

PROJECT NO.	SHEET NO.
HSIP-D6(105)	1
▲ CONTROL NO.	61588
▲ CONTROL NO.	
■ CONTROL NO.	

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STANDARD PLANS

- 920-R5 (2 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE
- 921-R5 (2 SHEETS) TRAFFIC CONTROL, CONSTRUCTION AND MAINTENANCE
- 922-R8 (2 SHEETS) TRAFFIC CONTROL FOR ASPHALT SURFACING

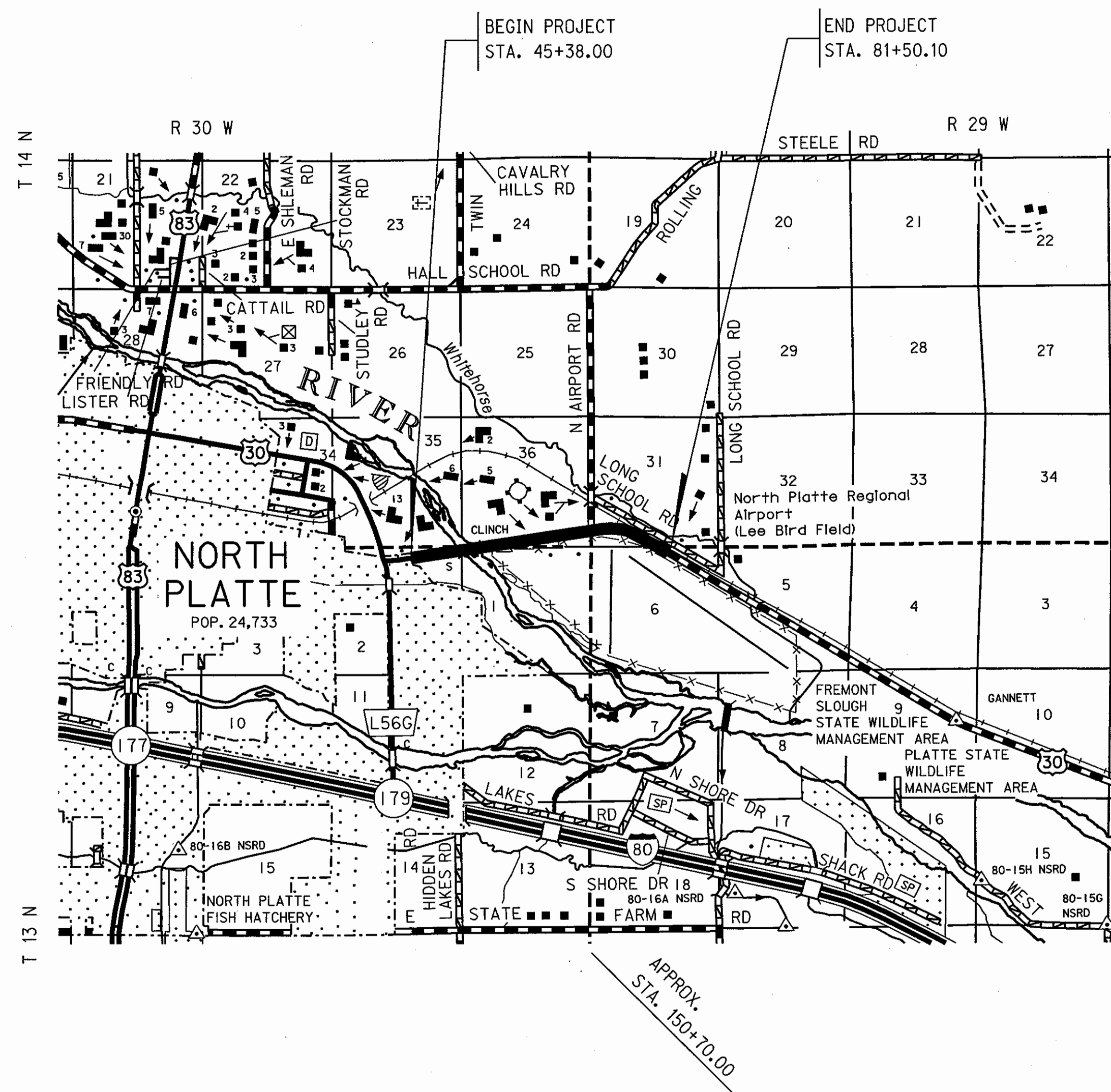
**STATE OF NEBRASKA
DEPARTMENT OF ROADS
PLANS FOR CONSTRUCTION
DISTRICT 6 - DISTRICTWIDE
LINCOLN COUNTY**

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

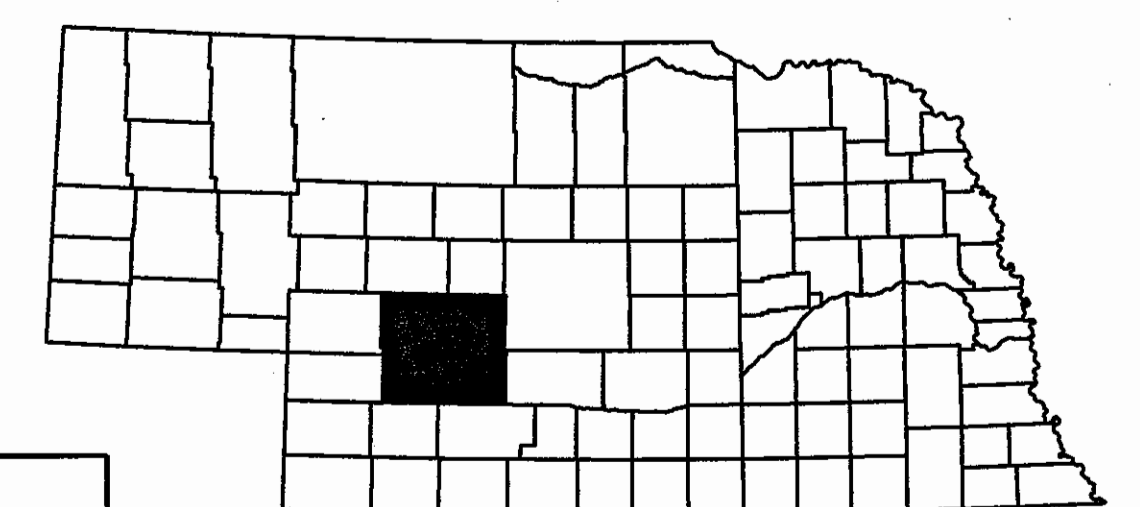
THE WORK ON THIS PROJECT CONSISTS OF GROUPS

9-BITUMINOUS
▲ GROUPS 9 ARE INCLUDED IN THE LETTING OF OCTOBER 24, 2013
▲ GROUPS ARE INCLUDED IN THE LETTING OF
■ GROUPS ARE INCLUDED IN THE LETTING OF

DESIGN DESIGNATION
MAINTENANCE
TRAFFIC
YEAR: 2013
ADT: 2,835



EQUATION
STA. 186+58.60 BK = STA. 80+72.30 AH



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

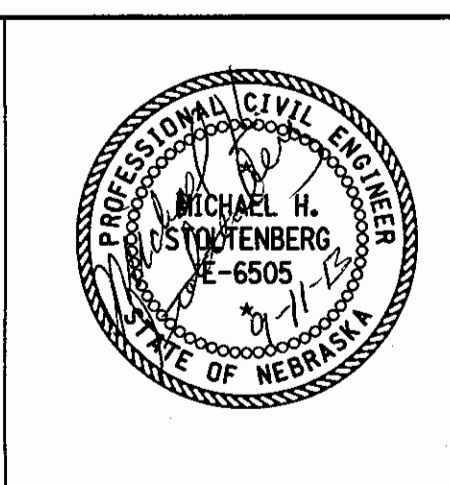
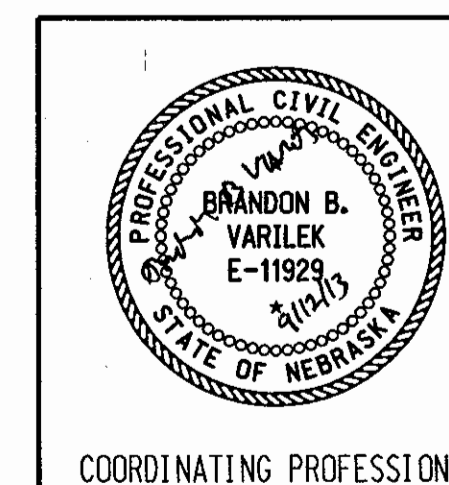
R.O.W. LEGEND

- 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. 180+07 TO REFERENCE POST NO. 182+14

BRIDGE EXCEPTION: FROM STA. 96+78.00 TO STA. 103+52.00

TOTAL NET LENGTH OF PROJECT: 13,524.40 FEET 2.561 MILES



COORDINATING PROFESSIONAL

CONSTRUCTION DIVISION

Computer: DRCONSTRUCTIO

User: dor17005

Date: 10-SEP-2013 11:37

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PROJECT NO.	SHEET NO.
HSIP-D6(105)	2-5

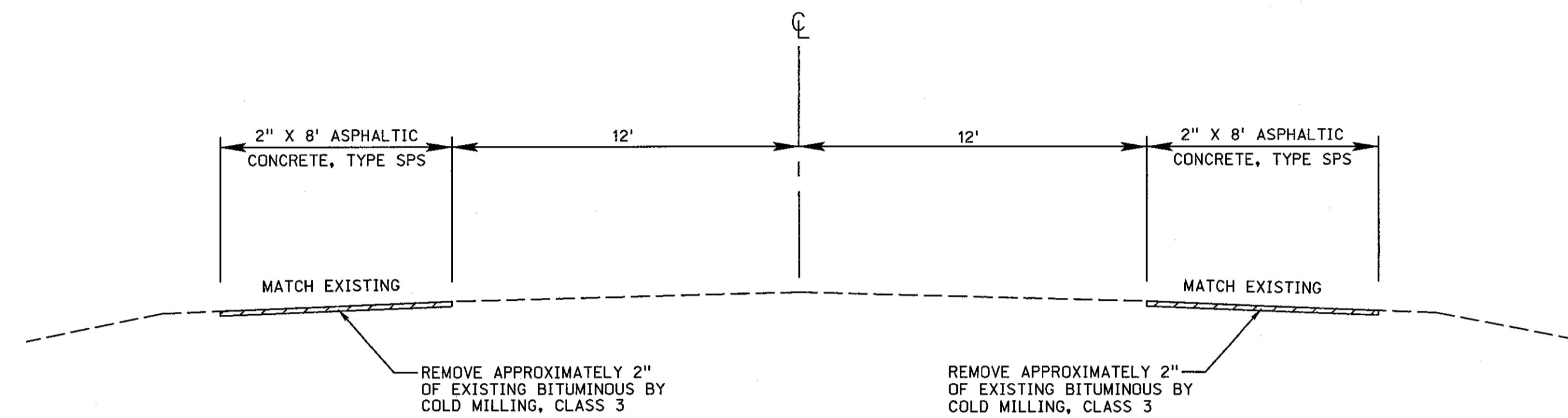
C.N. 61588

SUMMARY OF QUANTITIES

TYPICAL CROSS SECTIONS

BITUMINOUS SURFACING ITEMS GROUP 9

ITEM	QUANTITY	UNITS
BARRICADE, TYPE II	1,150.000	B DAY
BARRICADE, TYPE III	52.000	B DAY
TEMPORARY SIGN DAY	100.000	EACH
SIGN DAY	416.000	EACH
FLAGGING	20.000	DAY
FURNISHING AND OPERATING PILOT VEHICLE	10.000	DAY
MOBILIZATION	1.000	LS
ASPHALTIC CONCRETE, TYPE SPS	2,640.000	TON
ASPHALTIC CONCRETE FOR PATCHING, TYPE SPS	300.000	TON
PERFORMANCE GRADED BINDER (52-34)	94.080	TON
TACK COAT	3,610.000	GAL
RENTAL OF LOADER, FULLY OPERATED	50.000	HOUR
RENTAL OF MOTOR GRADER, FULLY OPERATED	50.000	HOUR
RENTAL OF DUMP TRUCK, FULLY OPERATED	50.000	HOUR
RENTAL OF SKID LOADER, FULLY OPERATED	50.000	HOUR
COLD MILLING, CLASS 3	270.488	STA
RUMBLE STRIPS, ASPHALT	270.488	STA
RAP INCENTIVE PAYMENT	4,998.000	EACH
OVERLAY SOLID LINES	270.000	STA



