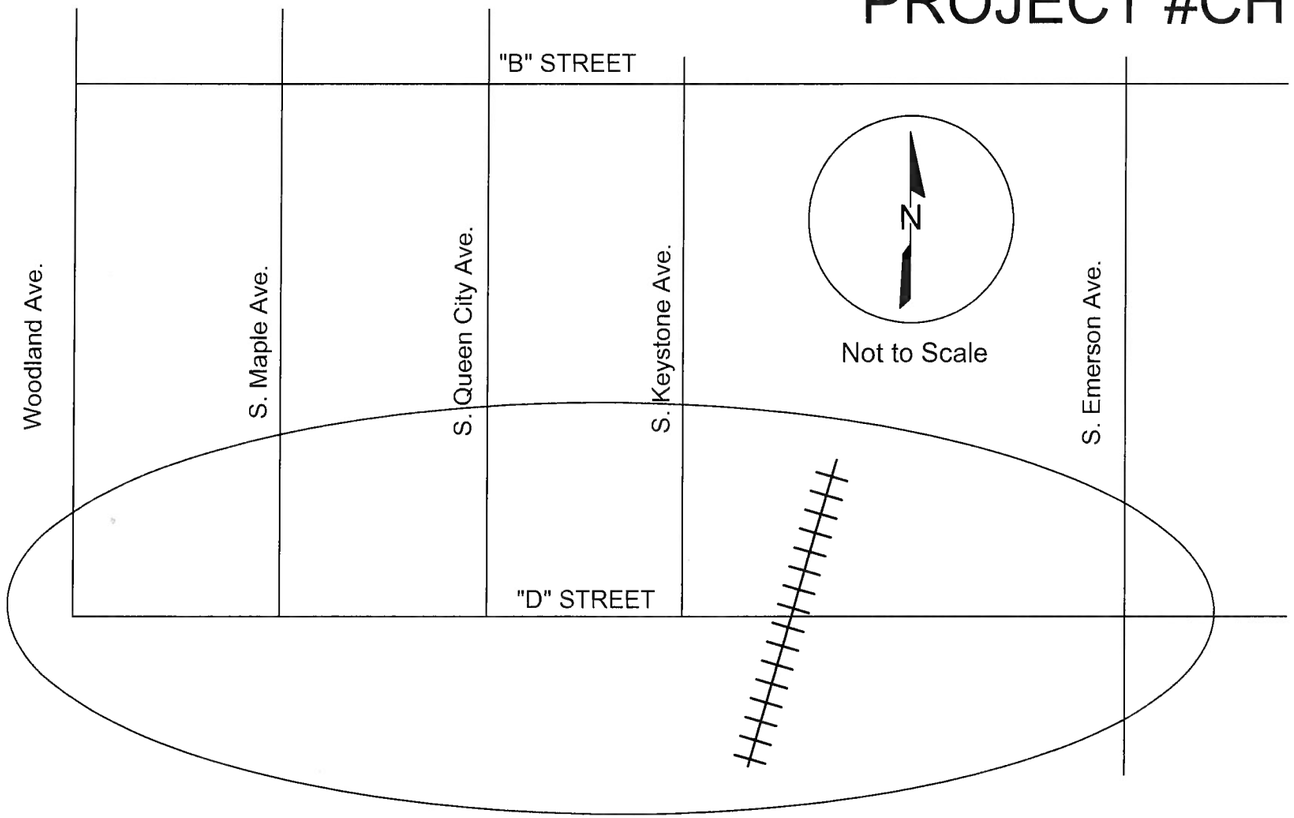
CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
WORK ORDER #CH 00045
PROJECT #CH 2025-09



SHEET INDEX

KNOW WHATS BELOW, CALL BEFORE YOU DIG.
Calling 811 - What can I expect?
Call 811 from anywhere in the countryfe aw days prior to digging and your call will automatically be routed to your local one call center. Interested in contacting the 811 center online? http://call811.com Local one call center accepts online requests.
You'll give the operator information about how to contact where you are planning to dig and what type of work you will be doing. Your quick conversation with the operator will last a few minutes.
Utility companies who have potential facilities in the area of your dig site will be notified about your intent to dig.
Each affected utility company will do a locate to mark the approximate location of your underground utility lines. This typically occurs within 2-3 working days. To access specific information about your state, visit http://call811.com
Remember the 811 process
Notify your local one call center by calling 811 or making an online request 2-3 days before work begins. Be sure to check our http://call811.com to find out how far in advance you need to call.
Wait the required amount of time for affected utility operators to respond to your request.
Confirm that all affected utility operators have responded to your request and marked underground utilities.
Respect the marks.
Dig Carefully around the marks with care.

APPROVED FOR CONSTRUCTION

Lee Vrooman
LEE VROOMAN, P.E.

4-16-25
DATE

Steven P. Riehle
PROFESSIONAL CIVIL ENGINEER
STEVEN P. RIEHLE
E-6350
STATE OF NEBRASKA
3-7-25

DIRECTOR OF ENGINEERING / CITY ENGINEER

811 Know what's below. Call before you dig.

CH 2025-09

HASTINGS ENGINEERING

Dir. of Engineering:	Lee Vrooman
Checked By:	Steve Riehle
Drawn By:	Rick Meyer

FOR BID

TITLE SHEET

Date 4-14-25

CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
PROJECT #CH 2025-09

Bid Section "A" (Woodland Ave. & Queen City Ave.)

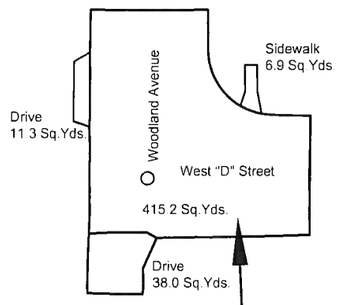
Item	Description	Quantities	
1	Mobilization	1	L.S.
2	Remove Concrete Pavement	874	Sq.Yd.
3	Remove Drive	62	Sq.Yd.
4	Remove Sidewalk	40	Sq.Yd.
5	Build 8" Pave. w/Curb P.C.C. 47B-3500	874	Sq.Yd.
6	Build 6" Drives P.C.C. 47B-3500	62	Sq.Yd.
7	Build 5" Sidewalk P.C.C. 47B-3500	40	Sq.Yd.
8	Detectable Warning Pad	3	Ea.
9	Adjust Manhole to Grade	2	Ea.
10	Adjust Water Valve to Grade	2	Ea.
11	Sub-grade Prep	874	Sq.Yd.
12	3" Crushed Concrete for Base.	140	T.
13	Traffic Control	1	L.S.

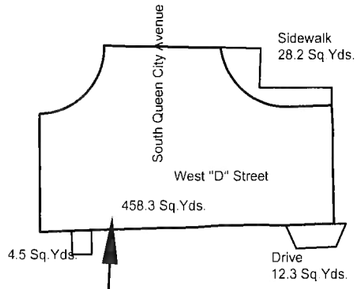
Bid Sect. "B" Keystone Ave.

Item	Description	Quantities	
2	Remove Concrete Pavement	430	Sq.Yd.
4	Remove Sidewalk	34	Sq.Yd.
5	Build 8" Pave. w/Curb P.C.C. 47B-3500	430	Sq.Yd.
7	Build 5" Sidewalk P.C.C. 47B-3500	34	Sq.Yd.
8	Detectable Warning Pad	2	EA.
11	Sub-grade Prep	430	Sq.Yd.
12	3" Crushed Concrete for Base.	68	T.

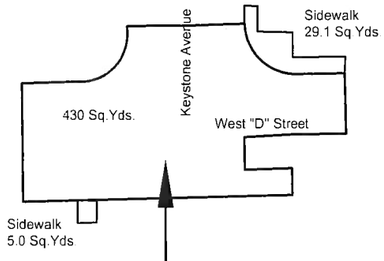
Bid Sect. "C" Rail Road Crossing"

Item	Description	Quantities	
2	Remove Concrete Pavement	285	Sq.Yd.
3	Remove Drive	17	Sq.Yd.
5	Build 8" Pave. w/Curb P.C.C. 47B-3500	285	Sq.Yd.
6	Build 6" Drives P.C.C. 47B-3500	17	Sq.Yd.
11	Sub-grade Prep	285	Sq.Yd.
12	Crushed Concrete for Base.	46	T.

