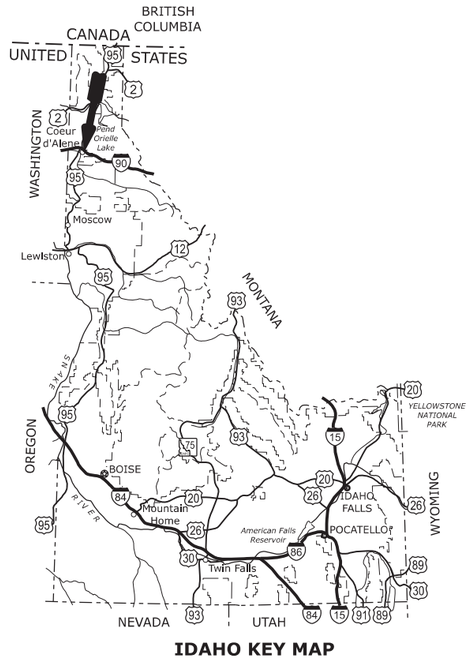
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	A.1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



IDAHO KEY MAP

PLANS FOR PROPOSED PROJECT

ID FLAP KOOTEN 8450(1)

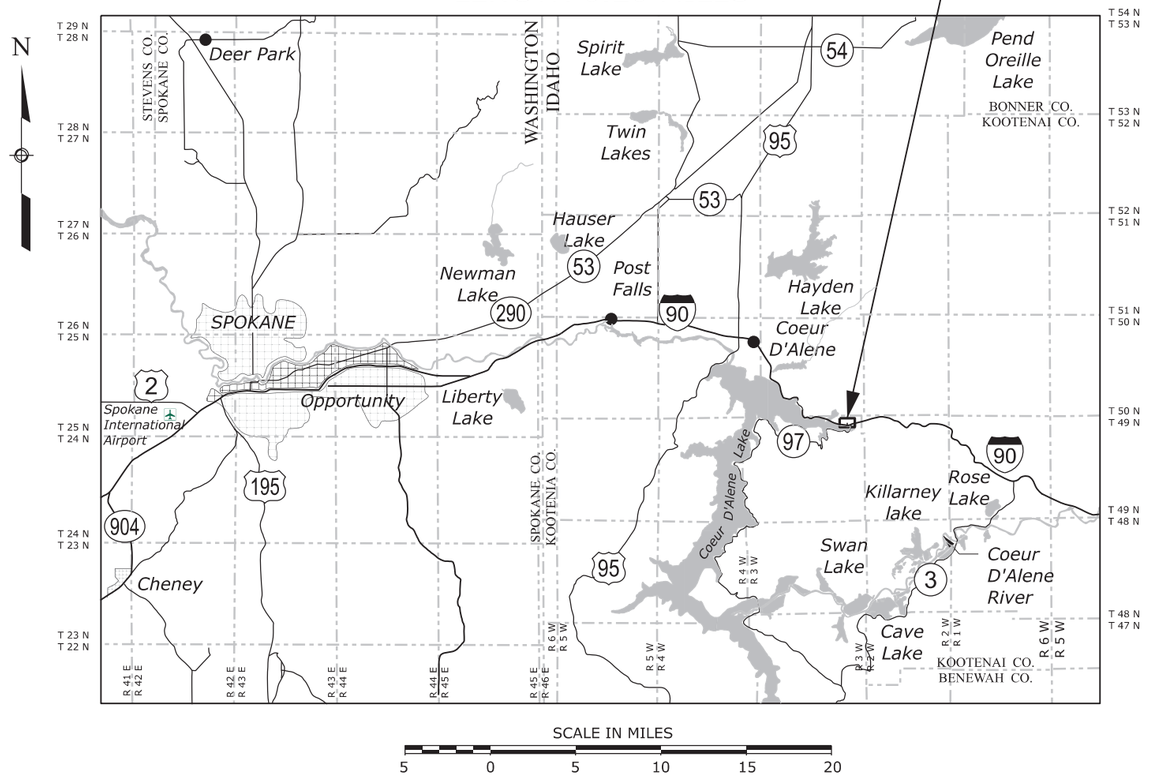
YELLOWSTONE TRAIL ROAD, SEGMENT 1

COEUR D'ALENE NATIONAL FOREST
KOOTENAI COUNTY
IDAHO

LENGTH 0.20 MILES

PROJECT LOCATION

See Sheet A.4 for Vicinity Map



SCALE IN MILES
5 0 5 10 15 20

SECTION INDEX

A. GENERAL INFORMATION
B. SUMMARY OF QUANTITIES
C. TYPICAL SECTIONS
D. PLAN-PROFILE
E. SOIL EROSION AND SEDIMENT CONTROL
F. TEMPORARY TRAFFIC CONTROL
G. PERMANENT TRAFFIC CONTROL
H. UTILITIES
I. SLOPE STABILIZATION AND PROTECTION
S. BRIDGE CONSTRUCTION DETAILS
U. STAGING AREA

See Sheet A.2 for complete Sheet Index

TYPE OF CONSTRUCTION:

Road rehabilitation, bridge construction, and rock stabilization

DESIGN DESIGNATION:

ADT (2026)	*333*
ADT (2046)	*630*
V	*25 MPH*
e (max)	*6%*

SPECIFICATION:

Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, FP-24

PLANS PREPARED BY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WESTERN FEDERAL LANDS HIGHWAY DIVISION
VANCOUVER, WASHINGTON

APPROVED:

BRENT LEE COE

Digitally signed by BRENT LEE COE
Date: 2026.09.16 13:58:28 -07'00'

Chief of Engineering, Western Federal Lands Highway Division — *DATE*

PROJECT MANAGER
D. ARENA

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16 September 2026 9:37 AM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	A.2

SHEET INDEX

A. GENERAL INFORMATION
A.1 TITLE SHEET
A.2 SHEET INDEX
A.3 PLAN SYMBOLS AND ABBREVIATIONS
A.4 VICINITY MAP

B. SUMMARY OF QUANTITIES
B.1-2 SUMMARY OF QUANTITIES

C. TYPICAL SECTIONS
C.1-2 TYPICAL SECTIONS

D. PLAN-PROFILE
D.1 SURVEY CONTROL
D.2 TABULATION OF PLAN AND PROFILE QUANTITIES
D.3 EARTHWORK SUMMARY TABLE
D.4-5 PLAN-PROFILE

E. SOIL EROSION AND SEDIMENT CONTROL
E.1 TABULATION OF SOIL EROSION AND SEDIMENT
E.2-3 STANDARD DRAWINGS AND DETAILS

F. TEMPORARY TRAFFIC CONTROL
F.1 TABULATION OF TEMPORARY TRAFFIC CONTROL QUANTITIES
F.2 DETOUR MAP
F.3 CUSTOM SIGN DETAILS
F.4 I-90 TEMPORARY TRAFFIC CONTROLGENERAL PLAN
F.5 I-90 SINGLE LANE CLOSURE SHEET 1 OF 2
F.6 I-90 SINGLE LANE CLOSURE SHEET 2 OF 2
F.7 I-90 TEMPORARY TRAFFIC CONTROL TYPICAL SECTIONS SHEET 1 OF 2
F.8 I-90 TEMPORARY TRAFFIC CONTROL TYPICAL SECTIONS SHEET 2 OF 2
F.9 TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT
F.10 TEMPORARY TRAFFIC CONTROL SIGN INSTALLATION WOOD POSTS

G. PERMANENT TRAFFIC CONTROL
G.1 TABULATION OF PERMANENT TRAFFIC CONTROL QUANTITIES
G.2-3 PERMANENT TRAFFIC CONTROL PLANS
G.4-5 STANDARD DRAWINGS AND DETAILS
G.6 BEAM GUARDRAIL POSTS AND BLOCKS
G.7 BEAM GUARDRAIL TYPE 31
G.8 GUARDRAIL POST BACKFILL DETAIL

SHEET INDEX (continued)

H. UTILITIES
H.1 TABULATION OF UTILITIES QUANTITIES

I. SLOPE STABILIZATION AND PROTECTION
I.1 TABULATION OF SLOPE STABILIZATION AND PROTECTION QUANTITIES
I.2 TEMPORARY ROADWAY ROCKFALL PROTECTION PLAN
I.3 ROCK BOLT AND ROCK DOWEL DETAILS
I.4 REINFORCED SHOTCRETE DETAILS
I.5 MOVEABLE ROCKFALL BARRIER DETAILS (1 OF 3)
I.6 MOVEABLE ROCKFALL BARRIER DETAILS (2 OF 3)
I.7 MOVEABLE ROCKFALL BARRIER DETAILS (3 OF 3)
I.8 ROCK CONTAINMENT NET DETAIL
I.9 ROCK REINFORCEMENT LAYOUT (SHEET 1 OF 3)
I.10 ROCK REINFORCEMENT LAYOUT (SHEET 2 OF 3)
I.11 ROCK REINFORCEMENT LAYOUT (SHEET 3 OF 3)

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S.1 BRIDGE PLAN & ELEVATION
S.2 GENERAL NOTES AND ESTIMATE
S.3 FOUNDATION PLAN
S.4 ABUTMENTS
S.5 ABUTMENT WINGWALLS
S.6 P/S SLAB ELEVATION
S.7 P/S SLAB SECTIONS
S.8 P/S SLAB DETAILS
S.9 TYPICAL SECTION & DECK PLAN
S.10 BRIDGE RAILING
S.11 STRUCTURE TRANSITION RAILING (1 OF 2)
S.12 STRUCTURE TRANSITION RAILING (2 OF 2)
S.13 REBAR LIST

U. STAGING AREA
U.1 STAGING AND STOCKPILING AREAS

14 September 2026 9:42 AM c:\pw_work\wfl\d0502154\Sheet Index only.dgn [Sheet Index]

SHEET INDEX

Δ	total central angle
Δc	curve central angle
Ø	diameter
θs	spiral central angle
abut.	abutment
ADT	average daily traffic
AH	ahead
appr.	approach
BK	back
b.f.	back face
BM	bench mark
BP	balance point
br.	bridge
brg.	bearing
btwn	between
cc or c. to c.	center to center
℄	centerline
clr.	clear
CMP	corrugated metal pipe
col.	column
conc.	concrete
conn.	connection
constr. jt.	construction joint
cont.	continuous
CS	point of curve to spiral
ctrs.	centers
CUFT	cubic foot (feet)
culv.	culvert
CUYD	cubic yard(s)
D	diameter
DHV	design hourly volume
dia.	diameter
diaph.	diaphragm
dist.	distance
drwg(s).	drawing(s)
E	east
e	superelevation rate
e.f.	each face
El. 94.16	elevation in feet
elev.	elevation
emb.	embankment
EOP	edge of pavement
EQ or eq.	equation
EW	edge of water
exc.	excavation
exp. jt.	expansion joint
f.f.	front face
fin.	finish
flg.	flange
ftg.	footing
ga.	gage (gauge)
galv.	galvanized
ID	inside diameter
IE	invert elevation
jt.	joint
KSI	thousand pounds per square inch
L	length of curve
lat.	latitude
LNFT	linear foot (feet)
long.	longitudinal
LPSM	lump sum
Ls	length of spiral
lt. or LT	left
LW	low water

M.L.	main line
M.P.	mile post
matl.	material
max.	maximum
MGAL	thousand gallon
min.	minimum
mon.	monument
N	north
NC	normal crown
o.c.	on center
o. to o.	out to out
OD	outside diameter
OG	original ground
OHWM	ordinary high water mark
PC	point of curve
PCC	point of compound curve
PCS	point of curve to spiral
PI	point of intersection
pl.	plate
POC	point on curve
POS	point on spiral
POT	point on tangent
PS	point of tangent to spiral
PSF	pounds per square foot
PSI	pounds per square inch
PSC	point of spiral to curve
PST	point of spiral to tangent
PT	point of tangent
pvmt.	pavement
R	radius
R.	range
R/W	right-of-way
rdwy.	roadway
reinf.	reinforcement
reqd.	required
rt. or RT	right
rte.	route
S	south
SADT	seasonal average daily traffic
SC	point of spiral to curve
sect.	section
shldr.	shoulder
SLRY	slurry unit
spa.	spacing, spaces or spaced
SQFT	square foot
SQYD	square yard
SRS	point of spiral to reverse spiral
SS	point of spiral to spiral (no curve)
ST	point of spiral to tangent
STA, Sta.	station
std.	standard
stgr.	stringer
stiff.	stiffener
struc.	structural
STS	point of spiral to tangent spiral
T	tangent distance
T.	township
TBM	temporary bench mark
thd.	thread
TS	point of tangent to spiral
Ts	tangent distance (spiraled curve)
typ.	typical
V	design speed (velocity)
vph	vehicles per hour
VPI	vertical point of intersection
W	west

NOTE:

1. Other symbols used in the plans will be shown in a legend on the appropriate plan sheet.

National Boundary
State Boundary
County Boundary
City Boundary
Township or Range Line
Section Line
Section Corner (Found, Projected)
¼ Section Line
¼ Section Corner (Found, Projected)
1/16 Section Line
1/16 Section Corner (Found, Projected)
Property Line
Parcel Number
National Park Boundary
National Forest Boundary
National Wildlife Refuge Boundary
BLM Lands Boundary
Indian Reservation Boundary
Existing Roadway (Paved, Gravel)
Railroad
Trail
Fiber Roll
Silt Fence
Sandbag
Intermittent Drainage or Small Creek
Large Creek or River
Lake, Pond or Reservoir; Marshland
Spring or Seep
Treeline; Individual Trees
Material Source; Bore Hole; Test Pit
Spot Elevation; Coordinate Grid Tick
Above Ground Tank; Underground Tank
Boulder; Well; Antenna; Grave
Cooking Grate; Garbage Can; Picnic Table
Flagpole; Fire Hydrant
Gas & Water Meter; Gas & Water Valve
Control Point (Terrestrial and GPS)

North Arrow

	EXISTING	PROPOSED
Slope Stake Limits	Top of Cut / Toe of Fill	
Construction Limits	- no symbol -	
Bottom of Ditch		
Fence		
Gate with Fence		
Cattleguard		
Guardrail		
Concrete Barrier and Guard Wall		
Retaining Wall		wall face
Signs (single, double post; portable)		
Delineators		
Pipe Culvert (arrow shows flow)		
Pipe Culvert with End Section		
Pipe Culvert with Headwall		
Pipe Culvert with Drop Inlet	DI	DI
Box Culvert		
Underdrain	UD	UD
Overhead/Above Ground Utilities	P	P
Underground Utilities	W	W

FM = force main, FO = fiber optic, G = gas, IRR = irrigation, O = oil, P = power, SA = sanitary sewer, SD = storm drain, SS = storm sewer, STEAM = steam, T = telephone, TV = CATV, W = water

Poles (Power, Telephone, Joint Use, Light, Support w/Anchor)

Miscellaneous Utility Features: TP

EM = electric meter, TP = telephone pedestal, TV = CATV pedestal, UP = transformer or junction box, WF = water fountain

Building
Right-of-Way Line: R/W
Permanent Easement: P/E
Construction Easement: - no symbol - TCE
Riprap
Section A-A

NO SCALE

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	A.3

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

PLAN SYMBOLS AND ABBREVIATIONS

WFLHD DETAIL W101-1
SPECIFICATION
APPROVED FOR USE 6/2022

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9 October 2025 2:54 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	A.4

N

To Coeur D'Alene
~ 7.5 miles

YELLOWSTONE TRAIL ROAD

T 49 N

34

35

31

TRAIL ROAD

YELLOWSTONE

90

119

Blue Creek Bay

Blue Point
Public Boat Ramp

BEGIN PROJECT
"MAIN 01" 4+07

Stockpile and
staging area,
See sheet U.1

Quarries

END PROJECT
"MAIN 01" 14+11

R 3 W

COEUR D'ALENE LAKE

Wolf Lodge Creek

Wolf Lodge Bay

97

6

Mineral Ridge
Boat Ramp

2

1

Beauty Bay

SCALE IN MILES

0.5 0 0.5

VICINITY MAP

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5 August 2026 10:09 AM

SUMMARY OF QUANTITIES

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	B.1

AMEND	LINE ITEM NO.	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT	Sheet and Description							ALLOWANCE	Estimated Quantities	Remarks and/or Determination of Estimated Quantity
					D	E	F	G	H	I	S			
					PLAN & PROFILE	SOIL EROSION & SEDIMENT CONTROL	TEMPORARY TRAFFIC CONTROL	PERMANENT TRAFFIC CONTROL	UTILITIES	SLOPE STABILIZATION	BRIDGE		BID SCHEDULE	
	A0020	15101-0000	MOBILIZATION	LPSM									ALL	
	A0040	15201-0000	CONSTRUCTION SURVEY AND STAKING	LPSM									ALL	
	A0060	15301-0000	CONTRACTOR QUALITY CONTROL	LPSM									ALL	
	A0080	15401-0000	CONTRACTOR TESTING	LPSM									ALL	
	A0100	15501-0000	CONSTRUCTION SCHEDULE	LPSM									ALL	
	A0120	15705-1400	SOIL EROSION CONTROL, FIBER ROLL	LNFT		120						20	140	
	A0140	15706-0200	SOIL EROSION CONTROL, CHECK DAM	EACH		3						1	4	
	A0160	15802-0000	WATERING FOR DUST CONTROL	LPSM									ALL	
	A0180	20301-2400	REMOVAL OF SIGN	EACH				4					4	
	A0200	20302-1400	REMOVAL OF CONCRETE BARRIER	LNFT				80				20	100	
	A0220	20315-0000	SAWCUTTING PAVEMENT	LNFT	49							11	60	
	A0240	20401-0000	ROADWAY EXCAVATION	CUYD	222							18	240	
	A0260	20801-0000	STRUCTURE EXCAVATION,(BRIDGE)	CUYD							200		200	Contract Quantity
	A0280	20803-0000	STRUCTURAL BACKFILL	CUYD							14		14	Contract Quantity
	A0300	26001-0000	ROCK BOLT,(25 KIPS)	LNFT						235		36	271	
	A0320	26002-0000	ROCK DOWEL	LNFT						195		30	225	
	A0340	26902-0000	TEMPORARY ROADWAY ROCKFALL PROTECTION	LPSM									ALL	
	A0380	30201-2000	ROADWAY AGGREGATE, METHOD 2	CUYD	119							11	130	
	A0400	40301-0100	ASPHALT CONCRETE PAVEMENT, TYPE 1	TON	136							8	144	
	A0420	41101-0000	PRIME COAT	TON	1								1	
	A0440	41105-0000	BLOTTER	TON	1								1	
	A0460	41201-0000	TACK COAT	TON	1								1	
	A0480	55201-0200	STRUCTURAL CONCRETE, CLASS A (AE)	CUYD							31		31	Contract Quantity
	A0500	55302-0500	PRECAST, PRESTRESSED CONCRETE SLABS, 48-INCH VOIDED,(21 INCH DEPTH)	LNFT							330		330	Contract Quantity
	A0520	55401-1000	REINFORCING STEEL	LB							2400		2400	Contract Quantity
	A0540	55601-0500	BRIDGE RAILING, CONCRETE	LNFT							55		55	Contract Quantity
	A0560	55801-0000	DAMPPROOFING	SQYD							20		20	Contract Quantity
	A0580	55901-2000	MEMBRANE WATERPROOFING, PREFORMED	SQYD							138		138	Contract Quantity
	A0600	56401-1000	BEARING DEVICE, ELASTOMERIC	EACH							24		24	Contract Quantity
	A0620	56603-0000	REINFORCED SHOTCRETE	SQYD						150		23	173	
	A0640	56603-0000	REINFORCED SHOTCRETE,(DITCH)	SQYD						39		6	45	
	A0660	57101-0000	ULTRA-HIGH PERFORMANCE CONCRETE	CUYD							1.8		1.8	Contract Quantity
	A0700	61701-4500	GUARDRAIL SYSTEM MGS, TYPE 2, CLASS A, STEEL POSTS,(BEAM GUARDRAIL TYPE 31, 6-FOOT POSTS)	LNFT				400				20	420	
	A0720	61701-4500	GUARDRAIL SYSTEM MGS, TYPE 2, CLASS A, STEEL POSTS,(BEAM GUARDRAIL TYPE 31, 9-FOOT POSTS)	LNFT				475				25	500	
	A0740	61702-1500	TERMINAL SYSTEM, TYPE MGS TANGENT	EACH				2					2	
	A0760	61707-0000	STRUCTURE TRANSITION RAILING	LNFT							23		23	Contract Quantity
	A0780	62201-0250	DUMP TRUCK, 10 CUBIC YARD MINIMUM CAPACITY	HOUR									80	

Milestone: Signoff; Date Completed:

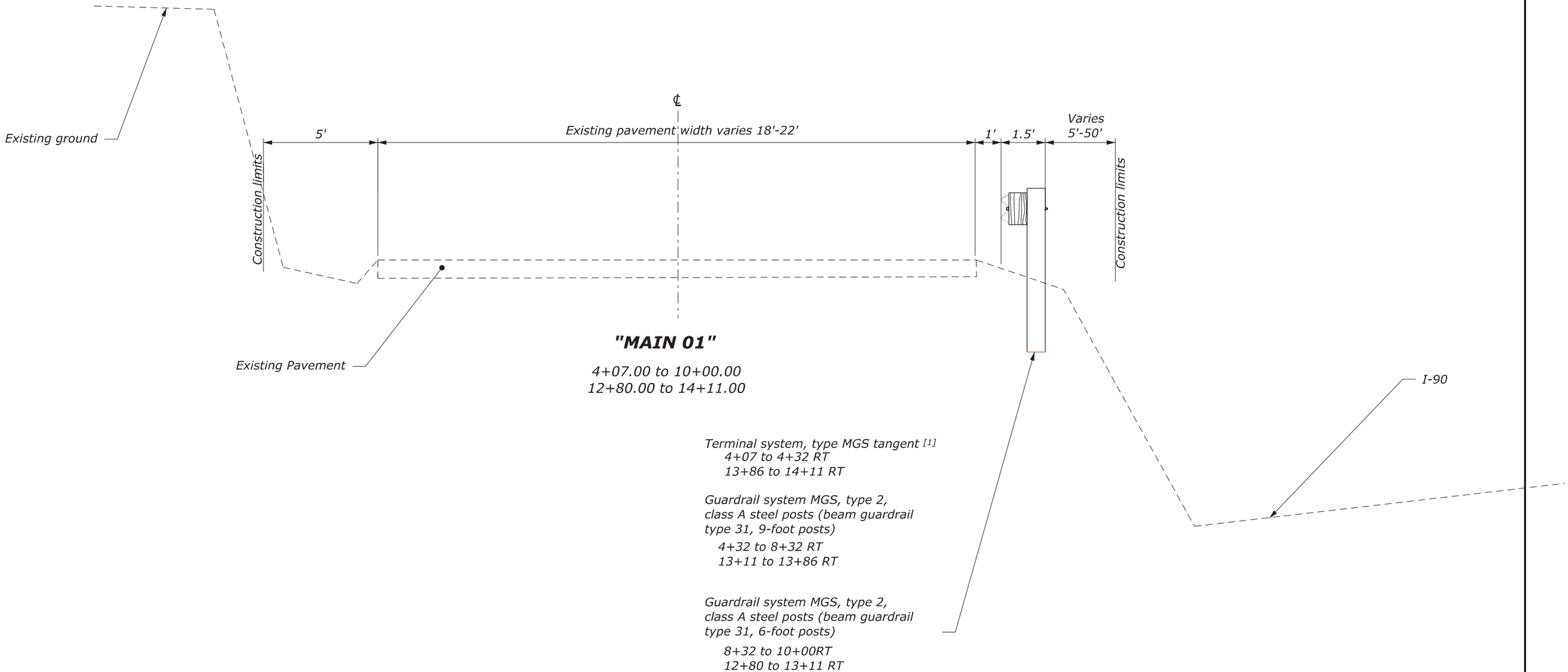
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SUMMARY OF QUANTITIES

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	B.2

AMEND	LINE ITEM NO.	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT	Sheet and Description						ALLOWANCE	Estimated Quantities	Remarks and/or Determination of Estimated Quantity
					D	E	F	G	H	I			
					PLAN & PROFILE	SOIL EROSION & SEDIMENT CONTROL	TEMPORARY TRAFFIC CONTROL	PERMANENT TRAFFIC CONTROL	UTILITIES	SLOPE STABILIZATION		BID SCHEDULE	
	A0800	62201-3150	HYDRAULIC EXCAVATOR, 1.0 CUBIC YARD MINIMUM CAPACITY WITH THUMB ATTACHMENT	HOUR								100	
	A0820	62301-0000	GENERAL LABOR	HOUR								80	
	A0840	62501-0000	TURF ESTABLISHMENT	ACRE	0.95							0.95	
	A0860	63302-0000	SIGN SYSTEM	SQFT				18				18	
	A0880	63308-3000	OBJECT MARKER, TYPE 3	EACH				2				2	
	A0900	63309-0900	DELINEATOR, TYPE FLEXIBLE	EACH				12				12	
	A0920	63401-0300	PAVEMENT MARKINGS, TYPE B, SOLID,(WHITE)	LNFT				1120			115	1235	
	A0940	63401-0300	PAVEMENT MARKINGS, TYPE B, SOLID,(YELLOW)	LNFT				1120			115	1235	
	A0960	63501-0000	TEMPORARY TRAFFIC CONTROL	LPSM								ALL	
	A0980	63507-0700	TEMPORARY TRAFFIC CONTROL, TRAFFIC CONTROL SUPERVISOR	DAY			120					120	
	A1000	63610-3200	CONDUIT, 6-INCH, PVC	LNFT					480		20	500	
	A1020	63621-1000	UTILITY BOX, PULLBOX	EACH					2			2	
	A1040	63622-0000	UTILITY TRENCH	LNFT					240		30	270	

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	C.1



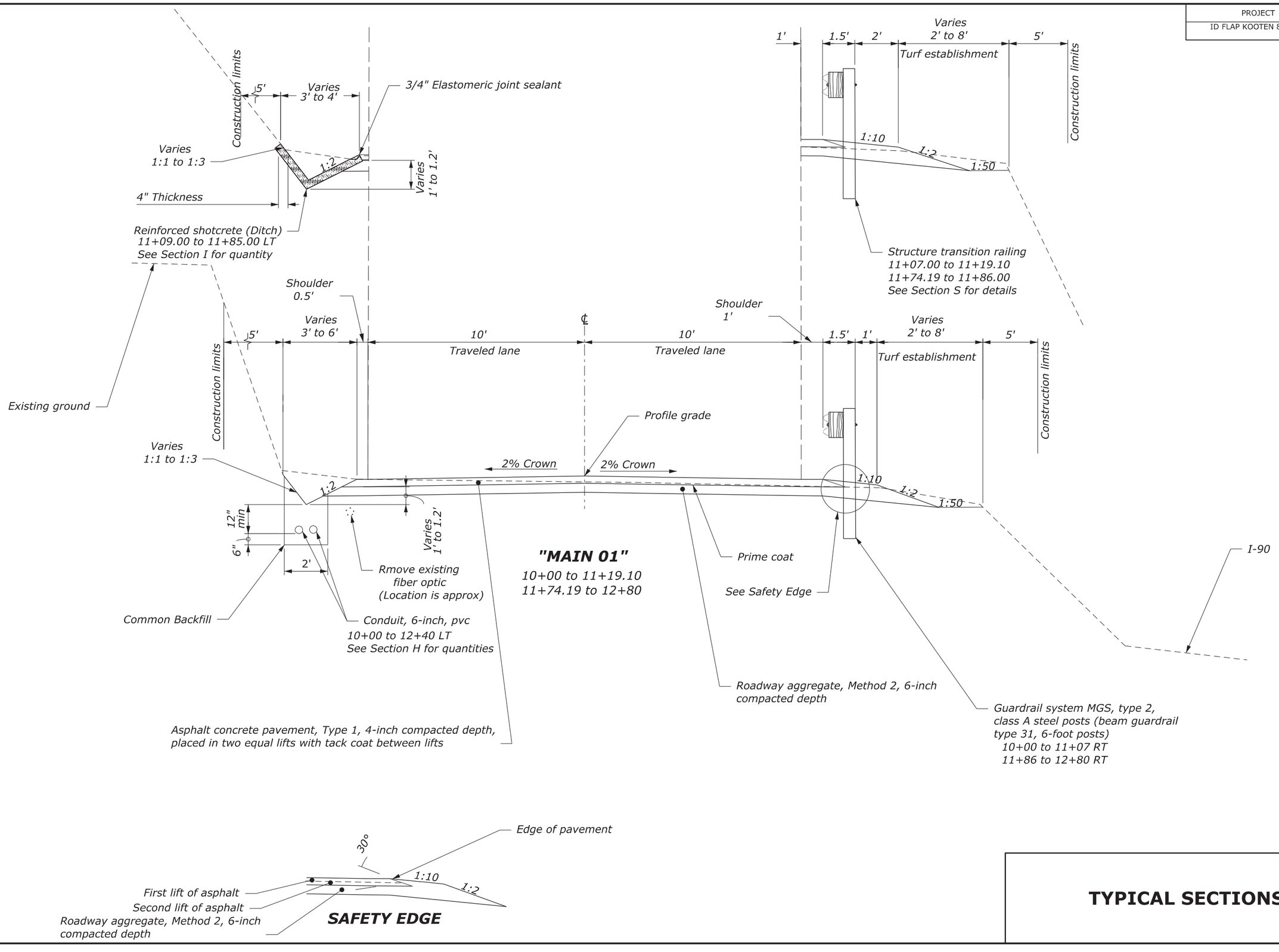
FOOT NOTE :

[1] See section G for Terminal system grading.

TYPICAL SECTIONS

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PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	C.2



TYPICAL SECTIONS

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22 September 2026 4:30 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	D.1

PROJECT : Yellowstone Trail Road,Segment 1
COORDINATE SYSTEM : Idaho West SPCS NAD83 2011
VERTICAL DATUM : Orthometric elevations based on the NAVD88 GEOID18

EPOCH DATE : 2010.000
DATE OF FIELD WORK: 11/2020
PROJECT UNITS : US SURVEY FOOT
CADD SYSTEM COORDINATE SYSTEM : ID83/2011-WF NSRS11(NAD83/2011) Idaho, West Zone, US Foot

AVERAGE COMBINED SCALE FACTOR: .999884324172

POINT NUMBER	STATE PLANE COORDINATES			GEO COORDINATES				DESCRIPTION
	NORTH	EAST	ORTHOMETRIC ELEVATION	LATITUDE	LONGITUDE	ELLIPSOID HEIGHT	COMBINED FACTOR	
20085	2174462.387	2399356.130	2388.205	47°37'39.647963"N	116°39'49.573271"W	2331.3047	0.999879907	5/8" IR W/FHWA ALUM CAP
20086	2174292.891	2399068.000	2400.595	47°37'37.941758"N	116°39'53.750274"W	2343.6895	0.999879464	5/8" IR W/FHWA ALUM CAP
20087	2174409.038	2398858.871	2407.760	47°37'39.063599"N	116°39'56.823187"W	2350.8487	0.99987923	5/8" IR W/FHWA ALUM CAP
20088	2174547.111	2398608.471	2416.727	47°37'40.396981"N	116°40'00.502407"W	2359.809	0.999878931	5/8" IR W/FHWA ALUM CAP
20089	2174348.404	2398424.472	2405.602	47°37'38.414557"N	116°40'03.154158"W	2348.6815	0.999879557	5/8" IR W/FHWA ALUM CAP
20090	2173919.751	2398328.828	2388.220	47°37'34.173208"N	116°40'04.476316"W	2331.3012	0.999880437	5/8" IR W/FHWA ALUM CAP
20091	2173675.070	2398357.264	2377.113	47°37'31.761885"N	116°40'04.018941"W	2320.1972	0.999880952	5/8" IR W/FHWA ALUM CAP
20092	2173625.511	2398501.388	2369.189	47°37'31.289637"N	116°40'01.906515"W	2312.2769	0.999881256	5/8" IR W/FHWA ALUM CAP
20093	2173771.372	2398769.768	2352.225	47°37'32.760378"N	116°39'58.013963"W	2295.3176	0.999881928	5/8" IR W/FHWA ALUM CAP
20094	2173773.298	2398931.757	2346.058	47°37'32.798263"N	116°39'55.649625"W	2289.1543	0.999882139	5/8" IR W/FHWA ALUM CAP
20095	2173444.381	2399114.736	2330.202	47°37'29.573637"N	116°39'52.921915"W	2273.3061	0.999882801	5/8" IR W/FHWA ALUM CAP
20096	2173263.632	2399294.459	2319.894	47°37'27.810816"N	116°39'50.267318"W	2263.0044	0.999883201	5/8" IR W/FHWA ALUM CAP
20097	2173291.734	2399665.798	2298.837	47°37'28.131295"N	116°39'44.851579"W	2241.956	0.999884015	5/8" IR W/FHWA ALUM CAP
20098	2173328.627	2400077.930	2278.047	47°37'28.543185"N	116°39'38.841857"W	2221.1757	0.999884797	5/8" IR W/FHWA ALUM CAP
20099	2173142.386	2400299.725	2263.519	47°37'26.730947"N	116°39'35.572327"W	2206.6556	0.999885376	5/8" IR W/FHWA ALUM CAP
20100	2173273.786	2400625.142	2246.690	47°37'28.065327"N	116°39'30.844595"W	2189.8332	0.999886013	5/8" IR W/FHWA ALUM CAP
20101	2173269.447	2400904.635	2232.678	47°37'28.054801"N	116°39'26.763986"W	2175.8284	0.99988654	5/8" IR W/FHWA ALUM CAP
20102	2173247.619	2401143.485	2221.138	47°37'27.866956"N	116°39'23.273674"W	2164.2949	0.999886968	5/8" IR W/FHWA ALUM CAP
20103	2173045.177	2401709.782	2195.181	47°37'25.934379"N	116°39'14.972766"W	2138.3607	0.999887919	5/8" IR W/FHWA ALUM CAP
20104	2173060.240	2401927.107	2186.055	47°37'26.108022"N	116°39'11.802981"W	2129.2401	0.999888244	5/8" IR W/FHWA ALUM CAP
20105	2173220.264	2402039.239	2176.385	47°37'27.700117"N	116°39'10.193355"W	2119.5711	0.999888649	5/8" IR W/FHWA ALUM CAP
20106	2173456.670	2402033.223	2168.062	47°37'30.032419"N	116°39'10.321349"W	2111.2451	0.999889049	5/8" IR W/FHWA ALUM CAP
20107	2173610.277	2402138.452	2162.012	47°37'31.560389"N	116°39'08.811355"W	2105.196	0.999889285	5/8" IR W/FHWA ALUM CAP
20108	2173406.279	2402480.627	2164.146	47°37'29.586482"N	116°39'03.781793"W	2107.3412	0.999889009	5/8" IR W/FHWA ALUM CAP
20109	2173332.666	2402895.251	2174.385	47°37'28.907522"N	116°38'57.716842"W	2117.5916	0.999888309	5/8" IR W/FHWA ALUM CAP
20110	2173257.302	2403315.572	2166.900	47°37'28.211843"N	116°38'51.568475"W	2110.1182	0.999888453	5/8" IR W/FHWA ALUM CAP

NOTE:
1.To precisely check distances between points as measured on the ground, inverse the state plane coordinates and divide the computed distance by a mean combined factor of the two points.

