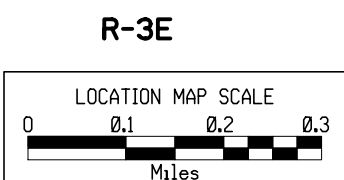
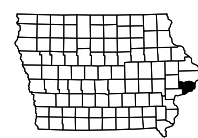
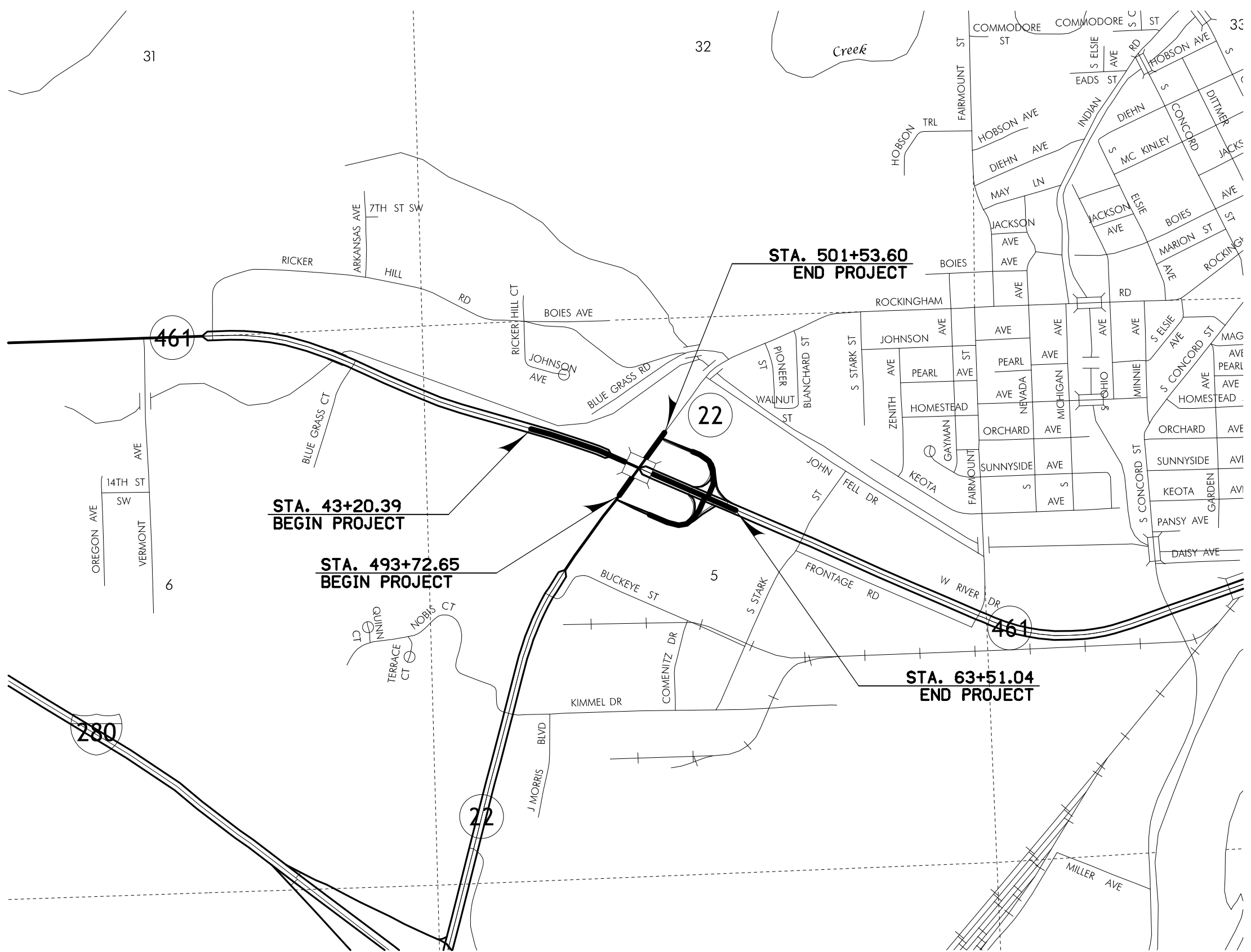
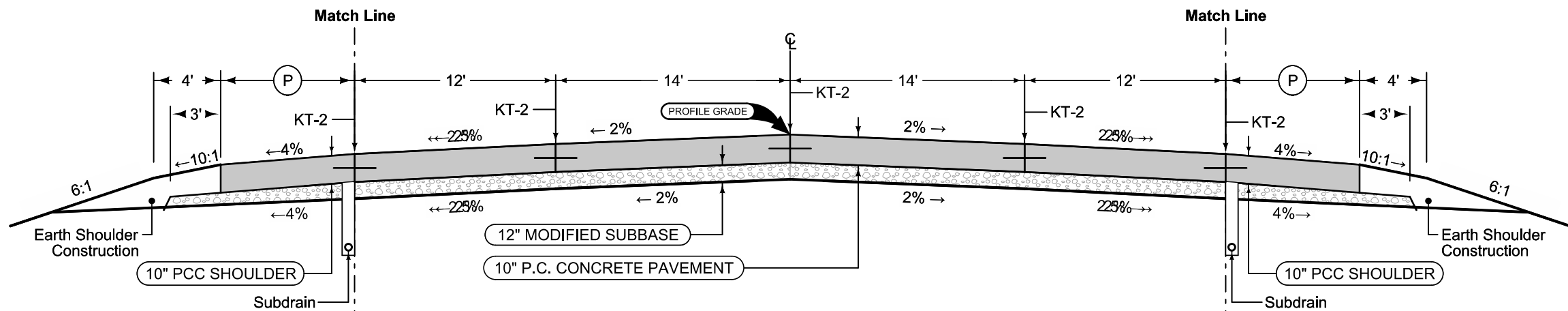


T-78N

T-77N





IA 461

Mainline Jointing:
Transverse joints: CD at 20' spacing

Full Depth PCC Shoulder

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

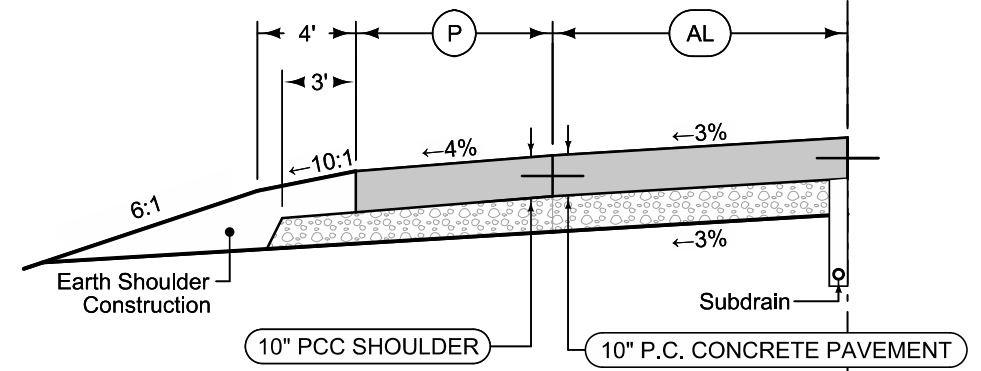
| 4_P_FullPCC_10-19-10 | | | |
|----------------------|---------------|-------------|----------|
| Direction of Travel | BEGIN STATION | END STATION | (P) Feet |
| EB | 60+83.28 | 63+51.04 | 10 |
| | | | |
| | | | |

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+20.39 | 50+67.81 | 10 |
| EB | 53+02.75 | 55+09.66 | 10 |
| EB | 60+67.59 | 60+83.28 | 10 |

| 4UP_10-16-12 | |
|--------------------|----------|
| STATION TO STATION | |
| 43+20.39 | 50+17.81 |
| 53+52.75 | 60+83.28 |
| | |
| | |



Auxiliary Lane

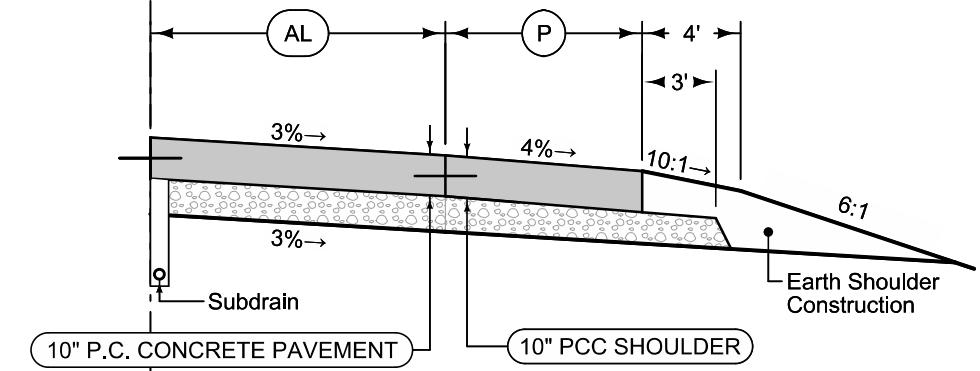
Longitudinal joint: L or KT
Transverse joint: Match Mainline

| 4_AuxLane_PCC_10-19-10 | | | |
|------------------------|---------------|-------------|-----------|
| Direction of Travel | BEGIN STATION | END STATION | (AL) Feet |
| WB | 43+20.39 | 50+17.18 | 12 |
| WB | 53+52.75 | 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

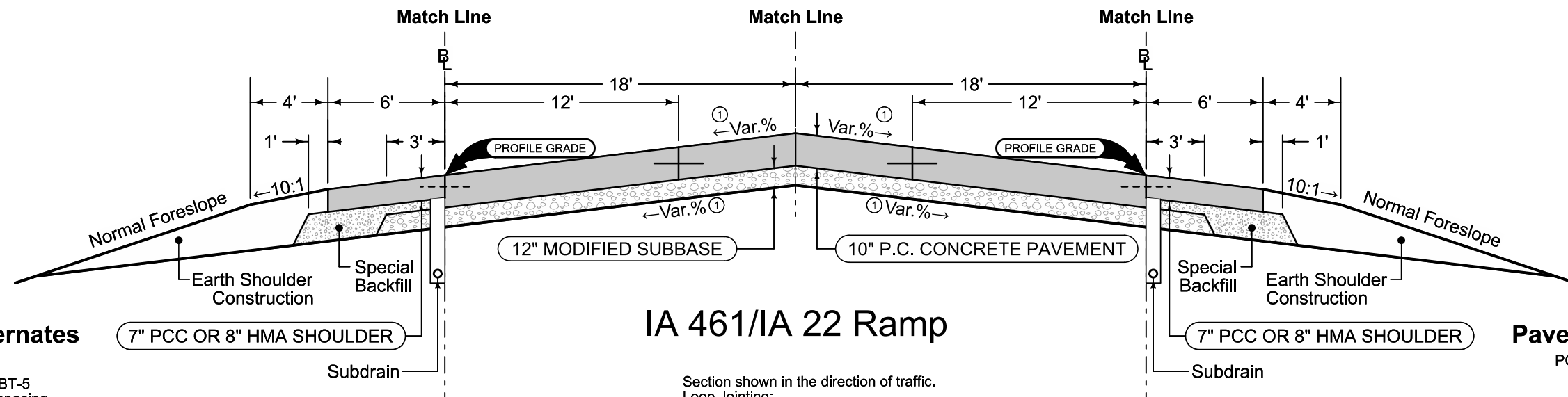
Shoulder Jointing:
Longitudinal joint: L-2 or KT-2
Transverse joints: C at 20' spacing

| 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 |
| | | | |
| | | | |



IA 461/IA 22 Ramp

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

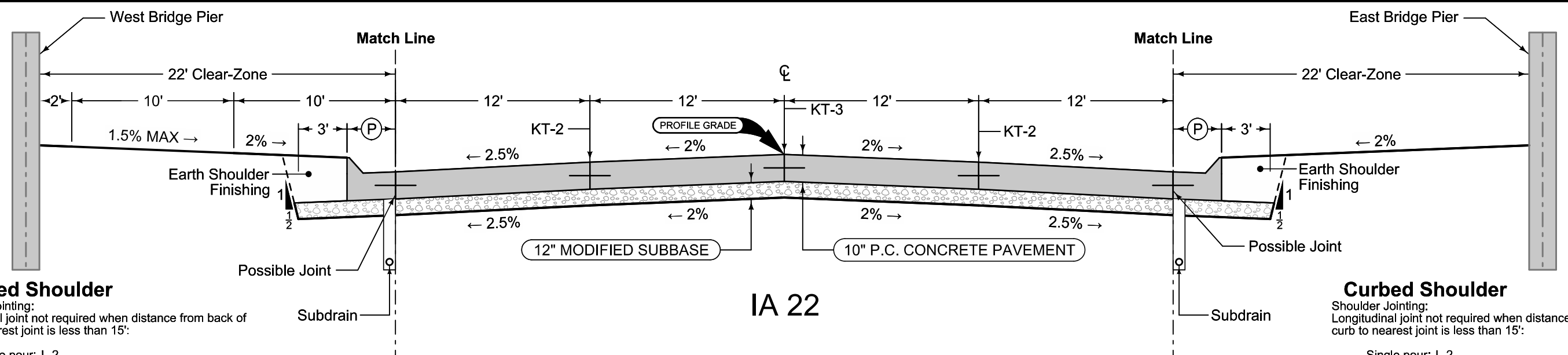
PCC Shoulder Jointing:
 Longitudinal joint: BT-1 or BT-5
 Transverse joints: C at 20' spacing
 HMA Shoulder Jointing:
 Longitudinal joint: B

| 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+41.44 |
| 2004+80.26 | 2010+00.99 |

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

① Cross Slopes vary through ramp returns and at tie in points. Refer to the Ramp Cross Sections for more details. Maximum Cross Slope breakover not to exceed 5%.



IA 22

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

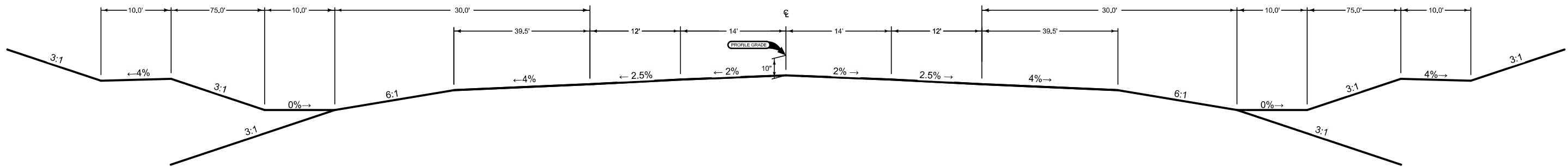
Shoulder Jointing:
 Longitudinal joint not required when distance from back of curb to nearest joint is less than 15'

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+14.28 | 2.5 | 6" Sloped |
| 495+41.78 | 501+53.60 | 2.5 | 6" Sloped |

| 4UP_ 10-16-12 | |
|--------------------|-----------|
| STATION TO STATION | |
| 493+72.65 | 501+53.60 |

| 2_Curb_ 04-19-11 | | | |
|--------------------|-----------|----------------------|-----------|
| STATION TO STATION | (P) Feet | Curb Type See PV-102 | |
| 493+72.65 | 499+23.51 | 2.5 | 6" Sloped |



IA 461 Grading Typical

SURVEY SYMBOLS

- PIP Pipe Culvert
- CUL Culvert
- GDL Guard Rail Steel
- LUM Luminaire
- TPD Telephone Pedestal
- PR Electric Riser Pole
- TA Tower Anchor
- FHD Fire Hydrants
- RET Retaining Walls
- GP Guard Post (Less Than 4 Posts)
- LIN Miscellaneous Line
- 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 Gas Valve
- 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
- 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 Iowa American Water
- 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 |

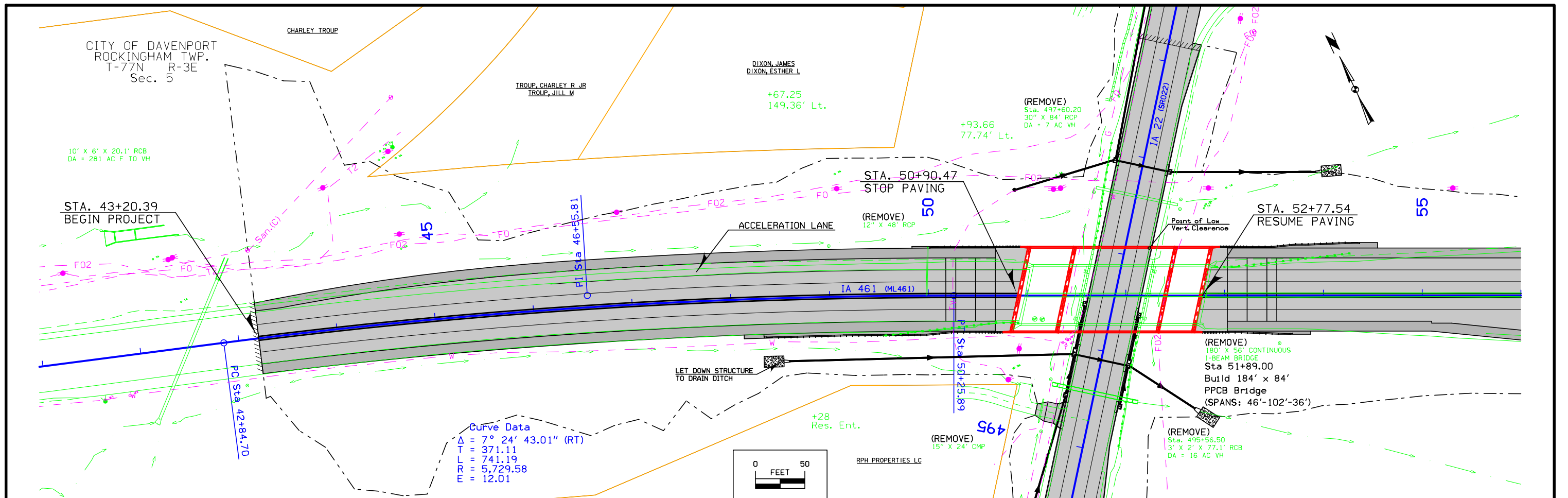
- Reference Point
- Station
- Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Trench Drain
- HighTension Cable Guardrail
- Sheet Pile
- Pavement Removal
- Clearing & Grubbing Area

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
- Access Control
- Property Line

PLAN AND PROFILE

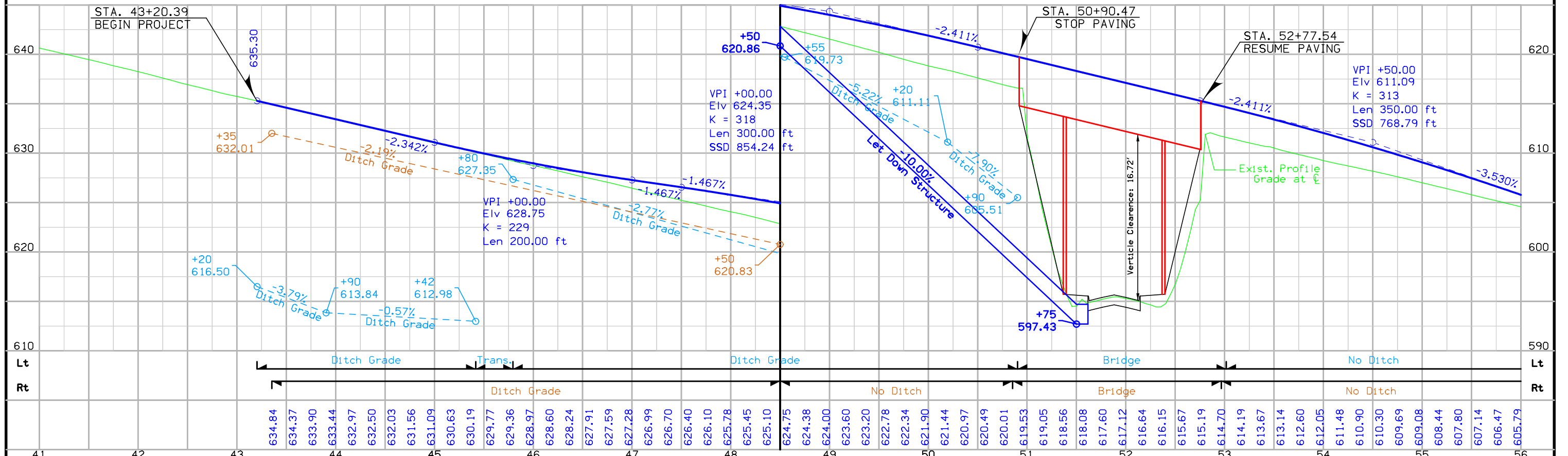
(COVERS SHEET SERIES D, E, F, & K)



Fill+30% = 8599 CY
Waste = 2054 CY
10653 CY

Cut = 10653 CY

Cut = 1562 CY
Need = 10566 CY
12128 CY
Fill+30% = 12128 CY



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
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- 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)
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- ← DU Centerline Draw or Stream (Up)
- ENU Edge Unpaved Entrance & Parking
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- ⊙(SH) SNK Sink Hole
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- FO — FOA AT&T
- F02 — FOB Century Link
- E1 — ELA MidAmerican Energy
- W — WLA Iowa American Water
- 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

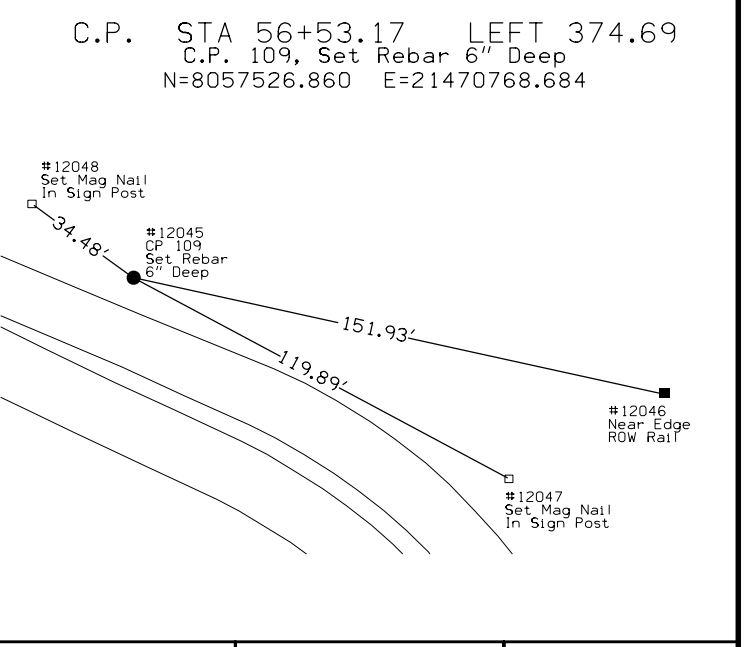
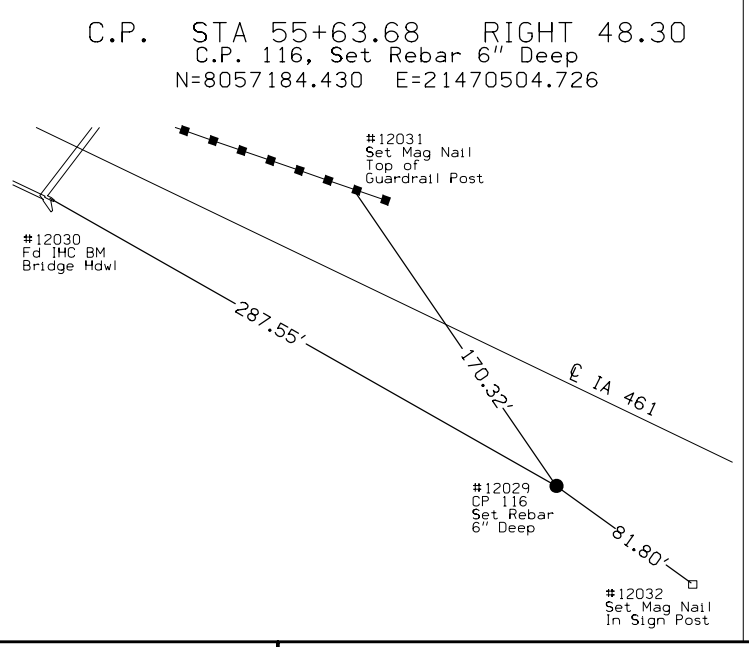
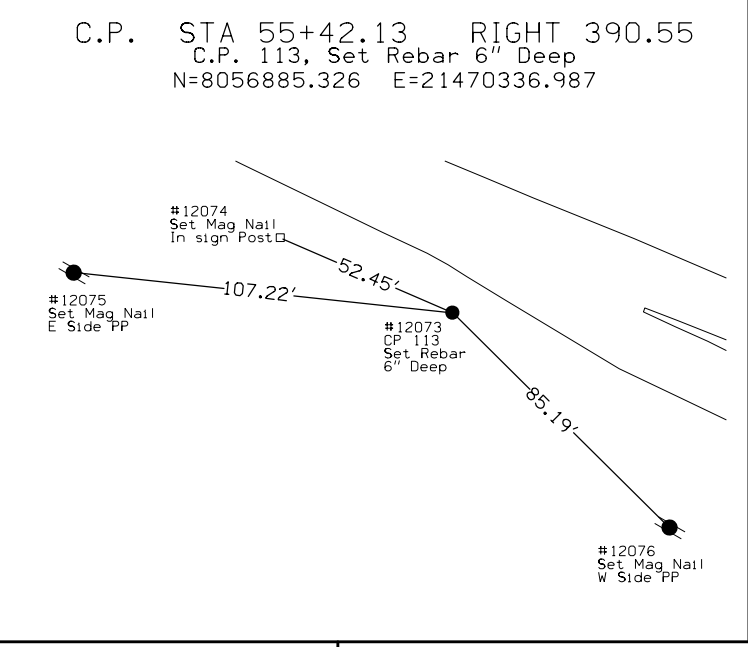
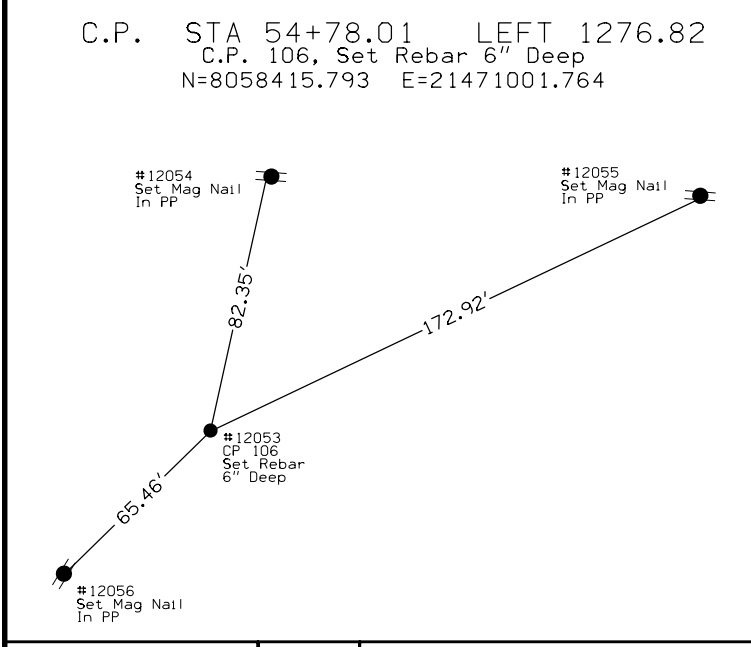
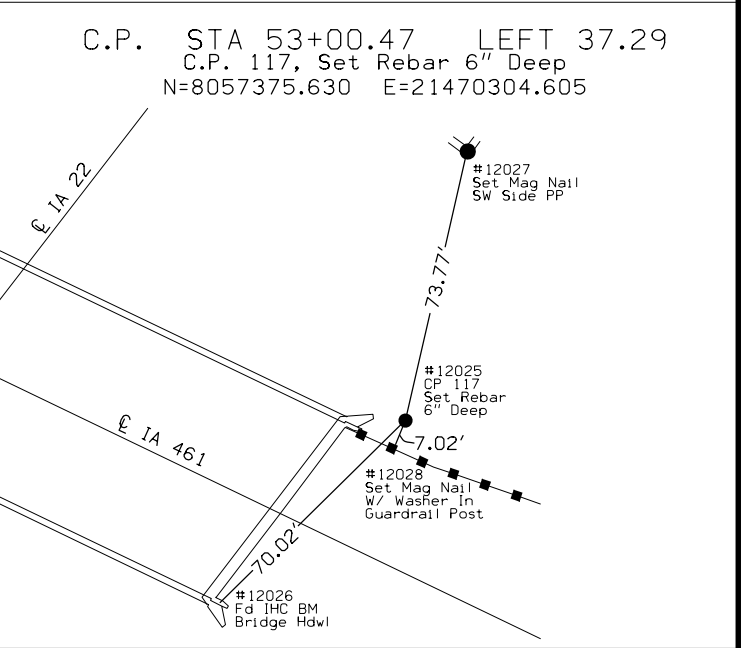
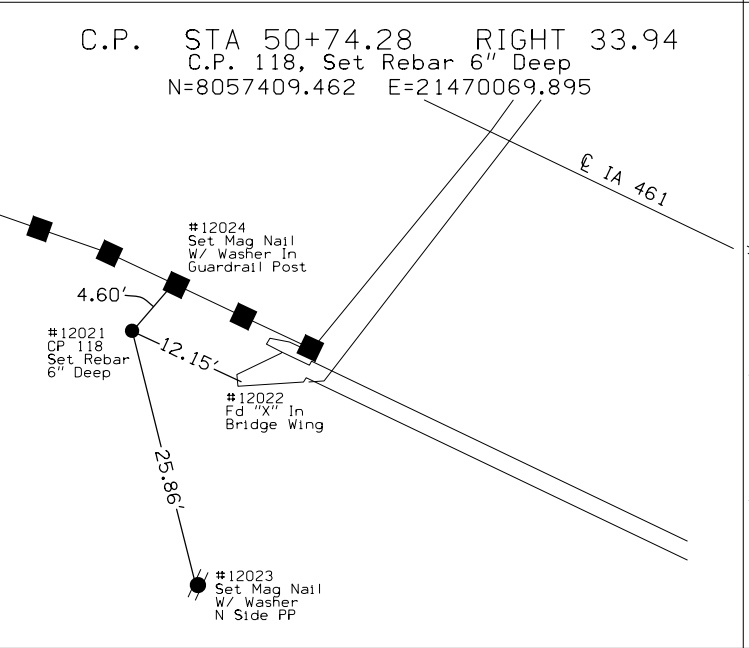
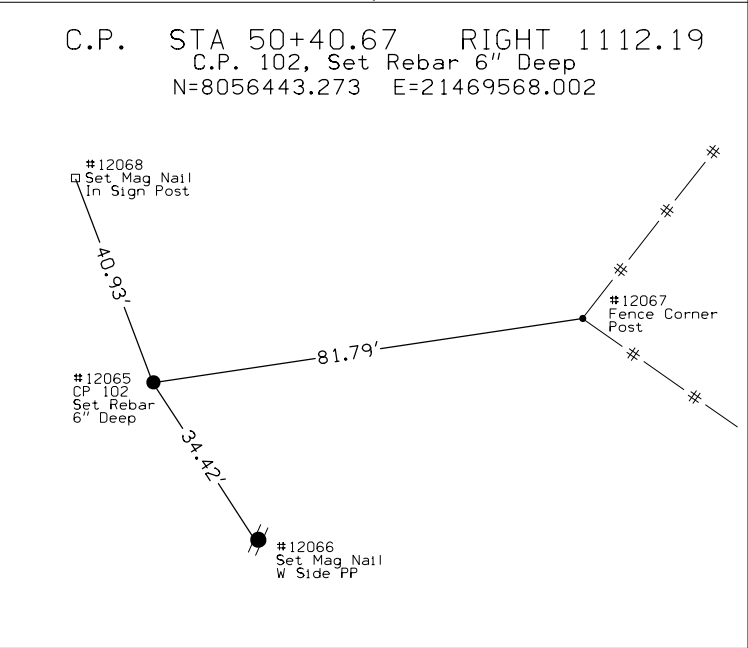
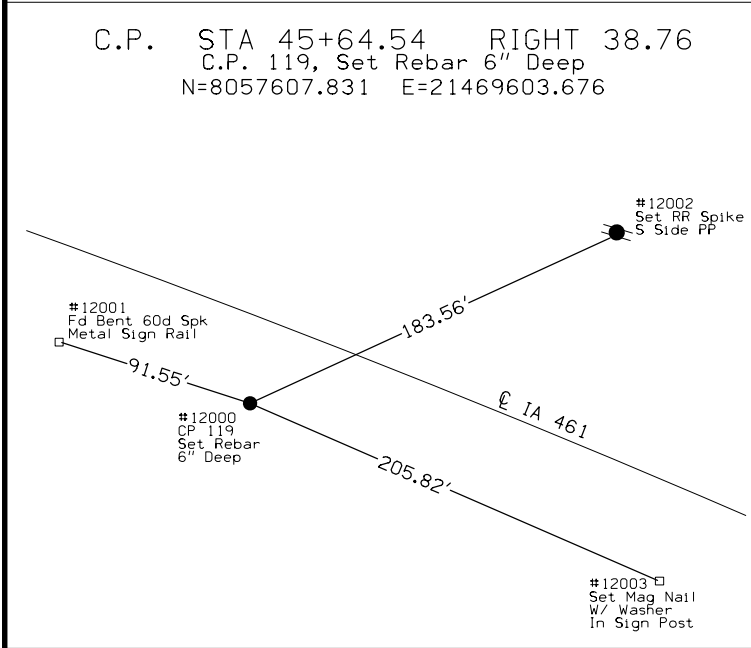
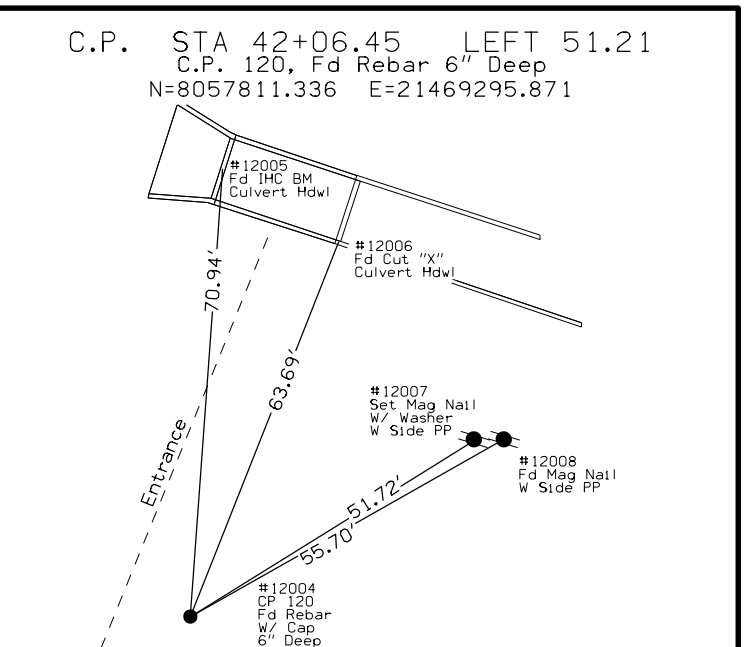
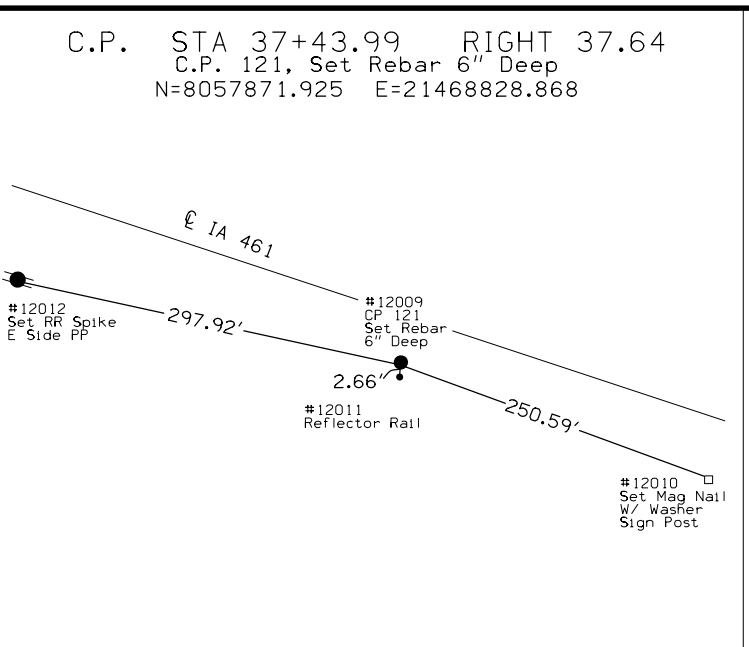
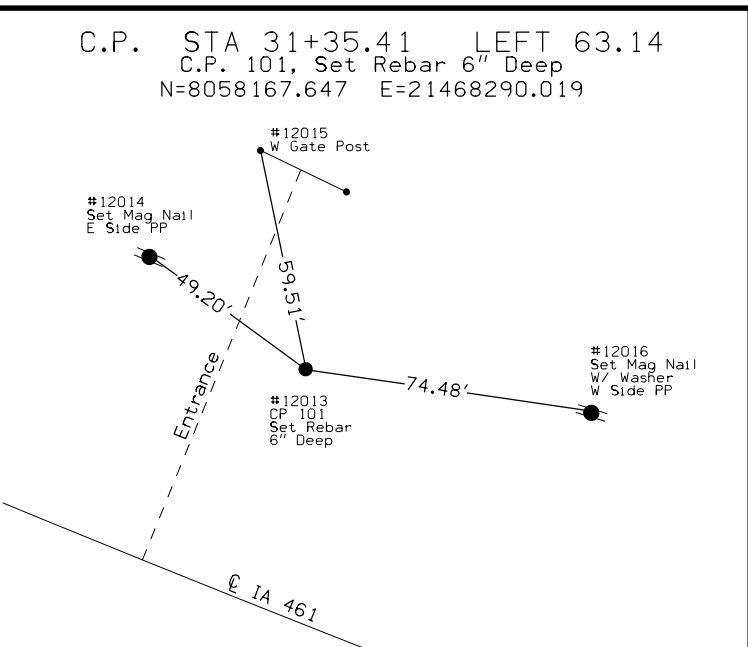
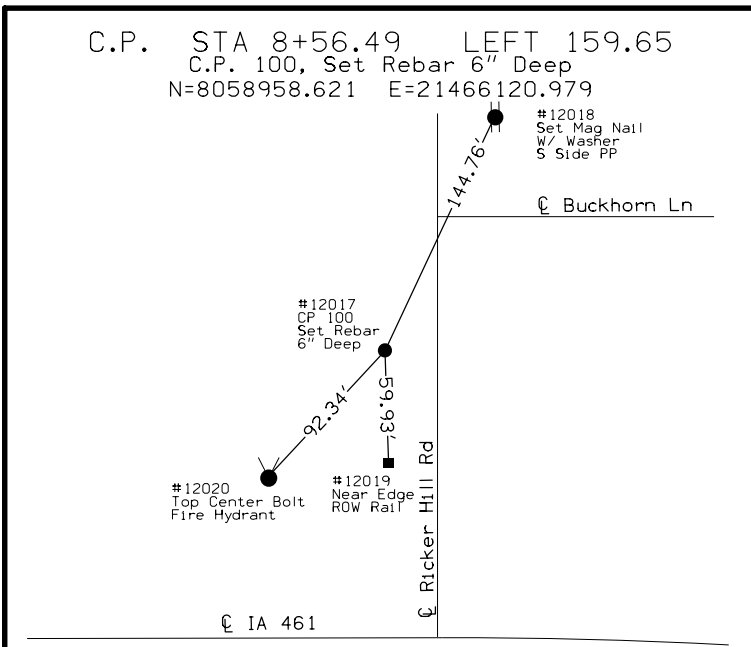
The Ia 461 horizontal alignment for this survey is a retrace of U-831(7) Paving Plan (Sheet 10). This tangent was intersected with the Ia 22 tangent under the bridge. Stationing was carried backward and forward through out the project.

