

FM-24(16)--55-24
 GRADING & BRIDGE PROJECT NO.
 CRAWFORD COUNTY
 Letting Date MARCH 29, 1988

CONVENTIONAL SIGNS

- STATE LINE
- CO. LINE
- TWP. LINE
- SEC. LINE
- CORP. LINE
- URBAN BDRY.
- ROW LINES
- SURVEY LINE
- SEC. CORNER
- PROFILE GRADE
- RAILROAD
- FIELD TILE
- UNDERGROUND LINES
- CULVERTS
- UTILITY POLES
- FENCES
- TREES OR BRUSH
- STREAM
- DIKE
- COUNTY ROAD NO.
- PRIMARY ROAD NO.
- U.S. ROAD NO.
- INTERSTATE ROAD NO.



IOWA
DEPARTMENT OF TRANSPORTATION
 Highway Division
 PLANS OF PROPOSED IMPROVEMENT ON THE
FARM TO MARKET SYSTEM
CRAWFORD COUNTY
GRADING & BRIDGE PROJECT
 PROJECT NO. **FM-24(16)--55-24**

FHWA NO. 126821

Project Number: FM-24(16)--55-24

The Standard Specifications, Series of 1984, of the Iowa Department of Transportation Shall Apply to Construction Work on this Project
 Plus Current Special Provisions and Supplemental Specifications

Scales: As Noted

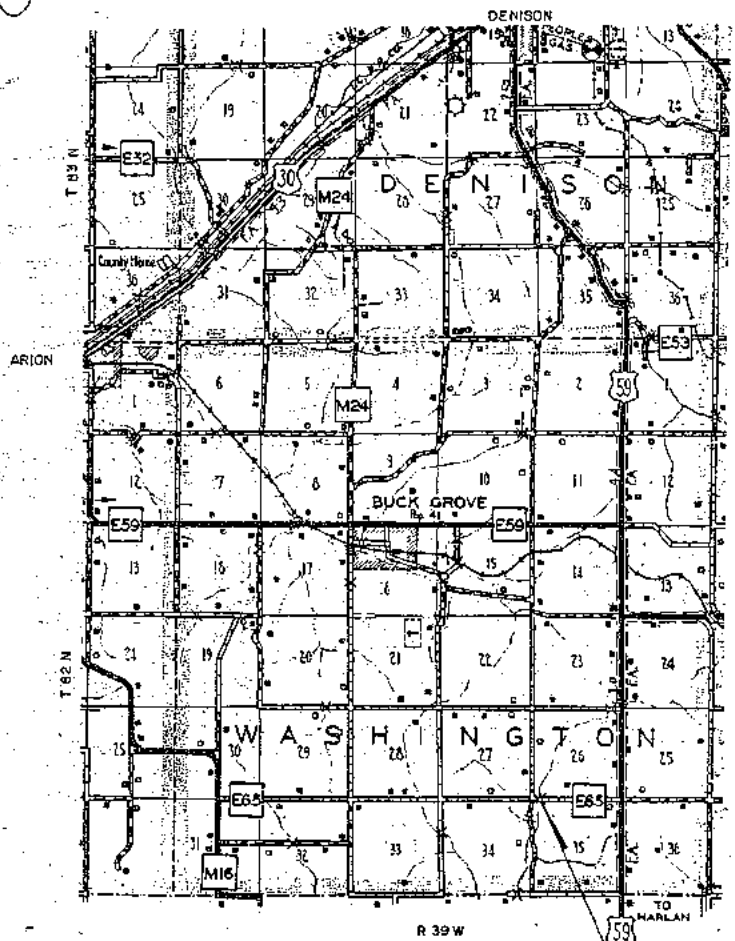
INDEX OF SHEETS	
No.	Description
1	COVER SHEET
2	ESTIMATED QUANTITIES, ITEM REFERENCE INFORMATION & GENERAL NOTES
3	GENERAL & SITUATION PLANS, HYDRAULICS
4	BUILDING DATA & SUPERSTRUCTURE DETAILS
5	ROADWAY PIPE CULVERT DESIGNS
6	PLAN & PROFILE
7-13	CROSS SECTIONS
14	IOWA DEPARTMENT OF TRANSPORTATION DETAIL SHEET NO. 520-25

*MAY BE OBTAINED AT COUNTY ENGINEER'S OFFICE.

MILEAGE SUMMARY		
Location	Lin. Ft.	Miles
STA. 97+75 TO STA. 107+00	925.00	
DEDUCT FOR BRIDGE AT STA. 101+75	115.60	
NET LENGTH OF ROADWAY IN PROJECT	809.40	0.1533
NET LENGTH OF BRIDGE IN PROJECT	115.60	0.0219
TOTAL LENGTH OF PROJECT	925.00	0.1752

ROAD STANDARD PLANS					
The following Standard Plans shall be considered applicable to construction work on this project.					
Identification	Date	Identification	Date	Identification	Date
RE-2A	2-17-87	RE-48A	8-20-85	RF-32	1-19-88
RE-3	12-9-83	RE-49	1-19-88		
RE-7	5-13-86	RE-52	7-21-87		
RE-12A	5-13-86	RE-59	1-19-88		
RE-47	11-10-87	RF-30A	4-1-77		

BRIDGE STANDARDS					
(May be obtained at Bridge Design Services)					
Standard	Date Issued	Latest Revision	Standard	Date Issued	Latest Revision
J24-84	AUG., 1984	—	J24-15-84	AUG., 1984	—
J24-4-84	AUG., 1984	—	J24-18-84	AUG., 1984	—
J24-6-84	AUG., 1984	—	P10A	MAY, 1984	11-1-84
J24-7-84	AUG., 1984	—			
J24-8-84	AUG., 1984	—			

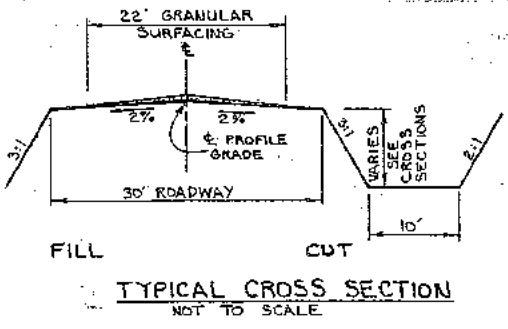


PROJECT TRAFFIC CONTROL PLAN

THIS ROAD WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. LOCAL TRAFFIC TO ADJACENT PROPERTIES WILL BE MAINTAINED AS PROVIDED FOR IN ARTICLE 1187.09, 1984 STANDARD SPECIFICATIONS. TRAFFIC CONTROL DEVICES, PROCEDURES AND LAYOUTS SHALL BE AS PROVIDED FOR BY SUPPLEMENTAL SPECIFICATIONS FOR TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS, SPECIFICATION 1032.

SEE DETAIL SHEET 520-25 "SIGNING FOR TEMPORARY ROAD CLOSURES IN RURAL AREAS" (PROJECT ROUTE CLOSED TO TRAFFIC). SHEET 14 OF THE PLANS. DETOUR WILL BE PROVIDED BY COUNTY.

DESIGN STRESSES:
SEE STANDARD BRIDGE PLAN J24-84.



PROJECT LOCATION
STA. 101+75
DESIGN NO. 6181

1984 AADT 30 V.P.D.

Mack E. Lohm
Don Jensen
LeRoy A. Harshbarger
Luigi P. Pedersen
Eileen Shires
 Approved
 Board of Supervisors

APPROVED
H. Dale Wight Jan 13, 1988
 H. DALE WIGHT, P.E. 5798 DATE
 CRAWFORD COUNTY ENGINEER

Highway Division
 Authorized for Letting
Don Jensen 4-20-88
 Deputy Chief Engineer Date

I hereby certify that this plan was prepared under my supervision and that engineering decisions with regard to the design were made by me or by other duly registered professional engineers under the laws of the State of Iowa. *Stephen A. Sandquist*
 5707 10-3-86
 Iowa Registration Number Date

U.S. Department of Transportation
 Federal Highway Administration
 Approved
 Division Engineer Date

126821

GENERAL NOTES

CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF THE ACTUAL STARTING DATE OF CONSTRUCTION. UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL COORDINATE WITH EACH COMPANY TO DETERMINE ACTUAL LOCATION IN THE FIELD AND WHICH UTILITY MUST BE ADJUSTED. CONTRACTOR IS TO USE DUE CAUTION IN WORKING OVER AND AROUND ALL UTILITY LINES. BREAKS IN ANY UTILITY LINE DUE TO THE CONTRACTOR'S CARELESSNESS ARE TO BE REPLACED AT HIS EXPENSE WITHOUT COST TO THE OWNER.

