

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.

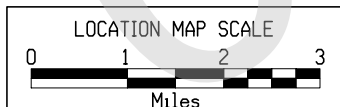
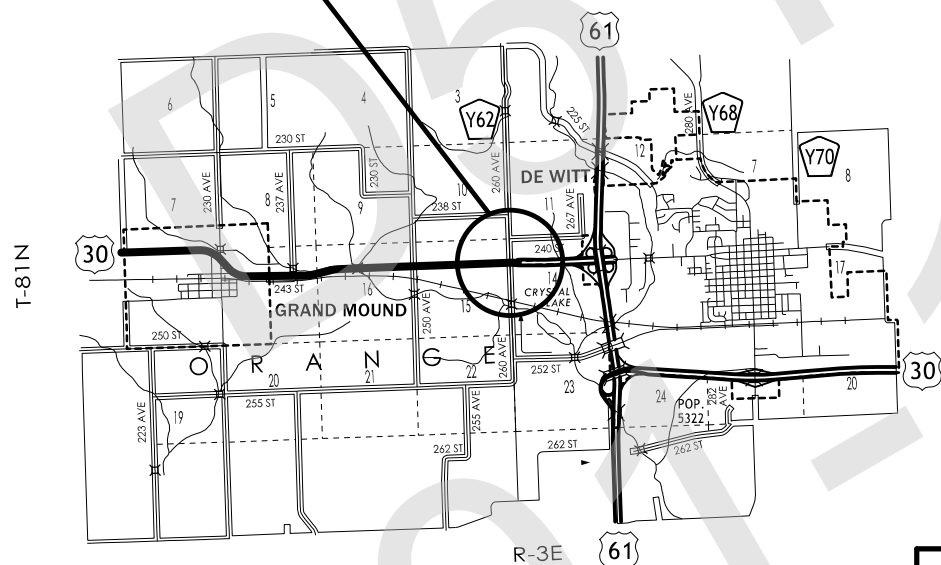


REVISIONS

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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B Sheets	Typical Cross Sections and Details
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D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 5	US Highway 30
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E Sheets	Side Road Plan and Profile Sheets
* E.1	Co. Rd. Y62 (S)
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* J.4	Staging Typical
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X Sheets	Side Road Cross Sections
X.100	Co. Rd. Y62 (S)
X.200 - 201	Co. Rd. Y62 (N)
	* Color Plan Sheets

PROJECT LOCATION



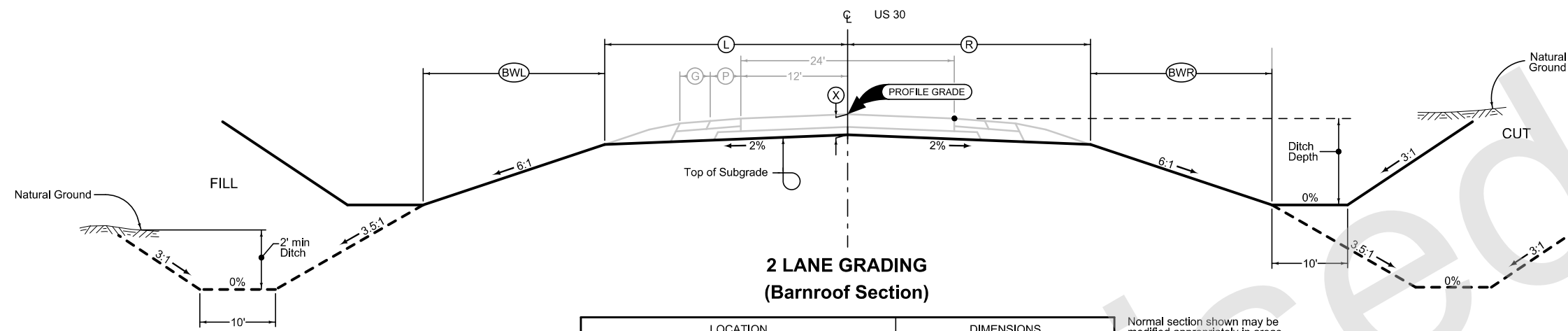
US 30			
DESIGN DATA RURAL			
2014	AADT	4430	V.P.D.
2040	AADT	6500	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	12	%
	Total		
	Design ESALs	--	

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

PRELIMINARY PLANS

Subject to change by final design.

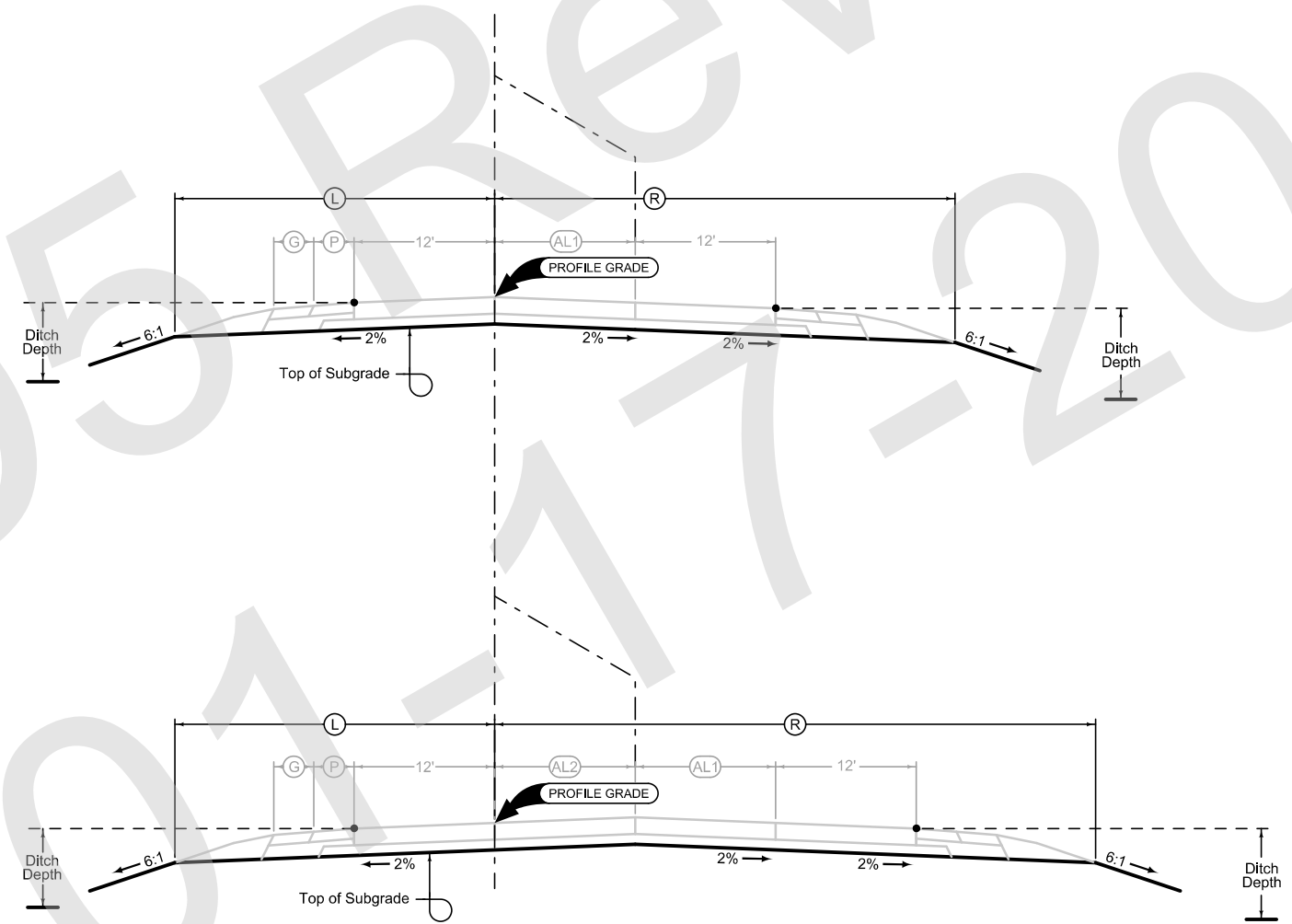
D5 Revised - January 17, 2018



**2 LANE GRADING
(Barrroof Section)**

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.

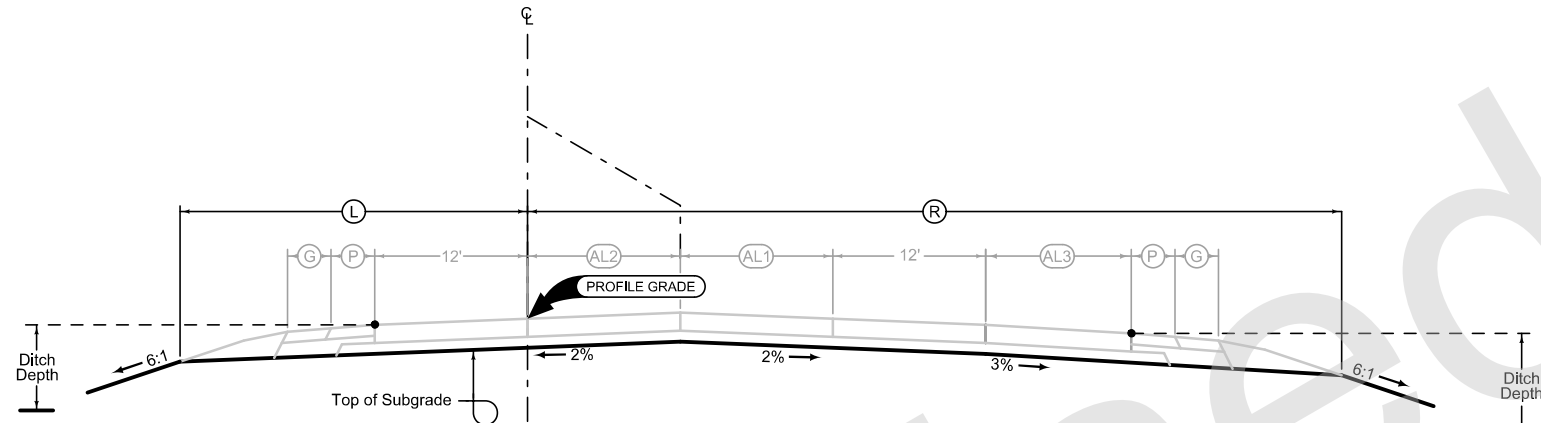


Auxiliary Lane Grading

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

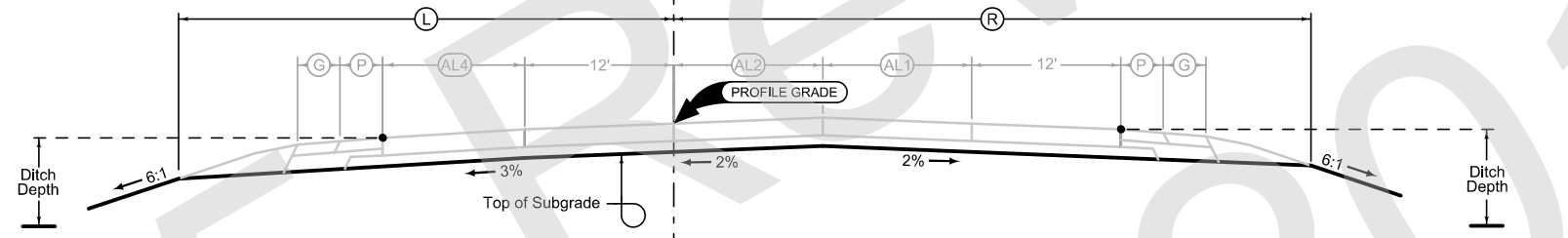
Auxiliary Lane Grading

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



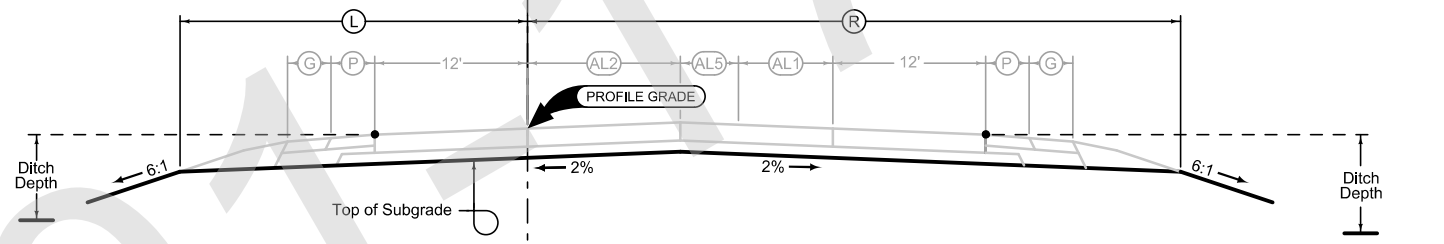
Auxiliary Lane Grading

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



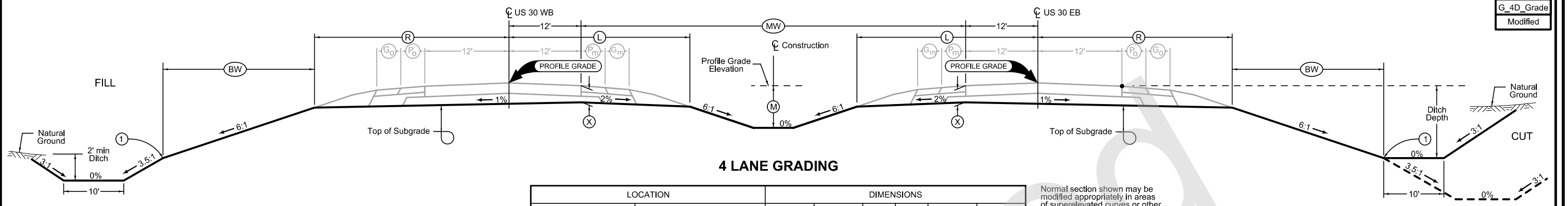
Auxiliary Lane Grading

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.

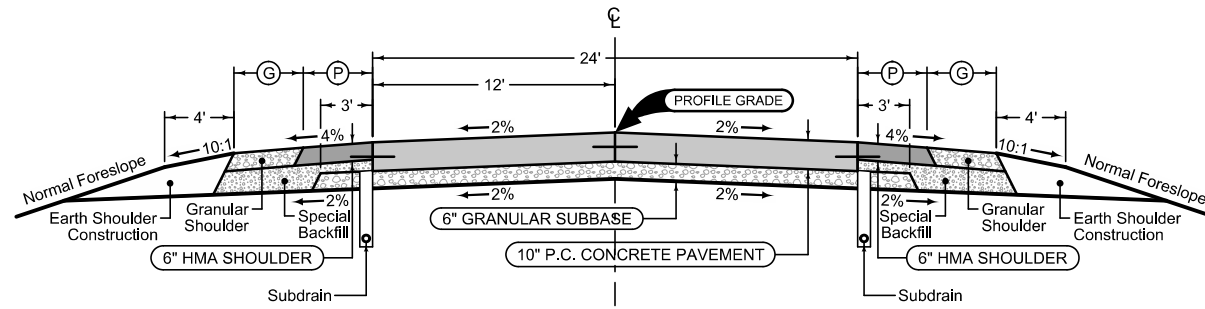
① Refer to project plan and cross sections for specific location of foreslope change.

D55 Reviews 01-17-2018

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
863+73.33	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

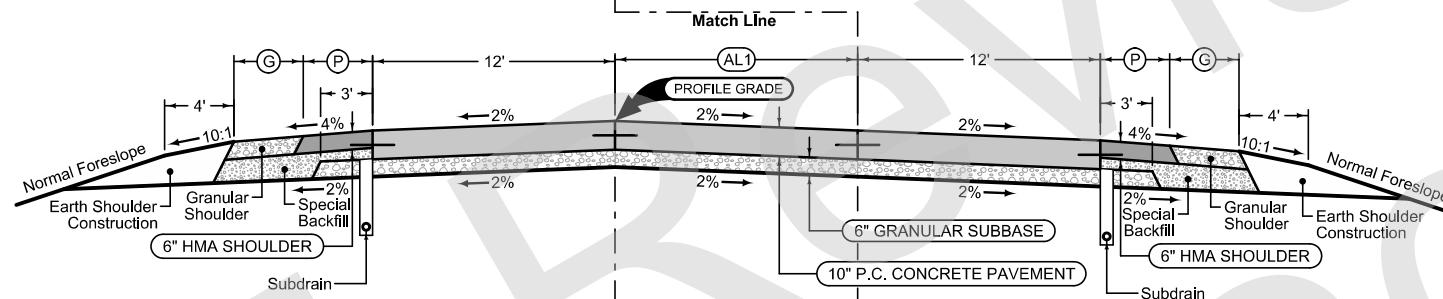
Shoulder Jointing:
Longitudinal joint: B

STATION TO STATION		(P) Feet	(G) Feet
863+87.44	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

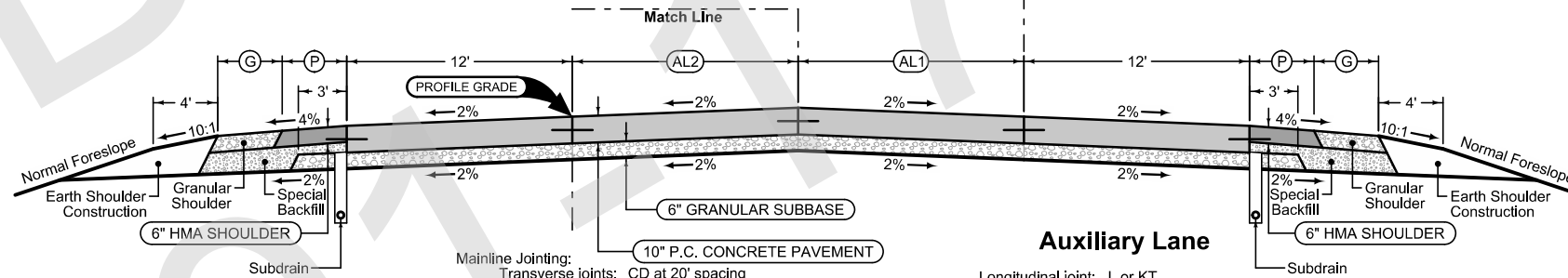
Shoulder Jointing:
Longitudinal joint: B

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

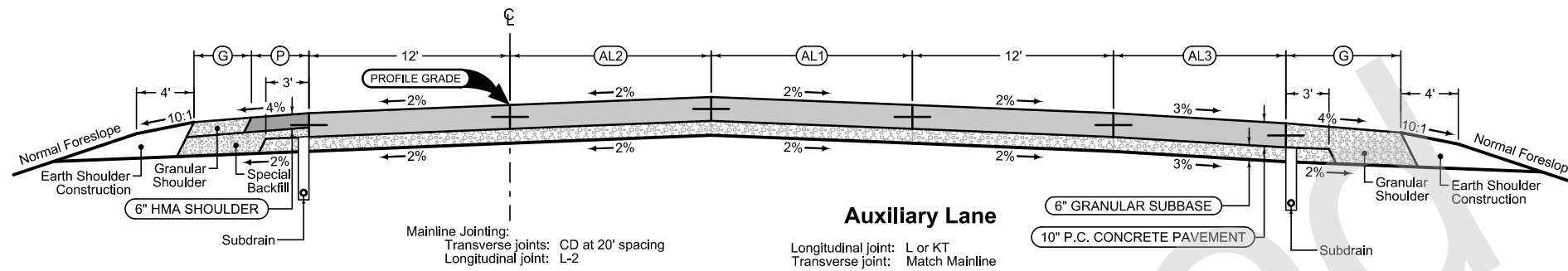
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

US HIGHWAY 30

Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

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



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

2P_ Modified	
STATION TO STATION	
885+75.00	890+23.95

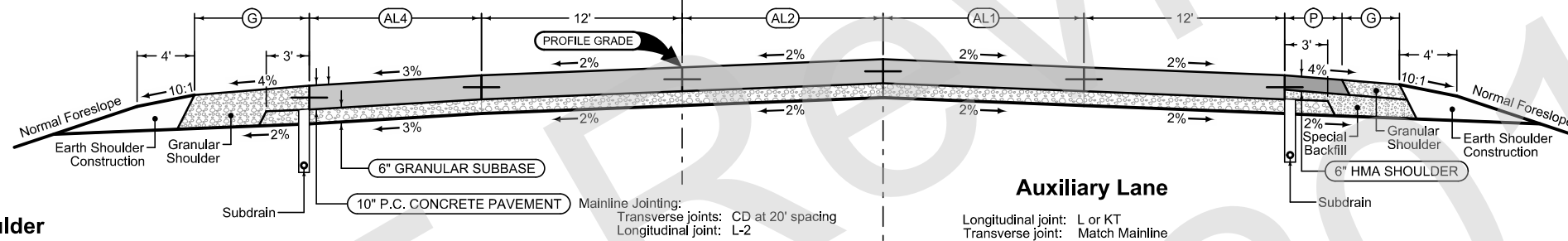
Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

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

2_G_SR_ 10-19-10		
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



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

2P_ Modified	
STATION TO STATION	
890+23.95	894+70.00

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

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

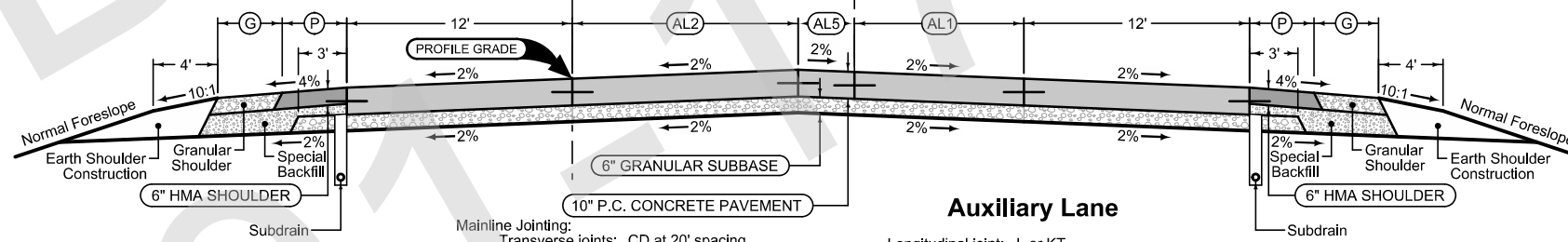
Combination Shoulder

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

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



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

2P_ Modified	
STATION TO STATION	
894+77.86	899+86.22

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

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

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

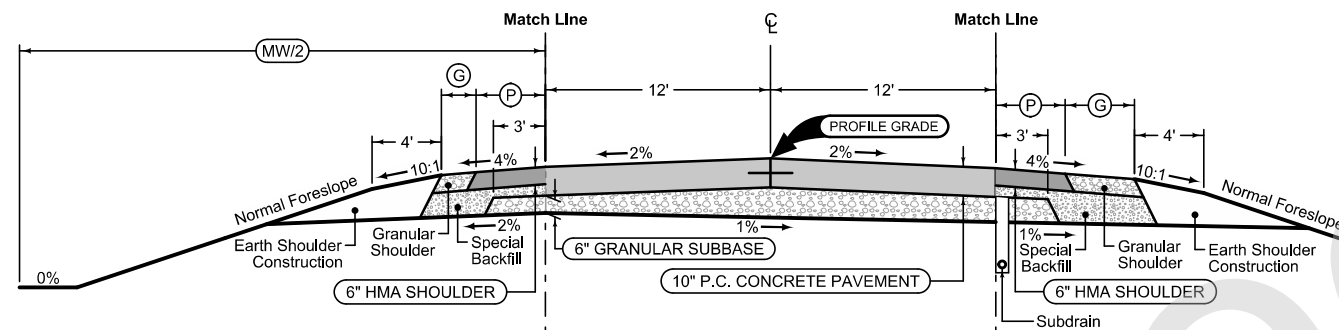
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

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	2199+86.52	2204+00.00	4	2



Combination Shoulder

Shoulder Jointing:
Longitudinal joint: B

		4_C_ 10-15-13		
Direction of Travel	BEGIN STATION	END STATION	(P) Feet	(G) Feet
EB	2199+86.52	2204+00.00	6	4

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	2199+86.52	2204+00.00	20-51	

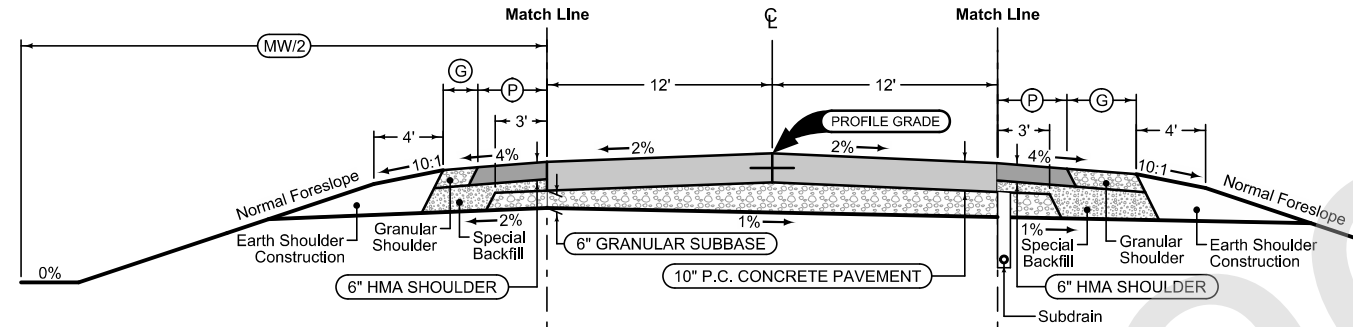
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

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



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	909+51.67	6	4

Section shown in the direction of traffic.

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

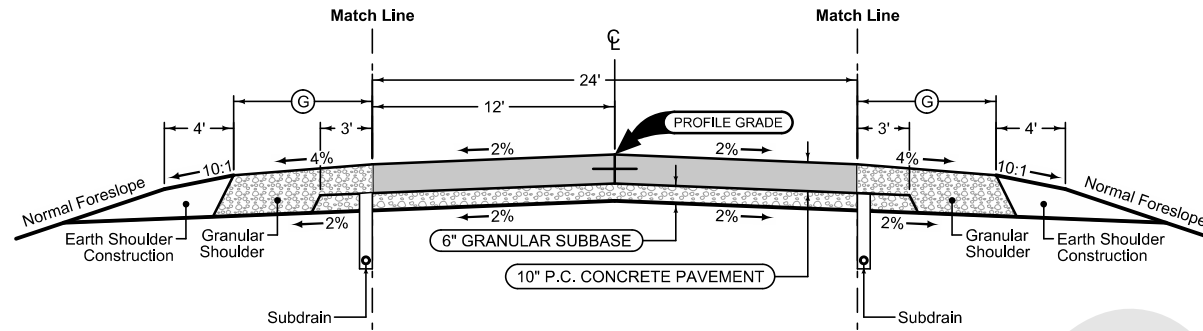
4DP_ 10-19-10				
Direction of Travel	BEGIN STATION	END STATION	(MW) Feet	
WB	899+86.22	904+00.00	20-51	

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		Ⓞ Feet
STATION TO STATION		
188+00.00	189+83.95	2



Granular Shoulder

2_G_SR_10-19-10		Ⓞ Feet
STATION TO STATION		
188+00.00	189+83.95	2

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

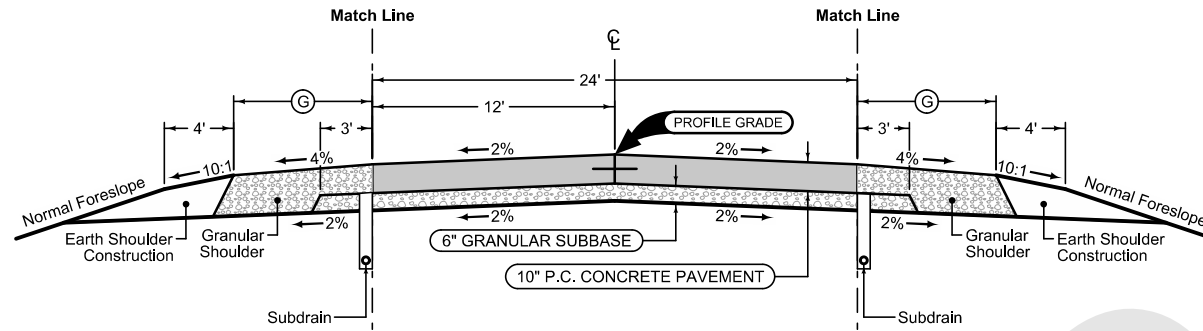
D5R Reviewed 01-17-2018

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		Ⓞ Feet
STATION TO STATION		
290+23.00	293+00.00	2



Granular Shoulder

2_G_SR_10-19-10		Ⓞ Feet
STATION TO STATION		
290+23.00	293+00.00	2

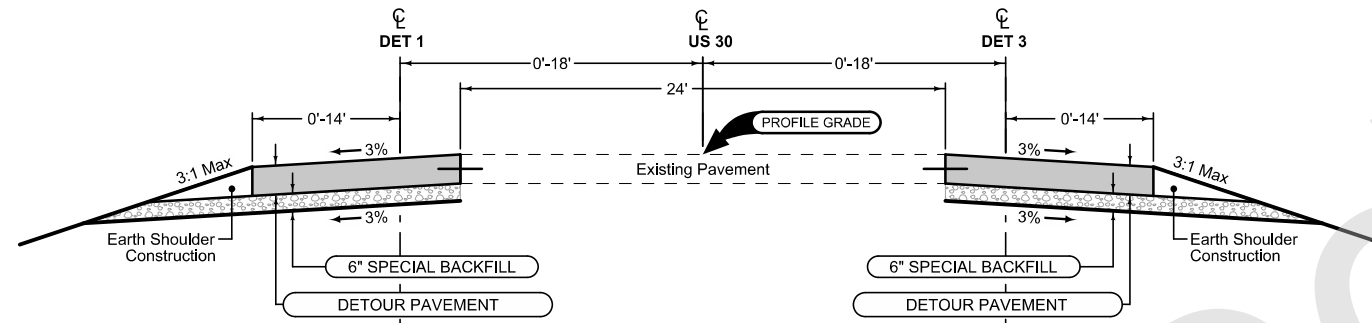
Mainline Jointing:
 Transverse joints: CD at 20' spacing
 Longitudinal joint: L-2

2P_10-19-10	
STATION TO STATION	
290+23.00	293+00.00

D5R
01-17-2018

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

**COUNTY ROAD
Y62 NORTH**



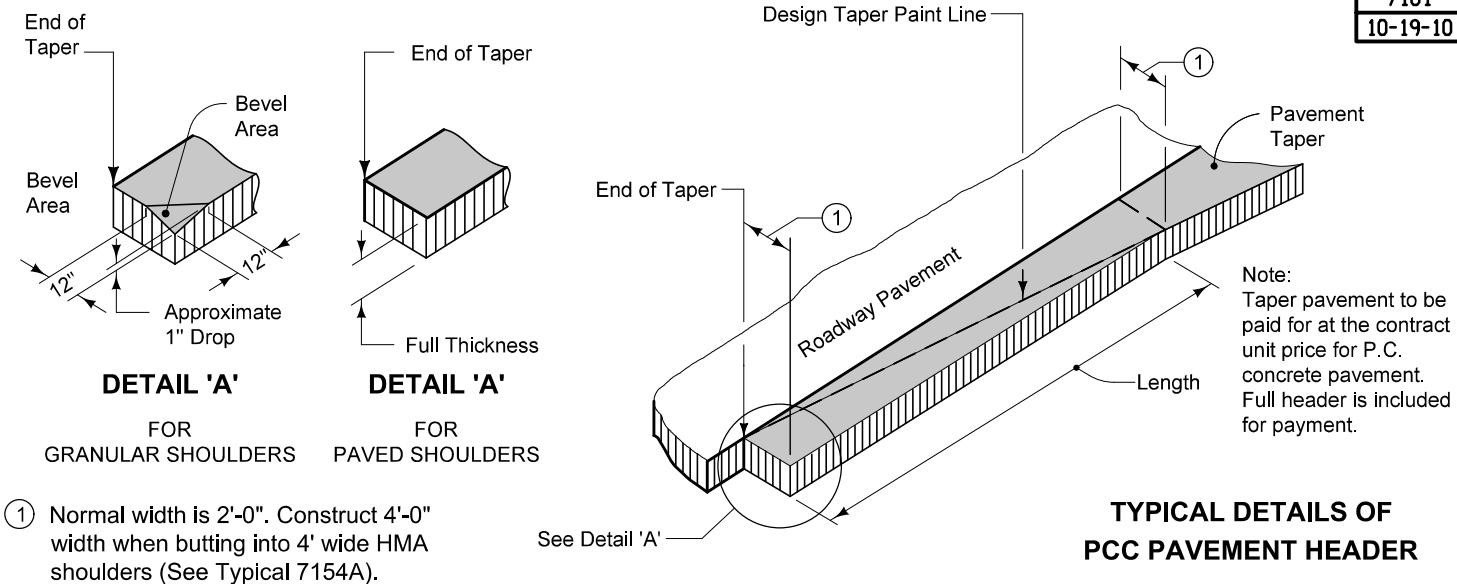
Section shown in direction of traffic.

