

PROJECT NO.	SHEET NO.
RD-80-6(1038)	1
▲ CONTROL NO.	42670
▲ CONTROL NO.	
■ CONTROL NO.	

**INDEX OF SHEETS**

- SHEET NO.
- 1 TITLE PAGE & SUMMARY OF QUANTITIES
  - 2 - 3 TYPICAL TRAFFIC CONTROL PLAN--LANE CLOSURE PLAN FOR MULTILANE ROADWAYS

- STANDARD PLANS
- 920-R6 (3 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE

**DEPARTMENT OF ROADS  
PLANS FOR CONSTRUCTION  
SHELTON — WOOD RIVER  
BUFFALO & HALL COUNTIES**

THE 2007 EDITION OF THE NEBRASKA STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS APPLY TO THIS PROJECT.

THE WORK ON THIS PROJECT CONSISTS OF GROUPS

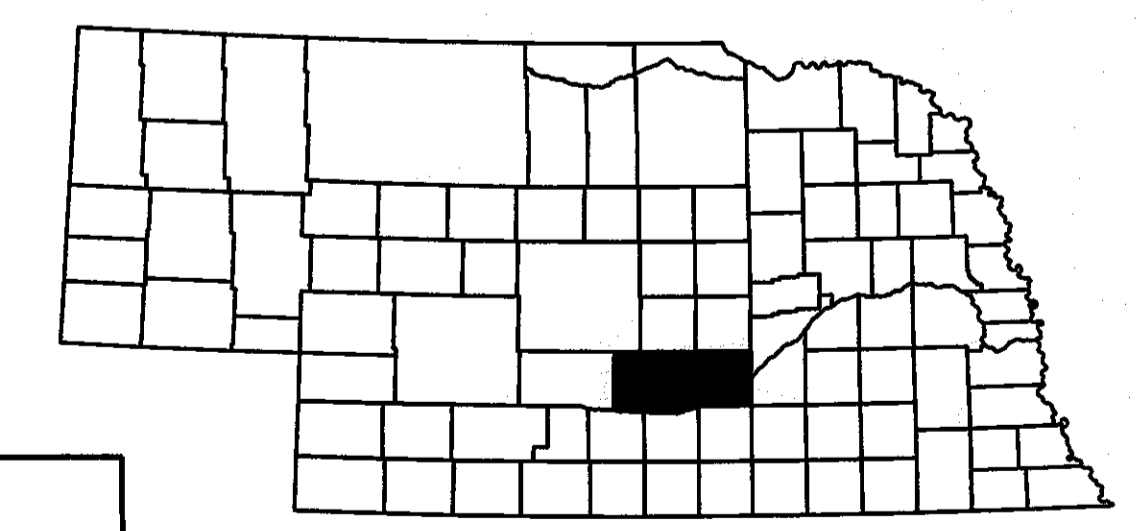
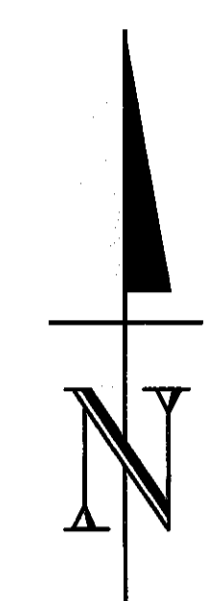
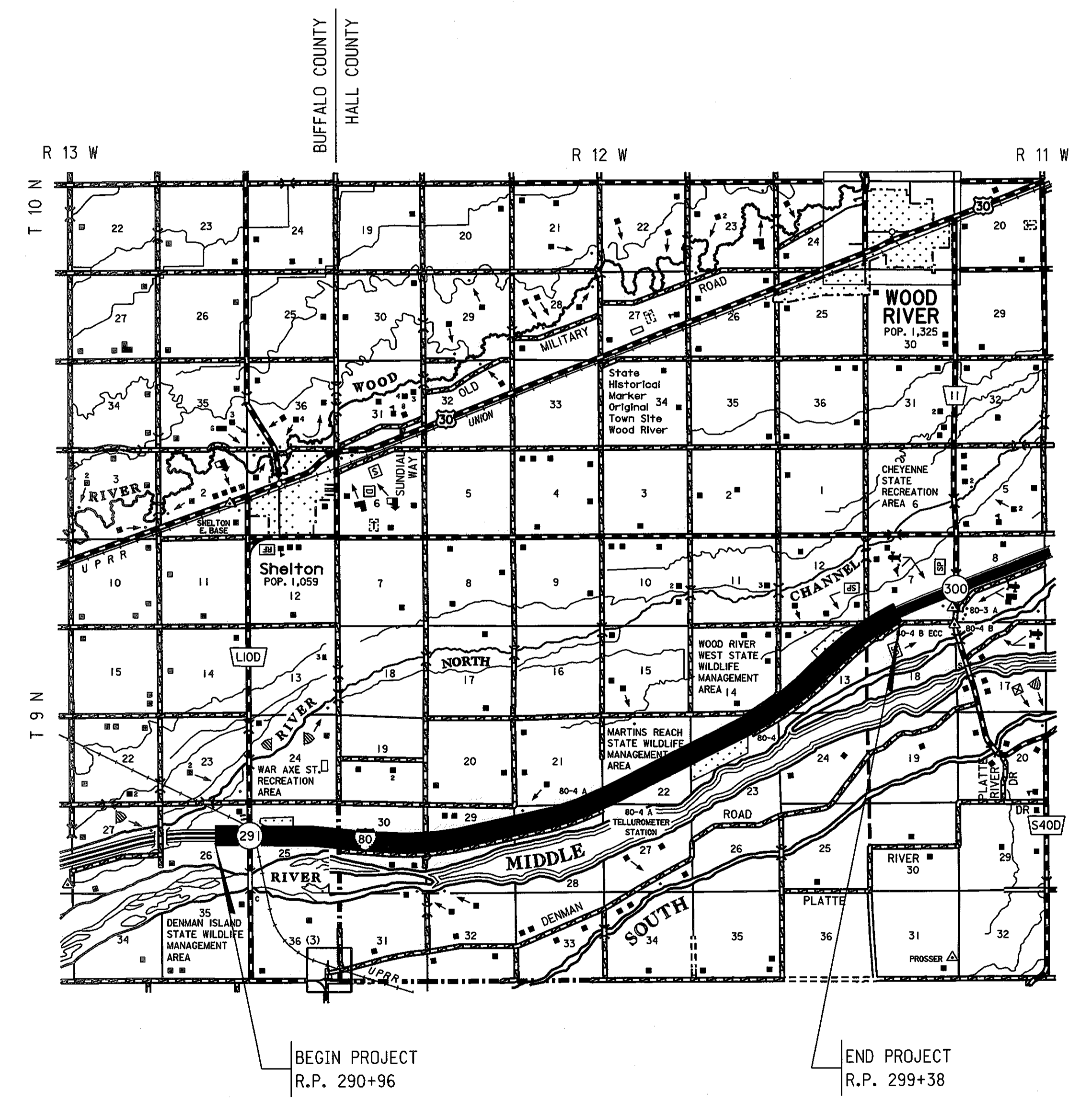
8-SPECIALTY
▲ GROUPS <u>8</u> ARE INCLUDED IN THE LETTING OF <u>JULY 31, 2014</u>
▲ GROUPS _____ ARE INCLUDED IN THE LETTING OF _____
■ GROUPS _____ ARE INCLUDED IN THE LETTING OF _____

