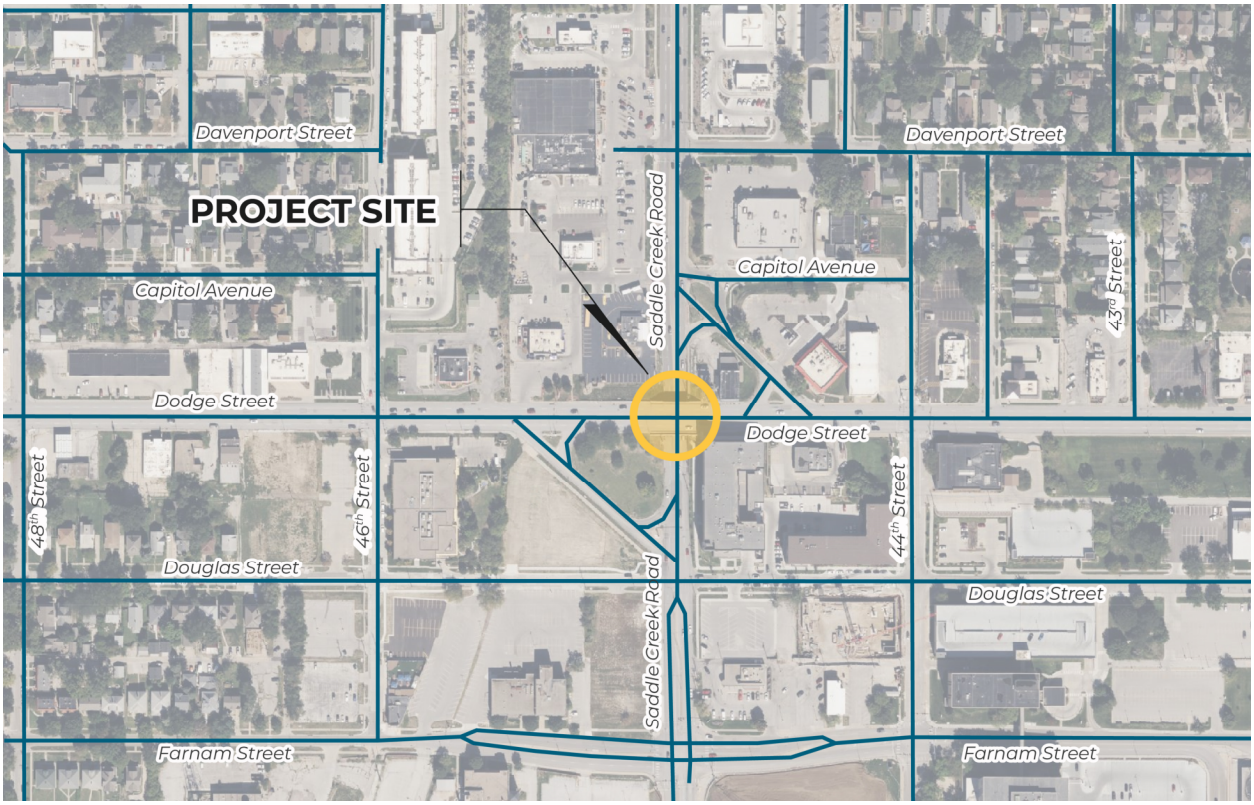
EXHIBIT A

PROJECT STATUS AND SCHEDULE

Project Site Map

The Project site map below shows the location of the Project within the City of Omaha and the Project's immediate surroundings.



Design

NDOT has conducted an initial project coordination meeting.

Concept design is expected to begin in the summer 2025.

Survey is complete and includes traditional ground survey and mobile LiDAR.

Bridge determination dated 2020 reveals minor grade raise due to asphalt overlay on the new structure.

NEPA and Permitting

The Probable Class of NEPA Action has been determined as a Categorical Exclusion. The Project is expected to be processed as a Categorical Exclusion in accordance with 23 CFR 771.117.

Pursuant to Section 106 of the National Historic Preservation Act, NDOT is collaborating with the State Historic Preservation Office conducting alternatives analysis to assess potential impacts to the historic bridge structure, and considering alternatives and developing documentation for the avoidance, minimization, or mitigation of any adverse effects.

NDOT has initiated planning activities and environmental document preparation under the National Environmental Policy Act of 1970 (NEPA). NDOT will retain NEPA decision-making responsibilities for the Project. NDOT anticipates completing the NEPA process in mid to late 2026, prior to the Intermediate Pricing Milestone.

Pursuant to 23 CFR 636.109, the comparative merits of all alternatives presented in the NEPA document, including the no-build alternative, will be evaluated and fairly considered. Until the NEPA Action is obtained by NDOT, no commitment will be made as to any alternative under evaluation in the NEPA process, including the no-build alternative. To comply with the requirements of 23 CFR 636.109, the Contract includes the ability to incorporate any environmental commitments identified as part of the NEPA process that NDOT determines should be performed by the Contractor. NDOT reserves the right to terminate this solicitation or Contract in the event the no-build alternative is selected.

The Contractor understands and agrees that during the Preconstruction Services Phase, prior to the conclusion of the NEPA process, it shall be strictly limited to activities and analyses that do not materially affect the objective consideration of alternatives in the NEPA process in accordance with all applicable restrictions and FHWA policies and rules, including FHWA Order 6640.1A.

Reference Information Documents

Reference Information Documents (RIDs) that may prove helpful to the Proposer in understanding the Project are included in Attachment 1 to this Exhibit A. The RID is provided for information only, is non-binding, and includes:

- Bridge As-Built Plans
- Roadway As-Built Plans
- Pavement History
- Utility List
- Project Details
- Bridge Inspection Reports

Project Schedule

The following schedule is provided for information only. All dates set forth below are anticipated dates and are subject to change.

Activity	Anticipated Date
Preconstruction Services Amendment Executed and NTP	November 28, 2025
Baseline Pricing Milestone	April 2026
Intermediate Pricing Milestone	November 2026
Final Pricing Milestone	February 2027
GMP and Construction Services Amendment Executed	April 2027
Project Substantial Completion	June 2028

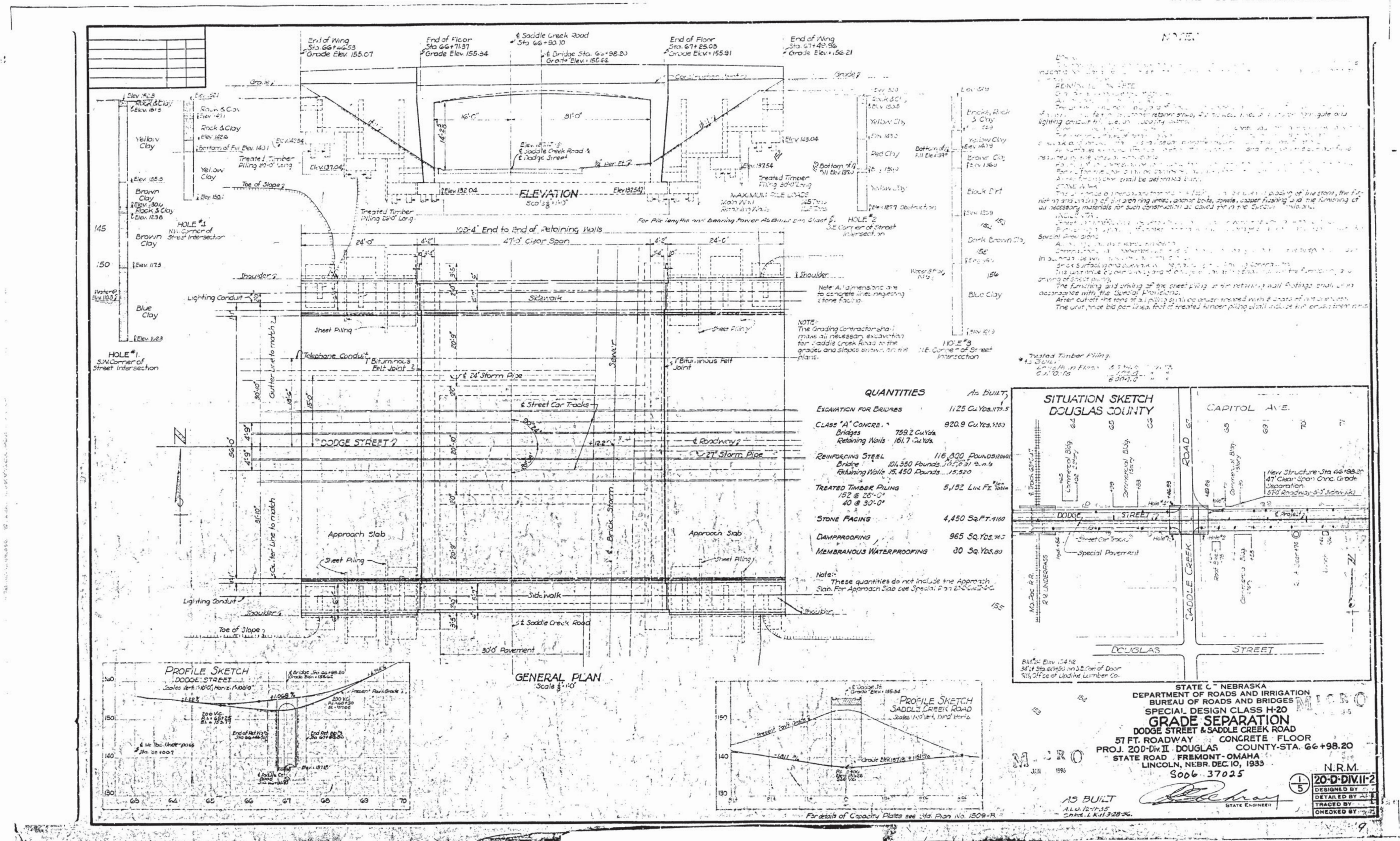
EXHIBIT A

ATTACHMENT 1

TABLE OF CONTENTS

BRIDGE AS-BUILT PLANS

Bridge As-Built Plans



D C B A A B C D

1 2 3 4 4 3 2 1

ILLEGIBLE DOCUMENT

THE FOLLOWING DOCUMENT(S) IS ILLEGIBLE

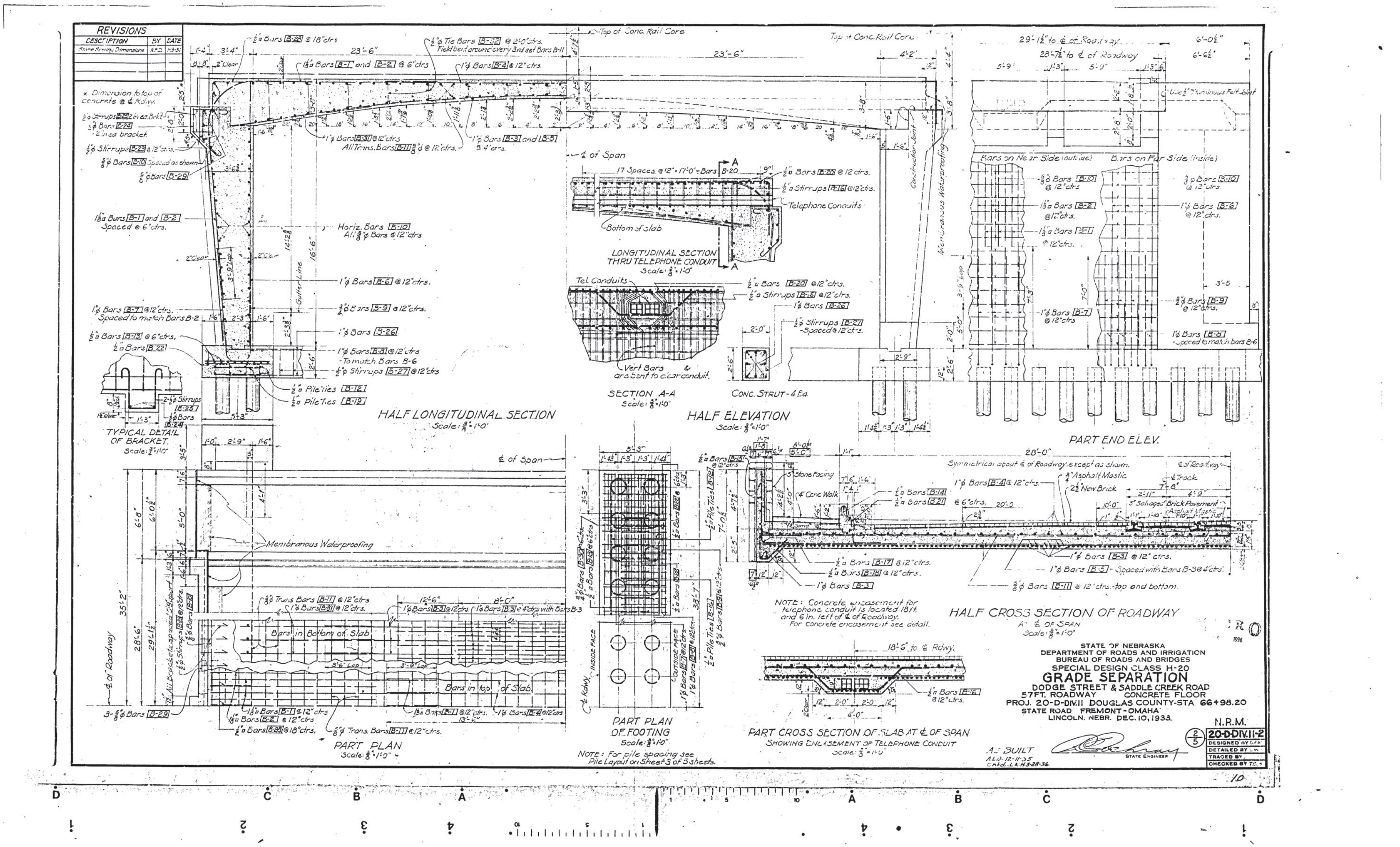
Certificate of Authenticity

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 on this film are microfilmed in conformity with the Rules and Regulations of the State Records Administrator 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.

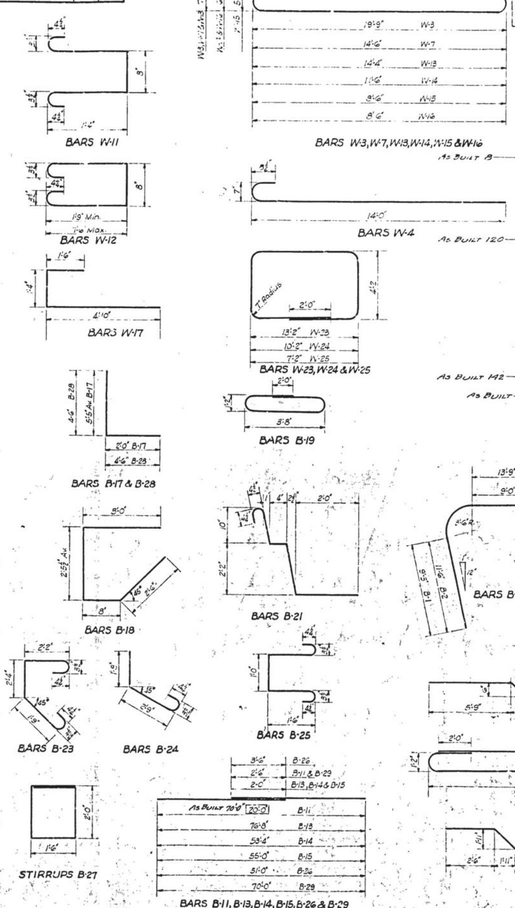
BERNICE, CATHERINE, STAN

Date of Filming JANUARY 1996



REVISIONS

DESCRIPTION	BY	DATE
Correct Pile Spacing	T.O.P.	5-8-34
Correct Sta. - Pile Layout	T.O.B.	5-8-34



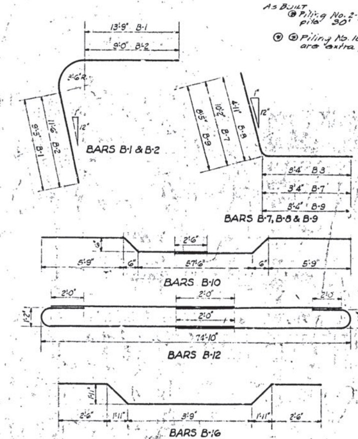
BILL OF REINFORCING STEEL

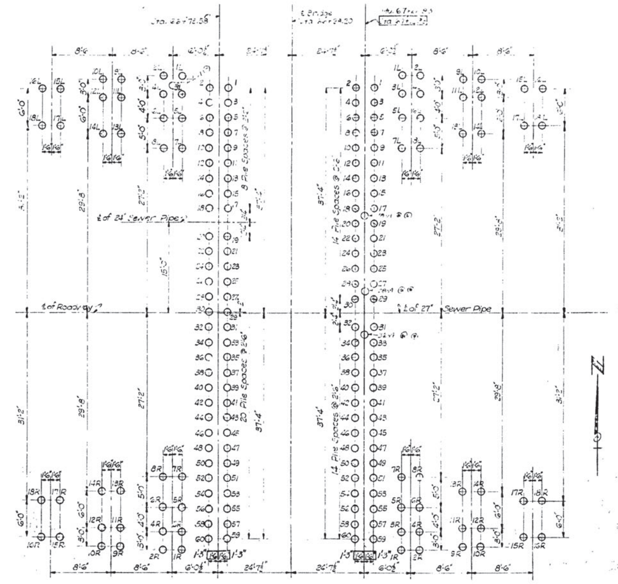
BRIDGE MARK	SIZE	NO.	LENGTH	LOCATION	RETAINING WALLS MARK	SIZE	NO.	LENGTH	LOCATION
B-1	1¼"□	140	23'-6" (As Built 28'-9½")	Outside-Knee	W-1	½"□	8	23'-6"	Horiz. - Walls
* B-2	"	140	[illegible] (As Built 26'-3½")	" - "	W-1	"	12	23'-10" Av.	" - "
B-3	1"ϕ	71	35'-6"	Bottom - Slab	W-1a	"	12	14'-9" Av.	" - "
B-4	"	71	27'-0"	Top - "	W-1b	"	20	6'-9" Av.	" - "
B-5	"	140	20'-6"	Bottom - "	W-2	"	3	24'-2"	Vertical - "
* B-6	"	142	20'-0"	Inside - Wall	W-2	"	4	19'-10"	" - "
B-7	"	142	13'-6"	Outside - "	W-2	"	5	12'-10"	" - "
* B-8	"	142	8'-3"	Inside - "	W-2a	"	3	20'-7"	" - "
B-9	¾"	140	11'-9"	" - "	W-2a	"	4	15'-6"	" - "
B-10	⅝"ϕ	70	72'-11"	Horiz. - "	W-2a	"	5	9'-10"	" - "
B-11	"	100	72'-6"	Trans. - "	W-3	1"□	2	21'-10"	Counterforts
B-12	½"□	4 (As Built 8)	159'-0"	Pile Wrap	* W-4	"	2	15'-0½"	"
B-13	"	20	78'-3"	Long. - Footing	W-5	½"ϕ	7	11'-2" Av.	"
B-14	"	4	55'-4"	" - Curb	W-5	"	5	8'-1" Av.	"
B-15	"	8	57'-0"	" - Handrail	W-5	"	2	6'-0" Av.	"
B-16	"	53	14'-2"	Telephone Conduit	W-6	"	17	4'-6"	"
B-17	"	112	7'-5"	Vertical - Handrail	W-7	1"ϕ	12	16'-7"	Footings
B-18	"	102	8'-7½"	Out Beam Stirrups	W-8	½"□	69	5'-6"	"
B-19	"	60 (As Built 120)	10'-8"	Pile Wrap	W-9	"	3	4'-4"	Stone Brackets
B-20	"	36	7'-0"	Telephone Conduit	W-10	"	10	9'-0"	" "
B-21	"	214	5'-11"	Curb Stirrups	W-11	½"ϕ	28	4'-4½"	" "
B-22	"	84	4'-9"	Trans. - Footing	W-12	"	58	9'-7½" Av.	Counterforts
B-23	½"ϕ	80	7'-[illegible]	Paving Bracket	W-13	1"ϕ	2	16'-5"	"
B-24	"	36	4'-11"	" "	W-14	⅞"ϕ	12	13'-4"	Footings
B-25	"	36	5'-0"	" "	W-15	¾"ϕ	2	10'-0½"	Counterforts
B-26	1"ϕ	32	54'-6"	Trans. Tie	W-16	⅞"ϕ	12	10'-4"	Footings
B-27	½"ϕ	168	8'-6"	" Stirrups	W-17	½"□	2	7'-8"	Stone Brackets
B-28	½"□	94	9'-0"	Corner Bars - Slab	W-18	⅝"ϕ	4	9'-10"	Vertical - Walls
B-29	⅝"ϕ	6	72'-6"	Paving Bracket	W-19	"	4	15'-6"	" - "
B-30	¾"ϕ	36	5'-8"	Footings	W-20	"	4	20'-7"	" - "
B-31	1"ϕ	71 (As Built 142)	10'-9"	Bottom Slab	W-21	½"ϕ	11	5'-8"	Rail Core
B-32	½"ϕ	560	2'-6" Av.	Tie Bars	W-22	½"□	3	23'-6"	" "
B-33 (As Built)	¾"ϕ	14	12'-0"	Footing - Long.	W-23	"	2	35'-8"	Pile Ties
					W-24	"	2	29'-8"	" "
					W-25	"	2	23'-8"	" "

* Furnish one extra bar; B-2, B-6, B-8 and W-4, for testing purposes.

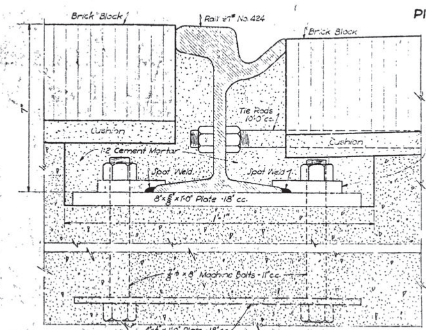
As Built
Ⓐ Piling No. 2-L-A, Northwest Footing is an extra pile 30' long.

Ⓐ Piling No. 18-A, 28-A, & 32-A in East Footing are extra piles each 30' long.

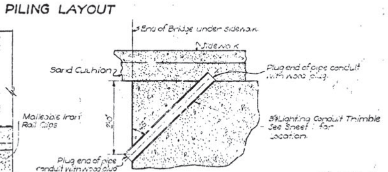




PILING LAYOUT



DETAIL OF RAIL FASTENING
Half Scale



PART SECTION THRU WALL
SHOWING LIGHTING CONDUIT

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. 20-D-DIV. 11 DOUGLAS COUNTY - STA. 66+98.20
STATE ROAD FREMONT - OMAHA
LINCOLN, NEBR. DEC. 10, 1933

AS BUILT
A.L.O. 12-11-35
Chkd. L.A.H. 3-28-36.

