LETTING DATE 12-27-2024

HMA Resurfacing/Cold-in-Place Recycling
NHSX-141-6(74)--3H-25

DALLAS COUNTY

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
A.3 - 4	Field Exam Check List
A.5 - 9	Concept
B Sheets	**Typical Cross Sections and Details**
B.1 - 2	Typical Cross Sections and Details
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2	"Mainline Name"
J Sheets	**Traffic Control and Staging Sheets**
* J.1	Traffic Control Plan
* J.2	Staging Notes Stage
* J.3	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.4	Staging and Traffic Control Sheets Stage ??
	* Color Plan Sheets

IOWA DOT

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

DALLAS COUNTY

HMA Resurfacing/Cold-in-Place Recycling

Granger to IA 44

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

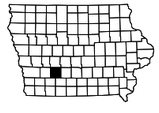
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
811 Know what's below. Call before you dig.

REVISIONS

TOTAL ..
PROJECT IDENTIFICATION NUMBER
20-25-141-010
PROJECT NUMBER
NHSX-141-6(74)--3H-25
R.O.W. PROJECT NUMBER

Refer to Sheet A.2 for Location Map



D2 PLAN - Date: Aug. 1st

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

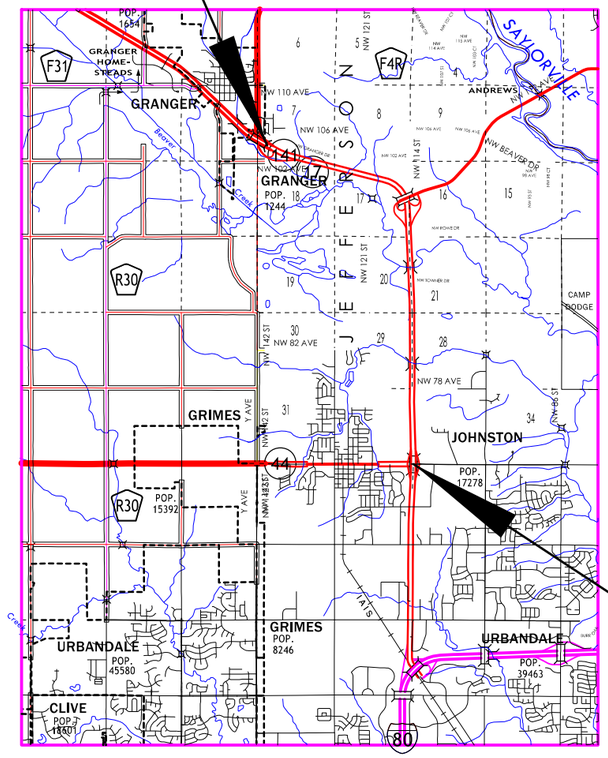
PRELIMINARY PLANS

Subject to change by final design.

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER A.1

6:53:00 AM 7/26/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074_A01.dgn

BEGIN CONSTRUCTION
Est.Ref.Loc. 146.6



END CONSTRUCTION
Est.Ref.Loc. 152.5

LOCATION MAP SCALE
0 1 2 3
Miles

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER A.2

6:53:01 AM 7/26/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074_A01.dgn

FIELD EXAM CHECKLIST

1 - Duration of project?

2 - Speed Limit

3 - Speed Limit during construction

4 - Is sight distance a problem?

5 - Patching quantities-full depth, partial depth, and surface.

6 - Does patching need to be done in the project area or do the construction limits need to be extended?
Who will provide locations of patches by milepost?

7 - Are rumble strips going to be placed with this project or a separate project?

8 - Leveling and strengthening locations and lengths (i.e. station to station).

9 - Areas of haul-outs.

10 - Any survey needed? (culvert extensions, safety dikes,right turn lanes,horizontal curves, ext..)

11 - Do any of the utilities need to be relocated (power/telephone poles) either
permanently or temporarily for construction?

12 - Names and addresses of affected utility companies.

13 - Locations of entrances to be reshaped.

14 - Are there existing drainage problems?

FIELD EXAM CHECKLIST

15 - Note any special features not shown on plan.

16 - Note condition of existing culverts.

17 - Names of affected special events.

18 - Locations of mailboxes to be relocated to a minimum of 8' from the pavement edge.

19 - Number and location of EF joints.

20 - Disposition of bridge handrail and guardrail, including posts.

21 - Inventory of existing guardrail.

22 - Remove & Reinstall Signs - District Maintenance or by the Contractor?

23 - Longitudinal joint repair locations (station to station).

24 - Locations and quantities of engineering fabric to be placed over random cracks.

25 - Tabulation of adjustment of fixtures.

26 - Clearing and grubbing quantities - by unit or by area?

27 - Resurfacing Projects - is District Survey able to preserve Section Corners & Points?
If "no", then add these items under Construction Survey.

FIELD EXAM CHECKLIST

Contractor furnish borrow? (Yes) / (No)

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

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

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

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

Field Office? (Yes) / (No)

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

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

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

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

TO OFFICE: District 1

ATTENTION: Tony Gustafson, P.E.