DESIGN DESIGNATION
MAINTENANCE
I-80 TRAFFIC
YEAR: 2014
ADT: 8,968

**SUMMARY OF QUANTITIES**

**SPECIALTY ITEMS  
GROUP 8**

ITEM	QUANTITY	UNITS
BARRICADE, TYPE II	1,650.000	BDAY
BARRICADE, TYPE III	62.000	BDAY
TEMPORARY SIGN DAY	140.000	EACH
SIGN DAY	286.000	EACH
FLASHING ARROW PANEL	10.000	DAY
MOBILIZATION	1.000	LS
CRACK SEALING BITUMINOUS SURFACING	129,000.000	LF

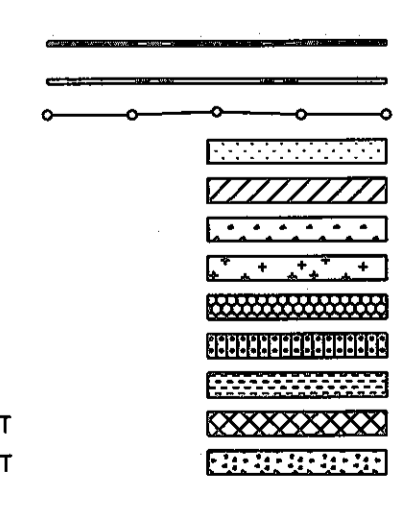


**CONVENTIONAL SIGNS**

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

**R.O.W. LEGEND**

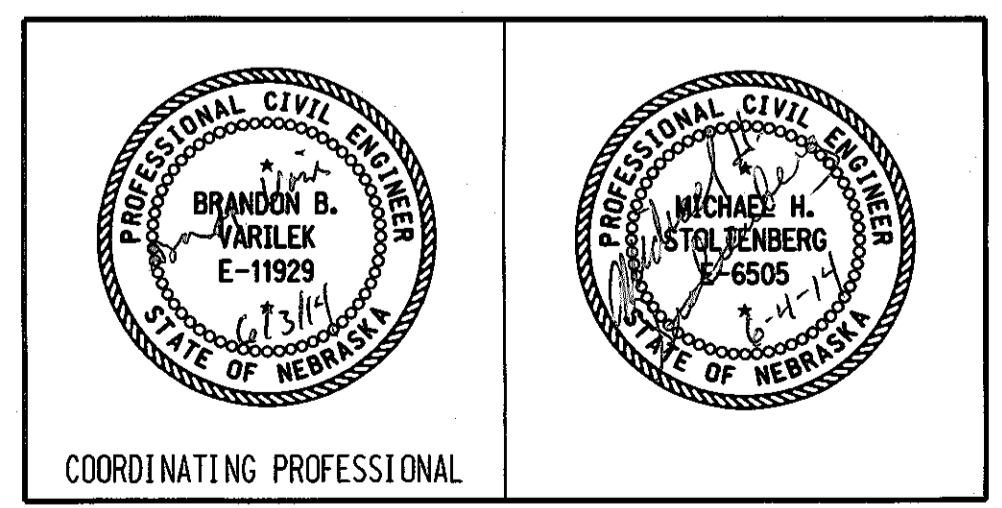
- NEW CONTROLLED ACCESS
- PREVIOUS CONTROLLED ACCESS
- LIMITS OF CONSTRUCTION
- PREVIOUS R.O.W.
- NEW R.O.W.
- EXISTING PERMANENT EASEMENT
- TEMPORARY EASEMENT
- EXCESS TAKING
- PERMANENT EASEMENT
- EXISTING RAILROAD EASEMENT
- NEW RAILROAD PERMANENT EASEMENT
- NEW RAILROAD TEMPORARY EASEMENT