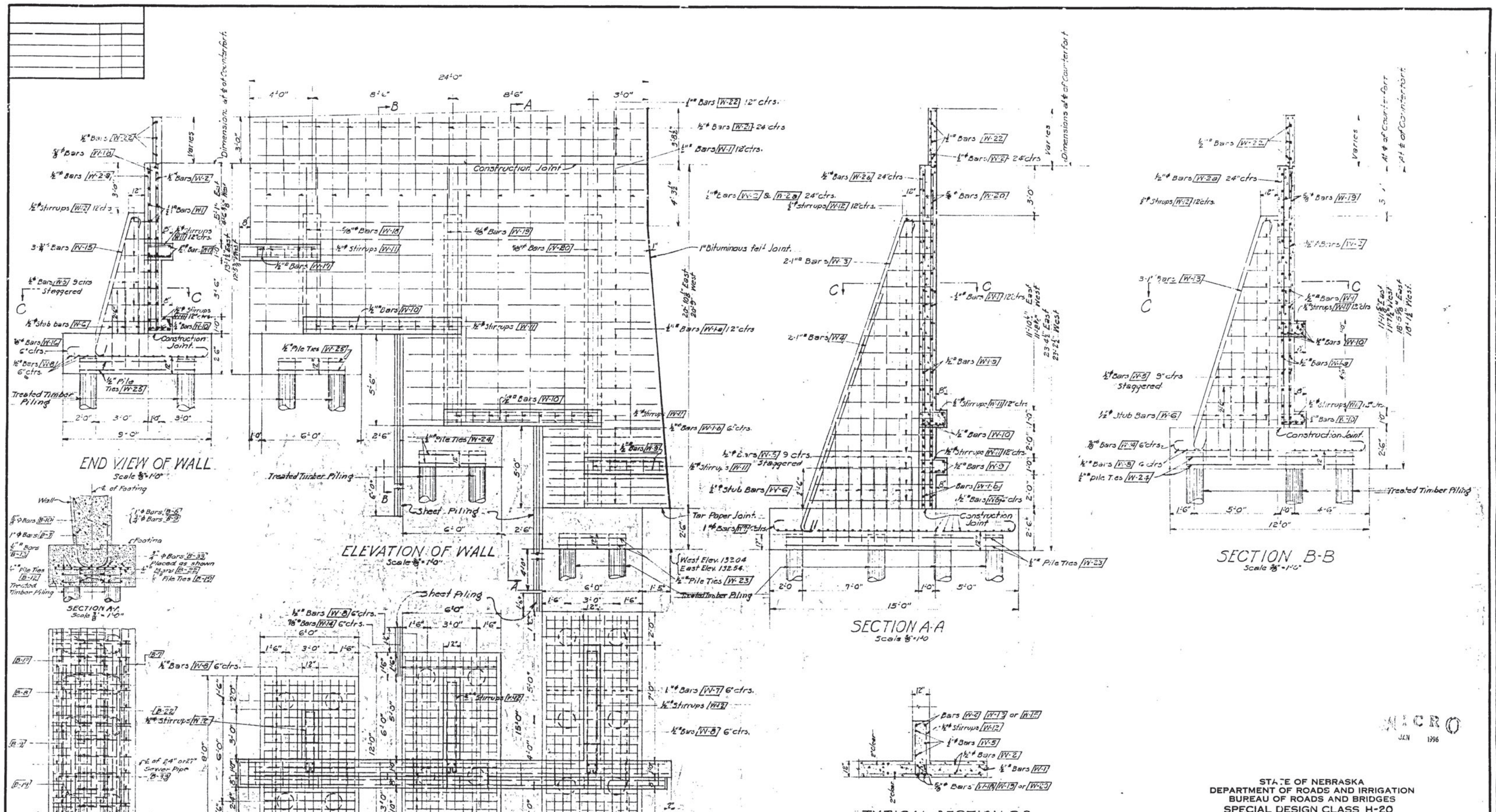
STATE ENGINEER

3/5

N.R.M.

20-D-DIV.11-2
DESIGNED BY D.F.
DETAILED BY A.R.R.
TRACED BY
CHECKED BY

11



STATE OF NEBRASKA
DEPARTMENT OF ROADS AND IRRIGATION
BUREAU OF ROADS AND BRIDGES
SPECIAL DESIGN CLASS H-20

GRADE SEPARATION

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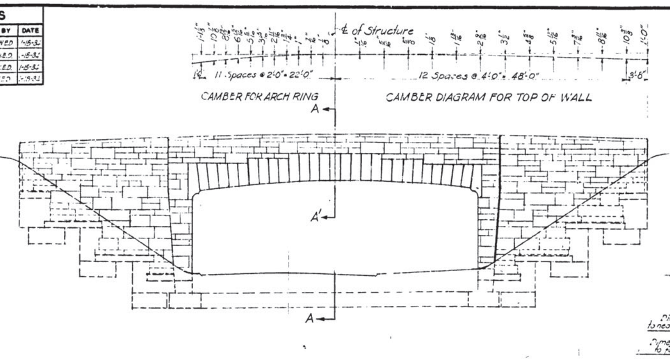
A.L.O. 12-11-35
Chkd. L.K.H. 3-28-36

STATE ENGINEER

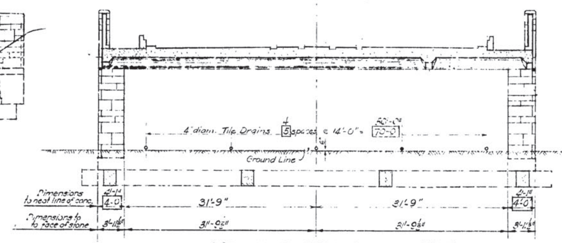
N.R.M.
4/5
20-D-DIV.11-2
DESIGNED BY S.D.S.
DETAILED BY S.D.S.
TRACED BY
CHECKED BY

72

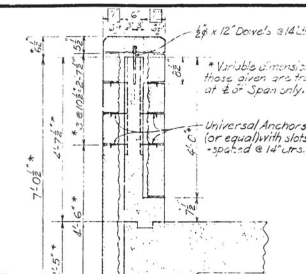
REVISIONS		
DESCRIPTION	BY	DATE
Stone Setting Dimensions	W.E.D.	1-15-34
Detail of Arch Ring Support	W.E.D.	1-15-34
Detail of 14"x#16 B.W.G. R. Strip	W.E.D.	1-15-34
Pile, Drain Spacing	W.E.D.	1-15-34



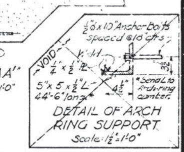
ELEVATION OF FINISHED STRUCTURE
Scale: 1/8" = 1'-0"



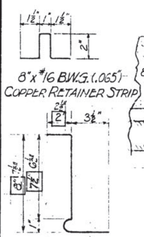
CROSS SECTION OF SPAN "AA"
Scale: 1/8" = 1'-0"



SEC. "AA'"
Scale: 3/4" = 1'-0"

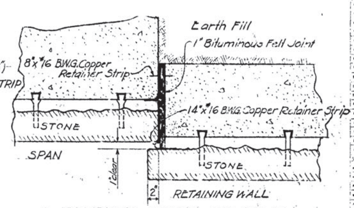


DETAIL OF ARCH RING SUPPORT
Scale: 1½" = 1'-0"



8" x #16 B.W.G. (.065") COPPER RETAINER STRIP

14" x #16 B.W.G. (.065") COPPER RETAINER STRIP



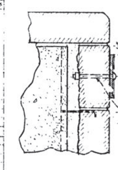
TYPICAL DETAIL OF JOINT
Scale: 1½" = 1'-0"

PILE RECORD - AS BUILT

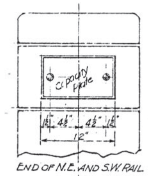
LOCATION	PILE NO.	ORIGINAL LENGTH	CUT-OFFS	LENGTH IN PLACE	BEARING POWER	LOCATION	PILE NO.	ORIGINAL LENGTH	CUT-OFFS	LENGTH IN PLACE	BEARING POWER
N.W. Footing	1-L	[illegible]	[illegible]	[illegible]	13 Tons	N. Main Wall	12	30'-0"	0'-0"	30'-0"	13.3 Tons
"	2-L	26'-0"	0'-0"	[illegible]	[illegible]	"	13	34'-10"	0'-8½"	34'-1½"	14.9
"	2-L-A	30'-0"	[illegible]	30'-0"	[illegible]	"	14	35'-0"	0'-0"	35'-0"	16.0
"	3-L	26'-0"	[illegible]	[illegible]	10.4	"	15	35'-0"	0'-7"	34'-5"	14.1
"	4-L	26'-0"	0'-0"	26'-0"	10.4	"	16	34'-11"	0'-0"	34'-11"	16.6
"	5-L	25'-0"	0'-0"	25'-0"	10.9	"	17	40'-0"	1'-10"	38'-2"	20.9
"	6-L	26'-0"	0'-0"	26'-0"	10.4	"	18	40'-0"	0'-0"	40'-0"	16.0
"	7-L	26'-0"	0'-0"	26'-0"	10.9	"	19	40'-0"	[illegible]	38'-4½"	18.5
"	8-L	26'-0"	0'-6"	25'-6"	10.6	"	20	40'-0"	[illegible]	39'-3"	24.0
"	9-L	30'-0"	[illegible]	30'-0"	16.2	"	21	40'-0"	4'-6"	35'-6"	17.5
"	10-L	30'-0"	0'-8"	29'-4"	18.6	"	22	35'-0"	0'-0"	35'-0"	11.8
"	11-L	30'-0"	0'-9"	29'-3"	16.2	"	23	35'-0"	0'-0"	35'-0"	15.2
"	12-L	30'-0"	0'-0"	30'-0"	9.3	"	24	35'-0"	0'-0"	35'-0"	9.7
"	13-L	30'-0"	0'-0"	30'-0"	16.2	"	25	34'-11"	0'-0"	34'-11"	16.6
"	14-L	30'-0"	0'-6"	29'-6"	16.2	"	26	35'-0"	0'-0"	35'-0"	17.5
"	15-L	30'-0"	0'-0"	30'-0"	21.7	"	27	35'-0"	1'-0"	34'-0"	15.0
"	16-L	30'-0"	0'-8"	29'-4"	15.3	"	28	34'-11"	1'-1"	33'-10"	14.1
"	17-L	30'-0"	1'-1"	28'-11"	12.5	"	29	35'-6"	0'-0"	35'-0"	18.5
"	18-L	30'-0"	0'-10"	29'-2"	18.6	"	30	34'-11"	0'-9"	34'-2"	13.5
N. Main Wall	1	30'-0"	0'-0"	30'-0"	13.5	"	31	35'-0"	0'-0"	35'-0"	21.8
"	2	30'-0"	[illegible]	28'-8"	14.5	"	32	35'-0"	0'-6"	34'-6"	17.1
"	3	30'-0"	0'-0"	30'-0"	14.0	"	33	35'-0"	0'-9"	34'-3"	13.9
"	4	30'-0"	0'-11½"	29'-0½"	13.5	"	34	34'-11"	0'-11"	34'-0"	12.9
"	5	35'-0"	1'-0"	35'-0"	19.2	"	35	35'-0"	1'-3"	33'-9"	11.1
"	6	30'-0"	0'-6"	29'-6"	12.2	"	36	30'-0"	0'-11"	29'-1"	13.1
"	7	35'-0"	[illegible]	34'-5"	14.5	"	37	29'-11"	1'-1½"	28'-9½"	8
"	8	35'-0"	0'-0	35'-0"	11.9	"	38	30'-0"	0'-8½"	29'-3½"	13
"	9	30'-0"	0'-10"	29'-2"	12.2	"	39	26'-0"	0'-9"	25'-3"	[illegible]
"	10	34'-7"	0'-6½"	34'-0½"	20.2	"	40	35'-0"	0'-10"	34'-2"	16.5
"	11	35'-0"	0'-0"	35'-0"	16.6	"	41	26'-0"	0'-9"	25'-3"	17.1

PILE RECORD - AS BUILT

LOCATION	PILE NO.	ORIGINAL LENGTH	CUT-OFFS	LENGTH IN PLACE	BEARING POWER	LOCATION	PILE NO.	ORIGINAL LENGTH	CUT-OFFS	LENGTH IN PLACE	BEARING POWER
N. Main Wall	42	26'-0"	0'-10"	25'-2"	14.7 Tons	S. Main Wall	11	35'-0"	0'-6½"	34'-5½"	14.0 Tons
"	43	26'-0"	0'-6"	25'-6"	14.1	"	12	34'-8"	0'-8"	34'-0"	13.0
"	44	26'-0"	0'-8"	25'-4"	16.0	"	13	40'-0"	0'-8	39'-4"	23.0
"	45	26'-0"	1'-2"	24'-10"	18.5	"	14	35'-0"	0'-10"	34'-2"	22.9
"	46	26'-0"	0'-0"	26'-0"	14.7	"	15	30'-0"	0'-11½"	29'-0½"	11.0
"	47	26'-0"	0'-6"	25'-6"	13.9	"	16	35'-0"	1'-7½"	33'-4½"	11.0
"	48	26'-0"	0'-0"	26'-0"	15.0	"	17	35'-0"	1'-2"	33'-10"	11.0
"	49	26'-0"	0'-0"	26'-0"	15.3	"	18	40'-0"	1'-3½"	38'-8½"	11.0
"	50	26'-0"	0'-10"	25'-2"	14.1	"	18-A	35'-0"	1'-6"	33'-6"	15.7
"	51	30'-0"	0'-10"	29'-2"	15.0	"	19	40'-0"	0'-10"	39'-2"	15.3
"	52	30'-0"	1'-0½"	28'-11½"	13.3	"	20	40'-0"	0'-9"	39'-3"	19.2
"	53	30'-0"	0'-10"	29'-2"	17.1	"	21	40'-0"	2'-6"	37'-6"	15.7
"	54	30'-0"	1'-2½"	28'-9½"	13.3	"	22	40'-0"	2'-1"	37'-11"	19.2
"	55	30'-0"	0'-11"	29'-1"	13.3	"	23	40'-0"	1'-0"	39'-0"	15.3
"	56	30'-0"	0'-8"	29'-4"	14.1	"	24	34'-8"	0'-10"	33'-10"	13.5
"	57	30'-0"	0'-11½"	29'-0½"	13.3	"	25	35'-0"	0'-0"	35'-0"	16.6
"	58	26'-0"	0'-9"	25'-3"	10.9	"	26	30'-0"	0'-0"	30'-0"	13.3
"	59	26'-0"	0'-7"	25'-5"	13.0	"	27	40'-0"	0'-0"	40'-0"	12.9
"	60	26'-0"	0'-6"	25'-6"	13.1	"	28	35'-0"	0'-0"	35'-0"	20
S.W. Footing	1-R	26'-0"	0'-0"	26'-0"	14.5	"	28-A	40'-0"	1'-6"	38'-6"	15.0
"	2-R	26'-0"	0'-6"	25'-6"	14.5	"	29	40'-0"	0'-0"	40'-0"	[illegible]
"	3-R	26'-0"	0'-10"	25'-2"	14.5	"	30	40'-0"	0'-9"	39'-3"	15.0
"	4-R	26'-0"	0'-7"	25'-5"	14.5	"	31	40'-0"	0'-0"	40'-0"	14.4
"	5-R	26'-0"	0'-0"	26'-0"	13.1	"	32	40'-0"	0'-9"	40'-0"	13.4
"	6-R	26'-0"	0'-0"	26'-0"	13.1	"	[illegible]	35'-0"	0'-3"	34'-9"	11.6
"	7-R	26'-0"	0'-0"	26'-0"	15.3	"	33	40'-0"	0'-10"	39'-2"	14.4
"	8-R	26'-0"	0'-0"	26'-0"	13.1	"	34	40'-0"	1'-0"	39'-0"	15.3
"	9-R	30'-0"	0'-0	30'-0"	13.7	"	35	40'-0"	0'-10"	39'-2"	16.0
"	10-R	30'-0"	0'-0"	30'-0"	18.6	"	36	40'-0	0'-11"	39'-1"	12.8
"	11-R	30'-0"	0'-7½"	29'-4½"	13.7	"	37	40'-0"	0'-10"	39'-2"	15.5
"	12-R	30'-0"	0'-0"	30'-0"	13.7	"	38	40'-0"	0'-11"	39'-1"	15.0
"	13-R	30'-0"	0'-10½"	29'-1½"	11.3	"	39	30'-0"	0'-7"	29'-3"	15.6
"	14-R	30'-0"	0'-8"	29'-4"	20.0	"	40	30'-0"	0'-9"	29'-3"	14.1
"	15-R	30'-0"	1'-0"	29'-0"	37.1	"	41	26'-0"	0'-9"	25'-3"	16.0
"	16-R	30'-0"	3'-4"	26'-8"	Refusal	"	42	[illegible]	0'-4"	[illegible]	13.7
"	17-R	30'-0"	1'-2"	28'-10"	40.5 Tons	"	43	30'-0"	0'-10"	29'-2"	[illegible]
"	18-R	30'-0"	0'-9"	29'-3"	37.1	"	44	26'-0"	0'-6"	25'-6"	20.0
N.E. Footing	1-L	26'-0"	0'-0	26'-0"	15.0	"	45	26'-0"	0'-0"	26'-0"	14.7
"	2-L	26'-0"	0'-0"	26'-0"	18.1	"	46	26'-6"	0'-0"	26'-6"	20.0
"	3-L	26'-0"	0'-6"	25'-6"	[illegible]	"	47	26'-0"	0'-7"	25'-5"	15.2
"	4-L	26'-0"	0'-6"	25'-6"	14.1	"	49	26'-0"	0'-6"	25'-6"	17.8
"	5-L	26'-0"	0'-0"	26'-0"	13.6	"	48	26'-0"	0'-11"	25'-1"	17.1
"	6-L	26'-0"	0'-0"	26'-0"	[illegible]	"	50	26'-0"	0'-10"	25'-2"	17.1
"	7-L	26'-0"	0'-6"	25'-6"	13.1	"	51	26'-0"	0'-11"	25'-1"	17.3
"	8-L	26'-0"	0'-0"	26'-0"	13.0	"	52	26'-0"	0'-10"	25'-2"	17.1
"	9-L	30'-0"	0'-0"	30'-0"	16.2	"	53	26'-0"	0'-0"	26'-0"	16.8
"	10-L	30'-0"	1'-3"	28'-9"	16.2	"	54	[illegible]	0'-11"	24'-11"	20.0
"	11-L	30'-0"	1'-3"	28'-9"	16.2	"	55	26'-0"	0'-6"	25'-6"	13.9
"	12-L	30'-0"	0'-11"	29'-1"	16.0	"	56	25'-2"	1'-0"	24'-2"	17.1
"	13-L	30'-0"	0'-8"	29'-4"	19.0	"	57	26'-0"	0'-0"	26'-0"	16.8
"	14-L	30'-0"	0'-10"	29'-2"	15.9	"	58	26'-0"	0'-9"	25'-3"	20.0
"	15-L	30'-0"	0'-7"	29'-5"	27.4	"	59	26'-0"	0'-0"	26'-0"	13.6
"	16-L	30'-0"	1'-1"	28'-11"	21.7	"	60	26'-0"	0'-0"	26'-0"	17.9
"	17-L	30'-0"	[illegible]	[illegible]	26.0	S.E. Footing	1-R	26'-0"	0'-0	26'-0"	[illegible]
"	18-L	30'-0"	0'-8"	29'-4"	26.0	"	2-R	26'-0"	0'-0"	26'-0"	17.2
S. Main Wall	1	[illegible]	0'-0"	26'-0"	14.1	"	3-R	26'-0"	0'-0"	26'-0"	14.1
"	2	26'-0"	1'-2"	24'-10"	13.1	"	4-R	26'-0"	0'-0"	26'-0"	13.9
"	3	26'-0"	0'-0"	26'-0"	16.5	"	5-R	26'-0"	0'-0"	26'-0"	11.1
"	4	26'-0"	0'-10"	25'-2"	11.1	"	6-R	26'-0"	0'-0"	26'-0"	10.5
"	5	26'-0"	0'-0"	26'-0"	14.1	"	7-R	26'-0"	0'-0"	26'-0"	14.1
"	6	30'-0"	0'-0"	30'-0"	14.4	"	8-R	26'-0"	0'-0"	26'-0"	11.8
"	7	26'-0"	0'-8"	25'-4"	13.3	"	9-R	30'-0"	0'-0"	30'-0"	12.1
"	8	30'-0"	0'-0"	30'-0"	11.8	"	10-R	29'-10"	0'-0"	29'-10"	13.1
"	9	26'-0"	0'-0"	26'-0"	12.2	"	11-R	30'-0"	0'-0"	30'-0"	37.1
"	10	35'-0"	1'-0"	34'-0"	11.5	"	12-R	30'-0"	0'-0"	30'-0"	32.5

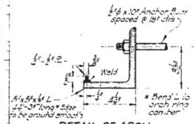


SECTION



ELEVATION

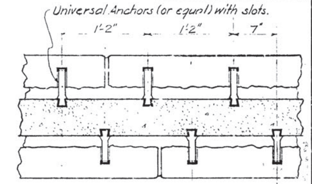
MOUNTING OF CAPACITY PLATE



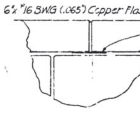
DETAIL OF ARCH RING SUPPORT
Scale 3" = 1'-0"

PILE RECORD - AS BUILT

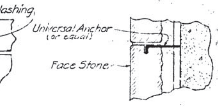
LOCATION	PILE NO.	ORIGINAL LENGTH	CUT-OFFS	LENGTH IN PLACE	BEARING POWER
S.E. Footing	13-R	30'-0"	0'-0"	30'-0"	22.0 Tons
"	14-R	30'-0"	0'-0"	30'-0"	18.6
"	15-R	30'-0"	[illegible]	[illegible]	24.0
"	16-R	30'-0"	[illegible]	[illegible]	37.1
"	17-R	30'-0"	[illegible]	[illegible]	34.6
"	18-R	29'-10"	[illegible]	28'-9"	40.6



TYPICAL DETAIL OF STONE ANCHORS



TYPICAL JOINT IN STONE RAIL CAP
NOTE - Flashing shall be clipped close to stone after mortar has set.



SEC. THRU ANCHOR
Showing face stone recessed to drop stone anchor below top edge of stone.
NOTE: Stone anchors shall be 3/16" thick and galvanized.

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. 20-D-DIV.II DOUGLAS COUNTY - STA. 66+93.20
STATE ROAD FREMONT - OMAHA
LINCOLN, NEBR. DEC. 10, 1933

N.R.M.

5/5 | 20-D-DIV.II-2

DESIGNED BY [illegible]
DETAILED BY [illegible]
TRACED BY
CHECKED BY T.J.B.

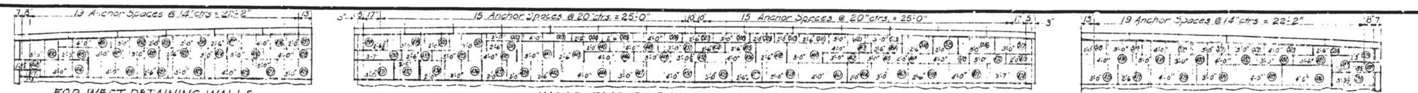
AS BUILT
A.L.O. 12-11-35
Chkd. L.K.H. 3-28-36.

