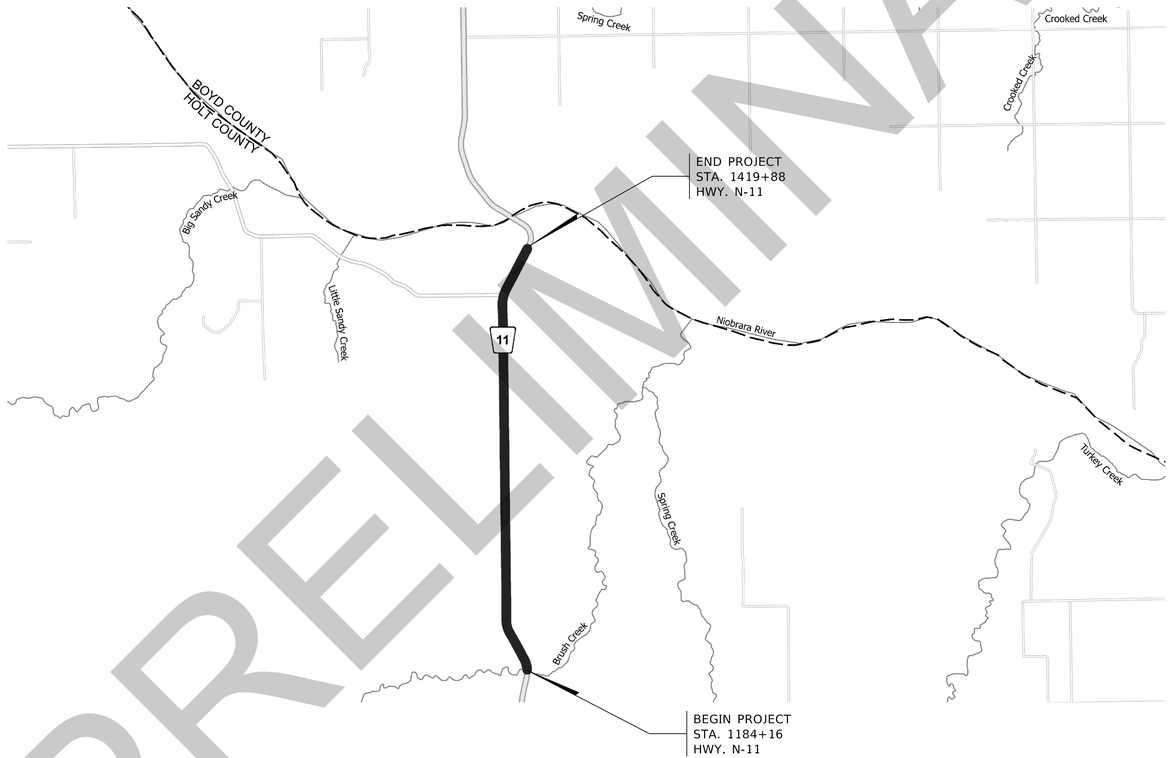
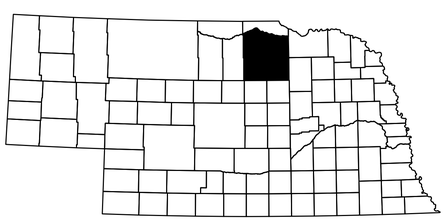
STATE OF NEBRASKA
DEPARTMENT OF TRANSPORTATION
PLANS FOR CONSTRUCTION

BRUSH CREEK - NIOBRARA RIVER
HOLT COUNTY





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

THE WORK ON THIS PROJECT CONSISTS OF GROUPS
1 - GRADING, 3 - CONCRETE PAVEMENT, 4 - CULVERTS,
5 - SEEDING, 6 - BRIDGE, 6A - BRIDGE,
9 - BITUMINOUS & 10 - GENERAL

◣ GROUPS 1, 3, 4, 5, 6, 6A, 9 & 10 ARE INCLUDED
IN THE LETTING OF OCTOBER 3, 2024

▲ GROUPS _____ ARE INCLUDED
IN THE LETTING OF _____

■ GROUPS _____ ARE INCLUDED
IN THE LETTING OF _____

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

DESIGN DESIGNATION
3R RURAL
TRAFFIC

YEAR:	2025	2045
ADT:	290	350
DHV:	-	-

T= 18 % D= - %

A1

Project Number
STP-11-4(116)

◣C.N. 80952

▲C.N.

■C.N.

REFERENCE POST NO. 171.37 TO REFERENCE POST NO. 175.99
TOTAL NET LENGTH OF PROJECT: 23.572 FEET 4.464 MILES

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PROFESSIONAL CIVIL ENGINEER
BRANDIE S. NEEMANN
E-11829
STATE OF NEBRASKA

I, Brandie Neemann, am the Coordinating Professional on the Brush Creek - Niobrara River project.

FILE: 80952_ NDOT_Title_and_Index.dgn DATE: 5-SEP-2024 07:22 COMPUTER: BG04194593

SHEET NO.	
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C1 - C2	SUMMARY OF QUANTITIES
E1 - E5	ENVIRONMENTAL
F1 - F7	HORIZONTAL ALIGNMENT & ORIENTATION
G1 - G4	GENERAL INFORMATION
H1 - H2	PHASING
J1	GEOMETRICS, GRADES & JOINTS
J2	EROSION & SEDIMENT CONTROL
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M2 - M3	TEMPORARY TRAFFIC SIGNAL PLAN--SHORT TERM CLOSURE
M4 - M5	MOBILE OPERATIONS--TW0-LANE AND MULTILANE
M6	TEMPORARY TRAFFIC SIGNAL DETAILS
M7	TYPICAL TRAFFIC CONTROL PLAN--ONE LANE, TWO-WAY OPERATION WITH BARRELS
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Q1 - Q4	EARTHWORK
R1 - R3	DRAINAGE CROSS SECTIONS
S1 - S_	SPECIAL PLAN 1 5 SPAN DECK STEEL GIRDER EXPANSION JOINT REPAIR STA. 1180+77.97
U1 - U2	SPECIAL PLAN 1C MAILBOX POST
U3 - U4	SPECIAL PLAN 2C RUMBLE STRIPS
U5 - U8	SPECIAL PLAN 3C SILT CHECKS ALL TYPES
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STANDARD PLANS	
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307-R3	(2 SHEETS) MAILBOX TURNOUT
329-R12	(4 SHEETS) 8 TO 16 INCH CONCRETE PAVEMENT
410-R5	(2 SHEETS) FLARED END SECTIONS FOR CULVERT PIPES
411-R2	(4 SHEETS) BEDDING AND BACKFILL REQUIREMENTS FOR CONCRETE PIPE
428-R4	CONCRETE PLUGS AND FIELD PIPE TAP DETAILS
501-R7	(3 SHEETS) EROSION CONTROL
502-R2	(2 SHEETS) SILT FENCE DETAILS
503	CONCRETE WASHOUT & CONSTRUCTION EXIT
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901-R12	(2 SHEETS) HIGHWAY DELINEATORS AND CHEVRONS
920-R7	(3 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE
921-R8	(2 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE
922-R11	(2 SHEETS) TRAFFIC CONTROL FOR ASPHALT SURFACING
941-R1	(2 SHEETS) PAVEMENT MARKING
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A2

Project Number
11-4(116)

C.N. 80952

INDEX OF SHEETS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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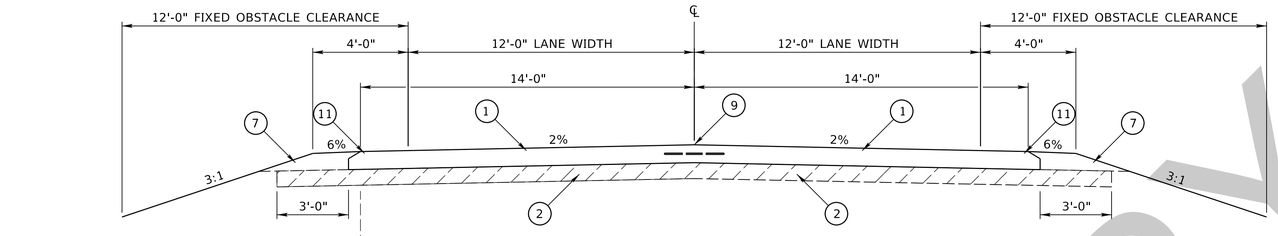
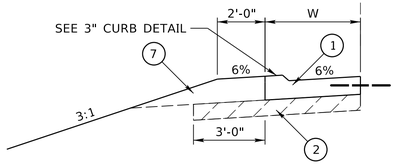


STATION	TO	STATION
1184+16	-	1185+50

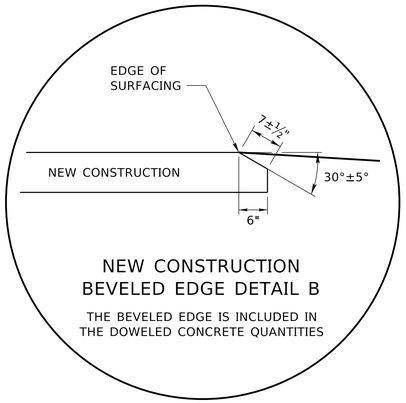
(EXCEPT AS SHOWN ELSEWHERE)



STATION	TO	STATION	SIDE	W
1185+06	-	1185+50	LT.	VARIES

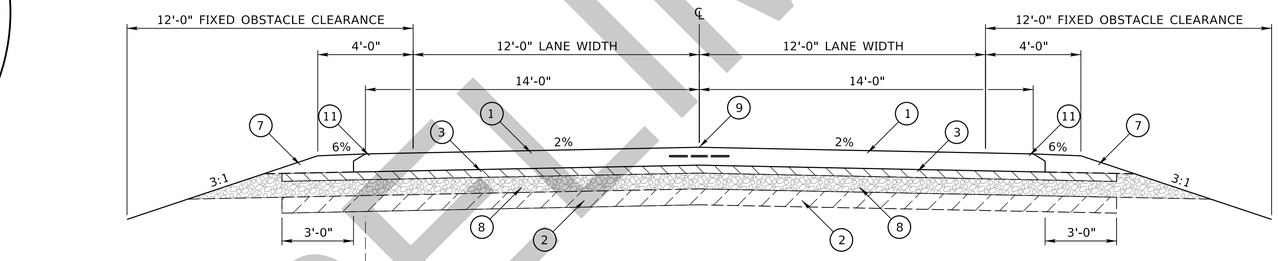
LEGEND

1. 9'' DOWELED CONCRETE PAVEMENT
2. SUBGRADE PREPARATION
3. 4" FOUNDATION COURSE
4. 3" ASPHALTIC CONCRETE, TYPE SPR
5. 6" ASPHALTIC CONCRETE, TYPE SPR
6. 1" COLD MILING CLASS 3
7. EARTH SHOULDER CONSTRUCTION
8. 8" CRUSHED ROCK BASE COURSE
9. LONGITUDINAL JOINT
10. BEVELED EDGE (SEE DETAIL A)
11. BEVELED EDGE (SEE DETAIL B)



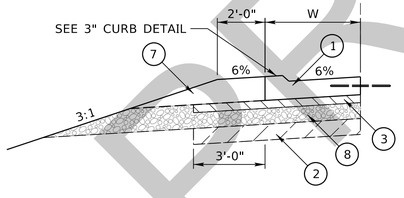
NEW CONSTRUCTION
BEVELED EDGE DETAIL B

THE BEVELED EDGE IS INCLUDED IN
THE DOWELED CONCRETE QUANTITIES

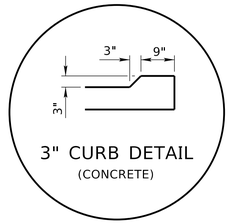


STATION	TO	STATION
1185+50	-	1187+18

(EXCEPT AS SHOWN ELSEWHERE)



STATION	TO	STATION	SIDE	W
1185+50	-	1185+87	LT.	VARIES
1185+87	-	1187+18	LT.	4'-0"



3" CURB DETAIL
(CONCRETE)

FOR DETAILS NOT SHOWN
SEE PLANS 301 & 329

KIRKHAM MICHAEL

B1

Project Number
11-4(116)

C.N. 80952

TYPICAL CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

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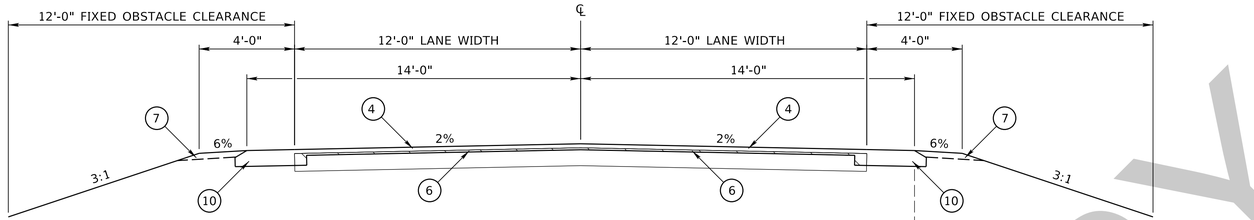
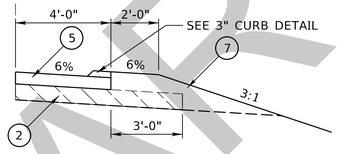


STATION	TO	STATION
1187+18	-	1419+88

(EXCEPT AS SHOWN ELSEWHERE)



STATION	TO	STATION	SIDE
1187+18	-	1199+15	LT.
1187+18	-	1199+15	RT.

LEGEND

1. 9" DOWELED CONCRETE PAVEMENT
2. SUBGRADE PREPARATION
3. 4" FOUNDATION COURSE
4. 3" ASPHALTIC CONCRETE, TYPE SPR
5. 6" ASPHALTIC CONCRETE, TYPE SPR
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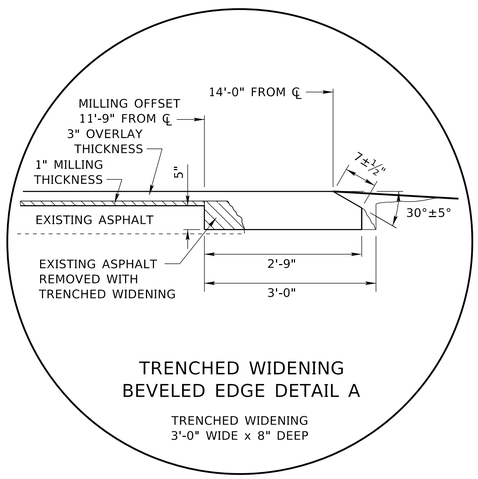
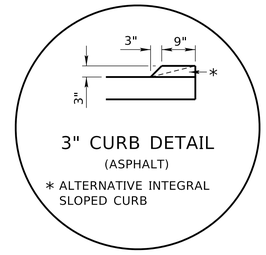
10. BEVELED EDGE (SEE DETAIL A)
11. BEVELED EDGE (SEE DETAIL B)



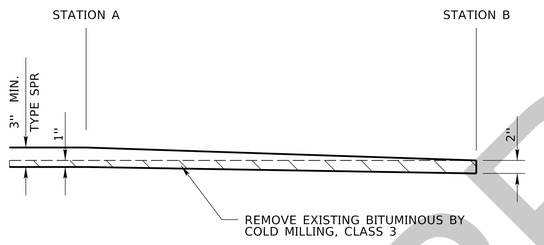
TRENCHED WIDENING
BEVELED EDGE DETAIL A

TRENCHED WIDENING
3'-0" WIDE x 8" DEEP



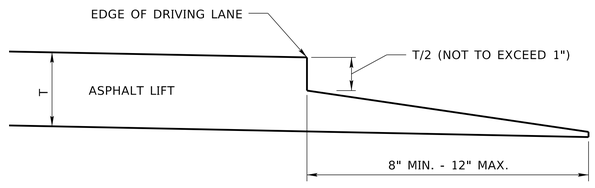
3" CURB DETAIL
(ASPHALT)

∗ ALTERNATIVE INTEGRAL
SLOPED CURB



INLAY DETAIL

STATION A	TO	STATION B
1188+18	-	1187+18
1418+88	-	1419+88



NOTCHED WEDGE JOINT
(CONSTRUCTION DETAIL)

FOR DETAILS NOT SHOWN
SEE PLANS 301 & 329

KIRKHAM MICHAEL

B2

Project Number
11-4(116)

C.N. 80952

TYPICAL CROSS SECTIONS

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DEPARTMENT OF TRANSPORTATION

Roadway
Design
Division

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COMPACTION REQUIREMENTS
Class III (See Specifications)

	SOIL TYPE	DEPTH BELOW FINISH SUBGRADE	PERCENT DENSITY	MOISTURE REQUIREMENTS MINIMUM	MAXIMUM
Embankment / Roadway Grading, including driveways, to receive concrete pavement	Silt-Clay	Upper 3 feet	98 Min.	Opt. -3%	Opt. +2%
	Silt-Clay	At depths greater than 3 feet	95 Min.	Opt. -3%	Opt. +2%
	Granular	All depths	100 Min.	**	**
Embankment / Roadway Grading, including detours, temporary roads, and driveways, to receive flexible pavement	Silt-Clay	Upper 3 feet	100 Min.	Opt. -2%	Opt. +1%
	Silt-Clay	At depths greater than 3 feet	95 Min.	Opt. -3%	Opt. +2%
	Granular	All depths	100 Min.	**	**
Embankment / Roadway Grading not to be surfaced	All	All depths	95 Min.	Opt. -3%	Opt. +2%
Embankment / Roadway Grading to receive gravel surfacing / crushed rock embedment	All	All depths	95 Min.	**	**
Subgrade Preparation, Shoulder Subgrade Preparation (Concrete Pavement)	Silt-Clay	The upper 6 inches of subgrade soil	98 Min.	Opt. -3%	Opt. +2%
	Granular	The upper 6 inches of subgrade soil	100 Min.	**	**
Subgrade Preparation, Shoulder Subgrade Preparation (Flexible Pavement)	Silt-Clay	The upper 6 inches of subgrade soil	100 Min.	Opt. -2%	Opt. +1%
	Granular	The upper 6 inches of subgrade soil	100 Min.	**	**
Trench Widening	- -	- -		(See Special Provisions)	
Bituminous Pavement Patching	All	Underlying Material	100 Min.	(See Specifications)	
Foundation Course / Subgrade Stabilization	- -	- -	100 Min.	(See Specifications)	
Stabilized Subgrade (ie Lime, Flyash, etc.)	- -	- -	100 Min.	(See Special Provisions)	
Granular Structural Fill (MSE Walls, Granular Fill for bridges, Culverts, etc)	Granular	All depths	100 Min.	Opt. -3%	Opt. +3%

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

****

C1

Project Number
11-4(116)

C.N. 80952

SUMMARY OF QUANTITIES

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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TYPES OF ASPHALTIC OIL TO BE USED
TACK COAT: SS-1, SS-1H, CSS-1, CSS-1H, CFS-1, FS-1

C2

Project Number
11-4(116)

C.N. 80952

SUMMARY OF QUANTITIES

NEBRASKA
Good LIfe. Great Journey.
DEPARTMENT OF TRANSPORTATION

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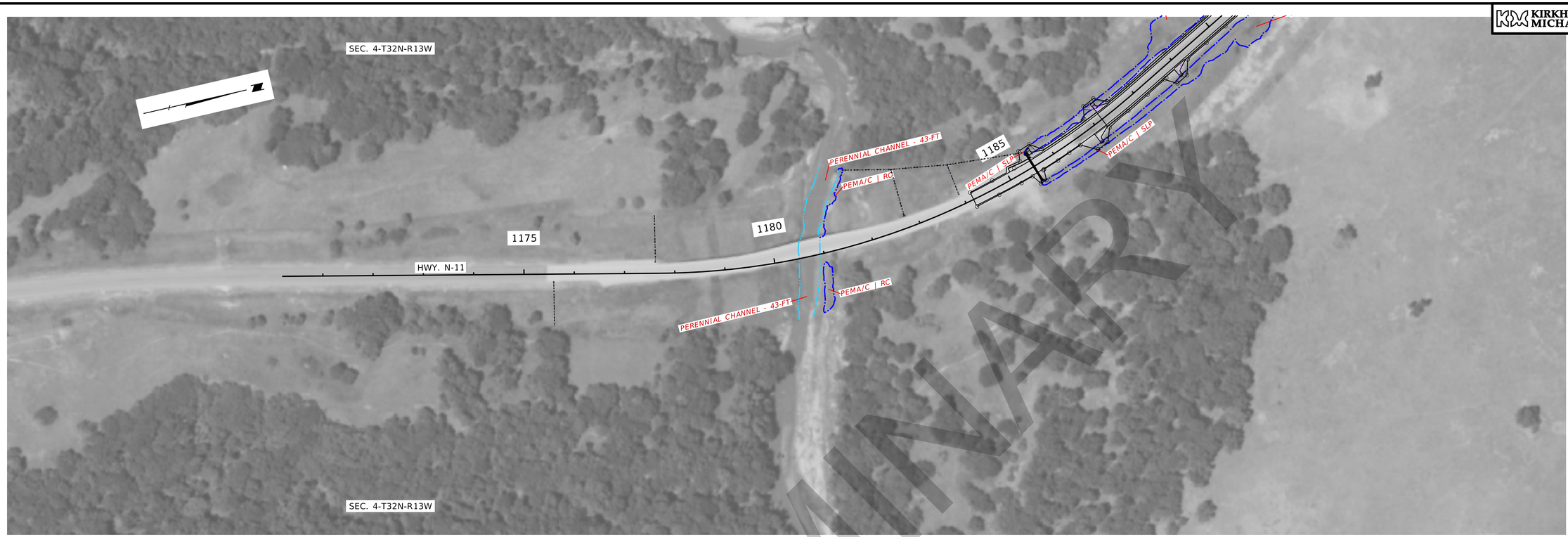

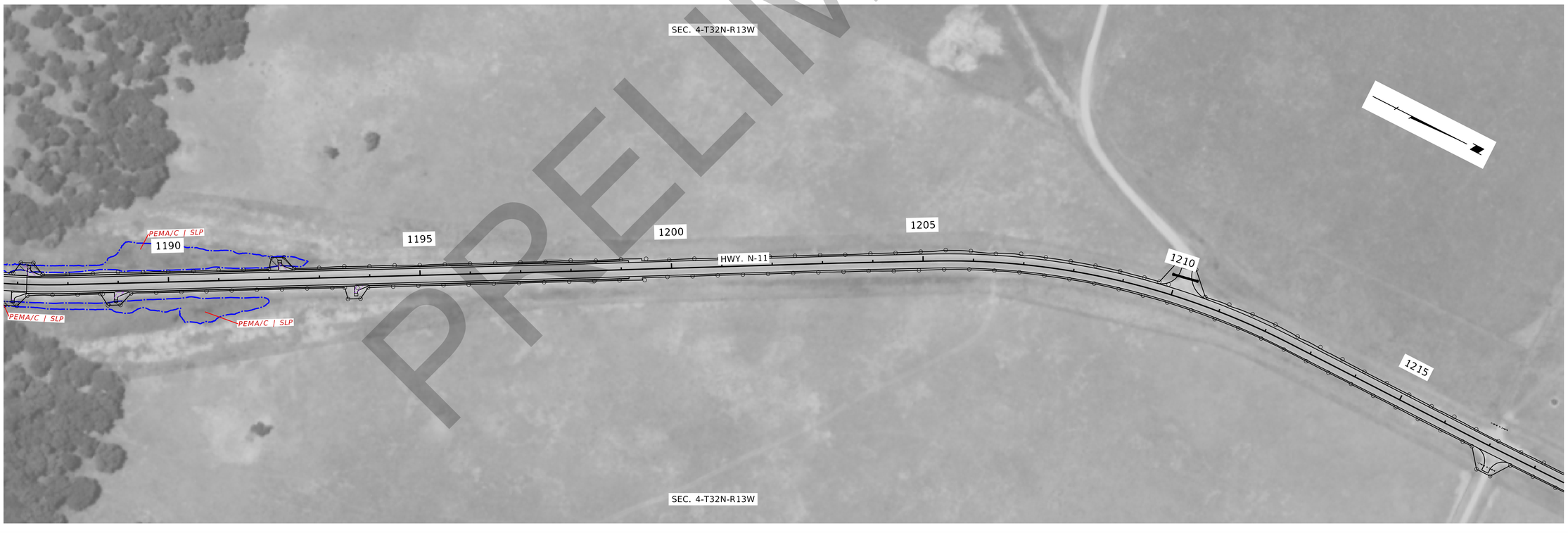

KIRKHAM MICHAEL

E1

Project Number
11-4(116)

C.N. 80952

DATE: 2020
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

ENVIRONMENTAL

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

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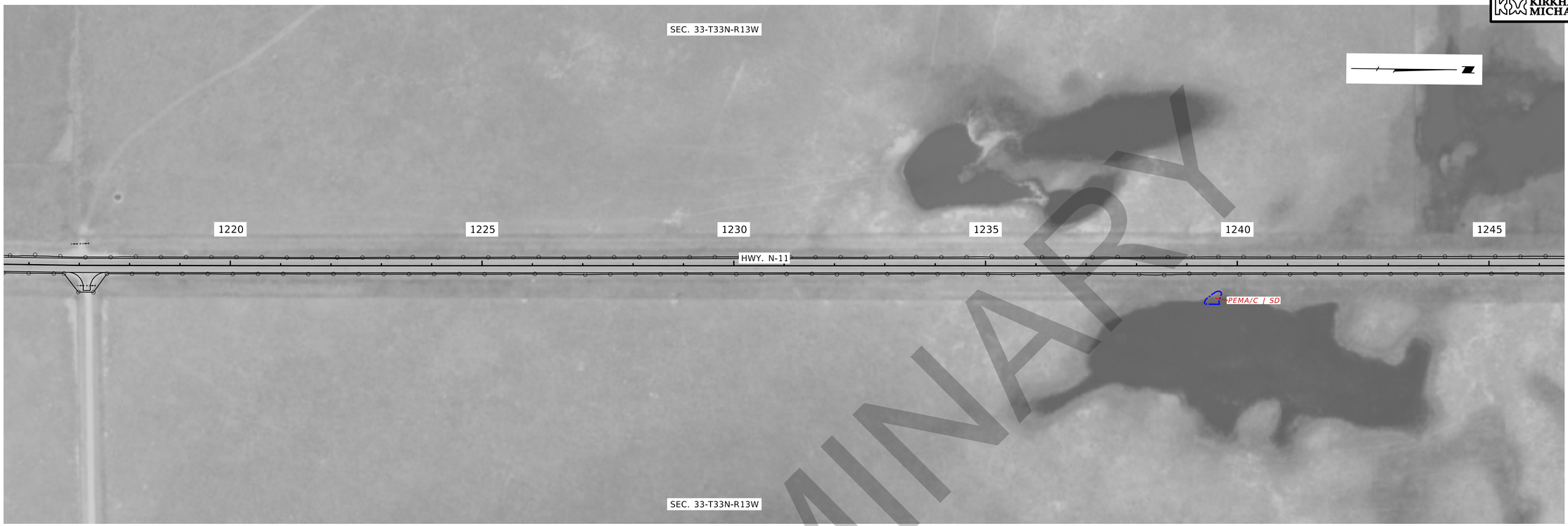

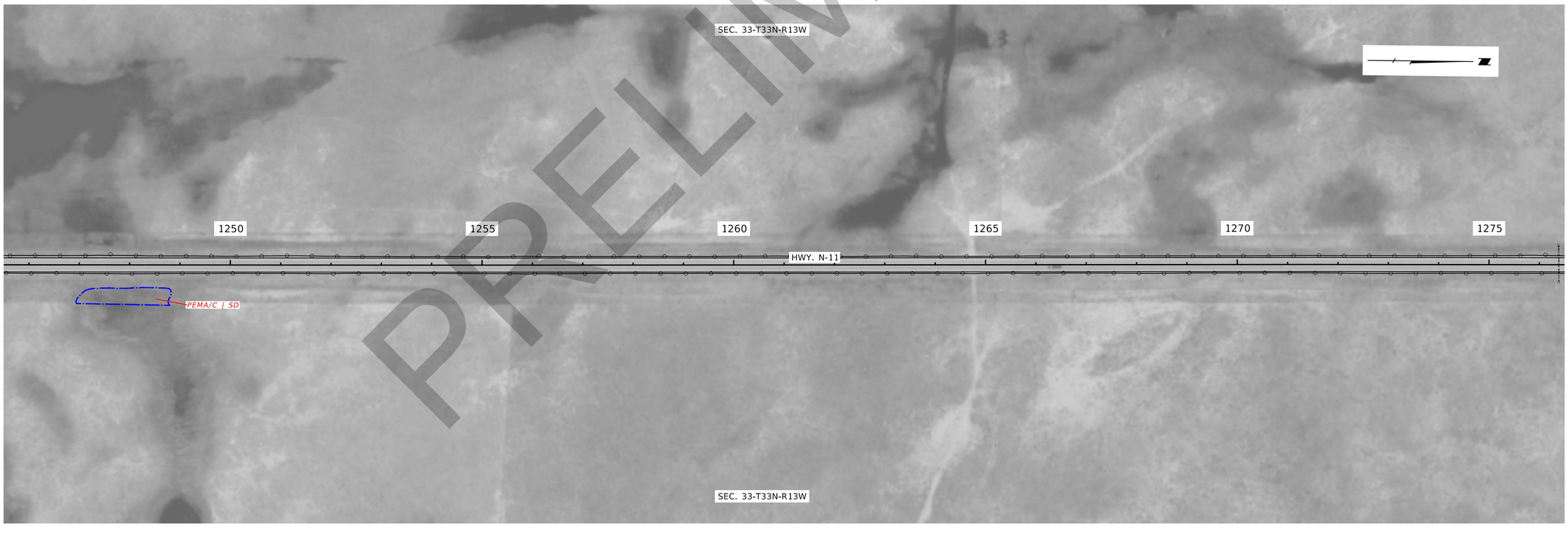

KIRKHAM MICHAEL

E2

Project Number
11-4(116)

C.N. 80952

DATE: 2020
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

ENVIRONMENTAL

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

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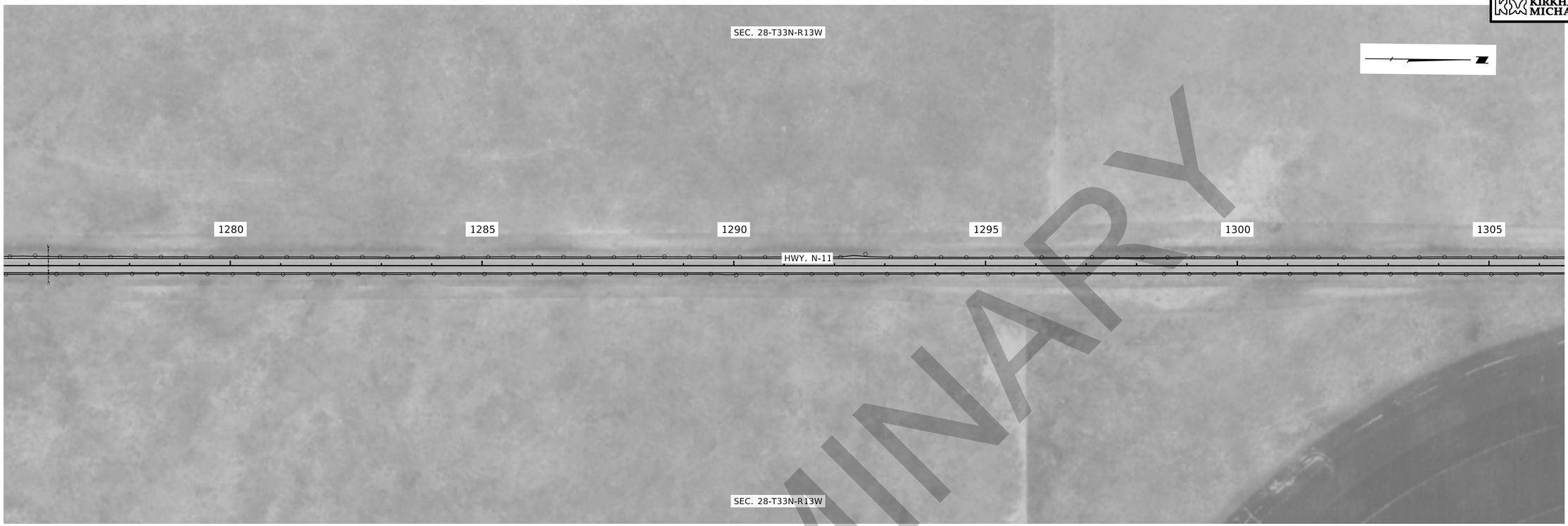

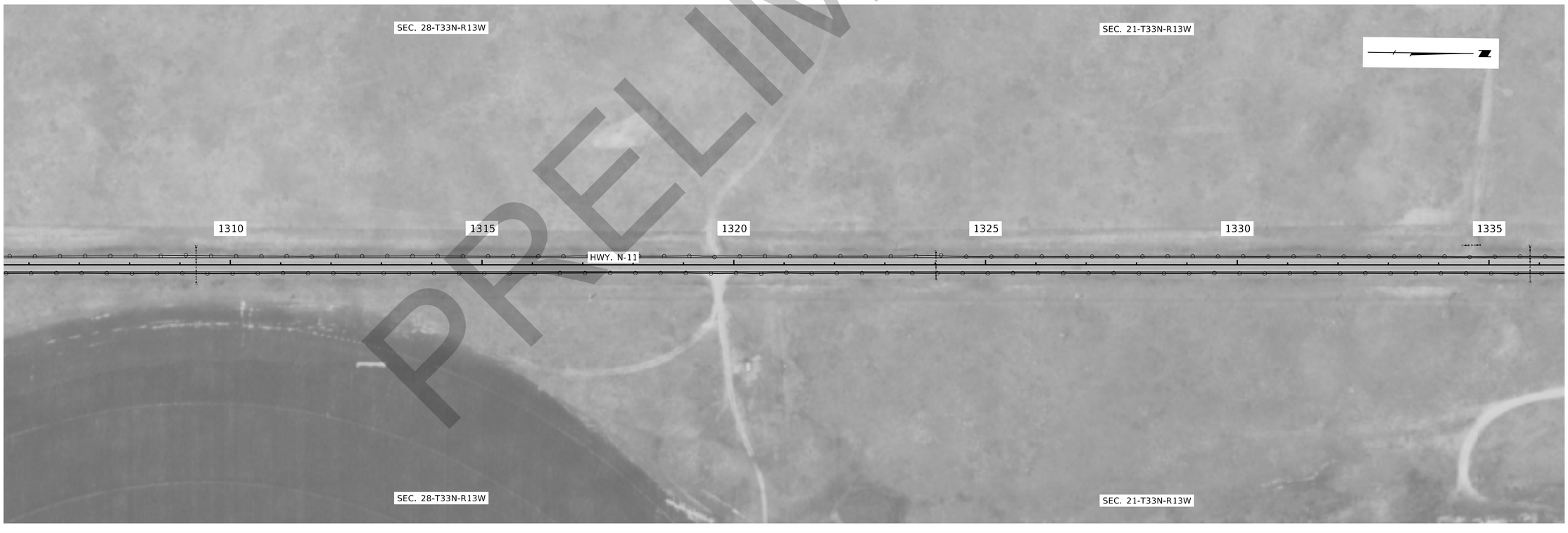

KIRKHAM MICHAEL

E3

Project Number
11-4(116)

C.N. 80952

DATE: 2020
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

ENVIRONMENTAL

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Roadway Design Division

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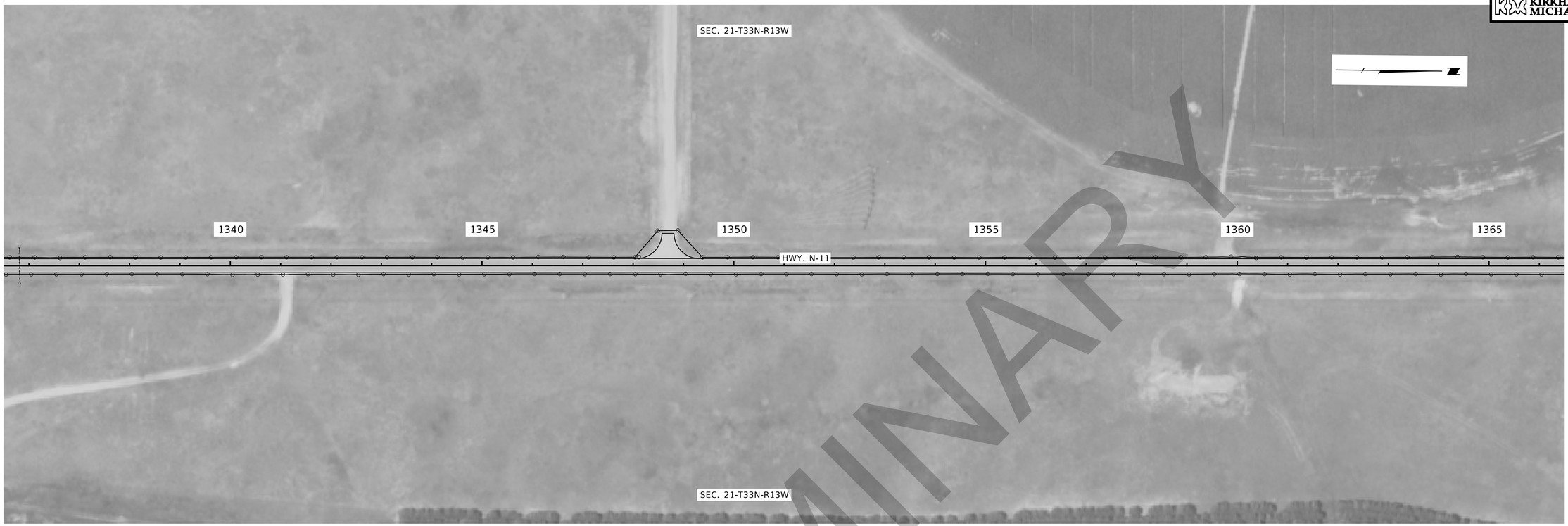

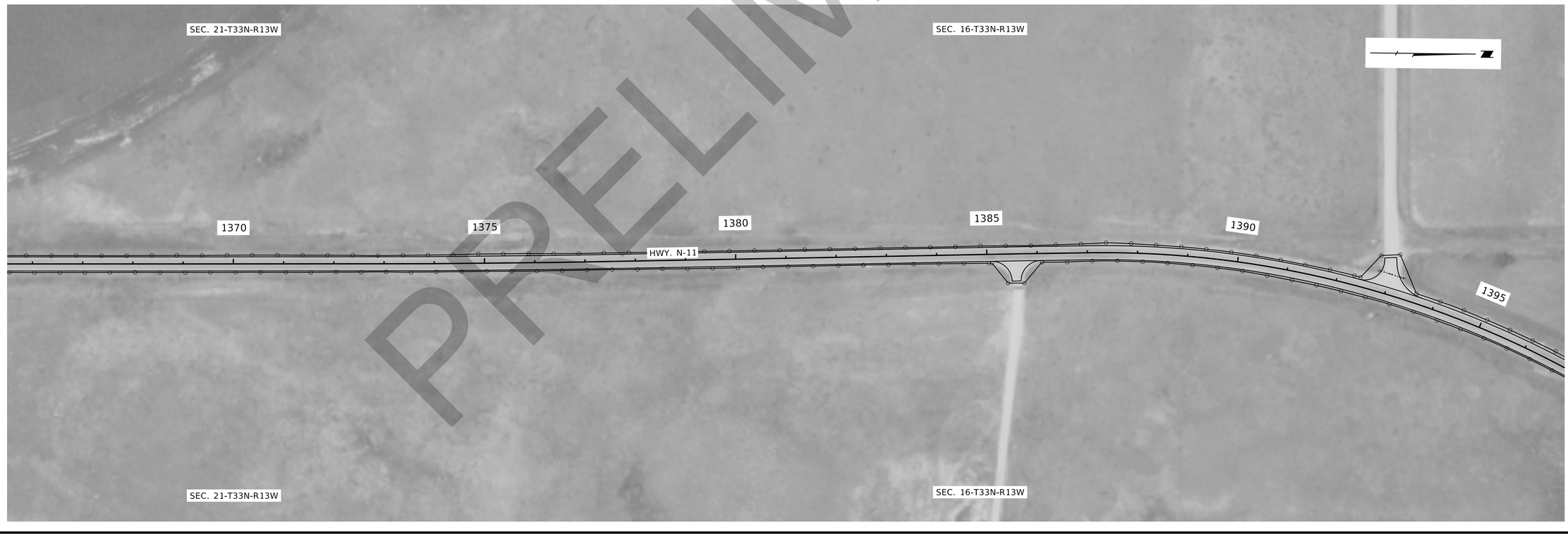

KIRKHAM MICHAEL

E4

Project Number
11-4(116)

C.N. 80952

DATE: 2020
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

ENVIRONMENTAL

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Roadway Design Division

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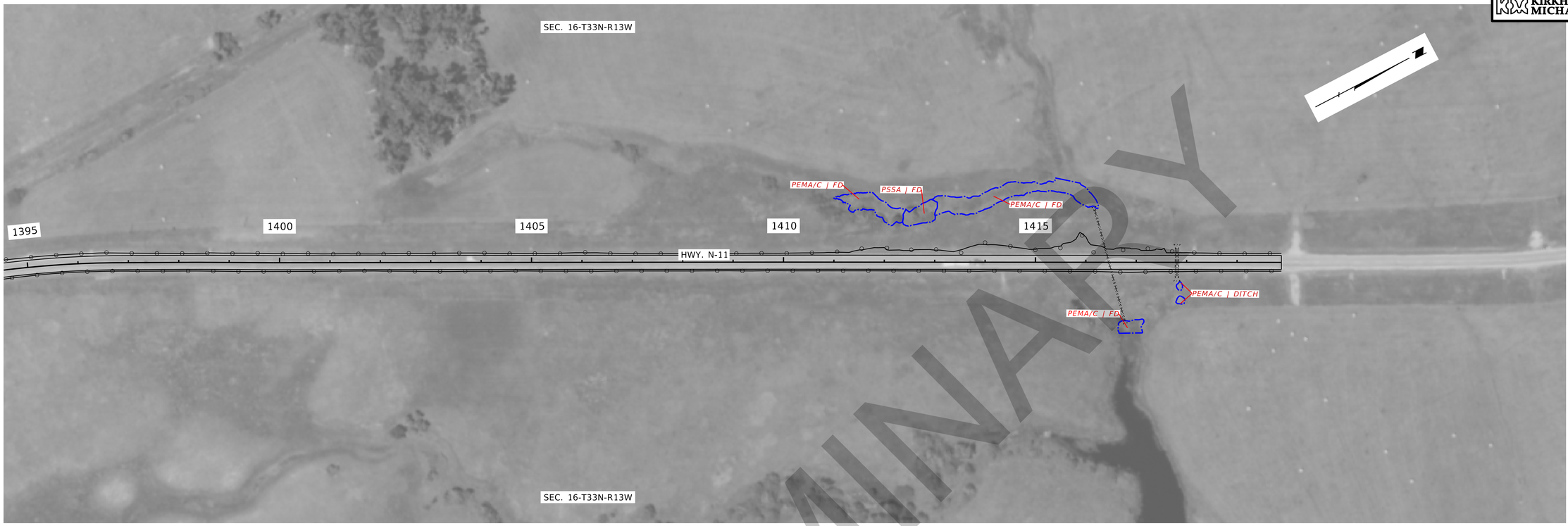

KIRKHAM MICHAEL

E5

Project Number
11-4(116)

C.N. 80952

DATE: 2020
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS

ENVIRONMENTAL

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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

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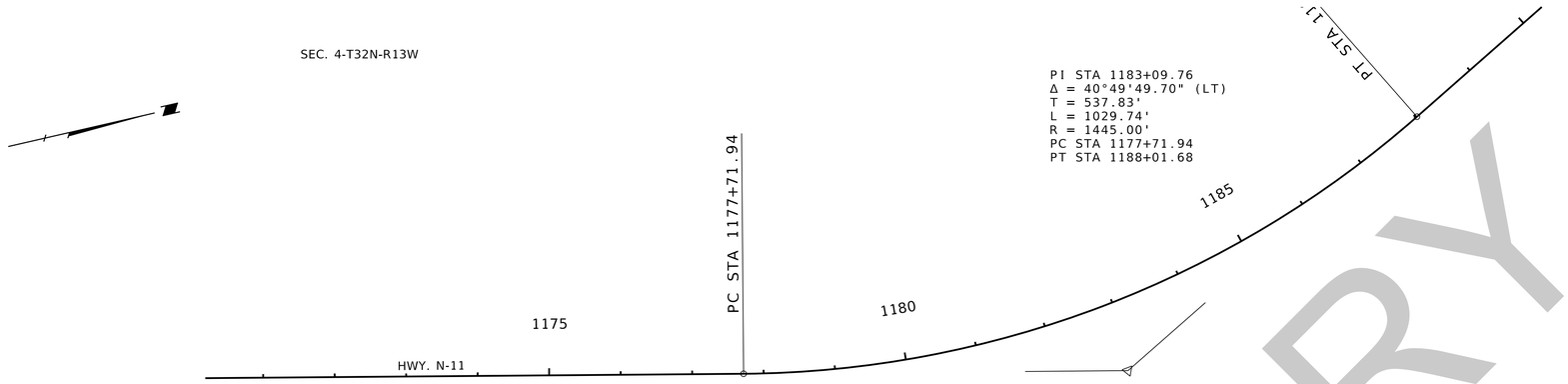
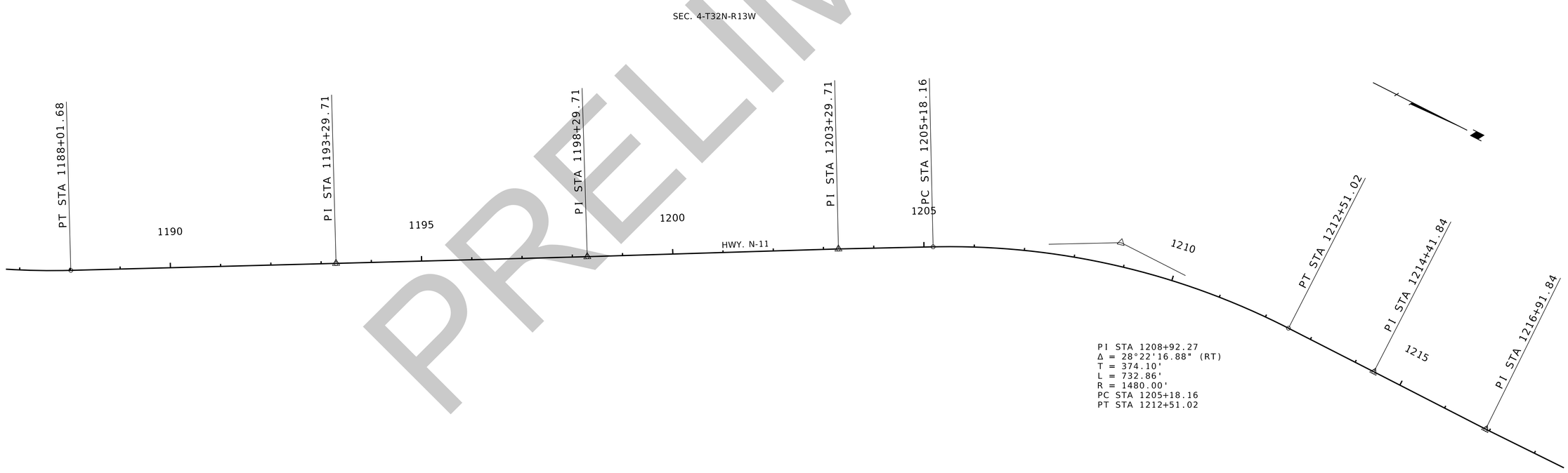


ALIGNMENT INFORMATION		
SEGMENT	ALIGNMENT	PROFILE
HWY. N-11	N-11	-

NOTE: ALIGNMENT HAS BEEN CREATED FROM ASBUILT INFORMATION AND MODIFIED TO REPRESENT THE FIELD SURVEY DATA COLLECTED.