REFERENCE POST NO. 290+96 TO REFERENCE POST NO. 299+38

EXCEPTIONS: FROM STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

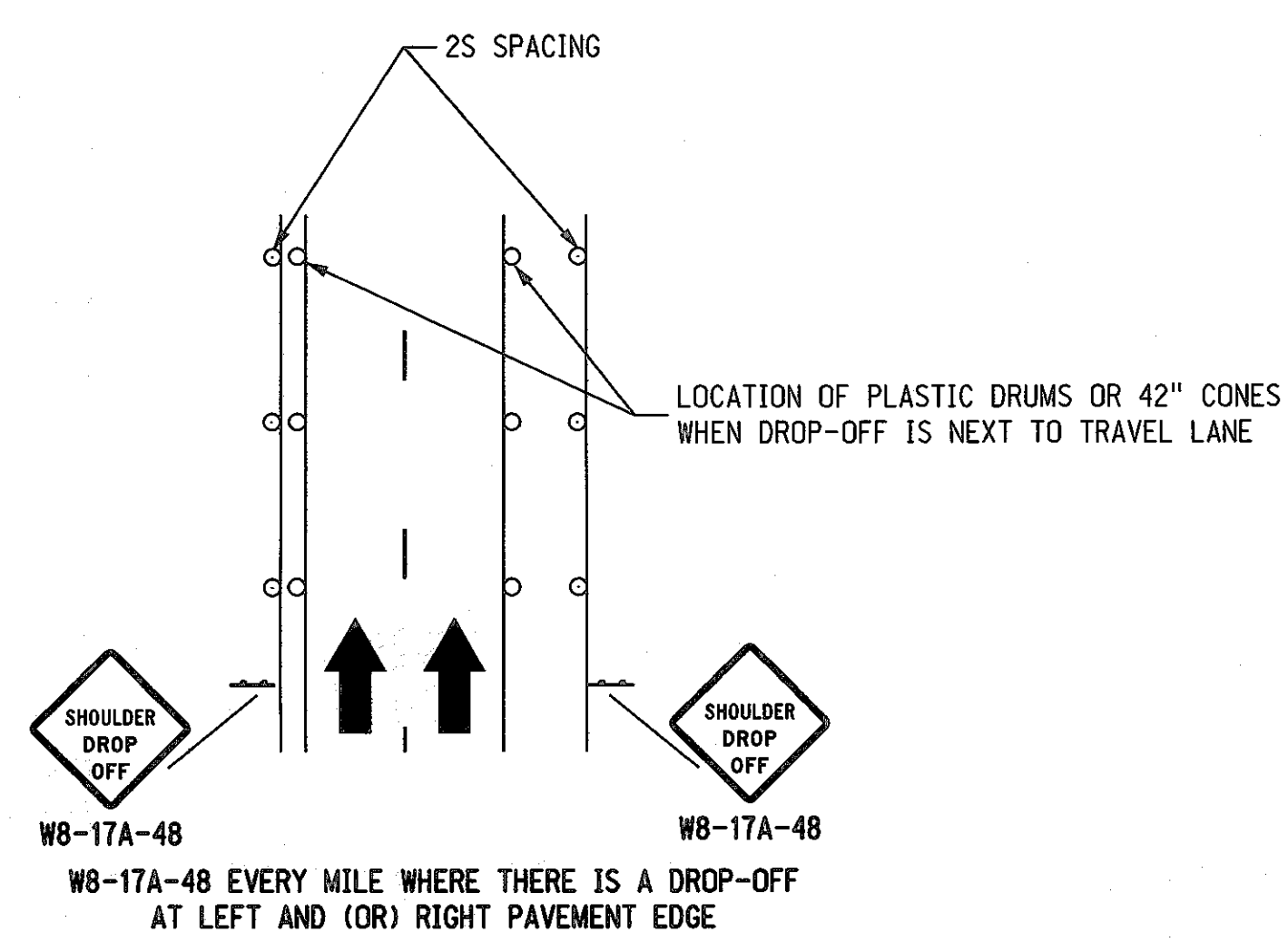
TOTAL NET LENGTH OF PROJECT: \_\_\_\_\_ FEET \_\_\_\_\_ MILES