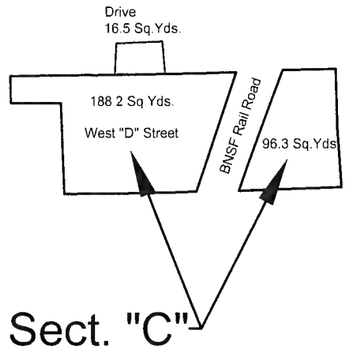




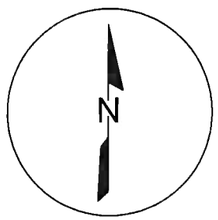
Bid Sect. "A"
Sheets 3 & 4



Add Bid Sect. "B"
Sheet 5



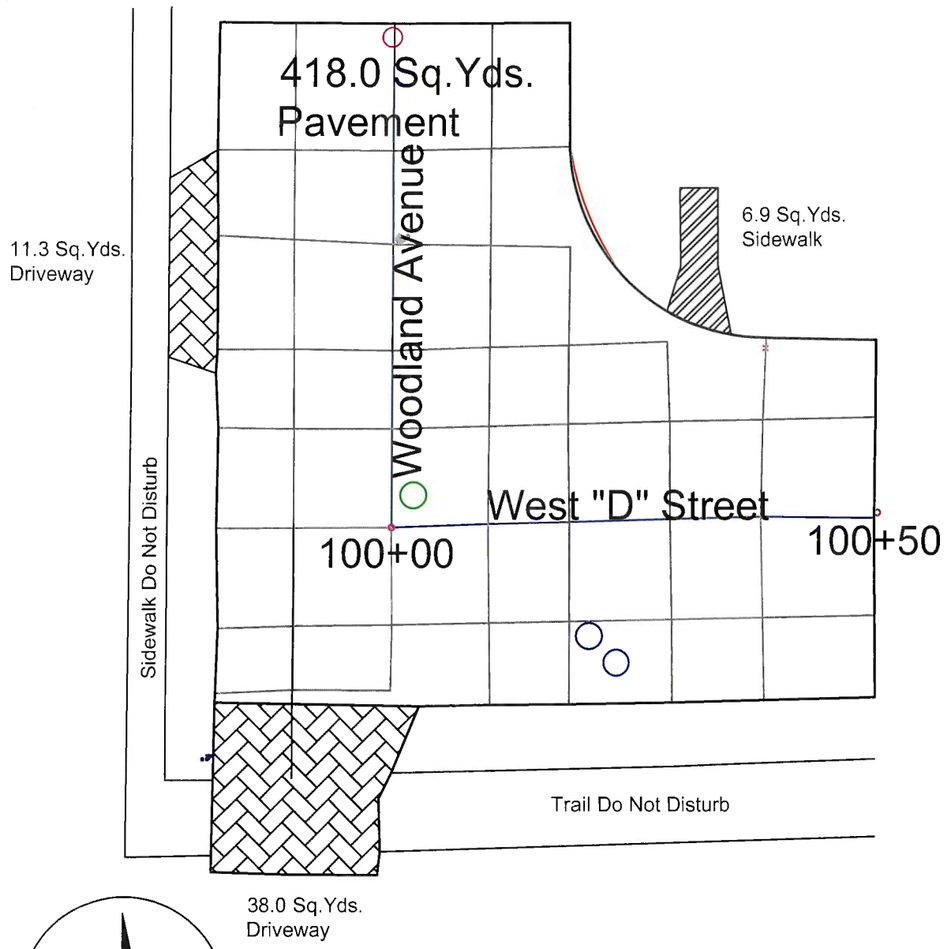
Add Bid Sect. "C"
Sheet 6



3-7-25

811 Know what's below. Call before you dig.	CH 2025-09	HASTINGS ENGINEERING	Dir. of Engineering: Lee Vrooman Checked By: Steve Riehle Drawn By: Rick Meyer	FOR BID	QUANTITIES / NOTES Date: 4-14-25 · Sheet No. 2 of 6

CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
PROJECT #CH 2025-09



Not to Scale

Remove Driveway		
Station	Side / Dist.	Sq.Yds.
99+80	23' Rt	11.3
99+90	26' Rt.	38.0

Build 6" Driveway		
Station	Side / Dist.	Sq.Yds.
99+80	23' Rt	11.3
99+90	26' Rt.	38.0

Remove Sidewalk		
Station	Side / Dist.	Sq.Yds.
100+32	25' Lt	6.9

Build 5" Sidewalk		
Station	Side / Dist.	Sq.Yds.
100+32	25' Lt.	6.9

Build Detectable Warning Panel		
Station	Side / Dist.	Each
100+32	22.00 Lt	1.0

Remove Pavement		
Station	Side / Dist.	Sq.Yds.
100+00	Intersection	415.2

Build 8" Pavement		
Station	Side / Dist.	Sq.Yds.
100+00	Intersection	415.2

NOTES:

BID Section "A": Woodland Ave Intersection
Subgrade will be inspected after removal of concrete and it will be determined in the field, if it will be undercut and additional 3" crush concrete will be used as base.

All Concrete used on this project shall be 47B-3500 per specifications using NDOT approved portland cement types 1P, 1S, or 1T. Contractor to submit a mix design from the concrete supplier.

Saw joints will match existing saw joints.

Adjust Manhole to Grade		
Station	Side / Dist.	Each
100+02	3' Lt.	1

Adjust Water Value		
Station	Side / Dist.	Each
100+20	12' RT	1
100+23	15' RT	1

Detectable Warning Panel		
Station	Side / Dist.	Each
100+32	25' Lt	1

Crushed Concrete for Sub-Base		
Station	Side / Dist.	Ton
100+00	Intersection	66

PROFESSIONAL CIVIL ENGINEER
STEVEN P RIEHLE
E-6350
STATE OF NEBRASKA
3-7-25

811 Know what's below. Call before you dig.

CH 2025-09 BID SECTION "A" CONSTRUCTION

HASTINGS ENGINEERING

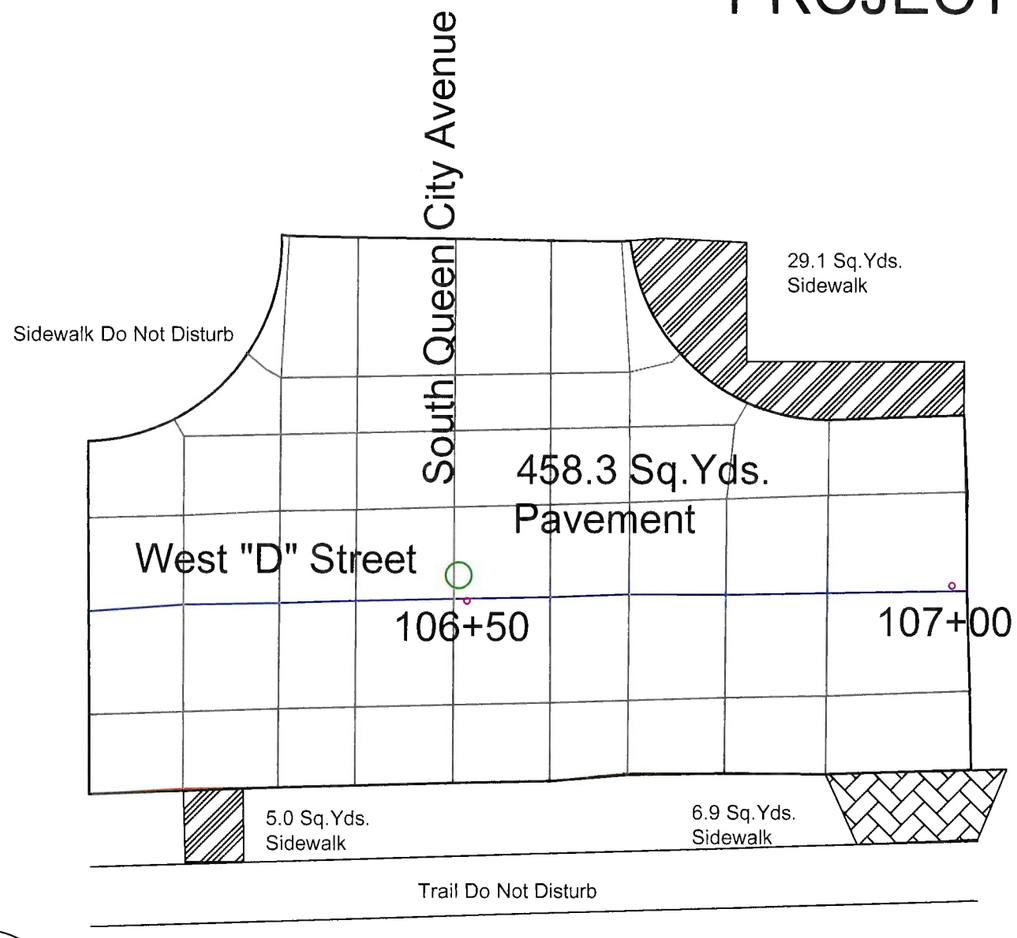
Dir. of Engineering:	Lee Vrooman
Checked By:	Steve Riehle
Drawn By:	Rick Meyer

FOR BID

CONSTRUCTION

Date: 4-14-25

CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
PROJECT #CH 2025-09



N

Not to Scale

Remove Driveway		
Station	Side / Dist.	Sq.Yds.
106+98	22' Rt	12.3

Build 6" Driveway		
Station	Side / Dist.	Sq.Yds.
106+98	22' Rt	12.3

Remove Sidewalk		
Station	Side / Dist.	Sq.Yds
106+24	23' Rt	5.0
106+80	23' Lt	29.1

Build 5" Sidewalk		
Station	Side / Dist.	Sq.Yds
106+24	23' Rt	5.0
106+80	23' Rt	29.1

Build Detectable Warning Panel		
Station	Side / Dist.	Each
106+24	23' Lt	1.0
106+80	23' Rt	1.0

Remove Pavement		
Station	Side / Dist.	Sq.Yds.
106+48	Intersection	458.5

Build 8" Pavement		
Station	Side / Dist.	Sq.Yds.
106+48	Intersection	458.5

NOTES:

BID Section "A": Queen City Ave. Intersection
Subgrade will be inspected after removal of concrete and it will be determined in the field, if it will be undercut and additional 3" crush concrete will be used as base.

All Concrete used on this project shall be 47B-3500 per specifications using NDOT approved portland cement types 1P, 1S, or 1T. Contractor to submit a mix design from the concrete supplier.

