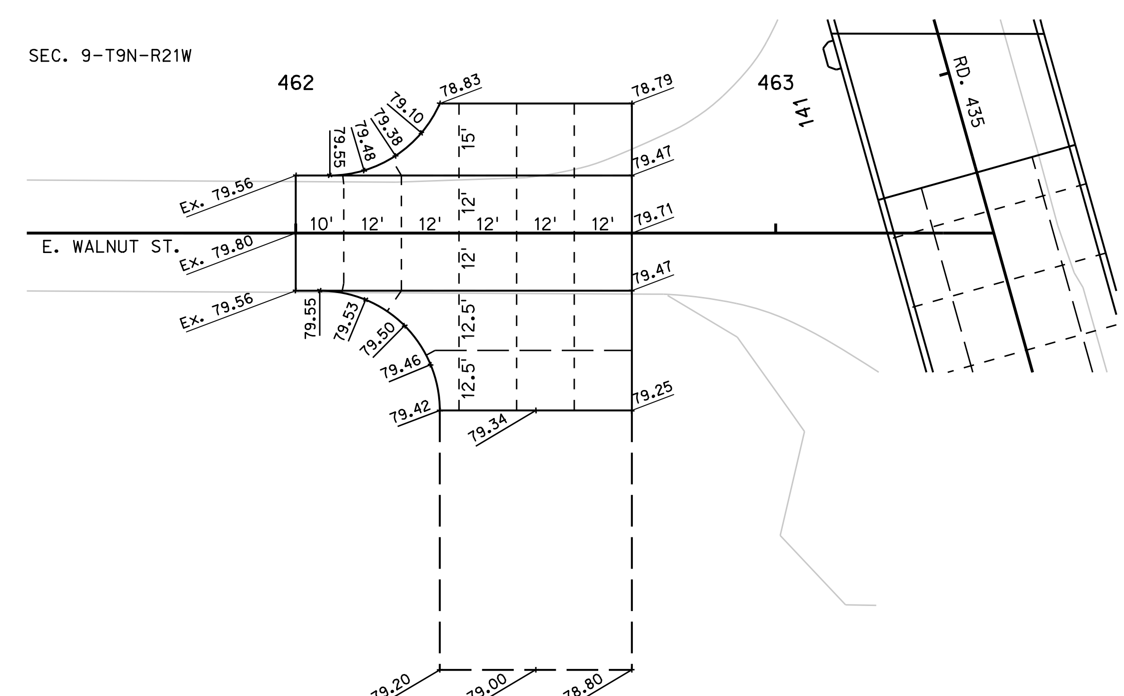
HIGHWAY US-30

SEC. 10-T9N-R21W



E. WALNUT ST.

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.

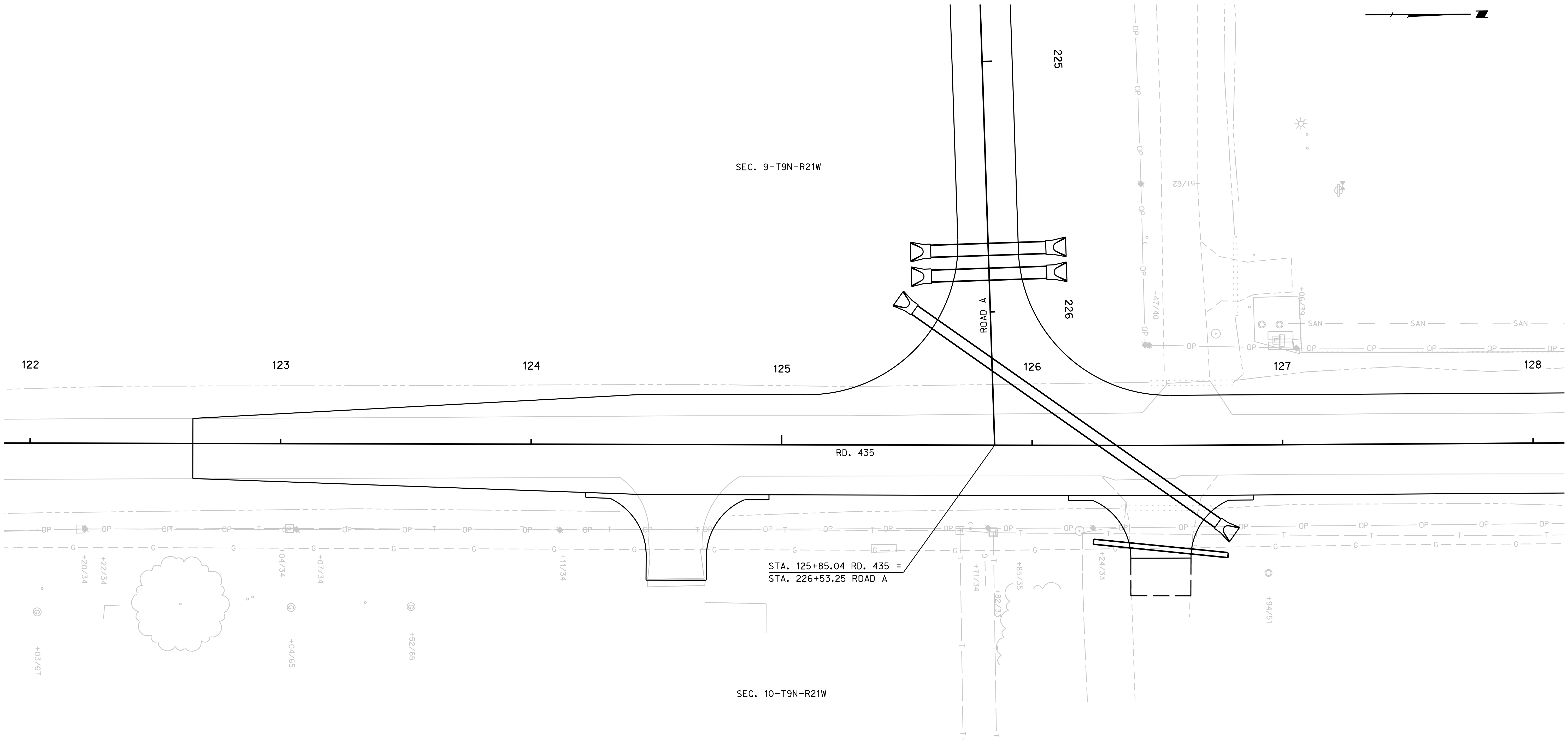
JOINTS & GRADES

WSP	PROJECT NO.	SHEET NO.
	1705(3)	J27

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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

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

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

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

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

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Occ01.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

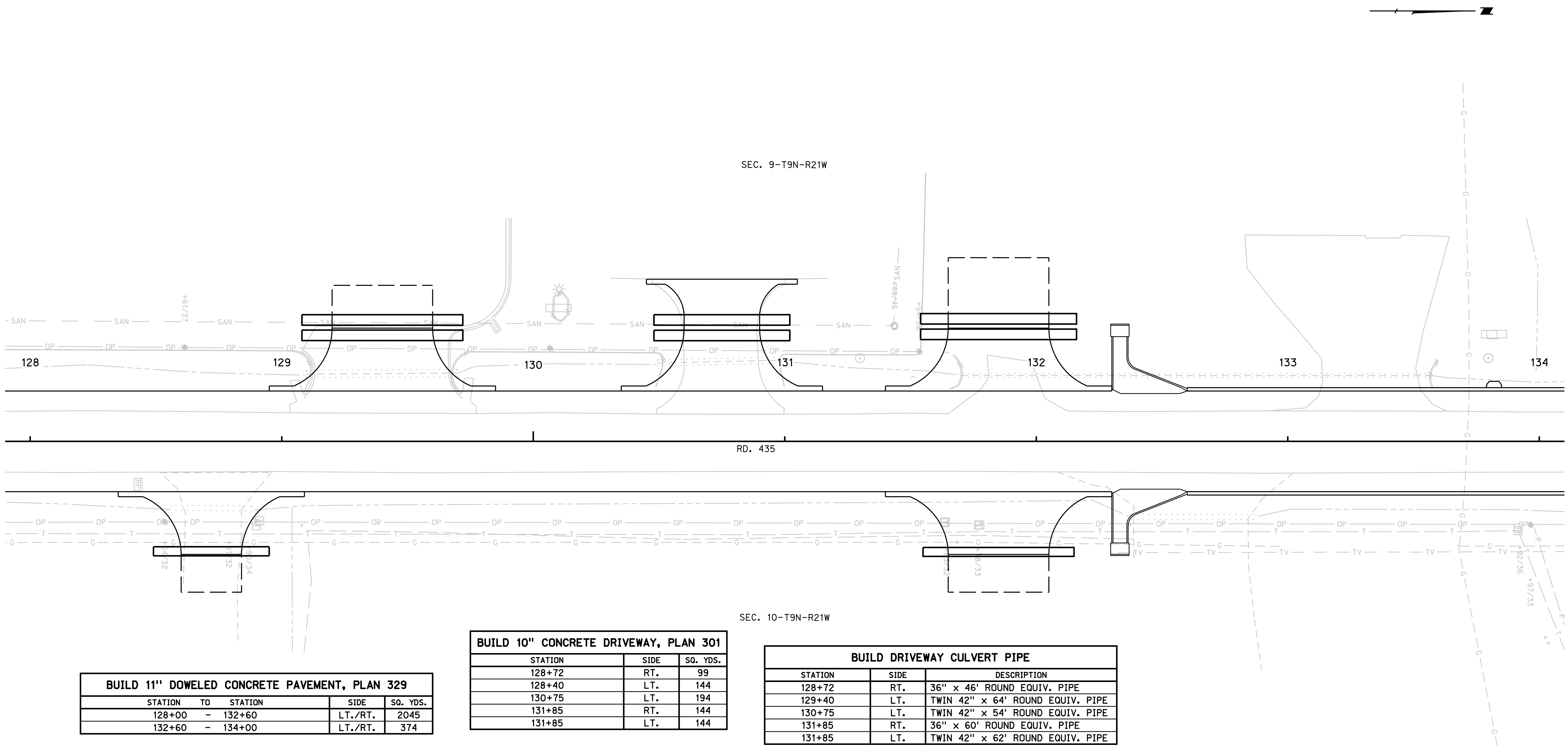
File: 61457Occ02.dgn

wsp	PROJECT NO.	SHEET NO.
	1705(3)	J28

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 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
128+40	LT.	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
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
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

CONSTRUCTION

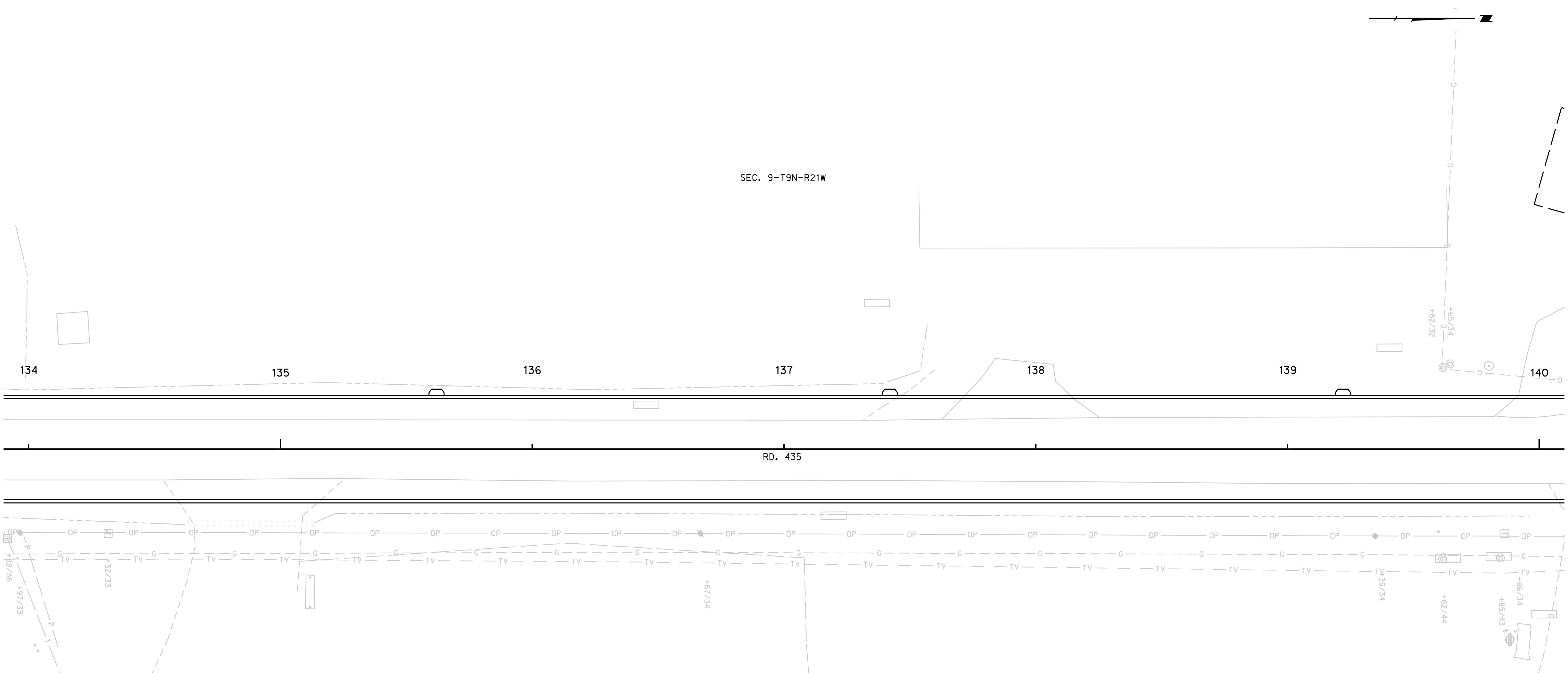
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J29

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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.

CONSTRUCTION

Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:54
File: 61457Occ03.dgn

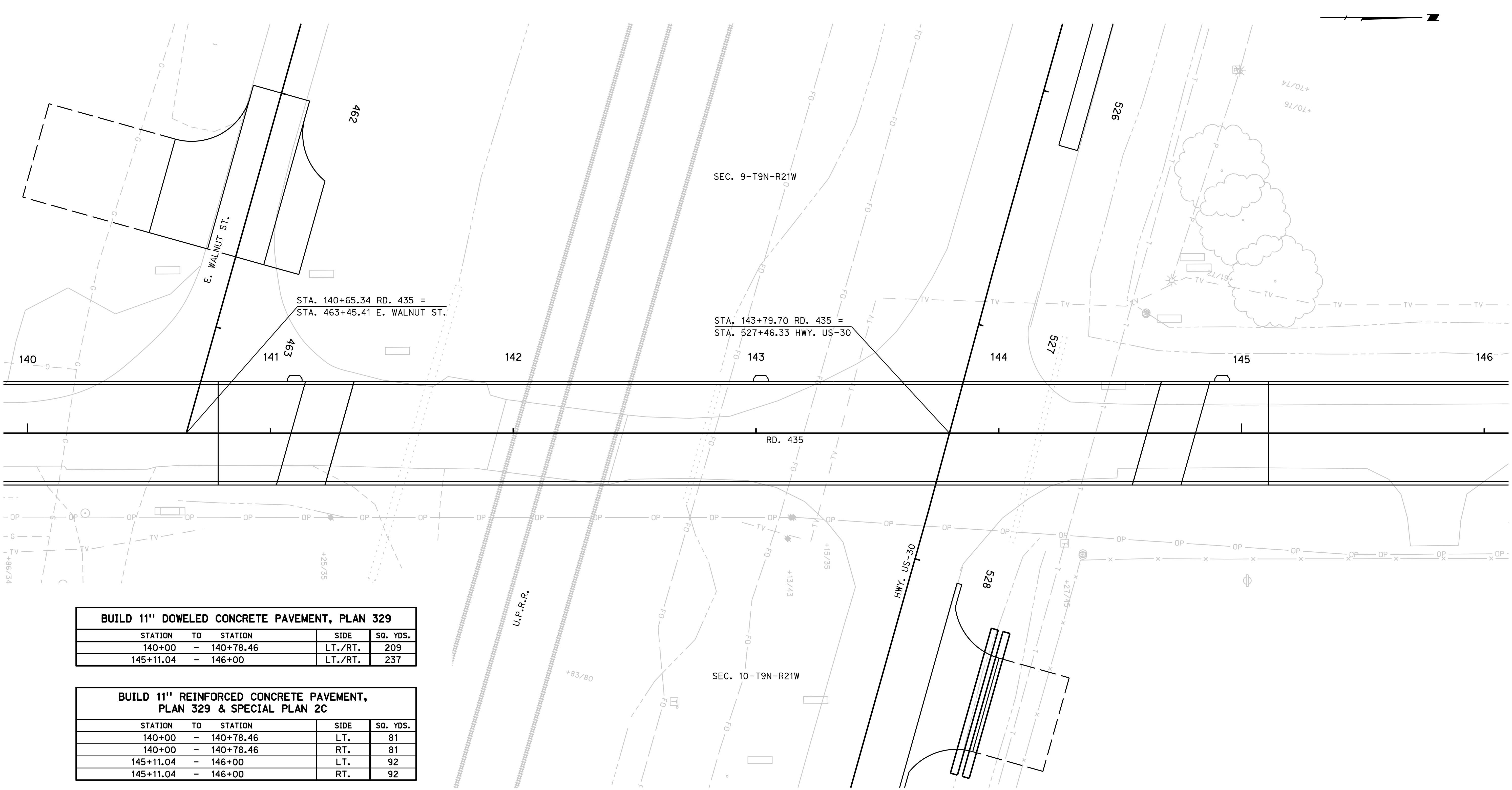
wsp

PROJECT NO.	SHEET NO.
1705(3)	J30

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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)

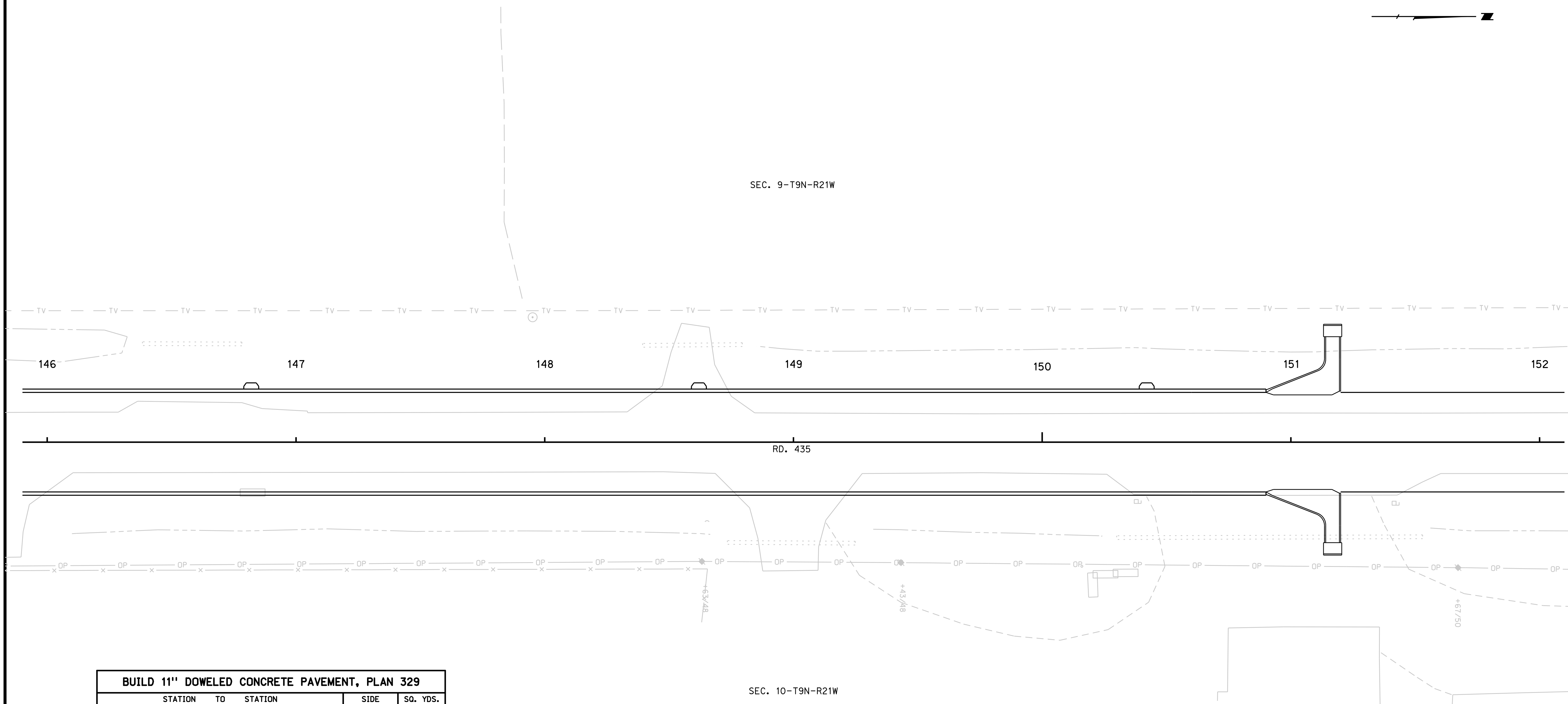
CONSTRUCTION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	J31

C.N. 61457

ROAD 435



BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. 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	SQ. YDS.
146+00	-	150+90	LT.	508
146+00	-	150+90	RT.	508

BUILD CONCRETE FLUME, TYPE I, SPECIAL PLAN 6C		
STATION	SIDE	"L"
151+17	RT.	12'
151+17	LT.	14'

BUILD 2'-10" CONCRETE BARRIER RAIL, SPECIAL PLAN 2C				
STATION	TO	STATION	SIDE	LIN. FT.
140+00	-	150+60	LT.	460
140+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 BARRIER TERMINAL SECTION, SPECIAL PLAN 2C & 3C				
STATION	TO	STATION	SIDE	EACH
150+60	-	150+90	LT.	1
150+60	-	150+90	RT.	1

CONSTRUCTION

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:54

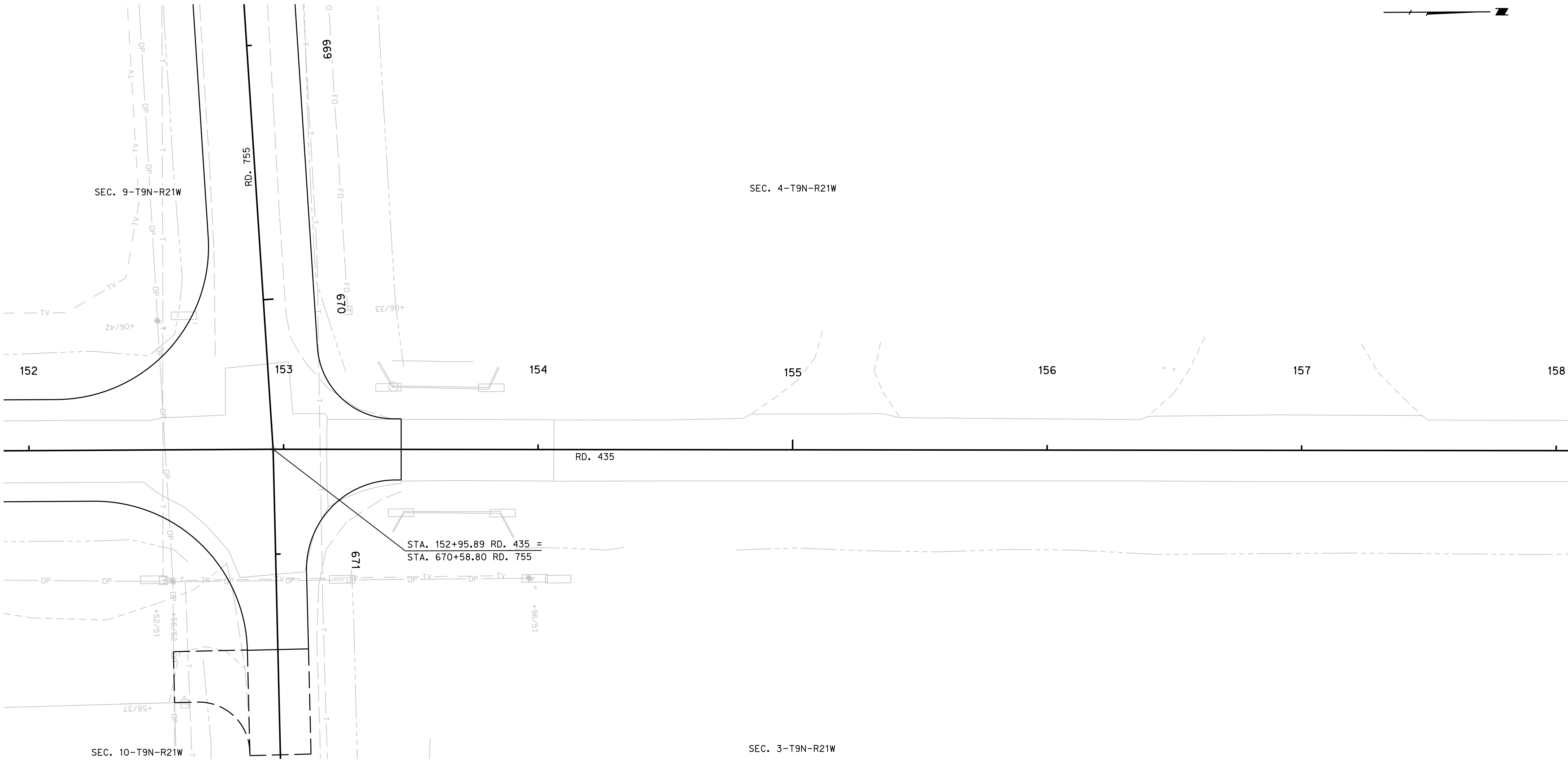
File: 61457Occ05.dgn

PROJECT NO.	SHEET NO.
1705(3)	J32

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



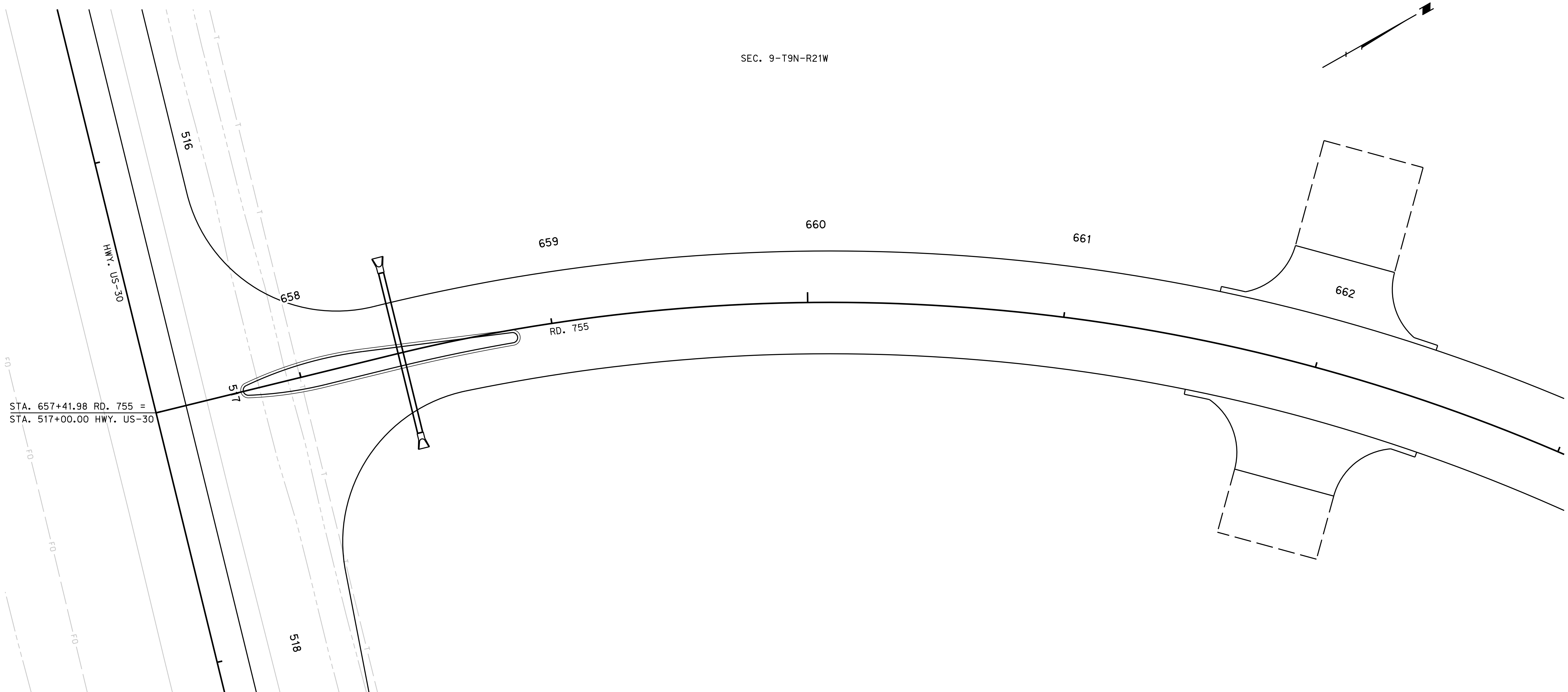
BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329			
STATION TO STATION		SIDE	SQ. YDS.
152+00 - 153+46.20		LT./RT.	1263

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 614570cc06.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



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

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

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

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

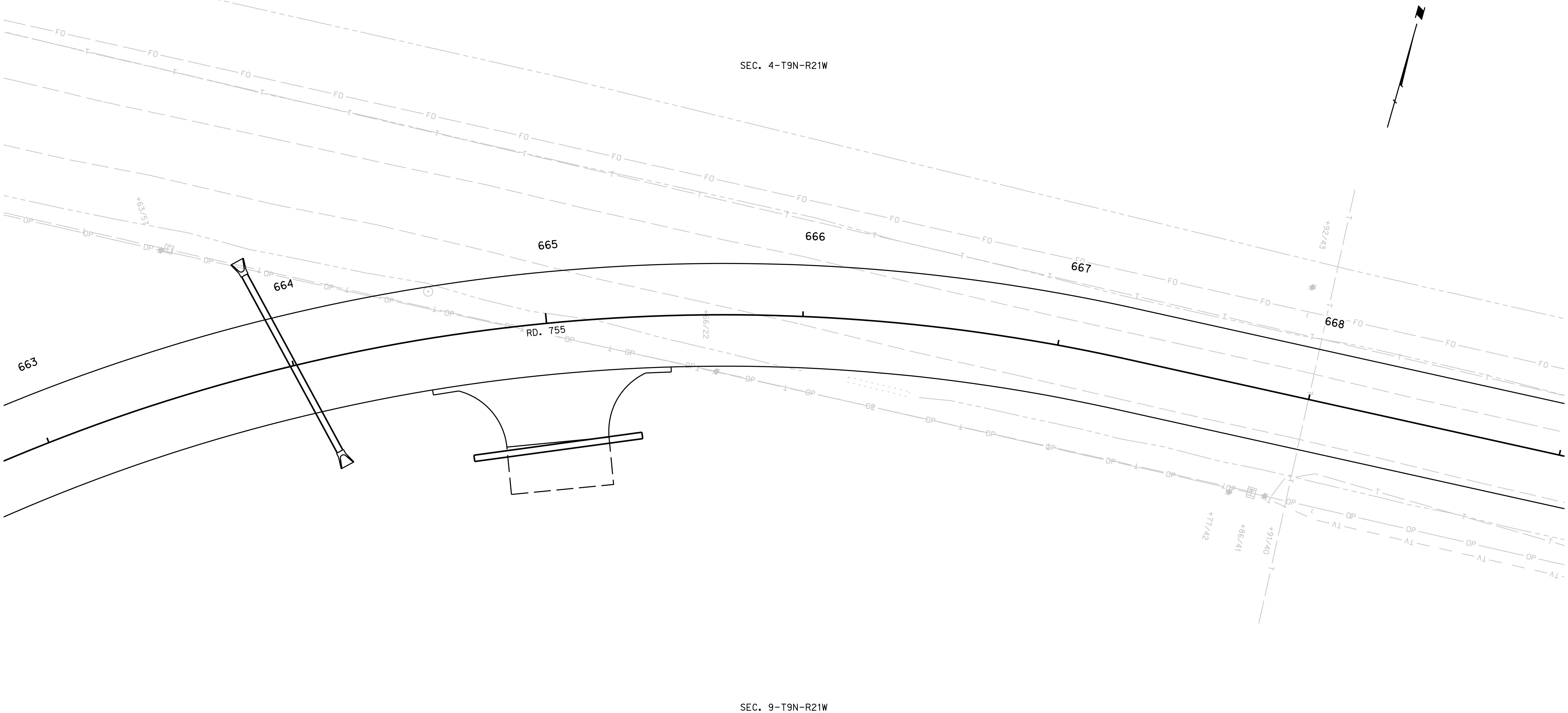
BUILD CULVERT PIPE			
STATION	SIDE	DESCRIPTION	EXC. (CU. YDS.)
658+40	LT./RT.	D.A.=2.8Ac., Q25=6cfs, H.W.=1.4' 24" × 64' Type 2, 3, 4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 3'.	25

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Occ07.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
665+00	RT.	30" x 66' PIPE

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

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

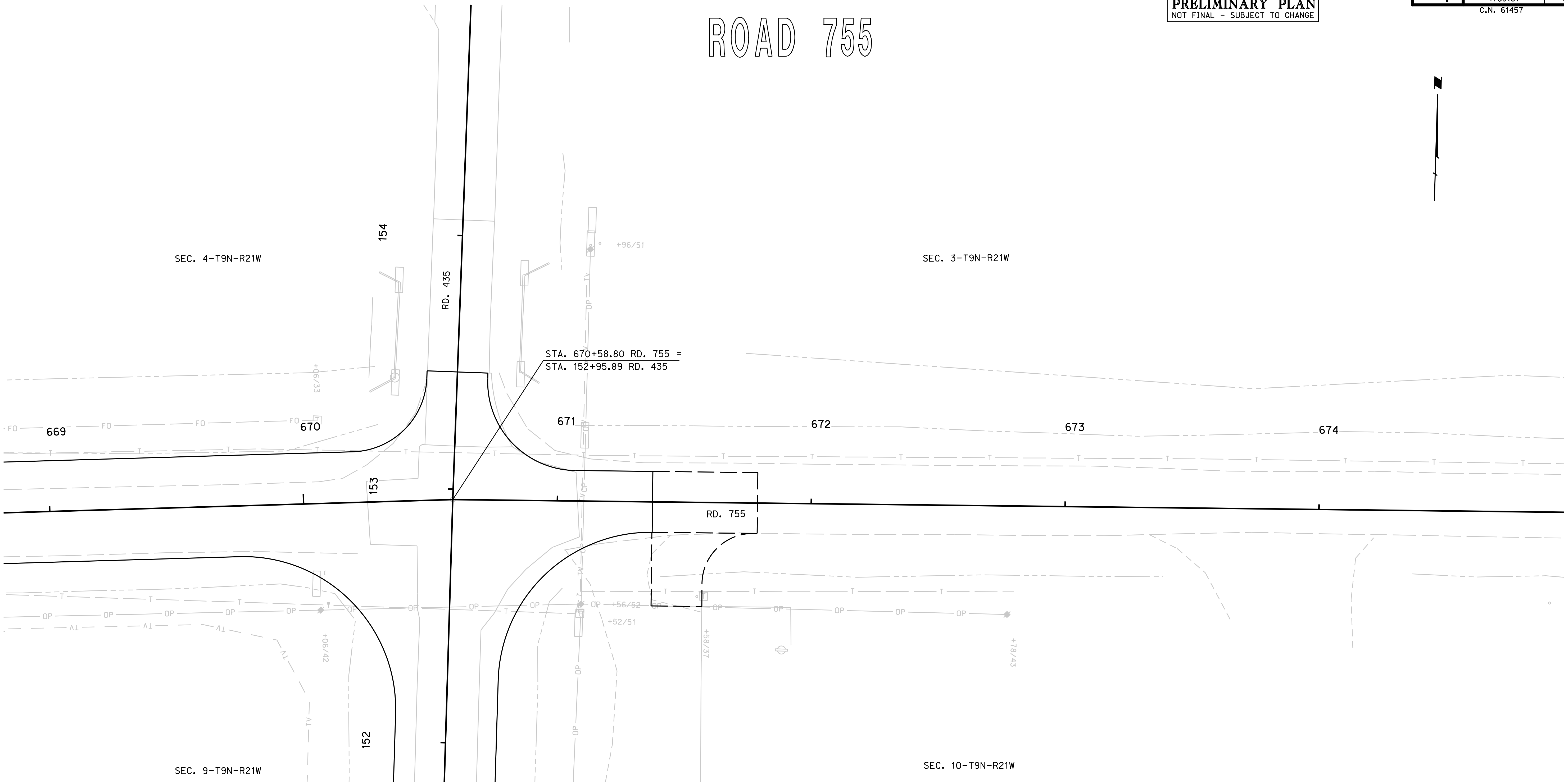
BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
663+00	-	669+00	LT./RT.	2667

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

CONSTRUCTION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



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

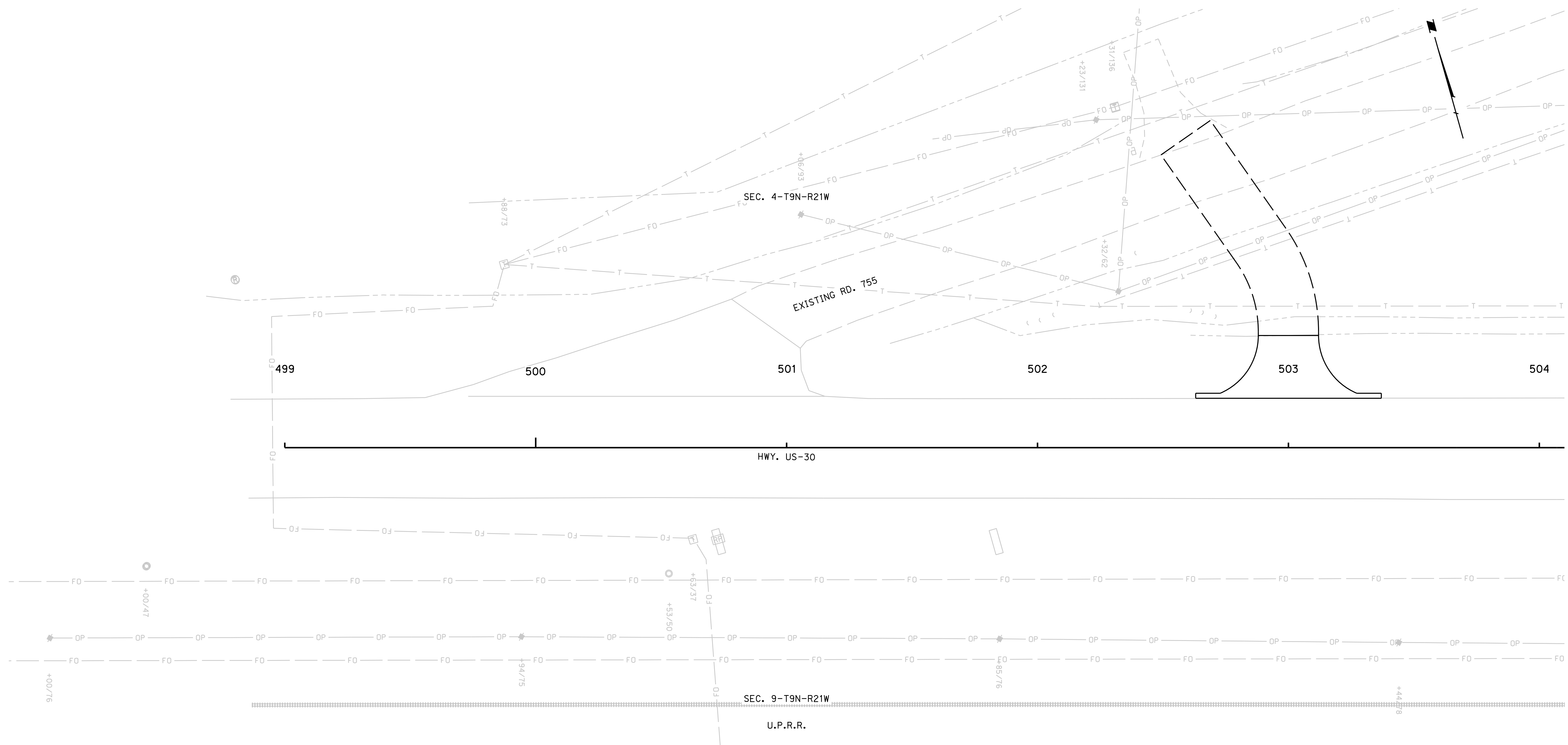
BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
669+00	-	669+74	LT./RT.	329

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

CONSTRUCTION

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

HIGHWAY US-30



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

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

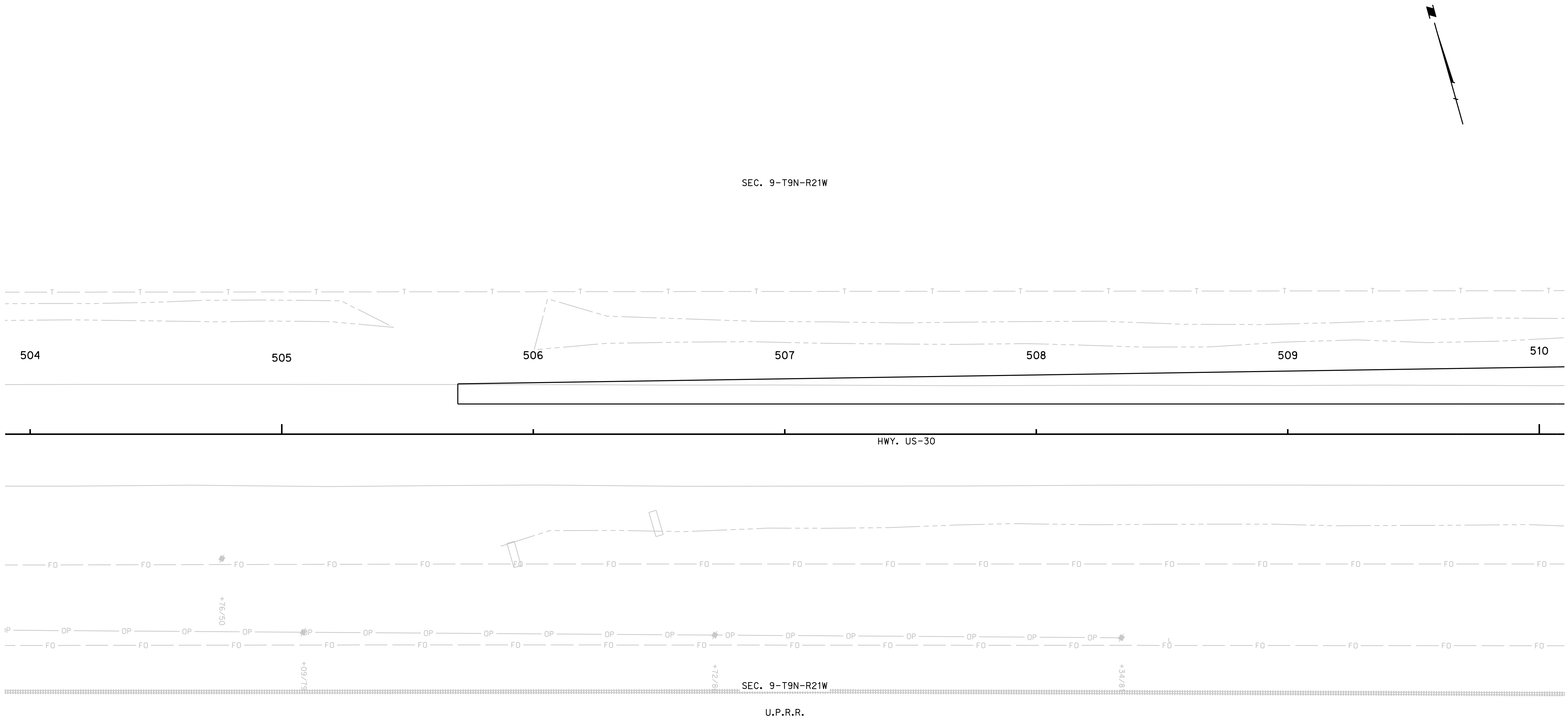
CONSTRUCTION

PROJECT NO.	SHEET NO.
1705(3)	J37

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



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

CONSTRUCTION

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:55

File: 61457Occ11.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:55

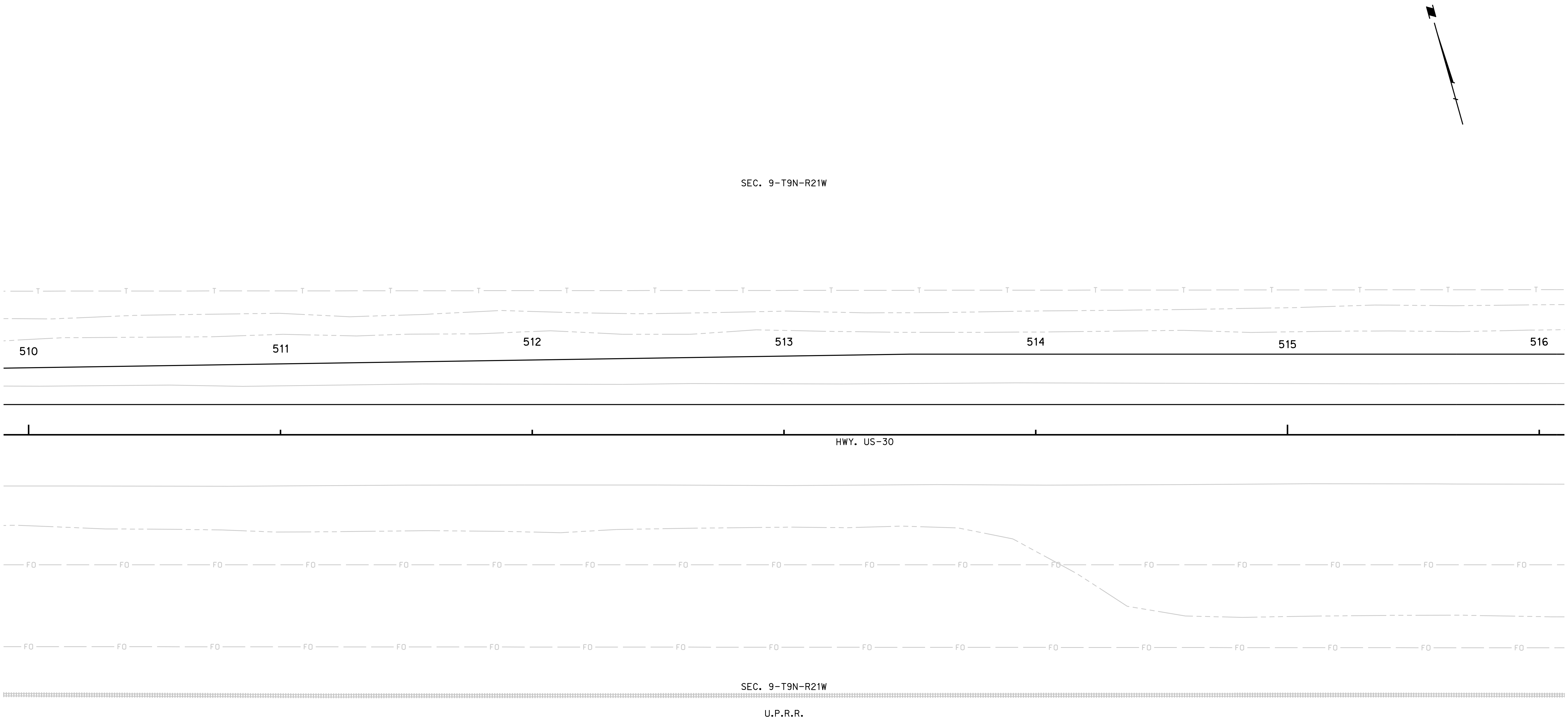
File: 61457Occ12.dgn

PROJECT NO.	SHEET NO.
1705(3)	J38

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

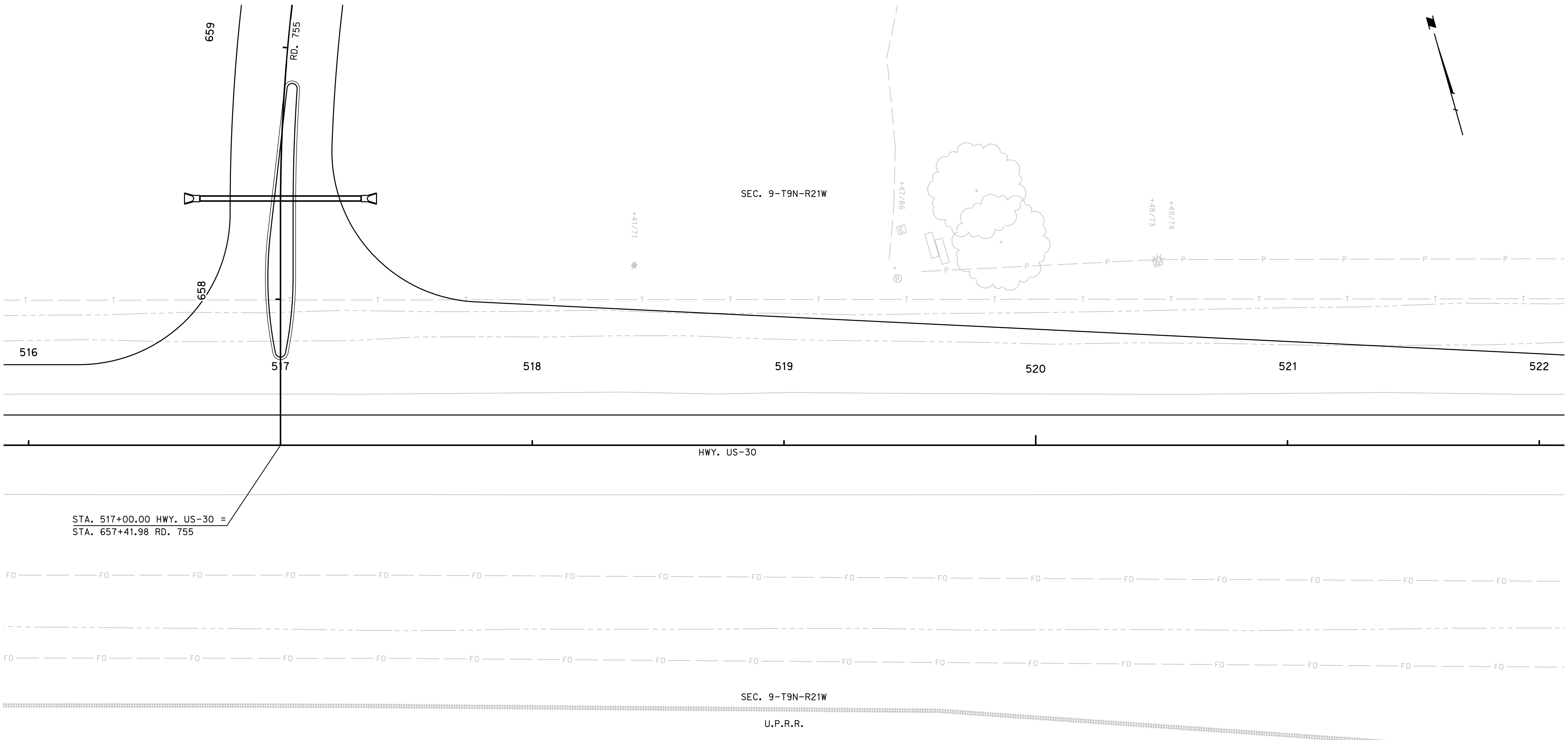
HIGHWAY US-30



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

CONSTRUCTION

HIGHWAY US-30



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

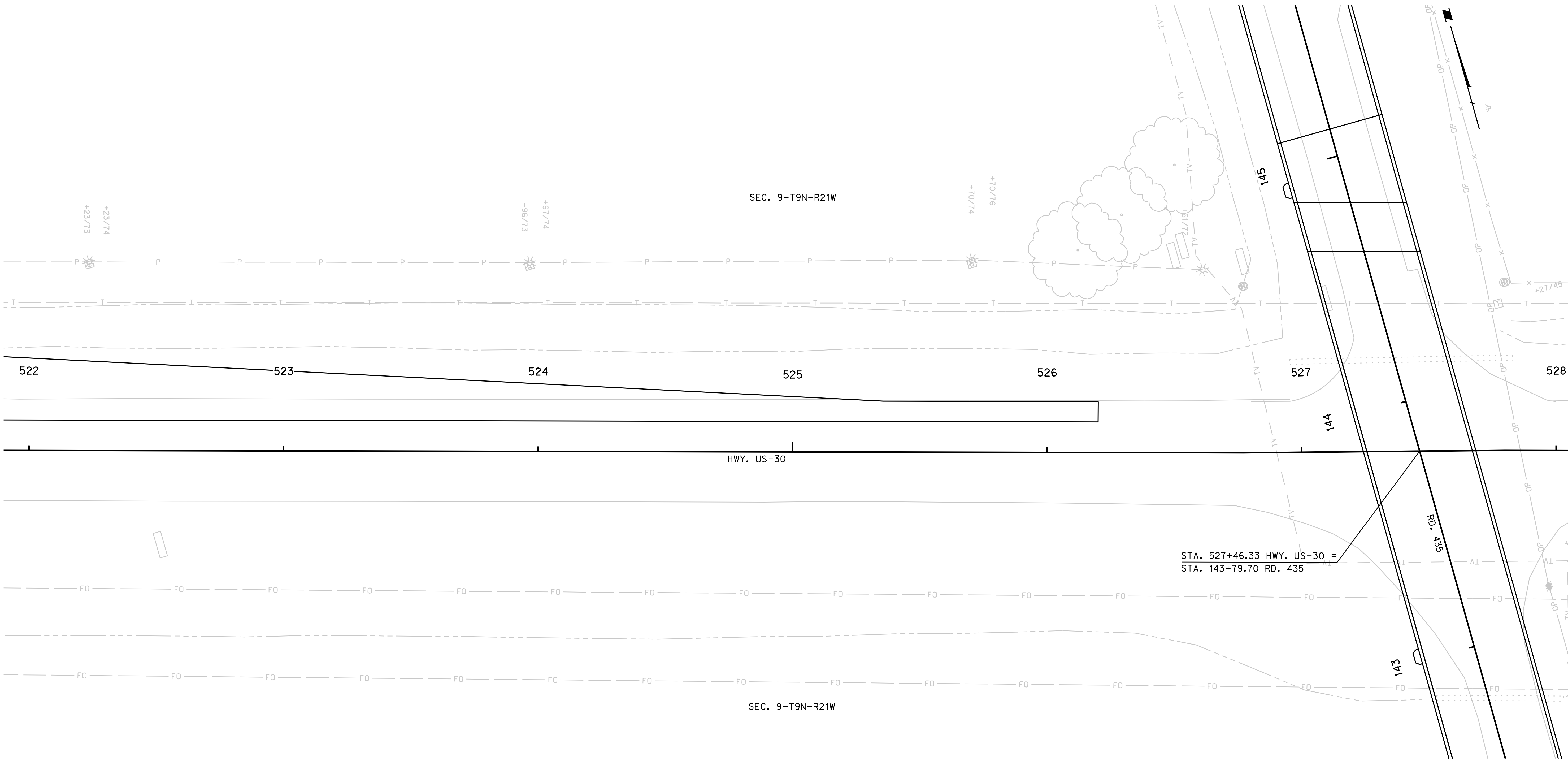
CONSTRUCTION

PROJECT NO.	SHEET NO.
1705(3)	J40

C.N. 61457

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

HIGHWAY US-30



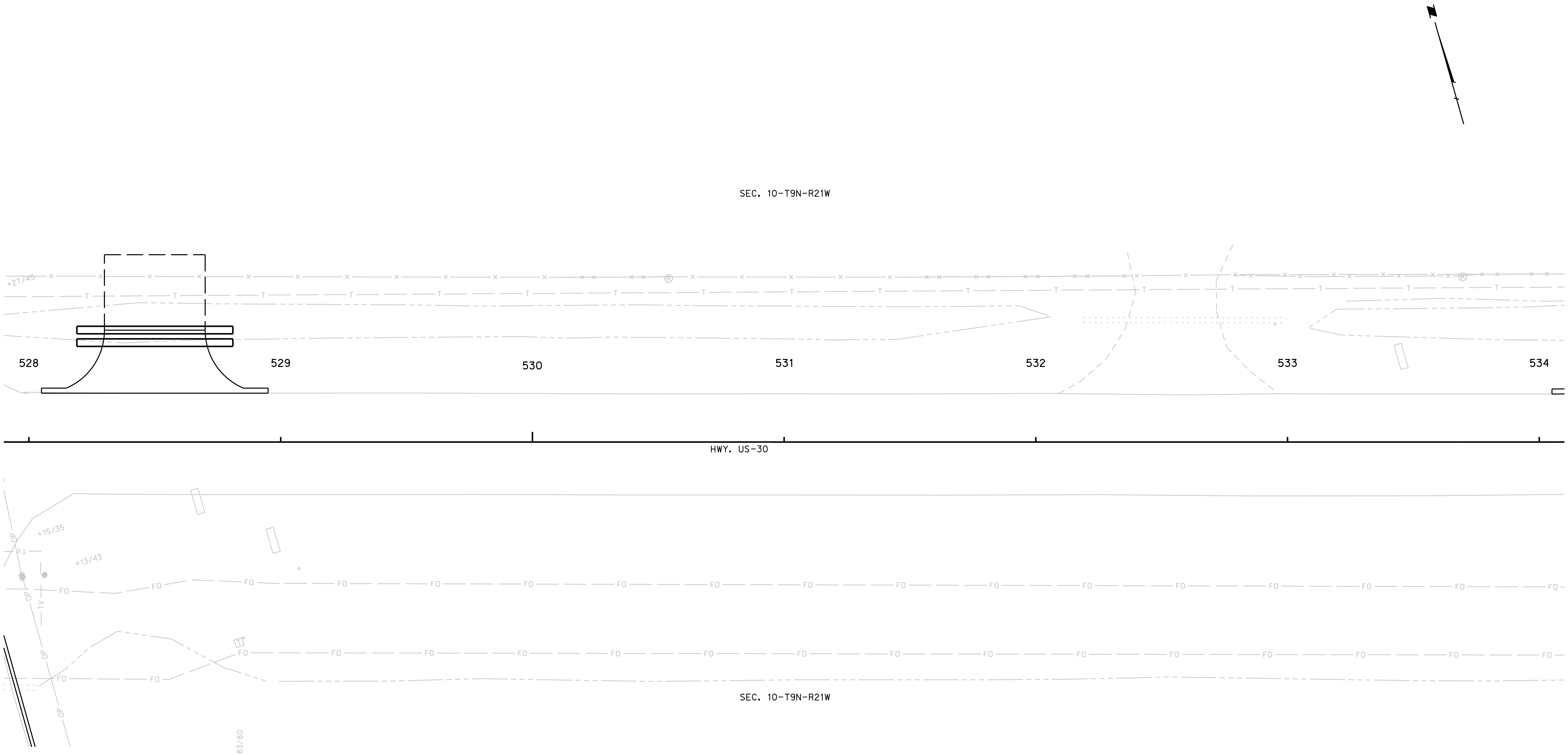
BUILD 11" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
522+00	-	526+20	LT.	678

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Occ14.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SQ. YDS.
528+50	LT.	144

BUILD 6" GRAVEL SURFACE COURSE		
STATION	SIDE	CU. YDS.
528+50	LT.	22

BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
528+50	LT.	TWIN 30" x 62' ROUND EQUIV. PIPE

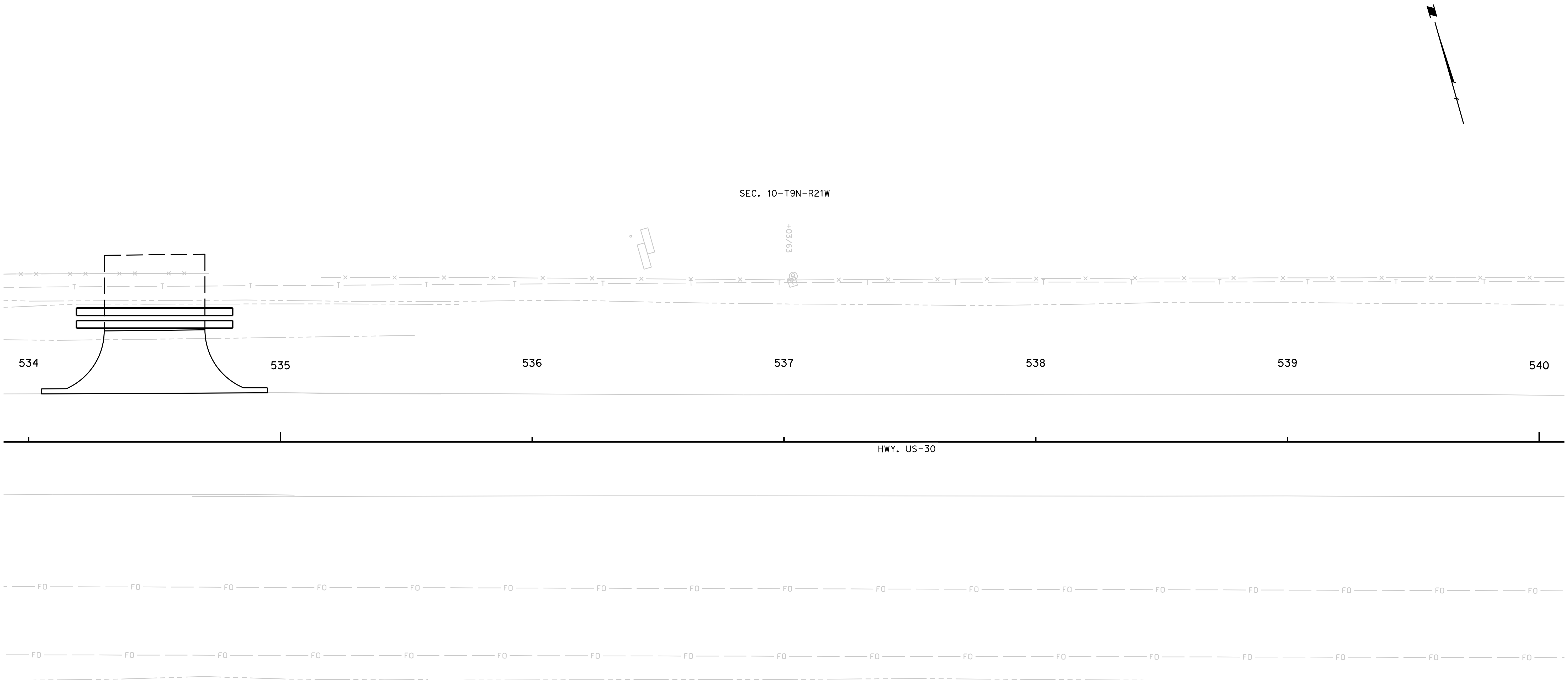
CONSTRUCTION

PROJECT NO.	SHEET NO.
1705(3)	J42

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



BUILD 10" CONCRETE DRIVEWAY, PLAN 301		
STATION	SIDE	SQ. YDS.
534+50	LT.	144

BUILD 6" GRAVEL SURFACE COURSE		
STATION	SIDE	CU. YDS.
534+50	LT.	22

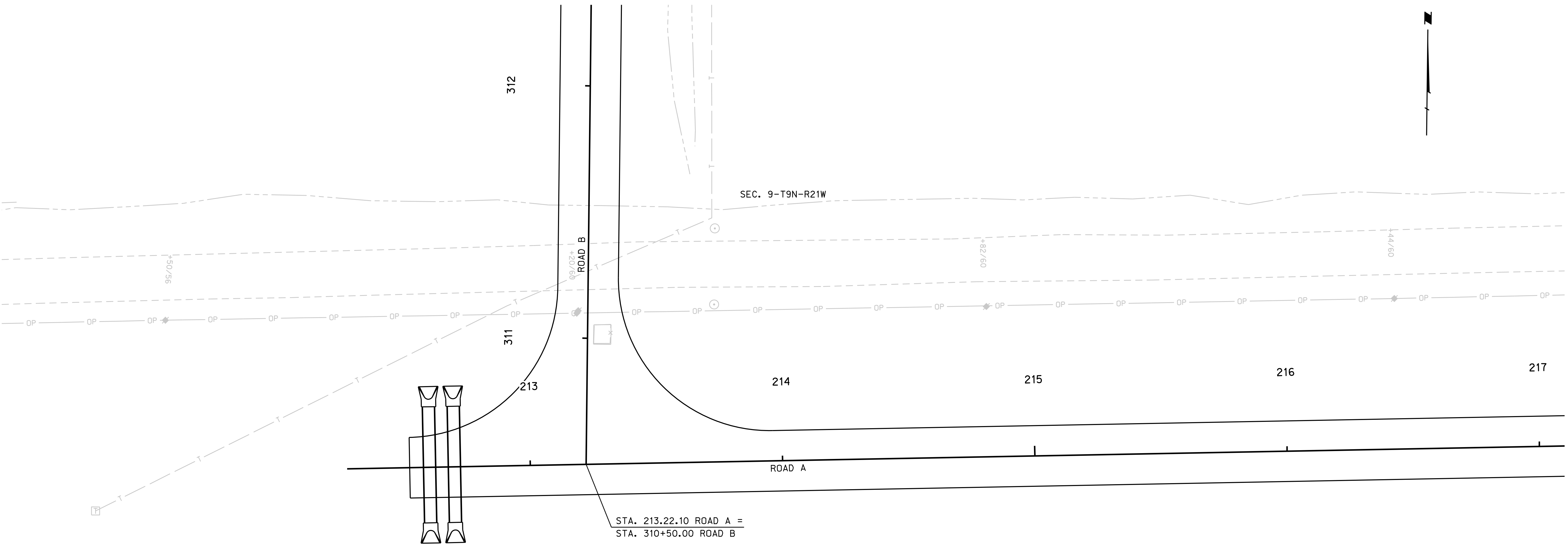
BUILD DRIVEWAY CULVERT PIPE		
STATION	SIDE	DESCRIPTION
534+50	LT.	TWIN 30" x 62' ROUND EQUIV. PIPE

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 614570cc16.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. 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

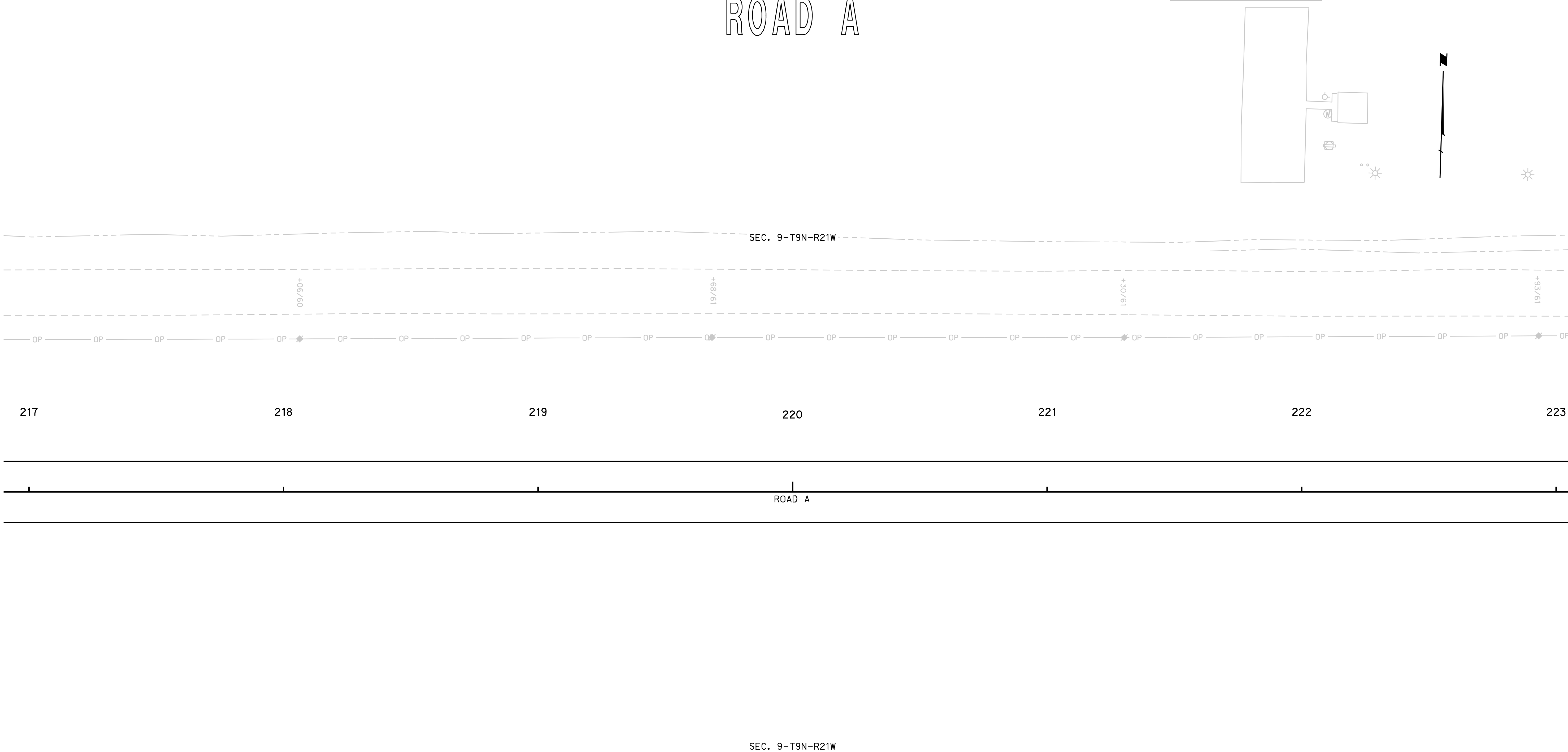
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J44

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



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

CONSTRUCTION

Computer: L19US-D9037M4W

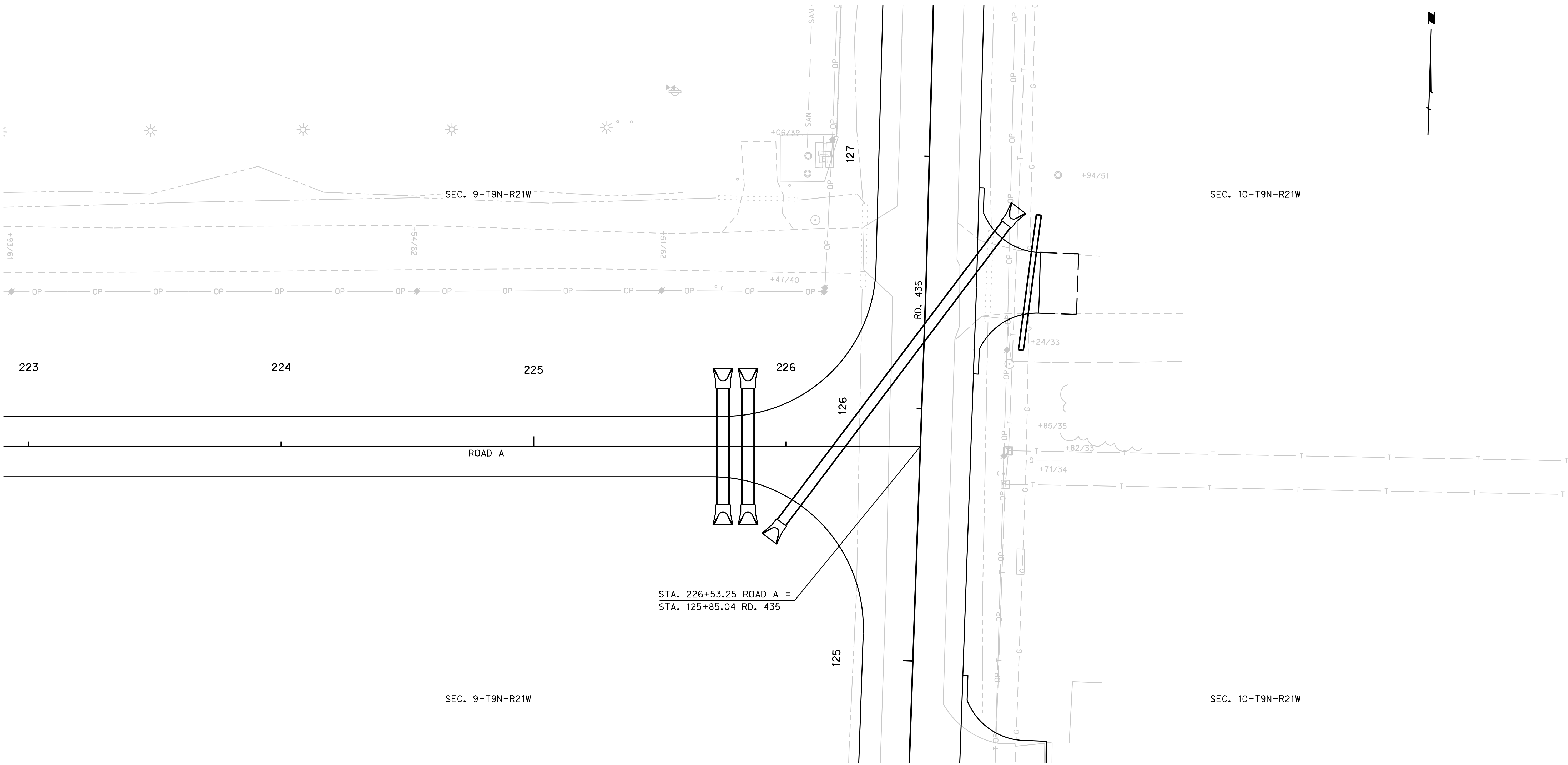
Date: 12-MAY-2021 16:55

File: 61457Occ19.dgn

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Occ20.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
223+00	-	225+70	LT./RT.	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" × 46' Round Equiv. Type 2,3,4 or 5 w/Flared End Sections. Plan 410 & 411. Fill = 2'.	15

CONSTRUCTION

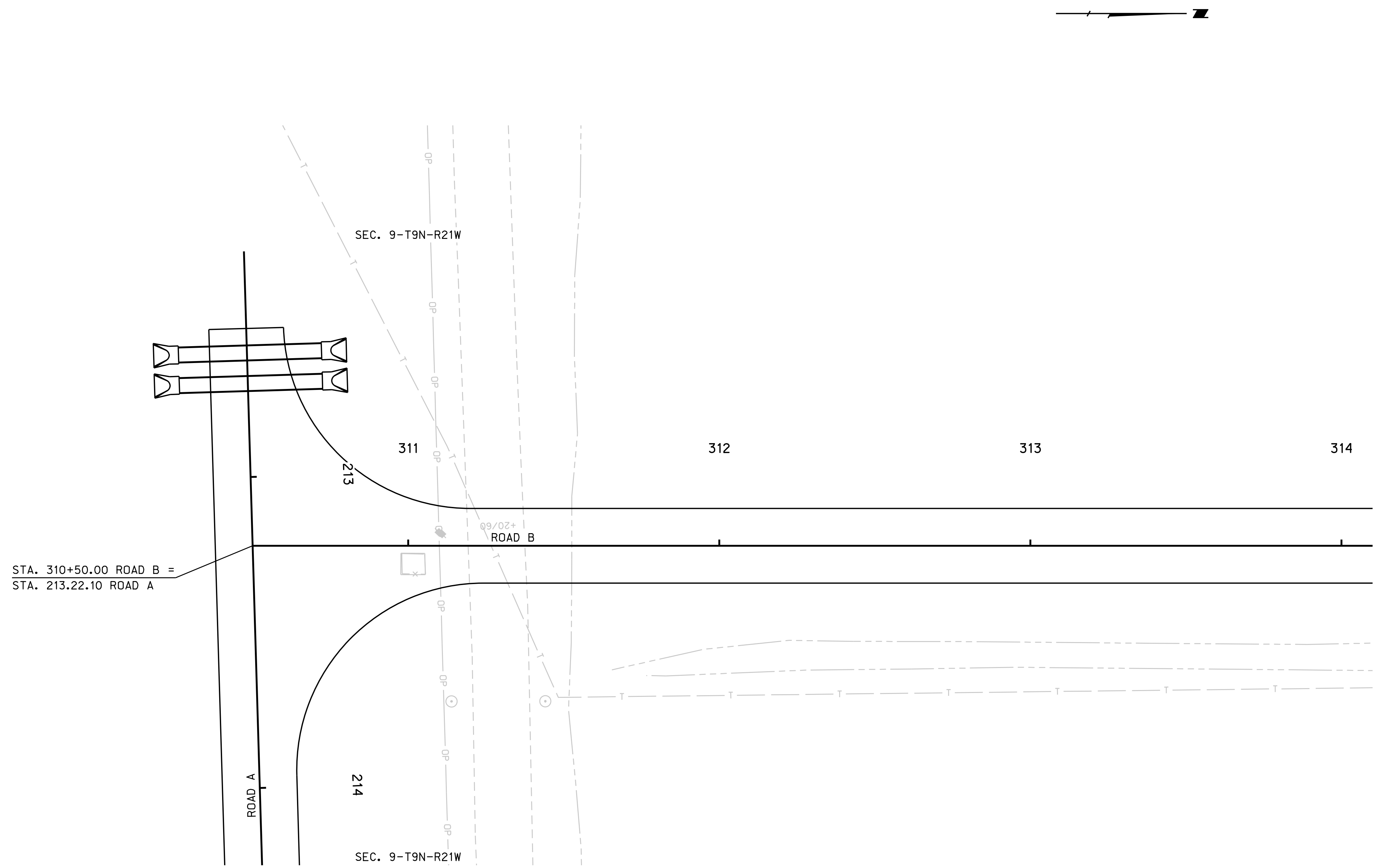
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J46

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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

CONSTRUCTION

File: 614570cc21.dgn Date: 12-MAY-2021 16:55 Computer: L19US-D9037M4W

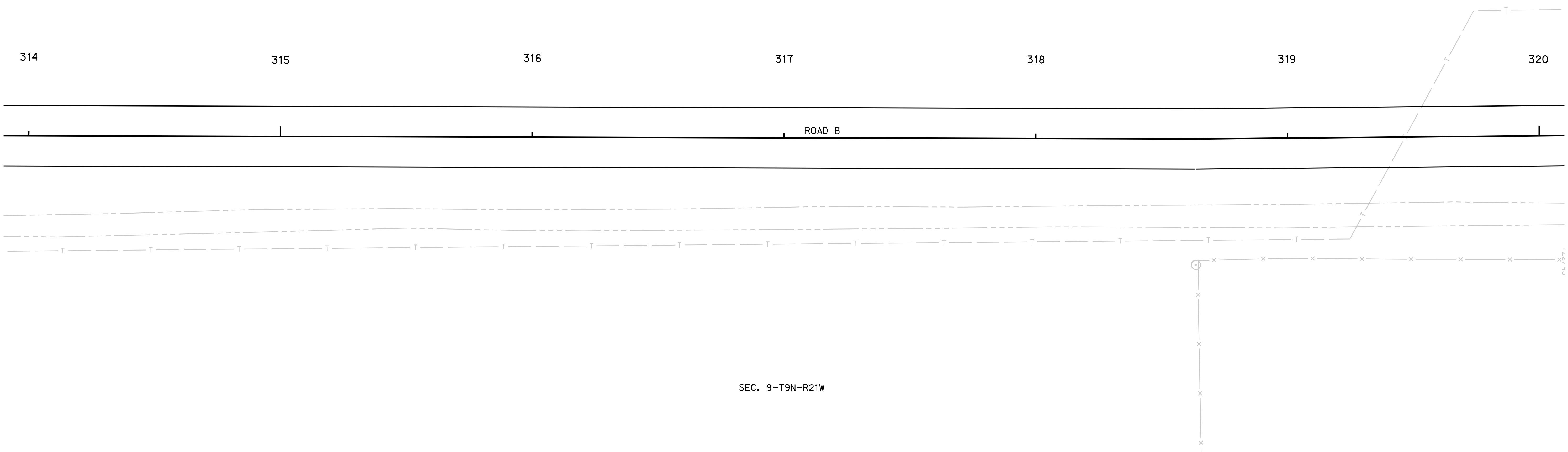
PROJECT NO.	SHEET NO.
1705(3)	J47

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B

SEC. 9-T9N-R21W



SEC. 9-T9N-R21W

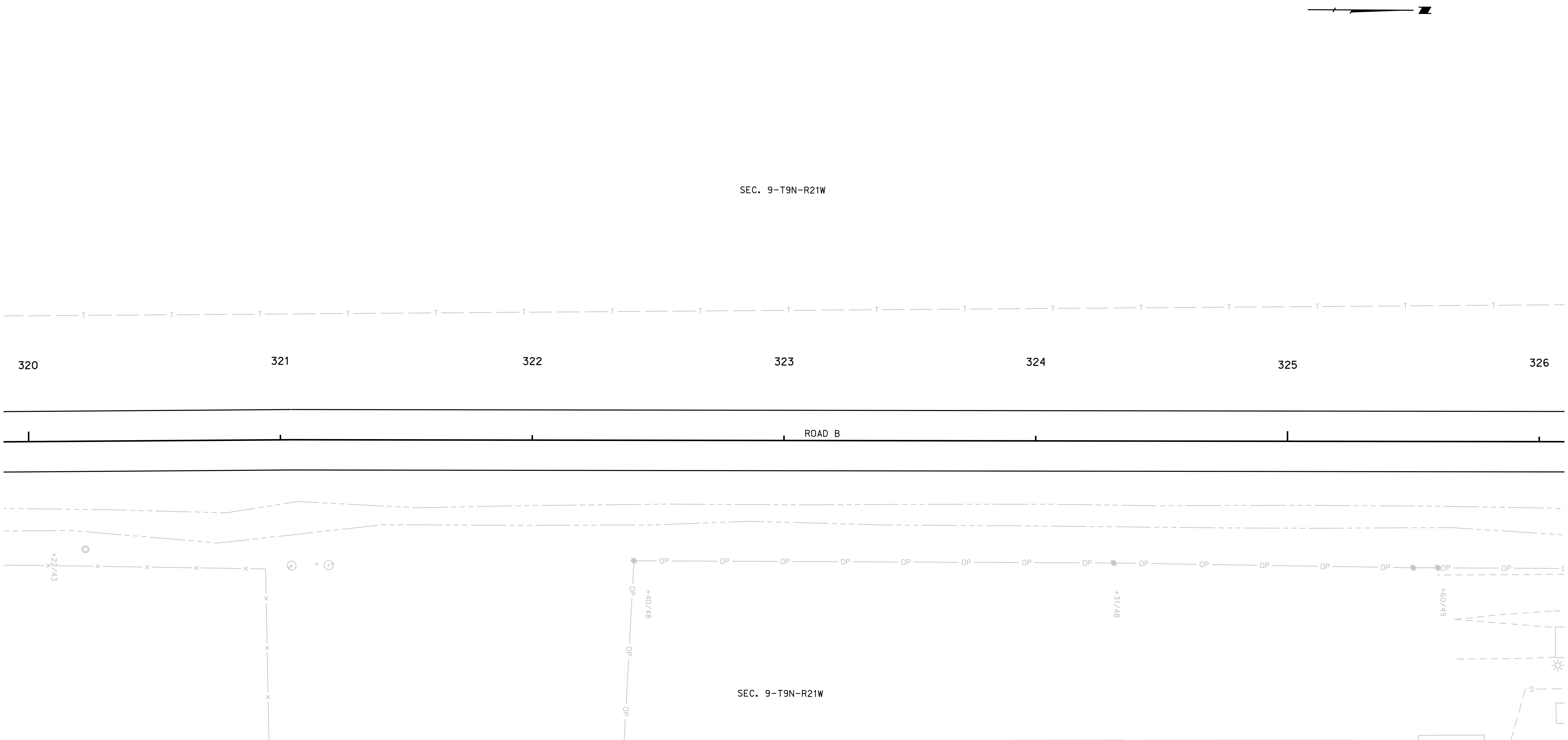
BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
314+00	-	320+00	LT./RT.	1600

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Occ22.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



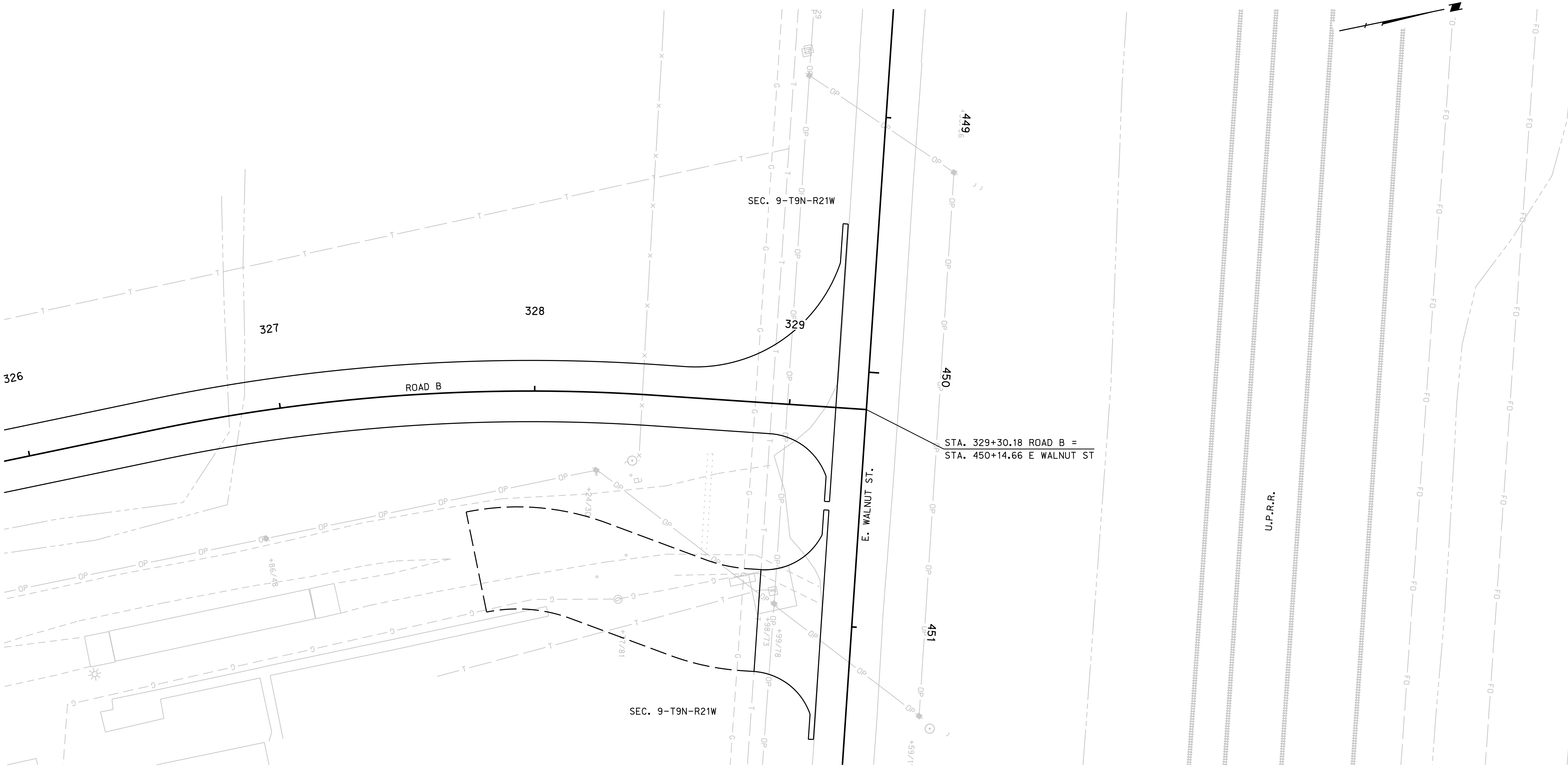
BUILD 10" DOWELED CONCRETE PAVEMENT, PLAN 329				
STATION	TO	STATION	SIDE	SQ. YDS.
320+00	-	326+00	LT./RT.	1600

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Occ23.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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

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

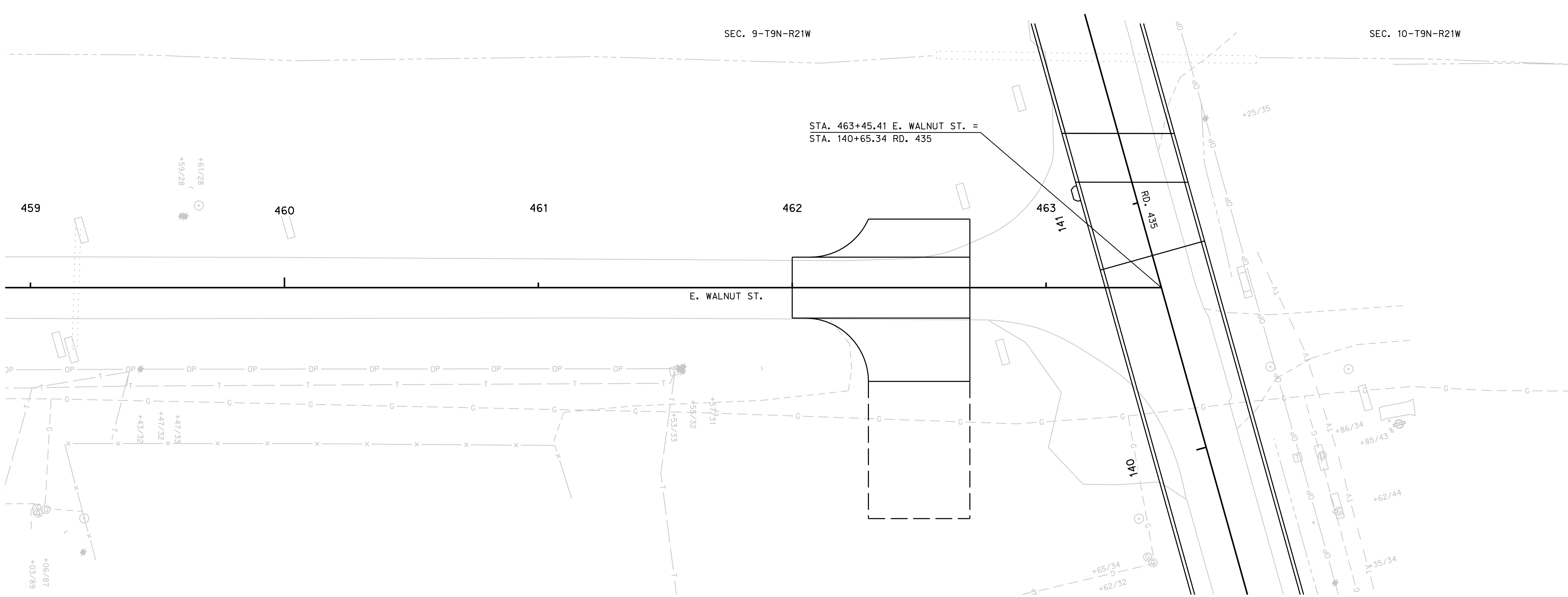
BUILD 6" GRAVEL SURFACE COURSE				
STATION			SIDE	CU. YDS.
327+71	-	328+93	RT.	84

CONSTRUCTION

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocs24.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

E. WALNUT ST.



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	SIDE	SQ. YDS.
462+00 - 462+70	LT./RT.	187

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

CONSTRUCTION

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

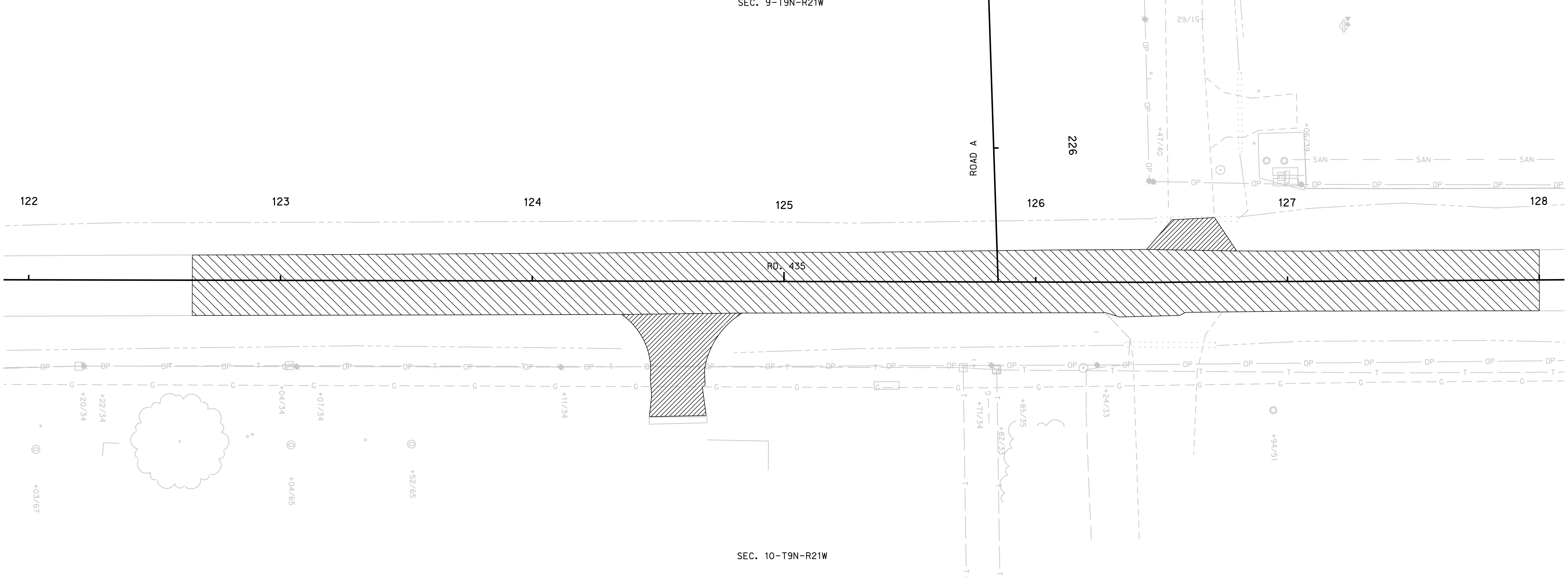
ROAD 435

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



REMOVALS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocr01.dgn

PROJECT NO.	SHEET NO.
1705(3)	J52

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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 ASPHALT SURFACE

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

REMOVE DRIVEWAY CULVERT PIPE

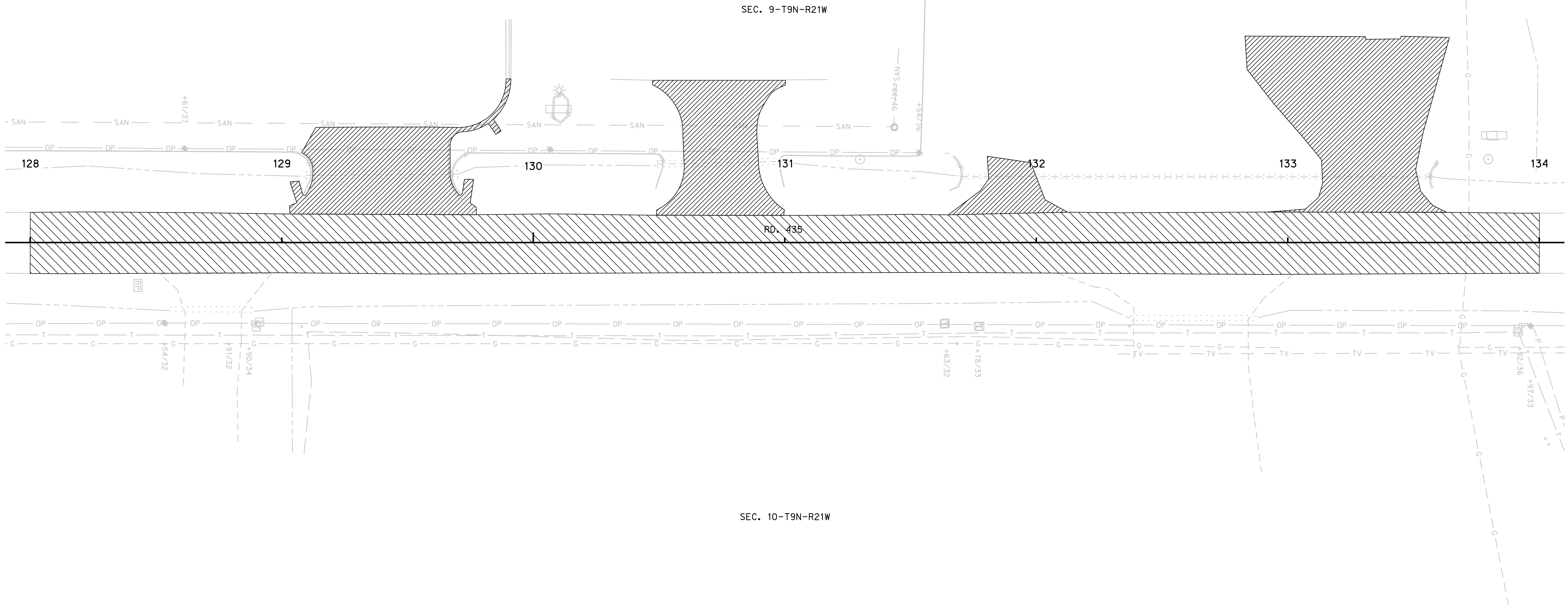
STATION	SIDE	DESCRIPTION
128+72	RT.	24" x 32' CMP
129+40	LT.	36" x 60' CMP
130+74	LT.	30" x 50' CMP
132+63	LT.	18" x 189' CMP
132+63	RT.	24" x 50' CMP

REMOVE AND SALVAGE SIGN

STATION	TO	STATION	SIDE	EACH
130+10			LT.	1

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: L19US-D9037M4W

Date: 12-MAY-2021 16:55

File: 61457Ocr02.dgn

PROJECT NO. 1705(3) | SHEET NO. J53
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435

REMOVE DRIVEWAY

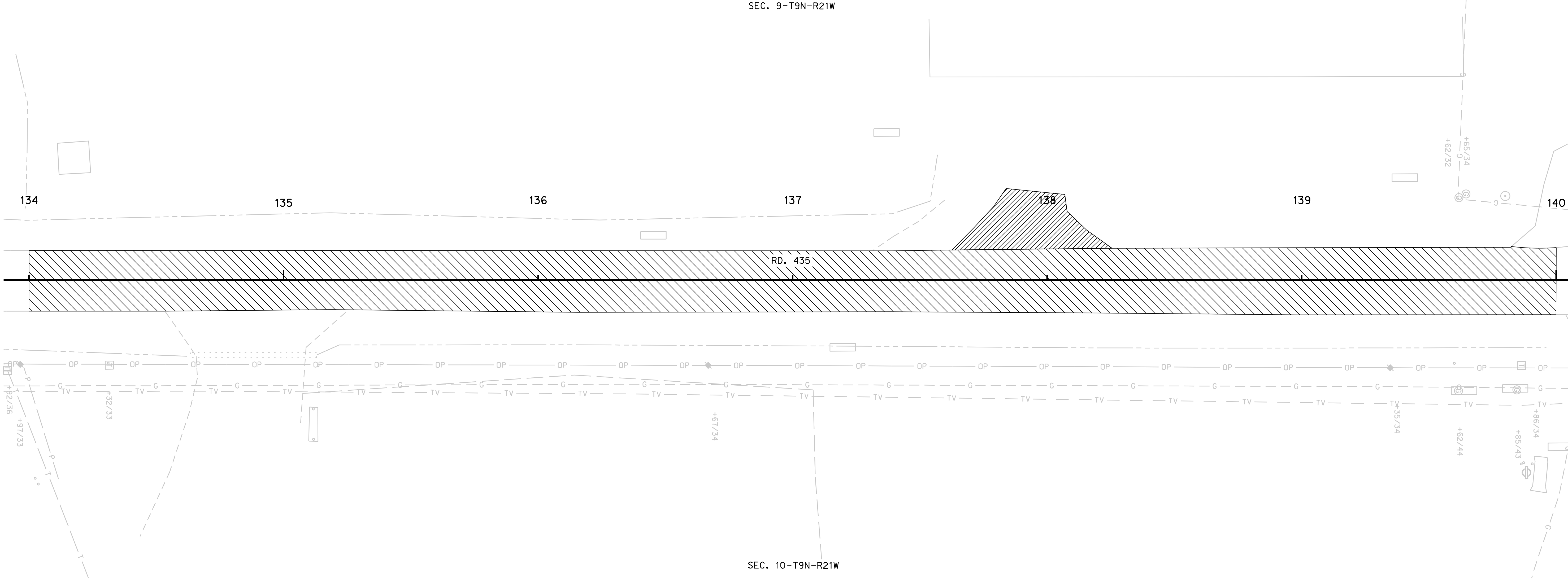
STATION	TO	STATION	SIDE	SQ. YDS.
137+62	-	138+25	LT.	100

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



REMOVALS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocr03.dgn

ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	J54

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

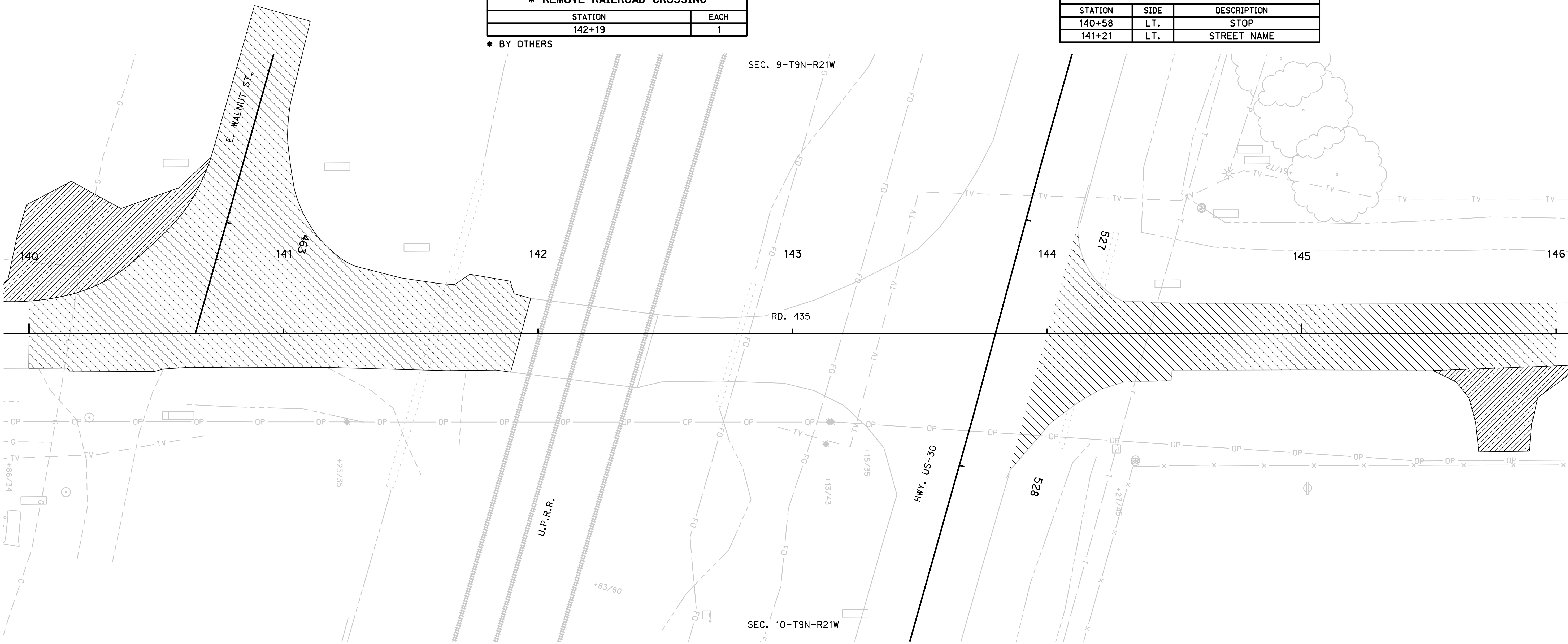
* REMOVE RAILROAD CROSSING

STATION	EACH
142+19	1

* BY OTHERS

REMOVE SIGN, POST AND FOOTING

STATION	SIDE	DESCRIPTION
140+58	LT.	STOP
141+21	LT.	STREET NAME



REMOVALS

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:55

File: 61457Ocr04.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:55

File: 61457Ocr05.dgn

PROJECT NO.	SHEET NO.
1705(3)	J55

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435

REMOVE DRIVEWAY

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

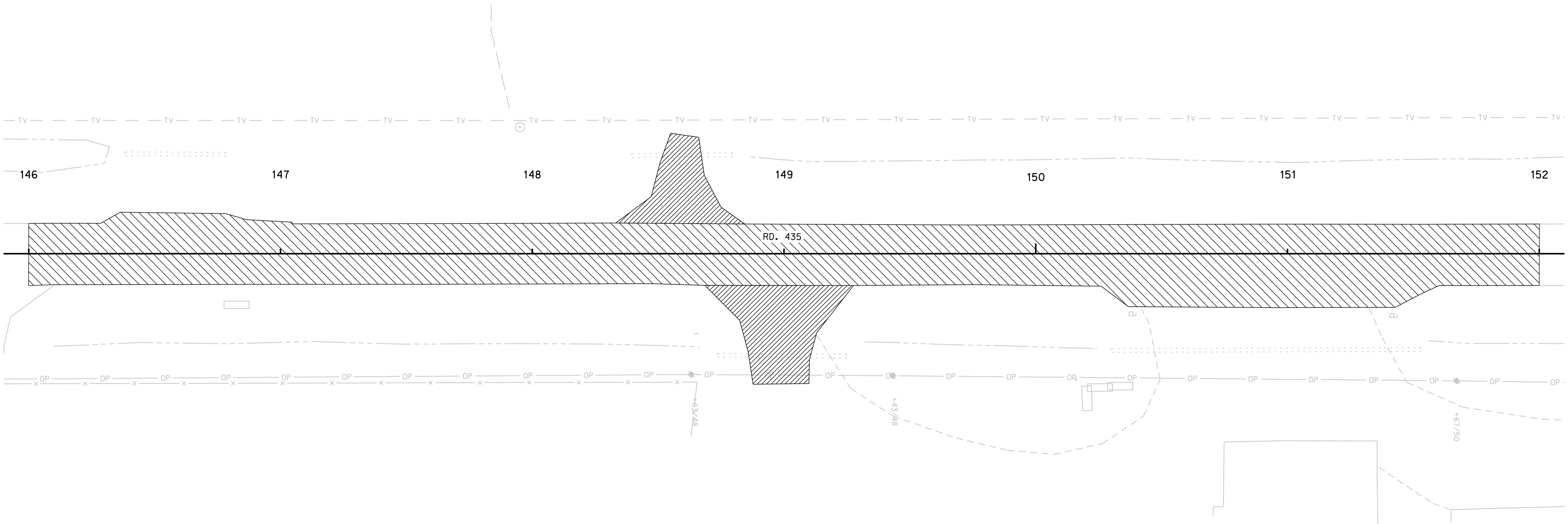
REMOVE DRIVEWAY CULVERT PIPE

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.

