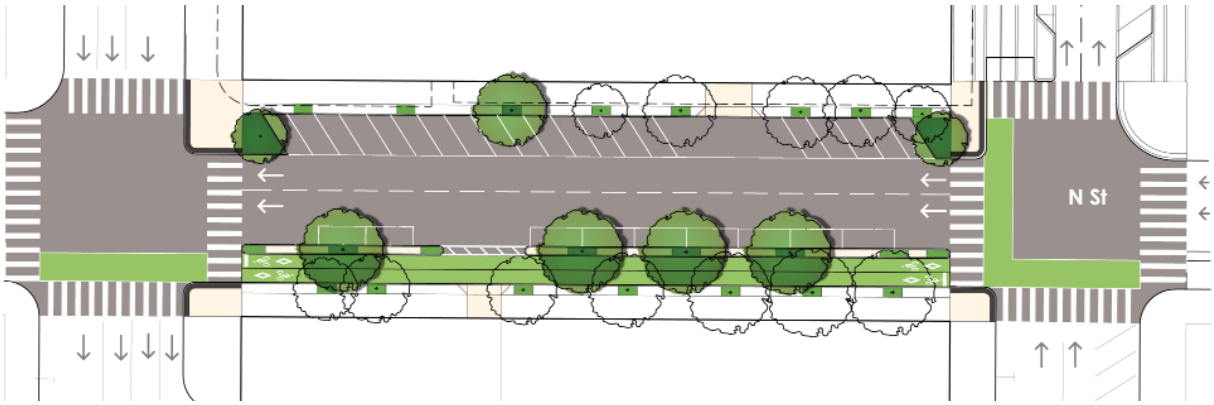
# REQUEST FOR PROPOSALS

# DEVELOPMENT OF N STREET PROTECTED BIKEWAY DESIGN & CONSTRUCTION PHASE SERVICES




October 1, 2012

1. **Introduction**

1.1 The City of Lincoln requests proposals from select qualified professional architectural/engineering/planning firms to develop design and construction documents for the N Street Protected Bikeway in Downtown Lincoln.

1.2 Proposals to provide normal and customary planning and design phase services will be received by the City of Lincoln Urban Development Director, 555 South 10th Street, Lincoln, Nebraska, 68508 up to the hour of 12:00 p.m. (noon), October 26, 2012.

1.2.1 Proposals received after that will be considered null and void and will not be accepted.

1.2.2 Twelve (12) copies of each proposal should be submitted to the attention of Dallas McGee, Urban Development Assistant Director.

2. **Project Description**

2.1 ***Background:*** The N Street Protected Bikeway project was identified in the 2005 City of Lincoln Downtown Master Plan and the 2012 Downtown Master Plan Update as a completion of the "last mile" of bike trails through the Downtown. The Plan Update identifies the N Street Protected Bikeway as a priority project. Funding limitations may require us to focus our efforts on constructing and installing the basic infrastructure; however, a conceptual design of the entire corridor (as shown on the attached map) should be undertaken to set the stage for future redevelopment. Concerns about the loss of parking will also need to be addressed within the design, including identifying potential locations one block north and south of N Street for additional parking opportunities. Future protected bikeways are also planned for 11th Street and 14th Street.

This project will connect to an existing West Haymarket infrastructure project which includes a trail from 7th street west and north along the future Arena Drive. There is an existing placeholder design for that connection on the City website at http://lincoln.ne.gov/city/urban/index.htm. The bikeway design will need to fit within existing conditions from 9th Street west.

Due to federal and local funding constraints, the existing curbs and ramps must remain where they are currently located west of 17th Street.

2.2 ***Resources:*** The development of the N Street Protected Bikeway should be guided by the 2005 Downtown Master Plan, 2012 Downtown Master Plan Update, and the results from public input sessions. A series of focus groups were held in the fall of 2011 and a public meeting was held in the Winter of 2012 to refine the vision of the 2005 Downtown Master Plan, leading to the 2012 Plan Update. The Downtown Master Plan and Plan Update may be found on the City's website at http://lincoln.ne.gov/city/plan/dt_plan/report/index.htm and http://lincoln.ne.gov/city/plan/dt_plan/dmpupdate.pdf respectively. We expect

that additional opportunities for public input will be provided throughout the initial stages of design.

2.2 ***Funding:*** Funding is available to proceed with the construction of the N Street Protected Bikeway. We expect that available funds for design and construction of bikeway improvements will be at least $650,000. Additional funding support may become available. As a result, phased construction of improvements should be anticipated.

2.3 ***Design Review:*** Project design will be reviewed by an advisory committee that will include representatives from the Urban Development, Planning, Parks, and Public Works Departments, in addition to key stakeholder groups, including Downtown Lincoln Association (DLA), Lincoln Haymarket Development Corporation (LHDC), and Great Plains Trails Network (GPTN) and the Pedestrian/Bicycle Advisory Committee (PBAC). Preliminary and final designs will be reviewed by the Urban Design Committee, Historic Preservation Commission, and Capitol Environs Commission and recommendations made to the City.

2.4 ***Sustainability:*** In keeping with "Cleaner Greener Lincoln" initiatives to improve energy efficiency and boost the use of renewable and clean energy technologies across the community, opportunities to incorporate alternative energy and more efficient features/systems into the design should be explored where deemed applicable.

2.5 ***Selection:*** The City of Lincoln is accepting proposals that include attention to project design management services.

2.5.1 The successful firm will be selected on the basis of criteria that include qualifications, experience, and the overall response to this Request for Proposals (RFP).

2.5.2 The City will rely on the selected firm's competence and experience to develop a final scope of services identifying all necessary tasks, meetings, and deliverables.

2.5.3 The successful firm will be able to work with the City in creating a design that is compatible with the trails network, as well as the Downtown parking strategy.

3. **<u>Scope of Services</u>**

The City of Lincoln is seeking an engineering/architectural/landscape architecture/planning firm or a team of firms to provide professional services to accomplish the following scope of work:

3.1 ***Project Initiation and Survey of Existing Conditions***:

3.1.1 Inventory and prepare a detailed base map of existing conditions including, as applicable, survey of grades and lines of features and facilities on N Street from 7th Street to 22nd - at Billy Wolff Trail).

3.1.2 Identify potential constructability issues for design consideration such as utility conflicts, site access, parking constraints, loading and stacking zones, driveway conflicts, and traffic control requirements, etc.

3.1.3 Participate in discussion with representatives from the team of City Departments, Downtown Lincoln Association (DLA), Lincoln Haymarket Development Corporation (LHDC), Great Plains Trails Network (GPTN) and the Pedestrian/Bicycle Advisory Committee (PBAC) to review design criteria and expectations, obtain background information, and clarify scope or work.

3.1.4 Engage key stakeholders and anticipated consumers to create a design concept. Stakeholders include DLA, LHDC, GPTN, PBAC, and adjacent property owners and businesses along the corridor and side streets.

3.2 ***Conceptual Design***:

3.2.1 Develop cohesive design concepts that include the bikeway, parking improvements, parking/roadway separation, signage, and signalization, and pedestrian and streetscape enhancements. Prepare graphics as necessary to demonstrate alternatives for potential site improvements.

3.2.2 Prepare preliminary cost estimates for evaluation and prioritization of alternatives.

3.2.3 Review design concepts and master plan with advisory committee, project stakeholders, and the design review committees.

3.2.4 Incorporate comments received from review into final Master Plan. Master Plan shall include an overall site layout plan, conceptual plans, and perspective renderings suitable for presentations.

3.3 ***Design Development***:

3.3.1 Prepare design drawings to include, but not necessarily limited to, the following: title sheet, existing conditions, demolition plan (if any), site improvements plan, layout and grading plan, utility improvements plan, traffic signal plan, and site details.

3.3.2 The project may be phased. Consideration should be given to phasing in design elements and the most efficient and cost effective way of doing so.

3.3.3 Present design drawings and updated construction cost estimates at approximately 60% and 90% for review and refinement.

3.3.4 Prepare final design development drawings and cost estimate.

3.4 ***Construction Documents***:

3.4.1 Prepare Construction Documents including all necessary bidding information, forms, contract information, general and supplemental conditions, technical specifications and plan sets.

3.4.2 As noted in section 3.3.2, construction may be phased. Consideration of the phasing should be noted in the construction documents.

3.4.3 Where appropriate and applicable, The City of Lincoln Standard Documents and Standard Specifications for Municipal Construction shall be used in the compilation of Construction Documents. Prepare Construction/Technical Specifications as needed to supplement the City of Lincoln Standard Specifications.

3.4.4 Construction Documents shall be submitted in electronic format to support project record keeping and electronic bidding processes.

3.4.5 Submit all necessary and pertinent permit applications with the exception of the Building Permit for City of Lincoln, Building and Safety Department which shall be identified as the responsibility of the Contractor in the Construction Documents.

3.5 ***Construction Management Services***: Upon completion of design services, the City may enter into negotiations with the selected consultant for construction management services. (The consultant should include in their proposal their experience with construction phase services.)

4. **Project Schedule**

Prepare a schedule for completion of the scope of work identified in Section 3 of this RFP to generally conform to the following:

4.1 ***December 2012/January2013***: Refine design statement and prepare conceptual drawings through engagement of key stakeholders and anticipated user groups using design charrettes and/or other approved methods of engagement. Review design concepts with stakeholder groups.

4.2 ***December 2012 through February 2013***: Survey existing conditions. Prepare conceptual drawings with phased elements as alternate views. Initiate discussions with design review committees. Prepare a summary report of design elements

and expected costs.

4.3 ***February through April 2013***: Prepare final design schematics. Submit for final review to Urban Design Committee, Historic Preservation Commission, and Capitol Environs Commission.

4.4 ***April through May 2013***: Finalize construction and bid documents for the N Street Protected Bikeway.

4.5 ***May 2013***: Bid construction of the N Street Protected Bikeway.

4.6 ***June 2013***: Award construction of the N Street Protected Bikeway.

4.7 ***July through November 2013***: Construction phase services for N Street Protected Bikeway. ***N Street west of 11th Street will need to be constructed by August 23, 2013.***

5. **Professional Requirements**

All analysis, schematic plans, master plans, construction plans and specifications and cost estimates shall be completed and supervised by a professional landscape architect, architect, or engineer, as appropriate, registered to practice in the State of Nebraska.

6. **Submittal Requirements / General Statement of Qualifications**

6.1 ***General Statement of Qualifications:*** Please provide this information for the primary consultant and outside consultants that will be part of the consulting team, when applicable.

6.1.1 Firm name, address, and telephone number.

6.1.2 Number of years established and former names of firm(s).

6.1.3 Types of services particularly qualified to perform.

6.1.4 Principals and states in which they are registered.

6.1.5 Key personnel, relevant experience, and length of service with the firm(s).

6.1.6 Number of staff usually and currently employed.

6.1.7 Project approach including both design approach as well as any suggested refinements to the deliverables and tasks.

6.1.8 List of completed projects of similar scope for which the firm was the principal professional including the firm's experience and approach to public involvement.

6.1.8.1 This should include detailed project examples/descriptions and photographs/images.

6.1.8.2 Descriptions should include list of references including name, title, and contact information.

6.1.9 Current project list and estimated construction costs of each.

6.1.10 Willingness and ability to meet the required scope of services and time requirements expressed.

6.1.11 Willingness and ability to work with assigned partners to accomplish proposed tasks.

6.1.12 Eligibility under the City's Architects and Engineering Consulting Firm Registration Process to enter into contracts for professional services. (http://www.lincoln.ne.gov/asp/city/vendreg/info.htm) Please state whether or not your firm is currently eligible or whether or not you have submitted registration forms.

6.1.13 Other additional material as may be required in the scope of services.

6.2 Please limit submittals to 15 double-sided pages including cover letter and content. If you have supplemental material for review (e.g., project photos), we suggest directing the reviewers to a website, providing that material on a flash drive or dvd rom disc, and/or providing that material at the interview.

6.3 Please provide twelve (12) copies of submittals, including any supplemental material.

## 7. **Selection Process**

7.1 The selection process will include the following basic steps. Please note that these dates are approximate and subject to change.

| | | |
|---|---|---|
| 7.1.1 | Request for Proposals (RFP) Issued | October 1, 2012 |
| 7.1.2 | Receive Proposals | October 26, 2012 (12:00 pm) |
| 7.1.3 | Review Proposals | October 29, 2012 |
| 7.1.4 | Interviews and Selection | November 6 or 7, 2012 |
| 7.1.5 | Select Consultant & Negotiate Contract | November 14 to 28 |
| 7.1.6 | Notice to Proceed | December 10, 2012 |

7.2 Proposals will be reviewed by a selection committee expected to be comprised of representatives of the City of Lincoln Urban Development Department, Parks and Recreation Department, Public Works Department, Planning Department, Mayor's Office, Downtown Lincoln Association and other representatives of the Downtown Lincoln area, and representatives of the Pedestrian/Bicycle Advisory Committee and/or Great Plains Trails Network.

7.3 The Committee will conduct a fair, impartial, and comprehensive evaluation of all proposals in accordance with the criteria set below. The criteria for determining the level of responsiveness of each proposal include, but are not limited to:

7.3.1 The ability, capacity, and skill of the consultant to deliver and produce the necessary elements to meet the requirements of the RFP.

7.3.2 The ability, capacity, and skill of the consultant to understand the project and develop a cohesive project team.

7.3.3 The experience, professional integrity, efficiency, character, and judgment of the consultant.

7.3.4 Consultant's prior experience in developing high-quality projects of similar scope and scale.

7.3.5 The quality of consultant's performance (management and technical) on projects, including the ability to establish and meet project schedules, document and address project delays, and complete within project budget.

7.3.6 The ability of the consultant to present a clear, concise proposal.

7.4 The selection committee intends to select at least two, but not more than four, of the responses to the RFP for a short-list for additional consideration.

7.5 The selection committee will invite each firm placed on the short-list to make a 20-minute presentation to the committee. Interviews are anticipated to be no more than 60 minutes in length with a 20- to 30-minute presentation and an additional 20 to 30 minutes for responding to committee member questions. Key staff members proposed to be involved with this project are requested to be in attendance at the interview.

Please note that interviews will be scheduled on either November 6th or 7th. Firms submitting proposals are asked to make time available for interviewing if short-listed.

7.6 A negotiating committee shall meet with the firm ranked as "first" to develop the final scope of services and negotiate terms, conditions, and compensation. If an agreement with the firm ranked as 'first" cannot be reached, the negotiations with that firm shall be terminated. The negotiation procedure shall be repeated with

each firm in the order of ranking, as long as factors for ranking have not changed, until an agreement is reached or until negotiations with all firms fail.

8. **General Terms and Conditions**

8.1 All firms submitting a proposal will be informed in writing of the City's decision within 15 working days following the final consultant selection.

8.2 The successful firm shall obtain all insurance required and approved by the City Attorney for the City of Lincoln. Standard Certificate of Insurance requirements can be found on the City website at: http://www.lincoln.ne.gov/city/finance/purch/ci_insur.pdf

8.2.1 All certificates of insurance shall be filed with the City of Lincoln on the standard ***Accord Certificate of Insurance*** form showing the specific limits of insurance coverage required in Sections A, B, C, D and showing the City of Lincoln as named additional insured.

8.3 The project may be constructed in one or more phases depending upon availability of funding and other factors.

8.4 The successful firm shall be required to meet the project schedule identified in Section 4, unless otherwise negotiated between the City and the firm.