SURVEY CONTROL

1 September 2026 1:25 PM c:\pw_work_wfl\d0502155\ida-kooten8450-1_qty.dgn [SURVEY CONTROL]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	D.2

PAVEMENT QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	Remarks
20315-0000	SAWCUTTING PAVEMENT	LNFT	49	
20401-0000	ROADWAY EXCAVATION	CUYD	222	
30201-2000	ROADWAY AGGREGATE, METHOD 2	CUYD	119	
40301-0100	ASPHALT CONCRETE PAVEMENT, TYPE 1	TON	136	1.94 ton/cuyd
41101-0000	PRIME COAT	TON	1.0	
41105-0000	BLOTTER	TON	1.0	
41201-0000	TACK COAT	TON	1.0	
62501-0000	TURF ESTABLISHMENT	ACRE	0.95	

TABULATION OF PLAN AND PROFILE QUANTITIES

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PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	D.3

EARTHWORK SUMMARY TABLE

	RAW DATA		ASSUMPTIONS					CUT						FILL				TOTALS			
LOCATION	**Volumes_Cut**	**Volumes_Fill**	*Shrink (-) / Swell (+) Factor*	*Specific areas with unsuitable material*	*Assumed percent unsuitable (0%=Suitable to 100%=Unsuitable)*	*Unsuitable material based on Volumes_Cut and Assumed Percent Unsuitable*	*Assumed Topsoil Removal / Conserved Depth*	***Item 20401-0000 ROADWAY EXCAVATION***	*(+) Additional Excavation (See Note 2) for info only*	*(-) Topsoil Stripped from Cuts for info only*	*(-) Estimate of Unsuitable Material for info only*	*Total Unadjusted Excavation Available for Fill for info only*	*Total Adjusted Available for Embankment (adjusted based on shrink/swell factor) for info only*	*Embankment for info only*	*(+) Additional Backfill Needed (See Note 3) for info only*	*(+) Topsoil stripped from embankment foundation areas for info only*	*Total Embankment Needed for info only*	*Total Fill needed for info only*	*(-) Excess Available Fill (Total Adjusted Available For Embankment minus Total Embankment Needed) for info only*	*(=) Item 20403-0000 UNCLASSIFIED BORROW*	*Waste for info only*
UNITS	*CUYD*	*CUYD*	*%*	*CUYD*	*%*	*CUYD*	*INCH*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD*	*CUYD in situ*
MAIN 01	189	1	25%		10%	19		189		-	19	170	213	1		-	1	0	212	0	189
Bridge			25%		10%	-		-	200	-	-	200	250	-		-	-	0	250	0	200
Conduit	33		25%		10%	3		33		-	3	30	37	-		-	-	0	37	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
						-		-		-	-	-	-	-		-	-	0	0	0	0
TOTALS	222	1		0		22		***222***	200	0	22	400	500	1	0	0	1	0	499	***0***	389

NOTE:

1. *All volumes are in-place cubic yards (i.e. in situ or compacted in place).*
2. *Additional excavation that is suitable for use in embankment construction (Section 209 Structural excavation).*
3. *Additional material needed for embankment construction*

EARTHWORK SUMMARY TABLE

10 September 2026 12:04 PM c:\pw_work_wft\d0502155\da-kooten8450-1_qty.dgn [Earthwork]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	D.4

"MAIN 01" Line to be constructed

Construction limit

Yellowstone Trail Road

S79°55'12"E

S76°37'55"E

S71°39'55"E

S63°09'23"E

S59°51'18"E

S65°13'48"E

S70°56'28"E

S73°15'05"E

PC 5+06.77

PT 5+23.99

PC 5+53.47

PT 5+75.14

PC 5+91.22

PT 6+06.07

PC 6+73.14

PT 6+90.42

PC 7+27.09

PT 7+64.61

PC 7+94.90

PT 8+24.80

PC 9+40.80

PT 9+56.55

PT 9+80.31

PI 5+15.38
Δ = 03°17'17" (RT)
R = 300.00'
T = 8.61'
L = 17.22'
e = N/A

PI 5+64.31
Δ = 04°57'59" (RT)
R = 250.00'
T = 10.84'
L = 21.67'
e = N/A

PI 5+98.66
Δ = 08°30'32" (RT)
R = 100.00'
T = 7.44'
L = 14.85'
e = N/A

PI 6+81.78
Δ = 03°18'05" (RT)
R = 300.00'
T = 8.65'
L = 17.29'
e = N/A

PI 7+45.86
Δ = 05°22'30" (LT)
R = 400.00'
T = 18.78'
L = 37.52'
e = N/A

PI 8+09.86
Δ = 05°42'40" (LT)
R = 300.00'
T = 14.96'
L = 29.90'
e = N/A

PI 9+20.88
Δ = 02°18'37" (LT)
R = 500.00'
T = 10.08'
L = 20.16'
e = N/A

Install soil erosion control, fiber roll

Construction limit

8+00 to 9+00 RT
Slope stabilization and protection
See Section I for details

5/8" IR W/FHWA ALUM CAP

GPS

FIBER OPTIC

BEGIN PROJECT
"MAIN 01" 4+07.00
N=2173268.7530
E=24011103.6832

4+07 to 4+32 RT
Terminal system, type MGS tangent

4+32 to 8+32 RT
Guardrail system MGS, type 2, class A, steel posts (Beam guardrail Type 31, 9-foot posts)

8+32 to 11+07 RT
Guardrail system MGS, type 2, class A, steel posts (Beam guardrail Type 31, 6-foot posts)

Existing ground

2,228 2,226 2,224 2,222 2,220 2,218 2,216 2,214 2,212 2,210 2,208 2,206 2,204 2,202 2,200 2,198 2,196

3+00 3+50 4+00 4+50 5+00 5+50 6+00 6+50 7+00 7+50 8+00 8+50

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30 September 2026 2:36 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	D.5

Sawcutting pavement

"MAIN 01" Line to be constructed

PI 9+68.43
Δ = 02°43'21" (LT)
R = 500.00'
T = 11.88'
L = 23.76'
e = N/A

PT 9+80.31

Utility box, pullbox 10+02

Conduit, 6-inch, pvc

S75°58'26"E

PI 10+98.55
Δ = 06°10'31" (LT)
R = 900.00'
T = 48.55'
L = 97.00'
e = 0.06

PC 10+50.00

Install soil erosion control, check dam

Reinforced Shotcrete (Ditch)

PI 12+09.69
Δ = 40°55'32" (LT)
R = 168.00'
T = 62.69'
L = 120.00'
e = 0.06

PC 11+47.00

Begin bridge 11+19.10

End bridge 11+74.19

Utility box, pullbox 12+40

PT 12+67.00

PC 12+96.16

PI 13+99.53
Δ = 57°52'46" (LT)
R = 186.94'
T = 103.37'
L = 188.84'
e = 0.034

PT 14+85.01

Construction limit

END PROJECT
"MAIN 01" 14+11.00
N=2173171.9880
E=2402013.9953

Install soil erosion control, fiber roll

Construction limit

Yellowstone Trail Road

N56°55'31"E

Sawcutting pavement

END CONSTRUCTION
"MAIN 01" 12+80.00
N=2173061.5137
E=2401905.9683

BEGIN CONSTRUCTION
"MAIN 01" 10+00.00
N=2173073.4724
E=2401659.5780

Slope stake limit

Edges of pavement

Slope stake limit

10+70 to 12+20 RT
Slope stabilization and protection
See Section I for details

Slope stake limit

Install soil erosion control, check dam

N

8+32 to 11+07 RT
Guardrail system MGS, type 2, class A, steel posts
(Beam guardrail Type 31, 6-foot posts)

11+07.10 to 11+19.10
Structure transition railing

11+74.19 to 11+86.19
Structure transition railing

11+86 to 13+11 RT
Guardrail system MGS, type 2, class A, steel posts
(Beam guardrail Type 31, 6-foot posts)

13+11 to 13+86 RT
Guardrail system MGS, type 2, class A, steel posts
(Beam guardrail Type 31, 9-foot posts)

13+86 to 14+11 RT
Terminal system, type MGS tangent

2,197.13

12+03.15
2190.36

2,185.55

-3.32%

-6.26%

10+98.87' LT
El. 2191.77
Begin Special Ditch

11+03' LT
El. 2191.28
End Special Ditch

11+50' LT
El. 2189.50
Begin Special Ditch

12+20.26' LT
El. 2187.21
End Special Ditch

SSD = 240'
K = 15
45' VC

Existing ground

Profile grade

Proposed pavement structure

Existing Roadway

Vertical saw cut
Tack coat face

Bridge construction. See Section S

Reinforced Shotcrete (Ditch)

Removal of concrete barrier

CONNECTION DETAIL

2,204 2,202 2,200 2,198 2,196 2,194 2,192 2,190 2,188 2,186 2,184 2,182 2,180 2,178 2,176 2,174 2,172 2,170

9+00 9+50 10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50

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30 September 2026 2:56 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	E.1

ITEM 15705-1400 SOIL EROSION CONTROL, FIBER ROLL		
LOCATION	*SIDE*	*QUANTITY (LNFT)*
4+07 to 4+67	*RT*	*60*
13+51 to 14+11	*RT*	*60*
	TOTAL	***120***

ITEM 15706-0200 SOIL EROSION CONTROL, CHECK DAM		
LOCATION	*SIDE*	*QUANTITY (EACH)*
10+80	*LT*	*1*
12+00	*LT*	*1*
12+40	*LT*	*1*
	TOTAL	***3***

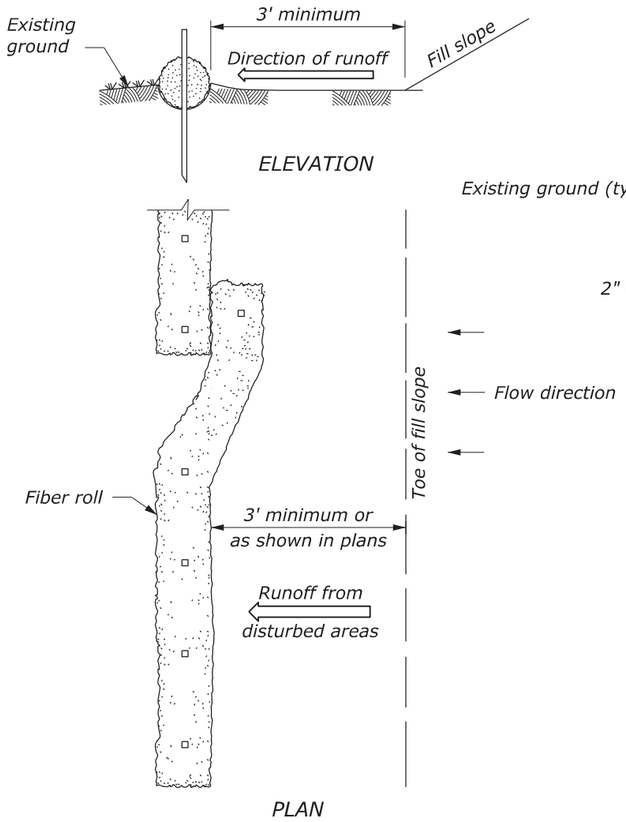
NOTE :

See section D for erosion control locations.

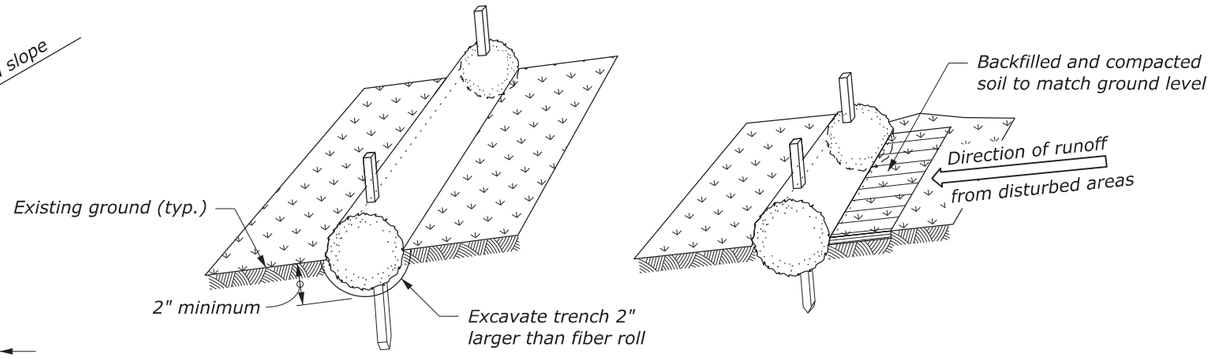
TABULATION OF SOIL EROSION AND SEDIMENT CONTROL QUANTITIES

8 September 2026 12:53 PM c:\pw_work_wfl\d0506724\Wda-kooten8450-1_plh_e_qtab.dgn [TABULATION OF EROSION CONTROL]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	E.2



INSTALLATION BEYOND TOE OF SLOPE



Step 1: Excavate trench and install fiber rolls

Step 2: Backfill soil against fiber rolls

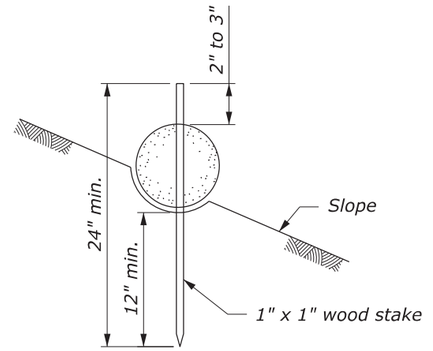
PROPERLY STAKED AND ENTRENCHED FIBER ROLL

FIBER ROLL SPACING	
Slope	Spacing (FT)
1:4 or flatter	40
1:3	30
1:2	20
1:1	10

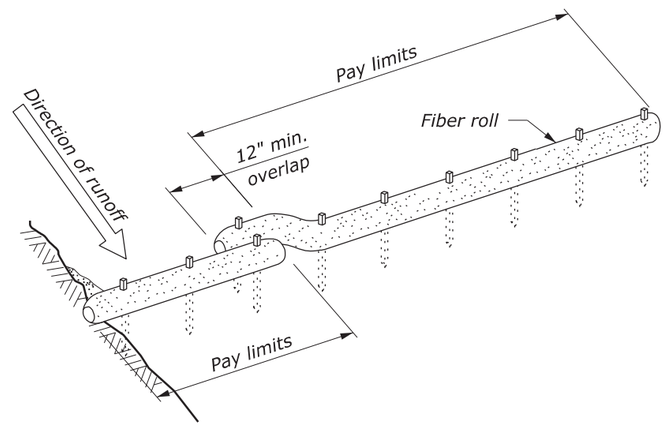
STAKES REQUIRED	
Fiber roll length (FT)	Stakes required for each roll
25	8
20	6
12	4

NOTE:

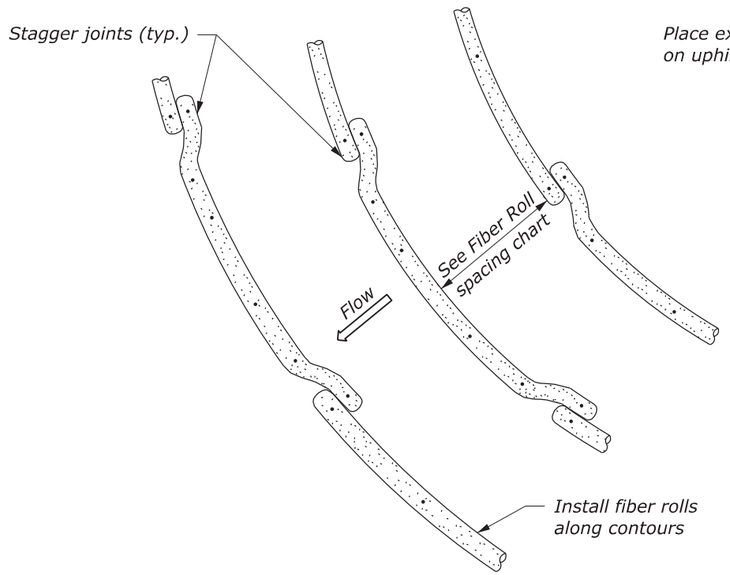
1. Drive stakes at each end and at 4-foot spacing until fiber roll is secure to slope. Live stakes may be used for permanent installations. Do not crush fiber roll while staking.
2. Overlap fiber rolls 12-inch minimum. Drive stakes at 6-inches from fiber roll end angles towards the adjacent fiber roll and space stakes at 4-foot maximum.



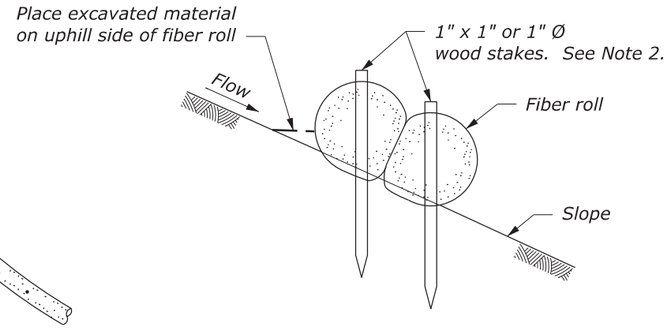
FIBER ROLL STAKING DETAIL



ALTERNATE FIBER ROLL JOINT DETAIL
SLOPE PROTECTION INSTALLATION



INSTALLATION ALONG SLOPES



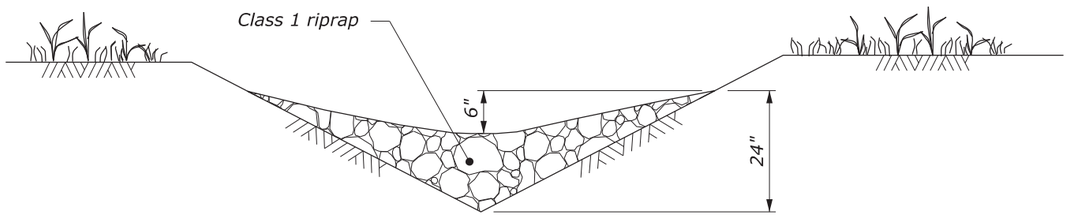
FIBER ROLL LAPPING DETAIL

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	WFL STANDARD W157-21
FIBER ROLL	SPECIFICATION FP-24, FP-14
	APPROVED FOR USE 7/2016

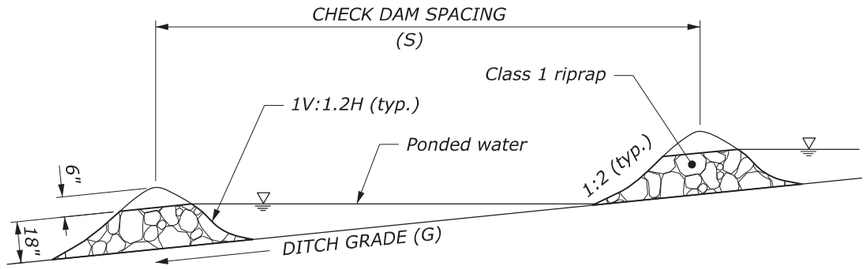
c:\pw_work\wfl\d0506724\W157-21.dgn [Std W157-21]
2 March 2026 3:27 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	E.3



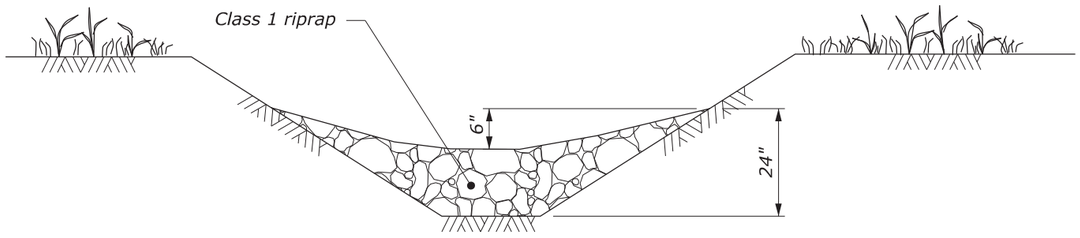
CROSS SECTION

V DITCH



PROFILE VIEW

DITCH



CROSS SECTION

TRAPEZOIDAL DITCH

DITCH GRADE (G)	*CHECK DAM SPACING S (ft)*
2%	*75*
3%	*50*
4%	*40*
5%	*30*
6%	*25*

** Do not use Check Dams below 2% or above 6% ditch grades.*

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

CHECK DAM

FLH STANDARD
157-6
SPECIFICATION
FP-24, FP-14
APPROVED FOR USE
1/2024

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29 May 2024 3:50 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.1

TEMPORARY TRAFFIC CONTROL QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
63501-0000	TEMPORARY TRAFFIC CONTROL	LPSM	ALL
63507-0700	TEMPORARY TRAFFIC CONTROL, TRAFFIC CONTROL SUPERVISOR	DAY	120

TEMPORARY TRAFFIC CONTROL, CONSTRUCTION SIGN
FOR INFORMATION ONLY

SIGN NO.	MUTCD NO.	LEGEND	INCH	INCH	SQFT	Qty	SQFT
1	REF-1	Yellowstone Trail Road, Closed, XX/XX/XX–YY/YY/YY, Use I-90W to Exit 17	102	54	38	1	38
2	REF-2	Yellowstone Trail Rd, Closed, Use Exit 17	168	60	70	1	70
3	REF-3	Yellowstone Trail Rd, Closed, Use Exit 17, Follow Detour Signs	168	60	70	1	70
4	REF-4	Yellowstone Trail Rd, Closed at Exit 22, Use Exit 17, Follow Detour Signs	168	72	84	1	84
5	M4-9R	Detour (Right)	30	24	5	3	15
6	M4-9L	Detour (Left)	30	24	12	3	15
7	REF-5	Yellowstone Trail Road (Plaque)	36	24	6	5	30
8	REF-6	Yellowstone Trail Road, Closed 500 FT Ahead, XX/XX/XX-YY/YY/YY, Follow Detour to I-90	102	54	38.3	1	38
9	REF-7	Road Closed, XX Miles Ahead	90	30	18.8	1	19
10	M4-8a	End Detour	24	18	3	1	3
11	W20-1	Road Work Ahead	36	36	9	1	9
12	W20-5	Right Lane Closed 1/2 Mile	36	36	9	1	9
13	W4-2	Merge Left	36	36	9	1	9
14	W20-5	Road Work 500 Feet	36	36	9	1	9
15	W11-10	Truck	30	24	5	1	5
16	R4-9	Stay in Lane	36	48	12	1	12
17	G20-2	End Road Work	48	36	12	1	12
TOTAL							**447**

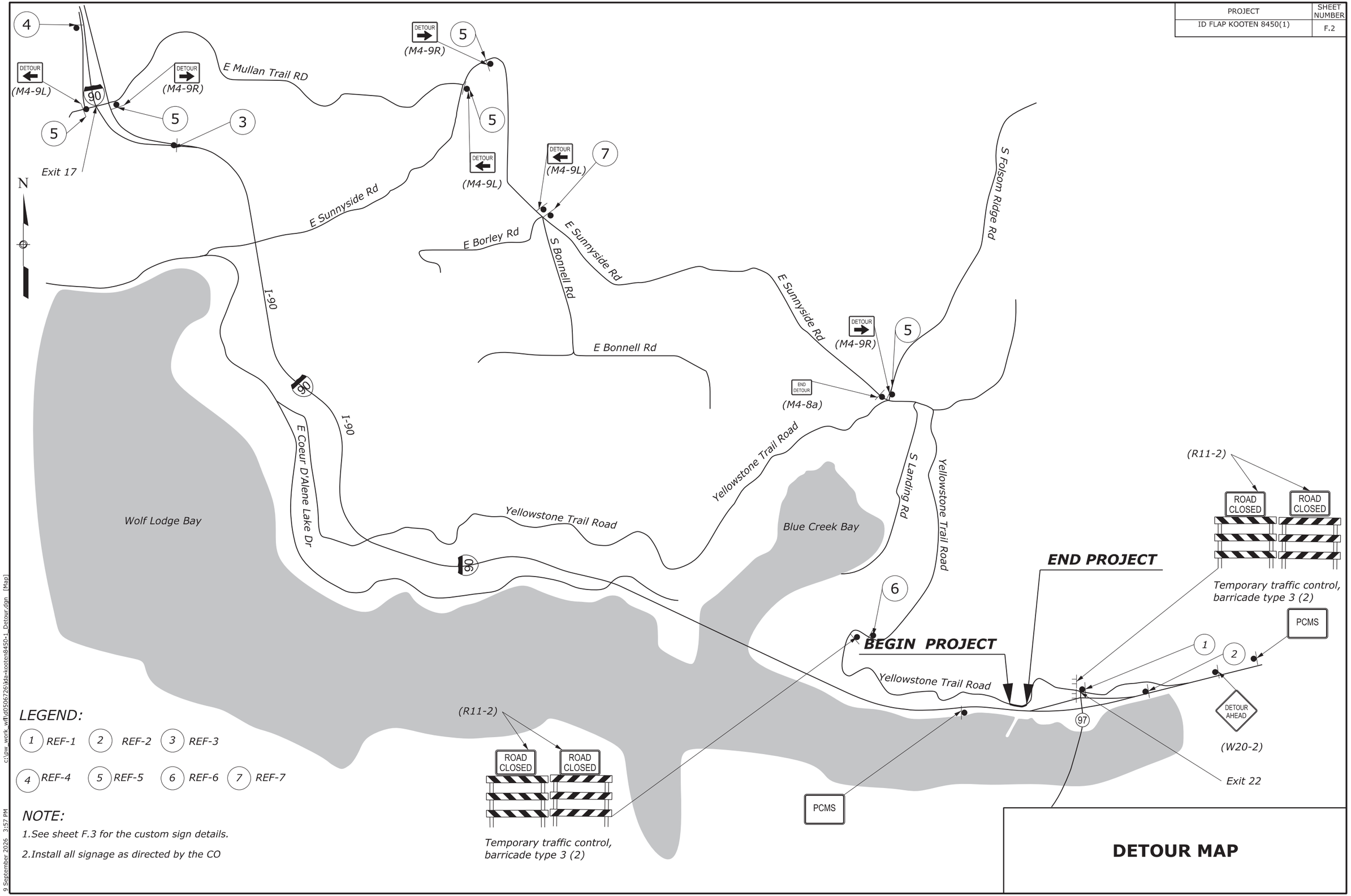
TEMPORARY TRAFFIC CONTROL
FOR INFORMATION ONLY

DESCRIPTION	UNIT	QUANTITY	REMARKS
TEMPORARY TRAFFIC CONTROL, ARROW BOARD, TYPE C	EACH	1	
TEMPORARY TRAFFIC CONTROL, BARRICADE TYPE 3	EACH	4	
TEMPORARY TRAFFIC CONTROL, WARNING LIGHT TYPE C	EACH	5	
TEMPORARY TRAFFIC CONTROL, TUBULAR MARKER	EACH	80	
TEMPORARY TRAFFIC CONTROL, DRUM	EACH	5	
TEMPORARY TRAFFIC CONTROL, PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2	
TEMPORARY TRAFFIC CONTROL, FLAGGER	HOUR	100	Directed by CO

TABULATION OF TEMPORARY TRAFFIC CONTROL QUANTITIES

8 September 2026 12:13 PM c:\pw_work_wfl\d0506726\Ida-kooten8450-1_Detour.dgn [QTY]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.2



LEGEND:

1 REF-1 2 REF-2 3 REF-3

4 REF-4 5 REF-5 6 REF-6 7 REF-7

NOTE:

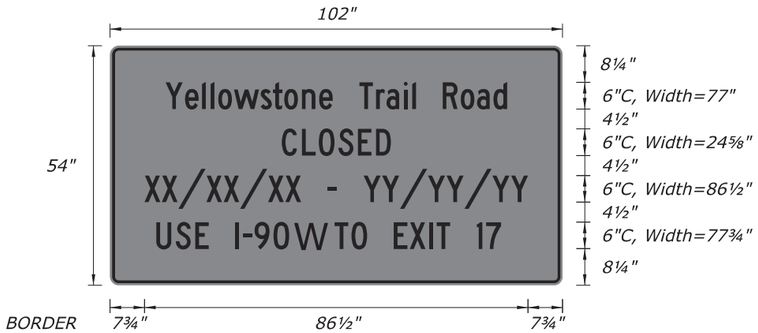
1.See sheet F.3 for the custom sign details.

2.Install all signage as directed by the CO

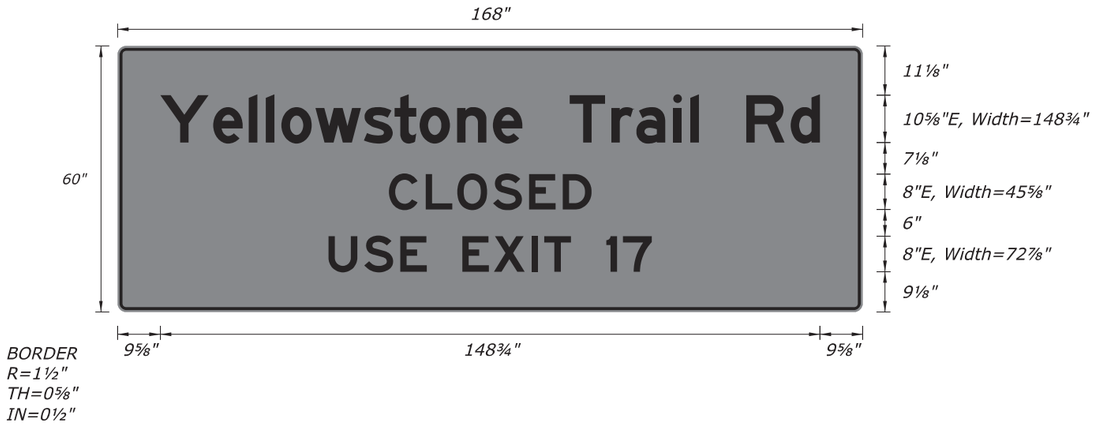
DETOUR MAP

c:\pw_work_wfl\d0506726\ida-kooten8450-1_Detour.dgn (Map)
9 September 2026 3:57 PM

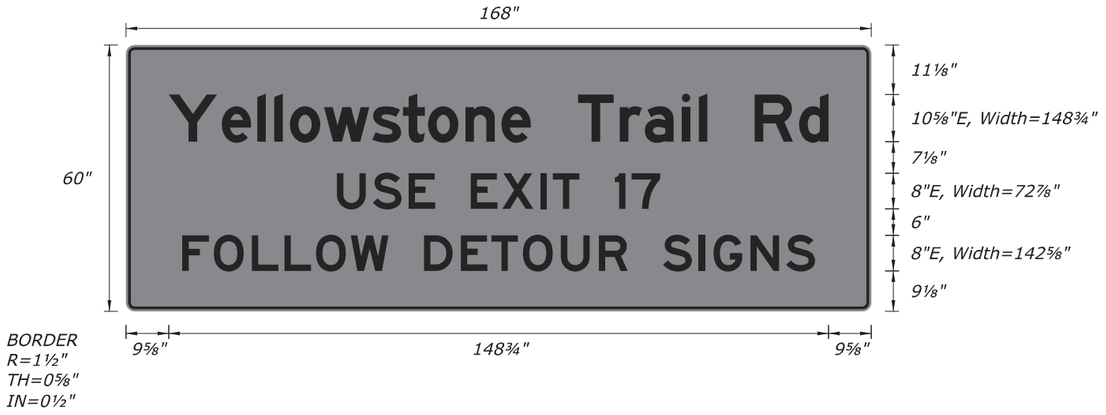
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.3