KIRKHAM MICHAEL

F1

Project Number
11-4(116)

C.N. 80952

HORIZONTAL ALIGNMENT & ORIENTATION

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

COMPUTER: GX02
DATE: 12-JUL-2024 14:10
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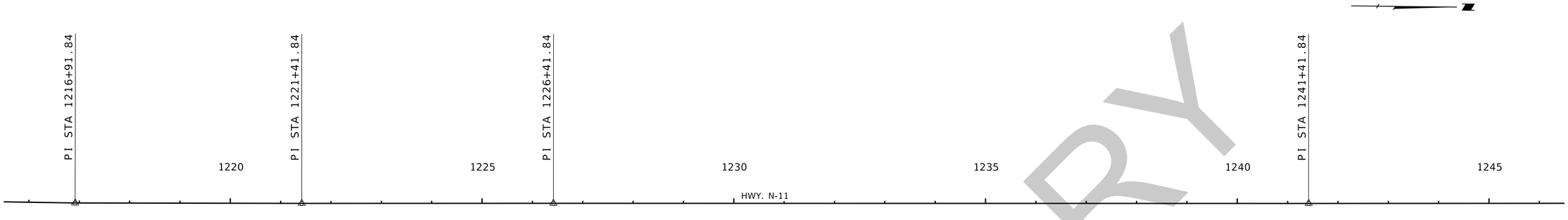

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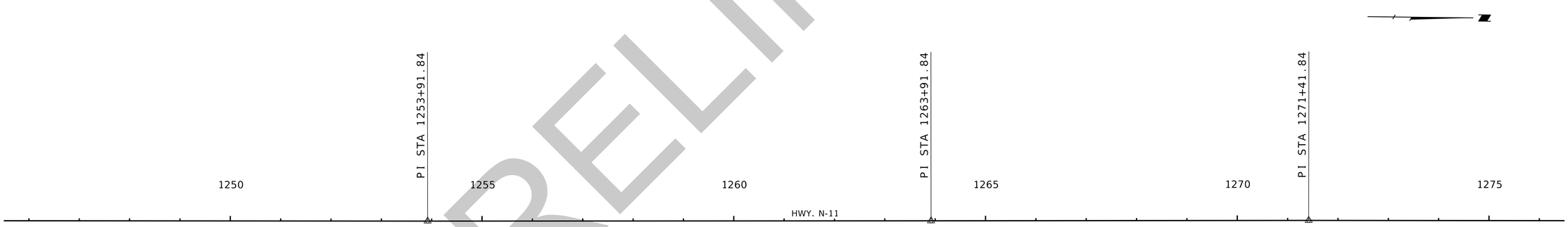

SEC. 33-T33N-R13W

COMPUTER: GX02

DATE: 12-JUL-2024 14:10

FILE: 80952 Sheets Horiz Align.dgn

KIRKHAM MICHAEL

F2

Project Number
11-4(116)

C.N. 80952

HORIZONTAL ALIGNMENT & ORIENTATION

NEBRASKA
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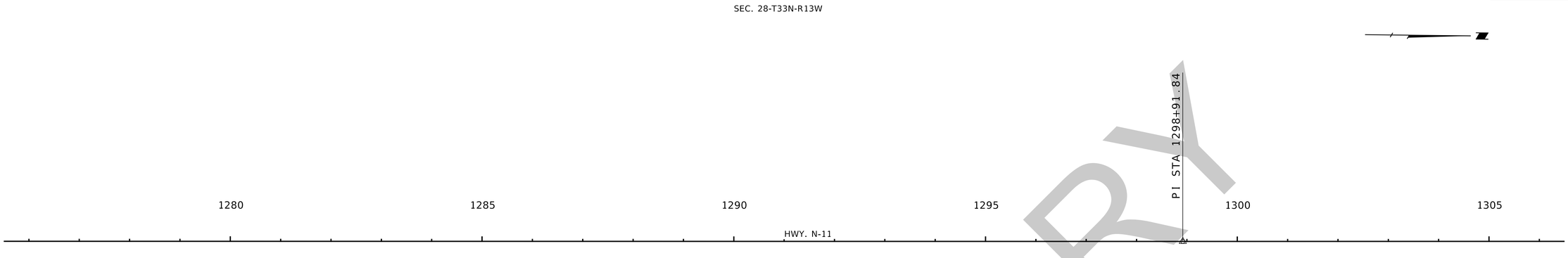
DEPARTMENT OF TRANSPORTATION

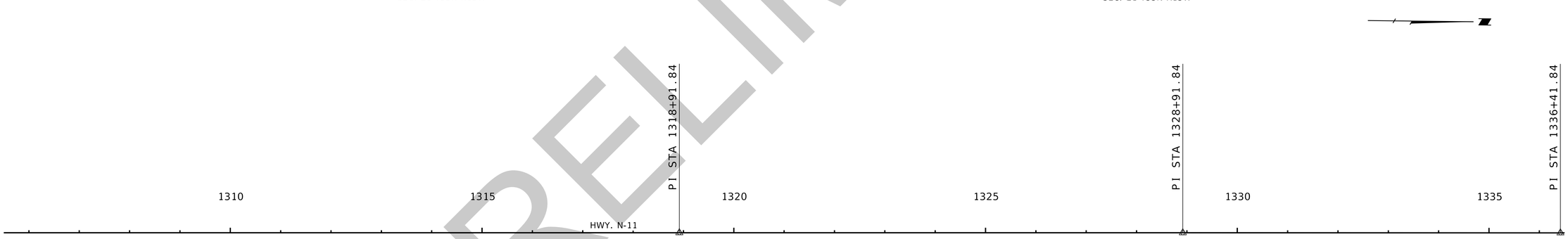
Roadway Design Division

SEC. 28-T33N-R13W



SEC. 28-T33N-R13W

SEC. 21-T33N-R13W



SEC. 28-T33N-R13W

SEC. 21-T33N-R13W

KIRKHAM MICHAEL

F3

Project Number
11-4(116)

C.N. 80952

HORIZONTAL ALIGNMENT & ORIENTATION

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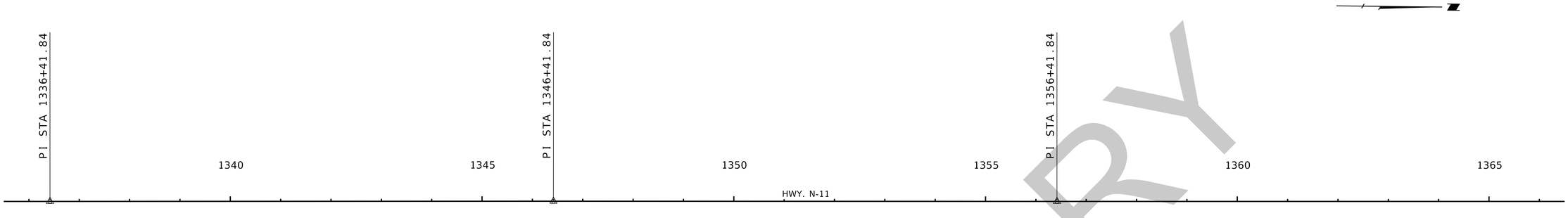
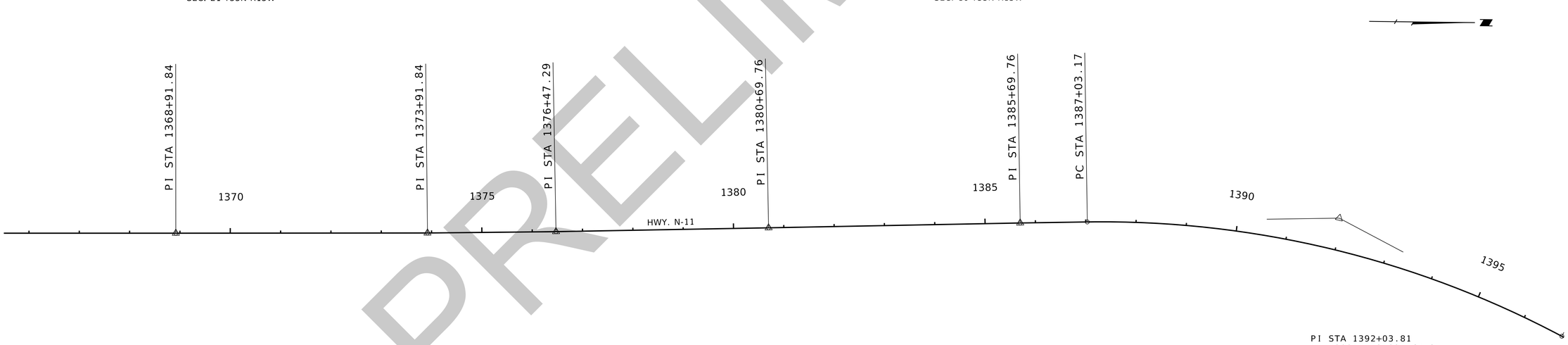
SEC. 21-T33N-R13W



SEC. 21-T33N-R13W

SEC. 16-T33N-R13W



P I STA 1392+03.81
Δ = 28°47'52.82" (RT)
T = 500.64'
L = 980.11'
R = 1950.00'
PC STA 1387+03.17
PT STA 1396+83.28

SEC. 21-T33N-R13W

SEC. 16-T33N-R13W

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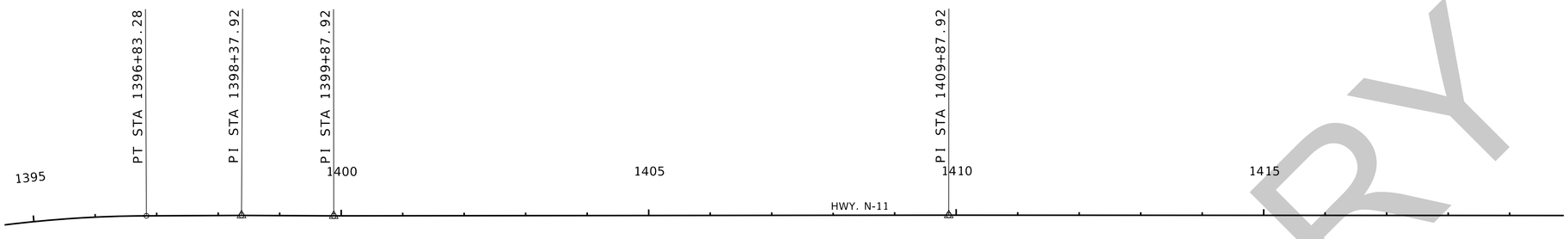
SEC. 16-T33N-R13W



RT)

SEC. 16-T33N-R13W

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Alignment Name:		N-11		
Alignment Description:				
Alignment Style:		Alignment\Mainline		
		Station	X	Y
Element: Linear				
START	( )	1170+19.00 R1	1949458.535	1072721.125
PC	( )	1177+71.94 R1	1949620.787	1073456.371
Tangential Direction:		N12.444°E		
Tangential Length:		752.937		
Element: Circular				
PC	( )	1177+71.94 R1	1949620.787	1073456.371
HPI	( )	1183+09.76 R1	1949736.685	1073981.564
CC	( )		1948209.737	1073767.759
PT	( )	1188+01.68 R1	1949480.996	1074454.726
Radius:		1445		
Delta:		40.830°	Left	
Degree of Curvature (Arc):		3.965°		
Length:		1029.745		
Tangent:		537.828		
Chord:		1008.094		
Middle Ordinate:		90.762		
External:		96.844		
Tangent Direction:		N12.444°E		
Radial Direction:		S77.556°E		
Chord Direction:		N7.971°W		
Radial Direction:		N61.614°E		
Tangent Direction:		N28.386°W		
Element: Linear				
PT	( )	1188+01.68 R1	1949480.996	1074454.726
HPI	( )	1193+29.71 R1	1949229.965	1074919.269
Tangential Direction:		N28.386°W		
Tangential Length:		528.032		
Element: Linear				
HPI	( )	1193+29.71 R1	1949229.965	1074919.269
HPI	(Mainline16)	1198+29.71 R1	1948992.164	1075359.099
Tangential Direction:		N28.399°W		
Tangential Length:		500		
Element: Linear				
HPI	( )	1198+29.71 R1	1948992.164	1075359.099
HPI	( )	1203+29.71 R1	1948752.501	1075797.918
Tangential Direction:		N28.641°W		
Tangential Length:		500		
Element: Linear				
HPI	( )	1203+29.71 R1	1948752.501	1075797.918
PC	( )	1205+18.16 R1	1948663.598	1075964.081
Tangential Direction:		N28.148°W		
Tangential Length:		188.452		
Element: Circular				
PC	( )	1205+18.16 R1	1948663.598	1075964.081
HPI	( )	1208+92.27 R1	1948487.114	1076293.94
CC	( )		1949968.56	1076662.275
PT	( )	1212+51.02 R1	1948488.571	1076668.041
Radius:		1480		
Delta:		28.371°	Right	
Degree of Curvature (Arc):		3.871°		
Length:		732.857		
Tangent:		374.104		
Chord:		725.393		
Middle Ordinate:		45.13		
External:		46.55		
Tangent Direction:		N28.148°W		
Radial Direction:		N61.852°E		
Chord Direction:		N13.962°W		
Radial Direction:		S89.777°E		
Tangent Direction:		N0.223°E		
Element: Linear				
PT	( )	1212+51.02 R1	1948488.571	1076668.041
HPI	( )	1214+41.84 R1	1948489.315	1076858.861
Tangential Direction:		N0.223°E		
Tangential Length:		190.821		
Element: Linear				
HPI	( )	1214+41.84 R1	1948489.315	1076858.861
HPI	(Mainline19)	1216+91.84 R1	1948490.561	1077108.857
Tangential Direction:		N0.286°E		
Tangential Length:		250		
Element: Linear				
HPI	( )	1216+91.84 R1	1948490.561	1077108.857
HPI	(Mainline18)	1221+41.84 R1	1948486.335	1077558.838
Tangential Direction:		N0.538°W		
Tangential Length:		450		
Element: Linear				
HPI	( )	1221+41.84 R1	1948486.335	1077558.838
HPI	(Mainline)	1226+41.84 R1	1948480.731	1078058.806
Tangential Direction:		N0.642°W		
Tangential Length:		500		
Element: Linear				
HPI	( )	1226+41.84 R1	1948480.731	1078058.806
HPI	( )	1241+41.84 R1	1948464.432	1079558.718
Tangential Direction:		N0.623°W		
Tangential Length:		1500		
Element: Linear				
HPI	(Mainline)	1241+41.84 R1	1948464.432	1079558.718
HPI	( )	1253+91.84 R1	1948450.116	1080808.636
Tangential Direction:		N0.656°W		
Tangential Length:		1250		
Element: Linear				
HPI	(Mainline1)	1253+91.84 R1	1948450.116	1080808.636
HPI	( )	1263+91.84 R1	1948437.483	1081808.556
Tangential Direction:		N0.724°W		
Tangential Length:		1000		
Element: Linear				
HPI	(Mainline2)	1263+91.84 R1	1948437.483	1081808.556
HPI	( )	1271+41.84 R1	1948427.58	1082558.491
Tangential Direction:		N0.757°W		
Tangential Length:		750		
Element: Linear				
HPI	(Mainline3)	1271+41.84 R1	1948427.58	1082558.491
HPI	( )	1298+91.84 R1	1948397.667	1085308.328
Tangential Direction:		N0.623°W		
Tangential Length:		2750		
Element: Linear				
HPI	(Mainline4)	1298+91.84 R1	1948397.667	1085308.328
HPI	( )	1318+91.84 R1	1948374.976	1087308.199
Tangential Direction:		N0.650°W		
Tangential Length:		2000		
Element: Linear				
HPI	(Mainline5)	1318+91.84 R1	1948374.976	1087308.199
HPI	( )	1328+91.84 R1	1948363.835	1088308.137
Tangential Direction:		N0.638°W		
Tangential Length:		1000		
Element: Linear				
HPI	(Mainline6)	1328+91.84 R1	1948363.835	1088308.137
HPI	( )	1336+41.84 R1	1948355.572	1089058.092
Tangential Direction:		N0.631°W		
Tangential Length:		750		
Element: Linear				
HPI	(Mainline7)	1336+41.84 R1	1948355.572	1089058.092
HPI	( )	1346+41.84 R1	1948343.776	1090058.022
Tangential Direction:		N0.676°W		
Tangential Length:		1000		
Element: Linear				
HPI	(Mainline8)	1346+41.84 R1	1948343.776	1090058.022
HPI	( )	1356+41.84 R1	1948332.839	1091057.962
Tangential Direction:		N0.627°W		
Tangential Length:		1000		
Element: Linear				
HPI	(Mainline9)	1356+41.84 R1	1948332.839	1091057.962
HPI	( )	1368+91.84 R1	1948318.597	1092307.881
Tangential Direction:		N0.653°W		
Tangential Length:		1250		
Element: Linear				
HPI	(Mainline10)	1368+91.84 R1	1948318.597	1092307.881
HPI	( )	1373+91.84 R1	1948312.515	1092807.844
Tangential Direction:		N0.697°W		
Tangential Length:		500		
Element: Linear				
HPI	(Mainline11)	1373+91.84 R1	1948312.515	1092807.844
HPI	(Mainline15)	1376+47.29 R1	1948306.952	1093063.233
Tangential Direction:		N1.248°W		
Tangential Length:		255.45		
Element: Linear				
HPI	( )	1376+47.29 R1	1948306.952	1093063.233
HPI	(Mainline14)	1380+69.76 R1	1948294.577	1093485.52
Tangential Direction:		N1.679°W		
Tangential Length:		422.469		
Element: Linear				
HPI	( )	1380+69.76 R1	1948294.577	
HPI	( )	1385+69.76 R1	1948279.286	
Tangential Direction:		N1.752°W		
Tangential Length:		500		
Element: Linear				
HPI	( )	1385+69.76 R1	1948279.286	
PC	( )	1387+03.17 R1	1948275.751	
Tangential Direction:		N1.518°W		
Tangential Length:		133.409		
Element: Circular				
PC	( )	1387+03.17 R1	1948275.751	
HPI	( )	1392+03.81 R1	1948262.484	
CC	( )		1950225.066	
PT	( )	1396+83.28 R1	1948491.943	
Radius:		1950		
Delta:		28.798°	Right	
Degree of Curvature (Arc):		2.938°		
Length:		980.109		
Tangent:		500.639		
Chord:		969.825		
Middle Ordinate:		61.254		
External:		63.241		
Tangent Direction:		N1.518°W		
Radial Direction:		N88.482°E		
Chord Direction:		N12.881°E		
Radial Direction:		S62.720°E		
Tangent Direction:		N27.280°E		
Element: Linear				
PT	( )	1396+83.28 R1	1948491.943	
HPI	( )	1398+37.92 R1	1948562.822	
Tangential Direction:		N27.280°E		
Tangential Length:		154.645		
Element: Linear				
HPI	( )	1398+37.92 R1	1948562.822	
HPI	(Mainline13)	1399+87.92 R1	1948632.89	
Tangential Direction:		N27.848°E		
Tangential Length:		150		
Element: Linear				
HPI	( )	1399+87.92 R1	1948632.89	
HPI	(Mainline12)	1409+87.92 R1	1949094.34	
Tangential Direction:		N27.481°E		
Tangential Length:		1000		
Element: Linear				
HPI	( )	1409+87.92 R1	1949094.34	
END	( )	1419+87.92 R1	1949557.234	
Tangential Direction:		N27.574°E		
Tangential Length:		1000		

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Project Number
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C.N. 80952

DATUM INFORMATION

HORIZONTAL	VERTICAL
NAD 83 (1995)	NAVD 88

D.A.F. = 1.0001309

UNITS = US Survey Foot

Control Point Data						
Control Point	X	Y	Z	Station	Offset	Object Used For Station
CP 171-913	1949482.644	1072458.899	1790.940	OFF CHAIN	OFF CHAIN	CONC. MON. W/ALUM. CAP
CP 172-900	1948441.339	1077239.03	1803.757	1218+22.47	-48.00'	CONC. MON. W/ALUM. CAP
CP 173-901	1948380.015	1082400.19	1784.508	1268+84.18	-49.65'	CONC. MON. W/ALUM. CAP
CP 173-902	1948310.33	1087397.04	1757.65	1319+81.40	-63.65'	CONC. MON. W/ALUM. CAP
CP 175-903	1948234.849	1092806.99	1723.995	1373+92.68	-77.67'	CONC. MON. W/ALUM. CAP
CP 175-904	1949867.218	1097536.76	1665.779	OFF CHAIN	OFF CHAIN	CONC. MON. W/ALUM. CAP

NOTE: CONTROL POINT INFORMATION AVAILABLE UPON REQUEST.

CONTROL POINT TIES

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NOTES

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

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

- The Contractor will be required to furnish Borrow on this Project.

FOR INFORMATION ONLY

- As indicated by the Typical Section, Embankment will be required to construct the earth portion of the shoulder. This material will be furnished by the Contractor from sources other than State Right-of-Way.

ASPHALTIC CONCRETE, TYPE SPR FOR MAILBOX TURNOUT, PLAN 307

STATION	SIDE	SQ. YDS.
1209+99	Lt.	49
1217+51	Lt.	79

MAILBOX POSTS, SPECIAL PLAN 1C

STATION	SIDE	EACH
1209+99	Lt.	1
1217+51	Lt.	1

EARTHWORK QUANTITIES

STATION TO STATION	EXCAVATION AVAILABLE (CU. YDS.)	EARTHWORK MEASURED IN EMBANKMENT (CU. YDS.)
1187+18 - 1419+87	458	535
TOTAL	458	535

CULVERT PIPE LEGEND

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

BUILD RUMBLE STRIPS, SPECIAL PLAN 2C

STATION TO STATION	CENTERLINE	SHOULDER		EDGELINE	
	(STA.)	(STA.)	SIDE	(STA.)	SIDE
1187+18 - 1419+88	-	-	-	233	Lt./Rt.
TOTAL	-	-		466	

SURFACE DRIVEWAY, SEE DETAIL A

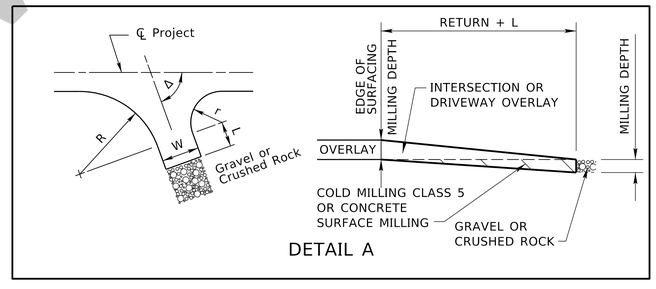
STATION	SIDE	R (ft.)	r (ft.)	W (ft.)	L (ft.)	Δ (°)	PLACEMENT (SY)	ASPHALTIC CONCRETE TYPE	OVERLAY DEPTH	ASPHALTIC CONCRETE (TON)	MILLING DEPTH	COLD MILLING CLASS 5 (SY)	GRAVEL (CY)
1217+13	Rt.	30	30	14	6	90	99	SPR	3"-2"	11	1"-2"	99	5

BUILD EARTH DRIVE & SURFACE, SEE DETAIL B

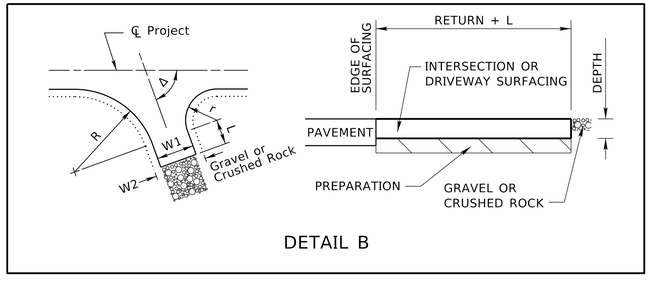
STATION	SIDE	R (ft.)	r (ft.)	W1 (ft.)	W2 (ft.)	L (ft.)	Δ (°)	SLOPE	PLACEMENT (SY)	ASPHALTIC CONCRETE TYPE	ASPHALT DEPTH	ASPHALTIC CONCRETE (TON)	PREPARATION (SY)	GRAVEL (CY)
1210+14	Lt.	50	40	22	24	-	85	+0.2%	204	SPR	6"	67	204	5
1348+69	Lt.	50	50	24	26	-	90	+2.1%	253	SPR	6"	83	253	5
1385+58	Rt.	40	40	18	20	-	90	-1.9%	156	SPR	6"	51	156	5

BUILD INTERSECTION, SEE DETAIL B

STATION	SIDE	R (ft.)	r (ft.)	W1 (ft.)	W2 (ft.)	L (ft.)	Δ (°)	SLOPE	PLACEMENT (SY)	ASPHALTIC CONCRETE TYPE	ASPHALT DEPTH	ASPHALTIC CONCRETE (TON)	PREPARATION (SY)	GRAVEL (CY)
1393+11	Lt.	75	40	24	26	15	70	+1.4%	343	SPR	8"	150	343	10



DETAIL A



DETAIL B

LEGEND

- GAS LINE
- ELECTRICAL SERVICE
- POWER LINE
- OVERHEAD POWER LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE LINE
- FIBER OPTIC TELE. LINE
- OVERHEAD TELEPHONE LINE
- CABLE TV LINE
- OVERHEAD CABLE TV LINE
- WATER LINE
- FENCE - CHAIN LINK
- FENCE - R.O.W. OR WIRE
- FENCE - WOOD
- FLOWLINE
- CENTER LINE DRIVE
- BENCH MARK
- CENTER PIVOT
- CONTROL POINT
- CULVERT
- DIKE
- GAS METER
- GAS VALVE
- GRID TICK
- GUARDRAIL
- GUARD POST
- GUY POLE
- GUY WIRE
- LIGHT POLE
- MAILBOX
- MANHOLE
- MARSH
- OIL WELL
- PHOTO CODE POINT
- POWER BOX
- POWER POLE
- POWER PULL BOX
- PROPANE TANK
- R.O.W. MARKER
- ADVANCED R.R. WARNING SIGN
- RAILROAD WARNING
- RAILROAD TRACKS
- RETAINING WALL
- SATELLITE DISH
- SIGN
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL/ST. LIGHT
- TELEPHONE BOX
- TELE. FIBER OPTICS BOX
- TELEPHONE PULL BOX
- TELEPHONE POLE
- TELEVISION BOX
- TRAVELED WAY
- TREE - CONIFEROUS
- TREE - DECIDUOUS
- TREE STUMP
- WATER (FIRE) HYDRANT
- WATER VALVE
- WATER METER
- WELL
- WINDMILL

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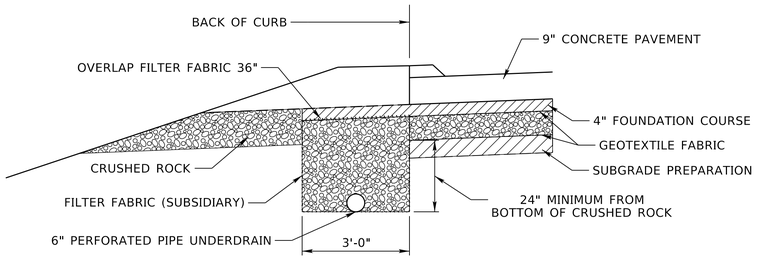
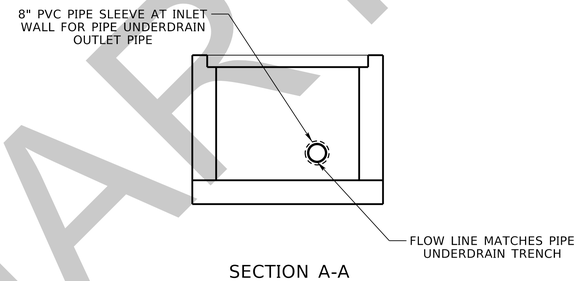
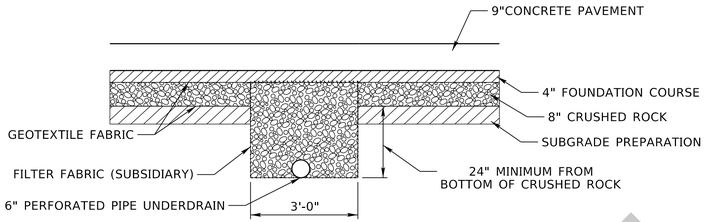


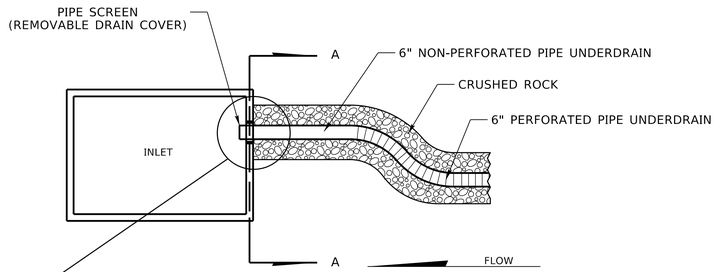
PIPE UNDERDRAIN DETAIL



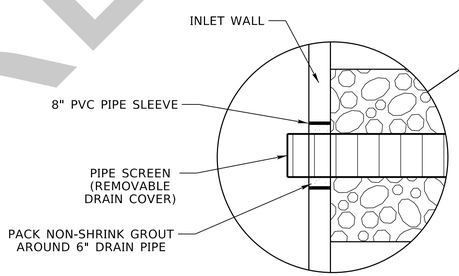
SECTION A-A



TRANSVERSE PIPE UNDERDRAIN DETAIL



PLAN (ON GRADE)



DETAIL OF PIPE UNDERDRAIN AT INLET

6" PIPE UNDERDRAIN
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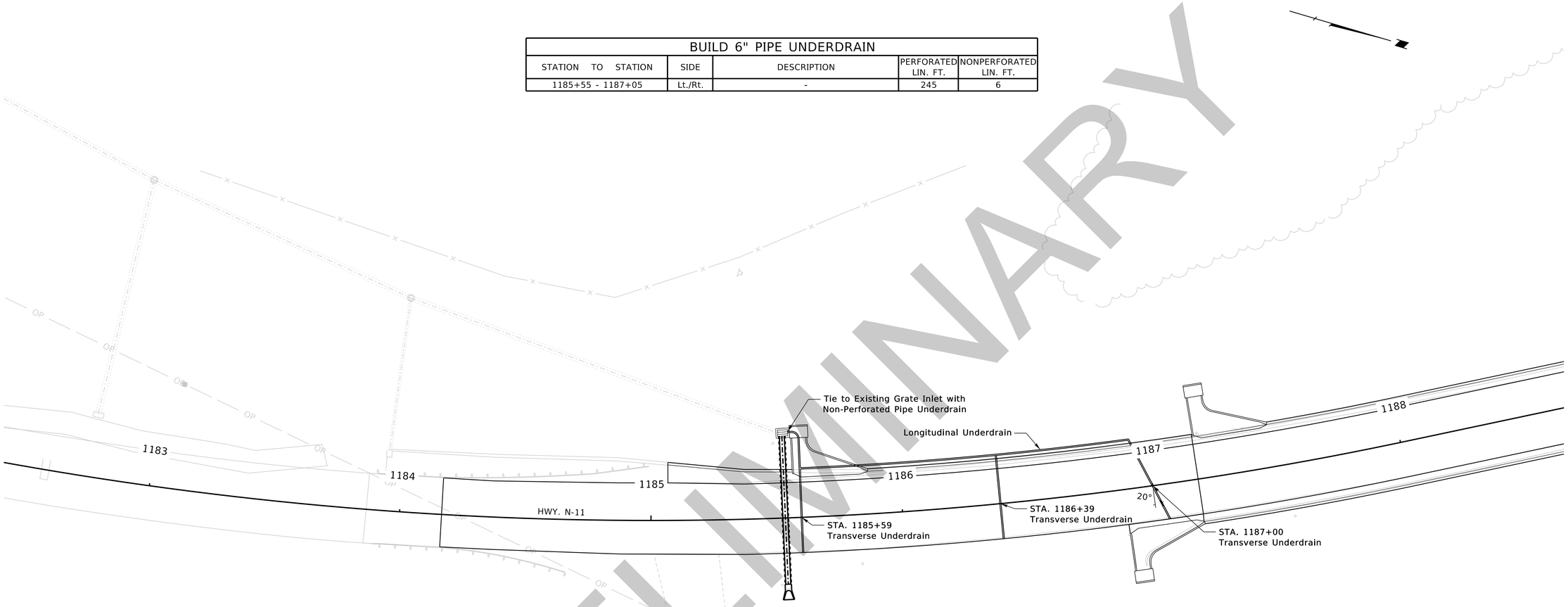
SEC. 4-T32N-R13W

BUILD 6" PIPE UNDERDRAIN				
STATION TO STATION	SIDE	DESCRIPTION	PERFORATED LIN. FT.	NONPERFORATED LIN. FT.
1185+55 - 1187+05	Lt./Rt.	-	245	6



SEC. 4-T32N-R13W

KIRKHAM MICHAEL

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6" PIPE UNDERDRAIN
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Roadway Design Division

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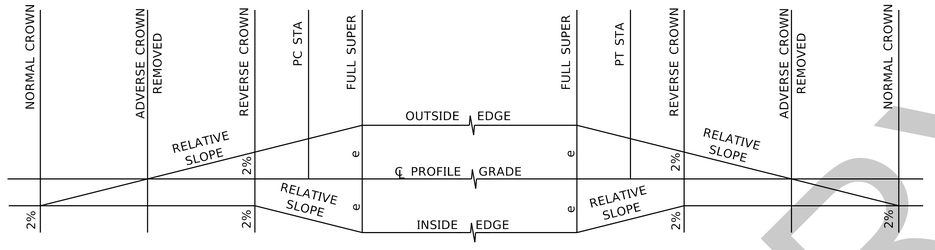
DATE: 6-AUG-2024 17:07
FILE: 80952 Sheets General Info.dgn



SUPERELEVATION													
P.I. STATION	RADIUS OF CURVE	SUPERELEVATION e %	RELATIVE SLOPE	NORMAL CROWN STATION	ADVERSE CROWN REMOVED STATION	REVERSE CROWN STATION	P.C. STATION	FULL SUPER STATION	FULL SUPER STATION	P.T. STATION	REVERSE CROWN STATION	ADVERSE CROWN REMOVED STATION	NORMAL CROWN STATION
1183+09.76	1445'	6.0	222:1	1176+12	1176+65	1177+19	1177+71.94	1178+25	1187+48	1188+01.68	1188+55	1189+08	1189+62
1208+92.27	1480'	6.0	222:1	1203+58	1204+11	1204+65	1205+18.16	1205+71	1211+98	1212+51.02	1213+04	1213+58	1214+11
1392+03.81	1950'	5.6	222:1	1385+50	1386+04	1386+57	1387+03.17	1387+53	1396+34	1396+83.28	1397+30	1397+83	1398+36

FOR DETAILS NOT SHOWN SEE PLAN 108

SUPERELEVATION DIAGRAM

NOTE: SUPERELEVATION TRANSITION STATIONS CALCULATED FROM ALIGNMENT AND AS-BUILT SUPERELEVATION RATE. EXISTING CONDITIONS MAY BE DIFFERENT.

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KIRKHAM MICHAEL

G4

Project Number
11-4(116)

C.N. 80952

SUPERELEVATION DIAGRAM
GENERAL INFORMATION

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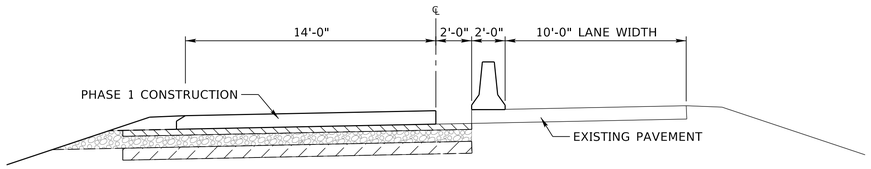
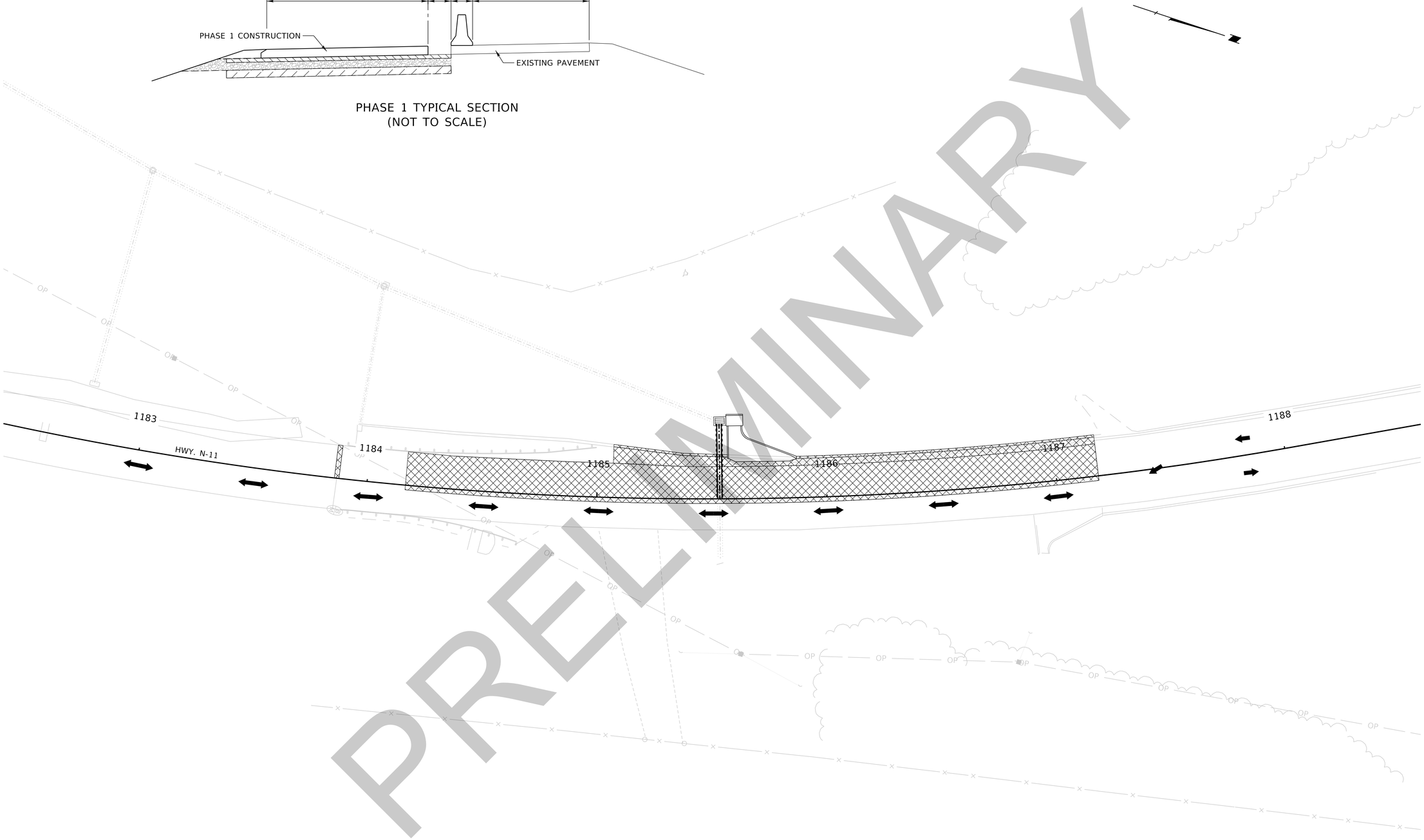
SEC. 4-T32N-R13W



PHASE 1 TYPICAL SECTION
(NOT TO SCALE)



SEC. 4-T32N-R13W

KIRKHAM MICHAEL

H1

Project Number
11-4(116)

C.N. 80952

LEGEND

BUILD CONCRETE PAVEMENT / BRIDGE

COMPLETED CONCRETE PAVEMENT / BRIDGE

TRAFFIC FLOW

PHASE 1
PHASING

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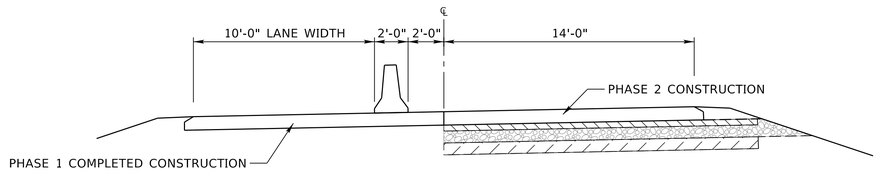
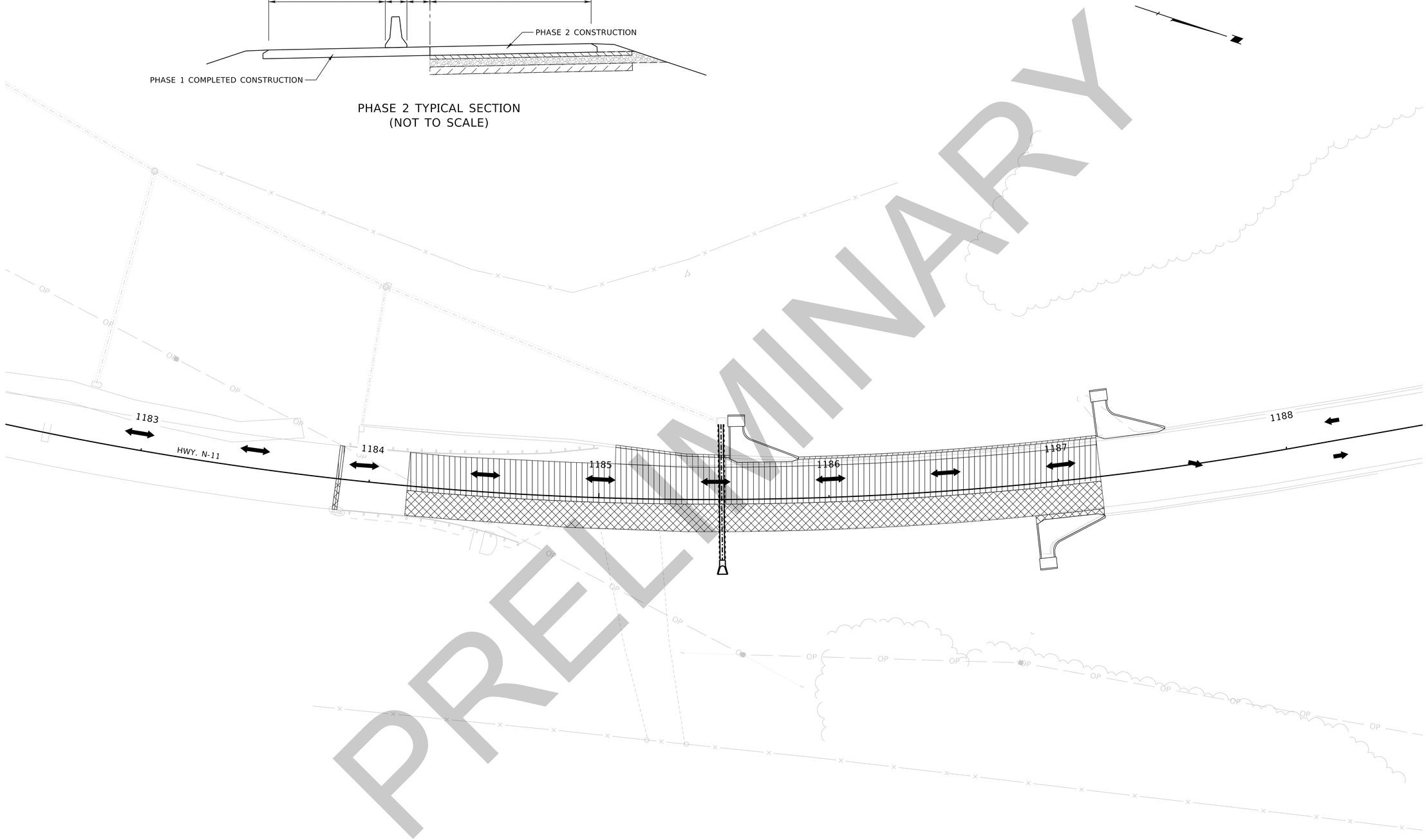
SEC. 4-T32N-R13W