9. **Further Information**

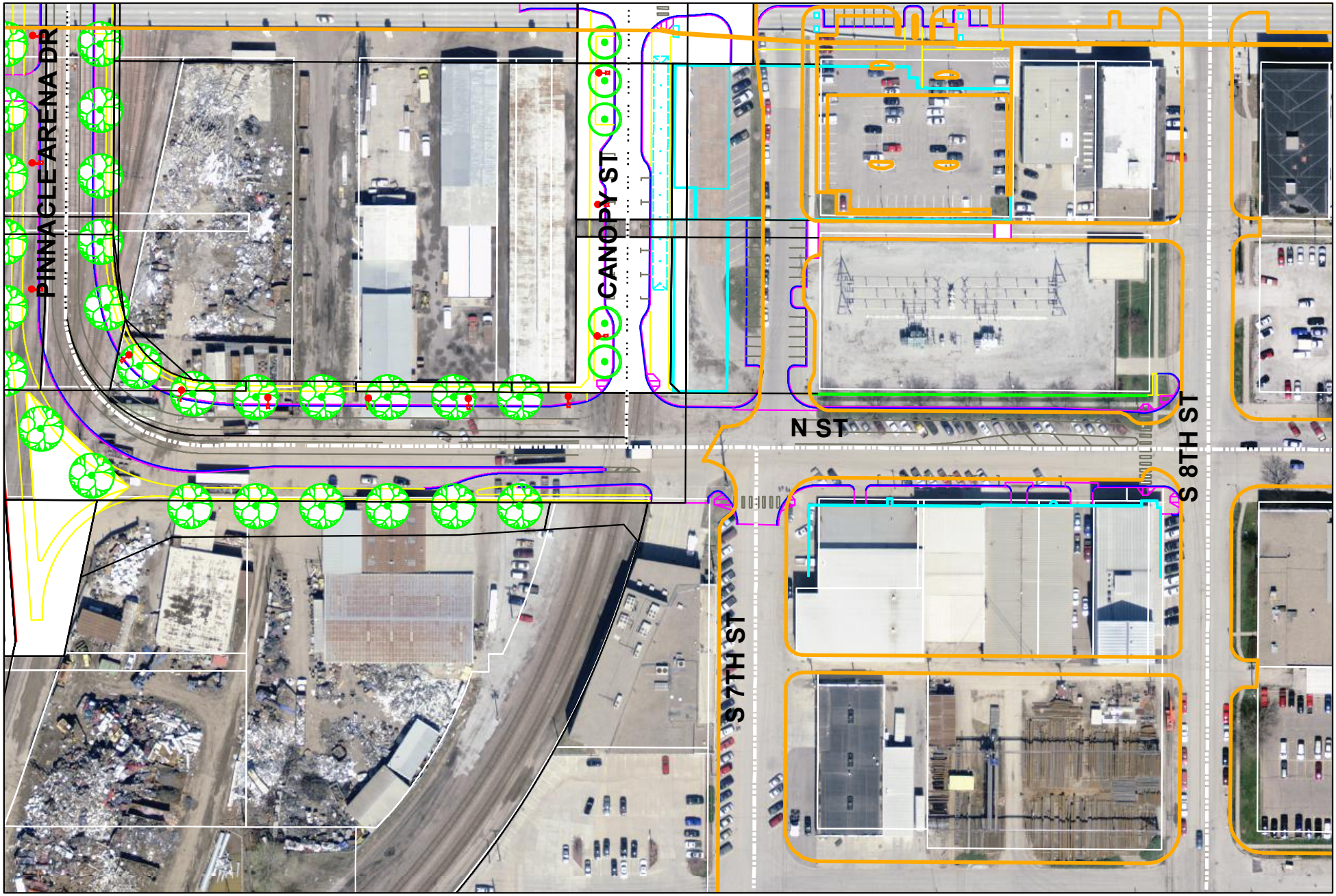
9.1 Questions relating to information contained in this RFP shall be submitted in writing to the attention of:

Ernie Castillo
Urban Development Department
555 S 10th Street, Suite 205
Lincoln, NE 68508
ecastillo@lincoln.ne.gov

Attachment 1

## Bikeway Conceptual Area

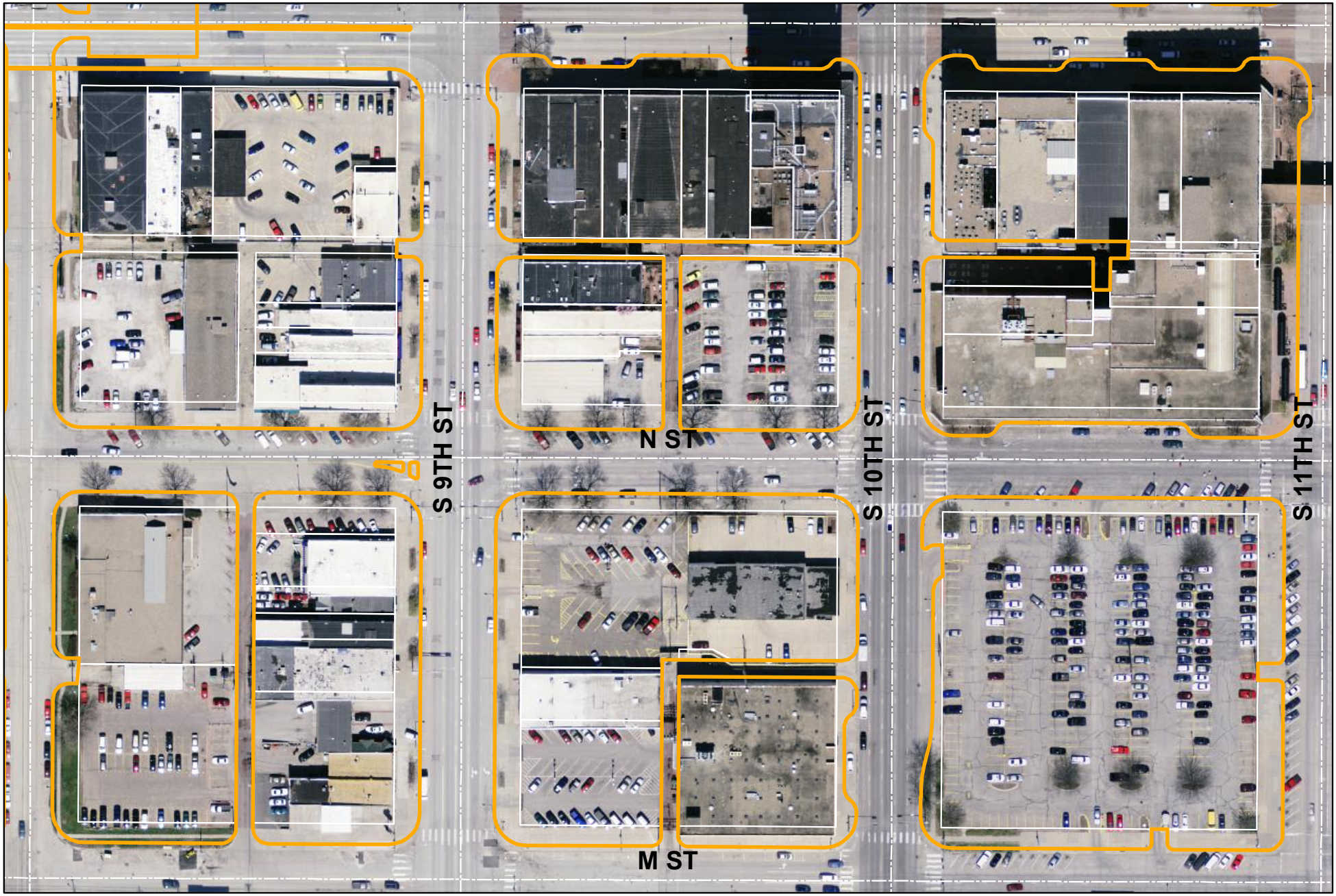
The following six maps illustrate the Bikeway Conceptual Area.




