

BRIDGE REPLACEMENT
BRF-461-1(6)--38-82

SCOTT COUNTY

LETTING DATE

INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
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 - 3	IA 461 (Business 61)
E Sheets	Side Road Plan and Profile Sheets
* E.1	IA 22
G Sheets	Survey Sheets
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G.2	Survey Information and Vertical Control
G.3 - 4	Reference Ties and Bench Marks
G.5 - 7	Horizontal Control Tab. & Super for all Alignments
H Sheets	Right-of-Way Sheets
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J Sheets	Traffic Control and Staging Sheets
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K Sheets	Interchange Sheets
* K.1	IA 22 Ramp A Plan and Profile Sheets
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L Sheets	Geometric, Staking and Jointing Sheets
L.1	Geometric & Staking IA 461
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W.1 - 18	Mainline Cross Sections
X Sheets	Side Road Cross Sections
X.1 - 7	Side Road Cross Sections
Y Sheets	Ramp Cross Sections
Y.1 - 12	Ramp Cross Sections
	* Color Plan Sheets



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

SCOTT COUNTY

BRIDGE REPLACEMENT

IA 461 (Bus. 61) Over IA 22
in the City of Davenport

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



MILEAGE SUMMARY			
		105-1	
		09-27-94	
Div.	Location	Lin. Ft.	Miles
1	IA Highway 461 (Business 61) Sta. 43+20.39 to Sta. 60+83.28	1762.89	0.334
	Sub. Bridge Sta. 50+75.00 to Sta. 53+03.00	228.00	0.043
	IA Highway 22 Sta. 493+72.65 to Sta. 499+17.26	544.61	0.103
	IA Highway 22 RAMP A Sta. 1003+36.90 to Sta. 1008+41.44	504.54	0.096
	IA Highway 22 RAMP B Sta. 2004+80.26 to Sta. 2010+00.99	520.73	0.099
	Total Length	3104.77	0.588

Refer to Sheet A.2
For Project Location Map

IA 461			
DESIGN DATA URBAN			
2010	AADT	9,800	V.P.D.
2030	AADT	12,000	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	-- %	
	Total		
	Design ESALs	--	

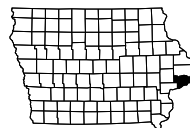
IA 22			
DESIGN DATA URBAN			
2010	AADT	6,124	V.P.D.
2030	AADT	7,500	V.P.D.
20--	DHV	--	V.P.H.
	TRUCKS	-- %	
	Total		
	Design ESALs	--	

INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	X	Primary Signature Block
V.1	X	Bridge Plans

PRELIMINARY PLANS

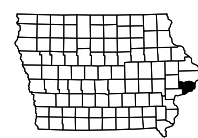
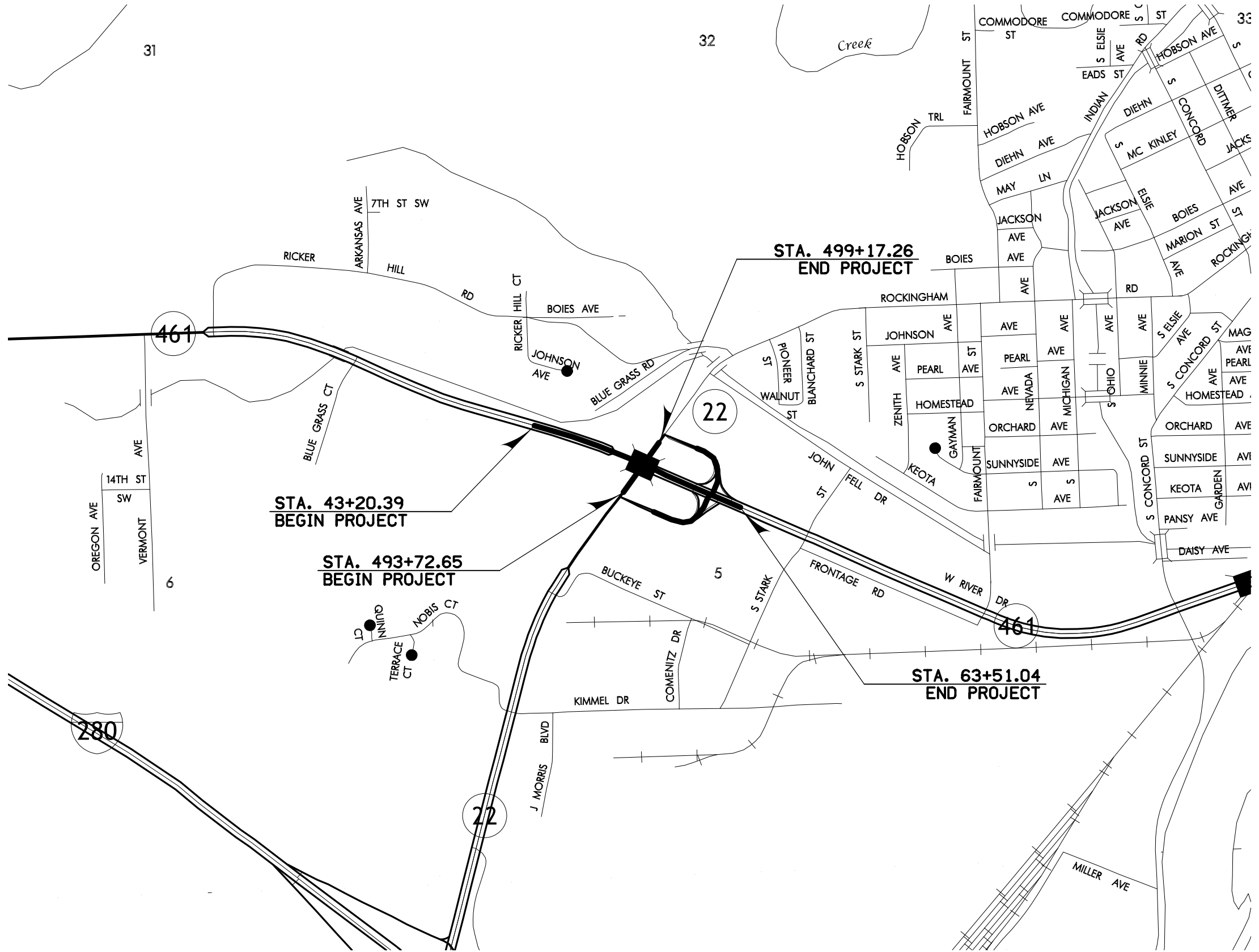
Subject to change by final design.

PRELIM. PLAN - Date: 3/2/16

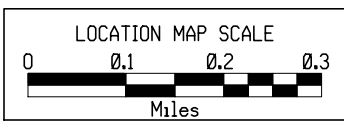


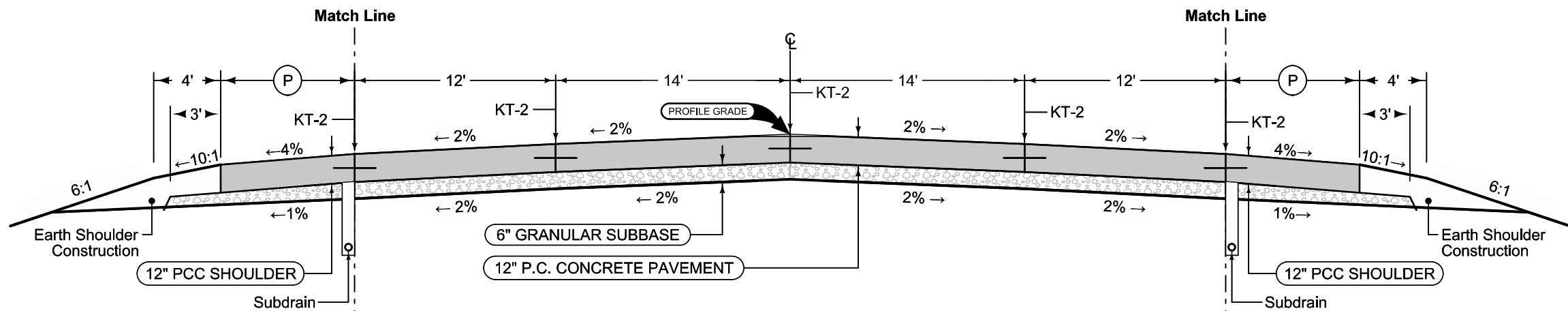
T-78N

T-77N



R-3E





IA 461 Four-Lane Concept

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

4_P_FullPCC_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet

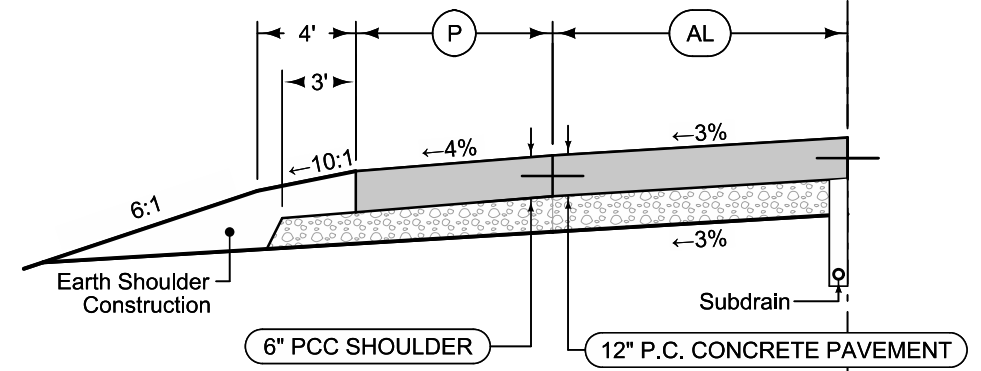
Mainline Jointing:
 Transverse joints: CD at 20' spacing

4UP_10-16-12	
STATION TO STATION	
43+20.40	50+52.34
53+28.21	60+83.28

Full Depth PCC Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

4_P_FullPCC_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(P) Feet
EB	43+20.40	50+52.34	10
EB	53+28.21	55+09.66	10
EB	60+67.59	63+51.04	10



Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
WB	43+20.40	50+52.34	12
WB	53+28.21	58+16.34	12
WB	59+93.43	60+83.28	12

Auxiliary Lane Full Depth Shoulder

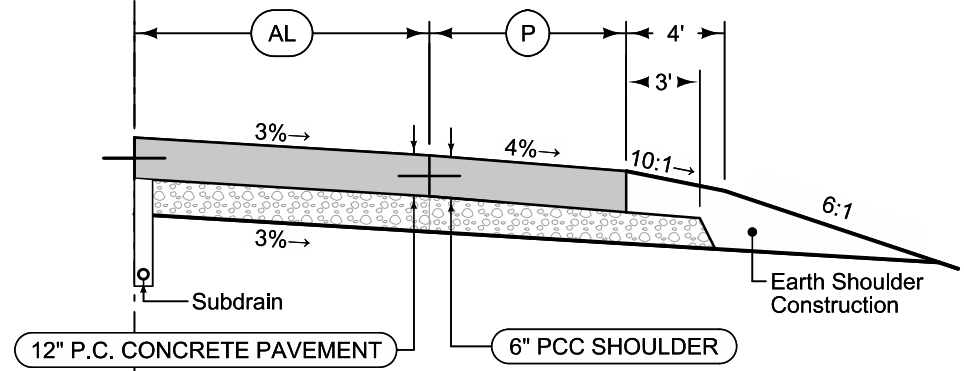
Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

4_AL_Shldr_FullPCC_10-19-10	
(P) Feet	
10	

Auxiliary Lane Full Depth Shoulder

Shoulder Jointing:
 Longitudinal joint: L-2 or KT-2
 Transverse joints: C at 20' spacing

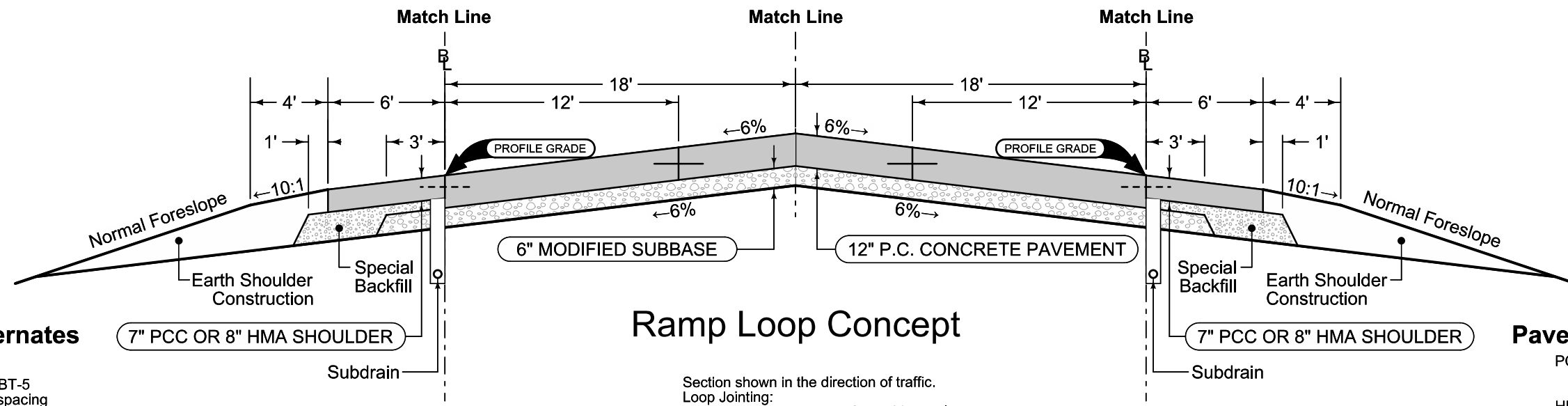
4_AL_Shldr_FullPCC_10-19-10	
(P) Feet	
10	



Auxiliary Lane

Longitudinal joint: L or KT
 Transverse joint: Match Mainline

4_AuxLane_PCC_10-19-10			
Direction of Travel	BEGIN STATION	END STATION	(AL) Feet
EB	55+09.66	58+10.12	12



Ramp Loop Concept

Section shown in the direction of traffic.
 Loop Jointing:
 Transverse joints: CD at 20' spacing
 Longitudinal joint: L-2

Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

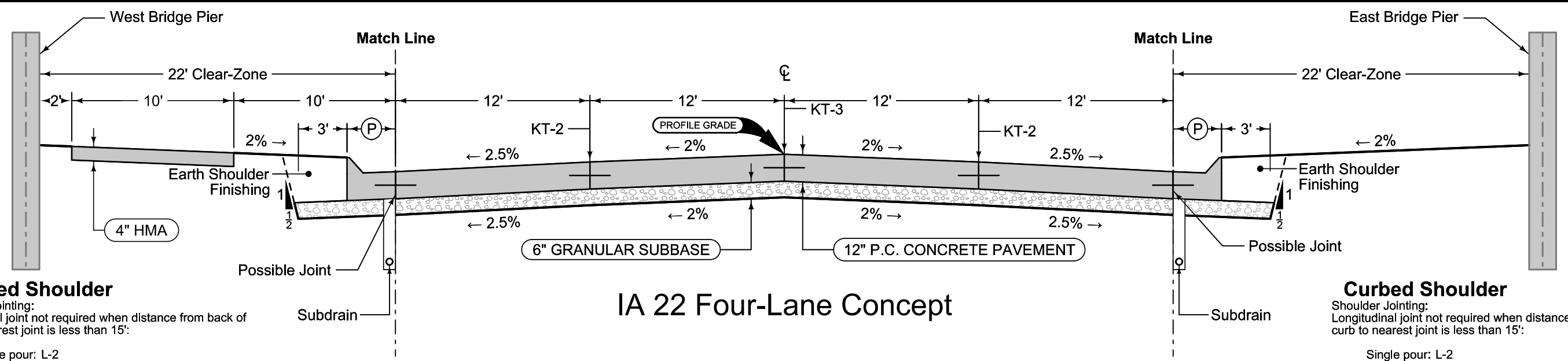
Paved Shoulder Alternates

PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

1L_P_ALT_ 10-21-14	
BEGIN STATION	END STATION
1003+36.90	1008+54.44
2004+80.26	2010+13.99

1LP_ 04-19-11	
BEGIN STATION	END STATION
1003+36.90	1008+54.44
2004+80.26	2010+13.99

1L_P_ALT_ 10-21-14	
BEGIN STATION	END STATION
1003+36.90	1008+54.44
2004+80.26	2010+13.99



IA 22 Four-Lane Concept

Mainline Jointing:
 Transverse joints: CD at 20' spacing

Curbed Shoulder

Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

Curbed Shoulder

Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'

Single pour: L-2
 Staged : KT-2
 Transverse:C at 20' spacing

2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
494+12.16	495+16.78	2.5	6" Sloped
495+39.28	499+17.26	2.5	6" Sloped

4UP_ 10-16-12	
STATION TO STATION	
493+72.65	499+17.26

2_Curb_ 04-19-11			
STATION TO STATION	(P) Feet	Curb Type See PV-102	
493+72.65	499+17.26	2.5	6" Sloped

SURVEY SYMBOLS

- PIP Pipe Culvert
- CUL Culvert
- GDL Guard Rail Steel
- ⊛ LUM Luminaire
- TP TPD Telephone Pedestal
- PR Electric Riser Pole
- ⊙ TA Tower Anchor
- ⊙ FHD Fire Hydrants
- RET Retaining Walls
- GP GP Guard Post (Less Than 4 Posts)
- LIN Miscellaneous Line
- ⊙ X LC Lot Corner
- PPA MidAmerican Energy
- ⊕ MH Utility Access (Manhole)
- MIS Miscellaneous
- OUT Tile Outlet
- TVP TV Pedestal
- UV Underground Utility Vault
- BRG Bridge
- Tile — TIL Tile Line
- ⊙ GV GV Gas Valve
- ⊙ WV WV Water Valve
- CU Back of Curb
- GU Gutter In Front of Curb
- CON Concrete or A/C Slab
- D Centerline Draw or Stream (Down)
- EP Edge of Paved Roads (ML or SR)
- SNP Unpaved Shoulder
- EG Edge of Gravel Road
- ← DU Centerline Draw or Stream (Up)
- ENU Edge Unpaved Entrance & Parking
- ENT Centerline BL of Entrance
- SH Paved Shoulder
- ENP Edge Paved Entrance & Park Lot
- SWK Sidewalk
- ⊙ SH SNK Sink Hole
- St.S. — STA City of Davenport
- San. — SAA City of Davenport
- CP Control Point
- BM Bench Mark

UTILITY SYMBOLS

- TV — TVA Mediacom
- FO — FOA AT&T
- F02 — FOB Century Link
- E1 — ELA MidAmerican Energy
- W — WLA Davenport Water Department
- G — GLA MidAmerican Energy
- T2 — TLA Century Link

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
SHADING		
Design Color No.		
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading "In conjunction with a paving project"
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

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

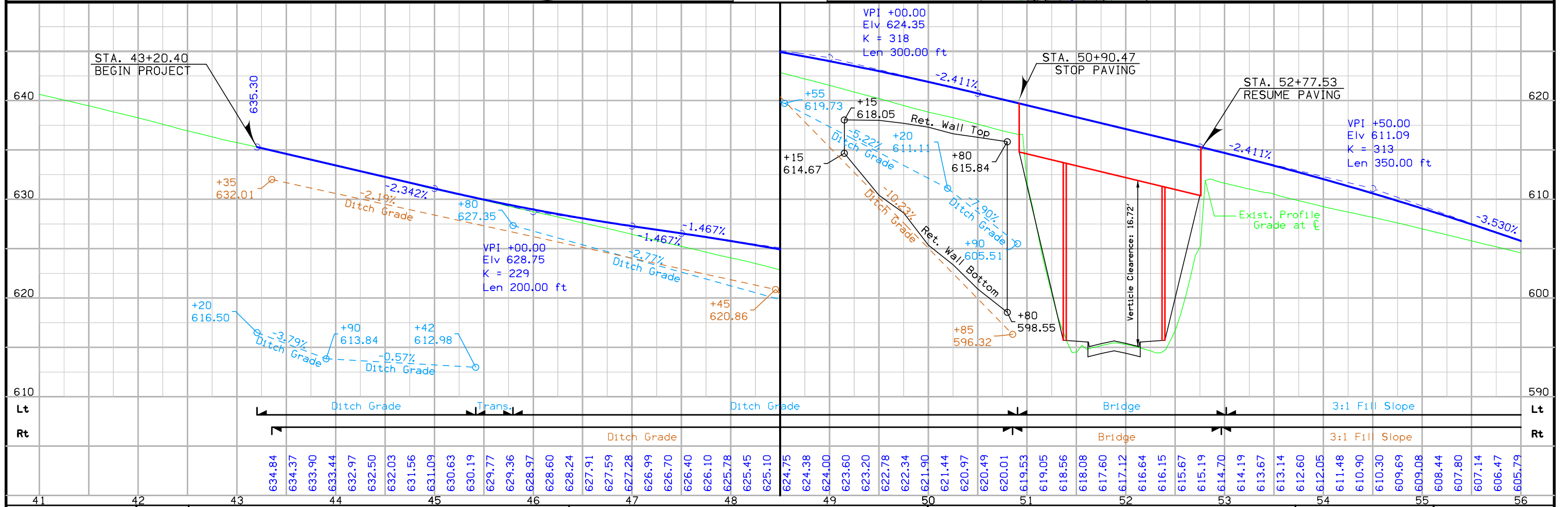
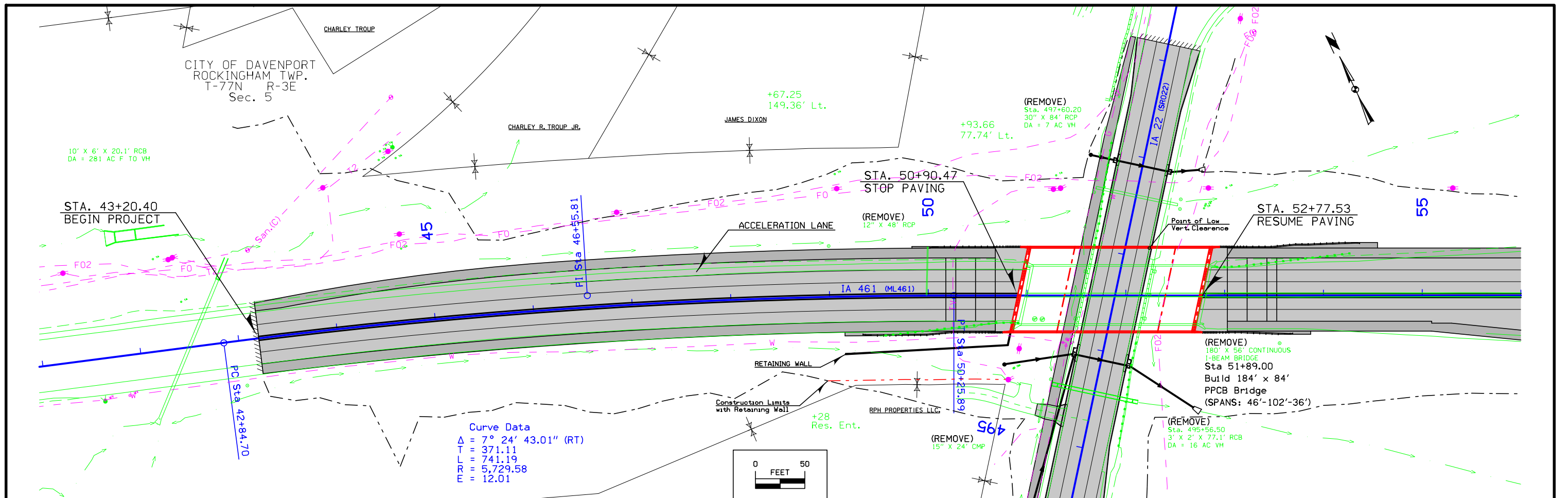
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

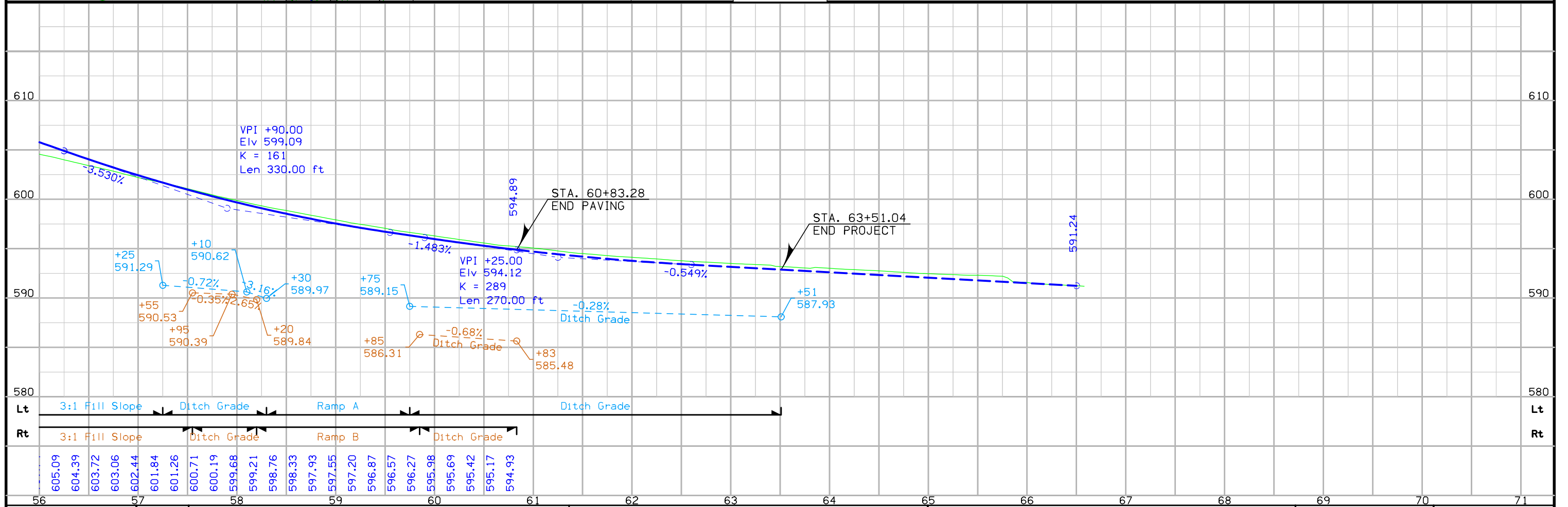
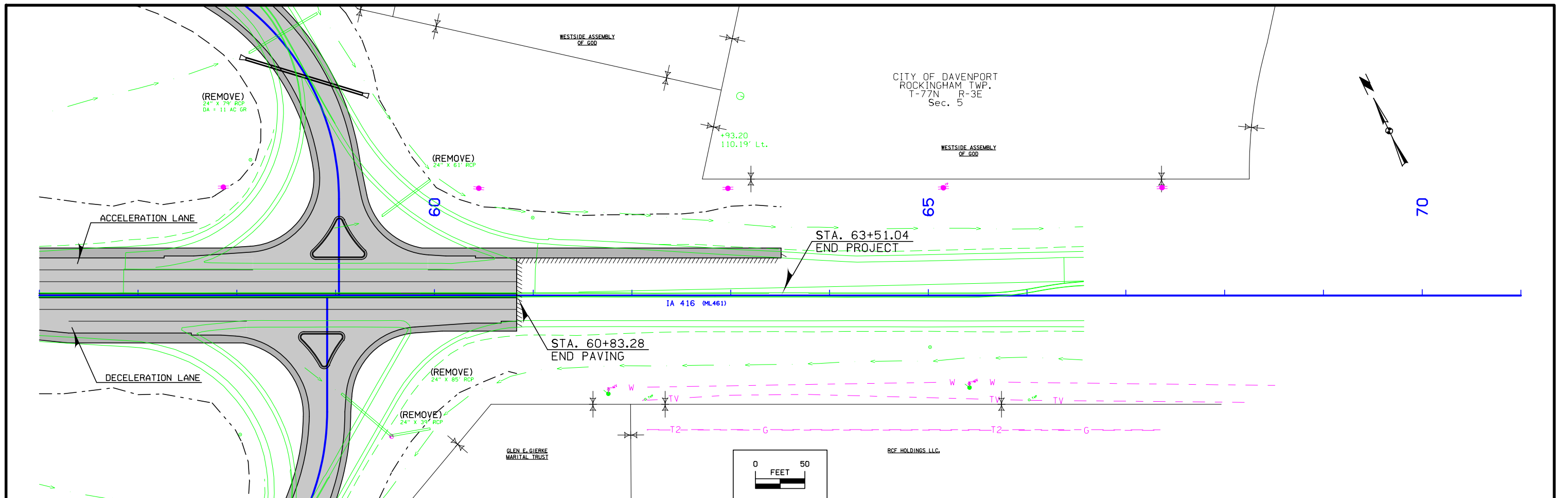
RIGHT-OF-WAY LEGEND

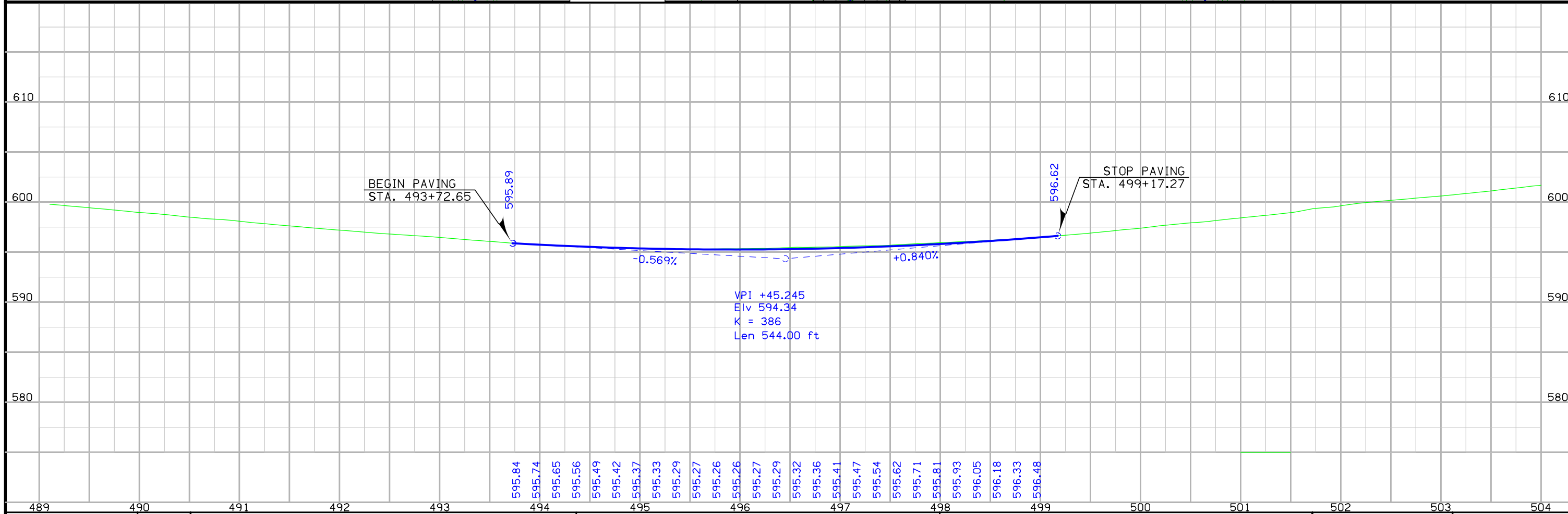
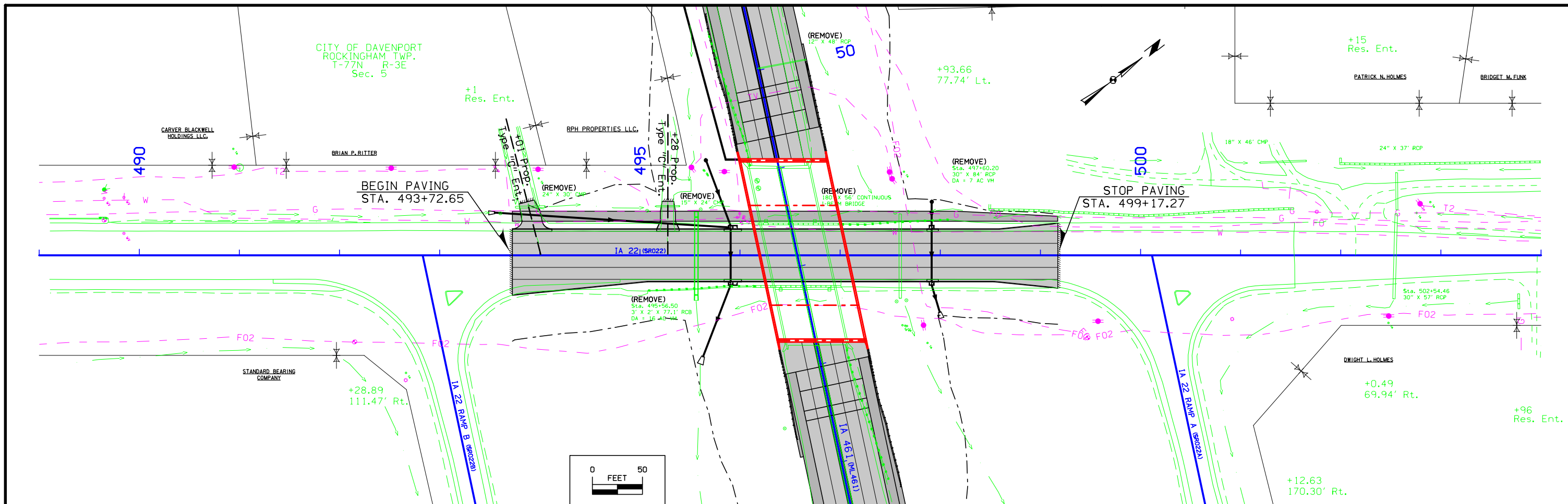
- ▲ Proposed Right-of-Way
- △ Existing Right of Way
- ▲ Existing and Proposed Right-of-Way
- ▲ Easement and Existing Right-of-Way
- Easement (Temporary)
- Easement
- C/A Access Control
- ← Property Line

PLAN AND PROFILE

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







SURVEY SYMBOLS

- PIP Pipe Culvert
- CUL Culvert
- GDL Guard Rail Steel
- ⊛ LUM Luminaire
- TP TPD Telephone Pedestal
- PR Electric Riser Pole
- TA Tower Anchor
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- BM Bench Mark

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- F02 — FOB Century Link
- E1 — ELA MidAmerican Energy
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- G — GLA MidAmerican Energy
- T2 — TLA Century Link

**LEGEND AND SYMBOL
INFORMATION SHEET**

Survey Information

Scott County
 BRF-461-1(6)--38-62
 PIN 14-82-461-030
 IA 461 – Bridge replacement in Scott County over Ia 22 in Davenport Iowa
 SAP 0863

General Information

Measurement units for this survey are US survey feet. This survey is for replacement of a structure.
 This project is on Zone 11 IaRCS coordinates. This project has photo control.