SOUNDINGS AND TEST BORING DATA SHOWN ON PLANS WERE ACCUMULATED FOR DESIGNING AND ESTIMATING PURPOSES. THEIR APPEARANCE ON THE PLAN DOES NOT CONSTITUTE A GUARANTEE THAT CONDITIONS OTHER THAN THOSE INDICATED WILL NOT BE ENCOUNTERED.

ANY INCONVENIENCE INCURRED BY THE CONTRACTOR DUE TO ARCHAEOLOGICAL WORK SHALL BE CONSIDERED INCIDENTAL TO CLASS 10 EXCAVATION, ROADWAY EXCAVATION AND BORROW.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE WASTE AREAS OR DISPOSAL SITES FOR MATERIAL WHICH IS NOT DESIRABLE TO BE INCORPORATED IN THE WORK INVOLVED ON THIS PROJECT. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR MATERIAL Hauled TO THESE SITES.

CONTRACTOR TO BLOCK TERRACES CUT BY EXCAVATION OR BORROW. COST TO BE INCLUDED IN AND CONSIDERED INCIDENTAL TO OTHER WORK ON THE PROJECT.

ESTIMATE REFERENCE INFORMATION

DATA LISTED BELOW IS FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT CONSTITUTE A BASIS FOR ANY EXTRA WORK ORDER.

2. COARSE AGGREGATE SHALL BE CLASS 2 DURABILITY. THIS ITEM INCLUDES 198.0 CU. YDS. OF CLASS D STRUCTURAL CONCRETE (194.60 CU. YDS. FOR SUPERSTRUCTURE, 2.60 CU. YDS. FOR WINGS AND 0.8 CU. YDS. FOR TEMPORARY PAVING BLOCKS), 18.6 CU. YDS. OF CLASS C STRUCTURAL CONCRETE FOR ABUTMENTS AND 1.6 CU. YDS. OF CLASS C STRUCTURAL CONCRETE FOR 2-C.M.P. HEADWALLS. COST OF FURNISHING AND PLACING 4 FLOOR DRAINS TO BE INCIDENTAL TO THIS ITEM.
- 3., 4., 5. & 23. SHALL BE 16 GA. RIVETED PIPE WITH 2" COUPLING BANDS.
7. TYPE A COMPACTION SHALL BE REQUIRED. OVERHAUL IS INCIDENTAL TO BID PRICE FOR CLASS 10 ROADWAY AND BORROW. ESTIMATED 5,259 CU. YDS OF BORROW.
- 10., 11. & 12. SEE TABULATION THIS SHEET.
20. SEE NOTE ON SHEET 6. INCLUDES REMOVAL OF ENTRANCE PIPE CULVERT AT STA. 103+47 RT.
21. APPROXIMATELY 1,150 SQ. YDS. OF ENGINEERING FABRIC IS TO BE INCIDENTAL TO THIS ITEM. ENGINEERING FABRIC SHALL BE IN ACCORD WITH ARTICLE 4.156.81C OF THE STANDARD SPECIFICATIONS. ENGINEERING FABRIC IS TO BE AN APPROVED BRAND PER I.M. 491-14.
22. INCLUDES 79 LBS. FOR 2-C.M.P. HEADWALLS.
24. GRAVEL SHALL MEET THE REQUIREMENTS OF CLASS C GRAVEL IN ACCORDANCE WITH ARTICLE 4120.03. PRICE BID TO INCLUDE THE SPREADING OF GRAVEL ON ROAD SURFACE.
25. ON ALL BORROW BEYOND 33' RIGHT-OF-WAY, SALVAGE 6" OF TOPSOIL AND RESPREAD AFTER GRADING IS COMPLETED.
26. ALL ADVANCE WARNING SIGNS, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES FOR THIS PROJECT SHALL BE LOCATED AT THE BEGINNING AND END OF THE PROJECT AND WHERE THE ROAD FOR CONSTRUCTION INTERSECTS OTHER PUBLIC ROADS AND SHALL INCLUDE ALL OTHER BARRICADES AND WARNING SIGNS NECESSARY TO PROTECT THE CONTRACTOR'S WORK AND EQUIPMENT AND FOR THE PROVIDING FOR THE SAFETY OF THE TRAVELING PUBLIC. ALL SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, 1978.

THE LUMP SUM BID PRICE FOR TRAFFIC CONTROL SHALL INCLUDE THE COST FOR FURNISHING, PLACING, MAINTENANCE AND REMOVAL.
27. SHALL BE IN ACCORDANCE WITH STD. RE-47 & RE-48A. 2 LEFT DM-3L AND 2 RIGHT DM-3R TYPE 3 OBJECT MARKERS REQUIRED.
28. SHALL BE IN ACCORDANCE WITH STD. RE-7 & RE-48A. 5 TYPE 2 TRIPLE YELLOW OBJECT MARKERS (OM2-3YV) REQUIRED. INCLUDES 4 YELLOW GUARDRAIL MARKERS.

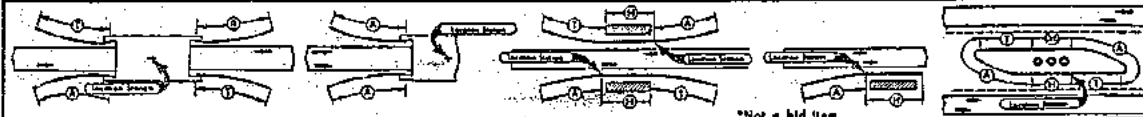
ESTIMATED QUANTITIES

NO.	ITEM	UNIT	SUPERSTR.	ABUTMENTS	PIERS	TOTAL
1.						
2.	CONCRETE, STRUCTURAL	CU. YDS.	198.6	18.6		218.4
3.	CULVERT, CORR. METAL ENTRANCE PIPE, 24 IN. DIA.	LIN. FT.				36
4.	CULVERT, CORR. METAL ROADWAY PIPE, 42 IN. DIA.	LIN. FT.				56
5.	ELBOWS, CORR. METAL PIPE, 42 IN. DIA.	NO.				4
6.	EXCAVATION, CLASS 10 CHANNEL	CU. YDS.				1,631
7.	EXCAVATION, CLASS 10 ROADWAY & BORROW	CU. YDS.				6,990
8.	EXCAVATION, CLASS 20	CU. YDS.		67		67
9.	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CU. YDS.				53
10.	GUARDRAIL, END ANCHORAGES, BEAM RE-52	NO.				4
11.	GUARDRAIL, FORMED STEEL BEAM	LIN. FT.				250
12.	GUARDRAIL, POSTS, BEAM	NO.				56
13.	MOBILIZATION	LUMP SUM				LUMP SUM
14.	PILING, STEEL BEARING HP10x42 FURNISH	LIN. FT.		8 @ 75'		600
15.	DRIVE	LIN. FT.		8 @ 75'		600
16.	PILING, STEEL BEARING HP12x53 FURNISH	LIN. FT.		16 @ 80'		1,280
17.	DRIVE	LIN. FT.		16 @ 80'		1,280
18.	ENCASE	LIN. FT.		375.86		375.86
19.	RAIL, CONCRETE BARRIER	LIN. FT.	247.2			247.2
20.	REMOVAL OF EXISTING STRUCTURES	LUMP SUM				LUMP SUM
21.	REVELTMENT, CLASS 2 RIP RAP	TONS				1,090
22.	STEEL, REINFORCING	LBS.	58,341	2,556		52,975
23.	SUBDRAIN, CORR. METAL PIPE, 42 IN. DIA.	LIN. FT.				46
24.	SURFACING, GRANULAR, CLASS C GRAVEL ON ROAD	TONS				316
25.	TOPSOIL, STRIP, SALVAGE & RESPREAD	CU. YDS.				1,170
26.	TRAFFIC CONTROL	LUMP SUM				LUMP SUM
27.	OBJECT MARKER, TYPE 3	NO.				4
28.	OBJECT MARKER, TRIPLE YELLOW	NO.				8