FROM: John Narigon, P.E.

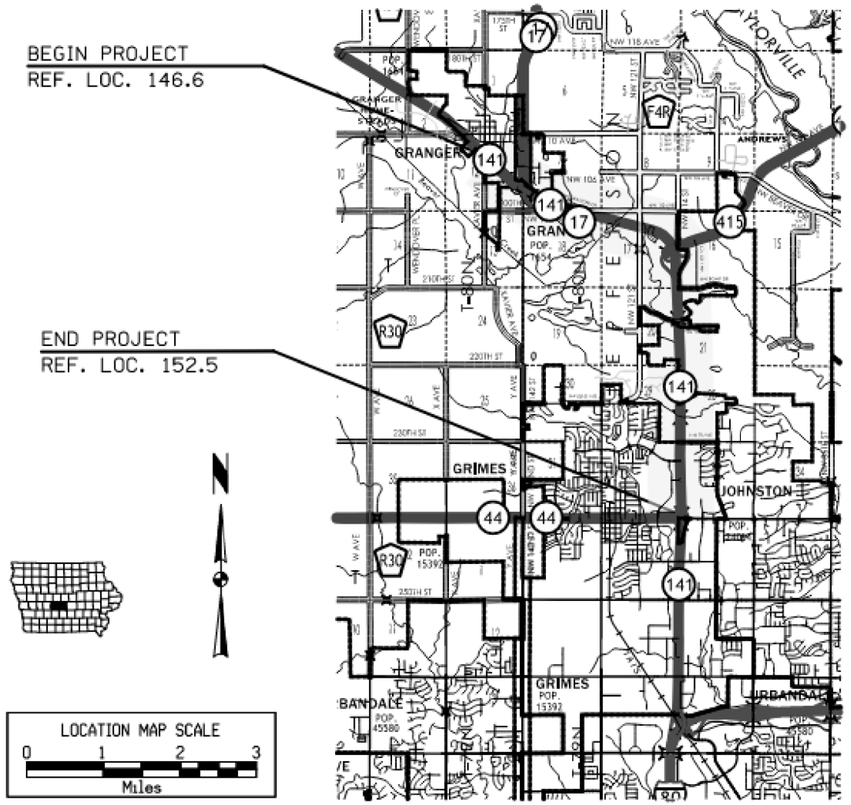
OFFICE: District 1

SUBJECT: FY 2025 3R Concept Statement - FINAL

DATE: April 12, 2023

COUNTY: Dallas, Polk
PROJ. NO.: NHSX-141-6(74)—3H-25
PIN: 20-25-141-010
FOLDER: **2514101020**

PROJECT MAP:



PROJECT DATA:
ROUTE: IA 141
LENGTH: 5.9 Miles
PLANNING CLASSIFICATION: 2
MAINTENANCE SERVICE LEVEL: B
NHS ROUTE: Y
TRAFFIC: 2022: 24,960 ADT with 5% Trucks
2042: 32,990 ADT with 5% Trucks

PURPOSE AND NEED:
The purpose of this project is to improve the pavement structure and ride conditions. This improvement is needed to extend the life of the roadway and provide an acceptable ride for users.

Capacity improvements are beyond the scope of the project. Recent and on-going studies are analyzing the corridor for capacity, access location and type of intersection control between Granger and IA 44 interchange. The long-term vision for IA 141 between the IA 44 interchange and the IA 415 interchange is to convert the corridor into a freeway.

RECOMMENDATIONS:
Mill 1-inch and overlay 3-inch. Overlay shall include 2-inch intermediate course and 1-inch Hi-pro surface. Pave shoulders approaching high volume entrances. Mill 3-inch and resurface 3-inch (1 ½-inch intermediate course and 1 ½-inch surface course) on ramps at IA 44 and IA 17.

FUNDS PROGRAMMED:
Project is estimate to cost $7,035,000.
$7,000,000 of 3R funds have been requested for FY 2025.

OTHER STUDIES AND PROJECTS IN CORRIDOR:

17-77-141-020 NW 121st St intersection, including local road connections
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7714102017\Design\(056)_PreliminaryEngineering\Design Events\D5\77141056Z08_PlanSet_03-29-2022.pdf

This project will close the north connection to NW 121st St, remove the west leg of Towner Drive, and remove median crossovers at private drives between Towner Drive and IA 17 interchange and the median crossover at NW 102nd St.
This is a cooperative project with Polk County and Johnston (or Granger) and the DOT.

19-77-141-010 Bridge Deck Overlay Bridges over IA 44
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7714101019\Bridge\(57)_Bridge Deck Overlay\WHKS\Submittals\77-1417-057 Submittal\77-1417-057_8-12-2022.pdf

Replaces bridges approaches and updates guardrail

20-77-141-010 Iowa Highway 141 Corridor Study (from IA 415 to IA 44)

pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Other corridor studies and plans\IA 44 to IA 415 Study\RPT_06-30-2022_IA141CorridorStudy_Finalv01.pdf

Recommends short-term and long-term improvements at intersections within the project area. Short-term improvements will be placed with this project, unless efforts to undertake the long-term treatments advance. Short-term improvements to be included with this project are shown at: pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Other corridor studies and plans\IA 44 to IA 415 Study\ShorttermImprovements.pdf

An updated access agreement from IA 44 to IA 17 was one of the project deliverables.

