

Saddle Creek Rd Bridge

NH-6-7(187)
CN 22761



Supporting Project Documentation



Table of Contents

Bridge As-Built Plans3

Roadway As-Built Plans9

Pavement History.....22

Utility List23



Certificate of Authenticity

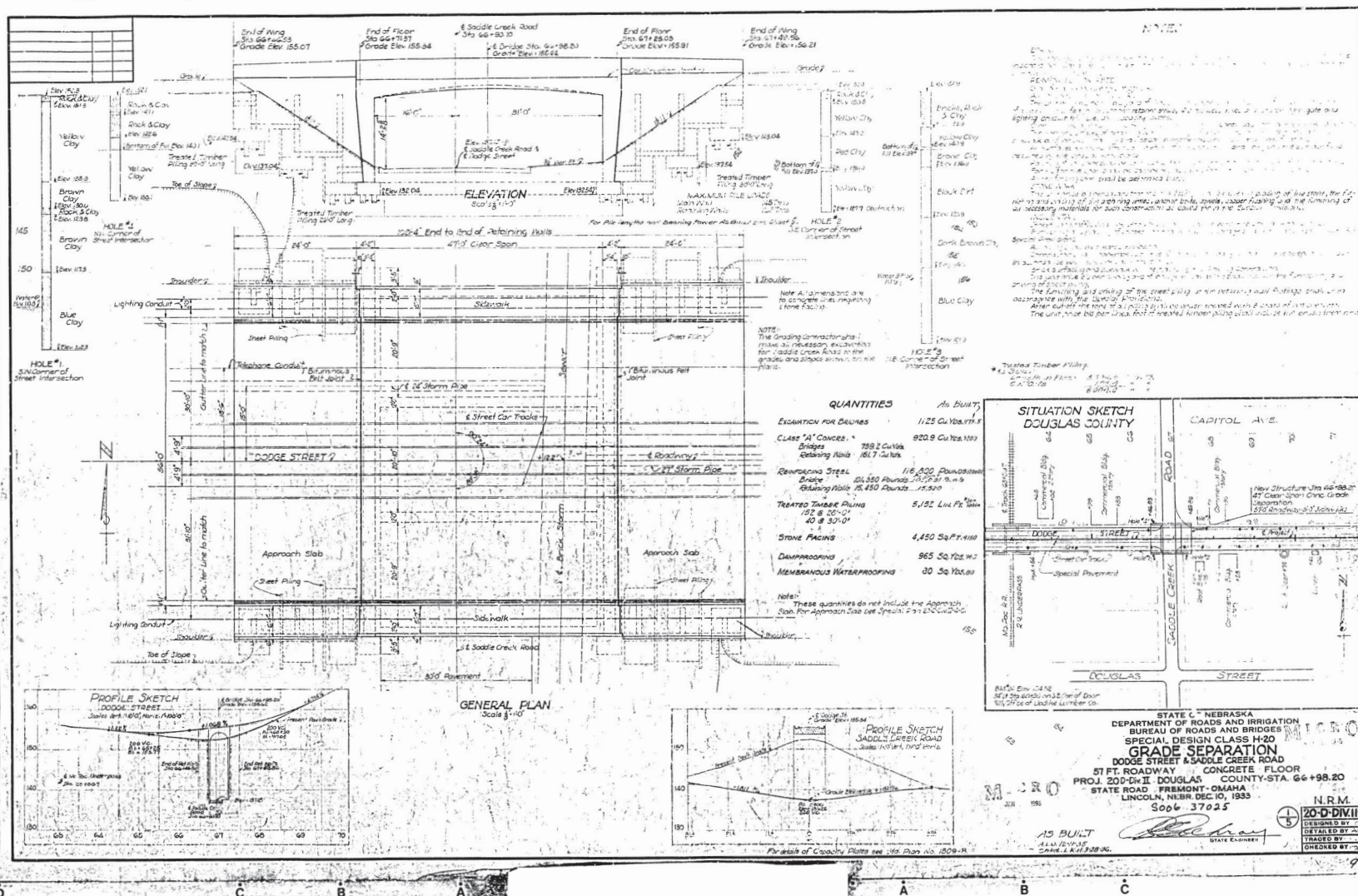
"I, as a duly qualified person, certify that the microphotographs appearing on this film are true and accurate reproductions of the original records produced in the regular course of business."

"I, as a duly qualified person, certify that the microphotographs appearing on this film are true and accurate reproductions of the original records produced in the regular course of business."

John R. White
Berkner, Carter, Rink, & Smith
Engineers

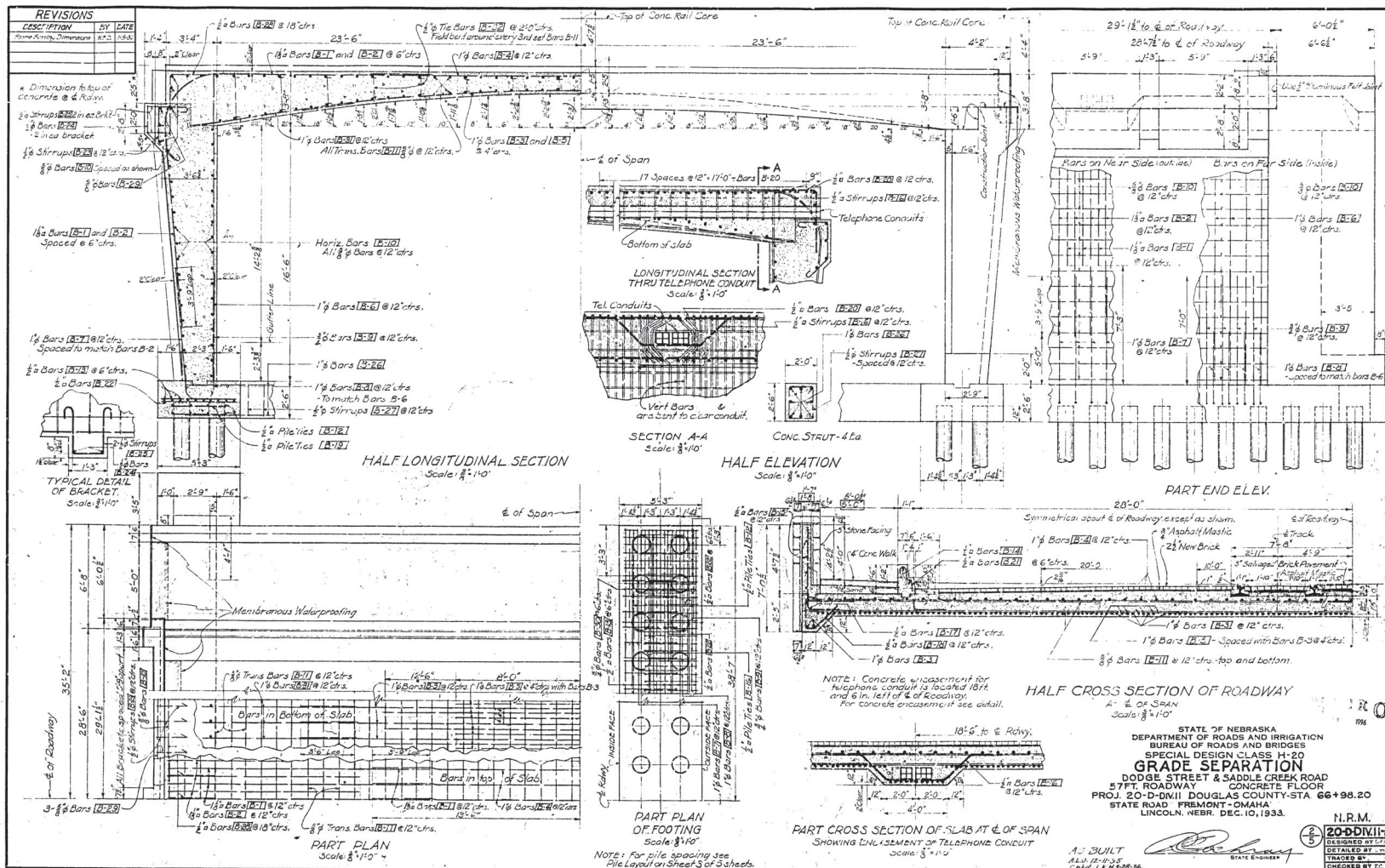
Date of Filing: JANUARY 1976

Bridge As-B-Built Plans

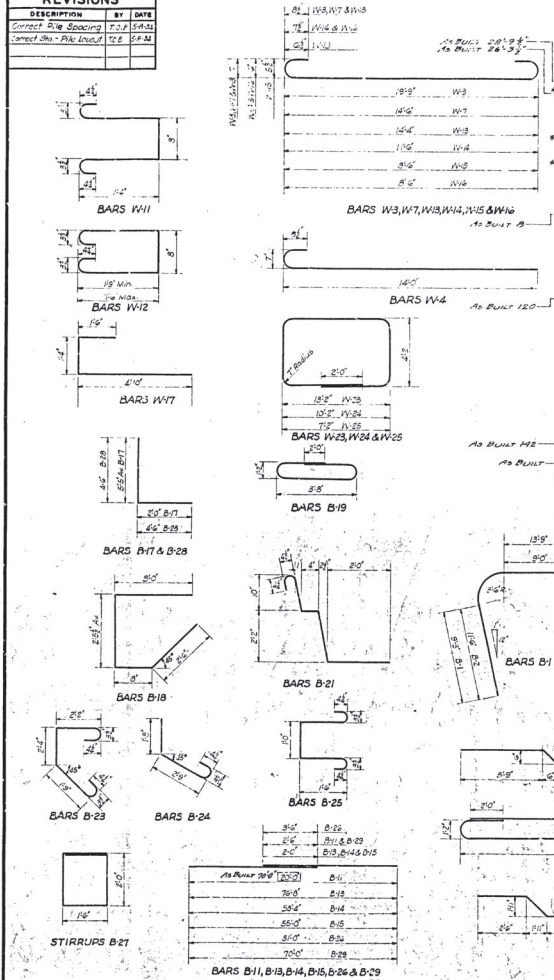


ILLEGIBLE
DOCUMENT

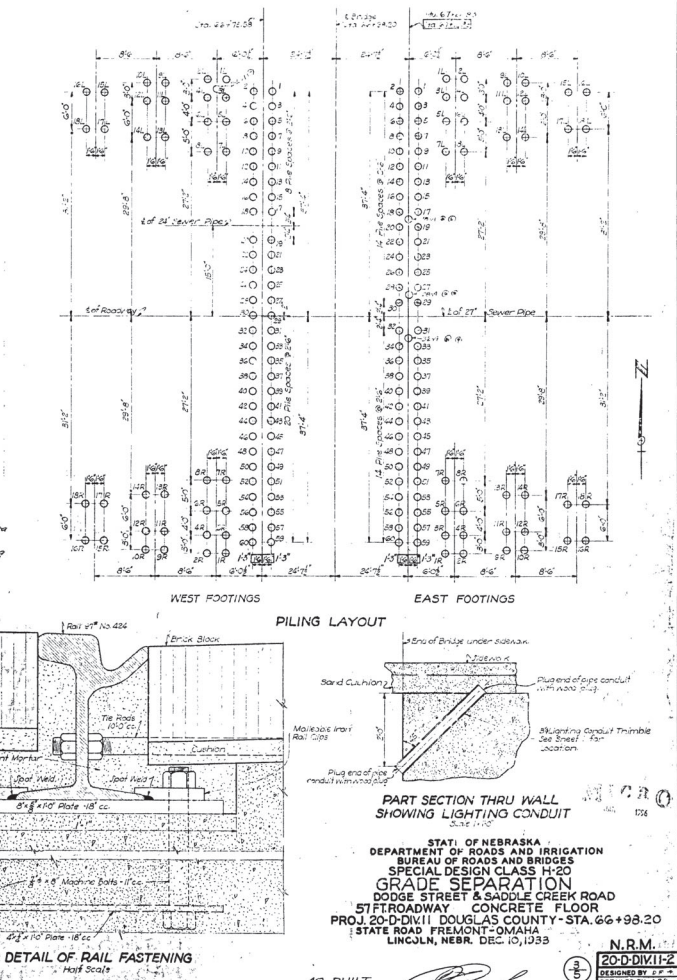
Gene L. White
Communications Director
BERNICE, CATHERINE, STAN
Operas
Date of Filming JANUARY 1996



REVISIONS		
DESCRIPTION	BY	DATE
Correct Bar Spacing	T.O.T.	5-4-31
Correct Bar - Plate Level	T.O.T.	5-8-31



BRIDGE			RETAINING WALLS		
MARK	SIZE	NO LENGTH LOCATION	MARK	SIZE	NO LENGTH LOCATION
W1	8"	25'0" Outside	W1	8"	25'0" Outside
W2	8"	25'0" Outside	W2	8"	25'0" Outside
W3	8"	25'0" Outside	W3	8"	25'0" Outside
W4	8"	25'0" Outside	W4	8"	25'0" Outside
W5	8"	25'0" Outside	W5	8"	25'0" Outside
W6	8"	25'0" Outside	W6	8"	25'0" Outside
W7	8"	25'0" Outside	W7	8"	25'0" Outside
W8	8"	25'0" Outside	W8	8"	25'0" Outside
W9	8"	25'0" Outside	W9	8"	25'0" Outside
W10	8"	25'0" Outside	W10	8"	25'0" Outside
W11	8"	25'0" Outside	W11	8"	25'0" Outside
W12	8"	25'0" Outside	W12	8"	25'0" Outside
W13	8"	25'0" Outside	W13	8"	25'0" Outside
W14	8"	25'0" Outside	W14	8"	25'0" Outside
W15	8"	25'0" Outside	W15	8"	25'0" Outside
W16	8"	25'0" Outside	W16	8"	25'0" Outside
W17	8"	25'0" Outside	W17	8"	25'0" Outside
W18	8"	25'0" Outside	W18	8"	25'0" Outside
W19	8"	25'0" Outside	W19	8"	25'0" Outside
W20	8"	25'0" Outside	W20	8"	25'0" Outside
W21	8"	25'0" Outside	W21	8"	25'0" Outside
W22	8"	25'0" Outside	W22	8"	25'0" Outside
W23	8"	25'0" Outside	W23	8"	25'0" Outside
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W34	8"	25'0" Outside	W34	8"	25'0" Outside
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W36	8"	25'0" Outside	W36	8"	25'0" Outside
W37	8"	25'0" Outside	W37	8"	25'0" Outside
W38	8"	25'0" Outside	W38	8"	25'0" Outside
W39	8"	25'0" Outside	W39	8"	25'0" Outside
W40	8"	25'0" Outside	W40	8"	25'0" Outside
W41	8"	25'0" Outside	W41	8"	25'0" Outside
W42	8"	25'0" Outside	W42	8"	25'0" Outside
W43	8"	25'0" Outside	W43	8"	25'0" Outside
W44	8"	25'0" Outside	W44	8"	25'0" Outside
W45	8"	25'0" Outside	W45	8"	25'0" Outside
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W52	8"	25'0" Outside	W52	8"	25'0" Outside
W53	8"	25'0" Outside	W53	8"	25'0" Outside
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W60	8"	25'0" Outside	W60	8"	25'0" Outside
W61	8"	25'0" Outside	W61	8"	25'0" Outside
W62	8"	25'0" Outside	W62	8"	25'0" Outside
W63	8"	25'0" Outside	W63	8"	25'0" Outside
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W82	8"	25'0" Outside	W82	8"	25'0" Outside
W83	8"	25'0" Outside	W83	8"	25'0" Outside
W84	8"	25'0" Outside	W84	8"	25'0" Outside
W85	8"	25'0" Outside	W85	8"	25'0" Outside
W86	8"	25'0" Outside	W86	8"	25'0" Outside
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W90	8"	25'0" Outside	W90	8"	25'0" Outside
W91	8"	25'0" Outside	W91	8"	25'0" Outside
W92	8"	25'0" Outside	W92	8"	25'0" Outside
W93	8"	25'0" Outside	W93	8"	25'0" Outside
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W95	8"	25'0" Outside	W95	8"	25'0" Outside
W96	8"	25'0" Outside	W96	8"	25'0" Outside
W97	8"	25'0" Outside	W97	8"	25'0" Outside
W98	8"	25'0" Outside	W98	8"	25'0" Outside
W99	8"	25'0" Outside	W99	8"	25'0" Outside
W100	8"	25'0" Outside	W100	8"	25'0" Outside