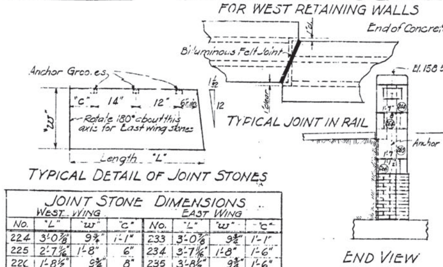
[signature]
STATE ENGINEER

13

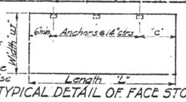
D C B A A B C D

REVISIONS		
DESCRIPTION	BY	DATE
End Stone Dim'sns		



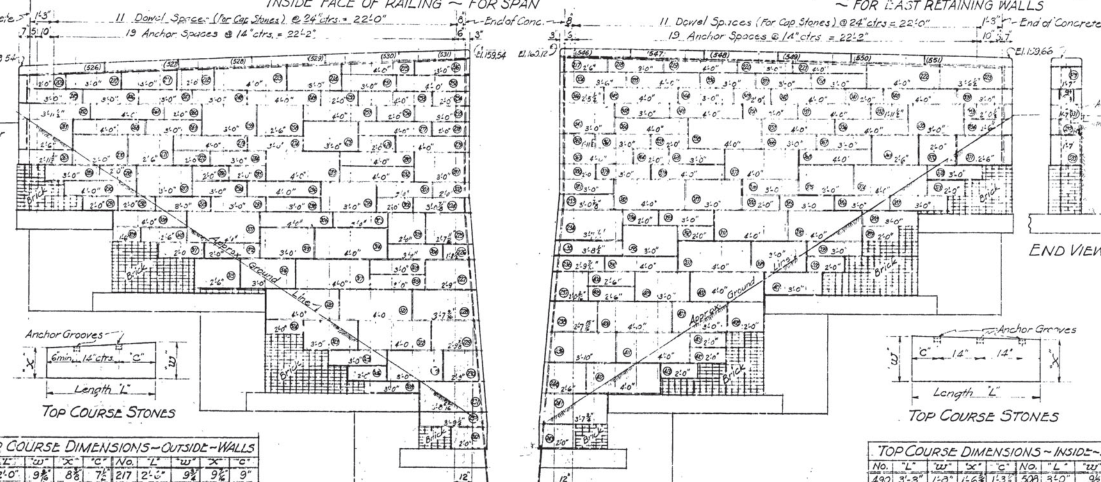


JOINT STONE DIMENSIONS							
WEST WING				EAST WING			
No.	"L"	"w"	"c"	No.	"L"	"w"	"c"
224	3'-0⅞	9¾"	1'-1"	233	3'-0⅞	9¾"	1'-1"
225	2'-7 11/16"	1'-8"	6"	234	3'-7 11/16"	1'-8"	1'-6"
226	1'-8½"	9¾"	8"	235	3'-8½"	9¾"	1'-6"
227	2'-9	1'-8"	1'-6 11/16"	236	2'-9 7/16"	9¾"	6"
228	3'-7 9/16"	1'-8"	1'-1½"	237	2'-0 9/16"	1'-8"	9"
229	2'-9⅜"	1'-8"	1'-3½"	238	2'-7 5/16"	1'-8"	1'-3"
230	2'-3"	1'-8"	7 7/16"	239	3'-10"	1'-8"	1'-1¼"
231	3'-8 5/16"	1'-8"	9"	240	2'-6"	1'-6"	9½"
232	3'-9¼"	9¾"	9"	241	3'-7¾"	1'-8"	8½"



NOTE: Dimension "c" is measured from that edge of stone nearest ℄ of Span for all face stones not otherwise detailed.

TYPICAL DETAIL OF FACE STONES



ELEVATION OF WINGS

Scale: ⅜" = 1'-0"

DIMENSION TABLE ~ RECTANGULAR FACE STONES											
No.	"L"	"w"	"c"	No.	"L"	"w"	"c"	No.	"L"	"w"	"c"
242	2'-0"	1'-0"	10¼	278	2'-0"	9¾	9"	314	4'-0"	1'-8"	11"
243	2'-0"	1'-3"	10¼	279	4'-0"	9¾"	9"	315	2'-6"	1'-8"	1'-1¼"
244	1'-7"	1'-6½"	℄	280	4'-0"	9¾"	1'-2½"	316	3'-0"	1'-8"	7¾"
245	3'-0"	9¾	1'-7½	281	3'-0"	1'-8"	9"	317	4'-0"	1'-8"	1'-2¼"
246	3'-0"	9¾	1'-2"	282	4'-0"	9¾	1'-2½	318	3'-0"	9¾"	8¾"
247	3'-0"	9¾"	8½	283	4'-0"	1'-8"	8"	319	3'-0"	9¾	8¾"
248	3'-0"	9¾	1'-5"	284	3'-0"	9¾	1'-3½"	320	4'-0"	1'-8"	7½"
249	4'-0"	9¾"	9½	285	2'-0"	9¾	1'-3½	321	4'-0"	1'-8"	1'-2"
250	2'-0"	9¾"	6"	286	2'-0"	9¾"	—	322	4'-0"	1'-8"	12"
251	3'-0"	9¾	1'-4½	287	3'-0"	1'-8"	8½	323	3'-0"	1'-8"	1'-7½
252	4'-0"	9¾	9"	288	2'-0"	9¾"	1'-2"	324	2'-0"	9¾"	11"
253	4'-0"	9¾"	12½	289	3'-0"	9¾"	1'-5½	325	3'-0"	9¾"	11½
254	2'-0"	9¾	9"	290	4'-0"	9¾"	1'-2"	326	2'-0"	9¾	11½"
255	3'-0"	9¾	9"	291	2'-0"	8¼"	1'-3½	327	3'-0"	1'-8"	6"
256	2'-0"	9¾	1'-2½"	292	2'-0"	9¾	12"	328	3'-0"	6¾	1'-6½
257	4'-0"	9¾"	1'-6"	293	3'-0"	9¾"	6½	329	1'-7"	1'-2½"	℄
258	2'-6"	1'-8"	11½"	294	3'-0"	9¾"	1'-5"	330	0'-8"	9¾	—
259	3'-0"	1'-8"	9"	[illegible]	—	—	—	331	1'-7"	9¾	℄
260	2'-0"	9¾	1'-2½	296	4'-0"	9¾"	9½	332	1'-1½"	9¾	—
261	4'-0"	9¾	1'-6	297	3'-0"	9¾	1'-3"	333	1'-7"	1'-8"	℄
262	3'-11½"	9¾"	11½"	298	3'-0"	9¾	9½	334	3'-6"	9¾	9"
263	2'-6"	1'-8"	1'-1½	299	3'-0"	1'-8"	1'-6"	335	4'-0"	9¾	8½
264	0'-8"	9¾	—	300	2'-0"	9¾	1'-2½"	336	3'-0"	9¾	1'-4"
265	1'-7"	1'-8	℄	301	3'-0"	9¾"	12½	337	3'-0"	9¾"	7½"
266	1'-1½"	9¾"	—	302	2'-0"	9¾"	9"	338	3'-0"	9¾	1'-1"
267	2'-11½"	9¾"	1'-1½	303	2'-0"	1'-8"	7½"	339	3'-0"	9¾"	1'-2"
268	4'-0"	9¾	6"	304	3'-0"	9¾"	1'-7½"	340	4'-0"	9¾	6½
269	3'-0"	9¾	1'-2½"	305	3'-0"	9¾	1'1"	341	2'-0"	9¾	1'-5"
270	3'-0"	1'-8"	8"	306	4'-0"	9¾"	1'-4½	342	4'-0"	9¾	9½
271	2'-6"	1'-8"	10½	307	4'-0"	1'-8"	10"	343	2'-0"	9¾	6"
272	2'-0"	9¾"	7"	308	4'-0"	9¾"	1'-5½"	344	3'-0"	9¾	1'-2½
273	4'-0"	9¾"	1'-5"	309	1'-6"	9¾"	—	345	4'-0"	9¾"	7"
274	3'-0"	9¾	11½"	310	2'-6"	9¾"	1'-5½	346	2'-5½"	9¾"	9"
275	3'-0"	1'-8"	6"	311	2'-0"	9¾"	1'-3½	347	3'-0"	1'-8"	9"
276	2'-0"	9¾"	1'-4½"	312	3'-0"	9¾"	10"	348	3'-0"	9¾"	1'-2½"
277	4'-0"	9¾	12½"	313	3'-0"	1'-8"	1'-6½	349	4'-0"	9¾"	6"

TOP COURSE DIMENSIONS ~ OUTSIDE ~ WALLS									
No.	"L"	"w"	"x"	"c"	No.	"L"	"w"	"x"	"c"
209	2'-0"	9 9/16"	8⅝"	7½"	217	2'-0"	9¾"	9 7/16"	9"
210	3'-0"	11¼"	9 9/16"	1'-4"	218	3'-0"	9 7/16"	9"	6½"
211	3'-0"	1'-0⅞"	11¼"	10½"	219	4'-0"	9"	8¼"	12"
212	2'-0"	1'-1⅜"	1'-0⅜"	7"	220	3'-0"	8¼"	7⅞"	1'-7½"
213	4'-0"	1'-3 13/16"	1'-1⅛"	1'-1½"	221	4'-0"	7⅞"	6⅝"	11"
214	3'-0"	1'-5⅛"	1'-3 1/16"	8"	222	4'-0"	1'-4⅜"	1'-3¾"	1'-6½"
215	4'-0"	8 9/16"	6⅞"	1'-2½"	223	3'-6½"	1'-3¾"	1'-2⅝"	12"
216	3'-0"	9¾"	8 9/16"	9"					

No.	"L"	"w"	"c"	No.	"L"	"w"	"c"	No.	"L"	"w"	"c"	No.	"L"	"w"	"c"	No.	"L"	"w"	"c"
350	3'-0"	9¾"	1'-1½"	377	4'-0"	1'-8"	11½	404	2'-6"	9¾	1'-6½	431	3'-0"	1'-6"	11"	462	3'-0	9¾"	1'-9½
351	4'-0"	9¾"	1'-7"	378	4'-0"	9¾	1'-6"	405	2'-6'	9¾	1'-6½	432	2'-0"	1'-6"	1'-3½	463	4'-0"	9¾"	1'-9½"
352	1'-11½"	9¾"	12½	379	3'-0"	9¾	12½"	406	4'-0"	1'-8"	12½	433	2'-6"	9¾	8½	464	2'-0"	1'-6'	1'-6"
353	2'-0½	9¾"	8"	380	2'-0"	9¾"	9"	407	3'-0"	1'-8"	6"	434	2'-0"	1'-6"	—	465	3'-0"	9¾	2'-1"
354	2'-6"	9¾"	8"	381	3'-0"	9¾"	9"	408	2'-0"	1'-6"	11½	435	3'-0"	9¾	2'-1"	466	2'-6"	9¾"	1'-1"
355	3'-0"	1'-8"	1'-4½	382	4'-0"	1'-8"	1'-2½"	409	2'-0"	9¾"	7¾	436	3'-0"	1'-6"	1'-4½	467	3'-0"	1'-6	1'-1½"
356	4'-0"	9¾"	9"	383	3'-0"	1'-8"	8"	410	2'-0"	9¾"	7¾	437	2'-0"	1'-6	—	468	2'-0"	9¾	8½"
357	4'-0"	9¾"	1'-3½	384	2'-0"	9¾	1'-1½"	411	4'-0"	1'-8"	1'-2¼	438	4'-0"	9¾	1'-1½	469	2'-6"	1'-6"	1'-5"
358	4'-0"	1'-8"	8"	385	3'-0"	9¾"	1'-5"	412	4'-0"	1'-6"	1'-6"	439	2'-0"	1'-6	6"	470	4'-0"	9¾"	2'-0"
359	2'-0"	9¾	—	386	3'-0"	9¾"	8½	413	2'-0"	9¾"	11½"	440	2'-6"	9¾	1'-1½	471	4'-0"	1'-6"	6½"
360	4'-0"	9¾	1'-2½	387	3'-0"	9¾	1'-2"	414	1'-8½"	9¾	—	441	3'-0"	1'-8"	10"	472	3'-0"	9¾"	1'-3½"
361	3'-0"	9¾	1'-1"	388	3'-0"	9¾	1'-7½	415	2'-0"	9¾	12"	442	2'-6"	1'-6"	1'-4"	473	2'-0"	9¾	—
362	1'-11½"	9¾	9"	389	2'-0"	9¾"	—	416	4'-0	1'-5"	12"	443	2'-6"	1'-8"	1'-8½	474	3'-7"	1'-6"	1'-6"
363	4'-0"	9¾"	9"	390	4'-0"	1'-8"	12"	417	1'-3"	6¾"	6½	445	2'-0"	9¾	—	475	3'-0"	1'-6"	1'-1"
364	2'-0"	9¾"	1'-4½	391	4'-0"	1'-8"	1'-6½	418	3'-0"	9¾	6½"	446	4'-0"	9¾	9"	476	4'-0"	9¾	1'-1"
365	3'-0"	9¾	6"	392	2'-0"	9¾	1'-3"	419	4'-0"	1'-6"	1'-6½	447	3'-0"	1'-6"	1'-9"	477	2'-6"	1'-6"	1'-6½
366	3'-0"	9¾	1'-3½	393	3'-0"	9¾	1'-1"	420	3'-0"	9¾	1'-3'	448	4'-0"	9¾"	1'-1½	478	3'-0"	9¾	6½
367	3'-0"	9¾"	7"	394	2'-0"	9¾	9½	421	2'-6"	1'-6"	7"	449	3'-0"	9¾	2'-1½	479	4'-0"	1'-6	1'-4"
368	4'-0"	9¾"	1'-7"	395	3'-0"	1'-8"	9½	422	2'-6"	9¾	1'-5½"	450	4'-0"	1'-6"	9½	480	3'-0"	9¾	12"
369	2'-6"	1'-8"	12½	396	4'-0"	9¾	7½"	423	3'-0"	1'-6'	1'-3½	451	3'-0"	9¾	10"	481	3'-0"	1'-6"	9½
370	2'-0"	1'-8"	10"	397	4'-0"	1'-8"	1'-3"	424	3'-0"	9¾	12"	452	3'-0½"	9¾	1'-0½	482	4'-0"	9¾	1'-5½
371	2'-6"	1'-8"	1'-1½	398	3'-0"	1'-8"	8½	425	4'-0"	1'-6"	8"	453	3'-0"	1'-6	10"	483	4'-0"	1'-6"	1'-3"
372	3'-0"	9¾	1'-6"	399	3'-0"	9¾	1'-2"	426	3'-0"	9¾	6½"	454	2'-6"	9¾	9½	484	3'-0"	9¾	11"
373	2'-0"	9¾"	1'-6"	400	2'-0"	9¾	1'-2"	427	2'-0"	1'-6"	—	455	2'-6	9¾"	1'-7"	485	3'-6	9¾	1'-4½
374	4'-0"	1'-8"	10½	401	3'-0"	1'-1½"	1'-3	428	4'-0"	9¾	1'-1"	456	4'-0"	9¾"	1'-5"	486	4'-0"	1'-6"	8½
375	3'-0"	1'-8"	1'-7"	402	4'-0"	1'-8"	7½	429	3'-0"	1'-6"	1'-1"	457	2'-6"	1'-6	1'-1½	487	1'-0"	1'-4½	—
376	3'-0"	9¾	1'-1½	403	3'-0"	1'-8"	1'-4	430	3'-7"	9¾"	1'-6"	458	2'-6	1'-8"	8½	488	2'-8½"	9¾"	1'-5½
												459	3'-0"	1'-6"	1'-11"	489	3'-3½	1'-4	1'-4
												460	3'-0"	1'-8"	1'-6"				
												461	4'-0	1'-6"	6½	444	4'-0"	1'-6"	2'-0½

BILL OF RECTANGULAR STONE — FOR ENTIRE STRUCTURE —			
SIZE	NO.	SIZE	NO.
4'-0" x 1'-8"		4'-0" x 0'-9¾"	
3'-0" x "		3'-0" x "	
2'-6" x "		2'-6" x "	
2'-0" x "		2'-0" x "	

TOP COURSE DIMENSIONS ~ INSIDE ~ SPAN & WALLS									
No.	"L"	"w"	"x"	"c"	No.	"L"	"w"	"x"	"c"
490	3'-3"	1'-8"	1'-6⅝	1'-3½	508	3'-0"	9½"	9 1/16	11½"
491	4'-0"	10⅞"	9⅞	8"	509	2'-0"	9 7/16"	9 5/16"	1'-3"
492	3'-0"	1'-0"	10⅞"	1'-4½	510	2'-0"	9 5/16"	9 3/16	10½
493	2'-0"	1'-0¾"	1'-0"	1'-1"	511	2'-6"	9 3/16	9"	6"
494	3'-0"	1'-1 13/16"	1'-0¾	7½	512	3'-0"	9"	8⅝"	1'-3½"
495	2'-6"	1'-2¾	1'-1 13/16"	10"	513	3'-0"	8⅝	8 5/16	1'-7"
496	4'-0"	1'-3¾"	1'-2¾	1'-4½	514	2'-6"	1'-6 9/16	1'-6"	1'-10½
497	2'-0"	1'-4¼	1'-3¾	1'-1"	515	2'-0"	1'-6"	1'-5⅝	12"
498	2'-6½	1'-5"	1'-4¼	1'-10½	516	3'-0"	1'-5⅝	1'-5"	7½"
499	3'-0"	1'-5½	1'-5"	1'-10"	517	3'-0"	1'-5"	1'-4¼	11"
500	2'-0"	1'-5⅜	1'-5½	6½	518	2'-0"	1'-4¼	1'-3¾	13"
501	3'-0"	1'-6 7/16	1'-5⅞	1'-11"	519	3'-0"	1'-3⅜	1'-2⅞	1'-4½"
502	3'-0"	8 9/16"	8⅝	1'-8½	520	4'-0"	1'-2⅜"	1'-1⅝	8"
503	4'-0"	9 1/16	8 9/16	8"	521	3'-0"	1'-1⅝	1'-0⅝	1'-3½
504	2'-6"	9¼"	9 1/16	1'-6½"	522	3'-0"	1'-0⅝	11 7/16	7"
505	2'-6"	9½	9¼	9"	523	4'-0"	[illegible]	[illegible]	12½"
506	4'-0"	9½"	9½"	1'-5½	524	2'-6"	9¾	9 11/16	6"
507	2'-6"	9½	9½"	8"	525	2'-3"	1'-3½"	1'-2⅝"	1'-5½

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. 20-D-DIV.11 DOUGLAS COUNTY - STA. 66+98.20
STATE ROAD FREMONT-OMAHA
LINCOLN, NEBR. DEC. 21, 1933.
Revised Jan 11 1934
S006 37025
N:R.M.
(2-5)
20-D-DIV.11-2

AS BUILT A.L.O. 12-11-35 Chkd.

STATE ENGINEER

DESIGNED BY
DETAILED BY
TRACED BY
CHECKED BY

ROADWAY AS-BUILT PLANS

Roadway As-Built Plans

INDEX OF SHEETS

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

STATE HIGHWAY

FEDERAL AID URBAN PROJECT Nº U 35 (18)

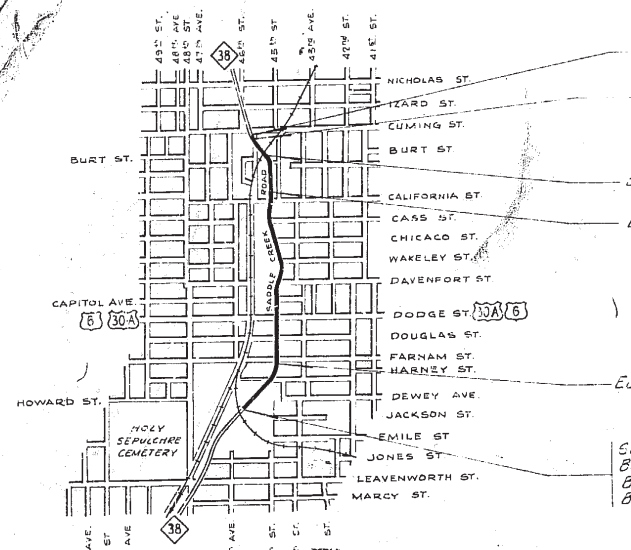
SADDLE CREEK ROAD
EMILE TO CUMING ST.

CITY OF OMAHA, DOUGLAS COUNTY

As-Built Plans

Pavement Constructed By	Cornhusker Paving Co.	
Culverts Constructed By	Cornhusker Paving Co.	
Sod Placed By	Cornhusker Paving Co.	
Traffic Signals Constructed By	Cornhusker Paving Co.	
Prepared By	H Q Hook	S.E. 5-11-6
Approved By	W. D. Haithcock, PROJECT ENGINEER	S.E. 5-11-6

As Builts



Sta. 116+75 End Construction End 9" Reinforced Concrete Pavement

Sta. 115+83 End Proj. U-35(18)

EQUA. Sta 112+50.2 = Sta 112+50.9

EQUA. Sta 106+98.0 = Sta 107+00.0

EQUA. Sta 78+15.43 = Sta 78+16.25

Sta. 68+26 = Sta. 69+02 Proj. U-35(18) Begin Proj. U-35(18) Begin Construction Begin 9" Reinforced Concrete Pavement

MICRO NOV 17 1966

PROJECT #U-35(18) SHEET 1 OF 27

APPROVED June 19 1964

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DESIGN ENGINEER

APPROVED

STATE ENGINEER

CONVENTIONAL SIGNS

BASE or SURVEY LINE
DYKE
CULVERTS
POWER POLE
TELEPHONE or TELEGRAPH POLE
MARSH
HEDGE
TREES
GROUND ELEVATION
GRADE ELEVATION

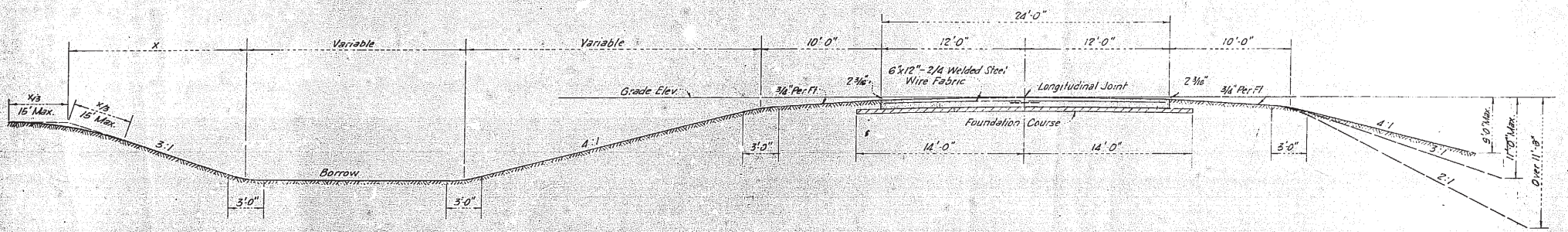
EQUATION
Sta. 78+15.43 = Sta. 78+16.25
Sta. 106+98.0 = Sta. 107+00.0
Sta. 112+50.2 = Sta. 112+50.9

EXCEPTIONS
FROM STA. TO STA. INCLUDED IN THIS LAYOUT

TOTAL LENGTH OF EXCEPTIONS FEET
TOTAL NET LENGTH OF PROJ. U-35(18) 4,674.48 FEET 0.885 MILE

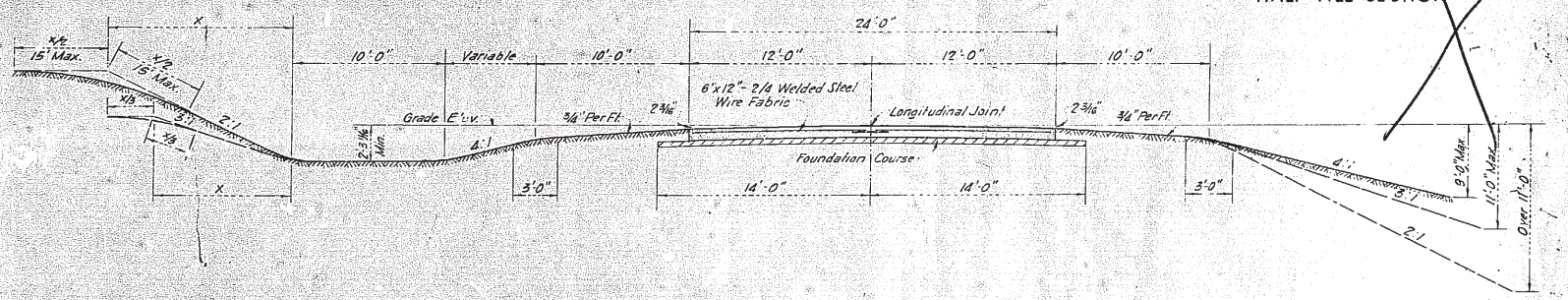
TYPICAL CROSS SECTIONS OF IMPROVEMENT
SHOWING
24' REINFORCED CONCRETE PAVEMENT

HALF CUT SECTION WHERE BORROW IS REQUIRED



HALF CUT SECTION

HALF FILL SECTION



GENERAL NOTES

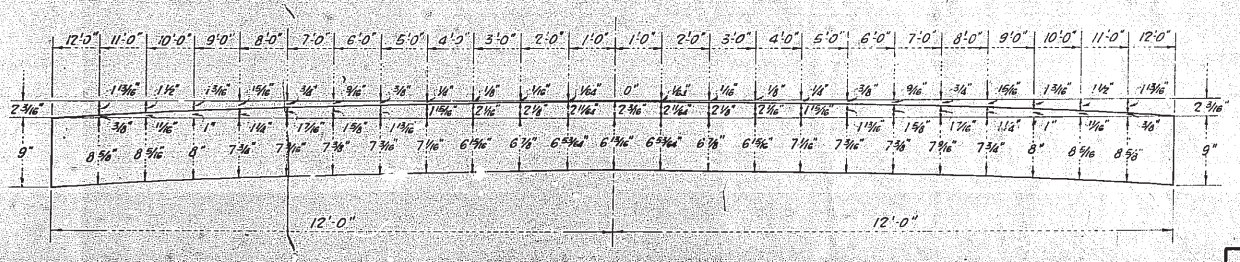
Back slopes shall be variable between 2 to 1 and 3 to 1 and shall be constructed as shown on the slope stake data sheets or on the cross sections.