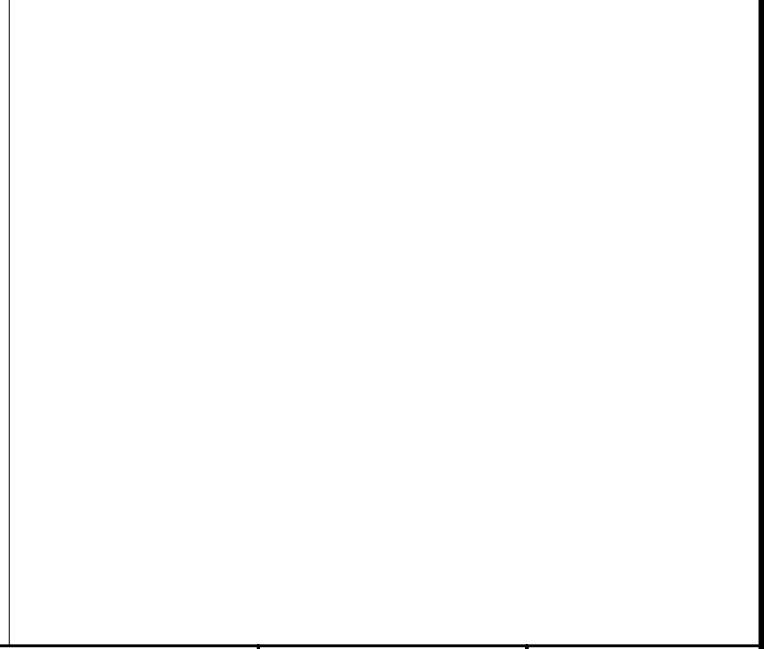
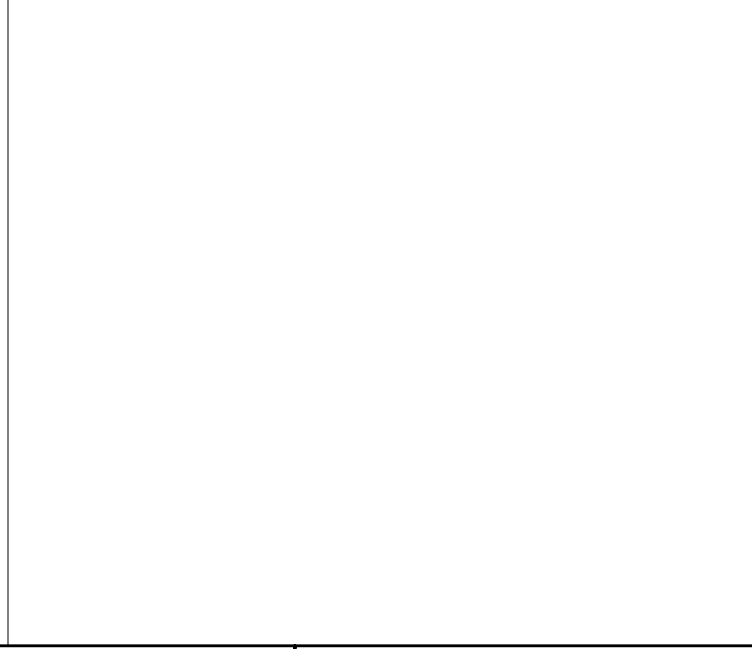
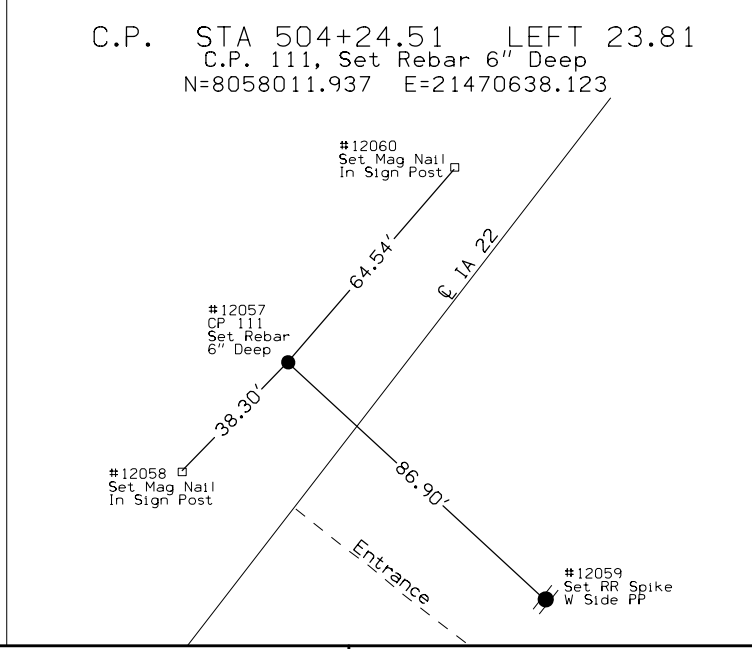
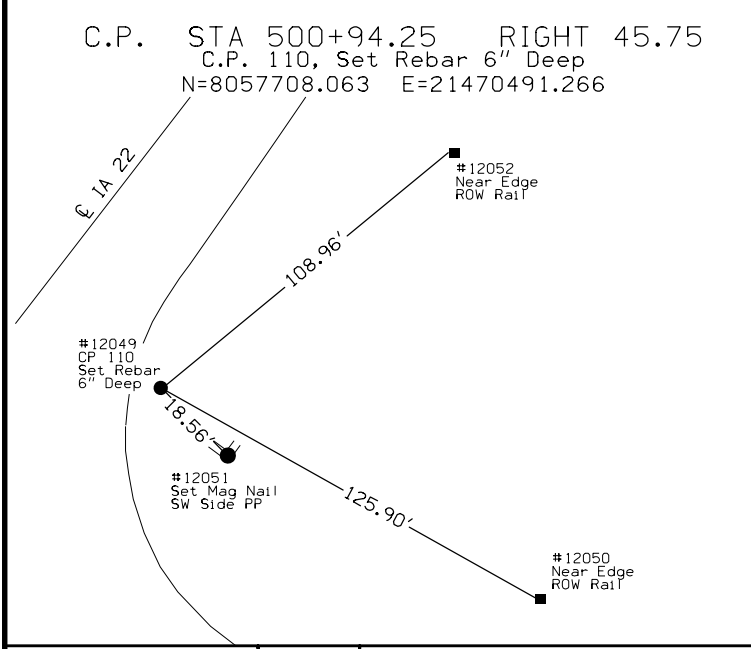
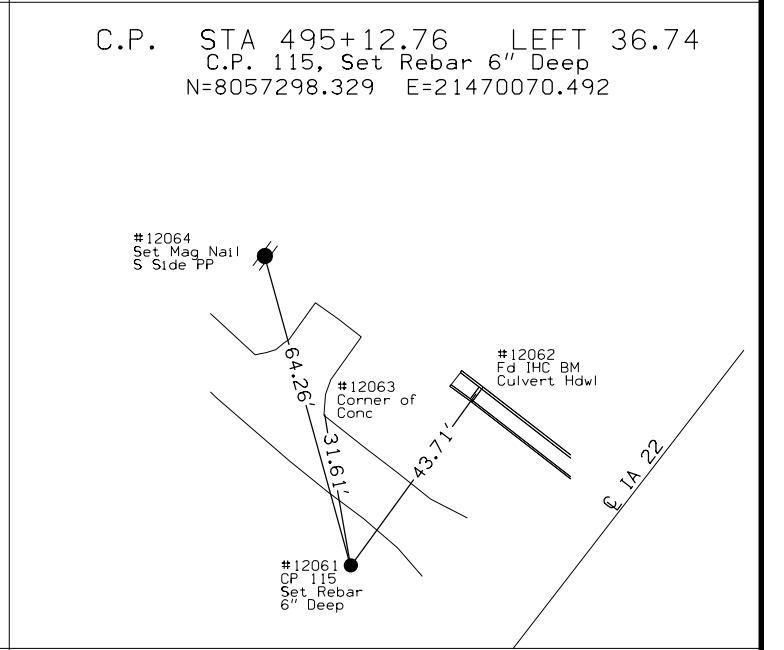
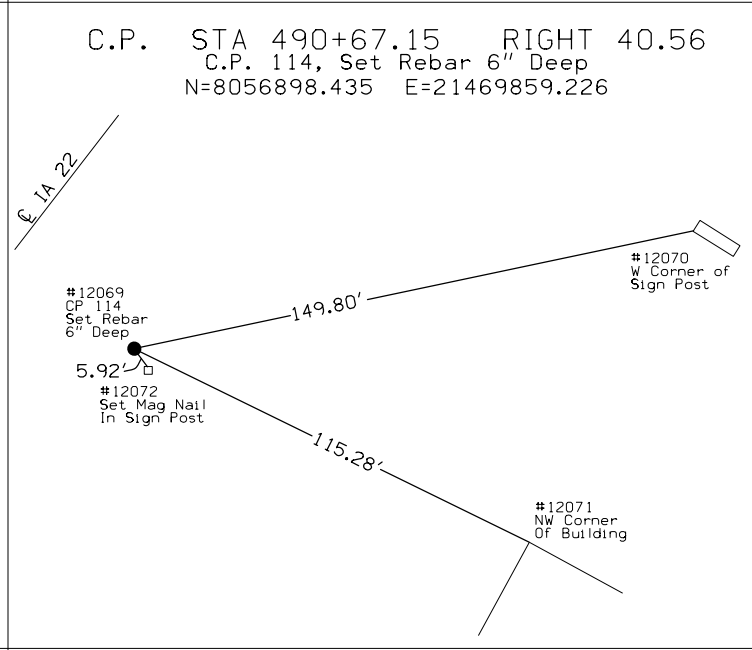
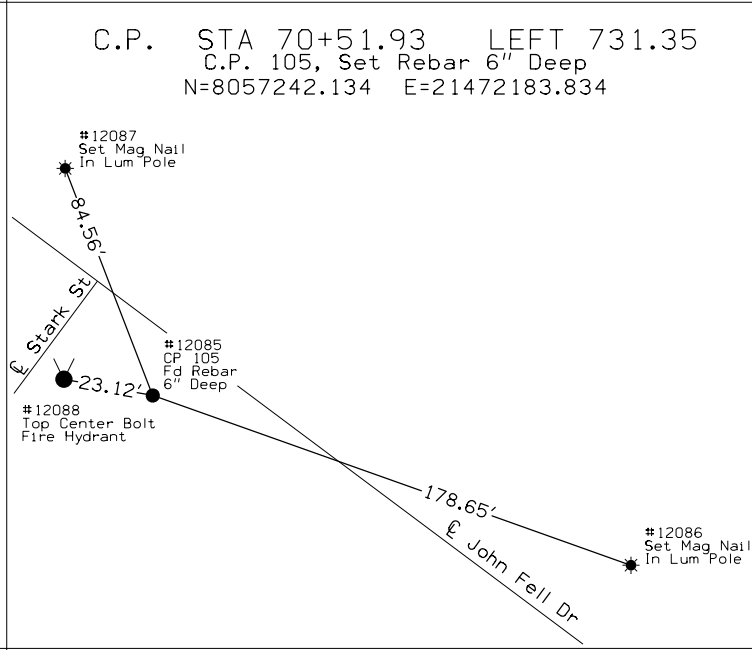
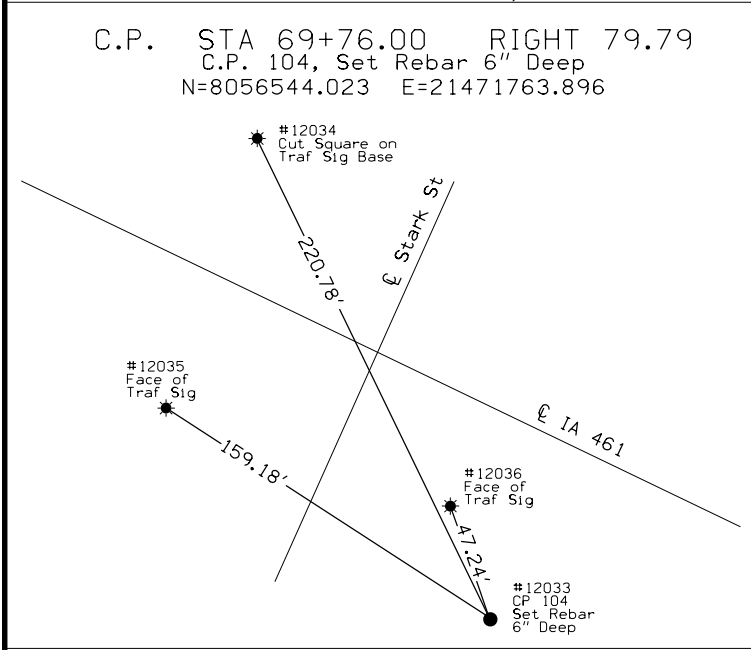
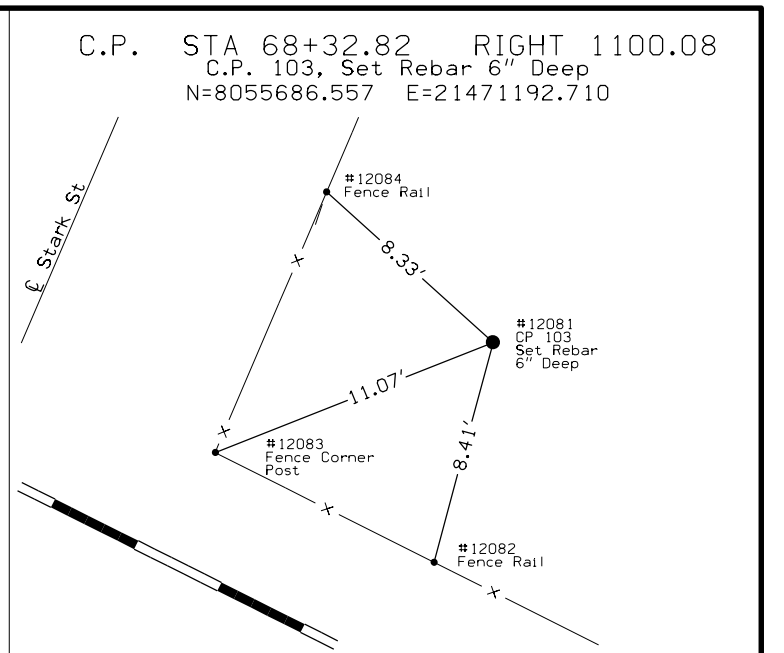
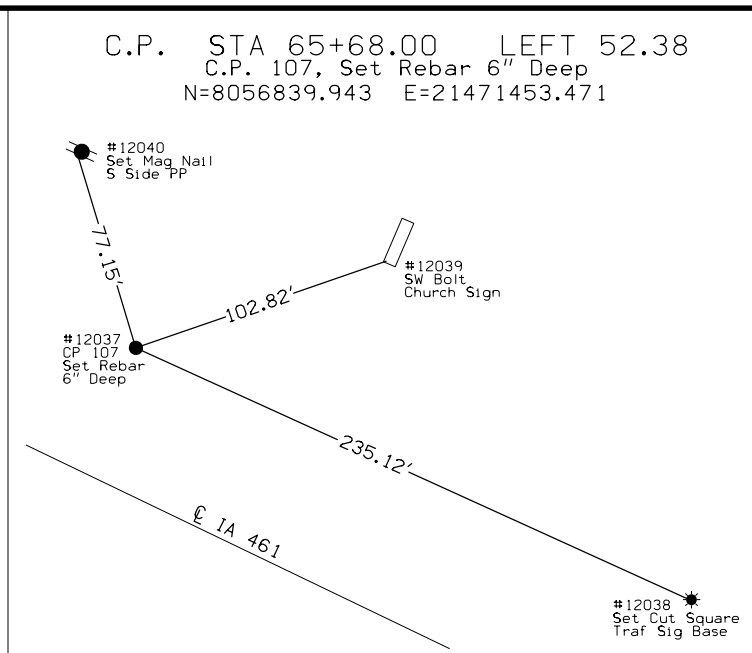
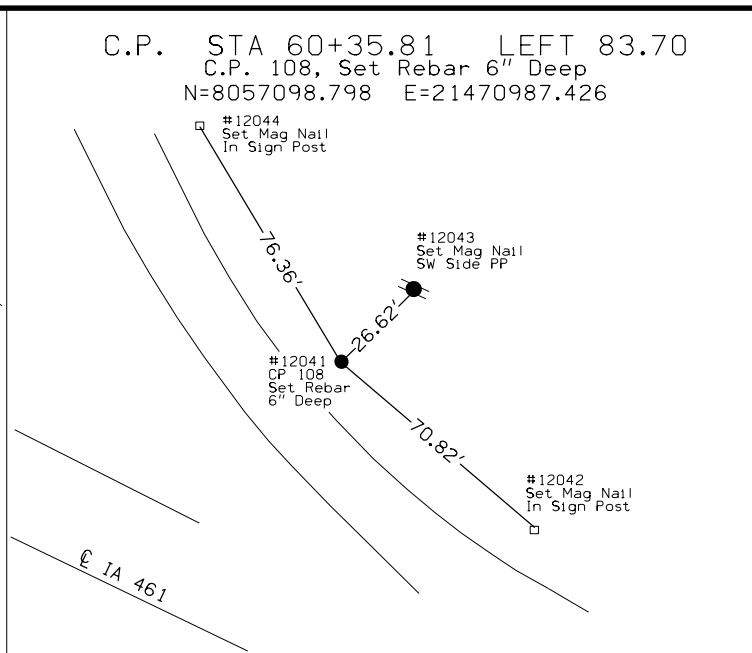
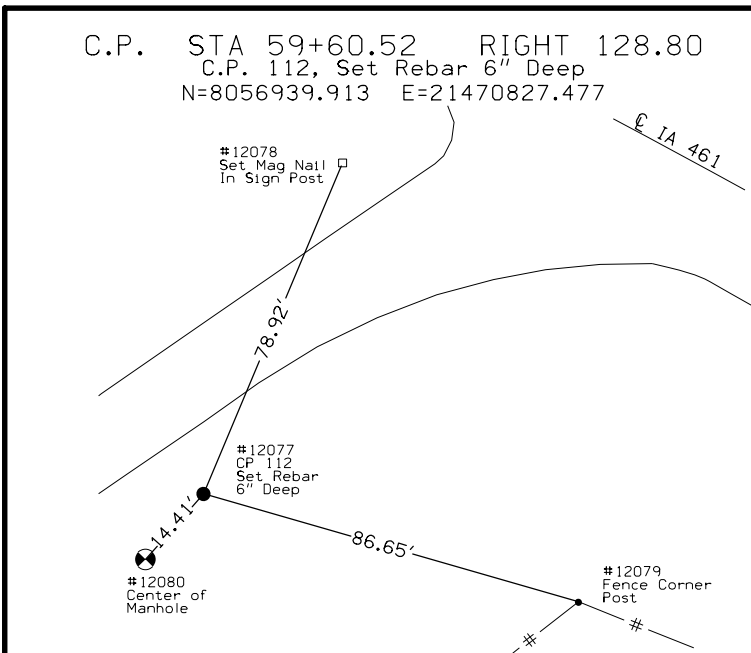
The Ia 22 horizontal alignment for this survey is a retrace of U-831(7) Paving Plan Survey (Sheet 23). Stationing was equated to the Paving Plan at POT Sta 51+89.00. Stationing was carried backward and forward.

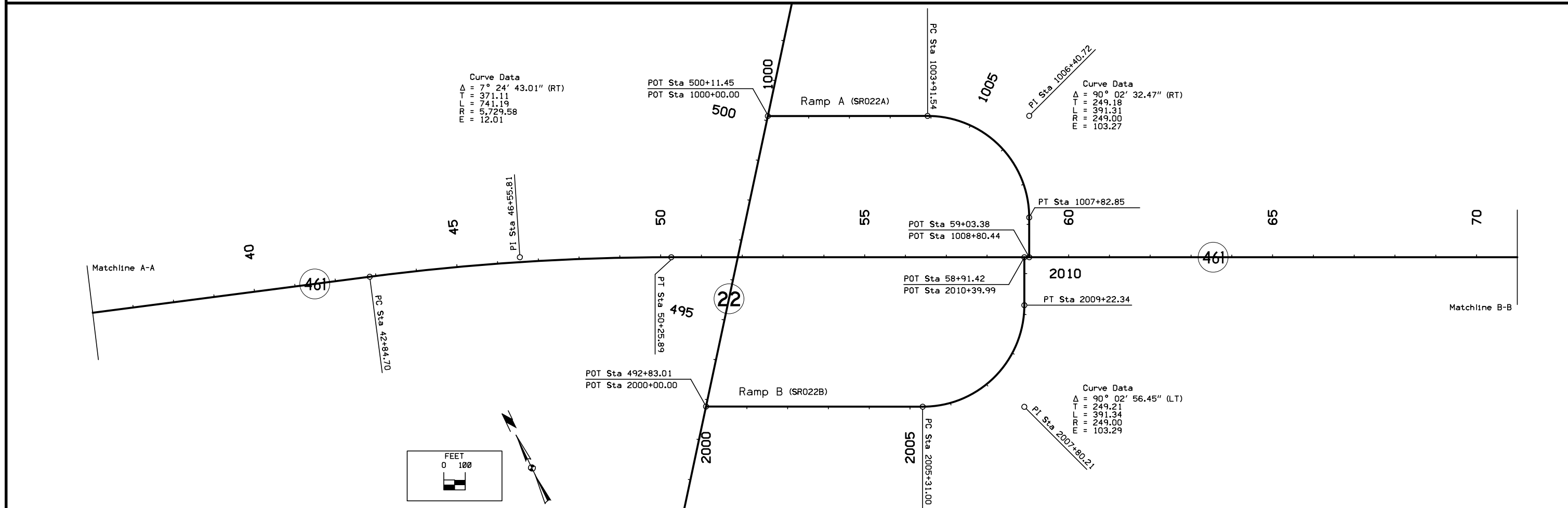
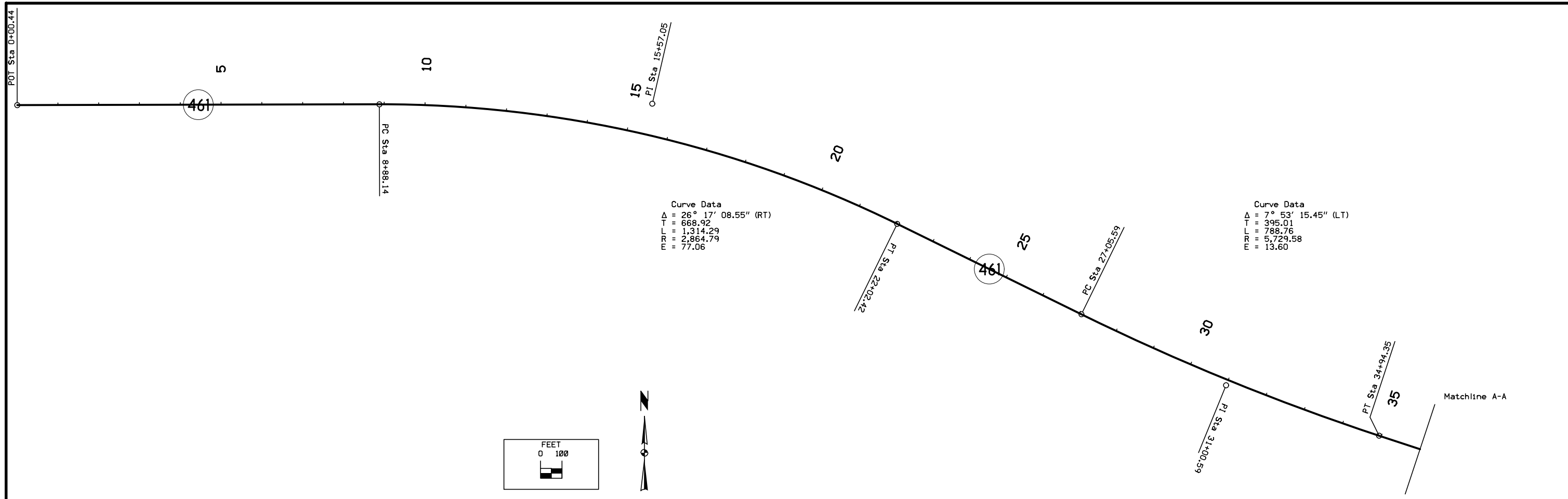
POT Sta 51+89.00 Ia 461 Survey
 = POT Sta 496+57.40 Ia 22 Survey