Vertical Control

Vertical datum for this survey is relative to NAVD88 Opus Datum. Four-hour static sessions were observed on six control points along this project. The processed orthometric height was held fixed in a constrained vertical adjustment on CP103.

A level loop was run through all project control using the computed OPUS elevation on CP103 held fixed.

BM #500 EL= 592.989 this survey
 BM #500 EL= 594.02 NHSN-61-5(130)--2r-82 Plan Sheet G01

BM #501 EL= 593.105 this survey
 BM #501 EL= 594.14 NHSN-61-5(130)--2r-82 Plan Sheet G01

CP #103 EL= 579.053 this survey
 CP #103 EL= 579.053 NAVD88 Opus

BM #507 EL= 636.871 this survey
 BM #6a EL= 637.68 PCC Paving Plan 831(7)

BM #511 EL= 594.011 this survey
 BM #10a EL= 594.25 PCC Paving Plan 831(7)

Horizontal Control

Four plus hours of Opus observations were used to verify the values of six points named CP101, CP102, CP103, CP104, CP105 and CP106. These Opus solutions were converted to Zone 11 IaRCS coordinates for the purpose of this survey. Additional control points were placed throughout the project using a Total Station.

Alignment Information

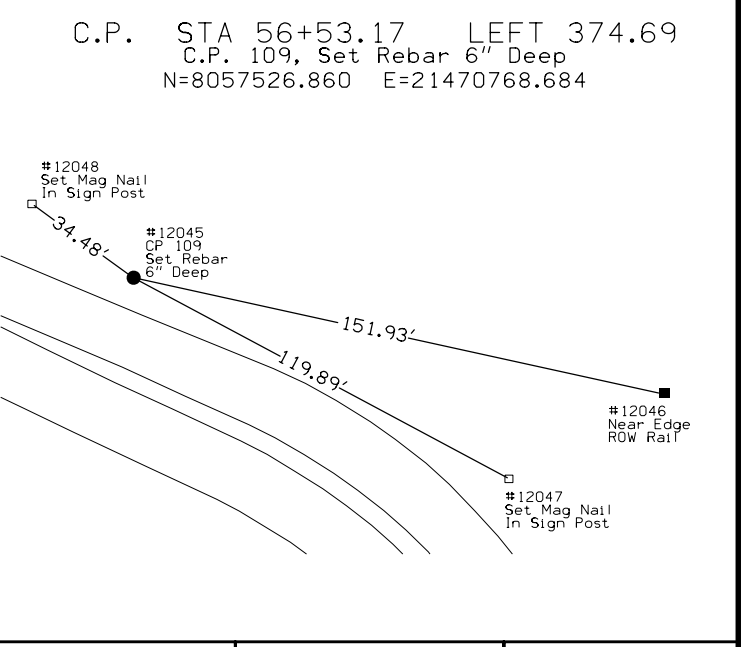
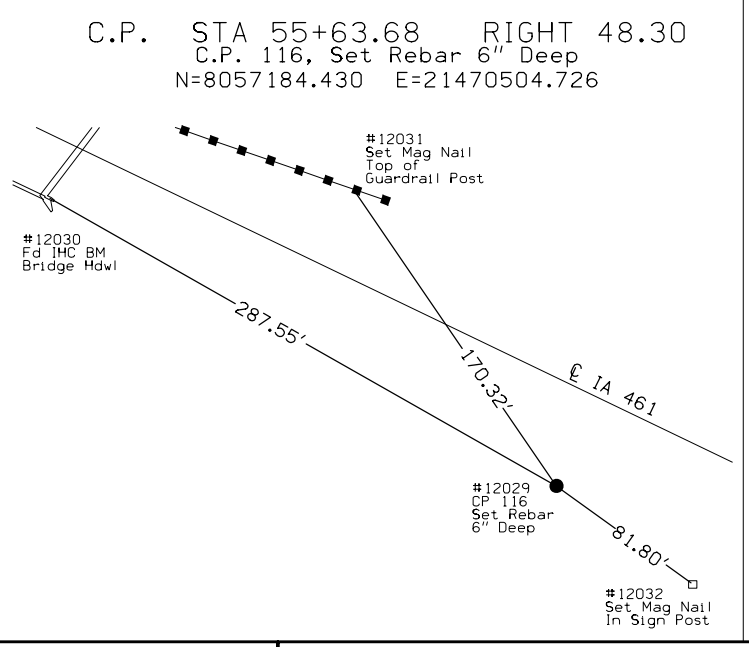
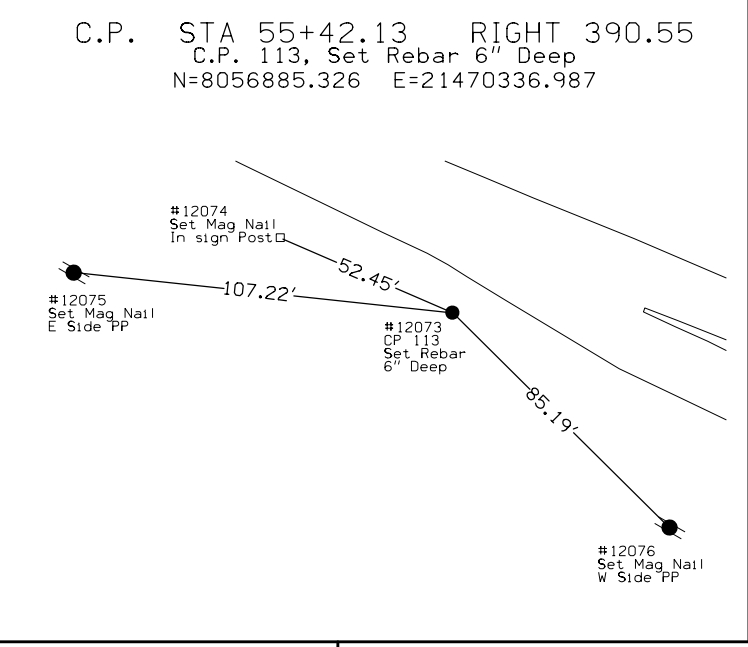
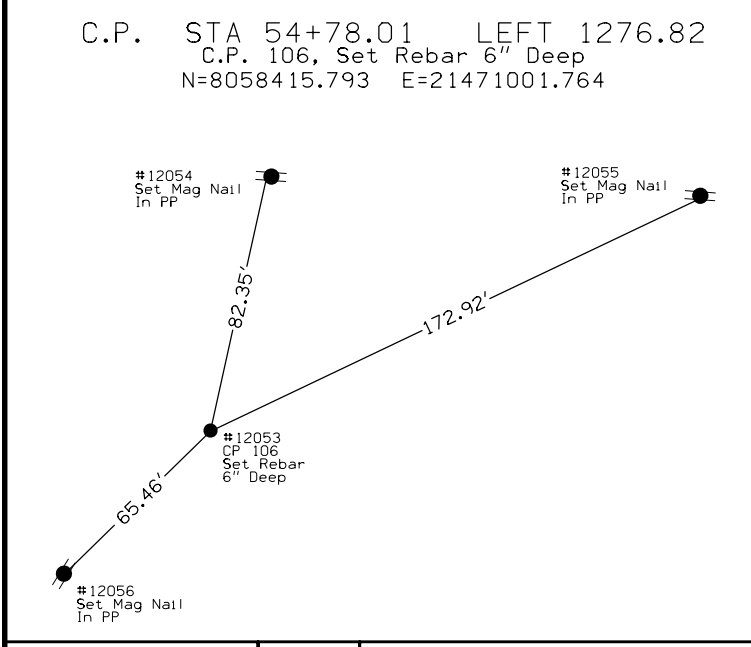
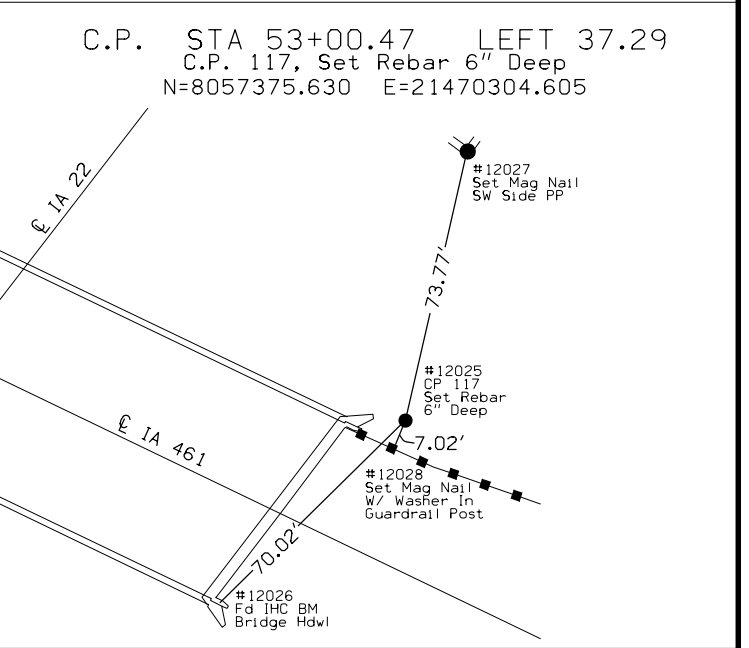
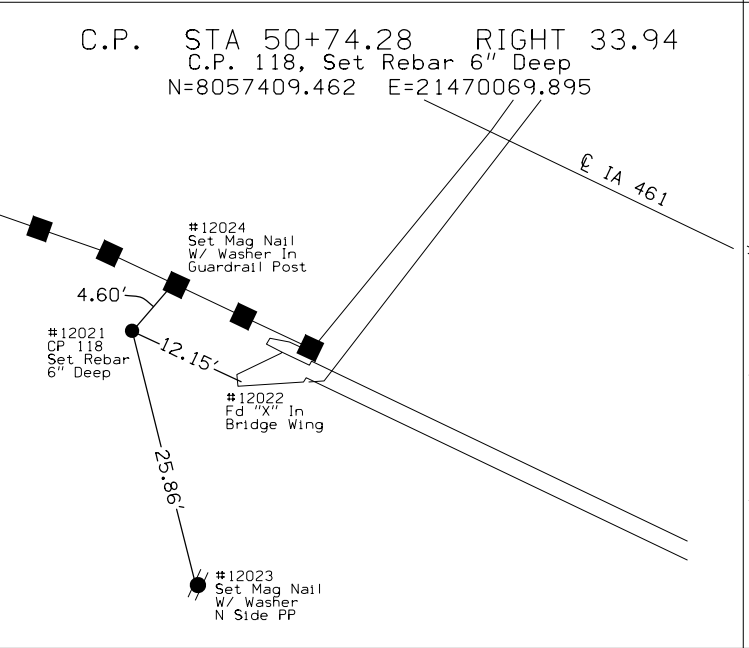
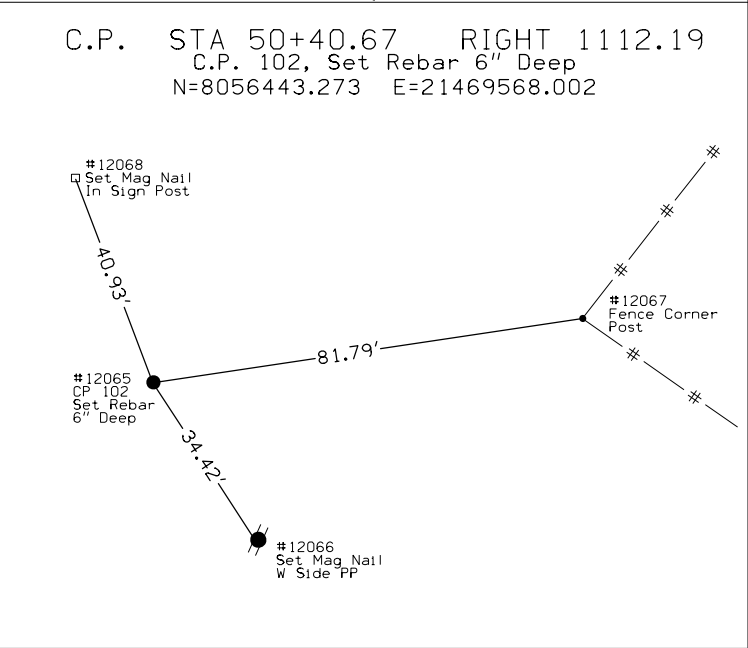
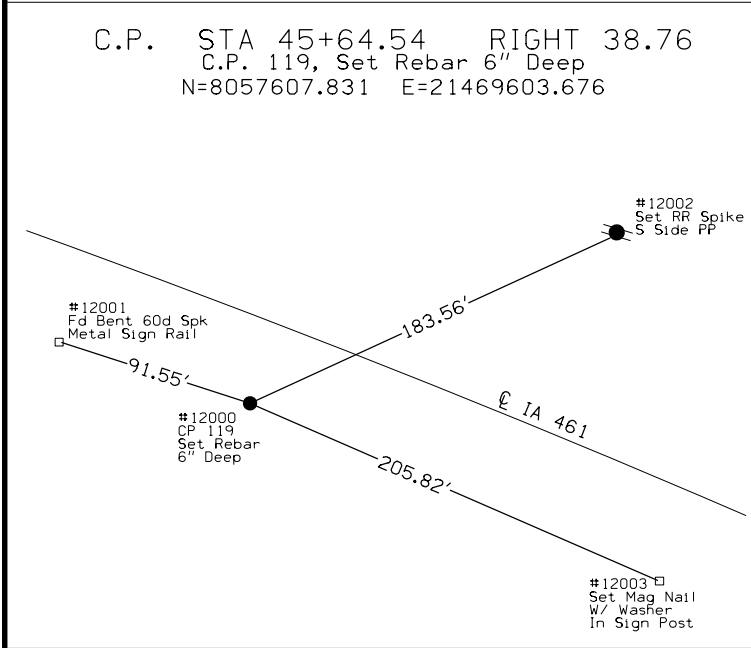
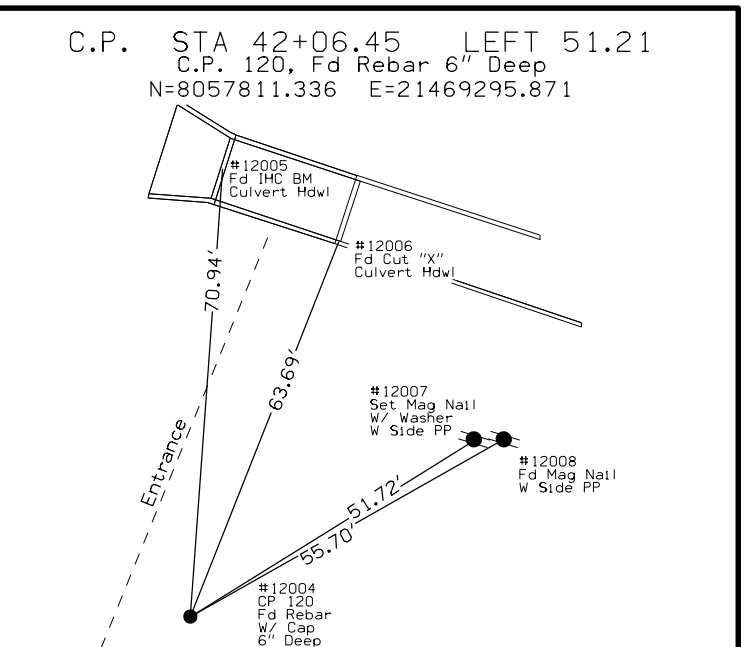
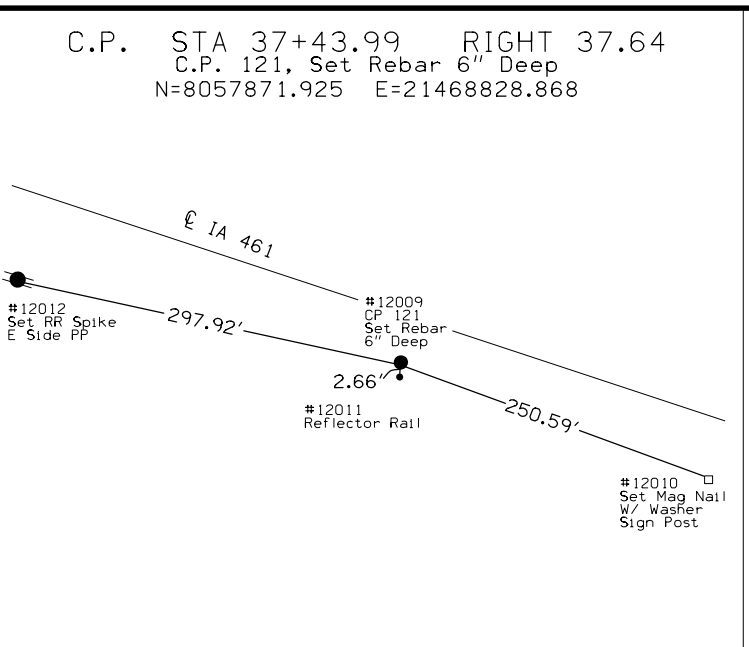
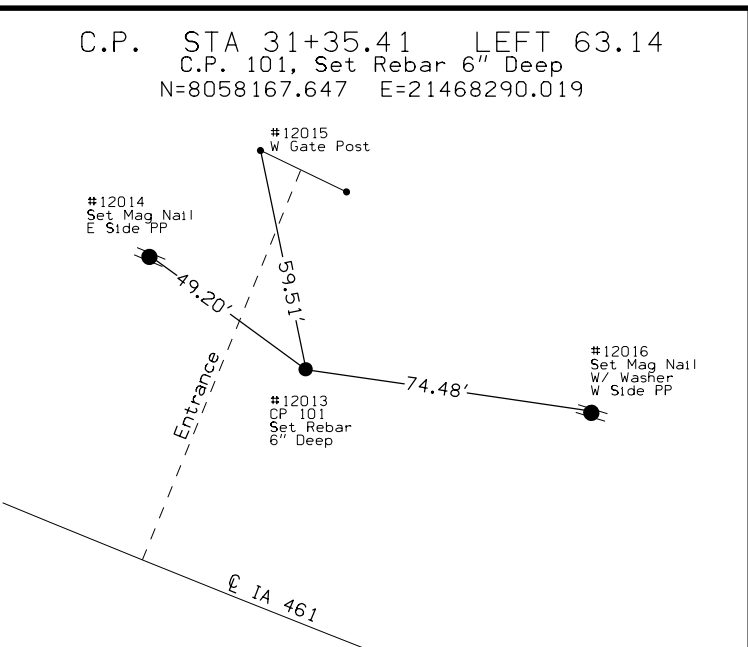
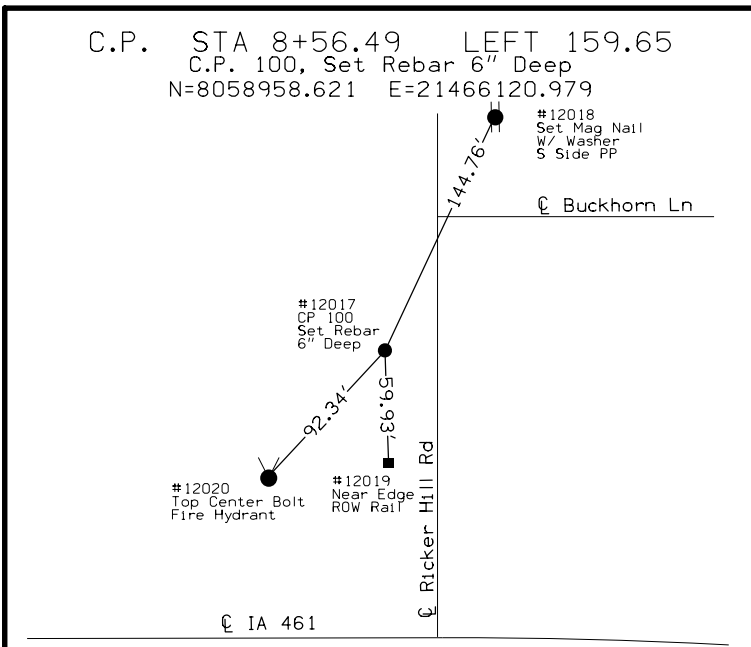
The Ia 461 horizontal alignment for this survey is a retrace of U-831(7) Paving Plan (Sheet 10). This tangent was intersected with the Ia 22 tangent under the bridge. Stationing was carried backward and forward through out the project.

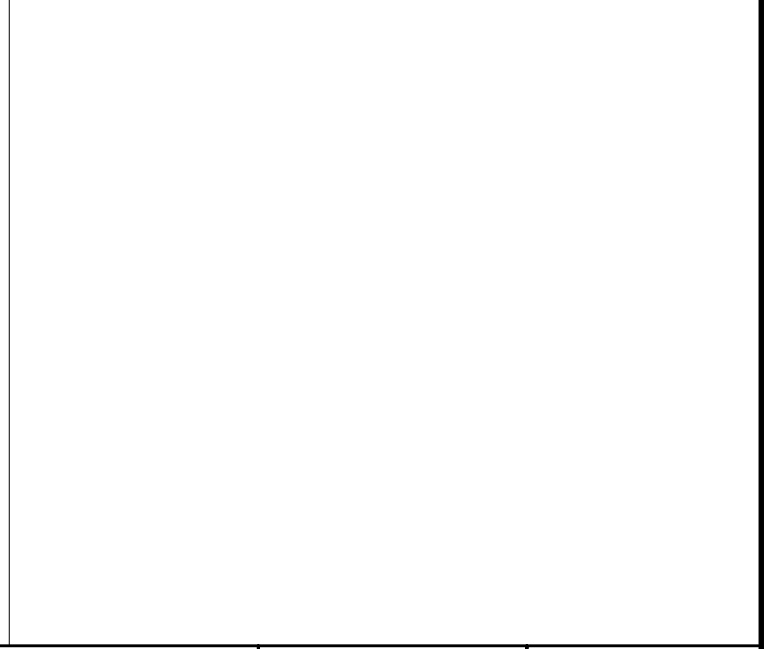
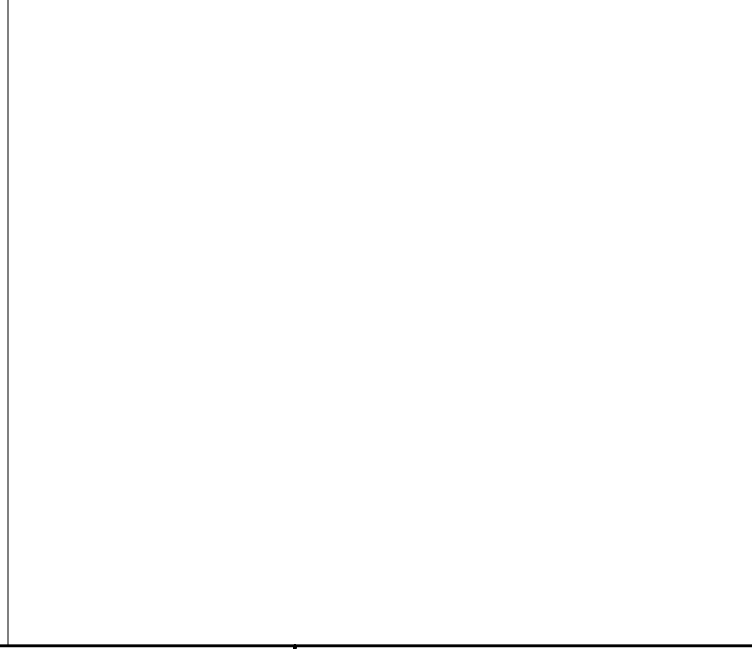
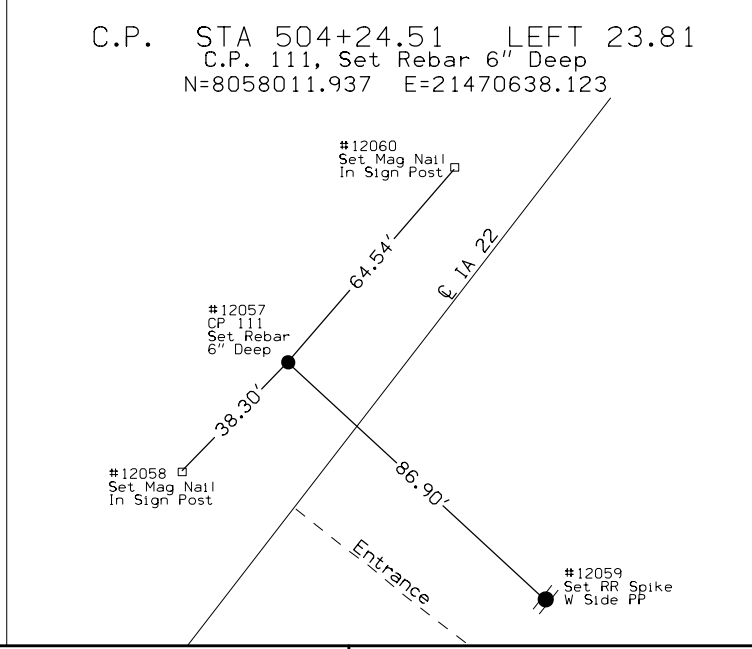
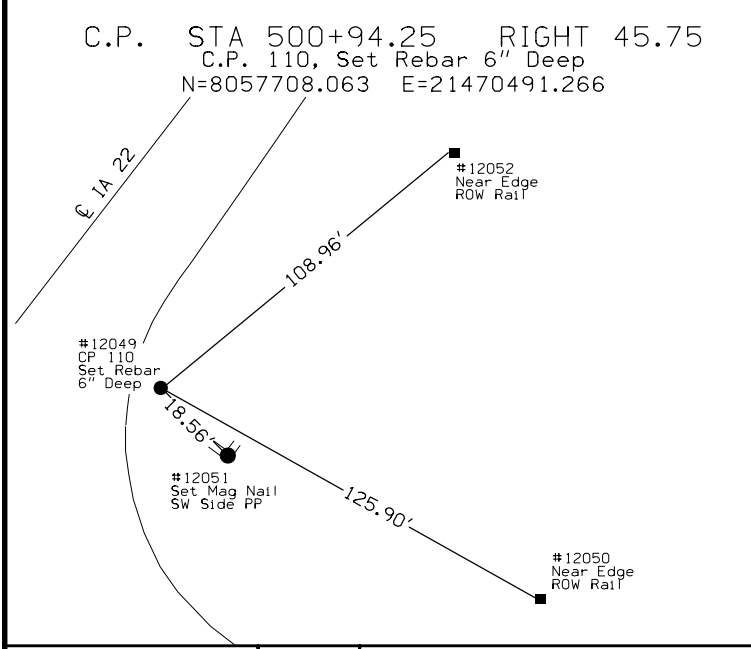
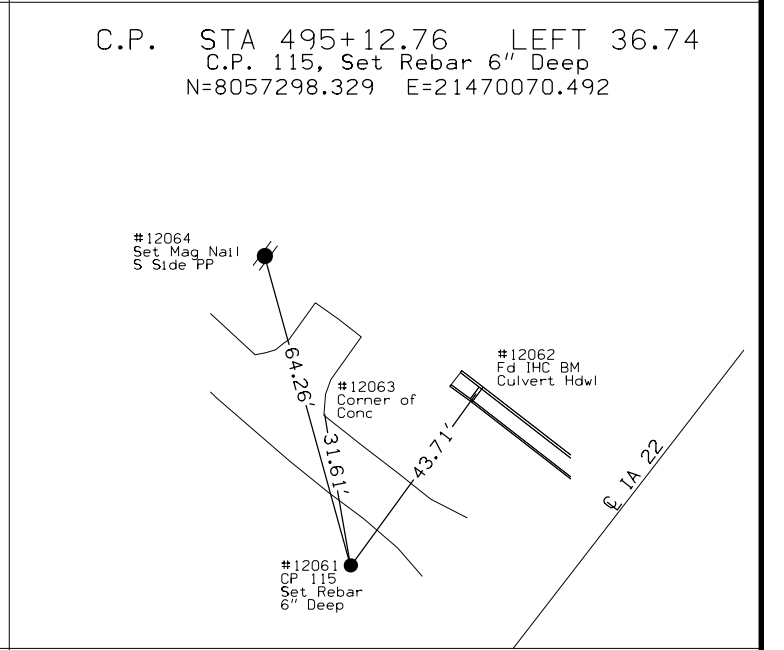
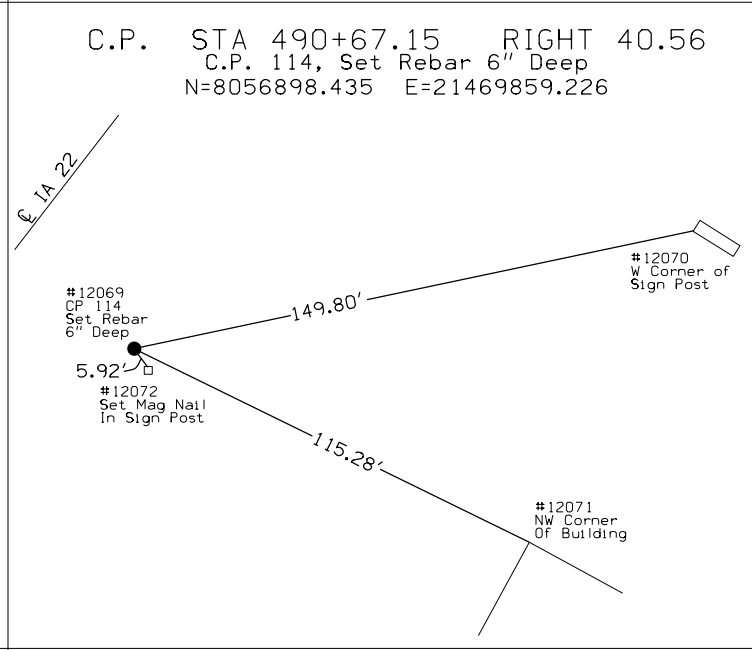
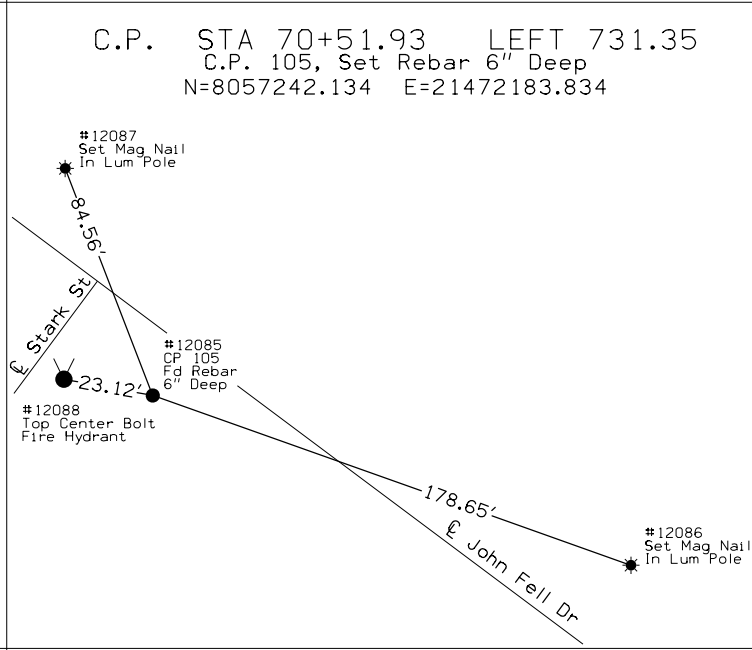
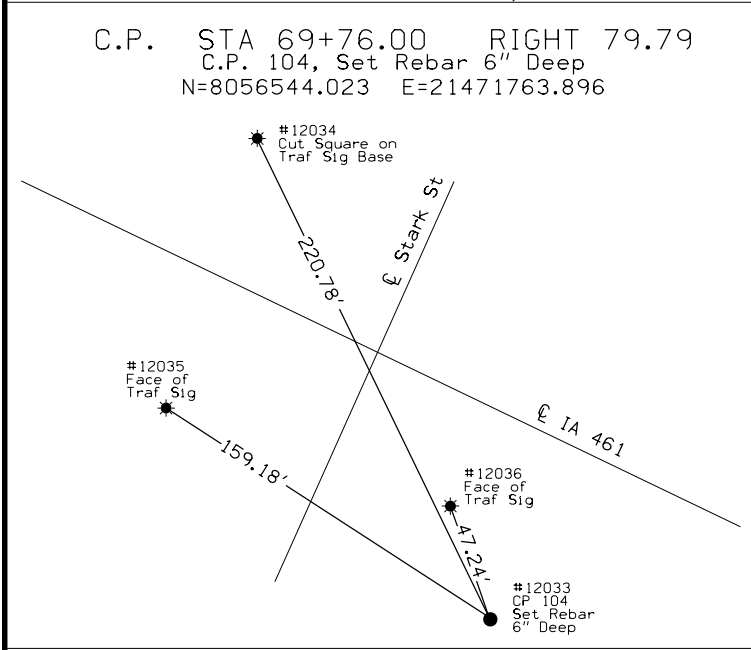
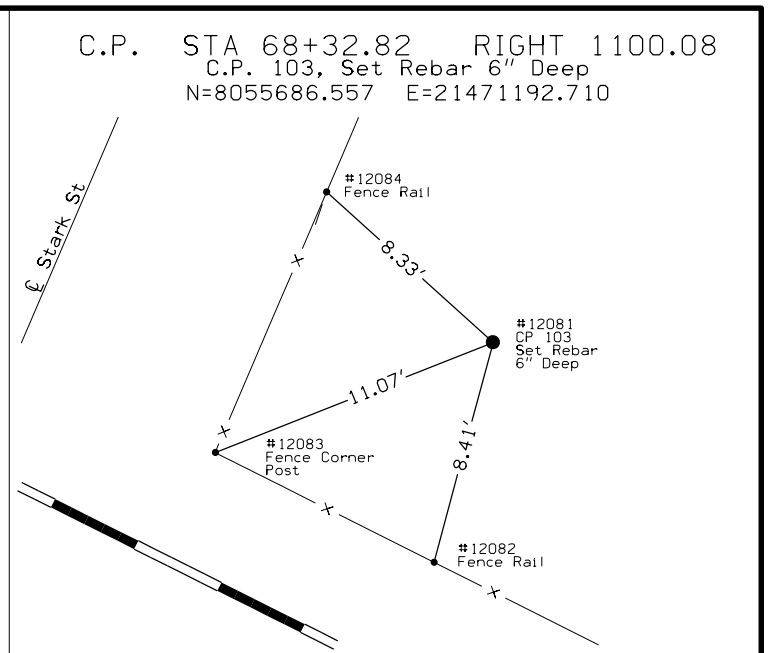
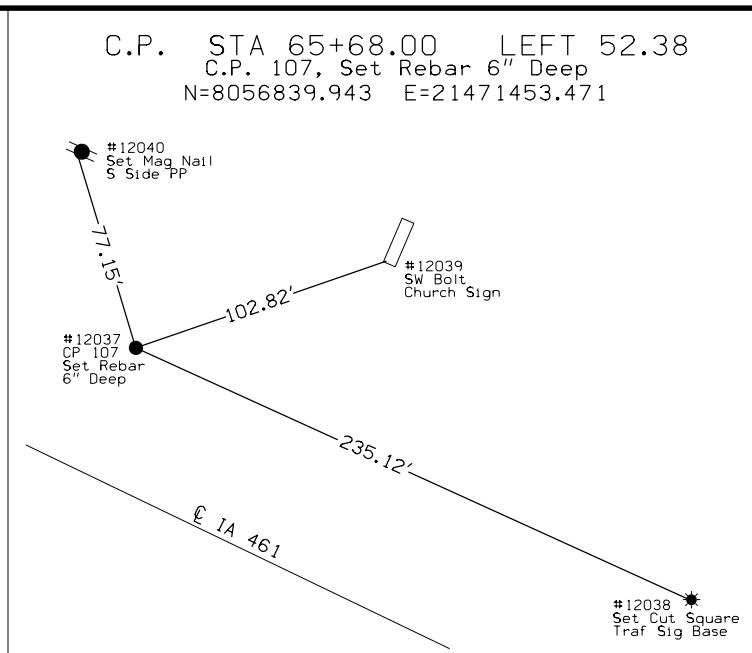
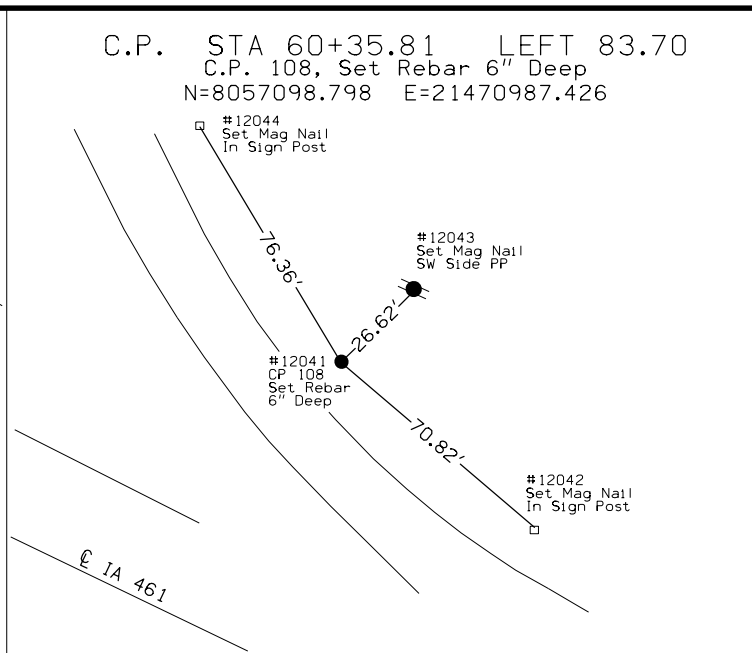
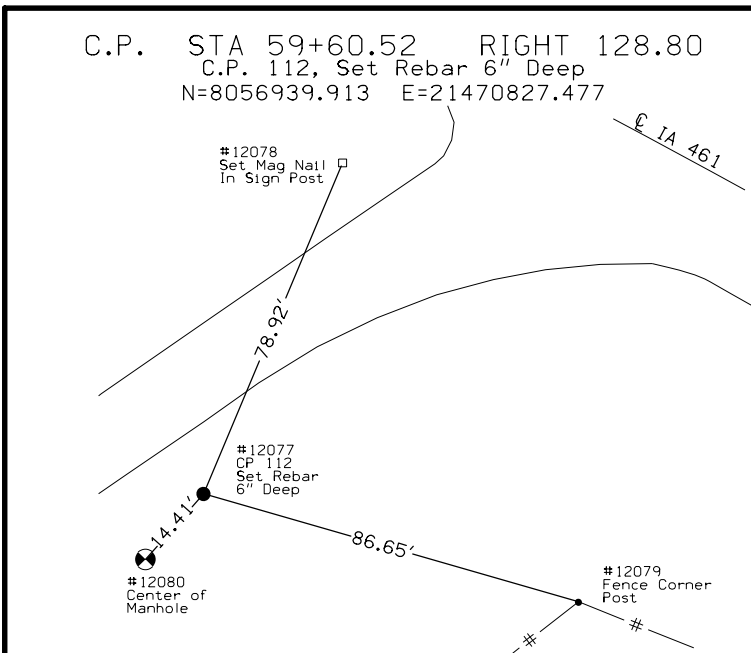
The Ia 22 horizontal alignment for this survey is a retrace of U-831(7) Paving Plan Survey (Sheet 23). Stationing was equated to the Paving Plan at POT Sta 51+89.00. Stationing was carried backward and forward.

