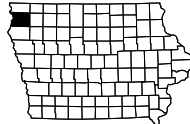


SIoux COUNTY

Grade and Pave
HSIPX-075-3(069)--3L-84

LETTING DATE
Dec 21, 2027



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 9	Concept
A.10 - 12	Design Criteria
A.13	Field Exam Questions
B Sheets	Typical Cross Sections and Details
B.1 - 2	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
D.1	Plan & Profile Legend & Symbol Information Sheet
D.2	US 75
G Sheets	Survey Sheets
G.1	Reference Ties and Bench Marks
G.2	Control Point Vicinity Map
G.3	Horizontal Control Tab. & Super for all Alignments
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.2	Staging Notes Stage
J.3	Traffic Control & Staging Legend & Symbol Info. Sheet
J.4 - 5	Staging and Traffic Control Sheets
W Sheets	Mainline Cross Sections
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 27	Mainline Cross Sections



PLANS OF PROPOSED IMPROVEMENT ON THE
PRIMARY ROAD SYSTEM
SIoux COUNTY
Grade and Pave
IA 10 Intersection

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



REVISIONS

	TOTAL
	..
PROJECT IDENTIFICATION NUMBER	
26-84-075-010	
PROJECT NUMBER	
HSIPX-075-3(069)--3L-84	
R.O.W. PROJECT NUMBER	

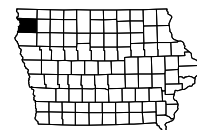
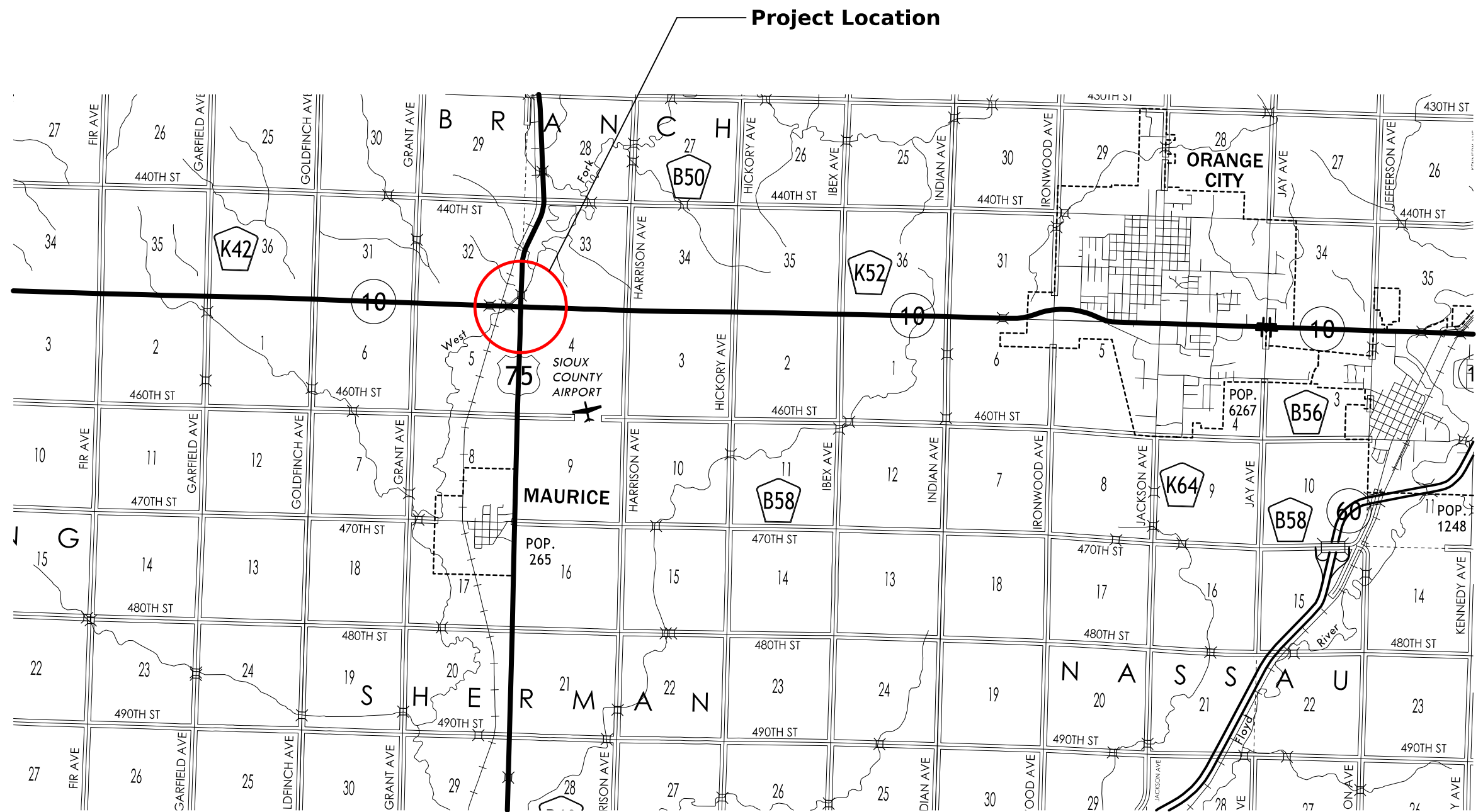
D3 - Date: 08/07/2026
D5 - Date: 10/16/2026
R1 - Date: 11/20/2026
P9 - Date: 01/20/2027
DM5 - Date: 08/31/2027
D8 - Date: 10/05/2027
Cut = 2500 CY
Fill = 1200 CY
Fill x 1.3 = 1560 CY

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

PRELIMINARY PLANS

Subject to change by final design.

D2 PLAN - Date: 07/09/2026



IOWA DEPARTMENT OF TRANSPORTATION

Sioux County
HSIPX-075-3(069)--3L-84
PIN: 26-84-075-010
Page 2

TO OFFICE: District 3
DATE: June 26, 2026
ATTENTION: Jessica Felix
PROJECT: Sioux County
HSIPX-075-3(069)--3L-84
PIN: 26-84-075-010
FROM: John Bartholomew
BUREAU: Design
SUBJECT: 2026- HSIP Project Concept - **FINAL**

The Draft Project Concept was sent out for review and comments with concerns to be resolved by Thursday June 25, 2026. Comments received during the review period have been considered and resolved.

DATE OF REVIEW: March 16, 2026.
PARTICIPANTS: Jessica Felix, Sjane Tymkowicz, Michael Thayer, Jason Klemme, Dylan Pryor from District 3; Jason Holst, John Bartholomew, Ryan Miller, Trevor Schoenrock, and Jackson Lewis from the Design Breau; Tami Quam from Project Management Bureau.

The alternative considered was:

- 1. Replace existing US-75 right turn lanes with offset right turn lanes.
This alternative is expected to cost **\$704,500.**

PROJECT DATA:
ROUTE: US 75 From: IA 10 Intersection
PLANNING CLASSIFICATION: Area Development
MAINTENANCE SERVICE LEVEL: B
TRAFFIC: 2024, 7600 ADT with 12% trucks
PRESENT PAVEMENT SURFACE: PCC
PRESENT PAVEMENT WIDTH: 32 ft.
PRESENT SHOULDER WIDTH: 4 ft. TYPE: Granular

MP to MP	Dir.	Type	Avg. Str. No.	80% Str. No.	Jt. Str. No.	PCI	IRI	K Value
132.31-133.21	1	PCC	5	4	-	57	103	114

PAVEMENT HISTORY:

ORIGINAL PAVEMENT: 32 ft. wide, 10 in. PCC
AGGREGATE SOURCE: Sioux Falls CLASS: Quartz
YEAR CONSTRUCTED: 1989

EXISTING CONDITIONS AND CAUSES OF DISTRESS:

The existing pavement is 10” PCC Pavement over an Unknown subbase, originally constructed in 1989. The coarse aggregate is Sioux Falls Quartz.

This intersection has an abnormally high number of vehicle collisions with a PCR value of 1.35 crashes per year. This project is being pursued to improve intersection safety.



Northbound US-75



Southbound US-75

SAFETY CONSIDERATION:

Crash History

During the five-year study period from January 1, 2021, through December 31, 2025, there were 21 crashes including 0 fatal crashes, 8 personal injury crashes, and 13 personal property crashes.

PCR Level All Crashes (KABCO): High
PCR Level Severe Crashes (KAB): Medium

PCR Value All Crashes (KABCO): 1.354582 crash/year for all crashes
PCR Value Severe Crashes (KAB): 0.121071 crash/year for severe crashes

FEASIBLE ALTERNATES:

ALTERNATIVE 1 Offset Right Turn Lanes

This project is on the US 75 intersection with Iowa 10, (MP 132.85). US 75 in the project area is a 24 ft. roadway (32 ft. pavement) with 4 ft. granular shoulder.

This intersection is located on US 75 at milepost 132.85. The intersection has been flagged as ‘high’ for all crashes, and medium for severe crashes. To improve safety conditions, offset right turn lanes will be constructed on both southbound and northbound lanes of US 75. The offset right turn lanes on US 75 will include a SB to WB right turn lane that is approximately 415 ft. long at a 13:1 taper ratio with a 20 ft. offset, and a NB to EB turn lane that will be 960 ft. long at a 30:1 taper ratio with a 20 ft. offset.

Traffic on US 75 will be maintained with staged construction. Construction of temporary pavement will be required to facilitate staging traffic.

Steel beam guard rail for bridges 8433.0S75, and 8419.5S010 will be updated to current standards.

Rumble strips will be milled outside shoulders.

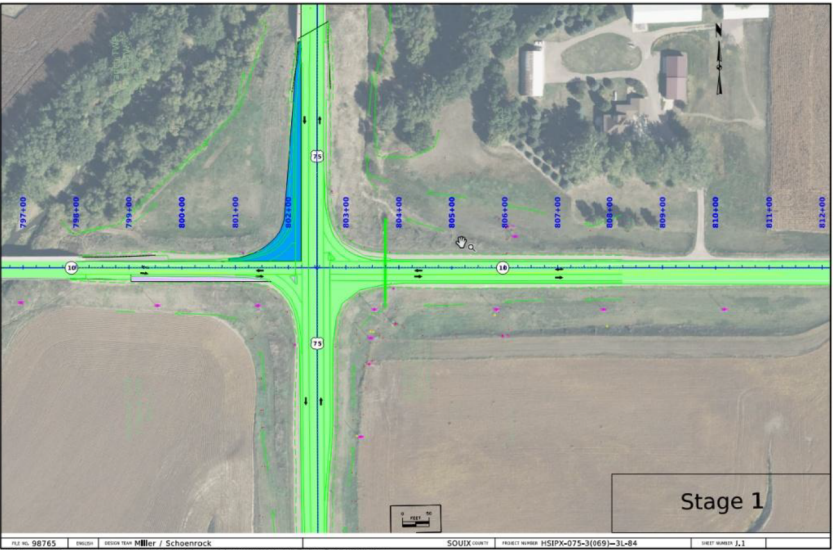
Right of way is not required.

ESTIMATED COST:

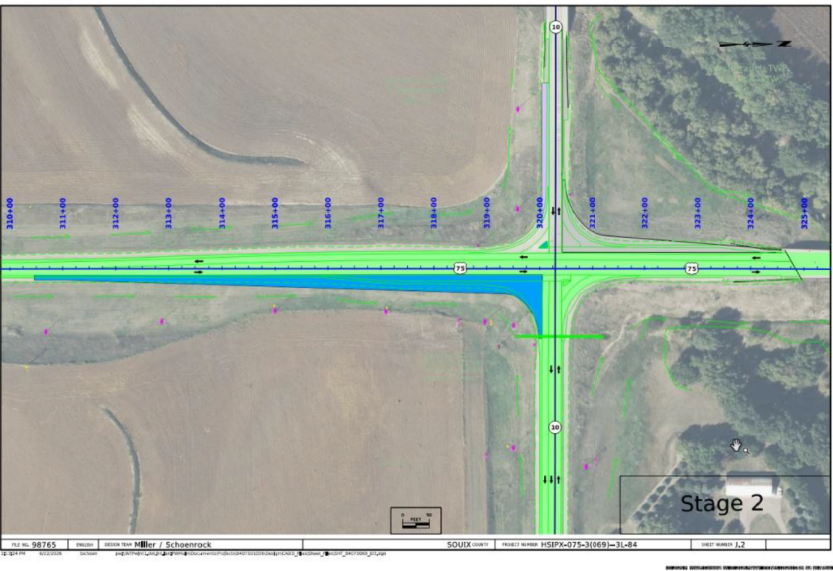
<u>Item</u>	<u>Estimated Cost</u>
PCC Pavement	242,100
Embankment In Place	48,500
Modified Subbase	74,200
Paved Shoulder	62,300
Raised Median Remove and Replace	8,700
Steel Beam Guard Rail Remove and Replace	30,600
Granular Shoulder	3,000
Removal of Pavement	6,600
Excavation, Class 13 Waste	12,900
Milled Rumble Strips	1,000
Pavement Markings	3,300
Traffic Control (5%)	35,200
Mobilization (5%)	35,200
M & C (30%)	140,900
Total Alternative No. 1	704,500

STAGING ANALYSIS:

Stage 1: Temporary pavement will be constructed adjacent to eastbound IA 10, and the southern raised median will be removed to facilitate eastbound traffic (temporary stop sign will be needed). Westbound IA 10 traffic will be shifted to the eastbound lane and eastbound traffic will be shifted onto the temporary pavement. South bound US 75 to westbound IA 10 turning movement will be prohibited during this stage. Construction of the southbound US 75 to westbound IA 10 offset right-turn lane will be completed.



Stage 2: Eastbound and westbound IA 10 traffic will be shifted back onto mainline IA 10. The northbound US 75 to eastbound IA 10 turning lane will be closed. Temporary pavement will be removed. Construction of the US 75 to eastbound IA 10 offset right-turn lane will be completed. Southern raised median will be replaced.



Stage 3: Open to traffic.

RECOMMENDATIONS:

The recommended method of rehabilitation for this project is to replace the existing southbound right turn lane with an offset right turn lane. The estimated cost of this project is **\$704,500**. which includes guardrail updates.

Right of way is not required.

The Office of Location and Environment has reviewed this project to determine potential impacts to wetlands or other protected waters. Based on the information provided to date, they have determined that a Section 404 Permit is NOT required for this project. If the project concept changes, additional ROW becomes necessary, or extra work is identified during construction, further review by the Office of Location and Environment may be necessary.

Traffic volumes during construction are not expected to be high enough to require special construction scheduling.

An Environmental Research Study Area (ERSA) has been developed for this project and can be viewed in the concept attachments.

FUNDS PROGRAMMED:

This proposed SR project is not yet in the 2027-2031 program. It has been identified by the District 3 office for construction in FY 2028. A schedule of events for plan development will be determined following approval of the Project Concept.

JEB: jdl
cc:

K. D. Nicholson	Y. Jia	M. Dell
C. Carter	M. Nop	M. A. Swenson
D. E. Sprengeler	C. C. Poole	A. Poole
K. Brink	D. L. Newell	D. Breitbach
J. W. Laaser-Webb	W. A. Sorenson	E. C. Wright
M. E. Ross	J. Harris	M. Van Dyke
B. Hofer	G. Karssen	D. Johnson
C. Pelton	T. Gustafson	D. Stokes
J. Holst	R. Harris	B. Dolan
T. Lovan	M. Solberg	B. Smith
B. Hobson	L. Armstrong	A. Knight
A. Yates	S. Tymkowicz	M. Buttz
J. Becker	D. Pryor	M. Thayer
S. Tracy	B. Strueker	J. Pottorff
B. Waltersdorf	C. Schwienebart	A. Wiertzema
J. Klemme	R. Miller	T. Schoenrock

Utilities

CenturyLink
Sadie Hull
Sadie.hull@lumen.com
918.547.0147

Iowa Communications Network
Dave Augspurger
Icnoutsideplantiowaonecall@iowa.gov
515.725.4604

Verizon
Investigations
investigations@verizon.com
469.886.4090

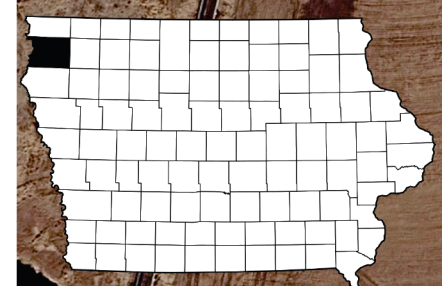
Premier Communications
Jake Van Roekel
Jakevr@mypremieronline.com
712.722.3451

Southern Sioux County Water
Russ Coons
Sscrws@premieronline.net
712.278.2212

Iowa DOT
Lance Schlumbohm
Lance.schlumbohm@dot.iowa.gov
7122610053

Souix County

HSIPX-075-(069)--3L-84
26-84-075-010
US-75 - IA-10 intersection



Google Earth

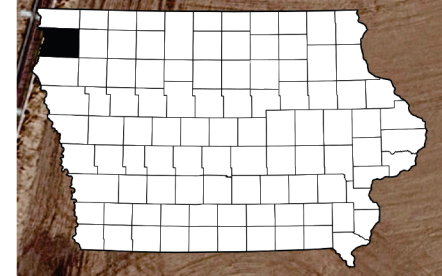
Image © 2026 Airbus



900 ft

Souix County

HSIPX-075-3(069)--3L-84
26-84-075-010
IA 10 Intersection



Google Earth

Image © 2026 Airbus



800 ft

FILE NO.	ENGLISH	DESIGN TEAM	COUNTY	PROJECT NUMBER	SHEET NUMBER
10:42:39 AM 7/6/2026	tschoen	pw:\NTPwint1.dot.int\lan:PWMain\Documents\Projects\8407501026\Design\CADD_Files\Sheet_Files\SHT_84075069_A01.dgn			A.08