STATE OF NEBRASKA
 DEPARTMENT OF ROADS AND BRIDGES
 BUREAU OF ROADS AND BRIDGES
 SPECIAL DESIGN CLASS H-20
 GRADE SEPARATION
 DODGE STREET & SADDLE CREEK ROAD
 5TH ROADWAY CONCRETE FLOOR
 PROJ. 20-D-DIV.1 DOUGLAS COUNTY STA. 66+98.20
 STATE ROAD FREIGHT-OMAHA
 LINCOLN, NEBR. DEC. 15, 1938

AS BUILT
 11-1-1939
 CORRECTION 12-1-1939

DESIGNED BY P.P.
 CHECKED BY A.M.
 STAMPED BY
 CHECKED BY

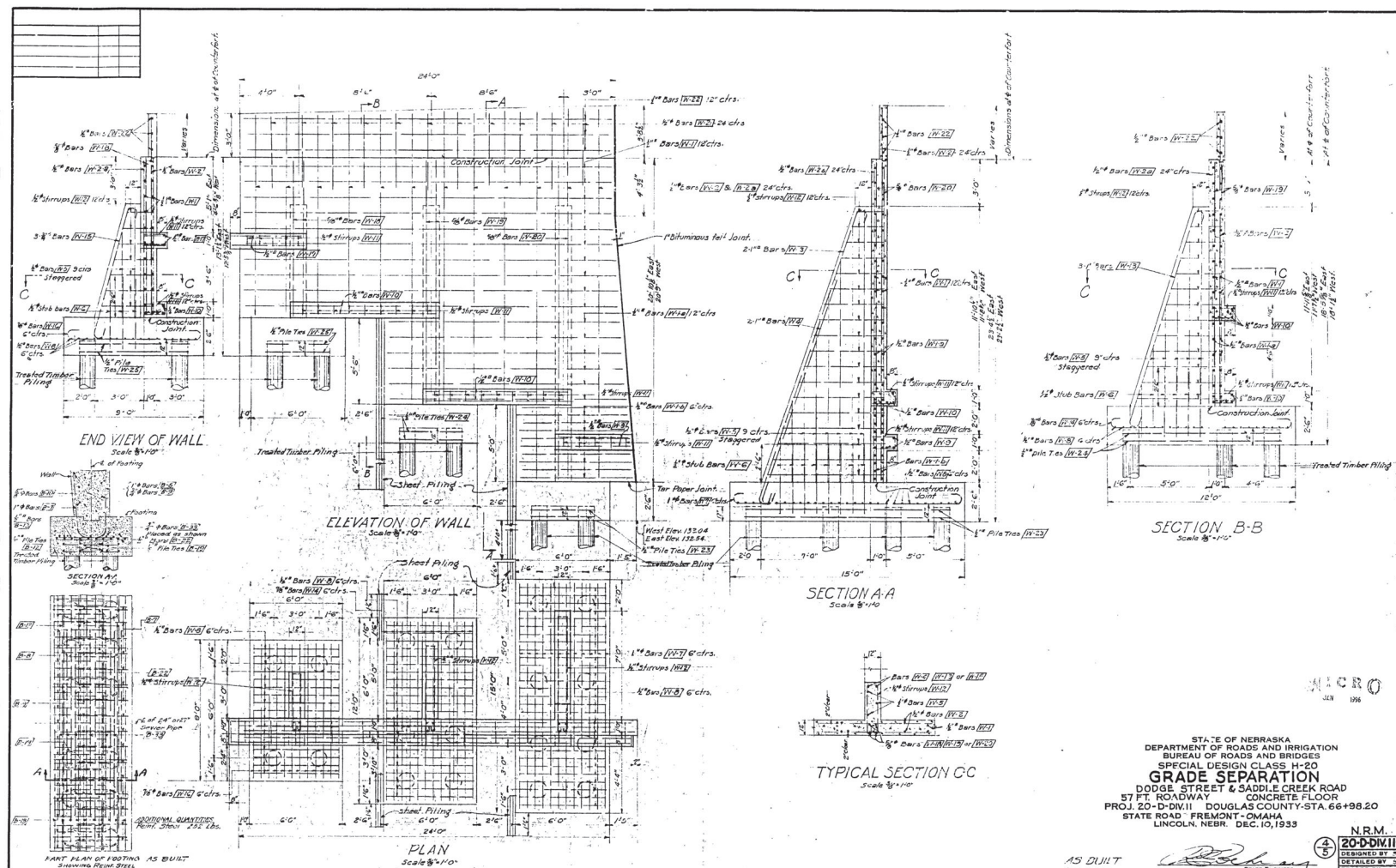
N.R.M.
 20-D-DIV.1-2
 11

This is to certify that the microphotographs appearing on this film are true and accurate reproductions of the original records produced in the regular course of business.

It is further certified that records in this film are microfilmed in conformity with the Rules and Regulations of the State Records Administration and the Statutes governing them, and that the microphotographic processes accurately reproduce the records and that the film forms a durable medium for reproducing the

original, if necessary
Paul L. White
 BERNICE, CATHERINE, STA.)

Date of Filing JANUARY 1996



ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 12-14-2011 BY 60322 UCBAW

STATE OF NEBRASKA
DEPARTMENT OF ROADS AND IRRIGATION
BUREAU OF ROADS AND BRIDGES
SPECIAL DESIGN CLASS H-20
GRADE SEPARATION
DODGE STREET & SADDLE CREEK ROAD
57 FT. ROADWAY CONCRETE FLOOR
PROJ. ZC-DW111 DOUGLASS COUNTY STA. 66+98.20
STATE ROAD FREMONT-OMAHA
LINCOLN, NEBB, DEC. 10, 1933

N.R.M. . . .
 20-D-DIV.11-2
 DESIGNED BY S.D.
 DETAILED BY S.D.
 TRACED BY . . .
 CHECKED BY *and*

AS DUJLT
ALO 12-11-35
Chkd. LK 11-3-28-5

STATE ENGINEER

N.R.M.
20-D-DIV.11-2
DESIGNED BY J.D.
DETAILED BY S.D.
TRACED BY S.M.
CHECKED BY G.M.

72

Certificate of Authenticity

This is to certify that the microphotograph appearing on this card is a true and accurate reproduction of the original records produced in the regular course of business.

It is further certified that records on this film are mounted in conformity with the Rules and Regulations of the State Records Administrator and the Bureau governing them, and that the microphotographic process accurately reproduces the records and that the film bears a suitable margin for reproducing the original documents.

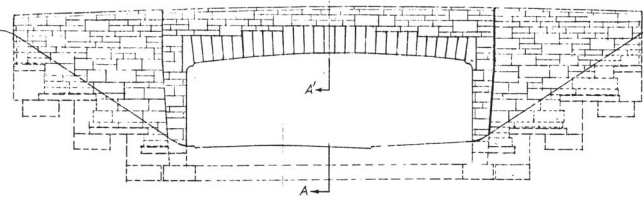
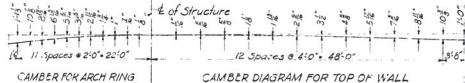
James S. White
1936

BERNICE, CATHERINE, STAN

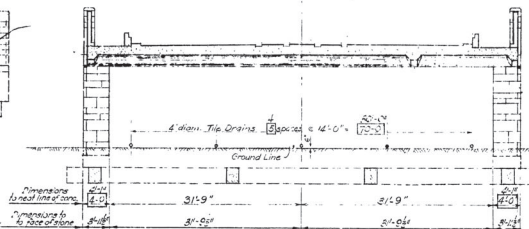
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REVISIONS

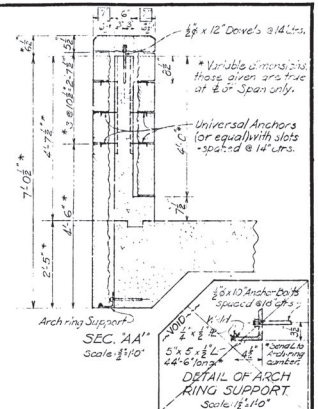
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Detail of Arch Ring Support	W.S.	1-2-36
Detail of Arch Ring Support	W.S.	1-2-36
Detail of Arch Ring Support	W.S.	1-2-36
Detail of Arch Ring Support	W.S.	1-2-36



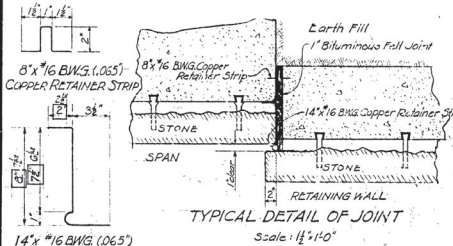
ELEVATION OF FINISHED STRUCTURE
Scale: 1/4" = 1'-0"



CROSS SECTION OF SPAN AA
Scale: 1/4" = 1'-0"

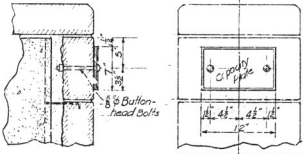


DETAIL OF ARCH RING SUPPORT
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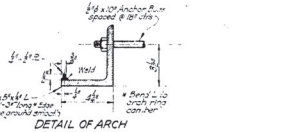


TYPICAL DETAIL OF JOINT
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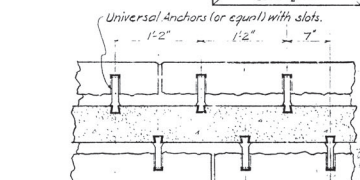
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3	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
4	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
5	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
6	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
7	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
8	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
9	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
10	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
11	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
12	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
13	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
14	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
15	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
16	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
17	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
18	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
19	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
20	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
21	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
22	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
23	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
24	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
25	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
26	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
27	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
28	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
29	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
30	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
31	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
32	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
33	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
34	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
35	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
36	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
37	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
38	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
39	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
40	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
41	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
42	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
43	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
44	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
45	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
46	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
47	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
48	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
49	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
50	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
51	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
52	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
53	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
54	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
55	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
56	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
57	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
58	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
59	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
60	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
61	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
62	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
63	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
64	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
65	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
66	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
67	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
68	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
69	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
70	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
71	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
72	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
73	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
74	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
75	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
76	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
77	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
78	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
79	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
80	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
81	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
82	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
83	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
84	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
85	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
86	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
87	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
88	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
89	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
90	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
91	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
92	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
93	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
94	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
95	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
96	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
97	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
98	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
99	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1
100	10.0	1.0	0.1	1.0	1-2-36	W.S.	10.0 x 1.0 x 0.1



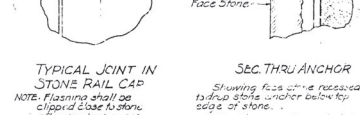
SECTION ELEVATION
MOUNTING OF CAPACITY PLATE



DETAIL OF ARCH RING SUPPORT



TYPICAL DETAIL OF STONE ANCHORS



TYPICAL JOINT IN STONE RAIL CAP

NOTE: Flashing shall be clipped close to stone and termite-resistant.

SEC. THRU ANCHOR

Showing face of stone recessed to show stone anchor below top edge of stone.

NOTE: Stone anchors shall be 1/2" thick and galvanized.

AS BUILT

1-10-36

1-10-36

1-10-36

1-10-36

1-10-36

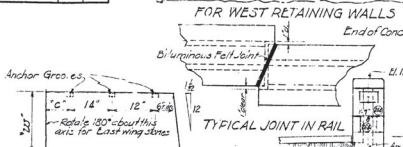
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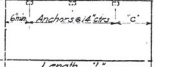
REVISIONS		
DESCRIPTION	BY	DATE
End Stone Dim's no	GRS	10-1-84



TYPICAL DETAIL OF JOINT STONES

JOINT STONE DIMENSIONS					
WEST WING			EAST WING		
No.	L"	W"	No.	L"	W"
224	3'0"	9"	233	3'0"	9"
225	2'7"	9"	234	2'10"	10"
226	2'7"	8"	235	2'9"	9"
227	2'8"	8"	236	2'9"	9"
228	2'8"	10"	237	2'10"	10"
229	2'8"	9"	238	2'10"	10"
230	2'8"	10"	239	2'10"	10"
231	3'0"	9"	240	2'7"	9"
232	3'0"	9"	241	2'6"	9"
233	3'0"	9"	242	2'6"	9"

NOTE: Dimension "c" is measured from that edge of stone nearest $\frac{1}{2}$ of Span for all face stones not otherwise detailed.



