

CLINTON CO.
PCC PAVEMENT - GRADE AND NEW
NHSX-030-9(177)--3H-23

LETTING DATE
3/20/2018



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
CLINTON COUNTY
 PCC PAVEMENT - GRADE AND NEW

Co Rd Y62 Intersection approx 0.95 mi W of US 61

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.
 Value Engineering Saves. Refer to Article 1105.14 of the Specifications.

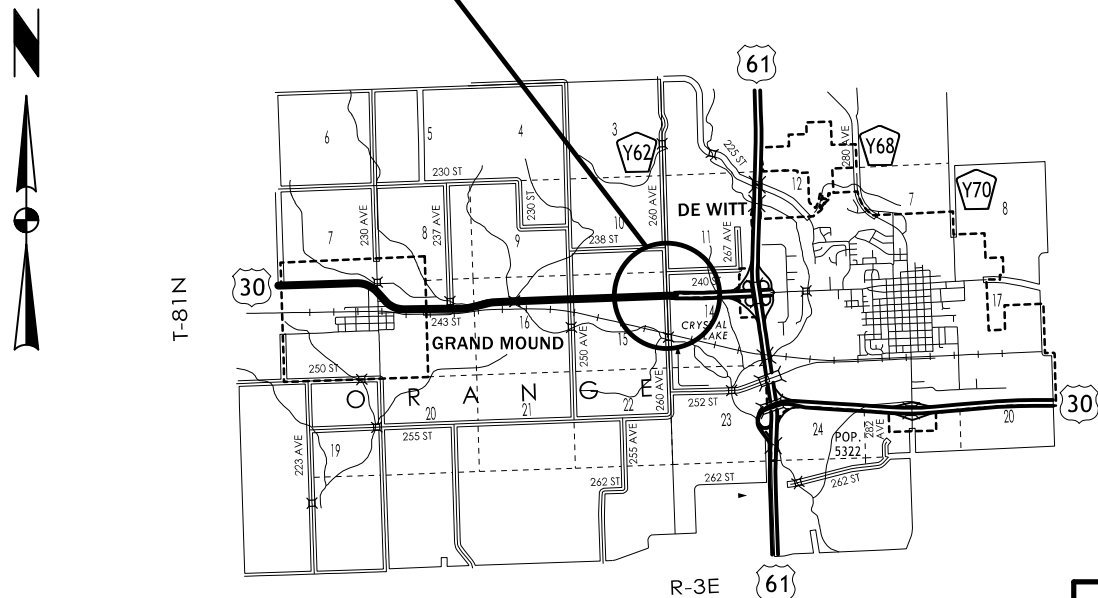


REVISIONS

TOTAL	XXX
PROJECT IDENTIFICATION NUMBER	17-23-030-010
PROJECT NUMBER	NHSX-030-9(177)--3H-23
R.O.W. PROJECT NUMBER	NHSN-030-9(178)--3R-23

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No.	DESCRIPTION
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A.1	Title Sheet and Location Map
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A.5 - 7	Co. Rd. Y62 Design Criteria
B Sheets	Typical Cross Sections and Details
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G Sheets	Survey Sheets
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X Sheets	Side Road Cross Sections
X.100 - 101	Co. Rd. Y62 (S)
X.200 - 201	Co. Rd. Y62 (N)
	* Color Plan Sheets

PROJECT LOCATION



US 30			
DESIGN DATA RURAL			
2014	AADT	4430	V.P.D.
2040	AADT	6500	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	12	%
	Total		
	Design ESALs	--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Kelly C. Bell	Primary Signature Block

PRELIMINARY PLANS

Subject to change by final design.

D3/D5 PLAN - April 12, 2017

Roadway			
PIN Number	17-23-030-010	Submittal Date	
Project Number	NHSX-030-9(177)--3H-23	Approval Date	
District	District 6	Assistant District Engineer	
County	Clinton (23)	or	
Route	US 30	Office Director	
Location	Co Rd Y62 Intersection Approximately 0.95 W of US 61		
Work Type	PCC Pavement - Grade and New		
Segment Manager	Flattery		
Designer	Bell		

[Design Manual Section 1C-1](#)
last update: 12-08-16

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%	6%
Design lane width (ft)	12	12	12
Full depth paved width (ft)	14	12	12
Right turn lane (ft)	12	10	12*
Climbing Lane (ft)	12	12	N/A
Left turn lane (ft)	12	10	12*
Pavement cross-slope (on tangent sections)	Through lanes	1.5% minimum, 2% maximum	2%
	Auxiliary and turn lanes	3% maximum	3%
	Crown break at centerline	4% maximum	4%
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	N/A
	Design speed ≥ 60 mph	4-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	10:1 for 4' then 6:1
	Beyond standard ditch depth and design clear zone	3.5:1	3.5:1
	Curbed roadways	2%	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	8:1
	w/o drainage structures	10:1	10:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	N/A
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	N/A
	Bridge length > 200 ft	design lane widths + effective shoulder widths	N/A
Bridge width—existing*		design lane widths + no less than 2 ft 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	N/A
	Over non-primary	16.5 at interchange locations, 15 at all other locations	N/A
	Over railroad	23.3	N/A
	Sign trusses and pedestrian bridges	17.5	N/A
Structural Capacity	Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	N/A
Level of Service	B	B	B

*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception is required)

Roadway Design Speed (mph) = 60			Design Criteria for High Speed Roadways												
Design Manual Section 1C-1 last update: 12-08-16			Preferred Criteria						Acceptable Criteria						Project Values
Design Element			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 8D-1)			425	495	570	645	730	820	425	495	570	645	730	820	570
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	1330
		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	180
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	sag vertical curves	crest vertical curves	84	114	151	193	247	312	84	114	151	193	247	312	151
		roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	136
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	136
Minimum gradient (%) (Refer to Section 2B-1)			0.5						0.3% with a curb, 0.0% without a curb						0% **
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		4						3						N/A
	Rural roadways		4						5						3
	Interstates		5						5						N/A
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						32P, 30A

Design year ADT = 6500

Design Manual Section 1C-1
last update: 12-08-16

Effective Shoulder Width and Type for Two-Lane Highways

Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	6
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	N/A
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	N/A
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	2*	10' effective, 6' paved
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	2*	
On all other NHS	10	4	Design year ADT < 400 vpd	4	2*	
On non-NHS routes with design year ADT > 3000	10	4				
On non-NHS routes with design year ADT < 3000	8	2*				

*Requires safety edge-Refer to Section [3C-6](#)

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section [3C-2](#) for curb offsets in urban areas

Notes:

* 12' effective width, does not include 4' painted median/offset

** Match existing grade of 0%

Roadway			
PIN Number	17-23-030-010	Submittal Date	
Project Number	NHSX-030-9(177)--3H-23	Approval Date	
District	District 6	Assistant District Engineer	
County	Clinton (23)	or	
Route	Co. Rd. Y62	Office Director	
Location	US 30/Co Rd Y62 Intersection Approximately 0.95 mi W of US 61		
Work Type	PCC Pavement - Grade and New		
Segment Manager	Flattery		
Designer	Bell		

[Design Manual Section 1C-1](#)
last update: 12-08-16

Rural Two-Lane Highways (Rural Arterials)

Design Element	Preferred	Acceptable	Project Values
Design speed (mph)	60	50	55
Maximum superelevation rate (Refer to Section 2A-2)	6%	8%	6%
Design lane width (ft)	12	12	11
Full depth paved width (ft)	14	12	12
Right turn lane (ft)	12	10	n/a
Climbing Lane (ft)	12	12	n/a
Left turn lane (ft)	12	10	n/a
Pavement cross-slope (on tangent sections)	Through lanes	1.5% minimum, 2% maximum	2%
	Auxiliary and turn lanes	3% maximum	n/a
	Crown break at centerline	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	n/a
	Design speed ≥ 60 mph	4-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
	Beyond standard ditch depth and design clear zone	3.5:1	3:1
	Curbed roadways	2%	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	3:1
	w/o drainage structures	10:1	3:1
Ditches (Refer to Section 3G-1)	Outside ditch (depth x width) (ft)	5 x 10	0%
Bridge width—new*	Bridge length ≤ 200 ft	design lane widths + effective shoulder widths	n/a
	Bridge length > 200 ft	design lane widths + effective shoulder widths	n/a
Bridge width—existing*		design lane widths + no less than 2 ft 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	n/a
	Over non-primary	16.5 at interchange locations, 15 at all other locations	n/a
	Over railroad	23.3	n/a
	Sign trusses and pedestrian bridges	17.5	n/a
Structural Capacity	Contact Office of Bridges and Structures	Contact Office of Bridges and Structures	n/a
Level of Service	B	B	B

*FHWA notification via email is required if acceptable criteria is not met on the NHS system (No formal design exception is required)

Roadway Design Speed (mph) = 55			Design Criteria for High Speed Roadways											Project Values	
Design Element			Preferred Criteria						Acceptable Criteria						
			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 8D-1)			425	495	570	645	730	820	425	495	570	645	730	820	495
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	1060
		e _{max} = 8%	--	--	--	--	--	--	758	960	1200	1480	1810	2210	960
Minimum vertical curve length (ft) (Refer to Section 2B-1)			150	165	180	195	210	225	150	165	180	195	210	225	165
Minimum rate of vertical curvature (K) (Refer to Section 2B-1)	sag vertical curves	crest vertical curves	84	114	151	193	247	312	84	114	151	193	247	312	114
		roadways without fixed-source lighting	96	115	136	157	181	206	96	115	136	157	181	206	115
		roadways with fixed-source lighting	96	115	136	157	181	206	54	66	78	91	106	121	66
Minimum gradient (%) (Refer to Section 2B-1)			0.5						0.3% with a curb, 0.0% without a curb						
Maximum gradient (%) (Refer to Section 2B-1)	Urban roadways		4						3						0%
	Rural roadways		4						5						5
	Interstates		4						5						4
Clear zone			See "Preferred Clear Zone" table in Section 8A-2						See "Acceptable Clear Zone" table in Section 8A-2						

Design year ADT = 580 N/ 740 S

[Design Manual Section 1C-1](#)
last update: 12-08-16

Effective Shoulder Width and Type for Two-Lane Highways

Preferred (values shown in feet)			Acceptable (values shown in feet)			Project Values
	Rural Roadways	Urban Roadways		Rural Roadways	Urban Roadways	
Turn lanes with shoulders	6	6	Turn lanes with shoulders	6	0	n/a
Turn lanes with curbs	6	See Section 3C-2	Turn lanes with curbs	6	0	n/a
	Effective Shoulder Width	Paved Width		Effective Shoulder Width	Paved Width	
Climbing Lanes	6	4	Climbing Lanes	4	0	n/a
Two-Lane Highways	Effective Shoulder Width	Paved Width	Two-Lane Highways	Effective Shoulder Width	Paved Width	
Routes where bicycles are to be accommodated	10	10	Design year ADT > 2000 vpd	8	2*	6' effective (1' of full depth paved width and 5' granular)
On roadways approaching urban areas (due to increased bike traffic)	10	10				
On all curves with a superelevation rate of 7.0% or greater	10	10				
On roadways with design year ADT > 5000	10	6	Design year ADT between 400 - 2000 vpd	6	2*	
On all other NHS	10	4	Design year ADT < 400 vpd	4	2*	
On non-NHS routes with design year ADT > 3000	10	4				
On non-NHS routes with design year ADT < 3000	8	2*				

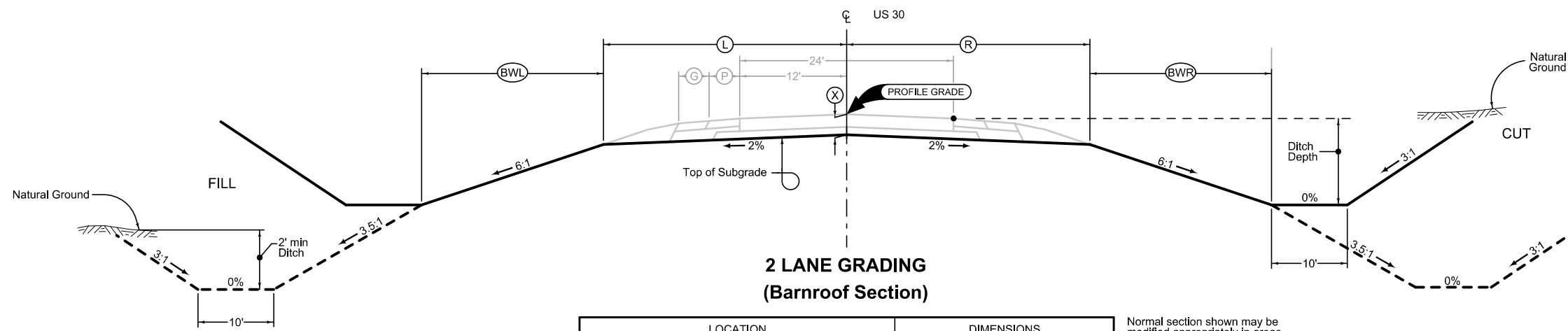
*Requires safety edge-Refer to Section [3C-6](#)

Curbs should be located beyond the outer edge of the effective shoulder width in rural areas

Refer to Section [3C-2](#) for curb offsets in urban areas

Notes:

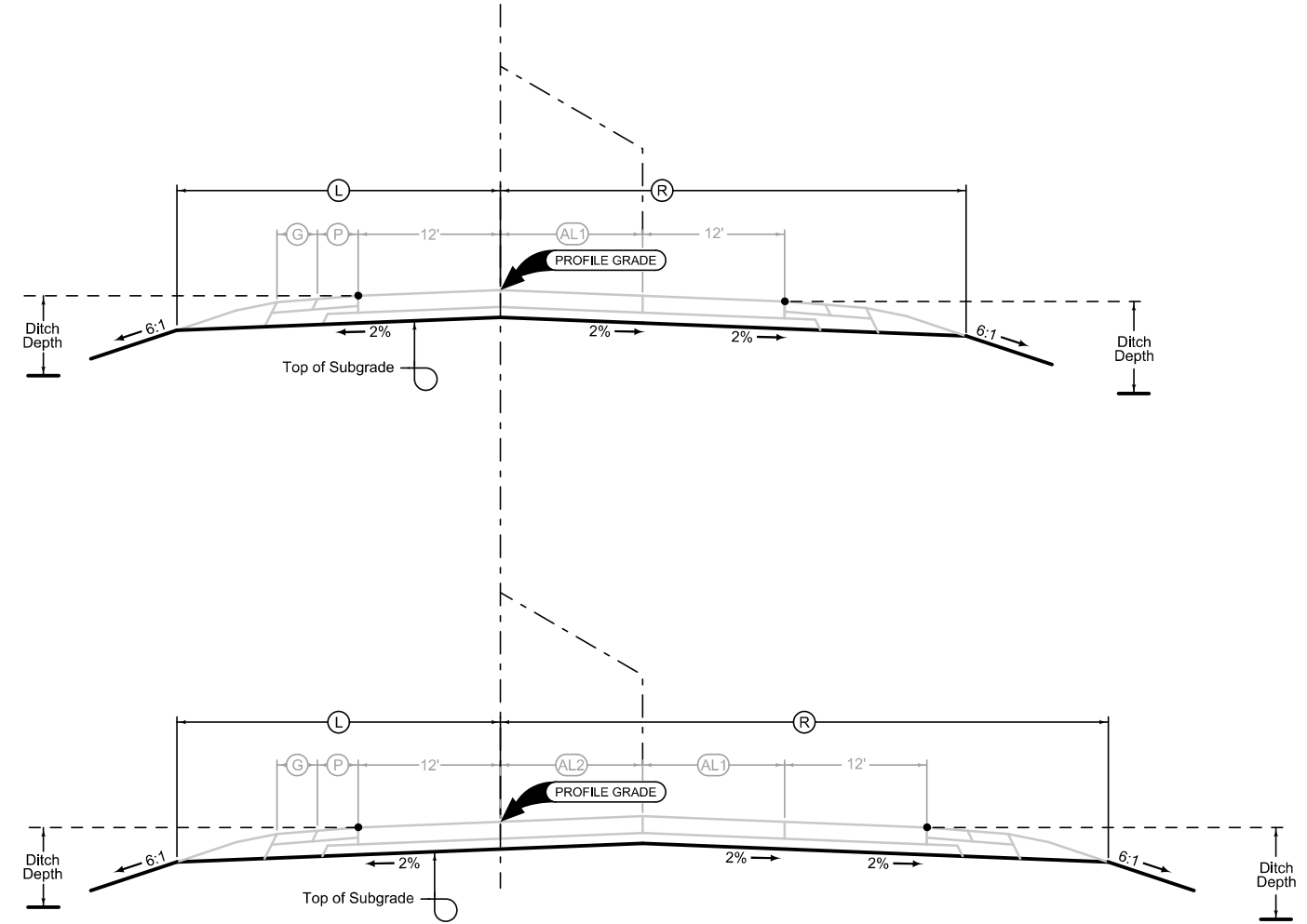
Shoulder Width: Used 6' effective because 2014 traffic north is 580 vpd and south is 740; this also matches IM 3.210 Design Aids. There does not appear to be an existing shoulder.



LOCATION		DIMENSIONS				
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	X Inches	BWL Feet	BWR Feet
US Highway 30	869+25.00 - 869+31.27	32.68	32.68	18	18.42	12.88

Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

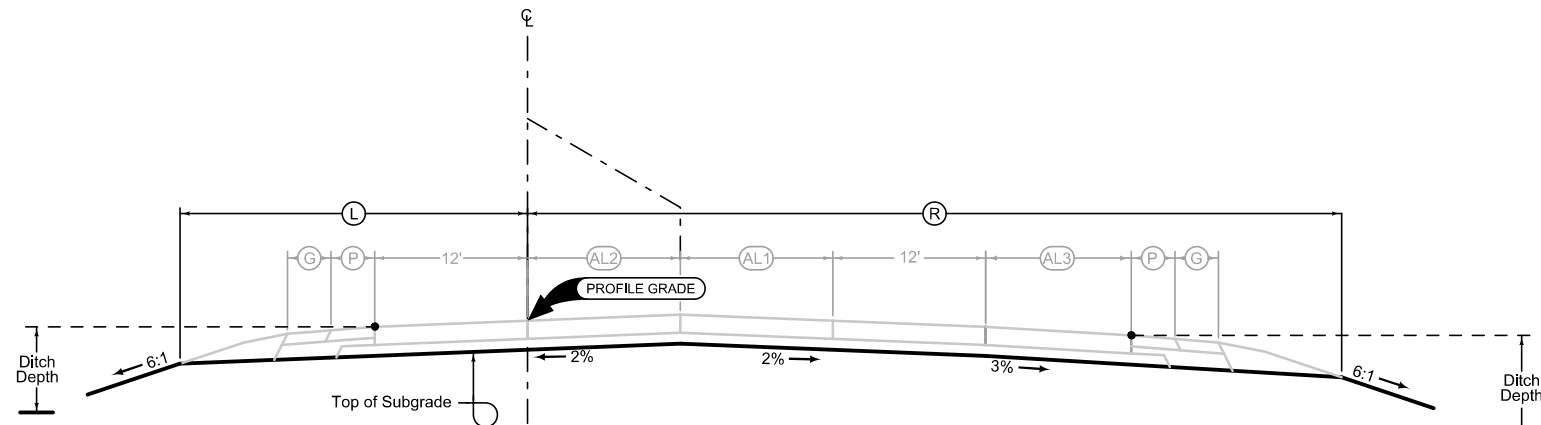


Auxiliary Lane Grading

LOCATION		L Feet	R Feet
ROAD IDENTIFICATION	STATION TO STATION		
US Highway 30	869+31.27 - 872+50.00	32.68	32.68-36.78

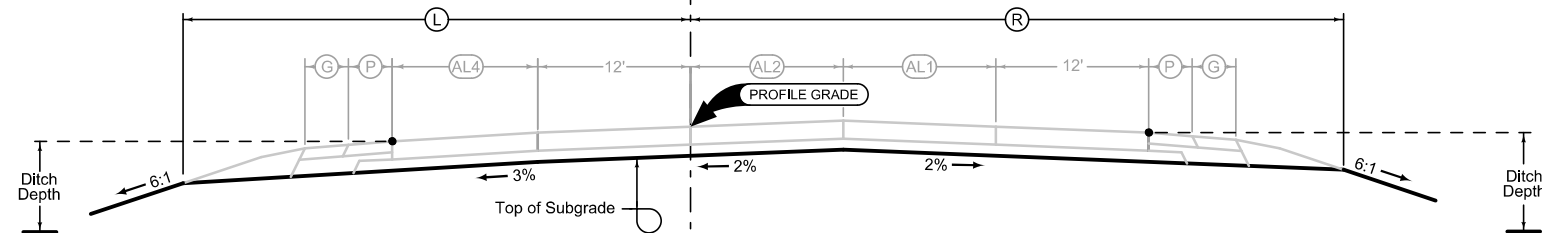
Auxiliary Lane Grading

LOCATION		L Feet	R Feet
ROAD IDENTIFICATION	STATION TO STATION		
US Highway 30	872+50.00 - 885+75.00	32.68	36.78-60.68



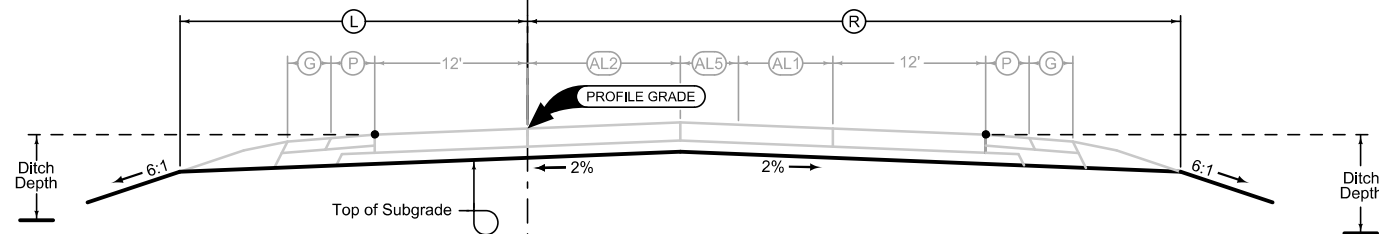
Auxiliary Lane Grading

LOCATION		(L)	(R)
ROAD IDENTIFICATION	STATION TO STATION	Feet	Feet
US Highway 30	885+75.00 887+35.00	32.68	60.68-76.68
US Highway 30	887+35.00 888+50.00	32.68	76.68
US Highway 30	888+50.00 889+00.00	32.68	76.68



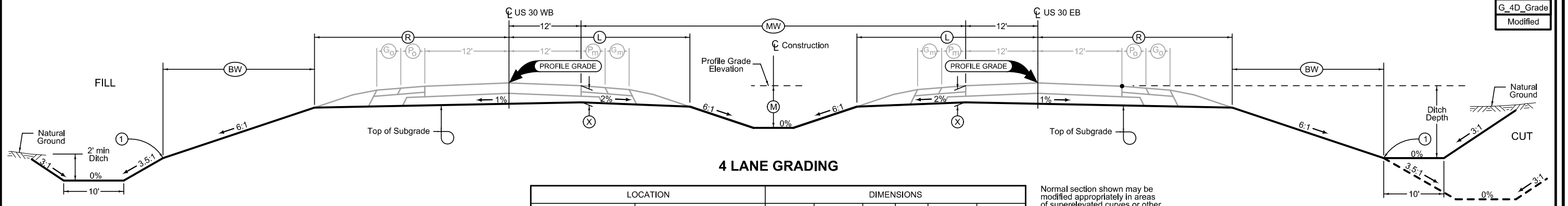
Auxiliary Lane Grading

LOCATION		(L)	(R)
ROAD IDENTIFICATION	STATION TO STATION	Feet	Feet
US Highway 30	891+25.00 892+00.00	48.68	60.68
US Highway 30	892+00.00 893+10.00	48.68	60.68
US Highway 30	893+10.00 894+70.00	48.68-32.68	60.68



Auxiliary Lane Grading

LOCATION		(L)	(R)
ROAD IDENTIFICATION	STATION TO STATION	Feet	Feet
US Highway 30	894+77.86 899+86.22	32.68	60.68-76.07



4 LANE GRADING

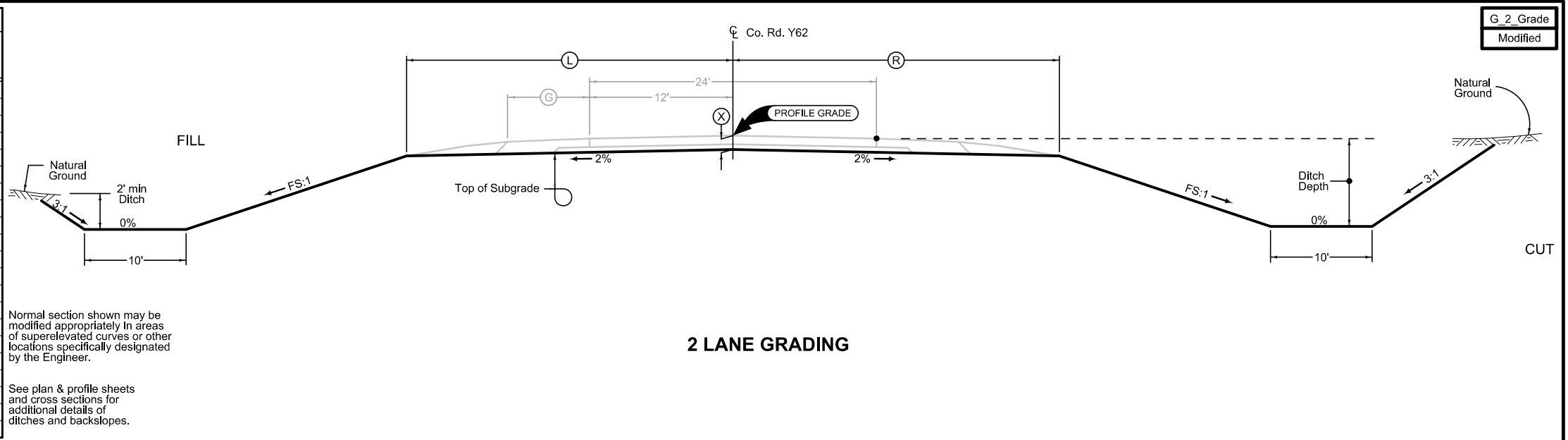
LOCATION		DIMENSIONS						
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	(BW) Feet	(MW) Feet	(M) Feet	
US Highway 30 WB	899+86.22 904+00.00	23.80-36.93	32.68	18	18.72	20.88-49.58	0-3.37	
US Highway 30 EB	899+86.22 904+00.00	21.11-36.68	31.01	18	18.76	20.88-49.58	0-3.33	

Normal section shown may be modified appropriately in areas of super-elevated curves or other locations specifically designated by the Engineer.

See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

① Refer to project plan and cross sections for specific location of foreslope change.

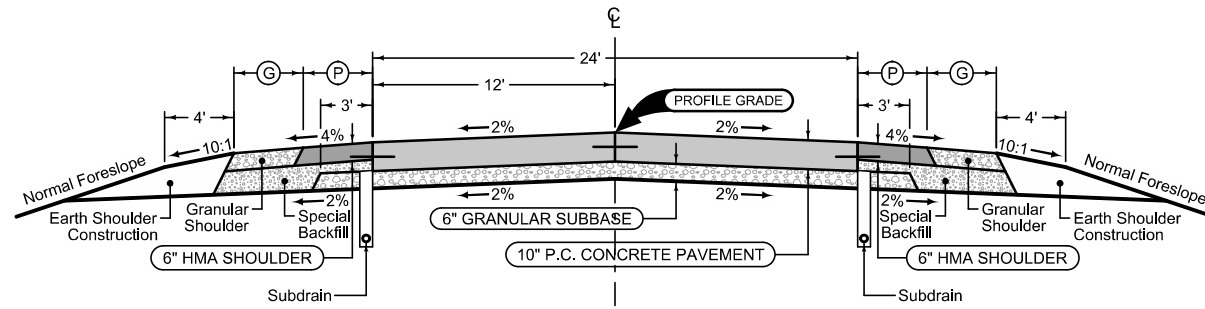
LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	FS
Co. Rd. Y62 South	188+00.00 - 189+00.00	25.95	23-29.23	18	6
Co. Rd. Y62 North	290+32.00 - 290+00.00	25.95	23-29.23	18	6



Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
869+25.00	869+31.27	6	4



Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

STATION TO STATION	
869+25.00	869+31.27

Combination Shoulder

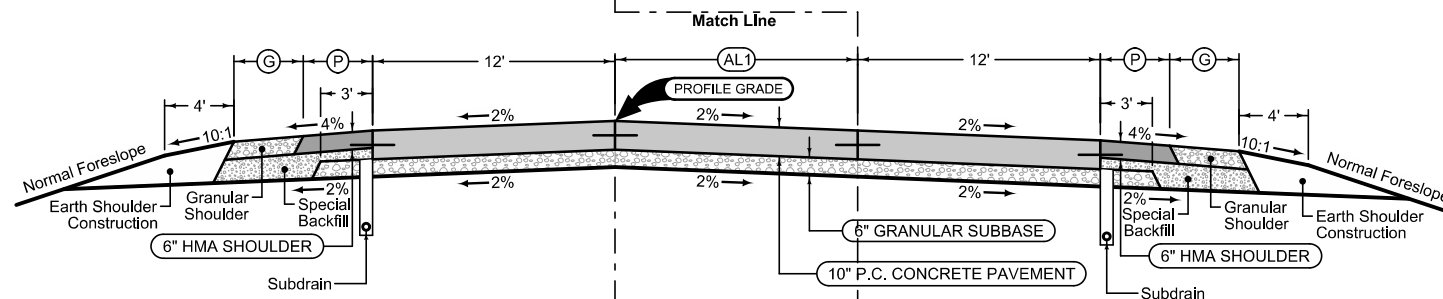
Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
869+25.00	869+31.27	6	4

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
869+31.27	872+50.00	6	4



Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

STATION TO STATION	
869+31.27	872+50.00

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

STATION TO STATION		(AL) Feet
869+31.27	872+50.00	0-4

Combination Shoulder

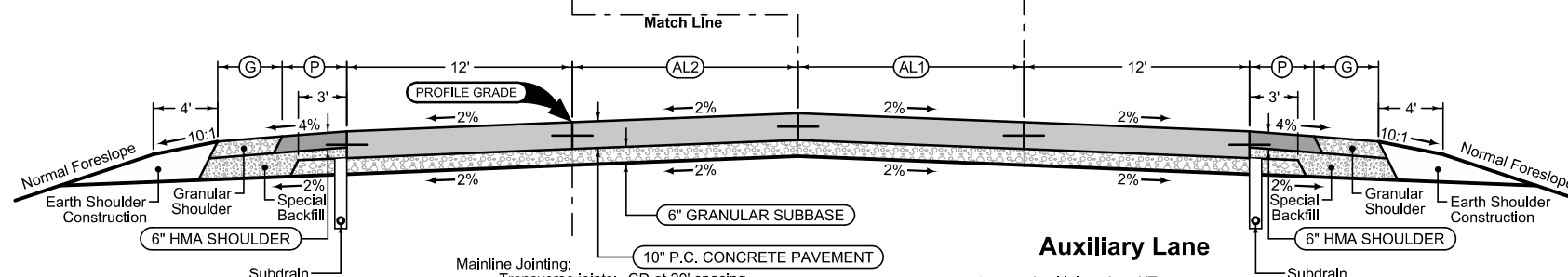
Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
869+31.27	872+50.00	6	4

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
872+50.00	885+75.00	6	4



Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

STATION TO STATION	
872+50.00	885+75.00

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

STATION TO STATION		(AL1) Feet	(AL2) Feet
872+50.00	879+70.00	4	0-12
879+70.00	884+75.00	4-16	12
884+75.00	885+75.00	16	12

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
872+50.00	885+75.00	6	4

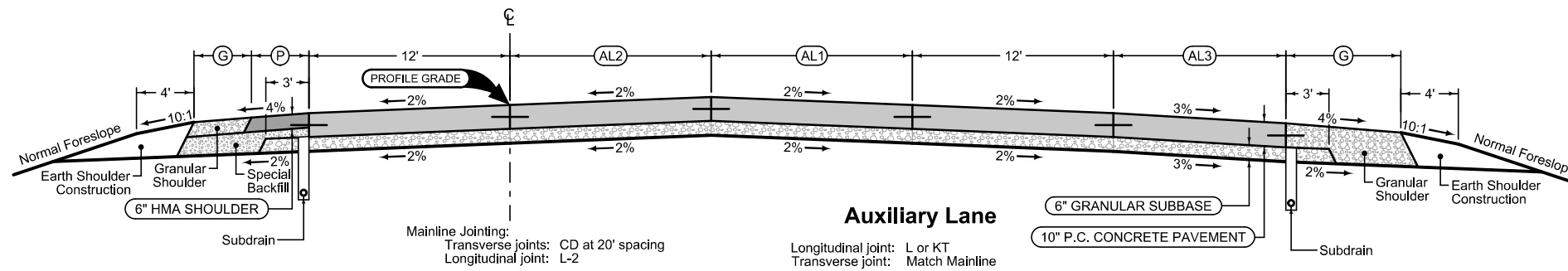
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US HIGHWAY 30