D5R Revised
01-17-2018

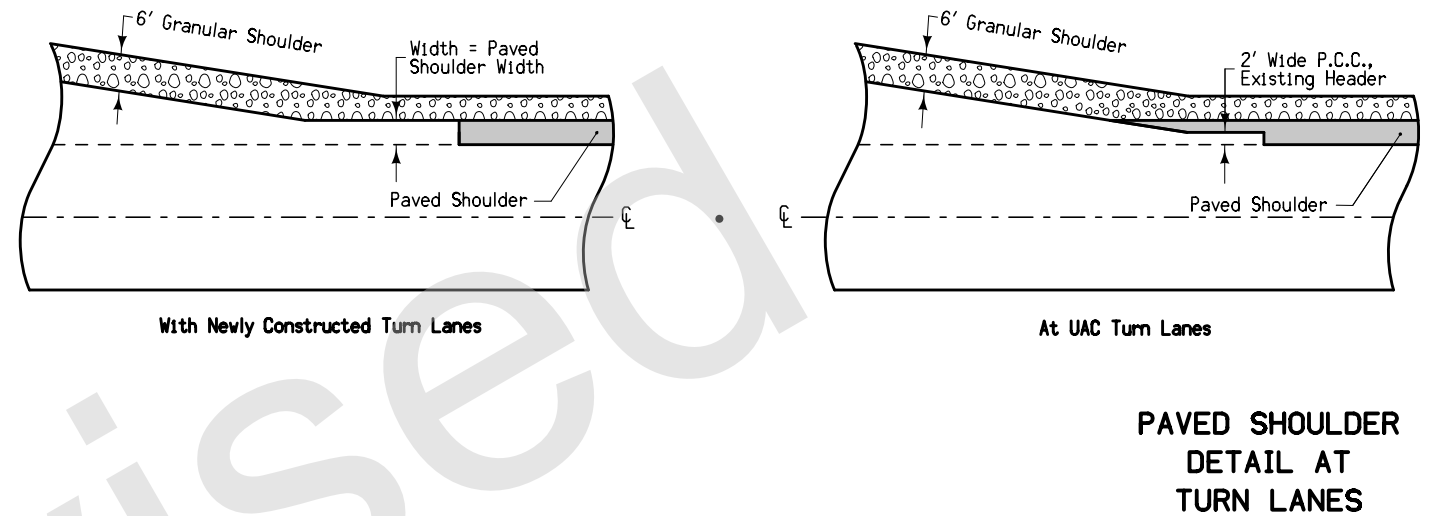
See Tab 100-24 or 100-25 for pavement quantities.
See Tab 112-9 for shoulder quantities.

DETOUR

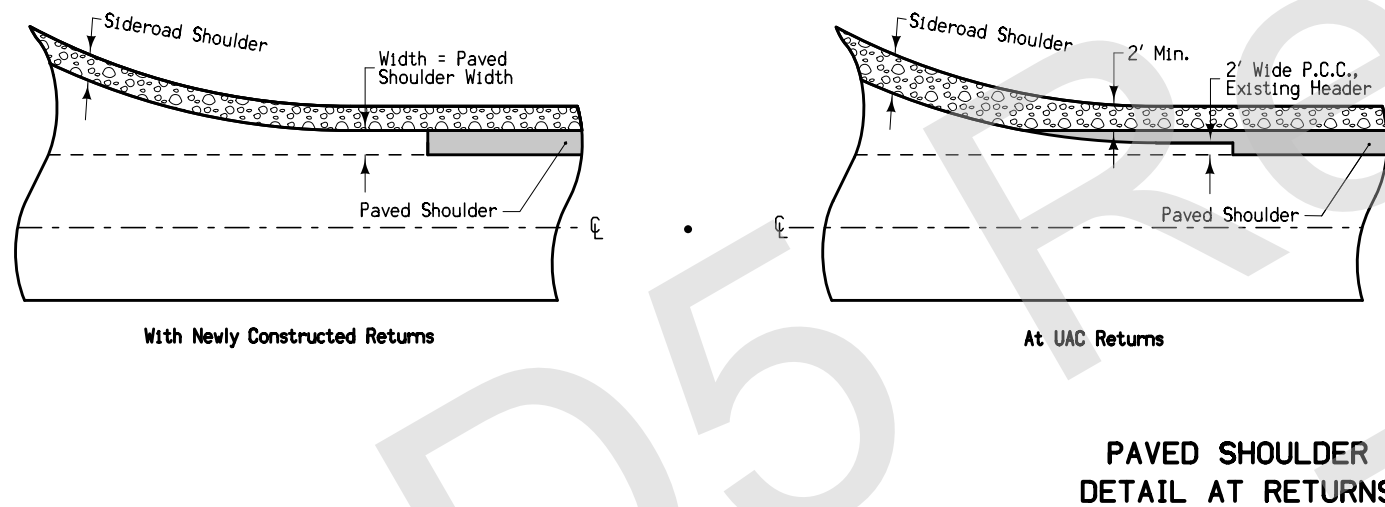
7101
10-19-10



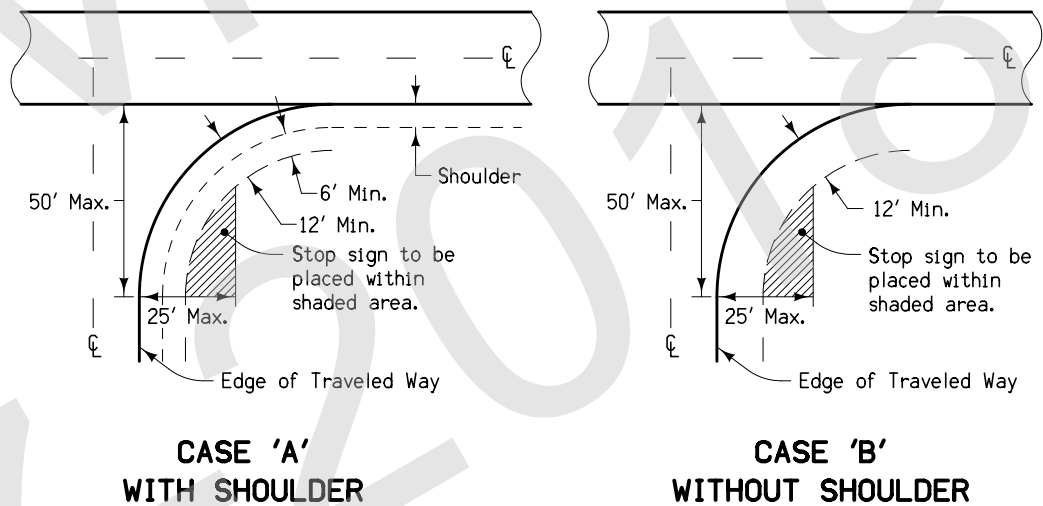
7154A
10-20-09



7154B
10-20-09



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.

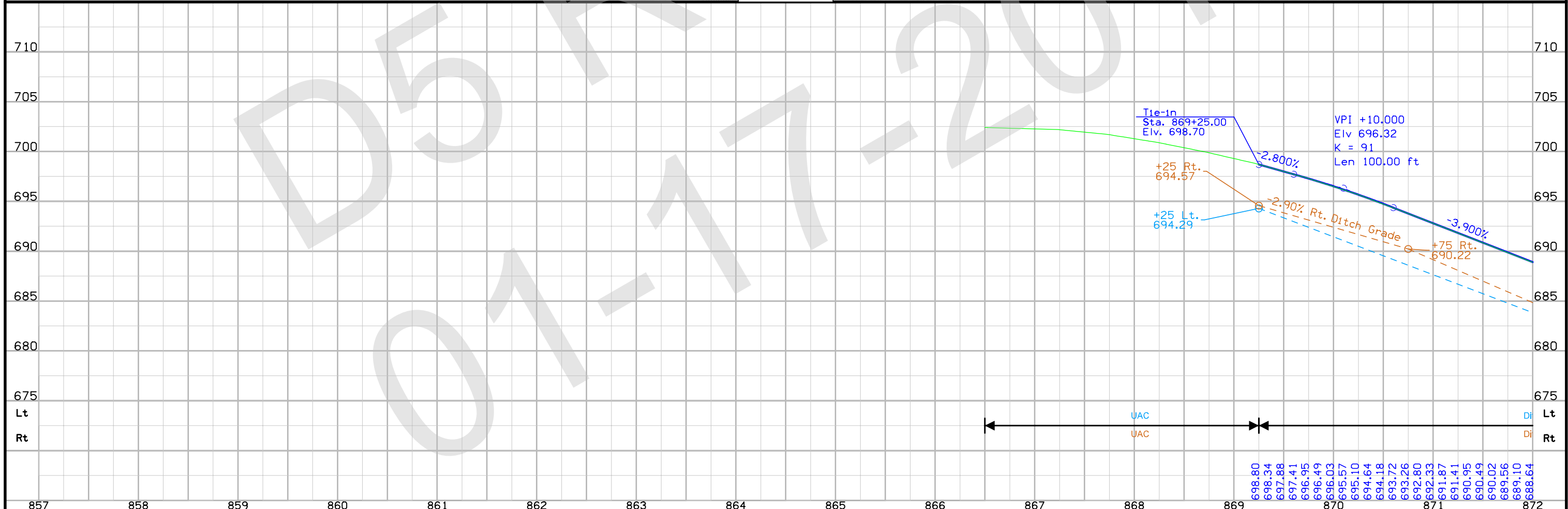
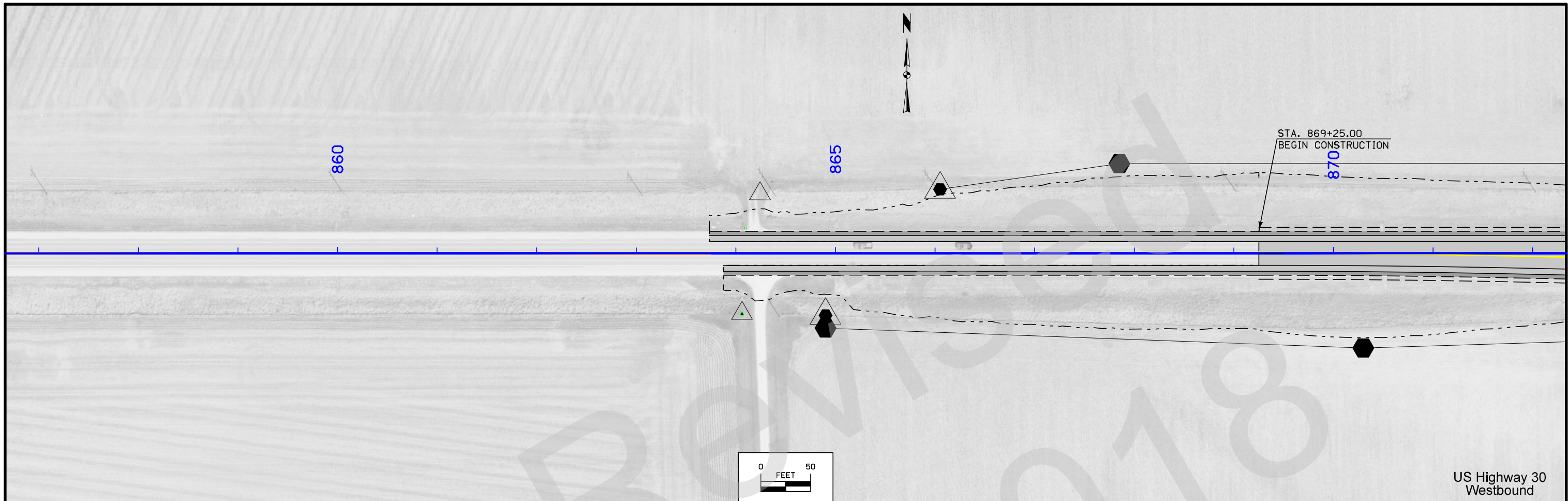
In urban areas, stop signs should be placed a minimum of 6' from the near edge of the intersected street or a minimum of 4' in advance of the near edge of a marked crosswalk. Lateral clearance may be reduced to a minimum of 2' from the face of a curb.

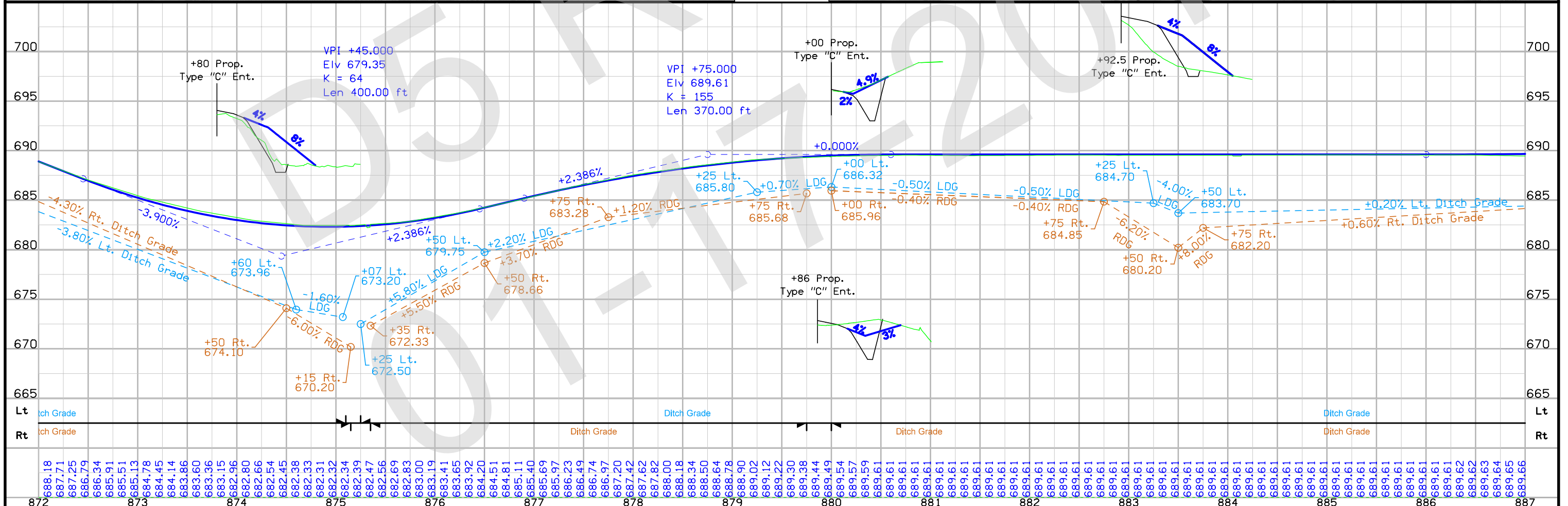
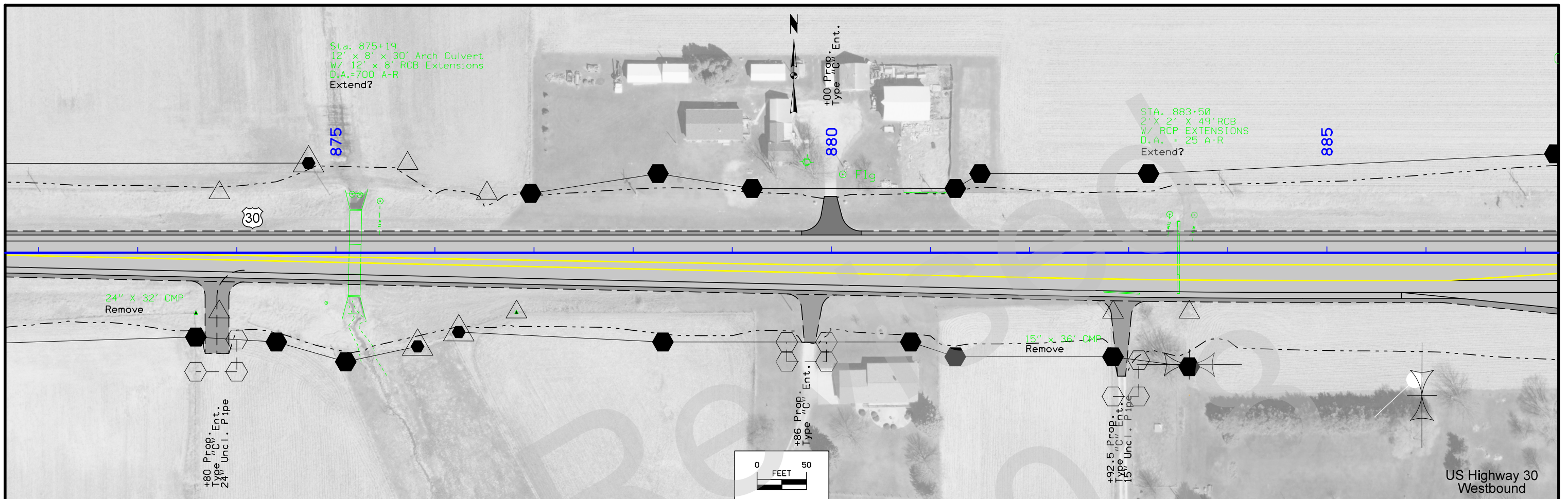
Where the approach roadway consists of two lanes of traffic, a second stop sign should be placed where it is visible to traffic in the inner lane.

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

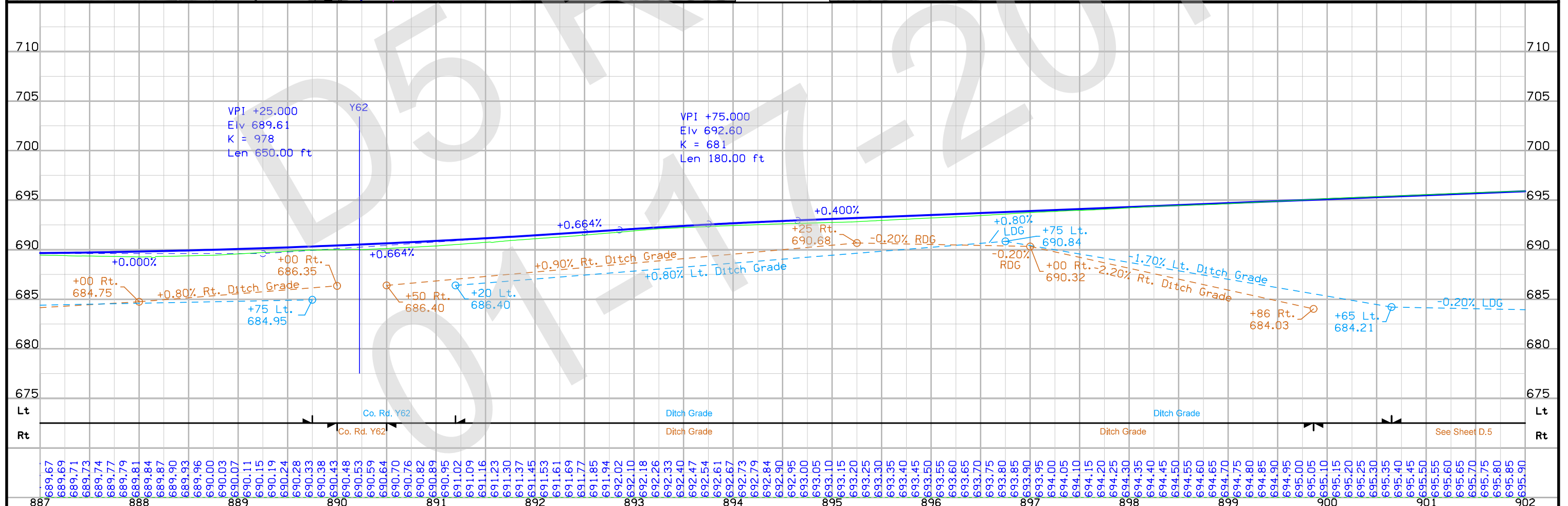
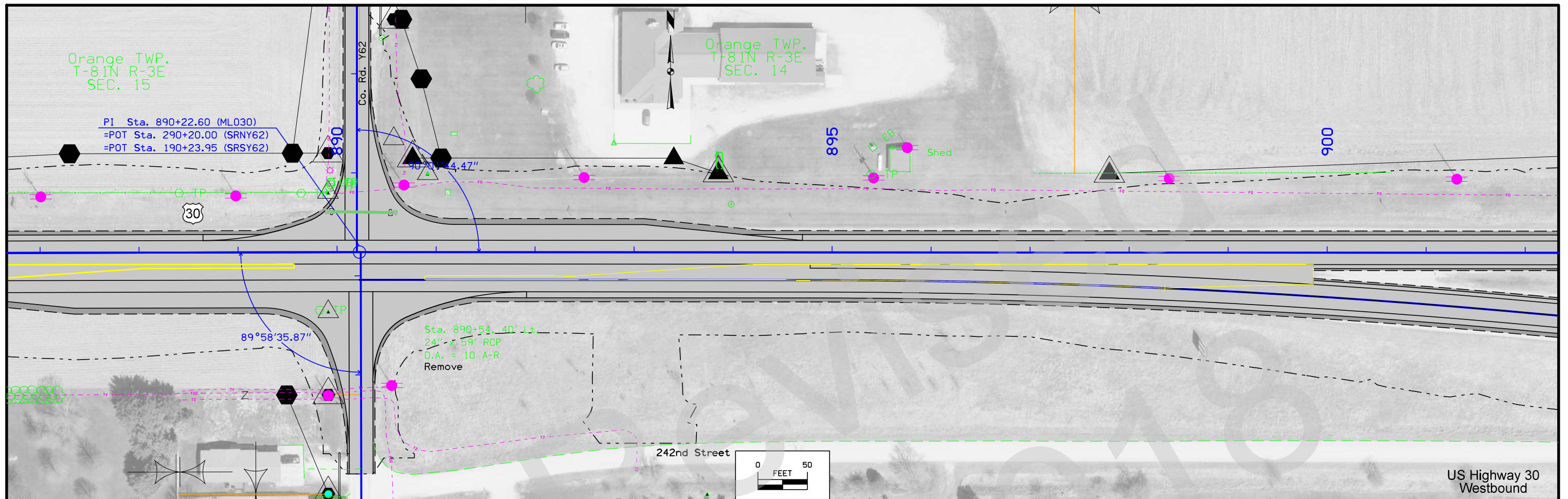
STOP SIGN PLACEMENT

D55 Revised
01-17-2018

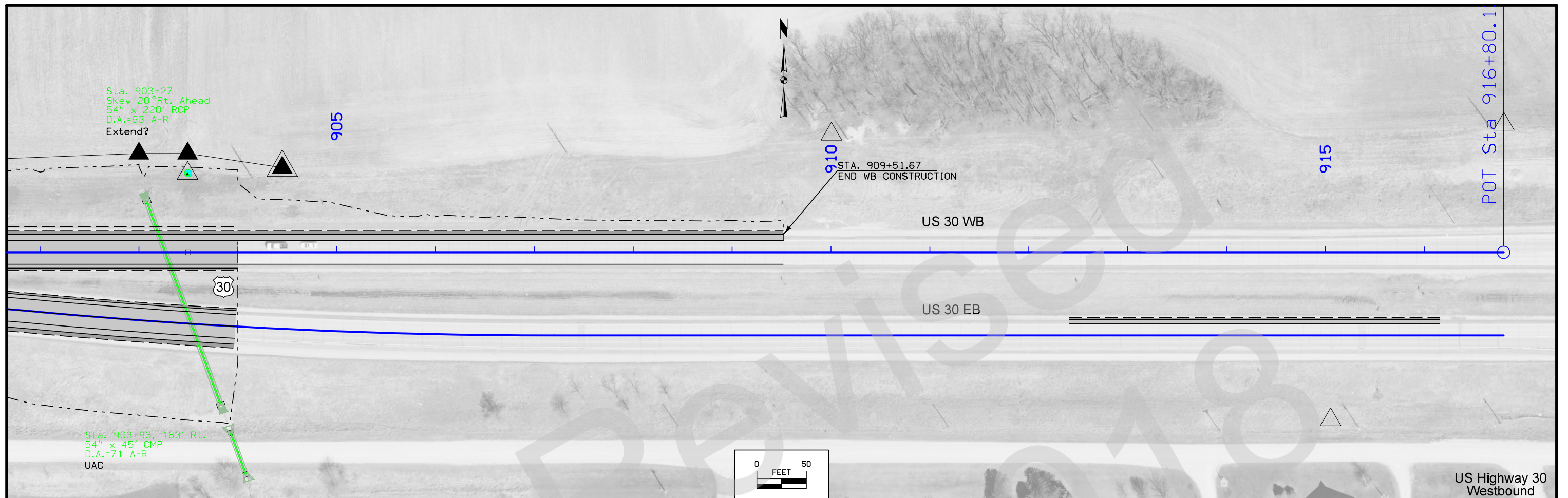


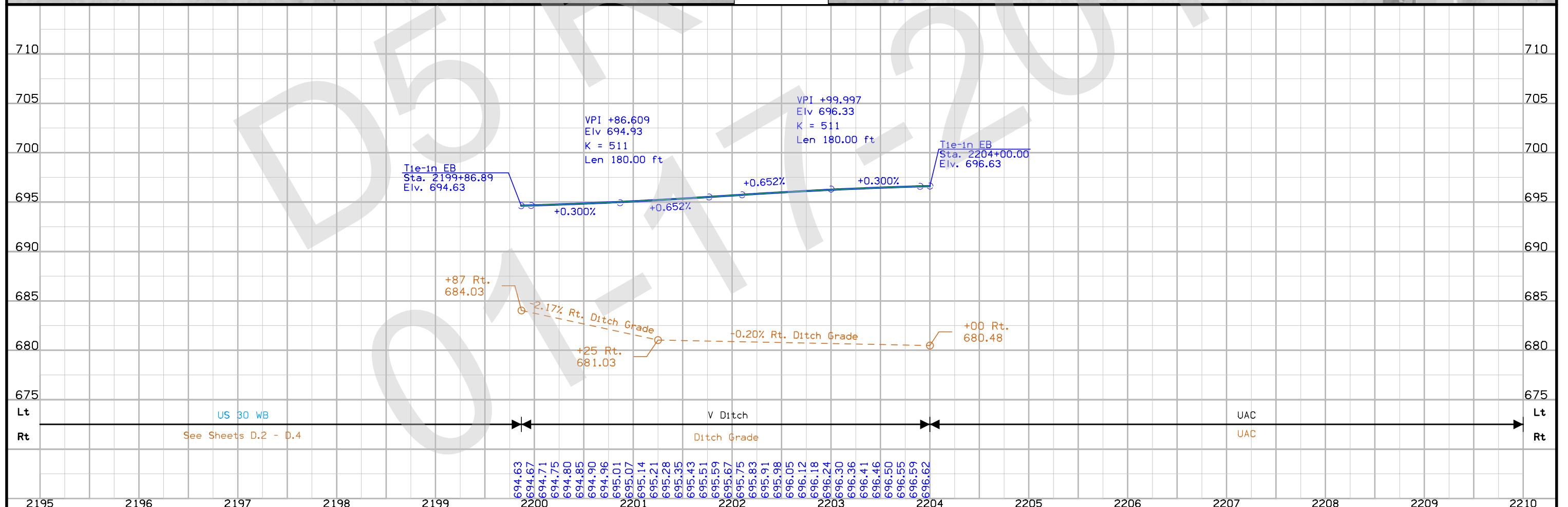
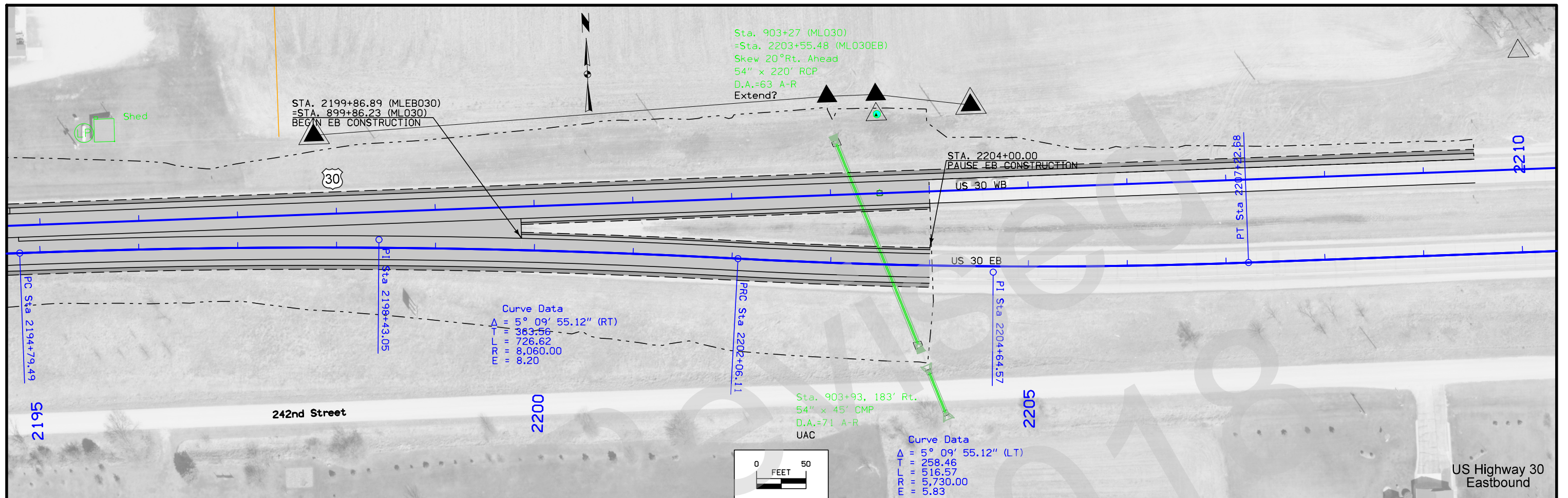