WSP	PROJECT NO.	SHEET NO.
	1705(3)	J56

C.N. 61457

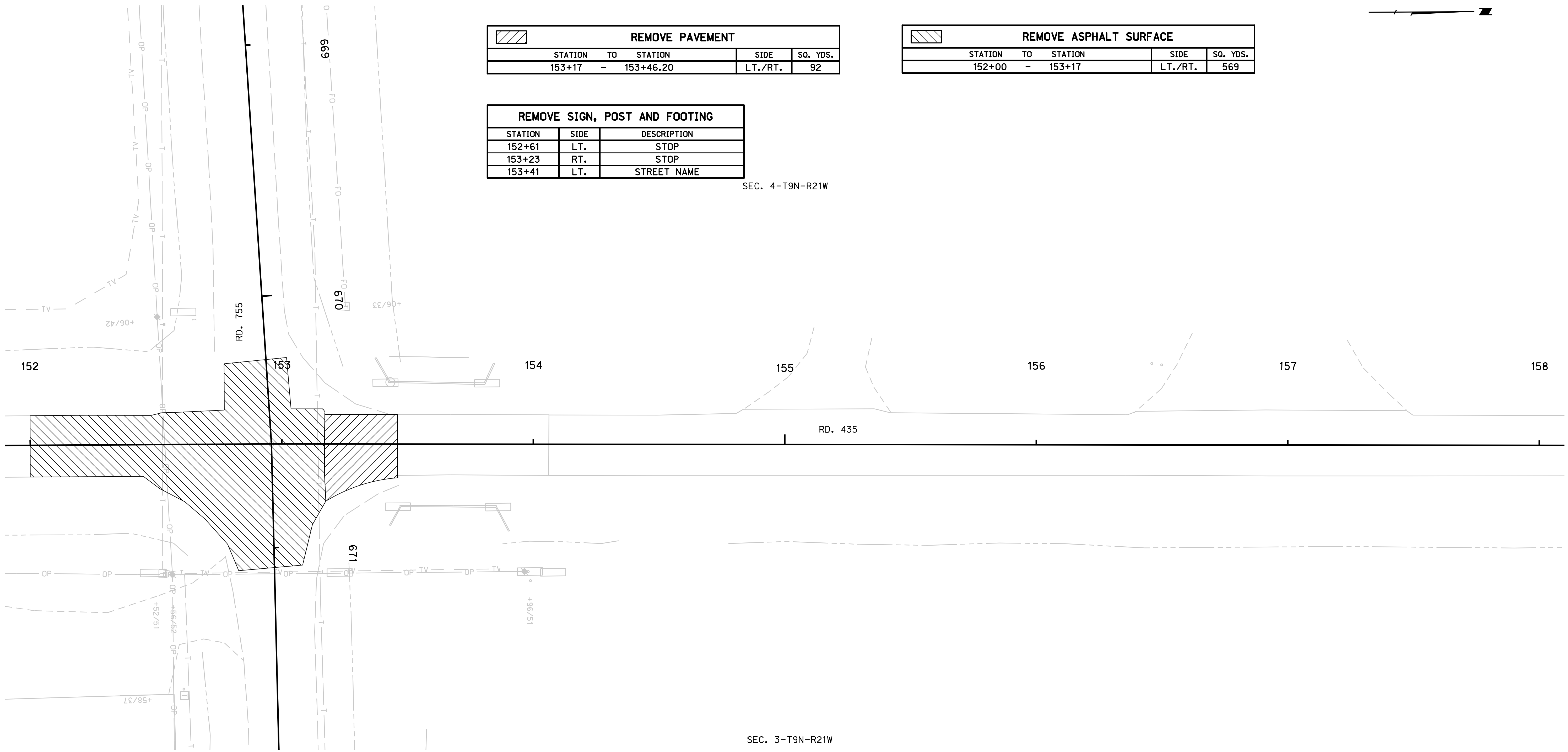
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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



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Date: 12-MAY-2021 16:55
File: 61457Ocr06.dgn

REMOVALS

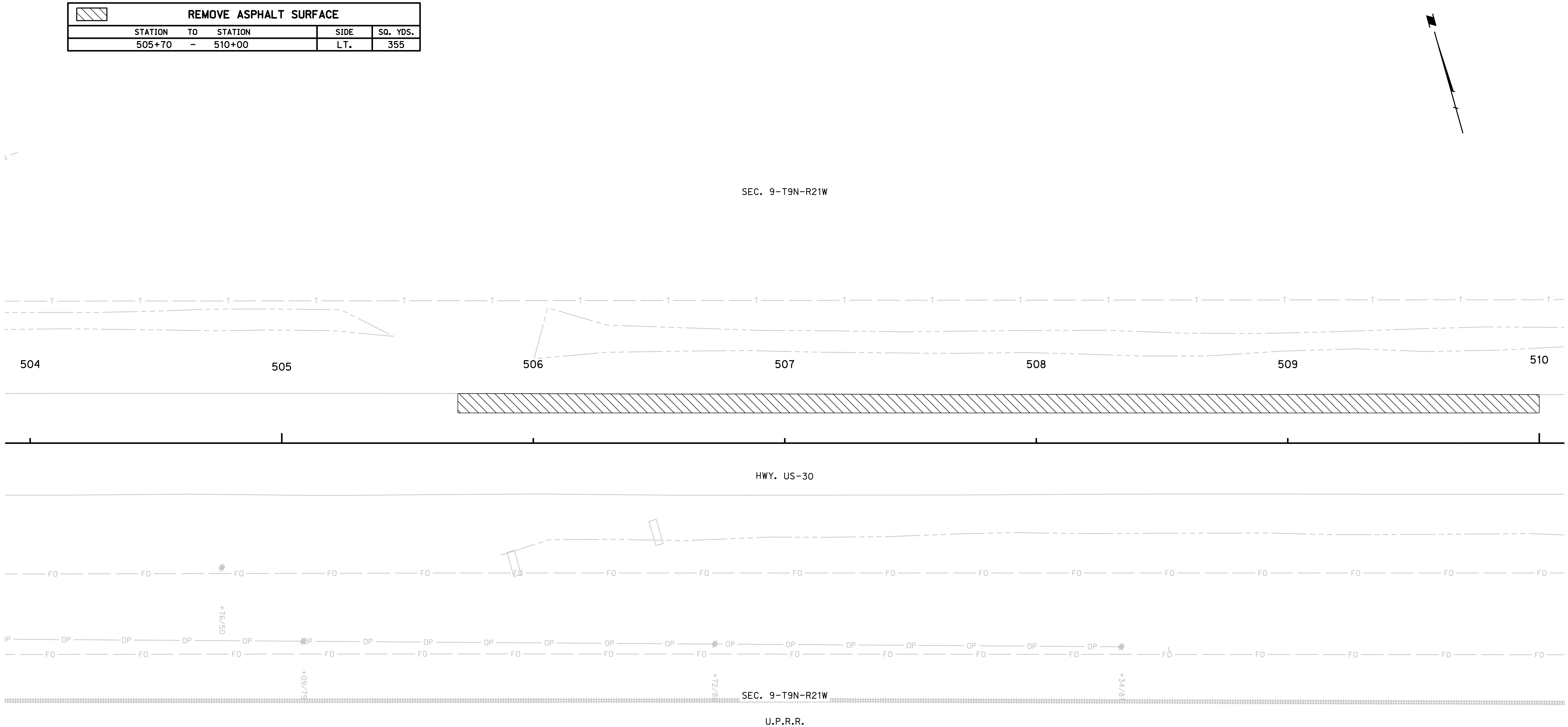
PROJECT NO.	SHEET NO.
1705(3)	J57

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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



REMOVALS

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:55

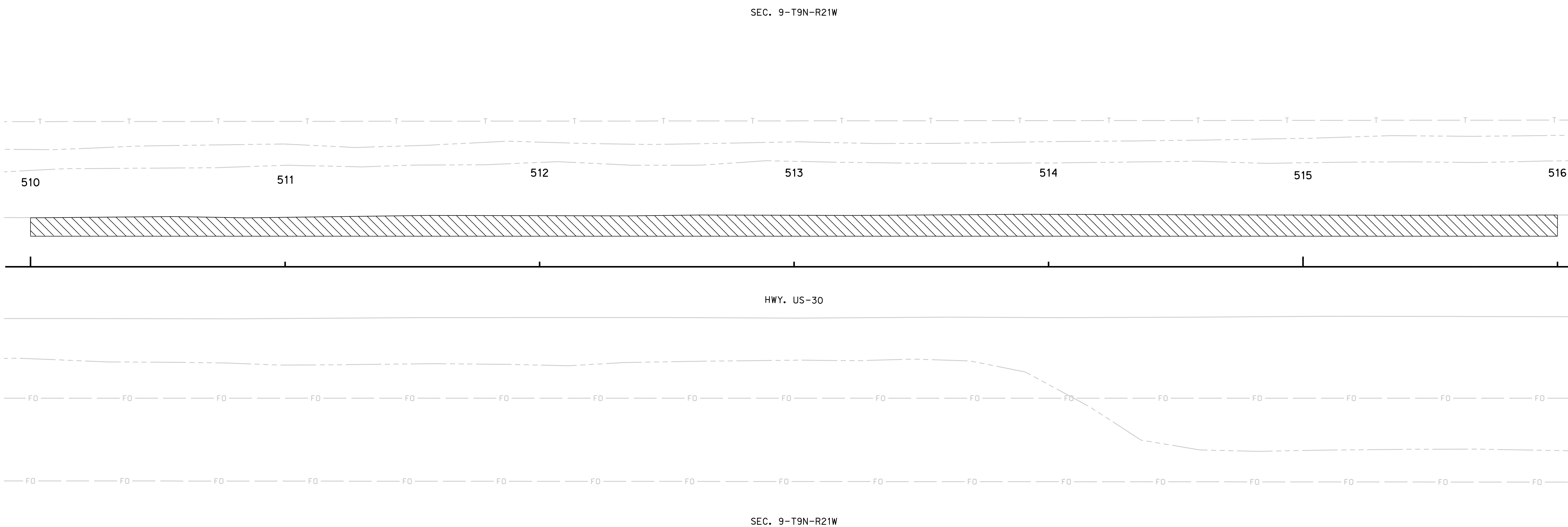
File: 61457Ocr08.dgn

PROJECT NO. 1705(3) | SHEET NO. J58
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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

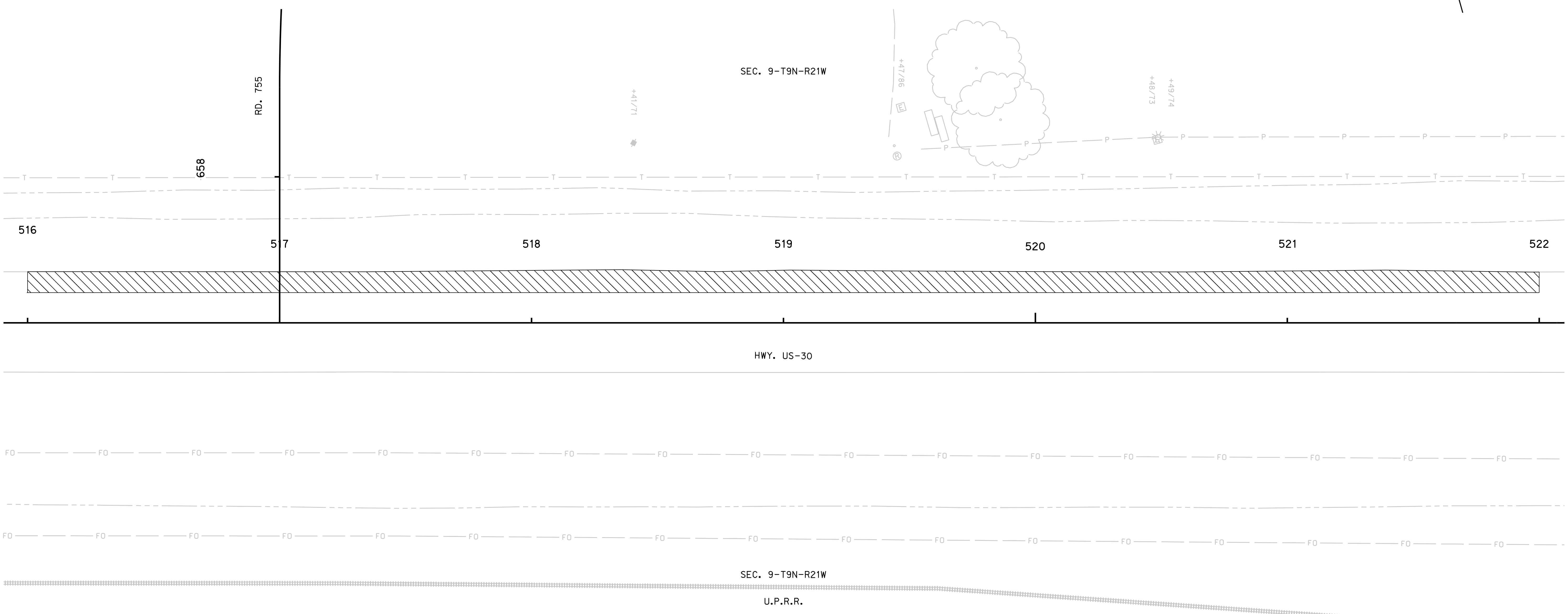


REMOVALS

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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



REMOVALS

ROADWAY DESIGN DIVISION.

wsp	PROJECT NO.	SHEET NO.
	1705(3)	J60

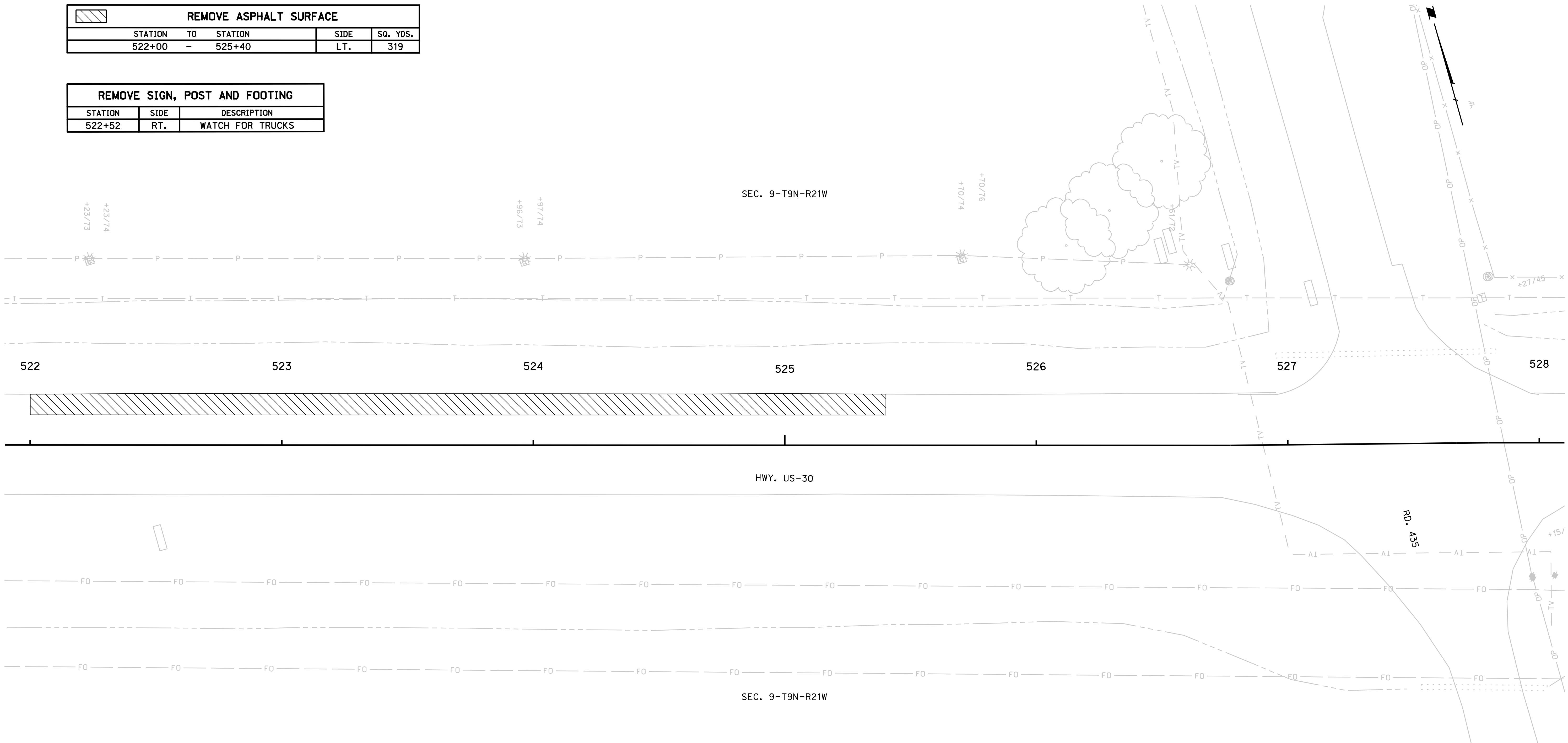
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

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

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



REMOVALS

Computer: L19US-D9037M4W

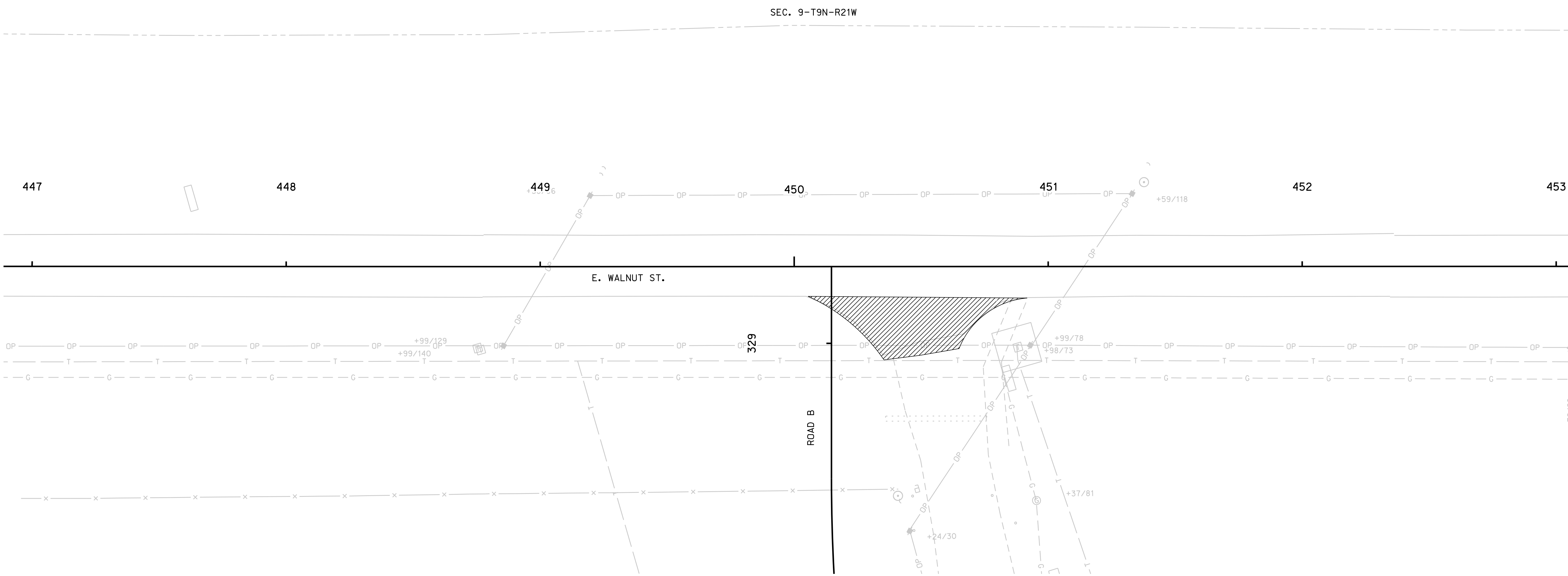
Date: 12-MAY-2021 16:55

File: 61457Ocr11.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

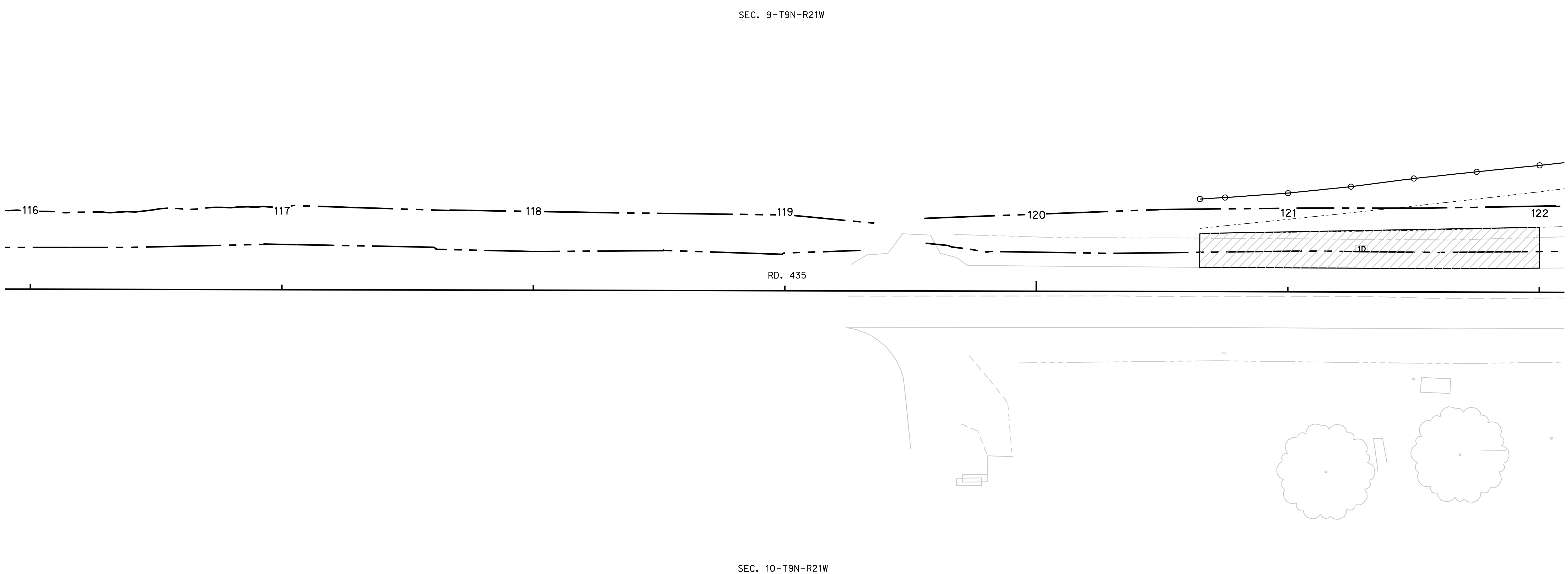


REMOVALS

PROJECT NO. 1705(3) | SHEET NO. J62
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



1D	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

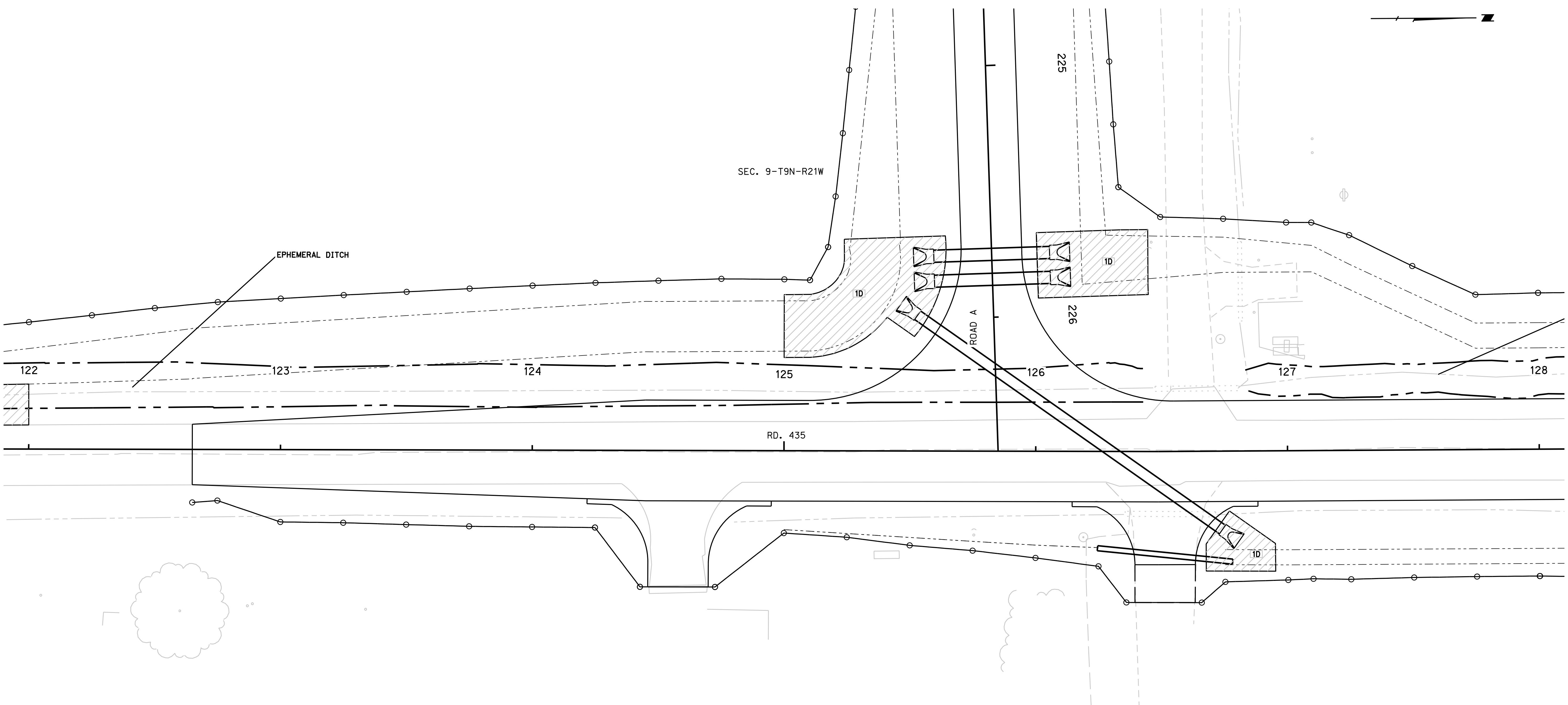
EROSION & SEDIMENT CONTROL

PROJECT NO.	SHEET NO.
1705(3)	J63

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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

LEGEND

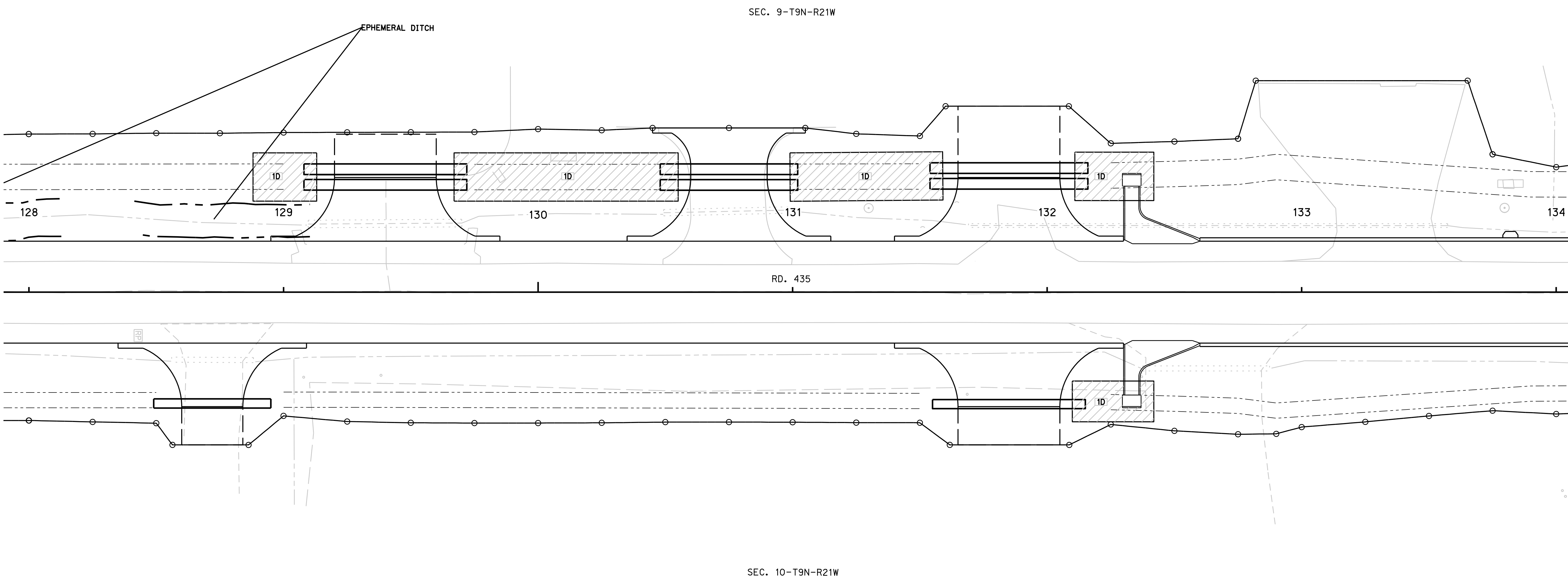
LIMITS OF CONSTRUCTION
WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocx02.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



1D	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: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocx03.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

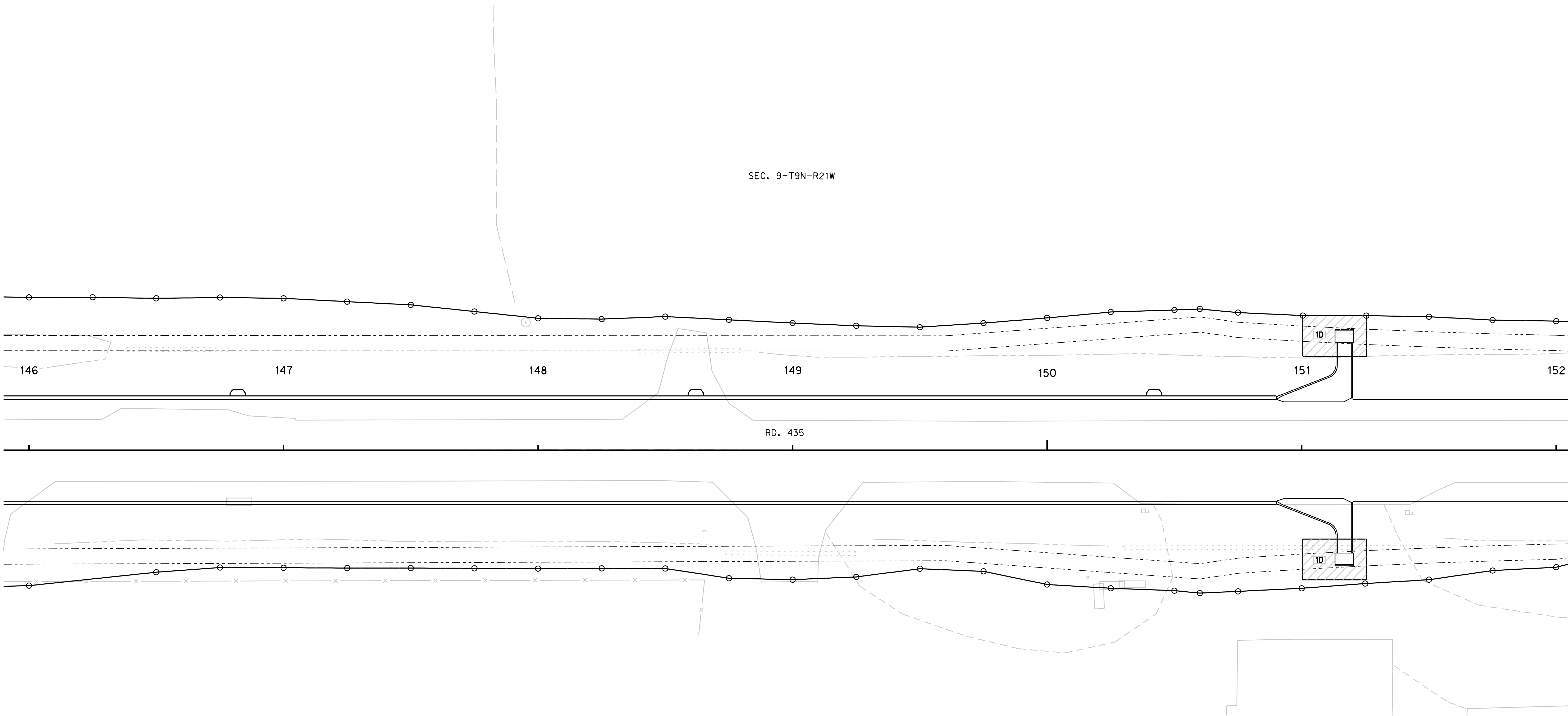
Date: 12-MAY-2021 16:55

File: 61457Ocx04.dgn

WSP	PROJECT NO.	SHEET NO.
	1705(3)	J65
	C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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

LEGEND

LIMITS OF CONSTRUCTION

WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

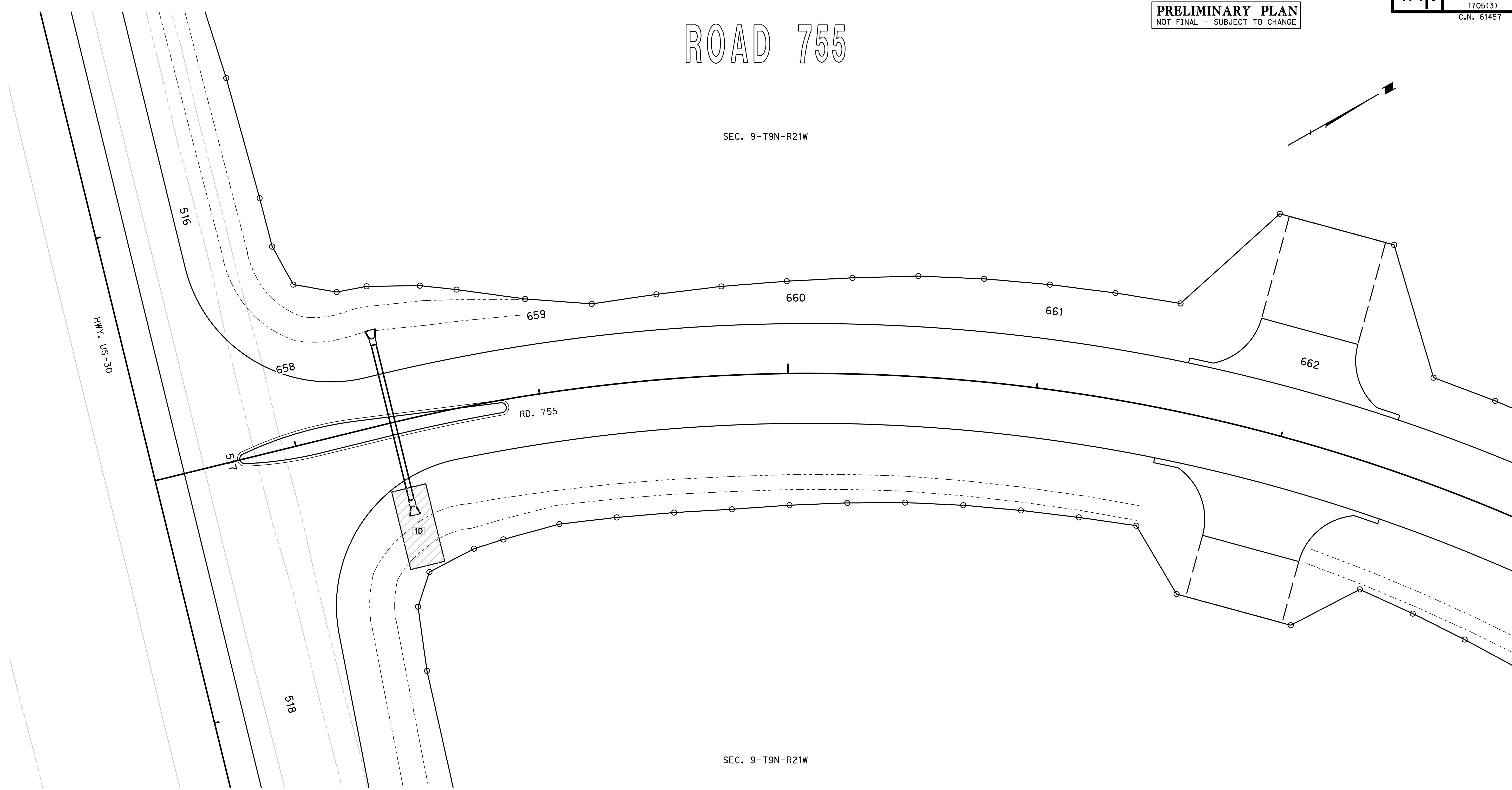
EROSION & SEDIMENT CONTROL

PROJECT NO.	SHEET NO.
1705(3)	J66

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



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

LEGEND

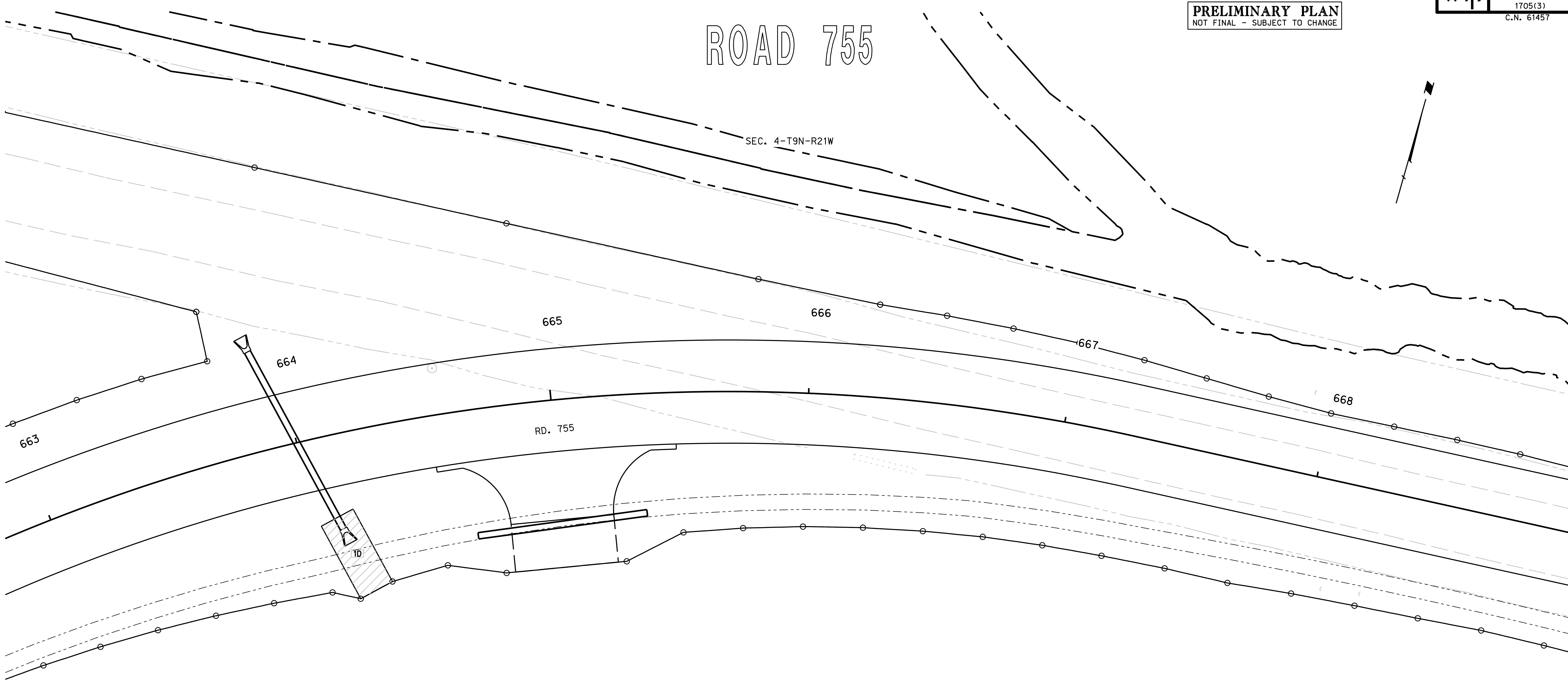
LIMITS OF CONSTRUCTION
WETLANDS - DO NOT DISTURB UNIMPACTED WETLANDS, SEE SHEET E

EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocx05.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



1D	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

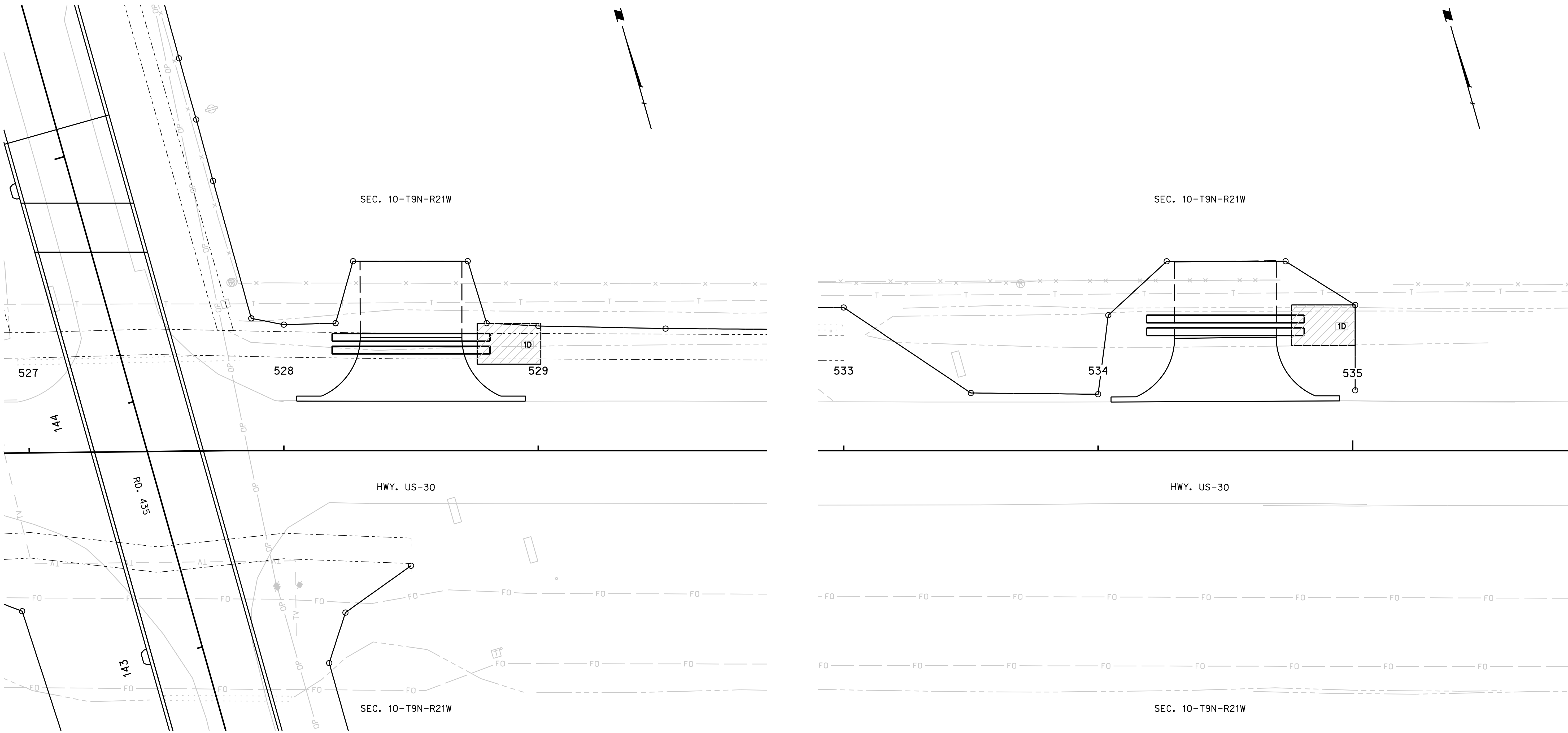
EROSION & SEDIMENT CONTROL

PROJECT NO.	SHEET NO.
1705(3)	J68

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



BUILD EROSION CONTROL-CLASS 1D, PLAN 501 (1D)

STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
528+76	-	529+01	LT.	-	16'	44
534+76	-	535+01	LT.	-	16'	44

LEGEND

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

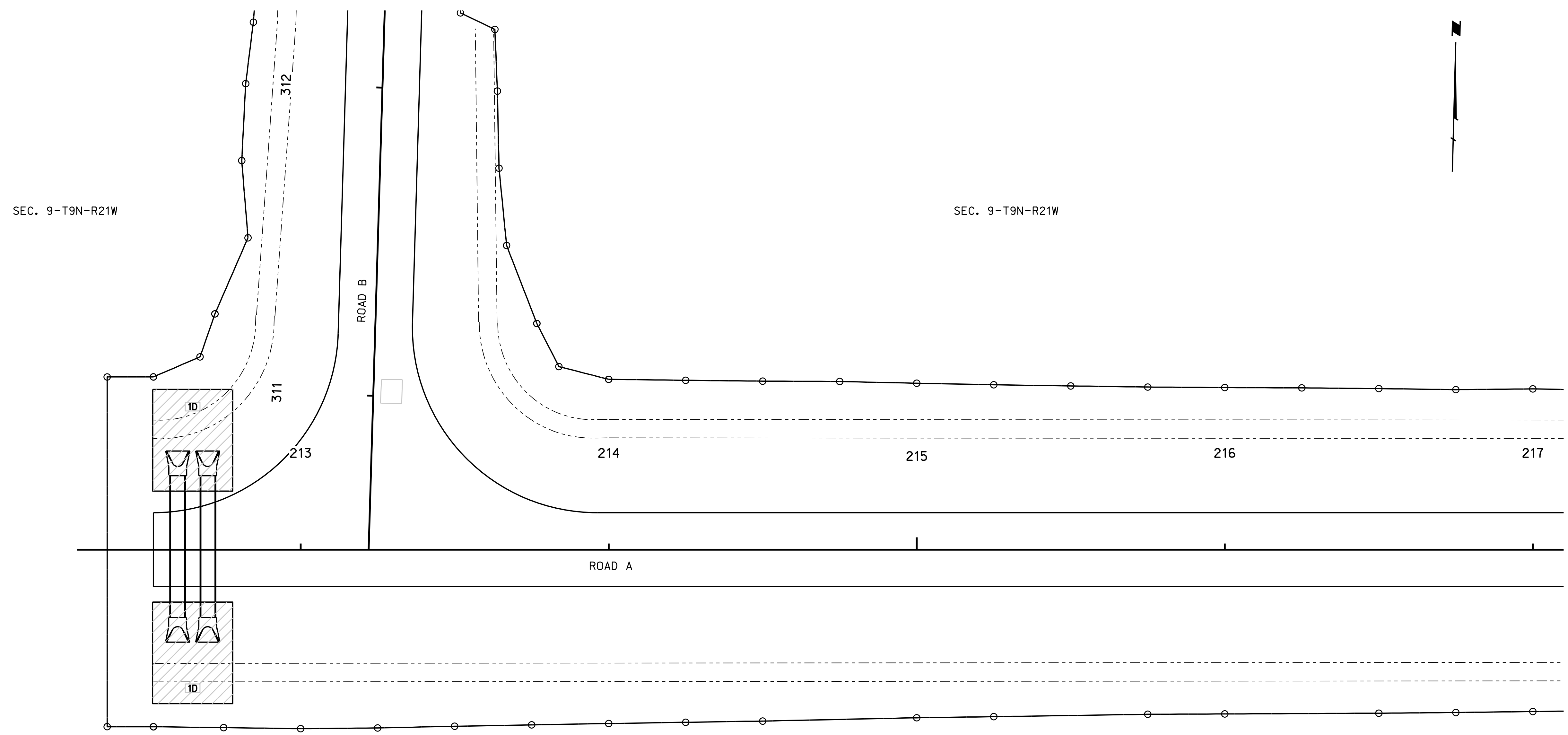
EROSION & SEDIMENT CONTROL

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 614570cx07.dgn

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:55
File: 61457Ocx08.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



1D 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

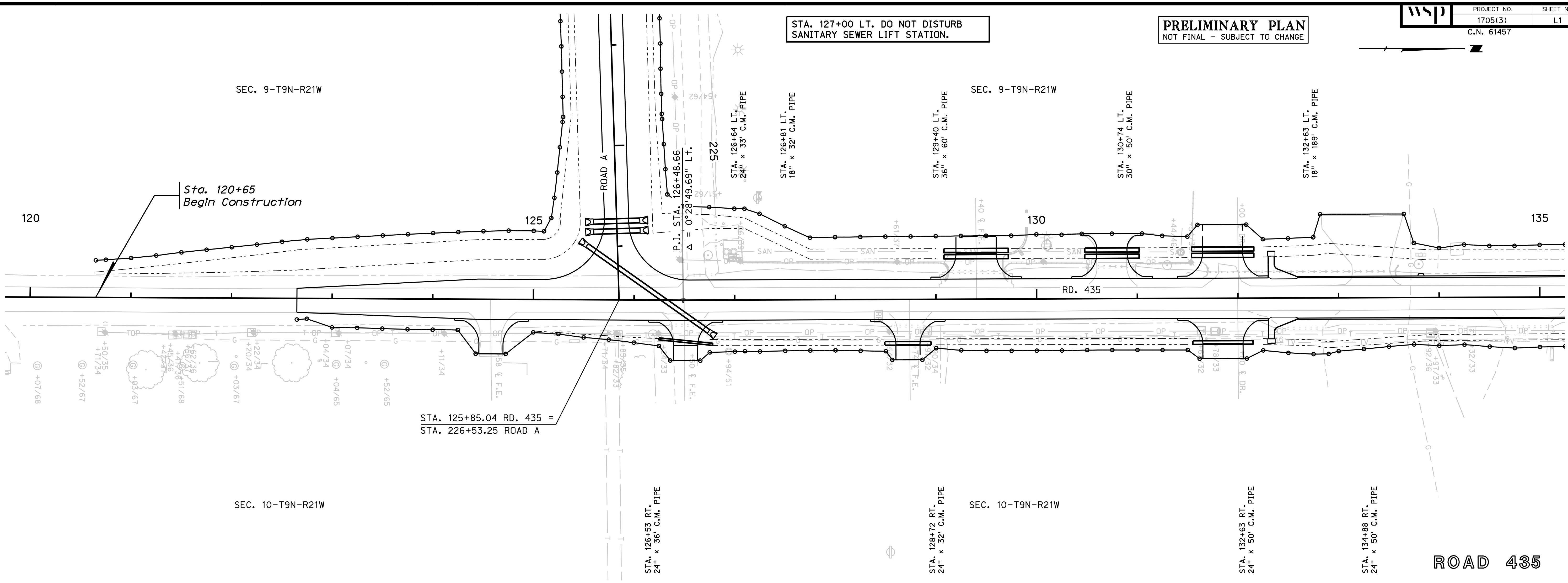
LEGEND

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

EROSION & SEDIMENT CONTROL

PROJECT NO. 1705(3) SHEET NO. L1
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

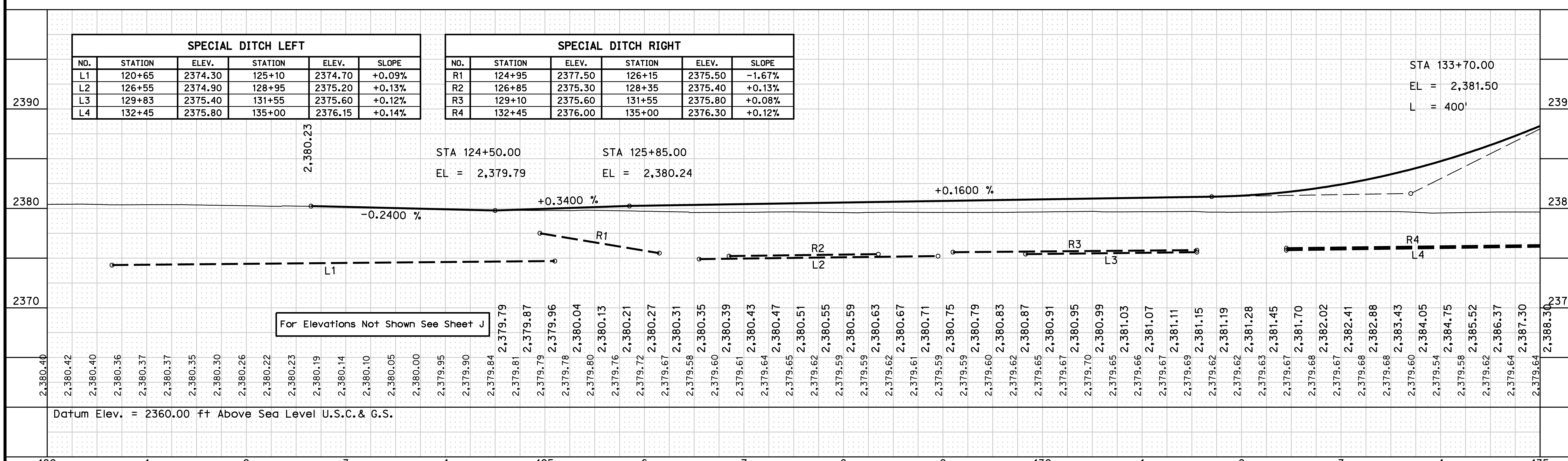


SPECIAL DITCH LEFT

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%

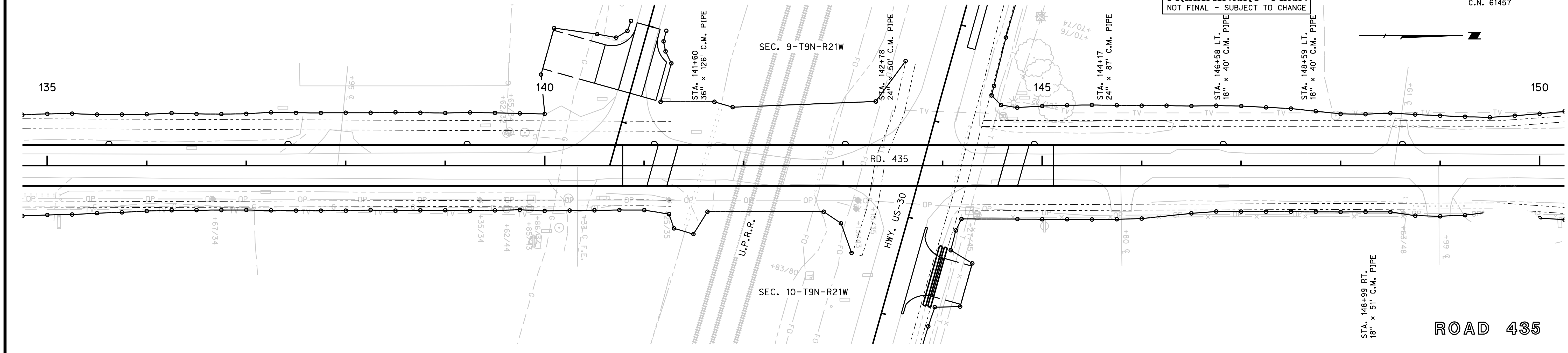
SPECIAL DITCH RIGHT

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%



ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: leljac]
Date: 12-MAY-2021 16:55
File: 61457Ocp01.dgn
Scale: 1:100

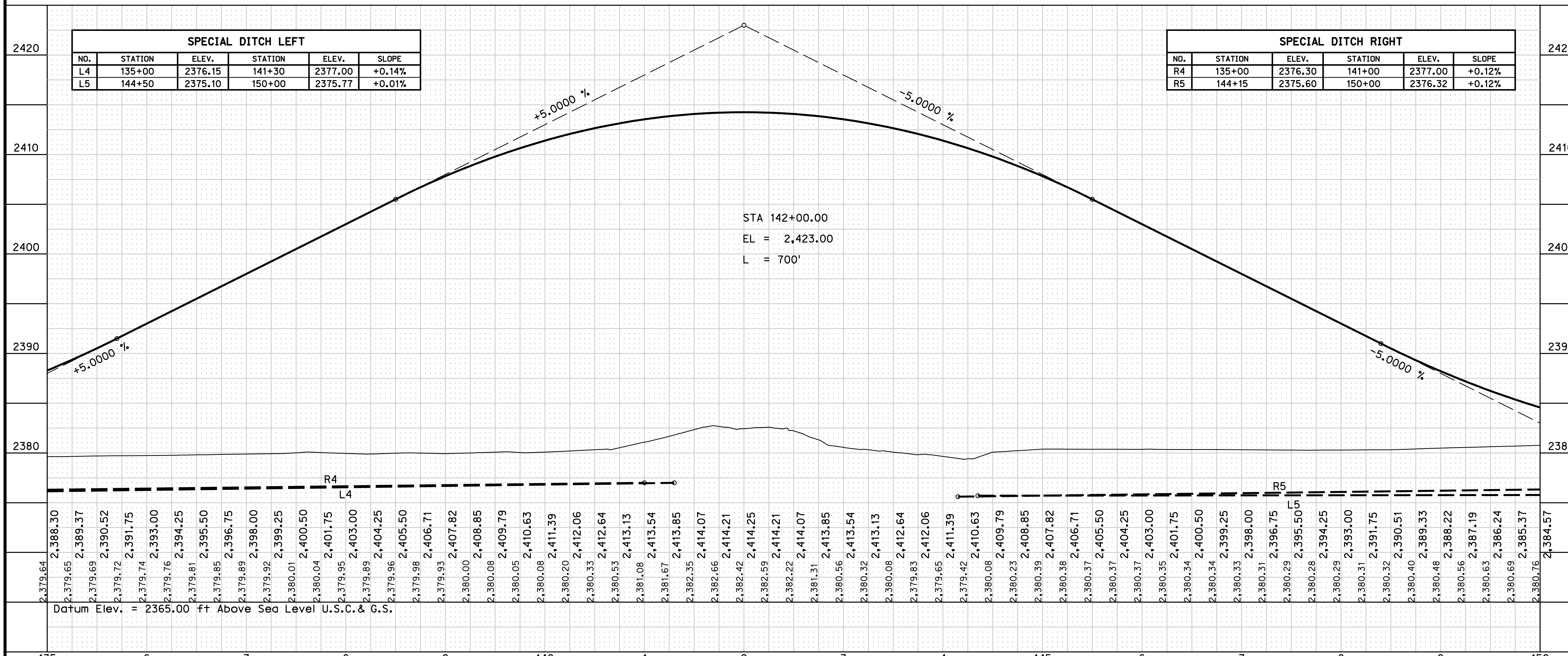
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ROAD 435

SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L4	135+00	2376.15	141+30	2377.00	+0.14%
L5	144+50	2375.10	150+00	2375.77	+0.01%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R4	135+00	2376.30	141+00	2377.00	+0.12%
R5	144+15	2375.60	150+00	2376.32	+0.12%

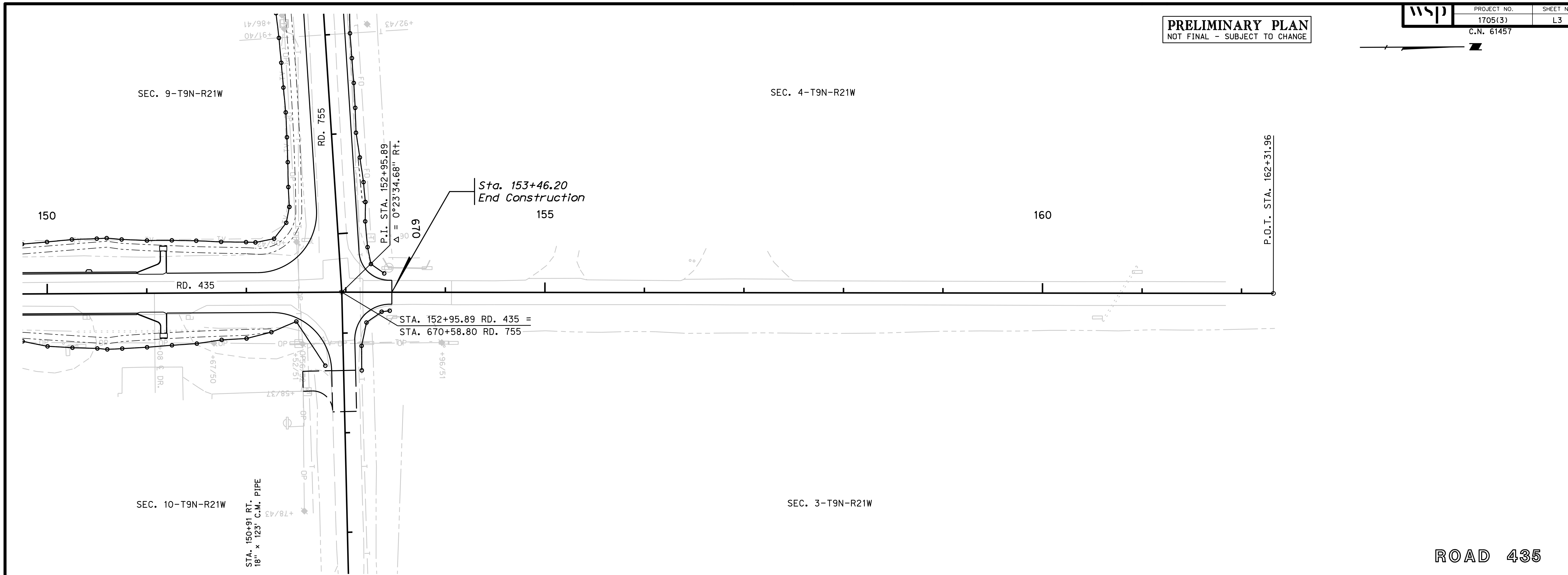


ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejacj
Date: 12-MAY-2021 16:55
File: 61457Ocp02.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	L3

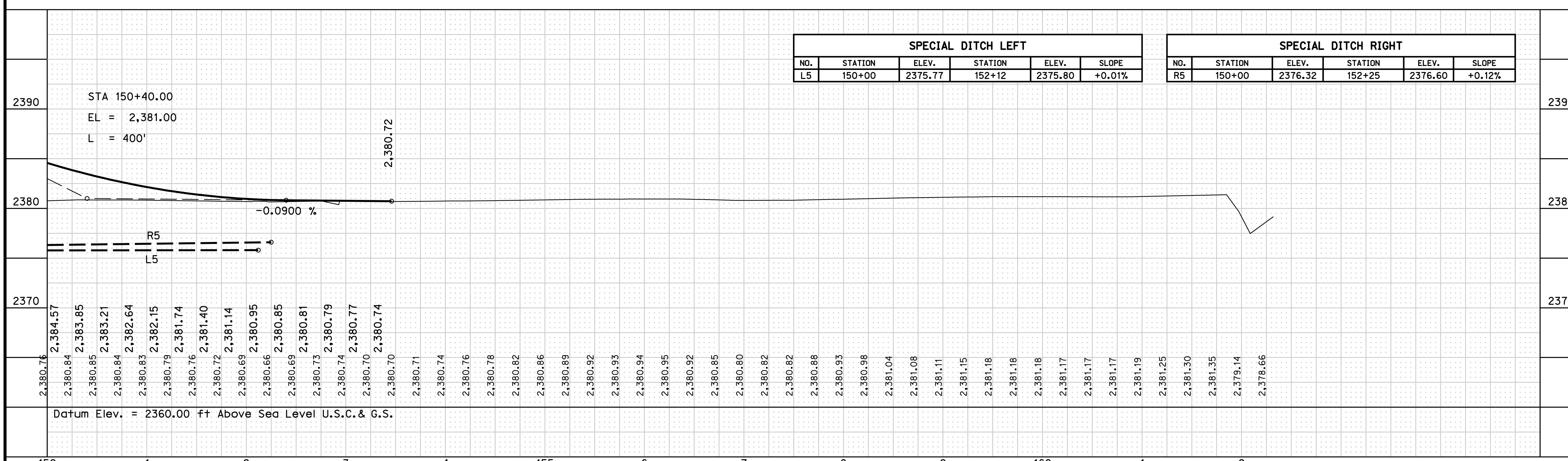
C.N. 61457



ROAD 435

SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L5	150+00	2375.77	152+12	2375.80	+0.01%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R5	150+00	2376.32	152+25	2376.60	+0.12%

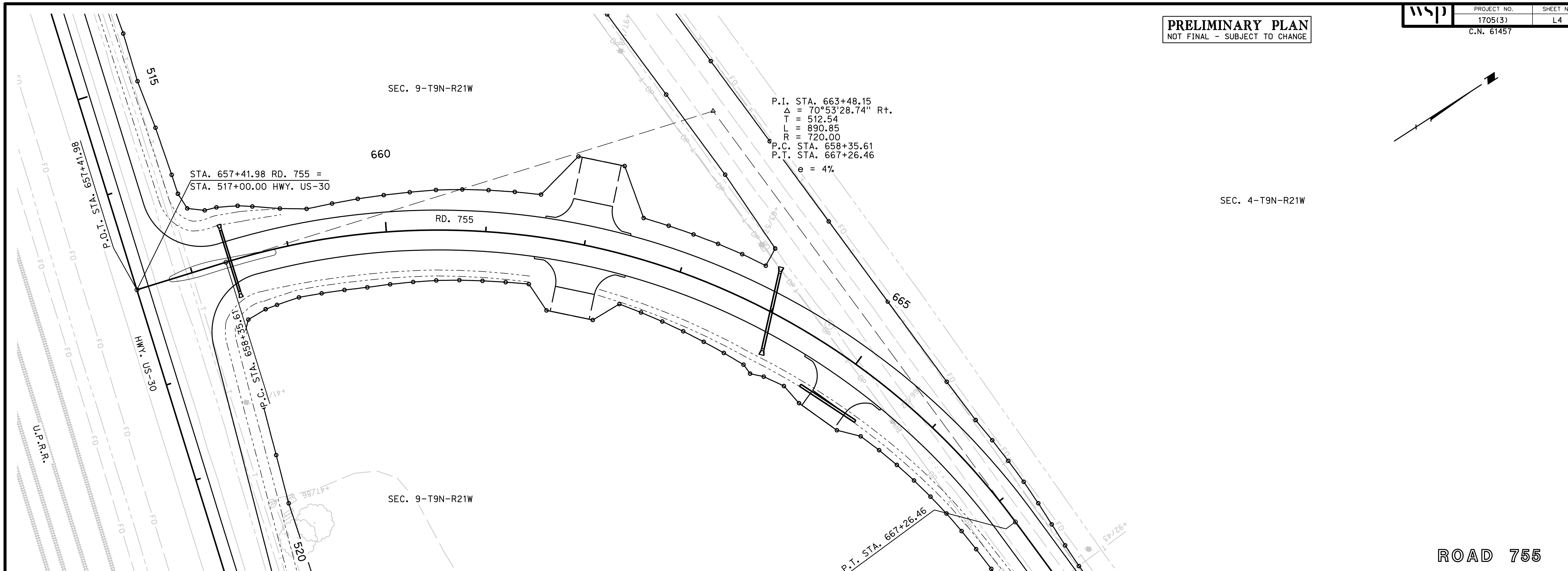


ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: leljac]
Date: 12-MAY-2021 16:55
File: 61457Ocp03.dgn
Scale: 1:100

PROJECT NO.	SHEET NO.
1705(3)	L4

C.N. 61457

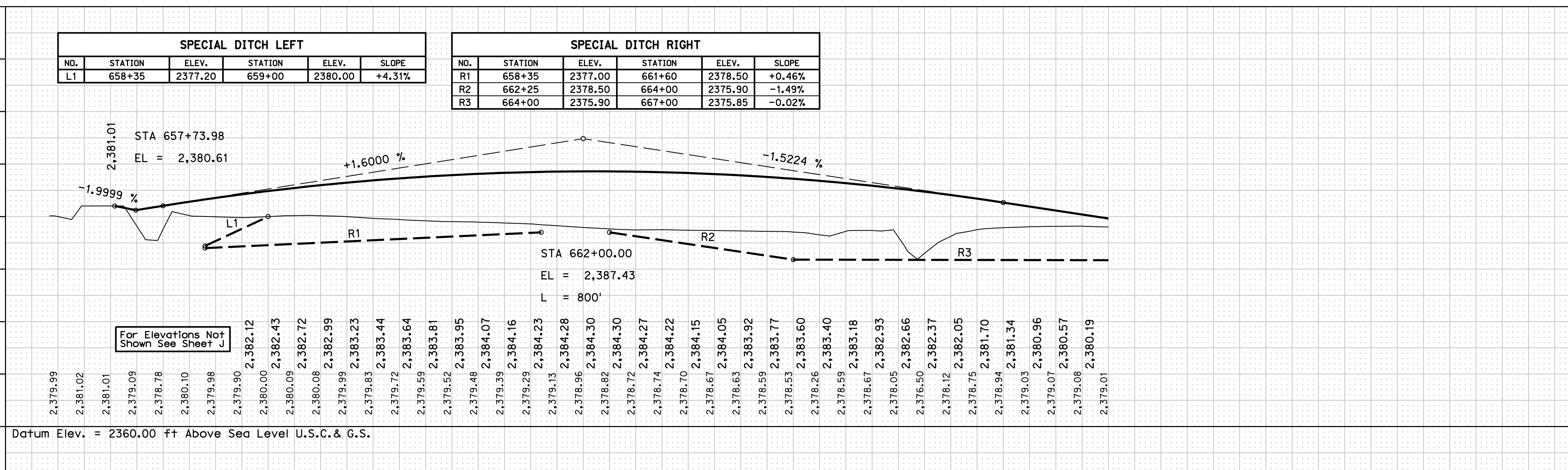
PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



ROAD 755

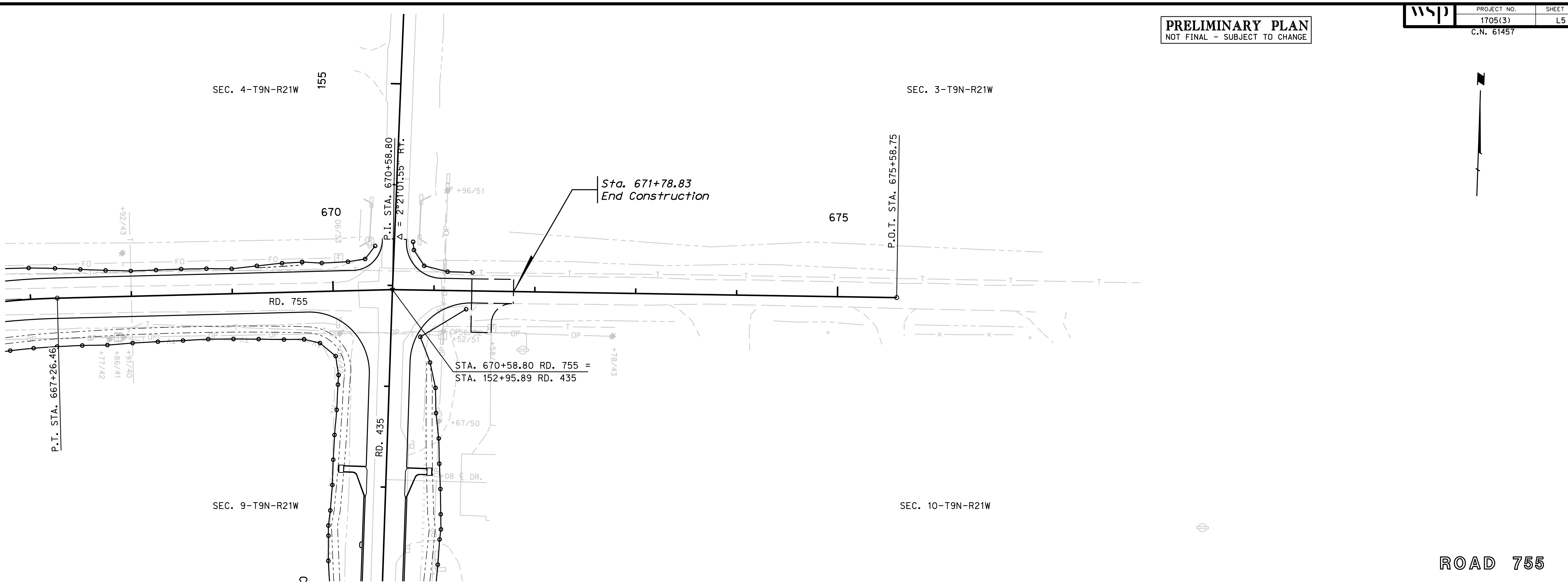
SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	658+35	2377.20	659+00	2380.00	+4.31%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R1	658+35	2377.00	661+60	2378.50	+0.46%
R2	662+25	2378.50	664+00	2375.90	-1.49%
R3	664+00	2375.90	667+00	2375.85	-0.02%



ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejacj
Date: 12-MAY-2021 16:55
File: 61457Ocp04.dgn
Scale: 1:100

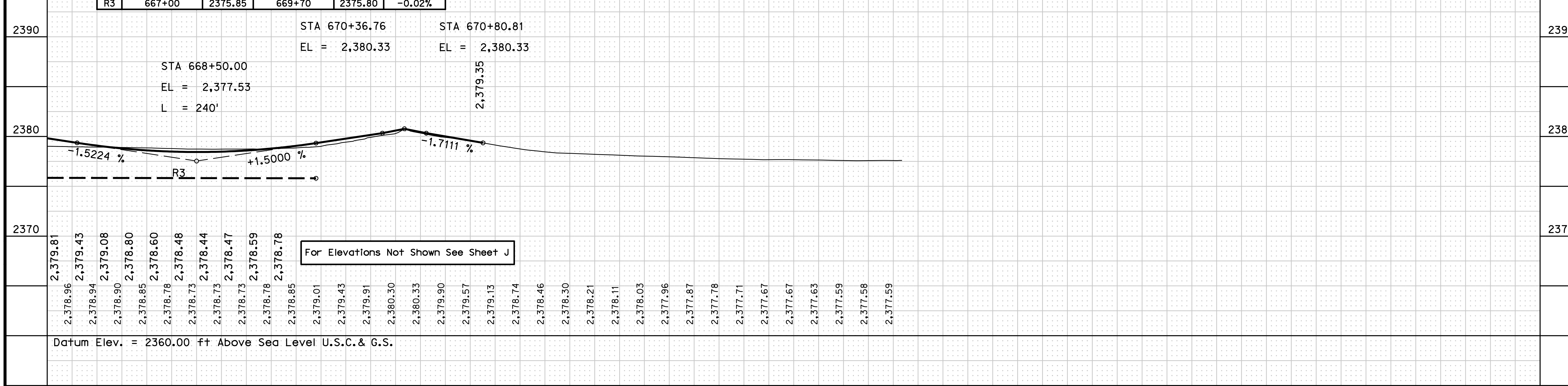
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ROAD 755

SPECIAL DITCH RIGHT

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

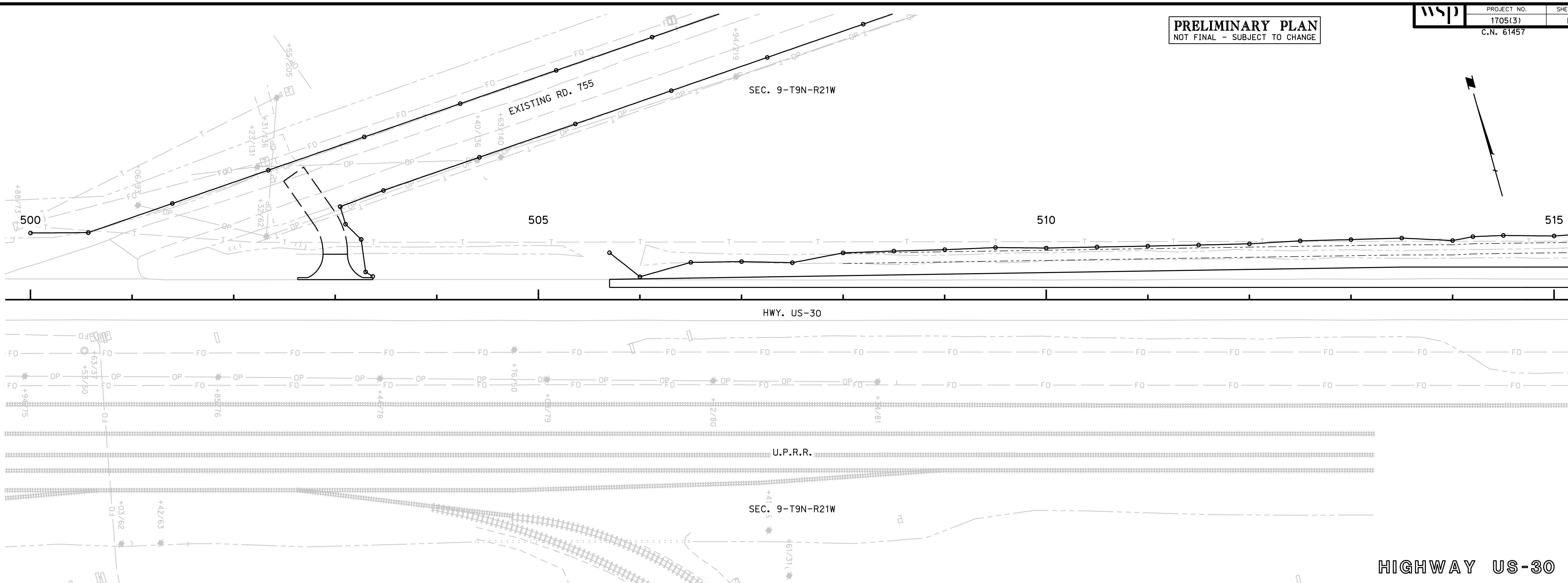


PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	L6

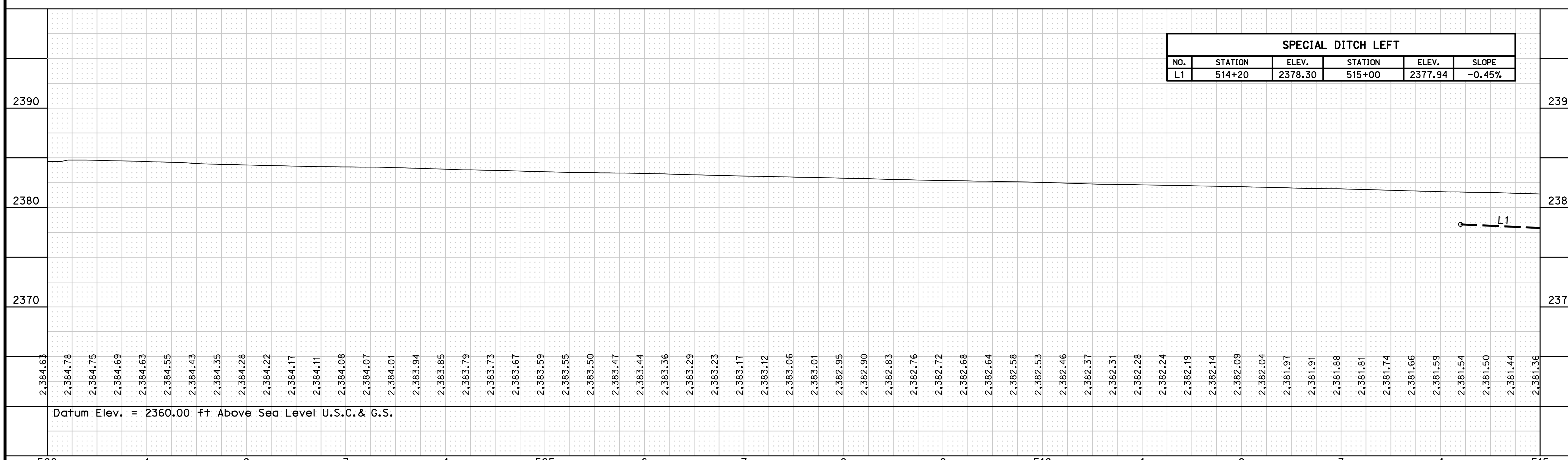
C.N. 61457

ROADWAY DESIGN DIVISION



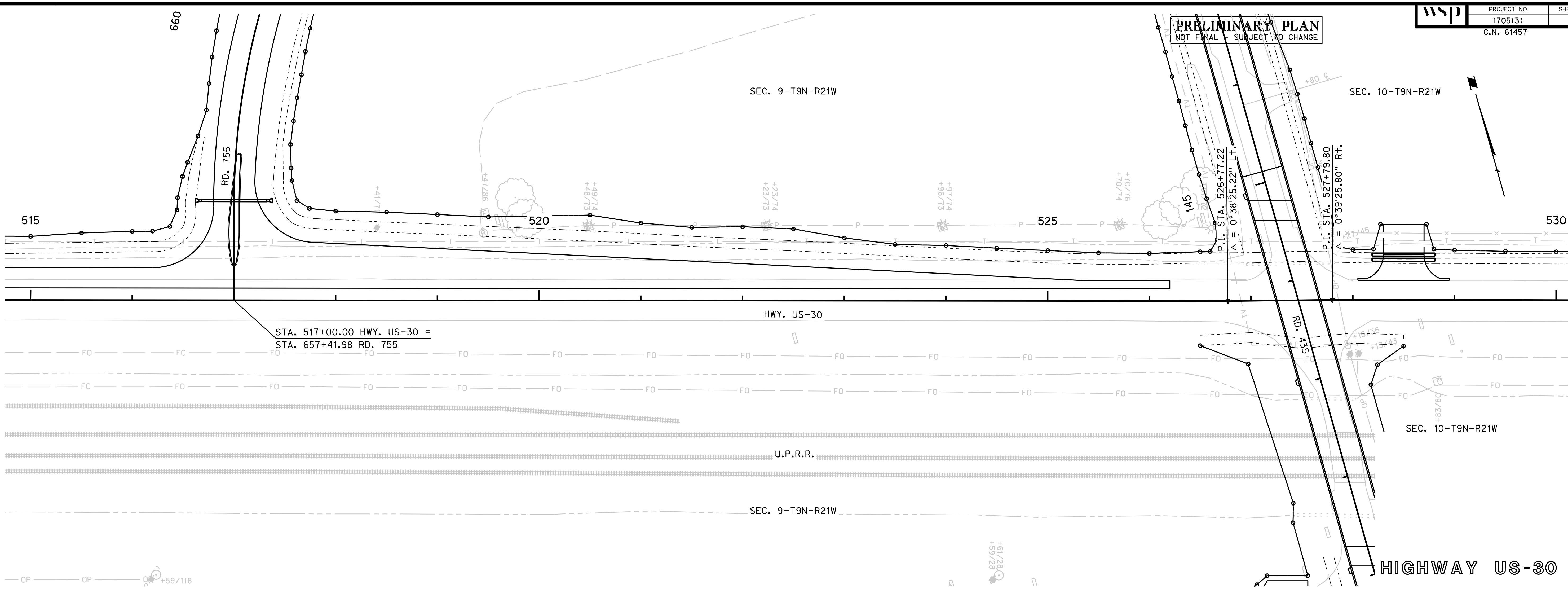
SPECIAL DITCH LEFT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	514+20	2378.30	515+00	2377.94	-0.45%



Computer: L19US-D9037M4W
User: lejac]
Date: 12-MAY-2021 16:55
File: 61457Ocp06.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

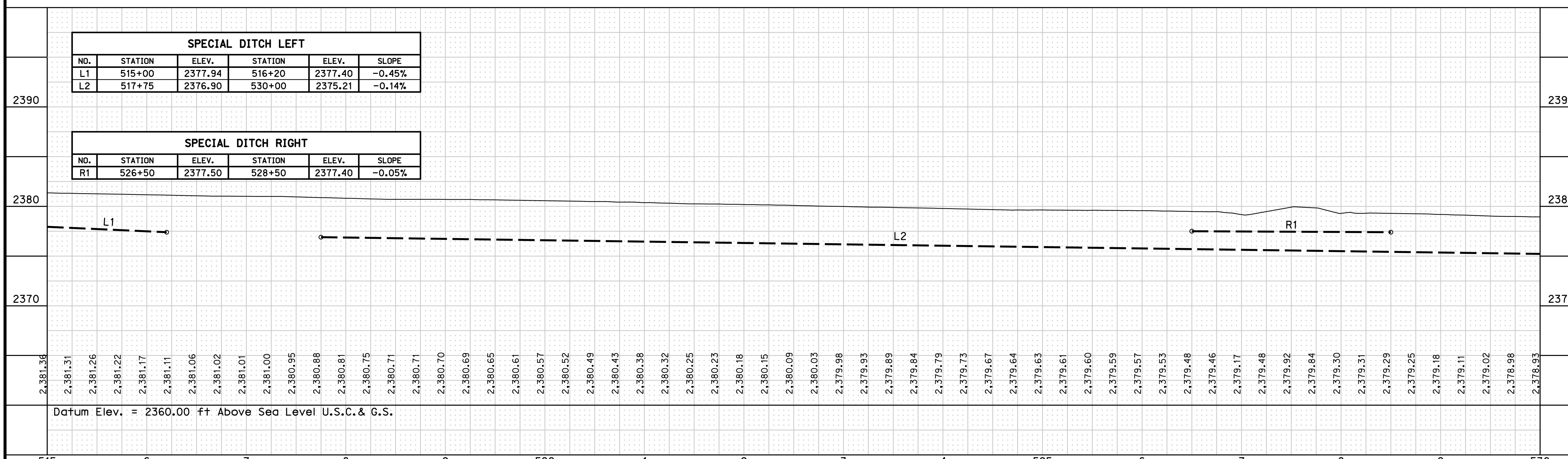


SPECIAL DITCH LEFT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	515+00	2377.94	516+20	2377.40	-0.45%
L2	517+75	2376.90	530+00	2375.21	-0.14%

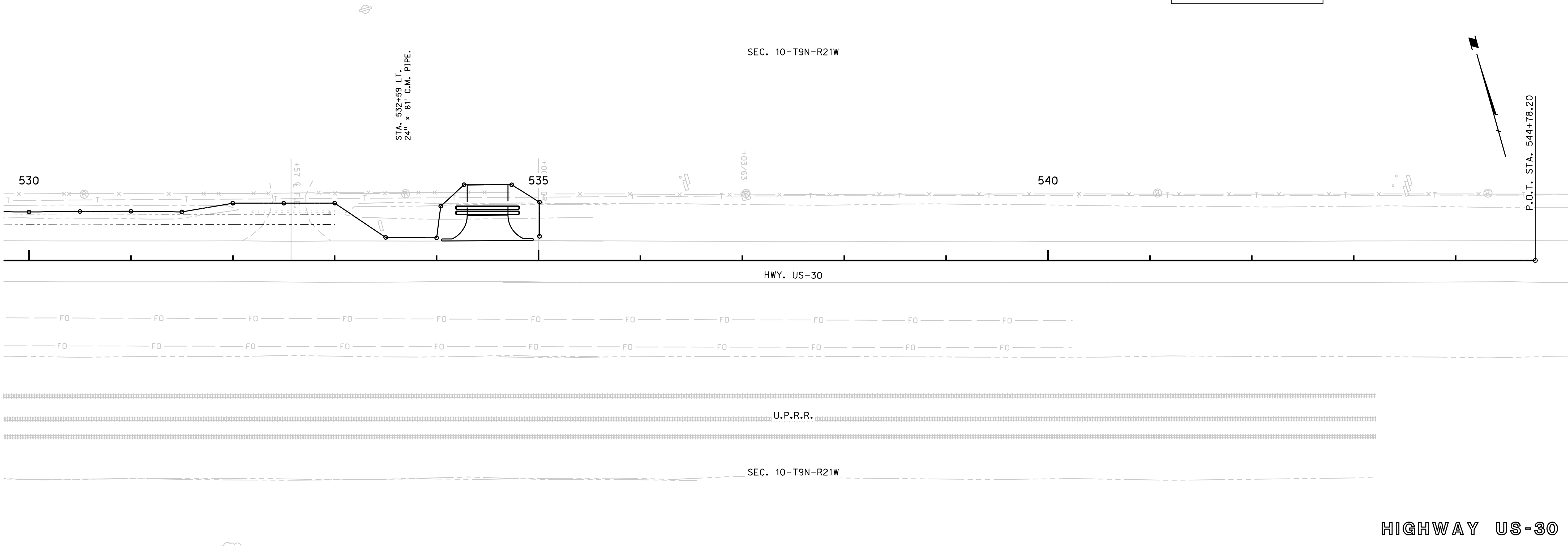
SPECIAL DITCH RIGHT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R1	526+50	2377.50	528+50	2377.40	-0.05%

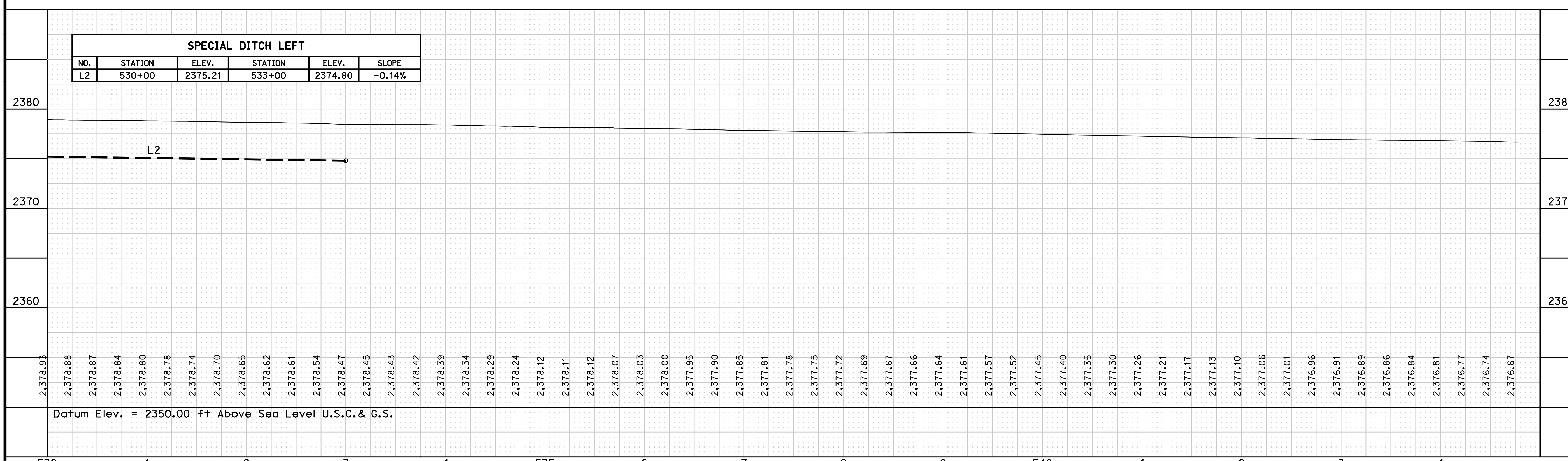


Datum Elev. = 2360.00 ft Above Sea Level U.S.C.& G.S.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



HIGHWAY US-30



SPECIAL DITCH LEFT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L2	530+00	2375.21	533+00	2374.80	-0.14%

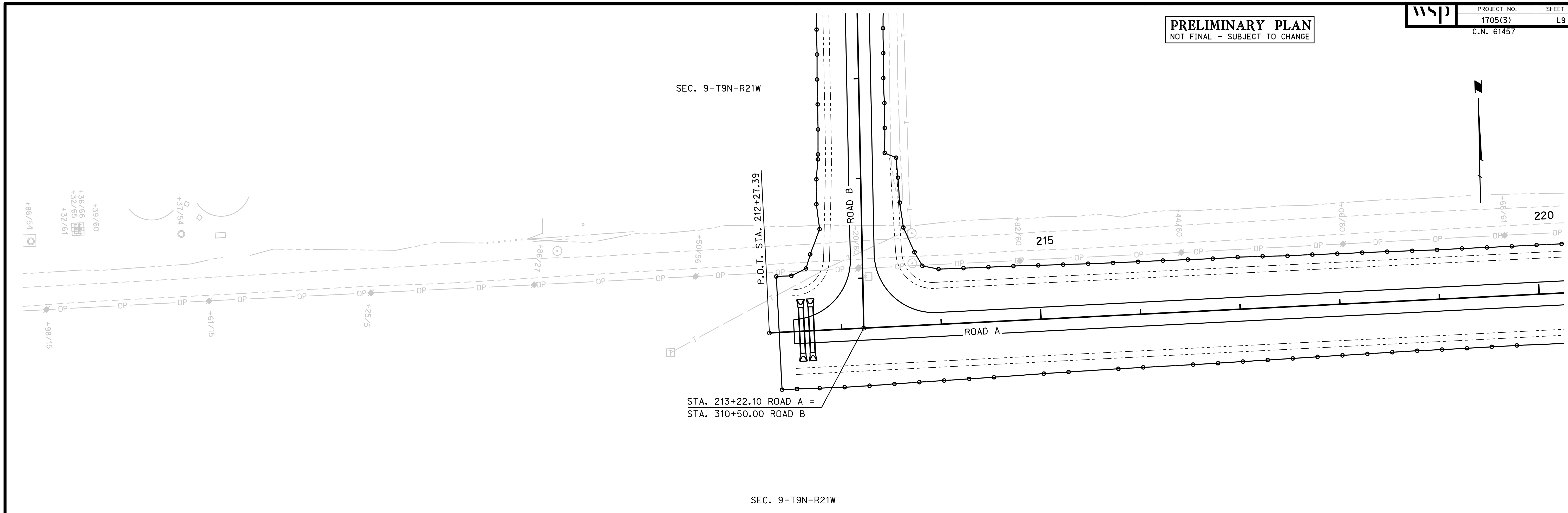
2,378.93 2,378.88 2,378.87 2,378.84 2,378.80 2,378.78 2,378.74 2,378.70 2,378.65 2,378.62 2,378.61 2,378.54 2,378.47 2,378.45 2,378.43 2,378.42 2,378.39 2,378.34 2,378.29 2,378.24 2,378.12 2,378.11 2,378.12 2,378.07 2,378.03 2,378.00 2,377.95 2,377.90 2,377.85 2,377.81 2,377.78 2,377.75 2,377.72 2,377.69 2,377.67 2,377.66 2,377.64 2,377.61 2,377.57 2,377.52 2,377.45 2,377.40 2,377.35 2,377.30 2,377.26 2,377.21 2,377.17 2,377.13 2,377.10 2,377.06 2,377.01 2,376.96 2,376.91 2,376.89 2,376.86 2,376.84 2,376.81 2,376.77 2,376.74 2,376.67

Datum Elev. = 2350.00 ft Above Sea Level U.S.C.& G.S.