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		2_C_ 10-15-13	
		(P) Feet	(G) Feet
885+75.00	888+64.62	6	4



2P_ Modified

STATION TO STATION	
885+75.00	890+23.95

2_AuxLane_PCC_ Modified

STATION TO STATION		(AL1) Feet	(AL2) Feet	(AL3) Feet
885+75.00	887+35.00	16	12	0-16
887+35.00	889+24.29	16	12	16
889+24.29	890+23.95	16	12	0

Granular Shoulder

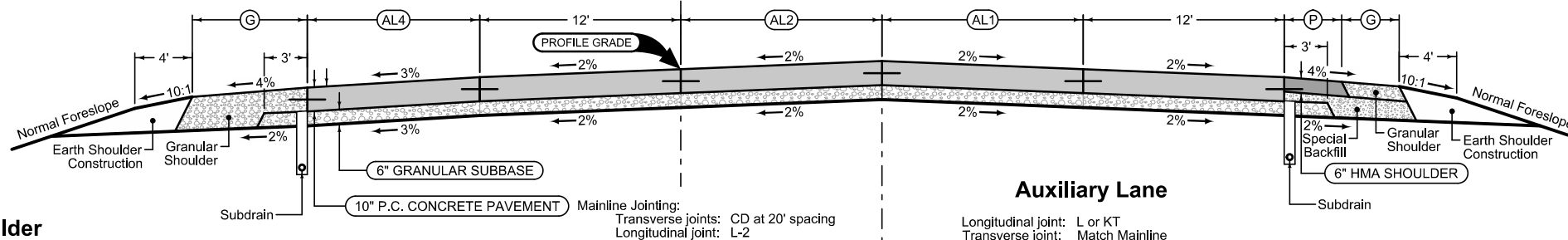
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STATION TO STATION		(G) Feet
885+75.00	886+14.70	4
886+14.70	886+35.00	4-6
886+35.00	889+24.29	6

Granular Shoulder

2_G_SR_ 10-19-10

STATION TO STATION		(G) Feet
891+19.57	894+10.00	6
894+10.00	894+30.30	6-4
894+30.30	894+70.00	4



2P_ Modified

STATION TO STATION	
890+23.95	894+70.00

2_AuxLane_PCC_ Modified

STATION TO STATION		(AL1) Feet	(AL2) Feet	(AL4) Feet
890+23.95	891+19.57	16	12	0
891+19.57	893+10.00	16	12	16
893+10.00	894+70.00	16	12	16-0

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_C_ 10-15-13

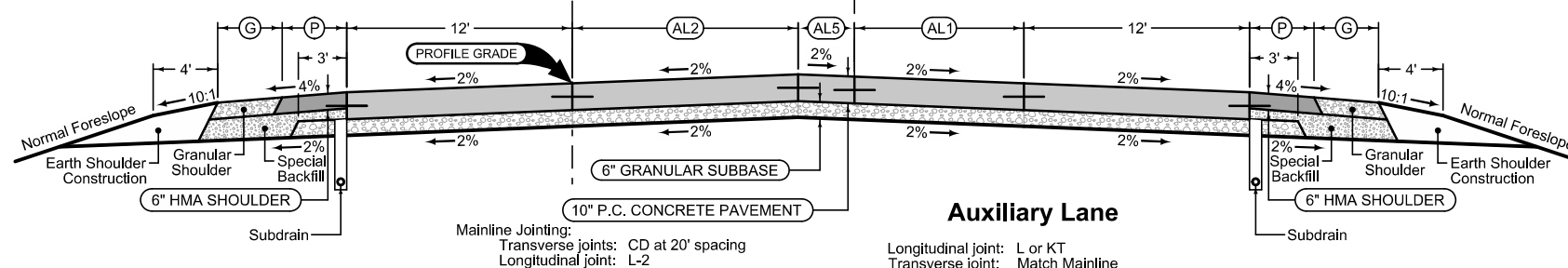
STATION TO STATION		(P) Feet	(G) Feet
891+91.36	894+70.00	6	4

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_C_ 10-15-13

STATION TO STATION		(P) Feet	(G) Feet
894+77.86	899+86.22	6	4



2P_ Modified

STATION TO STATION	
894+77.86	899+86.22

2_AuxLane_PCC_ Modified

STATION TO STATION		(AL1) Feet	(AL2) Feet	(AL5) Feet
894+77.86	899+86.22	12	4-20	12

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

2_C_ 10-15-13

STATION TO STATION		(P) Feet	(G) Feet
894+77.86	899+86.22	6	4

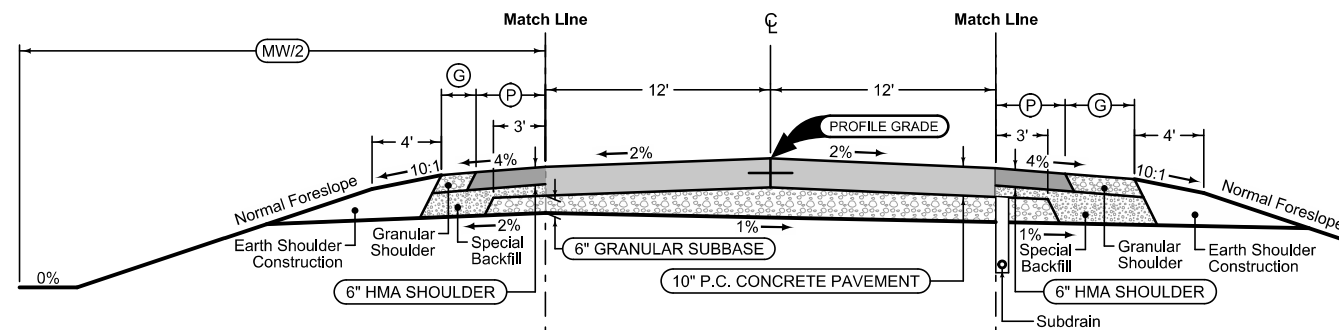
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US HIGHWAY 30

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
EB	899+86.22	904+00.00	4	2



Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

4DP_ 10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet
EB	899+86.22	904+00.00	20-51

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
EB	899+86.22	904+00.00	6	4

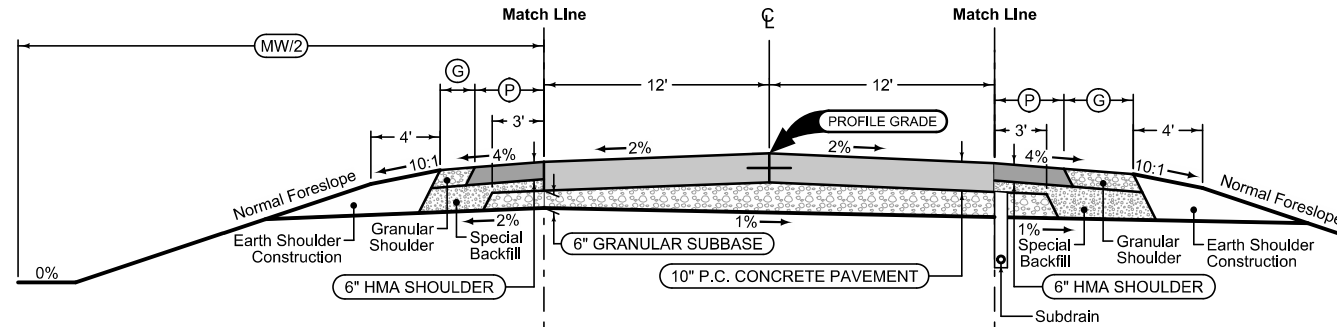
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

EB US HIGHWAY 30

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
WB	899+86.22	904+00.00	4	2



Section shown in the direction of traffic.

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

4DP_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet	
WB	899+86.22	904+00.00	20-51	

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

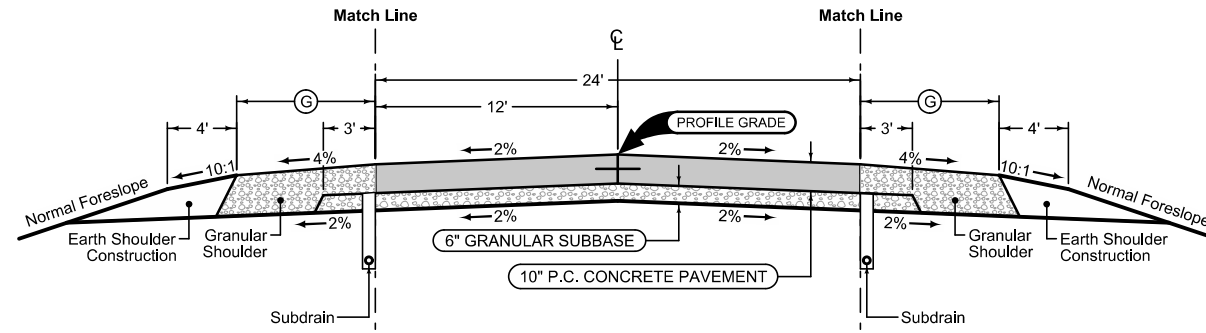
4_C_ 10-15-13				
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
WB	899+86.22	904+00.00	6	4

See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

WB US HIGHWAY 30

Granular Shoulder

2_G_SR_		Ⓞ
10-19-10		
STATION TO STATION		Feet
899+86.22	899+86.22	5



Granular Shoulder

2_G_SR_		Ⓞ
10-19-10		
STATION TO STATION		Feet
899+86.22	899+86.22	5

Mainline Jointing:
 Transverse joints: CD at 20' spacing
 Longitudinal joint: L-2

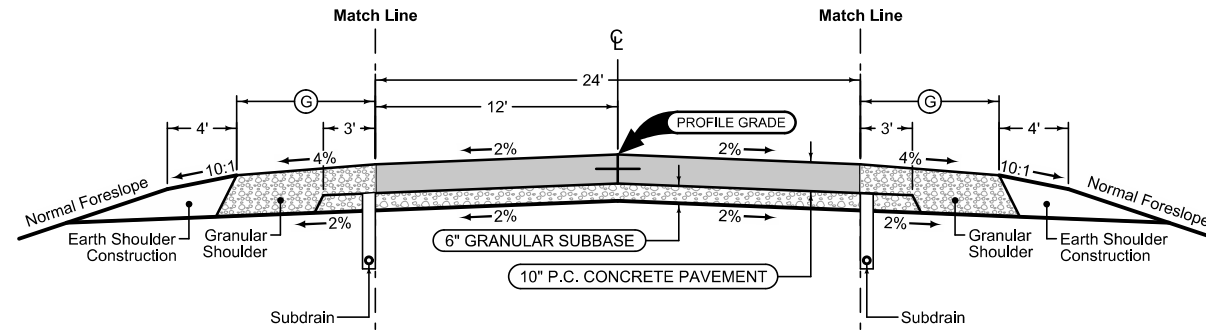
2P_	
10-19-10	
STATION TO STATION	
188+00.00	189+83.95

See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

**COUNTY ROAD
 Y62 SOUTH**

Granular Shoulder

2_G_SR_		Ⓞ
10-19-10		
STATION TO STATION		Feet
899+86.22	899+86.22	5



Granular Shoulder

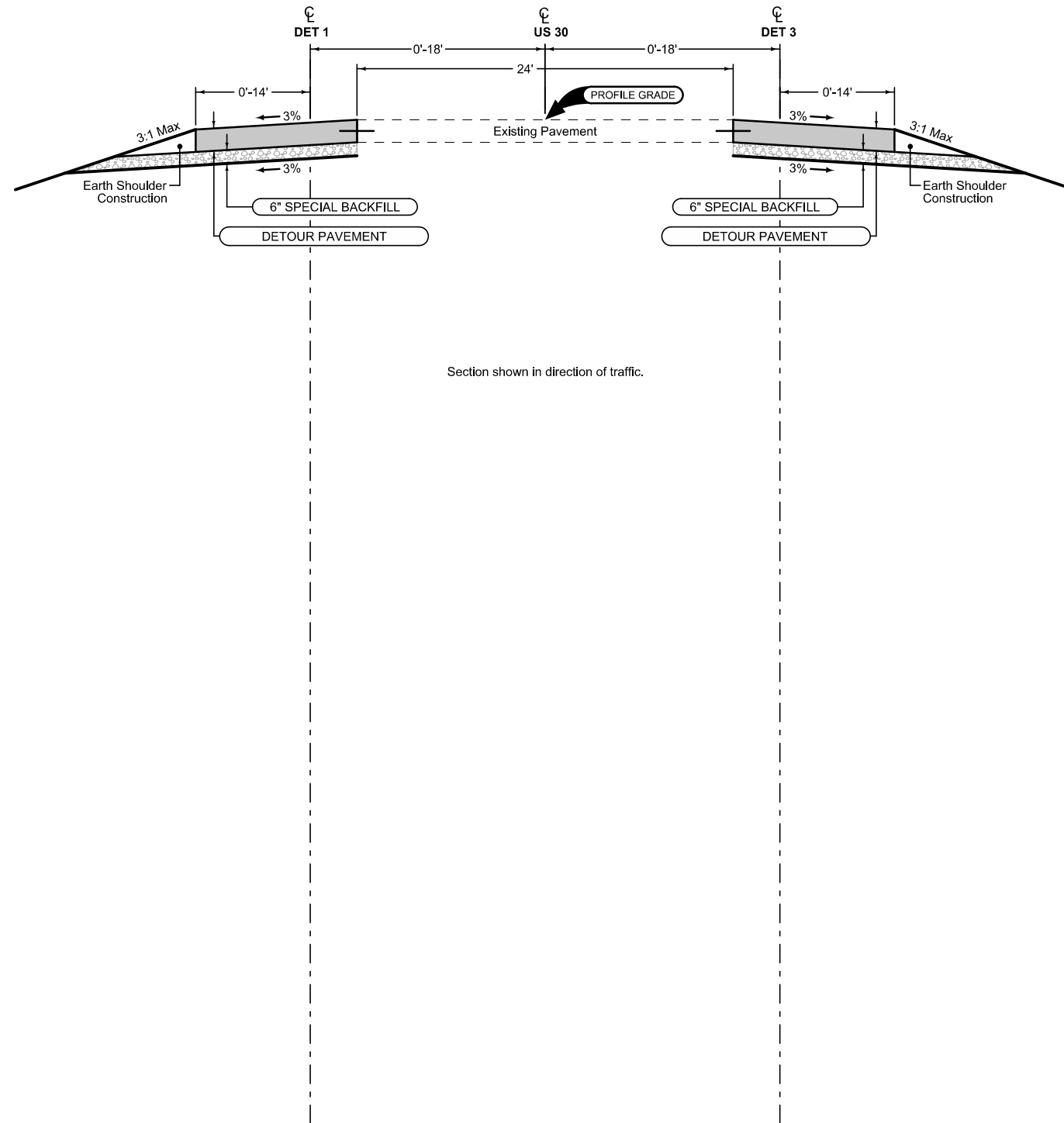
2_G_SR_		Ⓞ
10-19-10		
STATION TO STATION		Feet
899+86.22	899+86.22	5

Mainline Jointing:
 Transverse joints: CD at 20' spacing
 Longitudinal joint: L-2

2P_	
10-19-10	
STATION TO STATION	
290+23.00	293+00.00

See Tab 100-24 or 100-25 for pavement quantities.
 See Tab 112-9 for shoulder quantities.

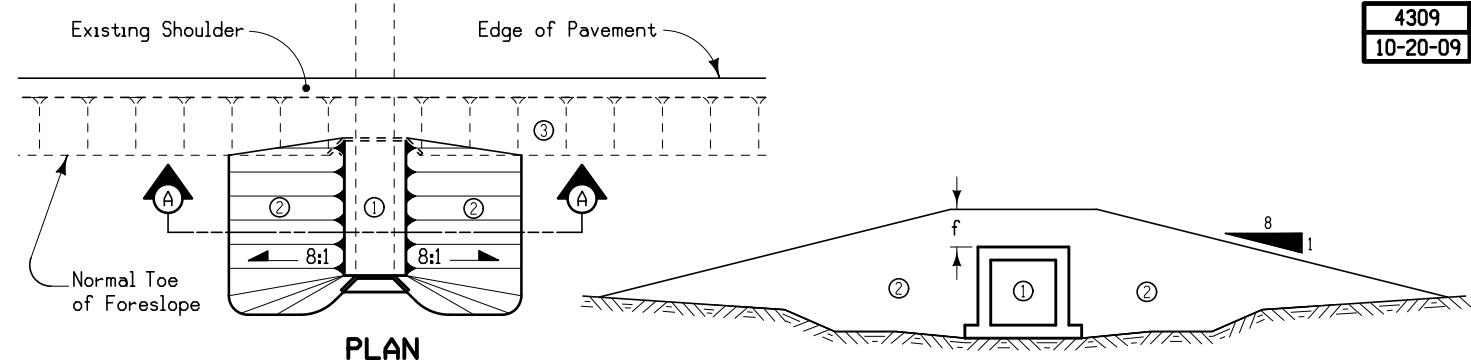
**COUNTY ROAD
 Y62 NORTH**



See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

DETOUR

4309
10-20-09



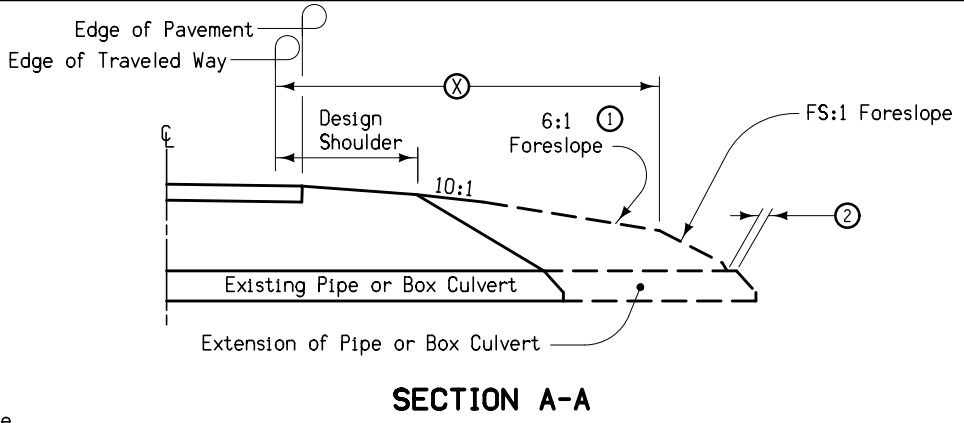
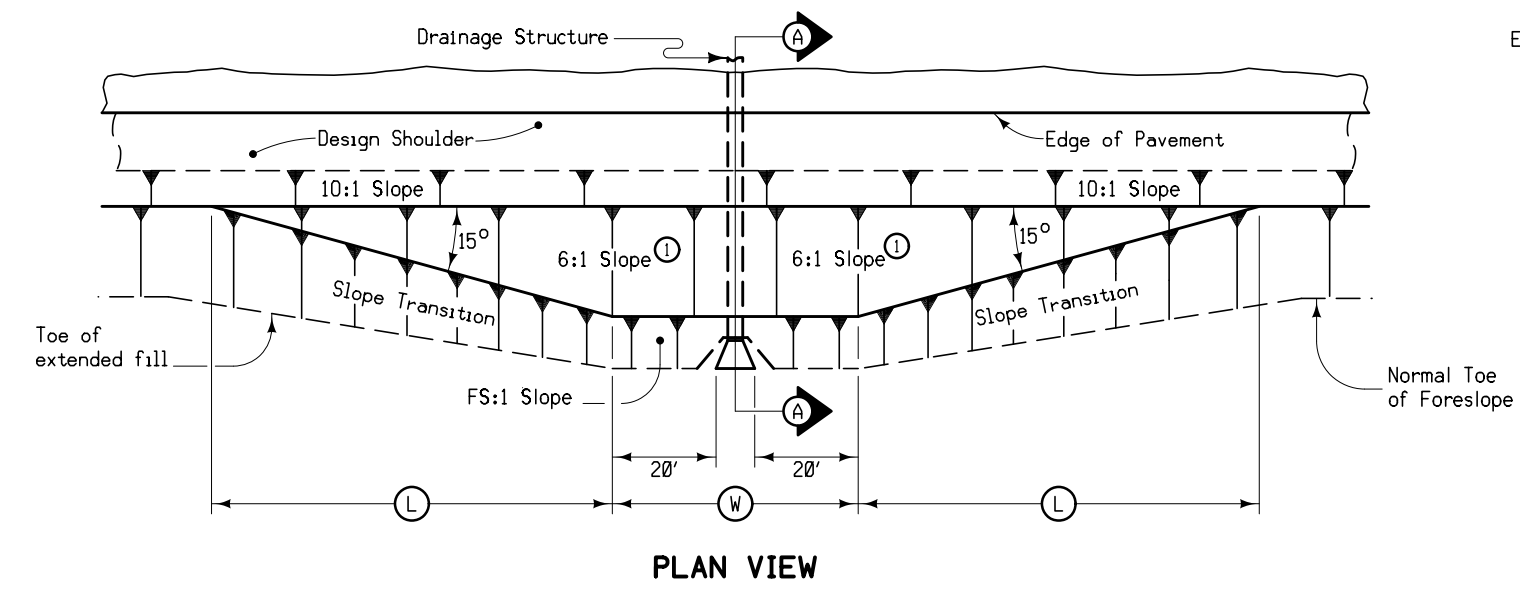
Notes:
The backfilling and associated embankment construction shall be completed within 14 working days after the curing period for the culvert extension.

① Culvert Extension
② Proposed Embankment
③ Existing Foreslope

STATION	SIDE	----- Cu. Yds.	f

IMMEDIATE PLACEMENT OF EMBANKMENT AT CULVERT EXTENSION

4311
04-18-17



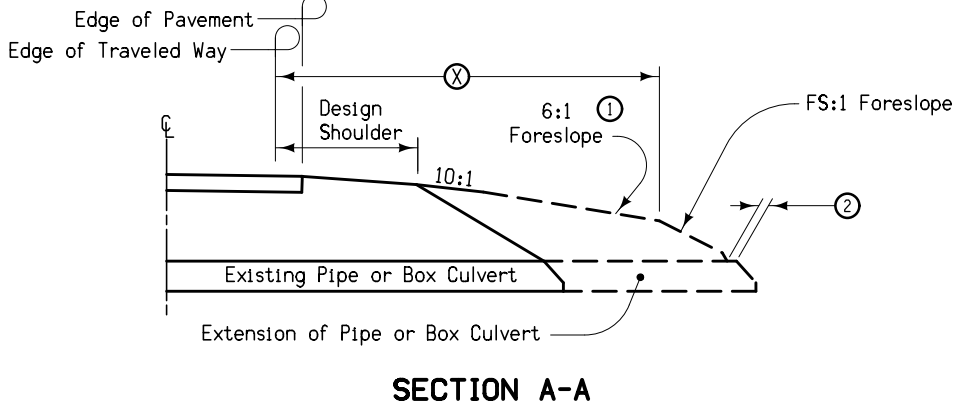
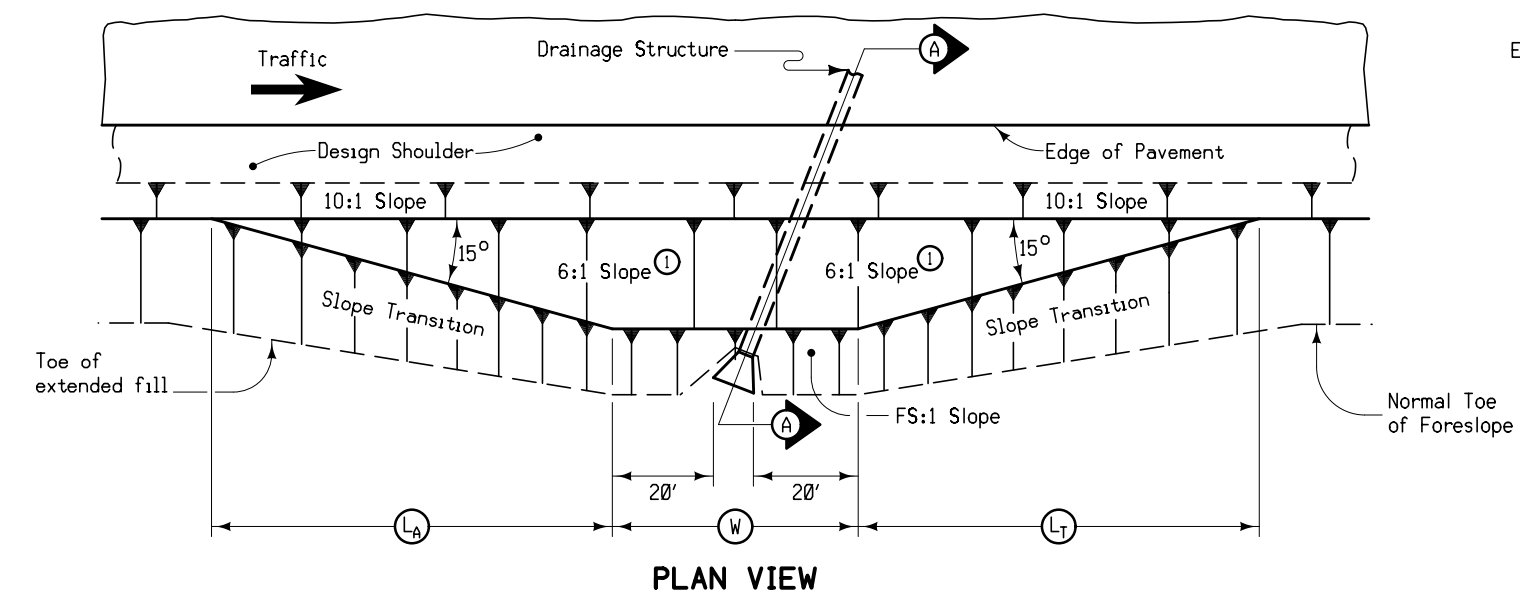
Notes:
At locations where an extended or newly constructed drainage structure extends beyond the normal foreslope cover, flatten the foreslope as indicated so as to cover the structure. Minimum earth cover is 6".

① Slope may be flatter than 6:1.
② 6" Minimum for pipe installations or to top of headwall on R.C.B.
Ⓜ = Pipe or R.C.B. opening width plus 20 feet each side.

STRUCTURE LOCATION		Ⓜ	L	X	FS
STATION	SIDE	Feet	Feet	Feet	

BARNROOF FORESLOPE AT DRAINAGE STRUCTURE

4312
04-18-17



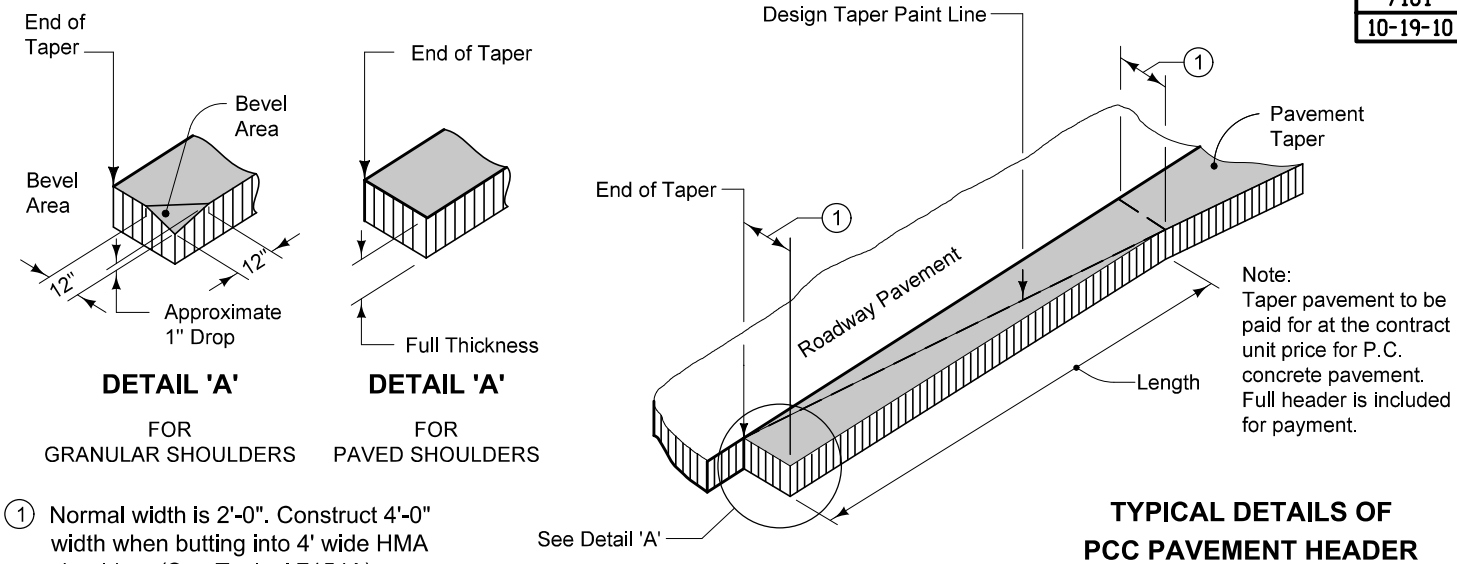
Notes:
At locations where an extended or newly constructed drainage structure extends beyond the normal foreslope cover, flatten the foreslope as indicated so as to cover the structure. Minimum earth cover is 6 inches.

① Slope may be flatter than 6:1.
② 6 inch minimum for pipe installations or to top of headwall on RCB.
③ At Ⓞ of road.
Ⓜ = Pipe or RCB opening width plus 20 feet each side.

STRUCTURE LOCATION		Ⓜ	L _A	L _T	X	FS
STATION ③	SIDE	Feet	Feet	Feet	Feet	

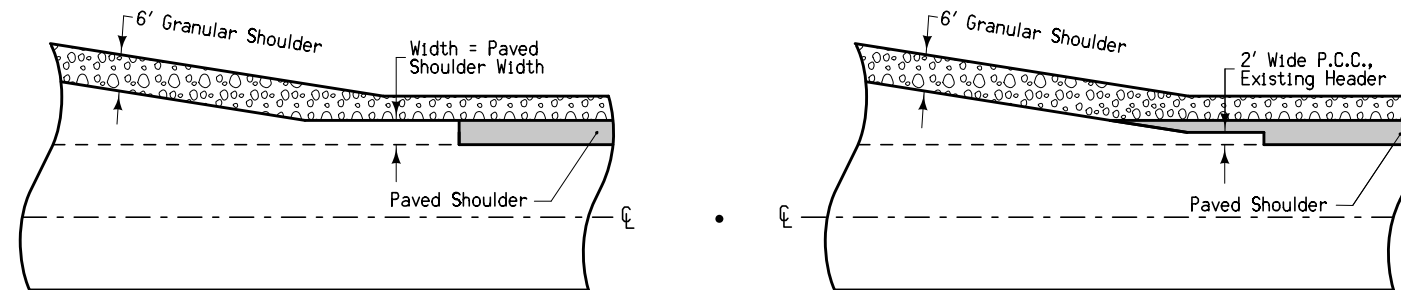
BARNROOF FORESLOPE AT SKEWED DRAINAGE STRUCTURE

7101
10-19-10



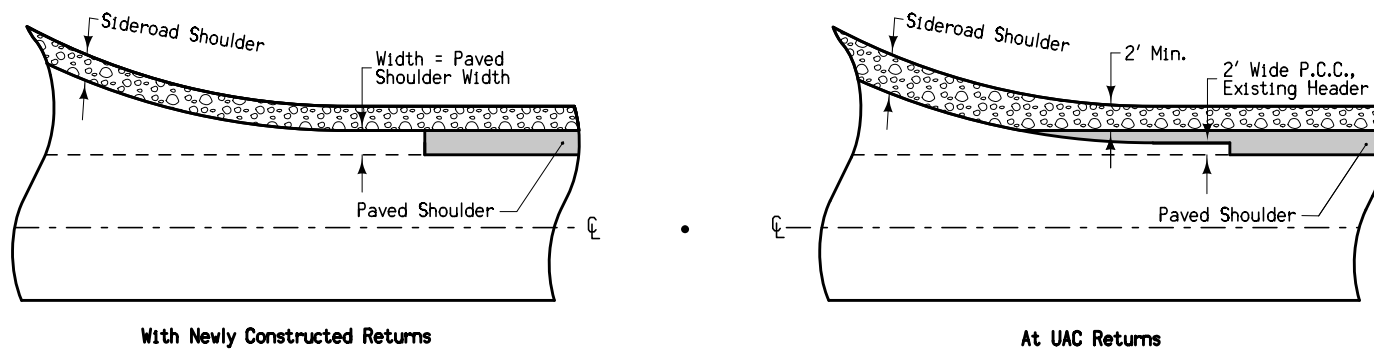
① Normal width is 2'-0". Construct 4'-0" width when butting into 4' wide HMA shoulders (See Typical 7154A).