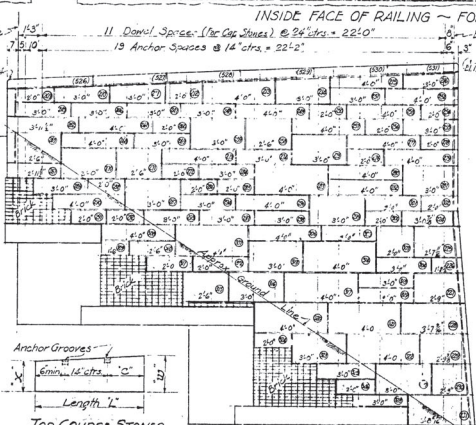
TYPICAL DETAIL OF FACE STONES

DIMENSION TABLE-RECTANGULAR FACE STONES

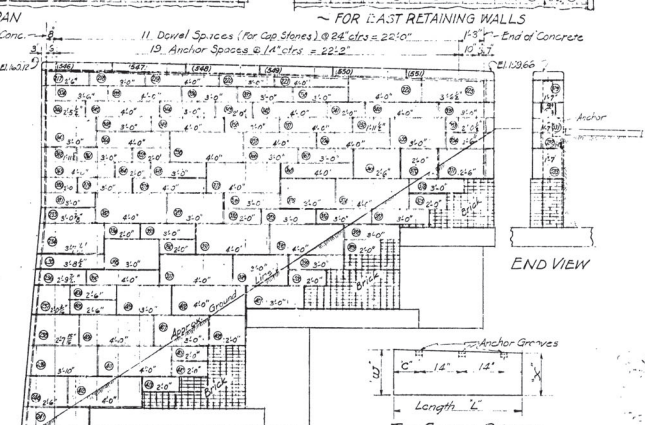
α	Z^+	Z^-	γ^+	γ^-	α	Z^+	Z^-	γ^+	γ^-	α	Z^+	Z^-	γ^+	γ^-
242	2.0	1.0	0.0	218	2.0	9	9	514	4.0	15	11	1	1	1
243	2.0	1.5	0.0	219	4.0	9	9	515	2.6	1	1	1	1	1
244	2.0	2.0	0.0	220	4.0	9	9	516	2.6	1	1	1	1	1
245	3.0	0.0	0.0	221	5.0	1.6	1.6	517	4.0	1.0	1.0	1.0	1.0	1.0
246	3.0	0.0	0.0	222	4.0	9	9	518	3.0	0.0	9	0	0	0
247	3.0	0.0	0.0	223	4.0	1.6	1.6	519	3.0	0.0	9	0	0	0
248	3.0	0.0	0.0	224	4.0	9	9	520	3.0	0.0	9	0	0	0
249	4.0	0.0	0.0	225	2.0	9	9	521	4.0	1.0	1.0	1.0	1.0	1.0
250	2.0	0.0	9	6	226	2.0	9	322	4.0	1.0	1.0	1.0	1.0	1.0
251	3.0	0.0	9	148	227	4.0	1.6	9	323	3.0	0.0	9	0	0
252	3.0	0.0	9	149	228	4.0	9	324	3.0	0.0	9	0	0	0
253	4.0	0.0	9	150	229	3.0	9	325	3.0	0.0	9	0	0	0
254	2.0	0.0	9	9	230	4.0	9	326	2.0	9	9	11	6	6
255	2.0	0.0	9	9	231	2.0	6	327	3.0	0.0	1.6	1.6	1.6	1.6
256	3.0	0.0	9	9	232	2.0	9	328	3.0	0.0	9	0	0	0
257	4.0	0.0	9	1.6	233	3.0	9	329	1.7	1.6	1.6	1.6	1.6	1.6
258	2.6	1.6	1.6	1.6	234	3.0	9	69	320	0.6	9	9	9	9
259	2.0	1.0	1.6	1.6	235	3.0	9	330	3.0	0.0	9	0	0	0
260	2.0	0.0	1.6	1.6	236	4.0	9	9	331	1.7	1.6	1.6	1.6	1.6
261	3.0	0.0	1.6	1.6	237	3.0	9	1.5	332	1.7	1.6	1.6	1.6	1.6
262	3.0	0.0	1.6	1.6	238	3.0	9	9	334	5.6	9	9	9	9
263	3.0	0.0	1.6	1.6	239	3.0	9	1.6	335	3.0	0.0	9	0	0
264	3.0	0.0	1.6	1.6	240	2.0	9	9	336	3.0	0.0	9	0	0
265	1.7	1.6	1.6	1.6	301	2.0	9	1.6	337	3.0	0.0	9	0	0
266	1.4	1.6	1.6	1.6	302	2.0	9	9	338	3.0	0.0	9	0	0
267	2.0	0.0	1.6	1.6	303	2.0	1.6	1.6	339	3.0	0.0	9	0	0
268	3.0	0.0	1.6	1.6	304	9.0	9	1.6	340	3.0	0.0	9	0	0
269	3.0	0.0	1.6	1.6	305	3.0	9	1.6	341	2.0	0.0	9	0	0
270	3.0	0.0	1.6	1.6	306	3.0	9	1.6	342	4.0	0.0	9	0	0
271	2.0	1.0	1.6	1.6	307	3.0	9	1.6	343	3.0	0.0	9	0	0
272	2.0	0.0	1.6	1.6	308	4.0	9	1.6	344	4.0	0.0	9	0	0
273	3.0	0.0	1.6	1.6	309	1.6	9	1.6	345	4.0	0.0	9	0	0
274	3.0	0.0	1.6	1.6	310	2.6	9	1.5	346	2.6	9	9	9	9
275	3.0	0.0	1.6	1.6	311	3.0	9	1.6	347	3.0	0.0	9	0	0
276	2.0	0.0	1.6	1.6	312	3.0	9	1.0	348	3.0	0.0	9	0	0
277	2.0	0.0	1.6	1.6	313	3.0	1.6	1.6	349	4.0	0.0	9	0	0

TOP COURSE DIMENSIONS-OUTSIDE-WALLS

	2^0	2^1	2^2	2^3	2^4	2^5	2^6	2^7	2^8	2^9	2^{10}	2^{11}	2^{12}	2^{13}	2^{14}	2^{15}	2^{16}	2^{17}	2^{18}	2^{19}	2^{20}	2^{21}	2^{22}	2^{23}	2^{24}	2^{25}	2^{26}	2^{27}	2^{28}	2^{29}	2^{30}	2^{31}	2^{32}	2^{33}	2^{34}	2^{35}	2^{36}	2^{37}	2^{38}	2^{39}	2^{40}	2^{41}	2^{42}	2^{43}	2^{44}	2^{45}	2^{46}	2^{47}	2^{48}	2^{49}	2^{50}	2^{51}	2^{52}	2^{53}	2^{54}	2^{55}	2^{56}	2^{57}	2^{58}	2^{59}	2^{60}	2^{61}	2^{62}	2^{63}	2^{64}	2^{65}	2^{66}	2^{67}	2^{68}	2^{69}	2^{70}	2^{71}	2^{72}	2^{73}	2^{74}	2^{75}	2^{76}	2^{77}	2^{78}	2^{79}	2^{80}	2^{81}	2^{82}	2^{83}	2^{84}	2^{85}	2^{86}	2^{87}	2^{88}	2^{89}	2^{90}	2^{91}	2^{92}	2^{93}	2^{94}	2^{95}	2^{96}	2^{97}	2^{98}	2^{99}	2^{100}	2^{101}	2^{102}	2^{103}	2^{104}	2^{105}	2^{106}	2^{107}	2^{108}	2^{109}	2^{110}	2^{111}	2^{112}	2^{113}	2^{114}	2^{115}	2^{116}	2^{117}	2^{118}	2^{119}	2^{120}	2^{121}	2^{122}	2^{123}	2^{124}	2^{125}	2^{126}	2^{127}	2^{128}	2^{129}	2^{130}	2^{131}	2^{132}	2^{133}	2^{134}	2^{135}	2^{136}	2^{137}	2^{138}	2^{139}	2^{140}	2^{141}	2^{142}	2^{143}	2^{144}	2^{145}	2^{146}	2^{147}	2^{148}	2^{149}	2^{150}	2^{151}	2^{152}	2^{153}	2^{154}	2^{155}	2^{156}	2^{157}	2^{158}	2^{159}	2^{160}	2^{161}	2^{162}	2^{163}	2^{164}	2^{165}	2^{166}	2^{167}	2^{168}	2^{169}	2^{170}	2^{171}	2^{172}	2^{173}	2^{174}	2^{175}	2^{176}	2^{177}	2^{178}	2^{179}	2^{180}	2^{181}	2^{182}	2^{183}	2^{184}	2^{185}	2^{186}	2^{187}	2^{188}	2^{189}	2^{190}	2^{191}	2^{192}	2^{193}	2^{194}	2^{195}	2^{196}	2^{197}	2^{198}	2^{199}	2^{200}	2^{201}	2^{202}	2^{203}	2^{204}	2^{205}	2^{206}	2^{207}	2^{208}	2^{209}	2^{210}	2^{211}	2^{212}	2^{213}	2^{214}	2^{215}	2^{216}	2^{217}	2^{218}	2^{219}	2^{220}	2^{221}	2^{222}	2^{223}	2^{224}	2^{225}	2^{226}	2^{227}	2^{228}	2^{229}	2^{230}	2^{231}	2^{232}	2^{233}	2^{234}	2^{235}	2^{236}	2^{237}	2^{238}	2^{239}	2^{240}	2^{241}	2^{242}	2^{243}	2^{244}	2^{245}	2^{246}	2^{247}	2^{248}	2^{249}	2^{250}	2^{251}	2^{252}	2^{253}	2^{254}	2^{255}	2^{256}	2^{257}	2^{258}	2^{259}	2^{260}	2^{261}	2^{262}	2^{263}	2^{264}	2^{265}	2^{266}	2^{267}	2^{268}	2^{269}	2^{270}	2^{271}	2^{272}	2^{273}	2^{274}	2^{275}	2^{276}	2^{277}	2^{278}	2^{279}	2^{280}	2^{281}	2^{282}	2^{283}	2^{284}	2^{285}	2^{286}	2^{287}	2^{288}	2^{289}	2^{290}	2^{291}	2^{292}	2^{293}	2^{294}	2^{295}	2^{296}	2^{297}	2^{298}	2^{299}	2^{300}	2^{301}	2^{302}	2^{303}	2^{304}	2^{305}	2^{306}	2^{307}	2^{308}	2^{309}	2^{310}	2^{311}	2^{312}	2^{313}	2^{314}	2^{315}	2^{316}	2^{317}	2^{318}	2^{319}	2^{320}	2^{321}	2^{322}	2^{323}	2^{324}	2^{325}	2^{326}	2^{327}	2^{328}	2^{329}	2^{330}	2^{331}	2^{332}	2^{333}	2^{334}	2^{335}	2^{336}	2^{337}	2^{338}	2^{339}	2^{340}	2^{341}	2^{342}	2^{343}	2^{344}	2^{345}	2^{346}	2^{347}	2^{348}	2^{349}	2^{350}	2^{351}	2^{352}	2^{353}	2^{354}	2^{355}	2^{356}	2^{357}	2^{358}	2^{359}	2^{360}	2^{361}	2^{362}	2^{363}	2^{364}	2^{365}	2^{366}	2^{367}	2^{368}	2^{369}	2^{370}	2^{371}	2^{372}	2^{373}	2^{374}	2^{375}	2^{376}	2^{377}	2^{378}	2^{379}	2^{380}	2^{381}	2^{382}	2^{383}	2^{384}	2^{385}	2^{386}	2^{387}	2^{388}	2^{389}	2^{390}	2^{391}	2^{392}	2^{393}	2^{394}	2^{395}	2^{396}	2^{397}	2^{398}	2^{399}	2^{400}	2^{401}	2^{402}	2^{403}	2^{404}	2^{405}	2^{406}	2^{407}	2^{408}	2^{409}	2^{410}	2^{411}	2^{412}	2^{413}	2^{414}	2^{415}	2^{416}	2^{417}	2^{418}	2^{419}	2^{420}	2^{421}	2^{422}	2^{423}	2^{424}	2^{425}	2^{426}	2^{427}	2^{428}	2^{429}	2^{430}	2^{431}	2^{432}	2^{433}	2^{434}	2^{435}	2^{436}	2^{437}	2^{438}	2^{439}	2^{440}	2^{441}	2^{442}	2^{443}	2^{444}	2^{445}	2^{446}	2^{447}	2^{448}	2^{449}	2^{450}	2^{451}	2^{452}	2^{453}	2^{454}	2^{455}	2^{456}	2^{457}	2^{458}	2^{459}	2^{460}	2^{461}	2^{462}	2^{463}	2^{464}	2^{465}	2^{466}	2^{467}	2^{468}	2^{469}	2^{470}	2^{471}	2^{472}	2^{473}	2^{474}	2^{475}	2^{476}	2^{477}	2^{478}	2^{479}	2^{480}	2^{481}	2^{482}	2^{483}	2^{484}	2^{485}	2^{486}	2^{487}	2^{488}	2^{489}	2^{490}	2^{491}	2^{492}	2^{493}	2^{494}	2^{495}	2^{496}	2^{497}	2^{498}	2^{499}	2^{500}	2^{501}	2^{502}	2^{503}	2^{504}	2^{505}	2^{506}	2^{507}	2^{508}	2^{509}	2^{510}	2^{511}	2^{512}	2^{513}	2^{514}	2^{515}	2^{516}	2^{517}	2^{518}	2^{519}	2^{520}	2^{521}	2^{522}	2^{523}	2^{524}	2^{525}	2^{526}	2^{527}	2^{528}	2^{529}	2^{530}	2^{531}	2^{532}	2^{533}	2^{534}	2^{535}	2^{536}	2^{537}	2^{538}	2^{539}	2^{540}	2^{541}	2^{542}	2^{543}	2^{544}	2^{545}	2^{546}	2^{547}	2^{548}	2^{549}	2^{550}	2^{551}	2^{552}	2^{553}	2^{554}	2^{555}	2^{556}	2^{557}	2^{558}	2^{559}	2^{560}	2^{561}	2^{562}	2^{563}	2^{564}	2^{565}	2^{566}	2^{567}	2^{568}	2^{569}	2^{570}	2^{571}	2^{572}	2^{573}	2^{574}	2^{575}	2^{576}	2^{577}	2^{578}	2^{579}	2^{580}	2^{581}	2^{582}	2^{583}	2^{584}	2^{585}	2^{586}	2^{587}	2^{588}	2^{589}	2^{590}	2^{591}	2^{592}	2^{593}	2^{594}	2^{595}	2^{596}	2^{597}	2^{598}	2^{599}	2^{600}	2^{601}	2^{602}	2^{603}	2^{604}	2^{605}	2^{606}	2^{607}	2^{608}	2^{609}	2^{610}	2^{611}	2^{612}	2^{613}	2^{614}	2^{615}	2^{616}	2^{617}	2^{618}	2^{619}	2^{620}	2^{621}	2^{622}	2^{623}	2^{624}	2^{625}	2^{626}	2^{627}	2^{628}	2^{629}	2^{630}	2^{631}	2^{632}	2^{633}	2^{634}	2^{635}	2^{636}	2^{637}	2^{638}	2^{639}	2^{640}	2^{641}	2^{642}	2^{643}	2^{644}	2^{645}	2^{646}	2^{647}	2^{648}	2^{649}	2^{650}	2^{651}	2^{652}	2^{653}	2^{654}	2^{655}	2^{656}	2^{657}	2^{658}	2^{659}	2^{660}	2^{661}	2^{662}	2^{663}	2^{664}	2^{665}	2^{666}	2^{667}	2^{668}	2^{669}	2^{670}	2^{671}	2^{672}	2^{673}	2^{674}	2^{675}	2^{676}	2^{677}	2^{678}	2^{679}	2^{680}	2^{681}	2^{682}	2^{683}	2^{684}	2^{685}	2^{686}	2^{687}	2^{688}	2^{689}	2^{690}	2^{691}	2^{692}	2^{693}	2^{694}	2^{695}	2^{696}	2^{697}	2^{698}	2^{699}	2^{700}	2^{701}	2^{702}	2^{703}	2^{704}	2^{705}	2^{706}	2^{707}	2^{708}	2^{709}	2^{710}	2^{711}	2^{712}	2^{713}	2^{714}	2^{715}	2^{716}	2^{717}	2^{718}	2^{719}	2^{720}	2^{721}	2^{722}	2^{723}	2^{724}	2^{725}	2^{726}	2^{727}	2^{728}	2^{729}	2^{730}	2^{731}	2^{732}	2^{733}	2^{734}	2^{735}	2^{736}	2^{737}	2^{738}	2^{739}	2^{740}	2^{741}	2^{742}	2^{743}	2^{744}	2^{745}	2^{746}	2^{747}	2^{748}	2^{749}	2^{750}	2^{751}	2^{752}	2^{753}	2^{754}	2^{755}	2^{756}	2^{757}	2^{758}	2^{759}	2^{760}	2^{761}	2^{762}	2^{763}	2^{764}	2^{765}	2^{766}	2^{767}	2^{768}	2^{769}	2^{770}	2^{771}	2^{772}	2^{773}	2^{774}	2^{775}	2^{776}	2^{777}	2^{778}	2^{779}	2^{780}	2^{781}	2^{782}	2^{783}	2^{784}	2^{785}	2^{786}	2^{787}	2^{788}	2^{789}	2^{790}	2^{791}	2^{792}	2^{793}	2^{794}	2^{795}	2^{796}	2^{797}	2^{798}	2^{799}	2^{800}	2^{801}	2^{802}	2^{803}	2^{804}	2^{805}	2^{806}	2^{807}	2^{808}	2^{809}	2^{810}	2^{811}	2^{812}	2^{813}	2^{814}	2^{815}	2^{816}	2^{817}	2^{818}	2^{819}	2^{820}	2^{821}	2^{822}	2^{823}	2^{824}	2^{825}	2^{826}	2^{827}	2^{828}	2^{829}	2^{830}	2^{831}	2^{832}	2^{833}	2^{834}	2^{835}	2^{836}	2^{837}	2^{838}	2^{839}	2^{840}	2^{841}	2^{842}	2^{843}	2^{844}	2^{845}	2^{846}	2^{847}	2^{848}	2^{849}	2^{850}	2^{851}	2^{852}	2^{853}	2^{854}	2^{855}	2^{856}	2^{857}	2^{858}	2^{859}	2^{860}	2^{861}	2^{862}	2^{863}	2^{864}	2^{865}	2^{866}	2^{867}	2^{868}	2^{869}	2^{870}	2^{871}	2^{872}	2^{873}	2^{874}	2^{875}	2^{876}	2^{877}	2^{878}	2^{879}	2^{880}	2^{881}	2^{882}	2^{883}	2^{884}	2^{885}	2^{886}	2^{887}	2^{888}	2^{889}	2^{890}	2^{891} 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WEST WINGS



EAST WINGS

ELEVATION OF WINGS.