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejacj
Date: 12-MAY-2021 16:56
File: 61457Ocp08.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

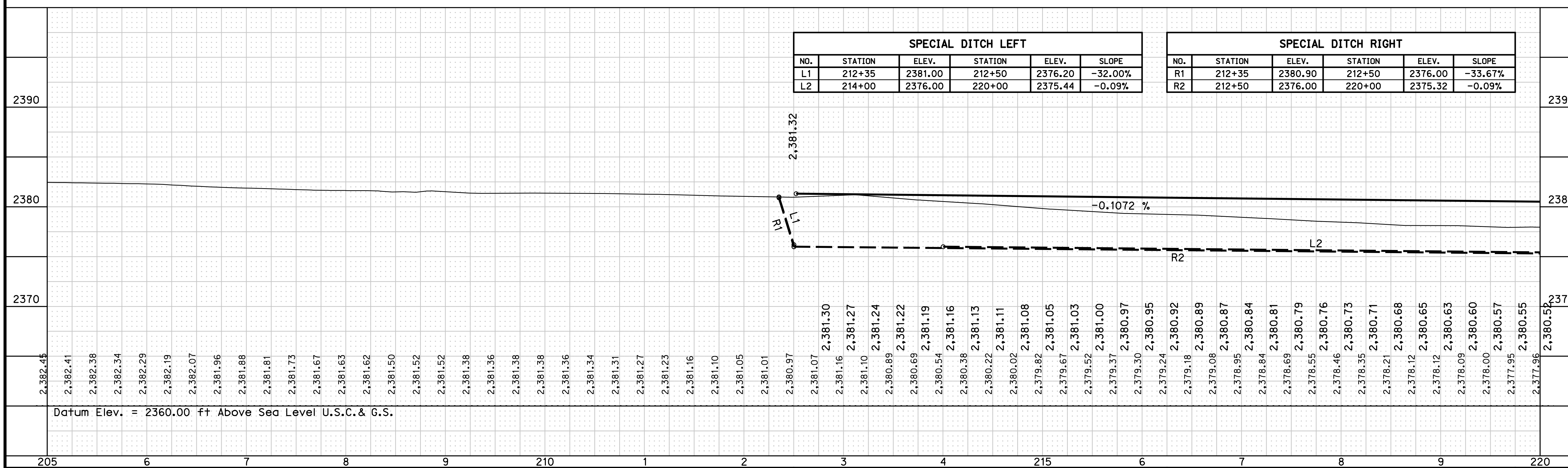
ROADWAY DESIGN DIVISION



ROAD A

SPECIAL DITCH LEFT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	212+35	2381.00	212+50	2376.20	-32.00%
L2	214+00	2376.00	220+00	2375.44	-0.09%

SPECIAL DITCH RIGHT					
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R1	212+35	2380.90	212+50	2376.00	-33.67%
R2	212+50	2376.00	220+00	2375.32	-0.09%



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User: lejac]
Date: 12-MAY-2021 16:56
File: 61457Ocp09.dgn
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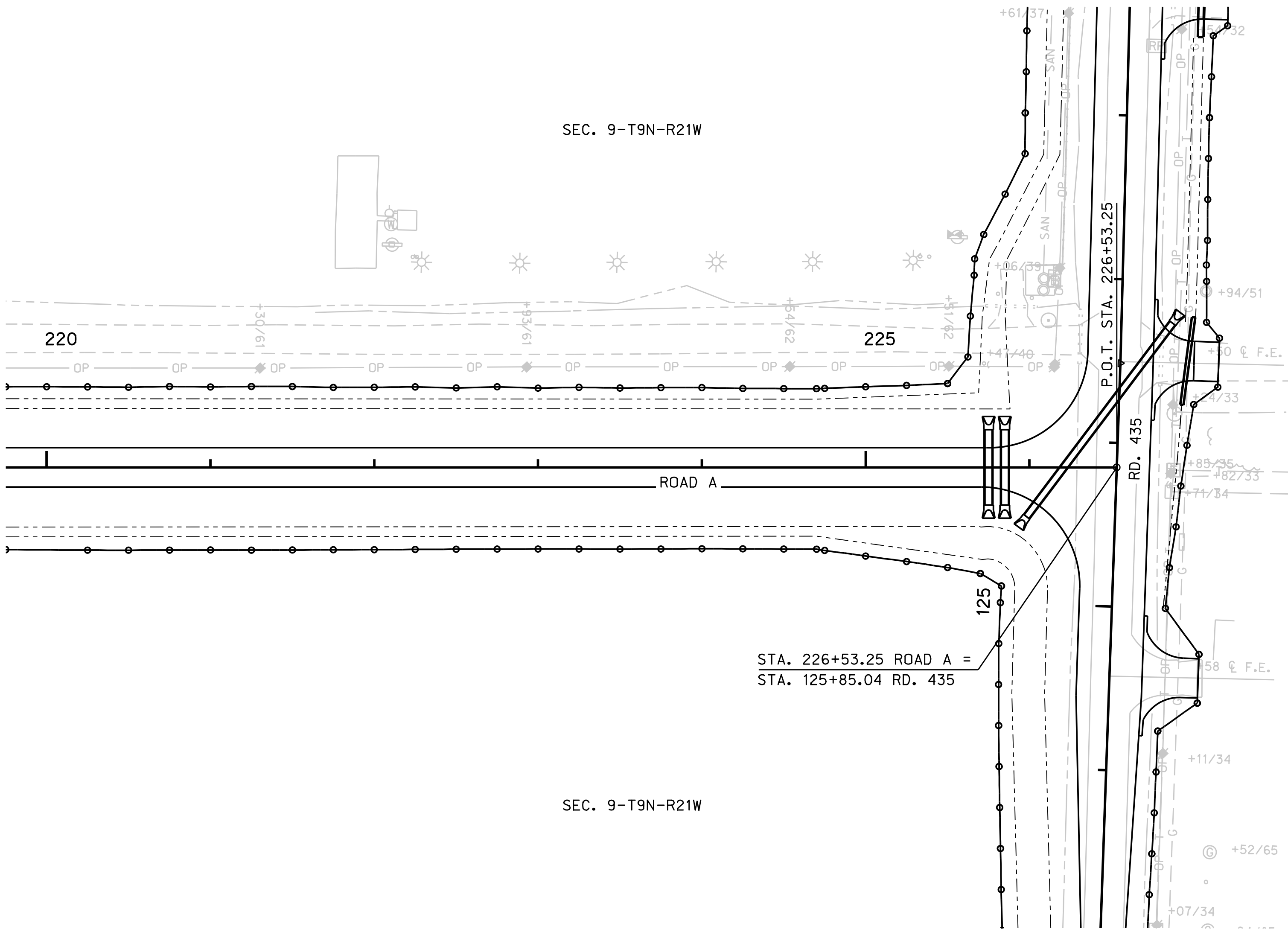
ROADWAY DESIGN DIVISION

wsp	PROJECT NO.	SHEET NO.
	1705(3)	L10
	C.N. 61457	

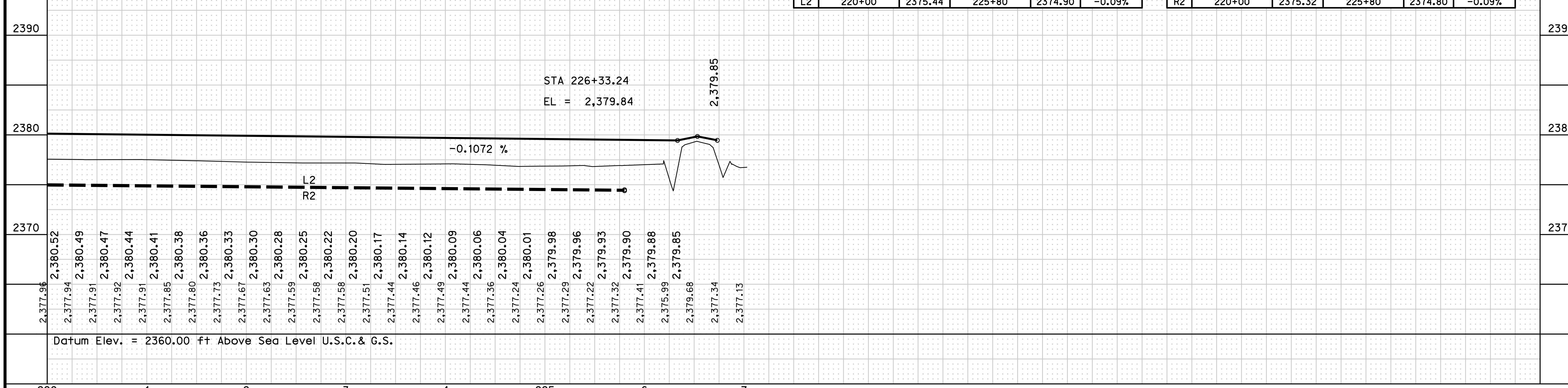
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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%



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User: lejac]
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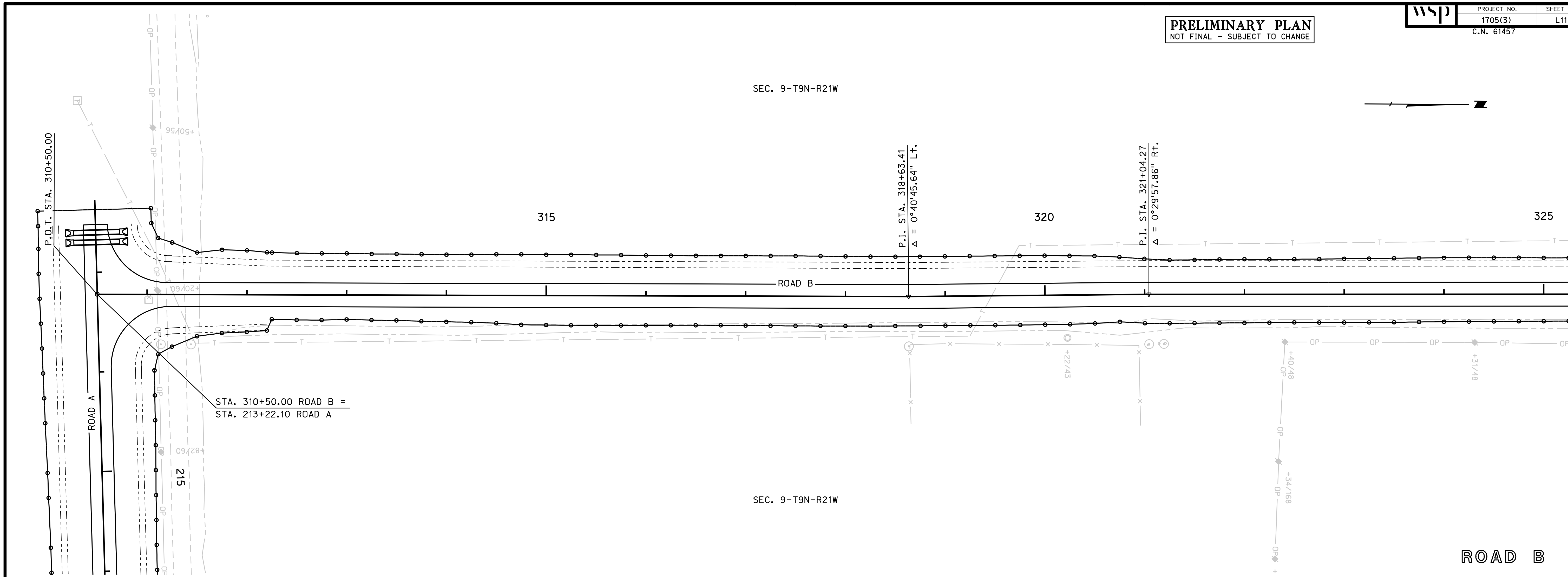
File: 61457Ocp10.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

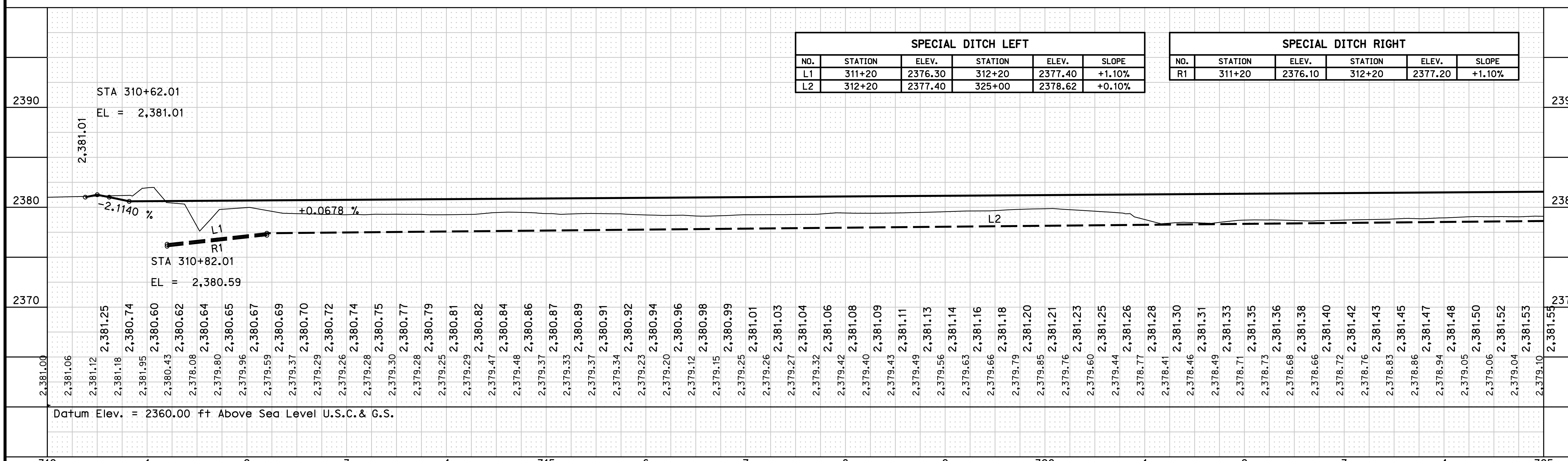
PROJECT NO.	SHEET NO.
1705(3)	L11

C.N. 61457

ROADWAY DESIGN DIVISION



ROAD B



SPECIAL DITCH LEFT

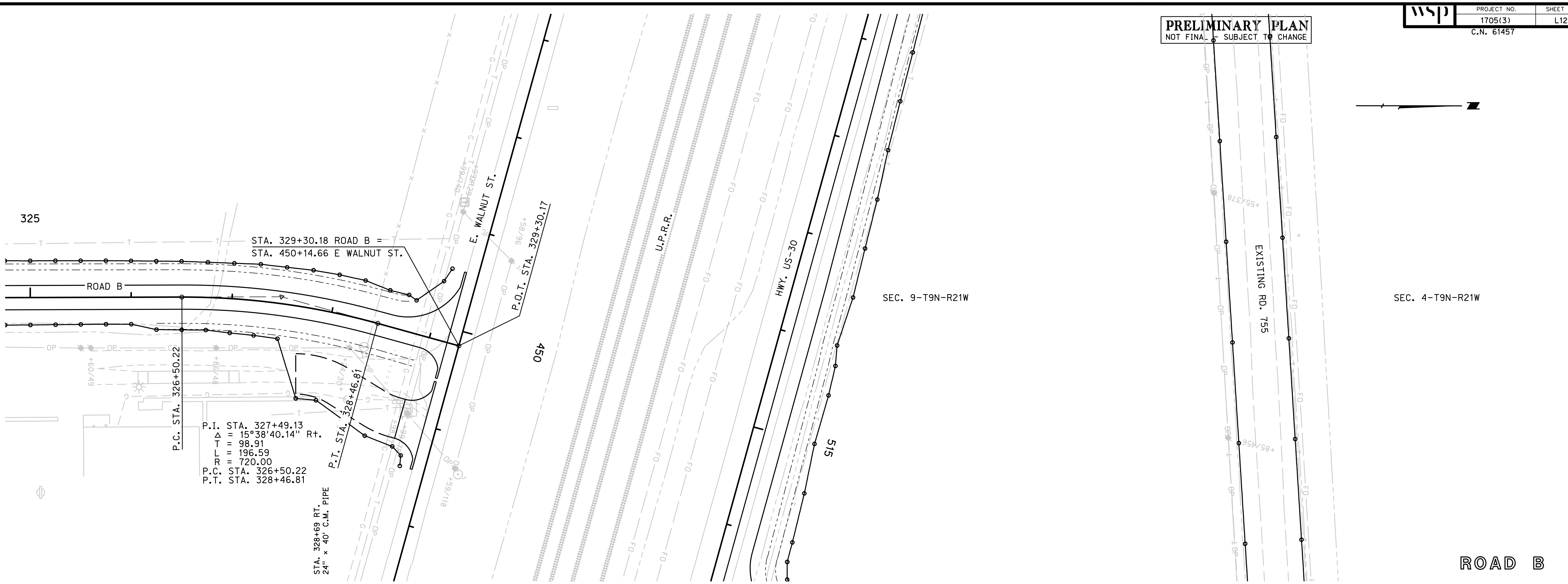
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L1	311+20	2376.30	312+20	2377.40	+1.10%
L2	312+20	2377.40	325+00	2378.62	+0.10%

SPECIAL DITCH RIGHT

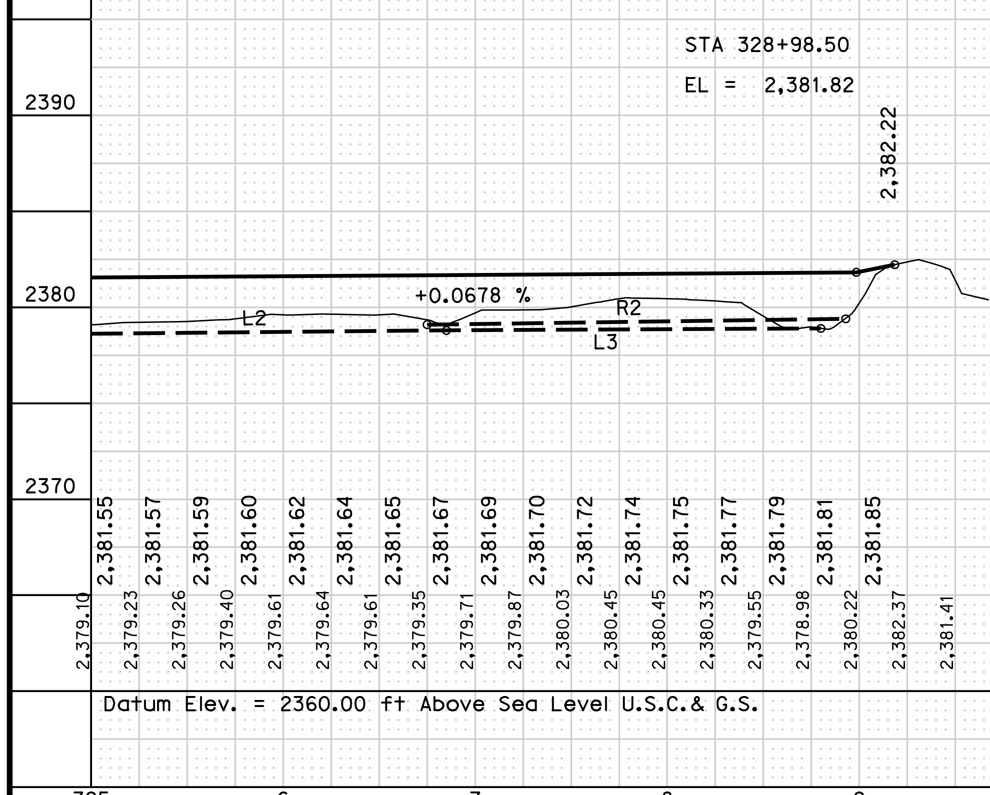
NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R1	311+20	2376.10	312+20	2377.20	+1.10%

Computer: L19US-D9037M4W
User: lejoc]
Date: 12-MAY-2021 16:56
File: 61457Ocp11.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE



ROAD B



SPECIAL DITCH LEFT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
L2	325+00	2378.62	326+85	2378.90	+0.10%
L3	326+85	2378.90	328+80	2378.90	+0.05%

SPECIAL DITCH RIGHT

NO.	STATION	ELEV.	STATION	ELEV.	SLOPE
R2	326+75	2379.10	328+93	2379.40	+0.14%

2390
2380
2370

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejacj
Date: 12-MAY-2021 16:56
File: 61457Ocp12.dgn
Scale: 1:100

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	L13
C.N. 61457	

ROADWAY DESIGN DIVISION

Computer: L19US-D9037M4W

User: leijac]

Date: 12-MAY-2021 16:56

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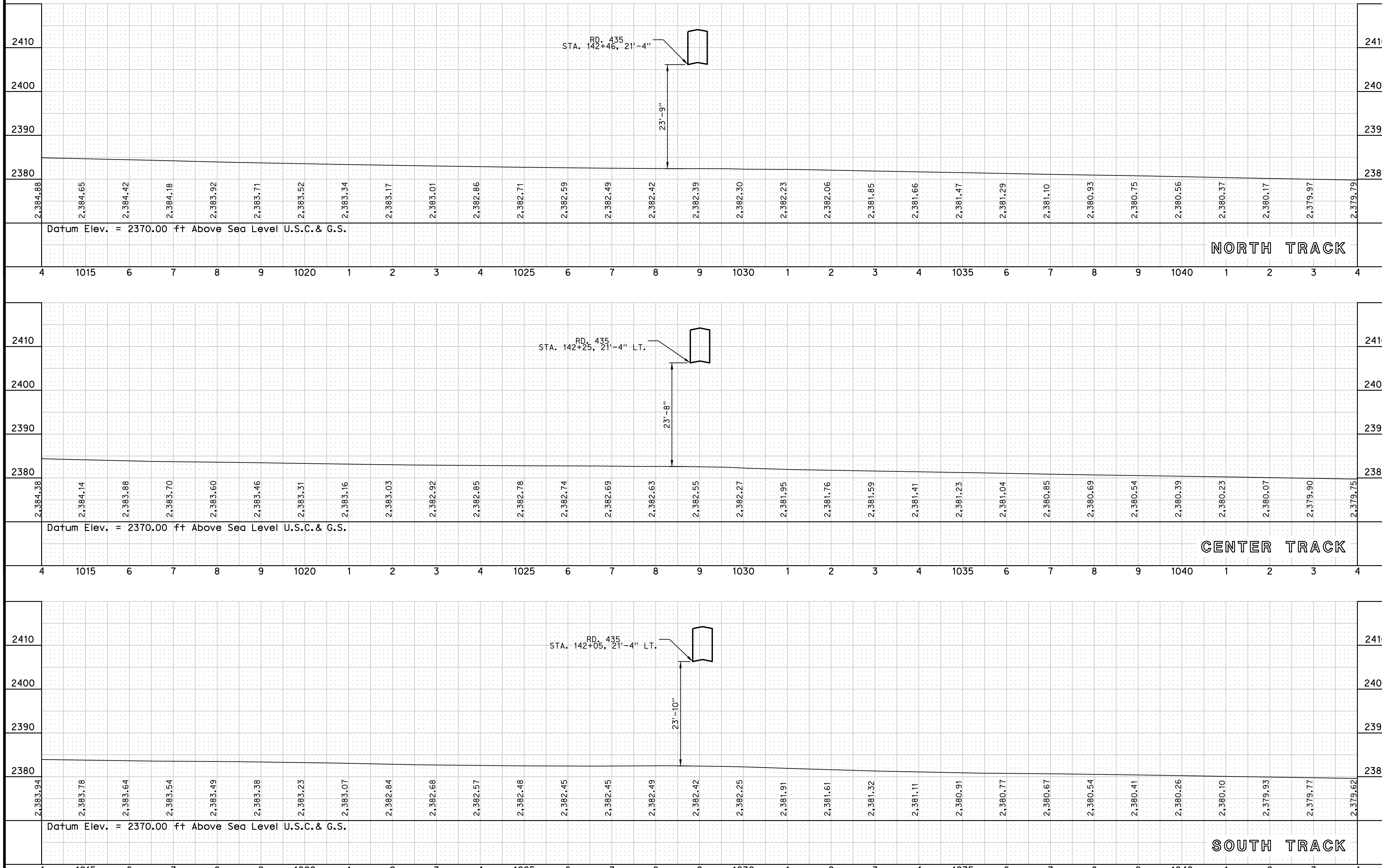


ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	M1

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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.

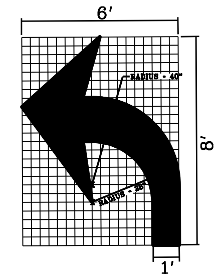
REMOVE ALL CONFLICTING PAVEMENT MARKING FROM ROADWAY.

REPLACE PAVEMENT MARKINGS DISTURBED OUTSIDE THE LIMITS OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

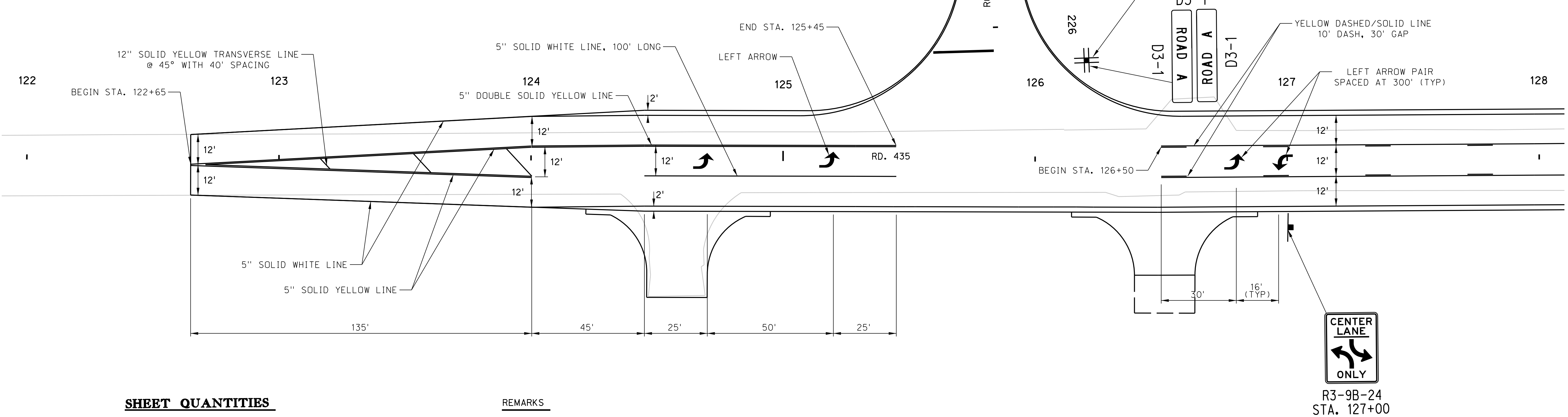
SIGNS SHALL HAVE A MINIMUM 7 FT MOUNTING HEIGHT.

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



SHEET QUANTITIES

		REMARKS
830 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	DOUBLE SOLID LANE LINES
300 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	SOLID LANE LINES
75 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	DASHED LANE LINES
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"	

SEC. 10-T9N-R21W

TRAFFIC CONTROL PLAN

Computer: L19US-D9037M4W Date: 12-MAY-2021 16:56 File: 61457OctcO1.dgn

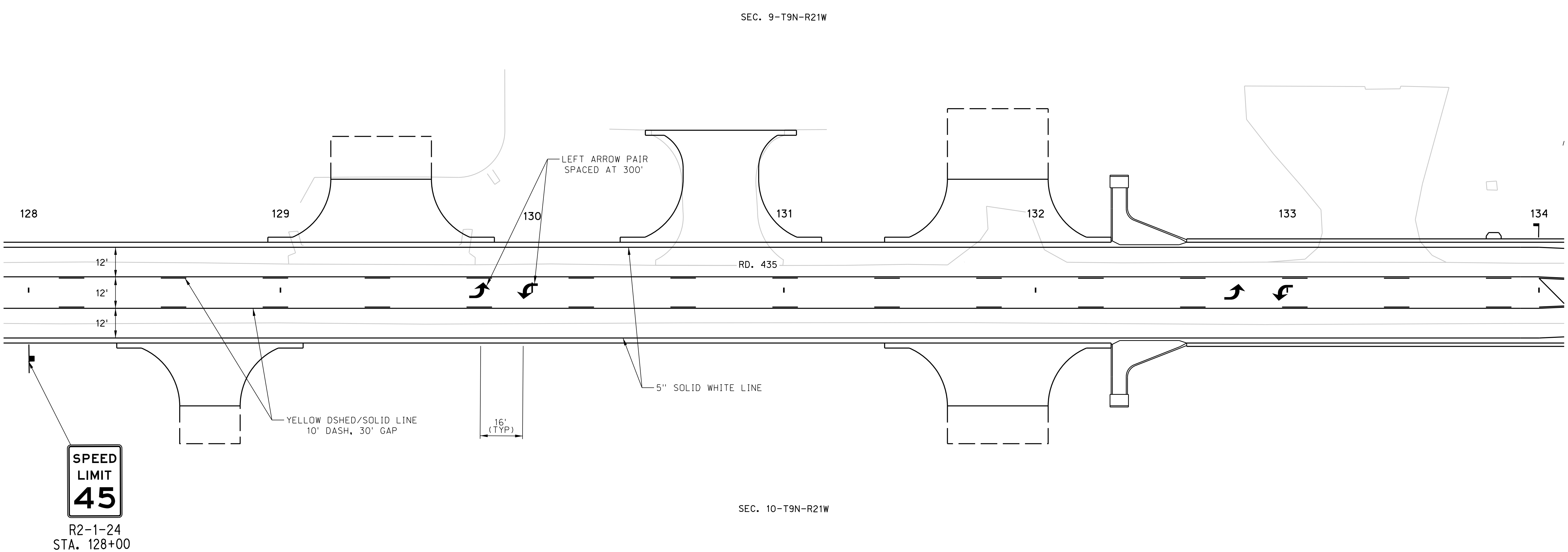
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	M2

C.N. 61457

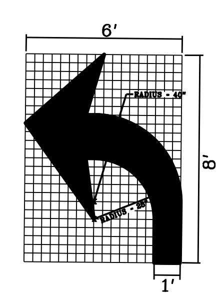
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



SHEET QUANTITIES

		REMARKS
1200 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	SOLID LANE LINES
300 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED	DASHED LANE LINES
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"	



PAVEMENT MARKING ARROW DETAIL

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

File: 61457Octc02.dgn

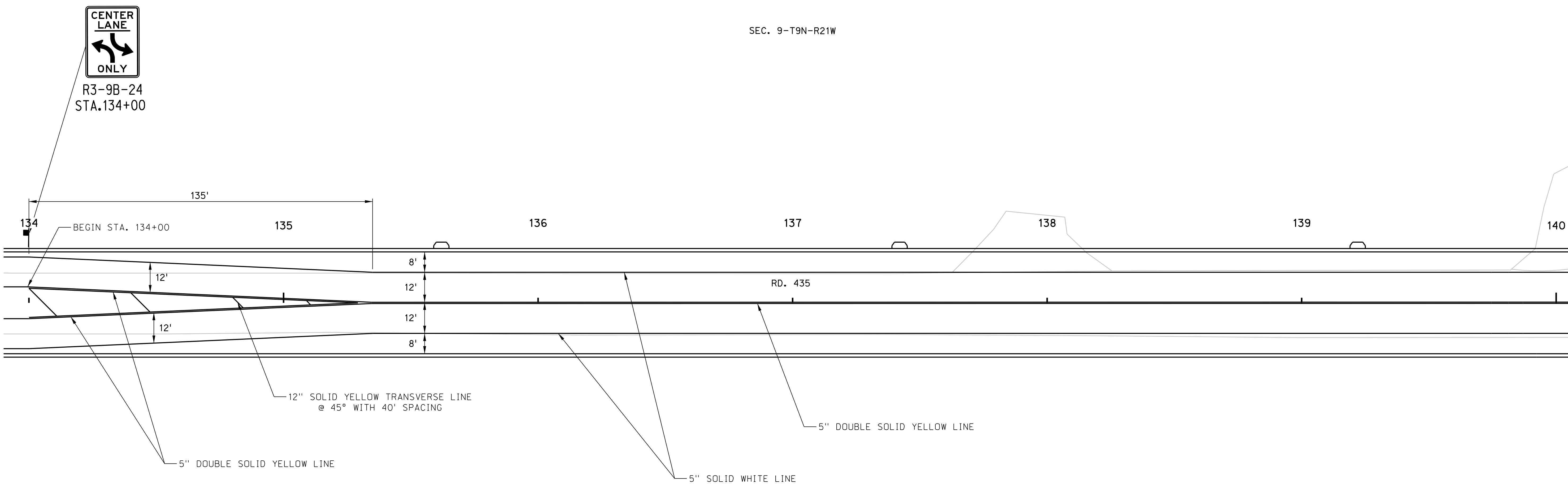
TRAFFIC CONTROL PLAN

PROJECT NO.	SHEET NO.
1705(3)	M3

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



SHEET QUANTITIES

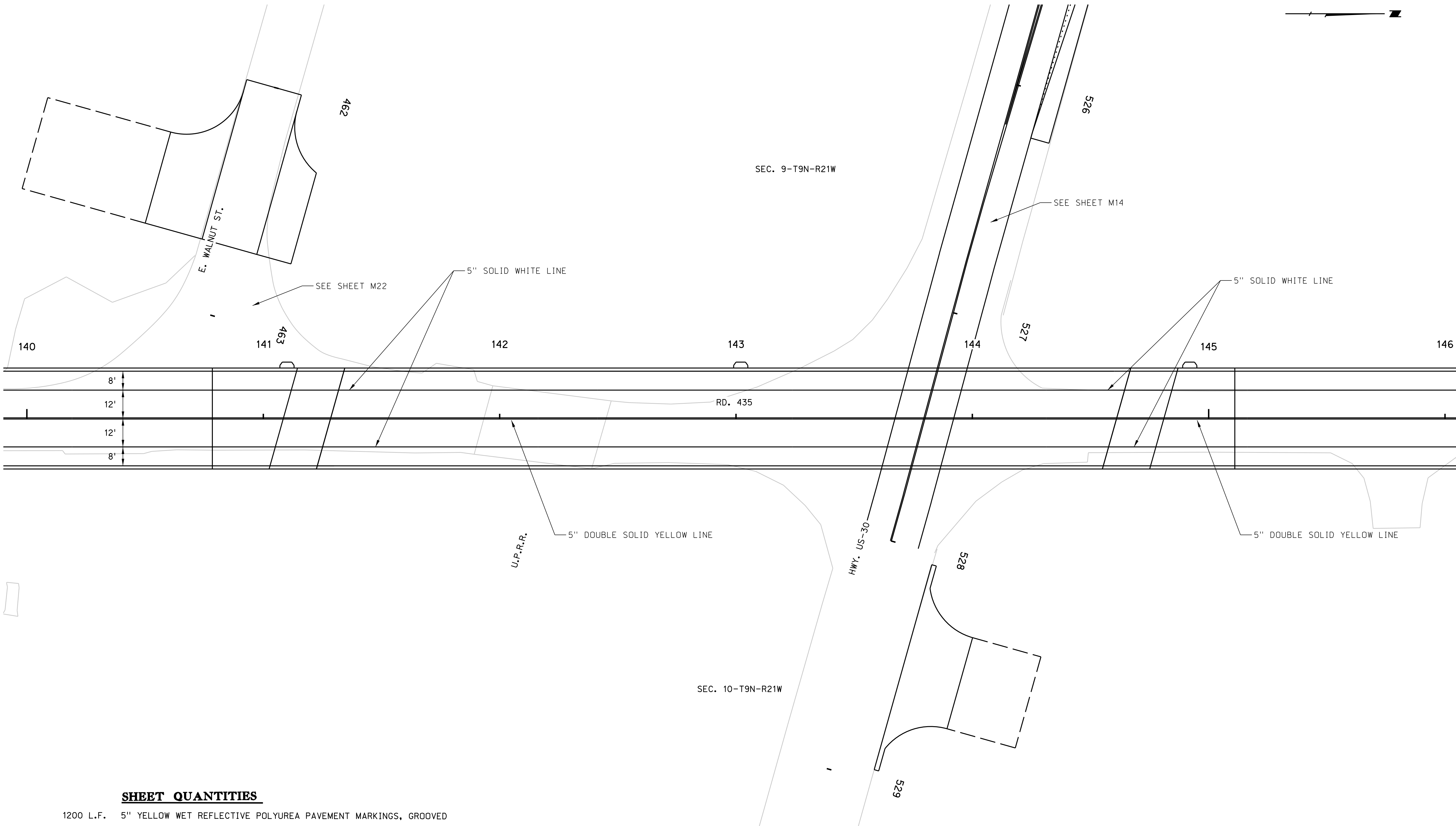
1490 L.F.	5" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1200 L.F.	5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
34 L.F.	12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1 EA.	TYPE A SIGN, 24" X 36" R3-9B "TWO WAY LEFT TURN"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc03.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



SHEET QUANTITIES

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

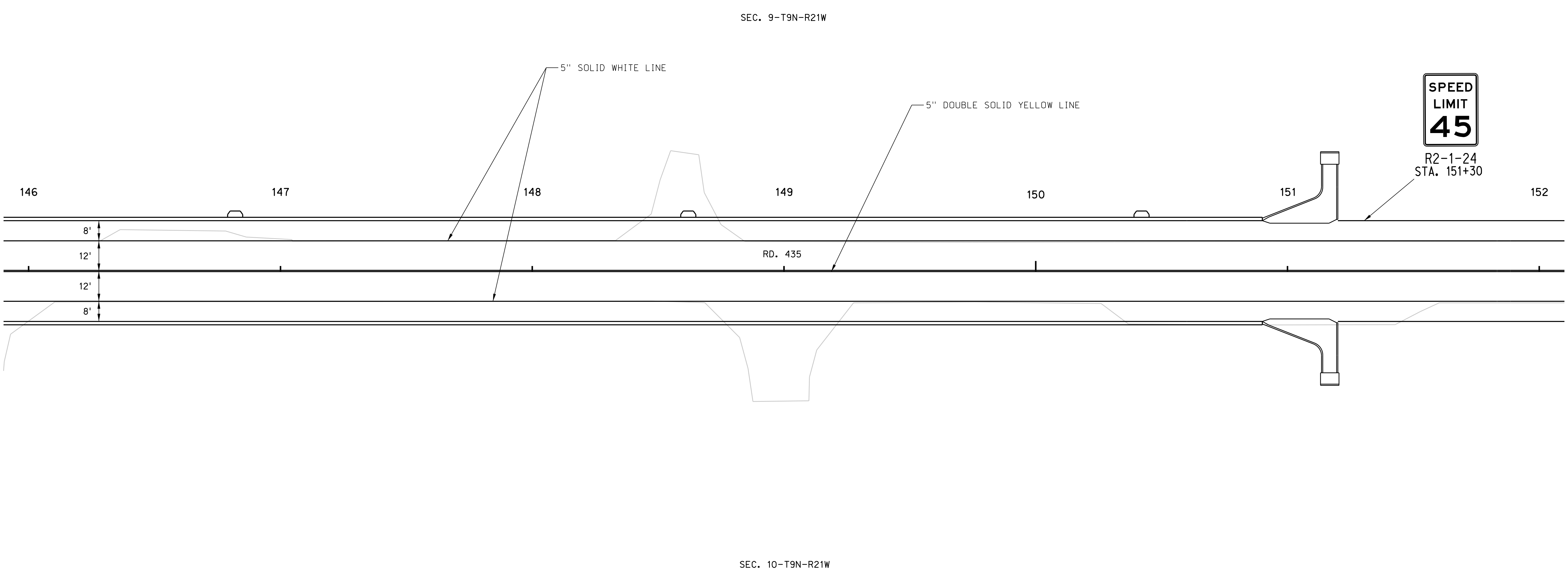
1200 L.F. 5" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc04.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



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"

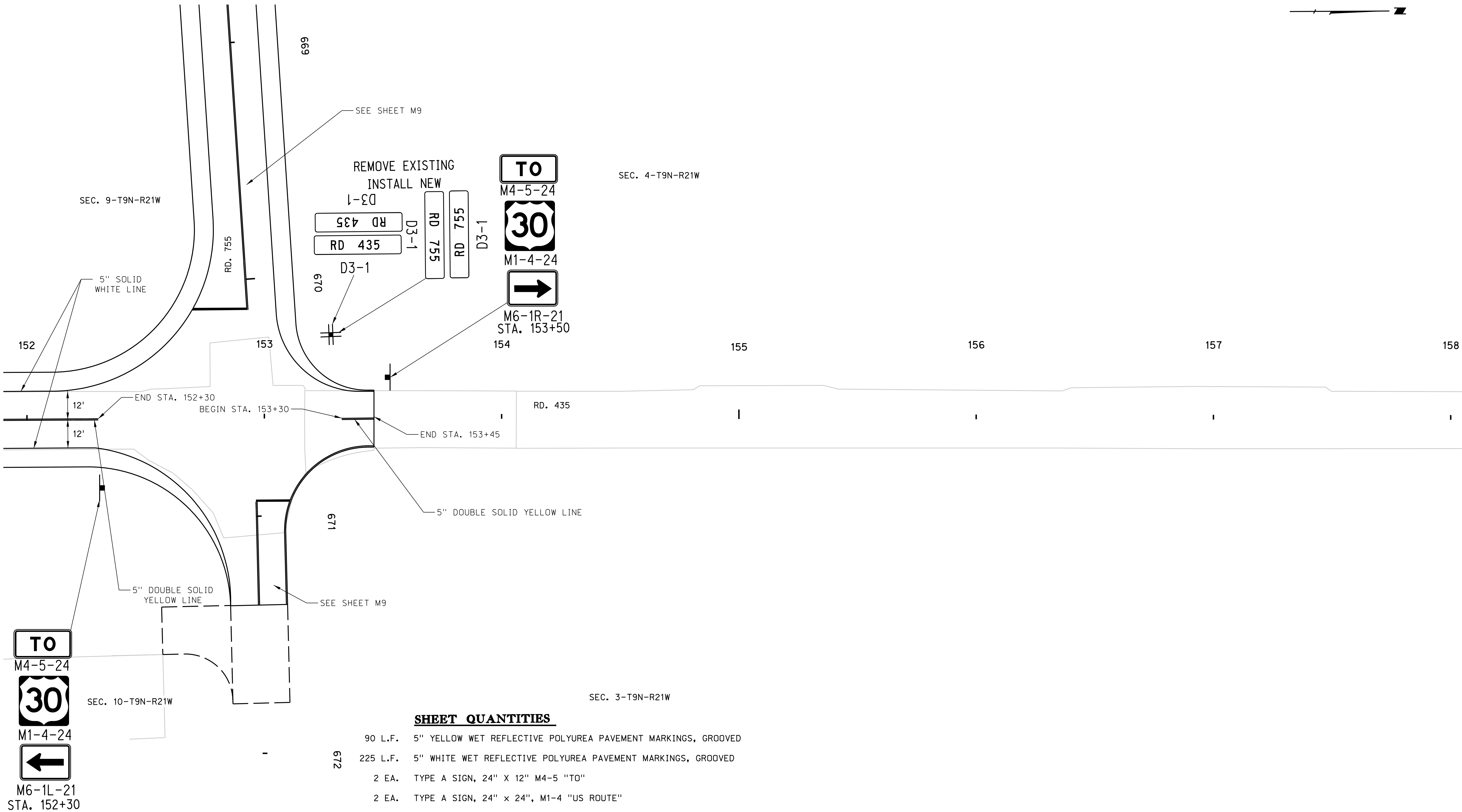
TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

WSP	PROJECT NO.	SHEET NO.
	1705(3)	M6
	C.N. 61457	

ROAD 435



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"

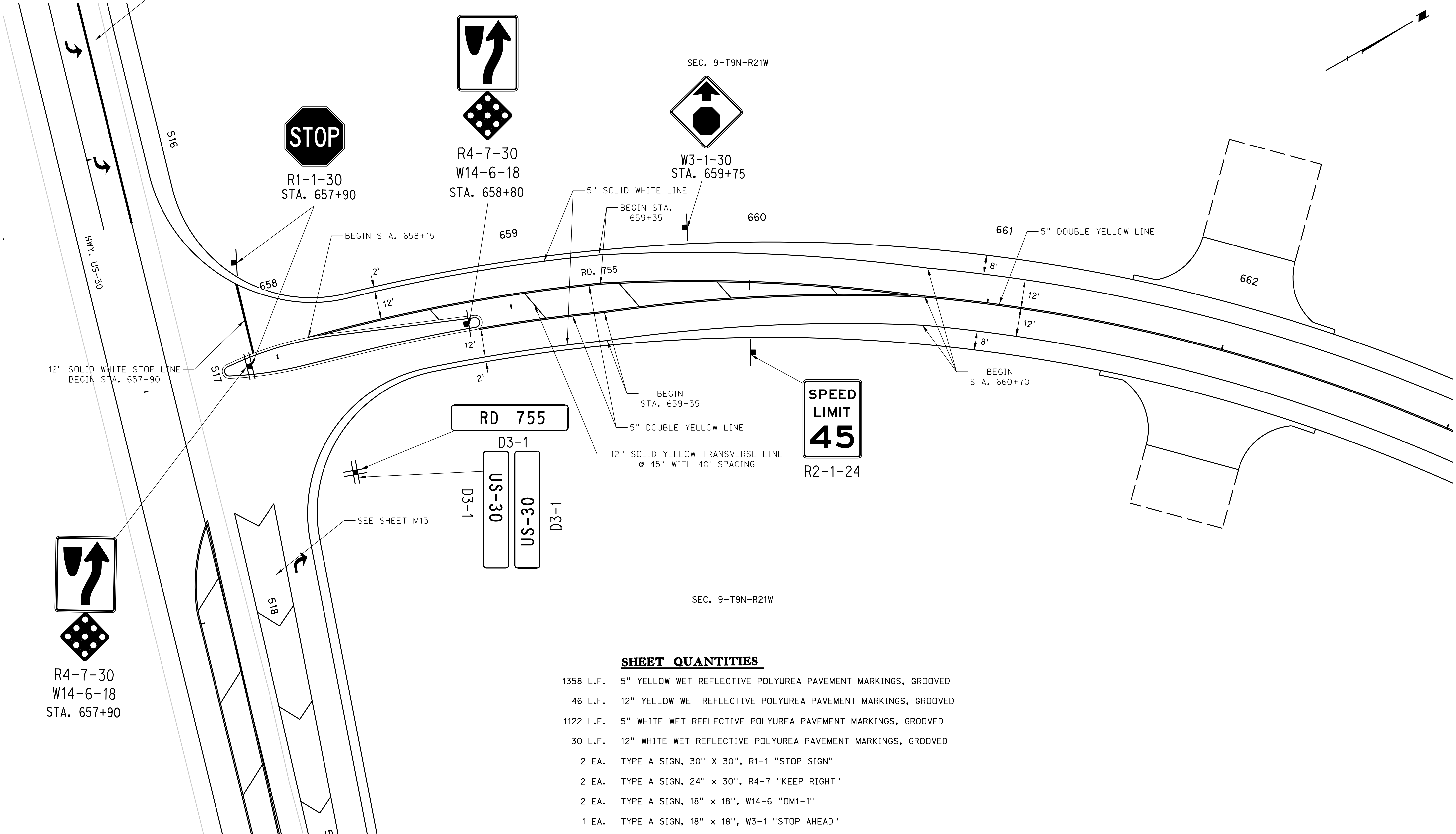
TRAFFIC CONTROL PLAN

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

File: 61457Octc06.dgn

ROAD 755



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"

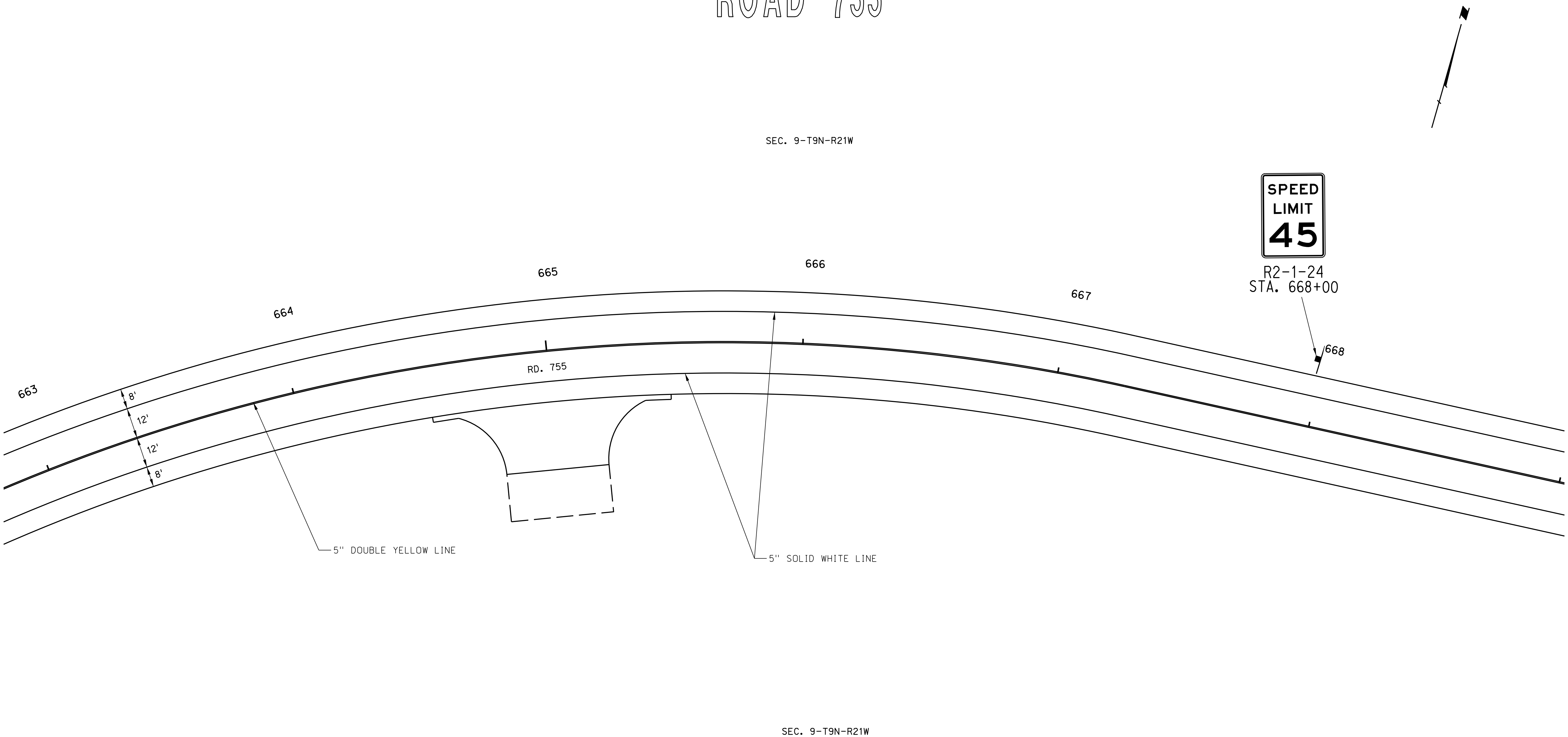
TRAFFIC CONTROL PLAN

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	M8

C.N. 61457

ROAD 755



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.

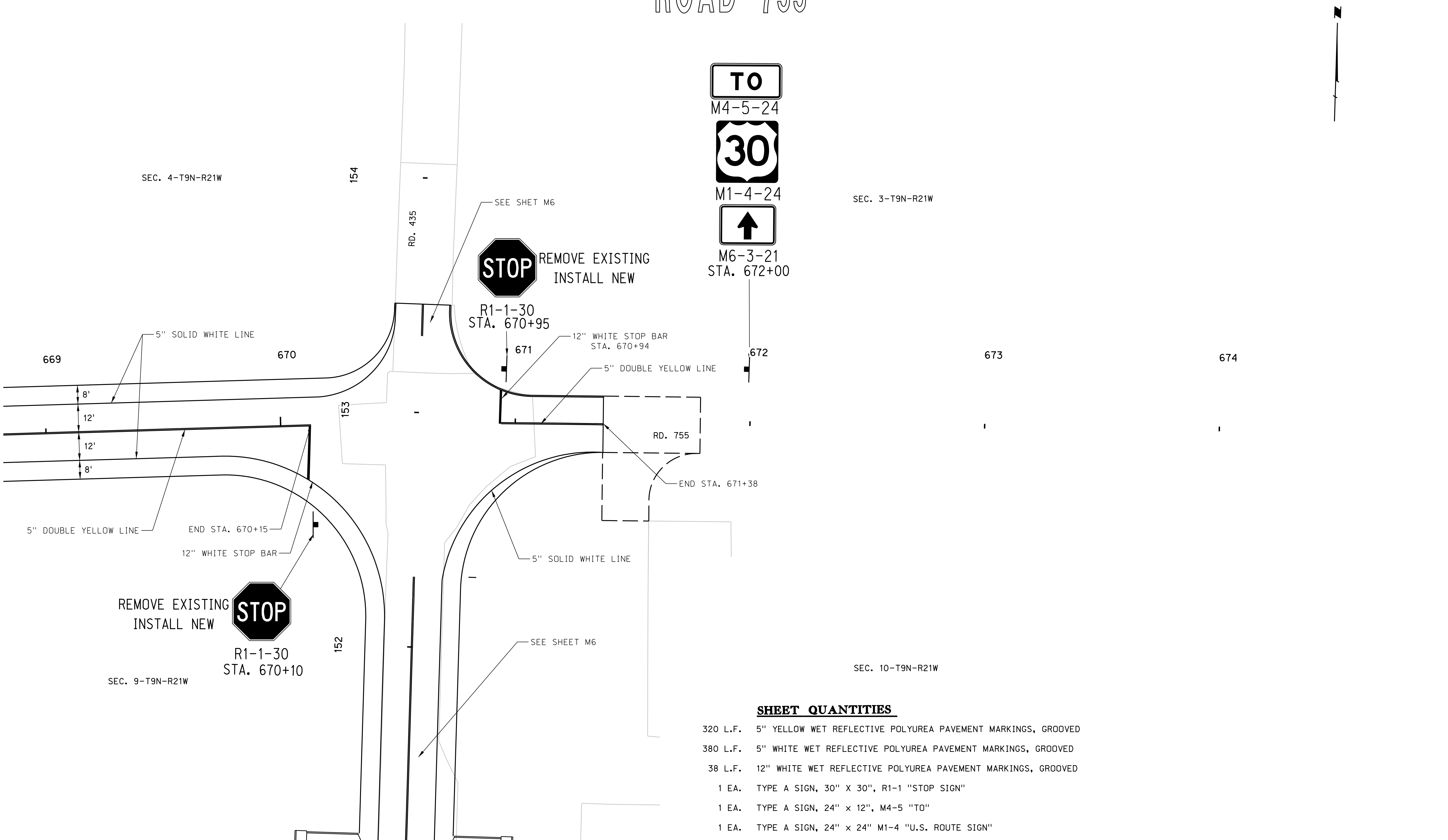
Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

File: 61457Octc08.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



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"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc09.dgn

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

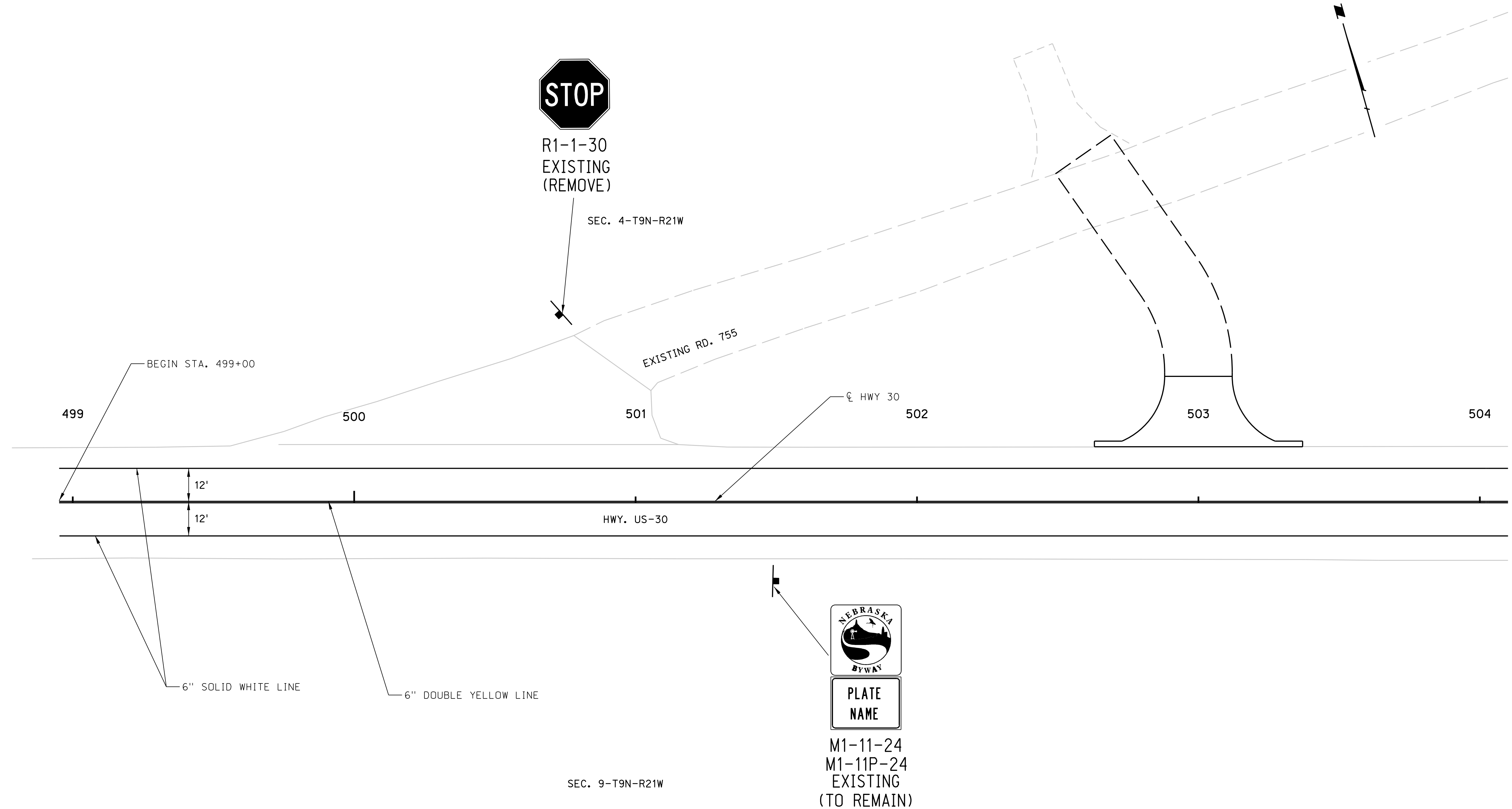
File: 61457Octc10.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	M10

C.N. 61457

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

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc11.dgn

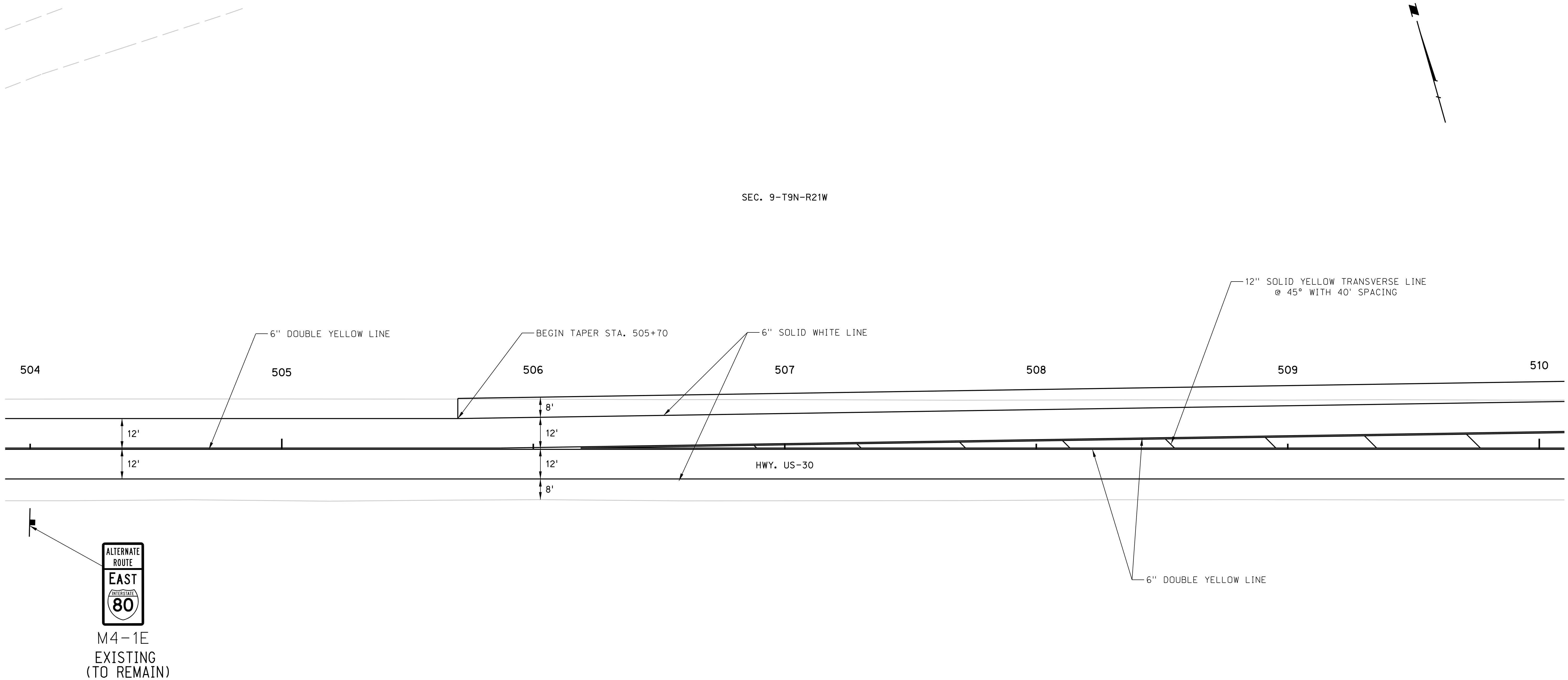
wsp

PROJECT NO.	SHEET NO.
1705(3)	M11

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



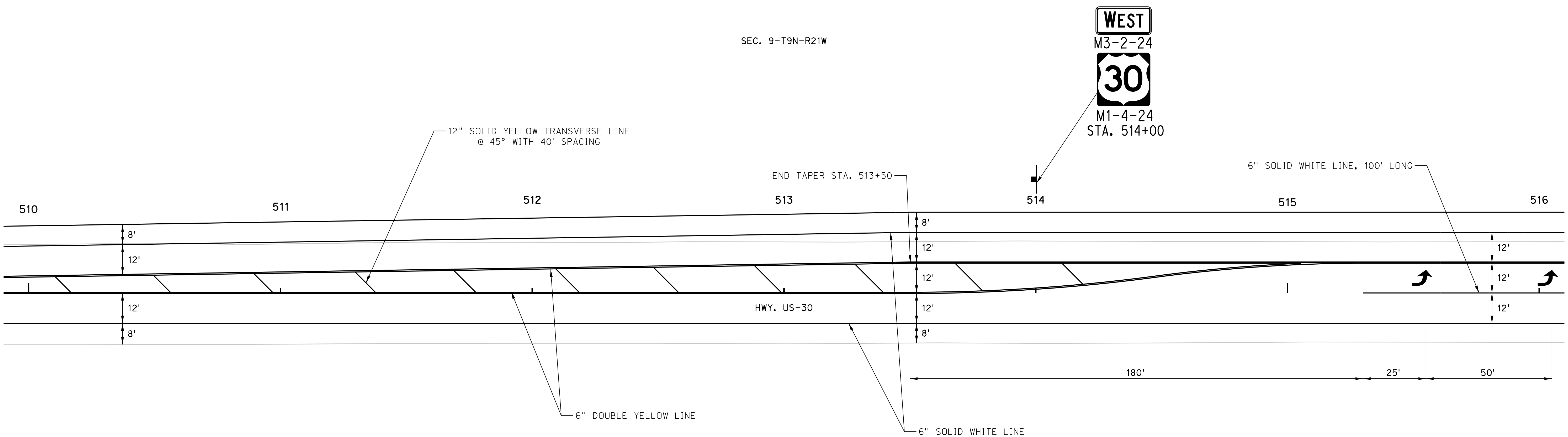
SHEET QUANTITIES

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

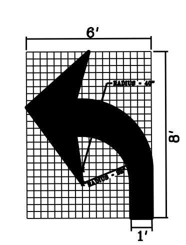
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



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 PREFOREMED 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

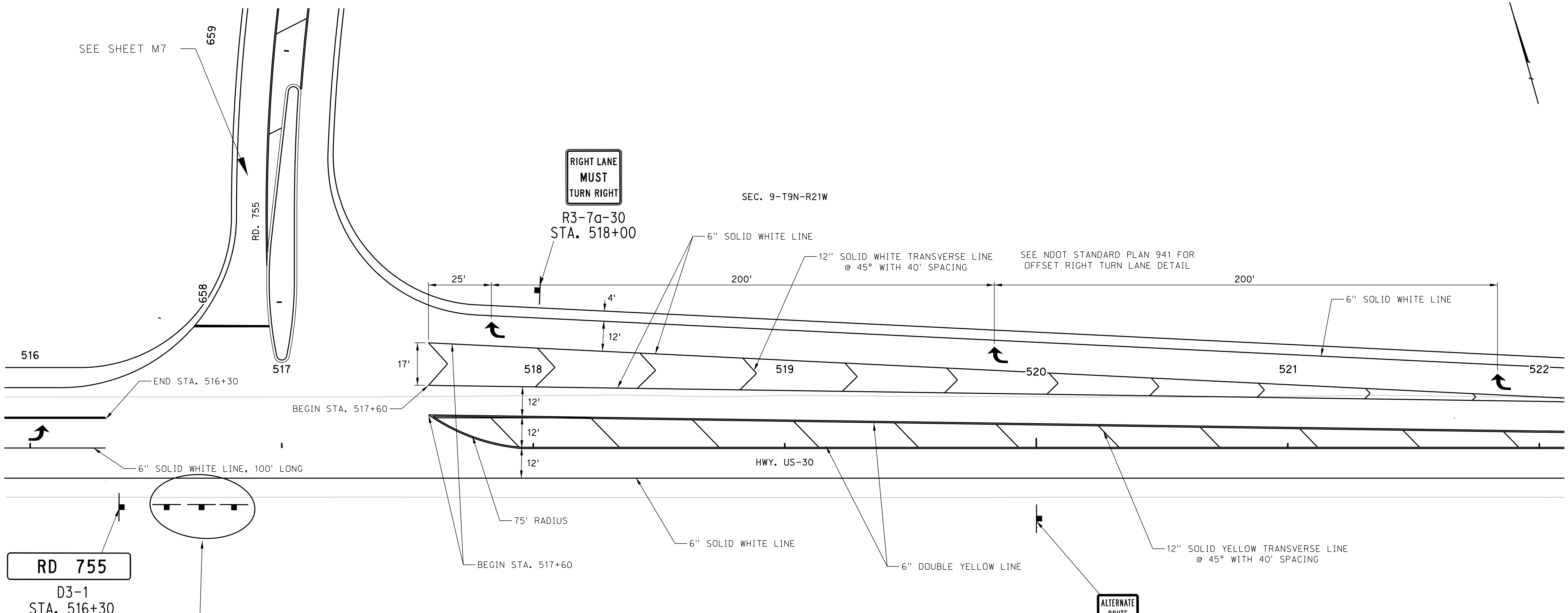
TRAFFIC CONTROL PLAN

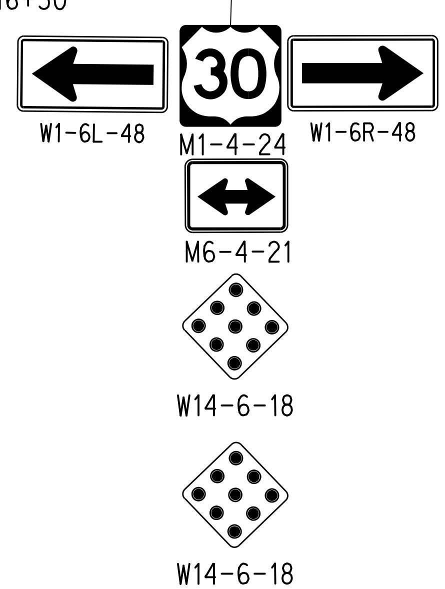
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc12.dgn

WSP	PROJECT NO.	SHEET NO.
	1705(3)	M13
	C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

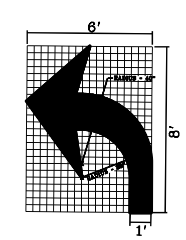




SHEET QUANTITIES

1834 L.F.	6" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
140 L.F.	12" YELLOW WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
2100 L.F.	6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
150 L.F.	12" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
3 EA.	RIGHT ARROW WET REFLECTIVE PREFORMED PAVEMENT MARKING, TYPE 4 GROOVED
1 EA.	TYPE A SIGN VAR" X 12" D3-1 "STREET NAME SIGN"
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

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

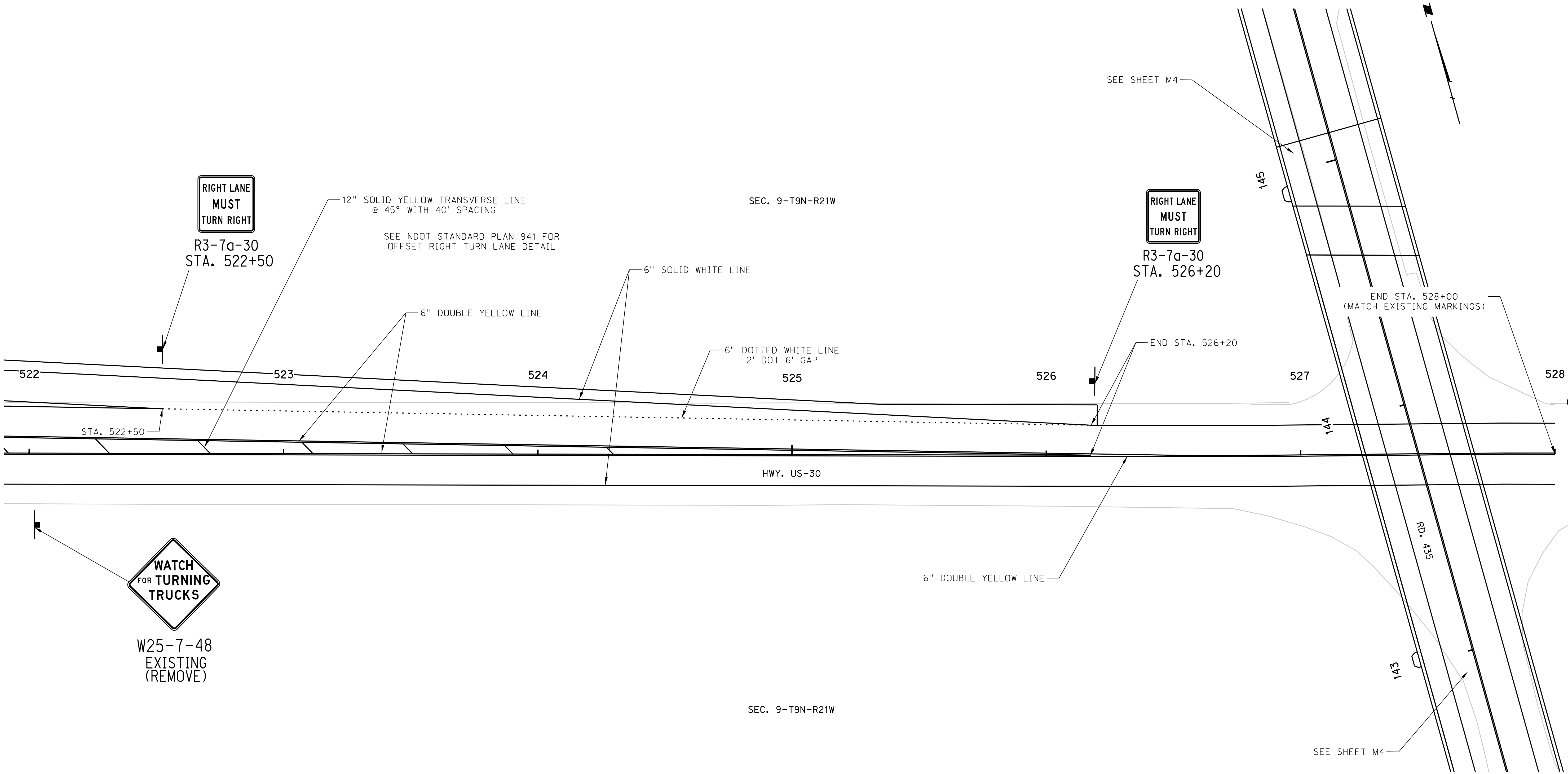
File: 61457Octc13.dgn

PROJECT NO.	SHEET NO.
1705(3)	M14

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30



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
2 EA.	TYPE A SIGN 30" X 30" R3-7A "RIGHT LANE MUST TURN"	

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc14.dgn

ROADWAY DESIGN DIVISION.

Computer: W-AMLNK-L-50201

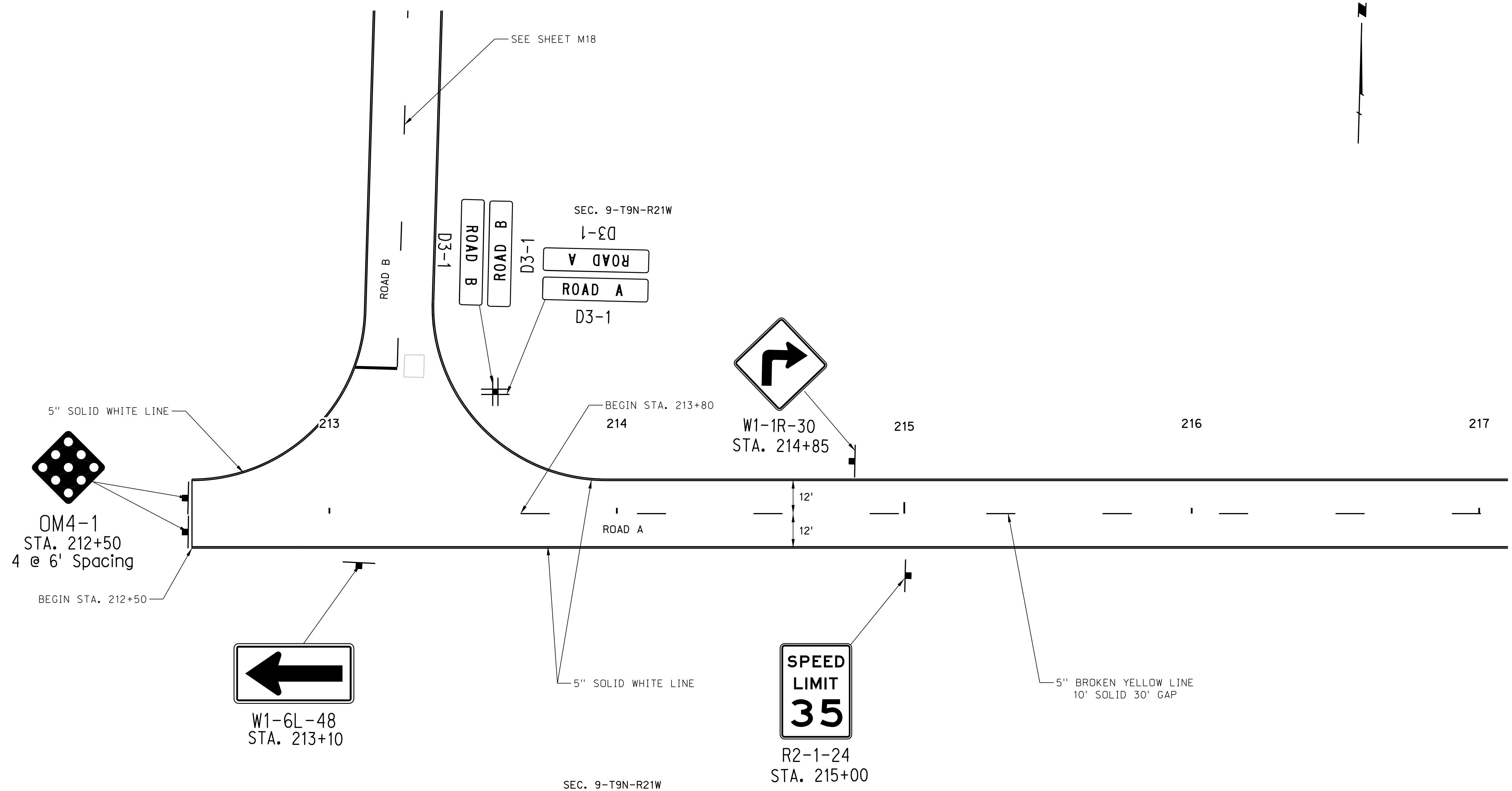
Date: 15-MAY-2021 17:52

File: 61457Octc15.dgn

PROJECT NO.	SHEET NO.
1705(3)	M15
C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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"

TRAFFIC CONTROL PLAN

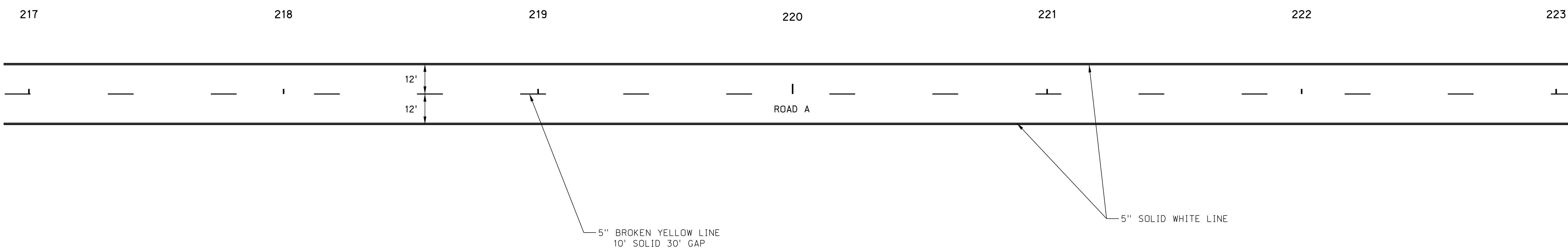
PROJECT NO.	SHEET NO.
1705(3)	M16

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A

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: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 614570ctc16.dgn

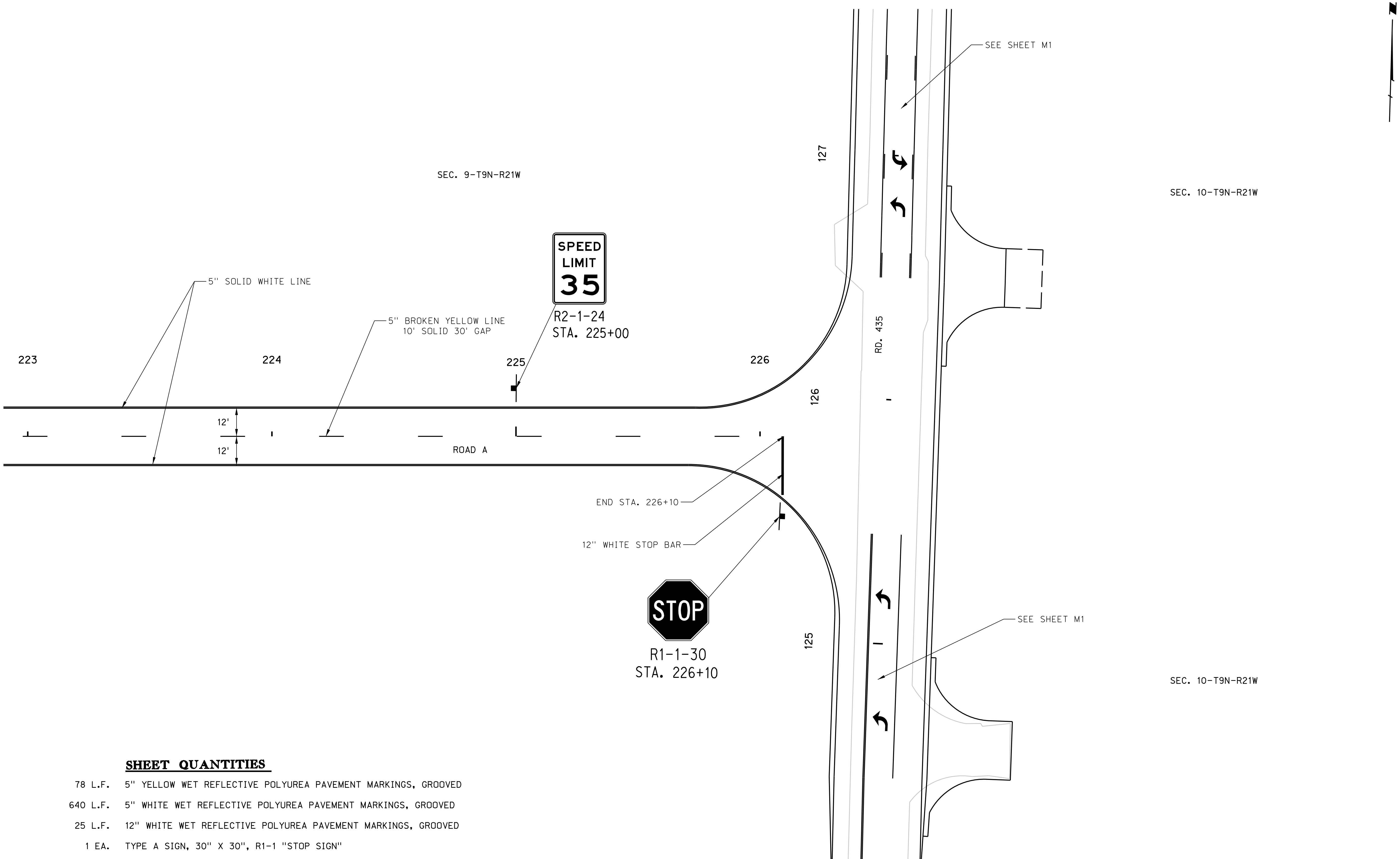
wsp

PROJECT NO.	SHEET NO.
1705(3)	M17

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD A



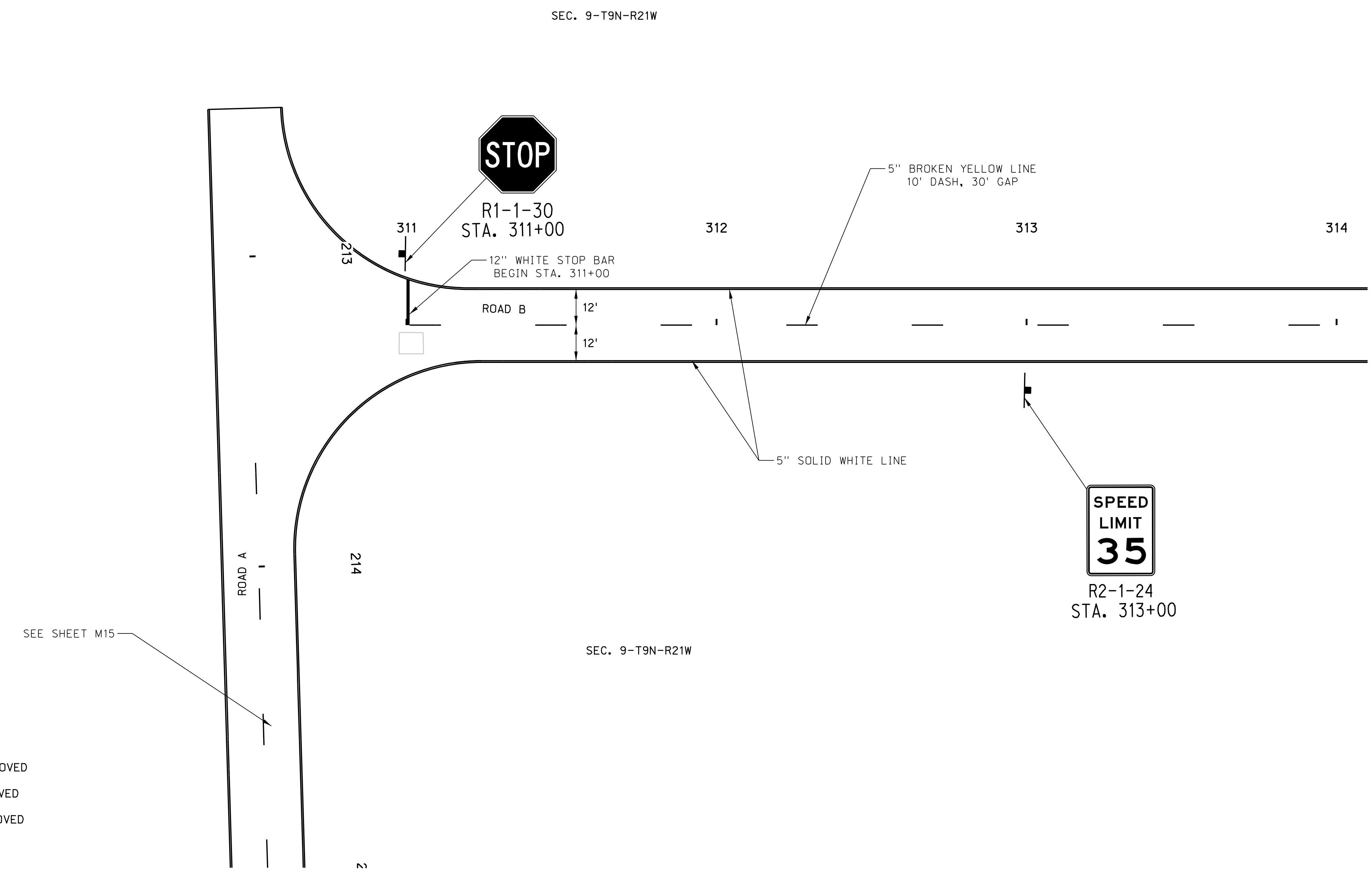
SHEET QUANTITIES

- 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"

TRAFFIC CONTROL PLAN

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



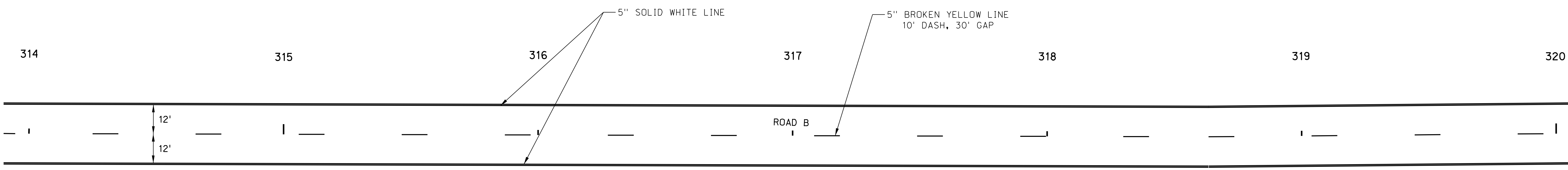
SHEET QUANTITIES

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

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

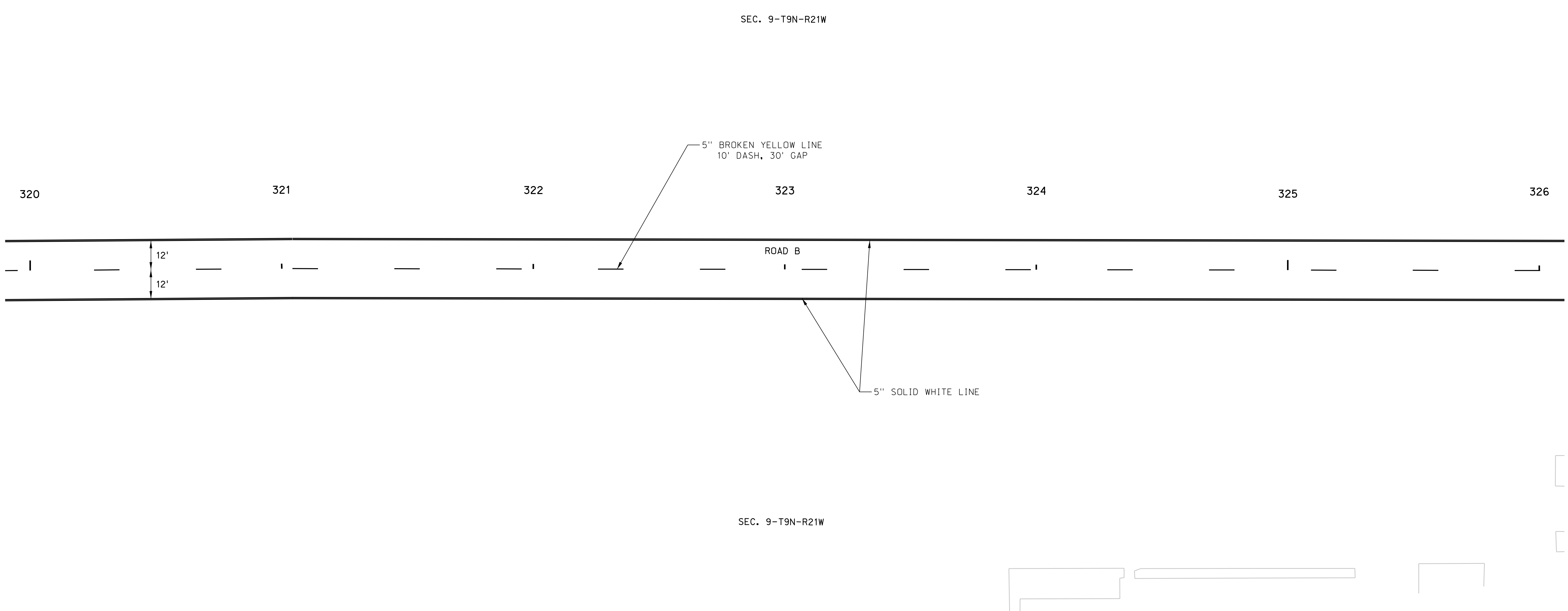
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	M20

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

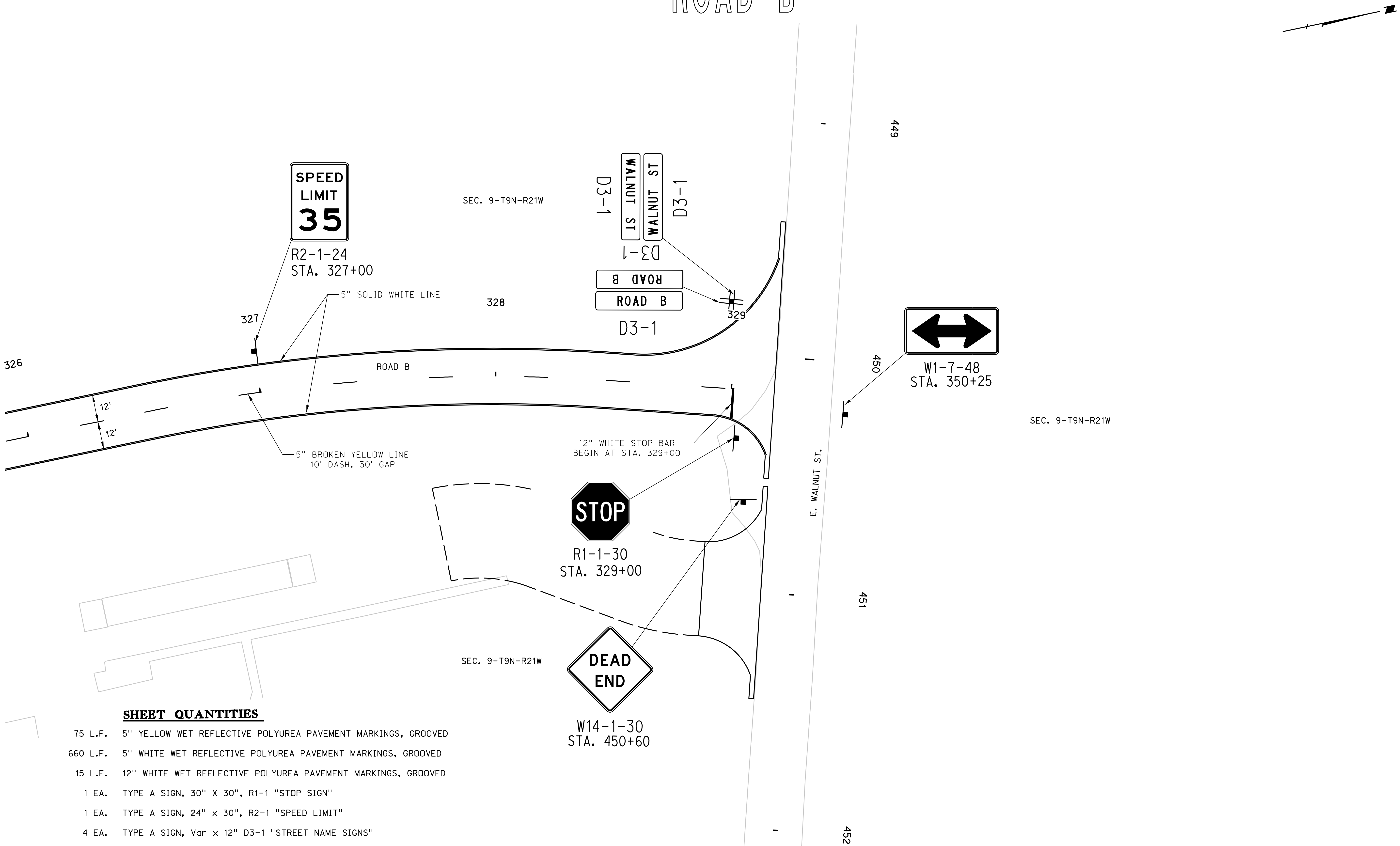
File: 61457Octc20.dgn

PROJECT NO.	SHEET NO.
1705(3)	M21

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B



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"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

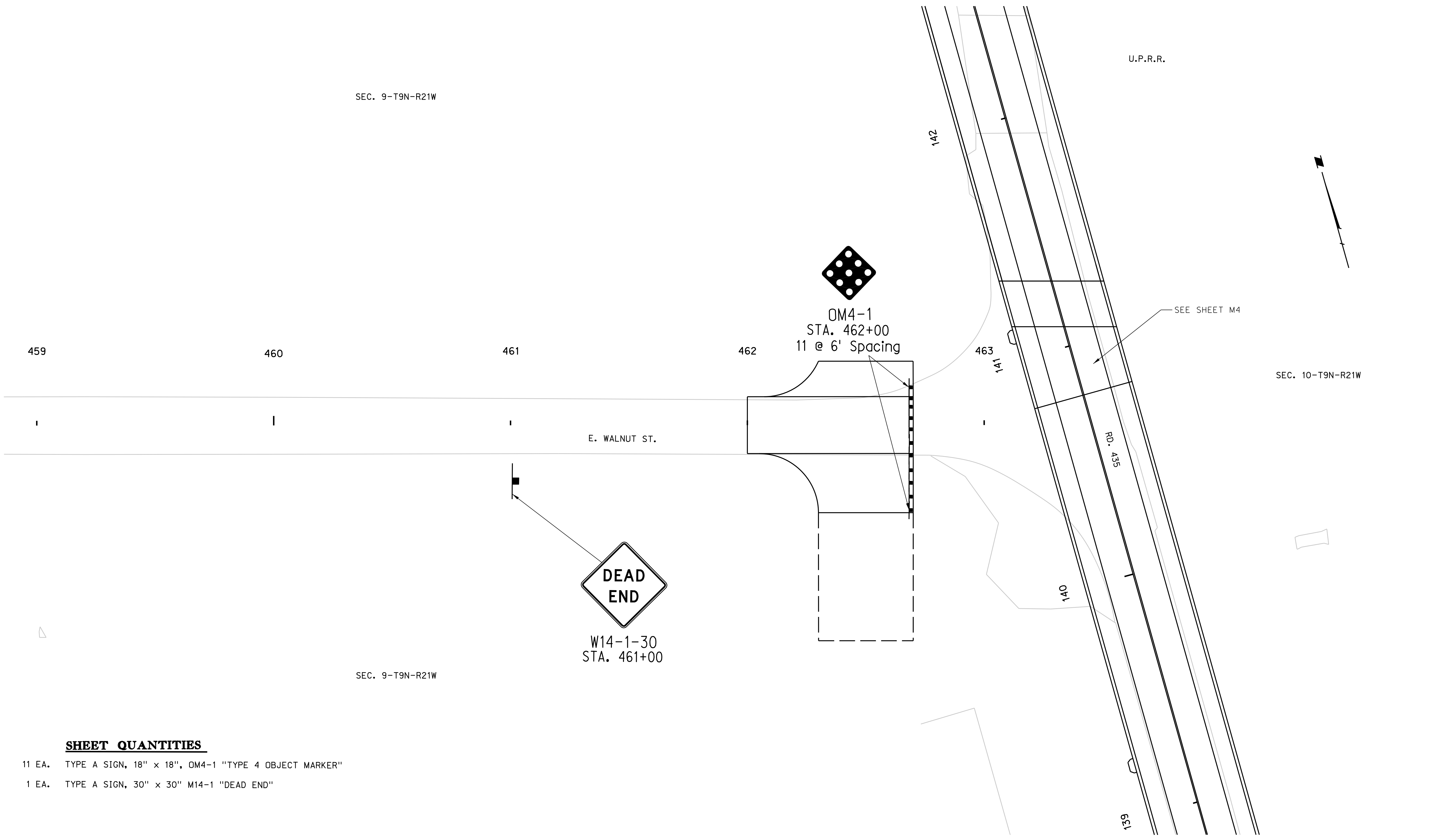
Date: 12-MAY-2021 16:56

File: 61457Octc21.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	M22

C.N. 61457



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"

TRAFFIC CONTROL PLAN

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:56

File: 614570ctc22.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 436

SHEET QUANTITIES

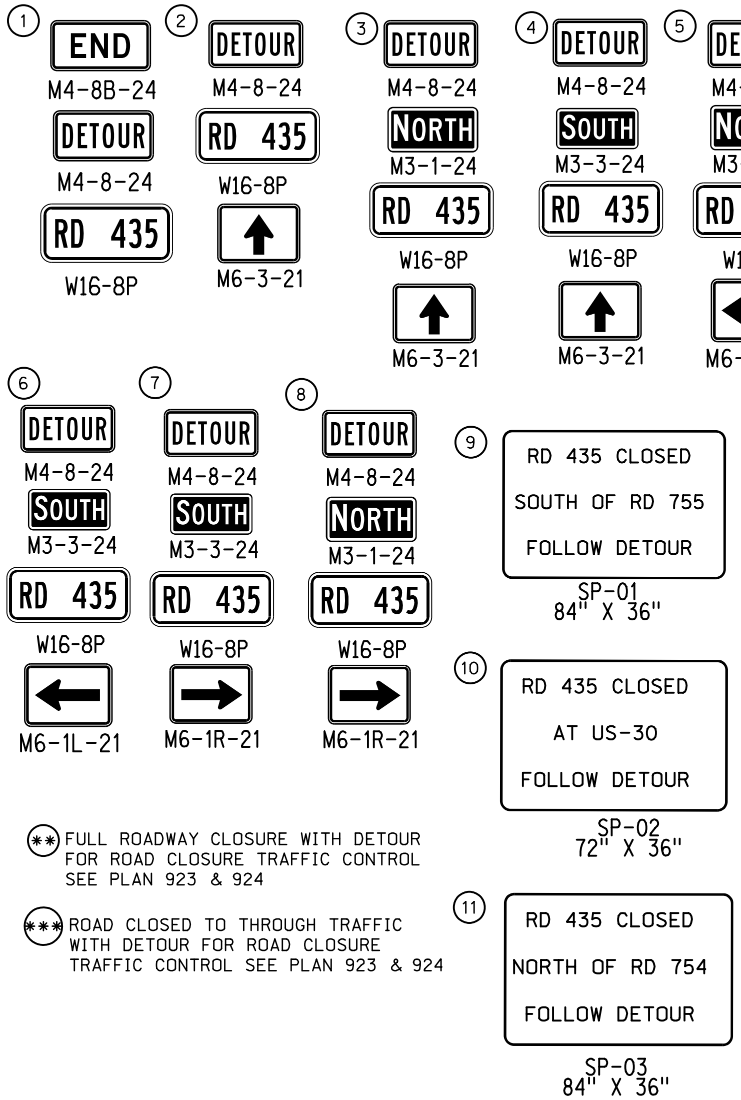
125 L.F.	6" WHITE WET REFLECTIVE POLYUREA PAVEMENT MARKINGS, GROOVED
1 EA.	TYPE A SIGN 30" X 24" M1-4 "U.S. ROUTE SIGN"
1 EA.	TYPE A SIGN 21" X 15" M6-4 "2 HEAD ARROW"
7 EA.	TYPE A SIGN 18" X 18" OM4-1 "TYPE 4 OBJECT MARKER"
1 EA.	TYPE A SIGN 48" X 18" W1-6L "LEFT DIRECTION ARROW"
1 EA.	TYPE A SIGN 48" 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

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:56
File: 61457Octc23.dgn

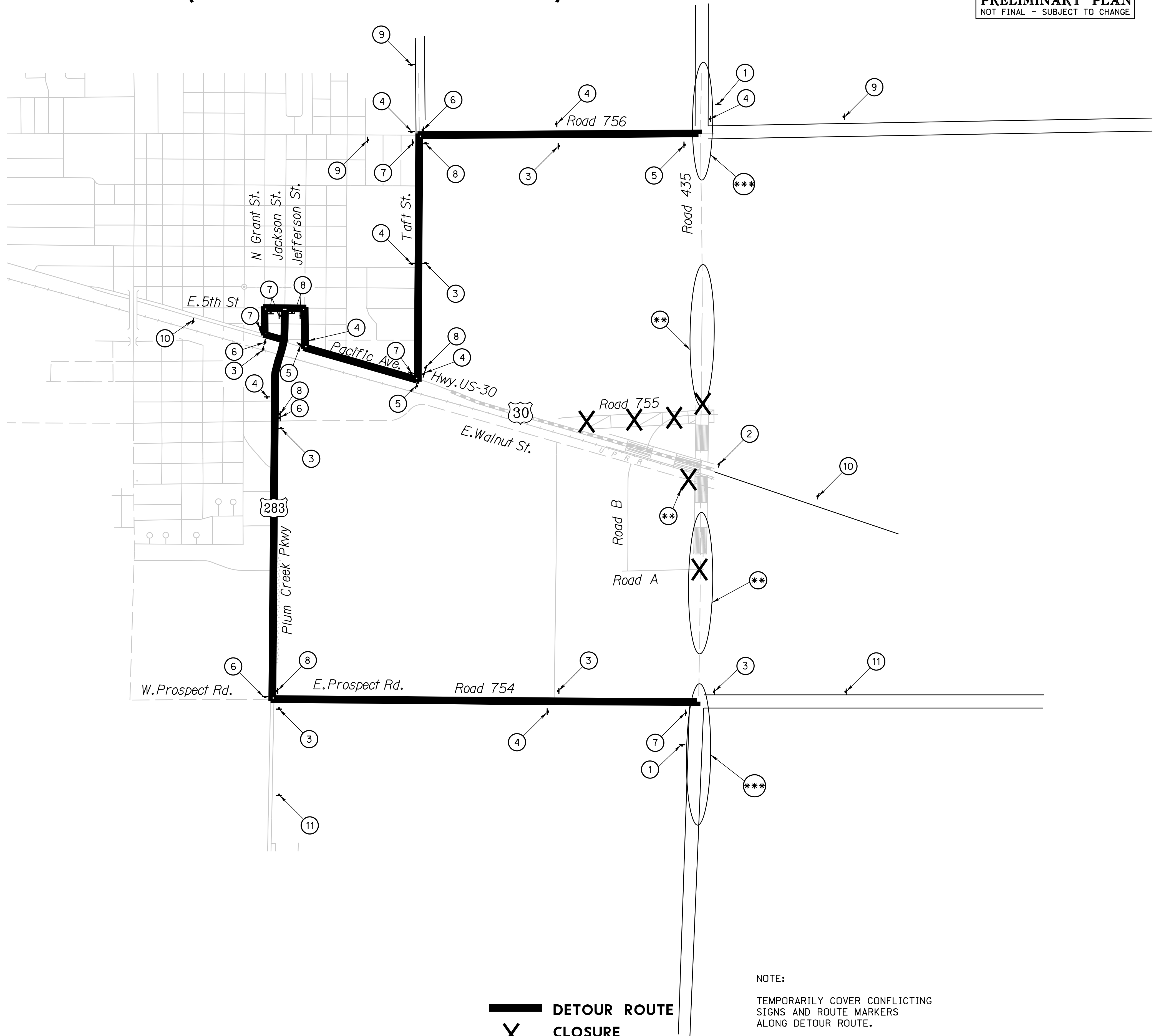
DETOUR PLAN FOR ROAD 435 CONSTRUCTION (FOR INFORMATION ONLY)

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



(**) 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



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)

NOTE:

TEMPORARILY COVER CONFLICTING SIGNS AND ROUTE MARKERS ALONG DETOUR ROUTE.