Saw joints will match existing saw joints.

Adjust Manhole to Grade		
Station	Side / Dist.	Each
106+48	2' Lt.	1

Detectable Warning Panel		
Station	Side / Dist.	Each
106+24	25' Lt	1
106+80	23' Rt	1

Crushed Concrete for Sub-Base		
Station	Side / Dist.	Ton
100+00	Intersection	74

PROFESSIONAL CIVIL ENGINEER
STEVEN P RIEHLE
E-8350
STATE OF NEBRASKA
3-7-25

811 Know what's below. Call before you dig.

CH 2025-09 BID SECTION "A" CONSTRUCTION

HASTINGS ENGINEERING

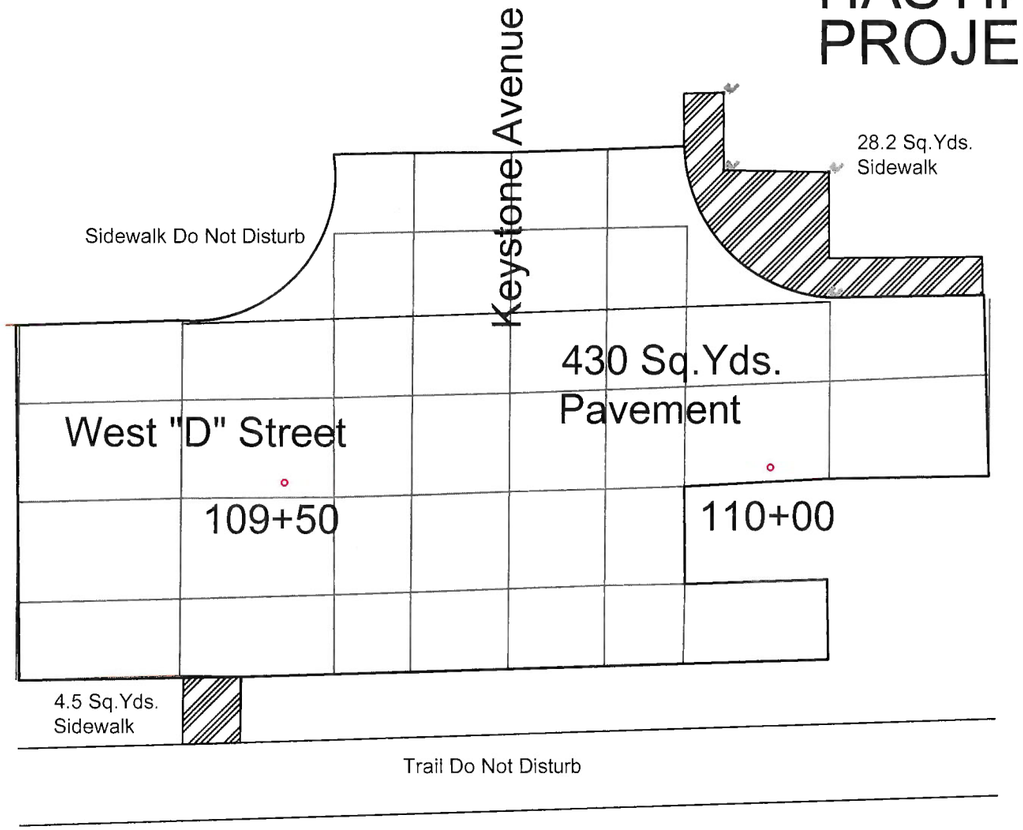
Dir. of Engineering:	Lee Vrooman
Checked By:	Steve Riehle
Drawn By:	Rick Meyer

FOR BID

CONSTRUCTION

Date: 4-14-25

CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
PROJECT #CH 2025-09



Remove Sidewalk		
Station	Side / Dist.	Sq.Yds.
109+43	22' Rt	4.5
110+00	25' Lt	28.2

Build 5" Sidewalk		
Station	Side / Dist.	Sq.Yds.
109+43	22' Rt	4.5
110+00	25' Rt	28.2

Remove Pavement		
Station	Side / Dist.	Sq.Yds.
109+73	Intersection	430.0

Build 8" Pavement		
Station	Side / Dist.	Sq.Yds
109+73	Intersection	430.0

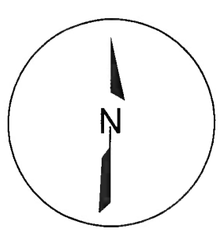
Detectable Warning Panel		
Station	Side / Dist.	Each
109+81	23' Lt	1
110+00	23' Rt	1

Crushed Concrete for Sub-Base		
Station	Side / Dist.	Ton
109+73	Intersection	68

NOTES:
BID Section "B": Keystone Ave. Intersection
Subgrade will be inspected after removal of concrete and it will be determined in the field, if it will be undercut and additional 3" crush concrete will be used as base.

All Concrete used on this project shall be 47B-3500 per specifications using NDOT approved portland cement types 1P, 1S, or 1T. Contractor to submit a mix design from the concrete supplier.

Saw joints will match existing saw joints.



Not to Scale

3-7-25

811 Know what's below. Call before you dig.

CH 2025-09 BID SECTION "B" CONSTRUCTION

HASTINGS ENGINEERING

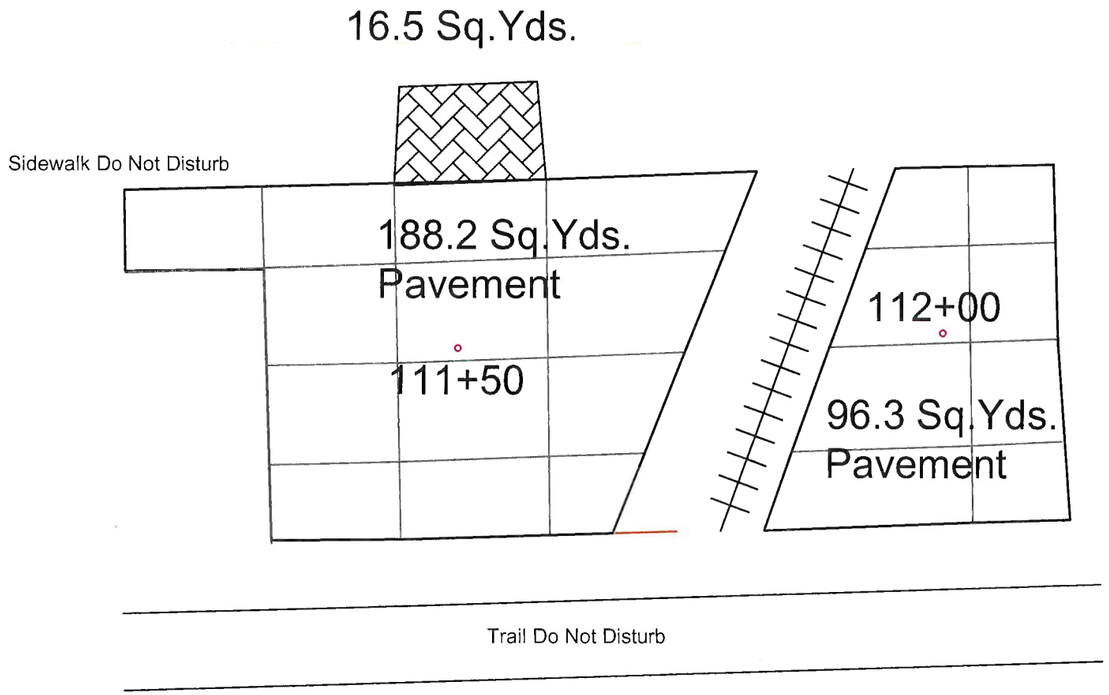
Dir. of Engineering:	Lee Vrooman
Checked By:	Steve Riehle
Drawn By:	Rick Meyer

FOR BID

CONSTRUCTION

Date: 4-1425

CONCRETE PAVEMENT REPAIR
"D" STREET - WOODLAND AVE. TO EMERSON AVE.
HASTINGS NEBRASKA
PROJECT #CH 2025-09



Remove Pavement		
Station	Side / Dist.	Sq Yds.
111+50	Mainline	188.2
112+00	Mainline	96.3

Remove Driveway		
Station	Side / Dist.	Sq Yds.
111+50	22' Lt	16.5

Build 6" Driveway		
Station	Side / Dist.	Sq Yds.
111+50	22' Lt	16.5

Build 8" Pavement		
Station	Side / Dist.	Sq Yds.
111+50	Mainline	188.2
112+00	Mainline	96.3

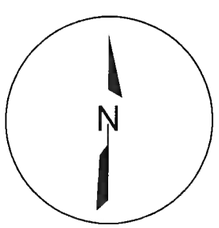
Crushed Concrete for Sub-Base		
Station	Side / Dist	Ton
111+50	Mainline	30
112+00	Mainline	16

NOTES:

BID Section "C": Rail Road Crossing.
Subgrade will be inspected after removal of concrete and it will be determined in the field, if it will be undercut and additional 3" crush concrete will be used as base.

All Concrete used on this project shall be 47B-3500 per specifications using NDOT approved portland cement types 1P, 1S, or 1T. Contractor to submit a mix design from the concrete supplier.

Saw joints will match existing saw joints.