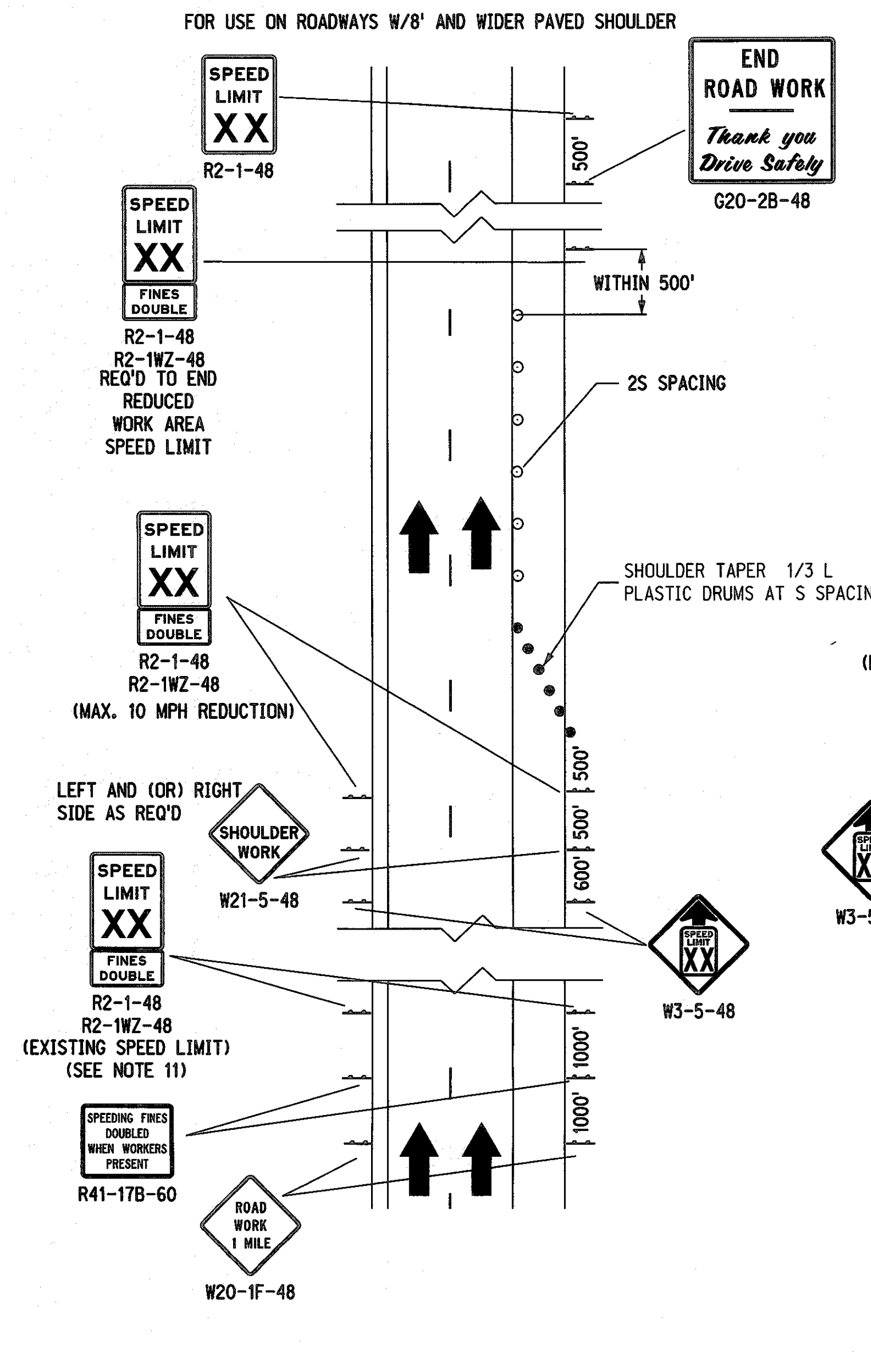
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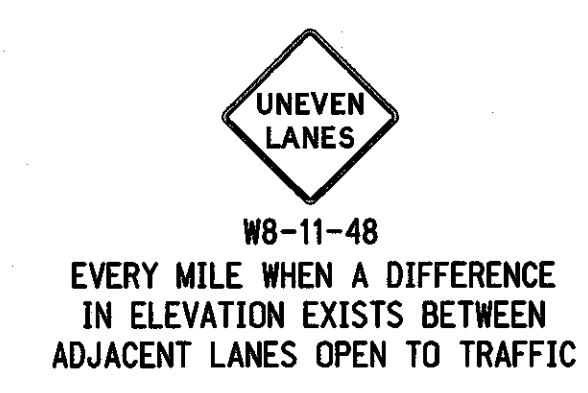
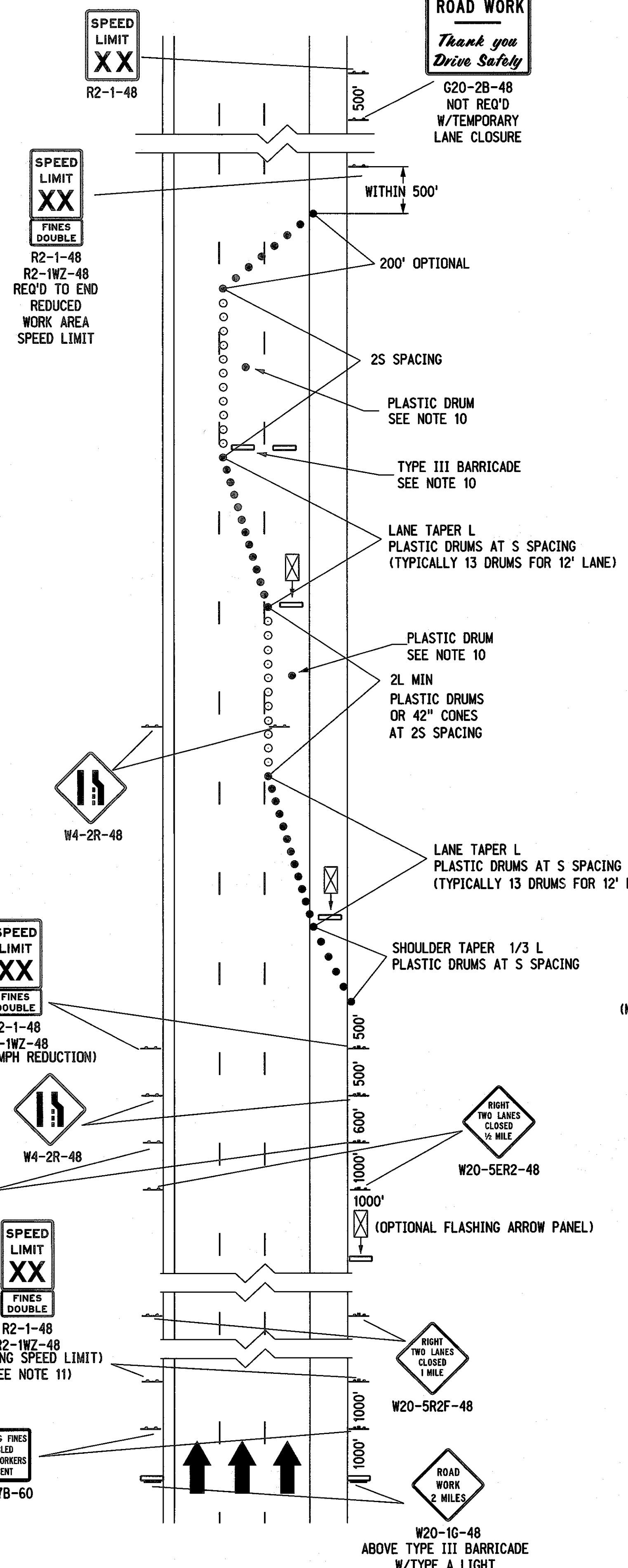
### SHOULDER DROP-OFF