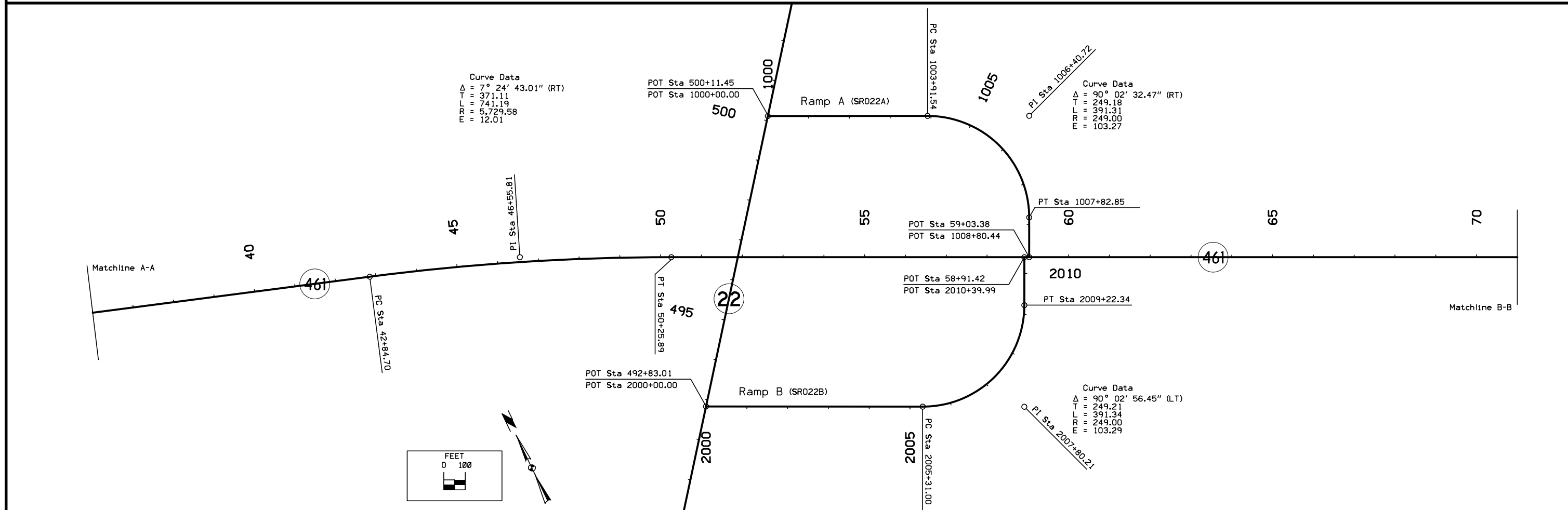
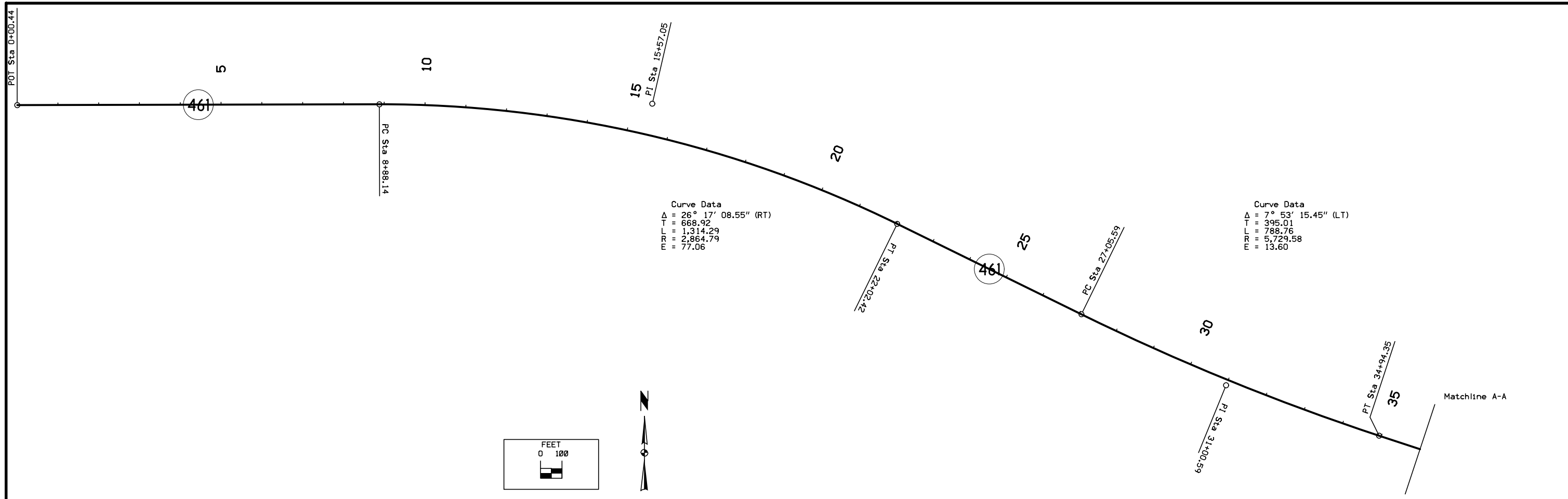
POT Sta 51+89.00 Ia 461 Survey
 = POT Sta 496+57.40 Ia 22 Survey

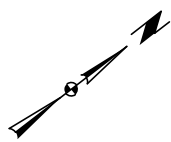
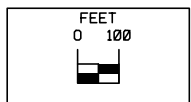
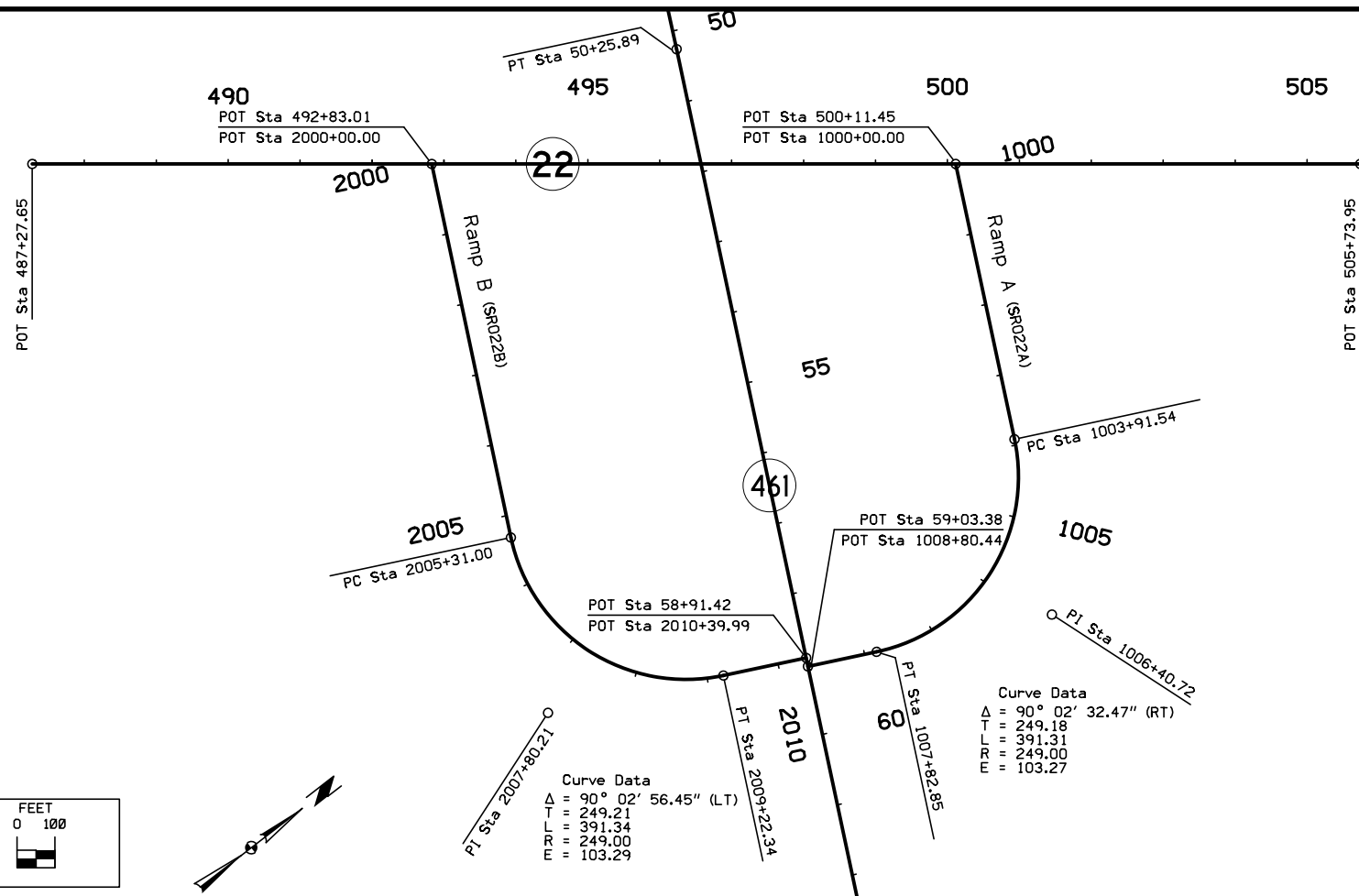
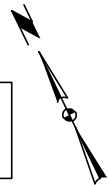
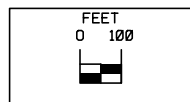
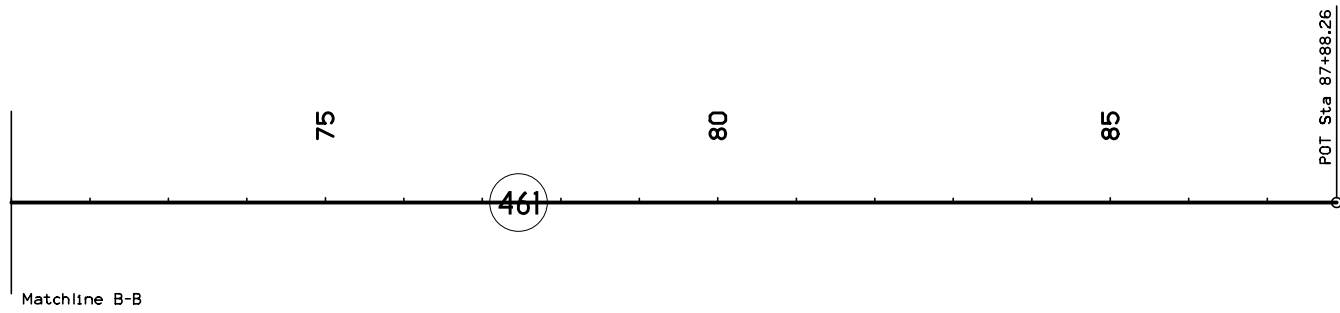
VERTICAL CONTROL

BENCHMARKS	ELEVATION	BENCHMARKS	ELEVATION
Ia 461 Stationing		MISCELLANEOUS LOCATIONS	
No. 500 *****	Y:8056223.533 X:21476253.334 Fd DOT Brass Button Top of Barrier Wall NE COR BRG EL=594.02 -----	No. 513 *****	Y:8043300.490 X:21477045.462 Fd 2nd order NGS Monu PID AH30684 NGS EL 562.994 Fd Rod 6" deep----- 562.994
No. 501 *****	Y:8056018.637 X:21475820.552 Fd DOT Brass Button Top of Barrier Wall SW COR BRG EL=594.14 -----	No. 514 *****	Y:8046455.146 X:21479767.352 Fd 2nd order NGS Monu PID DP3502 NGS EL 569.937 Fd Rod 6" deep----- 569.937
No. 502 Sta.	68+03.058 57.448 Lt. Y:8056742.647 X:21471667.510 CUT X SW COR,Traffic Signal Base-----	No. 515 *****	Y:8048032.154 X:21480533.250 Fd 2nd order NGS Monu,PID DP3503 NGS EL 566.403,,Fd Rod 6" deep----- 566.403
No. 503 Sta.	61+76.510 99.865 Rt. Y:8056872.390 X:21471034.678 Cut X on N Bolt F Hyd-----	No. 516 *****	Y:8052952.954 X:21483613.501 Fd 2nd order NGS Monu,PID DP3504 NGS EL 574.884 Fd Rod 6" deep----- 574.884
No. 504 Sta.	52+76.805 28.61 Rt. Y:8057326.497 X:21470254.720 Fd IHC SE Handrail of Bridge-----	No. 517 *****	Y:8056168.841 X:21483752.307 Fd 2nd order NGS Monu,PID DP3505 NGS EL 570.261 Fd Rod 6" deep----- 570.261
No. 505 Sta.	51+02.180 29.219 Lt. Y:8057454.288 X:21470122.405 Set MAG NAIL NW Handrail of Bridge----	No. 518 *****	Y:8059493.681 X:21487428.723 Fd 2nd order NGS Monu,PID DP3506 NGS EL 562.138 Fd Rod 6" deep----- 562.138
No. 506 Sta.	46+90.591 94.104 Lt. Y:8057684.445 X:21469770.481 Set RR Spk S Side PP-----		
No. 507 Sta.	41+89.143 120.015 Lt. Y:8057882.093 X:21469301.006 Fd IHC BM on Inlet Hdwl 6 x 10 RCB=BM6a EL=637.68 831(4),PCC Paving Plan-----		
No. 508 Sta.	34+48.225 68.706 Rt. Y:8057935.494 X:21468537.807 Set RR Spk E Side PP-----		
Ia 22 Stationing			
No. 509 Sta.	504+16.894 62.762 Rt. Y:8057952.987 X:21470701.977 Set RR Spk NW Side PP-----		
No. 510 Sta.	499+57.801 65.837 Rt. Y:8057587.802 X:21470423.740 Set RR Spk NW Side PP-----		
No. 511 Sta.	495+56.494 37.922 Lt. Y:8057333.660 X:21470096.288 Fd IHC BM on InHdwl 3 X 2 RCB-----		
No. 512 Sta.	489+65.431 65.603 Lt. Y:8056882.843 X:21469713.031 Cut x on E Bolt F Hyd-----		









ALIGNMENT COORDINATES

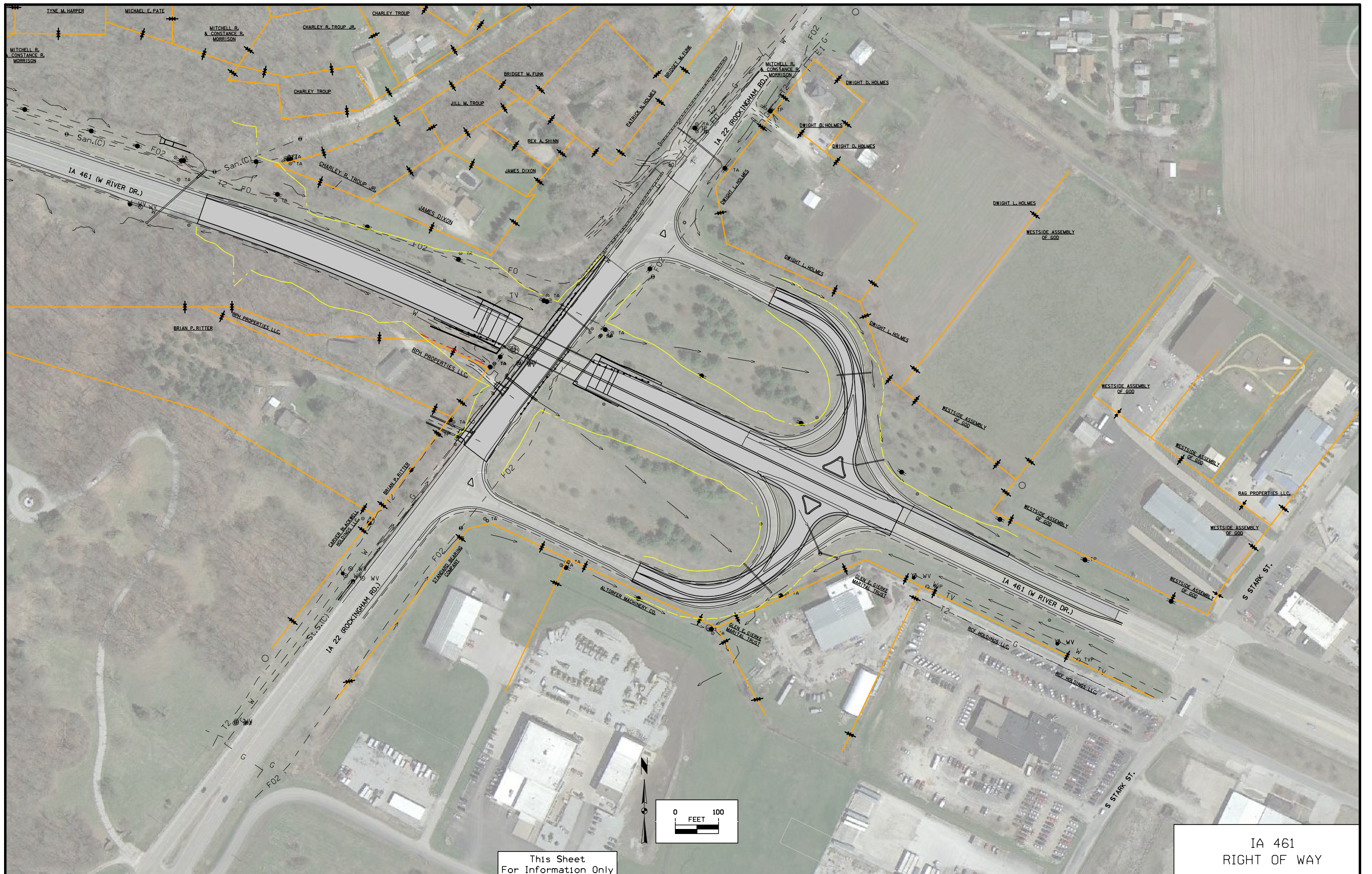
101-16
10-20-09

Name	Location	Point on Tangent		Begin Spiral		Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral				
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
ML 461																			
ML461.AL7		00+00.44	8,058,797.037	21,465,265.297															
ML461_Curve1						08+88.14	8,058,799.043	21,466,152.989	15+57.05	8,058,800.544	21,466,821.903	22+02.42	8,058,505.682	21,467,422.320					
ML461_Curve2						27+05.59	8,058,283.876	21,467,873.960	31+00.59	8,058,109.749	21,468,228.515	34+94.35	8,057,985.926	21,468,603.611					
ML461_Curve3						42+84.70	8,057,738.174	21,469,354.120	46+55.81	8,057,621.840	21,469,706.530	50+25.89	8,057,461.016	21,470,040.988					
ML461.AL11		87+88.26	8,055,830.578	21,473,431.730															
SR022																			
SR022.AL3		487+27.65	8,056,654.571	21,469,619.580															
SR022.AL4		505+73.95	8,058,115.641	21,470,748.325															
SR022 A																			
SR022A.34000		1000+00.00	8,057,670.504	21,470,404.436															
SR022A_Curve1						1003+91.54	8,057,501.091	21,470,757.424	1006+40.72	8,057,393.272	21,470,982.074	1007+82.85	8,057,168.701	21,470,874.089					
SR022A.34003		1008+80.44	8,057,080.754	21,470,831.800															
SR022 B																			
SR022B.35000		2000+00.00	8,057,094.053	21,469,959.100															
SR022B_Curve1						2005+31.00	8,056,863.535	21,470,437.450	2007+80.21	8,056,755.345	21,470,661.954	2009+22.34	8,056,979.942	21,470,769.951					
SR022B.35003		2010+39.99	8,057,085.977	21,470,820.938															

SPIRAL OR CIRCULAR CURVE DATA

101-17
04-19-11

Name	Location	Δ_{SCS}	Horizontal Alignment Data												Remarks			
			Spiral Data						Curve Data									
			θ_s	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_c	T	L	R		E		
ML 461																		
ML461_Curve1																		
ML461_Curve2																		
ML461_Curve3																		
SR022 A																		
SR022A_Curve1																		
SR022 B																		
SR022B_Curve1																		



This Sheet
For Information Only

IA 461
RIGHT OF WAY

FILE NO.	ENGLISH	DESIGN TEAM	WHKS & CO.	SCOTT COUNTY	PROJECT NUMBER	BRF-461-1(6)--38-82	SHEET NUMBER	H.1
12:33:14 PM 3/2/2016	Ifatka	L:\Dept\6\8000.10\Design\82461006h01.sht						

STAGING NOTES

Stage 1

Construction
Remove Median and Patch Pavement from Sta. 60+67.59 to the Intersection of IA 461 and S. Stark St.
Traffic Control
IA 461 - Direct traffic in both directions to outside lanes using Standard Road Plan TC-419

Stage 2A

Construction
Construct Ramp A and Temporary Pavement for HMA Runout
Traffic Control
IA 461 - Switch traffic to EB lanes using Standard Road Plan TC-423
IA 22 - Use I-280 detour to access IA 461

Stage 2B

Construction
Construct Ramp B
Traffic Control
IA 461 - Switch traffic to WB lanes using Standard Road Plan TC-423
IA 22 - Use I-280 detour to access IA 461

Stage 3

Construction
IA 461, Bridge, and Retaining Wall
Traffic Control
IA 461 - Close IA 461 and detour traffic onto I-280 and IA 22
IA 22 - Alternating lane closures (TC-419) during Bridge Removal and Construction

Stage 4

Construction
Construct SB IA 22
Traffic Control
IA 22 - Switch traffic to NB lanes using Standard Road Plan TC-423










Stage 5

Construction
Construct NB IA 22
Traffic Control
IA 22 - Switch traffic to SB lanes using Standard Road Plan TC-423

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

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

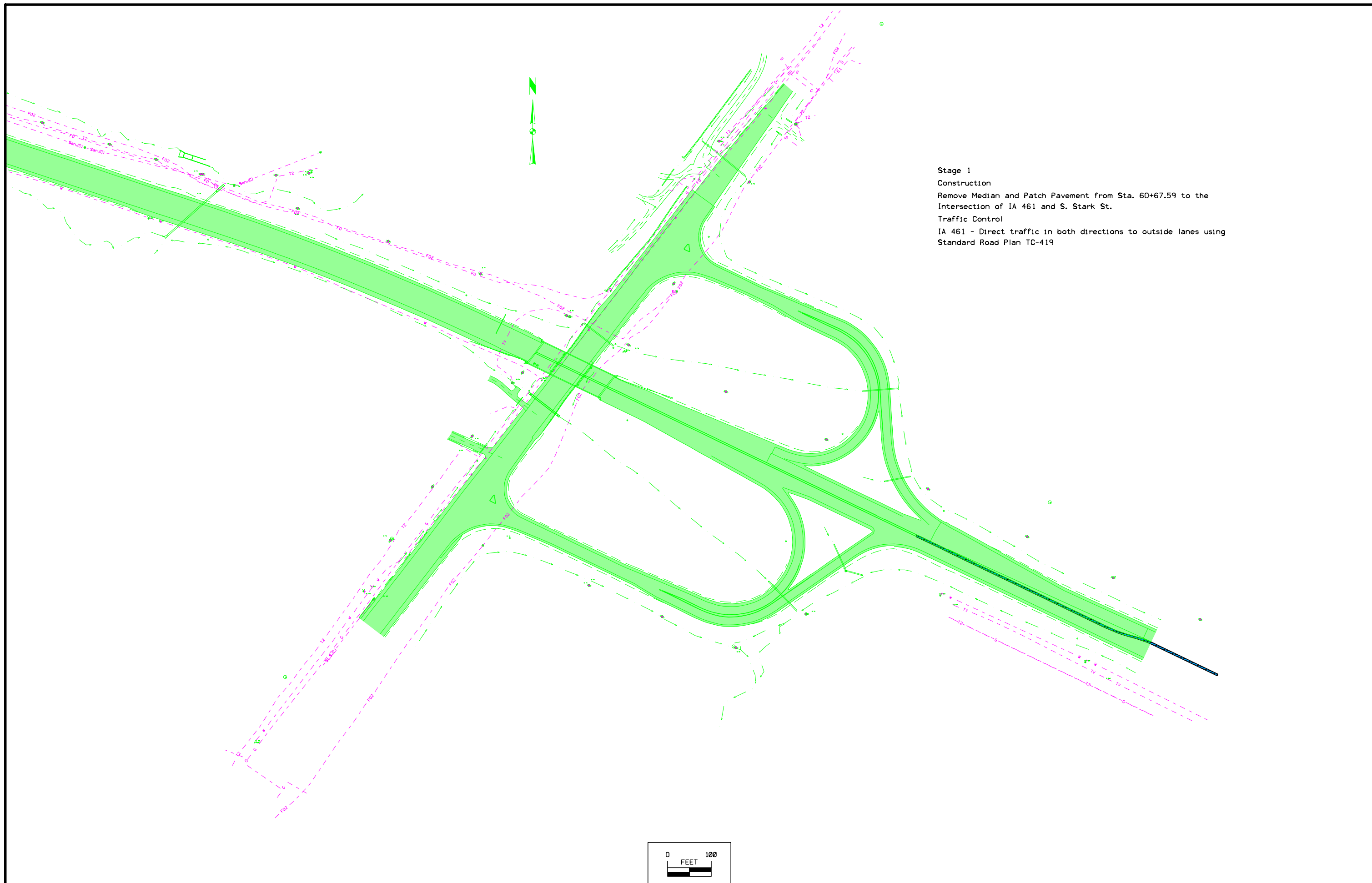
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

●	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		

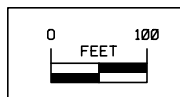
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