Souix County ERSA Map

HSIPX-075-3(069)--3L-84
26-84-075-010
US 75 IA 10 Intersection

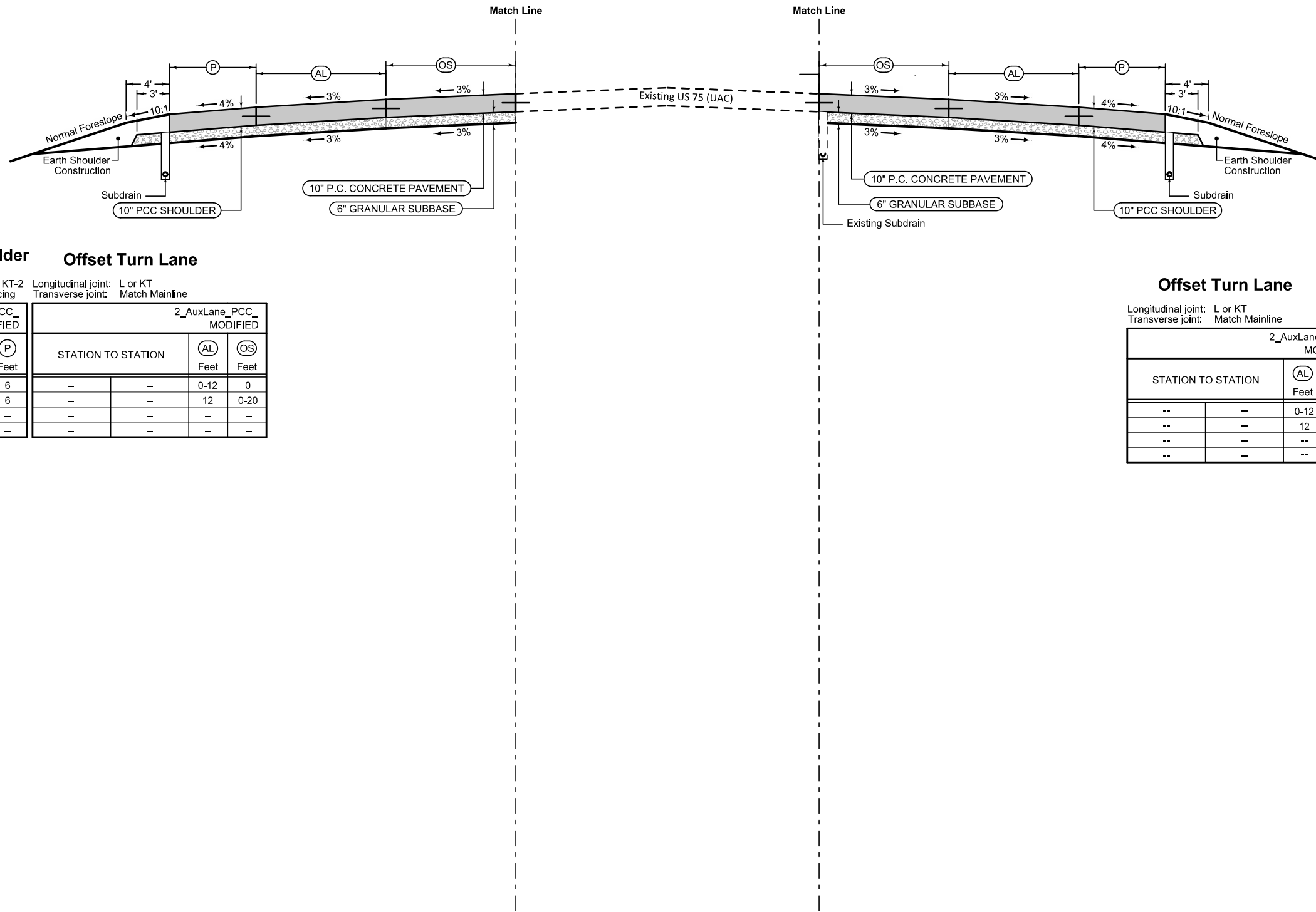


Roadway	US 75/ IA 10			
PIN Number	26-84-075-010	Submittal Date		
Project Number	HSIPX-075-3(069)--3L-84		Approval Date	
District	District 3	Assistant District Engineer		
County	SIOUX	or		
Route	US 75	Office Director		
Location	IA 10 Intersection			
Work Type	Grade and Pave			
Segment Manager	Ryan Miller			
Designer	Trevor Schoenrock			
Design Manual Section 1C-1 Last Updated: 04-29-19				
Rural Two-Lane Highways (Rural Arterials)				
Design Element		Preferred	Acceptable	Project Values
Design speed (mph)		60	50	60
Maximum superelevation rate (Refer to Section 2A-2)		6%	8%	N/A
Design lane width (ft)		12	12	N/A
Full depth paved width (ft)		12	12	N/A
Right turn lane (ft)		12	10	12
Climbing Lane (ft)		12	12	N/A
Left turn lane (ft)		12	10	N/A
Pavement cross-slope (on tangent sections)	Through lanes	2%	1.5% minimum, 2% maximum	N/A
	Auxiliary and turn lanes	3%	3% maximum	3%
	Crown break at centerline	4%	4% maximum	N/A
Shoulder cross-slope (on tangent sections)		4%	Shoulder cross-slope cannot be less than the adjacent lane, 6% max for paved or granular shoulders, 8% max for earth shoulders	4%
Curb type (Refer to Section 3C-2)	Design speed = 50 or 55 mph	6-inch sloped	6-inch standard	N/A
	Design speed ≥ 60 mph	4-inch sloped	6-inch sloped	N/A
Foreslope (For fill areas greater than 40 ft, contact the Soils Design Section for assistance)	Adjacent to shoulder	10:1 for 4' then 6:1	3:1	10:1 for 4' then 4:1
	Beyond standard ditch depth and design clear zone	3.5:1	3:1	3:1
	Curbed roadways	2%	not steeper than 3:1	N/A
Backslope (For cut areas greater than 25 feet, contact the Soils Design Section for assistance with backslope benches.)		3:1	2.5:1	3:1
Transverse Slopes	w/ drainage structures	8:1	6:1	
	w/o drainage structures	10:1	6:1	
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	--	5 x 10
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	design lane widths + effective shoulder widths	N/A
	Bridge length > 200 ft	design lane widths + effective shoulder widths	design lane width + 4' right and left of the design lane widths	N/A
Bridge width—existing*		design lane widths + no less than 2 ft left and right	design lane widths + 2 ft. offset left and right	N/A
Vertical clearance (ft) (above lanes, shoulders and 25 feet left and right of the center of railroad tracks)	Over primary	16.5	16	N/A
	Over non-primary	16.5 at interchange locations, 15 at all other locations	14	N/A
	Over railroad	23.3	23.3	N/A
	Sign trusses and pedestrian bridges	17.5	17	N/A
Structural Capacity		Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	--
Level of Service		B	B	--
*FHWA notification via email is required if acceptable critera is not met on the NHS system (No formal design exeption is required)				

Roadway Design Speed (mph) =				60																			
Design Manual Section 1C-1 Last Updated: 04-29-19														Design Criteria for High Speed Roadways									
Design Element				Preferred Criteria						Acceptable Criteria						Project Values							
				Design Speed, mph						Design Speed, mph													
				50	55	60	65	70	75	50	55	60	65	70	75								
Stopping sight distance (ft) (Refer to Section 6D-1)				425	495	570	645	730	820	425	495	570	645	730	820	N/A							
Minimum horizontal curve radius (ft) (Refer to Sections 2A-2 and 2A-3)	Method 5 superelevation and side friction distribution	e _{max} = 6%	833	1060	1330	1660	2040	2500	833	1060	1330	1660	2040	2500	N/A								
		e _{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	N/A								
Minimum vertical curve length (ft) (Refer to Section 2B-1)				150	165	180	195	210	225	150	165	180	195	210	225	N/A							
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	crest vertical curves		84	114	151	193	247	312	84	114	151	193	247	312	N/A								
	sag vertical curves	roadways without fixed source lighting	96	115	136	157	181	206	96	115	136	157	181	206	N/A								
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	N/A								
Minimum gradient (%) (Refer to Section 2B-1)				0.5						0.3% with a curb, 0.0% without a curb						N/A							
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		4	3					7	6	6	—	—	—	N/A								
	Rural roadways								5	5	4	4	4	4	N/A								
	Interstates								5	5	4	4	4	4	N/A								
Clear zone				See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						30							

Field Exam Questions

Confirm guardrail updates to US 75 and IA 10 bridges?
Potential conflict with SB Turn Lane.



Full Depth PCC Shoulder Offset Turn Lane

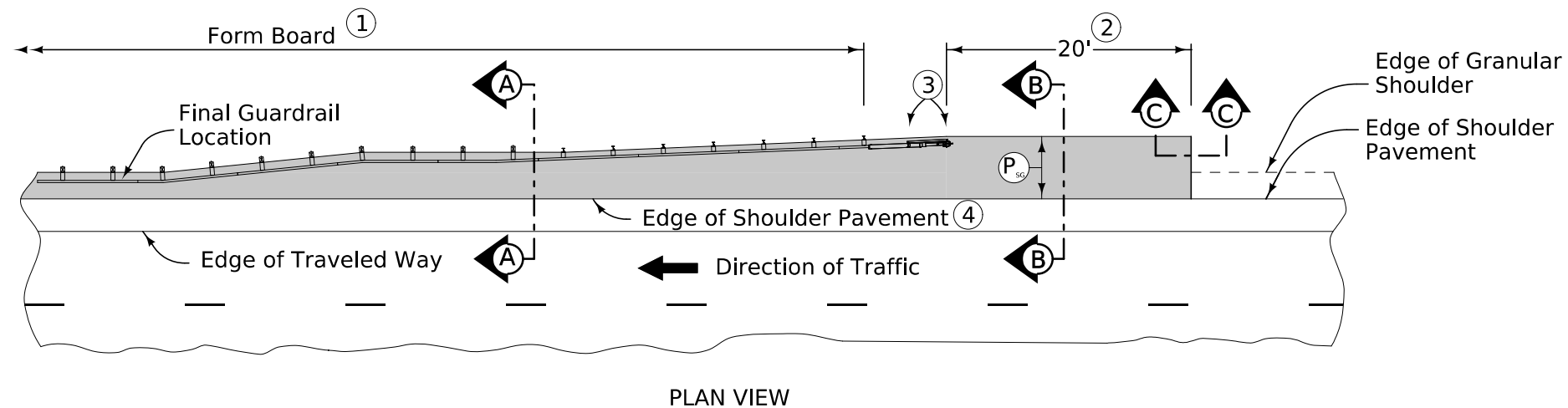
Shoulder Jointing: Longitudinal joint: BT-2, L-2 or KT-2 Transverse joints: C at 17' spacing		Shoulder Jointing: Longitudinal joint: L or KT Transverse joint: Match Mainline	
2_P_FullPCC_MODIFIED		2_AuxLane_PCC_MODIFIED	
(P) Feet	STATION TO STATION	(AL) Feet	(OS) Feet
6	--	0-12	0
6	--	12	0-20
--	--	--	--
--	--	--	--

Offset Turn Lane Full Depth PCC Shoulder

Longitudinal joint: L or KT Transverse joint: Match Mainline		Shoulder Jointing: Longitudinal joint: BT-2, L-2 or KT-2 Transverse joints: C & Match ML Spacing	
2_AuxLane_PCC_MODIFIED		2_P_FullPCC_MODIFIED	
STATION TO STATION	(AL) Feet	(OS) Feet	(P) Feet
--	--	0-12	0
--	--	12	0-20
--	--	--	--
--	--	--	--

US 75

DESIGNER INFORMATION



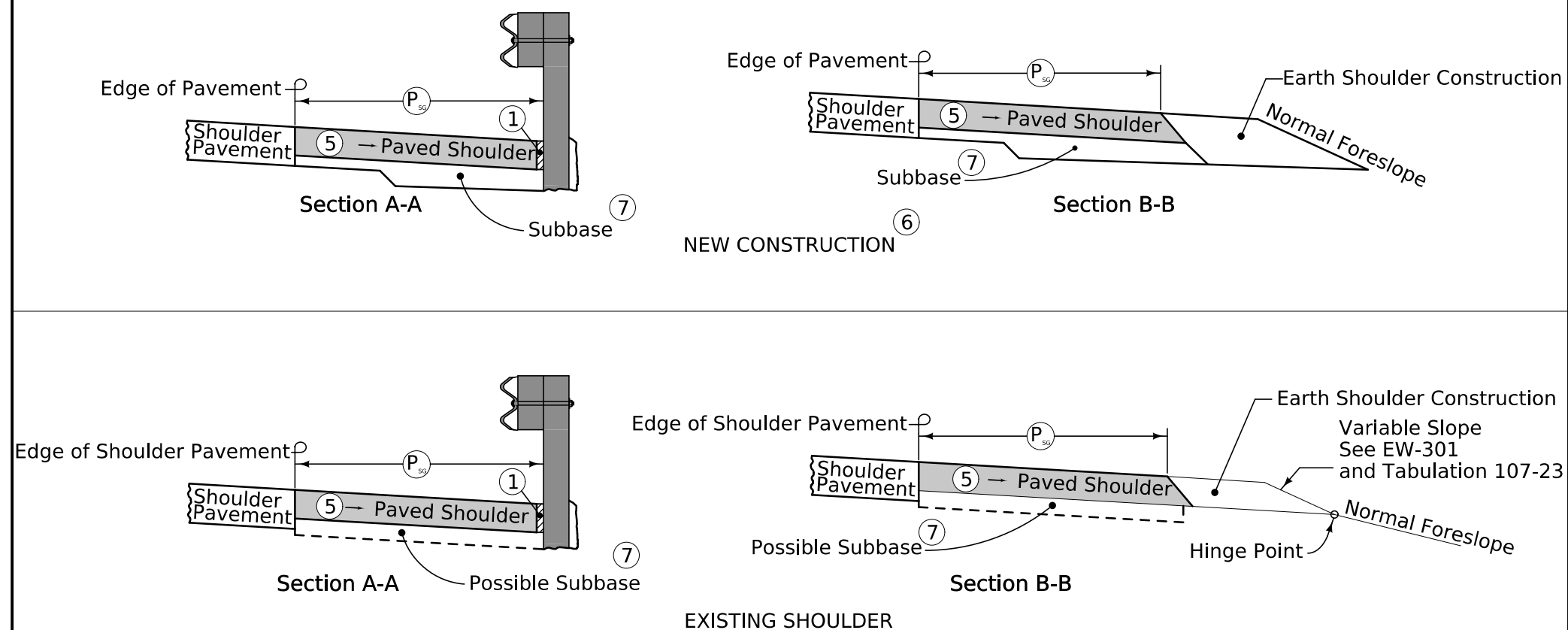
9" HMA Paved Shoulder at guardrail, 8" PCC may be substituted with the following jointing layout:

Match mainline pavement joint spacing. When mainline pavement is 8" or greater in thickness, place additional transverse 'C' joints in shoulder at mid-panel of the mainline pavement. Place longitudinal 'C' joint at P/2 from edge of mainline pavement when P is greater than 10' wide. Terminate longitudinal joint at transverse joint less than 10' in length.

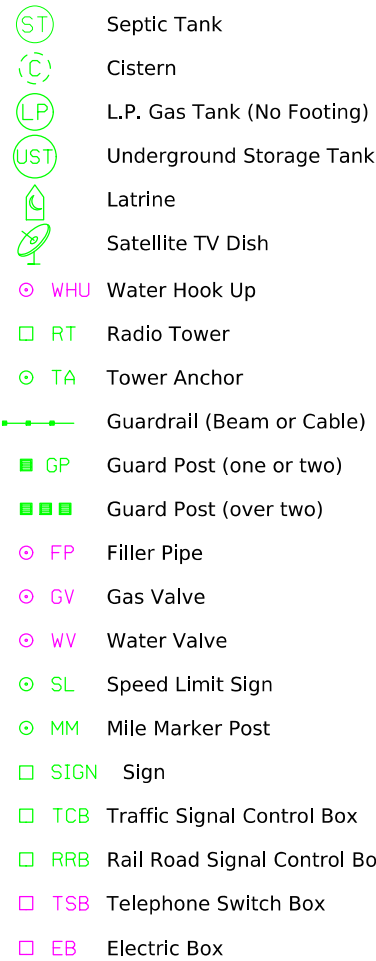
Compaction of HMA is required to face of guardrail post.
Hand compaction will be allowed under guardrail.
Removal and reinstallation of guardrail will be allowed
with no additional payment.

Refer to Tabulation 112-9 for shoulder quantities.

- ① PCC option only: When guardrail posts are installed prior to construction of PCC paved shoulder, fasten form board to the face of guardrail posts for the length shown.
- ② Continue paved shoulder 20 feet beyond the center of the first post.
- ③ Shoulder may be notched for first 2 posts or post sleeves may be installed through pavement. Do not drive posts through pavement.
- ④ 'BT' (per PV-101) joint for PCC shoulder.
'B' (per PV-101) joint for HMA shoulder.
- ⑤ Match shoulder slope.
- ⑥ The Contractor has the option to pave the paved shoulder at guardrail and the partial width paved shoulder as one operation.
- ⑦ Refer to other details in the plan.

