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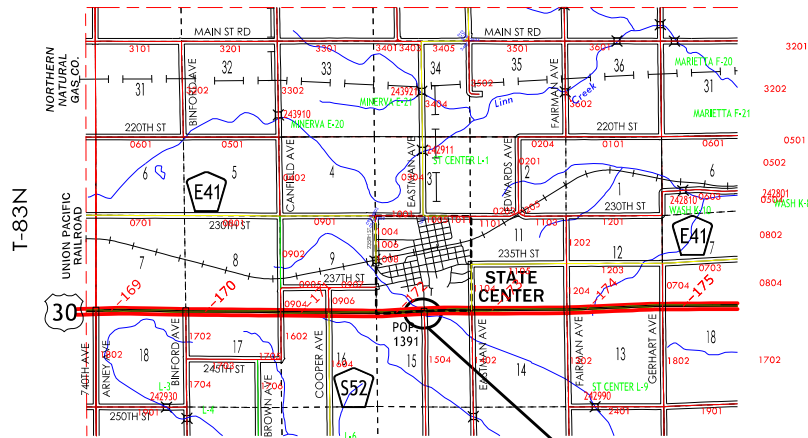


PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
MARSHALL COUNTY
PCC Pavement - Grade and New
Durham Ave Intersection at State Center

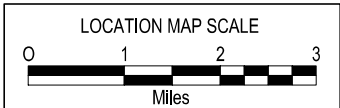
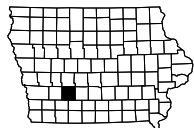
SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



R-20W PROJECT LOCATION



US 30 DESIGN DATA RURAL			
20 23	AADT	7000	V.P.D.
20 -	AADT	-	V.P.D.
20 -	DHV	-	V.P.H.
	TRUCKS	15	%
	Total		
	Design ESALs	-	

INDEX OF SEALS			
SHEET NO.	NAME	TYPE	BID QUANTITY SHEETS
A.1	x	Primary Signature Block	-

REVISIONS

TOTAL

35

PROJECT IDENTIFICATION NUMBER

25-64-030-020

PROJECT NUMBER

HSIPX-030-5(328)--3L-64

R.O.W. PROJECT NUMBER

Schedule:

DM5: 01/27/2026

D8: 03/03/2026

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - 12/12/2025

IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: District 1 **DATE:** November 13, 2024

ATTENTION: Allison Smyth **REF.:** Marshall County
HSIPX-030-5(328)—2R-64

FROM: Gary Kretlow PIN: 25-64-030-020

OFFICE: District 1

SUBJECT: Concept (D-0) Final

This project involves modifying the intersection at U.S. 30 and Durham Ave. in Marshall County. These modifications will be constructing a reduced conflict intersection (RCI) at this location.

This intersection is located on U.S. 30 at milepost 172.3. The city of State Center is located on the north side of the intersection. To the south of U.S. 30 is Durham Avenue that is gravel and is a rural area. The Traffic and Safety Bureau and District 1 were made aware of this intersection in 2023 by the city of State Center. The police department has a camera at the intersection and brought to our attention the number of crashes occurring.

To improve the safety at the intersection, a Reduced Conflict Intersection (RCI) is proposed. District 1 and TSB met with local officials about options to improve the intersection. Options considered included Intersection Conflict Warning Systems (ICWS), a RCI, traffic signals, and an interchange. Traffic signals were eliminated, as they are not considered a safety enhancement at this type of intersection. An interchange was also removed from consideration due to the time required for development and funding availability. All parties agreed on an ICWS as an immediate first step. Because of the especially narrow median, the ICWS alone would not be expected to solve all of the issues; therefore, an RCI should be used in conjunction with the ICWS for additional safety benefit. Local officials representing the city of State Center and Marshall County are supportive of this approach.

The Intersection Conflict Warning System (ICWS) is being designed and constructed with separate funds and will be completed prior to the reduced conflict intersection construction. The ICWS will be functional thru construction and then removed. Components of the system will be left in place like cabinets, cameras, conduit, etc.

U.S. 30 is a service level “B” roadway. The 2023 ADT is estimated to be 7,000 vpd with 15% trucks. Durham Ave to the south is maintained by Marshall County. The 2021 ADT is 180 vpd. Third Ave. Southwest north of U.S. 30 is maintained by State Center. The 2021 ADT is 2,760 vpd.

The proposed project will involve median and side road approach modifications.

Median modifications include modifying the median for left turns only from eastbound and westbound U.S. 30, adding turnarounds to the west and east for sideroad traffic to travel eastbound or westbound, adding an offset right turn lane from westbound to 3rd Avenue SW, curbs and islands, lighting, and sign installations.

Side road improvements vary between the north and south sides of the intersection. The paved side road approach on the north will require a new splitter island, new signing, and pavement markings. The gravel road on the south will require new signing.

Traffic on US 30 will remain open during construction; however, lane closures will be necessary. Traffic on Durham Avenue and 3rd Avenue Southwest will be maintained at all times.

The median and side road approaches need to be considered separate sites and completed sequentially.

No ROW is required.

Survey is required. A request has been submitted to the Design Bureau.

Agreements and notifications are required. A county notification letter should be provided because of the short-term impacts to local traffic.

Design staff shall meet with the Traffic and Safety Bureau to review splitter islands, turn lane designs, and signing layouts.

If and re-ditching is done along the outside of U.S. 30, we want to let the District 1 Utility Coordinator know. There are possible utility conflicts on the outside if any of the ditches are changed.

There is a stream mitigation in the southeast quadrant that Wetlands recommends that we avoid any impacts to that area.

Below is the current schedule for this project.

25-64-030-020	Location : Durham Ave Intersection at State Center			Corridor : None		District : 1	
	County : Marshall			Project Type : Improvement		Project Manager : Jeremy Vortherms	
	Route : US 30			Project Group : Rehabilitation		Miles : 0.0100	
		Paren No.	Start Date	Act. Start	Finish Date	Act. Finish	Notes
	D00	328	09/06/2024		11/01/2024		
	TE0	328	11/01/2024		12/06/2024		
	U00	328	11/01/2024		12/06/2024		
	W00	328	11/01/2024		12/06/2024		
	D01	328	11/01/2024		02/07/2025		
	D02	328	02/07/2025		03/28/2025		
	H00	328	03/28/2025		04/25/2025		
	H06	328	04/25/2025		04/25/2025		
	NE10	328	11/01/2024		05/09/2025		
	A01	328	06/10/2025		06/10/2025		
	DM5	328	07/01/2025		07/01/2025		
	Jeremy Vortherms	1013-PCC Pavement - Grade and New	Durham Ave Intersection at State Center		HSIPX-030-5(328)--3L-	64	Program. Est. \$0
							Develop. Est. \$2,000
	D08	328	05/02/2025		08/05/2025		
	L03	328	10/21/2025		10/21/2025		
	C02	328	10/22/2025		11/20/2026		

This project is currently scheduled for an October 21, 2025, letting. The estimated cost of construction is \$2,000,000 and will be paid for by safety funds.

cc:
C. Purcell M. J. Kennerly K. D. Nicholson

M. Dell
M. A. Swenson
D. L. Newell
W. A. Sorenson
M. E. Ross
C. C. Poole
D. Stokes
K. K. Patel
C. Brakke
J. Bartholomew
D. Blue
S. Nielsen
M. Nop
V. Brewer
A. Swisher
S. Passick
S. Robinson

J. S. Nelson
J. Hart
K. Olson
D. E. Sprengeler
A. A. Welch
B. E. Azeltine
H. Naraghi
R. Harris
A. Buss
N. Cuva
D. L. Maifield
E. D. Gansen
W. W. Musgrove
J. Garton
D. Skogerboe
B. Ellis
T.J. Gustafson

M. Sloppy
K. Brink
J. W. Laaser-Webb
E. C. Wright
J. Harris
B. D. Hofer
S. Anderson
J. Ellis
T. Quam
M. Buttz
J. Vortherms
D. Heeren
M. Ortiz-Pagan
J. Becker
S. Nixon
S. Hardman

FIELD EXAM CHECKLIST

- 1 - Duration of project?
- 2 - Speed Limit
- 3 - Speed Limit during construction
- 4 - Is sight distance a problem?
- 5 - Patching quantities-full depth, partial depth, and surface.
- 6 - Does patching need to be done in the project area or do the construction limits need to be extended?
Who will provide locations of patches by milepost?
- 7 - Are rumble strips going to be placed with this project or a separate project?
- 8 - Leveling and strengthening locations and lengths (i.e. station to station).
- 9 - Areas of haul-outs.
- 10 - Any survey needed? (culvert extensions, safety dikes,right turn lanes,horizontal curves, ext...)
- 11 - Do any of the utilities need to be relocated (power/telephone poles) either permanently or temporarily for construction?
- 12 - Names and addresses of affected utility companies.
- 13 - Locations of entrances to be reshaped.
- 14 - Are there existing drainage problems?

FIELD EXAM CHECKLIST

- 15 - Note any special features not shown on plan.
- 16 - Note condition of existing culverts.
- 17 - Names of affected special events.
- 18 - Locations of mailboxes to be relocated to a minimum of 8' from the pavement edge.
- 19 - Number and location of EF joints.
- 20 - Disposition of bridge handrail and guardrail, including posts.
- 21 - Inventory of existing guardrail.
- 22 - Remove & Reinstall Signs - District Maintenance or by the Contractor?
- 23 - Longitudinal joint repair locations (station to station).
- 24 - Locations and quantities of engineering fabric to be placed over random cracks.
- 25 - Tabulation of adjustment of fixtures.
- 26 - Clearing and grubbing quantities - by unit or by area?
- 27 - Resurfacing Projects - Is District Survey able to preserve Section Corners & Points?
If "no", then add these items under Construction Survey.

FIELD EXAM CHECKLIST

Contractor furnish borrow? (Yes) / (No)

Full depth patches to be PCC? (Yes) / (No)

Full depth PCC patches to be doveled? (Yes) / (No)

Soils to determine and provide tabulation of subdrains? (Yes) / (No)

Pollution Prevention Plan required? (Yes) / (No)

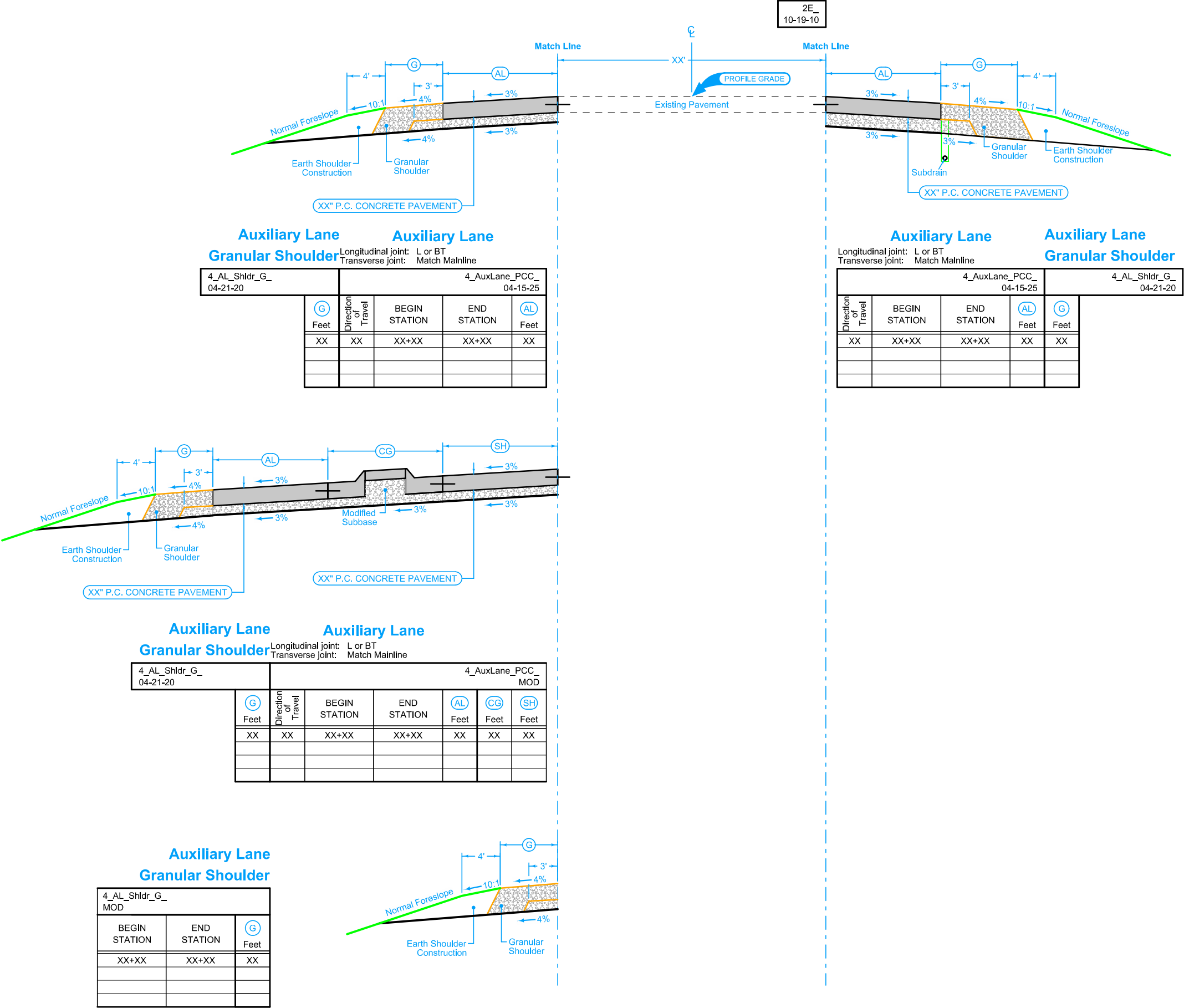
Field Office? (Yes) / (No)

Construction Survey and or Point Preservation by DOT or Contractor? See Dist. 1 Surveyor for this (DOT) / (Contractor).