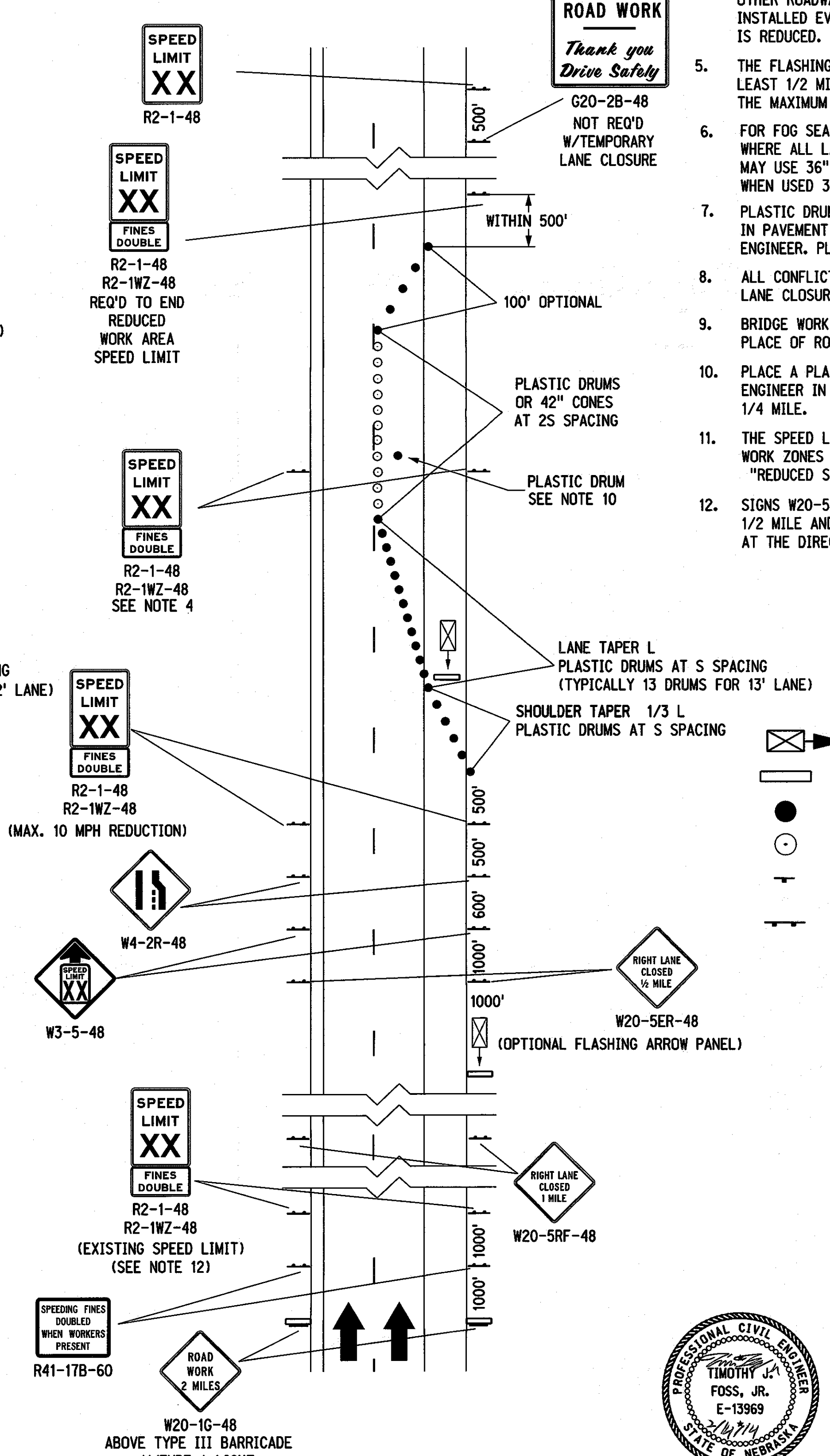
### SHOULDER CLOSURE



### TWO LANE CLOSURE



### SINGLE LANE CLOSURE



### NOTES

- FLAGGERS SHALL BE PROVIDED WHENEVER THE CONTRACTORS OPERATION ENCROACHES ON THE OPEN LANE.
- REVERSE PROCEDURE FOR LEFT LANE CLOSURE.
- WORK ZONE SPEED LIMITS SHALL NOT BE INSTALLED W/O A SPEED ZONE AUTHORIZATION COMPLETED BY THE DEPARTMENT. REDUCED SPEED ZONING SHOULD BE KEPT TO A MINIMUM AS MUCH AS PRACTICABLE. WHEN USED THE SPEED SHALL NOT BE REDUCED MORE THAN 10 MPH FROM THE PRE-CONSTRUCTION SPEED LIMIT, UNLESS APPROVED BY THE TRAFFIC ENGINEER.
- SPEED LIMIT SIGNS R2-1 SHALL BE 48" X 60" WHEN USED ON INTERSTATES OR FREEWAYS. 30" X 36" SIGNS MAY BE USED ON ALL OTHER ROADWAYS. SPEED LIMIT SIGNS (IF REQ'D FOR WORK) SHALL BE INSTALLED EVERY MILE THRU THE WORK AREA, WHEN THE SPEED LIMIT IS REDUCED.
- THE FLASHING ARROW PANELS FOR TAPERS SHOULD BE VISIBLE FOR AT LEAST 1/2 MILE AND, IF NECESSARY, SHOULD BE RELOCATED TO PROVIDE THE MAXIMUM VISIBILITY.
- FOR FOG SEALS, SLURRY SEALS, ARMOR COATS, CRACK AND JOINT SEALING WHERE ALL LANES OF TRAFFIC WILL BE REOPENED BEFORE NIGHT, THE CONTRACTOR MAY USE 36" OR 42" CONES IN PLACE OF PLASTIC DRUMS ALONG THE WORK AREA. WHEN USED 36" CONES SHALL BE CONSIDERED SUBSIDIARY TO THE WORK.