PAVED SHOULDER AT GUARDRAIL
(ADJACENT TO PARTIAL WIDTH PAVED SHOULDER)

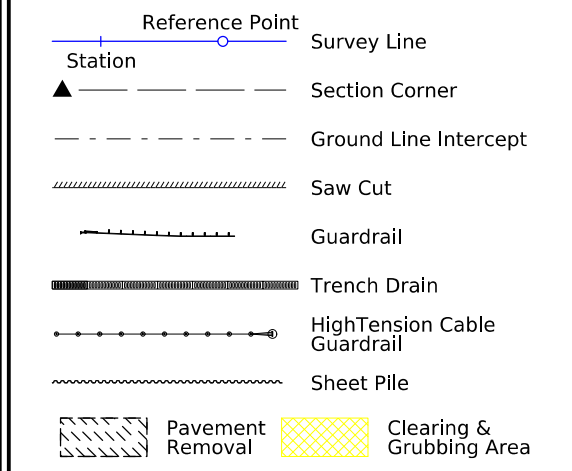
	Interstate Highway Symbol
	U.S. Highway Symbol
	Iowa Highway Symbol
	County Road Highway Symbol
	Evergreen Tree
	Deciduous Tree
	Fruit Tree
	Shrub (Bushes)
	Timber
	Hedge
	Stump
	Swamp
	Rock Outcrop
	Broken Concrete
	Revetment (Rip Rap)
	Cemetery
	Grave
	Cave
	Sink Hole
	Board Fence
	Chain Link or Security Fence
	Wire Fence
	Terrace
	Earth Dam or Dike (Existing)
	Tile Outlet
	Edge of Water
	Existing Drainage
	Right of Way Rail or Lot Corner
	Concrete Monument
	Well
	Windmill
	Beehive Intake
	Existing Intake
	Existing Utility Access (Manhole)
	Fire Hydrant
	Water Hydrant (Rural)



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

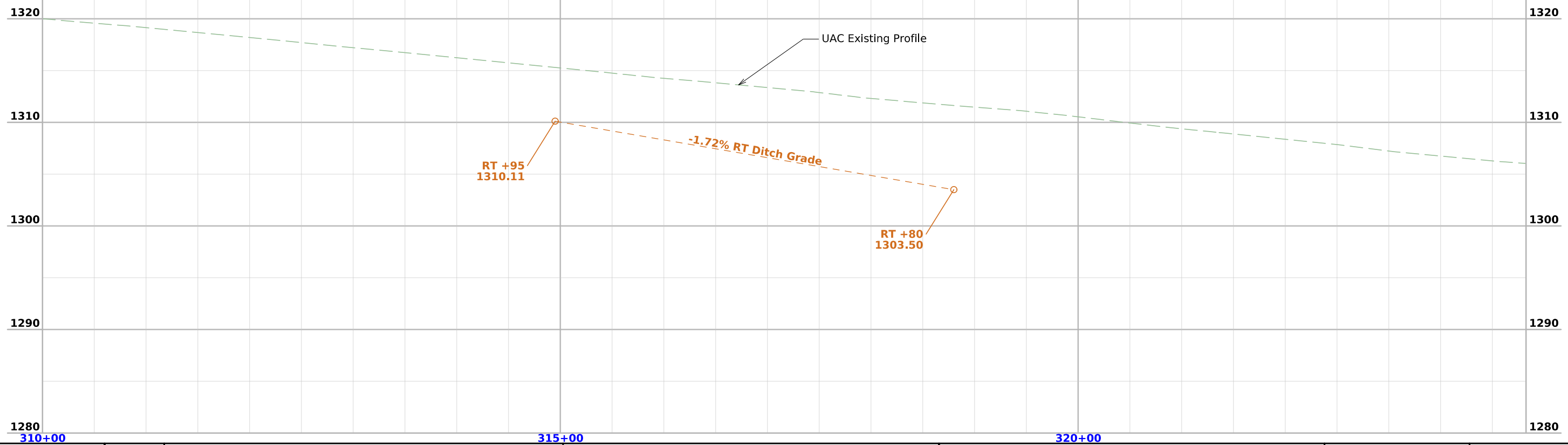
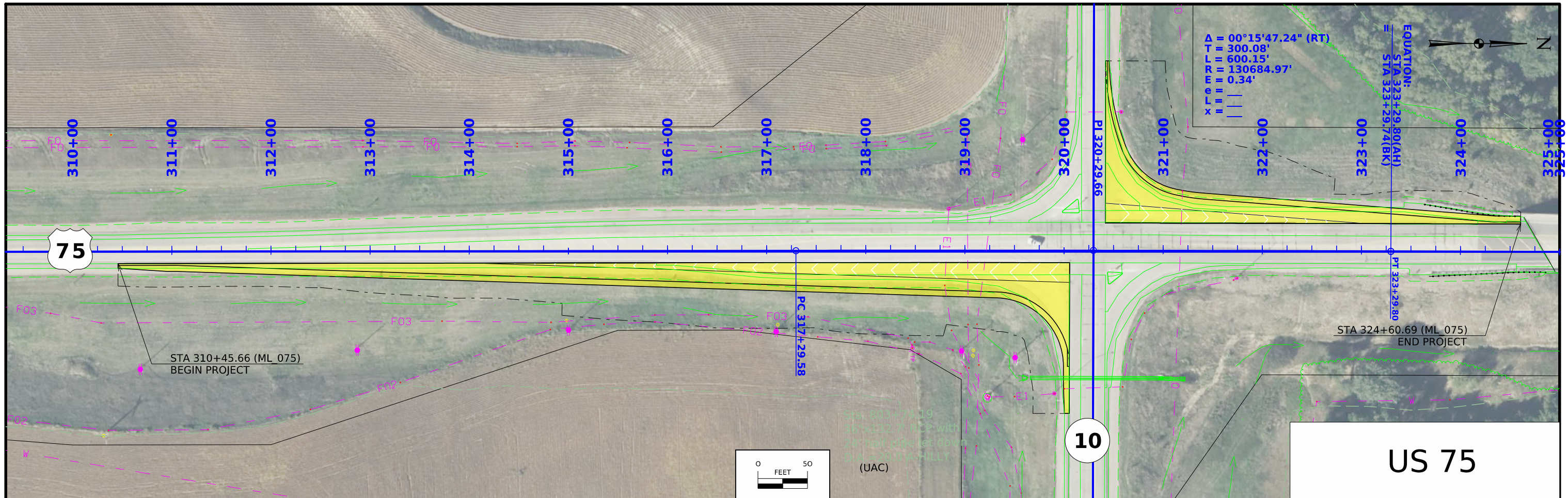
SHADING	Design Color No.	Transparency
Pink, Dark	(13)	Temporary Pavement Shading 50%
Yellow	(4)	Proposed Pavement Shading 50%
Orange	(6)	Proposed Granular Shading 50%
Orange	(70)	Proposed Shoulder Granular Shading 50%
Yellow	(68)	Proposed Shoulder Paved Full Depth Shading 50%
Yellow	(132)	Proposed Shoulder 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%

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



- Proposed Right-of-Way Symbol
- Proposed Right-of-Way Line
- Existing Right of Way
- Existing and Proposed Right-of-Way
- Easement and Existing Right-of-Way
- Easement (Temporary) Symbol
- Easement (Temporary) Line
- Easement
- Access Control
- Property Line Symbol
- Property Line

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



Survey Information

SURVEY INDEX

County: Sioux

PIN: 26-84-075-010

Project Number: HSIPX-075-3(069)--3L-84

Location: IA 10 Intersection

Type of Work: Grade and Pave

Project Directory: 8407501026

Survey Personnel

Dan Duncan – Survey Party Chief

Date(s) of Survey

Begin Date 03/03/2026
End Date 05/13/2026

General Information

This survey is for US Hwy 75 and IA 10 Jct. turn lanes. 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

Coordinates were determined for primary project control points by conducting concurrent six-hour static observations. Post processing is constrained to nearby Iowa Real Time Network reference stations. 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 _01
(U.S. SURVEY FOOT)
VERTICAL DATUM: NAVD88
GEOID MODEL: 2018u2

Alignment Information

The horizontal alignment for U.S. Hwy 75 and IA 10 were provided by the District 3 Land Surveyor.

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 01 (U.S. Survey Foot)

VERT. DATUM: NAVD88 - Geoid Model: 2018u2

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 01 (U.S. Survey Foot)
VERT. DATUM: NAVD88
Geoid Model: 2018u2

Point Name	Northing	Easting	Elevation	Code - Description
840751323	9526438.37	11252263.79	1333.66	CP FOUND 4X4 CONC MONUMENT
840751333	9529968.95	11252360.82	1292.56	CP FOUND 4X4 CONC MONUMENT
840100200	9527463.74	11253995.82	1357.43	CP FOUND IA DOT ROW RAIL SET DIMPLE IN BALL
84G130	9527547.66	11242234.58	1360.19	CP FOUND COUNTY MONUMENT AS DESCRIBED
84G129	9527401.22	11257786.70	1373.78	CP FOUND COUNTY MONUMENT AS DESCRIBED

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Through traffic on US 75 and IA 10 shall be maintained at all times.

STAGING NOTES				108-26A 08-01-08	
Stage 1: Traffic: US 75 traffic will remain on existing through lanes. Shift WB IA 10 traffic to inside lane of EB IA 10. Construction: Construct detour pavement, remove EB raised median. Construct US 75 SB offset right turn lane. Stage 2: Traffic: US 75 traffic will remain on existing through lanes. Shift IA 10 traffic back to through lanes. Construction: Construct NB offset right turn lane. Remove temporary pavement. Replace EB IA 10 raised median.					
FILE NO.		DESIGN TEAM	Miller\Schoenrock	SIoux COUNTY	PROJECT NUMBER
				SHEET NUMBER	J.2

CROSS SECTION VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS		
SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Med	(237)	Future Proposed Pavement Shading

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Pavement Removal		Proposed Granular Shoulder
	Proposed Granular Subbase		Temporary Shoulder
	Proposed Special Backfill		Existing Shoulder Strengthening
	Temporary Barrier Rail		Permanent Barrier Rail
			Channelizing Device

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
LINEWORK	Design Color No.		
Green	(2)	Existing Topographic Features and Labels	
Magenta	(5)	Pavement Marking Call Outs	
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation	
Yellow	(4)	Pavement Markings, Yellow	
Off White	(254)	Pavement Markings, White	
Violet	(15)	Temporary barrier rail, Unpinned	
Flush Orange	(228)	Temporary barrier rail, Pinned	

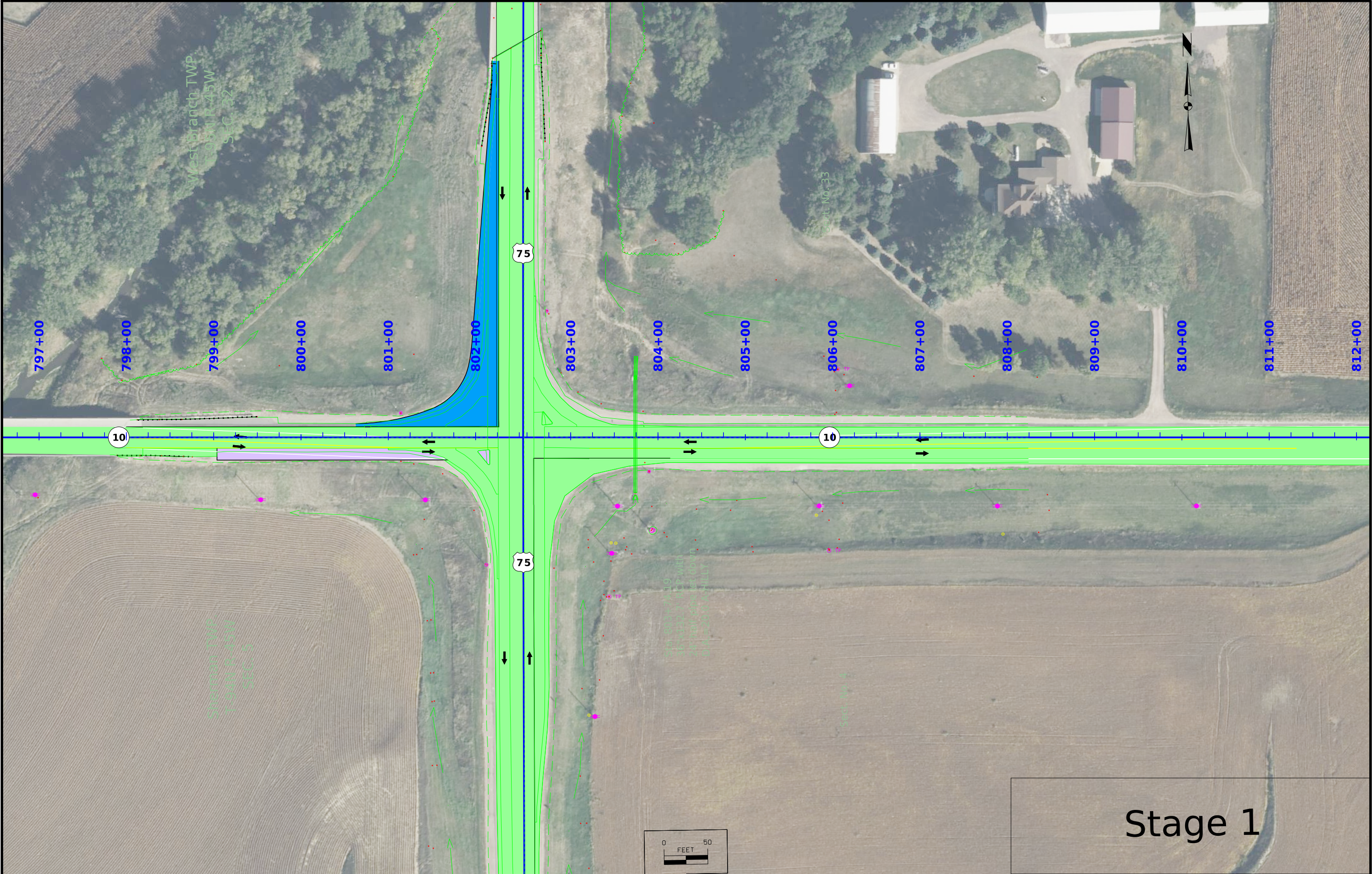
SHADING	Design Color No.		
Green, Light	(225)	Existing Pavement Shading	
Gray, Light	(48)	Previously Constructed Pavement Shading	
Orange	(6)	Proposed Granular Surface Shading	
Gray, Med	(80)	Previously Constructed Granular Surface Shading	
Blue, Light	(230)	Proposed Pavement Shading	
Pink, Dark	(13)	Temporary Pavement Shading	
Brown, Light	(236)	Proposed Grading Limits Shading	
Cyan	(7)	Proposed MSE or CIP Wall Shading	
Red	(3)	Proposed Bridge Shading and Sign Trusses	
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure	

PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS			
	Channelizing Device		Crash Cushion (Temp or Perm)
	Drum		Traffic Signal
	Temporary Lane Separator		Flagger
	Tubular Marker		Temporary Floodlighting
	Channelizer Marker		Traffic Sign
	Concrete Barrier Marker		Type III Barricade
	Delineator		Type A Warning Light
	Temporary Barrier Rail		Direction of Traffic
	Pavement Removal		Safety Closure
	Sand Barrel Layout		Lane Identification

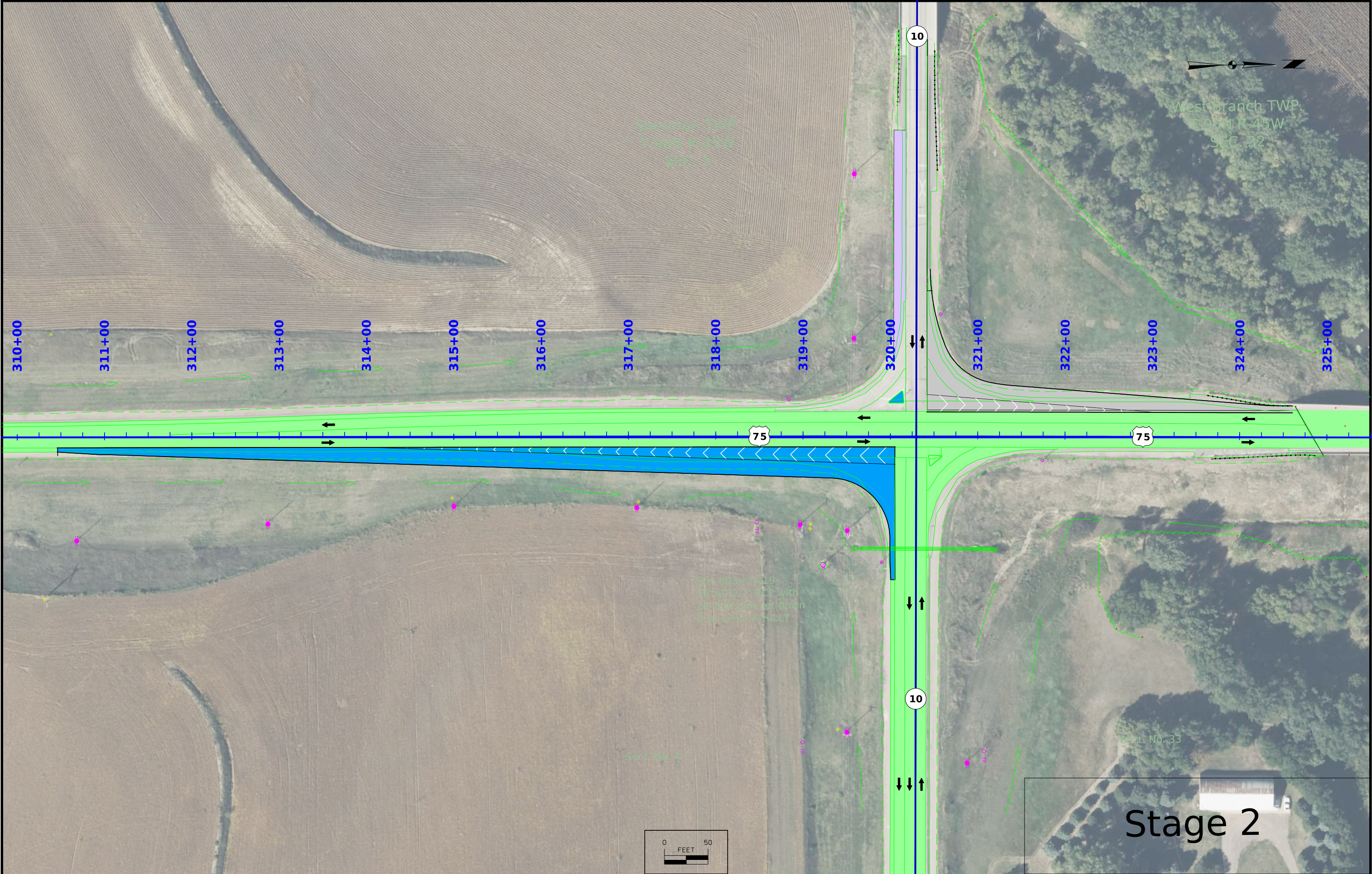
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET

(COVERS SHEET SERIES J)