7154A
10-20-09



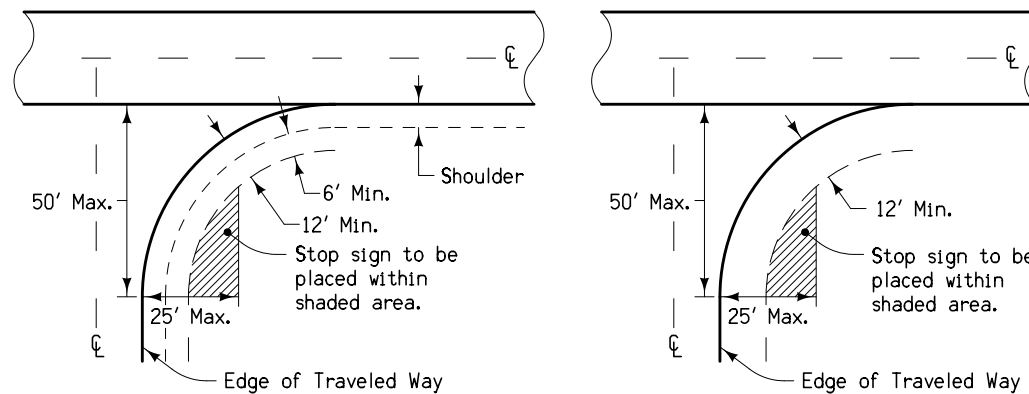
**PAVED SHOULDER
DETAIL AT
TURN LANES**

7154B
10-20-09



**PAVED SHOULDER
DETAIL AT RETURNS**

9503
07-15-97



NOTES:

Stop signs should be confined to the shaded areas, but as close to the approach roadway as possible to provide the motorist with the best visual impact.

If possible, stop signs should be placed at the point where vehicles are to stop or as near as practical.

In rural areas, the lateral clearance should not be closer than 6' from the edge of a usable shoulder, or if none, 12' from edge of the traveled way.

In urban areas, stop signs should be placed a minimum of 6' from the near edge of the intersected street or a minimum of 4' in advance of the near edge of a marked crosswalk. Lateral clearance may be reduced to a minimum of 2' from the face of a curb.

Where the approach roadway consists of two lanes of traffic, a second stop sign should be placed where it is visible to traffic in the inner lane.

At channelized intersections, the additional stop sign may be placed on a channelized island or median.

STOP SIGN PLACEMENT

SURVEY SYMBOLS

- WEL Well
- WC Wild Card (Misc. Field Shot)
- UB Utility Box
- TPD Telephone Pedestal
- TIL Tile Line
- TFR Tree Fruit
- TDC Tree Deciduous
- SOP Size of Pipe or Culvert
- SL Speed Limit Sign
- SI Sign
- SHR Shrub
- SH Paved Shoulder
- SCR Section Corner
- RET Retaining Walls
- PR Electric Riser Pole
- POT Tangent Point
- OUT Tile Outlet
- MM Mile Marker Post
- LUM Luminaire
- LP L.P. Tank
- FWD Wood Fence
- FW Wire Fence
- FLG Flag Poles
- EB Electrical Box
- D Centerline Draw or Stream (Up/Down)

UTILITY LEGEND

- TV - Mediacom - Quality D
- T1 - Windstream - Quality D
- T2 - Grand Mound Coop Telephone - Quality D
- F0 - Windstream - Quality D
- F02 - Grand Mound Coop Telephone - Quality D
- PPA Power Pole Alliant Energy

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.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted Areas
Lavender	(9)		Temporary Pavement Shading
Gray, Light	(48)		Proposed Pavement Shading
Gray, Med	(80)		Proposed Granular Shading
Gray, Dark	(112)		Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)		Grading Shading
Tan	(8)		Proposed Sidewalk Shading
Blue, Light	(230)		Proposed Sidewalk Landing Shading
Pink	(11)		Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

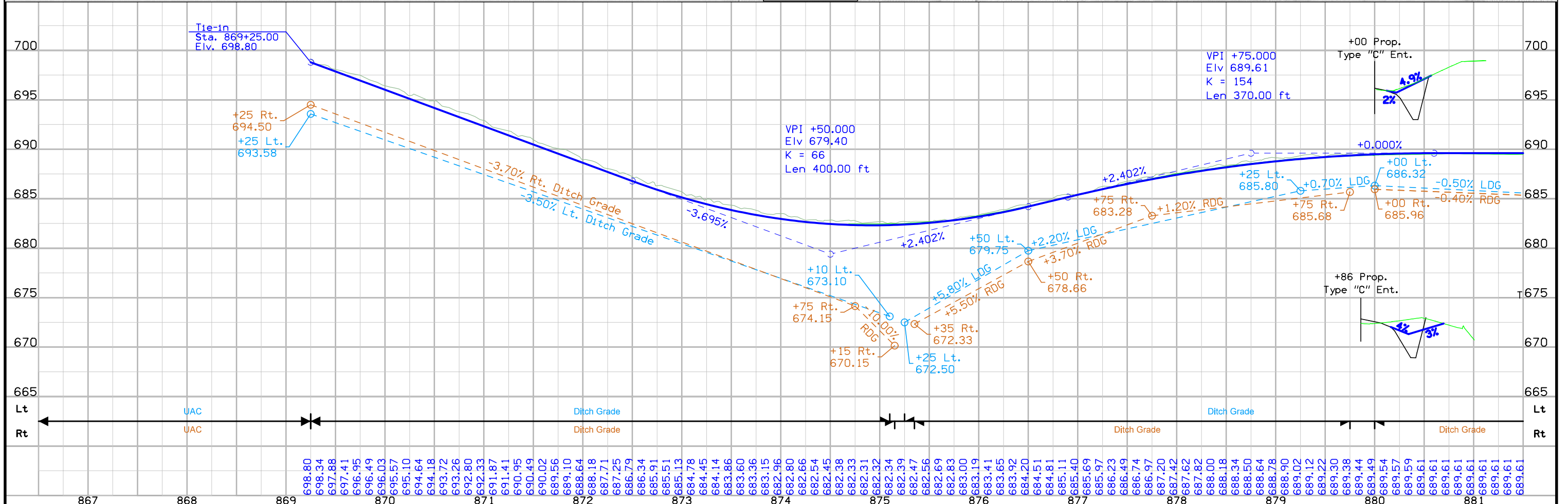
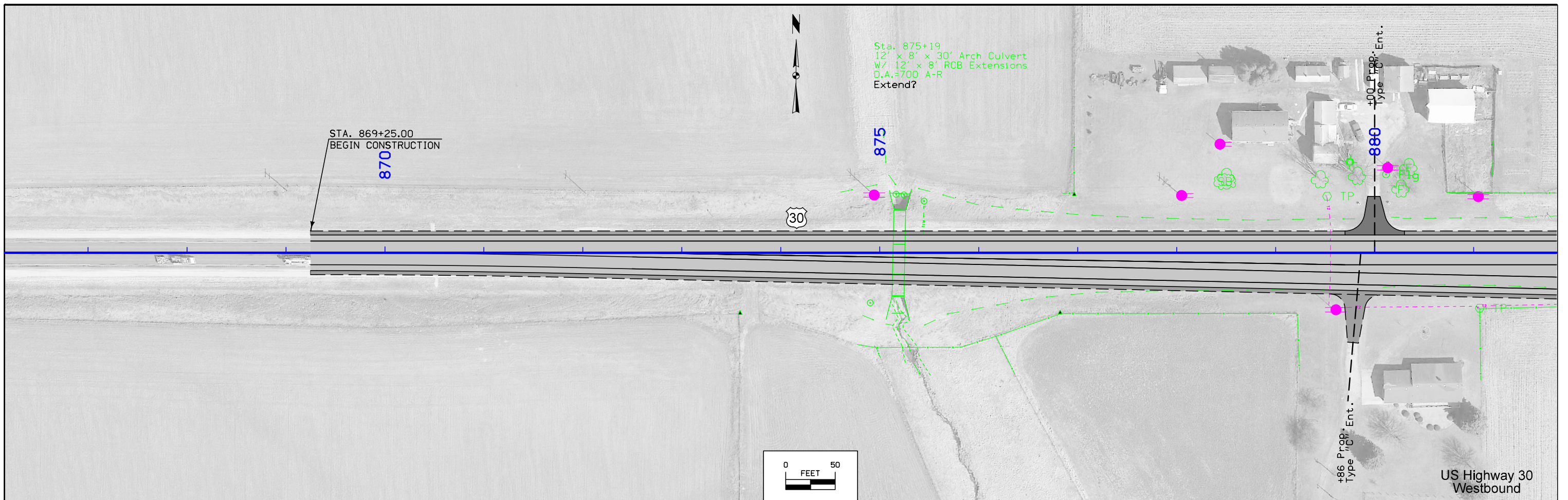
LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right

- Reference Point
- Station
- Survey Line
- 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
 - Existing Right of Way
 - Existing and Proposed Right-of-Way
 - Easement and Existing Right-of-Way
 - Easement (Temporary)
 - Easement
 - Access Control
 - Property Line

PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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



Orange TWP.
T-81N R-3E
SEC. 15

Orange TWP.
T-81N R-3E
SEC. 14

STA. 883+50
2' X 2' X 49' RCB
W/ RCP EXTENSIONS
D.A. = 25 A-R
Extend?

PI Sta. 890+22.60 (ML030)
=POT Sta. 290+20.00 (SRNY62)
=POT Sta. 190+23.95 (SRSY62)

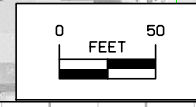
90°01'44.47"

89°58'35.87"

Sta. 890+54.40' Lt.
24" x 59' RCP
D.A. = 10 A-R
Remove

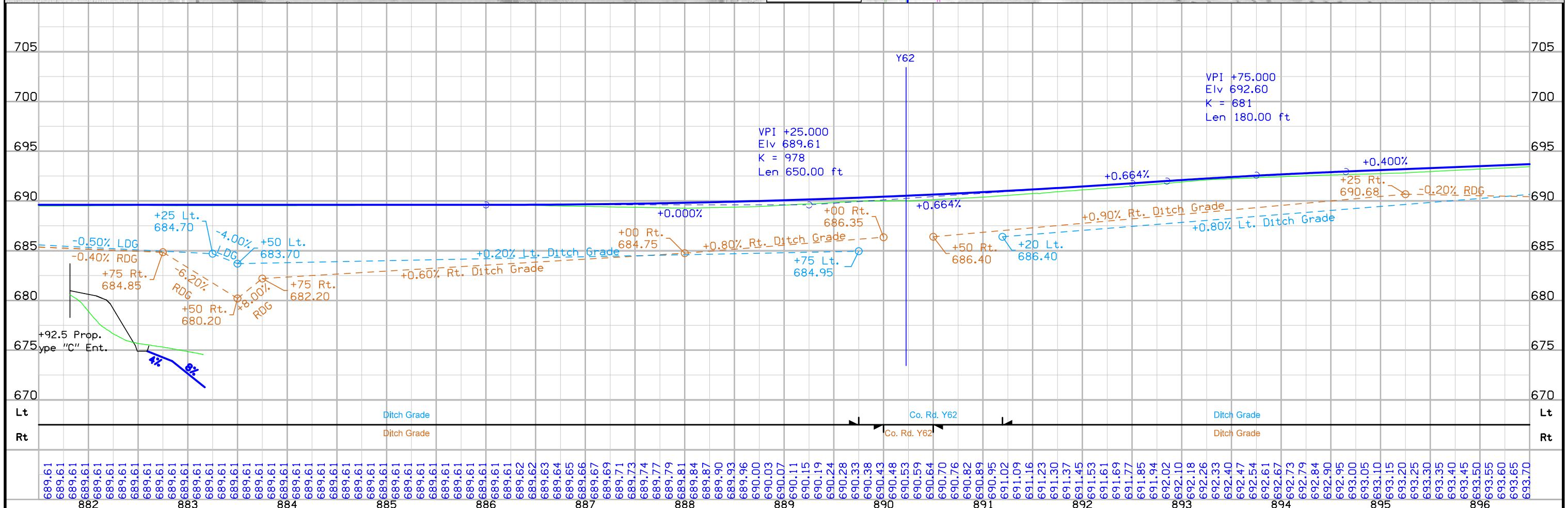
15" x 36" CMP
Remove

+92.5 Prop.
Type "C" Ent.

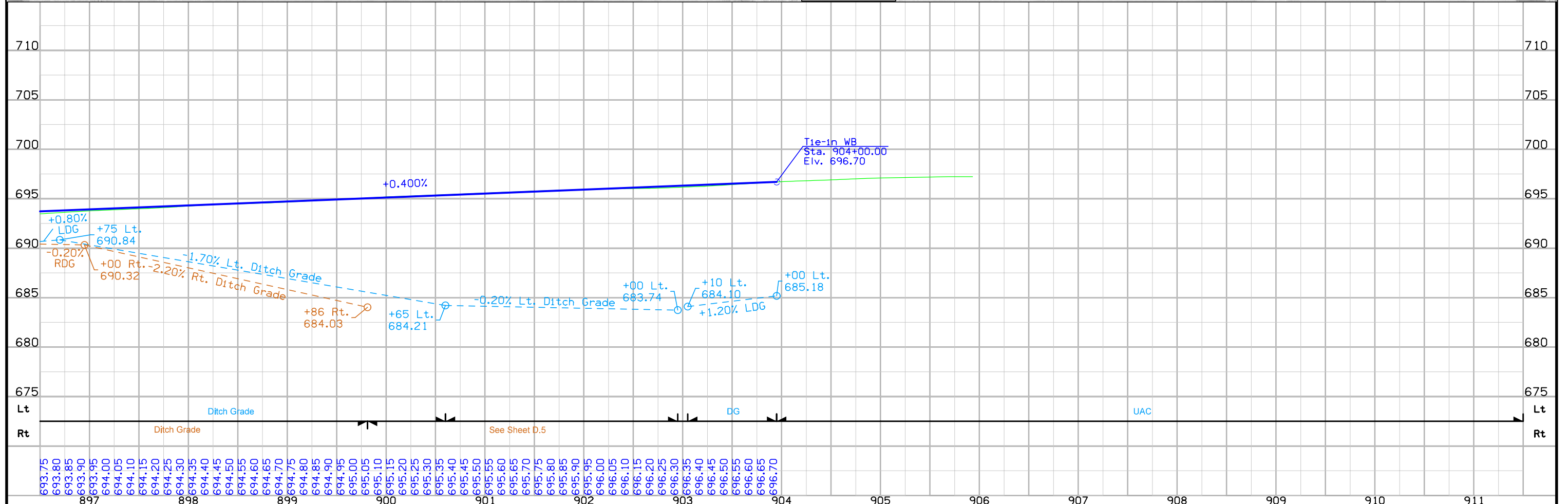
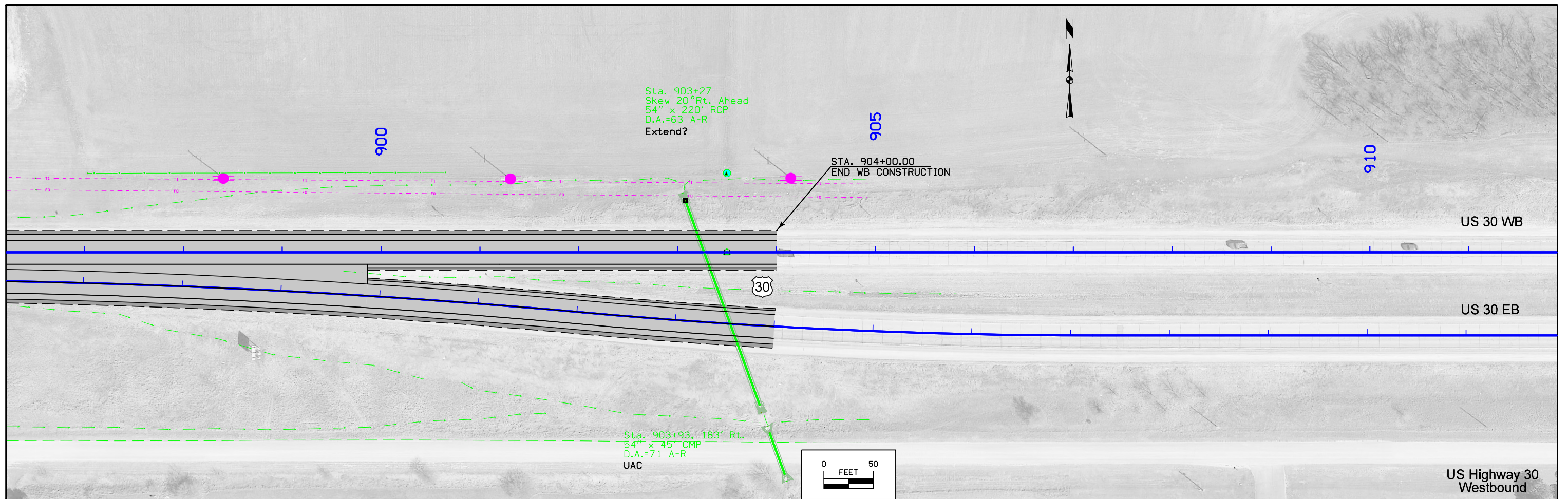


242nd Street

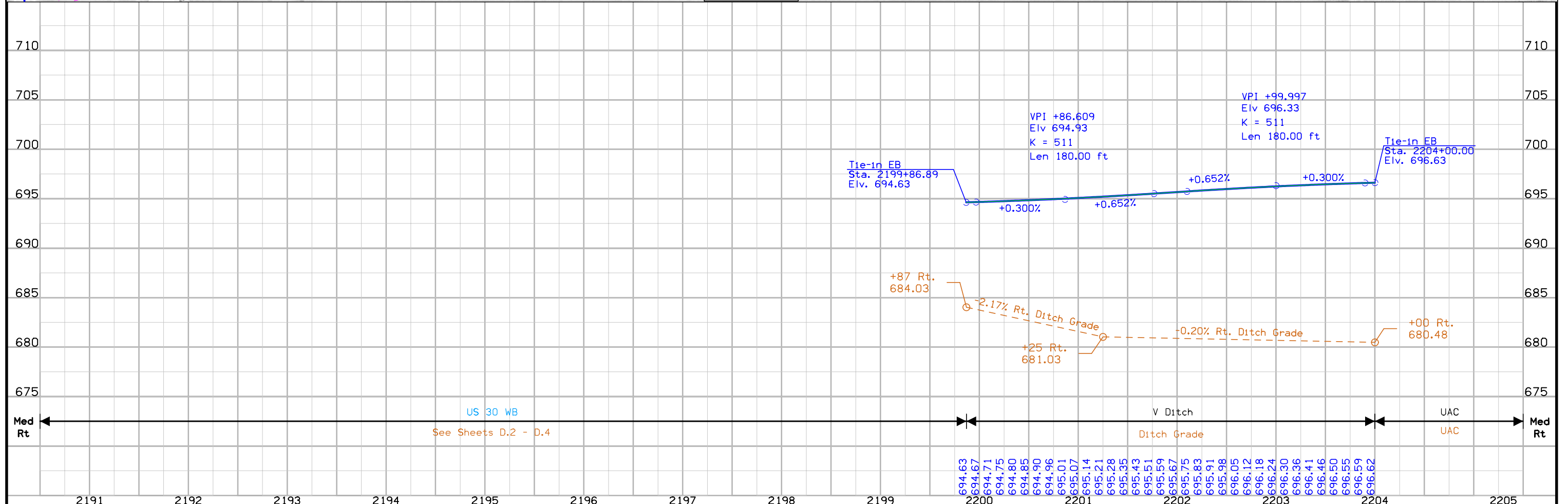
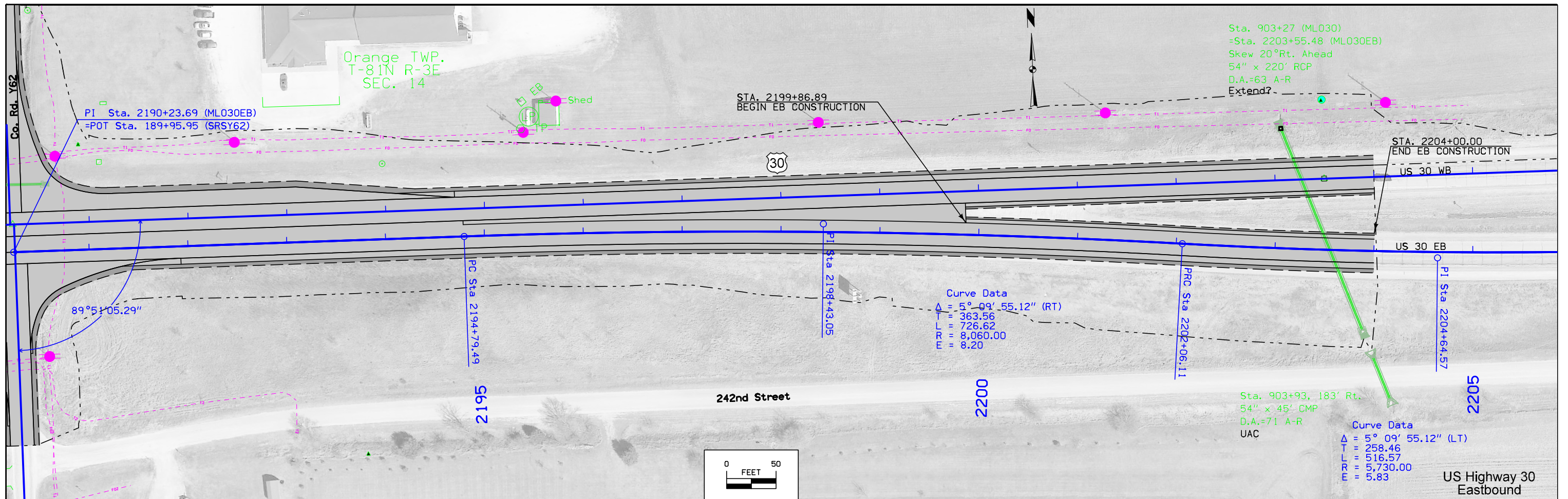
US Highway 30
Westbound

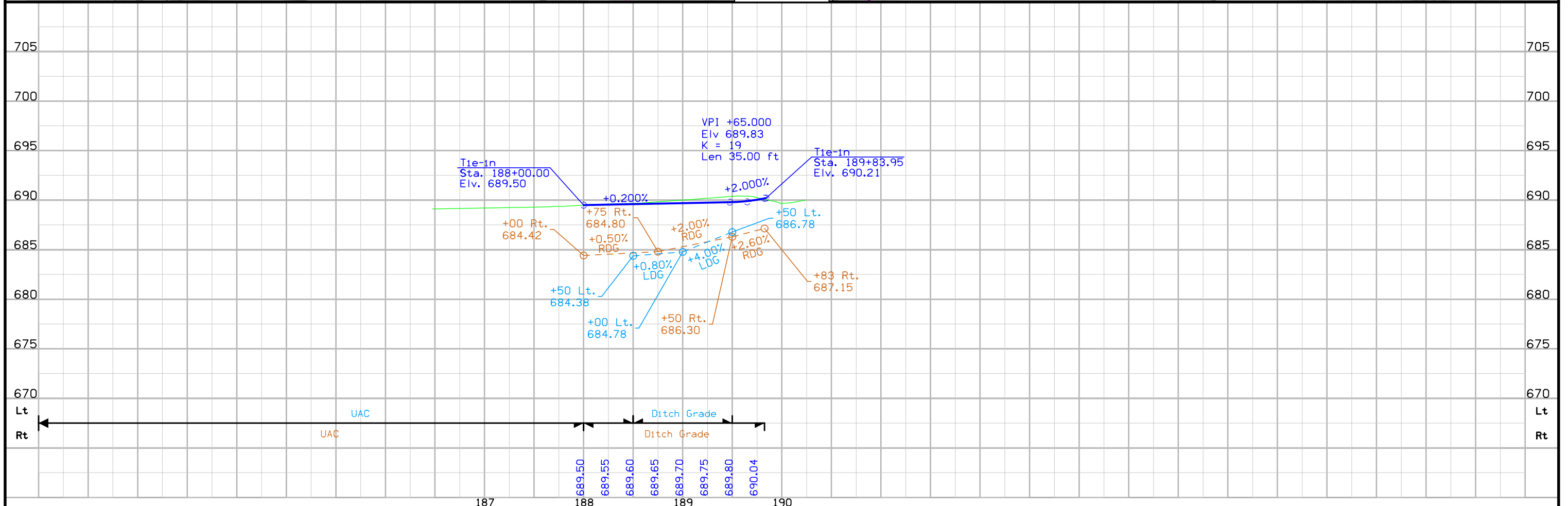
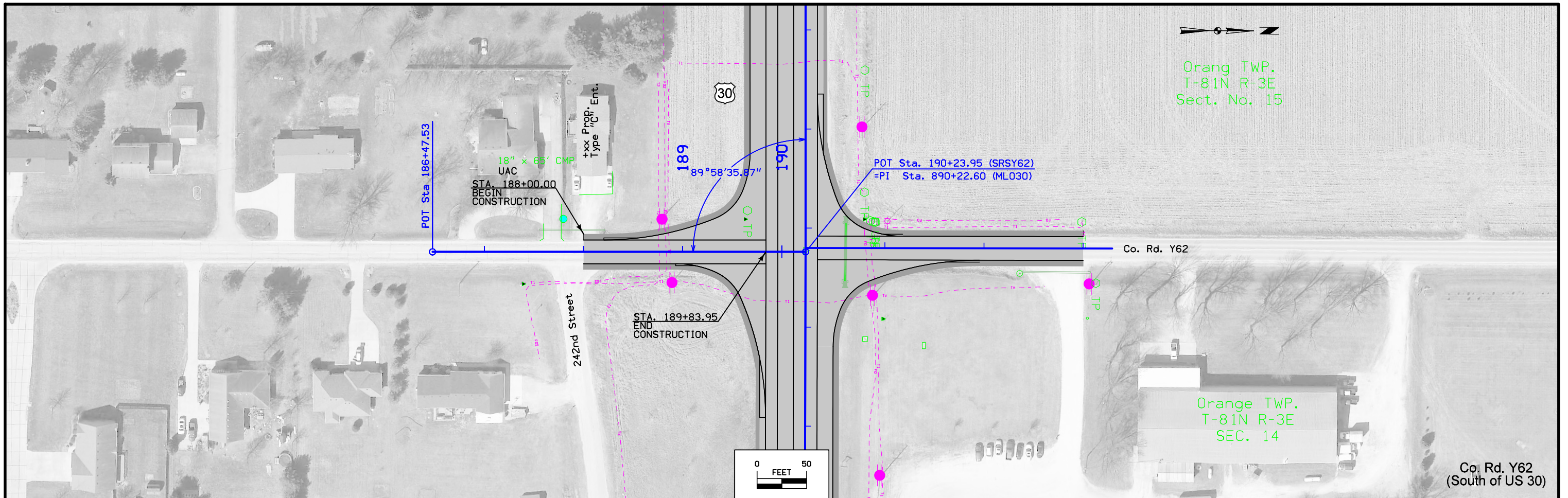


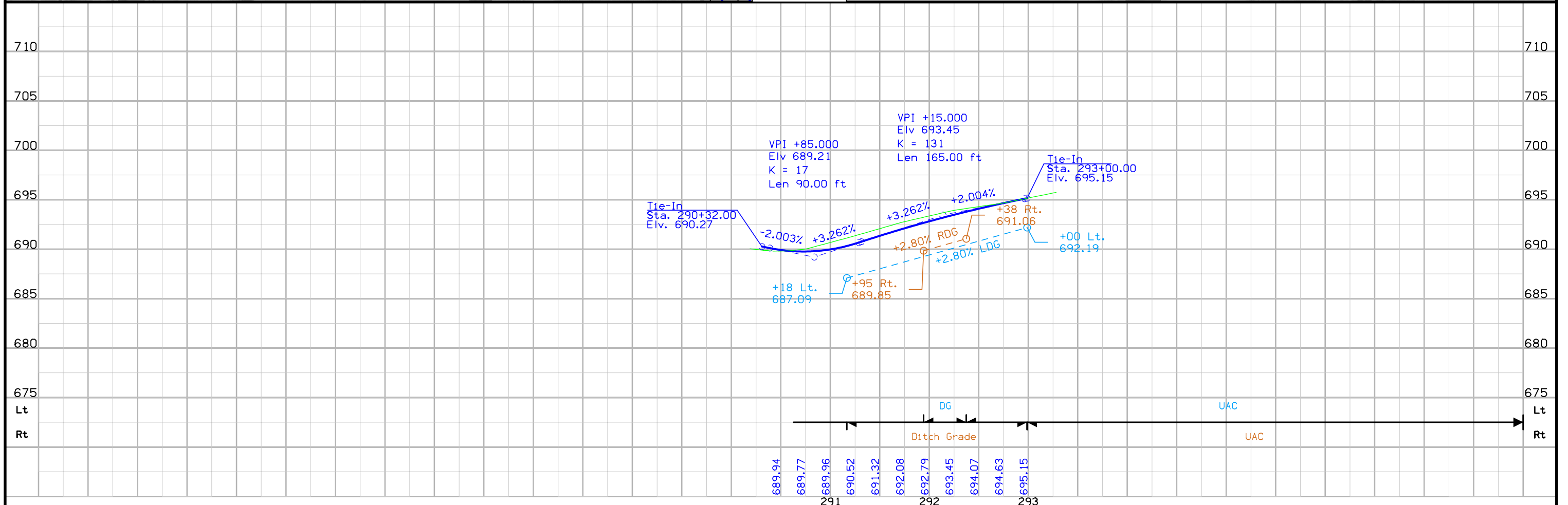
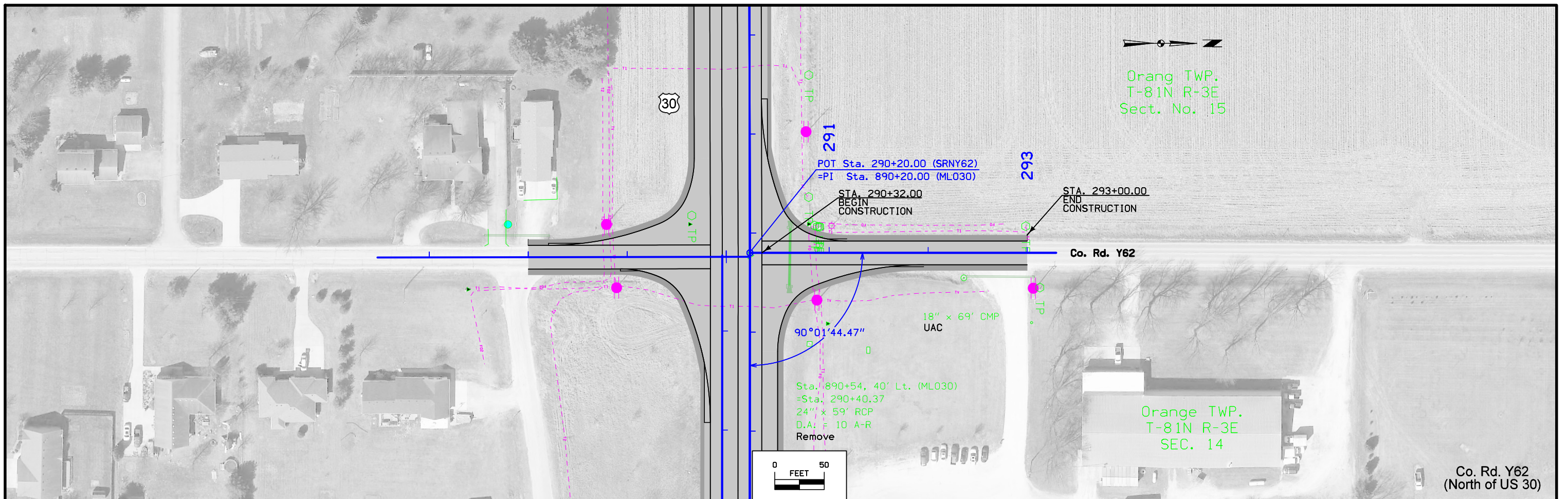
FILE NO.	ENGLISH	DESIGN TEAM	CLINTON COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Bell		NHSX-030-9(177)--3H-23	D.3



FILE NO.	ENGLISH	DESIGN TEAM	CLINTON COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Bell		NHSX-030-9(177)--3H-23	D.4







Survey Information

Clinton County
NHSX-030-9(177)—3H-23
Co Rd Y62 Intersection Approx
0.95 mi W of US 61
Sap-742.5
PIN 17-23-030-010

General Information

Measurement units for this survey are US survey feet. This survey is for PCC Pavement - Grade and New @ intersection US Hwy 30 and County Rd Y62. Project datum and control information is provided by Design Survey Office.

