

Index of Sheets	
No.	Description
Sheets	Bridge Plan
A.1	Title Sheet
A.2	Location Map Sheet
V.1	Estimated Quantities - Design 827
V.1 - V.6	Design 827
Road Sheets	Road Plan
A.3-J.4	Road Plans
C.1	Estimated Quantities - Road
C.3	Standard Plans - Road



PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

LINN COUNTY

Steel Girder Repair

Hagerman Rd over I-380,
2.3 mi N of SR E34

Refer to the Plan Sheets for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.13 of the Specifications.



Traffic Estimate

Hagerman Rd

2017 AADT 120 V.P.D.
Trucks 0 %

Iowa DOT Bridges and Structures
Consultant Coordinator Contact:
Christian Yi

Traffic Estimate

I-380 (NB/SB)

2024 AADT 27,700 V.P.D.
Trucks 21 %

Standard Road Plans

Standard road plans are listed
on sheet number C.3

Index of Seals

Sheet No.	Name	Type
A.1	Casey Faber	Structural Design
A.3	Lucas Fatka	Roadway Design

Structural Design



I hereby certify that this engineering document was prepared
by me or under my direct personal supervision and that I
am a duly licensed Professional Engineer under the laws
of the State of Iowa.

Signature Casey V. Faber Date 8-24-2026

Printed or Typed Name

My license renewal date is December 31, 2027

Pages or sheets covered by this seal: A.1 Thru A.2 and V.1 Thru V.6

Revisions

	TOTAL
	22
PROJECT IDENTIFICATION NUMBER	
27-57-380-010	
PROJECT NUMBER	
IMN-380-6(511)31--0E-57	
R.O.W. PROJECT NUMBER	
PROJECT DIRECTORY NUMBER	
5738001027	

ESTIMATED BRIDGE REPAIR QUANTITIES				
ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL
1	2401-6750001	REMOVALS, AS PER PLAN	LS	1
2	2408-6772011	REPAIR BEAM, HEAT STRAIGHTENING, AS PER PLAN	LS	1
3	2408-7800000	STRUCTURAL STEEL	LB	215.2
4	2508-0805000	BLAST CLEANING OF STRUCTURAL STEEL	LS	1
5	2508-0970000	CONTAINMENT	LS	1
6	2508-0991000	PAINTING OF STRUCTURAL STEEL	LS	1
7	2533-4980005	MOBILIZATION	LS	1

ESTIMATE REFERENCE INFORMATION		
ITEM NO.	ITEM CODE	ITEM DESCRIPTION
1	2401-6750001	REMOVALS, AS PER PLAN Includes all work for removal and off-site disposal of intermediate steel cross frame at the location shown on the Situation Plan. Removal of scheduled items shall be in accordance with Section 2401, of the Standard Specifications. Any damage to material not to be removed shall be the responsibility of the Contractor and repaired at no extra cost to the State.
2	2408-6772011	REPAIR BEAM, HEAT STRAIGHTENING, AS PER PLAN The cost of material, equipment, and labor to inspect the impact damaged areas and grind smooth any gouges, sharp dents, and other impact defects is incidental to the work. Includes magnetic particle testing of stiffener and connection plate welds to girder web and flanges following heat straightening. Testing shall be performed by an approved third party.
3	2408-7800000	STRUCTURAL STEEL See Design Sheet No. 5 for additional notes and information.
4	2508-0805000	BLAST CLEANING OF STRUCTURAL STEEL - -
5	2508-0970000	CONTAINMENT - -
6	2508-0991000	PAINTING OF STRUCTURAL STEEL The total area of structural steel in the zone designated to be painted is estimated to be 302 Sq. Ft. This estimate is given only for the Contractor's information. There will be no additional payment if the actual area in the zones vary from the estimate shown.
7	2533-4980005	MOBILIZATION - -



Roadway quantities shown elsewhere in these plans

Design For 29°22'12" Skew (R.A)

312' x 30'-0 Continuous Welded Girder Bridge

55'-0 End Spans2 - 101'-0 Interior Span

Estimated Quantities

STA. 2288+15.45 (Hagerman Rd)Turn-in Date: Aug 2025

Linn County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 827Design Sheet No. 1 of 6FHWA No. 605065

General Notes:

This Design is for repairs to the existing 312'x30' Continuous Welded Girder Bridge that has been damaged by an overheight vehicle. Electronic copies of original design plans will be made available to the Contractor as part of the E-Files supplied with the Contract Documents. Repairs shall consist of heat straightening damaged girder sections and plates and replacing a damaged cross frame in Span 3, see Situation Plan for additional information.

Faint lines on Plans indicate existing portions of the Bridge.