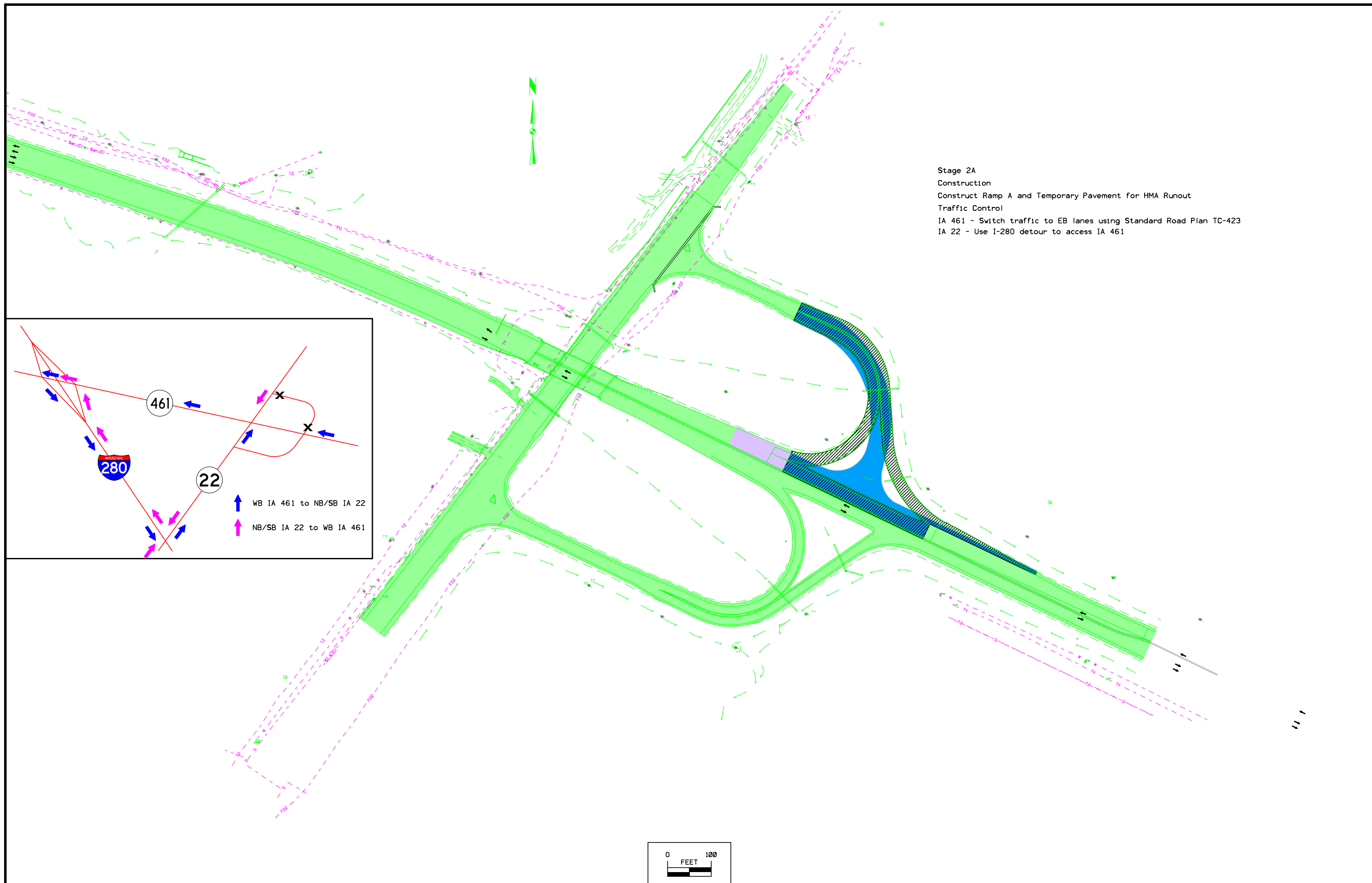
TRAFFIC CONTROL AND STAGING

(COVERS SHEET SERIES J)

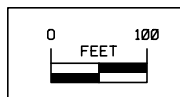
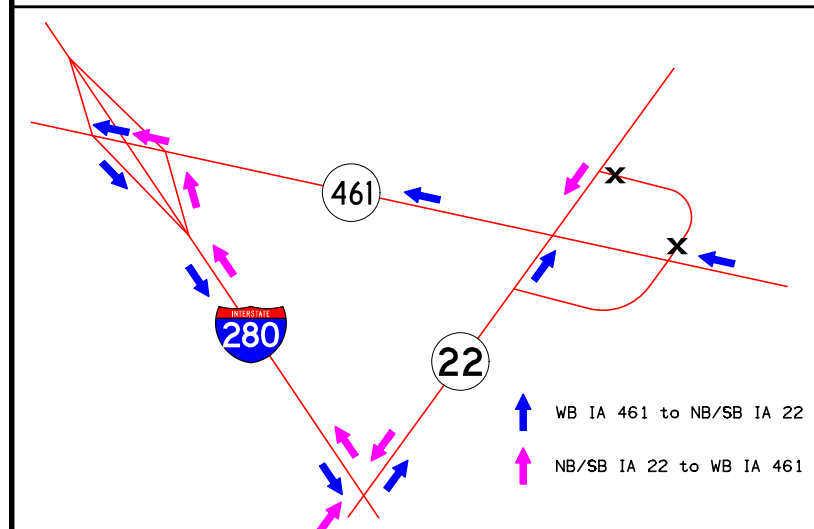


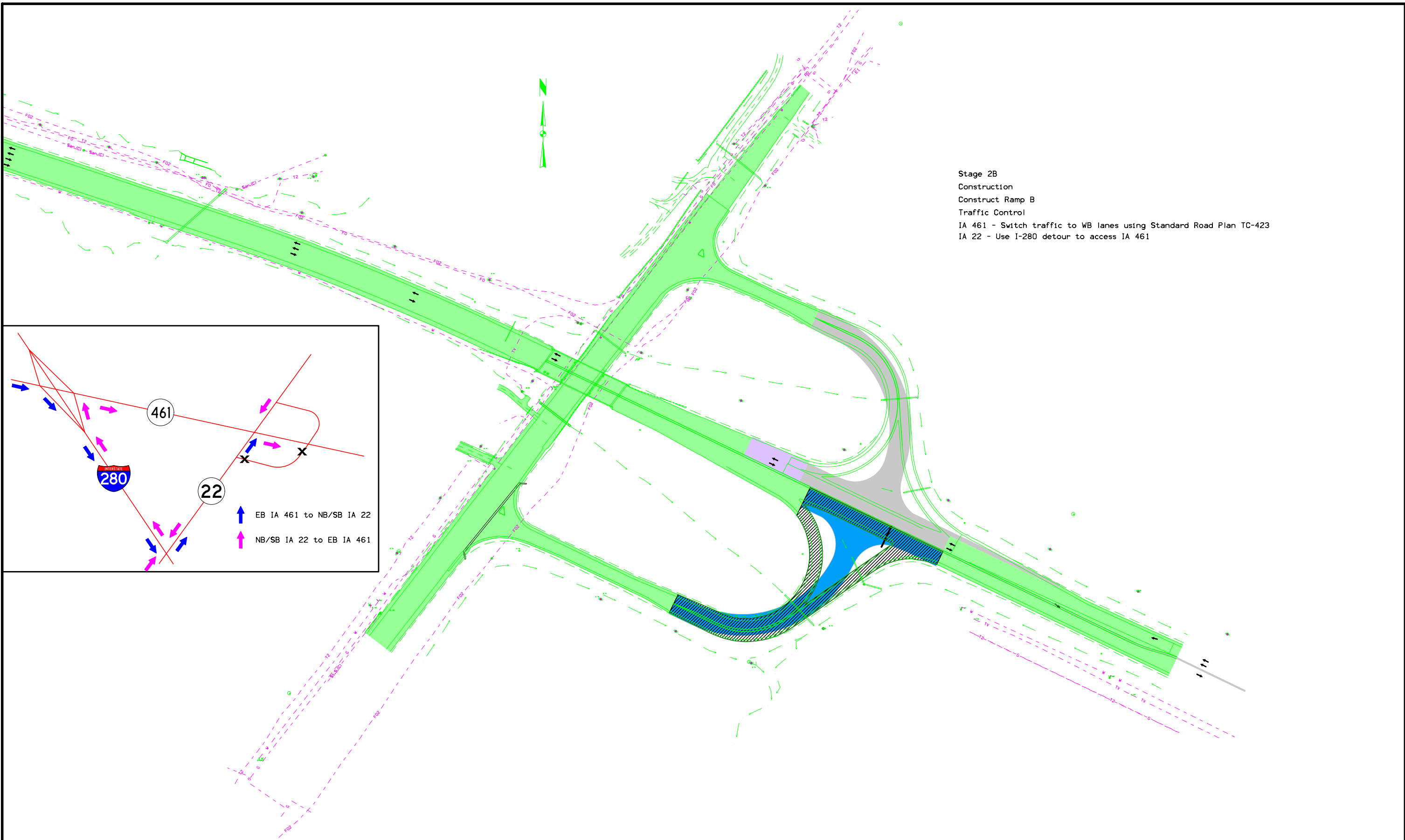
Stage 1
 Construction
 Remove Median and Patch Pavement from Sta. 60+67.59 to the
 Intersection of IA 461 and S. Stark St.
 Traffic Control
 IA 461 - Direct traffic in both directions to outside lanes using
 Standard Road Plan TC-419



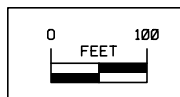
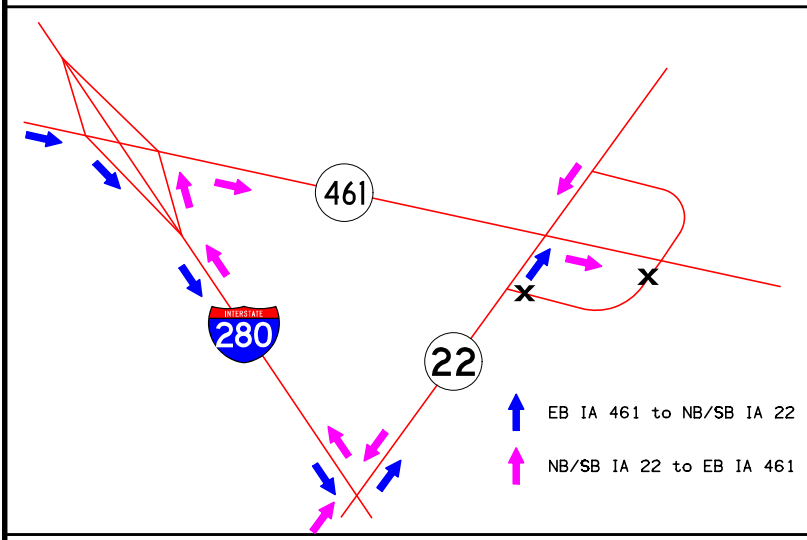


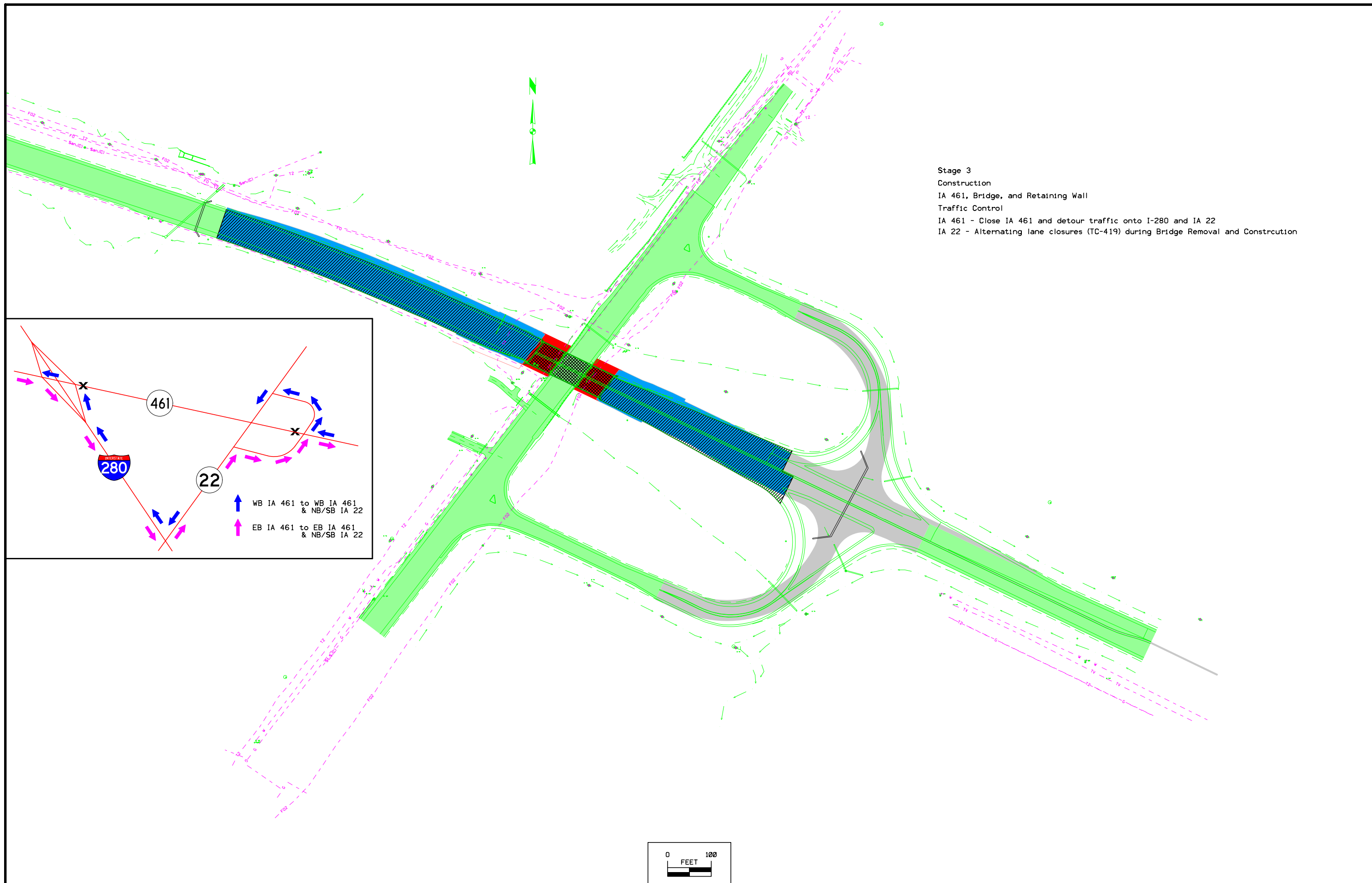
Stage 2A
 Construction
 Construct Ramp A and Temporary Pavement for HMA Runout
 Traffic Control
 IA 461 - Switch traffic to EB lanes using Standard Road Plan TC-423
 IA 22 - Use I-280 detour to access IA 461



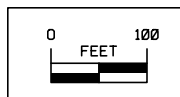
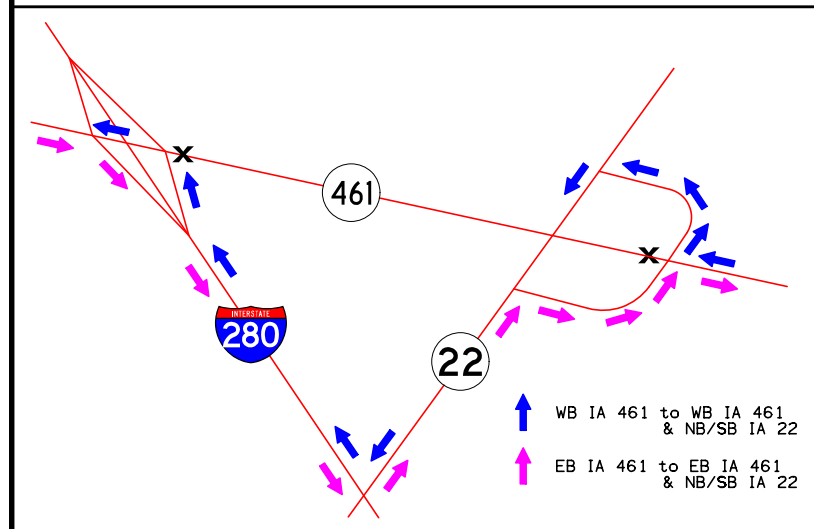


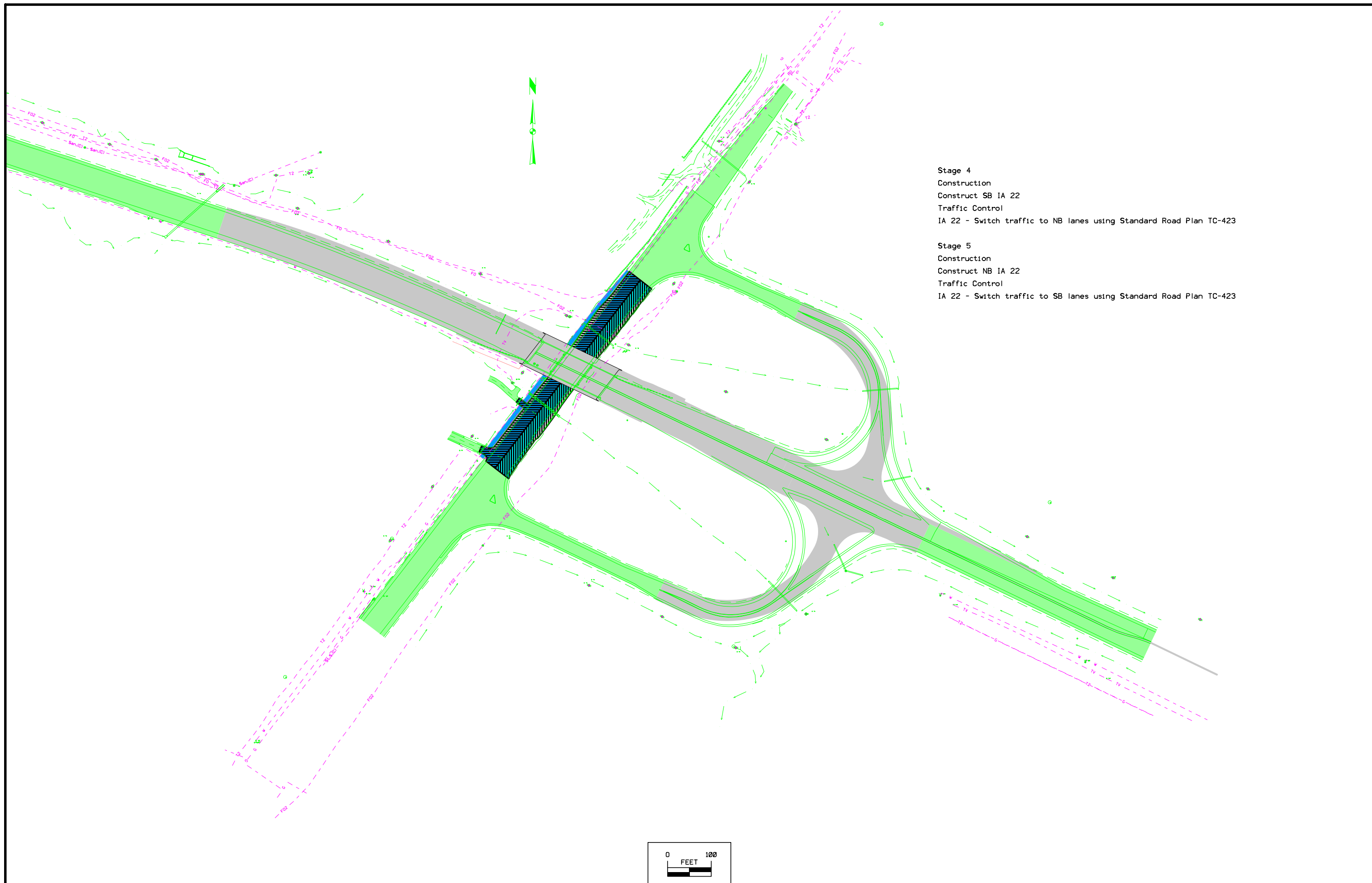
Stage 2B
 Construction
 Construct Ramp B
 Traffic Control
 IA 461 - Switch traffic to WB lanes using Standard Road Plan TC-423
 IA 22 - Use I-280 detour to access IA 461





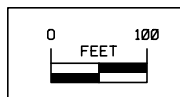
Stage 3
 Construction
 IA 461, Bridge, and Retaining Wall
 Traffic Control
 IA 461 - Close IA 461 and detour traffic onto I-280 and IA 22
 IA 22 - Alternating lane closures (TC-419) during Bridge Removal and Construction

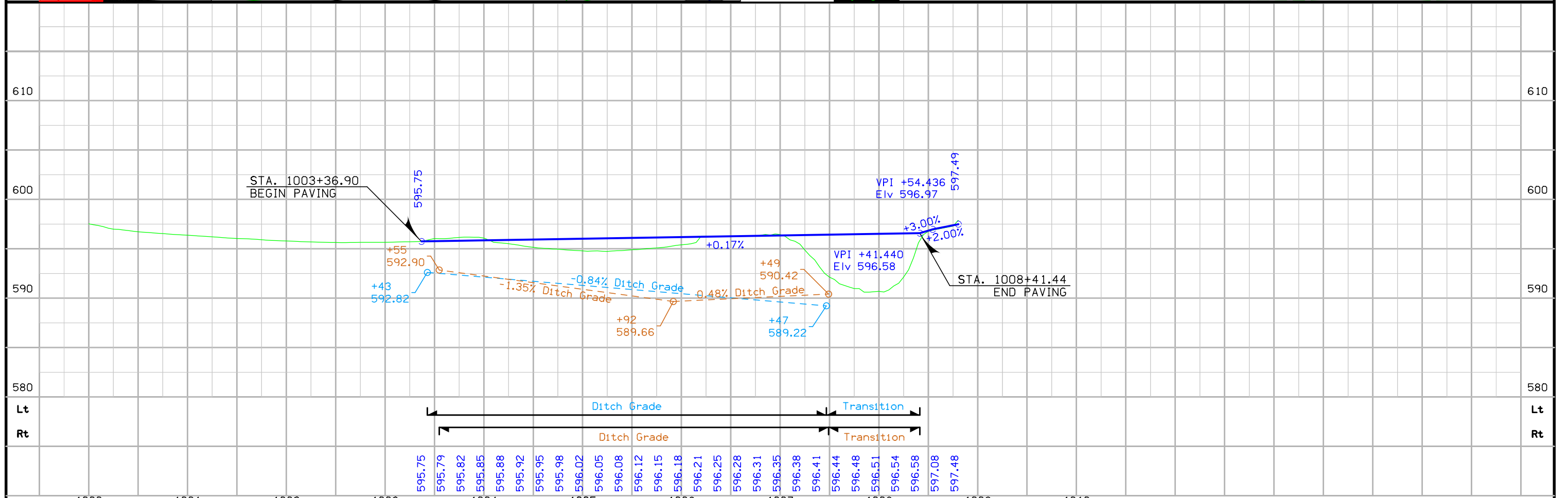
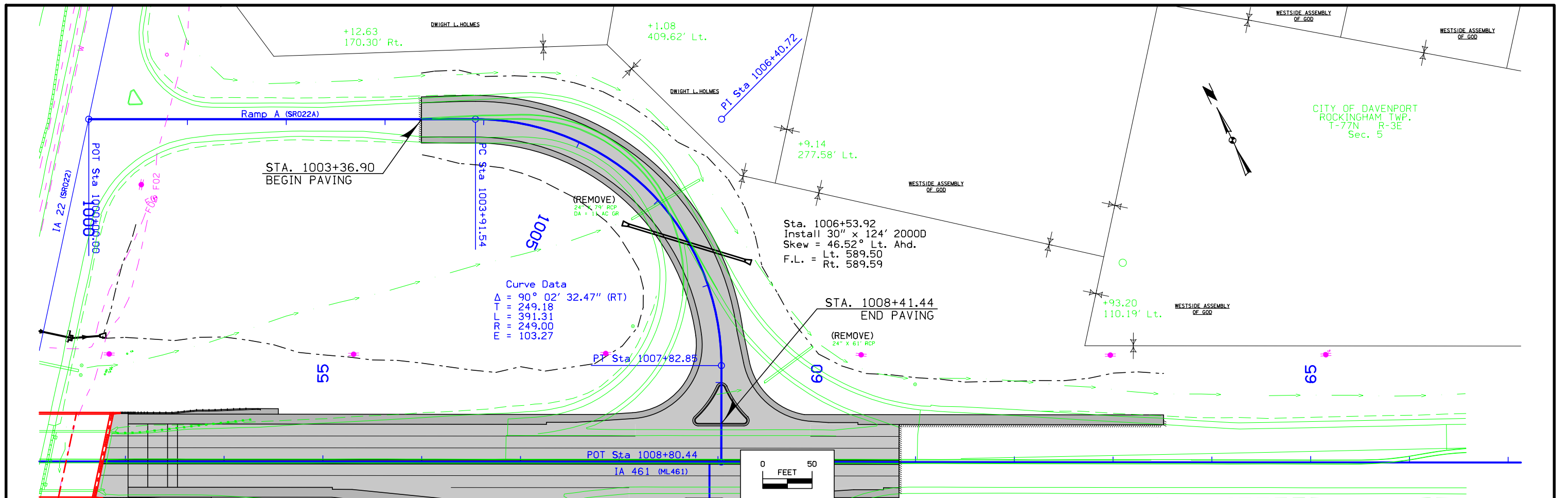


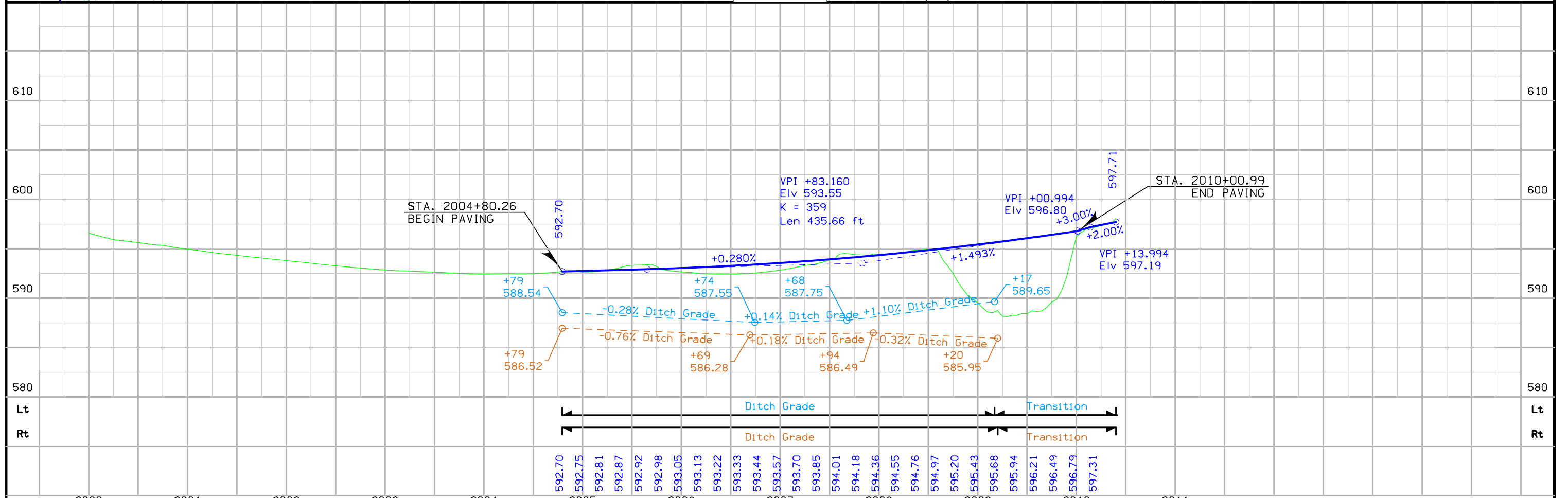
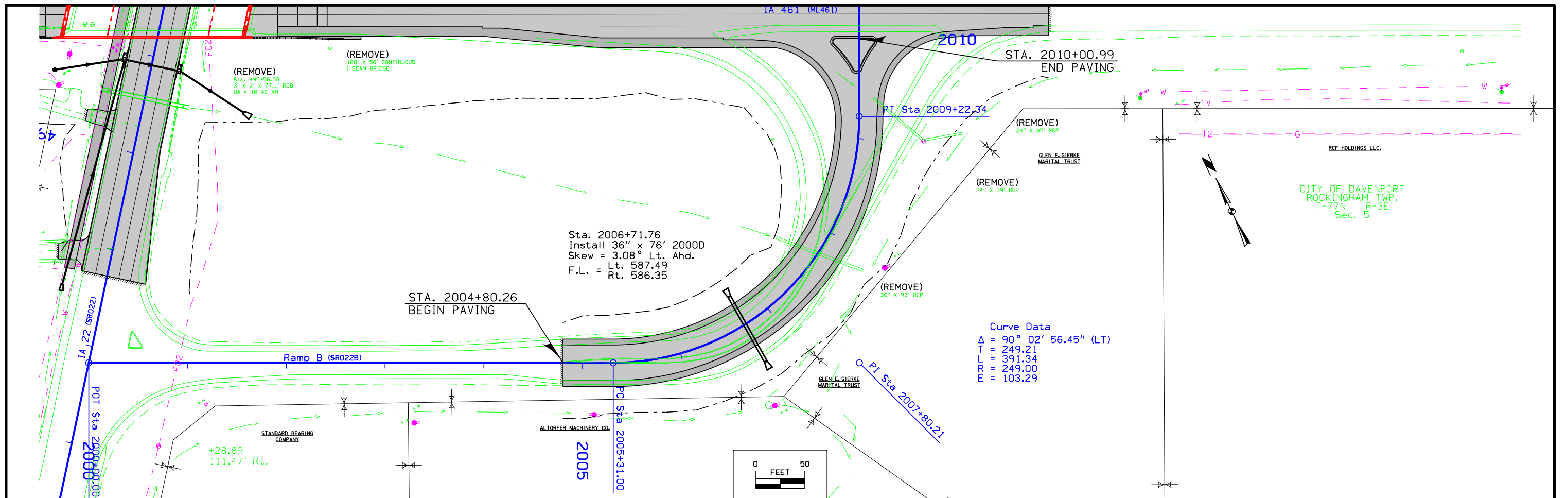


Stage 4
 Construction
 Construct SB IA 22
 Traffic Control
 IA 22 - Switch traffic to NB lanes using Standard Road Plan TC-423

Stage 5
 Construction
 Construct NB IA 22
 Traffic Control
 IA 22 - Switch traffic to SB lanes using Standard Road Plan TC-423







CITY OF DAVENPORT
ROCKINGHAM TWP.
T-77N R-3E
SEC.5

Sta 1007+49.09 18.00' Rt SR022A
= Sta 10000+00.00 SR022A_RET.1
FG ELEV -

Sta 1007+49.98 18.00' Lt SR022A
= Sta 40001+77.71 SR022A_RET.4
FG ELEV -

Sta 1007+79.66 22.32' Lt SR022A
= Sta 40001+45.08 SR022A_RET.4
FG ELEV -

Radius Point
Sta 59+99.12 116.00' Lt ML461
= Sta 1007+69.56 96.23' Lt SR022A
FG ELEV -

Radius Point
Sta 58+08.94 118.67' Lt ML461
= Sta 1007+49.09 93.00' Rt SR022A
FG ELEV -

Sta 58+13.53 43.84' Lt ML461
= Sta 10001+22.99 SR022A_RET.1
FG ELEV -

Sta 59+94.13 41.17' Lt ML461
= Sta 40000+47.60 SR022A_RET.4
FG ELEV -

Sta 57+26.34 38.00' Lt ML461
= Sta 10002+10.78 SR022A_RET.1
FG ELEV -

Sta 60+41.62 38.00' Lt ML461
= Sta 40000+00.00 SR022A_RET.4
FG ELEV -

87.79 ft 15:1 Taper

47.60 ft 15:1 Taper

SR022A_RET.1

SR022A_RET.4

POT Sta 1008+80.44 SR022B
= POT Sta 58+91.32 ML461

POT Sta 2010+33.99 SR022A
= POT Sta 59+03.38 ML461

IA 461

IA 461

90°00'00.00"

90°00'00.00"

90°00'00.00"

90°00'00.00"

87.55 ft 15:1 Taper

44.89 ft 15:1 Taper

Sta 57+53.82 38.00' Rt ML461
= Sta 20000+00.00 SR022B_RET.2
FG ELEV -

Sta 57+98.61 40.99' Rt ML461
= Sta 20000+44.89 SR022B_RET.2
FG ELEV -

Radius Point
Sta 57+93.29 120.81' Rt ML461
= Sta 2009+17.14 98.00' Lt SR022B
FG ELEV -

SR022B_RET.2

SR022B_RET.3

Sta 59+80.24 31.82' Rt ML461
= Sta 30001+23.85 SR022B_RET.3
FG ELEV -

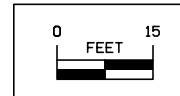
Radius Point
Sta 59+85.22 106.66' Rt ML461
= Sta 2009+33.34 93.90' Rt SR022B
FG ELEV -