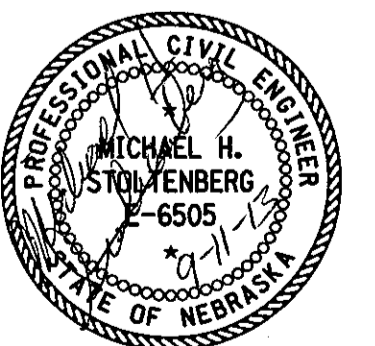
STATION TO STATION
45+38 - 81+50.1

BRIDGE EXCEPTION: STA 96+78 TO STA 103+52

EQUATION: STA 186+58.60 BK = STA 80+72.30 AH

TYPES OF ASPHALTIC OIL TO BE USED
TACK COAT: SS-1, SS-1H, CSS-1, OR CSS-1H
PERFORMANCE GRADED BINDER
AASHTO DESIGNATION M320

BUILD RUMBLE STRIPS						
STATION TO STATION	CENTERLINE (STA.)	SHOULDER		EDGELINE		
		(STA.)	SIDE	(STA.)	SIDE	
45+38 - 96+78	*	102.800	LT/RT	*	*	
103+52.0 - 186+58.6	*	166.132	LT/RT	*	*	
80+72.3 - 81+50.1	*	1.556	LT/RT	*	*	
TOTAL			270.488			



CONSTRUCTION DIVISION

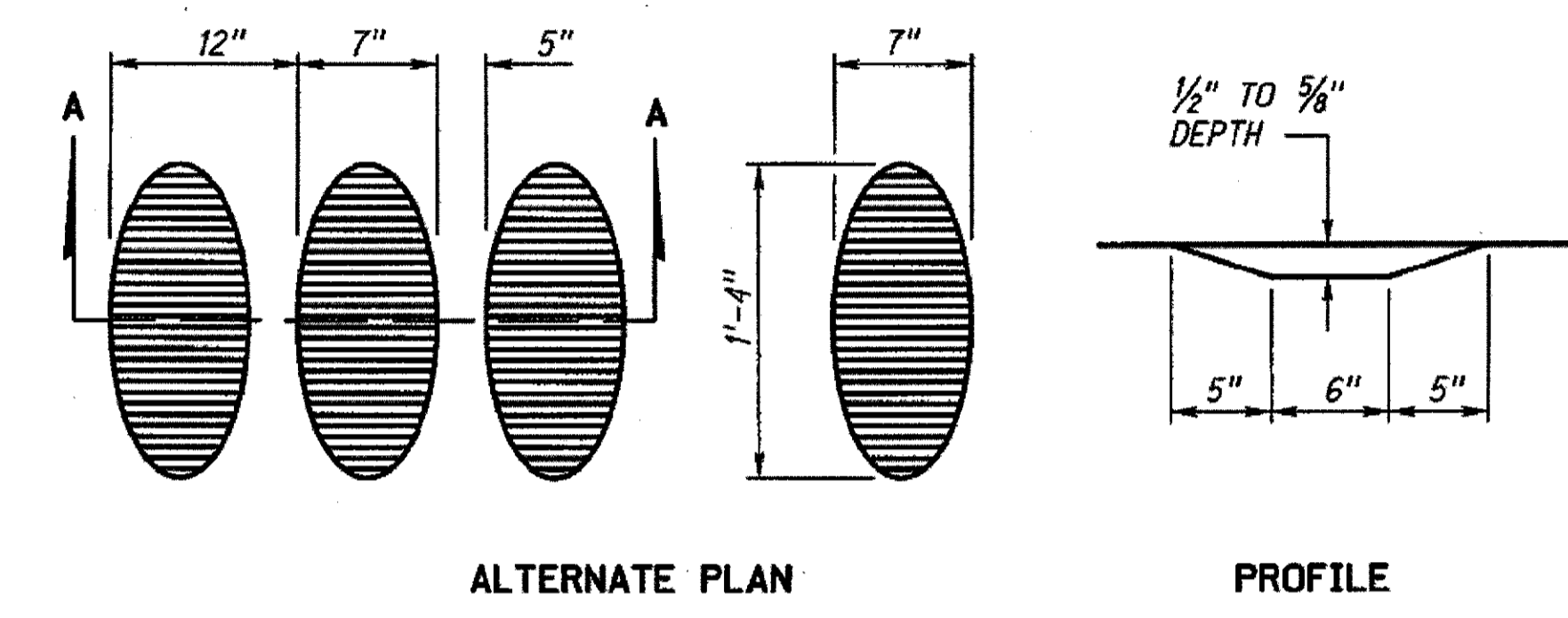
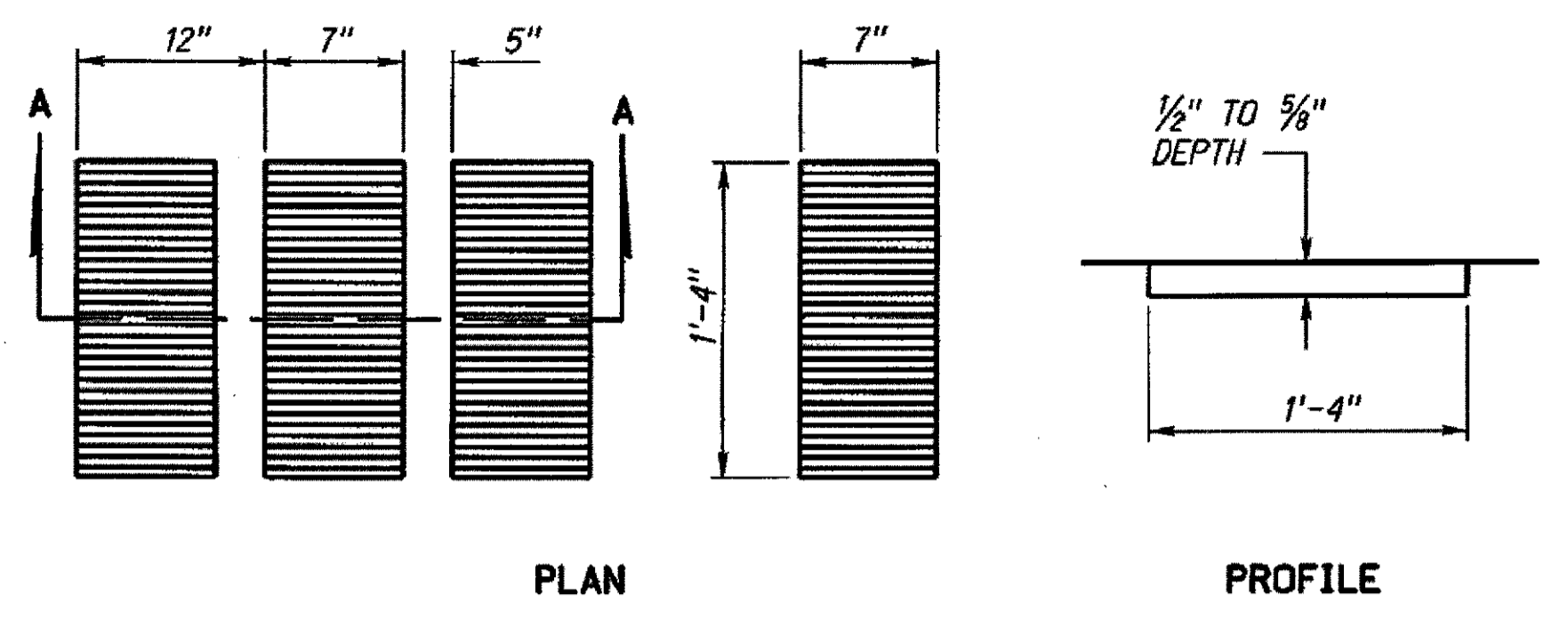
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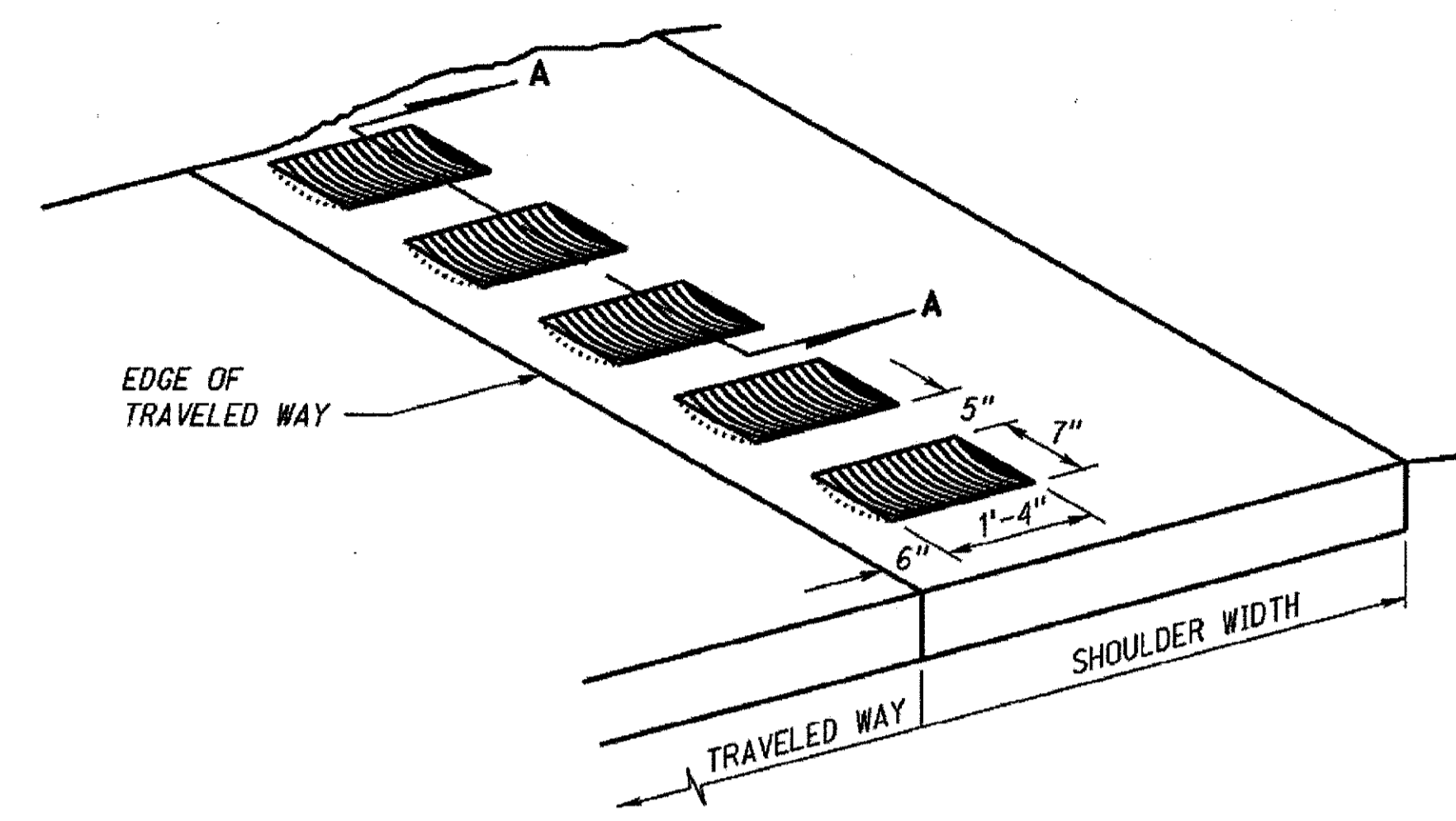
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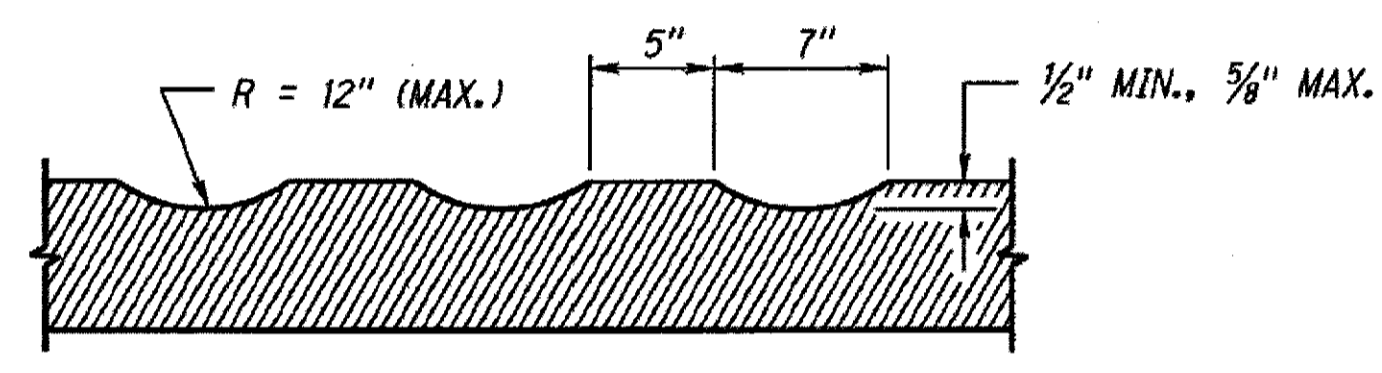
ROADWAY DESIGN DIVISION