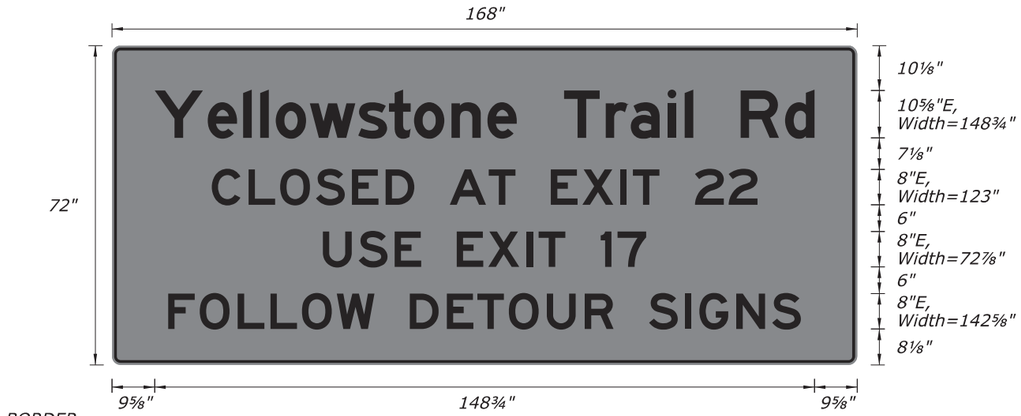
REF-1



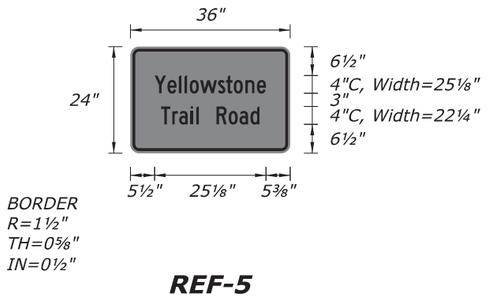
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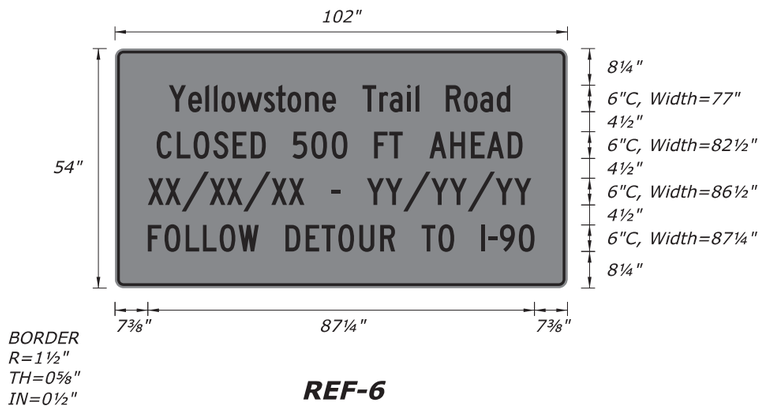
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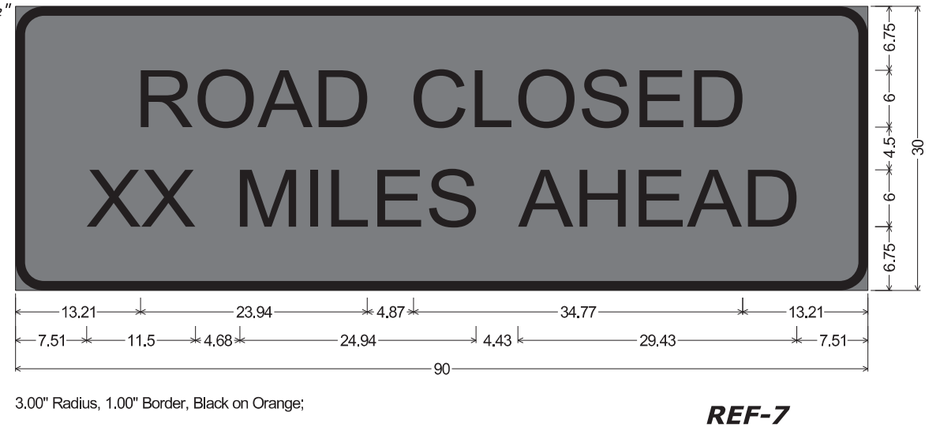
REF-4



REF-5



REF-6



3.00" Radius, 1.00" Border, Black on Orange;

REF-7

NOTE:

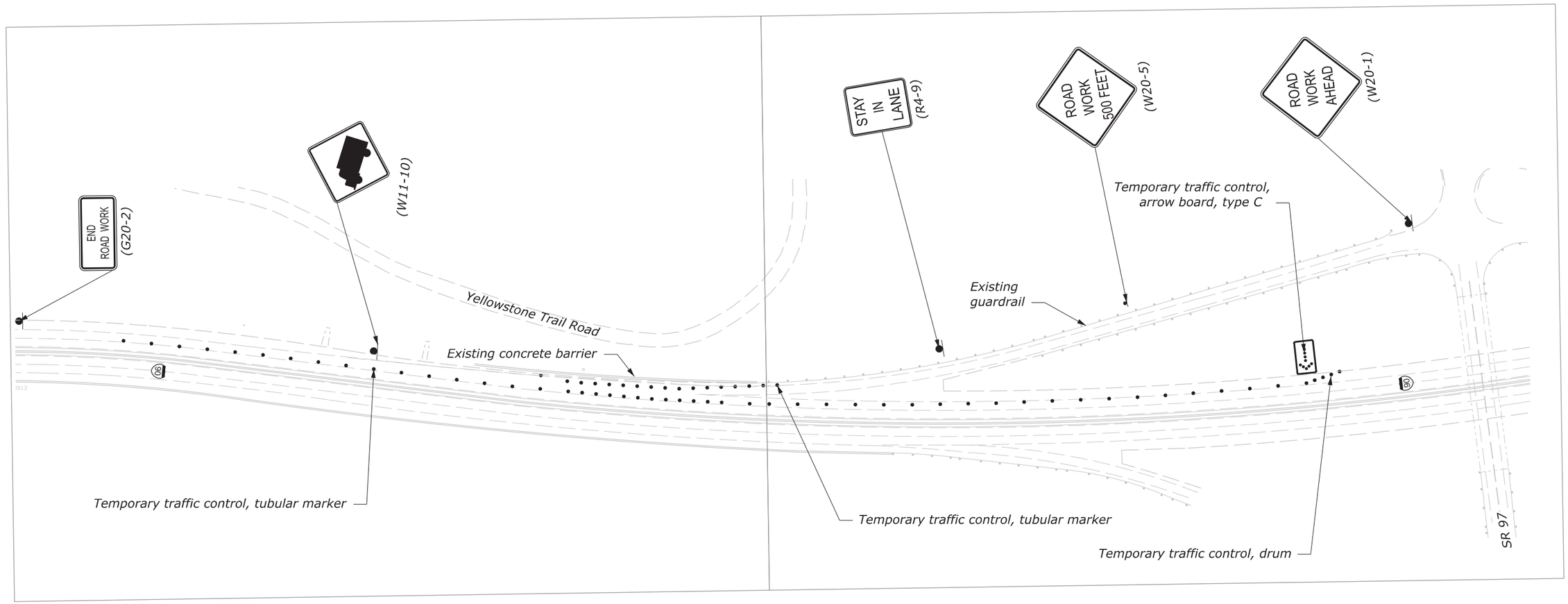
1. *Provide custom sign panels according to the MUTCD and Standard Highway Signs.*

NO SCALE

CUSTOM SIGN DETAILS

c:\pw_work\wfl\d0506726\ida-kooten8450-1_Detour.dgn {Untitled Sheet}
8 September 2026 12:11 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.4



NOTE:

1.Install single lane closure on I-90 according to Section 156 and as approved.

NO SCALE

I-90 TEMPORARY TRAFFIC CONTROL GENERAL PLAN

c:\pw_work_wtl\d0506726\TTC Sketch I-90 Option 2 Sheet 1.dgn [HWY]
21 August 2026 4:20 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.5

N

Approx. 400'

Approx. 250'

ROAD WORK AHEAD (W20-1)

ROAD WORK 500 FEET (W20-5)

STAY IN LANE (R4-9)

Yellowstone Trail Road

Existing guardrail

Existing solid white edge line

Existing solid yellow line

Temporary traffic control, drum 10' spacing in shoulder taper

Temporary traffic control, arrow board, type C

Existing bridge

SR 97

Approx. 180'

Temporary traffic control, tubular marker, 40' spacing

Existing edge of pavement

I-90 Westbound 90

I-90 Eastbound 90

Existing centerline rumble strips and solid yellow line

Existing lane line

Existing median barrier

See Sheet F.6

See Sheet F.9 for advance warning area signs

LEGEND

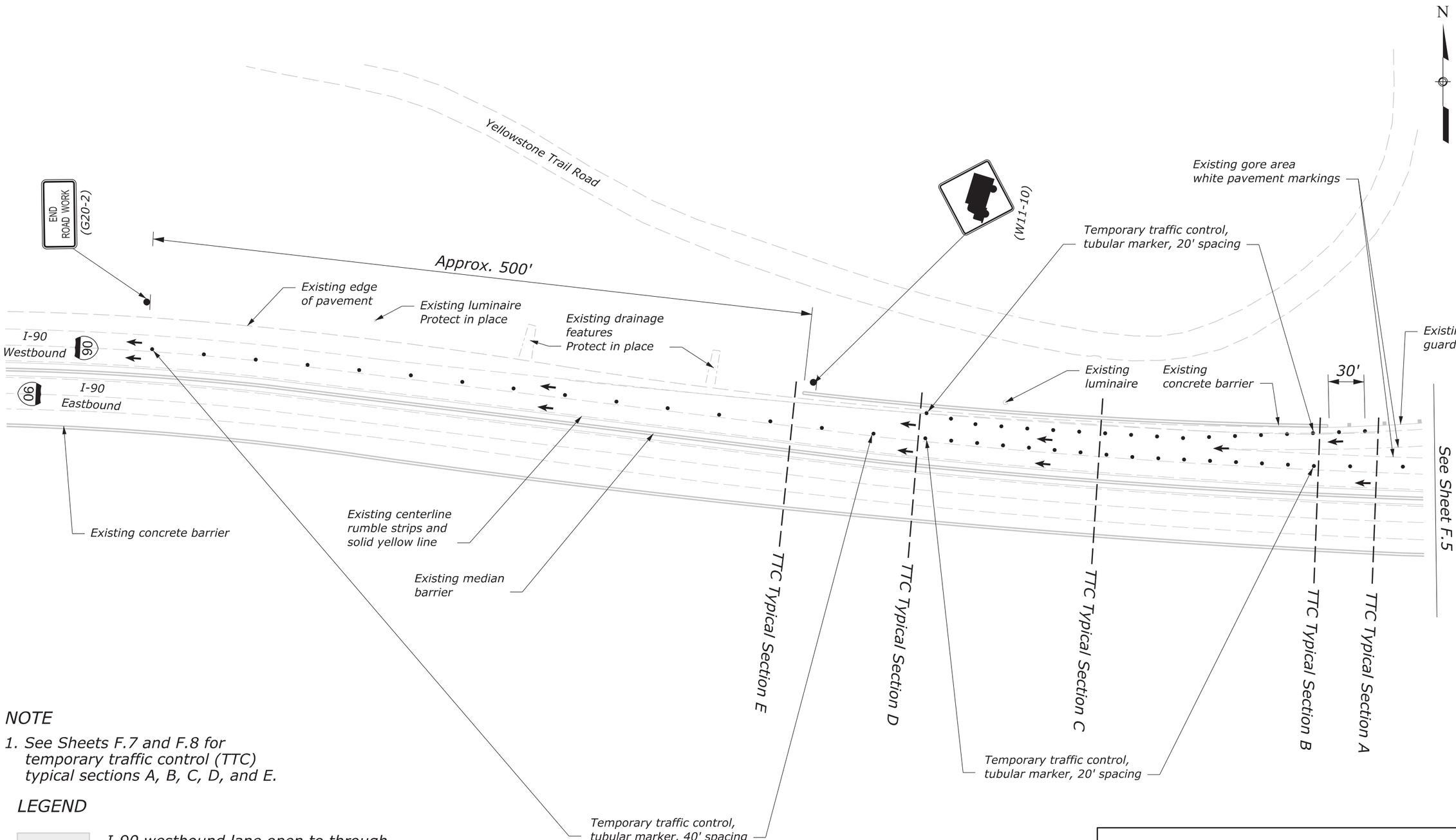
I-90 westbound lane open to through traffic under single lane closure

NO SCALE

I-90 SINGLE LANE CLOSURE
SHEET 1 OF 2

c:\pw_work_wfl\d0506726\TTC Sketch I-90 Option 2 Sheet 2.dgn [HWY]
21 August 2026 4:22 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.6



NOTE

1. *See Sheets F.7 and F.8 for temporary traffic control (TTC) typical sections A, B, C, D, and E.*

LEGEND

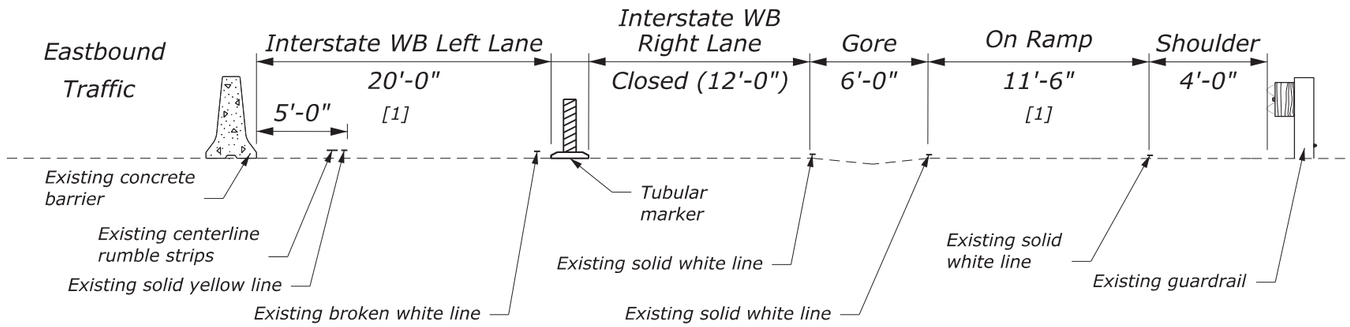
I-90 westbound lane open to through traffic under single lane closure

NO SCALE

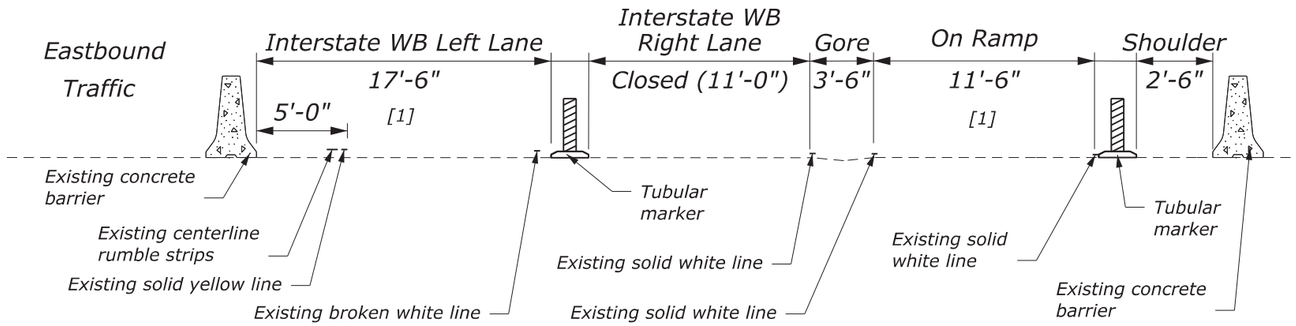
I-90 SINGLE LANE CLOSURE
SHEET 2 OF 2

c:\pw_work\wfl\d0506726\TTC Sketch I-90 Option 2 Sheet 3.dgn [HWY]
31 July 2026 1:46 PM

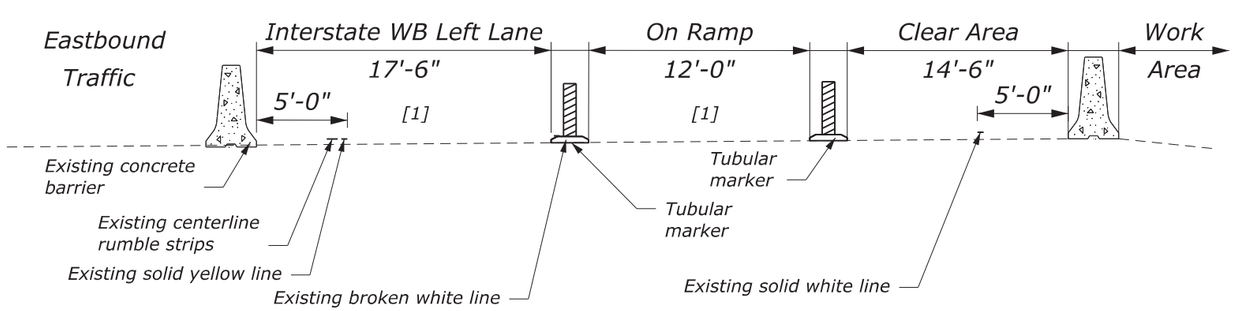
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.7



TTC TYPICAL SECTION A



TTC TYPICAL SECTION B



TTC TYPICAL SECTION C

FOOT NOTE:

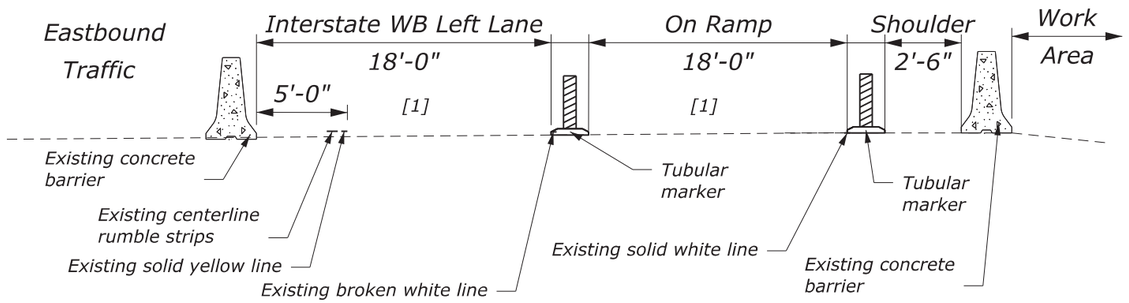
[1].Identifies lanes for which public traffic is to be maintained.

NO SCALE

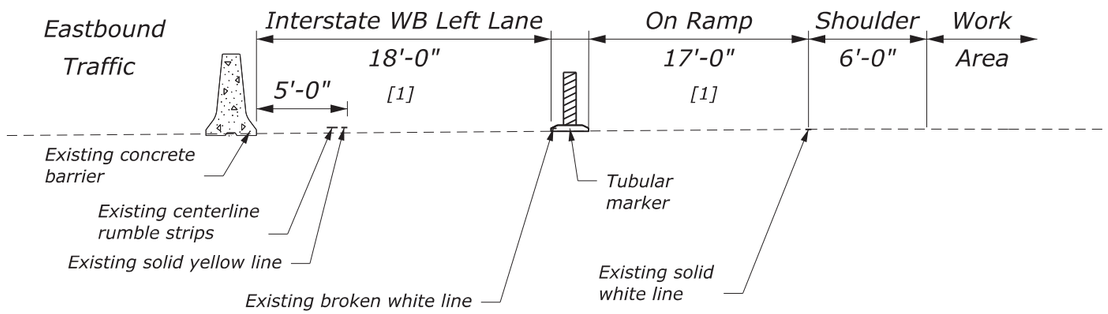
I-90 TEMPORARY TRAFFIC CONTROL TYPICAL SECTIONS SHEET 1 OF 2

27 August 2026 11:51 PM c:\pw_work_wft\d0506726\TTC Sketch I-90 Option 2 Sheet 4.dgn [HWY]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.8



TTC TYPICAL SECTION D



TTC TYPICAL SECTION E

FOOT NOTE:

[1].Identifies lanes for which public traffic is to be maintained.

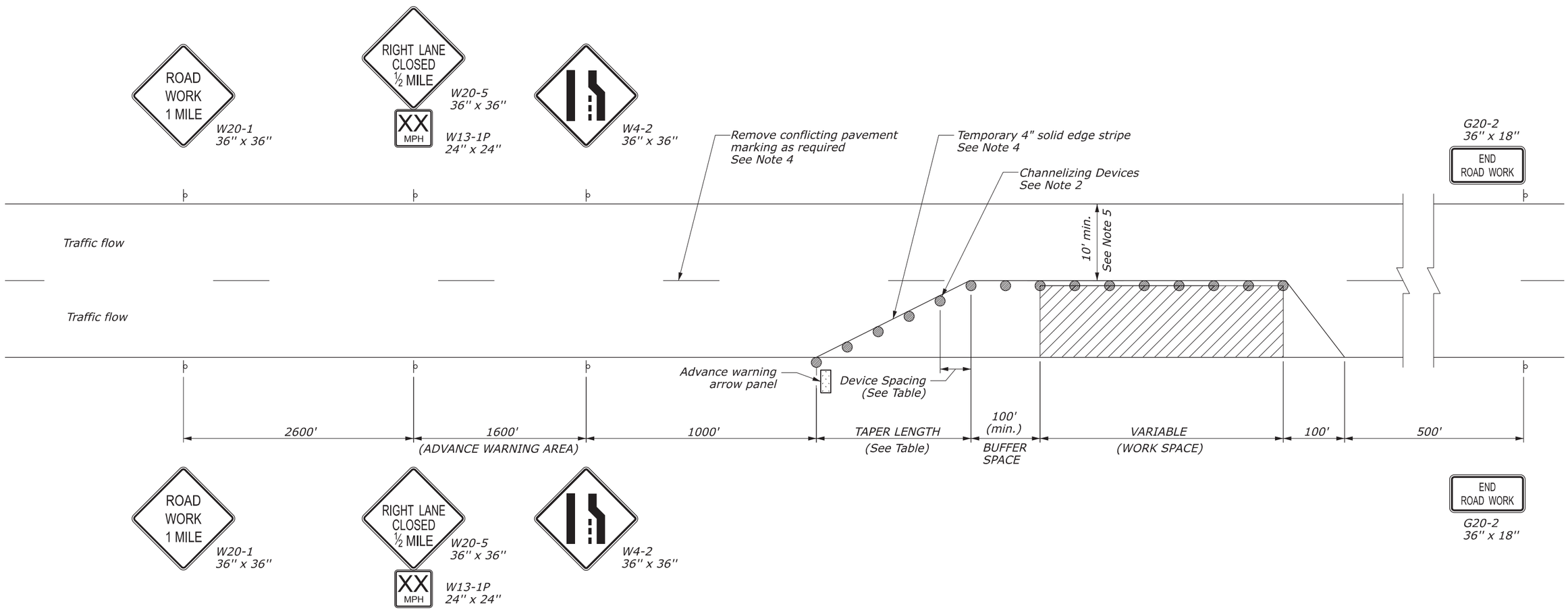
NO SCALE

I-90 TEMPORARY TRAFFIC CONTROL TYPICAL SECTIONS SHEET 2 OF 2

27 August 2026 11:54 PM c:\pw_work_wft\d0506726\TTC Sketch I-90 Option 2 Sheet 5.dgn [HWY]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.9

TYPICAL APPLICATION: ONE WAY, TWO LANE ROADWAY, CLOSING ONE LANE



NOTES:

1. *Final location and spacing of temporary traffic control devices may be changed to fit field conditions as approved.*
2. *For operations that require a lane closure for a day or less, drums may be substituted with cones, type A in the work area as approved.*
3. *Right lane closure is shown. For left lane closure, substitute W20-5 and W4-2 left lane closure signs.*
4. *For long-term operations (operations where the lane is continuously closed for more than three days) remove conflicting pavement markings and place edge stripe as shown.*
5. *Use minimum width shown unless otherwise specified in Section 156.*

LENGTH AND SPACING TABLE

APPROACH SPEED (MPH)	MINIMUM TAPER LENGTH (LNFT) LANE WIDTH (LNFT)			CHANNELIZING DEVICE SPACING (LNFT)	
	10	11	12	TAPER AREA	WORK AREA
25	105	115	125	25	50
30	150	165	180	30	60
35	205	225	245	35	70
40	270	295	320	40	80
45	450	495	540	45	90
50	500	550	600	50	100
55	550	605	660	55	100

* *Approach speed based on the regulatory posted speed, not the advisory speed.*

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT

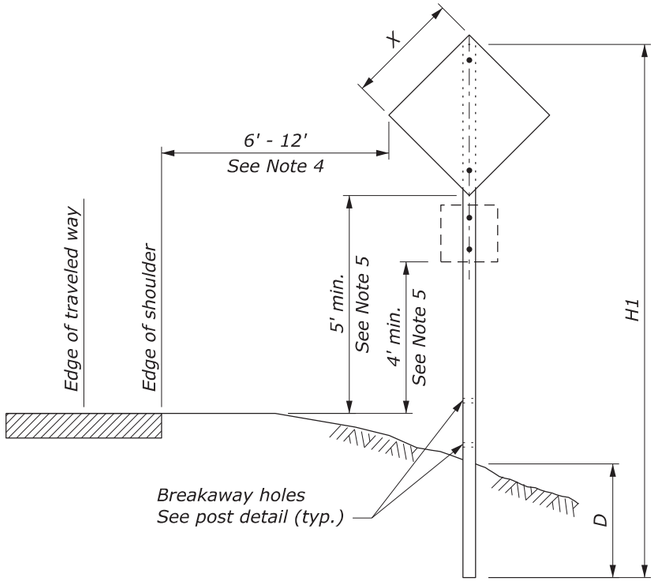
EFLHD DETAIL E635-05

SPECIFICATION FP-24, FP-14

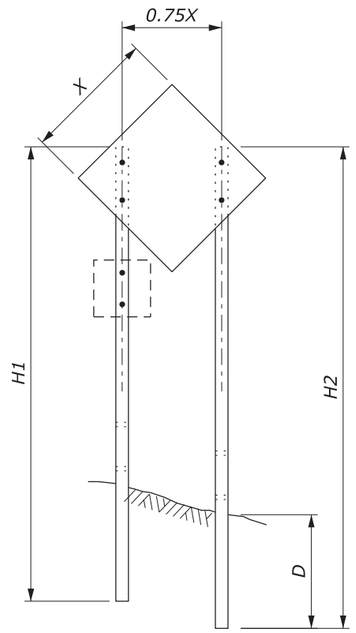
APPROVED FOR USE 06/2024

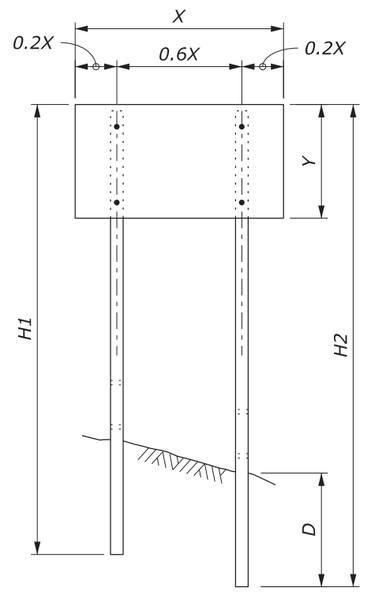
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8 September 2026 12:33 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	F.10



SINGLE POST SIGN





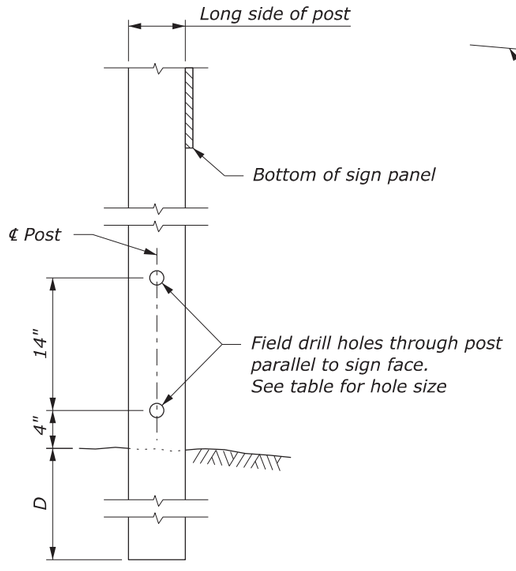
TWO POST SIGN

NOTE:

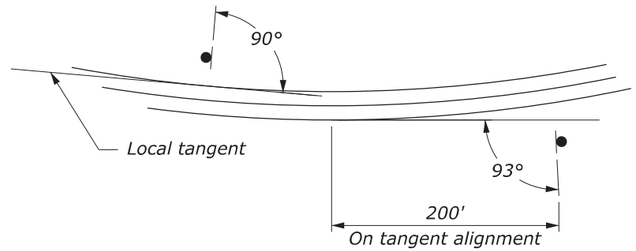
1. *Attach sign panels with a minimum of two ¼" diameter bolts per post.*
2. *H1 and H2 = Overall post length. Select post lengths to fit field conditions.*
3. *D = Post embedment depth for average soil conditions.*
4. *In areas where lateral distance is limited, a minimum lateral offset of 2 ft may be used. In areas with curbs, a minimum lateral distance of 1 ft behind the face of the curb may be used.*
5. *In pedestrian locations, or in areas with obstructed views, use 7 ft minimum mounting height for main sign and 6 ft minimum mounting height for secondary sign.*
6. *Use 7 ft minimum spacing between posts for sign posts 6" x 6" or larger.*
7. *State standards may be used as an alternative if approved.*

WOOD POST SELECTION TABLE

WIDTH "X"	AREA (SQFT)	NUMBER OF POSTS	POST SIZE (INCH)	D (INCH)	HOLE SIZE (INCH)
Diamond ≤ 36" Other Shapes ≤ 48"	< 10	1	4 x 4	36	0
		1	4 x 6	48	1.5
Diamond ≤ 48"	10 - 20	1	6 x 6	48	2
Diamond ≤ 48" Other Shapes ≤ 12'	10 - 20	2	4 x 4	36	0
	20 - 50	2	4 x 6	48	1.5
> 13'	50 - 65	2	6 x 6	48	2
12' - 16'	50 - 65	3	4 x 6	48	1.5
> 17'	65 - 95	4	4 x 6	48	1.5
> 30'	65 - 95	3	6 x 6	48	2



POST DETAIL



SIGN INSTALLATION ANGLE

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

TEMPORARY TRAFFIC CONTROL SIGN INSTALLATION WOOD POSTS

FLH STANDARD 635-14
SPECIFICATION FP-24, FP-14
APPROVED FOR USE 2/2024

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15 July 2026 10:14 AM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.1

TABULATION OF PERMANENT TRAFFIC CONTROL QUANTITIES

LOCATION	LT/RT	20301-2400 REMOVAL OF SIGN (EACH)	20302-1400 REMOVAL OF CONCRETE BARRIER (LNFT)
4+10	RT	1	
11+10	RT	1	
11+00 to 11+80	RT	1	80
11+80	RT		
14+20	RT	1	
Total		**4**	**80**

ITEM 63308-3000 OBJECT MARKER, TYPE 3

LOCATION	MUTCD NUMBER	LT/RT	QUANTITY (EACH)
11+15.00	OM3-L	LT	1
11+80.00	OM3-R	LT	1
		Total	2

ITEM 63309-0900 DELINEATOR, TYPE FLEXIBLE (EACH)

LOCATION	LT/RT	Quantity
4+00.00	LT	1
4+00.00	RT	1
4+05.00	LT	1
4+05.00	RT	1
4+10.00	LT	1
4+10.00	RT	1
14+90.00	LT	1
14+90.00	RT	1
14+95.00	LT	1
14+95.00	RT	1
15+00.00	LT	1
15+00.00	RT	1
	Total	**12**

ITEM 63302-0000 SIGN SYSTEM

SIGN NUMBER	LOCATION	MUTCD NUMBER	LT/RT	LEGEND	SIZE				
					INCH	INCH	SQFT	QTY	SQFT
1	10+00	W5-1	LT	ROAD NARROWS	36	36	9.00	1	9.0
2	12+50	W5-1	RT	ROAD NARROWS	36	36	9.00	1	9.0
								TOTAL	**18**

TABULATION OF PAVEMENT MARKINGS QUANTITIES

ITEM NO.	LOCATION	DESCRIPTION	UNIT	QUANTITY
63401-0300	10+00 to 12+80	PAVEMENT MARKINGS, TYPE B, SOLID (WHITE)	LNFT	1120
63401-0300	10+00 to 12+80	PAVEMENT MARKINGS, TYPE B, SOLID (YELLOW)	LNFT	1120

TABULATION OF PERMANENT TRAFFIC CONTROL QUANTITIES

LOCATION	LT/RT	61701-4500 GUARDRAIL SYSTEM MGS, TYPE 2, CLASS A, STEEL POSTS (BEAM GUARDRAIL TYPE 31, 9-FOOT POSTS) (LNFT)	61701-4500 GUARDRAIL SYSTEM MGS, TYPE 2, CLASS A, STEEL POSTS (BEAM GUARDRAIL TYPE 31, 6-FOOT POSTS) (LNFT)	61702-1500 TERMINAL SYSTEM, TYPE MGS TANGENT (EACH)
4+07 to 4+32	RT			1
4+32 to 8+32	RT	400		
8+32 to 11+07	RT		275	
11+86 to 13+11	RT		125	
13+11 to 13+86	RT	75		
13+86 to 14+11	RT			1
Total		**475**	**400**	**2**

TABULATION OF PERMANENT TRAFFIC CONTROL QUANTITIES

28 August 2026 12:02 AM c:\pw_work\wfld0511763\da-kooten8450-1_pln_g_qtab.dgn [TABULATION OF PERMANENT TRAFFIC CONTROL QUANTITIES]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.2

BEGIN PROJECT

4+07.00

Construction limit

Removal of sign

N

Construction limit

N

PERMANENT TRAFFIC CONTROL PLAN

c:\pw_work\wfl\d0511763\Ida+kooten8450-1_pln_g_qteb.dgn {BL1 - Plan 1 [Sheet]}
28 August 2026 12:18 AM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.3

Edge of pavement

Sign system (W5-1)

ROAD NARROWS

Pavement Markings, Type B, Solid (Yellow)

Construction limit

Pavement Markings, Type B, Solid (White)

Object marker, type 3

Object marker, type 3

Removal of concrete barrier

N

BEGIN CONSTRUCTION GPS

10+00.00

Removal of sign

PRECAST, PRESTRESSED CONCRETE SLAB
48-INCH VOIDED (21-INCH DEPTH)

Removal of sign

Sign system (W5-1)

ROAD NARROWS

Pavement Markings, Type B, Solid (Yellow)

Pavement Markings, Type B, Solid (White)

Construction limit

END PROJECT

14+11.00

Edge of pavement

END CONSTRUCTION

12+80.00

Removal of sign

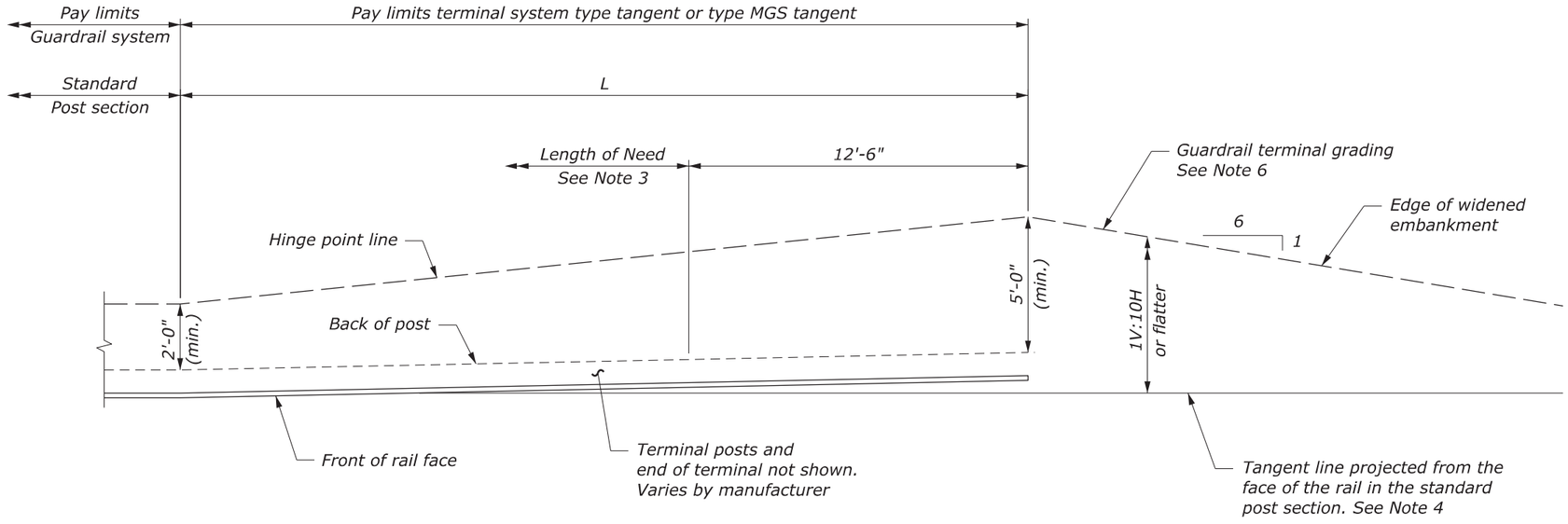
CP 20109

DAMAGED

PERMANENT TRAFFIC CONTROL PLAN

10 September 2026 9:58 AM c:\pw_work_wfl\d0511763\Ida-kooten8450-1_pln_g_qtab.dgn [BL1 - Plan 3 [Sheet]]

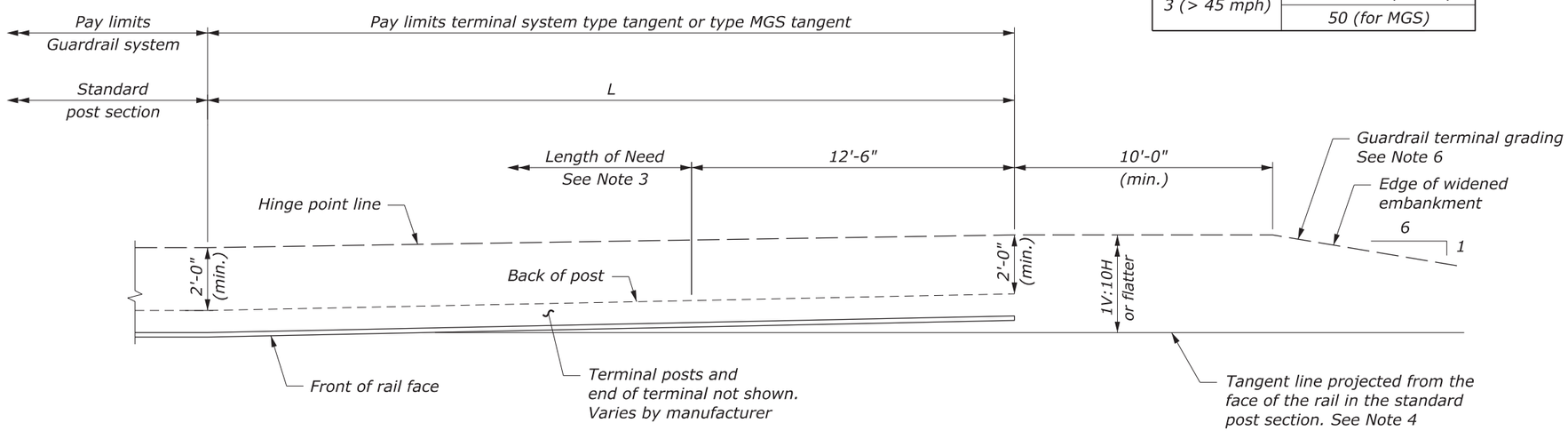
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.4



PLAN

PREFERRED GRADING

TEST LEVEL	L (FT)
2 (≤ 45 mph)	25
3 (> 45 mph)	37.5 or 50 (for G4)
	50 (for MGS)



PLAN

ALTERNATIVE GRADING

NO SCALE

NOTE:

1. Install tangent terminal according to the manufacturer's recommendations. See manufacturer's drawings for other details.
2. Construct the terminal grading layout as shown in the staking notes or model. If no staking notes or model are provided, use the preferred grading layout or as directed to fit site constraints. If necessary because of site limitations, use the alternative grading layout.
3. For design purposes, the length of need is assumed to begin at post 3. Verify the length of need with the manufacturer for a specific product. Adjust grading as necessary to install the tangent terminal according to the manufacturer's recommendations.
4. Install terminal at a 1:25 taper or flatter to position the end farther from the edge of shoulder, or use a taper according to the manufacturer's recommendations.
5. Install a reflectorized object marker on the end of the terminal.