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.



SECTION SHOWING DETAILED DIMENSIONS

QUANTITIES

Area	18.000 Sq. Ft.
Concrete per Sta.	66.666 Cu. Yds.

SHEET 1 of 2

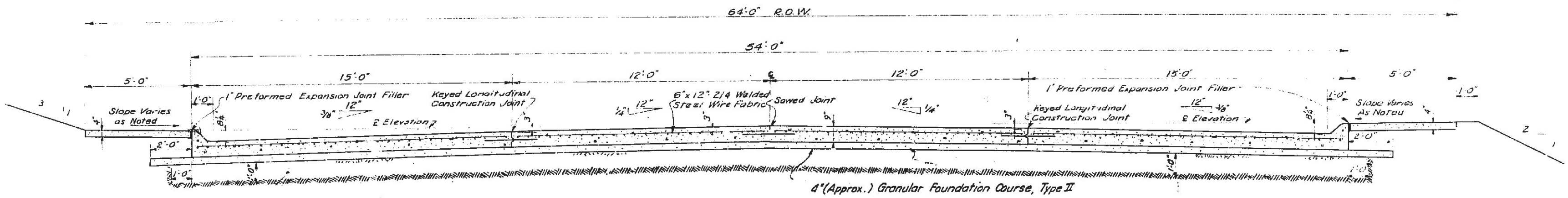
STANDARD SHEET Nº 2-R39-R3

9" REINFORCED CONC. PAVEMENT

STATE OF NEBRASKA
DEPARTMENT OF ROADS

OCTOBER 1962

5 OF 27

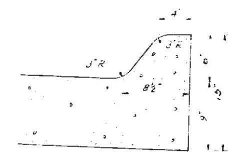


TYPICAL CROSS SECTION – SADDLE CREEK ROAD

52' PAVEMENT WITH INTEGRAL CURB

Sta. 102+61.2 & Sta. 111+21.02

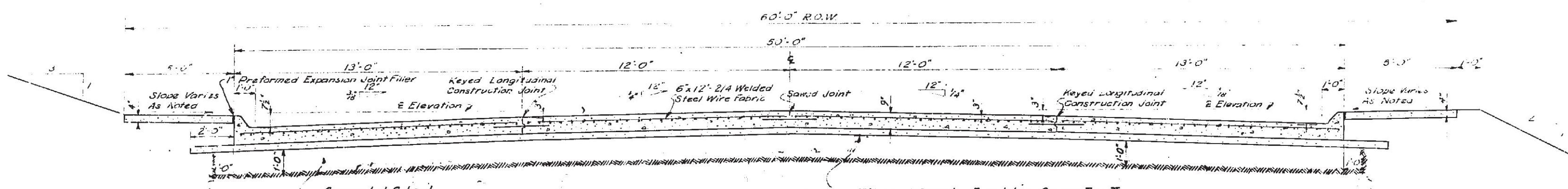
SCALE: 3/8" = 1'-0"



TYPICAL CROSS SECTION

INTEGRAL CURB

SCALE 1 1/2" = 1'-0"



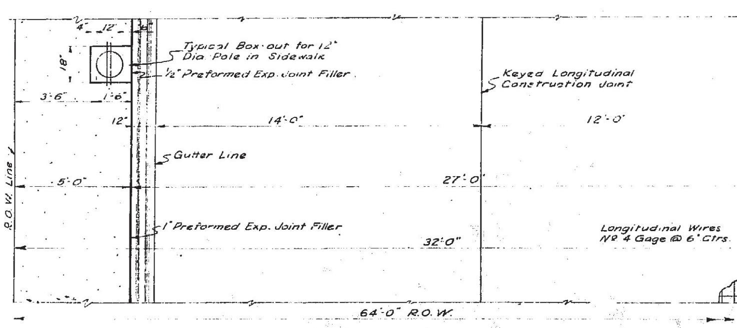
TYPICAL CROSS SECTION – SADDLE CREEK ROAD

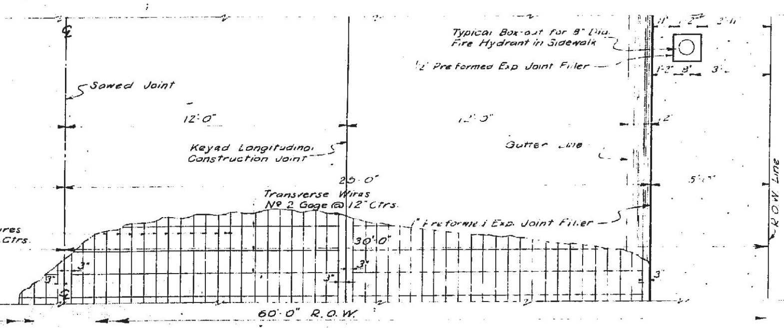
48' PAVEMENT WITH INTEGRAL CURB

Sta. 69+05 to Sta. 74+00
" 84+42.64 " " 85+32
" 92+62.58 " " 101+60.3

Sta. 103+48 to Sta. 109+91.8
" 112+60.9 " " 116+83

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





PARTIAL PLAN OF

52' PAVEMENT WITH INTEGRAL CURB

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

PARTIAL PLAN OF

48' PAVEMENT WITH INTEGRAL CURB

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

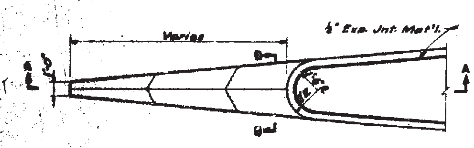
NOTES

1. One inch expansion joint filler shall be placed in all sidewalks at intervals not to exceed 50' and at all points where sidewalks butt against curb. If the sidewalk to be constructed is [illegible] than 50' in length, one such expansion joint shall be placed as directed by the engineer.
2. Sidewalk slope may be varied to suit existing conditions. Recommended minimum and maximum to be 1/4" per ft and 1/2" per ft respectively. Variations to suit extreme conditions to be as directed by the engineer.
3. The Subgrade soil under the granular foundation course shall be compacted in accordance with the Special Provisions for a depth of [illegible] and the compacted soil shall extend [illegible] back of curb line.
4. For additional information on reinforcing & joint details see State of Nebr. Standard Sheet [illegible] K3.

PAVING DETAILS AND TYPICAL CROSS SECTIONS

B. H. BACKLUND AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND ARCHITECTS
[illegible] AVENUE AND SADDLE CREEK ROAD
OMAHA NEBRASKA

DR. BY	JOB NO.	SHEET
W V L		
CHKD BY G R N	DWG NO.	24 OF 27

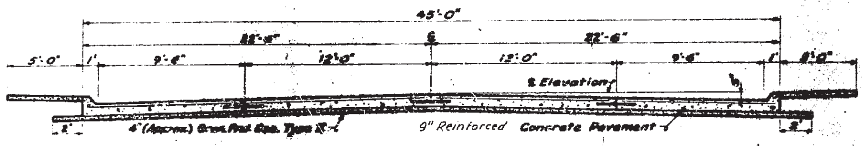


ISLAND NOSING DETAIL

NO SCALE

SECTION A-A

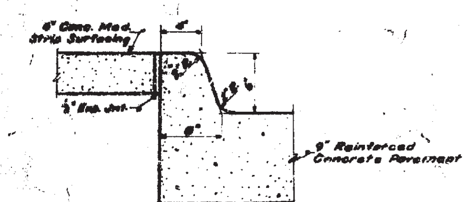
SECTION B-B



PAVING CROSS-SECTION

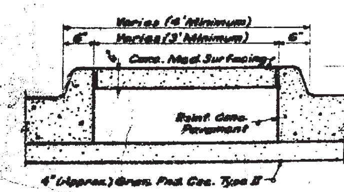
CALIFORNIA STREET, STA. 4002+50

SCALE: 1" = 4'-0"



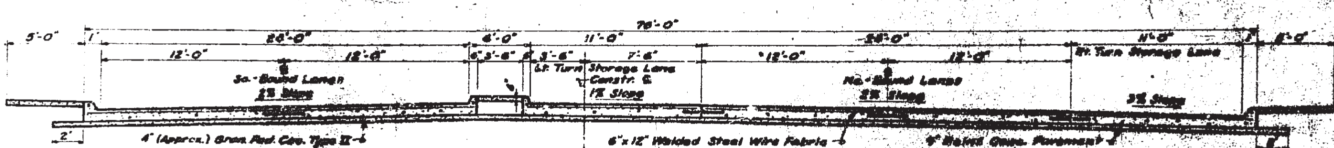
MEDIAN STRIP CURB

SCALE: 1 1/2" = 1'-0"



MEDIAN STRIP

SCALE: 1" = 1'-0"



CROSS-SECTION CHANNELIZED INTERSECTION

STA. 73+30

SCALE: 1" = 4'-0"

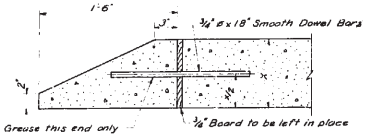
PAVING DETAILS AND TYPICAL CROSS SECTIONS

B. H. BACKLUND AND ASSOCIATES, INC.

CONSULTING ENGINEERS AND ARCHITECTS

DOPPLETON AVENUE AND SADDLE CREEK ROAD

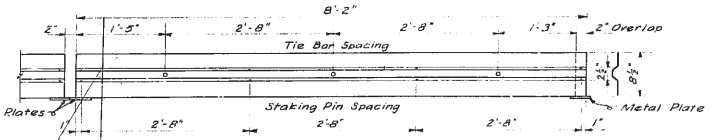
3 of 27



Header to be measured for payment as cubic yards of concrete for pavement header.

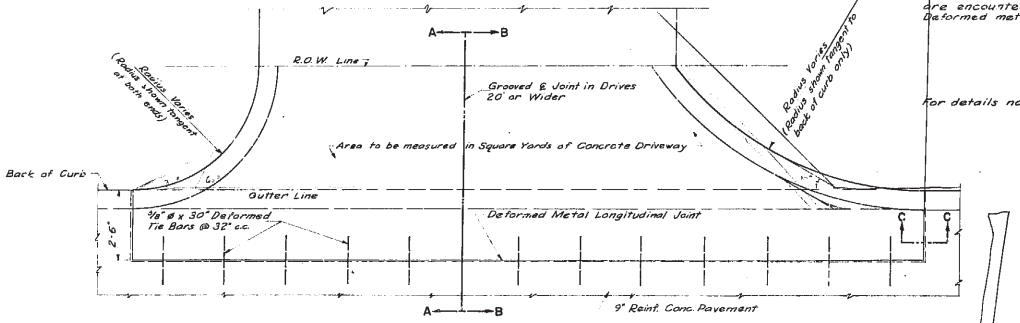
Amount of concrete per lineal foot of header
X= 9" (Pavement) Conc. per lineal foot = 0.0282 Cu Yds
X= 6" (Alleys) " " " " = 0.0201 " "

HEADER DETAIL



DETAIL OF DEFORMED METAL

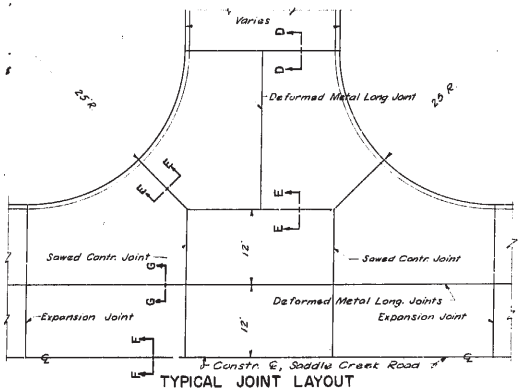
4"x 4" 12 guage metal plate to be provided for placement under each end of deformed metal joint where unstable subgrade conditions are encountered.
Deformed metal joints shall be 16 guage metal, painted or galvanized



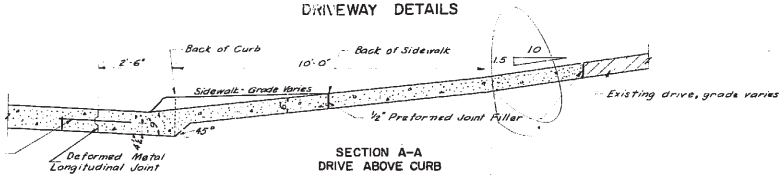
DRIVEWAY DETAILS

LONGITUDINAL JOINT DETAILS

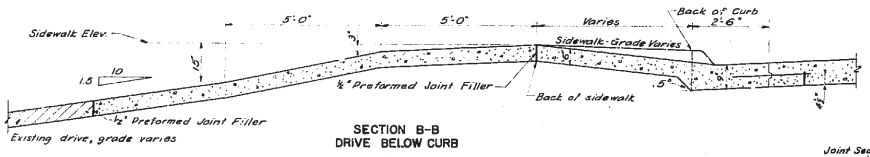
For details not shown see Nebraska State Standards, No. 2-R-39-R3



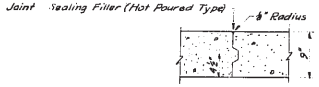
TYPICAL JOINT LAYOUT AT INTERSECTIONS



SECTION A-A DRIVE ABOVE CURB

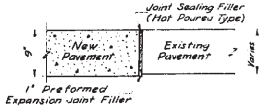


SECTION B-B DRIVE BELOW CURB

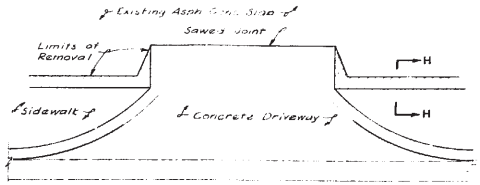


SECTION C-C FREE KEYED END JOINT

SECTION E-E FREE KEYED THICKENED EDGE JOINT

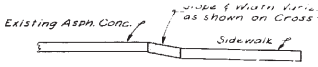


SECTION D-D NEW PAVEMENT BUTTED AGAINST EXISTING

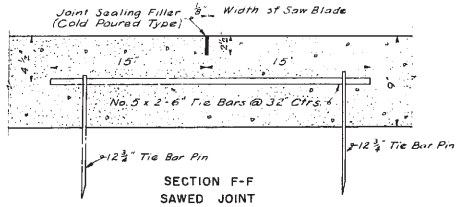


ASPHALTIC FILL AROUND DRIVES

No Scale

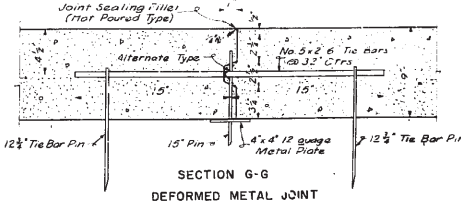


SECTION H-H



SECTION F-F 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

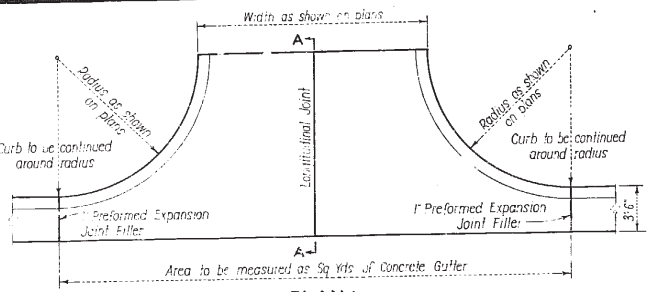
Deformed metal longitudinal joint to be temporarily braced while concrete is being placed. Deformed metal joint shall be used on all longitudinal construction joints.

PAVING DETAILS

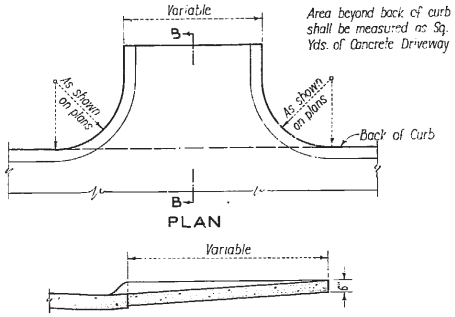
B. H. BACKLUND AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND ARCHITECTS
FOPPLETON AVENUE AND SADDLE CREEK ROAD
OMAHA NEBRASKA

DR BY	JOL NO	SHEET
W.V.L.		
CHKD BY	DWG NO	
G.S.N.		OF

2 OF 27

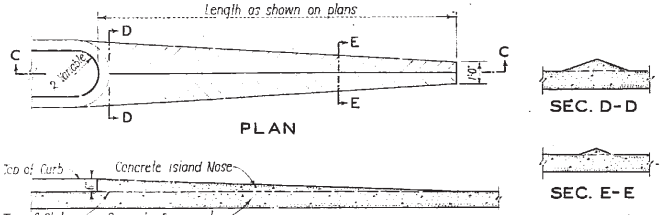


DETAILS OF CONCRETE GUTTER AT INTERSECTION



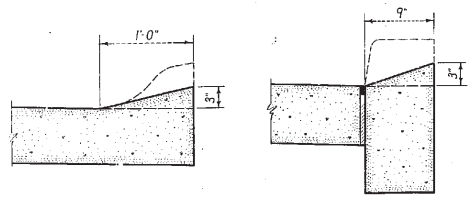
Area beyond back of curb shall be measured as Sq. Yds. of Concrete Driveway

DETAILS OF CONCRETE DRIVEWAY

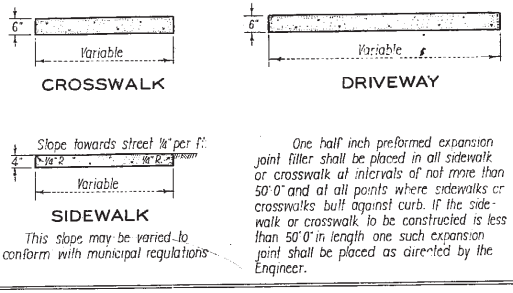


DETAILS OF CONCRETE ISLAND NOSE

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



DETAIL OF CURB DROPS

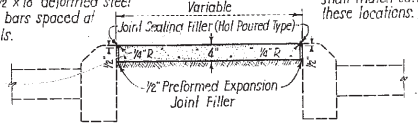


This slope may be varied to conform with municipal regulations

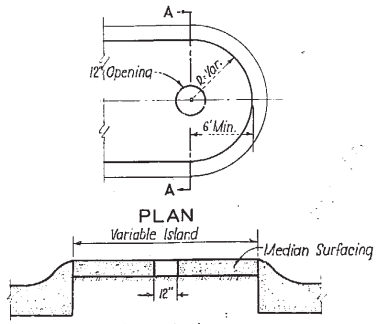
One half inch preformed expansion joint filler shall be placed in all sidewalk or crosswalk at intervals of not more than 50'-0" and at all points where sidewalks or crosswalks built against curb. If the sidewalk or crosswalk to be constructed is less than 50'-0" in length one such expansion joint shall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

½" deep sawed or formed longitudinal joints shall be used when the median width is 16'-0" or more. Longitudinal joints shall have ½" x 18" deformed steel reinforcing bars spaced at 2'-0" intervals.

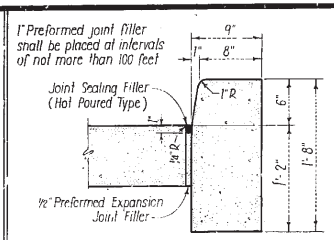
½" preformed expansion joint filler shall be placed transversely in all medians at intervals of not more than 48' and shall match curb joints at these locations.



CONCRETE MEDIAN SURFACING



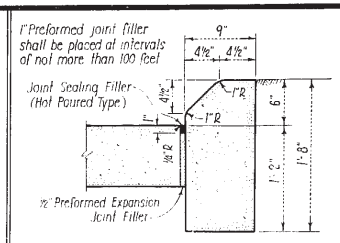
DETAIL SHOWING SIGN POST OPENING AT END OF ISLAND



CONCRETE BARRIER CURB

QUANTITY PER STA.

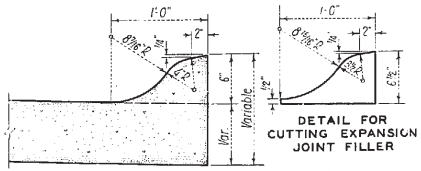
Concrete 4.548 Cu Yds.
Area 1.228 Sq Ft.



CONCRETE MEDIAN CURB

QUANTITY PER STA.

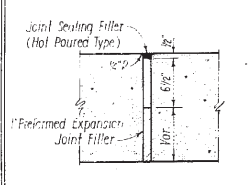
Concrete 4.370 Cu Yds.
Area 1.180 Sq Ft.



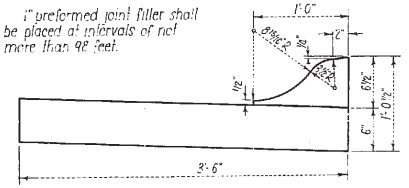
INTEGRAL CONCRETE CURB

QUANTITY PER STA.

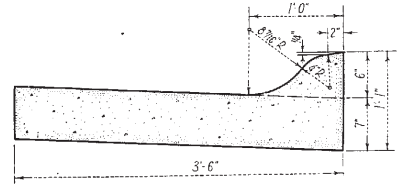
Concrete 0.948 Cu Yds.
Area 0.256 Sq Ft.