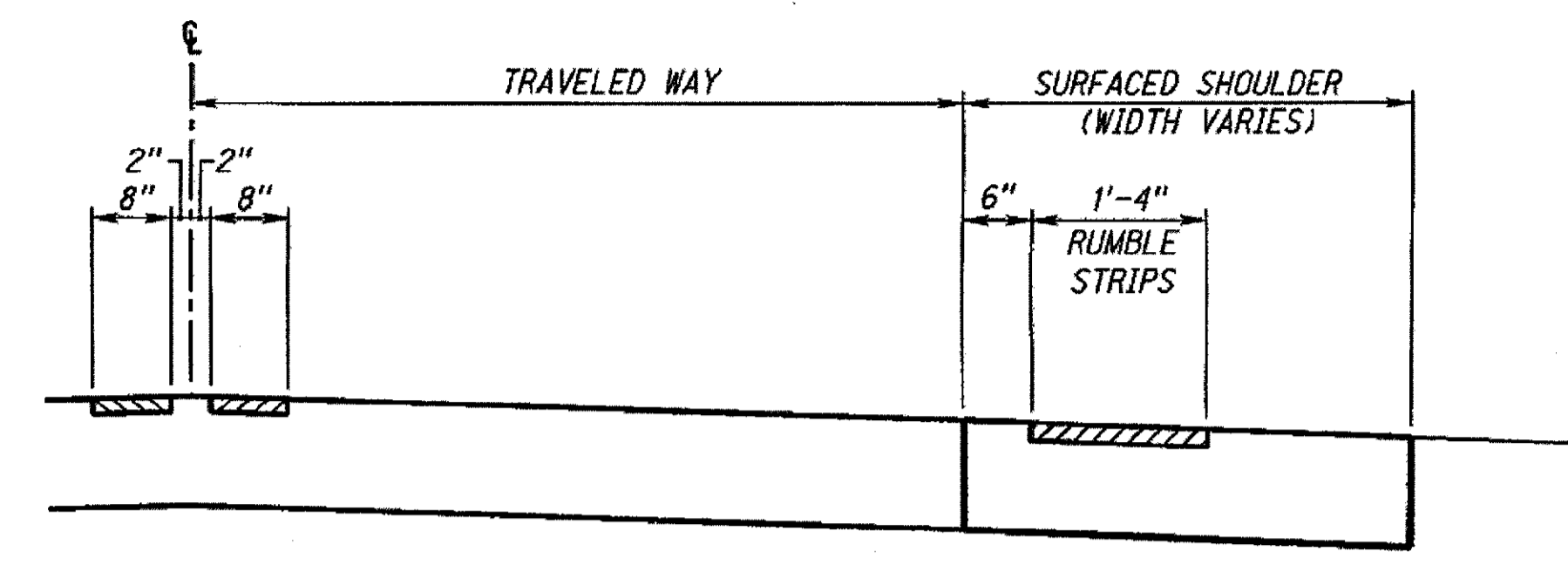
SHOULDER RUMBLE STRIPS SHAPE



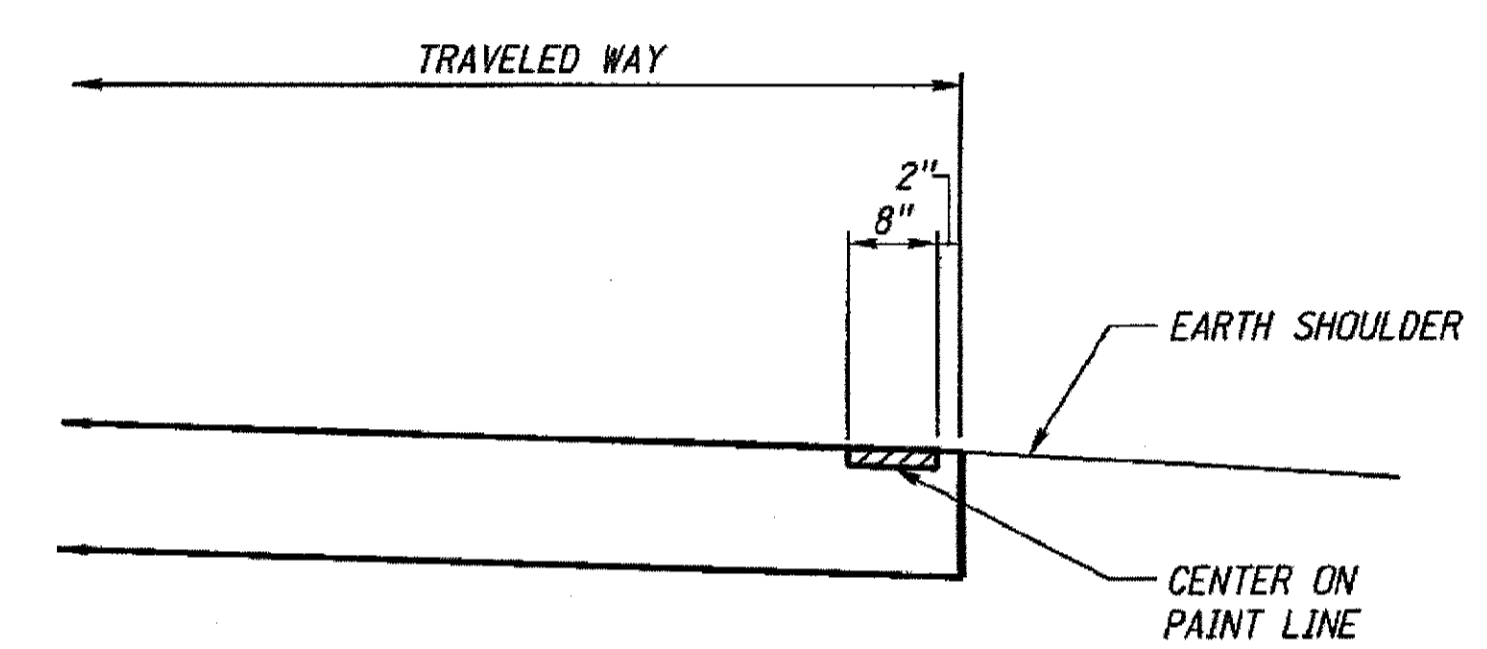
SHOULDER RUMBLE STRIPS DETAIL



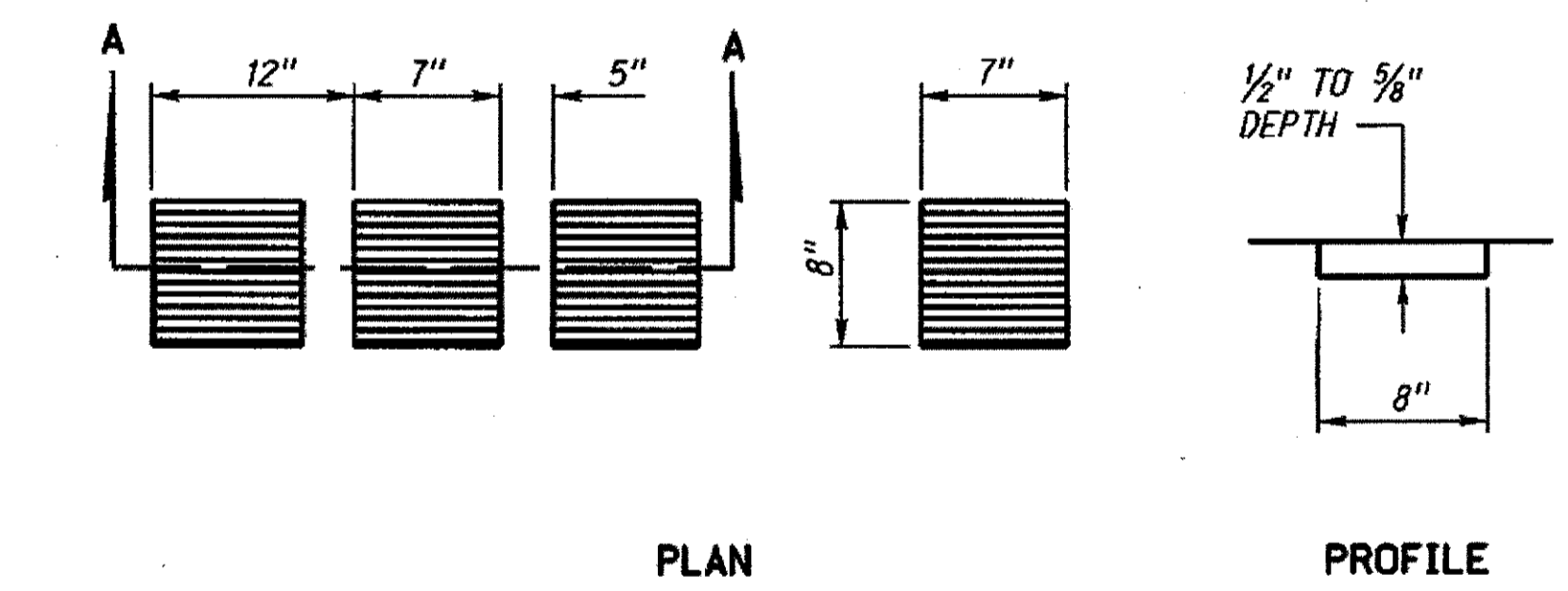
RUMBLE STRIPS CORRUGATIONS
SECTION A-A
(TYPICAL FOR ALL SHAPES)