PHASE 2 TYPICAL SECTION
(NOT TO SCALE)



SEC. 4-T32N-R13W

KIRKHAM MICHAEL

H2

Project Number
11-4(116)

C.N. 80952

LEGEND

BUILD CONCRETE PAVEMENT / BRIDGE

COMPLETED CONCRETE PAVEMENT / BRIDGE

TRAFFIC FLOW

PHASE 2
PHASING

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Roadway Design Division

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DATE: 6-AUG-2024 17:07
FILE: 80952 Sheets Phase 2.dgn

SEC. 4-T32N-R13W

(1) POINT 14.56' LT. STA. 1184+16.71 (N-11)
X = 1949602.83, Y = 1074092.49

(2) POINT 12.91' RT. STA. 1184+16.71 (N-11)
X = 1949629.58, Y = 1074098.73

(3) POINT 14.88' LT. STA. 1184+86.64 (N-11)
X = 1949585.18, Y = 1074159.41

(4) POINT 13.38' RT. STA. 1184+87.78 (N-11)
X = 1949612.05, Y = 1074168.26

(5) POINT 14.93' LT. STA. 1185+06.79 (N-11)
X = 1949579.54, Y = 1074178.54

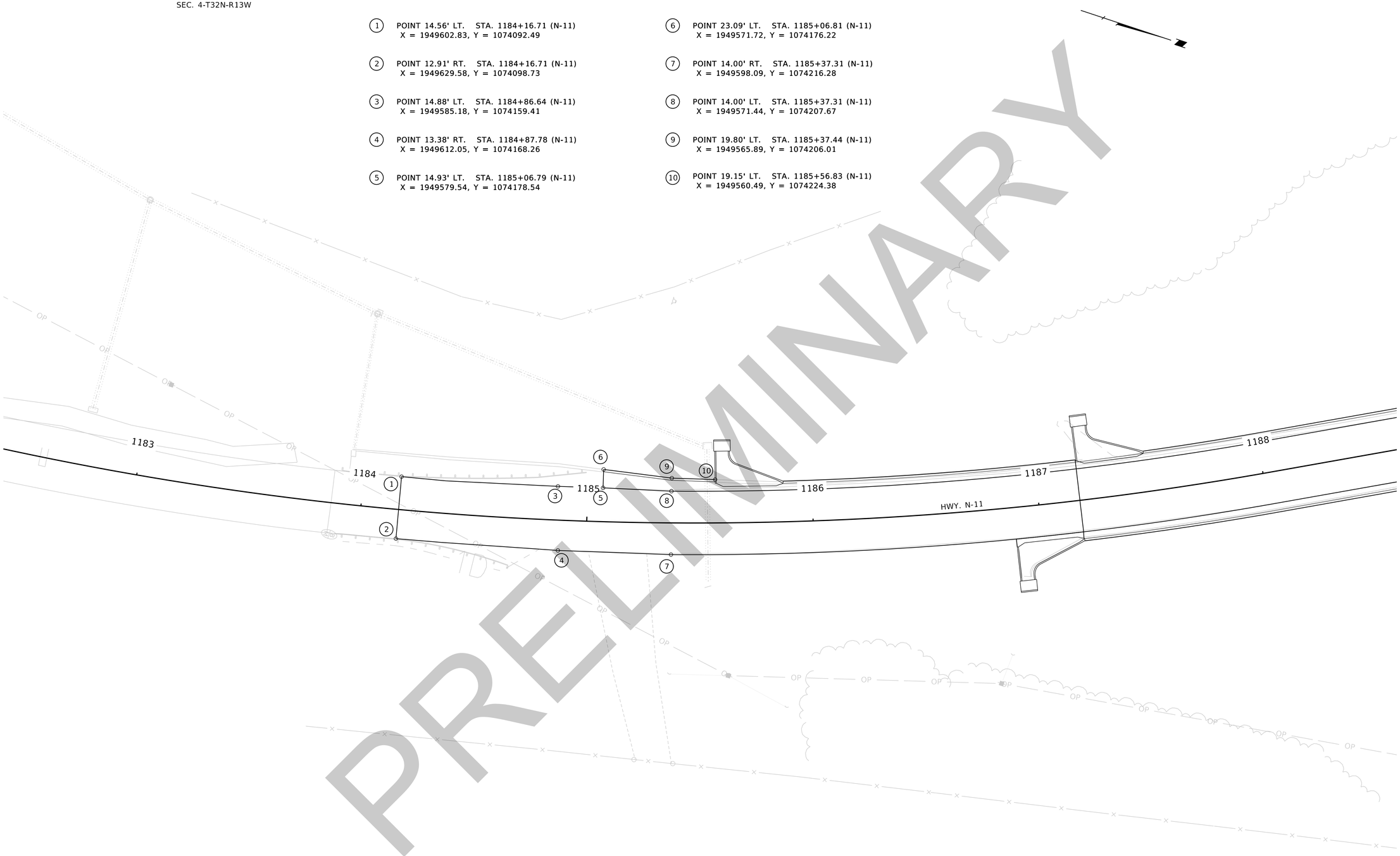
(6) POINT 23.09' LT. STA. 1185+06.81 (N-11)
X = 1949571.72, Y = 1074176.22

(7) POINT 14.00' RT. STA. 1185+37.31 (N-11)
X = 1949598.09, Y = 1074216.28

(8) POINT 14.00' LT. STA. 1185+37.31 (N-11)
X = 1949571.44, Y = 1074207.67

(9) POINT 19.80' LT. STA. 1185+37.44 (N-11)
X = 1949565.89, Y = 1074206.01

(10) POINT 19.15' LT. STA. 1185+56.83 (N-11)
X = 1949560.49, Y = 1074224.38



SEC. 4-T32N-R13W

KIRKHAM MICHAEL

J1

Project Number
11-4(116)

C.N. 80952

GEOMETRICS

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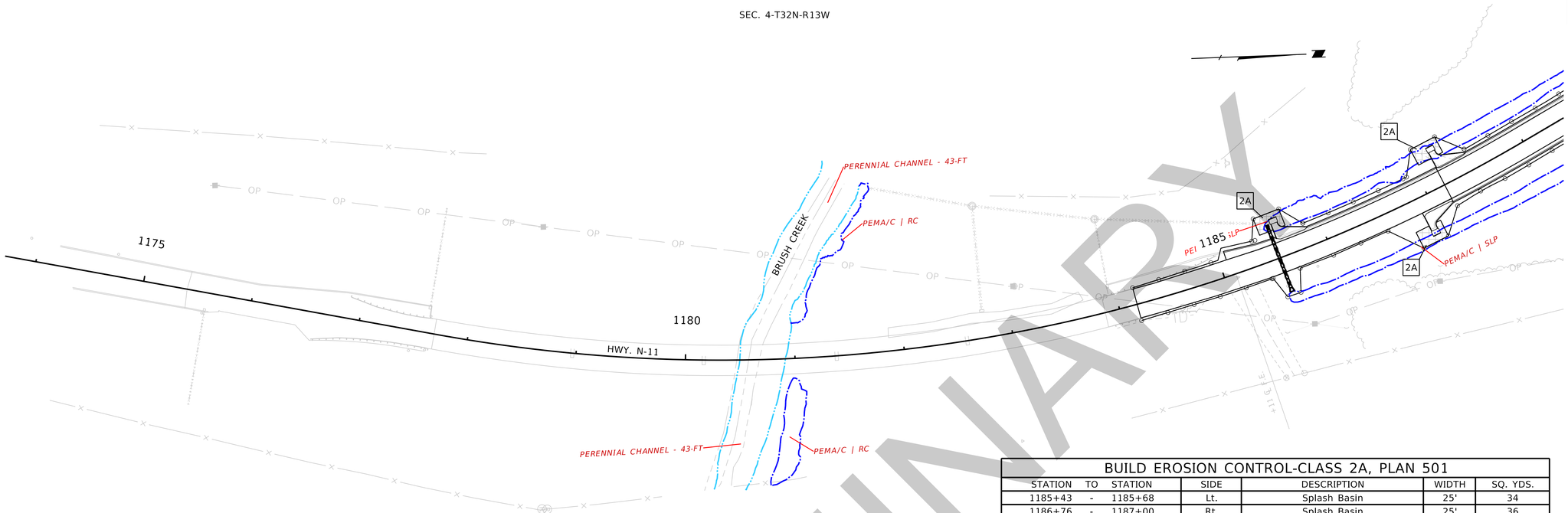
FILE: 80952 Sheets Geometrics.dgn

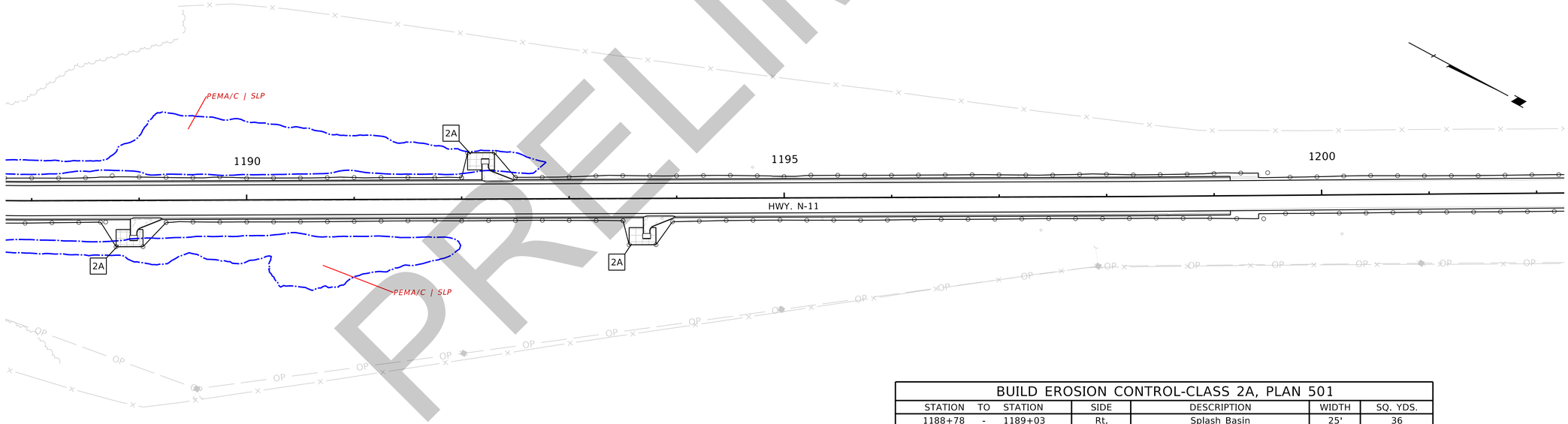
SEC. 4-T32N-R13W



BUILD EROSION CONTROL-CLASS 2A, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
1185+43	-	1185+68	Lt.	Splash Basin	25'	34
1186+76	-	1187+00	Rt.	Splash Basin	25'	36
1187+05	-	1187+30	Lt.	Splash Basin	25'	36

SEC. 4-T32N-R13W

SEC. 4-T32N-R13W



BUILD EROSION CONTROL-CLASS 2A, PLAN 501						
STATION	TO	STATION	SIDE	DESCRIPTION	WIDTH	SQ. YDS.
1188+78	-	1189+03	Rt.	Splash Basin	25'	36
1192+06	-	1192+31	Lt.	Splash Basin	25'	36
1193+56	-	1193+81	Rt.	Splash Basin	25'	36

SEC. 4-T32N-R13W

KIRKHAM MICHAEL

J2

Project Number
11-4(116)

C.N. 80952

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- EROSION CONTROL, CLASS 2A

EROSION & SEDIMENT CONTROL

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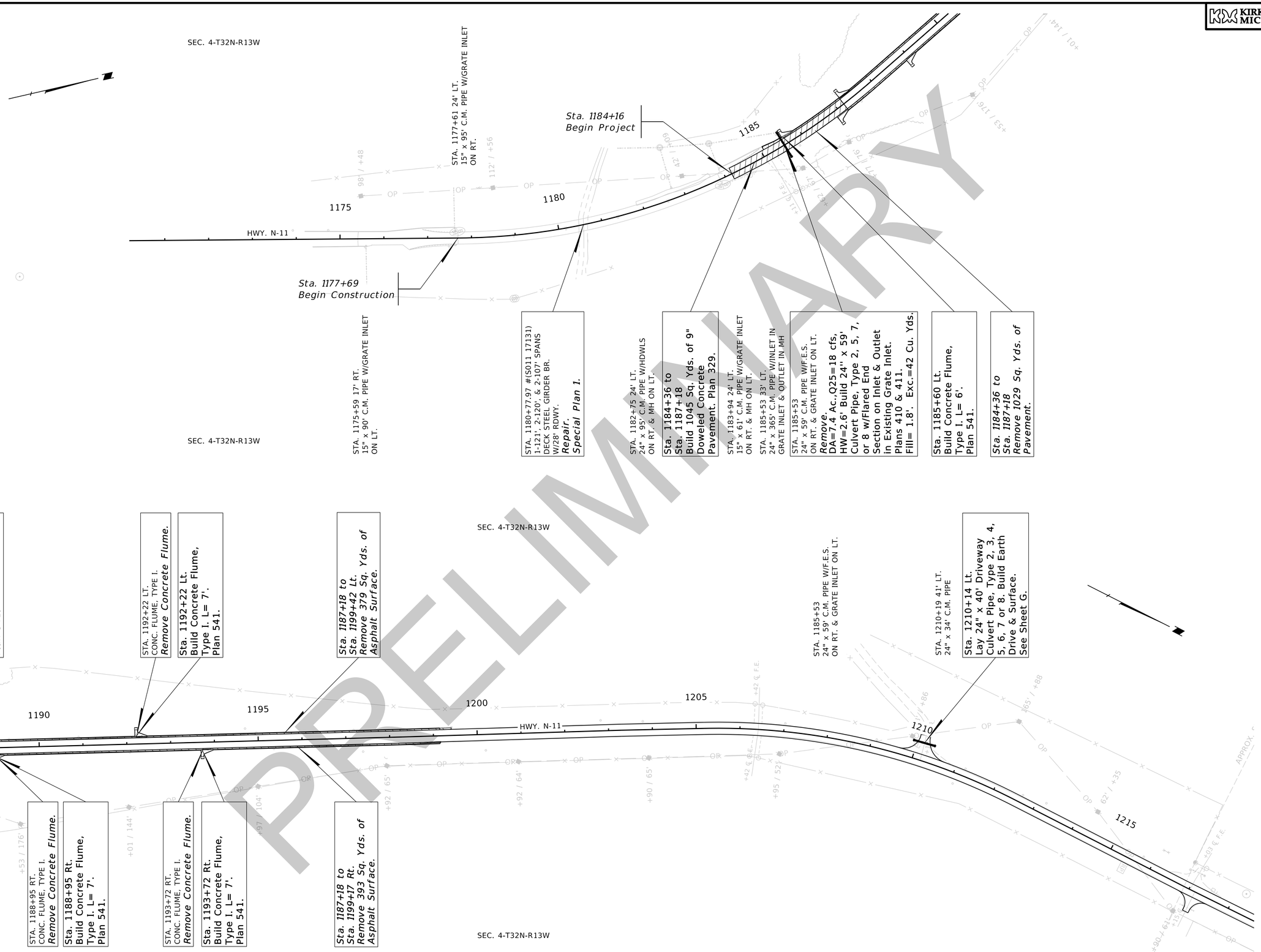
Roadway Design Division

COMPUTER: GX02
DATE: 6-AUG-2024 17:07
FILE: 80952 Sheets Erosion Control.dgn



FILE: 80952 Sheets Plan-Plan.dgn DATE: 6-AUG-2024 17:07 COMPUTER: GX02

KIRKHAM MICHAEL

L1

Project Number
11-4(116)

C.N. 80952

PLAN

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DEPARTMENT OF TRANSPORTATION

Roadway
Design
Division

SEC. 33-T33N-R13W

APPROX. SEC. LINE

STA. 1217+00 43' LT.
24" x 38' C.M. PIPE

+03 ℄ F.E.

1220 1225 1230 1235 1240 1245

HWY. N-11

+90 / 61'
+15

+81 / 62'
+80 / 64'
+81 / 65'
+81 / 66'
+83 / 67'
+83 / 69'
+80 / 70'
+82 / 71'
+82 / 74'

APPROX. SEC. LINE

STA. 1217+13 39' RT.
24" x 38' C.M. PIPE

Sta. 1217+13 Rt.
Surface Driveway.
See Sheet G.

SEC. 33-T33N-R13W

SEC. 33-T33N-R13W

APPROX. SEC. LINE

STA. 1276+39
24" x 70' C.M. PIPE W/F.E.S.

1250 1255 1260 1265 1270 1275

+65 ℄ F.E.

HWY. N-11

+04 / 75'
+05 / 76'
+05 / 76'
+06 / 77'
+87 / 76'
+86 / 76'
+73 ℄ F.E.
+85 / 75'
+78 / 75'
+75 / 75'
+05 / 74'
+77 / 71'

APPROX. SEC. LINE

SEC. 33-T33N-R13W

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FILE: 80952 Sheets Plan-Plan.dgn

KIRKHAM MICHAEL

L2

Project Number
11-4(116)

C.N. 80952

PLAN

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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

SEC. 28-T33N-R13W

STA. 1276+39
24" x 70' C.M. PIPE W/F.E.S.

1280 1285 1290 1295 1300 1305

HWY. N-11

+77 / 71' +74 / 70' +39 / 67' +40 / 66' +40 / 64' +38 / 62' +39 / 72' +39 / 97' +43 / 91' +43 / 71' +40 / 61'

SEC. 28-T33N-R13W

SEC. 21-T33N-R13W

STA. 1309+32
24" x 70' C.M. PIPE W/F.E.S.

STA. 1324+02
24" x 52' C.M. PIPE W/F.E.S.

STA. 1334+64 39' LT.
24" x 38' C.M. PIPE

STA. 1335+82
24" x 68' C.M. PIPE

APPROX. SEC. LINE

1310 1315 1320 1325 1330 1335

HWY. N-11

+16 / 63' +17 / 65' +17 / 66' +15 / 68' +65 @ F.E. +18 / 69' +16 / 71' +15 / 71' +81 / 70' +32 / 71' +92 / 71' +62 @ F.E. +18 / 70'

APPROX. SEC. LINE

SEC. 28-T33N-R13W

SEC. 21-T33N-R13W

COMPUTER: GX02

DATE: 12-JUL-2024 14:11

FILE: 80952 Sheets Plan-Plan.dgn

KIRKHAM MICHAEL

L3

Project Number
11-4(116)

C.N. 80952

PLAN

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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

SEC. 21-T33N-R13W

Sta. 1348+69 Lt.
Build Earth Drive & Surface.
See Sheet G.

STA. 1335+82
24" x 68' C.M. PIPE

1340 1345 1350 1355 1360 1365

HWY. N-11

+77 / 70' +09 / 70' +63 / 70' +13 / 70' +62 / 70' +12 / 70' +03 / 70' +07 / 70' +98 / 70' +30 / 70' +01 / 70'

SEC. 21-T33N-R13W

SEC. 16-T33N-R13W

APPROX. SEC. LINE

Build 3-Way Intersection.
See Sheet G.

STA. 1393+03 41' LT.
24" x 49' C.M. PIPE
W/F.E.S. ON LT.

1370 1375 1380 1385 1390 1395

HWY. N-11

+45 / 71' +59 / 76' +58 / 83' +01 / 75' +85 / 61' +27 / 54' +61 +75 / 61' +34 / 63' +86 / 60'

Sta. 1385+58 Rt.
Build Earth Drive & Surface.
See Sheet G.

SEC. 21-T33N-R13W

APPROX. SEC. LINE

SEC. 16-T33N-R13W

COMPUTER: GX02
DATE: 12-JUL-2024 14:11
FILE: 80952 Sheets Plan-Plan.dgn

KIRKHAM MICHAEL

L4

Project Number
11-4(116)

C.N. 80952

PLAN

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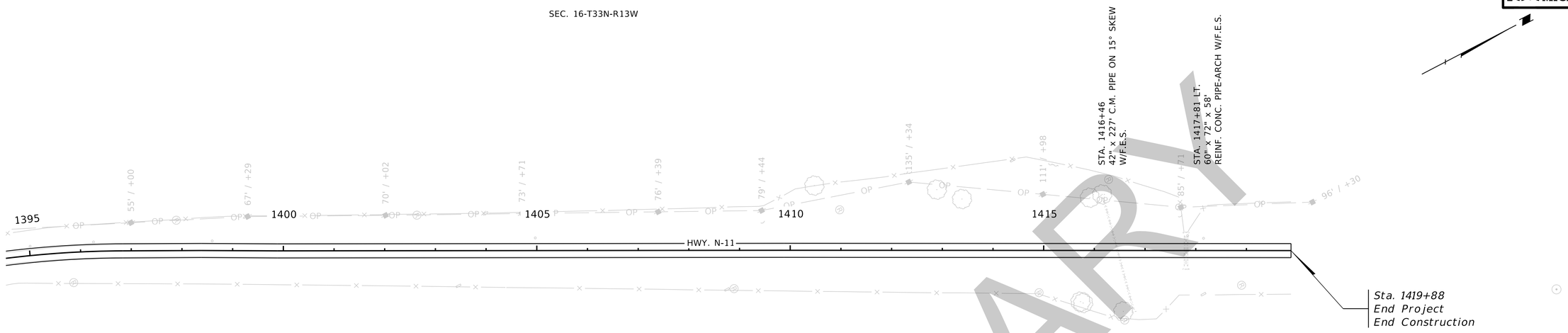
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

SEC. 16-T33N-R13W



SEC. 16-T33N-R13W

KIRKHAM MICHAEL

L5

Project Number
11-4(116)

C.N. 80952

PLAN

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

FILE: 80952 Sheets Plan-Plan.dgn
DATE: 12-JUL-2024 14:11
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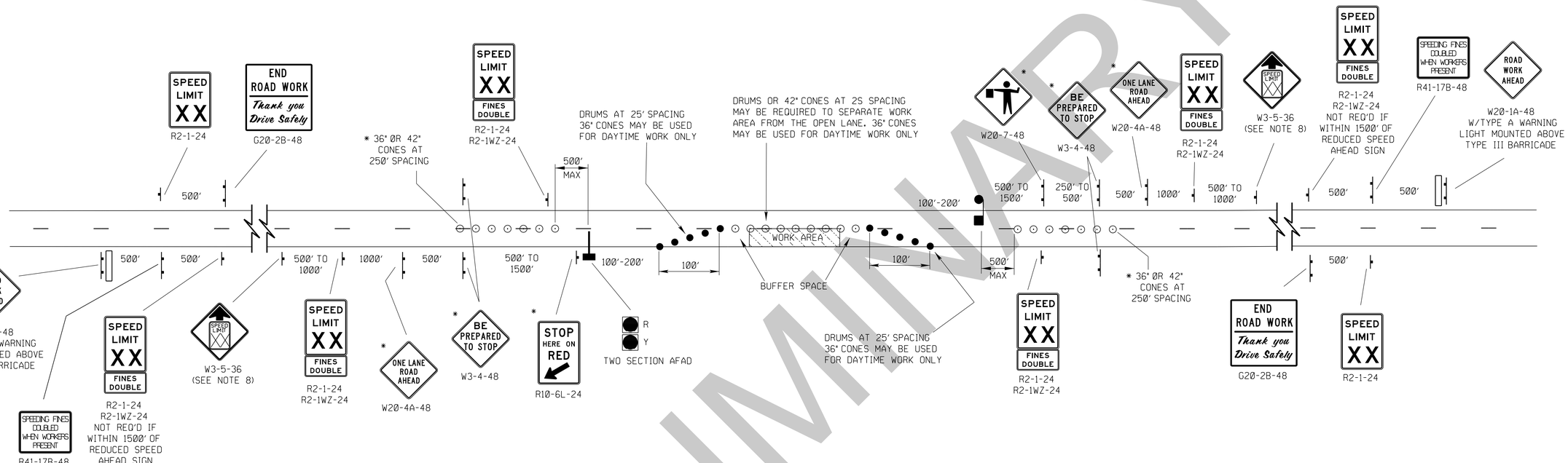


LANE CLOSURE

* SIGNS AND CONES ARE SUBSIDIARY TO THE FLAGGING/AFAD OPERATION.

LEGEND

- FLAGGER
- REFLECTORIZED PLASTIC DRUM
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- TYPE III BARRICADE
- SINGLE POSTED SIGN
- DOUBLE POSTED SIGN
- AFAD

NOTES

1. "FLAGGER AHEAD SYMBOL" SIGN (W20-7) SHALL BE USED WHEN A FLAGGER IS PRESENT, AND REMOVED WHEN NOT APPLICABLE.
2. THE CONTRACTOR SHALL INSTALL, MAINTAIN, AND REMOVE ALL SIGNS IN ACCORDANCE WITH THE DETAILS OF AND AT THE LOCATIONS SHOWN IN THE PLANS. SIGNS INSTALLED BY THE DEPARTMENT OF TRANSPORTATION OR OTHER GOVERNMENT AGENCY SHALL BE MAINTAINED AND REMOVED BY THEIR FORCES.
3. WHEN MESSAGE IS NOT PERTINENT, SIGNS SHALL BE TAKEN DOWN, COVERED OR FOLDED. TAPE IS NOT PERMITTED ON THE FACE OF THE SIGN.
4. VEHICLES OR EQUIPMENT SHALL NOT BE PARKED SO AS TO OBSCURE OR DISTRACT FROM TRAFFIC CONTROL DEVICES.
5. ORANGE FLAGS MAY BE USED TO CALL ATTENTION TO WARNING SIGNS.
6. REFER TO STANDARD PLAN 920 FOR GENERAL INFORMATION NOT SHOWN.
7. A MINIMUM ØF 7-36" OR 42" CONES SHALL BE PLACED ON THE CENTERLINE IN ADVANCE OF THE FLAGGER. THE CONES SHOULD BE SPACED AT 250 FEET.
8. THE SPEED IN FLAGGING/PILOT CAR OPERATIONS IS GENERALLY CONTROLLED BY THE PILOT CAR, A SPEED REDUCTION MAY NOT BE NECESSARY IF THE WORK ZONE CONDITIONS WILL NOT EXIST UPON COMPLETION OF EACH DAYS WORK. W3-5 SIGN IS NOT NEEDED IF SPEED LIMIT IS NOT REDUCED.

M1

Project Number
11-4(116)

C.N. 80952

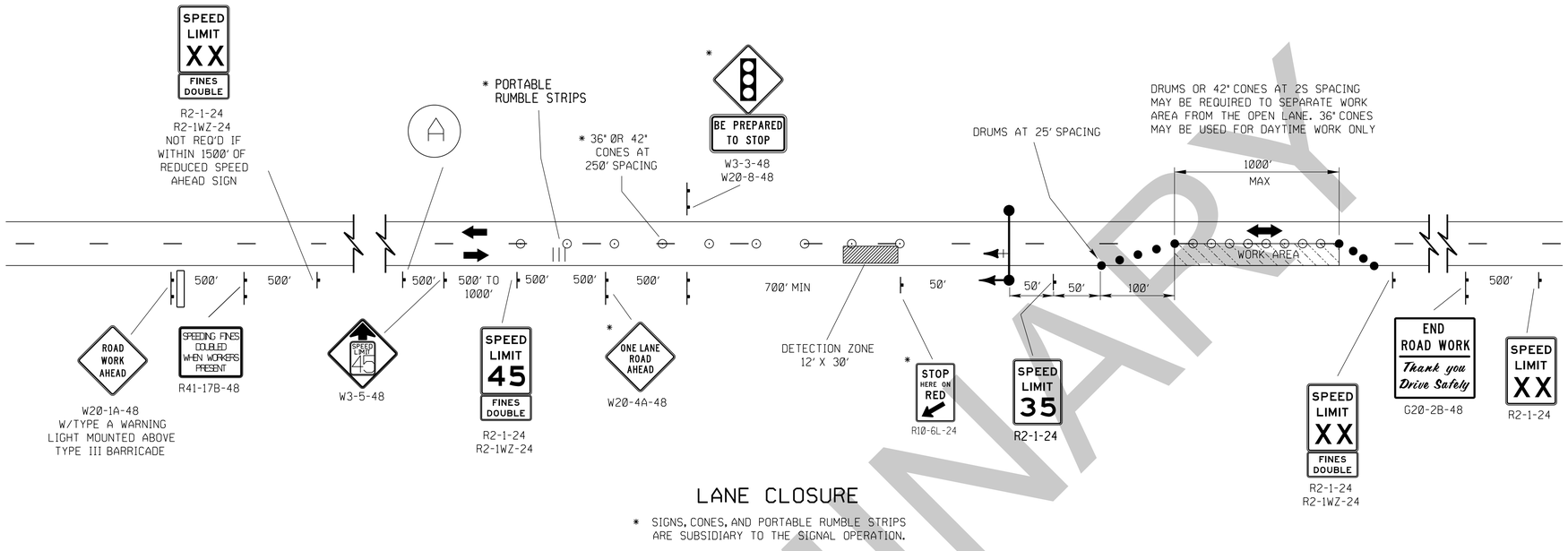
TYPICAL TRAFFIC CONTROL PLAN
LANE CLOSURE USING AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

DESIGNED BY NRL DATE 05/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

PLAN SHEET NUMBER 1/1

COMPUTER: BG0419M687
DATE: 29-MAR-2024 08:36
FILE: Flagger Assistance Device (AFAD).dgn



LANE CLOSURE

* SIGNS, CONES, AND PORTABLE RUMBLE STRIPS ARE SUBSIDIARY TO THE SIGNAL OPERATION.

GENERAL NOTES

1. SIGNS SHOWN ARE USUALLY FOR ONE DIRECTION OF TRAVEL ONLY.
2. THE CONTRACTOR SHALL INSTALL, MAINTAIN, AND REMOVE ALL SIGNS IN ACCORDANCE WITH THE DETAILS OF AND AT THE LOCATIONS SHOWN IN THE PLANS. SIGNS INSTALLED BY THE DEPARTMENT OF TRANSPORTATION OR OTHER GOVERNMENT AGENCIES SHALL BE MAINTAINED AND REMOVED BY THEIR FORCES.
3. WHEN MESSAGE IS NOT PERTINENT, SIGNS SHALL BE TAKEN DOWN, COVERED OR FOLDED. TAPE WILL NOT BE PERMITTED ON THE FACE OF THE SIGN.
4. ALL BARRICADE AND SIGN LOCATIONS ARE APPROXIMATE, AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. THE SIGNS SHALL BE INSTALLED SO AS TO NOT OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES FROM MOTORISTS.
5. VEHICLES OR EQUIPMENT SHALL NOT BE PARKED AS TO OBSCURE OR DISTRACT FROM TRAFFIC CONTROL DEVICES.
6. "NO PASSING ZONES NOT MARKED" SIGN (W25-6-48) SHOULD BE INSTALLED AT EACH END OF THE PROJECT WHENEVER THE EXISTING NO PASSING ZONE PAVEMENT MARKINGS HAVE BEEN REMOVED OR COVERED AND NO PASSING ZONE PAVEMENT MARKINGS ARE NOT INCLUDED IN THE PROJECT.
7. SPEED LIMIT SIGN IS NOT REQUIRED IF WITHIN 1500 FT OF A REDUCED SPEED AHEAD SIGN.
8. WORK ZONE SPEED LIMITS SHALL NOT BE INSTALLED WITHOUT A SPEED ZONE AUTHORIZATION COMPLETED BY THE DEPARTMENT. THE WORK ZONE SPEED LIMIT SHALL BE ESTABLISHED ACCORDING TO DOT-OI 60-18. SEE WORK ZONE SPEED LIMIT NOTES ON STANDARD PLAN 920.
9. A SPEED LIMIT SIGN ENDING THE REDUCED SPEED ZONE SHALL BE INSTALLED AT THE END OF EACH ZONE.
10. PLACE TYPE II BARRICADES, REFLECTORIZED PLASTIC DRUMS, OR 42" CONES ON THE TRAFFIC SIDE OF THE DROP-OFF WHERE SUFFICIENT LATERAL DISTANCE EXISTS BETWEEN THE TRAVEL LANE AND THE DROP-OFF (DROP-OFF DETAIL ON STANDARD PLAN 922).
11. THE LEAD SIGNS ARE NOT NEEDED IF TWO PROJECTS ARE LESS THAN 1 MILE APART. THE "END CONSTRUCTION" SIGN (G20-2B-48) SHOULD NOT BE INSTALLED BETWEEN THE PROJECTS.
12. ON ARMOR COAT SURFACING, A "LOOSE GRAVEL" SIGN (W8-7-36) IS REQUIRED AT THE BEGINNING OF THE DAYS WORK AND SHALL REMAIN IN PLACE UNTIL THE LOOSE GRAVEL HAS BEEN SWEPT OFF.
13. SIGN SIZES SHOWN ARE FOR TYPICAL SITUATIONS- REFER TO NEBRASKA SUPPLEMENT TO THE MUTCD FOR FURTHER SIZE INFORMATION.
14. REFER TO STANDARD PLAN 920 FOR GENERAL INFORMATION NOT SHOWN.
15. A MINIMUM OF 7-36" OR 42" CONES SHALL BE PLACED ON CENTERLINE IN ADVANCE OF THE TEMPORARY SIGNAL. THE CONES SHOULD BE SPACED AT 250 FEET.

LEGEND

- FLAGGER
- REFLECTORIZED PLASTIC DRUM
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- TYPE III BARRICADE
- SINGLE POSTED SIGN
- DOUBLE POSTED SIGN
- TRAFFIC SIGNAL

TAPER FORMULA

L = S x W FOR SPEEDS OF 45 MPH OR MORE.

$L = \frac{WS^2}{60}$ FOR SPEEDS OF 40 MPH OR LESS.

WHERE:
L = MINIMUM LENGTH OF TAPER.
S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK.
W = WIDTH OF OFFSET (LANE WIDTH).

A

FRESH OIL — W21-2-36 — ASPHALT SURFACING OR FOG SEAL

REDUCE SPEED LOOSE GRAVEL ON SURFACE — W8-7C-48 — ARMOR COAT SURFACING

MILLED SURFACE — W41-24-36 — MILLING

LOOSE GRAVEL — W8-7-36 WHERE REQUIRED BY THE ENGINEER

ADDITIONAL SIGNS USE WHERE APPLICABLE

TABLE A: TEMPORARY TRAFFIC SIGNAL TIMING

RECOMMENDED SETTINGS (SEC.)
INITIAL GREEN - 15
EXTENSION - 2.5
MAX. GREEN - 45
YELLOW - 5

DISTANCE BETWEEN "STOP HERE ON RED" SIGN LOCATIONS (FT)	ALL RED (SEC.)
500' - 700'	19
700' - 850'	24
850' - 1,000'	28
1,000' - 1,250'	34
1,250' - 1,500'	41

M2

Project Number 11-4(116)

C.N. 80952

TEMPORARY TRAFFIC SIGNAL PLAN
SHORT TERM CLOSURE

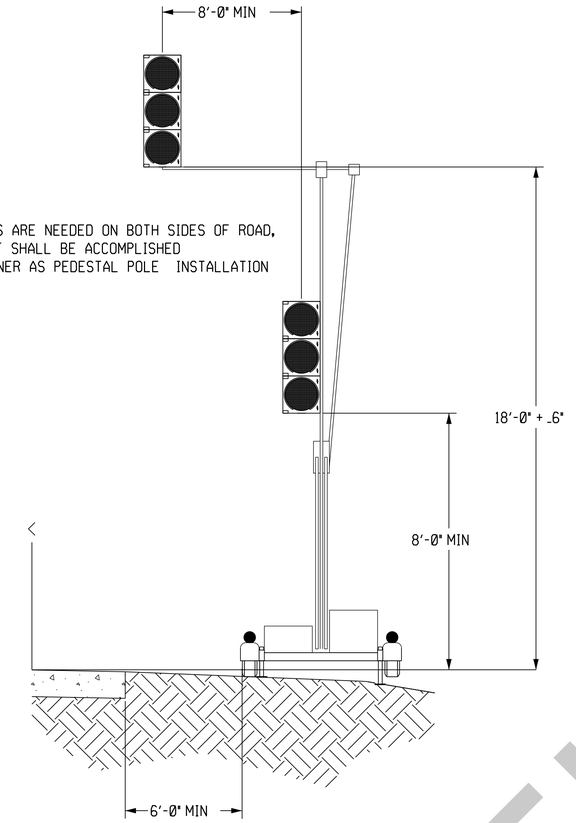
DESIGNED BY NRL DATE 12/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

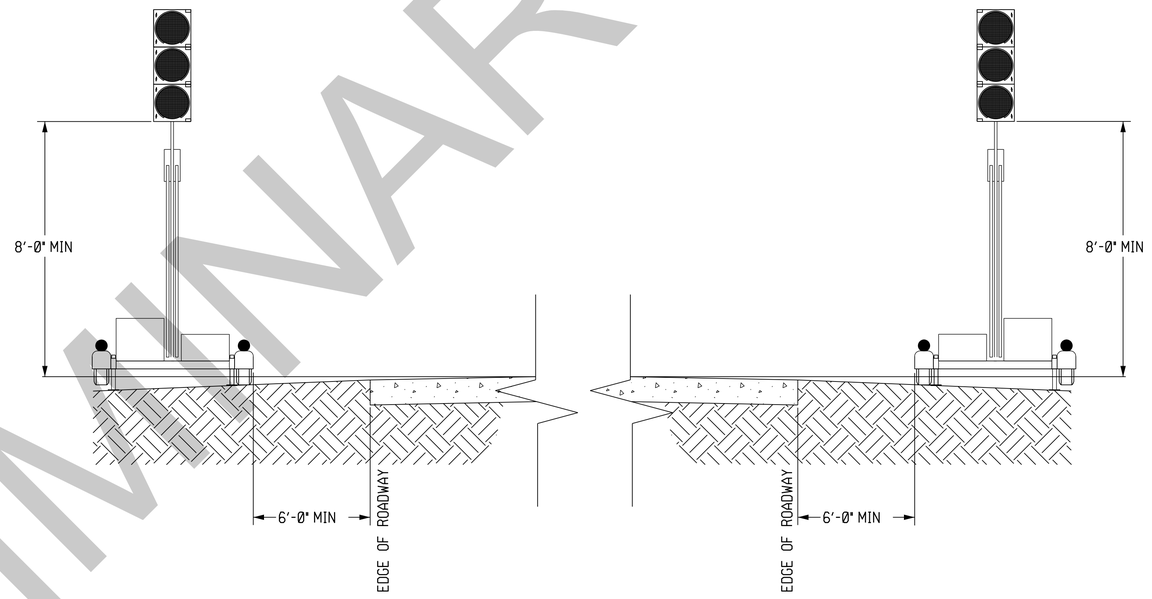
PLAN SHEET NUMBER 1/2

COMPUTER: BG0419M687
DATE: 29-MAR-2024 08:36
FILE: Short Term Temporary Signal Plan.dgn

PORTABLE SIGNAL TRAILER (MULTI SIGNAL UNIT) INSTALLATION



PORTABLE SIGNAL TRAILER (SINGLE SIGNAL UNIT) INSTALLATION



NOTES

1. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT AND MATERIAL REQUIRED FOR THE TEMPORARY SIGNAL UNLESS OTHERWISE SPECIFIED. ALL EQUIPMENT AND MATERIAL FURNISHED BY THE CONTRACTOR SHALL REMAIN HIS PROPERTY.
2. ANY STATE SUPPLIED EQUIPMENT OR MATERIAL SHALL REMAIN THE PROPERTY OF THE STATE OF NEBRASKA.
3. THE SIGNAL HEAD LENSES SHALL BE A MINIMUM OF 12 INCHES IN DIAMETER.
4. ALL SIGNAL LAMPS SHALL BE EXTENDED ANGLE LED.
5. MAINTENANCE OF THE TEMPORARY SIGNAL SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.
6. TRAFFIC SIGNALS POWERED BY MEANS OF A PORTABLE GENERATOR SHALL HAVE STANDBY BATTERY POWER CAPABLE OF OPERATING THE SIGNAL NOT LESS THAN 26 HOURS. PORTABLE TRAFFIC SIGNALS SHALL BE CHECKED EVERY 24 HOURS TO INSURE PROPER OPERATION.
7. THE SIGNAL SHALL BE PLACED INTO FLASHING AMBER OPERATION FOR BOTH DIRECTIONS DURING PERIODS WHEN THE LANE ARE OPEN TO TWO-WAY TRAFFIC. UNDER NO CIRCUMSTANCES SHALL AN INOPERATIVE TRAFFIC SIGNAL BE LEFT UNCOVERED ON AN OPEN ROAD TO THE PUBLIC.
8. INSTALLATION OF THE TEMPORARY SIGNAL SHALL BE IN COMPLIANCE WITH THE NATIONAL ELECTRIC CODE (LATEST EDITION), THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ALL LOCAL ORDINANCES AND REGULATIONS, THE SPECIFICATIONS AND THE PROJECT PLANS.
9. SEE SIGNING STANDARD FOR REQUIRED SIGNING TO ACCOMPANY SIGNAL.
10. WHEN REQUIRED, THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT AND MATERIAL REQUIRED FOR VEHICLE DETECTION ON ALL APPROACHES.

M3

Project Number
11-4(116)

C.N. 80952

TEMPORARY TRAFFIC SIGNAL PLAN
SHORT TERM CLOSURE

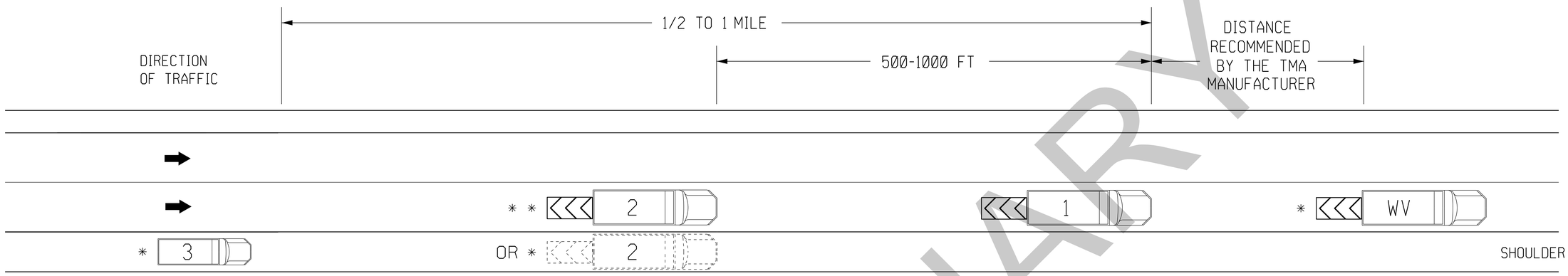
DESIGNED BY NRL DATE 12/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

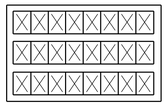
PLAN SHEET NUMBER 2/2

FILE: Short Term Temporary Signal Plan.dgn DATE: 29-MAR-2024 08:36 COMPUTER: BG04191M687

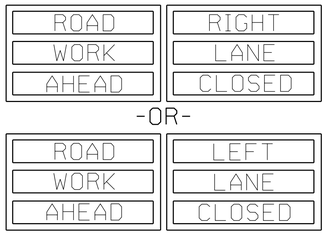
MOBILE OPERATIONS ON RURAL MULTI-LANE ROADWAY



SHADOW VEHICLE 3
& PORTABLE DYNAMIC MESSAGE SIGN
WITH 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT
* TMA OPTIONAL

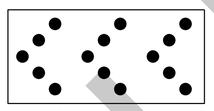


PORTABLE DYNAMIC MESSAGE SIGN



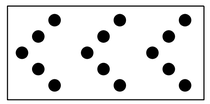
TWO MESSAGES (1.6 - 2.0 SECONDS PER MESSAGE)

OPTIONAL SHADOW VEHICLE 2
& FLASHING ARROW PANEL ON REAR
WITH 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT
* TMA OPTIONAL IF COMPLETELY ON SHOULDER AND NOT STRADDLING EDGE LINE.
* * TMA REQUIRED IF STRADDLING EDGE LINE OR IN CLOSED LANE.