Not to Scale

3-7-25

811 Know what's below. Call before you dig.

CH 2025-09 BID SECTION "C" CONSTRUCTION

HASTINGS ENGINEERING

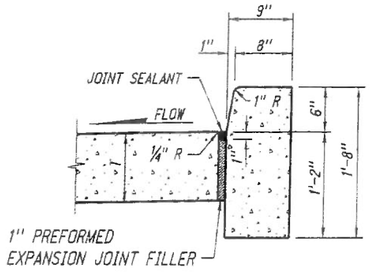
Dir. of Engineering:	Lee Vrooman
Checked By:	Steve Riehle
Drawn By:	Rick Meyer

FOR BID

CONSTRUCTION

Date: 4-14-25

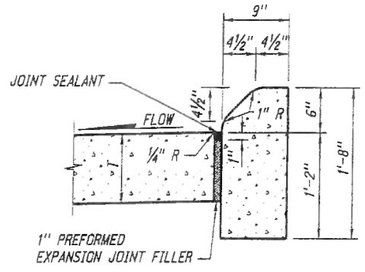
Sheet No. 6 of 6



CONCRETE BARRIER CURB *

QUANTITIES

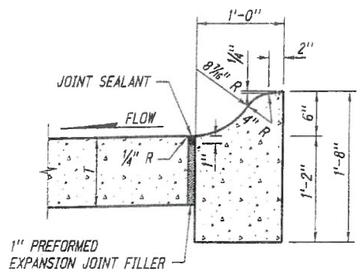
CONCRETE	4.55 CU. YDS./STA.
AREA	1.228 SQ. FT.



CONCRETE MEDIAN CURB *

QUANTITIES

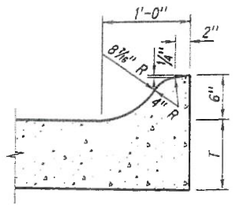
CONCRETE	4.42 CU. YDS./STA.
AREA	1.192 SQ. FT.



CONCRETE CURB, * TYPE I

QUANTITIES

CONCRETE	5.22 CU. YDS./STA.
AREA	1.408 SQ. FT.

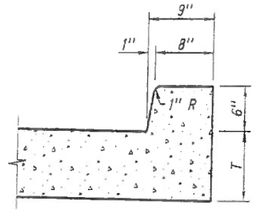


INTEGRAL CONCRETE CURB

QUANTITIES

CONCRETE	0.89 CU. YDS./STA.
AREA	0.239 SQ. FT.

NOTE: * ONE INCH PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100' THRU CONCRETE BARRIER CURB, CONCRETE MEDIAN CURB, AND CONCRETE CURB, TYPE I.

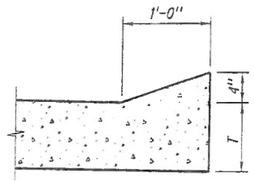


NOTE: MAY BE USED WHEN T IS LESS THAN 12"

INTEGRAL CONCRETE BARRIER CURB

QUANTITIES

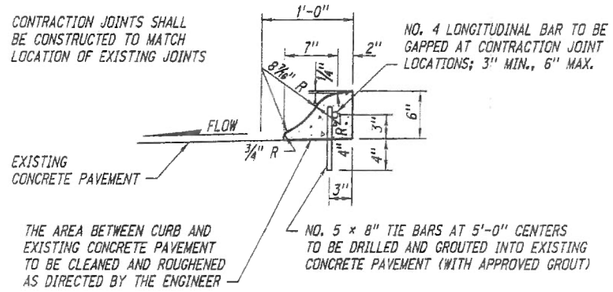
CONCRETE	1.33 CU. YDS./STA.
AREA	0.359 SQ. FT.



INTEGRAL CONCRETE SLOPING CURB

QUANTITIES

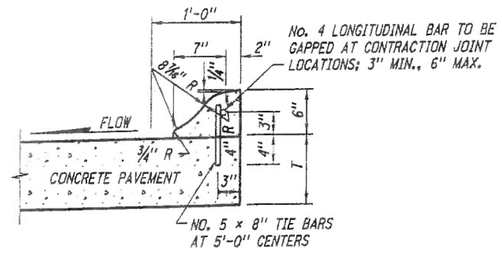
CONCRETE	0.62 CU. YDS./STA.
AREA	0.167 SQ. FT.



CONCRETE CURB, TYPE II

QUANTITIES

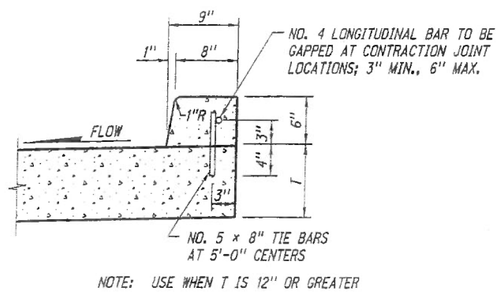
CONCRETE	0.87 CU. YDS./STA.
AREA	0.234 SQ. FT.



INTEGRAL CONCRETE CURB ALTERNATE TYPE

QUANTITIES

CONCRETE	0.87 CU. YDS./STA.
AREA	0.234 SQ. FT.

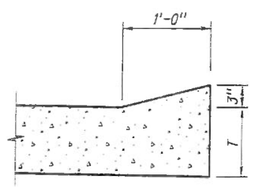


NOTE: USE WHEN T IS 12" OR GREATER

INTEGRAL CONCRETE BARRIER CURB ALTERNATE TYPE

QUANTITIES

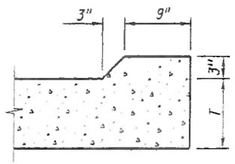
CONCRETE	1.33 CU. YDS./STA.
AREA	0.359 SQ. FT.



INTEGRAL CONCRETE SLOPING CURB

QUANTITIES

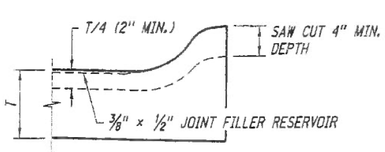
CONCRETE	0.46 CU. YDS./STA.
AREA	0.123 SQ. FT.



EROSION CONTROL CURB

QUANTITIES

CONCRETE	0.81 CU. YDS./STA.
AREA	0.219 SQ. FT.



CONTRACTION JOINT THRU CURB

NOTE: T = PAVEMENT THICKNESS

REV. NO.	DATE	DESCRIPTION OF REVISION
R10	FEB 09	MULTIPLE REVISIONS
R9	MAR.05	MULTIPLE REVISIONS
R8	MAY 01	MULTIPLE REVISIONS

NEBRASKA DEPARTMENT OF ROADS

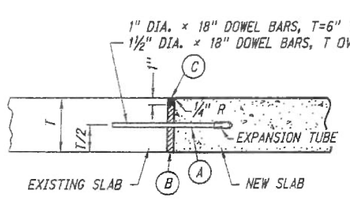
STANDARD PLAN NO. 301-R10

PAVEMENT DETAILS

PROFESSIONAL STATE ENGINEER — JAMES J. KNOTT E-6035 — STATE OF NEBRASKA

ORIGINAL: JANUARY 31, 1974 DATE

1/3



(A) GREASE DOWELBAR ON EXPANSION TUB SIDE

(B) 1" PREFORMED EXPANSION JOINT FILLER

(C) JOINT SEALANT

NOTES:

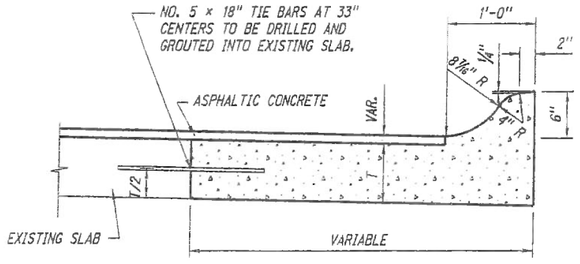
DOWEL BARS SHALL BE DRILLED TO A DEPTH OF 8" INTO EXISTING SLAB AND GROUTED.

DOWEL BARS SHALL BE PLACED AT 1'-0" CENTERS. THE OUTSIDE DOWEL BAR SHALL BE PLACED 6" FROM THE EDGE OF THE SLAB.

THIS JOINT SHALL BE CONSTRUCTED TRANSVERSE TO THE ROADWAY WHERE THE NEW CONCRETE ABUTS THE EXISTING CONCRETE.

DOWEL BARS SHALL BE PLACED PARALLEL TO THE ROADWAY ℄ AND TO THE ROADBED.

EXPANSION JOINT (SUBSIDIARY)



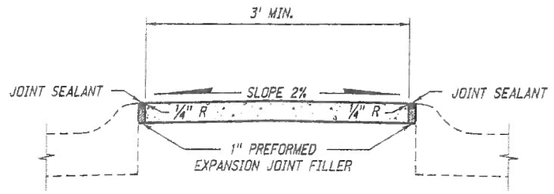
CONCRETE BASE COURSE W/INTEGRAL CURB

ONE INCH PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED ACROSS THE FULL WIDTH OF THE MEDIAN SURFACING AT INTERVALS OF NOT MORE THAN 49'-0'.

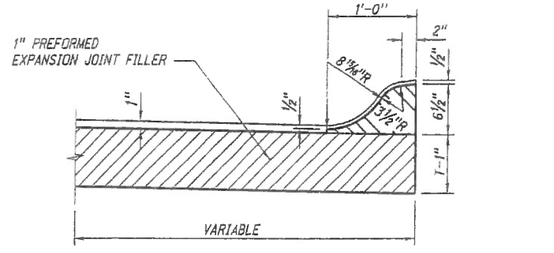
LONGITUDINAL JOINTS ONE INCH DEEP SHALL BE MADE IN ALL MEDIANS WHEN SURFACING WIDTH IS 16' OR GREATER.