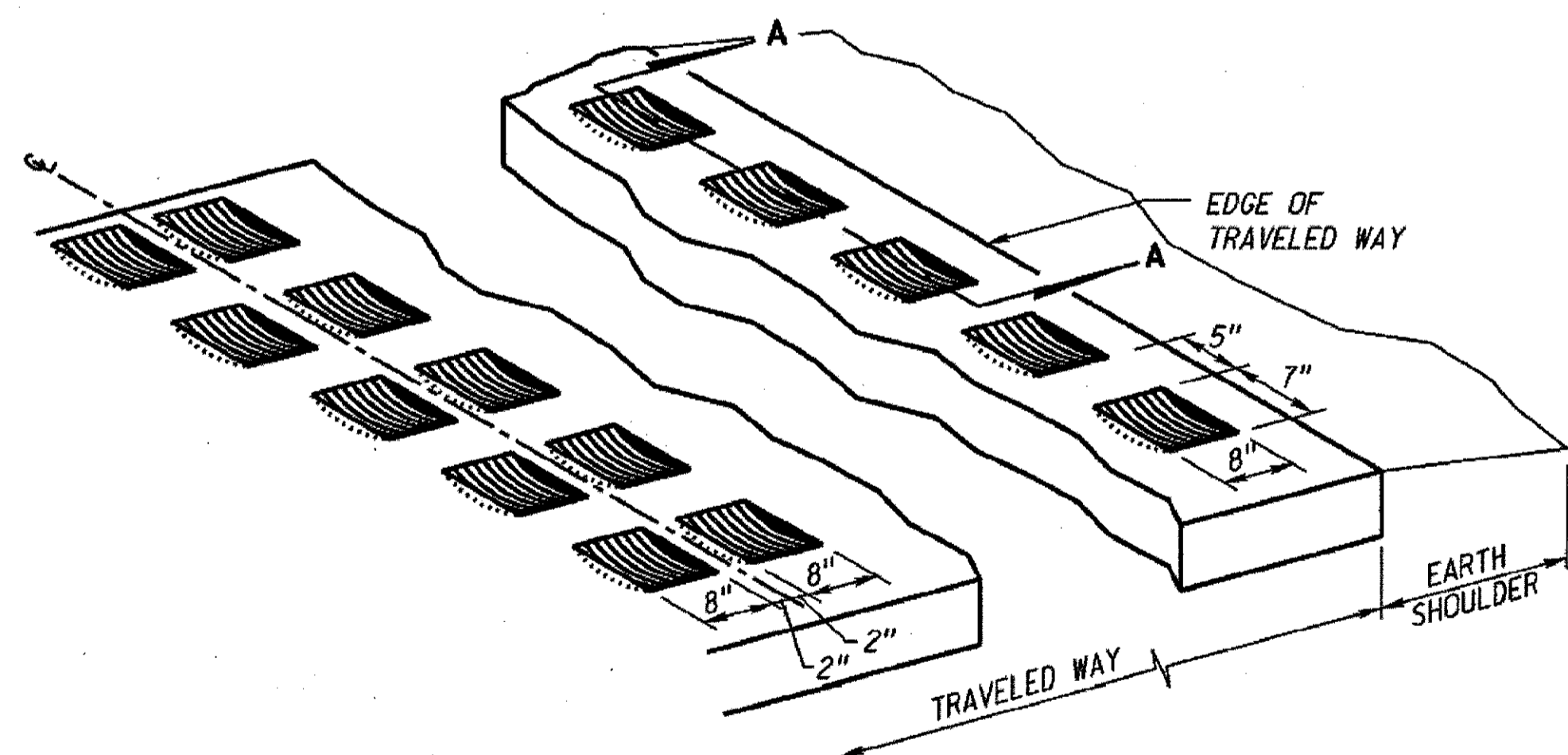
SHOULDER & CENTERLINE



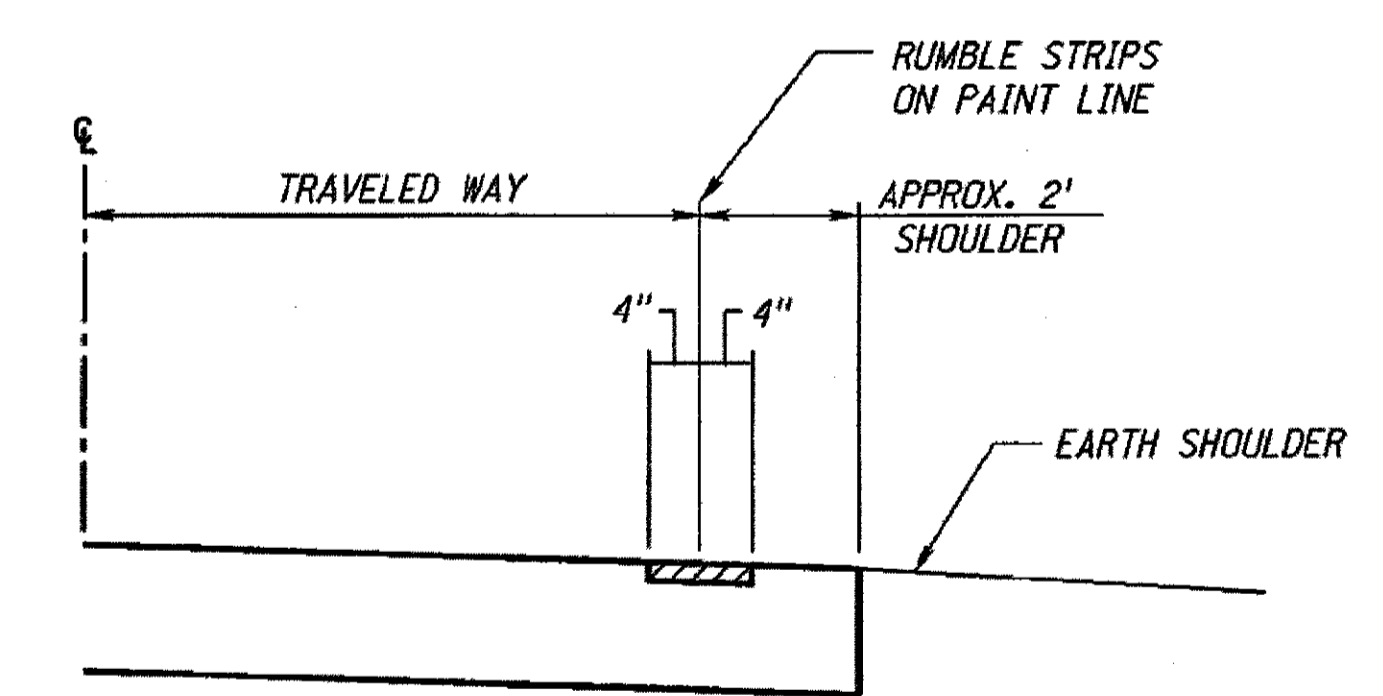
EDGE LINE ON 24 FEET ROADWAY



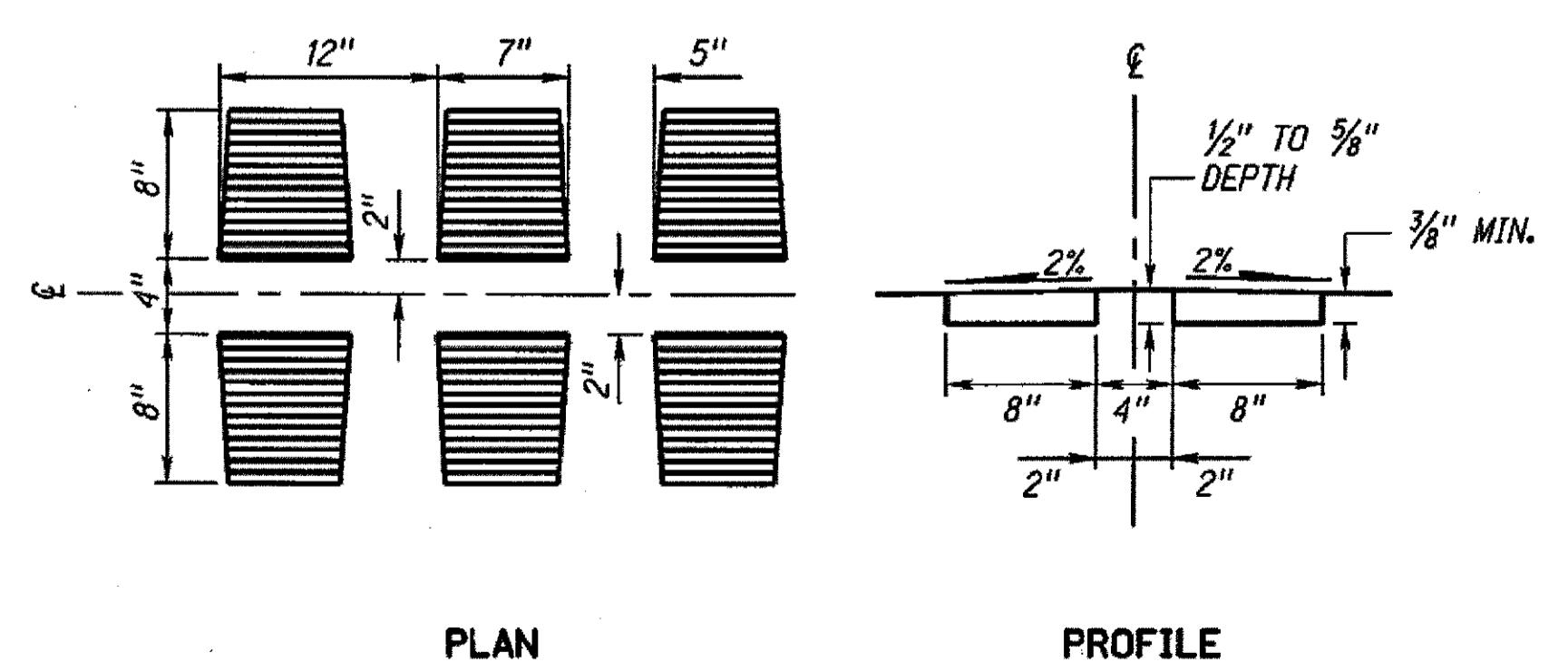
CENTERLINE AND EDGELINE RUMBLE STRIPS SHAPE



CENTERLINE AND EDGELINE RUMBLE STRIPS DETAIL



EDGE LINE ON 28 FEET ROADWAY

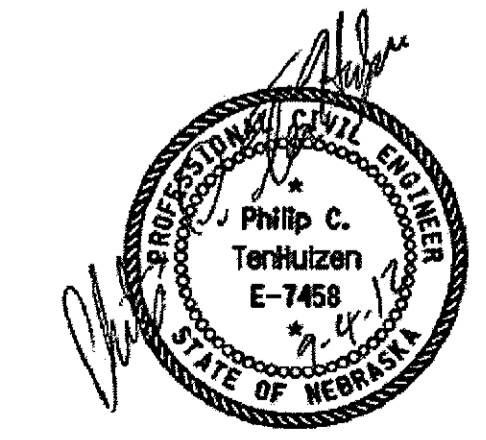


ALTERNATE CENTERLINE RUMBLE STRIPS SHAPE

NOTES:

RUMBLE STRIPS SHALL BE PLACED ON ALL 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 ALL DRIVEWAYS AND SHALL BE OMITTED ACROSS INTERSECTING ROADWAYS AND BRIDGES.