## N Street Bikeway Concpetual Area: 1A

Curblines

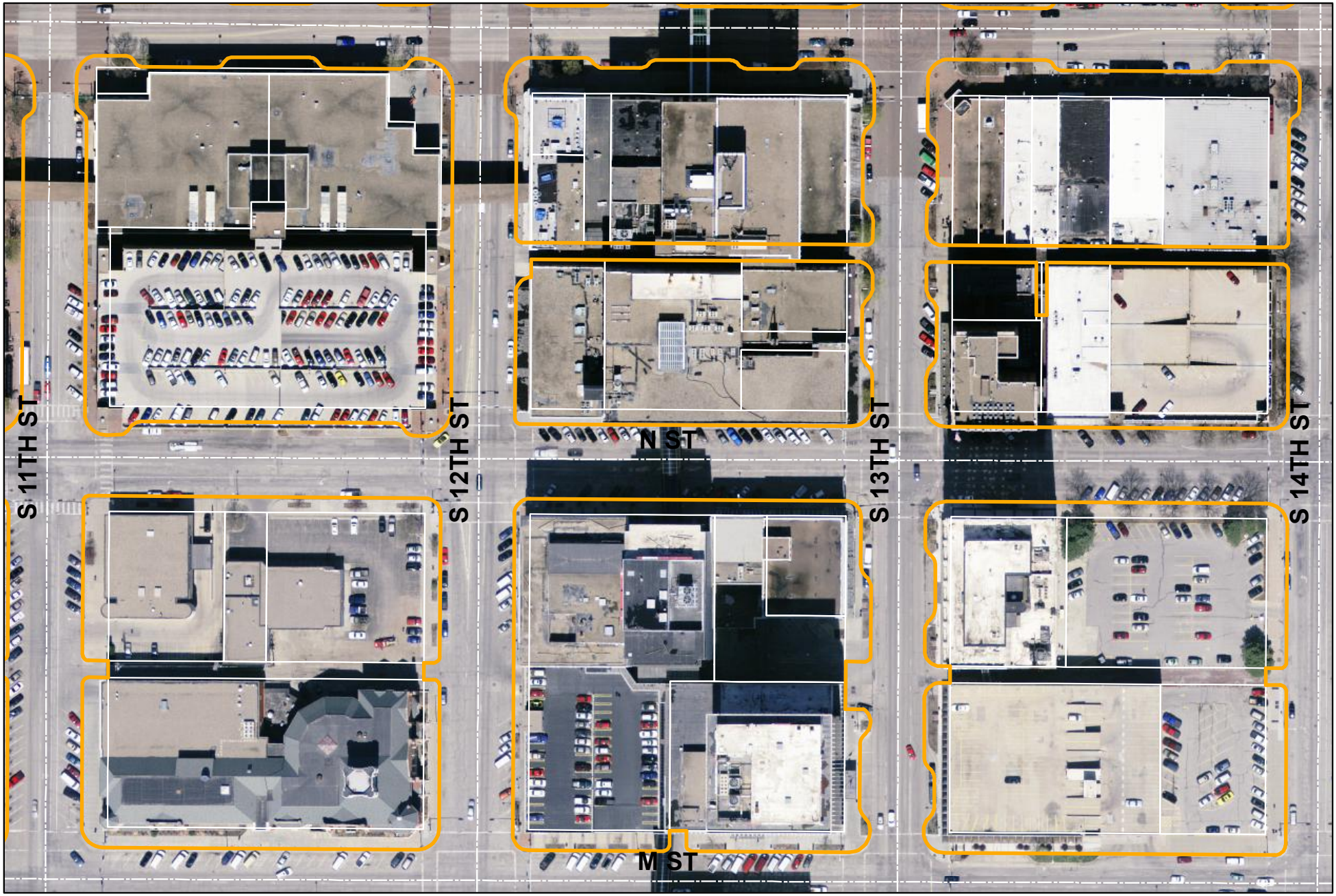
URBAN DEVELOPMENT




**N Street Bikeway Concpetual Area: 1B**

Curblines

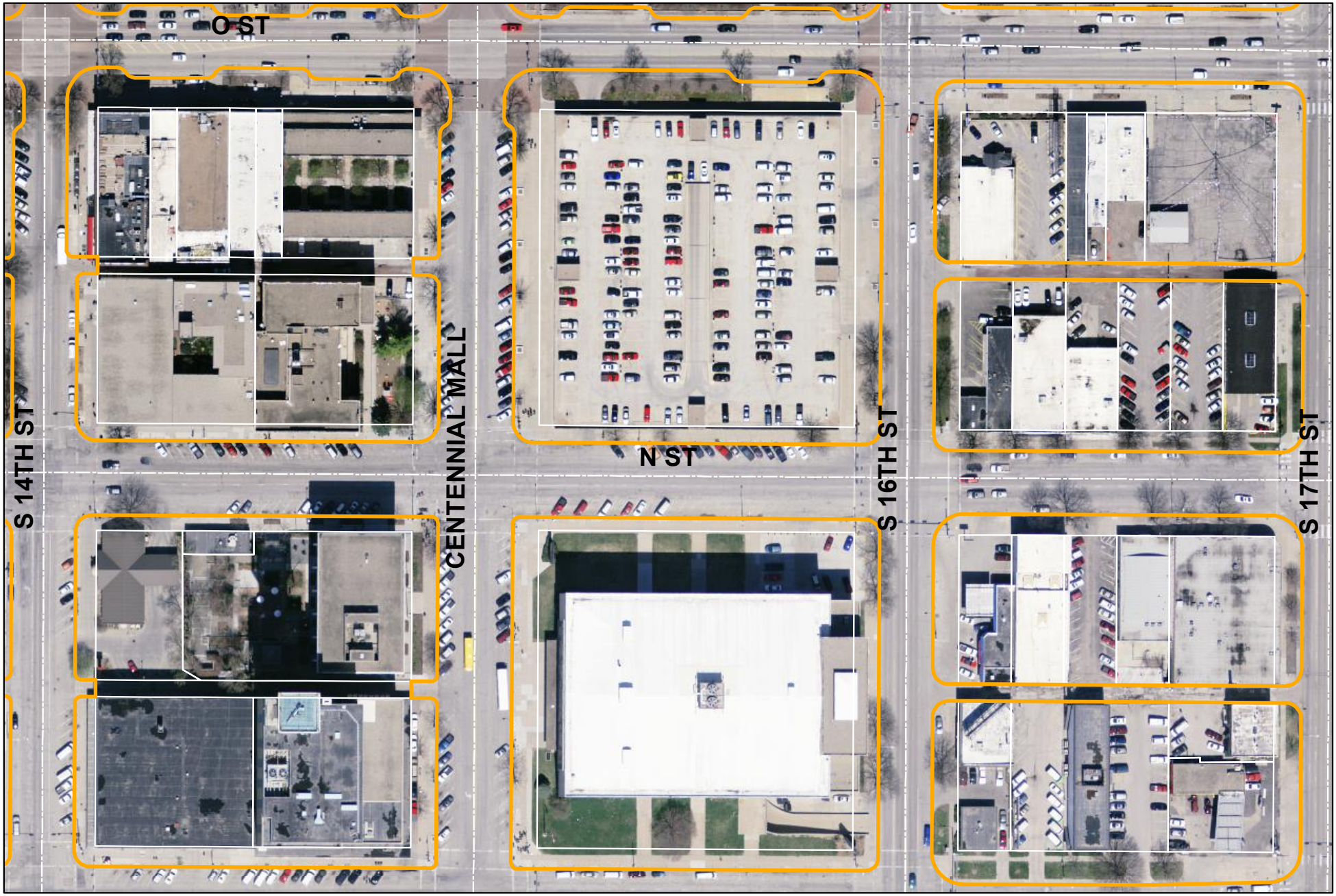
URBAN DEVELOPMENT




**N Street Bikeway Concpetual Area: 1C**

Curblines

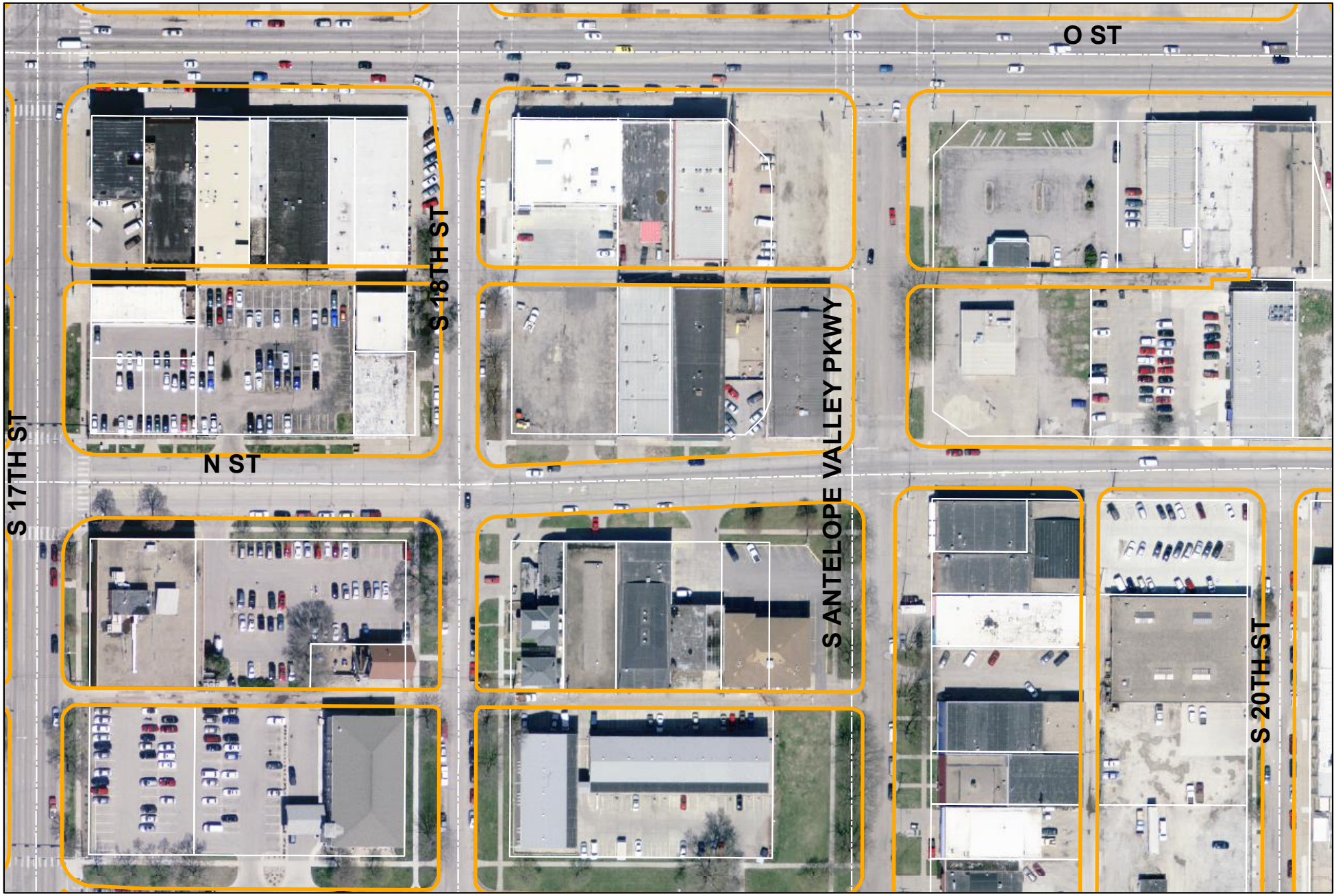
URBAN DEVELOPMENT




**N Street Bikeway Concpetual Area: 1D**

Curblines

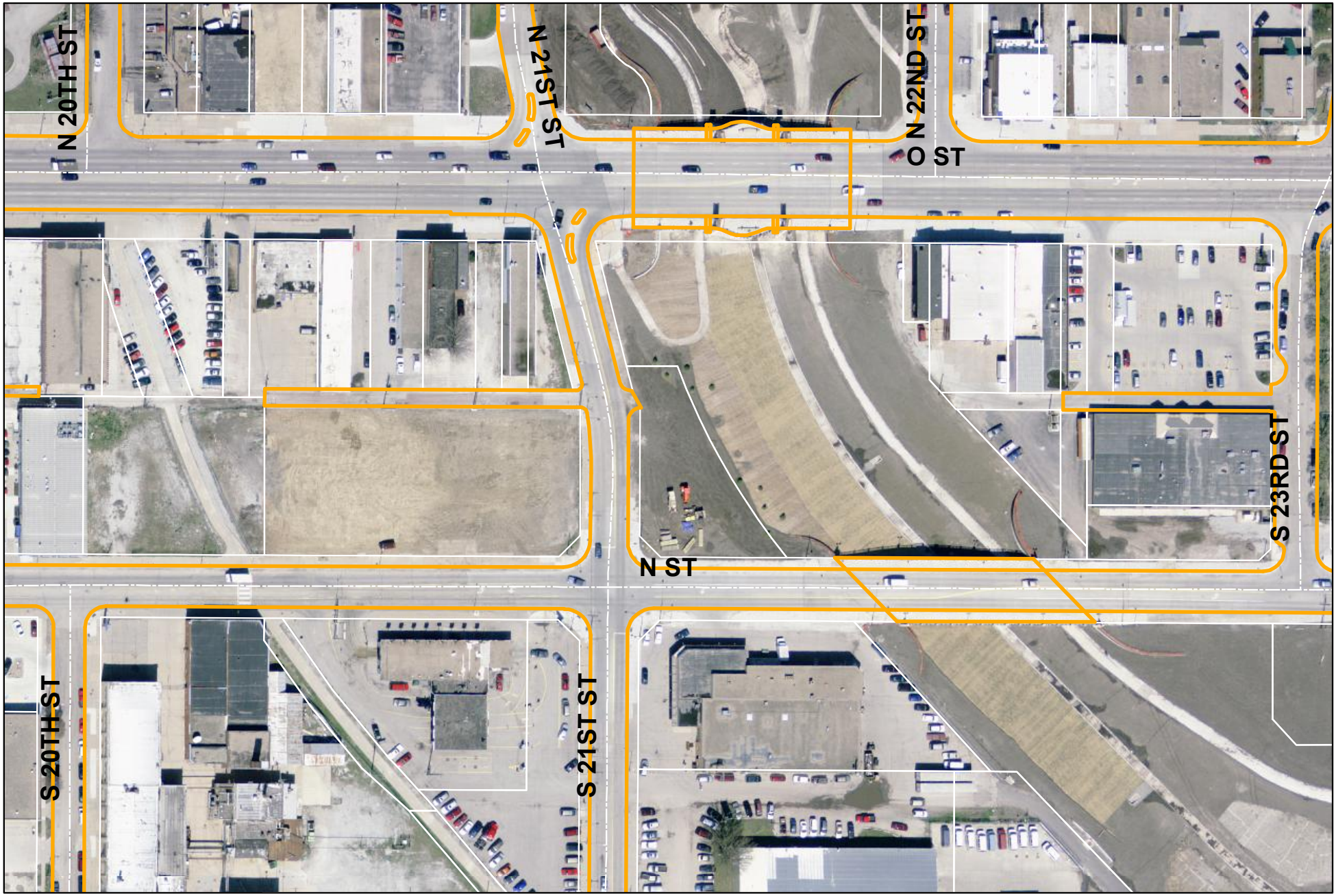
URBAN DEVELOPMENT




**N Street Bikeway Concpetual Area: 1E**

Curblines

URBAN DEVELOPMENT




**N Street Bikeway Concpetual Area: 1F**

Curblines

Attachment 2

# Request for Proposals

## N Street Protected Bikeway -- Design and Construction Phase Services

The following eleven drawings illustrate the existing placeholder design that is part of an existing West Haymarket infrastructure project.

| PROJECT NO. | SHEET NO. |
|---|---|
| 870305 | 44 |
| Date: 4/25/2012 | Drawn: JJW |
| Horz. Scale 1 : 40 | Checked: JGO |
| | Approved: TAL |

LINCOLN Haymarket Infrastructure Team® — WEST HAYMARKET JOINT PUBLIC AGENCY

1948+00 1949+00 1950+00 1951+00 1952+00 1953+00 1954+00

## SIDEWALK GEOMETRICS

A P.I. STA. 1950+04.84, 40.49' RT. – "N" ST.

B P.I. STA. 1950+14.46, 40.49' RT. – "N" ST.

C P.I. STA. 1950+19.45, 45.49' RT. – "N" ST.

D P.I. STA. 1950+36.44, 57.49' RT. – "N" ST.

E P.I. STA. 1950+38.94, 57.49' RT. – "N" ST.

F P.I. STA. 1950+73.80, 51.50' RT. – "N" ST.

G P.I. STA. 1950+87.44, 51.50' RT. – "N" ST.

H P.I. STA. 1950+92.44, 53.51' RT. – "N" ST.

I P.I. STA. 1950+99.45, 45.50' RT. – "N" ST.

J P.I. STA. 1950+93.46, 40.50' RT. – "N" ST.

K P.I. STA. 1950+93.46, 33.61' RT. – "N" ST.

L P.I. STA. 1950+35.63, 57.50' LT. – "N" ST.

M P.I. STA. 1950+35.23, 52.50' LT. – "N" ST.

N P.I. STA. 1951+57.15, 46.50' LT. – "N" ST.

O P.I. STA. 1951+57.15, 45.50' LT. – "N" ST.

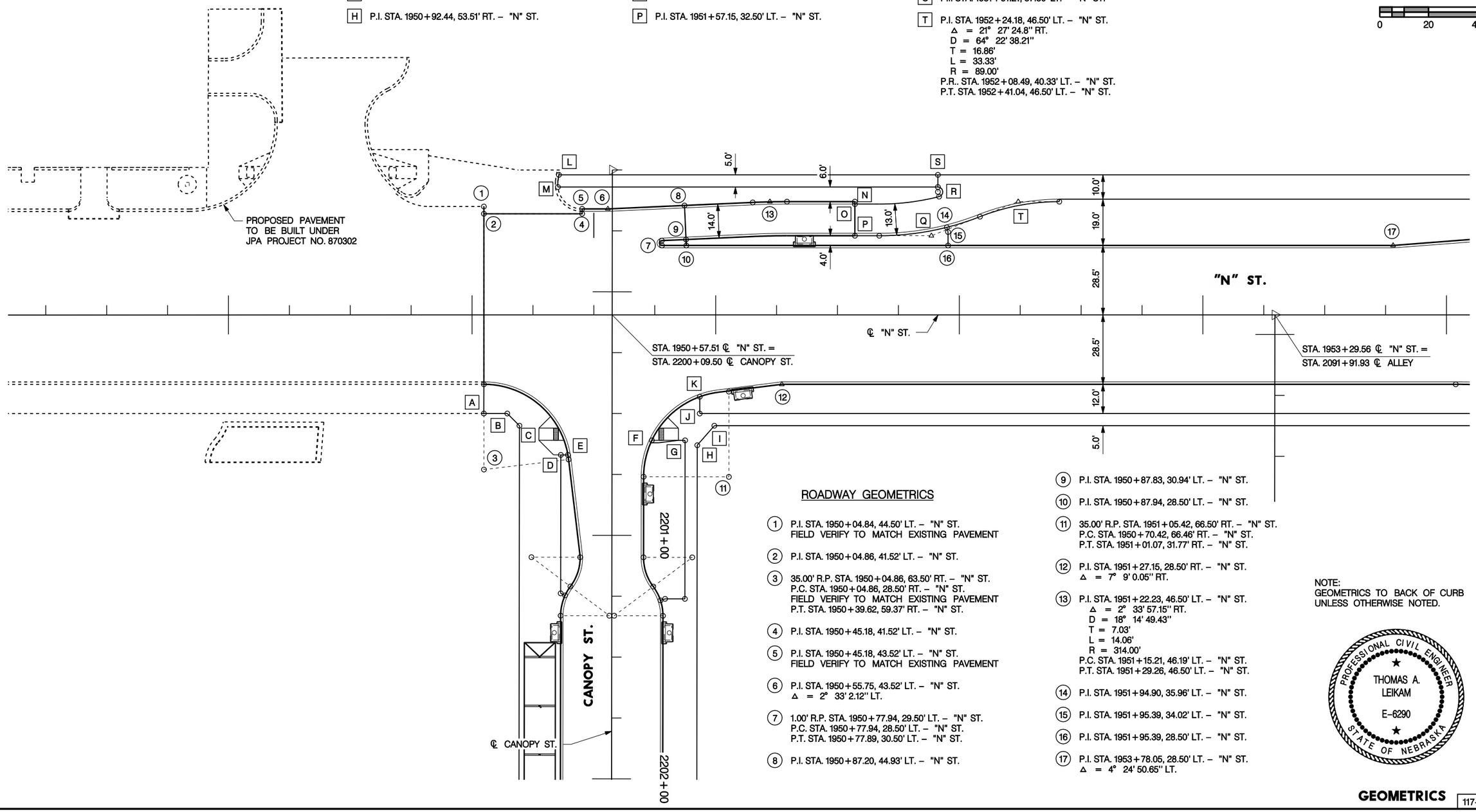
P P.I. STA. 1951+57.15, 32.50' LT. – "N" ST.

Q P.I. STA. 1951+88.56, 32.50' LT. – "N" ST.
Δ = 21° 27' 24.8'' LT.
D = 50° 42' 15.23''
T = 21.41'
L = 42.32'
R = 113.00'
P.C. STA. 1951+67.15, 32.50' LT. – "N" ST.
P.R.C. STA. 1952+08.49, 40.33' LT. – "N" ST.

R 2.00' R.P. STA. 1951+91.21, 50.50' LT. – "N" ST.
P.C.C. STA. 1951+91.71, 48.56' LT. – "N" ST.
P.T. STA. 1951+91.21, 52.50' LT. – "N" ST.

S P.I. STA. 1951+91.21, 57.50' LT. – "N" ST.

T P.I. STA. 1952+24.18, 46.50' LT. – "N" ST.
Δ = 21° 27' 24.8'' RT.
D = 64° 22' 38.21''
T = 16.86'
L = 33.33'
R = 89.00'
P.R.. STA. 1952+08.49, 40.33' LT. – "N" ST.
P.T. STA. 1952+41.04, 46.50' LT. – "N" ST.




## ROADWAY GEOMETRICS

1 P.I. STA. 1950+04.84, 44.50' LT. – "N" ST.
FIELD VERIFY TO MATCH EXISTING PAVEMENT

2 P.I. STA. 1950+04.86, 41.52' LT. – "N" ST.

3 35.00' R.P. STA. 1950+04.86, 63.50' RT. – "N" ST.
P.C. STA. 1950+04.86, 28.50' RT. – "N" ST.
FIELD VERIFY TO MATCH EXISTING PAVEMENT
P.T. STA. 1950+39.62, 59.37' RT. – "N" ST.

4 P.I. STA. 1950+45.18, 41.52' LT. – "N" ST.

5 P.I. STA. 1950+45.18, 43.52' LT. – "N" ST.
FIELD VERIFY TO MATCH EXISTING PAVEMENT

6 P.I. STA. 1950+55.75, 43.52' LT. – "N" ST.
Δ = 2° 33' 2.12'' LT.

7 1.00' R.P. STA. 1950+77.94, 29.50' LT. – "N" ST.
P.C. STA. 1950+77.94, 28.50' LT. – "N" ST.
P.T. STA. 1950+77.89, 30.50' LT. – "N" ST.

8 P.I. STA. 1950+87.20, 44.93' LT. – "N" ST.

9 P.I. STA. 1950+87.83, 30.94' LT. – "N" ST.

10 P.I. STA. 1950+87.94, 28.50' LT. – "N" ST.

11 35.00' R.P. STA. 1951+05.42, 66.50' RT. – "N" ST.
P.C. STA. 1950+70.42, 66.46' RT. – "N" ST.
P.T. STA. 1951+01.07, 31.77' RT. – "N" ST.

12 P.I. STA. 1951+27.15, 28.50' RT. – "N" ST.
Δ = 7° 9' 0.05'' RT.

13 P.I. STA. 1951+22.23, 46.50' LT. – "N" ST.
Δ = 2° 33' 57.15'' RT.
D = 18° 14' 49.43''
T = 7.03'
L = 14.06'
R = 314.00'
P.C. STA. 1951+15.21, 46.19' LT. – "N" ST.
P.T. STA. 1951+29.26, 46.50' LT. – "N" ST.

14 P.I. STA. 1951+94.90, 35.96' LT. – "N" ST.

15 P.I. STA. 1951+95.39, 34.02' LT. – "N" ST.

16 P.I. STA. 1951+95.39, 28.50' LT. – "N" ST.

17 P.I. STA. 1953+78.05, 28.50' LT. – "N" ST.
Δ = 4° 24' 50.65'' LT.

NOTE:
GEOMETRICS TO BACK OF CURB UNLESS OTHERWISE NOTED.