TOP COURSE DIMENSIONS ~ INSIDE ~ SPAN & WALLS

No.	L	W	h	C	No.	L	W	h	C
480	3-3	1-0	1-63	1-31	500	3-0	1-0	98	3-6
481	3-0	1-0	1-63	1-31	501	3-0	1-0	98	3-6
492	3-0	1-0	1-01	1-44	510	2-0	0-0	98	3-6
493	3-0	1-0	1-01	1-44	511	2-0	0-0	98	3-6
494	3-0	1-0	1-01	1-44	512	3-0	1-0	98	3-6
495	3-0	1-0	1-01	1-44	513	3-0	1-0	98	3-6
496	3-0	1-0	1-01	1-44	514	3-0	1-0	98	3-6
497	3-0	1-0	1-01	1-44	515	3-0	1-0	98	3-6
498	3-0	1-0	1-01	1-44	516	3-0	1-0	98	3-6
499	3-0	1-0	1-01	1-44	517	3-0	1-0	98	3-6
500	3-0	1-0	1-01	1-44	518	3-0	1-0	98	3-6
501	3-0	1-0	1-01	1-44	519	3-0	1-0	98	3-6
502	3-0	1-0	1-01	1-44	520	3-0	1-0	98	3-6
503	3-0	1-0	1-01	1-44	521	3-0	1-0	98	3-6
504	3-0	1-0	1-01	1-44	522	3-0	1-0	98	3-6
505	3-0	1-0	1-01	1-44	523	3-0	1-0	98	3-6
506	3-0	1-0	1-01	1-44	524	3-0	1-0	98	3-6
507	3-0	1-0	1-01	1-44	525	3-0	1-0	98	3-6
508	3-0	1-0	1-01	1-44	526	3-0	1-0	98	3-6
509	3-0	1-0	1-01	1-44	527	3-0	1-0	98	3-6
510	3-0	1-0	1-01	1-44	528	3-0	1-0	98	3-6
511	3-0	1-0	1-01	1-44	529	3-0	1-0	98	3-6
512	3-0	1-0	1-01	1-44	530	3-0	1-0	98	3-6
513	3-0	1-0	1-01	1-44	531	3-0	1-0	98	3-6
514	3-0	1-0	1-01	1-44	532	3-0	1-0	98	3-6
515	3-0	1-0	1-01	1-44	533	3-0	1-0	98	3-6
516	3-0	1-0	1-01	1-44	534	3-0	1-0	98	3-6
517	3-0	1-0	1-01	1-44	535	3-0	1-0	98	3-6
518	3-0	1-0	1-01	1-44	536	3-0	1-0	98	3-6
519	3-0	1-0	1-01	1-44	537	3-0	1-0	98	3-6
520	3-0	1-0	1-01	1-44	538	3-0	1-0	98	3-6
521	3-0	1-0	1-01	1-44	539	3-0	1-0	98	3-6
522	3-0	1-0	1-01	1-44	540	3-0	1-0	98	3-6
523	3-0	1-0	1-01	1-44	541	3-0	1-0	98	3-6
524	3-0	1-0	1-01	1-44	542	3-0	1-0	98	3-6
525	3-0	1-0	1-01	1-44	543	3-0	1-0	98	3-6
526	3-0	1-0	1-01	1-44	544	3-0	1-0	98	3-6
527	3-0	1-0	1-01	1-44	545	3-0	1-0	98	3-6
528	3-0	1-0	1-01	1-44	546	3-0	1-0	98	3-6
529	3-0	1-0	1-01	1-44	547	3-0	1-0	98	3-6
530	3-0	1-0	1-01	1-44	548	3-0	1-0	98	3-

BILL OF RECTANGULAR STONE
- FOR ENTIRE STRUCTURE -

[illegible]

STATE OF NEBRASKA
DEPARTMENT OF ROADS AND IRRIGATION
BUREAU OF ROADS AND BRIDGES
SPECIAL DESIGN DIVISION
GRADE SEPARATION
DODGE STREET & SADDLE CREEK ROAD
57 FT. ROADWAY CONCRETE FLOOR
PROJ. 20-D-DIV-11 DOUGLAS COUNTY-STA. 66+98.20
STATE ROAD FREMONT-OMAHA
LINCOLN, NEBR. DEC. 21, 1933. 3762.5
Revised JAN. 11 1934 5006

N.R.M.
20-D-DIV-11-2
DESIGNED BY
DRAWN BY
CHECKED BY
DATE TALKED BY

AS BUILT
20-D-DIV-11-2

Roadway As-Built Plans

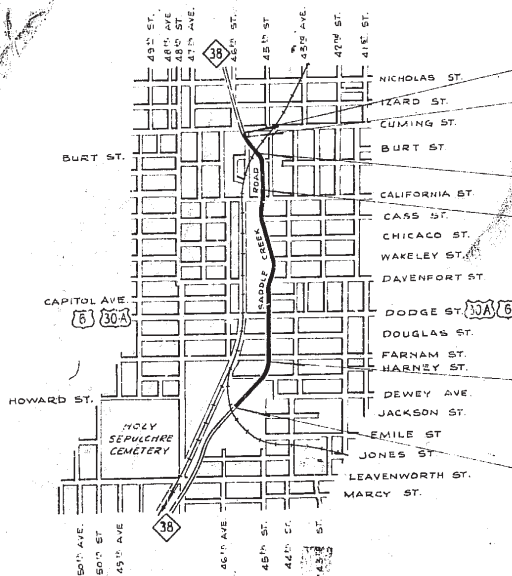
INDEX OF SHEETS

- Sheet 1: General Notes, Stationing, and Improvement
- Sheet 2: Plan View of Proposed Highway
- Sheet 3: Profile View of Proposed Highway
- Sheet 4: Details of Construction
- Sheet 5: Details of Construction
- Sheet 6: Details of Construction
- Sheet 7: Details of Construction
- Sheet 8: Details of Construction
- Sheet 9: Details of Construction
- Sheet 10: Details of Construction
- Sheet 11: Details of Construction
- Sheet 12: Details of Construction
- Sheet 13: Details of Construction
- Sheet 14: Details of Construction
- Sheet 15: Details of Construction
- Sheet 16: Details of Construction
- Sheet 17: Details of Construction
- Sheet 18: Details of Construction
- Sheet 19: Details of Construction
- Sheet 20: Details of Construction
- Sheet 21: Details of Construction
- Sheet 22: Details of Construction
- Sheet 23: Details of Construction
- Sheet 24: Details of Construction
- Sheet 25: Details of Construction
- Sheet 26: Details of Construction
- Sheet 27: Details of Construction
- Sheet 28: Details of Construction
- Sheet 29: Details of Construction
- Sheet 30: Details of Construction
- Sheet 31: Details of Construction
- Sheet 32: Details of Construction
- Sheet 33: Details of Construction
- Sheet 34: Details of Construction
- Sheet 35: Details of Construction
- Sheet 36: Details of Construction
- Sheet 37: Details of Construction
- Sheet 38: Details of Construction
- Sheet 39: Details of Construction
- Sheet 40: Details of Construction
- Sheet 41: Details of Construction
- Sheet 42: Details of Construction
- Sheet 43: Details of Construction
- Sheet 44: Details of Construction
- Sheet 45: Details of Construction
- Sheet 46: Details of Construction
- Sheet 47: Details of Construction
- Sheet 48: Details of Construction
- Sheet 49: Details of Construction
- Sheet 50: Details of Construction
- Sheet 51: Details of Construction
- Sheet 52: Details of Construction
- Sheet 53: Details of Construction
- Sheet 54: Details of Construction
- Sheet 55: Details of Construction
- Sheet 56: Details of Construction
- Sheet 57: Details of Construction
- Sheet 58: Details of Construction
- Sheet 59: Details of Construction
- Sheet 60: Details of Construction
- Sheet 61: Details of Construction
- Sheet 62: Details of Construction
- Sheet 63: Details of Construction
- Sheet 64: Details of Construction
- Sheet 65: Details of Construction
- Sheet 66: Details of Construction
- Sheet 67: Details of Construction
- Sheet 68: Details of Construction
- Sheet 69: Details of Construction
- Sheet 70: Details of Construction
- Sheet 71: Details of Construction
- Sheet 72: Details of Construction
- Sheet 73: Details of Construction
- Sheet 74: Details of Construction
- Sheet 75: Details of Construction
- Sheet 76: Details of Construction
- Sheet 77: Details of Construction
- Sheet 78: Details of Construction
- Sheet 79: Details of Construction
- Sheet 80: Details of Construction
- Sheet 81: Details of Construction
- Sheet 82: Details of Construction
- Sheet 83: Details of Construction
- Sheet 84: Details of Construction
- Sheet 85: Details of Construction
- Sheet 86: Details of Construction
- Sheet 87: Details of Construction
- Sheet 88: Details of Construction
- Sheet 89: Details of Construction
- Sheet 90: Details of Construction
- Sheet 91: Details of Construction
- Sheet 92: Details of Construction
- Sheet 93: Details of Construction
- Sheet 94: Details of Construction
- Sheet 95: Details of Construction
- Sheet 96: Details of Construction
- Sheet 97: Details of Construction
- Sheet 98: Details of Construction
- Sheet 99: Details of Construction
- Sheet 100: Details of Construction

STATE OF NEBRASKA DEPARTMENT OF ROADS BUREAU OF HIGHWAYS PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY FEDERAL AID URBAN PROJECT NO U 35 (18) SADDLE CREEK ROAD EMILE TO CUMING ST. CITY OF OMAHA, DOUGLAS COUNTY

As Built



As-Built Plans

Pavement Constructed By: Cornhusker Paving Co.
 Culverts Constructed By: Cornhusker Paving Co.
 Sod Placed By: Cornhusker Paving Co.
 Traffic Signs Constructed By: Cornhusker Paving Co.
 Prepared By: H. G. Harkness, S.E.
 Approved By: W. D. Harkness, S.E.

Sta. 116+75
 End Construction
 End 9" Reinforced Concrete Pavement
 Sta. 115+85
 End Proj. U 35 (18)
 EQUA Sta 112+50.2 = Sta 112+50.9
 EQUA Sta 106+58.0 = Sta 107+00.0
 EQUA Sta 78+15.43 = Sta 78+14.75
 Sta. 68+25 = Sta. 69+10.0
 Begin Proj. U 35 (18)
 Begin Construction
 Begin 9" Reinforced Concrete Pavement

MICRO
NOV 17 1964

CONVENTIONAL SIGNS

BASE & SURVEY LINE	XXXXXXXXXX
DYKE	=====
CULVERTS	=====
POWER POLE	=====
TELEPHONE TELEGRAPH POLE	=====
MARSH	=====
HEDGE	=====
TREES	=====
GROUND ELEVATION	=====
GRADE ELEVATION	=====

EQUATION
 Sta. 78+15.43 = Sta. 78+16.25
 Sta. 106+58.0 = Sta. 107+00.0
 Sta. 112+50.2 = Sta. 112+50.9
 FROM S.A. TO S.A. INCLUDED IN THIS LAYOUT
 TOTAL LENGTH OF EXCEPTIONS FEET
 TOTAL NET LENGTH OF 270' L 35 (18) 4,674.48 FEET 0.985 MILE

PROJECT
#U-35(18)

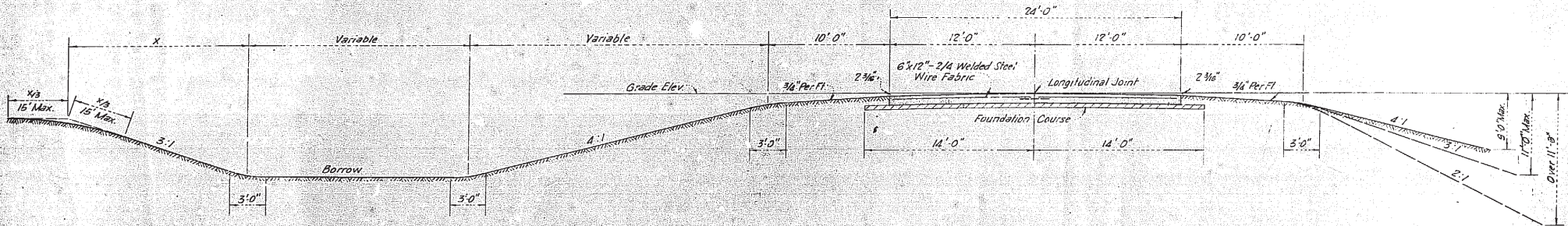
SHEET 1 OF 27

APPROVED June 19 1964
 Design Engineer
 W. D. Harkness

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 APPROVED

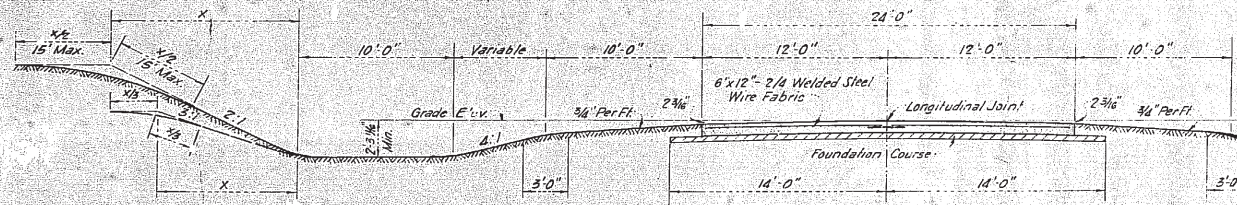
TYPICAL CROSS SECTIONS OF IMPROVEMENT SHOWING 24' REINFORCED CONCRETE PAVEMENT

HALF CUT SECTION WHERE BORROW IS REQUIRED



HALF FILL SECTION

HALF CUT SECTION



HALF FILL SECTION

GENERAL NOTES

Back slopes shall be variable between 2 to 1 and 3 to 1 and shall be constructed as shown on the slope stake data sheets or on the cross sections.
For cut sections the back slope shall be 3 to 1 up to 6' and 2 to 1 over 6'.
For fill sections, the shoulder slope shall be 4 to 1 up to 9'-0" in height, 3 to 1 up to 11'-0" in height or 2 to 1 over 11'-0" in height.
Foundation course shall be placed at locations and depths, as indicated on the plans.
Foundation course shall be laid and compacted in accordance with the specifications, to the full width before forms are set.

12'-0"	11'-0"	10'-0"	9'-0"	8'-0"	7'-0"	6'-0"	5'-0"	4'-0"	3'-0"	2'-0"	1'-0"	1'-0"	2'-0"	3'-0"	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"
2 3/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	1 1/4"	2 3/4"
9"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	8 3/4"	9"
12'-0"												12'-0"											

QUANTITIES

Area 18,000 Sq. Ft.
Concrete per Sta. 66.666 Cu. Yds.