Sta 2009+38.33 19.07' Rt SR022B
= Sta. 30000+16.02 SR022B_RET.3
FG ELEV -

Sta 2009+17.14 18.00' Lt SR022B
= Sta 20001+66.90 SR022B_RET.2
FG ELEV -

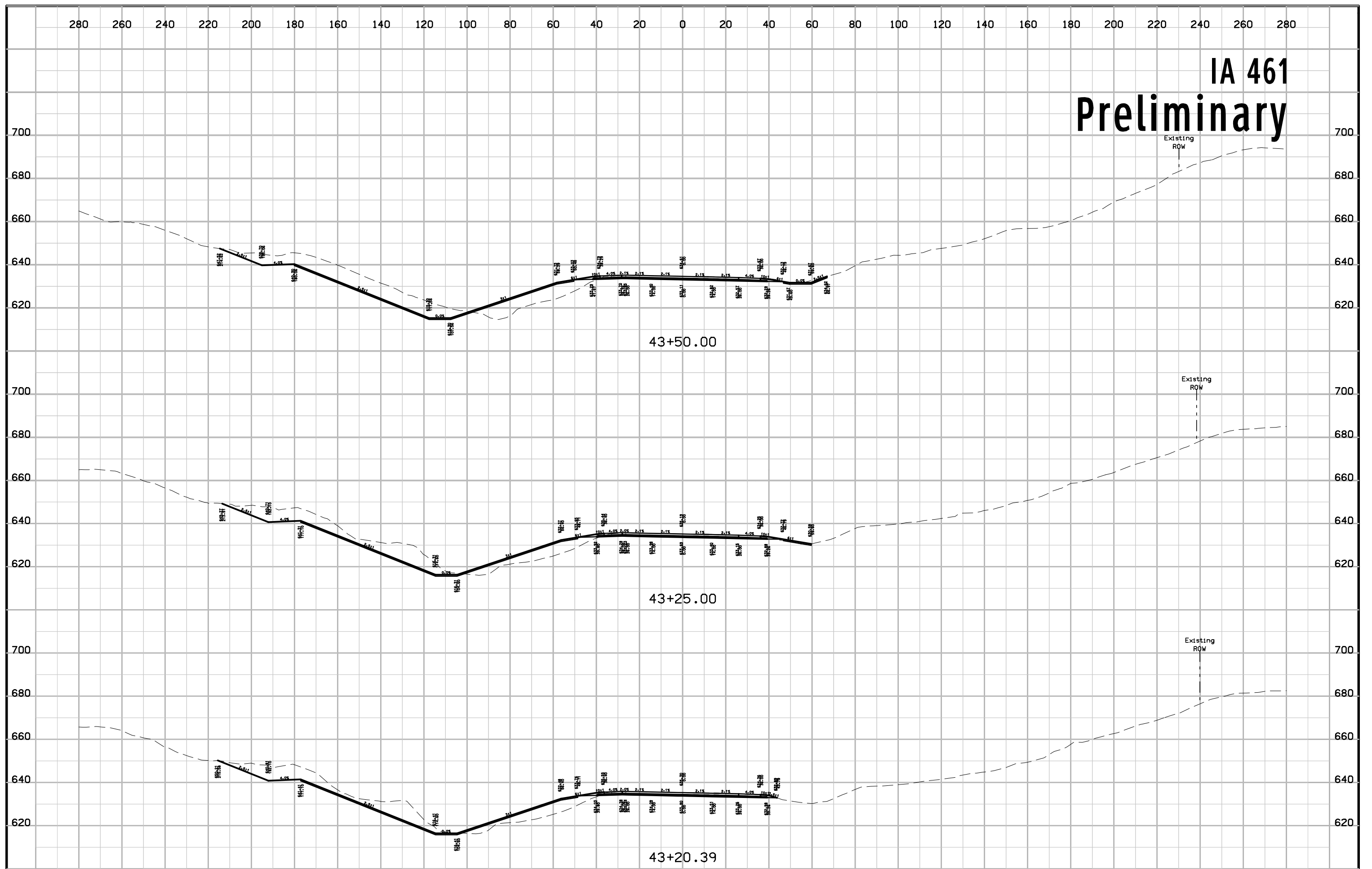
Sta 2009+22.34 18.00' Rt SR022B
= Sta 30000+00.00 SR022B_RET.3
FG ELEV -

Design Vehicle: WB-67D
Off-track Distance: 3 feet

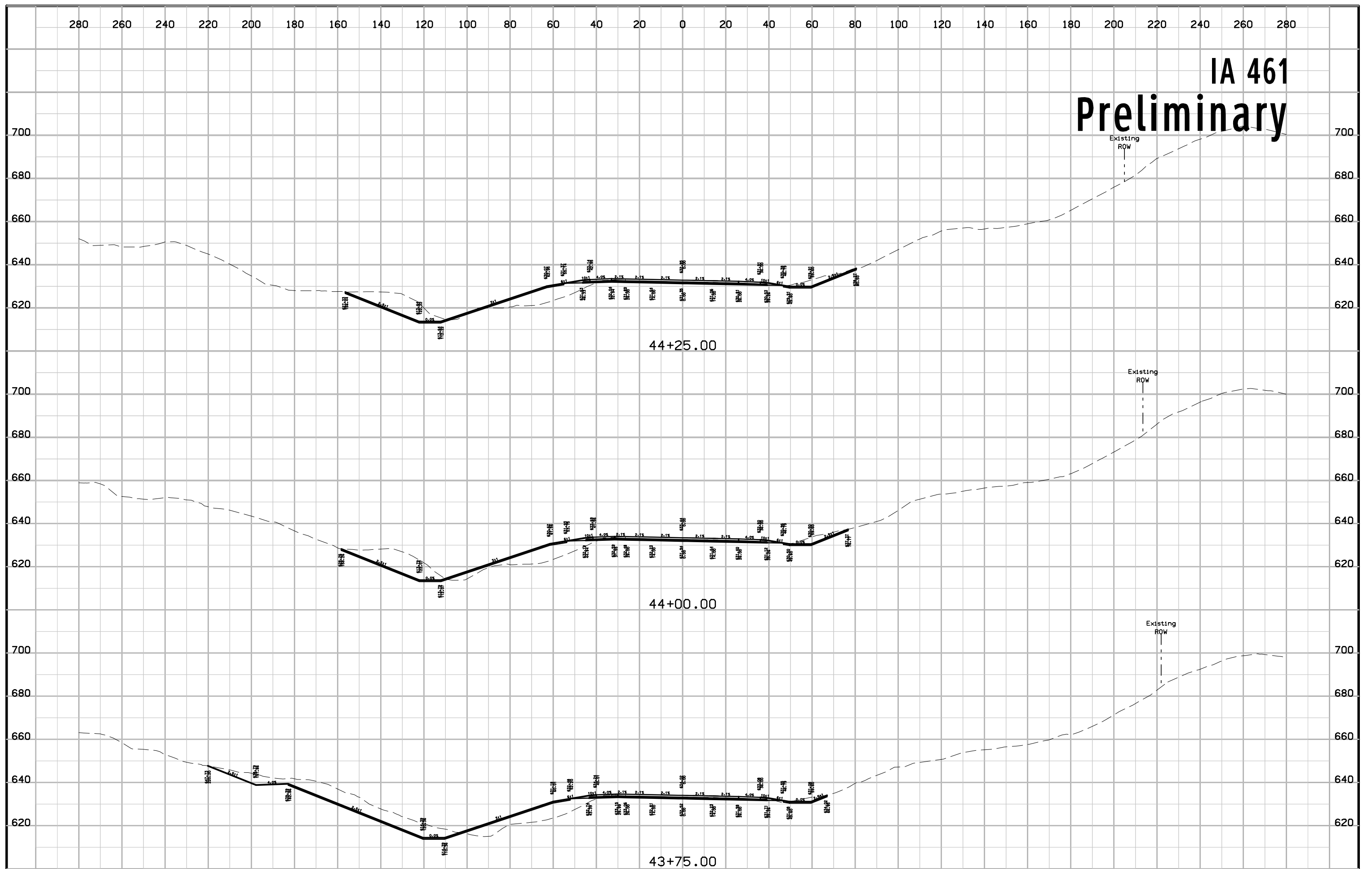


NOTES:
Dimensions shown are to the back of curb.
Refer to Sheet D.3 for horizontal alignment information.
Refer to appropriate Standard Road Plans for additional information.

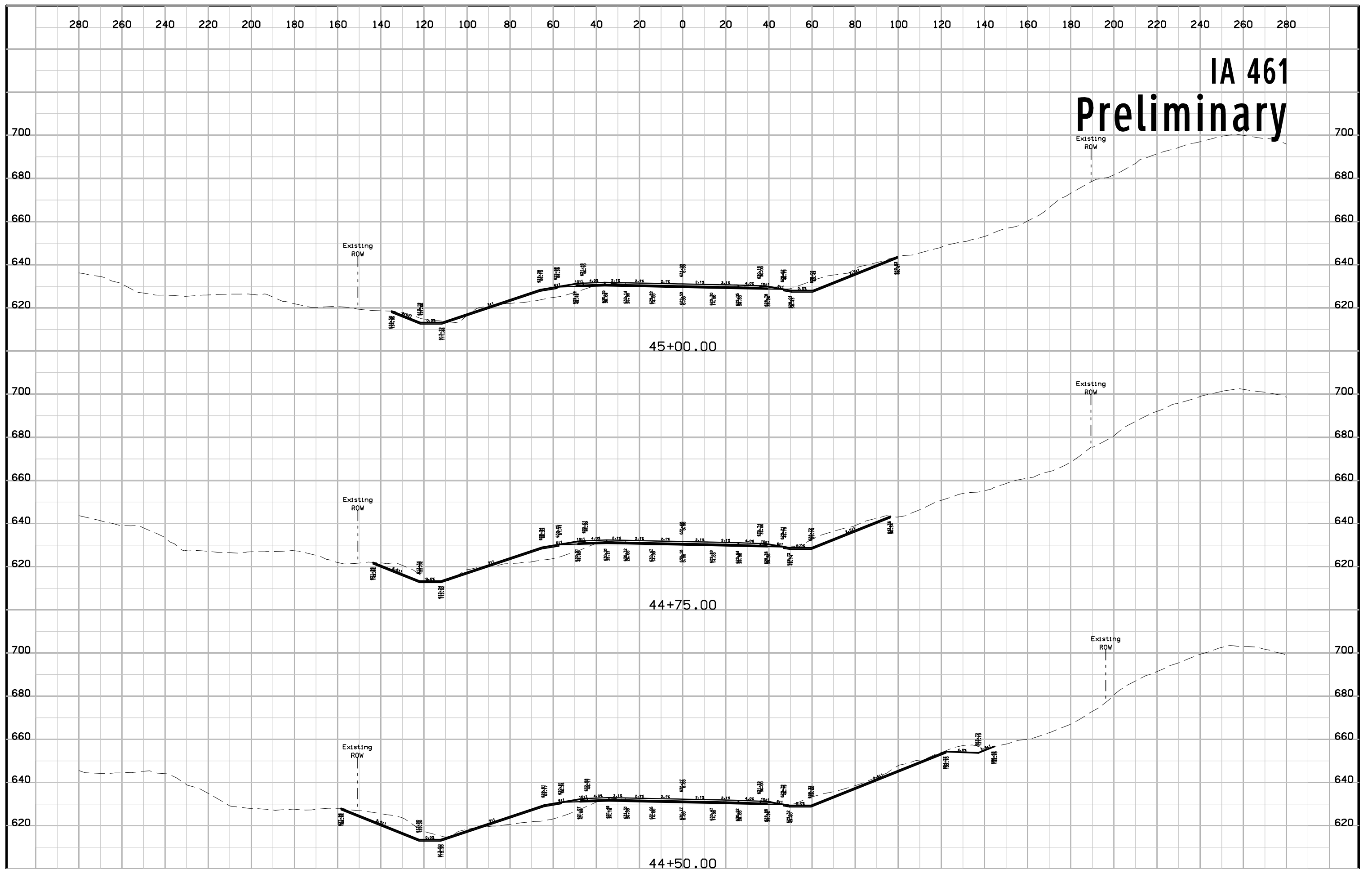
IA 461 Preliminary



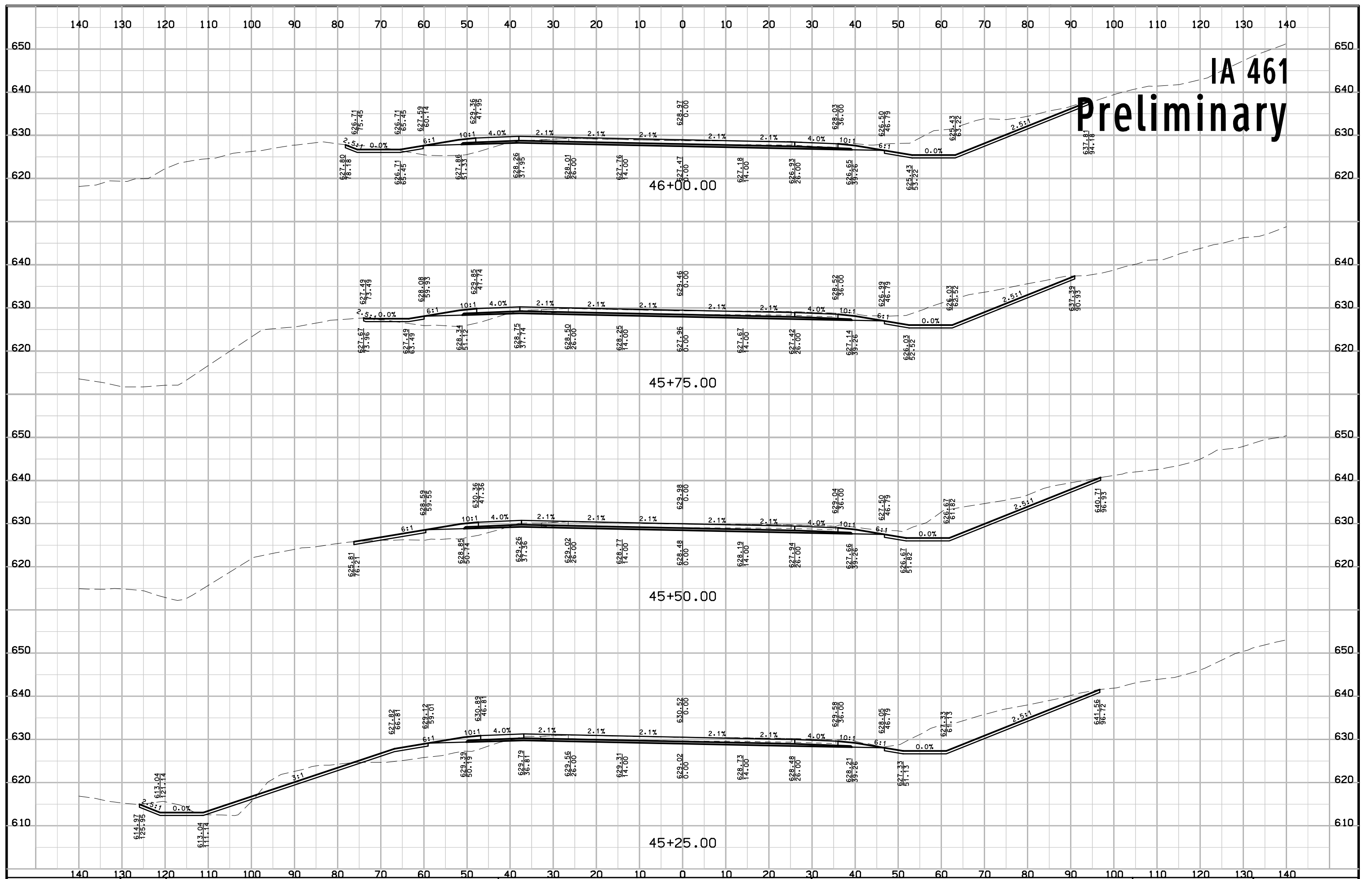
IA 461 Preliminary



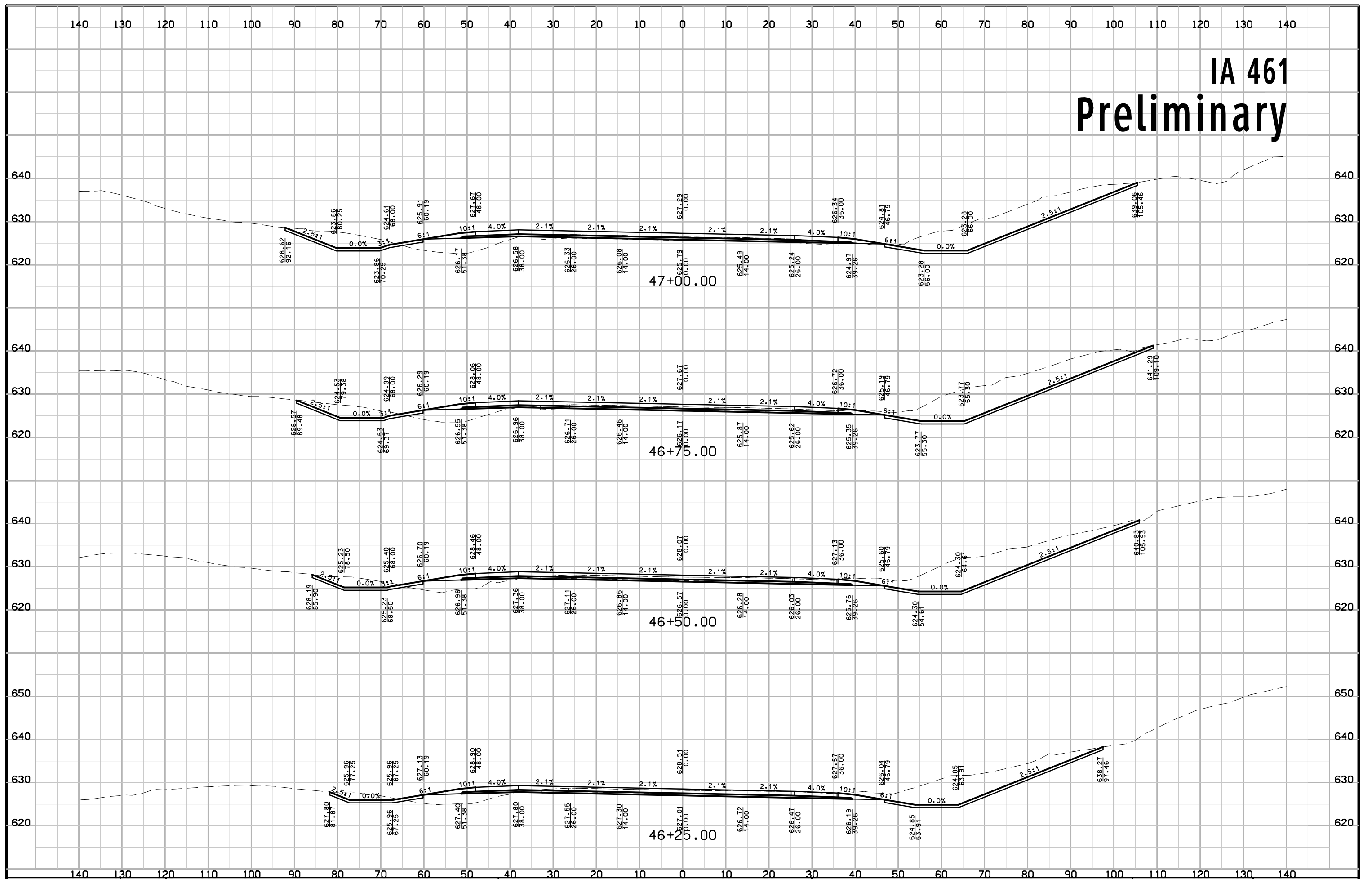
IA 461 Preliminary



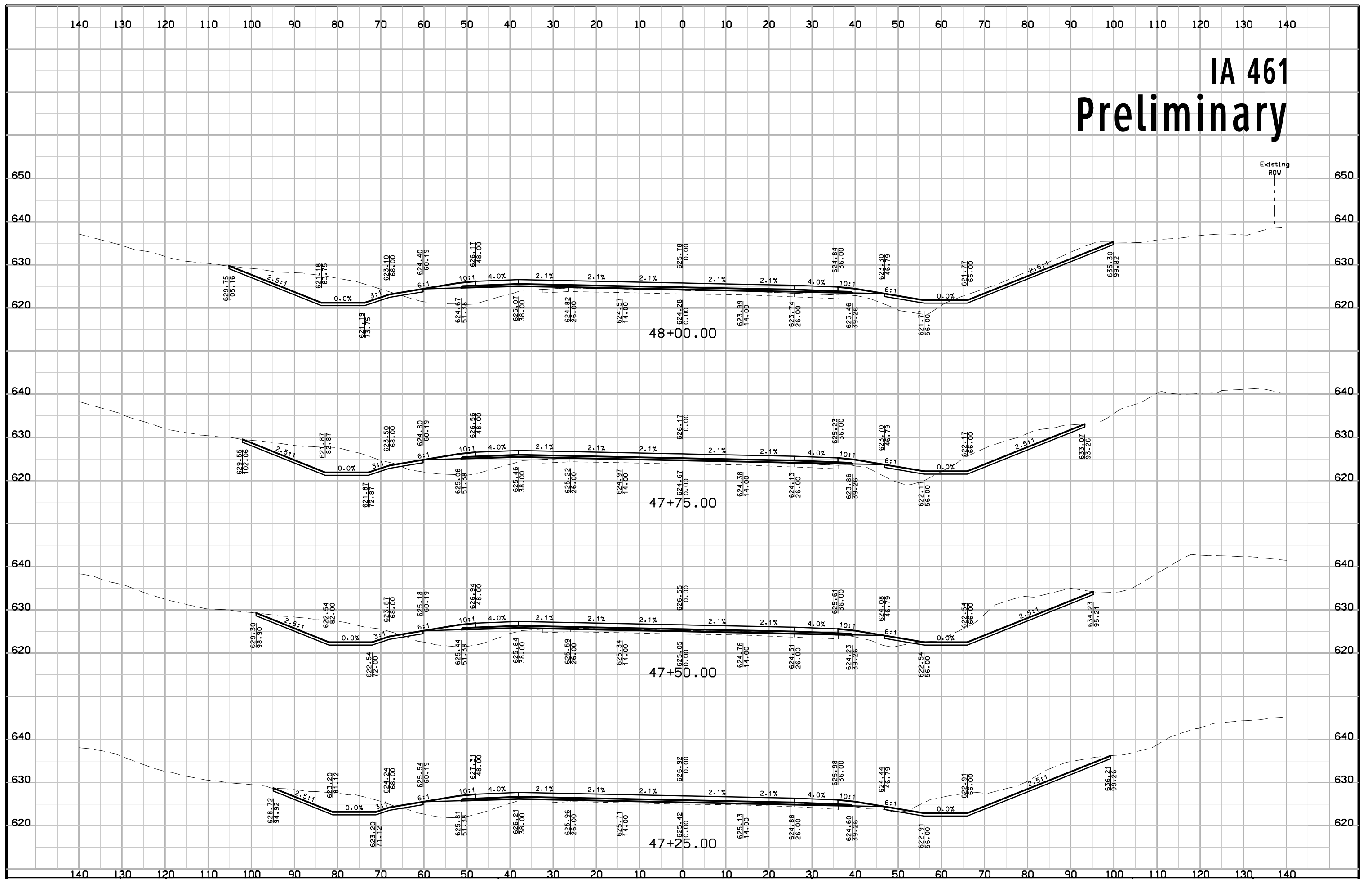
IA 461 Preliminary



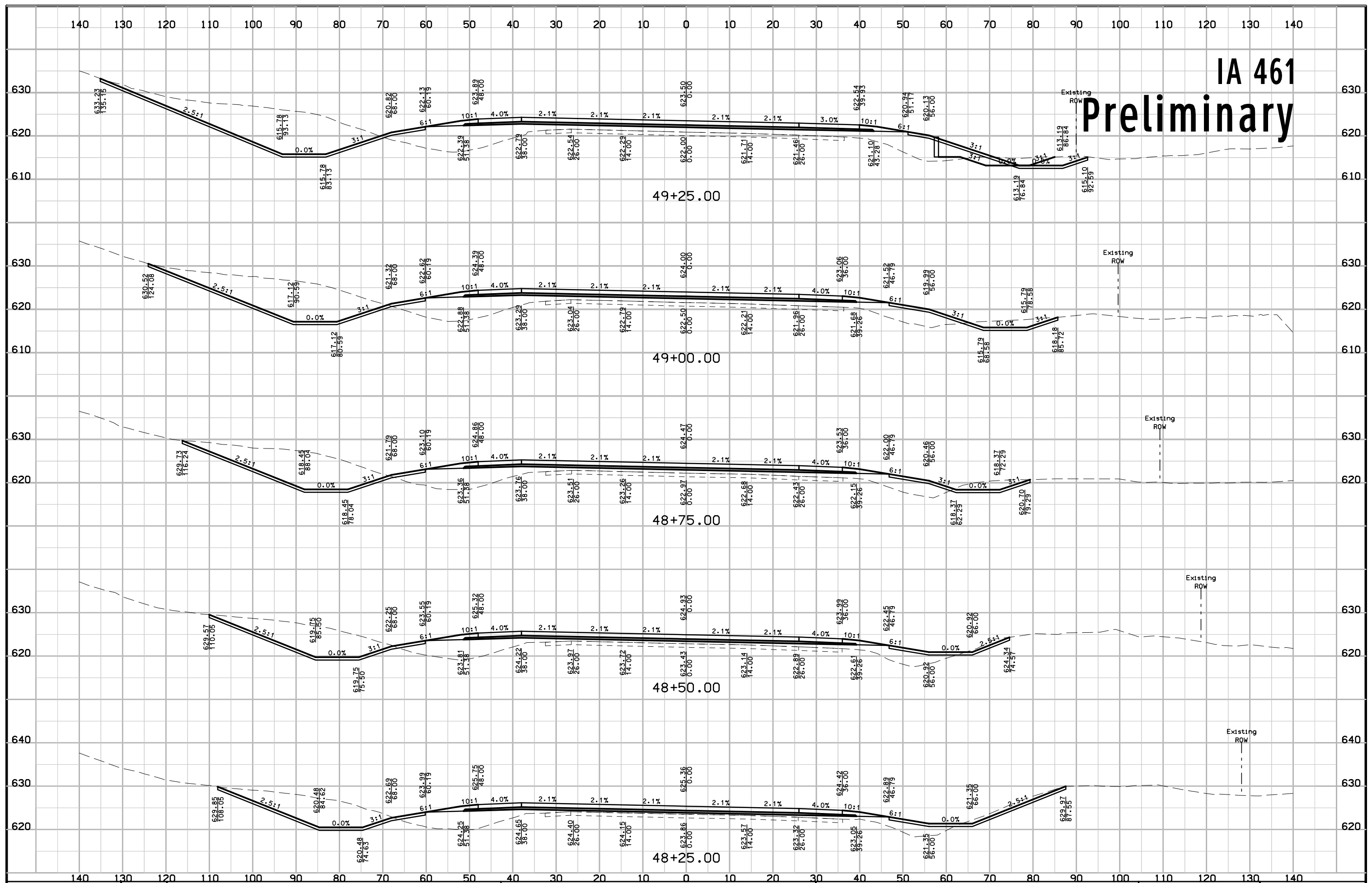
IA 461 Preliminary



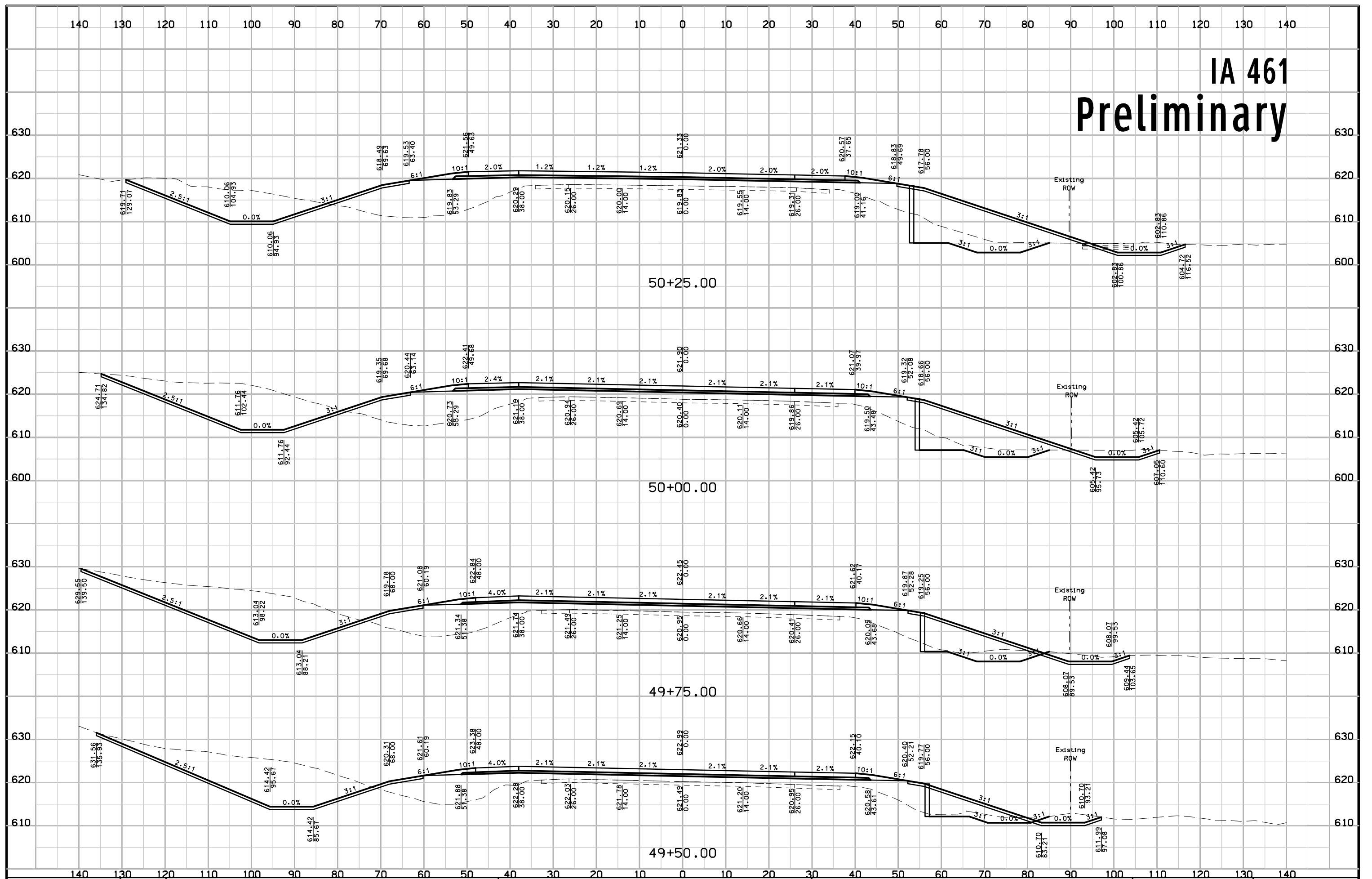
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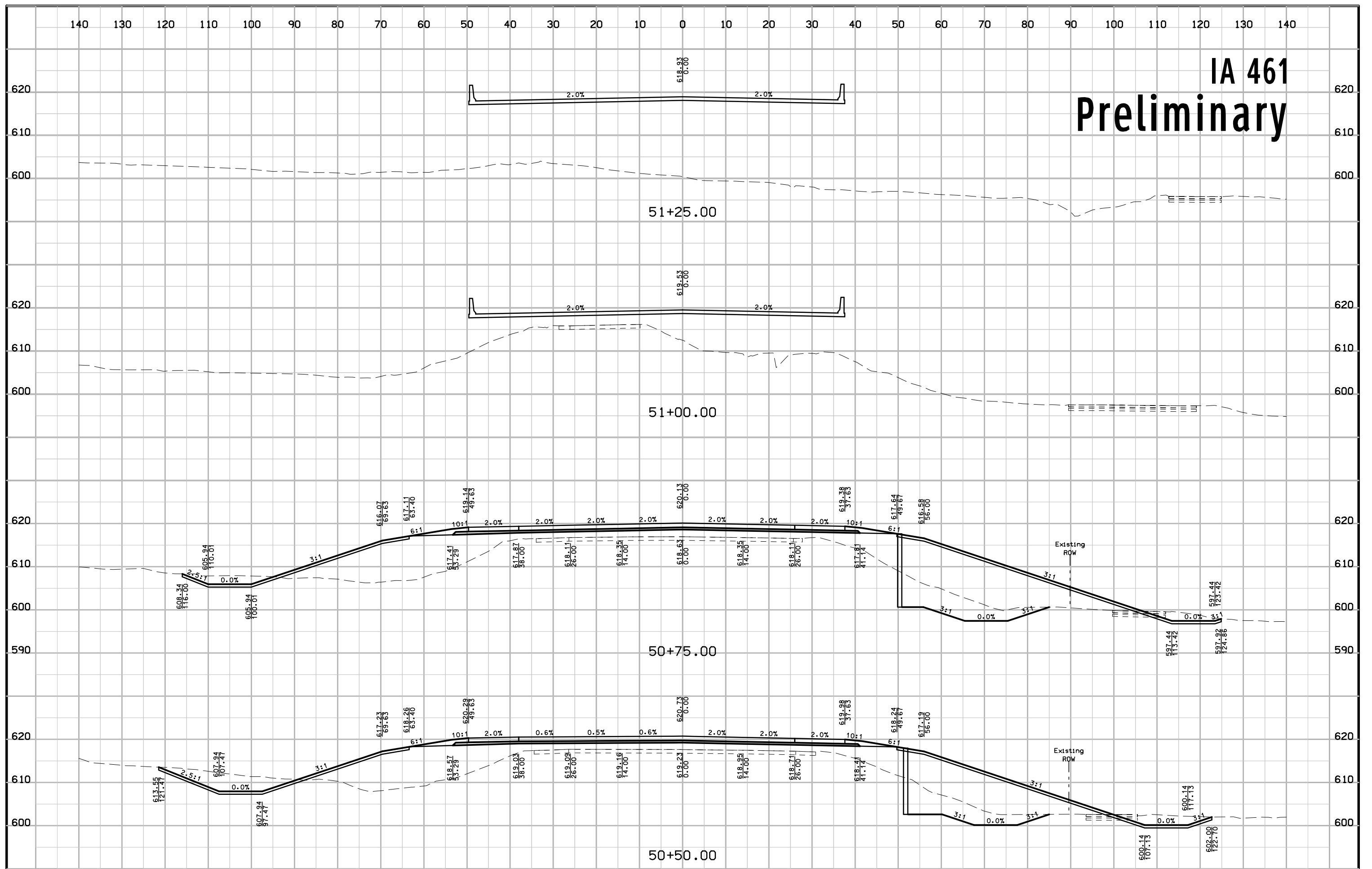
IA 461 Preliminary