Stage 1



CROSS SECTION VIEW COLOR LEGEND			
Design Color No.	Feature	Design Color No.	Feature
Aggregate		Grading	
(64)	Choke Stone	(8)	Behind Curb Cut
(42)	Engineering Fabric	(6)	Granular
(8)	Flooded Backfill	(13)	Granular Back Fill
(92)	Macadam Stone	(48)	Rock Undercut
(20)	Modified	(8)	Shoulder Earth Fill
(12)	Plowing Shaping	(2)	Side Slopes
(14)	Porous Backfill	(226)	Side Slopes Dressing
(8)	Revetment Class A	Substrata	
(6)	Revetment Class B	(128)	Boulder
(62)	Revetment Class C	(209)	Boulder Removed
(188)	Revetment Class D	(48)	Broken Weathered
(28)	Revetment Class E	(210)	Broken Weathered Removed
(12)	Shoulder Special Backfill	(3)	Core Out
(12)	Special Backfill	(115)	Core Out Remove Only
(20)	Subbase	(195)	Core Out Remove and Replace
(20)	Subbase Lower	(203)	Existing Pavement
(20)	Subbase Upper	(184)	Existing Pavement Remove Only
(118)	Subgrade Treatment	(200)	Existing Pavement Remove and Replace
Asphalt		(6)	Loam
(207)	HMA Base Course	(211)	Loam Removed
(207)	HMA Interim Course	(80)	Rock
(207)	HMA Surface Course	(212)	Rock Removed
Bridge		(4)	Select Sand
(0)	Bridge	(214)	Select Sand Removed
Concrete		(3)	Shale
(0)	Barrier Concrete	(215)	Shale Removed
(0)	Barrier Concrete Footing	(10)	Topsoil
(0)	Curb Gutter	(2)	Topsoil Remove Only
(48)	Flowable Mortar	(4)	Topsoil Remove and Replace
(0)	Median Concrete	Unsuitable / Waste	
(0)	PCC Pavement	(3)	Unsuitable Type A
(0)	Sidewalk	(216)	Unsuitable Type A Removed
Existing		(13)	Unsuitable Type B
(0)	Existing Pavement	(217)	Unsuitable Type B Removed
Shoulder		(11)	Unsuitable Type C
(209)	Shoulder HMA	(218)	Unsuitable Type C Removed
(0)	Shoulder PCC	(3)	Waste
(6)	Shoulder Granular	(219)	Waste Removed
Structural			
(112)	Noise Wall		
(112)	Noise Wall Footing		
(112)	Retaining Wall Back		
(112)	Retaining Wall Back Excavate		
(112)	Retaining Wall Face		
(112)	Retaining Wall Front Excavate		
(112)	Retaining Wall Front Footing		
(112)	Retaining Wall MSE Gutter		
(112)	Retaining Wall Reinforced Earth		

NOTES:

Text

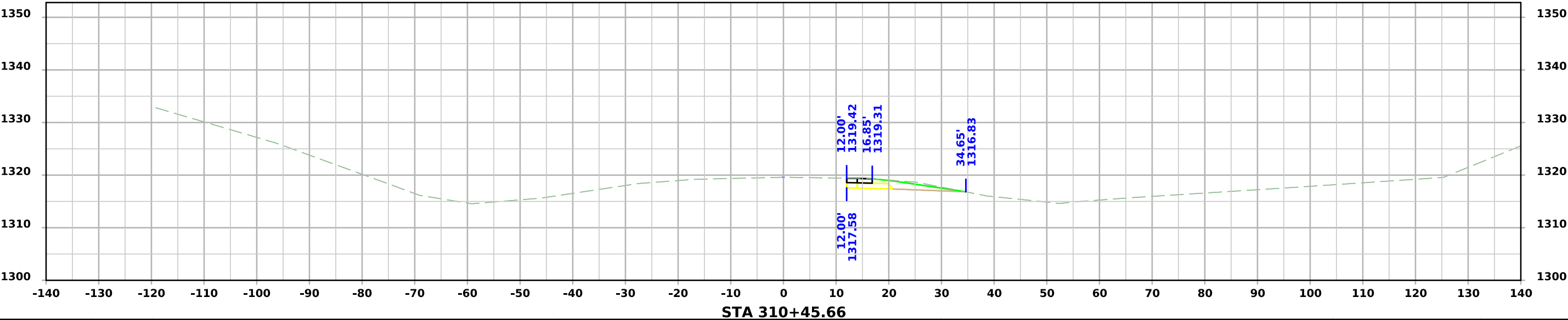
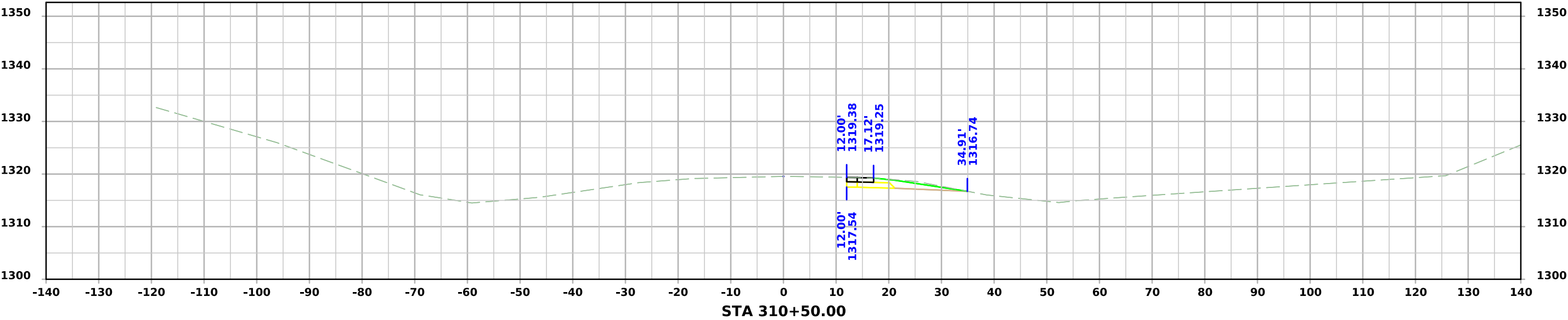
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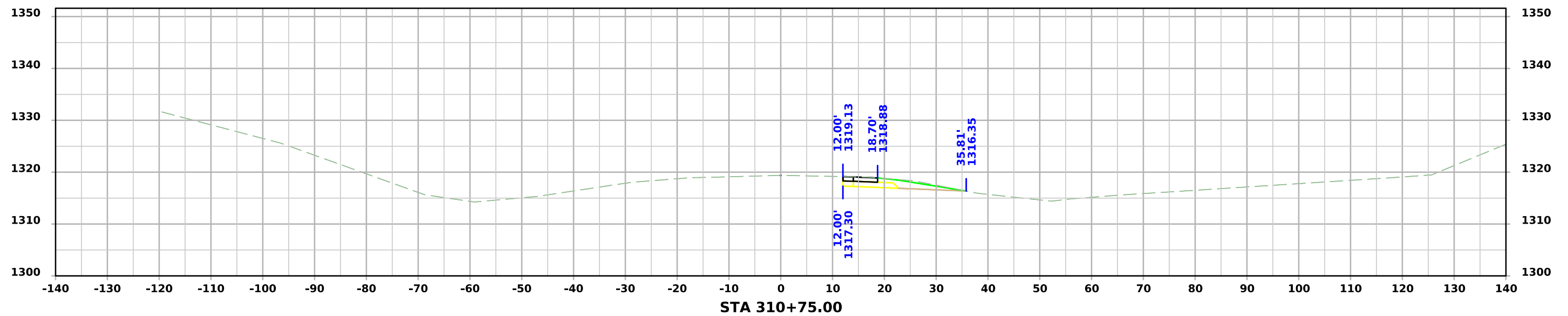
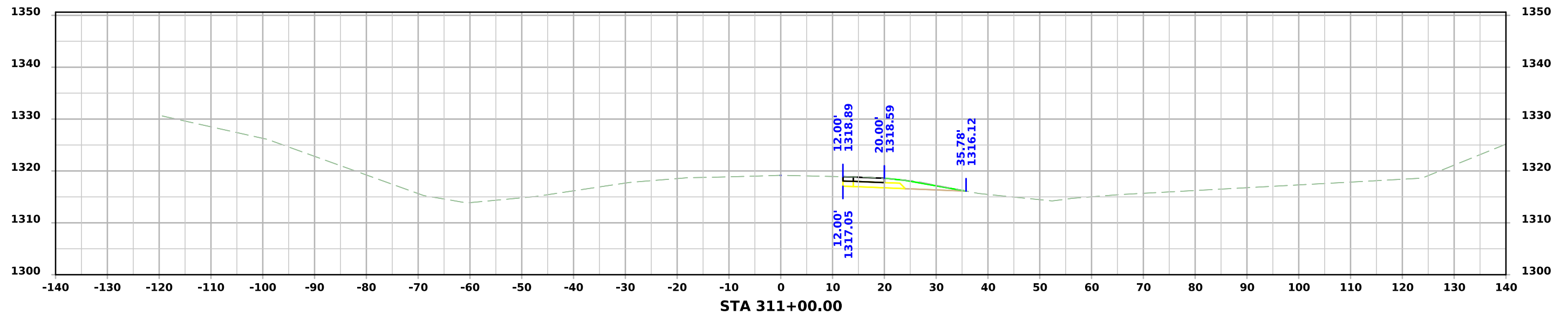
CROSS SECTIONS
LEGEND AND INFORMATION SHEET

(COVERS SHEET SERIES W, X, Y, & Z)

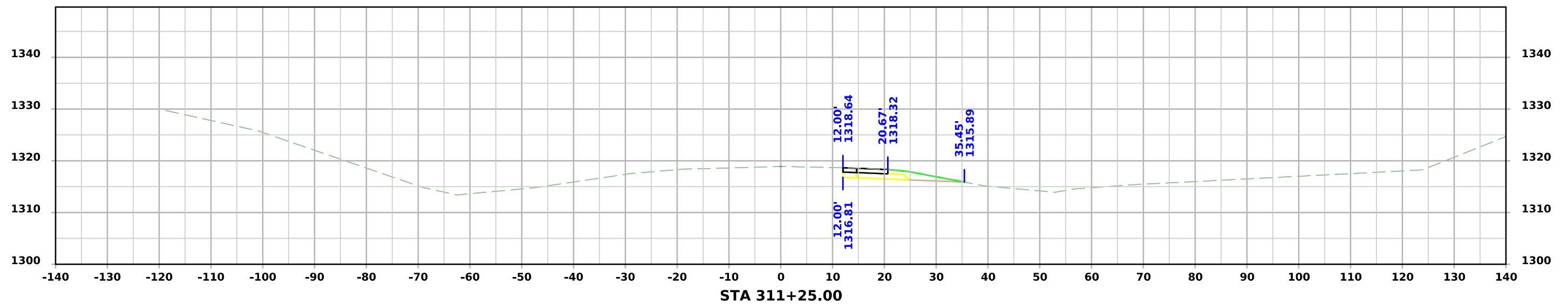
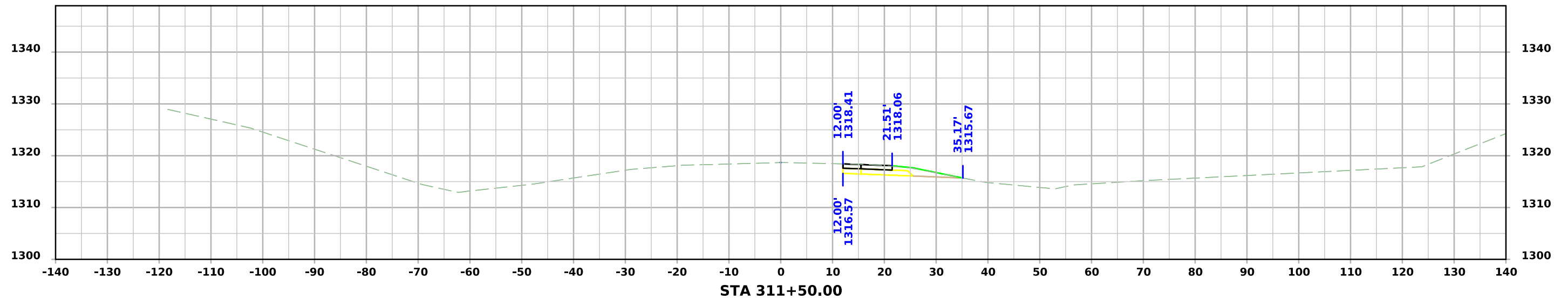
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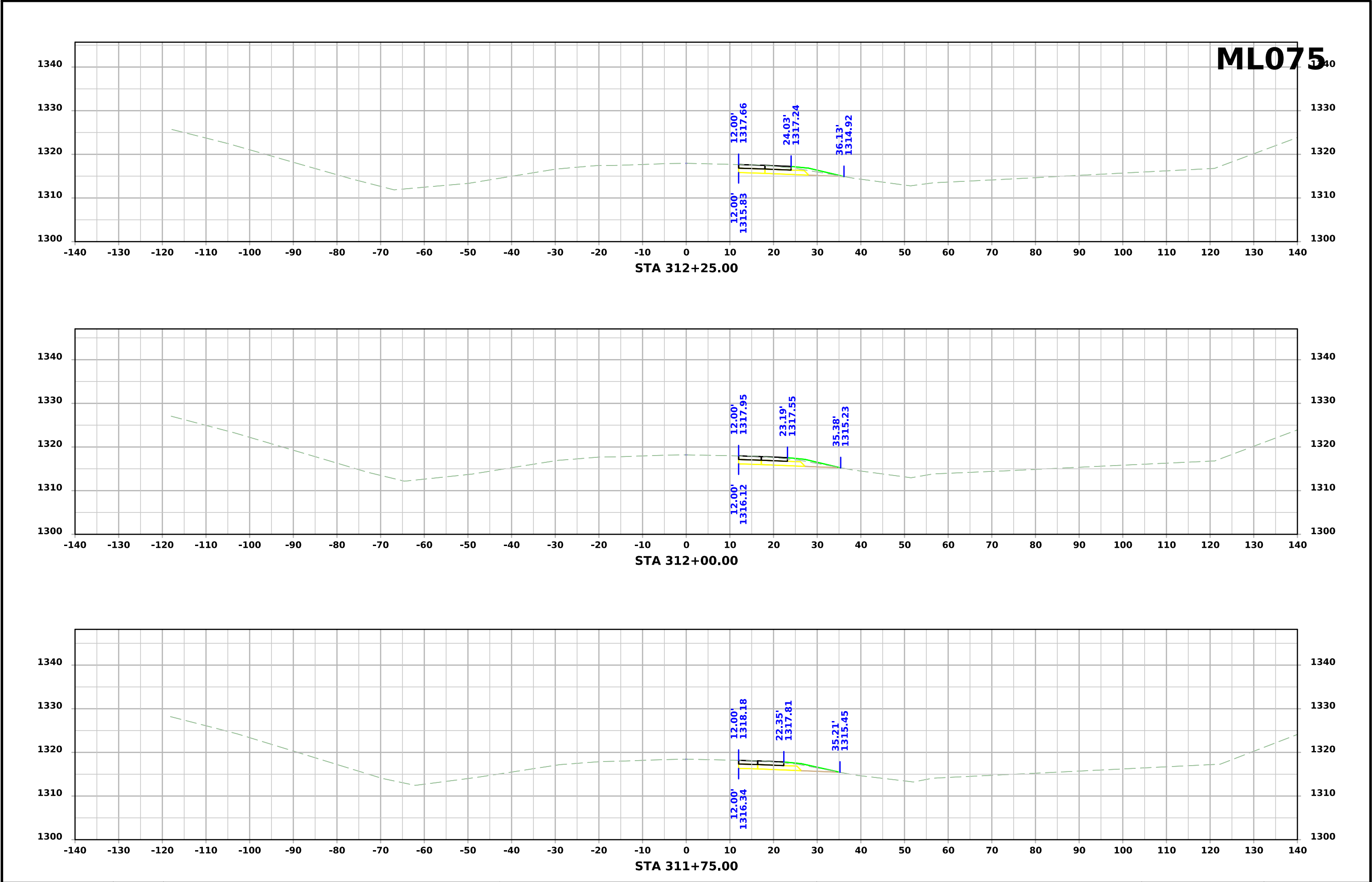


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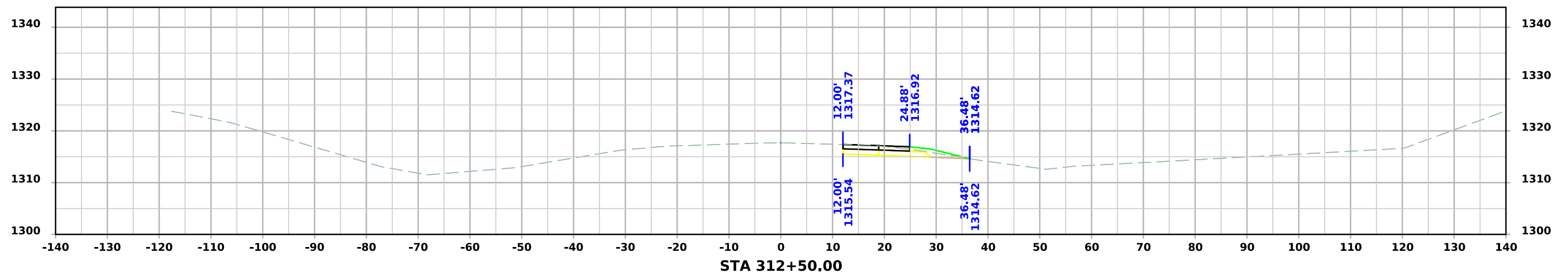
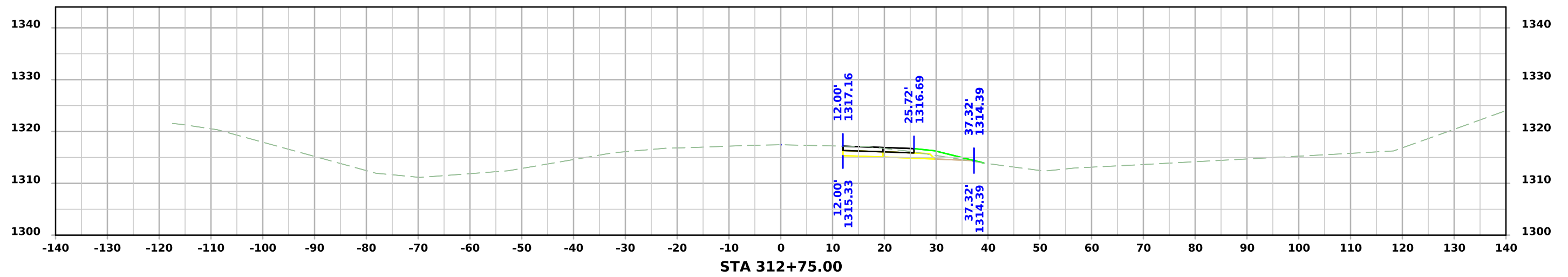
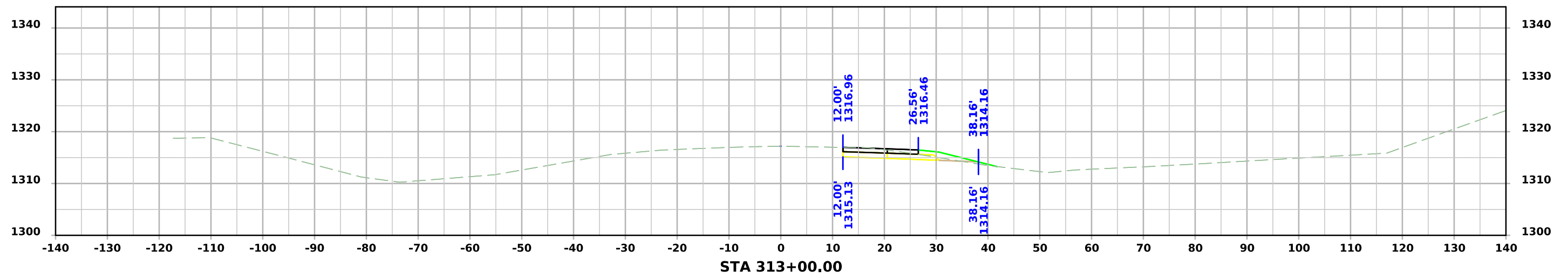