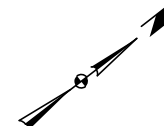
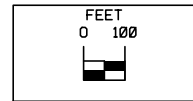
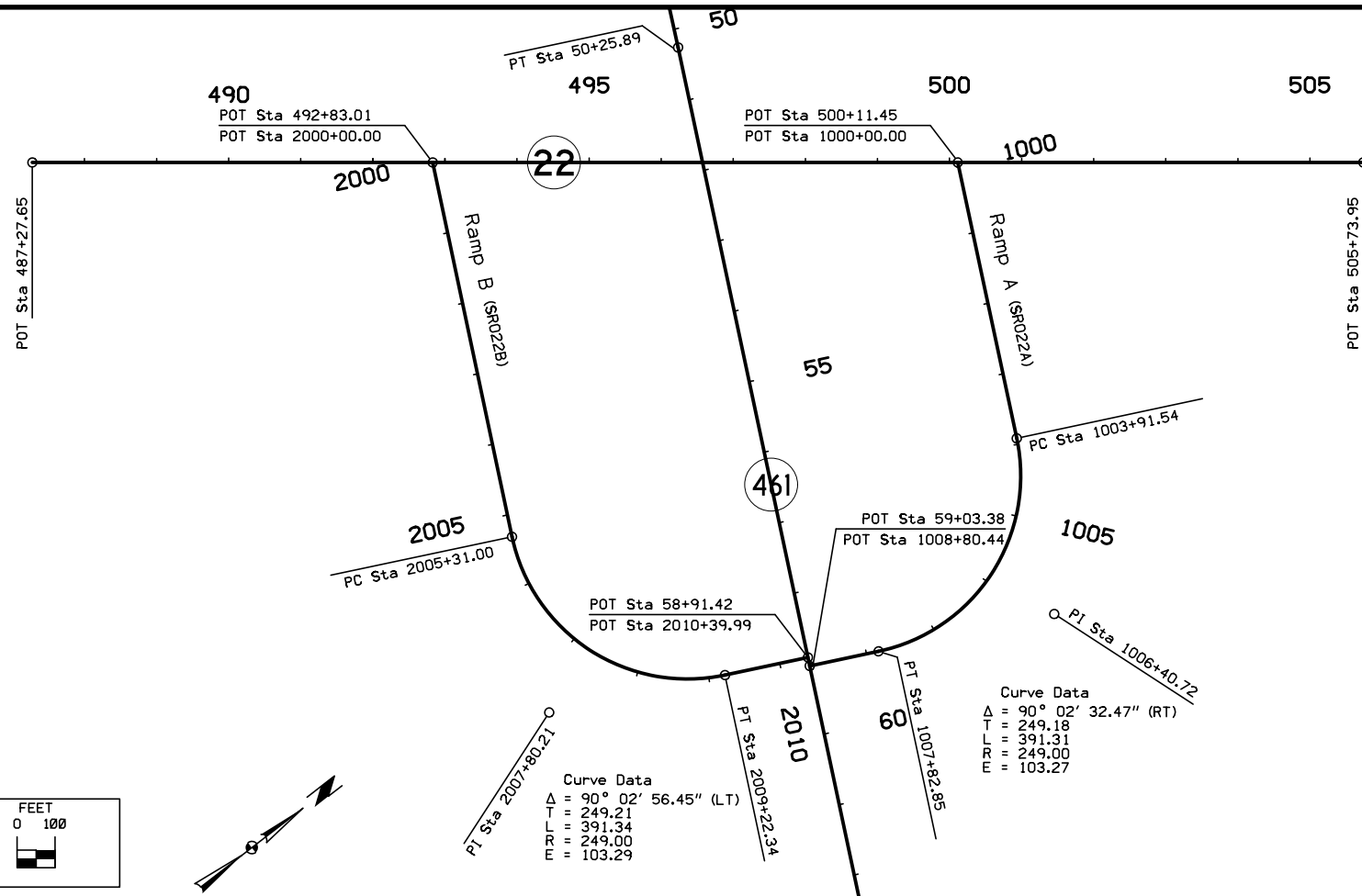
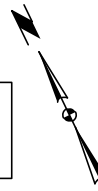
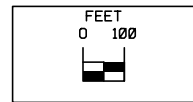
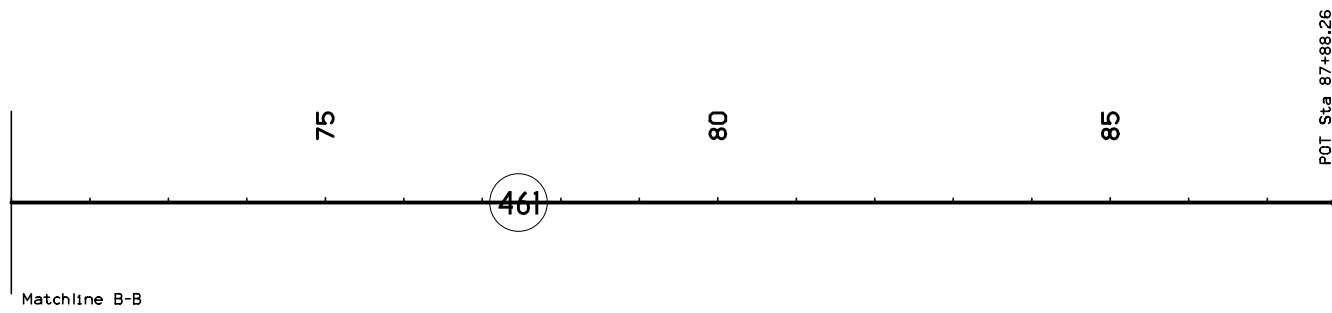
VERTICAL CONTROL

| 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----- |
| 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----- |
| 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----- |
| 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----- |
| 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----- |
| 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----- |
| 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

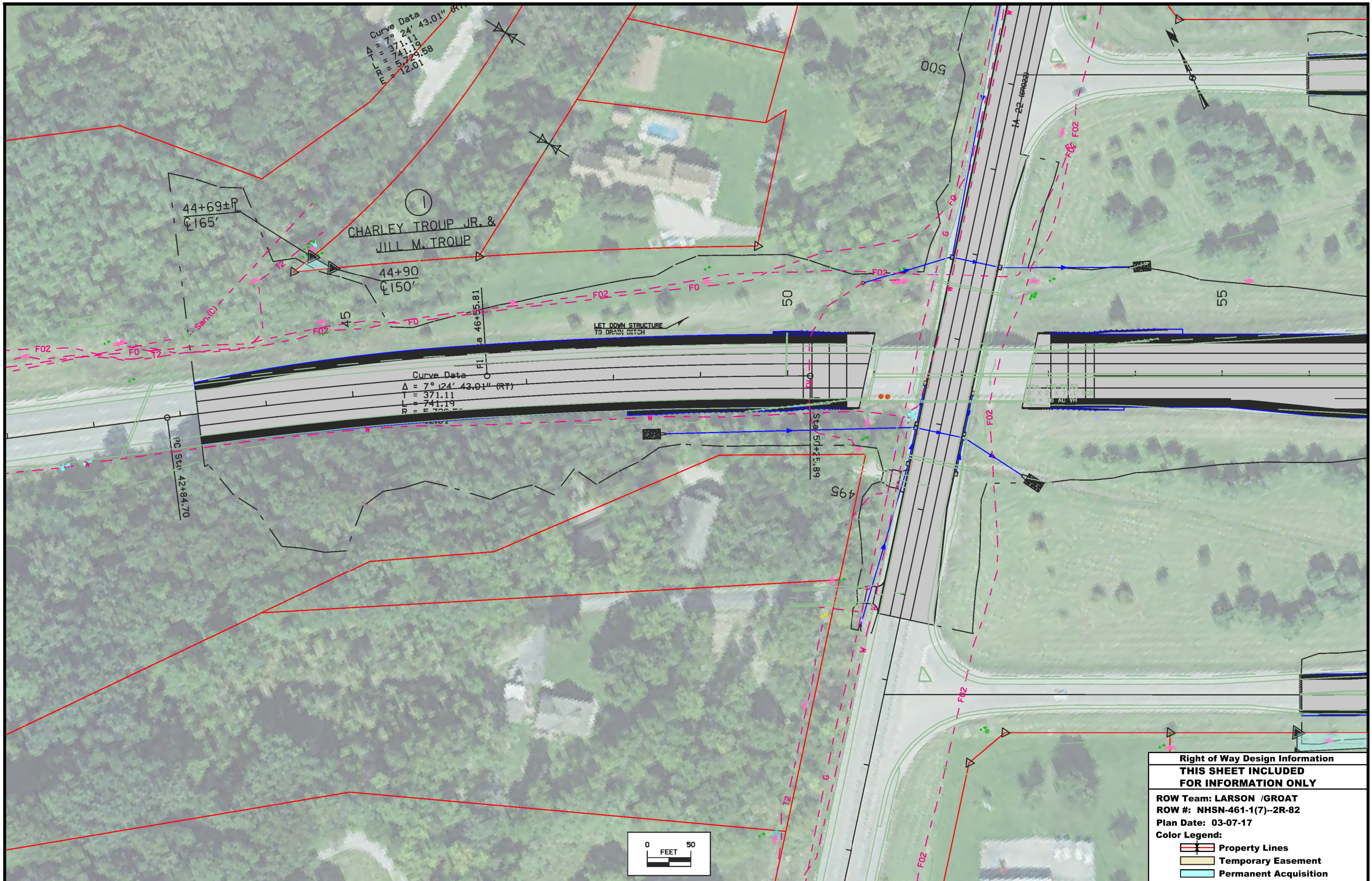
101-16
10-20-09

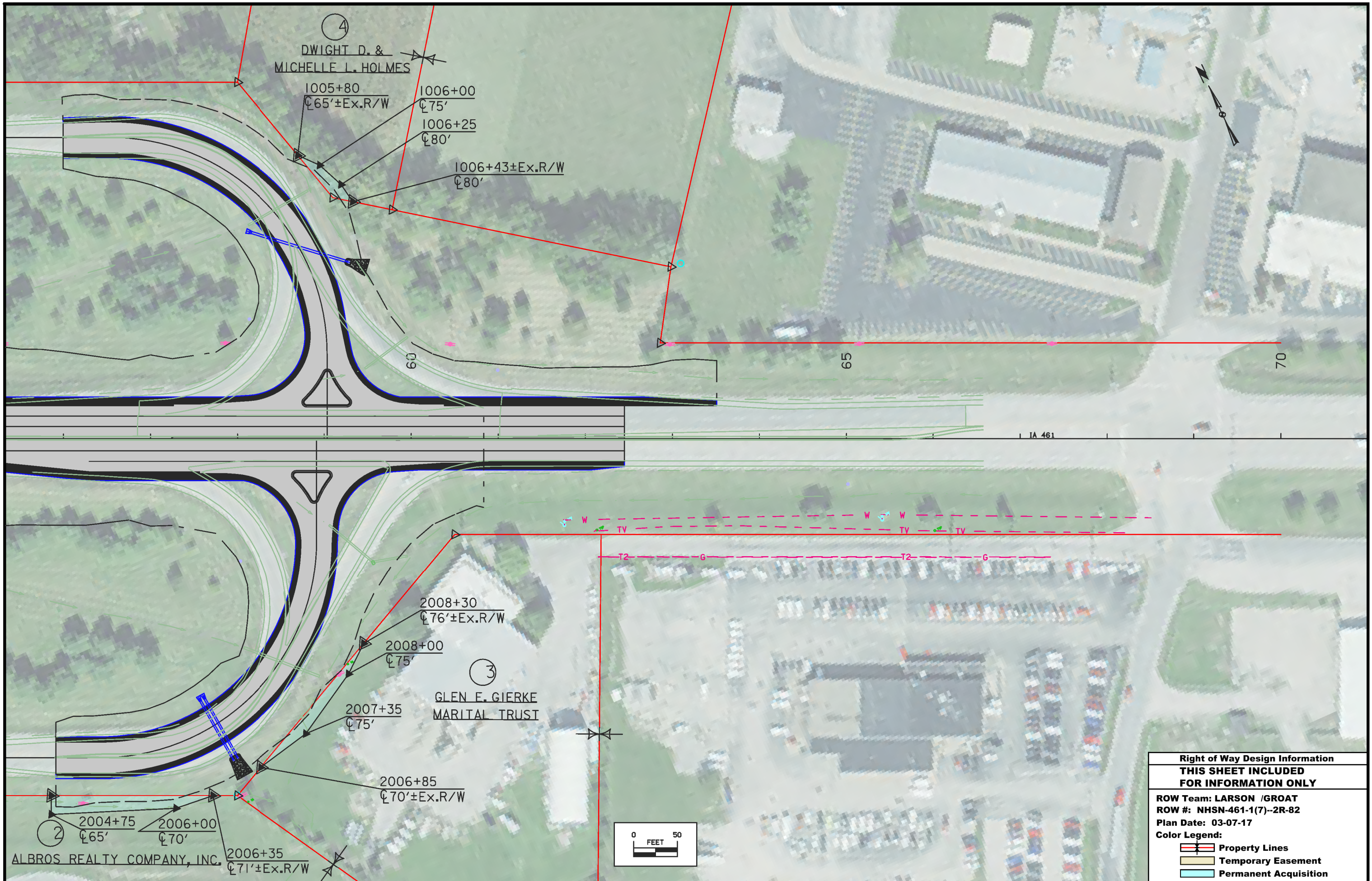
| Name | Location | Point on Tangent | | Begin Spiral | | Begin Curve | | | Simple Curve PI or Master PI of SCS | | | End Curve | | | End Spiral | | | | |
|---------------|----------|------------------|---------------|----------------|---------|--------------|---------------|----------------|-------------------------------------|---------------|----------------|--------------|---------------|----------------|--------------|-------------|---------|--------------|-------------|
| | | 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 | L_s | T_s | E_s | X_c | Y_c | 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 | | | | | | | | | | | | | | | | | | |



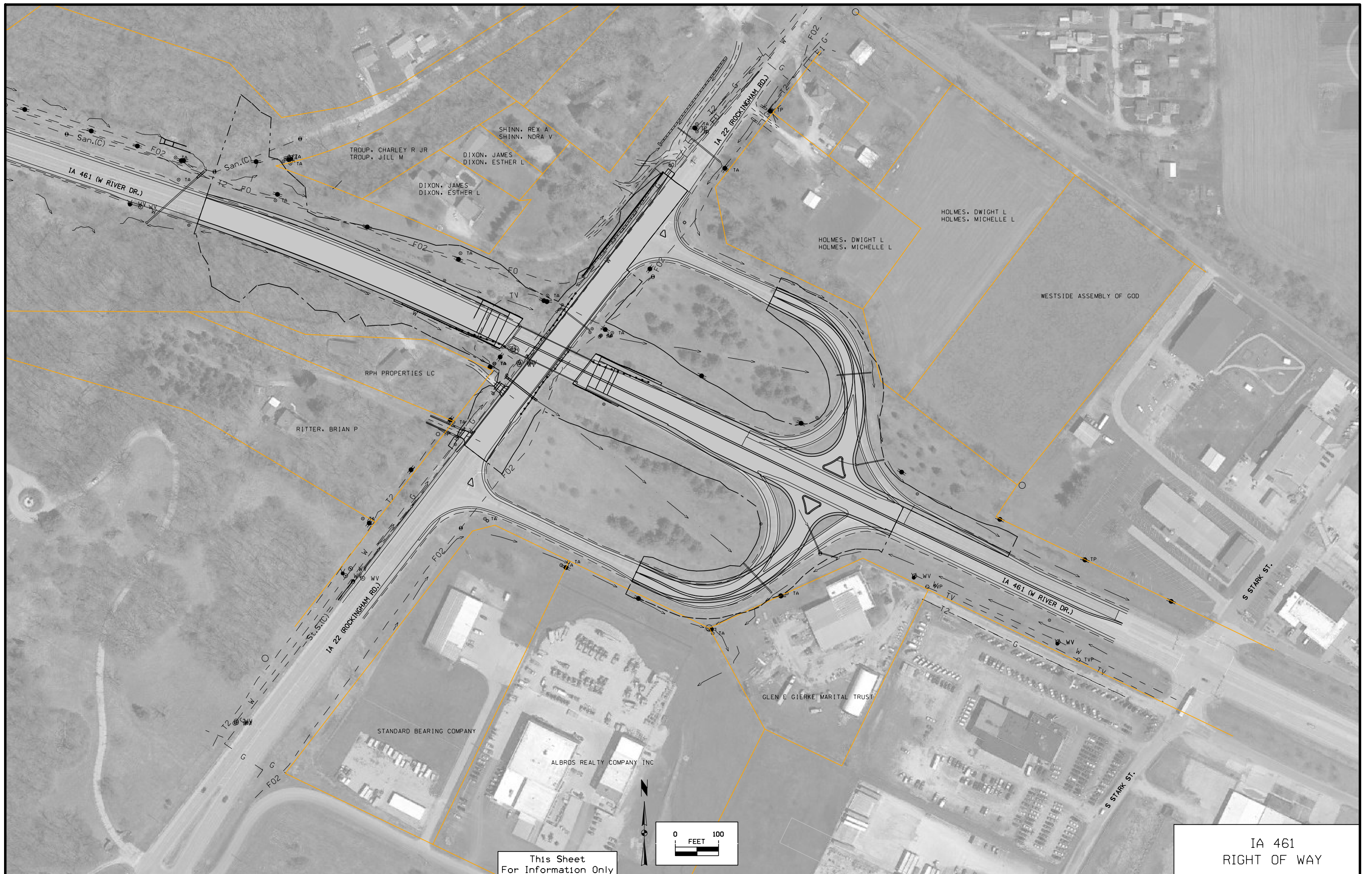


④
 DWIGHT D. &
 MICHELLE L. HOLMES
 1005+80
 ±65'±Ex.R/W
 1006+00
 ±75'
 1006+25
 ±80'
 1006+43±Ex.R/W
 ±80'

③
 GLEN E. GIERKE
 MARITAL TRUST
 2008+30
 ±76'±Ex.R/W
 2008+00
 ±75'
 2007+35
 ±75'
 2006+85
 ±70'±Ex.R/W

②
 2004+75
 ±65'
 2006+00
 ±70'
 2006+35
 ±71'±Ex.R/W
 ALBROS REALTY COMPANY, INC.

| | |
|---|-----------------------|
| Right of Way Design Information | |
| THIS SHEET INCLUDED FOR INFORMATION ONLY | |
| ROW Team: LARSON /GROAT | |
| ROW #: NHSN-461-1(7)--2R-82 | |
| Plan Date: 03-07-17 | |
| Color Legend: | |
| | Property Lines |
| | Temporary Easement |
| | Permanent Acquisition |



This Sheet
For Information Only

IA 461
RIGHT OF WAY

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
 IA 461 - Use I-280 detour to access IA 22

TRAFFIC CONTROL PLAN

Refer to Tab. 108-26A and Sheet Nos. J.3 to J.7 for traffic control details.

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 |
|---------|--------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

**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 |

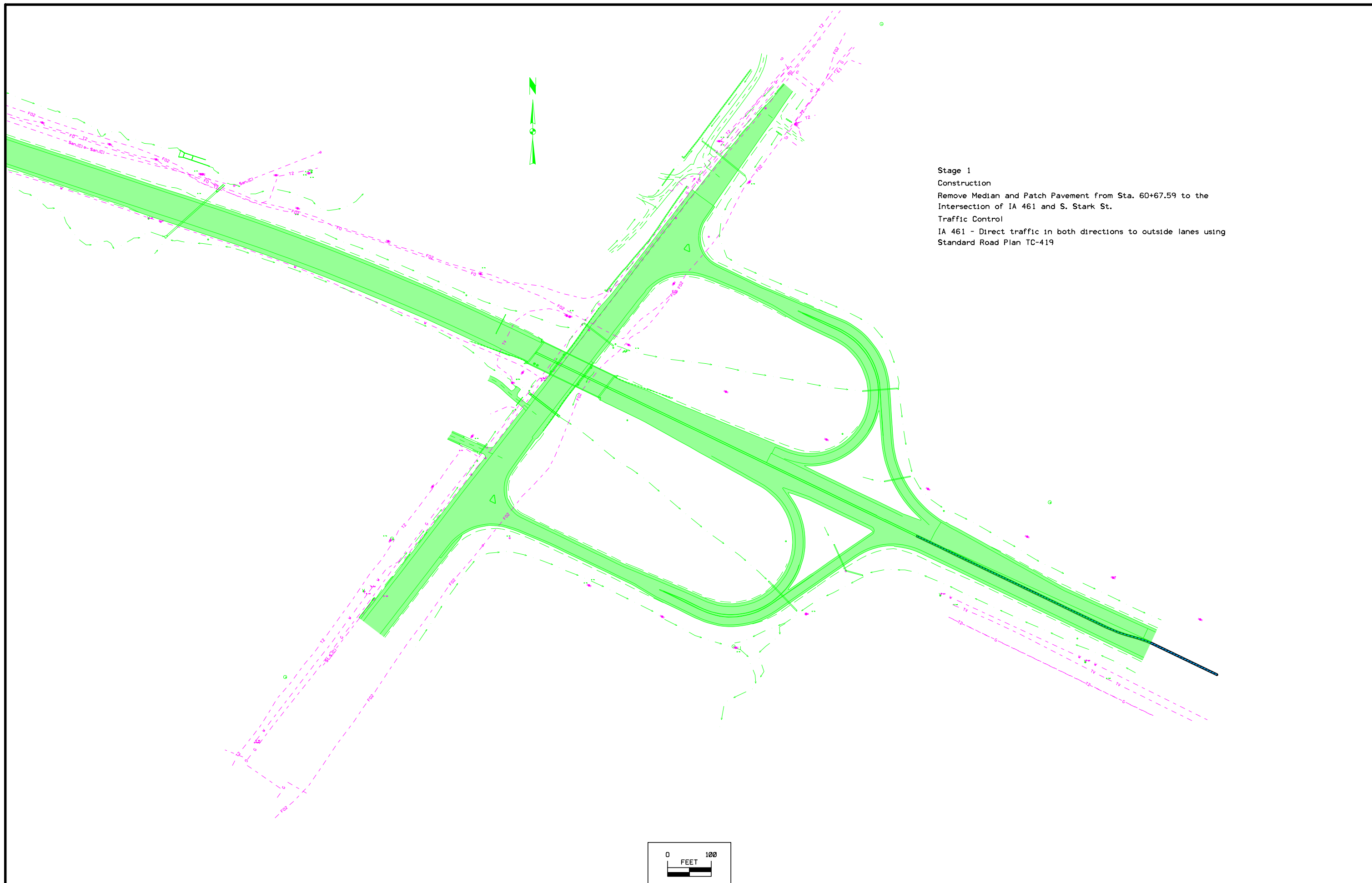
**PLAN VIEW PATTERN AND SYMBOL LEGEND
OF TRAFFIC CONTROL AND STAGING SHEETS**

| | | | |
|---|--------------------------|---|------------------------------|
|  | 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 | | |

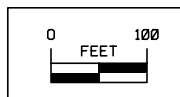
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

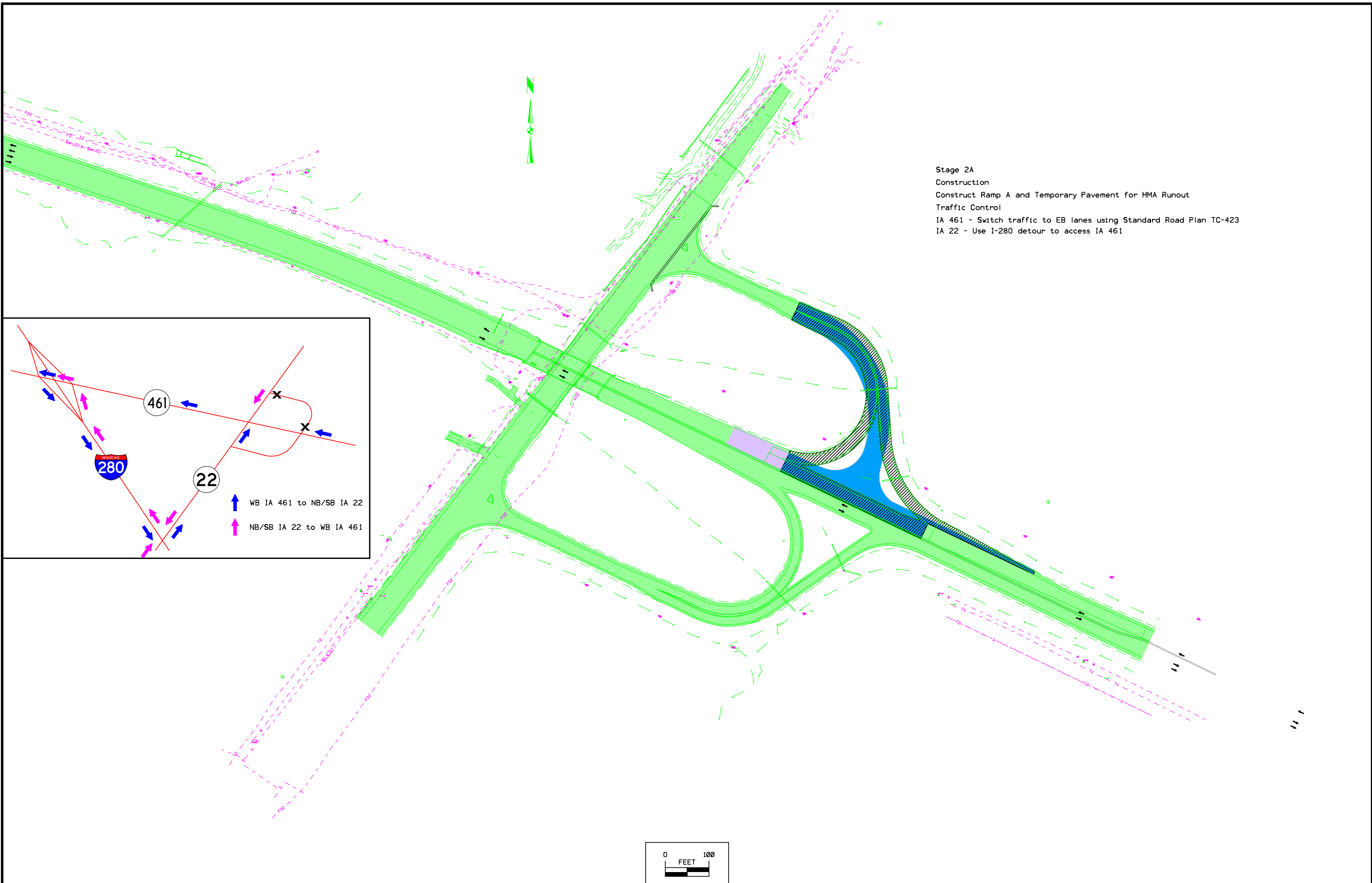
**TRAFFIC CONTROL
AND
STAGING**

(COVERS SHEET SERIES J)

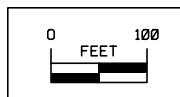
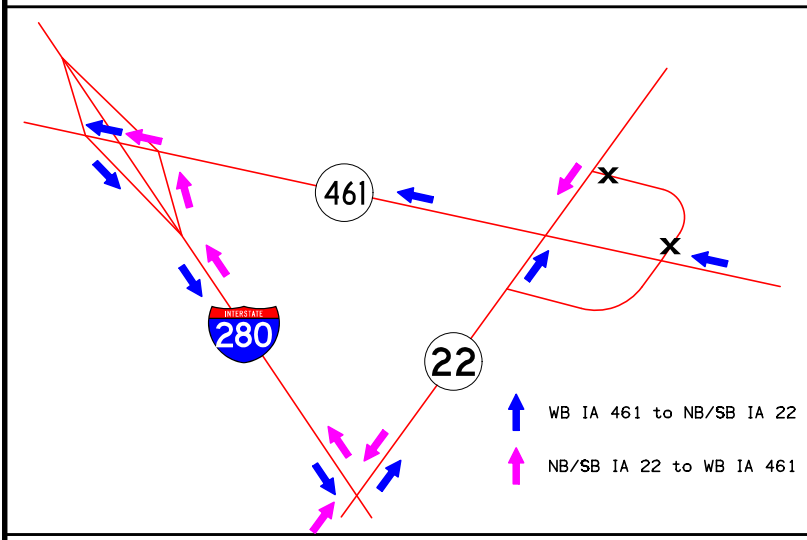


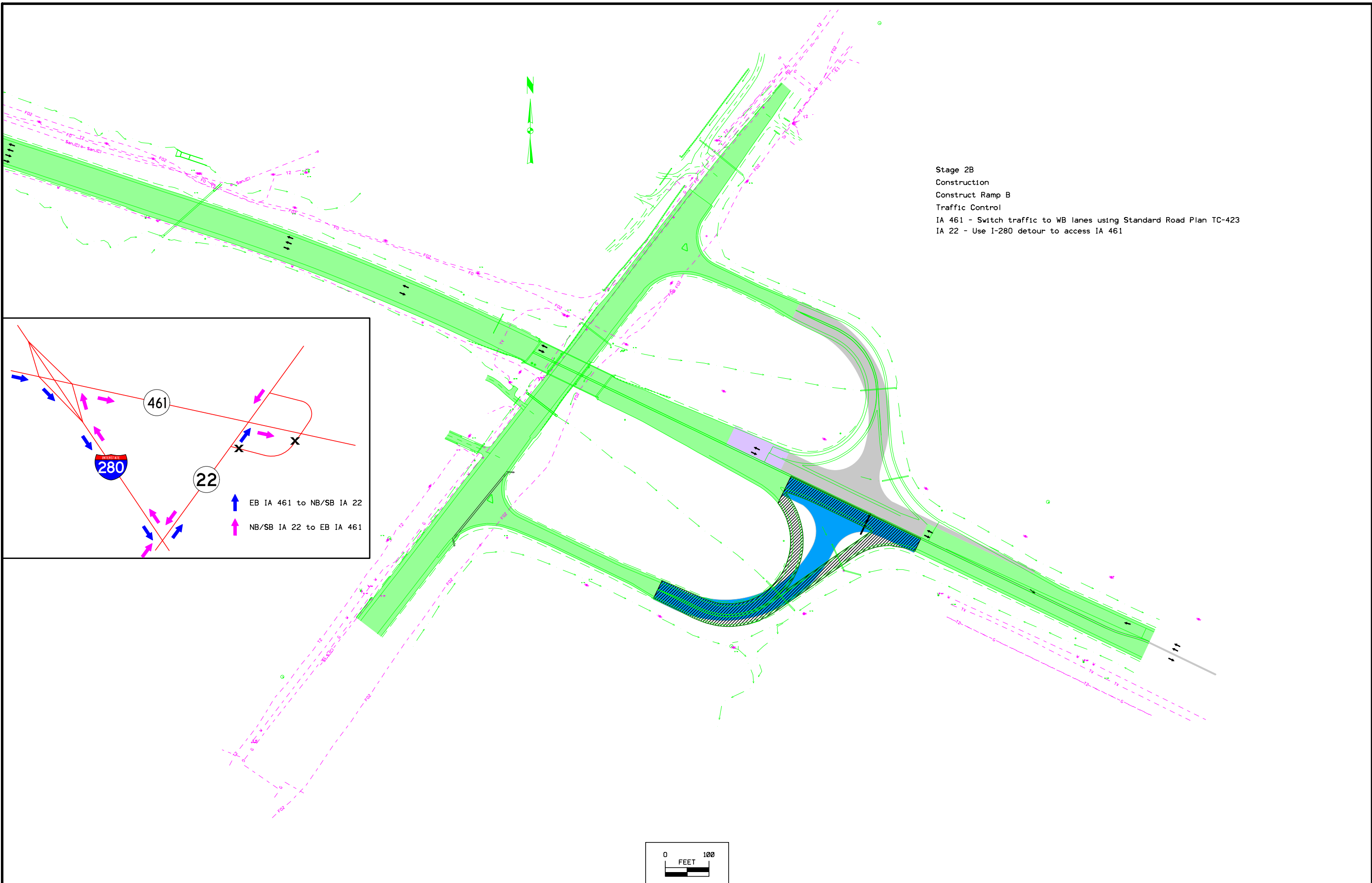
Stage 1
 Construction
 Remove Median and Patch Pavement from Sta. 60+67.59 to the
 Intersection of IA 461 and S. Stark St.
 Traffic Control
 IA 461 - Direct traffic in both directions to outside lanes using
 Standard Road Plan TC-419