DETAIL OF EXPANSION JOINT THRU CURB



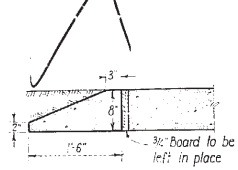
DETAIL FOR CUTTING EXPANSION JOINT FILLER



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 27

BENCH MARKS

SYMBOL USED ON PLANS

REF. U.S.C. & G.S. B.M. 42 St.
EQUATION = 962.04 USC&GS
EQUATION = 0.00 CITY of OMAHA DATUM

BENCH MARK NO.	CITY DATUM EL.	LOCATION
B.M. #2 Elev.	97.40	"X" In NE Corner of Sidewalk To Ladies Rest Room at "Phillips 66" Service Sta. Sta. 9+63, 96-0 Lt of ℄
B.M. #3 Elev	102.78	"X" In Concrete Sidewalk at Base of S.West Fence Pole at 1514 Saddle Creek Rd. Sta 19+78, 45.7 Lt ℄
B.M. #4 Elev.	104.37	"X" In Light Pole Base Sta 1001+37, 3 Lt. ℄ 50th St
B.M. #5 Elev.	112.99	"X" In South End of South Window Ledge in West Wall 4910 Poppleton St. Sta 33+60 54' Rt of ℄
B.M. #6 Elev.	115.43 (42)	"X" In N.W. Corner Top of Landing at Entrance 1070 Saddle Creek Rd Sta 41+18, 43' Lt ℄
B.M. #7 Elev.	124.72 (80)	"X" In South Corner of Raised Walk Around Serv. Station Bldg. Sta. 56+35, 114 Lt. of Saddle Creek Rd. ℄
B.M. #8 Elev.	129.15 (79)	"X" In Concrete Curb, West Side of Merchants Motor Freight Sta. 66+05, 98' Rt of ℄
B.M. #9 Elev.	142.19'	"X" In Concrete at S.E. Corner of Raised Walk Around Service Station Bldg. 4444 Farnam St. Sta 80+43, 90' Lt of Saddle Creek Rd. ℄
B.M. #9a Elev.	146.58 (64)	"X" in S.E. Corner of Concrete Step at Entrance of 4460 Farnam St. Sta 3002+76.5, 55 Lt of ℄
B.M. #10 Elev.	147.12'	South Corner Brick of the South Window on The West Side of "Linsey Soft Water Co." 409 N Saddle Creek Rd., Sta. 99+82, 58' Rt ℄
B.M. #11 Elev.	151.66	Top of Slab Footing on N.W. Corner of Tropics Beer Tavern; 633 N Saddle Creek Rd. Sta 108+34, 48' Rt. of ℄
B.M. #12 Elev	169.01 (12)	Top Nut of Fire Plug at 46 St. & Cumings St.
	120.67	N.W. Corner of No. S. Pump Island of Texaco Serv. Sta at 48th & Saddle Creek Road
	132.13	Fence Post 10' West of Fire Hydrant @ Sta 70+42, 39' Lt
	142.85	"X" S.W. Cor of No. Pumps of Texaco Serv. Sta @ Saddle Creek & Davenport 60' Rt. Sta 91+20
	150.34	"X" in Concrete N.W. Cor Texaco Serv. Station @ Sta 104+48, 77' Rt.
	166.38	Steel Pin 50' Rt. Sta. 4001+91 West on California St.

SEWER LEGEND

SYMBOL Construct	SYMBOL Existing	ITEM
●	○	Sewer Manhole
▨	▬	Single Grate Inlet ("A","B" or "S-C")
▨▨	▬▬	Double Grate Inlet ("A-A" Special or "A-A")
▨	■	Double Grate Inlet ("C" or "G")
—S—S—	—S—S—	Sewer Pipe (Size as Noted)
	—W—W—	Water Pipe Line (Size as Noted)
	—G—G—	Gas Pipe Line (Size as Noted)
	—P—P—	Underground Power (Size as Noted)
	—T—T—	Underground Telephone (Size as Noted)
	T.P.	Telephone Pole
●P.P.	P.P.	Power Pole
	F.H.	Fire Hydrant
	G.D.	Gas Drip
	W.M.H.	Water Manhole
	W.M.M.H.	Water Meter Manhole
	G.M.H.	Gas Manhole
	T.M.H.	Telephone Manhole
	O.P.P.D. M.H.	Omaha Public Power District Manhole
	G.V.B.	Gas Valve Box
		Wood Fence
		Guard Post
	W.V.	Water Valve
	W.S.	Water Stop
	T.L.	Traffic Light (Type Indicated on Plans)
	R.R. SIGN	Railroad Sign
		Conductor Cable
	R.R. SWITCH	Railroad Switch
		Wire or Chain Link Fence (Construct as noted)
		Retaining Wall Gutter Drain or Open Inlet (Type as noted)
		Four Grate Inlet ("G" Special)
■	P.B.	Pull Box

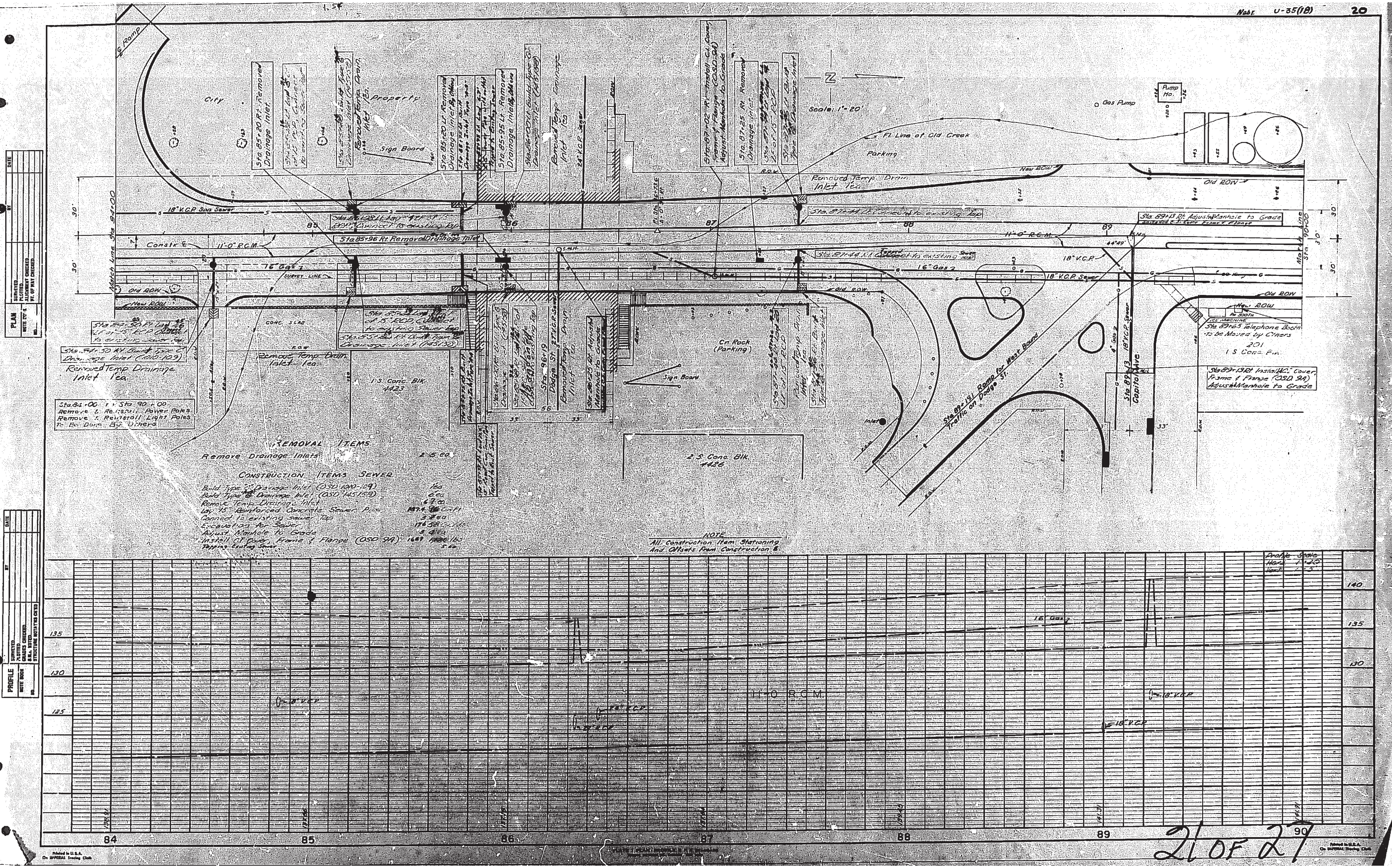
PAVEMENT LEGEND

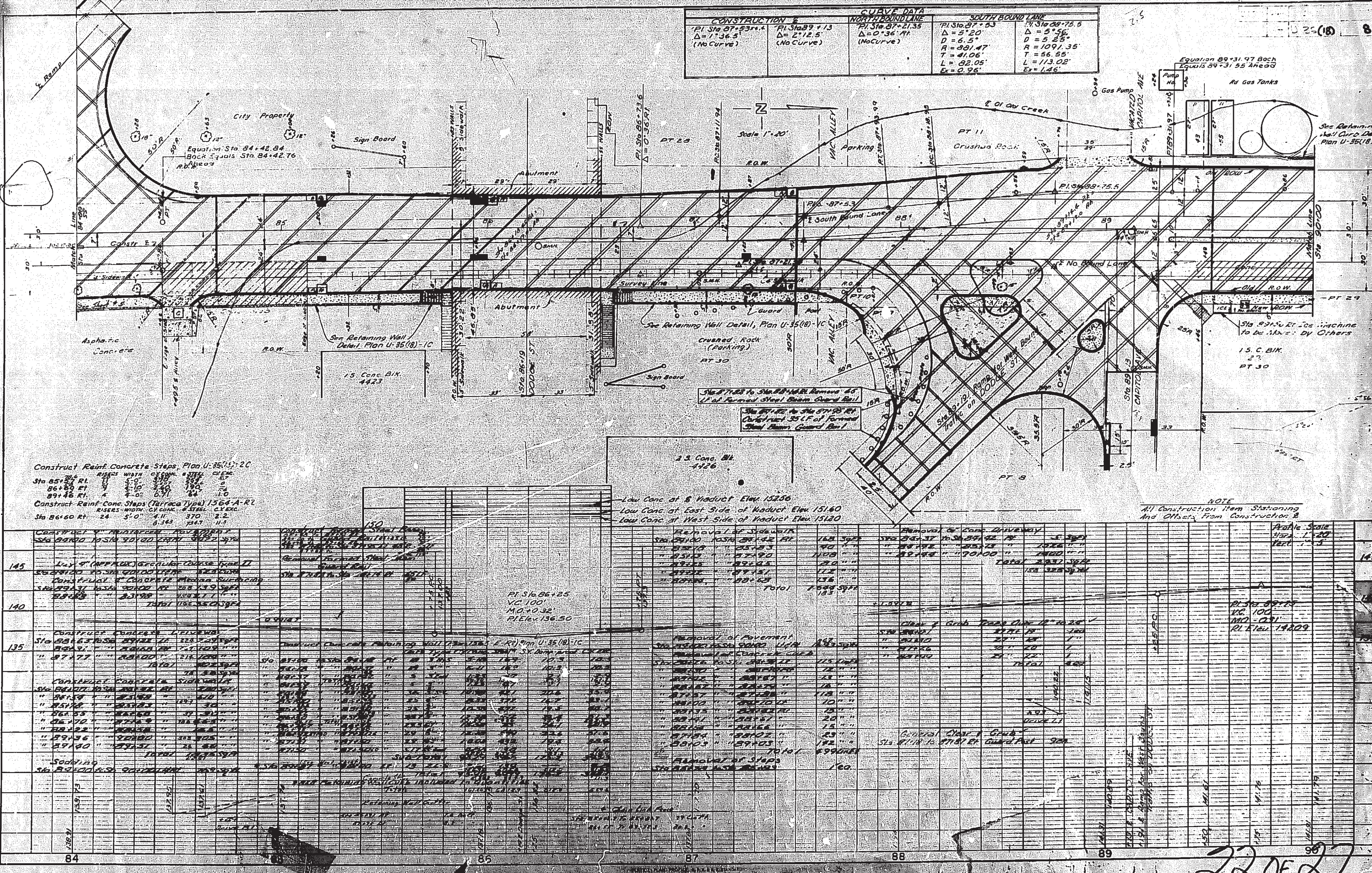
SYMBOL	ITEM
	Construct 9" Reinforced Concrete Pavement
	Construct Concrete Driveway
	Construct Concrete Sidewalk and Median Surfacing
	Remove Existing Pavement
	Remove Existing Asphaltic Concrete Driveway
	Remove Existing Concrete Driveway
	Remove Existing Temporary 6" Crushed Rock
	Remove Existing Temporary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

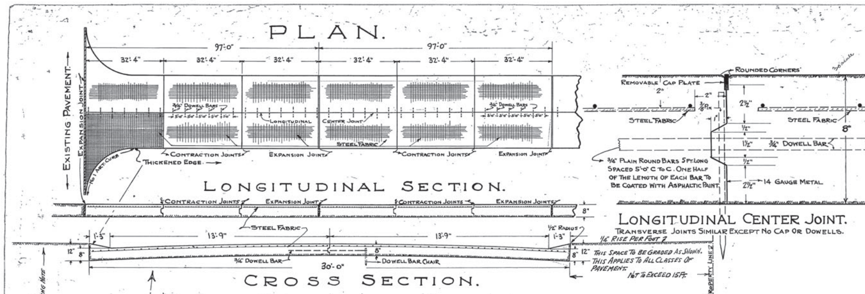
10 OF 27

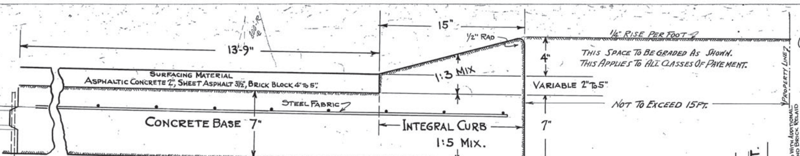
B. H. BACKLUND AND ASSOCIATES, INC.
CONSULTING ENGINEERS AND ARCHITECTS
POPPLETON AVENUE AND SADDLE CREEK ROAD
OMAHA NEBRASKA

DR BY | JOB NO.
CHKD BY | DWG NO.


U-35(18)
20
City Property
Scale: 1" = 20'
Sign Board
Gas Pump
Pump Ho.
Fl. Line of Old Creek
Parking
Removed Temp. Drain. Inlet 1ea.
New ROW
Old ROW
18" V.C.P. San. Sewer
Sta 85+96 Rt. Remove Drainage Inlet
Constr. ℄
11'-0" R.C.M.
16" Gas
Match Line Sta 84+00
Match Line Sta 90+00
Removed Temp Drainage Inlet 1ea.
Remove Temp. Drain. Inlet 1ea.
Cn Rock (Parking)
1.S Conc. Blk. 4423
2.S Conc. Blk. 1436
Sta 84+00 to Sta 90+00
Remove & Reinstall Power Poles
Remove & Reinstall Light Poles
To Be Done By Others
Sta 89+51 Ramp For West Bound Traffic on Dodge St.
Dodge St.
Capitol Ave.
Sta 89+65 Telephone Booth to be Moved by Others
201 1.S Conc. Fin.
Sta 89+13 Rt Install C.I. Cover, Frame & Flange (OSD 9A) Adjust Manhole to Grade
Sta 89+13 Rt Adjust Manhole to Grade
REMOVAL ITEMS
Remove Drainage Inlets 2 5 ea.
CONSTRUCTION ITEMS SEWER
Build Type "C" Drainage Inlet (OSD 1010-109) 1ea
Build Type "B" Drainage Inlet (OSD 445159) 6ea
Remove Temp. Drainage Inlet 4 7 ea
Lay 15" Reinforced Concrete Sewer Pipe 189.4 Lin. Ft
Connect to existing sewer Tap 3 ea
Excavation for Sewer 176 58 Cu.Yds
Adjust Manhole to Grade 3 4 Ea
Install C.I. Cover, Frame & Flange (OSD 9A) 1687 lbs
Tapping Existing Sewer 5 Ea.
NOTE
All Construction Item Stationing And Offsets From Construction ℄
PLAN
PROFILE
Profile Scale
16" Gas
11'-0" R.C.M.
18" V.C.P.
15" V.C.P.
140
135
130
125
84
85
86
87
88
89
90
21 OF 27


CURVE DATA
CONSTRUCTION ℄
NORTH BOUND LANE
SOUTH BOUND LANE
P.I. Sta. 87+53
Δ = 5°20'
D = 6.5°
R = 881.47'
T = 41.06'
L = 82.05'
Ex = 0.95'
Δ = 5°56'
D = 5.25°
R = 1091.35'
T = 56.55'
L = 113.02'
Ex = 1.46'
(No Curve)
Equation 89+31.97 Back
Equals 89+31.55 Ahead
Gas Pump
Pump Hs.
Rd Gas Tanks
City Property
Equation Sta 84+42.84 Back Equals Sta. 84+42.76 Ahead
Sign Board
Scale 1" = 20'
℄ of Dry Creek
Crushed Rock
Parking
Abutment
South Bound Lane
No. Bound Lane
Survey Line
Guard Post
See Retaining Wall Detail, Plan U-35(18)-1C
See Retaining Wall Curb Detail Plan U-35(18)-1C
Asphaltic Concrete
Crushed Rock (Parking)
1 S. Conc. Blk. 4423
2 S. Conc. Blk. 4426
1 S. C. BLK.
PT 30
PT 29
PT 11
PT 28
PT 8
R.O.W.
VAC. ALLEY
DODGE ST.
CAPITOL AVE
Ramp to West Bound Traffic on DODGE ST.
Construct Reinf. Concrete Steps, Plan U-35(18)-2C
Construct Reinf. Conc. Steps (Terrace Type) 1364-A-R2
Low Conc. at ℄ Viaduct Elev. 152.56
Low Conc. at East Side of Viaduct Elev. 151.60
Low Conc. at West Side of Viaduct Elev. 151.20
NOTE
All Construction Item Stationing And Offsets From Construction ℄
Profile Scale Horiz. 1" = 20' Vert. 1" = 4'
P.I. Sta. 86+25
V.C. 100'
M.O. +0.32
P.I. Elev. 136.50
P.I. Sta. 89+13
V.C. 100'
M.O. -0.31'
P.I. Elev. 142.09
Construct Concrete Driveway
Construct Concrete Sidewalk
Construct Concrete Retaining Wall
Removal of Sidewalk
Removal of Pavement
Removal of Concrete Curb
Removal of Conc. Driveway
Removal of Steps
Clear & Grub Trees Over 12" to 24"
Sodding
Total
145
140
135
84
85
86
87
88
89
90
PLAN
PROFILE
22 OF 27





TYPICAL SECTION FOR ASPHALT, ASPHALTIC CONCRETE & BRICK.

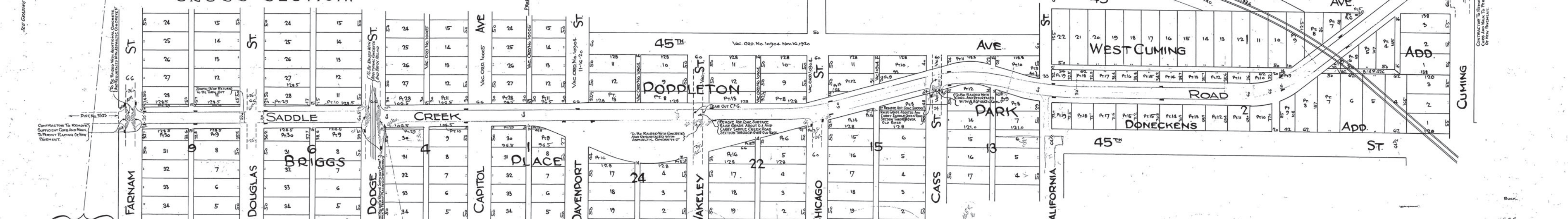
NOTE:- BIDS ON ASPHALT, ASPHALTIC CONCRETE AND BRICK TO INCLUDE THE COST OF INTEGRAL CURB, ALL REINFORCEMENT, LONGITUDINAL JOINTS WITH DOWELL BARS, TRANSVERSE JOINTS, EXPANSION JOINTS AND CURING THE SAME AS SPECIFIED FOR ARTIFICAL STONE PAVEMENT.

STREET IMP. DISTRICT. No. 3325

- PAVE -

SADDLE CREEK ROAD FROM FARNAM ST. TO CUMING STREET.

OFFICE OF CITY ENGR.
OMAHA.



NOTE:- SPECIAL ATTENTION OF BIDDERS IS CALLED TO THE PLAN AND SUPPLEMENTAL SPECIFICATION FOR ARTIFICAL STONE PAVEMENT. ALL BIDS PER SQUARE YARD FOR ARTIFICAL 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 RADIUS CORNER APPROXIMATELY 90 FT. OF ¾" PREMOLDED EXPANSION JOINT AND APPROXIMATELY 30 FT. OF METAL JOINT WITH DOWELL BARS, SIMILAR TO LONGITUDINAL CENTER JOINT, THE COST OF SAME TO BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR PAVEMENT.

NOTE:- THE CONSTRUCTION OF ANY DROP CURB WILL NECESSITATE THE THICKENING OF THE LOWER EDGE OF THE PAVEMENT AN AMOUNT EQUAL TO THE PART OMITTED FROM THE TOP EDGE, THE COST OF SAME TO BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR 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.
WHERE REPAIR WORK IS TO BE DONE ON PRESENT INTERSECTIONS THE COST OF STRIPPING & REMOVING OLD MATERIAL IS TO BE INCLUDED IN PRICE BID PER SQ. YD. FOR NEW PAVING.

BIDS WILL BE RECEIVED ON THE FOLLOWING CLASSES OF PAVEMENTS

ASPHALT	A.	INCLUDING REINFORCEMENT ETC. (SEE NOTE ABOVE)
ASPHALTIC CONCRETE	A.	"
STONE	A & E.	"
VITRIFIED BRICK	A.	"
VITRIFIED BRICK BLOCK	G.	"
CREOSOTED WOOD BLOCK	A.	"
ARTIFICAL STONE	A.	"
MACADAM	A.	
EXTRA CONCRETE		
RELAID BRICK		
ART STONE CURB No. 1		
ASPHALT "E" PER TON		4.80
ASPHALTIC CONC. "D" PER TON		

1st Partial 4800 yds. 4/19/29
2nd " 11,000 " 8/19/29

SUPPLEMENTAL SPECIFICATIONS FOR ARTIFICAL STONE PAVING

SHOULD ARTIFICAL STONE PAVEMENT BE DESIGNATED THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS WILL APPLY, SUPERCEDING ANY PART OF THE GENERAL SPECIFICATIONS WITH WHICH THEY MAY BE IN CONFLICT.

REINFORCEMENT

CONCRETE PAVEMENT SHALL BE REINFORCED WITH WELDED STEEL FABRIC WHICH SHALL CONFORM TO THE REQUIREMENTS OF "TENTATIVE SPECIFICATIONS FOR COLD-DRAWN STEEL WIRE FOR CONCRETE REINFORCEMENT" (SERIAL DESIGNATION A 82-21 T) OF THE AMERICAN SOCIETY FOR TESTING MATERIALS.