PROFESSIONAL CIVIL ENGINEER
THOMAS A. LEIKAM
E-6290
STATE OF NEBRASKA

**GEOMETRICS**

117–E–98

PROJ: Core Roadways
PEN: BW_Pentable
USER: jlwagner
DATE: 4/25/2012
DGN: f:\projects\010-2431\design\sheets_core_roadways\geometrics\870305GE01.dgn

117–E–98

This document was originally issued and sealed by Thomas A. Leikam, E-6290, on 4-25-12. This media should not be considered a certified document.

| PROJECT NO. | SHEET NO. |
|---|---|
| 870305 | 45 |
| Date: 4/25/2012 | Drawn: JJW |
| Horz. Scale 1 : 40 | Checked: JGO |
| | Approved: TAL |

LINCOLN Haymarket Infrastructure Team® — WEST HAYMARKET JOINT PUBLIC AGENCY

1954+00 1955+00 1956+00 1957+00 1958+00 1959+00

## SIDEWALK GEOMETRICS

A P.I. STA. 1954+34.86, 40.50' RT. – "N" ST.
Δ = 10° 8' 43.76'' RT.
D = 41° 13' 11.95''
T = 12.34'
L = 24.61'
R = 139.00'
P.C. STA. 1954+22.52, 40.50' RT. – "N" ST.
P.T. STA. 1954+48.87, 42.59' RT. – "N" ST.

B P.I. STA. 1954+54.23, 58.19' LT. – "N" ST.
Δ = 7° 20' 20.34'' RT.
D = 33° 54' 10.18''
T = 10.84'
L = 21.65'
R = 169.00'
P.C. STA. 1954+46.83, 57.57' LT. – "N" ST.
P.R.C. STA. 1954+61.63, 58.06' LT. – "N" ST.

C 2.00' R.P. STA. 1954+91.26, 60.40' LT. – "N" ST.
P.R.C. STA. 1954+90.47, 62.01' LT. – "N" ST.
P.R.C. STA. 1954+91.26, 58.40' LT. – "N" ST.

D P.I. STA. 1955+37.64, 100.83' LT. – "N" ST.
Δ = 101° 43' 45.44'' LT.
D = 54° 34' 2.67''
T = 129.04'
L = 186.43'
R = 105.00'
P.R.C. STA. 1954+61.63, 58.06' LT. – "N" ST.
P.T. STA. 1955+00.69, 202.05' LT. – "N" ST.

E P.I. STA. 1955+15.69, 99.27' LT. – "N" ST.
Δ = 51° 35' 47.65'' LT.
D = 49° 49' 20.7''
T = 55.59'
L = 103.56'
R = 115.00'
P.R.C. STA. 1954+90.47, 62.01' LT. – "N" ST.
P.R.C. STA. 1955+11.71, 154.29' LT. – "N" ST.

F 2.00' R.P. STA. 1955+12.59, 154.55' LT.
P.R.C. STA. 1955+11.71, 154.29' LT. – "N" ST.
P.T. STA. 1955+13.31, 155.74' LT. – "N" ST.

G P.I. STA. 1955+03.93, 207.26' LT. – "N" ST.

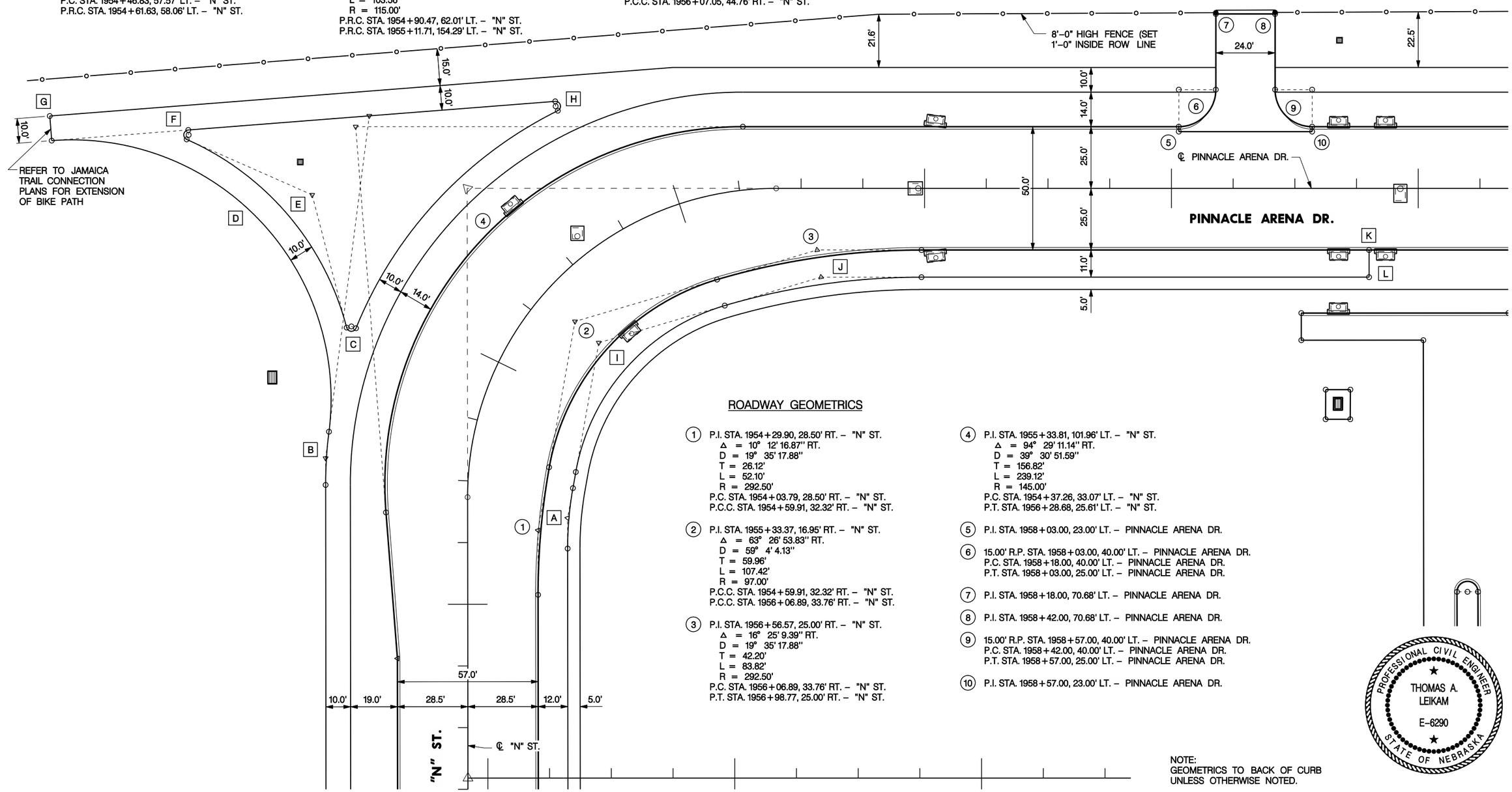
H 2.00' R.P. STA. 1955+75.67, 56.74' LT. – "N" ST.
P.R.C. STA. 1955+75.59, 54.74' LT. – "N" ST.
P.T. STA. 1955+76.24, 58.56' LT. – "N" ST.

I P.I. STA. 1955+32.95, 29.81' RT. – "N" ST.
Δ = 63° 28' 44.29'' RT.
D = 66° 37' 22.8''
T = 53.20'
L = 95.28'
R = 86.00'
P.C. STA. 1954+58.94, 43.21' RT. – "N" ST.
P.C.C. STA. 1956+07.05, 44.76' RT. – "N" ST.

J P.I. STA. 1956+58.08, 36.00' RT. – "N" ST.
Δ = 16° 26' 53.03'' RT.
D = 20° 21' 13.47''
T = 40.69'
L = 80.81'
R = 281.50'
P.C.C. STA. 1956+07.05, 44.76' RT. – "N" ST.
P.T. STA. 1956+98.77, 36.00' RT. – "N" ST.

K P.I. STA. 1958+80.08, 25.00' RT. – PINNACLE ARENA DR.

L P.I. STA. 1958+80.08, 36.00' RT. – PINNACLE ARENA DR.




## ROADWAY GEOMETRICS

1 P.I. STA. 1954+29.90, 28.50' RT. – "N" ST.
Δ = 10° 12' 16.87'' RT.
D = 19° 35' 17.88''
T = 26.12'
L = 52.10'
R = 292.50'
P.C. STA. 1954+03.79, 28.50' RT. – "N" ST.
P.C.C. STA. 1954+59.91, 32.32' RT. – "N" ST.

2 P.I. STA. 1955+33.37, 16.95' RT. – "N" ST.
Δ = 63° 26' 53.83'' RT.
D = 59° 4' 4.13''
T = 59.96'
L = 107.42'
R = 97.00'
P.C.C. STA. 1954+59.91, 32.32' RT. – "N" ST.
P.C.C. STA. 1956+06.89, 33.76' RT. – "N" ST.

3 P.I. STA. 1956+56.57, 25.00' RT. – "N" ST.
Δ = 16° 25' 9.39'' RT.
D = 19° 35' 17.88''
T = 42.20'
L = 83.82'
R = 292.50'
P.C. STA. 1956+06.89, 33.76' RT. – "N" ST.
P.T. STA. 1956+98.77, 25.00' RT. – "N" ST.

4 P.I. STA. 1955+33.81, 101.96' LT. – "N" ST.
Δ = 94° 29' 11.14'' RT.
D = 39° 30' 51.59''
T = 156.82'
L = 239.12'
R = 145.00'
P.C. STA. 1954+37.26, 33.07' LT. – "N" ST.
P.T. STA. 1956+28.68, 25.61' LT. – "N" ST.

5 P.I. STA. 1958+03.00, 23.00' LT. – PINNACLE ARENA DR.

6 15.00' R.P. STA. 1958+03.00, 40.00' LT. – PINNACLE ARENA DR.
P.C. STA. 1958+18.00, 40.00' LT. – PINNACLE ARENA DR.
P.T. STA. 1958+03.00, 25.00' LT. – PINNACLE ARENA DR.

7 P.I. STA. 1958+18.00, 70.68' LT. – PINNACLE ARENA DR.

8 P.I. STA. 1958+42.00, 70.68' LT. – PINNACLE ARENA DR.

9 15.00' R.P. STA. 1958+57.00, 40.00' LT. – PINNACLE ARENA DR.
P.C. STA. 1958+42.00, 40.00' LT. – PINNACLE ARENA DR.
P.T. STA. 1958+57.00, 25.00' LT. – PINNACLE ARENA DR.

10 P.I. STA. 1958+57.00, 23.00' LT. – PINNACLE ARENA DR.

NOTE:
GEOMETRICS TO BACK OF CURB UNLESS OTHERWISE NOTED.

PROFESSIONAL CIVIL ENGINEER
THOMAS A. LEIKAM
E-6290
STATE OF NEBRASKA

GEOMETRICS

117–E–98

PROJ: Core Roadways
PEN: BW_Pentable
USER: jlwagner
DATE: 4/25/2012
DGN: f:\projects\010-2431\design\sheets_core_roadways\geometrics\870305GE02.dgn

This document was originally issued and sealed by Thomas A. Leikam, E-6290, on 4-25-12. This media should not be considered a certified document.

117–E–98

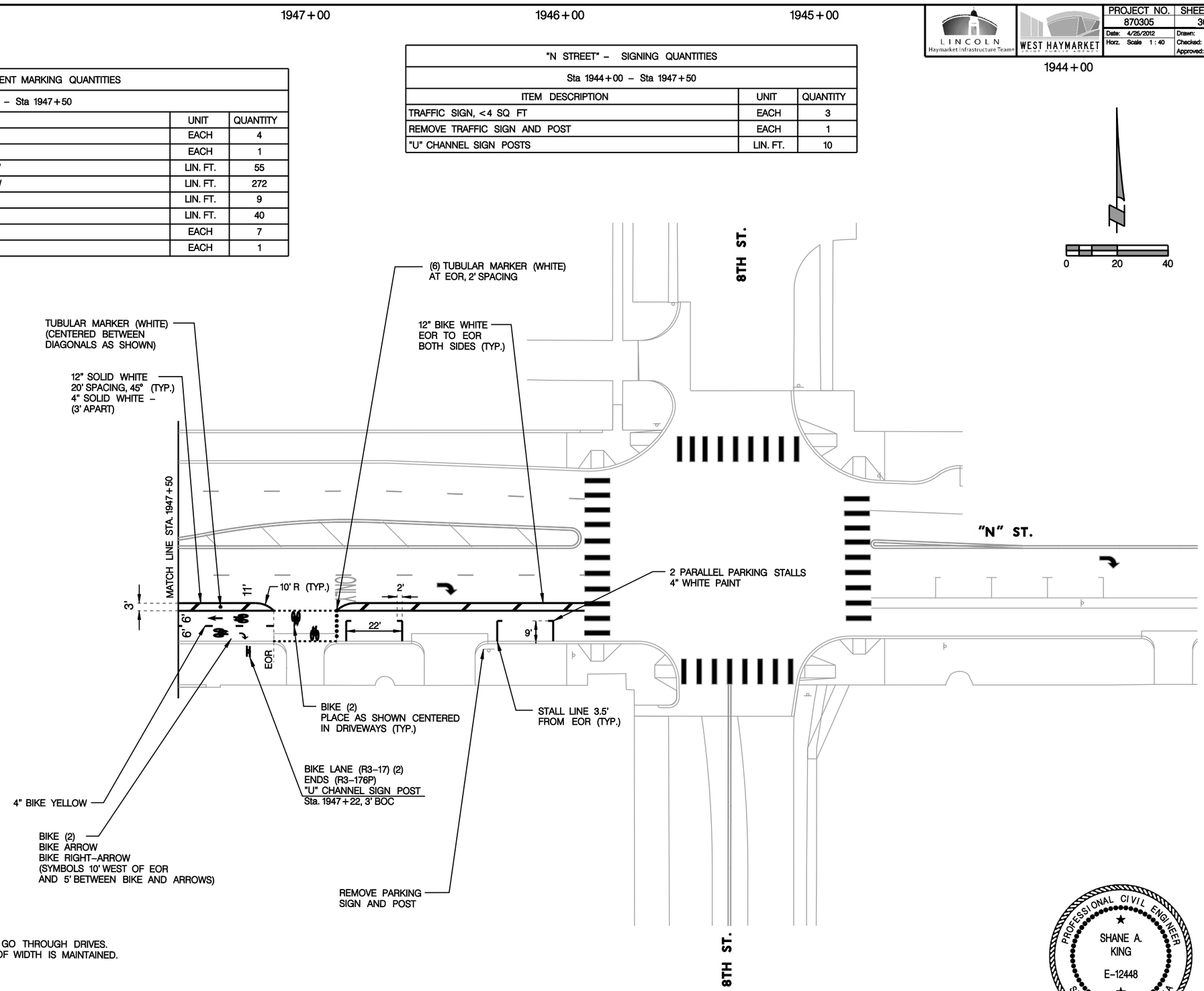
| PROJECT NO. | SHEET NO. |
|---|---|
| 870305 | 306 |
| Date: 4/25/2012 | Drawn: TMR |
| Horz. Scale 1 : 40 | Checked: JPP |
| | Approved: SAK |

LINCOLN Haymarket Infrastructure Team® — WEST HAYMARKET JOINT PUBLIC AGENCY

117–E–98

| "N STREET" – PAVEMENT MARKING QUANTITIES | | |
|---|---|---|
| Sta 1944+00 – Sta 1947+50 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| GRVD PRFMD PLSTC MKG, BIKE | EACH | 4 |
| GRVD PRFMD PLSTC MKG, BIKE ARROW | EACH | 1 |
| GRVD LIQUID POLYUREA MKG – TYPE I, 12" W | LIN. FT. | 55 |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" W | LIN. FT. | 272 |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" Y | LIN. FT. | 9 |
| PAINT MARKING, 4" W | LIN. FT. | 40 |
| TUBULAR MARKERS, SURFACE MOUNT | EACH | 7 |
| GRVD PRFMD PLSTC MKG, BIKE RT ARROW | EACH | 1 |

| "N STREET" – SIGNING QUANTITIES | | |
|---|---|---|
| Sta 1944+00 – Sta 1947+50 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| TRAFFIC SIGN, <4 SQ FT | EACH | 3 |
| REMOVE TRAFFIC SIGN AND POST | EACH | 1 |
| "U" CHANNEL SIGN POSTS | LIN. FT. | 10 |




FOR CYLCE TRACK:
1. 4" SOLID WHITE AND 4" BIKE YELLOW DO NOT GO THROUGH DRIVES.
2. 12" BIKE WHITE LINE TO BE INSTALLED SO 12' OF WIDTH IS MAINTAINED.