All dimensions and details shown in these plans pertinent to fabrication of structural steel shall be verified in the field by the Bridge Contractor before fabrication of structural steel.

Utility Companies whose facilities are shown on the Plans or known to be within the construction limits shall be notified by the Bridge Contractor of the construction starting date.

I-380 will be open to traffic during construction. Hagerman Rd will be closed to traffic during heat straightening and intermediate steel cross frame replacement operations, but will be open to traffic during other construction activities. See traffic control plan note on this sheet.

The lump sum bid for "Removals, As Per Plan" shall include all costs associated with removing the intermediate steel cross frame at the location shown on the Situation Plan. Removal of scheduled items shall be in accordance with section 2401 of the Specifications. Any damage to any steel or concrete not to be removed shall be the responsibility of the Contractor and repaired at no extra cost to the State.

Containment and disposal of waste shall be in accordance with Section 2508, of the Standard Specifications. All costs associated with hauling and depositing of waste at the designated site/facility shall be the responsibility of the Contractor and included in the Contract Price bid for the "Containment"item.

A scrape sample was taken from an area of this bridge in 2015 prior to repainting to get an indication of the existence of and level of total lead and total chromium. Analysis of total lead on this sample was 2,500 parts per million (ppm). Analysis of total chromium on this sample was 709 ppm. Although the bridge was repainted, these analyses show the existence of these two toxic constituents. Levels indicated by these tests could create conditions above regulatory limits for health and safety requirements. No other constituents were analyzed. The bidder should not rely on the Iowa DOT's testing and analysis for any purpose other than as an indication of the existence of these two toxic constituents.

If necessary to facilitate heat straightening of members as indicated in these Plans, structural steel diaphragms may be removed and reused as approved by the Engineer. Diaphragms shall be match marked, dismantled, and handled in such a way as not to damage the existing paint system or any steel member.

Heavy construction equipment will not be allowed on the bridge during heat straightening operations.

Specifications:

Design: AASHTO Series of 2002.

Construction: Iowa Department of Transportation Standard Specifications for Highway and Bridge Construction, Series 2023, plus applicable General Supplemental Specifications, Developmental Specifications, Supplemental Specifications and Special Provisions shall apply to construction work on this Project.

Special Provisions for Heat Straightening of Bridge Beams

Design Stresses:

Design Stresses for the following materials are in accordance with the AASHTO Standard Specifications for Highway Bridges, Series of 2002.

Structural steel in accordance with Section 10. ASTM A709 Grade 36 (AASHTO M270 Grade 36).

Structural Steel Notes:

The Bid Item "Structural Steel" shall include all costs associated with field drilling required holes in steel members.

All new steel provided for the repair shall meet the requirements of Article 2408.02 of the Standard Specifications.

Existing high strength bolts shall not be reused. New high strength bolts, nuts, and washers shall be installed.

All bolts are to be 7/8" dia. galvanized High Strength Bolts unless otherwise noted or shown. All holes for bolted connections are to be 1 1/16" dia. unless otherwise noted or shown.

No torchwork, cutting, grinding or drilling of holes on the existing structural steel of the bridge shall be performed when the air temperature and steel temperature are below 40°F.

The Bridge Contractor may shop drill any connection that is shown as field drilled if pertinent dimensions are accurately field measured and the Bridge Contractor can ensure proper fit between new and existing structural steel.

Repair Notes:

- Repairs shall consist of the following:
- Blast cleaning of damaged area of girder(s), diaphragm connection plates, and transverse stiffener plates(s).
 - Inspect for gouges, sharp dents, cracks, and impact defects along the damaged area of the girder(s). If necessary, grind out nicks and gouges in the bottom flange of the girder(s).
 - Heat straightening of girder(s), diaphragm connection plates, and transverse stiffener plate(s) as indicated on Situation Plan.
 - Blast cleaning after heat straightening.
 - Replace loose or missing steel intermediate diaphragm bolts, nuts, and washers as needed.
 - Perform magnetic particle testing of stiffener and connection plate welds to girder web and flanges.
 - Painting of heat straightened areas of the girders, diaphragm connection plates, and transverse stiffener plate(s).

The Contractor and Engineer shall inspect the damaged sections for gouges, sharp dents, cracks or other impact defects and document any damage observed. If additional damage is found during the inspection or anytime while the repair is taking place, the Iowa DOT Bridges and Structures Bureau shall be informed prior to proceeding with the repair.