FABRIC REINFORCEMENT SHALL CONSIST OF MEMBERS RIGIDLY ATTACHED AT ALL JOINTS OR POINTS OF INTERSECTION AT RIGHT ANGLES TO EACH OTHER, AND SHALL HAVE AN EFFECTIVE WEIGHT OF NOT LESS THAN 54 POUNDS PER HUNDRED SQ. FT.

THE SPACING OF MAIN MEMBERS (LONGITUDINAL OF PAVING) SHALL BE NOT MORE THAN 6", THE TRANSVERSE MEMBERS (ACROSS PAVING) NOT MORE THAN 12", AND THE EFFECTIVE CROSS SECTIONAL AREA OF METAL OF THE MAIN MEMBERS SHALL BE NOT LESS THAN 0.10 SQUARE INCHES PER LINEAL FT; AND THE CROSS MEMBERS NOT LESS THAN 0.05 SQUARE INCHES PER LINEAL FOOT.

ALL FABRIC MUST BE SHIPPED FROM THE FACTORY AND DELIVERED ON THE SITE OF THE WORK IN FLAT SHEETS OF A LENGTH EQUAL TO 4" LESS THAN THE DISTANCE FROM LONGITUDINAL CENTER JOINT TO THE EDGE OF THE PAVEMENT.

REINFORCING FABRIC 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 DISTANCE OF NOT LESS THAN 8".

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

JOINTS

ARTIFICAL STONE PAVEMENT SHALL BE PROVIDED WITH A LONGITUDINAL CENTER JOINT OF No. 14 GAUGE METAL; FORMED AS A TRAPEZOID 2½" IN WIDTH AT THE BASE, 1½" IN WIDTH AT THE TOP AND 1" DEEP, AND SHALL EXTEND IN A VERTICAL POSITION FROM THE BOTTOM SURFACE OF THE PAVEMENT TO WITHIN ½" OF THE TOP SURFACE.

ADJACENT STRIPS OF JOINT SHALL BE HELD TOGETHER BY A BUTT JOINT RIGIDLY CONNECTED WITH A METAL CLIP. JOINT STRIPS SHALL BE SECURELY HELD TO LINE AND GRADE BY MEANS OF APPROVED STAKES AT INTERVALS OF 2½ FEET; OR BY AN IMPROVED INSTALLING DEVICE. ¾" DOWELL BARS, SPACED 5 FT. ON CENTERS TO BE PROVIDED.

REMOVABLE CAP PLATE OF APPROVED DESIGN SHALL BE PROVIDED FOR ALL LONGITUDINAL JOINTS. THE FILLING OF SPACE MADE BY THE REMOVAL OF THESE CAP PLATES WITH BITUMINOUS 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 PLAN ARE TO BE PROVIDED. THE CONSTRUCTION OF THESE JOINTS TO BE THE SAME AS THAT SPECIFIED FOR LONGITUDINAL JOINTS EXCEPT THAT NO DOWELLS OR REMOVABLE CAP PLATE 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 BITUMINOUS 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 PREMOLDED JOINT FILLER SHALL BE PLACED AGAINST THE BULKHEAD AND HELD IN POSITION BY PINS ON WHICH THERE IS AN OUT 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 SLOWLY FROM ONE END AND REPLACING IT WITH CONCRETE AS IT 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 HARDENED CONCRETE AND HELD IN POSITION BY PINS UNTIL FRESH CONCRETE IS PLACED AGAINST IT.

IN PAVEMENTS WITH INTEGRAL CURB THE JOINT SHALL BE CONTINOUS IN A STRAIGHT LINE THROUGH PAVEMENT AND CURB. JOINTS SHALL BE OPENED ON THE EDGES FOR THEIR ENTIRE DEPTH UPON REMOVAL OF THE FORMS.

BEFORE THE PAVEMENT IS OPENED TO TRAFFIC THE JOINT FILLER SHALL BE TRIMMED OFF TO A UNIFORM HEIGHT ¼ INCH ABOVE THE SURFACE OF THE PAVEMENT.

CURING

IMEDIATELY AFTER THE CONCRETE PAVEMENT HAS BEEN FINISHED IN ACCORDANCE WITH THE GENERAL SPECIFICATIONS, IT SHALL BE SEALED WITH AN ASPHALT COATING, SUCH AS IS MANUFACTURED BY Mc EVERLAST, INC. KNOWN AS THE "HUNT PROCESS", OR THAT MANUFACTURED BY THE BARBER ASPHALT CO. KNOWN AS "CURCRETE" OR OTHER ASPHALT CURING PROCESS EQUAL TO EITHER OF THE ABOVE.

THIS COATING 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 COATED AS ABOVE OR IMEDIATELY UPON REMOVAL OF FORMS COVERED FOR THE FULL DEPTH OF THE PAVEMENT WITH EARTH.

APPROXIMATE PAVING QUANTITIES

No. SQ. YD'S. PAVING	12,835
No. LIN. FT. ART. CURB No. 1	662
No. CU. YD'S. EXTRA CONC.	27
No. TONS ASPHALTIC CONC	15
No. SQ. YD'S. RELAID BRICK	253

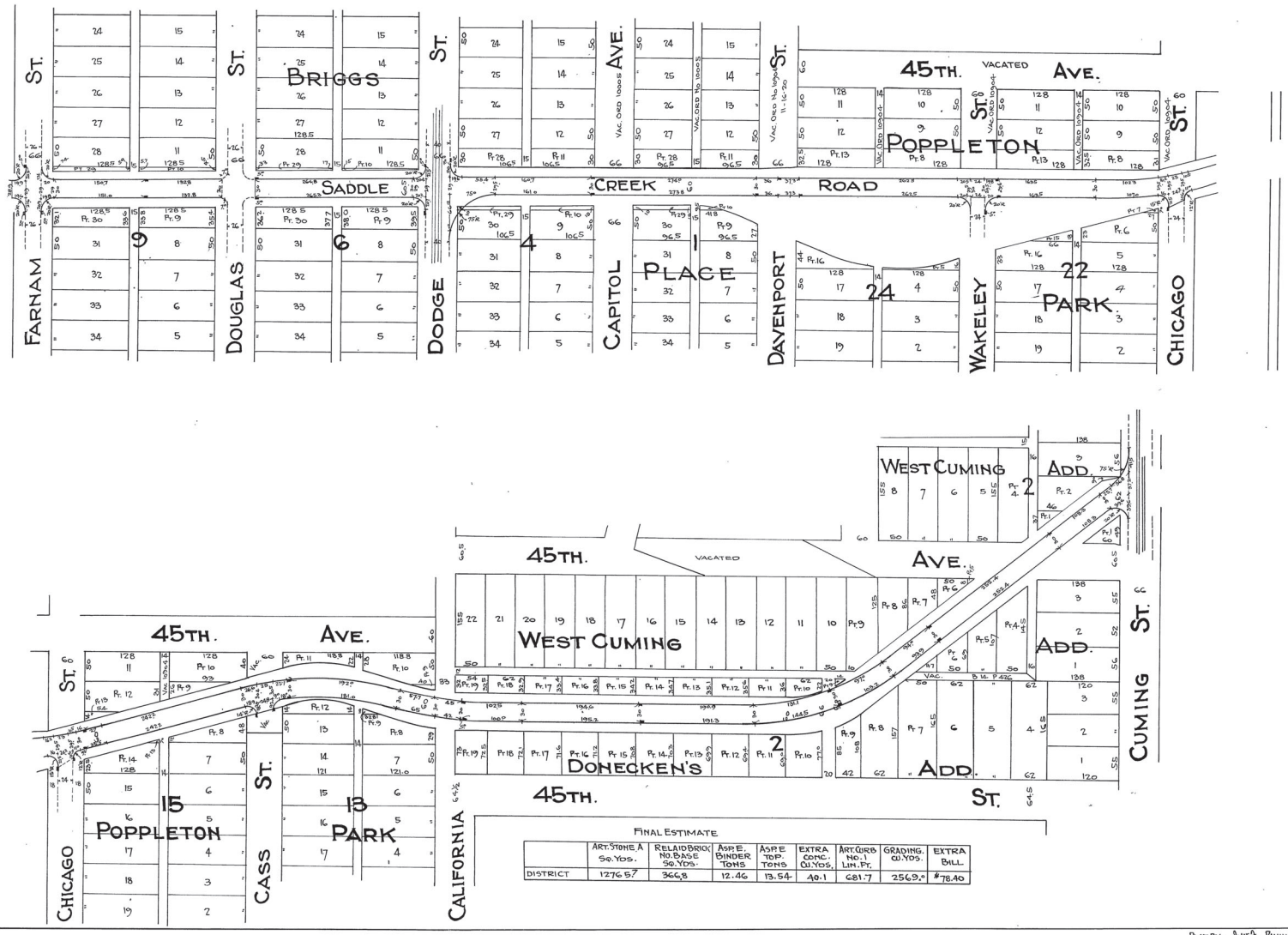
APPROXIMATE GRADING QUANTITIES

TOTAL CUT TO SUB GRADE 2100 CU. YD'S.
FINAL 2569
TIME LIMIT TO COMPLETE WORK 36 DAYS.

APPROVED:- APRIL, 26, 1929
Herman Beal
CITY ENGINEER.

STREET IMP. DIST. NO. 3325

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



FINAL ESTIMATE

	ART. STONE A SQ. YDS.	RELAID BRICK NO. BASE SQ. YDS.	ASP. E. BINDER TONS	ASP. E. TOP. TONS	EXTRA CONC. CU. YDS.	ART. CURB NO. 1 LIN. FT.	GRADING. CU. YDS.	EXTRA BILL
DISTRICT	1276.5	366.8	12.46	13.54	40.1	681.7	2569.*	$78.40

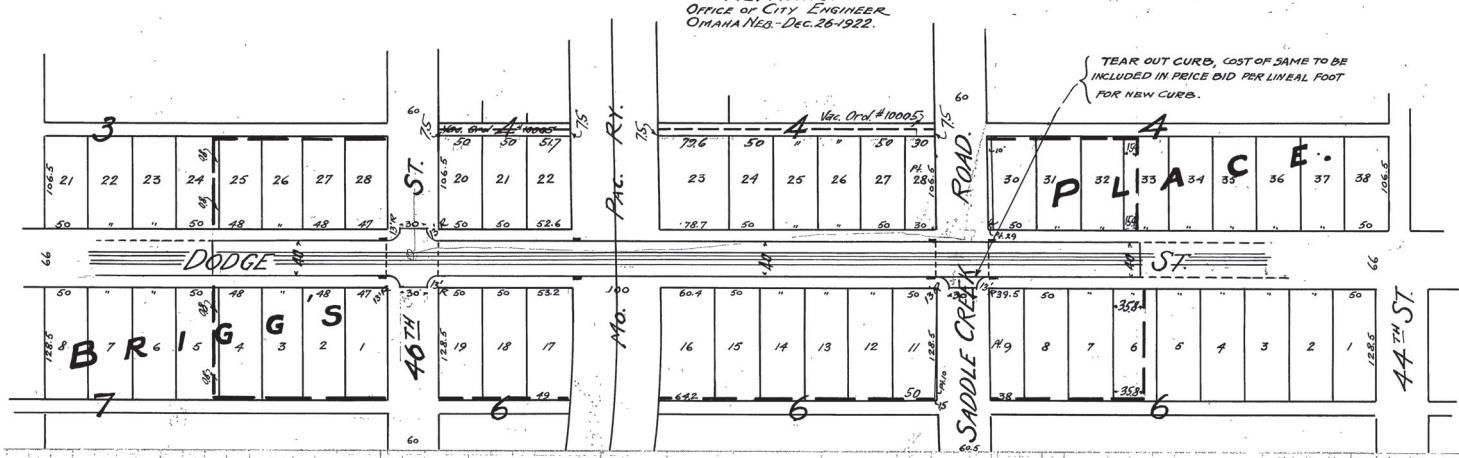
PLAT BY. JWS PAVING BY. JWS
CHECK BY. CES CHECK BY. CES

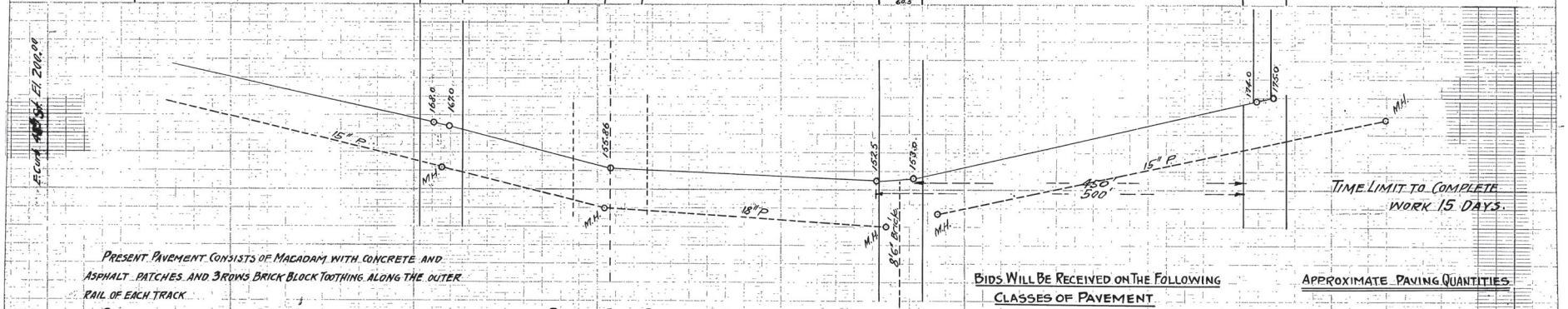
ST. IMP. DIST. NO. 2317

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

REPAVING.

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





TIME LIMIT TO COMPLETE WORK 15 DAYS.

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" (558.° SQ YDS) WITH CEMENT GROUT FILLER. AND RELAID BRICK BLOCK CLASS "I" INCLUDING 6" CONC (200.° SQ.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	DIST –	
ASPHALTIC CONCRETE	B		
STONE	A & E		
VITRIFIED BRICK	B		
VITRIFIED BRICK BLOCK	E & K		
CREOSOTED WOOD BLOCK	C	INT –	
ARTIFICIAL STONE	A		
MACADAM	A		

APPROXIMATE PAVING QUANTITIES

NO. SQ. YDS. PAVING	2620.0
NO. SQ. YDS RELAID BR. BLOCK	200.0
NO. LIN. FT. NEW. CURB & GUTTER	370.0
NO. LIN FT. RESET CURB & GUTTER	1489.0
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

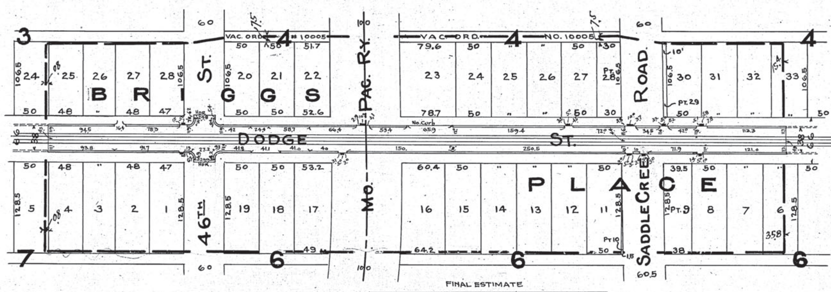
APPROVED. MCH. 1923

Herman Real
CITY ENGINEER

S.I.D. 2317 1/1.

ST. IMP. DIST. NO. 2317.

CURB & PAVING - J. H. McDONALD JULY. 19-1924. B. 2031 P. 18

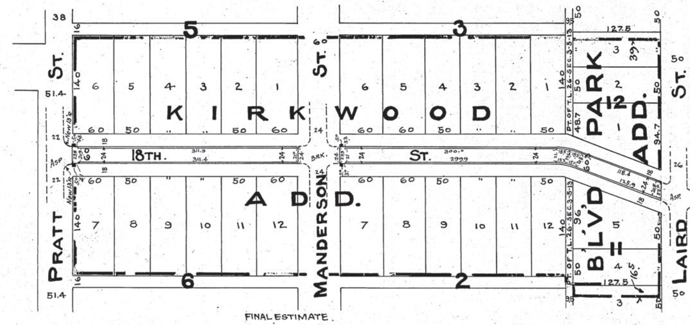


FINAL ESTIMATE

	BR. BLK. "K" 6" CONC. 1" SAND. 3" BR. BIT JOINTS	C&G "A" LIN. FT.	RESET. CURB LIN. FT.	EXTRAS BILLED
DISTRICT.	2820.0	1039.5	18.0	
INTERSECTION.	481.6			$204.10

ST. IMP. DIST. NO. 1475.

CURB & PAVING. M. L. FLINN. PAV. CO. AUG-22-1924 B. 2031 P. 24

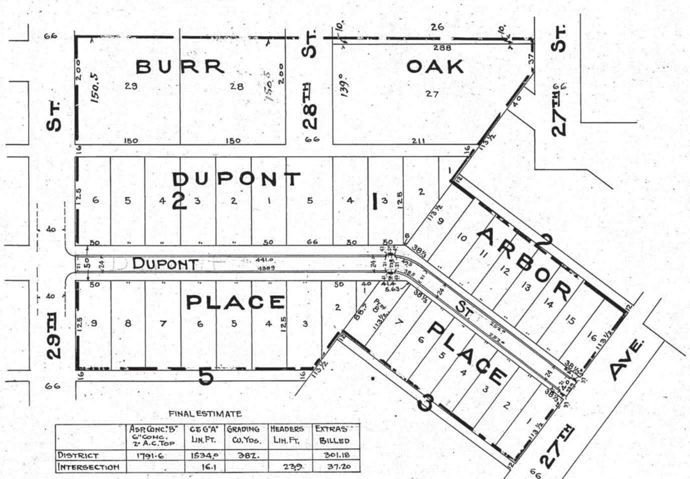


FINAL ESTIMATE.

	ASP. CONC. 'B' 6" Conc. 2" A.C. TOP.	C&G "A" LIN. FT.	GRADING CU. YDS.
DISTRICT.	1830.0	1563.	482.0
INTERSECTION	10.2	26.5	

ST. IMP. DIST. NO. 2119.

CURB & PAVING - NATIONAL CONST. CO. AUG-11-1924.
B. 2031 P. 47

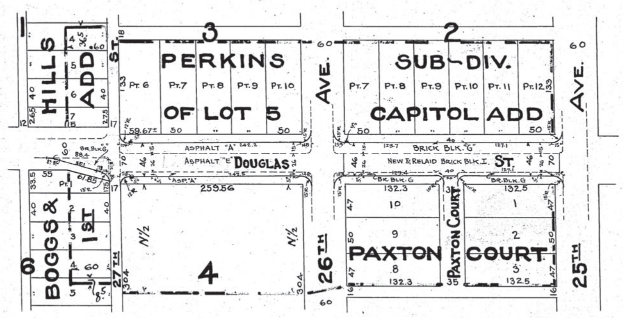


FINAL ESTIMATE

	ASP. CONC. "B" 6" CONC. 2" A.C. TOP	C&G "A" LIN. FT.	GRADING CU. YDS.	HEADERS LIN. FT.	EXTRAS BILLED
DISTRICT	1791.6	1534.0	382.		301.18
INTERSECTION		16.1		23.9	37.20

ST. IMP. DIST. NO. 2389.

CURB & PAVING - BAUER & JOHNSON C&S. CO. JULY. 15-'24 B. 2024 P. 13.
WIDENING



FINAL ESTIMATE

	NEW BR BLK I Conc. 1" Sand. 4" Br. Bit Joints	RELAID BR. BLK. "I"	BR. BLK. 'G' 7" Conc. 1" Sand 4" Brick Bit Joints	ASP. "A" 7" Conc. 1½" Binder 2" Top	ASP. "E" BINDER TONS	ASP. "E" TOP. TONS	GRADING CU. YDS.	NEW NAT. CURB No. 2	RESET CURB	EXTRA CONC. CU. YDS	SURFACE HEATED. YDS.	ART. CURB. No. 1.	EXTRAS BILLED
DISTRICT	35.0 Sq. YDS.	625.1 Sq. Yd.	916.9	577.0	32.25	43.0	918.0	195.0	906.7	51.96	430.0		
INTERSECTION		764 " "		120.7	54.43	29.43					115.4	246.5	*50.34

Drawn By - E.C.L. Paving By - J.W.J.
Checked By - Checked By -

PAVEMENT HISTORY

1934	1934
369.18	370.58
1934 NRM-20D 3" Brick or	

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

2006	2006
369.21	370.61
2006 D2(1025) Center lan	

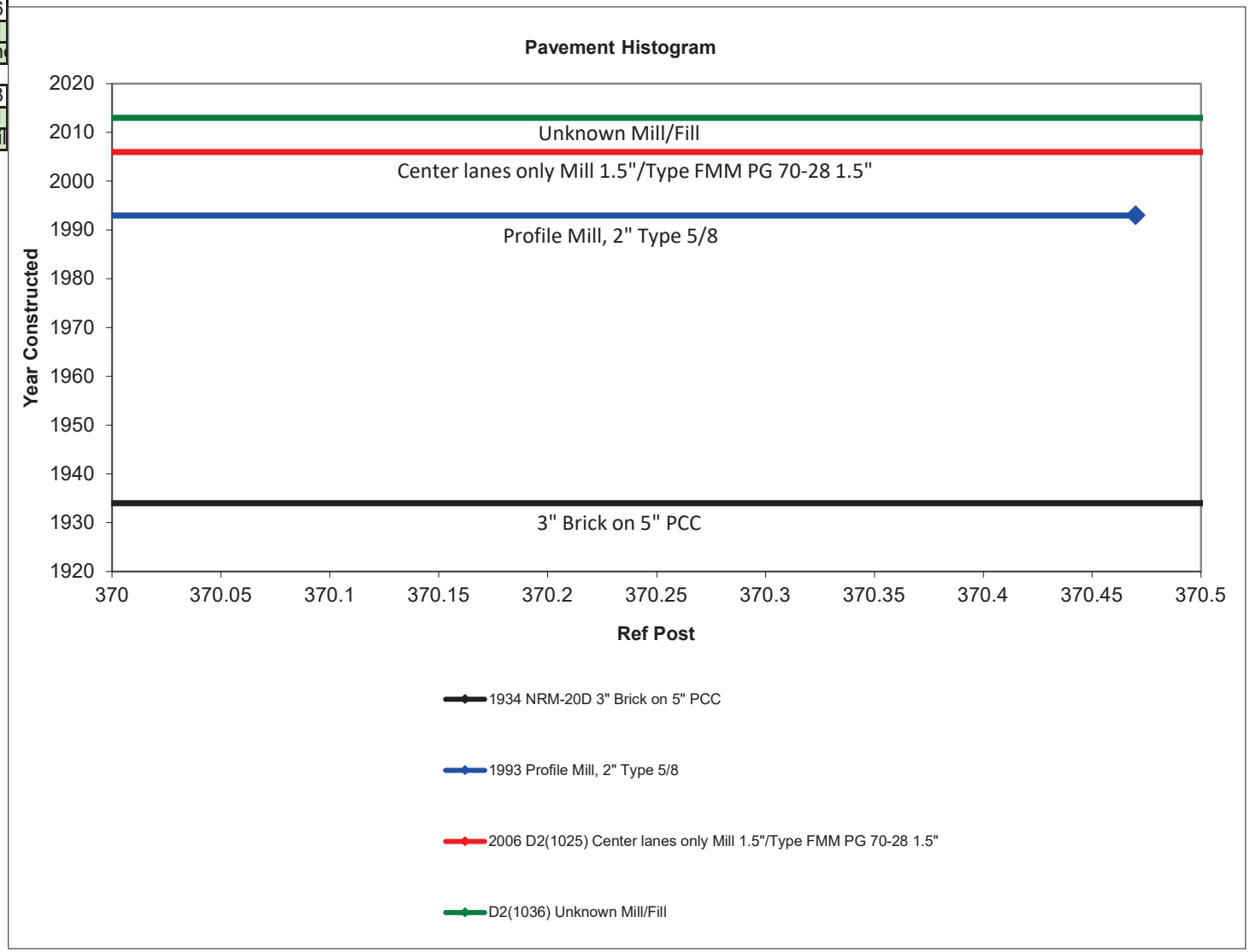
2013	2013
369.48	370.61
D2(1036) Unknown Mill/Fil	

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

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

PROJECT DETAILS

Nebraska Department of Transportation

Project Details

Project Name:	Saddle Creek Rd Bridge	
Project No.:	NH-6-7(187)	
Control No.:	22761	
Initial Draft:	Date: 11/15/2021	Written By:

Updates/Reviews

Date	Update/Review By *(name)*	Items Updated	Plan Level *(PIH, etc.)*
2/25/25		Updated entire document	Prelim.