PROFESSIONAL CIVIL ENGINEER
SHANE A. KING
E–12448
STATE OF NEBRASKA

PROJ: Core Roadways
PEN: PM_Pentable
USER: jwagner
DATE: 4/25/2012
DGN: f:\projects\010–2431\design\sheets_core_roadways\Pavement Marking\870305PM02.dgn

This document was originally issued and sealed by Shane A. King, E-12448, on 4-25-12. This media should not be considered a certified document.

## PAVEMENT MARKING & SIGNING

117–E–98

117–E–98

| PROJECT NO. | SHEET NO. |
|---|---|
| 870305 | 307 |
| Date: 4/25/2012 | Drawn: TMR |
| Horz. Scale 1 : 40 | Checked: JPP |
| | Approved: SAK |

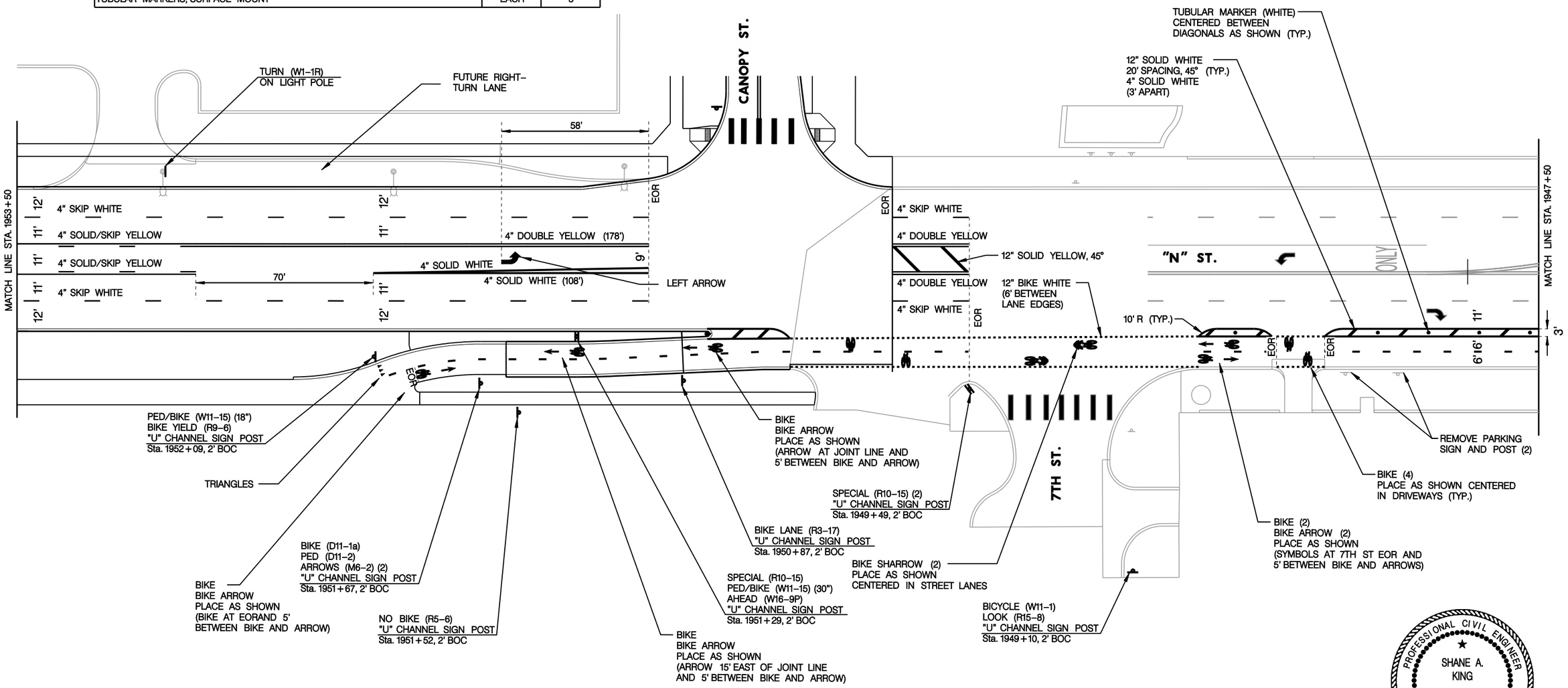
LINCOLN Haymarket Infrastructure Team® — WEST HAYMARKET JOINT PUBLIC AGENCY

1953+00 1952+00 1951+00 1950+00 1949+00 1948+00

| "N STREET" – PAVEMENT MARKING QUANTITIES | | |
|---|---|---|
| Sta 1947+50 – Sta 1953+50 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| GRVD PRFMD PLSTC MKG, LT ARROW | EACH | 1 |
| GRVD PRFMD PLSTC MKG, TRIANGLES | EACH | 3 |
| GRVD PRFMD PLSTC MKG, BIKE | EACH | 9 |
| GRVD PRFMD PLSTC MKG, BIKE ARROW | EACH | 5 |
| GRVD PRFMD PLSTC MKG, BIKE SHARROW | EACH | 2 |
| GRVD LIQUID POLYUREA MKG – TYPE I, 12" W | LIN. FT. | 212 |
| GRVD LIQUID POLYUREA MKG – TYPE I, 12" Y | LIN. FT. | 28 |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" W | LIN. FT. | 660 |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" Y | LIN. FT. | 744 |
| RAISED PAVT MARKERS | EACH | 1 |
| TUBULAR MARKERS, SURFACE MOUNT | EACH | 5 |

| "N STREET" – SIGNING QUANTITIES | | |
|---|---|---|
| Sta 1947+50 – Sta 1953+50 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| TRAFFIC SIGN, <4 SQ FT | EACH | 9 |
| TRAFFIC SIGN, 4 SQ FT<9 SQ FT | EACH | 6 |
| TRAFFIC SIGN, 9 SQ FT OR > | EACH | 1 |
| REMOVE TRAFFIC SIGN AND POST | EACH | 2 |
| "U" CHANNEL SIGN POSTS | LIN. FT. | 76 |

0 20 40




FOR CYLCE TRACK:
1. 4" SOLID WHITE AND 4" BIKE YELLOW DO NOT GO THROUGH DRIVES.
2. 12" BIKE WHITE LINE TO BE INSTALLED SO 12' OF WIDTH IS MAINTAINED.

PROFESSIONAL CIVIL ENGINEER ★ SHANE A. KING E-12448 ★ STATE OF NEBRASKA

# PAVEMENT MARKING & SIGNING

117-E-98

PROJ: Core Roadways
PEN: PM_Pentable
USER: jwagner
DATE: 4/25/2012
DGN: f:\projects\010-2431\design\sheets_core_roadways\Pavement Marking\870305PM03.dgn

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117-E-98

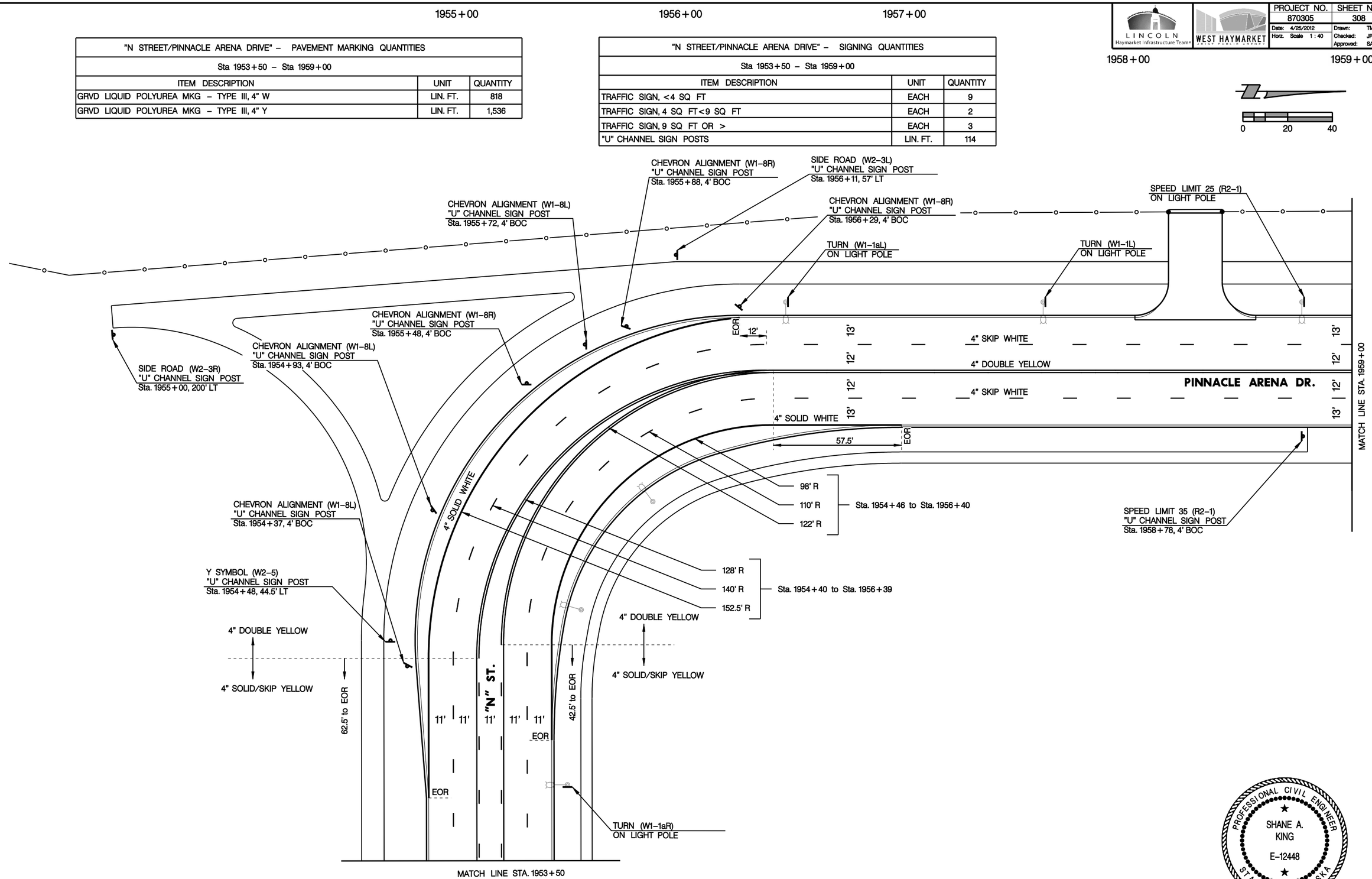
| PROJECT NO. | SHEET NO. |
|---|---|
| 870305 | 308 |
| Date: 4/25/2012 | Drawn: TMR |
| Horz. Scale 1 : 40 | Checked: JPP |
| | Approved: SAK |

LINCOLN Haymarket Infrastructure Team® — WEST HAYMARKET JOINT PUBLIC AGENCY

117–E–98

| "N STREET/PINNACLE ARENA DRIVE" – PAVEMENT MARKING QUANTITIES | | |
|---|---|---|
| Sta 1953+50 – Sta 1959+00 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" W | LIN. FT. | 818 |
| GRVD LIQUID POLYUREA MKG – TYPE III, 4" Y | LIN. FT. | 1,536 |

| "N STREET/PINNACLE ARENA DRIVE" – SIGNING QUANTITIES | | |
|---|---|---|
| Sta 1953+50 – Sta 1959+00 | | |
| ITEM DESCRIPTION | UNIT | QUANTITY |
| TRAFFIC SIGN, <4 SQ FT | EACH | 9 |
| TRAFFIC SIGN, 4 SQ FT<9 SQ FT | EACH | 2 |
| TRAFFIC SIGN, 9 SQ FT OR > | EACH | 3 |
| "U" CHANNEL SIGN POSTS | LIN. FT. | 114 |




PROFESSIONAL CIVIL ENGINEER
SHANE A. KING
E–12448
STATE OF NEBRASKA

PROJ: Core Roadways
PEN: PM_Pentable
USER: jlwagner
DATE: 4/25/2012
DGN: f:\projects\010–2431\design\sheets_core_roadways\Pavement Marking\870305PM04.dgn

This document was originally issued and sealed by Shane A. King, E-12448, on 4-25-12. This media should not be considered a certified document.

# PAVEMENT MARKING AND SIGNING

117–E–98

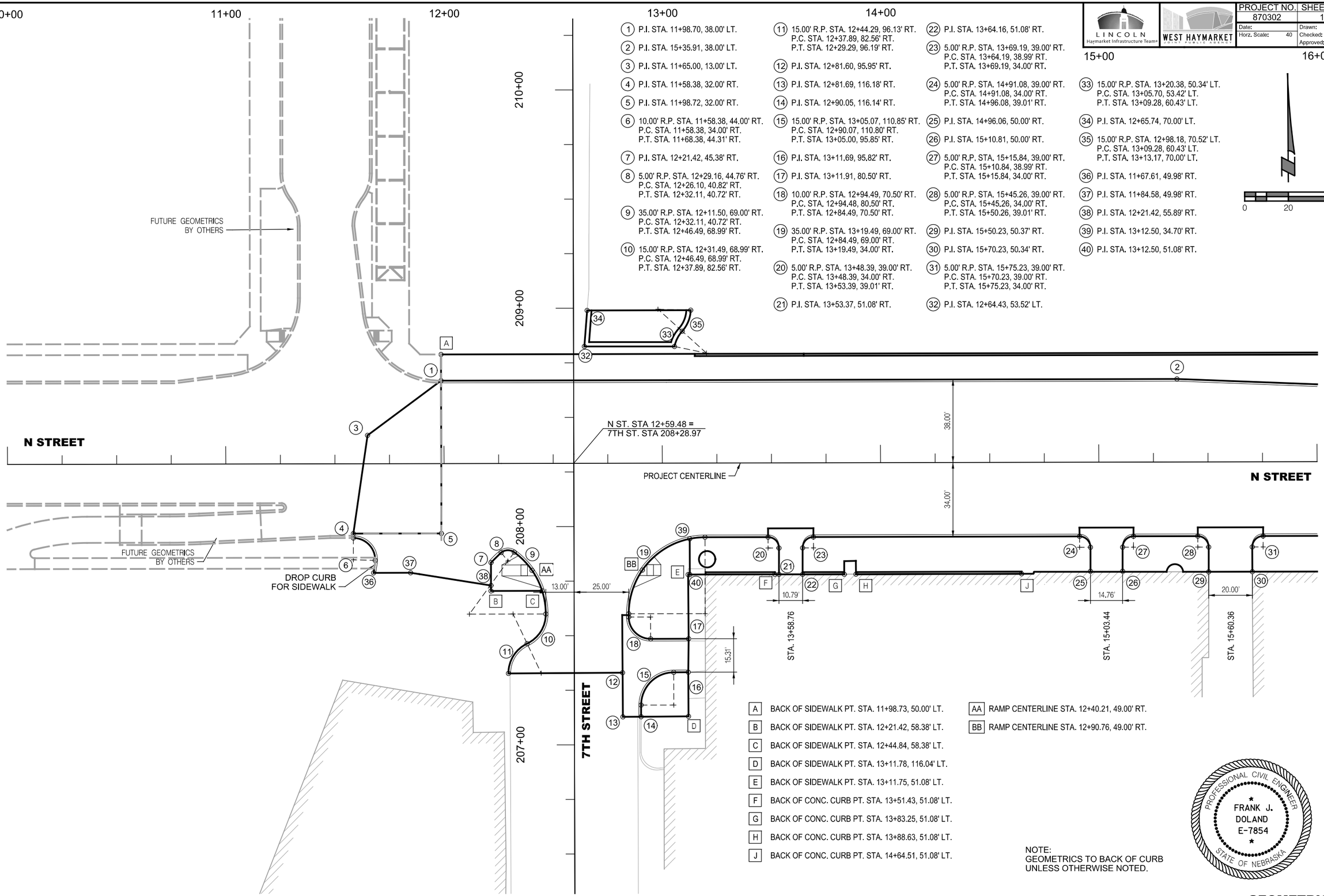
PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\CR_Pentable.tbl
USER: gjordan
DATE: Tuesday, February 21, 2012
DGN: ...\Geometrics\870302GE01.DGN

| PROJECT NO. | SHEET NO. |
|---|---|
| 870302 | 11 |
| Date: | Drawn: GJ |
| Horz. Scale: 40 | Checked: KB |
| | Approved: FD |