Vertical Control

Vertical datum for this survey is NAVD88 from a 3 wire level run made by the Preliminary Survey Office Iowa DOT in 2001. 2001 elevations were use at G159 and G160 and the elevation at G155 was updated due to surface motion of monument since 2001. Static session were observed on the above mentioned marks to update the elevation a Pt. G155.

Horizontal Control

The project coordinate system for this survey is Iowa RCS Zone 11 (U.S. Survey Feet)
This survey control is relative to laRTN reference stations. laRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. Coordinates were determined by conducting six hour static observation at project Pts. G155, G159 and G160.

Alignment Information

US Hwy 30

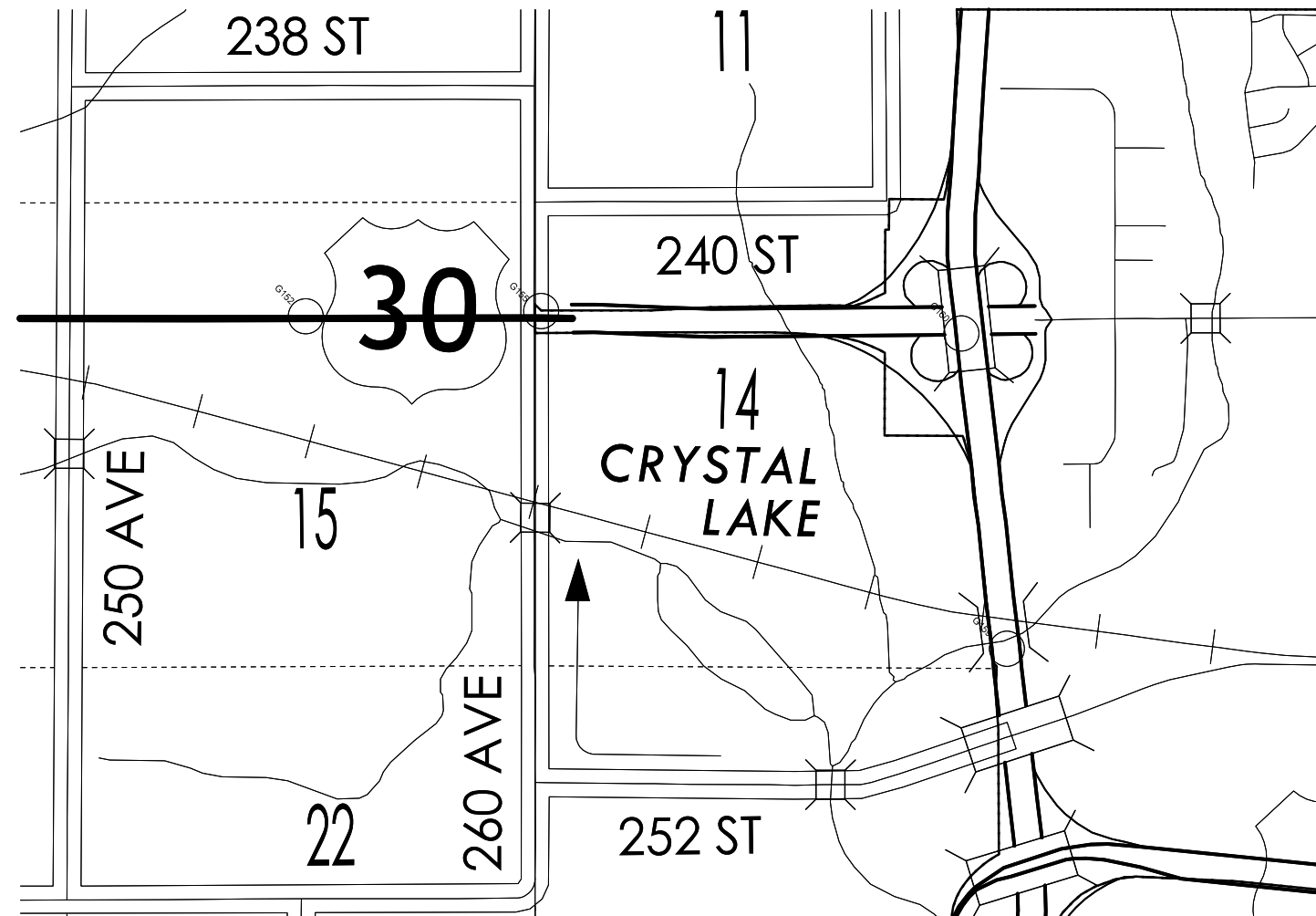
The alignment for this survey is a retrace of As-built Plans Project # FN-30-9(16)—21-23. Survey stationing was equated to the plan at PI Sta. 890+22.6, and was run back and ahead with no equation throughout the survey.

Survey stationing relates to as built plan stationing as follows:

POT Sta. 890+22.6 This Survey
= POT Sta. 890+22.6 As-built Plans Project # FN-30-9(16)—21-23

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) EPOCH 2013.00

VERT. DATUM: NAVD88

1a. Regional Coordinate System Zone 11

Coordinate listing from next sheet will be used with 1aRTN for monument
recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2013.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 11

Point Name	Northing	Easting	Elevation	Feature Definition
G160	8173957.820	21490062.790	702.89	CP
G159	8170367.470	21490581.500	686.97	CP
G155	8174213.020	21485275.950	693.05	CP
G152	8174153.340	21482594.050	701.13	CP

Clinton ROW: NHSN-030-9(178)--2R-23
 Co Rd Y62 Intersection approx 0.95 mi W of US 61

PIN 17-23-030-010

PARCEL NO.	OWNER NAME	STATE		COUNTY		CITY		BORROW				OTHER HOUSE BUILDING(S)	A/C ONLY	TOTAL ACQ.
		FEE	EASE	FEE	EASE	FEE	EASE	EXCESS	FEE	T.E.	MITIGATION			
1	James Tillis - Fee		0.82 AC											
2	Thomas J. Wagemester - Fee	0 AC	0.55 AC											
3	Jean Peahl Living Trust - Fee	0 AC	0.68 AC											
4	Gregory L. Pepmeier - Fee	0 AC	0.09 AC											
5	Elwood B. Marshall Living Trust - Fee	1.21 AC												X
6	Jason R Boeding - Fee				0.05 AC									
7	DVS Building, LLC. - Fee	.1 AC			0.09 AC									
8	Charles G. Gregoire - Fee	.14 AC												
9	Charles W. Harrington - Fee	.02 AC												
9 Parcels	"TOTALS	1.47 AC	2.14 AC	0 AC	0.14 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC			
		0 SF		0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF				

NE 1/4 NE 1/4
SEC 15 T81N R3E

SW 1/4 NE 1/4
SEC 15 T81N R3E

JAMES & TEDY TILLIS

JAMES & TEDY TILLIS

THOMAS J. & MARIANNE
WAGEMESTER

866+05
64'± Ex. R/W

867+85
90'

874+72± R/W Cor.
91' (R/W Cor.)

876+97± R
60' (Ex. R/W)

878+25
80'

865

STA. 869+25.00
BEGIN CONSTRUCTION

870

875

24" x 32' CMP
Remove

864+90
75'

870+30
95'

873+59± R
85'

873+58± R
120'

874+00
120'

875+10
110'

874+40
90'

875+82± R/W Cor.
94' (R/W Cor.)

878+30
90'

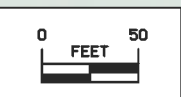
876+24± Ex. R/W
80'

879+55
110'

TEMPORARY EASE
CONSTRUCT EN

Sta. 875+19
12' x 8' x 30' Arch Culvert
W/ 12' x 8' RCB Extensions
D.A.=700 A-R
Extend?

+80 Prop. Est.
Type: Unc. Pipe



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-030-9(178)--2R-23	
Plan Date: 07-07-17	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

SEC NE 1/4 NE 1/4 R3E
T81N R3E
SEC 15

3

JEAN PEABL LIVING TRUST

889+91±Ex.R/W
100'

Orange TWP.
T-81N R-3E
SEC. 15

PI Sta. 890+22.60 (ML030)
=POT Sta. 290+20.00 (SRNY62)
=POT Sta. 190+23.95 (SRSY62)

Co. Rd. Y62

Co. Rd. Y62

890+70
95'

STA. 883+50
2' X 2' X 42' RCB
W/ RCP EXTENSIONS
D.A. = 25 A-R
Extend?

15" x 36" CMP
Remove

192.5 Prop. Ent.
Type "C" Ent.
15" Unel. Pipe

Sta. 890+54, 40' Lt.
24" x 59' RCP
D.A. = 10 A-R
Remove

89°58'35.87"

ELWOOD B. MARSHALL
LIVING TRUST

JASON R. &
REBECCA R.
BOEDING

TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

2

THOMAS J. & MARIANNE GREGORY L. & GAYLE R.

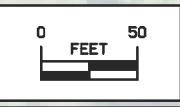
WAGEMESTER

PEPMEIER

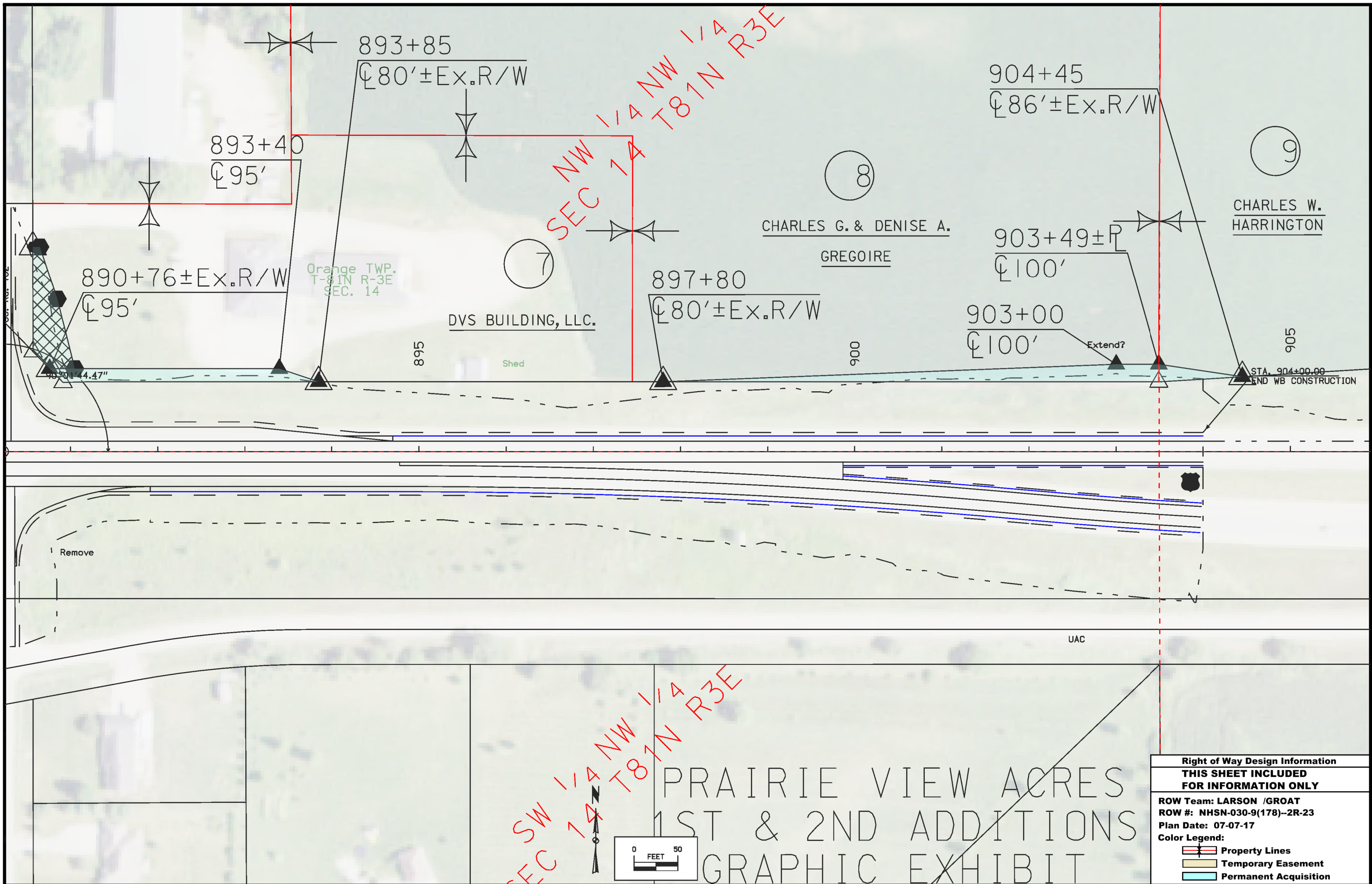
4

5

6



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-030-9(178)--2R-23	
Plan Date: 07-17-17	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition



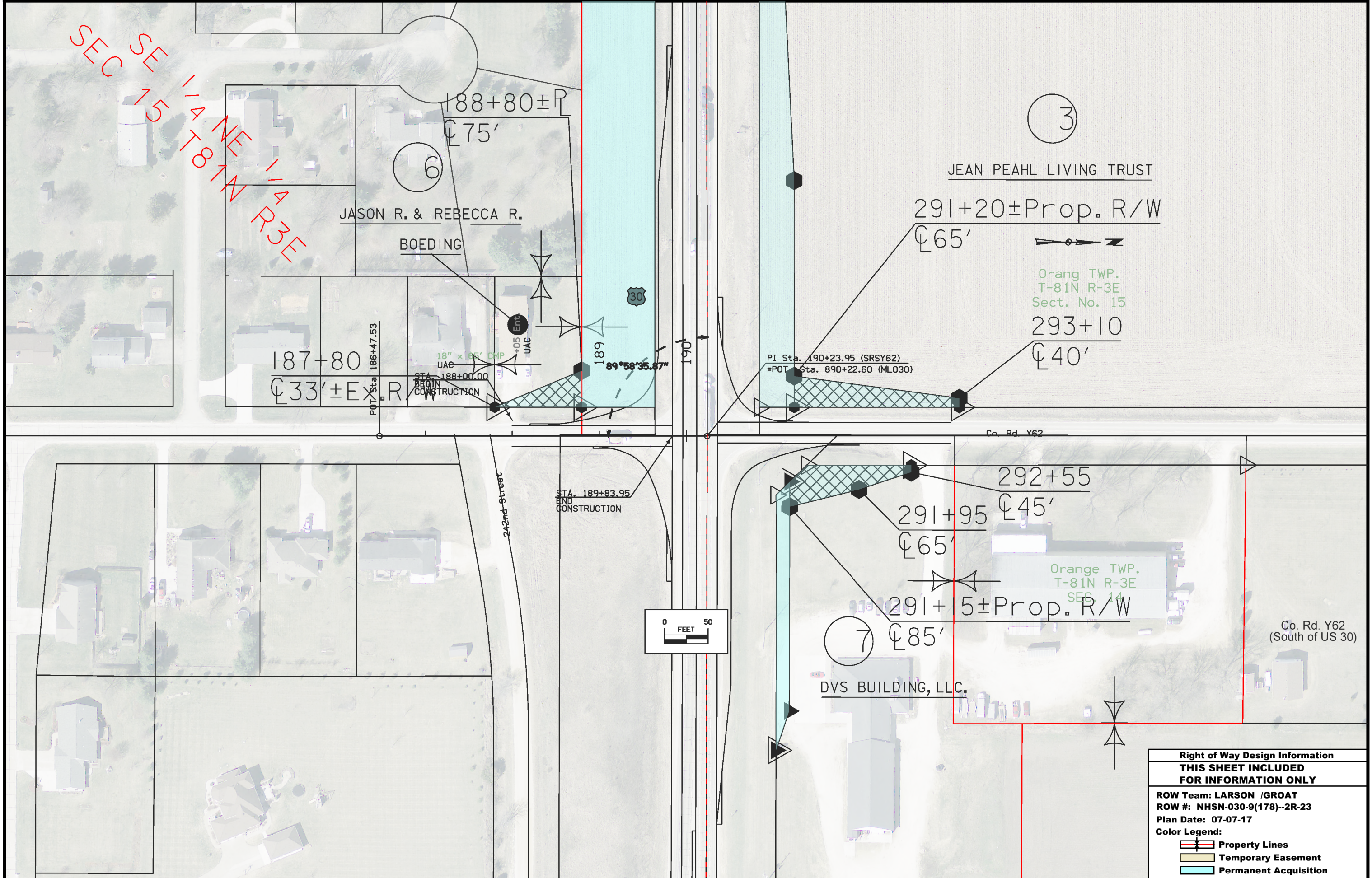
SEC 14 NW 1/4 NW 1/4 T81N R3E

SEC 14 SW 1/4 NW 1/4 T81N R3E

PRAIRIE VIEW ACRES
 1ST & 2ND ADDITIONS
 GRAPHIC EXHIBIT

Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-030-9(178)--2R-23	
Plan Date: 07-07-17	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

SEC SE 15
1/4 NE 18
1/4 W 18
R3E



Right of Way Design Information	
THIS SHEET INCLUDED FOR INFORMATION ONLY	
ROW Team: LARSON /GROAT	
ROW #: NHSN-030-9(178)--2R-23	
Plan Date: 07-07-17	
Color Legend:	
	Property Lines
	Temporary Easement
	Permanent Acquisition

108-23A 08-01-08
TRAFFIC CONTROL PLAN
Maintain traffic on U.S. Highway 30 at all times
Maintain traffic on Co. Rd. Y62 to the south of U.S. Highway 30 at all times
Maintain traffic on Co. Rd. Y62 to the north of U.S. Highway 30 at all times, except during Stage 4 when traffic will be maintained via offsite detour

111-01 04-17-12																																												
COORDINATED OPERATIONS																																												
Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.																																												
<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 50%;">Project</th> <th style="width: 50%;">Type of Work</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	Project	Type of Work																																										
Project	Type of Work																																											

108-26A 08-01-08
STAGING NOTES
<p>STAGE 1: Traffic: Maintain traffic on U.S. Highway 30 and County Road Y62 (shoulder closures as needed)</p> <p>Construction: Widen westbound U.S. Highway 30 from Sta. 863+87.44 to Sta. 909+37.56 (Varies from 4' to 20') Build single lane median crossover at Sta. 910+50± Build granular access from 242nd Street to U.S. Highway 30</p> <p>STAGE 2: Traffic: Shift traffic on U.S. Highway 30 on to existing WB lanes and detour pavement widening Maintain traffic on County Road Y62 to the north of US 30 Maintain traffic on County Road Y62 to the south of US 30 on granular access from 242nd Street</p> <p>Construction: Build new eastbound lanes of U.S. Highway 30 from Sta. 869+25 to ~Sta. 892+00 Reconstruct south intersection of US 30 and County Road Y62 Widen eastbound U.S. Highway 30 from Sta. 863+87.44 to Sta. 879+32 (Varies from 4' to 20')</p> <p>STAGE 3: Traffic: Traffic on U.S. Highway 30 on existing WB lanes and detour pavement widening (no change from STAGE 1B) Maintain traffic on County Road Y62 to the north of US 30 Maintain traffic on County Road Y62 to the south of US 30 on new intersection pavement</p> <p>Construction: Build new eastbound lanes of U.S. Highway 30 from ~Sta. 892+00 to Sta. 904+00 and Sta. 2199+86.64 to Sta. 2204+00 Widen westbound U.S. Highway 30 inside shoulder from Sta. 899+86.23 to Sta. 907+50.69 Remove granular access from 242nd Street to U.S. Highway 30</p> <p>Stage 4: Traffic: Shift traffic on U.S. Highway 30 on to new EB lanes and detour pavement widening Maintain traffic on County Road Y62 to the south of U.S. Highway 30 Detour traffic on County Road Y62 to the north of U.S. Highway 30 (District to review and provide detour route-assuming will provide signing plan for Contractor as well)</p> <p>Construction: Remove U.S. Highway 30 westbound widening and reconstruct shoulder from Sta. 863+87.44 to Sta. 869+25 Reconstruct westbound lane of U.S. Highway 30 from Sta. 869+25 to Sta. 904+00 Reconstruction north intersection of U.S. Highway 30 and County Road Y62</p> <p>Stage 5: Traffic: Traffic in normal lanes (shoulder closures as needed)</p> <p>Construction: Remove eastbound widening and reconstruct shoulder from Sta. 863+87.44 to Sta. 879+32 Remove median crossover at Sta. 910+50± Reconstruct median shoulder from Sta. 899+86.23 to Sta. 910+00 (WB) Reconstruct median shoulder from Sta. 912+40 to Sta. 916+15.68 (EB)</p>

* This is to only be used in conjunction with Tabulation 108-23A
Shaded area indicates non-working times

TRAFFIC CONTROL CLOSURE TABLE(S)

	AM														Noon	PM																																		
	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30		
SUN																																																		
MON																																																		
TUE																																																		
WED																																																		
THU																																																		
FRI																																																		
SAT																																																		










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

**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
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

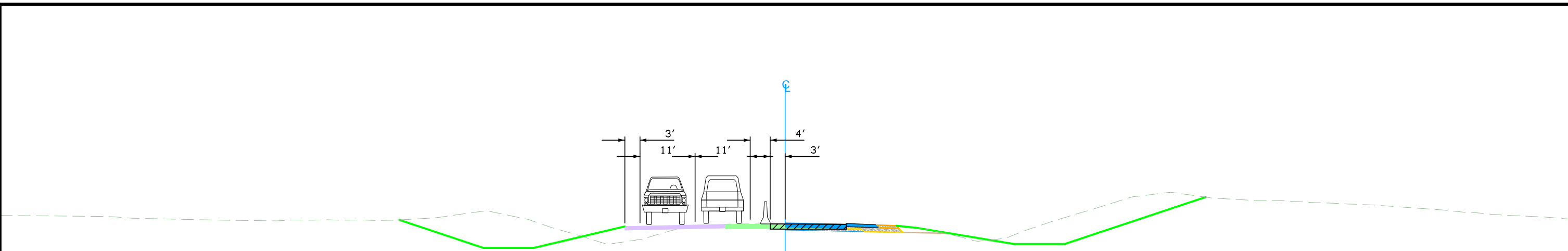
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

	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

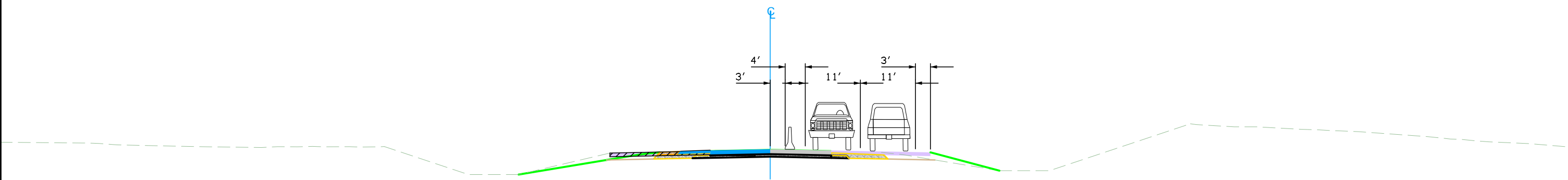
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

**TRAFFIC CONTROL
AND
STAGING
LEGEND AND SYMBOL
INFORMATION SHEET**

(COVERS SHEET SERIES J)



Stage 2 & 3

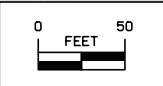


Stage 4



30

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→ US HIGHWAY 30 EB

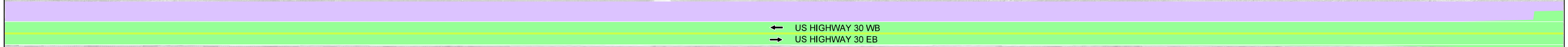


STAGE 1
Sheet 1 of 4

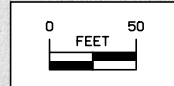


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T-81N R-3E
SEC. 15

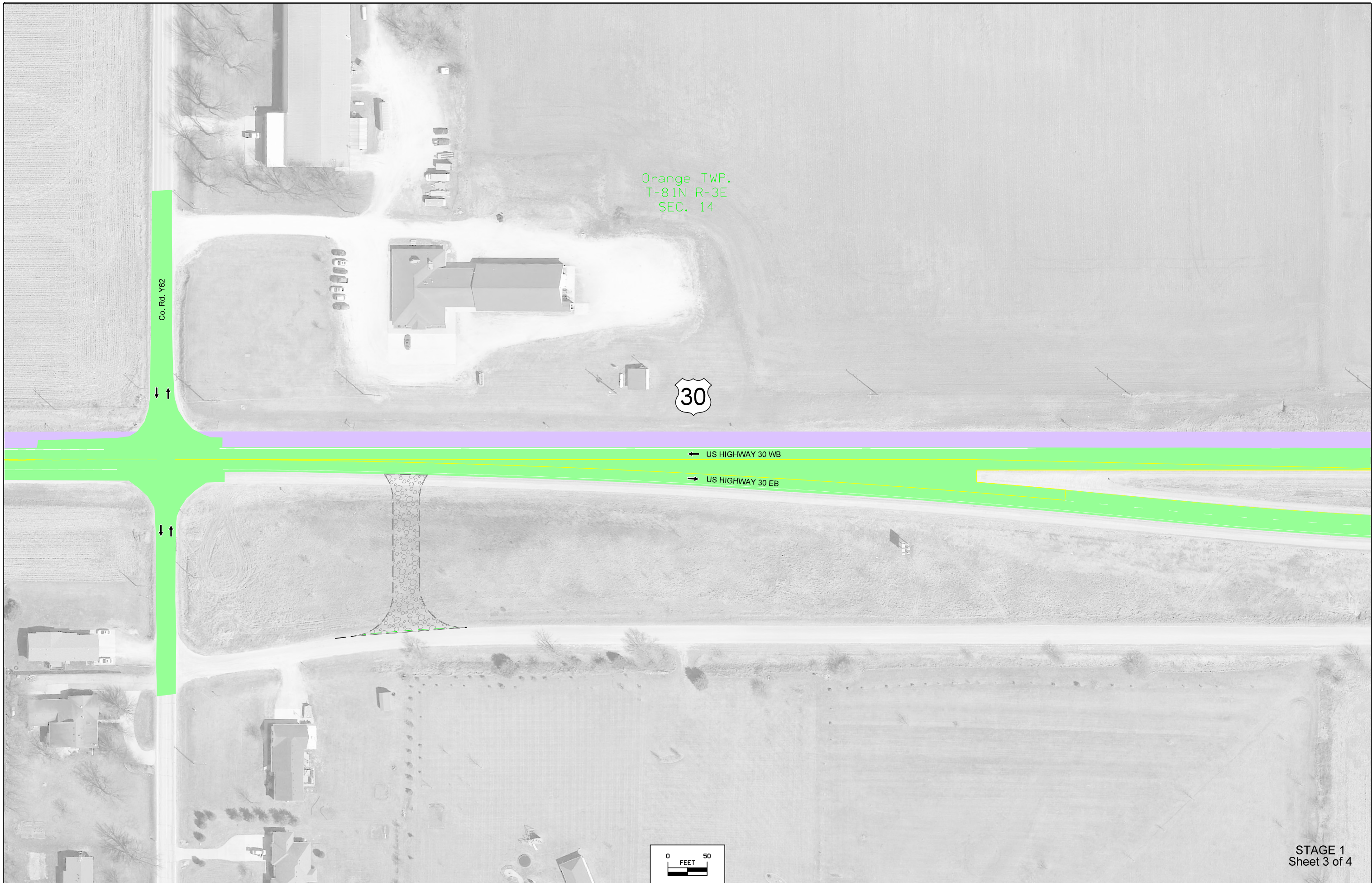
US HIGHWAY 30 EB



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 1
Sheet 2 of 4



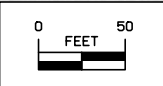
Orange TWP.
T-81N R-3E
SEC. 14

Co. Rd. Y62



← US HIGHWAY 30 WB

→ US HIGHWAY 30 EB



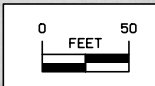
STAGE 1
Sheet 3 of 4



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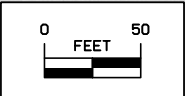


STAGE 1
Sheet 4 of 4



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→ US HIGHWAY 30 EB



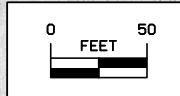
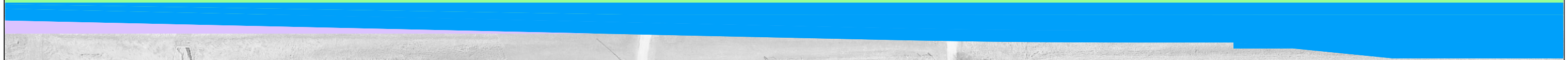
STAGE 2
Sheet 1 of 4



Orange TWP.
T-81N R-3E
SEC. 15



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 2
Sheet 2 of 4



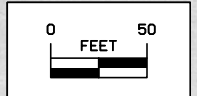
Orange TWP.
T-81N R-3E
SEC. 14



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

242nd Street

Co. Rd. Y62

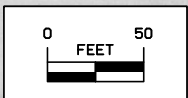


STAGE 2
Sheet 3 of 4



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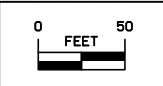


STAGE 2
Sheet 4 of 4



30

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→ US HIGHWAY 30 EB



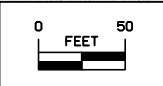
STAGE 3
Sheet 1 of 4



Orange TWP.
T-81N R-3E
SEC. 15



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 3
Sheet 2 of 4

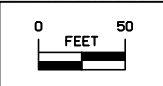


Orange TWP.
T-81N R-3E
SEC. 14



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

242nd Street

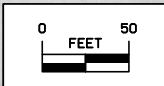


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Sheet 3 of 4



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→ US HIGHWAY 30 EB

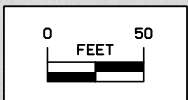


STAGE 3
Sheet 4 of 4



30

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→ US HIGHWAY 30 EB



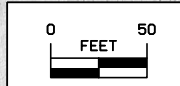
STAGE 4
Sheet 1 of 4



Orange TWP.
T-81N R-3E
SEC. 15



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 4
Sheet 2 of 4



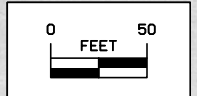
Orange TWP.
T-81N R-3E
SEC. 14

Co. Rd. Y62



← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

242nd Street



STAGE 4
Sheet 3 of 4

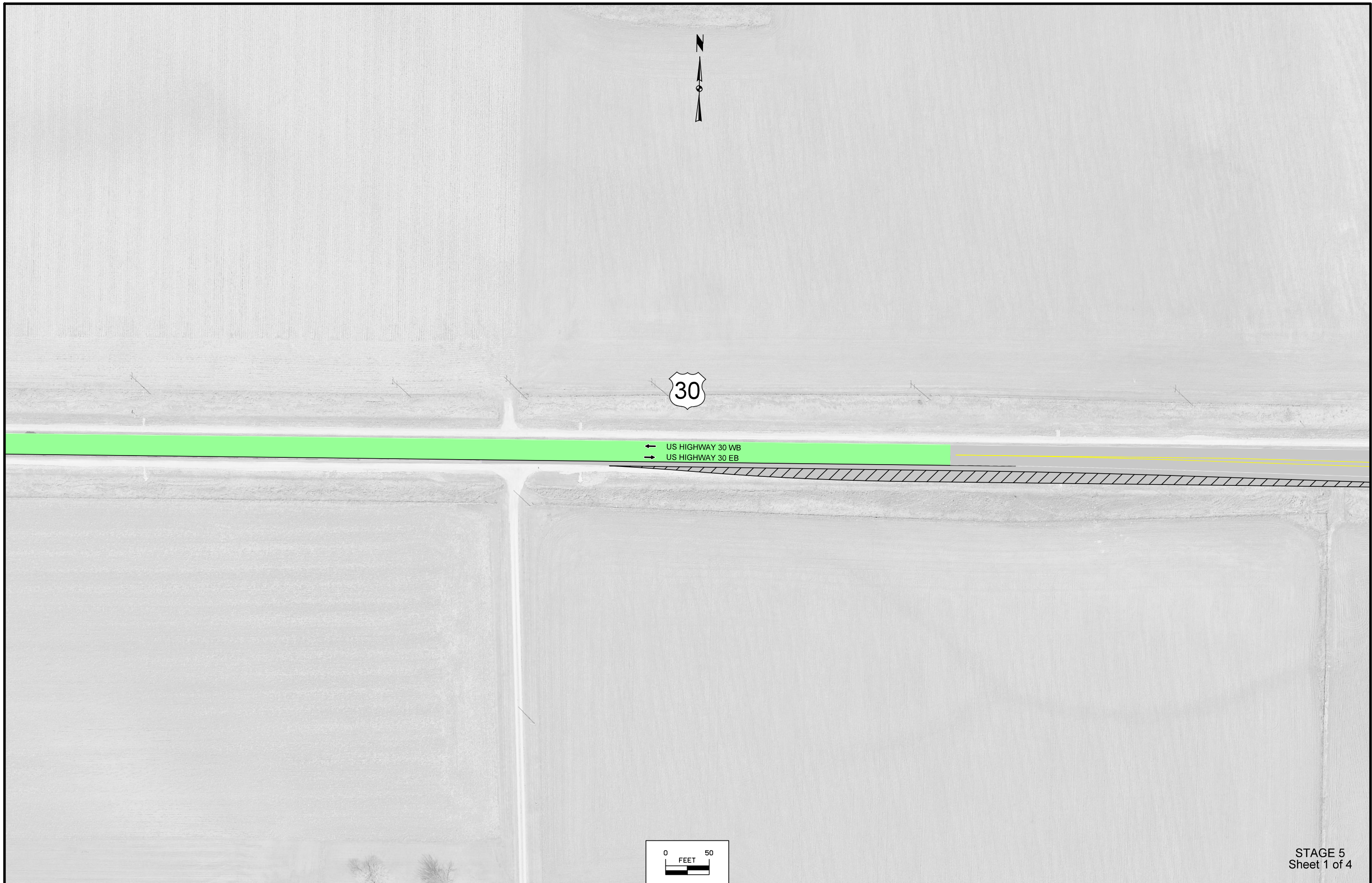


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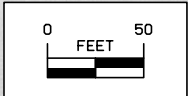
→ US HIGHWAY 30 EB