Project Details:

Instructions:

- ***Insert an "X" in the "Yes" box for all activities to be included in the project.***
- ***Insert an "X" in the "No" box for all activities not included in the project.***
- ***Insert an "X" in the "PIH" (Plan-In-Hand) box for all activities that require more information or design work to determine inclusion.***
- ***Include specific Mile Marker (MM) locations for anything checked "Yes" or "PIH" or indicate the activity as "Project-wide".***
- ***Highlight locations that have impacts in Urban Areas.***
- ***Each bridge or bridge-sized box culvert is assigned a Structure Number. The highway designation and mile marker location for the structure are incorporated into the Structure Number. For example, a bridge with Structure Number S080 01346 is located on I-80 at MM 13.46.***

Project Limits			
Highway	**Beginning MM**	**End MM**	**Segment Length**
US-6	370.25	370.25	0.00 Miles
Total:			0.00 Miles

Roadway Work	**YES**	**NO**	**Determined prior to PIH**	**Notes/Location (MM-MM)**
Culvert Work: New, Extension, Replacement, Repair		X		
Ephemeral		X		
Intermittent		X		

Roadway Work	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Perennial		X		
Pipe Jacking & Casing		X		
Temporary Crossing for Non-Bridge Sized Culvert Work, Causeway, Work Platforms		X		
Channel Grade Stabilization Structures for Non-Bridge Sized Structure		X		
Flume Repair/Replacement on Existing Curb & Flume		X		
New Curb & Flume		X		
New Curb and Gutter			X	Possibility if the geometry of the ramps on/off Dodge St are modified
Channelization		X		
Ephemeral		X		
Intermittent		X		
Perennial		X		
Bank Stabilization		X		
Storm Sewer Work	X			Existing storm and sanitary sewer systems are considered combined in this area. Impacts to the existing system will be unavoidable when designing the new structure. Exact impacts will be determined, however curb inlets will need to be reconstructed, and manholes possibly relocated. New substructure will need to avoid existing sewer system under Dodge St.
Sanitary Sewer Work	X			
Work on Ramps			X	Possibility for work to the ramps on/off Dodge St and Saddle Creek Rd
Earth Shoulder Construction		X		

Roadway Work	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Grading or Flattening Backslopes		X		
Grading Within the Hinge Point	X			Project-wide
Grading Outside the Hinge Point	X			
Surfacing Activities	X			See details below
Trenched Widening		X		
Paving	X			At spot locations project-wide
Asphalt Patching		X		
Concrete Pavement Repair		X		
Crack Sealing and Joint Sealing		X		
Resurfacing-Fog/Slurry Seal, Armor Coat/Chip Seal, Overlay		X		
Microsurfacing		X		
Milling and/or In-place Recycling		X		
Rock or Gravel Surfacing		X		
Pavement Removal	X			At spot locations project-wide
Rumble Strips (centerline, edge line, shoulder)		X		
Modifying Driving Lanes by Re-striping		X		
Guardrail repair w/ soil disturbance		X		
Guardrail repair w/out soil disturbance	X			Project-wide
ADA/Curb Ramps, Sidewalks, & Bikeways	X			Project-wide New sidewalk should be considered along Saddle Creek Rd underneath Dodge St. Additional coordination with City of Omaha will be required.
Retaining Walls or Steps Present	X			
Lighting, Signals, Small ITS Elements with Soil Disturbance	X			--Lighting Unit to evaluate upgrading luminaries within project limits to LED & will evaluate the potential relocation of lighting units within the project limits --

Roadway Work	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs without Soil Disturbance		X		
Underground Utility Conduit Install./Relocation	X			Project-wide Known fiber and water underground utilities in area. Unknown gas and power.
Large Overhead Truss Signs or Message Boards		X		
Drilled Shaft Foundations		X		
Signs with Soil Disturbance			X	Possibility to impact signs on light/power poles that direct traffic to Saddle Creek Rd / Dodge St ramps. Also, there is a large advertisement billboard on the northeast quadrant of the bridge that may conflict with new sidewalk, grading, or other design elements
Signs without Soil Disturbance	X			Project-wide: Construction Signs
Fencing/Gates	X			Existing pedestrian fencing will need to be removed / replaced depending on future pedestrian accommodations.
Landscaping – Aesthetic	X			Landscaping on southeast quadrant by Hilton hotel will be impacted by pedestrian stair removal / reconstruction

Roadway Work	**YES**	**NO**	**Determined prior to PIH**	**Notes/Location (MM-MM)**
Retaining Walls	X			Retaining walls adjacent to sidewalk on north/southeast quadrants of bridge adjacent to sidewalk. Additional wall on southwest quadrant around existing pole foundation. There is an ITS element attached to the top of this pole.
Localized Modification of Highway or Side Road Alignment			X	For Saddle Creek Rd if Design Relaxations are not approved

Bridge Work S006 37025 (Historic Bridge)	**YES**	**NO**	**Determined prior to PIH**	**Notes/Location (MM-MM)**
Bridge Deck Repair		X		
Bridge Deck Replacement	X			S006 37025
Bridge Rail Repair/Replacement	X			
Bridge Substructure New, Replacement, or Repair	X			
Ephemeral		X		
Intermittent		X		
Perennial		X		
Bridge Superstructure New, Replacement, or Repair	X			S006 37025
Ephemeral		X		
Intermittent		X		
Perennial		X		
Overpass Repair or Replacement		X		
Replacing a Bridge with a Culvert		X		
Removal of Old Substructure	X			S006 37025
Drop-Structures Needed at Bridge Corners		X		Curbed

Bridge Work S006 37025 (Historic Bridge)	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Utilities Attached or Adjacent to Bridge	X			Manhole underneath bridge on Saddle Creek Rd Fire hydrant located SW corner Overhead power lines over and adjacent to structure Two manholes may conflict with new approach location east side of structure along with several manholes within 100' to the west of the structure on Dodge St
Pile Driving	X			See details below
Impact Method			X	S006 37025 Considerations should be made with regard to the adjacent hotel and residential areas.
Vibratory Method			X	
Drilled Shaft Foundations			X	
Piers		X		
Pile/Pier Encasement/Preservation		X		
Temporary Crossing for Bridge Work, Causeway, Work Platforms		X		
Channel Grade Stabilization Structures for Bridge Sized Structure		X		
Cofferdams		X		
Barge Staging		X		
Cleaning/Painting		X		

Accommodation of Traffic	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Road, Bridge, or Ramp Closures	X			See details below
Duration greater than 30 working days	X			Project-wide
Duration greater than 135 working days		X		
Out-of-direction travel greater than 10 miles in urban area or 30 miles in rural area		X		

Accommodation of Traffic	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Detour	X			Review the ability to maintain access to Saddle Creek Rd and adjacent ramps that tie into Dodge St Overnight closures of Saddle Creek Rd or Dodge St for removals
Improvements on detour route		X		
Shoo-fly		X		
Crossovers		X		
Slip-ramps		X		
Temporary Surfacing		X		
Temporary Grading		X		
Temporary Signal		X		
Rolling Road-Block		X		
Pedestrian Facility Closure	X			Project-wide
Pedestrian Facility Closure without Alternate Accessible Route		X		
Work on Pedestrian Alternate Route		X		
Access Closures to Businesses or Residences			X	See details below
Complete closure to residential properties for more than 5 working days			X	Any closure of Saddle Creek Rd or ramp on/off Dodge St would impact access to the building next to the advertisement billboard in the northeast quadrant of the structure. Due to the configuration of the ramp, the only access to this business is off of Saddle Creek Rd.
Complete closure to residential properties for more than 10 working days			X	
Closure of business access during operational hours			X	
Access restrictions to emergency service facilities or providers		X		
Changes to the functionality of adjacent properties		X		

Other Items	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Right-of-Way/Permanent Easement			X	Project-wide

Other Items	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Temporary Easements			X	
Structure Acquisition			X	Review impacts to billboard structure and adjacent building.
Structure Modification		X		
Removal of Structures and Obstructions	X			S006 37025
Utilities Relocation	X			Known aerial power, underground fiber, and underground water facilities.
Clearing and Grubbing	X			See details below
Non-woody Vegetation	X			Project-wide
Trees and Shrubs			X	
De-watering			X	See details below
Water Resource			X	Possibility that a water resource associated with old Saddle Creek may impact bridge construction. Also, unknown groundwater issues and Saddle Creek Rd has a 132” trunkline beneath the roadway. Further review is required.
Groundwater			X	
Pre-watering		X		
Erosion Control	X			See details below
Barriers		X		
Erosion Checks		X		
Inlet/Outlet Protection		X		
Mulching	X			Project-wide
Rolled Erosion Control		X		
Slope Interruption		X		
Traps and Basins		X		
Vegetation	X			Project-wide
Detention Basin		X		
Stream Channel Impact		X		
Ephemeral		X		
Intermittent		X		
Perennial		X		
Wetland Mitigation		X		

Other Items	YES	NO	Determined prior to PIH	Notes/Location (MM-MM)
Habitat Fragmentation, Modification of Connectivity		X		
Noise Walls (Not in Water/Wetlands)		X		
Nighttime Work with Lights	X			Project-wide
Civil Works Project within 500 Feet		X		
City/County/Railroad/Other Agreement	X			City of Omaha with a cost share
Railroad Involvement		X		
Public Use Airport within 4 miles		X		Less than 1 mile away from a cluster of hospitals (with helipads) located between Saddle Creek Rd & 42nd St, also UNMC

BRIDGE INSPECTION REPORTS

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Field Inspection Form
S006 37025
DODGE @ SADDLE CR OMAHA

Inspection Date **March 21, 2024**

PMDW

Location:

Feature Intersected (006A) **SADDLE CREEK RD**
Facility Carried (007) **US6**
Location (009) **DODGE @ SADDLE CR OMAHA**
County (003) **Douglas**
District (002) **District 2**

Ownership:

Owner (022) **State Highway Agency**
Maint. Resp. (021) **State Highway Agency**
MPO **0 - Not in an MPO**

Year Built (027) **1934**
Year Reconstruct (106) **N/A**

Geolocation:

Latitude (016) **41° 15' 34.92"**
Longitude (017) **095° 58' 49.44"**

Condition:

Deck (058)		**4 Poor**
Sup Rating (059)		**4 Poor**
Substructure (060)		**5 Fair**
Culvert (062)		**N N/A (NBI)**
Depth of Cover on Deck (306)		**6 in**

Posting Values:

	Load Rating	Posting Value	Posted Sign Value	
Type 3	**43 ton**			
Type 3S2	**66 ton**			
Type 3-3	**87 ton**			

Element Condition:

Element/Description	Env / Scale Factor	Quantity Total	State 1	State 2	State 3	State 4
Main Spans Concrete Frame						
38-Re Concrete Slab Re Concrete Slab	**Mod.** 1	**3,840 sq.ft**	**1,024**	**27**	**2,789**	**0**
1080-Delamination/Spall/Patched Area Delamination/Spall/Patched Area		74 sq.ft	0	0	74	0
1090-Exposed Rebar Exposed Rebar		54 sq.ft	0	27	27	0
1120-Efflorescence/Rust Staining Efflorescence/Rust Staining		440 sq.ft	0	0	440	0
1130-Cracking (RC and Other) Cracking (RC and Other)		2,248 sq.ft	0	0	2,248	0
9511-A/C Overlay *A/C Overlay*	***Mod.*** *1*	***3,007 sq.ft***	***2,783***	***0***	***224***	***0***
9907-Cracking (AC) Cracking (AC)		224 sq.ft	0	0	224	0
215-Re Conc Abutment Re Conc Abutment	**Mod.** 1	**143 ft**	**30**	**58**	**55**	**0**
1080-Delamination/Spall/Patched Area Delamination/Spall/Patched Area		15 ft	0	0	15	0
1090-Exposed Rebar Exposed Rebar		8 ft	0	8	0	0
1120-Efflorescence/Rust Staining Efflorescence/Rust Staining		30 ft	0	0	30	0
1130-Cracking (RC and Other) Cracking (RC and Other)		60 ft	0	50	10	0
331-Re Conc Bridge Railing Re Conc Bridge Railing	**Mod.** 17	**107 ft**	**33**	**0**	**74**	**0**
1080-Delamination/Spall/Patched Area Delamination/Spall/Patched Area		2 ft	0	0	2	0
1130-Cracking (RC and Other) Cracking (RC and Other)		72 ft	0	0	72	0
9238-R/C Wing Wall R/C Wing Wall	**Mod.** 1	**96 ft**	**96**	**0**	**0**	**0**

Approach Section Approach slab

Field Inspection Form
S006 37025
DODGE @ SADDLE CR OMAHA

321-Re Conc Approach Slab Re Conc Approach Slab	**Mod.** 1	**2,688 sq.ft**		**2,688**		**0**		**0**		**0**
9511-A/C Overlay *A/C Overlay*	***Mod.*** *1*	***2,688 sq.ft***		***2,658***		***0***		***30***		***0***
9907-Cracking (AC) Cracking (AC)		30 sq.ft		0		0		30		0

Structural Appraisal:

Approach Alignment (072)		**8 Equal Desirable Crit**	Structural Evaluation (067)	Computed Values	**4 Minimum Tolerable**
Bridge Railings (036A)		**0 Substandard**	Deck Geometry (068)		**2 Intolerable - Replace**
Transitions (036B)		**0 Substandard**	Under Clearance (069)		**2 Intolerable - Replace**
Approach Guardrail (036C)		**0 Substandard**			
Approach Guardrail Ends (036D)		**0 Substandard**	SD/FO Status		**Str Deficient (1)**
Pier Protection (111)		**1 Not Required**	Sufficiency Rating (SRB)		***33.0**

Minimum Vertical Clearances:

Over Structure (053)		**99.99 ft**	Reference Feature (055A)		**H Hwy beneath struct**
Under (Reference) (054A)		**H Hwy beneath struct**	Right Side (055B)		**1 ft**
Under Clearance (054B)		**14.58 ft**	Left Side (056)		**0 ft**

Minimum Lateral Clearances:

Waterway Adequacy:

Waterway (071)		**N Not applicable**	Stream Shifted from Center (350)		**N Channel Centered**
Channel (061)		**N N/A (NBI)**	Is There a Scour Problem (358)		**N No Scour Problem**
Embankment Erosion (326)		**N/A**	Scour Plan of Action Effective Date (358C)		**01/01/1900**
Crossing a Canal (345)		**N No Canal**	Scour Critical (113)		**N Not Over Waterway**
Stream Bed Degradation (346)		**N No Degradation**	Alignment With Flow (355)		**N - N/A°**
Noticeable Contraction of Stream (347)		**N No Bridge Constriction**	Potential Debris Upstream (353)		**N No Debris Upstream**

Bridge Waterway Adequacy Evaluation:

Drop from Upstream Deck to Flowline (357)		**0 ft**	Drop from Upstream Deck to Ground Abutment 1 (357A)		**0 ft**
			Drop from Upstream Deck to Ground Abutment 2 (357B)		**0 ft**

Inventory - Design:

Deck:

Deck Structure Type (107)		**1 Concrete-Cast-in-Place**	Number of Main Spans (045)		**1**
Deck Surface Type (108A)		**6 Bituminous**	Main Spans Material (043A)		**1 Concrete**
Deck Membrane Type (108B)		**0 None**	Main Spans Design (043B)		**07 Frame**
Deck Protection (108C)		**0 None**	Number of Approach Spans (046)		**0**
Curb Sidewalk width/Left (050A)		**6 ft**	Approach Span Material (044A)		**N/A**
Curb Sidewalk width/Right (050B)		**6 ft**	Approach Span Design (044B)		**N/A**
Deck Width (out-to-out) (052)		**68 ft**	Skew (034)		**0°**
Bridge Median (033)		**0 No median**	Structure Flared (035)		**0 No flare**
Deck Area		**3604 sq.ft**	Pier Column Geometry		**N No Piers**

Spans Data:

Structure Length:

Maximum Span (048)		**50.00 ft**	Structure Length (049)		**53.00 ft**

Underwater Inspection Inventory

Max Submerged Depth at Low Flow/UW Insp (366)	-
Type of Submerged Substructure (367)	**N/A**
Number of Submerged Substructure (368)	-
Type of Abutment Foundation (369)	**N/A**
Type of Pier Foundation (370)	**N/A**

Inventory - Roadway:

1 Route On Structure

Clearances:

Vertical (010)		**99.99 ft**	Horizontal (047)		**56 ft**

Widths:

Approach Road (032)		**56 ft**	Roadway crb-crb (051)		**56 ft**

Traffic:

Detour Length (019)		**1 mi**			
Recent ADT (029)		**26220**	Year (030)		**2018**
Future ADT (114)		**34086**	Fut. Year (115)		**2038**

2 One Route Under

Clearances:

Vertical (010)		**14.57 ft**	Horizontal (047)		**47.9 ft**

Widths:

Approach Road (032)		**50 ft**	Roadway crb-crb (051)		**0 ft**

Traffic:

Detour Length (019)		**0 mi**			
Recent ADT (029)		**26100**	Year (030)		**2010**
Future ADT (114)		**19572**	Fut. Year (115)		**2028**

Inspection Resources:

Crew Hours		**0.00**	Assistant Inspector 1		
Helper Hours		**0.00**	Assistant Inspector 2		
Flagger Hours		**0.00**	Assistant Inspector 3		
Under Bridge Inspection Equipment Hours		**0.00**	Assistant Inspector 4		
Special Equipment Crew Hours		**0.00**			
Special Equipment Hours		**0.00**			

PMDW

Candidate ID	**E7F0811-B8D9-041724-2D066C077F**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Substructure-Epoxy Inject**	Estimated Quantity	
Priority	**Maintenance**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend the epoxy injections of cracks located in both abutments.

Candidate ID	**E7F0811-B8D9-041724-9B52809142**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Deck-Seal**	Estimated Quantity	
Priority	**Maintenance**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend that the A/C Overlay be sealed along the deck and approaches.

Candidate ID	**E7F0811-B8D9-041724-AD5BA1B772**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Deck-Patch spalls->Deck-Repair (Potholes)**	Estimated Quantity	
Priority	**Rehabilitation**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend that repair of the delaminated/exposed rebar areas on the bottom side of the slab.

Candidate ID	**E7F0811-B8D9-041724-2C50C8FE88**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Bridge Rail-Repair**	Estimated Quantity	
Priority	**Preservation**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend the repair of the delaminated/exposed rebar areas along the south bridge rail.

Candidate ID	**E7F0811-B8D9-041724-90F4F95971**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Deck-Repair Sidewalk**	Estimated Quantity	
Priority	**Preservation**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend repairs to the A/C Overlay of the sidewalk to make a smooth walking surface.

Candidate ID	**E7F0811-B8D9-041724-3253E96E11**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Deck-Seal**	Estimated Quantity	
Priority	**Maintenance**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend the possible epoxy injection of cracks located in the bottom of the slab.

Field Inspection Form
S006 37025
DODGE @ SADDLE CR OMAHA

Candidate ID	**E7F0811-B8D9-041724-5F981E8A5C**	Date Recommended	**03/21/2024**
Structure Unit	**Main Spans / Concrete Frame**	Estimated Cost	**$0.00**
Action Required	**Substructure-Patch spalls**	Estimated Quantity	
Priority	**Preservation**	Assigned	**I Initiated Work**
Target Year	**2024**	Work Assignment	**Project Development**
Status	**Under Review**		

Work Candidate Notes:

Generated by user "SR9851EL" on 3/21/2024 - Recommend that the delaminated/exposed rebar areas of both abutments be repaired.

General Bridge Notes:

General Inspection Notes:

03/21/2024	Deck is in poor condition. Various degrees of cracking, delamination, spalling and exposed rebar along the bottom side of slab. Superstructure is in poor condition. Various degrees of cracking, delamination, spalling and exposed rebar. Substructure is in very good condition. Various degrees of cracking, delamination, spalling and exposed rebar in both abutments. Bridge Rail is in fair condition. Sidewalks are in fair condition. A/C Overlay has an uneven surface for pedestrians. Bridge crosses over another roadway. Detailed location of deteriorating areas of the bottom of slab and abutments are show on the field sketch in the report. NDOT was notified to conduct some maintenance of delaminated areas of the bottom side of slab and abutments.

Element Condition Notes:

1 Concrete Frame

38 Re Concrete Slab		**3 Mod.**
03/21/2024		
215 Re Conc Abutment		**3 Mod.**
03/21/2024		
331 Re Conc Bridge Railing		**3 Mod.**
03/21/2024		
1080 Delamination/Spall/Patched Area		**3 Mod.**
03/21/2024	CS3 74 SF - Delamination/Spalls at various locations on the bottom of the slab. Locations indicated on the field sketch located in report.	
03/21/2024	CS3 2 FT - Delamination/Spalls has increased by 1 FT since last inspection. Locations indicated on the field sketch located in report.	
03/21/2024	CS3 15 FT - Delamination/Spalls located at various locations at both abutments. Locations indicated on the field sketch located in report.	
1090 Exposed Rebar		**3 Mod.**
03/21/2024	CS2 8 FT - Exposed rebar at various locations in both abutments. Locations indicated on the field sketch located in report.	
03/21/2024	CS2 27 SF - exposed rebar at various location on the bottom of the slab. CS3 - 27 SF - increase the amount of exposed rebar by 18 SF since last inspection on the bottom of the slab. Locations indicated on the field sketch located in report.	
1120 Efflorescence/Rust Staining		**3 Mod.**
03/21/2024	CS3 30 FT - Efflorescence/Rust Staining has increased by 1 FT since last inspection. Locations indicated on the field sketch located in report.	
03/21/2024	_	
1130 Cracking (RC and Other)		**3 Mod.**
03/21/2024	_	
03/21/2024	_	
03/21/2024	CS2 50 FT - Cracking in various location throughout both abutments. CS3 10 FT - Cracking in various locations throughout both abutments. Locations indicated on the field sketch located in report.	
9238 R/C Wing Wall		**3 Mod.**
03/21/2024		
9511 A/C Overlay		**3 Mod.**
03/21/2024		
9907 Cracking (AC)		**3 Mod.**
03/21/2024	CS3 224 SF - Cracking at various locations throughout the A/C Overlay. Locations indicated on the field sketch located in report.	