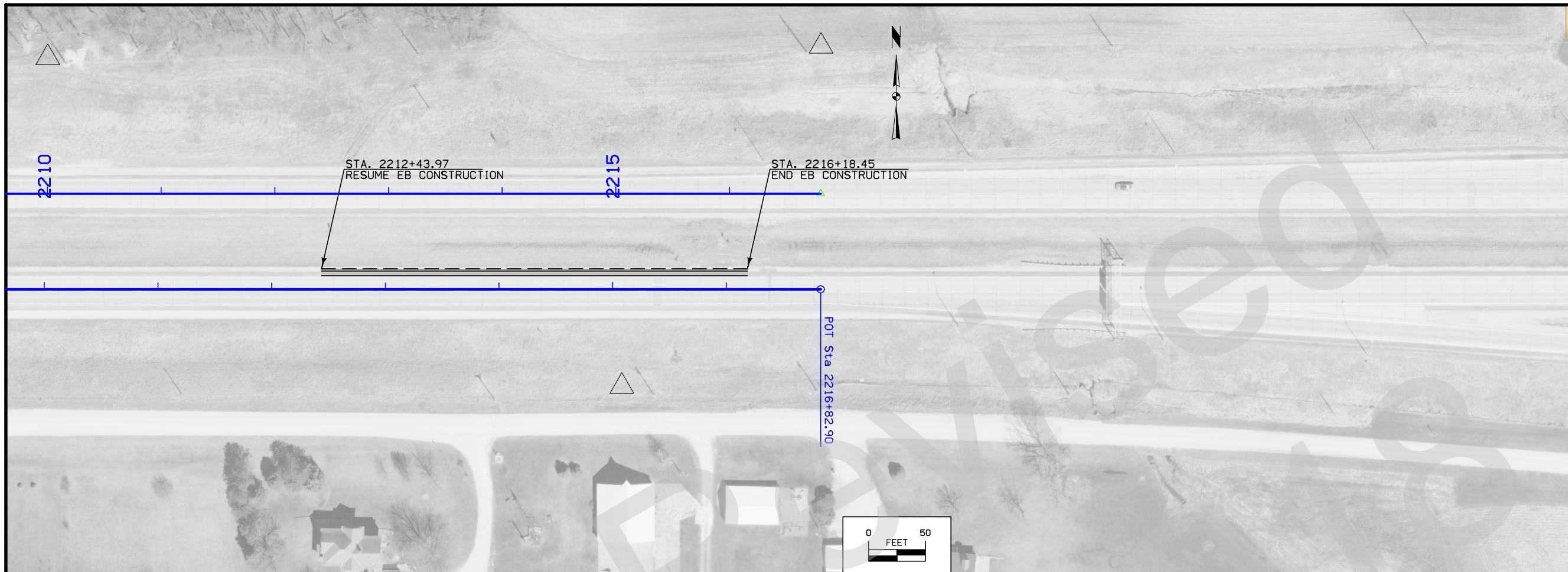
FILE NO.	ENGLISH	DESIGN TEAM	CLINTON COUNTY	PROJECT NUMBER	SHEET NUMBER
		Flattery \ Bell		NHSX-030-9(177)--3H-23	D.3



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

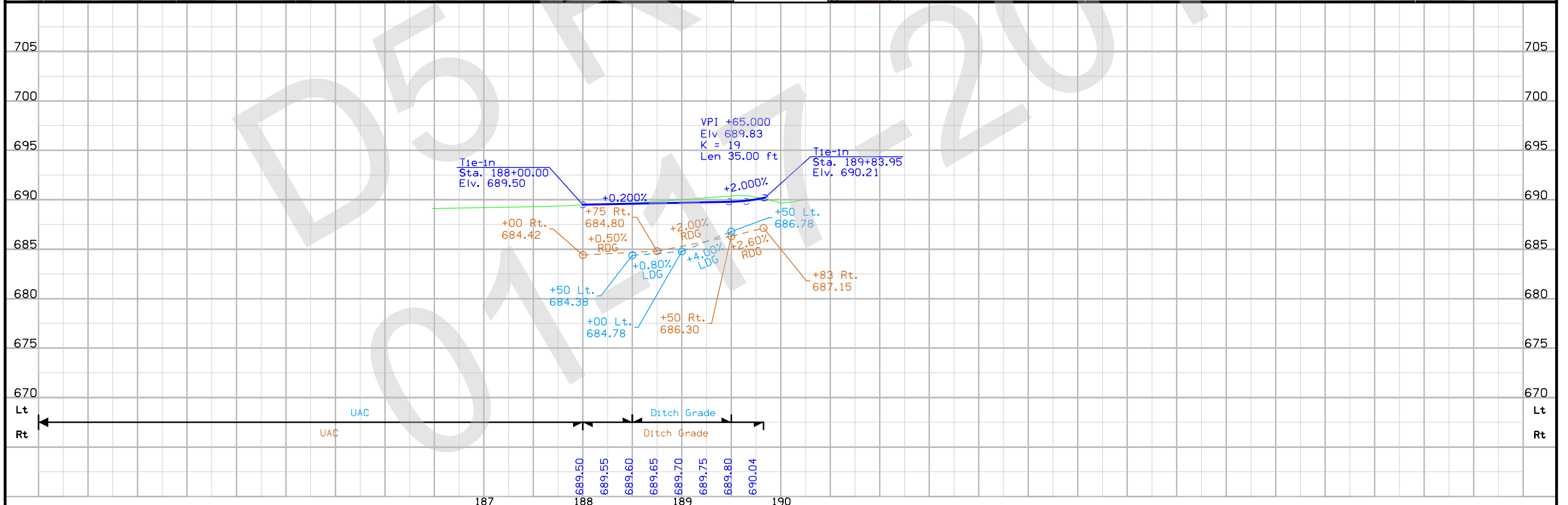
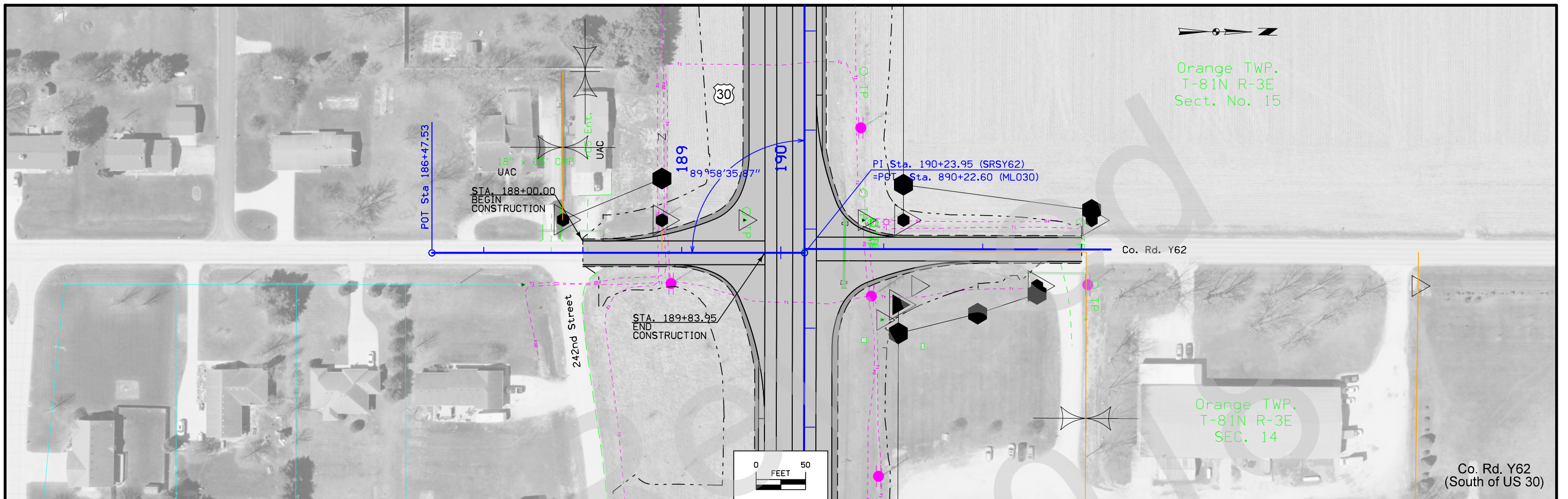


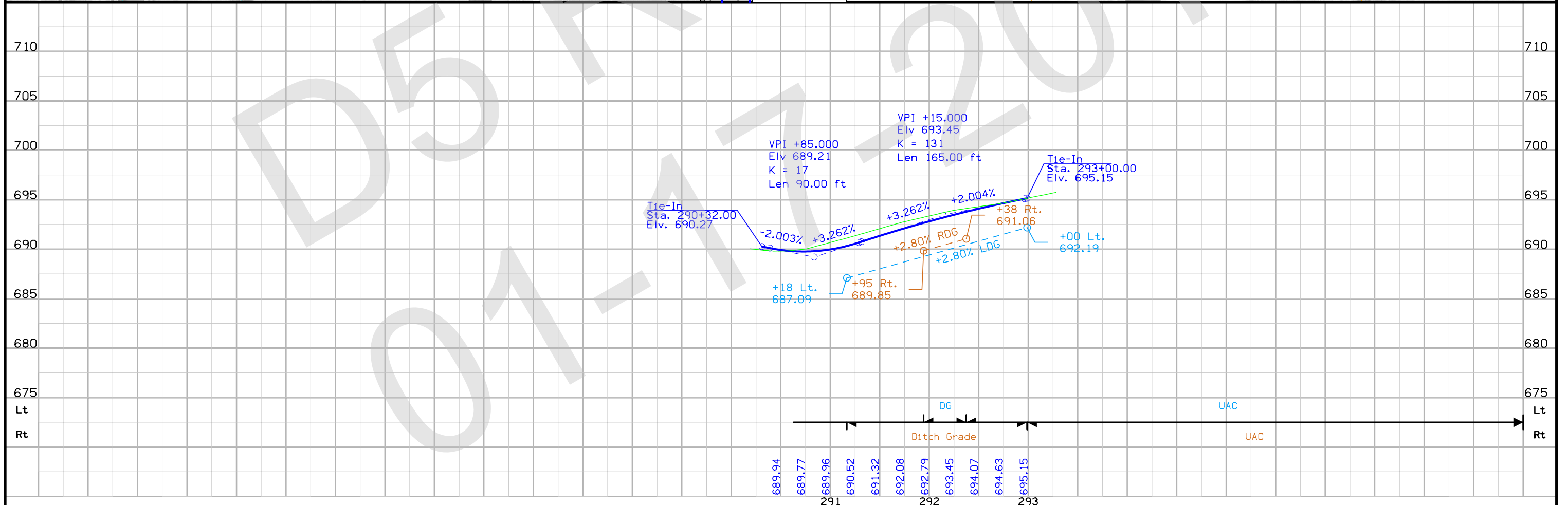
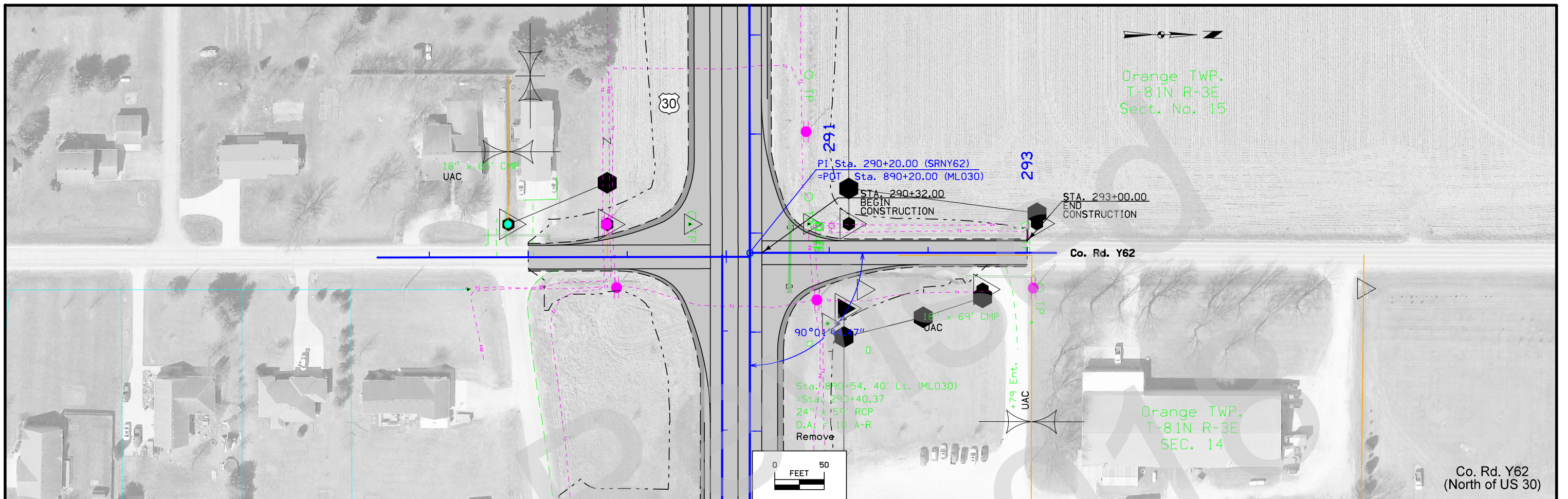




US Highway 30
Eastbound







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 IARTN reference stations. IARTN 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

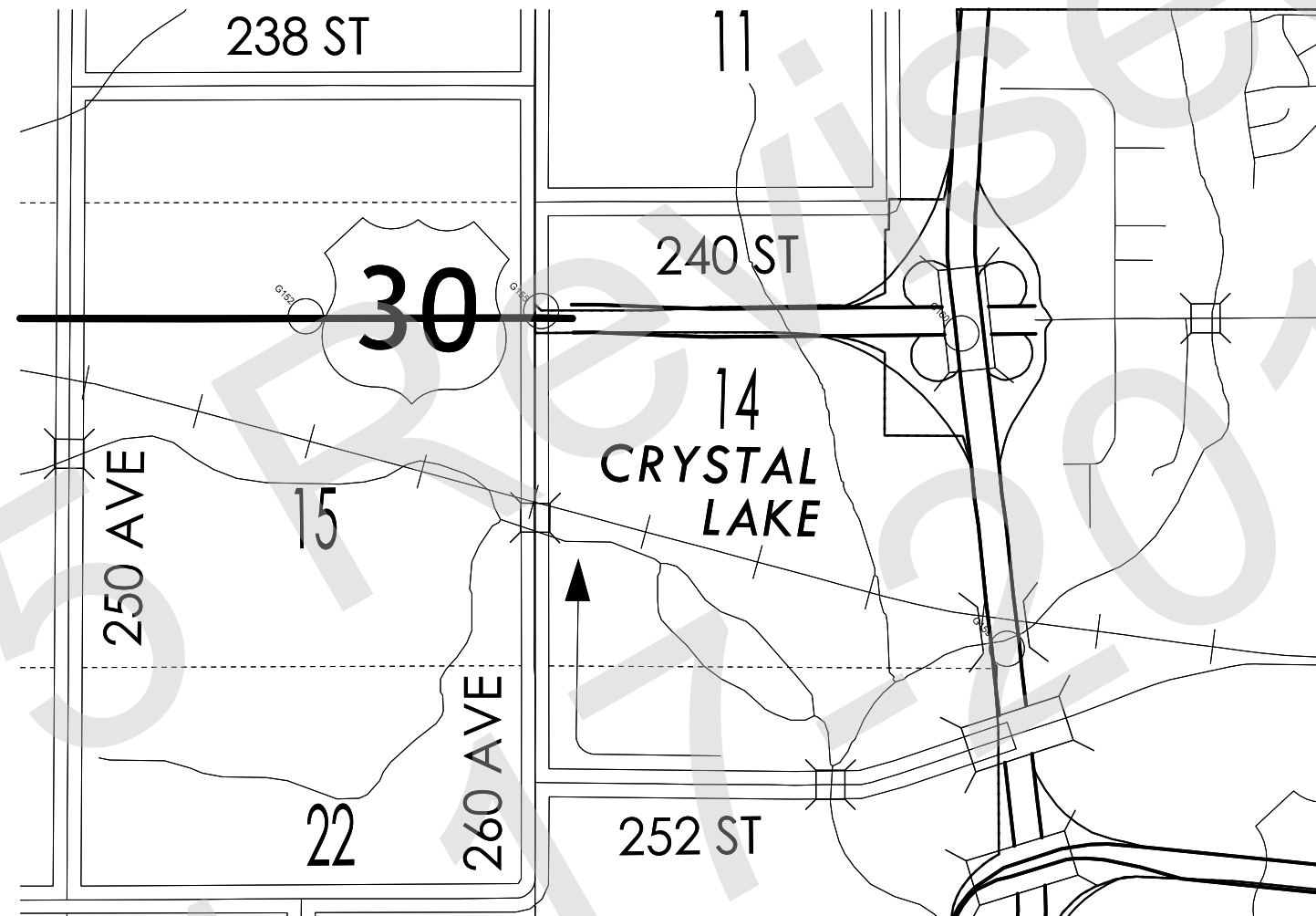
The alignment for this survey is a retrace of As-built Plans Project # FN-30-9(16)—21-23. Survey stationing was equated to the plan at PI Sta. 890+22.6, and was run back and ahead with no equation throughout the survey.

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

D55 Revised
01-17-2018

SEC 15 NE 1/4 R3E

SEC 15 SW 1/4 NE 1/4 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

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

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'

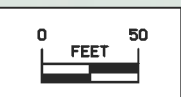
875+82± R/W Cor.
94' (R/W Cor.)

878+30
90'

876+24± Ex. R/W
80'

879+55
110'

TEMPORARY EASE
CONSTRUCT EN



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

3

JEAN PEHL LIVING TRUST

889+91± Ex. R/W
C100'

879+20
C65'

881+25
C65'

881+50
C80'

883+20
C80'

887+30
C100'

890+70
C95'

878+25
C80'

+00 Prop. Ent.
Type "C" Ent.
880

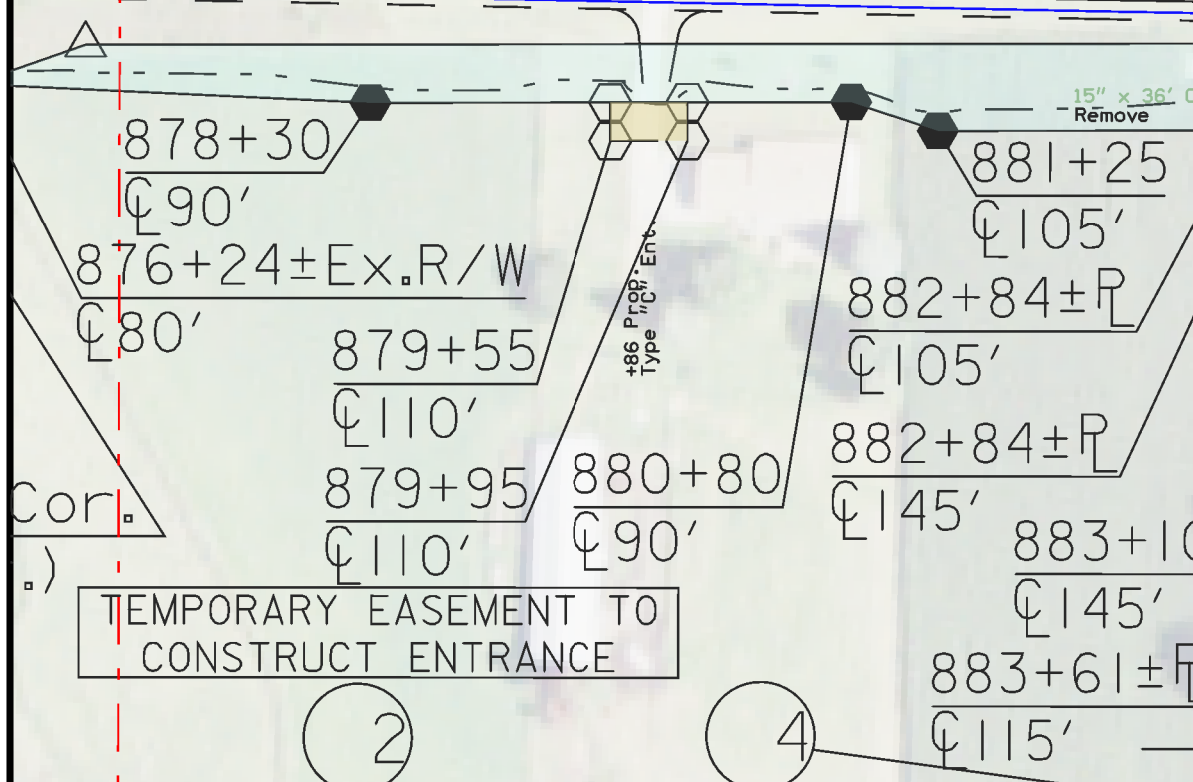
STA. 883+50
2' X 2' X 42' RCB
W/ RCP EXTENSIONS
D.A. = 25 A-R
Extend?

885

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. T62



TEMPORARY EASEMENT TO
CONSTRUCT ENTRANCE

2

4

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

WAGEMESTER

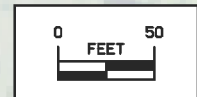
PEPMEIER

15" x 36' CMP
Remove

+92.5 Prop. Ent.
Type "C" Ent.
15" Unel. Pipe

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

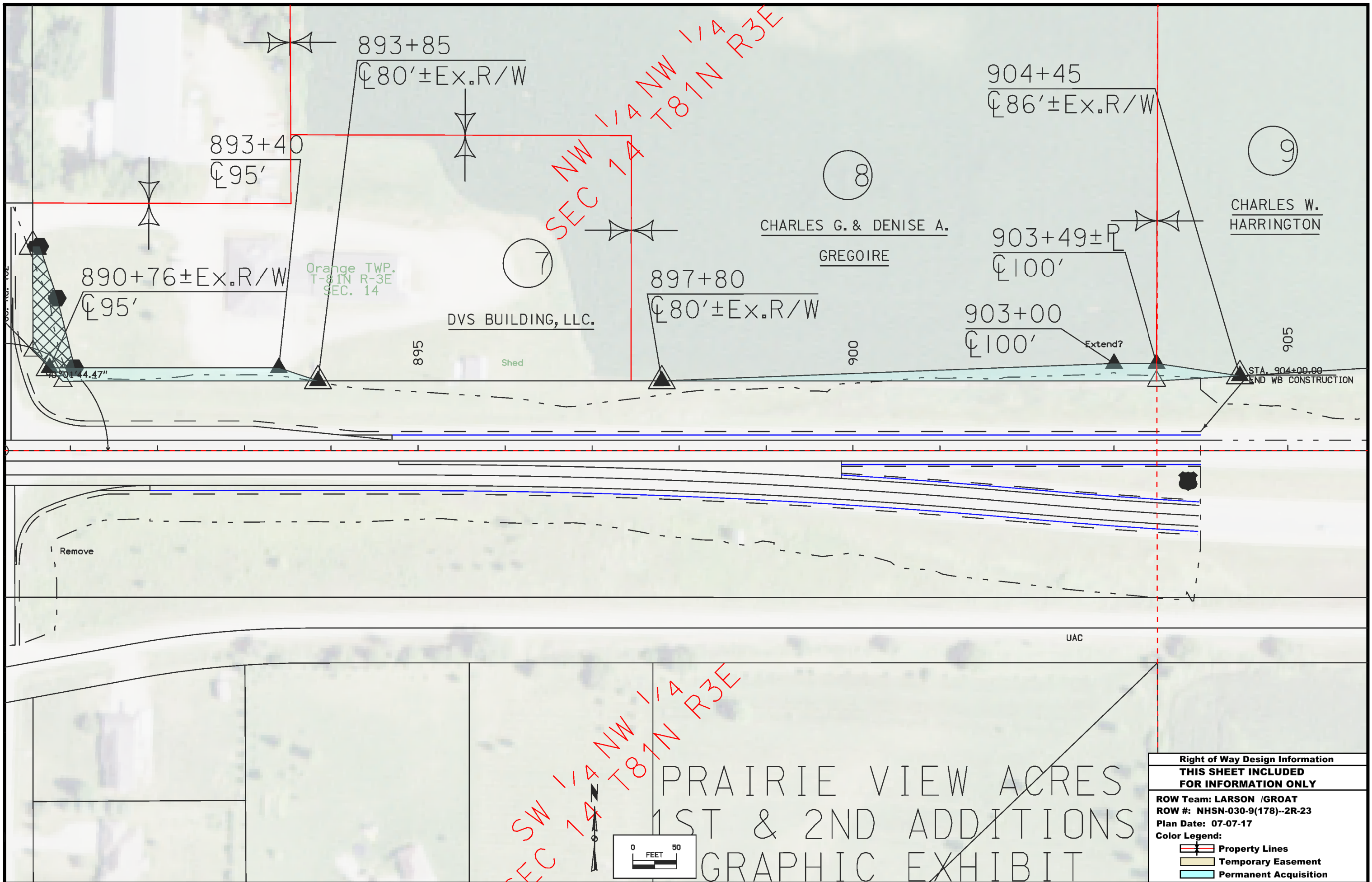
6
JASON R. &
REBECCA R.
BOEDING



REVISED	11-30-17	PAR	5
REVISED	11-21-17	PAR	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: 08-02-17
 Color Legend:
 Property Lines
 Temporary Easement
 Permanent Acquisition

1/4 R3E



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

188+80±P
C 75'
6
JASON R. & REBECCA R.
BOEDING

3
JEAN PEHL LIVING TRUST

291+20±Prop. R/W
C 65'

Orang TWP.
T-81N R-3E
Sect. No. 15

293+10
C 40'

187-80
C 33'± EX R

18" x 185' CMP
UAC
+05 Ent
UAC
188+00.00
STA. BEGIN
CONSTRUCTION

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



Co. Rd. Y62

242nd Street
STA. 189+83.95
END
CONSTRUCTION

292+55

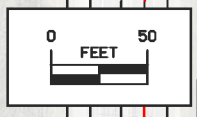
291+95
C 45'
C 65'

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

291+5±Prop. R/W
C 85'

Co. Rd. Y62
(South of US 30)

7
DVS BUILDING, LLC.



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

**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

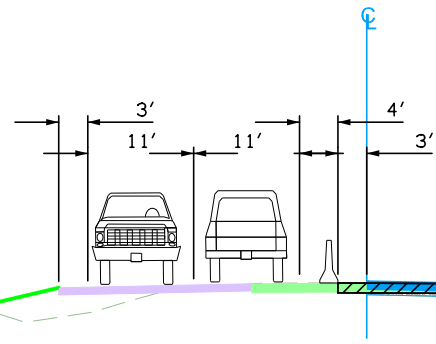
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

	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

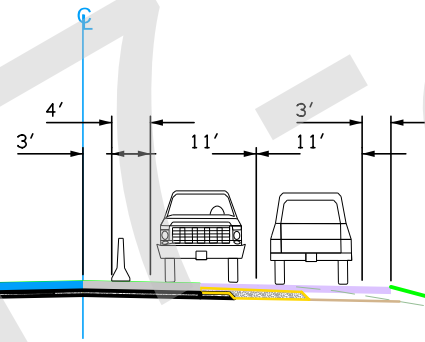
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

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

(COVERS SHEET SERIES J)



Stage 2 & 3



Stage 4

D5 Revised
01-17-2018

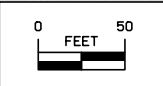


← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

860

865

870



STAGE 1
Sheet 1 of 4

FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Bell	CLINTON COUNTY	PROJECT NUMBER NHSX-030-9(177)--3H-23	SHEET NUMBER J.5
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Orange TWP.
T-81N R-3E
SEC. 15

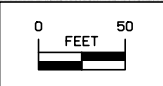
875

880



885

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 1
Sheet 2 of 4



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

Co. Rd. 762

890

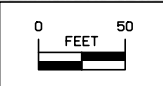
895



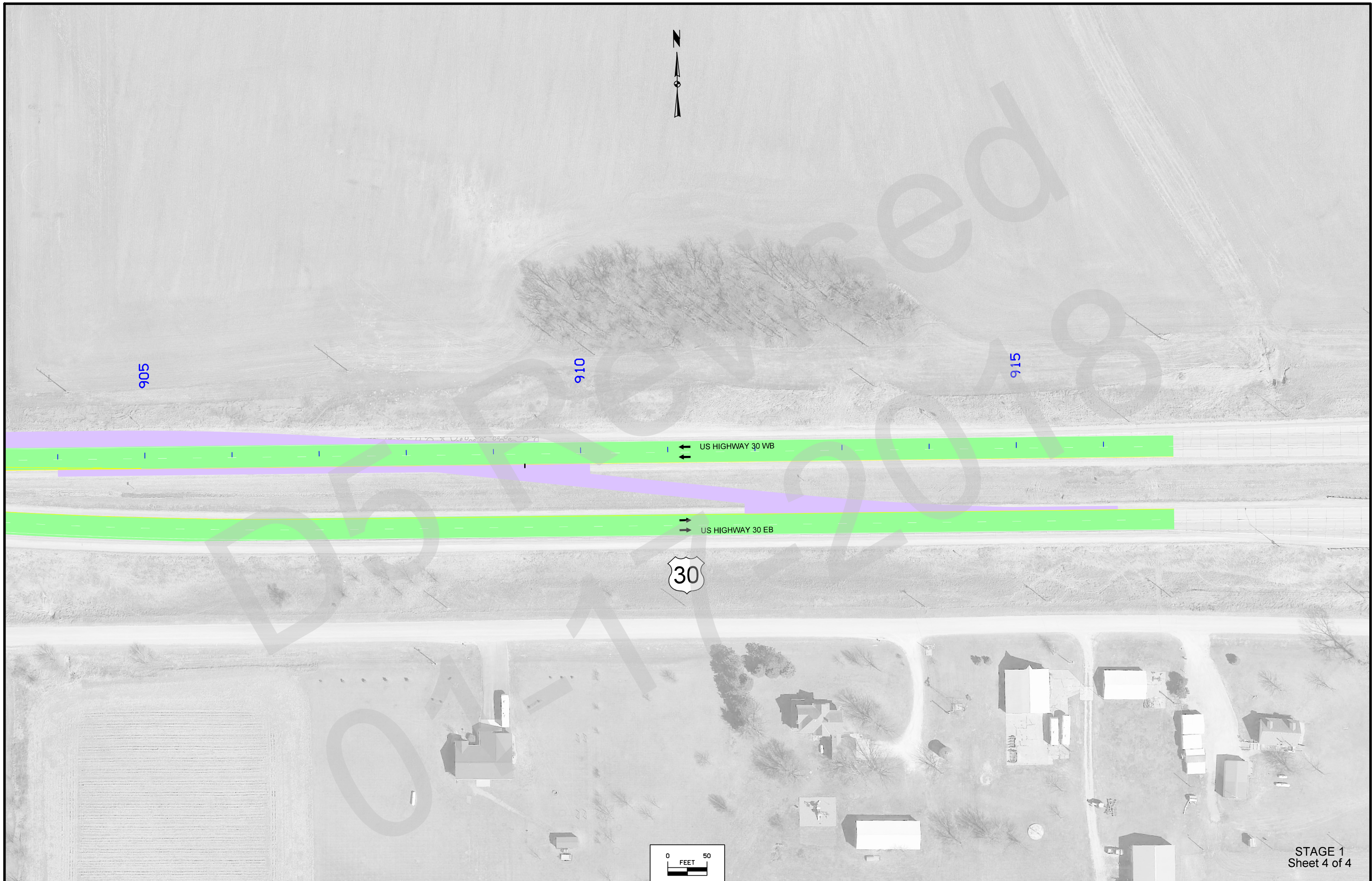
900

← US HIGHWAY 30 WB

→ US HIGHWAY 30 EB



STAGE 1
Sheet 3 of 4





W1-4L
48" x 48"