SECTION SHOWING DETAILED DIMENSIONS

SHEET 1 of 2

STANDARD SHEET No 2-R39-R3
9" REINFORCED CONC. PAVEMENT

STATE OF NEBRASKA
DEPARTMENT OF ROADS
OCTOBER 1962

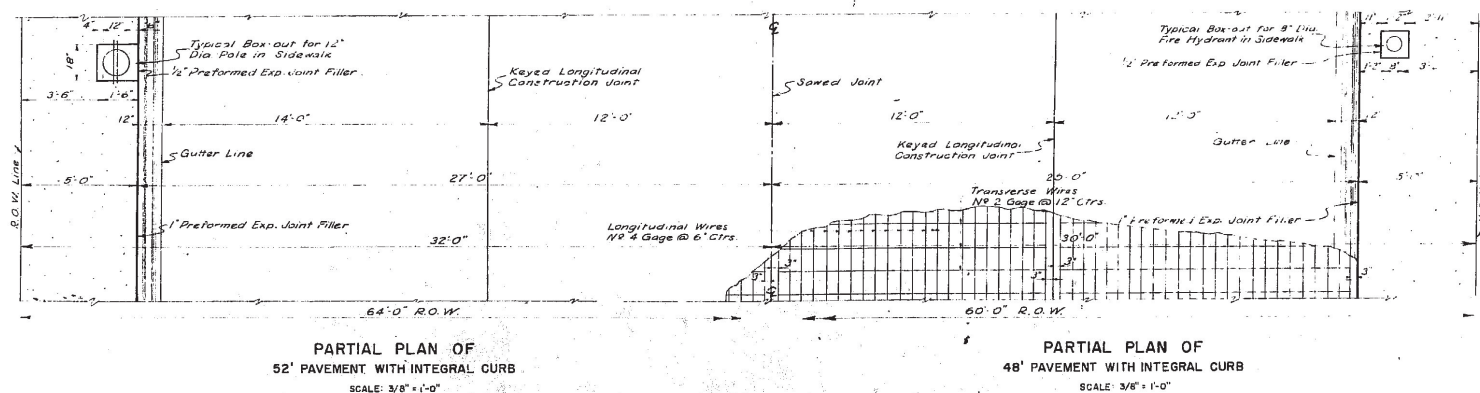
5 of 27

SCALE: 3/8" = 1'-0"



Sta. 69 + 05 to Sta. 74 + 00 Sta. 103 + 48 to Sta. 109 + 91.8
" 8d + 42.64 " " 85 + 32 " 112 + 60.9 " " 116 + 83
" 92 + 62.58 " " 101 + 60.3

SCALE: 3/8" = 1'-0"



PARTIAL PLAN OF
48' PAVEMENT WITH INTEGRAL CURB

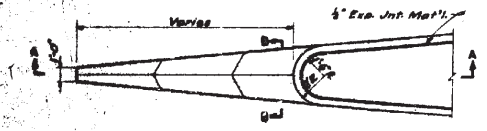
SCALE: 3/8" = 1'-0"

SCALE: 3/8" = 1'-0"

NOTES

1. One more specimen, just from skin, recorded in an unexpected interval not far from 500 and at about same level as specimen B. This is the same as the intermediate to within 500 in length, and such specimen will not be placed as analyzed.
2. Specimen 5000, by the way, is just a tiny conchoidal, translucent, yellowish, but with a little "green" and "blue" tint, respectively. Variations to just extreme conditions to be as directed by the weather.
3. The Subgroup 500, under the granular flutings, is a coarse shell, but with a little "green" tint, respectively. Variations to just extreme conditions to be as directed by the weather.
4. For additional information, in part, the flutings are a little "green" tint, respectively. Variations to just extreme conditions to be as directed by the weather.

PAVING DETAILS AND TYPICAL CROSS SECTIONS			
B. H. BACKLUND AND ASSOCIATES, INC. CONSULTING ENGINEERS AND ARCHITECTS NORTH TON, ARIZONA AND SAGE CREEK ROAD UMMAH NEBRASKA			
DATE	REVISED	SHEET	
WVL	DWG NO	31	37
CEN			



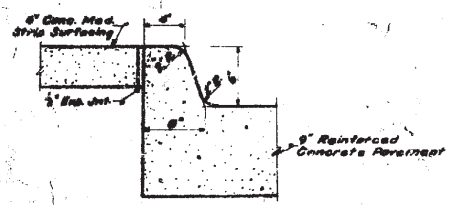
ISLAND NOSING DETAIL
NO SCALE



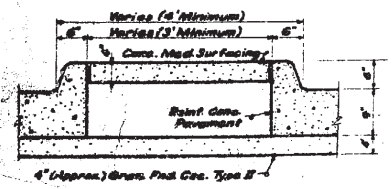
SECTION A-A



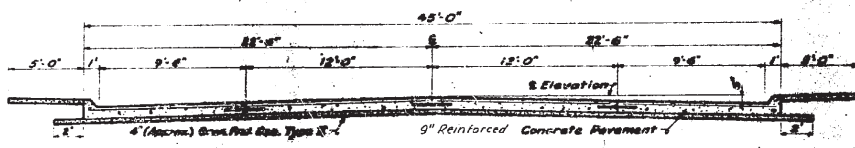
SECTION B-B



MEDIAN STRIP CURB
SCALE: 1/2" = 1'-0"

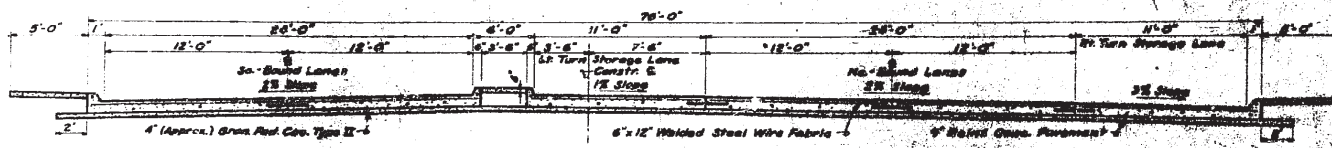


MEDIAN STRIP
SCALE: 1" = 1'-0"



PAVING CROSS-SECTION

CALIFORNIA STREET, STA. 4002+50
SCALE: 1" = 4'-0"

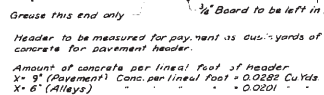


CROSS-SECTION CHANNELIZED INTERSECTION

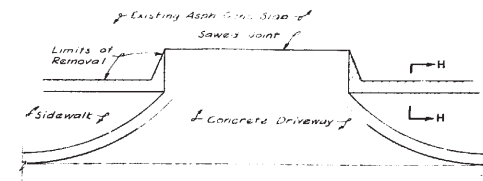
STA. 72+30
SCALE: 1" = 4'-0"

PAVING DETAILS AND
 TYPICAL CROSS SECTIONS
 B. H. BACKLUND AND ASSOCIATES, INC.
 CONSULTING ENGINEERS AND ARCHITECTS
 HOUSTON, TEXAS AND SAN ANTONIO, TEXAS

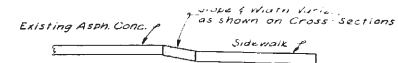
3 of 27



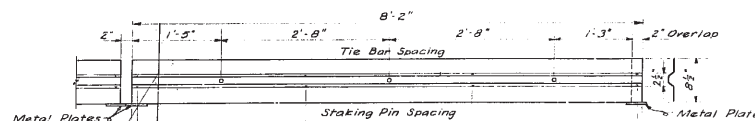
HEADER DETAIL



ASPHALTIC FILL AROUND DRIVES
No Scale



SECTION H-H

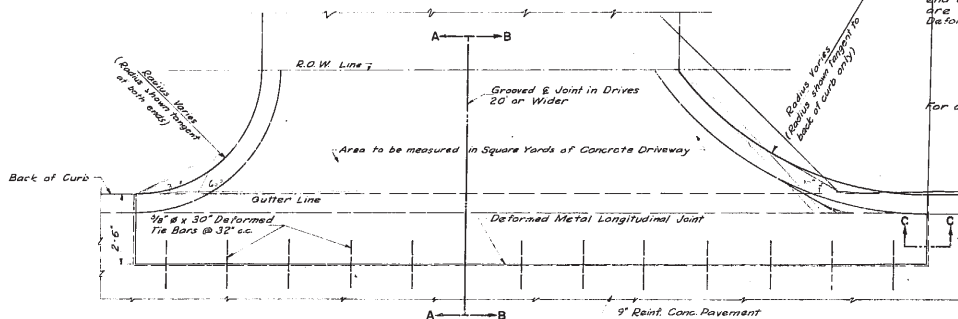


DETAIL OF DEFORMED METAL

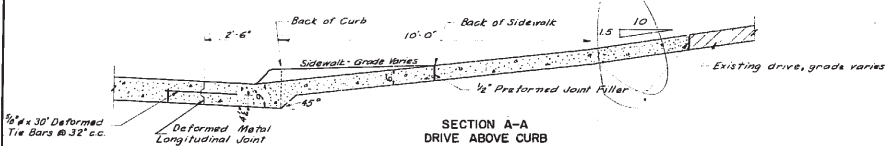
4"x4" 12 guage metal plate to be provided for placement under each end of deformed metal joint where unstable subgrade conditions are encountered.
Deformed metal joints shall be 16 guage metal, painted or galvanized

LONGITUDINAL JOINT DETAILS

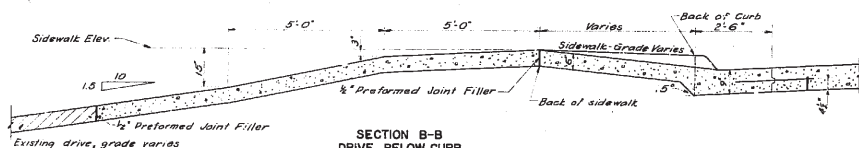
For details not shown see Nebraska State Standards, No 2-P-39-Rs



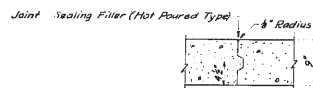
DRIVEWAY DETAILS



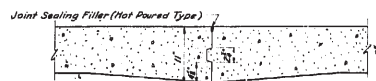
SECTION A-A
DRIVE ABOVE CURB



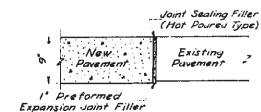
SECTION B-B
DRIVE BELOW CURB



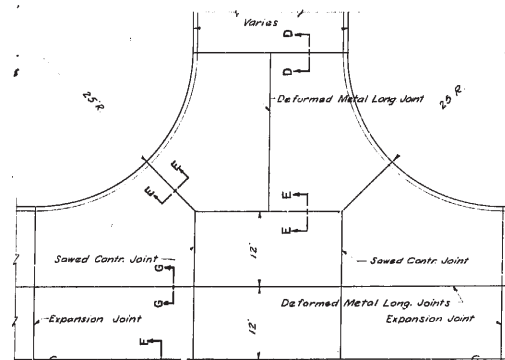
SECTION C-C
FREE KEYED END JOINT



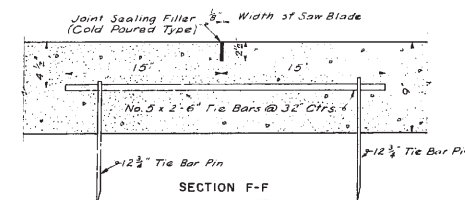
SECTION E-E
FREE KEYED THICKENED
EDGE JOINT



SECTION D-D
NEW PAVEMENT BUTTED
AGAINST EXISTING

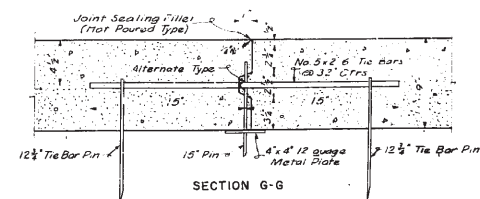


TYPICAL JOINT LAYOUT
AT INTERSECTIONS



SAWED JOINT

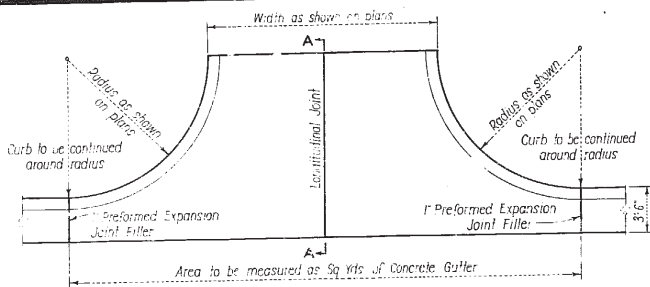
When two adjacent lanes are poured at the same time, the longitudinal joint common to the two lanes shall be sawed.



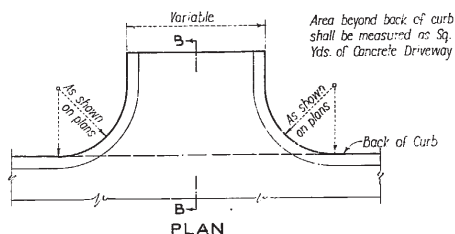
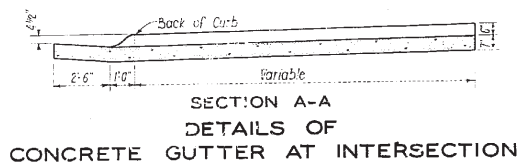
SECTION G-G
DEFORMED METAL JOINT

Deformed metal longitudinal joint to be temporarily braced while concrete is being poured
Deformed metal joint shall be used on all longitudinal construction joints

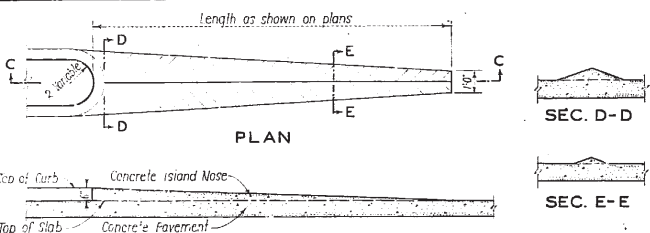
PAVING DETAILS			
B. H. BACKLUND AND ASSOCIATES, INC. CONSULTING ENGINEERS AND ARCHITECTS			
POPPLITON AVENUE AND SADDLE CREEK ROAD OMAHA NEBRASKA			
DR BY WVL	JOL NO		S H E E T
CHKD BY C.B.A.	JWG NO		OF



PLAN

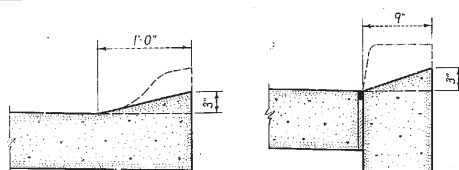


SECTION B-B
DETAILS OF CONCRETE DRIVEWAY

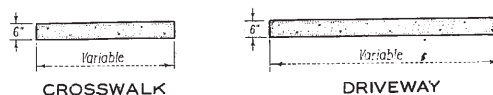


SECTION C-C
DETAILS OF CONCRETE ISLAND NOSE

Existing concrete pavement is to be removed in area covered by concrete island nose.



INTEGRAL CURB BARRIER CURB
DETAIL OF CURB DROPS

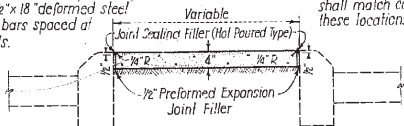


Slope towards street $\frac{1}{8}$ " per ft.

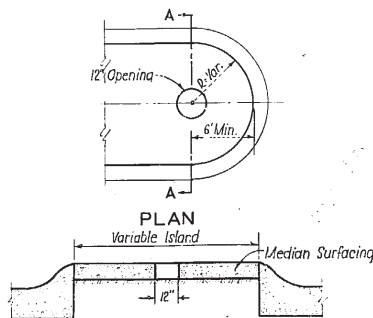
One half inch preformed expansion joint filler shall be placed in all sidewalk or crosswalk at intervals of not more than 50'-0" and at all points where sidewalks or crosswalks butt against curb. If the sidewalk or crosswalk to be constructed is less than 50'-0" in length one such expansion joint shall be placed as directed by the Engineer.

$\frac{1}{2}$ " deep sawed or formed longitudinal joints shall be used when the median width is 16' or more. Longitudinal joints shall have $\frac{1}{2}$ " x 18" deformed steel reinforcing bars spaced at 2'-0" intervals.

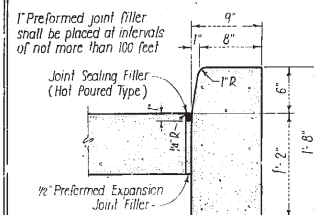
$\frac{1}{2}$ " preformed expansion joint filler shall be placed transversely in all medians at intervals of not more than 48' and shall match curb joints at these locations.