FLASHING ARROW PANEL ON REAR

SHADOW VEHICLE 1 WITH TMA
& FLASHING ARROW PANEL ON REAR
WITH 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT



FLASHING ARROW PANEL ON REAR

WORKING VEHICLE(S)
WITH 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT
* TMA OPTIONAL

TRUCK MOUNTED ATTENUATOR SYSTEM:

1. THE CONTACTOR SHALL FURNISH A FEDERALLY APPROVED TRUCK MOUNTED ATTENUATOR SYSTEM, MOUNTED ON A MINIMUM 16,000 POUND TRUCK. THE TRUCK SHALL BE EQUIPPED WITH 60" X 30" FLASHING ARROW PANEL, SECURLY MOUNTED ON THE TRUCK. THE TMA SYSTEM SHALL BE LOCATED IN THE FIELD AS REQUIRED BY THE MANUFACTURER. A COMPLETE SET OF REPLACEMENT MODULES SHALL BE AVAILABLE NEAR THE PROJECT SITE IN THE EVENT OF DAMAGE TO THE INSTALLED TMA. DAMAGED TMA'S SHALL BE REMOVED FROM THE ROADWAY AND PROJECT WORK STOPPED UNTIL REPAIRS TO THE UNIT HAVE BEEN COMPLETED.
2. THE TRUCK MOUNTED ATTENUATOR SHALL BE AN NCHRP 350 TEST LEVEL 3 (OR MASH EQUIVALENT) APPROVED TMA FOR 100 km PER HOUR (60 MPH).
3. THE TRUCK SHALL BE A 16,000 TO 35,000 POUND (GVW) VEHICLE AS REQUIRED BY THE TMA MANUFACTURER.
4. THE FLASHING ARROW PANEL SHALL BE SECURLY MOUNTED AS HIGH AS PRACTICABLE ON THE VEHICLE. THE ARROW PANEL SHALL NOT COME LOOSE UPON IMPACT TO THE TMA.

NOTES:

1. SHADOW VEHICLE 1 SHALL HAVE A TRUCK MOUNTED ATTENUATOR. SHADOW VEHICLE 2 IS OPTIONAL AND SHALL HAVE A TRUCK-MOUNTED ATTENUATOR IF IN THE CLOSED LANE OR STRADDLING THE EDGE LINE. SHADOW VEHICLE 3 MAY HAVE A TMA.
2. SHADOW VEHICLE 1 AND WHEN USED, SHADOW VEHICLE 2 SHALL HAVE A FLASHING ARROW PANEL.
3. SHADOW VEHICLE NUMBER 3 SHALL HAVE A PORTABLE DYNAMIC MESSAGE SIGN.
4. WHEN USED, SHADOW VEHICLE 2 SHALL BE PLACED IN ADVANCE OF HORIZONTAL OR VERTICAL CURVES TO PROVIDE ADVANCE WARNING FOR WORK OPERATIONS HIDDEN BY CURVES.
5. FOR LEFT LANE CLOSURES, SHADOW VEHICLE 3 WILL REMAIN ON RIGHT SHOULDER WHEN AN 8' OR WIDER PAVED INSIDE (LEFT) SHOULDER DOES NOT EXIST.
6. IN URBAN AREAS THE DISTANCE MAINTAINED BETWEEN VEHICLES MAY BE DECREASED AS NEEDED.
7. VEHICLE HAZARD LIGHT WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING OSCILLATING, OR STROBE LIGHTS.
8. DETAIL MAY BE USED FOR LEFT OR RIGHT LANE/SHOULDER WORK.

COMPUTER: BG0419M687
DATE: 29-MAR-2024 08:36
FILE: Mobile Operations.dgn

M4

Project Number
11-4(116)

C.N. 80952

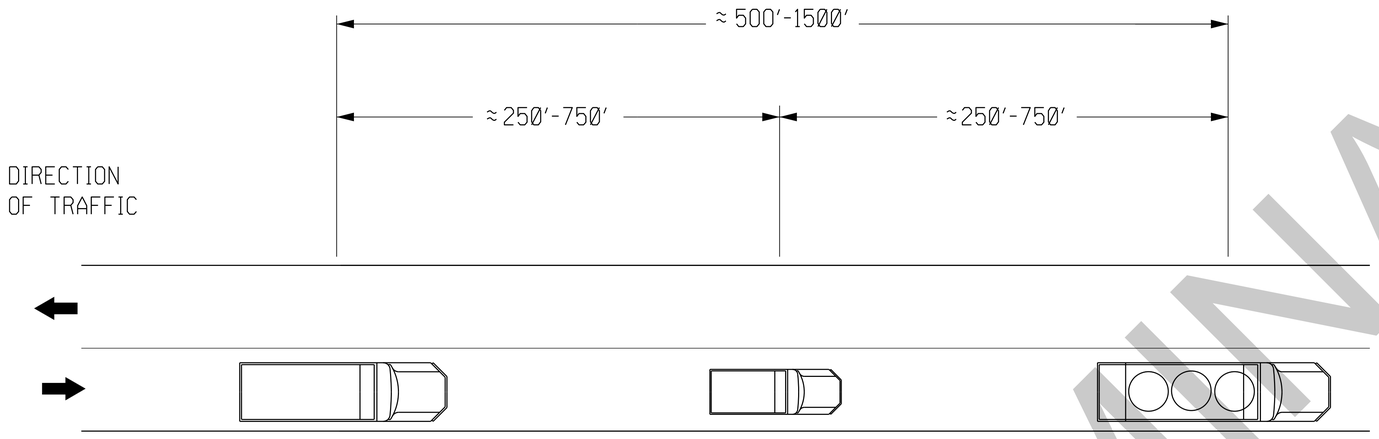
MOBILE OPERATIONS
TWO-LANE AND MULTI-LANE

DESIGNED BY NRL DATE 12/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

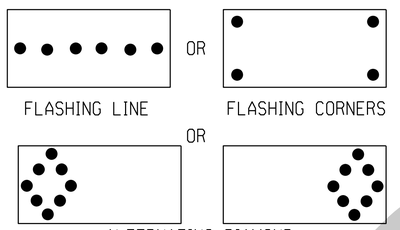
PLAN SHEET NUMBER 1/2

MOBILE OPERATIONS RURAL TWO-LANE TWO-WAY ROADS



REAR VEHICLE
WITH 2 HIGH INTENSITY
FLASHING LIGHTS
MOUNTED ON THE REAR
AND 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT
(TMA OPTIONAL)

REAR OF VEHICLE

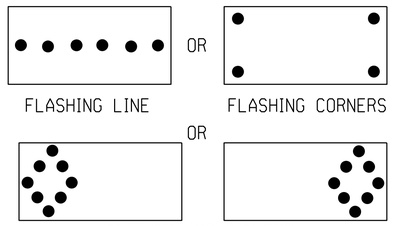


OPTIONAL VEHICLE
WITH 2-360° BEACONS OR
APPROVED MINI-BAR LIGHT

WORK VEHICLE
WITH 4 HIGH INTENSITY
FLASHING LIGHTS MOUNTED
ON REAR AND 2-360°
BEACONS OR APPROVED
MINI-BAR LIGHT

SINGLE STROBE LIGHT
ON FRONT OF VEHICLE

REAR OF VEHICLE



NOTES:

1. CAUTION MODE ON WORK VEHICLE AND REAR VEHICLE SHALL BE ALTERNATING DIAMOND OR THE FLASHING 4 CORNER LIGHTS IF THE DIAMOND MODE IS NOT AVAILABLE.

2. REAR VEHICLE SHALL BE PLACED IN ADVANCE OF HORIZONTAL OR VERTICAL CURVES TO PROVIDE ADVANCE WARNING FOR WORK OPERATIONS HIDDEN BY CURVES.

M5

Project Number
11-4(116)

C.N. 80952

MOBILE OPERATIONS
TWO-LANE AND MULTI-LANE

DESIGNED BY NRL DATE 12/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

PLAN SHEET NUMBER 2/2

COMPUTER: BG0419M687
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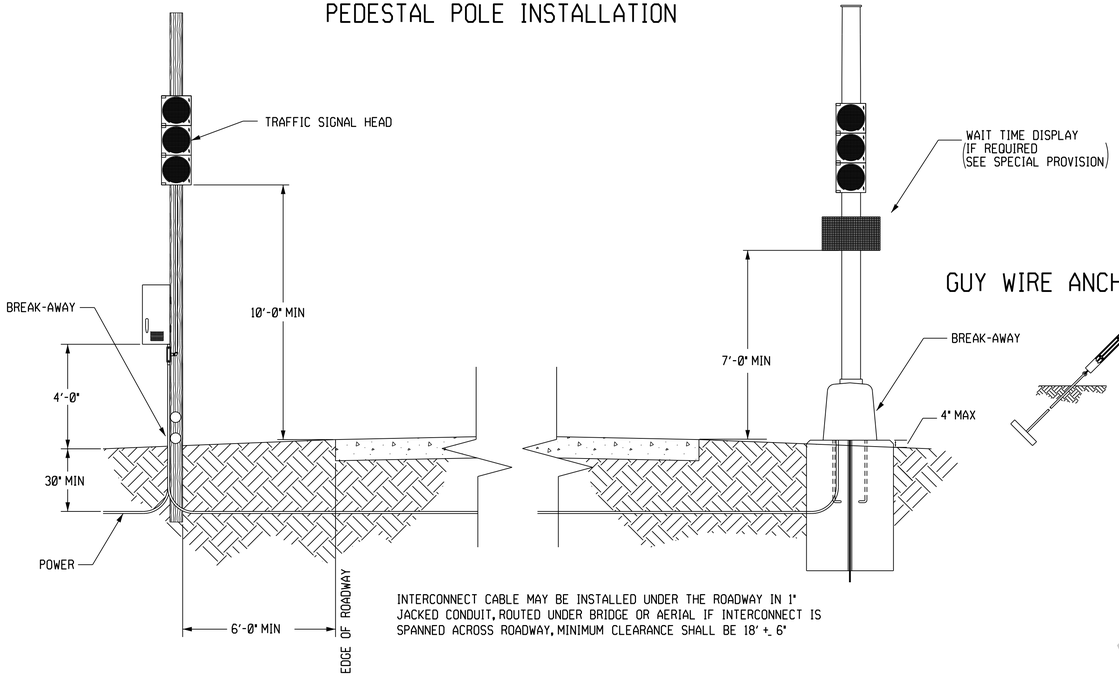
FILE: Mobile Operations.dgn

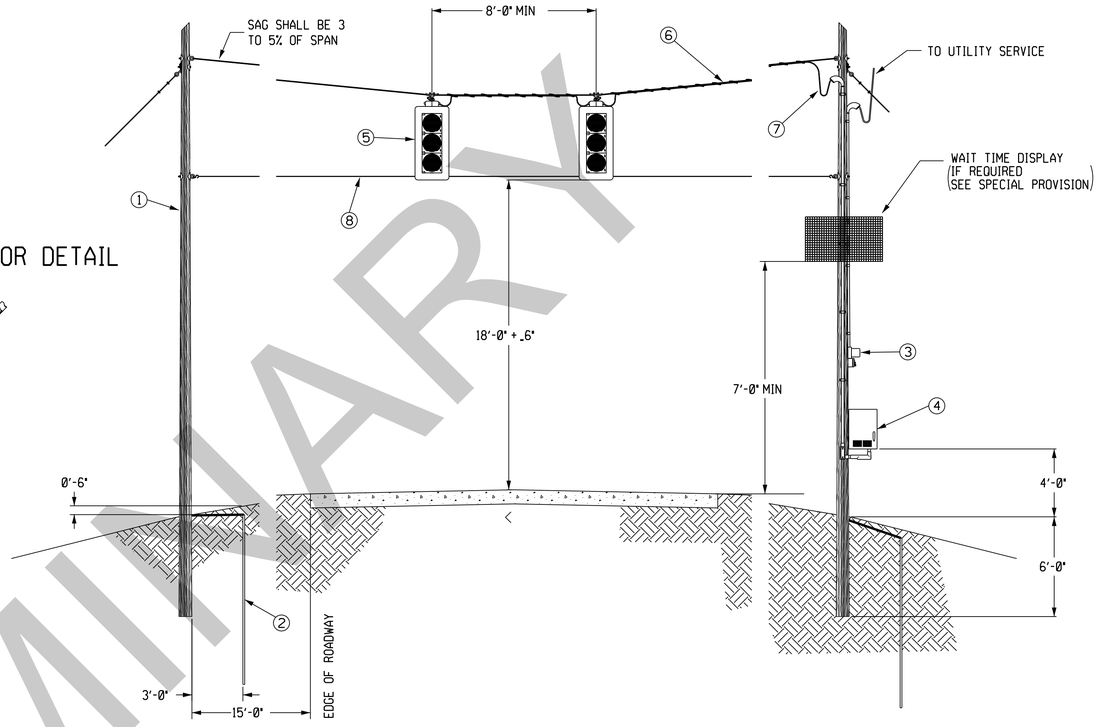
PEDESTAL POLE INSTALLATION



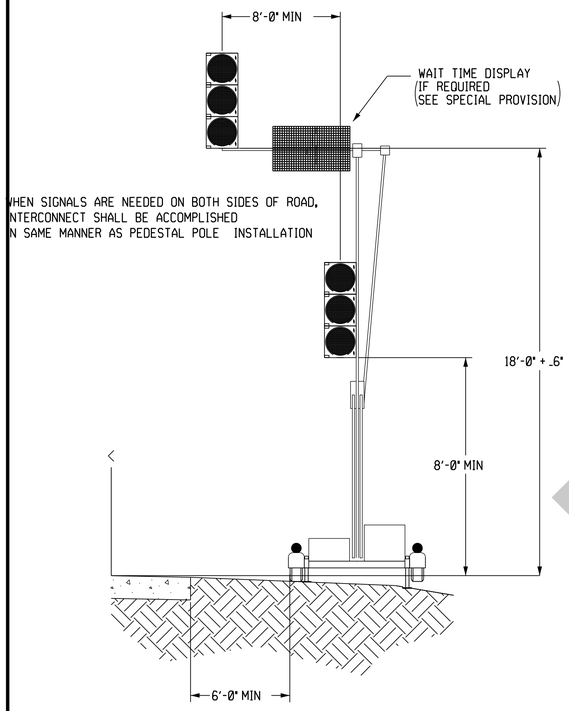
INTERCONNECT CABLE MAY BE INSTALLED UNDER THE ROADWAY IN 1" JACKED CONDUIT, ROUTED UNDER BRIDGE OR AERIAL IF INTERCONNECT IS SPANNED ACROSS ROADWAY, MINIMUM CLEARANCE SHALL BE 18' +_ 6"

GUY WIRE ANCHOR DETAIL

SPAN WIRE INSTALLATION



PORTABLE SIGNAL



NOTES

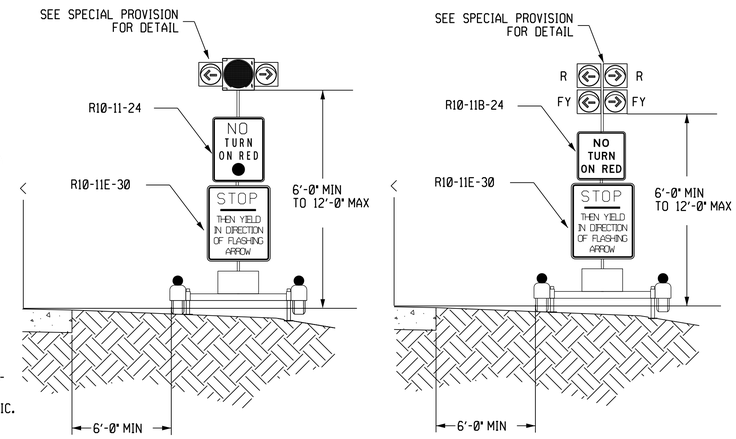
1. THE LOCATIONS OF ALL AERIAL AND UNDERGROUND UTILITY FACILITIES MAY NOT BE INDICATED IN THESE PLANS, UNDERGROUND UTILITIES, WHETHER INDICATED OR NOT WILL BE LOCATED AND FLAGGED BY THE UTILITIES AT THE REQUEST OF THE CONTRACTOR. NO EXCAVATION WILL BE PERMITTED IN THE AREA OF UNDERGROUND UTILITY FACILITIES UNTIL ALL SUCH FACILITIES HAVE BEEN LOCATED AND IDENTIFIED TO THE SATISFACTION OF ALL PARTIES. THE EXCAVATION MUST BE ACCOMPLISHED WITH EXTREME CARE IN ORDER TO AVOID ANY POSSIBILITY OF DAMAGE TO THE UTILITY FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL AERIAL AND UNDERGROUND UTILITIES AND CONSTRUCTIONS.
2. THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT AND MATERIAL REQUIRED FOR THE TEMPORARY SIGNAL UNLESS OTHERWISE SPECIFIED. ALL EQUIPMENT AND MATERIAL FURNISHED BY THE CONTRACTOR SHALL REMAIN HIS PROPERTY.
3. ANY STATE SUPPLIED EQUIPMENT OR MATERIAL SHALL REMAIN THE PROPERTY OF THE STATE OF NEBRASKA.
4. THE SIGNAL HEAD LENSES SHALL BE A MINIMUM OF 12 INCHES IN DIAMETER.
5. ALL SIGNAL LAMPS SHALL BE EXTENDED ANGLE LED.
6. MAINTENANCE OF THE TEMPORARY SIGNAL SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.
7. TRAFFIC SIGNALS POWERED BY MEANS OF A PORTABLE GENERATOR SHALL HAVE STANDBY BATTERY POWER CAPABLE OF OPERATING THE SIGNAL NOT LESS THAN 26 HOURS. PORTABLE TRAFFIC SIGNALS SHALL BE CHECKED EVERY 24 HOURS TO INSURE PROPER OPERATION.
8. SIGNAL POLE LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEEER UNLESS THE EXACT PLACEMENT IS NOTED IN THE PLANS.
9. THE TIMING OF THE SIGNAL CYCLE SHALL BE DETERMINED BY THE NDOT TRAFFIC ENGINEERING DIVISION. FOR THE SPECIFIC INSTALLATION, CALL TRAFFIC ENGINEERING DIVISION AT 402-479-4594. HAVE THE FOLLOWING INFORMATION READY WHEN YOU CALL. PROJECT NAME, CONTROL NUMBER, DISTANCE BETWEEN STOP BARS, NUMBER OF SIDE STREET SIGNALS AND ADT FOR HIGHWAYS. TIMING SHOULD BE REQUESTED ONE WEEK PRIOR TO INSTALLATION TO AVOID UNEXPECTED PROJECT DELAYS.
10. THE SIGNAL SHALL BE PLACED INTO FLASHING AMBER OPERATON FOR BOTH DIRECTIONS DURING PERIODS WHEN THE BRIDGE IS OPEN TO TWO-WAY TRAFFIC. UNDER NO CIRCUMSTANCES SHALL AN INOPERATIVE TRAFFIC SIGNAL BE LEFT UNCOVERED ON AN OPEN ROAD TO THE PUBLIC.
11. INSTALLATION OF THE TEMPORARY SIGNAL SHALL BE IN COMPLIANCE WITH THE NATIONAL ELECTRIC CODE (LATEST EDITION), THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ALL LOCAL ORDINANCES AND REGULATIONS, THE SPECIFICATIONS AND THE PROJECT PLANS.
12. THE TRAFFIC SIGNAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE ITEM "TEMPORARY TRAFFIC SIGNAL" OR "TEMPORARY TRAFFIC SIGNAL WITH WAIT TIME DISPLAY". THIS PRICE SHALL BE FULL COMPENSATION FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE COMPLETE TEMPORARY SIGNAL.
13. SEE SIGNING STANDARD FOR REQUIRED SIGNING TO ACCOMPANY SIGNAL.
14. WHEN REQUIRED, THE CONTRACTOR SHALL FURNISH ALL EQUIPMENT AND MATERIAL REQUIRED FOR VEHICLE DETECTION ON ALL APPROACHES.

ITEM NO.	DESCRIPTION
1	CLASS IV BUTT TREATED WOOD POLE W/DOWN GUYS
2	5/8" X 10' COPPERWELD GROUND ROD
3	METER SOCKET (IF REQ'D BY UTILITY)
4	CONTROLLER CABINET •
5	TRAFFIC SIGNAL W/BACKPLATE
6	3/8" HIGH STRENGTH 7 STRAND WIRE ROPE
7	600 VOLT NO. 12 AWG 5/C TRAFFIC SIGNAL CABLE
8	1/4" SIEMANS MARTIN 7 STRAND WIRE ROPE

• CONTRACTOR SHALL FURNISH A SOLID STATE DIGITAL CONTROLLER WITH A PROGRAMMING MANUAL.

SIGNAL	APPROXIMATE LOCATION OF TEMP TRAFFIC SIGNAL
1	S011 17131
2	FLUME/UNDERDRAIN RECON. STA 1184+36 TO 1187+18
3	
4	
5	

DRIVEWAY ASSISTANCE DEVICE



M6

Project Number 11-4(116)

C.N. 80952

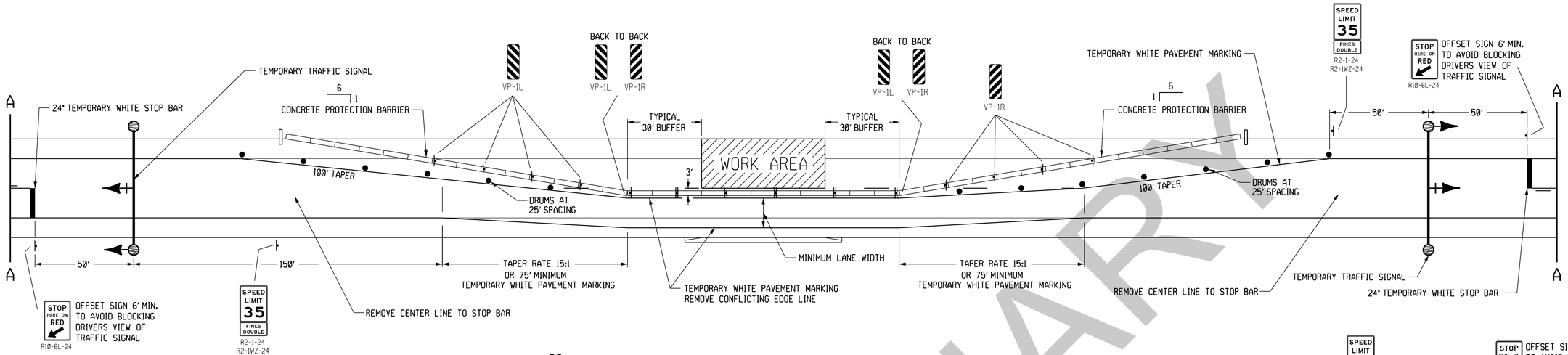
TEMPORARY TRAFFIC SIGNAL DETAILS

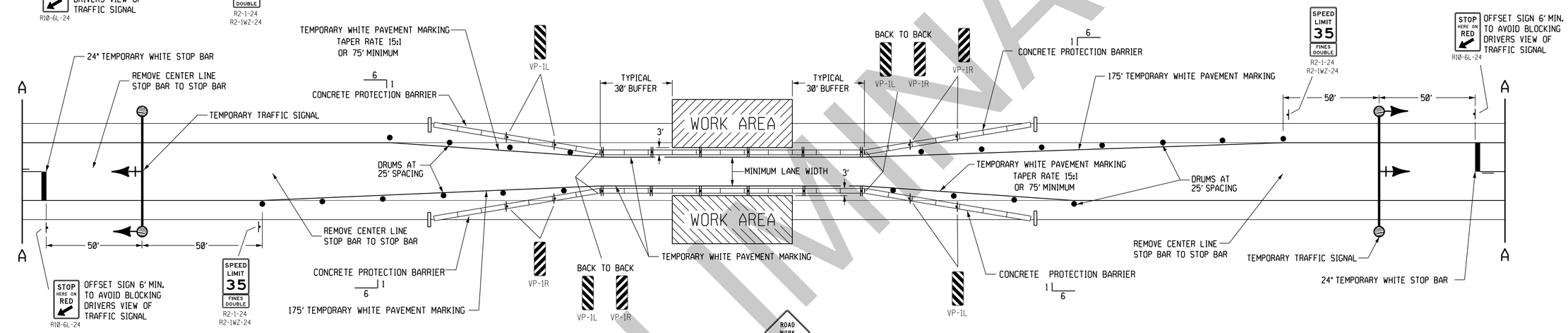
DESIGNED BY NRL DATE 12/22

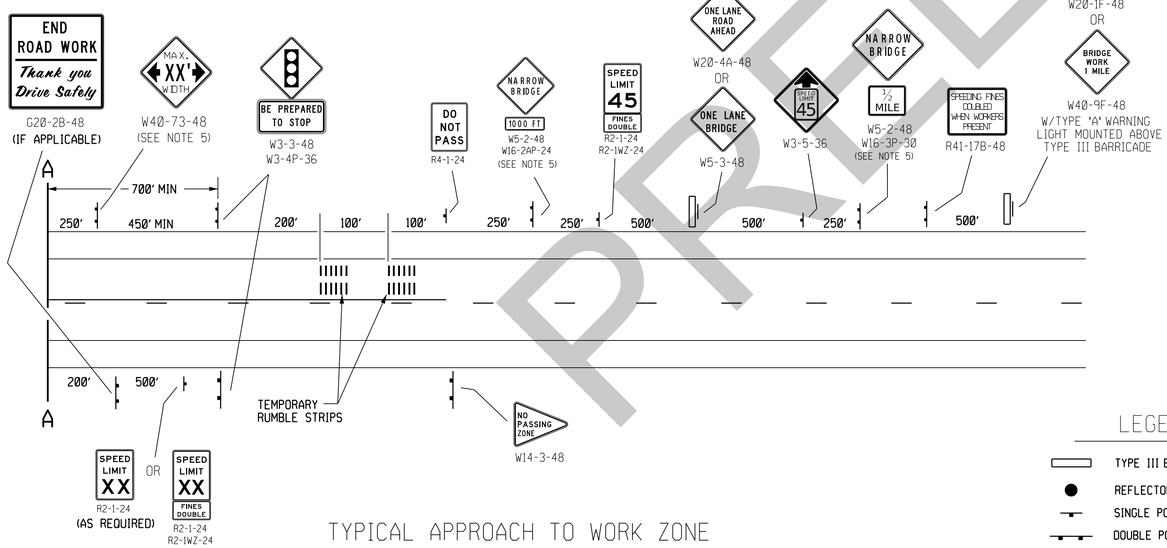
NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

PLAN SHEET NUMBER 1/1

COMPUTER: BG0419M687
DATE: 29-MAR-2024 08:36
FILE: Spts_r4.dgn





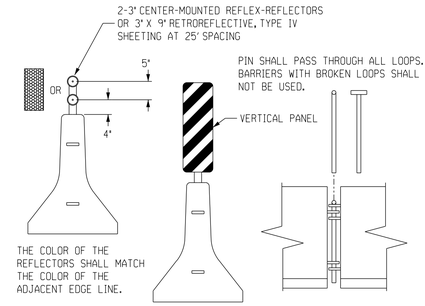


TYPICAL APPROACH TO WORK ZONE

LEGEND

- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- SINGLE POST SIGN
- DOUBLE POST SIGN

CONCRETE PROTECTION BARRIER DETAIL



VERTICAL PANELS MOUNTED ON LEFT SIDE OF TRAFFIC SHALL BE VP-1L, RIGHT SIDE SHALL BE VP-1R, AT EVERY 25 SPACING ON TOP OF BARRIER, EVERY 5 SPACING ALONG BARRIER TAPER. INSTALL VERTICAL PANEL IN PLACE OF REFLECTOR WHEN BOTH FALL IN SAME LOCATION.

NOTES

1. THE CONTRACTOR SHALL FURNISH REFLECTORS, VERTICAL PANELS AND A BRACKET TO SUPPORT THEM IN A STABLE POSITION ON THE CONCRETE BARRIERS. THE BRACKET SHALL BE CONSTRUCTED OF MATERIAL THAT MAY BEND, BUT NOT COME LOOSE IF STRUCK BY A PASSING VEHICLE.
2. CONCRETE PROTECTION BARRIERS SHOULD EXTEND TO EDGE OF PAVEMENT. NO EQUIPMENT OR CONSTRUCTION MATERIAL IS TO BE PLACED IN FRONT OF THE PROTECTION BARRIERS AT ANY TIME. IF BARRIERS ARE REQUIRED TO BE MOVED FOR WORK ACCESS THEY SHALL BE REPOSITIONED BACK EACH NIGHT. AT NO TIME WILL A BLUNT END OF THE BARRIER BE ALLOWED IN THE TRAVEL LANE OF APPROACHING TRAFFIC.
3. REFLECTORS USED FOR WORK ZONE TRAFFIC CONTROL SHALL BE SUBSIDIARY TO OTHER TRAFFIC CONTROL DEVICES.
4. MINIMUM WIDTH OF TRAVELED LANE SHALL BE DETERMINED BY THE ENGINEER.
5. INSTALL WHEN LANE WIDTH ACROSS IS LESS THAN APPROACH LANE WIDTH.
6. SIGNS R41-17B-48, W20-1F-48 AND W40-9F-48 ARE NOT REQUIRED IF INSTALLED ON THE PROJECT IN ADVANCE OF THIS WORK SITE.

M7

Project Number
11-4(116)

C.N. 80952

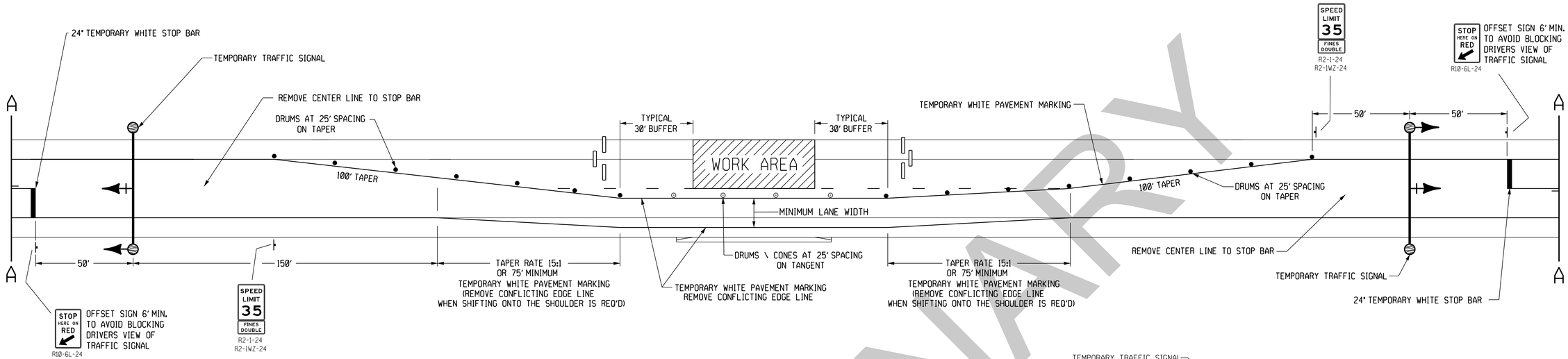
TYPICAL TRAFFIC CONTROL PLAN
ONE LANE, TWO WAY OPERATION WITH BARRIERS

DESIGNED BY NRL
DATE 12/22

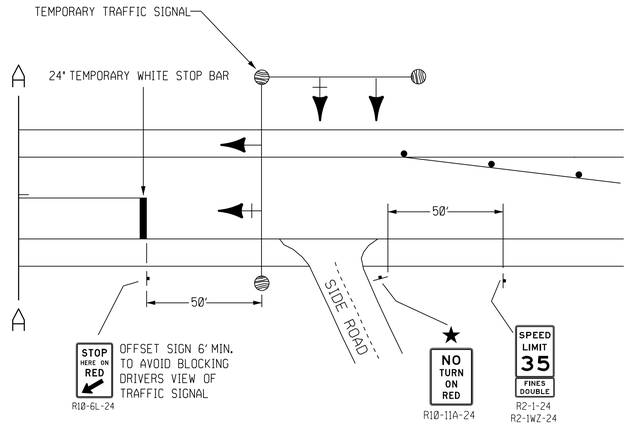
NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

PLAN SHEET NUMBER 1/1

COMPUTER: BG04194687
DATE: 29-MAR-2024 08:36
FILE: wz111e-1 r9.dgn



TYPICAL APPROACH TO WORK ZONE



TYPICAL APPROACH TO WORK ZONE FROM SIDE ROAD

NOTES

1. MINIMUM WIDTH OF TRAVELED LANE SHALL BE DETERMINED BY THE ENGINEER.
2. SIGNS R41-17B-48, W20-1F-48 AND W40-9F-48 ARE NOT REQUIRED IF INSTALLED ON THE PROJECT IN ADVANCE OF THIS WORK SITE.
3. WHEN THE CONTRACTOR IS ACTIVELY WORKING ON THE BRIDGE, THE CONTRACTOR AT THEIR EXPENSE MAY TURN THE TRAFFIC SIGNAL TO RED FLASH AND PROVIDE FLAGGERS TO CONTROL TRAFFIC. ADVANCE FLAGGER SIGN (W20-7-48) SHALL BE INSTALLED OVER THE SIGNAL AHEAD SIGN.
4. ★ MINIMUM 7' MOUNTING HEIGHT.
5. MIRROR PAVEMENT MARKINGS, REFLECTORIZED PLASTIC DRUM, AND SIGN PLACEMENTS WHEN WORK AREA IS ON THE OPPOSITE SIDE OF THE ROAD/BRIDGE.
6. ALL BARRICADE AND SIGN LOCATIONS ARE APPROXIMATE, AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. THE SIGNS SHALL BE INSTALLED SO AS TO NOT OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES FROM MOTORISTS.
7. ALL TEMPORARY AND/OR PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WITH SMOOTH AND GRADUAL TRANSISTIONS AND ALIGNMENTS. WHEN NECESSARY, THE CONTRACTOR SHALL PREMARK THE PAVEMENT PRIOR TO PLACING THE MARKINGS.
8. INSTALL WHEN LANE WIDTH ACROSS IS LESS THAN APPROACH LANE WIDTH.

LEGEND

- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- SINGLE POST SIGN
- DOUBLE POST SIGN

M8

Project Number 11-4(116)

C.N. 80952

TYPICAL TRAFFIC CONTROL PLAN
ONE LANE, TWO WAY OPERATION WITH BARRELS

DESIGNED BY NRL DATE 05/22

NEBRASKA DEPARTMENT OF TRANSPORTATION - TRAFFIC ENGINEERING DIVISION

PLAN SHEET NUMBER 1/1

COMPUTER: BG0419M687
DATE: 29-MAR-2024 08:36
FILE: wz111e-2_r9.dgn

	- - - - - - - - Cut - - - - - - - -				- - - - - - - - Fill - - - - - - - -				
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate
1187+18.248 R1	1	2.187	0	0	1	0.659	0	0	0
1187+50.000 R1	1	4.586	3.982	3.982	1	0.41	0.629	0.629	3.354
1188+00.000 R1	1	3.537	7.521	7.521	1	0.341	0.695	0.695	10.18
1188+50.000 R1	1	2.664	5.742	5.742	1	0.262	0.558	0.558	15.364
1189+00.000 R1	1	2.959	5.207	5.207	1	0	0.242	0.242	20.329
1189+50.000 R1	1	5.638	7.96	7.96	1	0.001	0.001	0.001	28.288
1190+00.000 R1	1	5.957	10.736	10.736	1	0.002	0.003	0.003	39.021
1190+50.000 R1	1	6.33	11.377	11.377	1	0	0.002	0.002	50.397
1191+00.000 R1	1	6.387	11.775	11.775	1	0	0	0	62.171
1191+50.000 R1	1	6.055	11.521	11.521	1	0	0	0	73.692
1192+00.000 R1	1	5.758	10.938	10.938	1	0.001	0.001	0.001	84.63
1192+50.000 R1	1	6.321	11.184	11.184	1	0	0.001	0.001	95.813
1193+00.000 R1	1	6.052	11.457	11.457	1	0	0	0	107.27
1193+50.000 R1	1	4.994	10.228	10.228	1	0.001	0.001	0.001	117.498
1194+00.000 R1	1	5.175	9.415	9.415	1	0.001	0.002	0.002	126.911
1194+50.000 R1	1	5.327	9.724	9.724	1	0	0.002	0.002	136.633
1195+00.000 R1	1	6.174	10.649	10.649	1	0.003	0.003	0.003	147.279
1195+50.000 R1	1	4.96	10.309	10.309	1	0.432	0.403	0.403	157.184
1196+00.000 R1	1	5.414	9.605	9.605	1	0.003	0.403	0.403	166.386
1196+50.000 R1	1	5.304	9.924	9.924	1	0	0.003	0.003	176.307
1197+00.000 R1	1	5.315	9.832	9.832	1	0.001	0.001	0.001	186.139
1197+50.000 R1	1	5.645	10.148	10.148	1	0.002	0.003	0.003	196.284
1198+00.000 R1	1	5.626	10.436	10.436	1	0	0.002	0.002	206.718
1198+50.000 R1	1	6.011	10.774	10.774	1	0	0	0	217.492
1199+00.000 R1	1	5.151	10.335	10.335	1	0.003	0.003	0.003	227.824
1199+41.207 R1	1	0.289	4.151	4.151	1	0.39	0.3	0.3	231.675
1199+50.000 R1	1	0.293	0.095	0.095	1	0.331	0.118	0.118	231.652
1200+00.000 R1	1	0.168	0.427	0.427	1	0.507	0.776	0.776	231.303
1200+50.000 R1	1	0.127	0.273	0.273	1	0.699	1.116	1.116	230.46
1201+00.000 R1	1	0.219	0.321	0.321	1	0.421	1.036	1.036	229.745
1201+50.000 R1	1	0.197	0.385	0.385	1	0.393	0.754	0.754	229.376
1202+00.000 R1	1	0.171	0.34	0.34	1	0.472	0.802	0.802	228.915
1202+50.000 R1	1	0.162	0.308	0.308	1	0.213	0.634	0.634	228.588
1203+00.000 R1	1	0.161	0.299	0.299	1	0.384	0.552	0.552	228.335
1203+50.000 R1	1	0.244	0.375	0.375	1	0.086	0.435	0.435	228.274
1204+00.000 R1	1	0.204	0.415	0.415	1	0.759	0.783	0.783	227.906
1204+50.000 R1	1	0.145	0.323	0.323	1	0.962	1.594	1.594	226.636
1205+00.000 R1	1	0.021	0.154	0.154	1	0.569	1.417	1.417	225.372
1205+50.000 R1	1	0.278	0.276	0.276	1	0.662	1.139	1.139	224.509
1206+00.000 R1	1	0.131	0.378	0.378	1	1.563	2.06	2.06	222.828
1206+50.000 R1	1	0.19	0.297	0.297	1	1.409	2.751	2.751	220.373
1207+00.000 R1	1	0.409	0.554	0.554	1	0.674	1.928	1.928	218.999
1207+50.000 R1	1	0.248	0.608	0.608	1	0.032	0.654	0.654	218.954
1208+00.000 R1	1	0.221	0.434	0.434	1	0.281	0.29	0.29	219.098
1208+50.000 R1	1	0.25	0.436	0.436	1	0.288	0.526	0.526	219.008
1209+00.000 R1	1	0.203	0.42	0.42	1	1.712	1.851	1.851	217.577
1209+50.000 R1	1	0.057	0.241	0.241	1	1.383	2.866	2.866	214.952
1210+00.000 R1	1	0.495	0.512	0.512	1	0.62	1.854	1.854	213.609
1210+50.000 R1	1	0.478	0.901	0.901	1	0.59	1.12	1.12	213.39
1211+00.000 R1	1	0.034	0.474	0.474	1	2.109	2.499	2.499	211.365
1211+50.000 R1	1	0.081	0.106	0.106	1	0.359	2.285	2.285	209.186
1212+00.000 R1	1	0.154	0.218	0.218	1	0.745	1.023	1.023	208.381
1212+50.000 R1	1	0.215	0.342	0.342	1	0.462	1.118	1.118	207.605
1213+00.000 R1	1	0.245	0.426	0.426	1	0.384	0.783	0.783	207.249
1213+50.000 R1	1	0.276	0.482	0.482	1	0.266	0.602	0.602	207.129
1214+00.000 R1	1	0.236	0.474	0.474	1	0.325	0.547	0.547	207.056
1214+50.000 R1	1	0.187	0.392	0.392	1	0.367	0.641	0.641	206.807
1215+00.000 R1	1	0.063	0.232	0.232	1	0.408	0.718	0.718	206.321
1215+50.000 R1	1	0.011	0.069	0.069	1	0.478	0.82	0.82	205.57
1216+00.000 R1	1	0.011	0.02	0.02	1	0.178	0.608	0.608	204.983
1216+50.000 R1	1	0.266	0.256	0.256	1	0.267	0.412	0.412	204.826
1217+00.000 R1	1	0.55	0.755	0.755	1	0.064	0.307	0.307	205.275
1217+50.000 R1	1	0.338	0.822	0.822	1	0.186	0.232	0.232	205.865
1218+00.000 R1	1	0.315	0.604	0.604	1	0.311	0.46	0.46	206.009
1218+50.000 R1	1	0.409	0.67	0.67	1	0.179	0.453	0.453	206.226
1219+00.000 R1	1	0.387	0.737	0.737	1	0.18	0.332	0.332	206.63
1219+50.000 R1	1	0.449	0.774	0.774	1	0.168	0.322	0.322	207.082
1220+00.000 R1	1	0.254	0.651	0.651	1	0.239	0.377	0.377	207.357
1220+50.000 R1	1	0.48	0.68	0.68	1	0.116	0.329	0.329	207.708
1221+00.000 R1	1	0.581	0.983	0.983	1	0.046	0.15	0.15	208.541
1221+50.000 R1	1	0.573	1.068	1.068	1	0.082	0.118	0.118	209.49
1222+00.000 R1	1	0.572	1.06	1.06	1	0.047	0.119	0.119	210.431
1222+50.000 R1	1	0.694	1.172	1.172	1	0.049	0.089	0.089	211.514
1223+00.000 R1	1	0.378	0.992	0.992	1	0.177	0.209	0.209	212.297
1223+50.000 R1	1	0.354	0.678	0.678	1	0.206	0.355	0.355	212.621