Heat straightening work shall be in accordance with specifications given in the "Special Provisions for Heat Straightening of Bridge Girders". The lump sum bid for "Blast Cleaning of Structural Steel" shall include all costs for the blast cleaning of the steel surfaces of damaged girders, diaphragm connection plates, and transverse stiffener plates in the heat straightening areas and the faying surfaces of the steel intermediate diaphragm scheduled for replacement, both before and after the straightening process in accordance with Section 2508, of the Standard Specifications. Vacuum shrouded needle scaling is an acceptable alternative method for paint removal. If the Contractor recycles the blast material, in no case shall the recycling process utilized be a wet separation method.

The Contractor shall adequately brace the adjacent beams and intermediate diaphragms in order to prevent overloading due to the applied loads. Unless otherwise approved by the Engineer, all bracing and jacking equipment shall be removed prior to reopening I-380 and Hagerman Rd to unrestricted traffic.

Any additional damage to the girders or bridge caused by the Contractor shall be repaired at no additional cost to the State.

Painting Notes:

All steel to be painted shall be blast cleaned to SSPC-SP10, except shop primed surfaces of the diaphragm.

The lump sum bid for "Painting Structural Steel" shall include the cost of painting the heat straightened portions of the girders and transverse plates. Painting shall be in accordance with Section 2508, of the Standard Specifications.

The field paint system shall be the epoxy system.

Primer shall be applied to faying surfaces.

The new and existing steel that is inaccessible at the bolted connections shall be given the designated paint system before final bolting.

See Design Sheet No. 4 for typical painting limits.

WORKING DRAWING AND CALCULATION SUBMITTALS

Working drawings and calculations shall be submitted for the following items shown in the table below. (Note additional working drawings and calculations may be required in accordance with Article 1105.03 of the Standard Specifications.)

Submittal requirements for working drawings and calculations shall be in accordance with 1105.03 of the Standard Specifications for Highway and Bridge Construction of the Iowa Department of Transportation. The absence of a certification requirement for a submittal does not relieve the Contractor of the responsibility to attain certification.

Calculation submittals in this table which are associated with working drawing submittals shall be submitted on the same day. Review time for calculation submittals shall be of the same duration as and run concurrently with review time for associated working drawings. The calculation submittals listed in the table are not meant to be an exhaustive list and do not relieve the contractor from providing additional calculation submittals if requested by the Engineer.

NO.	Working Drawing Description	Working Drawing File Name Convention for Submittal	Certified by Iowa P.E. (yes/no)
1	Steel Diaphragm	(511)_Linn_Design827_SteelDiaphragm.pdf	No

Construction Sequence:

The Bridge Contractor shall perform the work in accordance with the following procedures, as directed by the Engineer:

- Start traffic control for I-380 to shift traffic away from damaged girders and for Hagerman Rd to close bridge to traffic during heat straightening.
- The Contractor shall remove all paint, by blast cleaning, from damaged portions of the girders and plates that will require heat straightening.
- The Contractor and Engineer shall inspect and document damaged area(s).
- Grind smooth any gouges or nicks in damaged area(s).
- The Contractor shall heat straighten the damaged area(s)
- Heat straightened areas are to be inspected by the Engineer for necessary approval of heat straightening work.
- Blast clean the heat straightened areas for painting.
- Paint heat straightened areas after magnetic particle testing of transverse plate to girder welds.

Prior to heat straightening areas of Girder 4, the Contractor may unbolt the existing diaphragm as shown on the Situation Plan between Girders 4 and 3. Following heat straightening and painting areas of Girders 4 and 3, the Contractor shall install the new diaphragm.

Design History

At This Site

(Includes This Design)

Des. No.	Type of Work
282	Original Design
827	Beam Repair



engineers • planners • land surveyors

FILE NO.	32981	ENGLISH	DESIGN TEAM	EJT\CVF\JTM
8:40:40 AM	8/24/2026	jtalley	pw:\projectwise.dot.int.lan:PWM\ain\Documents\Projects\5738001027\Bridge\511)_Steel Girder Repair\SHT_57380511_WHKS_827_605065_Z06	

Traffic Control Plan:
I-380 will be open to traffic during construction. Hagerman Rd will be closed to traffic during heat straightening and intermediate steel cross frame replacement operations, but will be open to traffic during other construction activities. Refer to the Traffic Control Plan shown elsewhere in these Plans.