TRANSVERSE JOINTS ONE INCH DEEP SHALL BE MADE IN ALL MEDIANS AT INTERVALS OF NOT MORE THAN 8'.

TRANSVERSE AND LONGITUDINAL JOINTS SHALL NOT BE FILLED.



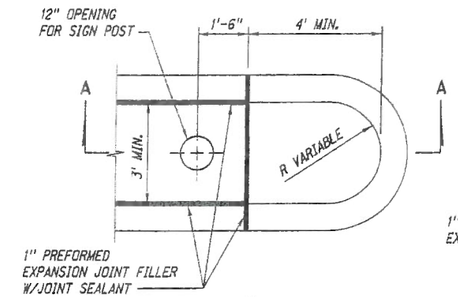
DETAILS OF CONCRETE MEDIAN SURFACING



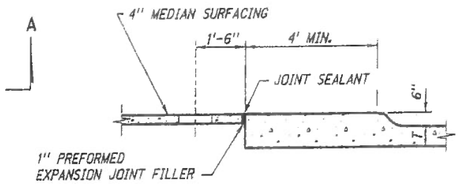
ONE INCH PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED AT INTERSECTION RETURNS AND WHERE SHOWN ON THE PLANS. TRANSVERSE JOINTS SHALL BE PROVIDED EVERY 8' OR WHERE SHOWN ON THE PLANS.

NOTE: RECESS THE EXPANSION JOINT FILLER ½" FROM THE TOP SURFACE OF THE CURB TYPE UNDER CONSTRUCTION

DETAIL FOR CUTTING EXPANSION JOINT FILLER

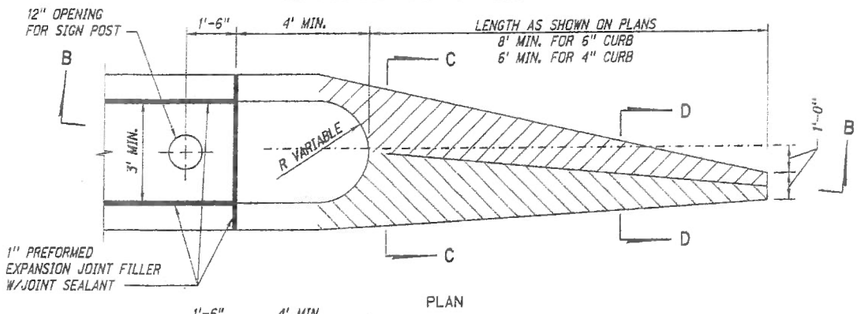


PLAN

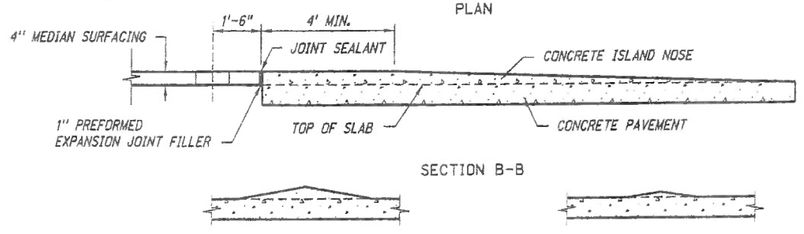


SECTION A-A

DETAIL AT END OF MEDIAN ISLAND



PLAN

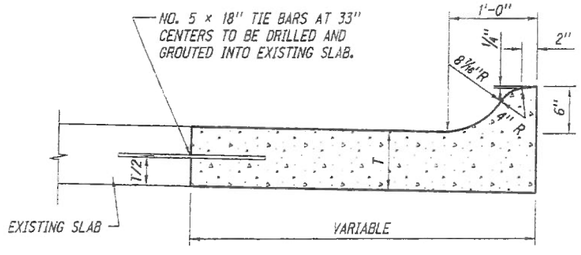


SECTION B-B

SECTION C-C SECTION D-D

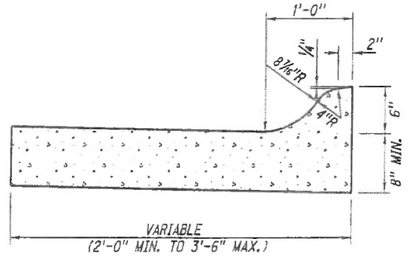
NOTE:
EXISTING CONCRETE PAVEMENT IS TO BE REMOVED IN AREA COVERED BY CONCRETE ISLAND NOSE.

DETAILS OF CONCRETE ISLAND NOSE

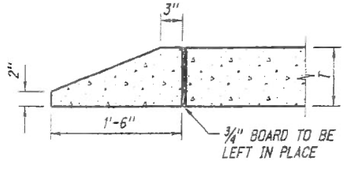


THE FOLLOWING NOTE IS TYPICAL FOR CONCRETE BASE COURSE W/INTEGRAL CURB AND CONCRETE PAVEMENT WIDENING: CONTRACTION AND EXPANSION JOINTS SHALL BE CONSTRUCTED TO MATCH LOCATIONS OF EXISTING JOINTS.

CONCRETE PAVEMENT WIDENING



COMBINATION CONCRETE CURB & GUTTER



CONCRETE HEADER

NOTE: T = PAVEMENT THICKNESS

REV. NO.	DATE	DESCRIPTION OF REVISION
R10	FEB 09	MULTIPLE REVISIONS
R9	MAR.05	MULTIPLE REVISIONS
R8	MAY 01	MULTIPLE REVISIONS

NEBRASKA DEPARTMENT OF ROADS

STANDARD PLAN NO. 301-R10

PAVEMENT DETAILS

JAMES J. KNITT E-6035 PROFESSIONAL ENGINEER STATE OF NEBRASKA

ORIGINAL: JANUARY 31, 1974 DATE

2/3

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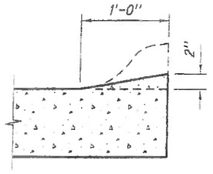
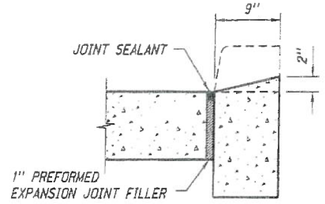
10b1
SHEET 2 OF 3

Roadway Design Division

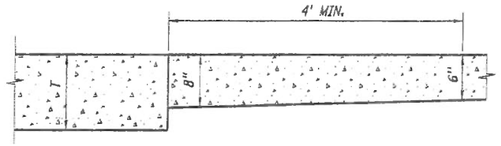


INTEGRAL CURB

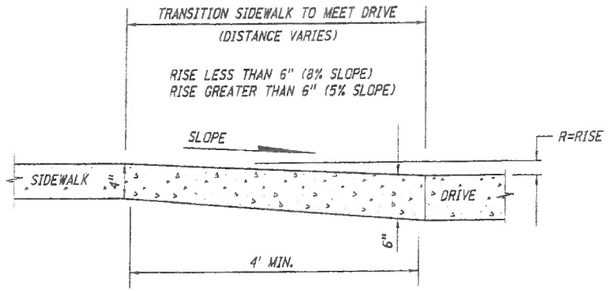


BARRIER CURB

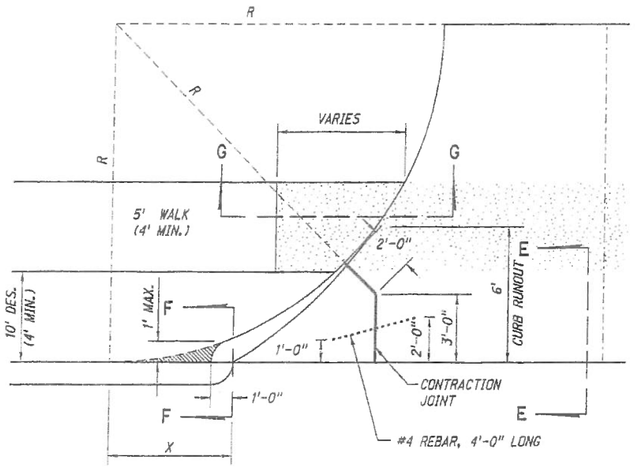
DETAILS OF CURB DROPS



SECTION E-E (RURAL DRIVEWAY)



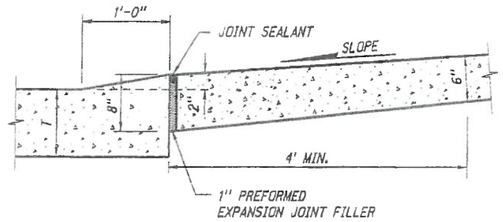
SECTION G-G



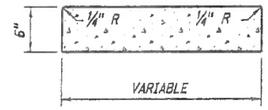
DRIVEWAY PLAN

R	X
5'	3.00'
10'	4.36'
15'	5.38'
20'	6.24'
25'	7.00'
30'	7.68'
35'	8.31'
40'	8.89'

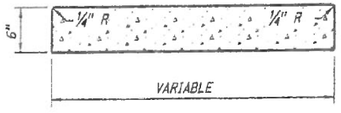
R = RADIUS
$X = \sqrt{(2R-1)}$
(X & R IN FEET)