TABULATION OF "W" BEAM GUARDRAIL INSTALLATIONS

(Refer to appropriate Standard Road Plans)

108-B
1-23-85



NO.	STATION	STANDARD ROAD PLAN	FORMED STEEL "W" BEAM GUARDRAIL CASE	TOTAL				BEAM GUARDRAIL POSTS				BEAM GUARDRAIL END ANCHORAGE						REMARKS	
				(ft)	(ft)	(ft)	(ft)	NO	NO	NO	NO	NO	NO	NO	NO				
	101+75	RE-59	N	625	825	250.0	12	32		8									

FILE NO. 93383 DESIGN NO. 5/87 CRAWFORD CO. PROJECT NO. FM-24(16)--55-24

H. GENE MCKEOWN AND ASSOCIATES INC.
CONSULTING ENGINEERS AND LAND SURVEYORS OFFICES COUNCIL BLUFFS IOWA RED OAK DENISON

PROJ. NO. 20805
DATE 9-9-86

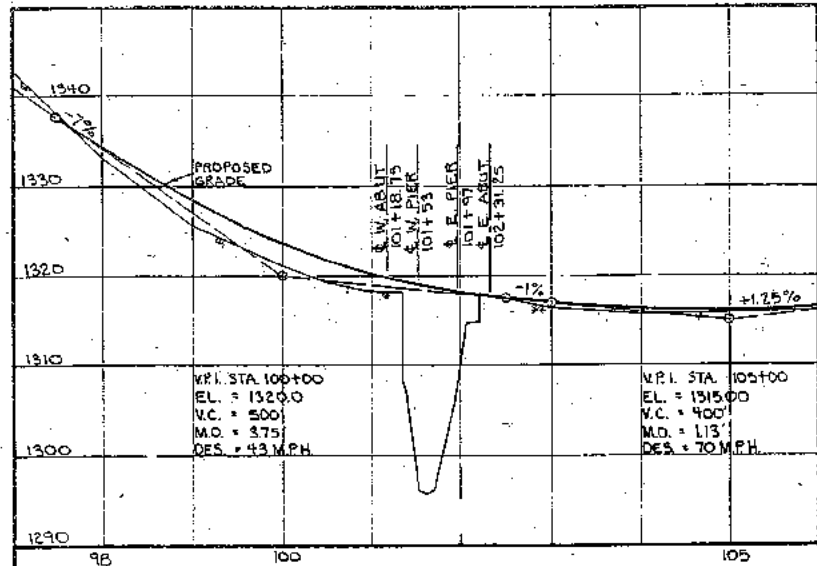
DRAWN BY TKM
APP'D BY SAS

CLIENT: CRAWFORD COUNTY, IOWA

DATE 1-8-88 REVISIONS REVISIONS

TITLE ESTIMATED QUANTITIES, ITEM REFERENCE INFORMATION & GENERAL NOTES

2/14

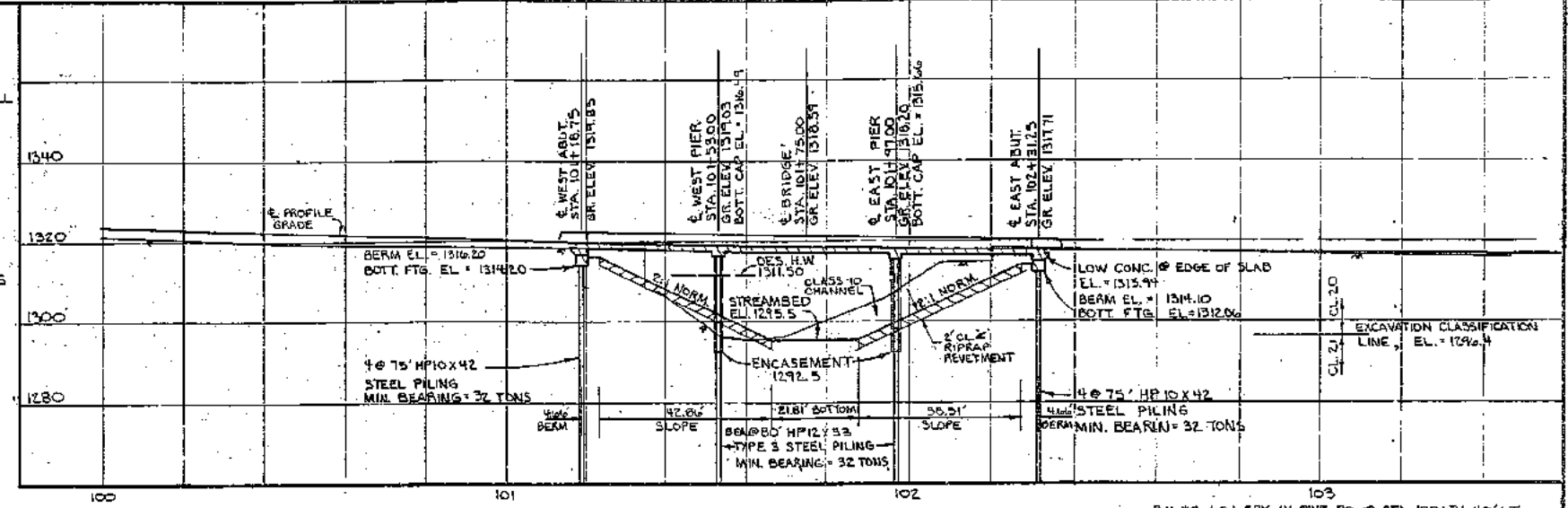


CENTERLINE PROFILE
SCALE: 1" = 10' VERT. / 100' HORIZ.

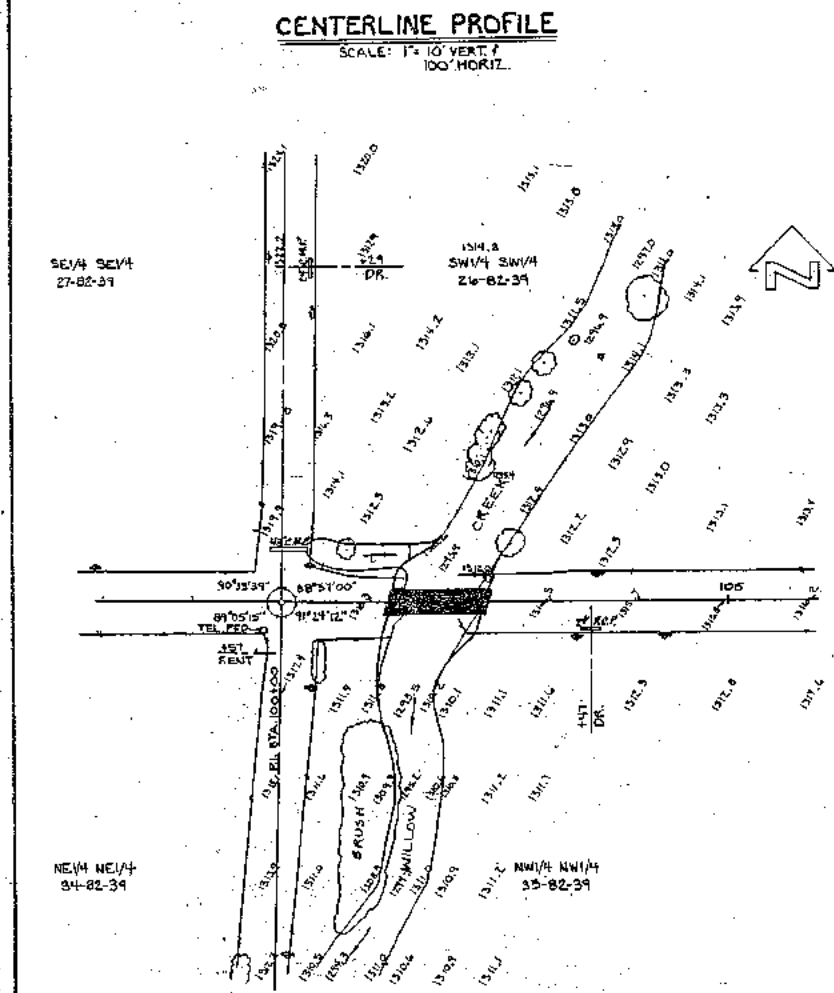
ABUTMENT & PIER PILING ARE FRICTION BEARING PILES AND SHALL BE DRIVEN TO AT LEAST THE DESIGN BEARING VALUE & SHALL BE AT LEAST AS LONG AS SHOWN HEREON.