STAGE 4
Sheet 4 of 4



30

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→ US HIGHWAY 30 EB



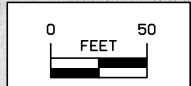
STAGE 5
Sheet 1 of 4



Orange TWP.
T-81N R-3E
SEC. 15



- ← US HIGHWAY 30 WB
- ← US HIGHWAY 30 WB
- US HIGHWAY 30 EB



STAGE 5
Sheet 2 of 4

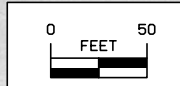


Orange TWP.
T-81N R-3E
SEC. 14



- ← US HIGHWAY 30 WB
- ← US HIGHWAY 30 WB
- US HIGHWAY 30 EB

Co. Rd. 762

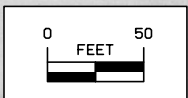


STAGE 5
Sheet 3 of 4



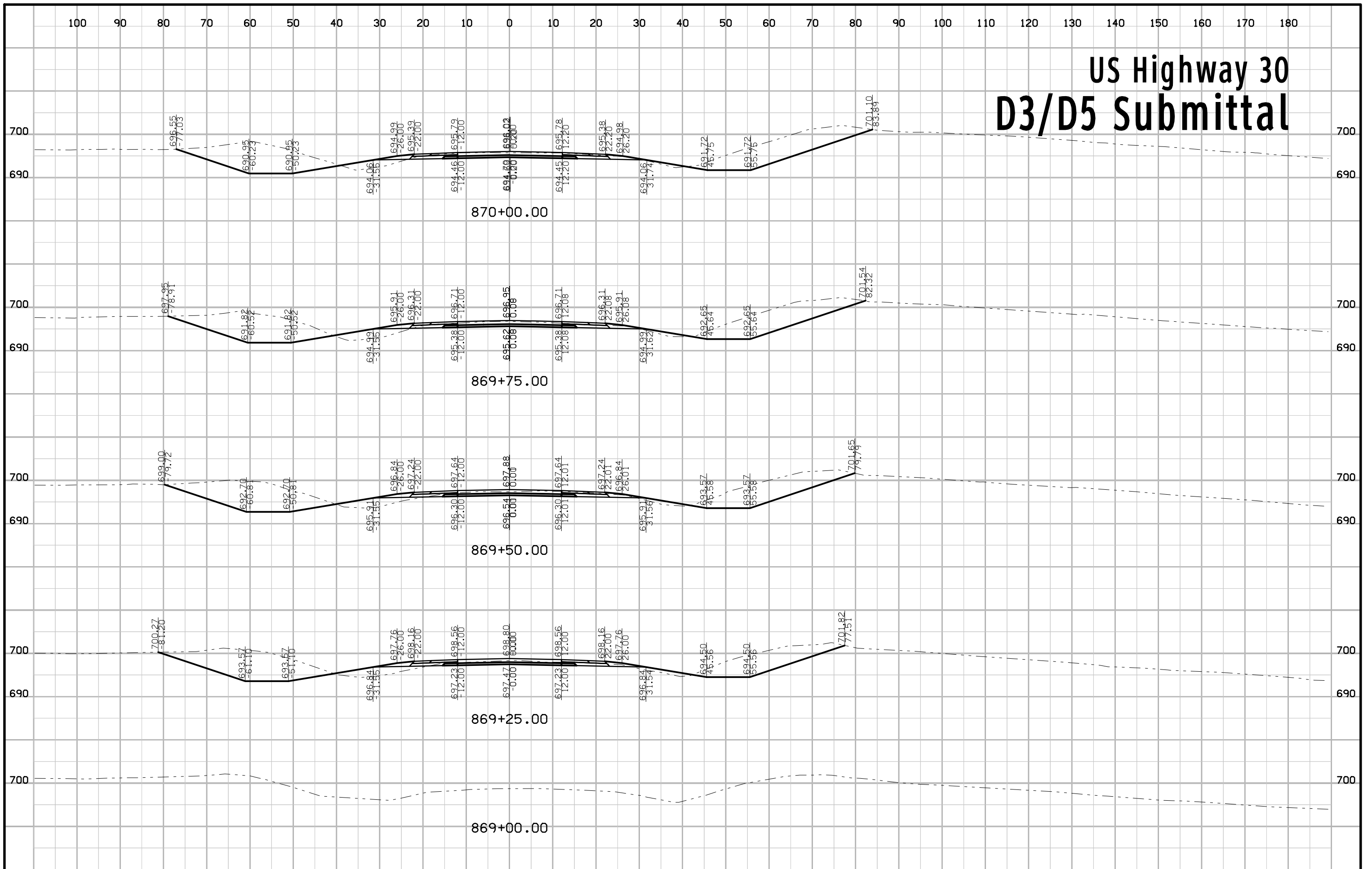
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→ US HIGHWAY 30 EB
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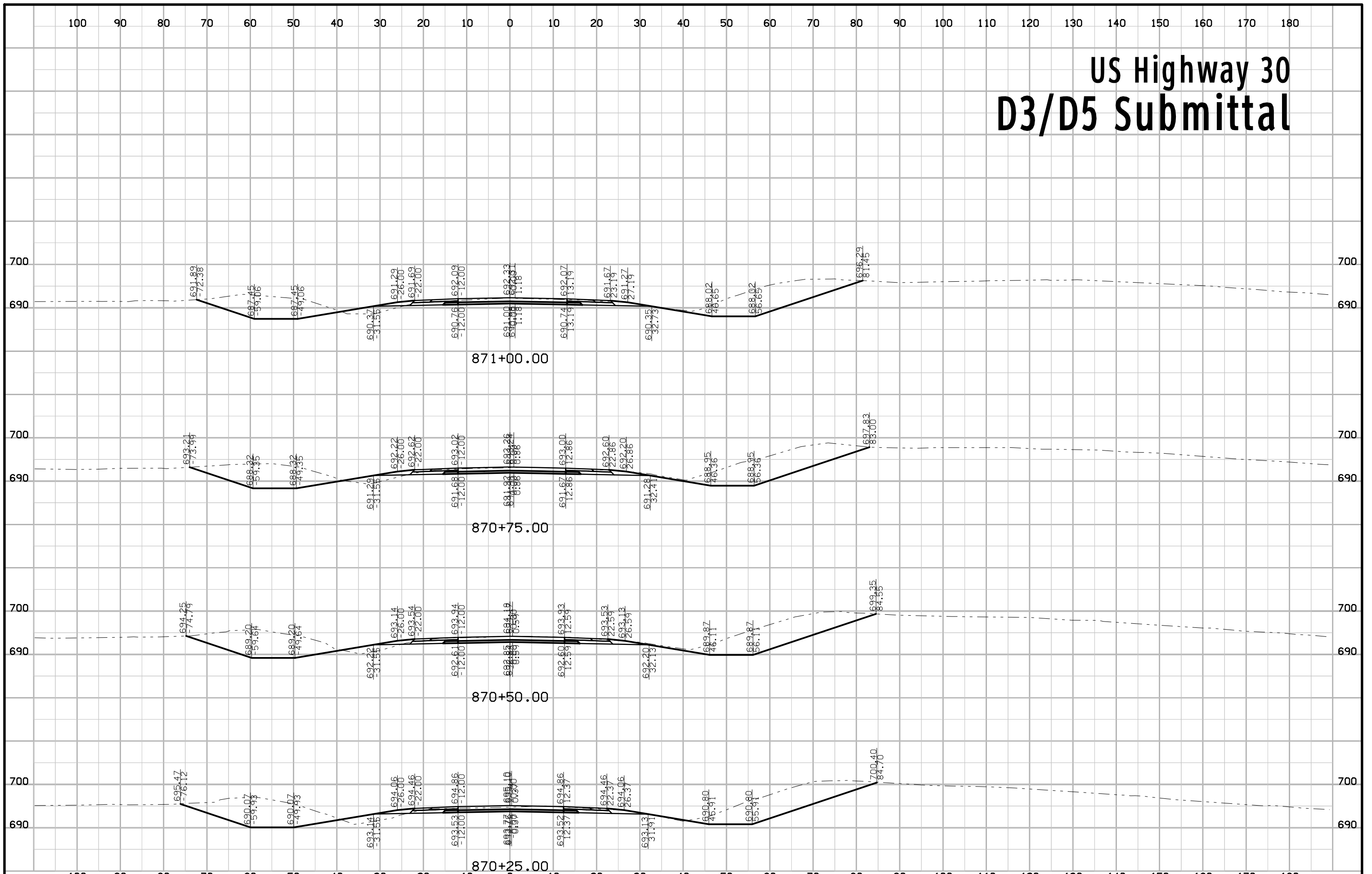