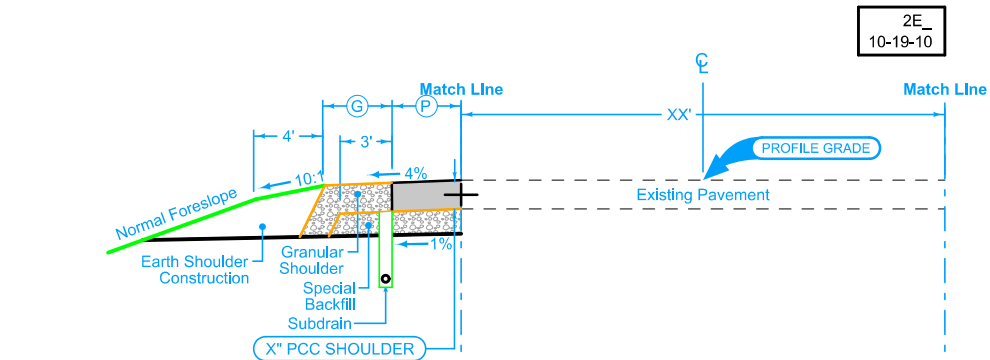
Survey by Office of Design? (Yes) / (No)

Pavement markings for turn lanes as determined by the District? (Yes) / (No)

Any RWIS or Traffic Recorder Sites within project limits? (Yes) / (No)



US 30 - Eastbound

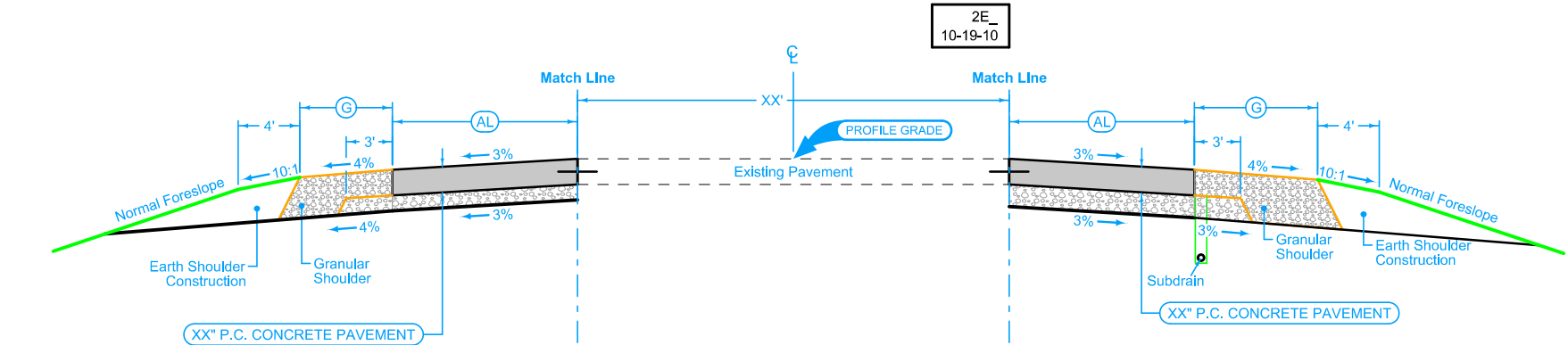


Combination Shoulder

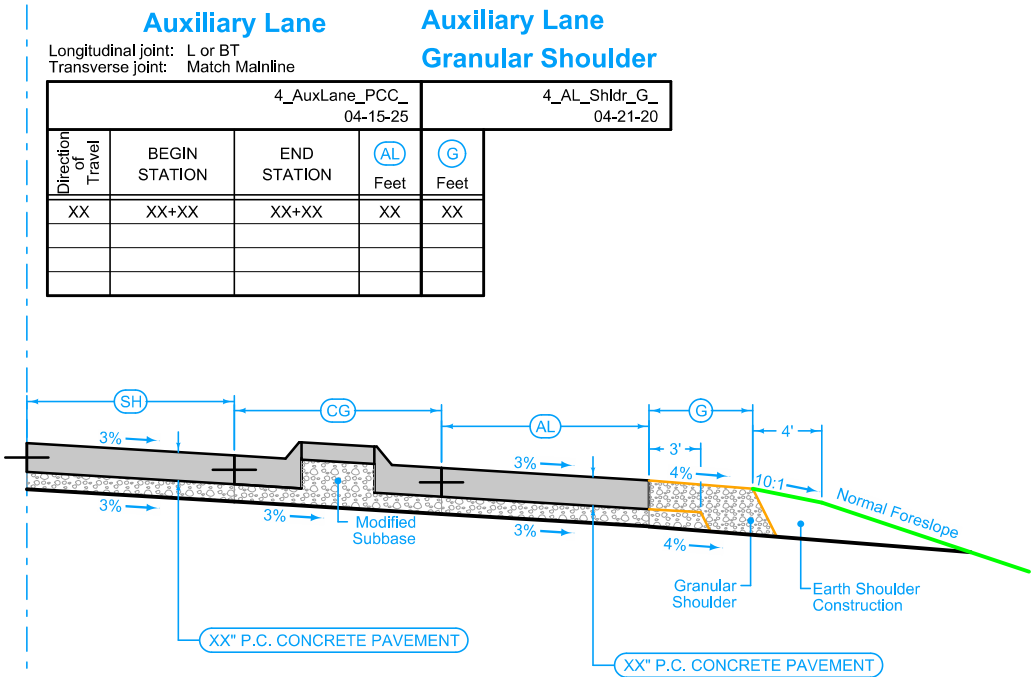
Shoulder Jointing:
Longitudinal joint: B

4_C 04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
XX	XX+XX	XX+XX	XX	XX

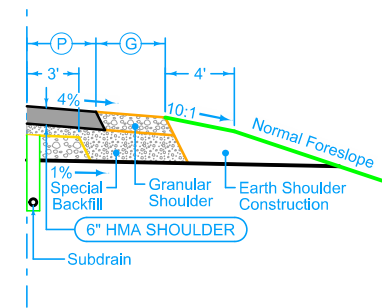
US 30 - Eastbound



Auxiliary Lane Granular Shoulder		Auxiliary Lane			
4_AL_Shldr_G_ 04-21-20		4_AuxLane_PCC_ 04-15-25			
		(G) Feet	Direction of Travel	BEGIN STATION	END STATION
		XX	XX	XX+XX	XX+XX



Auxiliary Lane Granular Shoulder						Auxiliary Lane Granular Shoulder	
4_AuxLane_PCC_ MOD						4_AL_Shldr_G_ 04-21-20	
(SH) Feet	(CG) Feet	(AL) Feet	END STATION	BEGIN STATION	Direction of Travel	(G) Feet	
XX	XX	XX	XX+XX	XX+XX	XX	XX	

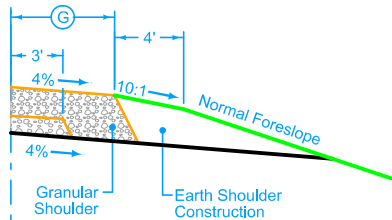


Combination Shoulder				
Shoulder Jointing: Longitudinal joint: B				
4_C_ 04-21-20				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
XX	XX+XX	XX+XX	XX	XX

US 30 - Westbound



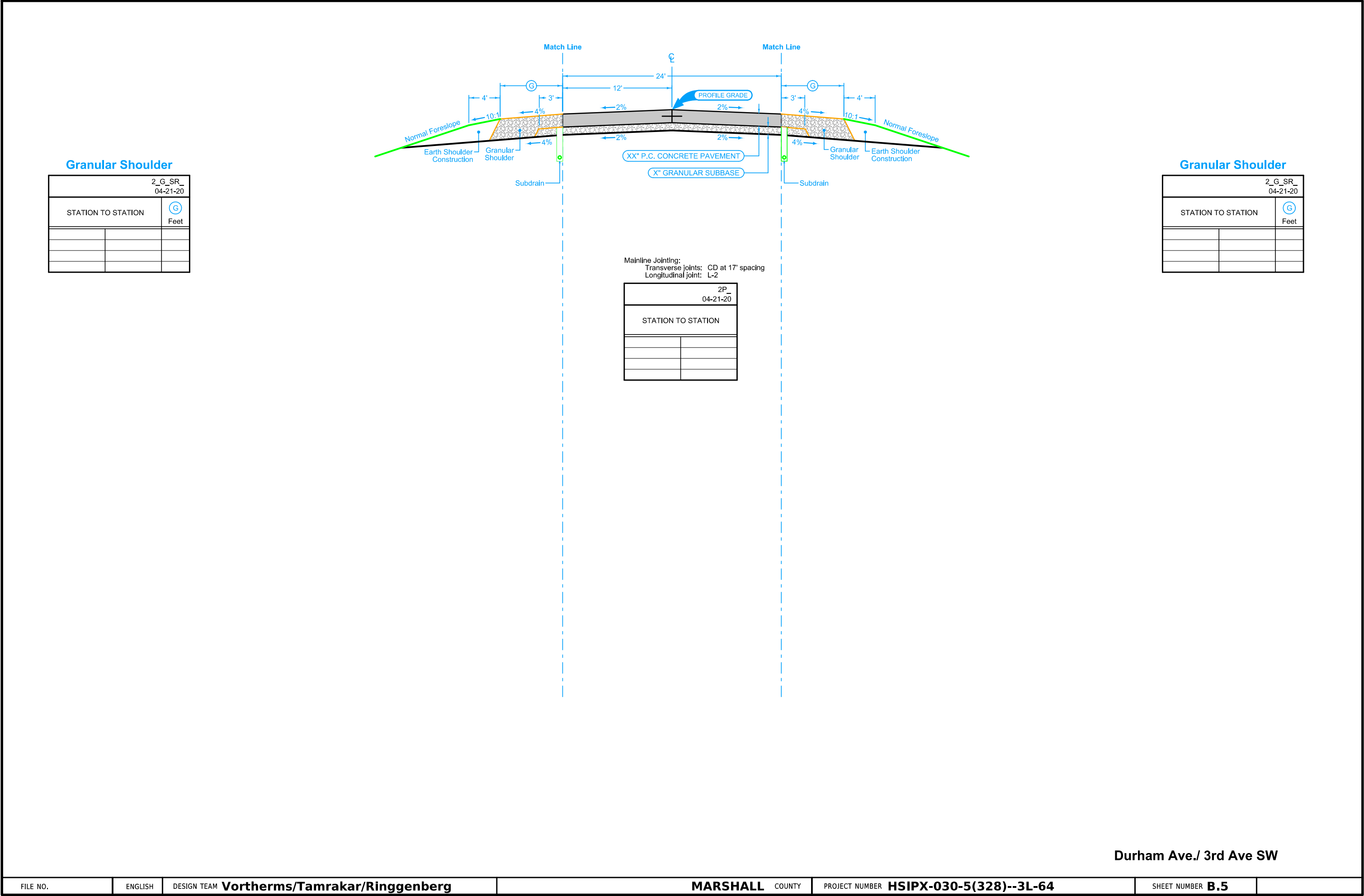
4_AuxLane_PCC_ MOD					4_AL_Shldr_G_ 04-21-20	
 Feet	 Feet	END STATION	BEGIN STATION	Direction of Travel	 Feet	
XX	XX	XX+XX	XX+XX	XX	XX	