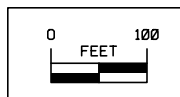
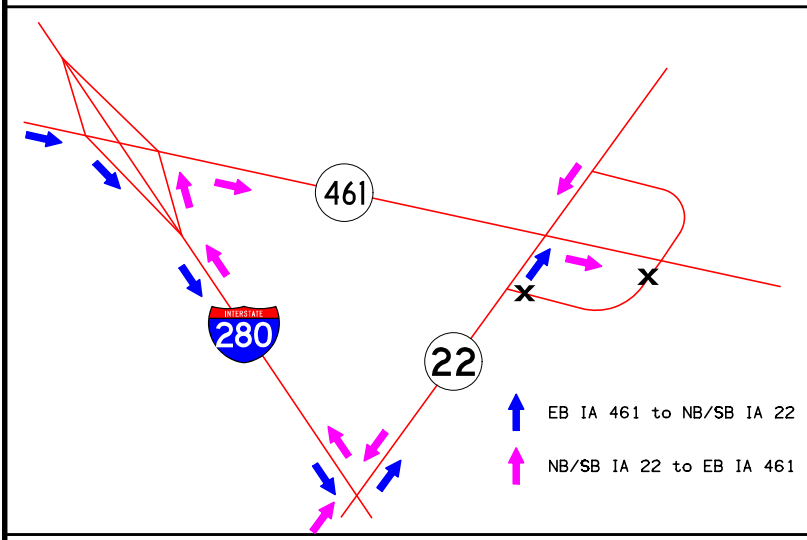


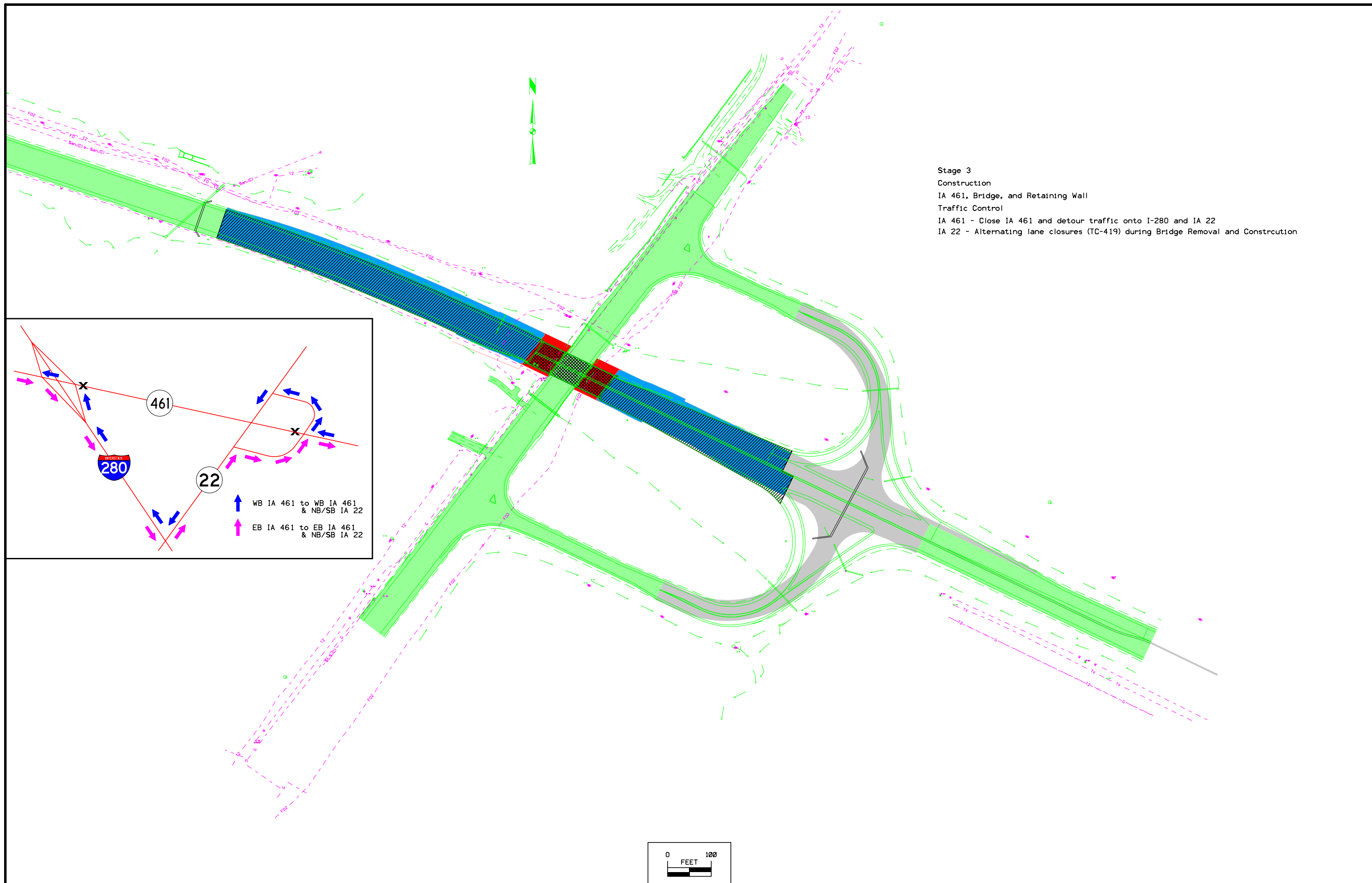
Stage 2A
 Construction
 Construct Ramp A and Temporary Pavement for HMA Runout
 Traffic Control
 IA 461 - Switch traffic to EB lanes using Standard Road Plan TC-423
 IA 22 - Use I-280 detour to access IA 461



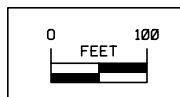
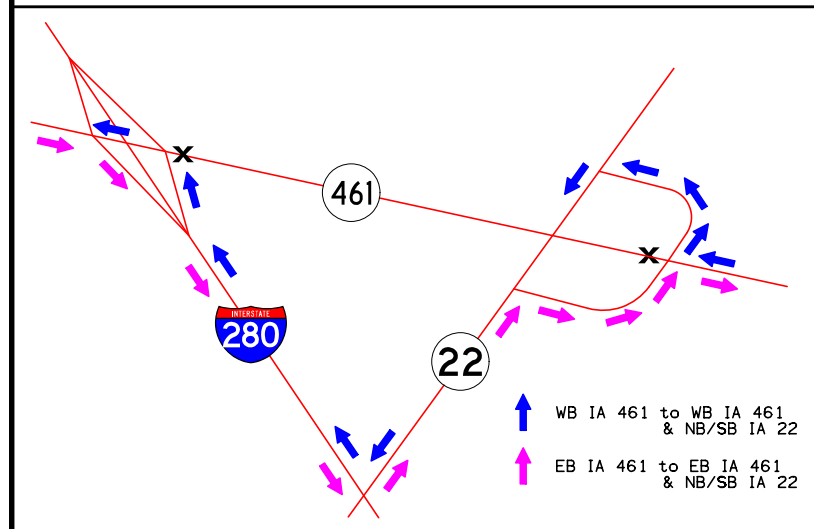


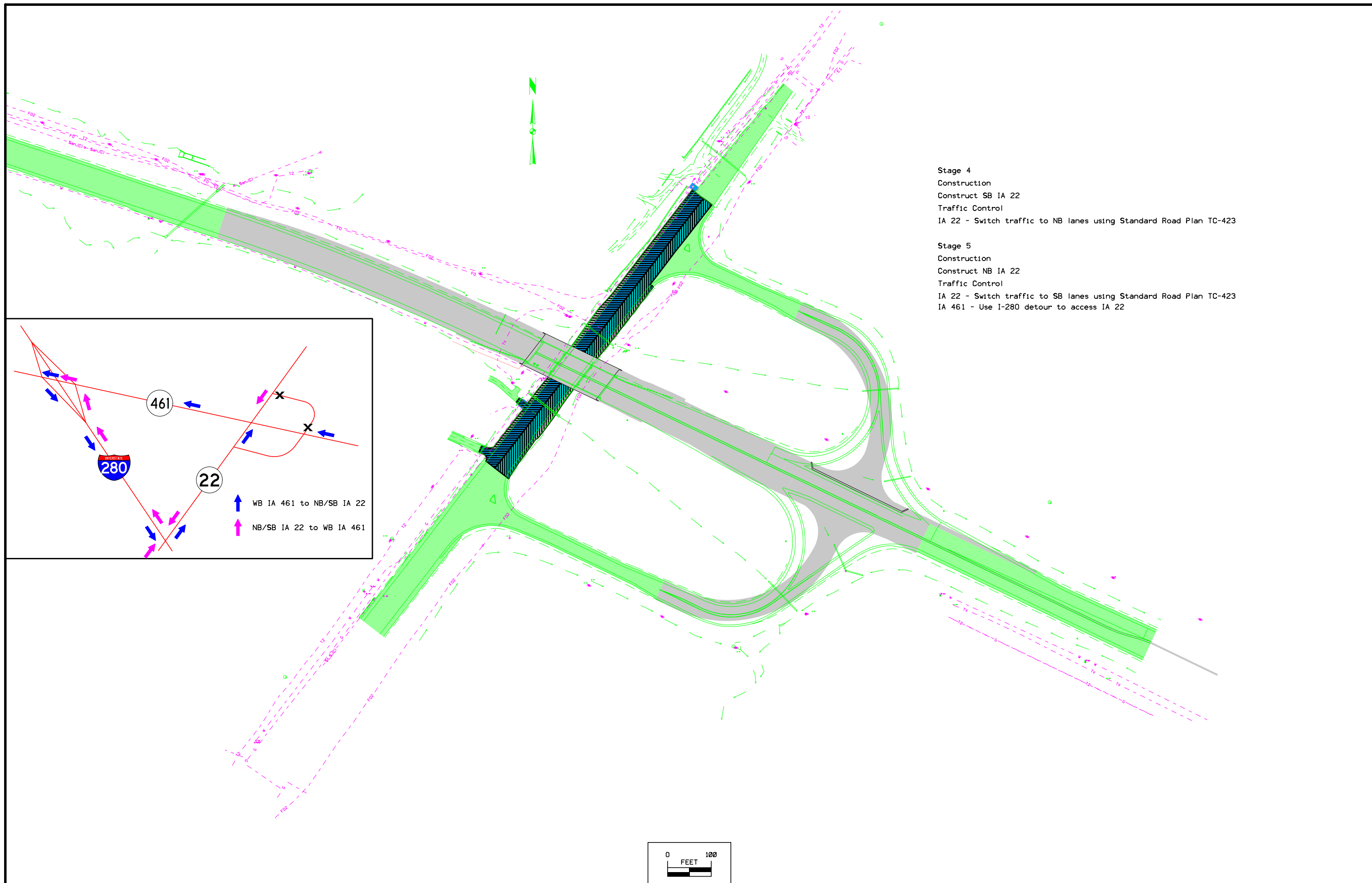
Stage 2B
 Construction
 Construct Ramp B
 Traffic Control
 IA 461 - Switch traffic to WB lanes using Standard Road Plan TC-423
 IA 22 - Use I-280 detour to access IA 461





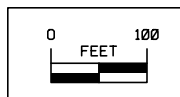
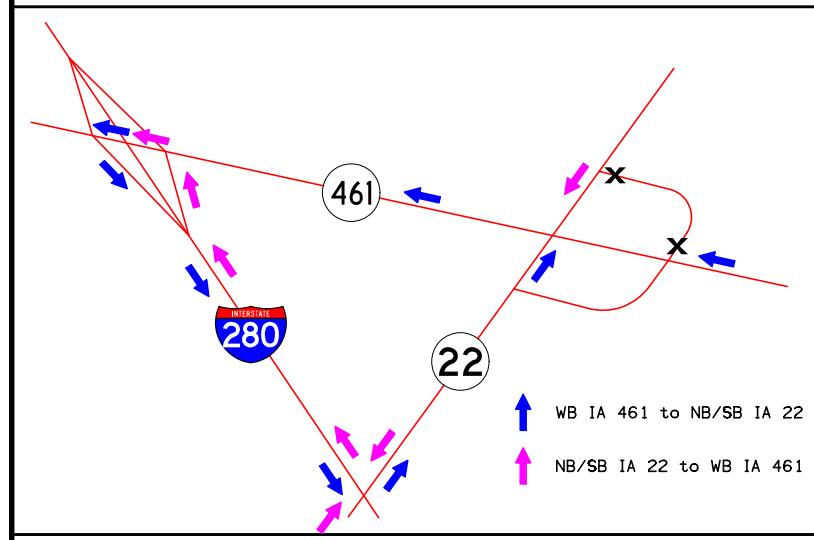
Stage 3
 Construction
 IA 461, Bridge, and Retaining Wall
 Traffic Control
 IA 461 - Close IA 461 and detour traffic onto I-280 and IA 22
 IA 22 - Alternating lane closures (TC-419) during Bridge Removal and Construction

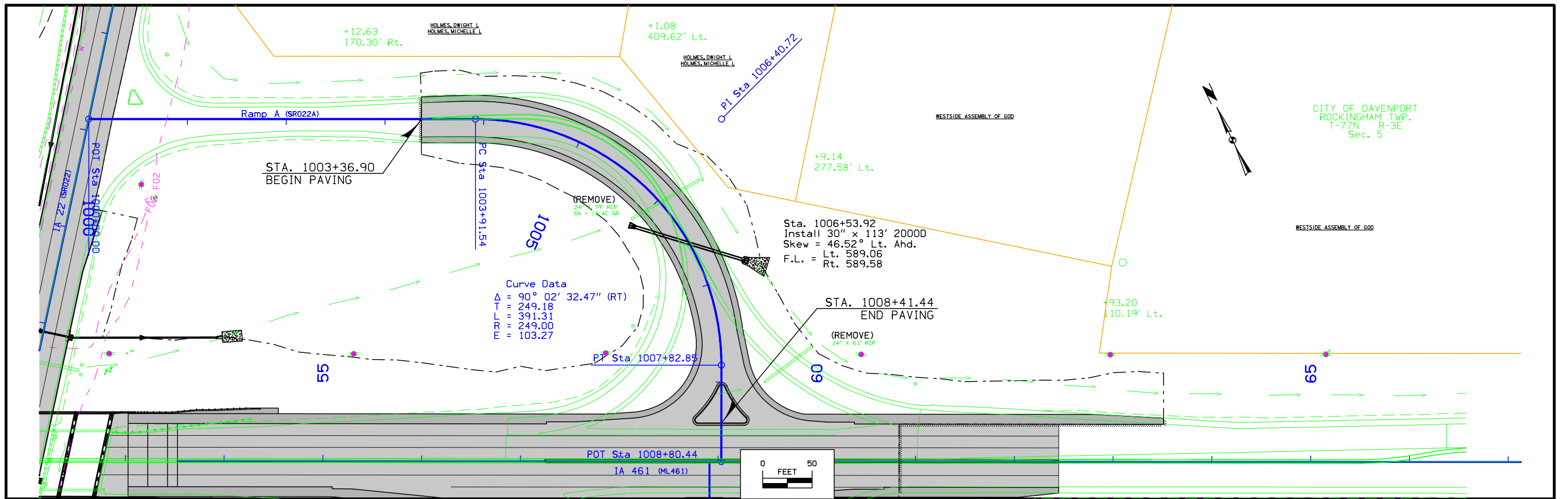




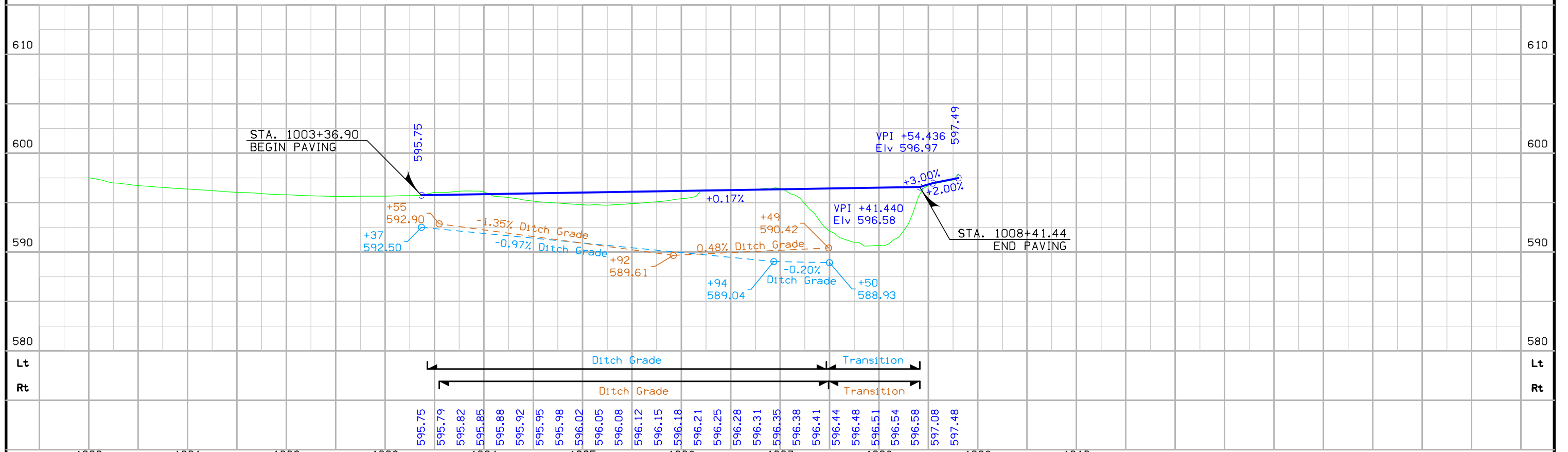
Stage 4
 Construction
 Construct SB IA 22
 Traffic Control
 IA 22 - Switch traffic to NB lanes using Standard Road Plan TC-423

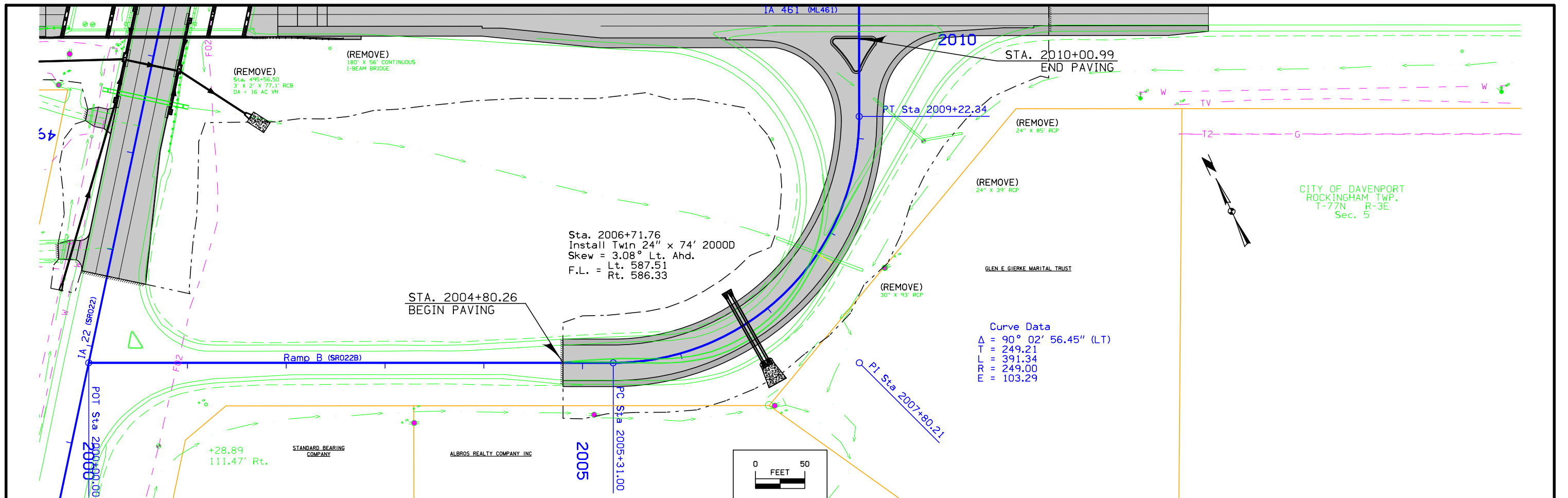
Stage 5
 Construction
 Construct NB IA 22
 Traffic Control
 IA 22 - Switch traffic to SB lanes using Standard Road Plan TC-423
 IA 461 - Use I-280 detour to access IA 22



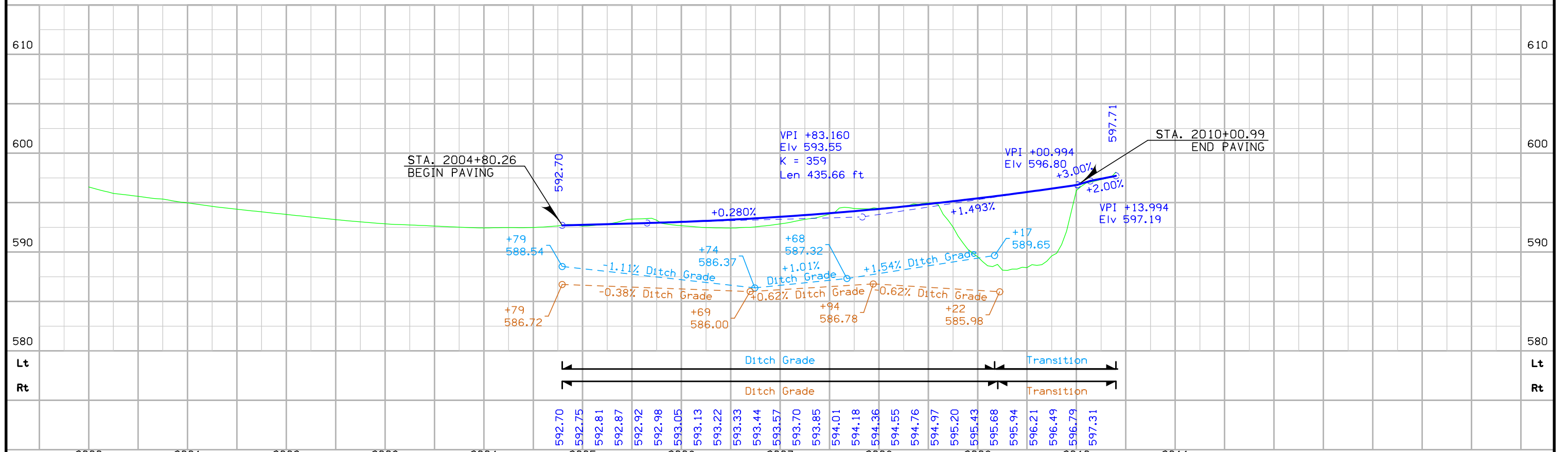


Fill+30% = 1578 CY
 Waste = 1854 CY
 3432 CY
 Cut = 3432 CY





Fill+30% = 2101 CY
 Waste = 2366 CY
 4467 CY
 Cut = 4467 CY



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 -

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

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 -

SR022A_RET.1

SR022A_RET.4

87.79 ft 15:1 Taper

47.60 ft 15:1 Taper

38.00'

38.00'

IA 461

IA 461

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

90°00'00.00" 90°00'00.00"

90°00'00.00" 90°00'00.00"

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

38.00'

26.00'

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 60+67.59 26.00' Rt ML461

SR022B_RET.2

SR022B_RET.3

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

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

R = 80'

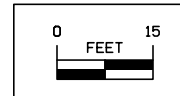
R = 75'

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

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

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

18.00' 18.00'

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

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.

NOTES:

TOP OF BRIDGE DECK CROWN
0.03' BELOW PROFILE GRADE.

TL-4 BRIDGE RAILING
PROPOSED.

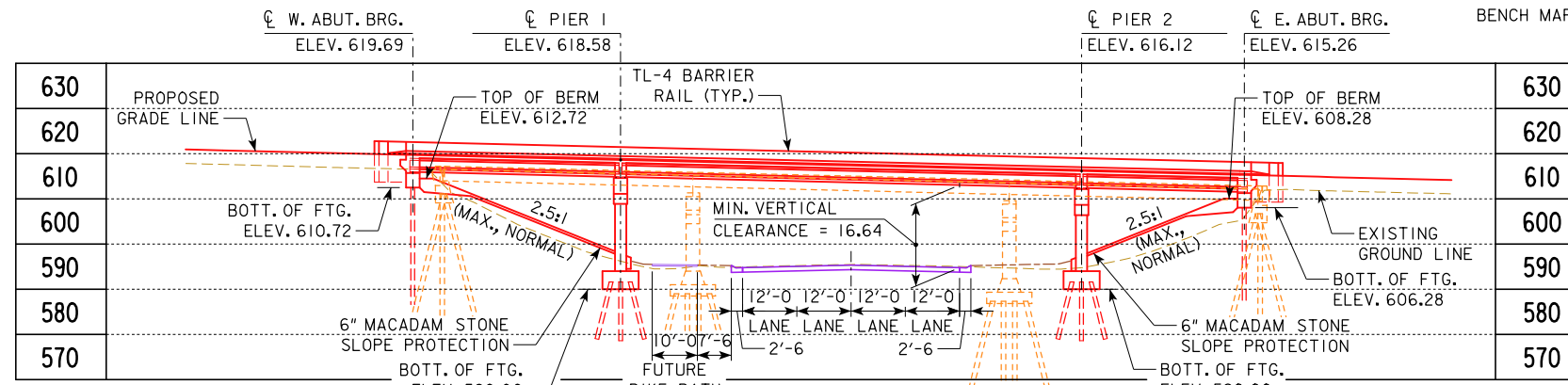
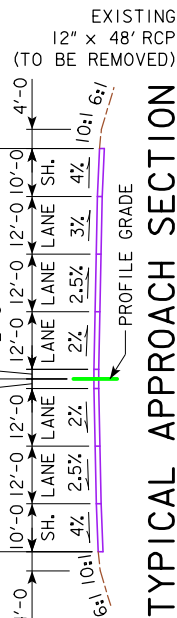
BEAM TYPE - BTB

PIER TYPE - FRAME

PIERS TO BE DESIGNED FOR
COLLISION AND INCORPORATE
A CRASH STRUT.
PIER FIXITY T.B.D. DURING
FINAL DESIGN.
PILE DOWNDRAG REQUIRED
UNLESS WAIT TIMES AND
SURCHARGES ARE SATISFIED.
BRIDGE AESTHETICS T.B.D.
DURING FINAL DESIGN.

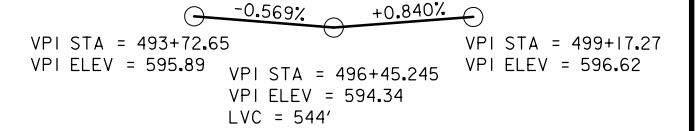
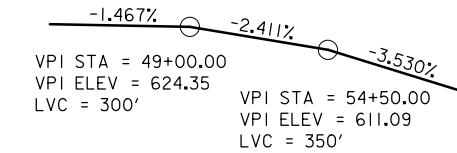
EXISTING STRUCTURE

180' X 56' CONTINUOUS
I-BEAM BRIDGE
11° 59' SKEW
STA. 51+89.0
DESIGN NO. 156



CURVE DATA

$\Delta = 7^\circ 24' 43.01''$ (RT)
T = 371.11
L = 741.19
E = 12.01
R = 5729.58
NOTE: TRANSITION
RUN-OUT DOES NOT
EXTEND ONTO BRIDGE.



UTILITIES LEGEND:

- F0 FIBER OPTIC CO. 1 - AT&T
- F02 FIBER OPTIC CO. 2 - CENTURY LINK
- G GAS LINE CO. 1 - MIDAMERICAN ENERGY
- TV TV CABLE CO. 1 - MEDIACOM
- W WATER - DAVENPORT WATER DEPARTMENT

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 52+23.34, OFFSET 46.08
OVERHEAD ELEVATION = 615.37
DEPTH OF SUPERSTRUCTURE = 3.83
UNDERPASS STATION = 497+09.62, OFFSET 24.00
UNDERPASS ELEVATION = 594.90
MINIMUM VERTICAL CLEARANCE = 16.64

TRAFFIC ESTIMATE

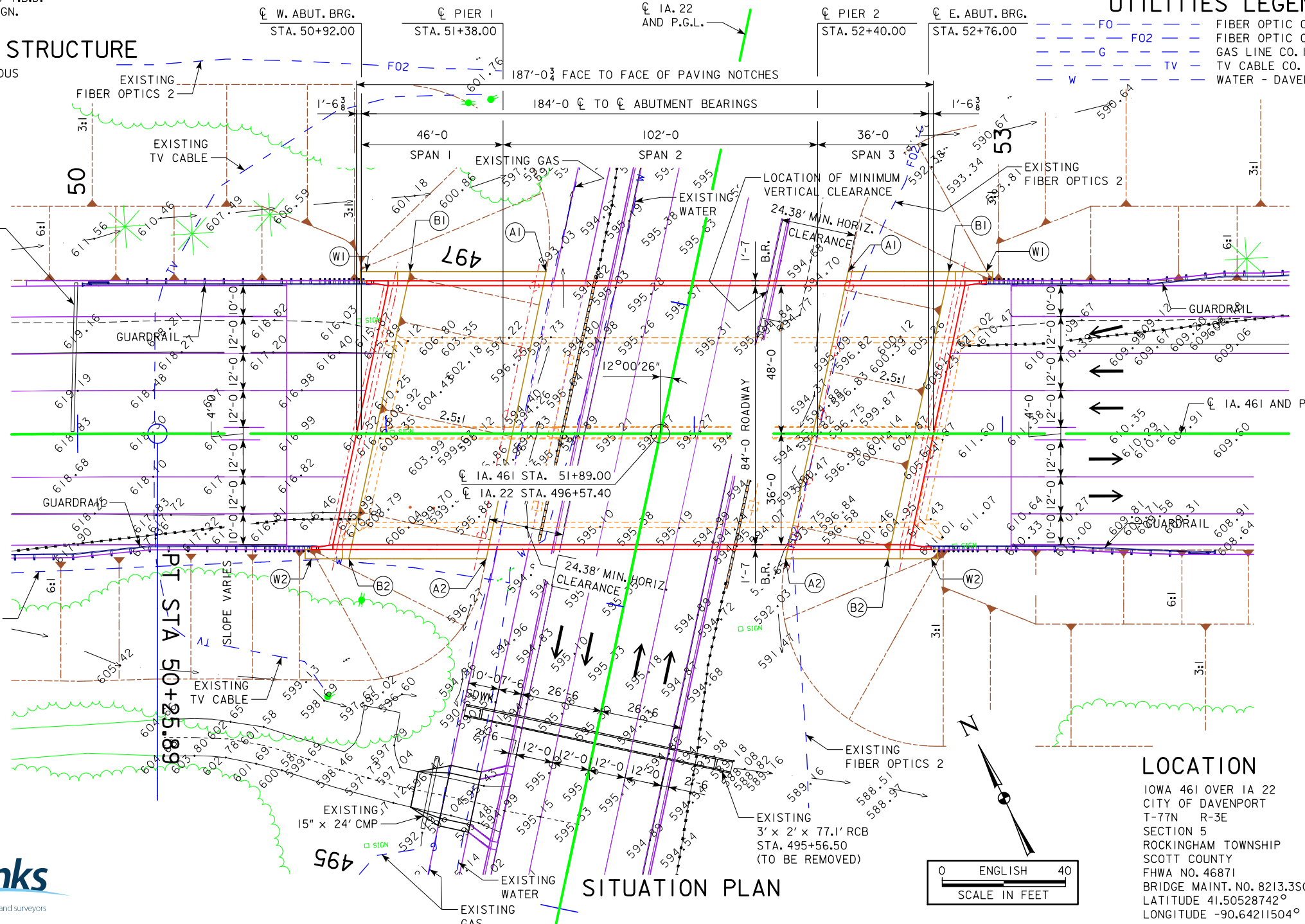
IA. 461

| | | |
|--------------------|-----------|--------|
| 2010 AADT | 9,800 | V.P.D. |
| 2030 AADT | 12,000 | V.P.D. |
| 20... DHV | | V.P.H. |
| TRUCKS | 11 | % |
| TOTAL DESIGN ESALs | 3,900,000 | |

TRAFFIC ESTIMATE

IA. 22

| | | |
|--------------------|-----------|--------|
| 2010 AADT | 6,124 | V.P.D. |
| 2030 AADT | 7,500 | V.P.D. |
| 20... DHV | | V.P.H. |
| TRUCKS | 11 | % |
| TOTAL DESIGN ESALs | 2,400,000 | |



LOCATION

IOWA 461 OVER IA 22
CITY OF DAVENPORT
T-77N R-3E
SECTION 5
ROCKINGHAM TOWNSHIP
SCOTT COUNTY
FHWA NO. 46871
BRIDGE MAINT. NO. 8213.35061
LATITUDE 41.50528742°
LONGITUDE -90.64211504°