	- - - - - - - - Cut - - - - - - - -				- - - - - - - - Fill - - - - - - - -				
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate
1224+00.000 R1	1	0.47	0.763	0.763	1	0.134	0.315	0.315	213.069
1224+50.000 R1	1	0.394	0.8	0.8	1	0.149	0.263	0.263	213.606
1225+00.000 R1	1	0.274	0.618	0.618	1	0.214	0.337	0.337	213.888
1225+50.000 R1	1	0.263	0.497	0.497	1	0.261	0.44	0.44	213.945
1226+00.000 R1	1	0.347	0.565	0.565	1	0.22	0.445	0.445	214.065
1226+50.000 R1	1	0.361	0.656	0.656	1	0.196	0.385	0.385	214.336
1227+00.000 R1	1	0.197	0.517	0.517	1	0.488	0.633	0.633	214.22
1227+50.000 R1	1	0.312	0.471	0.471	1	0.316	0.744	0.744	213.946
1228+00.000 R1	1	0.366	0.627	0.627	1	0.246	0.521	0.521	214.053
1228+50.000 R1	1	0.383	0.693	0.693	1	0.284	0.491	0.491	214.256
1229+00.000 R1	1	0.405	0.73	0.73	1	0.302	0.542	0.542	214.443
1229+50.000 R1	1	0.341	0.691	0.691	1	0.503	0.745	0.745	214.389
1230+00.000 R1	1	0.233	0.531	0.531	1	0.67	1.086	1.086	213.834
1230+50.000 R1	1	0.251	0.448	0.448	1	0.481	1.066	1.066	213.216
1231+00.000 R1	1	0.43	0.631	0.631	1	0.279	0.703	0.703	213.143
1231+50.000 R1	1	0.511	0.872	0.872	1	0.236	0.477	0.477	213.538
1232+00.000 R1	1	0.487	0.924	0.924	1	0.288	0.485	0.485	213.977
1232+50.000 R1	1	0.555	0.965	0.965	1	0.22	0.47	0.47	214.472
1233+00.000 R1	1	0.534	1.009	1.009	1	0.298	0.48	0.48	215.001
1233+50.000 R1	1	0.476	0.936	0.936	1	0.319	0.572	0.572	215.364
1234+00.000 R1	1	0.468	0.875	0.875	1	0.301	0.574	0.574	215.664
1234+50.000 R1	1	0.388	0.793	0.793	1	0.404	0.653	0.653	215.805
1235+00.000 R1	1	0.193	0.538	0.538	1	0.641	0.967	0.967	215.375
1235+50.000 R1	1	0.225	0.386	0.386	1	0.533	1.087	1.087	214.675
1236+00.000 R1	1	0.379	0.559	0.559	1	0.389	0.854	0.854	214.38
1236+50.000 R1	1	0.535	0.846	0.846	1	0.235	0.578	0.578	214.649
1237+00.000 R1	1	0.485	0.945	0.945	1	0.176	0.38	0.38	215.213
1237+50.000 R1	1	0.268	0.698	0.698	1	0.339	0.477	0.477	215.434
1238+00.000 R1	1	0.252	0.482	0.482	1	0.168	0.47	0.47	215.446
1238+50.000 R1	1	0.198	0.417	0.417	1	0.596	0.707	0.707	215.155
1239+00.000 R1	1	0.316	0.476	0.476	1	0.434	0.953	0.953	214.679
1239+50.000 R1	1	0.22	0.496	0.496	1	0.581	0.94	0.94	214.235
1240+00.000 R1	1	0.265	0.449	0.449	1	0.543	1.041	1.041	213.644
1240+50.000 R1	1	0.315	0.537	0.537	1	0.494	0.96	0.96	213.22
1241+00.000 R1	1	0.285	0.555	0.555	1	0.521	0.94	0.94	212.836
1241+50.000 R1	1	0.337	0.576	0.576	1	0.527	0.971	0.971	212.441
1242+00.000 R1	1	0.339	0.626	0.626	1	0.507	0.958	0.958	212.108
1242+50.000 R1	1	0.417	0.7	0.7	1	0.458	0.894	0.894	211.914
1243+00.000 R1	1	0.493	0.842	0.842	1	0.493	0.881	0.881	211.876
1243+50.000 R1	1	0.339	0.77	0.77	1	1.493	1.839	1.839	210.807
1244+00.000 R1	1	0.204	0.502	0.502	1	0.186	1.554	1.554	209.755
1244+50.000 R1	1	0.349	0.512	0.512	1	0.305	0.455	0.455	209.812
1245+00.000 R1	1	0.417	0.709	0.709	1	0.207	0.474	0.474	210.047
1245+50.000 R1	1	0.406	0.762	0.762	1	0.181	0.359	0.359	210.45
1246+00.000 R1	1	0.275	0.631	0.631	1	0.326	0.469	0.469	210.611
1246+50.000 R1	1	0.193	0.433	0.433	1	0.177	0.466	0.466	210.579
1247+00.000 R1	1	0.142	0.31	0.31	1	0.304	0.445	0.445	210.444
1247+50.000 R1	1	0.13	0.252	0.252	1	0.606	0.842	0.842	209.854
1248+00.000 R1	1	0.032	0.15	0.15	1	0.8	1.301	1.301	208.703
1248+50.000 R1	1	0.16	0.178	0.178	1	1.137	1.793	1.793	207.088
1249+00.000 R1	1	0.163	0.298	0.298	1	0.221	1.257	1.257	206.129
1249+50.000 R1	1	0.262	0.393	0.393	1	0.803	0.948	0.948	205.574
1250+00.000 R1	1	0.374	0.588	0.588	1	0.432	1.144	1.144	205.018
1250+50.000 R1	1	0.355	0.675	0.675	1	0.676	1.026	1.026	204.667
1251+00.000 R1	1	0.215	0.528	0.528	1	0.142	0.758	0.758	204.437
1251+50.000 R1	1	0.221	0.404	0.404	1	1.103	1.153	1.153	203.688
1252+00.000 R1	1	0.102	0.299	0.299	1	0.804	1.766	1.766	202.221
1252+50.000 R1	1	0.49	0.548	0.548	1	0.295	1.018	1.018	201.751
1253+00.000 R1	1	0.463	0.883	0.883	1	0.279	0.531	0.531	202.103
1253+50.000 R1	1	0.551	0.939	0.939	1	0.25	0.49	0.49	202.553
1254+00.000 R1	1	0.523	0.995	0.995	1	0.253	0.465	0.465	203.082
1254+50.000 R1	1	0.434	0.886	0.886	1	0.36	0.567	0.567	203.4
1255+00.000 R1	1	0.445	0.813	0.813	1	0.269	0.583	0.583	203.63
1255+50.000 R1	1	0.369	0.753	0.753	1	0.429	0.647	0.647	203.737
1256+00.000 R1	1	0.235	0.558	0.558	1	0.805	1.142	1.142	203.153
1256+50.000 R1	1	0.423	0.609	0.609	1	0.425	1.139	1.139	202.623
1257+00.000 R1	1	0.368	0.732	0.732	1	0.377	0.743	0.743	202.612
1257+50.000 R1	1	0.46	0.766	0.766	1	0.311	0.638	0.638	202.74
1258+00.000 R1	1	0.419	0.813	0.813	1	0.313	0.578	0.578	202.976
1258+50.000 R1	1	0.341	0.703	0.703	1	0.402	0.662	0.662	203.017
1259+00.000 R1	1	0.497	0.776	0.776	1	0.257	0.611	0.611	203.182
1259+50.000 R1	1	0.537	0.957	0.957	1	0.257	0.476	0.476	203.663
1260+00.000 R1	1	0.467	0.93	0.93	1	0.406	0.614	0.614	203.979
1260+50.000 R1	1	0.308	0.718	0.718	1	0.608	0.939	0.939	203.759
1261+00.000 R1	1	0.349	0.609	0.609	1	0.645	1.16	1.16	203.208

KIRKHAM MICHAEL

Q1

Project Number
11-4(116)

C.N. 80952

EARTHWORK

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

FILE: 80952 Sheets Earthwork.dgn
DATE: 12-JUL-2024 14:11
COMPUTER: GX02

	Cut				Fill				
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate
1261+50.000 R1	1	0.445	0.736	0.736	1	0.448	1.012	1.012	202.932
1262+00.000 R1	1	0.459	0.837	0.837	1	0.314	0.706	0.706	203.063
1262+50.000 R1	1	0.45	0.842	0.842	1	0.318	0.585	0.585	203.32
1263+00.000 R1	1	0.419	0.804	0.804	1	0.411	0.675	0.675	203.449
1263+50.000 R1	1	0.332	0.696	0.696	1	0.499	0.843	0.843	203.302
1264+00.000 R1	1	0.43	0.706	0.706	1	0.32	0.759	0.759	203.249
1264+50.000 R1	1	0.243	0.623	0.623	1	0.568	0.822	0.822	203.049
1265+00.000 R1	1	0.397	0.592	0.592	1	0.358	0.857	0.857	202.784
1265+50.000 R1	1	0.374	0.714	0.714	1	0.344	0.65	0.65	202.848
1266+00.000 R1	1	0.238	0.566	0.566	1	0.546	0.824	0.824	202.589
1266+50.000 R1	1	0.372	0.564	0.564	1	0.333	0.814	0.814	202.34
1267+00.000 R1	1	0.305	0.627	0.627	1	0.488	0.759	0.759	202.207
1267+50.000 R1	1	0.355	0.611	0.611	1	0.493	0.908	0.908	201.91
1268+00.000 R1	1	0.243	0.554	0.554	1	0.584	0.997	0.997	201.467
1268+50.000 R1	1	0.193	0.404	0.404	1	0.648	1.14	1.14	200.731
1269+00.000 R1	1	0.314	0.469	0.469	1	0.514	1.076	1.076	200.125
1269+50.000 R1	1	0.398	0.659	0.659	1	0.422	0.867	0.867	199.917
1270+00.000 R1	1	0.307	0.653	0.653	1	0.459	0.816	0.816	199.754
1270+50.000 R1	1	0.373	0.63	0.63	1	0.435	0.828	0.828	199.556
1271+00.000 R1	1	0.318	0.64	0.64	1	0.582	0.941	0.941	199.255
1271+50.000 R1	1	0.31	0.582	0.582	1	0.727	1.211	1.211	198.625
1272+00.000 R1	1	0.274	0.541	0.541	1	0.721	1.34	1.34	197.827
1272+50.000 R1	1	0.059	0.308	0.308	1	0.858	1.462	1.462	196.673
1273+00.000 R1	1	0.108	0.154	0.154	1	0.773	1.51	1.51	195.318
1273+50.000 R1	1	0.123	0.214	0.214	1	0.612	1.282	1.282	194.25
1274+00.000 R1	1	0.108	0.214	0.214	1	0.865	1.368	1.368	193.097
1274+50.000 R1	1	0.11	0.202	0.202	1	0.69	1.44	1.44	191.859
1275+00.000 R1	1	0.057	0.154	0.154	1	0.946	1.514	1.514	190.499
1275+50.000 R1	1	0.043	0.092	0.092	1	0.831	1.645	1.645	188.946
1276+00.000 R1	1	0.036	0.073	0.073	1	0.505	1.237	1.237	187.782
1276+50.000 R1	1	0.086	0.113	0.113	1	0.826	1.232	1.232	186.664
1277+00.000 R1	1	0.093	0.166	0.166	1	0.742	1.452	1.452	185.378
1277+50.000 R1	1	0.015	0.1	0.1	1	0.332	0.995	0.995	184.483
1278+00.000 R1	1	0.229	0.226	0.226	1	0.087	0.388	0.388	184.321
1278+50.000 R1	1	0.402	0.585	0.585	1	0.408	0.458	0.458	184.448
1279+00.000 R1	1	0.442	0.782	0.782	1	0.433	0.778	0.778	184.452
1279+50.000 R1	1	0.421	0.799	0.799	1	0.361	0.735	0.735	184.516
1280+00.000 R1	1	0.315	0.682	0.682	1	0.337	0.646	0.646	184.551
1280+50.000 R1	1	0.208	0.484	0.484	1	0.319	0.607	0.607	184.428
1281+00.000 R1	1	0.159	0.34	0.34	1	0.471	0.731	0.731	184.036
1281+50.000 R1	1	0.143	0.28	0.28	1	0.387	0.795	0.795	183.521
1282+00.000 R1	1	0.247	0.361	0.361	1	0.263	0.602	0.602	183.28
1282+50.000 R1	1	0.199	0.413	0.413	1	0.33	0.549	0.549	183.144
1283+00.000 R1	1	0.208	0.377	0.377	1	0.307	0.59	0.59	182.931
1283+50.000 R1	1	0.37	0.535	0.535	1	0.266	0.531	0.531	182.936
1284+00.000 R1	1	0.347	0.664	0.664	1	0.221	0.451	0.451	183.149
1284+50.000 R1	1	0.291	0.59	0.59	1	0.275	0.459	0.459	183.28
1285+00.000 R1	1	0.294	0.541	0.541	1	0.347	0.576	0.576	183.246
1285+50.000 R1	1	0.155	0.416	0.416	1	0.134	0.446	0.446	183.215
1286+00.000 R1	1	0.223	0.35	0.35	1	0.396	0.492	0.492	183.074
1286+50.000 R1	1	0.245	0.433	0.433	1	0.066	0.428	0.428	183.079
1287+00.000 R1	1	0.305	0.509	0.509	1	0.336	0.372	0.372	183.216
1287+50.000 R1	1	0.28	0.541	0.541	1	0.303	0.592	0.592	183.165
1288+00.000 R1	1	0.172	0.418	0.418	1	0.302	0.56	0.56	183.023
1288+50.000 R1	1	0.075	0.228	0.228	1	0.421	0.669	0.669	182.582
1289+00.000 R1	1	0.124	0.183	0.183	1	0.132	0.512	0.512	182.254
1289+50.000 R1	1	0.179	0.281	0.281	1	0.118	0.232	0.232	182.303
1290+00.000 R1	1	0.218	0.368	0.368	1	0.314	0.4	0.4	182.271
1290+50.000 R1	1	0.198	0.386	0.386	1	0.496	0.75	0.75	181.906
1291+00.000 R1	1	0.203	0.371	0.371	1	0.543	0.962	0.962	181.315
1291+50.000 R1	1	0.287	0.453	0.453	1	0.382	0.856	0.856	180.913
1292+00.000 R1	1	0.225	0.474	0.474	1	0.479	0.797	0.797	180.59
1292+50.000 R1	1	0.194	0.388	0.388	1	0.637	1.032	1.032	179.945
1293+00.000 R1	1	0.269	0.429	0.429	1	0.412	0.971	0.971	179.403
1293+50.000 R1	1	0.37	0.591	0.591	1	0.287	0.648	0.648	179.347
1294+00.000 R1	1	0.43	0.74	0.74	1	0.279	0.524	0.524	179.564
1294+50.000 R1	1	0.501	0.862	0.862	1	0.179	0.424	0.424	180.001
1295+00.000 R1	1	0.469	0.898	0.898	1	0.199	0.35	0.35	180.548
1295+50.000 R1	1	0.454	0.855	0.855	1	0.222	0.39	0.39	181.013
1296+00.000 R1	1	0.596	0.972	0.972	1	0.168	0.361	0.361	181.625
1296+50.000 R1	1	0.542	1.054	1.054	1	0.137	0.282	0.282	182.397
1297+00.000 R1	1	0.477	0.943	0.943	1	0.132	0.249	0.249	183.092
1297+50.000 R1	1	0.585	0.983	0.983	1	0.071	0.188	0.188	183.886
1298+00.000 R1	1	0.597	1.095	1.095	1	0.084	0.144	0.144	184.837
1298+50.000 R1	1	0.316	0.846	0.846	1	0.22	0.281	0.281	185.402

	Cut				Fill				
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate
1299+00.000 R1	1	0.387	0.652	0.652	1	0.236	0.423	0.423	185.631
1299+50.000 R1	1	0.234	0.575	0.575	1	0.402	0.591	0.591	185.615
1300+00.000 R1	1	0.449	0.633	0.633	1	0.232	0.588	0.588	185.66
1300+50.000 R1	1	0.667	1.033	1.033	1	0.123	0.329	0.329	186.364
1301+00.000 R1	1	0.467	1.05	1.05	1	0.195	0.294	0.294	187.119
1301+50.000 R1	1	0.547	0.939	0.939	1	0.146	0.315	0.315	187.743
1302+00.000 R1	1	0.637	1.096	1.096	1	0.118	0.244	0.244	188.595
1302+50.000 R1	1	0.511	1.062	1.062	1	0.203	0.297	0.297	189.361
1303+00.000 R1	1	0.47	0.908	0.908	1	0.197	0.371	0.371	189.898
1303+50.000 R1	1	0.388	0.795	0.795	1	0.201	0.369	0.369	190.323
1304+00.000 R1	1	0.233	0.575	0.575	1	0.435	0.59	0.59	190.309
1304+50.000 R1	1	0.159	0.363	0.363	1	0.56	0.922	0.922	189.75
1305+00.000 R1	1	0.206	0.338	0.338	1	0.501	0.983	0.983	189.105
1305+50.000 R1	1	0.252	0.424	0.424	1	0.414	0.848	0.848	188.68
1306+00.000 R1	1	0.364	0.57	0.57	1	0.334	0.693	0.693	188.558
1306+50.000 R1	1	0.335	0.647	0.647	1	0.418	0.695	0.695	188.51
1307+00.000 R1	1	0.264	0.555	0.555	1	0.596	0.938	0.938	188.127
1307+50.000 R1	1	0.154	0.387	0.387	1	0.155	0.695	0.695	187.819
1308+00.000 R1	1	0.008	0.15	0.15	1	0.327	0.447	0.447	187.522
1308+50.000 R1	1	0.042	0.046	0.046	1	0.333	0.612	0.612	186.957
1309+00.000 R1	1	0.054	0.088	0.088	1	0.89	1.132	1.132	185.913
1309+50.000 R1	1	0	0.05	0.05	1	0.324	1.124	1.124	184.839
1310+00.000 R1	1	0.064	0.06	0.06	1	0.775	1.017	1.017	183.881
1310+50.000 R1	1	0.164	0.212	0.212	1	0.539	1.217	1.217	182.876
1311+00.000 R1	1	0.23	0.365	0.365	1	0.347	0.82	0.82	182.421
1311+50.000 R1	1	0.191	0.39	0.39	1	0.481	0.767	0.767	182.044
1312+00.000 R1	1	0.137	0.304	0.304	1	0.447	0.859	0.859	181.489
1312+50.000 R1	1	0.103	0.223	0.223	1	0.517	0.892	0.892	180.82
1313+00.000 R1	1	0.155	0.239	0.239	1	0.596	1.03	1.03	180.028
1313+50.000 R1	1	0.078	0.216	0.216	1	0.243	0.777	0.777	179.467
1314+00.000 R1	1	0.093	0.158	0.158	1	0.249	0.455	0.455	179.169
1314+50.000 R1	1	0.095	0.173	0.173	1	0.536	0.727	0.727	178.616
1315+00.000 R1	1	0.12	0.199	0.199	1	0.452	0.915	0.915	177.901
1315+50.000 R1	1	0.224	0.319	0.319	1	0.431	0.817	0.817	177.403
1316+00.000 R1	1	0.237	0.427	0.427	1	0.351	0.724	0.724	177.106
1316+50.000 R1	1	0.303	0.5	0.5	1	0.258	0.564	0.564	177.042
1317+00.000 R1	1	0.314	0.572	0.572	1	0.42	0.628	0.628	176.986
1317+50.000 R1	1	0.417	0.677	0.677	1	0.359	0.722	0.722	176.941
1318+00.000 R1	1	0.39	0.747	0.747	1	0.274	0.586	0.586	177.102
1318+50.000 R1	1	0.434	0.763	0.763	1	0.29	0.522	0.522	177.342
1319+00.000 R1	1	0.322	0.7	0.7	1	0.458	0.692	0.692	177.35
1319+50.000 R1	1	0.23	0.511	0.511	1	0.384	0.779	0.779	177.082
1320+00.000 R1	1	0.094	0.3	0.3	1	0.686	0.99	0.99	176.392
1320+50.000 R1	1	0.079	0.16	0.16	1	1.108	1.661	1.661	174.891
1321+00.000 R1	1	0.425	0.467	0.467	1	0.31	1.313	1.313	174.045
1321+50.000 R1	1	0.207	0.585	0.585	1	0.411	0.668	0.668	173.962
1322+00.000 R1	1	0.19	0.368	0.368	1	0.386	0.738	0.738	173.592
1322+50.000 R1	1	0.055	0.227	0.227	1	0.434	0.759	0.759	173.06
1323+00.000 R1	1	0.305	0.333	0.333	1	0.747	1.093	1.093	172.3
1323+50.000 R1	1	0.248	0.513	0.513	1	0.166	0.845	0.845	171.967
1324+00.000 R1	1	0.149	0.368	0.368	1	0.398	0.522	0.522	171.813
1324+50.000 R1	1	0.335	0.448	0.448	1	0.234	0.585	0.585	171.676
1325+00.000 R1	1	0.516	0.788	0.788	1	0.171	0.375	0.375	172.09
1325+50.000 R1	1	0.511	0.951	0.951	1	0.222	0.364	0.364	172.676
1326+00.000 R1	1	0.521	0.956	0.956	1	0.17	0.363	0.363	173.269
1326+50.000 R1	1	0.503	0.949	0.949	1	0.138	0.285	0.285	173.932
1327+00.000 R1	1	0.455	0.888	0.888	1	0.166	0.282	0.282	174.538
1327+50.000 R1	1	0.434	0.823	0.823	1	0.209	0.348	0.348	175.014
1328+00.000 R1	1	0.306	0.685	0.685	1	0.296	0.468	0.468	175.23
1328+50.000 R1	1	0.197	0.465	0.465	1	0.371	0.617	0.617	175.078
1329+00.000 R1	1	0.193	0.361	0.361	1	0.412	0.725	0.725	174.714
1329+50.000 R1	1	0.395	0.545	0.545	1	0.255	0.618	0.618	174.641
1330+00.000 R1	1	0.247	0.595	0.595	1	0.296	0.51	0.51	174.726
1330+50.000 R1	1	0.273	0.481	0.481	1	0.251	0.506	0.506	174.701
1331+00.000 R1	1	0.384	0.608	0.608	1	0.268	0.48	0.48	174.828
1331+50.000 R1	1	0.382	0.709	0.709	1	0.304	0.53	0.53	175.008
1332+00.000 R1	1	0.37	0.697	0.697	1	0.226	0.491	0.491	175.213
1332+50.000 R1	1	0.437	0.748	0.748	1	0.14	0.339	0.339	175.622
1333+00.000 R1	1	0.419	0.793	0.793	1	0.189	0.305	0.305	176.11
1333+50.000 R1	1	0.406	0.764	0.764	1	0.189	0.35	0.35	176.523
1334+00.000 R1	1	0.177	0.54	0.54	1	0.351	0.5	0.5	176.564
1334+50.000 R1	1	0.709	0.82	0.82	1	0.117	0.433	0.433	176.951
1335+00.000 R1	1	0.464	1.087	1.087	1	0.203	0.296	0.296	177.741
1335+50.000 R1	1	0.176	0.593	0.593	1	0.364	0.525	0.525	177.809
1336+00.000 R1	1	0.25	0.395	0.395	1	0.305	0.62	0.62	177.584

KIRKHAM MICHAEL

Q2

Project Number
11-4(116)

C.N. 80952

EARTHWORK

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

FILE: 80952 Sheets Earthwork.dgn DATE: 12-JUL-2024 14:11 COMPUTER: GX02

	- - - - - - - - Cut - - - - - - - -				- - - - - - - - Fill - - - - - - - -					
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate	
1336+50.000 R1	1	0.487	0.683	0.683	1	0.189	0.458	0.458	177.809	
1337+00.000 R1	1	0.275	0.706	0.706	1	0.278	0.433	0.433	178.083	
1337+50.000 R1	1	0.363	0.591	0.591	1	0.236	0.476	0.476	178.198	
1338+00.000 R1	1	0.477	0.778	0.778	1	0.13	0.339	0.339	178.637	
1338+50.000 R1	1	0.571	0.971	0.971	1	0.101	0.214	0.214	179.395	
1339+00.000 R1	1	0.258	0.768	0.768	1	0.222	0.298	0.298	179.864	
1339+50.000 R1	1	0.376	0.588	0.588	1	0.261	0.447	0.447	180.005	
1340+00.000 R1	1	0.143	0.48	0.48	1	0.276	0.497	0.497	179.988	
1340+50.000 R1	1	0.154	0.275	0.275	1	0.199	0.44	0.44	179.823	
1341+00.000 R1	1	0.172	0.302	0.302	1	0.486	0.634	0.634	179.491	
1341+50.000 R1	1	0.016	0.174	0.174	1	0.605	1.01	1.01	178.655	
1342+00.000 R1	1	0.134	0.138	0.138	1	0.328	0.864	0.864	177.929	
1342+50.000 R1	1	0.148	0.261	0.261	1	0.364	0.641	0.641	177.549	
1343+00.000 R1	1	0.216	0.338	0.338	1	0.383	0.692	0.692	177.195	
1343+50.000 R1	1	0.203	0.388	0.388	1	0.41	0.734	0.734	176.849	
1344+00.000 R1	1	0.191	0.365	0.365	1	0.308	0.665	0.665	176.549	
1344+50.000 R1	1	0.364	0.513	0.513	1	0.015	0.299	0.299	176.763	
1345+00.000 R1	1	0.442	0.746	0.746	1	0.028	0.04	0.04	177.469	
1345+50.000 R1	1	0.658	1.018	1.018	1	0.198	0.209	0.209	178.278	
1346+00.000 R1	1	0.47	1.044	1.044	1	0.148	0.321	0.321	179.001	
1346+50.000 R1	1	0.32	0.731	0.731	1	0.245	0.364	0.364	179.368	
1347+00.000 R1	1	0.123	0.411	0.411	1	0.33	0.532	0.532	179.246	
1347+50.000 R1	1	0.435	0.517	0.517	1	0.194	0.485	0.485	179.278	
1348+00.000 R1	1	0.36	0.736	0.736	1	0.274	0.433	0.433	179.581	
1348+50.000 R1	1	0.449	0.749	0.749	1	0.286	0.518	0.518	179.812	
1349+00.000 R1	1	0.197	0.598	0.598	1	0.341	0.58	0.58	179.829	
1349+50.000 R1	1	0.281	0.443	0.443	1	0.265	0.561	0.561	179.711	
1350+00.000 R1	1	0.236	0.479	0.479	1	0.288	0.512	0.512	179.677	
1350+50.000 R1	1	0.334	0.528	0.528	1	0.267	0.514	0.514	179.691	
1351+00.000 R1	1	0.379	0.66	0.66	1	0.184	0.418	0.418	179.933	
1351+50.000 R1	1	0.521	0.833	0.833	1	0.125	0.286	0.286	180.48	
1352+00.000 R1	1	0.528	0.971	0.971	1	0.165	0.269	0.269	181.183	
1352+50.000 R1	1	0.506	0.957	0.957	1	0.17	0.31	0.31	181.829	
1353+00.000 R1	1	0.487	0.919	0.919	1	0.126	0.274	0.274	182.475	
1353+50.000 R1	1	0.508	0.922	0.922	1	0.129	0.236	0.236	183.16	
1354+00.000 R1	1	0.523	0.955	0.955	1	0.068	0.183	0.183	183.933	
1354+50.000 R1	1	0.636	1.074	1.074	1	0.052	0.111	0.111	184.896	
1355+00.000 R1	1	0.642	1.184	1.184	1	0.039	0.084	0.084	185.995	
1355+50.000 R1	1	0.459	1.019	1.019	1	0.133	0.159	0.159	186.855	
1356+00.000 R1	1	0.445	0.837	0.837	1	0.114	0.229	0.229	187.463	
1356+50.000 R1	1	0.598	0.966	0.966	1	0.068	0.169	0.169	188.259	
1357+00.000 R1	1	0.503	1.02	1.02	1	0.099	0.155	0.155	189.124	
1357+50.000 R1	1	0.364	0.802	0.802	1	0.144	0.224	0.224	189.702	
1358+00.000 R1	1	0.287	0.603	0.603	1	0.184	0.304	0.304	190.002	
1358+50.000 R1	1	0.252	0.499	0.499	1	0.257	0.409	0.409	190.092	
1359+00.000 R1	1	0.253	0.467	0.467	1	0.271	0.489	0.489	190.07	
1359+50.000 R1	1	0.193	0.413	0.413	1	0.321	0.548	0.548	189.935	
1360+00.000 R1	1	0.025	0.202	0.202	1	0.52	0.778	0.778	189.358	
1360+50.000 R1	1	0.412	0.404	0.404	1	0.127	0.599	0.599	189.163	
1361+00.000 R1	1	0.238	0.602	0.602	1	0.251	0.35	0.35	189.414	
1361+50.000 R1	1	0.393	0.584	0.584	1	0.164	0.385	0.385	189.614	
1362+00.000 R1	1	0.137	0.491	0.491	1	0.328	0.456	0.456	189.649	
1362+50.000 R1	1	0.439	0.534	0.534	1	0.148	0.441	0.441	189.741	
1363+00.000 R1	1	0.122	0.519	0.519	1	0.314	0.428	0.428	189.832	
1363+50.000 R1	1	0.287	0.378	0.378	1	0.224	0.499	0.499	189.712	
1364+00.000 R1	1	0.021	0.285	0.285	1	0.501	0.671	0.671	189.325	
1364+50.000 R1	1	0.223	0.226	0.226	1	0.408	0.842	0.842	188.71	
1365+00.000 R1	1	0.185	0.379	0.379	1	0.277	0.635	0.635	188.454	
1365+50.000 R1	1	0.231	0.385	0.385	1	0.099	0.348	0.348	188.491	
1366+00.000 R1	1	0.208	0.406	0.406	1	0.285	0.356	0.356	188.542	
1366+50.000 R1	1	0.267	0.44	0.44	1	0.198	0.447	0.447	188.535	
1367+00.000 R1	1	0.275	0.503	0.503	1	0.185	0.354	0.354	188.683	
1367+50.000 R1	1	0.327	0.558	0.558	1	0.23	0.384	0.384	188.857	
1368+00.000 R1	1	0.237	0.523	0.523	1	0.214	0.411	0.411	188.969	
1368+50.000 R1	1	0.157	0.365	0.365	1	0.178	0.363	0.363	188.97	
1369+00.000 R1	1	0.119	0.255	0.255	1	0.248	0.394	0.394	188.831	
1369+50.000 R1	1	0.12	0.221	0.221	1	0.187	0.402	0.402	188.649	
1370+00.000 R1	1	0.01	0.12	0.12	1	0.271	0.424	0.424	188.346	
1370+50.000 R1	1	0.076	0.079	0.079	1	0.147	0.387	0.387	188.039	
1371+00.000 R1	1	0.084	0.148	0.148	1	0.532	0.629	0.629	187.557	
1371+50.000 R1	1	0.123	0.191	0.191	1	0.448	0.908	0.908	186.84	
1372+00.000 R1	1	0.278	0.371	0.371	1	0.391	0.777	0.777	186.434	
1372+50.000 R1	1	0.397	0.625	0.625	1	0.202	0.549	0.549	186.51	
1373+00.000 R1	1	0.23	0.58	0.58	1	0.212	0.383	0.383	186.707	
1373+50.000 R1	1	0.303	0.493	0.493	1	0.347	0.517	0.517	186.683	

	- - - - - - - - Cut - - - - - - - -				- - - - - - - - Fill - - - - - - - -					
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate	
1374+00.000 R1	1	0.397	0.648	0.648	1	0.517	0.799	0.799	186.531	
1374+50.000 R1	1	0.377	0.716	0.716	1	0.794	1.214	1.214	186.034	
1375+00.000 R1	1	0.291	0.618	0.618	1	1.342	1.978	1.978	184.674	
1375+50.000 R1	1	0.241	0.492	0.492	1	1.282	2.429	2.429	182.737	
1376+00.000 R1	1	0.182	0.391	0.391	1	0.99	2.104	2.104	181.024	
1376+50.000 R1	1	0.354	0.496	0.496	1	0.432	1.317	1.317	180.203	
1377+00.000 R1	1	0.394	0.692	0.692	1	0.24	0.623	0.623	180.273	
1377+50.000 R1	1	0.348	0.687	0.687	1	0.311	0.511	0.511	180.449	
1378+00.000 R1	1	0.24	0.544	0.544	1	0.32	0.584	0.584	180.409	
1378+50.000 R1	1	0.262	0.465	0.465	1	0.252	0.529	0.529	180.345	
1379+00.000 R1	1	0.015	0.256	0.256	1	0.22	0.437	0.437	180.164	
1379+50.000 R1	1	0.085	0.092	0.092	1	0.116	0.311	0.311	179.946	
1380+00.000 R1	1	0.162	0.228	0.228	1	0.284	0.37	0.37	179.804	
1380+50.000 R1	1	0.337	0.462	0.462	1	0.141	0.394	0.394	179.872	
1381+00.000 R1	1	0.356	0.642	0.642	1	0.12	0.241	0.241	180.272	
1381+50.000 R1	1	0.406	0.706	0.706	1	0.101	0.205	0.205	180.774	
1382+00.000 R1	1	0.362	0.711	0.711	1	0.132	0.216	0.216	181.268	
1382+50.000 R1	1	0.389	0.695	0.695	1	0.104	0.219	0.219	181.745	
1383+00.000 R1	1	0.276	0.616	0.616	1	0.173	0.256	0.256	182.104	
1383+50.000 R1	1	0.38	0.607	0.607	1	0.123	0.274	0.274	182.438	
1384+00.000 R1	1	0.324	0.651	0.651	1	0.189	0.289	0.289	182.8	
1384+50.000 R1	1	0.162	0.45	0.45	1	0.36	0.509	0.509	182.741	
1385+00.000 R1	1	0.076	0.221	0.221	1	0.394	0.698	0.698	182.264	
1385+50.000 R1	1	0.277	0.326	0.326	1	0.278	0.622	0.622	181.968	
1386+00.000 R1	1	0.404	0.63	0.63	1	0.313	0.547	0.547	182.051	
1386+50.000 R1	1	0.307	0.659	0.659	1	0.297	0.564	0.564	182.145	
1387+00.000 R1	1	0.228	0.496	0.496	1	1.235	1.419	1.419	181.222	
1387+50.000 R1	1	0.379	0.562	0.562	1	0.047	1.187	1.187	180.597	
1388+00.000 R1	1	0.159	0.498	0.498	1	1.188	1.144	1.144	179.951	
1388+50.000 R1	1	0.419	0.535	0.535	1	0.815	1.855	1.855	178.631	
1389+00.000 R1	1	0.43	0.786	0.786	1	0.894	1.582	1.582	177.836	
1389+50.000 R1	1	0.422	0.789	0.789	1	0.88	1.642	1.642	176.983	
1390+00.000 R1	1	0.458	0.815	0.815	1	0.873	1.623	1.623	176.174	
1390+50.000 R1	1	0.451	0.842	0.842	1	0.446	1.222	1.222	175.794	
1391+00.000 R1	1	0.329	0.722	0.722	1	0.754	1.111	1.111	175.405	
1391+50.000 R1	1	0.233	0.521	0.521	1	1.456	2.046	2.046	173.879	
1392+00.000 R1	1	0.638	0.806	0.806	1	1.73	2.95	2.95	171.735	
1392+50.000 R1	1	0.167	0.745	0.745	1	1.333	2.837	2.837	169.643	
1393+00.000 R1	1	0.372	0.498	0.498	1	1.101	2.254	2.254	167.887	
1393+50.000 R1	1	0.143	0.477	0.477	1	2.609	3.436	3.436	164.928	
1394+00.000 R1	1	0.1	0.225	0.225	1	3.398	5.562	5.562	159.591	
1394+50.000 R1	1	0.092	0.178	0.178	1	3.232	6.139	6.139	153.631	
1395+00.000 R1	1	0.112	0.189	0.189	1	2.817	5.601	5.601	148.219	
1395+50.000 R1	1	0.016	0.118	0.118	1	3.423	5.778	5.778	142.559	
1396+00.000 R1	1	0.081	0.09	0.09	1	3.406	6.324	6.324	136.326	
1396+50.000 R1	1	0.009	0.083	0.083	1	4.151	6.997	6.997	129.412	
1397+00.000 R1	1	0.173	0.168	0.168	1	2.267	5.942	5.942	123.638	
1397+50.000 R1	1	0.199	0.344	0.344	1	1.597	3.578	3.578	120.405	
1398+00.000 R1	1	0.092	0.269	0.269	1	0.703	2.129	2.129	118.545	
1398+50.000 R1	1	0.065	0.145	0.145	1	0.775	1.369	1.369	117.321	
1399+00.000 R1	1	0.005	0.065	0.065	1	0.56	1.237	1.237	116.15	
1399+50.000 R1	1	0.001	0.006	0.006	1	0.558	1.036	1.036	115.12	
1400+00.000 R1	1	0.016	0.016	0.016	1	0.643	1.113	1.113	114.023	
1400+50.000 R1	1	0.078	0.087	0.087	1	0.537	1.093	1.093	113.016	
1401+00.000 R1	1	0.085	0.151	0.151	1	0.65	1.1	1.1	112.068	
1401+50.000 R1	1	0.261	0.32	0.32	1	0.539	1.101	1.101	111.287	
1402+00.000 R1	1	0.139	0.37	0.37	1	0.22	0.703	0.703	110.954	
1402+50.000 R1	1	0.044	0.169	0.169	1	0.745	0.894	0.894	110.229	
1403+00.000 R1	1	0	0.041	0.041	1	0.944	1.564	1.564	108.705	
1403+50.000 R1	1	0	0	0	1	1.128	1.919	1.919	106.787	
1404+00.000 R1	1	0	0	0	1	0.972	1.944	1.944	104.843	
1404+50.000 R1	1	0.001	0.001	0.001	1	0.394	1.265	1.265	103.579	
1405+00.000 R1	1	0.118	0.11	0.11	1	0.602	0.922	0.922	102.767	
1405+50.000 R1	1	0.017	0.125	0.125	1	0.626	1.137	1.137	101.754	
1406+00.000 R1	1	0	0.016	0.016	1	1.233	1.722	1.722	100.049	
1406+50.000 R1	1	0.012	0.011	0.011	1	0.742	1.829	1.829	98.231	
1407+00.000 R1	1	0.09	0.095	0.095	1	0.411	1.068	1.068	97.258	
1407+50.000 R1	1	0.127	0.201	0.201	1	0.568	0.906	0.906	96.552	
1408+00.000 R1	1	0.078	0.189	0.189	1	0.307	0.81	0.81	95.932	
1408+50.000 R1	1	0.142	0.204	0.204	1	0.549	0.792	0.792	95.343	
1409+00.000 R1	1	0.162	0.282	0.282	1	0.252	0.741	0.741	94.884	
1409+50.000 R1	1	0.035	0.182	0.182	1	0.629	0.815	0.815	94.251	
1410+00.000 R1	1	0.105	0.129	0.129	1	0.458	1.006	1.006	93.375	
1410+50.000 R1	1	0.07	0.162	0.162	1	0.923	1.278	1.278	92.258	
1411+00.000 R1	1	0.056	0.117	0.117	1	1.079	1.853	1.853	90.522	

KIRKHAM MICHAEL

Q3

Project Number
11-4(116)

C.N. 80952

EARTHWORK

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

FILE: 80952 Sheets Earthwork.dgn DATE: 12-JUL-2024 14:11 COMPUTER: GX02

	- - - - - - - - Cut - - - - - - - -				- - - - - - - - Fill - - - - - - - -				
Station	Factor	Area	Volume	Adjusted	Factor	Area	Volume	Adjusted	Mass Ordinate
1411+50.000 R1	1	0.086	0.132	0.132	1	1.494	2.382	2.382	88.273
1412+00.000 R1	1	0.106	0.178	0.178	1	3.574	4.693	4.693	83.758
1412+50.000 R1	1	0.021	0.117	0.117	1	2.787	5.89	5.89	77.986
1413+00.000 R1	1	0	0.02	0.02	1	2.456	4.854	4.854	73.152
1413+50.000 R1	1	0	0	0	1	1.897	4.03	4.03	69.122
1414+00.000 R1	1	0.002	0.002	0.002	1	7.407	8.614	8.614	60.51
1414+50.000 R1	1	0.048	0.047	0.047	1	5.044	11.528	11.528	49.028
1415+00.000 R1	1	0.008	0.052	0.052	1	39.526	41.269	41.269	7.812
1415+50.000 R1	1	0.001	0.008	0.008	1	4.074	40.371	40.371	-32.551
1416+00.000 R1	1	0	0.001	0.001	1	10.357	13.362	13.362	-45.913
1416+50.000 R1	1	0	0	0	1	2.997	12.365	12.365	-58.278
1417+00.000 R1	1	0	0	0	1	3.159	5.7	5.7	-63.978
1417+50.000 R1	1	0	0	0	1	2.241	5	5	-68.978
1418+00.000 R1	1	0	0	0	1	1.212	3.197	3.197	-72.174
1418+50.000 R1	1	0	0.001	0.001	1	0.654	1.727	1.727	-73.901
1419+00.000 R1	1	0.083	0.077	0.077	1	0.463	1.033	1.033	-74.857
1419+50.000 R1	1	0.112	0.18	0.18	1	0.52	0.91	0.91	-75.587
1419+87.924 R1	1	0	0.078	0.078	1	1.767	1.606	1.606	-77.115

	Factor		Volume	Adjusted	Factor		Volume	Adjusted
Grand Total	1		458.057	458.057	1		535.172	535.172

FILE: 80952 Sheets Earthwork.dgn
DATE: 12-JUL-2024 14:11
COMPUTER: GX02

KIRKHAM MICHAEL

Q4

Project Number
11-4(116)

C.N. 80952

EARTHWORK

NEBRASKA
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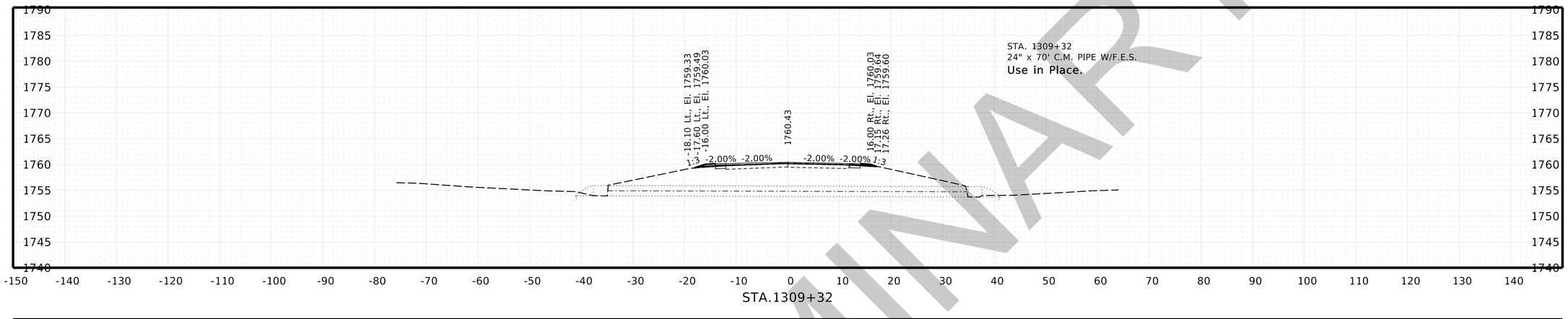
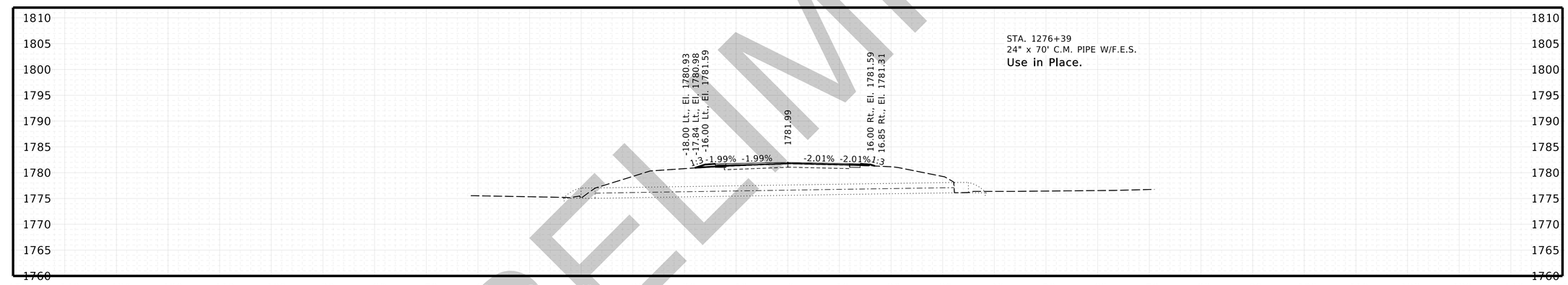
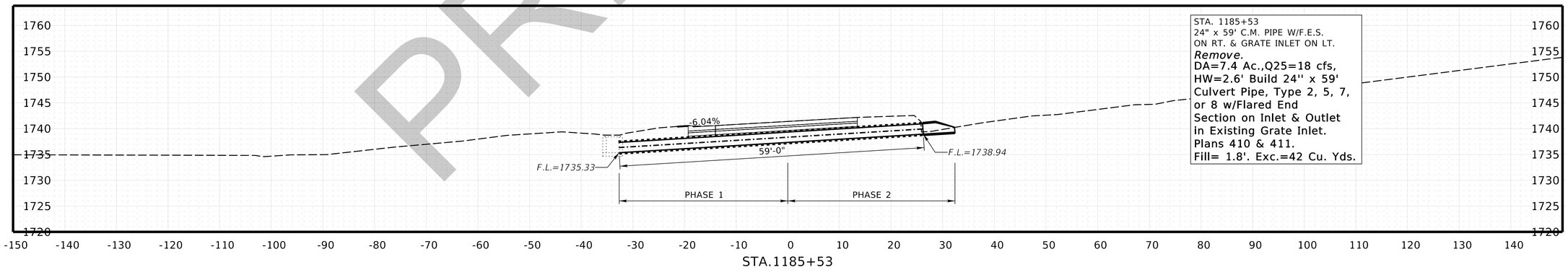
Roadway Design Division







R1

Project Number
11-4(116)

C.N. 80952

DRAINAGE CROSS SECTIONS

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Roadway Design Division

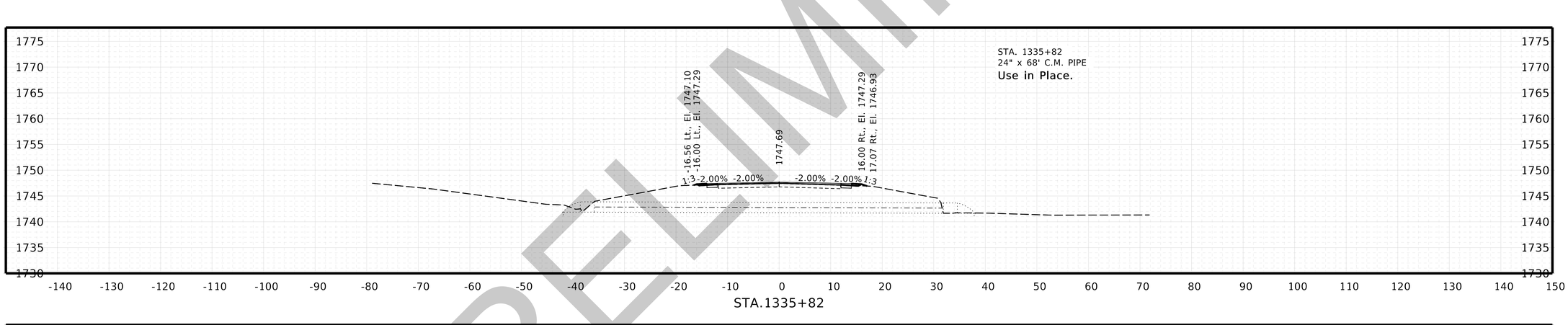
COMPUTER: GX02
DATE: 12-JUL-2024 14:11
FILE: 80952 Sheets Drainage X Sections.dgn