- PLASTIC DRUMS SHALL BE REQUIRED TO BE PLACED IN FRONT OF LANE EXCAVATIONS IN PAVEMENT AND SLAB REPAIR, AND OTHER WORK ACTIVITIES AS DIRECTED BY THE ENGINEER. PLASTIC DRUMS SHALL BE REQUIRED FOR ALL TAPERS AND LANE SHIFTS.
- ALL CONFLICTING PAVEMENT MARKINGS ARE REQ'D TO BE REMOVED IF THE LANE CLOSURE IS TO REMAIN IN PLACE LONGER THAN 72 HOURS.
- BRIDGE WORK OR OTHER APPROPRIATE ADVANCE SIGN MAY BE USED IN PLACE OF ROAD WORK.
- PLACE A PLASTIC DRUM OR TYPE III BARRICADE AS DIRECTED BY THE ENGINEER IN THE CENTER OF THE CLOSED LANE(S) APPROXIMATELY EVERY 1/4 MILE.
- THE SPEED LIMIT SIGN SHOWN FOLLOWING THE "FINES FOR SPEEDING DOUBLED IN WORK ZONES WHEN WORKERS PRESENT" SIGN IS NOT REQUIRED IF A "REDUCED SPEED AHEAD" OR OTHER SPEED LIMIT SIGN IS LOCATED WITHIN 1/2 MILE.
- SIGNS W20-5E, W20-5RF AND W20-1G MAY BE REDUCED TO 1500 FT, 1/2 MILE AND 1 MILE SPACING RESPECTIVELY IN LOW VOLUME AREA AT THE DIRECTION OF THE ENGINEER.

### LEGEND

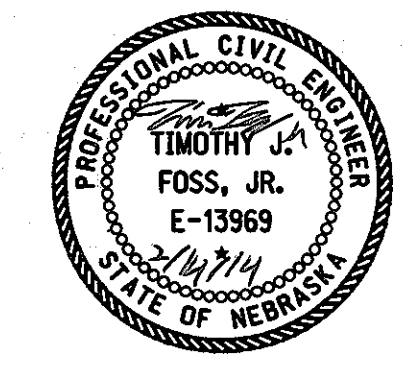
- FLASHING ARROW PANEL
- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- REFLECTORIZED PLASTIC DRUM OR 42" REFLECTORIZED CONE
- SINGLE POST SIGN
- DOUBLE POST SIGN

### TAPER FORMULA

$L = S \times W$  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).

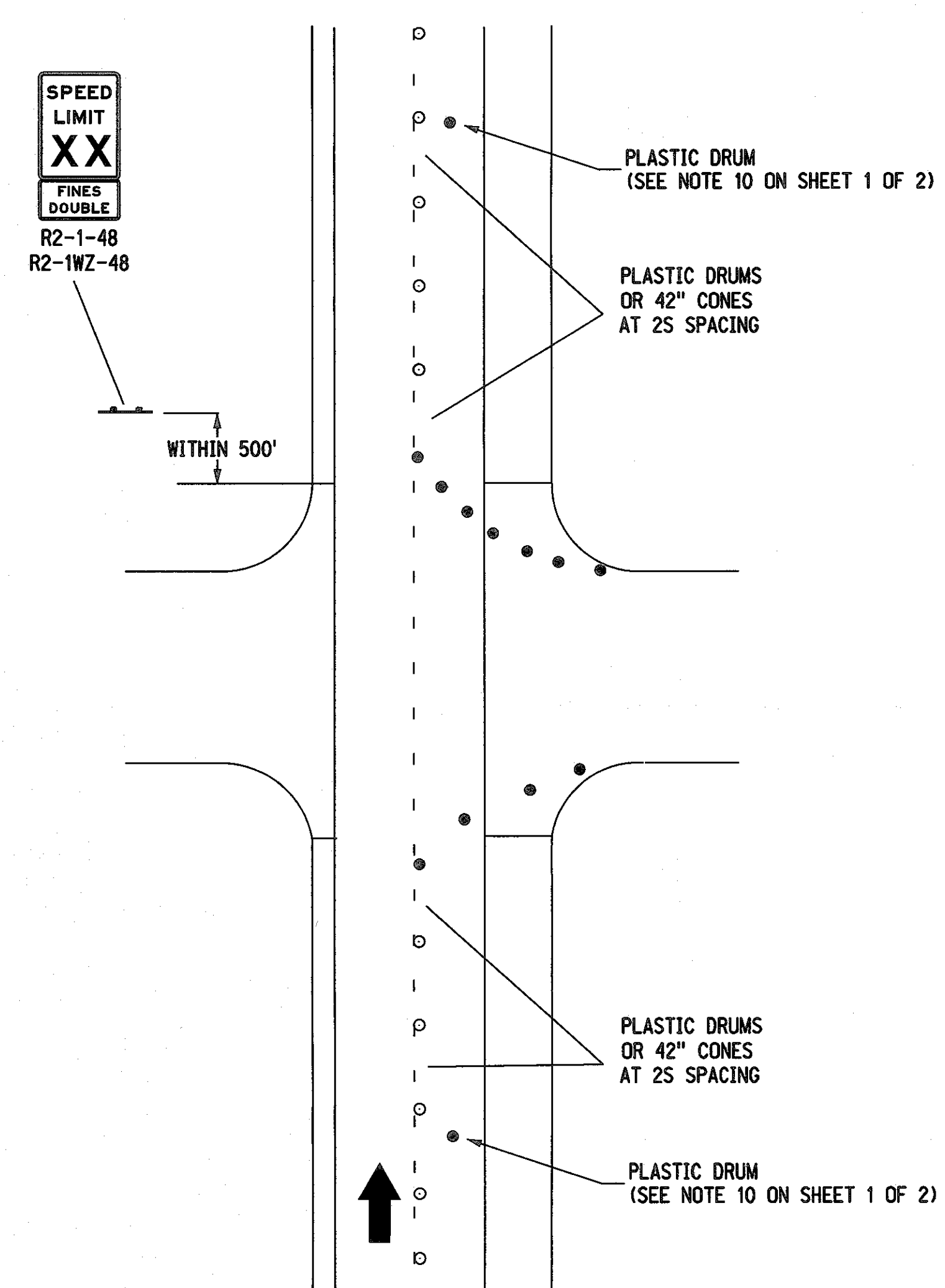
### NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION

TYPICAL TRAFFIC CONTROL PLAN			
DESIGNED	TJF	LANE CLOSURE PLAN	
REVIEWED		FOR MULTILANE ROADWAYS	
APPROVED	DATE DRAWN	TRAFFIC ENGINEER	DATE
	05/13		

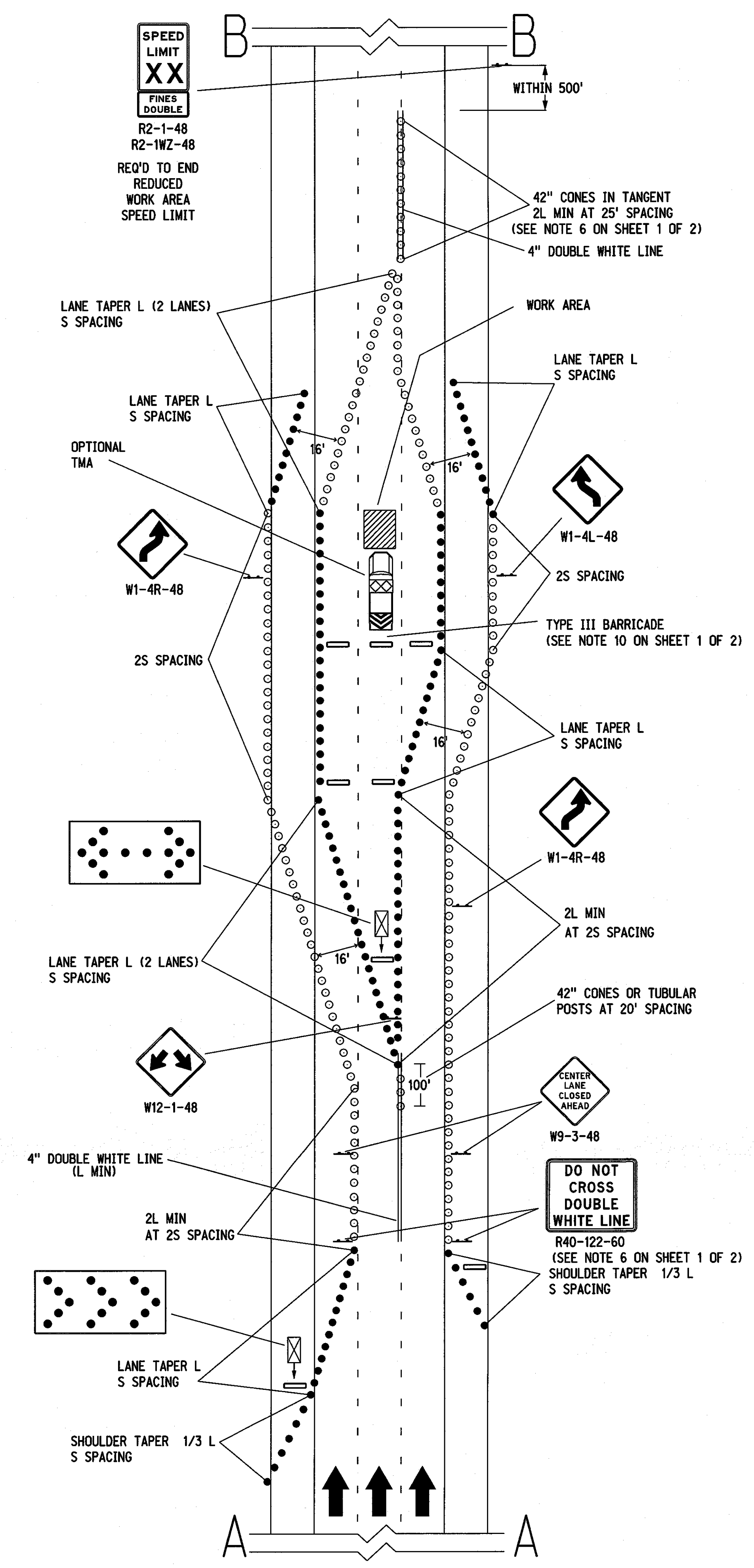


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 TRAFFIC ENGINEERING DIVISION