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Sheet 4 of 4

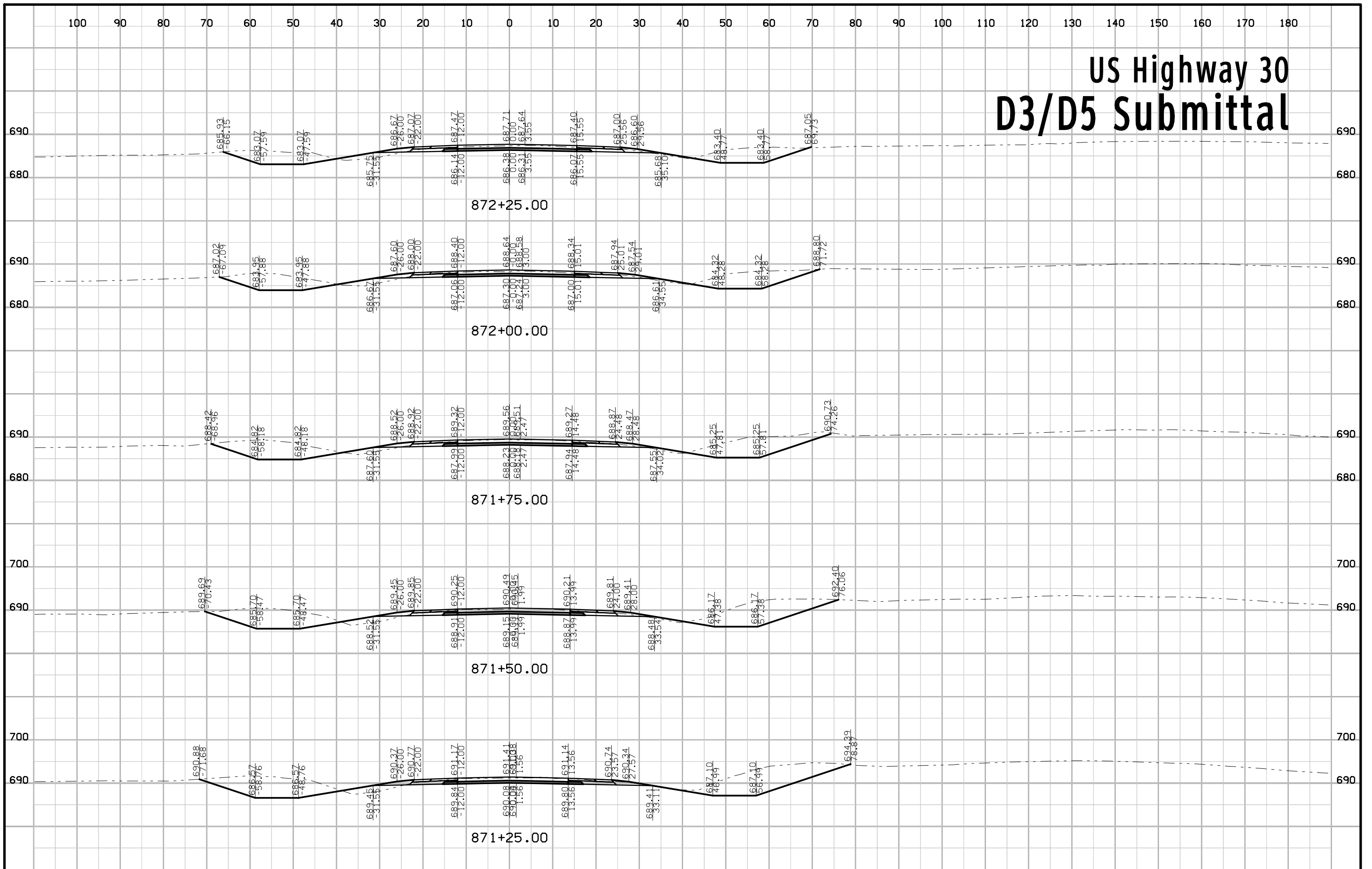
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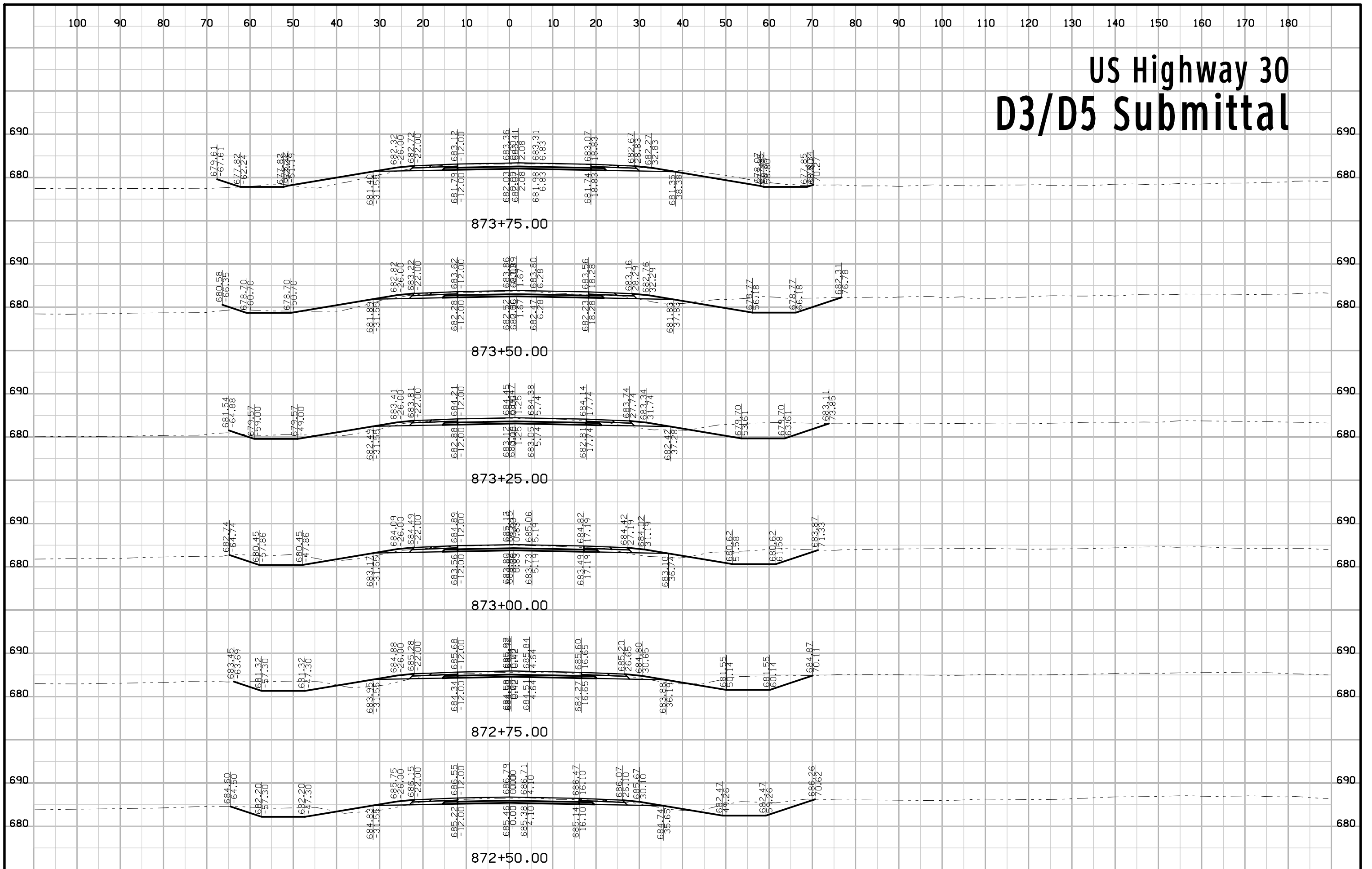
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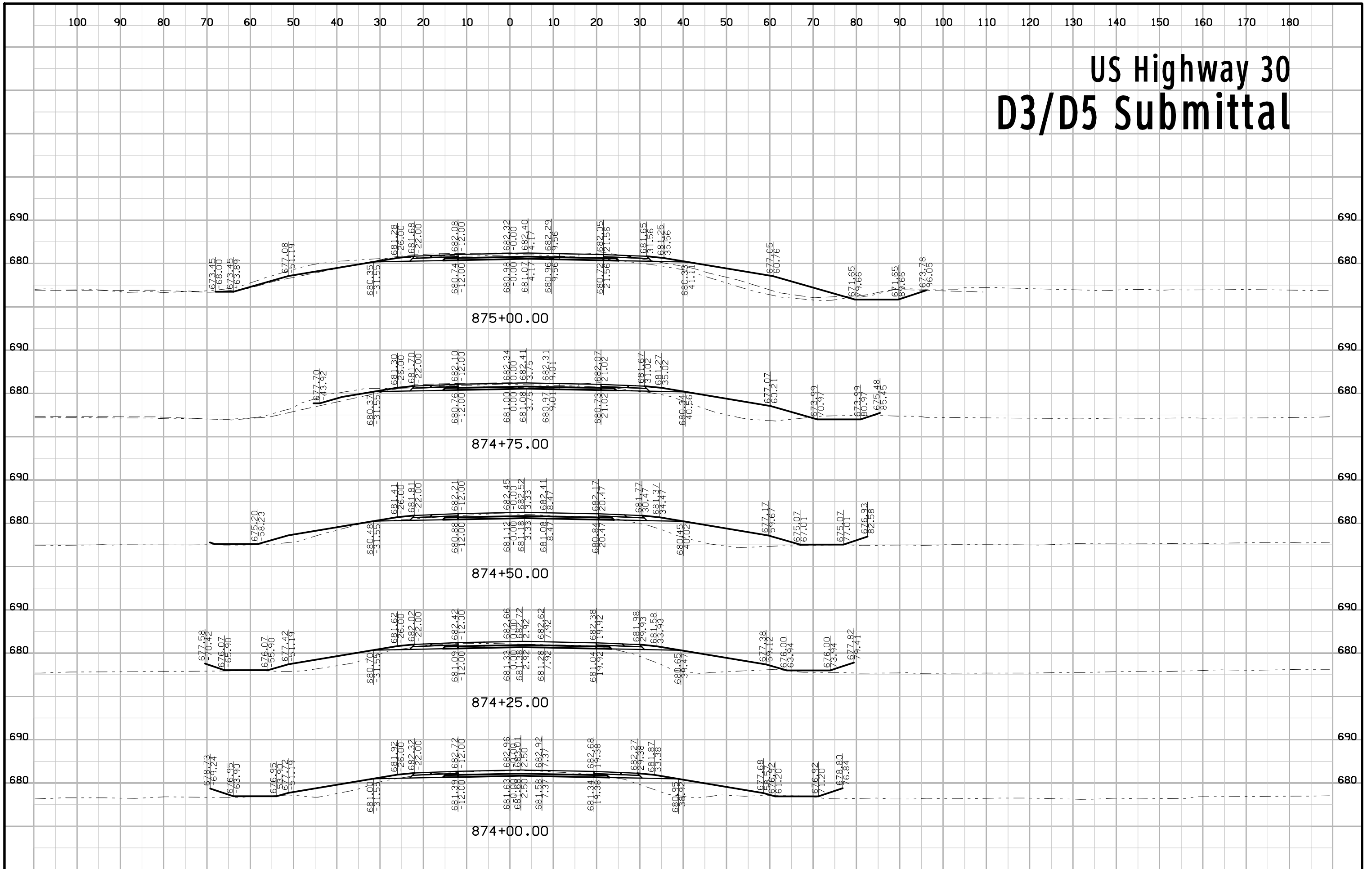
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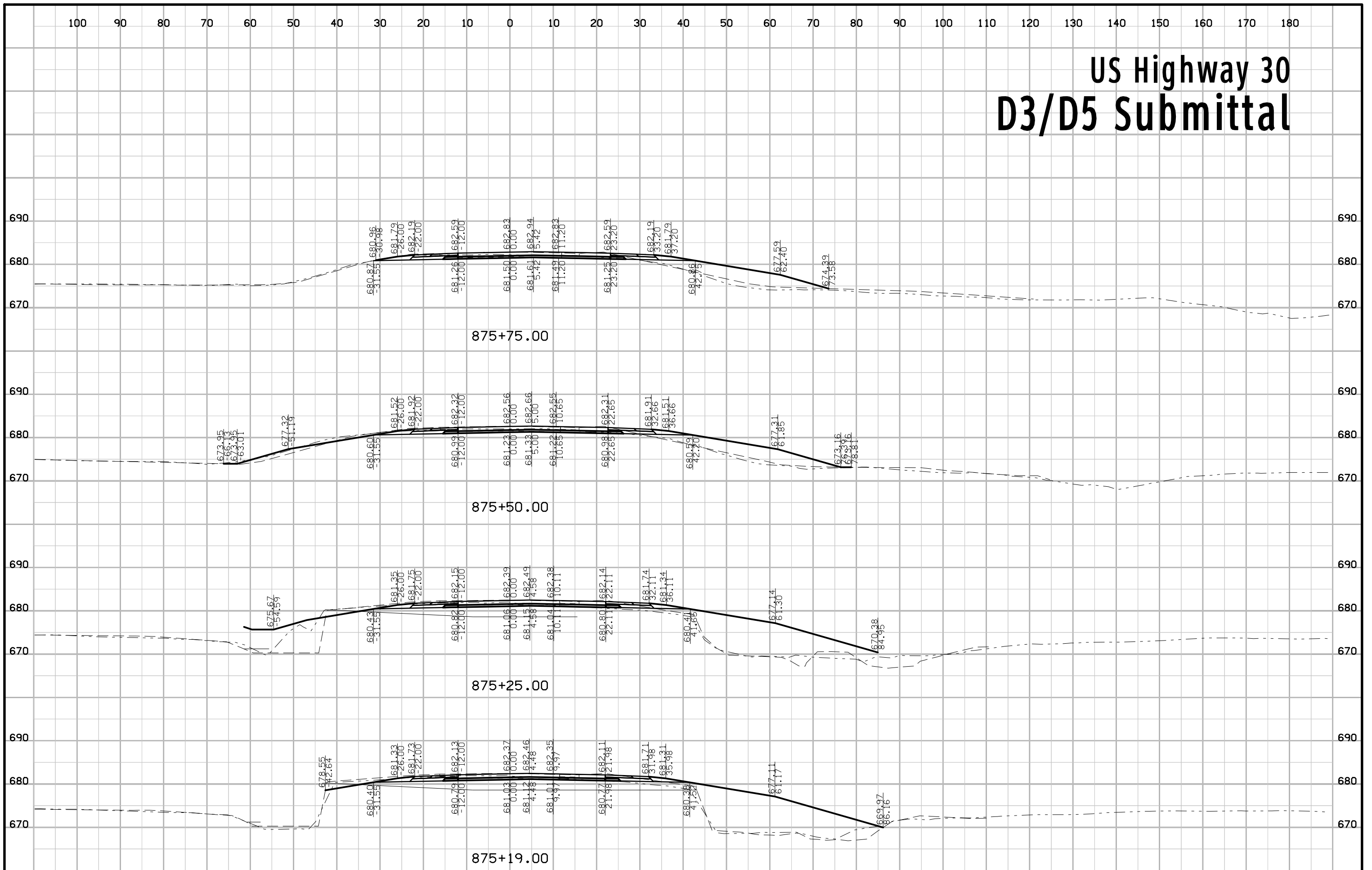
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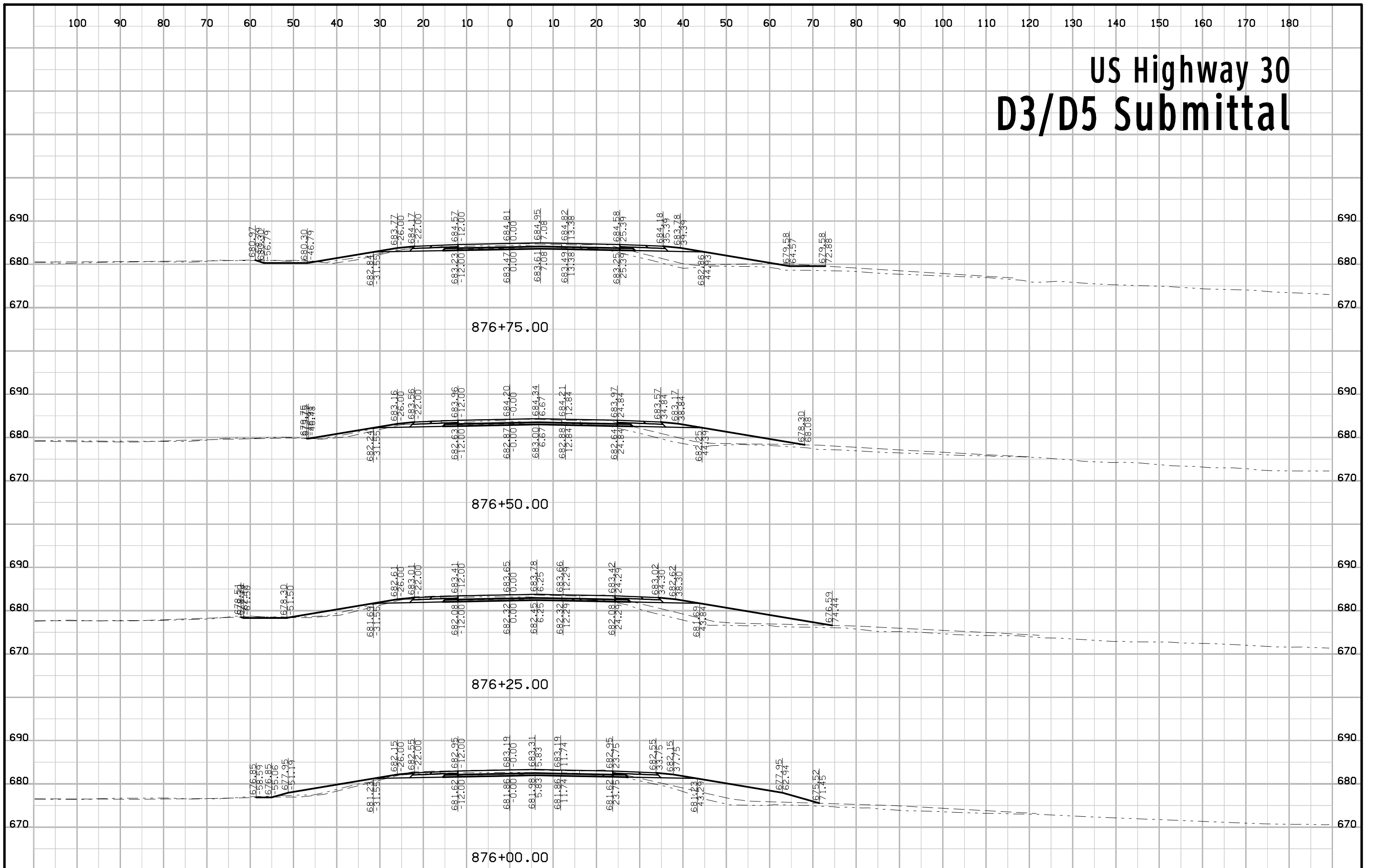
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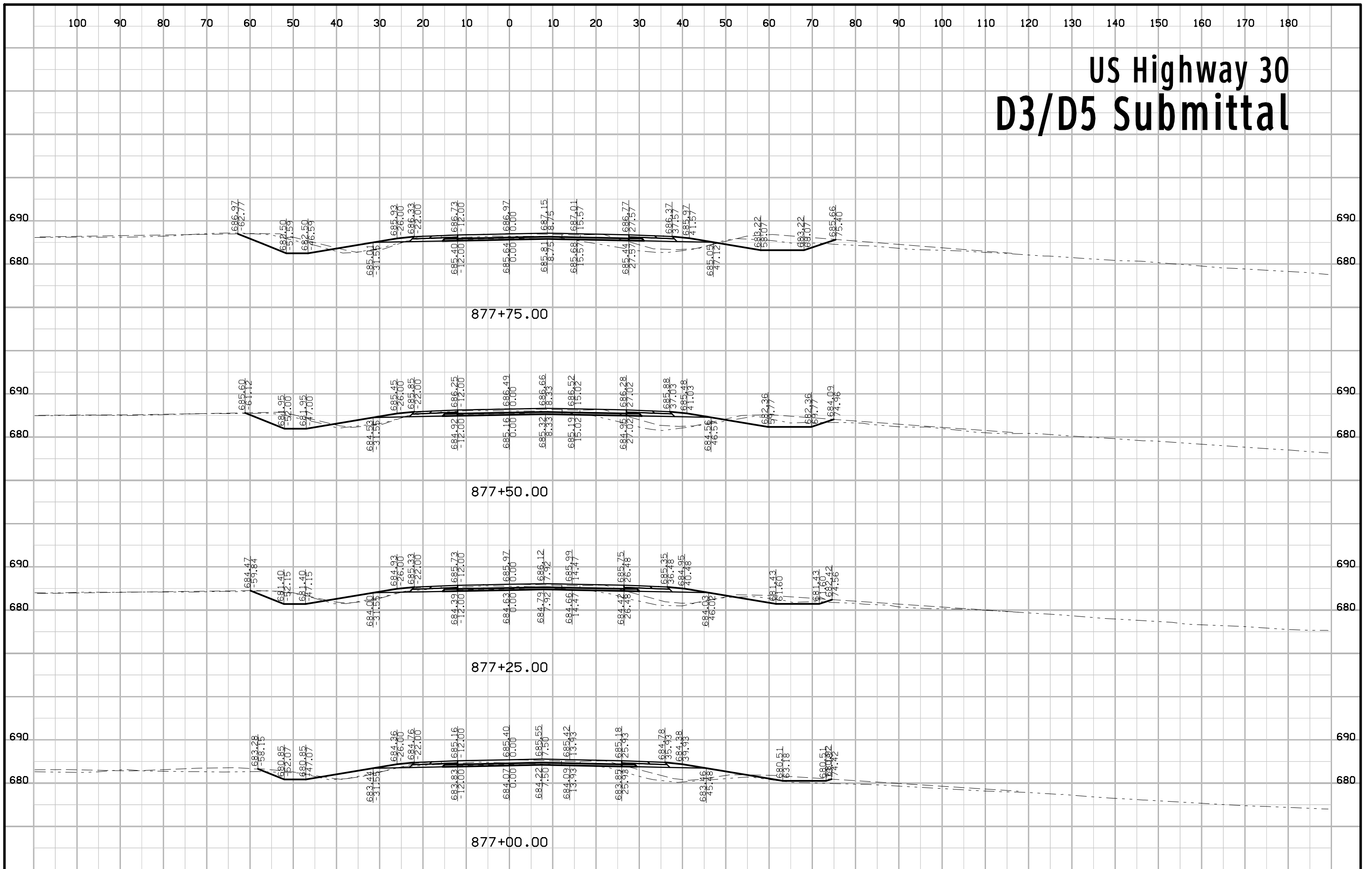
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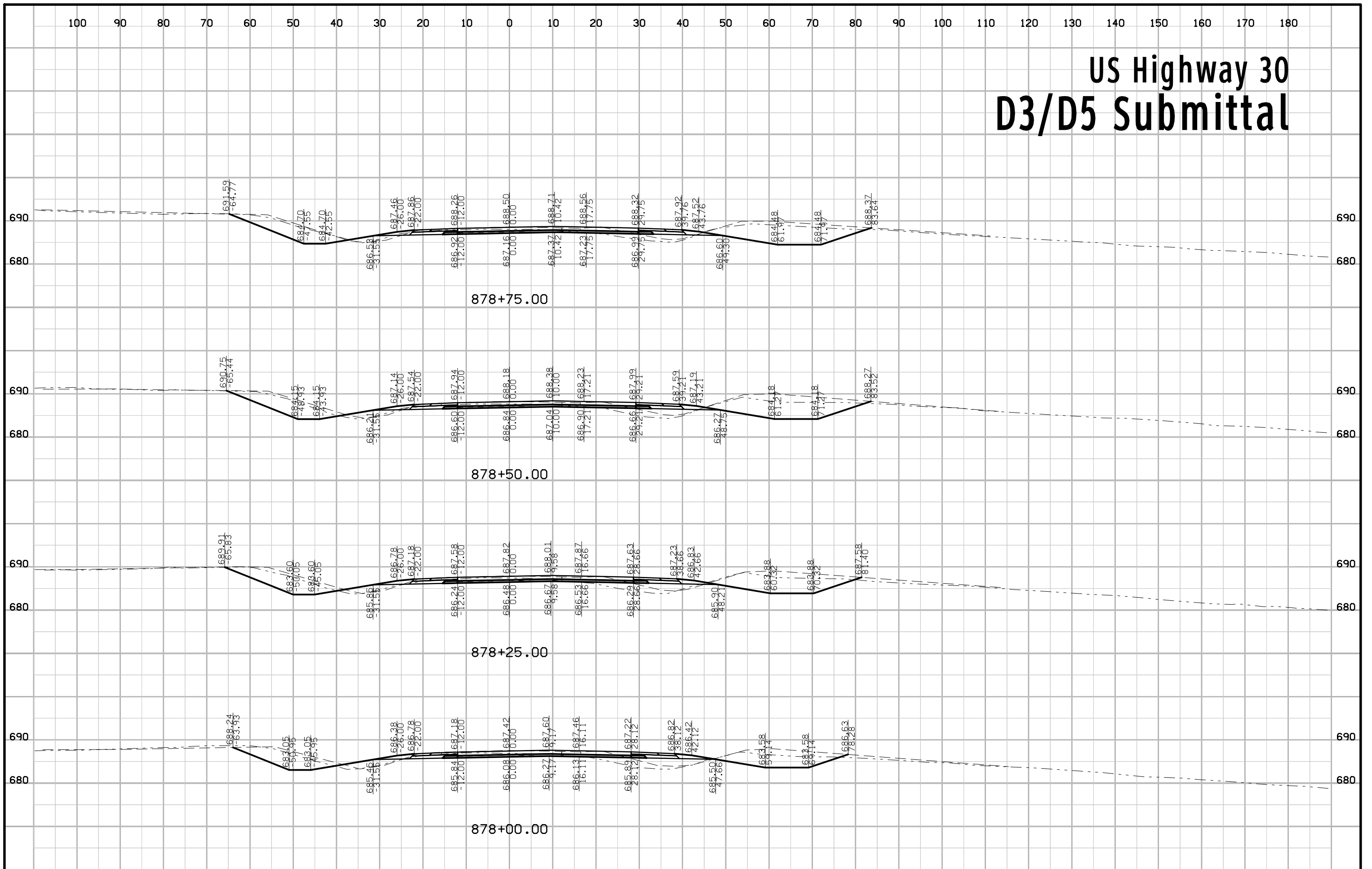
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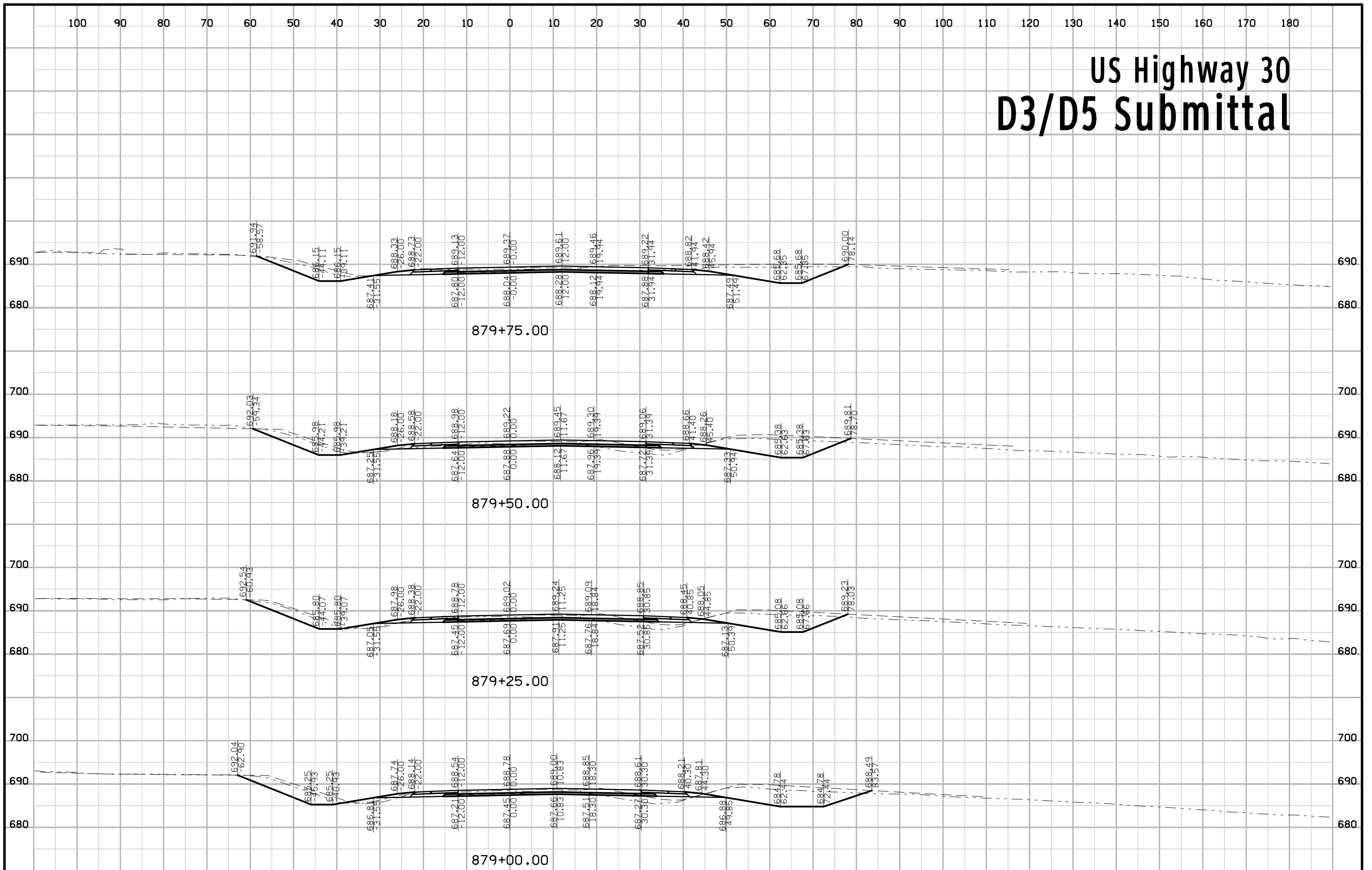
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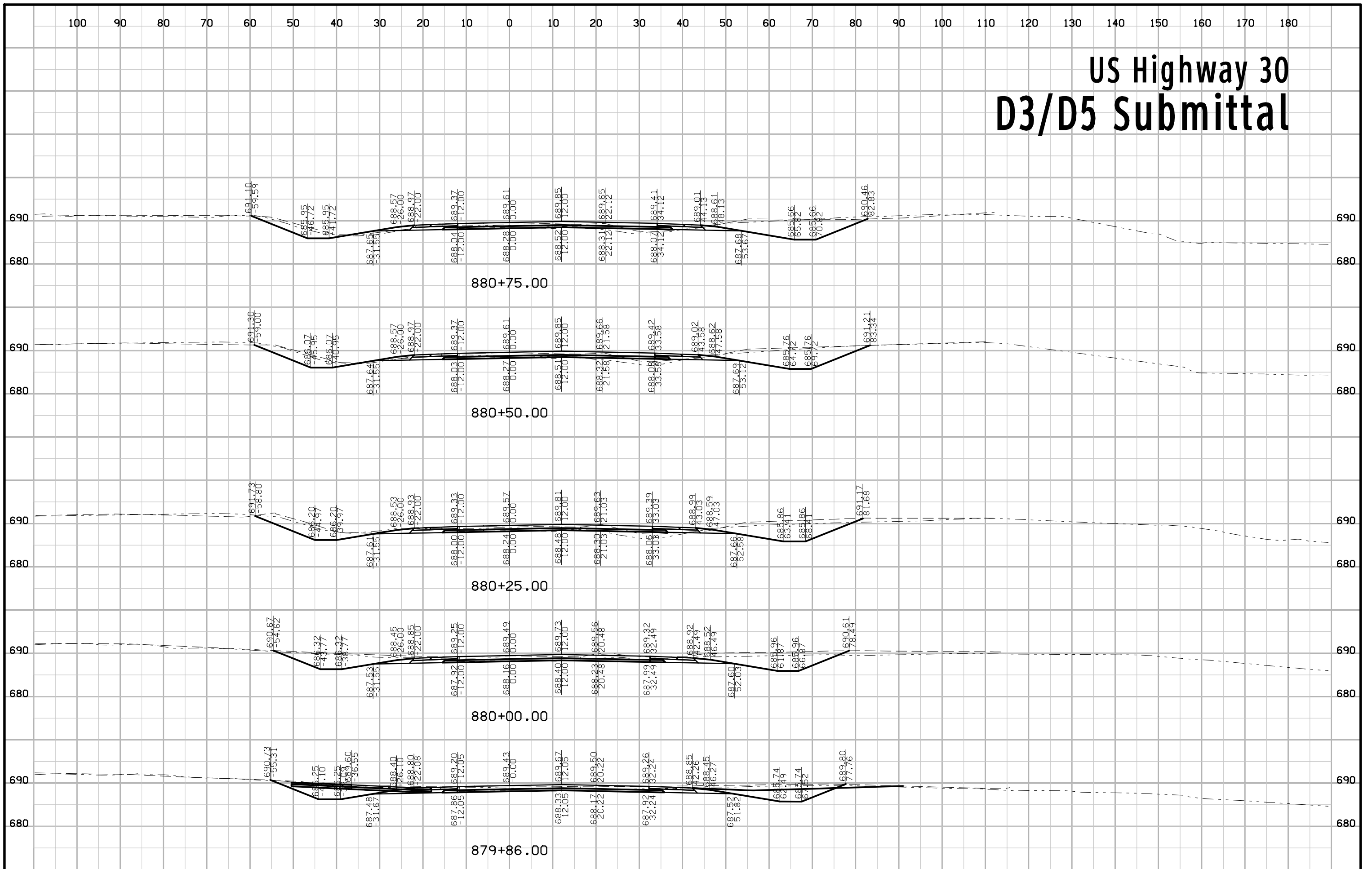
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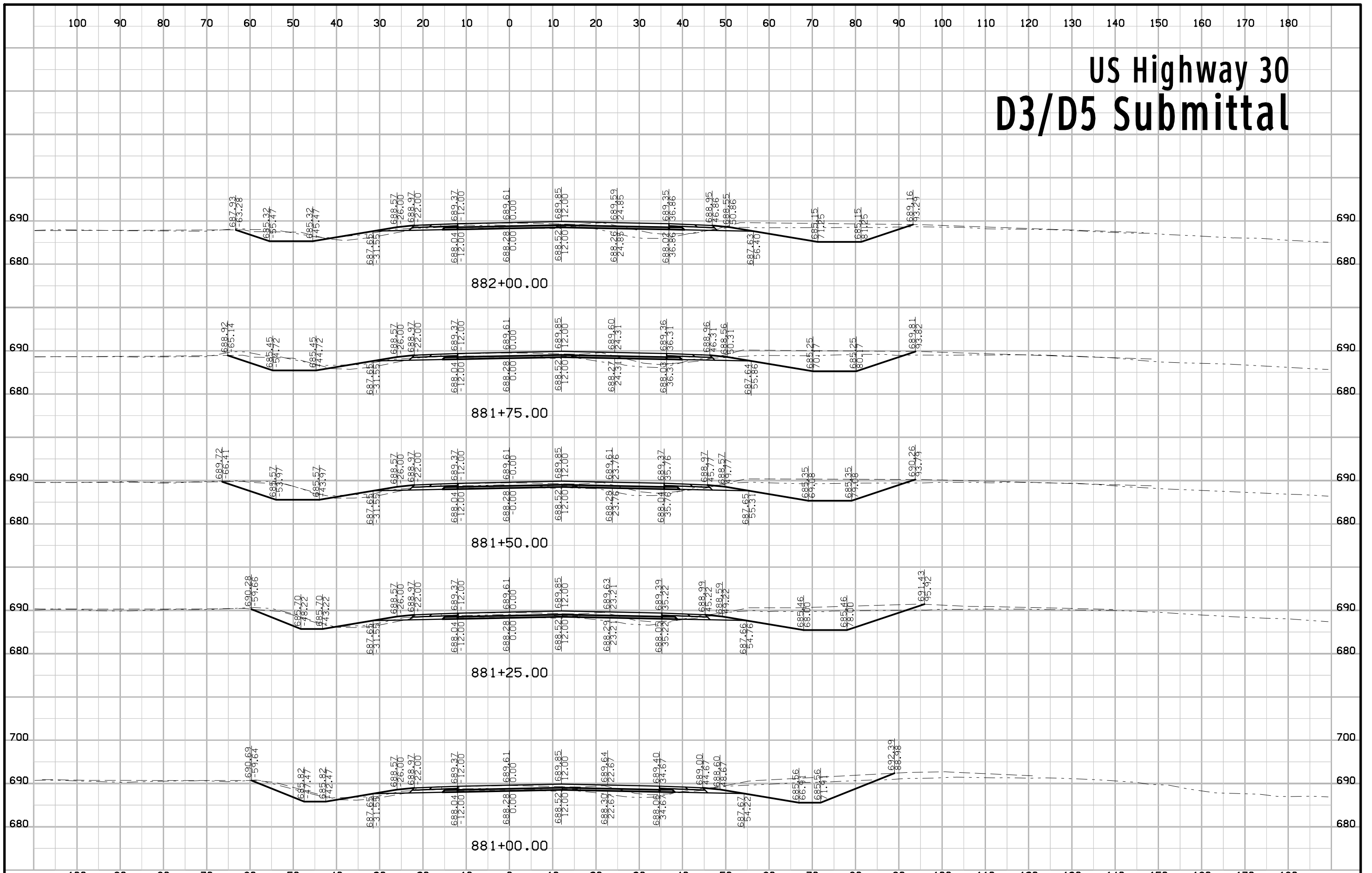
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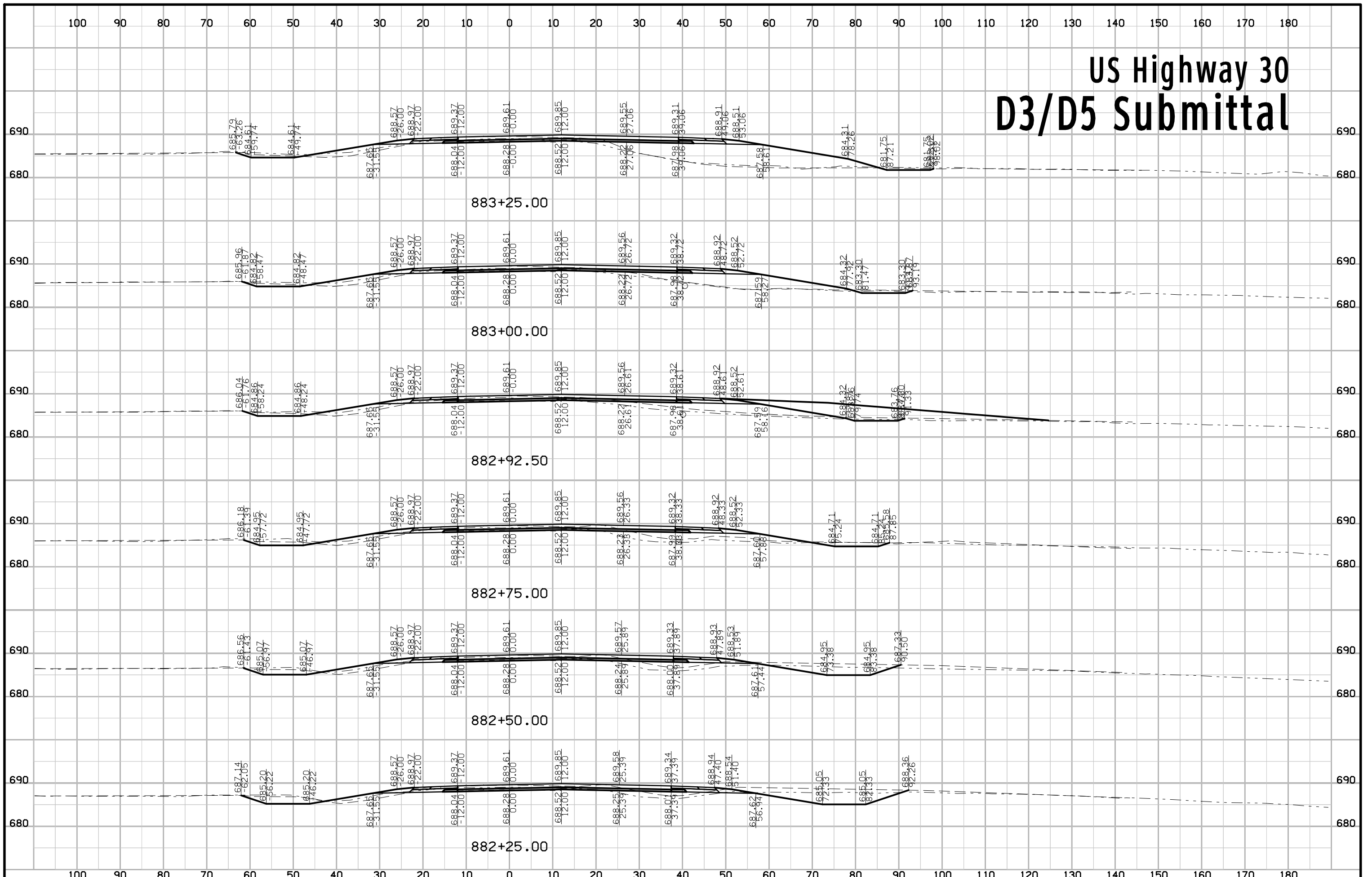
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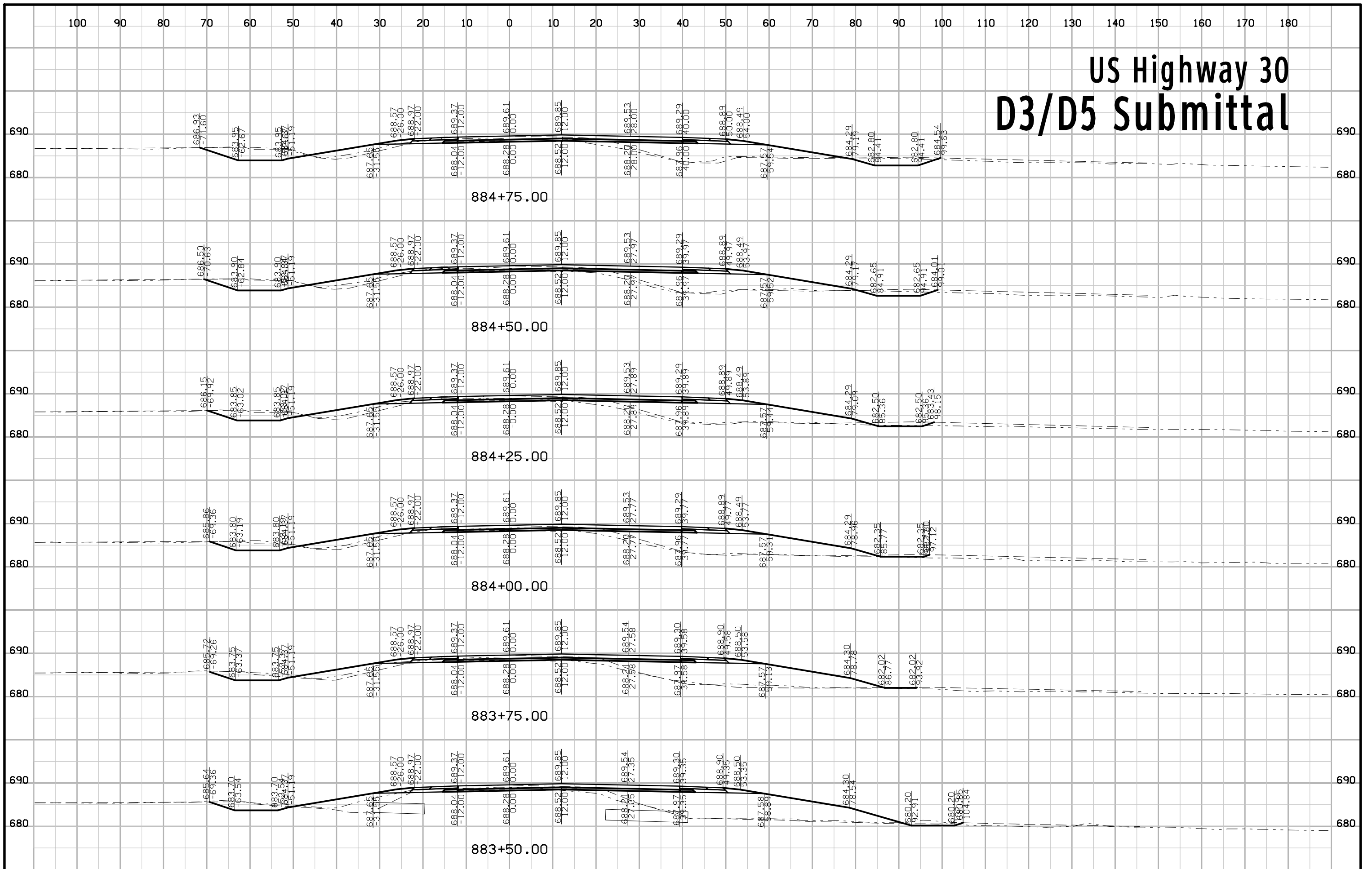
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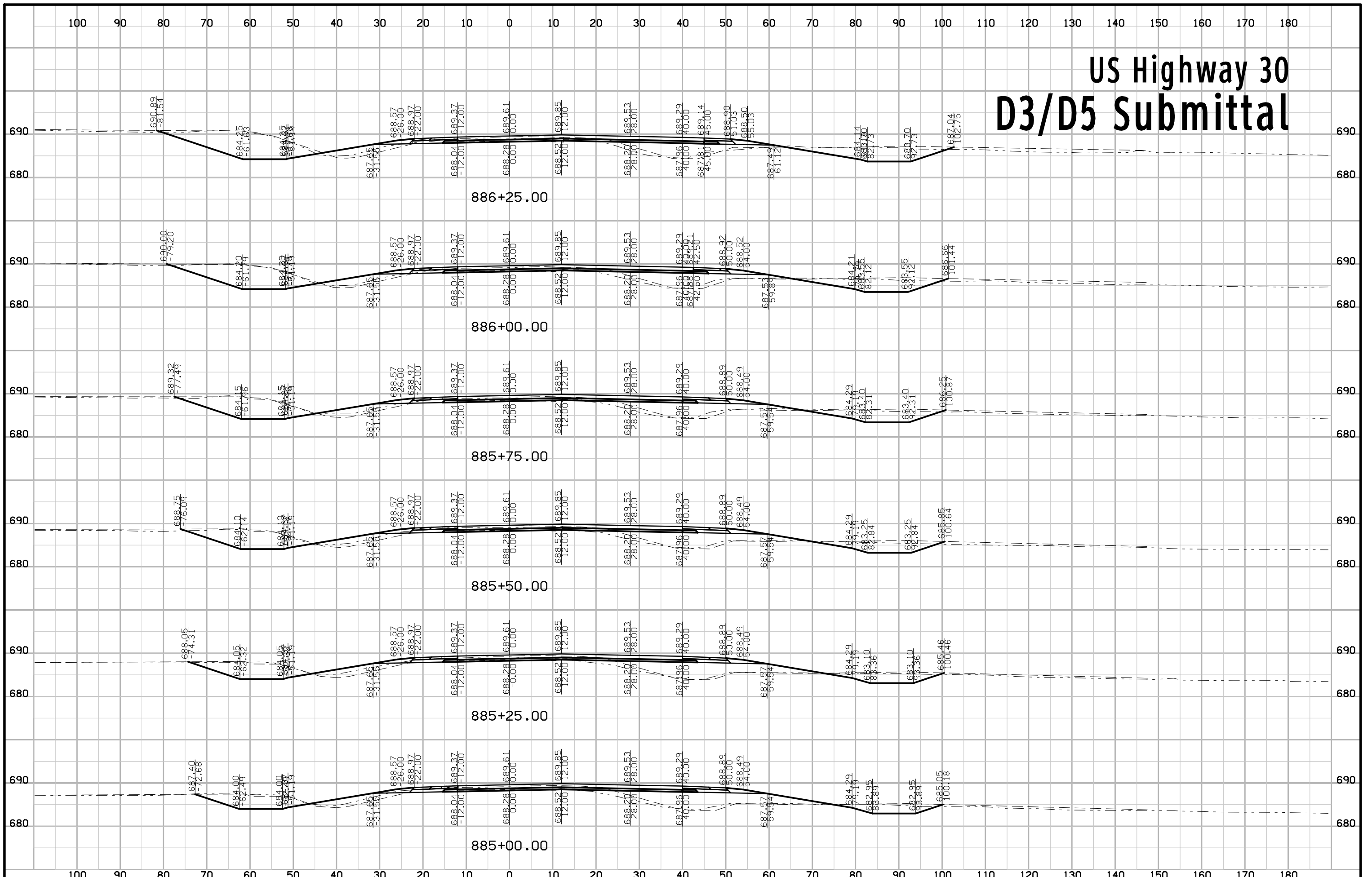
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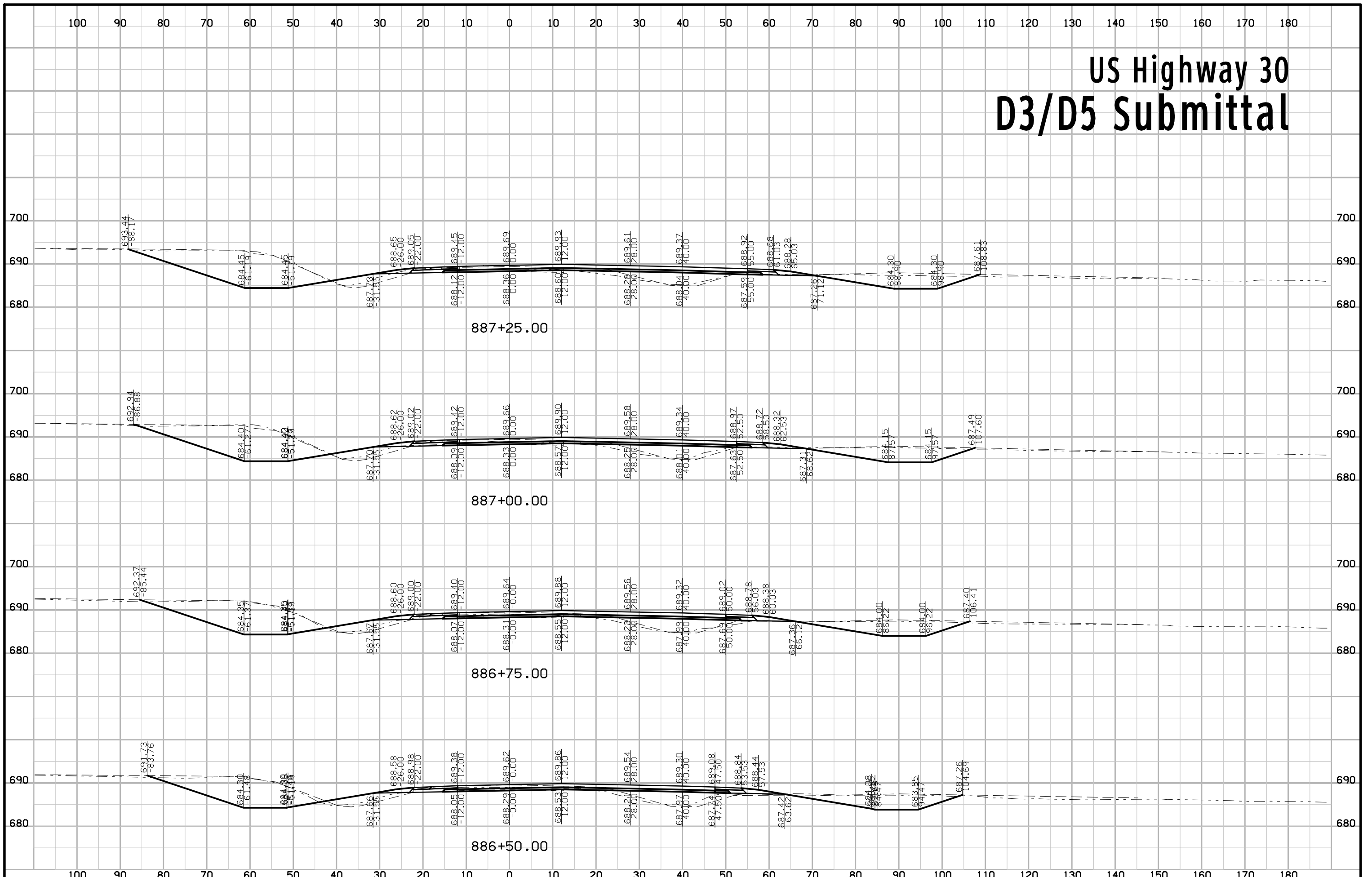
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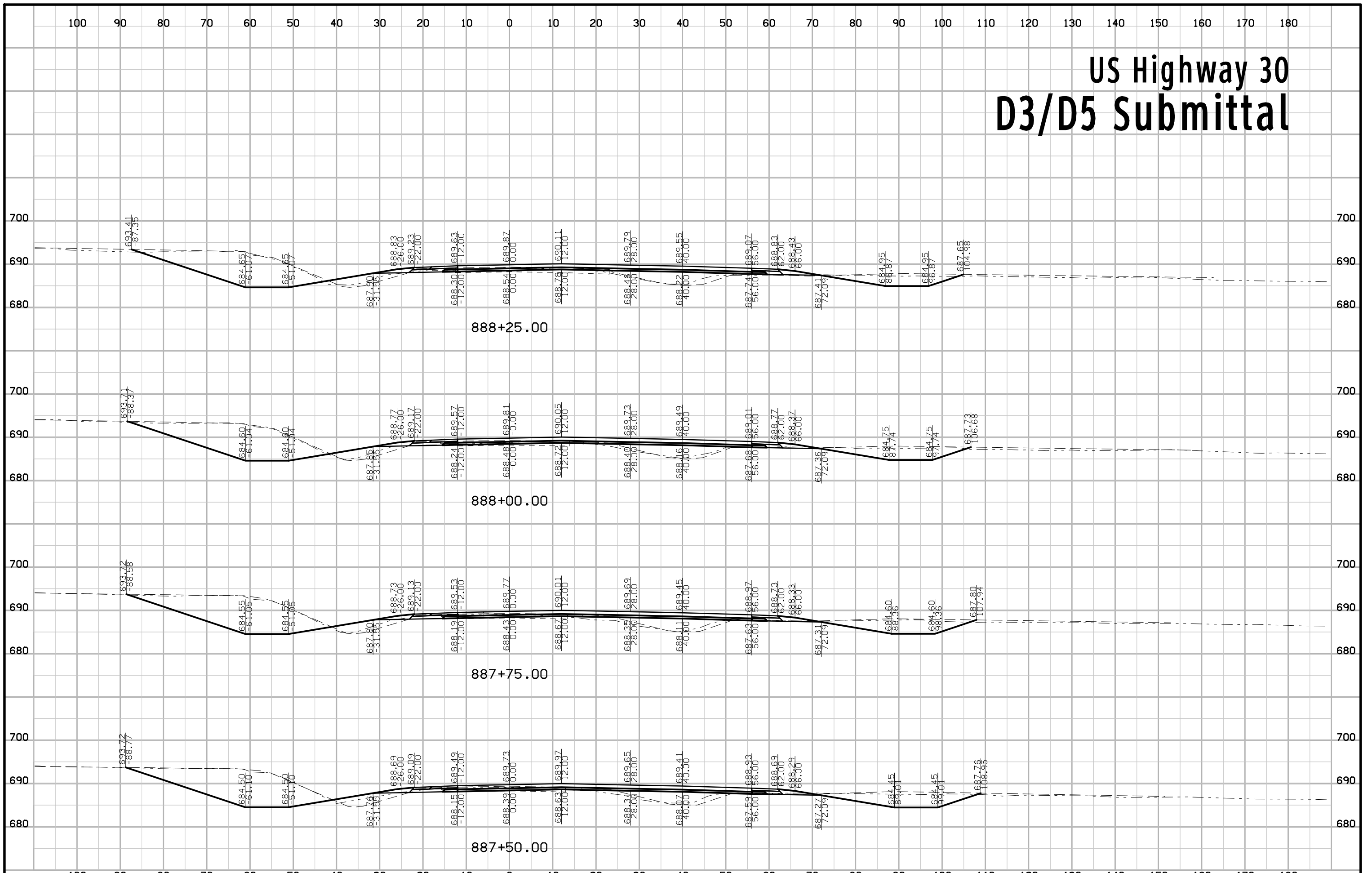
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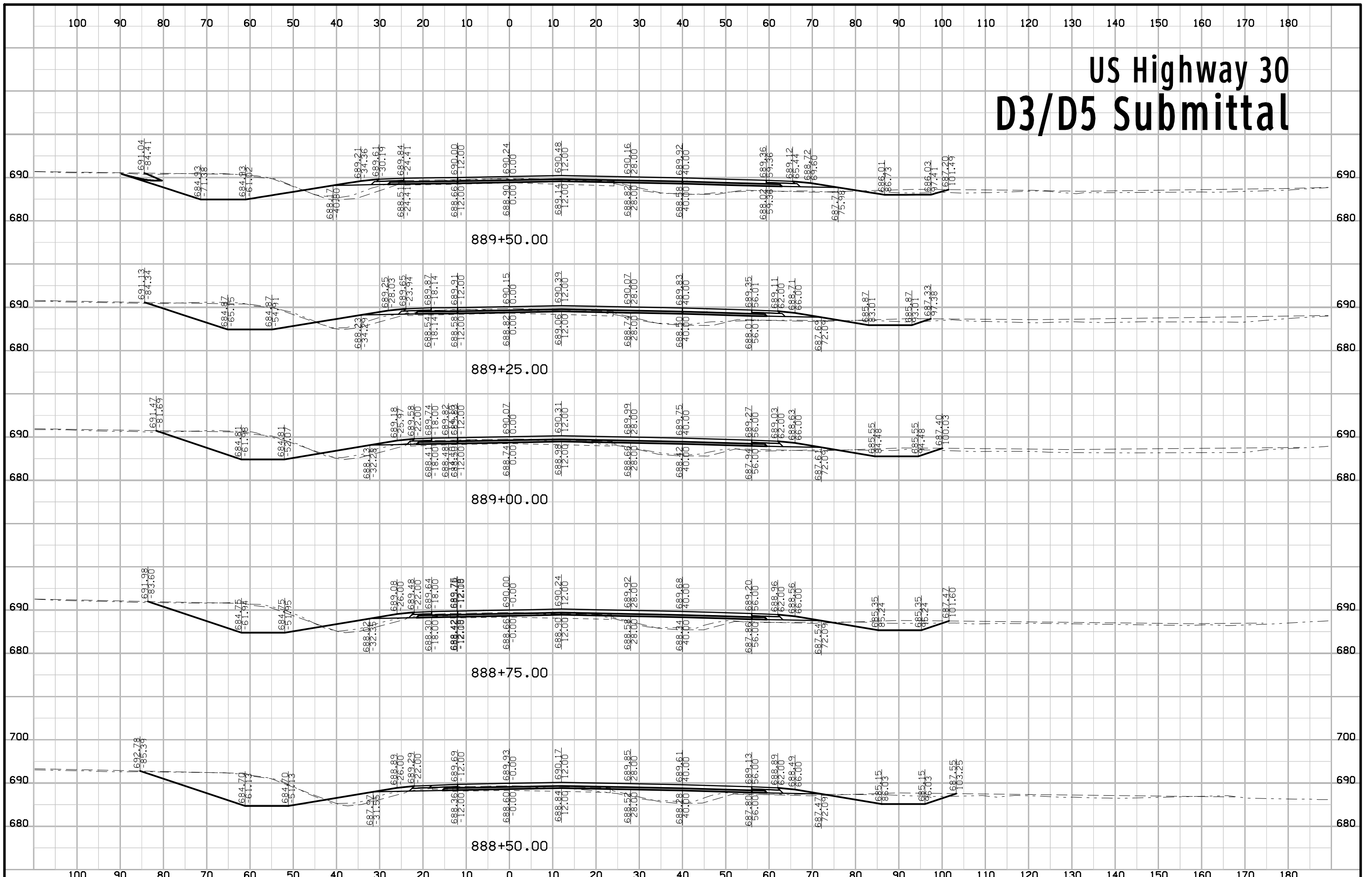
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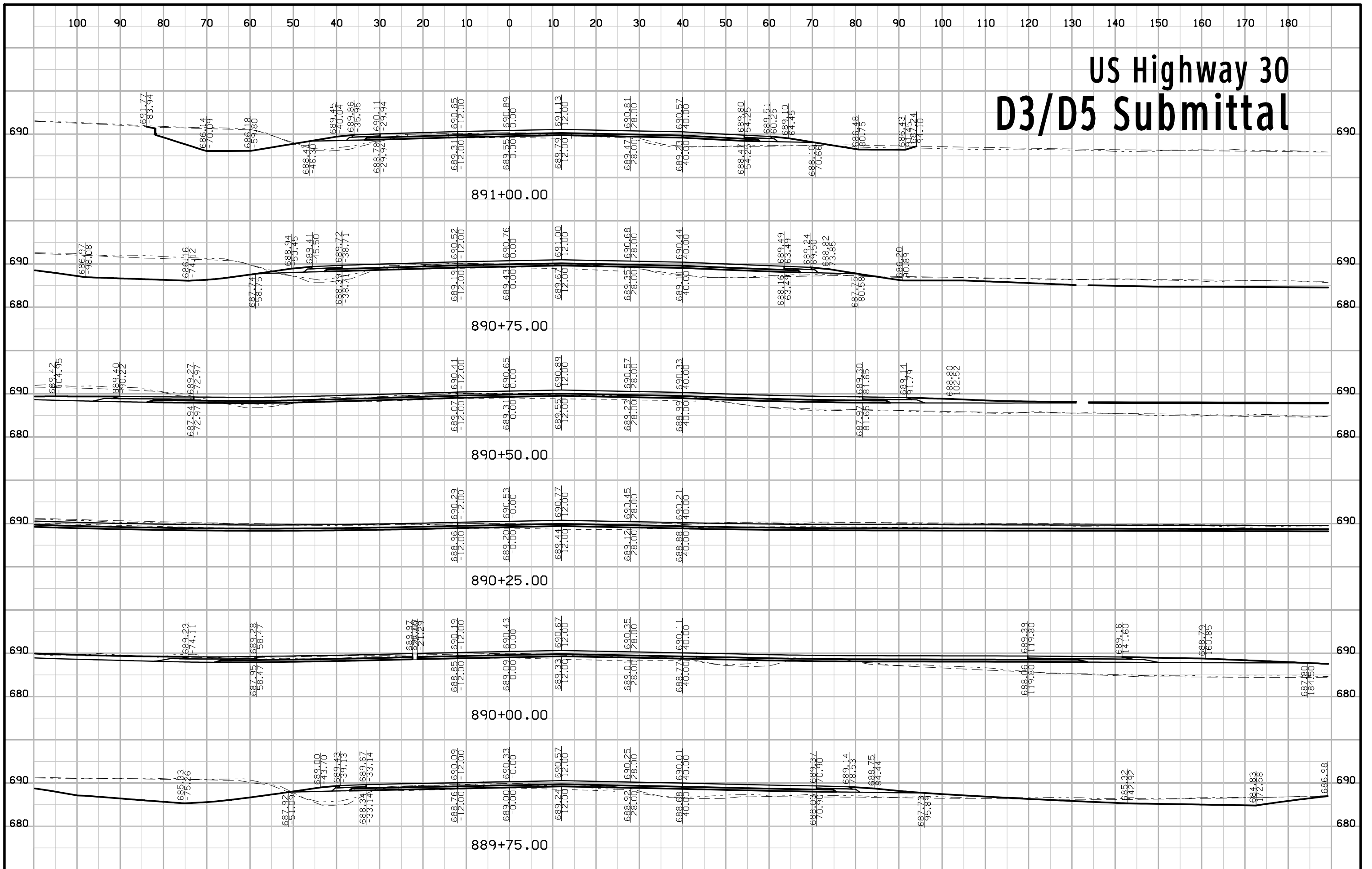
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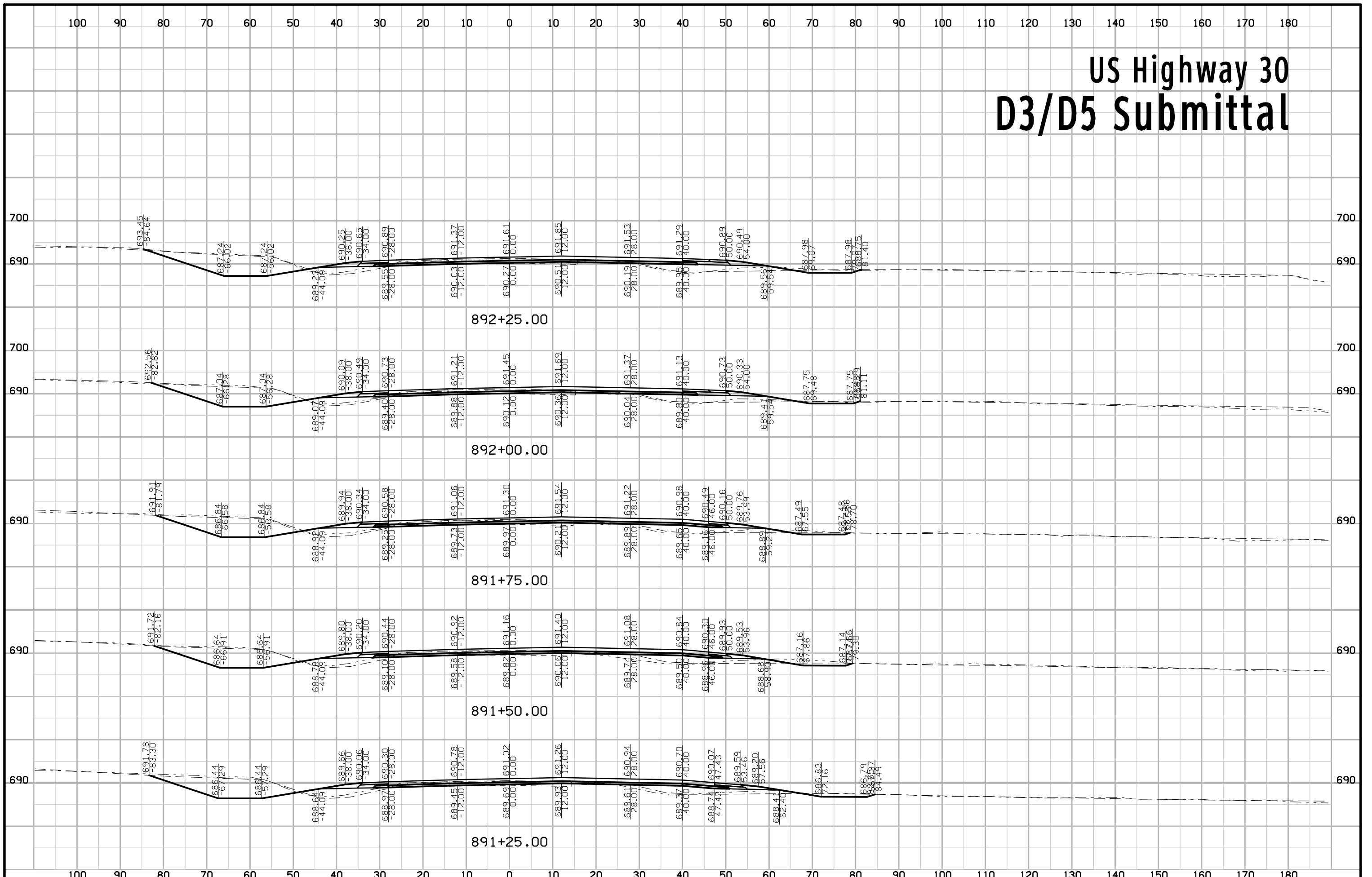
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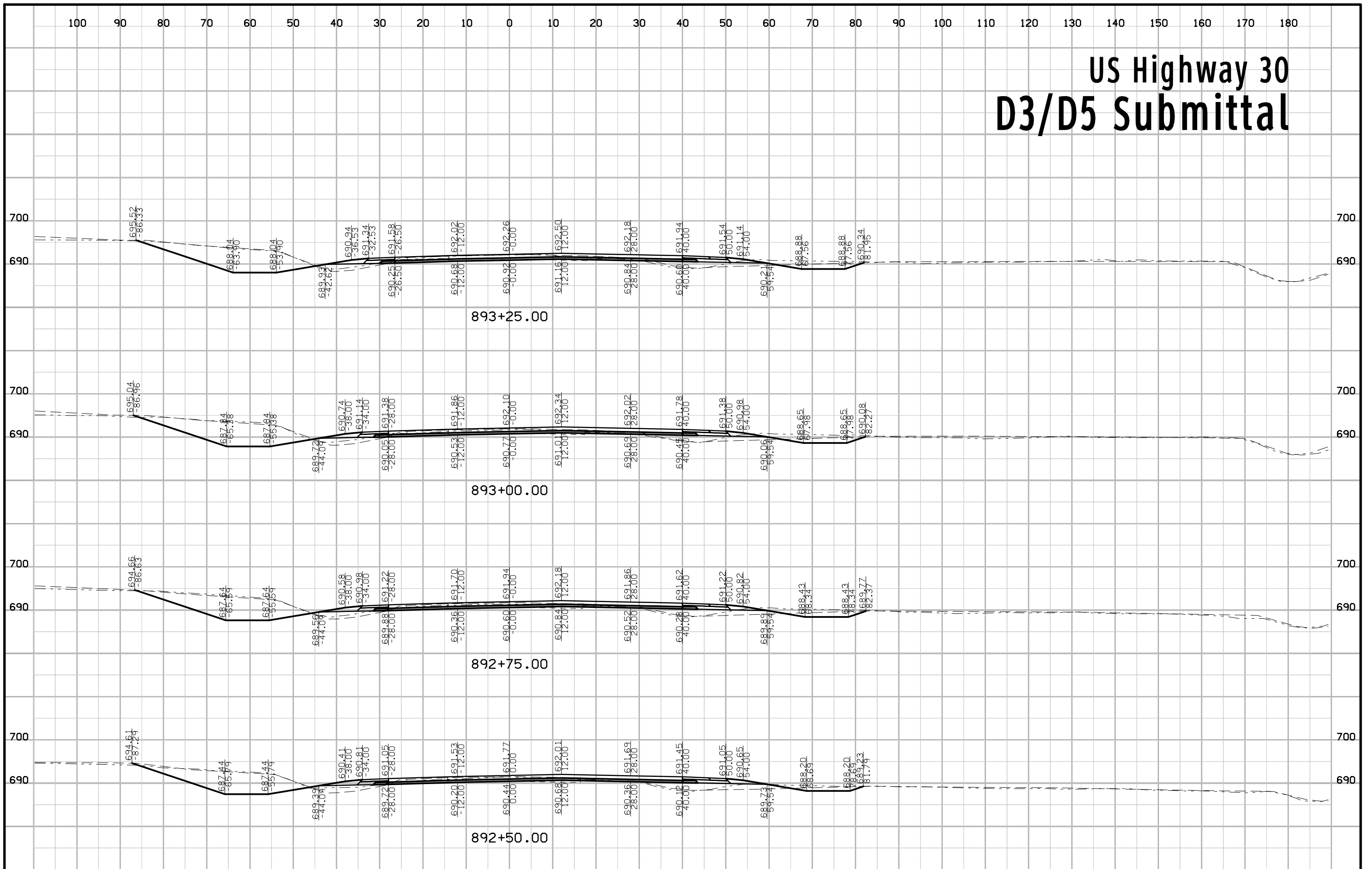
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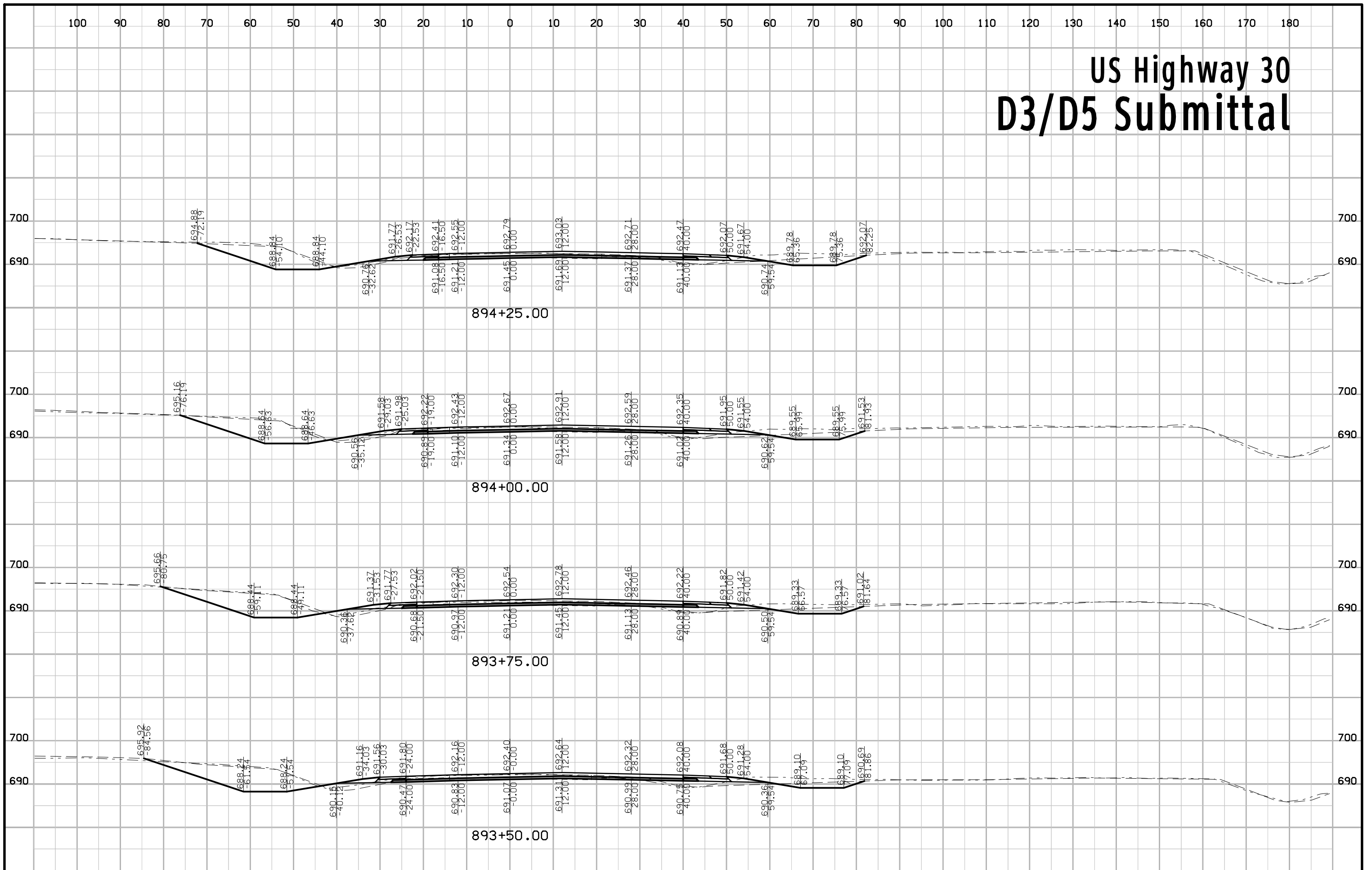
US Highway 30 D3/D5 Submittal