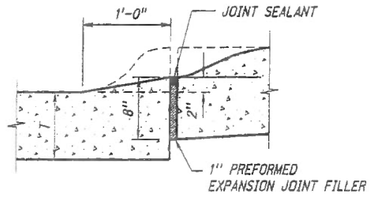
SECTION E-E (URBAN DRIVEWAY)



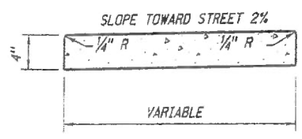
CROSSWALK



DRIVEWAY



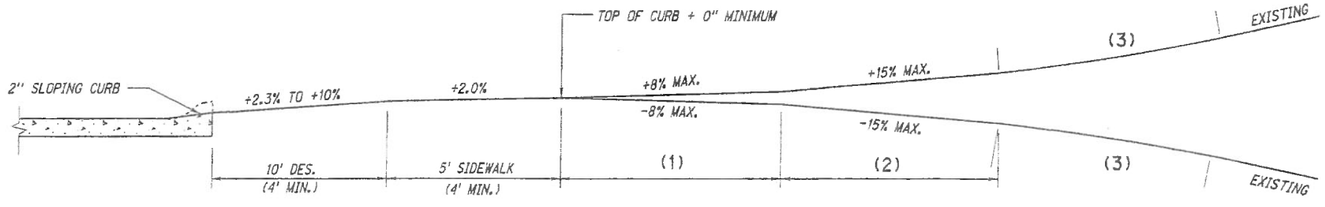
SECTION F-F (URBAN DRIVEWAY)



SIDEWALK

NOTE:

1" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED IN ALL SIDEWALKS OR CROSSWALKS AT INTERVALS OF NOT MORE THAN 50'-0", AND AT ALL POINTS WHERE SIDEWALKS OR CROSSWALKS ARE ADJACENT TO CURB. IF SIDEWALK OR CROSSWALK TO BE CONSTRUCTED IS LESS THAN 50'-0" IN LENGTH, ONE SUCH EXPANSION JOINT SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



PROFILE URBAN DRIVEWAY WITH SIDEWALK
(MAXIMUM PERCENT OF GRADE)

NOTE: T = PAVEMENT THICKNESS

(1) 10' MIN. IS REQUIRED WHEN THE EXISTING GRADE IS GREATER THAN ±8%
(2) 10' MIN. IS REQUIRED WHEN THE EXISTING GRADE IS GREATER THAN ±15%
(3) 10' MIN. ROUNDING IS REQUIRED WHEN THE EXISTING GRADE IS GREATER THAN ±22%

REV. NO.	DATE	DESCRIPTION OF REVISION
R10	FEB 09	MULTIPLE REVISIONS
R9	MAR.05	MULTIPLE REVISIONS
R8	MAY 01	MULTIPLE REVISIONS

NEBRASKA DEPARTMENT OF ROADS
STANDARD PLAN NO. 301-R10

PAVEMENT DETAILS

JAMES L. KNOTT
E-6035
PROFESSIONAL CIVIL ENGINEER
STATE OF NEBRASKA

ORIGINAL:
JANUARY 31, 1974
DATE

3
3

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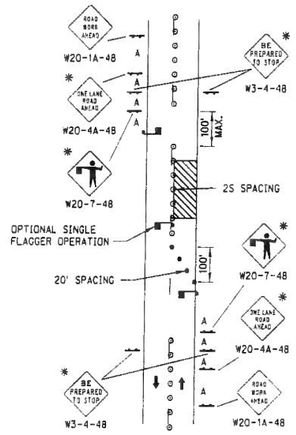
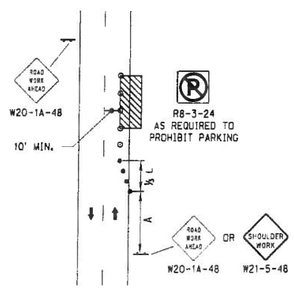
100:1
SHEET 3 OF 3

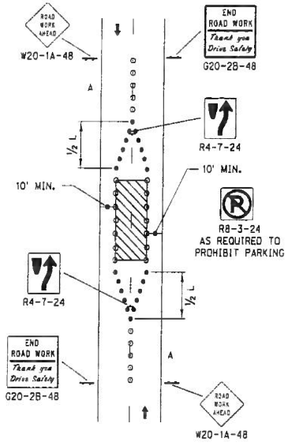


ONE LANE CLOSED
WITH FLAGGER

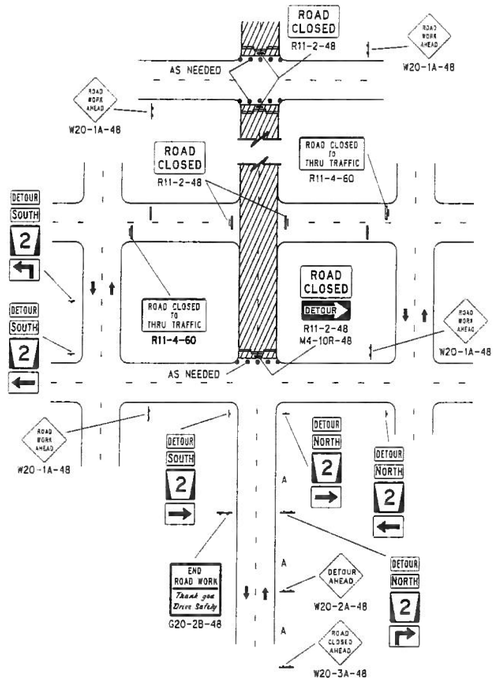
* SIGNS AND CONES ARE SUBSIDIARY TO THE FLAGGING OPERATION.



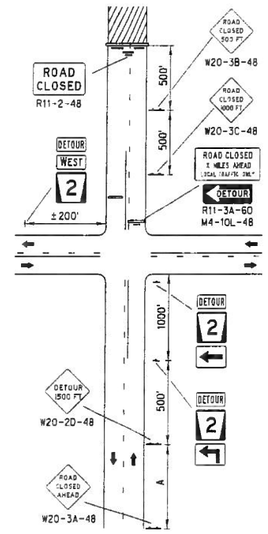
SHOULDER OR PARKING
LANE CLOSED



WORK IN CENTER OF
ROAD WITH LOW
TRAFFIC VOLUMES



ROAD CLOSED AT DETOUR



ROAD CLOSED BEYOND DETOUR

LEGEND

- FLASHING ARROW PANEL
- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- TUBULAR POST
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- SINGLE POSTED SIGN
- DOUBLE POSTED SIGN
- FLAGGER
- xxxx PAVEMENT MARKING REMOVAL

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.

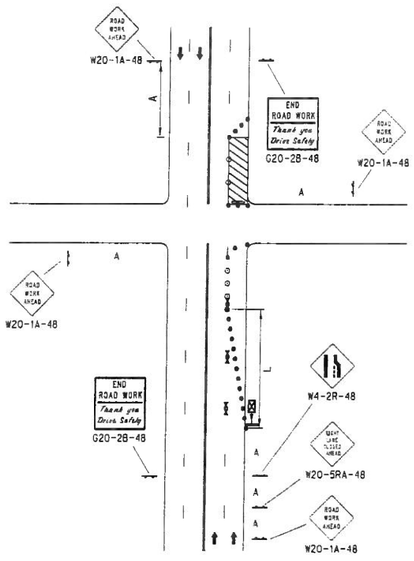
S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK.

W = WIDTH OF OFFSET (LANE WIDTH).

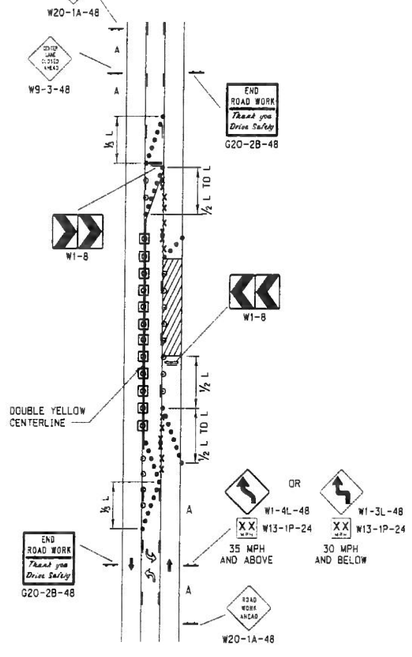
NOTES

1. ALL BARRICADE AND SIGN LOCATIONS ON THIS PLAN ARE APPROXIMATE, AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. THE SIGNS SHALL BE INSTALLED SO AS NOT TO OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES.
2. MINIMUM WIDTH OF TRAVELLED LANE SHALL BE AS REQUIRED BY THE ENGINEER.
3. FLASHING ARROW PANEL REQUIRED ON ALL ROADWAYS WITH POSTED SPEED LIMIT 45 MPH OR HIGHER. THE USE OF A FLASHING ARROW PANEL IS OPTIONAL ON ROADWAYS WITH A POSTED SPEED OF 40 MPH OR LOWER.
4. LONG-TERM FLASHING ARROW PANELS IN URBAN RESIDENTIAL AREAS WHERE DIESEL ENGINE NOISE WILL BE DISRUPTIVE TO RESIDENTS, MAY BE REQUIRED TO OPERATE BY 120 VAC, OR IF SIGHT DISTANCE ALLOWS, A SOLAR POWERED ARROW PANEL MAY BE USED.
5. FOR SHORT-TERM WORK (LESS THAN 24 HOURS) SIGN G20-2B-48 (END ROAD WORK, THANK YOU, DRIVE SAFELY) MAY BE OMITTED.
6. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT (S). WHERE CHANNELIZING DEVICES ARE USED ALONG THE WORK AREA, THE SPACING MAY BE INCREASED TO THE DISTANCE IN FEET EQUAL TO THE SPEED LIMIT, DOUBLED (2 x S). SEE "TAPER FORMULA" TABLE FOR MORE INFORMATION.
7. FOR LANE CLOSURES OVER 72 HOURS, ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. ON ASPHALT SURFACES, DURABLE PAVEMENT MARKINGS MAY BE COVERED WITH APPROVED BLACK TEMPORARY PAVEMENT MARKING TAPE.
8. DESIGNATION OF SPEED SHOWN ON ADVISORY SPEED SIGNS W13-1P SHALL BE DETERMINED BY THE ENGINEER IN ACCORDANCE WITH MUTCD. THE SPEED DESIGNATION SHALL BE AS HIGH AS PRACTICAL AND FEASIBLE.