500'

150'

END
ROAD WORK

G20-2A
48" x 24"

865



150'

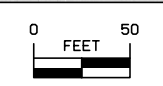
870

800'

875

Need to review TBR Length at RCB

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 2
Sheet 1 of 5

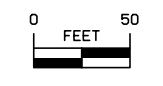


Orange TWP.
T-81N R-3E
SEC. 15



W1-4L
48" x 48"

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



STAGE 2
Sheet 2 of 5

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



W1-4R
48" x 48"

895

900

500'

150'

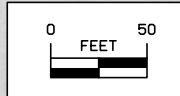
905

40' Spacing

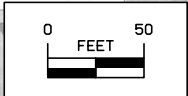
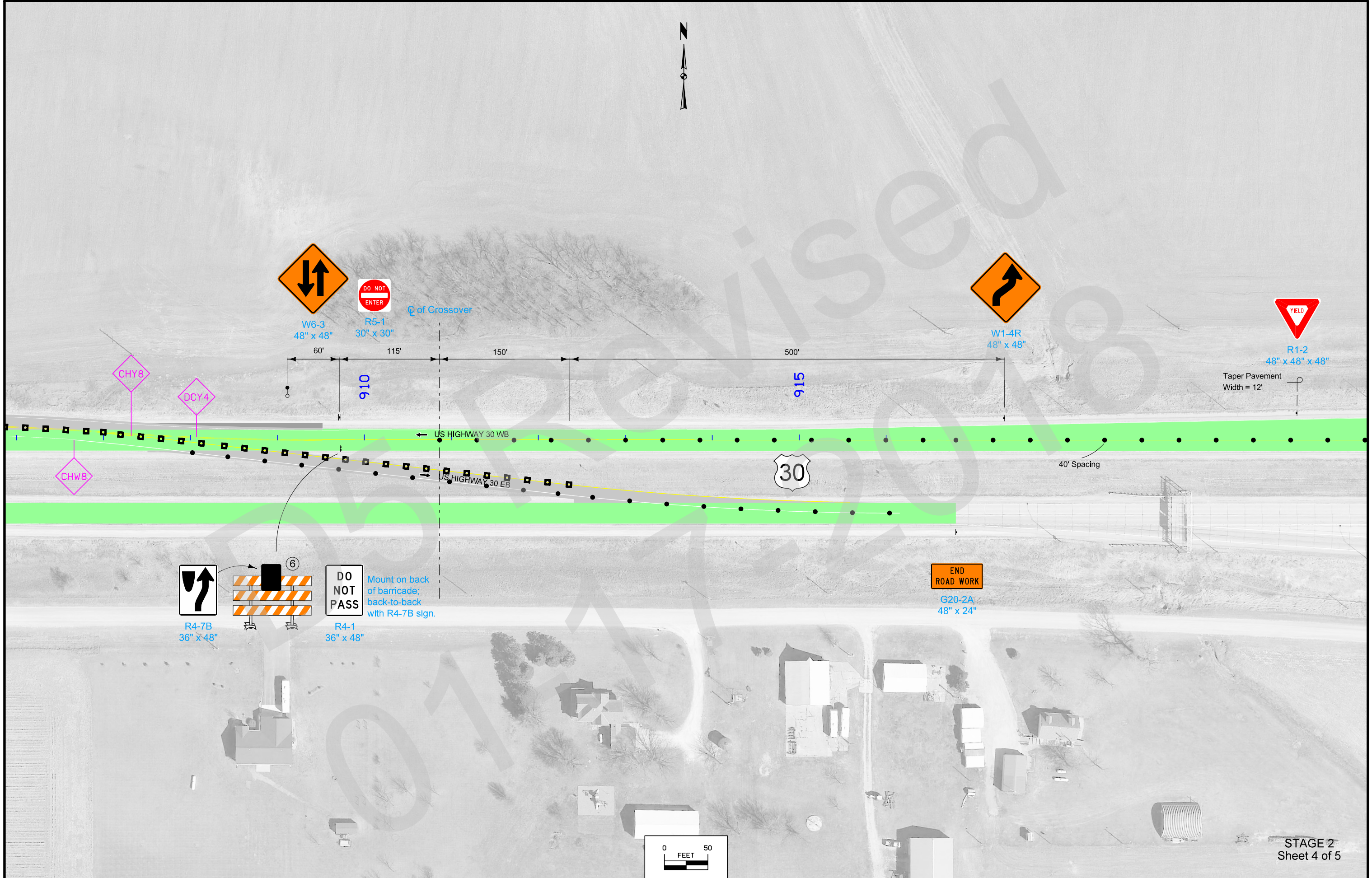
← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



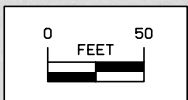
242nd Street



STAGE 2
Sheet 3 of 5



STAGE 2
Sheet 4 of 5



STAGE 2
Sheet 5 of 5

FILE NO.	ENGLISH	DESIGN TEAM Flattery \ Bell	CLINTON COUNTY	PROJECT NUMBER NHSX-030-9(177)--3H-23	SHEET NUMBER J.13
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4:39:15 PM 1/3/2018 akiebel pw:\projectwise.dot.int.lan:PWMain\Documents\Projects\2303001017\Design\CADD_Files\Sheet_Files\23030177_J09.dgn





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

888

885

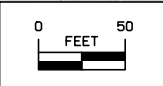
890

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

30

Co. Rd. 162

2420



STAGE 3
Sheet 2 of 5

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



W1-4R
48" x 48"

895

900

500'

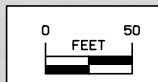
150'

905

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



242nd Street



STAGE 3
Sheet 3 of 5



W6-3
48" x 48"



R5-1
30" x 30"

☐ of Crossover

60'

115'

150'

500'

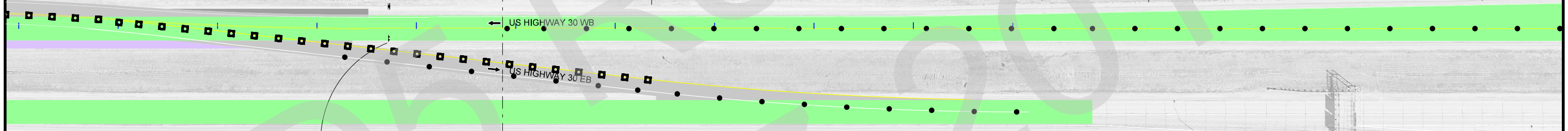


W1-4R
48" x 48"

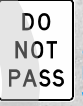
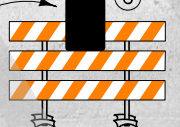


R1-2
48" x 48" x 48"

Taper Pavement
Width = 12'



R4-7B
36" x 48"



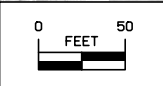
R4-1
36" x 48"

Mount on back
of barricade;
back-to-back
with R4-7B sign.

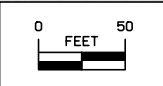
85'



G20-2A
48" x 24"



STAGE 3
Sheet 4 of 5



STAGE 3
Sheet 5 of 5



US HIGHWAY 30 WB
US HIGHWAY 30 EB

860

865

870

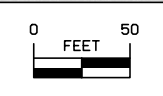
875

500'

150'



W1-4R
48" x 48"



STAGE 4
Sheet 1 of 5

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



875

880

885

890

Co. Rd. 762

← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

Closed Lane Width = 8' 40' Spacing

5 Devices



W20-5
48" x 48"

Is this sign clear/confusing?

ROAD CLOSED

R11-2
48" x 30"

LANE CLOSED

R11-2
48" x 30"
Custom Sign?



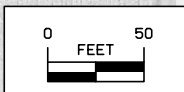
Should we use an arrow board?

LANE CLOSED

R11-2
48" x 30"

Sheet 4
1 of 5

STAGE 4
Sheet 2 of 5



FILE NO.

ENGLISH

DESIGN TEAM **Flattery \ Bell**

CLINTON COUNTY

PROJECT NUMBER

NHSX-030-9(177)--3H-23

SHEET NUMBER

J.20

4:20:38 PM 1/3/2018

akiebel

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



890
Co. Rd. Y62

895

900

905

← US HIGHWAY 30 WB

→ US HIGHWAY 30 EB

40' Spacing

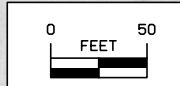
5 Devices

LANE
CLOSED

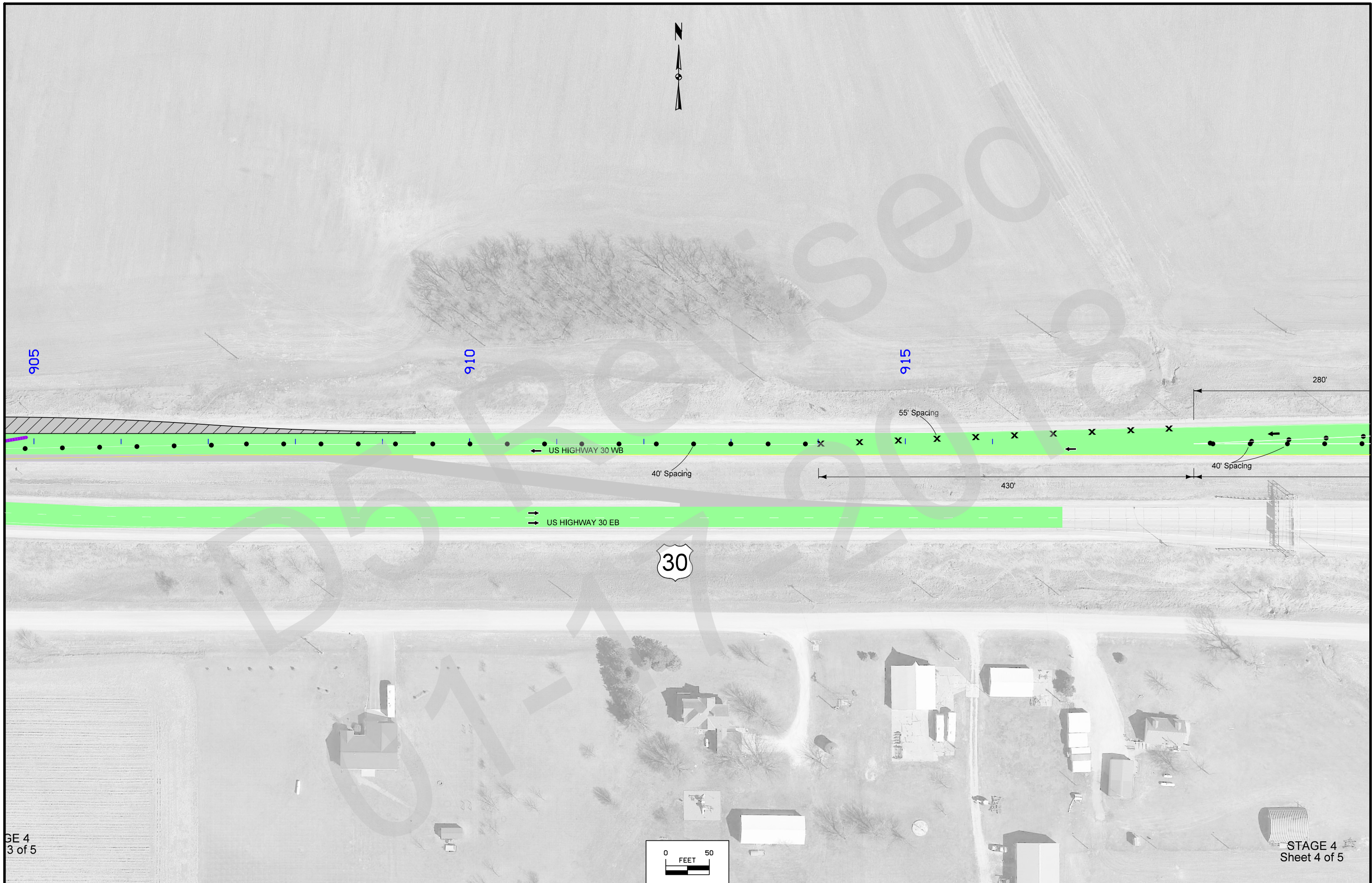
R11-2
48" x 30"