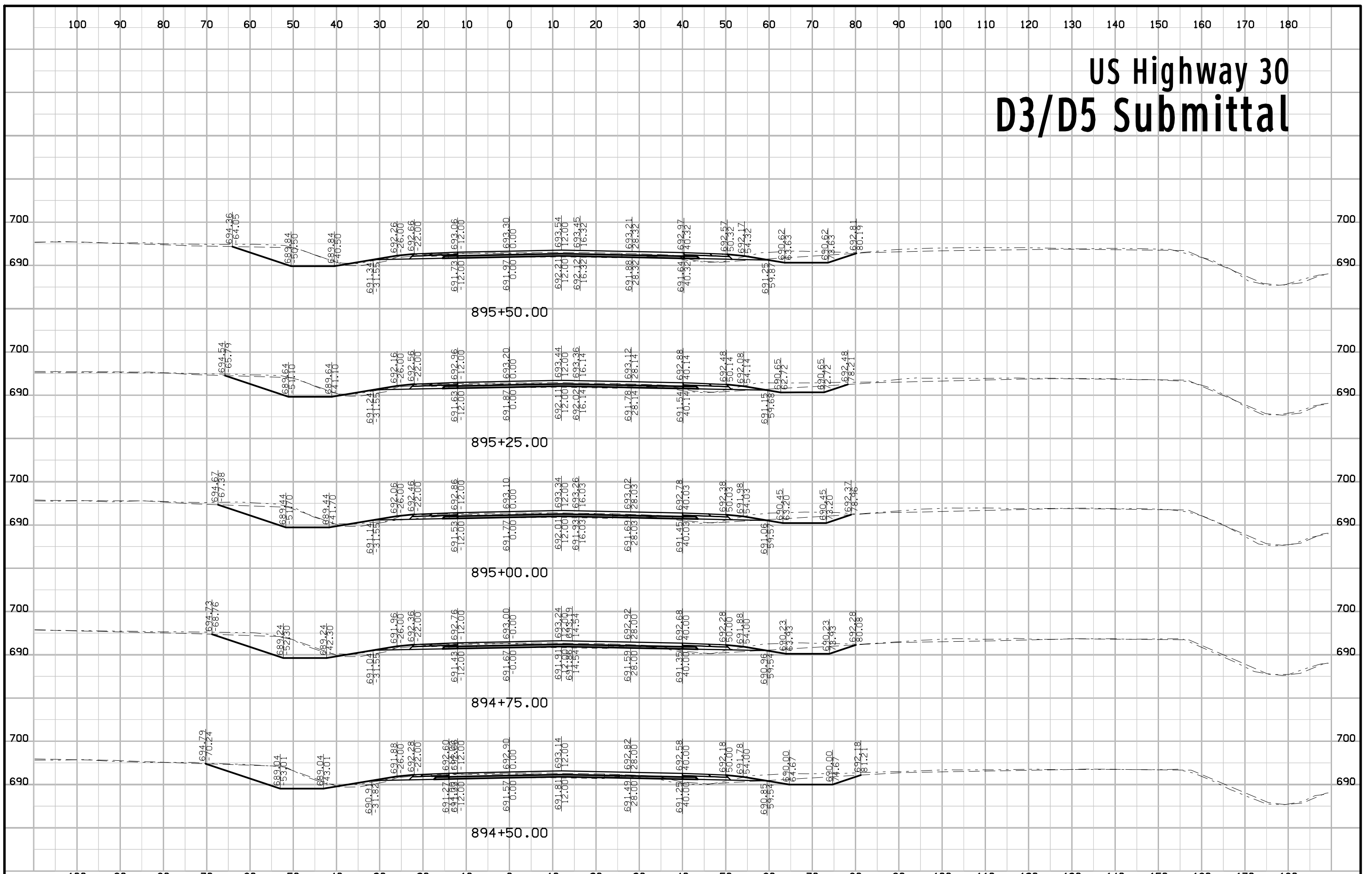
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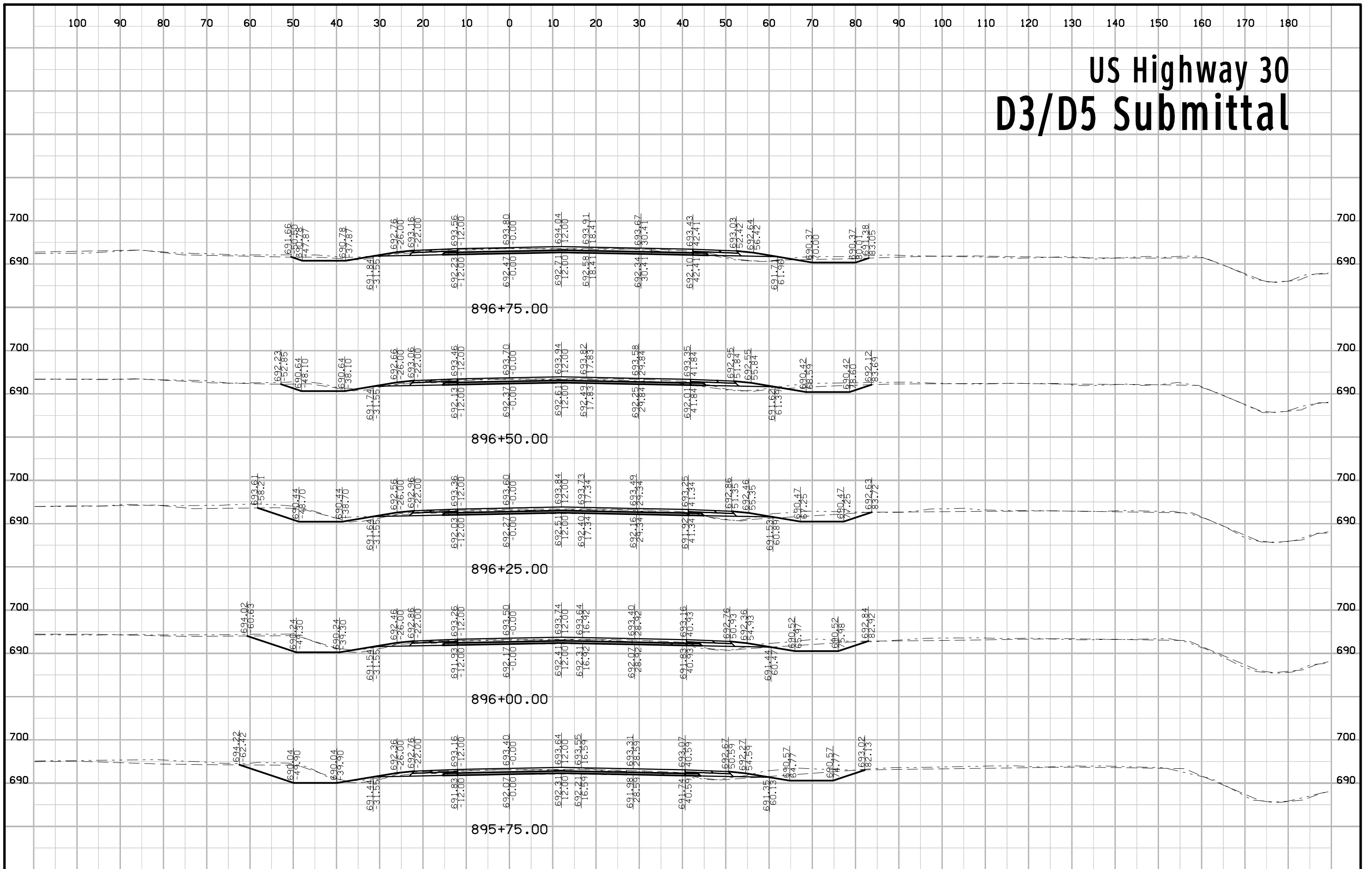
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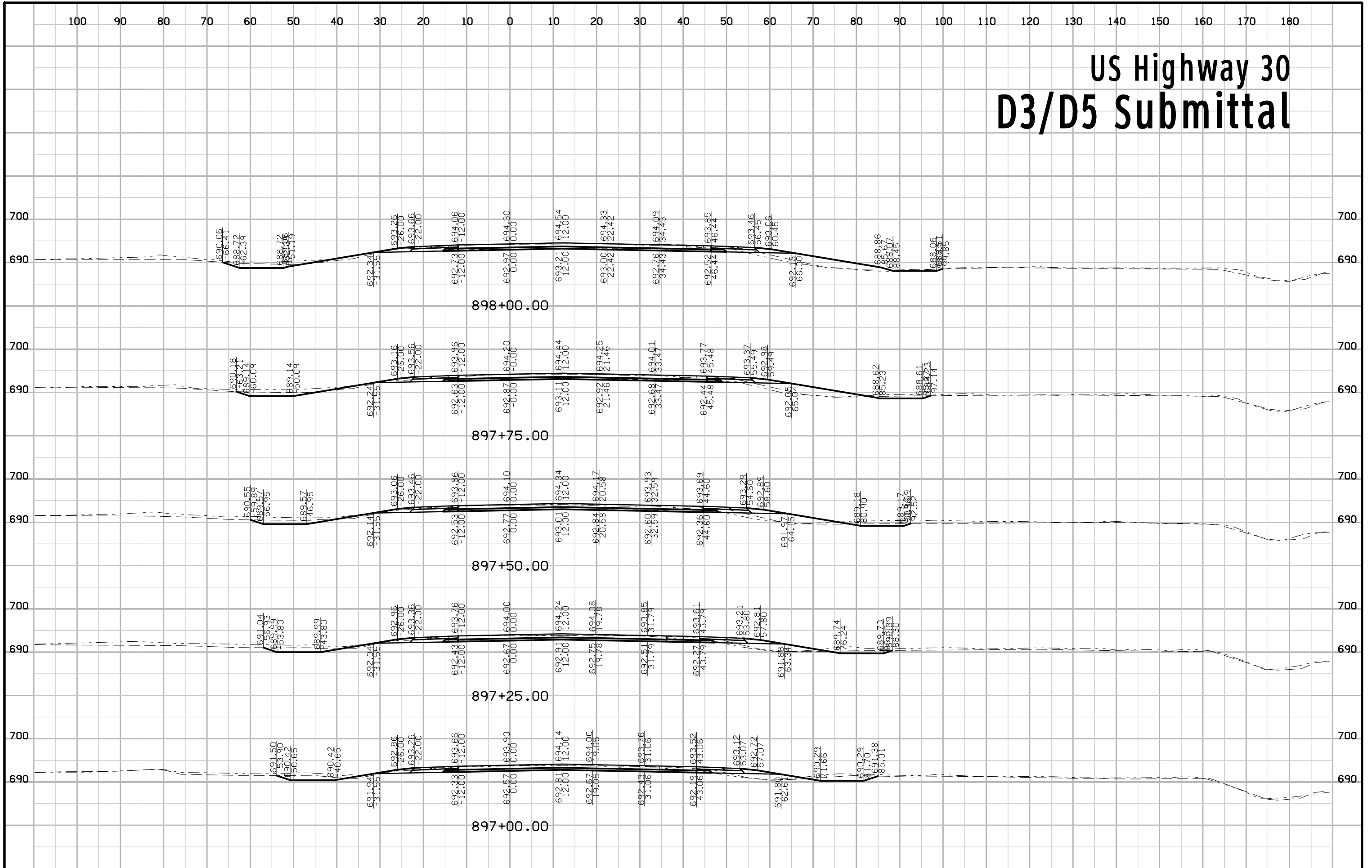
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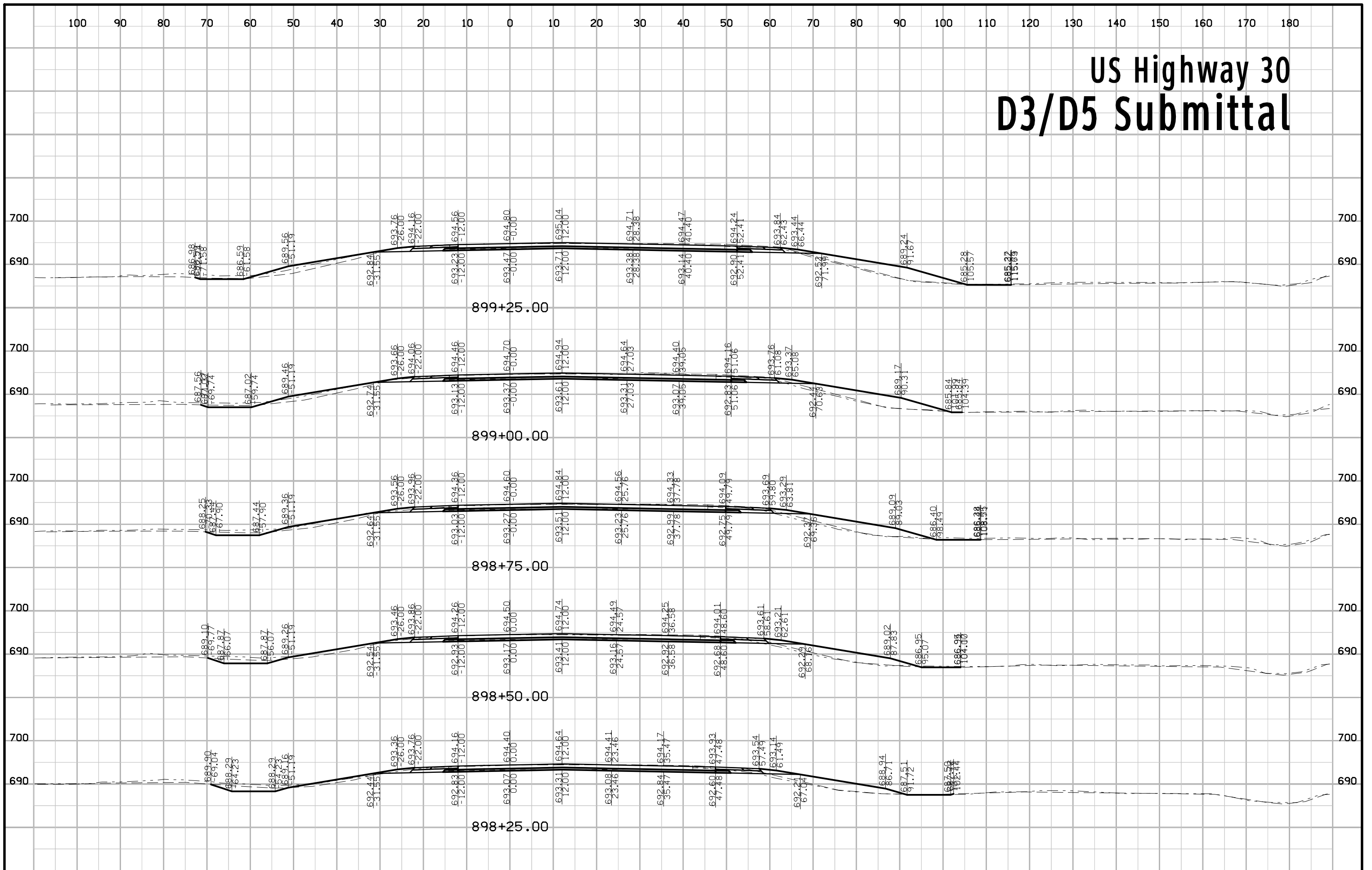
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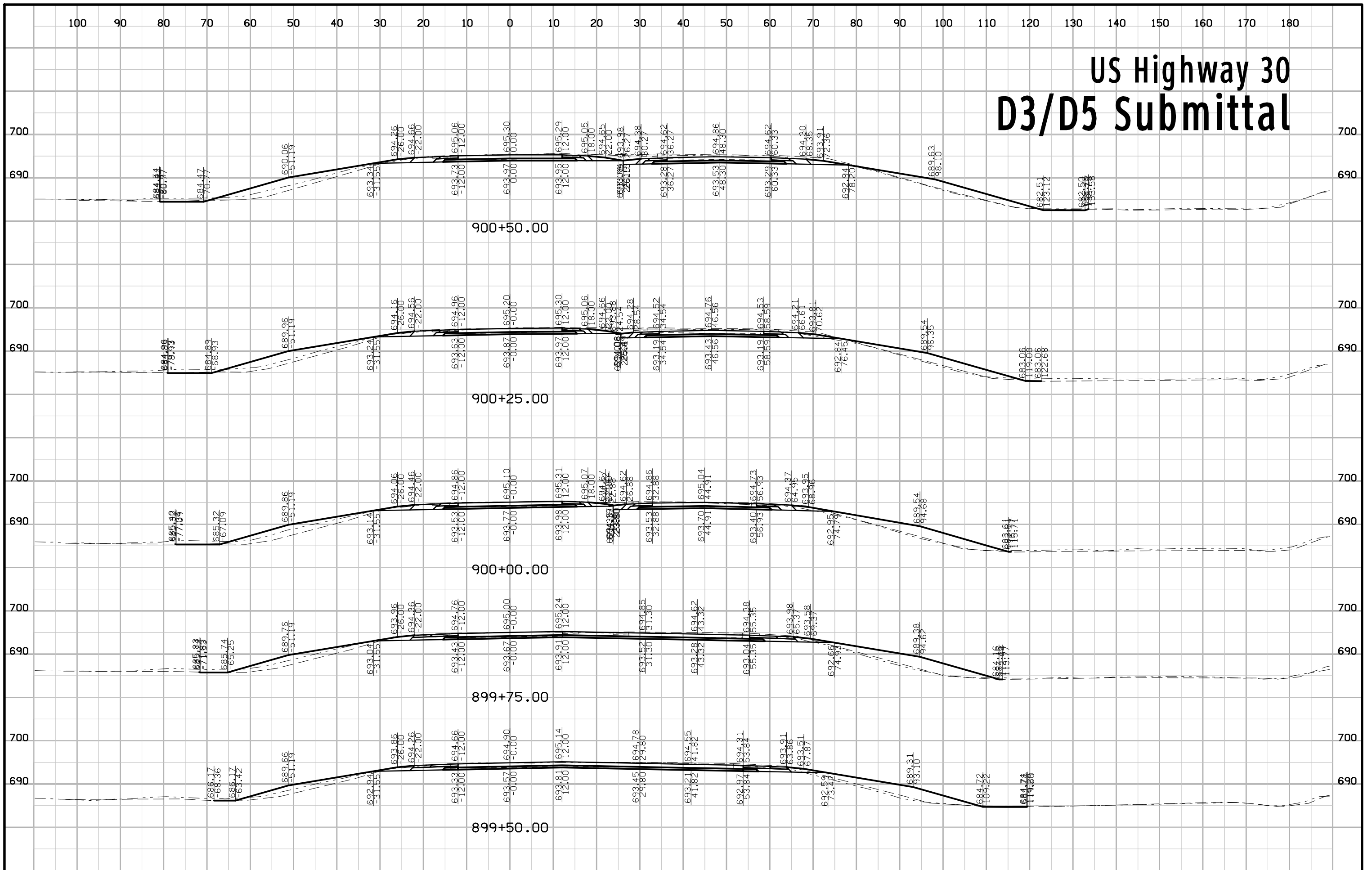
US Highway 30 D3/D5 Submittal