Design For 29°22'12" Skew (R.A)

312' x 30'-0 Continuous Welded Girder Bridge

55'-0 End Spans2 - 101'-0 Interior Span

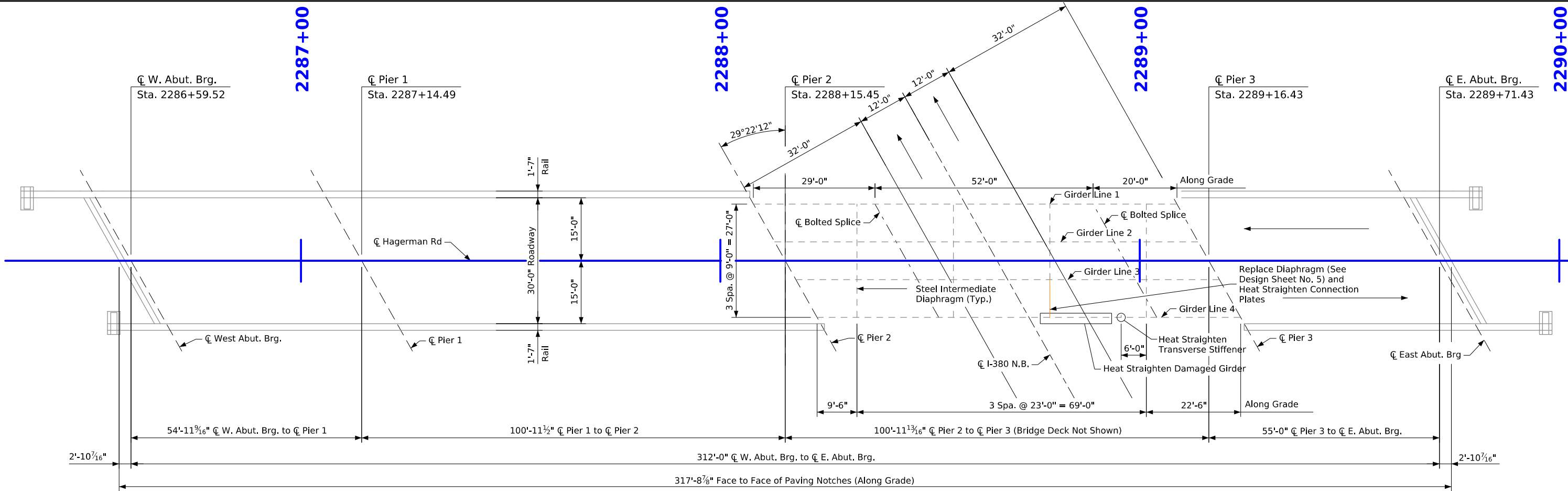
General Notes

STA. 2288+15.45 (Hagerman Rd)Turn-in Date: Aug 2025

Linn County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 827Design Sheet No. 2 of 6FHWA No. 605065



Situation Plan

Notes:
Dimensions are horizontal unless noted otherwise.
See Design Sheet No. 4 for details of girder damage.



Location:
Hagerman Rd over I-380
T-84/85N R-7/8W
Washington Township - Section 36
Otter Creek Township - Section 31
Monroe Township - Sections 1, 6
Linn County
Maint. No. 5731.30380
FHWA No. 605065
Latitude: 42.124764°
Longitude: -91.717486°

Design For 29°22'12" Skew (R.A)

312' x 30'-0 Continuous Welded
Girder Bridge

55'-0 End Spans2 - 101'-0 Interior Span

Situation Plan

STA. 2288+15.45 (Hagerman Rd)Turn-in Date: Aug 2025

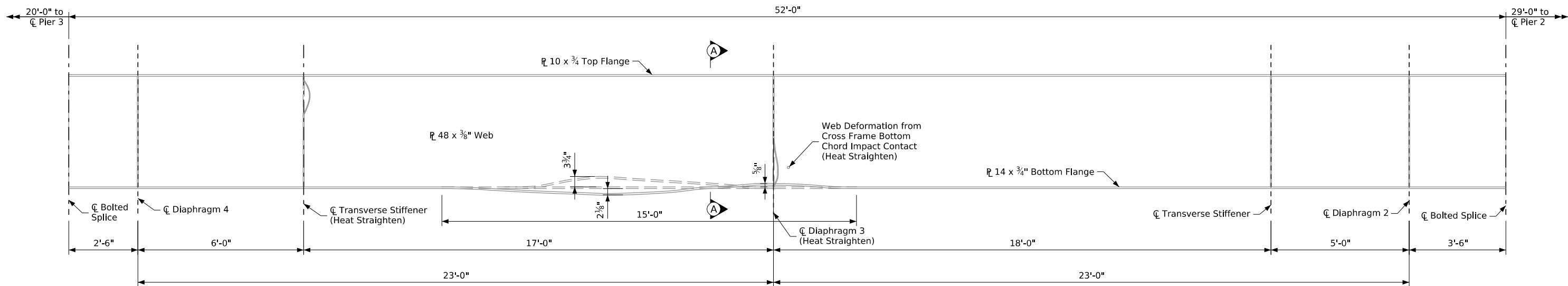
Linn County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 827Design Sheet No. 3 of 6FHWA No. 605065