SHAPING OF SLOPE, TO A SMOOTH GRADE, TO PLACE ENGINEERING FABRIC & RIP-RAP, SHALL BE CONSIDERED INCIDENTAL TO CLASS 10 CHANNEL EXCAVATION.

CLASS 10 CHANNEL EXCAVATION SHALL BE WASTED AS DIRECTED BY THE ENGINEER.



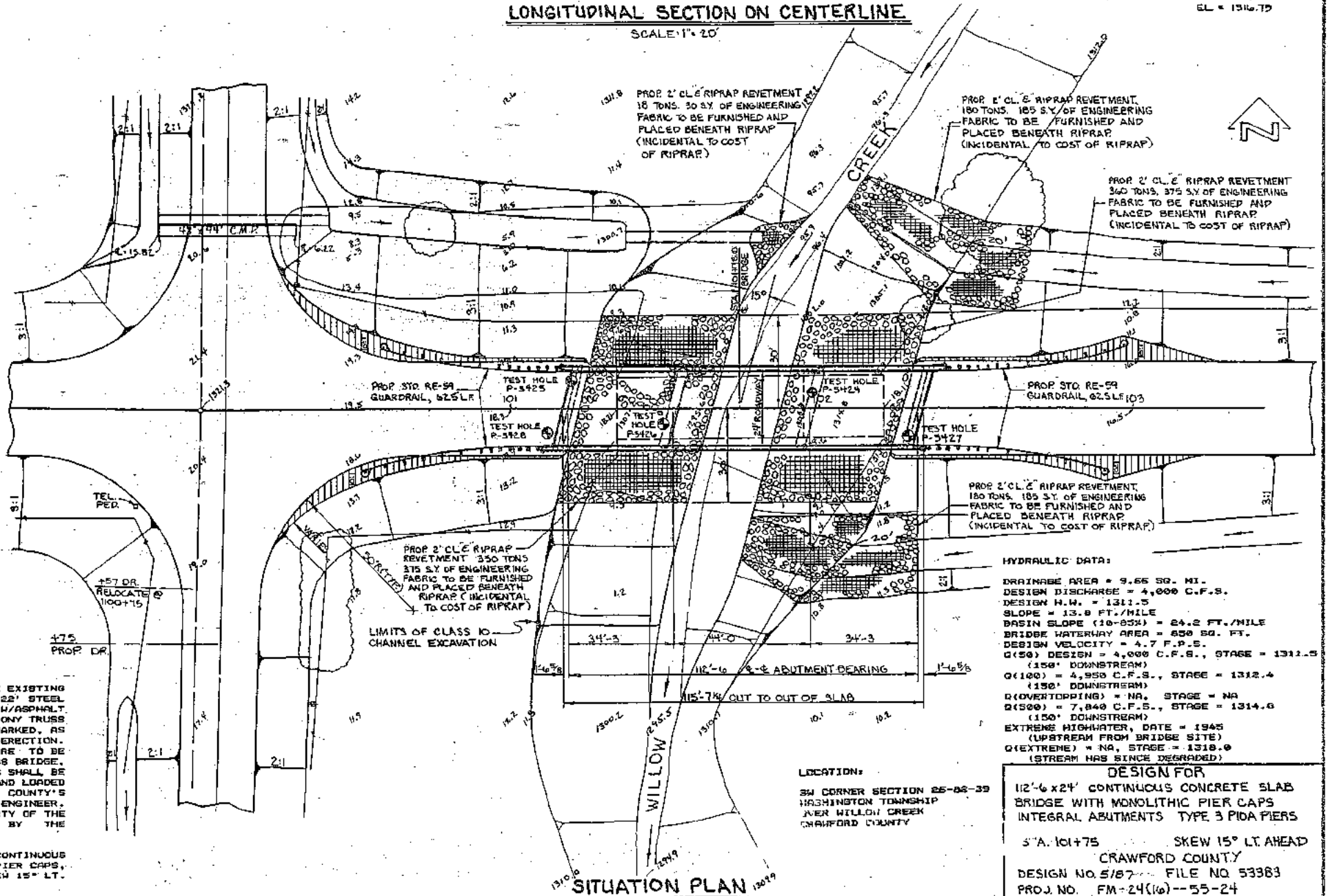
LONGITUDINAL SECTION ON CENTERLINE
SCALE: 1" = 20'



GENERAL PLAN
SCALE: 1" = 100'

STA. 101+85 BRIDGE CONTRACTOR TO REMOVE EXISTING 60' x 22' STEEL PONY TRUSS AND 23' 51" x 22' STEEL STRINGER APPROACH SPAN, TIMBER DECK (1/4" ASPHALT OVERLAY) AND TIMBER SUBSTRUCTURE. THE PONY TRUSS IS TO BE SALVAGED FOR COUNTY & MATCH MARKED, AS DIRECTED BY COUNTY ENGINEER, FOR RE-ERECTION. THE STEEL STRINGERS & TIMBER PLANK ARE TO BE SALVAGED FOR THE COUNTY. THE PONY TRUSS BRIDGE, SALVAGED STEEL STRINGERS & TIMBER PLANKS SHALL BE NEATLY STOCKPILED WITHIN 300' OF SITE AND LOADED BY CONTRACTOR ON COUNTY TRUCKS AT COUNTY'S CONVENIENCE, AS DIRECTED BY COUNTY ENGINEER. REMAINDER OF BRIDGE TO BECOME THE PROPERTY OF THE CONTRACTOR AND TO BE DISPOSED OF BY THE CONTRACTOR.

STA. 101+75 PROPOSED 112'-6" x 24'-0" CONTINUOUS CONCRETE SLAB BRIDGE WITH MONOLITHIC PIER CAPS, P10A PIERS AND INTEGRAL ABUTMENTS, SKEW 15° LT. AHEAD.