Auxiliary Lane
Granular Shoulder

4_AL_Shldr_G_MOD		
 Feet	END STATION	BEGIN STATION
XX	XX+XX	XX+XX

US 30 - Westbound



SURVEY SYMBOLS

	AST, Above Ground Storage Tank		PR, Electric Riser Pole
	BB, Billboard		PRO, Profile Shot
	BBB, Bottom of Bridge Beam		PT, Curve Point
	BCL, Bridge Centerline		REF, Reference Tie Point
	BD, Bridge Deck		RET, Retaining Walls
	BIN, Grain Bin		RIP, Rip-Rap
	BL, Topo Breakline		ROC, Rock Outcropping
	BLD, Building or Foundation		ROW, Right of Way Mark
	BLS, Bridge Low Steel		RR, Centerline of Railroad Tracks
	BM, Bench Mark		RRB, Railroad Signal Box
	BNK, Stream Bank		RRF, Railroad Frog
	BRG, Bridge		RRR, Railroad Rail
	C, Centerline BL of Road -ML or SR		RRS, Railroad Signal
	CAV, Cave		RRW, Railroad Switch
	CEL, Cell Phone Tower		RT, Radio Tower
	CIS, Cistern		S, Soil Sampling Site -Wetlands
	CON, Concrete or A/C Slab		SBR, Size of Bridge
	CP, Control Point		SC, Spiral Point
	CRP, Corporation Line		SCR, Section Corner
	CS, Curve Point		SEP, Septic Tank
	CI, Back of Curb		SF, Silt Fence -Wetlands
	CUL, Culvert		SG, Staff Gauge -Wetlands
	D, Centerline Draw or Stream -Down		SH, Paved Shoulder
	DAB, Drainage Area Boundary		SHR, Shrub
	DIK, Centerline of Dike or Dam		SI, Sign
	DTM, Photogrammetry Elv Control Check		SL, Speed Limit Sign
	DU, Centerline Draw or Stream -Up		SLN, Section Line
	EB, Electrical Box		SLO, Silo
	EG, Edge of Gravel Road		SNK, Sink Hole
	ENP, Edge Paved Entrance and Park Lot		SNP, Unpaved Shoulder
	ENT, Centerline BL of Entrance		SP, Stream Profile
	ENU, Edge Unpaved Entrance and Parking		STP, Stump
	EP, Edge of Paved Roads -ML or SR		SWK, Sidewalk
	EW, Edge of Water		SWP, Swamp or Marsh
	FCL, Chain Link and Security Fence		TA, Tower Anchor
	FENO, FENO Monument		TBO, Telephone Booth
	FHD, Fire Hydrants		TCB, Traffic Signal Box
	FLG, Flag Poles		TDC, Tree Deciduous
	FP, Filler Pipe		TDL, Traffic Detection Loop
	FW, Wire Fence		TER, Terrace
	FWD, Wood Fence		TEV, Evergreen Tree
	GDC, Guard Rail Cable		TFR, Tree Fruit
	GDL, Guard Rail Steel		TGP, Telegraph Pole
	GP, Guard Post -Less Than 4 Posts		TIL, Tile Line
	GPR, Guard Post -4 or More Posts		TLNL, Tree Line Left
	GR, Ground Shot		TLNR, Tree Line Right
	GRV, Grave		TOP, Top of Bridge Pier
	GU, Gutter In Front of Curb		TPA, Telephone Pole Co. 1
	GV, Gas Valve		TPB, Telephone Pole Co. 2
	HDG, Hedge Row		TPC, Telephone Pole Co. 3
	HS, Hydric Soil -Wetlands		TR, Telephone Riser Pole
	HT, Electrical Highline Tower		TRL, Trail
	IN, Storm Sewer Intake		TS, Spiral Point
	INB, Storm Sewer Beehive Intake		TSB, Telephone Switch Box
	LC, Lot Corner		TSG, Traffic Signal
	LIN, Miscellaneous Line		TSL, Traffic Signal and Luminare
	LP, L.P. Tank		TV, Satellite TV Dish
	LUM, Luminaire		TVP, TV Pedestal
	MH, Utility Access -Manhole		TW, Top of Water
	MIS, Miscellaneous		UB, Utility Box
	MM, Mile Marker Post		UE, Utility Elevation
	OUT, Tile Outlet		UPH, Utility Pot Hole - Quality A
	PC, Curve Point		UST, Underground Tank
	PCP, Photo Control Point		UV, Underground Utility Vault
	PCT, Photo Control Target		VS, Channel Cross Section
	PI, Tangent Point		WC, Wild Card -Misc. Field Shot
	PIP, Pipe Culvert		WEL, Well
	PL, Location of Photo -Wetlands		WHD, Water Hydrant
	PLG, Location of General Photo		WHU, RV Water Hook Up
	POC, Curve Point		WM, Wind Mill
	POST, Spiral Point		WND, Wind Turbine
			WV, Water Valve

UTILITY LEGEND

	GL1D, Alliant Energy - Quality D
	PPA, City of State Center
	EL1D, City of State Center - Quality D
	SA1D, City of State Center- Quality D
	EL2D, Iowa DOT - Quality D
	WL1D, Iowa Regional Utility Association - Quality D
	FO1D, Partner Communications - Quality D

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.			
Green	(2)		Existing Topographic Features and Labels	
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Magenta	(5)		Existing Utilities	
SHADING	Design Color No.		Transparency	
Pink, Dark	(13)		Temporary Pavement Shading	50%
Yellow	(4)		Proposed Pavement Shading	50%
Orange	(6)		Proposed Granular Shading	50%
Orange	(70)		Proposed Shoulder Granular Shading	50%
Yellow	(68)		Proposed Shoulder Paved Full Depth Shading	50%
Yellow	(132)		Proposed Shoulder Paved Partial Depth Shading	50%
Brown, Light	(236)		Grading Shading	50%
Orange, Light	(134)		Proposed Granular Entrance Shading	50%
Yellow	(220)		Proposed Paved Entrance Shading	50%
Tan	(8)		Proposed Sidewalk Shading	50%
Blue, Light	(230)		Proposed Sidewalk Landing Shading	50%
Pink	(11)		Proposed Sidewalk Ramp Shading	50%
Red	(3)		Proposed Structure Shading	50%
Red	(3)		Delineates Restricted Areas	0%

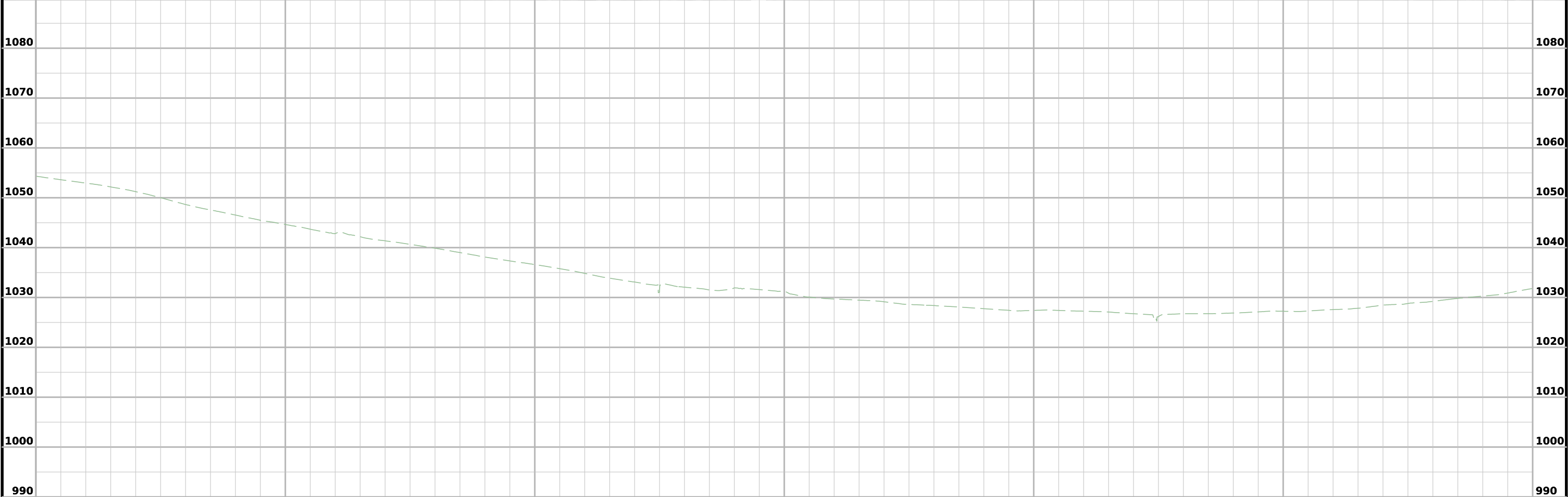
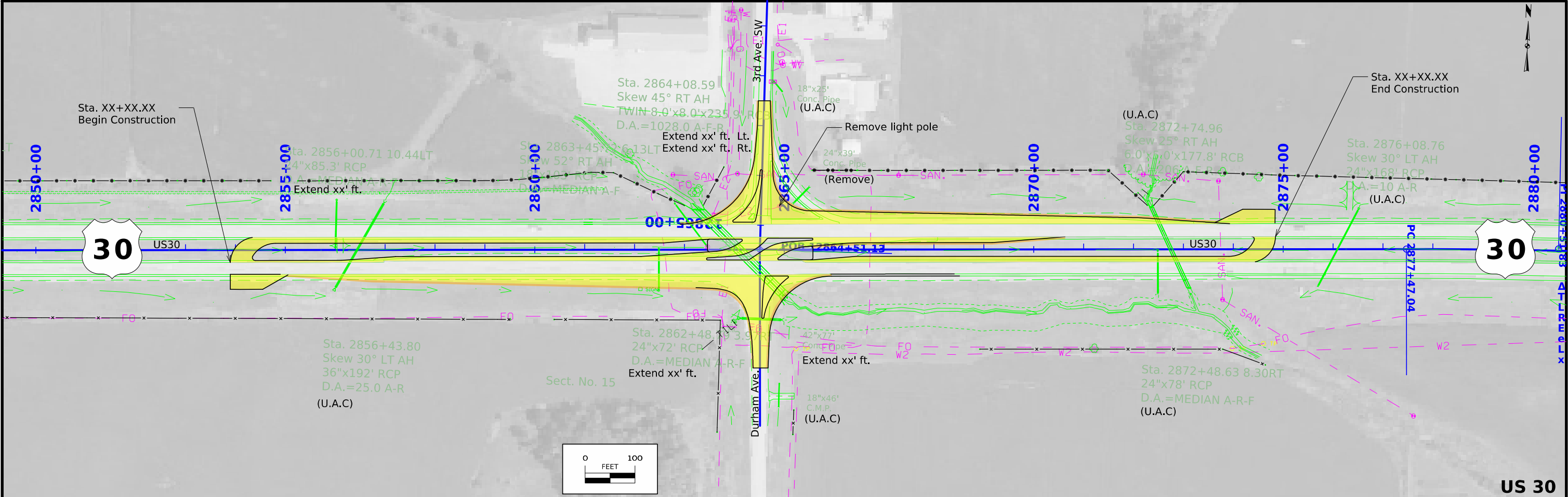
PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