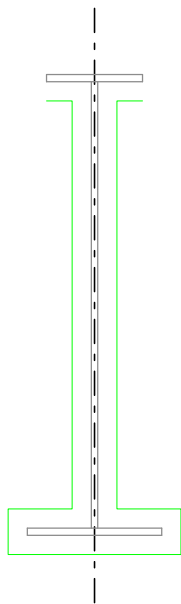


FILE NO. 32981	ENGLISH	DESIGN TEAM EJT\CVF\JTM	LINN COUNTY	PROJECT NUMBER IMN-380-6(511)31--0E-57	SHEET NUMBER V.3
8:40:41 AM	8/24/2026	jtalley	pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\5738001027\Bridge\511_Steel Girder Repair\SHT_57380511_WHKS_827_605065_Z06		

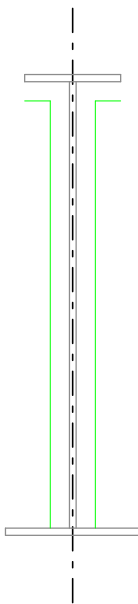


Girder 4 Repair

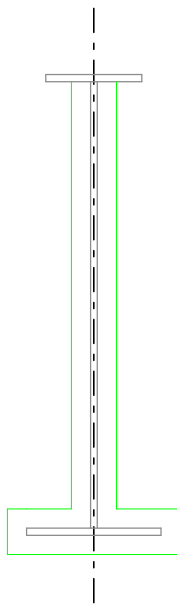
(Looking South, Splice Plates Not Shown)



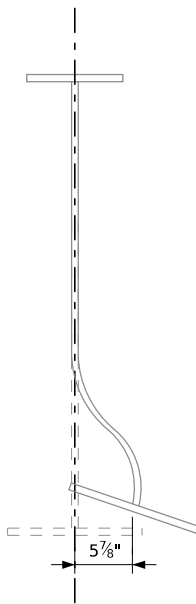
Girder 4 - Typical



Girder 4 - At Transverse Stiffener



Girder 3 - At Diaphragm 3 Connection Plate



Section A-A

Notes:
After heat straightening, magnetic particle testing shall be performed on the welds connecting the transverse stiffener and intermediate diaphragm connection plates to the girder web and flanges.

Testing shall be performed by an approved third party.

The cost of all material, equipment, and labor for testing shall be included in the price bid for "Repair Beam, Heat Straightening, As Per Plan".

Contact the Engineer if cracks are found for direction.

Painting Structural Steel Limits

(Apply to impact damaged areas repaired by heat straightening)



Note:
See Design Sheet No. 6 for photos of impact damage.

Design For 29°22'12" Skew (R.A)

312' x 30'-0 Continuous Welded
Girder Bridge

55'-0 End Spans2 - 101'-0 Interior Span

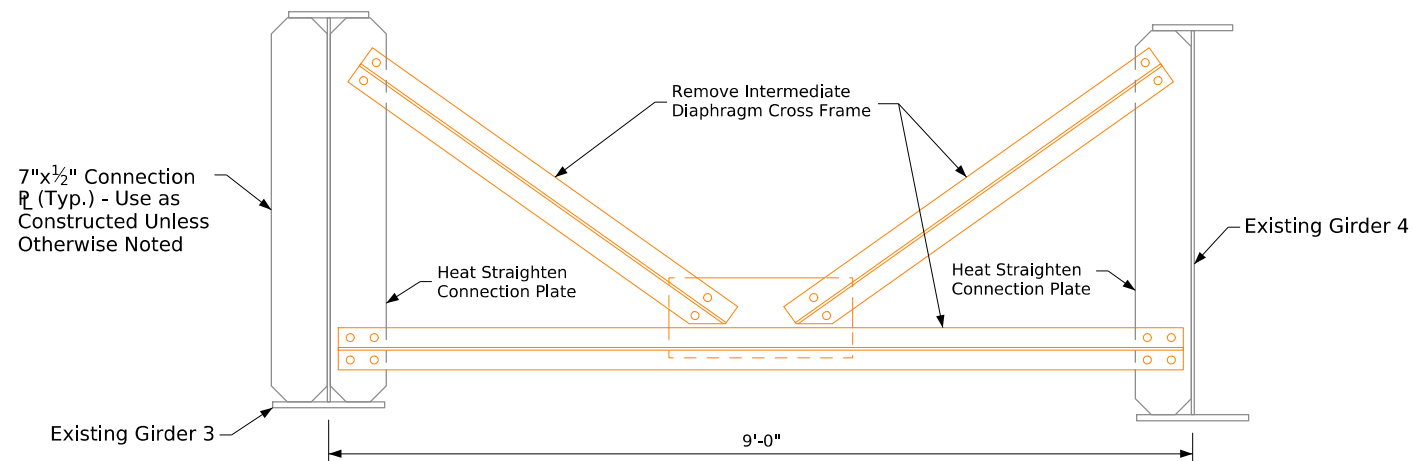
Girder Repair Details

STA. 2288+15.45 (Hagerman Rd)Turn-in Date: Aug 2025

Linn County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 827Design Sheet No. 4 of 6FHWA No. 605065