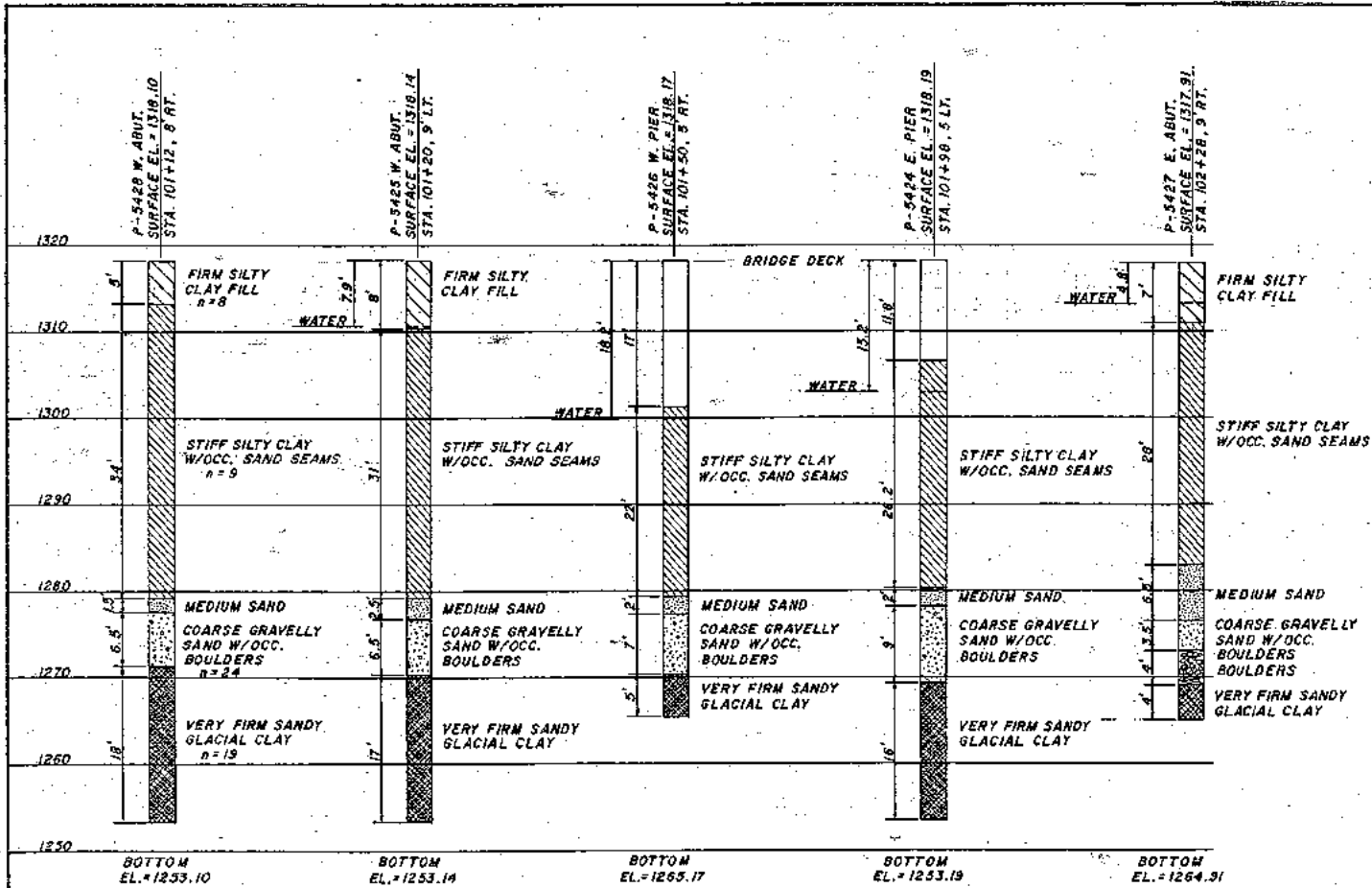
SITUATION PLAN
SCALE: 1" = 20'

HYDRAULIC DATA:

DRAINAGE AREA	= 9.66 SQ. MI.
DESIGN DISCHARGE	= 4,000 C.F.S.
DESIGN H.W.	= 1311.5
SLOPE	= 13.9 FT./MILE
BRIDGE WATERWAY AREA	= 650 SQ. FT.
DESIGN VELOCITY	= 4.7 F.P.S.
Q(50) DESIGN	= 4,000 C.F.S., STAGE = 1311.5 (150' DOWNSTREAM)
Q(100)	= 4,950 C.F.S., STAGE = 1312.4 (150' DOWNSTREAM)
Q(OVERTOPPING)	= NA, STAGE = NA
Q(500)	= 7,840 C.F.S., STAGE = 1314.0 (150' DOWNSTREAM)
EXTREME HIGHWATER, DATE	= 1945 (UPSTREAM FROM BRIDGE SITE)
Q(EXTREME)	= NA, STAGE = 1318.0 (STREAM HAS SINCE DEGRADED)

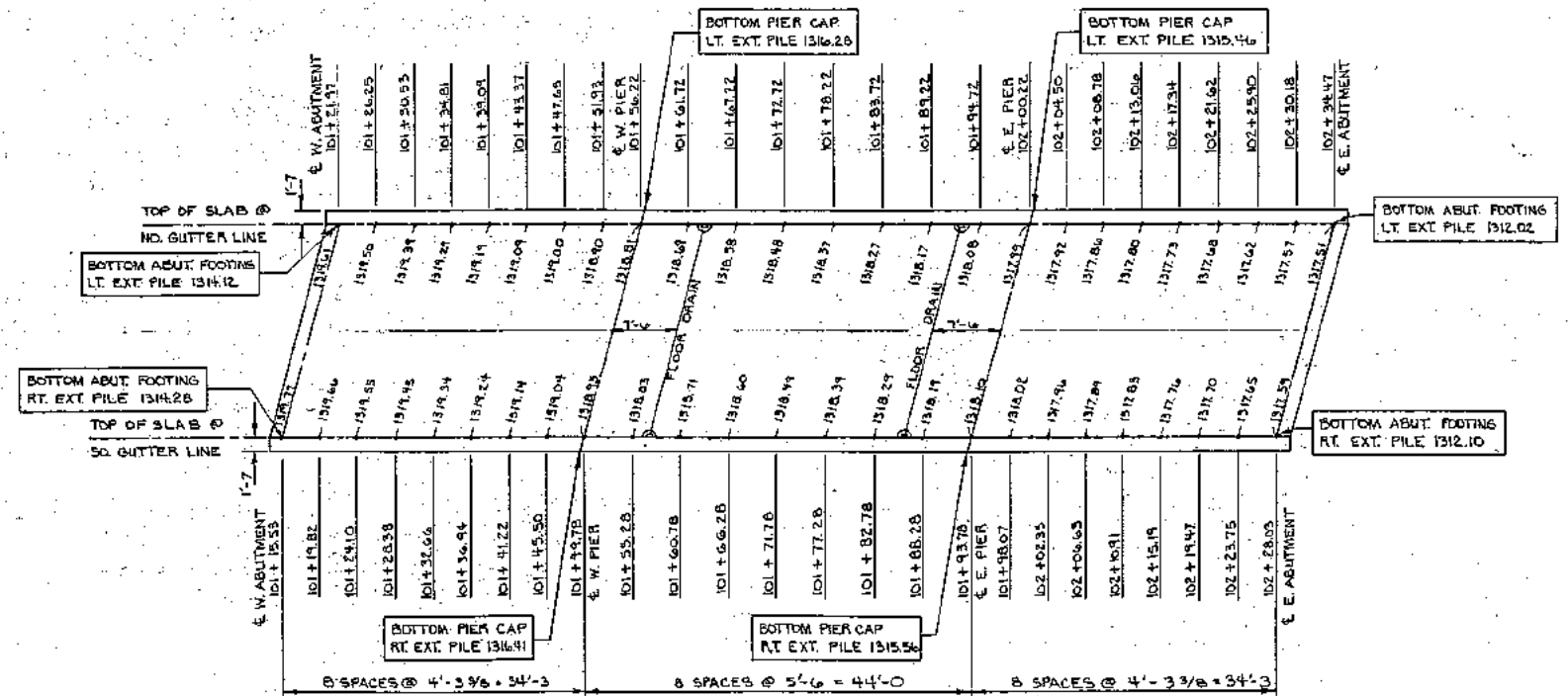
DESIGN FOR
112'-6" x 24' CONTINUOUS CONCRETE SLAB BRIDGE WITH MONOLITHIC PIER CAPS INTEGRAL ABUTMENTS TYPE 3 P10A PIERS

STA. 101+75 SKEW 15° LT. AHEAD
CRAWFORD COUNTY
DESIGN NO. 5/87 FILE NO. 53383
PROJ. NO. FM-24(16)--55-24



SOUNDING DATA

NOTES: THESE SOUNDINGS WERE MADE FOR DESIGN PURPOSES AND ARE NOT GUARANTEED FOR CONSTRUCTION.
 SOUNDINGS WERE TAKEN ON MARCH 10, 1986.
 B.M. # 2 60' SPK. IN PWR. POLE @ STA. 100+31, 40' LT. ELEV. = 1316.75