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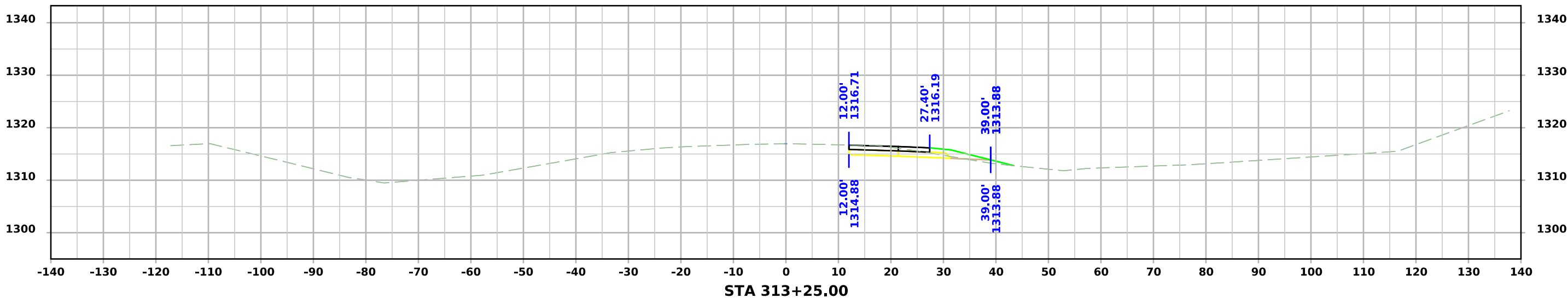
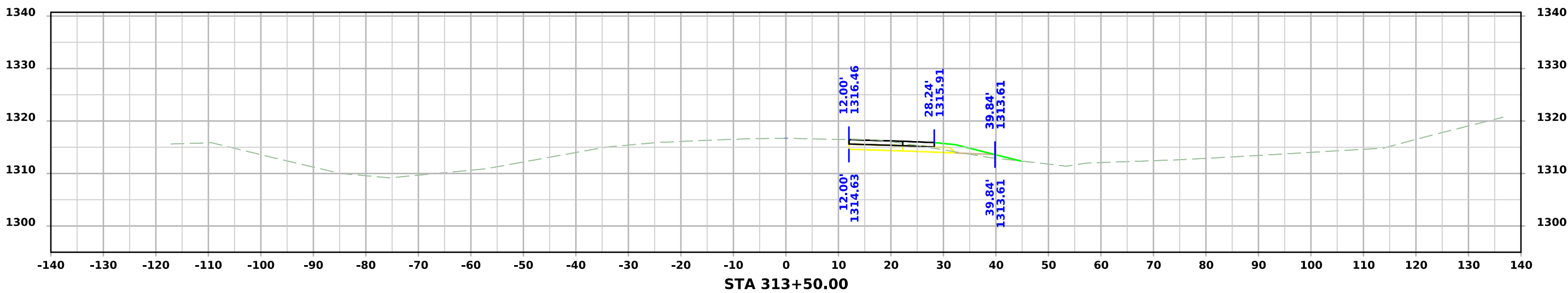
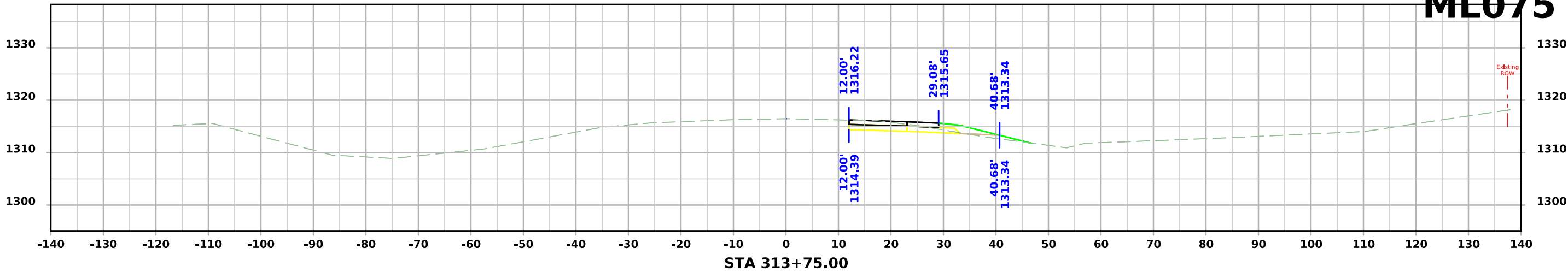




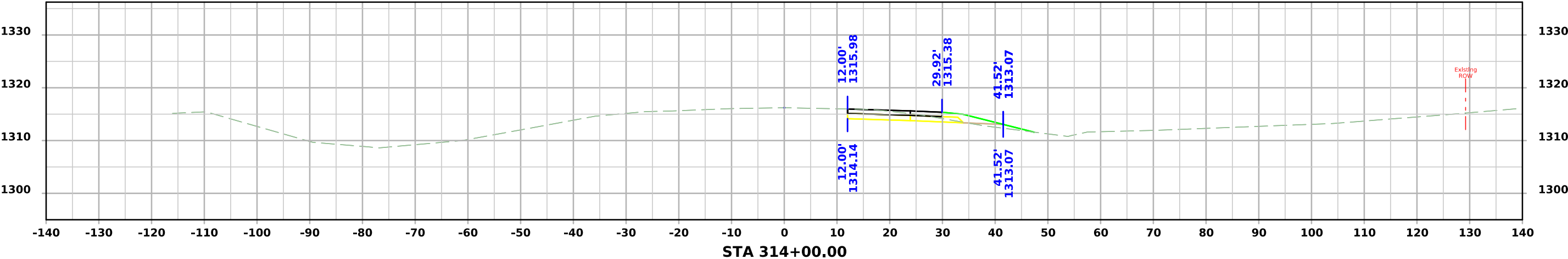
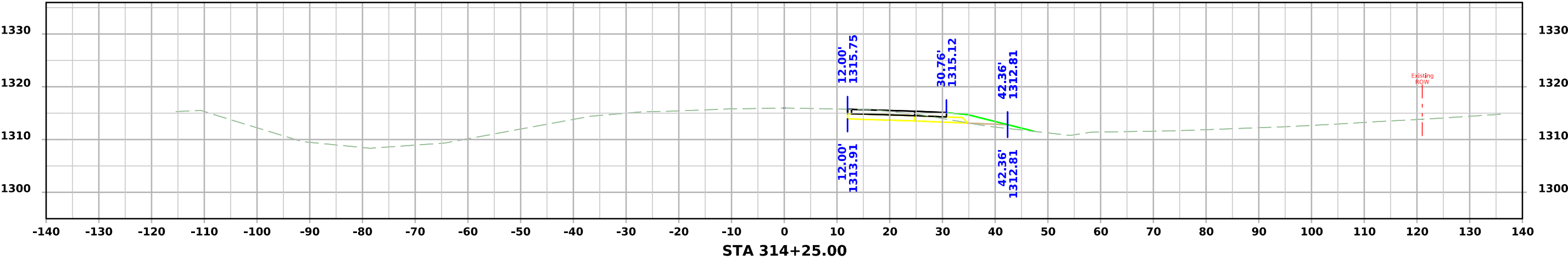
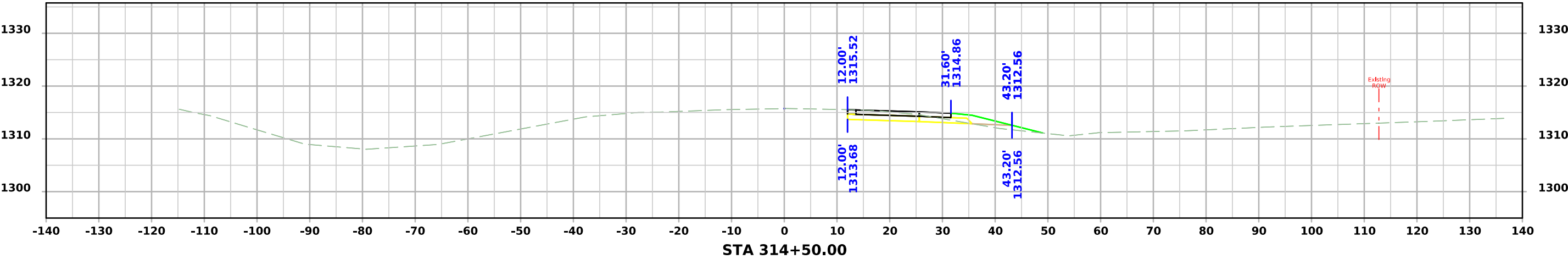
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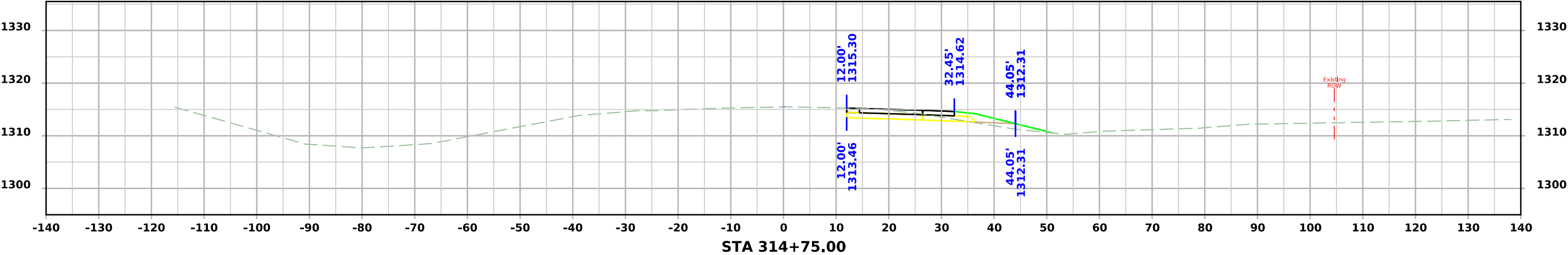
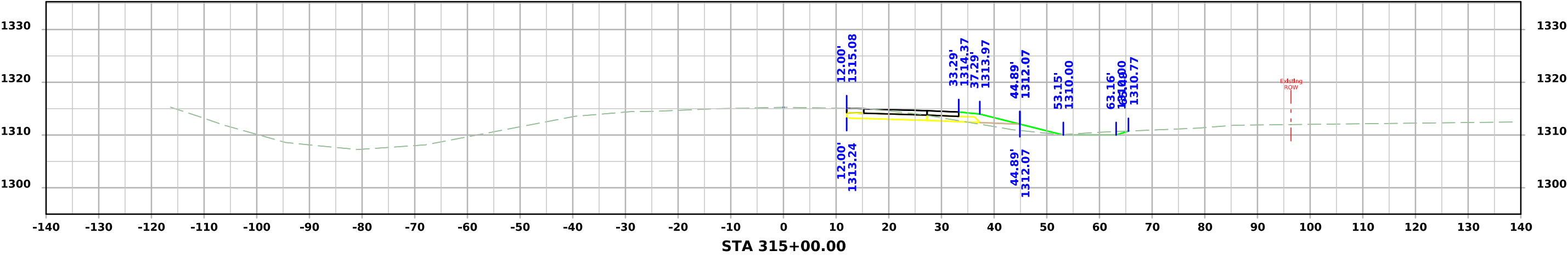
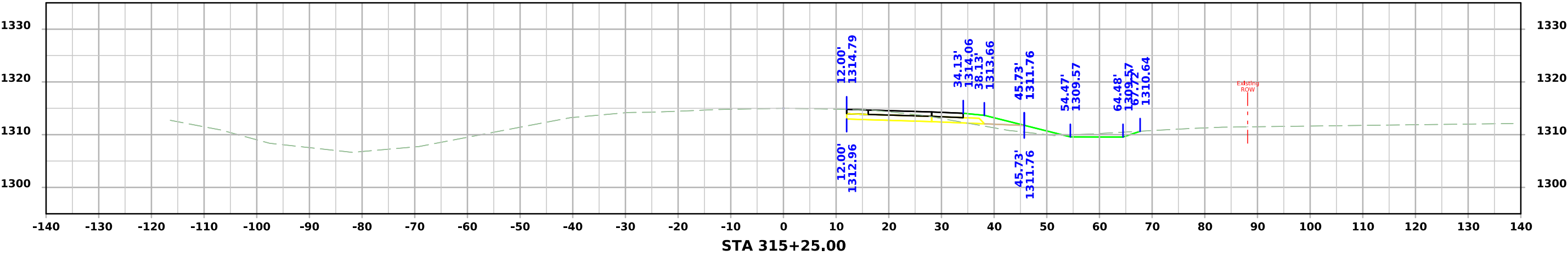
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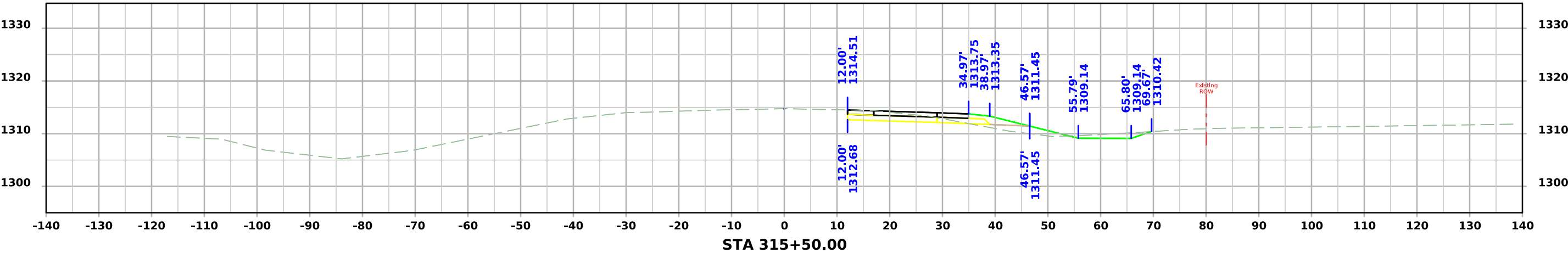
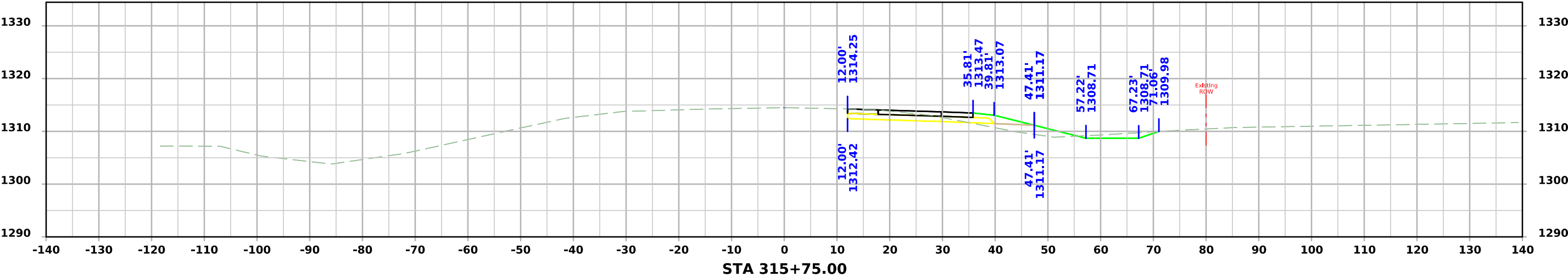
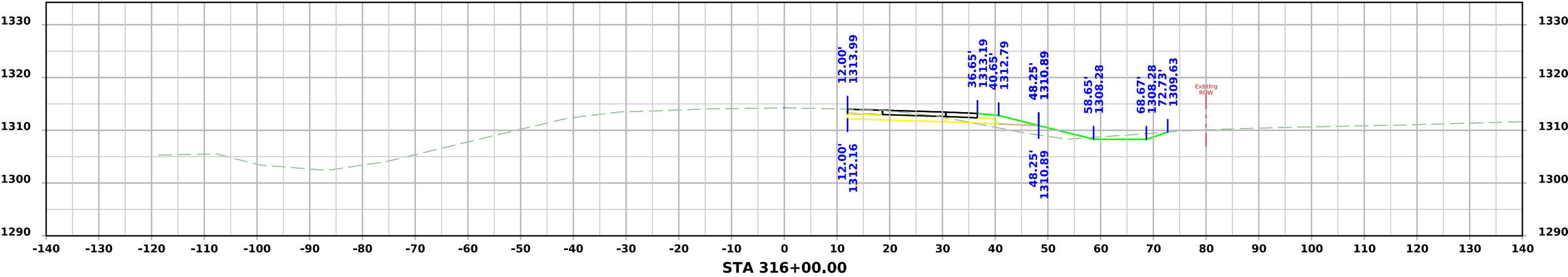
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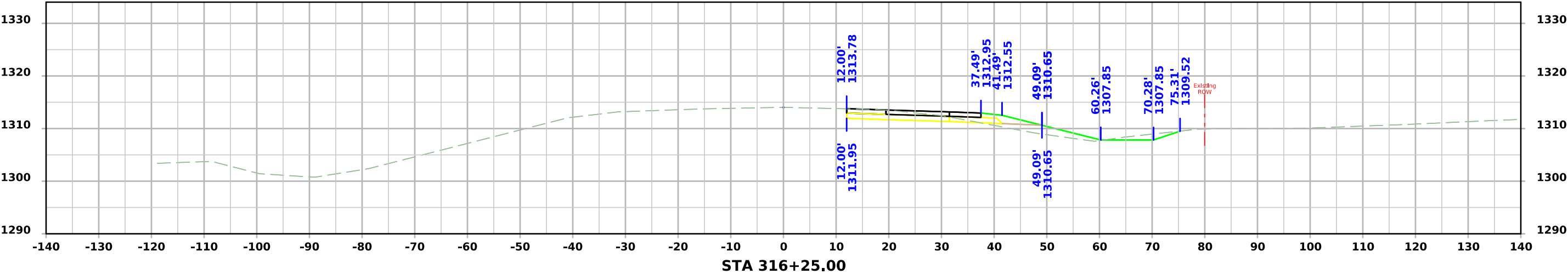
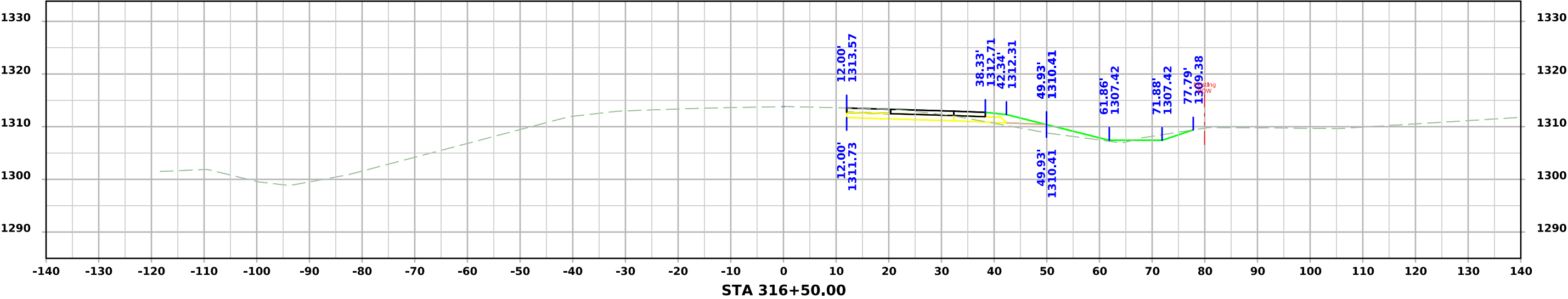