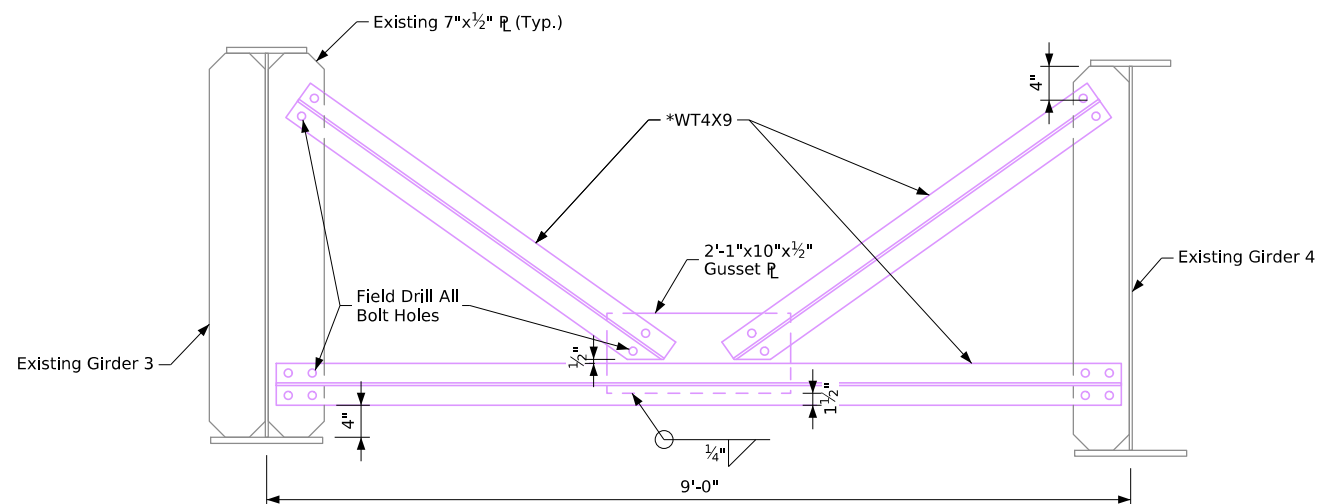


Part Section - Removals - Diaphragm 3
(See Situation Plan for Location, Damage not Shown)

Notes:
Original shop fabrication drawings are unavailable and original design plans provide limited information for fabrication of replacement intermediate steel diaphragm cross frame. Contractor shall field verify all dimensions and details necessary to fabricate new intermediate steel diaphragm cross frame.

Contractor shall verify existing bolt gauge, pitch, and pattern. All holes in WT4x9 cross frame members and gusset plate shall be field drilled to facilitate fit of replacement cross frame using existing connection plates and holes.

Field trimming of Diagonal WT4x9 cross frame members may be necessary. Grind smooth all cut edges. Quantity of structural steel is based on dimensions shown. No additional measurement or payment will be made for necessary field adjustments to properly fit new cross frame to existing connection plates and holes.



Part Section - Diaphragm 3 Replacement
(See Situation Plan for Location)

*Estimated Length of WT4x9:
Bottom Chord = 8'-9 5/8"
Diagonal = 4'-8"

Design For 29°22'12" Skew (R.A)
**312' x 30'-0 Continuous Welded
Girder Bridge**
55'-0 End Spans 2 - 101'-0 Interior Span
Repair Details
STA. 2288+15.45 (Hagerman Rd) Turn-in Date: Aug 2025
Linn County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 827 Design Sheet No. 5 of 6 FHWA No. 605065



Span 3 Right to Left from Below



Girder 4 Right Side



Girder 4 Left Side Far to Near



Girder 4 Left Side from Below at Diaphragm 3



Left Connection Plate at Diaphragm 3 (Girder 3)



Girder 4 Transverse Stiffener Between Diaphragm 3 and 4



Design For 29°22'12" Skew (R.A)

312' x 30'-0 Continuous Welded Girder Bridge

55'-0 End Spans2 - 101'-0 Interior Span

Impact Damage Photos

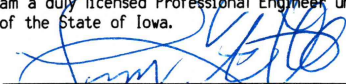
STA. 2288+15.45 (Hagerman Rd)Turn-in Date: Aug 2025