TOP OF SLAB, BOTTOM OF FOOTINGS & BOTTOM OF PIER CAP ELEVATIONS AND DECK DRAIN LOCATIONS

FILE NO. 53303
 DESIGN NO. 5/87
 FM-24(16)--55-24

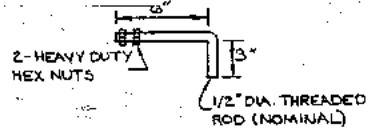
H. GENE MCKEOWN AND ASSOCIATES INC.
 CONSULTING ENGINEERS AND LAND SURVEYORS OFFICES COUNCIL BLUFFS RED OAK DENISON

PROJ. NO. 30805 DATE 3-14-86
 DRAWN BY TKK APP'D BY SAS
 CLIENT CRAWFORD COUNTY, IOWA
 DATE _____ REVISIONS _____ TITLE SUPERSTRUCTURE DETAILS SHEET 4/14

REINFORCING STEEL - TWO HEADWALLS			
SIZE	LENGTH	LINEAR FT.	WEIGHT-LBS.
4	SHOWN	118	79

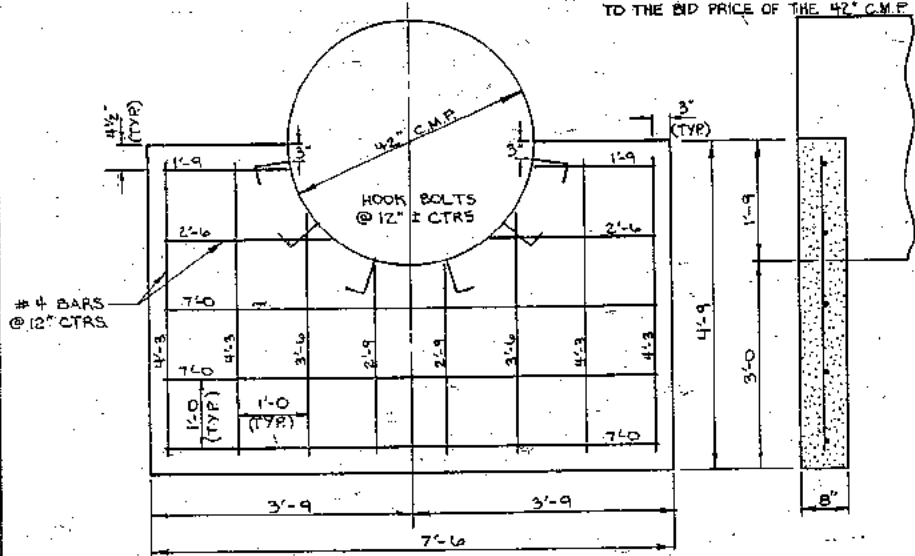
NOTE: 12 HOOK BOLTS SHALL BE CONSIDERED INCIDENTAL TO FURNISHING & PLACING C.M.P.

CLASS "C" STRUCTURAL CONCRETE - TWO HEADWALLS	
ABOVE INVERT	- 0.4 C.Y.
BELOW INVERT	- 1.2 C.Y.
TOTAL	- 1.6 C.Y.

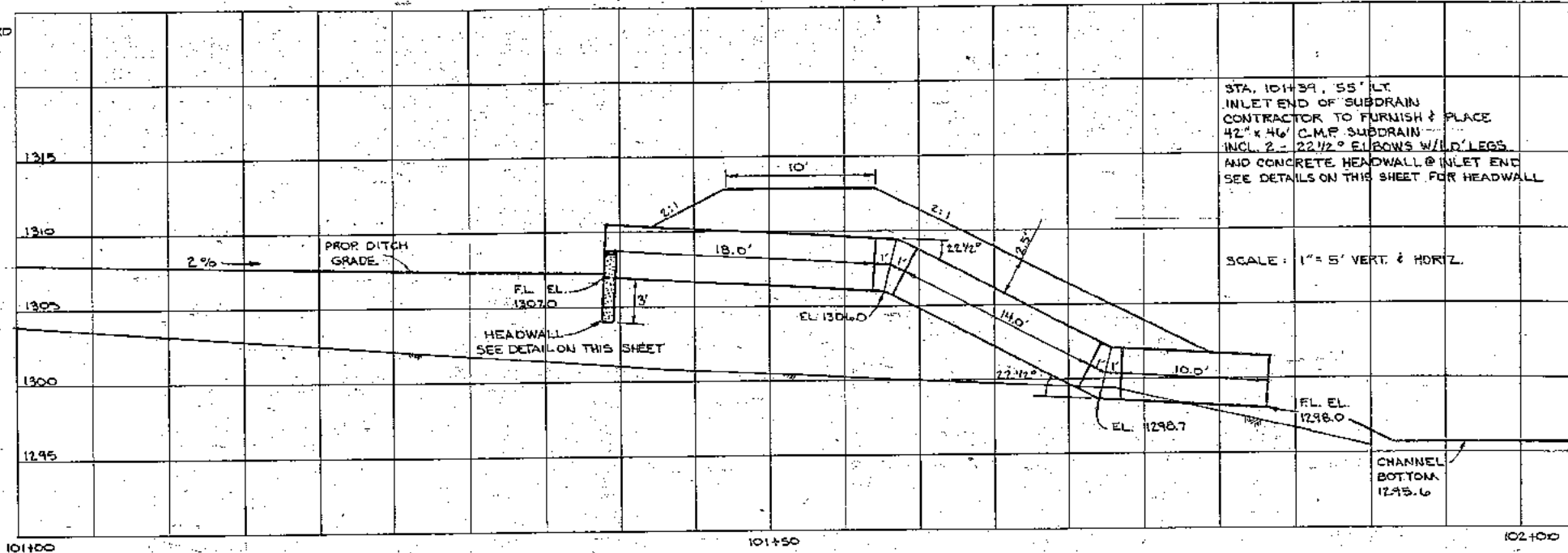


HOOK BOLT
DETAIL

NOTE: HOOK BOLTS TO INCLUDE 2 NUTS. BOLTS AND NUTS SHALL BE GALVANIZED IN ACCORD WITH ARTICLE 4100.10 OF THE STANDARD SPECIFICATIONS. BOLTS AND NUTS TO BE INCLUDED IN AND CONSIDERED INCIDENTAL TO THE BID PRICE OF THE 42" C.M.P.