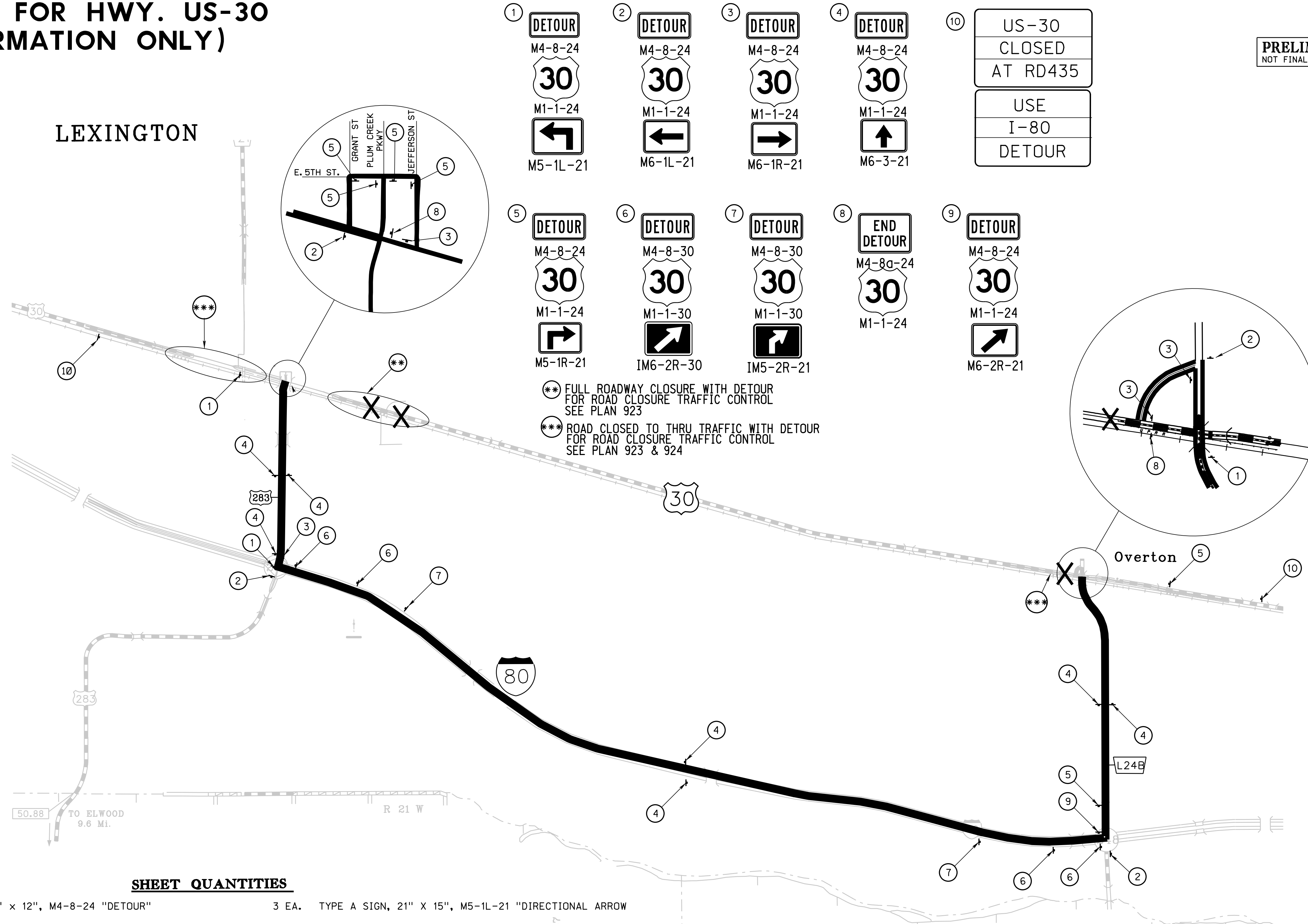
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457octc24.dgn

PROJECT NO.	SHEET NO.
1705(3)	M25

WSP
C.N. 61457

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

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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

DETOUR ROUTE
X CLOSURE

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Octc25.dgn

PROJECT NO.	SHEET NO.
1705(3)	N1

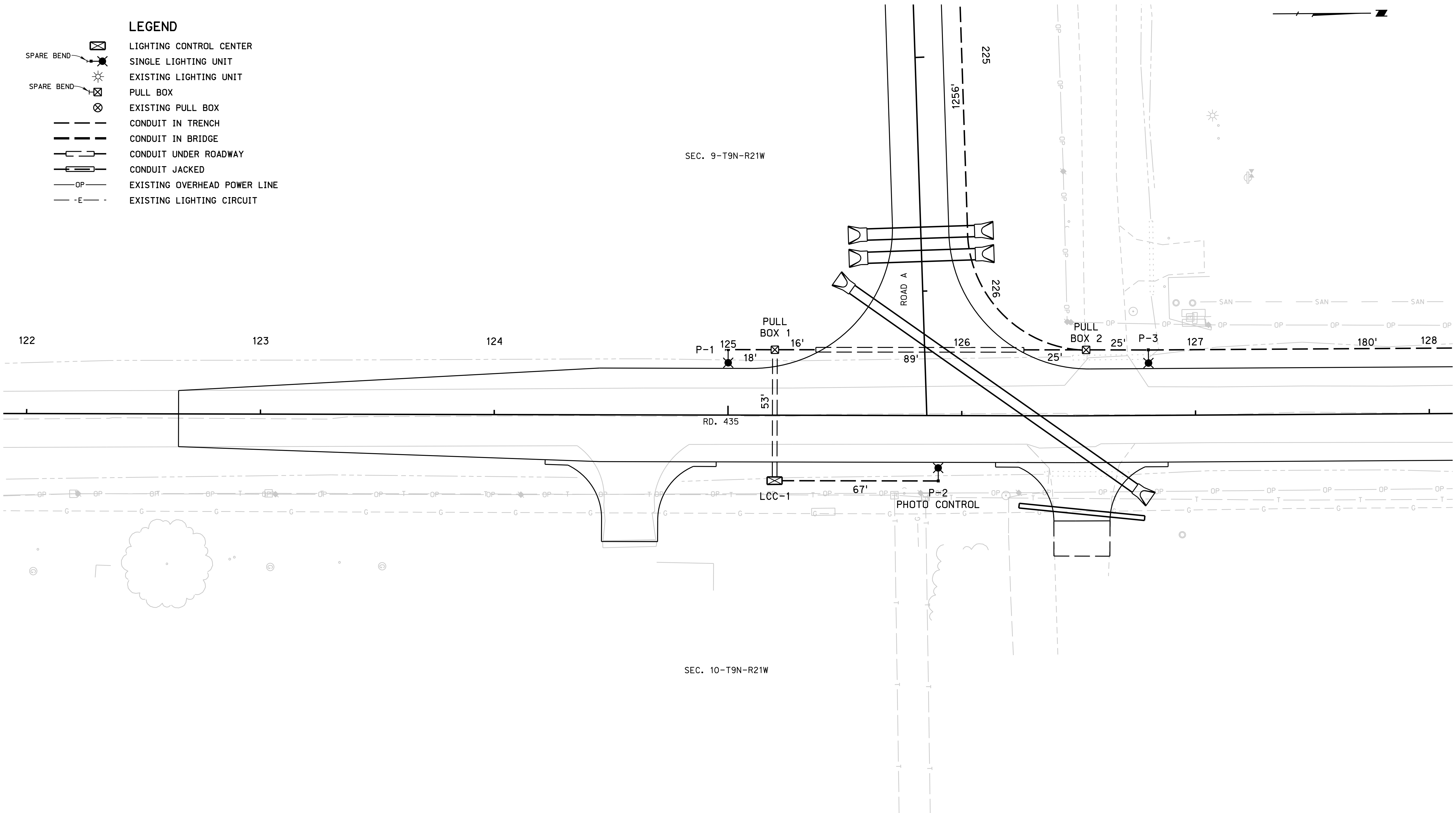
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435

LEGEND

- LIGHTING CONTROL CENTER
- SINGLE LIGHTING UNIT (SPARE BEND)
- EXISTING LIGHTING UNIT
- PULL BOX (SPARE BEND)
- EXISTING PULL BOX
- CONDUIT IN TRENCH
- CONDUIT IN BRIDGE
- CONDUIT UNDER ROADWAY
- CONDUIT JACKED
- EXISTING OVERHEAD POWER LINE (OP)
- EXISTING LIGHTING CIRCUIT (E)



ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

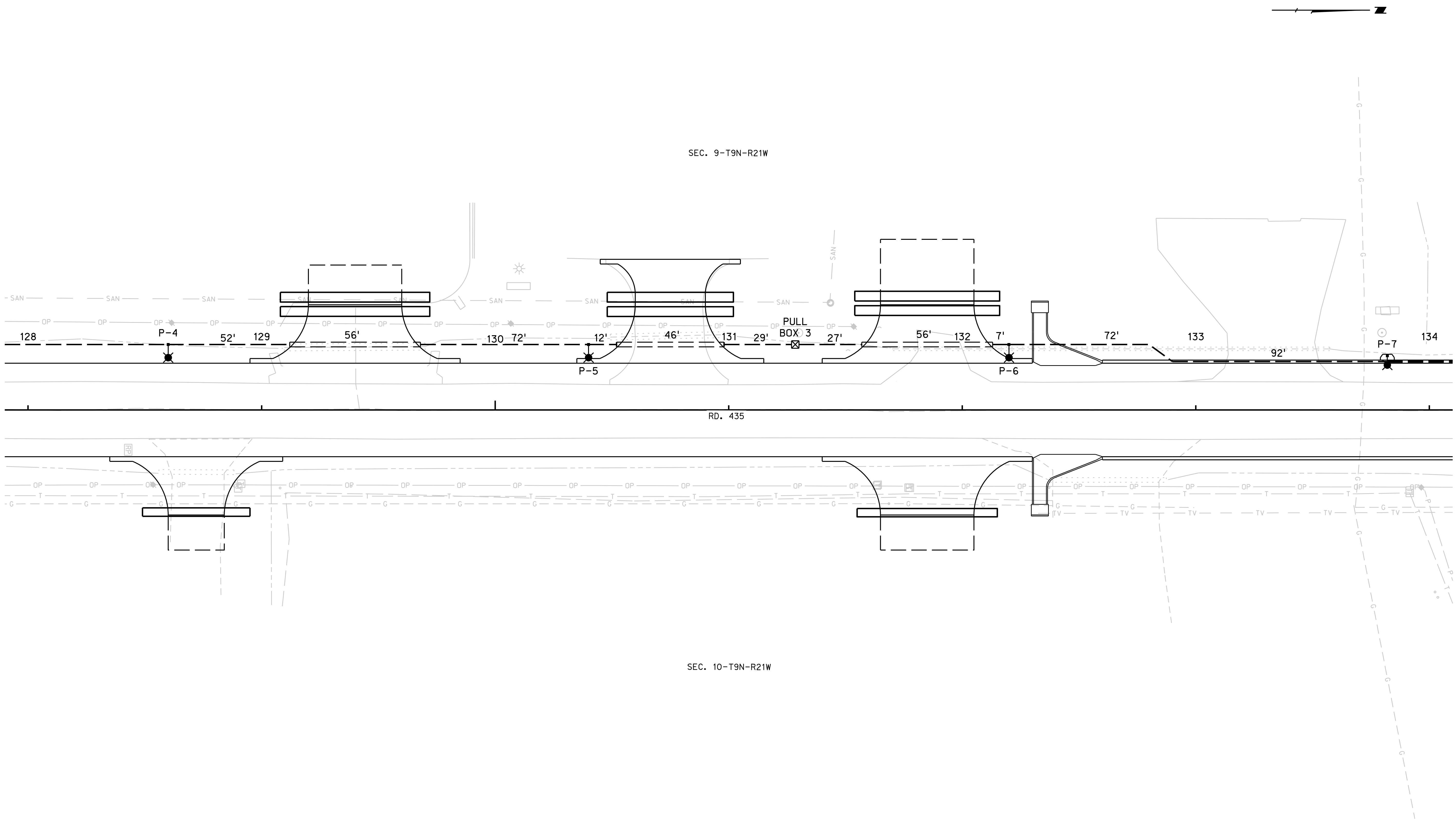
File: 61457Oc101.dgn

ROADWAY LIGHTING PLANS

PROJECT NO. 1705(3)
SHEET NO. N2
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



ROADWAY LIGHTING PLANS

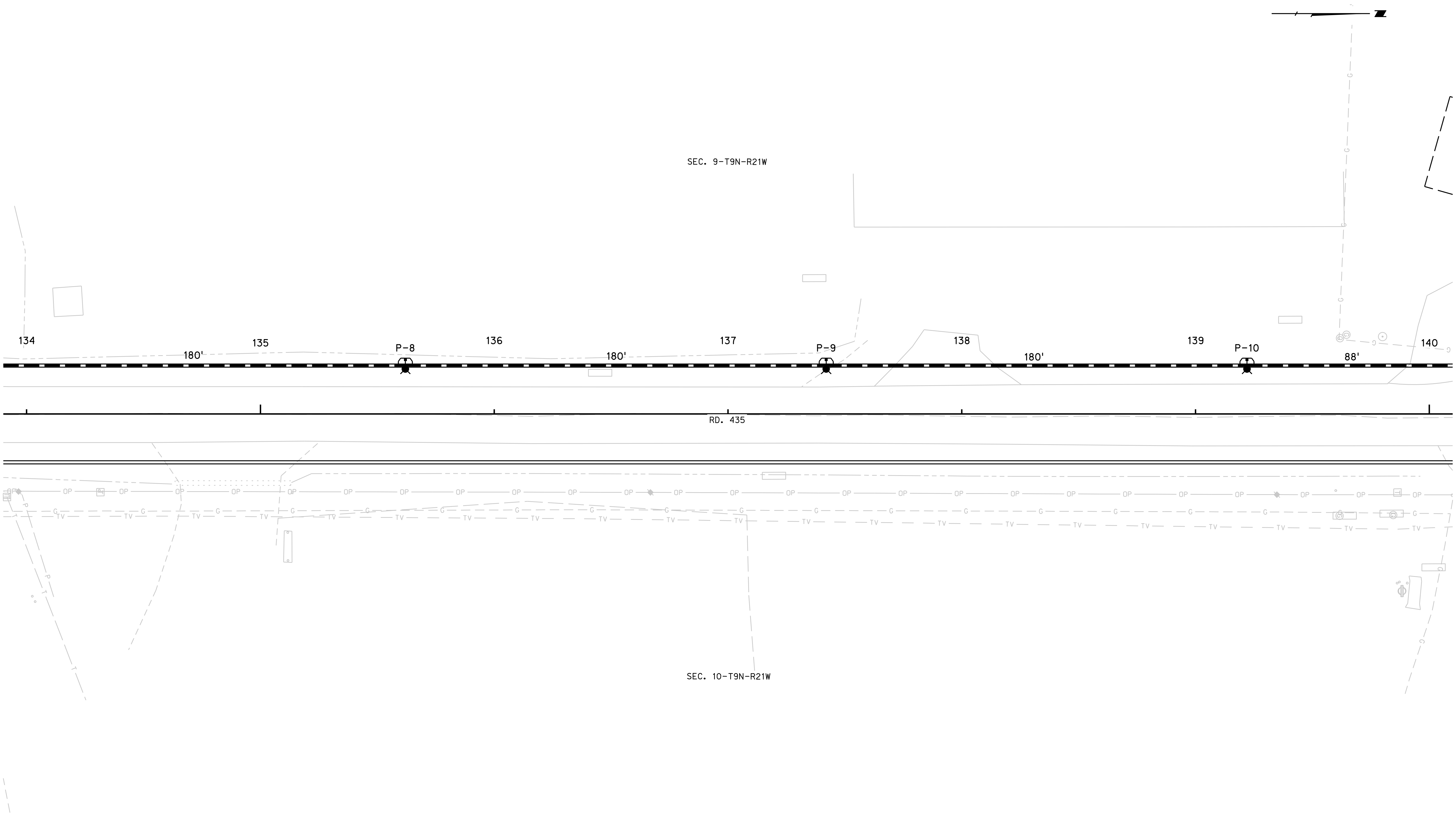
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocl02.dgn

ROADWAY DESIGN DIVISION.

WSP	PROJECT NO.	SHEET NO.
	1705(3)	N3
	C.N. 61457	

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



ROADWAY LIGHTING PLANS

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

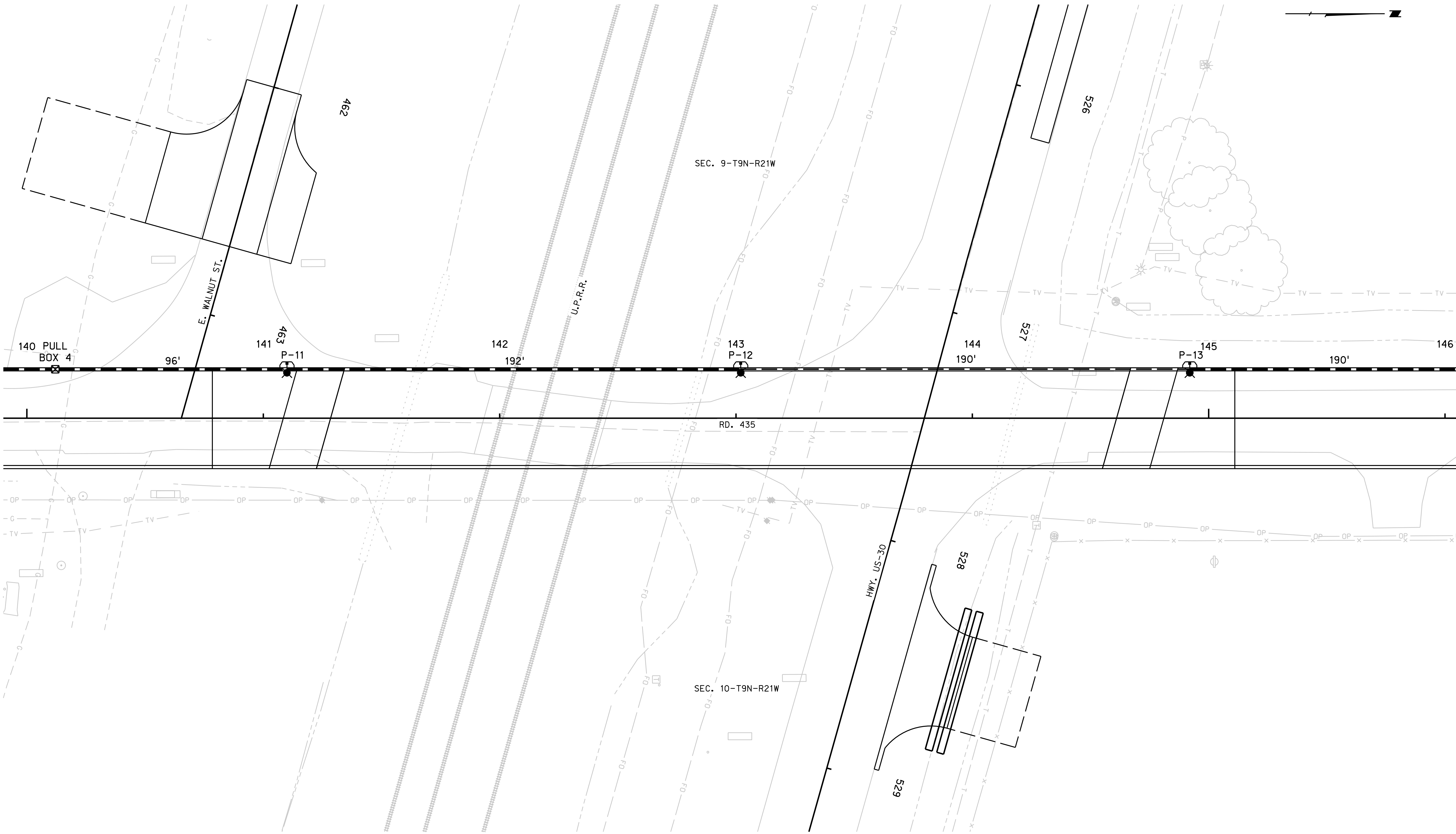
File: 614570cl03.dgn

PROJECT NO.	SHEET NO.
1705(3)	N4

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



ROADWAY LIGHTING PLANS

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

File: 61457Ocl04.dgn

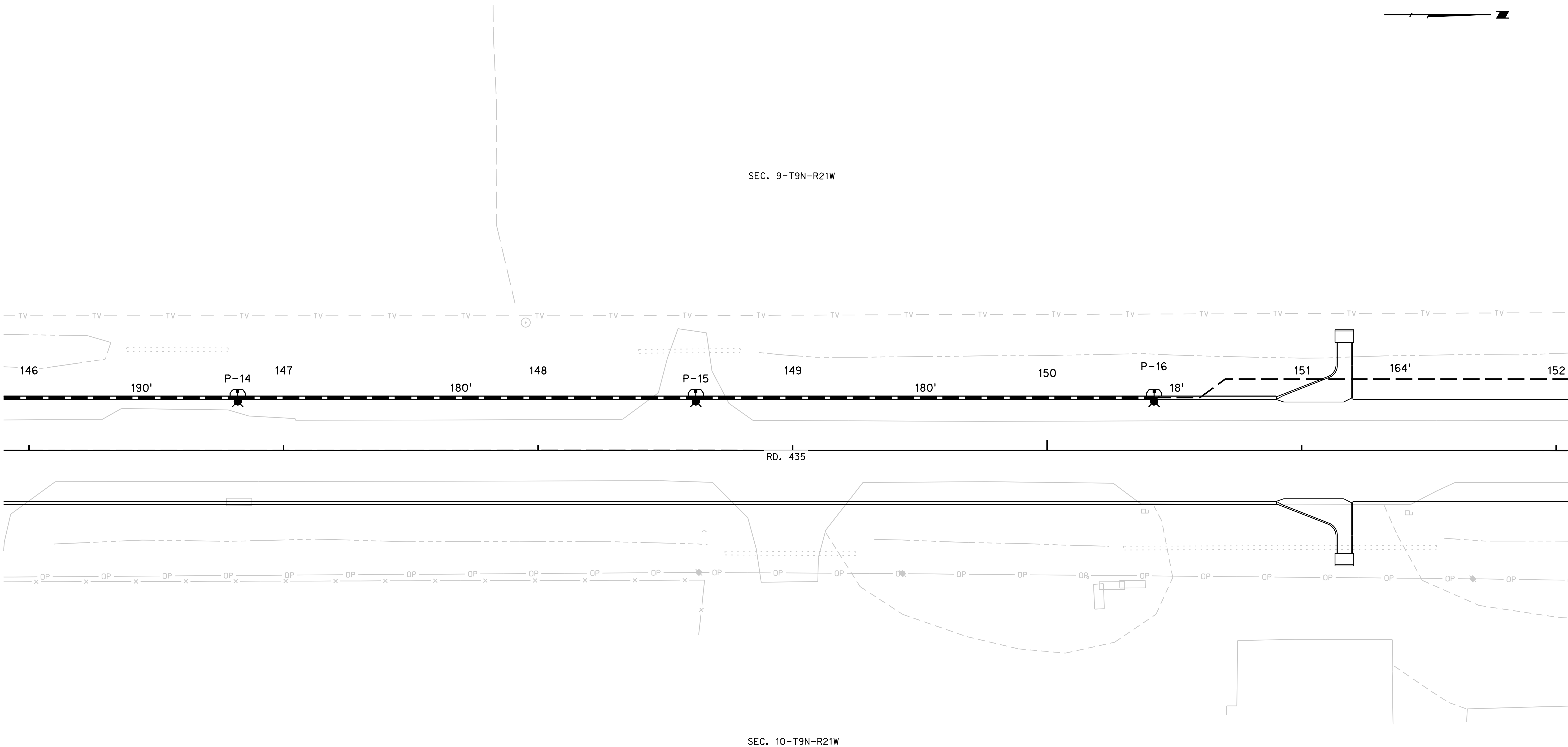
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	N5

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 435



ROADWAY LIGHTING PLANS

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

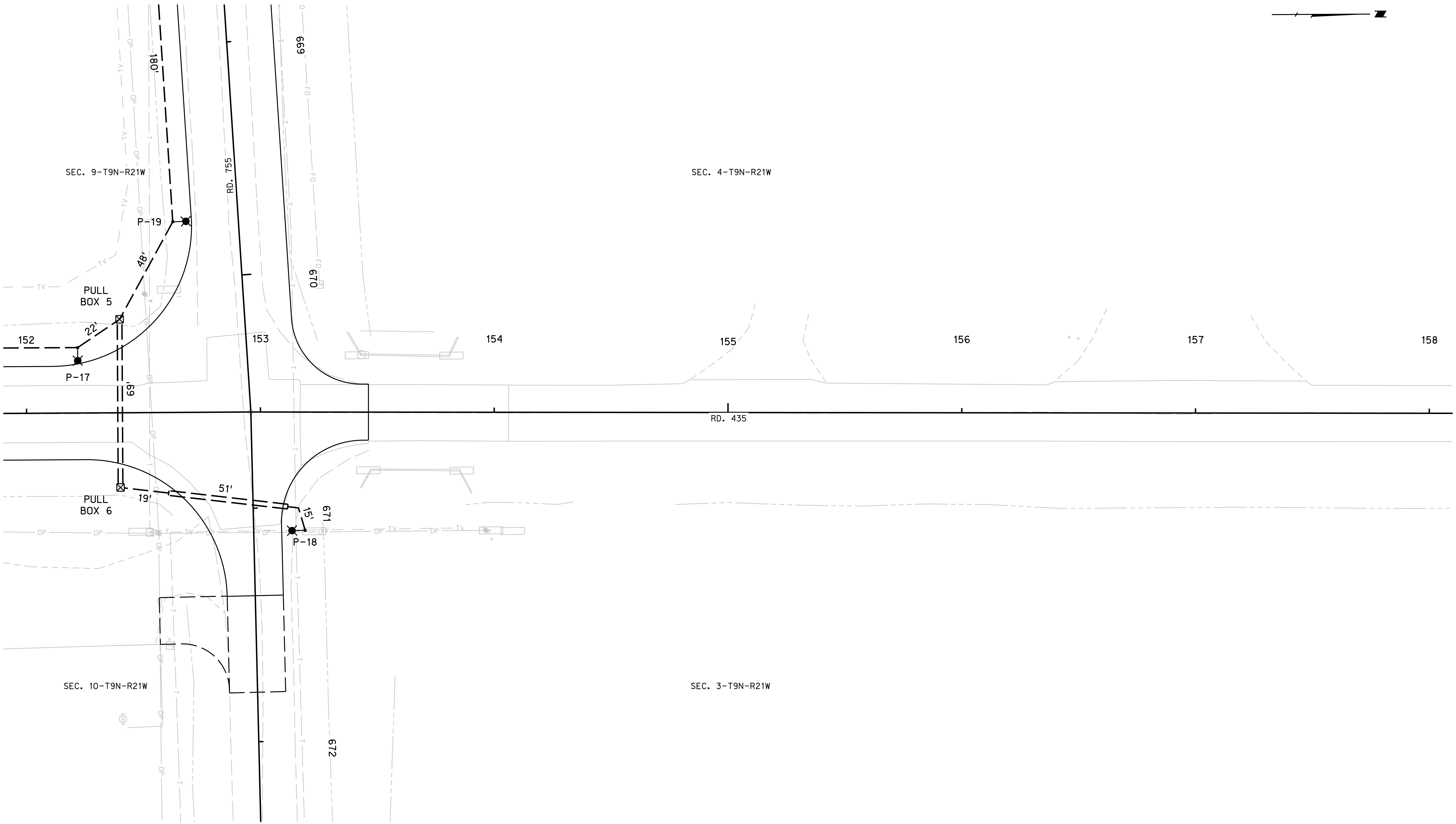
File: 61457Oc05.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	N6

C.N. 61457

ROAD 435



ROADWAY LIGHTING PLANS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Oc06.dgn

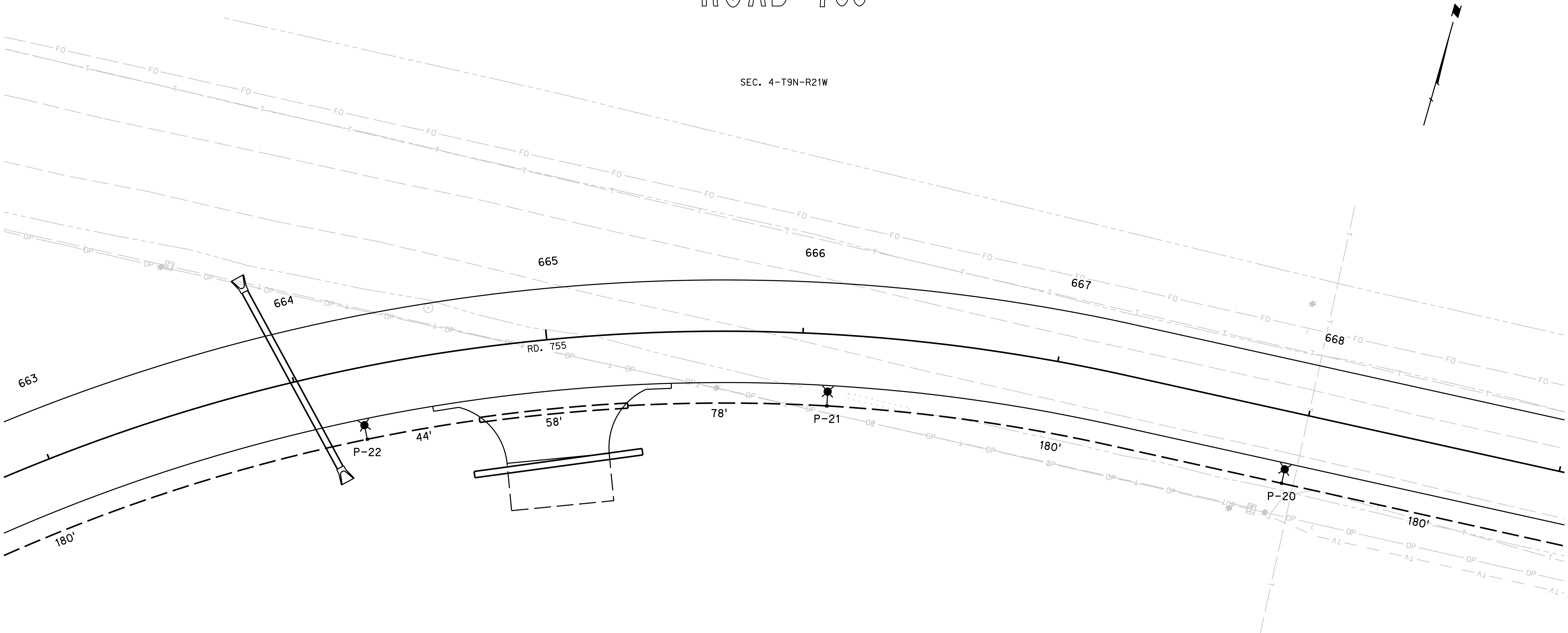
ROADWAY DESIGN DIVISION.

PROJECT NO.	SHEET NO.
1705(3)	N7

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



ROADWAY LIGHTING PLANS

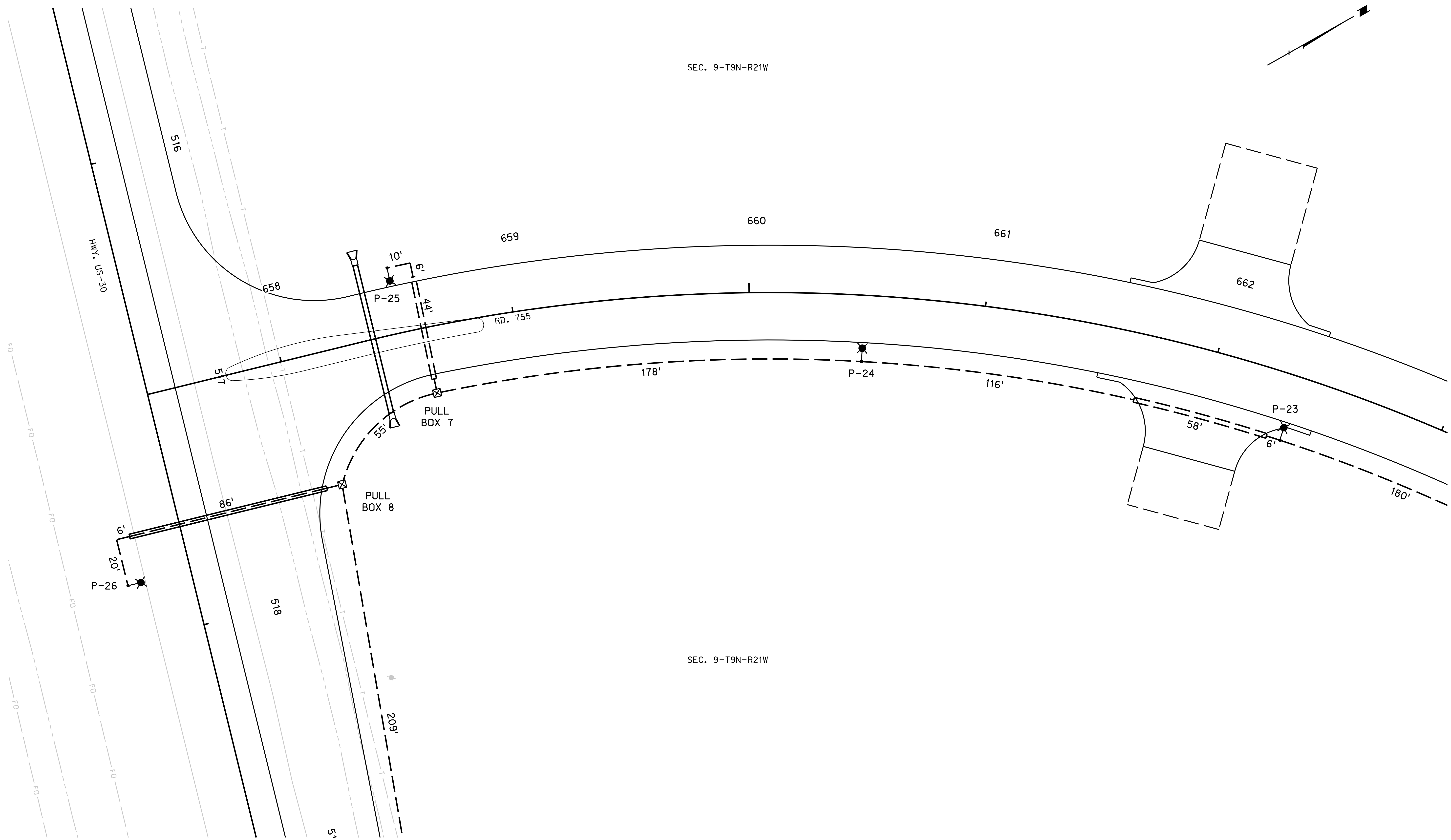
Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

File: 61457Ocl07.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD 755



ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

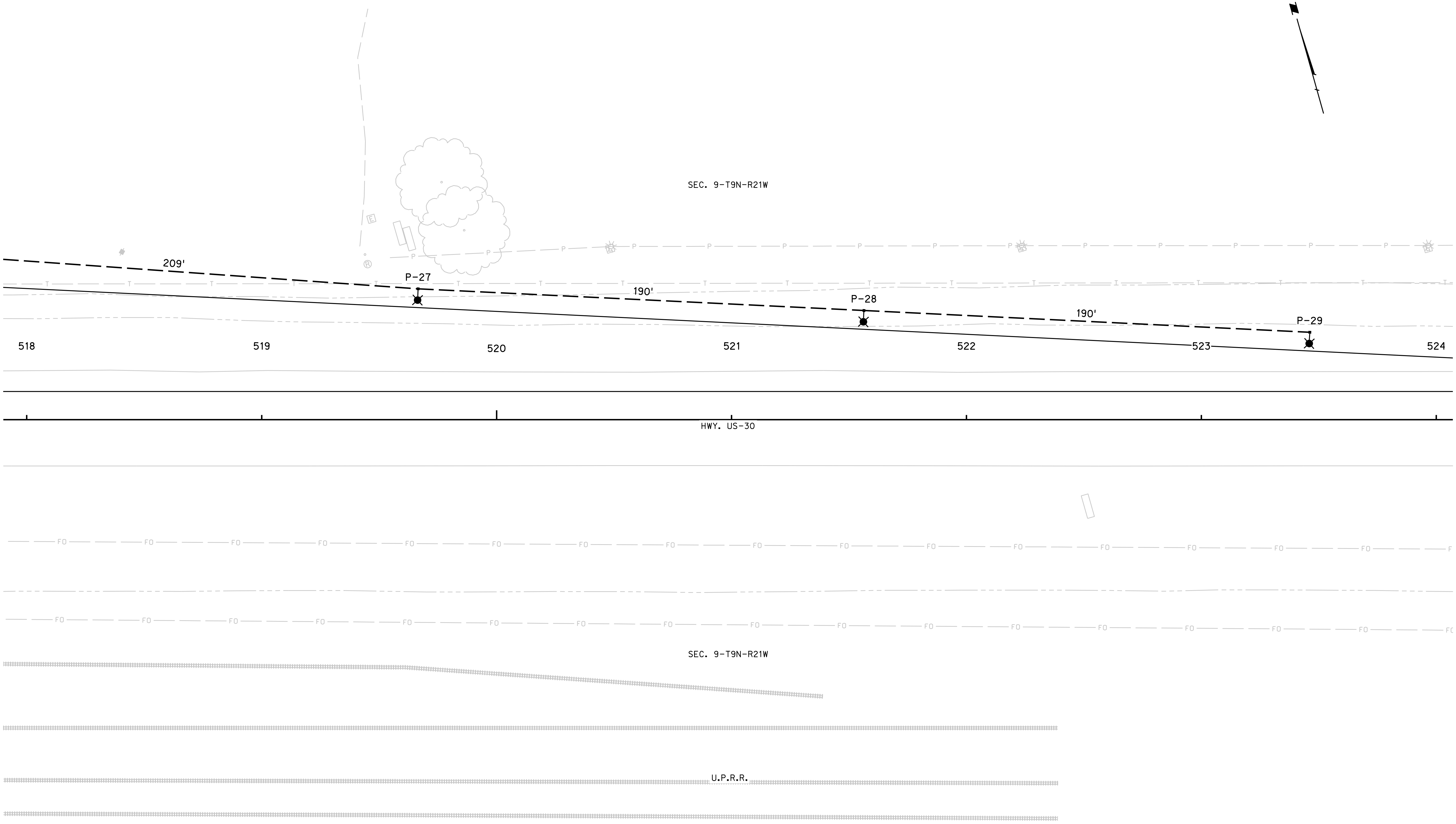
Date: 12-MAY-2021 16:59

File: 61457Ocl08.dgn

ROADWAY LIGHTING PLANS

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

HIGHWAY US-30

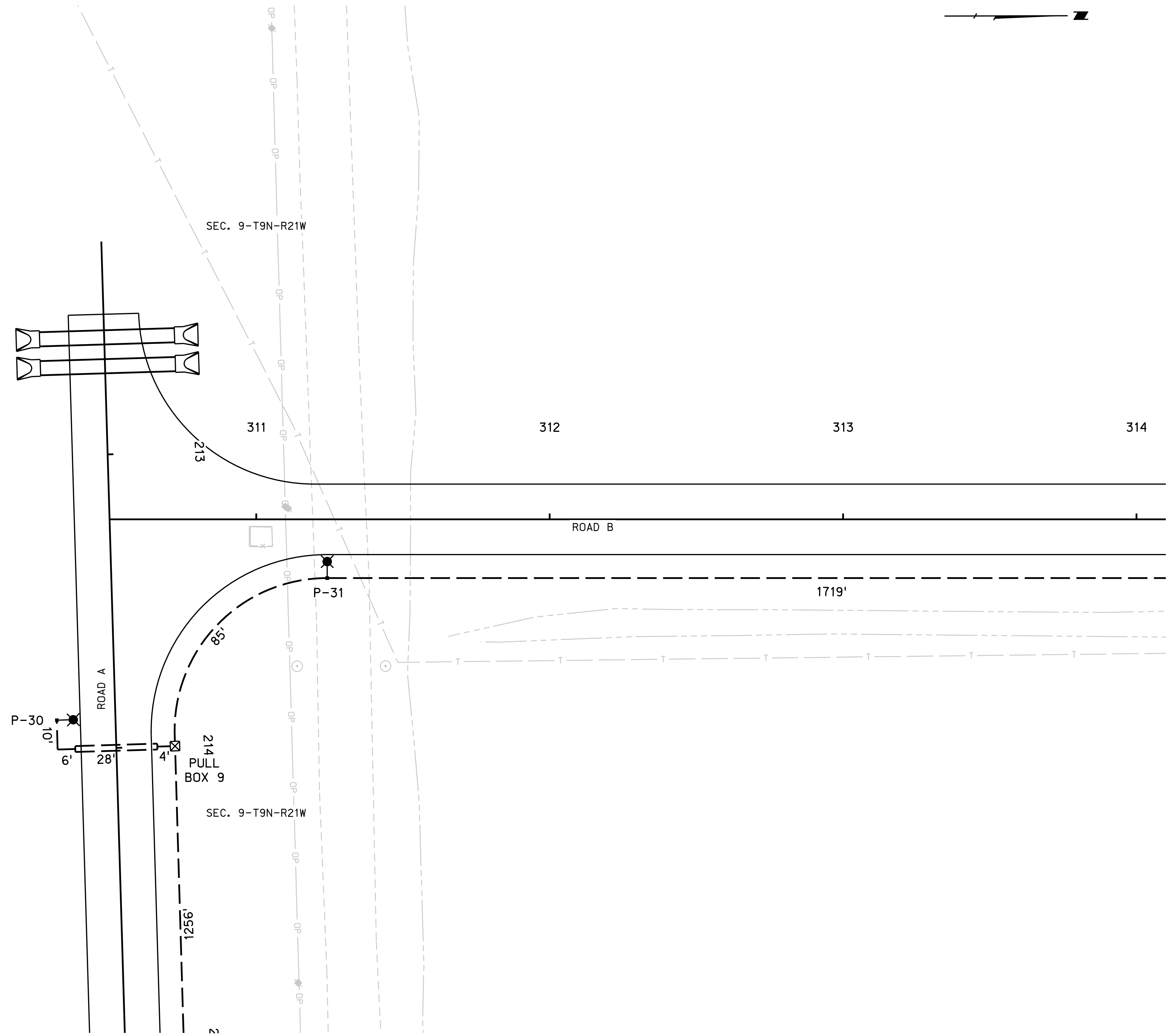


ROADWAY LIGHITING PLANS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocl09.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

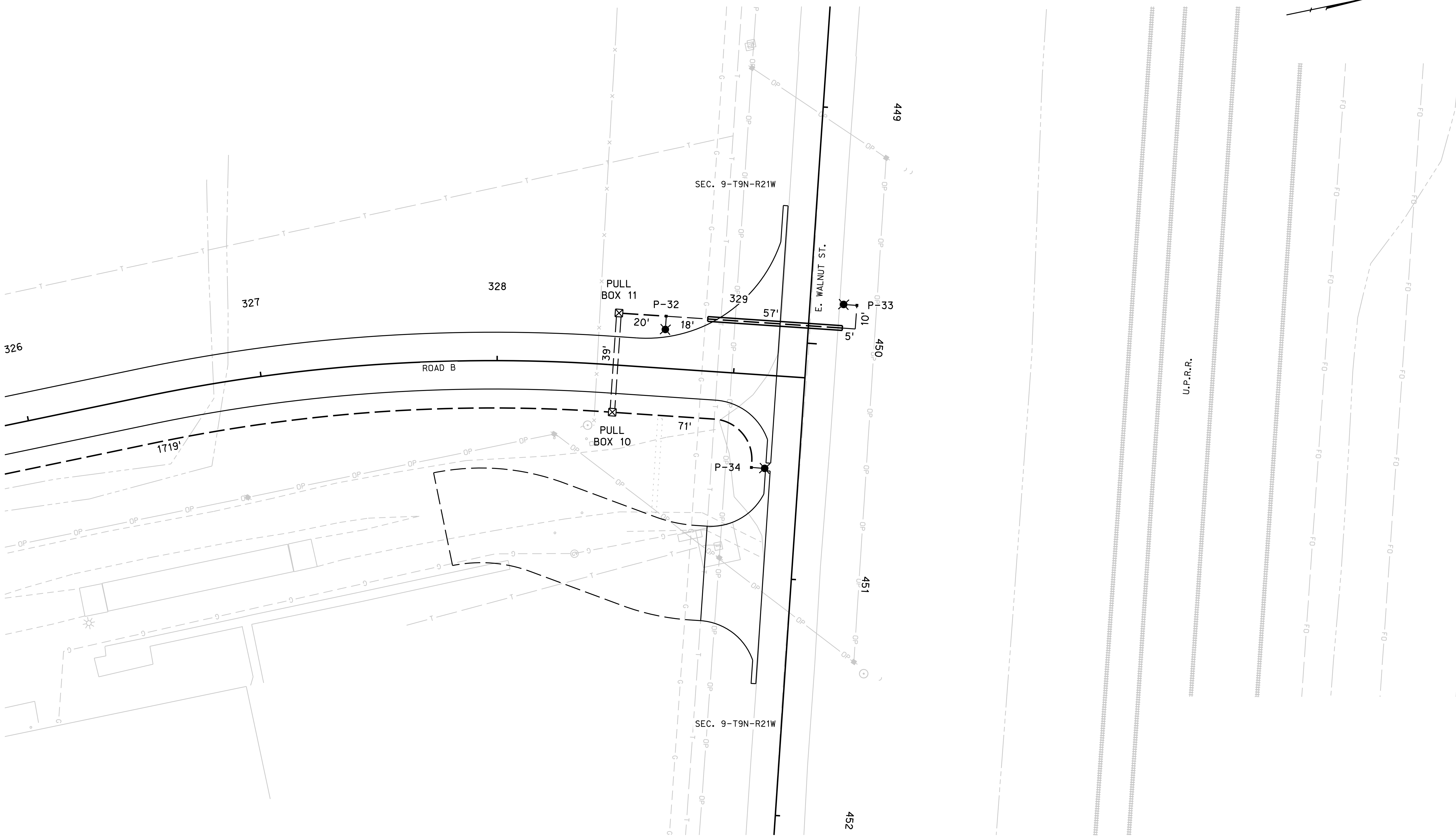
ROAD B



ROADWAY LIGHTING PLANS

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROAD B

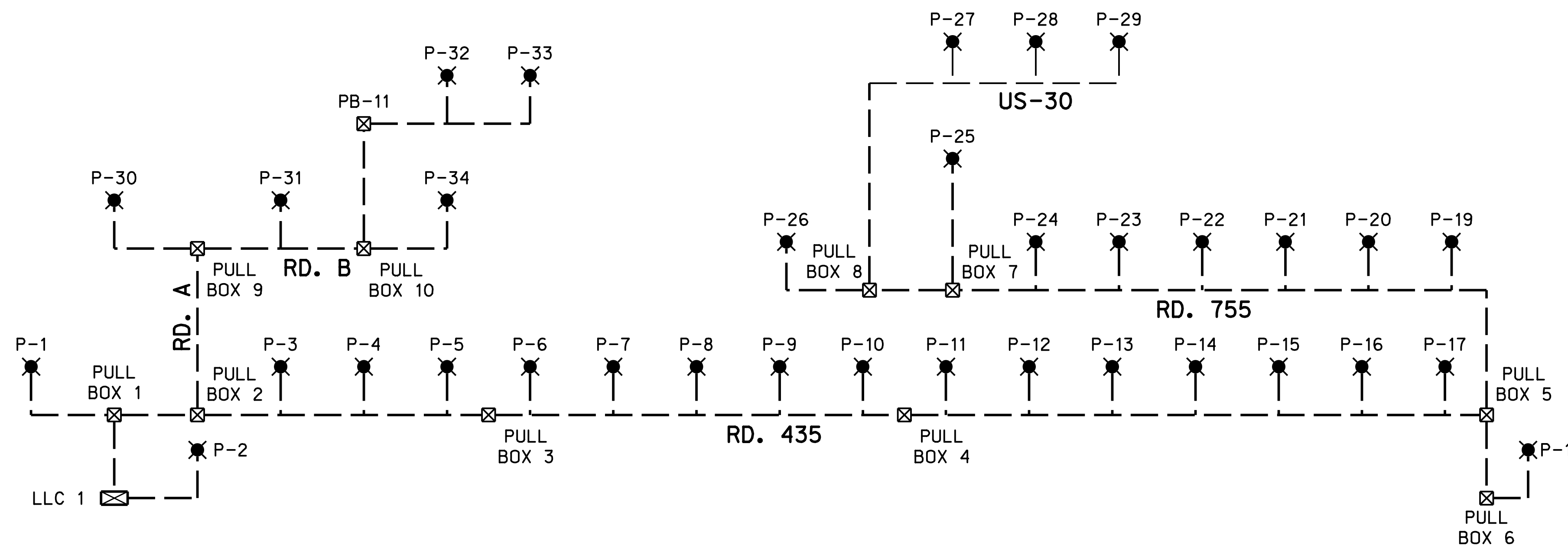


ROADWAY LIGHTING PLANS

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocl11.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

CIRCUIT IS COMPRISED OF (2) 1/C #6 USE & #4 BARE GROUND, EXCEPTION; SEGMENT BETWEEN THE L.C.C. AND PULL BOX 5 SHALL BE (2) 1/C #4 USE & #4 BARE GROUND



LIGHTING CONTROL CENTER
CIRCUIT DIAGRAM

ROADWAY LIGHTING PLANS

ROADWAY DESIGN DIVISION.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PROJECT NO.	SHEET NO.
1705(3)	N13

C.N. 61457

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	131+28, 28.0' LT.	TYPE PB-2	--
PULL BOX 4	140+12, 20.7' LT.	TYPE PB-2	--
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	214+00, 20.0' LT.	TYPE PB-1	--
PULL BOX 10	328+50, 20.0' RT.	TYPE PB-1	--
PULL BOX 11	328+50, 22.0' LT.	TYPE PB-1	--

ELECTRICAL SERVICE SCHEDULE

UNIT NO.	STATION	TYPE	VOLTAGE	BREAKER	RELAY	SERVICE FEEDER
LCC-1	125+20, 28.0' RT.	TYPE R-3	240 VOLT-2 WIRE	60AMPS	60AMPS	(3) #6 AWG & #8 GND

ROADWAY LIGHTING PLANS

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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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 1½".

   (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
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)
COLOR CODES:	"NEUTRAL" - WHITE OR GREY; "INSULATED EQUIPMENT GROUND" - GREEN. "LINE 1" - BLACK "LINE 2" - RED

ROADWAY LIGHTING PLANS

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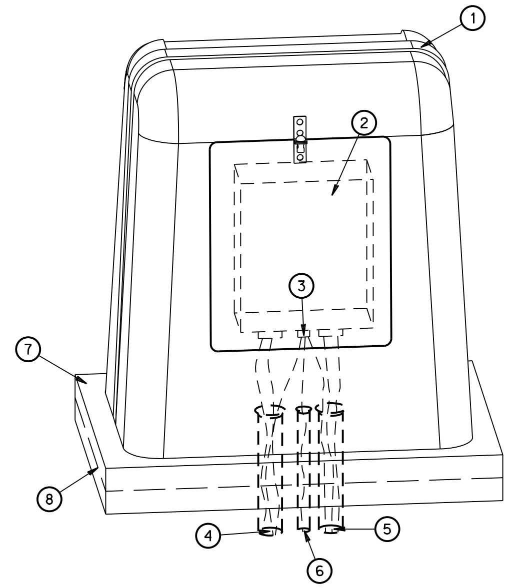


LEGEND

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"×6" - 9×9 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 × 29"W × 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 × 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 5#8" × 10' ONE PIECE COPPER CLAD. PLACED A MININUM 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.

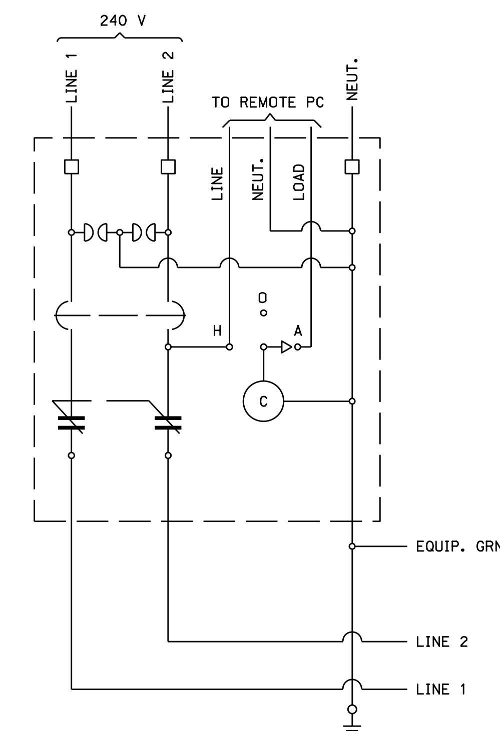
CONTROL RELAY

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.

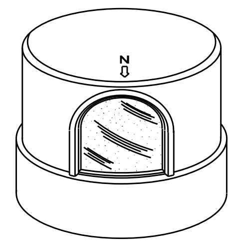
CONTROL	RELAY	BREAKERS	COIL
LCC-1	2 POLE-60 AMP	2 POLE-60 AMP	120V-60HZ

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



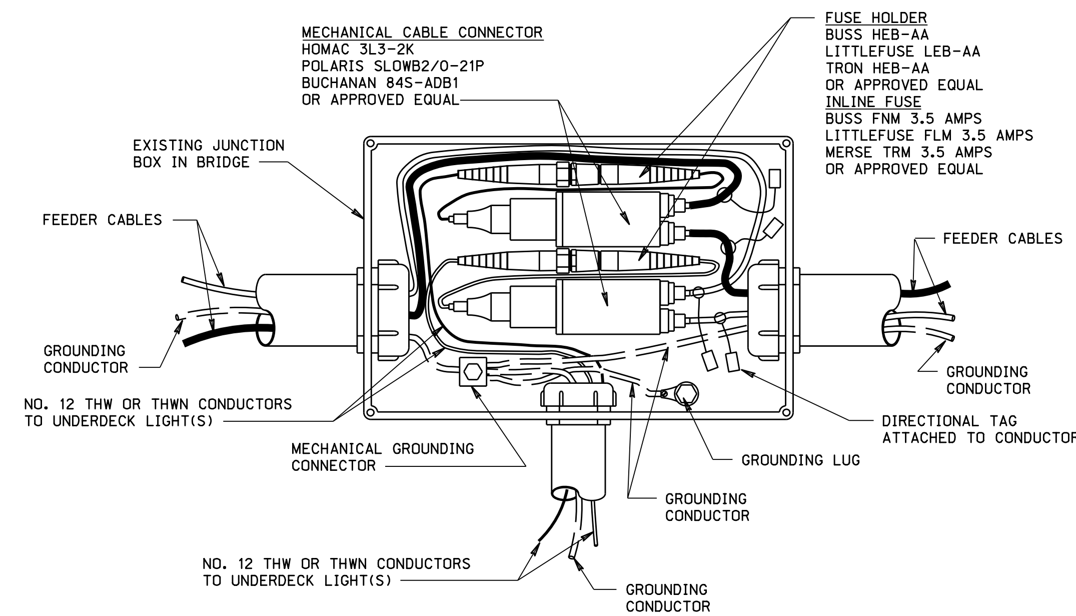
**TYPE "R" OR "R-3"
CONTROL CENTER SCHEMATIC**
(240 VOLT-2 WIRE)

ROADWAY LIGHTING PLANS

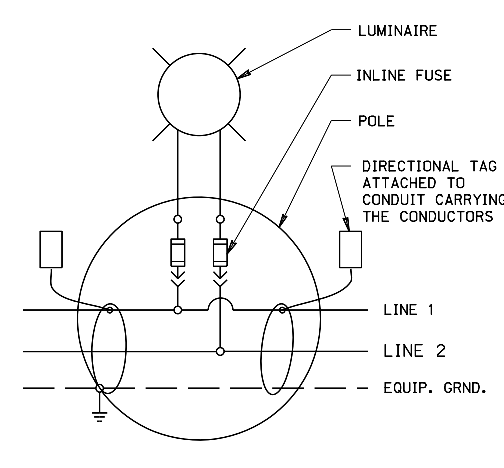


SOLID STATE, LED COMPATIBLE, LONG LIFE,
FAIL ON, 105-285VAC
MEETING ANSI SPECIFICATIONS.
ACUITY BRANDS DLL127
RIPLEY LIGHTING CONTROLS 6390LL-BK
INTERMATIC LED4536SC
SUN-TECH TRS-2
TORK NSI INDUSTRIES ZTL124-510J-LED
OR APPROVED EQUAL

PHOTO CONTROL



CONNECTIONS IN JUNCTION BOX
(TYPICAL)



POLE WIRING SCHEMATIC
(240 VOLT-2 WIRE)

ROADWAY DESIGN DIVISION.
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PRELIMINARY PLAN
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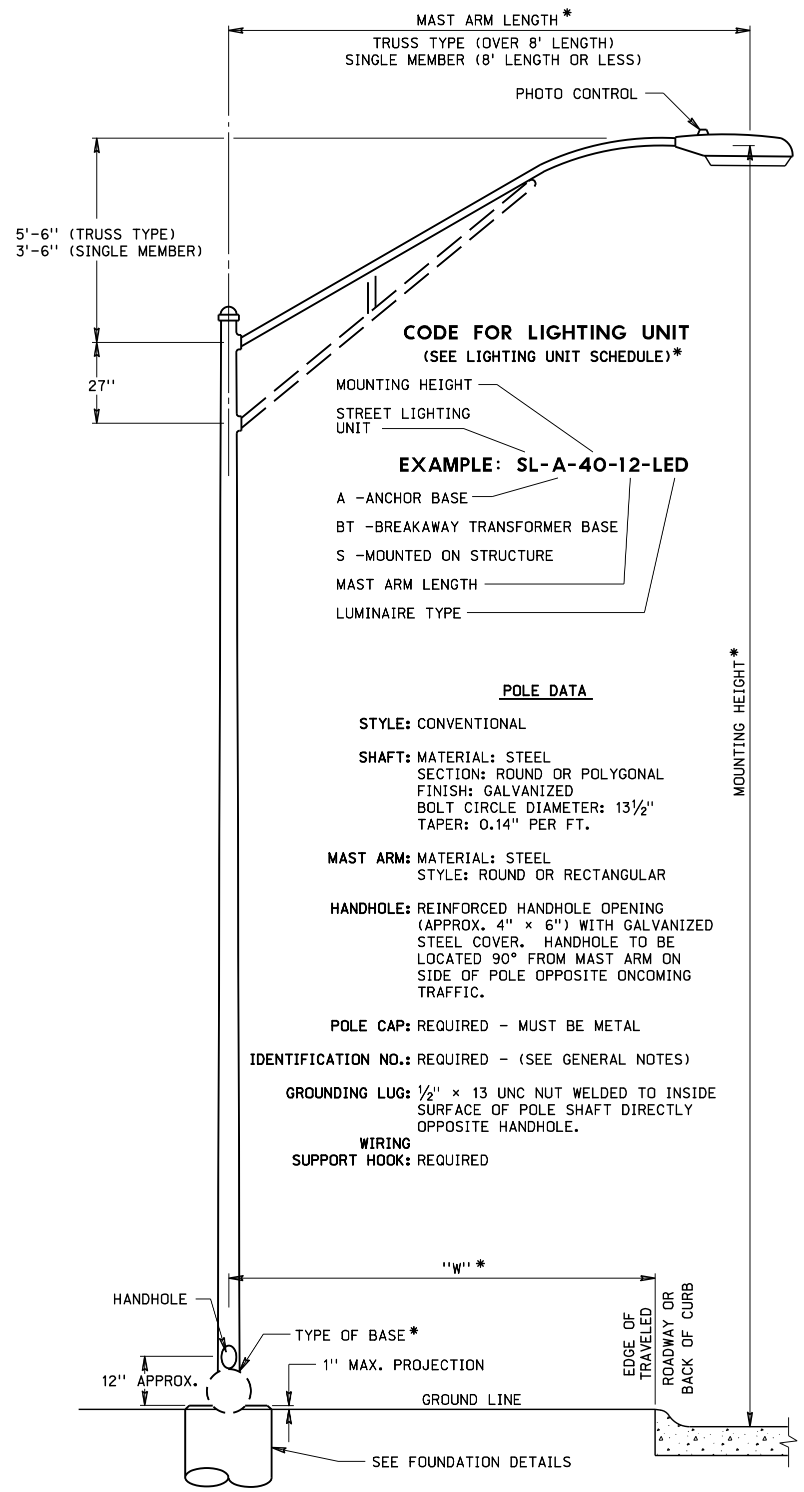


CODE FOR LIGHTING UNIT
(SEE LIGHTING UNIT SCHEDULE)*

MOUNTING HEIGHT
STREET LIGHTING UNIT

EXAMPLE: SL-A-40-12-LED

A -ANCHOR BASE
BT -BREAKAWAY TRANSFORMER BASE
S -MOUNTED ON STRUCTURE
MAST ARM LENGTH
LUMINAIRE TYPE

POLE DATA

STYLE: CONVENTIONAL

SHAFT: MATERIAL: STEEL
SECTION: ROUND OR POLYGONAL
FINISH: GALVANIZED
BOLT CIRCLE DIAMETER: 13½"
TAPER: 0.14" PER FT.

MAST ARM: MATERIAL: STEEL
STYLE: ROUND OR RECTANGULAR

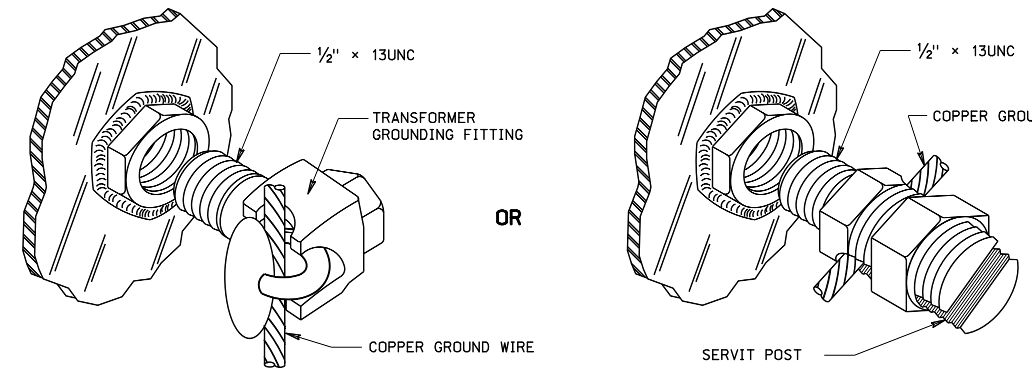
HANDHOLE: REINFORCED HANDHOLE OPENING (APPROX. 4" × 6") WITH GALVANIZED STEEL COVER. HANDHOLE TO BE LOCATED 90° FROM MAST ARM ON SIDE OF POLE OPPOSITE ONCOMING TRAFFIC.

POLE CAP: REQUIRED - MUST BE METAL

IDENTIFICATION NO.: REQUIRED - (SEE GENERAL NOTES)

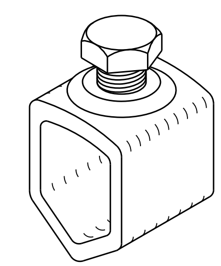
GROUNDING LUG: ½" × 13 UNC NUT WELDED TO INSIDE SURFACE OF POLE SHAFT DIRECTLY OPPOSITE HANDHOLE.

WIRING SUPPORT HOOK: REQUIRED



CONNECTOR MANUF. CO. TGC2
BLACKBURN TTC3
BURNDY EQC632C
BURNDY KC22B2TN
OR APPROVED EQUAL

POLE GROUNDING CONNECTORS



GROUND ROD (NOT SHOWN)
ERITECH 615800
BLACKBURN 6260
ROBBINS LIGHTING INC. 94-10
OR APPROVED EQUAL

CONNECTOR MANUF. CO. WB58H
ERITECH HDC58R
BLACKBURN JAB58H
BURNDY GKP635
OR APPROVED EQUAL

GROUND ROD CLAMP

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NOTES:

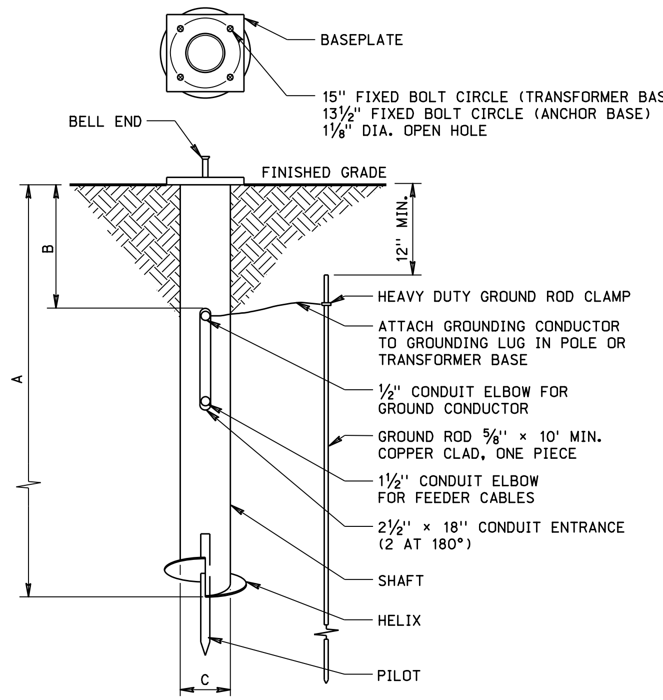
FOUNDATION SHOWN IS OF A "HELIX/PILOT" DESIGN. FOUNDATIONS OF A "KEY-HOLE" DESIGN AND MEETING OR EXCEEDING ALL OTHER REQUIREMENTS ARE EQUALLY ACCEPTABLE.

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

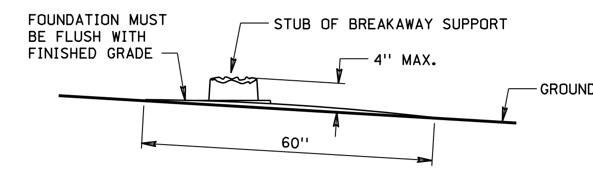
GALVANIZE FOUNDATION PER ASTM A123 AFTER FABRICATION.

HARDWARE

HEX HEAD BOLTS: ASTM A325; GALVANIZED ASTM A153

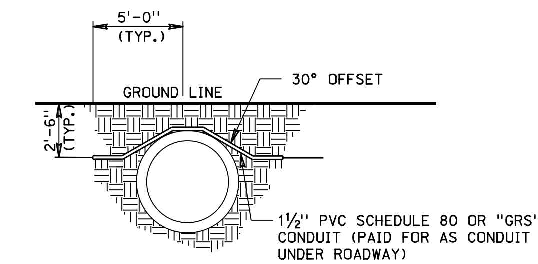
HEAVY HEX NUTS: ASTM A563 GRADE D OR DH; GALVANIZED ASTM A153

WASHERS: ASTM F436; GALVANIZED ASTM A153

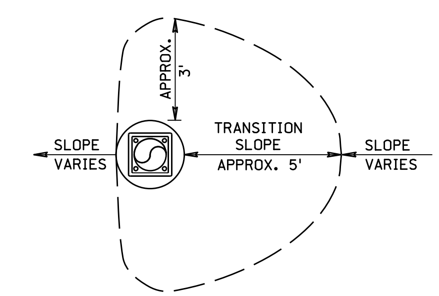


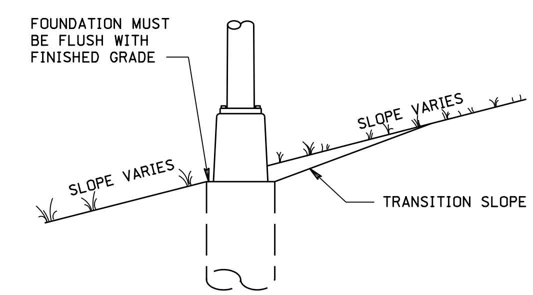
ANY SUBSTANTIAL REMAINS OF A BREAKAWAY DEVICE, AFTER BEING BROKEN AWAY, SHALL NOT PROJECT MORE THAN 4 INCHES ABOVE A 60-INCH CHORD ALIGNED RADIALLY TO THE CENTERLINE OF THE HIGHWAY AND CONNECTING ANY POINT, WITHIN THE LENGTH OF THE CHORD, ON THE GROUND SURFACE ON ONE SIDE OF THE SUPPORT TO A POINT ON THE GROUND SURFACE ON THE OTHER SIDE.

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.

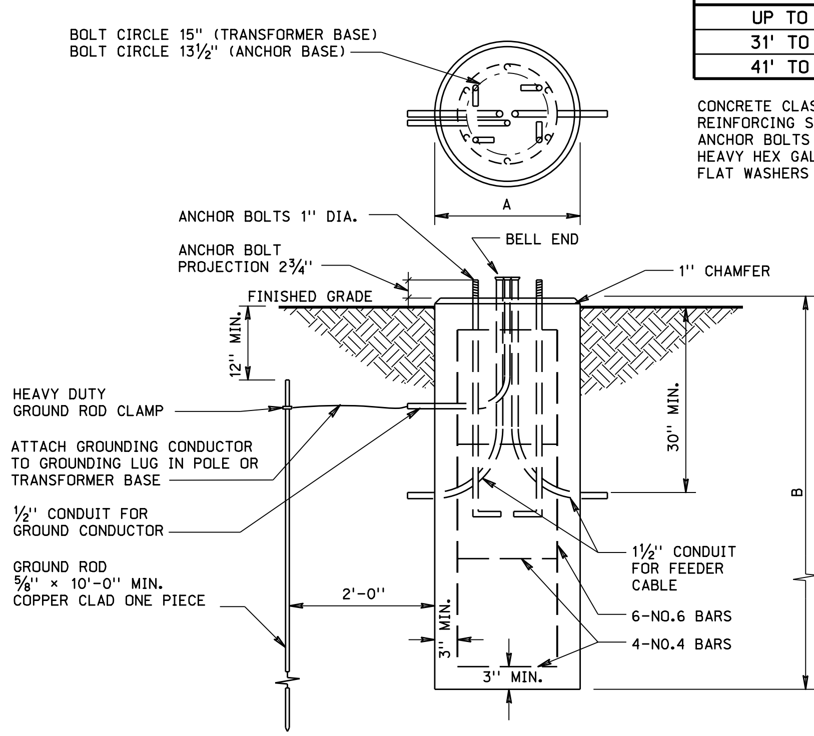
WHEN PERFORMING EARTHWORK IN THE VICINITY OF BREAK-A-WAY SUPPORTS, NO EMBANKMENT (BACKFILL) SHALL BE ALLOWED TO COVER ANY PORTION OF THE SUPPORT NOR SHALL THE POLE FOUNDATION (CONCRETE OR POWER) BE ALLOWED TO PROJECT ABOVE FINAL GRADE. SHOULD THE TOE OF THE BACKFILL EXTEND BEYOND THE BREAK-A-WAY SUPPORT, 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

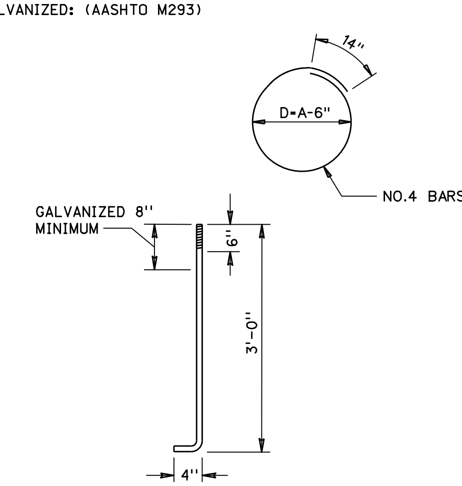
STREET LIGHT FOUNDATION DATA

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)



CONCRETE FOUNDATION



ANCHOR BOLT DETAIL

ROADWAY LIGHTING PLANS

ROADWAY DESIGN DIVISION.
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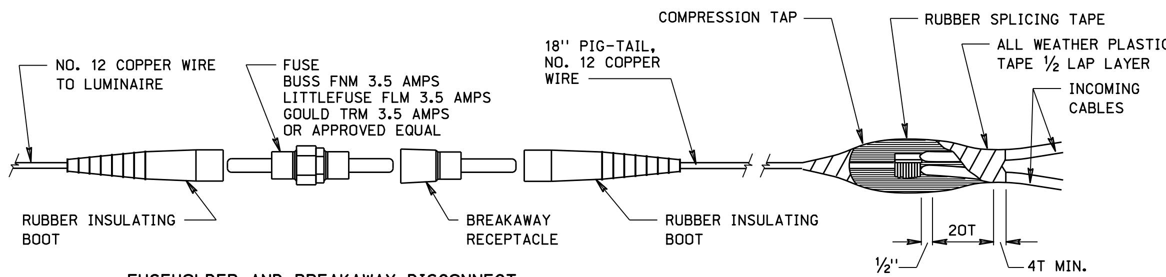
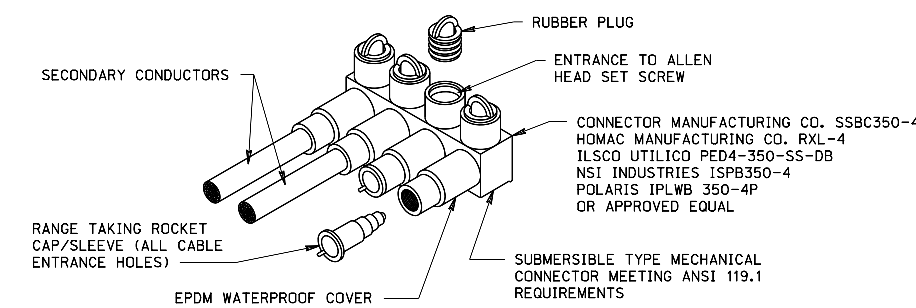


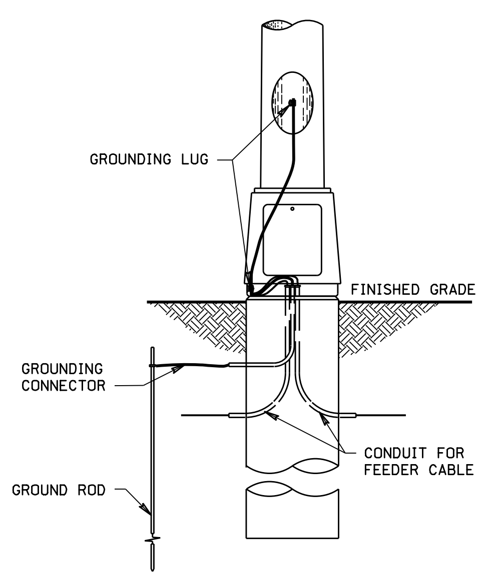
FUSEHOLDER AND BREAKAWAY DISCONNECT
BUSS HEB-AW-RLC-A
LITTLEFUSE LEB-AA-S
GOULD GEB-11-11
OR APPROVED EQUAL

CABLE TAP

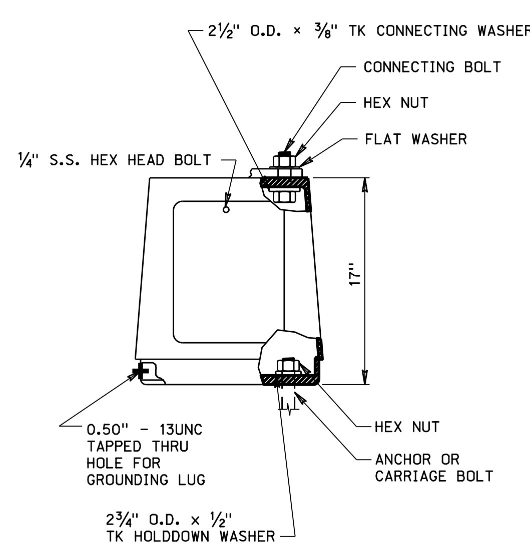
CONNECTIONS IN POLE BASE



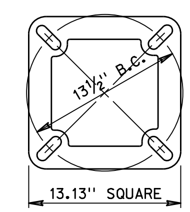
URD CONNECTOR IN PULL BOX



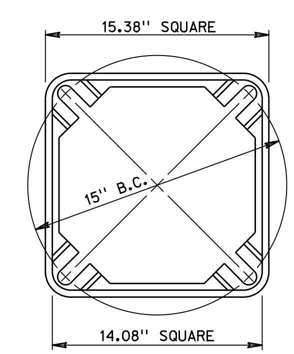
GROUNDING CONNECTION TO BREAKAWAY BASE AND POLE



ELEVATION



TOP PLAN



BOTTOM PLAN

TRANSFORMER BASE INSTALLATION

TRANSFORMER BASE INSTALLATION NOTES:

1. 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:

   (A) USE THE LARGEST POSSIBLE BOLT CIRCLES, BOTH TOP AND BOTTOM.

   (B) USE GALVANIZED STEEL WASHERS OF THE SIZE AND TYPE ILLUSTRATED. (THE HOLD DOWN AND CONNECTING WASHERS ARE AVAILABLE FROM THE TRANSFORMER BASE MANUFACTURER).

   (C) INSTALL WASHERS EXACTLY AS SHOWN.

   (D) 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.

   (E) TORQUE ALL NUTS TO A MINIMUM OF 150 FT. LBS.

2. INSTALL BREAKAWAY TRANSFORMER BASE WITH DOOR OPENING ON SAME SIDE OF POLE AS HANDHOLE.

3. 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.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 3

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	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 *******									
+Incre.	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	101.1	0.00	113	104.9	0.00	111	1.40	156	-827
129+40.01	96.6	0.00	55	106.0	0.00	59	1.40	82	-854
129+50.00	100.1	0.00	36	106.7	0.00	39	1.40	55	-873
129+75.00	150.3	0.00	116	143.0	0.00	116	1.40	162	-919
130+00.00	149.0	0.00	139	151.3	0.00	136	1.40	191	-971
130+25.00	145.5	0.00	136	150.9	0.00	140	1.40	196	-1031
130+50.00	122.4	0.00	124	141.4	0.00	135	1.40	189	-1096
130+77.00	74.8	0.00	99	131.6	0.00	137	1.40	191	-1188
131+00.00	114.8	0.00	80	144.6	0.00	118	1.40	165	-1273
131+25.00	131.8	0.00	114	148.6	0.00	136	1.40	190	-1349
131+50.00	124.1	0.00	118	146.8	0.00	137	1.40	191	-1422
131+75.00	40.3	0.00	77	176.9	0.00	150	1.40	210	-1555
131+85.00	32.6	0.00	14	190.2	0.00	68	1.40	95	-1636

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 3

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	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	-1760
132+25.00	92.5	0.00	56	120.1	0.00	136	1.40	190	-1894

GRAND SUMMARY TOTALS

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	5310	5310	1.00
Fill	5143	7204	1.40

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 4

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
152+00.00	102.6	0.00	0	131.0	0.00	0	1.40	0	0
152+25.00	113.2	0.00	100	135.1	0.00	123	1.40	172	-72
152+50.00	124.1	0.00	110	172.4	0.00	142	1.40	199	-161
152+75.00	517.3	0.00	297	490.4	0.00	307	1.40	430	-294
153+00.00	521.9	0.00	481	495.6	0.00	456	1.40	639	-452
153+25.00	103.1	0.00	289	97.0	0.00	274	1.40	384	-547
153+46.00	26.1	0.00	50	0.0	0.00	38	1.40	53	-550

GRAND SUMMARY TOTALS

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	1327	1327	1.00
Fill	1340	1877	1.40

ROADWAY DESIGN DIVISION.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

WSP	PROJECT NO.	SHEET NO.
	1705(3)	Q2
	C.N. 61457	

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 5

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	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+78.46	119.2	0.00	102	73.1	0.00	92	1.40	128	-4739
140+93.00	148.3	0.00	72	0.0	0.00	20	1.40	28	-4695
141+00.00	146.8	0.00	38	0.0	0.00	0	1.40	0	-4657
141+25.00	106.6	0.00	117	0.0	0.00	0	1.40	0	-4540
141+30.00	107.0	0.00	20	0.0	0.00	0	1.40	0	-4520
*+******SKIP STATION RANGE = 141+30.00 to 144+60.00 *******									
144+60.00	54.4	0.00	0	92.7	0.00	0	1.40	0	-4520
144+75.00	71.4	0.00	35	91.7	0.00	51	1.40	72	-4557
145+00.00	76.2	0.00	68	95.3	0.00	87	1.40	121	-4610
145+11.04	77.2	0.00	31	96.7	0.00	39	1.40	55	-4634
145+25.00	79.9	0.00	41	96.4	0.00	50	1.40	70	-4663
145+50.00	76.2	0.00	72	94.8	0.00	89	1.40	124	-4715
145+75.00	66.2	0.00	66	96.1	0.00	88	1.40	124	-4773
146+00.00	52.3	0.00	55	113.0	0.00	97	1.40	136	-4854
146+25.00	35.0	0.00	40	147.2	0.00	120	1.40	169	-4983
146+50.00	109.6	0.00	67	167.9	0.00	146	1.40	204	-5120
146+75.00	72.8	0.00	84	195.3	0.00	168	1.40	235	-5271

BASELINE/TAB NAME: BASELINE: RD_435 PHASE 5

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	ADDED FILL Cu.Yds.	TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
147+00.00	27.3	0.00	46	248.9	0.00	206	1.40	288	-5513
147+25.00	21.9	0.00	23	267.5	0.00	239	1.40	335	-5825
147+50.00	17.3	0.00	18	279.5	0.00	253	1.40	355	-6162
147+75.00	15.2	0.00	15	284.9	0.00	261	1.40	366	-6513
148+00.00	15.1	0.00	14	286.2	0.00	264	1.40	370	-6869
148+25.00	13.4	0.00	13	256.7	0.00	251	1.40	352	-7208
148+50.00	53.0	0.00	31	227.0	0.00	224	1.40	314	-7491
148+75.00	45.0	0.00	45	203.8	0.00	199	1.40	279	-7725
149+00.00	49.8	0.00	44	207.1	0.00	190	1.40	266	-7947
149+25.00	20.0	0.00	32	197.4	0.00	187	1.40	262	-8177
149+50.00	9.8	0.00	14	193.3	0.00	181	1.40	253	-8416
149+75.00	11.4	0.00	10	182.3	0.00	174	1.40	243	-8649
150+00.00	18.2	0.00	14	177.4	0.00	167	1.40	233	-8868
150+25.00	31.1	0.00	23	162.0	0.00	157	1.40	220	-9065
150+50.00	49.1	0.00	37	136.0	0.00	138	1.40	193	-9221
150+75.00	49.4	0.00	46	113.0	0.00	115	1.40	161	-9336
150+89.90	49.6	0.00	27	92.4	0.00	57	1.40	79	-9388
151+00.00	111.1	0.00	30	145.4	0.00	44	1.40	62	-9420
151+25.00	124.1	0.00	109	133.4	0.00	129	1.40	181	-9492
151+50.00	121.9	0.00	114	129.3	0.00	122	1.40	170	-9548
151+75.00	116.1	0.00	110	136.5	0.00	123	1.40	172	-9610
152+00.00	120.9	0.00	110	131.0	0.00	124	1.40	173	-9673

G R A N D   S U M M A R Y   T O T A L S

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	3691	3691	1.00
Fill	9547	13364	1.40

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File: 61457Ocewsht02.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

BASELINE/TAB NAME: BASELINE: RD_755

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.
	Excavation			***Embankment***					
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	153.3	0.00	139	98.6	0.00	92	1.40	129	-9300
668+25.00	162.2	0.00	146	98.5	0.00	91	1.40	128	-9282
668+50.00	163.9	0.00	151	98.8	0.00	91	1.40	128	-9259
668+75.00	163.1	0.00	152	98.6	0.00	91	1.40	128	-9235
669+00.00	157.8	0.00	149	97.6	0.00	91	1.40	127	-9213
669+25.00	154.2	0.00	144	98.6	0.00	91	1.40	127	-9196
669+50.00	147.9	0.00	139	101.1	0.00	92	1.40	129	-9186
669+75.00	134.6	0.00	131	103.3	0.00	95	1.40	132	-9187
670+00.00	156.3	0.00	134	120.9	0.00	104	1.40	145	-9198
*+******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	-9198
671+25.00	97.3	0.00	103	66.2	0.00	82	1.40	115	-9210
671+37.00	95.5	0.00	43	64.2	0.00	29	1.40	41	-9208

BASELINE/TAB NAME: BASELINE: RD_755

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.
	Excavation			***Embankment***					

G R A N D   S U M M A R Y   T O T A L S

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	2757	2757	1.00
Fill	8545	11965	1.40

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocewsht03.dgn

PROJECT NO.	SHEET NO.
1705(3)	Q4

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

BASELINE/TAB NAME: BASELINE: HWY_30

Station	Excavation CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	Excavation TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	Embankment 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
528+00.00	52.1	0.00	179	0.0	0.00	0	1.40	0	-73
528+30.00	19.1	0.00	40	44.2	0.00	25	1.40	34	-67
528+50.00	9.9	0.00	11	59.9	0.00	39	1.40	54	-110
528+70.00	3.4	0.00	5	47.9	0.00	40	1.40	56	-161

BASELINE/TAB NAME: BASELINE: HWY_30

Station	Excavation CUT AREA Sq.Ft.	Excavation ADDED CUT Cu.Yds.	Excavation TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	Embankment ADDED FILL Cu.Yds.	Embankment TOTAL FILL-VOL Cu.Yds.	BALANCE FACTOR	ADJUSTED FILL-VOL Cu.Yds.	MASS ORDINATE Cu.Yds.
529+00.00	23.4	0.00	15	0.1	0.00	27	1.40	37	-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+50.00	22.8	0.00	40	0.1	0.00	0	1.40	0	-65
531+00.00	24.9	0.00	44	0.1	0.00	0	1.40	0	-21
+****** Balance Pt at Station 531+25.00 *******									
+Incre.	0.00	0.00	5704	0.00	0.00	4075	1.40	5705	0.00
+Accum.	0.00	0.00	5975	0.00	0.00	4268	1.40	5975	0.00
531+50.00	20.4	0.00	42	0.2	0.00	0	1.40	0	21
532+00.00	27.1	0.00	44	0.1	0.00	0	1.40	0	65
532+50.00	82.1	0.00	101	0.0	0.00	0	1.40	0	166
533+00.00	20.3	0.00	95	0.4	0.00	0	1.40	1	260
534+00.00	0.0	0.00	38	0.2	0.00	1	1.40	2	296
534+30.00	6.3	0.00	4	72.9	0.00	41	1.40	57	243
534+50.00	3.6	0.00	4	83.1	0.00	58	1.40	81	166
534+70.00	8.0	0.00	4	68.3	0.00	56	1.40	79	91
535+00.00	0.0	0.00	4	0.4	0.00	38	1.40	53	42

G R A N D   S U M M A R Y   T O T A L S

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	6290	6290	1.00
Fill	4468	6248	1.40

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

File: 61457Oewsht04.dgn

PROJECT NO.	SHEET NO.
1705(3)	05

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

BASELINE/TAB NAME: BASELINE: RD_A

Station	Excavation CUT AREA Sq.Ft.	ADDED CUT Cu.Yds.	TOTAL CUT-VOL Cu.Yds.	Embankment FILL AREA Sq.Ft.	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 | Excavation CUT AREA Sq.Ft. | ADDED CUT Cu.Yds. | TOTAL CUT-VOL Cu.Yds. | Embankment FILL AREA Sq.Ft. | ADDED FILL Cu.Yds. | TOTAL FILL-VOL Cu.Yds. | BALANCE FACTOR | ADJUSTED FILL-VOL Cu.Yds. | MASS ORDINATE Cu.Yds.

G R A N D   S U M M A R Y   T O T A L S

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	6428	6428	1.00
Fill	3218	4503	1.40

ROADWAY DESIGN DIVISION.

Computer: L19US-D9037M4W

Date: 12-MAY-2021 16:59

File: 61457Ocewsht05.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

BASELINE/TAB NAME: BASELINE: RD_B

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.
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	2.2	0.00	2	88.4	0.00	83	1.40	117	-978
321+75.00	3.0	0.00	2	85.9	0.00	81	1.40	113	-1089
322+00.00	4.0	0.00	3	80.4	0.00	77	1.40	108	-1194
322+25.00	3.9	0.00	3	79.8	0.00	74	1.40	104	-1295
322+50.00	3.7	0.00	3	80.7	0.00	74	1.40	104	-1396
322+75.00	3.9	0.00	4	82.7	0.00	76	1.40	106	-1498
323+00.00	5.3	0.00	4	79.7	0.00	75	1.40	105	-1599

BASELINE/TAB NAME: BASELINE: RD_B

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.
323+25.00	5.4	0.00	5	78.8	0.00	73	1.40	103	-1697
323+50.00	7.4	0.00	6	75.7	0.00	72	1.40	100	-1791
323+75.00	9.1	0.00	8	74.7	0.00	70	1.40	97	-1880
324+00.00	10.2	0.00	9	71.7	0.00	68	1.40	95	-1966
324+25.00	11.5	0.00	10	68.5	0.00	65	1.40	91	-2047
324+50.00	12.0	0.00	11	67.8	0.00	63	1.40	88	-2124
324+75.00	12.2	0.00	12	68.7	0.00	63	1.40	88	-2200
325+00.00	11.6	0.00	11	67.6	0.00	63	1.40	88	-2277
325+25.00	13.3	0.00	11	64.7	0.00	61	1.40	86	-2352
325+50.00	14.0	0.00	12	64.0	0.00	60	1.40	83	-2423
325+75.00	17.6	0.00	15	63.0	0.00	59	1.40	82	-2490
326+00.00	22.6	0.00	18	62.0	0.00	58	1.40	81	-2553
326+25.00	22.0	0.00	20	60.3	0.00	57	1.40	79	-2612
326+50.00	22.0	0.00	20	59.3	0.00	55	1.40	78	-2670
326+75.00	11.9	0.00	16	62.5	0.00	56	1.40	79	-2733
326+85.00	7.2	0.00	3	66.4	0.00	24	1.40	33	-2763
327+00.00	28.7	0.00	10	56.8	0.00	34	1.40	48	-2801
327+25.00	38.9	0.00	31	54.3	0.00	51	1.40	72	-2842
327+50.00	47.0	0.00	40	52.8	0.00	50	1.40	69	-2871
327+75.00	90.9	0.00	64	50.4	0.00	48	1.40	67	-2874
328+00.00	97.5	0.00	87	49.9	0.00	46	1.40	65	-2852
328+25.00	71.8	0.00	78	57.3	0.00	50	1.40	69	-2843
328+50.00	31.1	0.00	47	106.3	0.00	76	1.40	106	-2902
328+75.00	28.0	0.00	27	161.2	0.00	124	1.40	173	-3048
328+93.00	82.6	0.00	37	159.0	0.00	107	1.40	149	-3160
329+00.00	60.9	0.00	19	178.8	0.00	44	1.40	61	-3202

+ G R A N D S U M M A R Y T O T A L S

	Unadjusted Volume (cu. yd.)	Adjusted Volume (cu. yd.)	Mult Factor
Excavation	2819	2819	1.00
Fill	4305	6021	1.40

Horizontal Scale	1 : 510
Vertical Scale	1 : 510

PROJECT NO.	SHEET NO.
1705(3)	R1

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

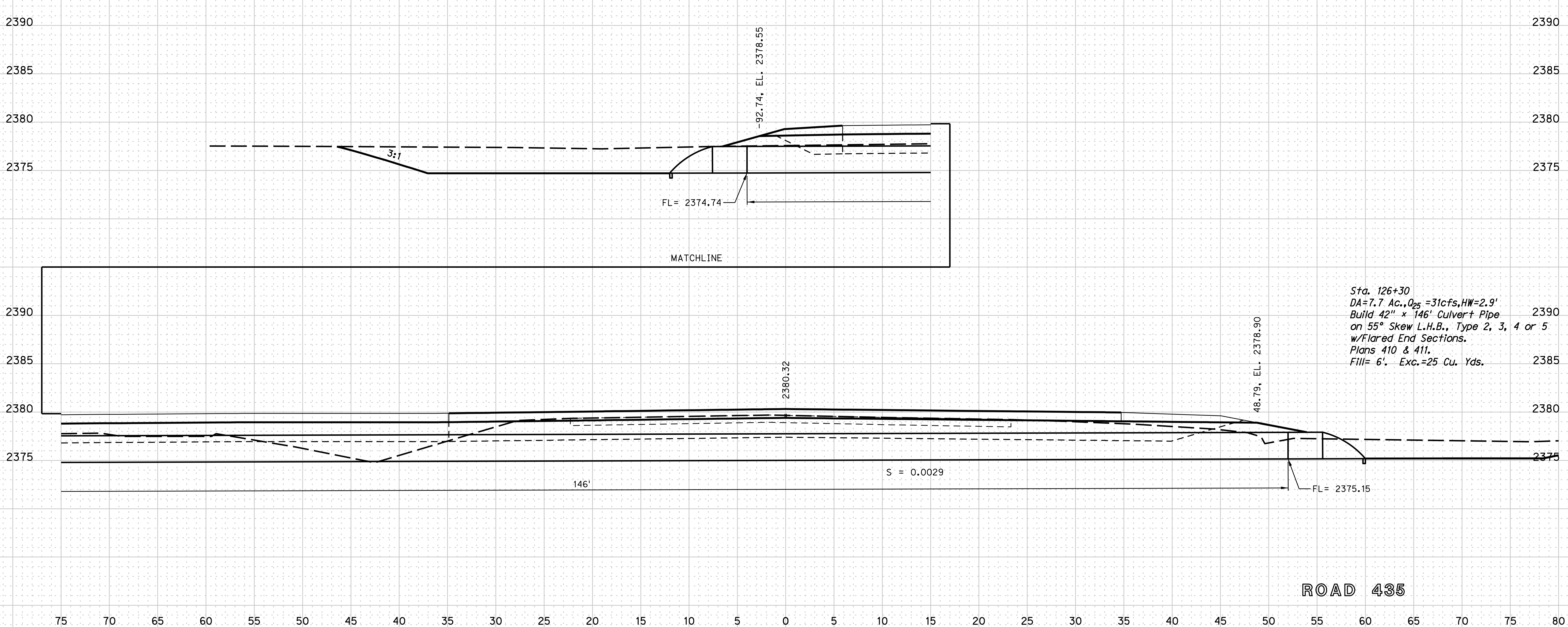
ROADWAY DESIGN DIVISION

Computer: L19US-D9037M4W

User: leijacj

Date: 12-MAY-2021 16:59

File: 614570cculxssht01.dgn



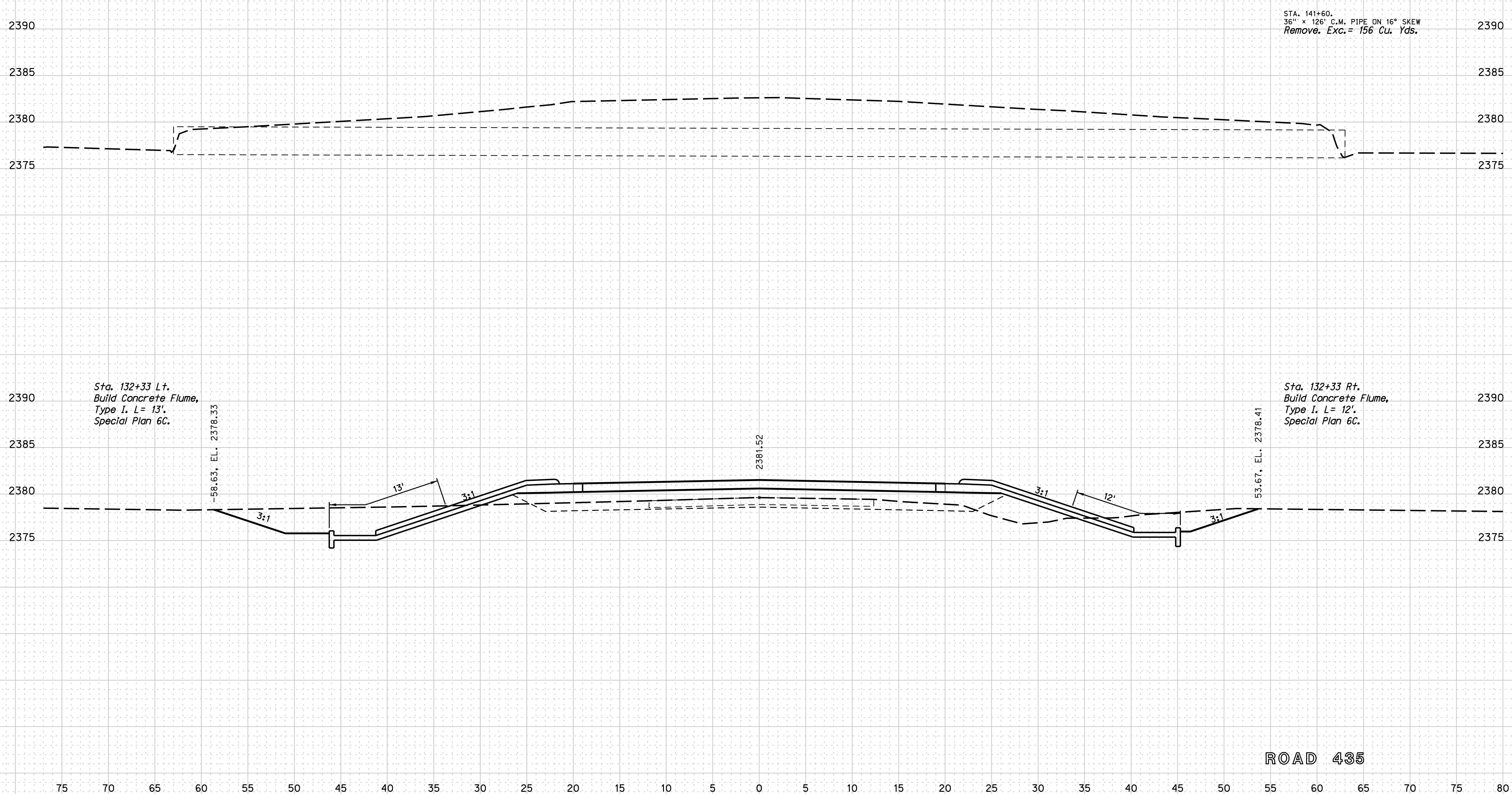
Sta. 126+30
DA=7.7 Ac.,Q_{25} =31cfs,HW=2.9'
Build 42" × 146' Culvert Pipe
on 55° Skew L.H.B., Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 6'. Exc.=25 Cu. Yds.

ROAD 435

Horizontal Scale 1 : 510	WSP	PROJECT NO.	SHEET NO.
Vertical Scale 1 : 510		1705(3)	R2

C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ROAD 435

ROADWAY DESIGN DIVISION
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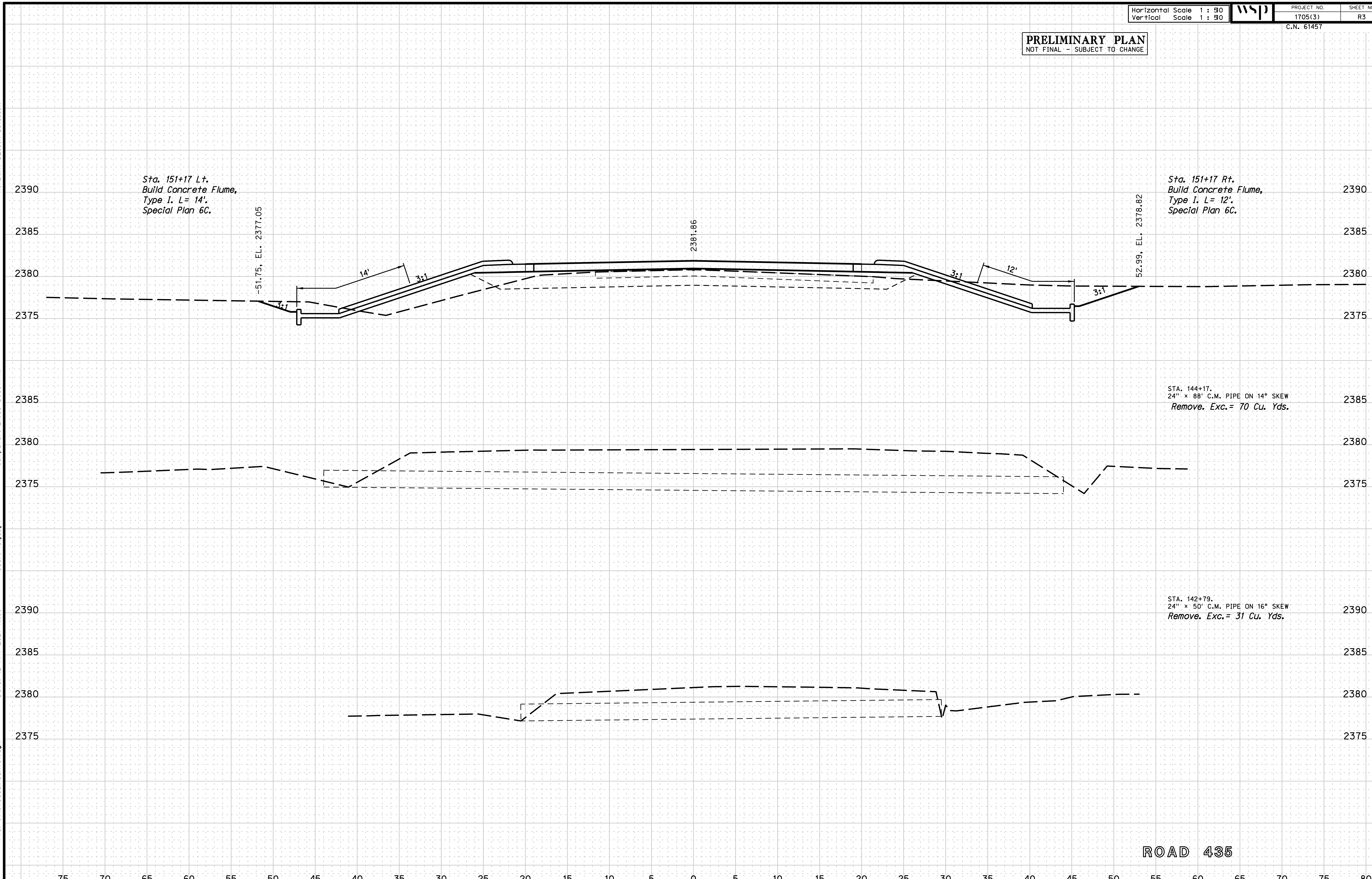
User: lejjac
Date: 12-MAY-2021 16:59
File: 614570cculxssht01.dgn



Horizontal Scale 1 : 5'0
Vertical Scale 1 : 5'0
wsp
PROJECT NO.
1705(3)
SHEET NO.
R3
C.N. 61457
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE
ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: leljac]
Date: 12-MAY-2021 16:59
File: 61457Occulxssht01.dgn
Sta. 151+17 Lt.
Build Concrete Flume,
Type I. L= 14'.
Special Plan 6C.
-51.75, EL. 2377.05
14'
3:1
3:1
2381.86
Sta. 151+17 Rt.
Build Concrete Flume,
Type I. L= 12'.
Special Plan 6C.
52.99, EL. 2378.82
12'
3:1
3:1
STA. 144+17.
24" × 88' C.M. PIPE ON 14° SKEW
Remove. Exc.= 70 Cu. Yds.
STA. 142+79.
24" × 50' C.M. PIPE ON 16° SKEW
Remove. Exc.= 31 Cu. Yds.
2390
2385
2380
2375
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

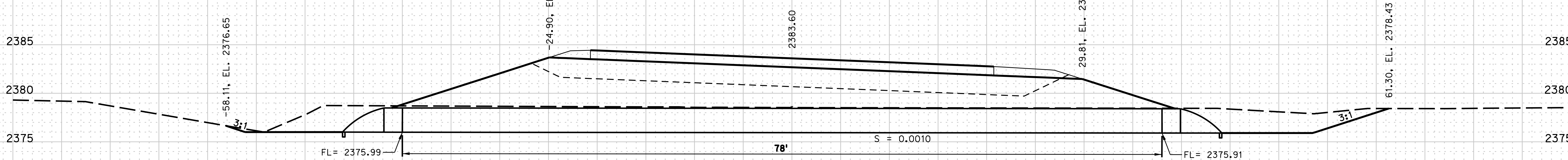
Horizontal Scale 1 : 510	PROJECT NO.	SHEET NO.
Vertical Scale 1 : 510	1705(3)	R4

C.N. 61457

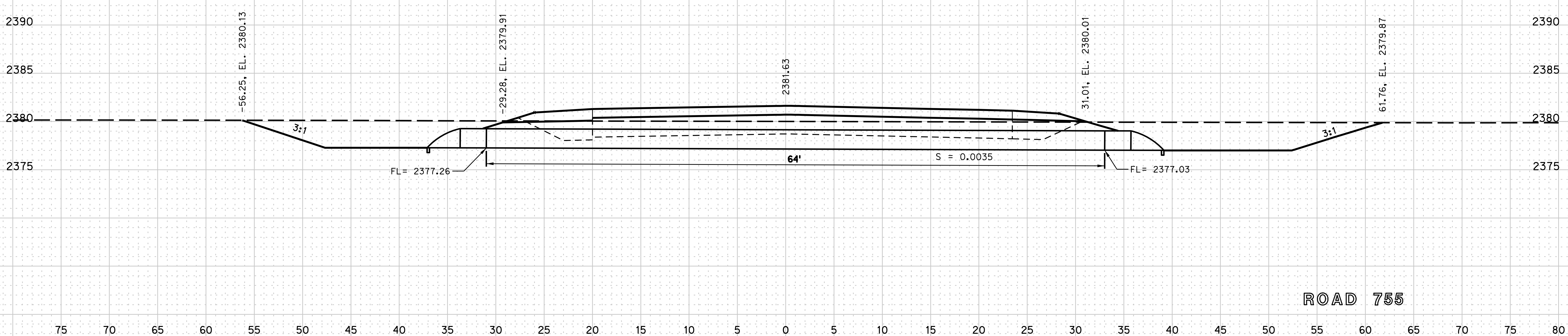
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

ROADWAY DESIGN DIVISION

Sta. 664+00
DA=9.4 Ac.,Q_{25} =15cfs, HW=1.9'
Build 30" × 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} =6cfs,HW=1.4'
Build 24" × 64' Culvert Pipe
Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 3'. Exc.=25 Cu. Yds.