PRELIMINARY

DESIGN FOR 12° SKEW (LA)

184'-0" X 84'-0" PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGE

46'-0" & 36'-0" END SPANS (BTB BEAM TYPE) 102'-0" INTERIOR SPAN

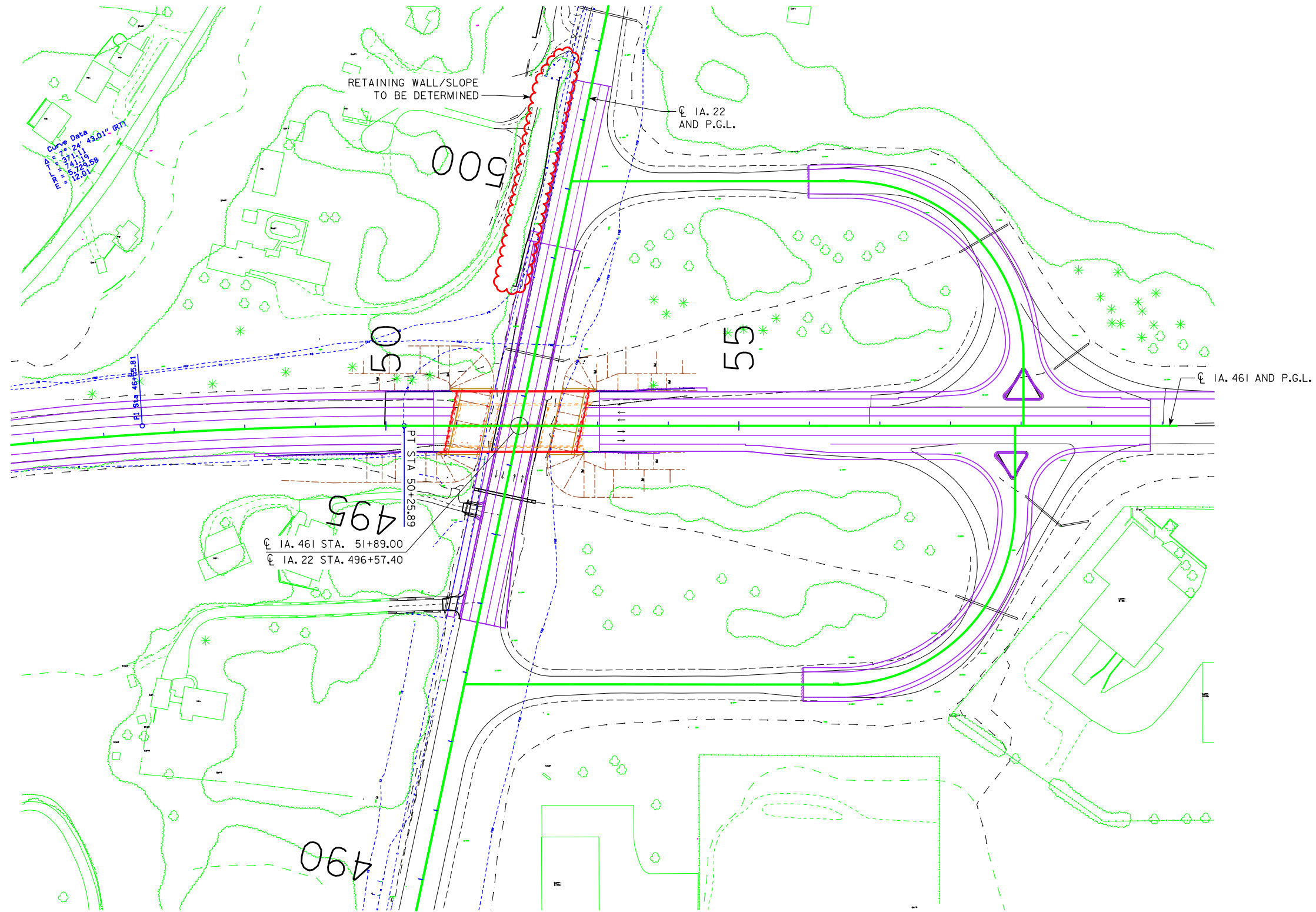
SITUATION PLAN

STATION: 51+84.00 (IA. 461) SEPTEMBER 2016

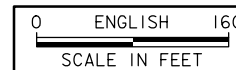
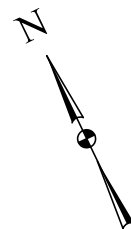
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 1 OF 3 FILE NO. 31180 DESIGN NO. 318





SITE PLAN

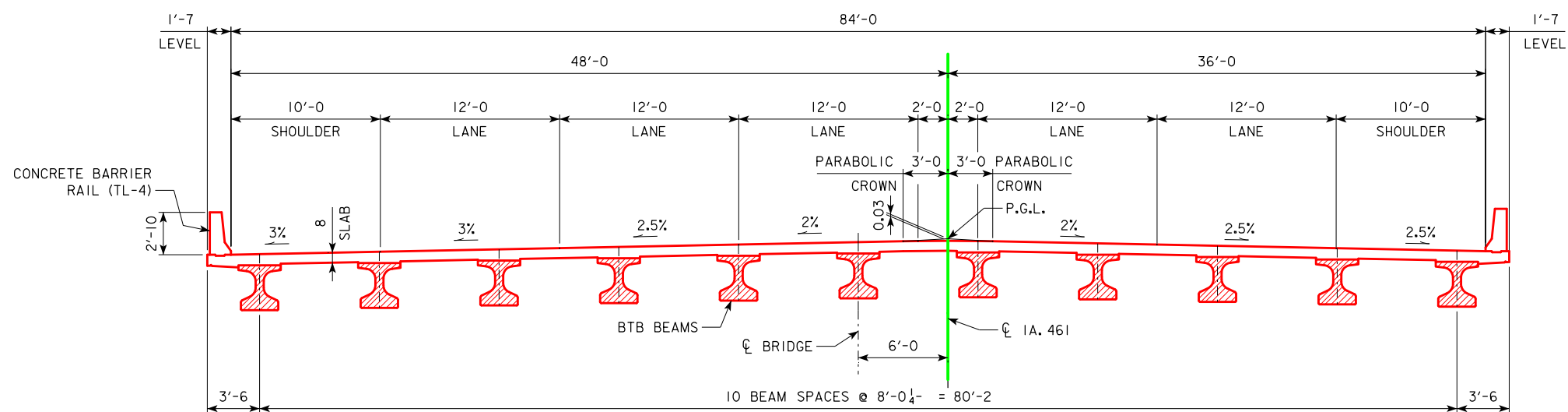


PRELIMINARY

DESIGN FOR 12° SKEW (LA)
**184'-0 X 84'-0 PRETENSIONED PRESTRESSED
 CONCRETE BEAM BRIDGE**
 46'-0 & 36'-0 END SPANS (BTB BEAM TYPE) 102'-0 INTERIOR SPAN
SITE PLAN
 STATION: 51+84.00 (IA. 461) SEPTEMBER 2016
SCOTT COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 2 OF 3 FILE NO. 31180 DESIGN NO. 318



| BERM SLOPE LOCATION TABLE | | | | | | |
|---------------------------|---------------|------------|--------|---------------|------------|--------|
| POINTS | WEST ABUTMENT | | | EAST ABUTMENT | | |
| | STATION | OFFSET | ELEV. | STATION | OFFSET | ELEV. |
| A1 | 51+51.94 | 52.58' LT. | 595.70 | 52+49.92 | 52.58' LT. | 595.76 |
| A2 | 51+32.51 | 40.58' RT. | 595.55 | 52+29.60 | 40.58' RT. | 595.56 |
| B1 | 51+07.78 | 52.58' LT. | 612.98 | 52+82.58 | 52.58' LT. | 608.54 |
| B2 | 50+87.97 | 40.58' RT. | 612.98 | 52+62.77 | 40.58' RT. | 608.54 |
| W1 | 50+93.68 | 52.58' LT. | 618.57 | 52+94.74 | 52.58' LT. | 613.72 |
| W2 | 50+75.81 | 40.58' RT. | 619.24 | 52+76.88 | 40.58' RT. | 614.39 |

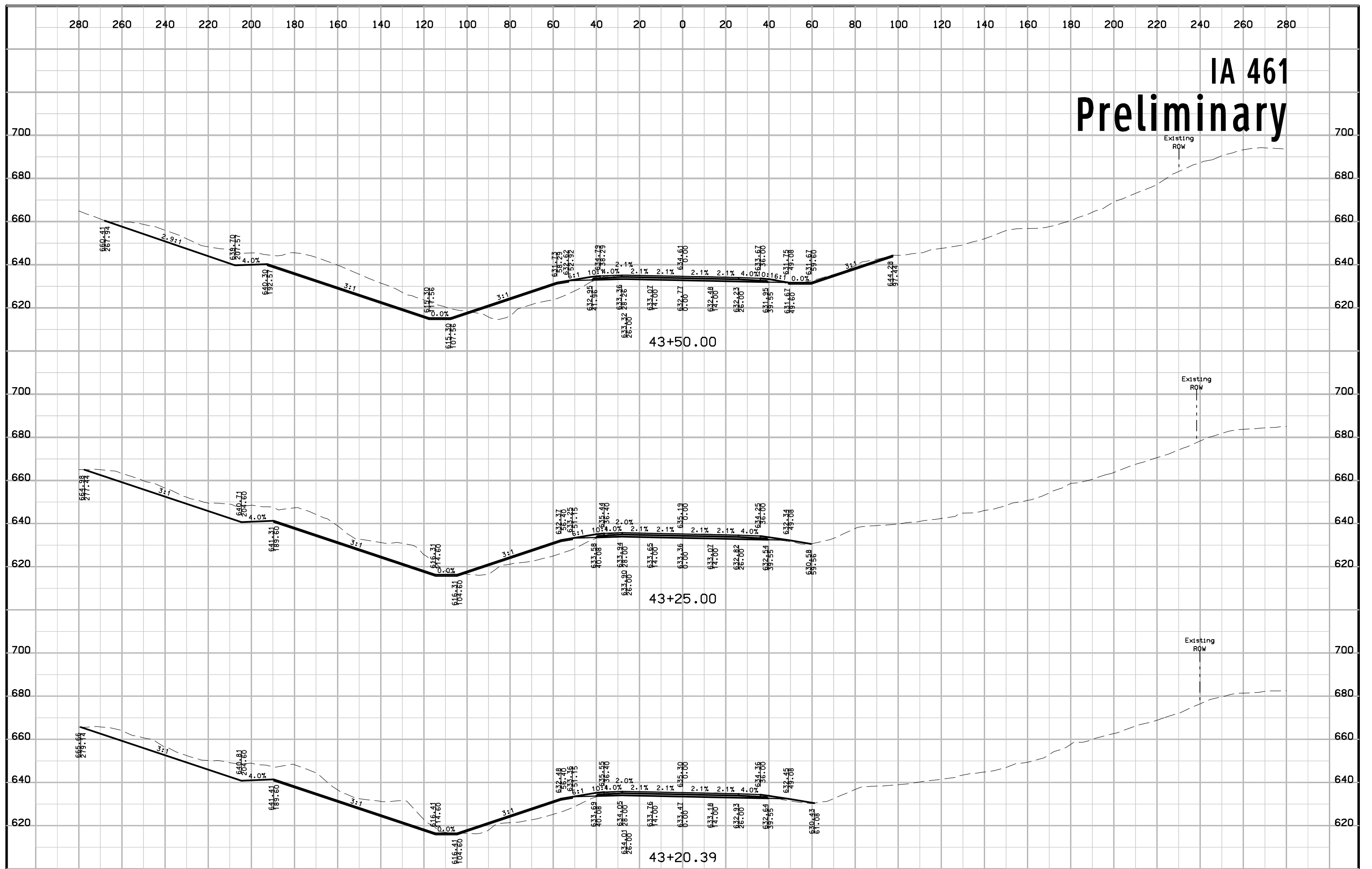


BRIDGE CROSS SECTION
(LOOKING EAST)

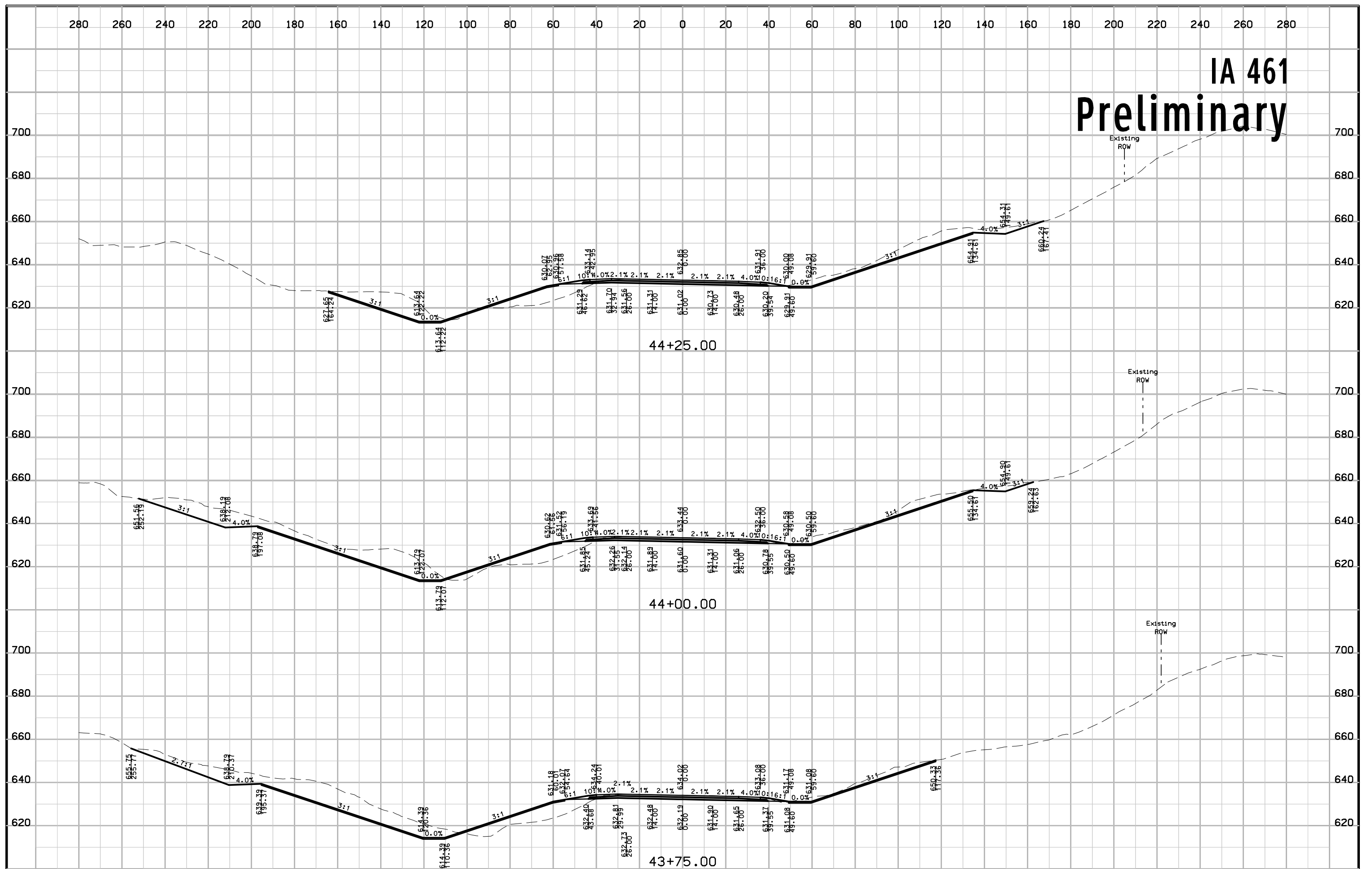
PRELIMINARY
DESIGN FOR 12° SKEW (LA)
**184'-0" X 84'-0" PRETENSIONED PRESTRESSED
CONCRETE BEAM BRIDGE**
46'-0" & 36'-0" END SPANS (BTB BEAM TYPE) 102'-0" INTERIOR SPAN
SITUATION PLAN
STATION: 51+84.00 (I.A. 461) SEPTEMBER 2016
SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 3 OF 3 FILE NO. 31180 DESIGN NO. 318



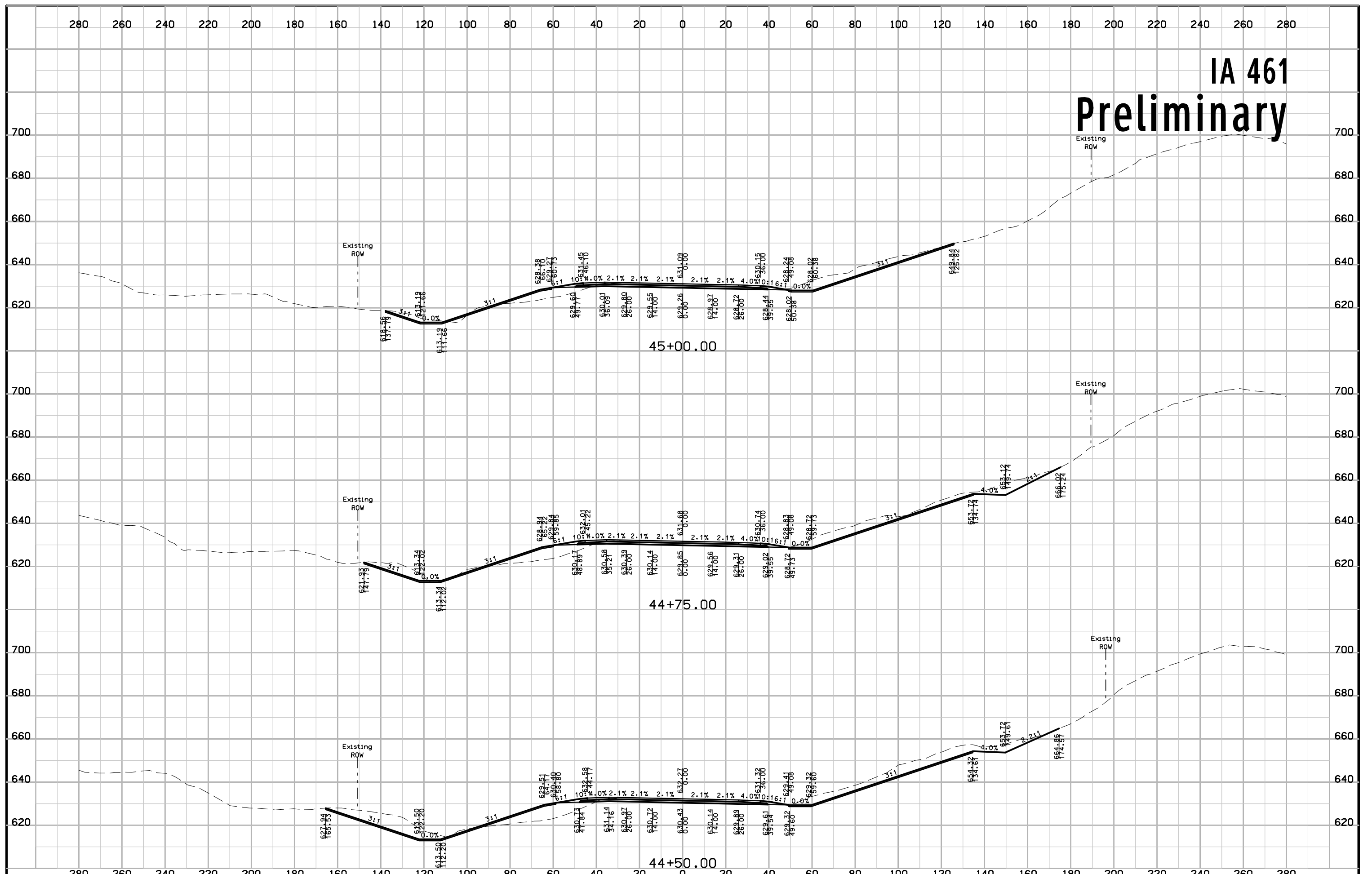
IA 461 Preliminary

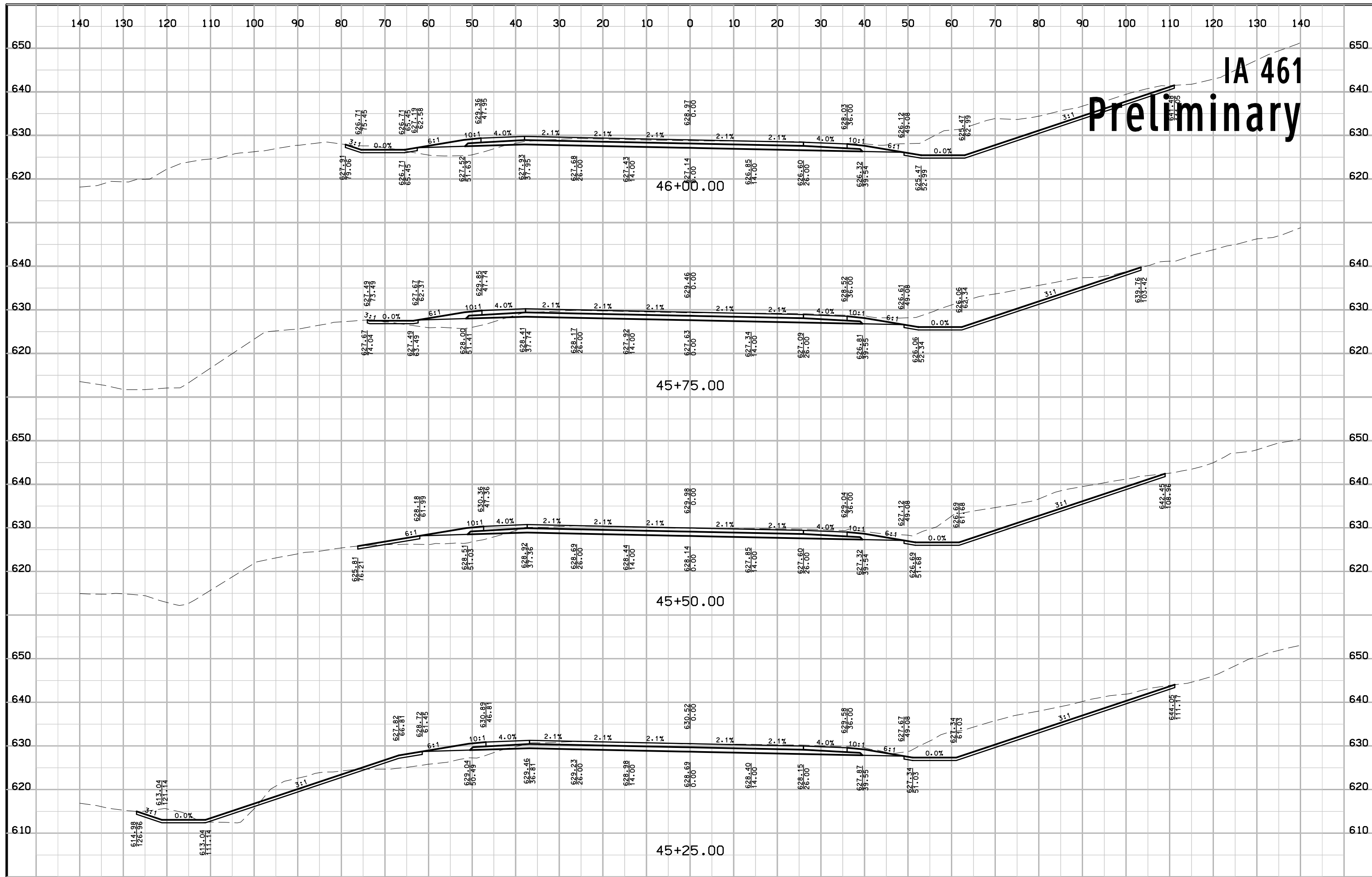


IA 461 Preliminary

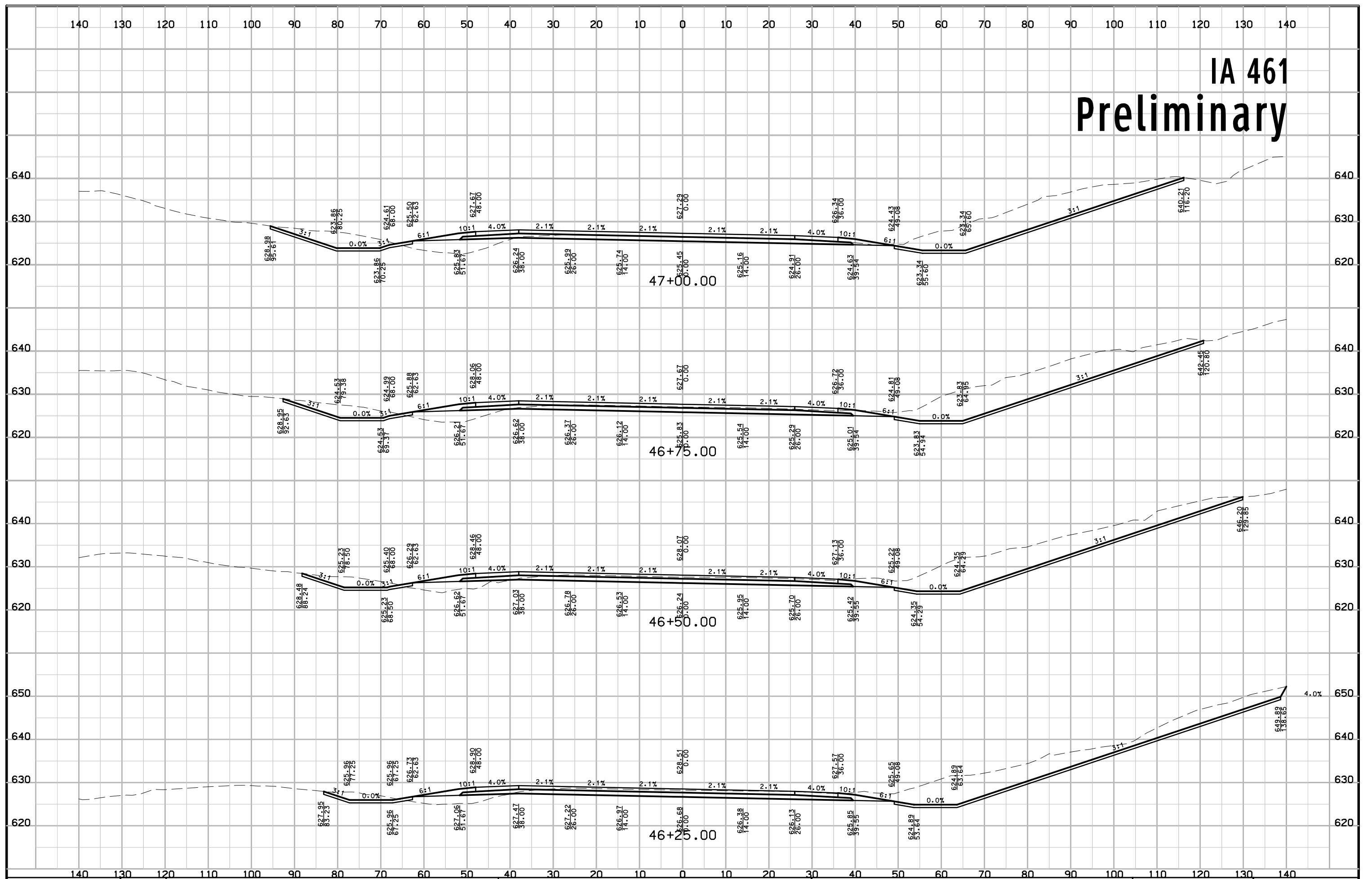


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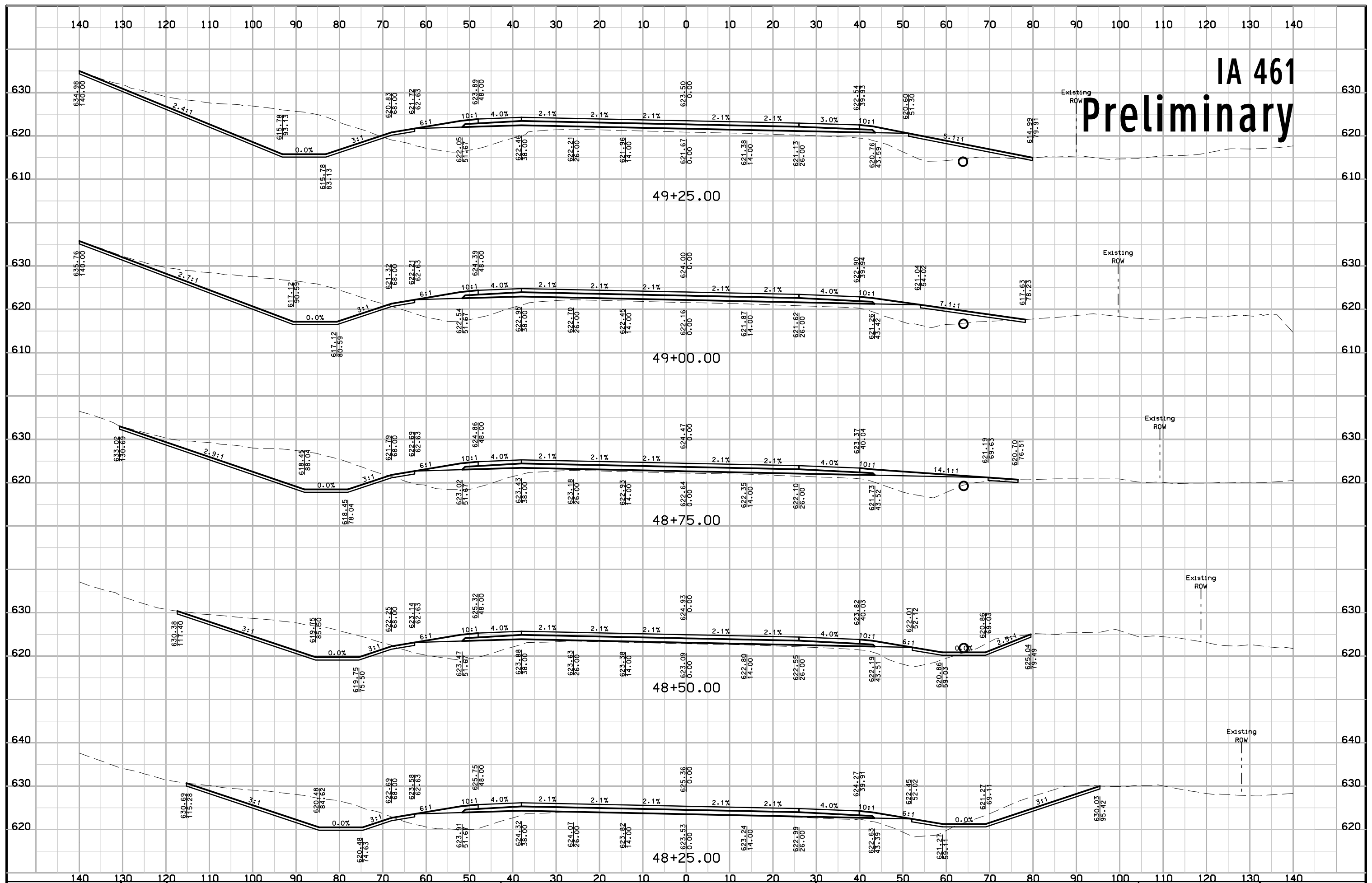