LINCOLN Haymarket Infrastructure Team

WEST HAYMARKET JOINT PUBLIC AGENCY

117-E-73




1. P.I. STA. 11+98.70, 38.00' LT.
2. P.I. STA. 15+35.91, 38.00' LT.
3. P.I. STA. 11+65.00, 13.00' LT.
4. P.I. STA. 11+58.38, 32.00' RT.
5. P.I. STA. 11+98.72, 32.00' RT.
6. 10.00' R.P. STA. 11+58.38, 44.00' RT.
   P.C. STA. 11+58.38, 34.00' RT.
   P.T. STA. 11+68.38, 44.31' RT.
7. P.I. STA. 12+21.42, 45.38' RT.
8. 5.00' R.P. STA. 12+29.16, 44.76' RT.
   P.C. STA. 12+26.10, 40.82' RT.
   P.T. STA. 12+32.11, 40.72' RT.
9. 35.00' R.P. STA. 12+11.50, 69.00' RT.
   P.C. STA. 12+32.11, 40.72' RT.
   P.T. STA. 12+46.49, 68.99' RT.
10. 15.00' R.P. STA. 12+31.49, 68.99' RT.
    P.C. STA. 12+46.49, 68.99' RT.
    P.T. STA. 12+37.89, 82.56' RT.
11. 15.00' R.P. STA. 12+44.29, 96.13' RT.
    P.C. STA. 12+37.89, 82.56' RT.
    P.T. STA. 12+29.29, 96.19' RT.
12. P.I. STA. 12+81.60, 95.95' RT.
13. P.I. STA. 12+81.69, 116.18' RT.
14. P.I. STA. 12+90.05, 116.14' RT.
15. 15.00' R.P. STA. 13+05.07, 110.85' RT.
    P.C. STA. 12+90.07, 110.80' RT.
    P.T. STA. 13+05.00, 95.85' RT.
16. P.I. STA. 13+11.69, 95.82' RT.
17. P.I. STA. 13+11.91, 80.50' RT.
18. 10.00' R.P. STA. 12+94.49, 70.50' RT.
    P.C. STA. 12+94.48, 80.50' RT.
    P.T. STA. 12+84.49, 70.50' RT.
19. 35.00' R.P. STA. 13+19.49, 69.00' RT.
    P.C. STA. 12+84.49, 69.00' RT.
    P.T. STA. 13+19.49, 34.00' RT.
20. 5.00' R.P. STA. 13+48.39, 39.00' RT.
    P.C. STA. 13+48.39, 34.00' RT.
    P.T. STA. 13+53.39, 39.01' RT.
21. P.I. STA. 13+53.37, 51.08' RT.
22. P.I. STA. 13+64.16, 51.08' RT.
23. 5.00' R.P. STA. 13+69.19, 39.00' RT.
    P.C. STA. 13+64.19, 38.99' RT.
    P.T. STA. 13+69.19, 34.00' RT.
24. 5.00' R.P. STA. 14+91.08, 39.00' RT.
    P.C. STA. 14+91.08, 34.00' RT.
    P.T. STA. 14+96.08, 39.01' RT.
25. P.I. STA. 14+96.06, 50.00' RT.
26. P.I. STA. 15+10.81, 50.00' RT.
27. 5.00' R.P. STA. 15+15.84, 39.00' RT.
    P.C. STA. 15+10.84, 38.99' RT.
    P.T. STA. 15+15.84, 34.00' RT.
28. 5.00' R.P. STA. 15+45.26, 39.00' RT.
    P.C. STA. 15+45.26, 34.00' RT.
    P.T. STA. 15+50.26, 39.01' RT.
29. P.I. STA. 15+50.23, 50.37' RT.
30. P.I. STA. 15+70.23, 50.34' RT.
31. 5.00' R.P. STA. 15+75.23, 39.00' RT.
    P.C. STA. 15+70.23, 39.00' RT.
    P.T. STA. 15+75.23, 34.00' RT.
32. P.I. STA. 12+64.43, 53.52' LT.
33. 15.00' R.P. STA. 13+20.38, 50.34' LT.
    P.C. STA. 13+05.70, 53.42' LT.
    P.T. STA. 13+09.28, 60.43' LT.
34. P.I. STA. 12+65.74, 70.00' LT.
35. 15.00' R.P. STA. 12+98.18, 70.52' LT.
    P.C. STA. 13+09.28, 60.43' LT.
    P.T. STA. 13+13.17, 70.00' LT.
36. P.I. STA. 11+67.61, 49.98' RT.
37. P.I. STA. 11+84.58, 49.98' RT.
38. P.I. STA. 12+21.42, 55.89' RT.
39. P.I. STA. 13+12.50, 34.70' RT.
40. P.I. STA. 13+12.50, 51.08' RT.

| | |
|---|---|
| A | BACK OF SIDEWALK PT. STA. 11+98.73, 50.00' LT. |
| B | BACK OF SIDEWALK PT. STA. 12+21.42, 58.38' LT. |
| C | BACK OF SIDEWALK PT. STA. 12+44.84, 58.38' LT. |
| D | BACK OF SIDEWALK PT. STA. 13+11.78, 116.04' LT. |
| E | BACK OF SIDEWALK PT. STA. 13+11.75, 51.08' LT. |
| F | BACK OF CONC. CURB PT. STA. 13+51.43, 51.08' LT. |
| G | BACK OF CONC. CURB PT. STA. 13+83.25, 51.08' LT. |
| H | BACK OF CONC. CURB PT. STA. 13+88.63, 51.08' LT. |
| J | BACK OF CONC. CURB PT. STA. 14+64.51, 51.08' LT. |
| AA | RAMP CENTERLINE STA. 12+40.21, 49.00' RT. |
| BB | RAMP CENTERLINE STA. 12+90.76, 49.00' RT. |

NOTE:
GEOMETRICS TO BACK OF CURB
UNLESS OTHERWISE NOTED.

PROFESSIONAL CIVIL ENGINEER
FRANK J. DOLAND
E-7854
STATE OF NEBRASKA

## GEOMETRICS

117-E-73

Sealed by Frank J. Doland E-7854 on 02-24-2012. This media should not be considered a certified document.

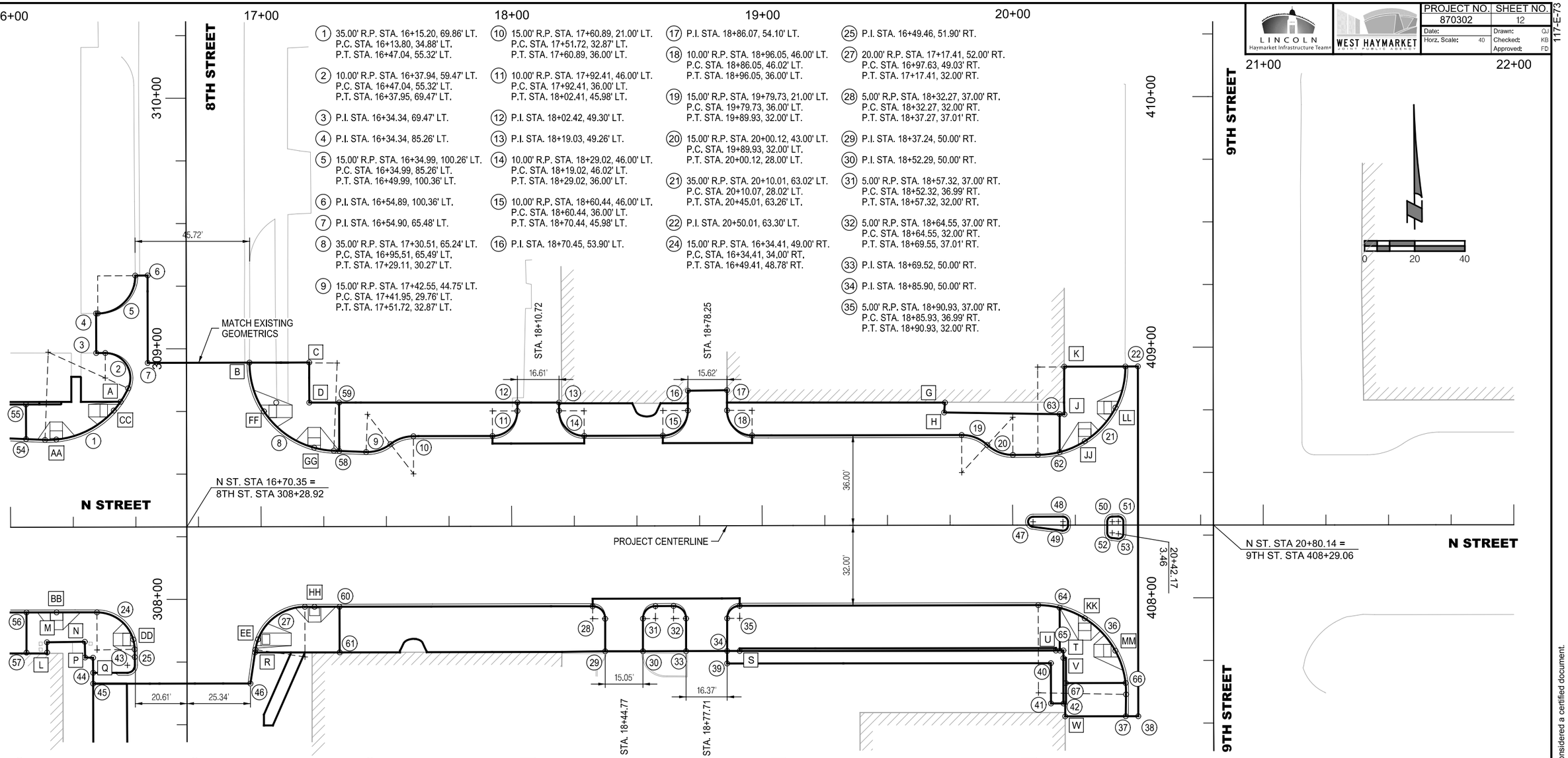
117-E-73

PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\CR_Pentable.tbl
USER: qjordan
DATE: Tuesday, February 21, 2012
DGN: ...\Geometrics\870302GE02.DGN

| PROJECT NO. | SHEET NO. |
|---|---|
| 870302 | 12 |
| Date: | Drawn: QJ |
| Horz. Scale: 40 | Checked: KB |
| | Approved: FD |

LINCOLN Haymarket Infrastructure Team
WEST HAYMARKET JOINT PUBLIC AGENCY

117-E-73




1. 35.00' R.P. STA. 16+15.20, 69.86' LT.
P.C. STA. 16+13.80, 34.88' LT.
P.T. STA. 16+47.04, 55.32' LT.
2. 10.00' R.P. STA. 16+37.94, 59.47' LT.
P.C. STA. 16+47.04, 55.32' LT.
P.T. STA. 16+37.95, 69.47' LT.
3. P.I. STA. 16+34.34, 69.47' LT.
4. P.I. STA. 16+34.34, 85.26' LT.
5. 15.00' R.P. STA. 16+34.99, 100.26' LT.
P.C. STA. 16+34.99, 85.26' LT.
P.T. STA. 16+49.99, 100.36' LT.
6. P.I. STA. 16+54.89, 100.36' LT.
7. P.I. STA. 16+54.90, 65.48' LT.
8. 35.00' R.P. STA. 17+30.51, 65.24' LT.
P.C. STA. 16+95.51, 65.49' LT.
P.T. STA. 17+29.11, 30.27' LT.
9. 15.00' R.P. STA. 17+42.55, 44.75' LT.
P.C. STA. 17+41.95, 29.76' LT.
P.T. STA. 17+51.72, 32.87' LT.
10. 15.00' R.P. STA. 17+60.89, 21.00' LT.
P.C. STA. 17+51.72, 32.87' LT.
P.T. STA. 17+60.89, 36.00' LT.
11. 10.00' R.P. STA. 17+92.41, 46.00' LT.
P.C. STA. 17+92.41, 36.00' LT.
P.T. STA. 18+02.41, 45.98' LT.
12. P.I. STA. 18+02.42, 49.30' LT.
13. P.I. STA. 18+19.03, 49.26' LT.
14. 10.00' R.P. STA. 18+29.02, 46.00' LT.
P.C. STA. 18+19.02, 46.02' LT.
P.T. STA. 18+29.02, 36.00' LT.
15. 10.00' R.P. STA. 18+60.44, 46.00' LT.
P.C. STA. 18+60.44, 36.00' LT.
P.T. STA. 18+70.44, 45.98' LT.
16. P.I. STA. 18+70.45, 53.90' LT.
17. P.I. STA. 18+86.07, 54.10' LT.
18. 10.00' R.P. STA. 18+96.05, 46.00' LT.
P.C. STA. 18+86.05, 46.02' LT.
P.T. STA. 18+96.05, 36.00' LT.
19. 15.00' R.P. STA. 19+79.73, 21.00' LT.
P.C. STA. 19+79.73, 36.00' LT.
P.T. STA. 19+89.93, 32.00' LT.
20. 15.00' R.P. STA. 20+00.12, 43.00' LT.
P.C. STA. 19+89.93, 32.00' LT.
P.T. STA. 20+00.12, 28.00' LT.
21. 35.00' R.P. STA. 20+10.01, 63.02' LT.
P.C. STA. 20+10.07, 28.02' LT.
P.T. STA. 20+45.01, 63.26' LT.
22. P.I. STA. 20+50.01, 63.30' LT.
24. 15.00' R.P. STA. 16+34.41, 49.00' RT.
P.C. STA. 16+34.41, 34.00' RT.
P.T. STA. 16+49.41, 48.78' RT.
25. P.I. STA. 16+49.46, 51.90' RT.
27. 20.00' R.P. STA. 17+17.41, 52.00' RT.
P.C. STA. 16+97.63, 49.03' RT.
P.T. STA. 17+17.41, 32.00' RT.
28. 5.00' R.P. STA. 18+32.27, 37.00' RT.
P.C. STA. 18+32.27, 32.00' RT.
P.T. STA. 18+37.27, 37.01' RT.
29. P.I. STA. 18+37.24, 50.00' RT.
30. P.I. STA. 18+52.29, 50.00' RT.
31. 5.00' R.P. STA. 18+57.32, 37.00' RT.
P.C. STA. 18+52.32, 36.99' RT.
P.T. STA. 18+57.32, 32.00' RT.
32. 5.00' R.P. STA. 18+64.55, 37.00' RT.
P.C. STA. 18+64.55, 32.00' RT.
P.T. STA. 18+69.55, 37.01' RT.
33. P.I. STA. 18+69.52, 50.00' RT.
34. P.I. STA. 18+85.90, 50.00' RT.
35. 5.00' R.P. STA. 18+90.93, 37.00' RT.
P.C. STA. 18+85.93, 36.99' RT.
P.T. STA. 18+90.93, 32.00' RT.