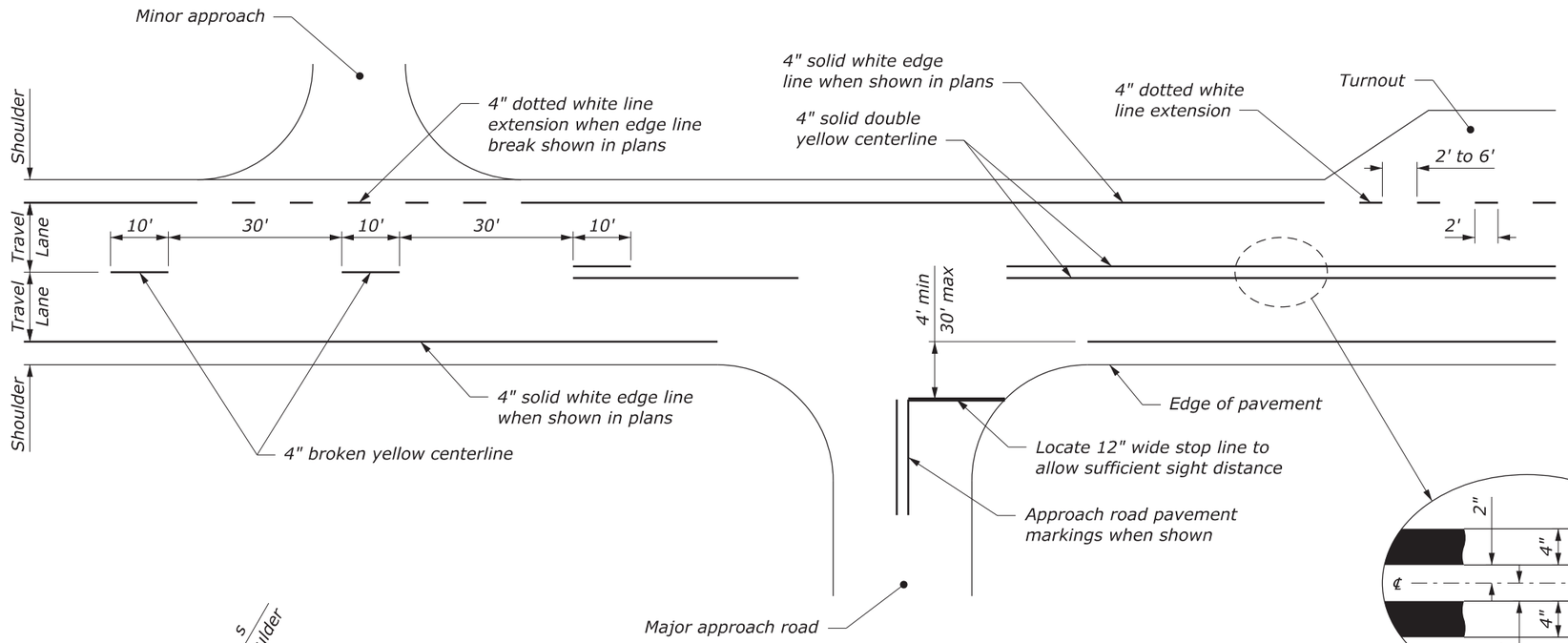
U.S. DEPARTMENT OF TRANSPORTATION, FHWA
OFFICE OF FEDERAL LANDS HIGHWAY

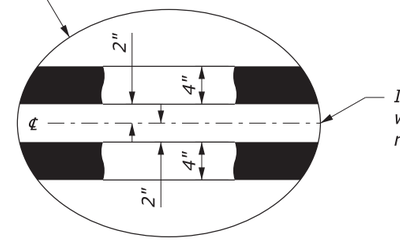
MGS AND G4 W-BEAM GUARDRAIL TYPE TANGENT TERMINAL AND GRADING

FLH STANDARD	617-20
SPECIFICATION	FP-24
APPROVED FOR USE	8/2025

c:\pw_work\wflw005117631\Std617-20 (1).dgn [Std 617-20]
13 July 2026 10:39 AM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.5

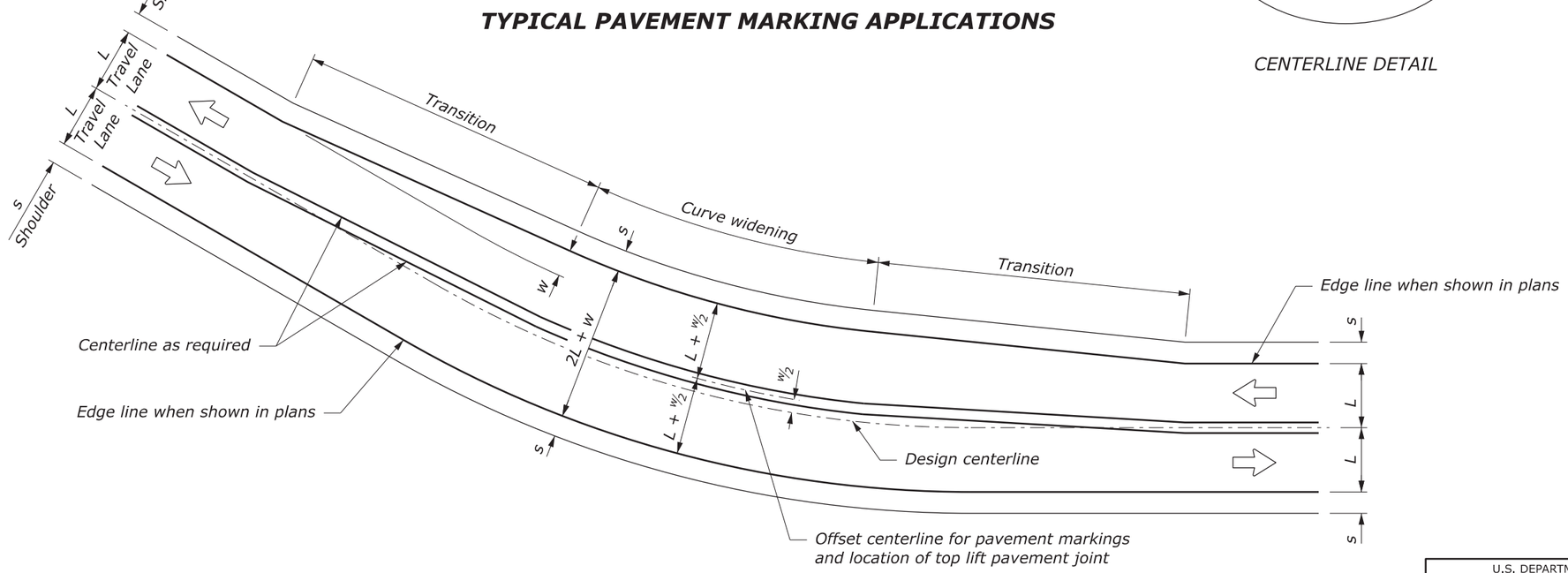




Increase spacing between parallel lines when shown in the plans or when required by the maintaining agency

CENTERLINE DETAIL

TYPICAL PAVEMENT MARKING APPLICATIONS



CENTERLINE MODIFICATION FOR CURVES WITH WIDENING APPLIED ON INSIDE

See Note 2 for treatment of curves when widening "w" is split equally on both sides of centerline

NO SCALE

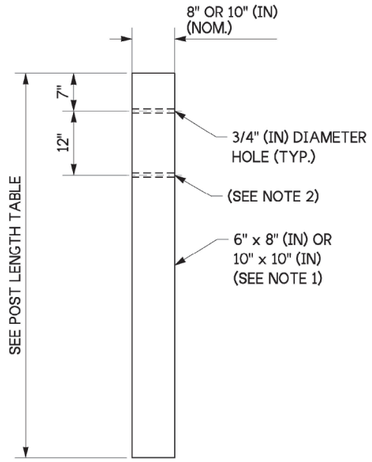
NOTE:

1. Place edge line pavement markings at asphalt/concrete curb interface when curb is present.
2. Paint centerline pavement markings on curves with curve widening "w" to achieve equal lane widths within the roadway. Maintain a constant shoulder width "s" throughout the curve widening area. See staking details for curve widening transition locations.
3. Typical pavement marking widths are shown. Use wider pavement markings when shown on the plans or when required by the maintaining agency.

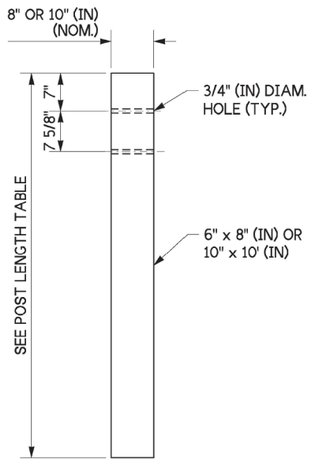
U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	WFL STANDARD W634-2
LINEAR PAVEMENT MARKINGS	SPECIFICATION FP-24, FP-14
	APPROVED FOR USE 9/2024

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13 July 2026 10:41 AM

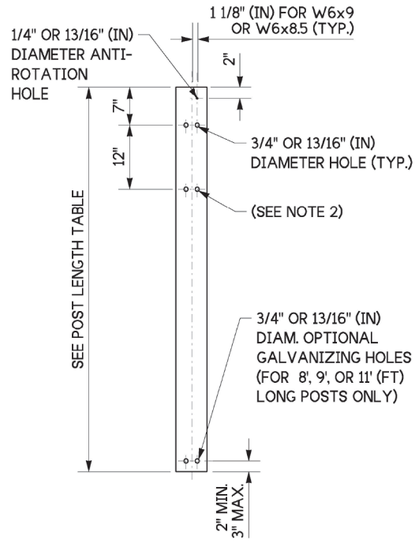
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.6



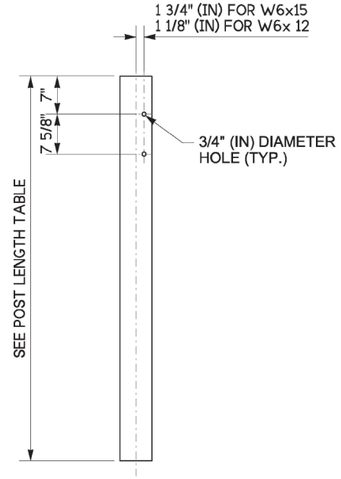
W-BEAM
(WOOD POST)



THRIE-BEAM
(WOOD POST)



W-BEAM
(STEEL POST ~ SEE NOTES 3 AND 4)



THRIE-BEAM
(STEEL POST ~ SEE NOTES 3 AND 4)

NOTES:

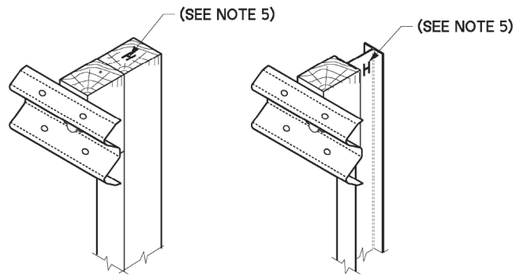
1. Wood posts for all guardrail placement plans shall be 6" x 8' (in) except where noted otherwise.
2. Lower hole is for w-beam rub rail of Beam Guardrail Type 31 - Buried Terminal Type 2.
3. W6x8.5 or W6x9 steel posts and timber blocks are alternates for 6x8 timber posts and blocks. W6x15 steel posts and timber blocks are alternates for 10" x 10" (in) timber posts and blocks.
4. Attach blockouts to steel posts using bolt holes on approaching traffic side of post web.
5. When "Beam Guardrail Type - _ _ Ft. Long Post" is specified in the contract, the post length shall be stamped with numbers, 1 1/2" min. high x 3/4" (in) wide at the location where the letter "H" is shown in the **ASSEMBLY DETAIL**. For wood post appli - cations, the letter shall be stamped to a minimum depth of 1/4" (in). For steel post applications, the letter shall be legible after the post is galvanized. After post installation, it shall be the Contractor's responsibility to ensure the stamped numbers remain visible.

POST LENGTH TABLE	
GUARDRAIL TYPE	LENGTH
TYPE 31	6' - 0"
	8' - 0" ✶
	9' - 0" ✶
	11' - 0" ✶
THRIE BEAM	VARIES ✶✶

✶ SEE CONTRACT FOR "BEAM GUARDRAIL TYPE - __ FT. LONG POST" LENGTHS. (SEE NOTE 5)

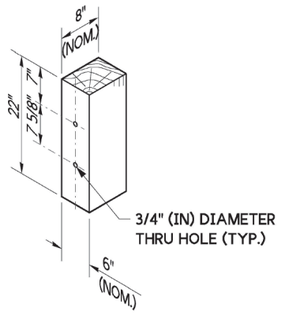
✶✶ SEE **STANDARD PLANS** FOR THRIE BEAM POST LENGTHS

ROUTERED WOOD BLOCKS FOR STEEL POST TABLE		
POST	A	B
W6 × 8.5	6" NOMINAL	4 1/4"
W6 × 9	6" NOMINAL	4 1/4"
W6 × 12	6" NOMINAL	4 1/4"
W6 × 15	8" NOMINAL	6 1/4"

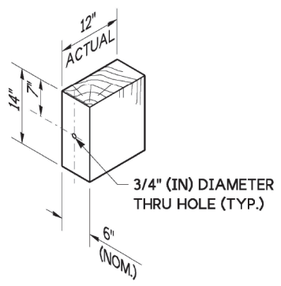


TIMBER POST STEEL POST

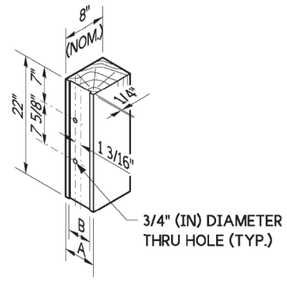
PARTIAL ASSEMBLY DETAIL



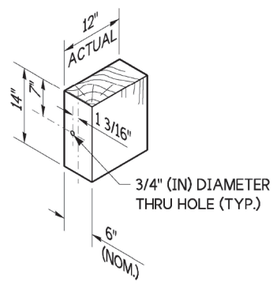
THRIE-BEAM WOOD BLOCK
FOR WOOD POST



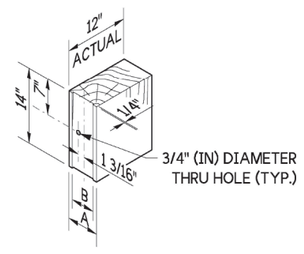
W-BEAM WOOD BLOCK
FOR WOOD POST



ROUTERED THRIE-BEAM
WOOD BLOCK FOR
STEEL POST



W-BEAM WOOD BLOCK
FOR STEEL POST



ROUTERED W-BEAM WOOD BLOCK
FOR STEEL POST

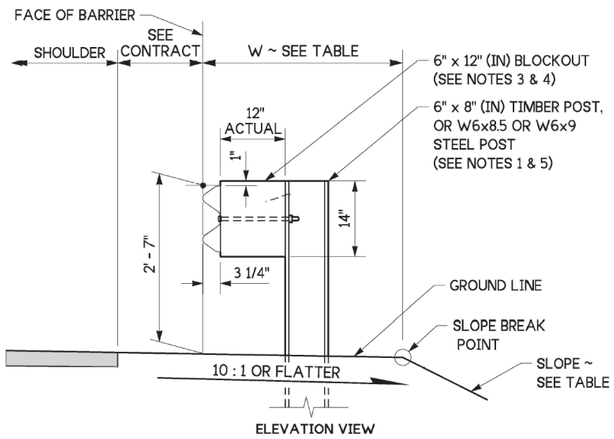
NO SCALE

Detail converted from WSDOT Standard Plan C-1b Sheet 1 of 1

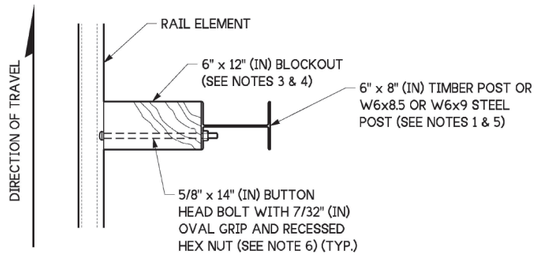
BEAM GUARDRAIL POSTS AND BLOCKS

c:\pw_work-wfl\d0511763\C-1b Converted.dgn [Custom Sign Details]
20 July 2026 10:09 AM

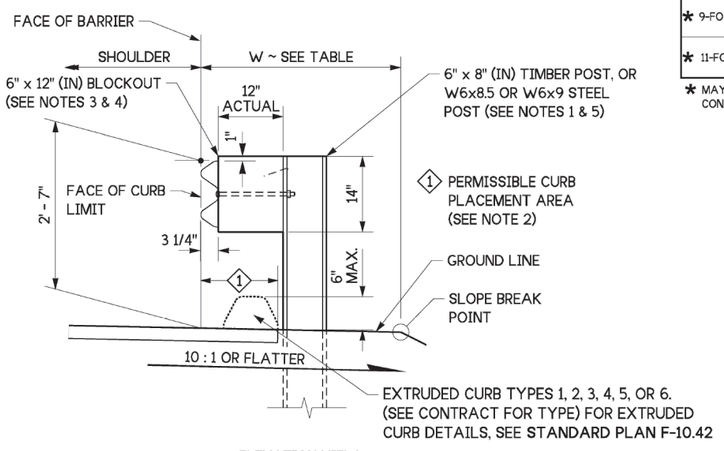
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.7



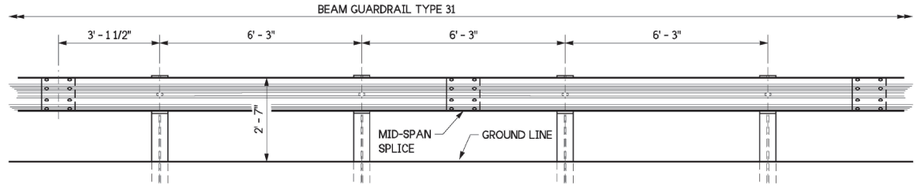
TYPICAL ELEVATION ~ WITHOUT CURB



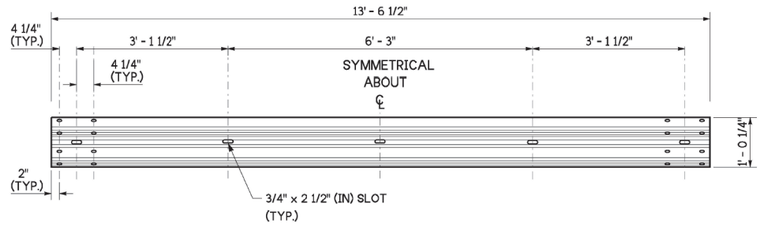
PLAN VIEW



TYPICAL SECTION ~ WITH CURB



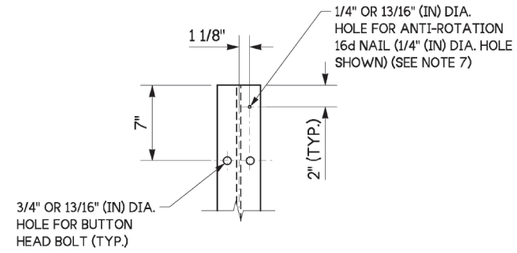
TYPICAL ELEVATION



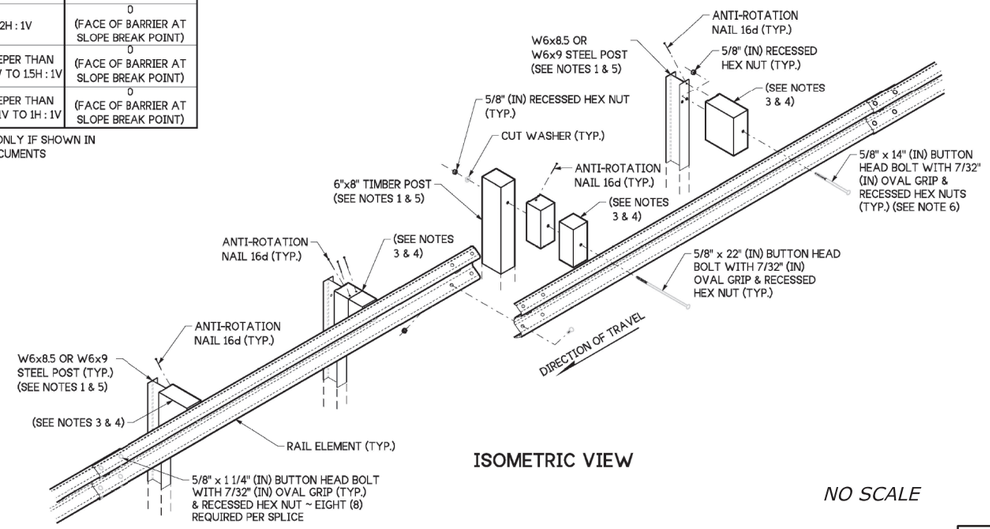
TYPICAL RAIL ELEMENT

SLOPE/EMBANKMENT TABLE FOR 6', 8', 9', AND 11' LONG POSTS		
POST LENGTH	SLOPE	W (FT)
6-FOOT	2H : 1V OR FLATTER	2.5 MIN.
6-FOOT	1H : 1V OR FLATTER	4.0 MIN.
8-FOOT	STEEPER THAN 2H : 1V TO 1H : 1V	2.5 MIN.
8-FOOT	2H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
* 9-FOOT	STEEPER THAN 2H : 1V TO 1.5H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)
* 11-FOOT	STEEPER THAN 1.5H : 1V TO 1H : 1V	0 (FACE OF BARRIER AT SLOPE BREAK POINT)

* MAY BE USED ONLY IF SHOWN IN CONTRACT DOCUMENTS



STEEL POST



ISOMETRIC VIEW

NOTES:

1. *Refer to Beam Guardrail Posts and Blocks for additional details not shown on this sheet.*
2. *Curb details shown for information only. No curb is proposed, use Typical Elevation ~ Without Curb.*
3. *Use a single block or combination of blocks (no more than two (2) to achieve the actual 12" offset. See Section 724. Secure wood blocks to the posts with anti-rotation nails. If combination blocks are used, toenail the adjacent blocks with two 16d galvanized nails to prevent block rotation.*
4. *Wood blocks are shown. Plastic or composite blocks may be used when approved. See Section 724.*
5. *Use steel posts.*
6. *Attach blockouts to steel posts using bolt holes on approaching traffic side of post web.*
7. *Anti-rotation holes in steel posts are not required when using blocks with anti-rotation features (e.g., routered blocks).*

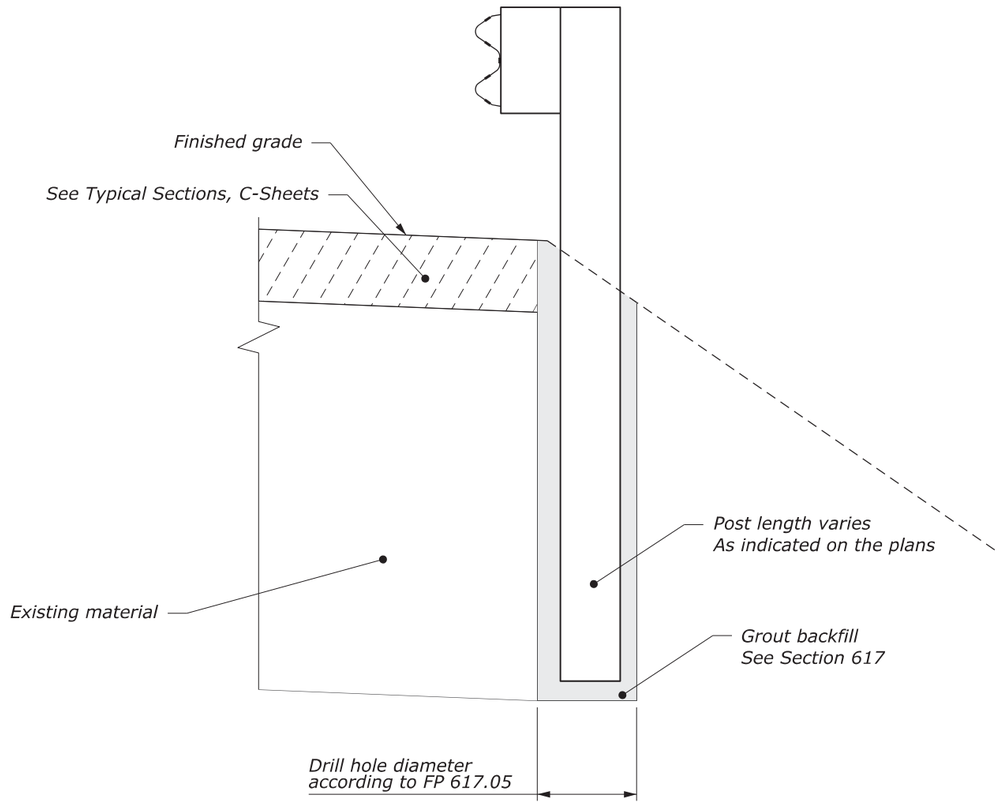
NO SCALE

Detail converted from WSDOT Standard Plan C-20.10-09 Sheet 1 of 1

BEAM GUARDRAIL TYPE 31

c:\pw_work\wtl\d0511763\C20.10-09 Converted.dgn [Custom Sign Details]
29 July 2026 1:47 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	G.8



GUARDRAIL POST BACKFILL DETAIL

23 September 2026 10:29 AM c:\pw_work\wfl\d0511763\Guardrail post detail.dgn [Custom Sign Details]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	H.1

TABULATION OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	REMARKS
63610-3200	CONDUIT, 6-INCH, PVC	LNFT	480	
63621-1000	UTILITY BOX, PULLBOX	EACH	2	
63622-0000	UTILITY TRENCH	LNFT	240	Fiber Optic

NOTE :
See section D for locations.

TABULATION OF UTILITIES QUANTITIES

8 September 2026 12:55 PM c:\pw_work_wfl\d0511764\Ida-kooten8450-1_plh_h_qtab.dgn [Tabulation of Utilities Quantities]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.1

SLOPE STABILIZATION AND PROTECTION				
ITEM NO.	*DESCRIPTION*	*UNIT*	*QUANTITY*	*Remarks*
26001-0000	*ROCK BOLT (25 KIPS)*	*LNFT*	*235*	
26002-0000	*ROCK DOWEL*	*LNFT*	*195*	
26902-0000	*TEMPORARY ROADWAY ROCKFALL PROTECTION*	*LPSM*	*ALL*	
56603-0000	*REINFORCED SHOTCRETE*	*SQYD*	*150*	
56603-0000	*REINFORCED SHOTCRETE (DITCH)*	*SQYD*	*39*	

TABULATION OF SLOPE STABILIZATION AND PROTECTION QUANTITIES

26 August 2026 3:58 PM c:\pw_work\wfl\d0716798\Rock Reinforcement and Shotcrete Details.dgn [G1]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.2

BEGIN CONSTRUCTION
10+00.00

END CONSTRUCTION
12+80.00

Precast, prestressed concrete slab
48- inch voided,(21 INCH DEPTH)
See Section S for details

"MAIN 01" Line
to be constructed

Reinforced Shotcrete (Ditch)

Construction limit

Utility box, pullbox

Edge of pavement

Slope stabilization and protection

N= 2,173,038.5865
E= 2,401,429.3755

N= 2,173,023.6842
E= 2,401,537.1455

N= 2,172,996.7397
E= 2,401,714.5928

N= 2,172,986.2050
E= 2,401,894.8011

Slope stabilization and protection

Fiber optic

Existing jersey barrier

Reinforced Shotcrete
See sheet I.4 for details

I-90

Construction limit

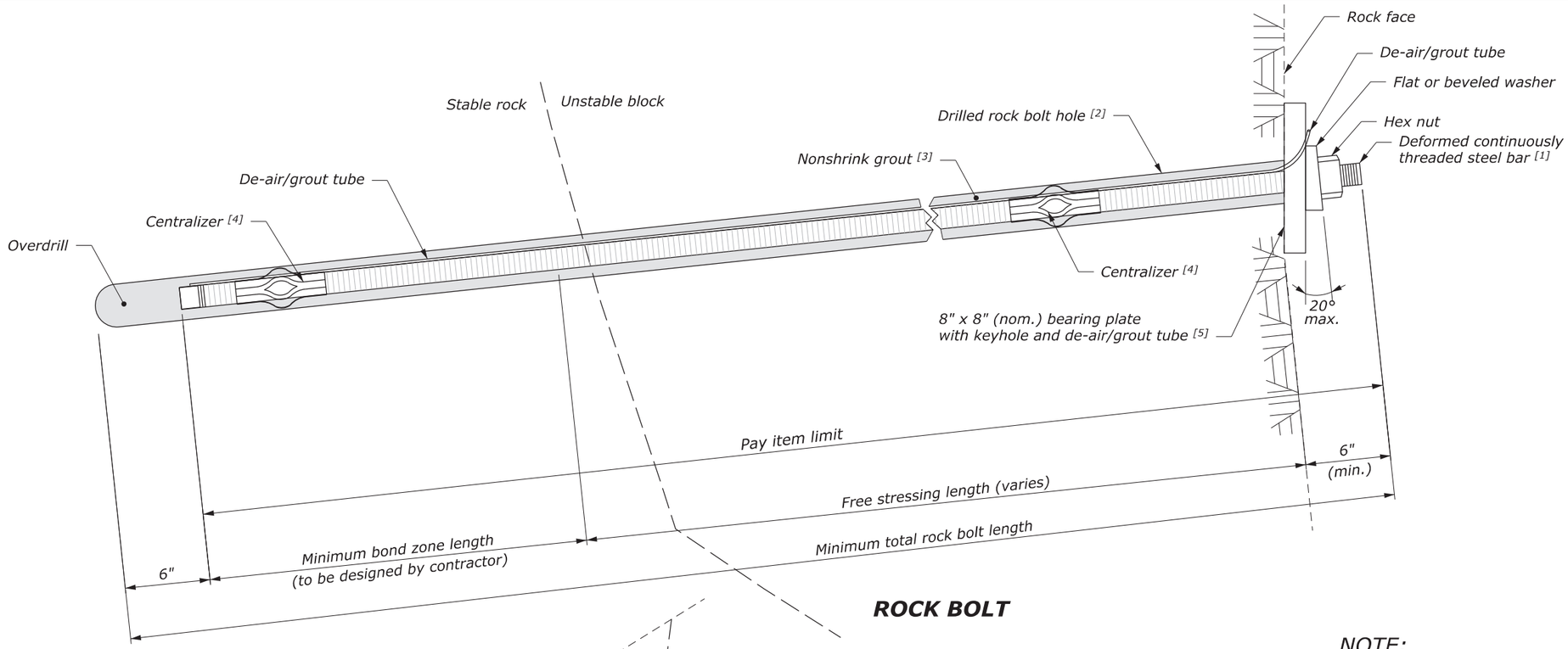
Temporary Roadway Rockfall Protection

Scale in feet
100 0 100 200 300

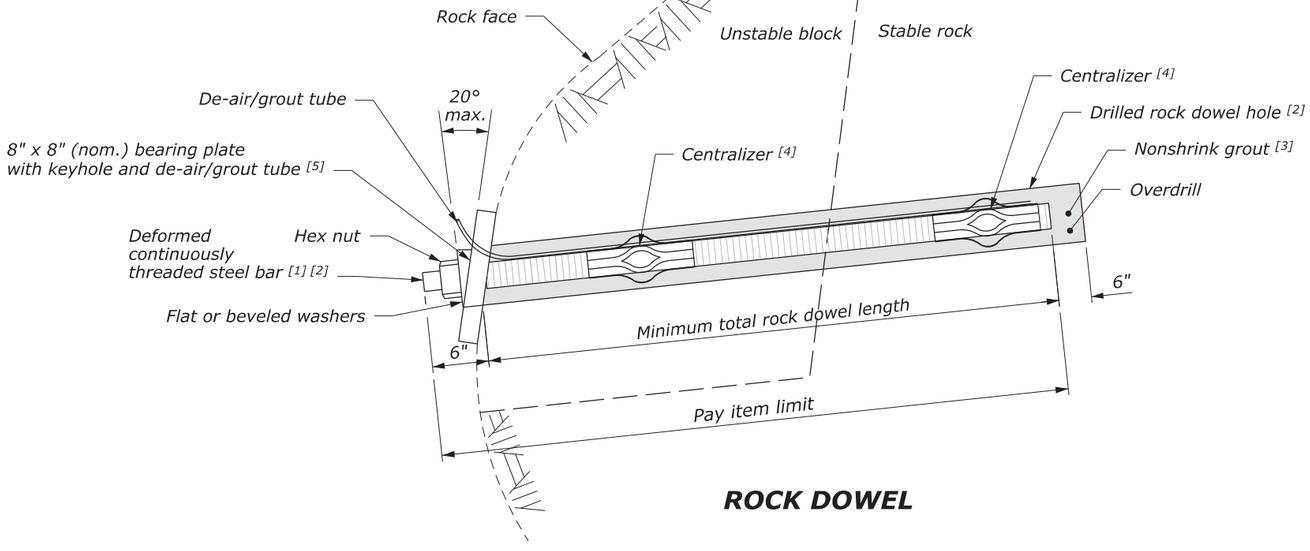
TEMPORARY ROADWAY ROCKFALL PROTECTION PLAN

c:\pw_work\wfl\d0716798\id8-kooten8450-1_pln_GEO_dtah.dgn [BL1 - Plan 1 [Sheet]]
11 September 2026 10:39 AM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.3



ROCK BOLT



ROCK DOWEL

NOTE:

1. Install rock dowels and rock bolts at the locations and orientations shown in the plans see sheets I.9 and I.10 or as directed.