ROAD 755

Computer: L19US-D9037M4W
User: lejjac]
Date: 12-MAY-2021 16:59
File: 61457Occulxssht01.dgn

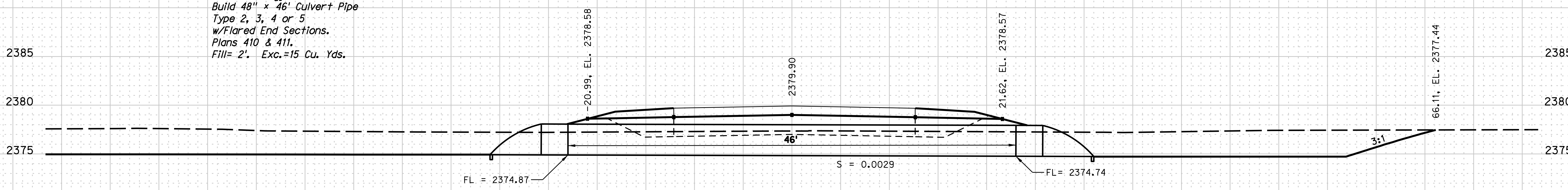
Horizontal Scale 1 : 10	Vertical Scale 1 : 10

PROJECT NO.	SHEET NO.
1705(3)	R5

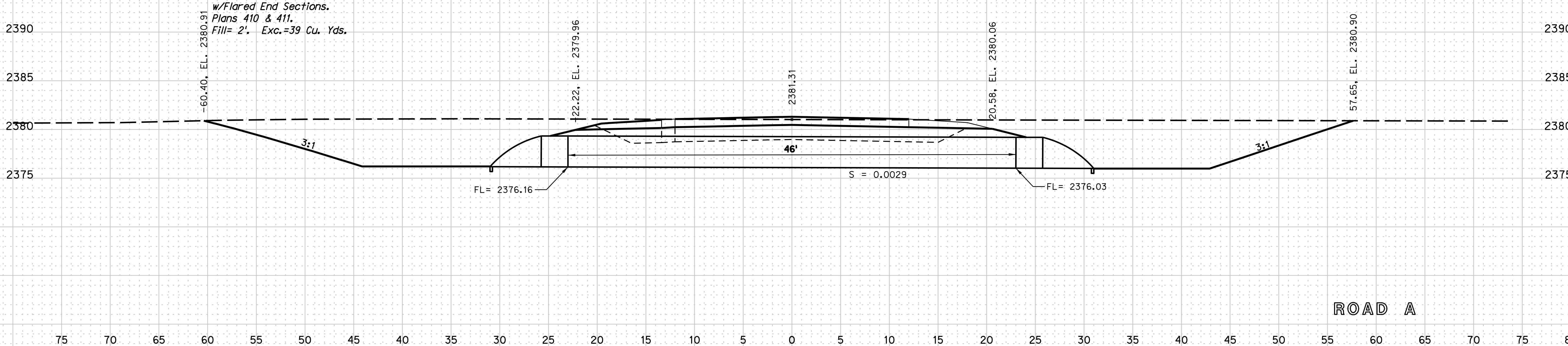
C.N. 61457

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Sta. 225+80
DA=43.3Ac.,Q_{25} =110 cfs,HW=3.4'
Build 48" × 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} =108cfs,HW=3.6'
Build Twin 48" × 46' Culvert Pipe
Type 2, 3, 4 or 5
w/Flared End Sections.
Plans 410 & 411.
Fill= 2'. Exc.=39 Cu. Yds.



ROAD A

ROADWAY DESIGN DIVISION
Computer: L19US-D9037M4W
User: lejjacj
Date: 12-MAY-2021 16:59
File: 61457Occulxssht01.dgn

- LEXINGTON EAST VIADUCT -

- NOTES -

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 mendatory.

- QUANTITIES -

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		578.6	CY
SLAB	430.8 CY		
CONCRETE RAILS	86.2 CY		
SHIM	61.6 CY		
PRECAST/PRESTRESSED CONCRETE SUPERSTRUCTURE AT STATION 143+95.00		1	LUMP SUM
GIRDERS	387.3 CY		
EPOXY COATED REINFORCING STEEL		216,878	LB
SLAB	89,043 LB		
CONCRETE RAILS	19,537 LB		
ABUTMENTS	70,946 LB		
PIER	37,352 LB		
STEEL DIAPHRAGM		8	EACH
12 INCH STEEL PIPE PILING		4090	LF
TEST PILE		3	EACH
EXPANSION BEARING, PTFE TYPE		10	EACH
FIXED BEARING		10	EACH
GRANULAR BACKFILL		766	CY
SUBSURFACE DRAINAGE MATTING		232.7	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
1½" 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

- INDEX -

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
GENERAL NOTES, QUANTITIES & INDEX

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

DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:01

File: 61457-pp01.dgn

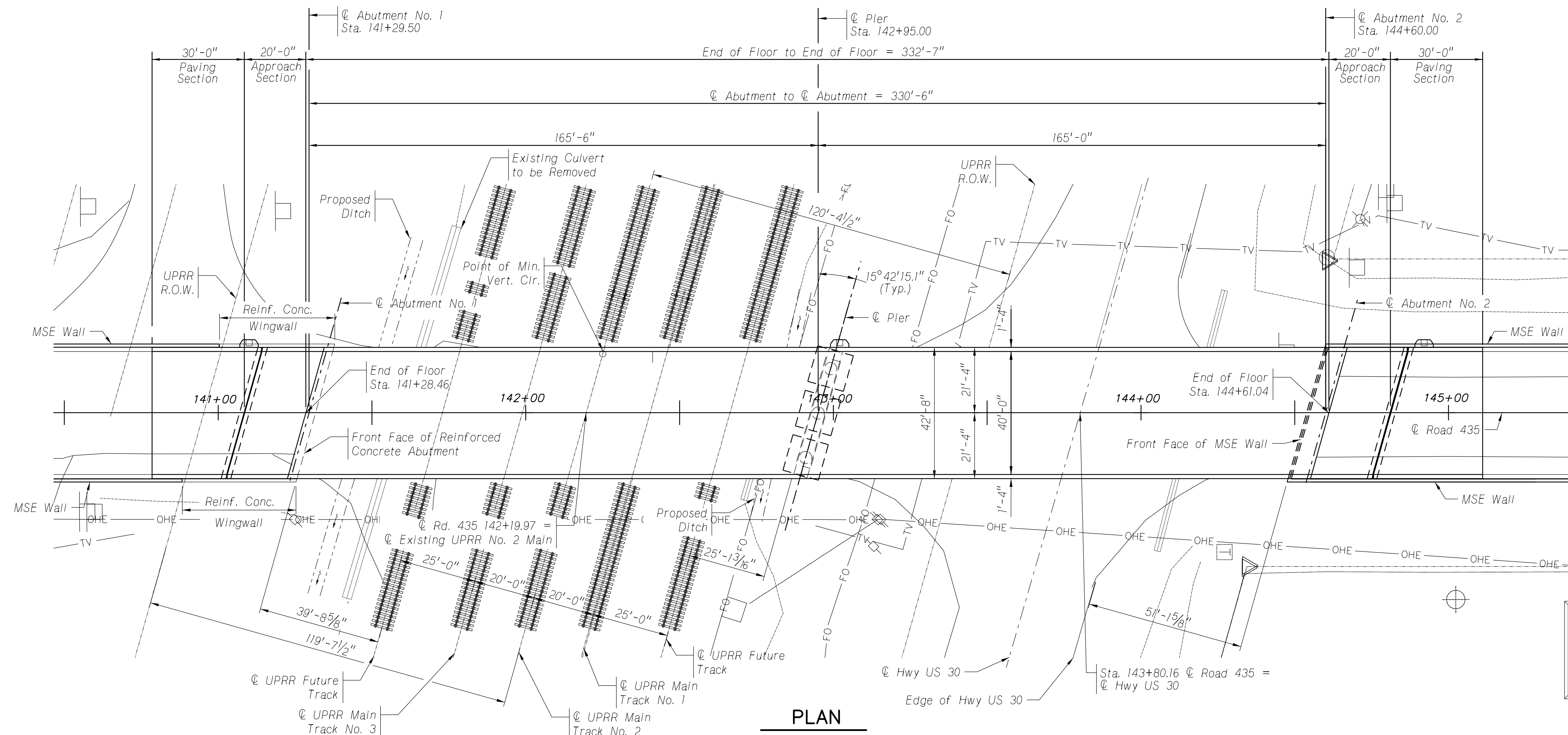
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S2

C.N. 61457

STRUCTURE NUMBER U141528108

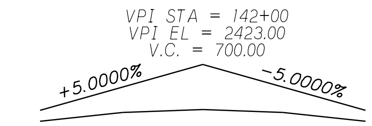
PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER



PLAN

Scale: 1" = 20'-0"

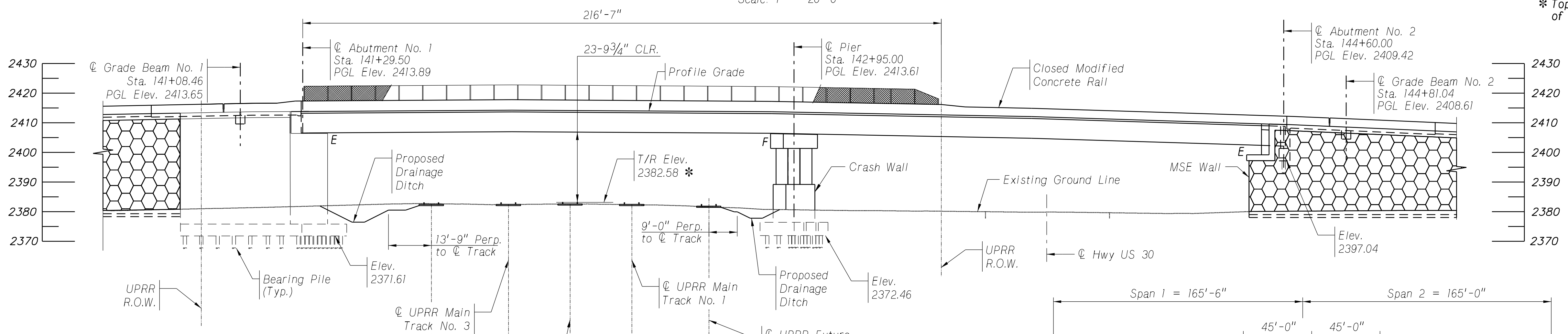


PROFILE GRADE

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



GENERAL ELEVATION

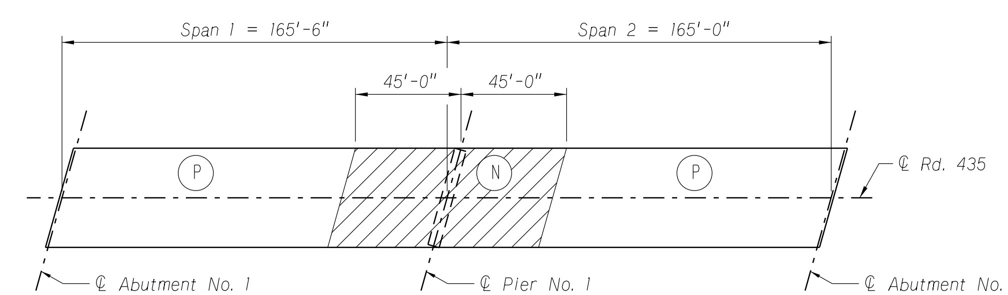
Scale: 1" = 20'-0"

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.

(P)=Positive moment section

(N)=Negative moment section



POURING DIAGRAM

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

330'-6" 2-SPAN NU2000 CONCRETE GIRDER BRIDGE GENERAL PLAN AND ELEVATION

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 MAY 2021
CHECKED BY JFE
DETAILED BY GRB
DESIGNED BY JHG

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1

2/37

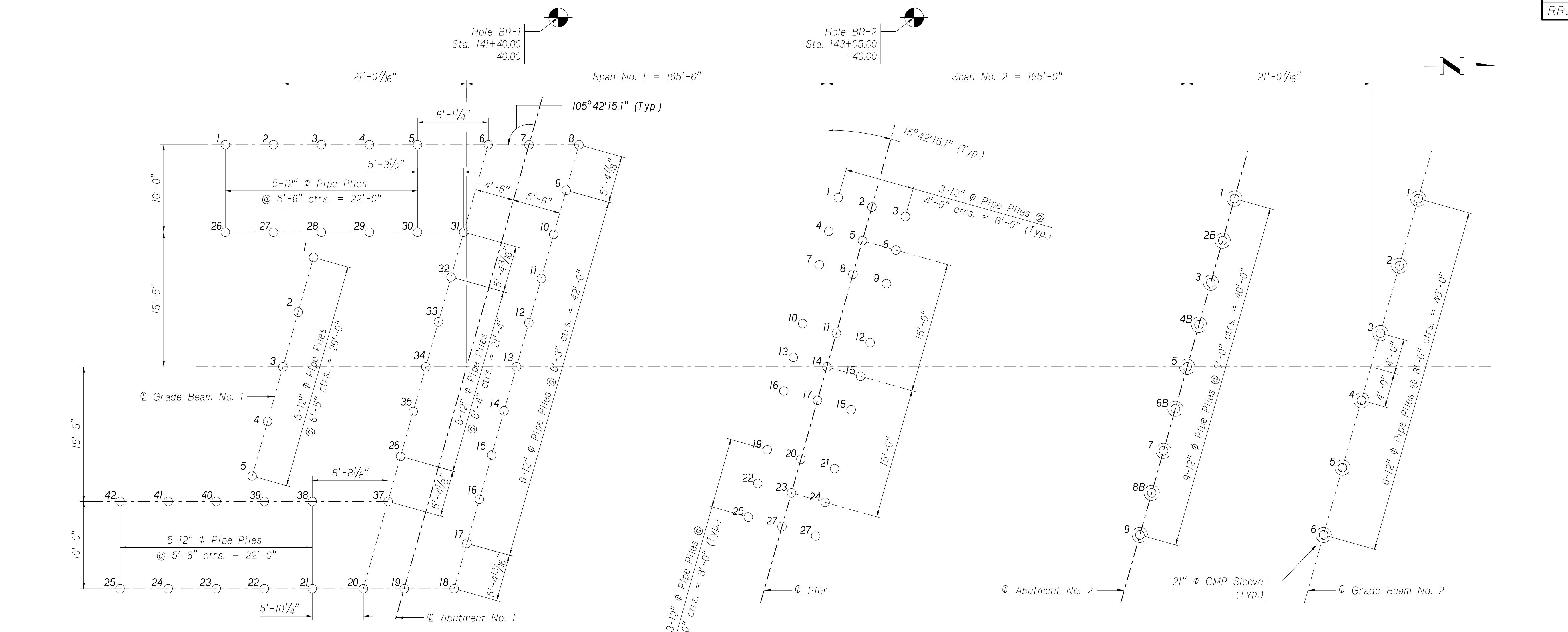
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S3

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER



PILE LAYOUT

NOTES:

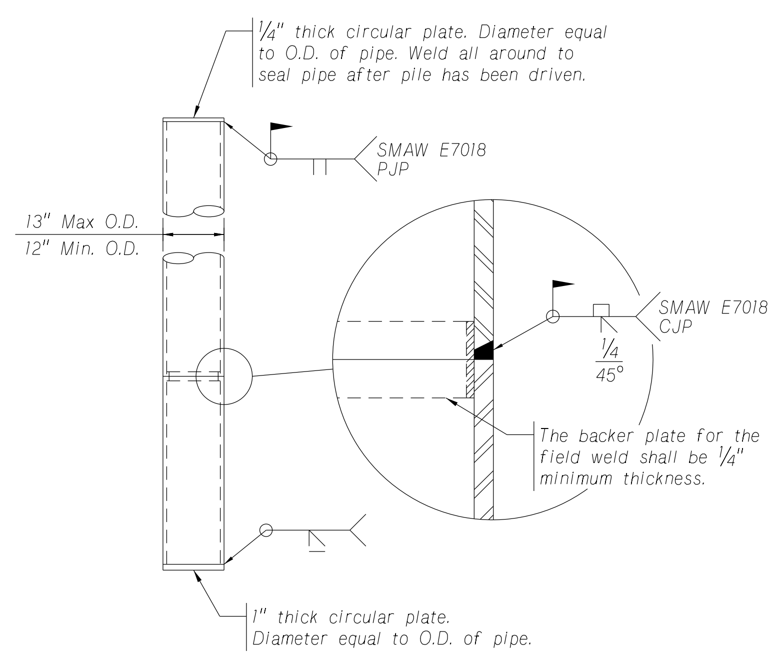
Pipe for piles shall conform to the requirements of ASTM A252, Grade 2. Nominal shell thickness shall be not less than 3/8".

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.

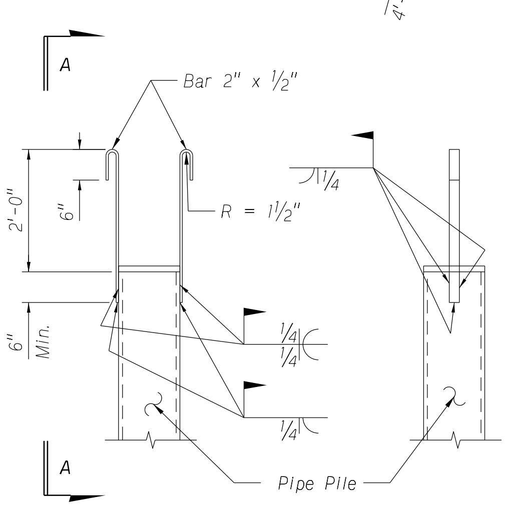
Abutment Piling followed by the letter "B" shall be battered at 3 : 12.

See sheet 4 of 37 for additional notes.

Hole BR-3
Sta. 144+50.00
40.00



PIPE PILE DETAIL
Not to Scale



ELEVATION

VIEW A-A

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	6-20, 31-37	2372.61	60	65		360	12" Φ Pipe Pile
SE Wingwall	21-25, 38-42	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	1-27	2373.46	40	45		250	12" Φ Pipe Pile
Abutment No. 2	1, 3, 5, 7, 9, 2B, 4B, 6B	2398.04	40	45		250	12" Φ Pipe Pile
Grade Beam No. 2	1-6	2405.77	35	40		120	12" Φ Pipe Pile

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

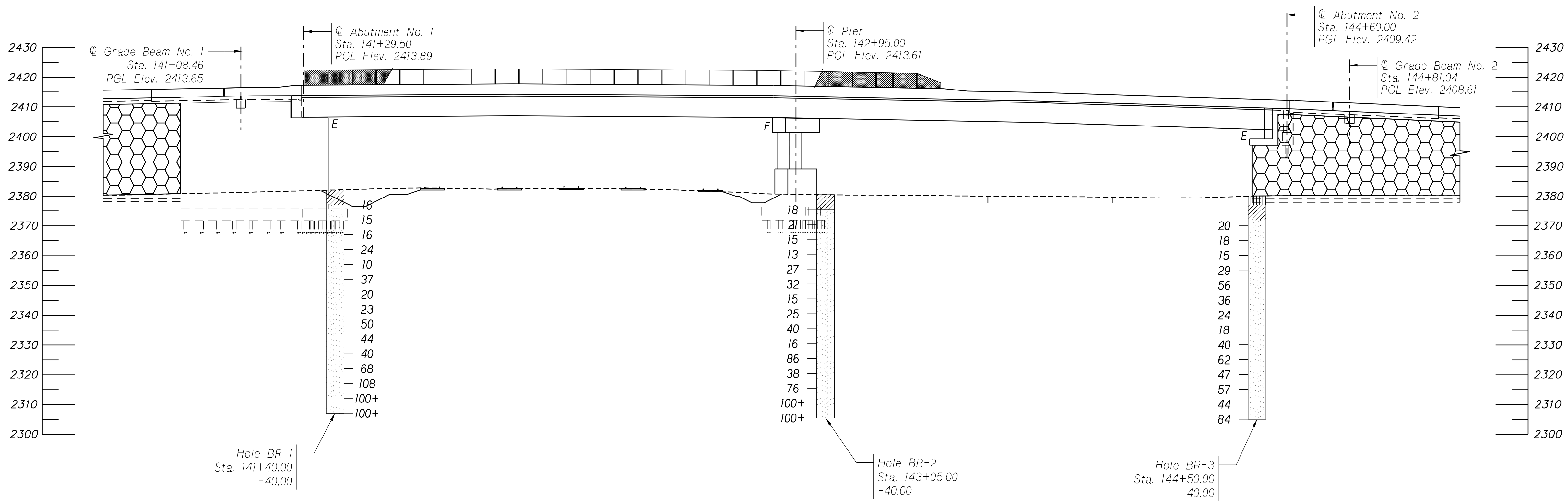
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

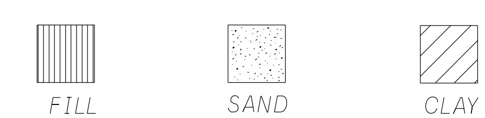
JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1 | 3/37



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.

The contractor shall submit the results of a wave equation analysis on his proposed hammer system at least 14 days prior to mobilizing the hammer system to the project site. The analysis shall be subsidiary to the item "PIPE PILING". The purpose of the wave equation analysis is to demonstrate that the hammer system is capable of driving the piles to the required capacity without overstressing the pile and without an excessive number of blows.

The contractor shall indicate in the submittal of the wave equation analysis results what type of hammer system is to be used and the pipe pile shell thickness to be provided. The nominal shell thickness shall not be less than 3/8". No extra payment shall be made for piles with a larger shell thickness.

The field determination of the design pile bearing shall be made using NDOT's LRFD formula for factored capacity.

The Engineer shall keep a complete pile driving record for the first two piles driven at each pier and abutment. the pile driving record for each pile shall include the blow count per foot and fall of the ram for every foot along the full length of the pile. All pertinent information for the pile hammer and any modifications shall also be included in the record. The records for the remainder of the piles shall be kept in accordance with the Nebraska Department of Transportation (NDOT) Standard Specifications.

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 Includes 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	13	2372.61	70	360
Pier No. 1	14	2372.46	50	250
Abutment No. 2	5	2398.04	50	250

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
GEOLOGICAL PROFILE & TEST PILE DATA

COUNTY DAWSON | LOCATION LEXINGTON
HWY. NO. RD-435 | SKEW 15°42' 15.1" RHB
REF. POST. | ROADWAY 40'-0"
STA. 142+95.00 | DESIGN LIVE LOAD HL-93
DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

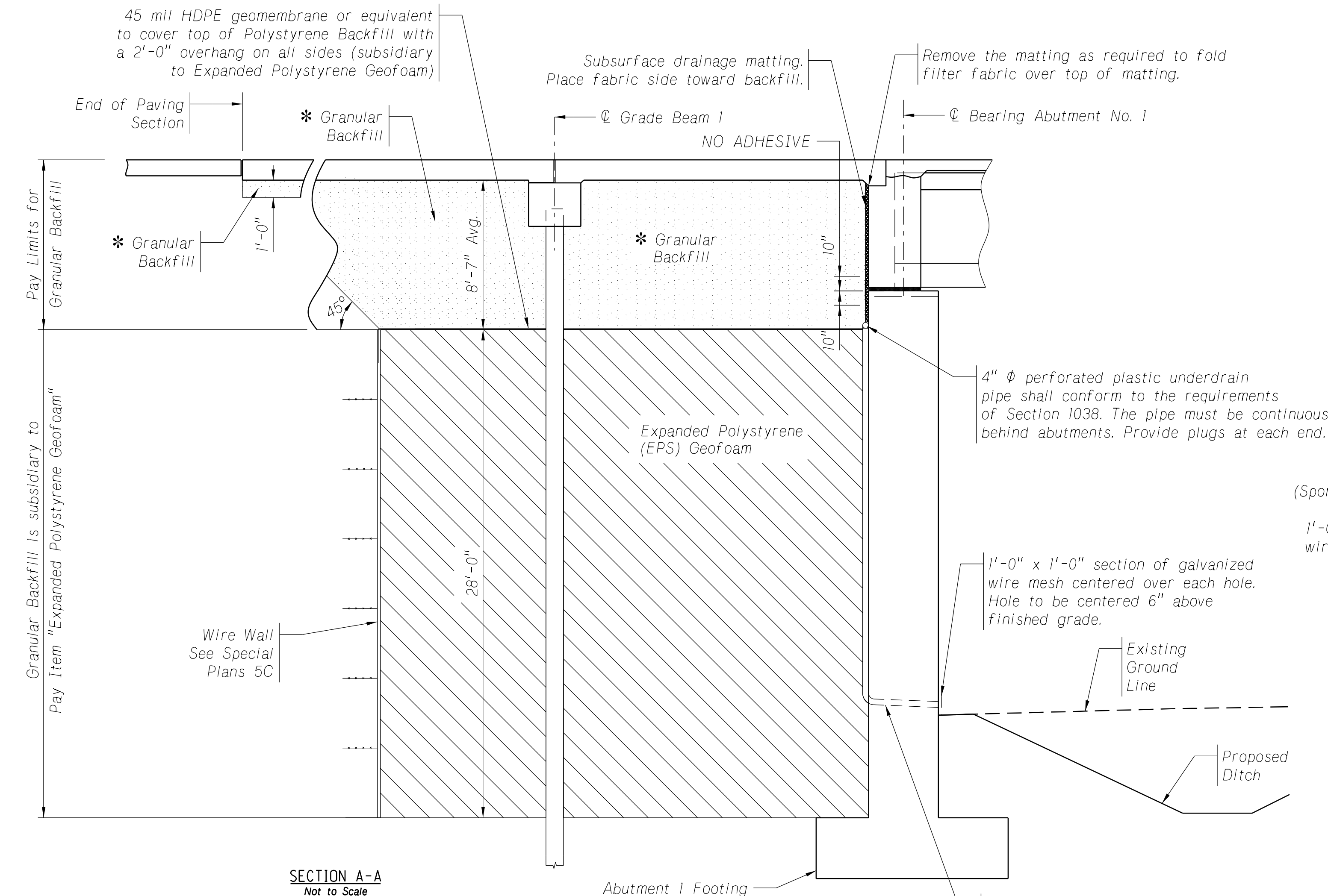
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

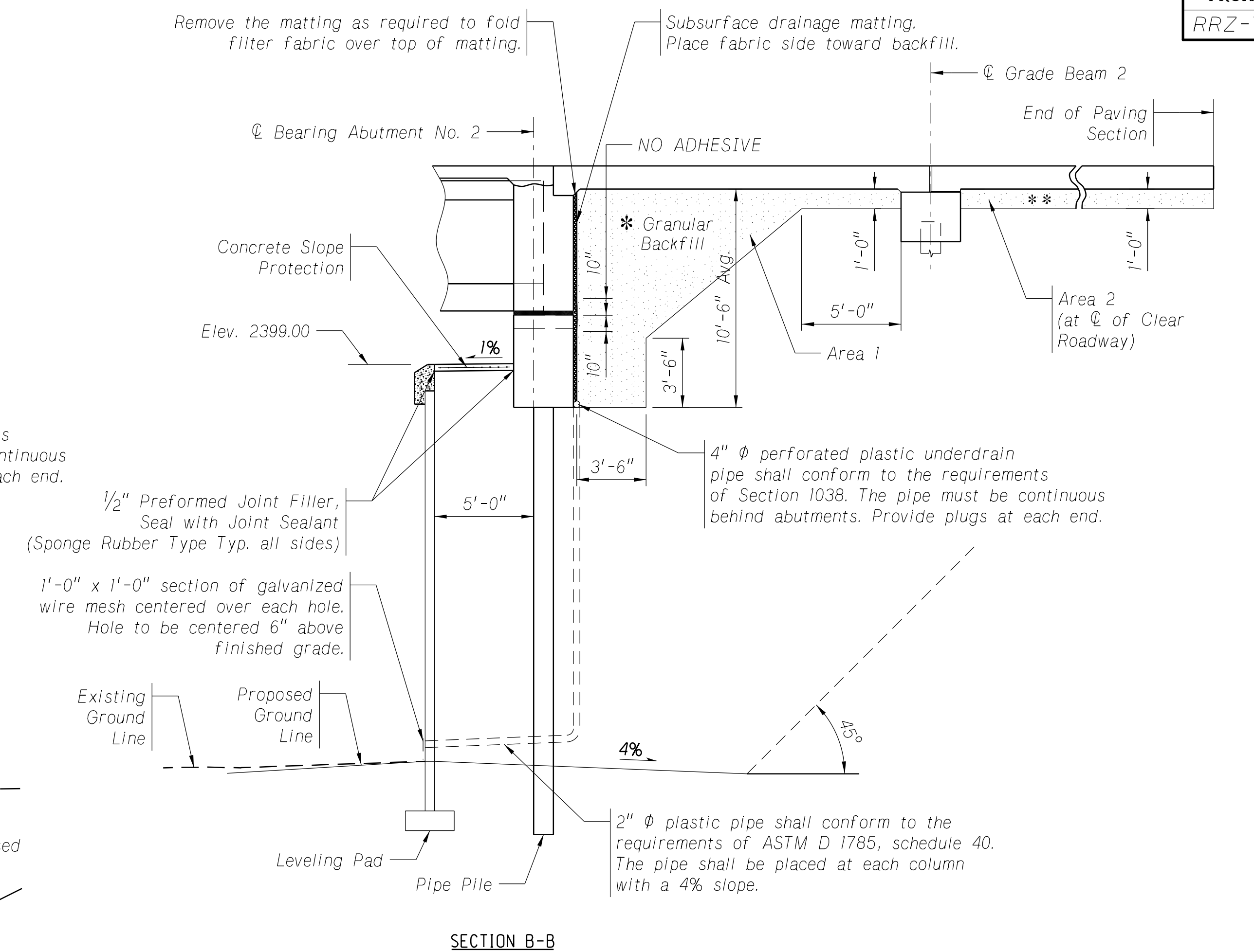
JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1 | 4/37



SECTION A-A
Not to Scale



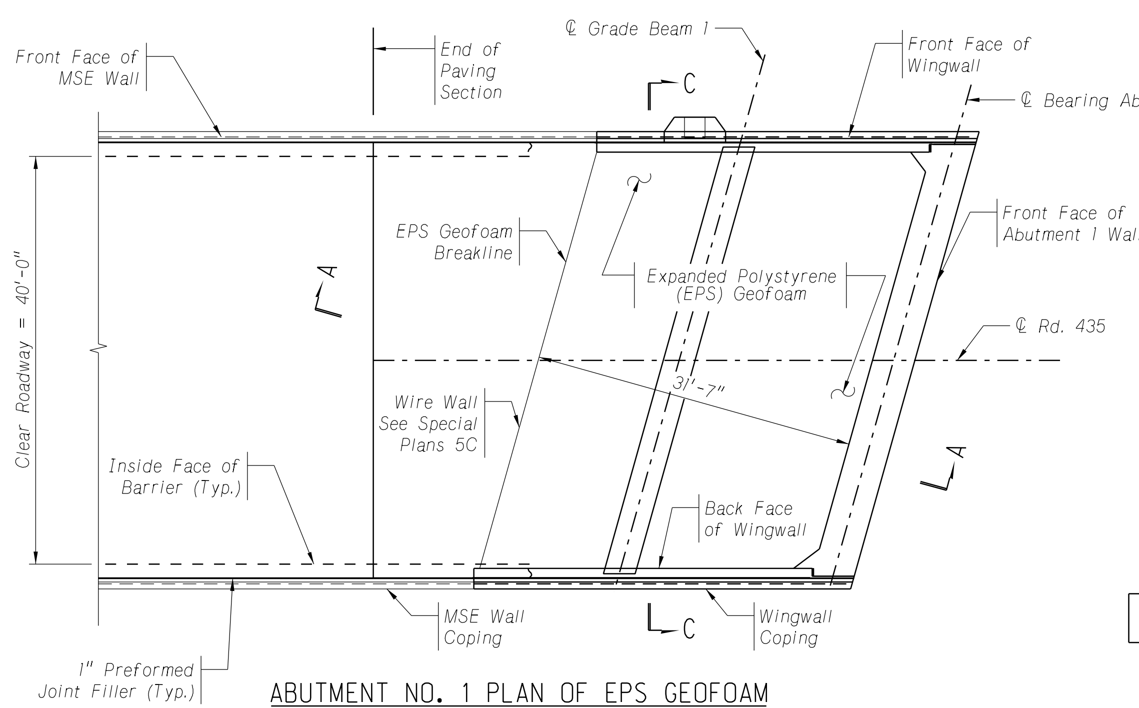
SECTION B-B
Not to Scale

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

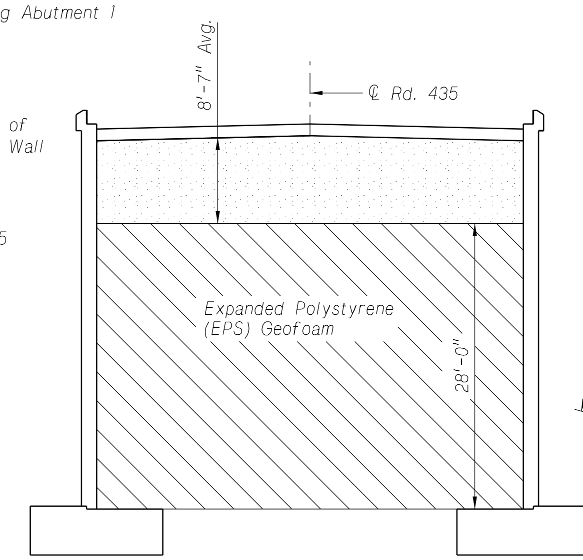
The pay limit quantity for Granular Backfill has been established using the following equation:

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

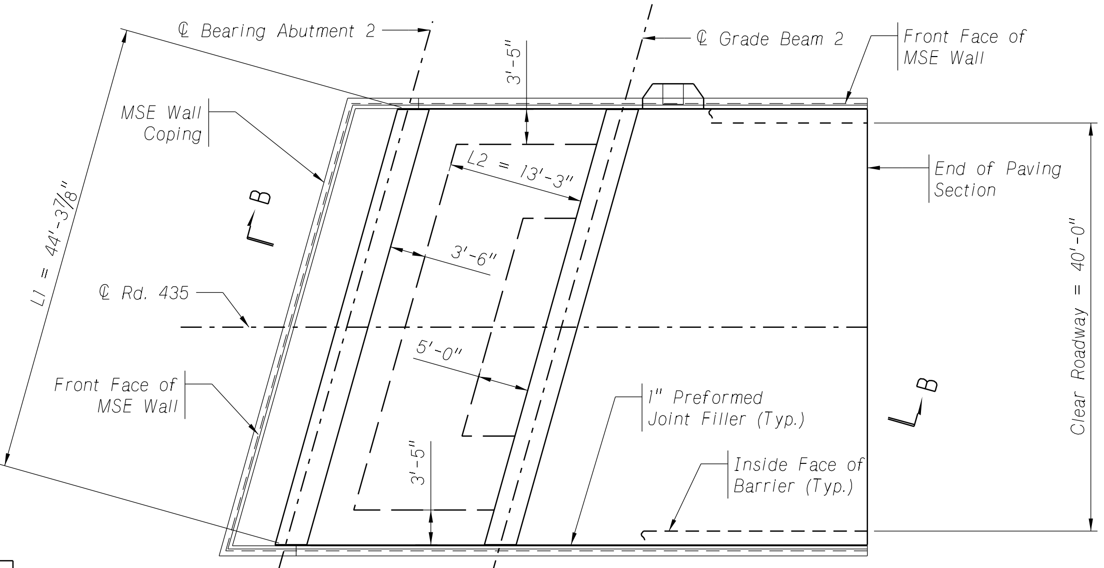
* The Granular Backfill in this area shall be placed in 8 inch layers and compacted by a single pass of a lightweight mechanical tamper, roller, or vibratory compactor. There is no density requirement.
Heavy compaction equipment shall not be used in this area. Flooding the granular backfill with water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



ABUTMENT NO. 1 PLAN OF EPS GEOFOAM
Not to Scale



SECTION C-C
Not to Scale



ABUTMENT NO. 2 PLAN OF GRANULAR BACKFILL
Not to Scale

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S5

C.N. 61457
STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN NU2000 CONCRETE GIRDER BRIDGE
GRANULAR BACKFILL & SLOPE PROTECTION

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

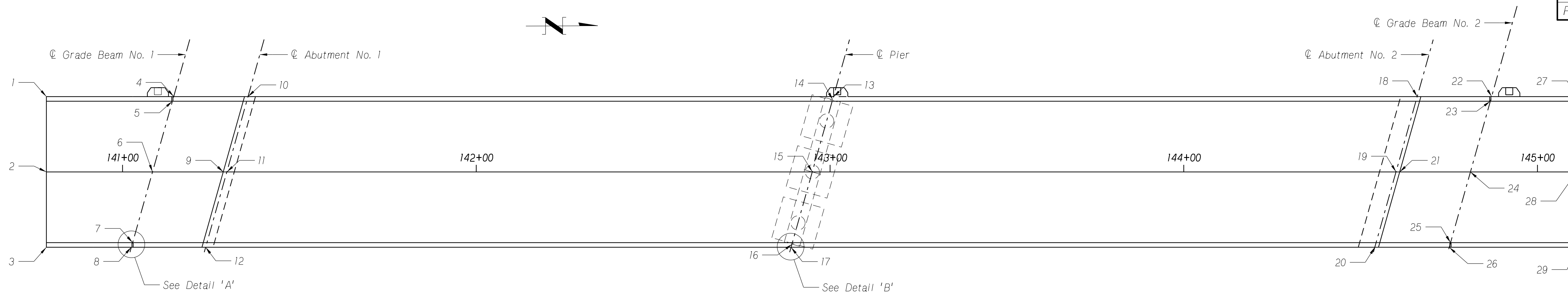
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S6

C.N. 61457

STRUCTURE NUMBER
U141528108

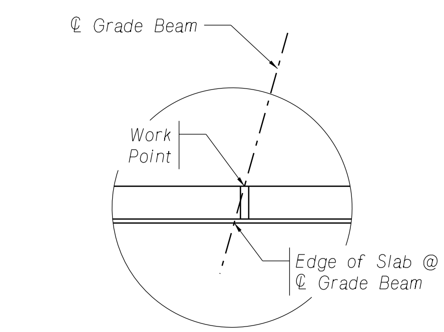
MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

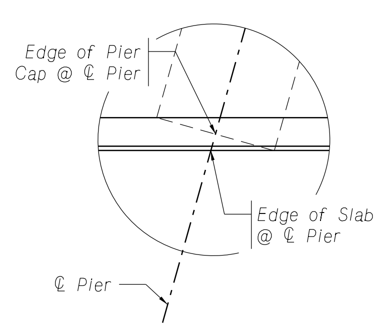


GENERAL PLAN SHOWING COORDINATE LOCATIONS

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 ℄ 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 ℄ Clear Roadway	6	141+08.46	0.00	1721098.98	341039.10
	Working Point	7	141+02.84	20.00	1721118.96	341033.40
	Right Edge of Slab	8	141+02.46	21.33	1721120.29	341033.02
℄ ABUTMENT NO. 1	At ℄ 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
	At ℄ 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
℄ PIER NO. 1	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
	At ℄ 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 ℄ 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 ℄ 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 ℄ Clear Roadway	24	144+81.04	0.00	1721100.33	341411.67
	Working Point	25	144+75.42	20.00	1721120.31	341405.98
	Right Edge of Slab	26	144+75.04	21.33	1721121.64	341405.60
END OF PAVING SECTION	Left Edge of Slab	27	145+11.04	-21.33	1721079.10	341441.75
	At ℄ Roadway	28	145+11.04	0.00	1721100.44	341441.67
	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	VERTICAL
NAD 83 (1995)	NAVD 88

D.A.F. = 1.00036535

NOTES:

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

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

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

DESIGNED BY JHG DETAILED BY GRB CHECKED BY JFE DATE MAY 2021

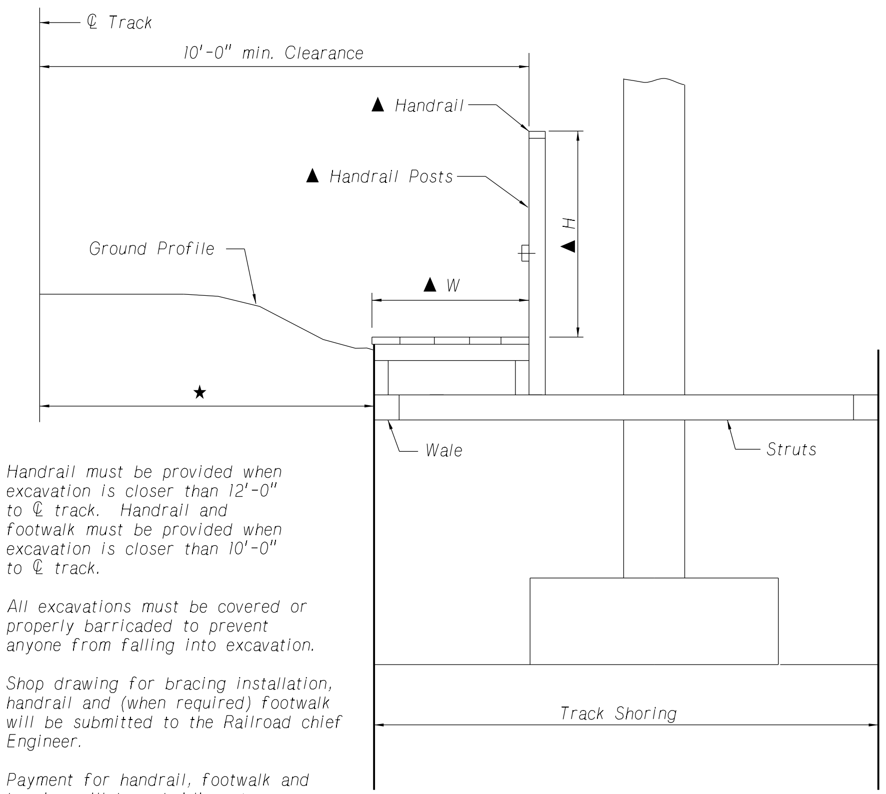
NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

wsp

SPECIAL PLAN NO.	6/37
1	



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

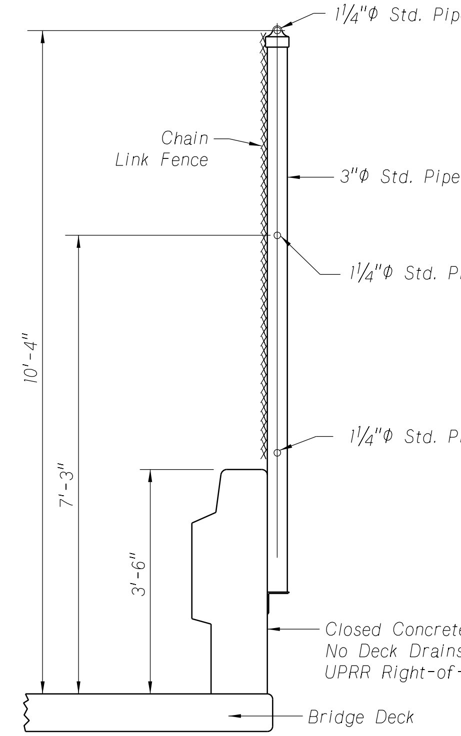
All excavations must be covered or properly barricaded to prevent anyone from falling into excavation.

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

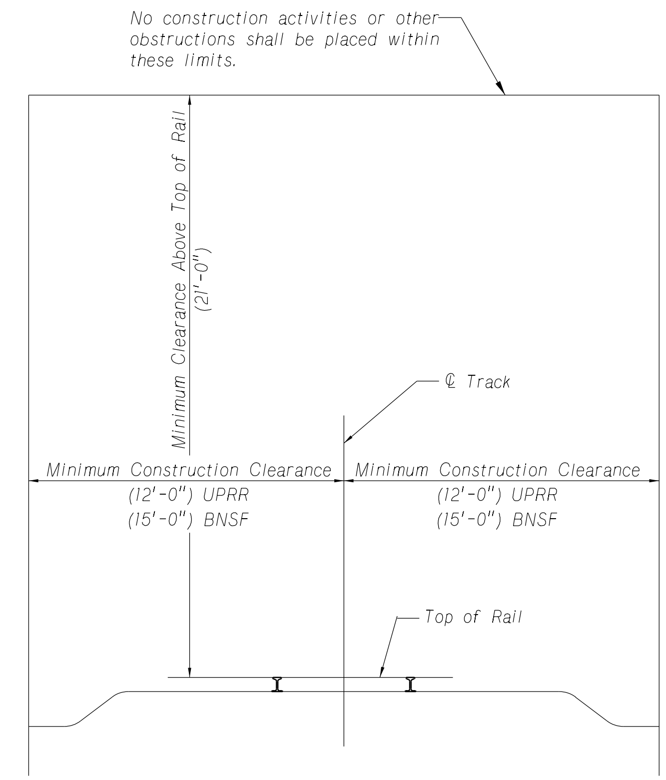
Payment for handrail, footwalk and bracing will be subsidiary to payment for Pier Excavation.

▲ Handrail and Footwalk dimensions shall conform to OSHA requirements.

TRACK PROTECTION SHORING REQUIREMENTS



TYPICAL FENCE ON CONCRETE RAIL



MINIMUM CONSTRUCTION CLEARANCES

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) ℄ Existing Track Sta. 39+01 = ℄ Construction Sta. 142+19.97

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)

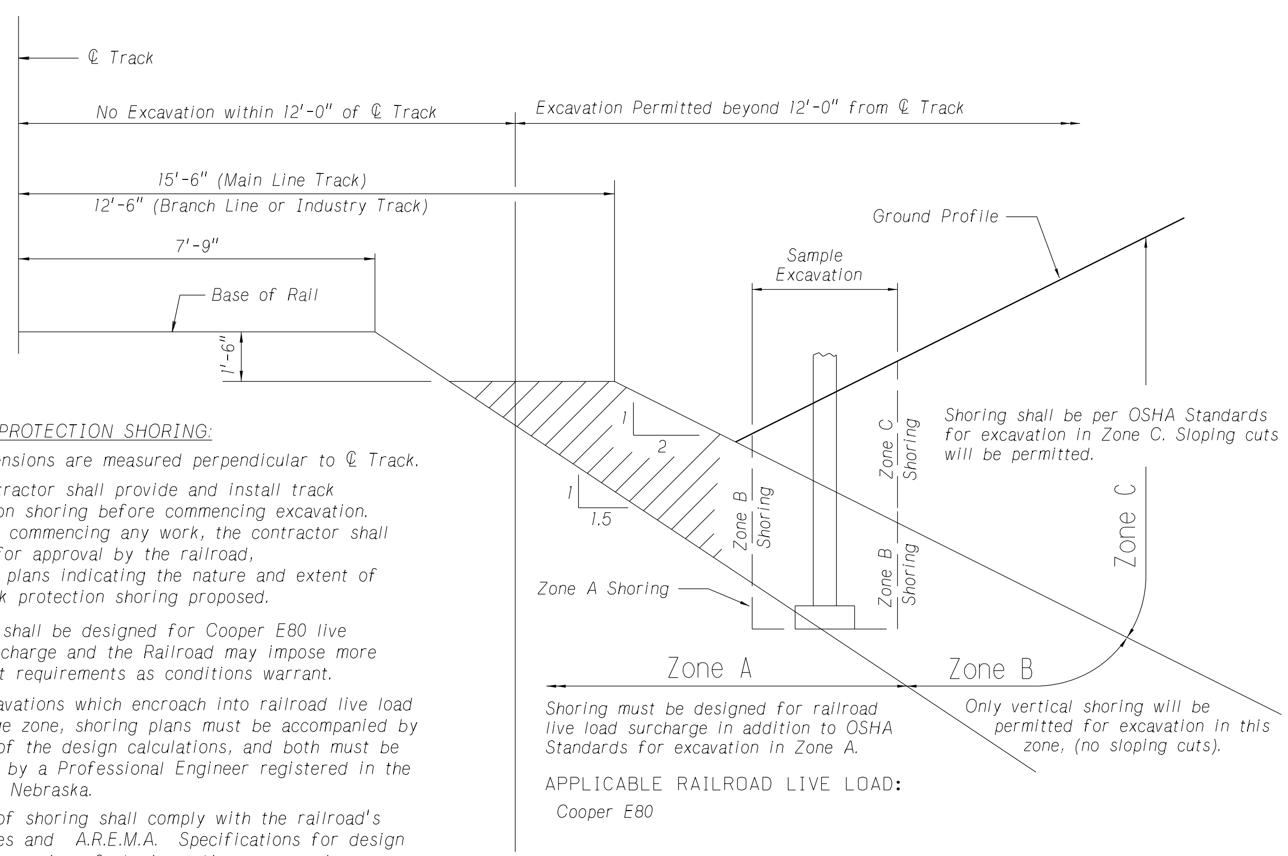
Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
(Section 4.4.4 BNSF/UPRR Grade Separation Guidelines)

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.



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:

All dimensions are measured perpendicular to ℄ 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.

TRACK PROTECTION SHORING REQUIREMENTS

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S7

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN NU2000 CONCRETE GIRDER BRIDGE
TRACK PROTECTION SHORING DETAILS

DATE MAY 2021

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

DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

7/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:02

File: 61457-tp01.dgn

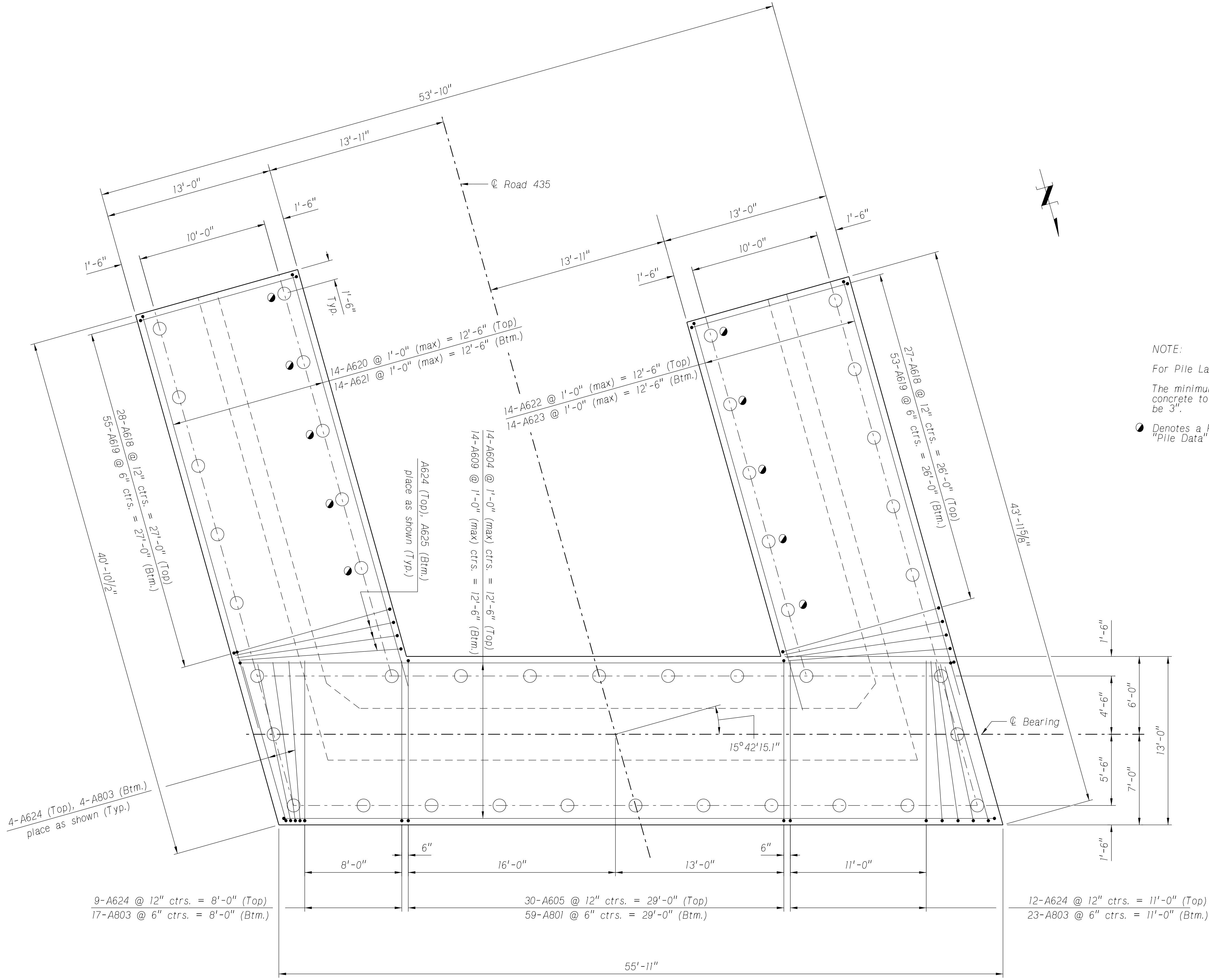
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S8

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER



NOTE:

For Pile Layout, see sheet 3 of 37.

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

◕ Denotes a Pile Requiring Uplift Anchors, see "Pile Data" sheet.

ABUTMENT NO. 1 FOOTING PLAN
Scale: ¼" = 1'-0"

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

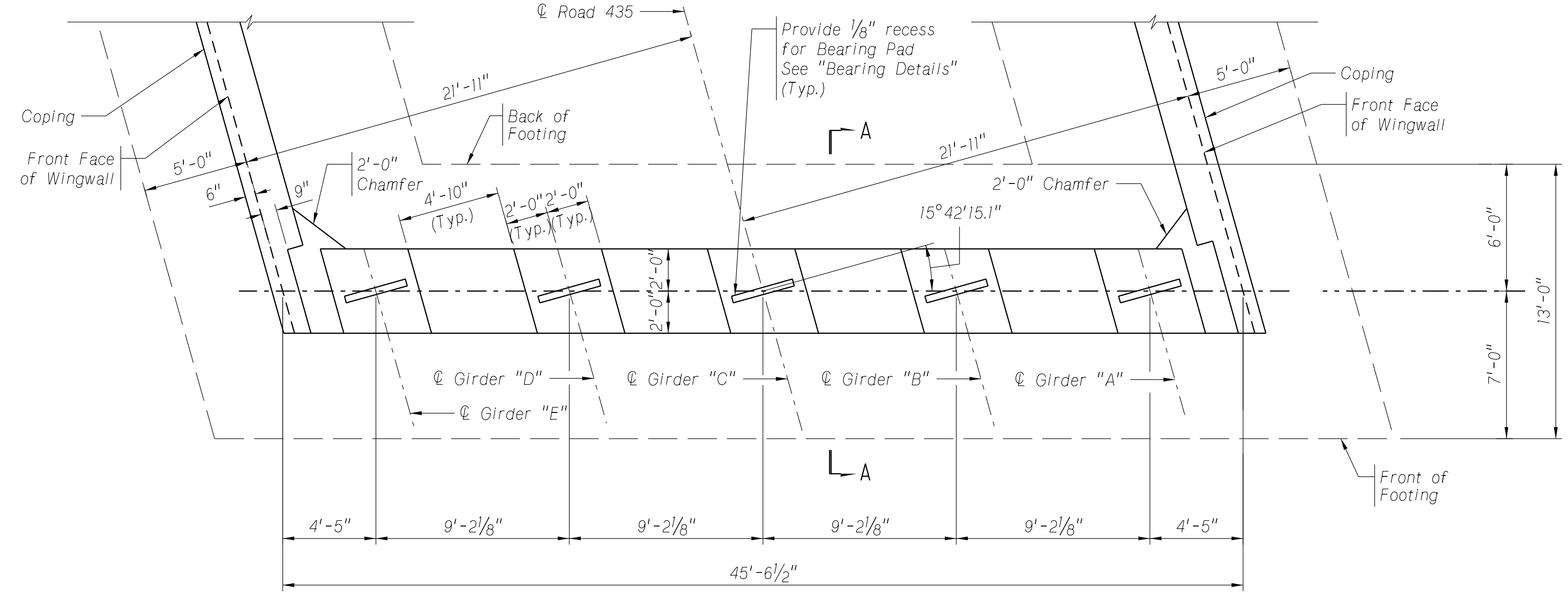
NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

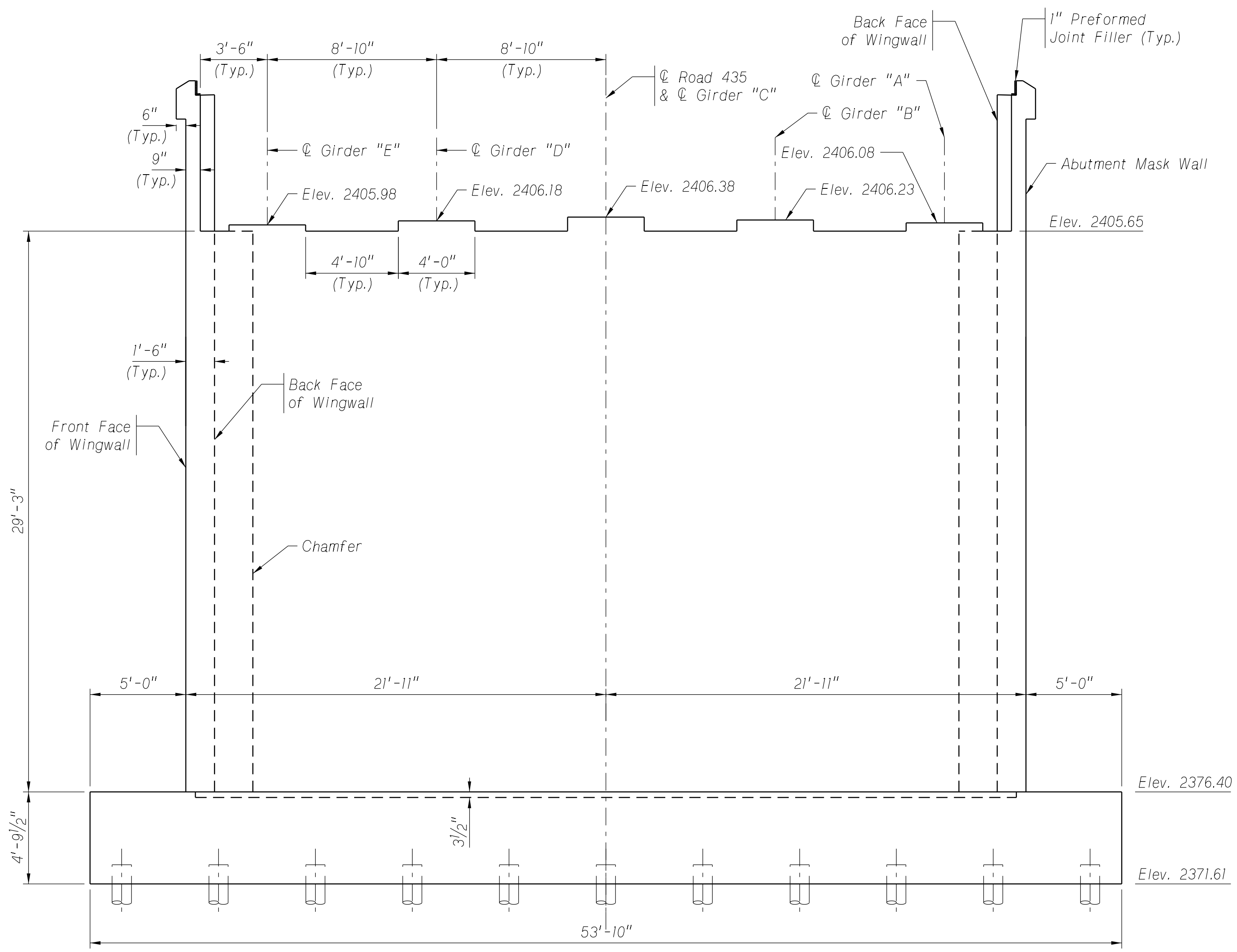
wsp

SPECIAL PLAN NO. 1

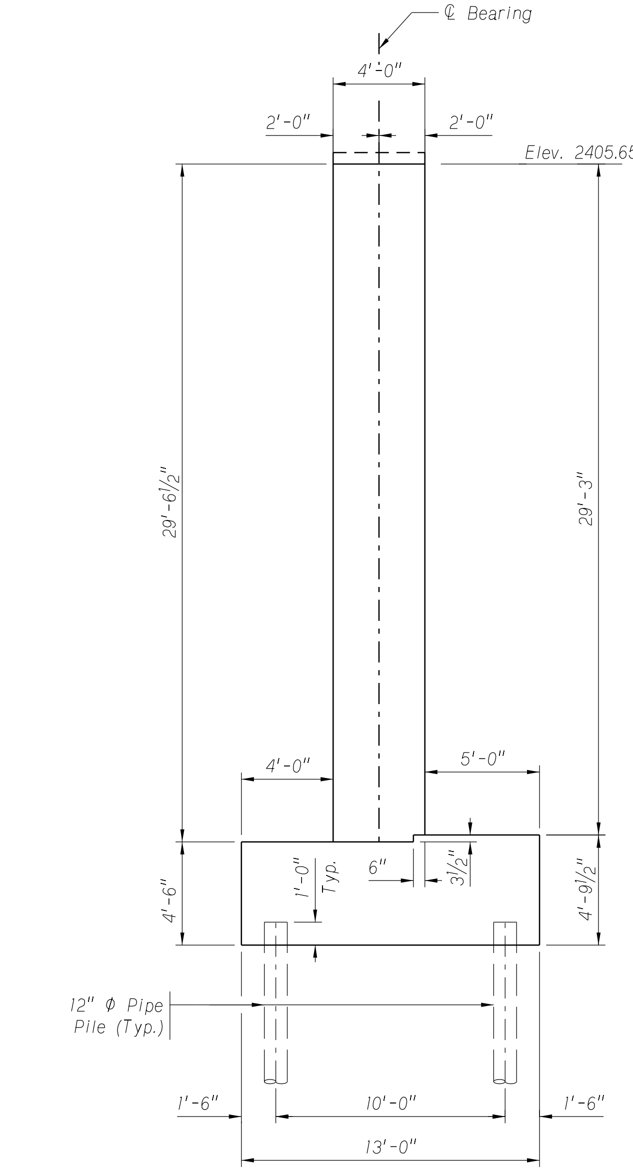
8/37



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.

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA
BRIDGE ENGINEER

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

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

DESIGNED BY JHG DETAILED BY GRB CHECKED BY JFE DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:02

File: 61457-ab03.dgn

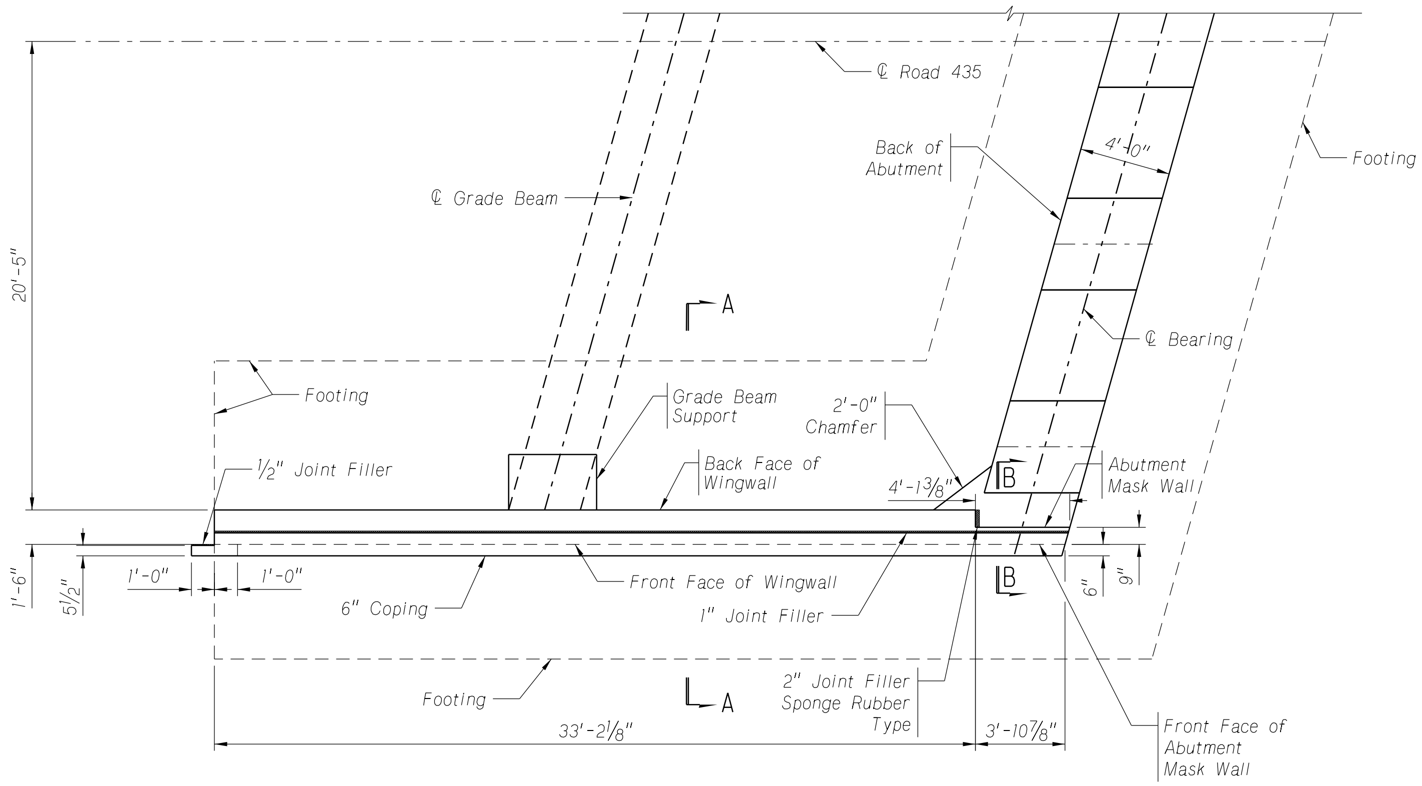
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S10

C.N. 61457

STRUCTURE NUMBER U141528108

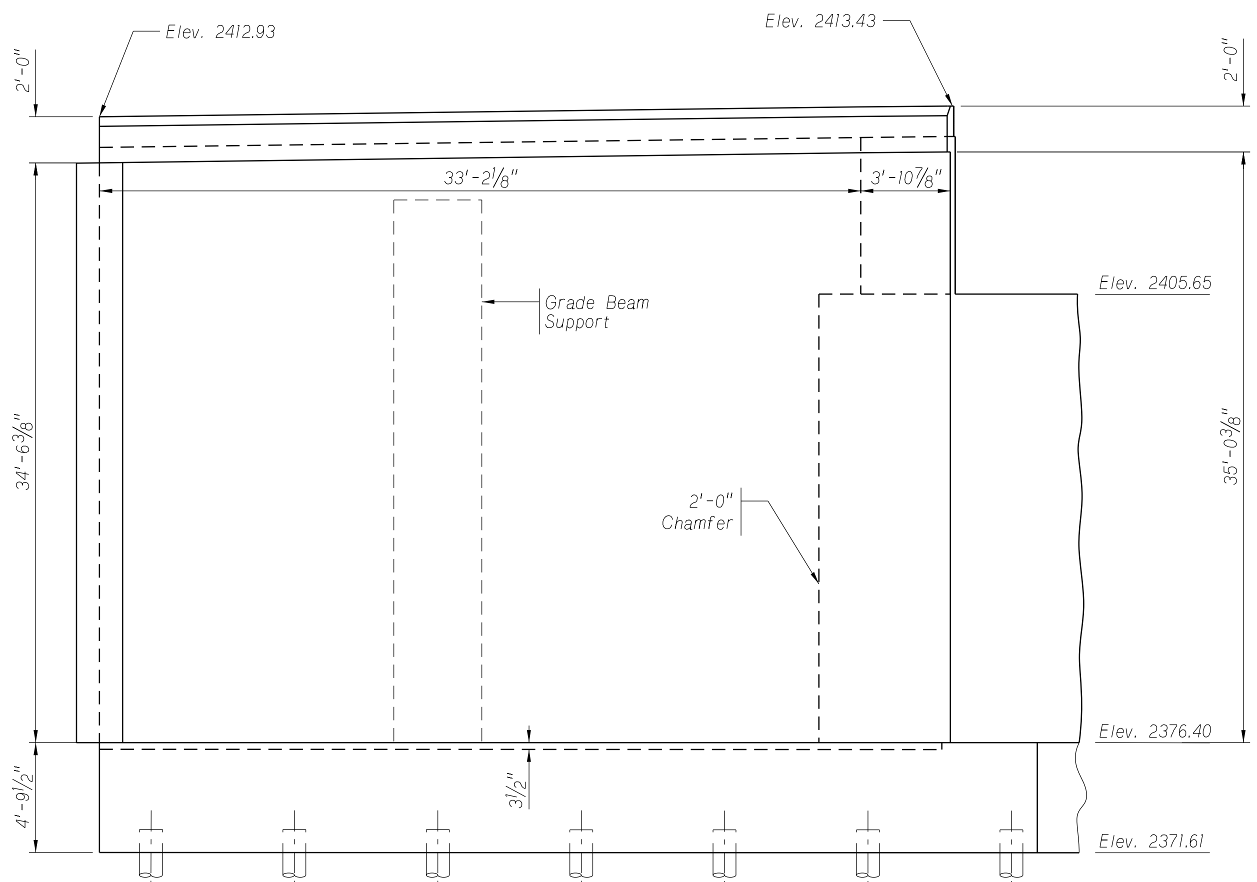
PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER



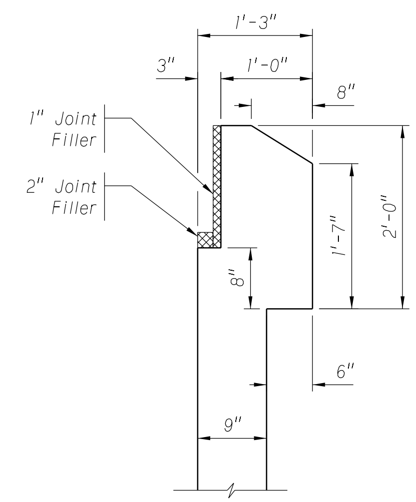
ABUTMENT NO. 1 SE WINGWALL PLAN

Scale: ¼" = 1'-0"



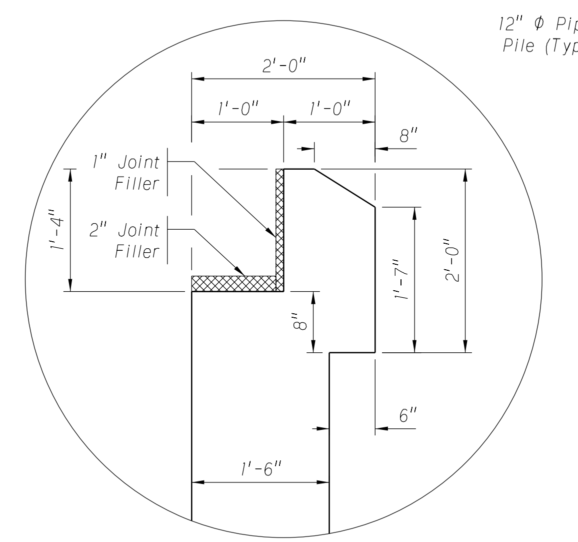
ABUTMENT NO. 1 SE WINGWALL ELEVATION

Not to Scale



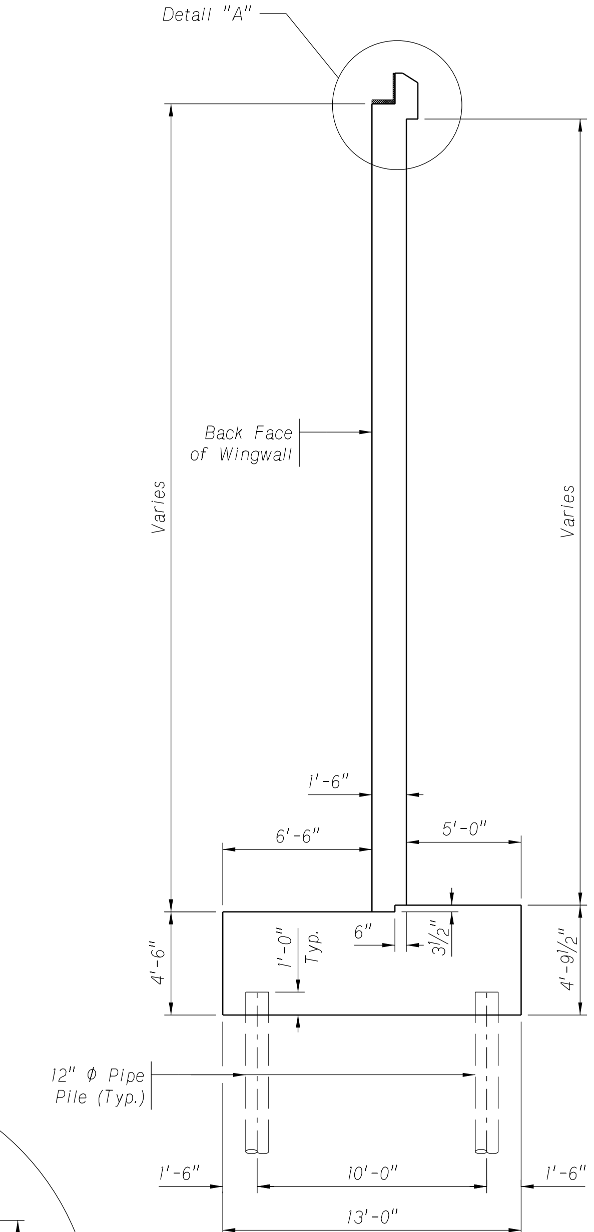
SECTION B-B

Not to Scale



DETAIL "A"

Not to Scale



SECTION A-A

Not to Scale

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

ABUTMENT NO. 1 SE WINGWALL GEOMETRY

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 | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

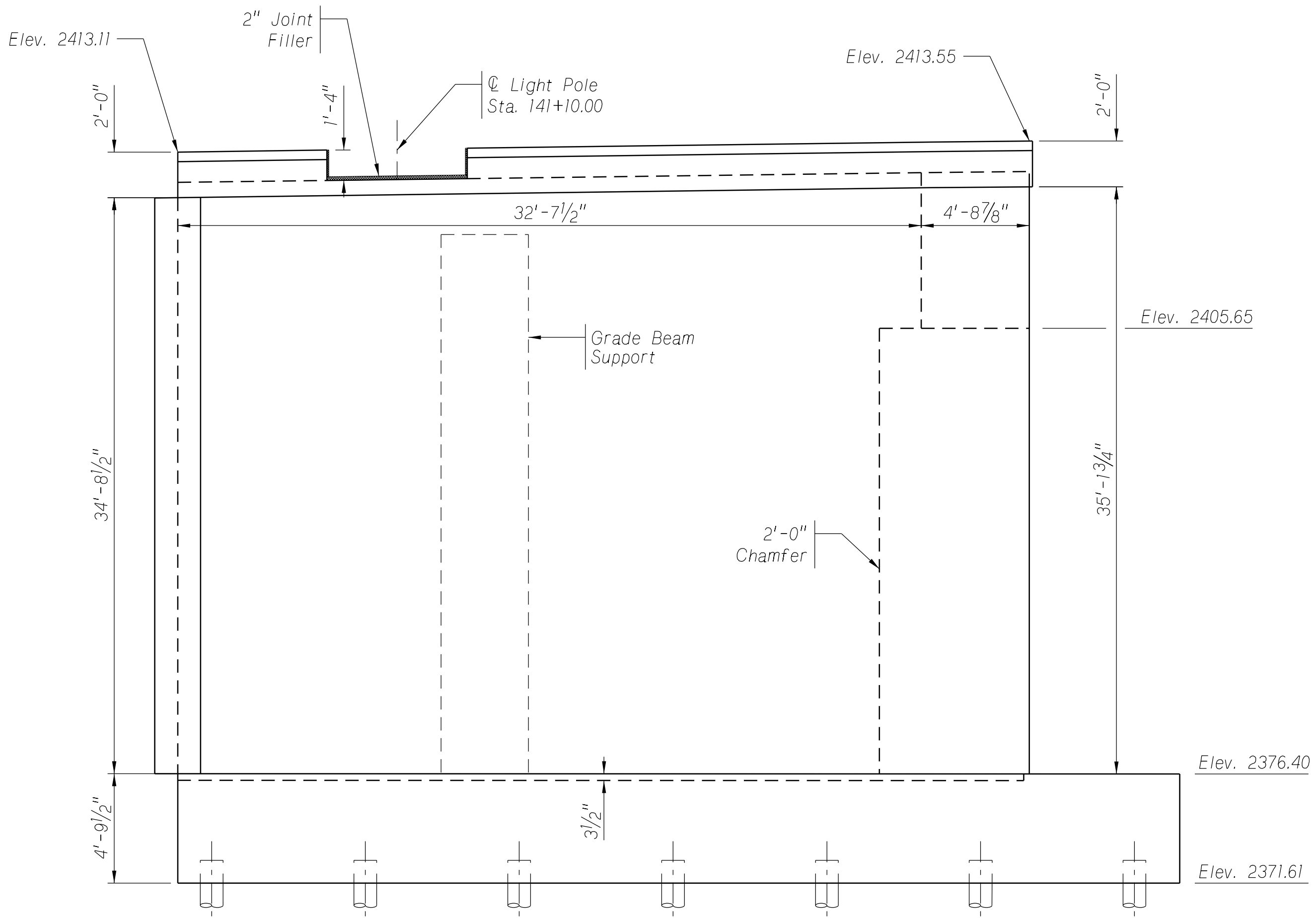
wsp

SPECIAL PLAN NO.	
1	10/37

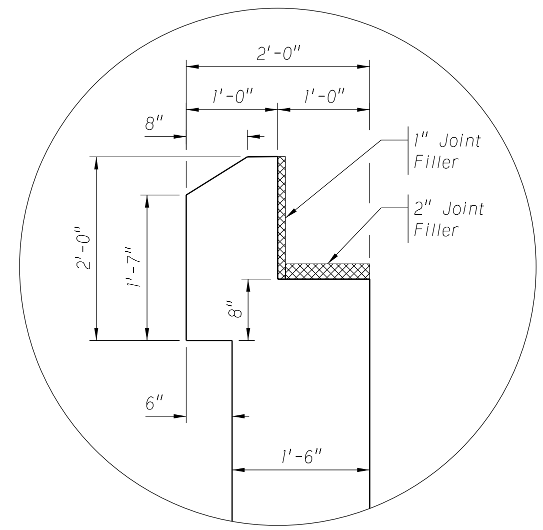
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S11

C.N. 61457

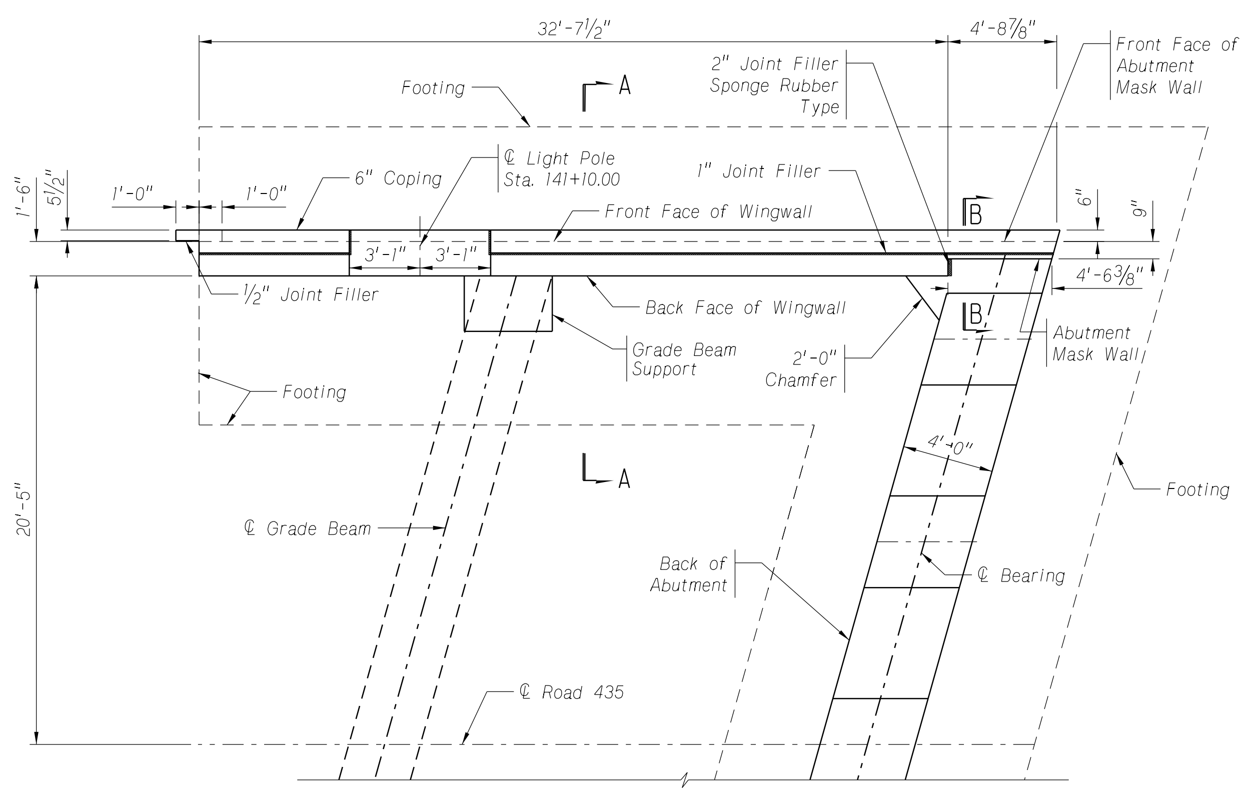
STRUCTURE NUMBER U141528108



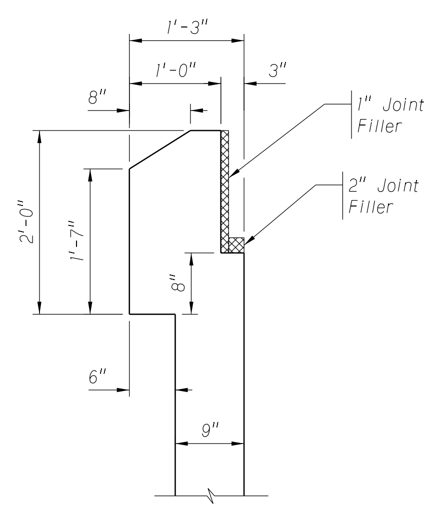
ABUTMENT NO. 1 SW WINGWALL ELEVATION
Not to Scale



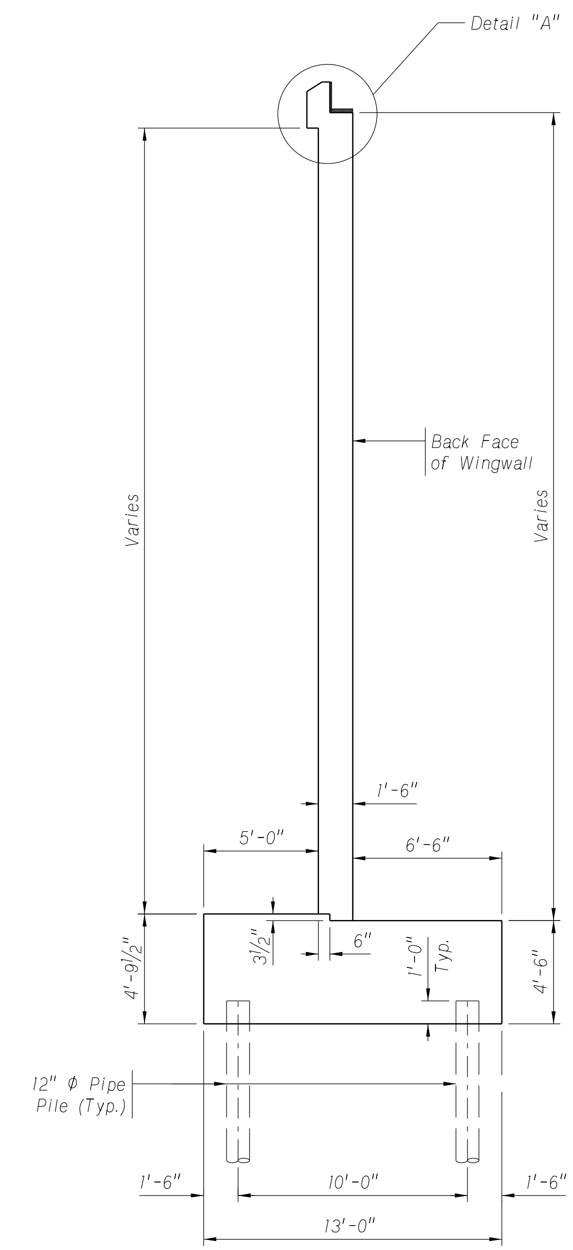
DETAIL "A"
Not to Scale



ABUTMENT NO. 1 SW WINGWALL PLAN
Scale: ¼" = 1'-0"



SECTION B-B
Not to Scale



SECTION A-A
Not to Scale

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

COUNTY DAWSON	LOCATION LEXINGTON
HWY. NO. RD-435	SKEW 15°42' 15.1" RHB
REF. POST.	ROADWAY 40'-0"
STA. 142+95.00	DESIGN LIVE LOAD HL-93
DESIGNED BY JHG	DETAILED BY GRB
CHECKED BY JFE	DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1 — 11/37

BRIDGE DIVISION.
Computer: W-AMLNK-L-50507
Date: 07-MAY-2021 14:02
File: 61457-ab04.dgn

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:02

File: 61457-ab05.dgn

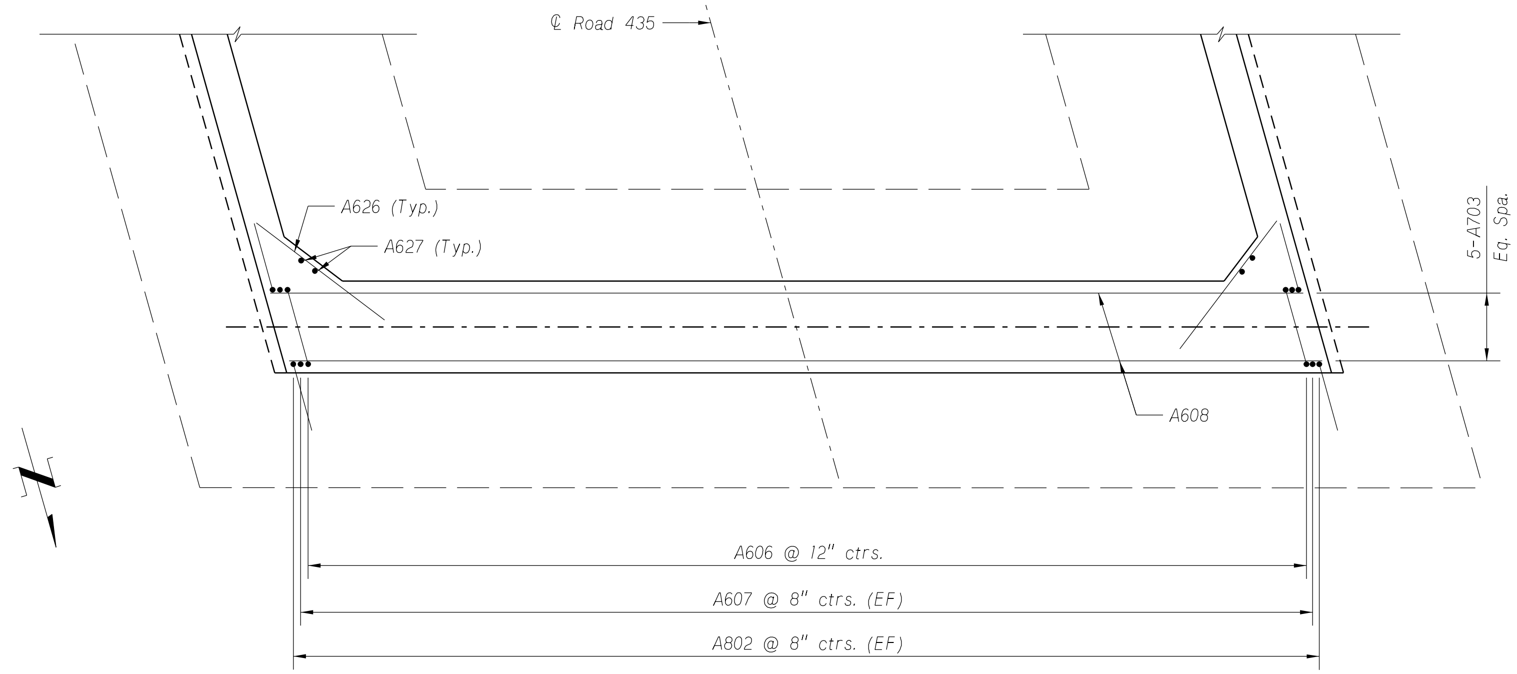
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S12

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

BRIDGE ENGINEER

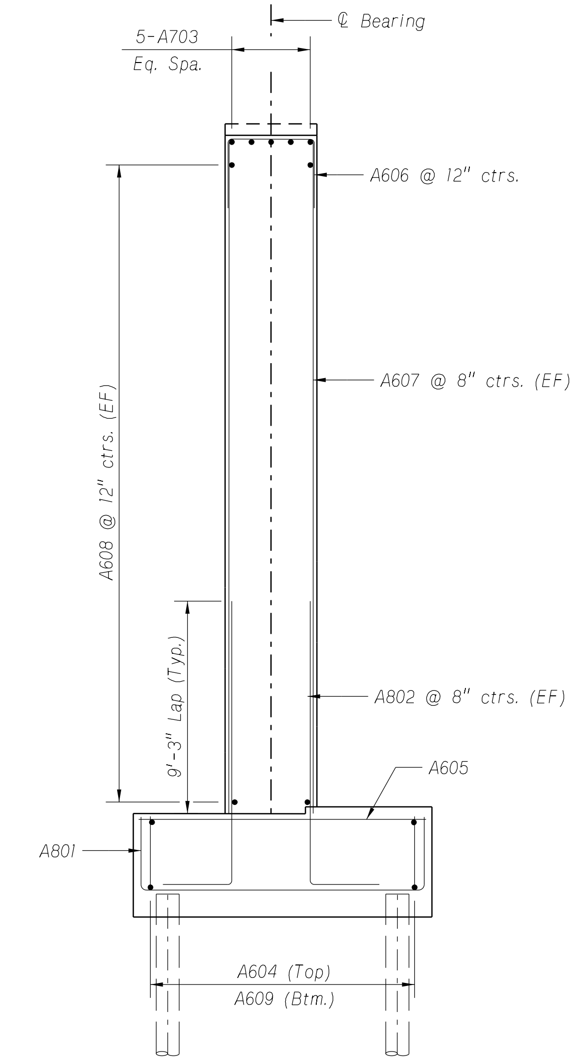


SECTION B-B
Scale: 1/4" = 1'-0"

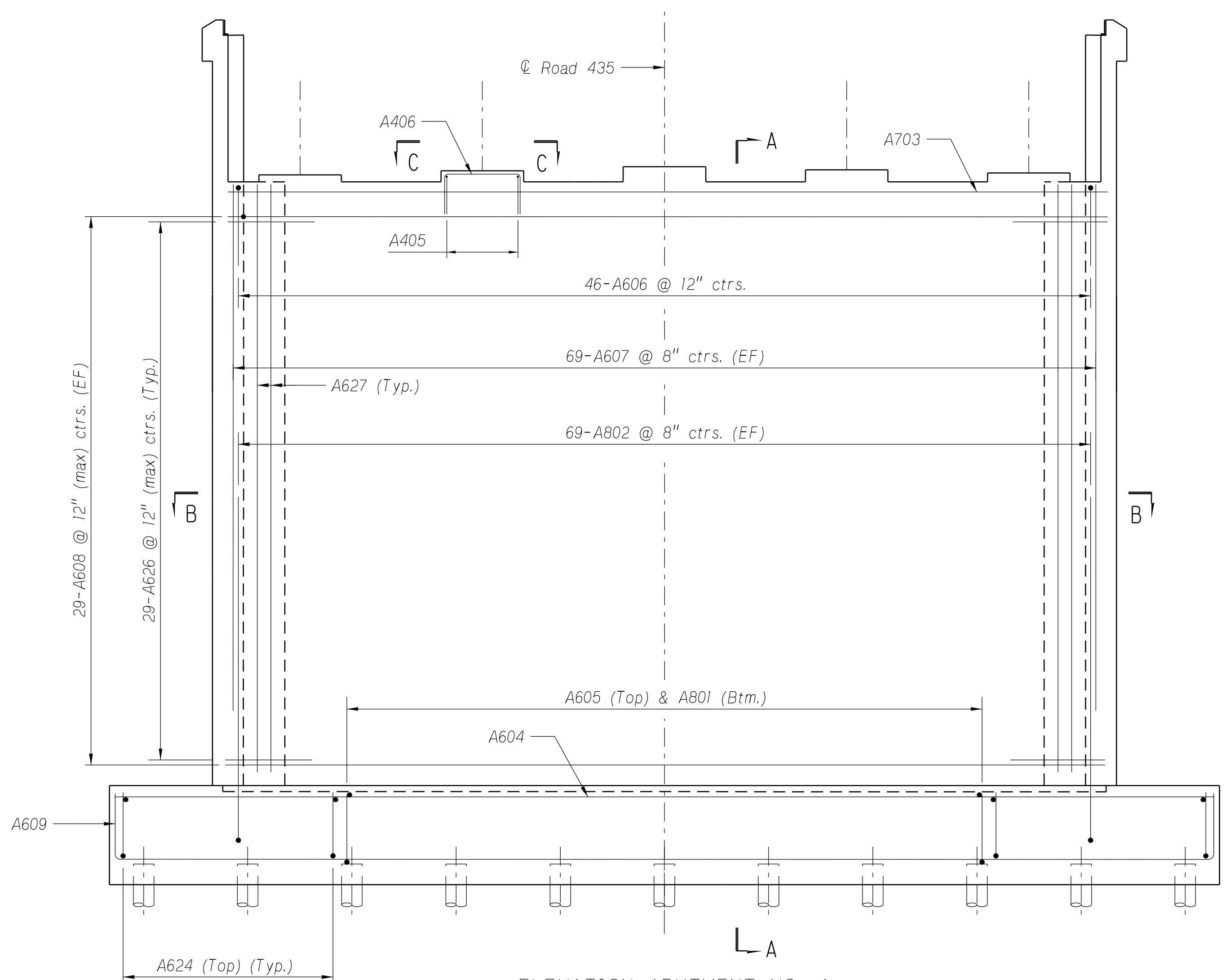
NOTES:

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

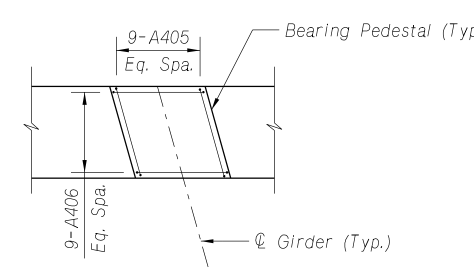
EF = Each Face
BF = Back Face
FF = Front Face



SECTION A-A
Not to Scale



ELEVATION ABUTMENT NO. 1
Not to Scale



VIEW C-C
Not to Scale

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

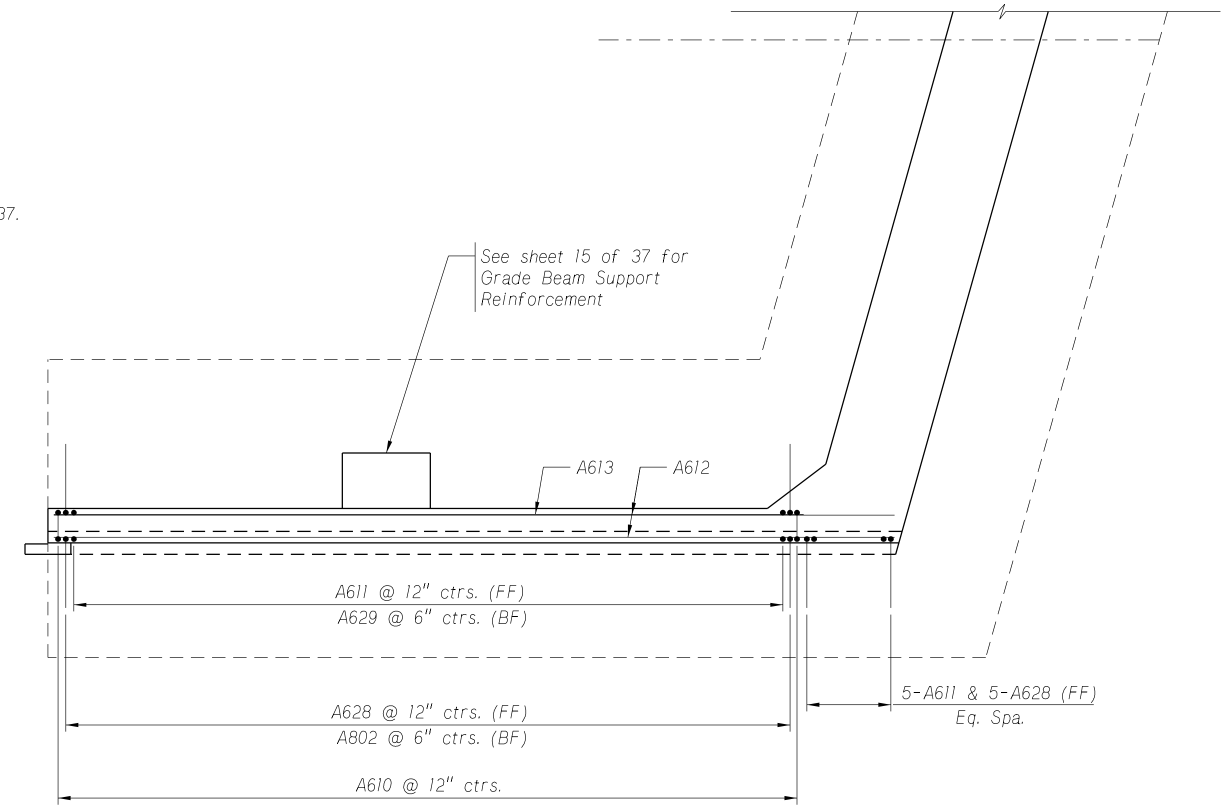
wsp

SPECIAL PLAN NO. 1

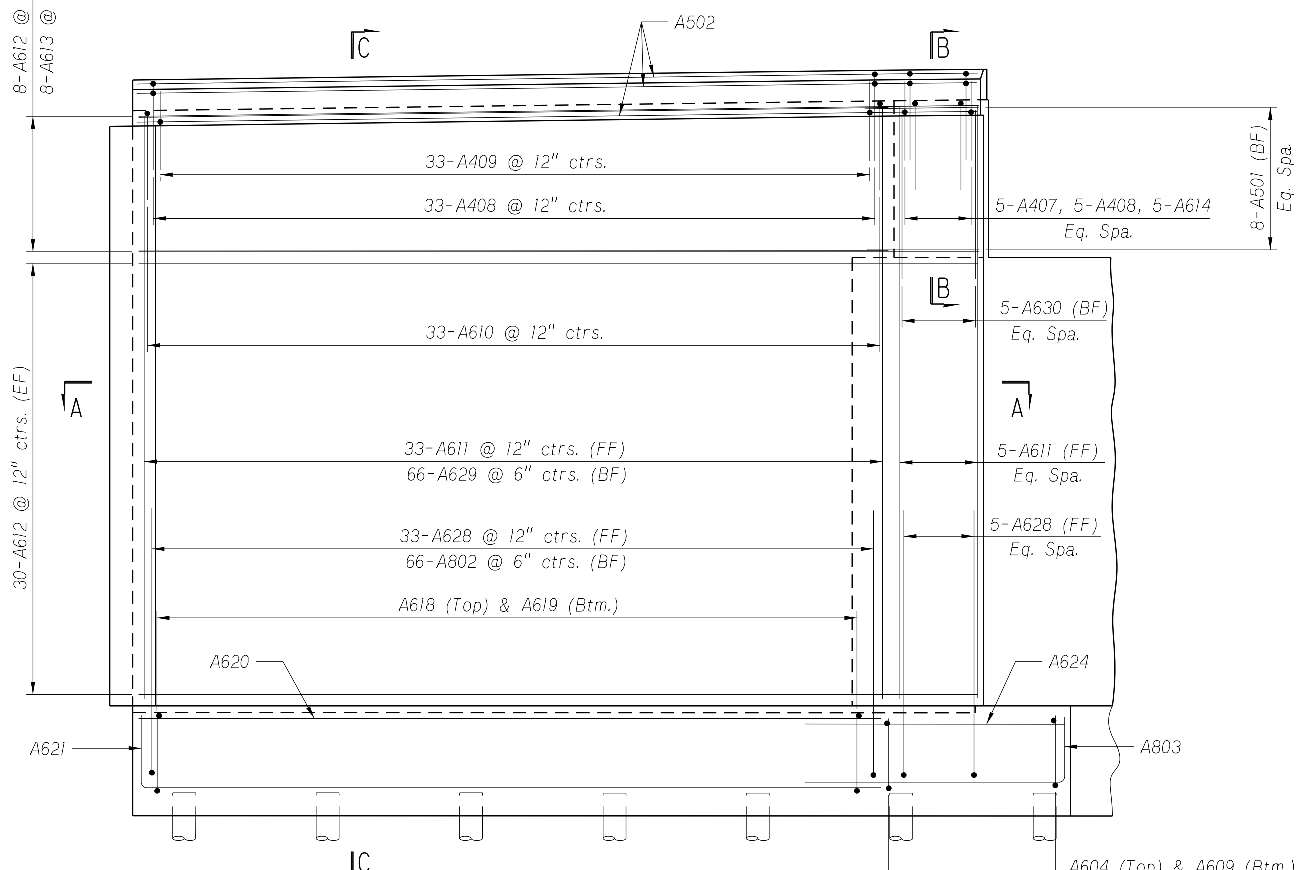
12/37

NOTE:

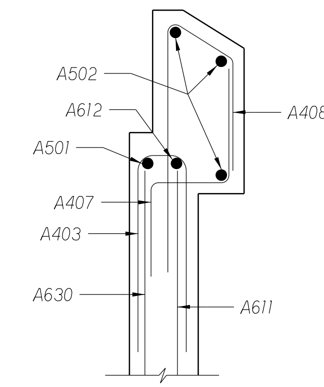
For Notes, see Sheet 12 of 37.