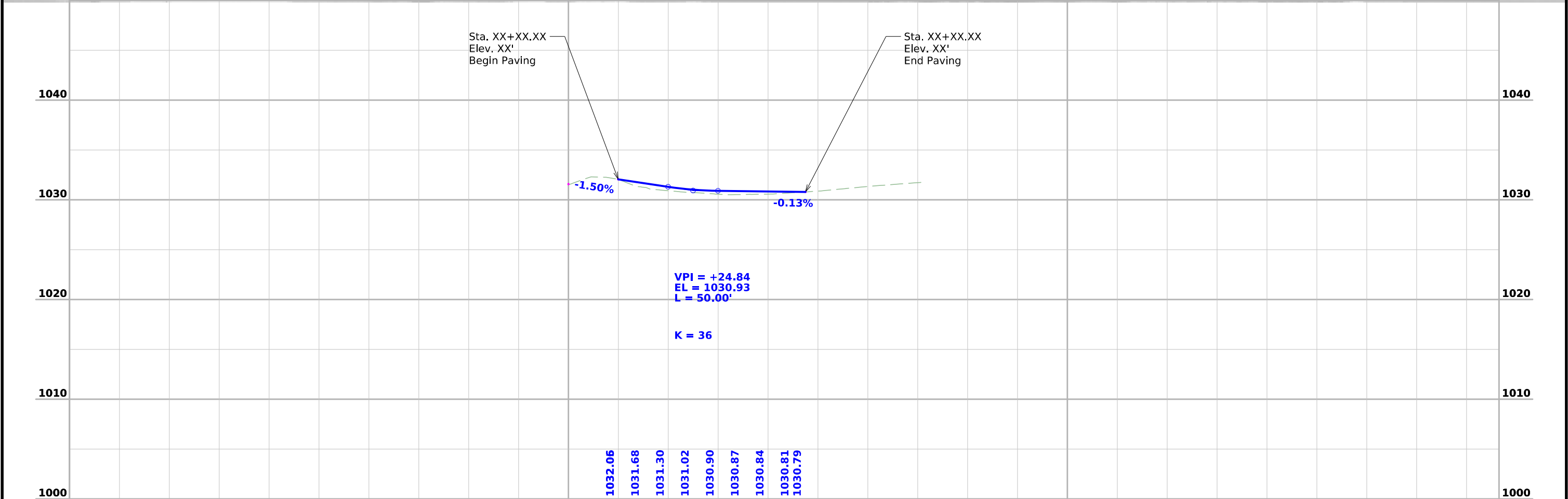
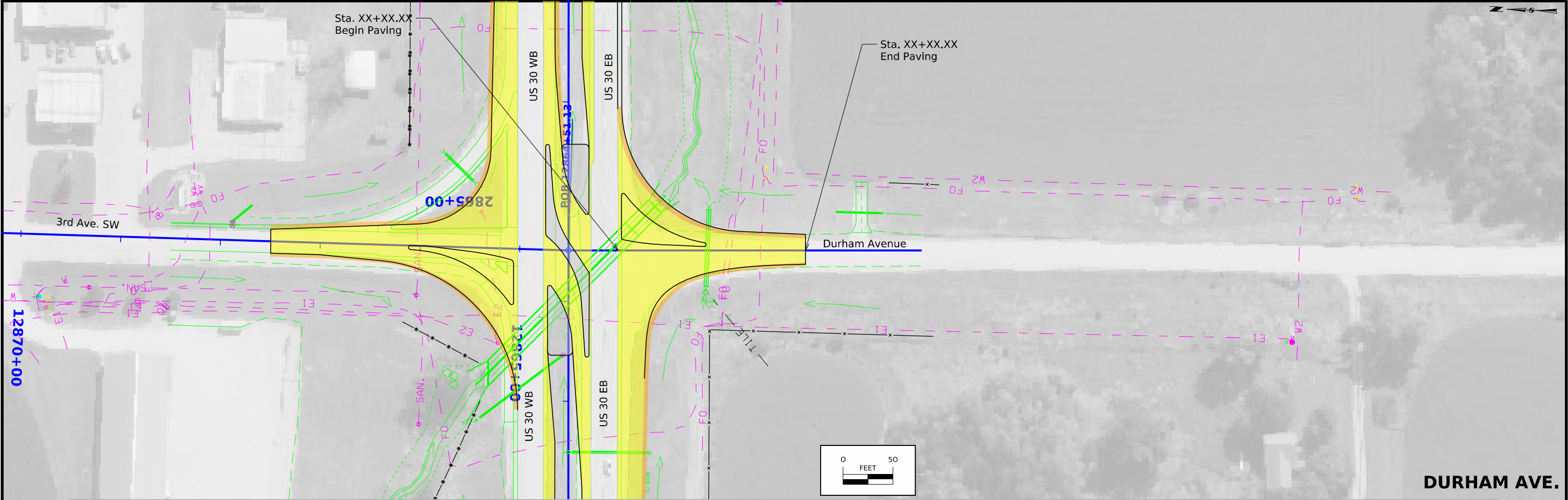
LINEWORK		Design Color No.	
Green	(10)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

	Reference Point		Survey Line
	Station		Section Corner
	Ground Line Intercept		Saw Cut
	Guardrail		Trench Drain
	HighTension Cable Guardrail		Sheet Pile
	Pavement Removal		Clearing & Grubbing Area
RIGHT-OF-WAY LEGEND			
	Proposed Right-of-Way Symbol		Existing Right of Way
	Proposed Right-of-Way Line		Existing and Proposed Right-of-Way
	Easement and Existing Right-of-Way		Easement (Temporary) Symbol
	Easement (Temporary) Line		Easement
	C/A Access Control		Property Line Symbol
	Property Line		

PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES D, E, F, & K)





Survey Information

SURVEY INDEX

County: Marshall

PIN: 25-64-030-020

Project Number: HSIPX-030-5(328)—3L-64

Location: US Highway 30 and Durham Ave Intersection at State Center

Type of Work: Intersection Improvements

Project Directory: 6403002025

Survey Personnel

Daniel Duncan – Survey Party Chief
Paul Harry – Survey Party Chief
Bob Fredrickson– Assistant Survey Party Chief

Date(s) of Survey

Begin Date 02/05/2025
End Date 03/18/2025

General Information

This survey is for US Hwy 30 intersection(s) improvement at the Durham Ave intersection in State Center. This project is a Full Field DTM survey.

Utility Information

For logging data and other utility details see Utility Survey and Ownership Report in the Utility folder of the PrelimSurvey project directory.

Project Control

The Iowa Real Time Network reference stations were utilized to verify the published coordinates for the Survey Project Primary Control points. Three five-minute observations were taken with a minimum of two-hour time span between and used in a weighted average to verify the published coordinates. Once all control points were verified the published coordinates for GSVS122 were held and was occupied with the base for three -five minute base-rover observations with a minimum of two-hour time span between rounds and used a weighted average to obtain final coordinate values of the other control points (GSVS121, GSVS123, G029, CP1, CP2). For additional details of the control survey, contact the Preliminary Survey department.

PROJECT DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 ADJUSTMENT)
COORDINATE SYSTEM: IOWA REGIONAL COORDINATE SYSTEM ZONE 09
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u3

Alignment Information

The horizontal alignment for U.S. Hwy 30 this survey is a retrace of As-built Plans No. NHSX-30-5(211)—35-85 and NHSX-30-5(214)—3H-64. Survey stationing was equated to the plan PC at Sta. 2837+11.63 and carried back and ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 2760+43.61 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey POT Sta. 2760+43.79

PC Sta. 2837+11.63.1 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey PC Sta. 2837+11.63

PI Sta. 2840+24.48 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey PI Sta. 2840+24.65

PI Sta. 2880+51.77 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey PI Sta. 2880+51.83

PI Sta. 2903+72.85 As-built Plans Project No. NHSX-30-5(214)—3H-64
Survey PI Sta. 2903+72.94

The horizontal alignment for Marshall Co. Rte. 3rd Ave SW (Durham Ave) this survey is a retrace of As-built Plans No. NHSX-30-5(211)—35-85. Survey stationing was equated to the plan PI at Sta. POT 22890+74.43 and carried ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 12864+51.13 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey POT 12864+51.13

The horizontal alignment for Marshall Co. Rte. 6th Ave SE (Eastman Ave) this survey is a retrace of As-built Plans No. F-1055(3). Survey stationing was equated to the plan PI at Sta. POT 22890+74.43 and carried ahead without equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 22890+74.43 As-built Plans Project No. NHSX-30-5(211)—35-85
Survey POT 22890+74.43

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points. Primary control is for use with RTK base stations and for RTN validation. Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.



HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment) - Iowa RCS Zone 09 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u3

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING
HORIZ. DATUM: NAD83(2011) for EPOCH 2010.00 (IaRTN 2019 Adjustment)
Ia. Regional Coordinate System Zone 09 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u3

Point Name	Northing	Easting	Elevation	Code-Description
GSVS122	7840560.79	19407825.00	1045.10	CP FOUND NGS MONUMENT AS DESCRIBED
GSVS121	7840656.88	19402331.77	1069.19	CP FOUND NGS MONUMENT AS DESCRIBED
CP1	7839536.31	19405253.59	1041.46	CP SET FENO MONUMENT 2IN DEEP
G029	7840515.75	19410946.23	1060.40	CP FOUND FENO MONUMENT AS DESCRIBED
GSVS123	7840543.71	19413104.06	1059.46	CP FOUND NGS MONUMENT AS DESCRIBED
CP2	7841241.61	19405301.78	1037.52	CP SET FENO MONUMENT 2IN DEEP

ALIGNMENT COORDINATES

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
1	SURMLA030	276043.788 R1	7840680.37	19394872.95															
2	SURMLA030							2837+11.63	7840557.29	19402539.81	284024.653 R1	7840552.26	19402852.79	284337.551 R1	7840562.63	19403165.64			
4	SURMLA030							2877+47.04	7840675.48	19406573.26	288051.831 R1	7840685.57	19406877.89	288356.512 R1	7840681.62	19407182.65			
6	SURMLA030							2900+72.94	7840659.32	19408898.93	290372.942 R1	7840655.43	19409198.91	290672.939 R1	7840655.12	19409498.91			
7	SURMLA030	293904.128 R1	7840651.83	19412730.10															
1	SURSR3RDAVESW	1286451.130 R1	7840632.59	19405278.06															
1	SURSR3RDAVESW	1287263.239 R1	7841444.69	19405275.95															

SPIRAL OR CIRCULAR CURVE DATA

Name	Location	ΔSCS	Horizontal Alignment Data												Remarks
			Spiral Data							Curve Data					
			θS	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	ΔC	T	L	R	
C1	SURMLA030									T1900xt	313.023	625.921	12732	3.847	
C2	SURMLA030									T1900xt	304.789	609.470	13222	3.512	
C3	SURMLA030									T1900xt	300.004	600.000	50136	0.898	

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Traffic shall be maintained at all times on US with the following exceptions:
- Close inside US 30 Eastbound and Westbound lane for construction of proposed Left turn lanes and Median.
- Close outside US 30 Eastbound and Westbound lane for construction of proposed turn lanes. Refer to Modified TC-418 for lane closure on divided highway.

During construction Durham Ave and 3rd Ave SW will have to be closed and traffic will be redirected along the designated detour route.

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
Durham Ave.	NB	Marshall	Durham Ave will be closed during construction	US 30	Traffic Control Device		Horizontal					
3rd Ave SW	SB	Marshall	3rd Ave SW will be closed during construction	US 30	Traffic Control Device		Horizontal					

FILE NO.

ENGLISH

DESIGN TEAM

VORTHERMS\TAMRAKAR\RINGGENBERG

MARSHALL COUNTY

PROJECT NUMBER

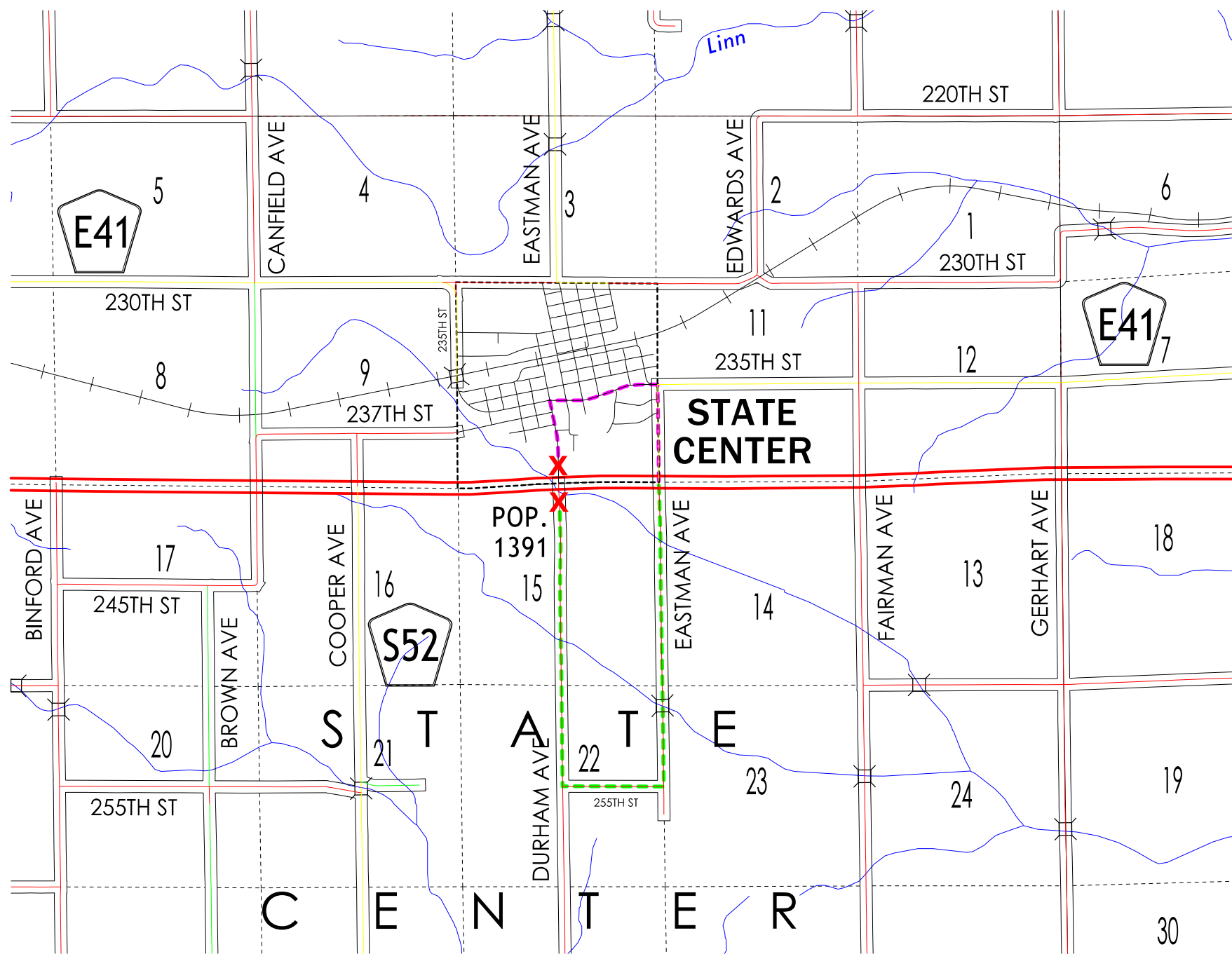
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SHEET NUMBER