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SHEET 1 OF 2

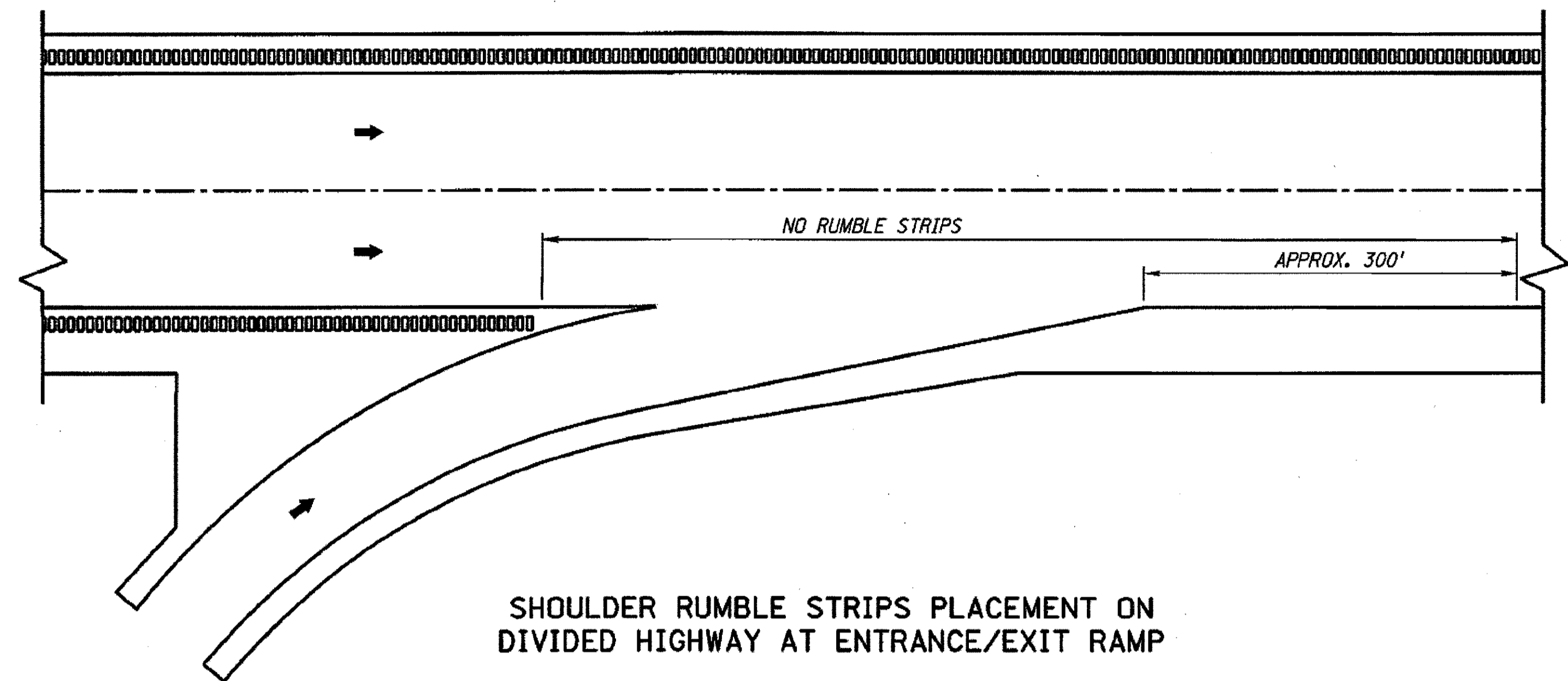
ROADWAY DESIGN DIVISION

Computer: DRDESIGN5

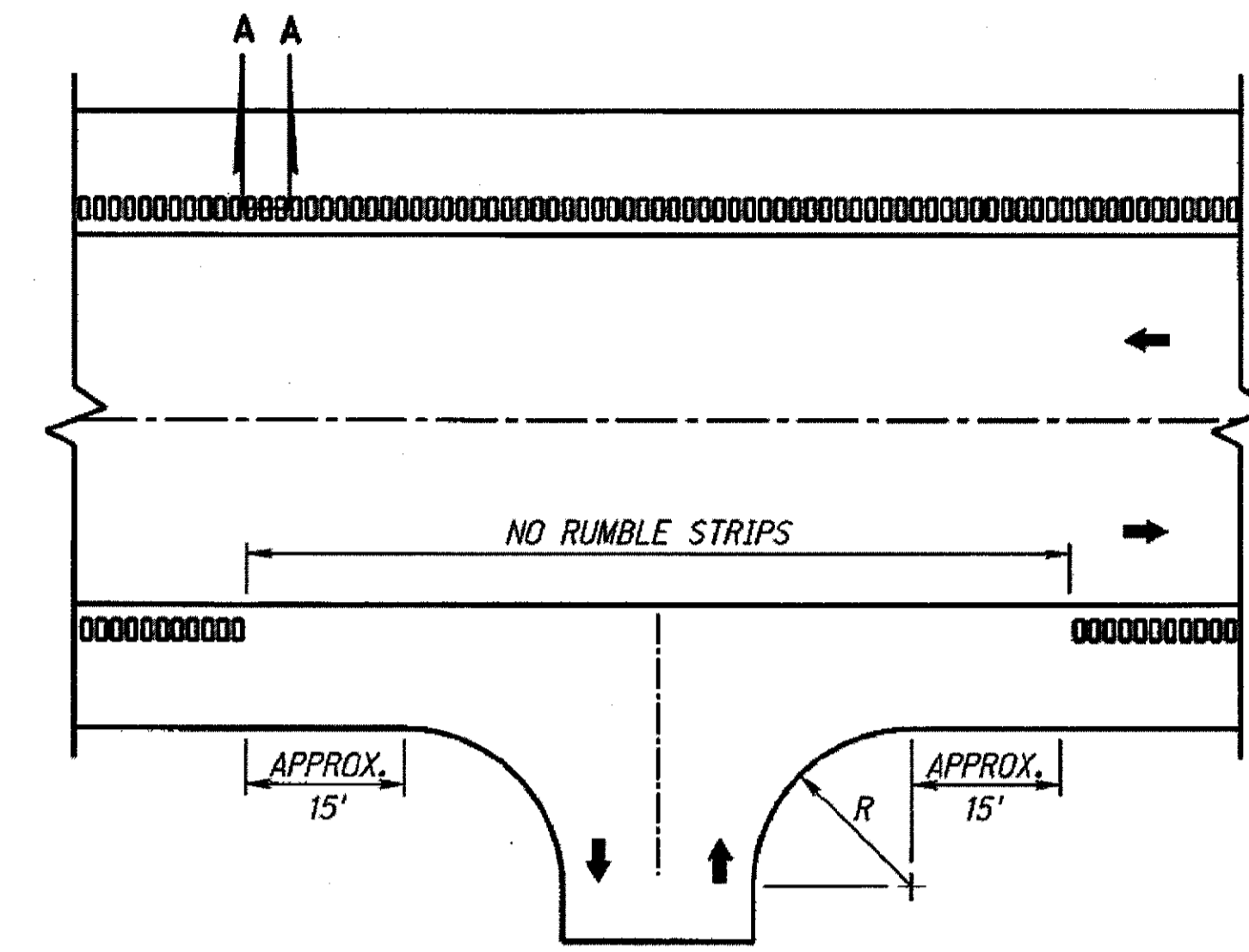
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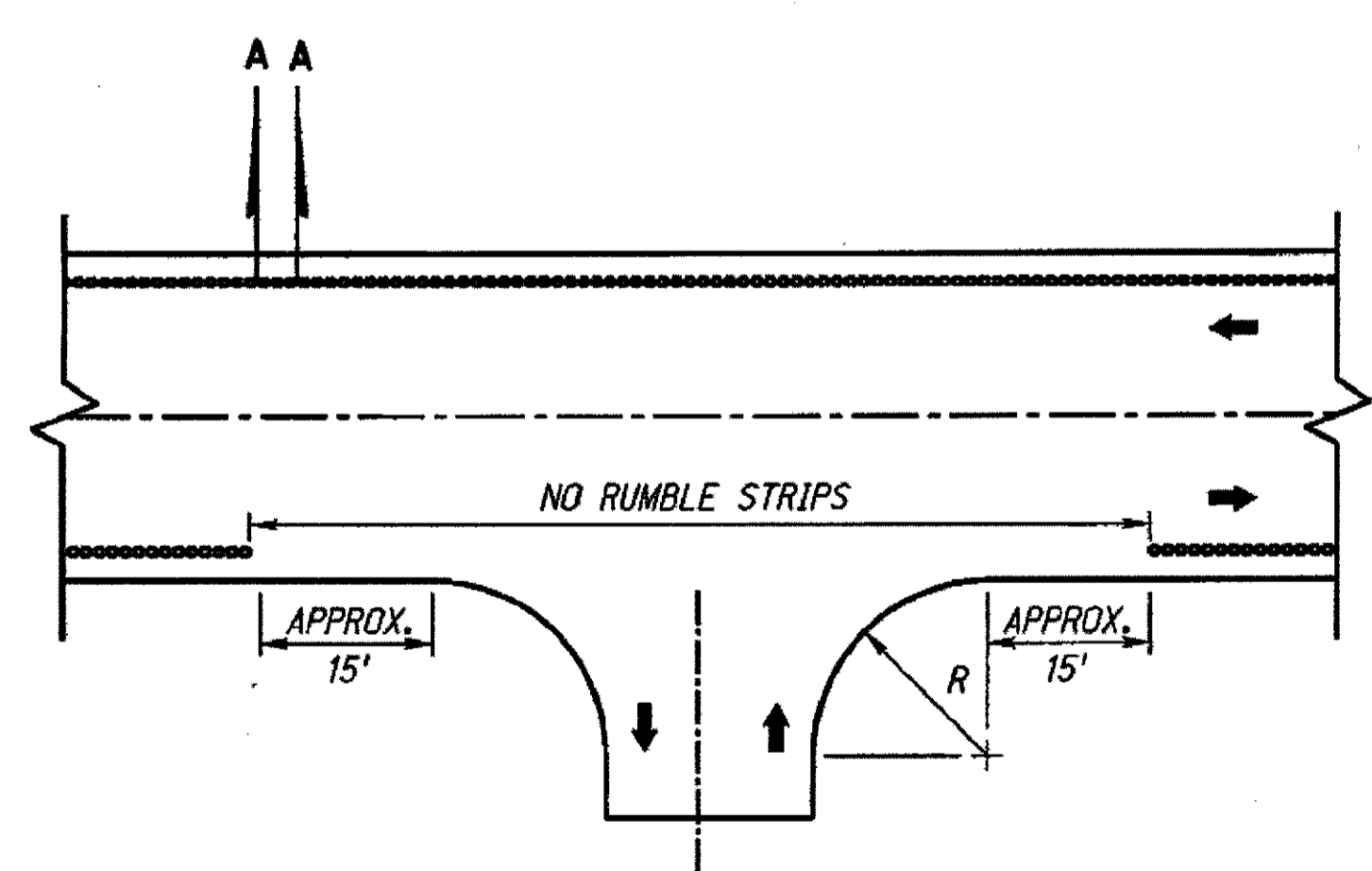
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 SHEET 2 OF 2