242nd Street

GE 4
2 of 5



STAGE 4
Sheet 3 of 5



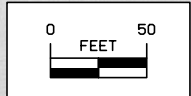
GE 4
3 of 5

STAGE 4
Sheet 4 of 5



GE 4
4 of 5

STAGE 4
Sheet 5 of 5



STAGE 5
Sheet 1 of 4



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

875

880



885

BLW4

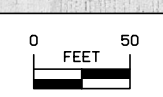
ELW4

CHY8

← US HIGHWAY 30 WB
← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB

ELW4

SLW4

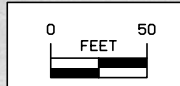


STAGE 5
Sheet 2 of 4

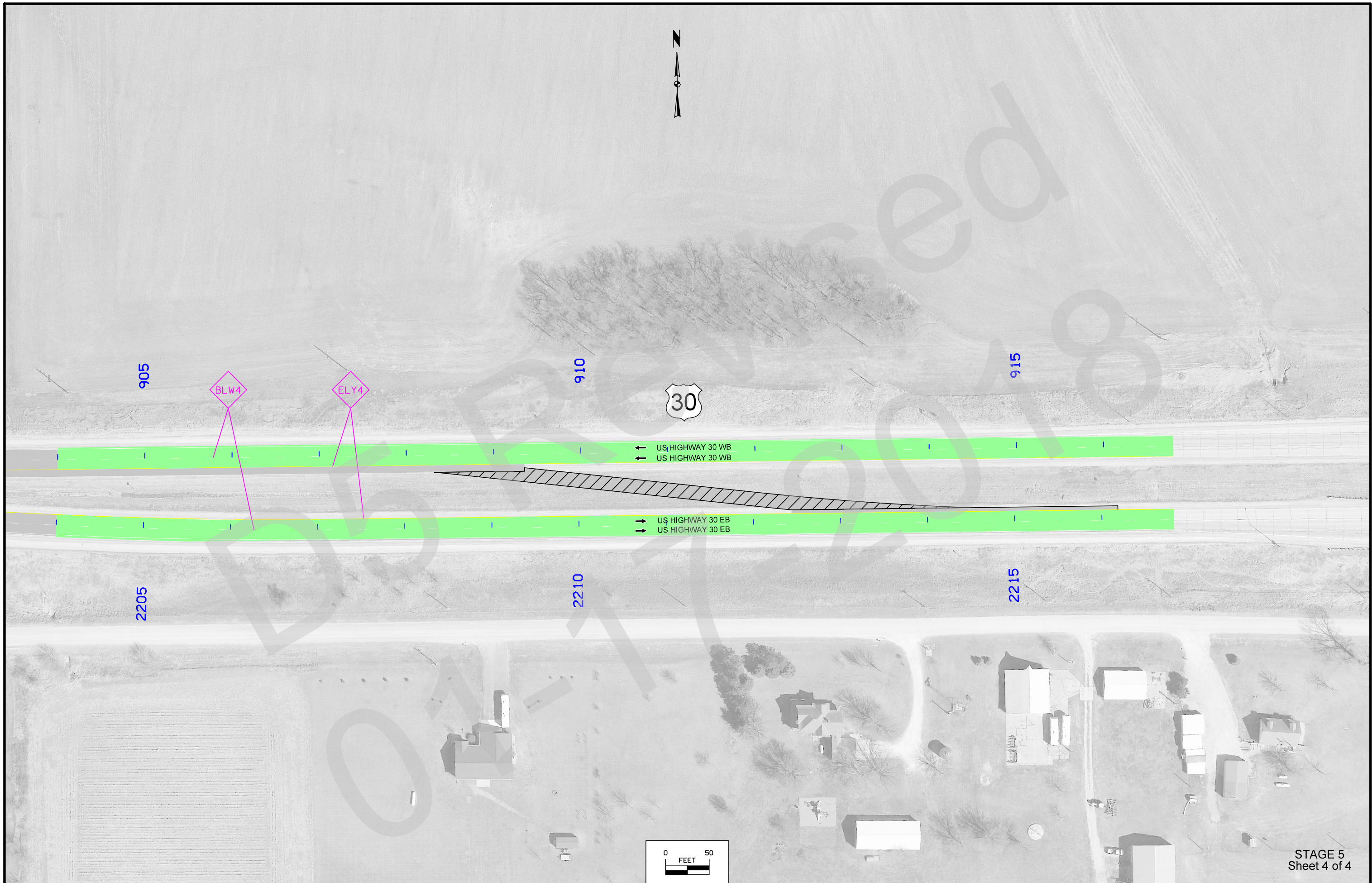


Orange TWP.
T-81N R-3E
SEC. 14

← US HIGHWAY 30 WB
← US HIGHWAY 30 WB
→ US HIGHWAY 30 EB



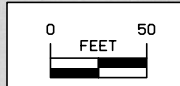
STAGE 5
Sheet 3 of 4



30

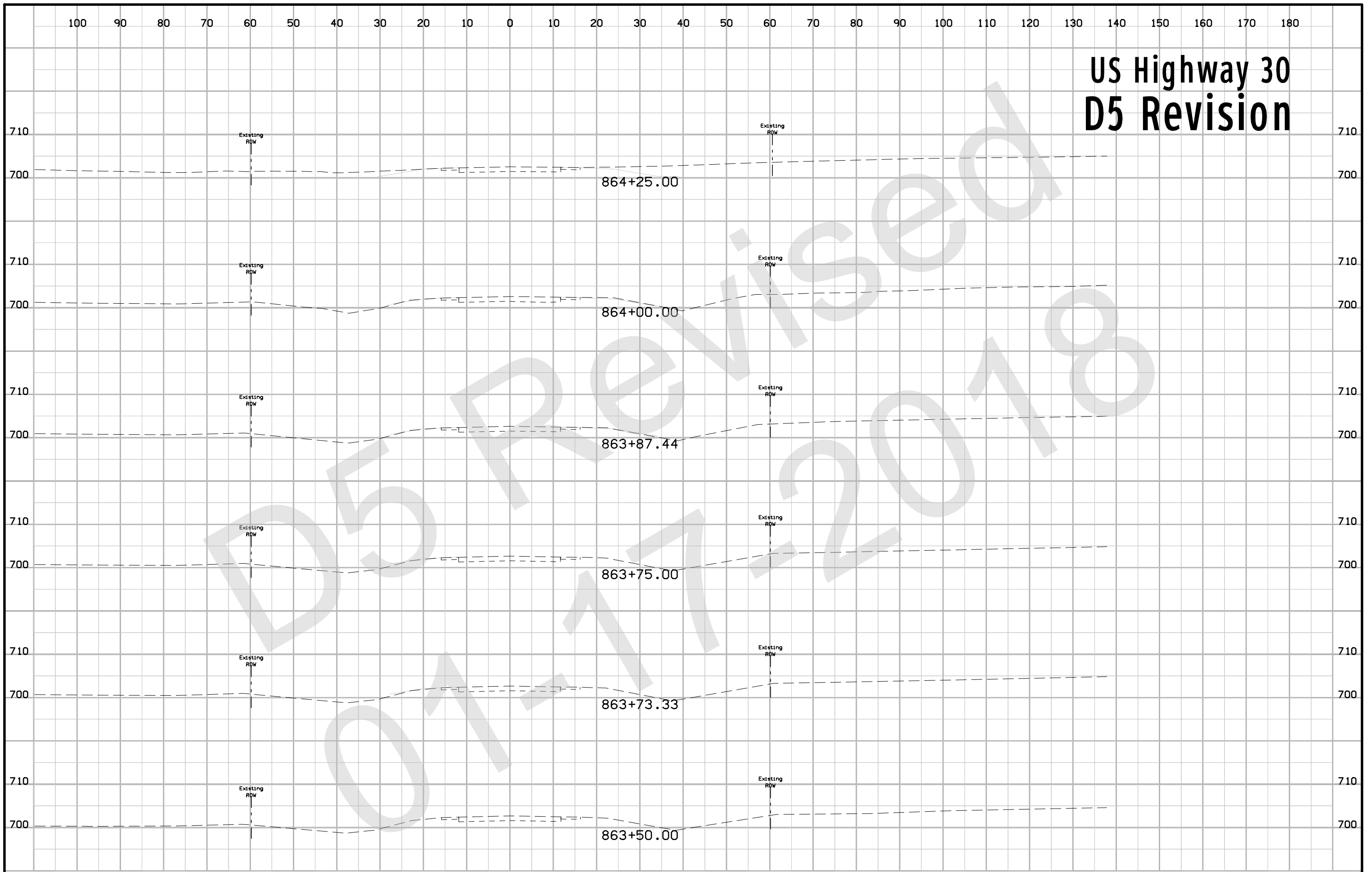
← US HIGHWAY 30 WB
← US HIGHWAY 30 WB

→ US HIGHWAY 30 EB
→ US HIGHWAY 30 EB

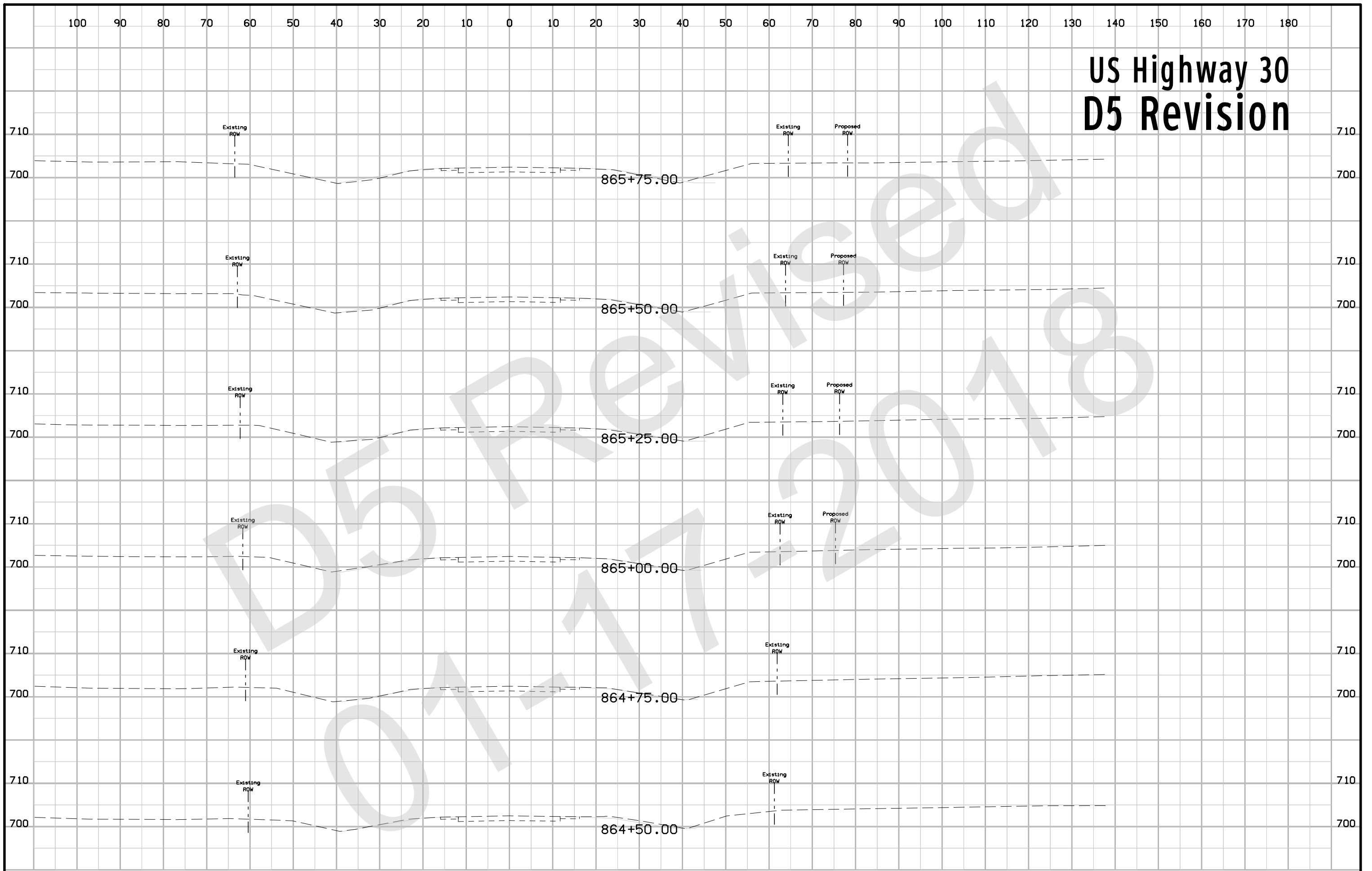


STAGE 5
Sheet 4 of 4

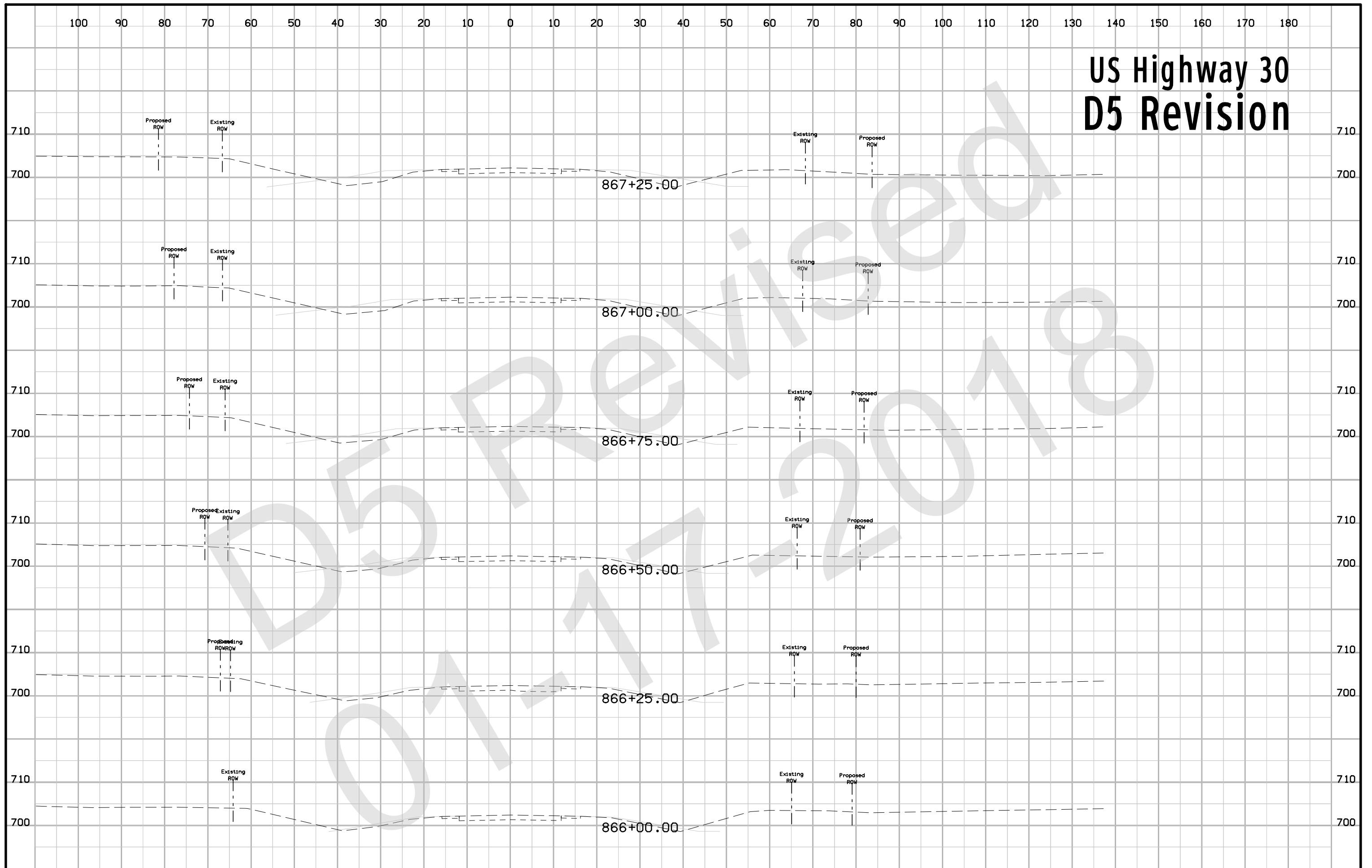
US Highway 30 D5 Revision



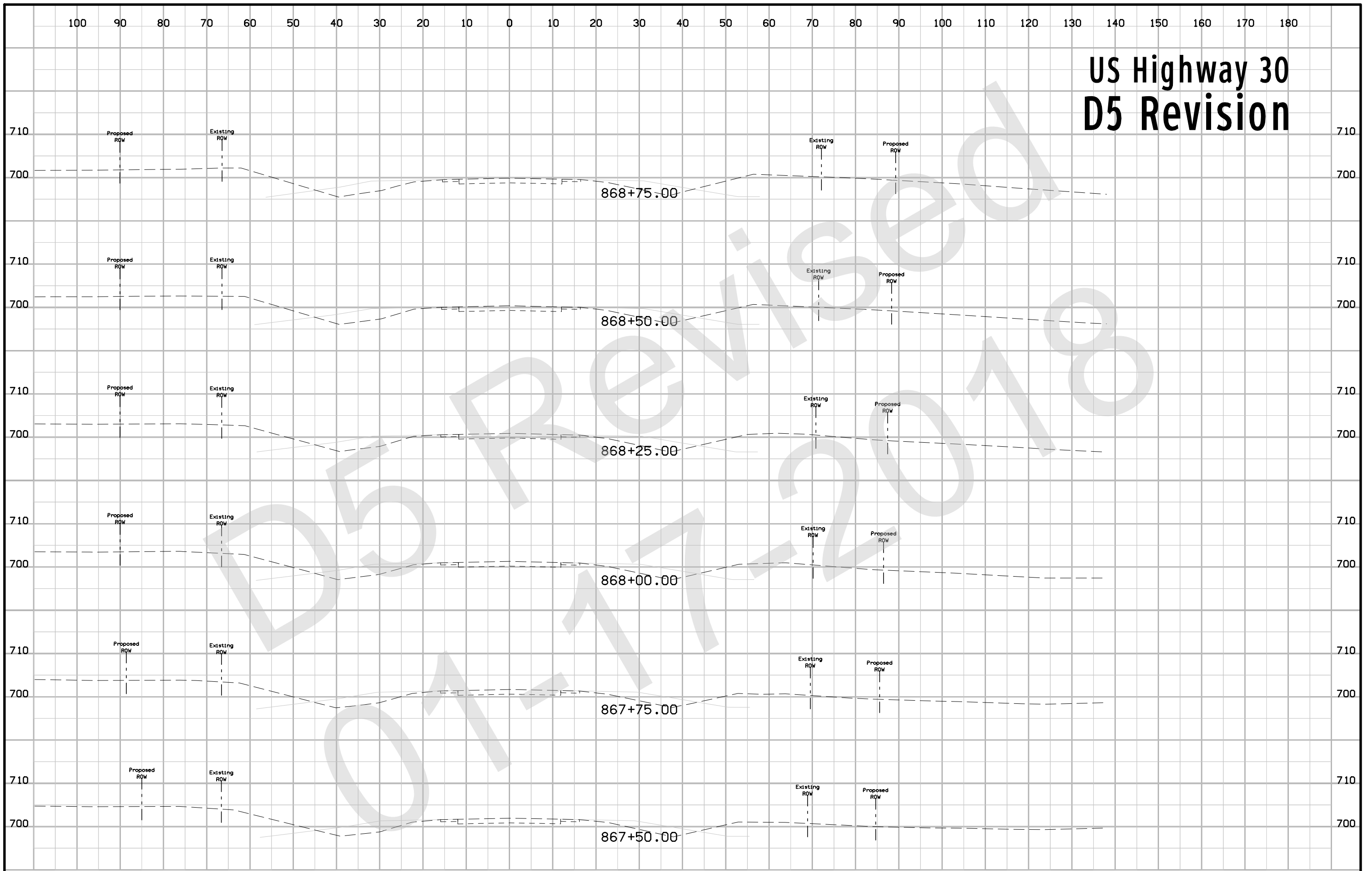
US Highway 30 D5 Revision



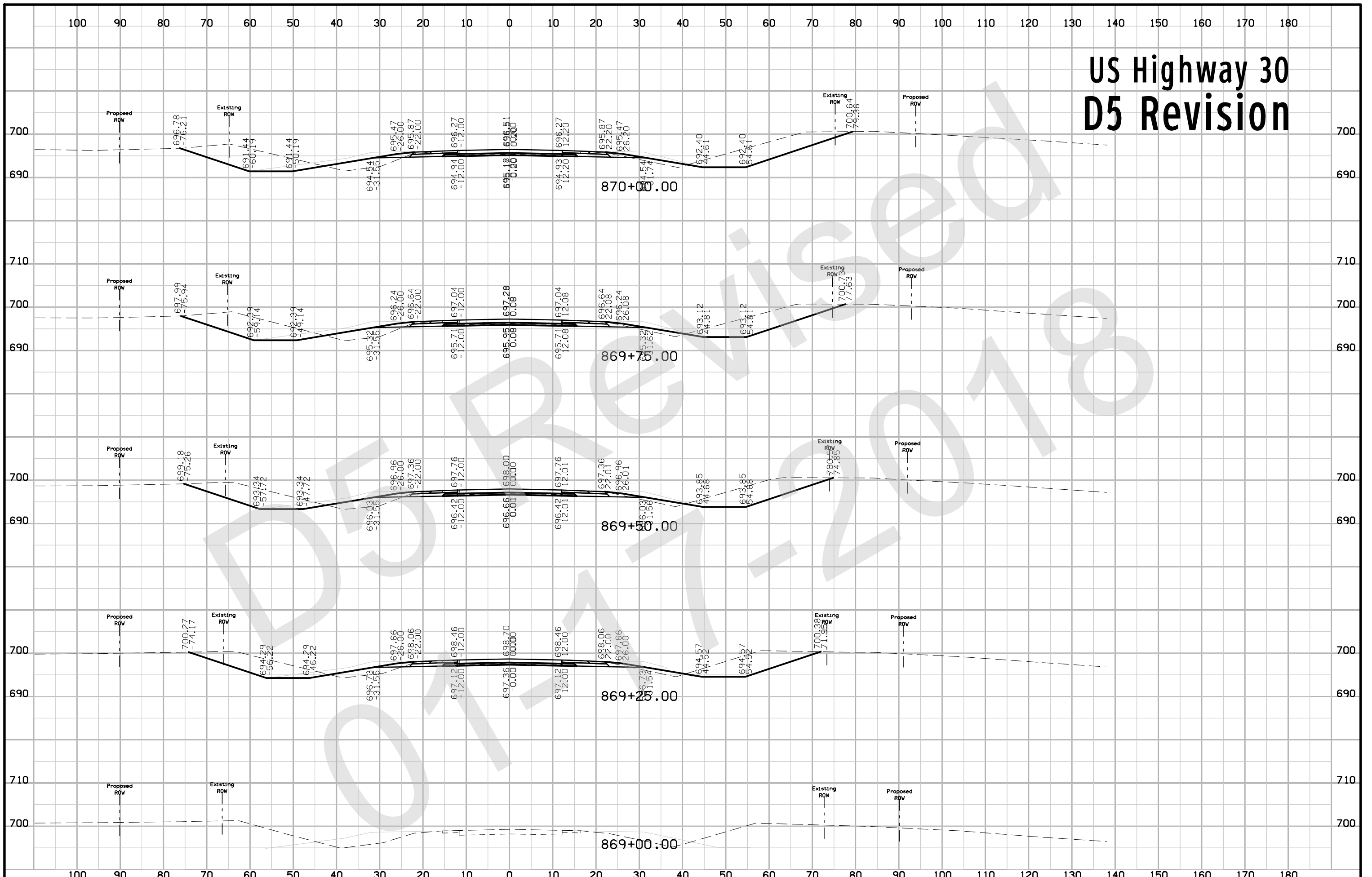
US Highway 30 D5 Revision



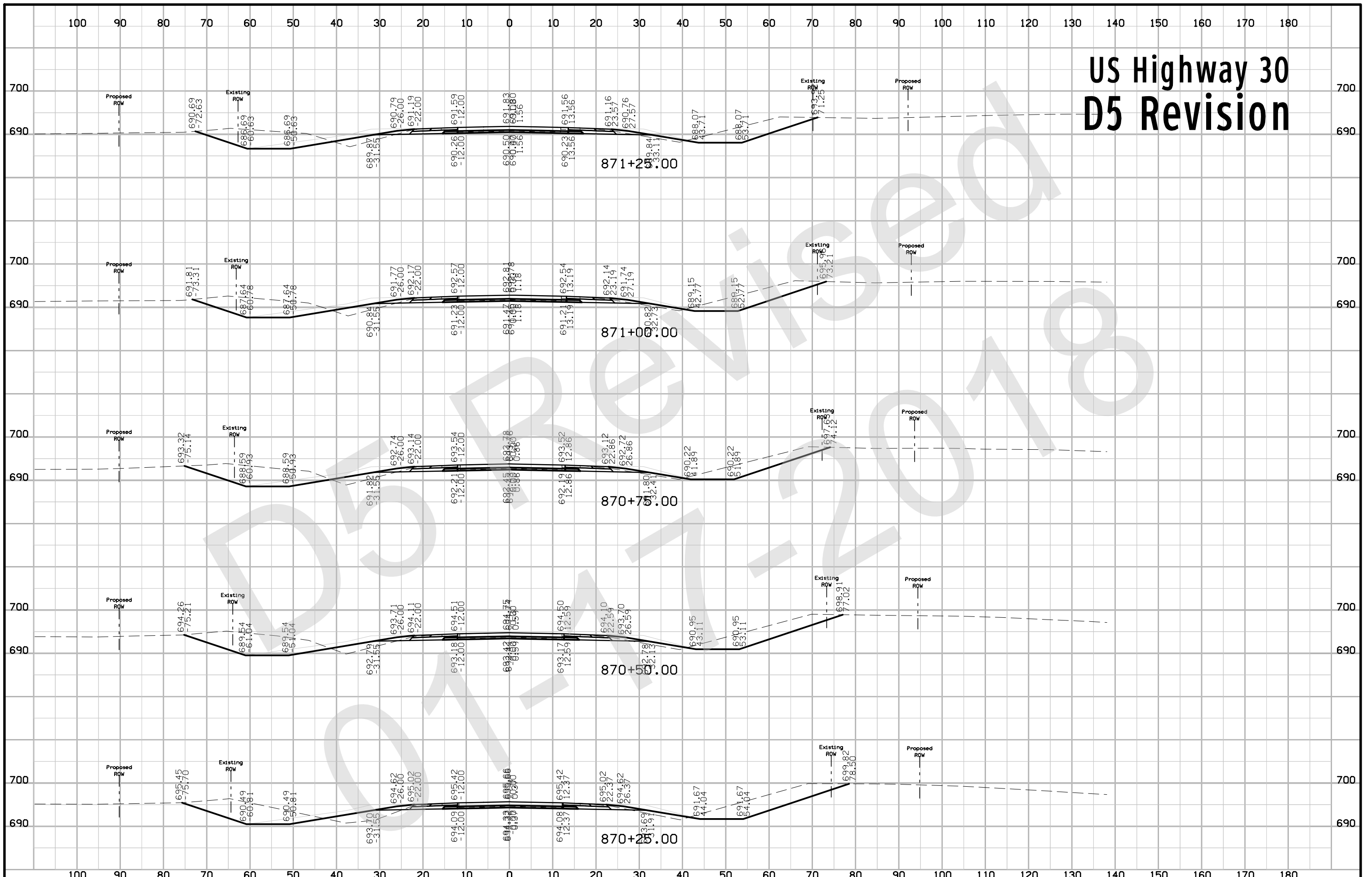
US Highway 30 D5 Revision



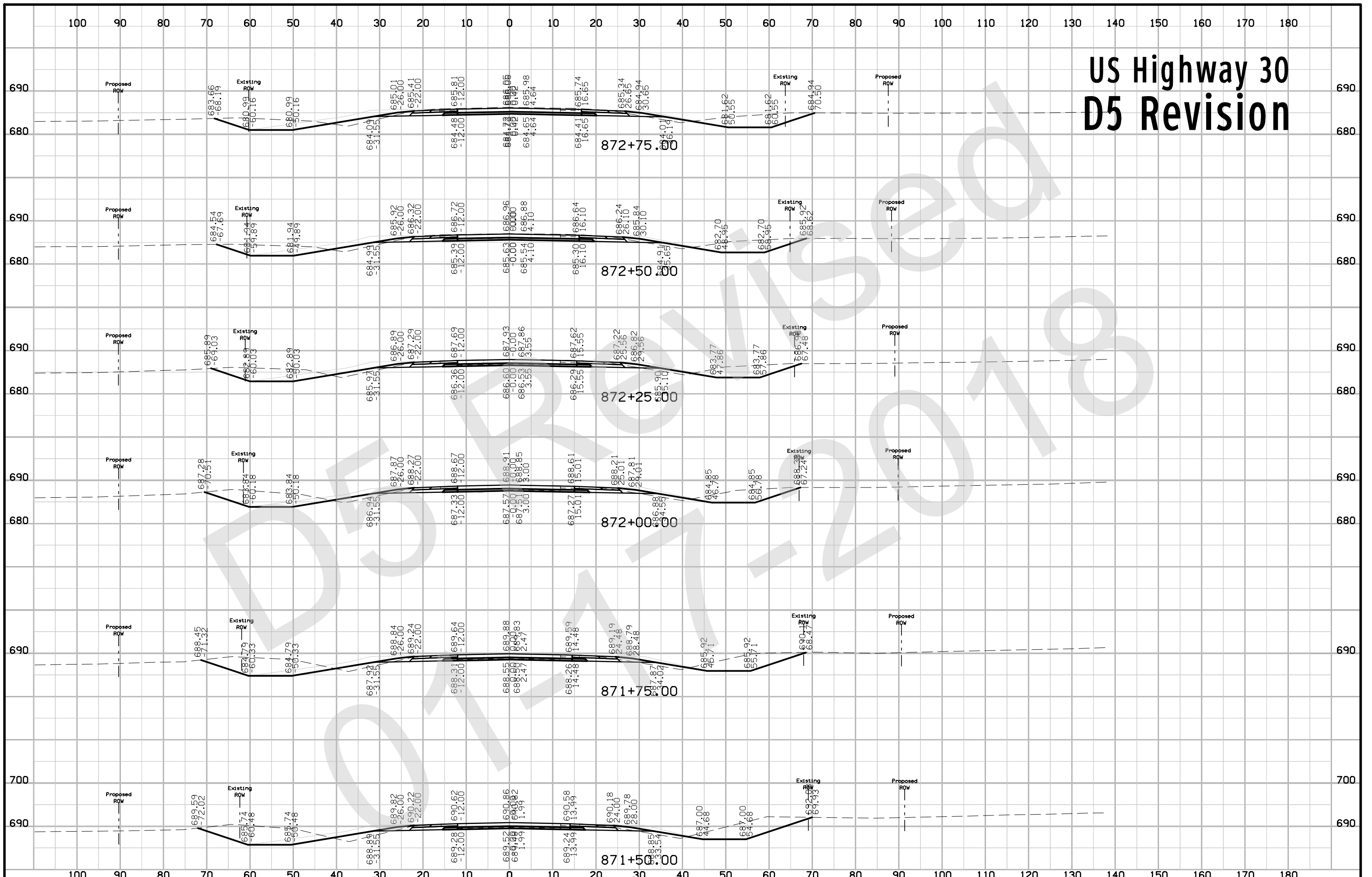
US Highway 30 D5 Revision



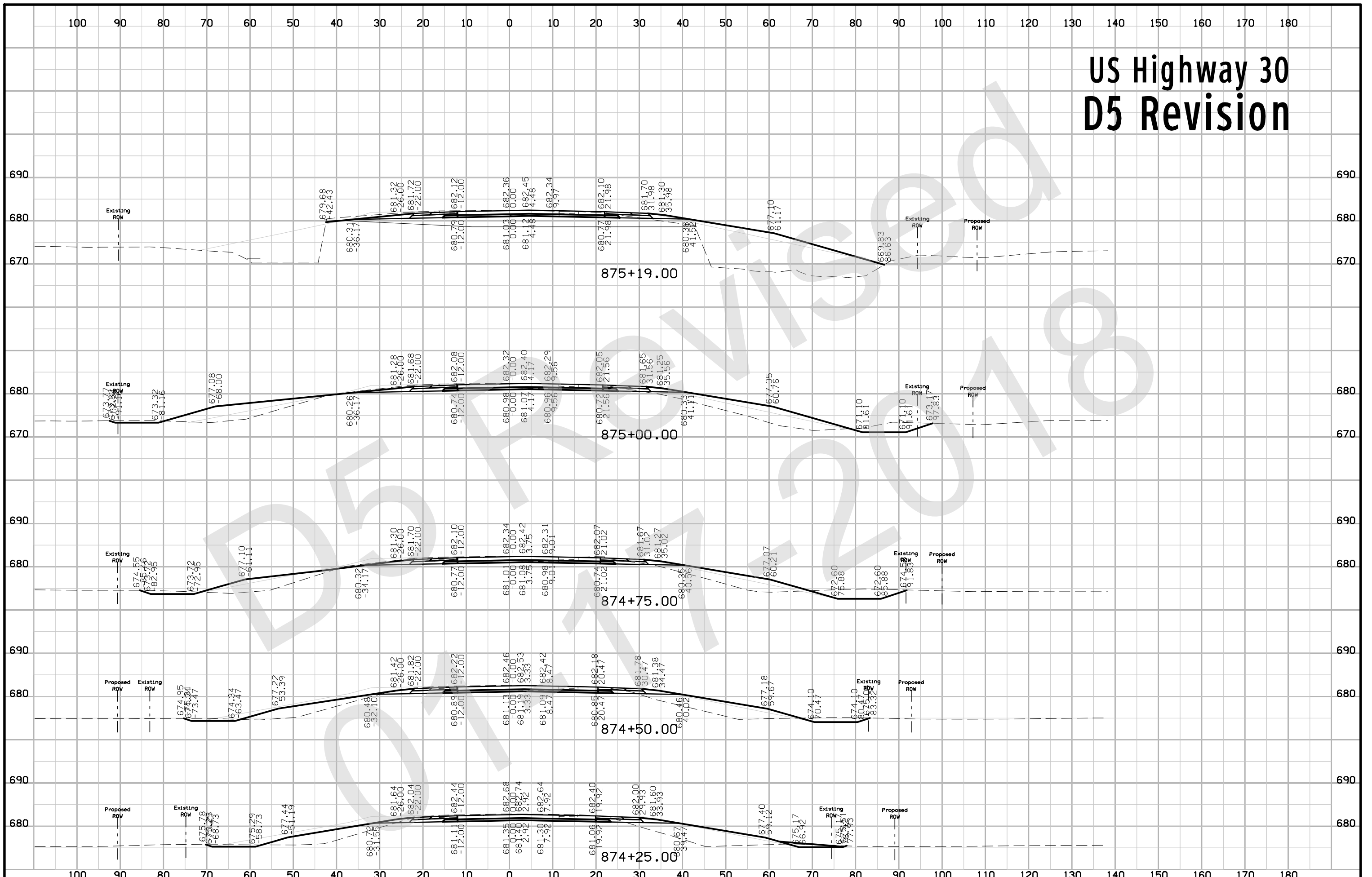
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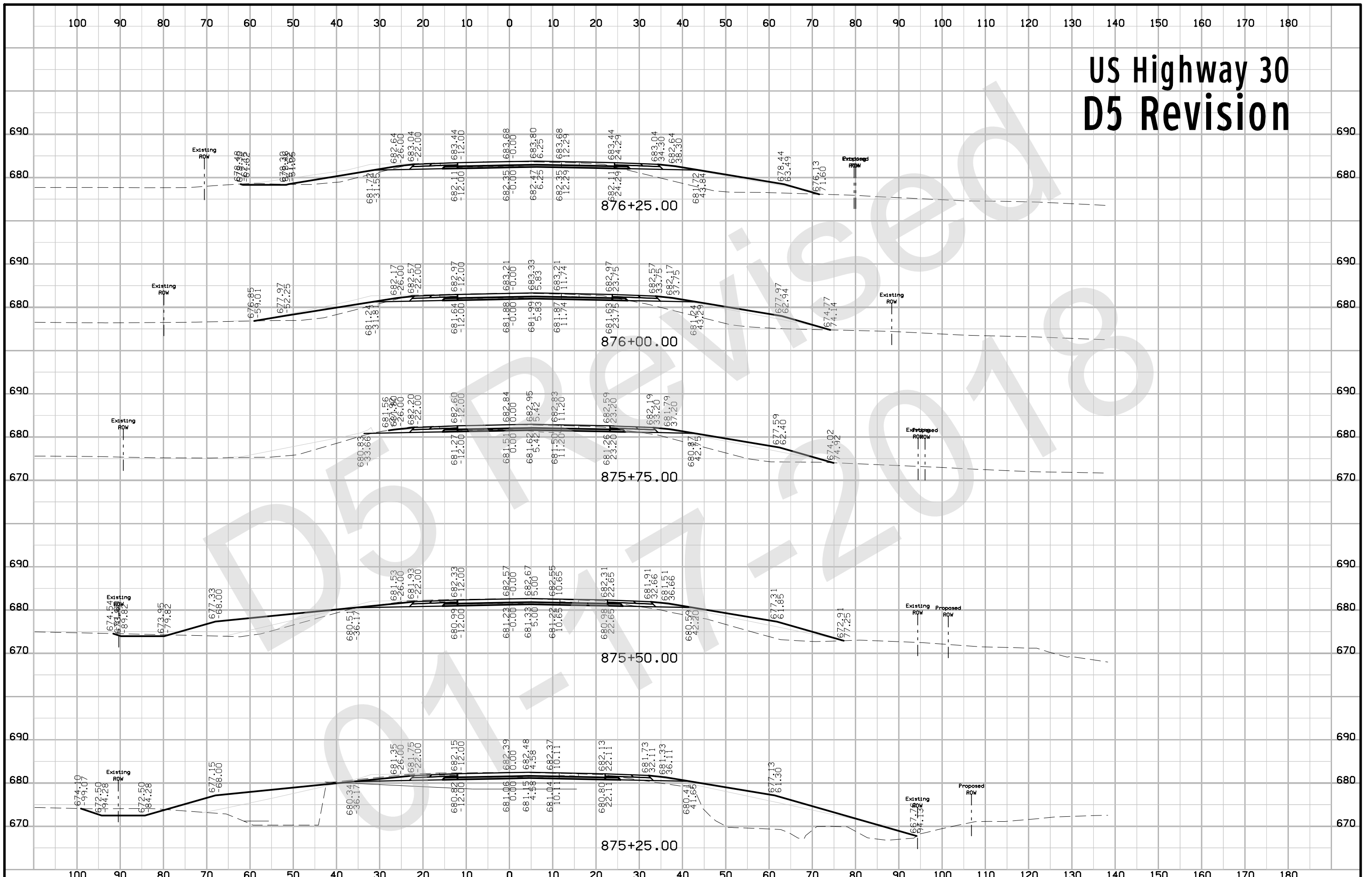
US Highway 30 D5 Revision



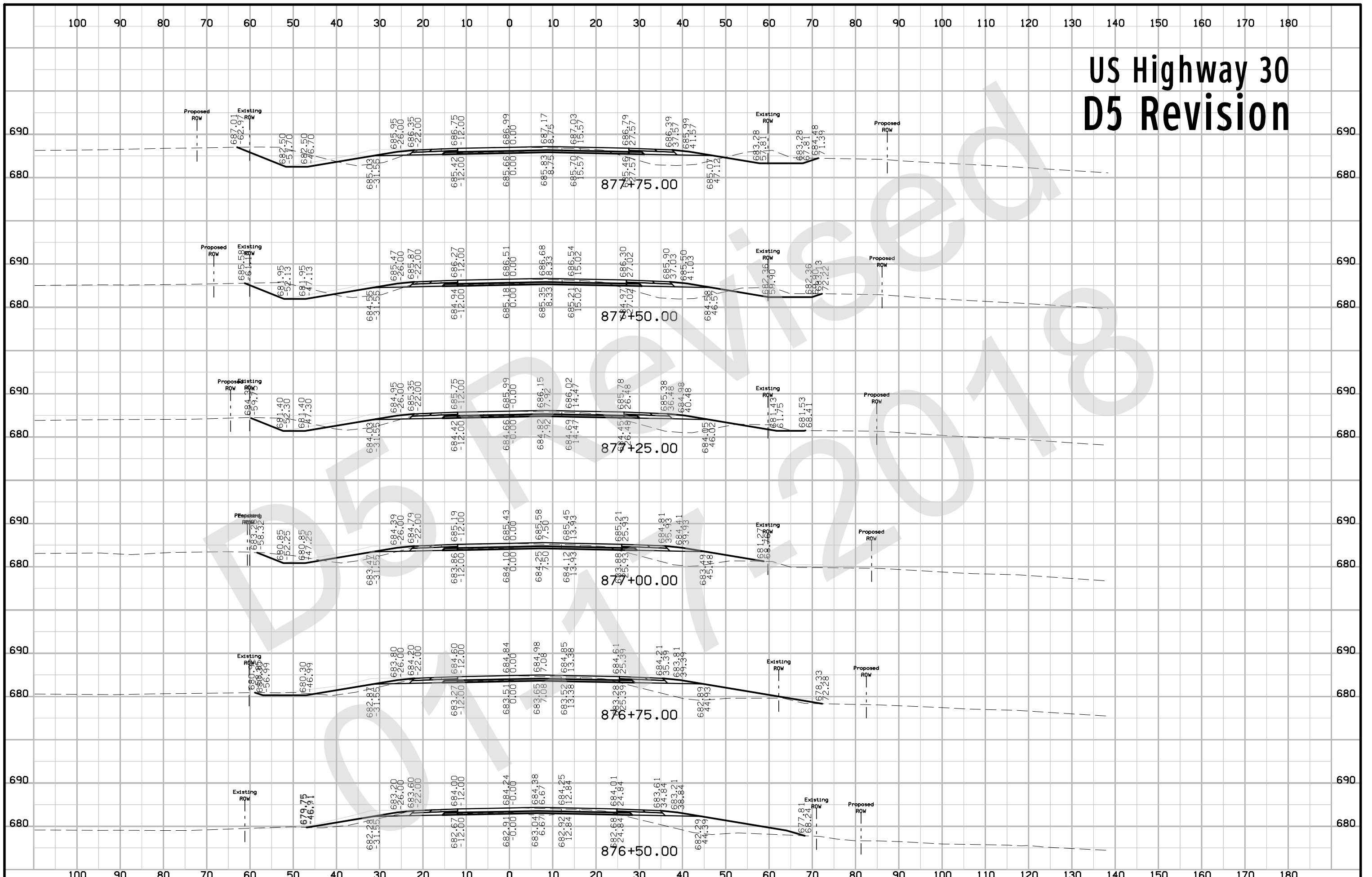
US Highway 30 D5 Revision



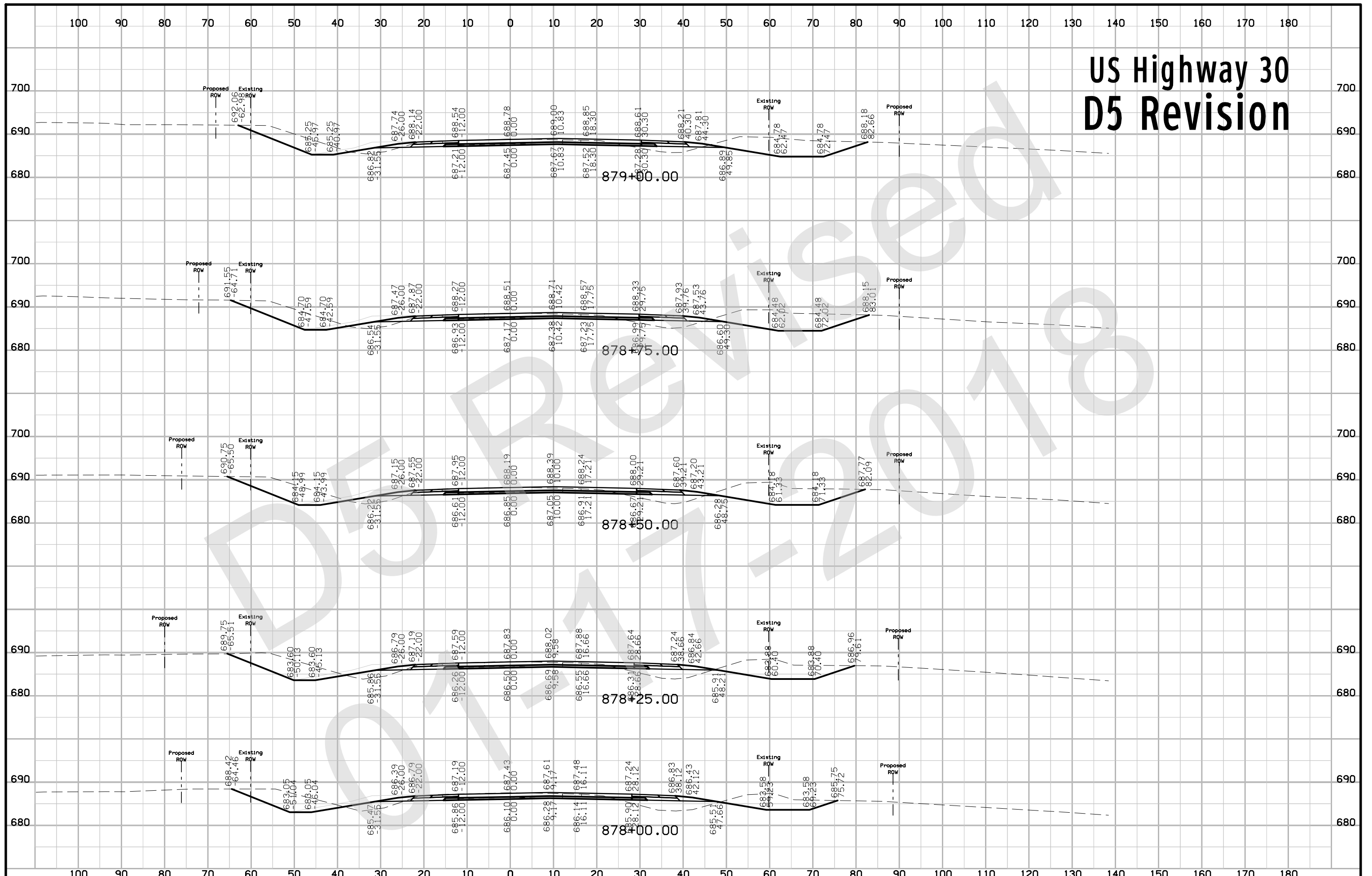
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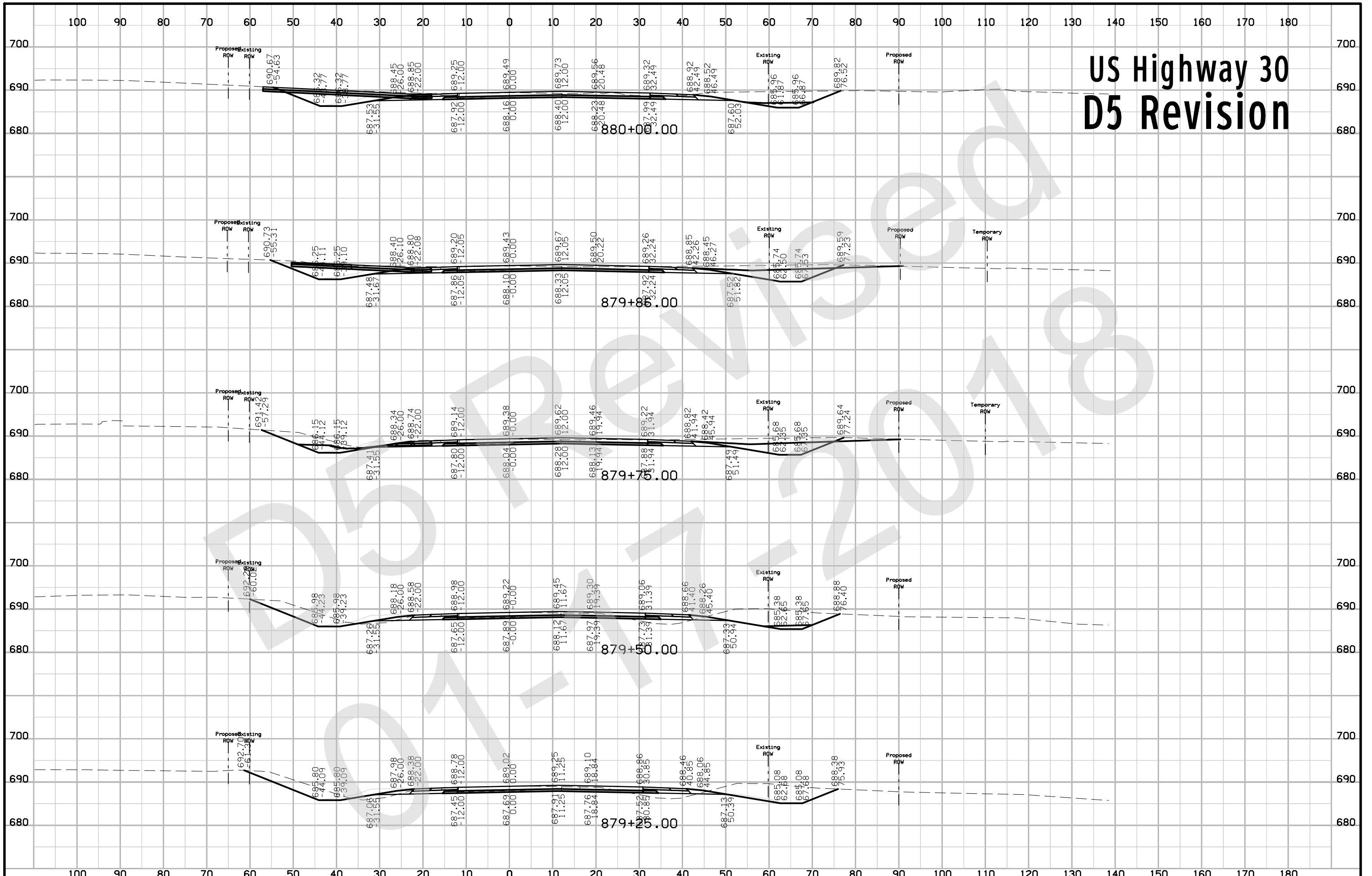
US Highway 30 D5 Revision