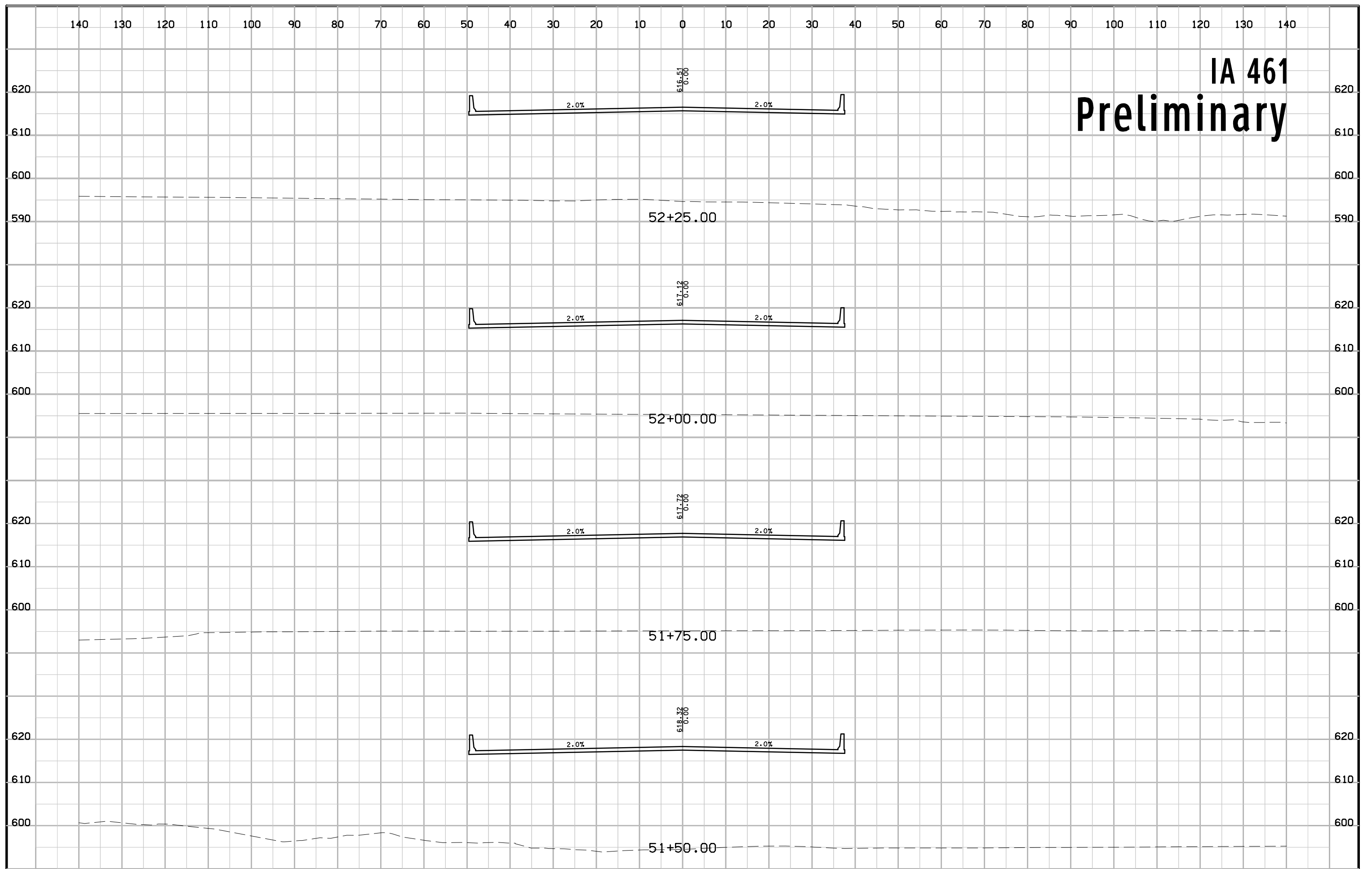
IA 461 Preliminary



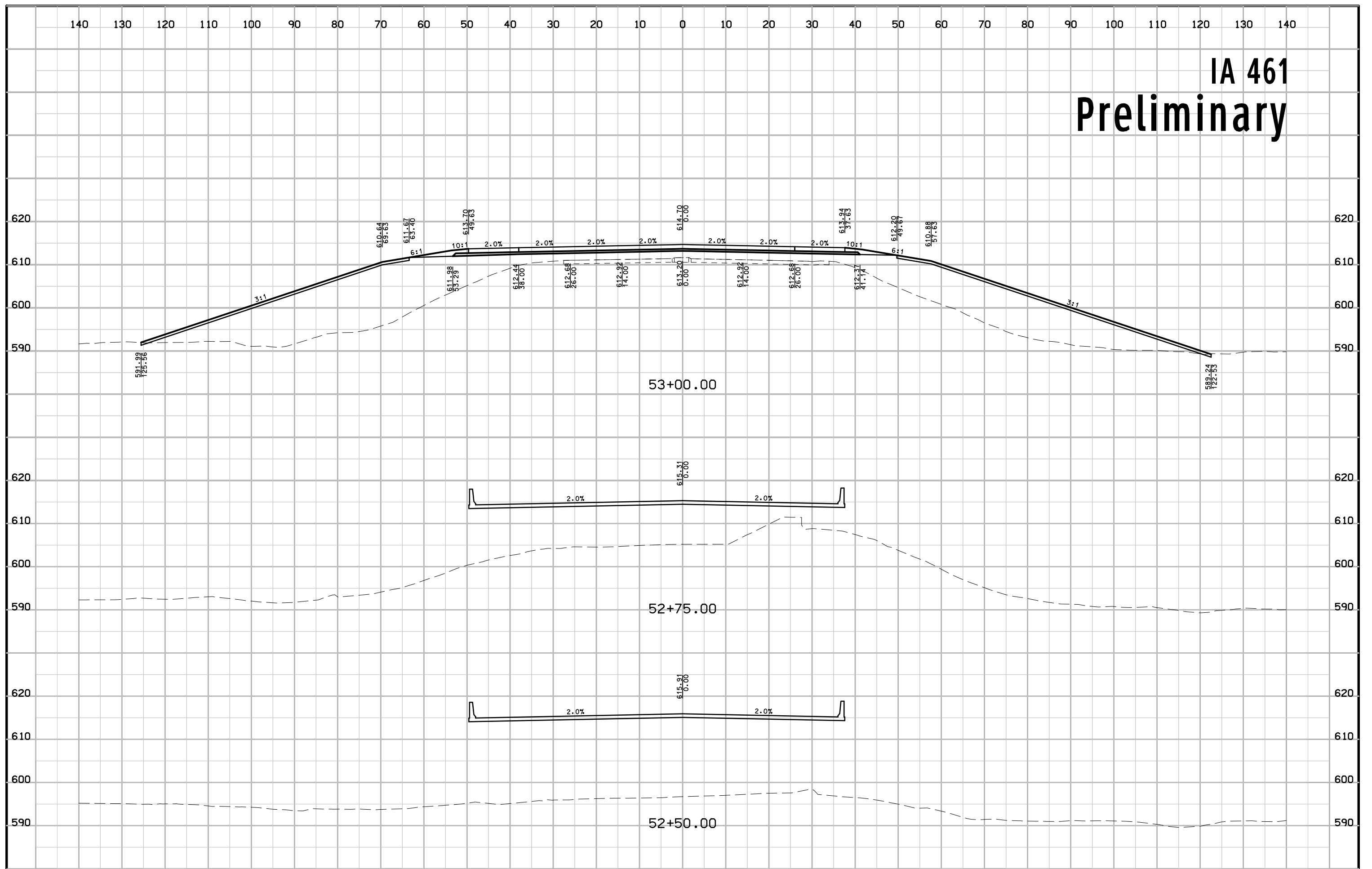
IA 461 Preliminary



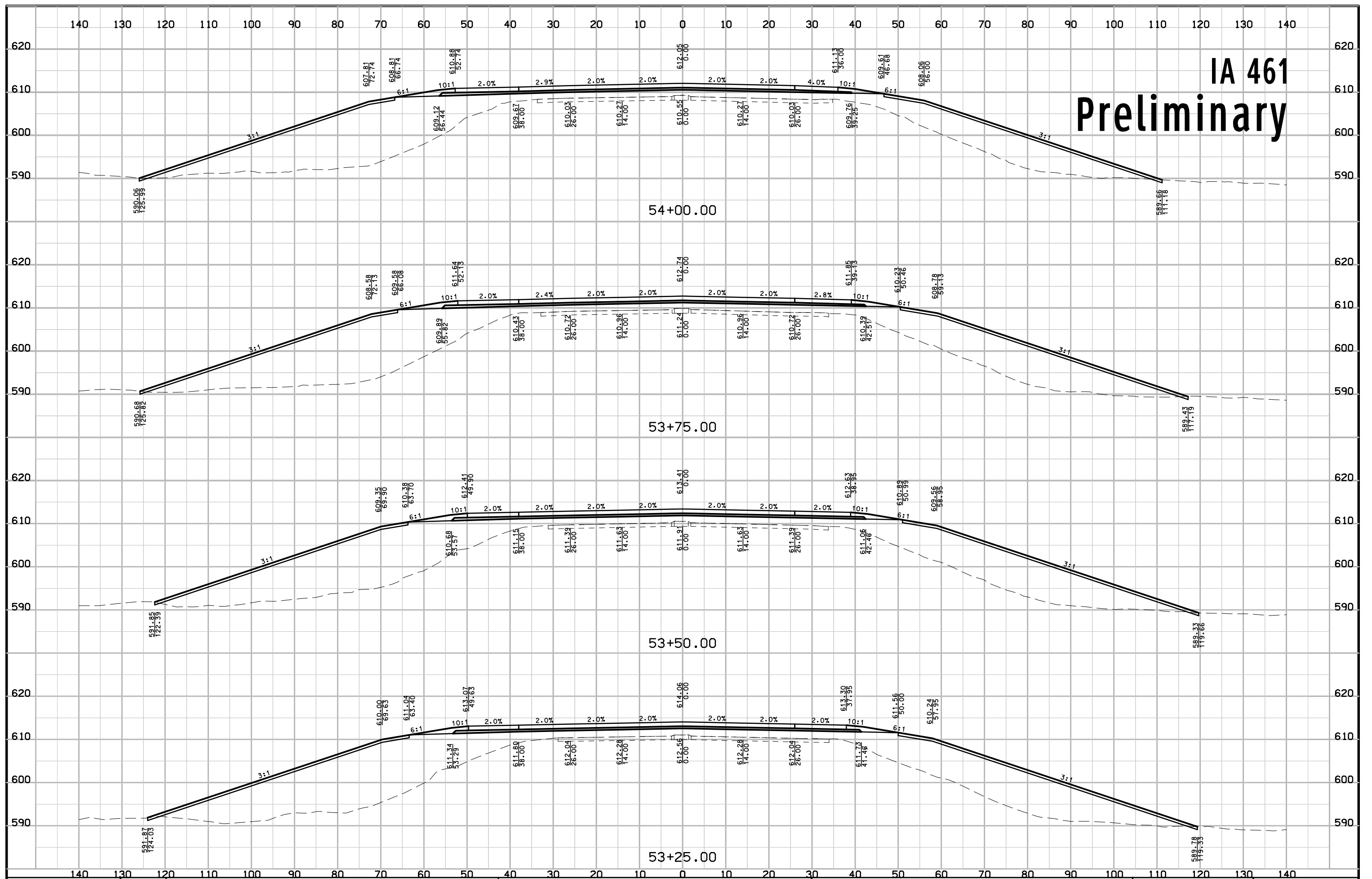
IA 461 Preliminary



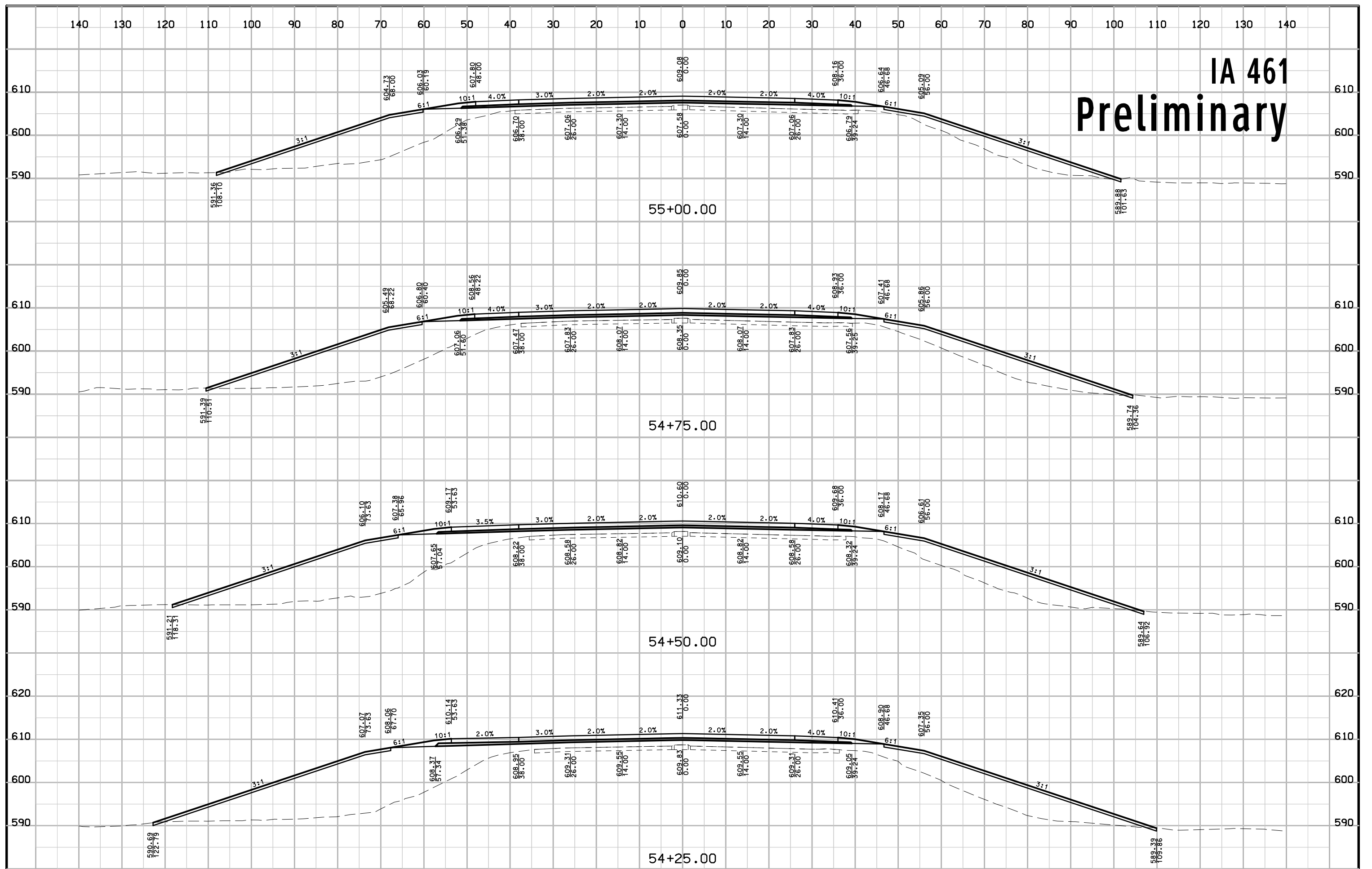
IA 461 Preliminary



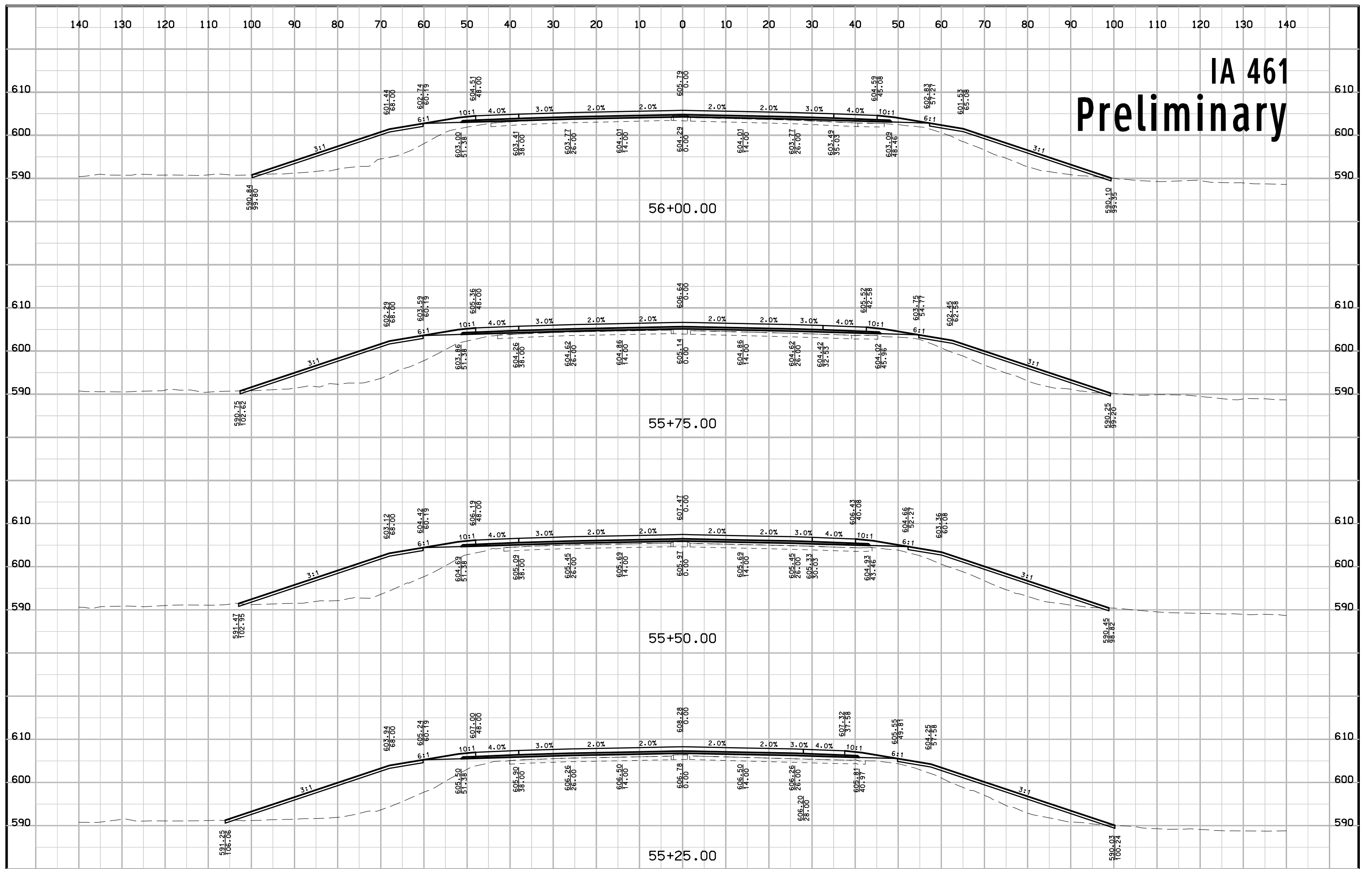
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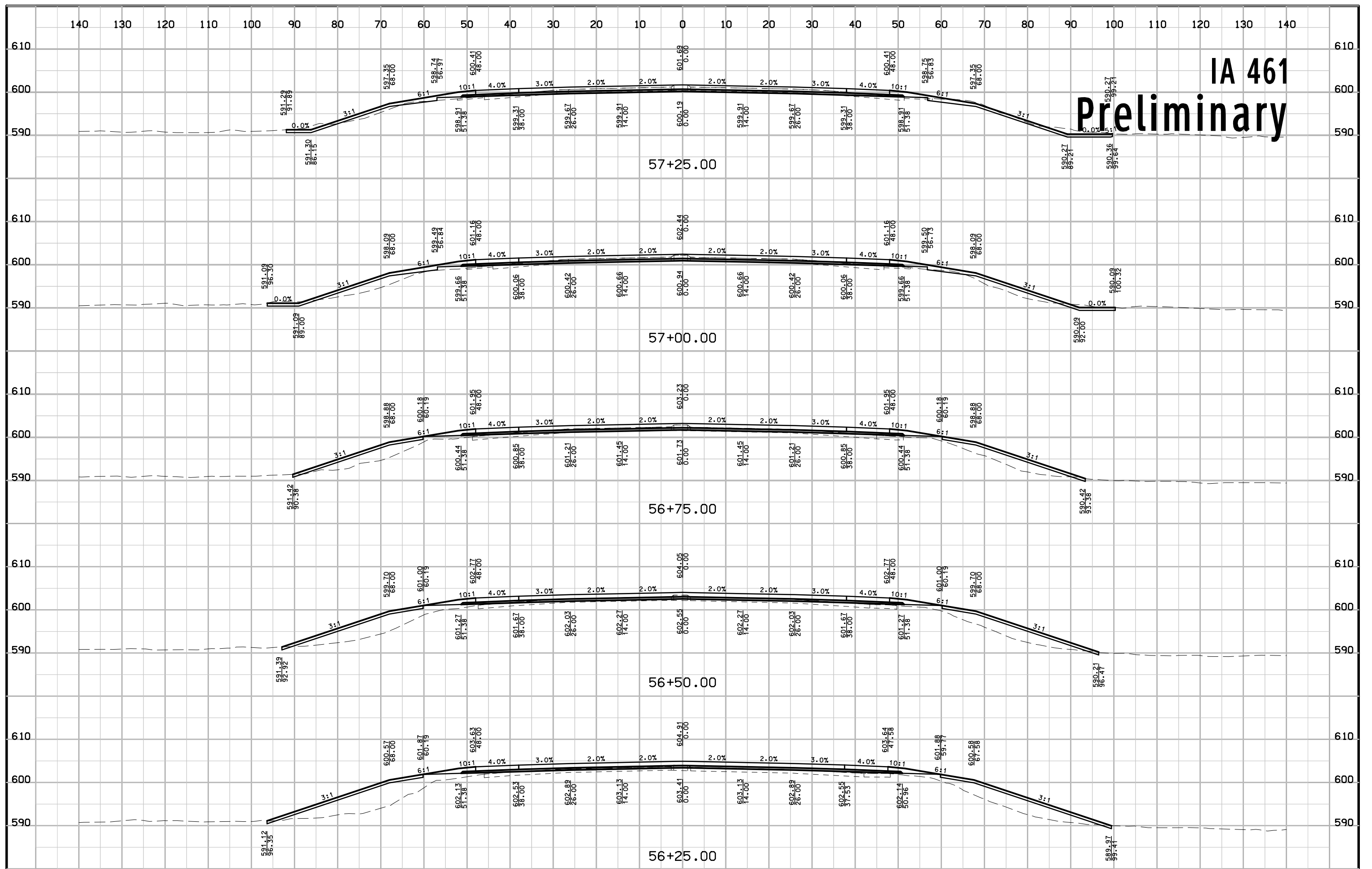
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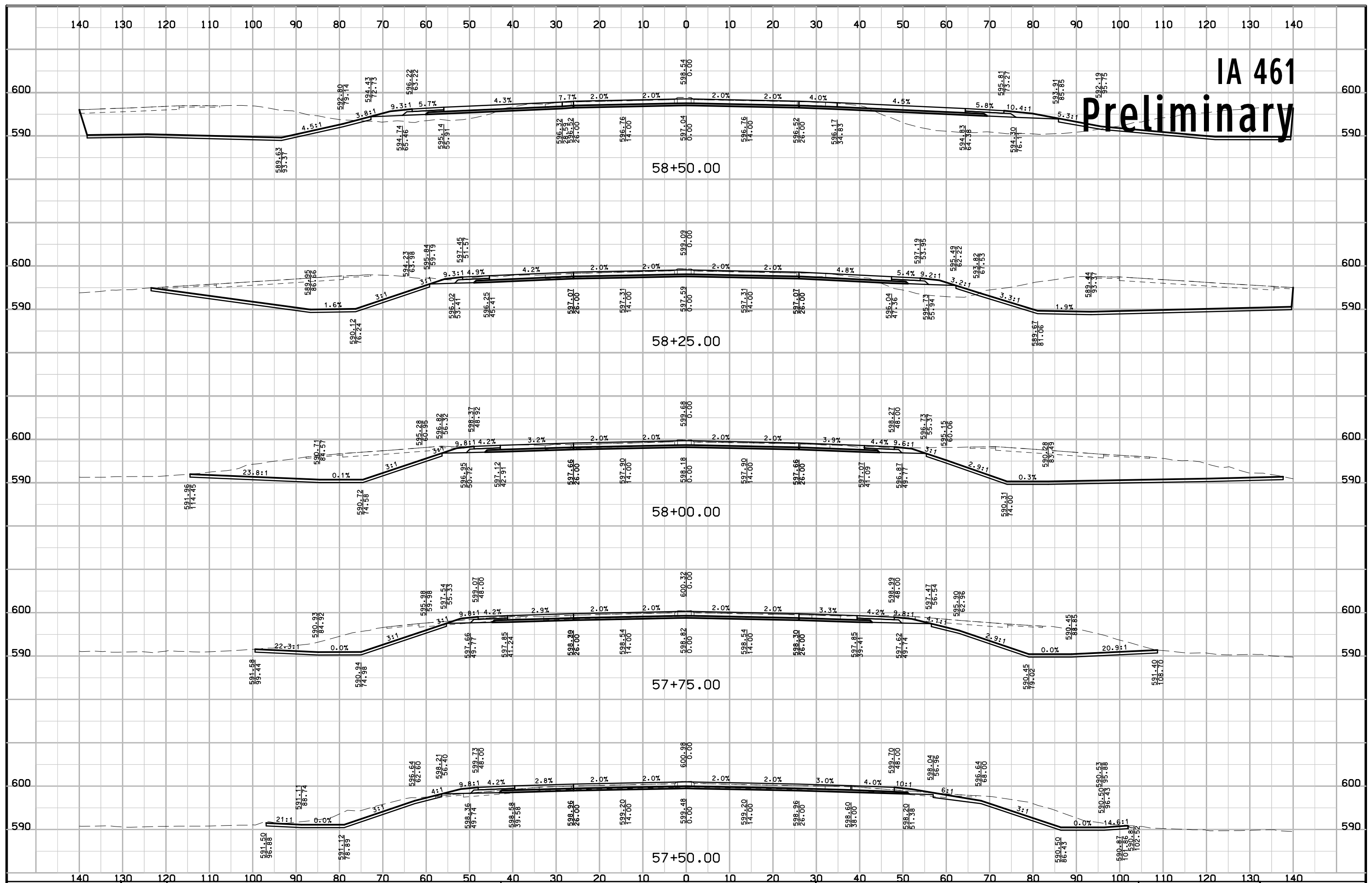
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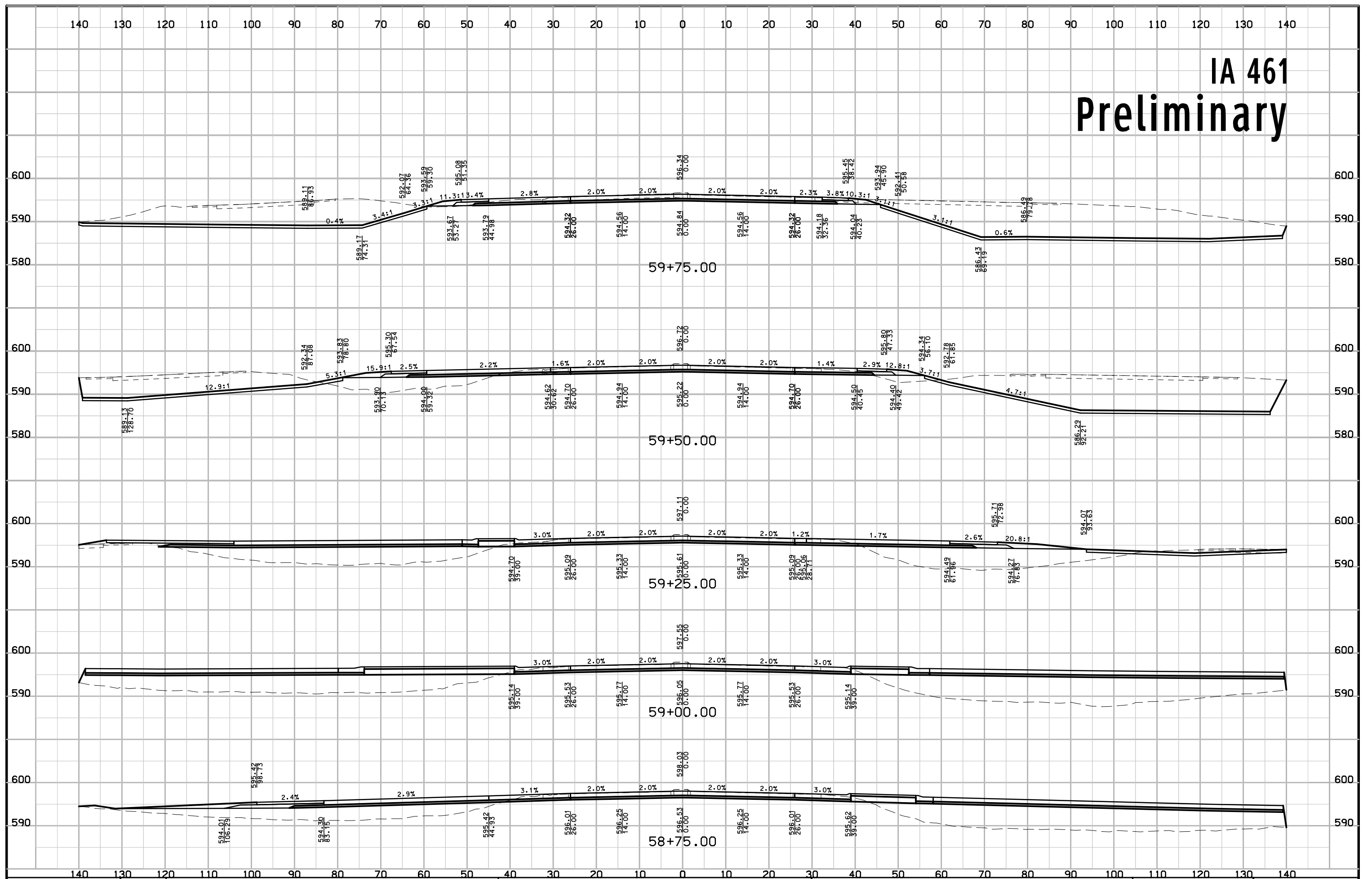
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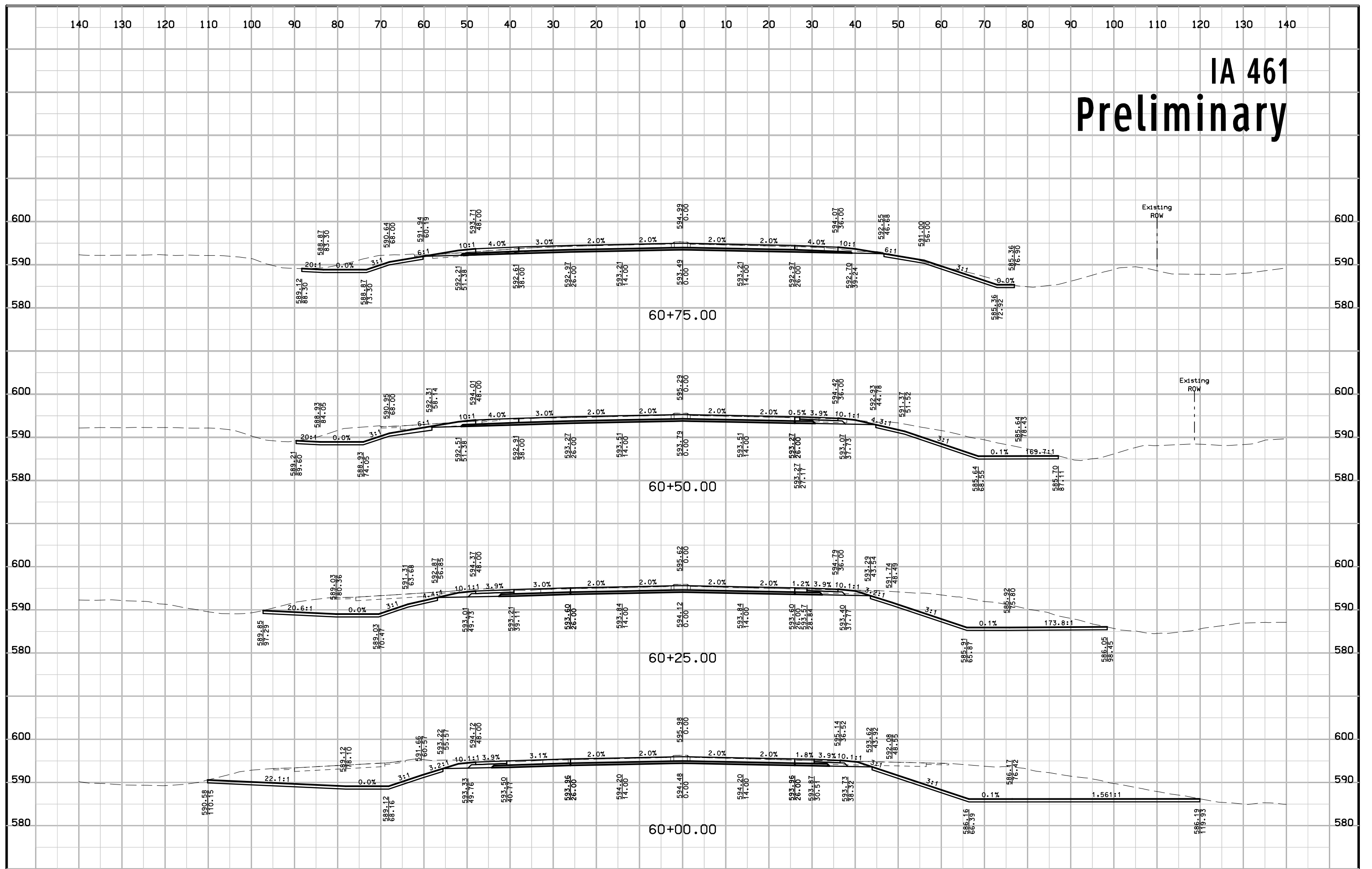
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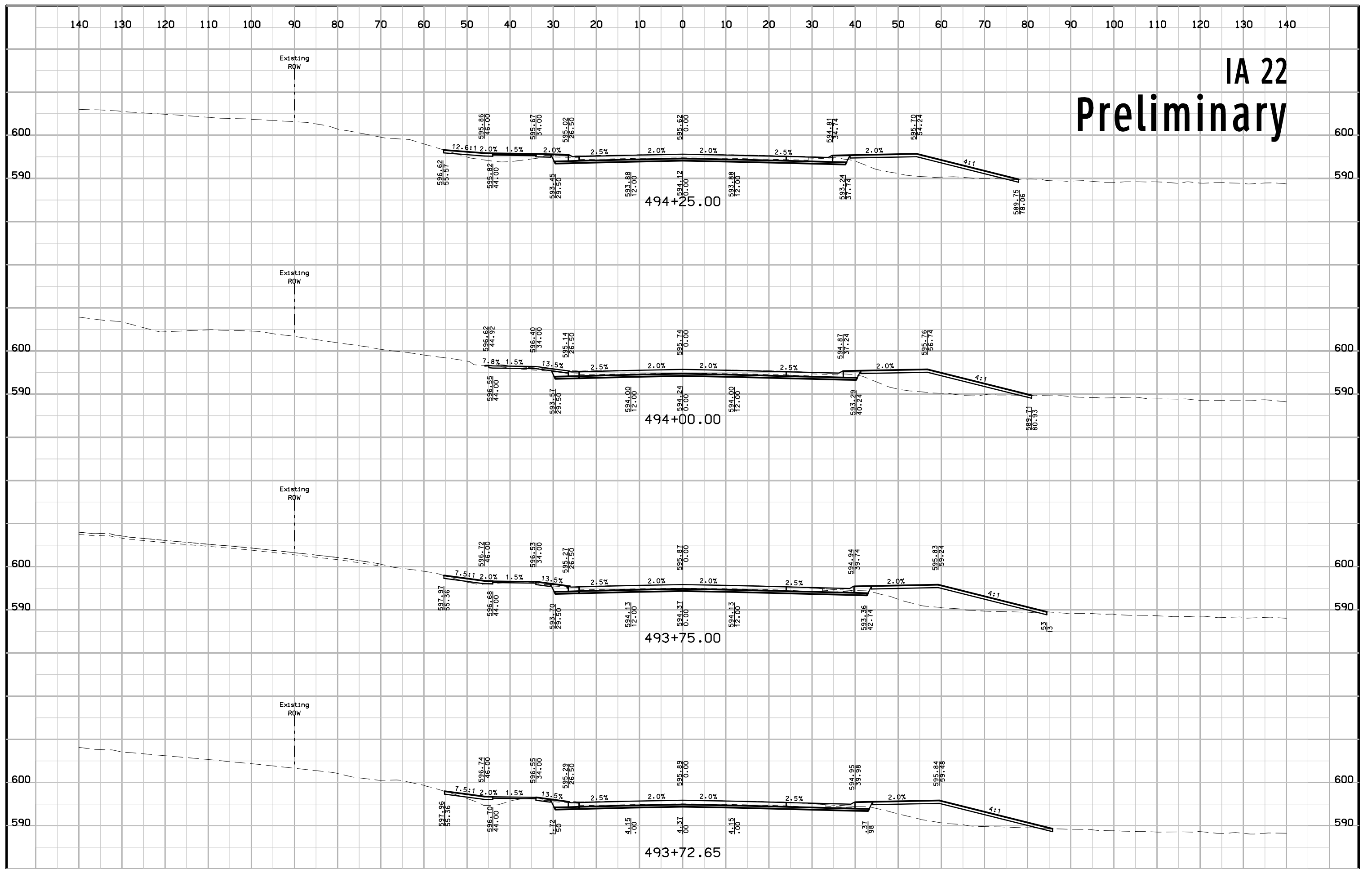