36. 35.00' R.P. STA. 20+10.25, 66.98' RT.
P.C. STA. 20+10.18, 31.98' RT.
P.T. STA. 20+45.24, 67.60' RT.
37. P.I. STA. 20+45.09, 76.33' RT.
38. P.I. STA. 20+50.09, 76.33' RT.
39. P.I. STA. 18+85.89, 55.00' RT.
40. P.I. STA. 20+15.21, 55.10' RT.
41. P.I. STA. 20+15.25, 71.18' RT.
42. P.I. STA. 20+20.25, 71.17' RT.
43. 3.00' R.P. STA. 16+46.50, 55.14' RT.
44. P.I. STA. 16+32.82, 58.14' RT.
45. P.I. STA. 16+32.82, 62.46' RT.
46. P.I. STA. 16+95.60, 62.53' RT.
47. 2.00' R.P. STA. 20+08.14, 1.32' LT.
48. 2.00' R.P. STA. 20+20.07, 1.35' LT.
49. 2.00' R.P. STA. 20+20.07, 0.24' LT.
50. 2.00' R.P. STA. 20+39.73, 1.38' LT.
51. 2.00' R.P. STA. 20+42.16, 1.39' LT.
52. 2.00' R.P. STA. 20+39.74, 3.14' RT.
53. 2.00' R.P. STA. 20+42.17, 3.46' RT.
54. P.I. STA. 16+06.25, 35.19' LT.
55. P.I. STA. 16+06.25, 49.01' LT.
56. P.I. STA. 16+06.25, 34.00' RT.
57. P.I. STA. 16+06.25, 50.00' RT.
58. P.I. STA. 17+31.25, 30.19' LT.
59. P.I. STA. 17+31.25, 49.46' LT.
60. P.I. STA. 17+31.25, 32.00' RT.
61. P.I. STA. 17+31.25, 50.20' RT.
62. P.I. STA. 20+18.75, 29.12' LT.
63. P.I. STA. 20+18.75, 44.25' LT.
64. P.I. STA. 20+18.75, 33.03' RT.
65. P.I. STA. 20+18.75, 50.10' RT.
66. P.I. STA. 20+45.02, 63.05' RT.
67. P.I. STA. 20+21.23, 63.10' RT.

A. BACK OF SIDEWALK PT. STA. 16+44.02, 50.00' LT.
B. BACK OF SIDEWALK PT. STA. 16+95.51, 65.49' LT.
C. BACK OF SIDEWALK PT. STA. 17+19.34, 65.49' LT.
D. BACK OF SIDEWALK PT. STA. 17+19.34, 49.49' LT.
G. BACK OF SIDEWALK PT. STA. 19+73.08, 48.92' LT.
H. BACK OF SIDEWALK PT. STA. 19+72.74, 44.98' LT.
J. BACK OF SIDEWALK PT. STA. 20+20.66, 44.22' LT.
K. BACK OF SIDEWALK PT. STA. 20+20.59, 63.21' LT.
L. BACK OF SIDEWALK PT. STA. 16+14.45, 50.00' RT.
M. BACK OF SIDEWALK PT. STA. 16+14.43, 45.94' RT.
N. BACK OF SIDEWALK PT. STA. 16+29.50, 45.76' RT.
P. BACK OF SIDEWALK PT. STA. 16+29.62, 52.01' RT.
Q. BACK OF SIDEWALK PT. STA. 16+33.29, 52.14' RT.
R. BACK OF SIDEWALK PT. STA. 16+97.46, 50.19' RT.
S. BACK OF CONC. CURB PT. STA. 18+90.90, 50.01' RT.
T. BACK OF SIDEWALK PT. STA. 20+20.21, 50.10' RT.
U. BACK OF CONC. CURB PT. STA. 20+17.21, 50.10' RT.
V. BACK OF CONC. CURB PT. STA. 20+20.21, 53.10' RT.
W. BACK OF SIDEWALK PT. STA. 20+20.93, 76.36' RT.
AA. RAMP CENTERLINE STA. 16+18.30, 34.99' LT.
BB. RAMP CENTERLINE STA. 16+18.30, 34.00' RT.
CC. RAMP CENTERLINE STA. 16+41.27, 46.50' LT.
DD. RAMP CENTERLINE STA. 16+48.84, 44.90' RT.
EE. RAMP CENTERLINE STA. 16+98.69, 44.95' RT.
FF. RAMP CENTERLINE STA. 17+01.25, 46.04' LT.
GG. RAMP CENTERLINE STA. 17+21.25, 31.49' LT.
HH. RAMP CENTERLINE STA. 17+21.25, 32.00' RT.
JJ. RAMP CENTERLINE STA. 20+28.74, 33.45' LT.
KK. RAMP CENTERLINE STA. 20+28.74, 37.27' RT.
LL. RAMP CENTERLINE STA. 20+41.06, 46.86' LT.
MM. RAMP CENTERLINE STA. 20+40.92, 50.13' RT.

NOTE:
GEOMETRICS TO BACK OF CURB UNLESS OTHERWISE NOTED.

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**GEOMETRICS**
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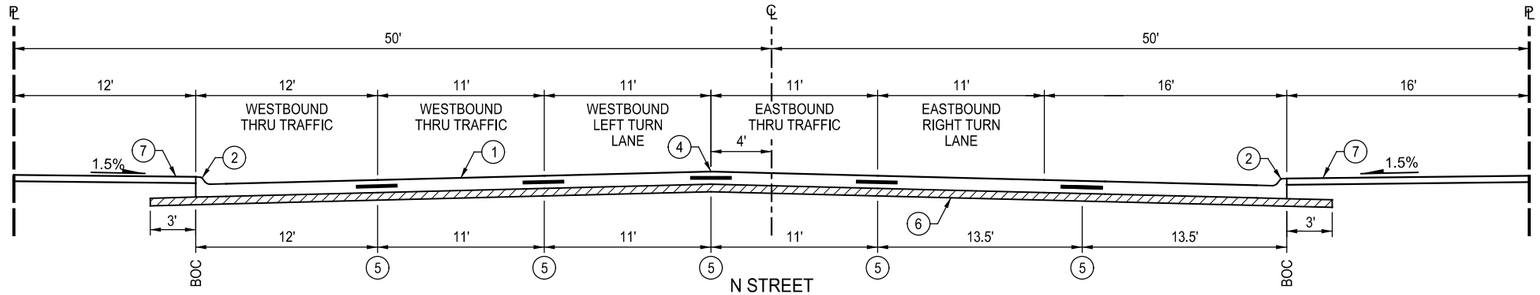
PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\BW_PENTABLE.tbl
USER: qjordan
DATE: Friday, February 24, 2012
DGN: ...\General\870302TY01.DGN

LINCOLN Haymarket Infrastructure Teams

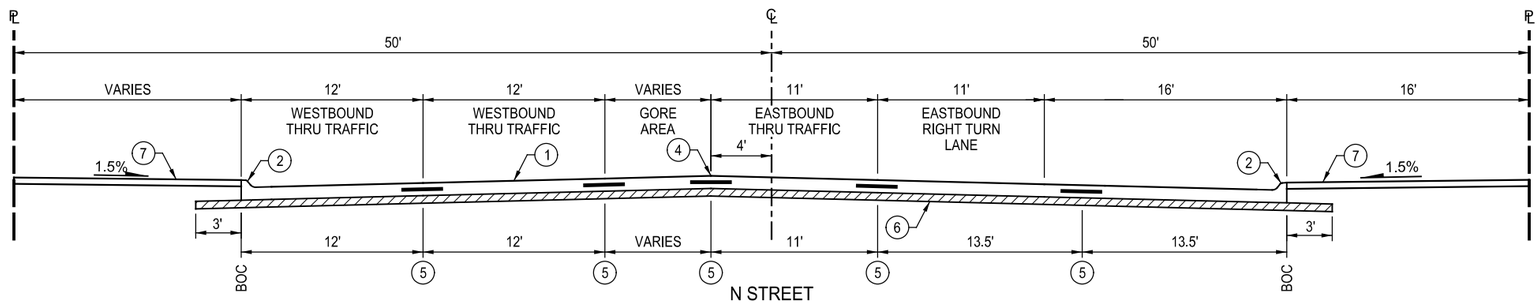
WEST HAYMARKET JOINT PUBLIC AGENCY

| PROJECT NO. | SHEET NO. |
|---|---|
| 870302 | 4 |
| Date: | Drawn: QJ |
| Horz. Scale: N.T.S. | Checked: KB |
| | Approved: FD |

117-E-73



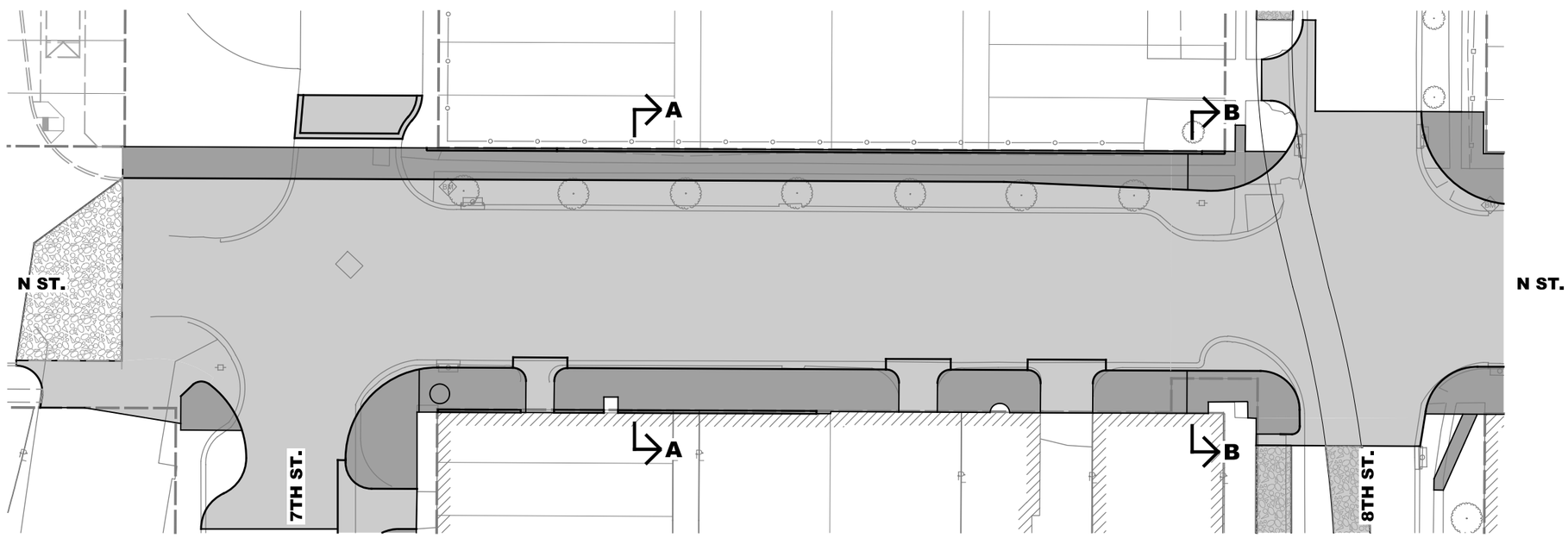

N STREET
TYPICAL SECTION A-A
(LOOKING EAST)




N STREET
TYPICAL SECTION B-B
(LOOKING EAST)

## LEGEND

1. 9" P.C.C. PAVEMENT WITH INTEGRAL CURB
2. 6" HIGH INTEGRAL CURB
3. 7" P.C.C. PAVEMENT (DRIVEWAYS & ALLEYS) FOR INFORMATION
4. PROFILE GRADE LINE
5. LONGITUDINAL JOINT WITH TIE BAR
6. SUBGRADE PREPARATION
7. 5" CONCRETE SIDEWALK

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**TYPICAL SECTIONS**

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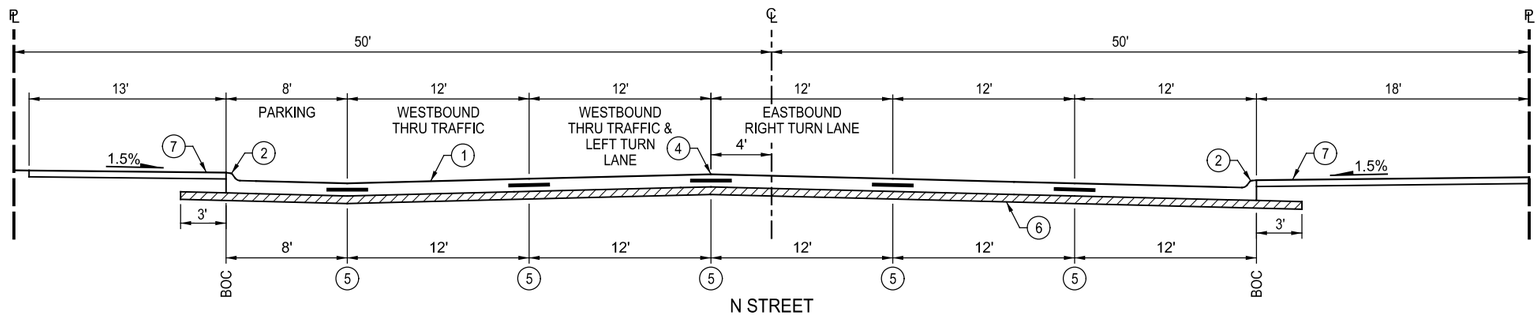
PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\BW_PENTABLE.tbl
USER: qjordan
DATE: Friday, February 24, 2012
DGN: ...\General\870302TY02.DGN

| LINCOLN Haymarket Infrastructure Team | WEST HAYMARKET JOINT PUBLIC AGENCY | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | 870302 | 5 |
| | | Date: | Drawn: QJ |
| | | Horz. Scale: N.T.S. | Checked: KB |
| | | | Approved: AB |

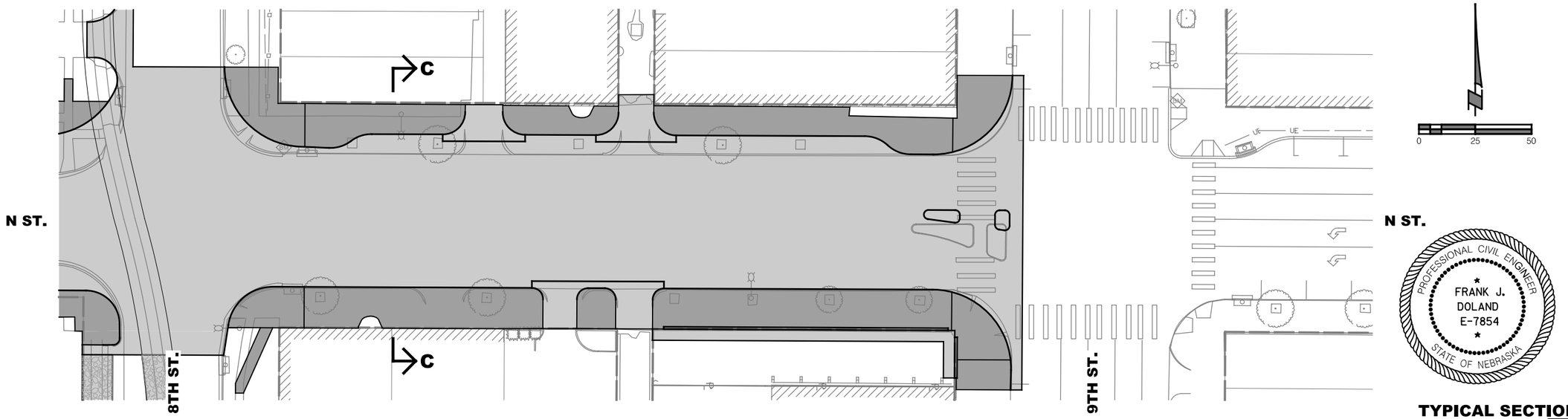
117-E-73




N STREET
TYPICAL SECTION C-C
(LOOKING EAST)

## LEGEND

1. 9" P.C.C. PAVEMENT WITH INTEGRAL CURB
2. 6" HIGH INTEGRAL CURB
3. 7" P.C.C. PAVEMENT (DRIVEWAYS & ALLEYS) FOR INFORMATION
4. PROFILE GRADE LINE
5. LONGITUDINAL JOINT WITH TIE BAR
6. SUBGRADE PREPARATION
7. 5" CONCRETE SIDEWALK

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**TYPICAL SECTIONS**

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117-E-73

PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\PM_Pentable.tbl
USER: nhanquist
DATE: Thursday, March 01, 2012
DGN: ...\870302PM01.DGN

| PROJECT NO. | SHEET NO. |
|---|---|
| 870302 | 56 |
| Date: | Drawn: QJ |
| Horz. Scale: 40 | Checked: KB |
| | Approved: JJ |

LINCOLN Haymarket Infrastructure Teams
WEST HAYMARKET

## NOTES

1. FOR ALL EXISTING POLES THAT ARE TO BE USED IN PLACE OR RELOCATED, EXISTING SIGNS MOUNTED TO THOSE POLES SHOULD BE LEFT IN PLACE UNLESS OTHERWISE NOTED, OR CONFLICTING WITH NEW TRAFFIC CONTROL OPERATIONS.
2. THE BOTTOM HEIGHT OF SIGNS SHALL GENERALLY BE 7'-0" ABOVE THE GROUND. THE EDGE OF THE SIGN WHICH IS ADJACENT TO A ROADWAY SHALL BE A MINIMUM OF 2'-0" FROM THE FACE OF THE CURB.
3. WHEN INSTALLING MULTIPLE STREET NAME SIGNS ON POSTS, THE NORTH/SOUTH STREET SHALL BE INSTALLED ON TOP.