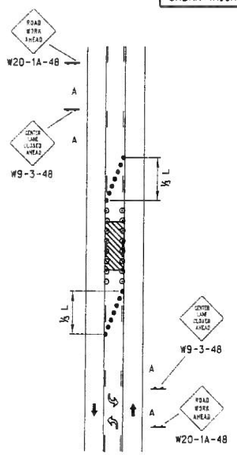
ROAD TYPE	MINIMUM DISTANCE BETWEEN SIGNS
	A
URBAN (LOW SPEED - 25 MPH TO 40 MPH)	100'
URBAN (HIGH SPEED - 45 MPH OR HIGHER)	350'



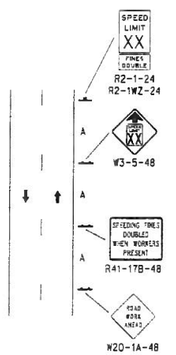
LANE CLOSED NEAR INTERSECTION
(RIGHT LANE CLOSED)



3-LANE ROADWAY
ONE LANE CLOSED



TWO-WAY LEFT TURN
LANE CLOSED



TYPICAL ADVANCED
SIGNING

REV. NO.	DATE	DESCRIPTION OF REVISION
R4	JUL 20	ADDED NOTE TO SHEET ONE
R3	JAN 19	TOOK OUT 1/2 L ON SHEET 2
R2	JAN 18	NDOR BORDER TO NDOT BORDER

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 924-R4

URBAN TRAFFIC CONTROL PLAN

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

PROFESSIONAL CIVIL ENGINEER
DANIEL J. WADDLE
E-6289
STATE OF NEBRASKA

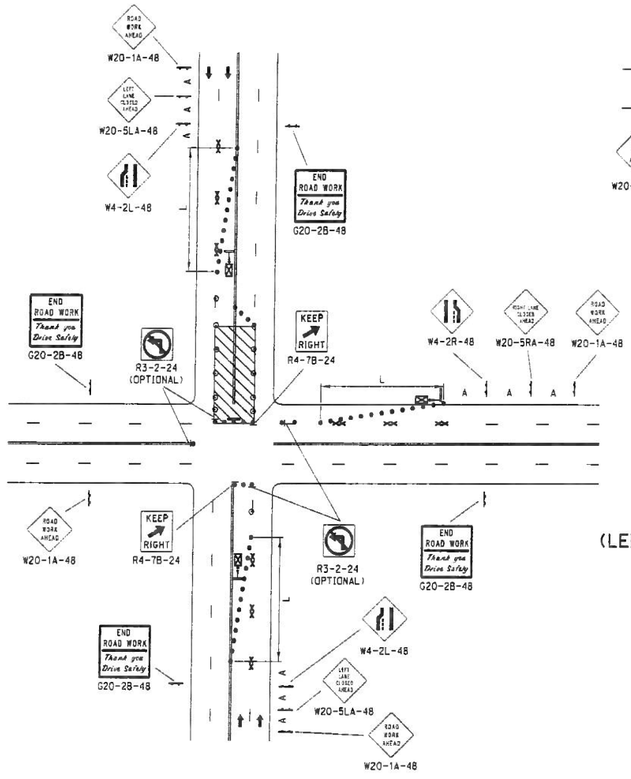
DATE

ORIGINAL:
FEBRUARY 1, 2010
DATE

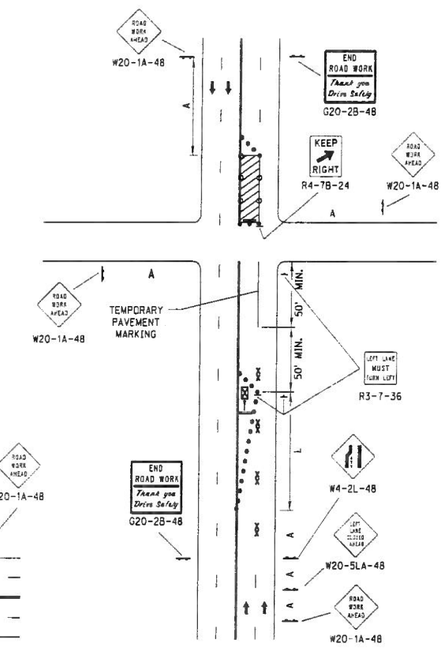
1
3

File: 924000e04.dgn
Date: 18-MAY-2021 08:20
Computer: NDOTDESIGN134

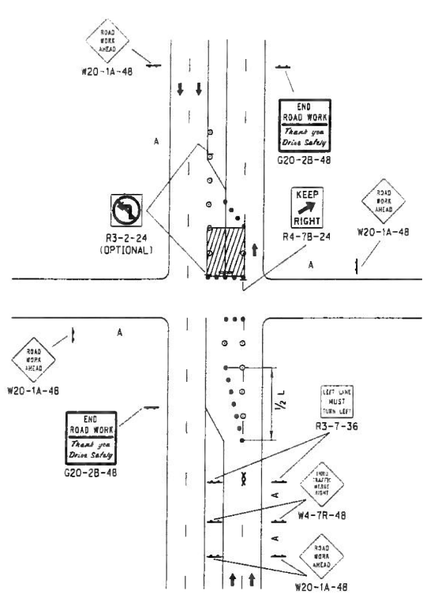
ROADWAY DESIGN DIVISION



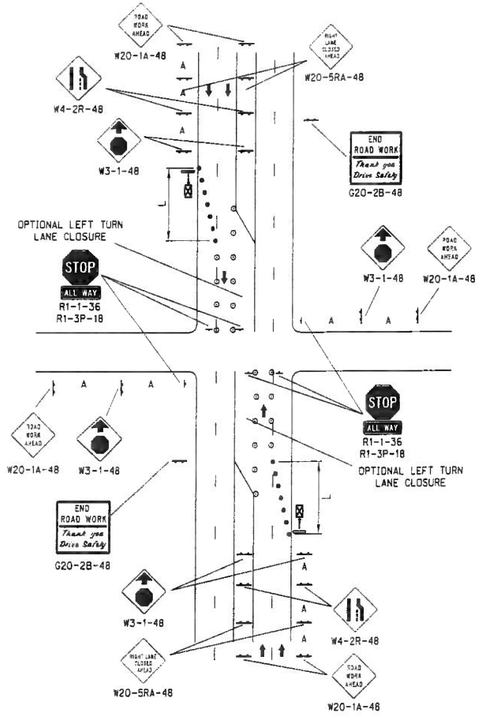
4 LANE UNDIVIDED ROADWAY
CENTER LANES CLOSED
NEAR INTERSECTION



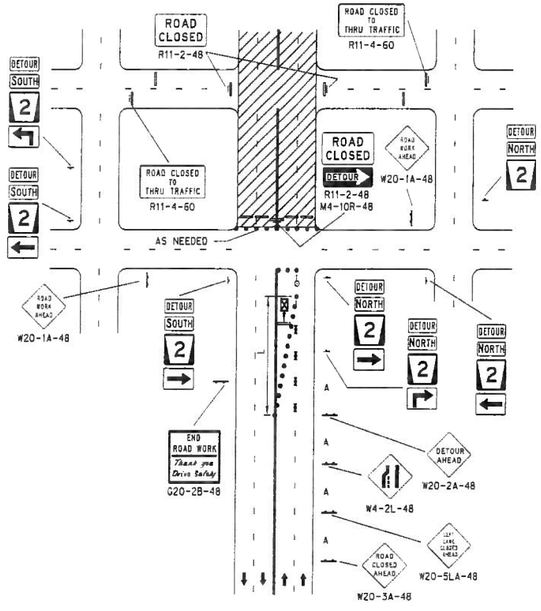
LANE CLOSED NEAR INTERSECTION
(LEFT LANE CLOSURE FORMING A TURNBAY)



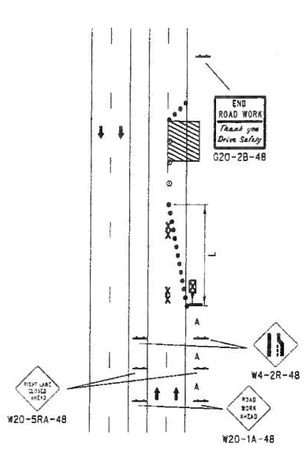
4 LANE DIVIDED ROADWAY
CENTER LANES CLOSED
NEAR INTERSECTION



TEMPORARY ALL-WAY STOP
FOR SIGNAL WORK



ROAD CLOSED AT DETOUR
(OPTIONAL LANE CLOSURE)



DIVIDED ROADWAY
ONE LANE CLOSED

ROAD TYPE	MINIMUM DISTANCE BETWEEN SIGNS
	A
URBAN (LOW SPEED - 25 MPH TO 40 MPH)	100'
URBAN (HIGH SPEED - 45 MPH OR HIGHER)	350'

LEGEND

- FLASHING ARROW PANEL
- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- TUBULAR POST
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- SINGLE POSTED SIGN
- DOUBLE POSTED SIGN
- FLAGGER
- xxxx PAVEMENT MARKING REMOVAL

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).