22-77-141-010 HMA Resurfacing with milling from IA 44 to I-80
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\7714101022\DistrictDesign\Design Events\D7_77-1417-064_Complete_Current_Plan_(PDFs)\77-1417-064_D7.pdf

Calendar Year 2023 construction
Two areas were omitted from the plan, the SB ramp from the RR bridge to the ramp pavement placed with the flyover project and from the south ramps at IA 44 to the IA 44 bridge. The project contractor is OMG Midwest, Inc.

22-77-141-020 Relocated Towner Drive Interchange
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Other corridor studies and plans\Project Description.pdf

A RAISE grant for this project, and modification of the IA 141/IA 415 interchange, has been applied for.

Local Development/City of Grimes project at Beaverbrooke
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Other corridor studies and plans\Beaverbrooke\ConceptLayout_2022-10-27.pdf

Project will add the east Beaverbrooke approach and remove the connection of NW 18th St. to IA 141. This is a future (20 to 30 years) location for an interchange.

23-25-141-010 HMA Resurfacing with milling from 0.4 miles N of 150th St to 0.6 mi W of IA 17
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101023\Concept\D0Submittal\Final Concept.pdf

This project ends at the beginning of NHSX-141-6(74)—3H-25. It is scheduled for the 2024 construction season.

Dallas and Polk Counties NHSX-141-6(74)—3H-25 April 12, 2023

PROJECT IMPACTS:
Designed by: District

Design Impact	Assistance Requested (Y/N)	Remarks
ADA:	N	
Agreements/Notification Letters:	N	
Bridges and Structures:	N	
Consultant:	N	
Contracts:	N	
Design/Methods:	N	
Location and Environment:	Y	
Maintenance: (Shop Location)	N	
Project Management:	N	
Railroad:	N	
RCE: (Grimes)	Y	Patching Tab
Right of Way:	Y	ROW needed if offset turn lanes built
Soils:	N	
Survey/Photogrammetry:	Y	Survey needed if offset turn lanes built
Systems Planning:	N	
Traffic and Safety:	N	
Utilities:	Y	
Other:		

Cc: C. Purcell, M. Dell, M. A. Swenson, K. Brink, J. W. Laaser-Webb, E. C. Wright, J. Harris, B. E. Azeltine, K. K. Patel, D. Zeimen, D. A. Popp, S. Nielsen, W. W. Musgrove, J. Garton, FHWA, S. Nixon, J. Scott, M. J. Kennerly, J. S. Nelson, J. Hart, D. L. Newell, W. A. Sorenson, M. E. Ross, C. C. Poole, S. J. Gent, J. Ellis, J. Bartholomew, D. L. Maifield, H. Bibiano, M. Ortiz-Pagan, B. Beaver, A. Smyth, R. Ellis, K. D. Nicholson, B. Walls, K. Olson, D. E. Sprengeler, A. A. Welch, B. Hofer, S. Anderson, C. Brakke, N. Cuva, J. Vortherms, M. Nop, V. Brewer, J. Becker, B. Adey, F. Leong

SUPPORTING DATA:

PAVEMENT:

Existing Conditions:
The HMA pavement surface is heavily cracked and oxidized. There is significant longitudinal joint spalling that requires regular maintenance. Reflective transverse joints have rounded downward.

Pavement History:
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Pavement History.pdf

PMIS Data:
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\PMIS.pdf

Subdrains:
Existing has 100% coverage.

Patching/Curb Repairs:
The Grimes RCE will provide a patching tabulation.

ADA/Sidewalk/Trails:
There are no sidewalks or trails along IA 141 north of IA 44.

SAFETY:

3R Design Criteria:

Acceptable Values for 3R Roadway Features						Project Values
DESIGN ELEMENT	FREEWAY	NON-FREEWAY				
Regulatory Speed (mph)	65/55	55	45	35	25	**65/55/50**
Minimum Vertical Curve (mph)	65/55	35	25	15	5	**65**
Maximum Horizontal Curve (degrees)	3	6	8	14	28	**2°30'**
Maximum Gradient	3%	6%	7%	10%	13%	**4.995%**
Lane Width (feet)	12	12	11	11	11	**12**
Parking Lane Width (feet)	--	--	8	8	8	**-**
Shoulder Width (feet)	10/6	6	4	4	2	**10/6**
Foreslopes	3:1	3:1	3:1	--	--	**6:1**
Transverse Slopes	6:1	6:1	6:1	--	--	
Horizontal Clearance (feet)						**30'**
Bridge Width	Approach Lanes + Shoulder Width			Approach Lanes + Offset		**40'**
Vertical Clearance - Over NHS (feet)	16.5	16.5	16.5	16.5	16.5	**16.5**
Vertical Clearance - Over Local (feet)	14.5	14.5	14.5	14.5	14.5	**N/A**

Crash Considerations:
See attached Corridor Study.