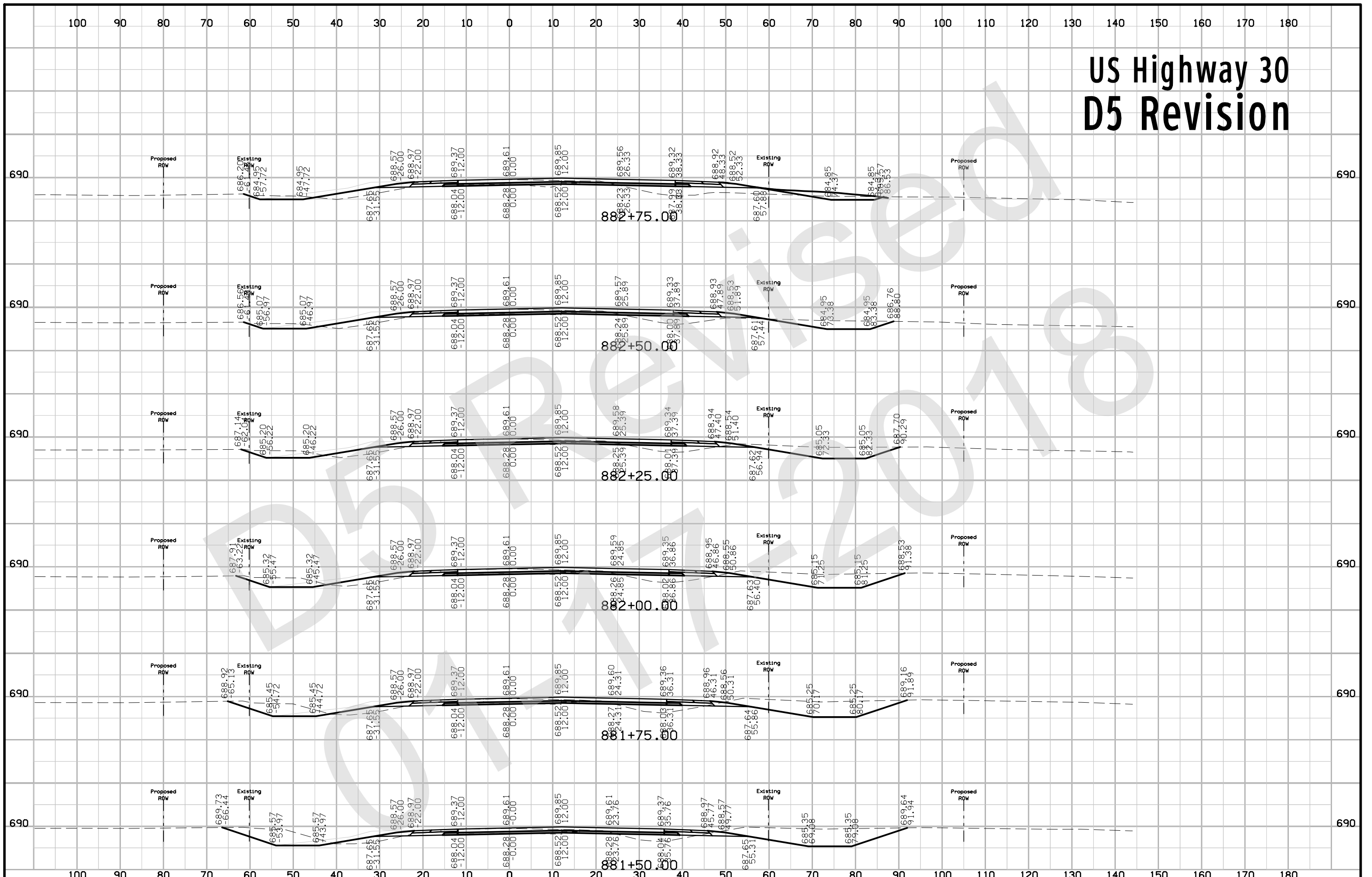
US Highway 30 D5 Revision



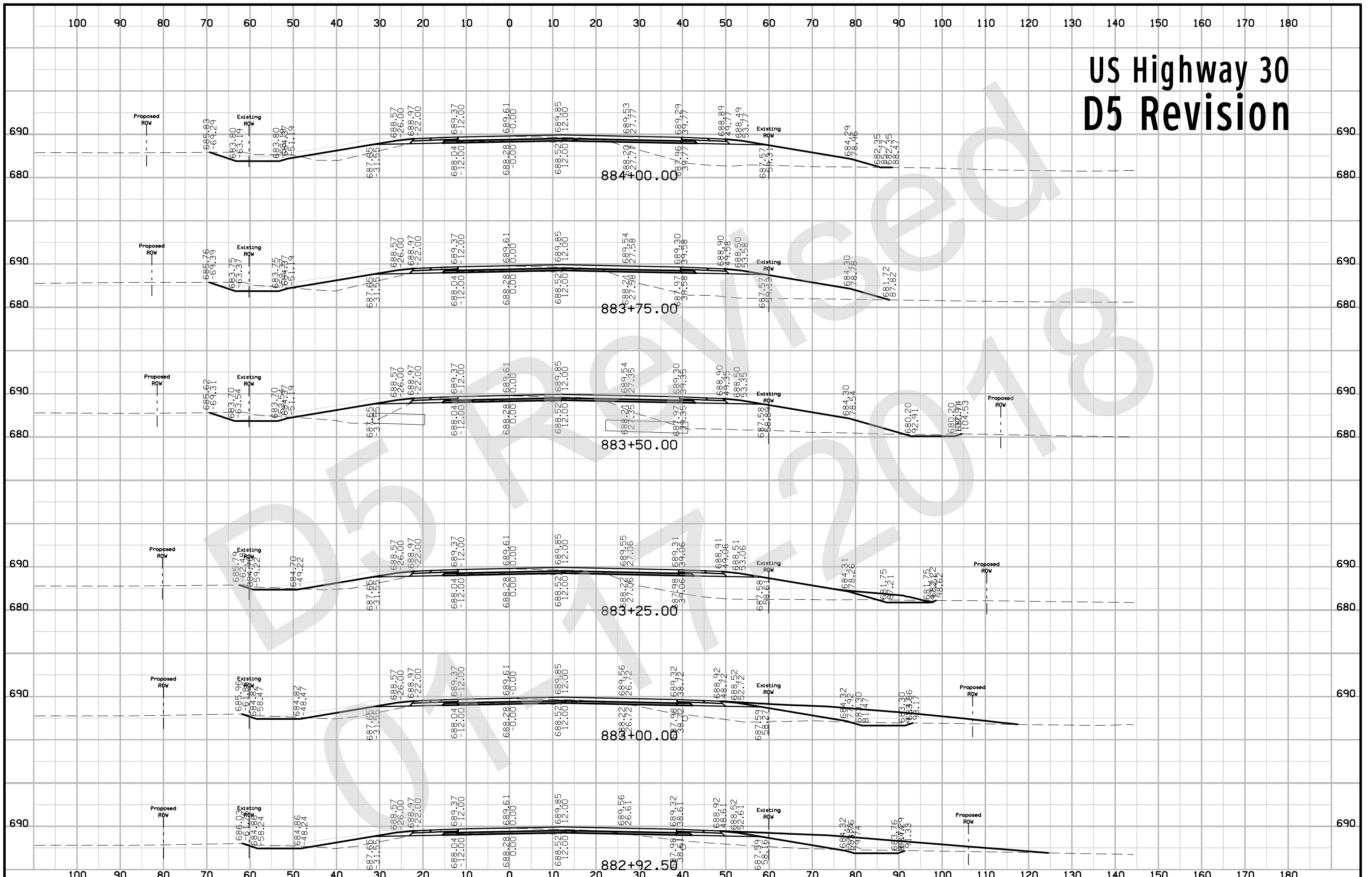
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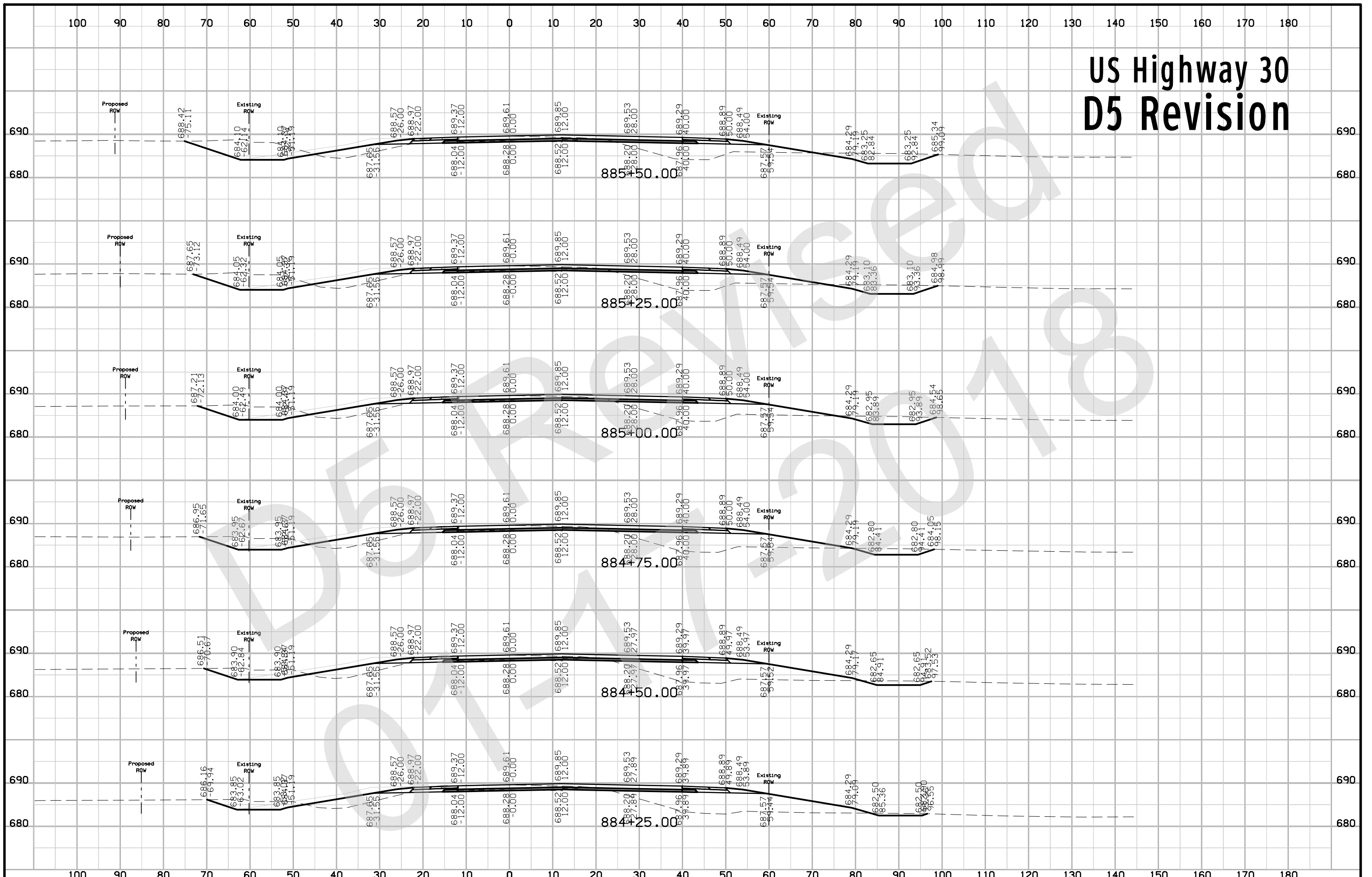
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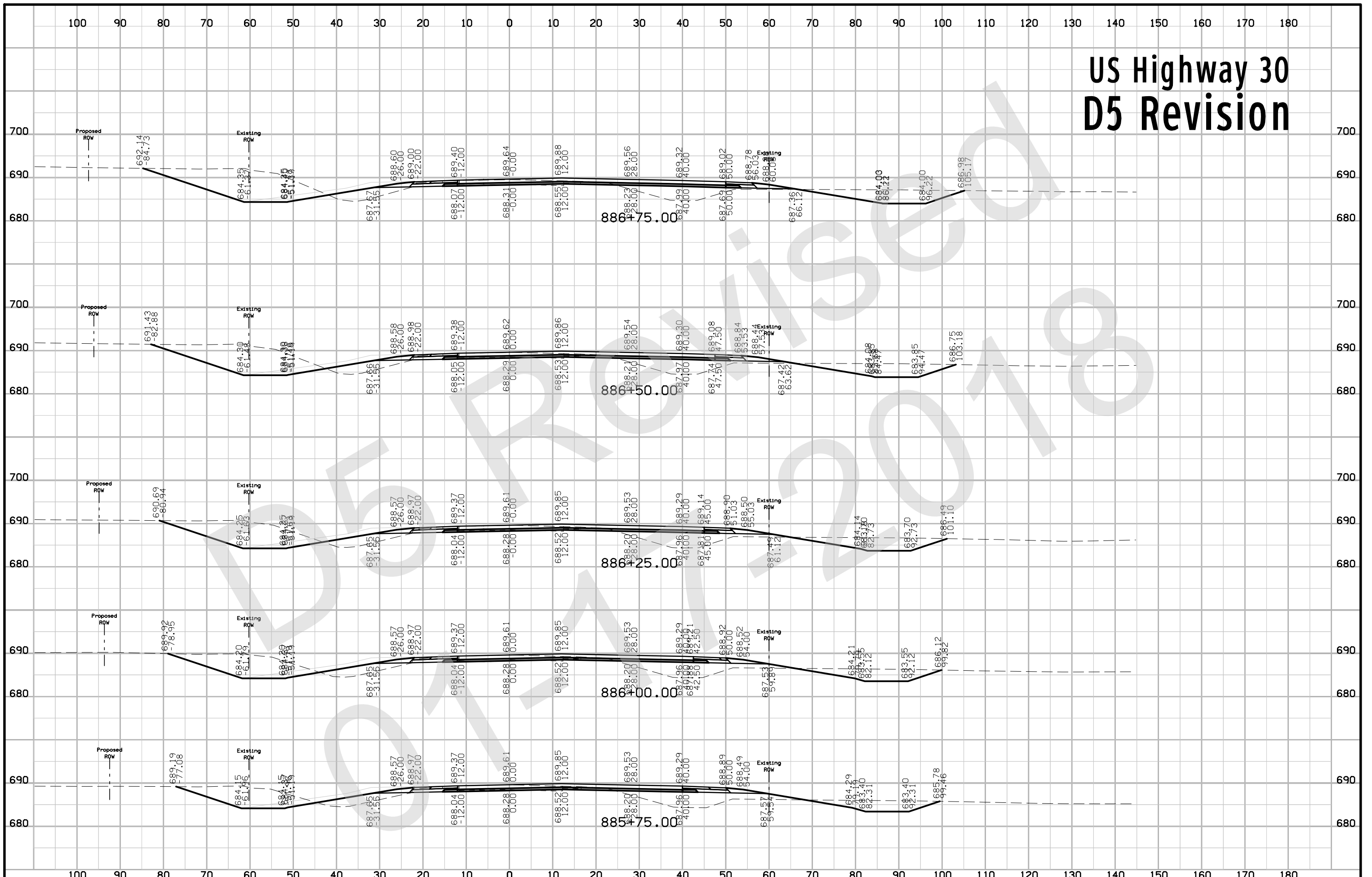
US Highway 30 D5 Revision



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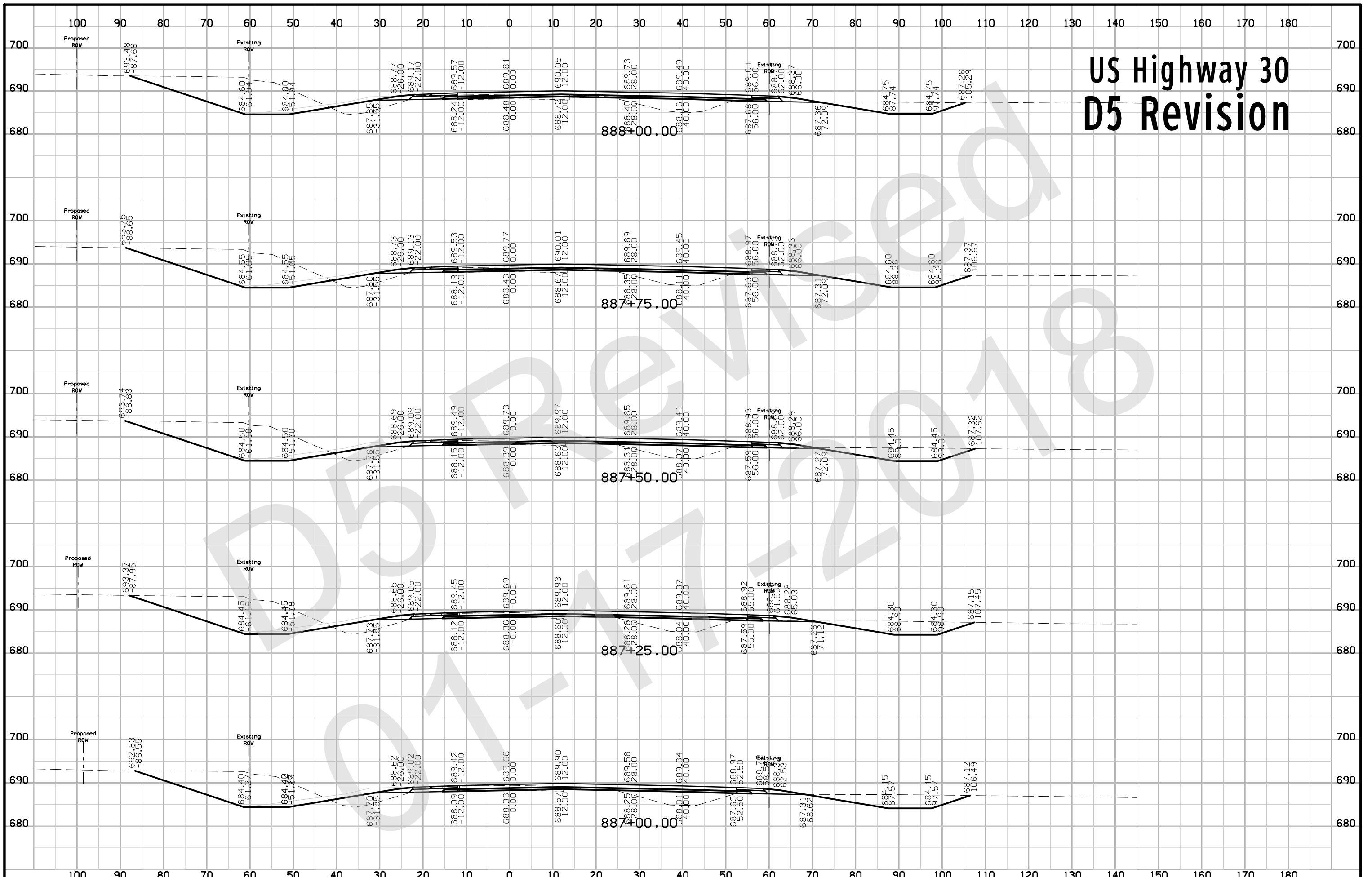


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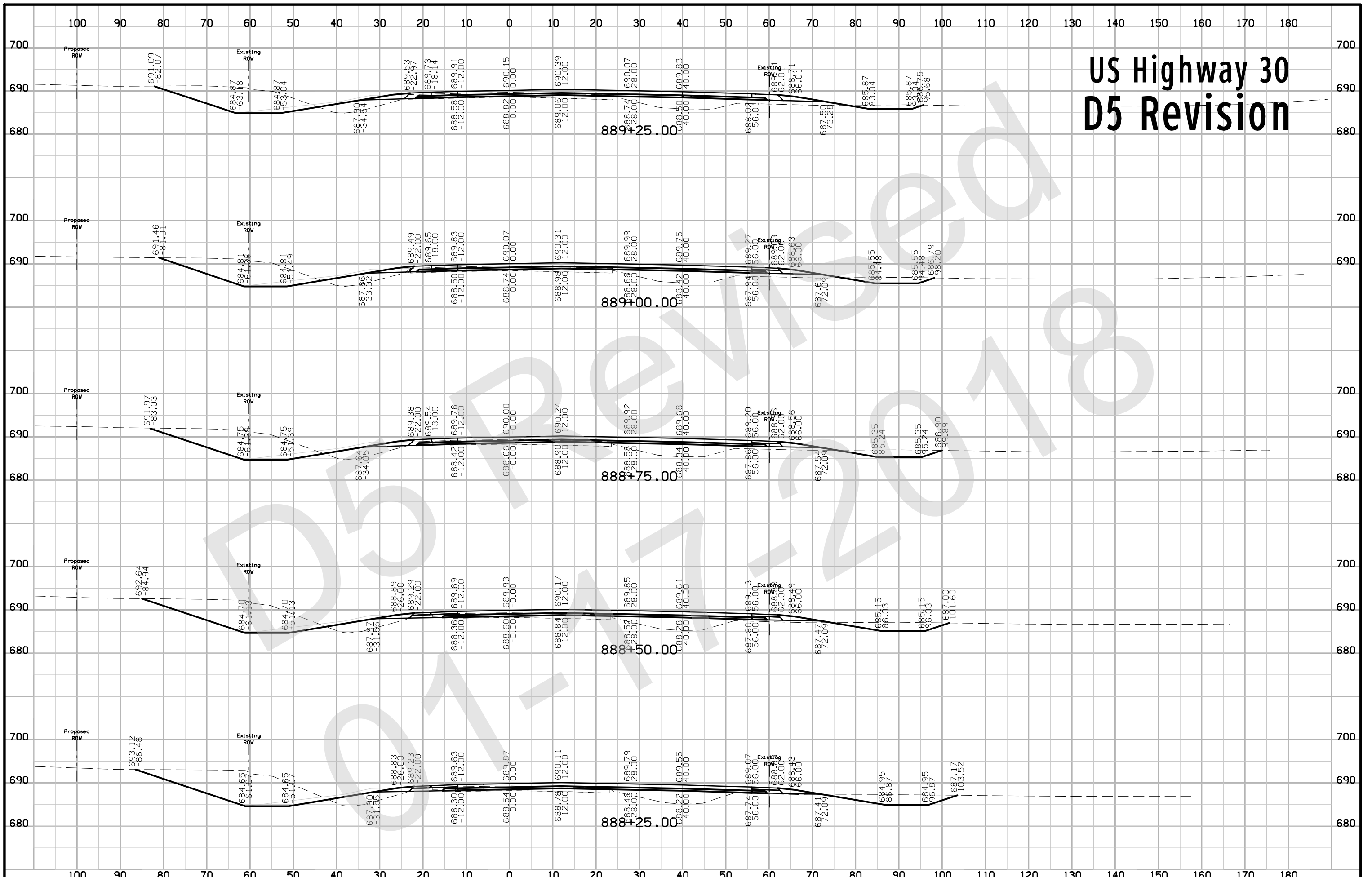


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		Flattery \ Bell		NHSX-030-9(177)--3H-23	W.18

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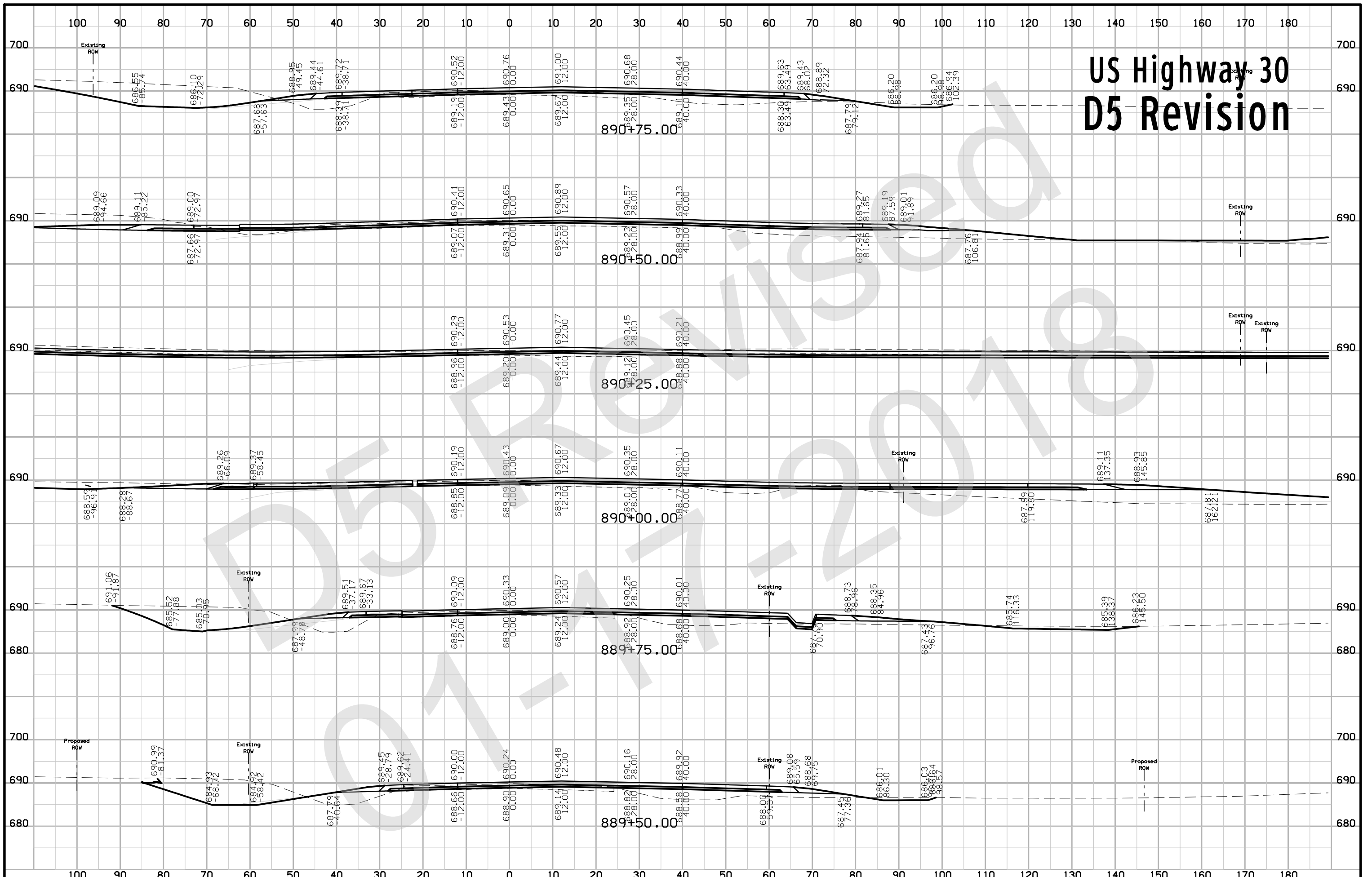