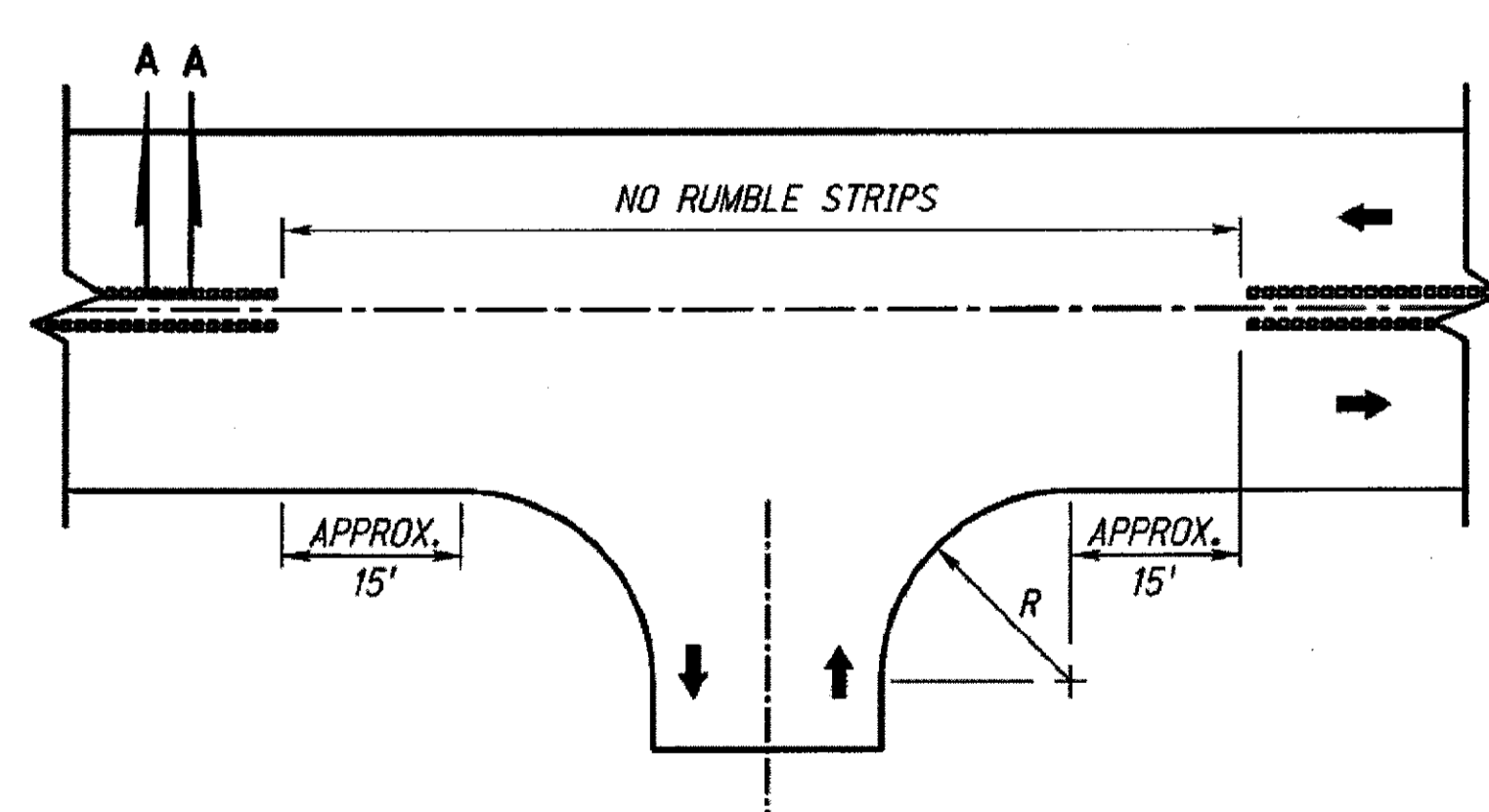
SHOULDER RUMBLE STRIPS PLACEMENT ON DIVIDED HIGHWAY AT ENTRANCE/EXIT RAMP



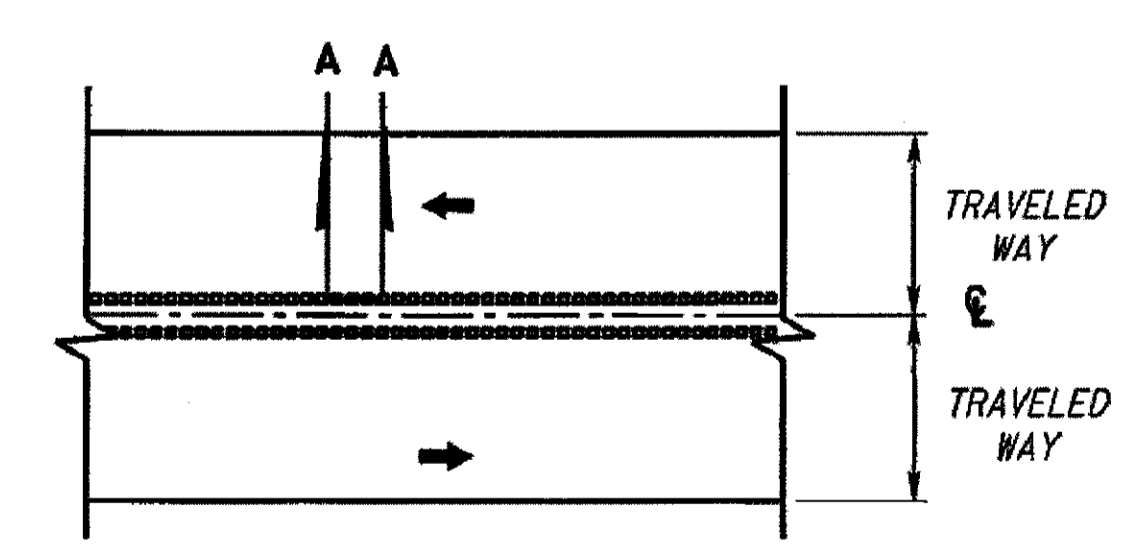
SHOULDER RUMBLE STRIPS PLACEMENT ON 2-LANE HIGHWAY AT INTERSECTION



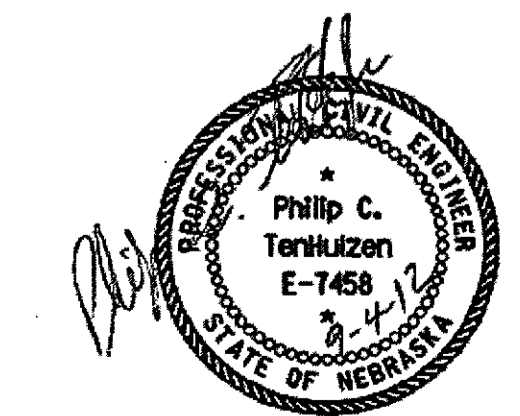
EDGELINE RUMBLE STRIPS PLACEMENT AT INTERSECTION