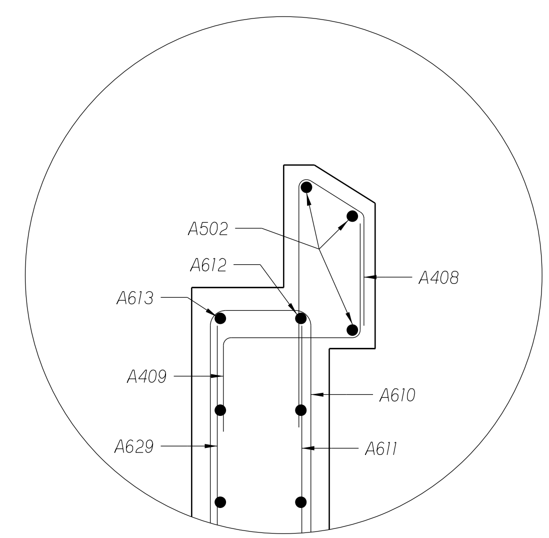
SECTION A-A
Scale: 1/4" = 1'-0"



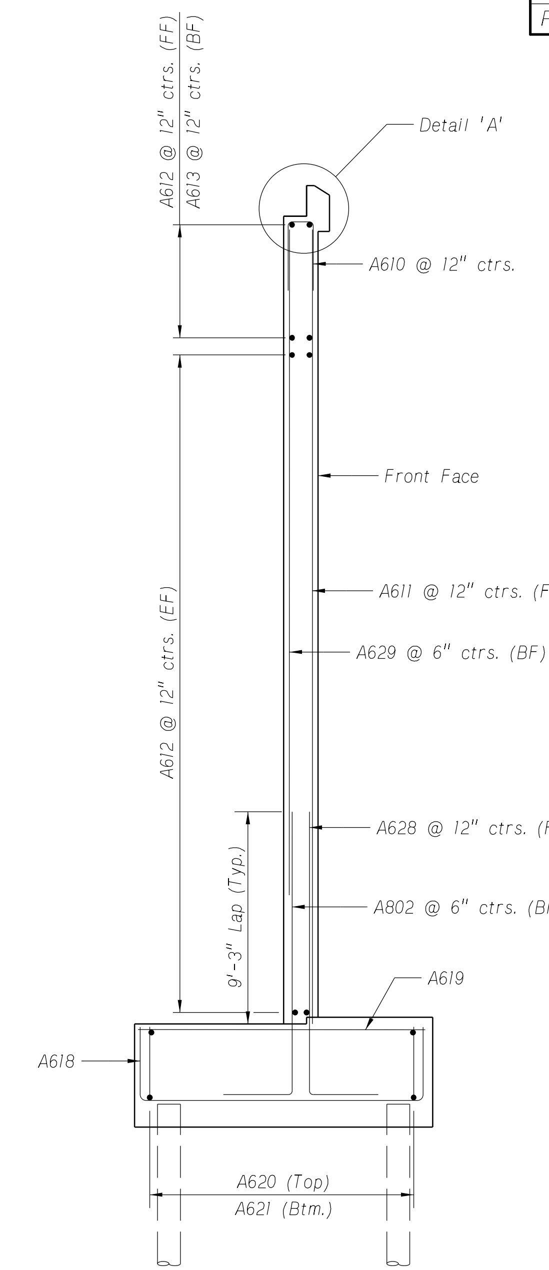
ABUTMENT NO. 1 SE WINGWALL ELEVATION
Not to Scale



SECTION B-B
Not to Scale



DETAIL "A"
Not to Scale



SECTION C-C
Not to Scale

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:02

File: 61457-ab06.dgn

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S13

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

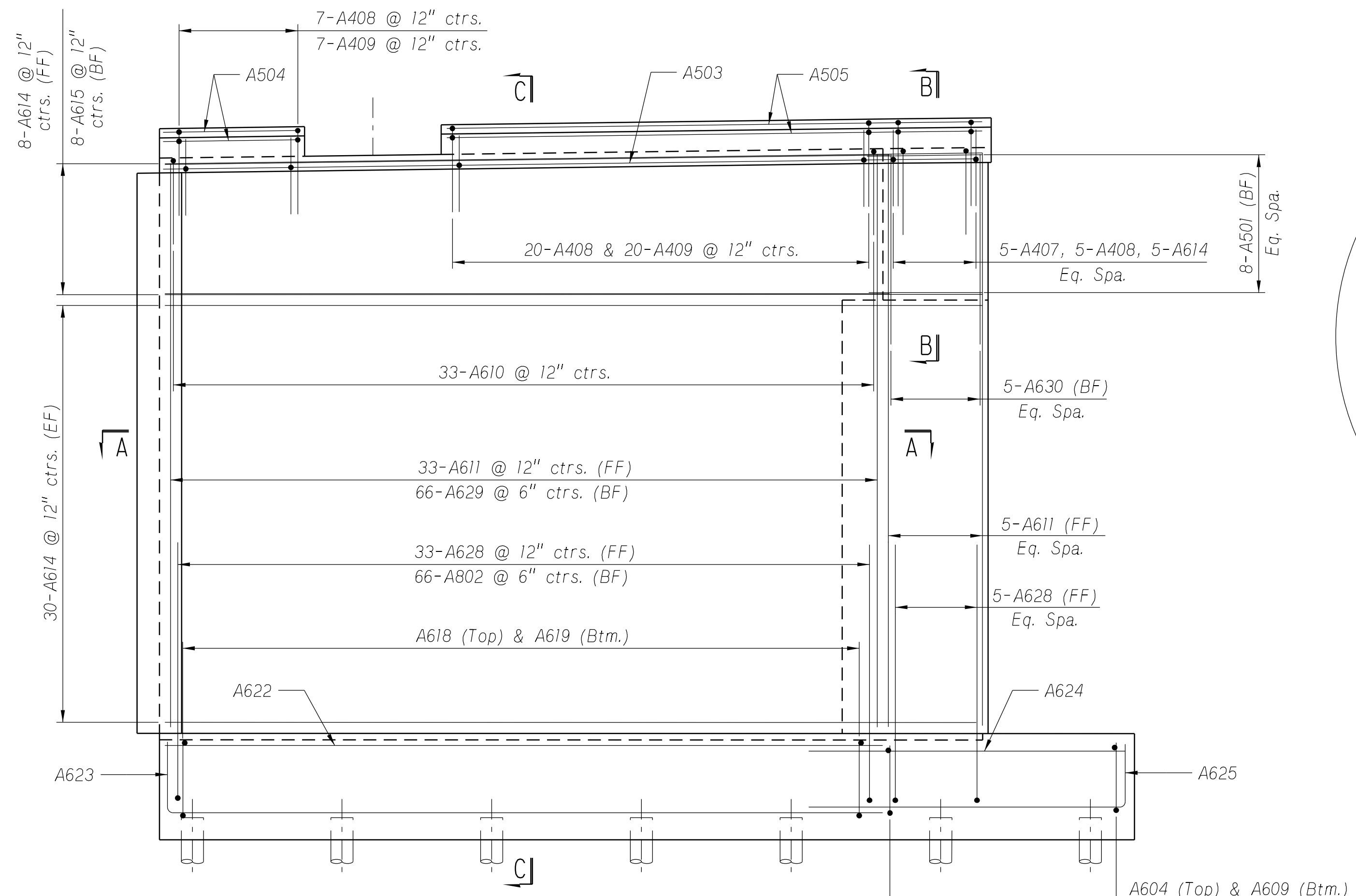
WSP

SPECIAL PLAN NO. 1

13/37

C.N. 61457

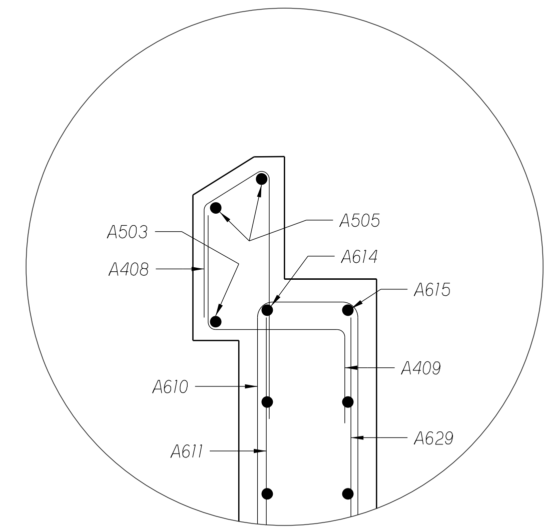
STRUCTURE NUMBER U141528108



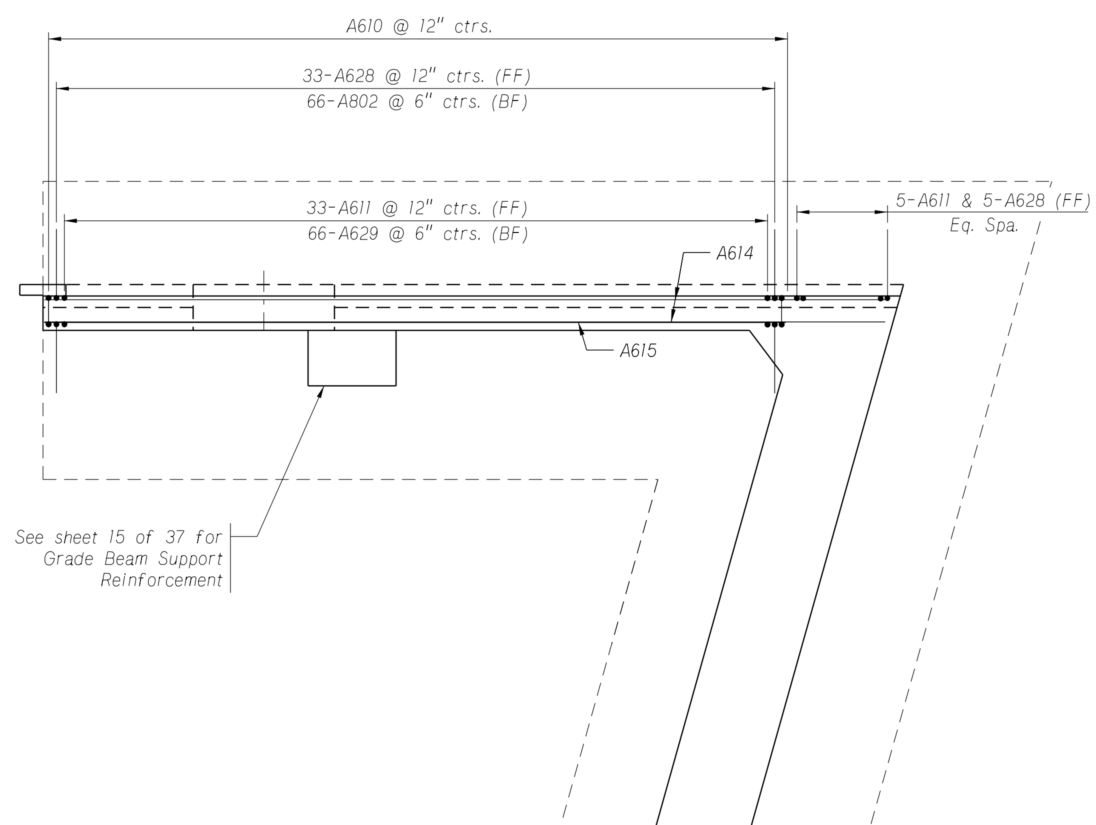
ABUTMENT NO. 1 SW WINGWALL ELEVATION
Not to Scale

NOTE:

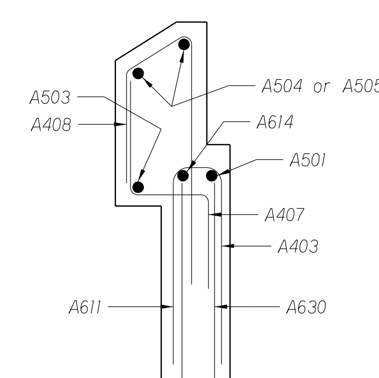
For Notes, see Sheet 12 of 37.



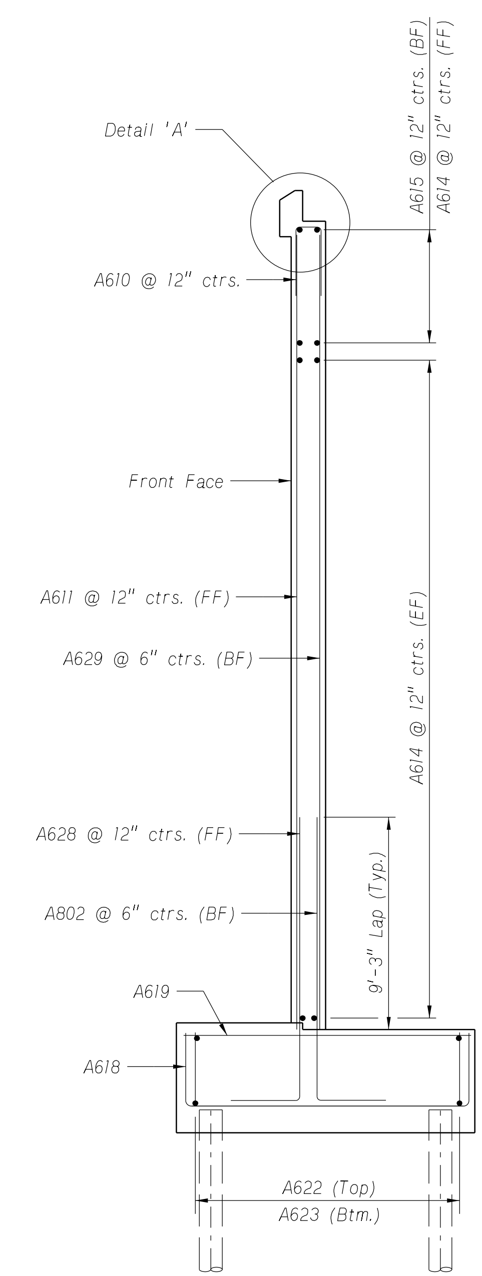
DETAIL "A"
Not to Scale



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



SECTION B-B
Not to Scale



SECTION C-C
Not to Scale

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

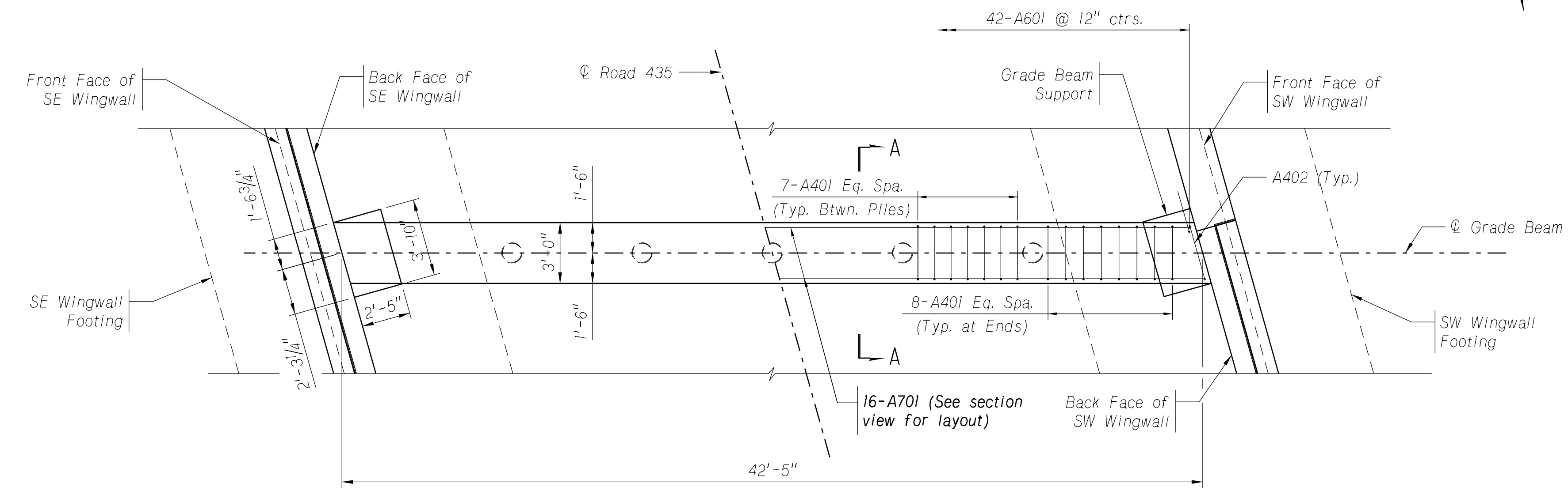
SPECIAL PLAN NO. 1

BRIDGE DIVISION.

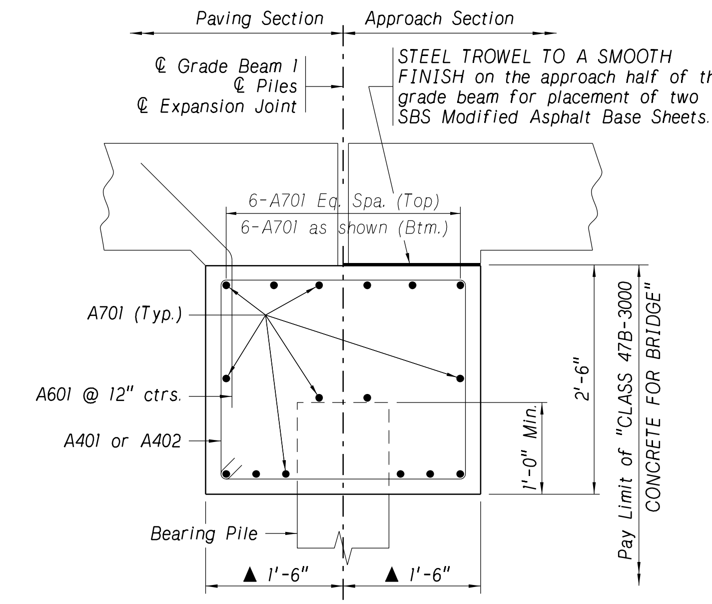
Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:03

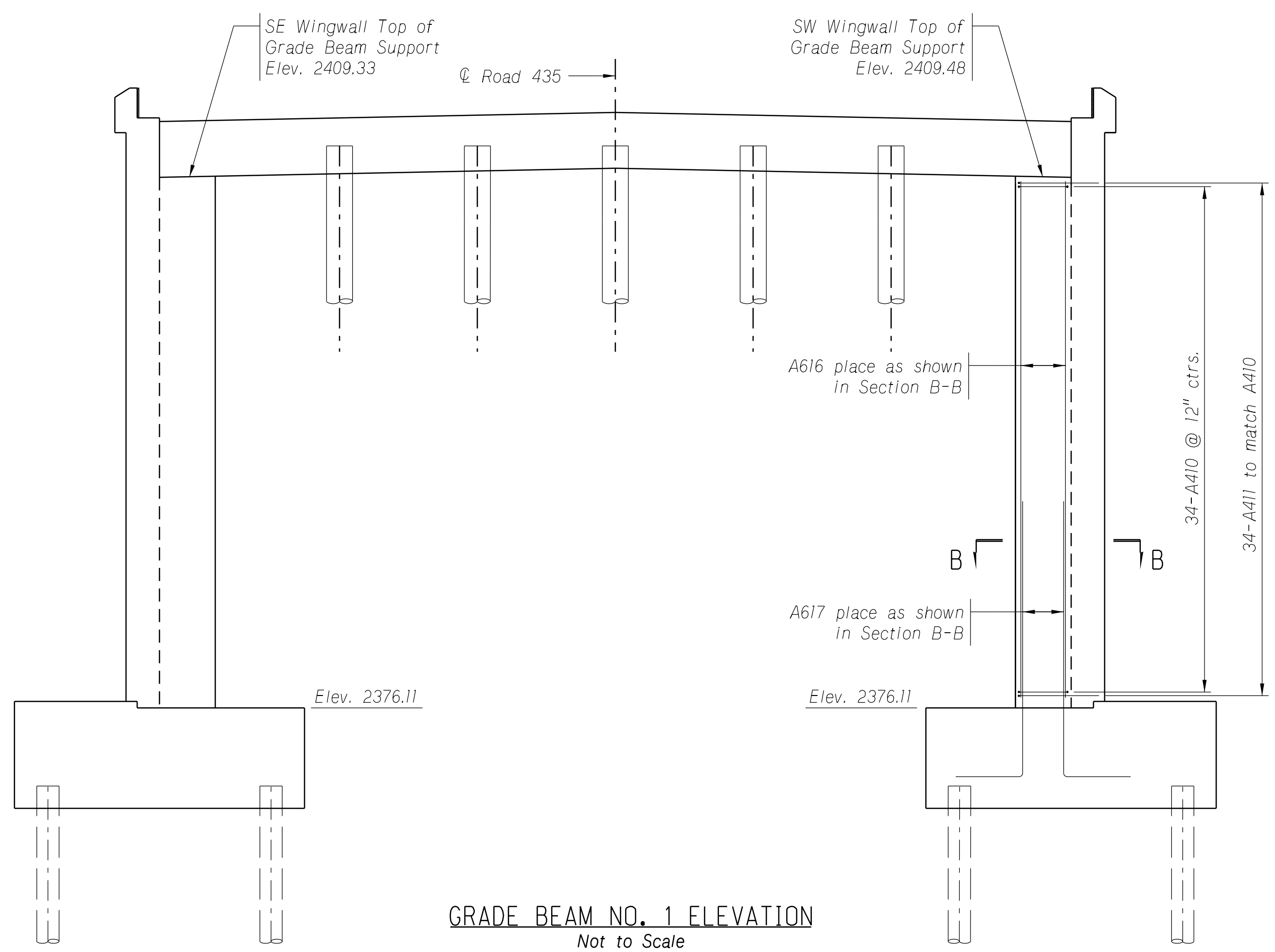
File: 61457-ab07.dgn



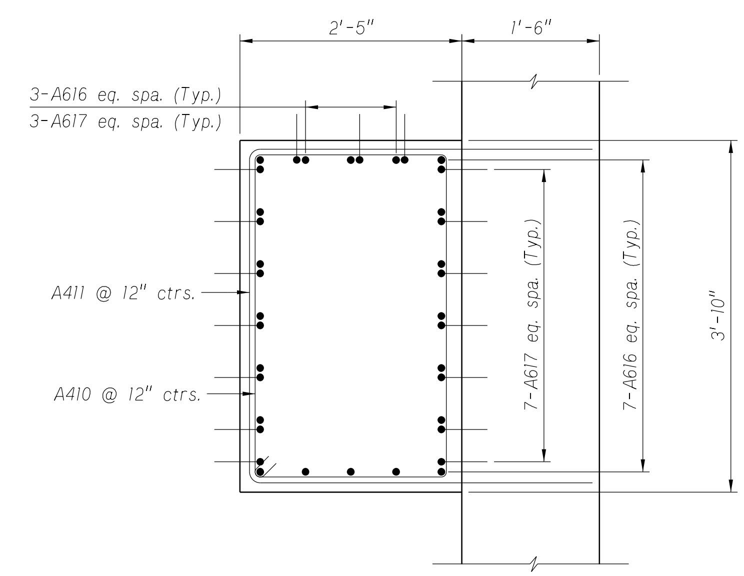
GRADE BEAM NO. 1 PLAN VIEW
Not to Scale



SECTION A-A
Not to Scale



GRADE BEAM NO. 1 ELEVATION
Not to Scale
(Shown Prependicular to ℄ Roadway)



SECTION B-B
Not to Scale

NOTES:

▲ Measured Perpendicular to ℄ Grade Beam

For Pile Layout of Grade Beam 1 see sheet 3 of 37.

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S15

C.N. 61457
STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
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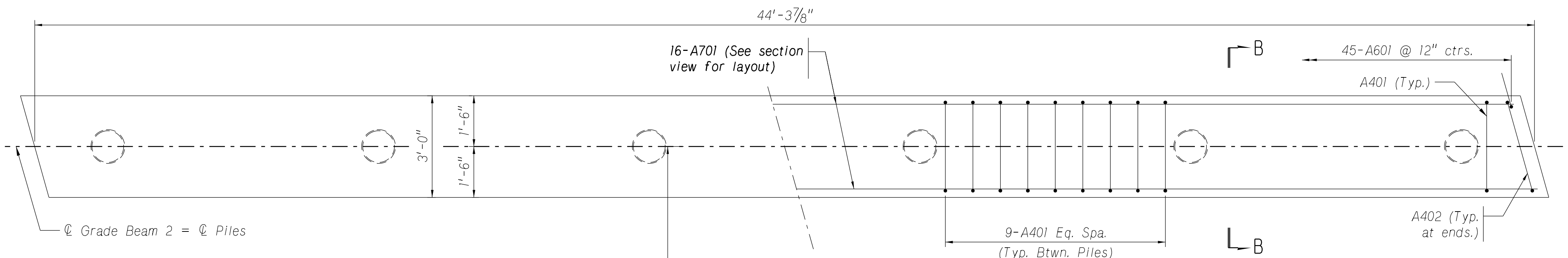
DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

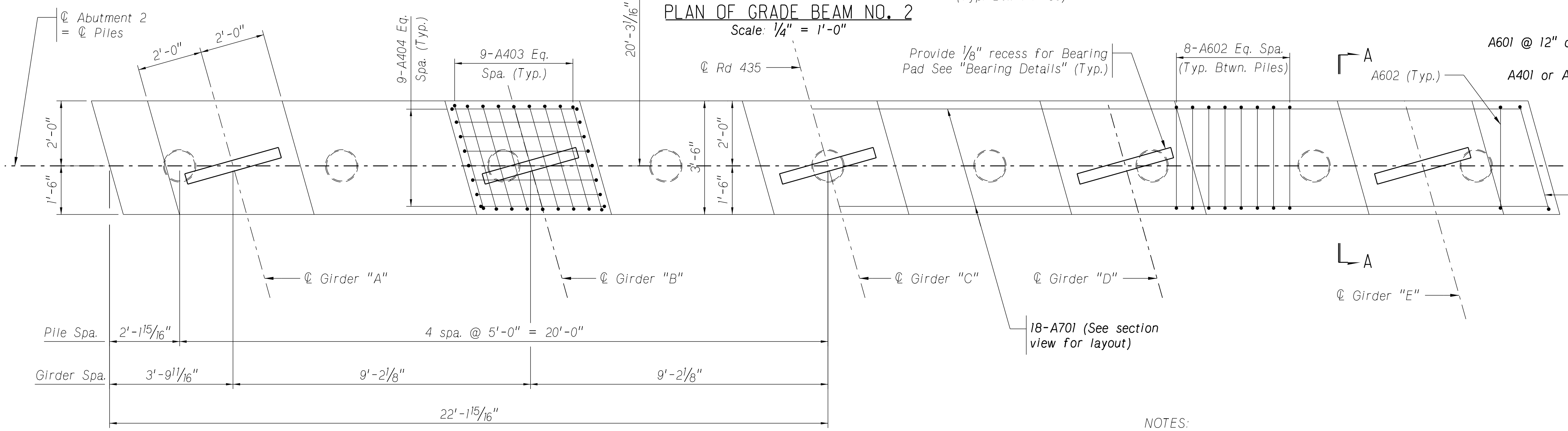
SPECIAL PLAN NO. 1

15/37



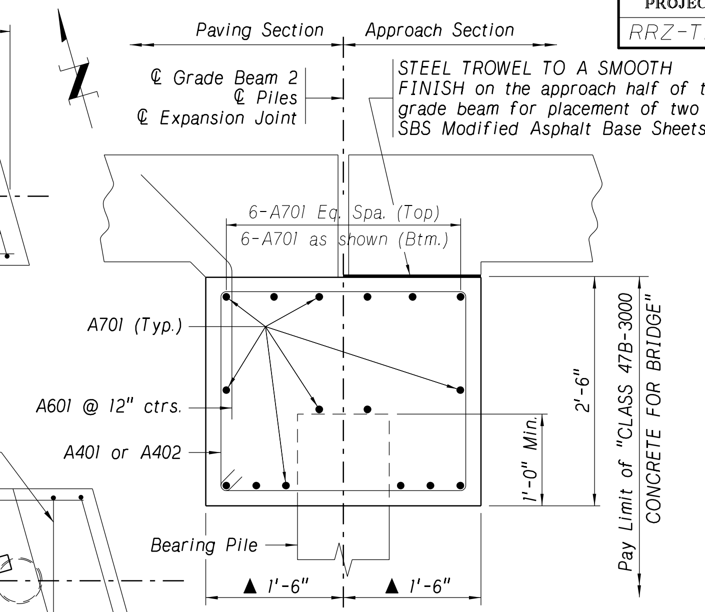
PLAN OF GRADE BEAM NO. 2

Scale: ¼" = 1'-0"



PLAN OF ABUTMENT NO. 2

Scale: ¼" = 1'-0"



SECTION B-B

Not to Scale

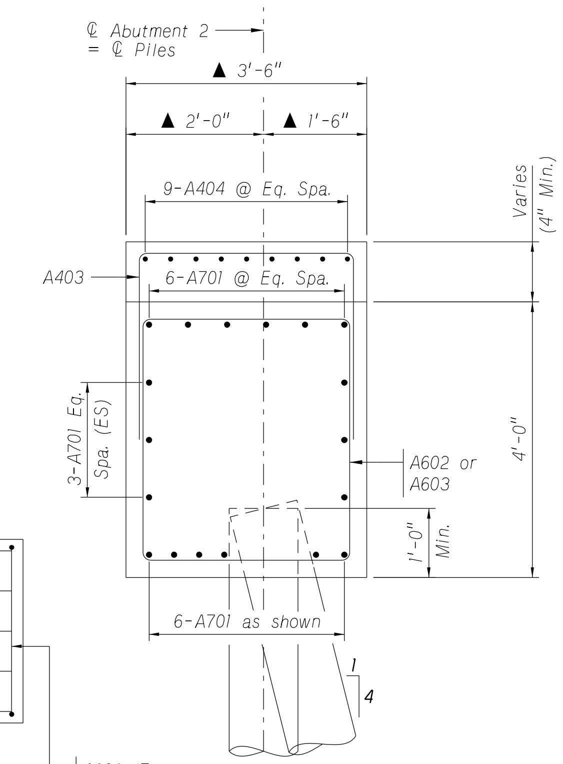
NOTES:

▲ Measured Perpendicular to ℄ Support

For Bearing Pad layout, see sheet 30 of 37.

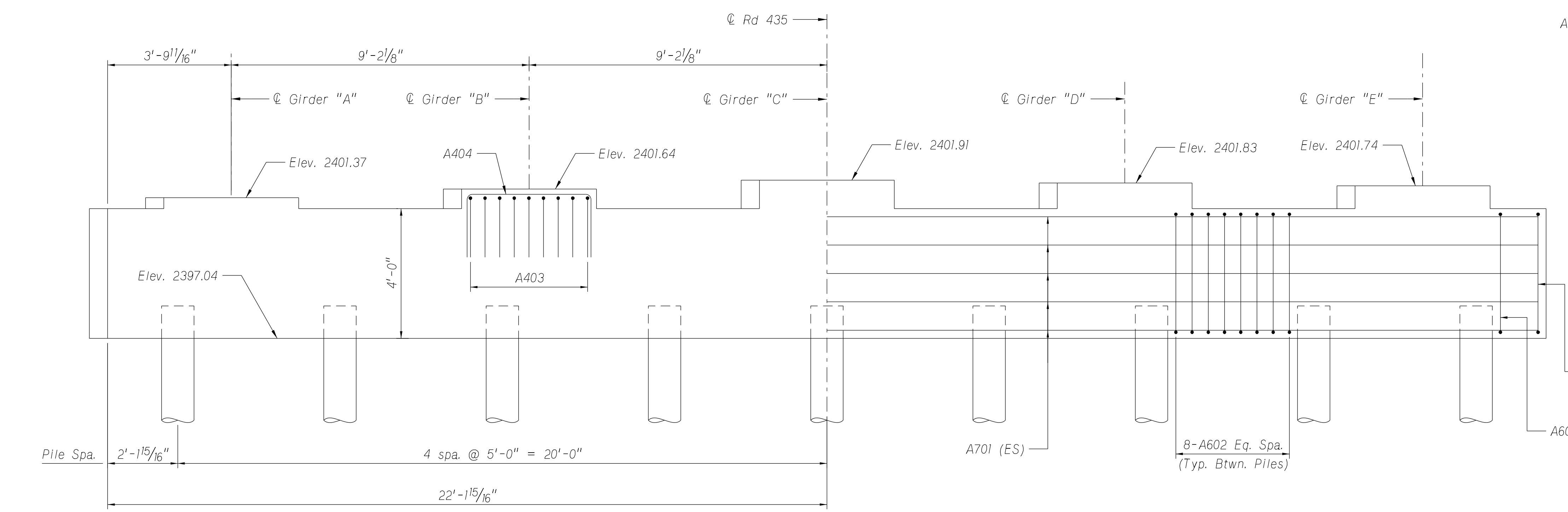
(ES) = Each Side

For Pile Layout of Grade Beams & Abutments, see sheet 3 of 37.



SECTION A-A

Not to Scale



ELEVATION OF ABUTMENT NO. 2

Scale: ¼" = 1'-0"

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S16

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG · DETAILED BY GRB · CHECKED BY JFE · DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

WSP

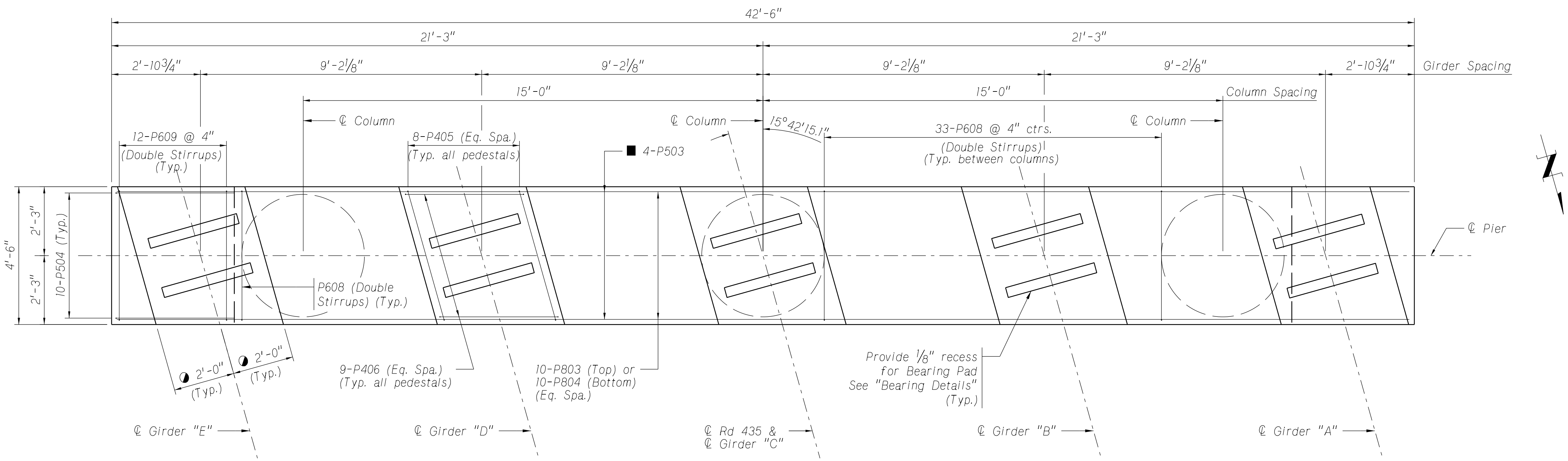
SPECIAL PLAN NO. 1 — 16/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:03

File: 61457-ab09.dgn



PLAN OF PIER CAP

(Shown Along ℄ Pier)
Not to Scale

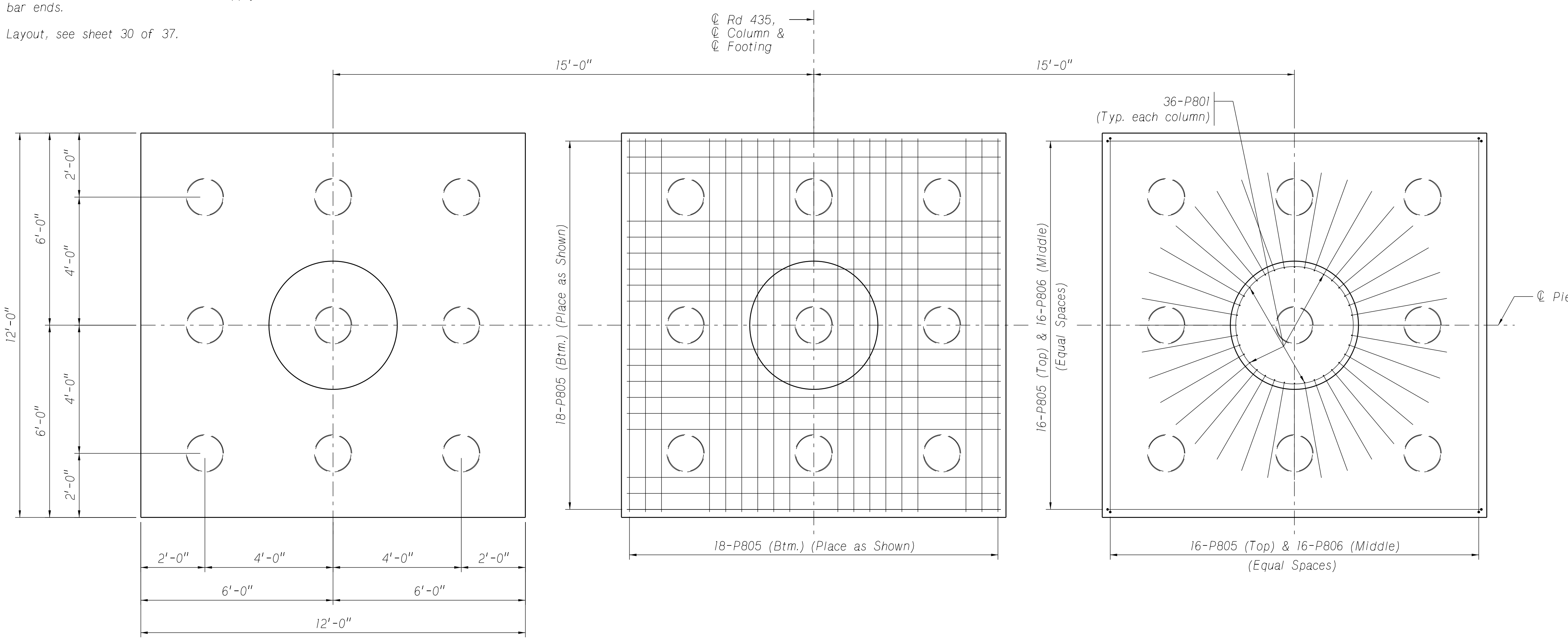
NOTES:

◑ Measured perpendicular to ℄ 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 VIEW OF PIER FOOTINGS

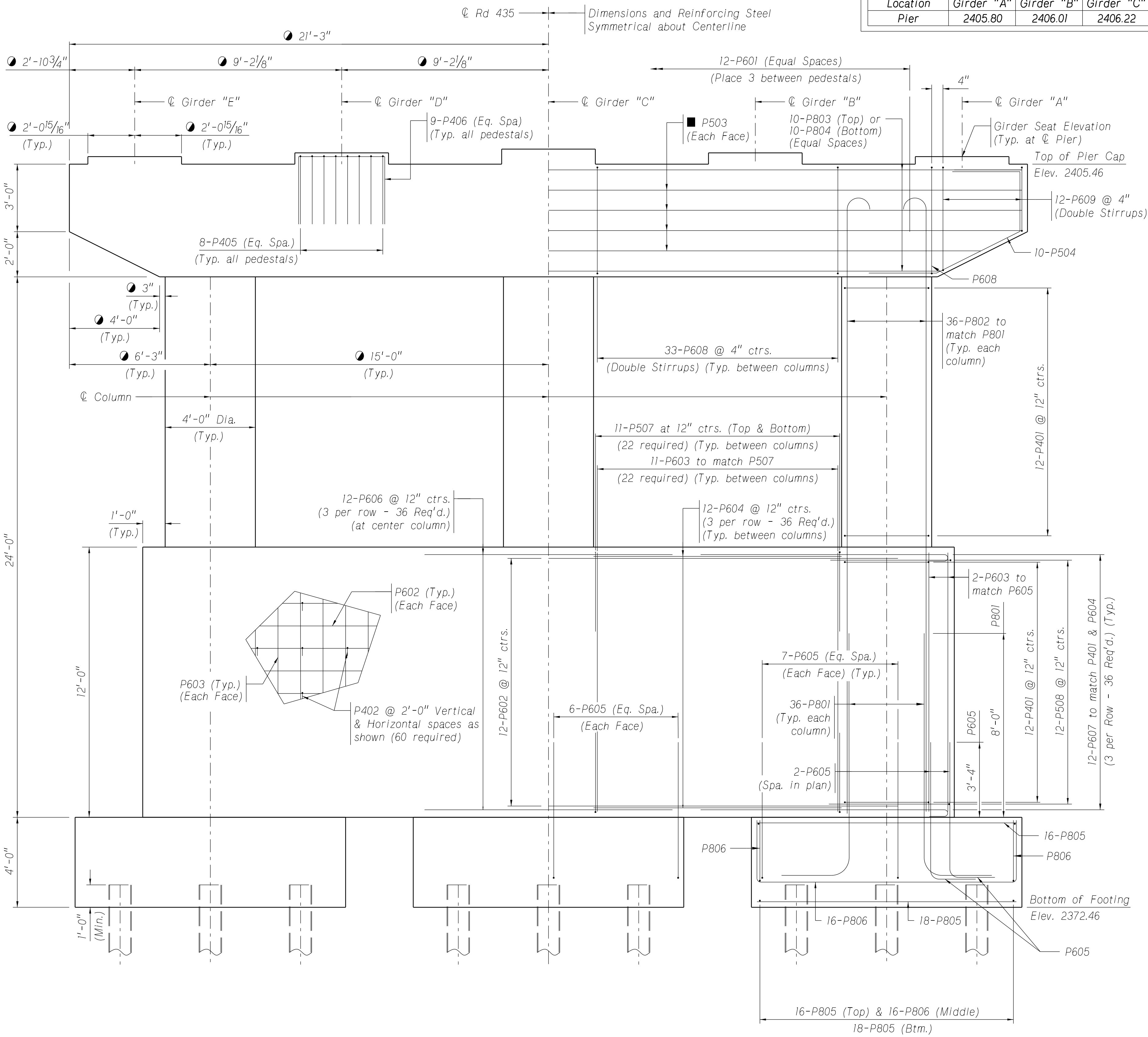
(Typical all footings)
Not to Scale

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

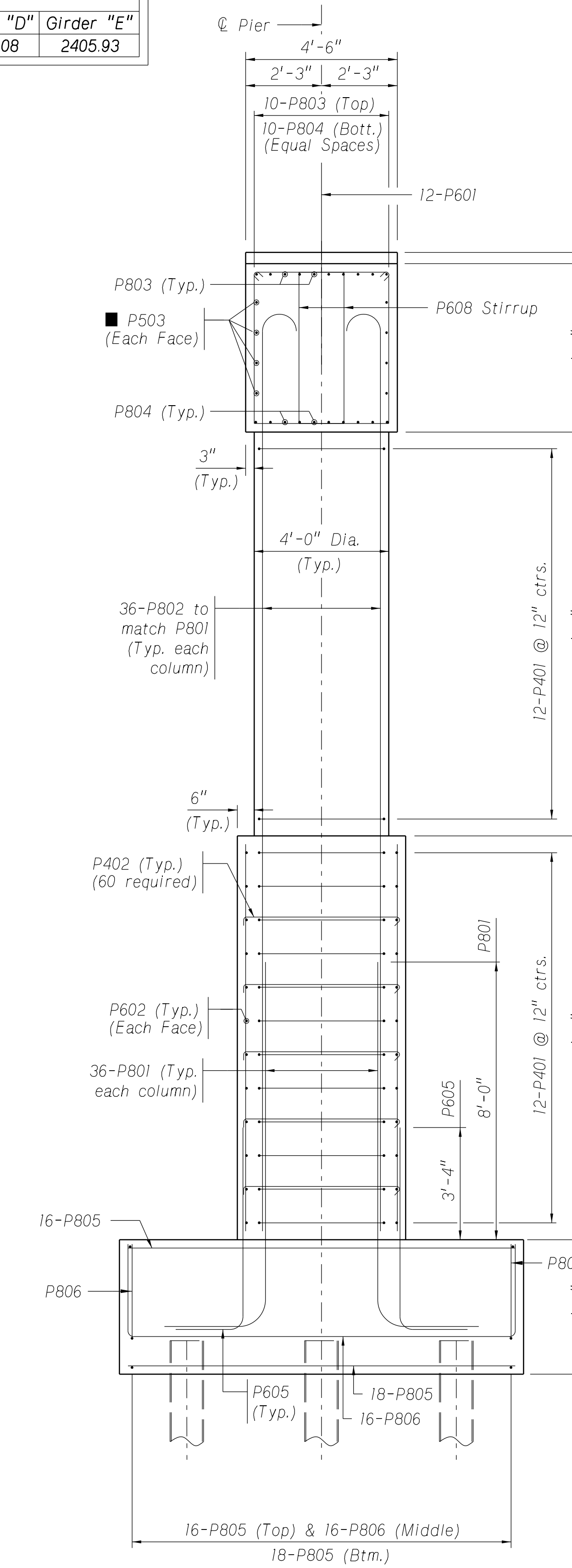
COUNTY DAWSON
HWY. NO. RD-435
REF. POST.
STA. 142+95.00
LOCATION LEXINGTON
SKEW 15° 42' 15.1" RHB
ROADWAY 40'-0"
DESIGN LIVE LOAD HL-93
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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



ELEVATION OF PIER
Not to Scale



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

NOTES:

◐ Measured along ℄ 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.

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S18

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DATE MAY 2021
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1

18/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

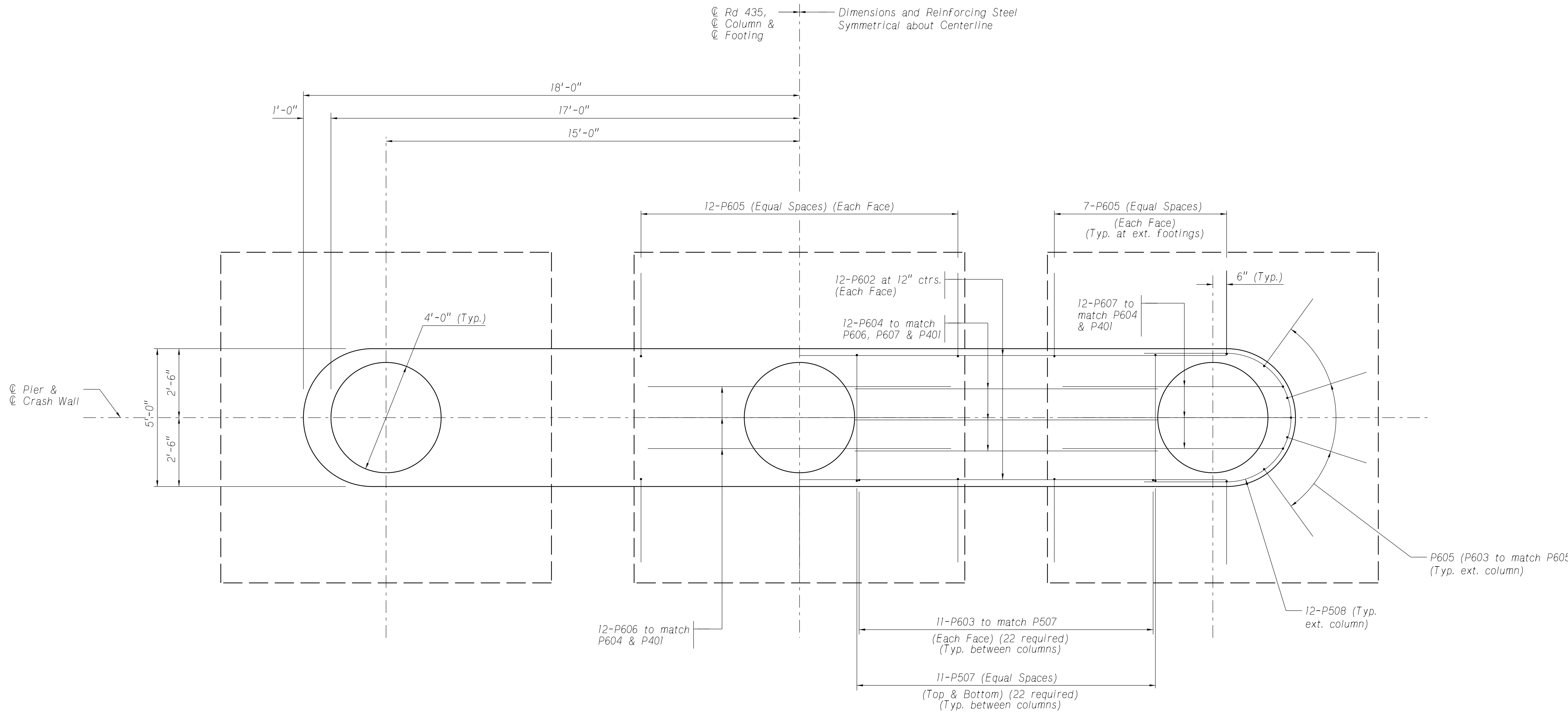
Date: 07-MAY-2021 14:03

File: 61457-pd01.dgn

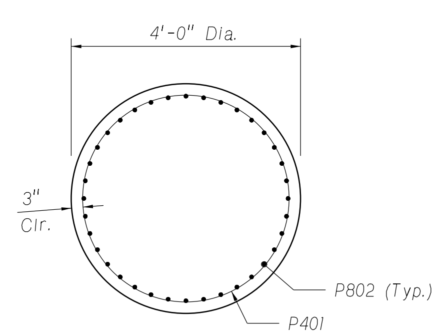
PROJECT NUMBER: RRZ-TMT-1705(3)
SHEET NO.: S19
C.N. 61457
STRUCTURE NUMBER: U141528108

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

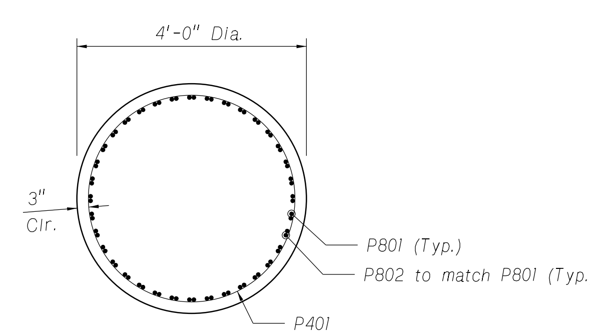
BRIDGE ENGINEER



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

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1
19/37

BRIDGE DIVISION.

BILL OF BARS

	MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"	PIN	HOOK	WEIGHT LBS
ABUTMENT NO. 1	A801	59	19'-0"	103	3'-3"	12'-6"	3'-3"				6"	11"	2993
	A802	270	16'-4"	104	13'-4"	3'-0"					6"		11775
	A803	48	16'-0"	104	3'-6"	12'-6"					6"		2051
	A701	16	41'-11"	STR.									1371
	A703	5	45'-0"	STR.									460
	A601	42	3'-0"	105	1'-6"	1'-6"	1'-1"				4½"		189
	A604	14	55'-5"	STR.									1165
	A605	30	12'-6"	STR.									563
	A606	46	9'-6"	103	3'-0"	3'-6"	3'-0"				4½"		656
	A607	138	22'-6"	STR.									4664
	A608	58	45'-0"	STR.									3920
	A609	14	61'-11"	103	3'-3"	55'-5"	3'-3"				4½"		1302
	A610	66	7'-0"	103	3'-0"	1'-0"	3'-0"				4½"		694
	A611	76	35'-3"	STR.									4024
	A612	68	36'-6"	STR.									3728
	A613	8	32'-8"	STR.									393
	A614	68	36'-10"	STR.									3762
	A615	8	32'-1"	STR.									386
	A616	40	33'-0"	STR.									1983
	A617	40	8'-2"	104	7'-2"	1'-0"					4½"		491
	A618	55	12'-6"	STR.									1033
	A619	108	19'-0"	103	3'-3"	12'-6"	3'-3"				4½"		3082
	A620	14	33'-0"	STR.									694
	A621	14	36'-3"	104	3'-3"	33'-0"					4½"		762
	A622	14	33'-0"	STR.									694
	A623	14	36'-3"	104	3'-3"	33'-0"					4½"		762
	A624	35	12'-6"	STR.									657
	A625	6	15'-9"	104	3'-3"	12'-6"					4½"		142
	A626	29	7'-0"	STR.									305
	A627	4	28'-0"	STR.									168
	A628	76	16'-4"	104	13'-4"	3'-0"					4½"		1864
	A629	132	29'-0"	STR.									5750
	A630	10	8'-6"	STR.									128
	A501	16	5'-0"	STR.									83
	A502	3	36'-6"	STR.									114
	A503	2	37'-0"	STR.									77
	A504	2	6'-0"	STR.									13
	A505	2	24'-3"	STR.									51
	A401	44	9'-9"	107	2'-0"	2'-6"					2"	4½"	287
	A402	2	9'-11"	107	2'-0"	2'-7"					2"	4½"	13
	A403	10	6'-3"	103	3'-0"	0'-3"	3'-0"				2"		42
	A405	45	9'-1"	103	3'-0"	3'-1"	3'-0"				2"		273
	A406	45	9'-7"	103	3'-0"	3'-7"	3'-0"				2"		288
	A407	10	5'-9"	135	2'-6"	9"	2'-6"				2"		38
	A408	70	5'-0"	136	3'-0"	9"	1'-3"	0'-8½"	0'-4½"		2"		234
	A409	60	6'-6"	135	2'-6"	1'-6"	2'-6"				2"		261
	A410	68	11'-3"	107	3'-4"	1'-11"					2"	4½"	511
	A411	68	10'-2"	103	3'-5"	3'-4"	3'-5"				2"		462
												SUBTOTAL =	65,358 LBS.
ABUTMENT NO. 2	A701	34	43'-9"	STR.									3040
	A601	45	3'-0"	105	1'-6"	1'-6"	1'-1"				4½"		203
	A602	66	14'-4"	107	3'-6"	3'-0"					4½"	8"	1421
	A603	2	14'-6"	107	3'-6"	3'-1"					4½"	8"	44
	A401	47	9'-9"	107	2'-0"	2'-6"					2"	4½"	306
	A402	2	9'-11"	107	2'-0"	2'-7"					2"	4½"	13
	A403	45	9'-1"	103	3'-0"	3'-1"	3'-0"				2"		273
	A404	45	9'-7"	103	3'-0"	3'-7"	3'-0"				2"		288
												SUBTOTAL =	5,588 LBS.
												TOTAL ABUTMENTS =	70,946 LBS.

BILL OF BARS

	MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"	PIN	HOOK	WEIGHT LBS
PIER	P801	108	14'-1"	104	10'-11"	3'-2"					6"		4061
	P802	108	27'-9"	111		26'-10"					6"	11"	8002
	P803	10	42'-0"	STR.									1121
	P804	10	34'-0"	STR.									908
	P805	204	11'-6"	STR.									6264
	P806	96	16'-10"	103	2'-8"	11'-6"	2'-8"				6"		4315
	P601	12	4'-0"	STR.									72
	P602	24	31'-0"	STR.									1117
	P603	52	11'-6"	STR.									898
	P604	72	11'-0"	STR.									1190
	P605	60	9'-0"	104	6'-3"	2'-9"					4½"		811
	P606	36	10'-6"	STR.									568
	P607	72	8'-8"	111		8'-0"					4½"	8"	937
	P608	136	15'-8"	107	4'-6"	2'-8"					4½"	8"	3200
	P609	48	13'-9" Avg.	107	Varies	2'-8"					4½"	8"	991
	P503	8	42'-0"	STR.									350
	P504	20	12'-10"	134	3'-0"	2'-7"	4'-3"	1'-11"	3'-0"		2½"		268
	P507	44	11'-0"	103	3'-3"	4'-6"	3'-3"				2½"		505
	P508	24	16'-1"	114	4'-6"	4'-6"							403
	P401	72	12'-6"	116		1'-6"	11'-0"	3'-6"					601
	P402	60	5'-3"	113		4'-6"					2"	4½"	210
	P405	40	10'-2"	103	3'-0"	4'-2"	3'-0"				2"		272
	P406	45	9'-7"	103	3'-0"	3'-7"	3'-0"				2"		288
												SUBTOTAL =	37,352 LBS.
												TOTAL PIER =	37,352 LBS.

BAR SETS

MARK	MAX. LENGTH	MIN. LENGTH	NO. OF SETS	BARS PER SET
P609	4'-5"	2'-7"	4	12

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

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

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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 MAY 2021
CHECKED BY JFE
DETAILED BY GRB
DESIGNED BY JHG

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

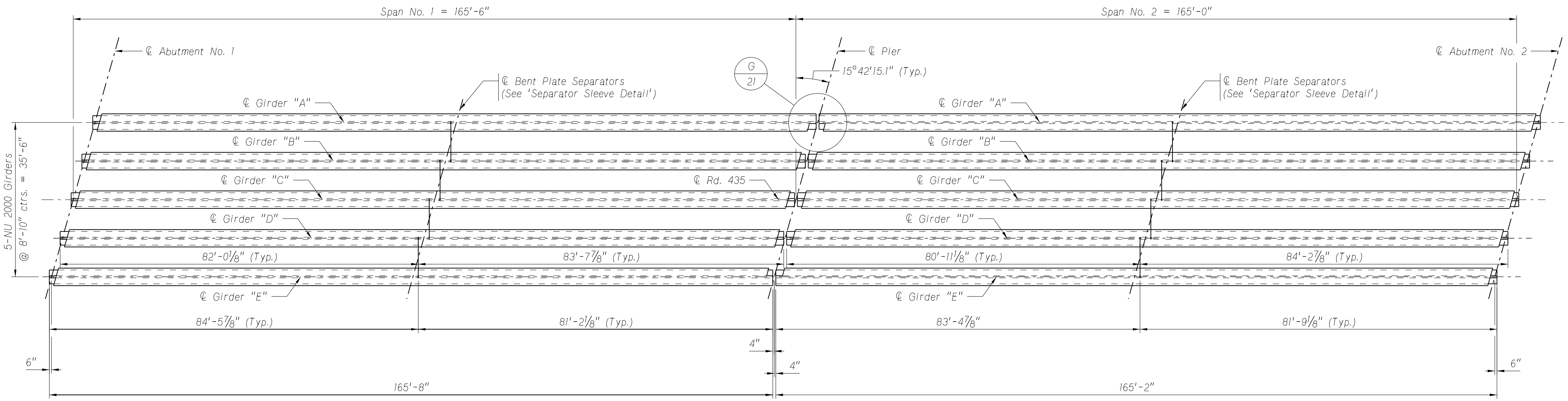
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S21

C.N. 61457

STRUCTURE NUMBER U141528108

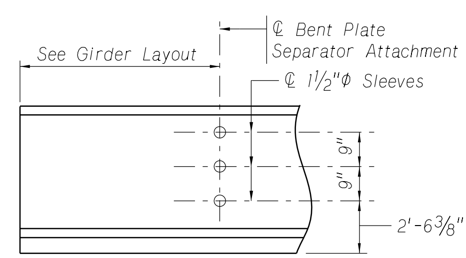
MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

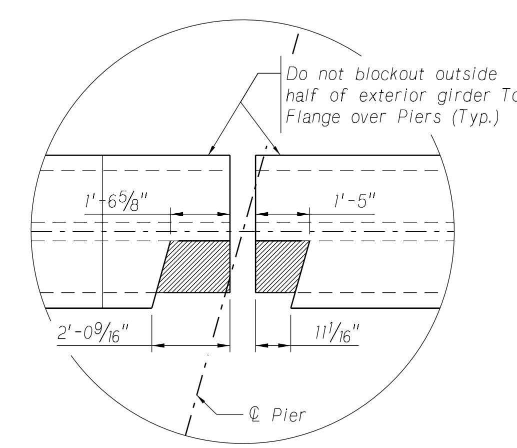


GIRDER LAYOUT

Not to Scale



SEPARATOR SLEEVE DETAIL



EXTERIOR GIRDER BLOCKOUT DETAIL (G/21)

NOTES:

See sheet 27 of 37 for Separator Details

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

GIRDER LAYOUT

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1 | 21/37

BRIDGE DIVISION.

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Date: 07-MAY-2021 14:03

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

C.N. 61457

STRUCTURE NUMBER U141528108

BRIDGE ENGINEER

NU 2000 GIRDER DESIGN

SPAN NO.	GIRDER CASTING LENGTH (Ft.)	CONCRETE STRENGTH (PSI) AT RELEASE	CONCRETE STRENGTH (PSI) AT 28 DAYS	NO. OF STRANDS PER GIRDER	STRANDS PER ROW AT MIDSPAN R1	R2	R3	R4	R5	R6	NUMBER of DEFLECTED STRANDS	STRAND CENTROID ENDS YE	STRAND CENTROID MIDSPAN YM	STRAND DEFLECTION AT ENDS YD	DISTANCE BETWEEN HOLDDOWN PNTS. X	BLOCK OUT DIMENSIONS Abut. B1	BLOCK OUT DIMENSIONS Piers B2
1	165'-8"	6000	8000	42	16	16	10	-	-	-	10	17.19	4.38	68.90	33.13	1'-6"	2'-3"
2	165'-2"	6000	8000	42	16	16	10	-	-	-	10	17.19	4.38	68.90	33.03	1'-6"	2'-3"

NON-COMPOSITE PROPERTIES

SPAN NO.	GIRDER MASS (Lbs/Ft)	GIRDER AREA (in²)	GIRDER CENTROID YNC	MOMENT of INERTIA (in^4)	MIDSPAN CAMBER AT RELEASE	MIDSPAN CAMBER AT 30 DAYS	DEFLECTION FOR SHIMS (Due to Slab & Rail) Span Tenth Points (Sym.) .1	.2	.3	.4	.5
1	943.2	905.4	35.69	792,541	3.374	5.905	1.24	2.18	2.84	3.24	3.38
2	943.2	905.4	35.69	792,541	3.377	5.910	1.24	2.18	2.84	3.24	3.37

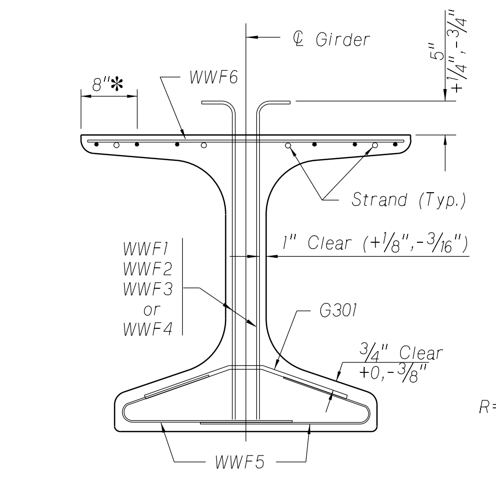
COMPOSITE PROPERTIES

SPAN NO.	SLAB 28 DAY Strength (psi)	SLAB Design DEPTH (in)	Midspan Transformed Concrete Section: SLAB Eff. WIDTH (n x be) (in)	SECTION AREA (in^2)	SECTION CENTROID YC (in)	MOMENT of INERTIA (in^4)	▲ SUPER-IMPOSED DEAD LOADS (plf)
1	4000	7	78.96	1560.7	56.13	1698148	450
2	4000	7	78.96	1560.7	56.13	1698148	450

DEBONDED STRAND

Columns Sym. about ℄ Girder

LOCATION ROW	LOCATION COLUMN	DEBONDING LENGTH
1	2, 4	2'-0"
2	3	4'-0"
3		
4		



REINFORCING
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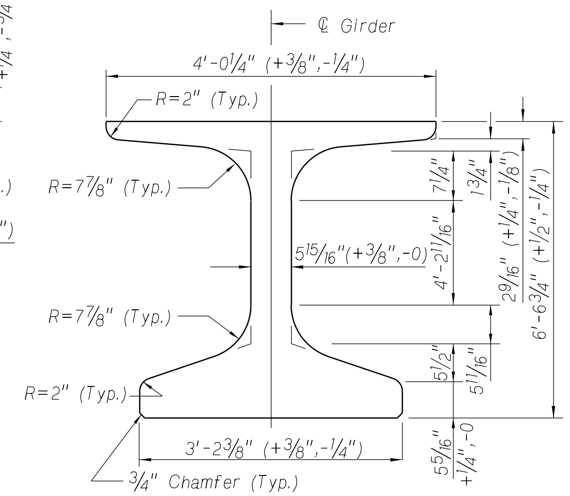

DIMENSIONS
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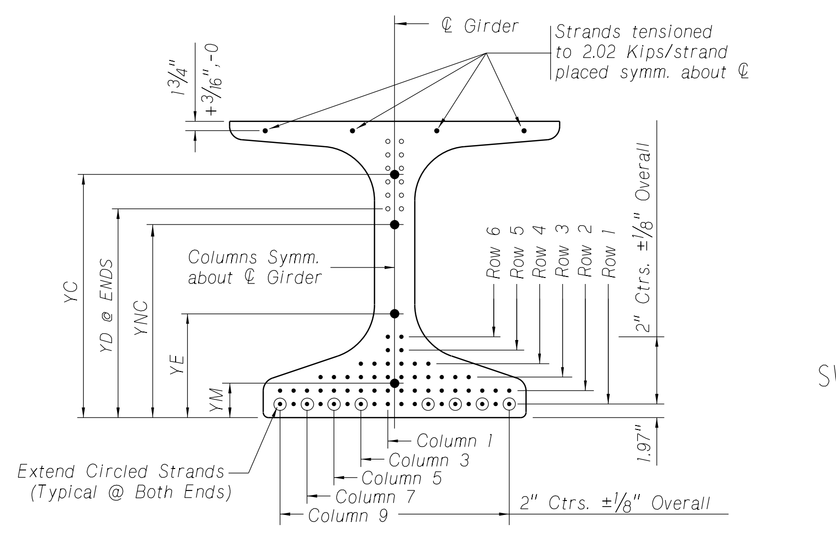
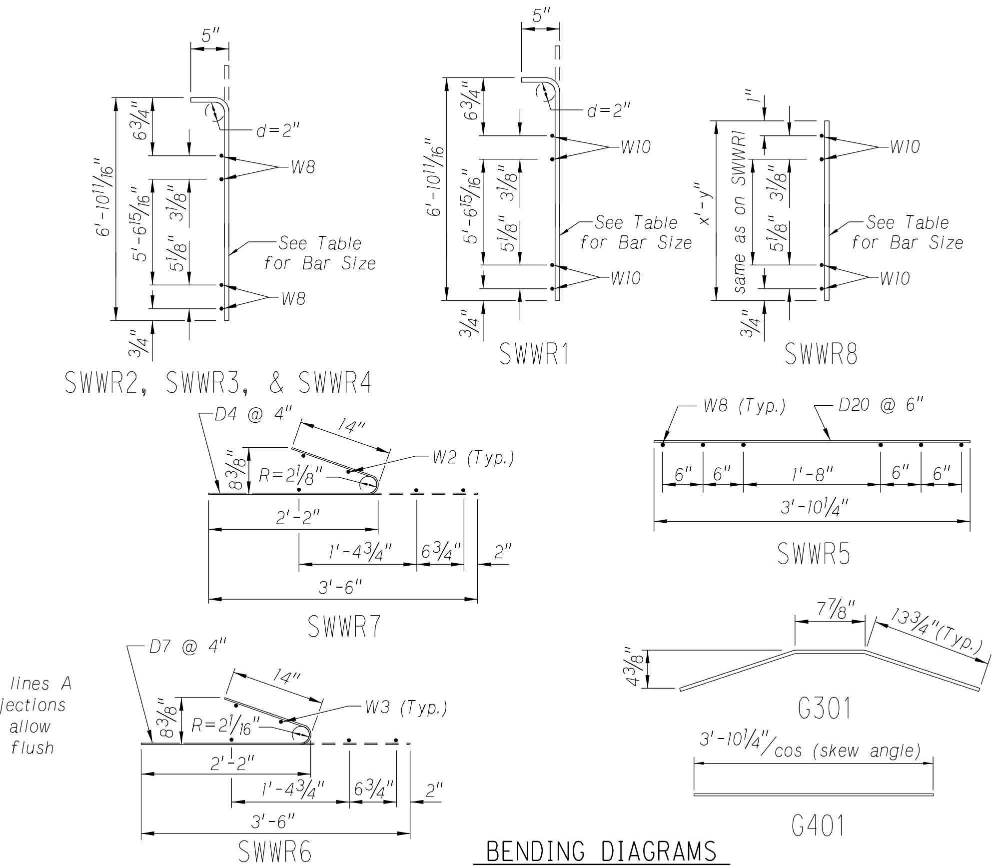


STRAND SPACINGS AND TOLERANCES
Not to Scale



BENDING DIAGRAMS
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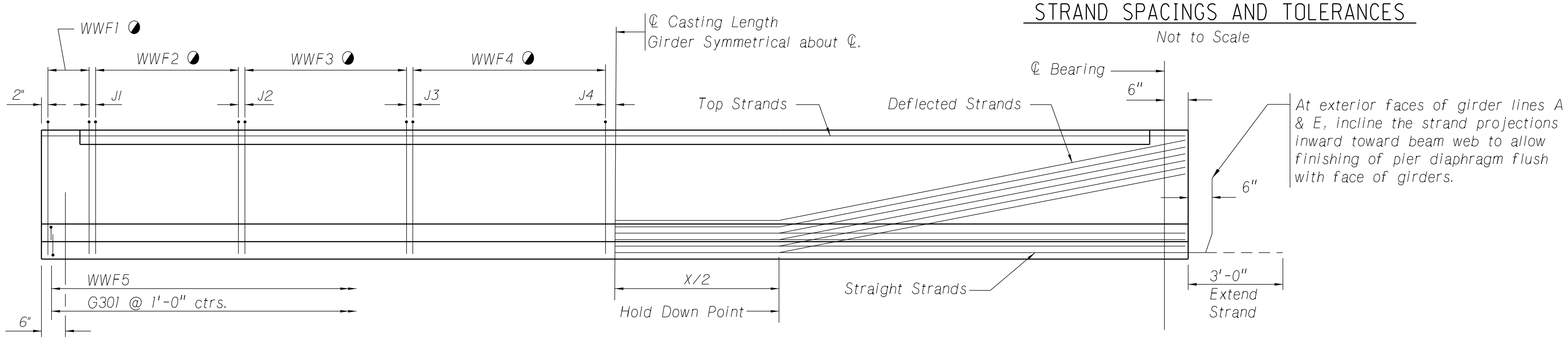
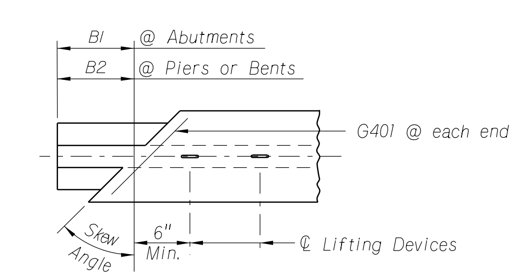


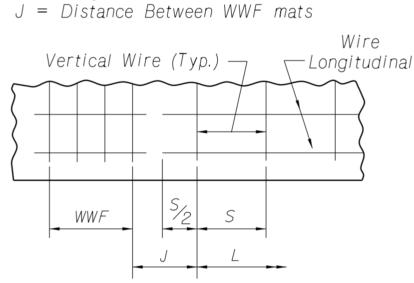
GIRDER ELEVATION
Not to Scale

◑ WELDED WIRE FABRICS (WWF5 & WWF6 as shown in Bending Diagrams)																
SPAN NO.	WWF1 BAR SIZE	S1	L1	J1	WWF2 BAR SIZE	S2	L2	J2	WWF3 BAR SIZE	S3	L3	J3	WWF4 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"

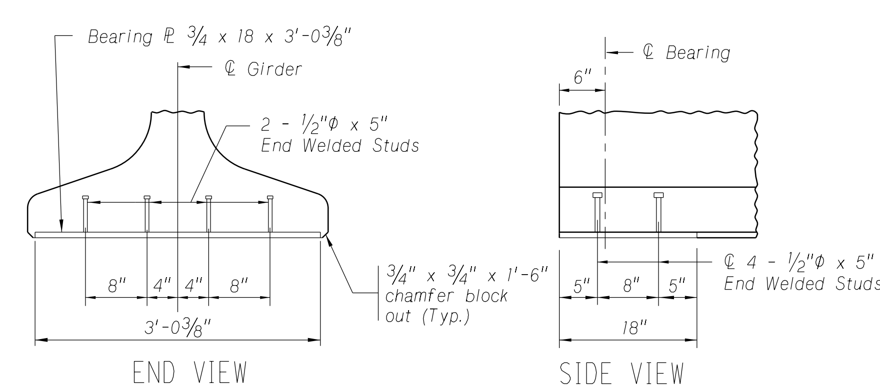


TOP FLANGE BLOCK OUT DETAIL
Not to Scale

S = Vertical wire spacing
L = Length of WWF mats
J = Distance Between WWF mats



FABRIC PLACEMENT DETAIL
Not to Scale



BEARING PLATE
Not to Scale

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 Silicoseal, 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.

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
NU 2000 GIRDER DETAIL

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 | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO. 1

22/37

BRIDGE DIVISION.

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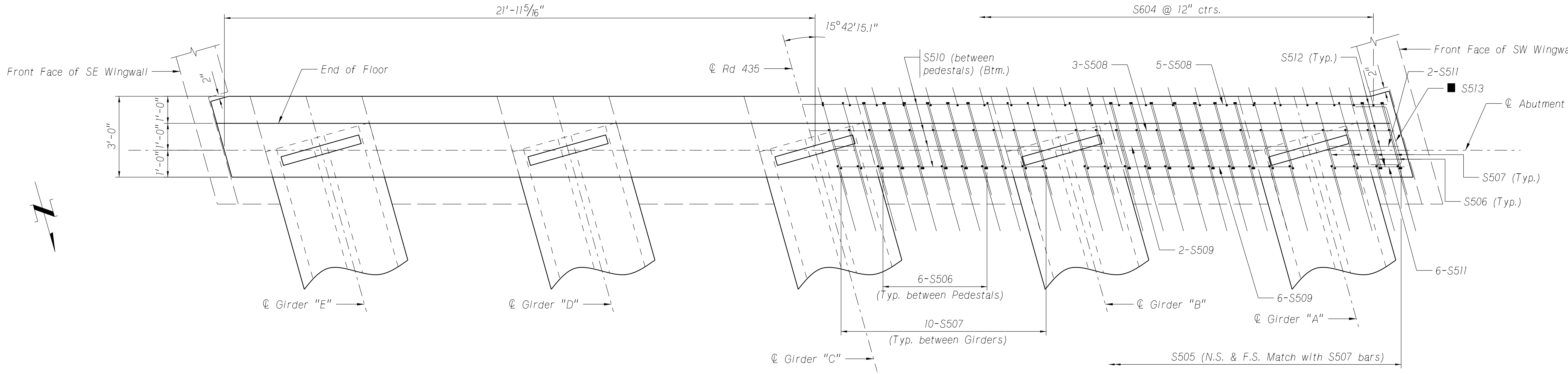
C.N. 61457

STRUCTURE NUMBER U141528108



PLAN OF ABUTMENT NO. 1 TURNDOWN

(Shown Along ℄ Abutment)

Not to Scale

NOTES:

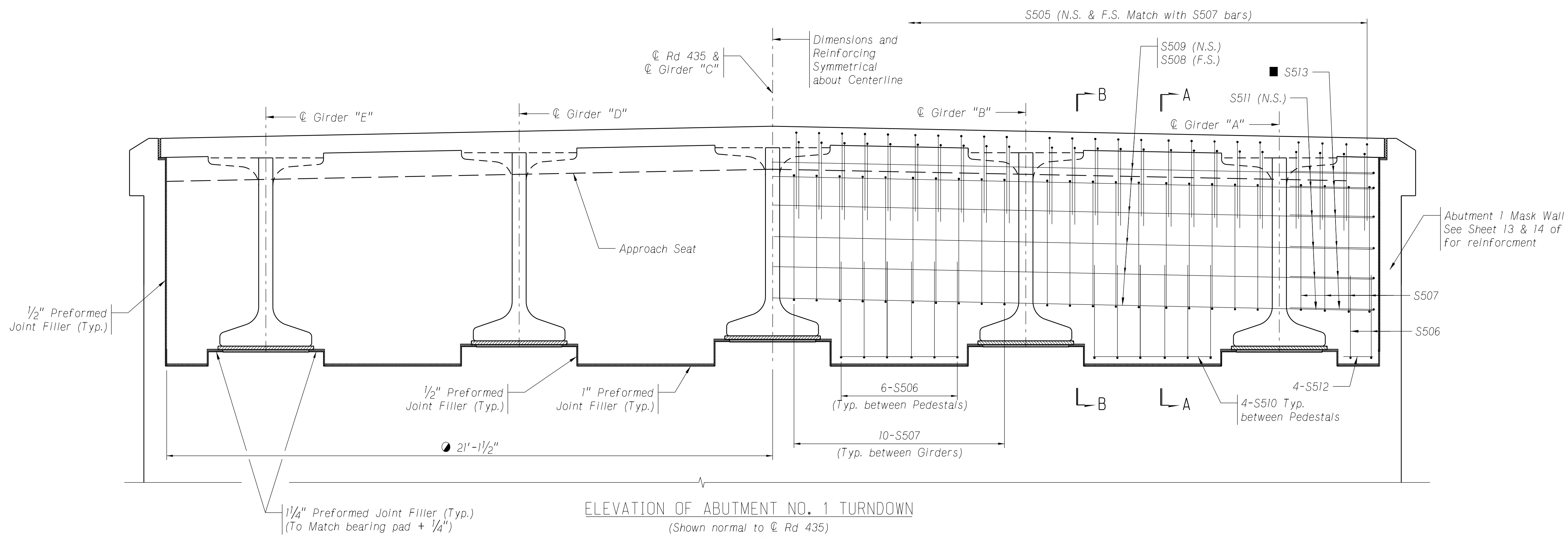
◑ Measured perpendicular to ℄ Roadway

■ 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 ℄ Rd 435)

Not to Scale

BRIDGE ENGINEER

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

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

ABUTMENT NO. 1 DIAPHRAGM DETAILS

LOCATION LEXINGTON | COUNTY DAWSON

SKEW 15° 42' 15.1" RHB | HWY. NO. RD-435

ROADWAY 40'-0" | REF. POST.

DESIGN LIVE LOAD HL-93 | STA. 142+95.00

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

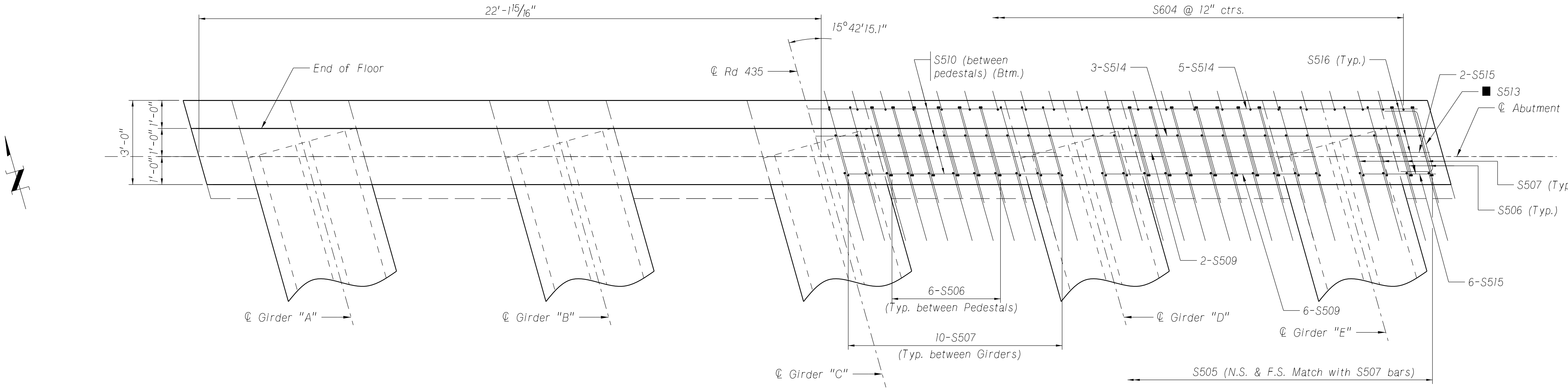
JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S24

C.N. 61457
STRUCTURE NUMBER U141528108



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

NOTES:

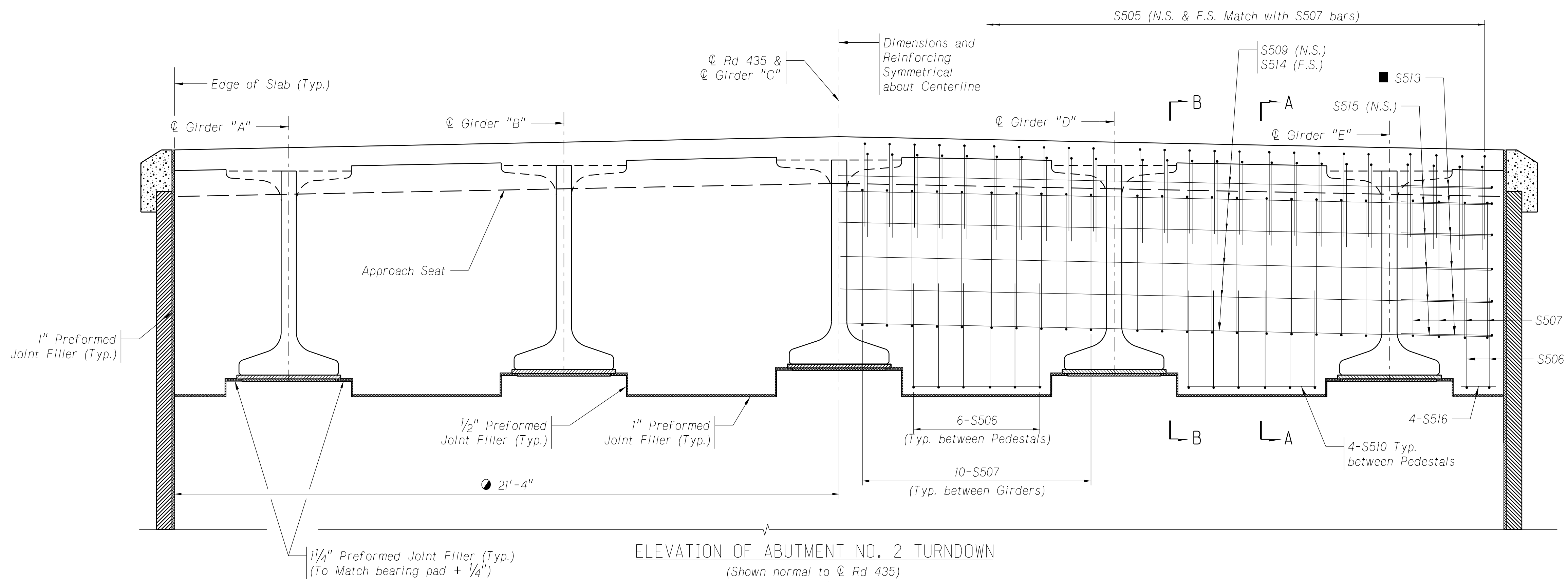
◑ Measured perpendicular to ℄ Rd 435.

■ 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 ℄ Rd 435)
Not to Scale

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

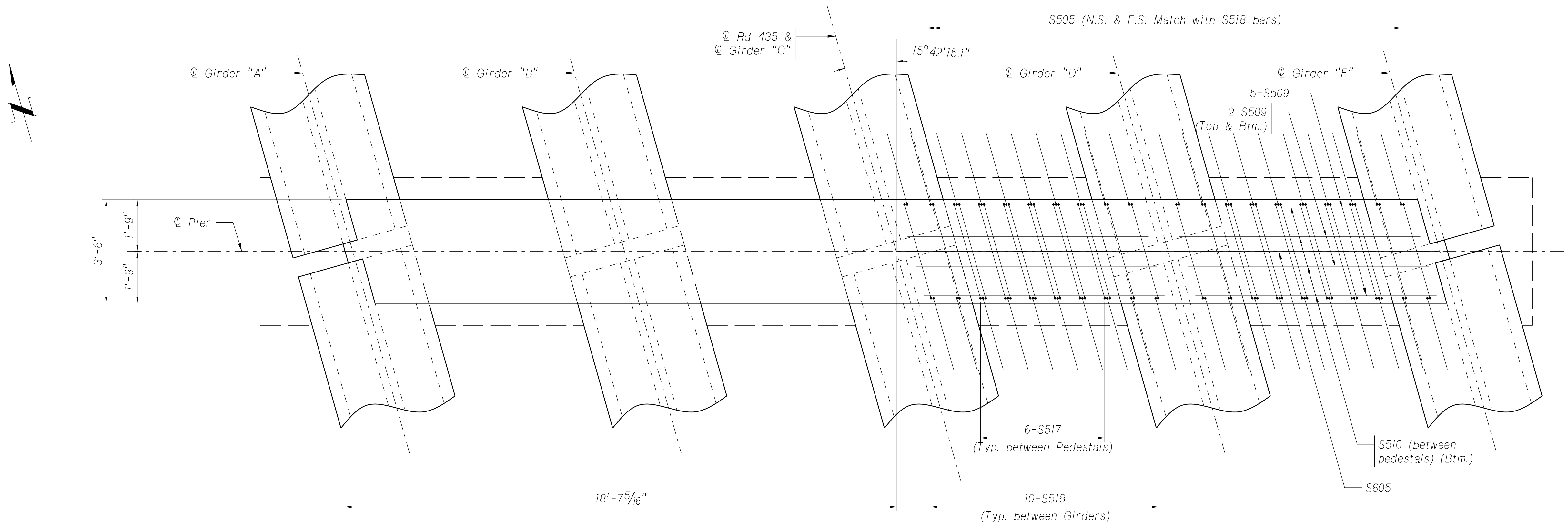
wsp

SPECIAL PLAN NO. 1

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S25

C.N. 61457

STRUCTURE NUMBER U141528108



PLAN OF PIER DIAPHRAGM
(Shown Along ℄ Pier)
Not to Scale

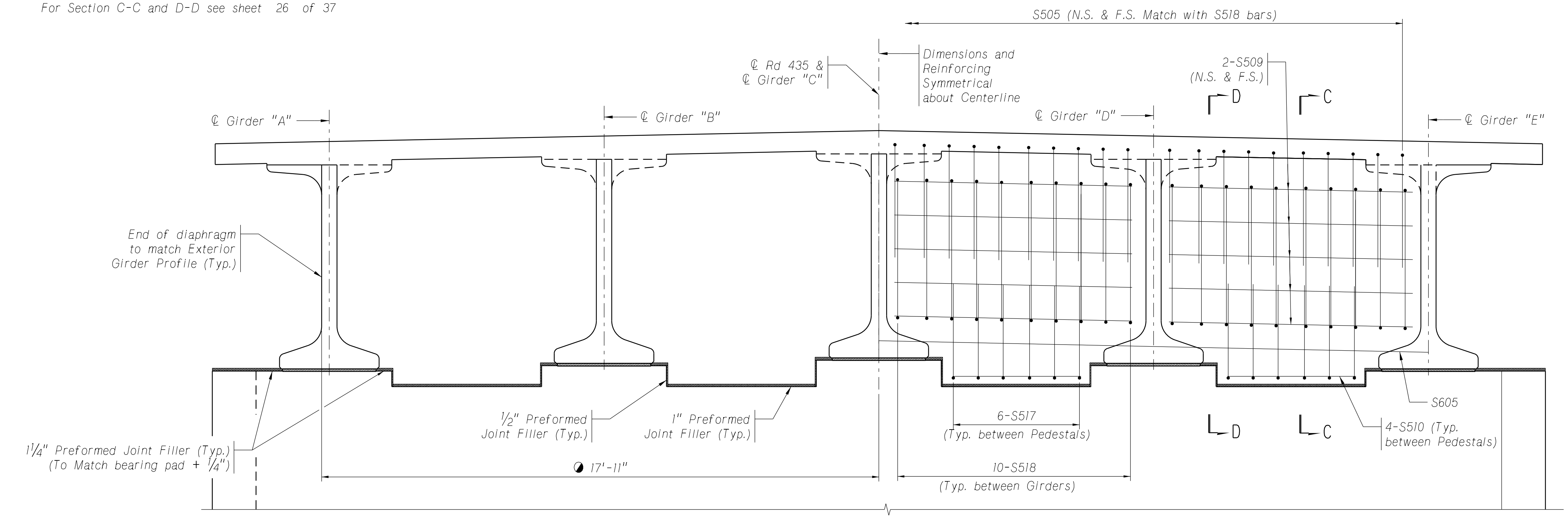
NOTES:

◑ Measured perpendicular to ℄ Rd 435.

(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 ℄ Rd 435)
Not to Scale

PROFESSIONAL CIVIL ENGINEER
MARK J. TRAYNOWICZ
E-8119
STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER
JAWAD H. GULL
E-17786
STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

25/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:04

File: 61457-dd03.dgn

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:04

File: 61457-dd04.dgn

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S26

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG DETAILED BY GRB CHECKED BY JFE DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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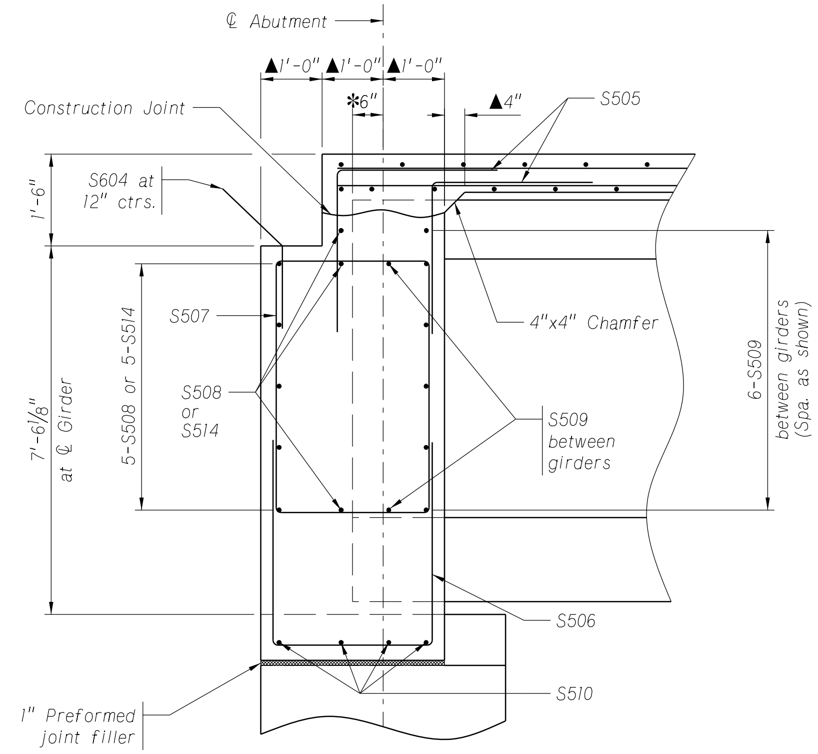
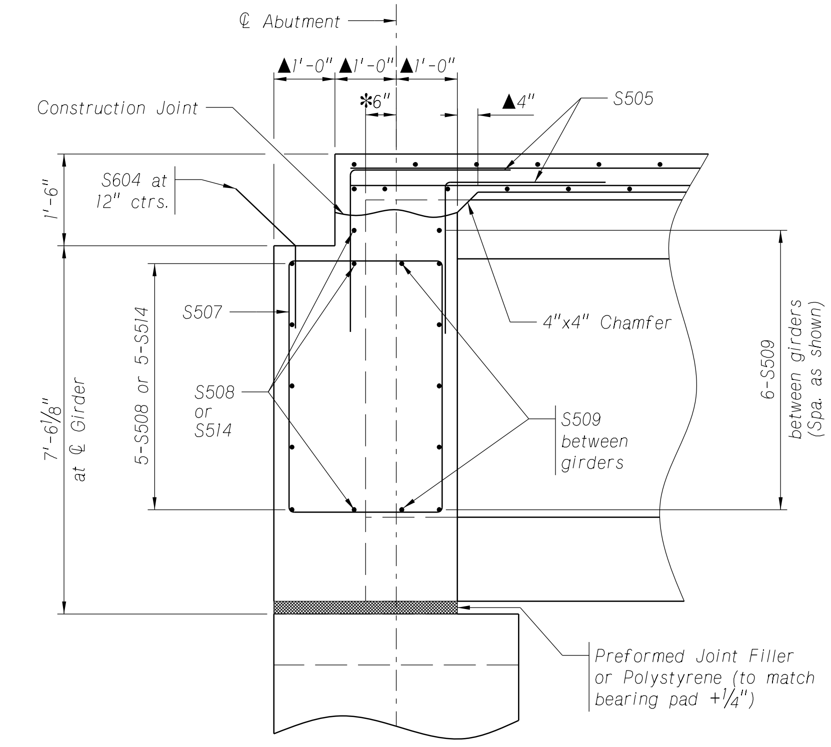
DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

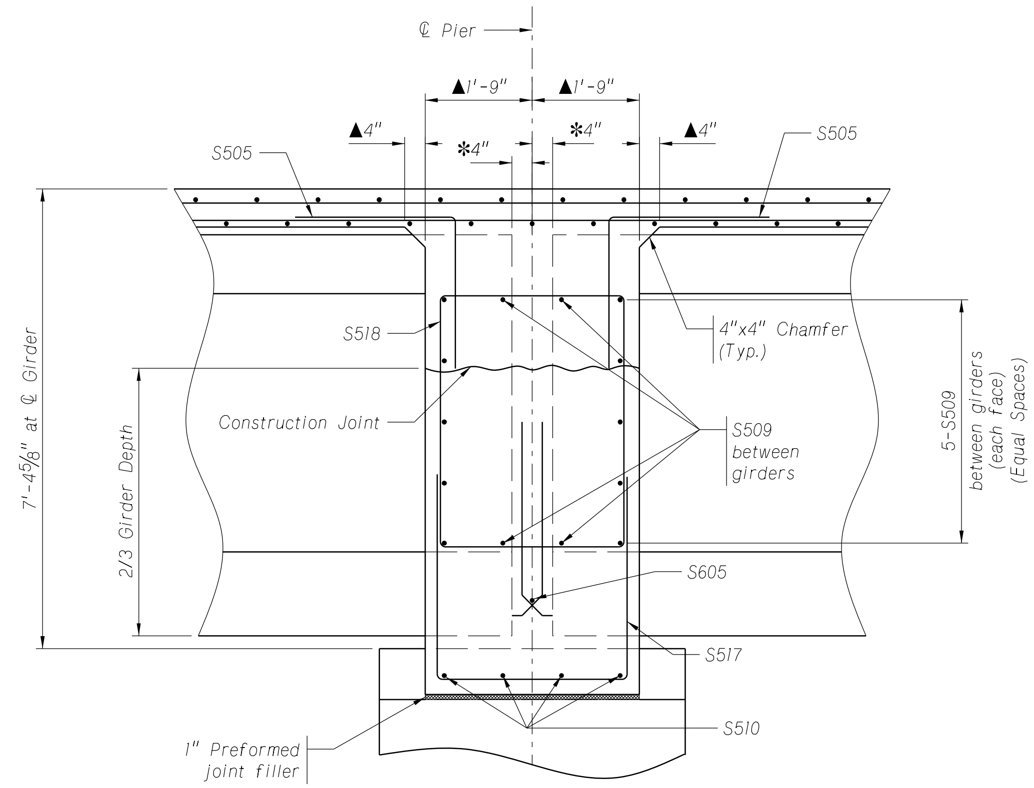
✻ Measured along ℄ of girder
▲ Normal to ℄ support



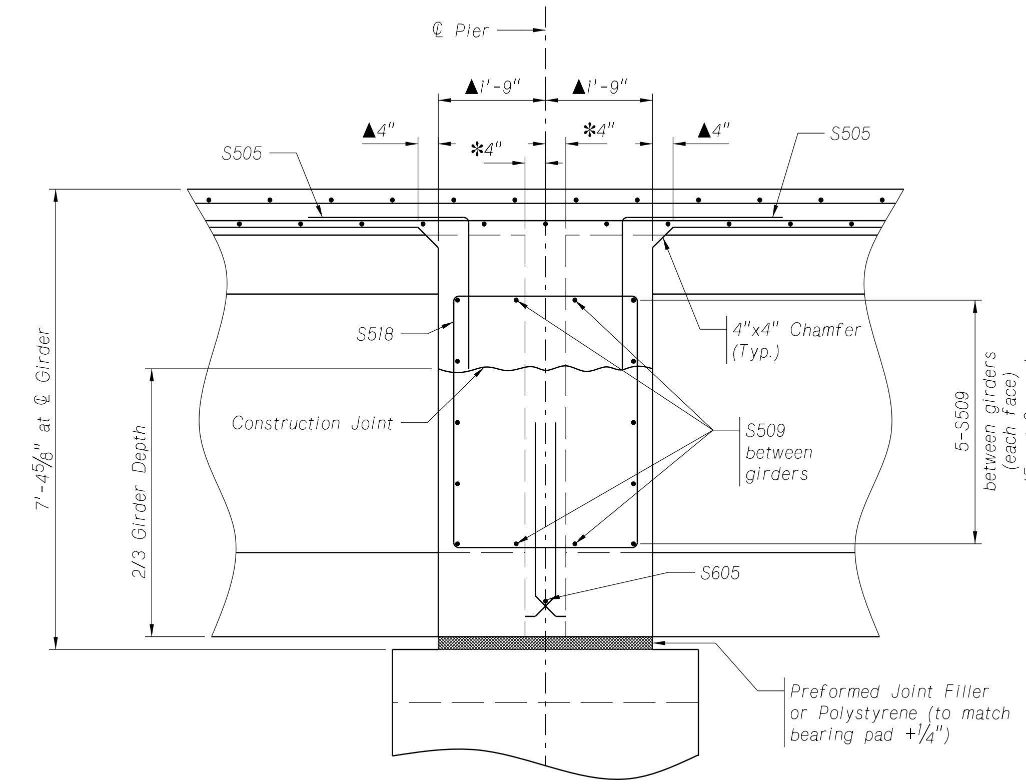
SECTION A-A
(Between Girders)
Not to Scale



SECTION B-B
(At Girders)
Not to Scale



SECTION C-C
(Between Girders)
Not to Scale



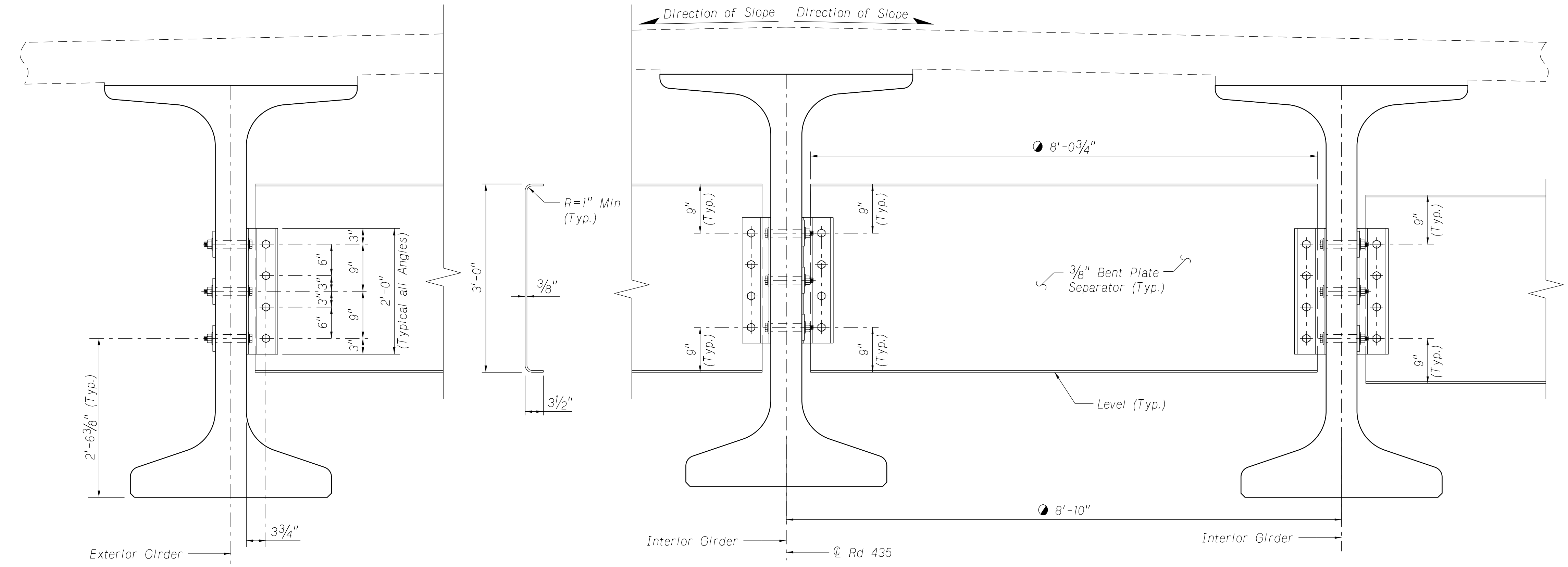
SECTION D-D
(At Girders)
Not to Scale

wsp

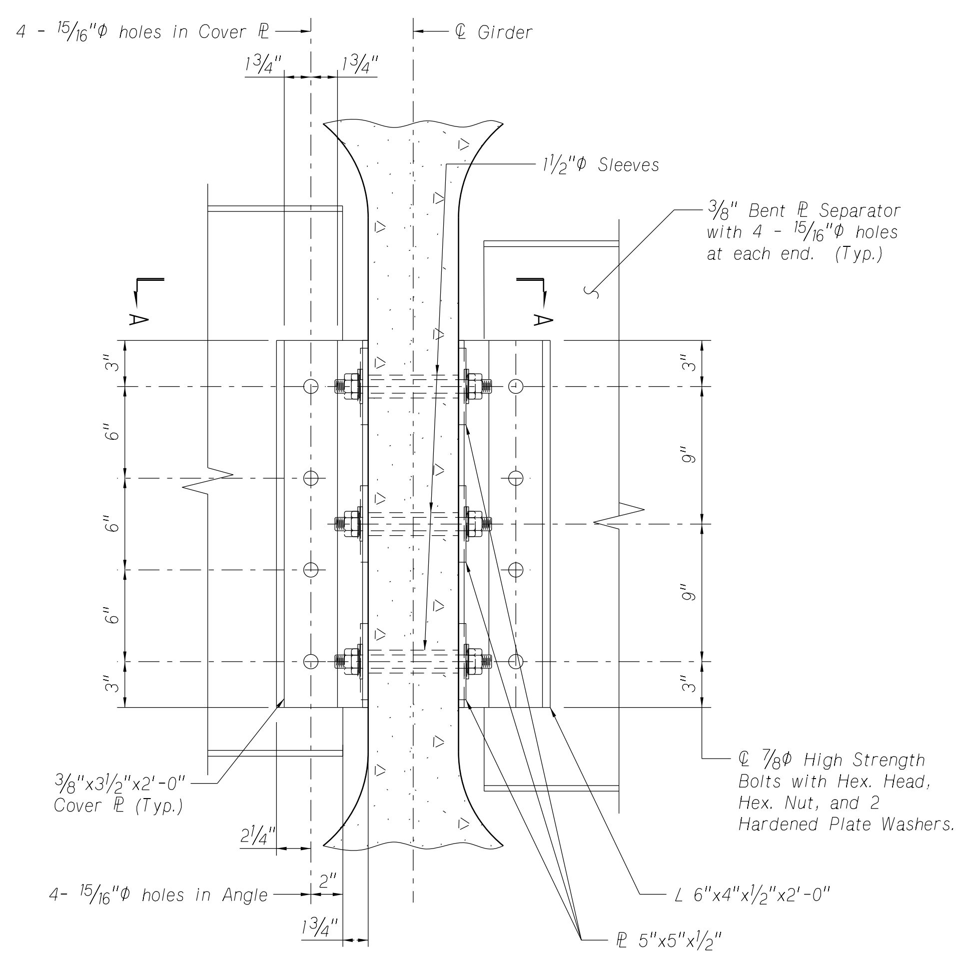
SPECIAL PLAN NO. 1

26/37

C.N. 61457
STRUCTURE NUMBER U141528108



SEPARATOR DETAILS
Not to Scale



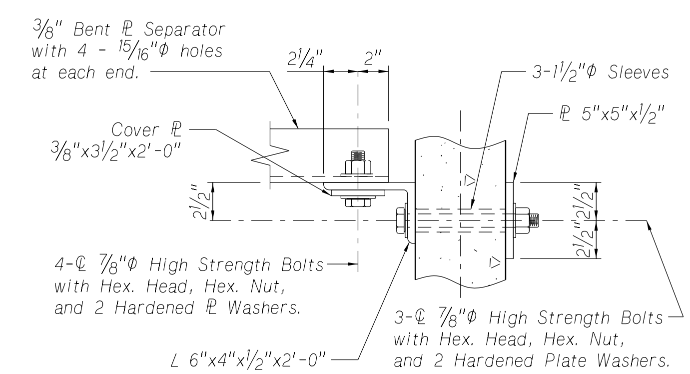
COVER PLATE DETAILS
Not to Scale

NOTES:

◕ Dimension measure perpendicular to ℄ 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

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1

BRIDGE DIVISION.