FOOTNOTE:

[1] Rock bolt design load is 25 Kips. Rock dowel design load is 25 Kips.

[2] Drill hole diameter, bar size, and minimum bond zone length to be determined by rock bolt contractor.

[3] Fully encapsulate rock bolt and dowel bar in nonshrink grout for rockfall elements.

[4] Place lowest centralizer within 12-inches of the distal end of the bar. Place additional centralizers on 10-foot centers.

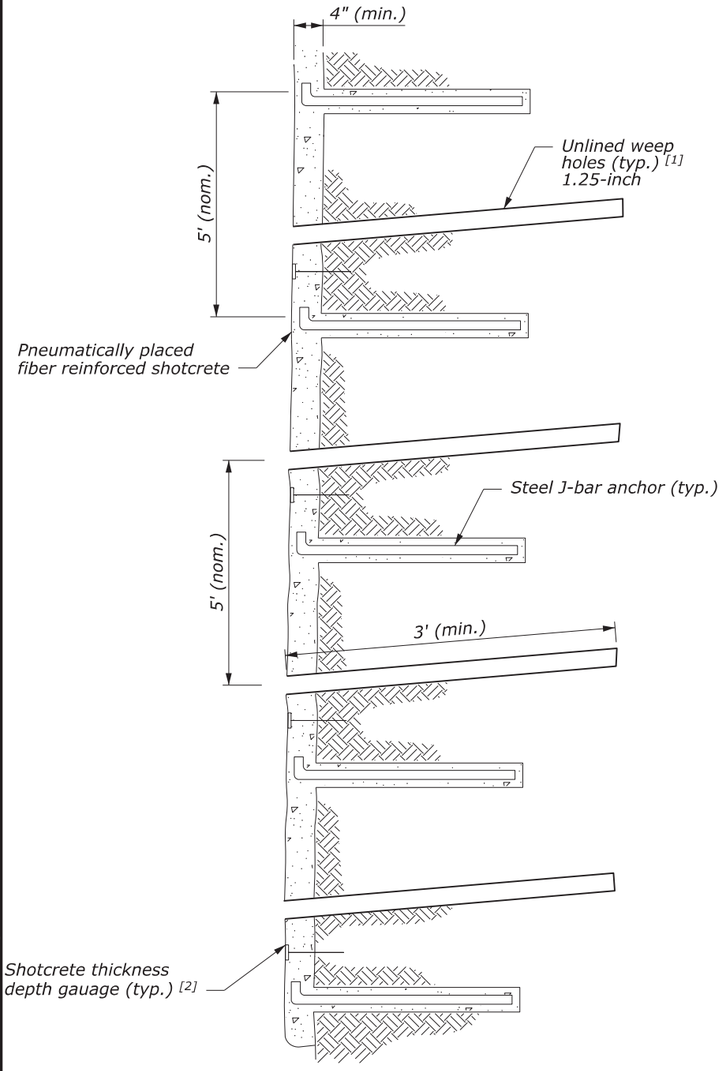
[5] Thickness of bearing plate to be designed by the contractor for project design loads.

NO SCALE

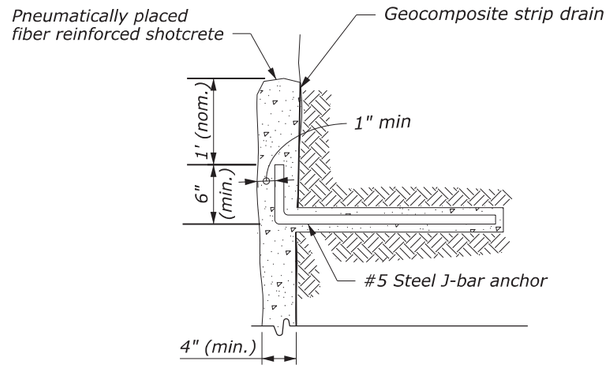
ROCK BOLT AND ROCK DOWEL DETAILS

10 September 2026 8:26 AM c:\pw_work\wfhd07716798\Rock Reinforcement and Shotcrete Details.dgn [ROCK BOLT AND ROCK DOWEL DETAILS]

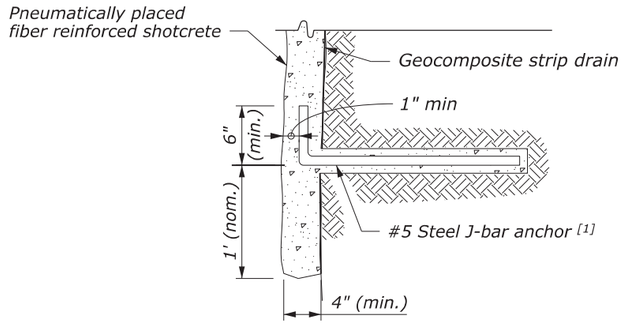
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.4



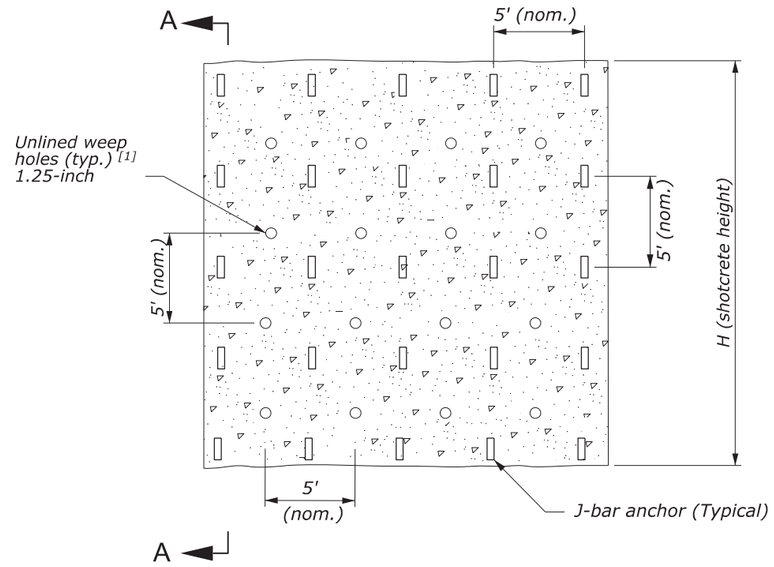
SECTION A-A



TOP OF SHOTCRETE



BOTTOM OF SHOTCRETE



SPACING OF ANCHOR BARS AND DRAIN HOLES

NOTE:

1. Apply fiber reinforced shotcrete in locations shown on the plans and as directed.
2. Install 3 foot wide (min) geocomposite strip drain vertically as directed by the CO. Daylight the geocomposite strip drain fabric at the base of the shotcrete. Attach strip drain fabric to weep holes and anchors per the manufacturers recommendations.

FOOTNOTE:

[1] Install 1.25-inch diameter by 3-foot long unlined weep holes.Slope weep holes at 5%.

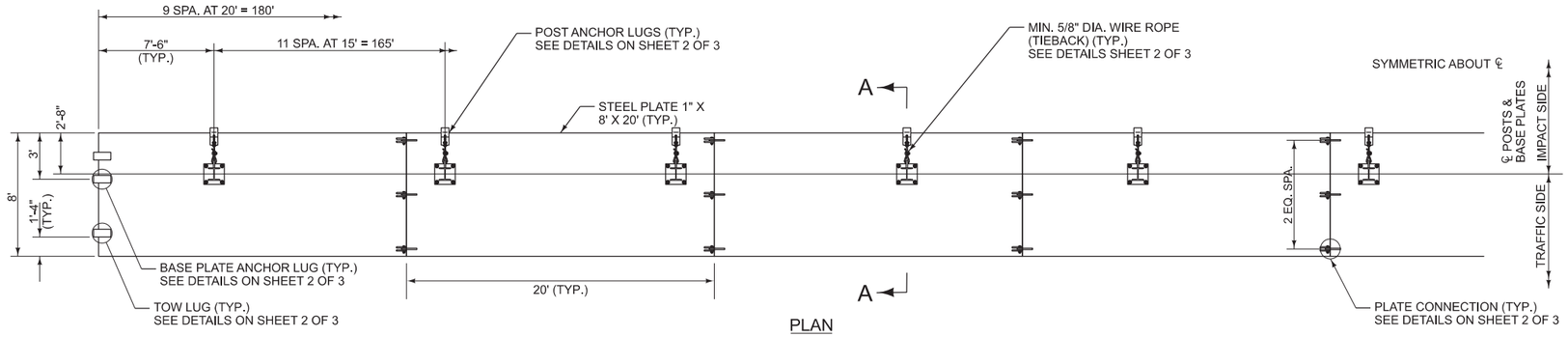
[2] Install shotcrete depth gauges, or other device approved,on nominal 3-foot centers and as specified in Section 566.

NO SCALE

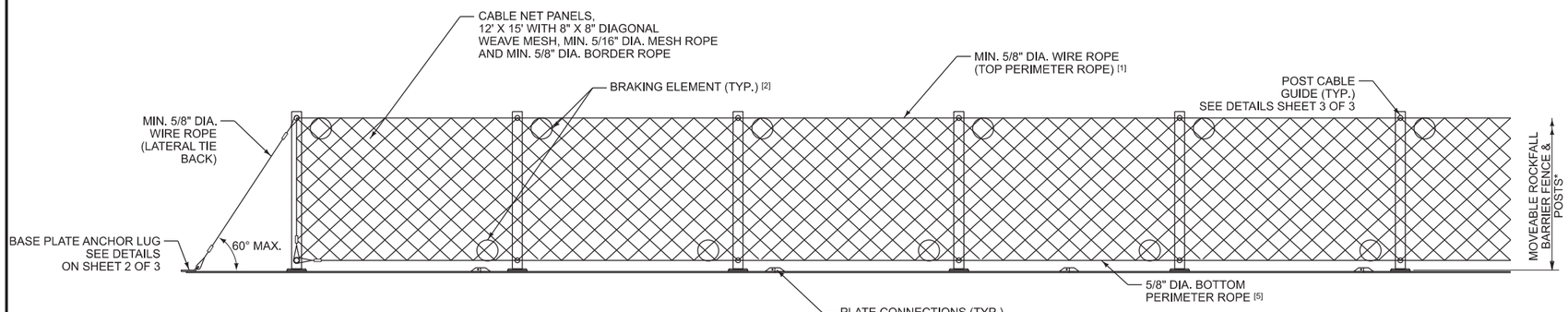
REINFORCED SHOTCRETE DETAILS

25 August 2026 10:19 AM c:\pw_work_wfl\d0716798\I-4.dgn [REINFORCED SHOTCRETE DETAILS]

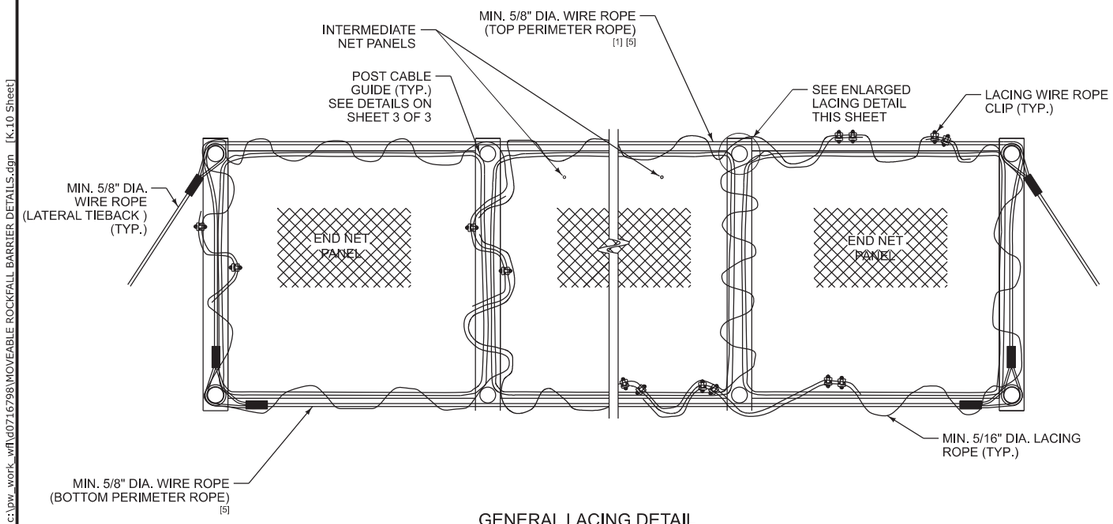
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.5



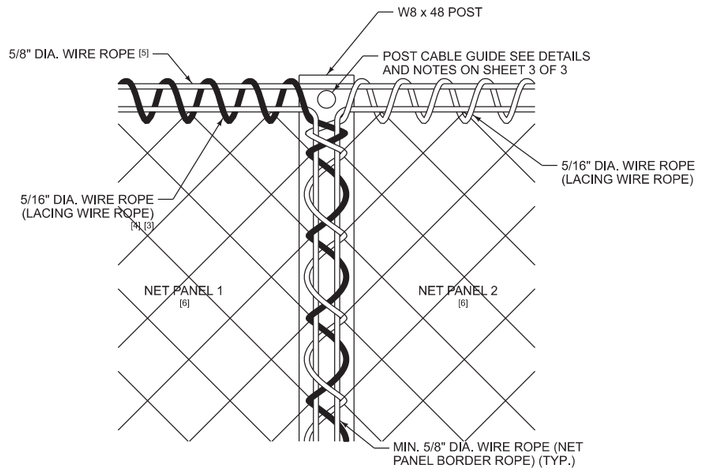
PLAN



ELEVATION



GENERAL LACING DETAIL



ENLARGED LACING DETAIL

NOTES:

1. DRAWINGS ON SHEETS I.5-7 ARE ILLUSTRATIVE. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A SYSTEM WITH A MINIMUM HEIGHT OF 12 FEET AND A MINIMUM ENERGY CAPACITY OF 500 KJ.
2. USE LOW HYDROGEN WELDING ELECTRODES AND MEET AWS D1.1 REQUIREMENTS.
3. COMPLY WITH SECTION 269 REGARDING USE.

FOOTNOTES:

[1] USE PERIMETER ROPES THAT ARE AT LEAST $\frac{5}{8}$ IN Ø THAT ARE CONTINUOUS (NO SPLICE) WITH FACTORY INSTALLED FERRULES. BOTH TOP AND BOTTOM PERIMETER ROPES TERMINATE AT POST CABLE GUIDES ON THE BOTTOM OF THE OUTERMOST POSTS.

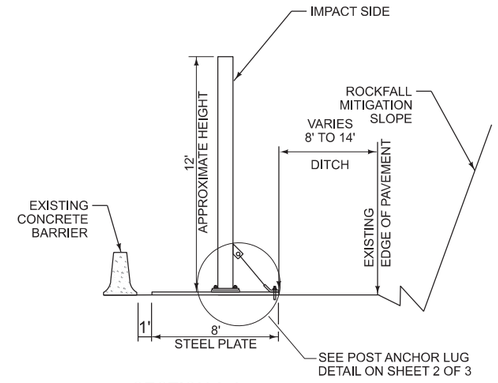
[2] TWO BRAKING ELEMENTS ARE REQUIRED FOR EACH CABLE NET PANEL LOCATED IN OPPOSITE CORNERS APPROXIMATELY 3 FT FROM POSTS.

[3] LACING ROPE FOR ATTACHING THE CABLE NET PANELS SHALL BE AT LEAST $\frac{5}{16}$ IN Ø .

[4] PASS LACING ROPE THROUGH EACH CELL OF THE CABLE NET PANEL FOR CONNECTING TO PERIMETER ROPES AND FOR VERTICAL SEAMS ON ADJACENT PANELS. DO NOT PASS LACING ROPE THROUGH POST CABLE GUIDES OR BRAKING ELEMENTS. DO NOT CONNECT CABLE NET PANEL BORDER ROPES TO THE POST CABLE GUIDES.

[5] COMPLY WITH MANUFACTURER'S SPECIFICATIONS FOR LACING ROPE SPLICING REQUIREMENTS.

[6] SECURE A TWISTED WIRE MESH BACKING ON THE IMPACT SIDE OF ALL NET PANELS AND NON-WOVEN SEPARATION GEOTEXTILE TO THE NON-IMPACT SIDE.

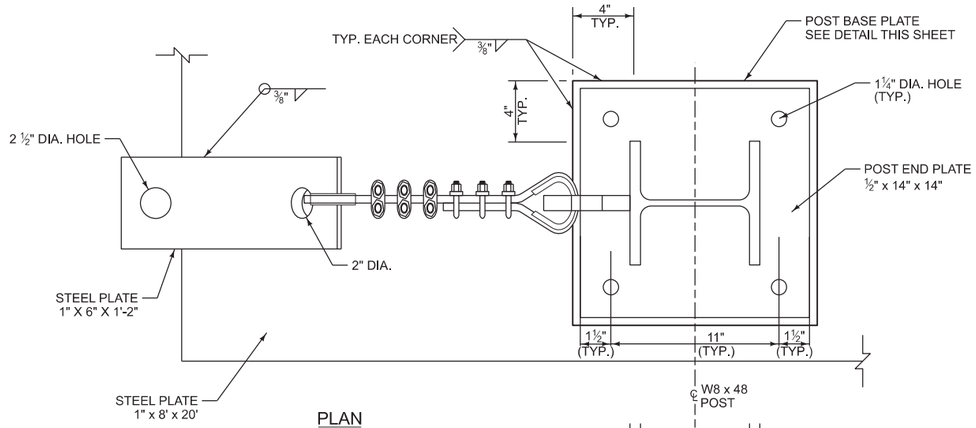


SECTION A-A

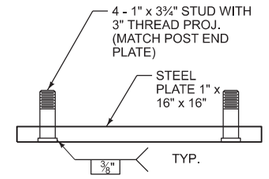
MOVEABLE ROCKFALL BARRIER DETAILS (1 OF 3)

c:\pw_work\wflcd0716798\MOVEABLE ROCKFALL BARRIER DETAILS.dgn [K.10 Sheet]
29 July 2026 2:20 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.6

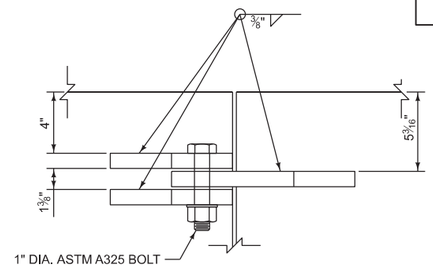


PLAN

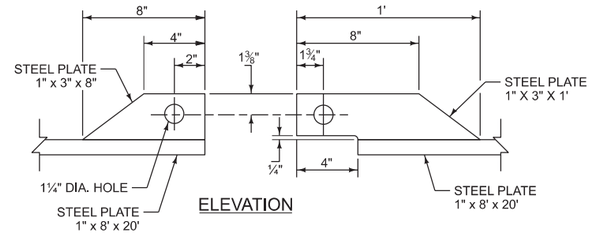


POST BASE PLATE DETAIL

12 ASSEMBLIES REQUIRED PER SYSTEM



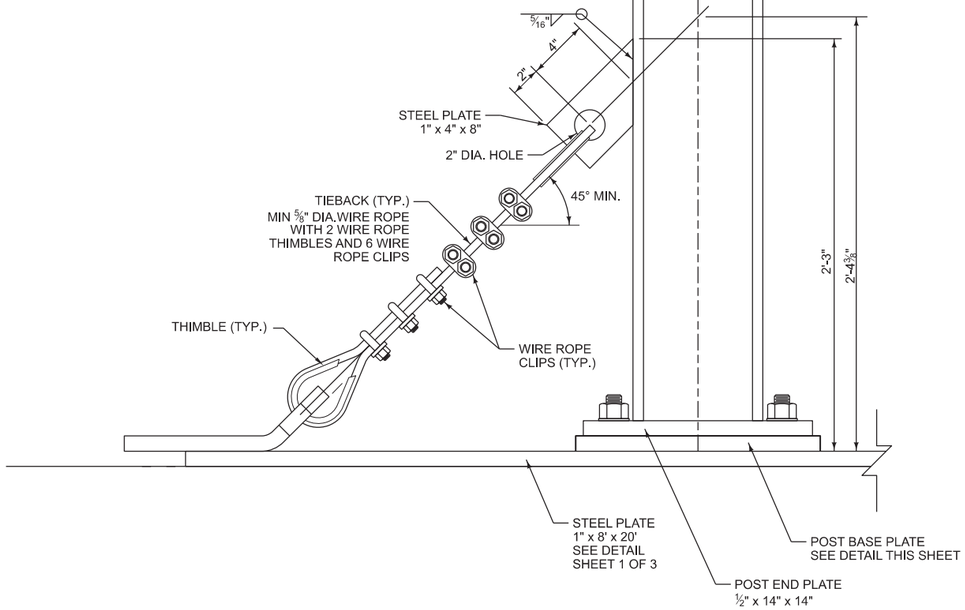
PLAN



ELEVATION

PLATE CONNECTION DETAILS

24 ASSEMBLIES REQUIRED PER SYSTEM



ELEVATION

POST ANCHOR LUG DETAIL

12 REQUIRED PER SYSTEM

PLAN

ELEVATION

TOW LUG DETAIL

4 REQUIRED PER SYSTEM

PLAN

ELEVATION

BASE PLATE ANCHOR LUG DETAILS

2 REQUIRED PER SYSTEM

NOTES:

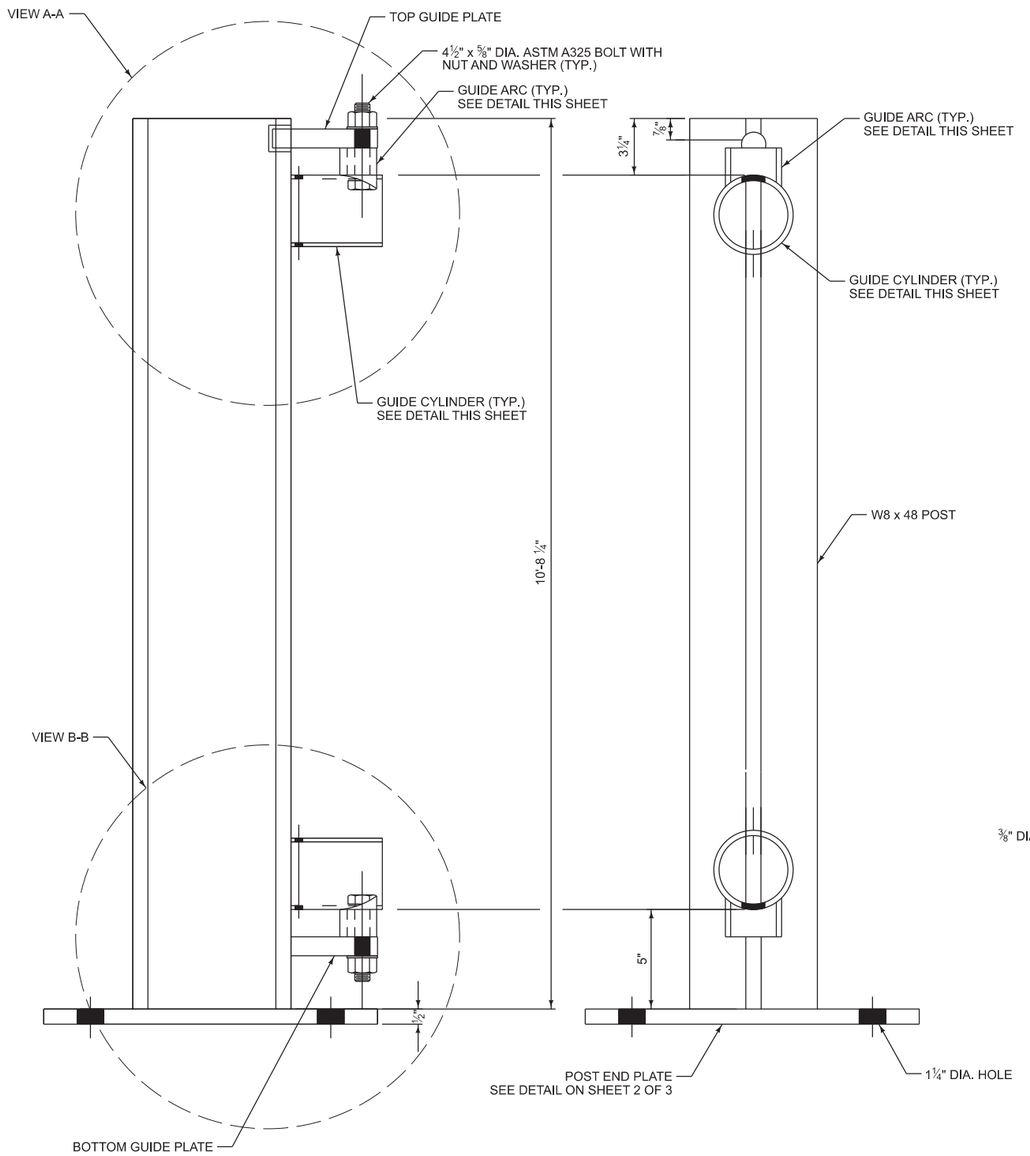
1. COMPLETE ALL WORK IN ACCORDANCE WITH THE SPECIAL CONTRACT REQUIREMENTS.

2. DRAWINGS ON THIS SHEET ARE ILLUSTRATIVE. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A SYSTEM WITH A MINIMUM HEIGHT OF 12 FEET AND A MINIMUM ENERGY CAPACITY OF 500 KJ.

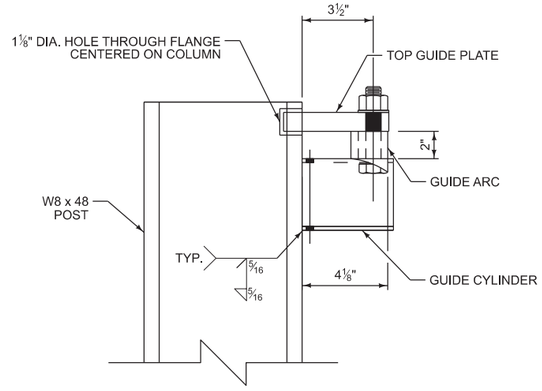
MOVEABLE ROCKFALL BARRIER DETAILS (2 OF 3)

c:\pw_work_wft\d0716798\MOVEABLE ROCKFALL BARRIER DETAILS.dgn [K.11 Sheet]
24 June 2026 4:46 PM

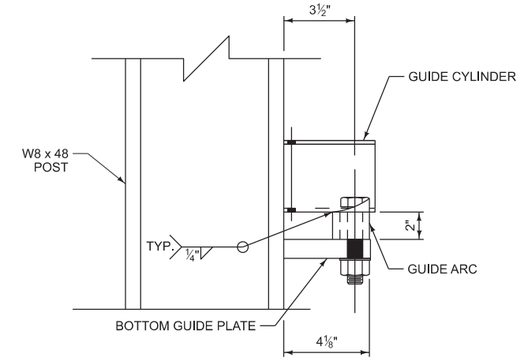
PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.7



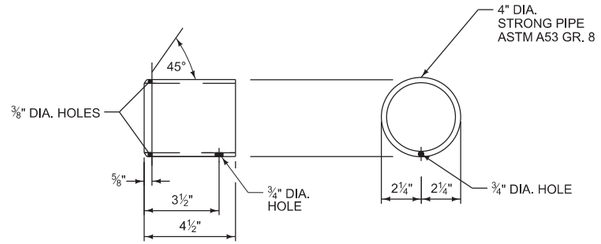
POST AND CABLE GUIDE DETAILS



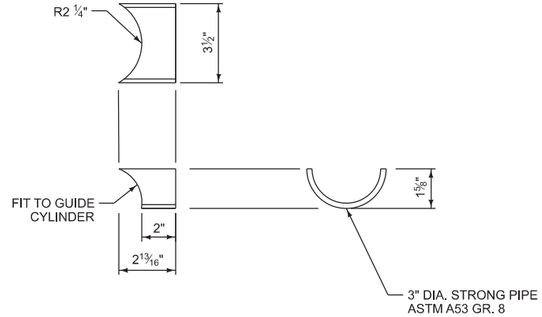
VIEW A-A



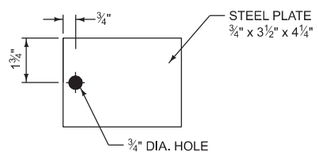
VIEW B-B



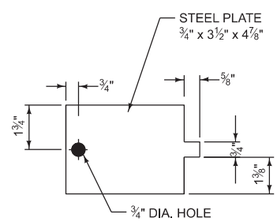
GUIDE CYLINDER



GUIDE ARC



BOTTOM GUIDE PLATE



TOP GUIDE PLATE

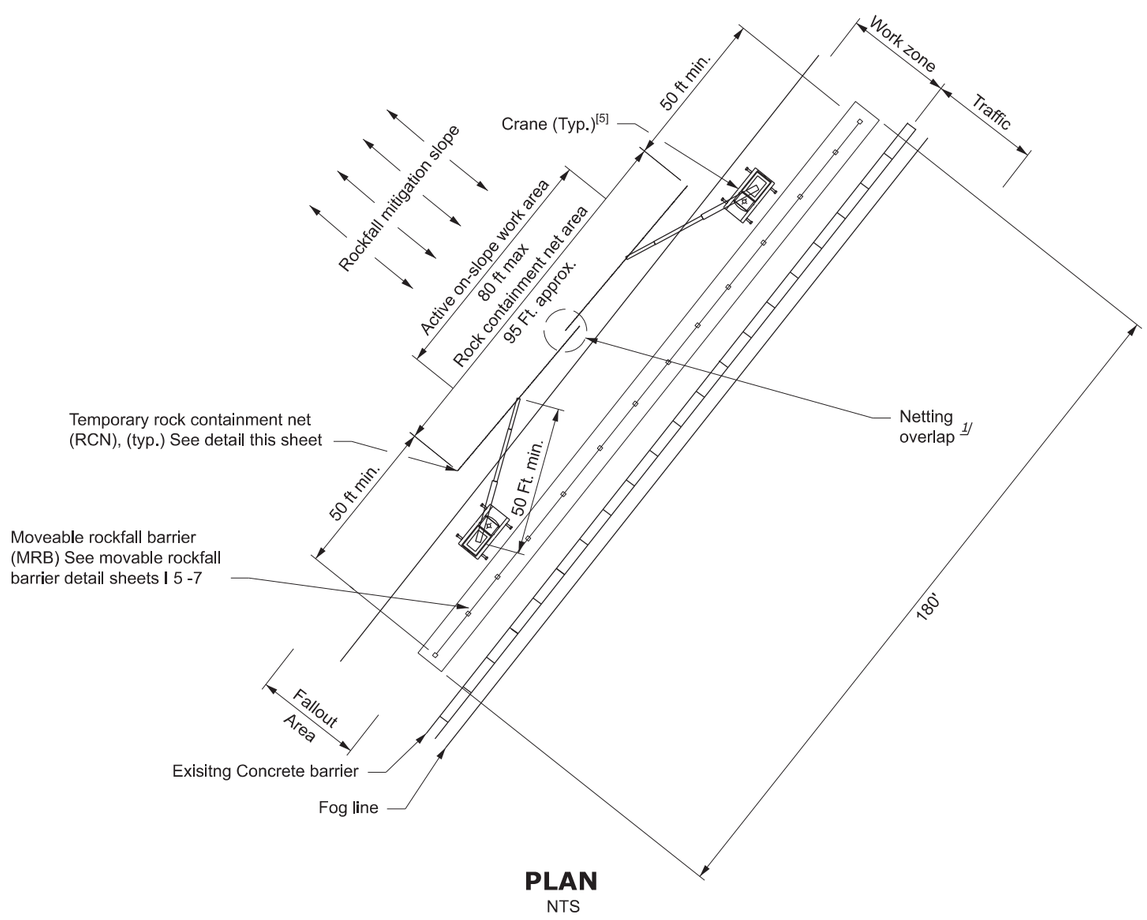
NOTES:

1. DRAWINGS ON THIS SHEET ARE ILLUSTRATIVE. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A SYSTEM WITH A MINIMUM HEIGHT OF 12 FEET AND A MINIMUM ENERGY CAPACITY OF 500 KJ.