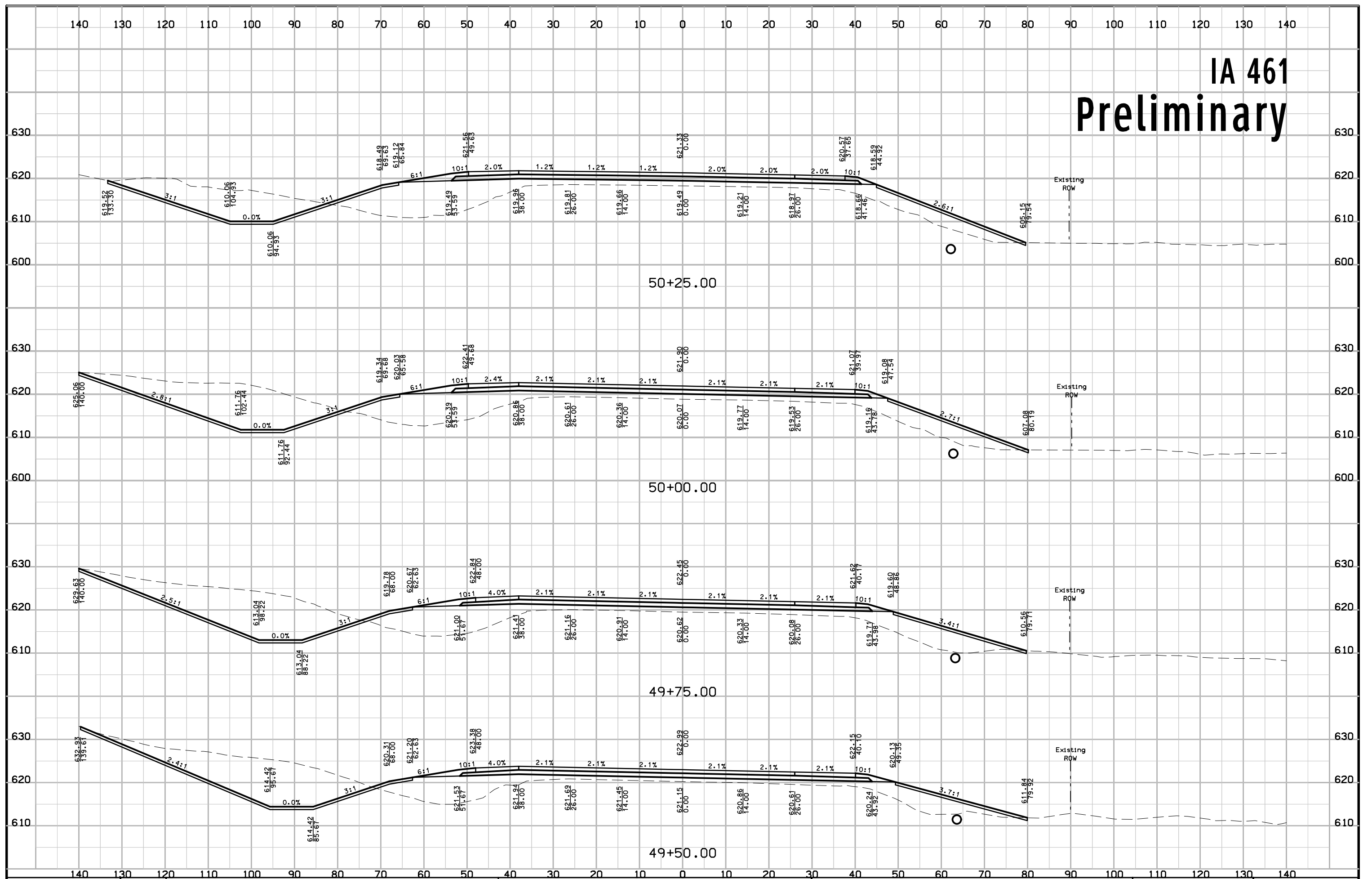
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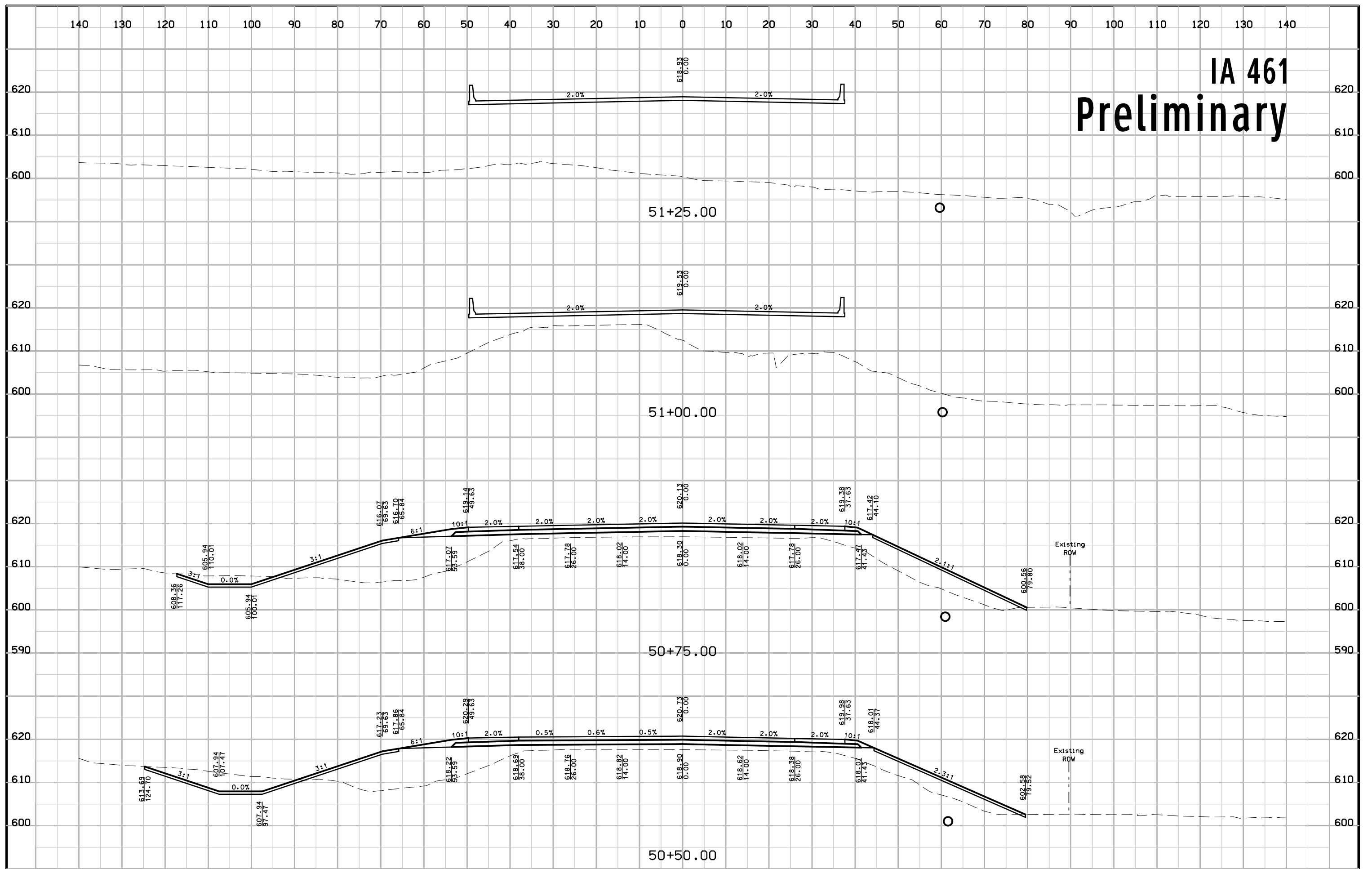
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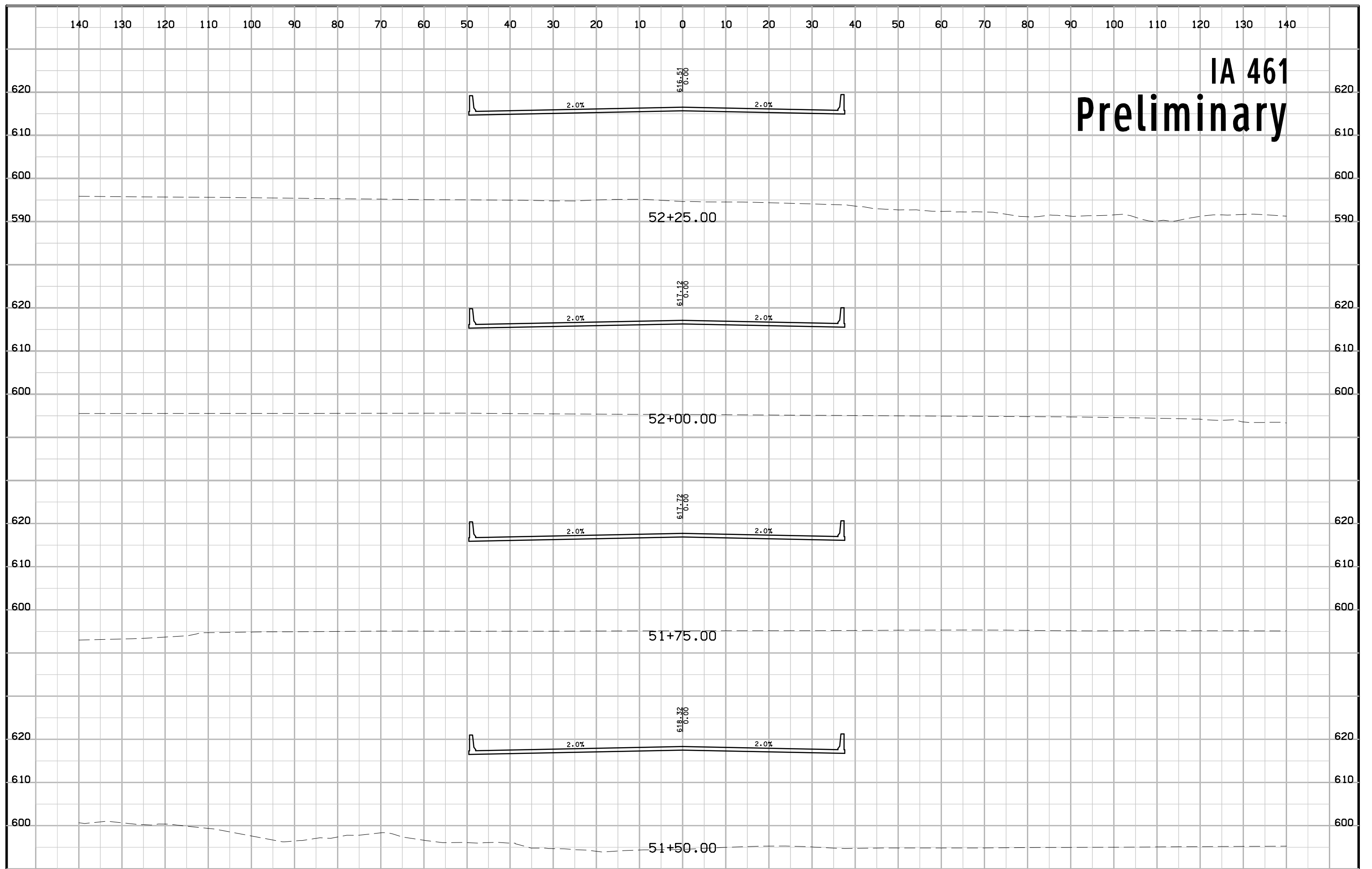
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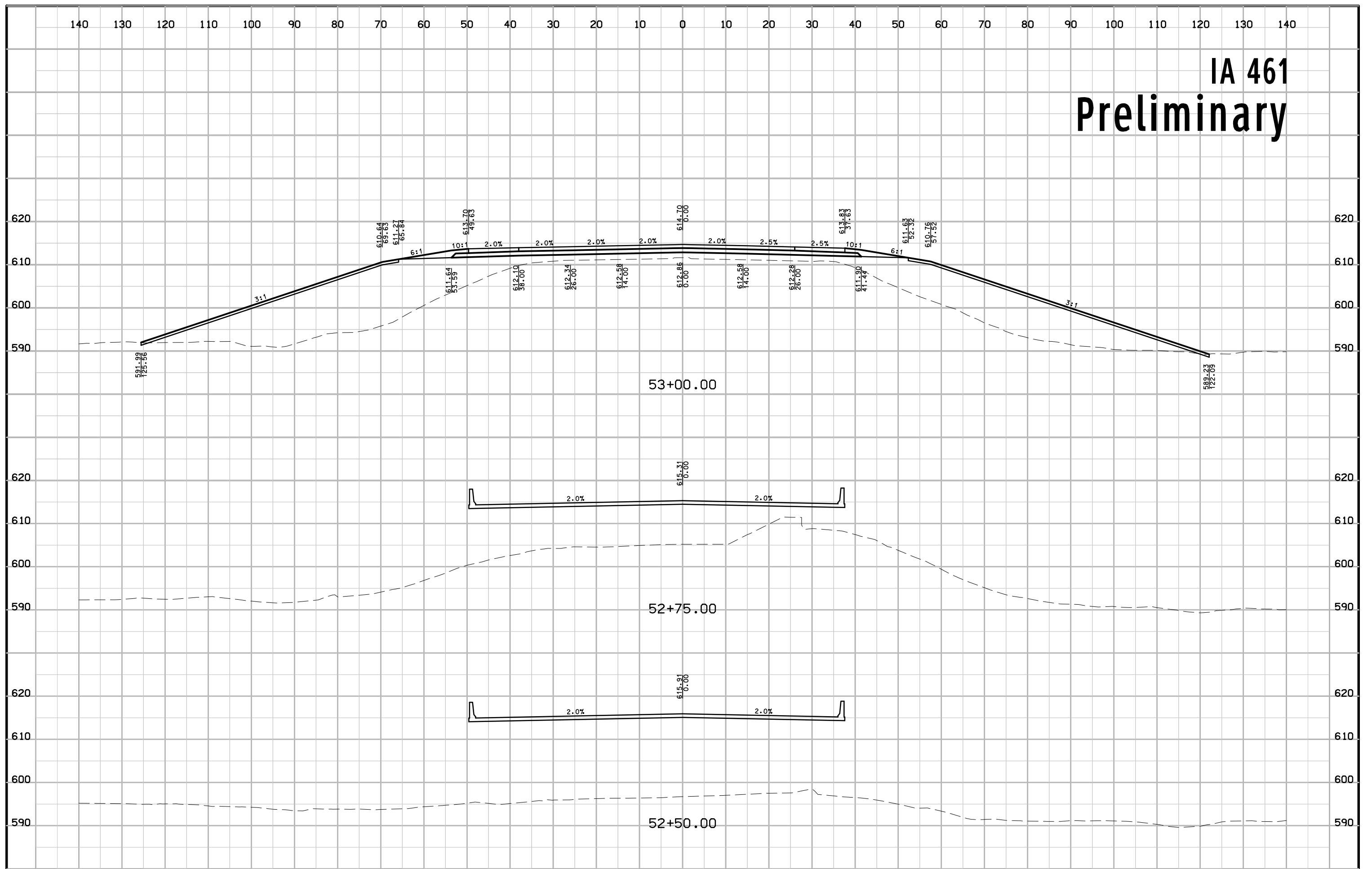
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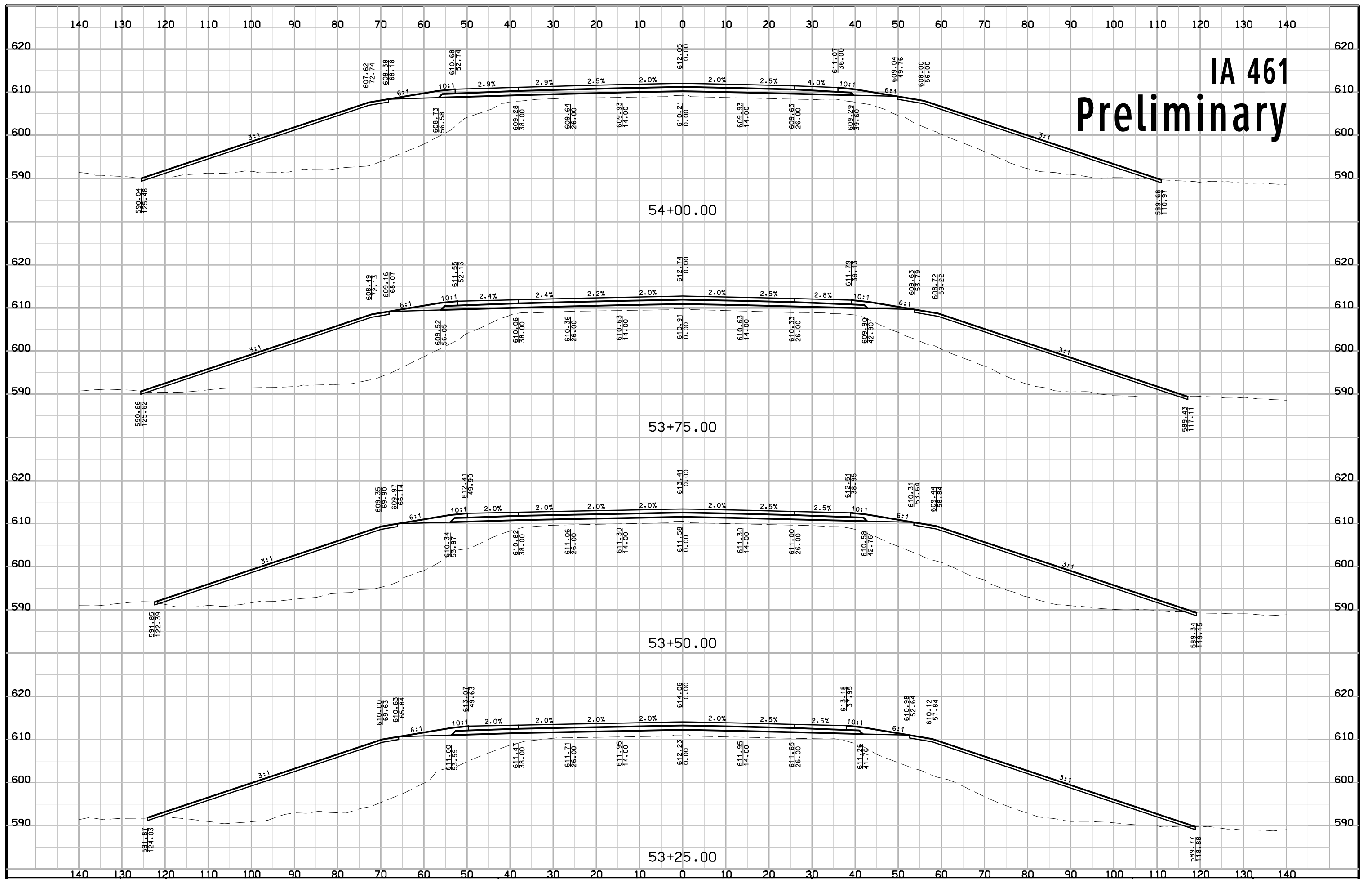
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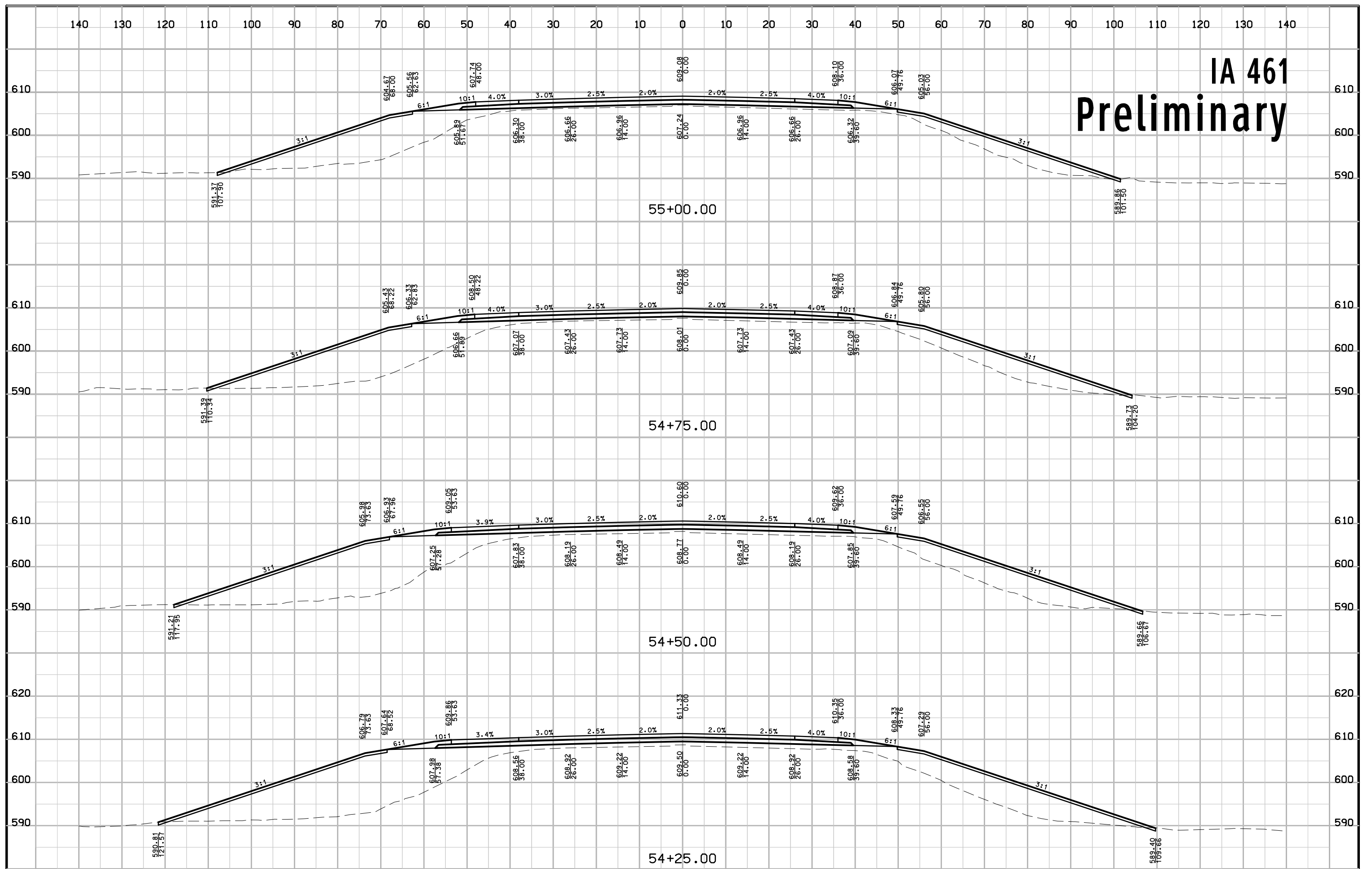
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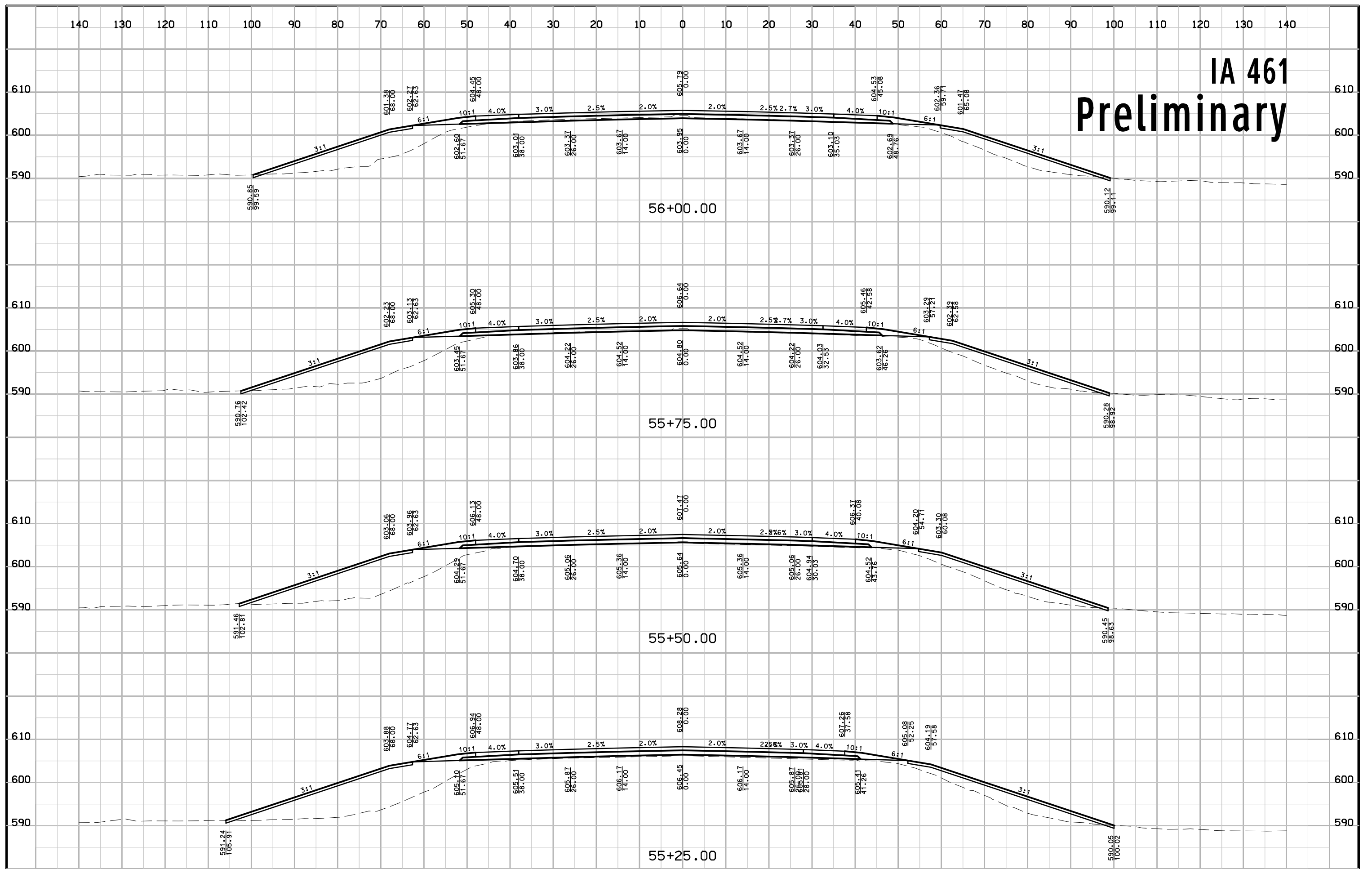
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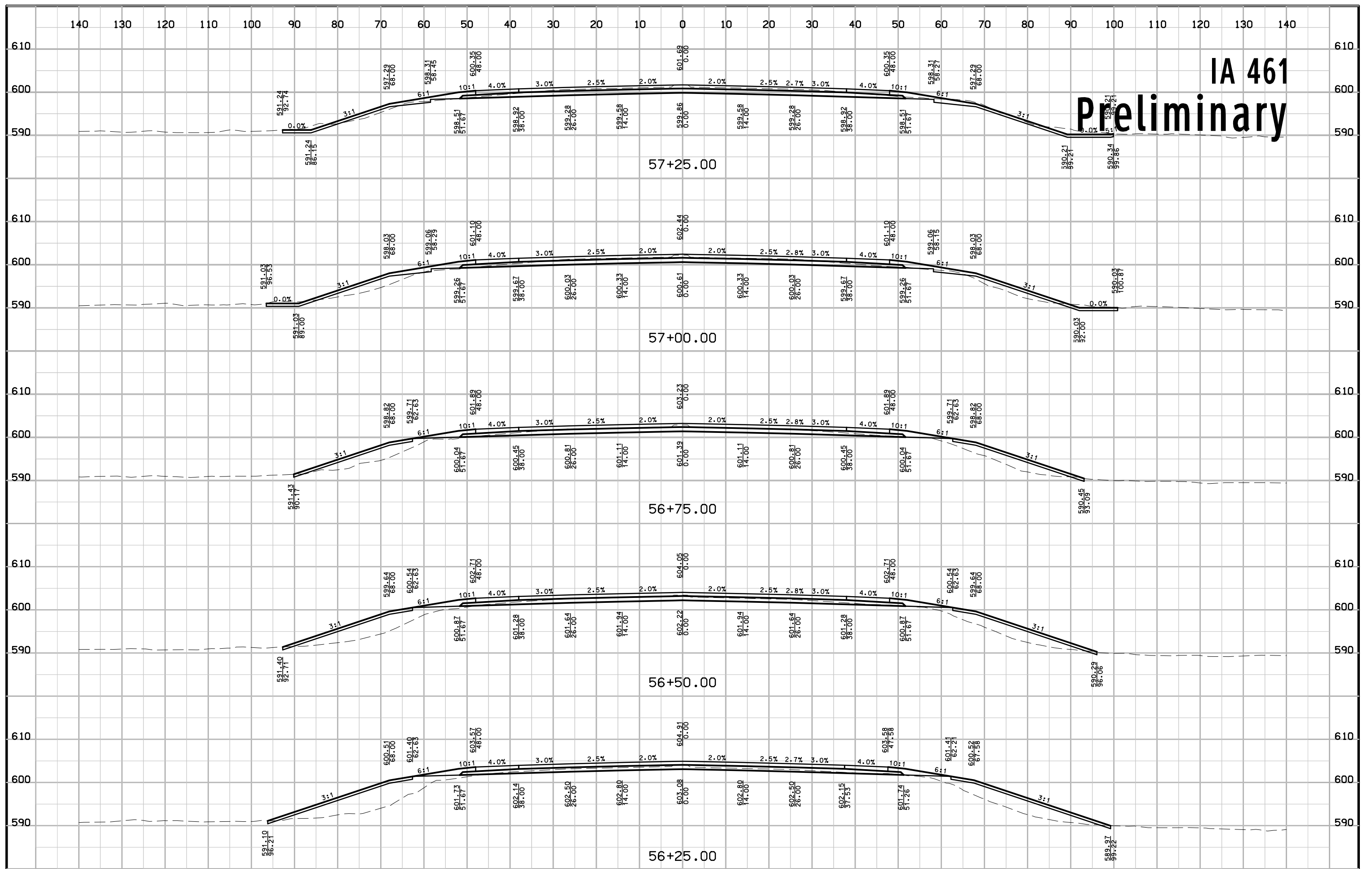
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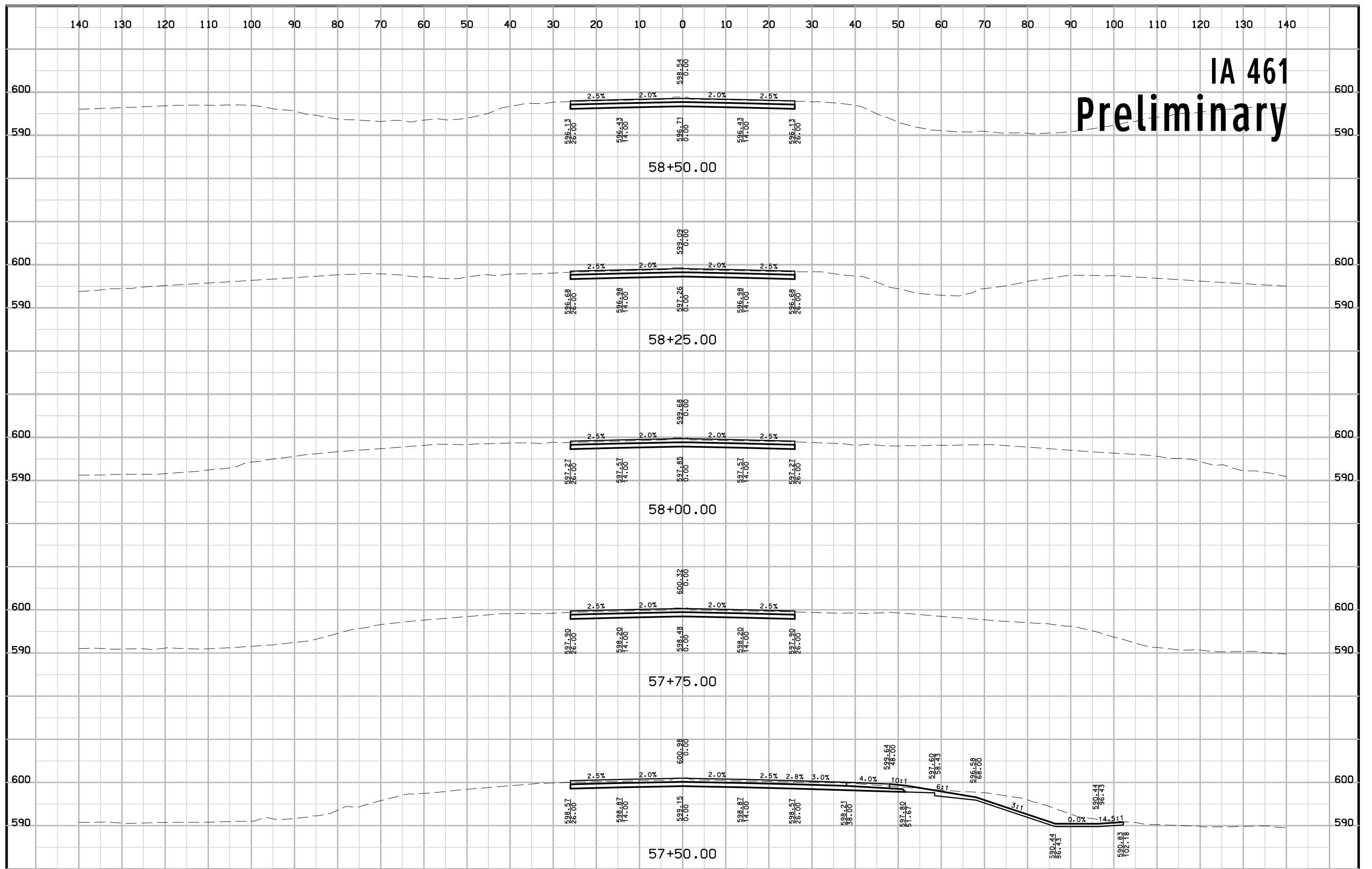