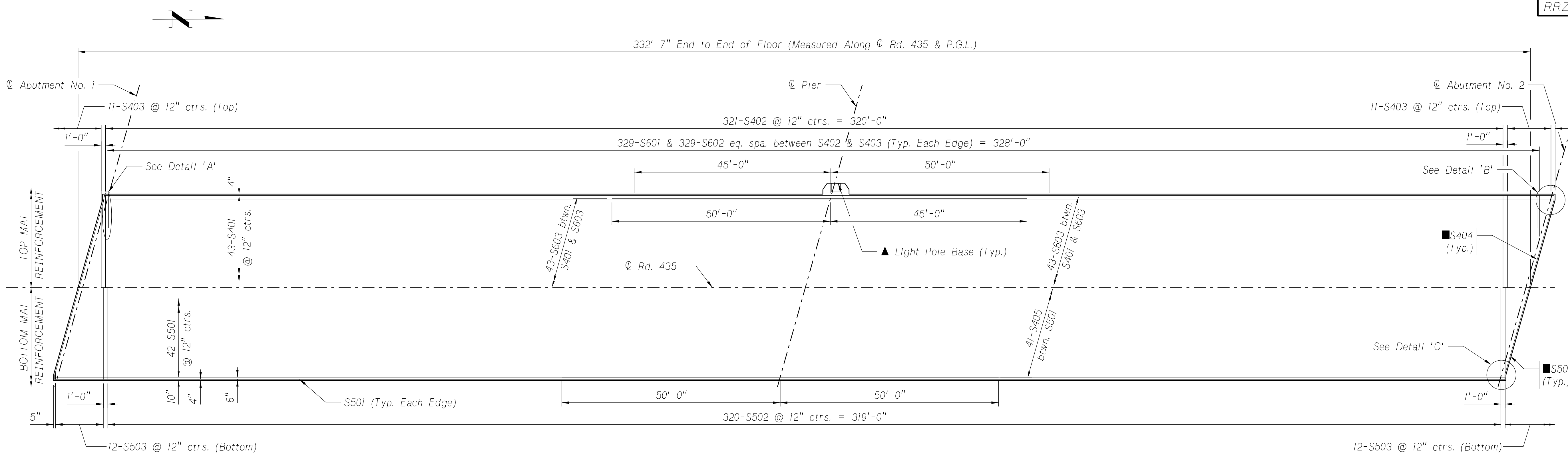
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S28

C.N. 61457

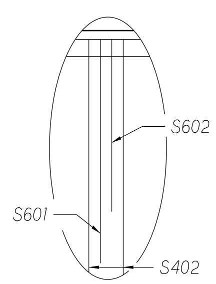
STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

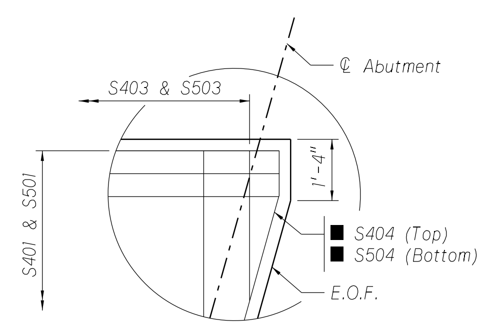
BRIDGE ENGINEER



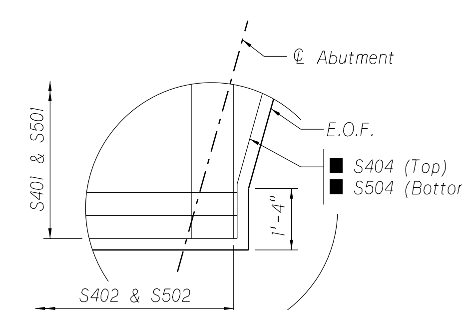
SLAB REINFORCEMENT LAYOUT
Not to Scale



DETAIL 'A'
Not to Scale



DETAIL 'B'
Not to Scale



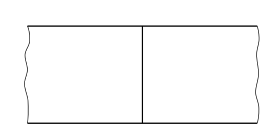
DETAIL 'C'
Not to Scale

NOTES:

■ Field bend as needed

▲ For Light Pole base reinforcement see special plan 4C.

E.O.F. = End of Floor



OPTIONAL SLAB CONSTRUCTION JOINT

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

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

DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

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SPECIAL PLAN NO. 1

28/37

File: 61457-dp01.dgn Date: 07-MAY-2021 14:04 Computer: W-AMLNK-L-50507

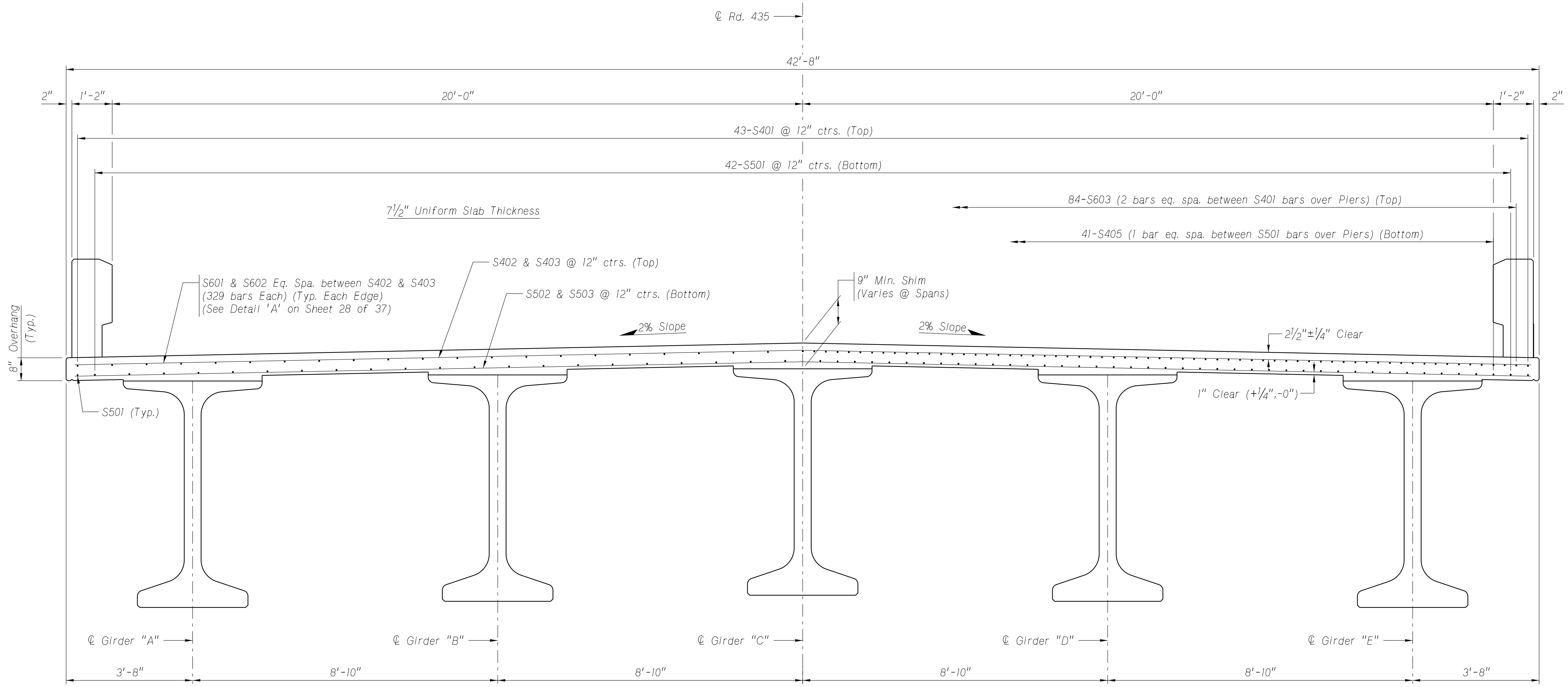
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S29

C.N. 61457

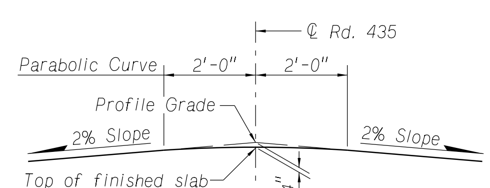
STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

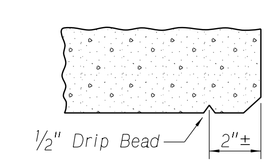
BRIDGE ENGINEER



BRIDGE TYPICAL SECTION
(Dimensions shown are prependicular to ℄ Roadway)
Not to Scale



CROWN TEMPLET
(Dimensions shown are prependicular to ℄ Roadway)
Not to Scale



DRIP BEAD DETAIL

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

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

DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

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JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

WSP

SPECIAL PLAN NO.	29/37
1	

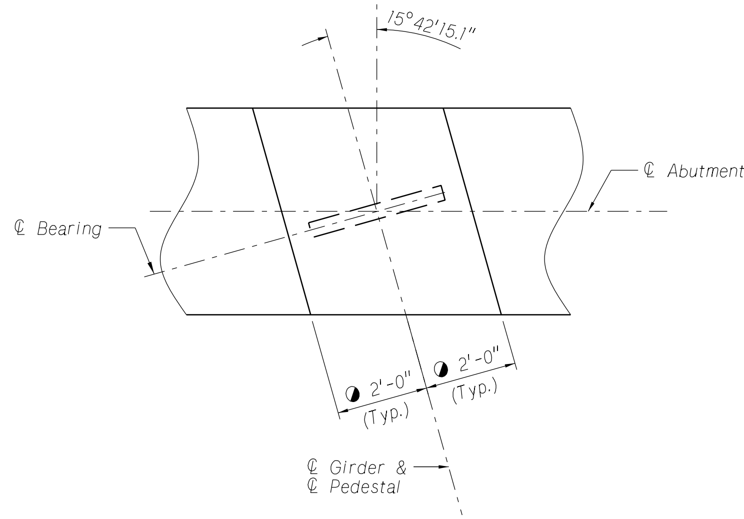
BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:04

File: 61457-ds01.dgn

BRIDGE DIVISION.
Computer: W-AMLNK-L-50507
Date: 07-MAY-2021 14:04
File: 61457-bd01.dgn

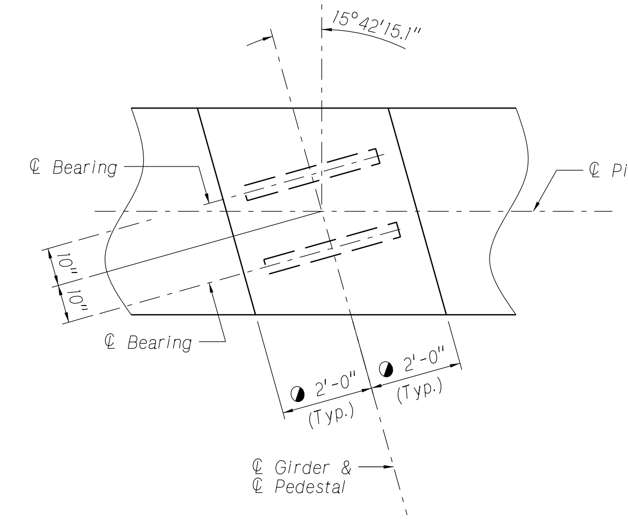


BEARING PAD LAYOUT DETAIL AT ABUTMENTS
(Typical at Girders)
Not to Scale

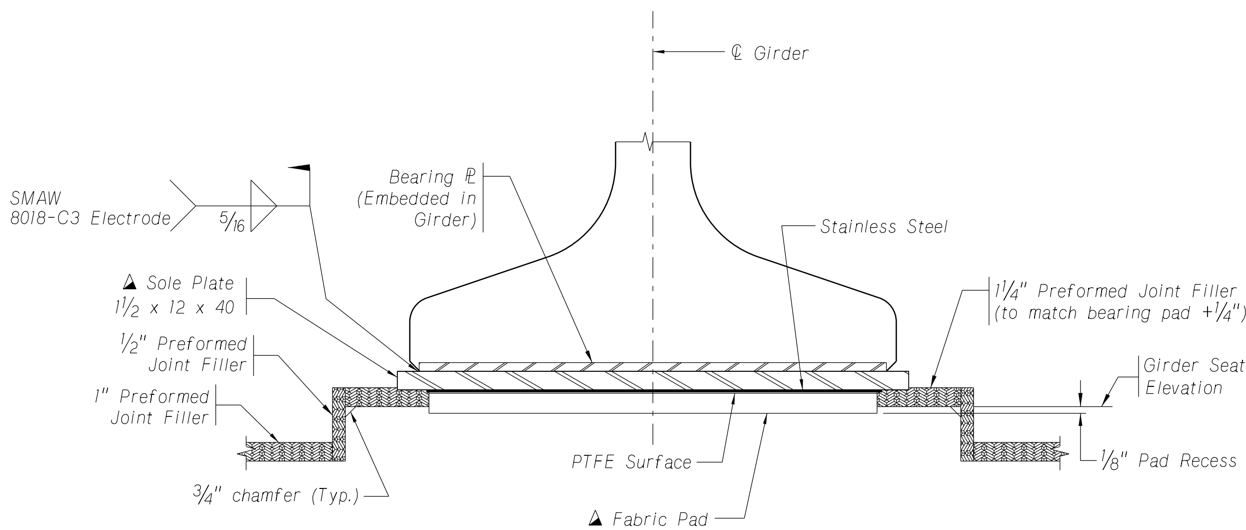
NOTES:

◑ Measured perpendicular to ℄ Rd 435.

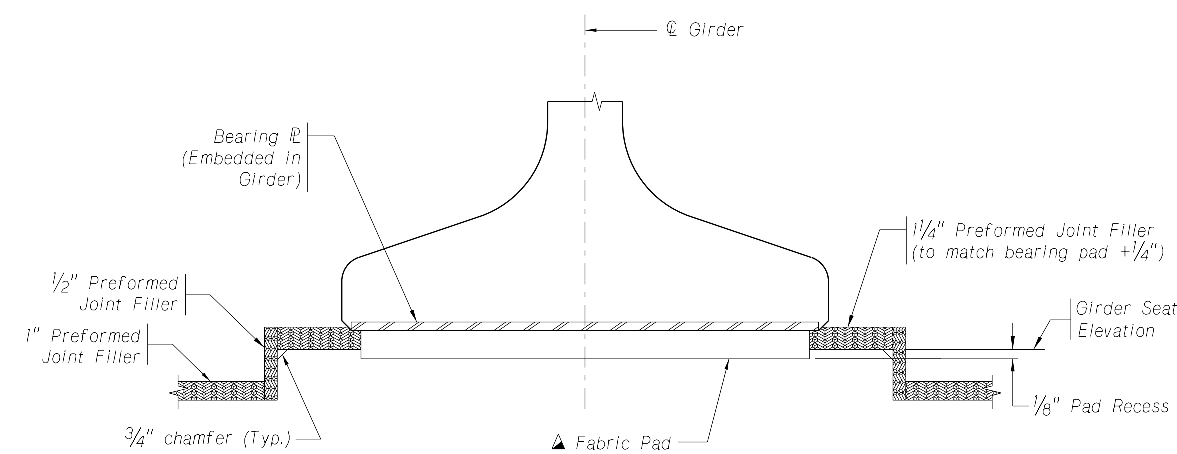
▲ Sole Plates and Fabric Pads need to be inspected prior to installation. Please contact the Bridge Office a minimum of three weeks before contractor's scheduled installation for inspection.



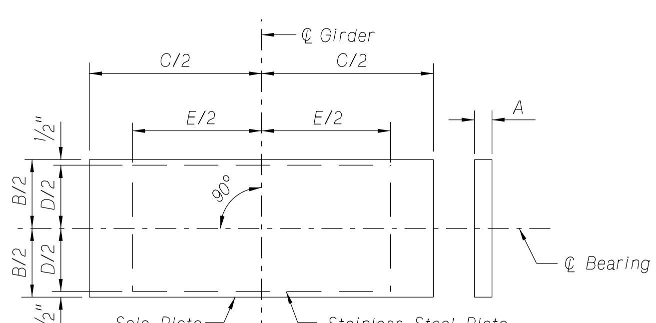
BEARING PAD LAYOUT DETAIL AT PIER
(Typical at Girders)
Not to Scale



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



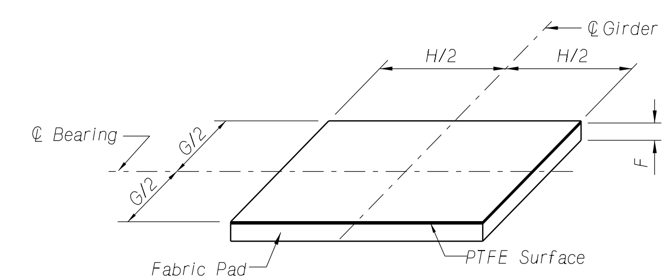
SECTION AT FIXED BEARING
At Pier
Not to Scale



SOLE PLATE
Not to Scale

DIMENSIONS FOR BEARING DEVICES

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



Omit PTFE low friction surface at fixed bearing devices.

FABRIC PAD
Not to Scale

PROJECT NUMBER RRZ-TMT-1705(3)
SHEET NO. S30
C.N. 61457
STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

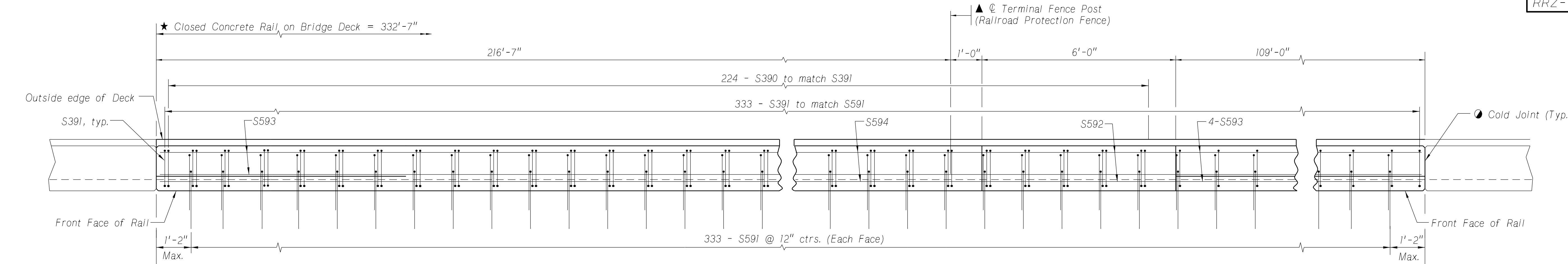
wsp

SPECIAL PLAN NO. 1

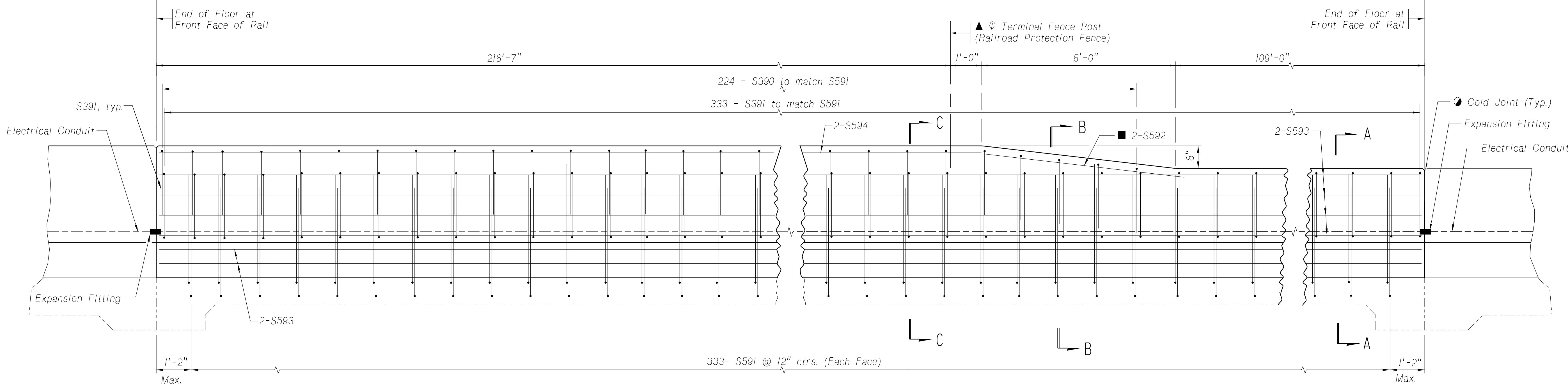
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S31

C.N. 61457

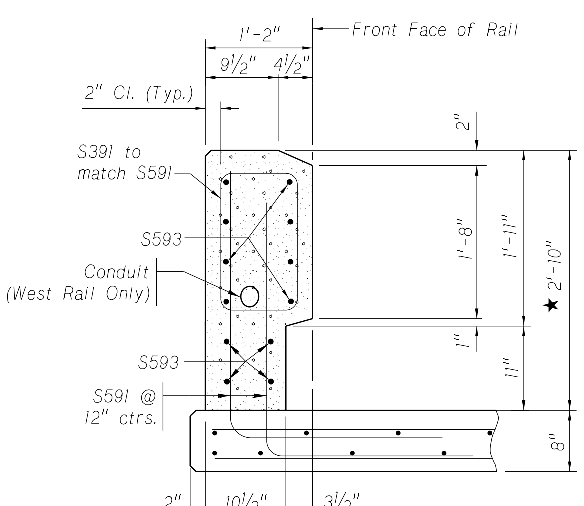
STRUCTURE NUMBER U141528108



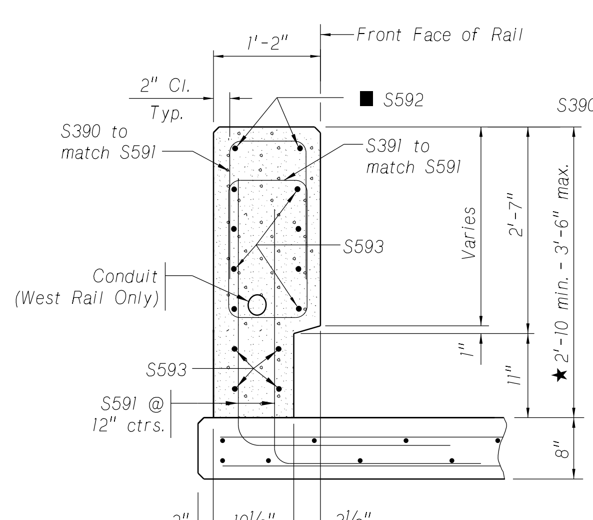
PLAN OF CLOSED MODIFIED CONCRETE RAIL ON BRIDGE DECK



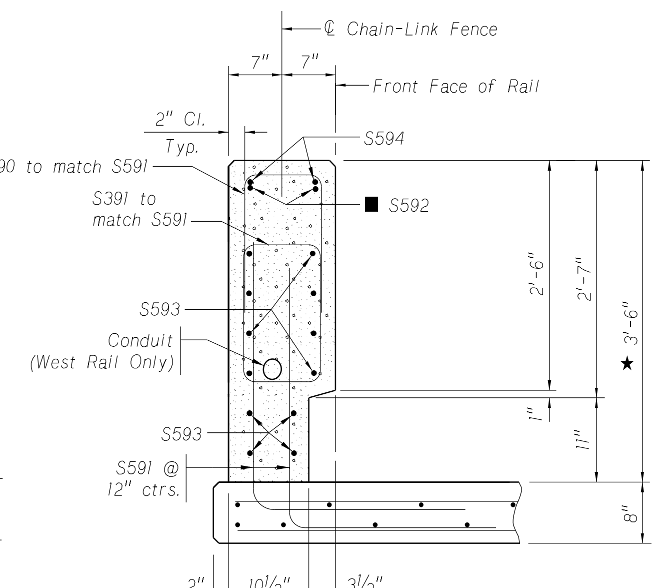
ELEVATION OF CLOSED MODIFIED CONCRETE RAIL ON BRIDGE DECK



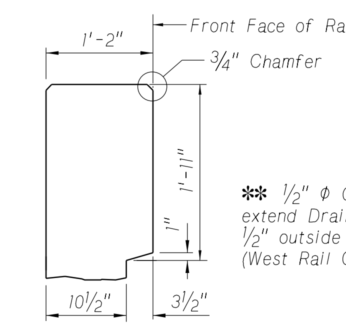
SECTION A-A



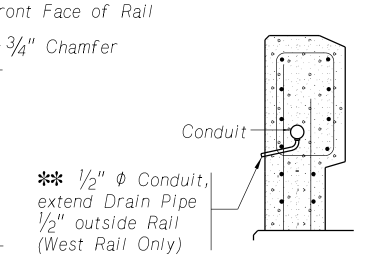
SECTION B-B



SECTION C-C



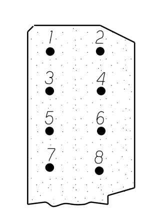
ALTERNATE CHAMFER DETAIL



DRAIN PIPE DETAIL

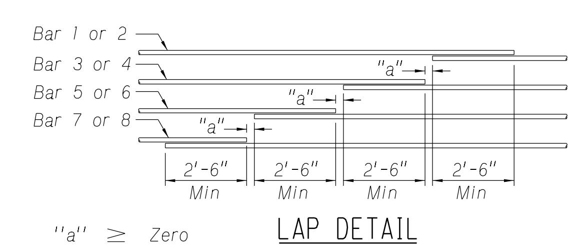
NOTES:

- ★ 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.



RAIL SECTION

See Lap Detail



LAP DETAIL

MARK J. TRAYNOWICZ E-8119 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
CONCRETE RAILING ON BRIDGE

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 | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 — PROFESSIONAL CIVIL ENGINEER — STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1 | 31/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:04

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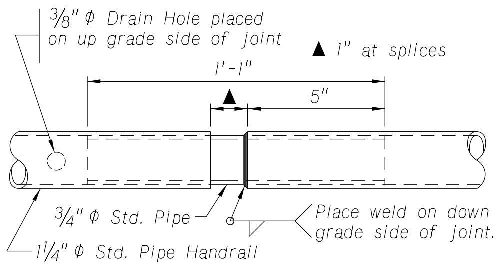
PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S32

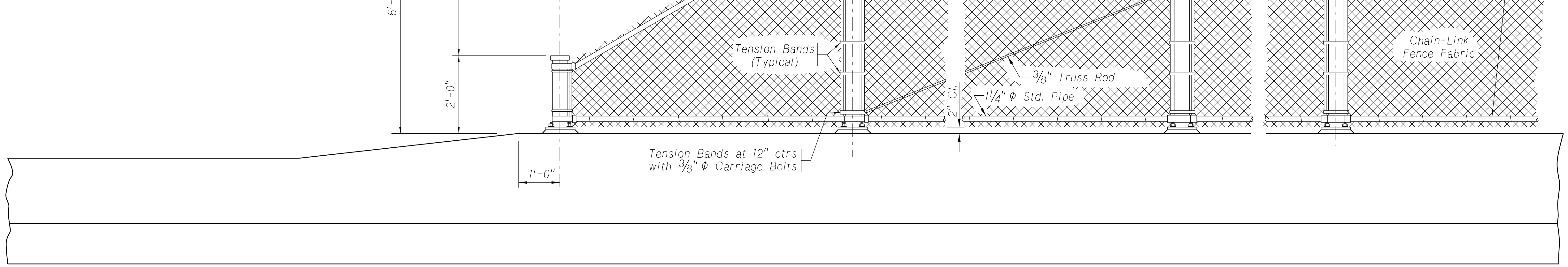
C.N. 61457

STRUCTURE NUMBER U141528108



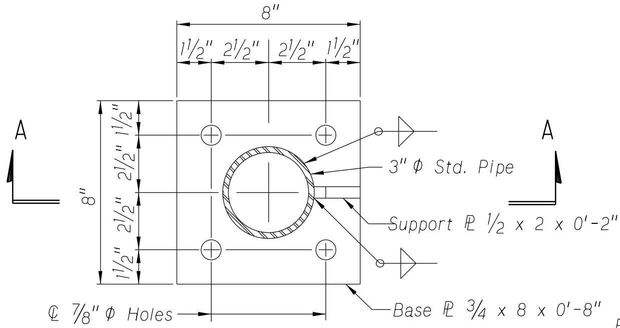
EXPANSION JOINT and SPLICE DETAIL

(Plan View)
Not to Scale



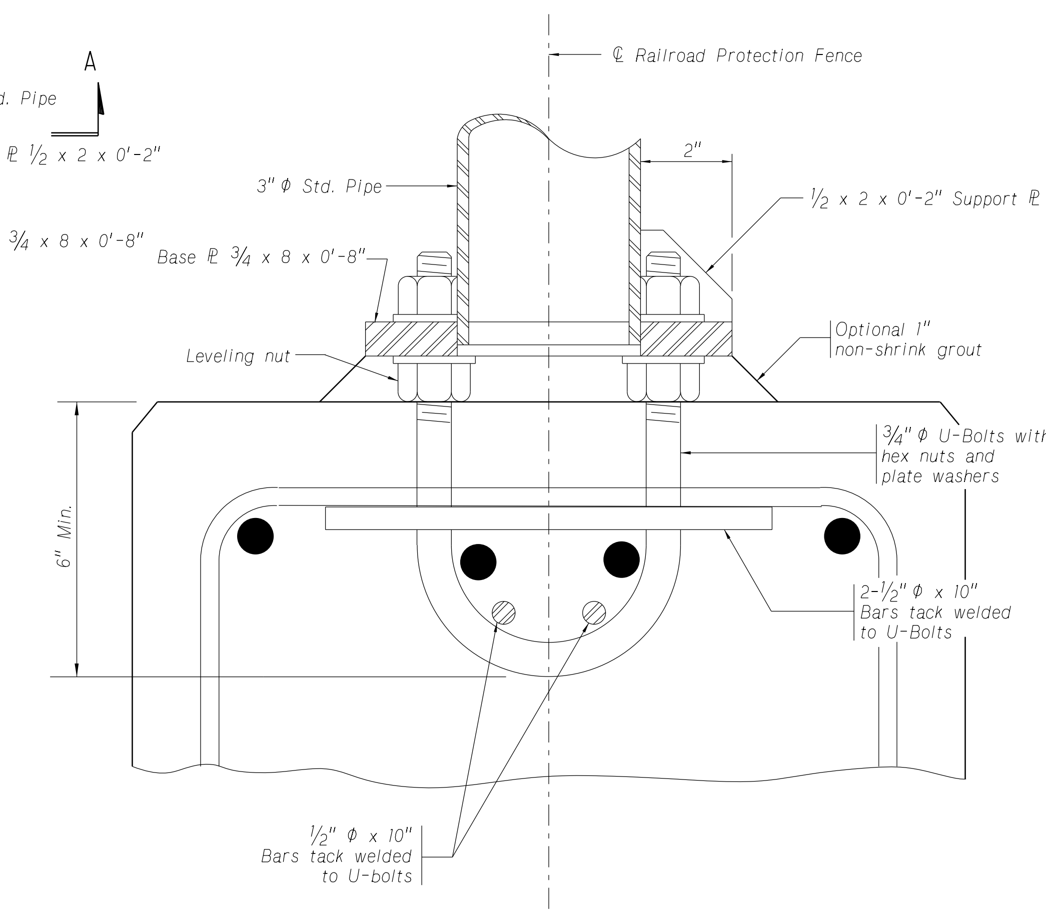
ELEVATION SHOWING RAILROAD PROTECTION FENCE

Not to Scale



BASE PLATE PLAN VIEW

Not to Scale



SECTION A-A

Not to Scale

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.

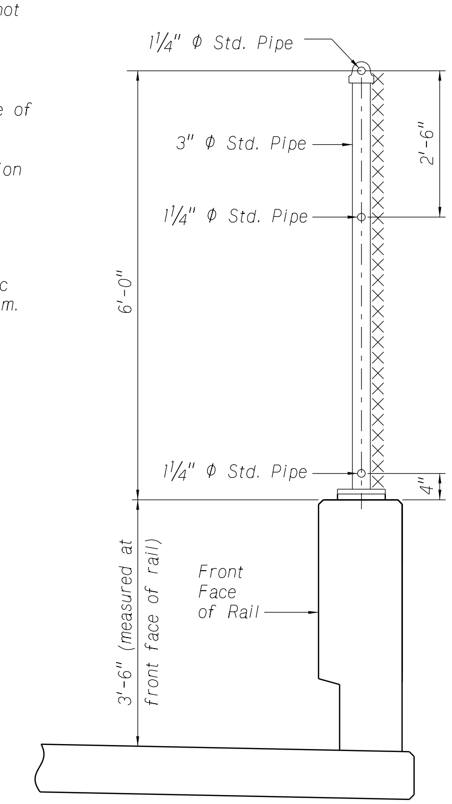
The coating will be black and industrial grade. The height of the fabric shall be 6'-0". Knuckled selvage shall be provided at the top and bottom.

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.



TYPICAL SECTION THROUGH RAIL & FENCE

Not to Scale

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN
NU2000 CONCRETE GIRDER BRIDGE
RAILROAD PROTECTION FENCE

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
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PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

SPECIAL PLAN NO. 1 | 32/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:04

File: 61457-rf01.dgn

BILL OF BARS

	MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"		PIN	HOOK	WEIGHT LBS
SLAB	S601	658	9'-6"	STR.										9389
	S602	658	7'-6"	STR.										7412
	S603	84	98'-0"	STR.	Includes 1 - 3'-0" Lap									12364
	S604	88	3'-0"	101	1'-6"	1'-6"	1'-1"					4½"		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"						2½"		1702
	S506	56	8'-6"	103	3'-0"	2'-6"	3'-0"					2½"		496
	S507	96	14'-1"	107	4'-1"	2'-6"						2½"	5½"	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"	8⅝"				2½"		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"					2½"		227
	S518	40	15'-3"	107	4'-1"	3'-1"						2½"	5½"	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
	S405	41	102'-0"	STR.	Includes 1 - 2'-0" Lap									2794
														SUBTOTAL = 89,043 LBS.
RAIL ON SLAB														
	S591	1332	5'-8"	104	2'-10"	2'-10"						3¾"		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"					1½"		646
	S391	666	5'-4"	107	1'-6"	10"						1½"	4"	1336
														SUBTOTAL = 19,537 LBS.
														TOTAL = 108,580 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	SHEET NO.
RRZ-TMT-1705(3)	S33

C.N. 61457

STRUCTURE NUMBER U141528108

MARK J. TRAYNOWICZ E-8119 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

JAWAD H. GULL E-17786 PROFESSIONAL CIVIL ENGINEER STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

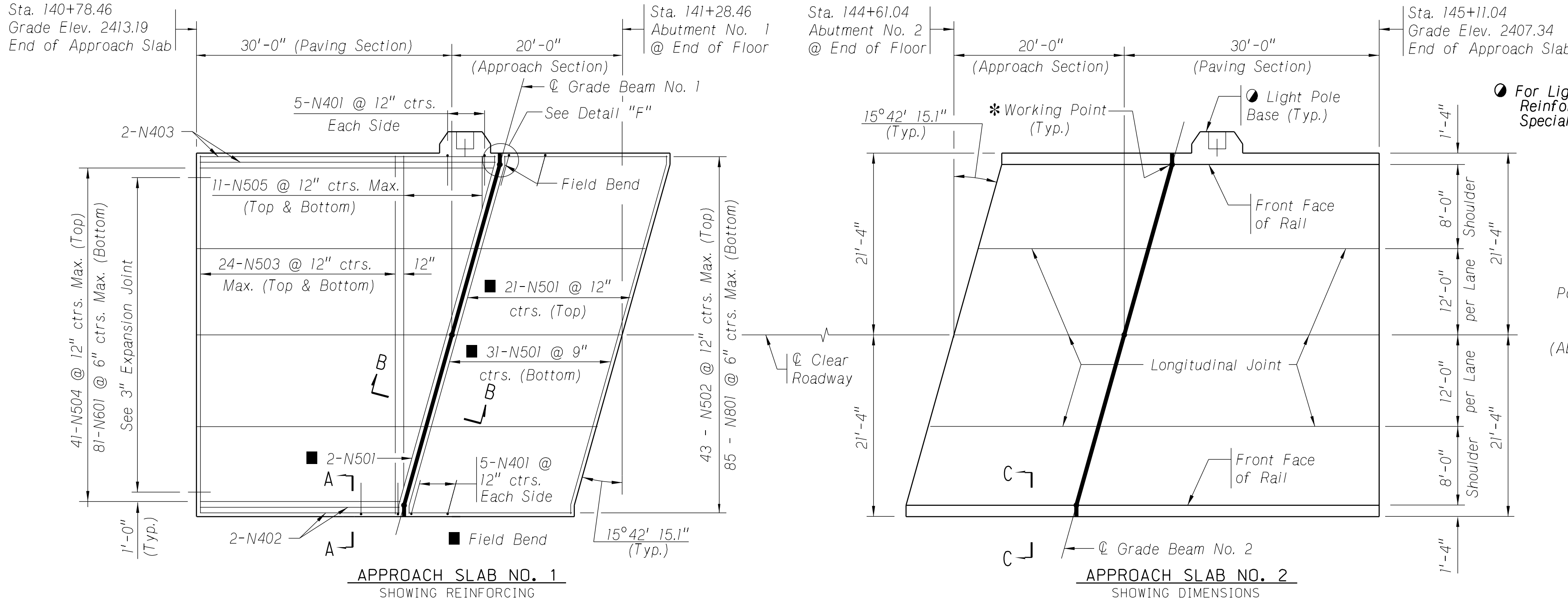
33/37

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:05

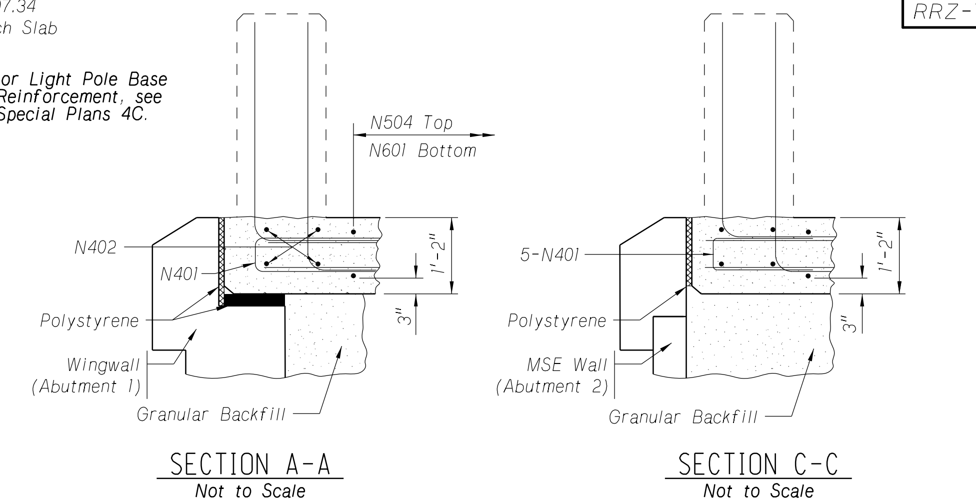
File: 61457-bb02.dgn

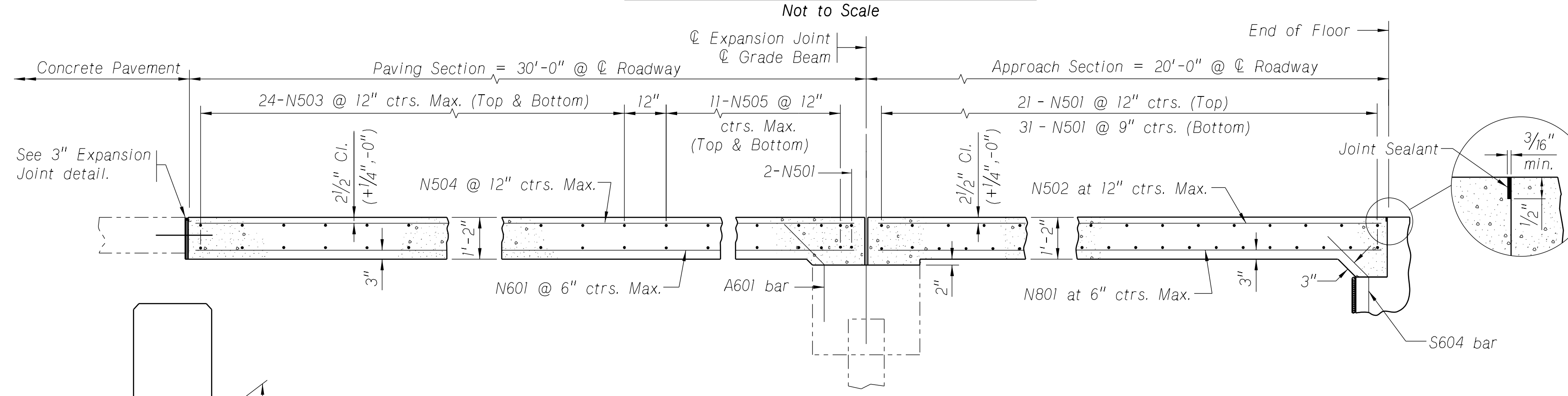


GENERAL PLAN OF APPROACH SLABS

Not to Scale

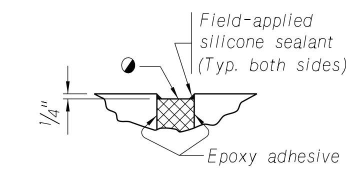
◑ For Light Pole Base Reinforcement, see Special Plans 4C.



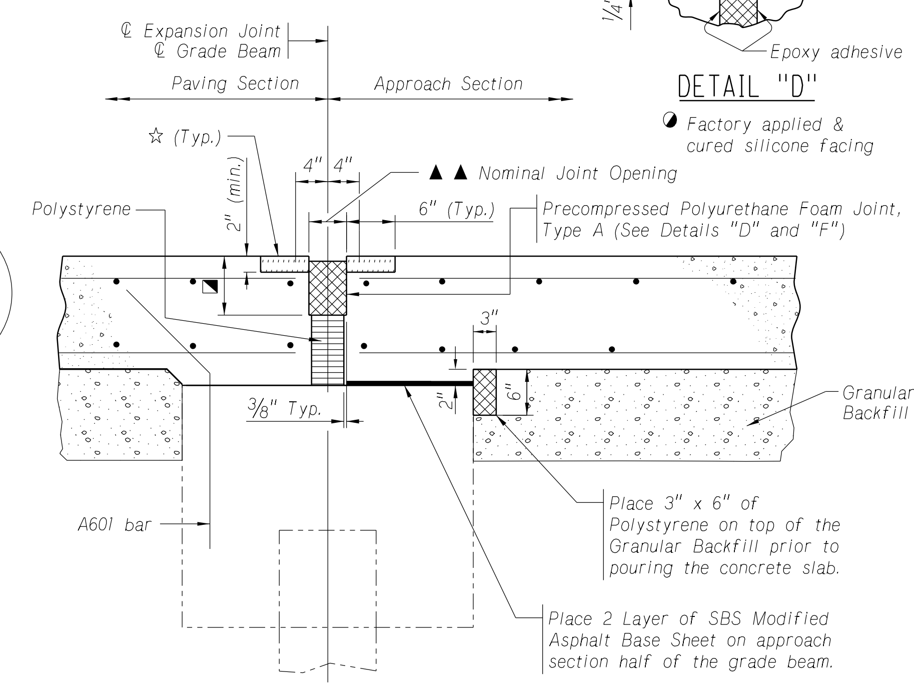


LONGITUDINAL SECTION

Not to Scale

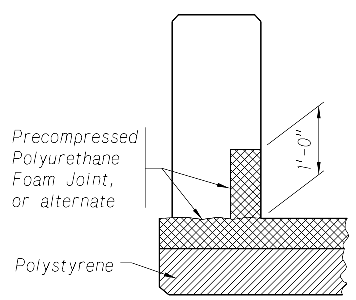


DETAIL "D"

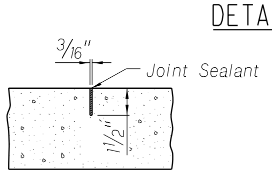


SECTION B-B

Not to Scale

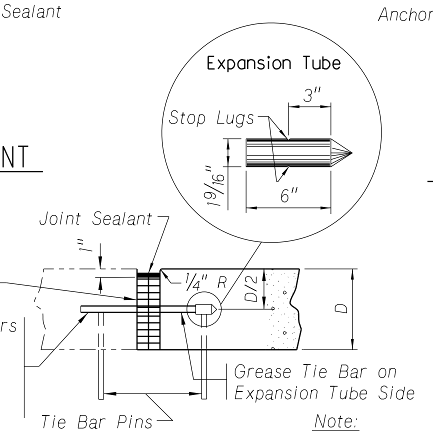


DETAIL "F"



LONGITUDINAL JOINT

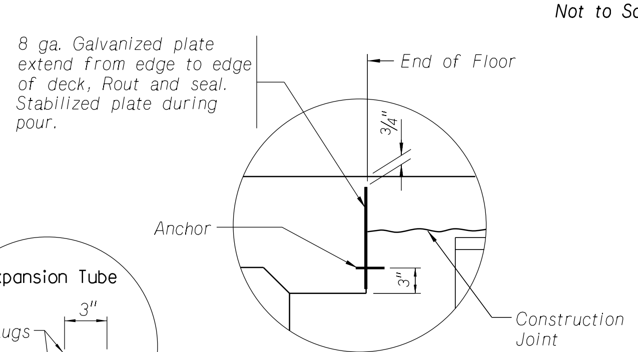
Not to Scale



3" EXPANSION JOINT

Not to Scale

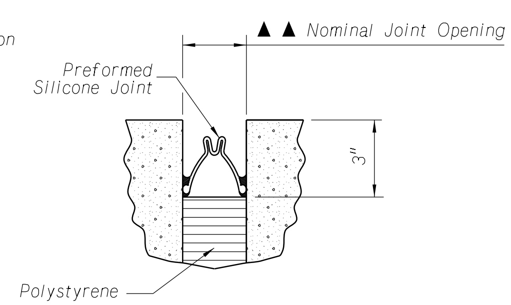
Note:
Use D/2 of Roadway Pavement if less than D/2 of Paving Section.



ALTERNATE JOINT DETAIL AT END OF FLOOR

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

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"



ALTERNATE DETAIL FOR EXPANSION JOINT AT GRADE BEAM

(Preformed Silicone Joint Substitution for Precompressed Polyurethane Foam)

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 1½" 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 recomendations. 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 +¼"

✻ Working points are located at the intersection of the edge of clear roadway and ℄ Grade Beam.

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S34

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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
DESIGNED BY JHG
DETAILED BY GRB
CHECKED BY JFE
DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

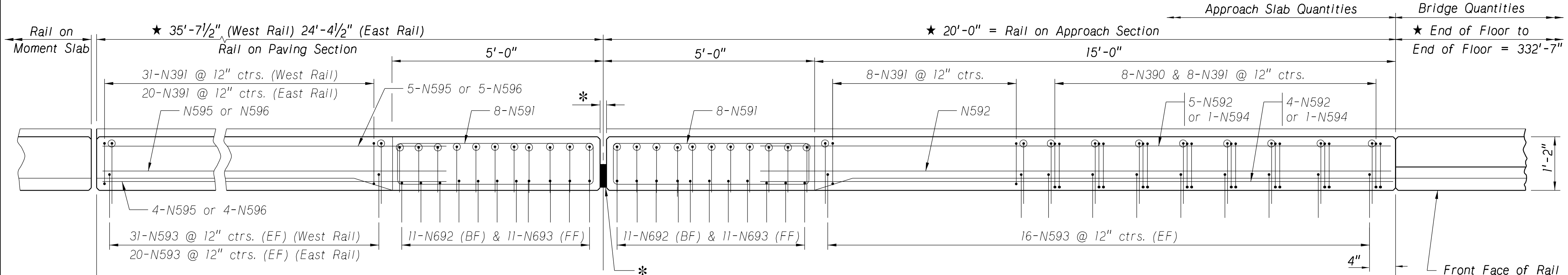
NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

WSP

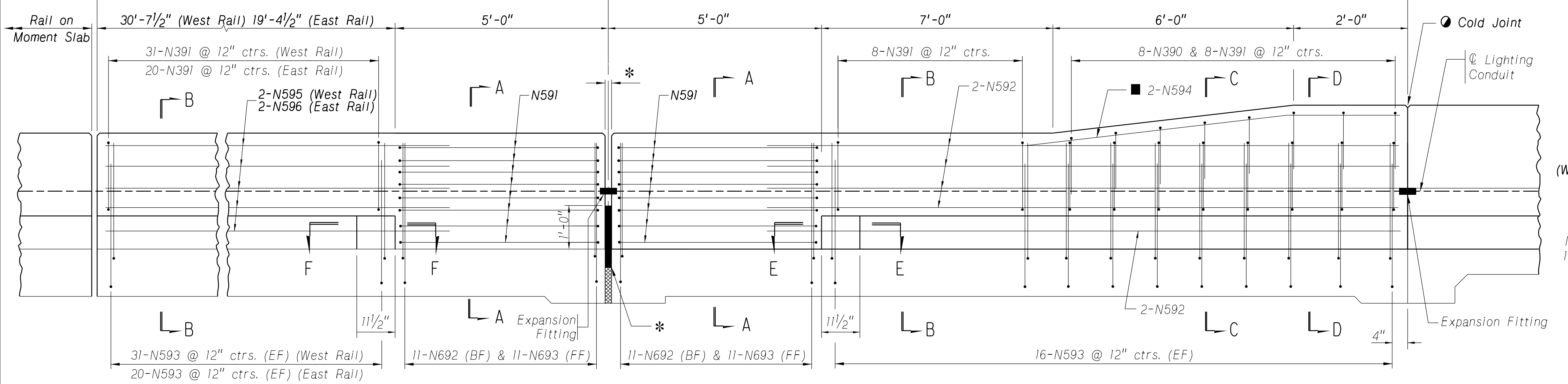
SPECIAL PLAN NO. 1

34/37



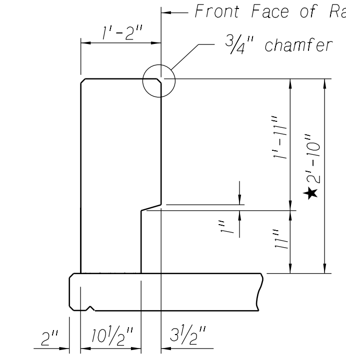
PARTIAL PLAN OF OUTSIDE CONCRETE RAILS

Not to Scale



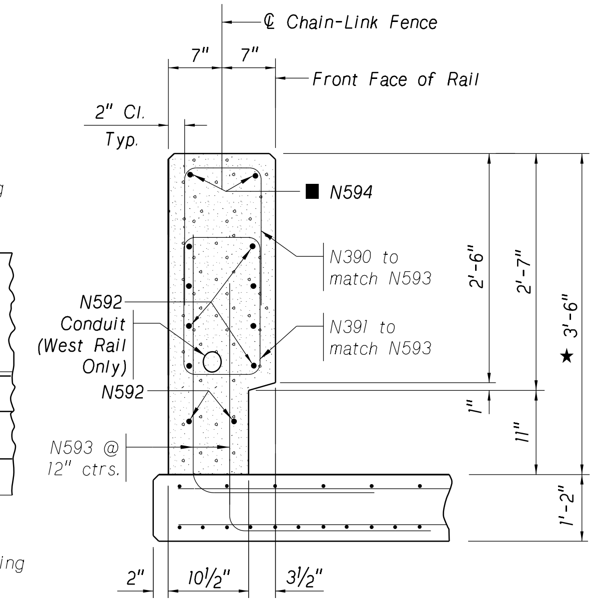
PARTIAL ELEVATION OF OUTSIDE CONCRETE RAILS

Not to Scale



ALTERNATE CHAMFER DETAIL

Not to Scale

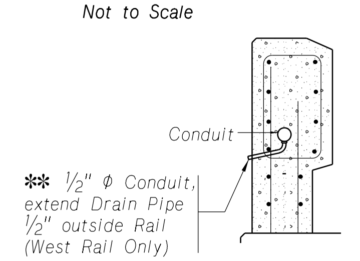


SECTION D-D

Not to Scale

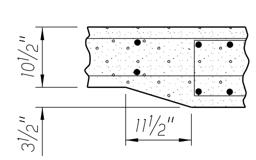
NOTES

- ⊙ 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 4½" 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



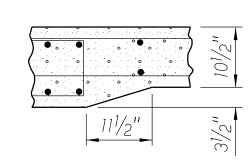
DRAIN PIPE DETAIL

Not to Scale



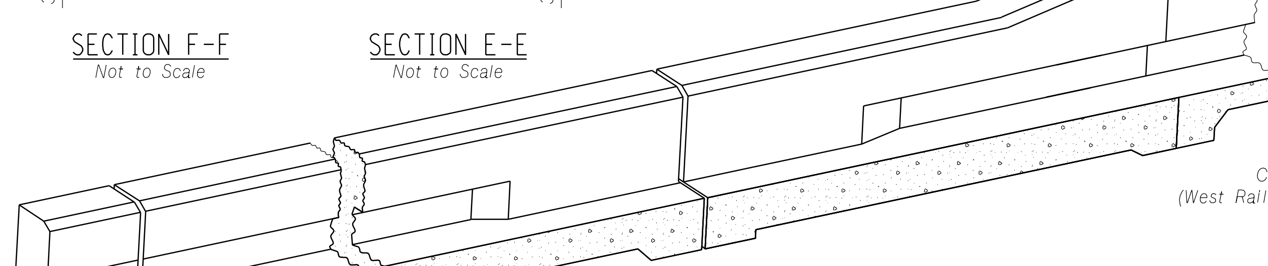
SECTION F-F

Not to Scale



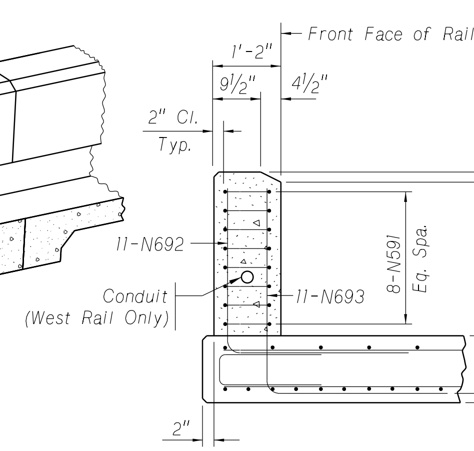
SECTION E-E

Not to Scale



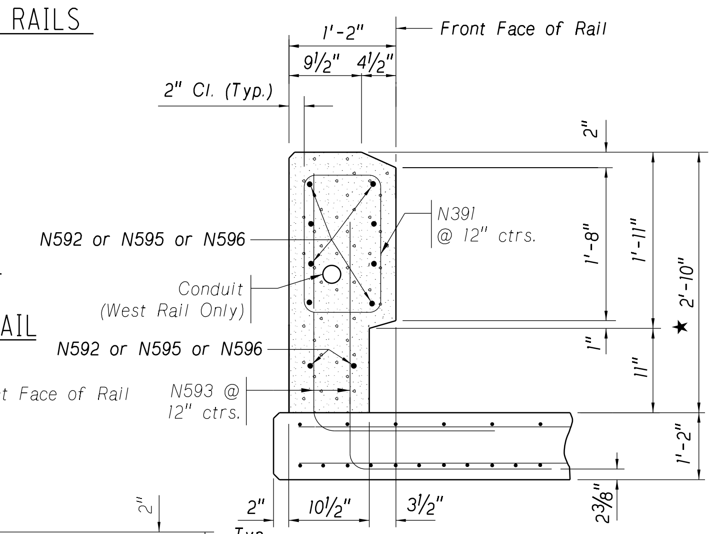
CONCRETE BARRIER

Not to Scale



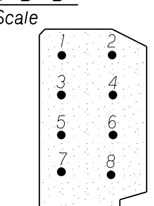
SECTION A-A

Not to Scale



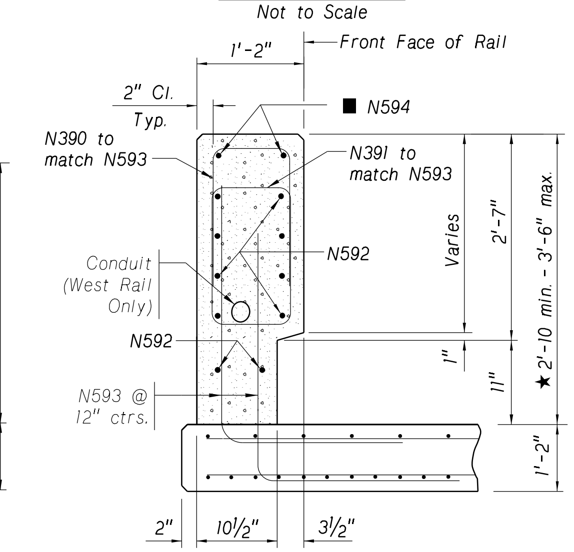
SECTION B-B

Not to Scale



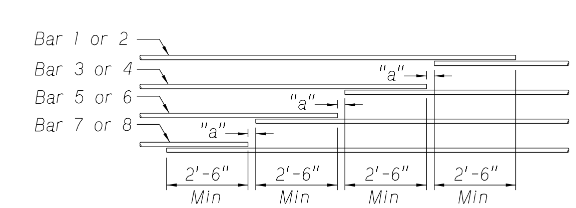
RAIL SECTION

See Lap Detail



SECTION C-C

Not to Scale



"a" ≥ Zero

LAP DETAIL

BRIDGE DIVISION.

Computer: W-AMLNK-L-50507

Date: 07-MAY-2021 14:05

File: 61457-cr02.dgn

PROJECT NUMBER	SHEET NO.
RRZ-TMT-1705(3)	S35

C.N. 61457

STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

330'-6" 2-SPAN NU2000 CONCRETE GIRDER BRIDGE
CONCRETE RAIL ON APPROACH SLAB 1

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 | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

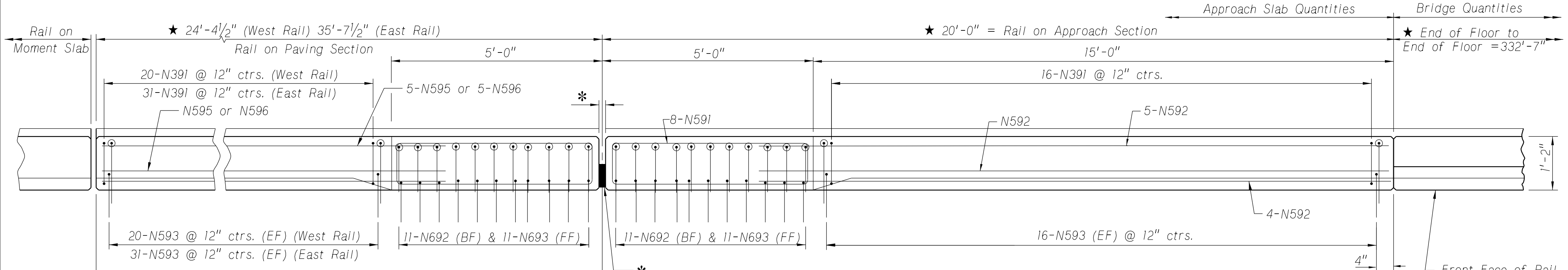
NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

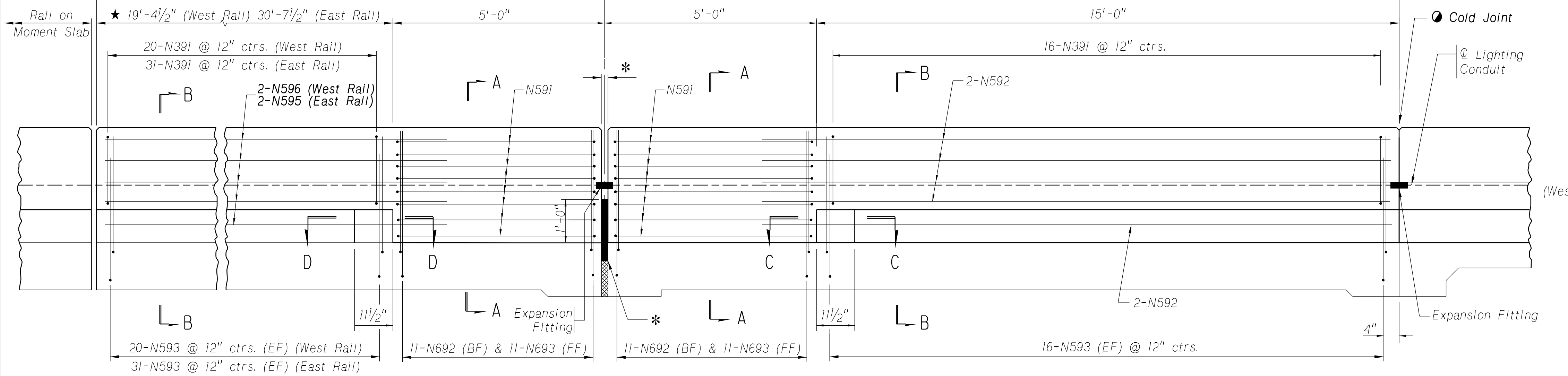
SPECIAL PLAN NO. 1

35/37



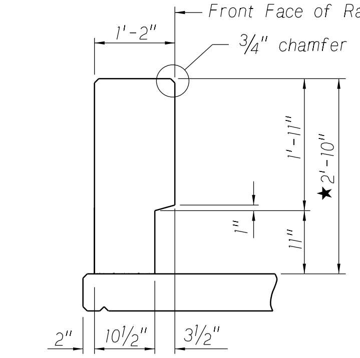
PARTIAL PLAN OF OUTSIDE CONCRETE RAILS

Not to Scale



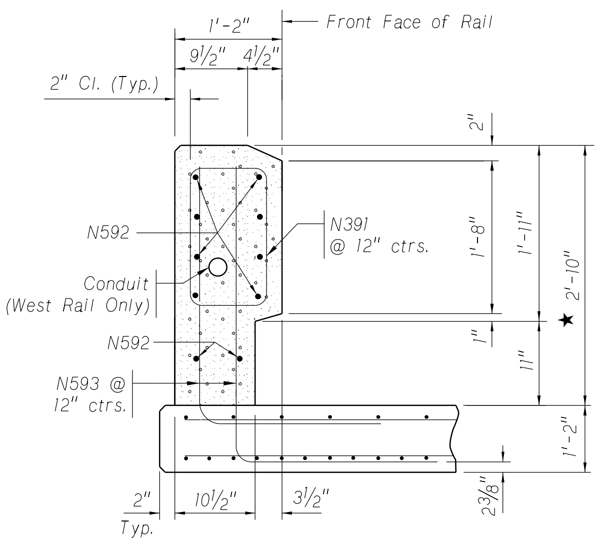
PARTIAL ELEVATION OF OUTSIDE CONCRETE RAILS

Not to Scale



ALTERNATE CHAMFER DETAIL

Not to Scale



SECTION B-B

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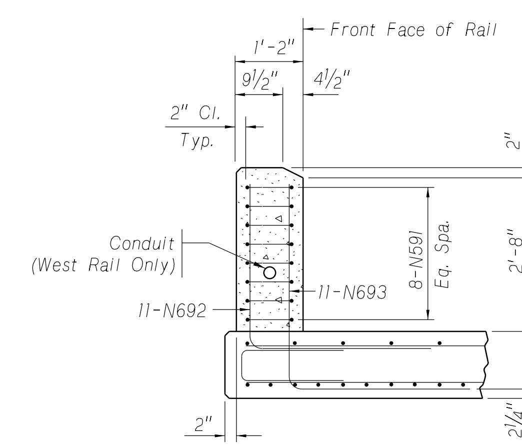


SECTION A-A

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 4½" rail chamfer.

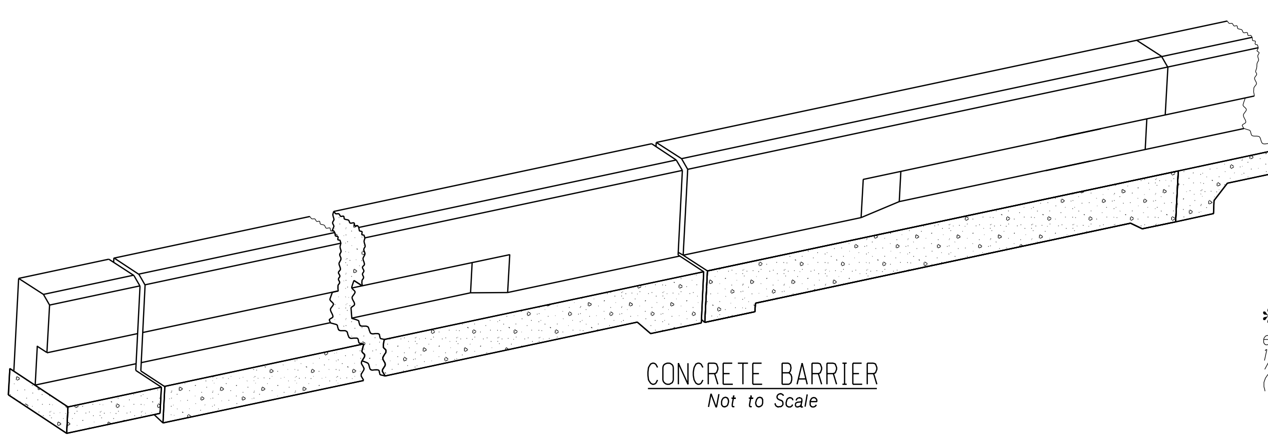
✱✱ Place at least one drain at all low spots.

✱ 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.

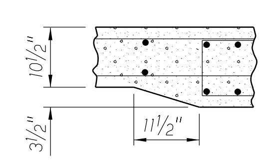
For Rail Bill of Bars on Approach Slab see sheet 37 of 37.

(EF) = Each Face (FF) = Front Face (BF) = Back Face



CONCRETE BARRIER

Not to Scale



SECTION D-D

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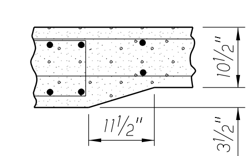

SECTION C-C

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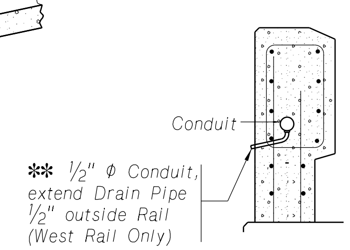
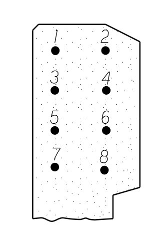


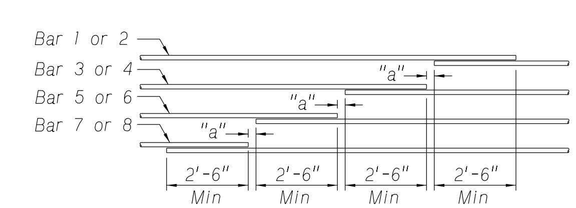
DRAIN PIPE DETAIL

Not to Scale



RAIL SECTION

See Lap Detail



"a" ≥ Zero

LAP DETAIL

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

COUNTY	DAWSON
LOCATION	LEXINGTON
HWY. NO.	RD-435
SKEW	15° 42' 15.1" RHB
REF. POST.	
ROADWAY	40'-0"
STA.	142+95.00
DESIGN LIVE LOAD	HL-93
DESIGNED BY	JHG
DETAILED BY	GRB
CHECKED BY	JFE
DATE	MAY 2021

NEBRASKA Good Life. Great Journey. DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1

BILL OF BARS

	MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"		PIN	HOOK	WEIGHT 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
	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.														
RAIL ON APPROACH SLABS														
	N692	88	5'-8"	104	2'-10"	2'-10"						4½"		749
	N693	88	7'-0"	104	3'-6"	3'-6"						4½"		925
	N591	64	11'-9"	107	4'-7"	10"						2½"	5½"	784
	N592	40	17'-0"	STR.										709
	N593	332	5'-8"	104	2'-10"	2'-10"						3¾"		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"					1½"		23
	N391	166	5'-4"	107	1'-6"	10"						1½"	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

A413 A 4 13

- BAR NUMBER:
  - 01 THRU 49, GENERAL REINFORCING
  - 70 THRU 79, LIGHT POLE REINFORCING
  - 90 THRU 99, CURB OR RAIL REINFORCING
- BAR SIZE
- TYPE OF BRIDGE ELEMENT- A=ABUTMENT (P=PIER, B=BENT, S=SLAB, N=APPROACH SLAB)

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.

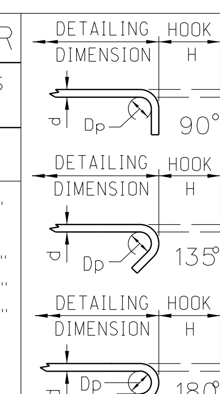
STANDARD HOOK LENGTH

PRIMARY STRESS BARS			STIRRUPS & TIES		
BAR SIZE	HOOK H 90°	HOOK H 180°	BAR SIZE	HOOK H 90°	HOOK H 135°
4	8"	6"	3	4"	4"
5	10"	7"	4	4½"	4½"
6	12"	8"	5	6"	5½"
7	15"	10"	6	12"	8"
8	17"	11"	7	14"	9"
9	19"	15"	8	16"	10½"
10	23"	17"			
11	24"	19"			

d = BAR SIZE
Dp = PIN DIAMETER

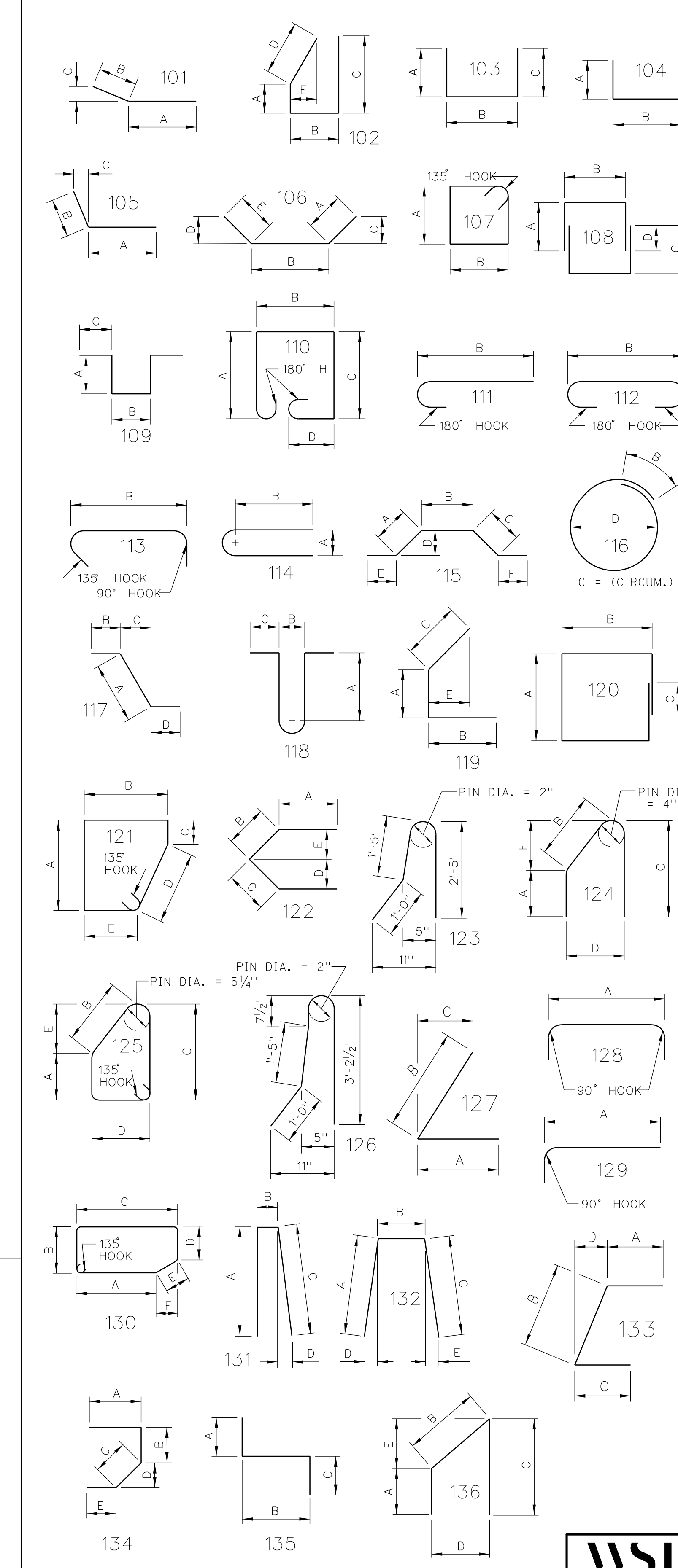
PIN DIAMETER

PRIMARY STRESS		STIRRUPS & TIES	
BAR SIZE	Dp	BAR SIZE	Dp
4	3"	3	1½"
5	3¾"	4	2"
6	4½"	5	2½"
7	5¼"	6	4½"
8	6"	7	5¼"
9	9½"	8	6"
10	11"		
11	12"		



BENDING DIAGRAMS

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



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

C.N. 61457
STRUCTURE NUMBER U141528108

PROFESSIONAL CIVIL ENGINEER MARK J. TRAYNOWICZ E-8119 STATE OF NEBRASKA

BRIDGE ENGINEER

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

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

DESIGNED BY JHG | DETAILED BY GRB | CHECKED BY JFE | DATE MAY 2021

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

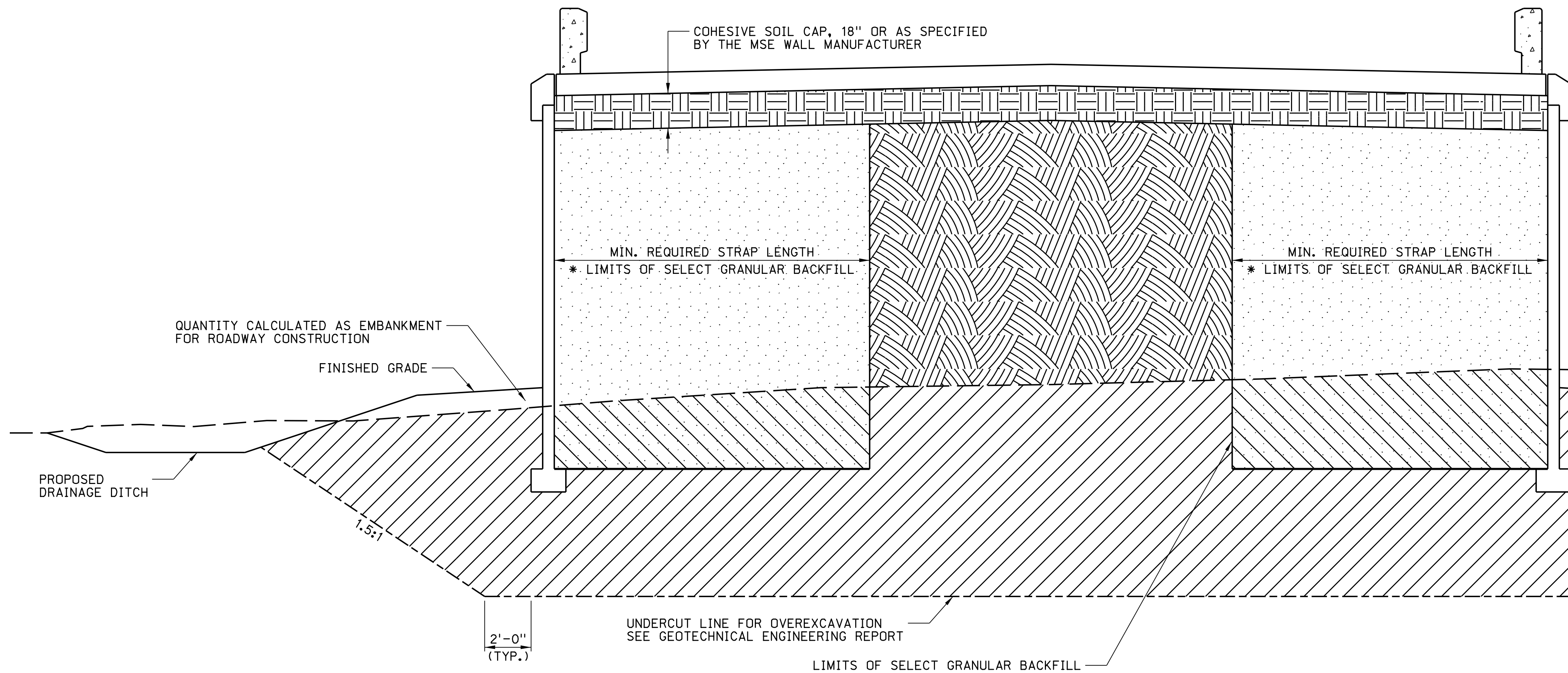
PROFESSIONAL CIVIL ENGINEER JAWAD H. GULL E-17786 STATE OF NEBRASKA

wsp

SPECIAL PLAN NO. 1 | 37/37

BRIDGE DIVISION.
Computer: W-AMLNK-L-50507
Date: 07-MAY-2021 14:05
File: 61457-bb03.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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.	*** 24" 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	300'	27	185	59	59

** MEASURED FROM CONCRETE LEVELING PAD TO TOP OF COPING
*** SEE BRIDGE PLANS FOR CORRUGATED METAL PIPE LAYOUT

OVEREXCAVATION:

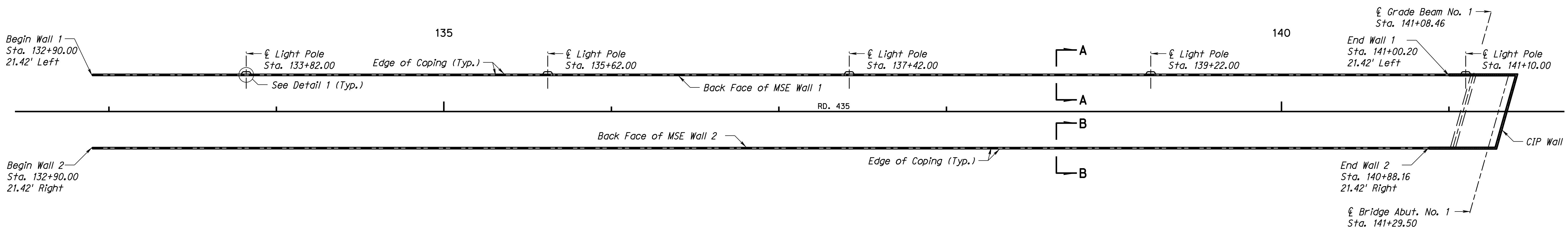
CONTROLLED EARTH FILL PLACED AS RANDOM BACKFILL AND COHESIVE SOIL CAP SHALL BE CONSTRUCTED OF INORGANIC SELECT LEAN CLAY AND SANDY CLAY SOILS HAVING A PLASTICITY INDEX BETWEEN 10 AND 25. SUITABLE IN-SITU SOILS THAT MEET THE CRITERIA SPECIFIED FOR CONTROLLED EARTH FILL MAY BE USED AS RANDOM BACKFILL AND 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

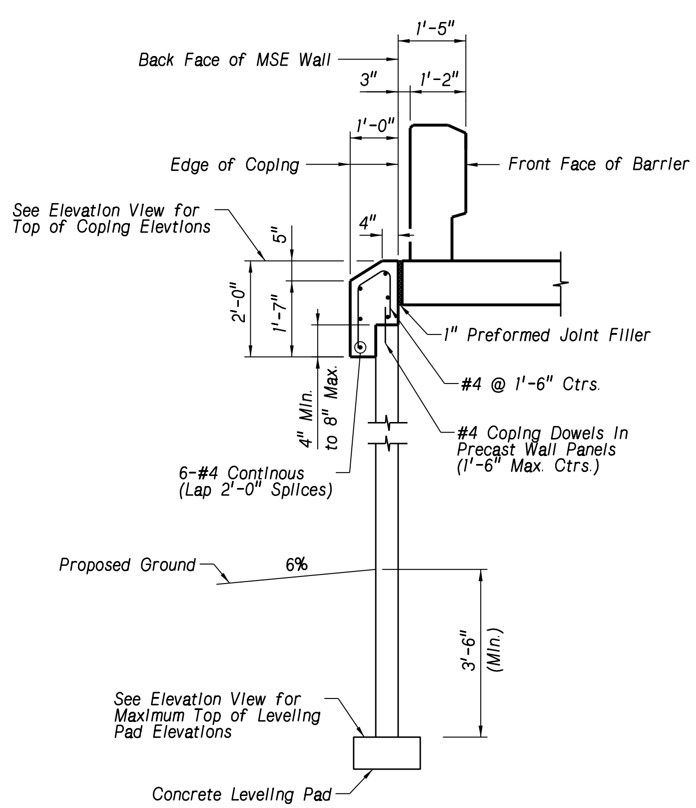


PLAN OF MSE WALLS 1 & 2

NOT TO SCALE

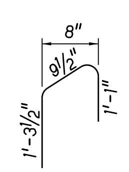
NOTES:

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.



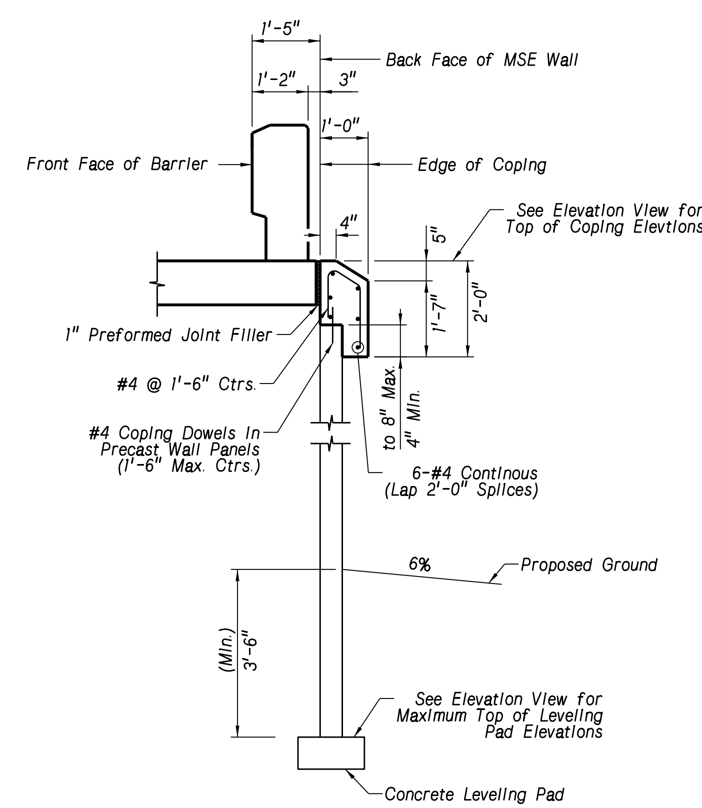
SECTION A-A

NOT TO SCALE



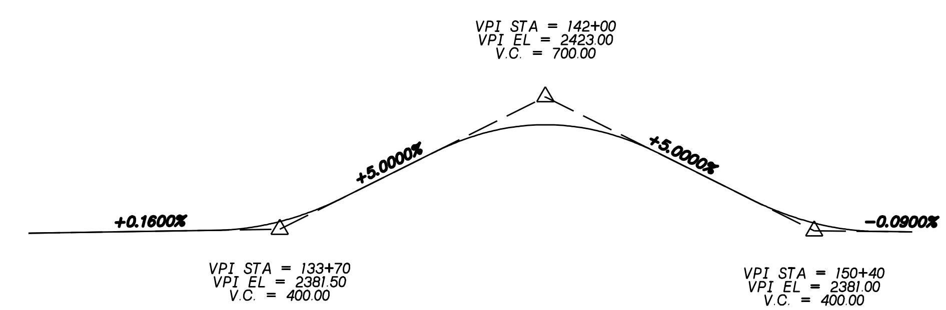
BENDING DIAGRAM

NOT TO SCALE



SECTION B-B

NOT TO SCALE



ROAD 435 PROFILE GRADE

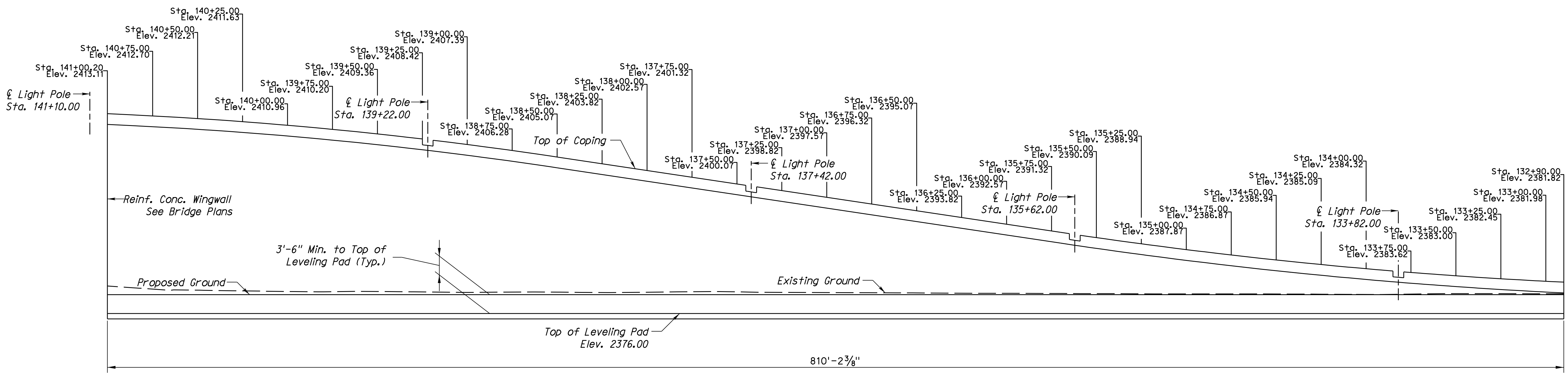
NOT TO SCALE

MECHANICALLY STABILIZED
EARTH WALL
SHEET 2 OF 5

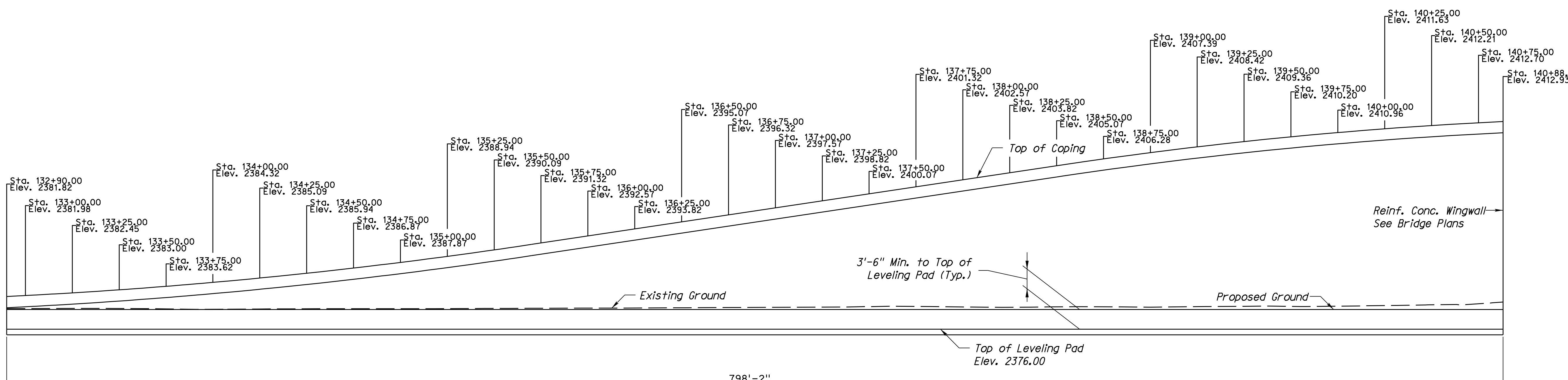
SPECIAL PLAN 1C

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocs02.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ELEVATION MSE WALL 1 – 21.42' LEFT OF ℄ (FACE OF WALL)
NOT TO SCALE



ELEVATION MSE WALL 2 – 21.42' RIGHT OF ℄ (FACE OF WALL)
NOT TO SCALE

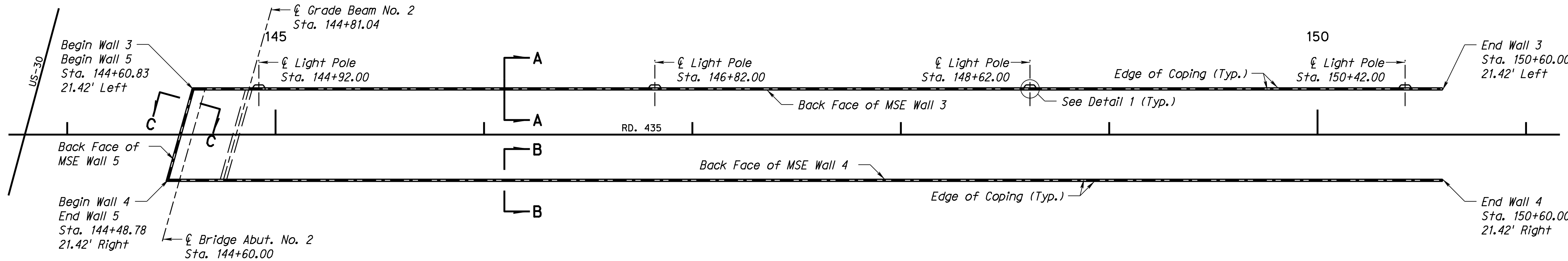
MECHANICALLY STABILIZED
EARTH WALL
SHEET 3 OF 5

SPECIAL PLAN 1C

ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocs03.dgn

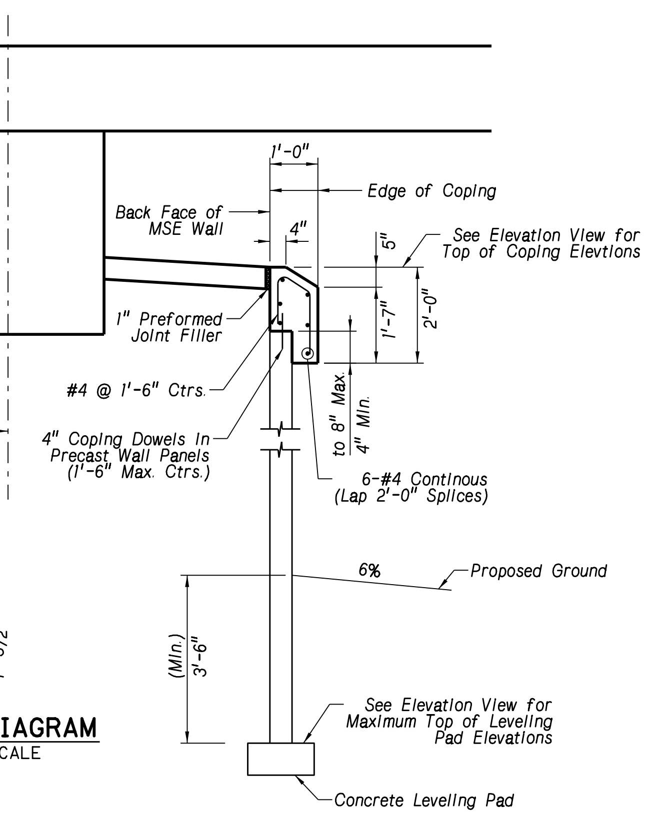
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 16:59
File: 61457Ocs04.dgn

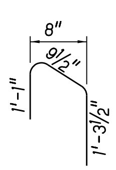
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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

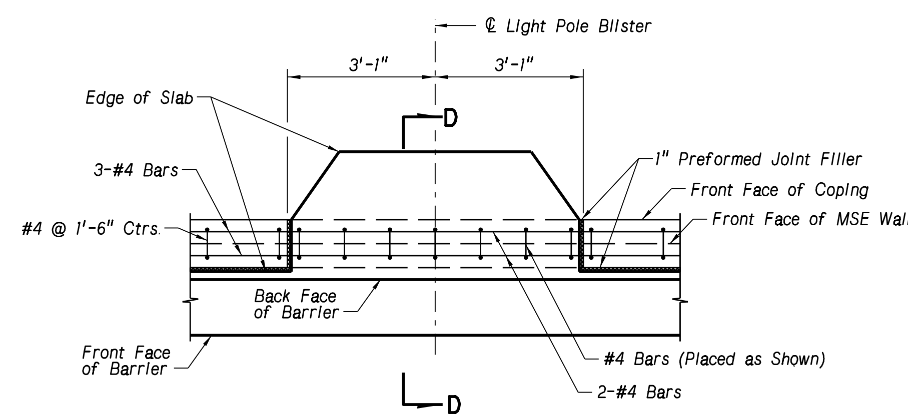
NOTES:
1. Stations and offsets are to back face of MSE wall.
2. Dimensions are measured along back face of MSE wall.
3. Elevations shown are to top of coping.
4. For CIP wall details, see bridge plans.