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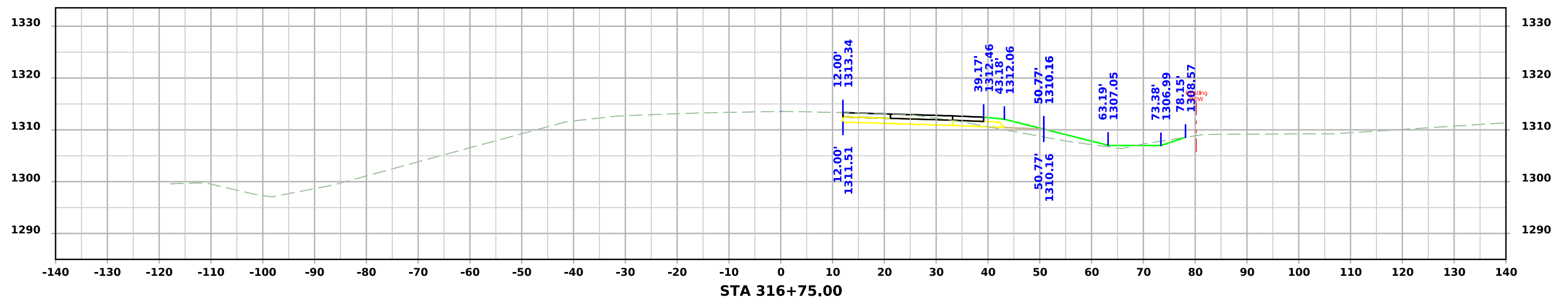
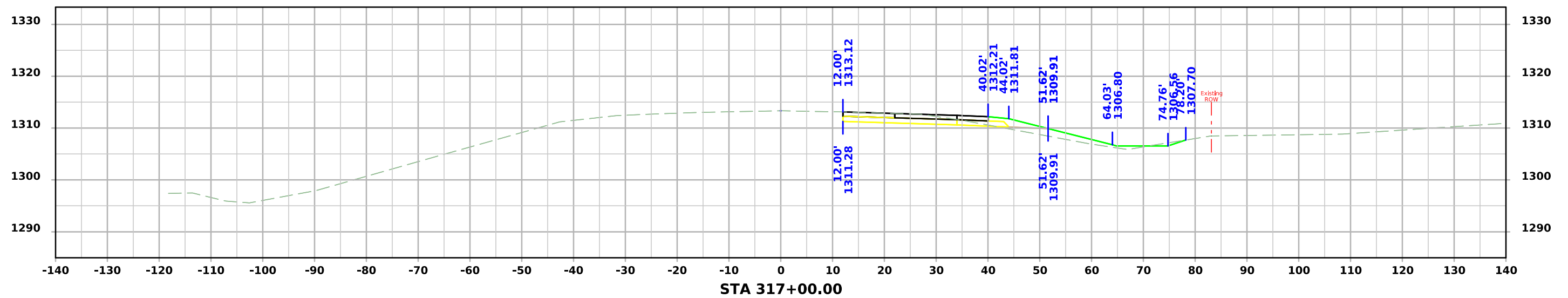


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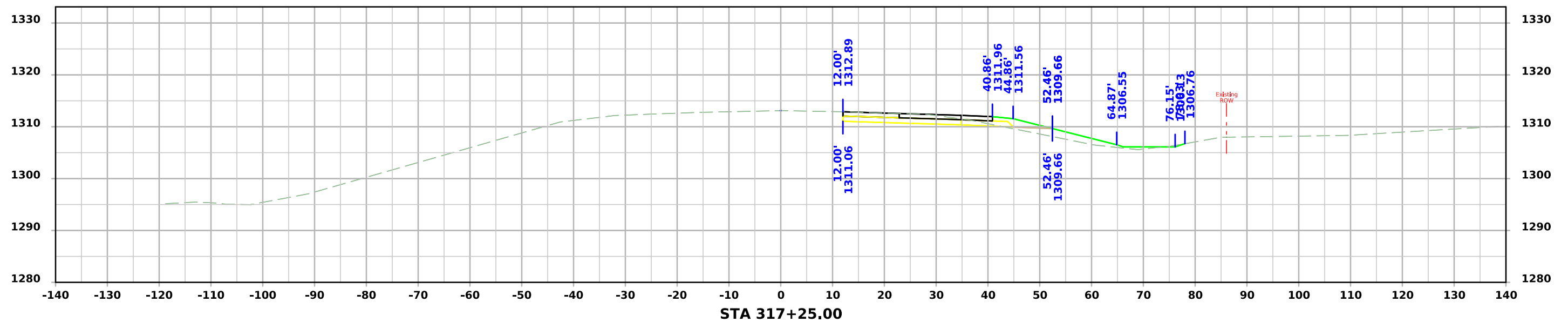
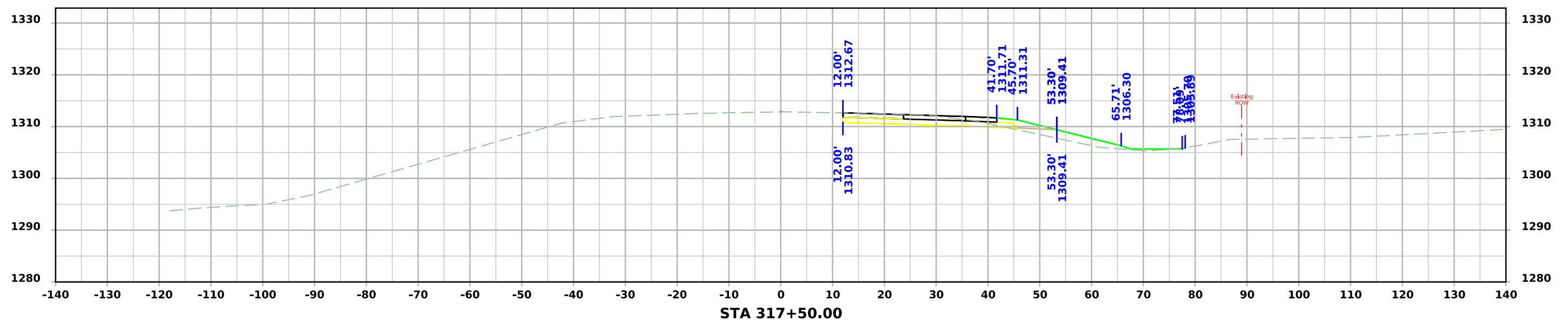