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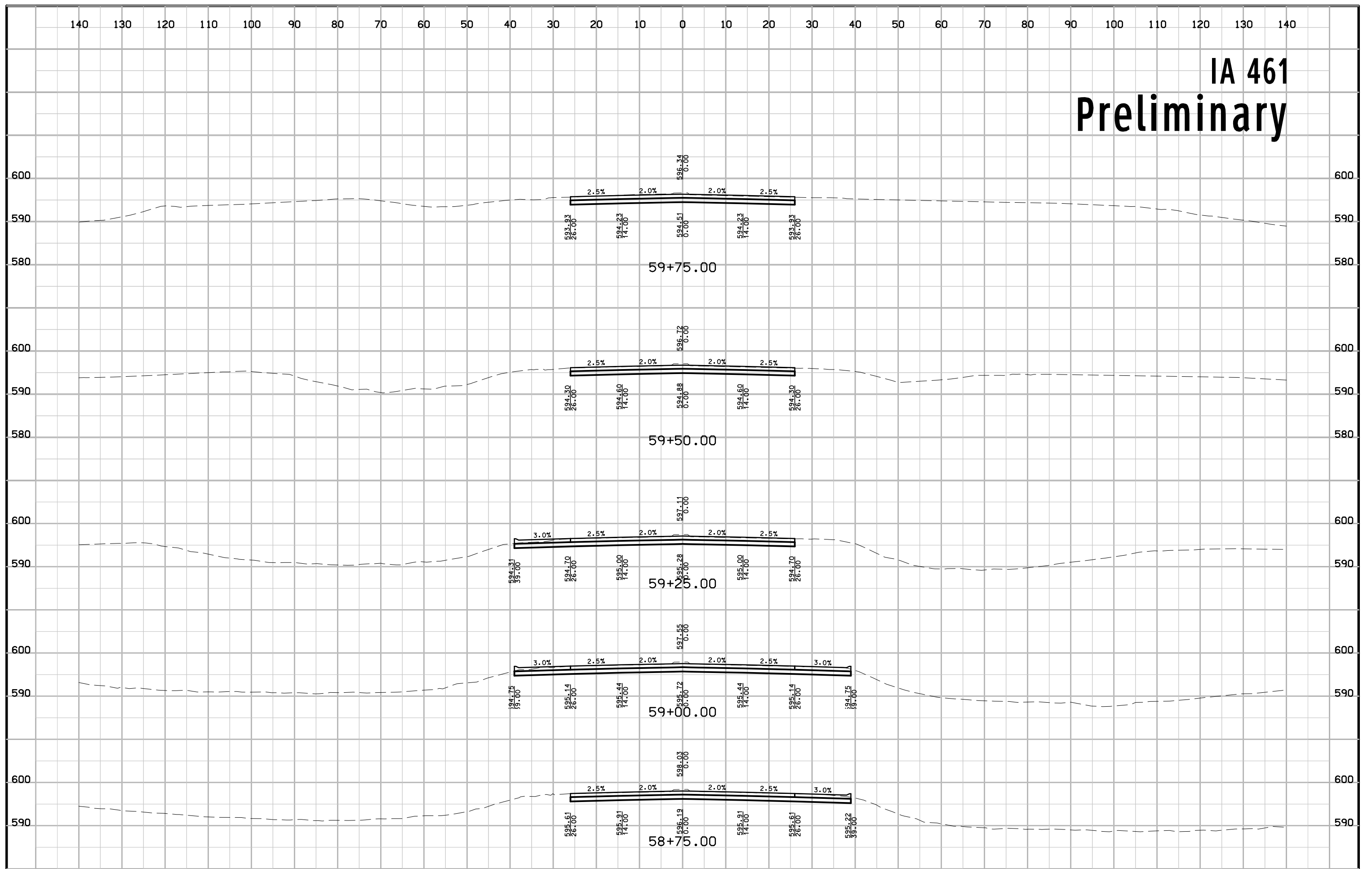
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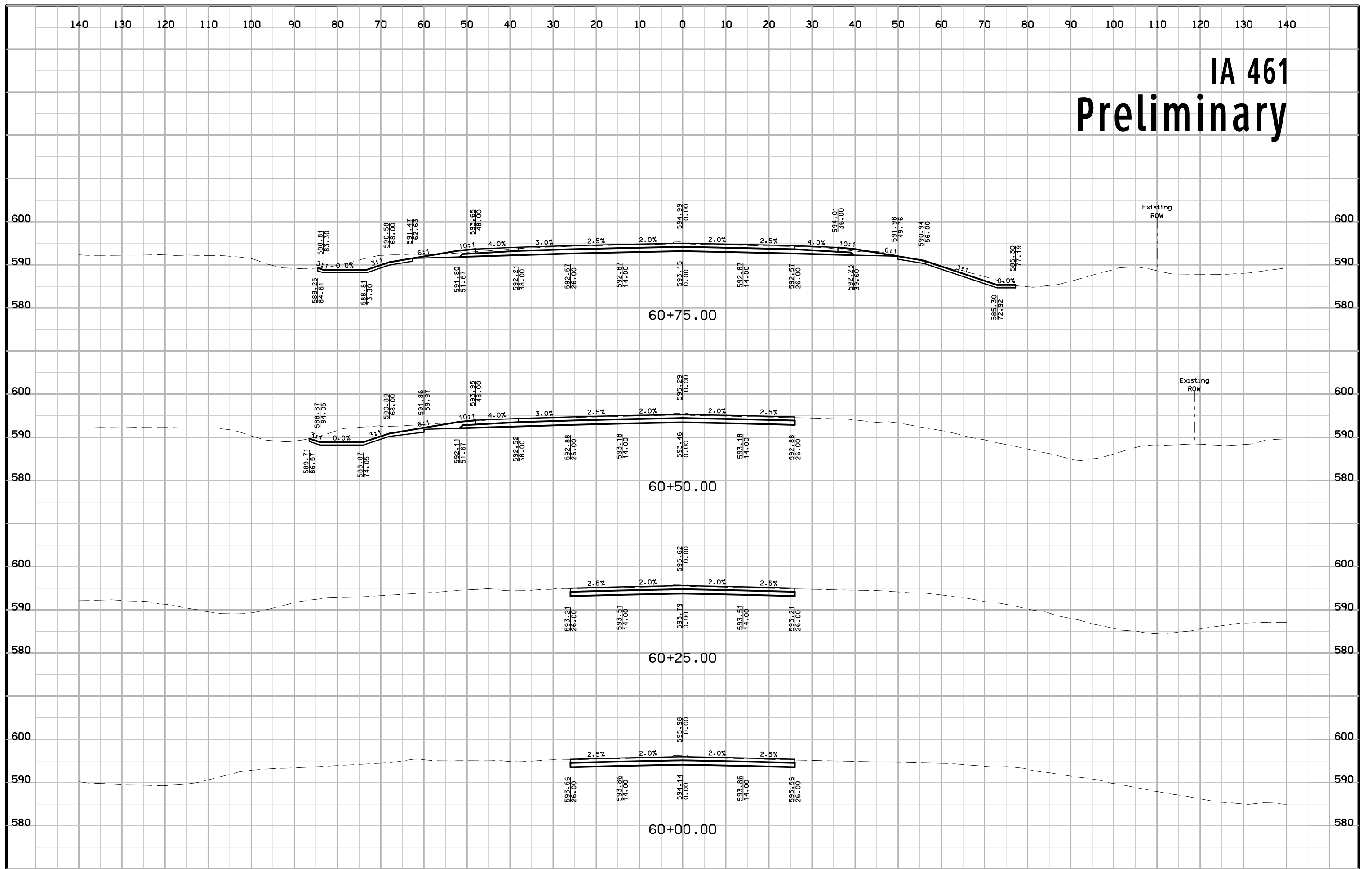
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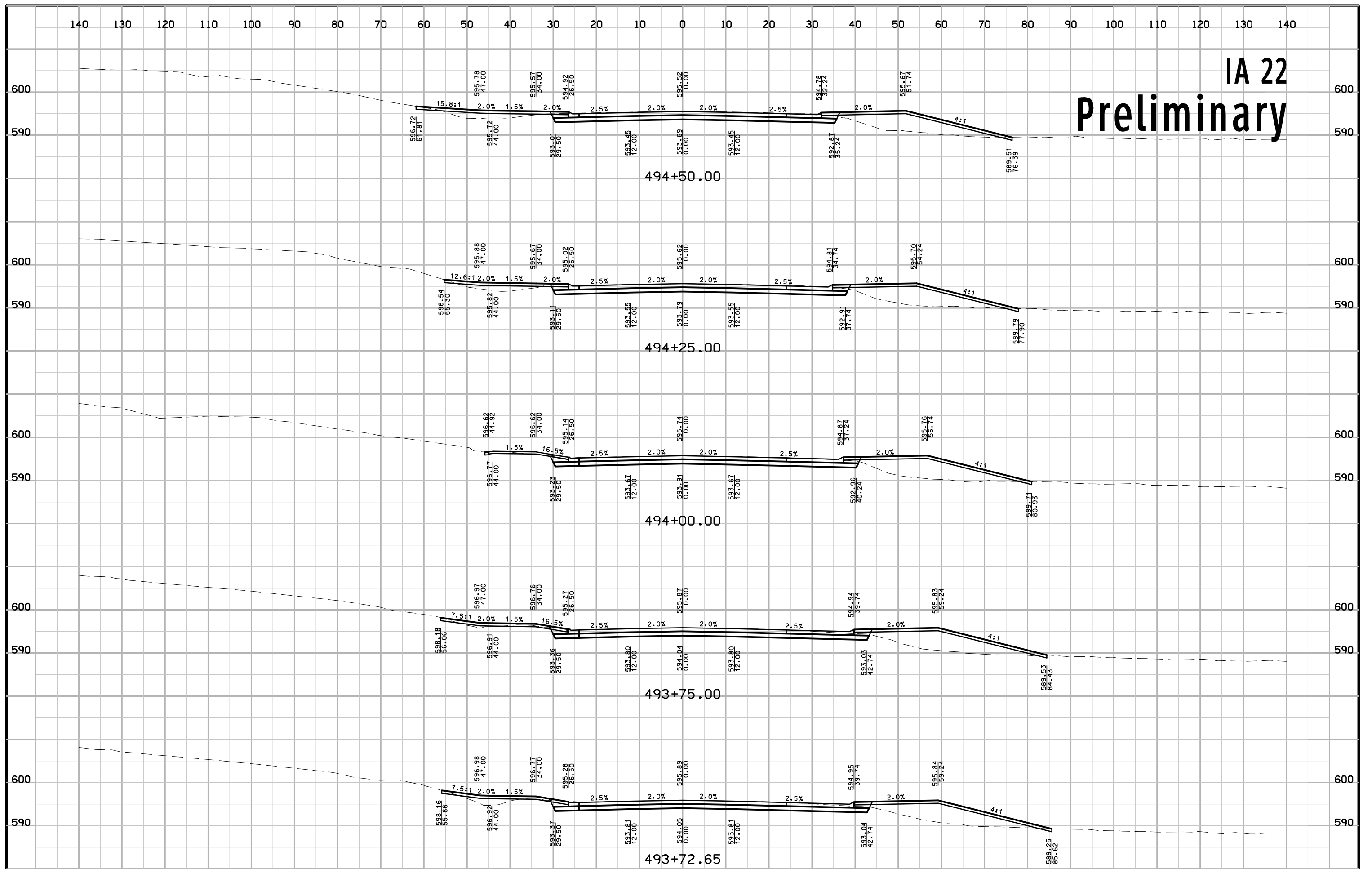
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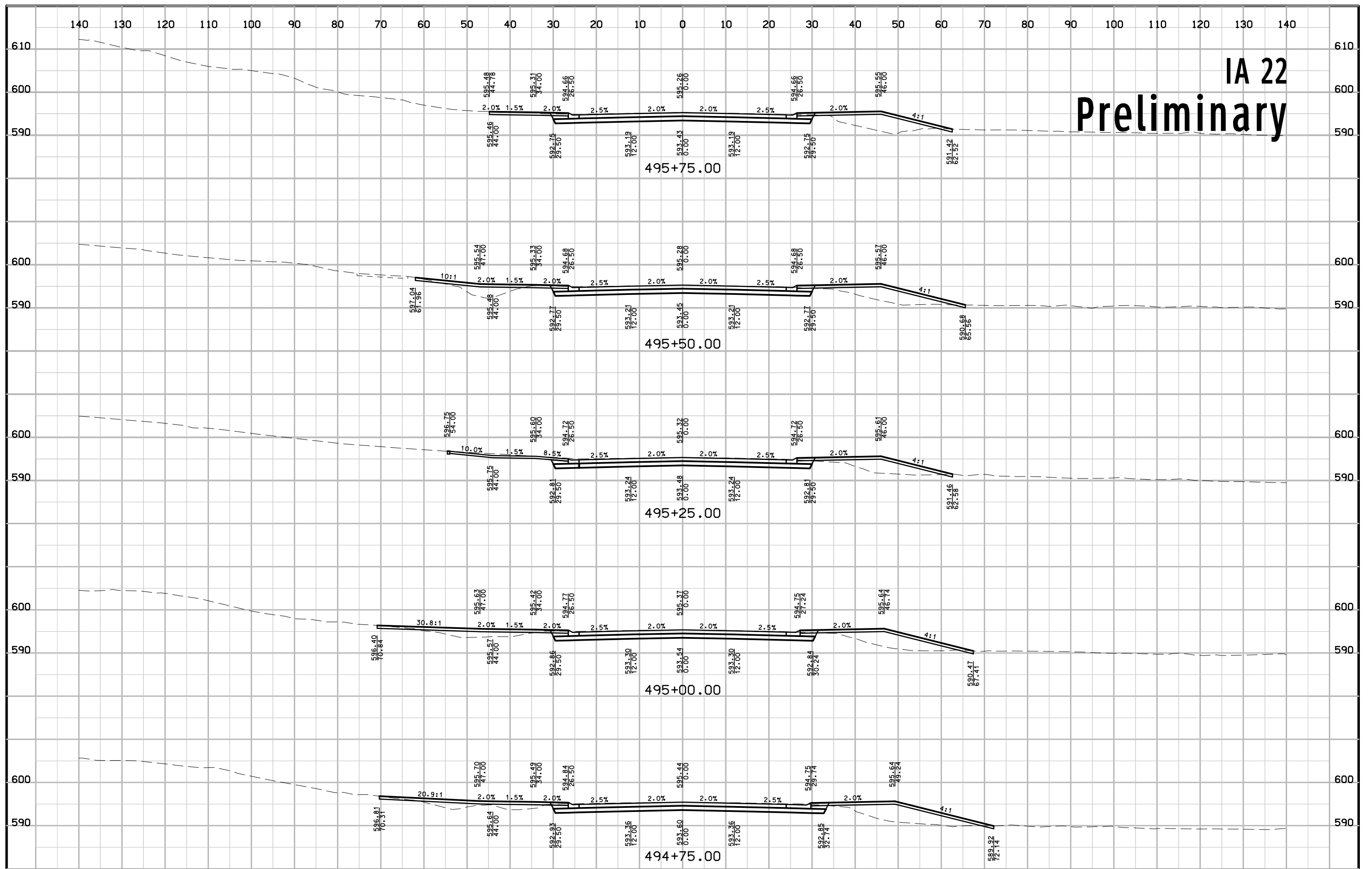
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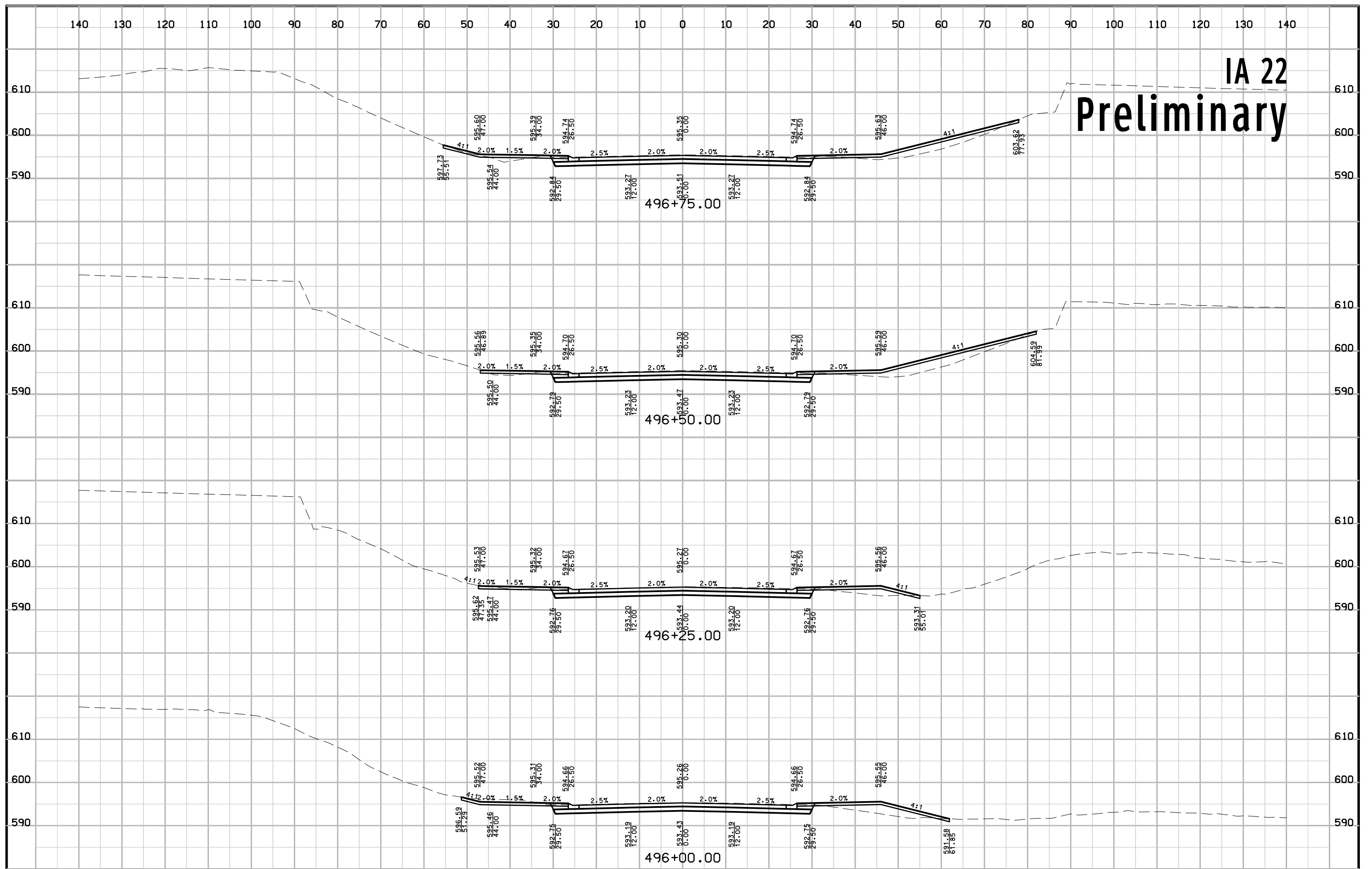
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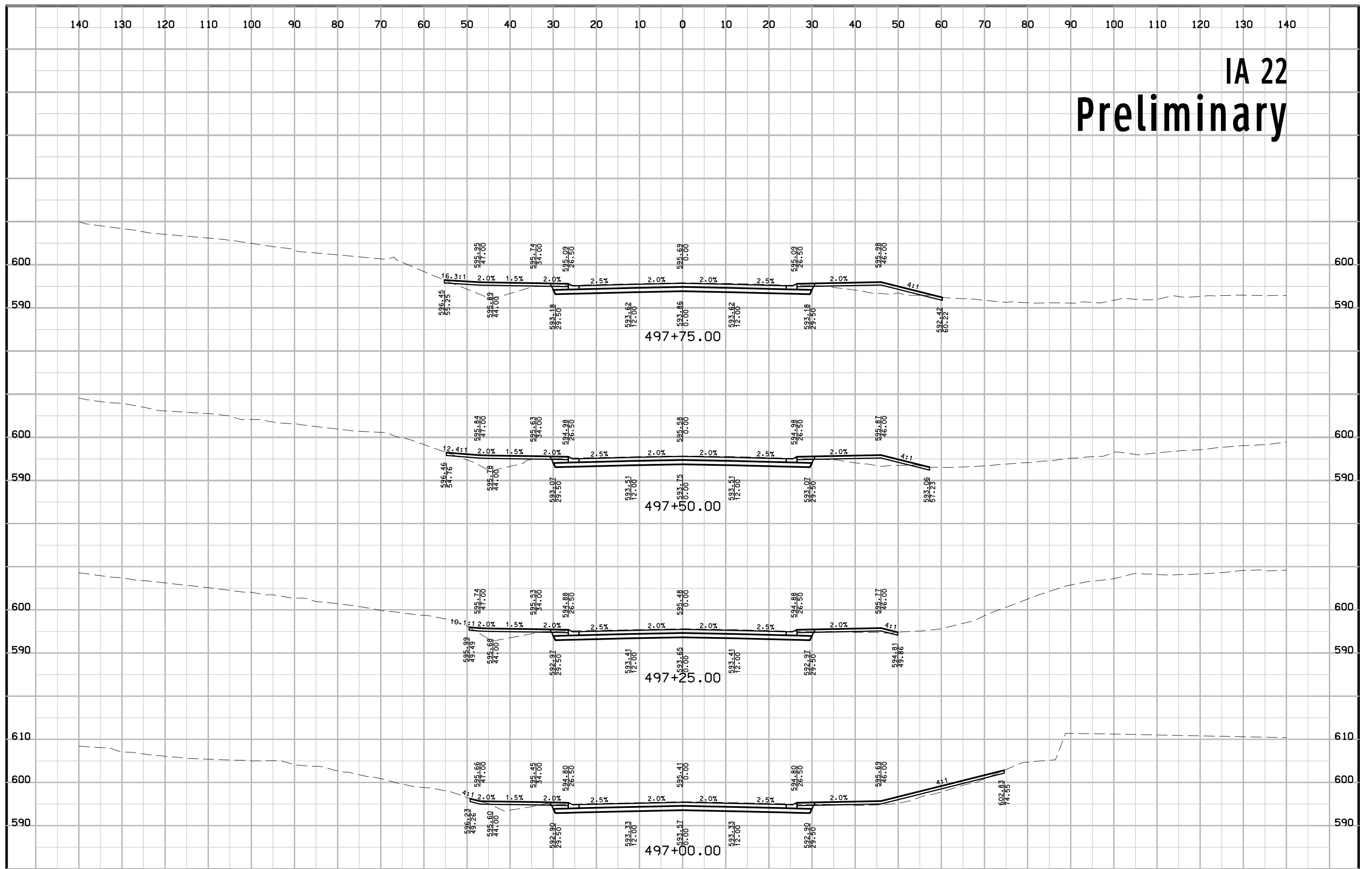
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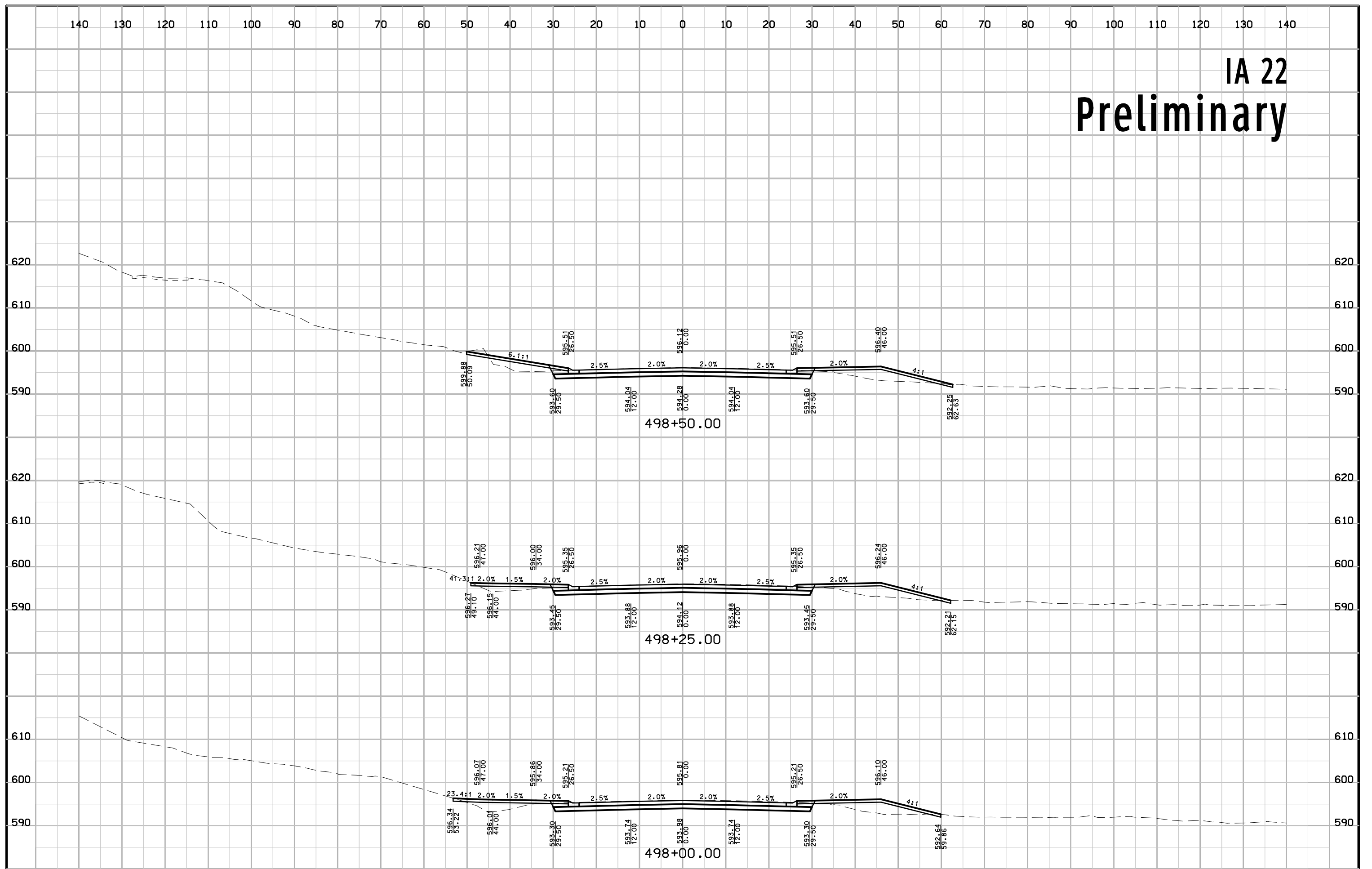
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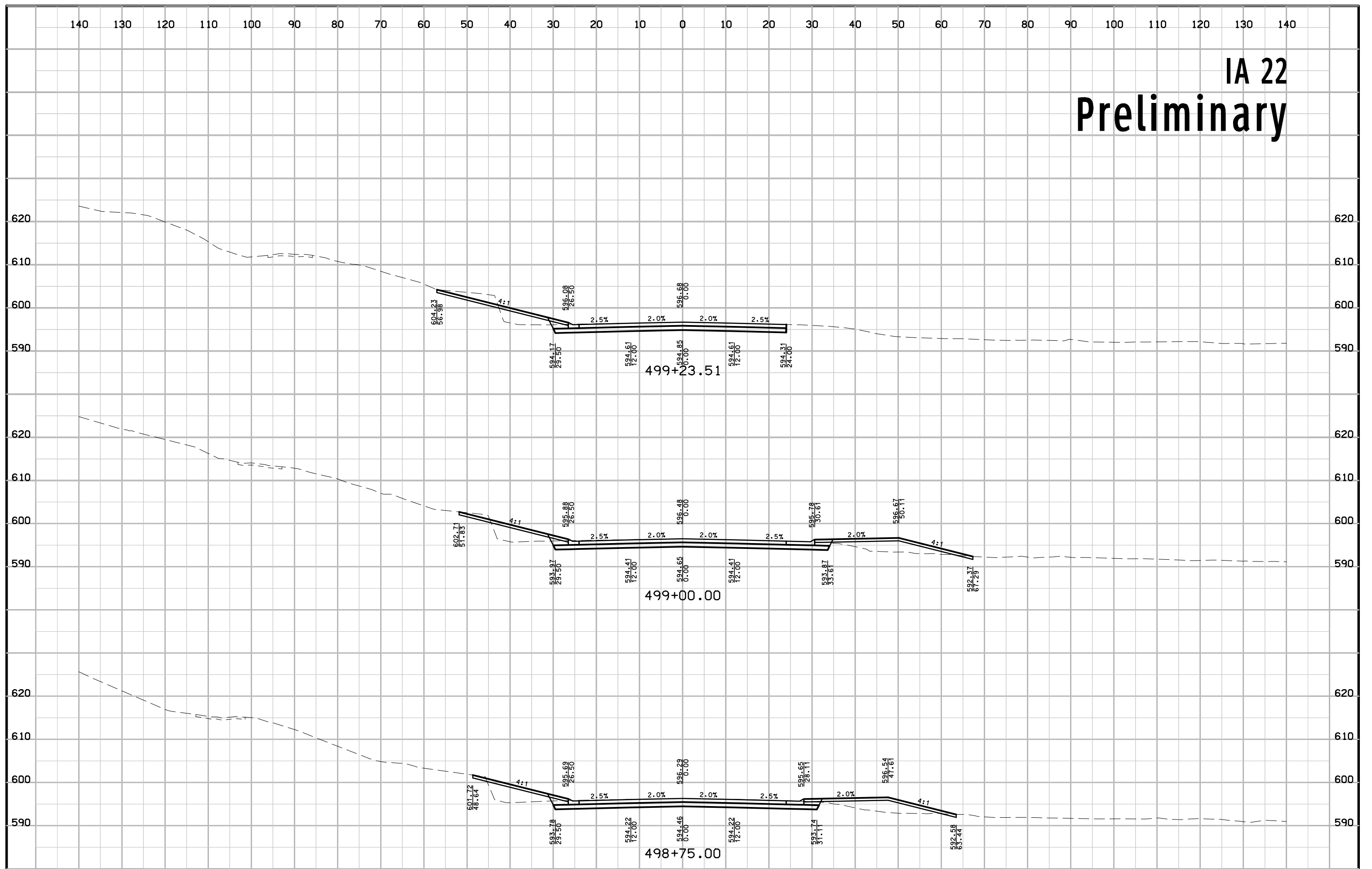
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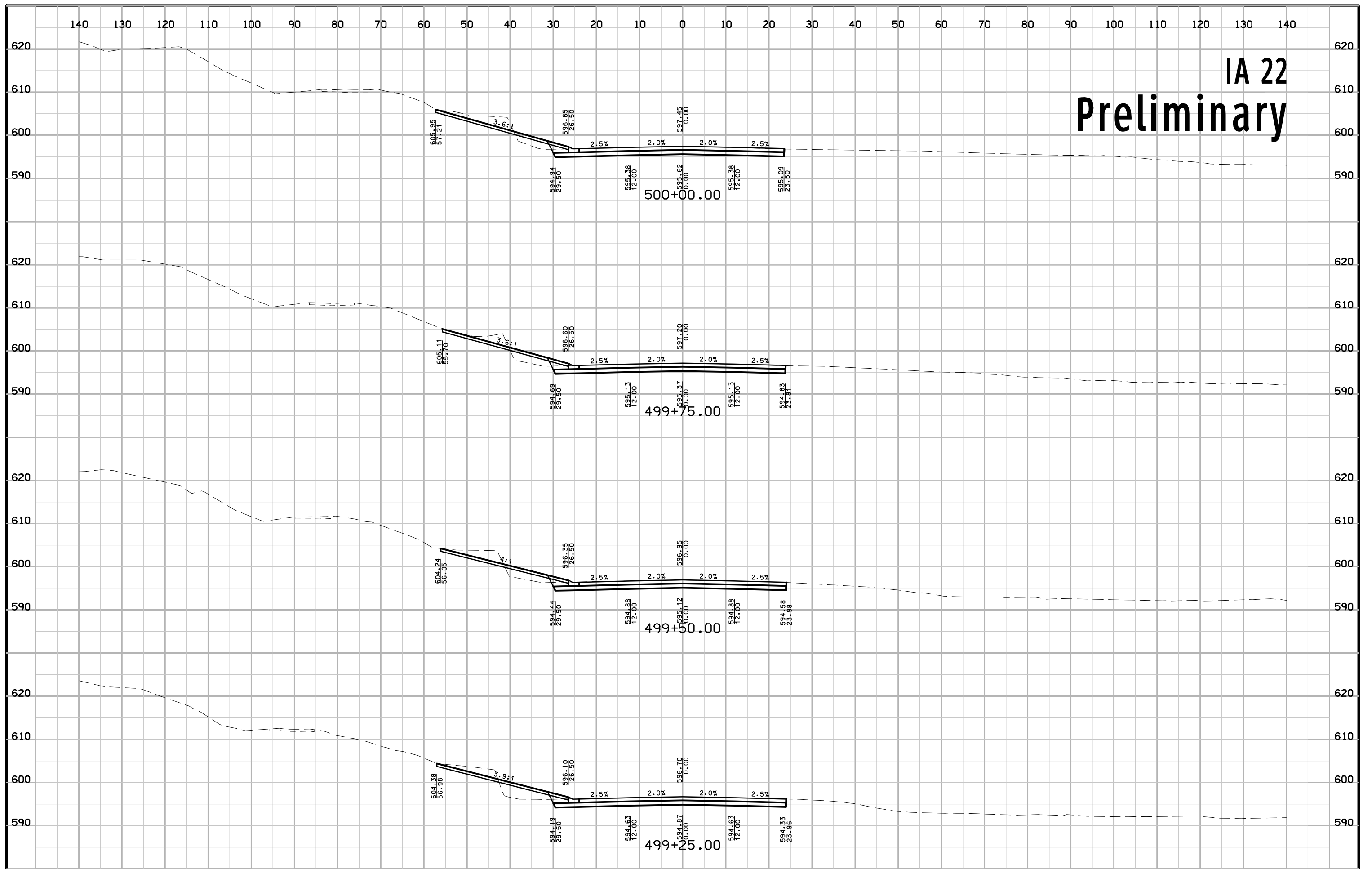