Railroads:
There are no RR crossings within the project limits.

Signals:
Detection at NW Beaverbrooke Drive signal is being updated to video detection in 2023. Further coordination is needed for detection for advance signal warning signs for southbound for this intersection and SE 11th Street.

STRUCTURES and DRAINAGE:

Bridges: (from SIIMS)

FHWA No.	Maint. No.	Size/Type	Year Built	BDO/ Rehab Year	Bridge Rail Height	Vertical Clearance	Future Projects
2546.5S141	604810	Triple 10x6 RCB	1973	--	--	--	
7746.8R141	602930	254x40 PPCB Bridge	1974	2017	34	--	
7746.8L141	602932	254x40 PPCB Bridge	1974	2017	34	--	
7749.9R141	40842	344x40 PPCB Bridge	1974	2012	34	--	
7749.9L141	40841	349x40 PPCB Bridge	2007		34	--	
7716.9S415	364550	426x40 PPCB Bridge	2003		34	16'-07"	
7751.2R141	40851	363x40 PPCB Bridge	2006		34	--	
7751.2L141	40852	369x40 PPCB Bridge	1974	2012	34	--	
7752.5R141	602920	223x40 PPCB Bridge	1974		34	17'-05"	2024 BDO
7752.5L141	602922	223x40 PPCB Bridge	1974		34	16'-05"	2024 BDO

Bridge Repair Recommendations
Summary of BSB recommendations at:
pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\..NHSX-141-6(74)--3H-25 JWS Bridge Review Comments.pdf

The large void under the approach slab of 7749.9L141 has been repaired.
The other recommendations, including updating guardrail at all bridges, will be included in the project, with the exception of those to be addressed with the bridge deck overlays on the IA 44 overpass bridges.

Culverts/Pipes:
The Maintenance Portal indicates 67 culverts within the project area, and 9 needing attention.
See pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\culverts.docx for a summary of work to be completed.

Shoulders:

Shoulder width is 6' inside and 10' outside, composite shoulders with 4' HMA paved both sides. A few areas are full width granular. These will have 4' HMA added. Some locations will be paved full width, either to address issues with washing due to grade, or to provide a turn lane for an entrance.

These locations are:
EB Sta. 268+00 +/- to Sta. 274+00 +/-
EB Sta. 252+70 +/- to Sta. 222+00 +/-
WB Sta. 236+00 +/- to Sta. 240+50 +/-

The Design Manual would suggest that the paved portion of the composite shoulders be 6' in width with the traffic volumes. 4' paved shoulders were placed in 2014 using safety funds. TSB provided the following in support of not adding an additional 2' of paved shoulder throughout:

> *The "safety benefit"/CMF is primarily in the first 2-ft of paved shoulder for the edge drop off/overcorrection and the rumble strip is the real safety benefit. TSB only pays for the first 2-ft of a County paved shoulder through HSIP-Local (formerly HSIP-Secondary, aka HSIP-SWAP funds), and only pays for the first 4-ft of paved shoulder on DOT HSIP/SR projects. The remaining width of paved or paved/gravel composite as specified by design criteria will have some safety benefit for additional recovery space, bicycles, disabled vehicles/enforcement/incidents, etc.*

PROJECT IMPACTS:

Environmental:
Clearing and Grubbing needs are identified in pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\culverts.docx and a Google Earth KMZ file is available at: pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\Concept\D0Submittal\Clear and Grub NHSN-141-6(076).kmz

TSMO/Traffic Control:
Night work will be required for work on travel lanes

ROW:
If offset right turn lanes are built, ROW may be required at those locations.

Agreements/Notification Letters:
None related to 3R project.

Dallas and Polk Counties NHSX-141-6(74)—3H-25 April 12, 2023

FEASIBLE ALTERNATIVES & RECOMMENDATION:

Recommendation:
Mill 1-inch and overlay 3-inch. Overlay shall include 2-inch intermediate course and 1-inch Hi-pro surface. Pave shoulders approaching high volume entrances. Mill 3-inch and resurface 3-inch on ramps at IA 44 and IA 17. Replace outdated guardrail.

Cost Estimate:

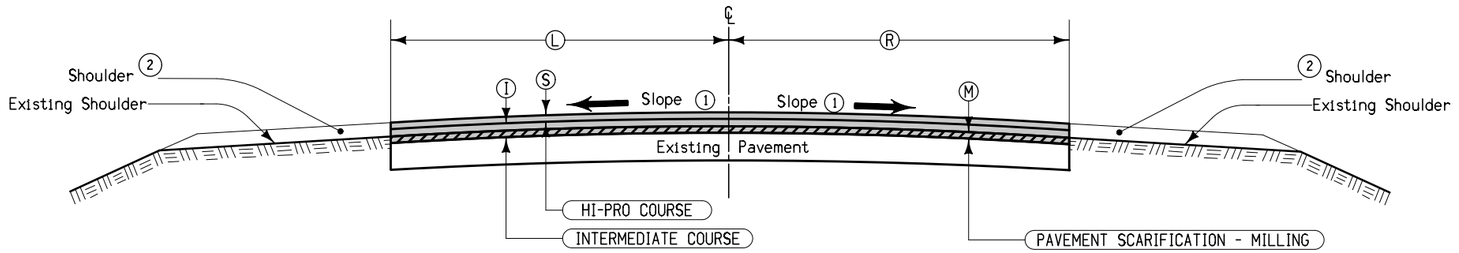
Item	Quantity	Unit	Price/Unit	Cost
Patches	1.0	LS	$ 75,000.00	$ 75,000.00
Scarification	256,822.2	SY	$ 2.00	$ 513,644.44
HMA Intermediate (2")	28,314.7	TONS	$ 70.00	$ 1,982,025.50
HMA Surface (1")	14,157.3	TONS	$ 75.00	$ 1,061,799.38
HMA Binder	2,637.6	TONS	$ 700.00	$ 1,846,334.70
Pavement Markings	679.7	STA	$ 14.00	$ 9,515.80
Guardrail	8.0	EA	$ 50,000.00	$ 400,000.00
Loop Detectors	6.0	EA	$ 5,000.00	$ 30,000.00
Paved Shoulders	1,488.4	TONS	$ 75.00	$ 111,628.13
Culvert Repairs	9.0	EA	$ 7,500.00	$ 67,500.00
Offset Right Turn Lanes	-	EA	$ 175,000.00	$ -
Traffic Control	1.0	LS	$ 125,000.00	$ 125,000.00
Mobilization	5%		$ 295,915.99	$ 295,915.99
Contingency	10.0%		$ 591,831.98	$ 591,831.98
			Total	**$ 7,035,000.00**

Funds Programmed:
$7,000,000 of 3R funds have been requested for FY 2025.

Development Schedule:

Task	Description	Date
D00	Pre-Design Concept	03/03/2023
TE0	Desktop Review	04/07/2023
U00	Preliminary Utility Review	04/07/2023
W00	Preliminary Wetland Review	04/07/2023
D01	Survey Plan and Photogrammetry (DTM)	05/05/2023
T01	Existing ROW, Property and Sections Lines in CADD	05/19/2023
D02	Design Field Exam	06/02/2023
H00	Cultural Resources Assessment	07/07/2023
H06	SHPO-State Historic Preservation Officer	07/07/2023
D05	Plans to Right Of Way	07/14/2023
NE10	PCE	07/21/2023
F03	Final Regulated Materials Review	08/11/2023
R01	Right Of Way Layout	08/25/2023
R00	Plot Plans and Summary Sheets to District	08/25/2023
P10	Public Involvement Activities by District	09/29/2023
T02	Acquisition Plats and Legal Descriptions	10/27/2023
R02	Right Of Way Appraisal	12/29/2023
R03	Right Of Way Negotiation	03/29/2024
A01	Approval of DOT Commission - Inclusion in 5-Year Program	06/11/2024
R04	Right Of Way Acquisition	09/27/2024
R10	ROW Clearance	09/27/2024
D07	Final Pave Plans	10/01/2024
L02	Letting-Paving and Incidentals	12/17/2024
C02	Construction Period (Field Work)	11/14/2025

2618
10-15-13



Notes:

Section shown in the direction of travel

(1) Match finished slope to existing pavement, except that the maximum allowable slope is 3.0 %, minimum allowable slope is 2.0 %. Section may be modified as directed by the Engineer through areas of special shaping.

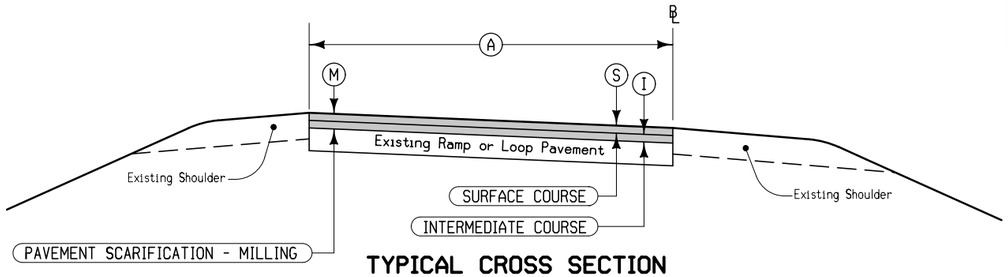
Refer to tabulation listing of superelevated curves and Standard Road Plans for additional requirements through superelevated curves.

(2) Refer to shoulder typicals

Design Quantities Per Station									
Location			(S)	(I)	(M)	(L)	(R)	Remarks
Road Identification	Station To Station		Inches	Inches	Inches	Feet	Feet	
IA 141	IA 141		1	2	3			

TYPICAL CROSS SECTION HMA RESURFACING & PAVEMENT SCARIFICATION

2616
10-15-13



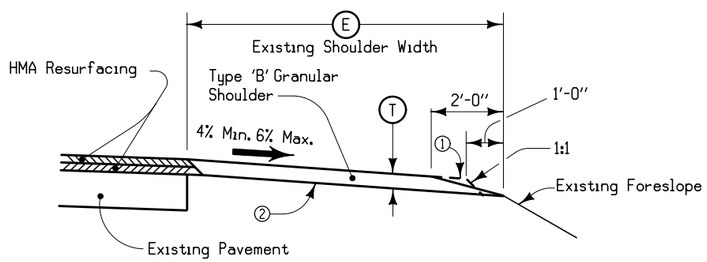
TYPICAL CROSS SECTION HMA RESURFACING RAMP or LOOP

INTERCHANGE	RAMP/ LOOP IDENT.	(A) Feet	(M) Feet	(S) Inches	(I) Inches
IA 141/IA 44	A	22	3	1.5	1.5

Section view is in the direction of traffic.