REV. NO.	DATE	DESCRIPTION OF REVISION
R4	JUL 20	ADDED NOTE TO SHEET ONE
R3	JAN 19	TOOK OUT 1/2 L ON SHEET 2
R2	JAN 18	NDOR BORDER TO NDOT BORDER

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 924-R4

URBAN TRAFFIC CONTROL PLAN

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

DATE

PROFESSIONAL CIVIL ENGINEER
DANIEL J. WADDLE
E-6289
STATE OF NEBRASKA

ORIGINAL:
FEBRUARY 1, 2010
DATE

2
3

Computer: NDOTDESIGN134
Date: 18-MAY-2021 08:20
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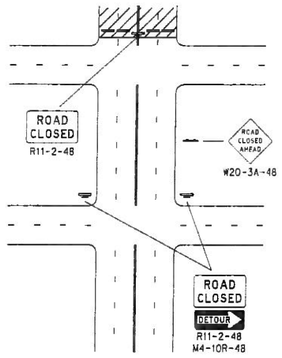
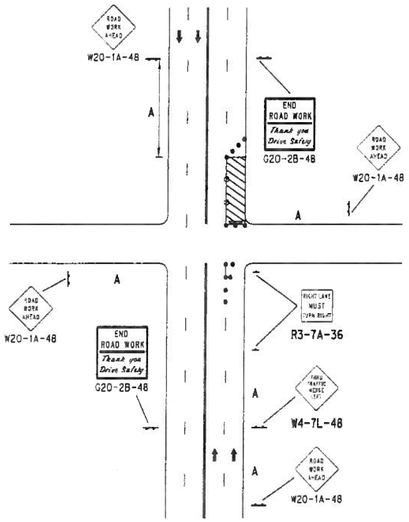
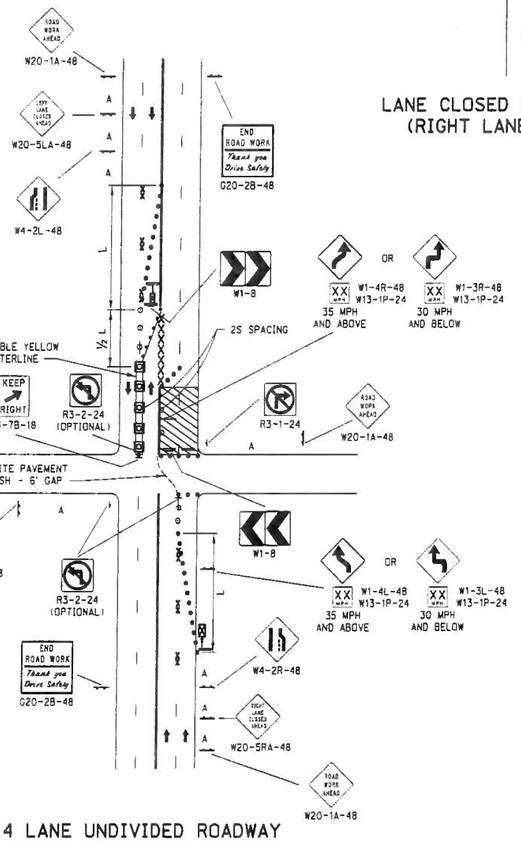


ROAD CLOSED
BEYOND DETOUR



LANE CLOSED NEAR INTERSECTION
(RIGHT LANE REMAINS OPEN)



4 LANE UNDIVIDED ROADWAY
TWO LANES CLOSED NEAR INTERSECTION

LEGEND

- FLASHING ARROW PANEL
- TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM
- TUBULAR POST
- REFLECTORIZED PLASTIC DRUM OR 42" CONE
- SINGLE POSTED SIGN
- DOUBLE POSTED SIGN
- FLAGGER
- XXXX PAVEMENT MARKING REMOVAL

TAPER FORMULA

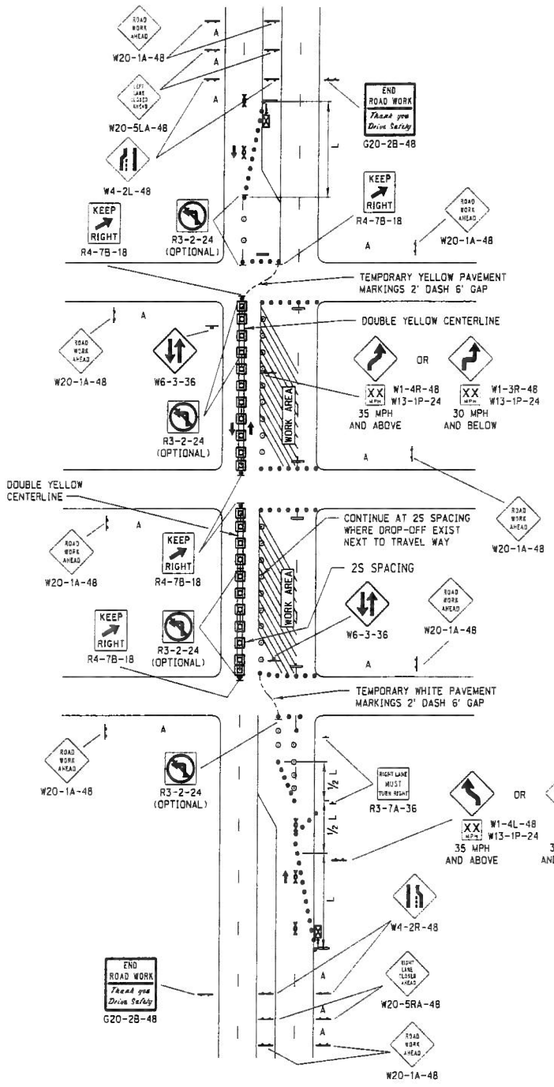
$L = S \times W$ FOR SPEEDS OF 45 MPH OR MORE.

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

WHERE:
L = MINIMUM LENGTH OF TAPER.

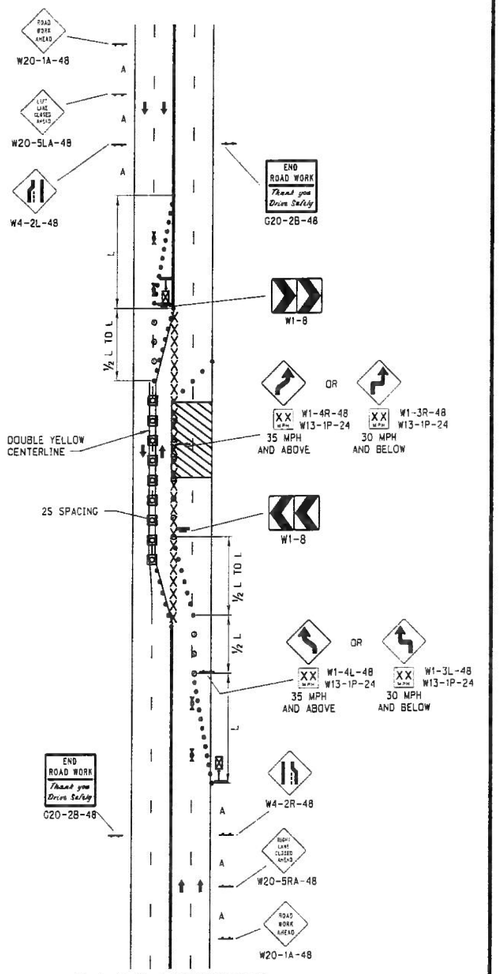
S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK.

W = WIDTH OF OFFSET (LANE WIDTH).



4-LANE DIVIDED
HALF CLOSED

ROAD TYPE	MINIMUM DISTANCE BETWEEN SIGNS
	A
URBAN (LOW SPEED - 25 MPH TO 40 MPH)	100'
URBAN (HIGH SPEED - 45 MPH OR HIGHER)	350'



4-LANE UNDIVIDED
2 LANES CLOSED

REV. NO.	DATE	DESCRIPTION OF REVISION
R4	JUL 20	ADDED NOTE TO SHEET ONE
R3	JAN 19	TOOK OUT 1/2 L ON SHEET 2
R2	JAN 18	NDOR BORDER TO NDOT BORDER

NEBRASKA DEPARTMENT OF TRANSPORTATION
STANDARD PLAN NO. 924-R4

URBAN TRAFFIC CONTROL PLAN

ACCEPTED BY FHWA FOR USE ON THE NATIONAL HIGHWAY SYSTEM:

PROFESSIONAL CIVIL ENGINEER
DANIEL J. WADDLE
E-6289
STATE OF NEBRASKA

DATE

ORIGINAL:
FEBRUARY 1, 2010
DATE

3
3

File: 92400e04.dgn
Date: 18-MAY-2021 08:20
Computer: NDOTDESIGN14