US Highway 30 D5 Revision

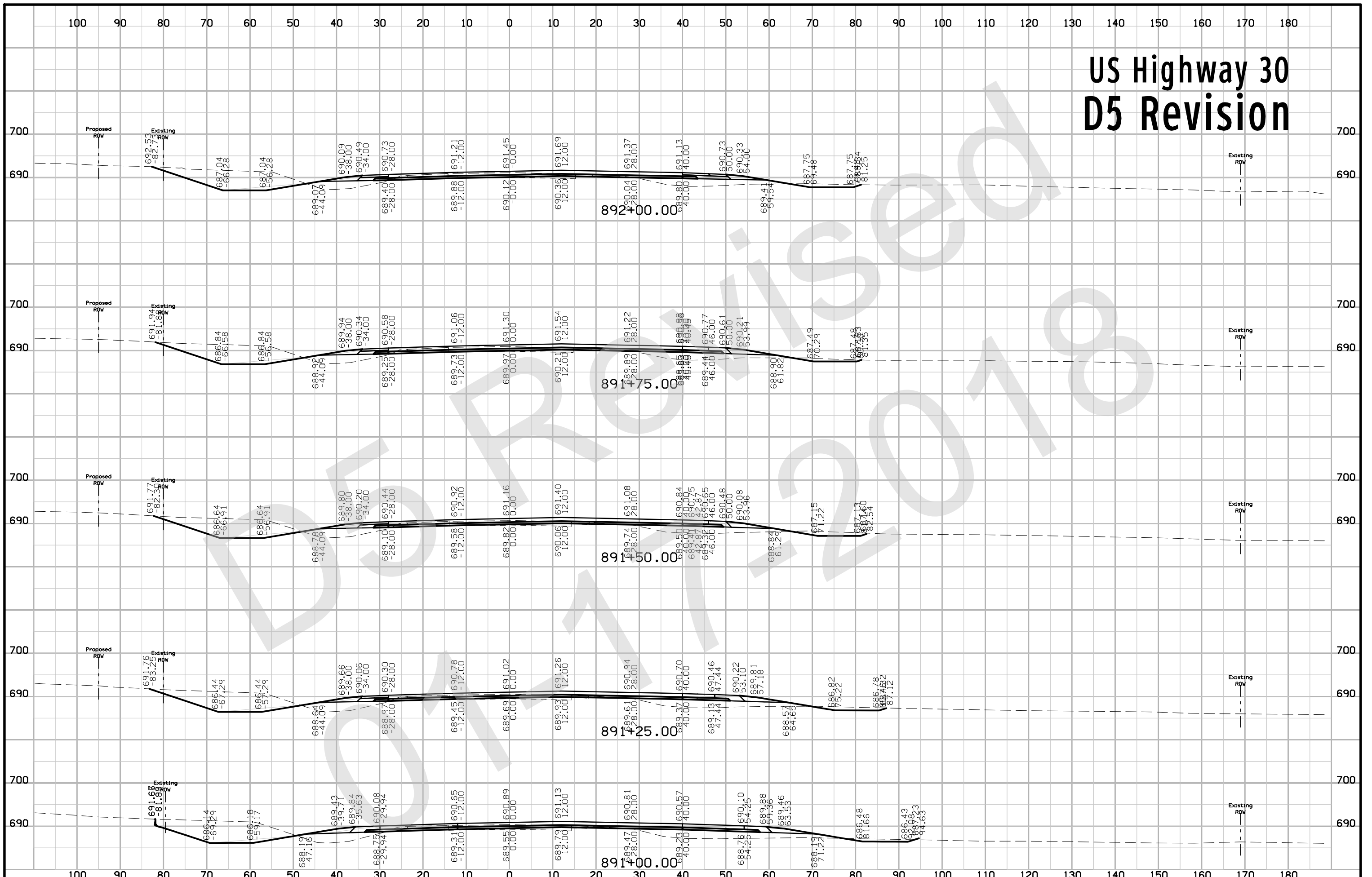


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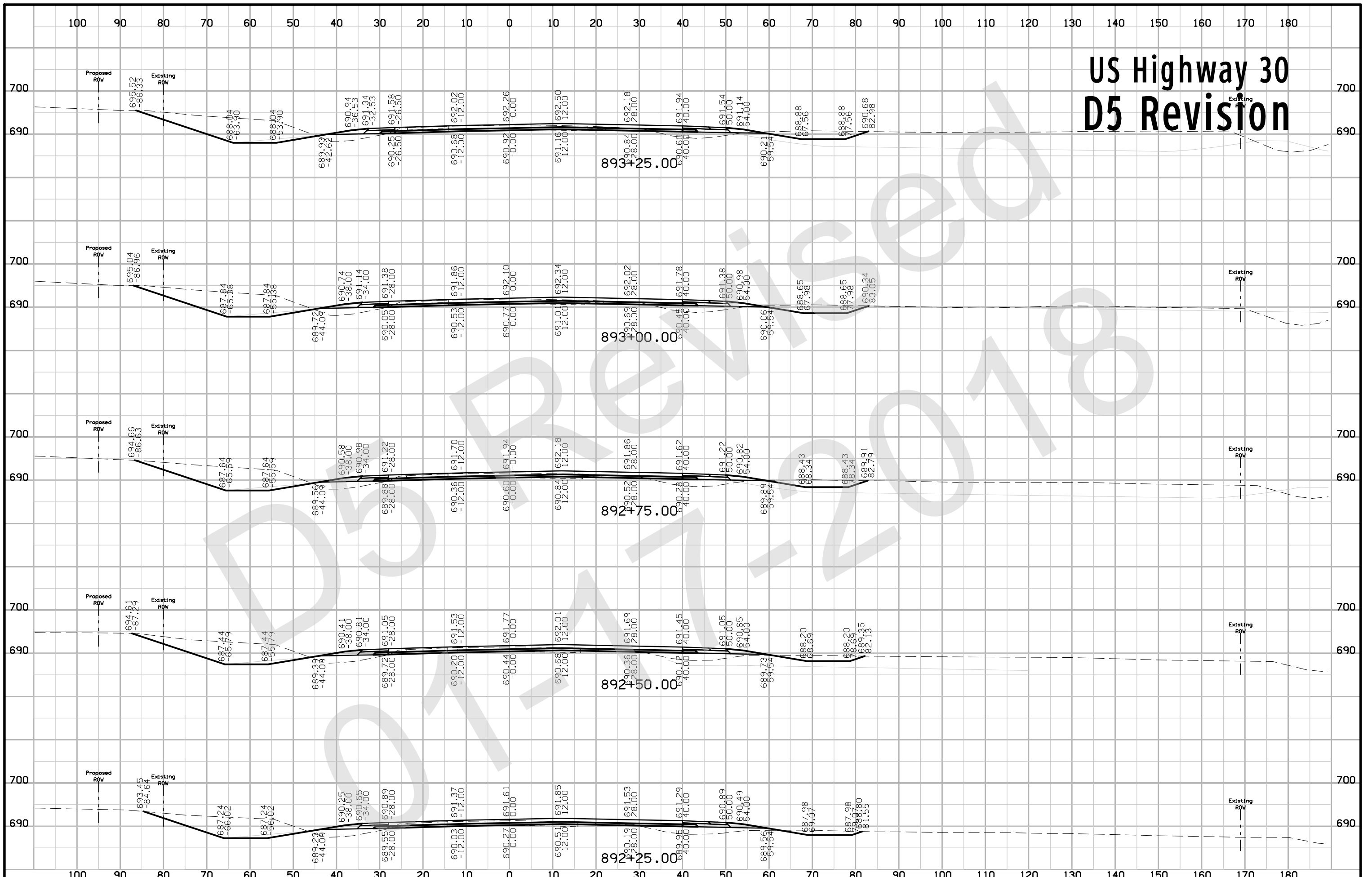
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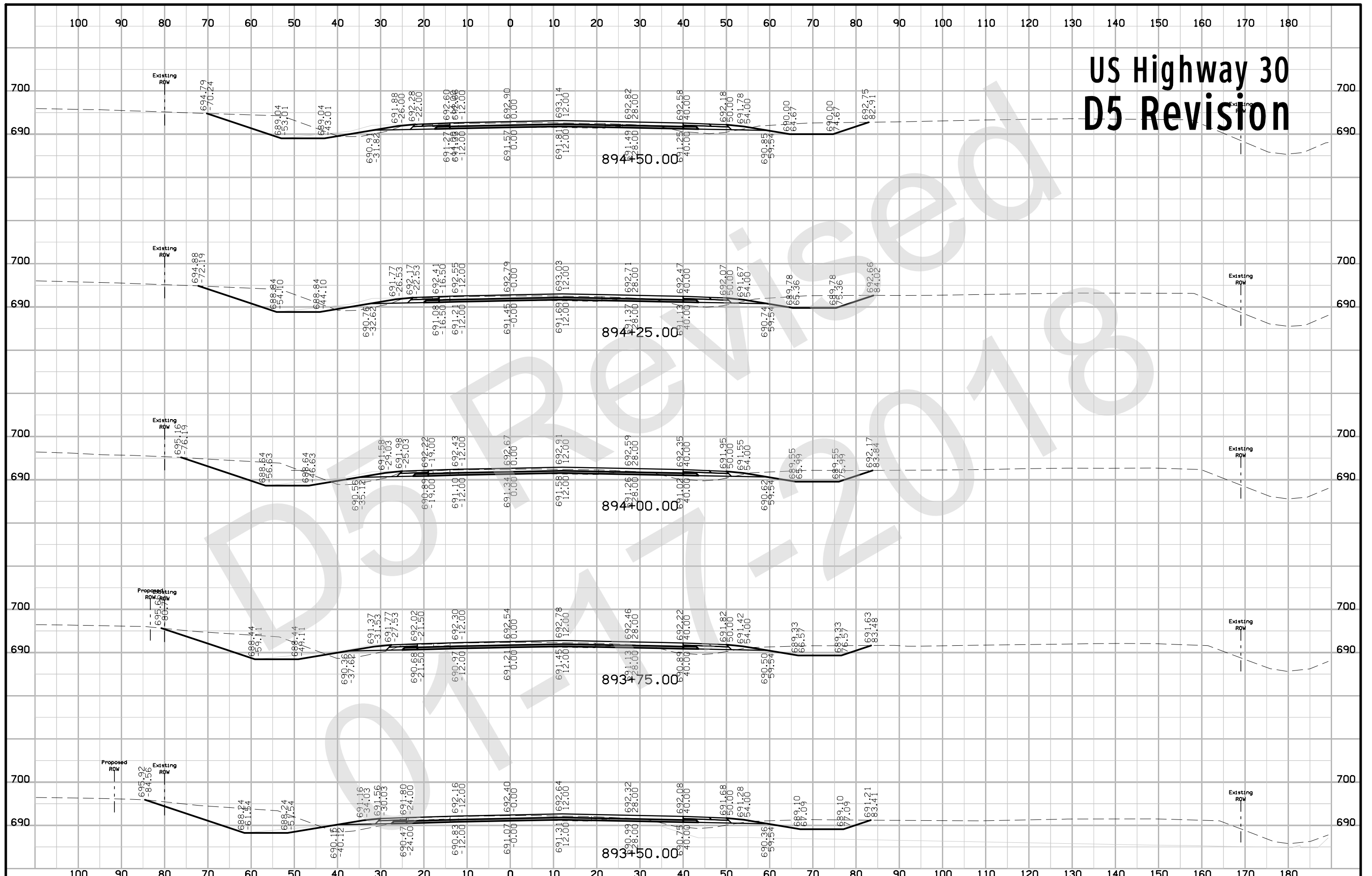
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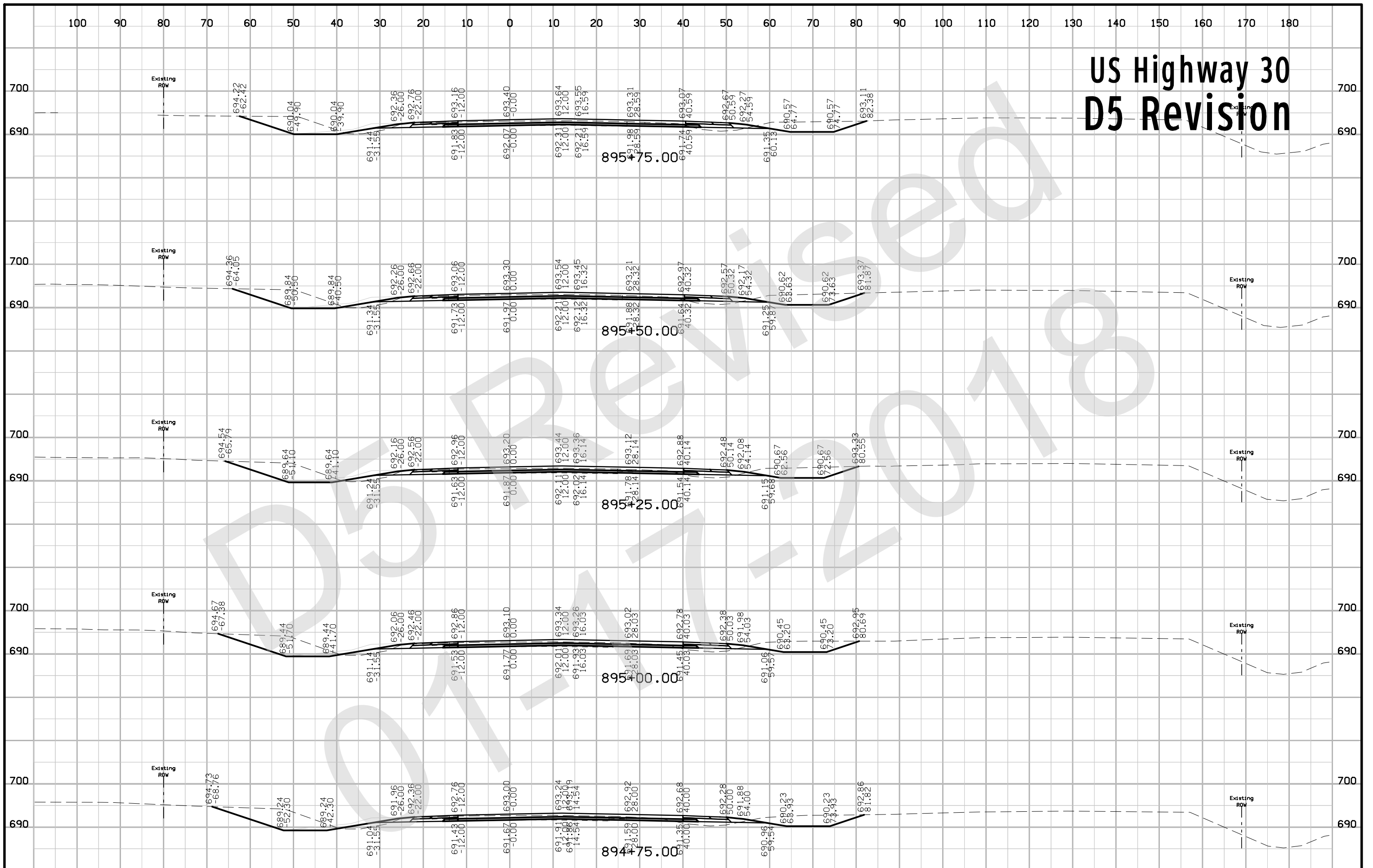
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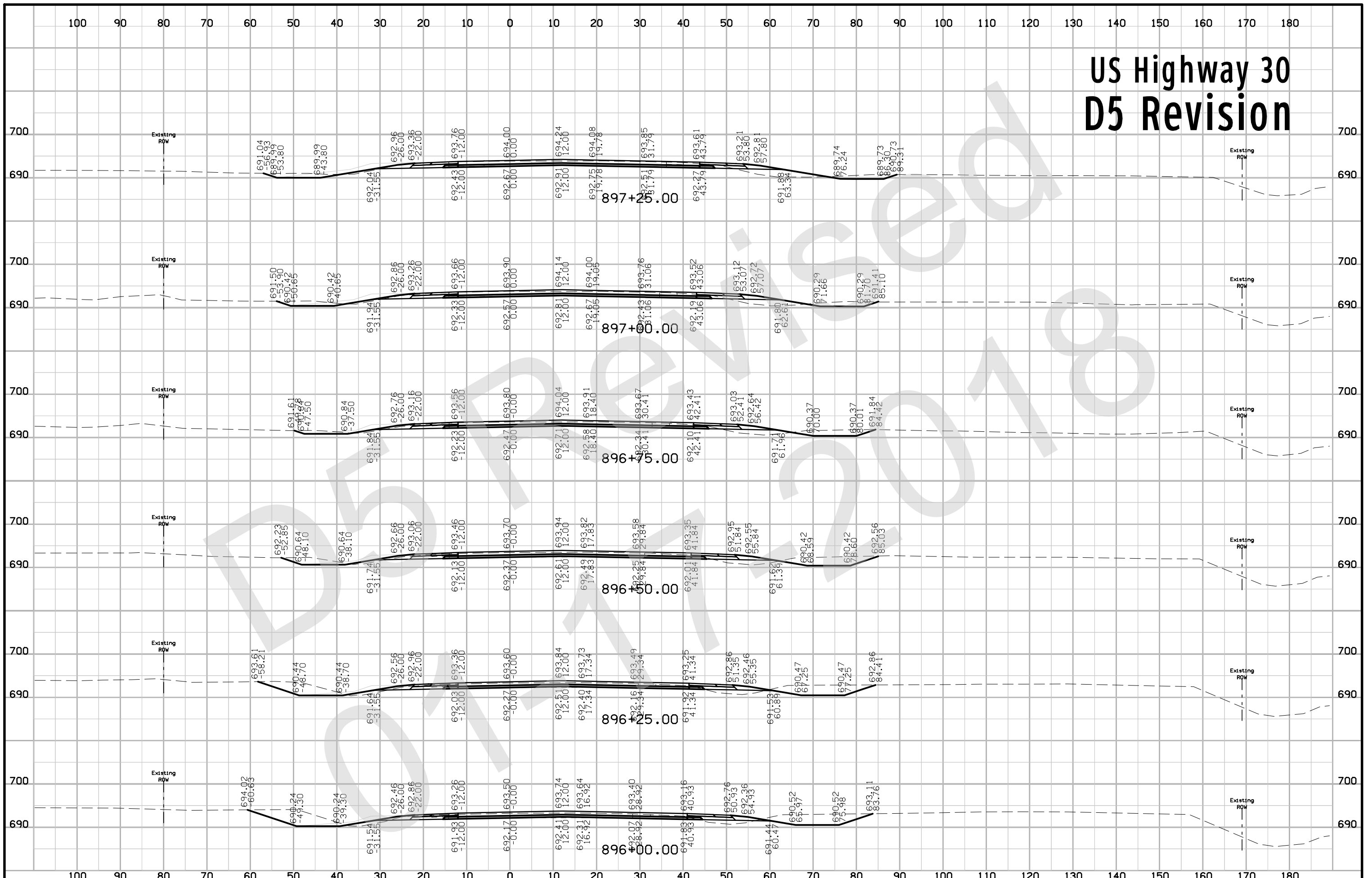
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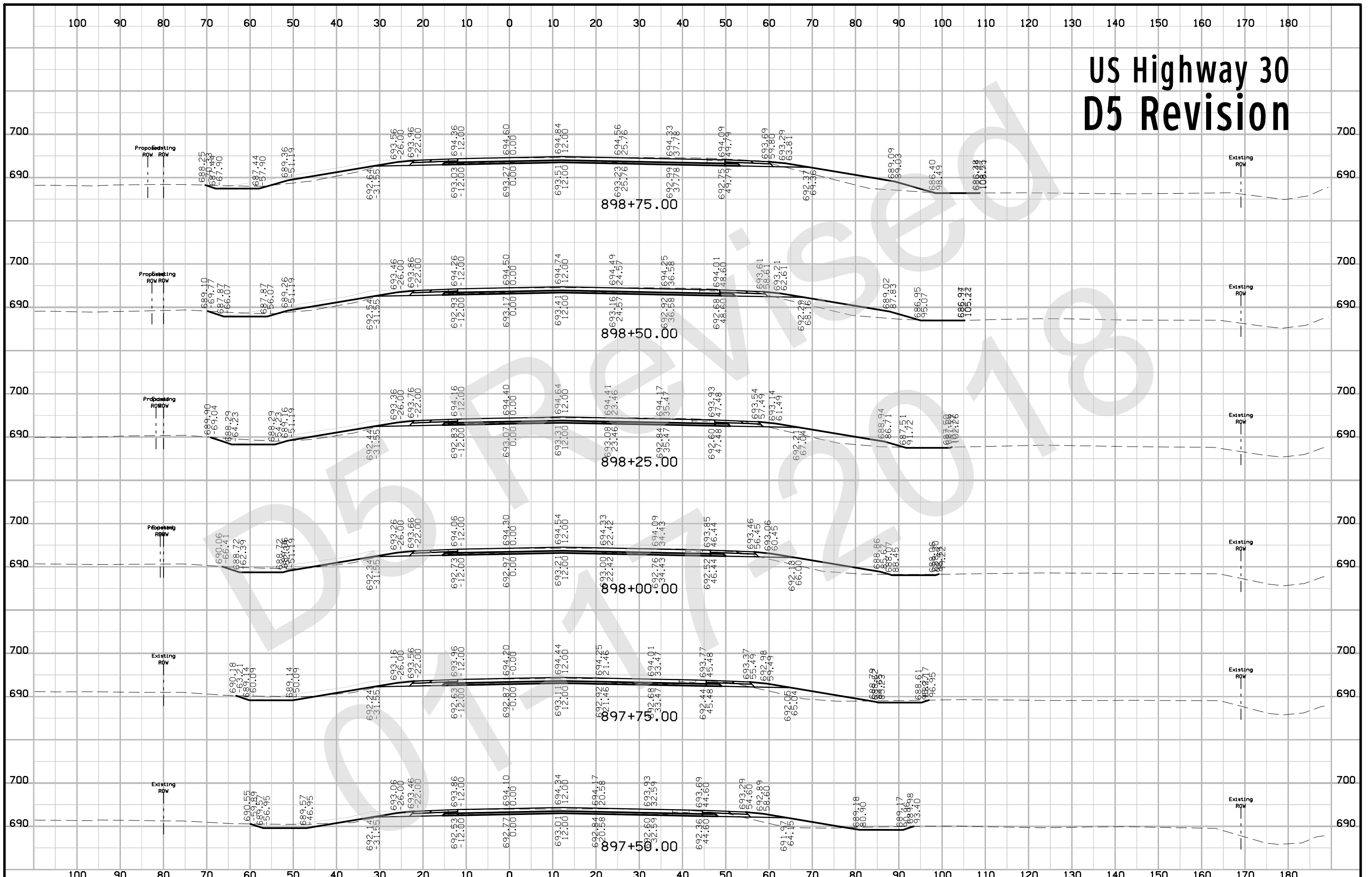
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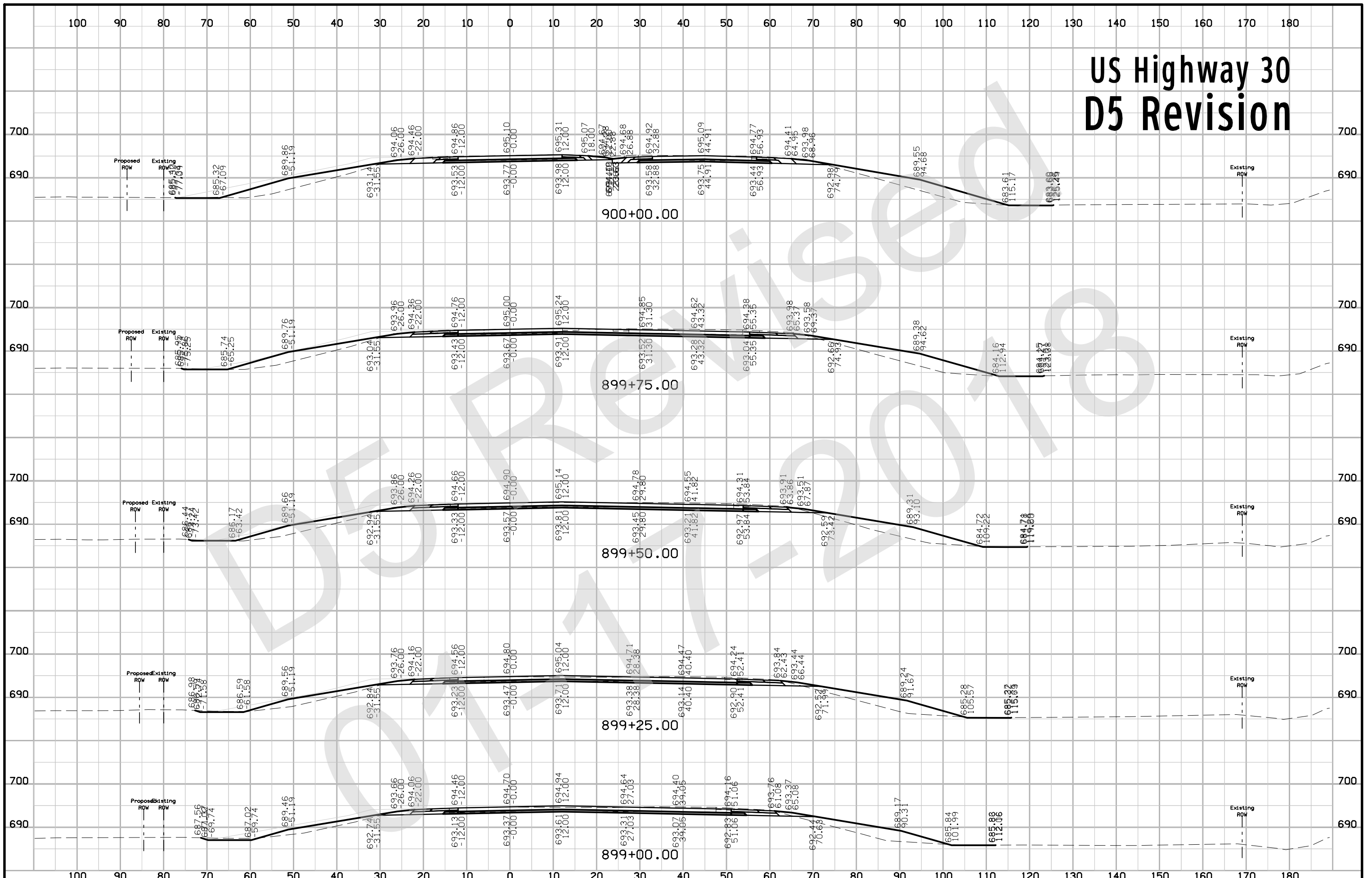
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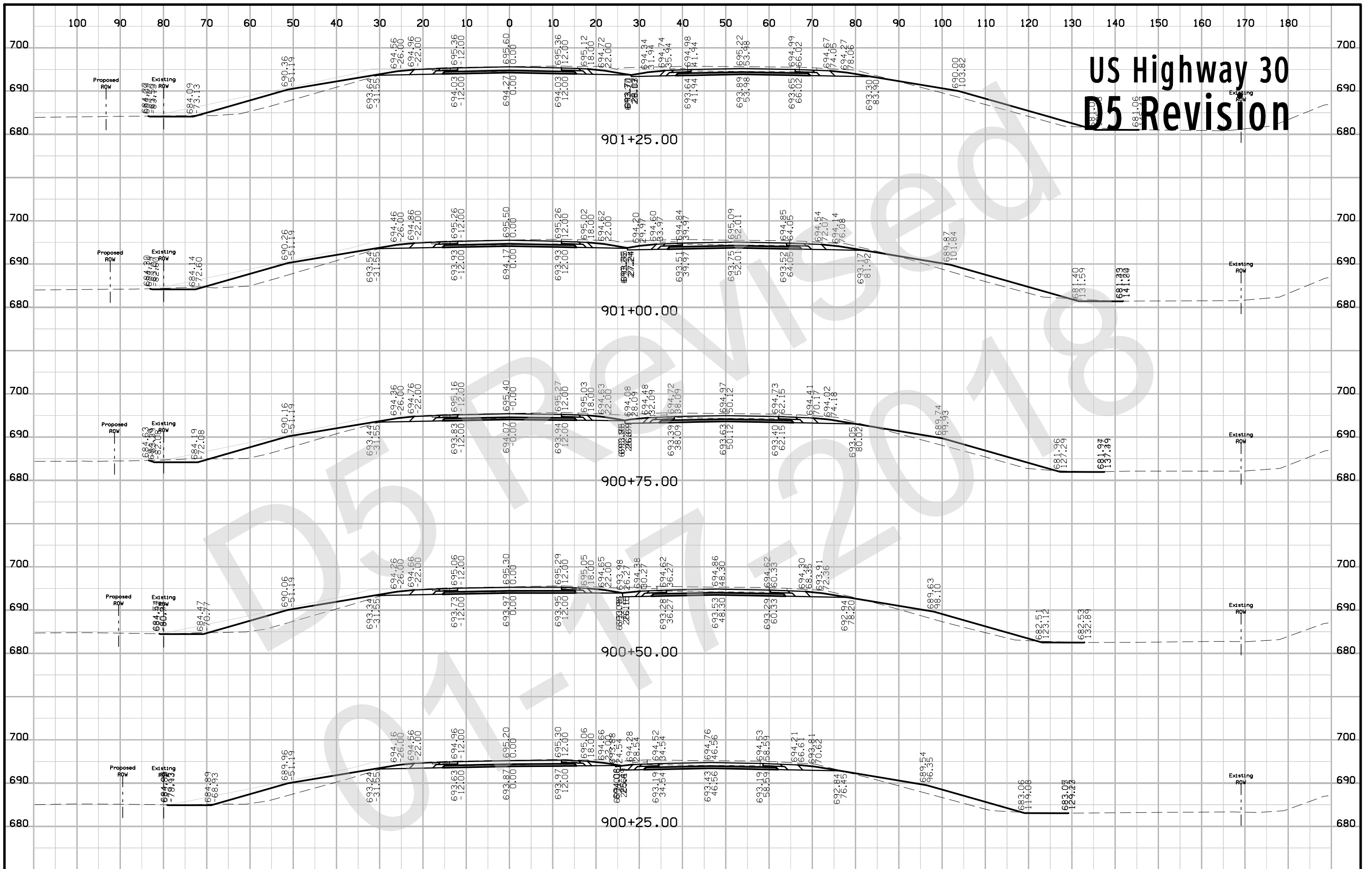
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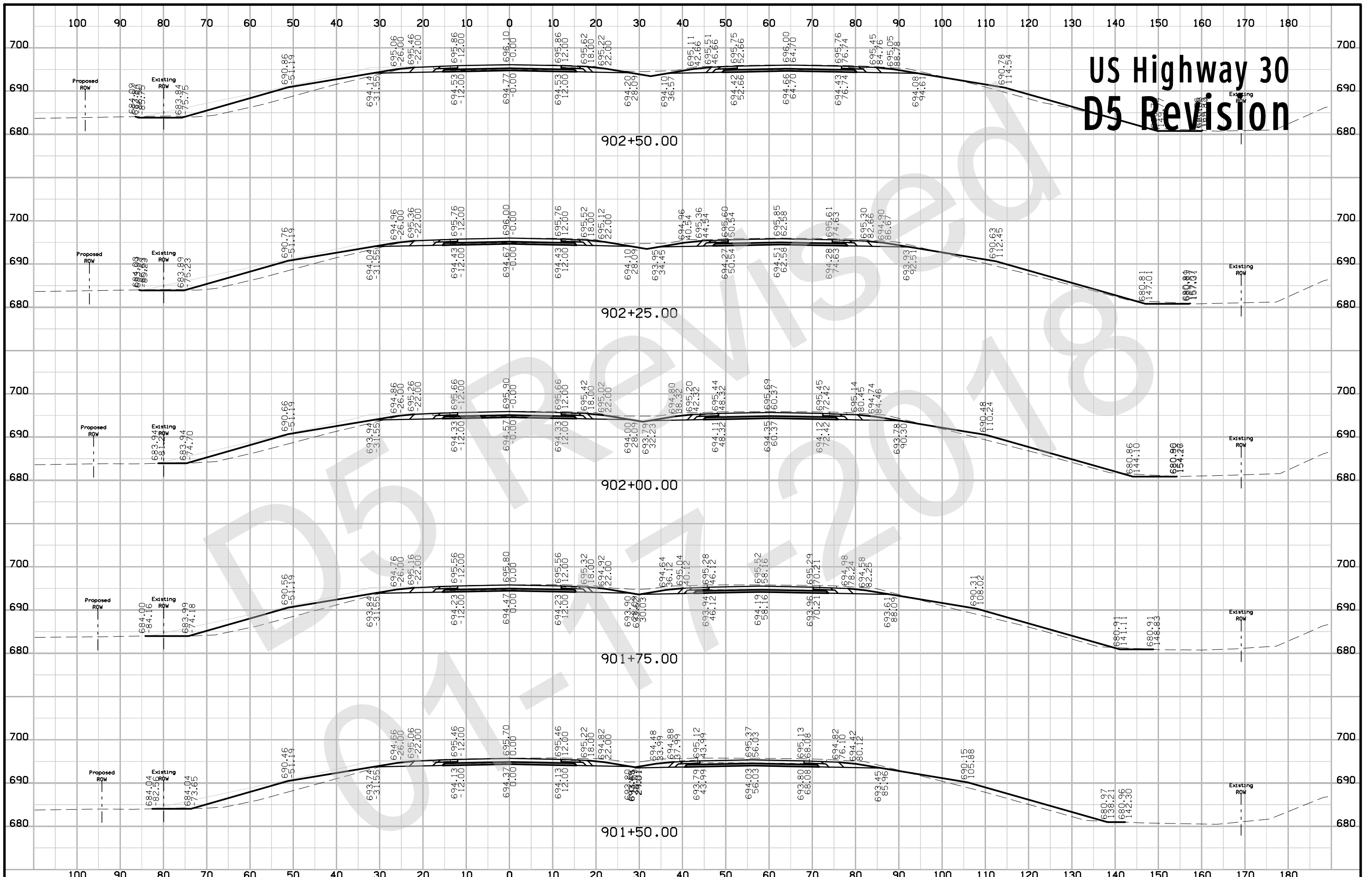