J.1

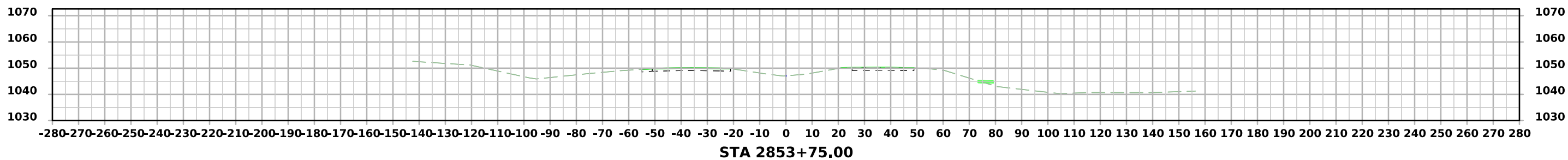
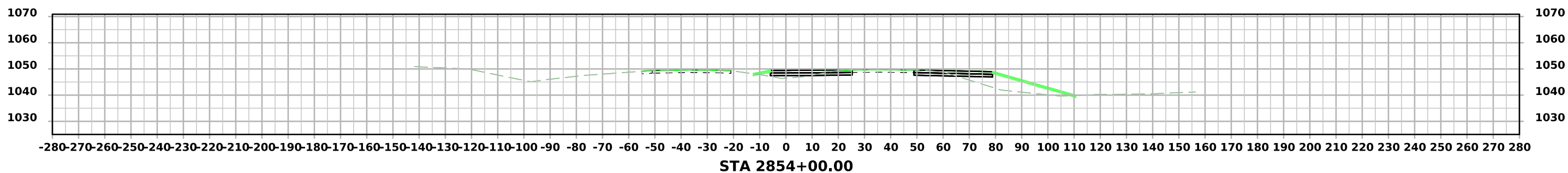
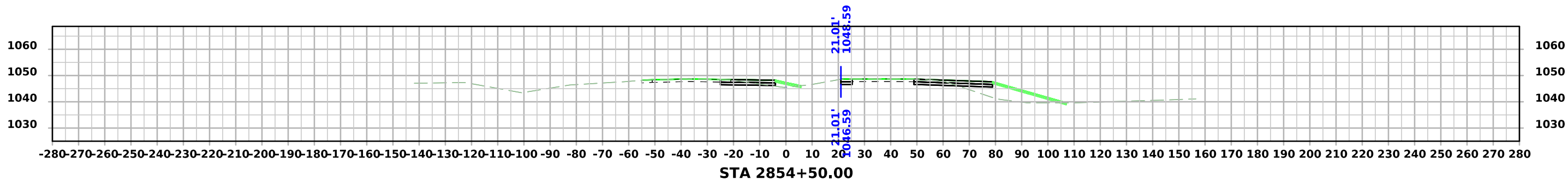
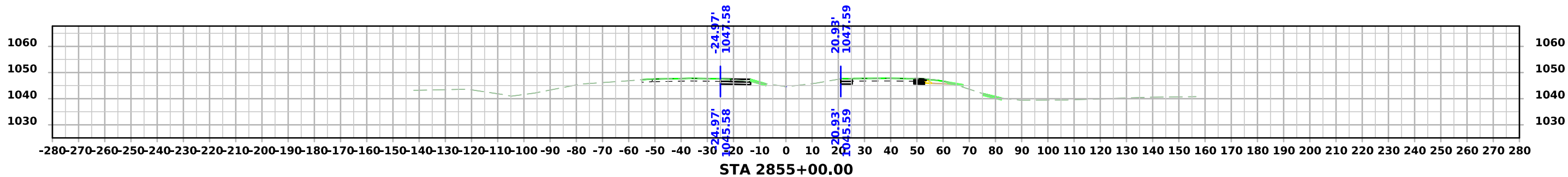
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STAGING NOTES		108-26A 08-01-08
***** Stage 1 ***** Traffic: - Maintain traffic on existing outside lanes on US 30. - Close Durham Ave. and 3rd Ave. SW. Construction: - Construct the median turn lane and the R-cut turnaround. ***** Stage 2 ***** Traffic: - Maintain traffic on existing inside lanes on US 30. - Close Durham Ave. and 3rd Ave. SW. Construction: - Construct the right-turn lanes and the intersection connection to the side roads ***** Stage 3 ***** Traffic: - All lanes on US 30 will be open to traffic. - Durham Ave. and 3rd Ave. SW. will be open to traffic.		

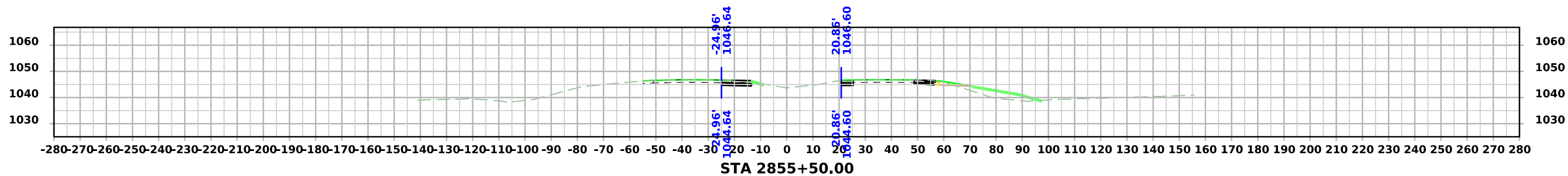
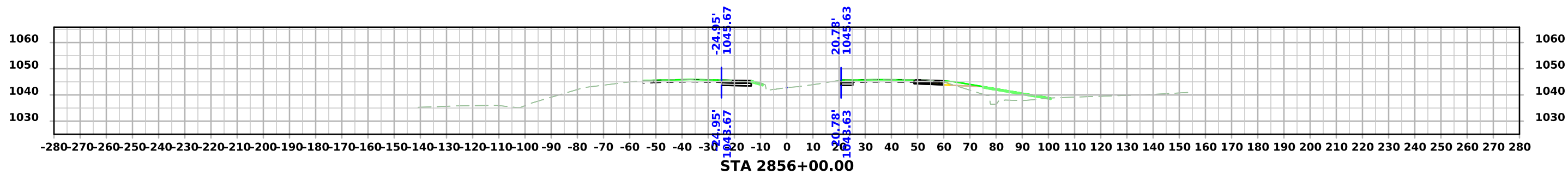
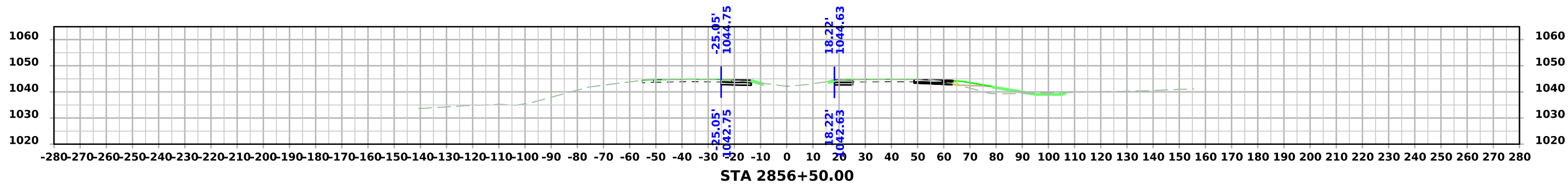
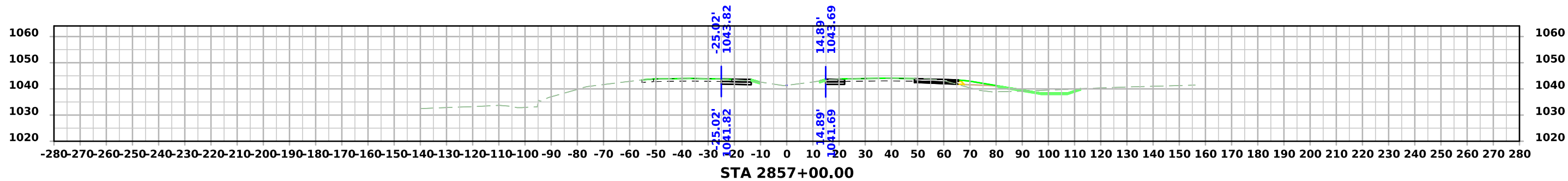


LEGEND	
DETOUR ROUTE FOR DURHAM AVENUE	
DETOUR ROUTE FOR 3RD AVE. SW	
Closed	

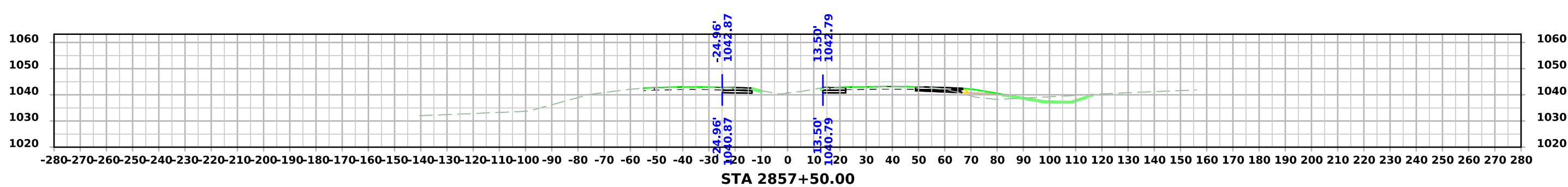
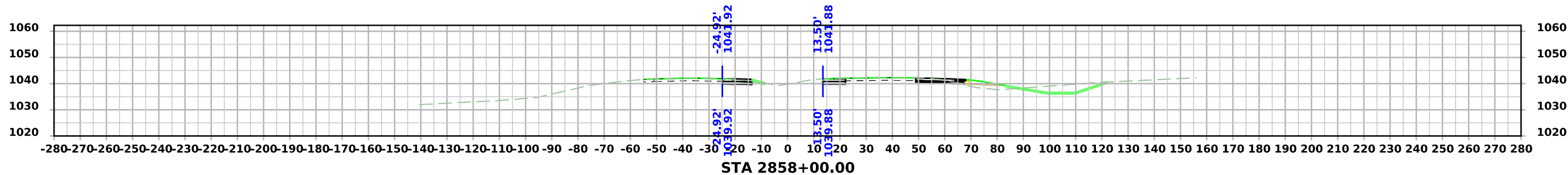
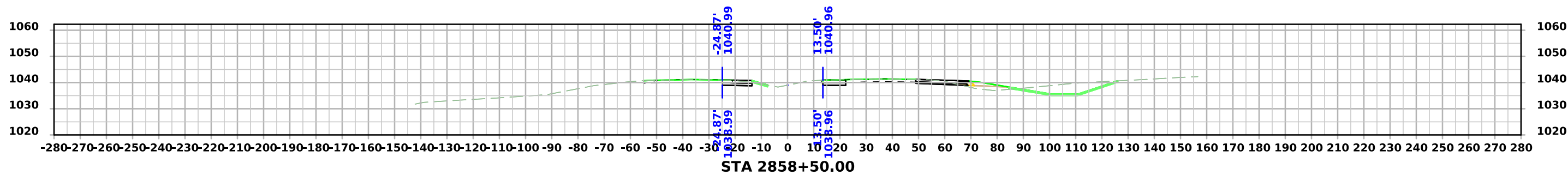
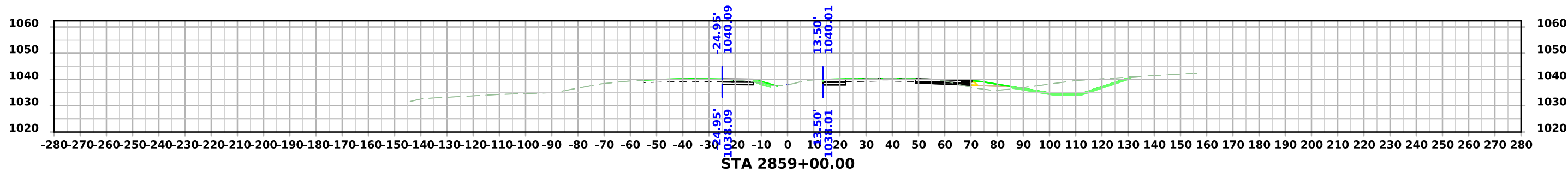
ML - U.S. 30