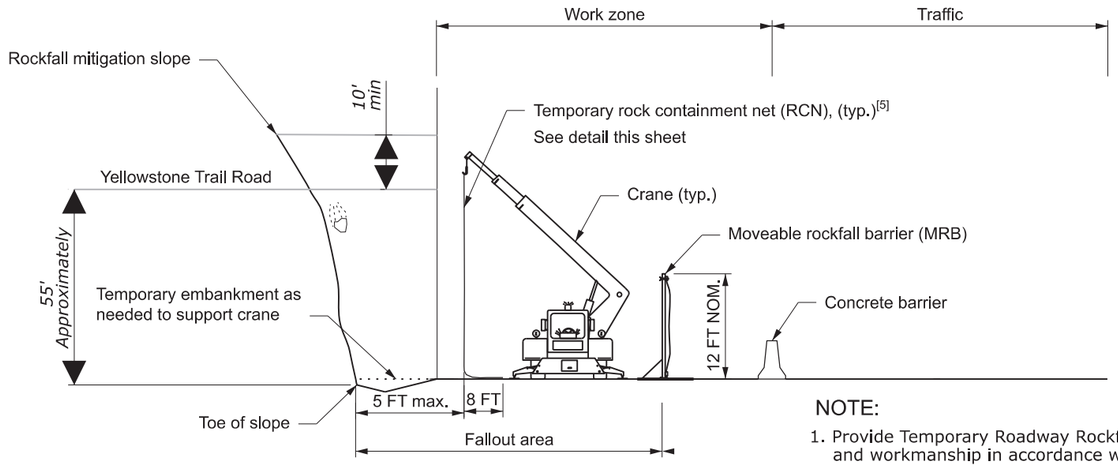
MOVEABLE ROCKFALL BARRIER DETAILS (3 OF 3)

c:\pw_work\wfl\d0716798\MOVEABLE ROCKFALL BARRIER DETAILS.dgn [K.12 Sheet]
24 June 2026 4:59 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.8



PLAN
NTS



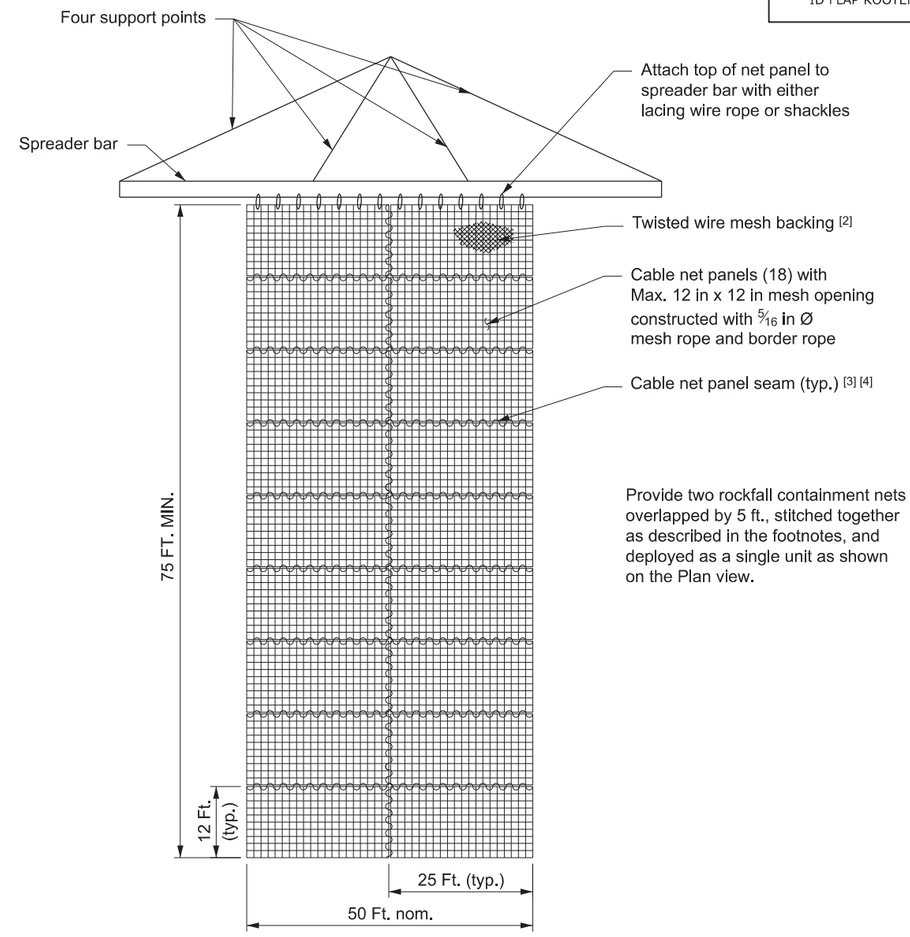
NO SCALE

ELEVATION

NOTE:

1. Provide Temporary Roadway Rockfall Protection materials and workmanship in accordance with Section 269.

2. Between Stations 10+70 to 12+20, position MRB steel plates on the non impact (outboard) side of the barrier 1-foot from the existing concrete barriers. Between Stations 8+00 to 9+00, position the centerline of the MRB offset 15 feet from the north edge of the I-90 roadway shoulder.



Provide two rockfall containment nets overlapped by 5 ft., stitched together as described in the footnotes, and deployed as a single unit as shown on the Plan view.

TEMPORARY ROCKFALL CONTAINMENT NET DETAIL

FOOTNOTES:

[1] Provide a minimum of 5-foot overlap between rockfall containment nets or seam lace nets together.

[2] Attach the twisted wire mesh at 12 in spacing on center horizontally and vertically using either twisted wire mesh fasteners or a min. 5/16 in Ø wire rope. Attach on the impact side of the cable net panel.

[3] Lace the seams between cable net panels with a min. 5/16 in Ø wire rope or shackles through each square of the net.

[4] Loop the end of each lacing wire rope on itself and terminate with a min of (2) 5/16 in wire rope clips or in accordance with the manufacturer's recommendations.

[5] If there is insufficient room for the cranes below the slope, place cranes on Yellowstone Trail Road to deploy the RCN.

ROCK CONTAINMENT NET DETAIL

11 September 2026 10:29 AM c:\pw_work_wft\d0716798\ROCK CONTAINMENT NET DETAIL.dgn [K.22 Sheet]

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.9



LEGEND

- *25 kip rock bolt*
- *Installation direction*
- *Rock dowel*

NOTE :

Minimum reinforcement length shown next to each rock bolt or rock dowel.

ROCK REINFORCEMENT LAYOUT (SHEET 1 OF 3)

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26 August 2026 3:53 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.10



LEGEND

⊗ *Rock dowel*

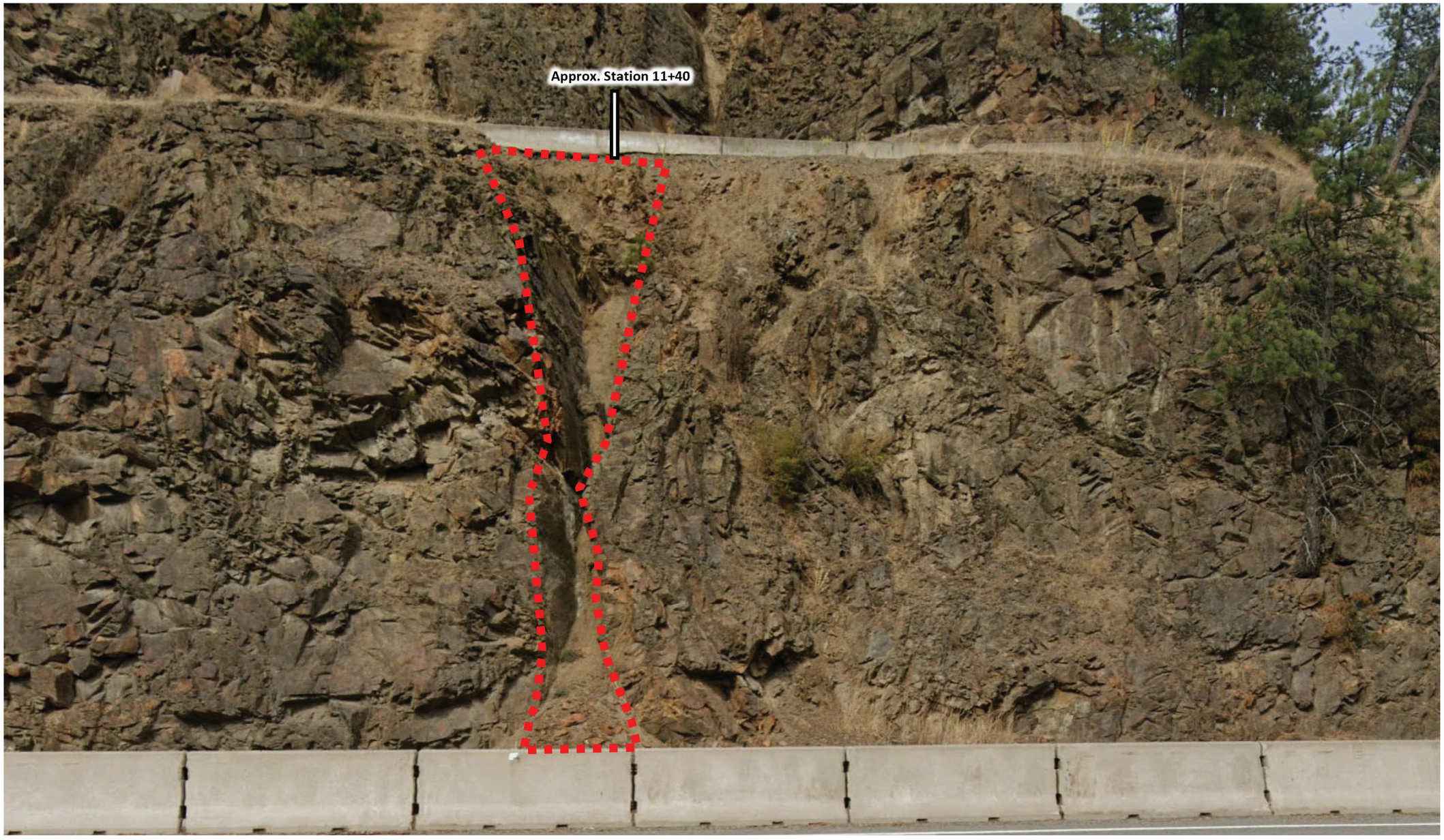
NOTE :

Minimum reinforcement length shown next to each rock bolt or rock dowel.

ROCK REINFORCEMENT LAYOUT (SHEET 2 OF 3)

c:\pw_work\wfl\d0716798\Rock Reinforcement and Shotcrete Details.dgn [Layout <Sheet 2>]
25 August 2026 4:40 PM

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	I.11



LEGEND

Reinforced shotcrete

NOTE :

The shotcrete extent is approximate. Mark the final area of shotcrete placement in the field as directed by the CO.

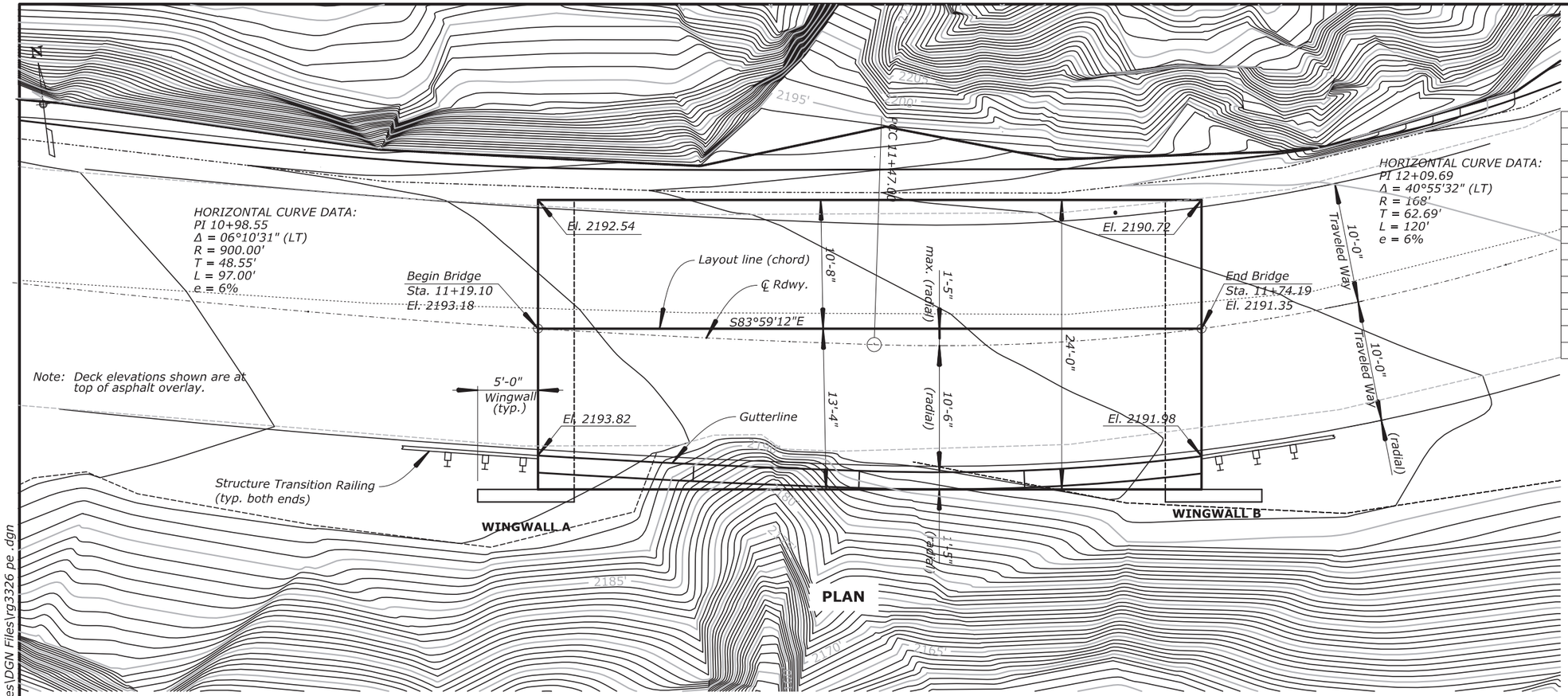
ROCK REINFORCEMENT LAYOUT (SHEET 3 OF 3)

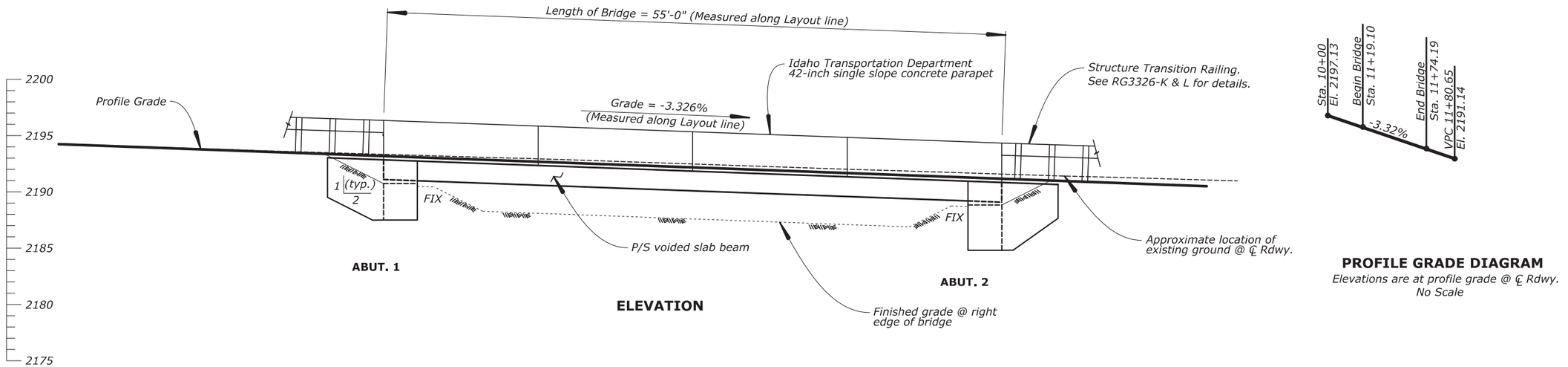
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26 August 2026 3:53 PM

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.1

BRIDGE DRAWING INDEX

Drawing No.	Description
RG3326-A	BRIDGE PLAN & ELEVATION
RG3326-B	GENERAL NOTES & ESTIMATE
RG3326-C	FOUNDATION PLAN
RG3326-D	ABUTMENTS
RG3326-E	ABUTMENT WINGWALLS
RG3326-F	P/S SLAB ELEVATION
RG3326-G	P/S SLAB SECTIONS
RG3326-H	P/S SLAB DETAILS
RG3326-I	TYPICAL SECTION & DECK PLAN
RG3326-J	BRIDGE RAILING
RG3326-K	STRUCTURE TRANSITION RAILING (1 of 2)
RG3326-L	STRUCTURE TRANSITION RAILING (2 of 2)
RG3326-M	REBAR LIST





PROFILE GRADE DIAGRAM
Elevations are at profile grade @ ℄ Rdwy.
No Scale

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

NO.	DATE	BY	REVISIONS

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	1" = 10'-0"	1 of 13	AUGUST 2026	RG3326-A

BRIDGE PLAN & ELEVATION

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9/28/2026

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.2

GENERAL NOTES:

SPECIFICATIONS:
DESIGN: AASHTO LRFD Bridge Design Specifications, 9th Edition, 2020.
CONSTRUCTION: Federal Highway Administration Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects, FP-24.

DEAD LOAD:
CAST-IN-PLACE CONCRETE and PRESTRESSED GIRDER CONCRETE: 150 lbs. per cubic foot.
ASPHALT WEARING SURFACE: 140 lbs. per cubic foot.
SOIL: 130 lbs. per cubic foot.
FUTURE WEARING SURFACE ALLOWANCE: 25 lbs. per square foot of roadway surface.

LIVE LOAD:
HL-93; Maximum Dynamic Load Allowance (Impact), IM=33%.

LATERAL EARTH PRESSURE:
ACTIVE PRESSURE: Equivalent to a fluid unit weight of soil = 35 pounds per cubic foot.
AT REST PRESSURE: Equivalent to a fluid unit weight of soil = 57 pounds per cubic foot.
LIVE LOAD SURCHARGE: Equivalent height of soil.
For abutments: heq = 4 feet.
For wingwalls: heq = 2 feet.

DESIGN CRITERIA:
Serviceability stresses limited to AASHTO Specification values for reinforced concrete elements.

Abutment external stability designed by LRFD. The resultant of all loads is at or within the middle $^{9}/_{10}$ of footing width for footings on rock. For sliding the friction factor between rock and concrete is taken as 0.70. Resistance factor = 0.80 (Strength Limit State). Factored Bearing resistance q_R = 43 kips per square feet. Resistance factor = 0.45 (Strength Limit State).

SEISMIC:
Peak Ground Acceleration (PGA = 0.107 g), modified by the Site Coefficient (F_{PGA}= 1) to give a spectrum acceleration, A_s = 0.107 g. Short period acceleration at 0.2 seconds (S_s = 0.244 g) modified by the Site Coefficient (F_a = 1) to give the short period spectrum acceleration, S_{DS}= 0.244 g. Long period acceleration at 1.0 seconds (S_1 = 0.073 g) modified by the Site Coefficient (F_v = 1) to give the long period spectrum acceleration, S_{D1}= 0.073 g. Site Class = B. Seismic Zone = 1.

CAST-IN-PLACE CONCRETE:
Cast-in-place concrete shall be structural concrete Class A(AE) with a minimum 28-day compressive strength f'c=4500 psi. Chamfer exposed edges of all concrete $^{3}/_{4}$ inch, unless noted otherwise on the plans. Preformed expansion joint filler shall meet the requirements of AASHTO M213. Flexible cellular joint filler shall meet the requirements of AASHTO M153, Type 1, closed cell rubber.

ULTRA-HIGH PERFORMANCE CONCRETE (UHPC):
All concrete in keyways and shear keys shall be UHPC with minimum 4-day compressive strength f'c=14,000 psi and a minimum 28-day compressive strength f'c=18,000 psi.

REINFORCING STEEL:
All reinforcing steel shall conform to AASHTO M31 or M322, Grade 60 deformed. The minimum concrete covering to the face of any bar shall be 2 inches, unless shown otherwise on the plans. All superstructure reinforcing steel shall be epoxy-coated, as noted on the bar list.

PRESTRESSING STEEL:
Pretensioned, prestressing steel shall be Grade 270, 0.60" Ø, seven-wire, uncoated, low-relaxation prestressing strand conforming to AASHTO M203. Each strand shall be pretensioned to a total load of 43,900 lbs. at which load fpbt = 0.75(fpu) = 202,500 psi. The final effective prestress force is 38,900 lbs. per strand.

PRESTRESSED CONCRETE GIRDERS:
Prestressed concrete girders shall be manufactured as detailed on the plans. Concrete in precast prestressed girders shall be Class P with a minimum 28-day design compressive strength f'c = 8000 psi and transfer strength f'ci = 6000 psi. Provide smooth finish on the top surface of the girders according to section 553.06 of the Standard Specifications. Surfaces under the railing curbs shall be artificially roughened. The contractor shall be responsible for the stability of the girders during all phases of construction.

ESTIMATE

Item No.	Item	Quantity:	Unit:	Notes:
20801-0000	Structure Excavation (Bridge)	200	CUYD	(1)(4)
20803-0000	Structural Backfill	14	CUYD	(1)
55201-0200	Structural Concrete, Class A(AE)	31	CUYD	(1)(6)
55302-0500	Precast, Prestressed Concrete Slabs, 48 inch Voided (21 inch depth)	330	LNFT	(1)(2)
55401-1000	Reinforcing Steel	2400	LB	(1)(7)
55601-0500	Bridge Railing, Concrete	55	LNFT	(1)(3)
55801-0000	Dampproofing	20	SQYD	(1)
55901-2000	Membrane Waterproofing, preformed	138	SQYD	(1)
56401-1000	Bearing Device, Elastomeric	24	EACH	(1)
57101-0000	Ultra-High Performance Concrete	1.8	CUYD	(1)
61707-0000	Structure Transition Railing	23	LNFT	(1)(5)

NOTES:

(1) *Contract Quantity*

(2) *Includes cost of concrete, epoxy coated reinforcing steel, prestressing steel, lifting devices, drain pipes, embedments, and any other materials required for the manufacture or erection of the girders.*

(3) *Includes cost of structural concrete, class A(AE) (est. qty. = 7 cubic yards), epoxy coated reinforcing steel (est. qty. = 1450 lbs.), and expansion joint filler.*

(4) *Includes quantity of material excavated beneath bridge superstructure between abutments.*

(5) *Includes cost of posts, blocks, rail elements, connection plates, and all hardware required for the installation of the transition railing.*

(6) *Includes the cost of structural concrete wall (est. qty. = 6.1 cubic yards), and all flexible cellular joint filler and expansion joint filler.*

(7) *Includes the cost of reinforcing steel in concrete wall (est. qty. = 240 lbs).*

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

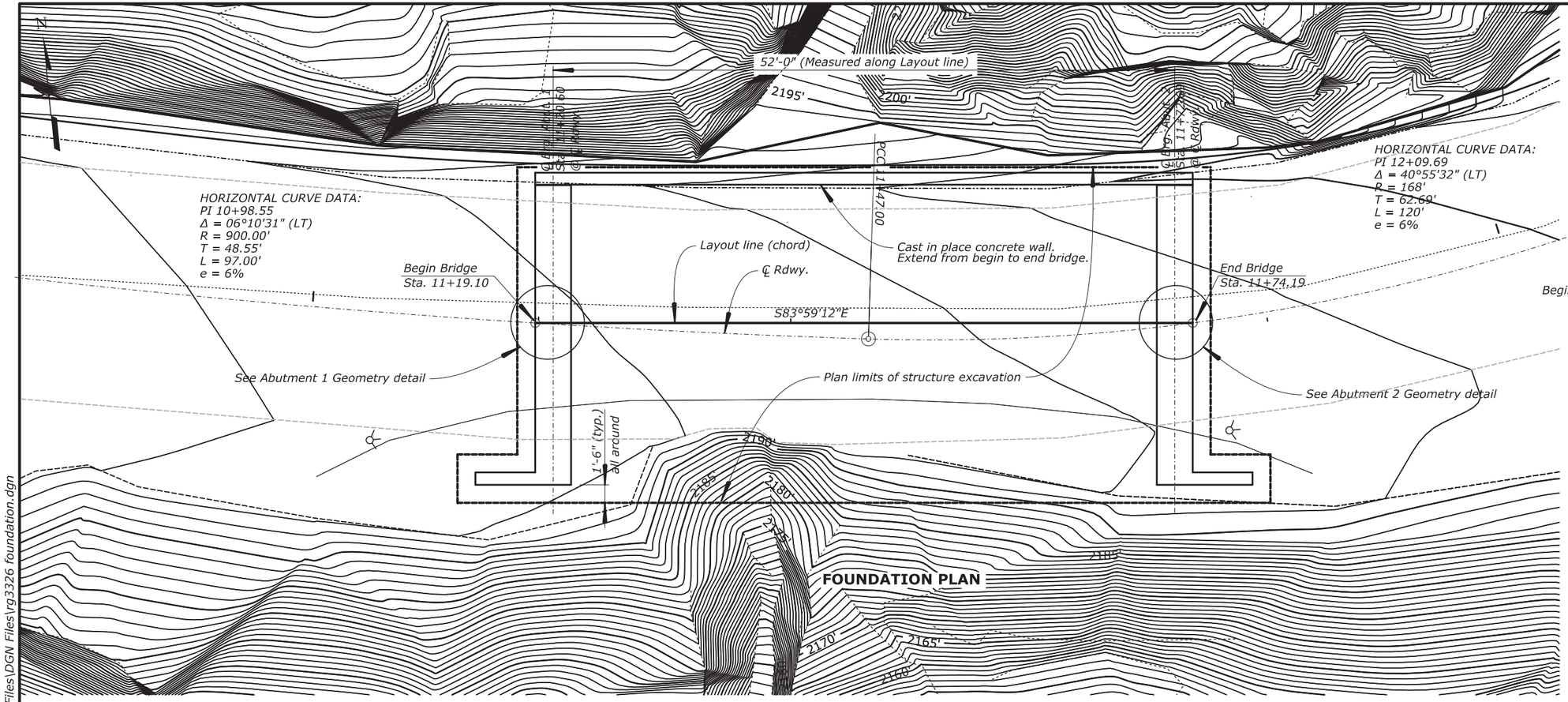
NO.	DATE	BY	REVISIONS

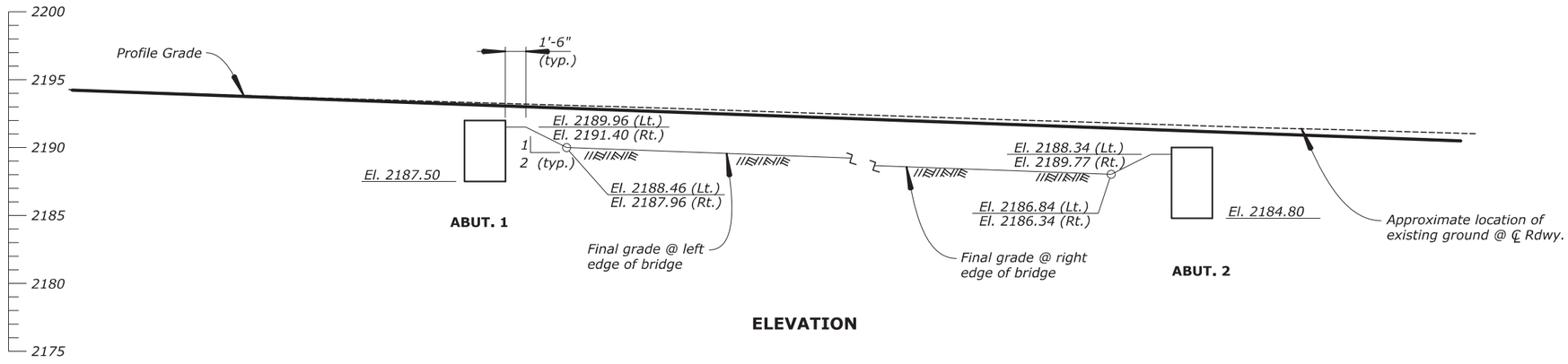
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D. GERMANI	B. ROBINSON	N. BARNETT	KARL EIKERMANN	NONE	2 of 13	AUGUST 2026	RG3326-B

GENERAL NOTES AND ESTIMATE

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9/28/2026

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.3

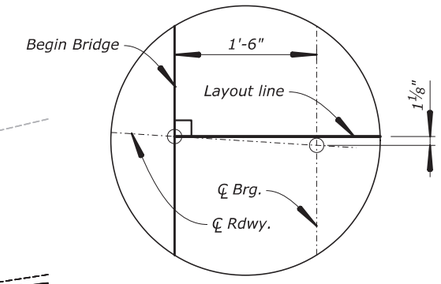




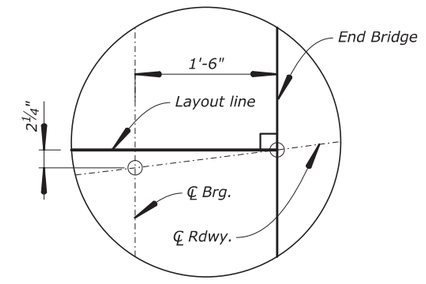
ELEVATION

FOUNDATION NOTES:

For additional information see Final Geotechnical Report, No. 0526 , prepared by U.S. Department of Transportation, Federal Lands Highway Division, Western Federal Lands Highway Division, Vancouver, Washington.