TRAFFIC SIGN, < 4 SQ. FT. — 14.01010

| STATION | OFFSET | EA |
|---|---|---|
| 12+77.00 | 51.00' LT. | 1 |
| 12+85.00 | 51.00' LT. | 1 |
| 12+93.00 | 51.00' LT. | 1 |

TRAFFIC SIGN, 4 SQ. FT. < 9 SQ. FT. — 14.01012

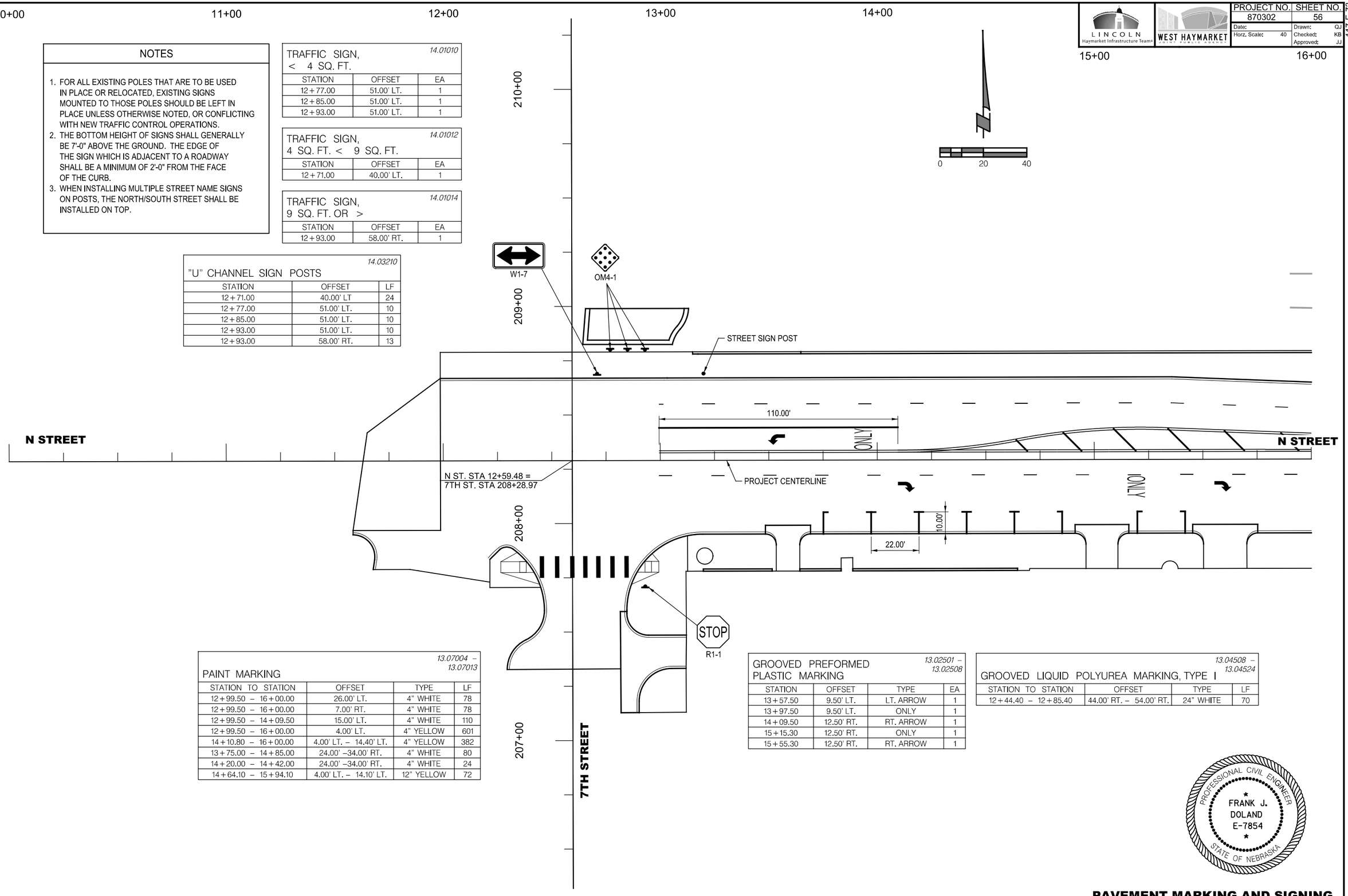
| STATION | OFFSET | EA |
|---|---|---|
| 12+71.00 | 40.00' LT. | 1 |

TRAFFIC SIGN, 9 SQ. FT. OR > — 14.01014

| STATION | OFFSET | EA |
|---|---|---|
| 12+93.00 | 58.00' RT. | 1 |

"U" CHANNEL SIGN POSTS — 14.03210

| STATION | OFFSET | LF |
|---|---|---|
| 12+71.00 | 40.00' LT | 24 |
| 12+77.00 | 51.00' LT. | 10 |
| 12+85.00 | 51.00' LT. | 10 |
| 12+93.00 | 51.00' LT. | 10 |
| 12+93.00 | 58.00' RT. | 13 |




PAINT MARKING — 13.07004 – 13.07013

| STATION TO STATION | OFFSET | TYPE | LF |
|---|---|---|---|
| 12+99.50 – 16+00.00 | 26.00' LT. | 4" WHITE | 78 |
| 12+99.50 – 16+00.00 | 7.00' RT. | 4" WHITE | 78 |
| 12+99.50 – 14+09.50 | 15.00' LT. | 4" WHITE | 110 |
| 12+99.50 – 16+00.00 | 4.00' LT. | 4" YELLOW | 601 |
| 14+10.80 – 16+00.00 | 4.00' LT. – 14.40' LT. | 4" YELLOW | 382 |
| 13+75.00 – 14+85.00 | 24.00' –34.00' RT. | 4" WHITE | 80 |
| 14+20.00 – 14+42.00 | 24.00' –34.00' RT. | 4" WHITE | 24 |
| 14+64.10 – 15+94.10 | 4.00' LT. – 14.10' LT. | 12" YELLOW | 72 |

GROOVED PREFORMED PLASTIC MARKING — 13.02501 – 13.02508

| STATION | OFFSET | TYPE | EA |
|---|---|---|---|
| 13+57.50 | 9.50' LT. | LT. ARROW | 1 |
| 13+97.50 | 9.50' LT. | ONLY | 1 |
| 14+09.50 | 12.50' RT. | RT. ARROW | 1 |
| 15+15.30 | 12.50' RT. | ONLY | 1 |
| 15+55.30 | 12.50' RT. | RT. ARROW | 1 |

GROOVED LIQUID POLYUREA MARKING, TYPE I — 13.04508 – 13.04524

| STATION TO STATION | OFFSET | TYPE | LF |
|---|---|---|---|
| 12+44.40 – 12+85.40 | 44.00' RT. – 54.00' RT. | 24" WHITE | 70 |

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# PAVEMENT MARKING AND SIGNING

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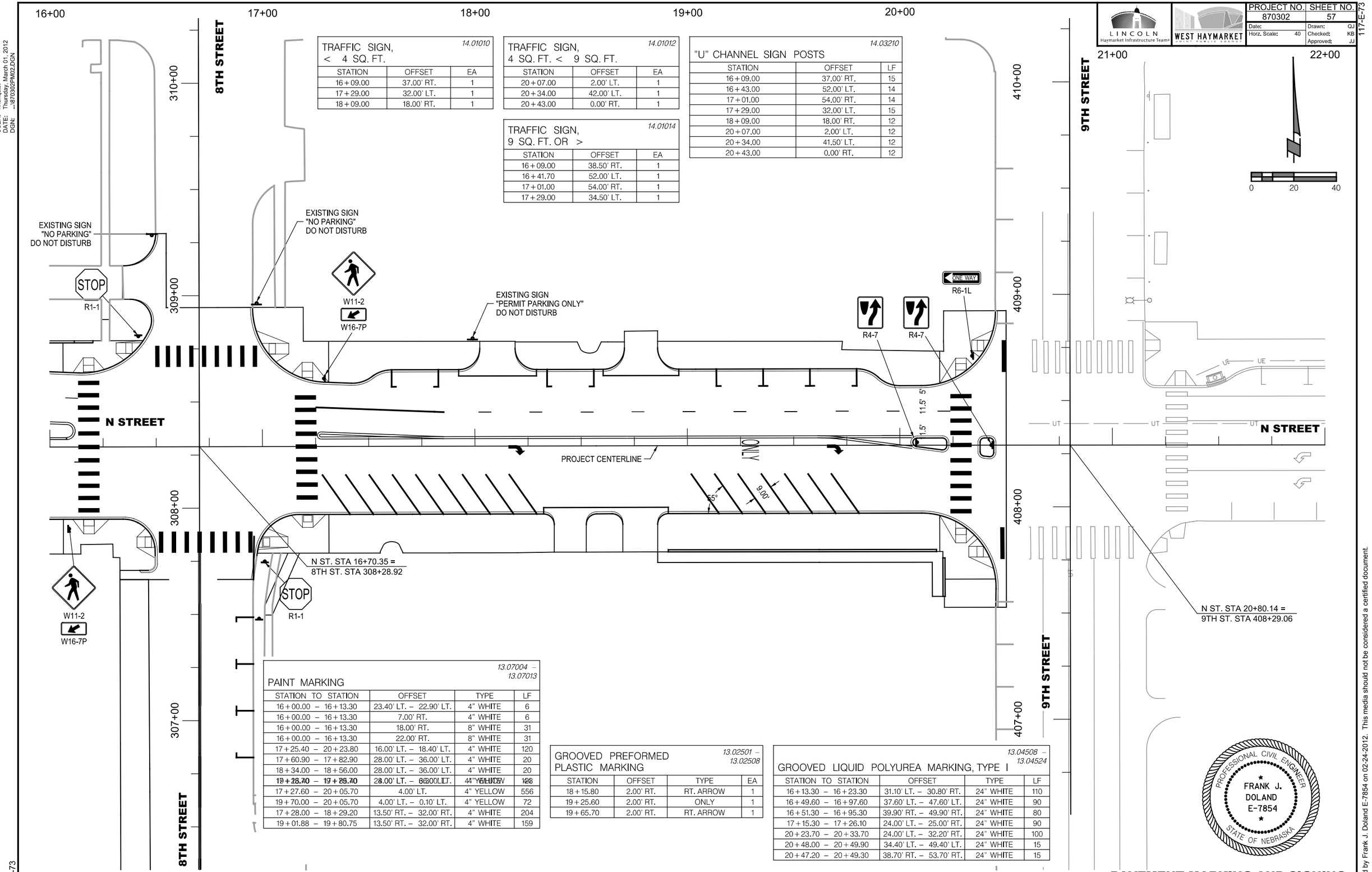
PROJ: 870302 - N st.cfg
PEN: ...\tables\Pen\PM_Pentable.tbl
USER: nhanquist
DATE: Thursday, March 01, 2012
DGN: ...\870302PM02.DGN

| PROJECT NO. | SHEET NO. |
|---|---|
| 870302 | 57 |
| Date: | Drawn: QJ |
| Horz. Scale: 40 | Checked: KB |
| | Approved: JJ |

LINCOLN Haymarket Infrastructure Teams
WEST HAYMARKET




TRAFFIC SIGN, < 4 SQ. FT. — 14.01010

| STATION | OFFSET | EA |
|---|---|---|
| 16+09.00 | 37.00' RT. | 1 |
| 17+29.00 | 32.00' LT. | 1 |
| 18+09.00 | 18.00' RT. | 1 |

TRAFFIC SIGN, 4 SQ. FT. < 9 SQ. FT. — 14.01012

| STATION | OFFSET | EA |
|---|---|---|
| 20+07.00 | 2.00' LT. | 1 |
| 20+34.00 | 42.00' LT. | 1 |
| 20+43.00 | 0.00' RT. | 1 |

TRAFFIC SIGN, 9 SQ. FT. OR > — 14.01014

| STATION | OFFSET | EA |
|---|---|---|
| 16+09.00 | 38.50' RT. | 1 |
| 16+41.70 | 52.00' LT. | 1 |
| 17+01.00 | 54.00' RT. | 1 |
| 17+29.00 | 34.50' LT. | 1 |

"U" CHANNEL SIGN POSTS — 14.03210

| STATION | OFFSET | LF |
|---|---|---|
| 16+09.00 | 37.00' RT. | 15 |
| 16+43.00 | 52.00' LT. | 14 |
| 17+01.00 | 54.00' RT. | 14 |
| 17+29.00 | 32.00' LT. | 15 |
| 18+09.00 | 18.00' RT. | 12 |
| 20+07.00 | 2.00' LT. | 12 |
| 20+34.00 | 41.50' LT. | 12 |
| 20+43.00 | 0.00' RT. | 12 |

PAINT MARKING — 13.07004 – 13.07013

| STATION TO STATION | OFFSET | TYPE | LF |
|---|---|---|---|
| 16+00.00 – 16+13.30 | 23.40' LT. – 22.90' LT. | 4" WHITE | 6 |
| 16+00.00 – 16+13.30 | 7.00' RT. | 4" WHITE | 6 |
| 16+00.00 – 16+13.30 | 18.00' RT. | 8" WHITE | 31 |
| 16+00.00 – 16+13.30 | 22.00' RT. | 8" WHITE | 31 |
| 17+25.40 – 20+23.80 | 16.00' LT. – 18.40' LT. | 4" WHITE | 120 |
| 17+60.90 – 17+82.90 | 28.00' LT. – 36.00' LT. | 4" WHITE | 20 |
| 18+34.00 – 18+56.00 | 28.00' LT. – 36.00' LT. | 4" WHITE | 20 |
| 19+28.40 – 19+35.40 | 28.00' LT. – 36.00' LT. | 4" YELLOW | 28 |
| 17+27.60 – 20+05.70 | 4.00' LT. | 4" YELLOW | 556 |
| 19+70.00 – 20+05.70 | 4.00' LT. – 0.10' LT. | 4" YELLOW | 72 |
| 17+28.00 – 18+29.20 | 13.50' RT. – 32.00' RT. | 4" WHITE | 204 |
| 19+01.88 – 19+80.75 | 13.50' RT. – 32.00' RT. | 4" WHITE | 159 |

GROOVED PREFORMED PLASTIC MARKING — 13.02501 – 13.02508

| STATION | OFFSET | TYPE | EA |
|---|---|---|---|
| 18+15.80 | 2.00' RT. | RT. ARROW | 1 |
| 19+25.60 | 2.00' RT. | ONLY | 1 |
| 19+65.70 | 2.00' RT. | RT. ARROW | 1 |

GROOVED LIQUID POLYUREA MARKING, TYPE I — 13.04508 – 13.04524

| STATION TO STATION | OFFSET | TYPE | LF |
|---|---|---|---|
| 16+13.30 – 16+23.30 | 31.10' LT. – 30.80' RT. | 24" WHITE | 110 |
| 16+49.60 – 16+97.60 | 37.60' LT. – 47.60' LT. | 24" WHITE | 90 |
| 16+51.30 – 16+95.30 | 39.90' RT. – 49.90' RT. | 24" WHITE | 80 |
| 17+15.30 – 17+26.10 | 24.00' LT. – 25.00' RT. | 24" WHITE | 90 |
| 20+23.70 – 20+33.70 | 24.00' LT. – 32.20' RT. | 24" WHITE | 100 |
| 20+48.00 – 20+49.90 | 34.40' LT. – 49.40' LT. | 24" WHITE | 15 |
| 20+47.20 – 20+49.30 | 38.70' RT. – 53.70' RT. | 24" WHITE | 15 |

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