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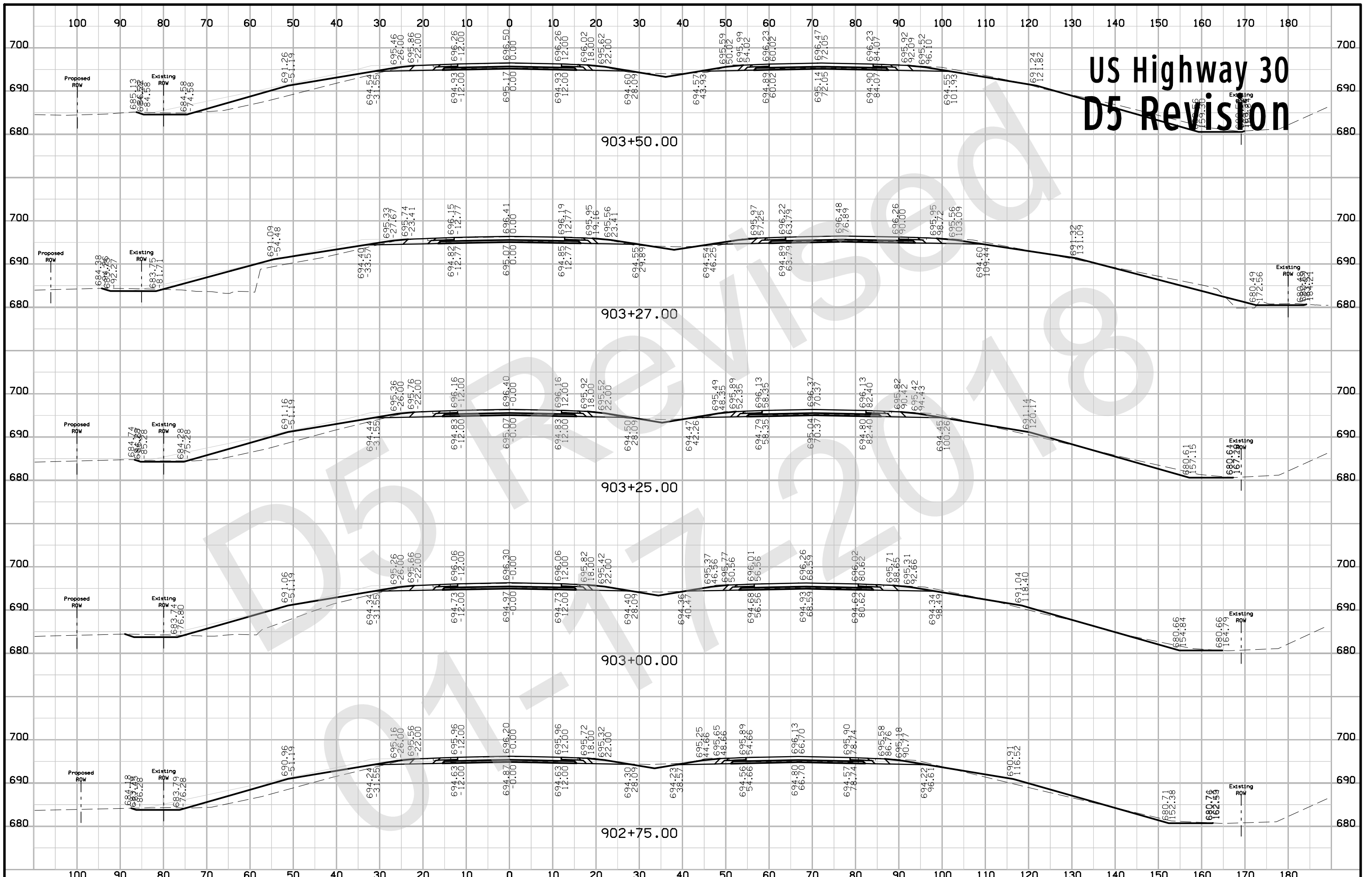
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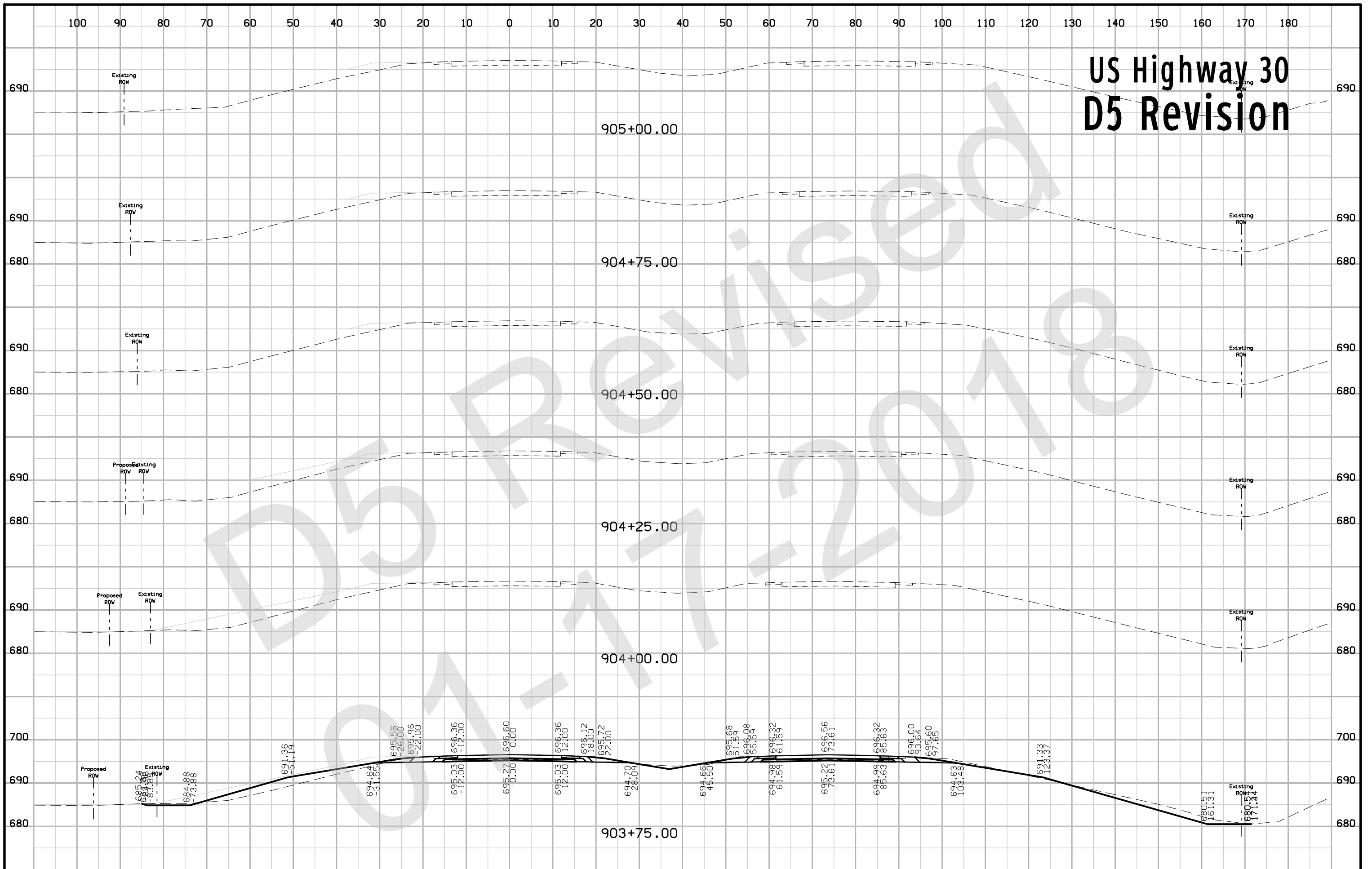
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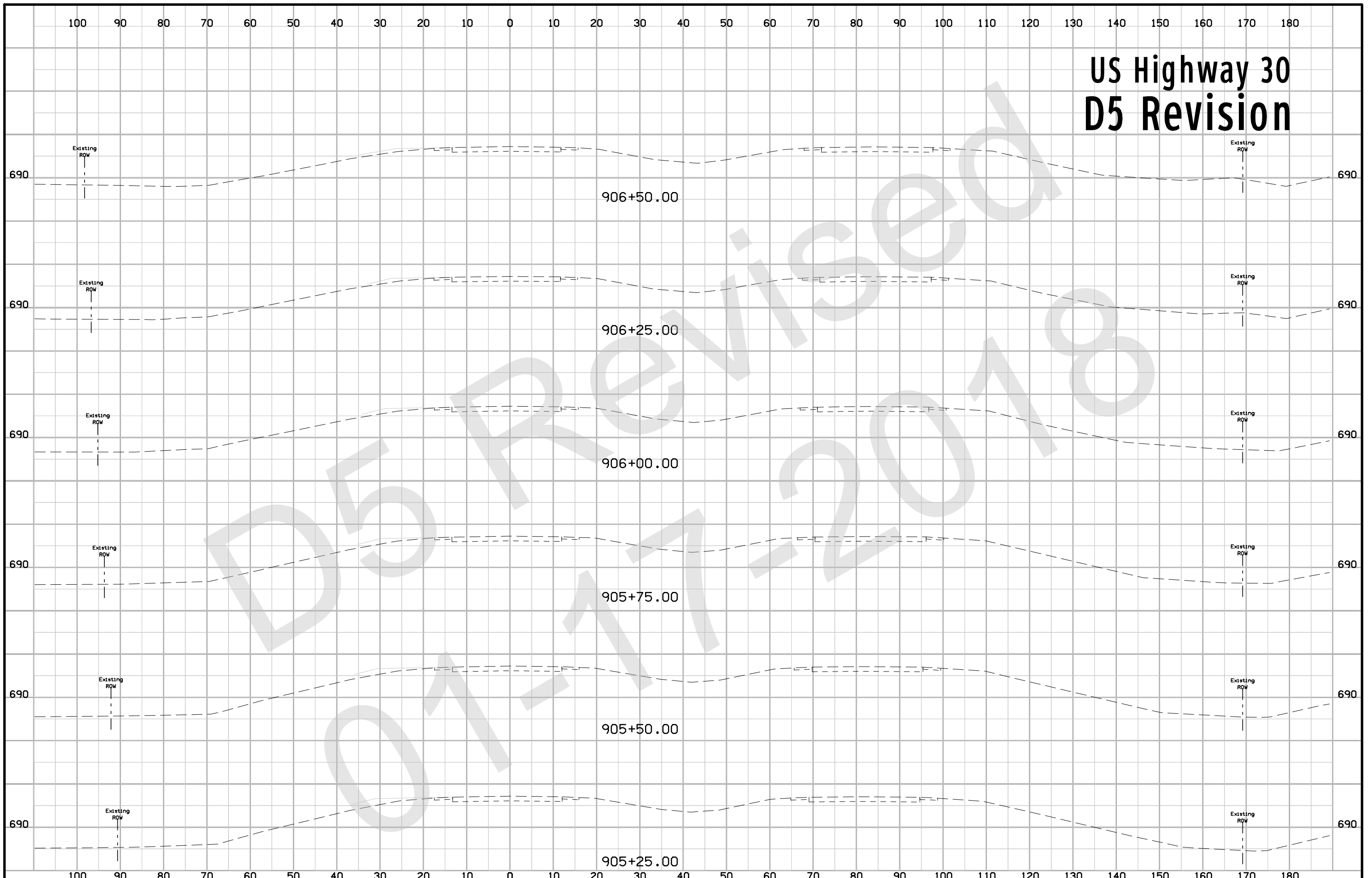
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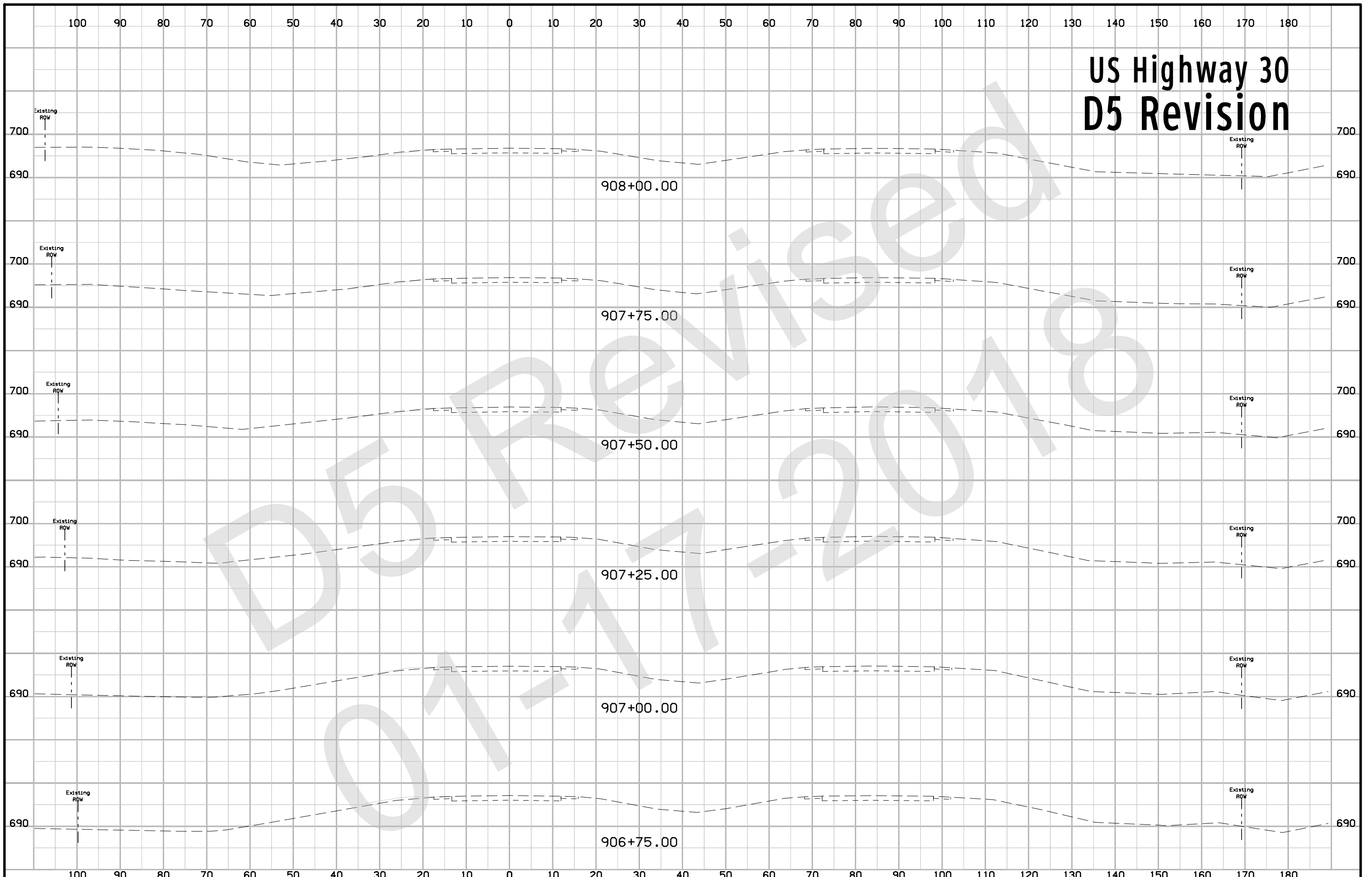
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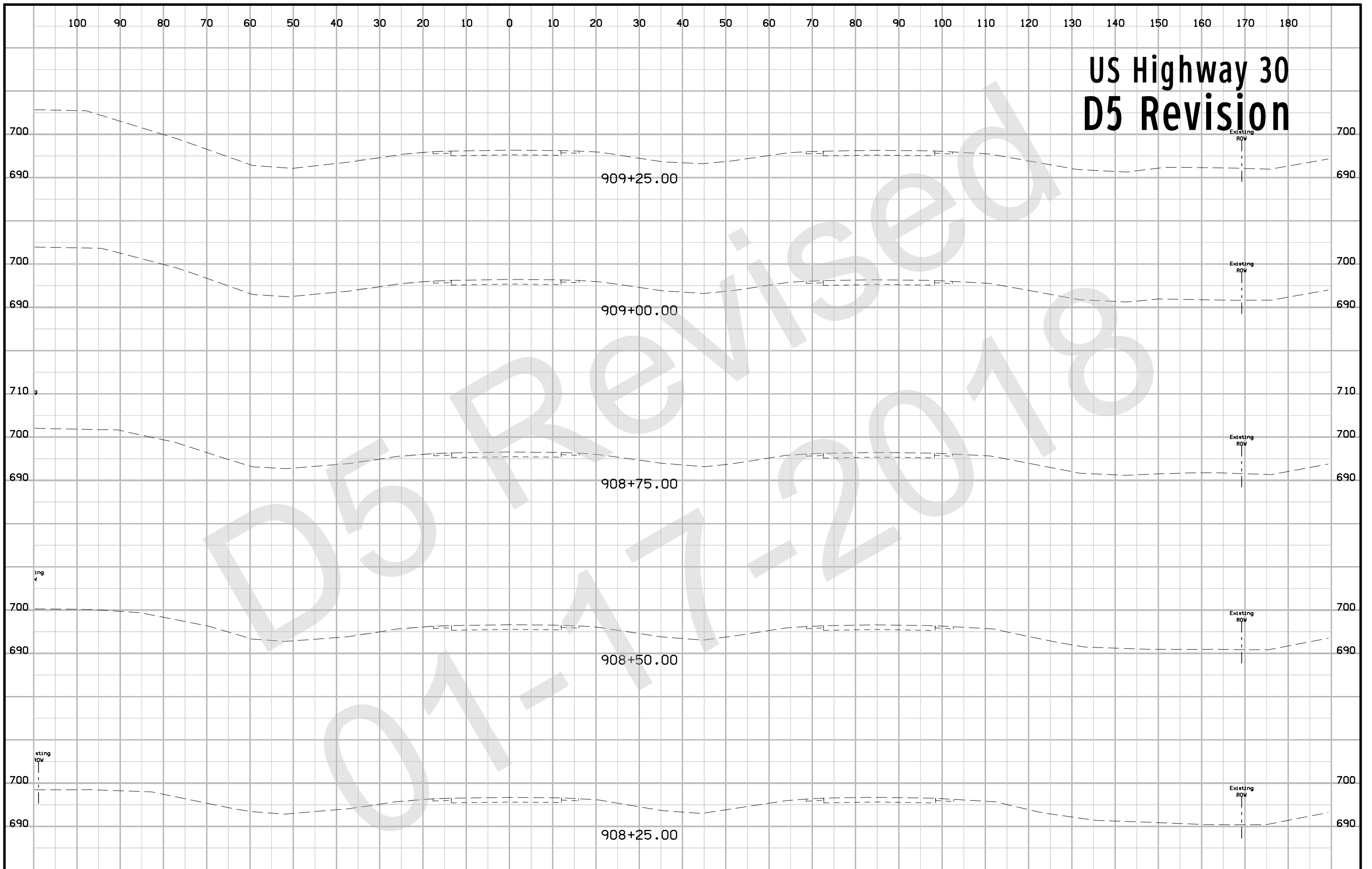
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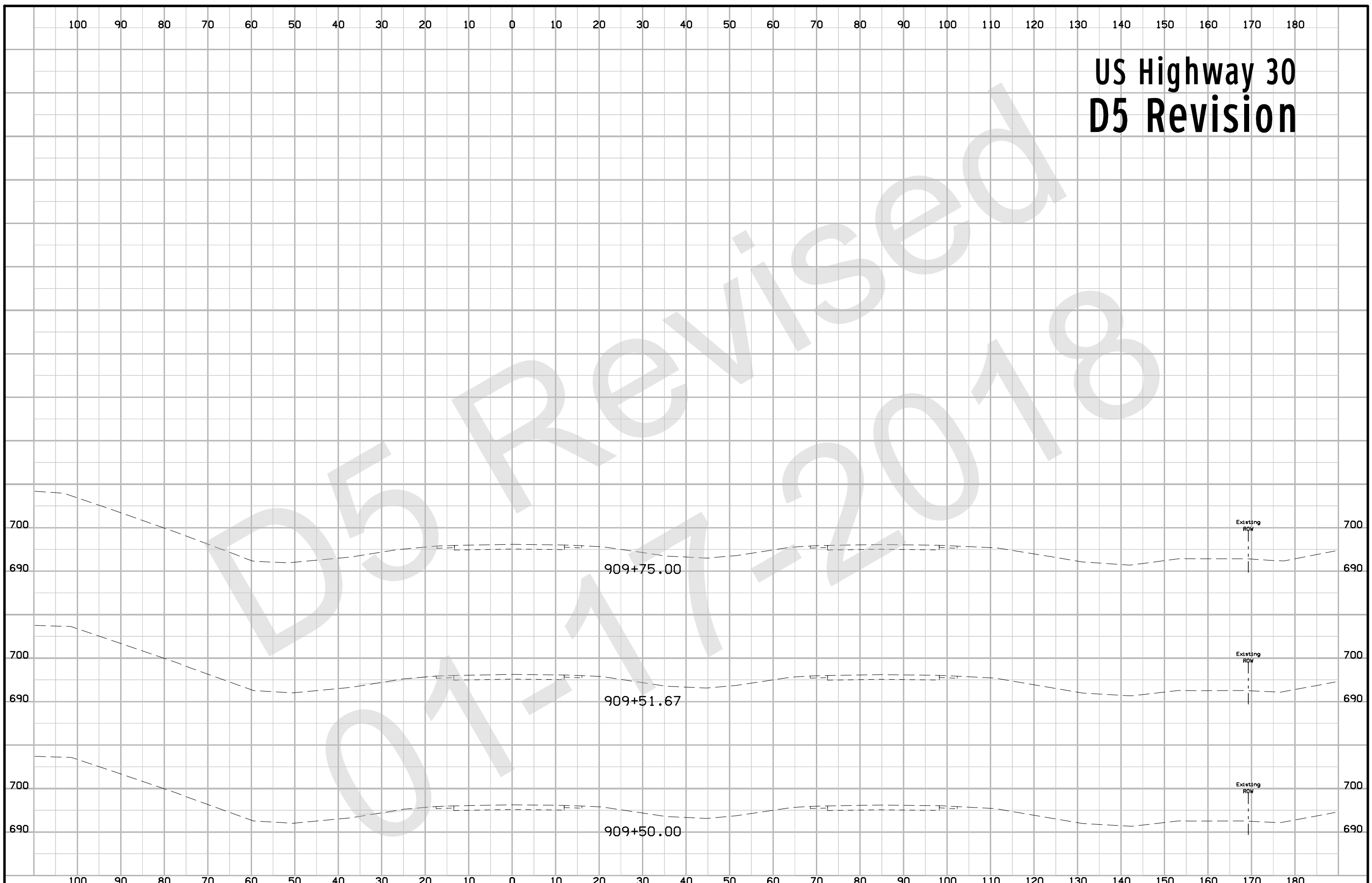
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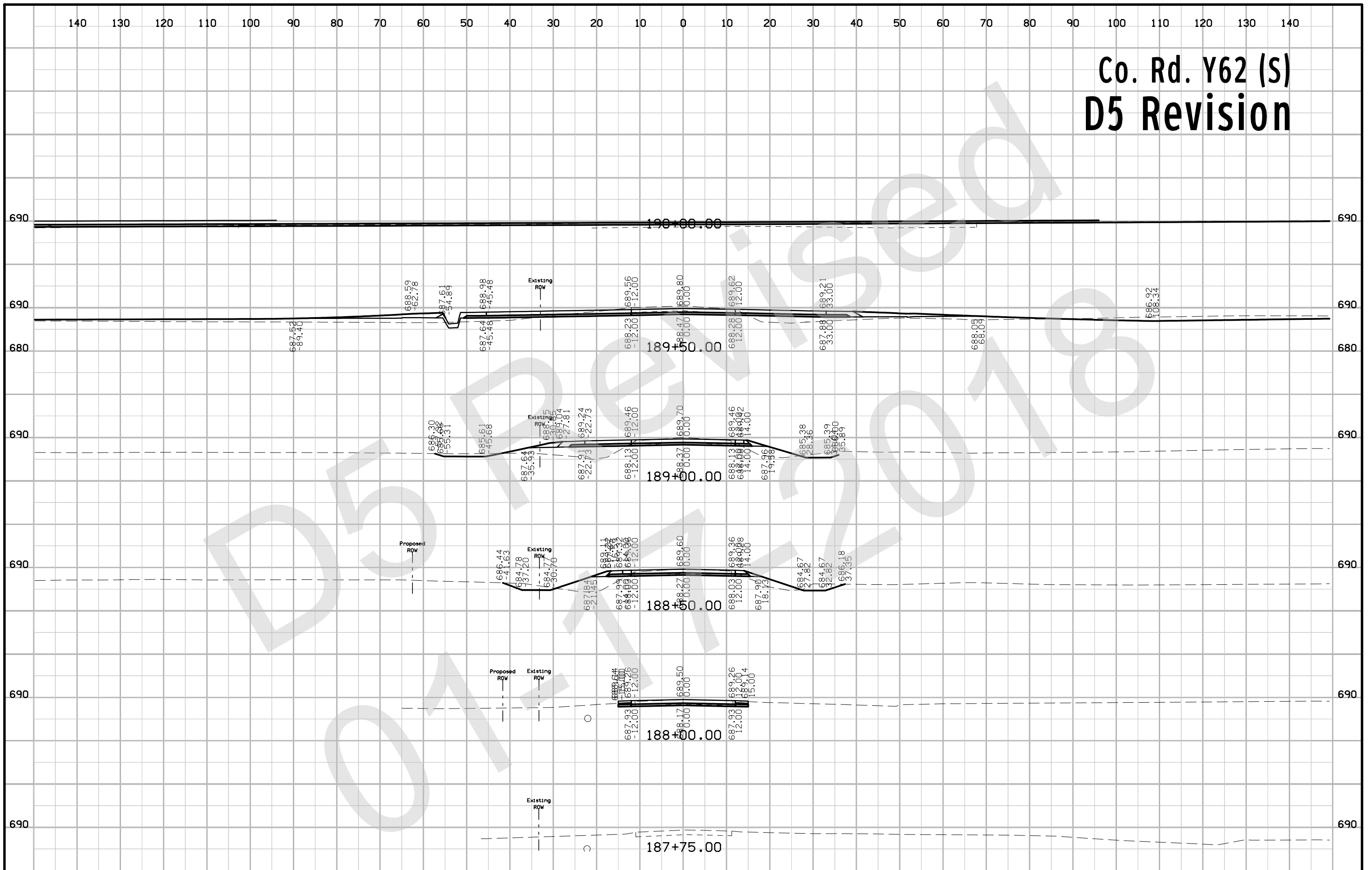
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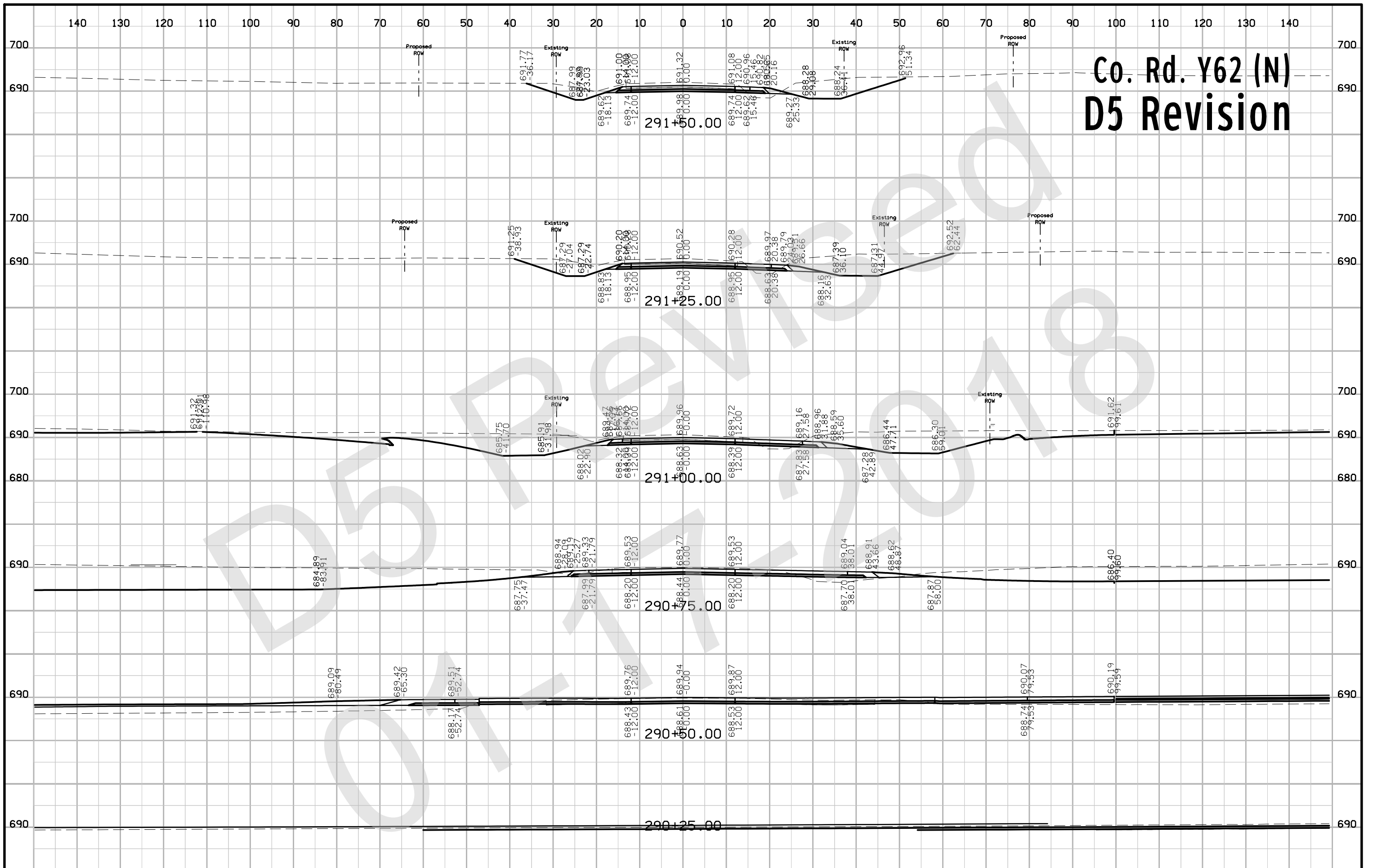
US Highway 30 D5 Revision



Co. Rd. Y62 (S) D5 Revision



Co. Rd. Y62 (N) D5 Revision



Co. Rd. Y62 (N) D5-Revision