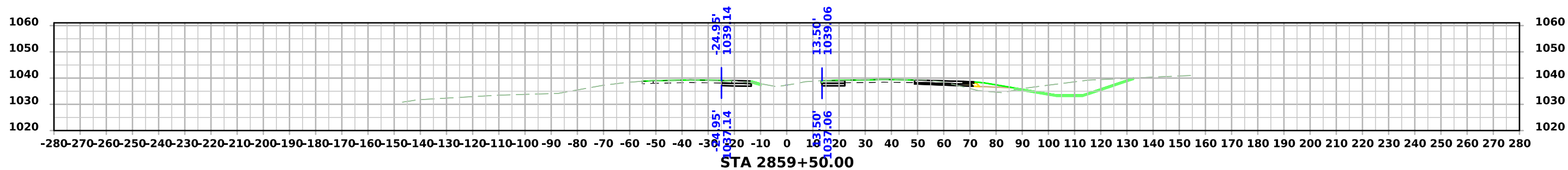
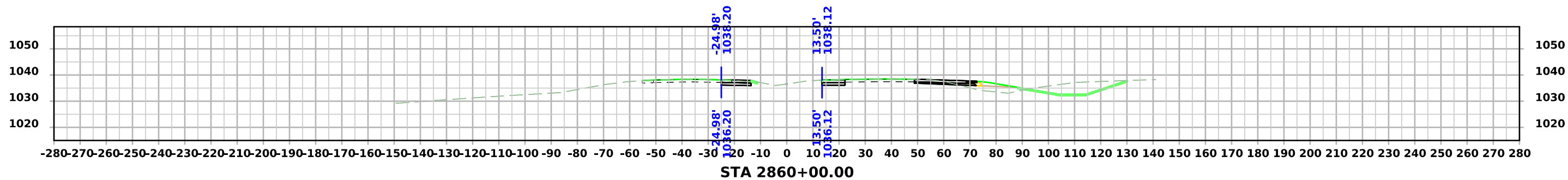
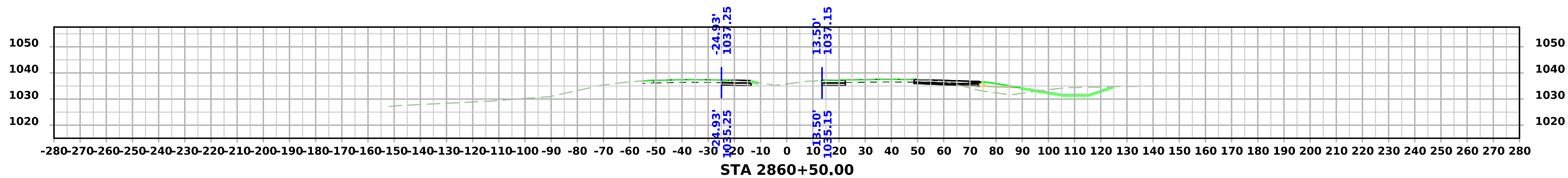
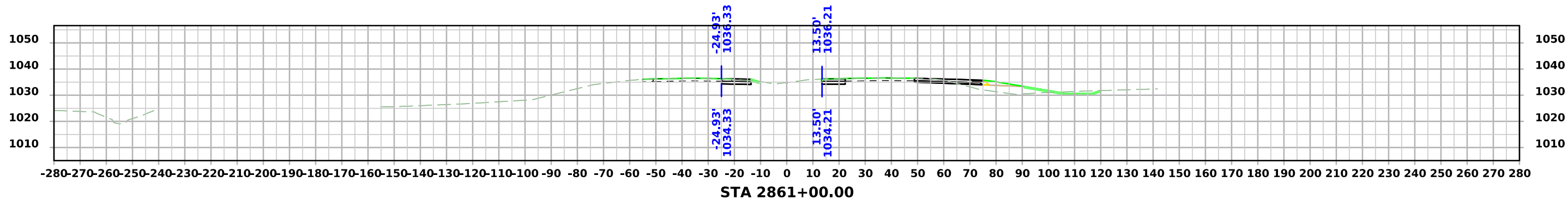
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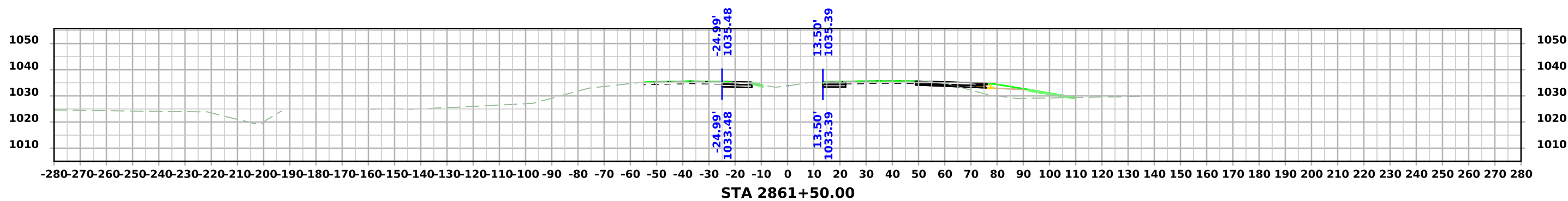
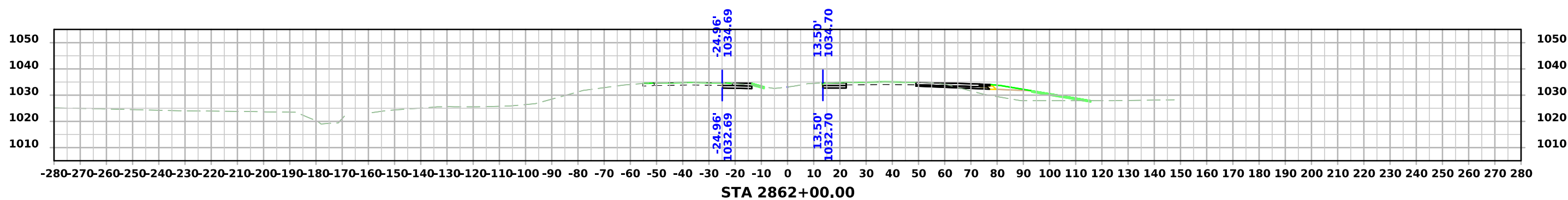
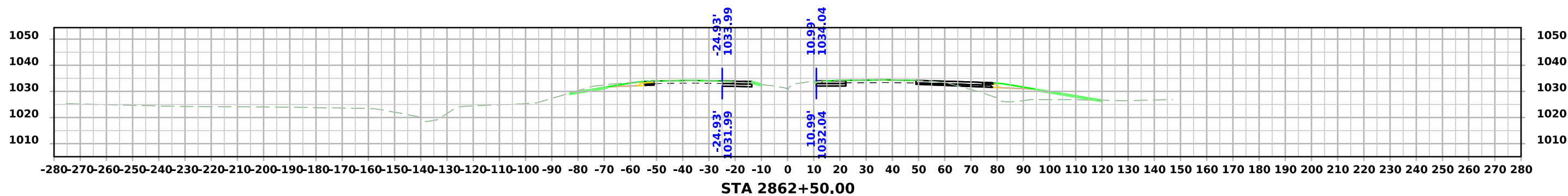
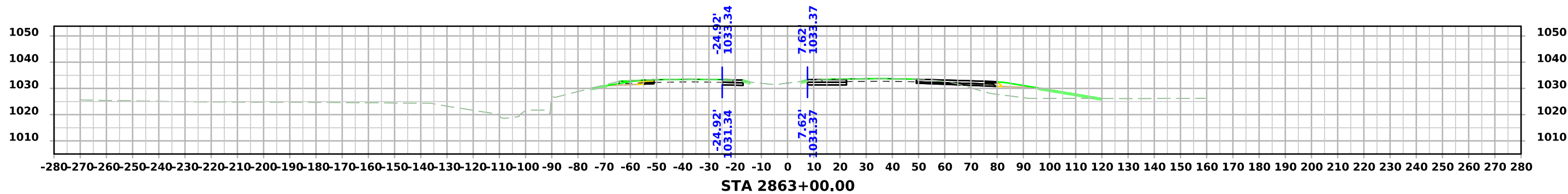
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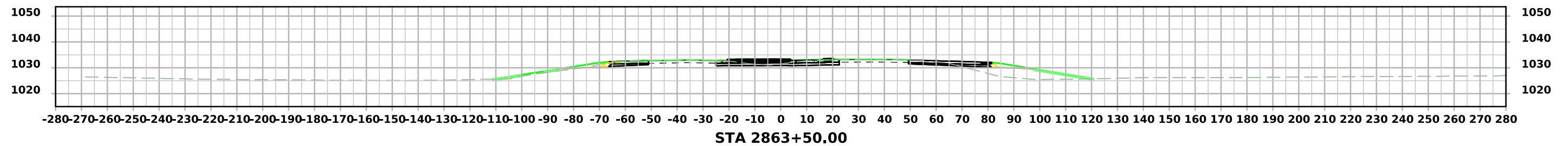
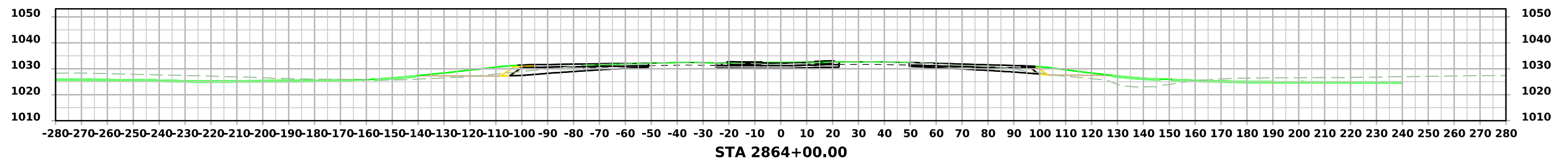
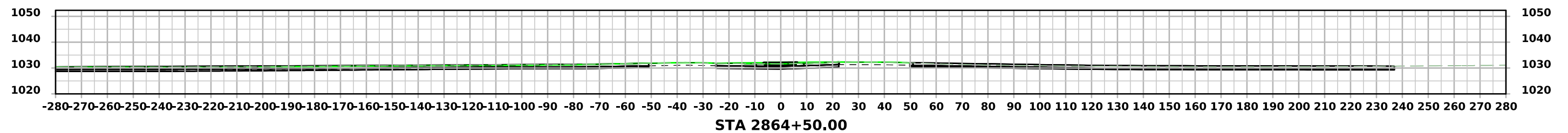
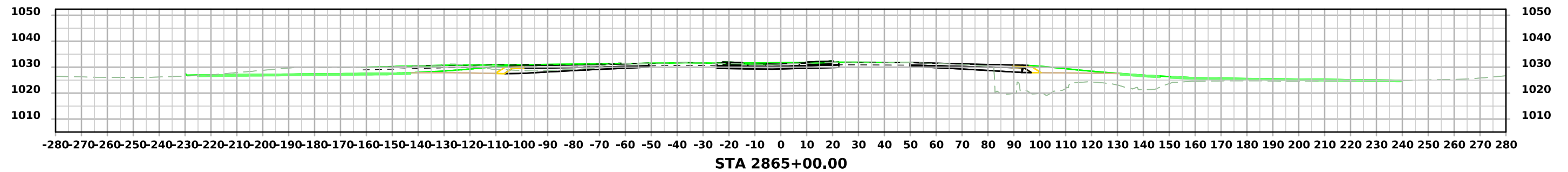
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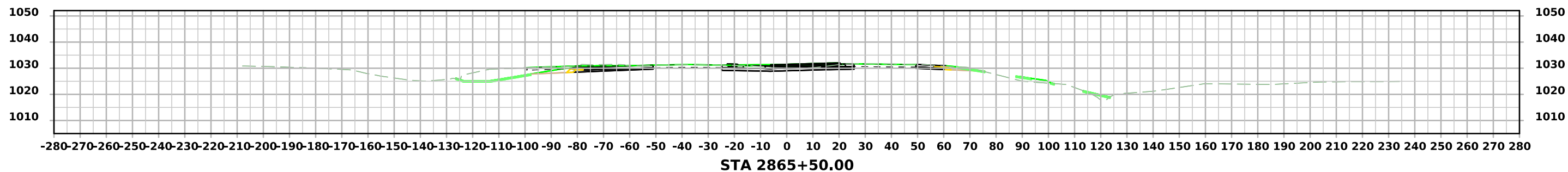
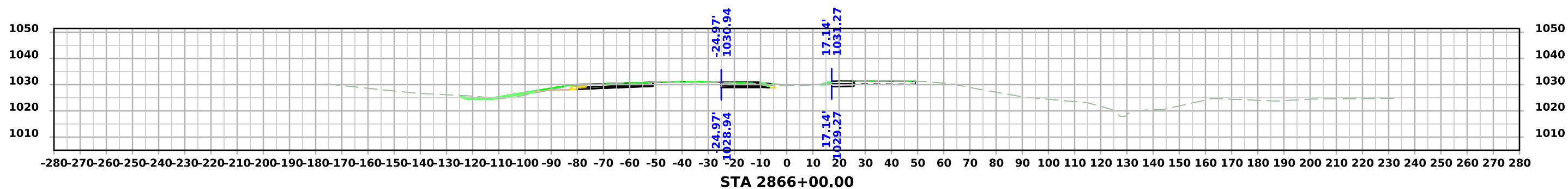