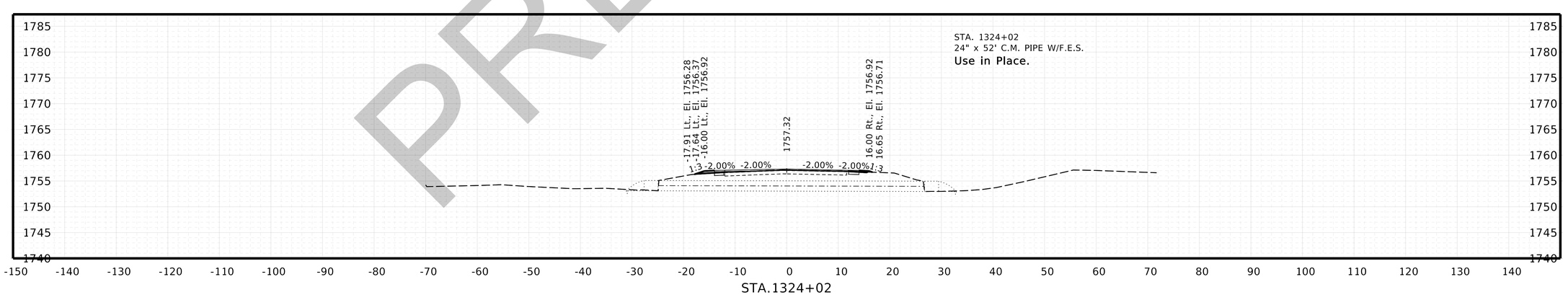
KIRKHAM MICHAEL

R2

Project Number
11-4(116)

C.N. 80952





DRAINAGE CROSS SECTIONS

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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

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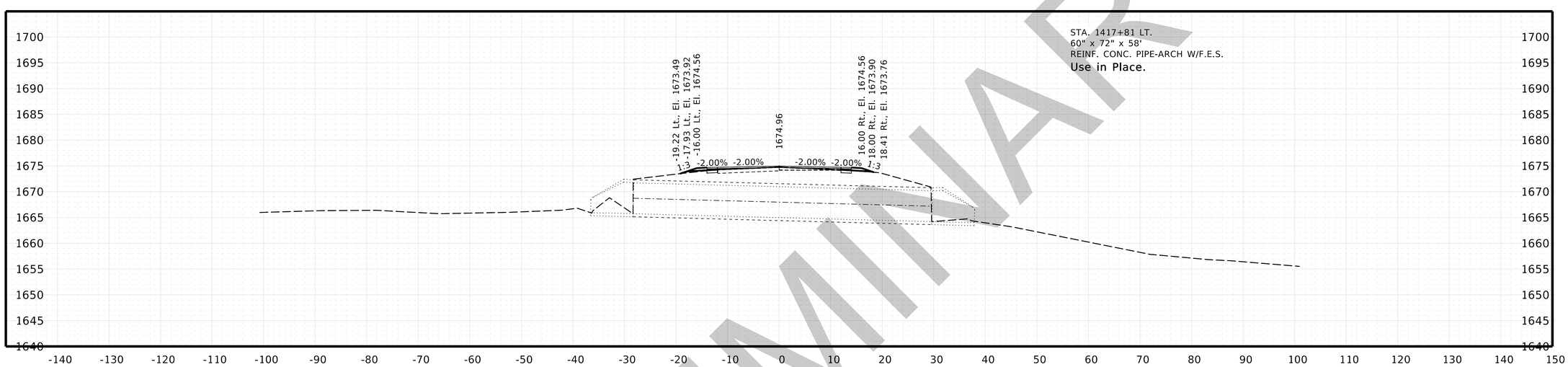

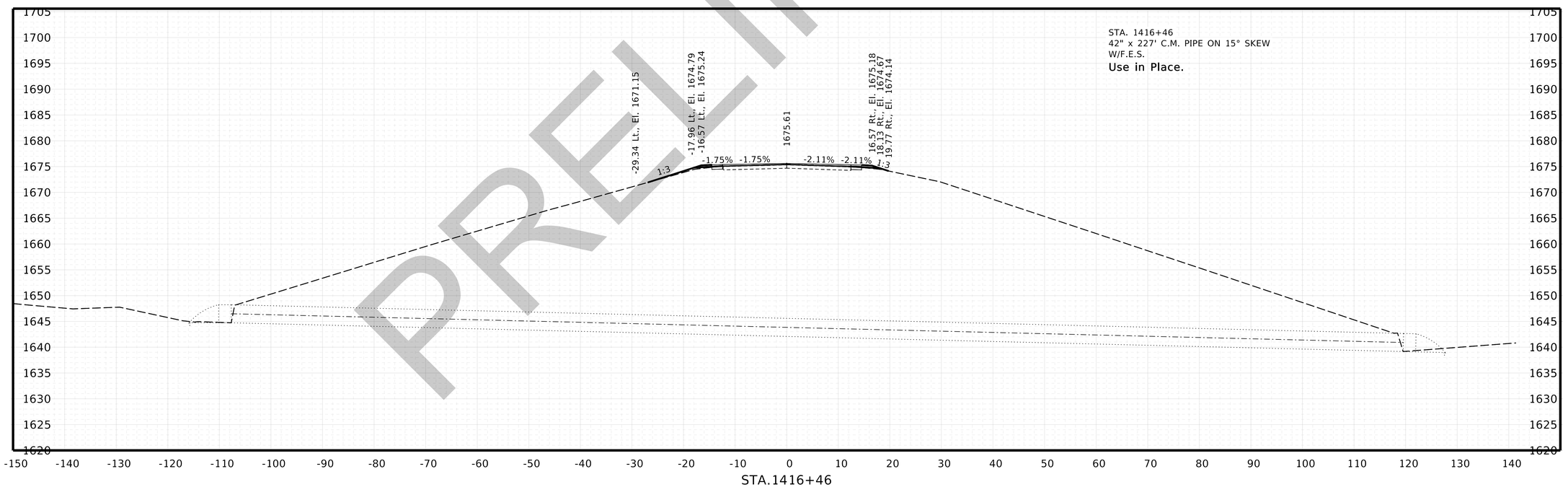

R3

Project Number
11-4(116)

C.N. 80952

DRAINAGE CROSS SECTIONS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway Design Division

KIRKHAM MICHAEL

COMPUTER: GX02
DATE: 12-JUL-2024 14:12
FILE: 80952 Sheets Drainage X Sections.dgn

-BRUSH CREEK/ NIOBRARA-

- NOTES -

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

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

Unless noted "NOT TO SCALE", all details are drawn using a constant scale in accordance with NDOT Bridge Scaling Policy.

CONCRETE & REINFORCEMENT
Concrete for approach slabs shall be Class "47BD", with a 28-day strength of 4,000 psi.

Chamfer all exposed edges of concrete.

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

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

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

Field bend and/or clip reinforcing bars to maintain minimum clearance. Epoxy coat clipped ends.

MISCELLANEOUS
All materials, equipment, tools, labor, and incidentals necessary to complete the work, not paid for directly, shall be considered subsidiary to other items for which payment is made.

REPAIR/REHAB
Before ordering any materials, the Contractor shall make a detailed field inspection of the structure verifying all dimensions and reporting to the Engineer any discrepancies between the field measurements and those shown on the plans.

All materials removed shall become the property of the Contractor and shall be removed from the project site.

As-built plans for the exisitng structure are available from the Bridge Division upon request.

The State does not guarantee that these repair plans or the As-built plans depict the actual site conditions and shall not be liable for any discrepancies.

Dimensions shown were obtained from the as-built Plans. The Engineer shall establish control points from the existing structure as needed.

The Contractor shall place a 1" deep saw cut at the limits of concrete removal to facilitate a clean, smooth line when breaking back existing concrete.

All reinforcing steel that is to be incorporated into the new work shall be thoroughly cleaned, straightened, and extended into the new work a minimum of 2'-0" or as shown in the plans.

All existing concrete surfaces to be in contact with the new construction shall be thoroughly roughened and cleaned before placing any new concrete.

Existing unbroken concrete surfaces to be in contact with the new concrete shall be scarified to an amplitude of ¼".

Use surface saturated dry condition when placing new concrete against old concrete.

Damage to existing structures, consequent to the Contractors operations, shall be repaired at the Contractor's expense, under the direction of the Engineer.

Actual field conditions may require repair more or less than what is depicted in the plans. The final areas to be repaired shall be determined by the Engineer. The Bridge Office shall be notified when field conditions impede the implementation of these plans or vary significantly from what is shown.

The contractor shall take all necessary precautions, during construction, to prevent debris from falling into channel.

- QUANTITIES -

GROUP 6

PREPARATION OF BRIDGE AT STATION 1180+77.97	1 EA
CONCRETE BRIDGE DECK REPAIR	324.0 SY
BRIDGE APPROACH REPAIR	56.0 SY
CONCRETE FOR PAVEMENT APPROACHES CLASS 47BD-4000	5.0 CY
SLABS	5.0 CY
PHASE I	2.5 CY
PHASE II	2.5 CY
STRIP SEALS	56.0 LF
EPOXY COATED REINFORCING STEEL FOR PAVEMENT APPROACHES	470 LB
SLABS	470 LB
PHASE I	245 LB
PHASE II	225 LB

DESIGN HISTORY

PROJECT NO.	CONTROL NO.	YEAR	TYPE OF WORK
RS-11-4(102)	80308	1984	1-121'-0" & 2-92'-0" SPANS DECK STEEL GIRDER BRIDGE - CONTINUOUS COMPOSITE TYPE
STR-11-4(1012)	80792A	2006	5 SPAN DECK STEEL GIRDER BRIDGE CONTINUOUS COMPOSITE TYPE - REMODEL
Existing Plans are available from the Bridge Division upon request.			

BAR MARK

A413 A 4 13
- 13 — BAR NUMBER: 01 - 99
- 4 — BAR SIZE
- A — TYPE OF BRIDGE ELEMENT: (D = Drilled Shaft, A = Abutment, B = Bent, P = Pier, S = Slab & N = Approach Slab)

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

- INDEX -

GENERAL NOTES, QUANTITIES, INDEX	1
GENERAL PLAN & PHASED CROSS-SECTIONS	2
STRIP SEAL EXPANSION JOINT	3

BILL OF BARS

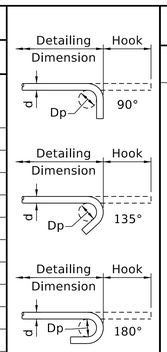
	MARK	NUMBER OF BARS Phase I	NUMBER OF BARS Phase II	LENGTH	TYPE	A	B	C	D	E	F	PIN Ø	HOOK	WEIGHT Phase I	WEIGHT Phase II
APPROACH SLAB	N401	60	60	1'-10"	103	0'-7"	0'-8"	0'-7"						75	75
	N411	16	-	15'-9"	STR									170	-
	N412	-	16	13'-9"	STR									-	150
													TOTAL PER PHASE (LB) =	245	225
													GRAND TOTAL (LB) =	470	

STANDARD HOOK LENGTH

PRIMARY STRESS BAR SIZE	PRIMARY STRESS HOOK 90°	PRIMARY STRESS HOOK 180°	STIRRUPS & TIES BAR SIZE	STIRRUPS & TIES HOOK 90°	STIRRUPS & TIES HOOK 135°
			3	4"	4"
4	8"	6"	4	4½"	4½"
5	10"	7"	5	6"	5½"
6	12"	8"	6	12"	8"
7	15"	10"	7	14"	9"
8	17"	11"	8	16"	10½"
9	19"	15"	d = Bar Size Dp = Pin Diameter		
10	23"	17"			
11	24"	19"			
14	31"	27"			
18	41"	36"			

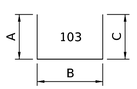
PIN DIAMETER

PRIMARY STRESS BAR SIZE	PRIMARY STRESS Dp	STIRRUPS & TIES BAR SIZE	STIRRUPS & TIES Dp
		3	1½"
4	3"	4	2"
5	3¾"	5	2½"
6	4½"	6	4½"
7	5¼"	7	5¼"
8	6"	8	6"
9	9½"		
10	10¾"		
11	12"		
14	18¼"		
18	24"		



BENDING DIAGRAMS

ALL DIMENSIONS ARE OUT TO OUT & NOT TO SCALE



S1

PROJECT NUMBER STP-11-4(116)

C.N. 80952

STRUCTURE NUMBER S011 17131

BRIDGE ENGINEER

5 SPAN DECK STEEL GIRDER
EXPANSION JOINT REPAIR
GENERAL NOTES, QUANTITIES AND INDEX

DATE SEP 2023
CHECKED BY SBR
DESIGN LOAD HS-20
ROADWAY 28'-0" CLEAR
SKEW 0°
LOCATION ATKINSON - BRUSH CREEK

COUNTY HOLT
HWY. NO. N-11
REF. POST. 171.31
STA. 1180+77.97
DESIGNED BY TDA
DETAILED BY TDA

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
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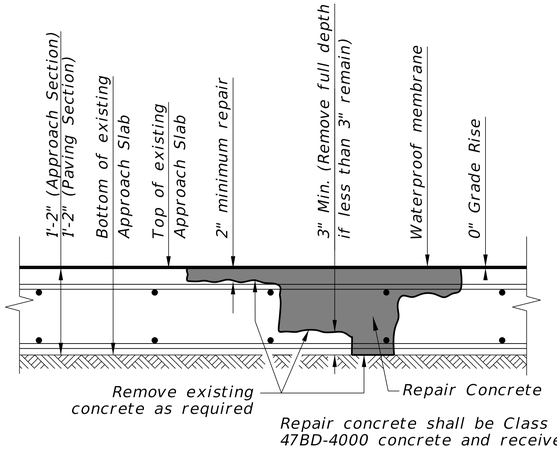
DEPARTMENT OF TRANSPORTATION

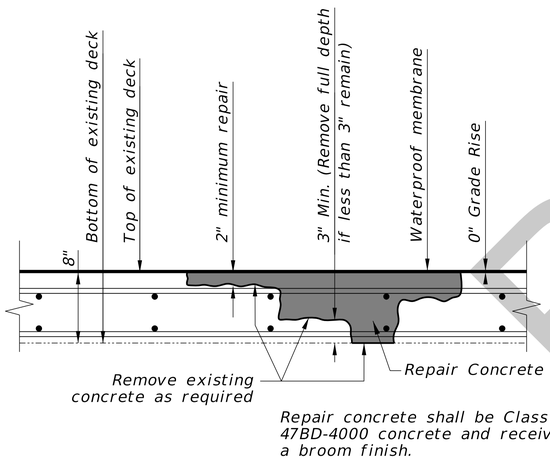
SPECIAL PLAN NO. 1 / 3



Repair concrete shall be Class 47BD-4000 concrete and receive a broom finish.

BRIDGE APPROACH REPAIR

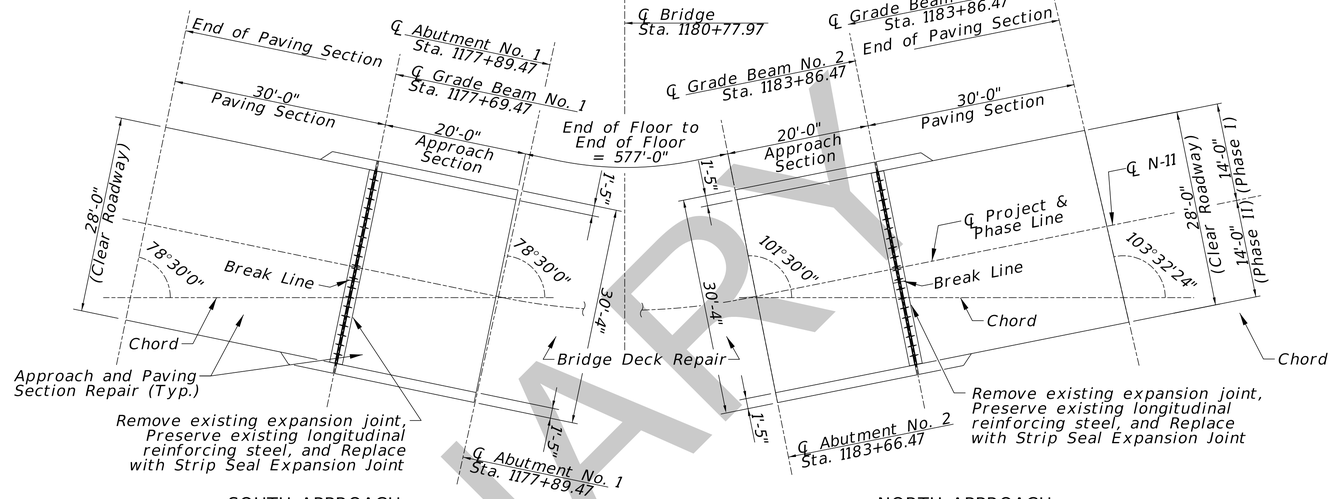
Not to Scale



Repair concrete shall be Class 47BD-4000 concrete and receive a broom finish.

CONCRETE BRIDGE DECK REPAIR

Not to Scale

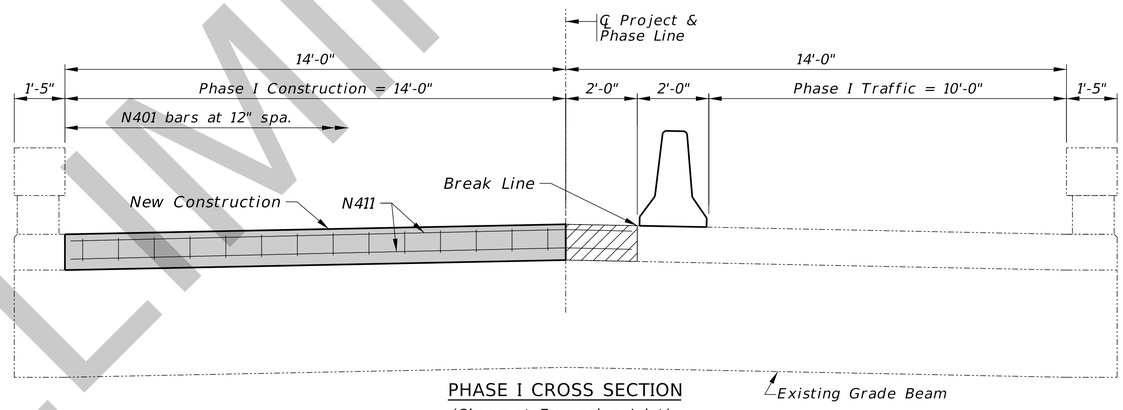


SOUTH APPROACH

NORTH APPROACH

GENERAL REPAIR PLAN

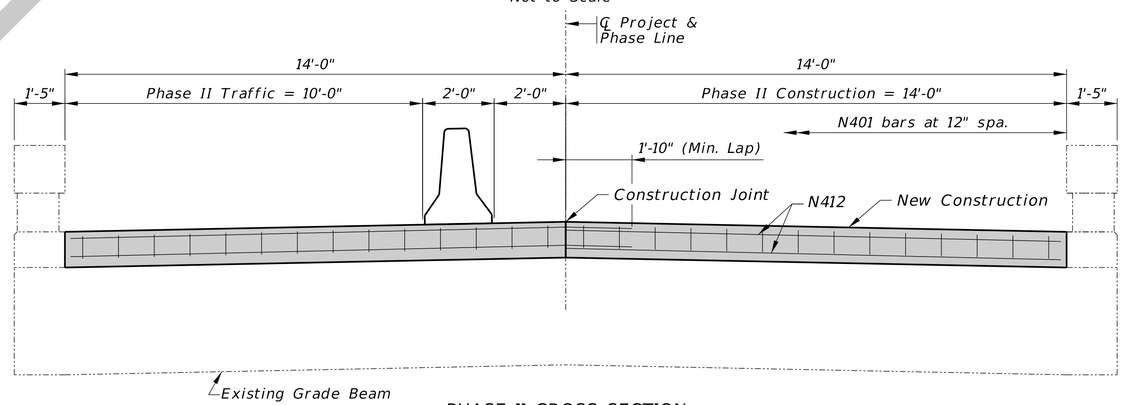
Not to Scale



PHASE I CROSS SECTION

(Shown at Expansion Joint)

Not to Scale



PHASE II CROSS SECTION

(Shown at Expansion Joint)

Not to Scale

PRELIMINARY

S2

PROJECT NUMBER
STP-11-4(116)

C.N. 80952

STRUCTURE NUMBER
S011 17131

BRIDGE ENGINEER

5 SPAN DECK STEEL GIRDER
EXPANSION JOINT REPAIR
GENERAL PLAN & PHASED CROSS-SECTIONS

LOCATION ATKINSON - BRUSH CREEK
COUNTY HOLT
HWY. NO. N-11
REF. POST. 171.31
STA. 1180+77.97
SKEW 0°
ROADWAY 28'-0" CLEAR
DESIGN LIVE LOAD HS-20
DESIGNED BY TDA
DETAILED BY TDA
CHECKED BY SBR
DATE SEP 2023

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO. 1

2 / 3

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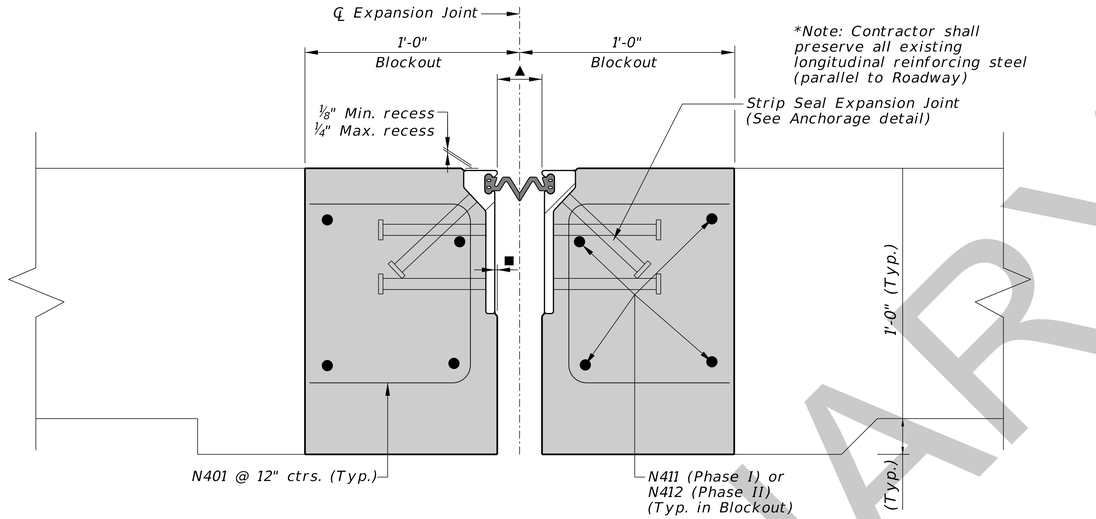
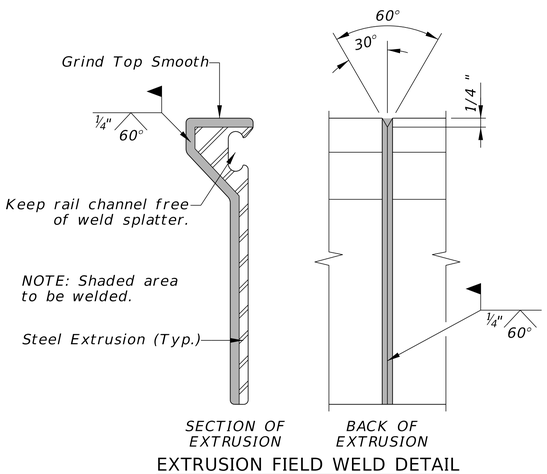


SECTION AT EXPANSION JOINT*

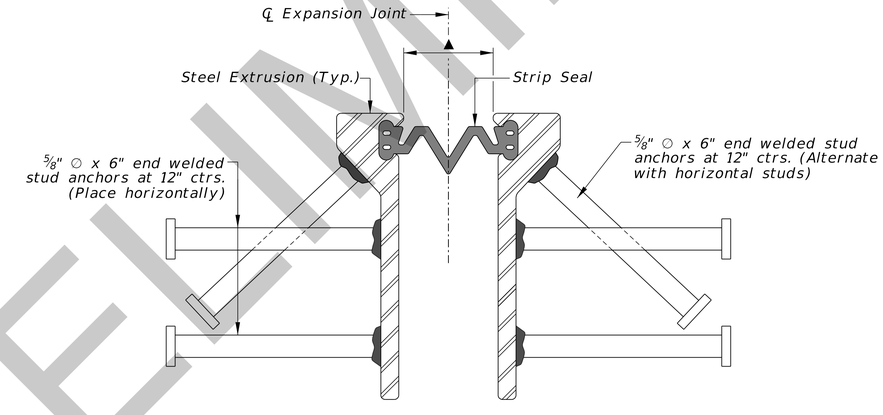
Not to Scale

■ *Offset face of extrusion as needed to match nominal joint opening (Typ)*



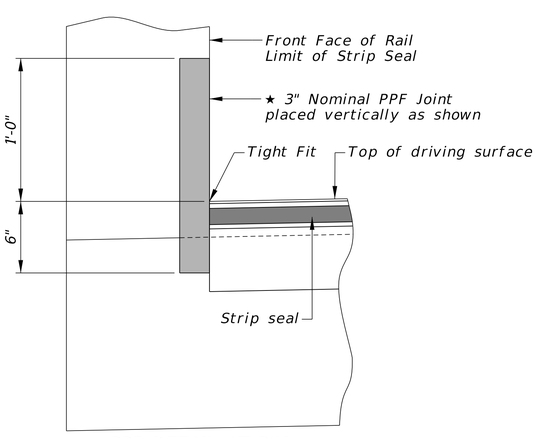
EXTRUSION FIELD WELD DETAIL

Not to Scale



ANCHORAGE DETAIL

Not to Scale



PPF DETAIL AT RAIL

Not to Scale

◑ 5" STRIP SEAL EXPANSION JOINTS		
MANUFACTURER	*EXTRUSION*	*SEAL*
D.S. Brown Co.	*SSPA*	*L2-500*
Watson Bowman	*P*	*SE-500*

EXPANSION JOINT GAP DIMENSIONS	
AMBIENT TEMPERATURE RANGE DURING POUR (°F)	▲ *Gap Width*
35 - 45	*3.25"*
40 - 55	*3"*
55 - 65	*2.75"*
65 - 85	*2.50"*

NOTES:

▲ *Nominal Joint Opening at time of pour, based on ambient air temperature. Adjust for temperature as shown in the table. Dimensions measured Normal to ℄ Expansion Joint.*

◑ *Strip Seal shall be installed within the gap limits recommended by the listed Expansion Joint manufacturers.*

Steel extrusions shall be galvanized in accordance with ASTM A123. Extrusions shall be set to grade and crown.

The gap shall be cleaned of all foreign matter before installation of the Expansion Joint.

★ *Precompressed Polyurethane Foam Joint used in vertical faces of rail will not be paid for directly, but shall be considered subsidiary to the item, "STRIP SEALS".*

S3

PROJECT NUMBER
STP-11-4(116)

C.N. 80952

STRUCTURE NUMBER
S011 17131

BRIDGE ENGINEER

5 SPAN DECK STEEL GIRDER
EXPANSION JOINT REPAIR
STRIP SEAL EXPANSION JOINT

DATE SEP 2023

LOCATION ATKINSON - BRUSH CREEK
SKEW 0°
ROADWAY 28'-0" CLEAR
DESIGN LIVE LOAD HS-20
DETAILED BY TDA
CHECKED BY SBR

COUNTY HOLT
HWY. NO. N-11
REF. POST 171.31
STA. 1180+77.97
DESIGNED BY TDA

NEBRASKA DEPARTMENT OF TRANSPORTATION - BRIDGE DIVISION

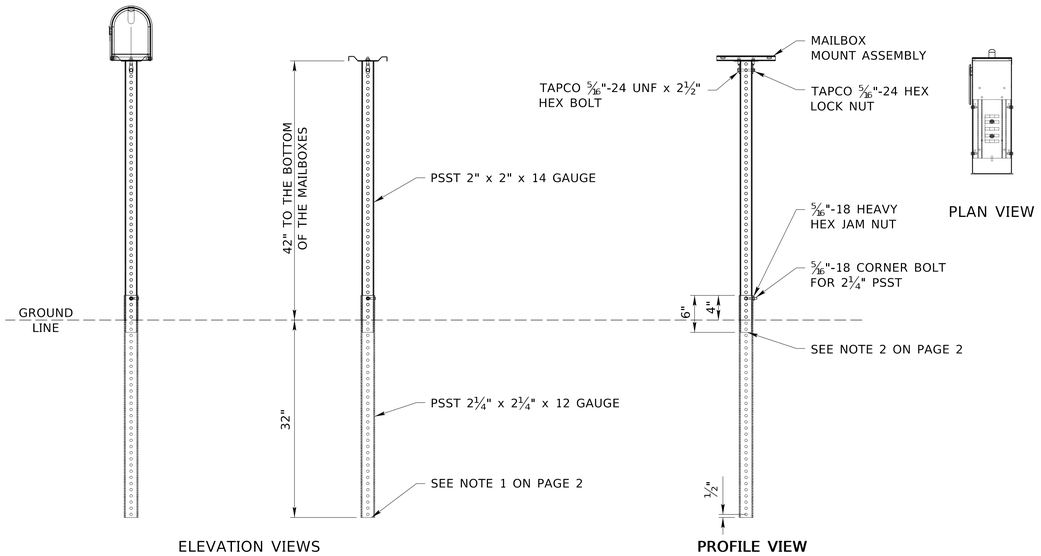
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

SPECIAL PLAN NO. 1

3 / 3

Computer: GX48
Date: 13-FEB-2024 16:32
File: S3-S011 17131 Expansion Joint.dgn

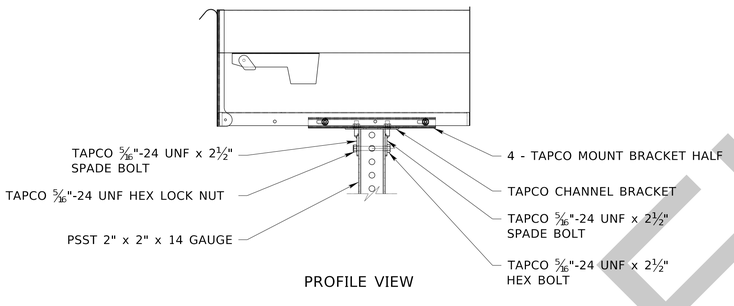
TAPCO SINGLE MAILBOX CONFIGURATION



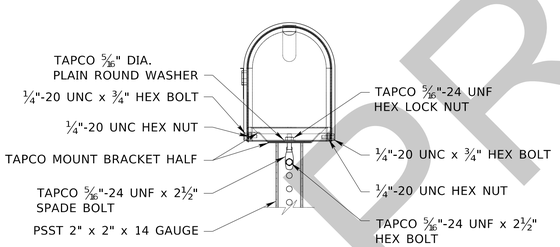
ELEVATION VIEWS

PLAN VIEW

PROFILE VIEW

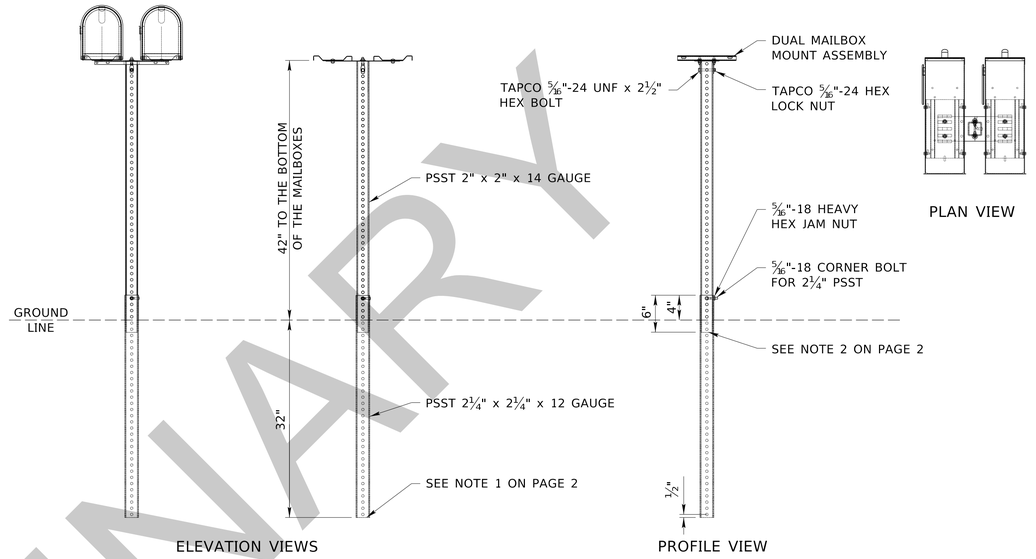


PROFILE VIEW



ELEVATION VIEW

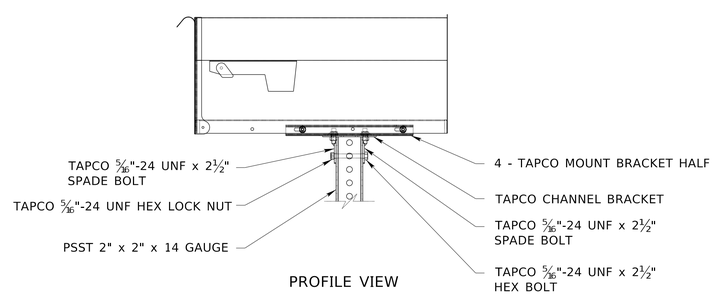
TAPCO DOUBLE MAILBOX CONFIGURATION



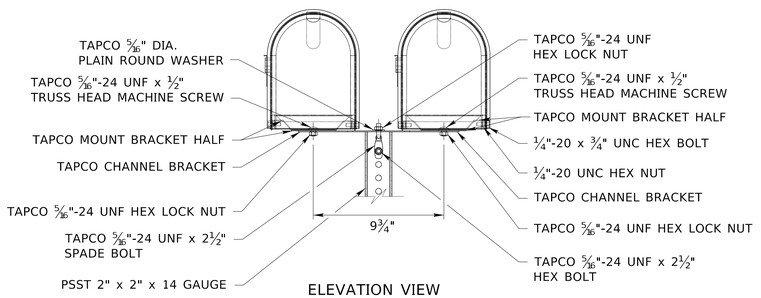
ELEVATION VIEWS

PLAN VIEW

PROFILE VIEW



PROFILE VIEW



ELEVATION VIEW

U1

Project Number
11-4(116)

C.N. 80952

SPECIAL PLAN 1C
1 OF 2
MAILBOX POST

NEBRASKA
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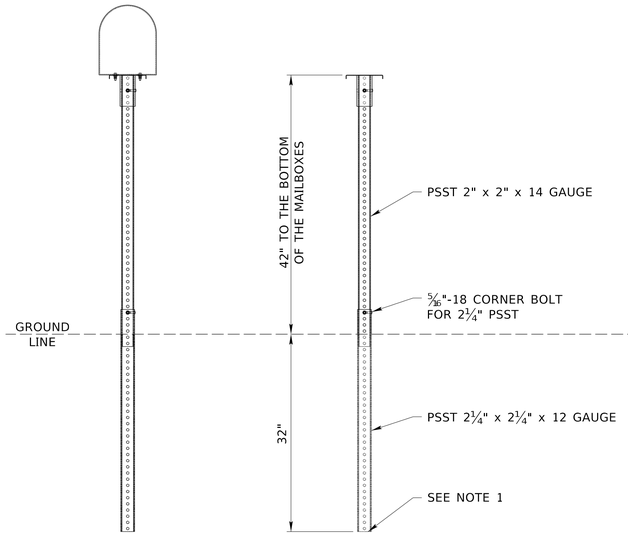
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

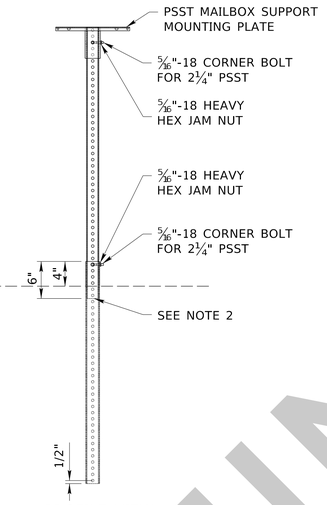
PROFESSIONAL CIVIL ENGINEER
AUSTIN PAUL WHITE
E-17979
STATE OF NEBRASKA
DATE: 18-JUL-2024 07:36

COMPUTER: BG04194593
DATE: 18-JUL-2024 07:36
FILE: 80952 Sheets Specials_US_FT.dgn

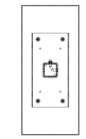
NON-PROPRIETARY SINGLE MAILBOX CONFIGURATION



ELEVATION VIEWS



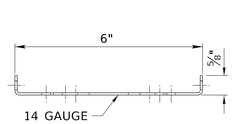
PROFILE VIEW



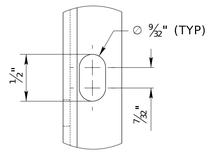
PLAN VIEW

NOTES:

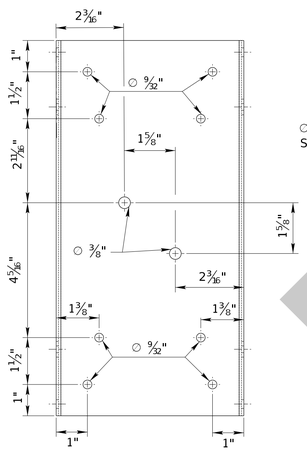
1. PSST 2 1/4 x 2 1/4 x 12 GAUGE IS ASYMMETRICAL AND SHALL BE INSERTED WITH THE END OF THE POST WITH THE 1/2" GAP BETWEEN THE FIRST HOLE AND THE END OF THE POST BEING INSERTED FIRST.
2. PSST 2 x 2 x 14 GAUGE SHALL BE INSERTED WITH THE 1/2" GAP DOWN.
3. THE TAPCO MAILBOX SUPPORTS ARE TO BE ATTACHED TO THE POST USING THE SUPPLIED TAPCO HARDWARE EXCEPT THE SUPPLIED #10 BOLTS ARE REPLACED WITH 1/4"-20 GRADE 5 HEX BOLTS AND NUTS TO ATTACH THE MAILBOXES TO THE BRACKETS VIA THE FURTHEST REARWARD HOLES.
4. CONTRACTOR MAY INSTALL TWO SINGLE MAILBOX CONFIGURATIONS IN LIEU OF THE DOUBLE MAILBOX CONFIGURATION.



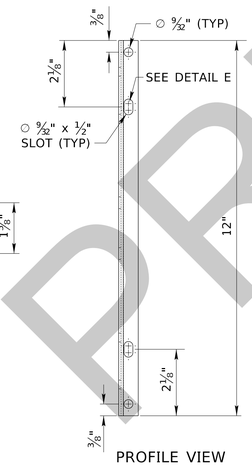
PLAN VIEW



DETAIL E

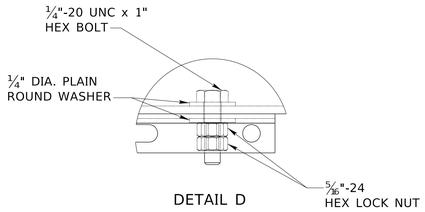


ELEVATION VIEW

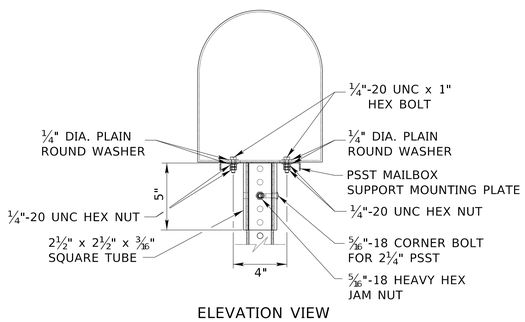


PROFILE VIEW

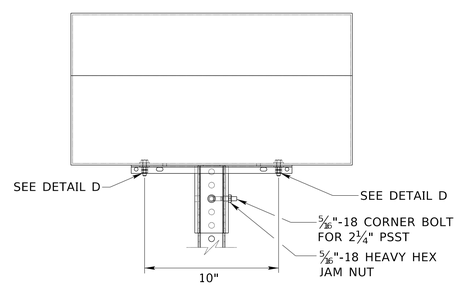
PSST MAILBOX SUPPORT MOUNTING PLATE



DETAIL D



ELEVATION VIEW



PROFILE VIEW

MAILBOX MOUNT ASSEMBLY

U2

Project Number 11-4(116)

C.N. 80952

SPECIAL PLAN 1C
2 OF 2
MAILBOX POST

NEBRASKA
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Roadway Design Division

PROFESSIONAL CIVIL ENGINEER
AUSTIN PAUL WHITE
E-17979
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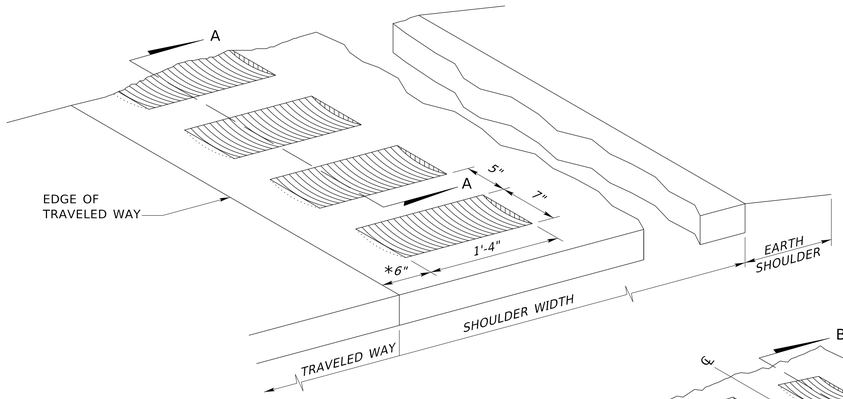
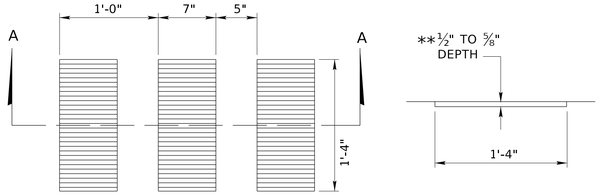
COMPUTER: BG04194593

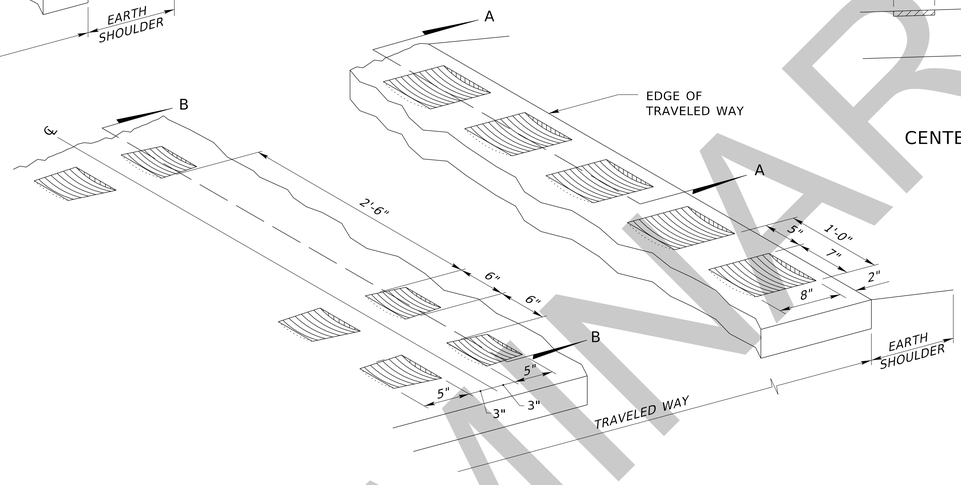


SHOULDER RUMBLE STRIPS DETAIL

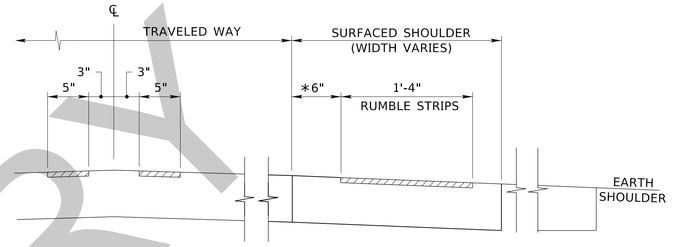


PLAN PROFILE

SHOULDER RUMBLE STRIPS SHAPE

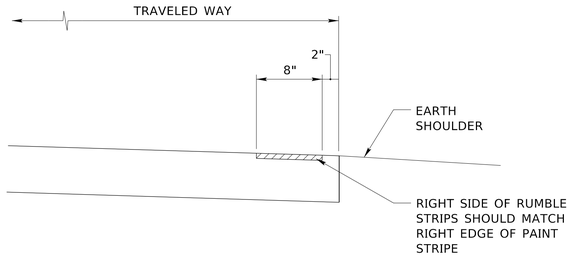


CENTERLINE RUMBLE STRIPS DETAIL



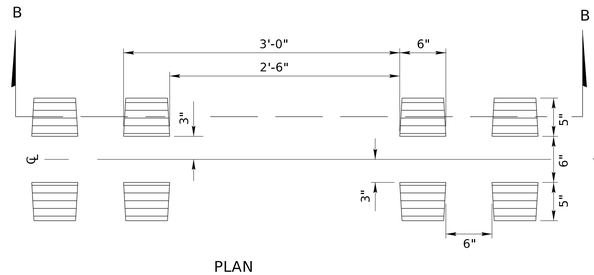
CENTERLINE SHOULDER

* 1'-0" FOR INTERSTATE



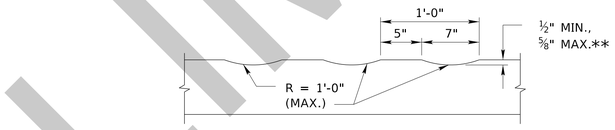
EDGELINE RUMBLE STRIPS DETAIL

EDGELINE ON 24 FEET ROADWAY



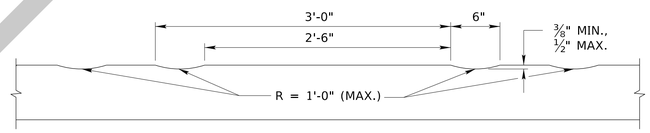
PLAN PROFILE

CENTERLINE RUMBLE STRIPS SHAPE



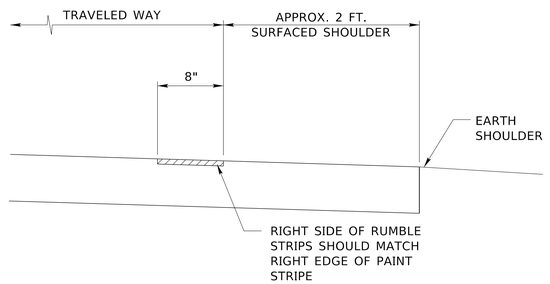
SHOULDER AND EDGELINE
RUMBLE STRIPS
SECTION A-A

**⅜" MIN., ½" MAX. FOR 1" OVERLAY

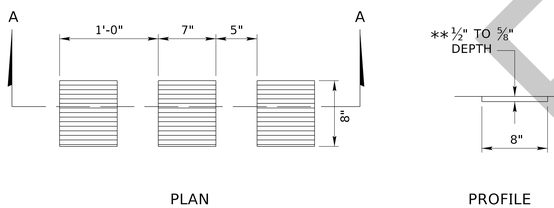


CENTERLINE RUMBLE STRIPS

SECTION B-B



EDGELINE ON 28 FEET ROADWAY



PLAN PROFILE

EDGELINE RUMBLE STRIPS SHAPE

NOTES:

RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS AS INDICATED IN THIS PLAN AND IN ACCORDANCE WITH THE PROJECT PLANS. RUMBLE STRIPS ARE NOT NORMALLY REQUIRED ON CITY STREETS AND OTHER URBAN SHOULDERS ADJACENT TO CURB AND GUTTER UNLESS SPECIFICALLY NOTED IN THE PLANS.