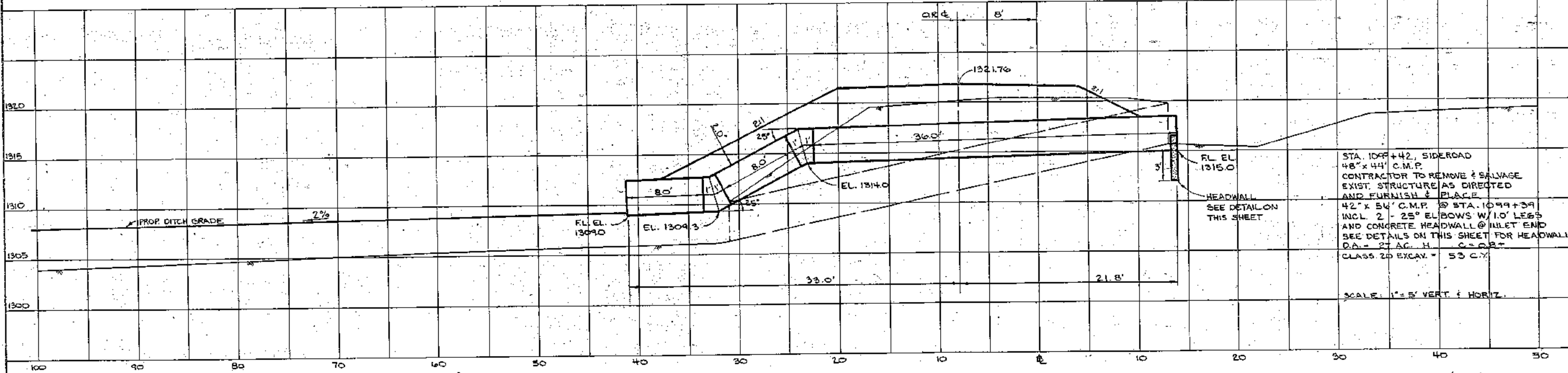


HEADWALL DETAIL



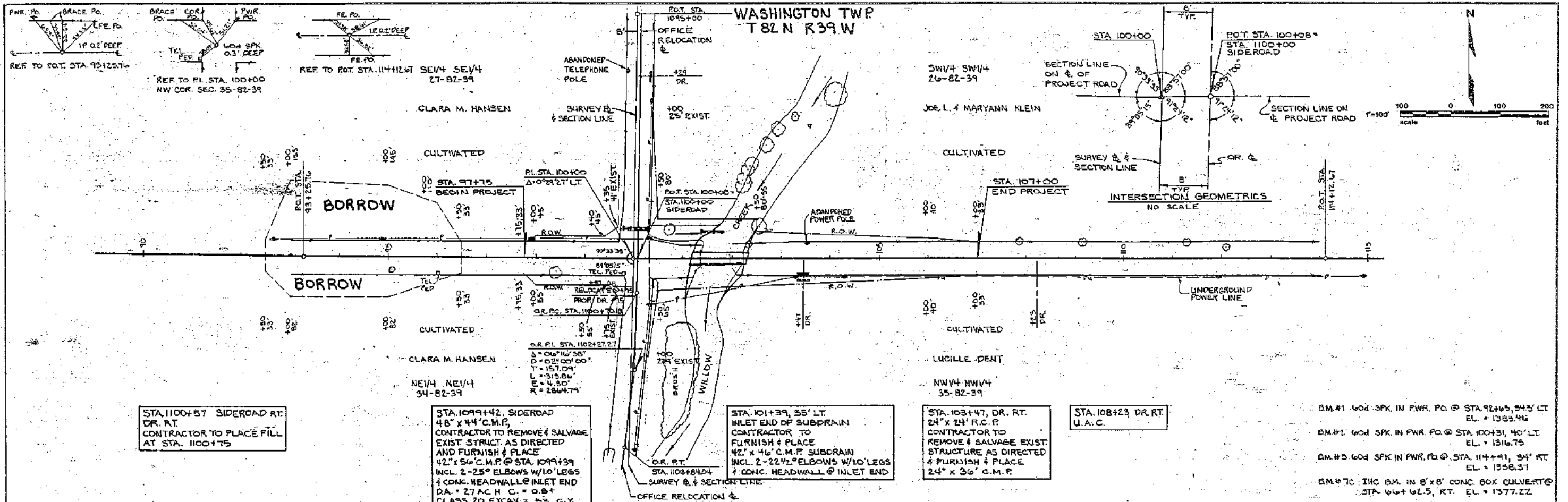
STA. 101+39.55' LT. INLET END OF SUBDRAIN CONTRACTOR TO FURNISH & PLACE 42" x 46" C.M.P. SUBDRAIN INCL. 2 - 22 1/2° ELBOWS W/1.0' LEGS AND CONCRETE HEADWALL @ INLET END SEE DETAILS ON THIS SHEET FOR HEADWALL

SCALE: 1" = 5' VERT. & HORIZ.



STA. 1099+42, SIDEROAD 48" x 44" C.M.P. CONTRACTOR TO REMOVE & SALVAGE EXIST. STRUCTURE AS DIRECTED AND FURNISH & PLACE 42" x 54" C.M.P. @ STA. 1099+39 INCL. 2 - 25° ELBOWS W/1.0' LEGS AND CONCRETE HEADWALL @ INLET END SEE DETAILS ON THIS SHEET FOR HEADWALL D.A. = 27 AC. H. C = 0.2 CLASS 20 EXCAV. = 53 C.Y.

SCALE: 1" = 5' VERT. & HORIZ.



STA. 1100+57 SIDEROAD RT. DR. RT. CONTRACTOR TO PLACE FILL AT STA. 1100+75

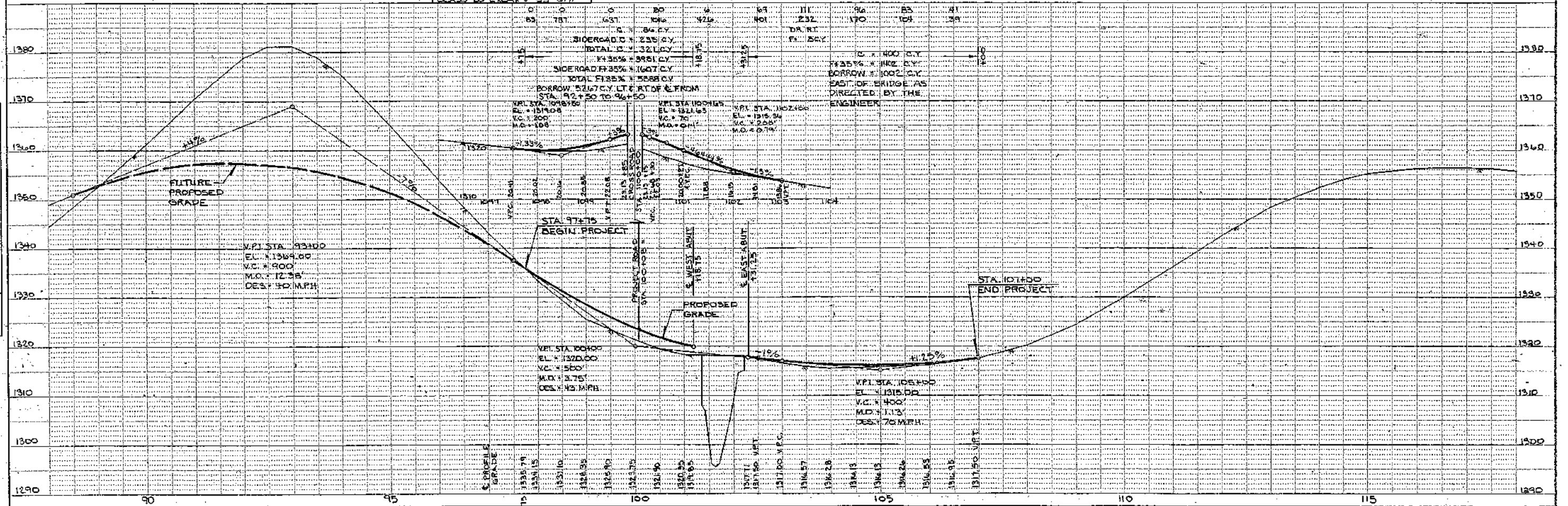
STA. 1099+42, SIDEROAD 48' x 44' C.M.P. CONTRACTOR TO REMOVE & SALVAGE EXIST. STRUCT. AS DIRECTED AND FURNISH & PLACE 42' x 56' C.M.P. @ STA. 1099+39 INCL. 2-25° ELBOWS W/10' LEGS & CONC. HEADWALL @ INLET END D.A. = 27 AC H.C. = 0.8' CLASS 20 EXCAV = 53 C.Y.

STA. 101+39, 55' LT. INLET END OF SUBDRAIN CONTRACTOR TO FURNISH & PLACE 42' x 46' C.M.P. SUBDRAIN INCL. 2-22 1/2° ELBOWS W/10' LEGS & CONC. HEADWALL @ INLET END

STA. 103+47, DR. RT. 24' x 24' R.C.P. CONTRACTOR TO REMOVE & SALVAGE EXIST. STRUCTURE AS DIRECTED & FURNISH & PLACE 24' x 36' C.M.P.

STA. 108+23 DR. RT. U.A.C.