CONCRETE MEDIAN SURFACING

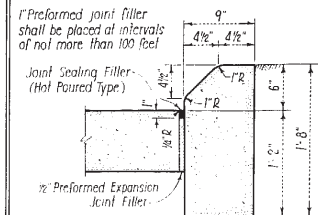


DETAIL SHOWING SIGN POST
OPENING AT END OF ISLAND



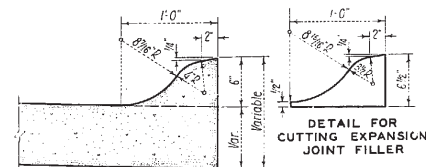
CONCRETE BARRIER CURB

QUANTITY PER STA.
Concrete 4.548 Cu Yds
Area 1,228 Sq Ft



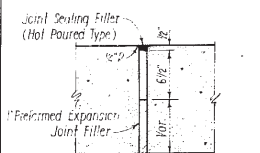
CONCRETE MEDIAN CURB

QUANTITY PER STA.
Concrete 4.370 Cu Yds
Area 1,160 Sq Ft

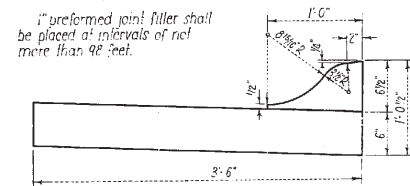


INTEGRAL CONCRETE CURB

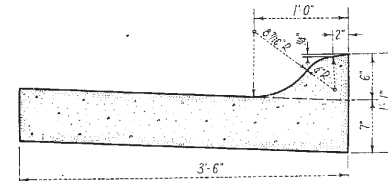
QUANTITY PER STA.
Concrete 0.948 Cu Yds
Area 0.256 Sq Ft



DETAIL OF EXPANSION
JOINT THRU CURB

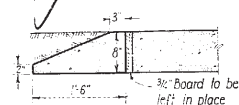


DETAIL FOR CUTTING
EXPANSION JOINT FILLER



COMBINATION CONCRETE
CURB & GUTTER

QUANTITY PER STA.
Concrete 8.520 Cu Yds
Area 2,300 Sq Ft



CONCRETE HEADER

QUANTITY - PER LIN. FT.
Concrete 0.025 Cu Yds

STANDARD SHEET No 2-G-R4
PAVEMENT DETAILS

STATE OF NEBRASKA
DEPARTMENT OF ROADS & IRRIGATION
BUREAU OF HIGHWAYS
AUGUST 1963

6 OF 21

BENCH MARKS SYMBOL USED ON PLANS

REF. U.S.C. & G.S. B.M. 4231
EQUATION = 962.04 USCGS
EQUATION = 0.00 CITY OF OMAHA DATUM

BENCH MARK NO.	CITY DATUM ELEV.	LOCATION
B.M. #2 Elev.	97.40	-X" in NE Corner of Sidewalk To Ladies Rest Room of Phillips 66 Service Sta. Sta 9+63, 96+01 of E
B.M. #3 Elev.	102.79	-X" in Concrete Sidewalk of Base of Saddle Creek Rd. Sta 19+70, 43+71 E
B.M. #4 Elev.	104.37	-X" in Light Pole base Sta 1001+37, 3+11 E 5014 St
B.M. #5 Elev.	112.99	-X" in South End of South Window Ledge in West Wall of Poppleton St. Sta 33+60, 58+11 of E
B.M. #6 Elev.	115.83	-X" in NW Corner Top of Landing at Entrance 1070 Saddle Creek Rd. Sta 47+48, 43+11 E
B.M. #7 Elev.	124.72	-X" in South Corner of Raised Walk Around Service Station Bldg. 4444 Poppleton St. Saddle Creek Rd. E
B.M. #8 Elev.	129.73	-X" in Concrete Curb, West Side of Merchants Motor Freight Sta. 46+00, 98+11 of E
B.M. #9 Elev.	142.19	-X" in Concrete at S.E. Corner of Raised Walk Around Service Station Bldg. 4444 Poppleton St. Sta 10+43, 90+11 of Saddle Creek Rd. E
B.M. #10 Elev.	146.55	-X" in S.E. Corner of Concrete Step of Entrance of 4444 Poppleton St. Sta 30+76, 31+01 E
B.M. #11 Elev.	147.12	-South Corner Brch of the South Window on The West Side of Lindsay Soft Water Co. 440 N Saddle Creek Rd. Sta 99+50, 50+11 E
B.M. #12 Elev.	151.04	-Top of Sign Post on NW Corner of Tropics Beer Tavern, 533 N Saddle Creek Rd. Sta 100+34, 40+11 of E
	159.07	-Top of Fire Plug at 46 St & Cummings St. NW Corner, N.E. 1/4 of Block, 1st Block West of 46 St. Sta 11+00, 11+00 of Saddle Creek Rd.
	160.47	-Fire Plug in West of Fire Hydrant 12 St. Sta 11+00, 11+00
	161.85	-X" in Cur of the Ramp of Tassco Serv. Sta. 8 S. 11th Creek & Des Moines St. Sta 11+00, 11+00
	162.86	-X" in Concrete Walkway Tassco Serv. Station 8 S. 11th Creek, 11+00
	164.33	-Steel Pole at Sta. 4001+91 West on Cedar St

SEWER LEGEND SYMBOL

Construct	Existing	ITEM
		Sewer Manhole
		Single Grate Inlet ("A", "B" or "C")
		Double Grate Inlet ("A-A", "B-B" or "C-C")
		Water Pipe Line (Size as Noted)
		Gas Pipe Line (Size as Noted)
		Underground Power (Size as Noted)
		Underground Telephone (Size as Noted)
		Telephone Pole
		Power Pole
		Fire Hydrant
		Gas Drip
		Water Manhole
		Water Meter Manhole
		Gas Manhole
		Telephone Manhole
		Omaha Public Power District Manhole
		Gas Valve Box
		Wood Fence
		Guard Post
		Water Valve
		Water Stop
		Traffic Light (Type Indicated on Plans)
		Railroad Sign
		Conductor Cable
		Railroad Switch
		Wire or Chain Link Fence (Construct as noted)
		Retaining Wall Butter Drain or Open Inlet (Type as noted)
		Four Grate Inlet ("G" Special)
		Pull Box

PAVEMENT LEGEND ITEM

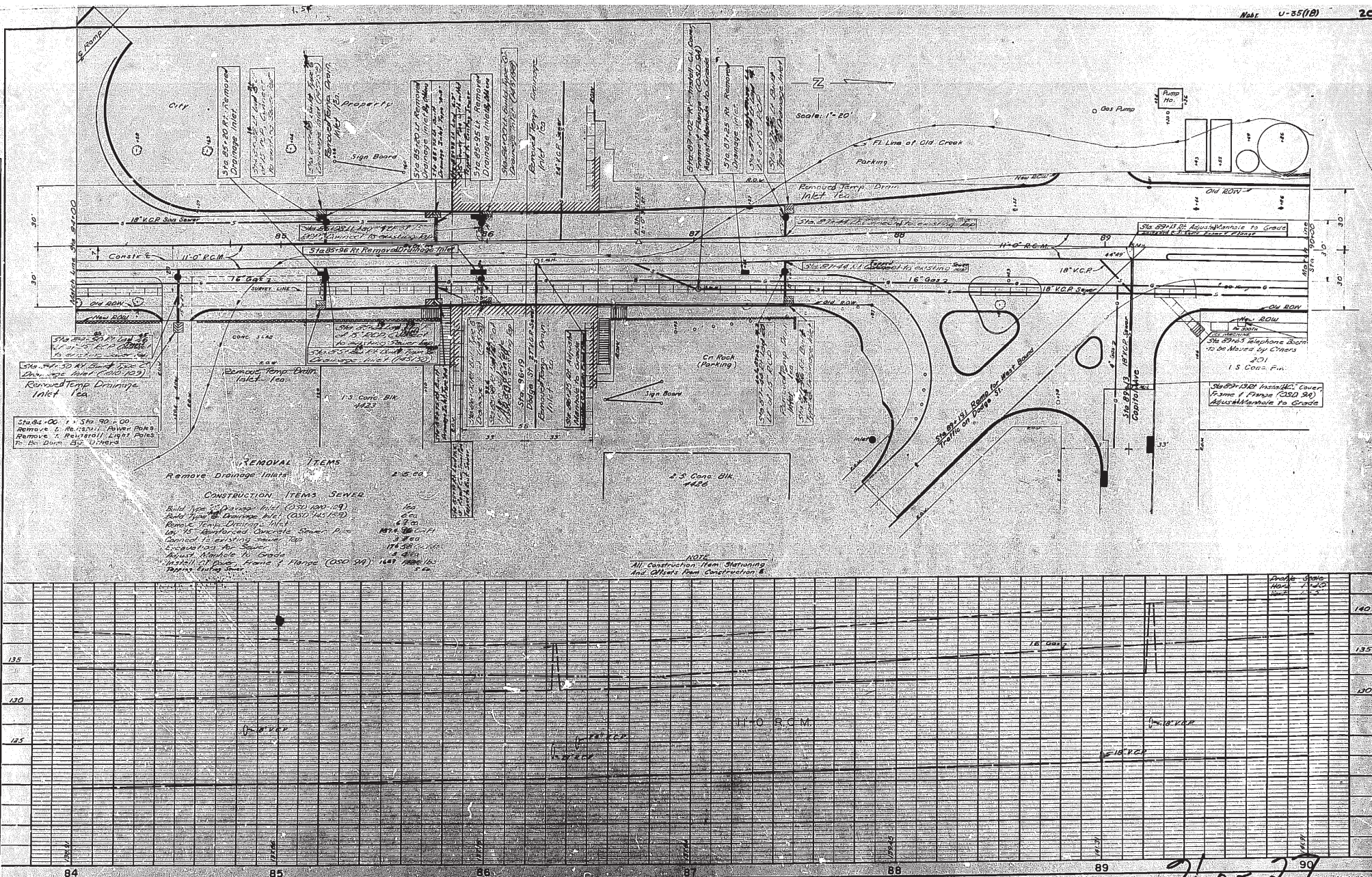
SYMBOL	ITEM
	Construct 9" Reinforced Concrete Pavement
	Construct Concrete Driveway
	Construct Concrete Sidewalk and Median Surfacing
	Remove Existing Pavement
	Remove Existing Asphaltic Concrete Driveway
	Remove Existing Concrete Driveway
	Remove Existing Temporary 6" Crushed Rock
	Remove Existing Temporary 2" Asph. Conc. Surface Course
	Construct Reinforced Concrete Steps (Type as Noted)
	Construct Reinforced Concrete Retaining Wall
	Box-out for type inlet indicated
	Existing Retaining Wall (Type as Noted)
	Existing Sidewalk (Width as Noted)
	Test Drill Hole

10 OF 27

B. H. BACKLUND AND ASSOCIATES, INC.			
CONSULTING ENGINEERS AND ARCHITECTS			
POPPLETON AVENUE AND SADDLE CREEK ROAD			
OMAHA, NEBRASKA			
DATE	JOB NO.	S. H. E. E.	
DATE	DATE	17	

DATE	
REVISIONS	
NO.	DESCRIPTION
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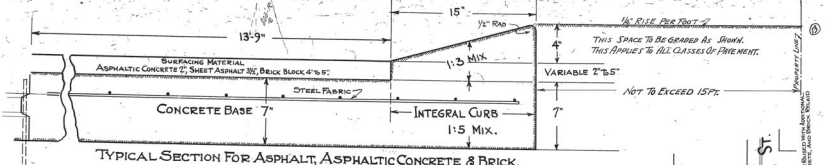
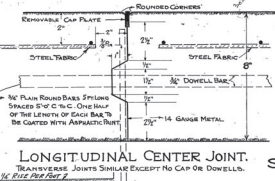
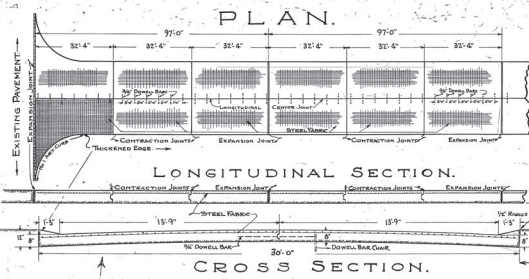
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- REMOVAL ITEMS**
- Remove Drainage Inlets
- CONSTRUCTION ITEMS SERVED**
- Build New 18\"/>

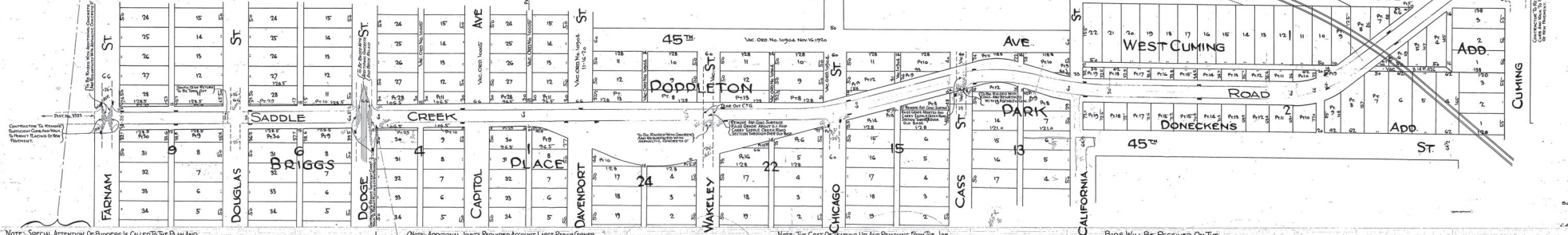
NOTE
All construction item, stationing and offsets from construction 8

21 OF 21



STREET IMP DISTRICT No. 3325 **PAVE -** **SADDLE CREEK ROAD FROM FARNAM ST TO CUMING STREET.** **OFFICE OF CITY ENGINEER** **OMAHA**

NOTE:- BIDS ON ASPHALT, ASPHALTIC CONCRETE AND BRICK TO INCLUDE THE COST OF INTEGRAL CURB, ALL REINFORCEMENT, LONGITUDINAL JOINTS WITH DOWELL BARS, TRANSVERSE JOINTS, EXPANSION JOINTS AND CURING THE SAME AS SPECIFIED FOR ARTIFICIAL STONE PAVEMENT.



NOTE:- SPECIAL ATTENTION TO BIDDERS IS CALLED TO THE PLAN AND SUPPLEMENTAL SPECIFICATION FOR ARTIFICIAL STONE PAVEMENT. ALL BIDS FOR SQUARE YARDS FOR ARTIFICIAL STONE PAVEMENT ARE TO COVER THE COST OF THE PAVEMENT COMPLETE INCLUDING ALL REINFORCEMENT METAL JOINTS (BOTH LONGITUDINAL & TRANSVERSE). EXPANSION JOINTS CURING AND EXTRA THICKNESS OF CONCRETE AT EDGES AS SPECIFIED IN THE SUPPLEMENTAL SPECIFICATIONS AND SHOWN ON THE PLAN FOR SAME.

NOTE:- ADDITIONAL JOINTS REQUIRED ACCOUNT LARGE DOWEL BARS. APPROXIMATELY 30% OF PRELIMINARY EXPANSION JOINTS. APPROXIMATELY 30% OF TRANSVERSE JOINTS. LONGITUDINAL CENTER JOINT, THE COST OF SAME TO BE INCLUDED IN THE PRICE. BID PER SQUARE YARD FOR PAVEMENT.

NOTE:- THE CONSTRUCTION OF ANY DRAIN CURB OR ALL OLD PAVING, CURBING AND WALKS NECESSARY TO PERMIT PLACING OF NEW CURB AND PAVEMENT TO BE INCLUDED IN THE PRICE. BID PER SQ. YD. FOR NEW PAVEMENT.

NOTE:- THE COST OF TEARING UP AND REMOVING FROM THE JOB OF ALL OLD PAVING, CURBING AND WALKS NECESSARY TO PERMIT PLACING OF NEW CURB AND PAVEMENT TO BE INCLUDED IN THE PRICE. BID PER SQ. YD. FOR NEW PAVEMENT.

BIDS WILL BE RECEIVED ON THE FOLLOWING CLASSES OF PAVEMENTS.

PAVEMENT CLASS	INCLUDING REINFORCEMENT (See Note Above)
ASPHALT	A
ASPHALTIC CONCRETE	A & C
STONE	A
VITRIFIED BRICK	A
VITRIFIED BRICK BLOCK	G
CORROBATED WOOD BLOCK	A
ARTIFICIAL STONE	A
MACADAM	A
EXTRA CONCRETE	A
REPAID BRICK	A
ART STONE CURB (SPECIAL)	A
ASPHALTIC CURB	A
ASPHALTIC CONCRETE CURB	A

SUPPLEMENTAL SPECIFICATIONS FOR ARTIFICIAL STONE PAVING
 SHOULD ARTIFICIAL STONE PAVEMENT BE DESIGNATED THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS WILL APPLY SUPERSEEDING ANY PART OF THE GENERAL SPECIFICATIONS WITH WHICH THEY MAY BE IN CONFLICT.