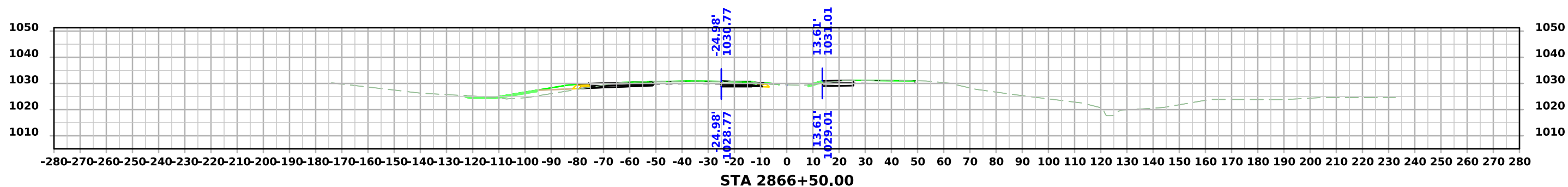
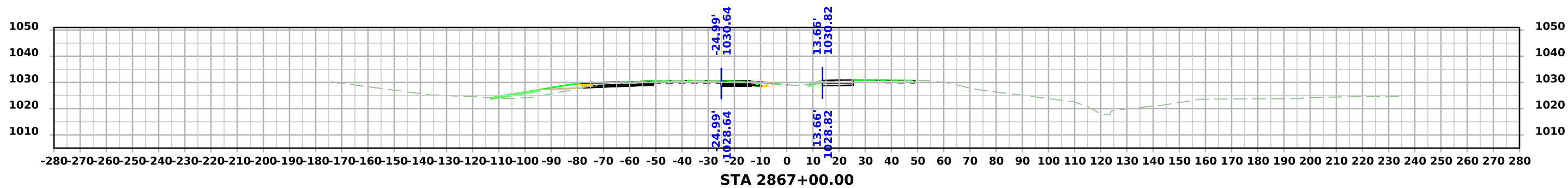
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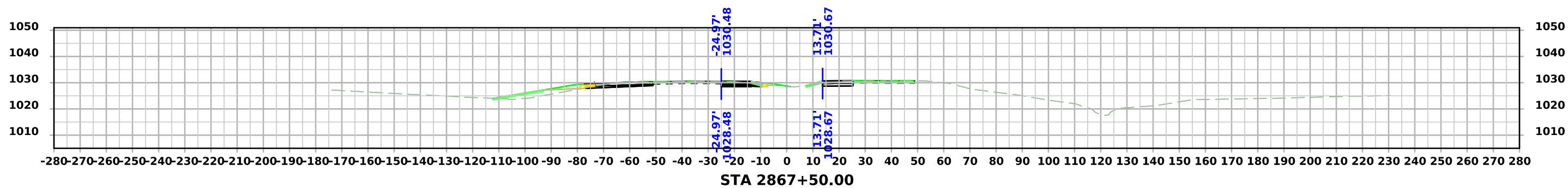
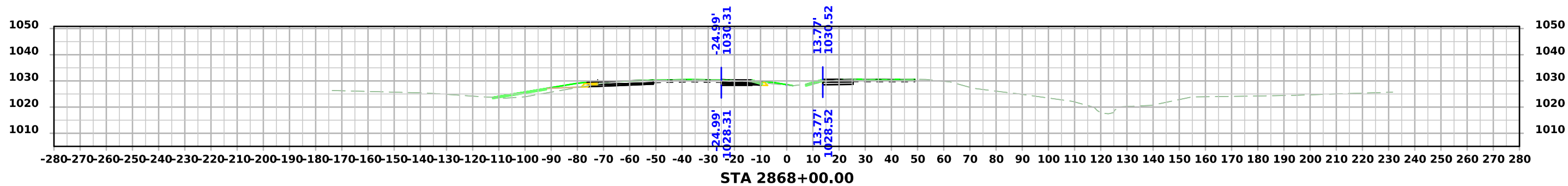
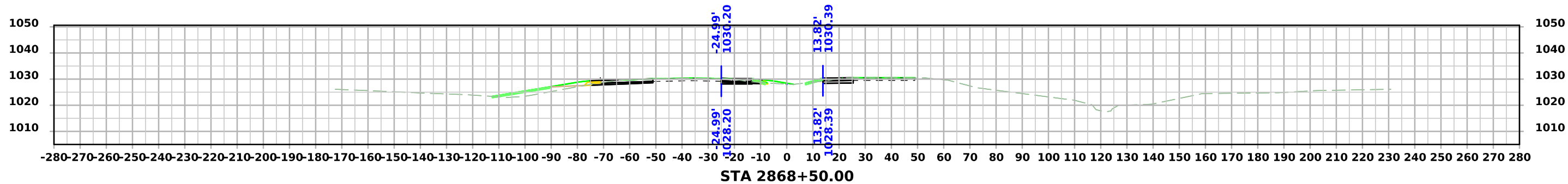
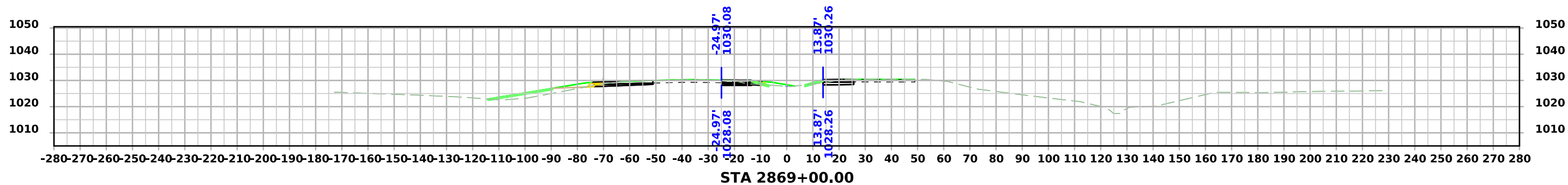
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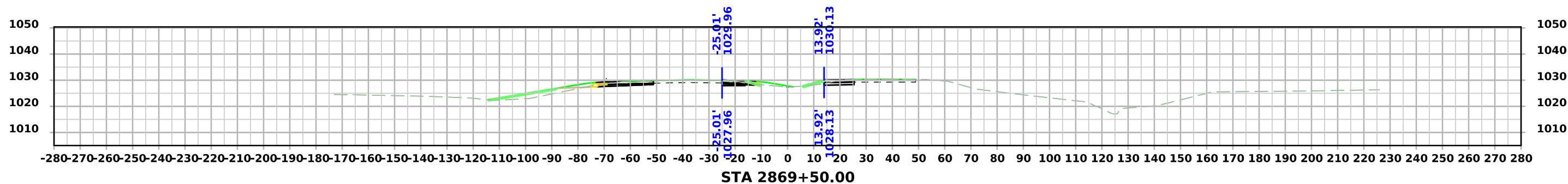
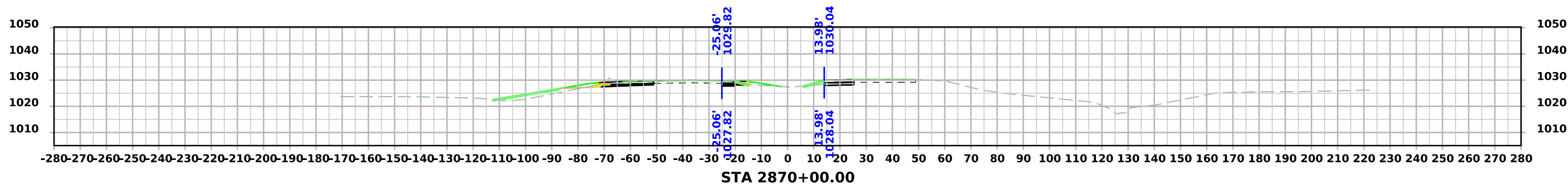
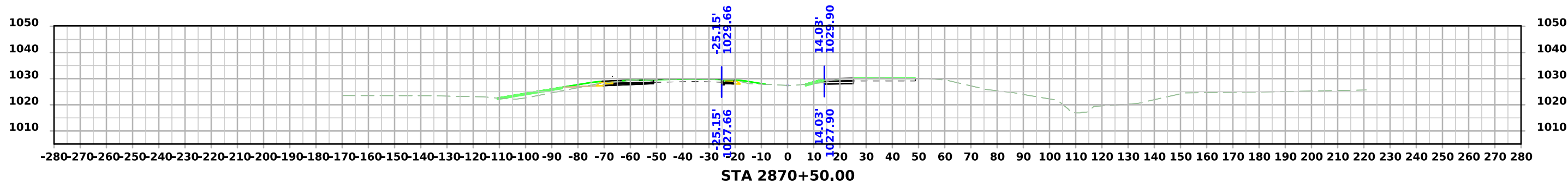
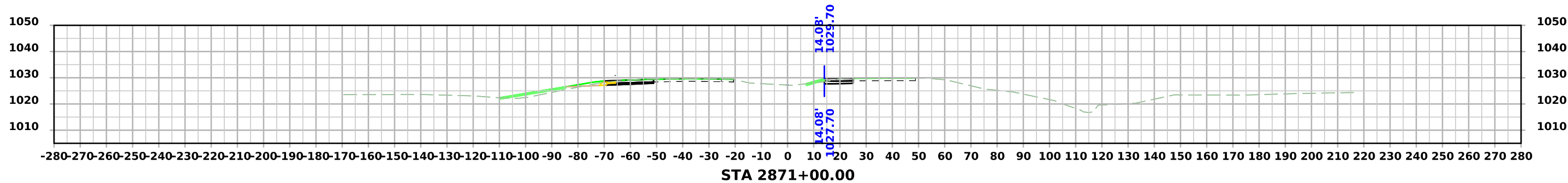
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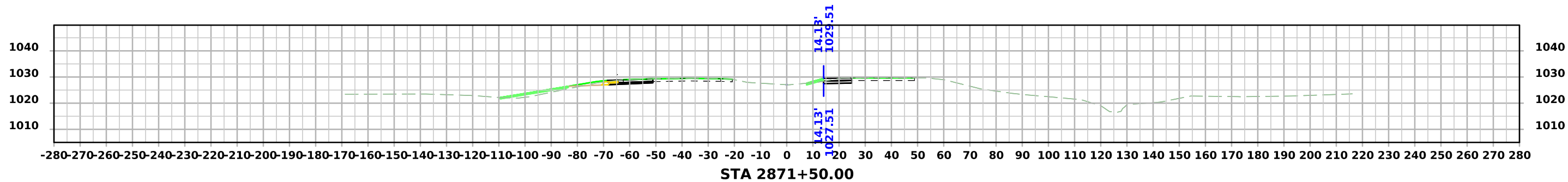
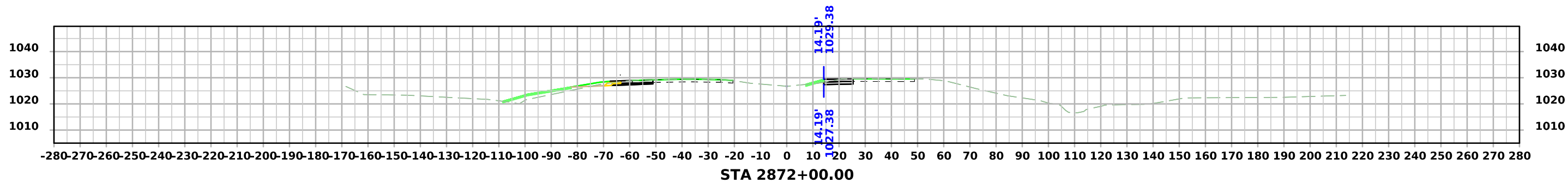
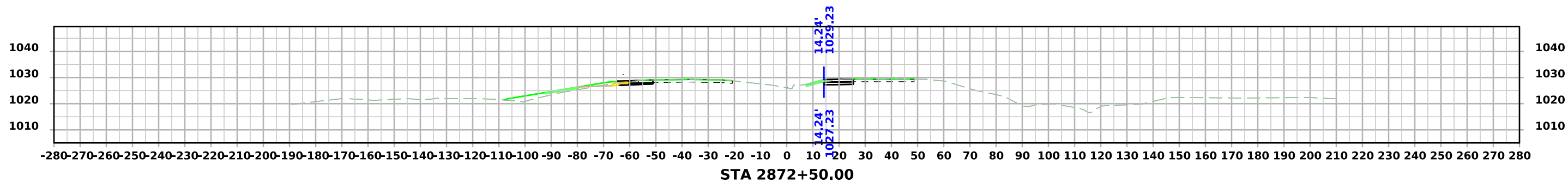
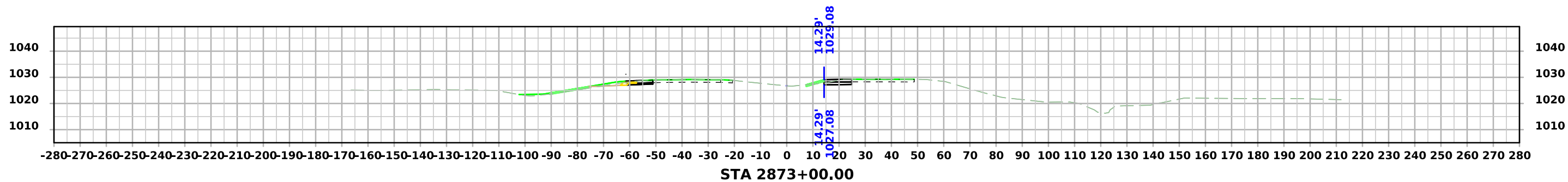