ABUTMENT 1 GEOMETRY



ABUTMENT 2 GEOMETRY

FOUNDATION LOADS	
Location	Max. Bearing Pressure
ABUT. 1	*14 ksf (Strength I)*
ABUT. 2	*14 ksf (Strength I)*

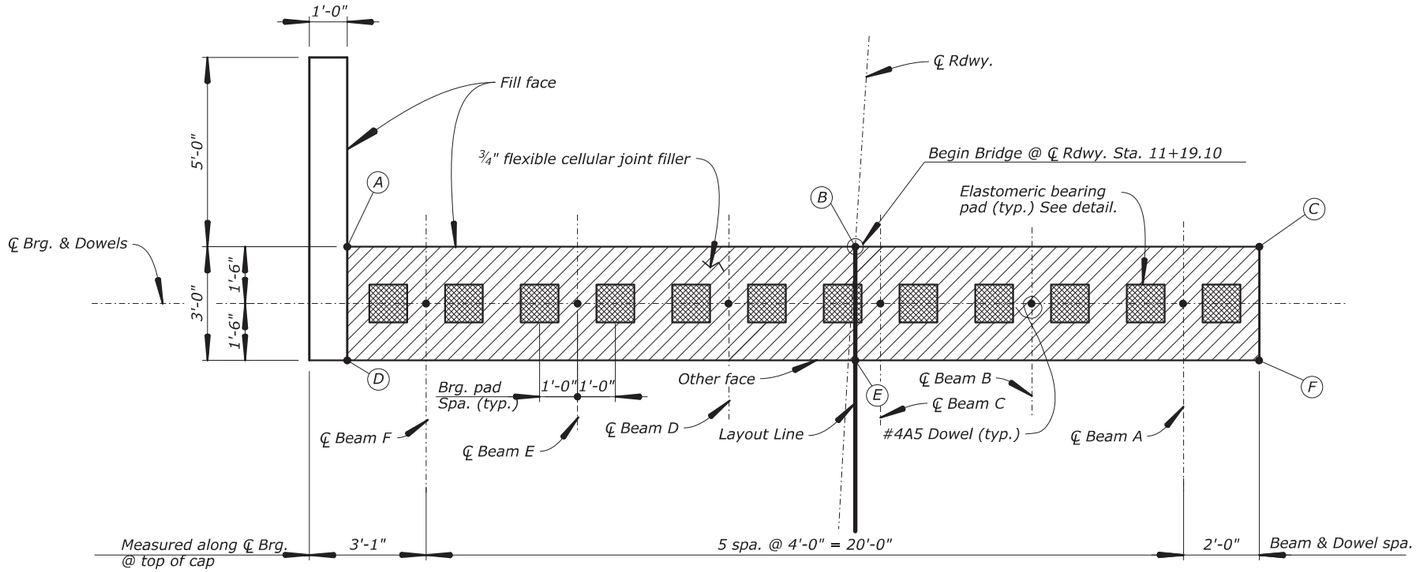
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	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	1" = 10'-0"	3 of 13	AUGUST 2026	RG3326-C

FOUNDATION PLAN

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9/28/2026

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.4

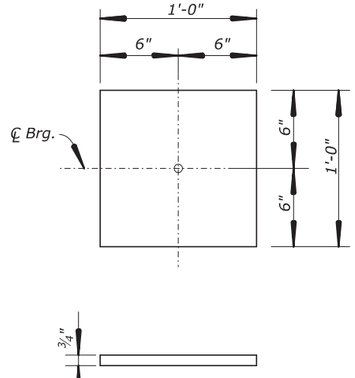


ABUTMENT PLAN
(ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR)

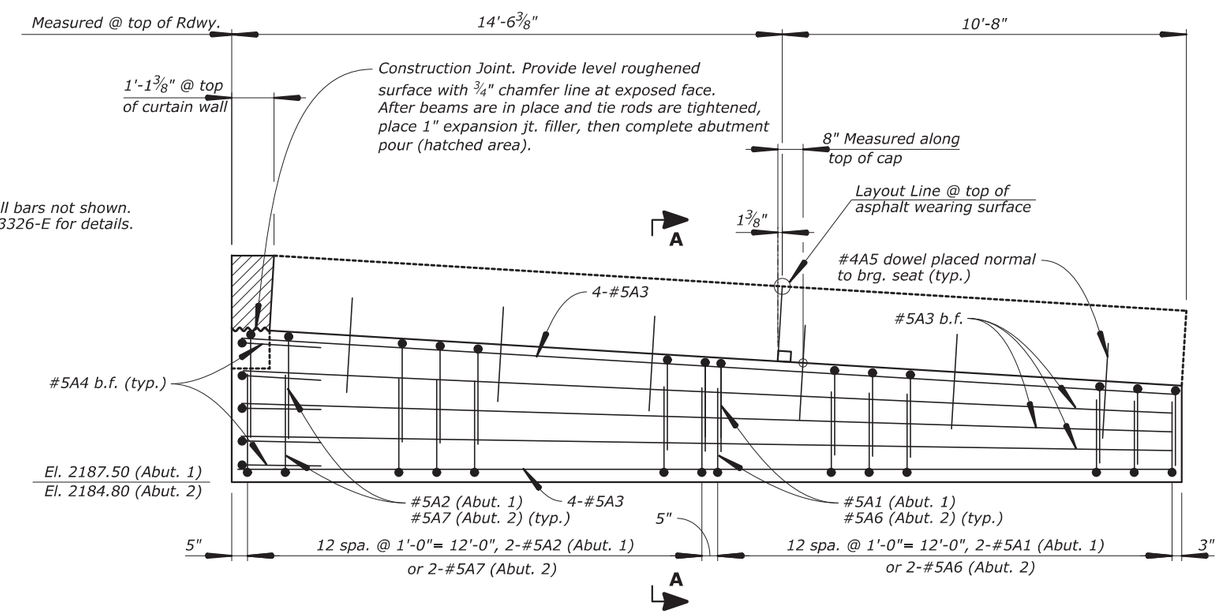
BEARING SEAT ELEVATION TABLE

POINTS	ABUTMENT 1	ABUTMENT 2
(A)	2192.00	2190.17
(B)	2191.20	2189.37
(C)	2190.56	2188.74
(D)	2191.90	2190.27
(E)	2191.10	2189.47
(F)	2190.46	2188.84

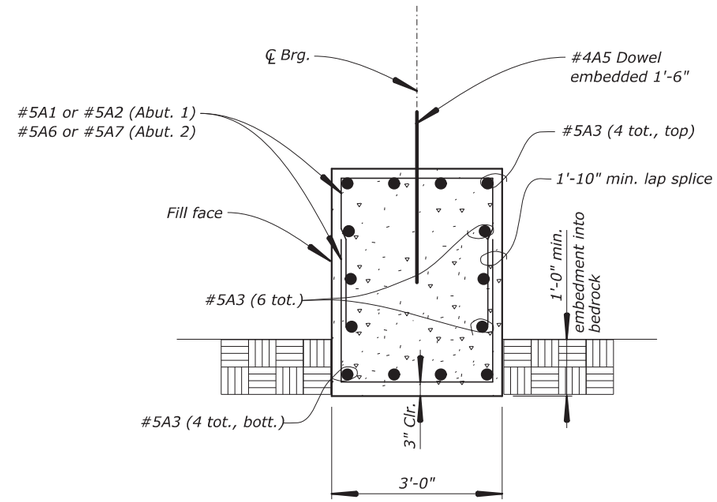
Note: Elevations are at top of bearing seat.



ELASTOMERIC BEARING PAD DETAIL
(24 Req'd)
No Scale



ABUTMENT ELEVATION
(ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR)



SECTION A-A
Scale: ⅜"= 1'-0"

Abbreviations:
f.f. = fill face
o.f. = other face
b.f. = both faces

BEARING NOTES:

1. *Plain (unreinforced) elastomeric bearing pad shall conform to AASHTO M251 with 60 Durometer hardness, elastomer Grade 4 or higher.*
2. *AASHTO LRFD design "Method A" used for elastomeric pad design.*

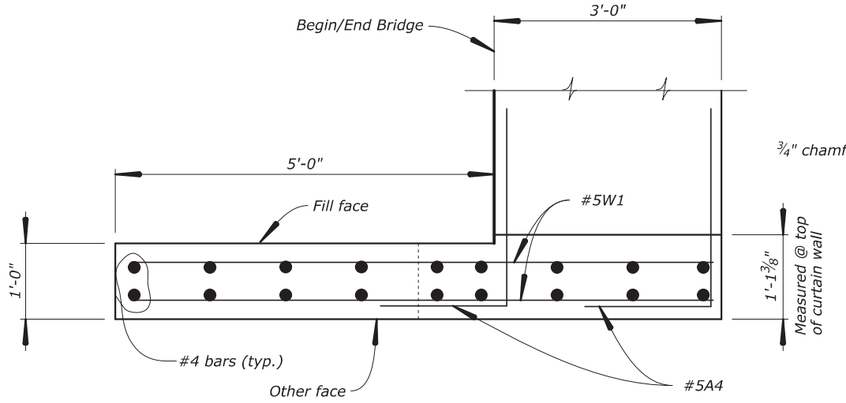
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	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	¼" = 1'-0" UNLESS NOTED	4 of 13	AUGUST 2026	RG3326-D

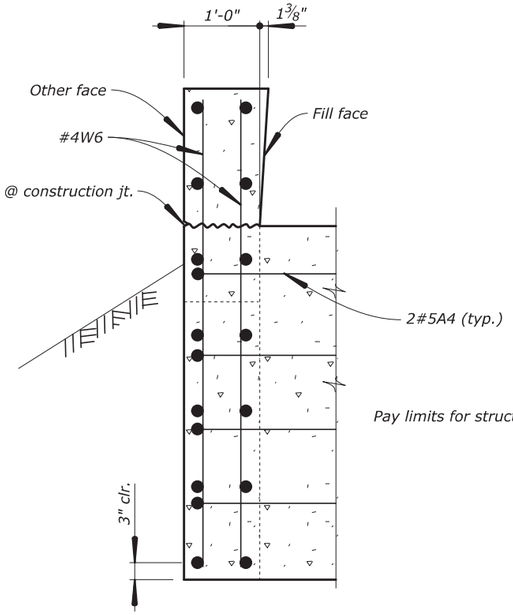
ABUTMENTS

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9/28/2026

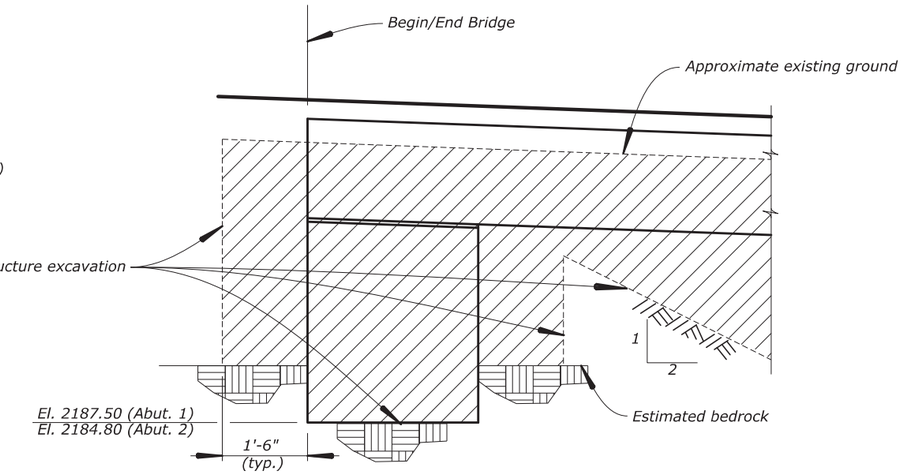
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.5



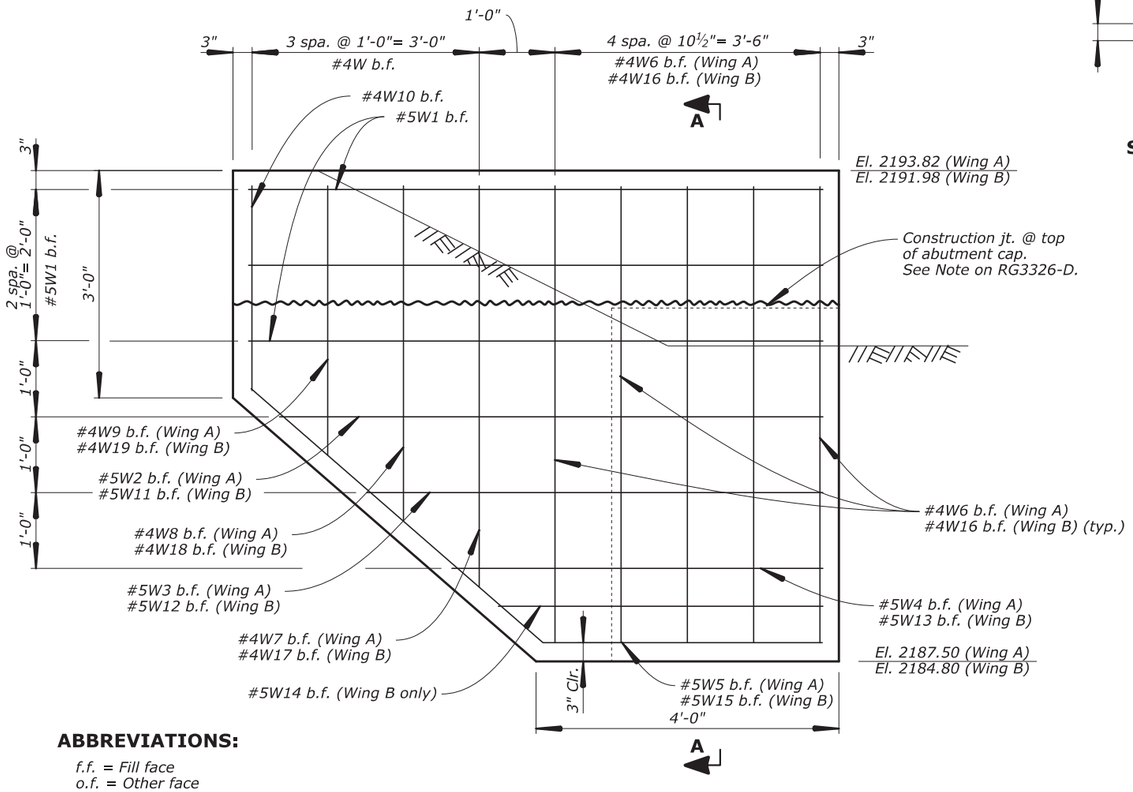
WINGWALL A PLAN
(WINGWALL B SIMILAR)



SECTION A-A



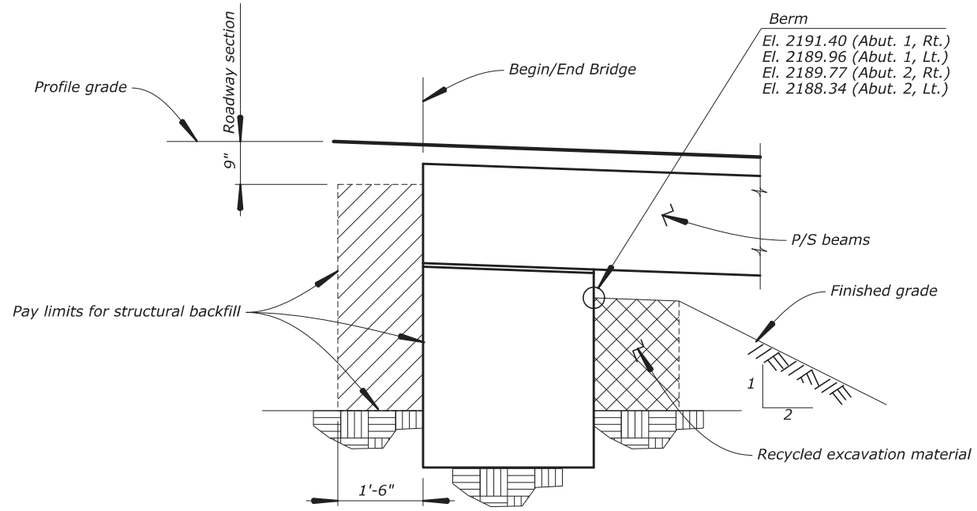
ABUTMENT STRUCTURE EXCAVATION PAY LIMITS
No Scale



ABBREVIATIONS:

f.f. = Fill face
o.f. = Other face
b.f. = Both faces

WINGWALL A ELEVATION
(WINGWALL B SIMILAR)



ABUTMENT STRUCTURAL BACKFILL PAY LIMITS
No Scale

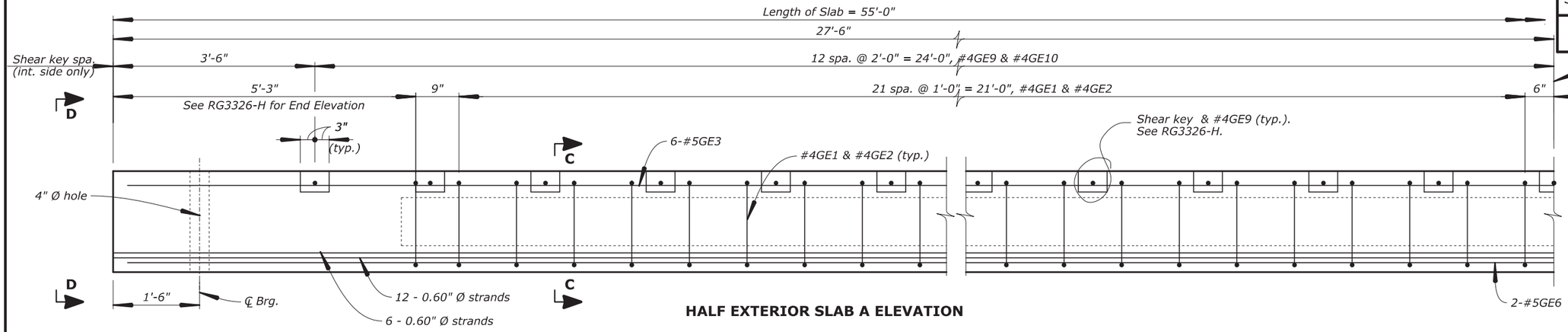
STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY	
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO		

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	½"= 1'-0" UNLESS NOTED	5 of 13	AUGUST 2026	RG3326-E

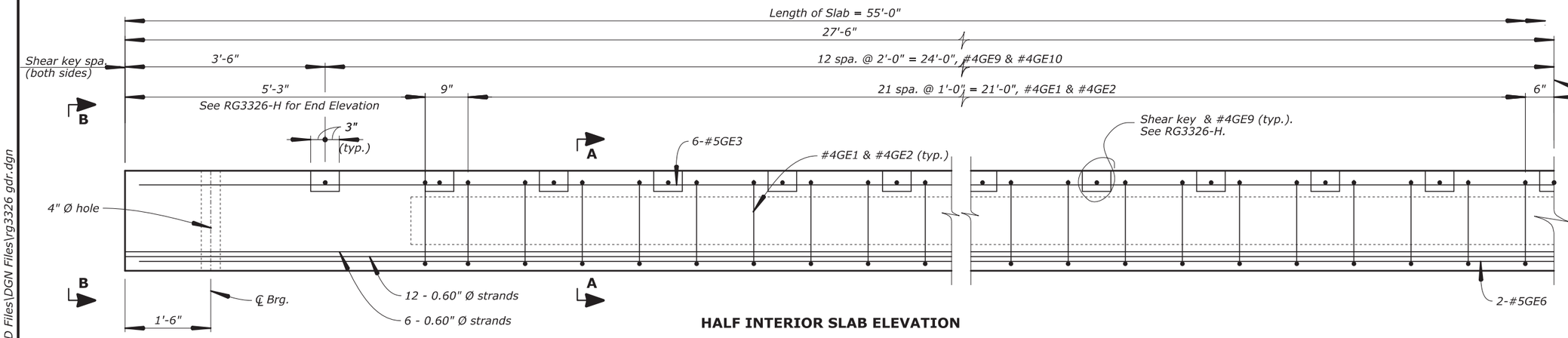
ABUTMENT WINGWALLS

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9/28/2026

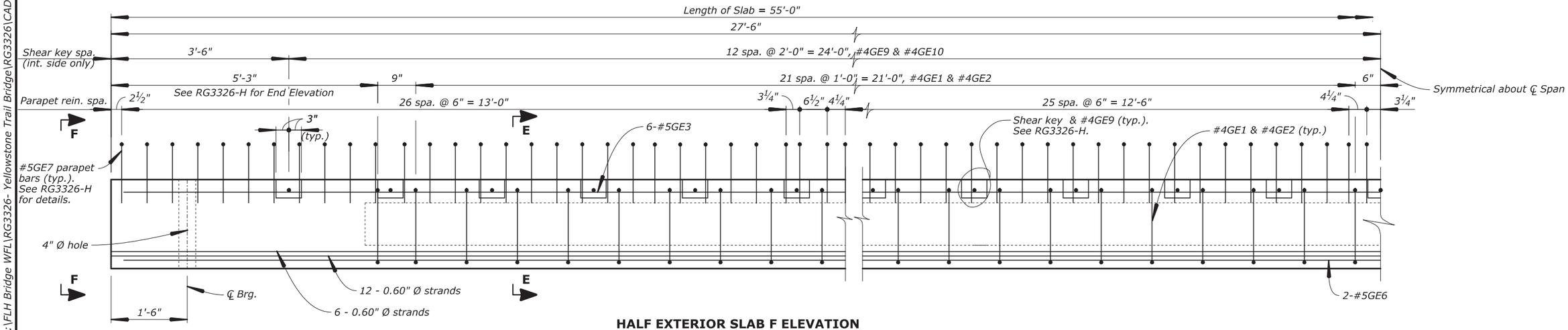
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.6



HALF EXTERIOR SLAB A ELEVATION



HALF INTERIOR SLAB ELEVATION



HALF EXTERIOR SLAB F ELEVATION

SLAB NOTES:

1. Cast slabs ¼" longer than shown to allow for shortening due to prestressing.
2. Estimated camber at release of strands = ¾".
3. Estimated camber after placing asphalt wearing surface & railing = 1".
4. After erection cut off lifting loops 1 inch below top of the slab and fill with an approved non-shrink grout prior to placing of the overlay.
5. Provide smooth finish to slab beam top per 552-12(e).
6. See RG3326-G for Sections A-A, C-C, E-E and views B-B, D-D and F-F.

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	½" = 1'-0" UNLESS NOTED	6 of 13	AUGUST 2026	RG3326-F

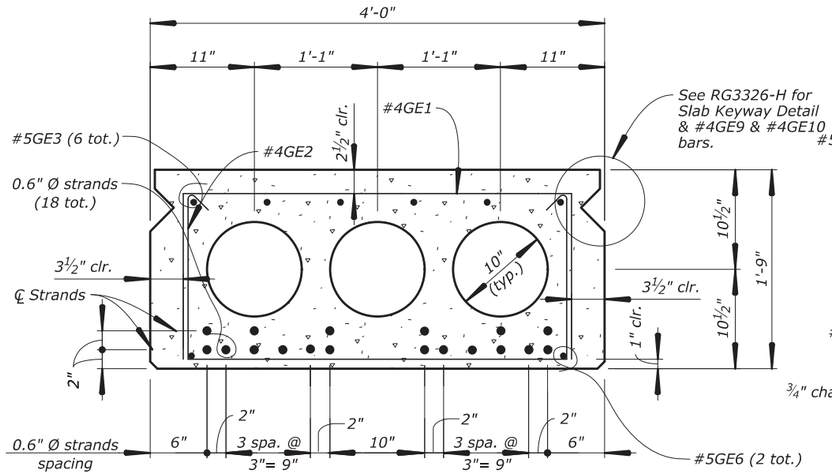
P/S SLAB ELEVATION

N:\FLH Bridge WFL\RG3326- Yellowstone Trail Bridge\RG3326\CADD Files\DGN Files\rg3326 gdr.dgn

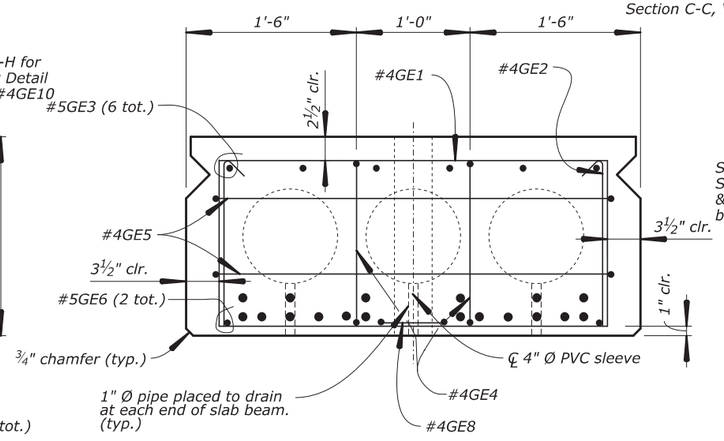
9/28/2026

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.7

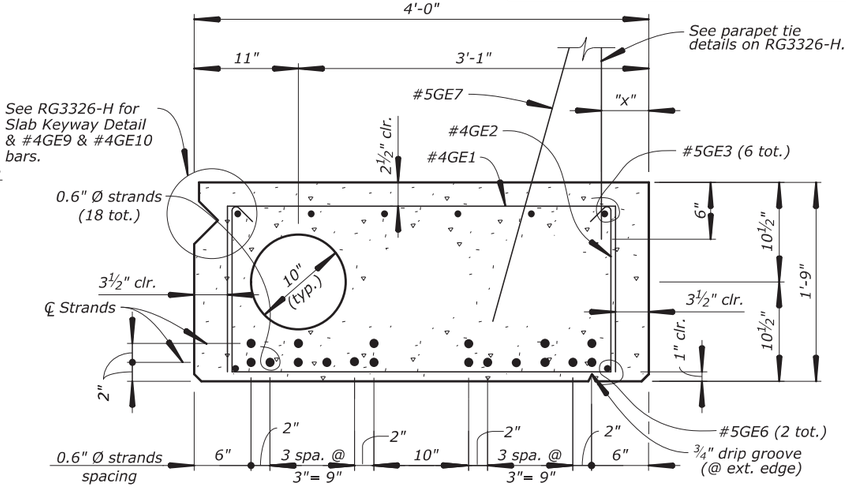
Note: See RG3326-F for location of Section A-A, View B-B, Section C-C, View D-D, Section E-E & View F-F.



SECTION A-A



VIEW B-B



SECTION E-E

INTERIOR SLAB DETAILS

SECTION C-C

VIEW D-D

VIEW F-F

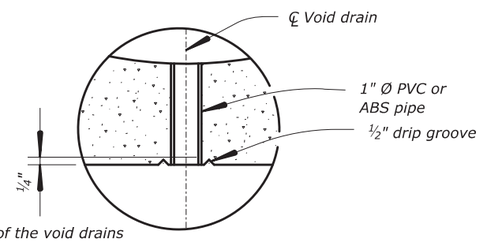
EXTERIOR SLAB A DETAILS

EXTERIOR SLAB F DETAILS

PRESTRESSED VOIDED SLAB GIRDER ESTIMATE

ITEM	UNIT	QUANTITY		
		INTERIOR	EXTERIOR A	EXTERIOR F
Concrete	*Cu. Yd.*	*11.2*	*11.3*	*13.1*
Epoxy Coated Reinforcing Steel	*Lbs.*	*1169*	*1151*	*1636*
0.6" Ø Strands	*Ln. Ft.*	*990*	*990*	*990*

Note: Quantities shown are for one slab only.
See RG3326-K for Prestressed Slab bar list.



Note: The location of the void drains may be shifted slightly to clear prestressing strands and transverse reinforcing.

VOID DRAIN DETAIL
No Scale

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY	
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO		

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	¾ " = 1'-0" UNLESS NOTED	7 of 13	AUGUST 2026	RG3326-G

P/S SLAB SECTIONS

N:\FLH Bridge WFL\RG3326- Yellowstone Trail Bridge\RG3326\CADD Files\DGN Files\rg3326 gdr.dgn
9/28/2026

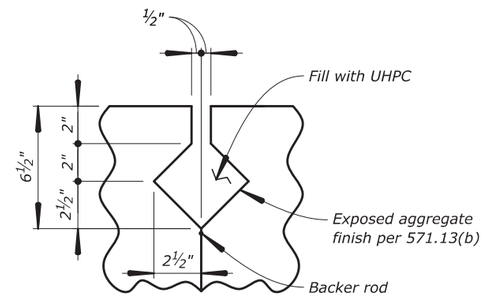
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.8

SLAB NOTES:

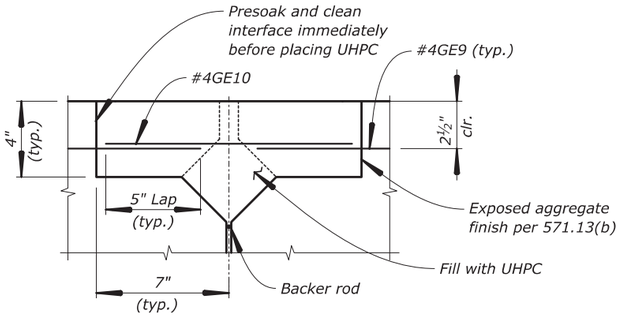
ULTRA HIGH PERFORMANCE CONCRETE (UHPC)

Fill shear keys and keyways with UHPC.

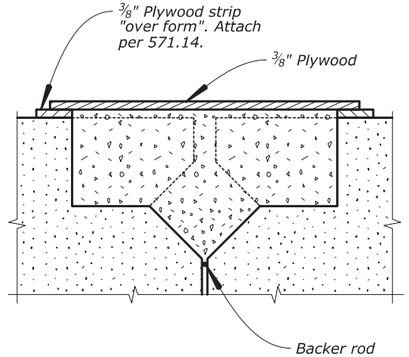
No traffic or placement of parapet is allowed on the slab until four days after UHPC placement and until UHPC has reached a minimum compressive strength of 14,000 psi.



SLAB KEYWAY DETAIL



SHEAR KEY DETAIL



SHEAR KEY FORMING DETAILS

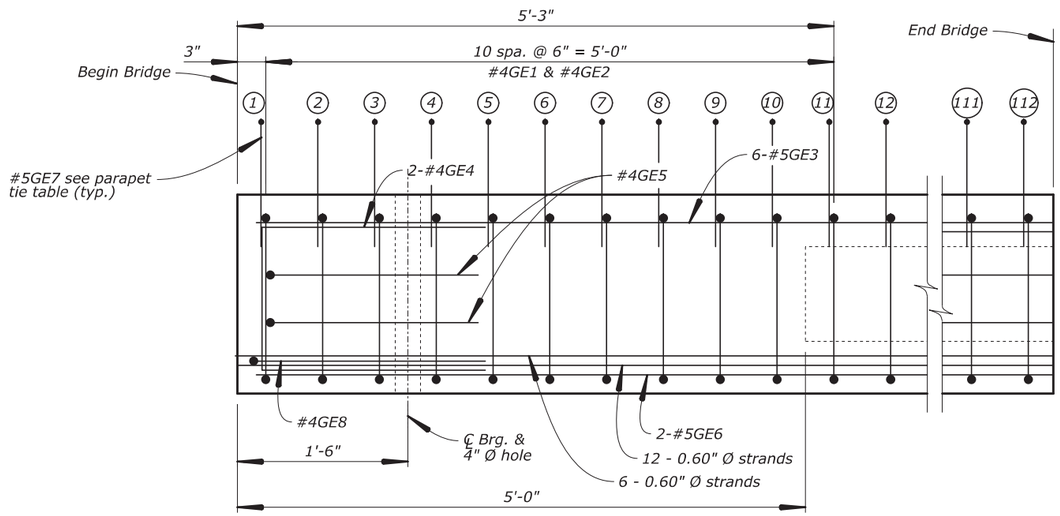
PARAPET TIE TABLE

Point No.	"X"	Point No.	"X"	Point No.	"X"	Point No.	"X"	Point No.	"X"
1	1'- 9.625"	26	1'- 1.25"	51	0'- 7.25"	76	0'- 5.5"	101	1'- 1.625"
2	1'- 9.25"	27	1'- 1"	52	0'- 7"	77	0'- 5.75"	102	1'- 2.25"
3	1'- 8.875"	28	1'- 0.875"	53	0'- 6.75"	78	0'- 5.875"	103	1'- 2.75"
4	1'- 8.5"	29	1'- 0.5"	54	0'- 6.625"	79	0'- 6"	104	1'- 3.375"
5	1'- 8.125"	30	1'- 0.375"	55	0'- 6.375"	80	0'- 6.25"	105	1'- 4"
6	1'- 7.75"	31	1'- 0"	56	0'- 6.25"	81	0'- 6.375"	106	1'- 4.625"
7	1'- 7.375"	32	0'- 11.75"	57	0'- 6"	82	0'- 6.5"	107	1'- 5.25"
8	1'- 7"	33	0'- 11.5"	58	0'- 5.875"	83	0'- 6.875"	108	1'- 5.875"
9	1'- 6.75"	34	0'- 11.25"	59	0'- 5.75"	84	0'- 7"	109	1'- 6.5"
10	1'- 6.375"	35	0'- 11"	60	0'- 5.625"	85	0'- 7.375"	110	1'- 7.25"
11	1'- 6"	36	0'- 10.75"	61	0'- 5.375"	86	0'- 7.5"	111	1'- 7.875"
12	1'- 5.625"	37	0'- 10.5"	62	0'- 5.25"	87	0'- 7.75"	112	1'- 8.625"
13	1'- 5.375"	38	0'- 10.25"	63	0'- 5.25"	88	0'- 8.125"		
14	1'- 5"	39	0'- 10"	64	0'- 5.25"	89	0'- 8.375"		
15	1'- 4.625"	40	0'- 9.75"	65	0'- 5.125"	90	0'- 8.75"		
16	1'- 4.375"	41	0'- 9.5"	66	0'- 5.125"	91	0'- 9.125"		
17	1'- 4"	42	0'- 9.25"	67	0'- 5"	92	0'- 9.5"		
18	1'- 3.75"	43	0'- 9"	68	0'- 5"	93	0'- 9.875"		
19	1'- 3.375"	44	0'- 8.75"	69	0'- 5"	94	0'- 10.375"		
20	1'- 3.125"	45	0'- 8.5"	70	0'- 5.125"	95	0'- 10.75"		
21	1'- 2.75"	46	0'- 8.25"	71	0'- 5.125"	96	0'- 11.25"		
22	1'- 2.5"	47	0'- 8.125"	72	0'- 5.125"	97	0'- 11.625"		
23	1'- 2.125"	48	0'- 7.875"	73	0'- 5.25"	98	1'- 0.125"		
24	1'- 1.875"	49	0'- 7.625"	74	0'- 5.375"	99	1'- 0.625"		
25	1'- 1.625"	50	0'- 7.375"	75	0'- 5.375"	100	1'- 1.125"		

Note: See RG3326-G for location of "x" dimension.