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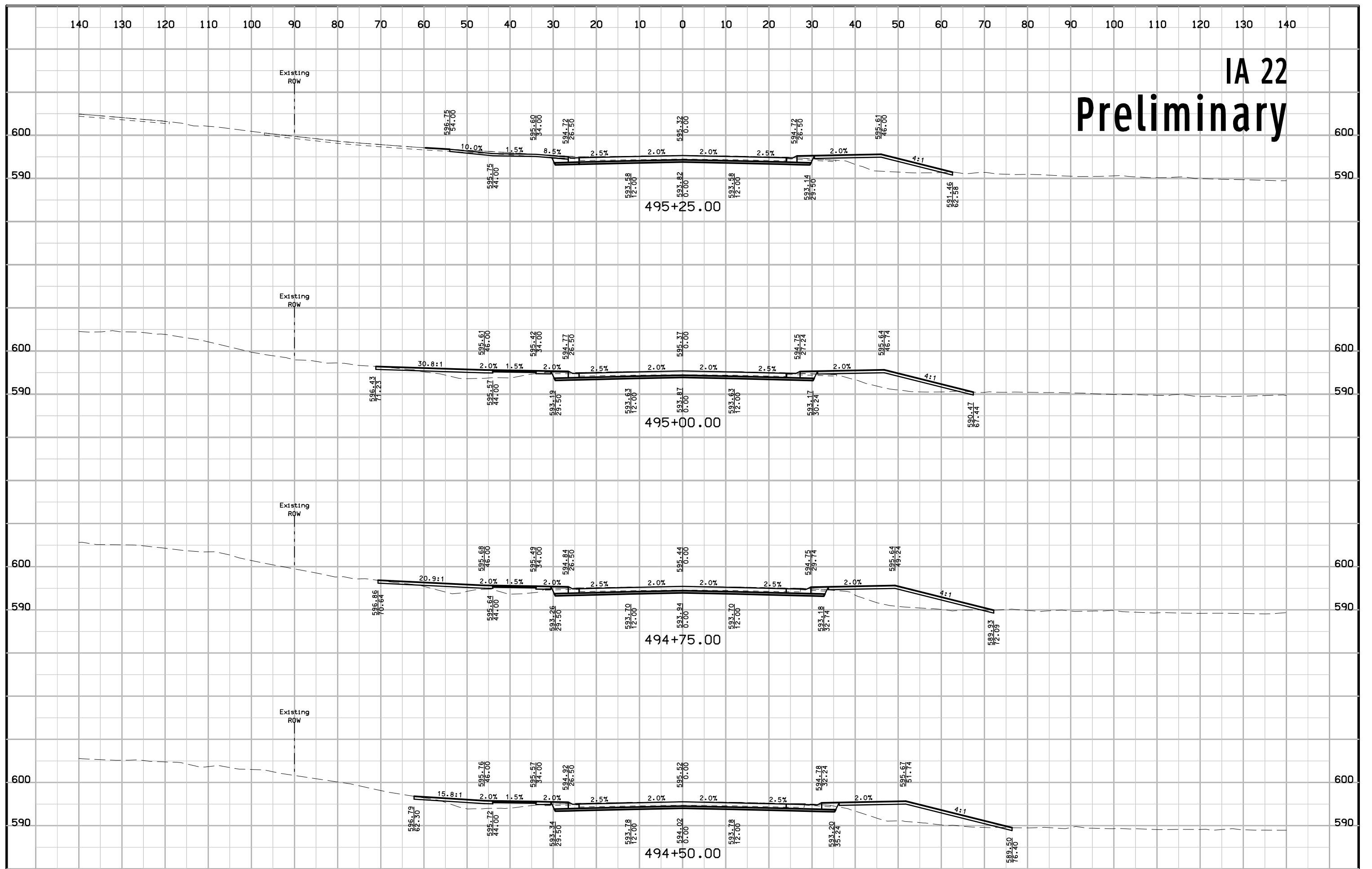
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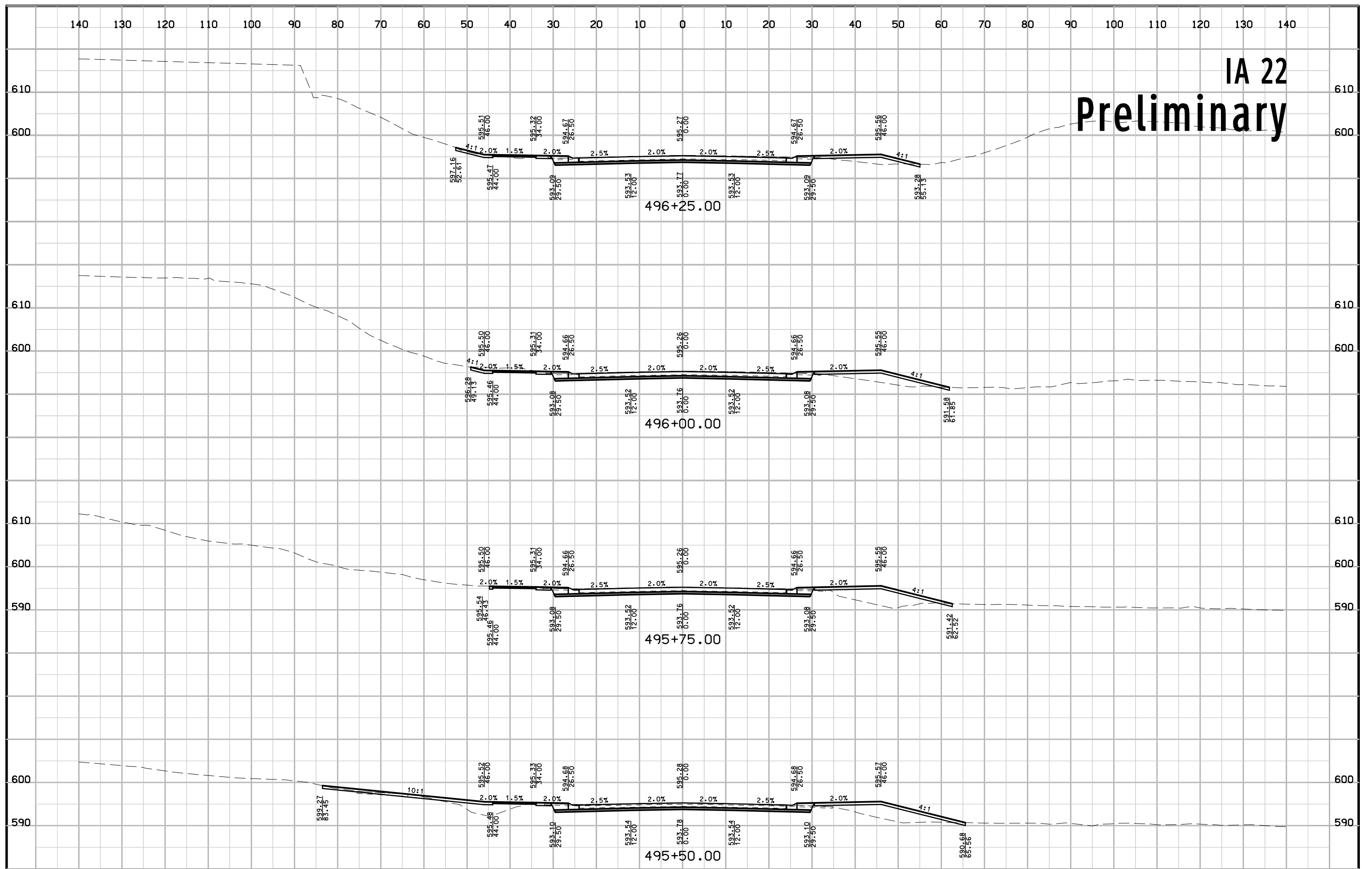
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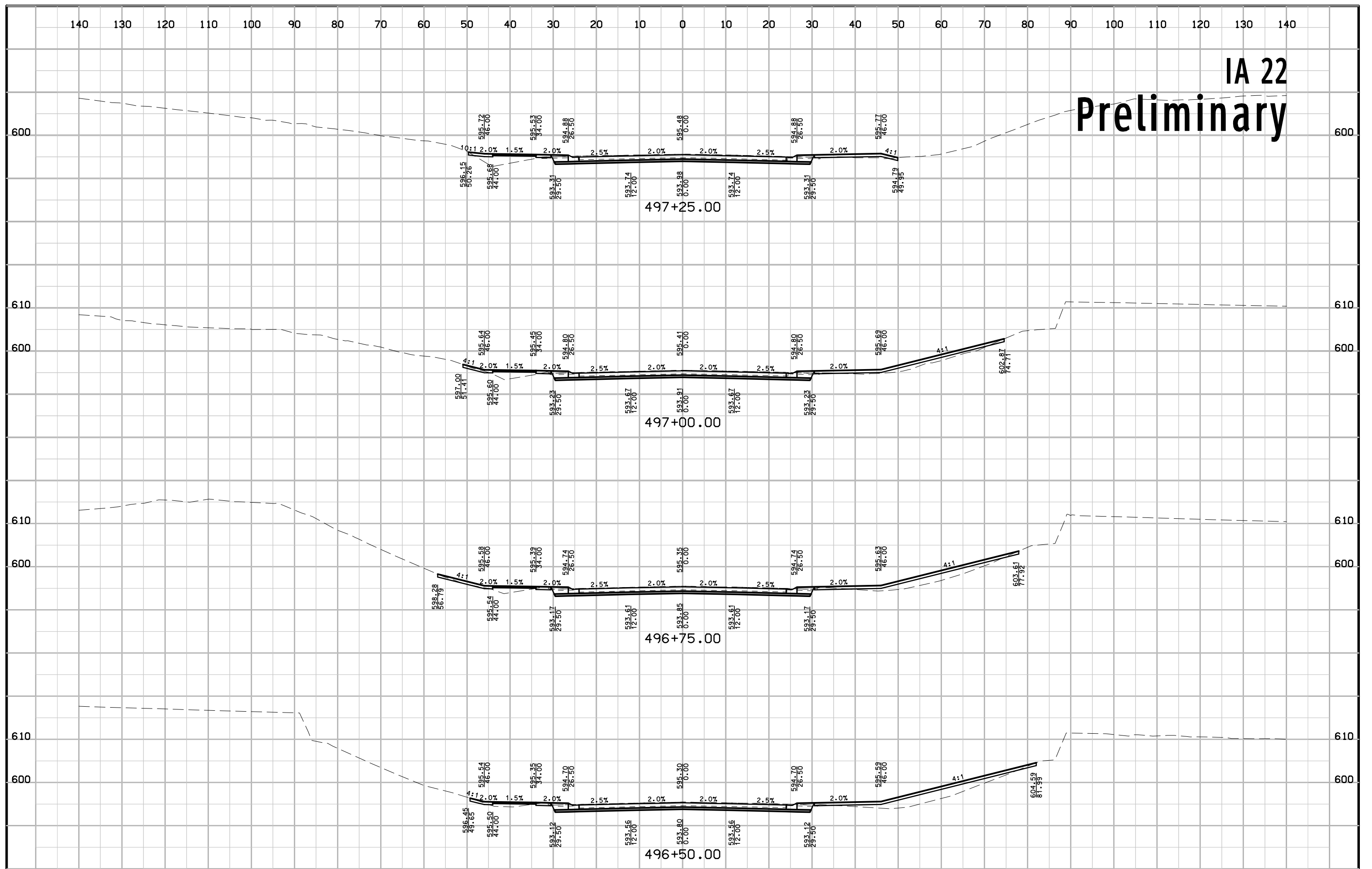
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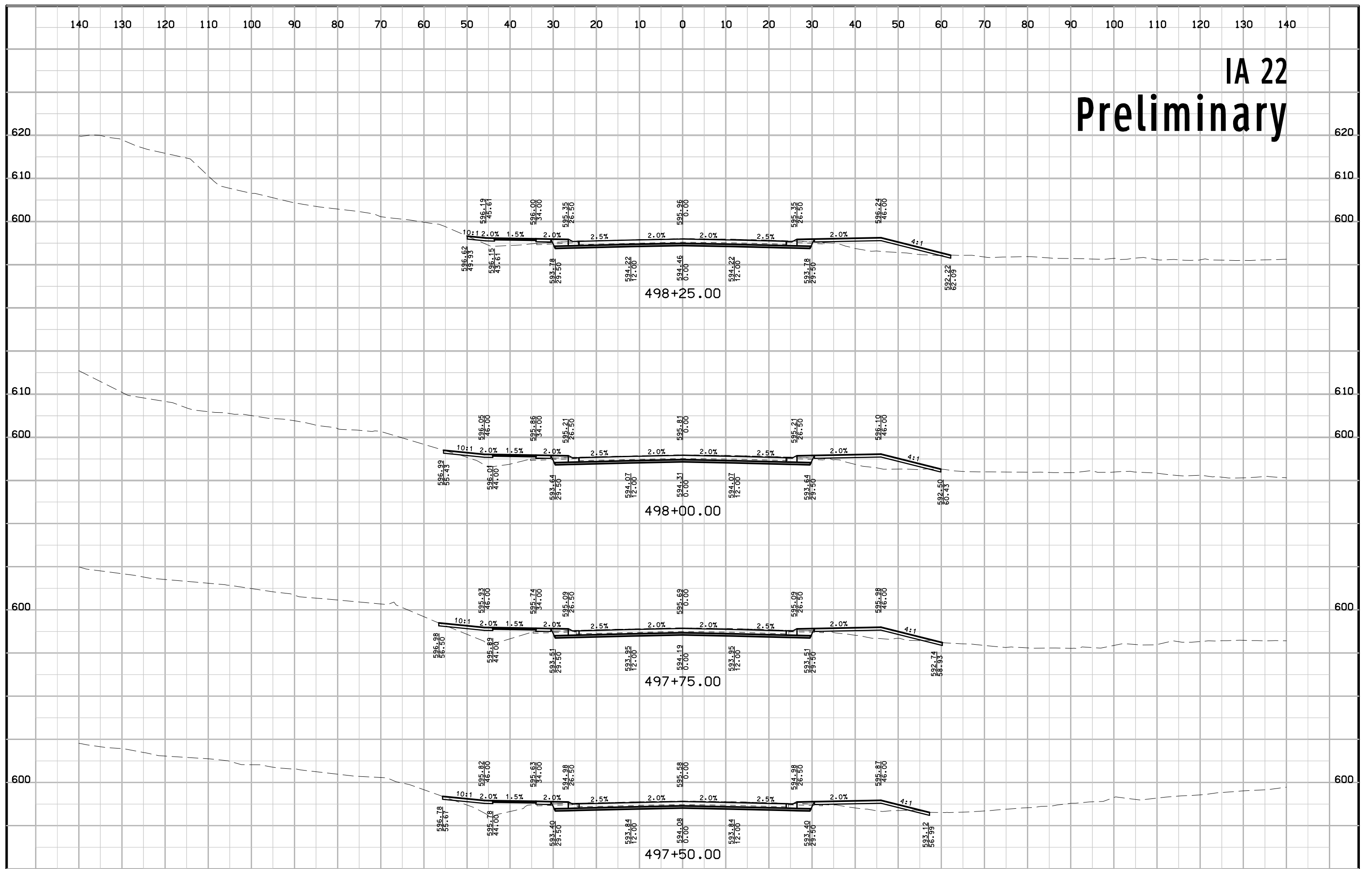
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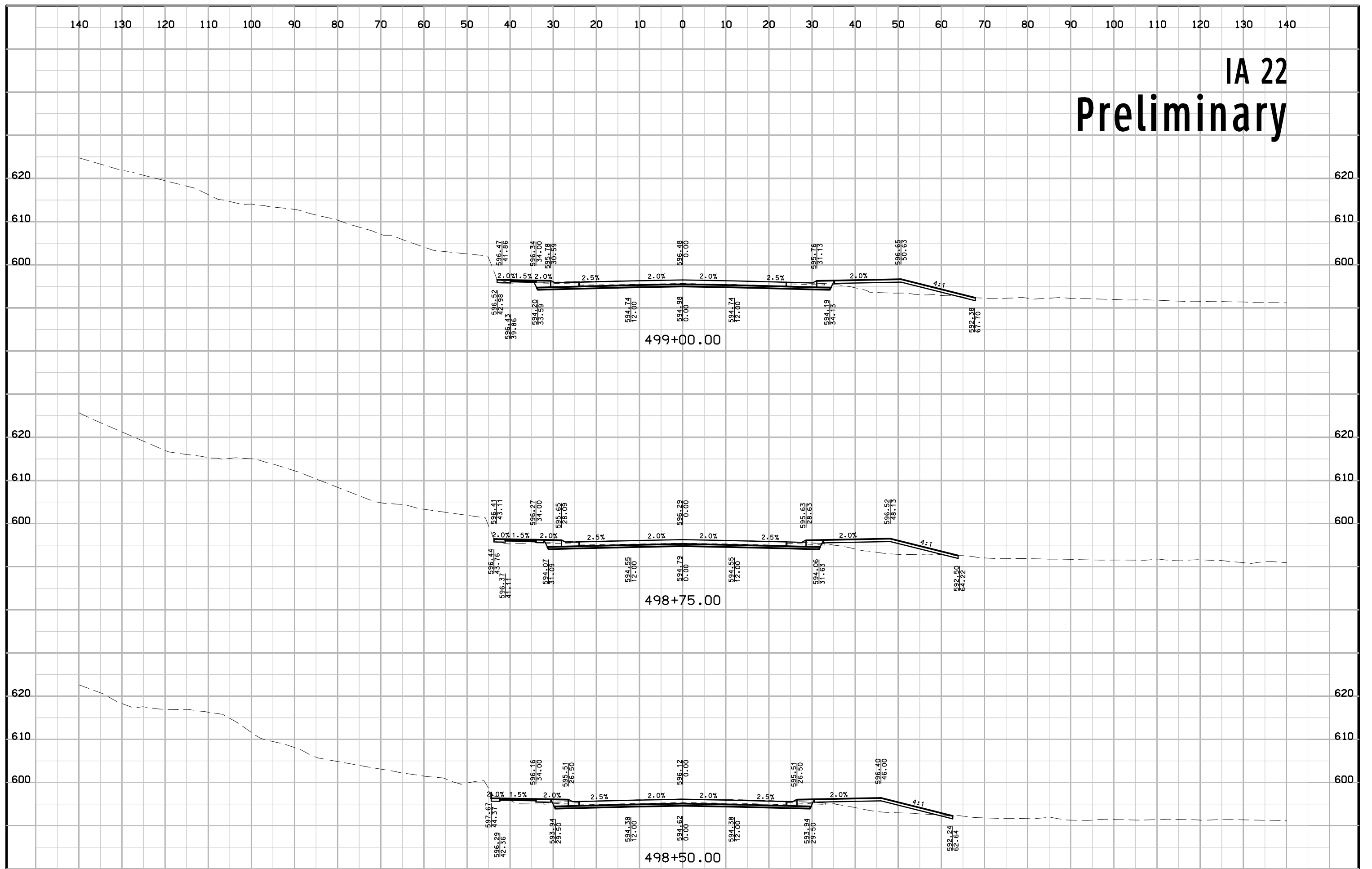
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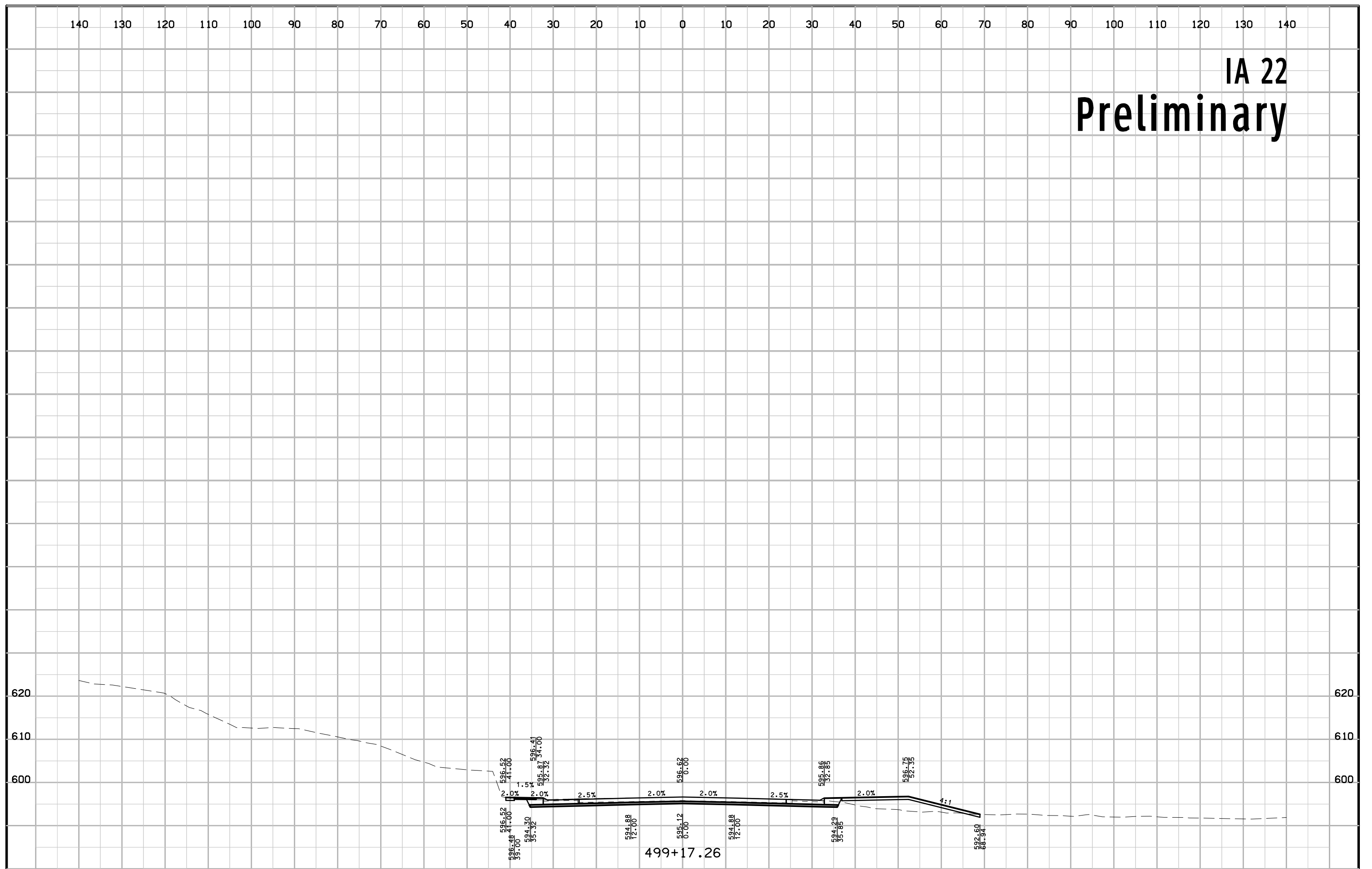
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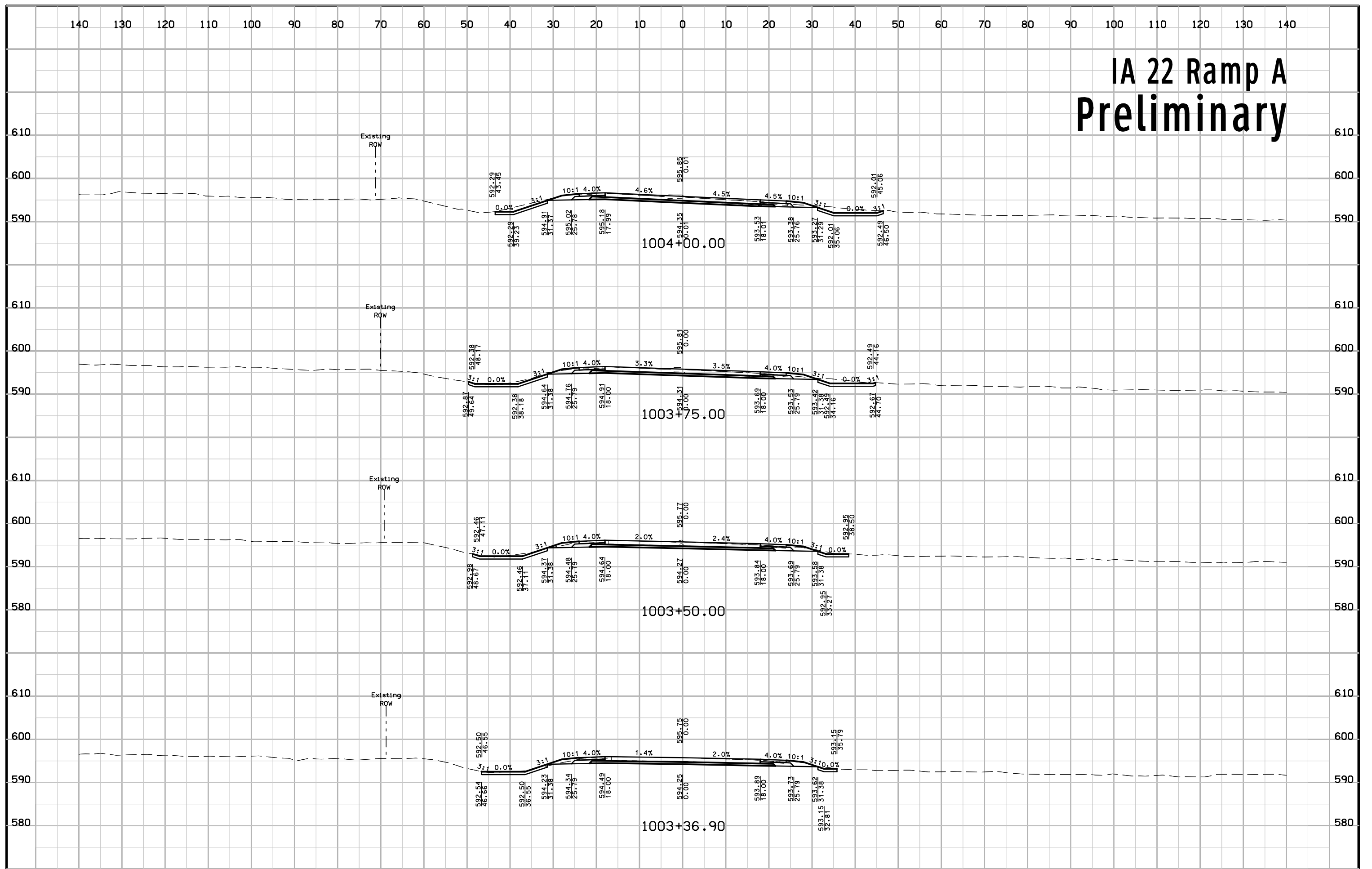
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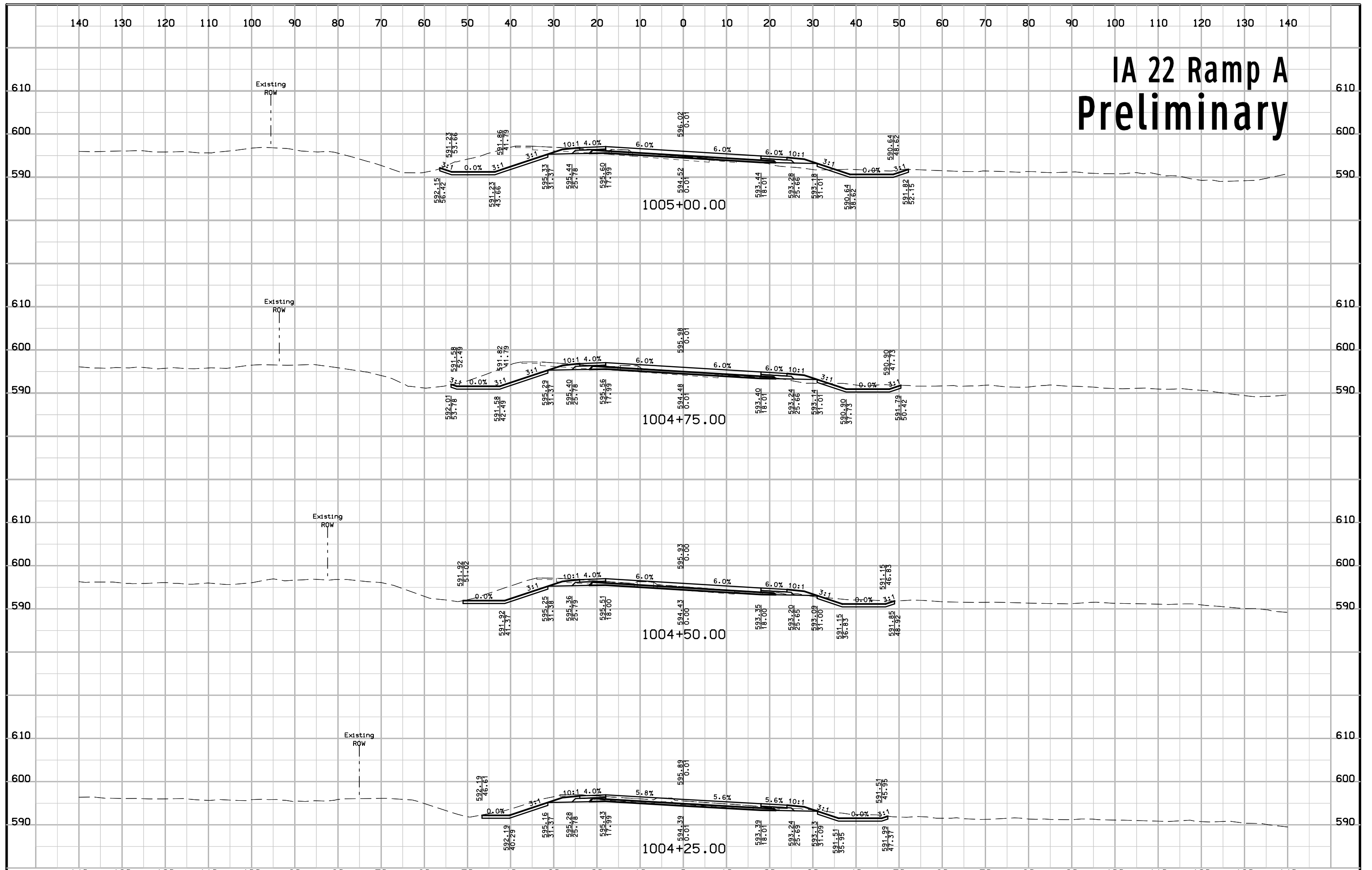
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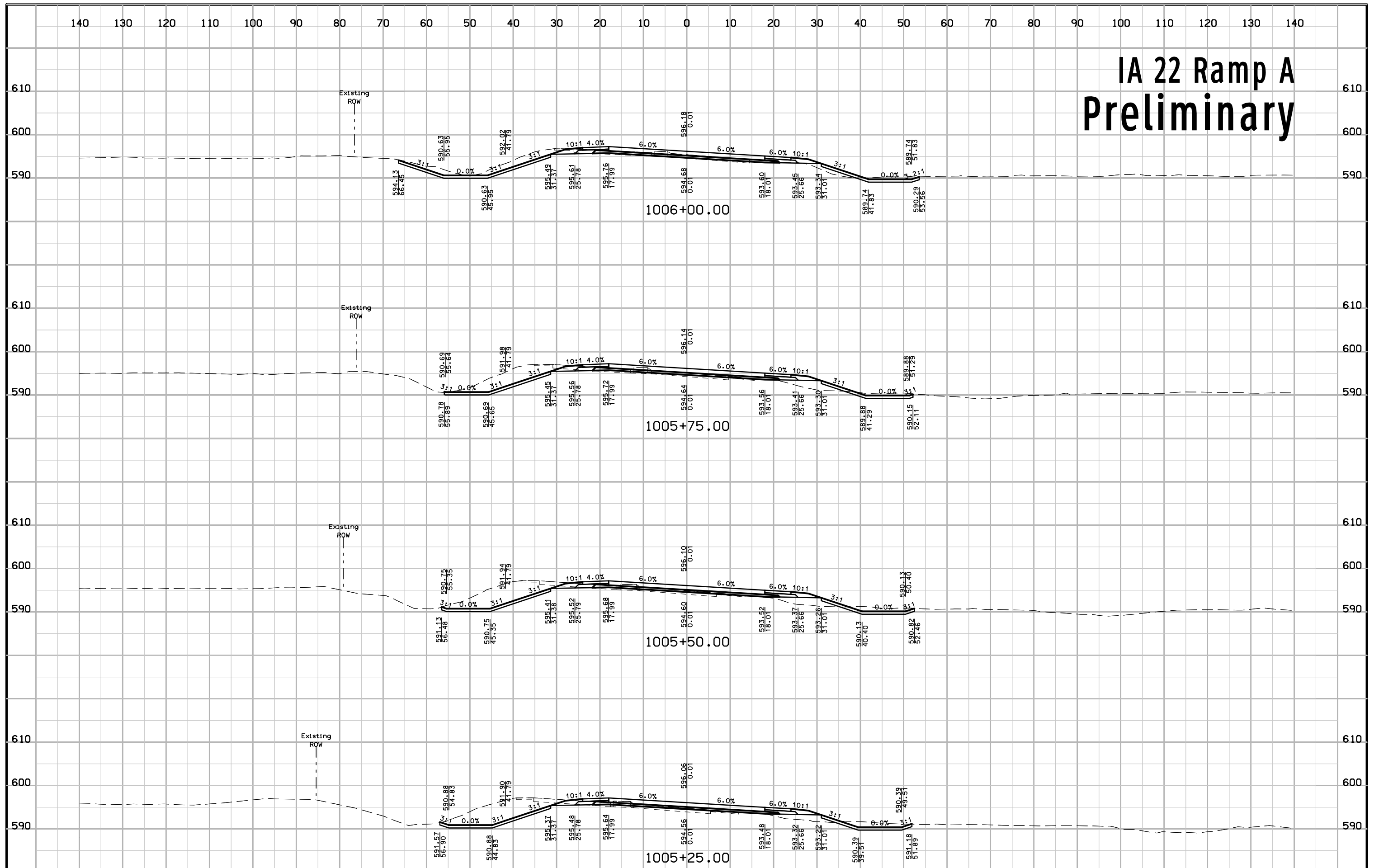