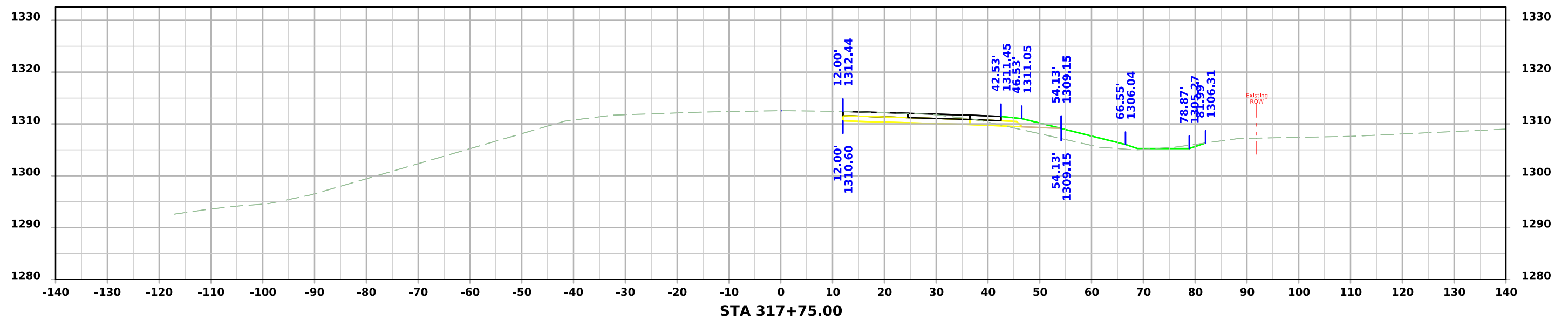
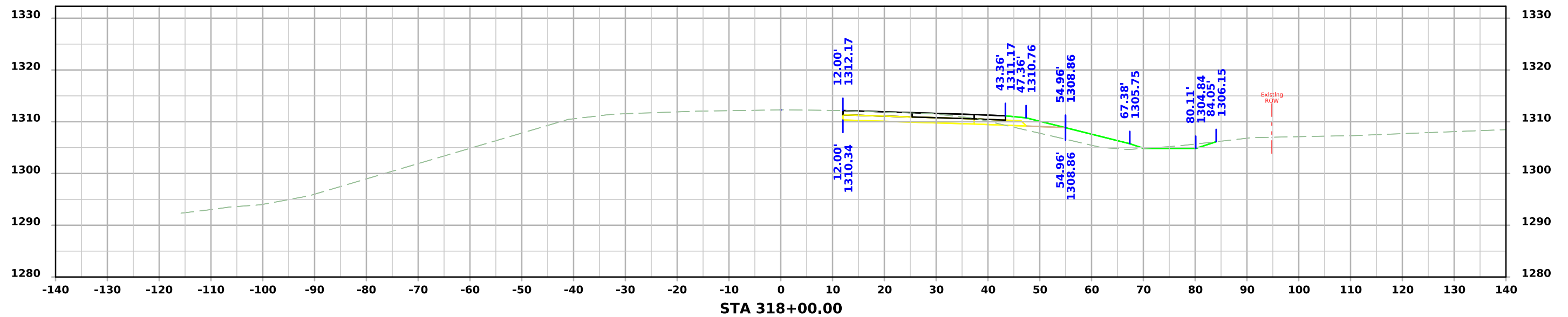
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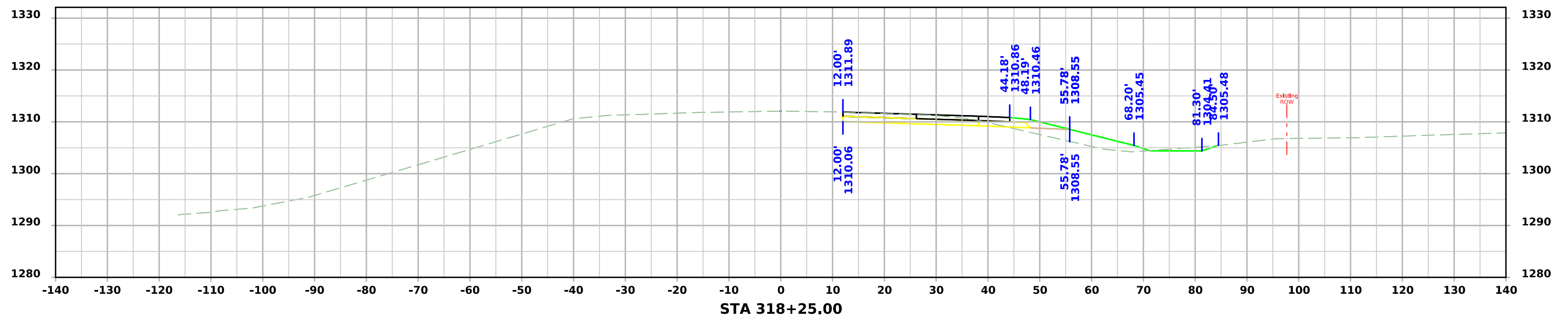
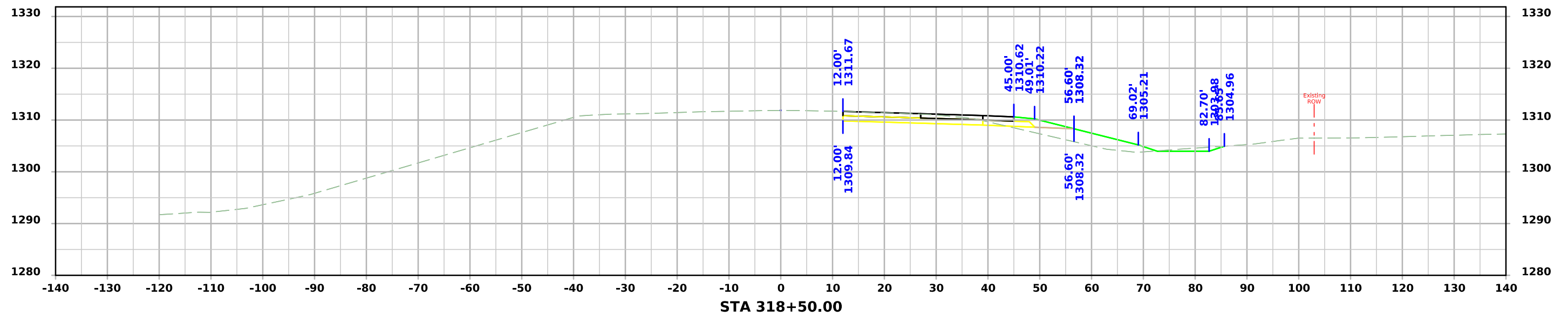
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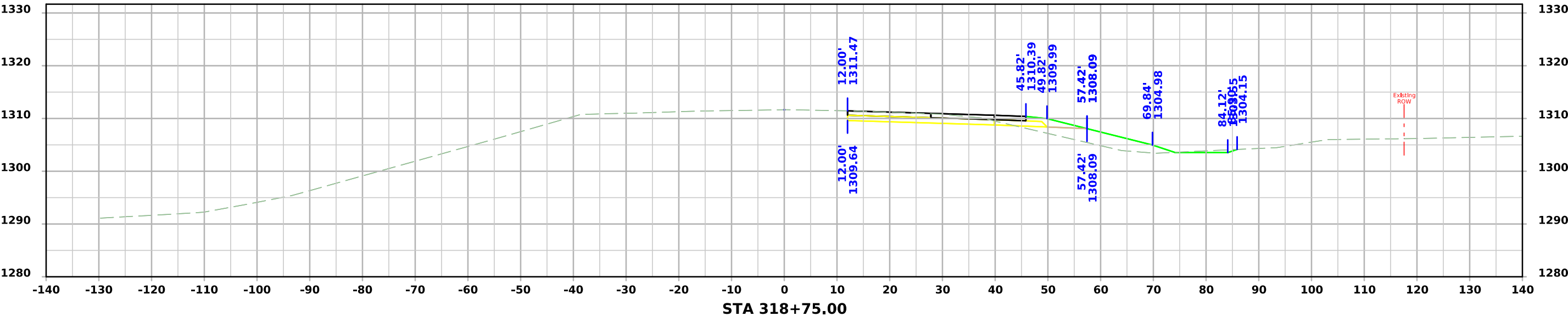
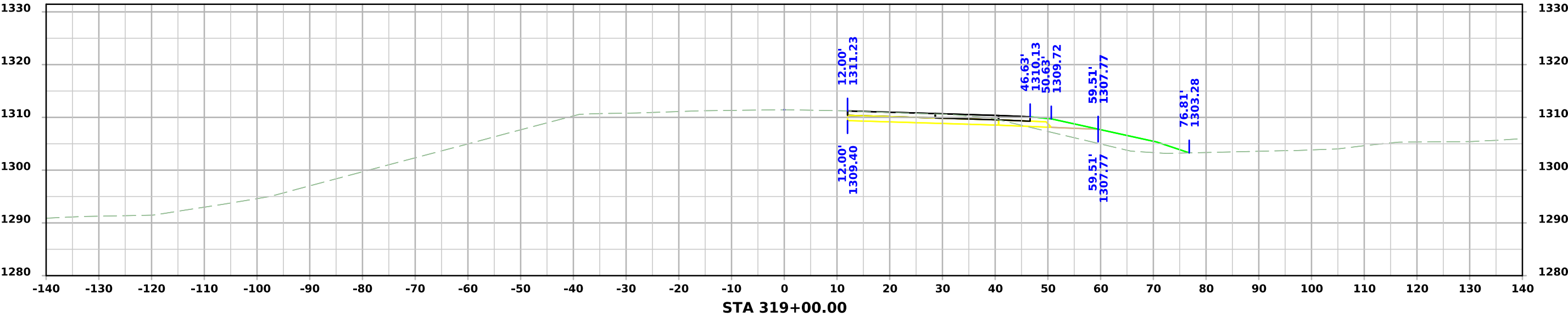
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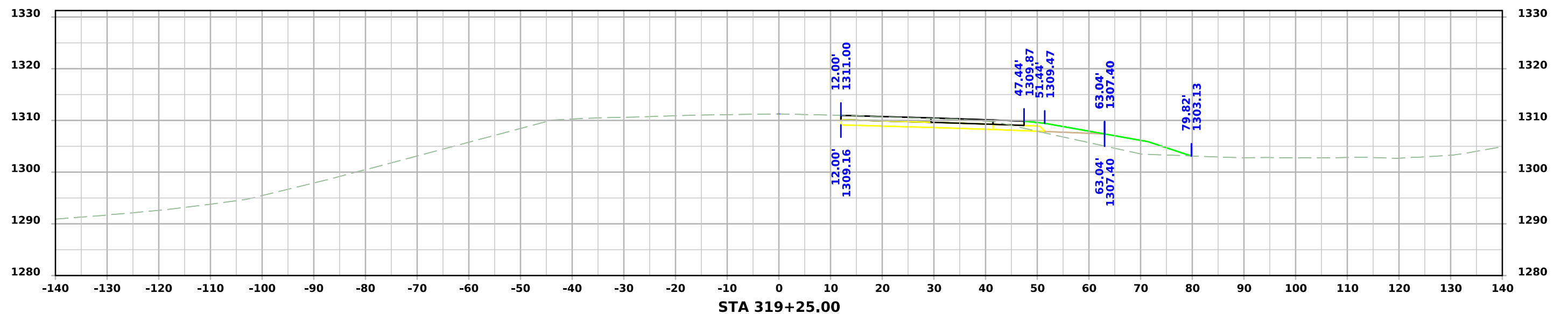
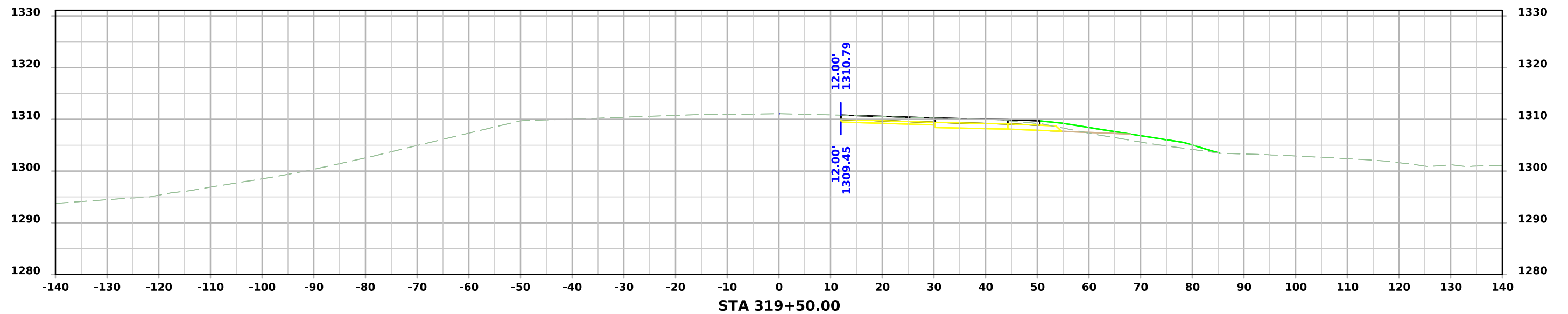
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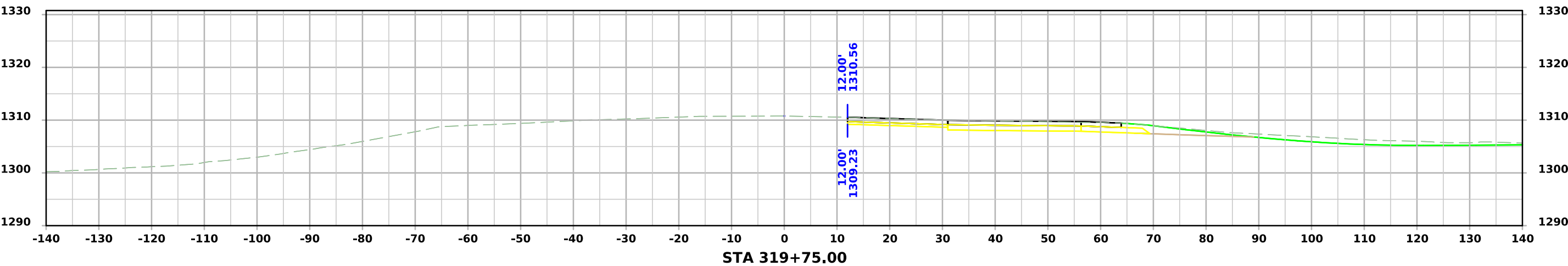
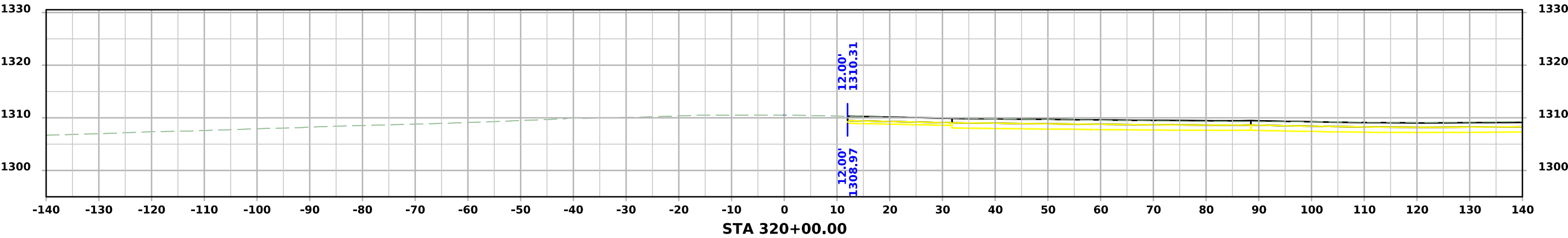
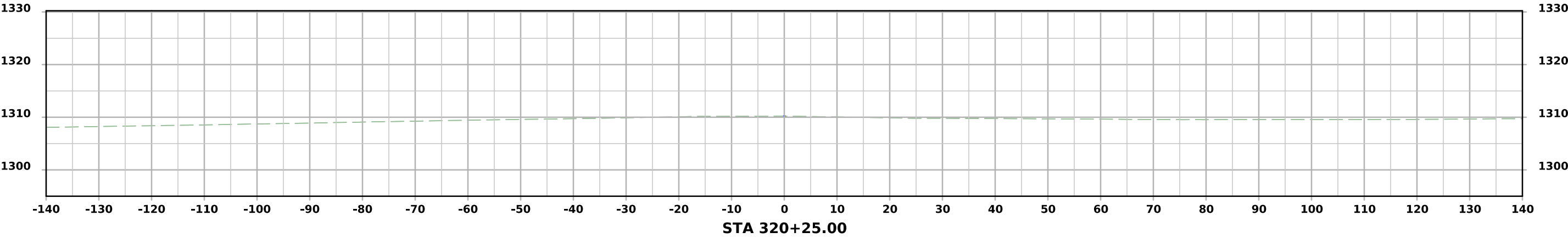
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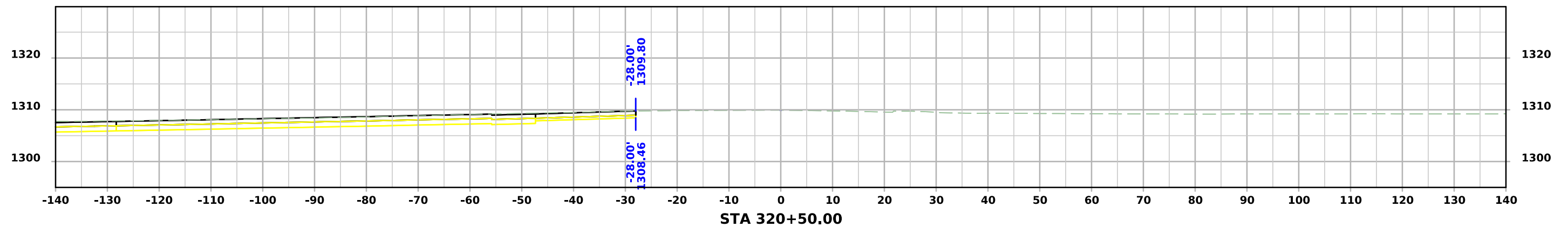
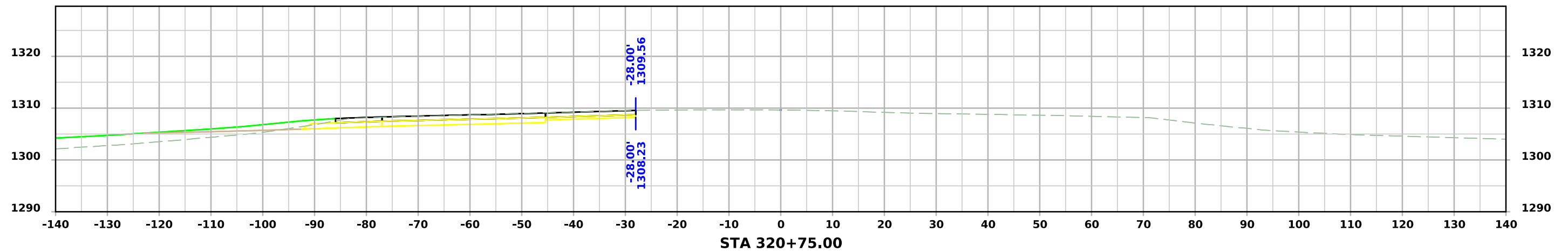
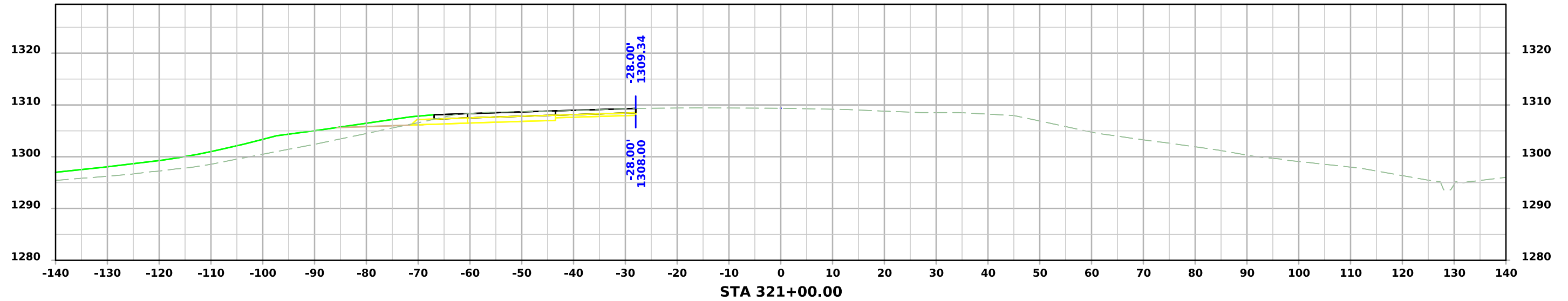
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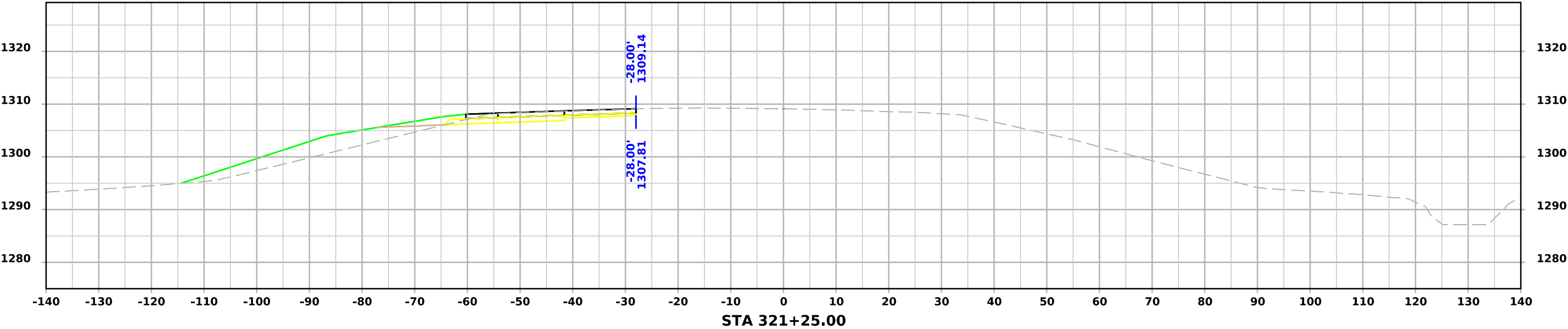
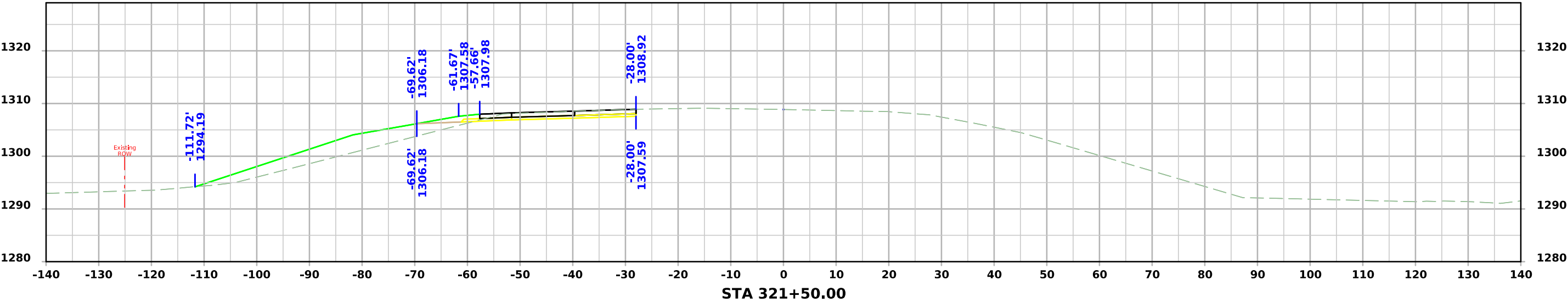


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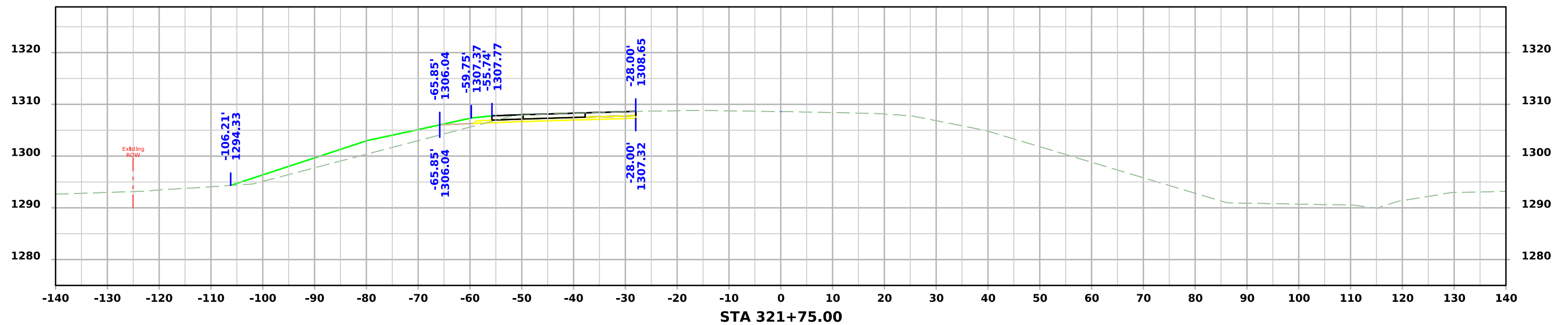
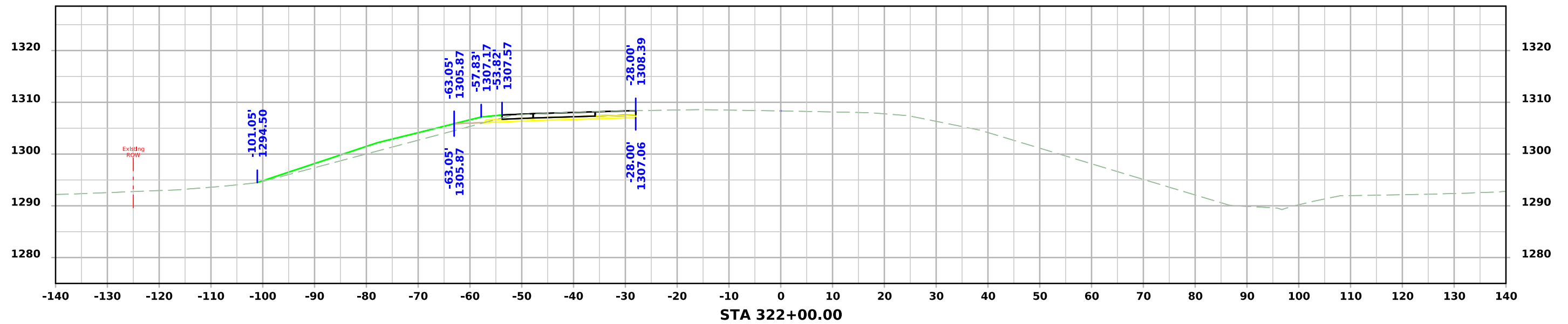