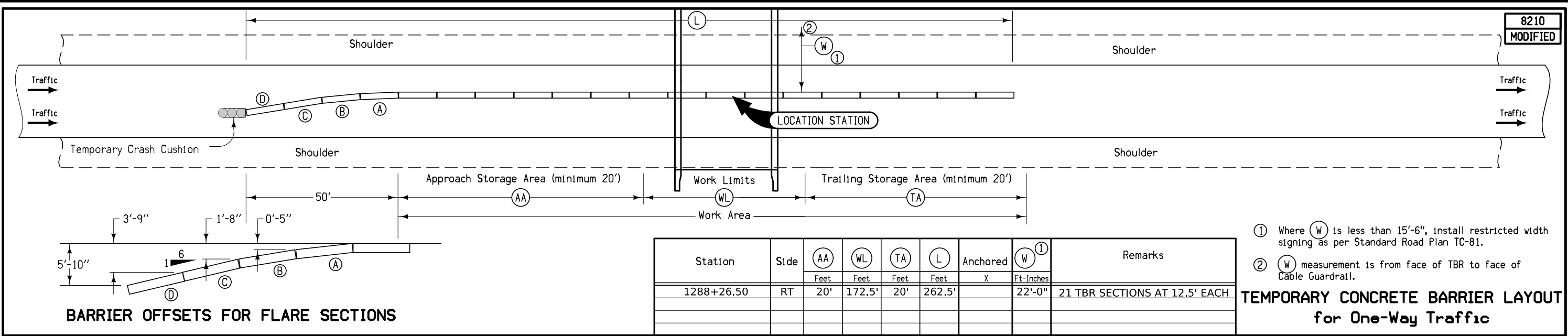
Linn County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. 827Design Sheet No. 6 of 6FHWA No. 605065

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
* A.3	Title Sheet
B Sheets	Typical Cross Sections and Details
B.1	Typical Cross Sections and Details
C Sheets	Quantities and General Information
* C.1	Estimated Project Quantities
* C.1	Estimate Reference Information
C.2	Project Description
C.3	Standards
C.4	Index of Tabulations
C.5 - 8	Tabulations
J Sheets	Traffic Control and Staging Sheets
J.1	Traffic Control Plan
J.2	Coordinated Operations
* J.3	Traffic Control Legend and Symbol Information Sheet
* J.4	Traffic Control Closure Plan Sheet
	*Color Plan Sheets

	I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.	
		8/24/2026
	Signature	Date
	Printed or Typed Name <u>Lucas D. Fatka</u>	
	My license renewal date is December 31, <u>2027</u>	
Pages or sheets covered by this seal: <u>A.3, B.1, C.1-8, J.1-4</u>		



ESTIMATED PROJECT QUANTITIES AND REFERENCE NOTES

Roadway Items : Roadway Items

Item no.	Item Code	Item	Unit	Quantities	Estimate Reference Notes
				Estimated	
				Roadway Items	
1	2527-9263137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH	4	Refer to Tab. 108-29.
2	2527-9263190	SYMBOLS AND LEGENDS REMOVED	EACH	4	
3	2528-2518000	SAFETY CLOSURE	EACH	2	Refer to Tab. 108-13A.
4	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	262.5	Refer to Tab. 108-33, Sheet B.1, and the J Sheets. All temporary barrier rail shall be nominal 12'-6 long concrete units.
5	2528-8445110	TRAFFIC CONTROL	LS	1	Refer to the J Sheets.
6	2528-9290050	PORTABLE DYNAMIC MESSAGE SIGN (PDMS)	CDAY	0	See Proposal.
7	2551-0000110	TEMP CRASH CUSHION	EACH	1	Refer to Tab. 108-30.

100_01D
8/15/22

PROJECT DESCRIPTION

This project is for the Steel Girder Repair of the 312'0 x 30'-0 Continuous Welded Girder Bridge carrying Hagerman Rd (FHWA #605065) over Interstate 380, 2.2 mi N of Co Rd E34.