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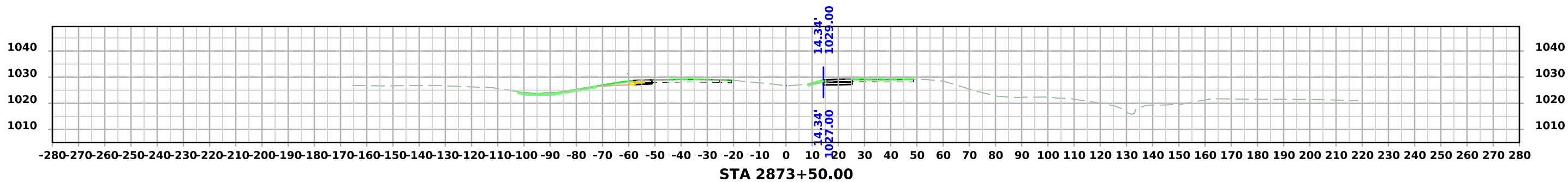
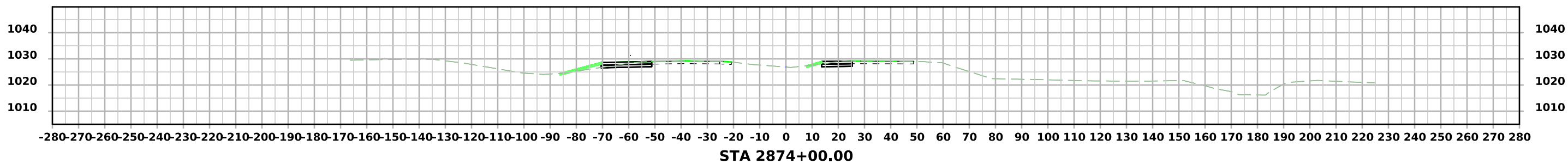
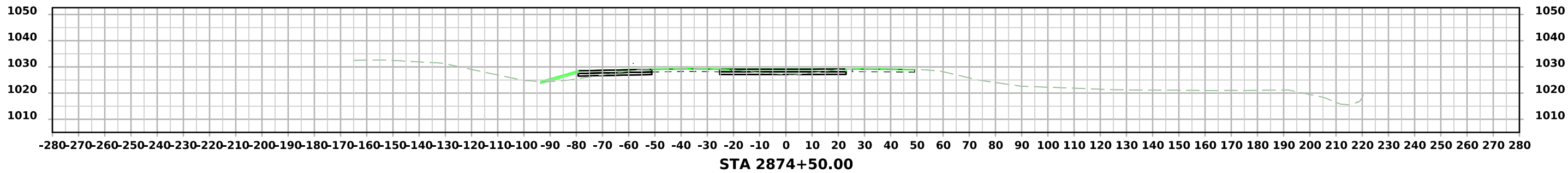
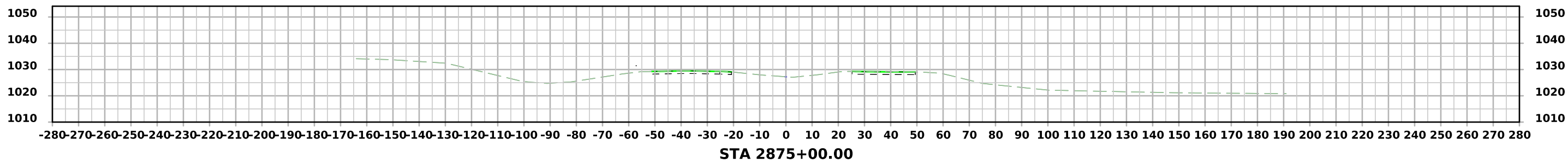
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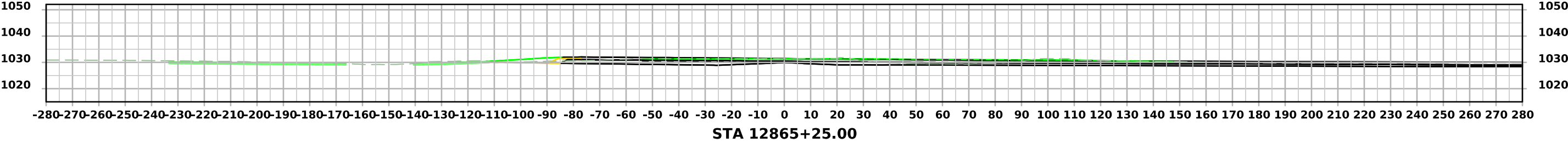
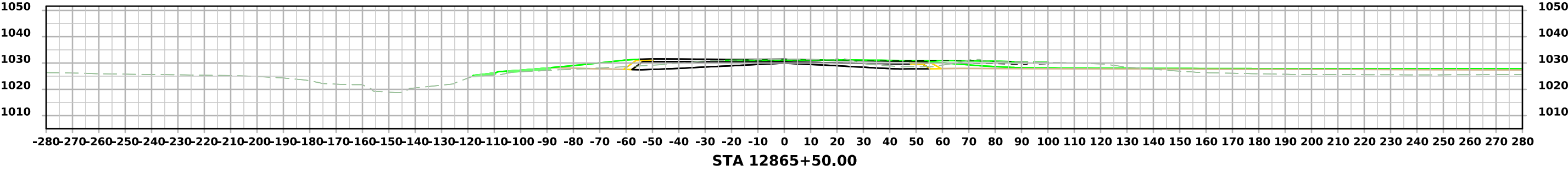
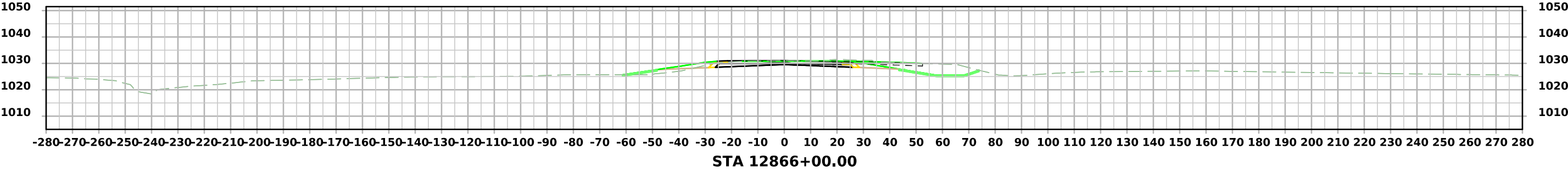
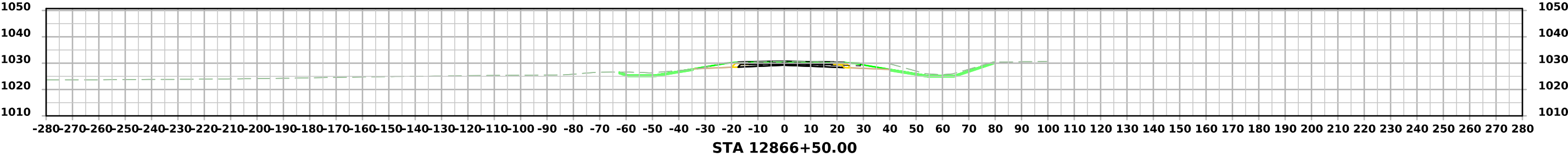
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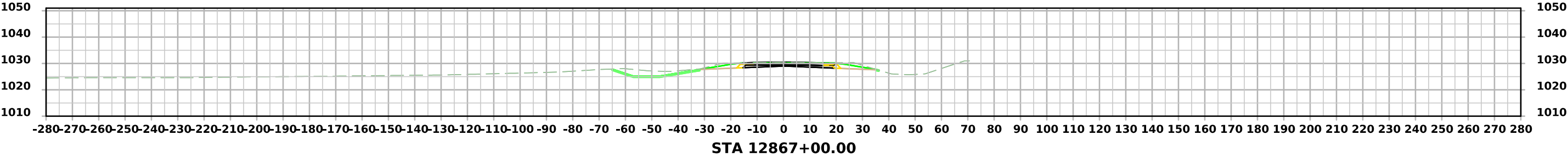
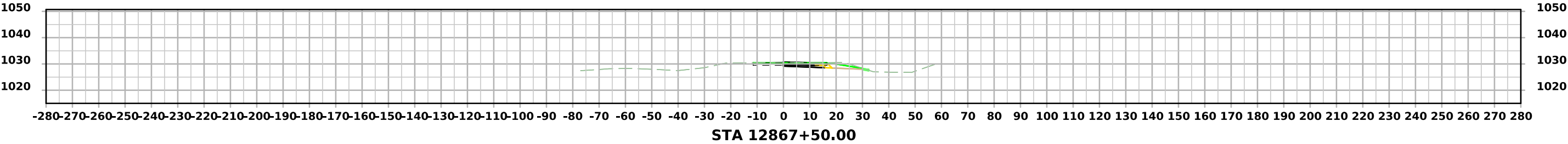
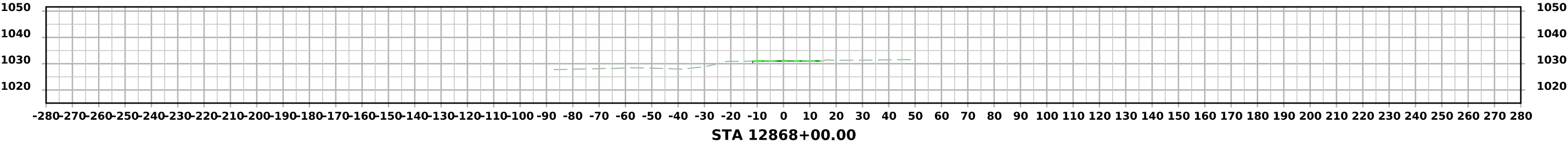
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SR-3rd Ave.



SR-3rd Ave



SR-Durham Ave