CENTERLINE RUMBLE STRIPS PLACEMENT AT INTERSECTIONS

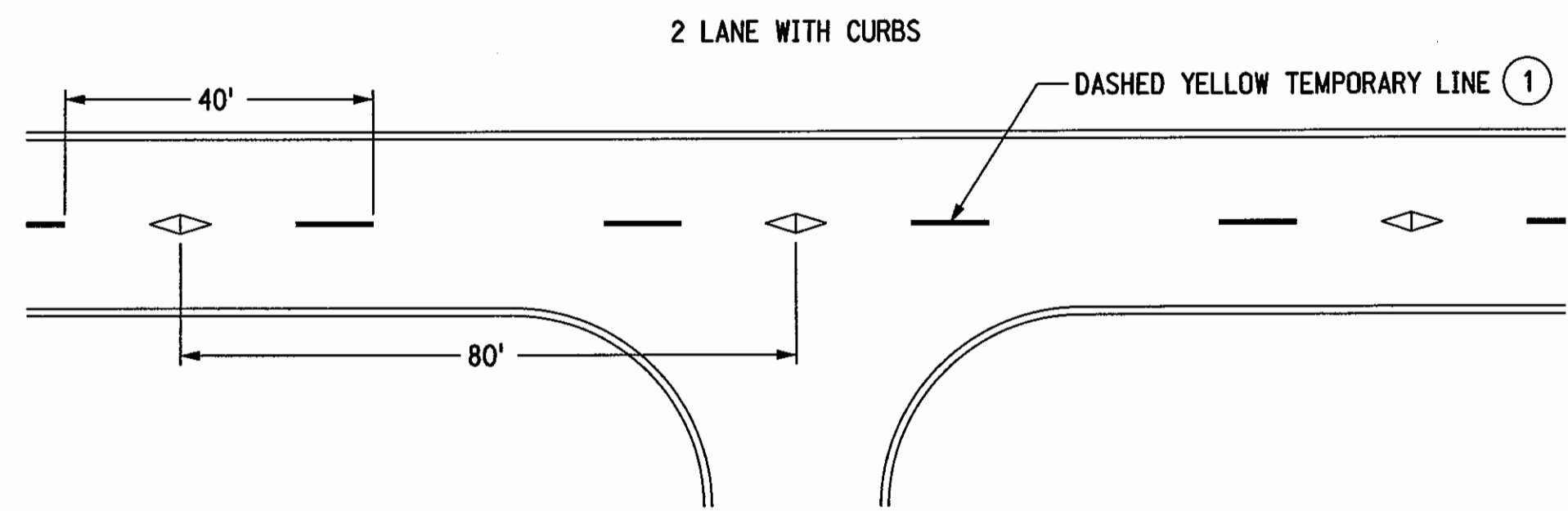


CENTERLINE LAYOUT

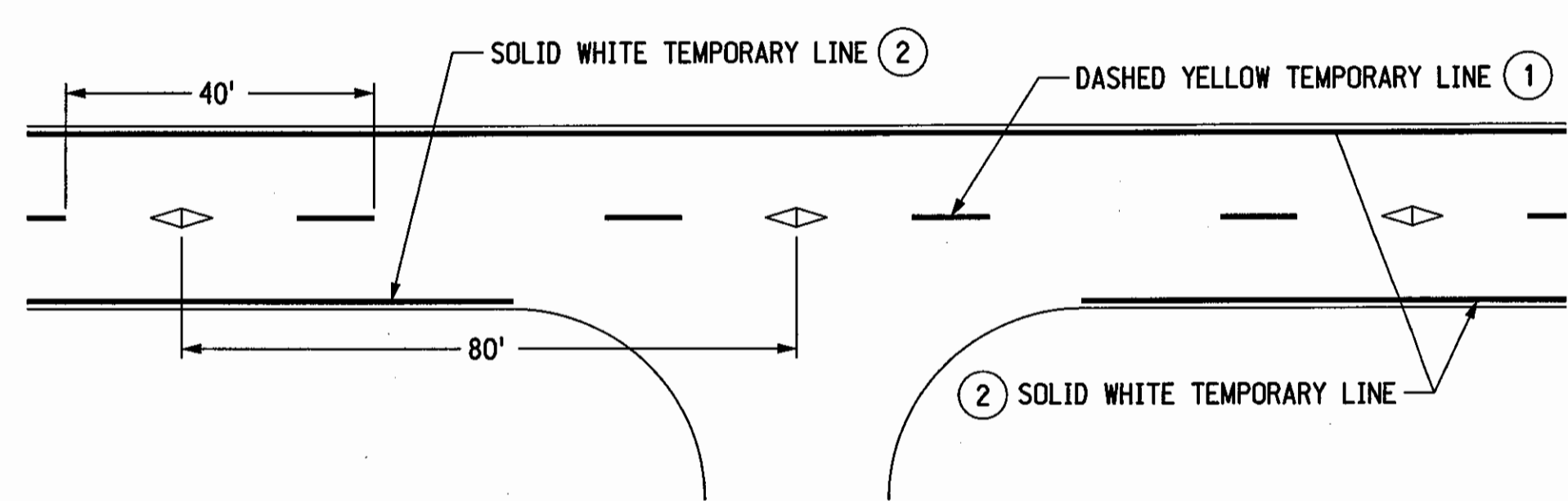


MILLED RUMBLE STRIPS
 SHEET 2 OF 2
SPECIAL PLAN 1C

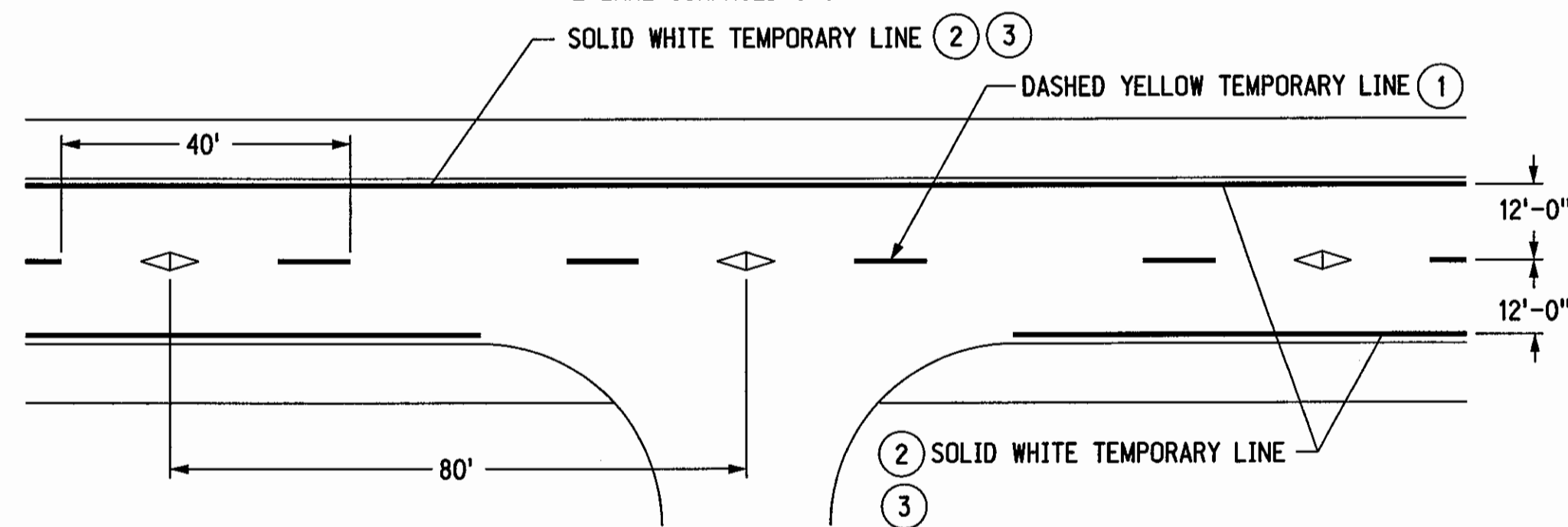
2 LANE ROADWAYS



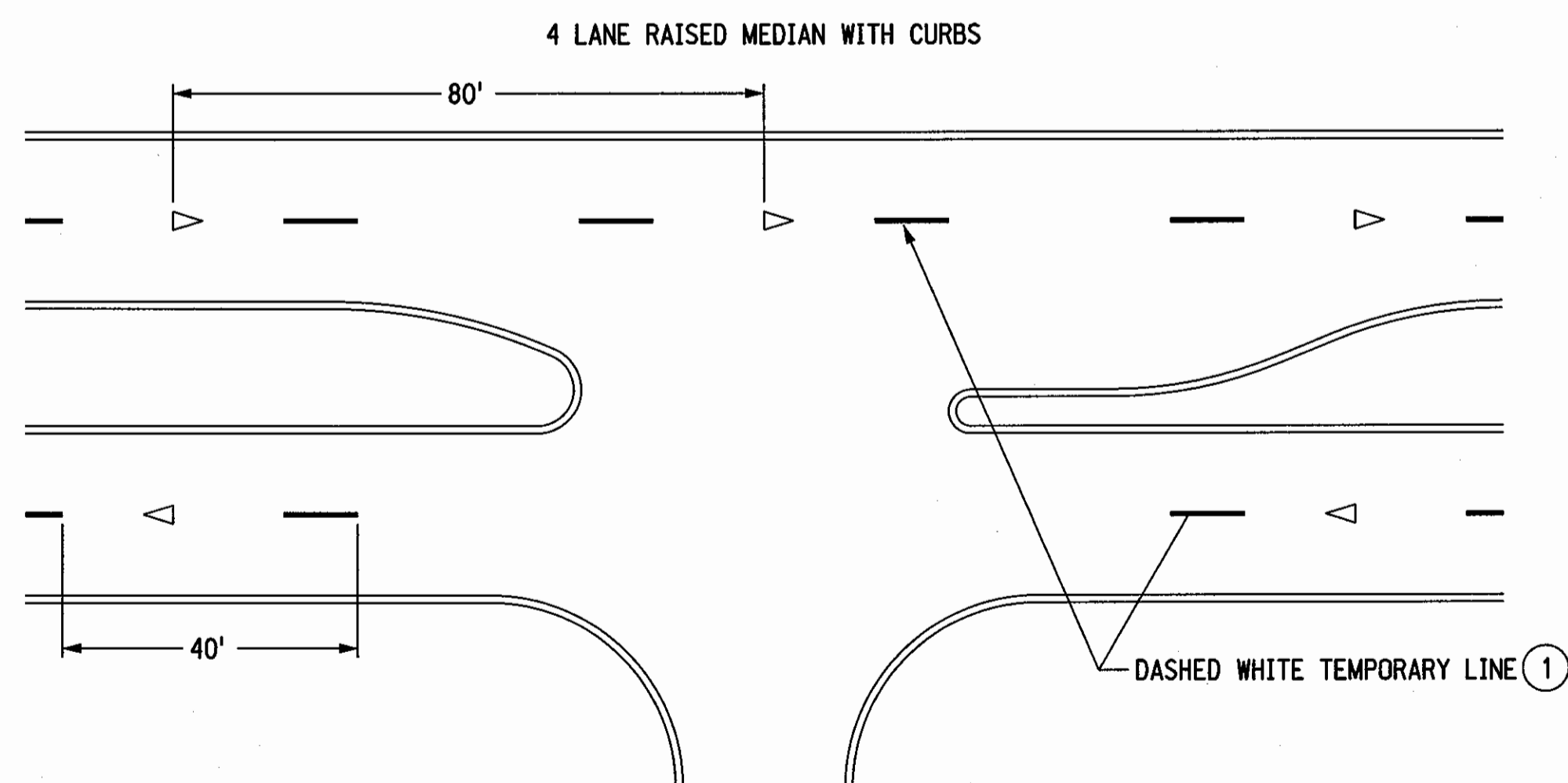
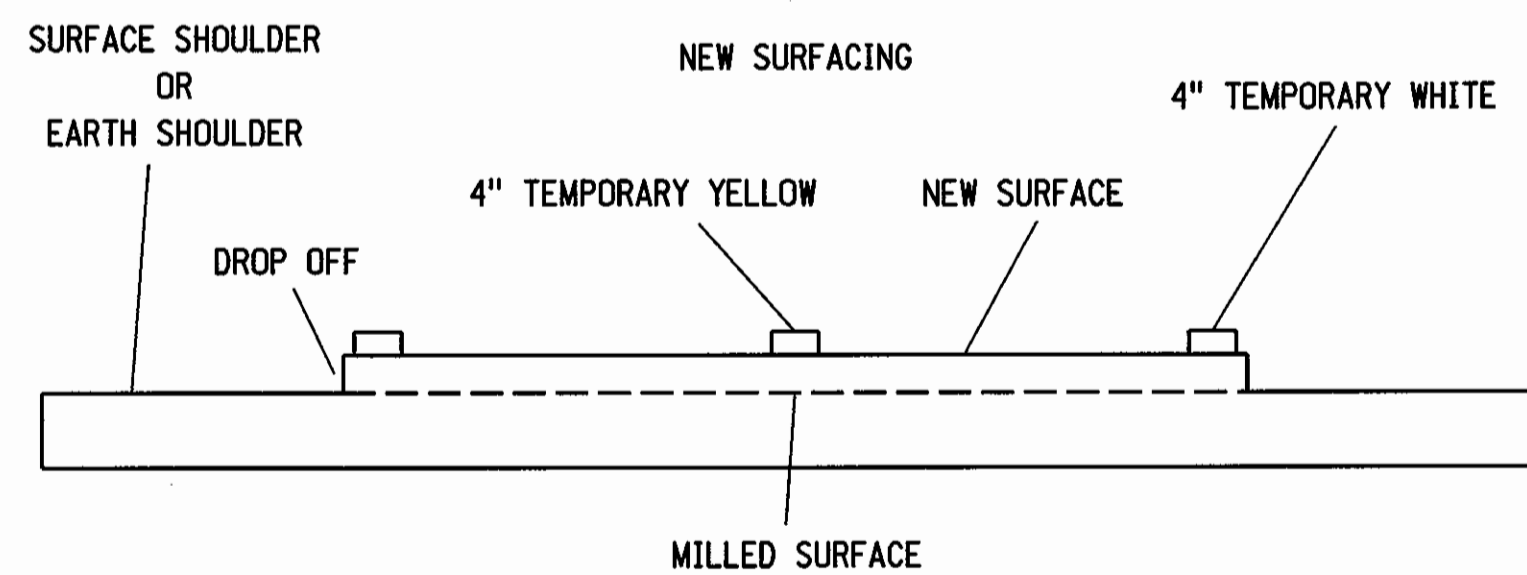
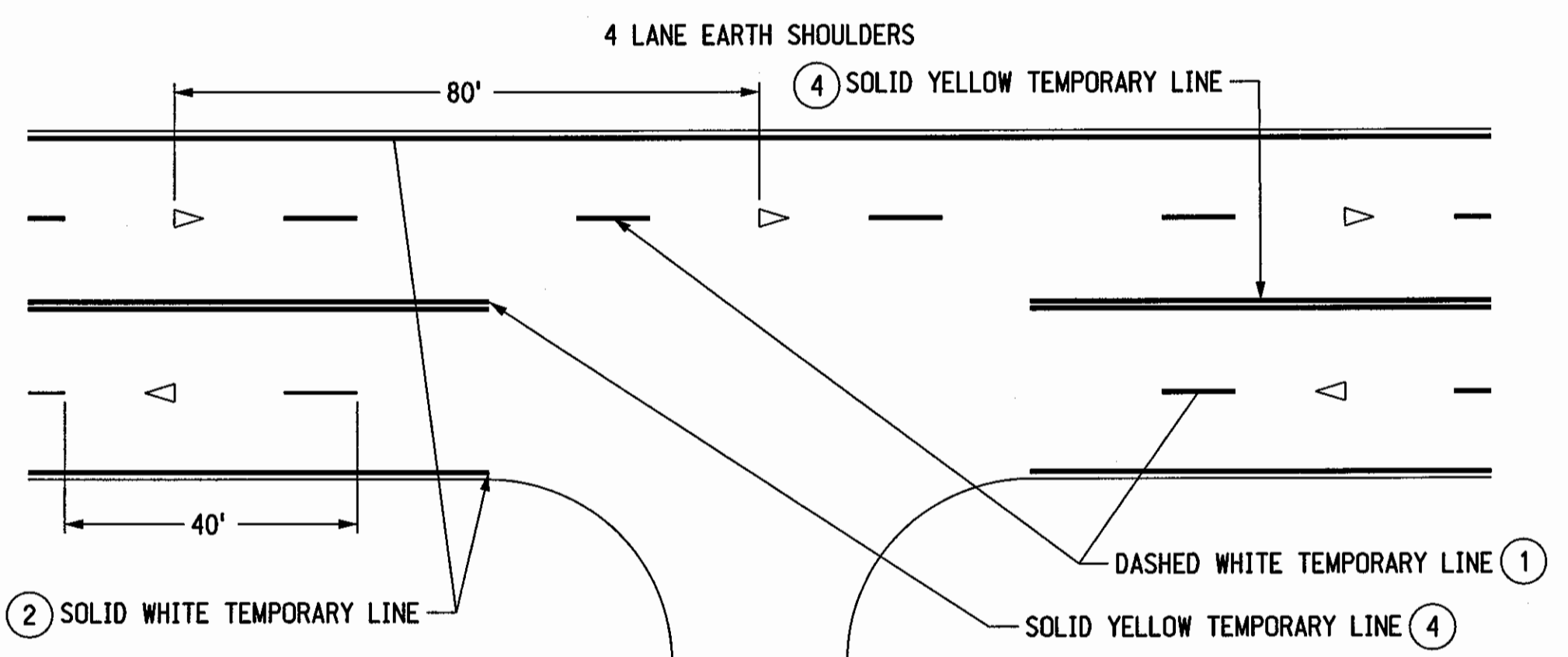
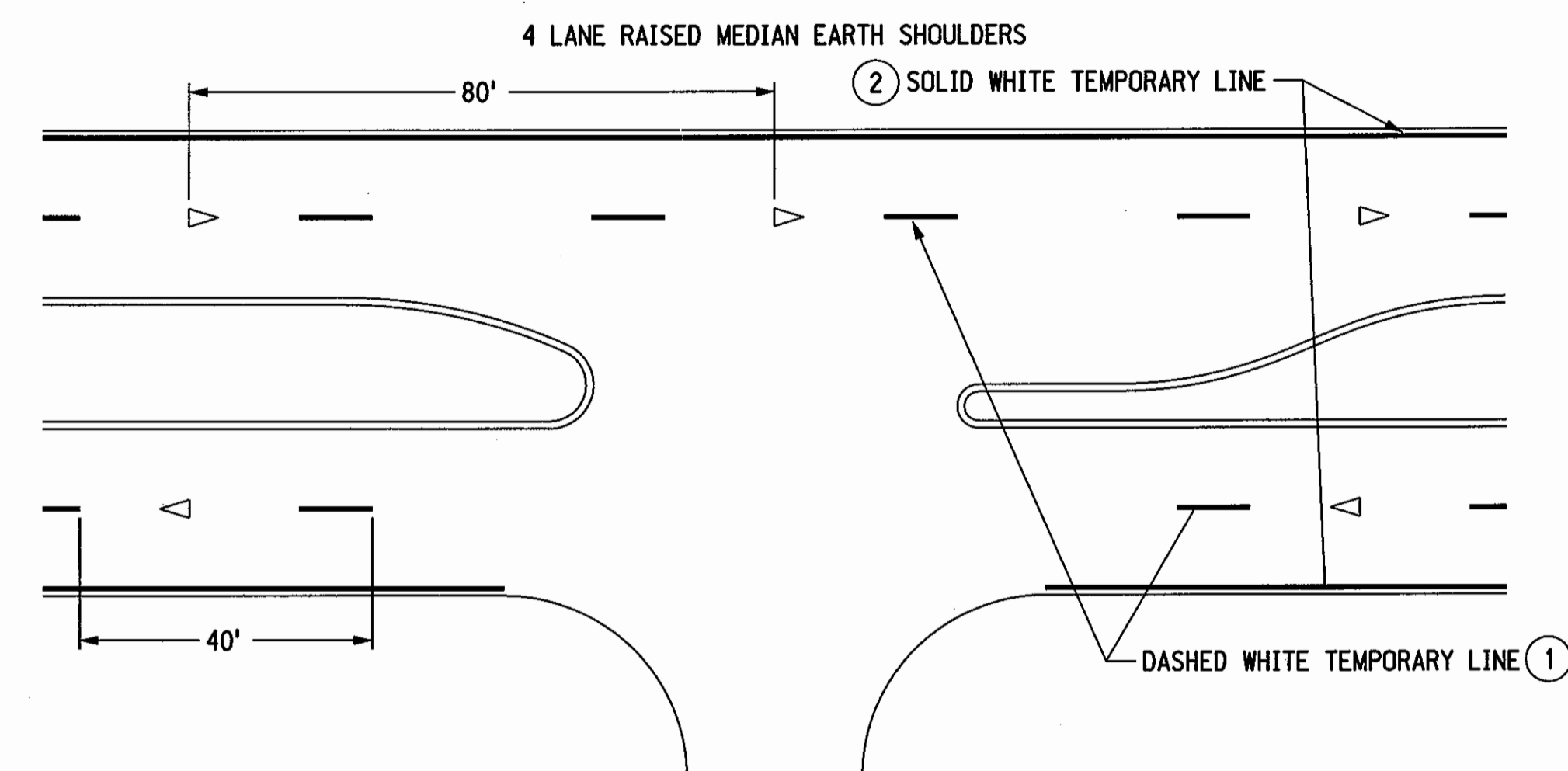
2 LANE EARTH SHOULDERS