REINFORCEMENT:-
 CONCRETE PAVEMENT SHALL BE REINFORCED WITH WELDED STEEL PLATING WHICH SHALL CONFORM TO THE REQUIREMENTS OF TENTATIVE SPECIFICATIONS FOR COLD DOWN STEEL WIRE FOR CONCRETE REINFORCEMENT. (Special Designation A-87-217) OF THE AMERICAN SOCIETY FOR TESTING MATERIALS.

TRANSVERSE REINFORCEMENT SHALL CONSIST OF MEMBERS PLACING AT LEAST JOINTS ON POINTS OF INTERSECTION AT RIGHT ANGLES TO EACH OTHER AND SHALL HAVE AN EFFECTIVE WEIGHT OF NOT LESS THAN 54 POUNDS PER LINEAL FOOT. THE SPACING OF MAIN MEMBERS SHALL BE NOT MORE THAN 6". THE TRANSVERSE MEMBERS NOT MORE THAN 12". AND THE EFFECTIVE CROSS SECTIONAL AREA OF MAIN MEMBERS SHALL BE NOT LESS THAN 0.50 SQUARE INCHES PER LINEAL FT. AND THE CROSS MEMBERS NOT LESS THAN 0.50 SQUARE INCHES PER LINEAL FOOT.

ALL BARS MUST BE SUPPORTED FROM THE FURNACE AND DELIVERED ON THE SITE OF THE WORK IN PLAT SHEETS OF A LENGTH EQUAL TO 4' LESS THAN THE DISTANCE FROM LONGITUDINAL CENTER JOINT TO THE EDGE OF THE PAVEMENT. REINFORCING PLATING SHALL BE PLACED 2" BELOW THE TOP SURFACE OF THE FINISHED PAVEMENT AND SHALL NOT CROSS EXPANSION OR CONTRACTION JOINTS.

ALL ADJACENT SHEETS SHALL BE LAPPED AT A DISTANCE OF NOT LESS THAN 6".

ADDITIONAL REINFORCEMENT OTHER THAN STEEL PLATING SHALL BE PLACED AS SHOWN ON PLANS AND THE POSITION OF SAME CAREFULLY MAINTAINED WHILE CONCRETE IS BEING PLACED.

JOINTS
 ARTIFICIAL STONE PAVEMENT SHALL BE PROVIDED WITH A LONGITUDINAL CENTER JOINT OF NO. 14 GAUGE METAL, FORMED AS A THIN PLATE 2 1/2" IN WIDTH AT THE BASE, 1 1/2" IN WIDTH AT THE TOP AND 1" DEEP. AND SHALL EXTEND IN A VERTICAL POSITION FROM THE BOTTOM SURFACE OF THE PAVEMENT TO WITHIN 1/2" OF THE TOP SURFACE.

ADJACENT STRIPS OF JOINT SHALL BE HELD TOGETHER BY A DUTT JOINT. RIGIDLY CONNECTED WITH A MOD. CLIP JOINT STRIPS SHALL BE SECURELY HELD TO LINE AND GAUGE BY MEANS OF APPROVED STAKES AT INTERVALS OF 2 1/2 FEET. OR BY AN IMPROVED INSTALLING DEVICE. NO DOWELL BARS SPACED 5' ON CENTERS TO BE PROVIDED.

EXPANSION JOINTS OR APPROVED DEVICES SHALL BE PROVIDED FOR ALL LONGITUDINAL JOINTS. THE FILLING OF SUCH DEVICES BY THE REMOVAL OF THESE CAP PLATES WITH BUTTANOUS FILLER IS TO BE CONSIDERED AS PART OF THE CONTRACT AND THE COST OF SAME INCLUDED IN THE PRICE. BID PER SQ. YD. FOR PAVEMENT.

TRANSVERSE CONTRACTION JOINTS SPACED AS SHOWN ON PLANS ARE TO BE PROVIDED. THE CONSTRUCTION OF THESE JOINTS IS TO BE THE SAME AS THAT SPECIFIED FOR LONGITUDINAL JOINTS EXCEPT THAT NO REINFORCING CAP PLATES ARE REQUIRED.

ANY TIME DURING CONSTRUCTION OR DURING THE FIVE YEAR GUARANTEE PERIOD THAT THESE JOINTS OPEN OR OTHER CRACKS DEVELOPE THE FILLING OF THE SAME WITH BUTTANOUS FILLER IS TO BE DONE BY THE CONTRACTOR. THE COST OF THIS WORK TO BE INCLUDED IN THE PRICE. BID PER SQ. YD. FOR PAVEMENT.

EXPANSION JOINTS ARE TO BE PROVIDED SPACED AS SHOWN ON PLANS AND AT ALL INTERSECTIONS OF THE NEW WORK WITH EXISTING PAVEMENTS.

TRANSVERSE EXPANSION JOINTS SHALL BE 1" WIDE SPACED AS SHOWN ON PLAN. A BULKHEAD CUT TO THE EXACT CROSS SECTION OF THE PAVEMENT SHALL BE SECURELY STAKED IN PLACE AT RIGHT ANGLES TO THE CENTER LINE. AND SURFACE OF THE PAVEMENT. THE PRELIMINARY JOINT TILES SHALL BE PLACED AGAINST THE BULKHEAD.

AND HELD IN POSITION BY PINS ON WHICH THERE IS AN OIL STANDING LUG. CONCRETE SHALL BE DEPOSITED ON BOTH SIDES OF THE BULKHEAD BEFORE IT IS REMOVED AFTER THE CONCRETE HAS BEEN STRUCK OFF. THE BULKHEAD SHALL BE REMOVED BY LIFTING IT SLIGHTLY FROM ONE END AND REPLACING IT WITH CONCRETE AS IN 1". IS LIFTED SO THAT THE JOINT FILLER WILL BE LEFT IN THE CORRECT POSITION.

WHEN EXPANSION JOINTS ARE MADE AT THE END OF THE DAYS WORK THEY SHALL BE FORMED BY FINISHING THE CONCRETE TO THE BULKHEAD PLACED AS BEFORE SPECIFIED WHEN WORK IS RESUMED THE JOINT FILLER SHALL BE PLACED AGAINST THE BULKHEAD CONCRETE AND HELD IN POSITION BY PINS UNTIL FRESH CONCRETE IS PLACED AGAINST IT.

IN PAVEMENTS WITH INTEGRAL CURB THE JOINT SHALL BE CONTINUOUS IN A STRAIGHT LINE THROUGH PAVEMENT AND CURB. JOINTS SHALL BE OPENED ON THE EDGES TO THE EXACT DEPTH UPON REMOVAL OF THE FORMS.

BEFORE THE PAVEMENT IS OPENED TO TRAFFIC THE JOINT TILES SHALL BE REMOVED OFF TO A UNIFORM HEIGHT 1/4 INCH ABOVE THE SURFACE OF THE PAVEMENT.

CURING
 IMMEDIATELY AFTER THE CONCRETE PAVEMENT HAS BEEN FINISHED IN ACCORDANCE WITH THE GENERAL SPECIFICATIONS IT SHALL BE SEALED WITH AN ASPHALT CURING, SUCH AS IS MANUFACTURED BY MC EWE & SONS, INC. KNOWN AS THE "JOINT PROCESS", OR THAT MANUFACTURED BY THE GARDNER ASPHALT CO. KNOWN AS "CURBICURE". OR OTHER ASPHALT CURING PROCESS EQUAL TO EITHER OF THE ABOVE.

THIS CURING SHALL CONFORM TO AND BE APPLIED IN THE MANNER STIPULATED BY THE MANUFACTURERS THERE OF. IN ADDITION TO THE TOP SURFACE TREATMENT THE EXPOSED EDGES OF THE PAVEMENT SHALL BE CURTAS ABOVE OR IMMEDIATELY UPON REMOVAL OF FORMS COVERED BY THE FULL DEPTH OF THE PAVEMENT WITH EXACT.

APPROXIMATE PAVING QUANTITIES.

NO. SQ. YDS. PAVING	12,835.
NO. LIN. FT. ART. CURB NO. 1	662.
NO. CU. YDS. EXTRA CONC.	27.
NO. YDS. ASPHALTIC CONC.	15.
NO. SQ. YDS. REPAID BRICK	253.

APPROXIMATE GRADING QUANTITIES.

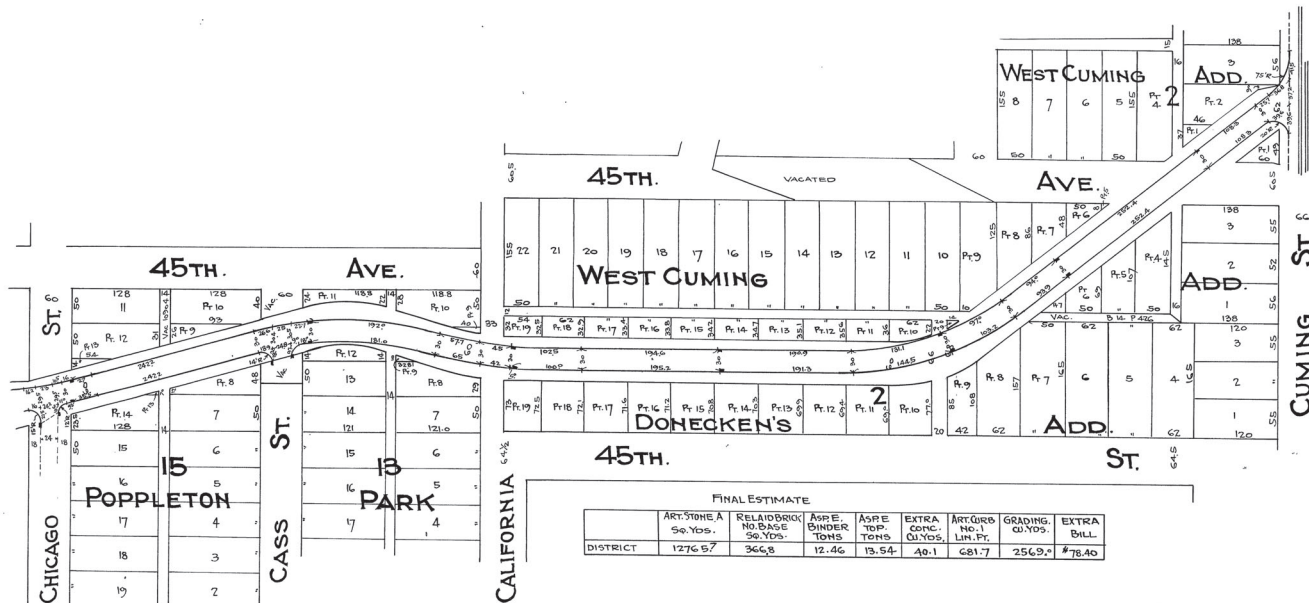
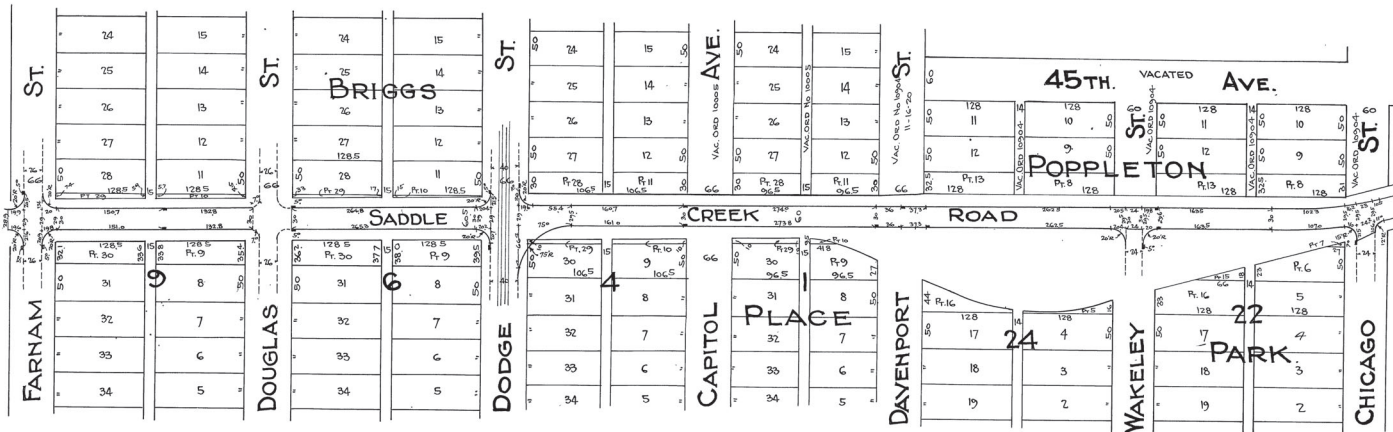
TOTAL CUT TO SUB. GRADE 2100 CU. YDS.	
FINAL	2069
TIME LIMIT TO COMPLETE WORK	36 DAYS.

APPROVED: APRIL 26, 1929
Arthur Neal
 CITY ENGINEER

STREET IMP DIST. NO. 3325

JOHN. KERNS, CONST. CO. OCT. 14-1929 B. 2424-P. 38.

185



FINAL ESTIMATE							
ART. STONE A	RELINDBROOK	ASPE	ASPE	EXTRA	ART. GROUND	GRADING	EXTRA
50 YDS.	NO. BASE	50 YDS.	TOP	CONC.	NO. 1	CU YDS.	BILL
DISTRICT	1276.57	366.8	12.46	18.54	40.1	681.7	2569.7

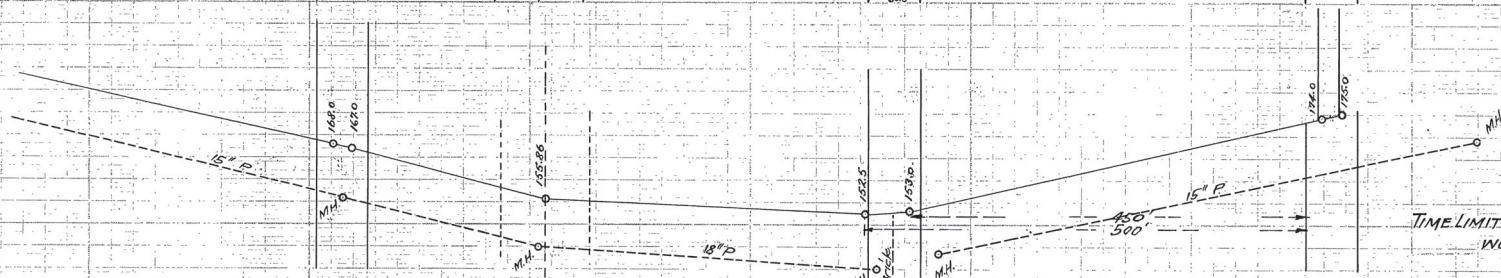
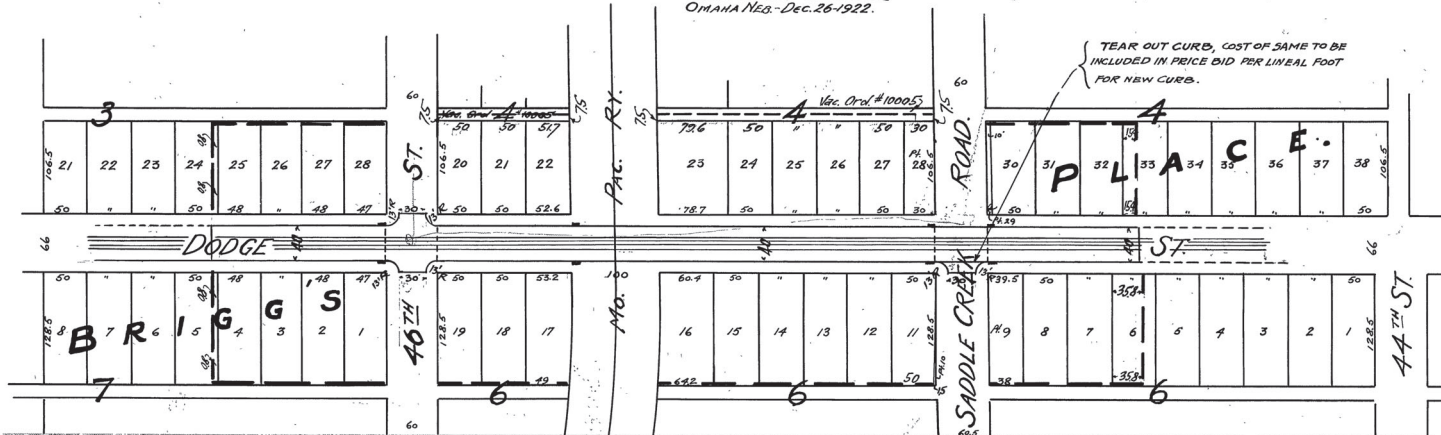
PLAT BY: J. W. PAVING BY: J. W. CHECK BY: C. S. CHECK BY: C. S.