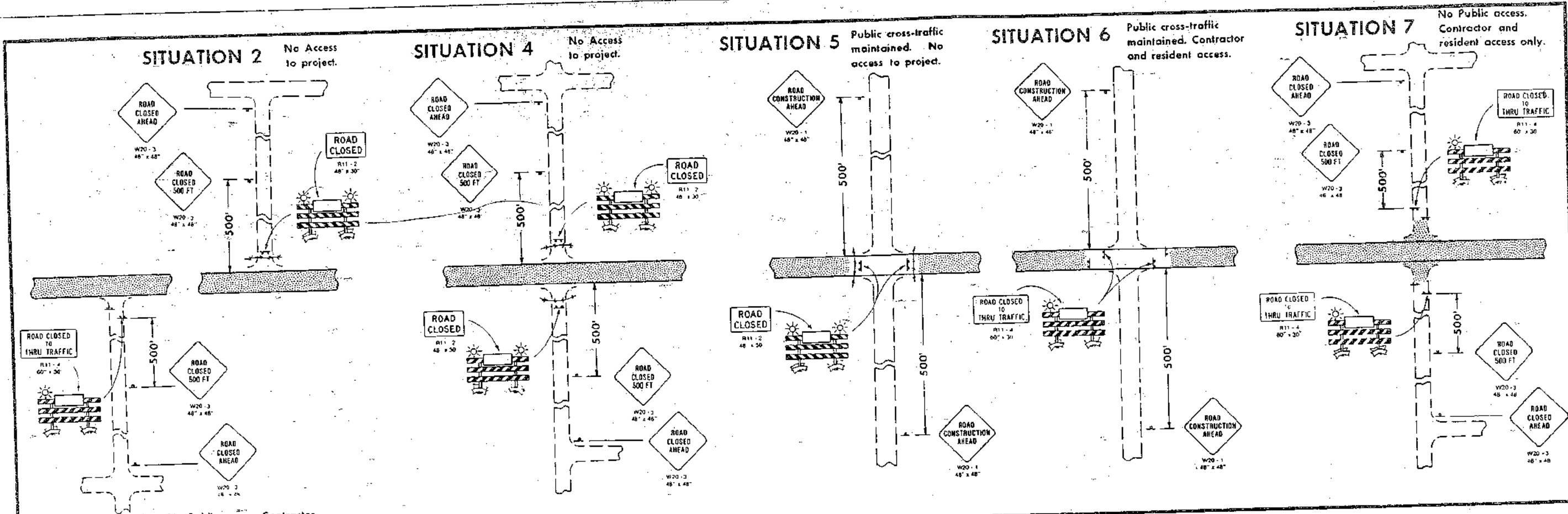
BM #1 60d SPK. IN PWR. PO. @ STA. 92+65, 54 1/2' LT. EL. = 1383.46
 BM #2 60d SPK. IN PWR. PO. @ STA. 100+31, 40' LT. EL. = 1316.75
 BM #3 60d SPK. IN PWR. PO. @ STA. 114+91, 34' RT. EL. = 1358.37
 BM #7C IHC BM. IN 8' x 8' CONC. BOX CULVERT @ STA. 66+62.5, RT. EL. = 1377.22



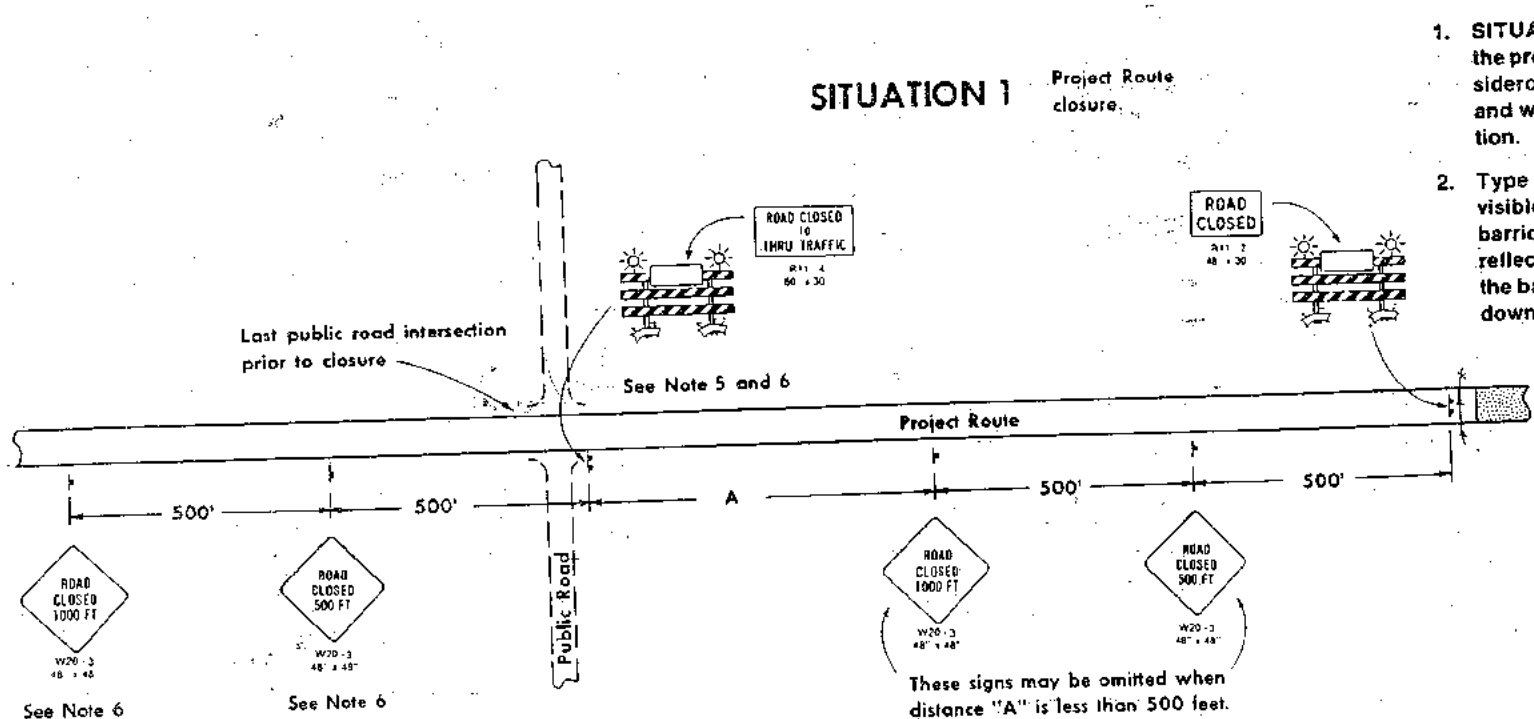
DATE	
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REVISION	
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24	REVISION
25	DATE
26	BY
27	REVISION
28	DATE
29	BY
30	REVISION

IS Skew
 FM-24(D) 12'6" X 24' Wash F-11
 CHH Bridges 1988



SITUATION 1 Project Route closure.



GENERAL NOTES

- SITUATION 1 illustrates traffic control necessary to close the project route. SITUATIONS 2 through 7 are for signing of sideroads based on existing agreements and field conditions and will be selected by the engineer in charge of construction.
- Type "A" Low Intensity Flashing Warning Lights shall be visible to both directions of traffic. The back side of the barricade shall be reflectorized by a minimum of six yellow reflectors, one at each end of each rail, or at least one rail on the barricade will show reflectorized stripes properly sloped down toward the traffic side.
- All "Stop" and other regulatory signs on the sideroads are not to be disturbed. If a "Stop" or other regulatory sign must be removed, it will be relocated by the Contracting Authority.
- This layout does not include all barricades as may be required by Section 2518 of the Standard Specifications.
- In Situation 1, when distance "A" is less than 500 feet the barricade should be placed in the middle of the traffic lane approaching the work area. In this case, Note 2 shall apply. The barricade may be omitted if the distance to the work area is less than 400 feet.
- In Situation 1, if the intersection is the point of detour these two signs and barricade will become the responsibility of the contracting authority and may be modified by the contracting authority to fit detour signing.

LEGEND

- Traffic Sign
- Type III Barricade (Type "A" Low Intensity Flashing Warning Light Required for Nighttime Use)
- Type "A" Low Intensity Flashing Warning Light
- Work Area
- Slat Fence Barricade or Orange Plastic Safety Fence

DETAIL SHEET 520-26

Revision Date 1-23-85

SIGNING FOR TEMPORARY ROAD CLOSURES IN RURAL AREAS
(PROJECT ROUTE CLOSED TO TRAFFIC)