2 Approach slab

321 Re Conc Approach Slab		**3 Mod.**
03/21/2024		
9511 A/C Overlay		**3 Mod.**
03/21/2024	_	
9907 Cracking (AC)		**3 Mod.**
03/21/2024	CS3 30 SF - Cracking/Map Cracking along grade beam joints. Locations indicated on the field sketch located in report.	

Latitude: **41º 15' 34.92" [41.2597]**

Longitude: **095º 58' 49.44" [95.9804]**

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BRIDGEDIVISION

Inspection Condition Summary

Form Number

Structure ID	Feature Intersected (006A)	Location (009)	District (002)	County (003)	Main Spans Material (043A) Approach Span Material (044A)	Main Spans Design (043B) Approach Span Design (044B)	Deck (058)	Sup Rating (059)	Substructure (060)	Culvert (062)	Channel (061)	SD/FO Status	Sufficiency Rating (SRB)
S006 37025	SADDLE CREEK RD	DODGE @ SADDLE CR OMAHA	District 2	Douglas	1 Concrete N/A	07 Frame N/A	4 Poor	4 Poor	5 Fair	N N/A (NBI)	N N/A (NBI)	Str Deficient (1)	*33.0

Load Rating Summary

Structure ID: **S006 37025**
Location: **DODGE @ SADDLE CR OMAHA**

Analyst: **DPage**
QC By: **Zahraa Alharba**
Analysis Date: **Jul 09, 2024**

Structure Identification

Feature Intersected	**SADDLE CREEK RD**	County	**Douglas**
Material Main Span	**1 Concrete**	National Highway System Indicator	**1 On the NHS**
Design for Main Span	**07 Frame**	District	**District 2**
Year Built	**1934**	Administrative Area	**Omaha**
Maintainer	**State Highway Agency**	Name	
Owner	**State Highway Agency**	Emergency Route	**1 On Emergency Rte**

Description

Designed for H 20 with 33 ksi reinforcing steel and 3.0 ksi concrete . Bottom of rigid frame abutment walls are totally fixed. BRM shows a total of 6 in cover which includes covered brick surfacing beneath asphalt and sand fill at sidewalks beneath sidewalk concrete.

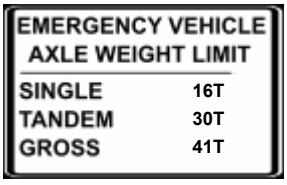
Ratings and Loads

Deck (58) **4 Poor** SuperStructure (59) **4 Poor** Substructure (60) **5 Fair** Culvert (62) **N N/A (NBI)**

Design Load (031) **5 MS 18 (HS 20)**
Type of Overlay **6 Bituminous**
Operating Type (063) **1 LF Load Factor**
Overlay Thickness / Fill Height (in): **6.00**
Inventory Type (065) **1 LF Load Factor**
Bridge Posting (070) : **5 At/Above Legal Loads**

Truck	Inventory Rating		Operating Rating		Legal		Posting Value (tons)	Member	Control Location			Limit State
	Rating Factor	Tons	Rating Factor	Tons	Rating Factor	Tons			Span	Location (ft)	Percent of Span	
SU4					1.51	40	-	S1	1	0.00	0.00	Design Flexure - Concrete
EV2					1.48	42	24	S1	1	0.00	0.00	Design Flexure - Concrete
HS/HL93	0.77	27					N/A	S1	1	0.00	0.00	Design Flexure - Concrete
SU5					1.37	42	-	S1	1	0.00	0.00	Design Flexure - Concrete
EV3					0.98	41	30	S1	1	0.00	0.00	Design Flexure - Concrete
NE Type 3-3					2.03	87		S1	1	0.00	0.00	Design Flexure - Concrete
NE Type 3					1.73	43		S1	1	0.00	0.00	Design Flexure - Concrete
SU7					1.15	44	-	S1	1	0.00	0.00	Design Flexure - Concrete
HS/HL93			1.28	45			N/A	S1	1	0.00	0.00	Design Flexure - Concrete
NE Type 3S2					1.81	66		S1	1	0.00	0.00	Design Flexure - Concrete
SU6					1.24	42	-	S1	1	0.00	0.00	Design Flexure - Concrete
Triple-Triple			1.12	78			N/A	S1	1	0.00	0.00	Design Flexure - Concrete

Weight Limit Posting Requirements



Documentation

Rating Information Provided [X] Plans [ ] Field Measurements [ ] Testing [ ] No Information Exists

BrR Computations Submitted **X**

Analysis Engine Version **Legacy AASHTO LFR Engine Version 6.8.3.3001**

Rating Program Used (381) : **14 BrR**

Additional Comments

concrete spalling loss of cover/needs to be monitored, and load rating can be reviewed if any further deterioration happens, ZA
7/2024

NE Professional Engineering Seal

March 26, 2025

The Rating and Posting Values for this structure is based on a theoretical analysis of the structural elements involved and on a limited amount of information concerning the structural condition. These weight limits are intended only as a general guideline and may be varied accordingly by the officials responsible for this structure after an investigation of the structural condition, reaction to vehicular loads and any other items where judgment is required to establish a proper weight limit.

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Structure SI&A
S006 37025
DODGE @ SADDLE CR OMAHA

Inspection Date **March 21, 2024**

PMDW

Location:

Feature Intersected (006A) **SADDLE CREEK RD**
Facility Carried (007) **US6**
Location (009) **DODGE @ SADDLE CR OMAHA**
County (003) **Douglas**
District (002) **District 2**

Ownership:

Owner (022) **State Highway Agency**
Maint. Resp. (021) **State Highway Agency**
MPO **0 - Not in an MPO**

Year Built (027) **1934**
Year Reconstruct (106) **N/A**

Geolocation:

Latitude (016) **41° 15' 34.92"**
Longitude (017) **095° 58' 49.44"**

Condition:

Deck (058)		**4 Poor**
Sup Rating (059)		**4 Poor**
Substructure (060)		**5 Fair**
Culvert (062)		**N N/A (NBI)**
Depth of Cover on Deck (306)		**6 in**

Posting Values:

	Load Rating	Posting Value	Posted Sign Value	
Type 3	**43 ton**			
Type 3S2	**66 ton**			
Type 3-3	**87 ton**			

Element Condition:

Element/Description	Env / Scale Factor	Quantity: Total	State 1	State 2	State 3	State 4
Main Spans Concrete Frame						
38-Re Concrete Slab	**Mod.**	**3,840 sq.ft**	**1,024**	**27**	**2,789**	**0**
Re Concrete Slab	1					
1080-Delamination/Spall/Patched Area		74 sq.ft	0	0	74	0
Delamination/Spall/Patched Area						
1090-Exposed Rebar		54 sq.ft	0	27	27	0
Exposed Rebar						
1120-Efflorescence/Rust Staining		440 sq.ft	0	0	440	0
Efflorescence/Rust Staining						
1130-Cracking (RC and Other)		2,248 sq.ft	0	0	2,248	0
Cracking (RC and Other)						
9511-A/C Overlay	***Mod.***	***3,007 sq.ft***	***2,783***	***0***	***224***	***0***
A/C Overlay	*1*					
9907-Cracking (AC)		224 sq.ft	0	0	224	0
Cracking (AC)						
215-Re Conc Abutment	**Mod.**	**143 ft**	**30**	**58**	**55**	**0**
Re Conc Abutment	1					
1080-Delamination/Spall/Patched Area		15 ft	0	0	15	0
Delamination/Spall/Patched Area						
1090-Exposed Rebar		8 ft	0	8	0	0
Exposed Rebar						
1120-Efflorescence/Rust Staining		30 ft	0	0	30	0
Efflorescence/Rust Staining						
1130-Cracking (RC and Other)		60 ft	0	50	10	0
Cracking (RC and Other)						
331-Re Conc Bridge Railing	**Mod.**	**107 ft**	**33**	**0**	**74**	**0**
Re Conc Bridge Railing	17					
1080-Delamination/Spall/Patched Area		2 ft	0	0	2	0
Delamination/Spall/Patched Area						
1130-Cracking (RC and Other)		72 ft	0	0	72	0
Cracking (RC and Other)						
9238-R/C Wing Wall	**Mod.**	**96 ft**	**96**	**0**	**0**	**0**
R/C Wing Wall	1					

Approach Section Approach slab

321-Re Conc Approach Slab	**Mod.**	**2,688 sq.ft**		**2,688**		**0**		**0**		**0**
Re Conc Approach Slab	1									
9511-A/C Overlay	***Mod.***	***2,688 sq.ft***		***2,658***		***0***		***30***		***0***
A/C Overlay	*1*									
9907-Cracking (AC)		30 sq.ft		0		0		30		0
Cracking (AC)										

Structural Appraisal:

Approach Alignment (072)		**8 Equal Desirable Crit**	Structural Evaluation (067)	Computed Values	**4 Minimum Tolerable**
Bridge Railings (036A)		**0 Substandard**	Deck Geometry (068)		**2 Intolerable - Replace**
Transitions (036B)		**0 Substandard**	Under Clearance (069)		**2 Intolerable - Replace**
Approach Guardrail (036C)		**0 Substandard**			
Approach Guardrail Ends (036D)		**0 Substandard**	SD/FO Status		**Str Deficient (1)**
Pier Protection (111)		**1 Not Required**	Sufficiency Rating (SRB)		***33.0**

Minimum Vertical Clearances:

Over Structure (053)		**99.99 ft**	Reference Feature (055A)		**H Hwy beneath struct**
Under (Reference) (054A)		**H Hwy beneath struct**	Right Side (055B)		**1 ft**
Under Clearance (054B)		**14.58 ft**	Left Side (056)		**0 ft**

Minimum Lateral Clearances:

Navigation Data:

Navigation Control Exists (038)		**NA-no waterway**	Navigation Horizontal Clearances (040)		**0 ft**
Navigation Vertical Clearances (039)		**0 ft**	Minimum Vertical Lift Clearances (116)		**0 ft**

Waterway Adequacy:

Waterway (071)		**N Not applicable**	Is There a Scour Problem (358)		**N No Scour Problem**
Channel (061)		**N N/A (NBI)**	Scour Plan of Action Effective Date (358C)		**01/01/1900**
Crossing a Canal (345)		**N No Canal**	Scour Critical (113)		**N Not Over Waterway**
Stream Bed Degradation (346)		**N No Degradation**	Alignment With Flow (355)		**N - N/A°**
Noticeable Contraction of Stream (347)		**N No Bridge Constriction**	Potential Debris Upstream (353)		**N No Debris Upstream**
Stream Shifted from Center (350)		**N Channel Centered**	Embankment Erosion (326)		**N/A**

Bridge Waterway Adequacy Evaluation:

Drop from Upstream Deck to Flowline (357)		**0 ft**	Drop from Upstream Deck to Ground Abutment 1 (357A)		**0 ft**
			Drop from Upstream Deck to Ground Abutment 2 (357B)		**0 ft**

Inventory - Structure Identification, Location and Administrative Designations:

NBI Structure No (008)	**S006 37025**	Type of Service on (042A)	**5 Highway-pedestrian**
Name	**None**	Under (042B)	**1 Highway**
FIPS State (001A)	**31 Nebraska**	Lanes Under (028B)	**4**
FHWA Regn (001B)	**Region 7-Kansas City**	Administration Area	**Omaha**
Nebraska County ID (003B)	**28 Douglas**	On System	**On System**
City/Town/Placecode (004)	**Omaha**	Bridge Group	**No Bridge Group**
Nebraska City Code (004B)	**1825 OMAHA**	NBIS Bridge Length (112)	**Long Enough**
Historic Significance (037)	**1 Br on Natl Reg Hist Pl**	Parallel Structure (101)	**No || bridge exists**
First Class City (213)	**No**	Temporary Structure (103)	**Not Applicable**

Border Bridge Designations:

Border State (098AA)	**Not Applicable (P)**	Border FHWA Region (098AB)	**Unknown**
Share(%) (098B)	**N/A**	Border Struct No (099)	**N/A**
First County Border Bridge (200A)	**N N/A**	Second County Border Bridge (200C)	**N N/A**
First County Border Bridge Percent (200B)	**N/A**	Second County Border Bridge Percent (200D)	**N/A**
First City Border Bridge (200E)	**0000 N/A**	Second City Border Bridge (200G)	**0000 N/A**
First City Border Bridge Percent (200F)	**N/A**	Second City Border Bridge Percent (200H)	**N/A**

Inventory - Design:

Deck:

Spans Data:

Deck Structure Type (107)		**1 Concrete-Cast-in-Place**	Number of Main Spans (045)	**1**
Deck Surface Type (108A)		**6 Bituminous**	Main Spans Material (043A)	**1 Concrete**
Deck Membrane Type (108B)		**0 None**	Main Spans Design (043B)	**07 Frame**
Deck Protection (108C)		**0 None**	Number of Approach Spans (046)	**0**
Curb Sidewalk width/Left (050A)		**6 ft**	Approach Span Material (044A)	**N/A**
Curb Sidewalk width/Right (050B)		**6 ft**	Approach Span Design (044B)	**N/A**
Deck Width (out-to-out) (052)		**68 ft**	Skew (034)	**0°**
Bridge Median (033)		**0 No median**	Structure Flared (035)	**0 No flare**
Deck Area		**3604 sq.ft**	Pier Column Geometry	**N No Piers**

Structure Status:

Bridge Status	**3 Active**
Bridge Sequence Number	**0 Orig Brdg In the Field**

Structure Length:

Maximum Span (048)	**50.00 ft**
Structure Length (049)	**53.00 ft**

Underwater Inspection Inventory

Max Submerged Depth at Low Flow/UW Insp (366)	**-**
Type of Submerged Substructure (367)	**N/A**
Number of Submerged Substructure (368)	**-**
Type of Abutment Foundation (369)	**N/A**
Type of Pier Foundation (370)	**N/A**

Inventory - Roadway:

1 Route On Structure

Identification:

Road/Route name	**0**	Kilometer/Mile Point (011)	**370.25 mi**
Kind Hwy(Rt prefix) (005B)	**2 U.S. Numbered Hwy**	National Base Net (012)	**On Base Network**
Desig. Level Service (005C)	**1 Mainline**	LRS Inventory Rte (013A)	**0000000006** Sub# (013B) **00**
Rte# (005D)	**00006**	Toll Facility (020)	**3 On free road**
Suffix (005E)	**0 N/A (NBI)**	Functional Class (026)	**14 Urban Other Princ**
Critical Facility (006B)	**Not Applicable**	Traffic Direction (102)	**2 2-way traffic**

Highway Networks & Service Classifications:

Traffic:

Lanes (028A)	**5**
Medians	**0**
Speed	**N/A**
ADT Class	**ADT Class 4**
Recent ADT (029)	**26220**
Year (030)	**2018**
Truck % (109)	**2**
Future ADT (114)	**34086**
Fut. Year (115)	**2038**

Alternate Classifications:

Defense Highway (100)	**0 Not a STRAHNET hwy**
Nat. Hwy System (104)	**1 On the NHS**
Fed. Lands Hwy (105)	**0 N/A (NBI)**
Nat. Truck Network (110)	**1 Part of natl network**
School Bus Route	**0 Not On School Bus Rte**
Transit Route	**0 Not On Transit Rte**
Emergency Route	**1 On Emergency Rte**
NBI Route	**1 On NBI Rte**
Federal Aid Route Number (206)	**0006**
Highway Route Number (207)	**006**
State Classification of Inventory Route (208)	**3 Major Arterial/Princip**
Priority Commercial System Bridges (211)	**Y On Priority Comm Sys**

Clearances:

Vertical (010)	**99.99 ft**
Horizontal (047)	**56 ft**

Detours:

Detour Length (019)	**1 mi**
Speed	**N/A**

Widths:

Approach Road (032)	**56 ft**
Roadway crb-crb (051)	**56 ft**

Accidents:

Count	**0**
Rate	**0**

2 One Route Under

Identification:

Road/Route name	**0**	Kilometer/Mile Point (011)	**101.47 mi**
Kind Hwy(Rt prefix) (005B)	**5 City Street**	National Base Net (012)	**Not on Base Network**
Desig. Level Service (005C)	**1 Mainline**	LRS Inventory Rte (013A)	Sub# (013B)
Rte# (005D)	**05051**	Toll Facility (020)	**3 On free road**
Suffix (005E)	**0 N/A (NBI)**	Functional Class (026)	**14 Urban Other Princ**
Critical Facility (006B)	**Not Applicable**	Traffic Direction (102)	**0 Not hwy traffic**

Highway Networks & Service Classifications:

Traffic:

Lanes (028A)	**4**
Medians	**0**
Speed	**N/A**
ADT Class	**ADT Class 4**
Recent ADT (029)	**26100**
Year (030)	**2010**
Truck % (109)	**0**
Future ADT (114)	**19572**
Fut. Year (115)	**2028**

Alternate Classifications:

Defense Highway (100)	**0 Not a STRAHNET hwy**
Nat. Hwy System (104)	**1 On the NHS**
Fed. Lands Hwy (105)	**0 N/A (NBI)**
Nat. Truck Network (110)	**0 Not part of natl netwo**
School Bus Route	**0 Not On School Bus Rte**
Transit Route	**0 Not On Transit Rte**
Emergency Route	**1 On Emergency Rte**
NBI Route	**1 On NBI Rte**
Federal Aid Route Number (206)	
Highway Route Number (207)	**5051**
State Classification of Inventory Route (208)	
Priority Commercial System Bridges (211)	**Y On Priority Comm Sys**

Clearances:

Vertical (010)	**14.57 ft**
Horizontal (047)	**47.9 ft**

Detours:

Detour Length (019)	**0 mi**
Speed	**N/A**

Widths:

Approach Road (032)	**50 ft**
Roadway crb-crb (051)	**0 ft**

Accidents:

Count	**0**
Rate	**0**

Load Rating:

Load Rating Engineer

Load Rating Date **07/09/2024**

Load Rating Program **14 BrR**

Load Rating Review Recommended **No Rate Review Req**

Posting Status:

Open/Posted/Closed (041)	**A Open, no restriction**
Posting (070)	**5 At/Above Legal Loads**
Design Load (031)	**5 MS 18 (HS 20)**

Design Load:

Operating Type (063)	**1 LF Load Factor**
Operating Rating (064)	**45 ton**
Inventory type (065)	**1 LF Load Factor**
Inventory Rating (066)	**27 ton**

Fatigue Truck:

Alternate Inventory Rating Type	**Triple-Triple**
Alternate Inventory Rating	**1.12 rf**
Fatigue Load Truck	**Triple-Triple**
Alternate Operating Rating	**78 ton**

Legal Loads & Posting:

	Rating Factor	Tons	Posting Value	Posted Sign Value
Type 3	**1.73 rf**	**43 ton**		
Type 3S2	**1.81 rf**	**66 ton**		
Type 3-3	**2.03 rf**	**87 ton**		

Special Haul & Emergency Vehicles :

	Rating Factor	Tons		Rating Factor	Tons
Special Haul Vehicle 4 Axle	**1.51 rf**	**40 ton**	Type EV2	**1.48 rf**	**42 ton**
Special Haul Vehicle 5 Axle	**1.37 rf**	**42 ton**	Type EV3	**0.98 rf**	**41 ton**
Special Haul Vehicle 6 Axle	**1.24 rf**	**42 ton**			
Special Haul Vehicle 7 Axle	**1.15 rf**	**44 ton**			

Inspection Summary:

Assessment Key/Date **03/21/2024**

Primary Type **Routine Inspection**

Inspector **Scott Rathjen (ELEMENT) (SR9851EL)**

Under Bridge Inspection Equipment Type

Schedule:	Insp Req		Insp Performed		Previous Inspection Date		Frequency (Months)		Next Inspection Date	Inspection Cycle & Type
NBI (090)		✓		✓		**03/21/2024**	(091)	**24**	**03/21/2026**	**Mar Even 24m**
Element Condition		✓		✓		**03/21/2024**		**24**	**03/21/2026**	
Fracture Critical (092AA)					(093A)		(092AB)			
Underwater (092BA)					(093B)		(092BB)			
Other Special (092CA)					(093C)		(092BC)			

Inspection Resources:

Crew Hours		**0.00**	Assistant Inspector 1		
Helper Hours		**0.00**	Assistant Inspector 2		
Flagger Hours		**0.00**	Assistant Inspector 3		
Under Bridge Inspection Equipment Hours		**0.00**	Assistant Inspector 4		
Special Equipment Crew Hours		**0.00**			
Special Equipment Hours		**0.00**			

PMDW

General Bridge Notes:

General Inspection Notes:

03/21/2024 Deck is in poor condition. Various degrees of cracking, delamination, spalling and exposed rebar along the bottom side of slab.
Superstructure is in poor condition. Various degrees of cracking, delamination, spalling and exposed rebar.
Substructure is in very good condition. Various degrees of cracking, delamination, spalling and exposed rebar in both abutments.
Bridge Rail is in fair condition.
Sidewalks are in fair condition. A/C Overlay has an uneven surface for pedestrians.
Bridge crosses over another roadway.
Detailed location of deteriorating areas of the bottom of slab and abutments are show on the field sketch in the report.
NDOT was notified to conduct some maintenance of delaminated areas of the bottom side of slab and abutments.

Element Condition Notes:

1 Concrete Frame

38 Re Concrete Slab **3 Mod.**

03/21/2024

215 Re Conc Abutment **3 Mod.**

03/21/2024

331 Re Conc Bridge Railing **3 Mod.**

03/21/2024

1080 Delamination/Spall/Patched Area **3 Mod.**

03/21/2024 CS3 74 SF - Delamination/Spalls at various locations on the bottom of the slab.
Locations indicated on the field sketch located in report.

03/21/2024 CS3 2 FT - Delamination/Spalls has increased by 1 FT since last inspection.
Locations indicated on the field sketch located in report.

03/21/2024 CS3 15 FT - Delamination/Spalls located at various locations at both abutments.
Locations indicated on the field sketch located in report.

1090 Exposed Rebar **3 Mod.**

03/21/2024 CS2 8 FT - Exposed rebar at various locations in both abutments.
Locations indicated on the field sketch located in report.

03/21/2024 CS2 27 SF - exposed rebar at various location on the bottom of the slab.
CS3 - 27 SF - increase the amount of exposed rebar by 18 SF since last inspection on the bottom of the slab.
Locations indicated on the field sketch located in report.

1120 Efflorescence/Rust Staining **3 Mod.**

03/21/2024 _

03/21/2024 CS3 30 FT - Efflorescence/Rust Staining has increased by 1 FT since last inspection.
Locations indicated on the field sketch located in report.

1130 Cracking (RC and Other)		**3 Mod.**
03/21/2024	CS2 50 FT - Cracking in various location throughout both abutments. CS3 10 FT - Cracking in various locations throughout both abutments. Locations indicated on the field sketch located in report.	
03/21/2024	_	
03/21/2024	_	
9238 R/C Wing Wall		**3 Mod.**
03/21/2024		
9511 A/C Overlay		**3 Mod.**
03/21/2024		
9907 Cracking (AC)		**3 Mod.**
03/21/2024	CS3 224 SF - Cracking at various locations throughout the A/C Overlay. Locations indicated on the field sketch located in report.	

2 Approach slab

321 Re Conc Approach Slab		**3 Mod.**
03/21/2024		
9511 A/C Overlay		**3 Mod.**
03/21/2024	_	
9907 Cracking (AC)		**3 Mod.**
03/21/2024	CS3 30 SF - Cracking/Map Cracking along grade beam joints. Locations indicated on the field sketch located in report.	

Latitude: **41º 15' 34.92" [41.2597]**

Longitude: **095º 58' 49.44" [95.9804]**