ST. IMP. DIST. No. 2317

DODGE ST. FROM A POINT 175' E. OF SADDLE CREEK ROAD TO A POINT 192' N. OF 46TH ST.

REPAVING.

OFFICE OF CITY ENGINEER
OMAHA NEB. - DEC. 26-1922.



PRESENT PAVEMENT CONSISTS OF MACADAM WITH CONCRETE AND ASPHALT PATCHES AND 3 ROWS BRICK BLOCK TOOTHING ALONG THE OUTER RAIL OF EACH TRACK

CONTRACTOR TO REMOVE ALL PAVING & OTHER MATERIALS TO ADMIT NEW PAVEMENT, COST OF SAME TO BE INCLUDED IN PRICE BID PER SQ. YD. FOR NEW PAVEMENT.

ALL DISCARDED BRICK BLOCK AND STONE TO BECOME THE PROPERTY OF THE CITY, AND WILL BE HAULED AWAY BY SAID CITY.

ALL DISCARDED PAVING MATERIAL EXCEPT OLD BRICK BLOCK & STONE TO BE THE PROPERTY OF THE CONTRACTOR, AND REMOVED FROM THE JOB AT HIS EXPENSE.

IN CONJUNCTION WITH ASPHALT, ASPHALTIC CONCRETE, ARTIFICIAL STONE, AND MACADAM PAVEMENTS THE SPACE BETWEEN TRACKS AND A 12" STRIP ALONG THE OUTER RAIL OF EACH TRACK SHALL BE PAVED WITH BRICK BLOCK CLASS "H" (55B. 34 YDS) WITH CEMENT GROUT FILLER, AND RELAID BRICK BLOCK CLASS "I" INCLUDING 6" CONC. (200. 54 YDS) WITH CEMENT GROUT FILLER, SEE (DRAWING NO. 117531) SAID BRICK BLOCK TO BE PAID FOR AT PRICE BID PER SQ. YD. FOR BRICK BLOCK CLASS "H" & RELAID BRICK BLOCK CLASS "I".

PRESENT BRICK BLOCK TOOTHING IS TO BE RELAID IN THE DUMMY WITH NEW 6" CONCRETE BASE, 1" SAND CUSHION & CEMENT GROUT FILLER

CONTRACTOR MUST BID ON RELAID BRICK BLOCK ON 6" CONCRETE 1" SAND CUSHION AND CEMENT GROUT FILLER SAID BID TO INCLUDE THE CLEANING OF THE BLOCKS.

WHERE NEW RADIUS CORNERS ARE TO BE PUT IN, OR NEW RETURNS WITH NEW RADIUS CORNERS AS SHOWN ON THE ABOVE PLAN, THE COST OF TEARING OUT SUFFICIENT CURB, PAVING & SIDEWALK TO MAKE SUCH CHANGES, AND ALL UNNECESSARY REMAINING CURB, PAVING & WALK INSIDE OR OUTSIDE OF NEW RADIUS OR NEW RETURNS, ARE TO BE INCLUDED IN PRICE BID PER SQ. YD. FOR NEW PAVING.

CONTRACTOR MUST BID ON CURB & GUTTER "A" & RESET C & G. WHERE EXTRA CONCRETE IS TO BE USED, THE COST OF ALL NECESSARY EXCAVATION AND THE PLACING OF SAME ARE TO BE INCLUDED IN THE PRICE BID PER CU. YD. FOR EXTRA CONCRETE.

BIDS WILL BE RECEIVED ON THE FOLLOWING

CLASSES OF PAVEMENT

ASPHALT	CLASS B
ASPHALTIC CONCRETE	B
STONE	A & E
VITRIFIED BRICK	B
VITRIFIED BRICK BLOCK	E & K
CREOSOTED WOOD BLOCK	C
ARTIFICIAL STONE	A
MACADAM	A

APPROXIMATE PAVING QUANTITIES

DIST -	NO. SQ. YDS. PAVING	2620.0
	NO. SQ. YDS. RELAID BR. BLOCK	200.0
	NO. LIN. FT. NEW CURB & GUTTER	570.0
	NO. LIN. FT. RESET CURB & GUTTER	1489.0
INT -	NO. SQ. YDS. PAVING	554.0
	NO. LIN. FT. CURB (CURVED)	163.0
	NO. LIN. FT. HEADERS	120.0

CONTRACTOR TO PLACE ALL WASTE MATERIAL AND EXCAVATION FROM THE STREET IN THE SADDLE CREEK ROAD APPROACH TO DODGE ST. FROM THE SOUTH. COST OF SAME TO BE INCLUDED IN PRICE BID PER SQ. YD. FOR PAVING.

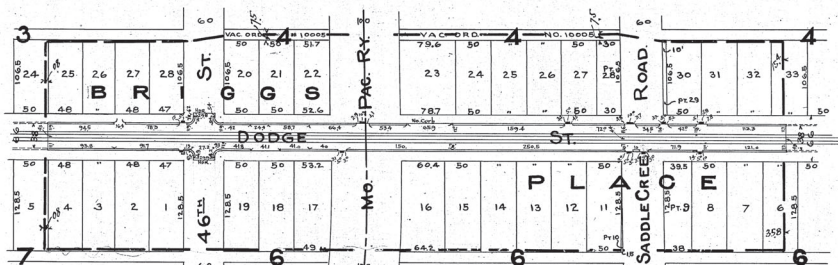
APPROVED MCH. 1923

Hermon Reel
CITY ENGINEER

S.I.D. 2317 1/1

ST. IMP. DIST. NO. 2317.

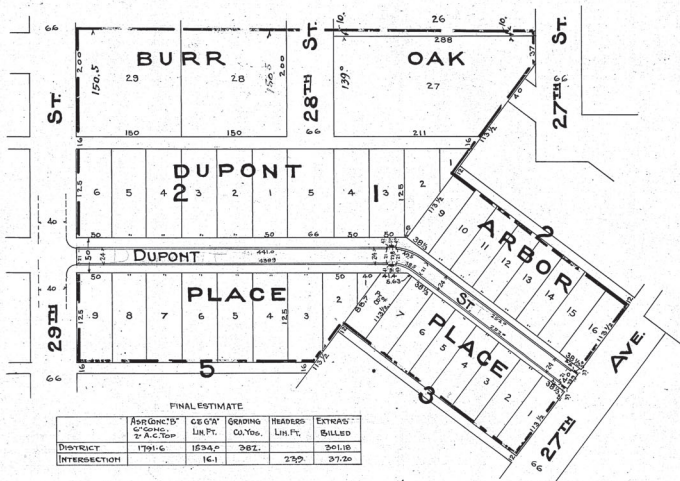
CURB & PAVING - J.H. McDONALD JULY 19-1924 - D. 2021 R18



FINAL ESTIMATE				
DISTRICT	BR. BLK'G CONC. TOP LIN. FT.	CE. G'T CONC. TOP LIN. FT.	RECYC'D CONC. TOP LIN. FT.	EXTRAS BILLED
INTERSECTION	1850.6	1099.5	18.0	7204.10

ST. IMP. DIST. NO. 2119.

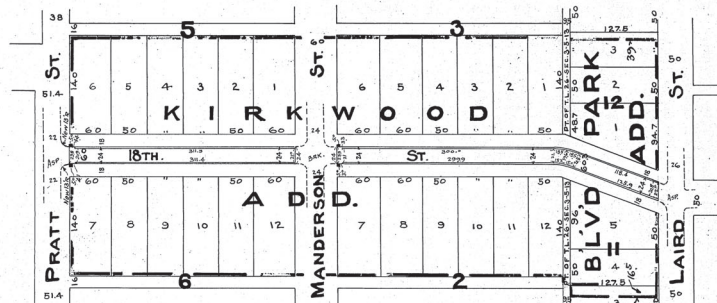
CURB & PAVING - NATIONAL GUM CO. AUG-11-1924.
B. 2021 R47



FINAL ESTIMATE				
DISTRICT	ASPH. CONC. 5" A.C. TOP LIN. FT.	CE. G'T CONC. TOP LIN. FT.	GRADING CU. YDS.	EXTRAS BILLED
INTERSECTION	1791.6	1534.2	282.	301.8

ST. IMP. DIST. NO. 1475.

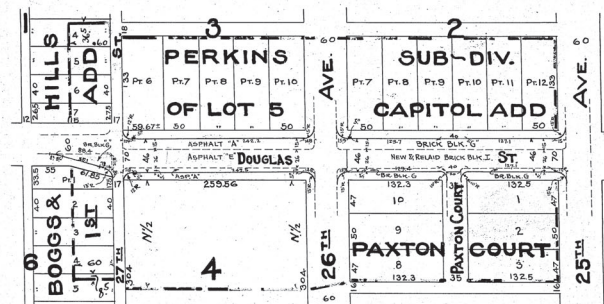
CURB & PAVING - M.L. FLINN, P.W. D. AUG-11-1924 B. 2021 R14



FINAL ESTIMATE			
DISTRICT	ASPH. CONC. 5" A.C. TOP LIN. FT.	CE. G'T CONC. TOP LIN. FT.	GRADING CU. YDS.
INTERSECTION	1830.7	1563.	481.9

ST. IMP. DIST. NO. 2389.

CURB & PAVING - BAUER & JOHNSON C.E.S. CO. JULY 15-24 B. 2024 R19.
WIDENING



FINAL ESTIMATE											
DISTRICT	NEW BRICK CONC. TOP LIN. FT.	RELAID BR. BLK'G CONC. TOP LIN. FT.	BR. BLK'G CONC. TOP LIN. FT.	ASPH. CONC. 5" A.C. TOP LIN. FT.	ASPH. CONC. 5" A.C. TOP LIN. FT.	GRADING CU. YDS.	NEW RT. CURB NO. 2	RECYC'D CURB NO. 2	EXTRA CONC. CU. YDS.	SURFACE HEATED CU. YDS.	EXTRAS BILLED
INTERSECTION	357.04	615.1	916.9	771.4	31.15	63.4	198.4	346.7	21.76	115.4	50.34

Drawn By - S.E.K. Paving By - J.W.J.
Checked By - Checked By -

	1934	1934
	369.18	370.58
	1934 NRM-20D 3" Brick on 5" PCC	

	1993	1993
	368.21	370.47
	1993 Profile Mill, 2" Type 5/8	

	2006	2006
	369.21	370.61
	2006 D2(1025) Center lanes only Mill 1.5"/Type FMM PG 70-28 1.5"	

	2013	2013
	369.48	370.61
	D2(1036) Unknown Mill/Fill	

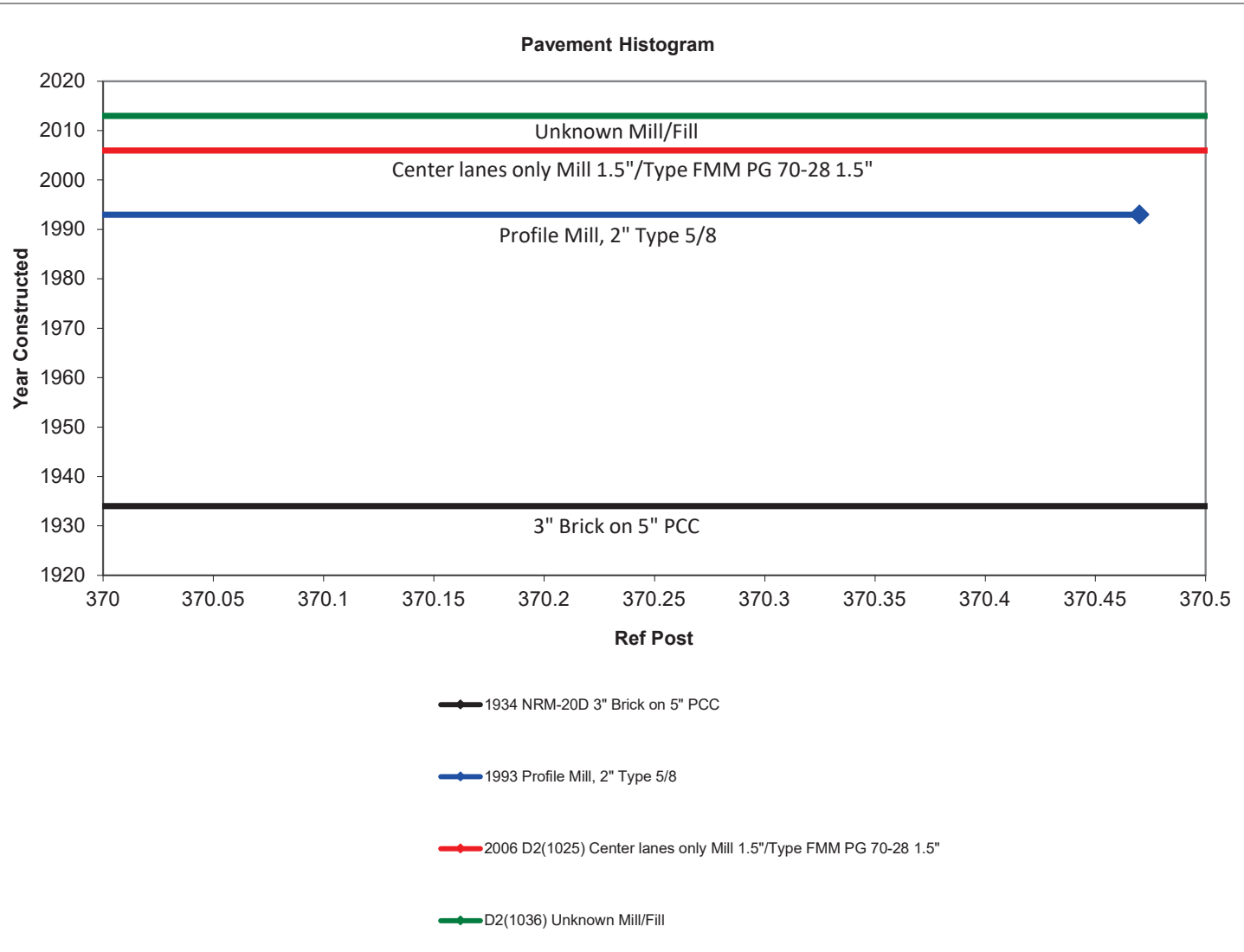
Hwy # US-6
Location Saddle creek Rd Bridge
Project # NH-6-7(187)
C.N. 22761
Ref Posts 370.00-.70.50
Date 9/17/20
Prepared by BAD

Mainline Profile Summary:

2" Mill, 2" ACSC
1.5" Mill, 0"FMM
Mill, 1.5" ACSC

AC on Brick on PCC???

Shoulder Profile Summary:



Utility List for 22761 NH-6-7(187) Saddle Creek Rd Bridge

City of Omaha

Cox Communications

Great Plains Communications

Lumen (CenturyLink)

Metropolitan Utilities District

Omaha Public Power District

Unite Private Networks

Verizon/MCI Telecommunications

Windstream Communications