Refer to other drawings for details of shoulder design and construction.

7135
10-15-13



(1) Place and compact material to the dashed lines; then blade and shape to foreslope that portion above the solid line in the outer 2' and roll with loaded truck tire.

(2) Existing shoulder surface to be shaped to a uniform cross slope prior to placing granular shoulder material. Shape to ensure the thickness of the granular shoulder material is not less than the thickness of the resurfacing.

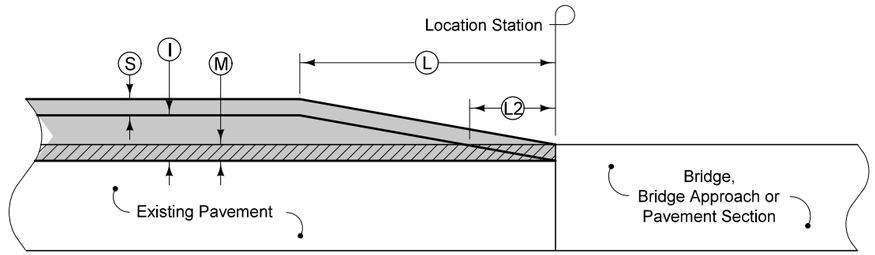
LOCATION				(T)	(E)
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Inches	Feet
IA 141					

TYPICAL SECTION FOR TYPE 'B' GRANULAR SHOULDER

ADJACENT TO HOT MIX ASPHALT RESURFACING

Posted Speed Limit (mph)	Runout Ratio (ft per inch)
45 or More	50
20 to 45	25
Under 20	10 *

* Based on turning maneuvers at side roads and intersections.



7308B
Special

Location	(S) Inches	(I) Inches	(L1) Feet	(L2) Feet	(M) Inches	PCC Pavement Sq. Yds.	Special Backfill Cu. Yds.	Class 13 Excavation Cu. Yds.	Remarks
563+98	1.0	3.0	150	75	1.0				

TYPE 'N5'
SURFACE NOTCH - INTERMEDIATE RUNOUT
FOR RESURFACING OF MILLED AREAS



Culvert ID 71115
Southbound Entrance Ramp IA 44
Sta. 3160+50 24-IN. RCP
Apron Separated
REMOVE AND RELAY APRON in RAMP INFIELD

Sta. 144+92.90 R4 (ML141)
Ref Loc Sign 146.6
Begin Project

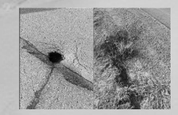
RAMP C

RAMP A

RAMP B

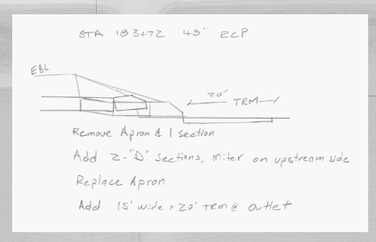
RAMP D

Clearing & Grubbing



Culvert ID 71087
Northbound Entrance Ramp IA 44
Sta. 4163+00 42-IN. RCP
Separation under ramp
REMOVE AND RELAY 3 sections RCP and Apron on East end (outside ramp) Full Depth Patch on Ramp likely needed
Clean ditch from west end to culvert under berm place Wood Excelsior Matt Special Ditch Control (16'x20')

Culvert ID 71094 IA 141
Sta. 183+72 48-IN. RCP
REMOVE 1 section RCP and Apron on West end.
Place 2 "D" sections, miter on east on both. Relay Apron.
Add 16'x20' TRM at outlet.