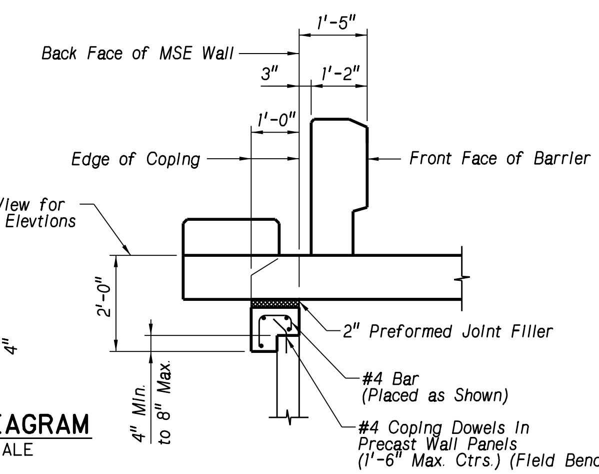


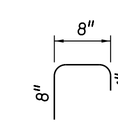
BENDING DIAGRAM
NOT TO SCALE

SECTION C-C
NOT TO SCALE



DETAIL 1
NOT TO SCALE





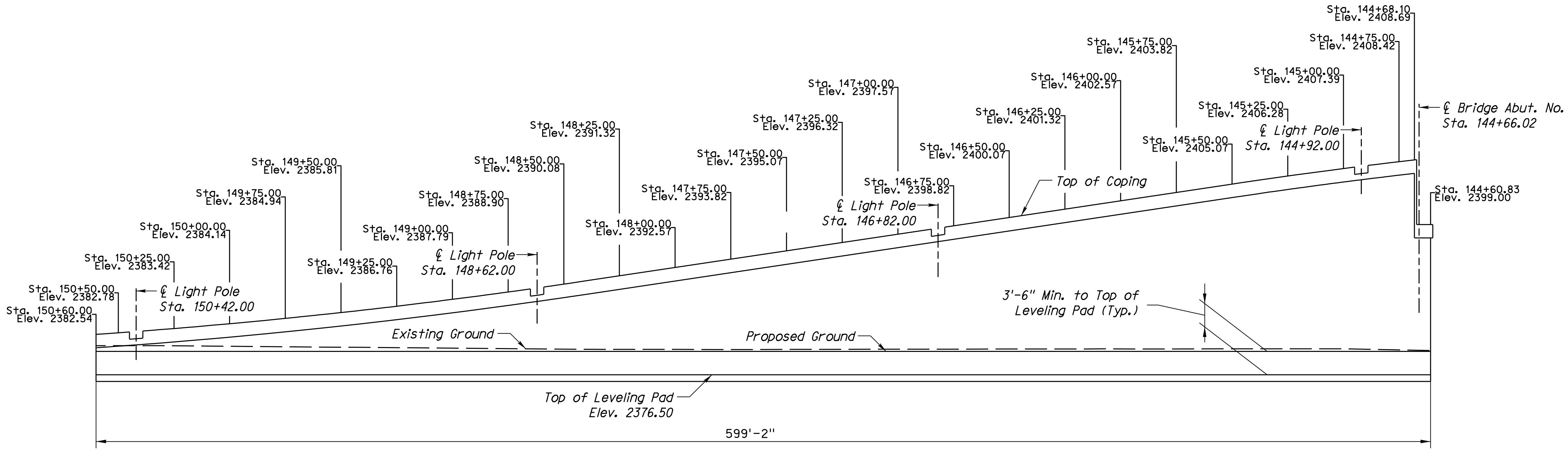
BENDING DIAGRAM
NOT TO SCALE

SECTION D-D
NOT TO SCALE

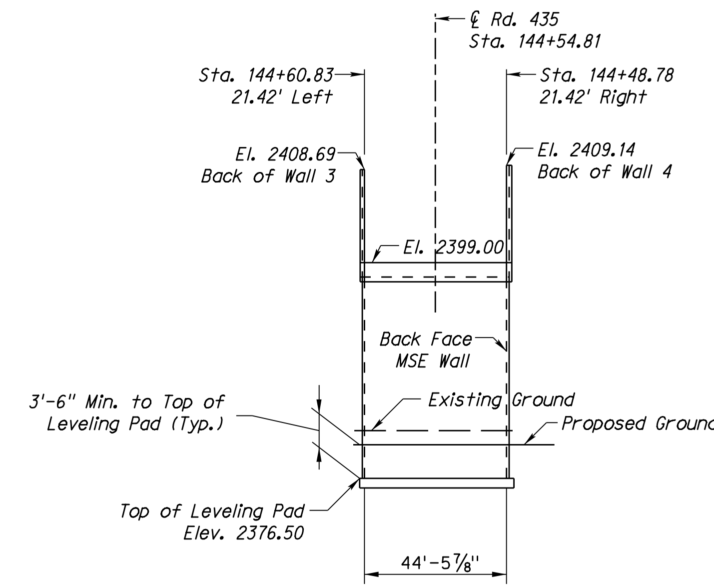
MECHANICALLY STABILIZED
EARTH WALL
SHEET 4 of 5

SPECIAL PLAN 1C

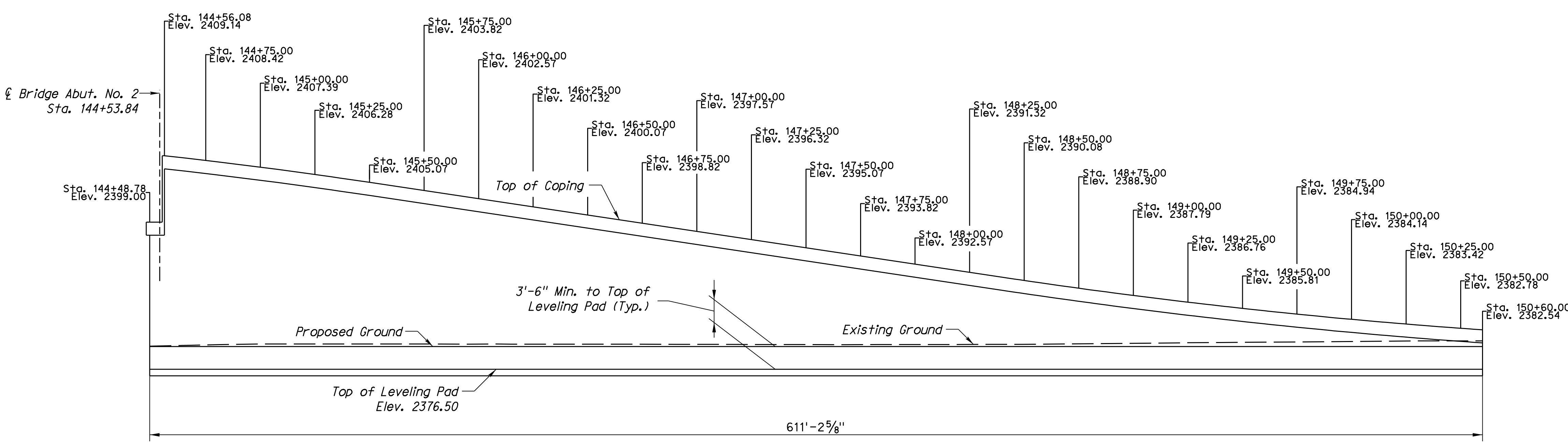
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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



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

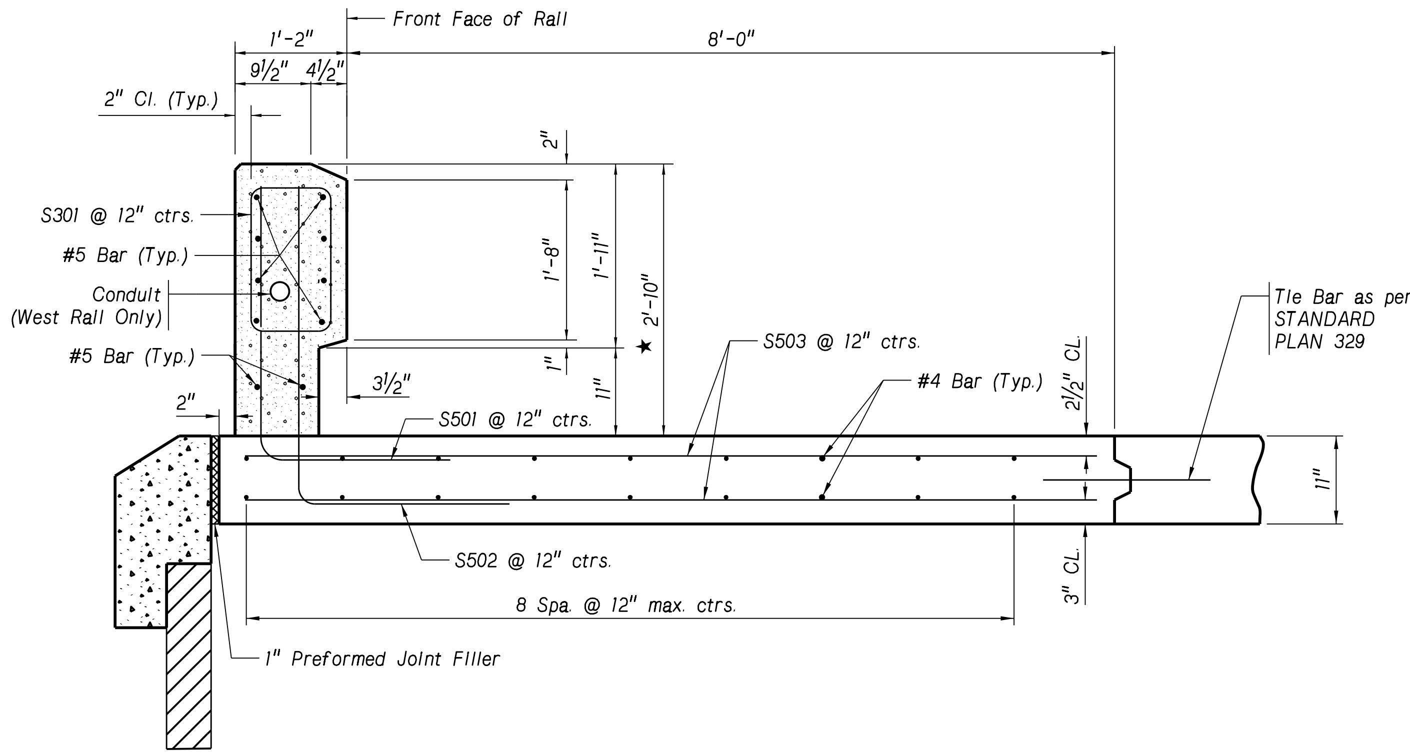


ELEVATION MSE WALL 4 - 21.42' RIGHT OF ℄ (FACE OF WALL)
NOT TO SCALE

MECHANICALLY STABILIZED
EARTH WALL
SHEET 5 OF 5

SPECIAL PLAN 1 C

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



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"						3¾"	
S502	12"	6'-6"	104	3'-3"	3'-3"						3¾"	
S503	12"	8'-10"	STR.									
S301	12"	5'-2"	107	1'-5"	10"						1½"	4"

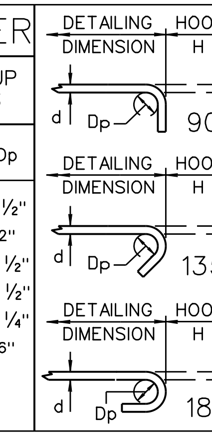
STANDARD HOOK LENGTH

PRIMARY STRESS BARS			STIRRUPS AND TIES		
BAR SIZE	HOOK H 90°	HOOK H 180°	BAR SIZE	HOOK H 90°	HOOK H 135°
4	8"	6"	3	4"	4"
5	10"	7"	4	4 ½"	4 ½"
6	12"	8"	5	6"	5 ½"
7	15"	10"	6	12"	8"
8	17"	11"	7	14"	9"
9	19"	15"	8	16"	10 ½"
10	23"	17"			
11	24"	19"			

d = BAR SIZE
Dp = PIN DIAMETER

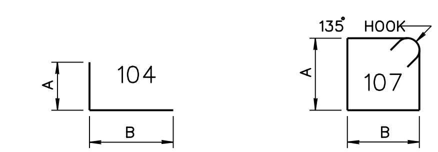
PIN DIAMETER

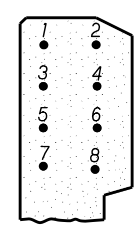
PRIMARY STRESS		STIRRUP & TIES	
BAR SIZE	Dp	BAR SIZE	Dp
4	3"	3	1 ½"
5	3 ¾"	4	2"
6	4 ½"	5	2 ½"
7	5 ¼"	6	4 ½"
8	6"	7	5 ¼"
9	9½"	8	6"
10	11"		
11	12"		



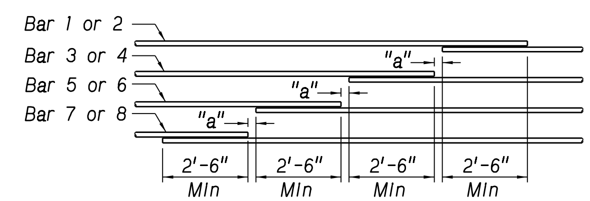
BENDING DIAGRAMS

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





RAIL SECTION
See Lap Detail



"a" ≥ Zero

LAP DETAIL

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

S503 S 5 03
bar number
bar size
slab/barrier bar

CLOSED CONCRETE
BARRIER RAIL DETAIL
SHEET 1 OF 1

SPECIAL PLAN 2C

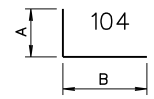
ROADWAY DESIGN DIVISION.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

wsp	PROJECT NO.	SHEET NO.
	1705(3)	U7
	C.N. 61457	

BENDING DIAGRAMS

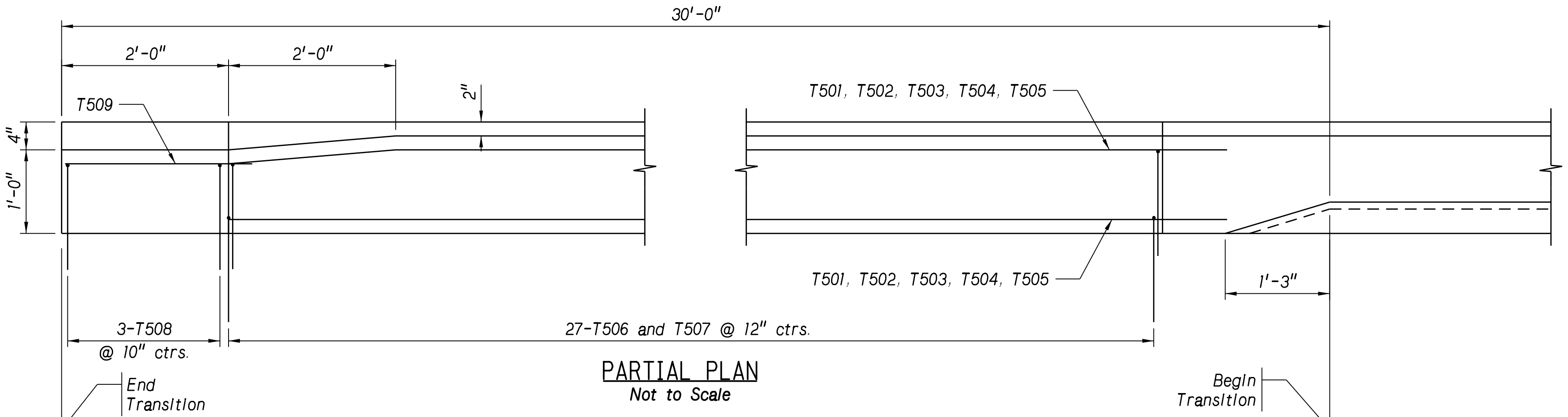
ALL DIMENSIONS ARE OUT TO OUT & NOT TO SCALE
ALL REINFORCING STEEL SHALL BE EPOXY COATED



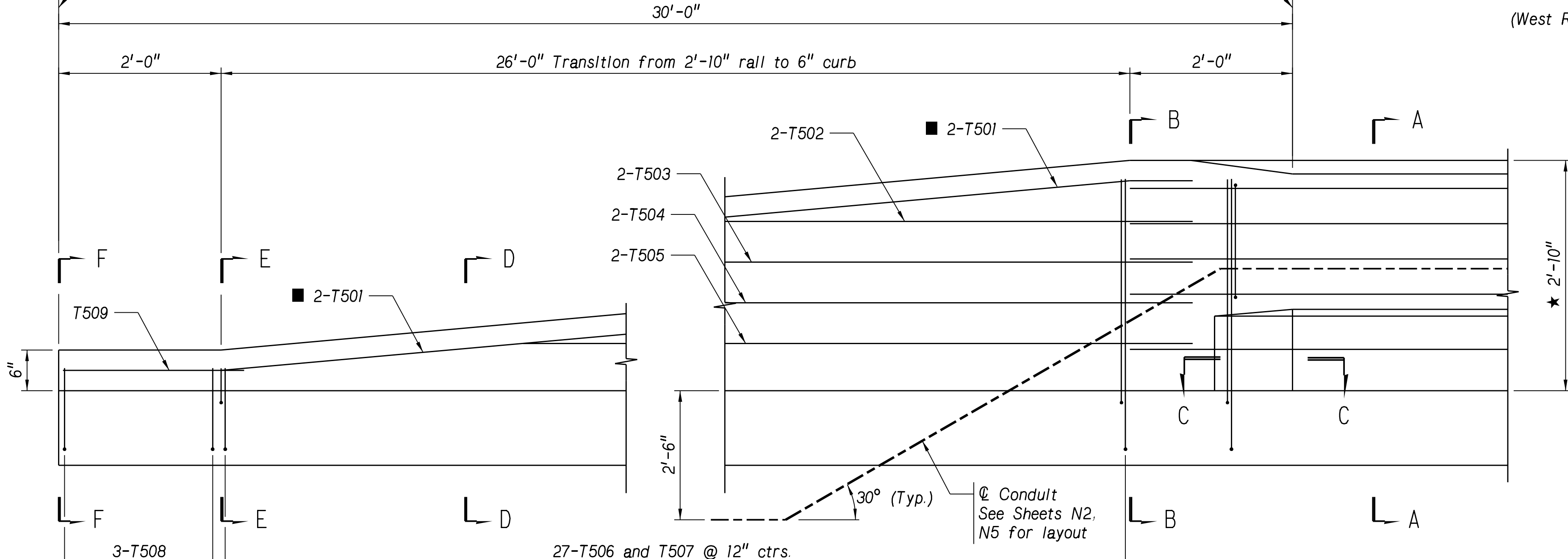
BAR SETS				
MARK	MAX. LENGTH	MIN. LENGTH	NO. OF SETS	BARS PER SET
T506	2'-10"	6"	4	27
T507	3'-3"	11"	4	27

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						3¾"		507
T507	108	5'-4" avg.	104	3'-3"	varies						3¾"		601
T508	12	4'-2"	104	3'-3"	11"						3¾"		52
T509	4	2'-6"	STR.										10
											TOTAL =		1908 LB



PARTIAL PLAN
Not to Scale



PARTIAL ELEVATION
Not to Scale

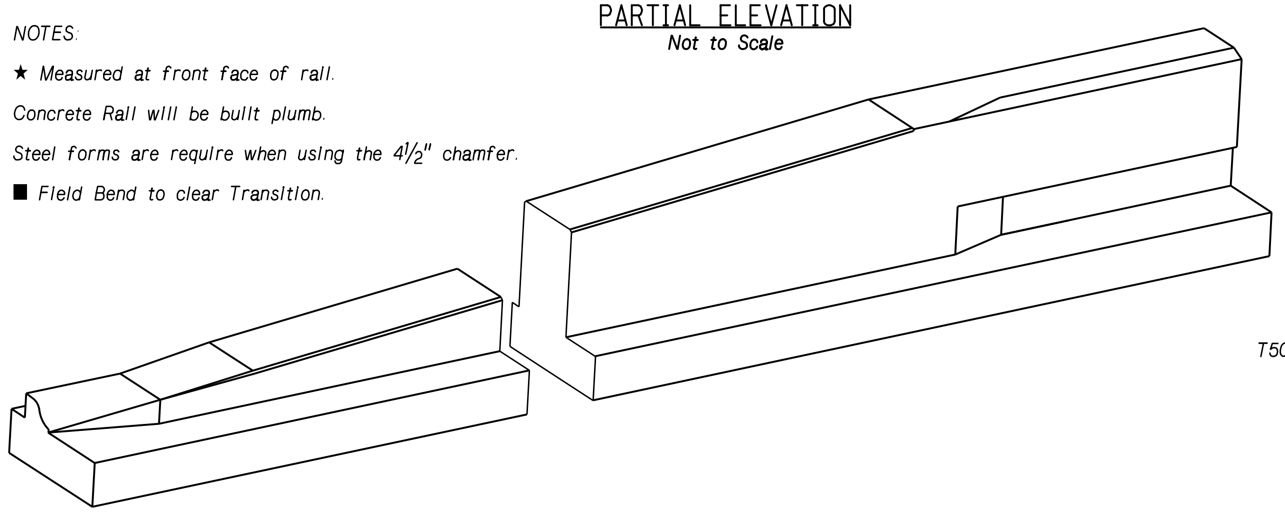
NOTES:

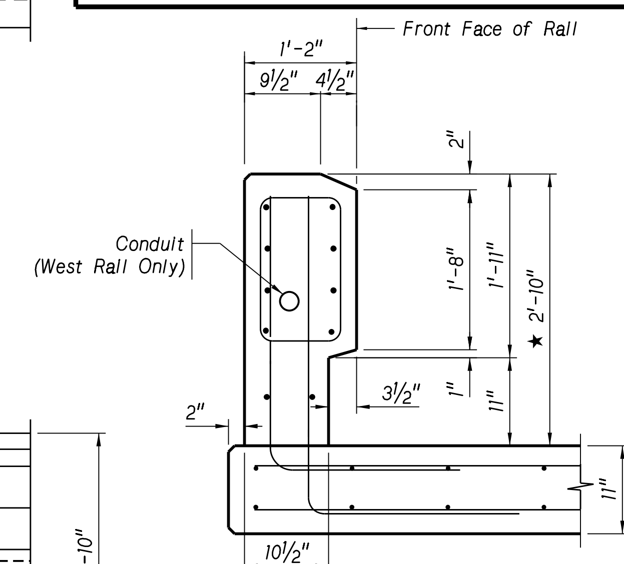
★ Measured at front face of rail.

Concrete Rail will be built plumb.

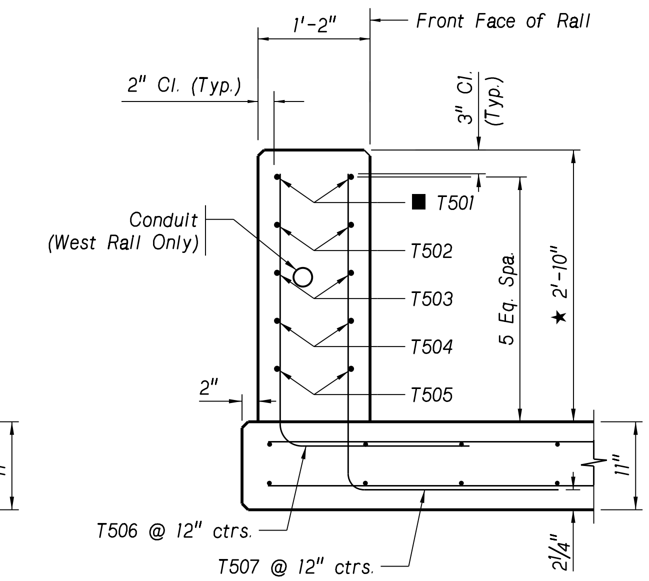
Steel forms are require when using the 4½" chamfer.

■ Field Bend to clear Transition.





SECTION A-A
Not to Scale
(See Special Plan 2C for rebar details)



SECTION B-B
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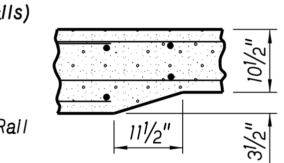
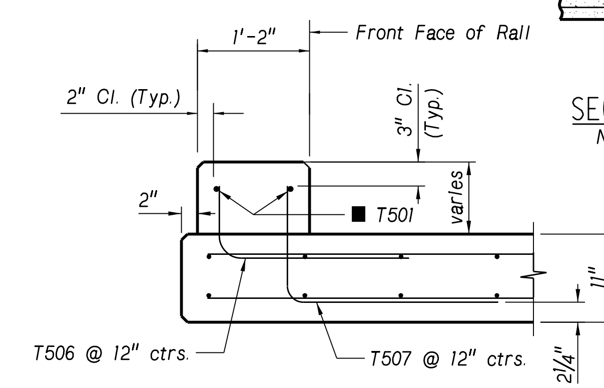
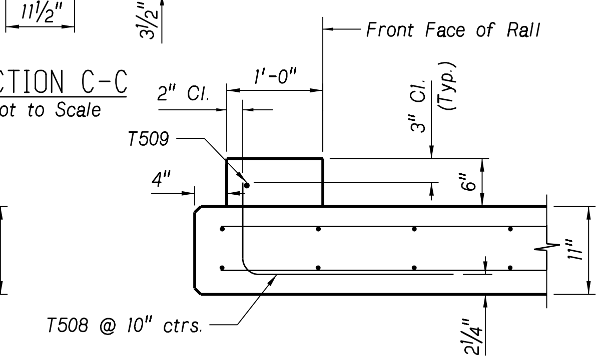


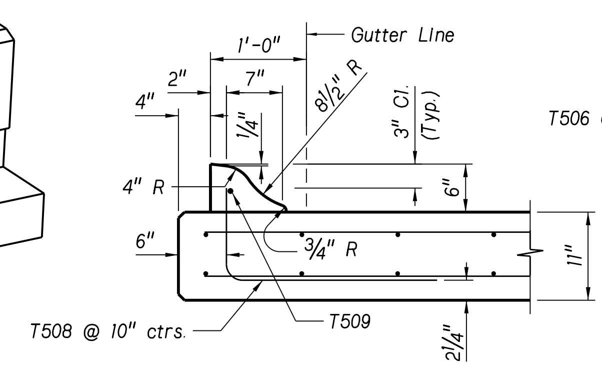
SECTION C-C
Not to Scale



SECTION D-D
Not to Scale



SECTION E-E
Not to Scale



SECTION F-F
Not to Scale

CONCRETE BARRIER
TERMINATION DETAILS
SHEET 1 OF 1

SPECIAL PLAN 3C

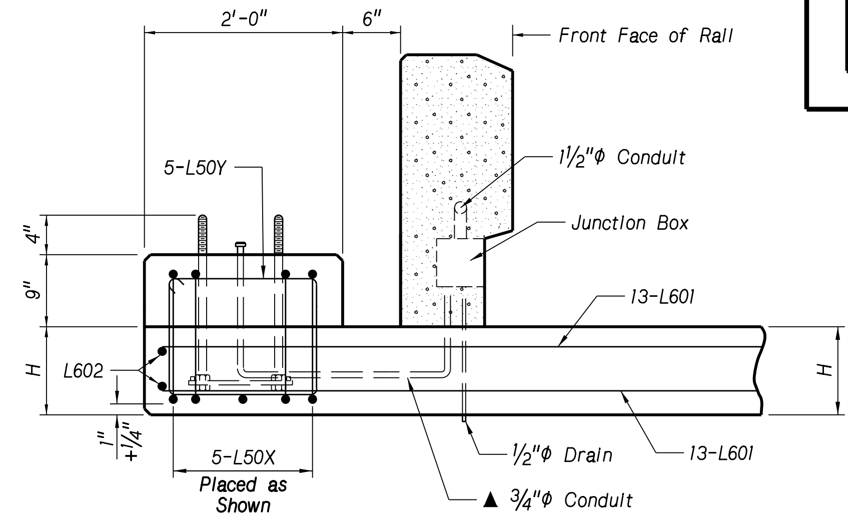
Computer: L19US-D9037M4W Date: 12-MAY-2021 16:59 File: 61457Ocs07.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

DIMENSIONS FOR BLISTER

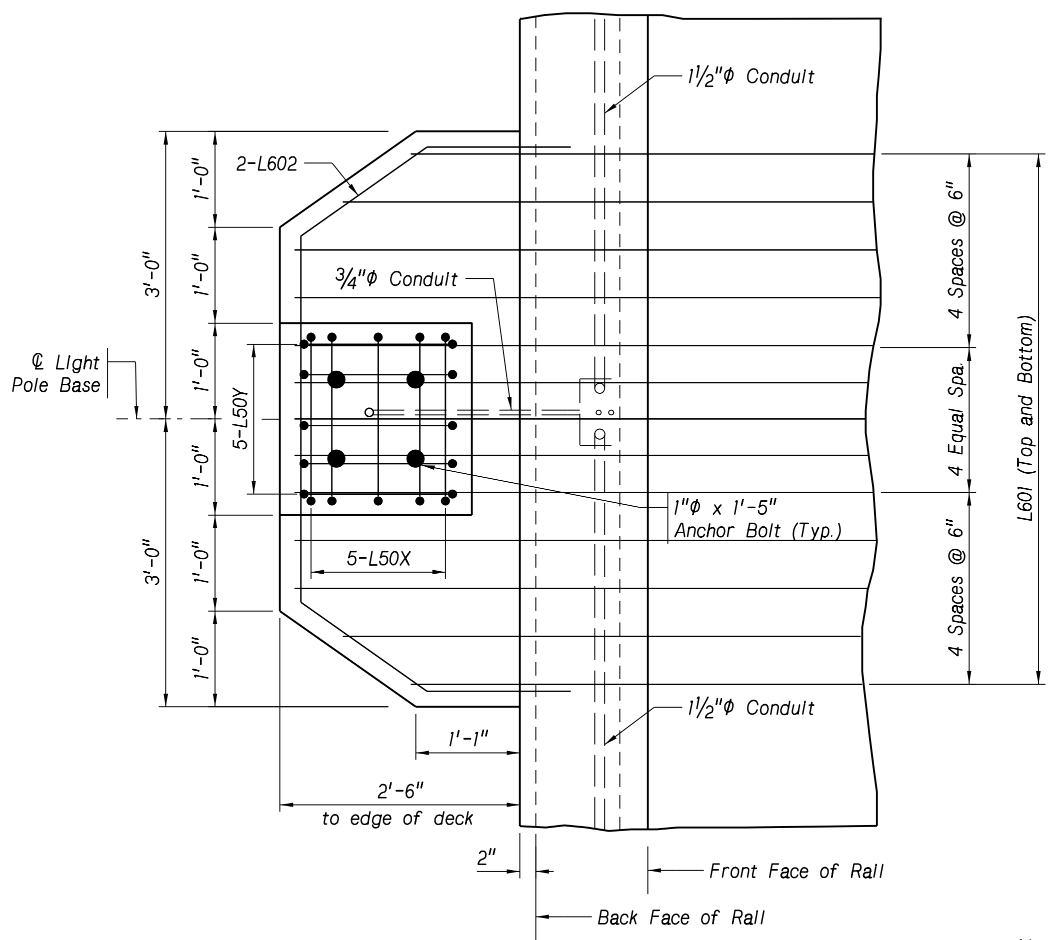
Unit No.	H	X	Y
P-7 to P-10, P-14 to P-16	0'-11"	3	4
P-11, P-13	1'-2"	5	6
P-12	0'-8"	7	8

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



ELEVATION
Not to Scale

▲ Extend Conduit 1¾" beyond top of concrete. Includes stubout with cap.



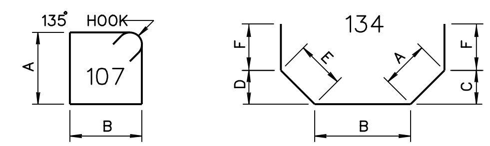
PLAN
Not to Scale

BILL OF BARS

MARK	NO.	LENGTH	TYPE	"A"	"B"	"C"	"D"	"E"	"F"		PIN	HOOK	WEIGHT LB
L601	260	8'-0"	STR.										3124
L602	20	11'-9"	134	1'-6"	3'-9"	1'-2¾"	1'-2¾"	1'-6"	2'-6"		2½"		353
L503	35	6'-3"	107	1'-2"	1'-6"						2½"	5½"	228
L504	35	6'-1"	107	1'-0¾"	1'-6"						2½"	5½"	222
L505	10	6'-9"	107	1'-5"	1'-6"						2½"	5½"	70
L506	10	6'-7"	107	1'-3¾"	1'-6"						2½"	5½"	69
L507	5	5'-9"	107	0'-11"	1'-6"						2½"	5½"	30
L508	5	5'-7"	107	0'-9¾"	1'-6"						2½"	5½"	29
											TOTAL =		4126 LB

BENDING DIAGRAMS

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 slip 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 ¾" conduit, conduit drains, ¾" 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, "1½" 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.

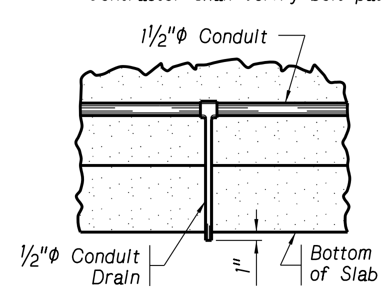
Each anchor bolt shall be furnished complete with five heavy hex nuts meeting the requirements of ASTM A 563, Grade A and two hardened steel flat washers conforming to the requirements of ASTM F 436, Type 1. Only flat washers will be used. The use of lock washers will not be permitted.

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.

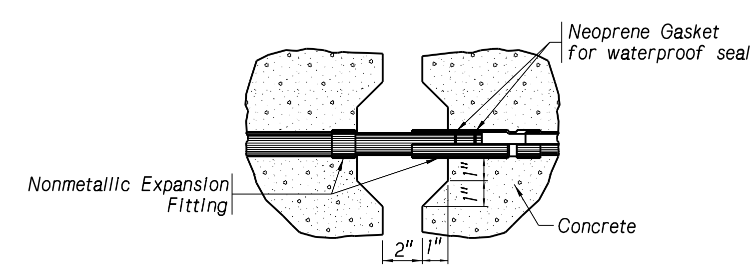
The contractor shall furnish a certification stating that the anchorage bolt material meets the requirements of the applicable specifications. The certification shall include a report of the tensile test results and chemical analysis. The report shall also include the name of the steel producer, AASHTO 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.

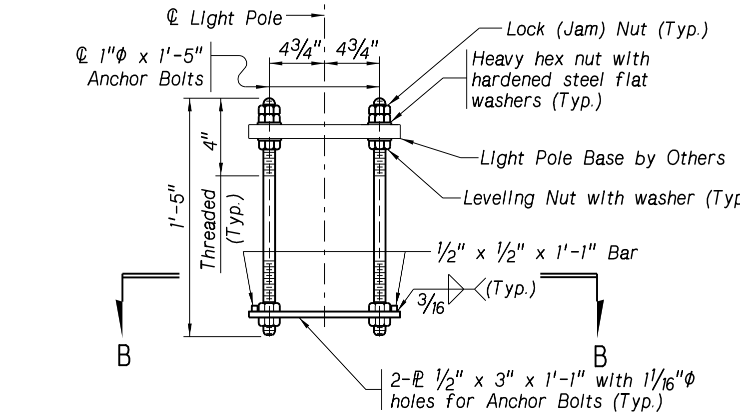
Contractor shall verify bolt pattern before installing anchors.



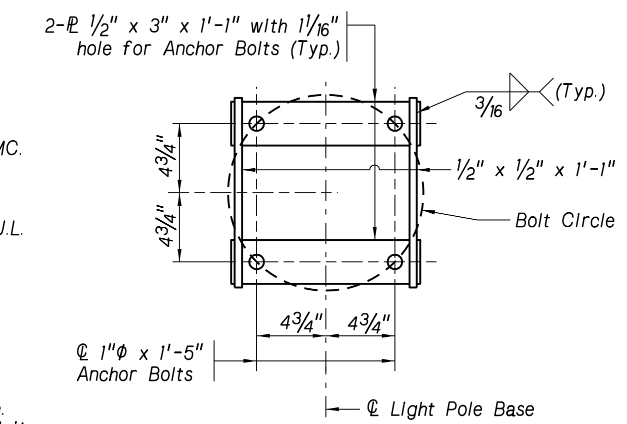
CONDUIT DRAIN
Not to Scale



EXPANSION FITTING (4" Max. Movement)
Not to Scale

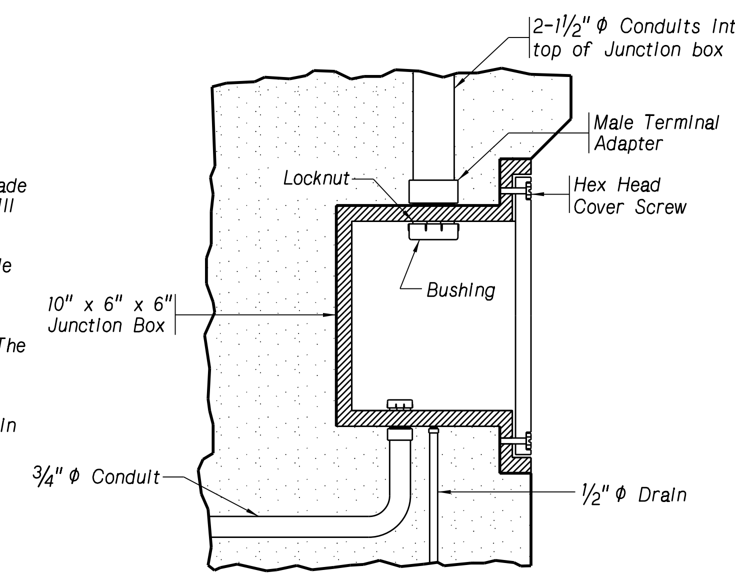


ELEVATION



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

NOTES:

SPECIFICATIONS:

1. General Specifications:
The Nebraska Department of Transportation "Standard Specifications for Highway Construction", Current Edition and Supplements as Amended.

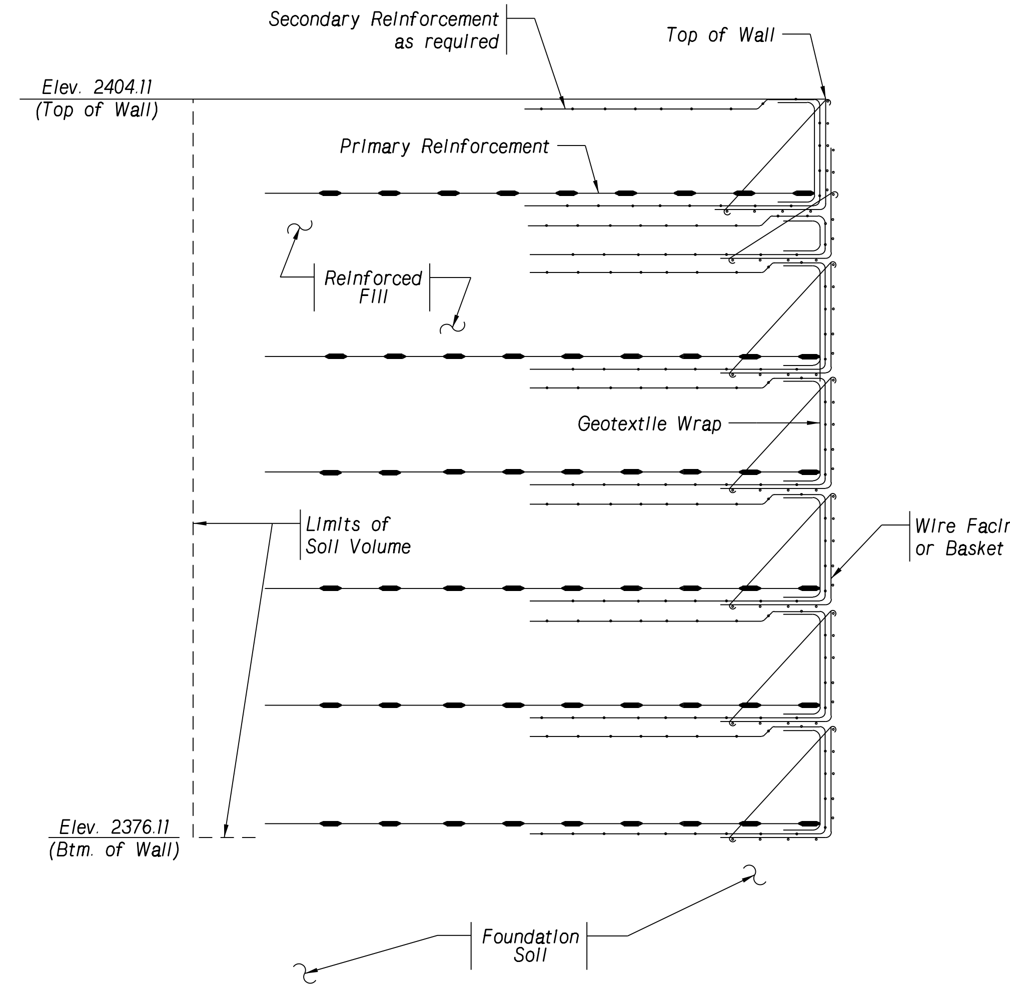
2. Design Specifications:
a. Nebraska Department of Roads, Bridge Division "Bridge Office Policies and Procedures (BOPP)", Current Edition.
b. American Association of State Highway and Transportation Officials (AASHTO) "LRFD Bridge Design Specifications", Current Edition.
c. AASHTO-AGC-ARTBA Task Force 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., FHW-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.



WIRE WALL DETAIL
SHEET 1 OF 1

SPECIAL PLAN 5C

ROADWAY DESIGN DIVISION.
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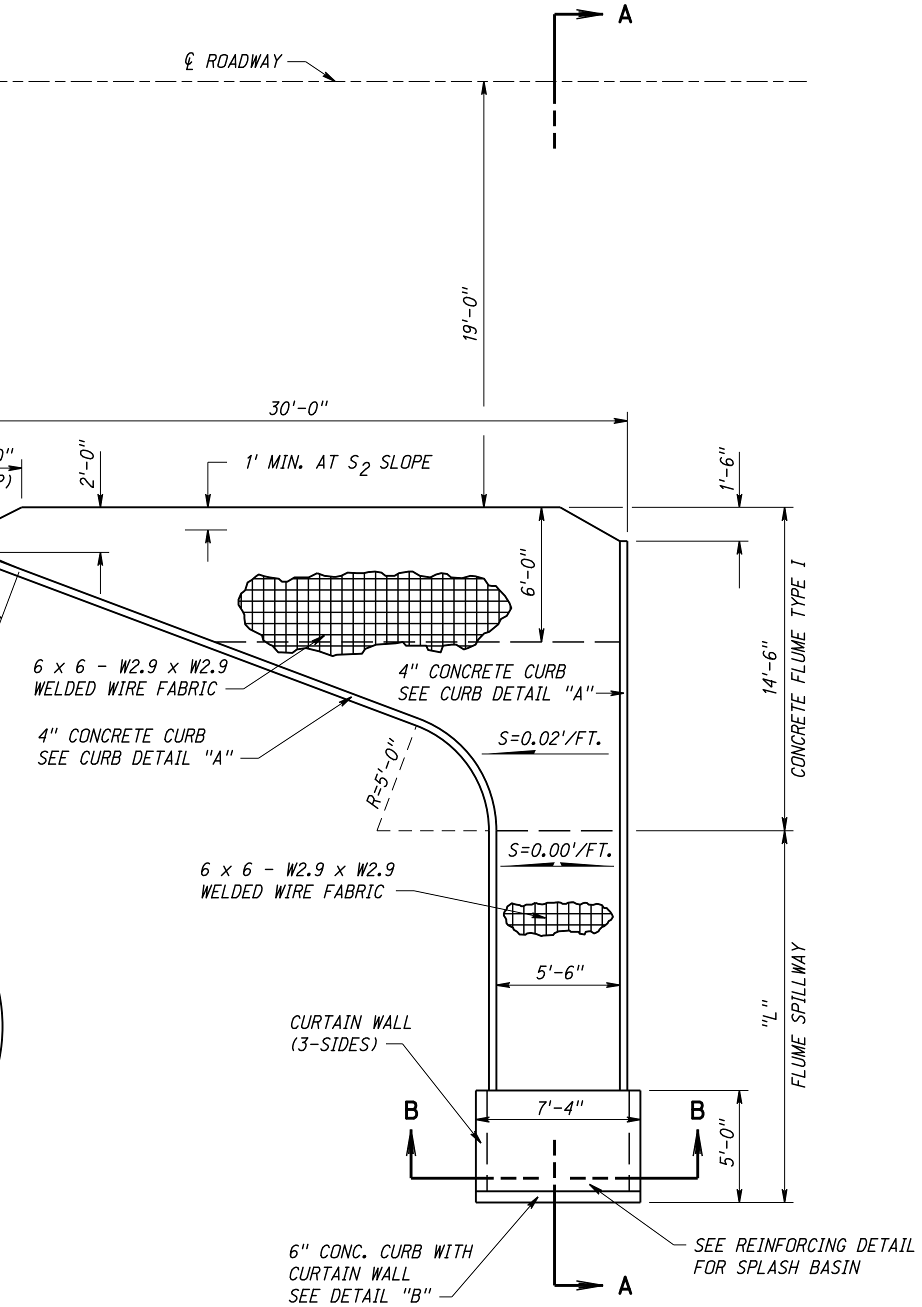
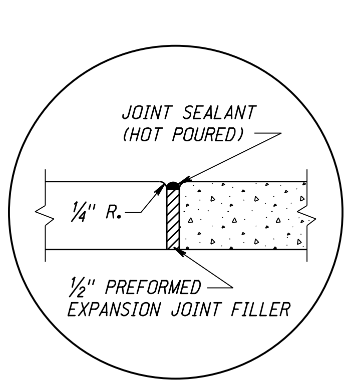
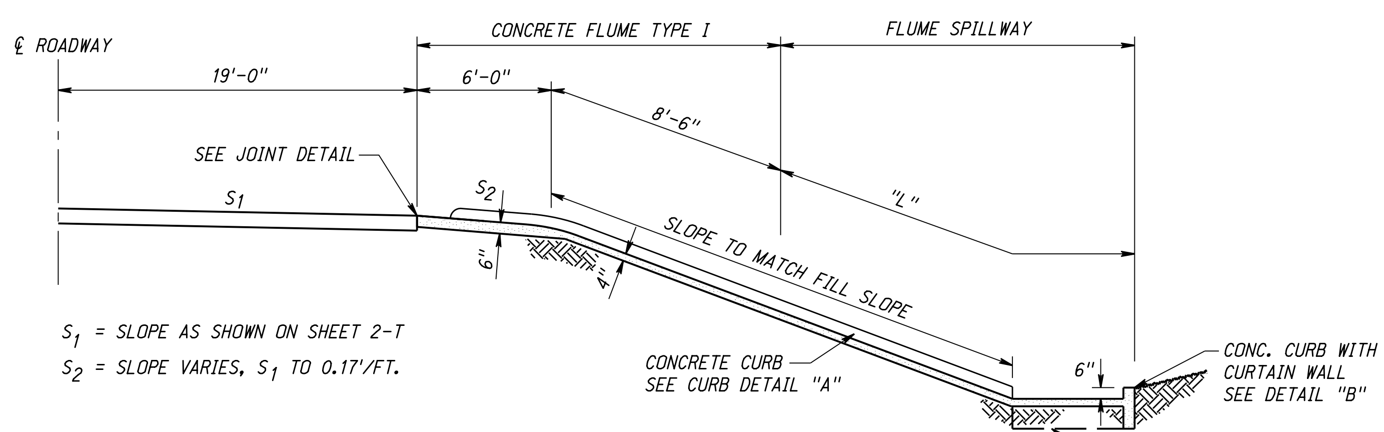
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



PLAN

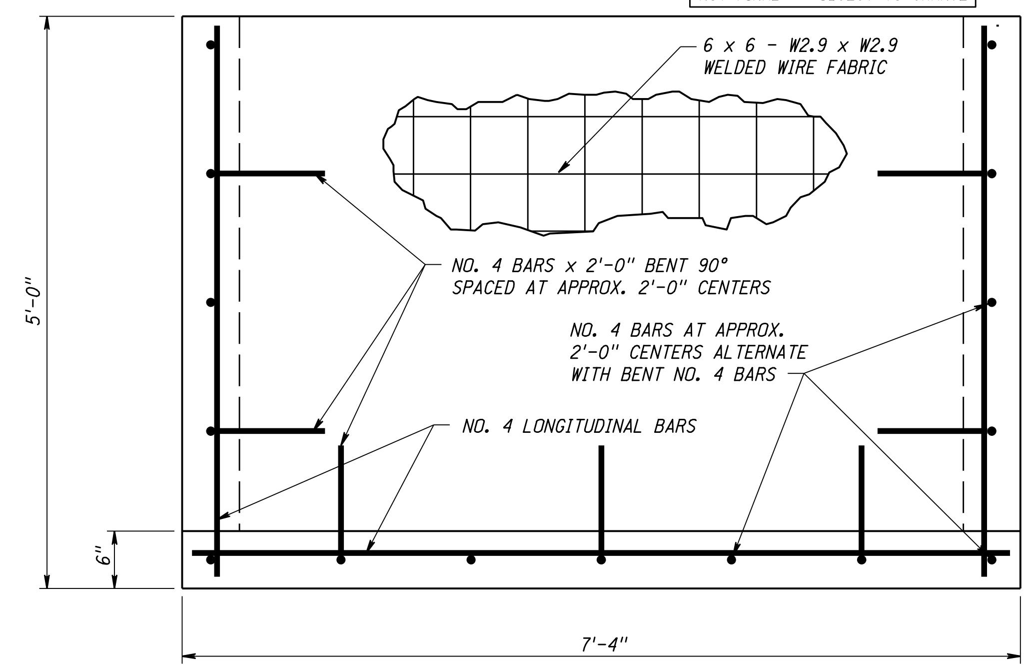


JOINT DETAIL
(CONCRETE SURFACING)

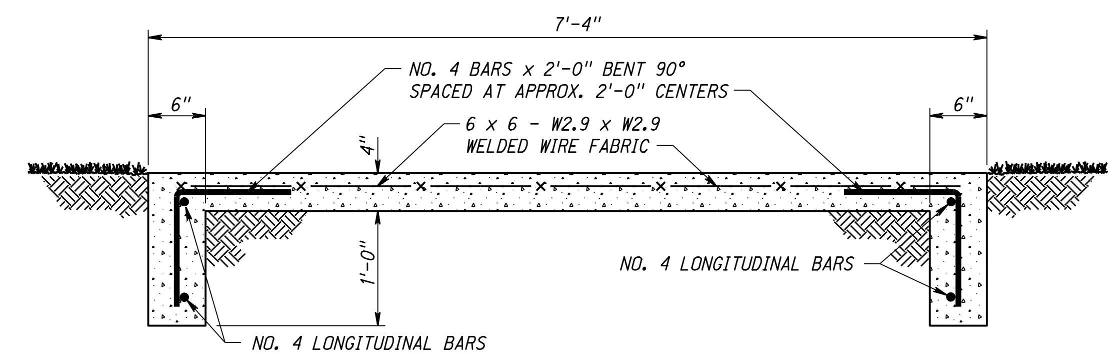


S_1 = SLOPE AS SHOWN ON SHEET 2-T
S_2 = SLOPE VARIES, S_1 TO 0.17'/FT.

SECTION A-A



REINFORCING DETAIL FOR SPLASH BASIN



SECTION B-B

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.

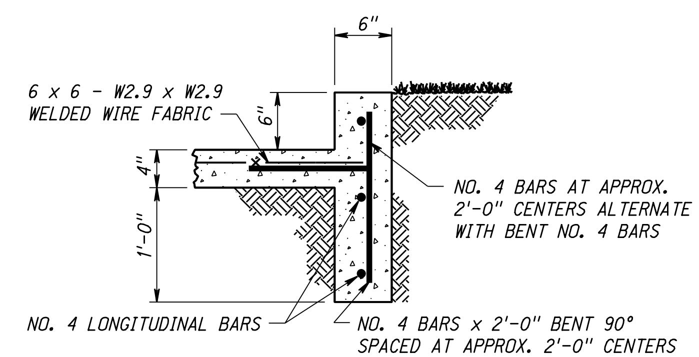
CONCRETE FLUME TYPE I SHALL BE PAID FOR AS ONE EACH.

THE FLUME SPILLWAY SHALL BE SURFACE MEASURED AND PAID FOR BY THE LINEAR FOOT FOR THE ITEM "FLUME SPILLWAY".

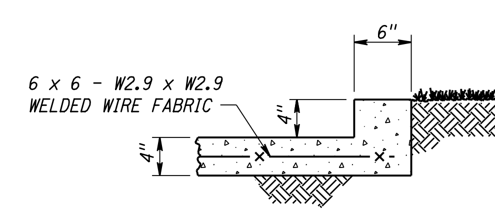
JOINT FILLER AND SEALANT MATERIALS ARE SUBSIDIARY TO THE FLUME.

ALL REINFORCING STEEL TO CONFORM TO A615/A615M, GRADE 60.

ALL CONCRETE USED SHALL BE CLASS 47B-3000.



CONCRETE CURB WITH CURTAIN WALL
DETAIL "B"



CONCRETE CURB
DETAIL "A"

CONCRETE FLUME, TYPE I
SHEET 1 OF 1

SPECIAL PLAN 6C

WSP | PROJECT NO. 1705(3) | SHEET NO. U11
C.N. 61457

ROADWAY DESIGN DIVISION.
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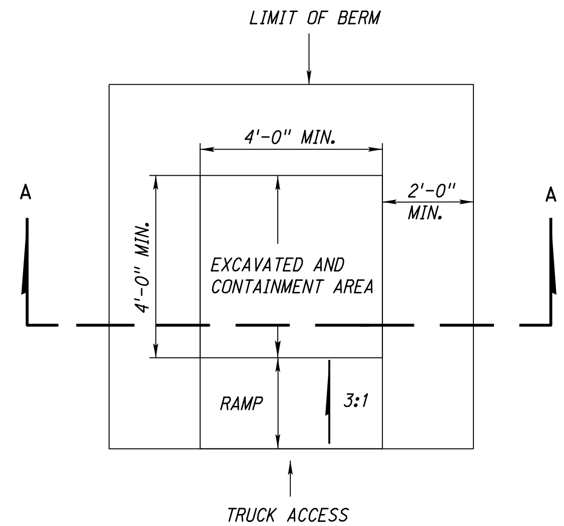
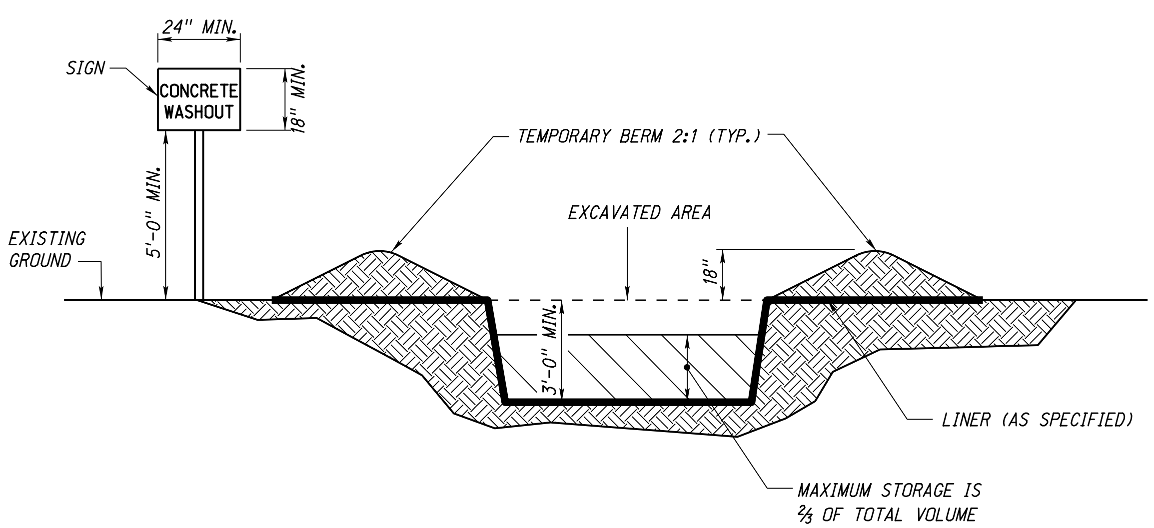


PLAN VIEW



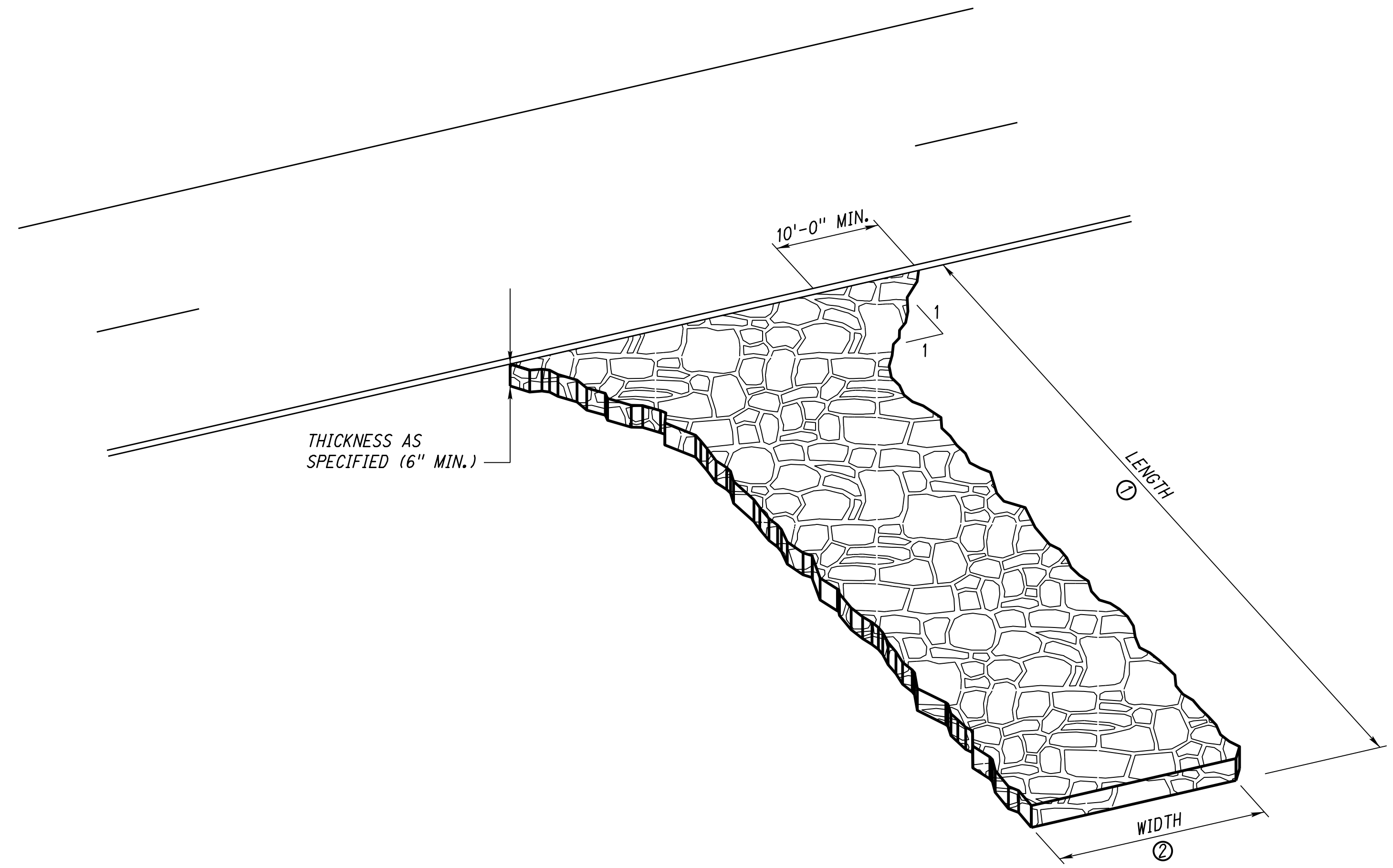
SECTION A-A

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

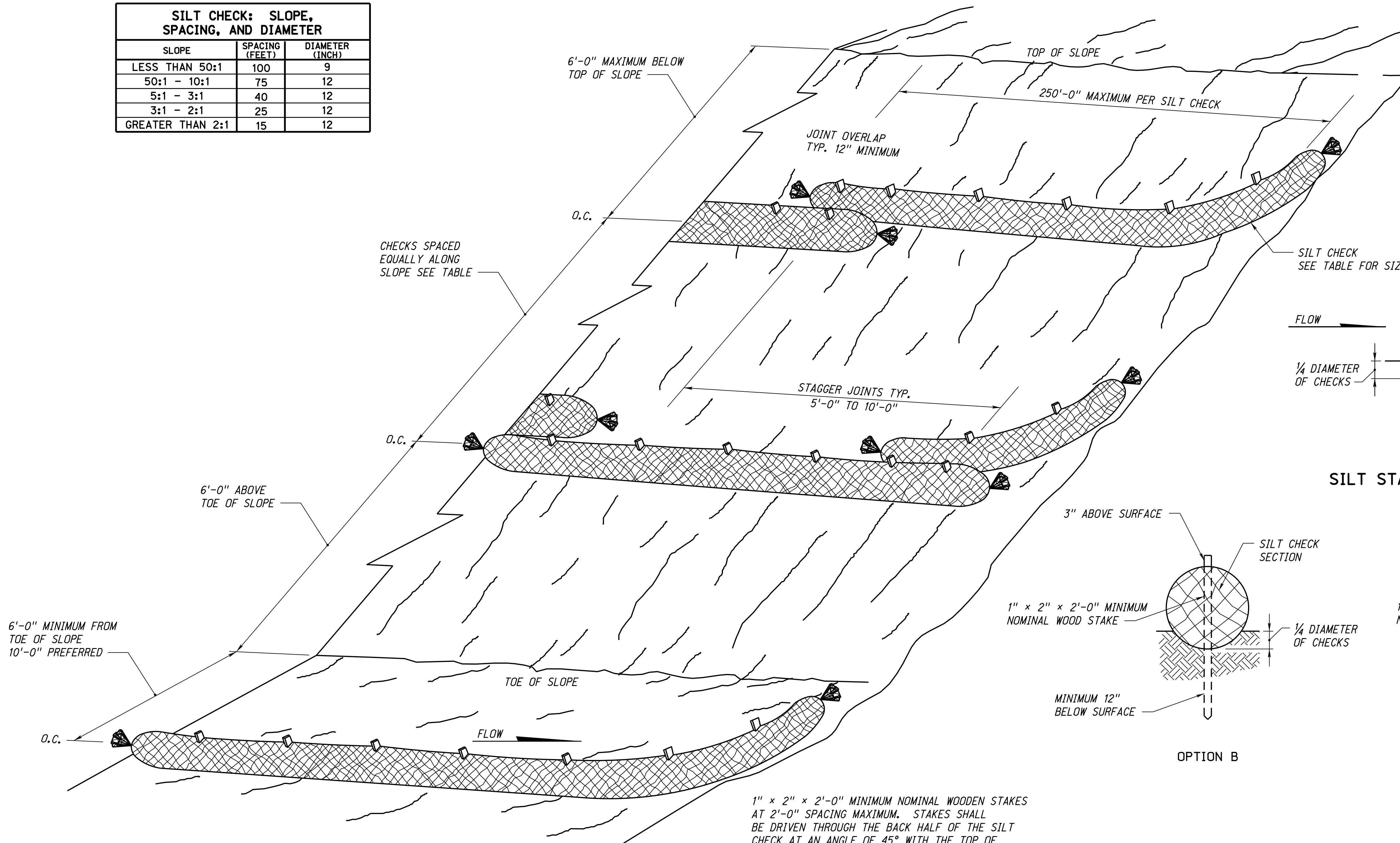
CONCRETE WASHOUT &
CONSTRUCTION EXIT

SHEET 1 OF 1

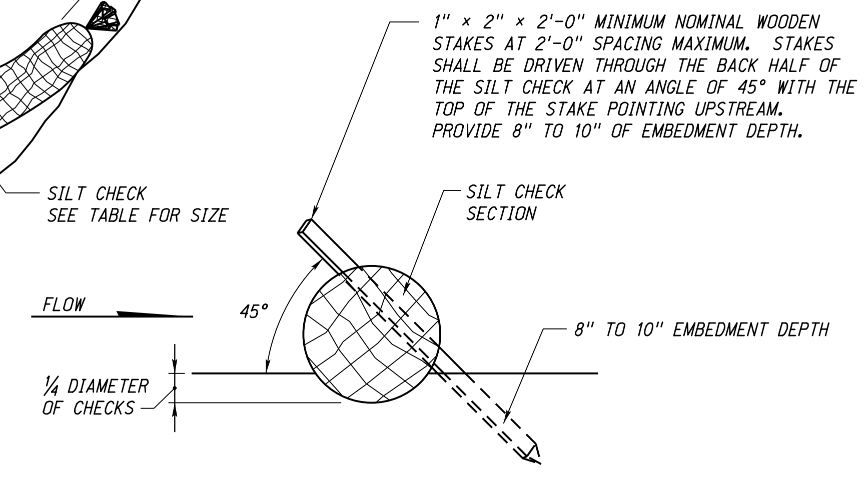
SPECIAL PLAN 7C

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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



SLOPE APPLICATION
PERSPECTIVE VIEW

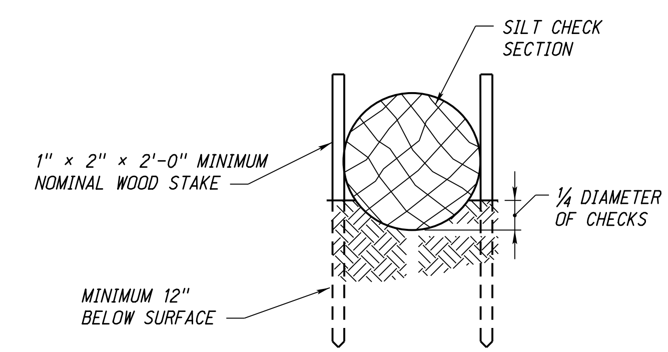


OPTION A

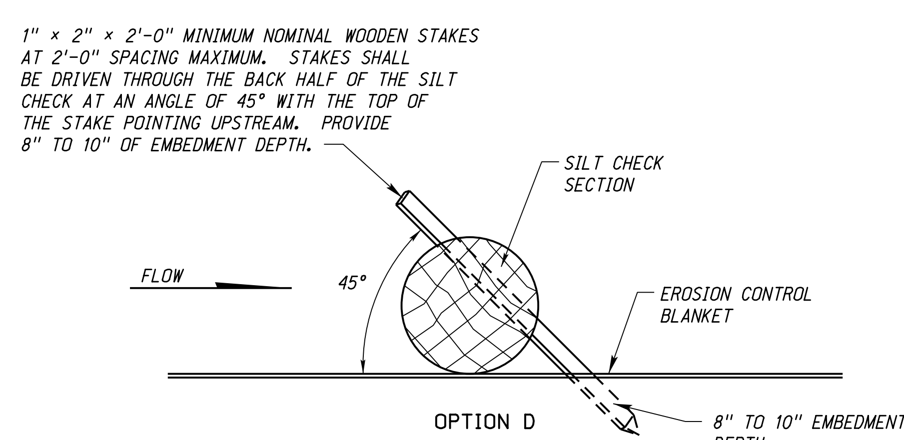
SILT STAKE DETAIL (WITH TRENCH)

3" ABOVE SURFACE
SILT CHECK SECTION
1" × 2" × 2'-0" MINIMUM NOMINAL WOOD STAKE
¼ DIAMETER OF CHECKS
MINIMUM 12" BELOW SURFACE

OPTION B



OPTION C



OPTION D

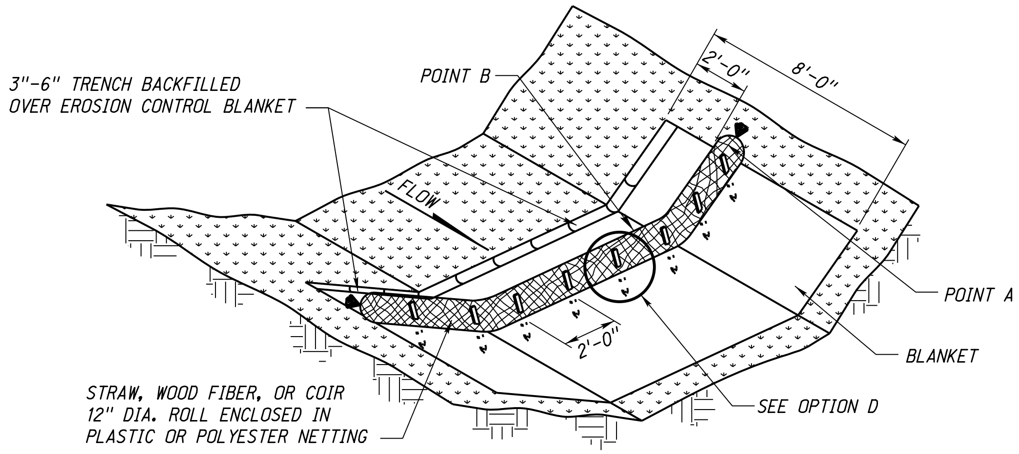
STAKE DETAIL (NO TRENCH)

NOTE:

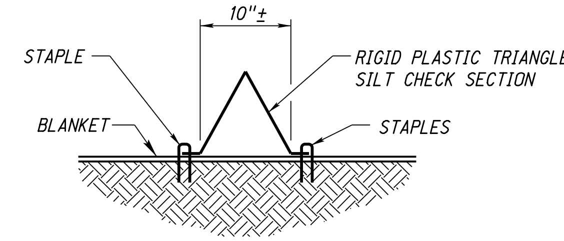
TRENCHING IS OPTIONAL FOR CHECKS ON BACKSLOPES & FORESLOPES

SILT CHECKS ALL TYPES
SHEET 1 OF 4
SPECIAL PLAN 8C

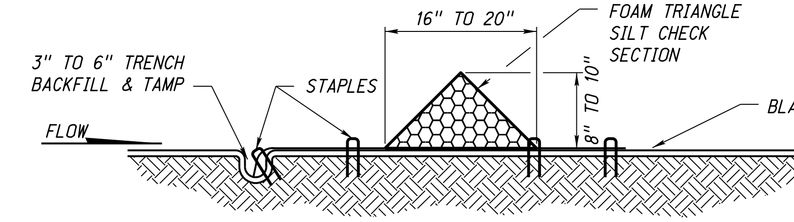
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



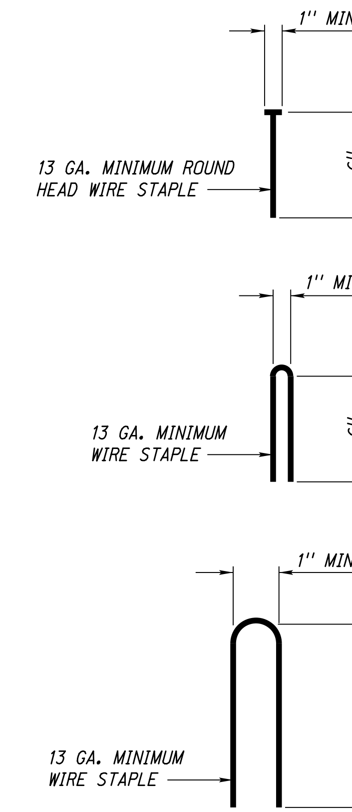
TYPE 2 & 3: HIGH & LOW
WITH EROSION CONTROL



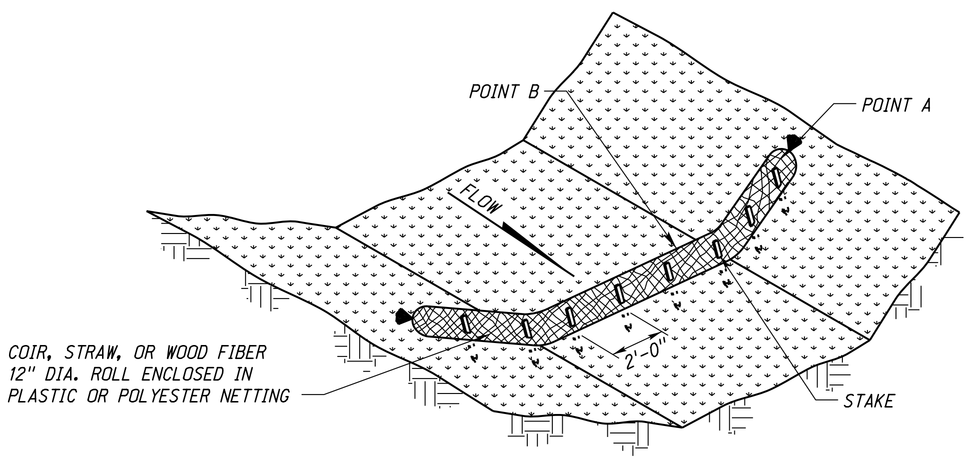
TYPE 4 SECTION



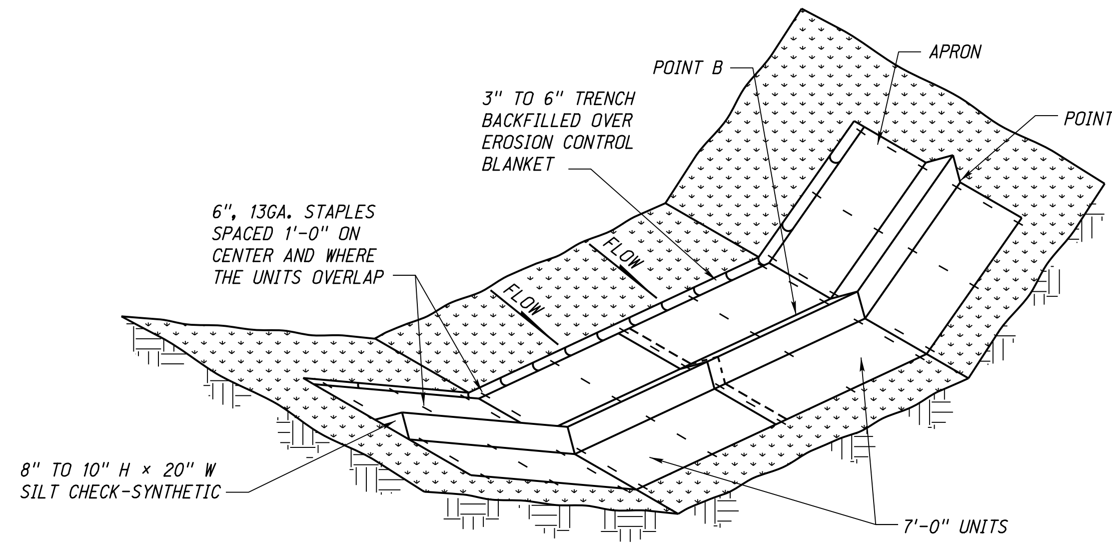
TYPE 4 SECTION



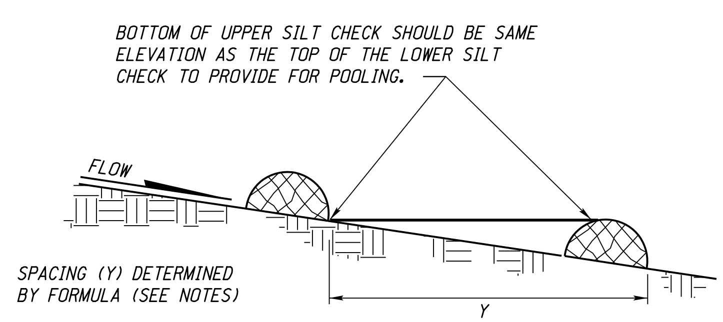
WIRE STAPLE DETAIL



TYPE 1, 2 & 3: HIGH & LOW
USE ON ROUGH GRADED & BARE SOIL AREAS



SILT CHECK: TYPE 4



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.

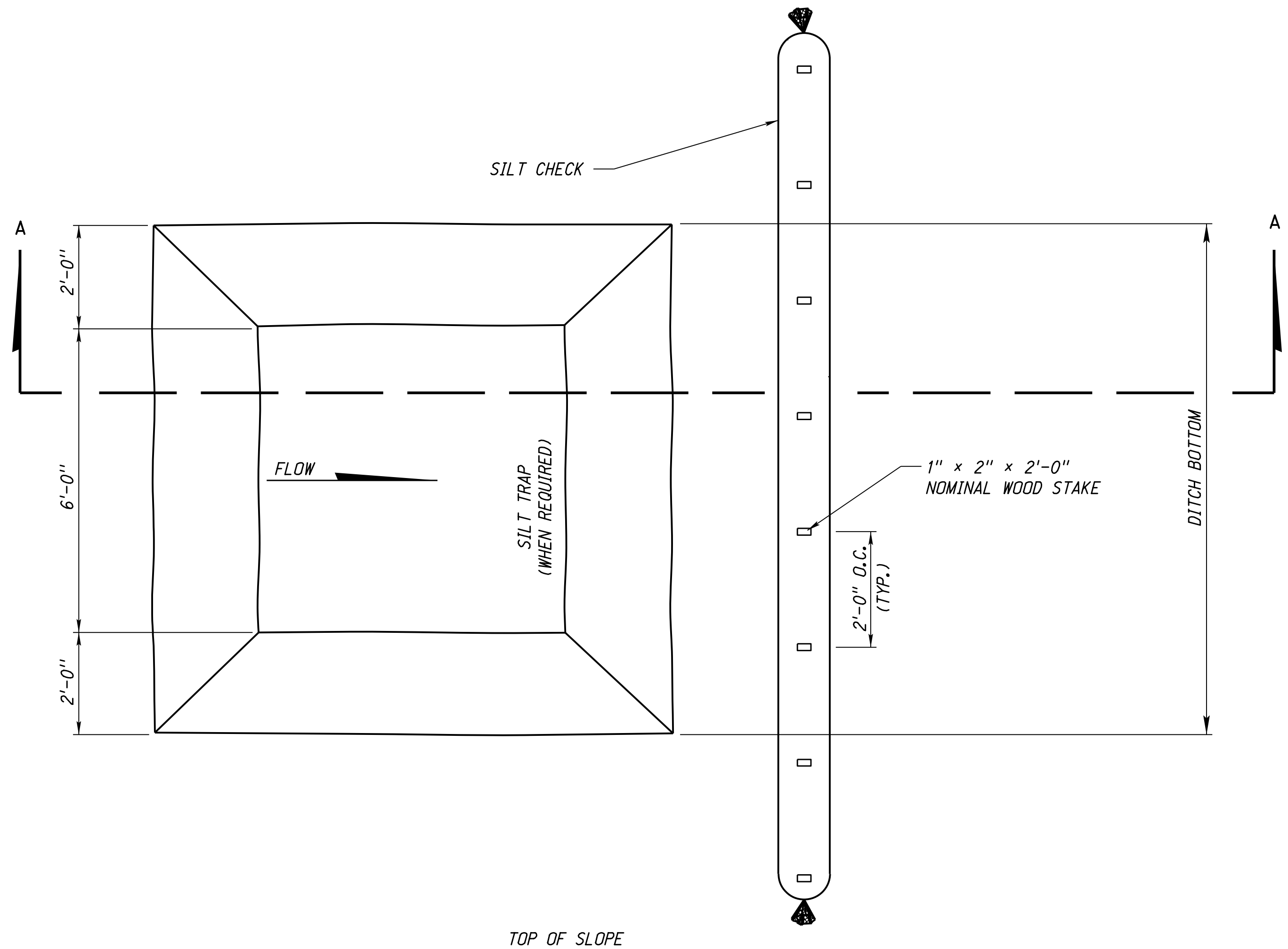
SEE STAKING DETAIL SHEET 1 OF 4

SILT CHECKS ALL TYPES
SHEET 2 OF 4
SPECIAL PLAN 8C

wsp

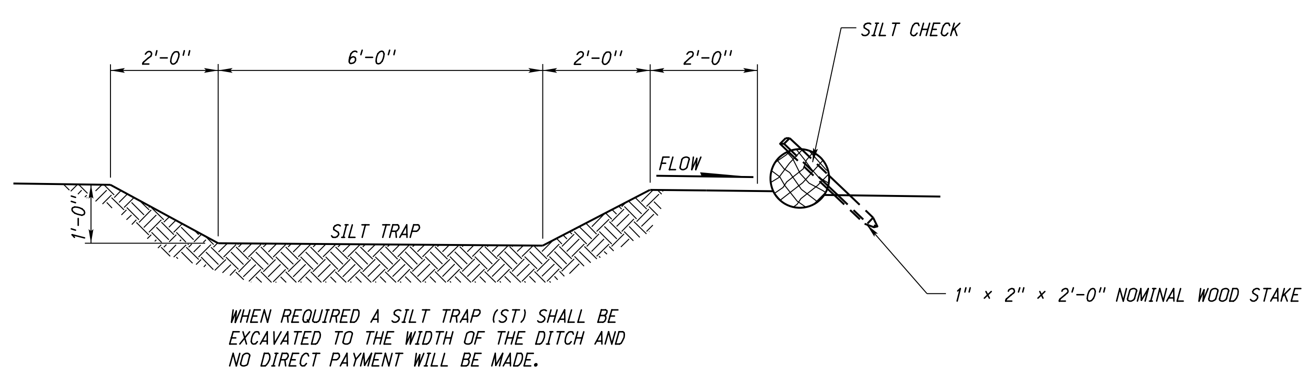
PROJECT NO.	SHEET NO.
1705(3)	U14

C.N. 61457



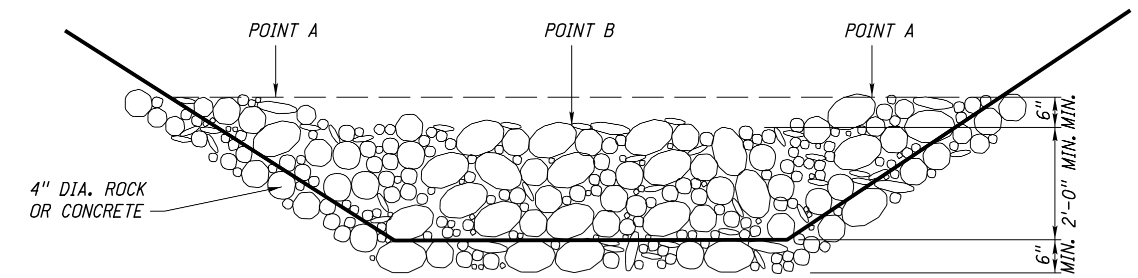
PLAN VIEW

FOR FLAT BOTTOM DITCH

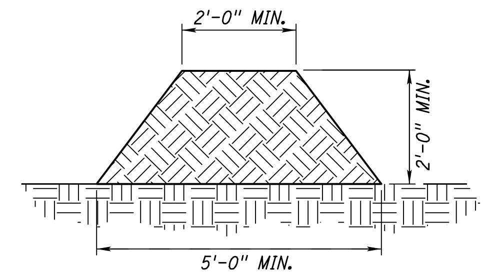


WHEN REQUIRED A SILT TRAP (ST) SHALL BE EXCAVATED TO THE WIDTH OF THE DITCH AND NO DIRECT PAYMENT WILL BE MADE.

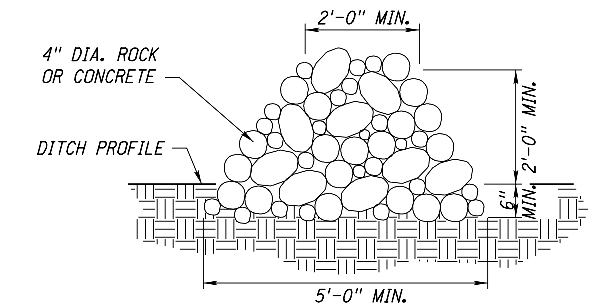
SECTION A-A



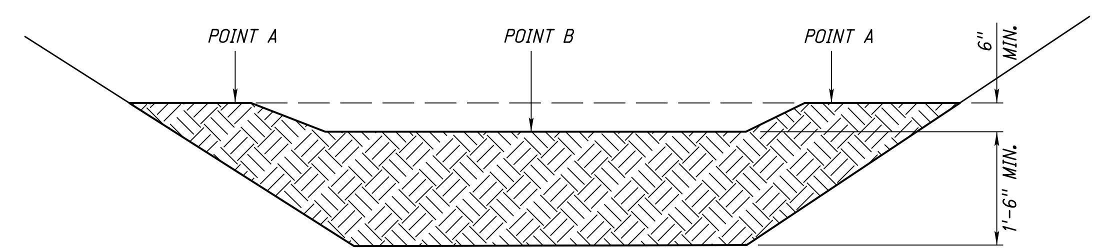
ROCK CHECK
ELEVATION VIEW



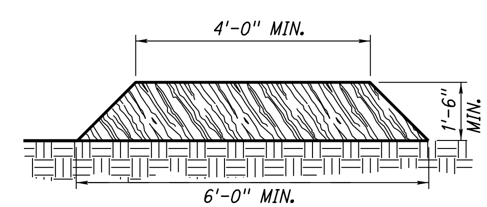
EARTH-SLASH MULCH PERIMETER BERM
CROSS SECTION



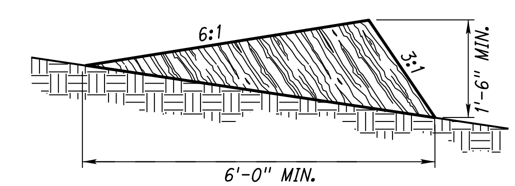
ROCK CHECK
CROSS SECTION



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.
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PRELIMINARY PLAN
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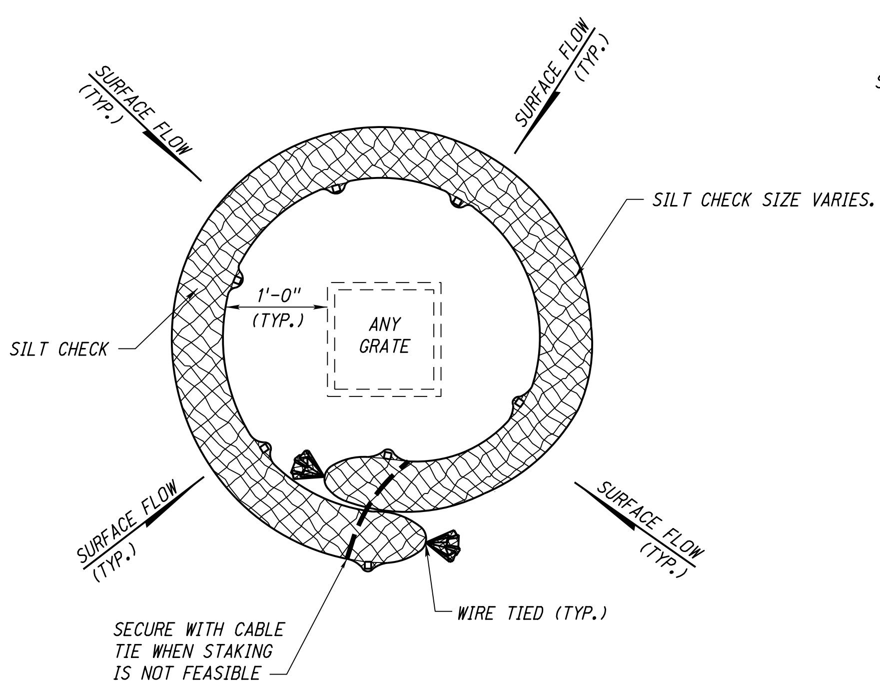
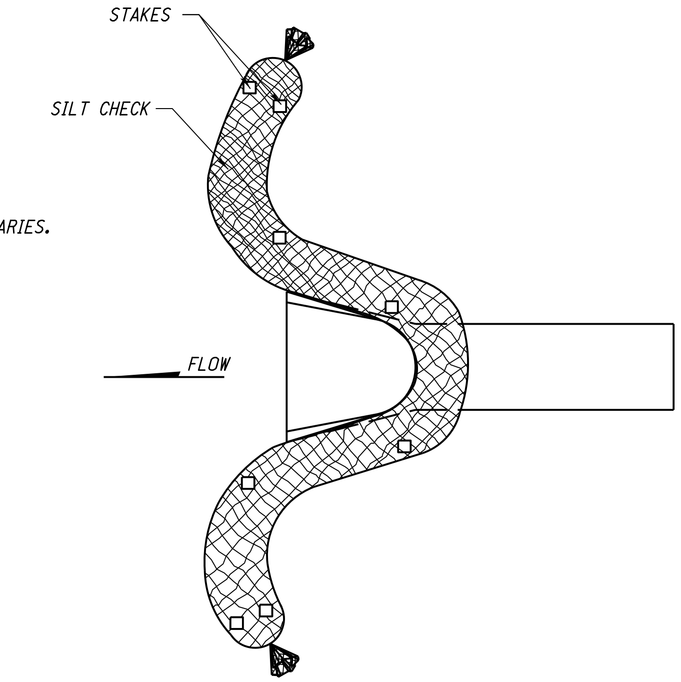
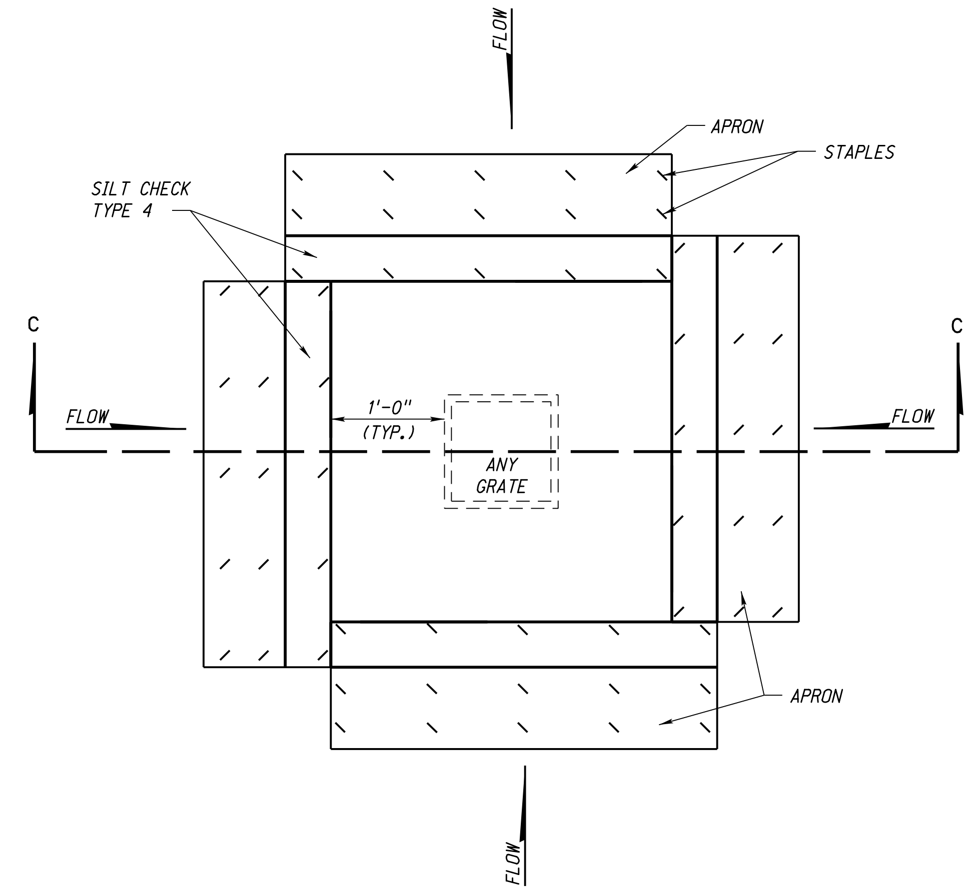


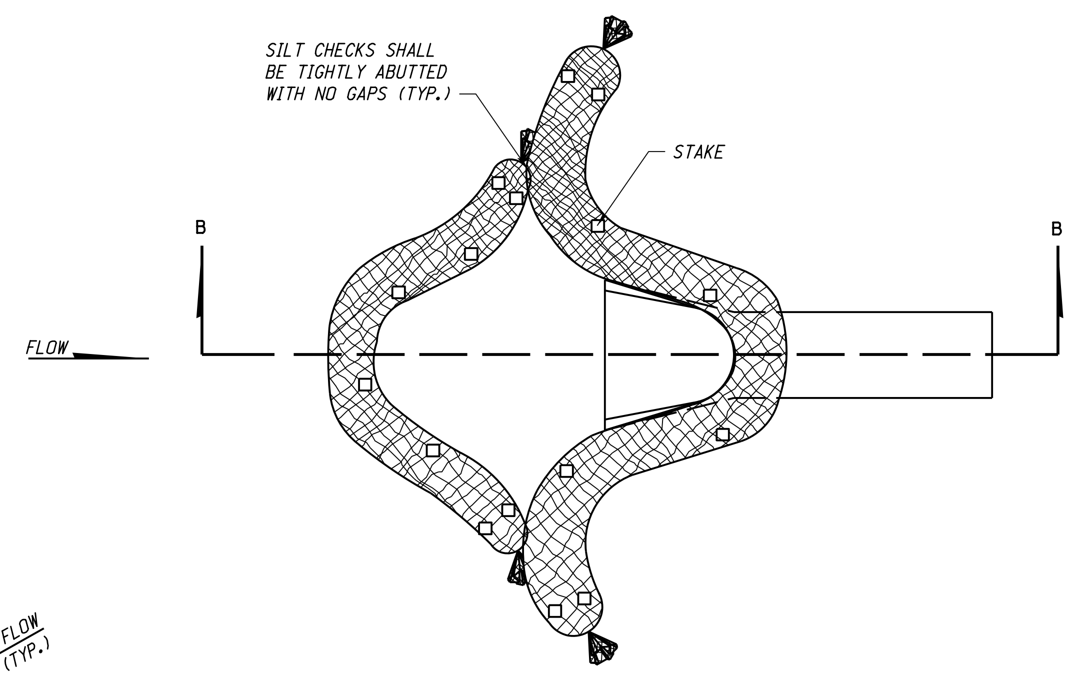
PLAN VIEW



SILT CHECK OUTLET PROTECTION

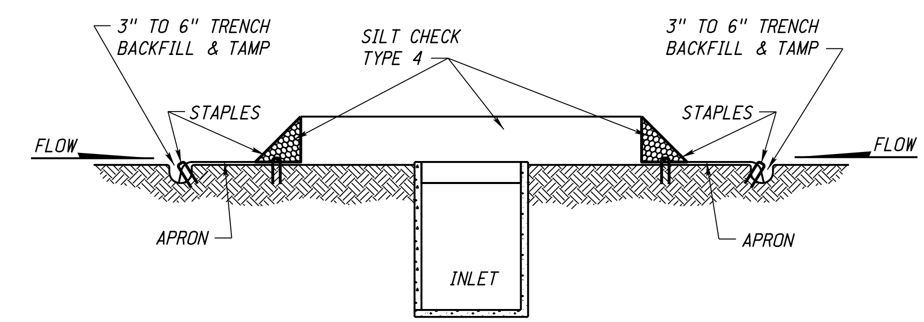


PLAN VIEW



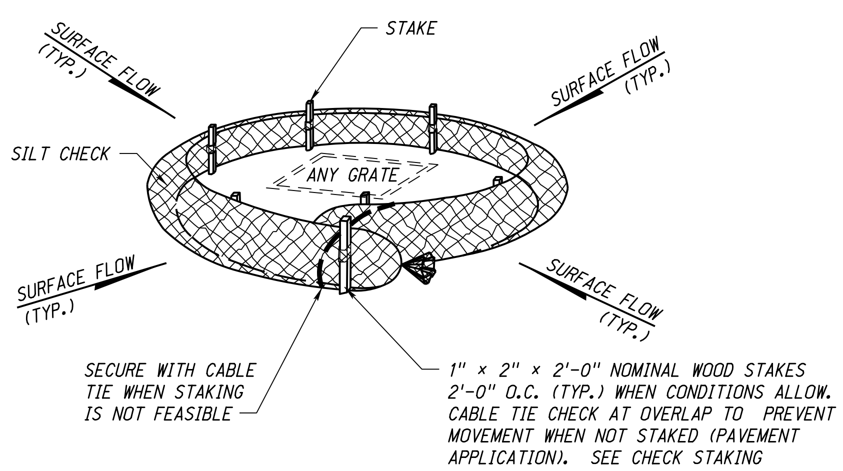
PLAN VIEW

SILT CHECK INLET PROTECTION

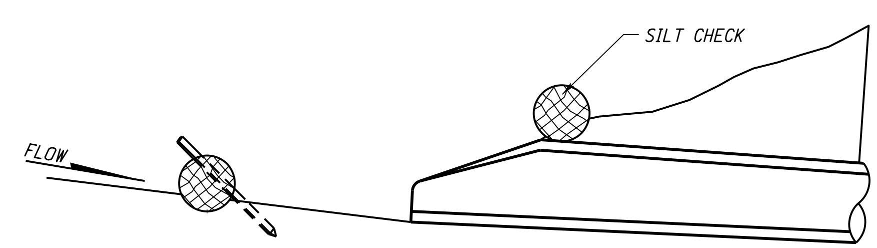


SECTION C-C

SILT CHECK TYPE 4
AT INLET



SILT CHECK INLET FILTER
PERSPECTIVE VIEW



SECTION B-B

SEE STAKING DETAIL SHEET 1 OF 4

SILT CHECKS ALL TYPES
SHEET 4 OF 4

SPECIAL PLAN 8C

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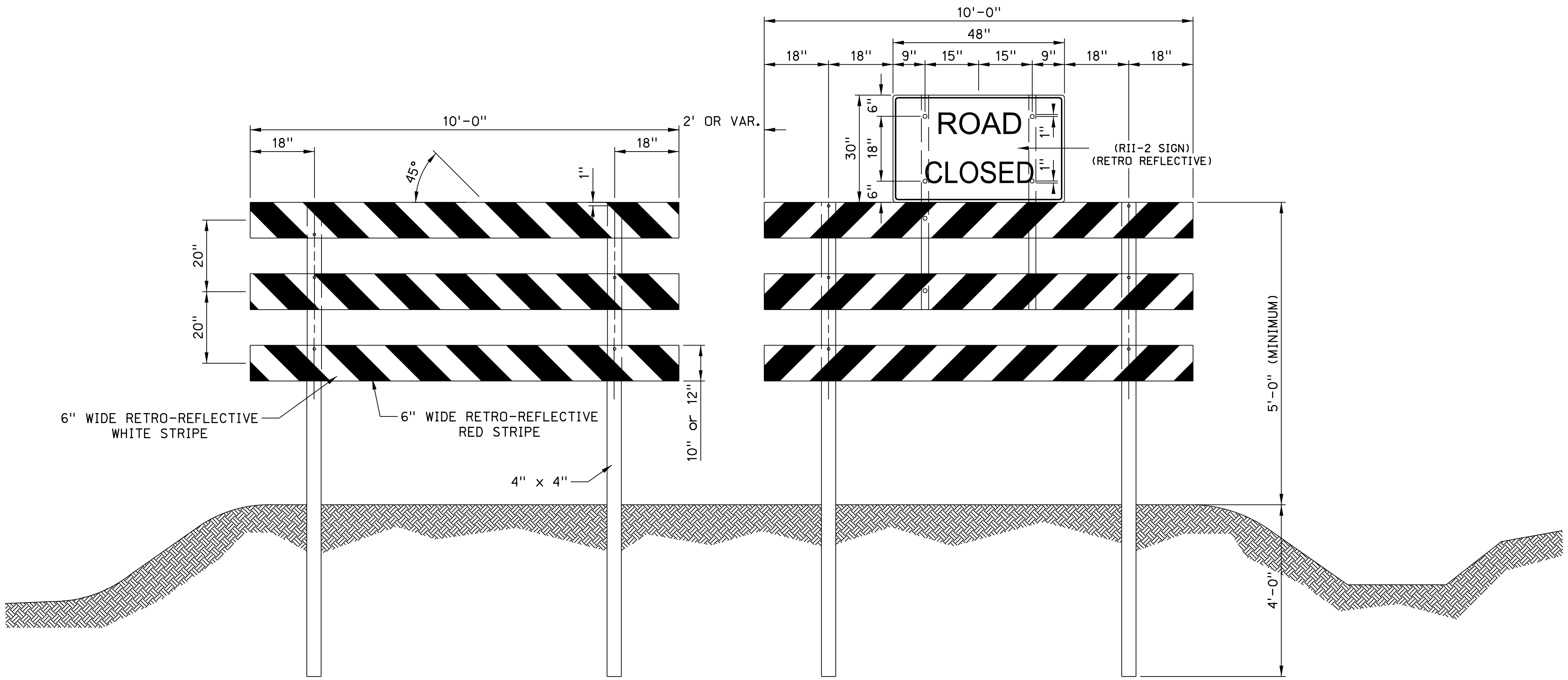
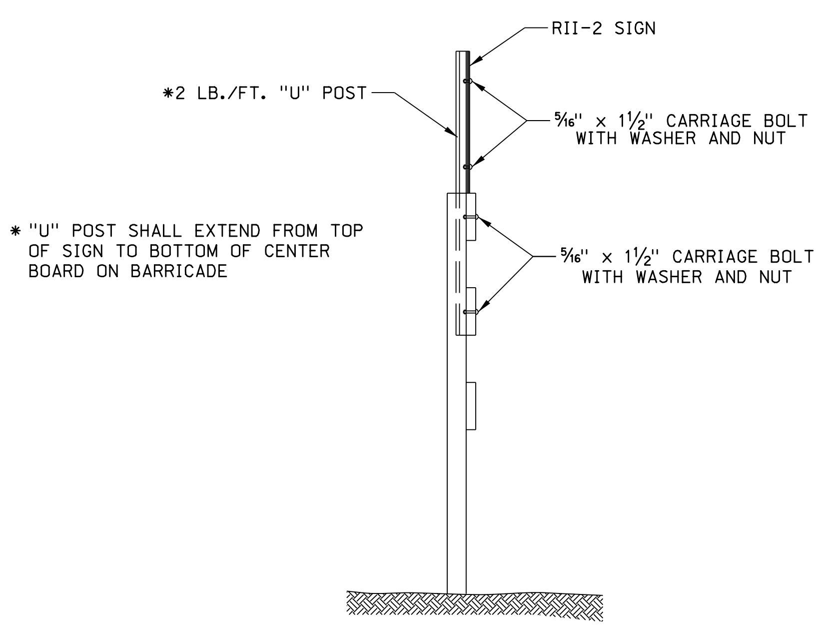
ROADWAY DESIGN DIVISION.
Computer: L19US-D9037M4W
Date: 12-MAY-2021 17:00
File: 61457Ocs13.dgn

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

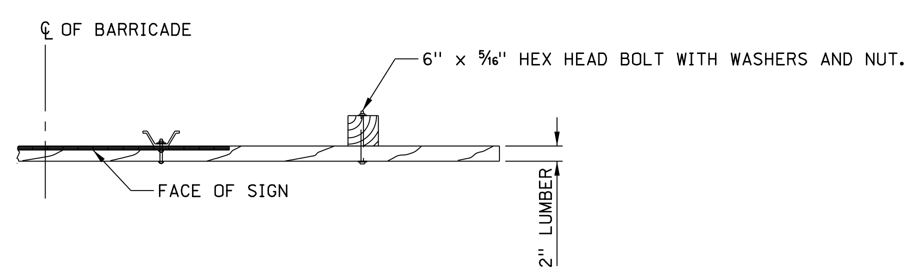
WSP	PROJECT NO.	SHEET NO.
	1705(3)	U16
	C.N. 61457	



FIXED BARRICADE



SIDE VIEW
(WITH SIGN)



PARTIAL PLAN VIEW
(NOT TO SCALE)

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 ENCOLSED LENS REFLECTIVE SHEETING TO 0.040" THICK ALUMINUM, WHICH IN TURN IS TO BE SECURED TO EACH BARRICADE BOARD. EITHER A PRESSURE SENSITVE 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 TEH 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 TOW COATS OF GRADE BLACK ENAMEL.

SIGNS SHALL BE MANUFACTURED FROM POPERLY 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 SIGH ASSEMBLIES AS AS SHOWN.

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION AND TOWARD THE CENTER OF THE ROADWAY AT ROAD CLOSURES.

PERMANENT BARRICADE,
TYPE III

SHEET 1 OF 1

SPECIAL PLAN 9C

PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	W1
ROW PROJECT NO. RRZ-TMT-1705 (3)	
LOCATION LEXINGTON EAST VIADUCT	
COUNTY DAWSON	
CONTROL NO. 61457	ROW SHEET NO. 3
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

Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

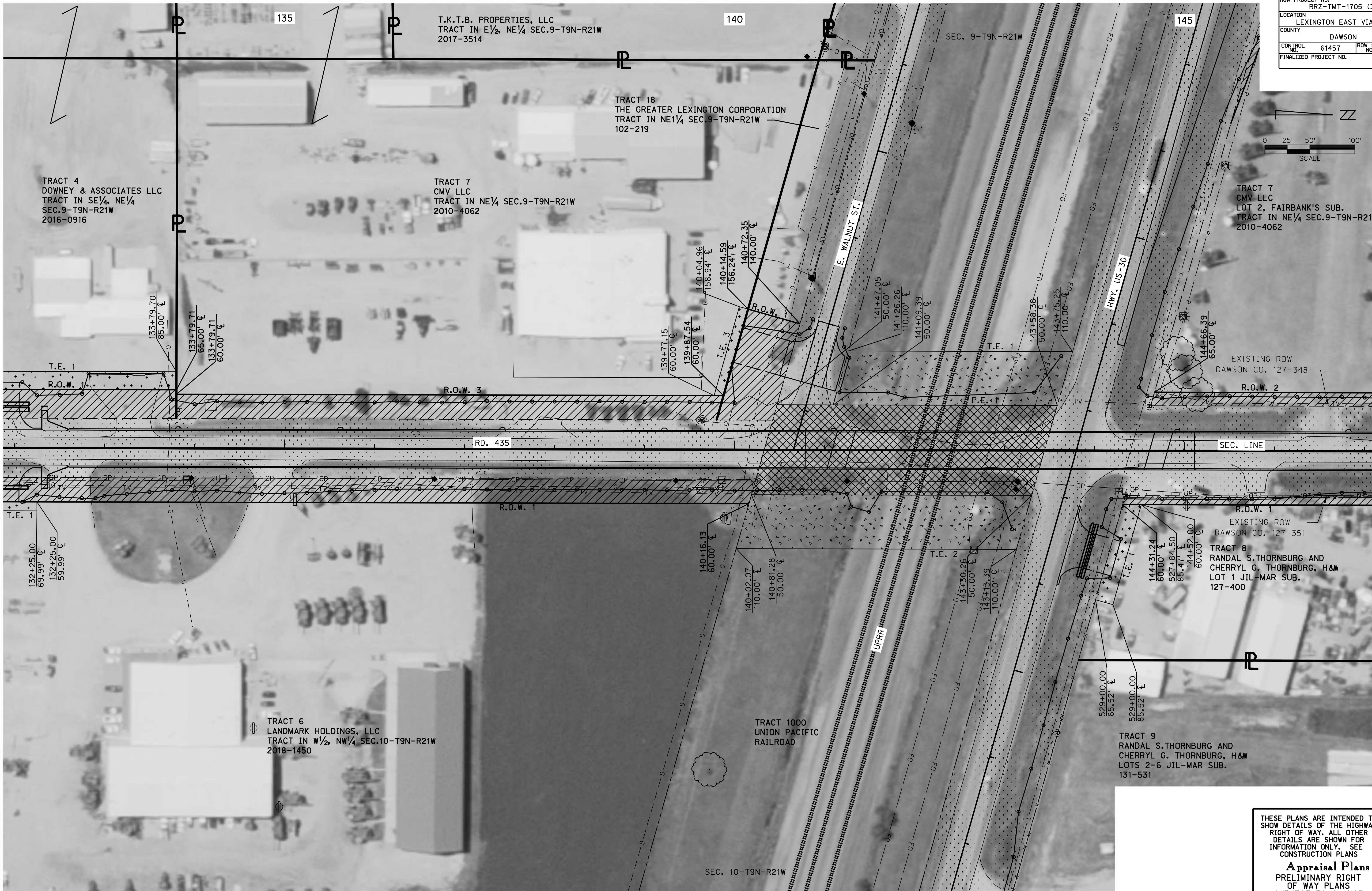
CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:09

File: 61457Ocrp01.dgn
Scale: 1:100

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.			



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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:12

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Scale: 1:100

PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	W3

ROW PROJECT NO. RRZ-TMT-1705 (3)

LOCATION: LEXINGTON EAST VIADUCT

COUNTY: DAWSON

CONTROL NO. 61457 | ROW SHEET NO. 5

FINALIZED PROJECT NO.

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

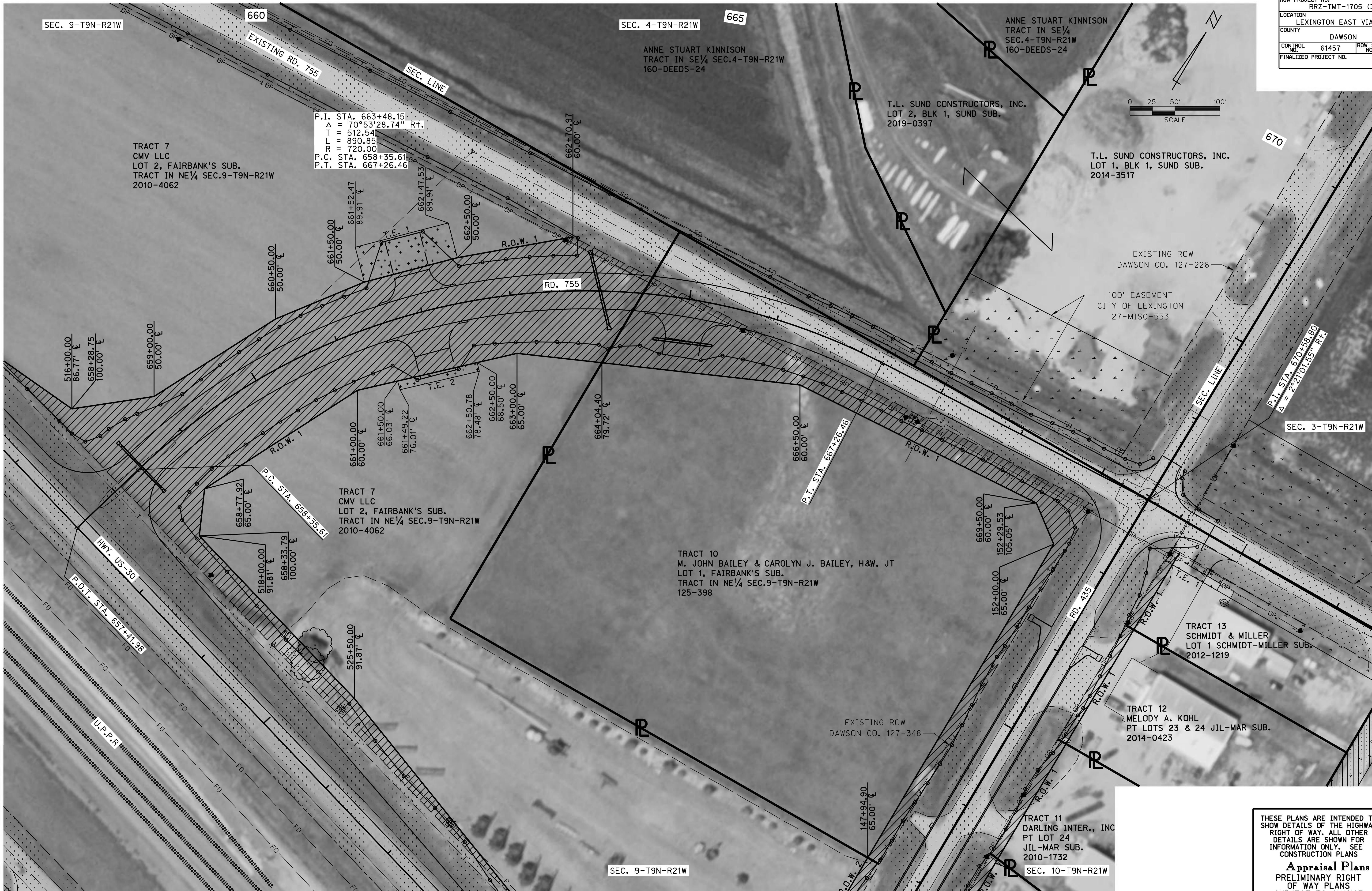
Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:14

File: 61457Ocrp03.dgn

Scale: 1:100

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.	



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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:17

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Scale: 1:100

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

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Date: 12-MAY-2021 17:19

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Scale: 1:100

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	W6

ROW PROJECT NO. RRZ-TMT-1705 (3)

LOCATION LEXINGTON EAST VIADUCT

COUNTY DAWSON

CONTROL NO. 61457 ROW SHEET NO. 8

FINALIZED PROJECT NO.

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:22

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Scale: 1:100

PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	W7
ROW PROJECT NO. RRZ-TMT-1705 (3)	
LOCATION LEXINGTON EAST VIADUCT	
COUNTY DAWSON	
CONTROL NO. 61457	ROW SHEET NO. 9
FINALIZED PROJECT NO.	

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:24

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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.	

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:27

File: 61457Ocrp09.dgn
Scale: 1:100

PROJECT NO.	SHEET NO.
RRZ-TMT-1705 (3)	W9

ROW PROJECT NO. RRZ-TMT-1705 (3)

LOCATION LEXINGTON EAST VIADUCT

COUNTY DAWSON

CONTROL NO. 61457 ROW SHEET NO. 11

FINALIZED PROJECT NO.

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:29

File: 61457Ocrp10.dgn
Scale: 1:100

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021

CONSTRUCTION DIVISION

Computer: L19US-D9037M4W

Date: 12-MAY-2021 17:31

File: 61457Ocrp11.dgn
Scale: 1:100

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.	

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Appraisal Plans

PRELIMINARY RIGHT OF WAY PLANS SUBJECT TO CHANGE

DATE: 02-11-2021