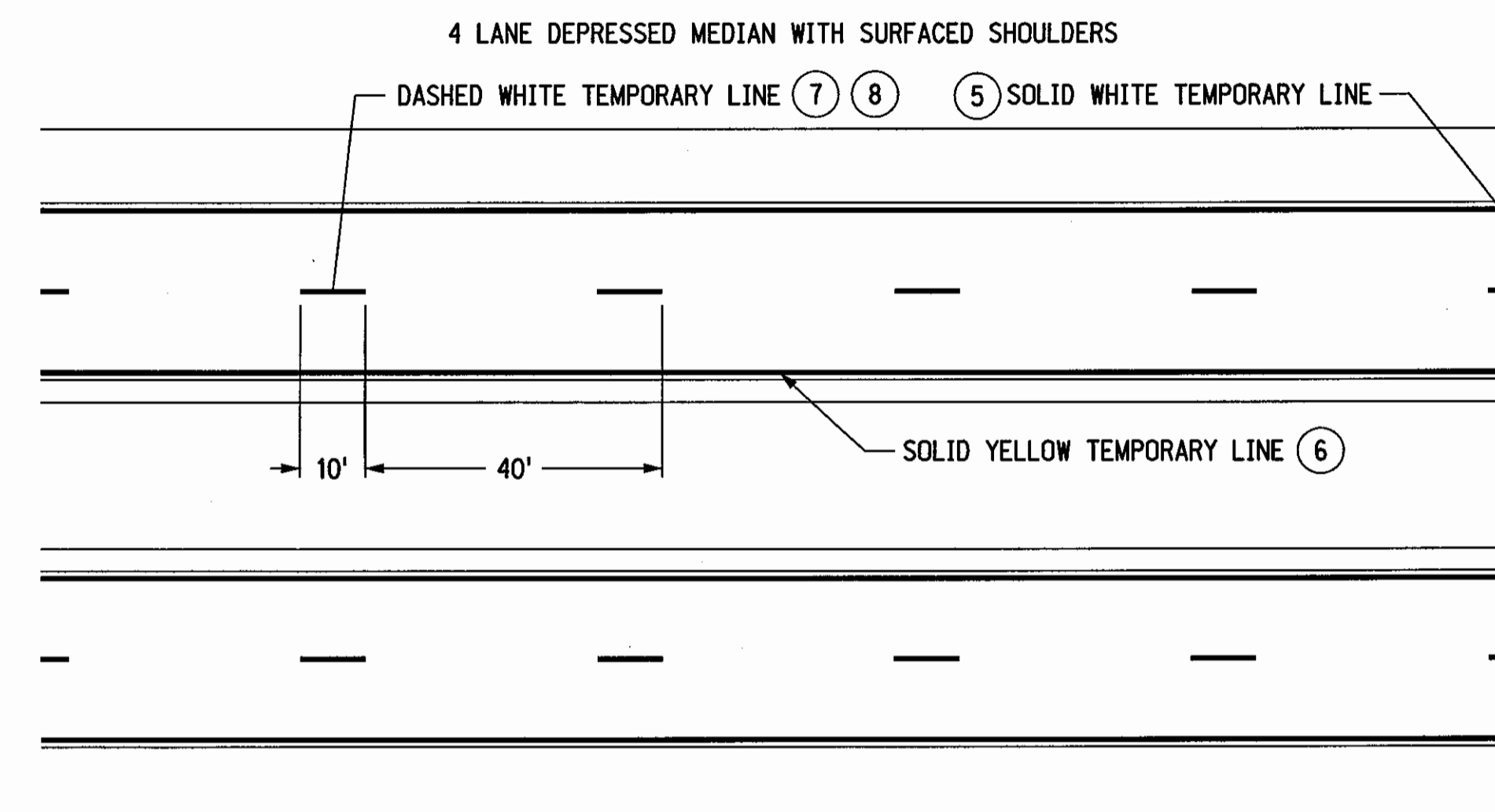
2 LANE SURFACED SHOULDERS



4 LANE ROADWAYS



FREEWAY/RURAL EXPRESSWAY



NOTES

- ① LOWER LAYERS: TEMPORARY DASHED LINE SHALL BE 4" X 10' PAINTED LINE AT 40' INTERVALS OR 4" X 4' TYPE I TAPE LINE AT 40' INTERVALS. TAPE OR PAINT WILL BE SUPPLEMENTED WITH AN OVERLAY MARKER EVERY 80 FEET.
 - OVERLAY MARKERS ARE NOT REQUIRED ON MILLED SURFACES, HYDRATED LIME SURFACES AND STABILIZED SURFACES.
- TOP LAYER:
 - BROKEN LINE MARKINGS
 - INSTALL 4" X 4' TAPE AT 40' INTERVALS SUPPLEMENTED WITH AN OVERLAY MARKER EVERY 80 FEET.
 - OR USE NO TAPE, BUT INSTALL 2 RAISED PAVEMENT MARKERS SPACED 5' APART AT 40' INTERVALS.
 - SOLID LINE MARKINGS
 - 4" WIDE PAINTED LINE OR PAVEMENT MARKING TAPE. RAISED PAVEMENT MARKERS MAY BE USED IN LIEU OF PAINT OR TAPE, INSTALLED AT 10' INTERVALS.
- ARMOR COATS
 FOG SEALS: 2 OVERLAY MARKERS 5' APART, PER 40 FOOT CYCLE (NO PAINT OR TAPE).
- ② TEMPORARY SOLID LINE SHALL BE 4" WIDE PAINTED LINE.
- ③ EDGE LINE SHALL BE PLACED SO THAT THE OUTSIDE EDGE OF PAINT IS THE REQUIRED DISTANCE FROM CENTERLINE ON THE TOP LIFT
- ④ TEMPORARY CENTERLINE SHALL BE TWO 4" PAINTED LINES SPACED 4" APART, CENTERED ABOUT THE JOINT LINE.
- ⑤ EDGELINE SHALL BE 4" PAINTED LINE. PLACED TO THE LEFT OF JOINT LINE.
- ⑥ ALL LAYERS: EDGELINE SHALL BE PLACED 12'-0" FROM THE CENTER JOINT LINE. (RIGHT OF SHOULDER JOINT LINE WHEN APPLICABLE)
- ⑦ MILLED SURFACE OR LOWER LIFTS: THE TEMPORARY WHITE DASH LINE SHALL BE 4" X 10' MINIMUM PAINTED LINE AT 40' INTERVALS, PLACED TO THE LEFT OF THE JOINT LINE.
- ⑧ TOP LIFT: THE TEMPORARY WHITE DASH LINE SHALL BE 4" IN WIDTH X MINIMUM 8' TO MAXIMUM 10' LENGTH, PLACED 2" TO THE LEFT OF THE JOINT LINE. THE INTERVAL (CYCLE) SHALL BE 40' ± 2" TO ALLOW FOR THE PERMANENT PAVEMENT MARKING.
- ⑨ ALL TEMPORARY PAVEMENT MARKING THAT WILL BE COVERED BY PERMANENT PAVEMENT MARKING SHALL COMPLY WITH THE ALIGNMENT AND LOCATION REQUIREMENTS OF THE FINAL PAVEMENT MARKING MATERIAL. TEMPORARY PAVEMENT MARKINGS THAT ARE NOT COVERED BY THE PERMANENT MARKINGS SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE.

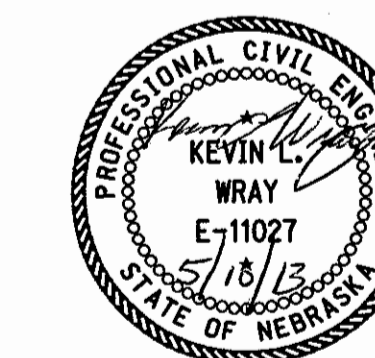
2 LANE ROADWAY REQUIRED LOCATION FOR PAINTED LINES, IF USED ON THE TOP LAYER		
ROADWAY WIDTH	SHOULDER TYPE	DISTANCE FROM ϵ OF ROADWAY TO OUTSIDE EDGE OF PAVEMENT
LESS THAN 24'	SURFACED	EDGE OF LANE
LESS THAN 24'	EARTH	PAVEMENT EDGE
24'	EARTH	PAVEMENT EDGE
24'	SURFACED	12'-0" *
24' TO 28'	EARTH	12'-0" *

*SEE NOTE 3

CENTERLINE MARKING SHALL BE PLACED ON THE "SOUTH" SIDE OF THE CENTER JOINT ON EAST-WEST ROADS AND ON THE "EAST" SIDE OF THE CENTER JOINT ON NORTH-SOUTH ROADS

LEGEND

- ◁ OVERLAY MARKER
- ◁ BIDIRECTIONAL OVERLAY MARKER



SPECIAL PLAN 2C

NEBRASKA DEPARTMENT OF ROADS
 TRAFFIC ENGINEERING DIVISION

TYPICAL PAVEMENT MARKING

DESIGNED	DV	TEMPORARY PAVEMENT MARKING PLAN	1/1
REVIEWED	MAN		
DATE DRAWN	8/06	TRAFFIC ENGINEER	DATE