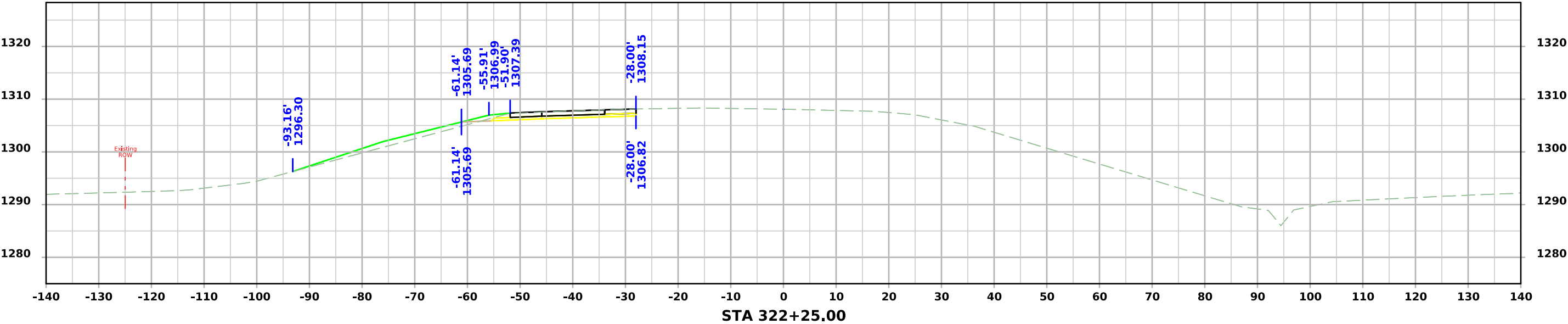
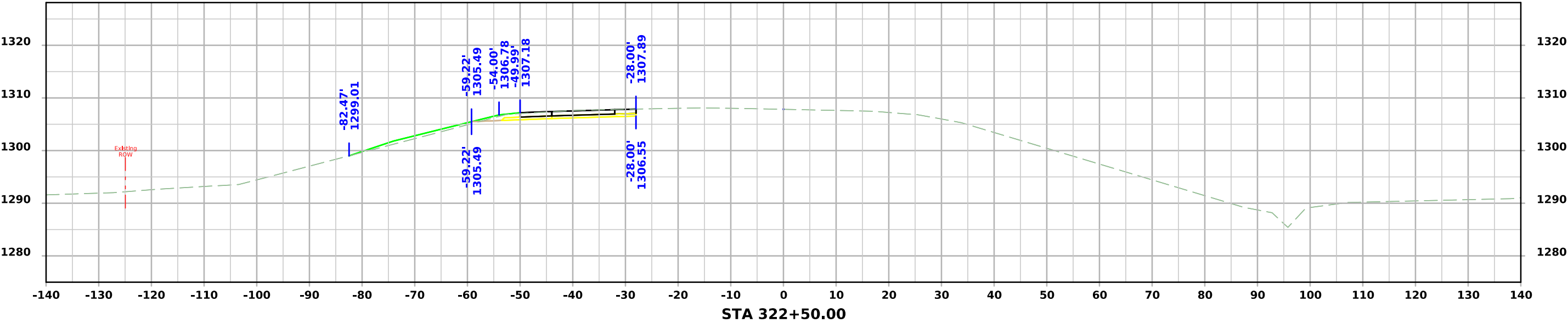
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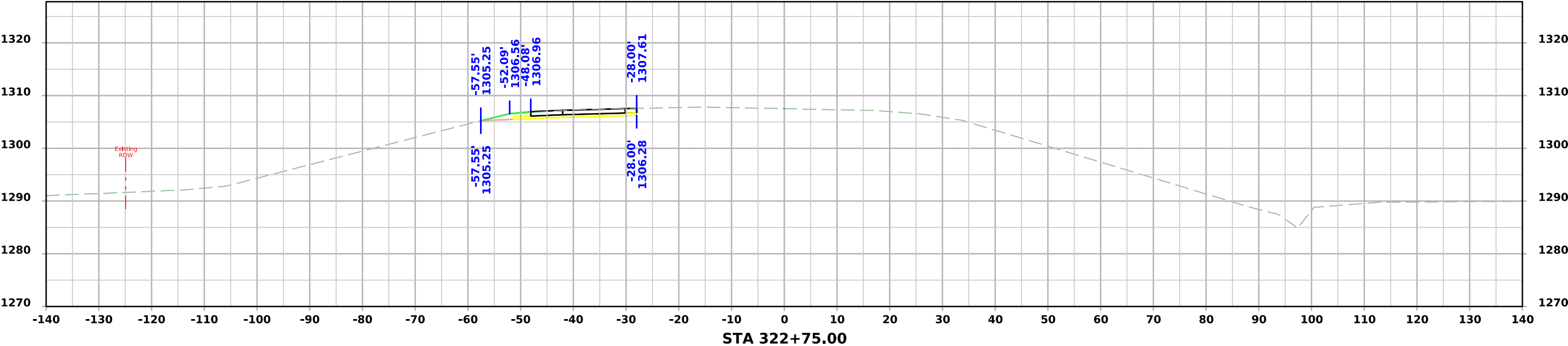
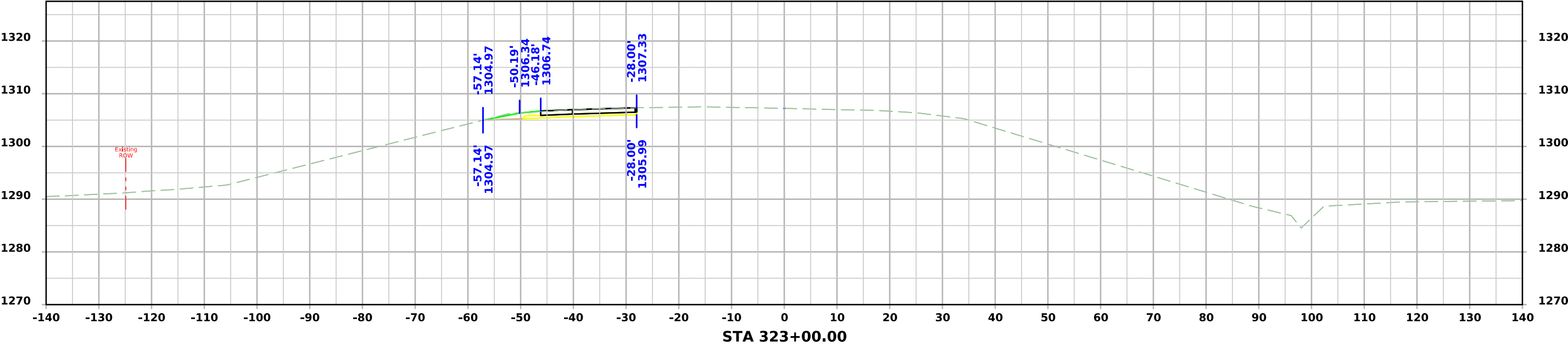


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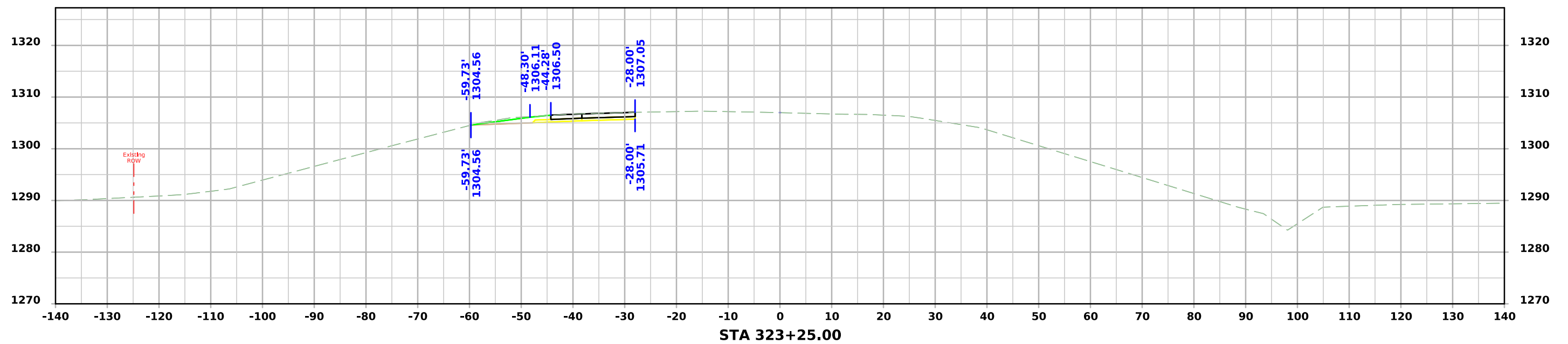
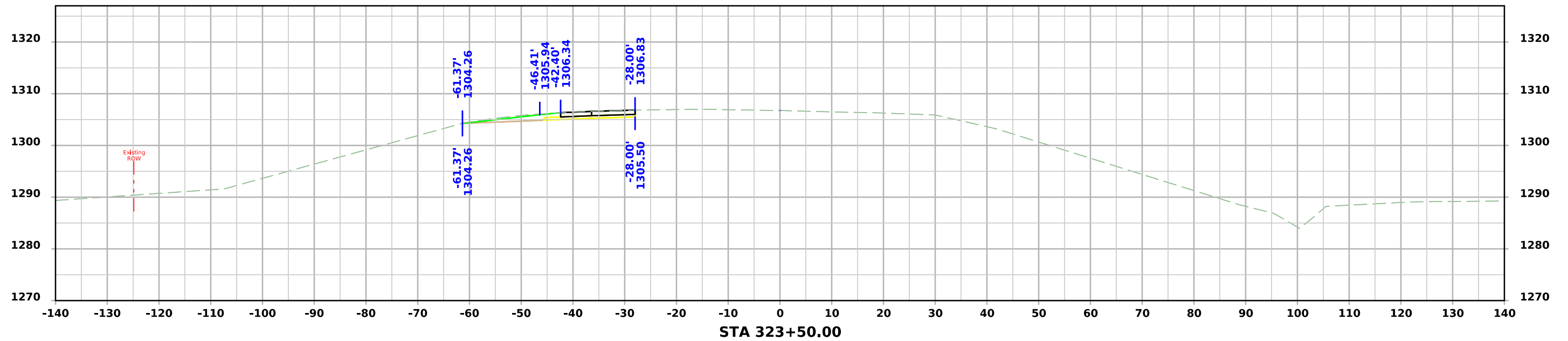




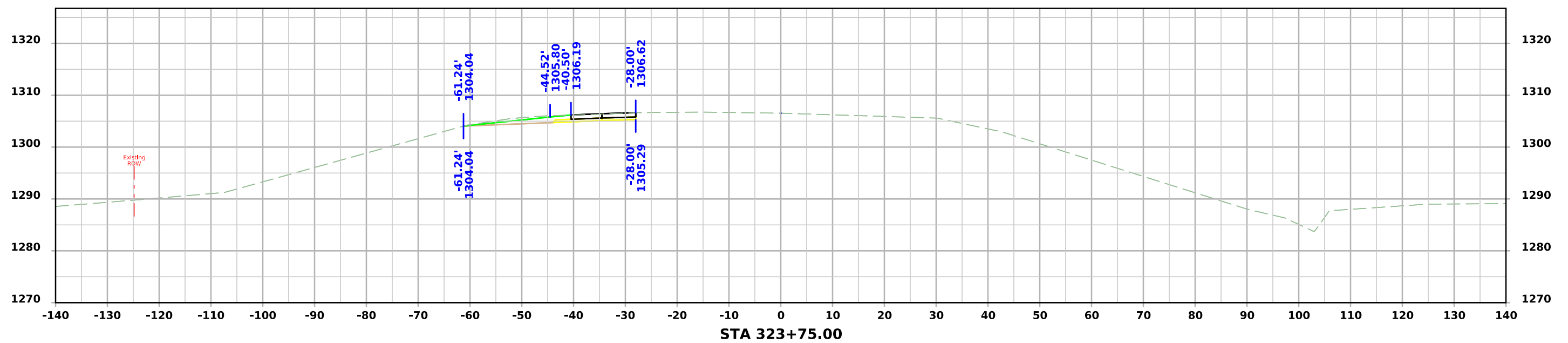
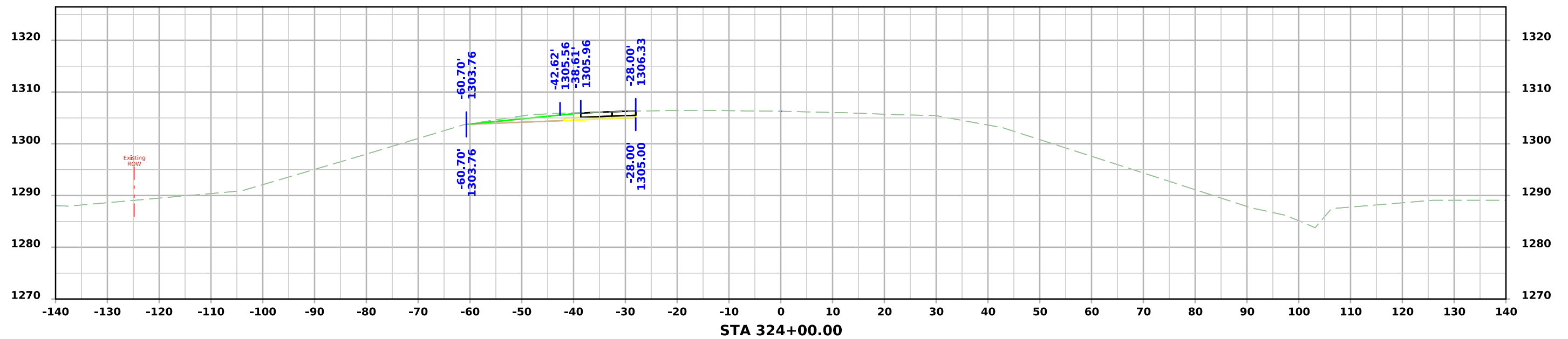
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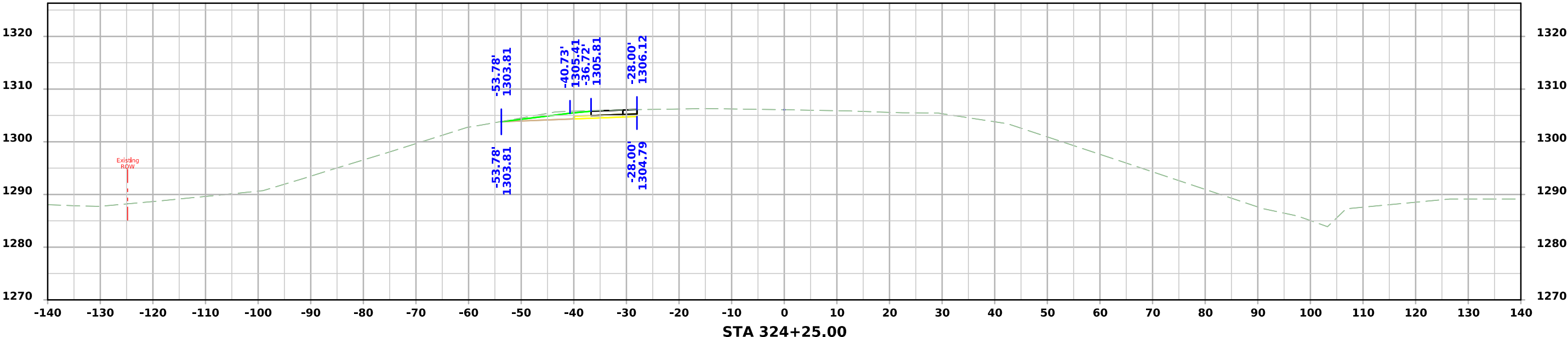
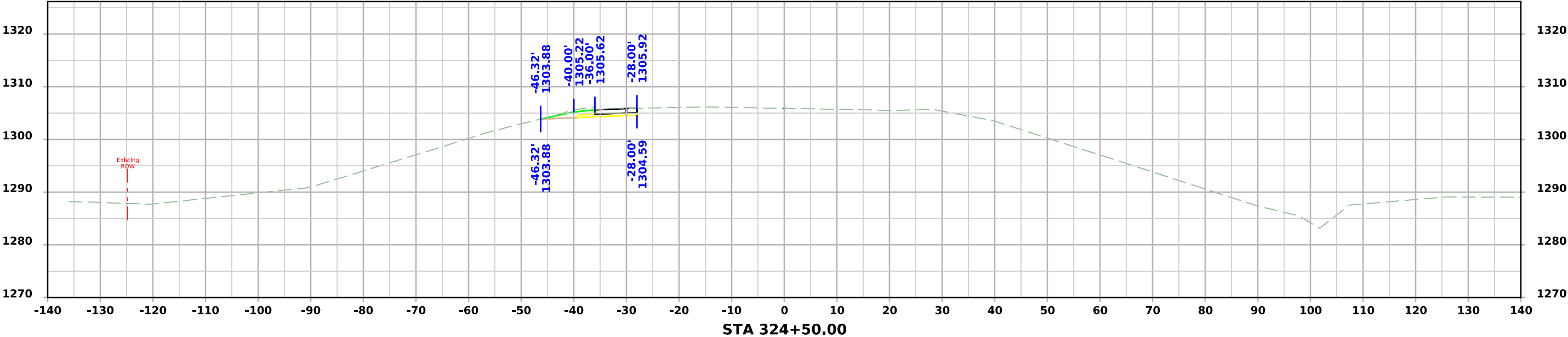
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ML075



ML075



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