RUMBLE STRIPS MAY BE CONTINUOUS THROUGH DRIVEWAYS AND SHALL BE OMITTED ACROSS INTERSECTING ROADWAYS AND BRIDGES.

U3

Project Number
11-4(116)

C.N. 80952

SPECIAL PLAN 2C
1 OF 2
RUMBLE STRIPS

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

Roadway
Design
Division

PROFESSIONAL CIVIL ENGINEER
AUSTIN PAUL WHITE
E-17979
STATE OF NEBRASKA
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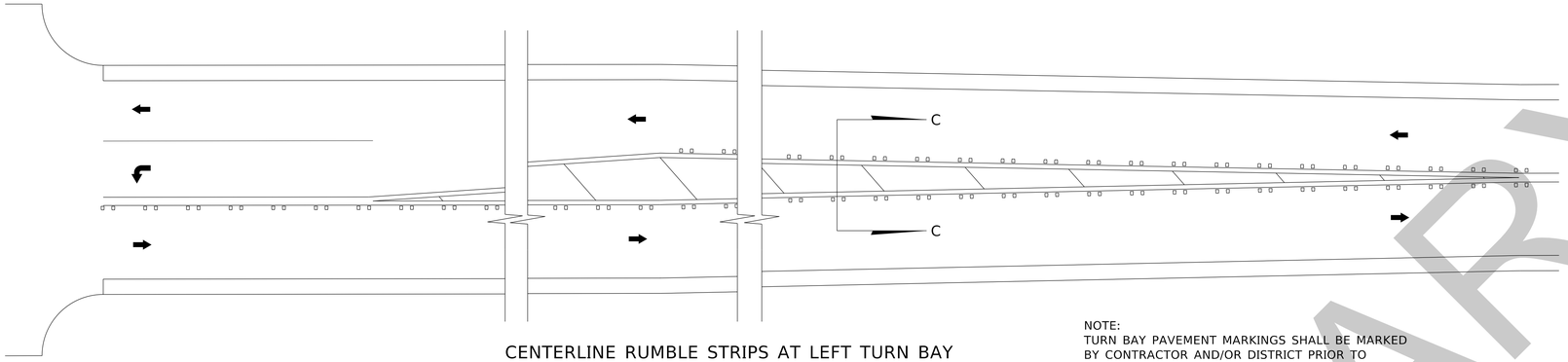
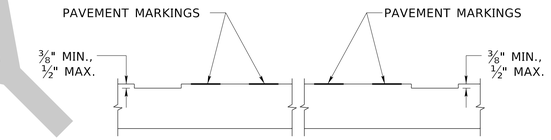


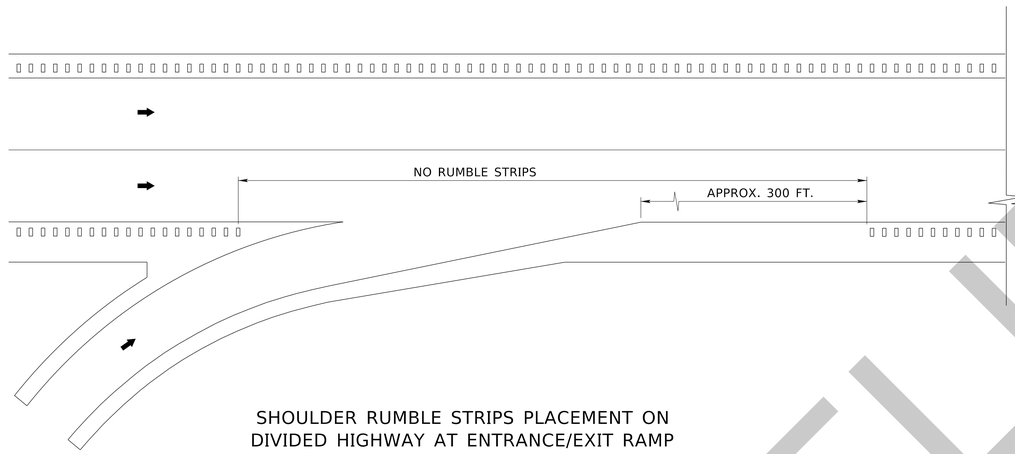
CENTERLINE RUMBLE STRIPS AT LEFT TURN BAY

NOTE:
TURN BAY PAVEMENT MARKINGS SHALL BE MARKED BY CONTRACTOR AND/OR DISTRICT PRIOR TO CONSTRUCTION OF RUMBLE STRIPS.

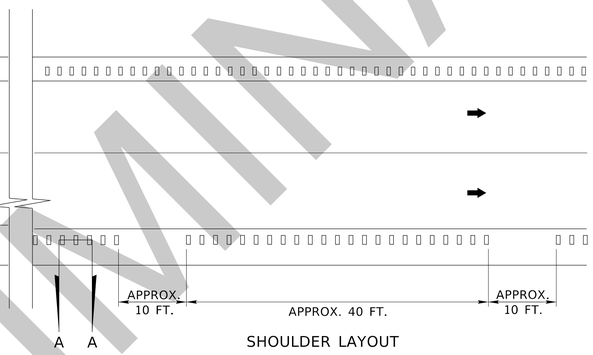


CENTERLINE RUMBLE STRIPS
AT LEFT TURN BAY

SECTION C-C

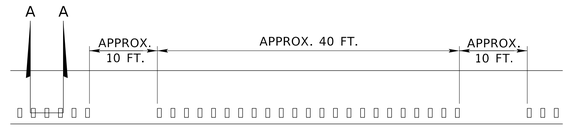


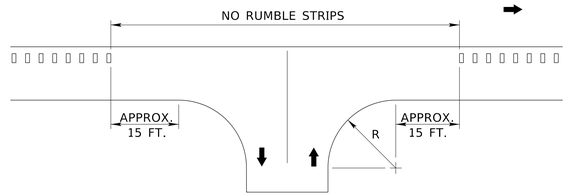
SHOULDER RUMBLE STRIPS PLACEMENT ON
DIVIDED HIGHWAY AT ENTRANCE/EXIT RAMP



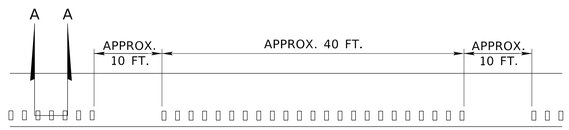
SHOULDER LAYOUT

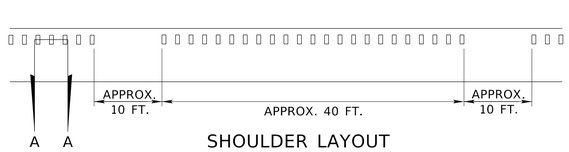
SHOULDER RUMBLE STRIPS PLACEMENT
ON DIVIDED HIGHWAY
(OMIT 10 FT. GAP ON
INTERSTATE AND FREEWAYS)



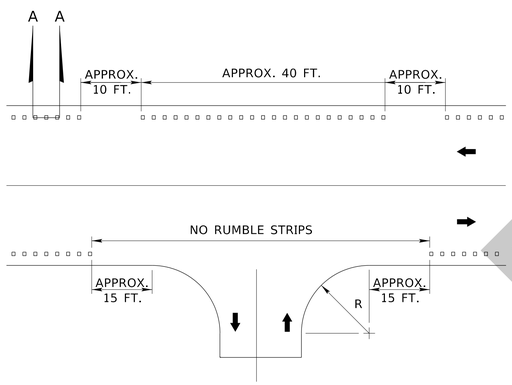


SHOULDER RUMBLE STRIPS PLACEMENT
ON 2-LANE HIGHWAY AT INTERSECTION

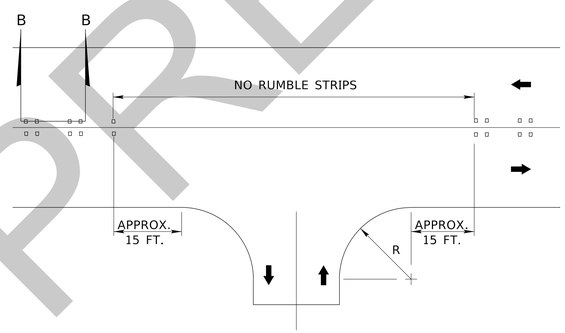




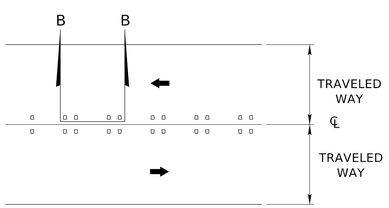
SHOULDER LAYOUT



EDGELINE RUMBLE STRIPS
PLACEMENT AT INTERSECTION



CENTERLINE RUMBLE STRIPS
PLACEMENT AT INTERSECTION



CENTERLINE LAYOUT

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U4

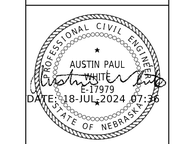
Project Number
11-4(116)

C.N. 80952

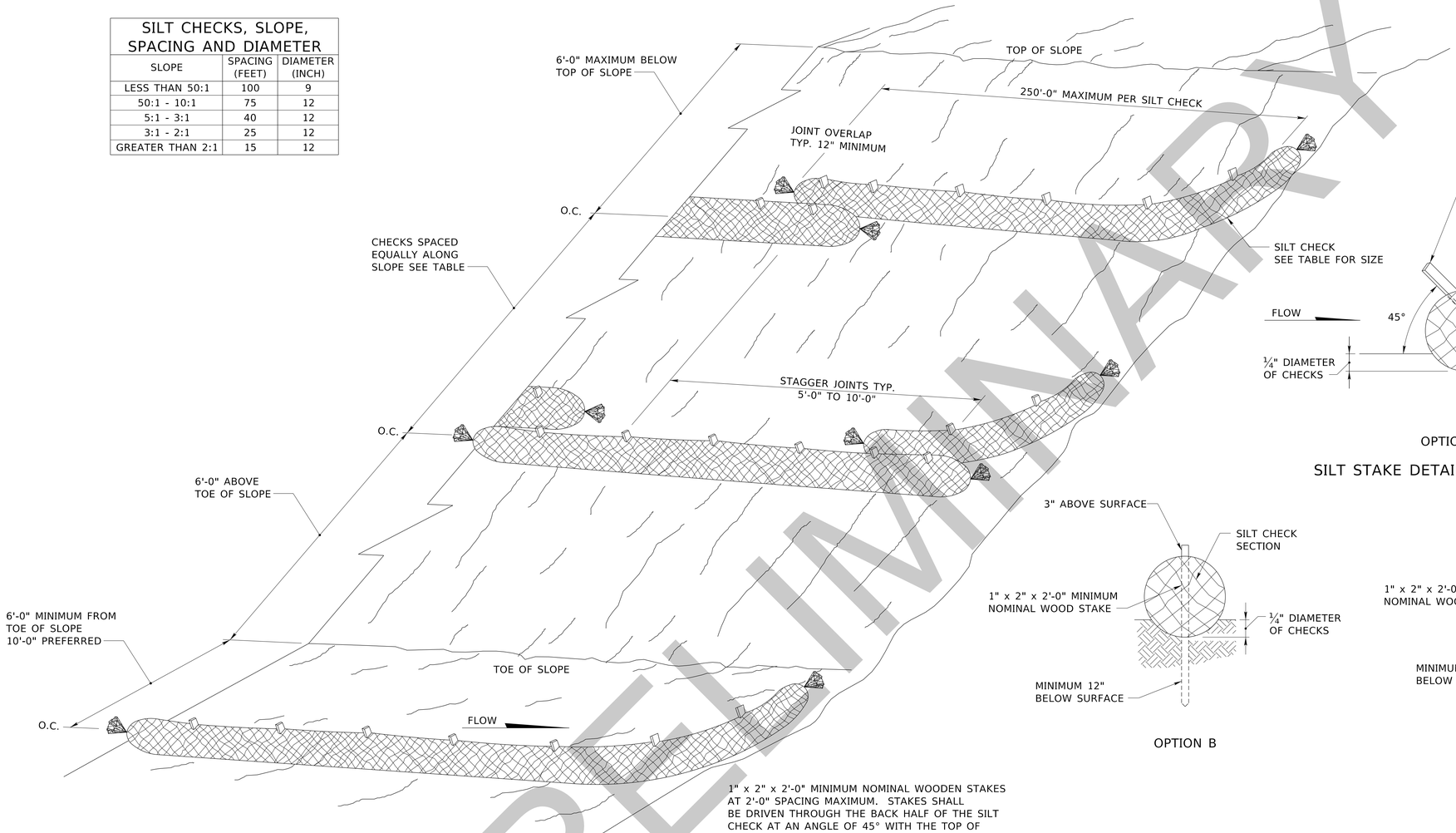
SPECIAL PLAN 2C
2 OF 2
RUMBLE STRIPS

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

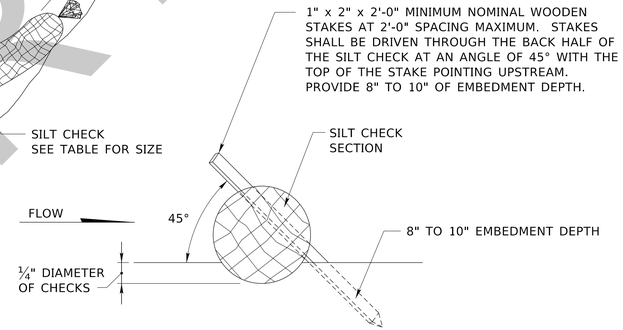
Roadway Design Division



SILT CHECKS, SLOPE, SPACING AND DIAMETER		
SLOPE	SPACING (FEET)	DIAMETER (INCH)
LESS THAN 50:1	100	9
50:1 - 10:1	75	12
5:1 - 3:1	40	12
3:1 - 2:1	25	12
GREATER THAN 2:1	15	12



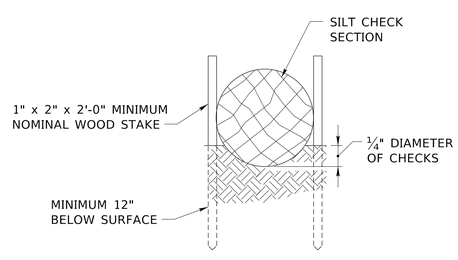
SLOPE APPLICATION
PERSPECTIVE VIEW



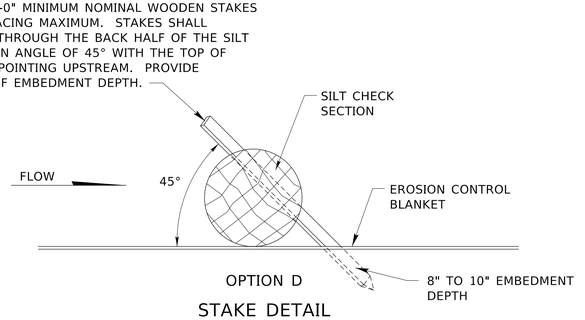
OPTION A

SILT STAKE DETAIL (WITH TRENCH)

OPTION B



OPTION C



OPTION D

STAKE DETAIL
(NO TRENCH)

NOTE:

TRENCHING IS OPTIONAL FOR CHECKS ON BACKSLOPES & FORESLOPES

U5

Project Number
11-4(116)

C.N. 80952

SPECIAL PLAN 3C
1 OF 4
SILT CHECKS ALL TYPES

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Roadway Design Division

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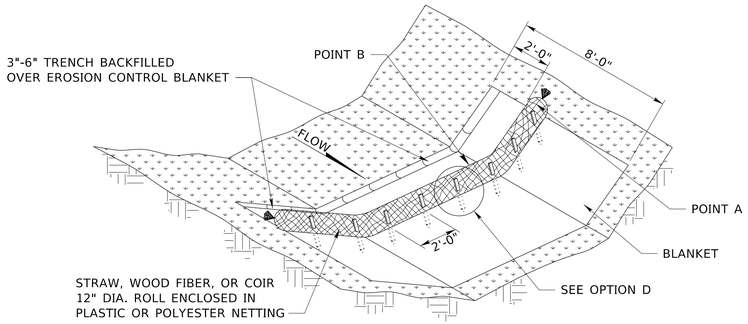
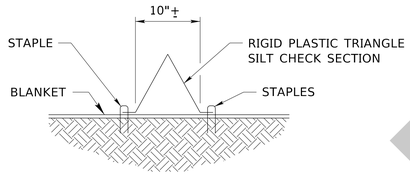


TYPE 2 & 3: HIGH & LOW
WITH EROSION CONTROL



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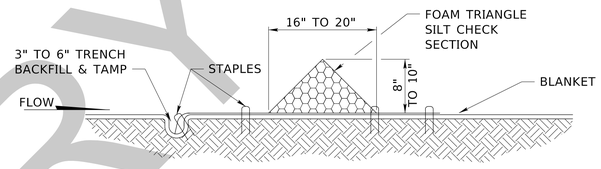

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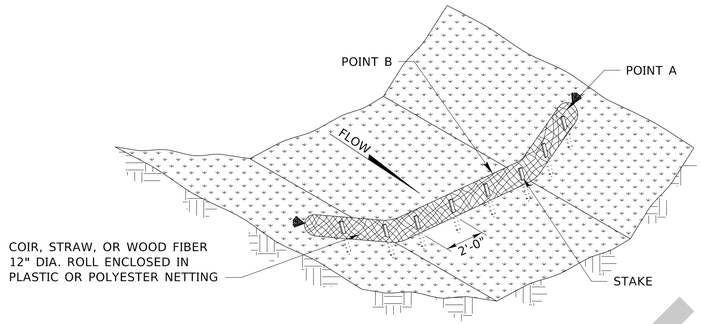
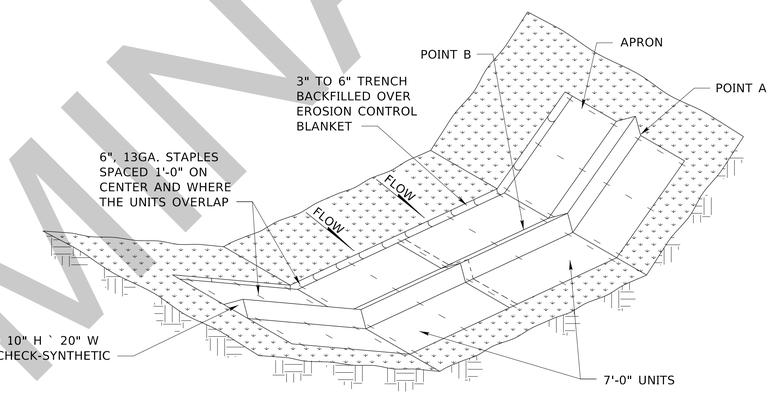
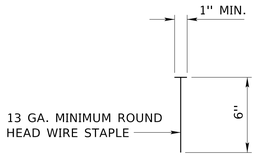
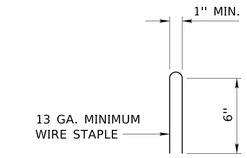


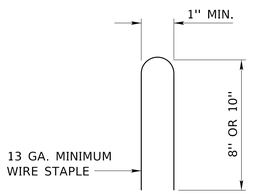
TYPE 1, 2 & 3: HIGH & LOW
USE ON ROUGH GRADED & BARE SOIL AREAS



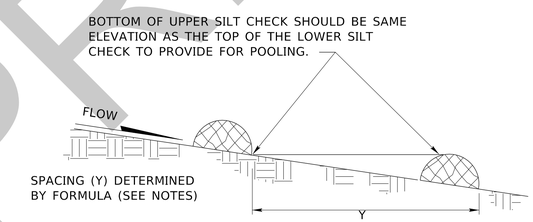
SILT CHECK: TYPE 4







WIRE STAPLE DETAIL



SILT CHECK SPACING-DITCH

NOTES:

APPROXIMATE SPACING BETWEEN EACH DITCH CHECK SHOULD BE DETERMINED FROM THE FOLLOWING SPACING FORMULA:

APPROXIMATE SPACING OF DITCH CHECKS (FT.) = $Y = \frac{\text{SILT CHECK HEIGHT (FT.)}}{\text{\% CHANNEL SLOPE}} \times 100$

POINT A MUST BE A MINIMUM OF 6" HIGHER THAN POINT B TO ENSURE THAT WATER FLOWS OVER THE CHECK AND NOT AROUND THE ENDS.

PERMANENT ROCK CHECKS PLACED WITHIN THE CLEAR ZONE WILL NEED TO BE 18" OR LESS IN HEIGHT. A 10:1 APPROACH AND DEPARTURE SLOPE SHALL BE PROVIDED.

THE TRENCH ON THE UPSTREAM SIDE OF THE SILT CHECK IS NOT REQUIRED IF THE EROSION CONTROL BLANKET CONTINUES IN THE ENTIRE LENGTH OF THE DITCH.

THE MANUFACTURERS RECOMMENDED INSTALLATION DETAILS SHALL GOVERN OVER THE PLANS.

SEE STAKING DETAIL SHEET 1 OF 4

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SPECIAL PLAN _C
2 OF 4
SILT CHECKS ALL TYPES

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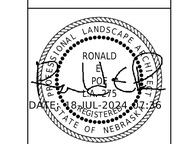
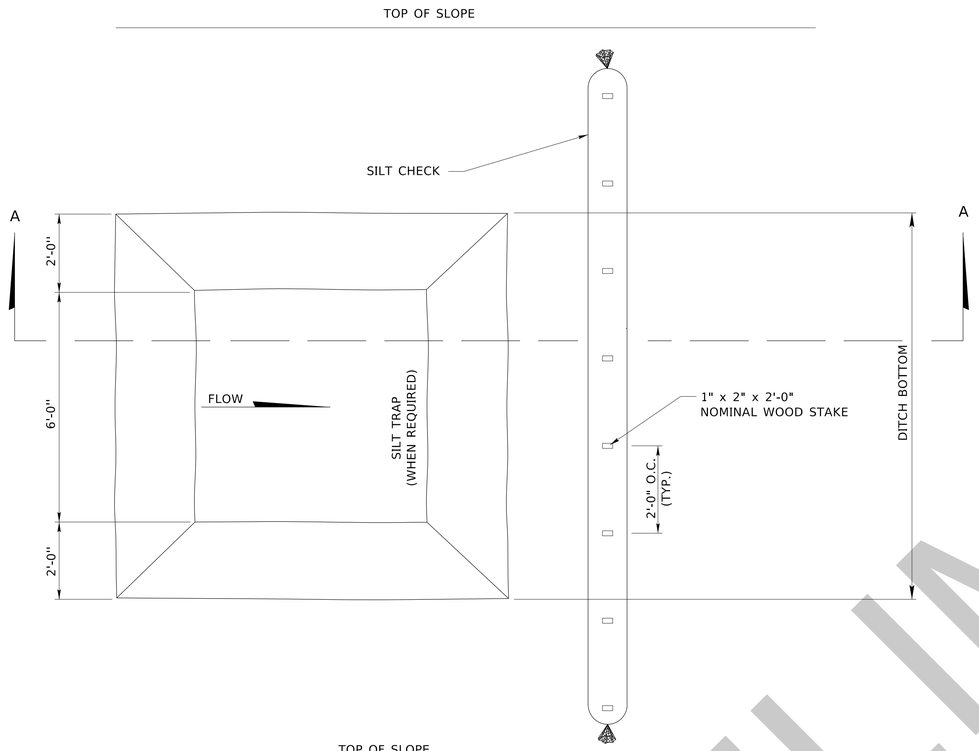
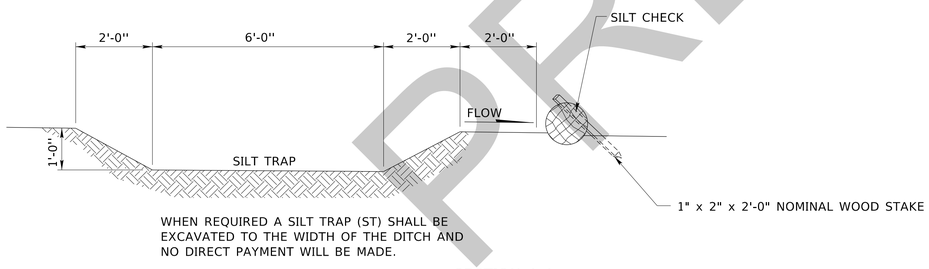




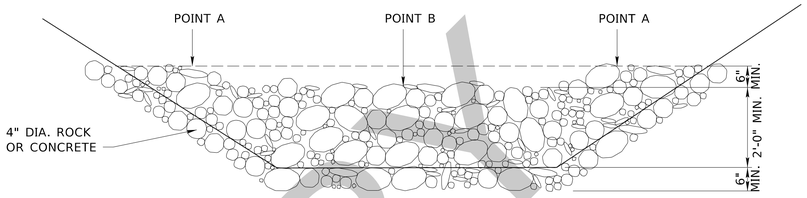
PLAN VIEW

FOR FLAT BOTTOM DITCH

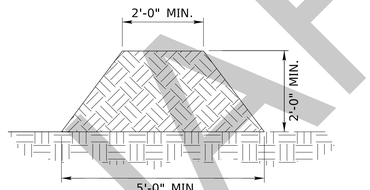


WHEN REQUIRED A SILT TRAP (ST) SHALL BE EXCAVATED TO THE WIDTH OF THE DITCH AND NO DIRECT PAYMENT WILL BE MADE.

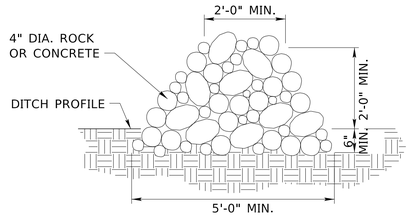
SECTION A-A



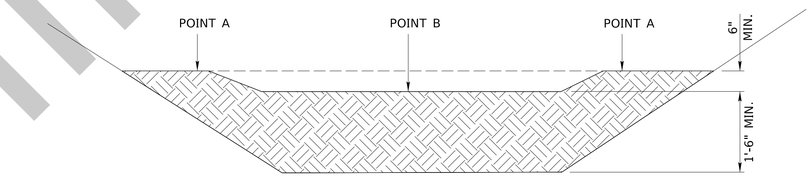
ROCK CHECK
ELEVATION VIEW



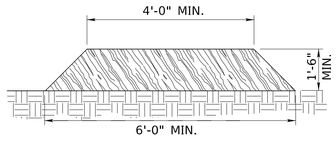
EARTH-SLASH MULCH PERIMETER BERM
CROSS SECTION



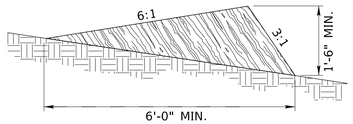
ROCK CHECK
CROSS SECTION



EARTH-SLASH MULCH CHECK
ELEVATION VIEW



CROSS SECTION
SILT CHECK-SLASH MULCH
OPTION A



CROSS SECTION
SILT CHECK-SLASH MULCH
OPTION B

SEE STAKING DETAIL SHEET 1 OF 4

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SPECIAL PLAN 3C
3 OF 4
SILT CHECKS ALL TYPES

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PROFESSIONAL LANDSCAPE ARCHITECT
RONALD
A
POE
LA-275
REGISTERED
STATE OF NEBRASKA
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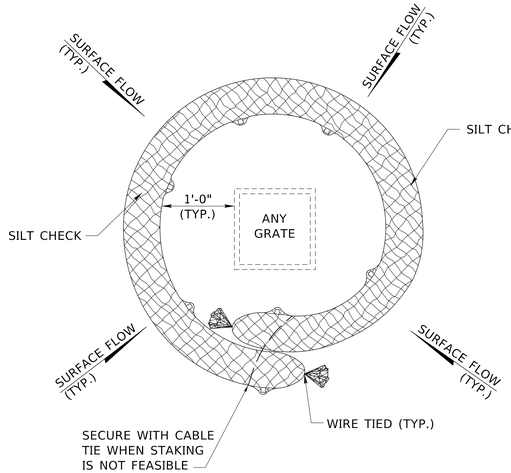
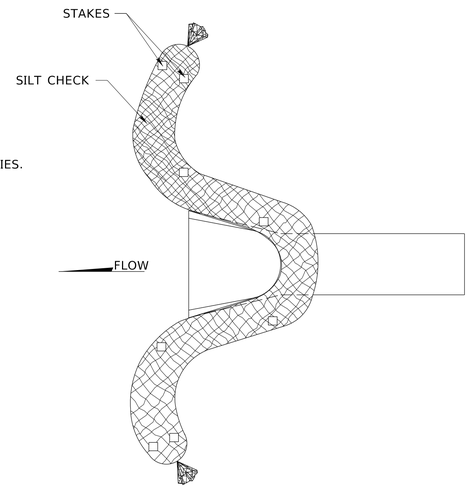
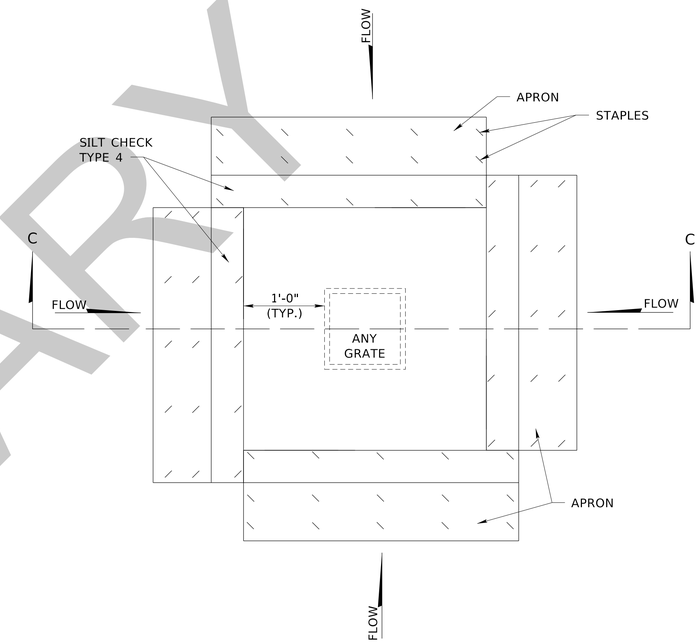


PLAN VIEW



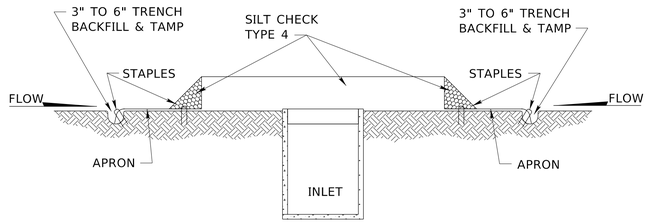
SILT CHECK OUTLET PROTECTION



PLAN VIEW

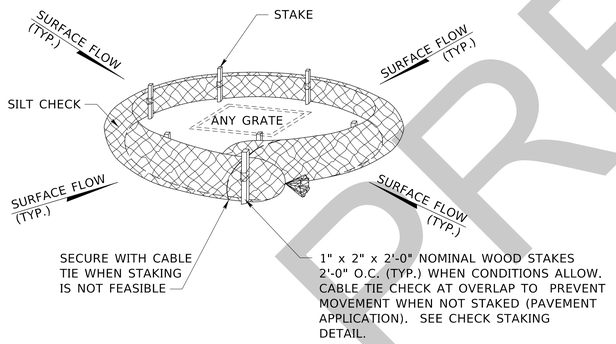
PLAN VIEW

SILT CHECK INLET PROTECTION

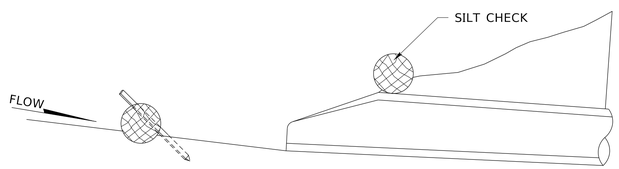


SECTION C-C

SILT CHECK TYPE 4
AT INLET



SILT CHECK INLET FILTER
PERSPECTIVE VIEW



SECTION B-B

SEE STAKING DETAIL SHEET 1 OF 4

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SPECIAL PLAN 3C
4 OF 4
SILT CHECKS ALL TYPES

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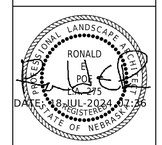

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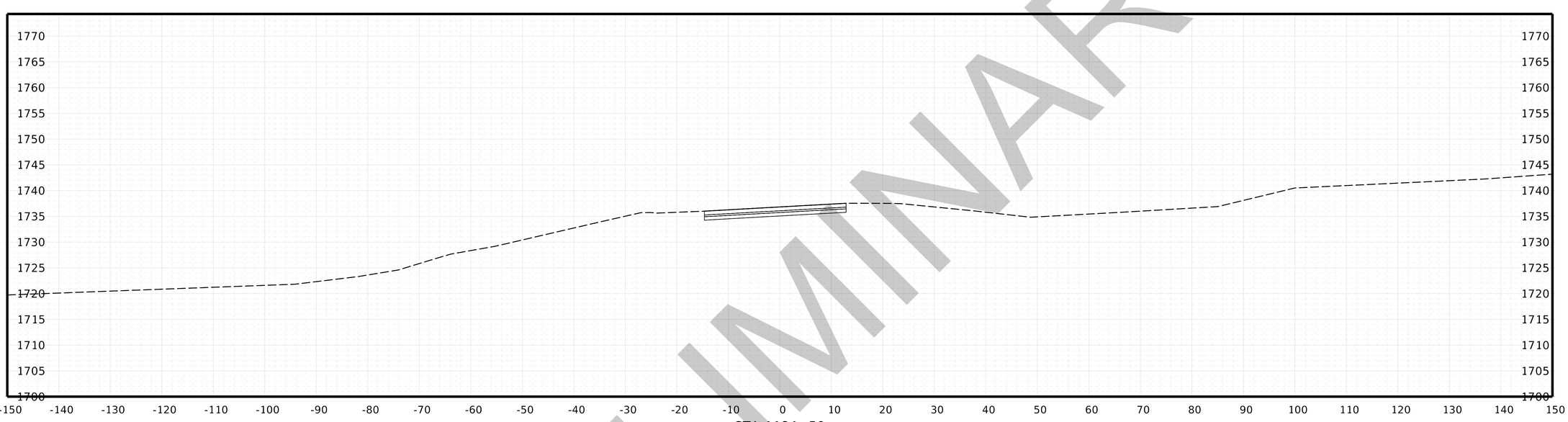

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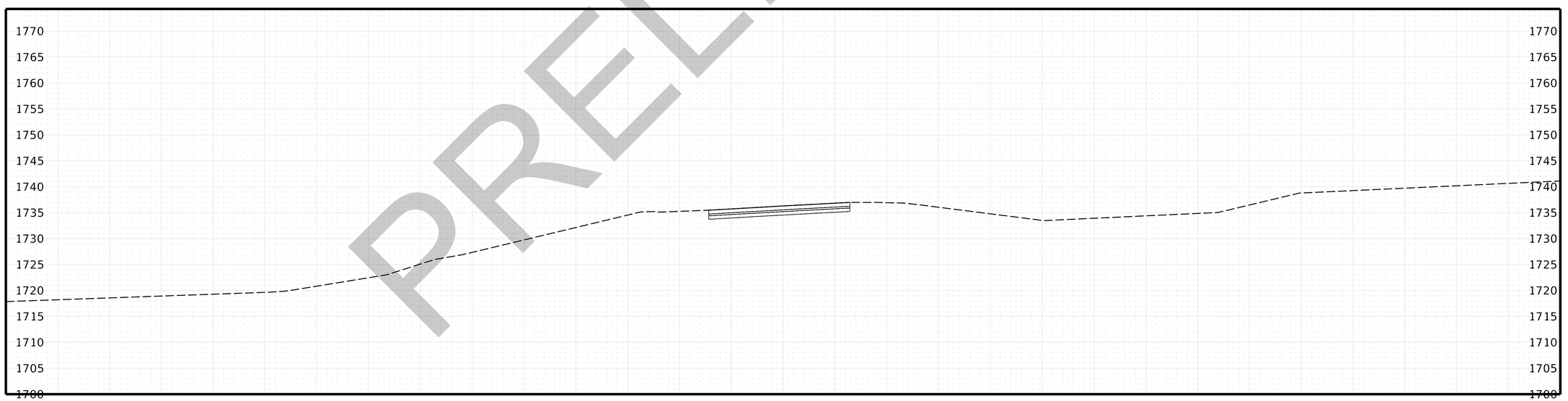

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KIRKHAM MICHAEL

X1

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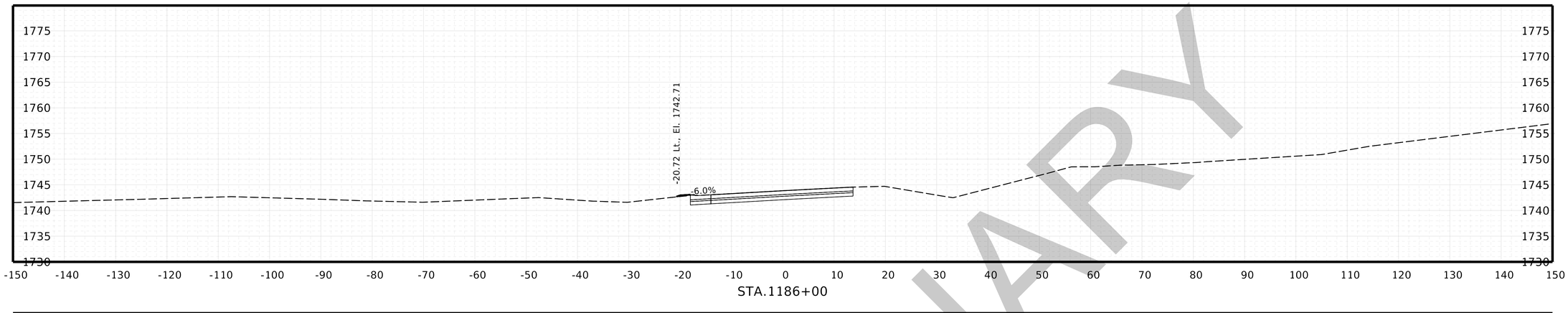

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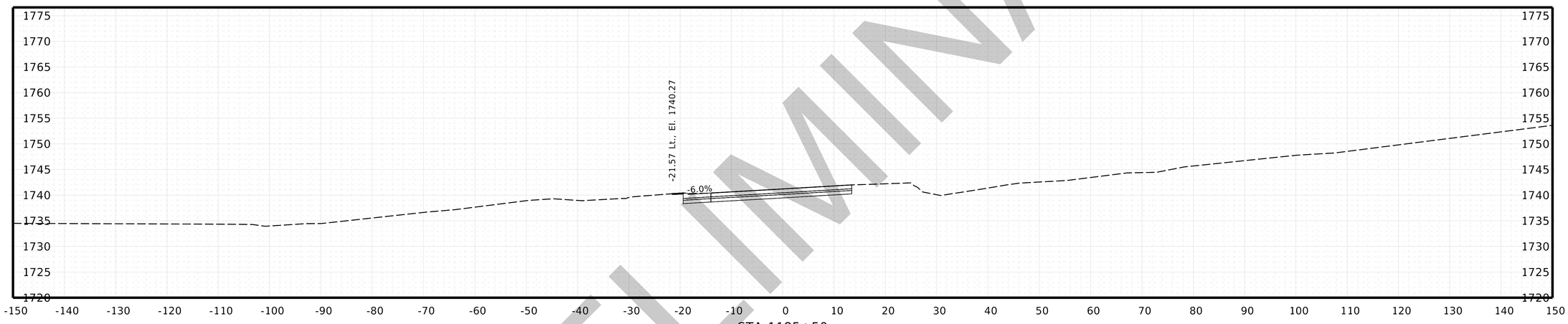

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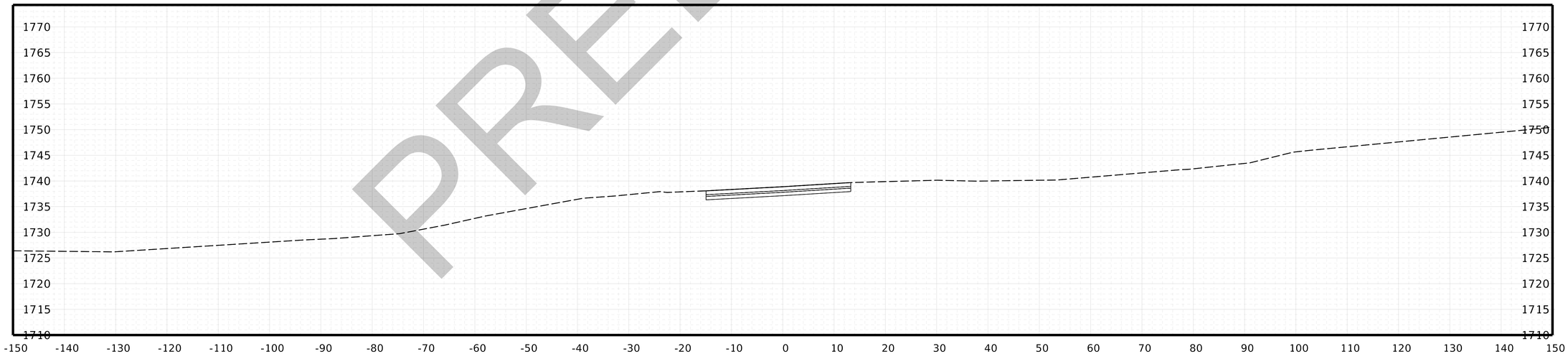