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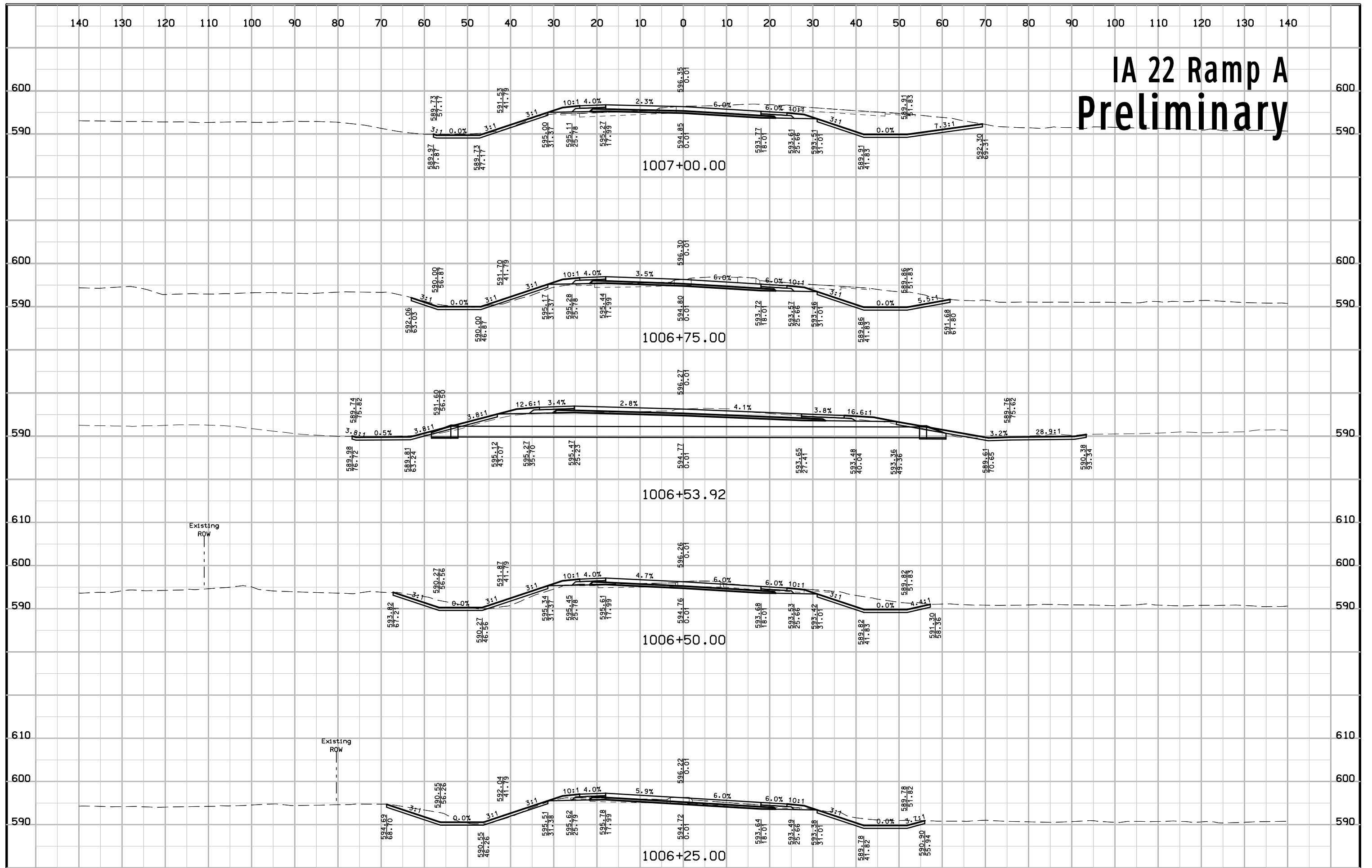
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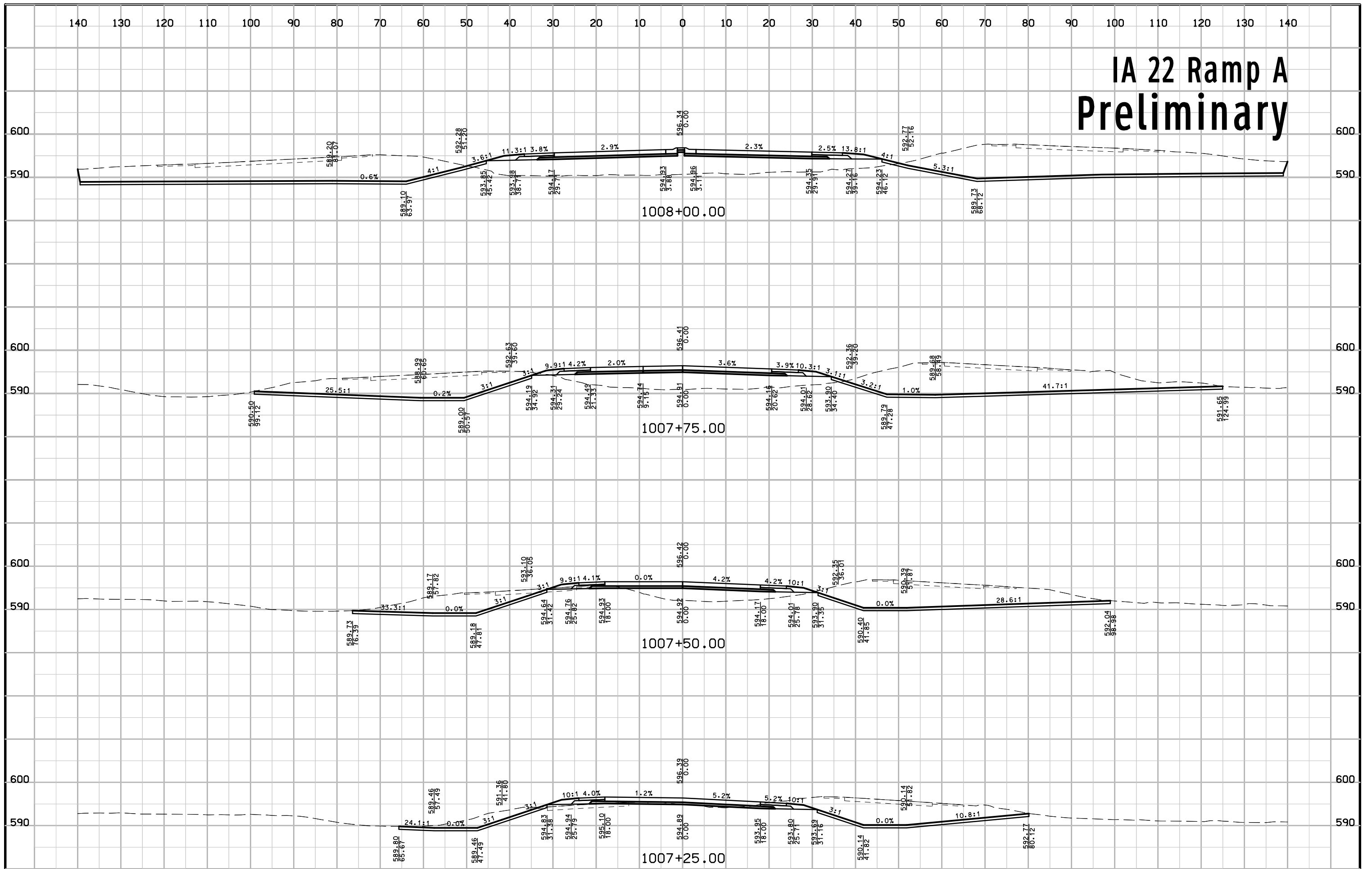
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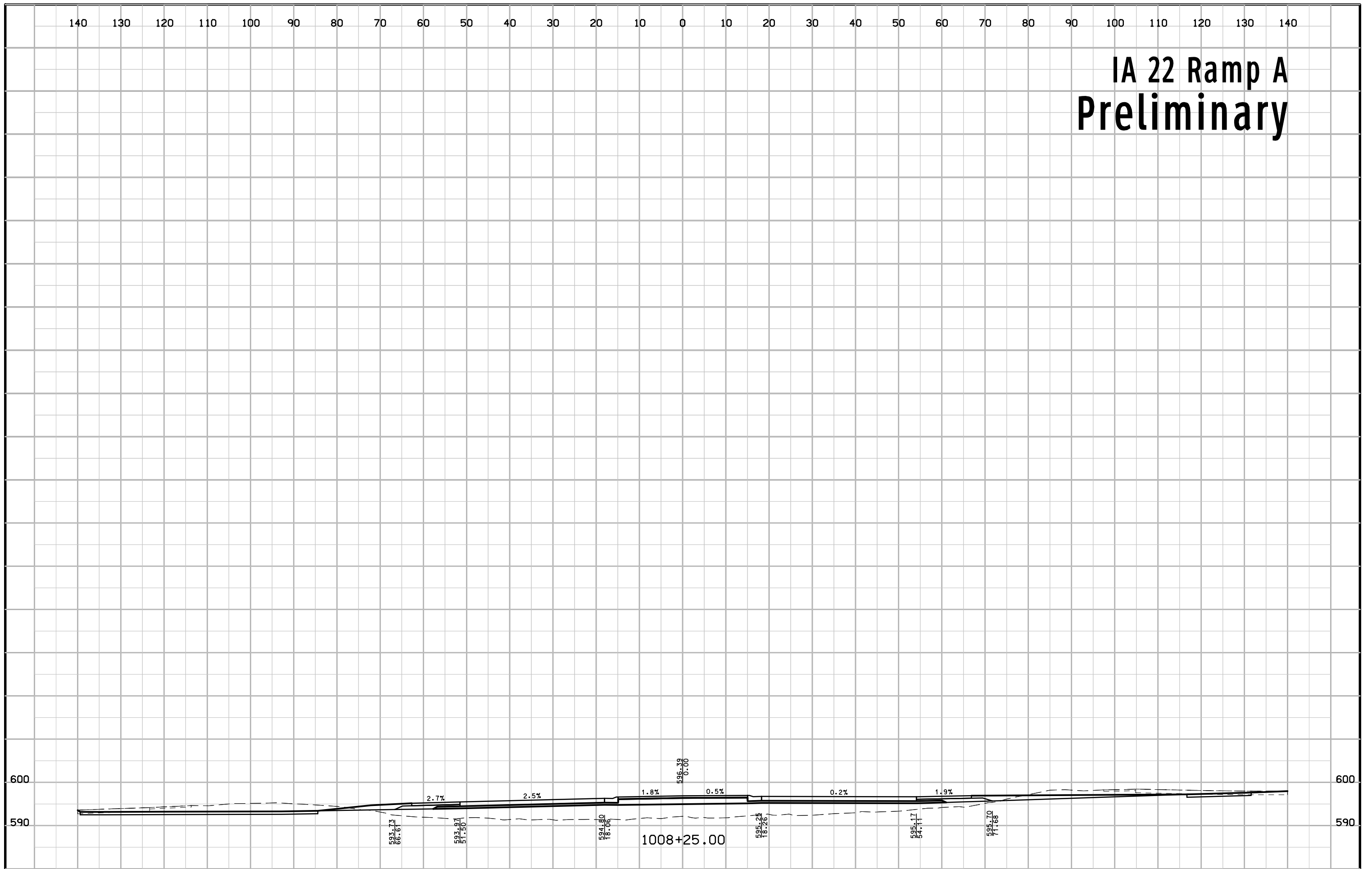
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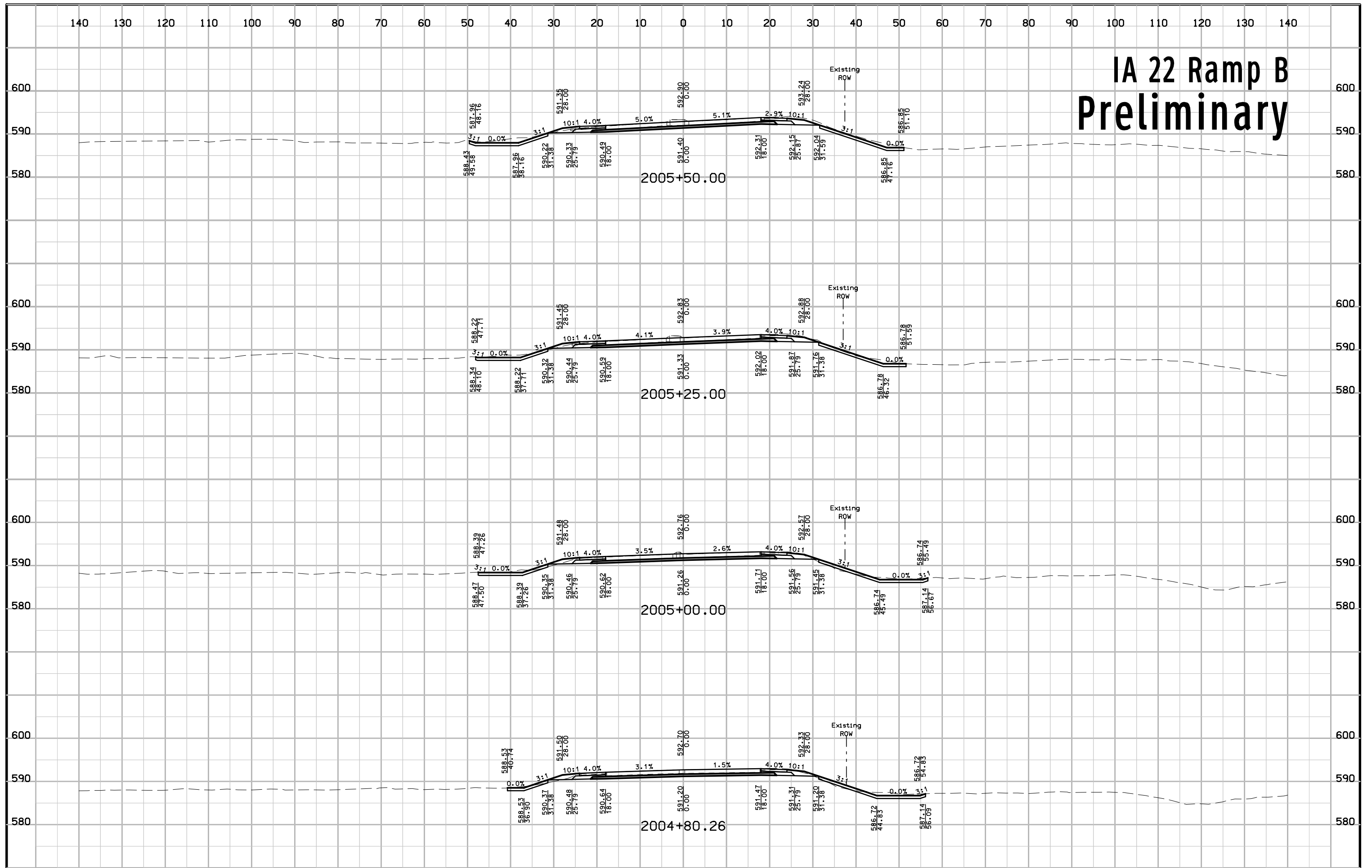
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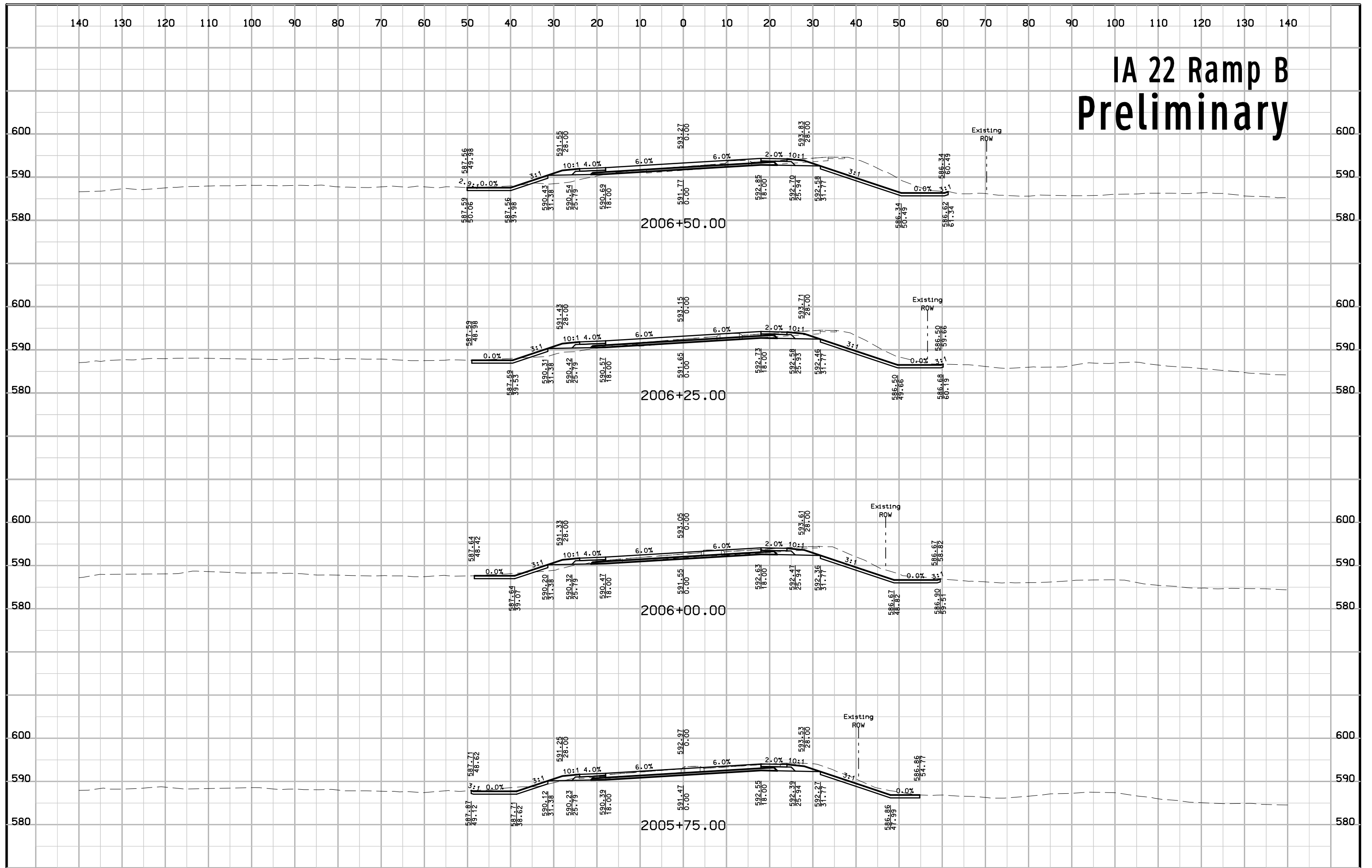
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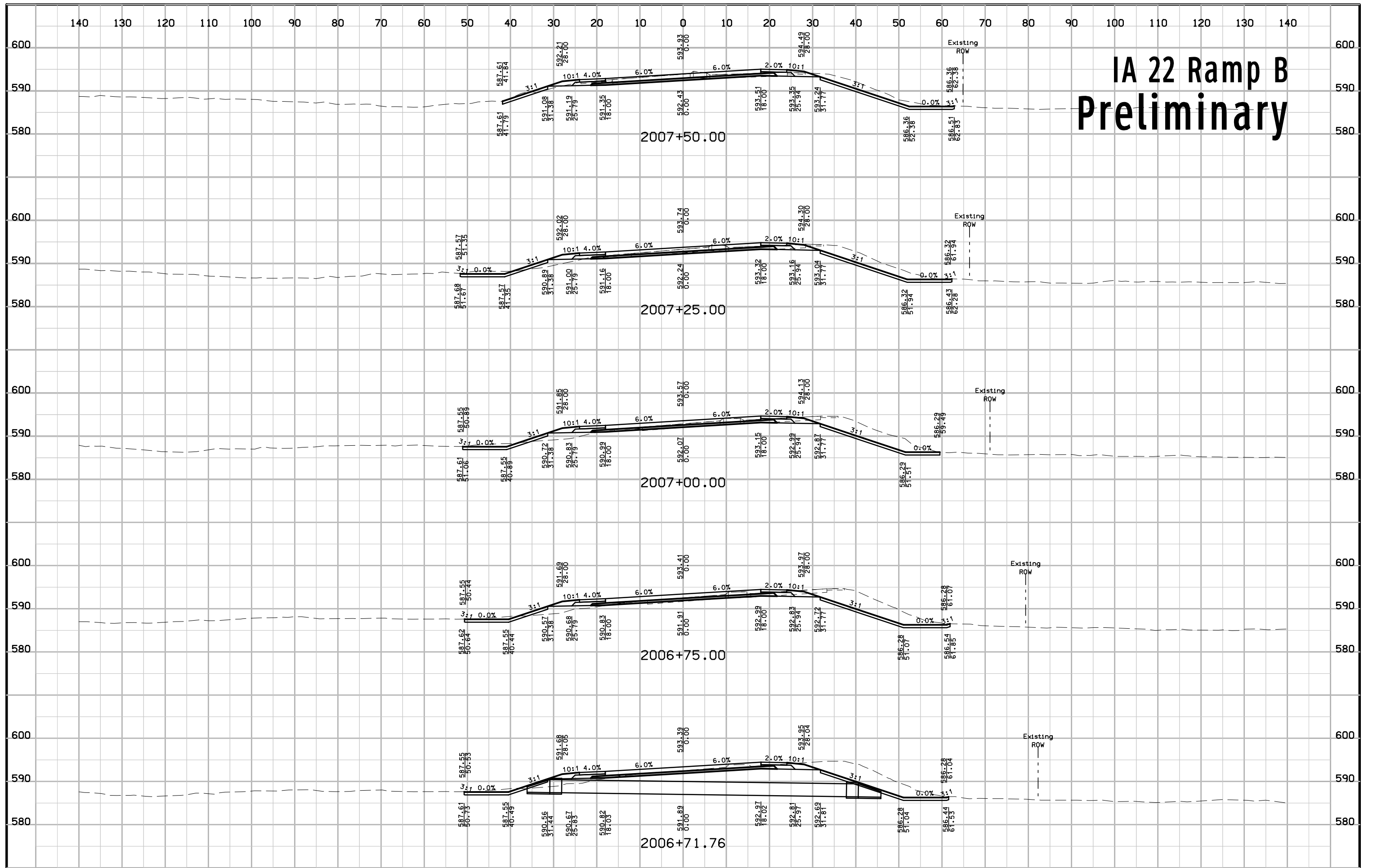
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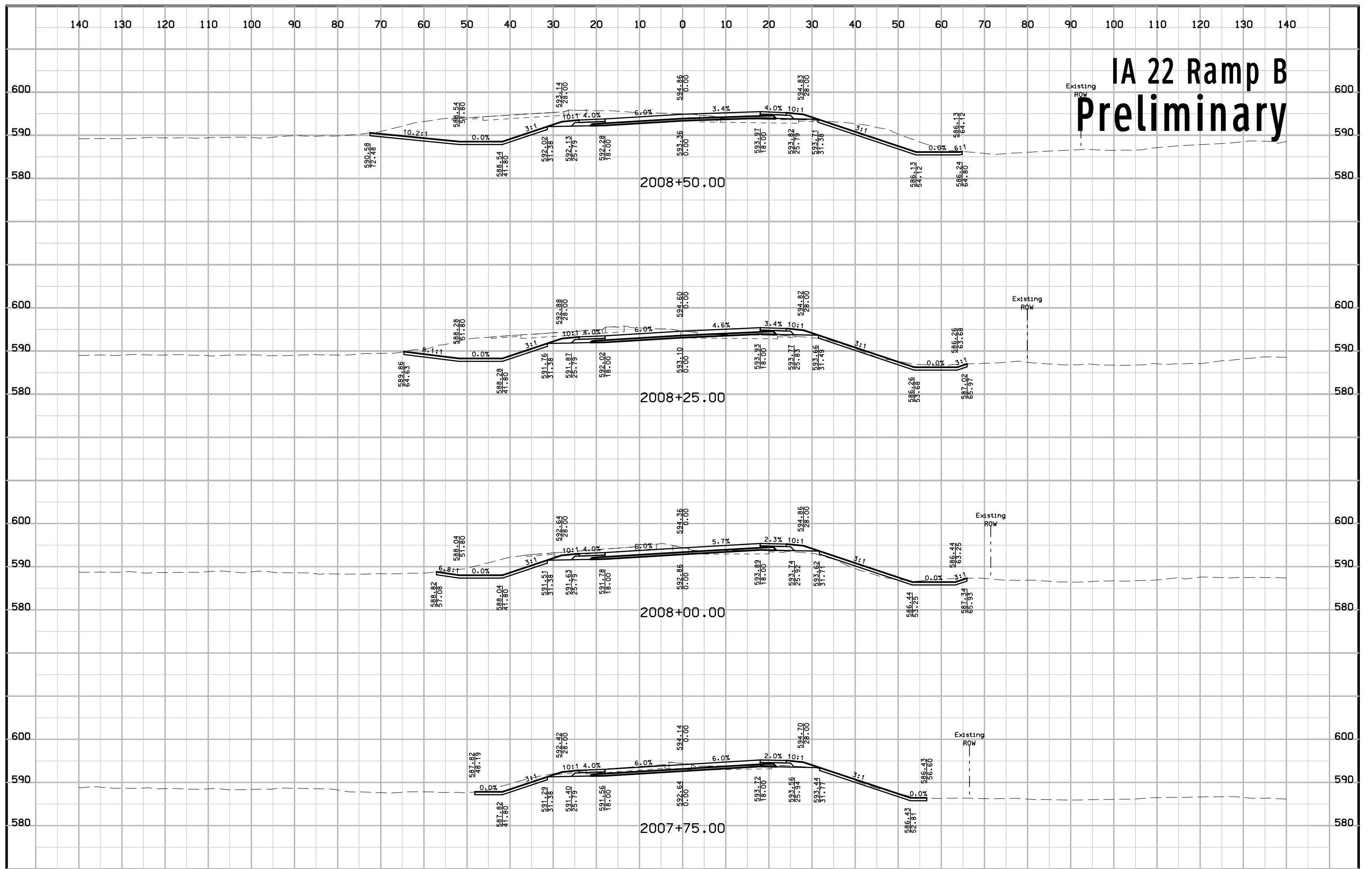
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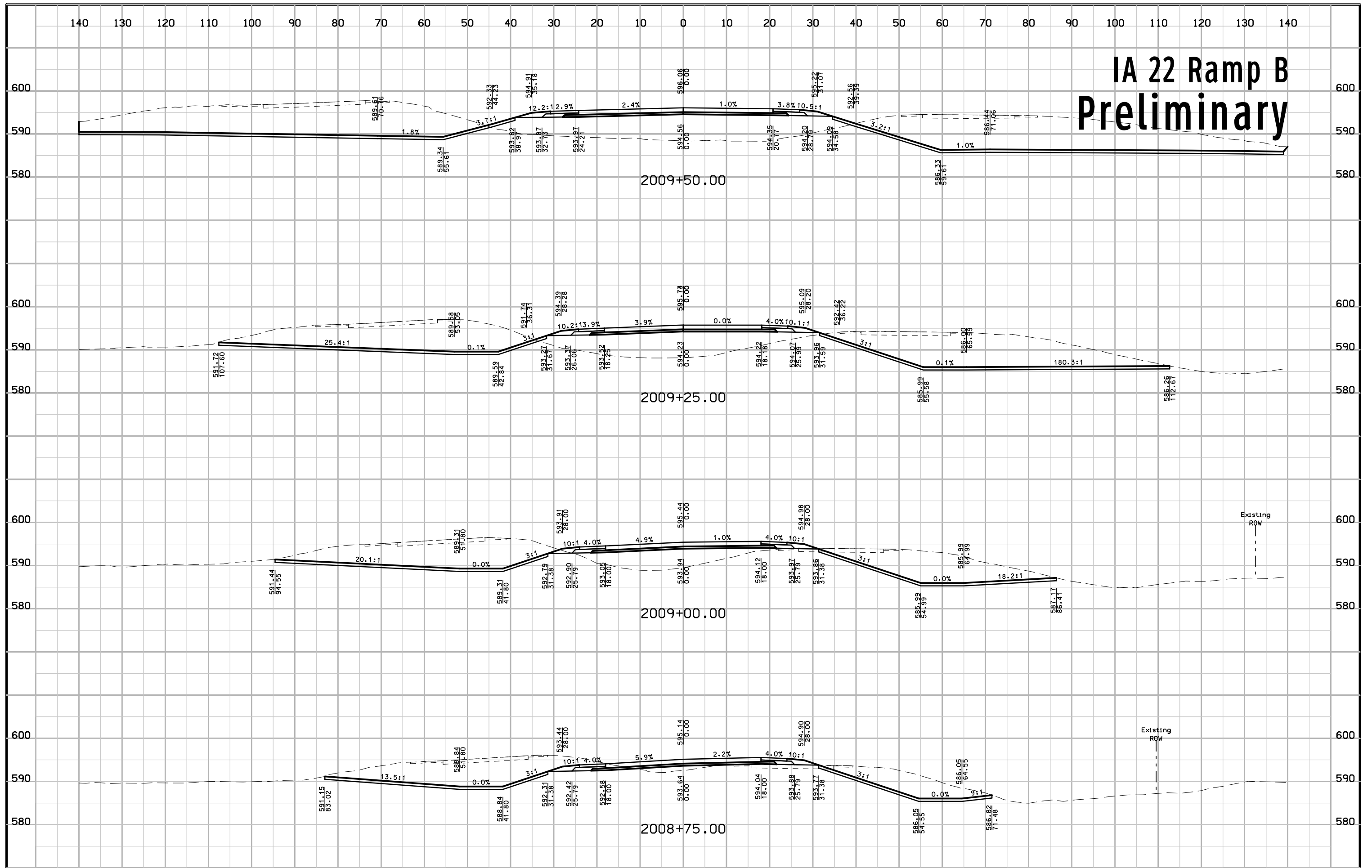
IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary