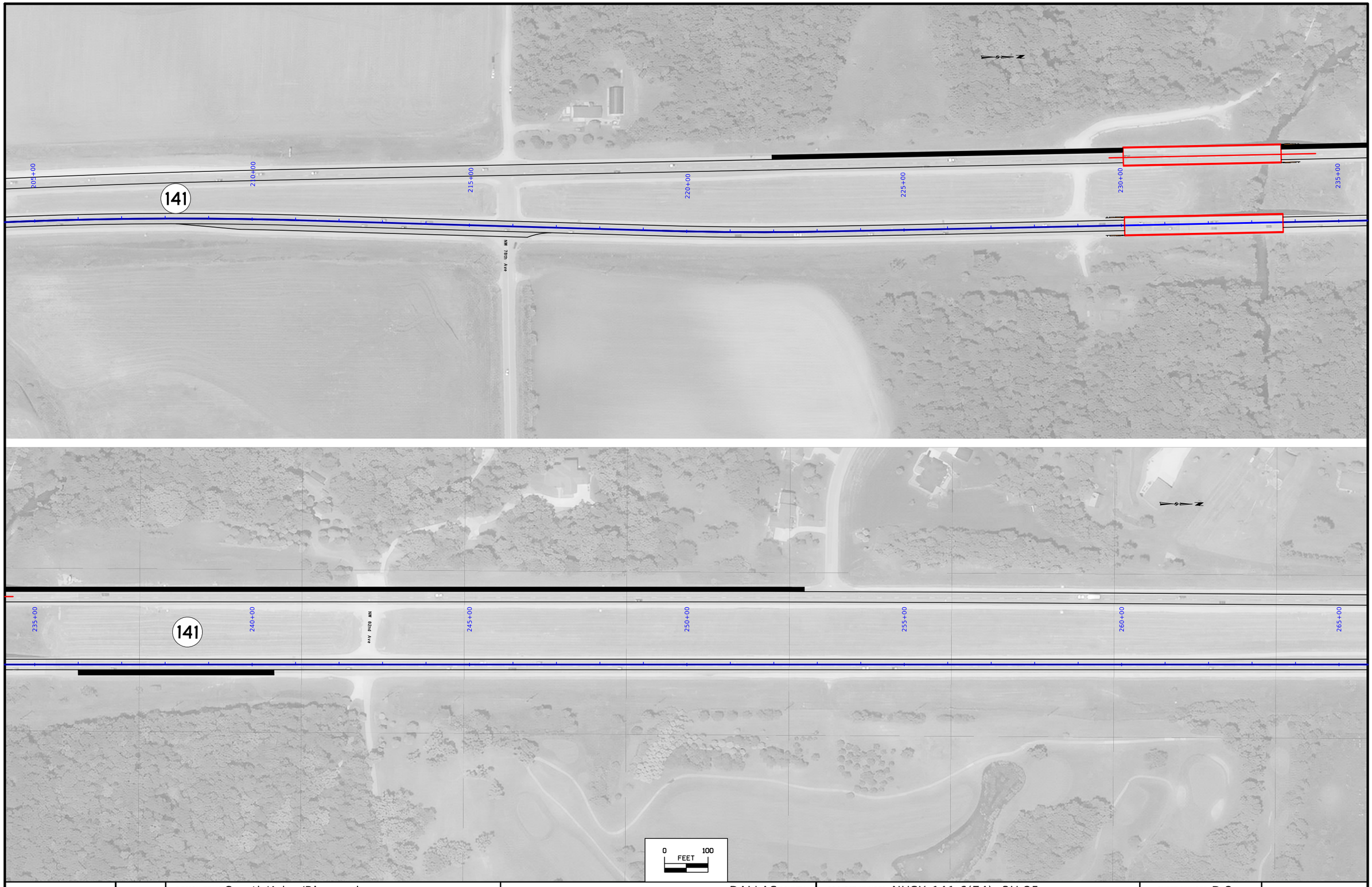
0 FEET 100

NW Beaverbrook Blvd

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.1

7:59:03 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS



FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.2	

7:59:44 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS

Culvert ID 71061 IA 141 Sta. 267+00 24-IN. RCP
REMOVE and RELAY 1 Section and Apron on West end.
Clear and Grub from Median culvert to entrance culvert



NW Timber Ridge Lane

Clearing & Grubbing

Clearing & Grubbing

265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+00 294+00 295+00

141

Clearing & Grubbing

Culvert ID 71053 IA 141 Sta. 270+00 48-IN. RCP
REMOVE and RELAY 3 Section and Apron on east end.
Clear and Grub on west from entrance culvert to inlet
Clear and Grub on east, re-grade ditch to remove ponding and provide drainage to north



Culvert ID 71054 IA 141 Sta. 281+00 24-IN. RCP Median Culvert
REMOVE and RELAY 2 Section and Apron on east end.



Culvert ID 71051 IA 141
Sta. 293+54 30-IN. RCP
REMOVE and RELAY
3 Section and Apron on west end.





Culvert ID 71049 IA 141 Sta. 306+70 24-IN. RCP Median
REMOVE and RELAY 2 Section and Apron on west end.
Clear and Grub on west, both side of entrance culvert and near median culvert outlet

295+00 296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00 323+00 324+00 325+00

Clearing & Grubbing

141

NW Timber Dr

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.3

8:00:23 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS



FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.4

8:01:11 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS



Culvert ID 69225 IA 141 Sta. 399+66 24-IN. RCP Median
REMOVE and RELAY 3 sections and Apron on south end.

385+00 390+00 395+00 400+00 405+00 410+00 415+00

415+00 420+00 425+00 430+00 435+00 440+00 445+00

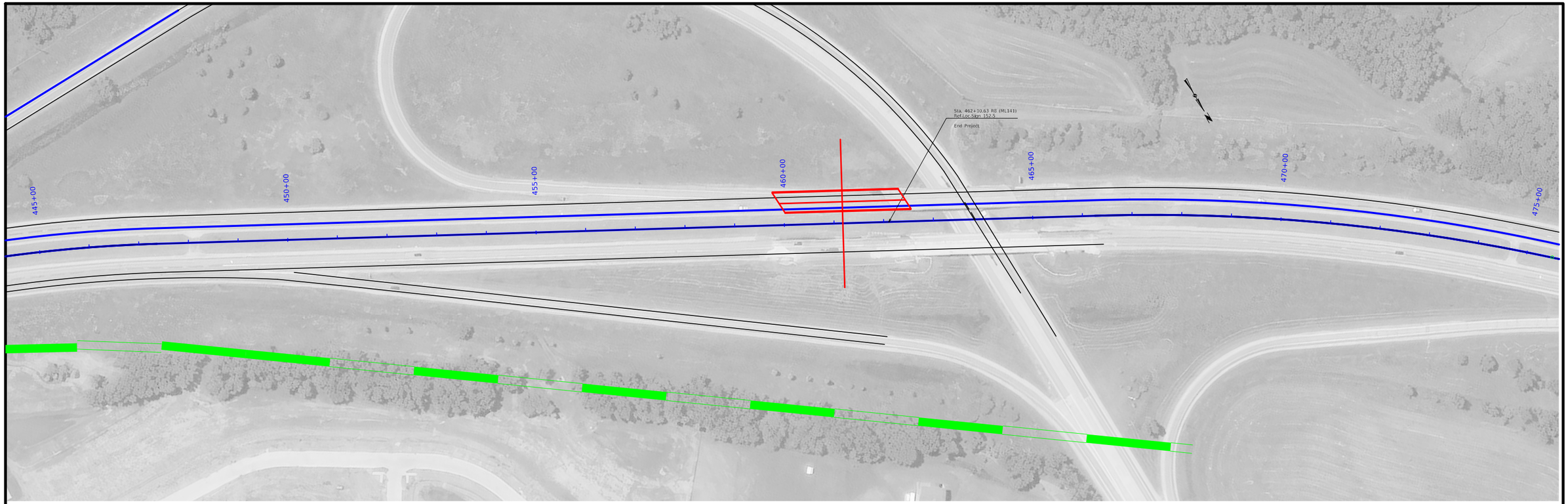
N

0 100
FEET

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.5

8:02:01 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS



FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER D.6	

8:02:39 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074.dgn

© 2023 Microsoft Corporation © 2023 Maxar ©CNES (2023) Distribution Airbus DS

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Traffic shall be maintained at all times via signal lane closers.
Night work shall be requiered. Refer to sheet J.2.

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.

Project	Type of Work
BRFN-141-7(57)--39-77	Bridge Deck Overlay
NHSX-141-7(064)--3H-77	HMA Resurfacing w/Milling (2022)

Daytime Closures
Mon: 9 AM - 3 PM
Tues: 9 AM - 3 PM
Wed: 9 AM - 3 PM
Thurs:9 AM - 3 PM
Nighttime Closures
Sun: 7 PM - 5 AM
Mon: 7 PM - 5 AM
Tues: 7 PM - 5 AM
Wed: 7 PM - 5 AM
Thurs: 7 PM - 5 AM
No closures allowed:
Mon - Fri: 5 AM - 9 AM; 3 PM - 6 PM Daily

Daytime Closures
Mon: 9 AM - 3 PM
Tues: 9 AM - 3 PM
Wed: 9 AM - 3 PM
Thurs:9 AM - 3 PM
Center Lane closings requiring a LT. or Rt. lane closure
Sun: 7 PM - 5 AM
Mon: 7 PM - 5 AM
Tues: 7 PM - 5 AM
Wed: 7 PM - 5 AM
Thurs: 7 PM - 5 AM
No closures allowed:
Mon - Fri: 6 AM - 9 AM; 3 PM - 6 PM Daily

Daytime Closures (Lt. or Rt. Lane Only)
Mon: 9 AM - 3 PM
Tues: 9 AM - 3 PM
Wed: 9 AM - 3 PM
Thurs:9 AM - 3 PM
Center Lane closings requiring a LT. or Rt. lane closure
Sun: 7 PM - 5 AM
Mon: 7 PM - 5 AM
Tues: 7 PM - 5 AM
Wed: 7 PM - 5 AM
Thurs: 7 PM - 5 AM
No closures allowed:
Mon - Fri: 5 AM - 9 AM; 3 PM - 6 PM Daily

POLK CITY
ANKENY
ELKHART
GRANGER
GRIMES
JOHNSTON
URBANDALE
BONDURANT
MITCHELLVILLE
ALTOONA

Des Moines Metro Non-Interstate Allowable Lane Closures

Date: 6/15/23

FILE NO.	ENGLISH	DESIGN TEAM Smyth/Adey/Ringgenberg	DALLAS COUNTY	PROJECT NUMBER NHSX-141-6(74)--3H-25	SHEET NUMBER J.2

9:23:40 AM 7/25/2023 rringge pw:\\NTPwint1.dot.int.lan:PWMain\Documents\Projects\2514101020\DistrictDesign\251416074_J02.dgn