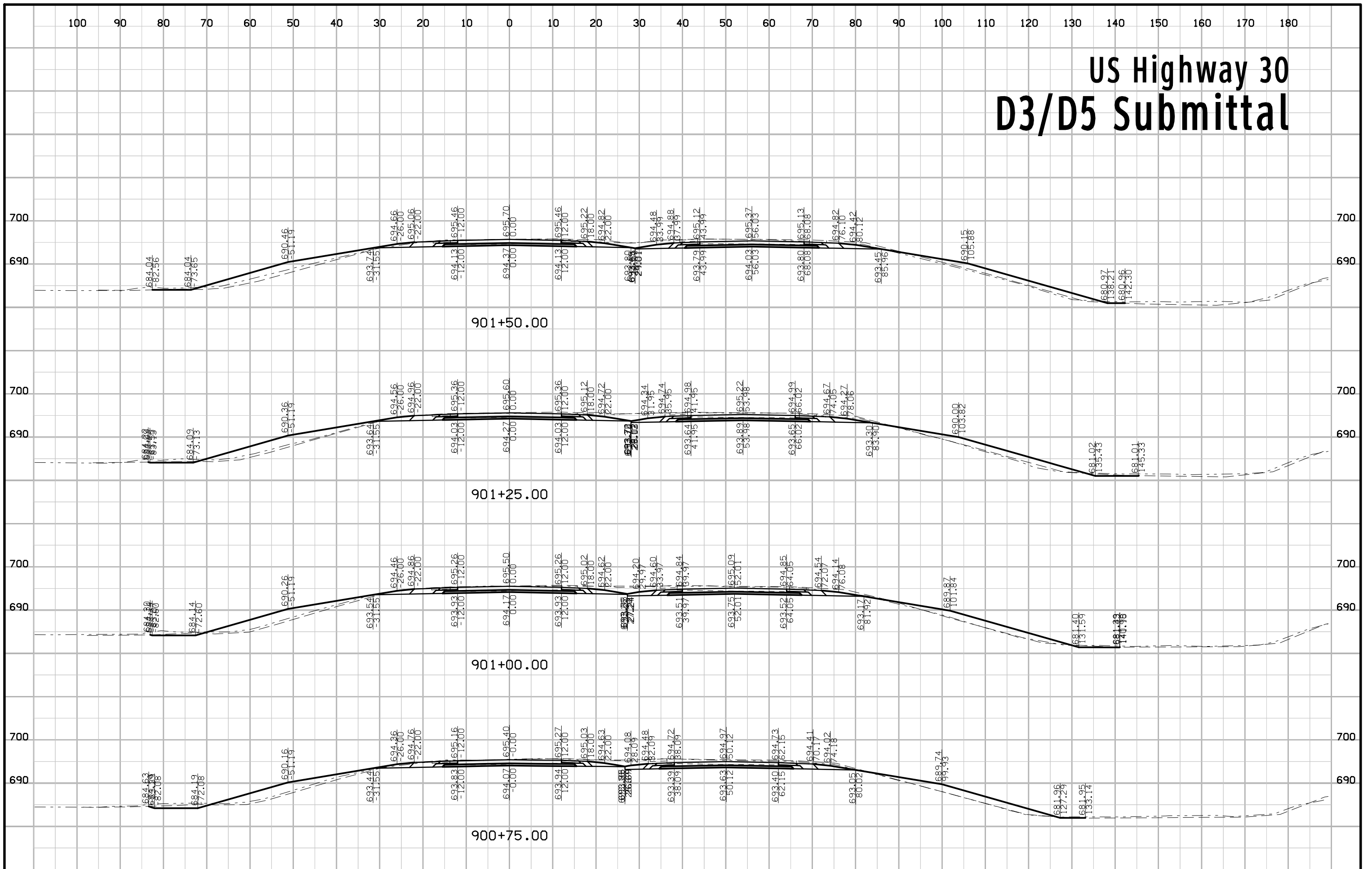
US Highway 30 D3/D5 Submittal



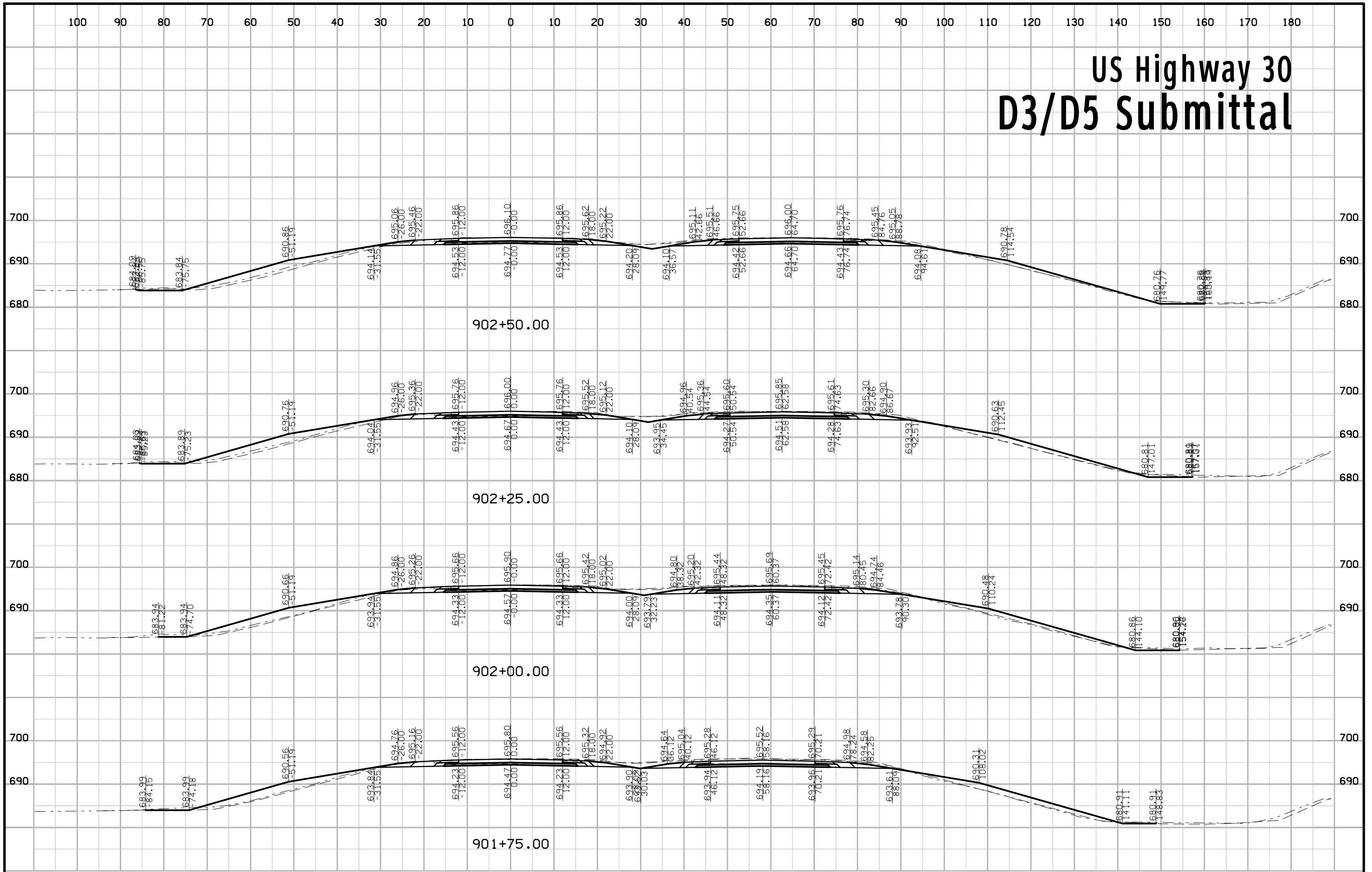
US Highway 30 D3/D5 Submittal



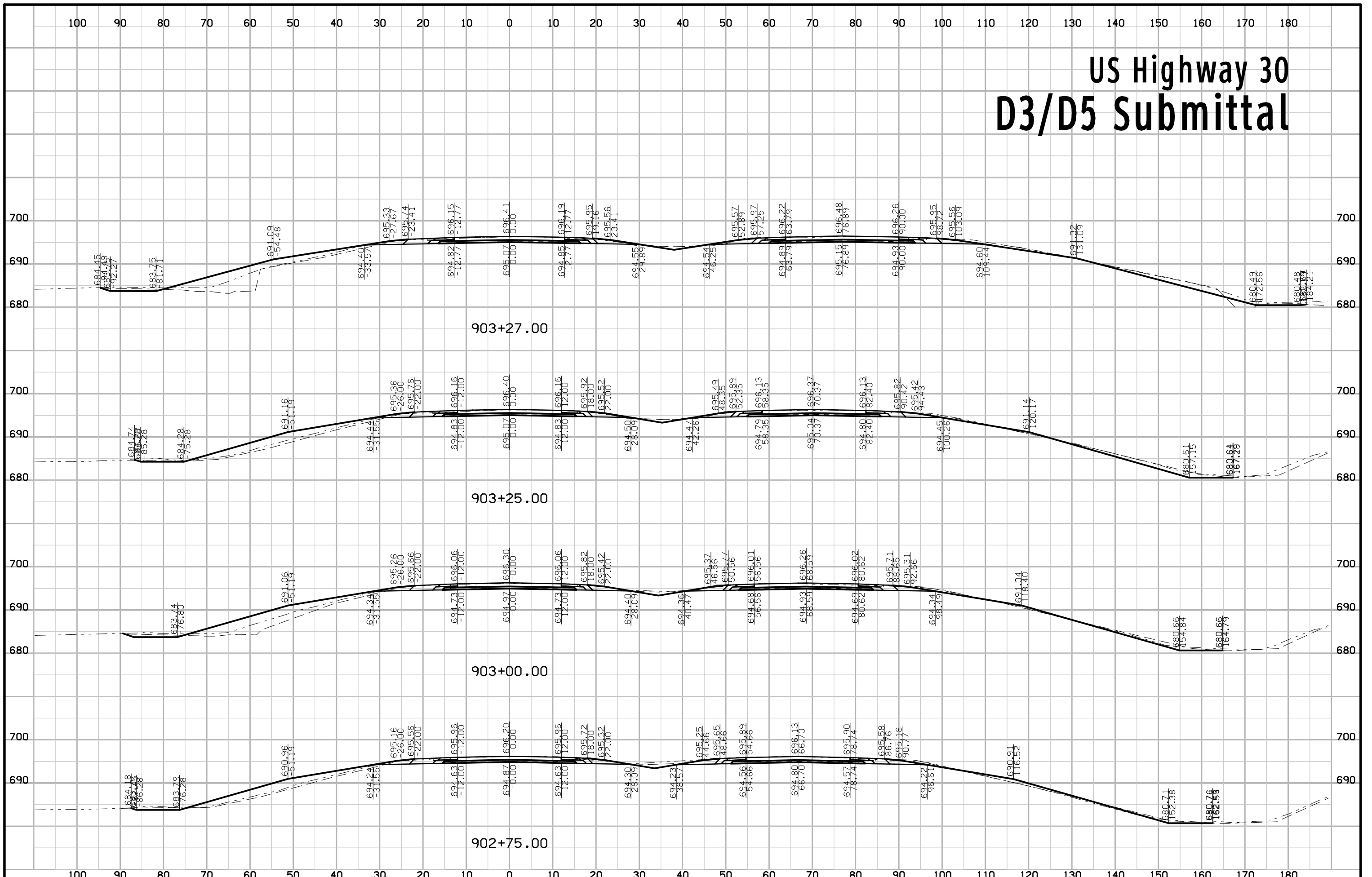
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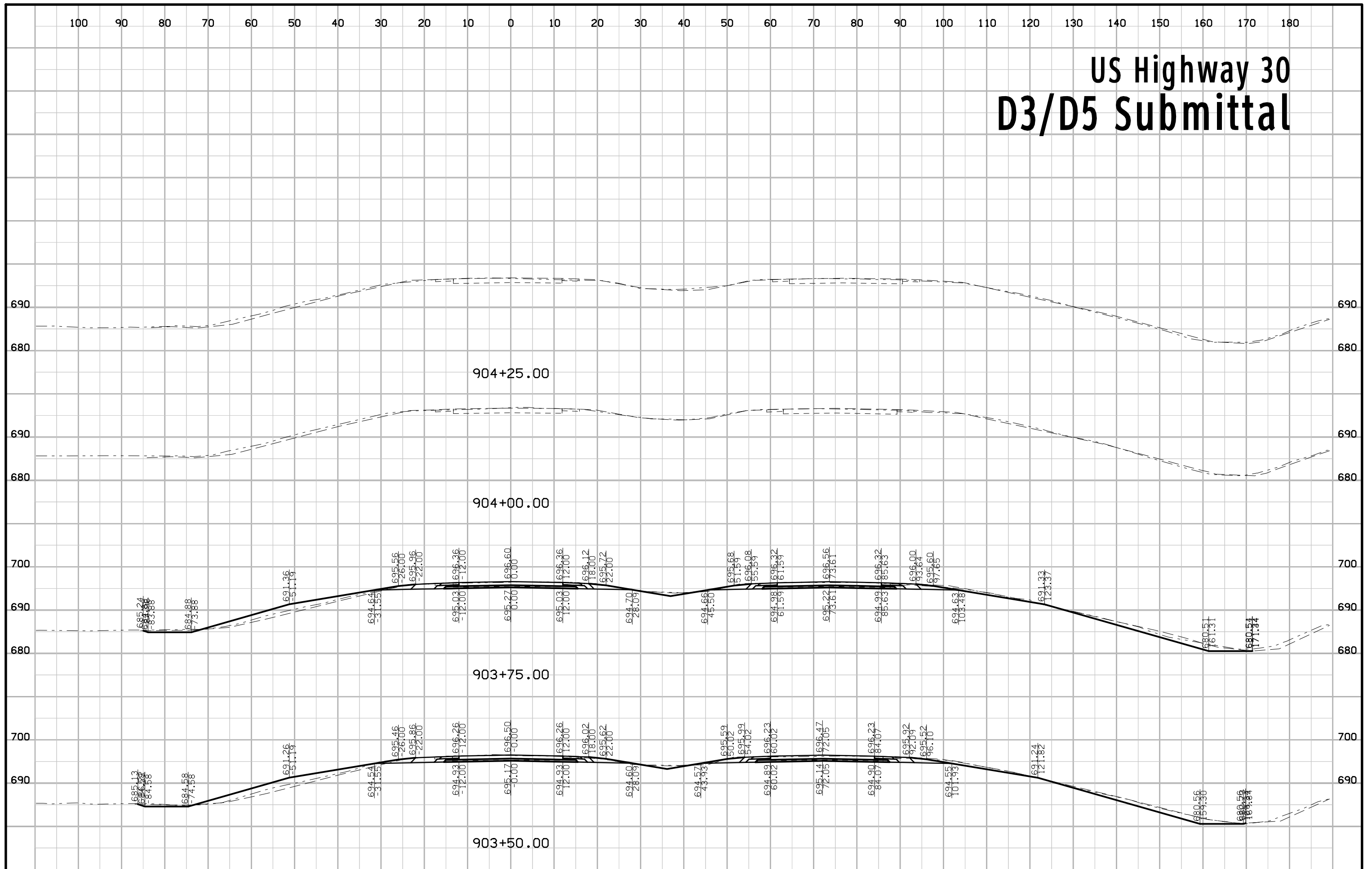
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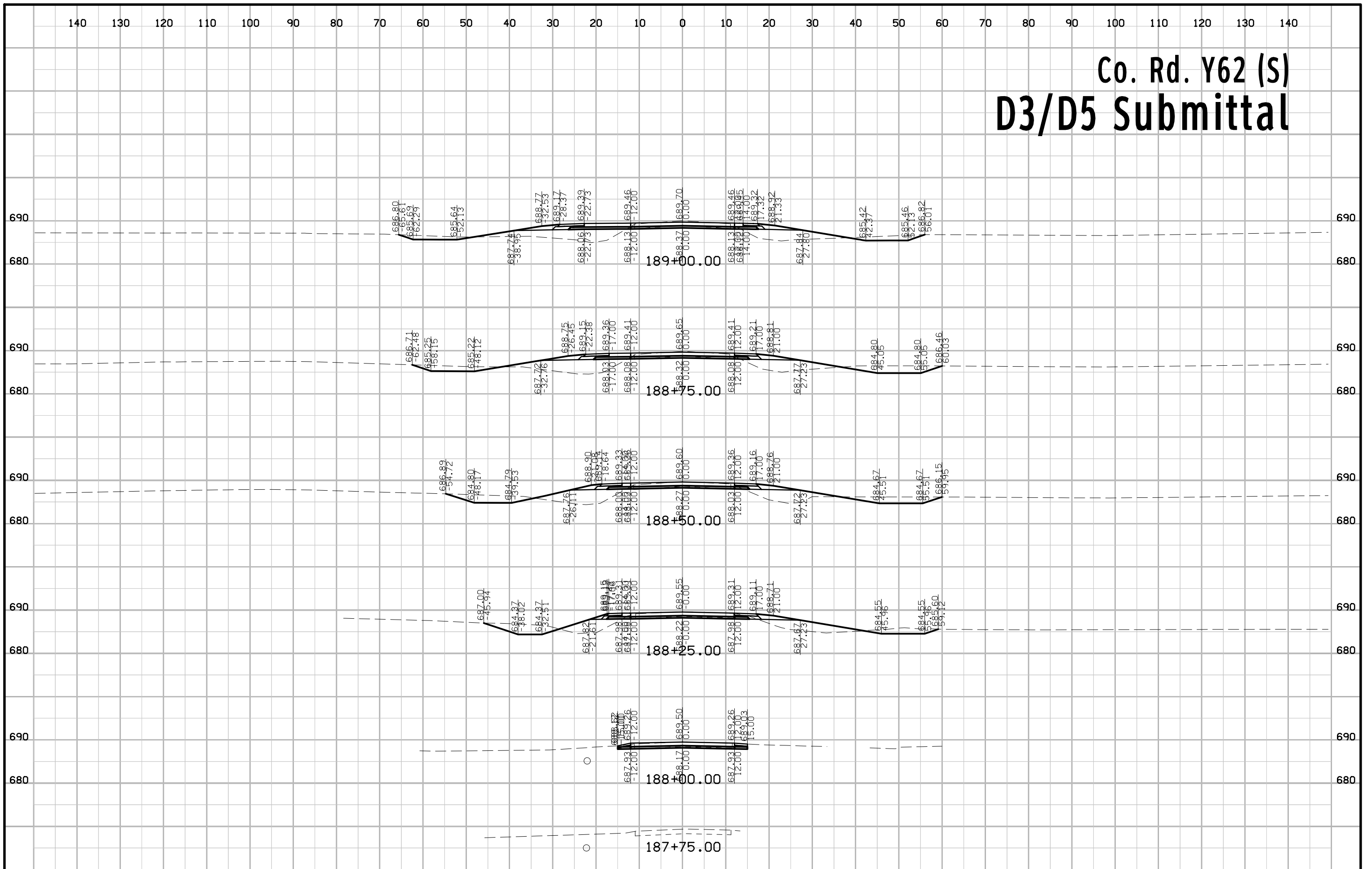
US Highway 30 D3/D5 Submittal



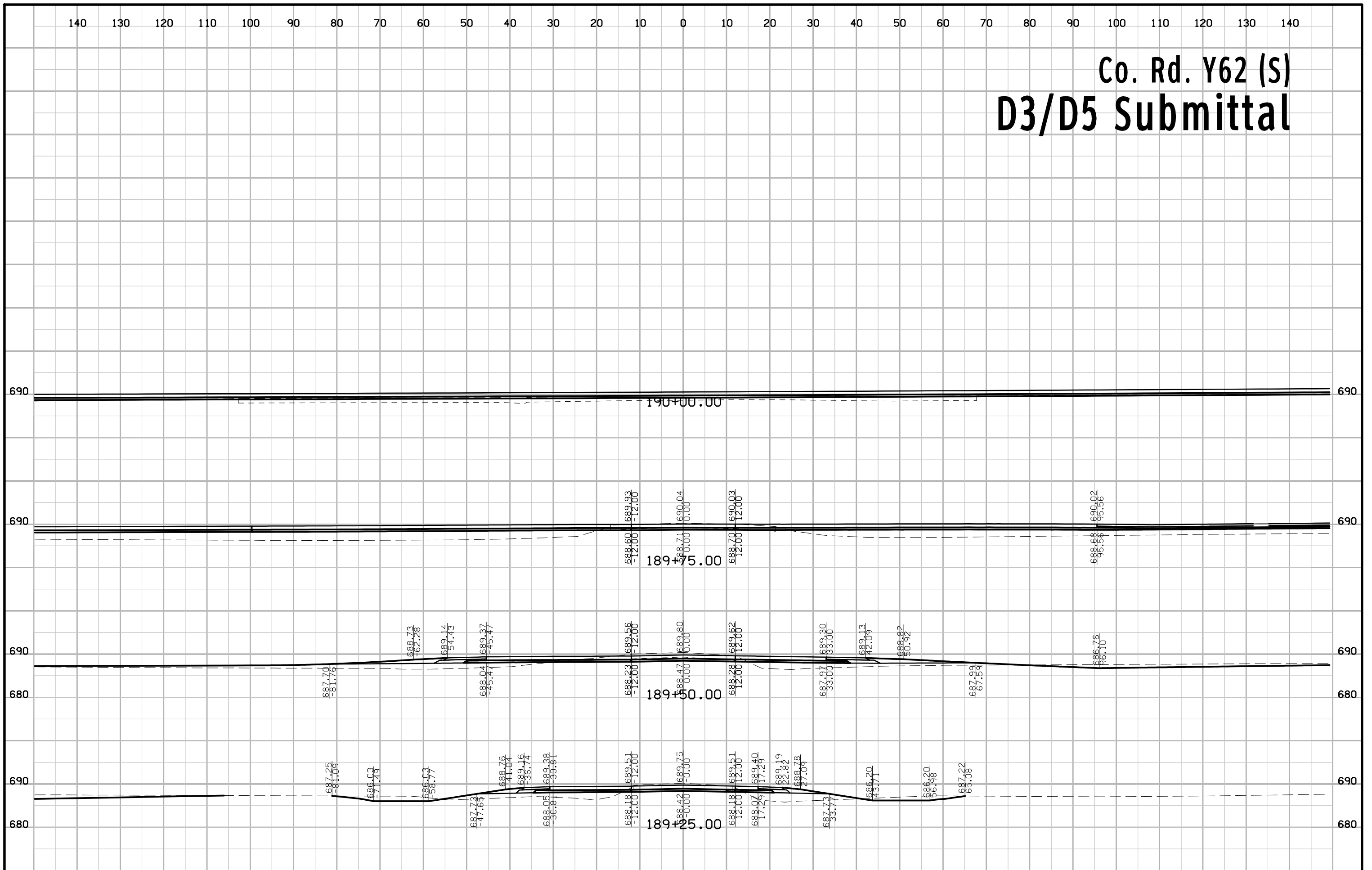
US Highway 30 D3/D5 Submittal



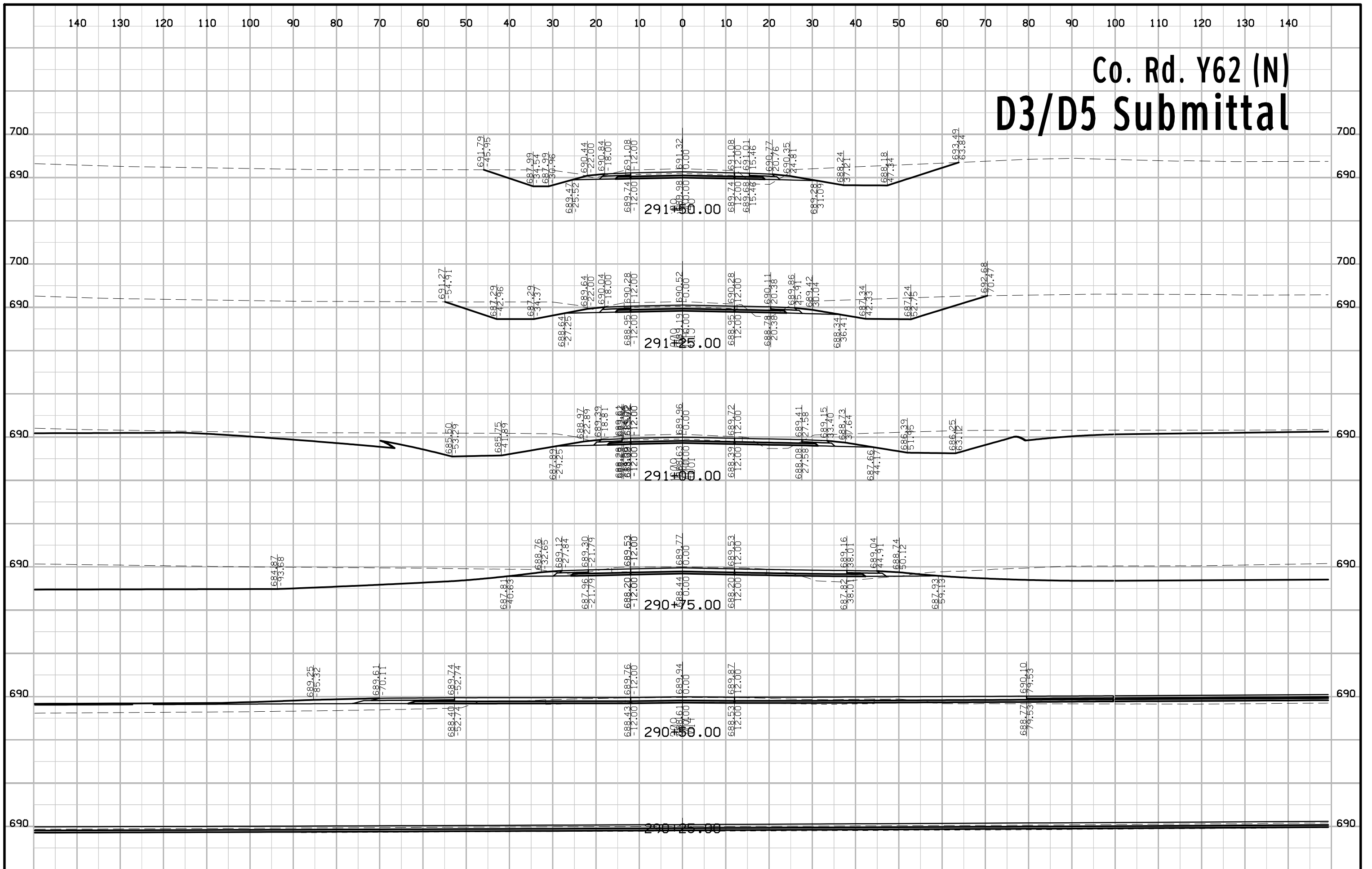
Co. Rd. Y62 (S) D3/D5 Submittal



Co. Rd. Y62 (S) D3/D5 Submittal



Co. Rd. Y62 (N) D3/D5 Submittal



Co. Rd. Y62 (N) D3/D5 Submittal