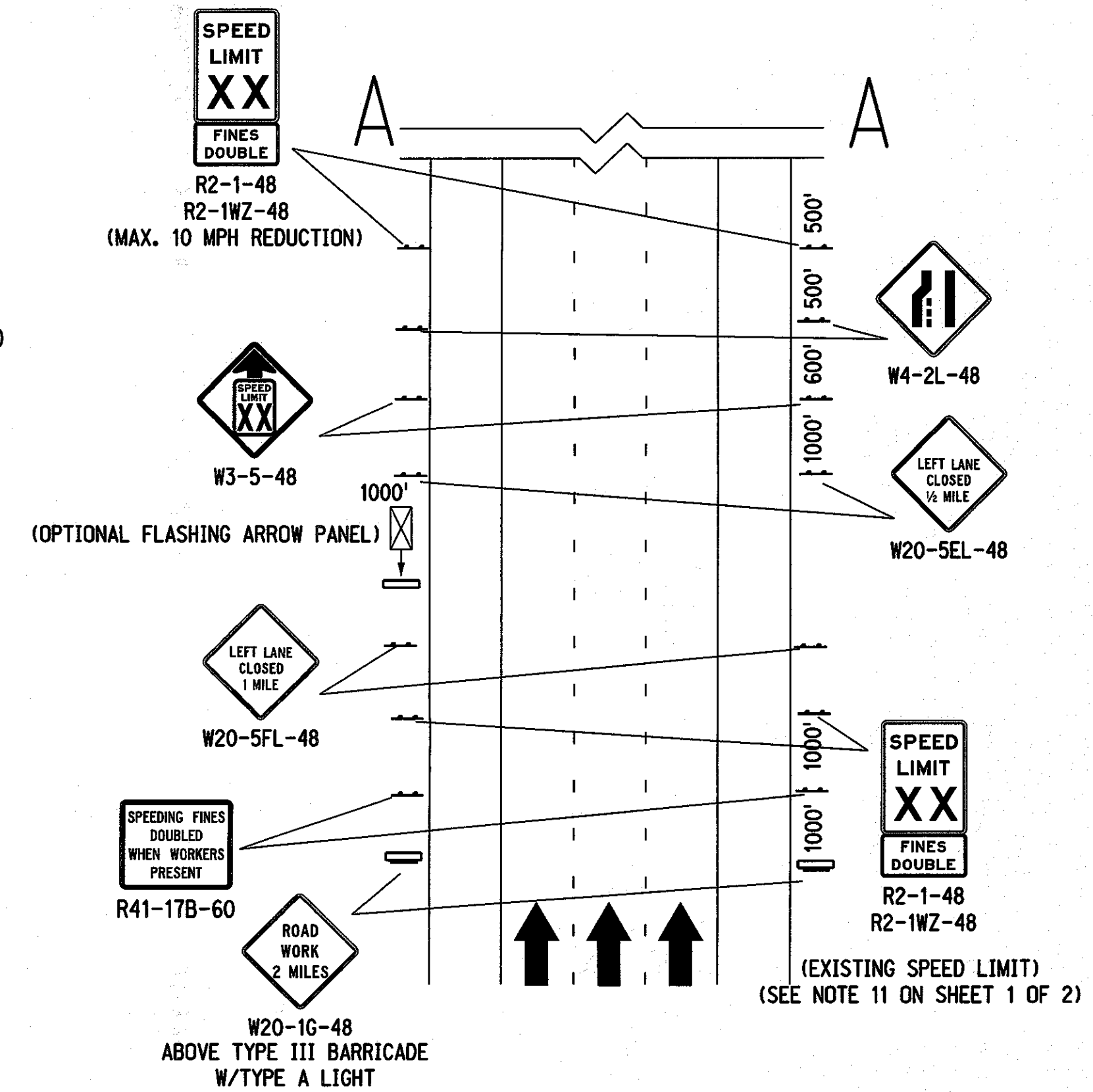
### SIDE ROAD ENTRY WITHIN LANE CLOSURE



- #### LEGEND
- FLASHING ARROW PANEL
  - TYPE III BARRICADE
  - REFLECTORIZED PLASTIC DRUM
  - REFLECTORIZED PLASTIC DRUM OR 42" REFLECTORIZED CONE
  - SINGLE POST SIGN
  - DOUBLE POST SIGN



### CENTER LANE CLOSURE

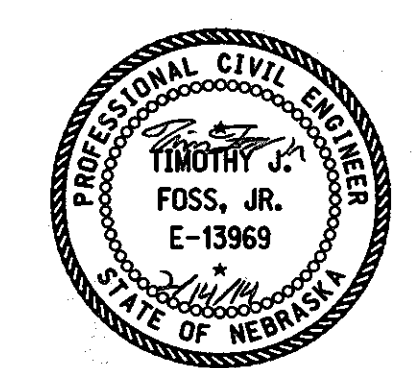


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NEBRASKA DEPARTMENT OF ROADS TRAFFIC ENGINEERING DIVISION			
TYPICAL TRAFFIC CONTROL PLAN			
DESIGNED	TJF	LANE CLOSURE PLAN	
REVIEWED		FOR MULTILANE ROADWAYS	
APPROVED	DATE DRAWN	TRAFFIC ENGINEER	DATE
	05/13		