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KIRKHAM MICHAEL

X2

Project Number
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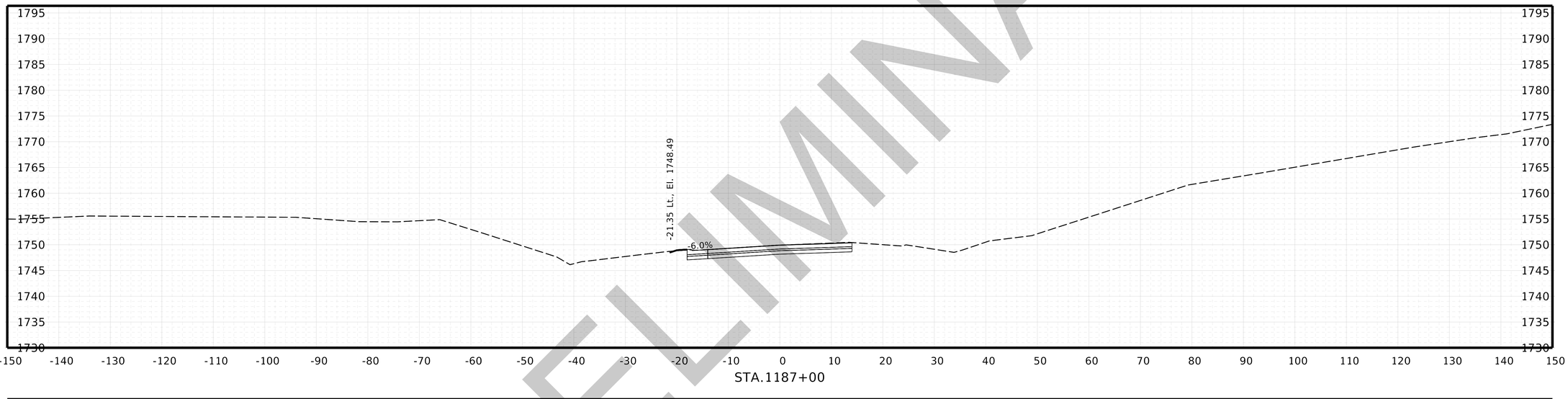

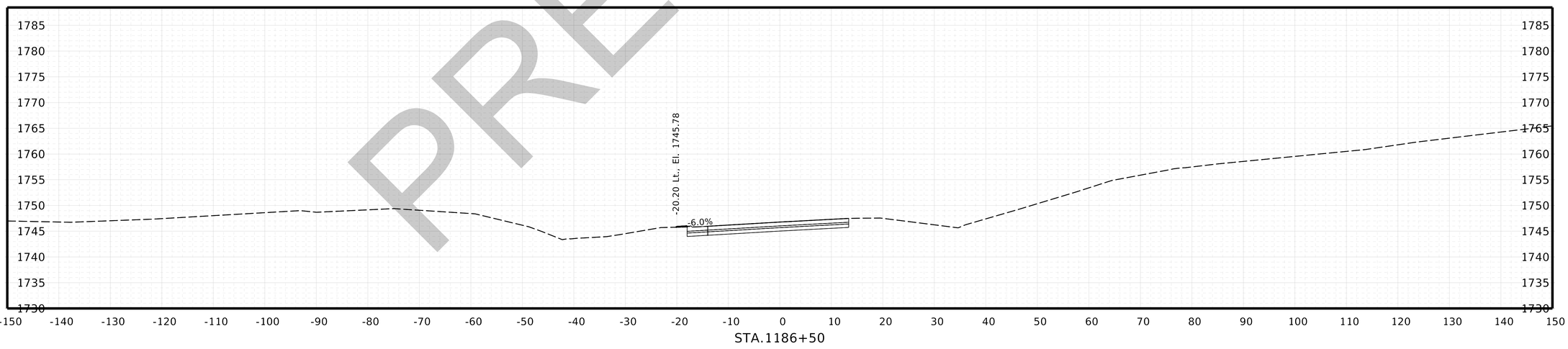

KIRKHAM MICHAEL

X3

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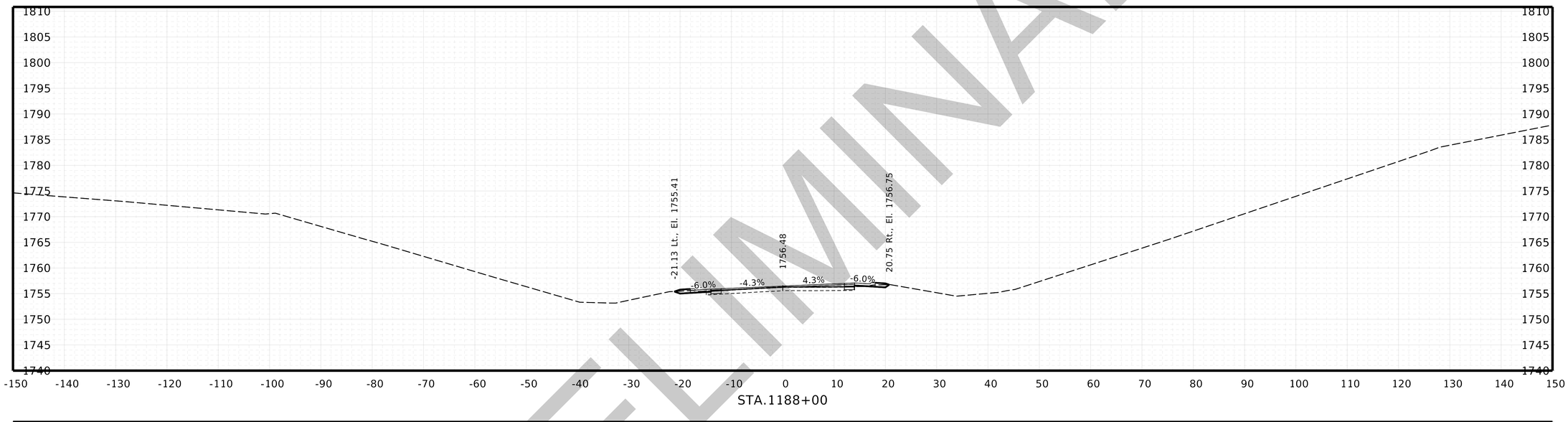

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X4

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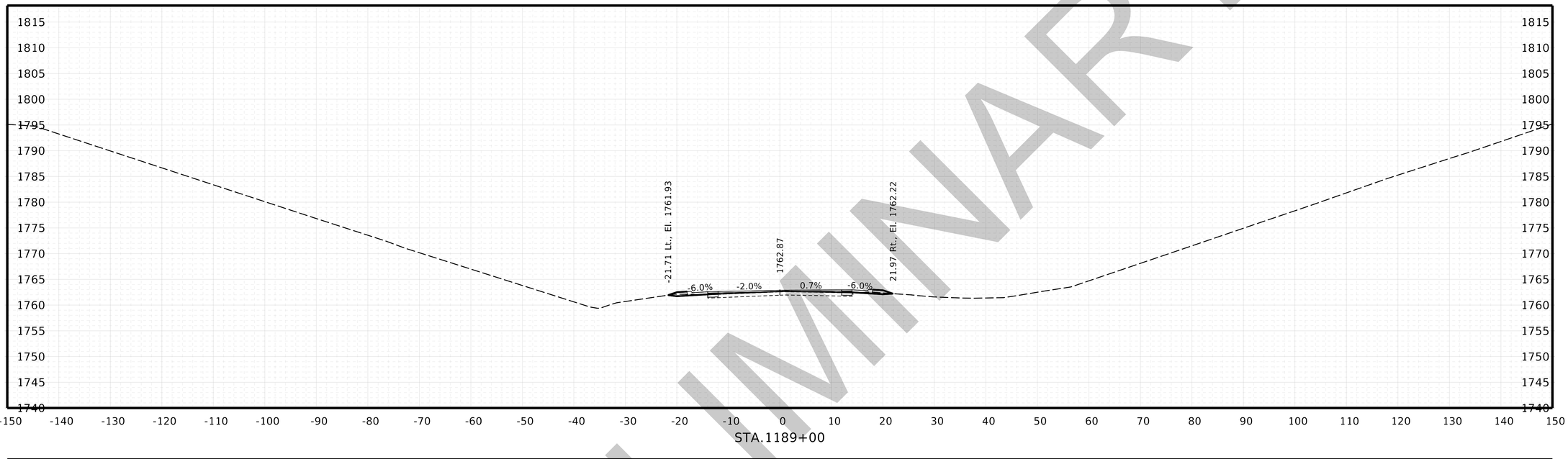

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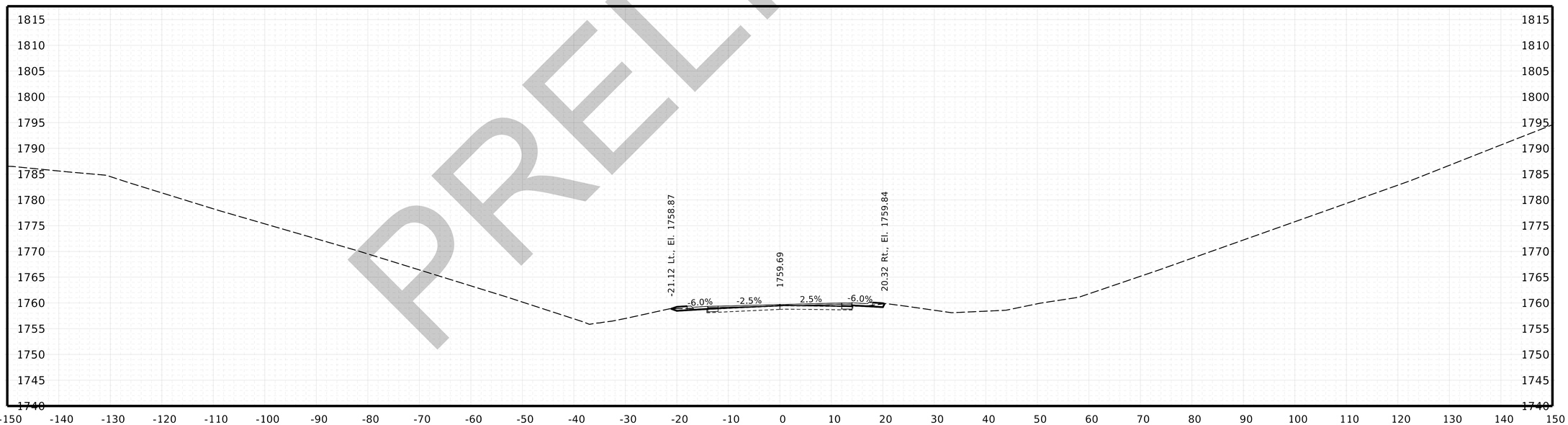

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X6

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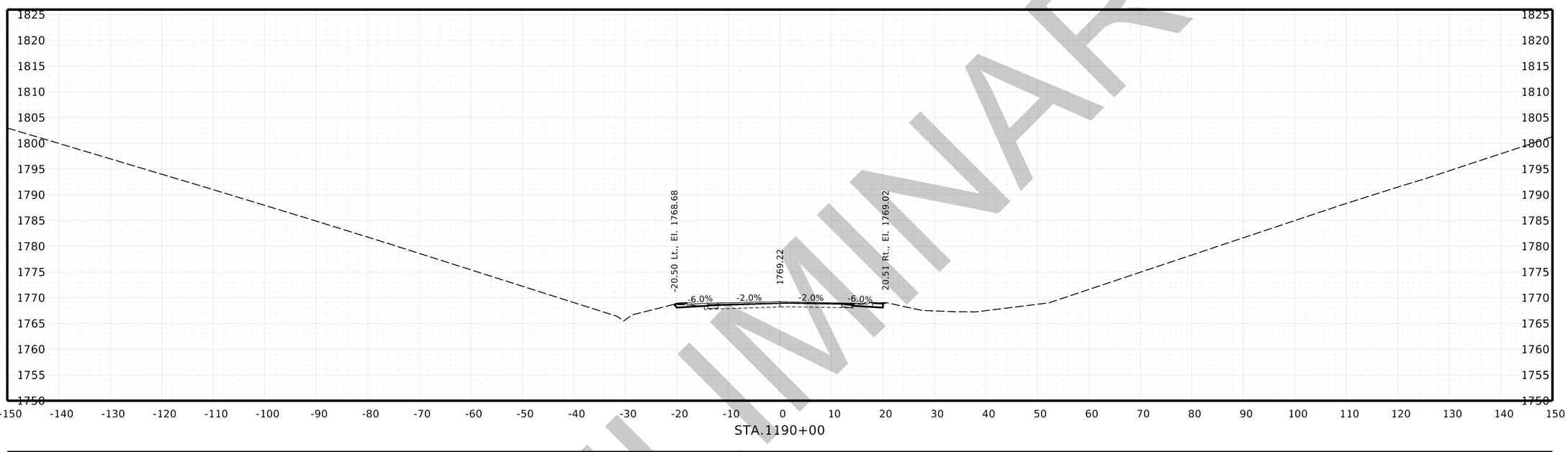

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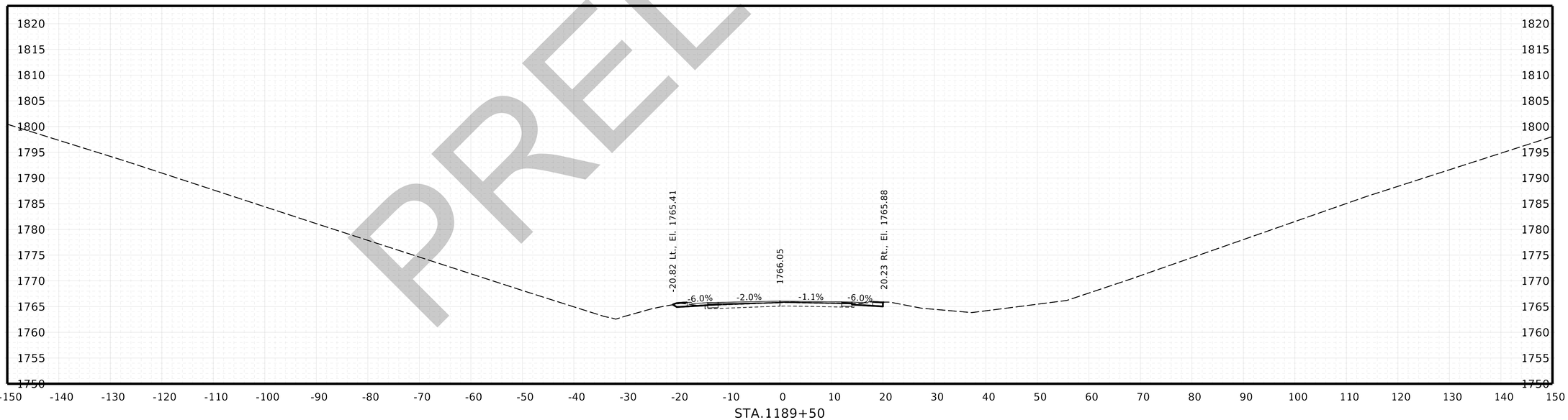

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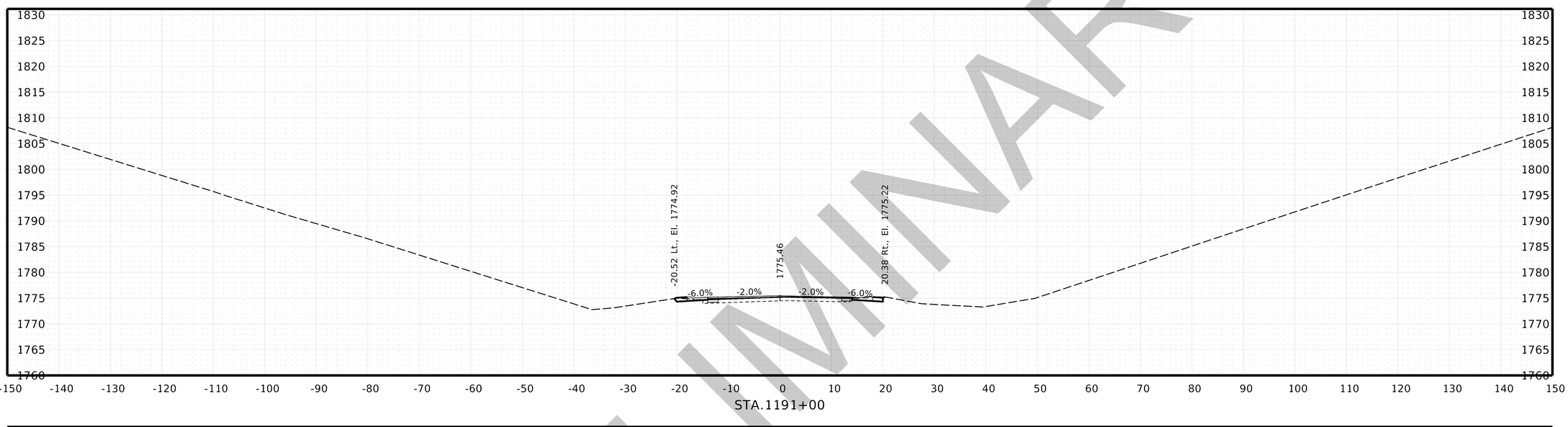

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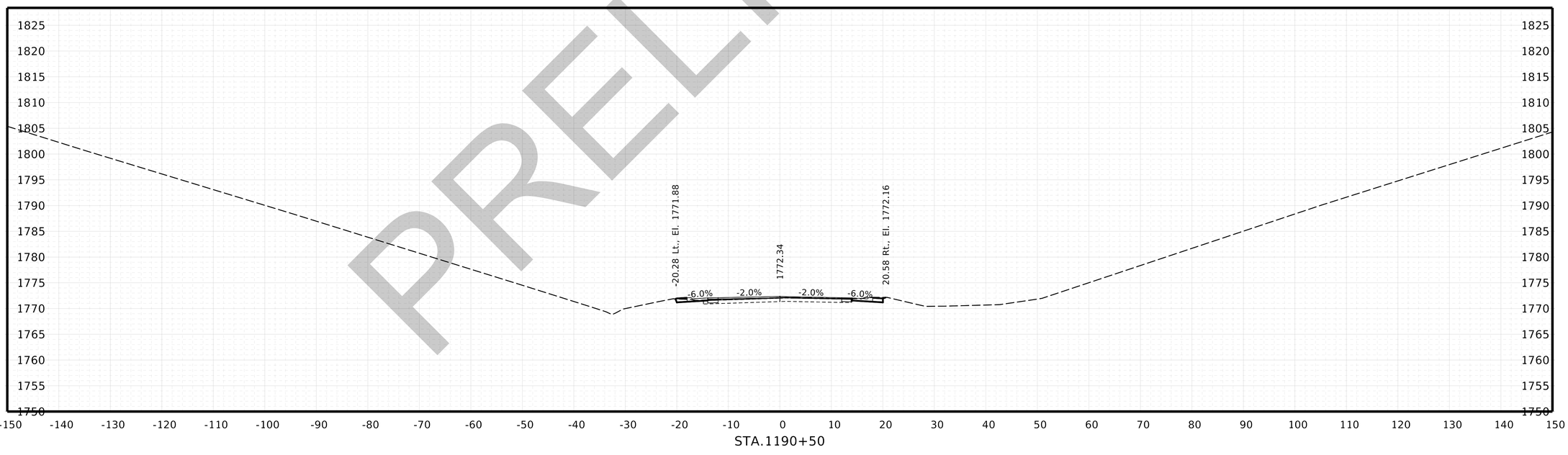

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X7

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11-4(116)

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KIRKHAM MICHAEL

X8

Project Number
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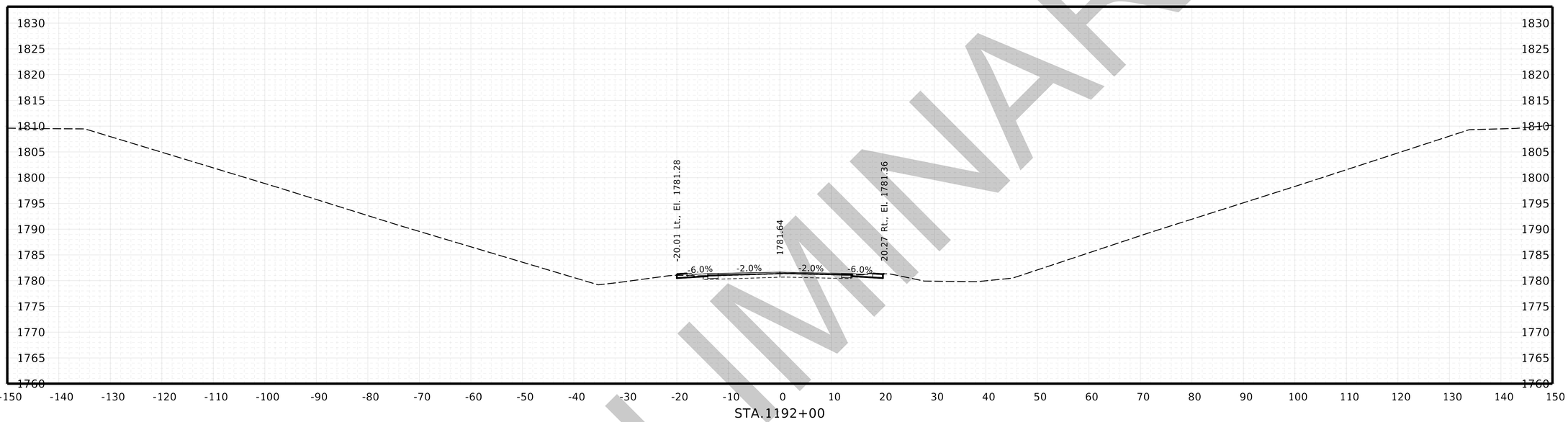
C.N. 80952



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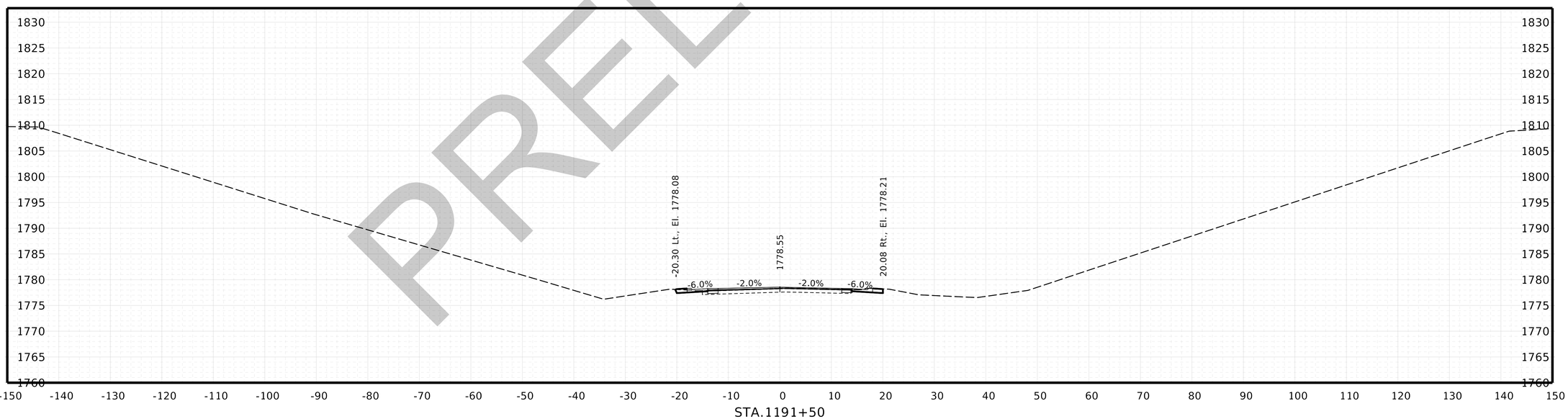

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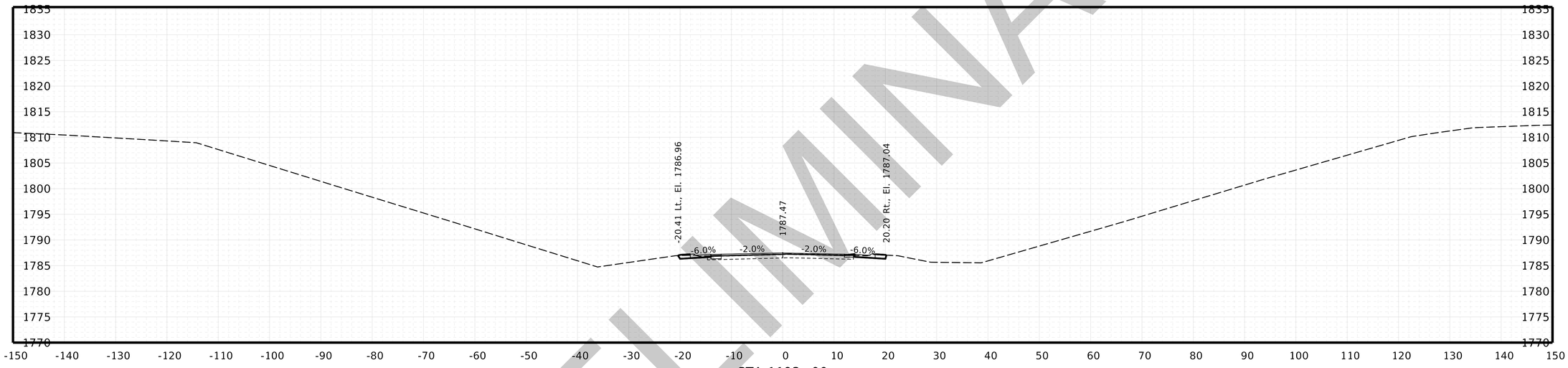

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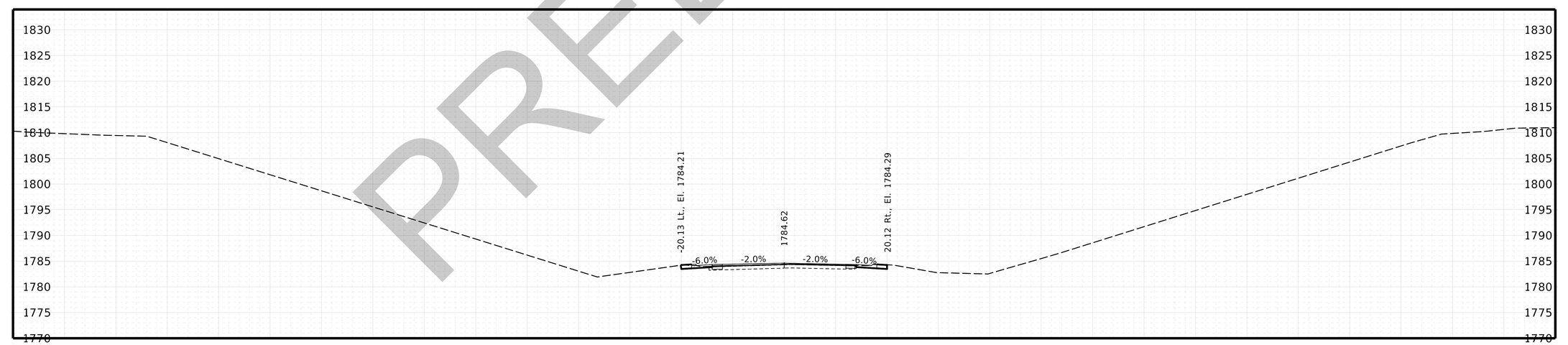

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X9

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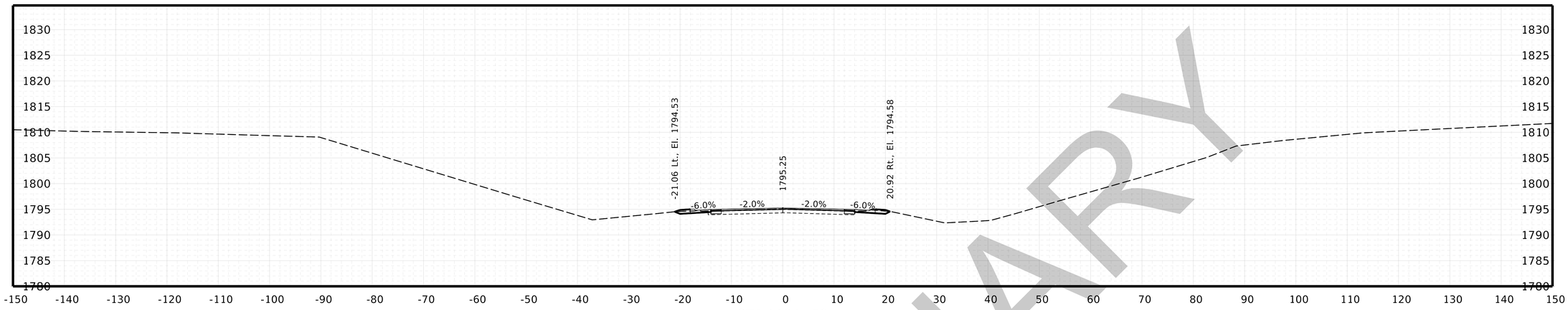

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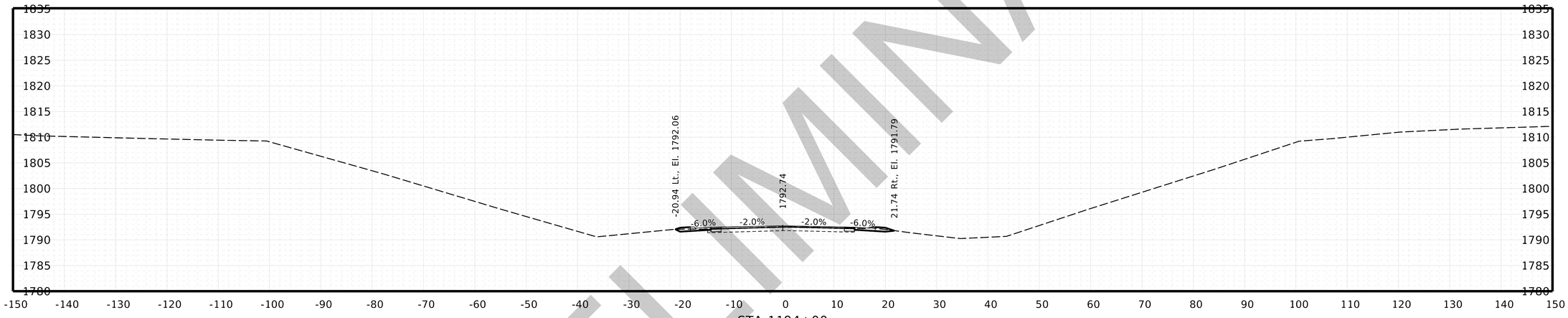

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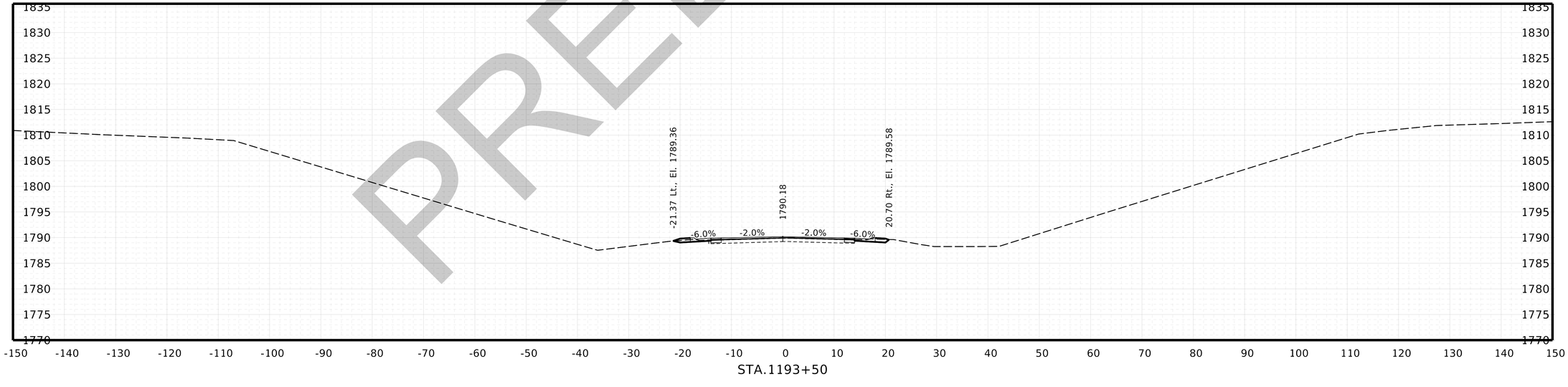

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KIRKHAM MICHAEL

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Project Number
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CROSS SECTIONS

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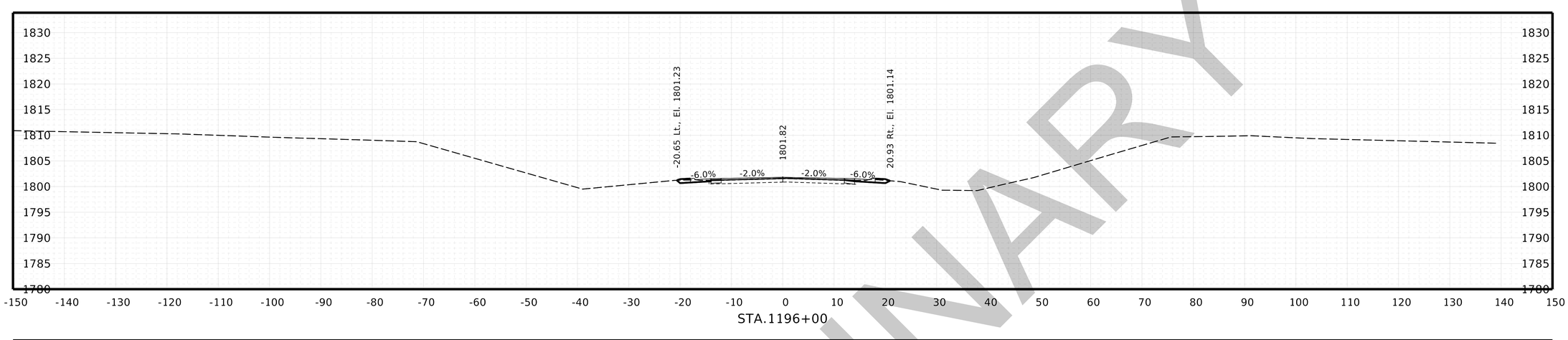

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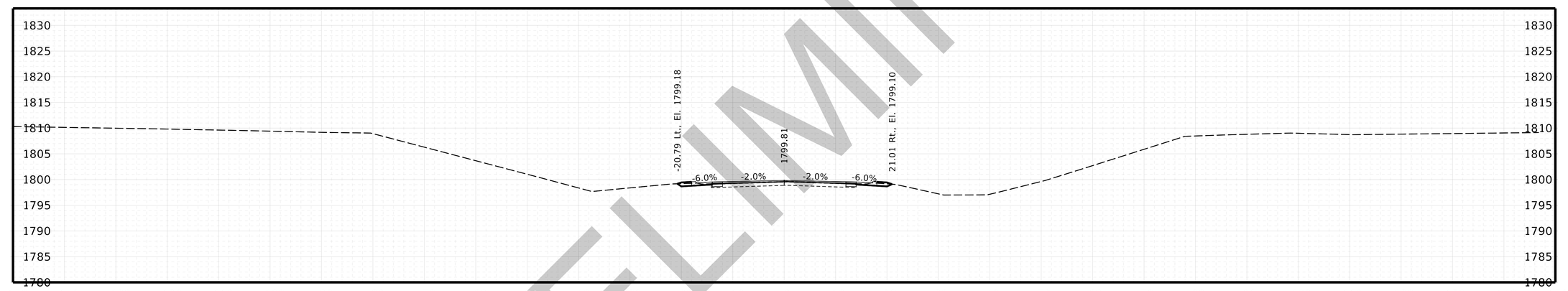

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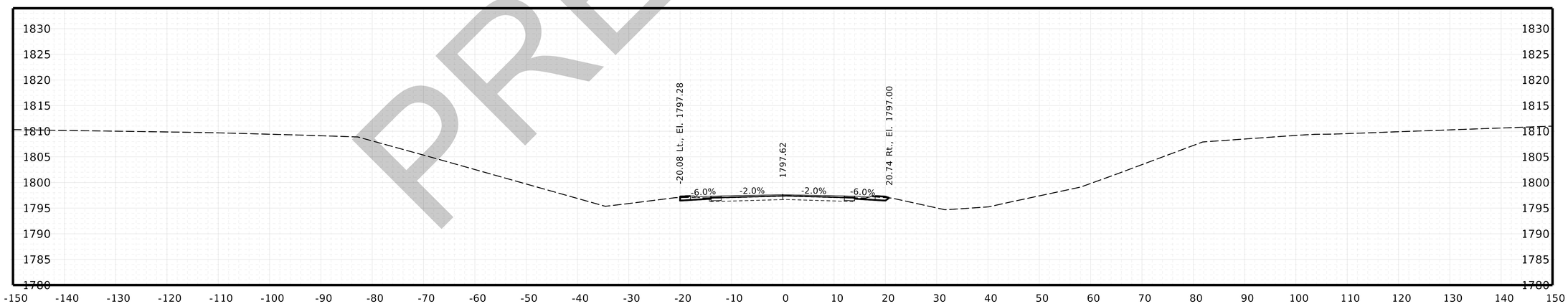

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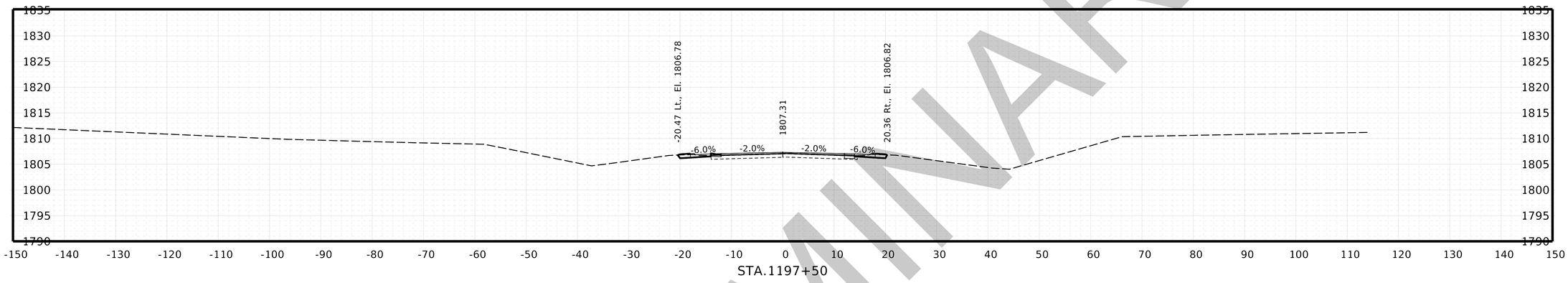

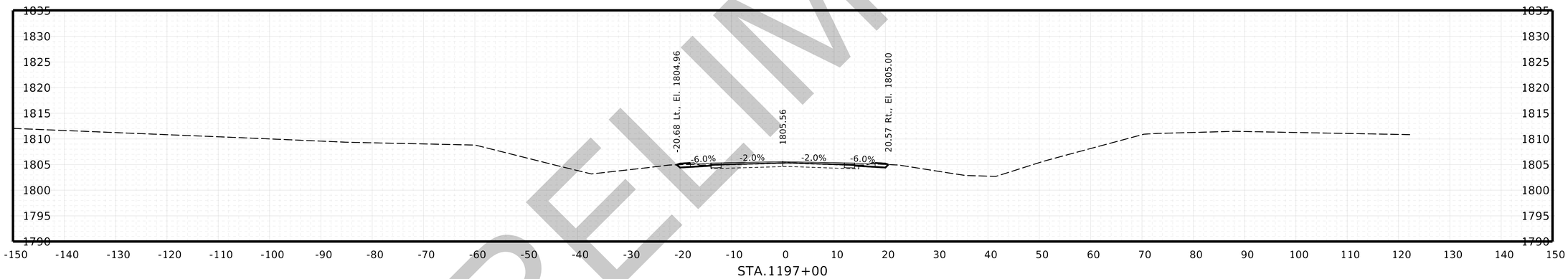

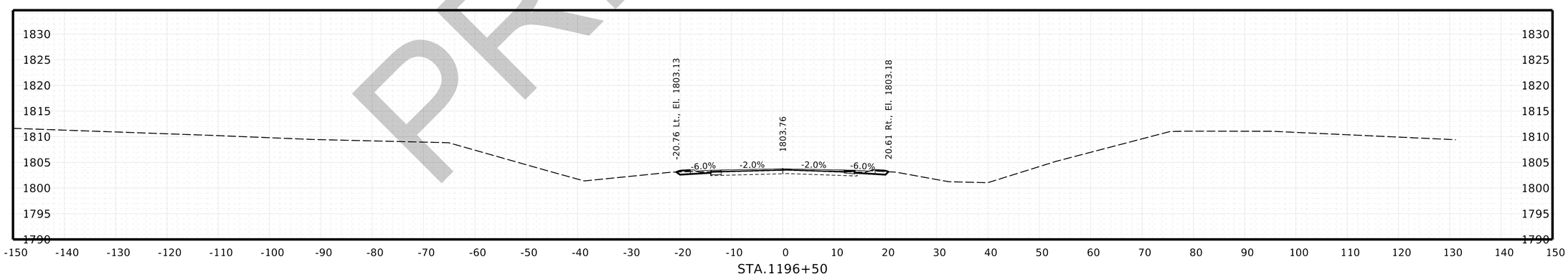

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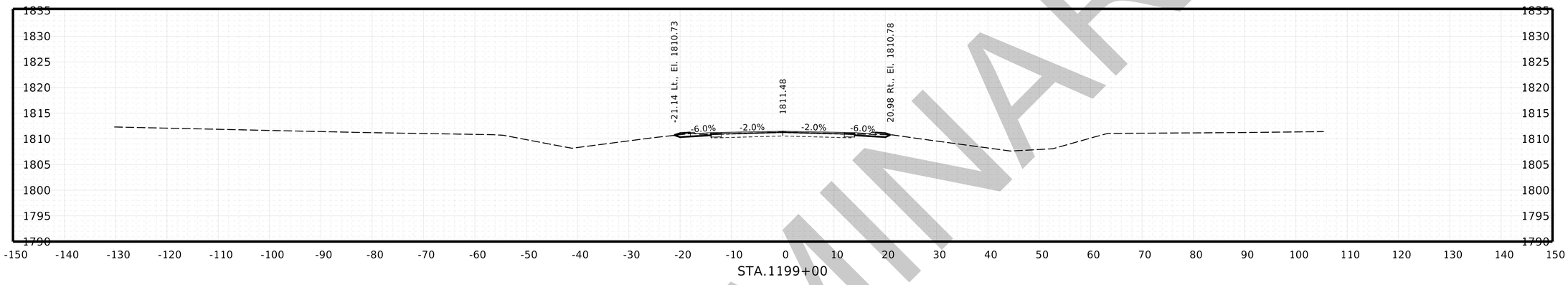

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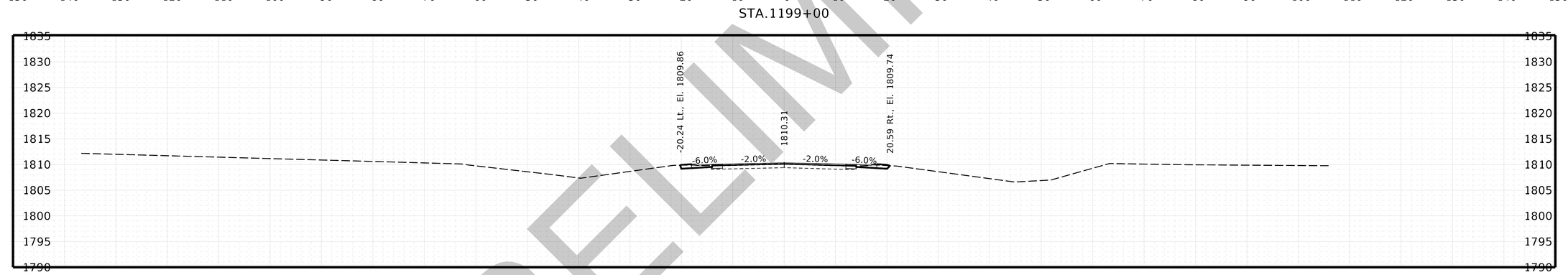

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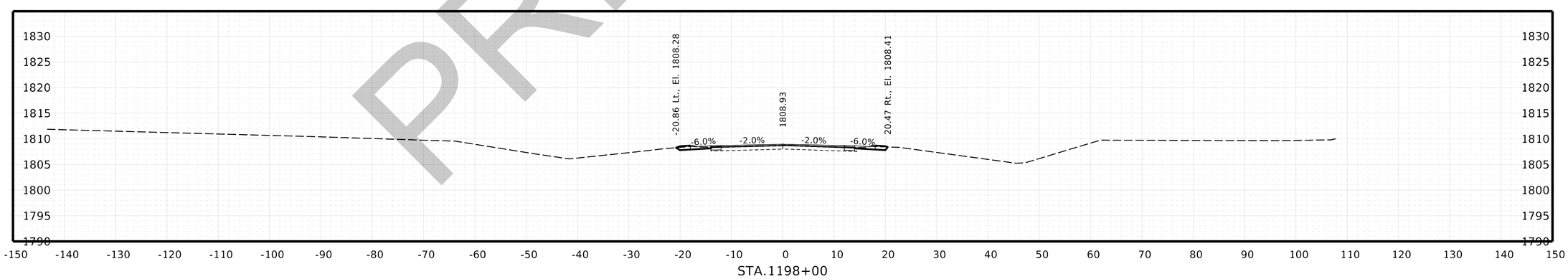

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