CONSTRUCTION SEQUENCE

1. *Set slabs.*
2. *Ensure that shear keys, keyways and surrounding surfaces to receive UHPC are free from dirt, oil, grease, rust and other foreign material.*
3. *Place backer rod and UHPC in shear keys and keyways.*
4. *Grout 4" dia. vertical dowel hole at the abutments.*
5. *Diamond grind top surface of UHPC flush with the surface of the slab after UHPC has reached a minimum compressive strength of 14,000 psi.*



END ELEVATION

Scale: ¾"= 1'-0"

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

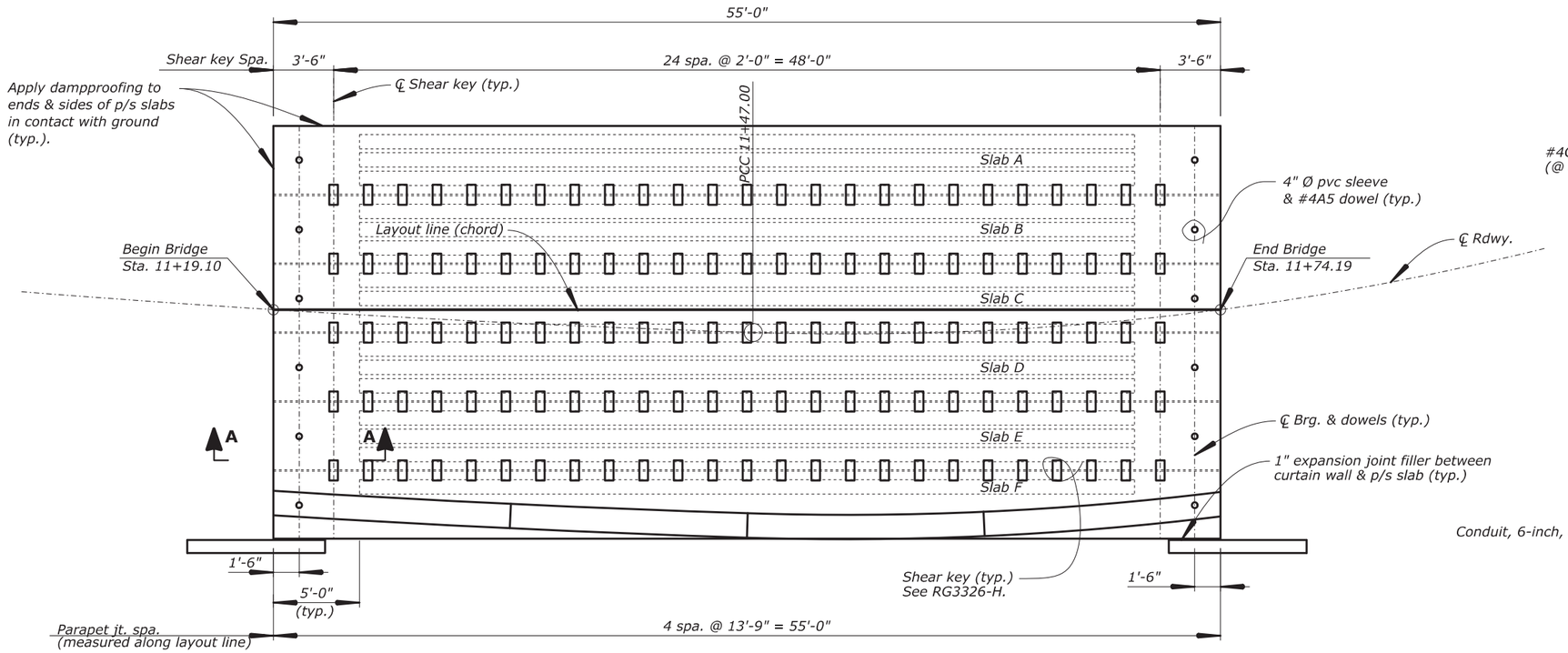
NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	1½" = 1'-0" UNLESS NOTED	8 of 13	AUGUST 2026	RG3326-H

P/S SLAB DETAILS

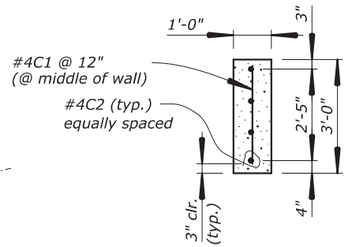
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9/28/2026

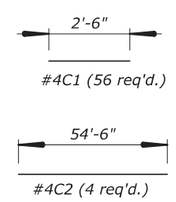
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.9



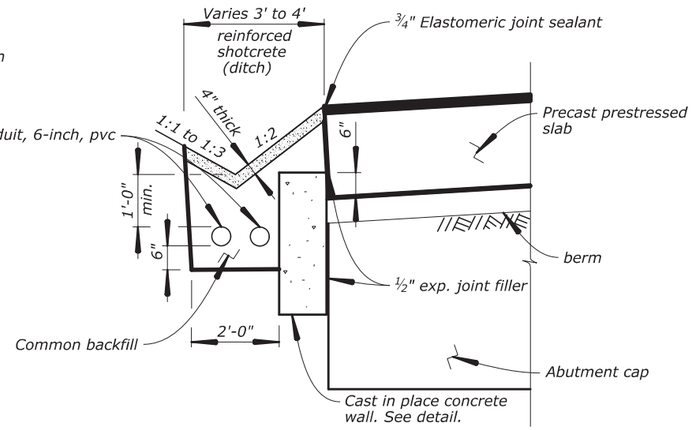
DECK PLAN
Scale: ⅛" = 1'-0"



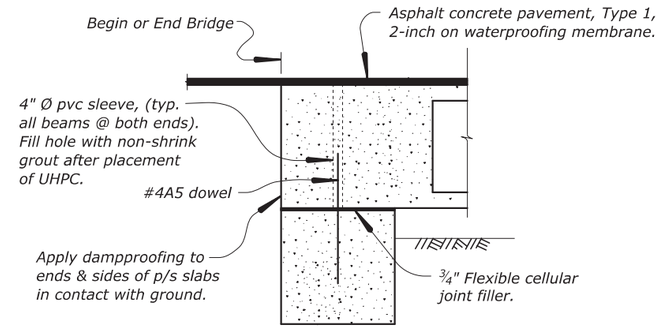
WALL SECTION



BAR DETAILS



TYPICAL SECTION OF WALL @ ABUTMENT
No Scale



SECTION A-A
No Scale

TYPICAL SECTION
(NORMAL TO LAYOUT LINE)

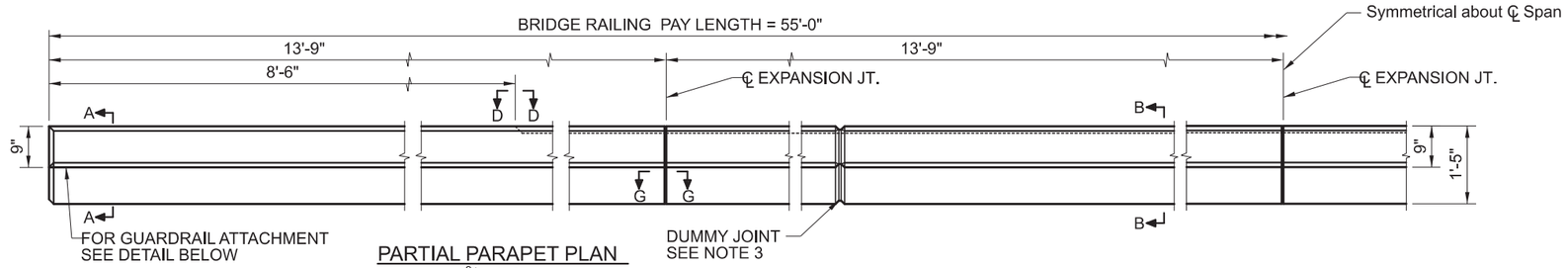
STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY	
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO		

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	¼"= 1'-0" UNLESS NOTED	9 of 13	AUGUST 2026	RG3326-I

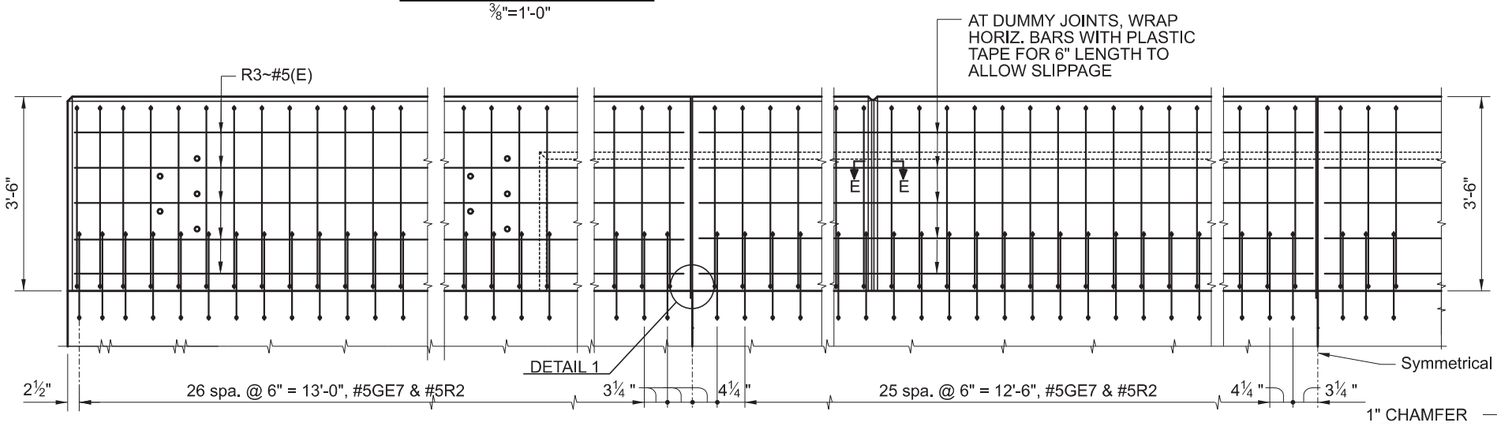
TYPICAL SECTION & DECK PLAN

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9/28/2026

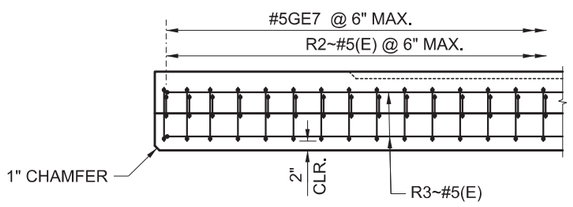
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.10



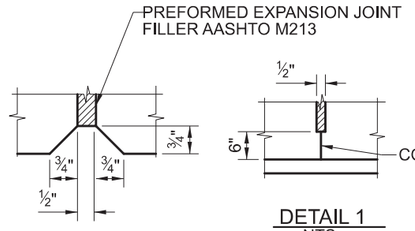
PARTIAL PARAPET PLAN
⅜"=1'-0"



PARTIAL PARAPET ELEVATION
⅜"=1'-0"

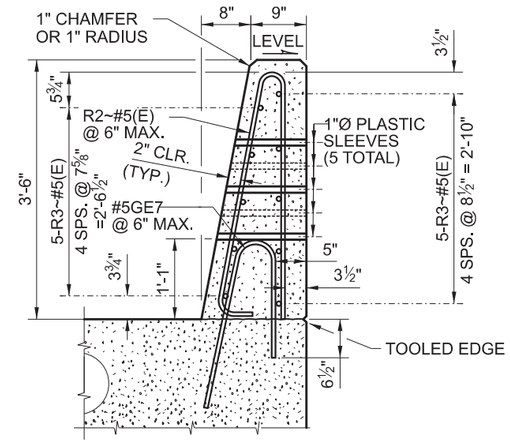


END VIEW - PLAN
NTS

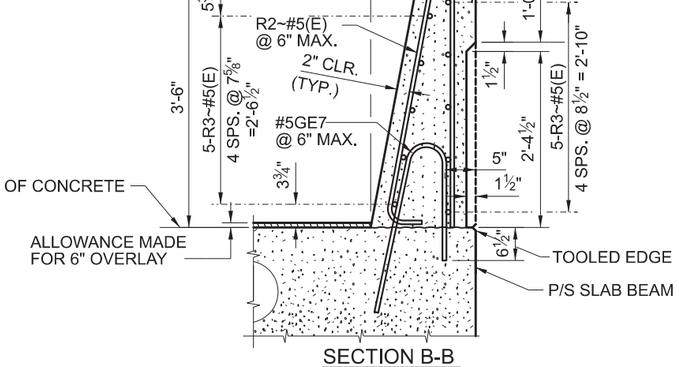


SECTION G-G
3"=1'-0"

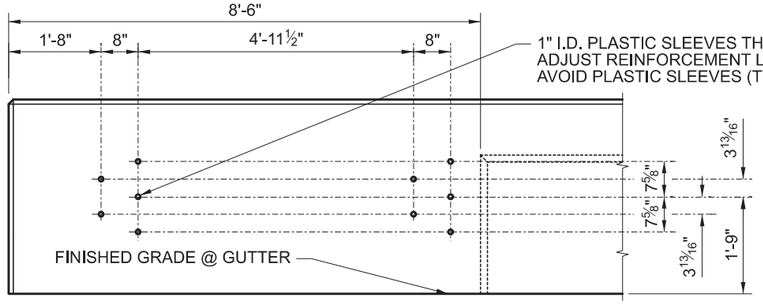
DETAIL 1
NTS



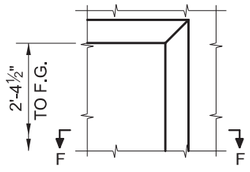
SECTION A-A
½"-1'-0"



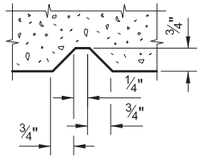
SECTION B-B
½"-1'-0"



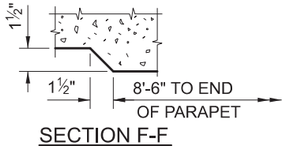
GUARDRAIL ATTACHMENT
⅜"=1'-0"



VIEW D-D
NTS



SECTION E-E
DUMMY JOINT
NTS
(TYP. FOR BOTH SIDES & TOP OF PARAPET)



SECTION F-F
NTS

NOTES

1. a. PROVIDE CLASS A(AE) STRUCTURAL CONCRETE .
   b. PROVIDE EPOXY-COATED REINFORCEMENT GRADE 60.
2. CONSTRUCT PARAPET SO THAT THE OUTSIDE FACE IS PERPENDICULAR TO THE ROADWAY SLOPE. HEIGHT CONTROL IS AT THE INSIDE (TRAFFIC) FACE.
3. SPACE INTERMEDIATE PARAPET DUMMY JOINTS UNIFORMLY THROUGHOUT THE LENGTH OF THE BRIDGE.
4. CONSTRUCT END FACE, EXPANSION JOINTS AND DUMMY JOINTS PERPENDICULAR TO THE ROADWAY GRADE.
5. SEE RG3326-F & H FOR SPACING OF PARAPET STIRRUPS IN PRESTRESSED BEAM.
6. ADAPTED FROM ITD DRAWING "B13-1B "42" SINGLE SLOPE CONCRETE PARAPET."
7. CONSTRUCT PARAPET ALONG HORIZONTAL CURVE. SEE RG3326-A.
8. SEE RG3326-K & L FOR STRUCTURE TRANSITION RAILING.

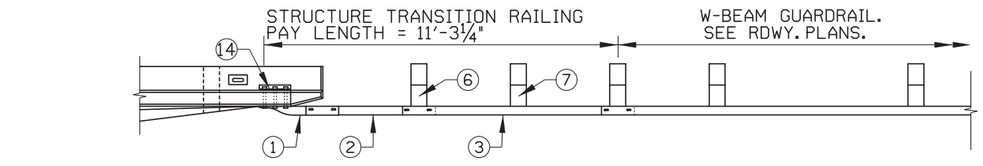
STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO	

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	AS NOTED	10 of 13	AUGUST 2026	RG3326-J

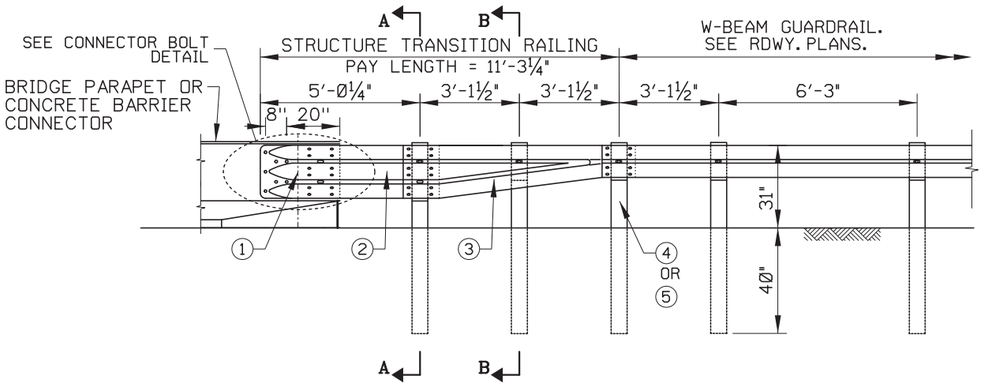
BRIDGE RAILING

N:\FLH Bridge WFL\RG3326- Yellowstone Trail Bridge\RG3326\CADD Files\DGN Files\rg3326 rail.dgn
9/28/2026

STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.11

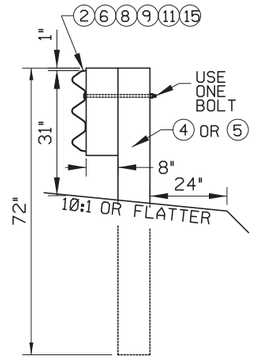


PLAN

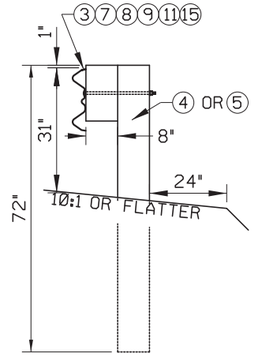


ELEVATION

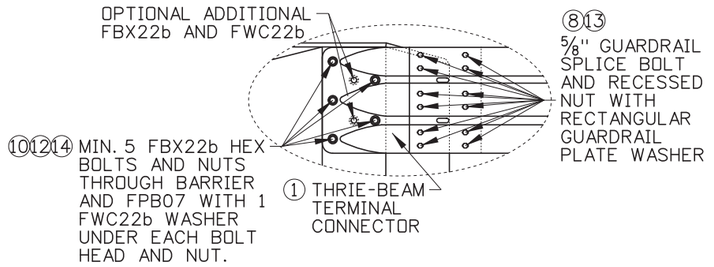
LOW SPEED GUARDRAIL TRANSITION



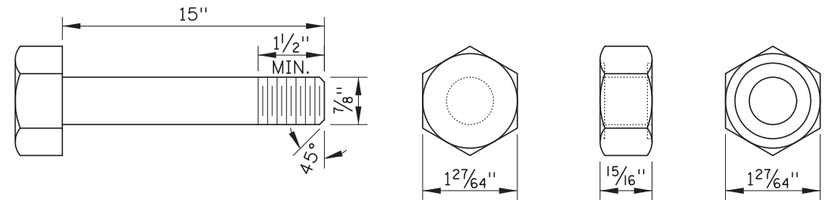
SECTION A-A



SECTION B-B

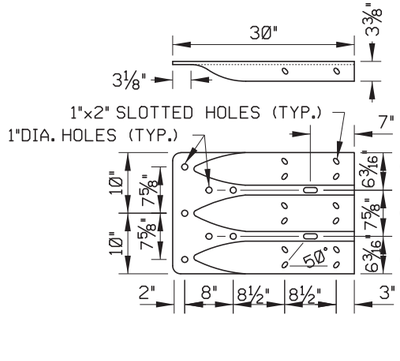


CONNECTOR BOLT DETAIL



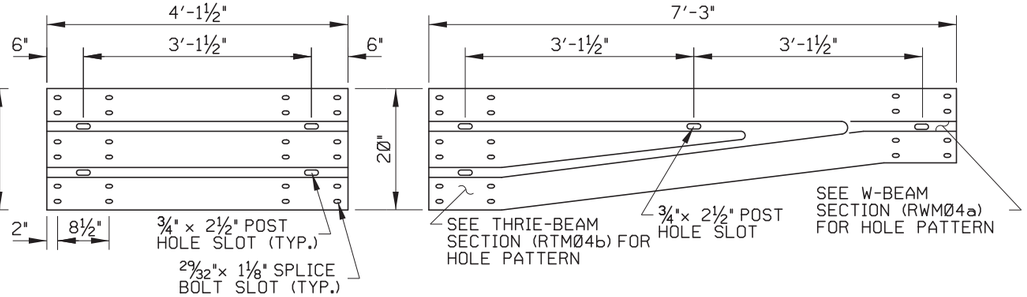
⑩ STRUCTURAL HEX BOLT AND NUT

FBX22b



① THRIE-BEAM TERMINAL CONNECTOR

RTE01b (10 GAUGE)

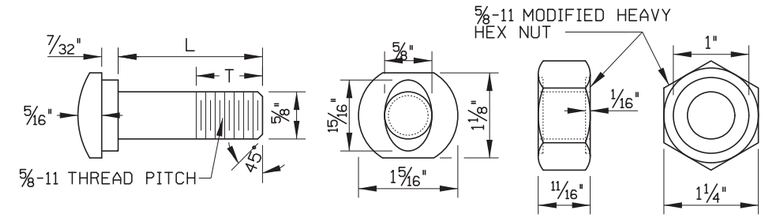


② 4-SPACE THRIE-BEAM GUARDRAIL

RTM04b (10 GAUGE)

③ ASYMMETRICAL W-THRIE BEAM TRANSITION SECTION

RWT01b (10 GAUGE)



BOLT DIMENSION TABLE		
DESIGNATOR	L	T
FBB01	1¼"	1⅛"
FBB03	1Ø"	4"
FBB04	18"	4"

⑧⑨ GUARDRAIL BOLT AND RECESSED NUT

FBB01, FBB03 & FBB04

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY	
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO		

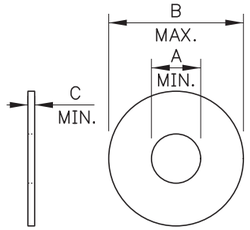
NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	NO SCALE	11 of 13	AUGUST 2026	RG3326-K

STRUCTURE TRANSITION RAILING (1 OF 2)

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9/28/2026

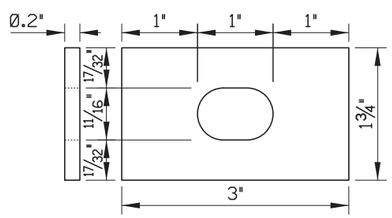
STATE	PROJECT	SHEET NO.
IDDWY	FLAP KOOTEN 8450(1)	S.12



WASHER DIMENSION TABLE			
DESIGNATOR	A	B	C
FWC16a	0.649"	1.780"	0.090"
FWC22b	0.938"	1.780"	0.136"

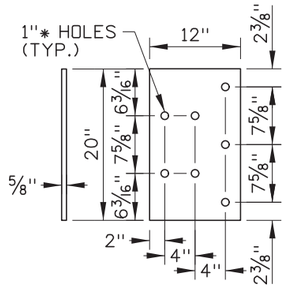
⑪⑫ ROUND WASHERS

FWC16a, FWC22b



⑬ RECTANGULAR GUARDRAIL PLATE WASHER

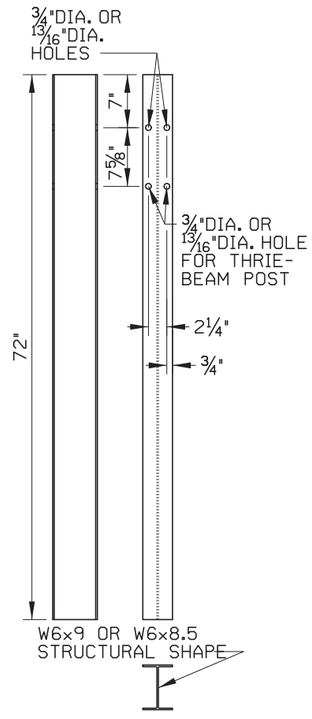
FWR03



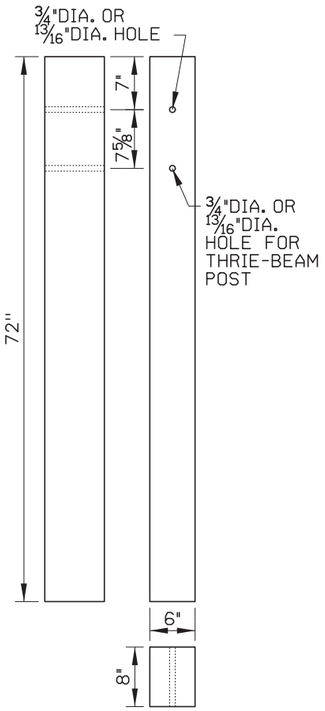
⑭ THRIE-BEAM TERMINAL CONNECTOR PLATE

FPB07

LOW SPEED GUARDRAIL TRANSITION HARDWARE COMPONENTS TABLE				
ITEM NO.	COMPONENT DESCRIPTION	QTY.	WIDE-FLANGE POST	TIMBER POST
①	THRIE-BEAM TERMINAL CONNECTOR	1	RTE01b	RTE01b
②	4-SPACE THRIE-BEAM GUARDRAIL	1	RTM04b	RTM04b
③	ASYMMETRICAL W-THRIE BEAM TRANSITION SECTION	1	RWT01b	RWT01b
④	72" WIDE-FLANGE GUARDRAIL POST	3	PWE01	-
⑤	72" TIMBER GUARDRAIL POST	3	-	PDE02
⑥	THRIE-BEAM BLOCKOUT	1	PDB02b OR POLYETHYLENE	PDB02a
⑦	W-BEAM BLOCKOUT	2	PDB01b OR POLYETHYLENE	PDB01a
⑧	⅝" GUARDRAIL SPLICE BOLT AND RECESSED NUT	32	FBB01	FBB01
⑨	⅝" GUARDRAIL BOLT AND RECESSED NUT	3	FBB03	FBB04
⑩	⅞" X 15" STRUCTURAL HEX BOLT & NUT	5	FBX22b	FBX22b
⑪	⅝" PLAIN ROUND WASHER	3	FWC16a	FWC16a
⑫	⅞" HARDENED ROUND WASHER	10	FWC22b	FWC22b
⑬	RECTANGULAR GUARDRAIL PLATE WASHER	12	FWR03	FWR03
⑭	THRIE-BEAM TERMINAL CONNECTOR PLATE	1	FPB07	FPB07
⑮	16D GALVANIZED NAIL	6	-	N/A

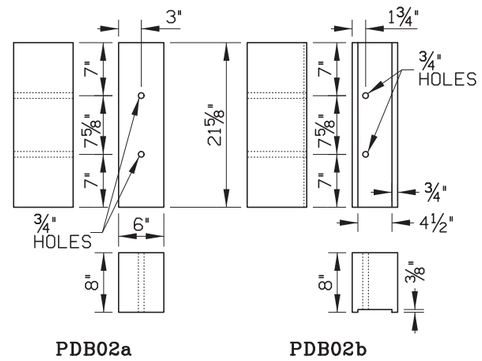


④ WIDE-FLANGE
PWE01



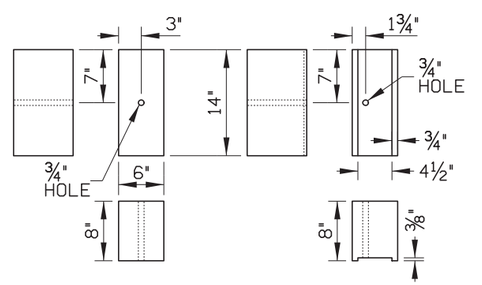
⑤ TIMBER
PDE02

GUARDRAIL POSTS



PDB02a PDB02b

⑥ THRIE-BEAM TIMBER BLOCKOUTS



PDB01a PDB01b

⑦ W-BEAM TIMBER BLOCKOUTS

NOTES

1. THE GUARDRAIL TRANSITION SHOWN IS A MASH TEST LEVEL 2 TRANSITION. USE THE TRANSITION ON HIGHWAYS WHERE THE POSTED SPEED LIMIT IS 40 MPH OR LESS AND WHERE A SEMI-RIGID GUARDRAIL, SUCH AS 31" W-BEAM GUARDRAIL, JOINS A RIGID BARRIER, SUCH AS A BRIDGE RAIL, BRIDGE PARAPET OR CONCRETE BARRIER.
2. PROVIDE BARRIER HARDWARE AS SHOWN AND AS SPECIFIED IN THE PUBLICATION "A GUIDE TO STANDARDIZED HIGHWAY BARRIER HARDWARE." WHERE THE GUIDE AND PLANS CONFLICT, PROVIDE HARDWARE COMPONENTS AS SHOWN ON THE PLANS.
3. WIDE-FLANGE OR TIMBER POSTS MAY BE USED UNLESS OTHERWISE INDICATED. USE THE SAME POST MATERIAL AS IN THE ADJOINING 31" W-BEAM GUARDRAIL.
4. USE TIMBER OR POLYETHYLENE BLOCKOUTS WITH WIDE-FLANGE POSTS. USE TIMBER BLOCKOUTS WITH TIMBER POSTS.
5. NAIL TIMBER BLOCKOUTS TO TIMBER POSTS TO RESTRICT BLOCK ROTATION.
6. WHEN WIDE-FLANGE POSTS ARE USED AND WHEN PRACTICAL, INSTALL THE BOLT (FBB03) ON THE UPSTREAM SIDE OF THE POST IN RELATION TO THE ADJACENT TRAFFIC.
7. OVERLAP SPLICES SO THAT THE EXPOSED W-BEAM EDGE IS DOWNSTREAM OF THE ADJACENT TRAFFIC.
8. PROVIDE A MINIMUM OF 12'-6" OF 31" W-BEAM GUARDRAIL BETWEEN THE GUARDRAIL TRANSITION AND A GUARDRAIL TERMINAL OR ANCHOR.
9. INSTALL RECTANGULAR GUARDRAIL PLATE WASHERS UNDER GUARDRAIL NUTS AT THE SPLICE BETWEEN THE THRIE-BEAM GUARDRAIL AND THRIE-BEAM TERMINAL CONNECTOR.
10. A CONNECTOR PLATE TO KEEP THE THRIE-BEAM TERMINAL CONNECTOR IN A VERTICAL PLANE IS OPTIONAL. SEE THE DETAIL ON THE HIGH SPEED GUARDRAIL TRANSITION STANDARD DRAWING.
11. DELINEATE THE TRANSITION. SEE THE DELINEATOR STANDARD DRAWING.
12. ADAPTED FROM ITD DRAWING "612-10 GUARDRAIL TRANSITION LOW SPEED"

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION OFFICE OF FEDERAL LANDS HIGHWAY	
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO		

NO.	DATE	BY	REVISIONS	DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
				N. BARNETT	B. ROBINSON	D. GERMANI	KARL EIKERMANN	NO SCALE	12 of 13	AUGUST 2026	RG3326-L

STRUCTURE TRANSITION RAILING (2 OF 2)

N:\FLH Bridge WFL\RG3326- Yellowstone Trail Bridge\RG3326\CADD Files\DGN Files\rg3326 rail.dgn

9/28/2026

REINFORCING STEEL SCHEDULE

DIMENSION TABLE

ABUTMENTS

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#5A1	5	17	0'-3 3/4"	Stirrups, abut 1																
#5A2	5	17	0'-3 3/4"	Stirrups, abut 1																
#5A3	5	STR		Horiz.																
#5A4	5	17	0'-3 3/4"	Horiz. @ end																
#4A5	4	STR		Dowel rods @ bearings																
#5A6	5	17	0'-3 3/4"	Stirrups, abut 2																
#5A7	5	17	0'-3 3/4"	Stirrups, abut 2																
				SUBTOTAL			LBS													

WINGWALLS A & B

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#5W1	5	STR		Horiz. b.f., wings A & B																
#5W2	5	STR		Horiz. b.f., wing A																
#5W3	5	STR		Horiz. b.f., wing A																
#5W4	5	STR		Horiz. b.f., wing A																
#5W5	5	52		Bott. Horiz. b.f., wing A																
#4W6	4	STR		Vert. b.f., wing A																
#4W7	4	STR		Vert. b.f., wing A																
#4W8	4	STR	0'-2"	Vert. b.f., wing A																
#4W9	4	STR		Vert. b.f., wing A																
#4W10	4	STR		Vert. b.f., wings A & B																
#5W11	5	STR		Horiz. b.f., wing B																
#5W12	5	STR		Horiz. b.f., wing B																
#5W13	5	STR		Horiz. b.f., wing B																
#5W14	5	STR		Horiz. b.f., wing B																
#5W15	5	52		Bott. Horiz. b.f., wing B																
#4W16	4	STR		Vert. b.f., wing B																
#4W17	4	STR		Vert. b.f., wing B																
#4W18	4	STR		Vert. b.f., wing B																
#4W19	4	STR		Vert. b.f., wing B																
				SUBTOTAL			LBS													

EXTERIOR SLAB A (COST OF SLAB REINFORCING STEEL INCLUDED IN THE COST OF PRECAST, PRESTRESSED CONCRETE SLABS)

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#4GE1	4	17		Stirrups																
#4GE2	4	S3		Stirrups																
#5GE3	5	STR		Horiz. top																
#4GE4	4	17		Stirrups @ ends																
#4GE5	4	17		Ties @ ends																
#5GE6	5	STR		Horiz. Bott.																
#4GE8	4	10		Stirrups @ bearings																
#4GE9	4	STR		Horiz. top																
				SUBTOTAL			LBS													

EXTERIOR SLAB F (COST OF SLAB REINFORCING STEEL INCLUDED IN THE COST OF PRECAST, PRESTRESSED CONCRETE SLABS)

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#4GE1	4	17		Stirrups																
#4GE2	4	S3		Stirrups																
#5GE3	5	STR		Horiz. top																
#4GE4	4	17		Stirrups @ ends																
#4GE5	4	17		Ties @ ends																
#5GE6	5	STR		Horiz. Bott.																
#5GE7	5	106	0'-3 3/4"	Parapet ties																
#4GE8	4	10		Stirrups @ bearings																
#4GE9	4	STR		Horiz. top																
#4GE10	4	STR		Horiz. top																
				SUBTOTAL			LBS													

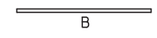
INTERIOR SLAB (COST OF SLAB REINFORCING STEEL INCLUDED IN THE COST OF PRECAST, PRESTRESSED CONCRETE SLABS)

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#4GE1	4	17		Stirrups																
#4GE2	4	S3		Stirrups																
#5GE3	5	STR		Horiz. top																
#4GE4	4	17		Stirrups @ ends																
#4GE5	4	17		Ties @ ends																
#5GE6	5	STR		Horiz. Bott.																
#4GE8	4	10		Stirrups @ bearings																
#4GE9	4	STR		Horiz. top																
#4GE10	4	STR		Horiz. top																
				SUBTOTAL			LBS													

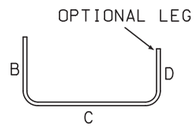
RAILING (COST OF RAILING BARS INCLUDED IN THE COST OF BRIDGE RAILING)

BAR MK	SIZE	TYPE	PIN SZ	LOCATION	QTY	LENGTH	WEIGHT	A	B	C	D	E	F	G	H	J	K	O	R	V or N
#5RE2	5	107	0'-3 3/4"	Vert.																
#5RE3	5	STR		Horiz.																
				SUBTOTAL			LBS													

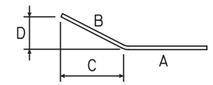
STATE	PROJECT	SHEET NO.
ID	FLAP KOOTEN 8450(1)	S.13



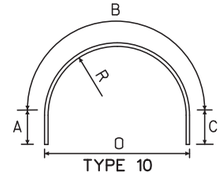
STR



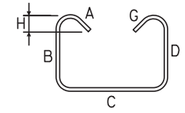
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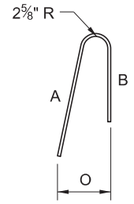
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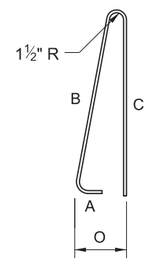
TYPE 10



TYPE S3



TYPE 106



TYPE 107

NOTES

1. *Dimensions in bending diagrams are out-to-out of bars*
2. *All "E" bars are epoxy coated.*

Abbreviations:
f.f. = fill face
o.f. = other face
b.f. = both faces

STRUCTURE NO.	STRUCTURE NAME	FEATURES INTERSECTED	LOCATION
	SLAB BRIDGE AT STA. 11+19		KOOTENAI COUNTY, IDAHO

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

NO.	DATE	BY	REVISIONS

DESIGNED BY	DRAWN BY	CHECKED BY	PROJECT TEAM LEAD	SCALE	BRIDGE PLAN SHEET	DATE	RG / BRP NO.
B. ROBINSON	B. ROBINSON	N. BARNETT	KARL EIKERMANN	NONE	13 of 13	AUGUST 2026	RG3326-M

REBAR LIST

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9/28/2026

PROJECT	SHEET NUMBER
ID FLAP KOOTEN 8450(1)	U.1



Scale in feet

100 0 100 200 300

STAGING AND STOCKPILING AREAS

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20 July 2026 3:11 PM