105_04 10/20/26 STANDARDS The following Standards apply to construction work on this project.		
Number	Date	Title
BA-401	04-20-21	Temporary Barrier Rail (Precast Concrete)
BA-500	04-20-21	Temporary Crash Cushions Sand Barrel
PM-111	04-21-20	Symbols and Legends
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-252	10-21-25	Routes Closed to Traffic
TC-402	04-18-23	Work Within 15 ft of Traveled Way
TC-418	04-18-23	Lane Closure on Divided Highway
TC-421	10-21-25	Lane Closure with TBR

111_25 10/20/26		
INDEX OF TABULATIONS		
Tabulation	Tabulation Title	Sheet No.
100_01A	ESTIMATED PROJECT QUANTITIES	C.1
100_04A	ESTIMATE REFERENCE INFORMATION	C.1
100_01D	PROJECT DESCRIPTION	C.2
105_04	STANDARD ROAD PLANS	C.3
111_25	INDEX OF TABULATIONS	C.4
108_13A	SAFETY CLOSURES	C.5
108_29	PAVEMENT MARKING SYMBOLS AND LEGENDS	C.6
108_33	TEMPORARY BARRIER RAIL	C.7
108_30	CRASH CUSHIONS	C.8
108_23A	TRAFFIC CONTROL PLAN	J.1
111_01	COORDINATED OPERATIONS	J.2

108_13A
3/27/25

SAFETY CLOSURES

Road Closure Qty.	Hazard Closure Qty.	Remarks
1		West End of Hagerman Rd Bridge over I-380
1		East End of Hagerman Rd Bridge over I-380
2		TOTAL

108_29 4/15/25						
PAVEMENT MARKING SYMBOLS AND LEGENDS						
Refer to PM-111						
Roadway Identification	Station	Side	Pavement Symbol	Quantity (EA)	Groove Marking Needed?	Remarks
I-380 NB	1248+00.00	Right	RLRW	2	No	Refer to TC-421
I-380 NB	1258+00.00	Right	RLRW	2	No	Refer to TC-421
				4		TOTAL

108_33
8/15/22

TEMPORARY BARRIER RAIL

Possible Standard: BA-401 Possible Detail: 560-7

* Not a bid item. Anchorage requirements are based on TBR locations shown in the plans. TBR alignments that vary from what is shown in the plans may result in additional TBR sections requiring anchorage.

No.	Station From	Station To	Length (FT)	Barrier Rail Type	Anchored*	Modular Glare Screen System	Remarks
							Refer to TC-421 and Sheet B.1
1	1286+70.00	1289+32.50	262.5	Concrete BA-401	No	No	21 TBR Sections at 12.5' Each

108_30
4/16/24

CRASH CUSHIONS

* Bid Item

1. Lane(s) to which the installation is adjacent.

2. Complete this section when using the Temporary Crash Cushion bid item and Earthwork is needed for Sand Barrel placement. Refer to BA-500.

Lane	Station	Side	Obstacle Width (FT)	Crash Cushion Type	Crash Cushion Quantity	Obstacle Description	Remarks
							Refer to TC-421 and Sheet B.1
NB	1286+90.00	Right	2.0	Temporary	1	TBR	I-380 NB in the Outside Lane

TRAFFIC CONTROL PLAN

1. Traffic Control on this project shall be in accordance with the Standard Road Plans listed on Tabulation 105-4 and the specific layouts shown in the plans. For additional information, refer to Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD) and the current Standard Specifications and Supplemental Specifications. Requirements outlined in Part 6 of the Manual of Uniform Traffic Control Devices (MUTCD) shall govern.
2. All traffic control devices shall be furnished, erected, maintained, cleaned, and removed by the Contractor. All traffic control will remain the sole responsibility of the Contractor.
3. The location for storage of equipment by the Contractor during non-working hours shall be as approved by the Engineer. The Contractor will be responsible for securing a safe storage area for equipment and materials to be used on the project.
4. Proposed sign spacing may be modified as approved by the Engineer to meet existing field conditions or to prevent obstruction of the motorist's view of permanent signing.
5. The Contractor shall provide, prior to the start of construction, the name and 24-hour phone number of the Contractor's representative in charge of traffic control.
6. Proposed changes in the traffic control plan shall be reviewed and approved by the Engineer at least 48 hours prior to changes being implemented in the field.
7. Hagerman Road over I-380 can only be closed while the Contractor is actively performing heat straightening work.
8. Portable Dynamic Message Signs (PDMS) are required to be in place at the locations shown on Sheet J.4 seven (7) calendar days prior to the road closure. The contractor will coordinate with Linn County regarding precise PDMS board placement and messaging.
9. The Contractor shall coordinate with the Iowa DOT and Linn County prior to beginning any work or traffic control.

Linn County Engineering Department:
Brad Ketels, P.E.
Phone - 319-892-6400
Email - engineer@linncountyiowa.gov

Iowa DOT District 6 RCE:
John Lamping, P.E.
Phone - 319-365-6986
Email - John.Lamping@iowadot.us

111_01 10/14/22	
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
IHSIPX-380-6(490)6--08-52	Pavement Markings
MPIN-380-6(721)0--0N-52	PCC Patching
IMX-380-6(488)30--02-57	HMA Resurfacing
MPIN-380-6(737)22--0N-57	HMA Crack Filling

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
	Work Area		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)