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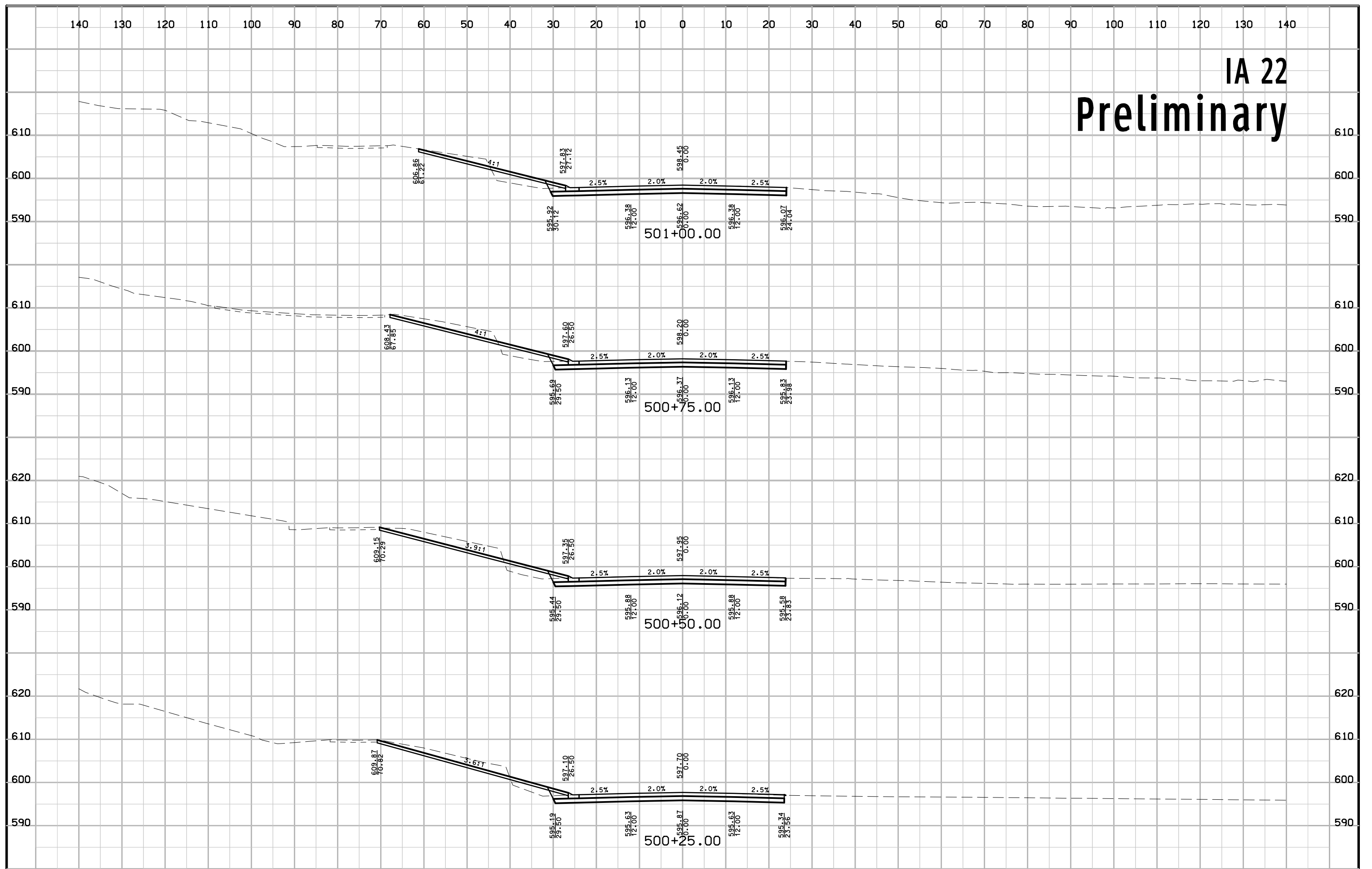
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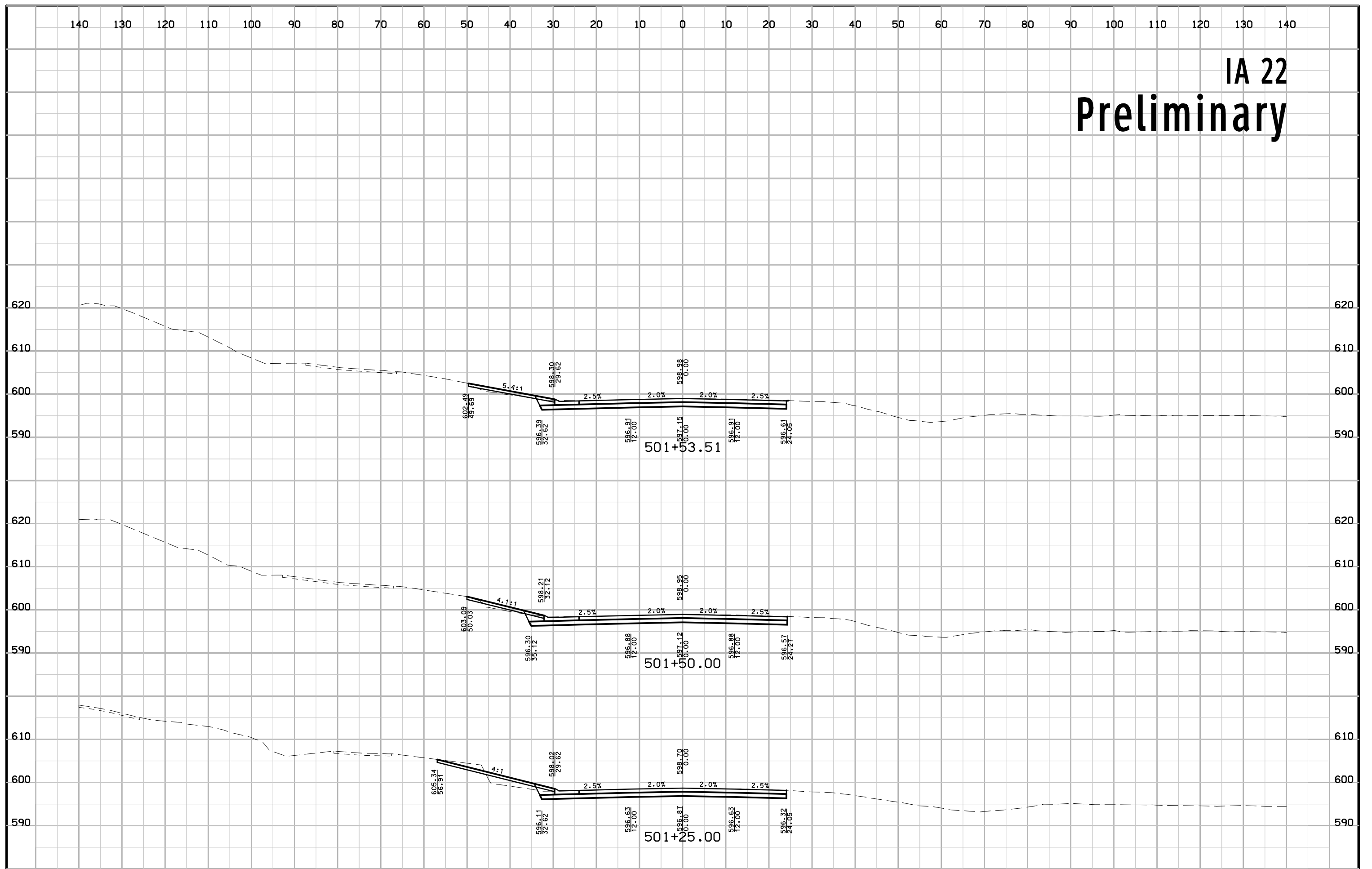
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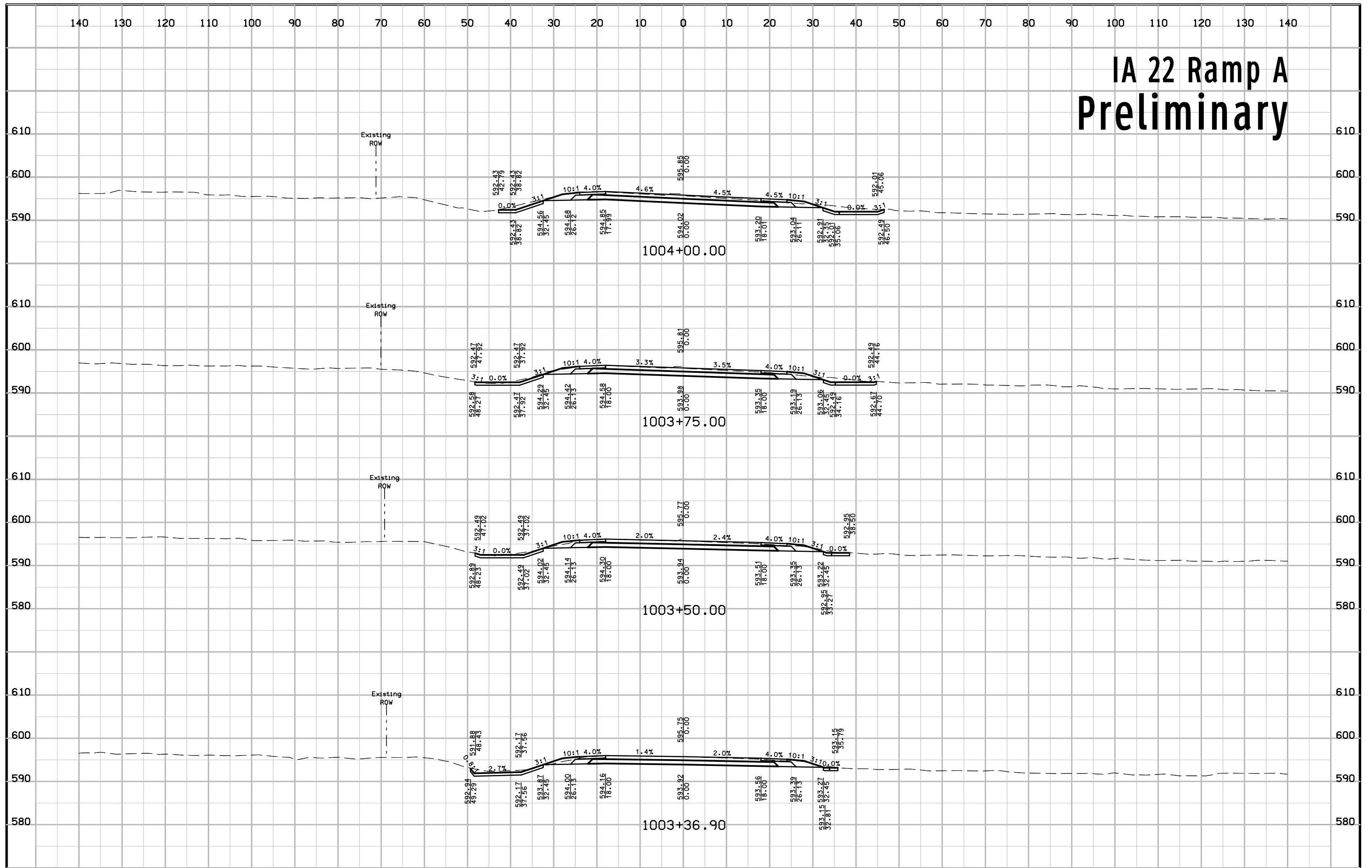
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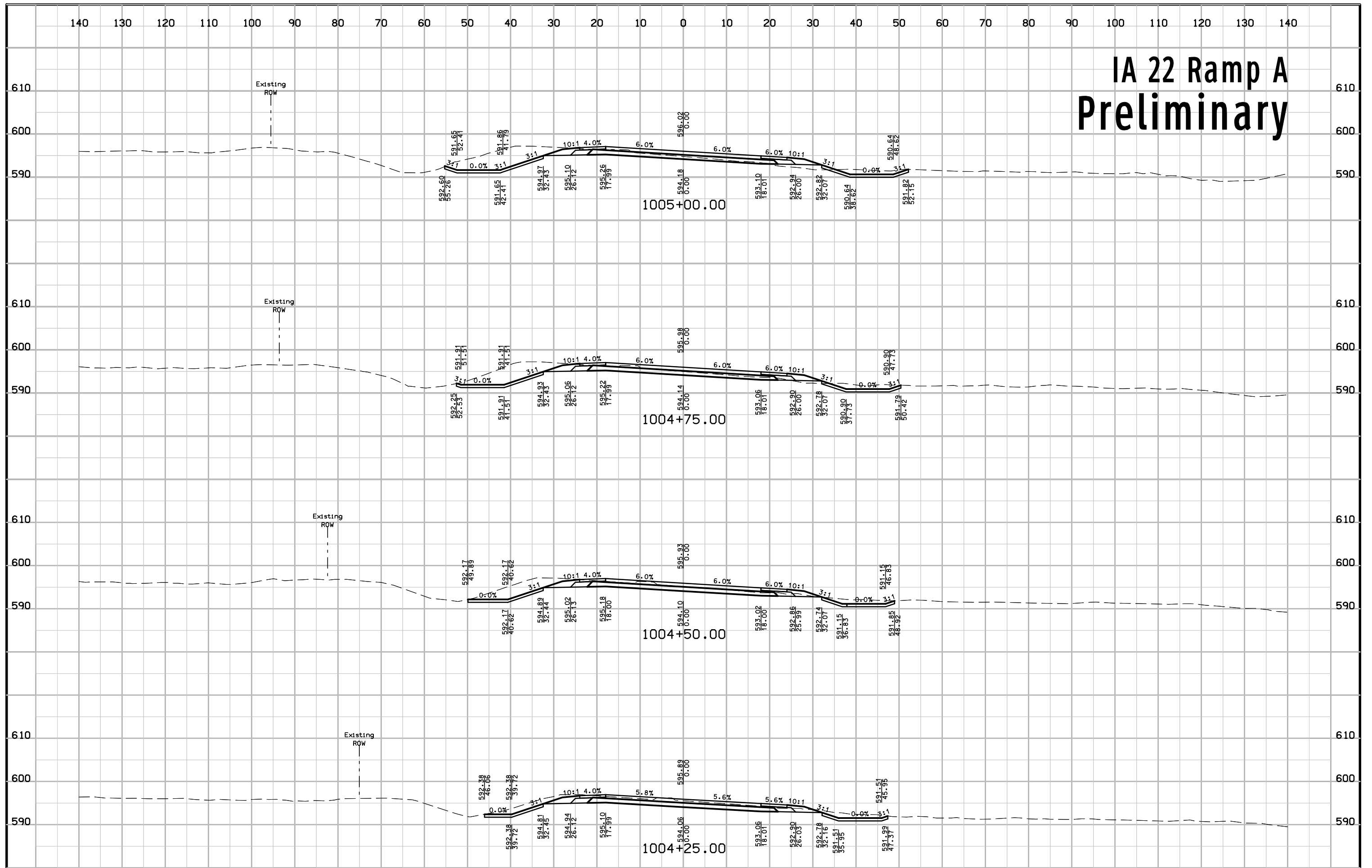
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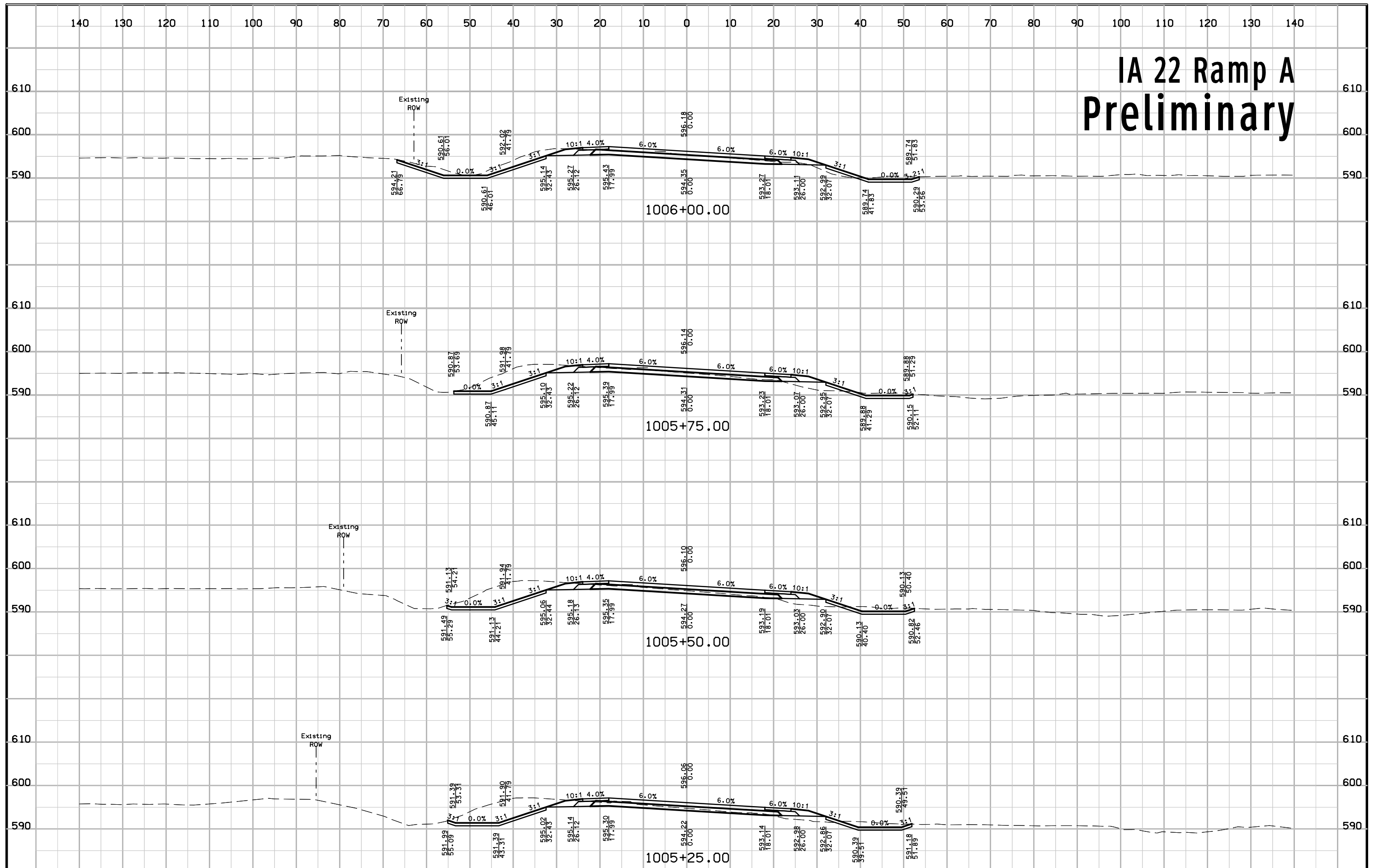
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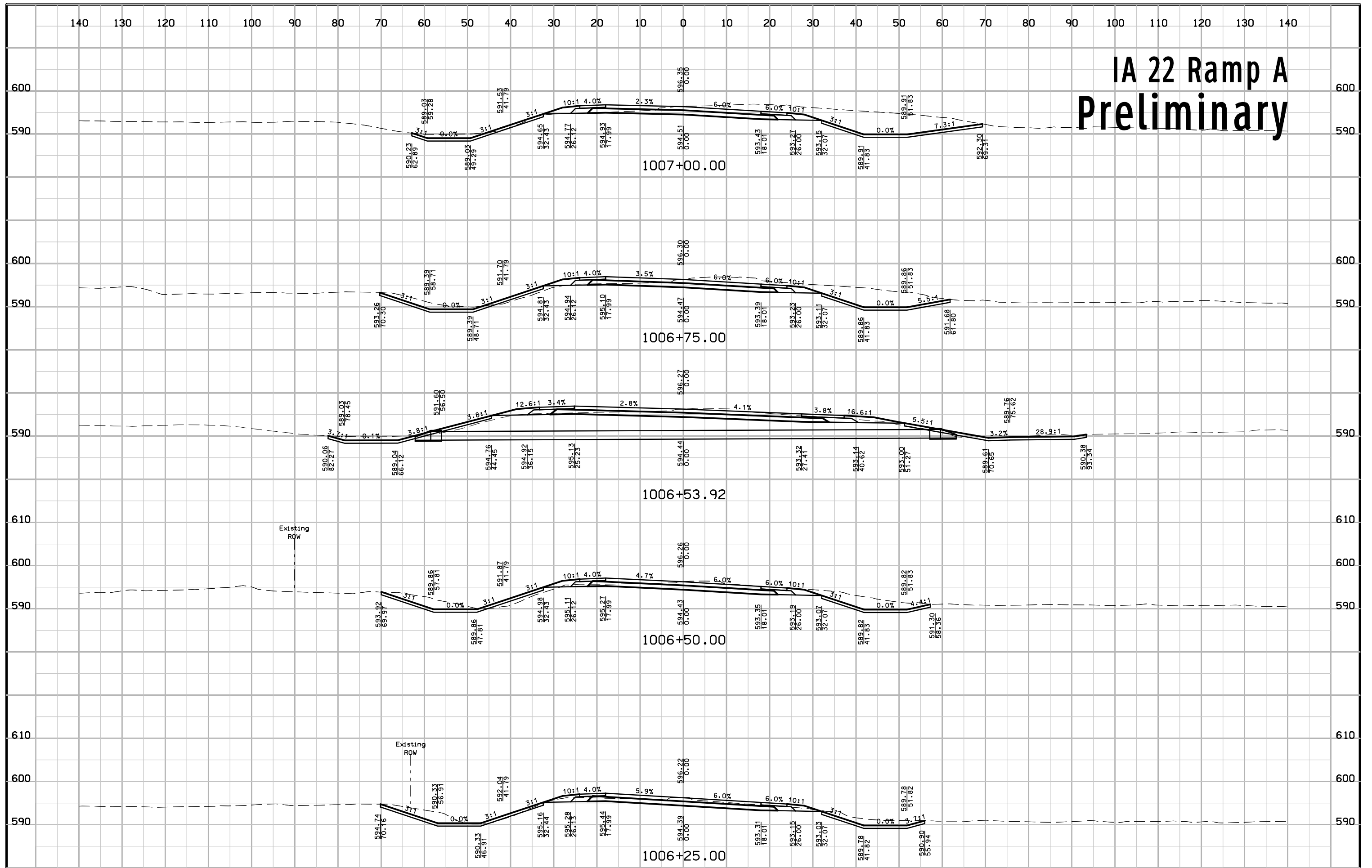
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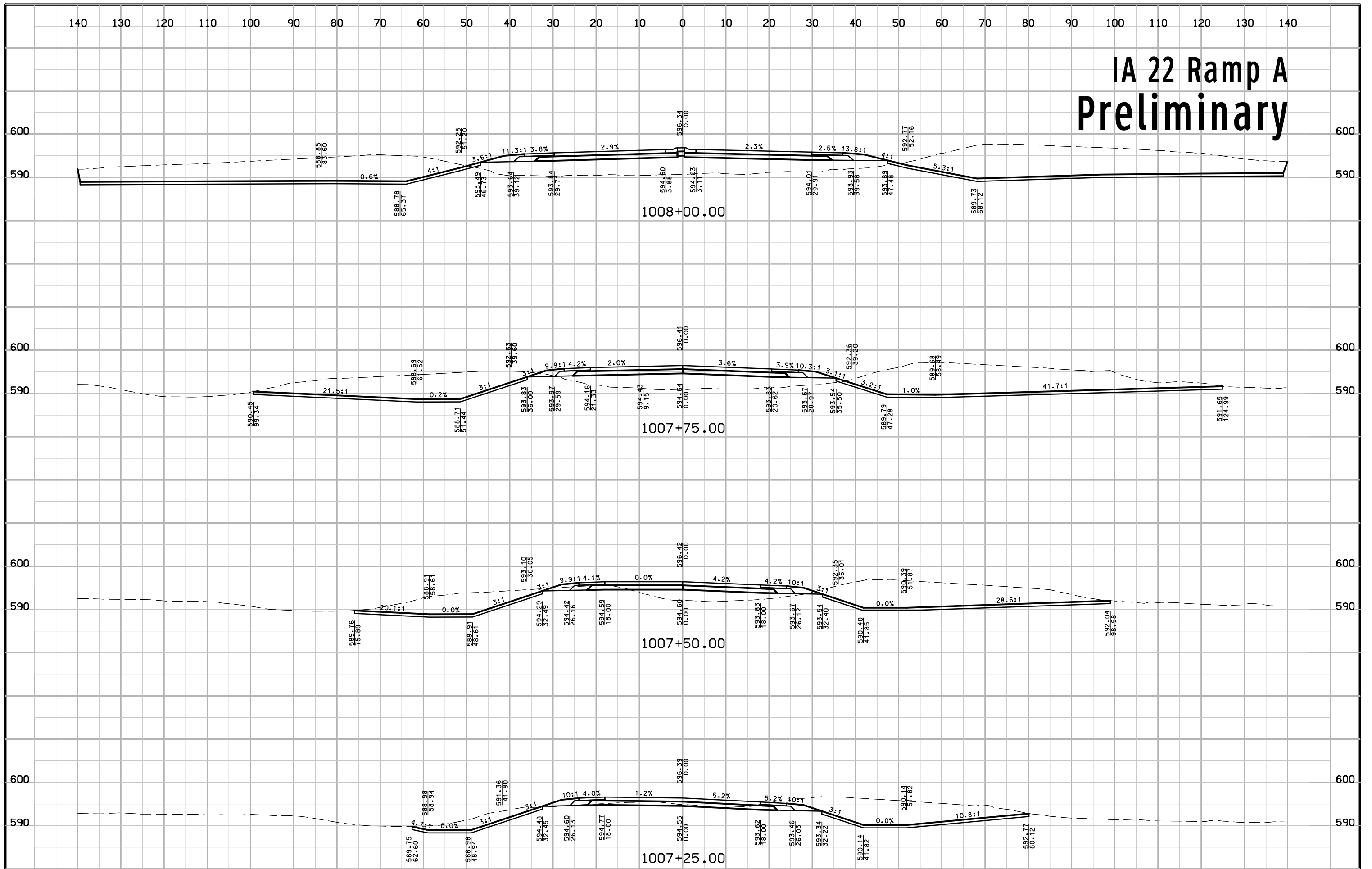
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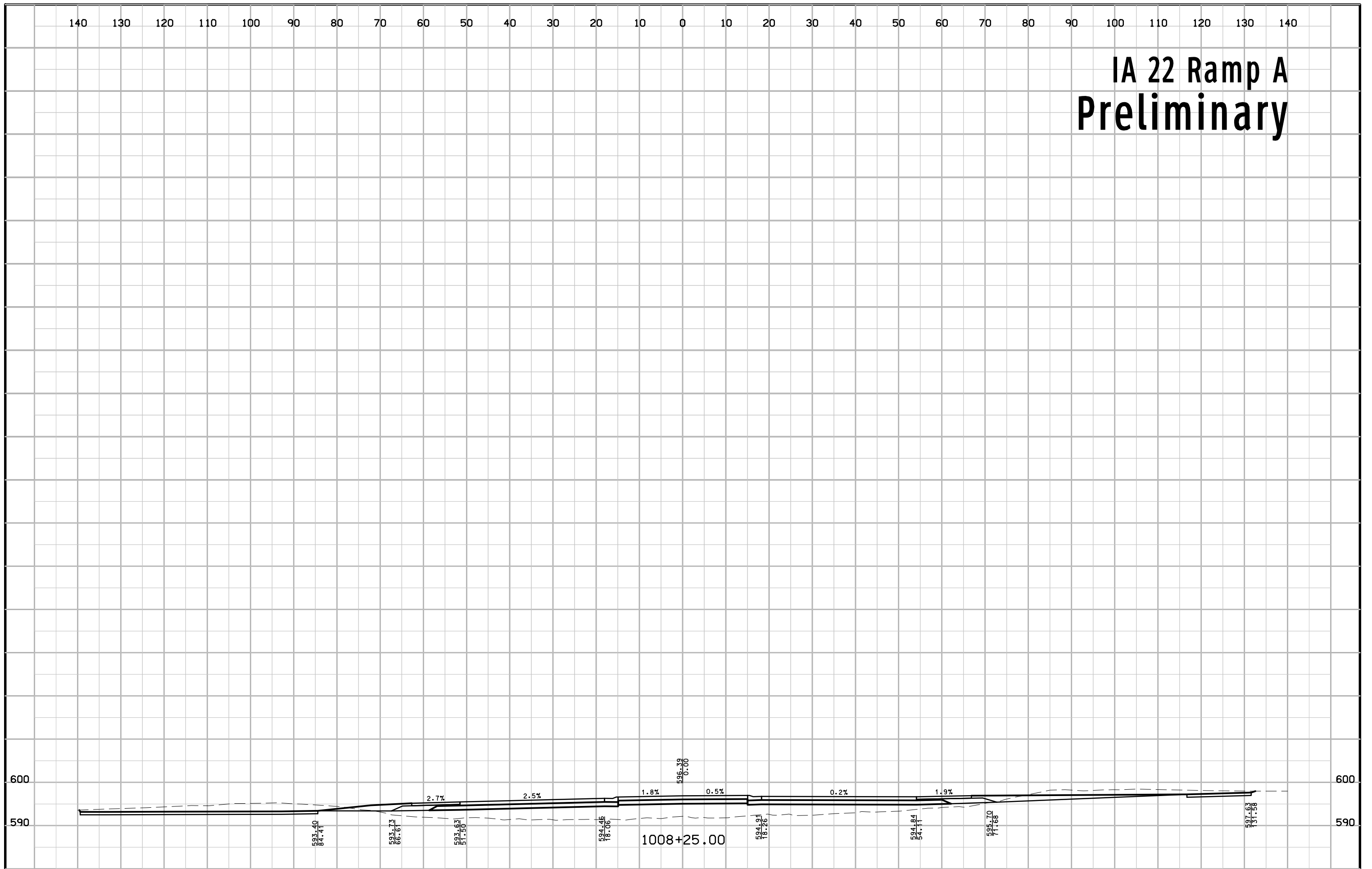
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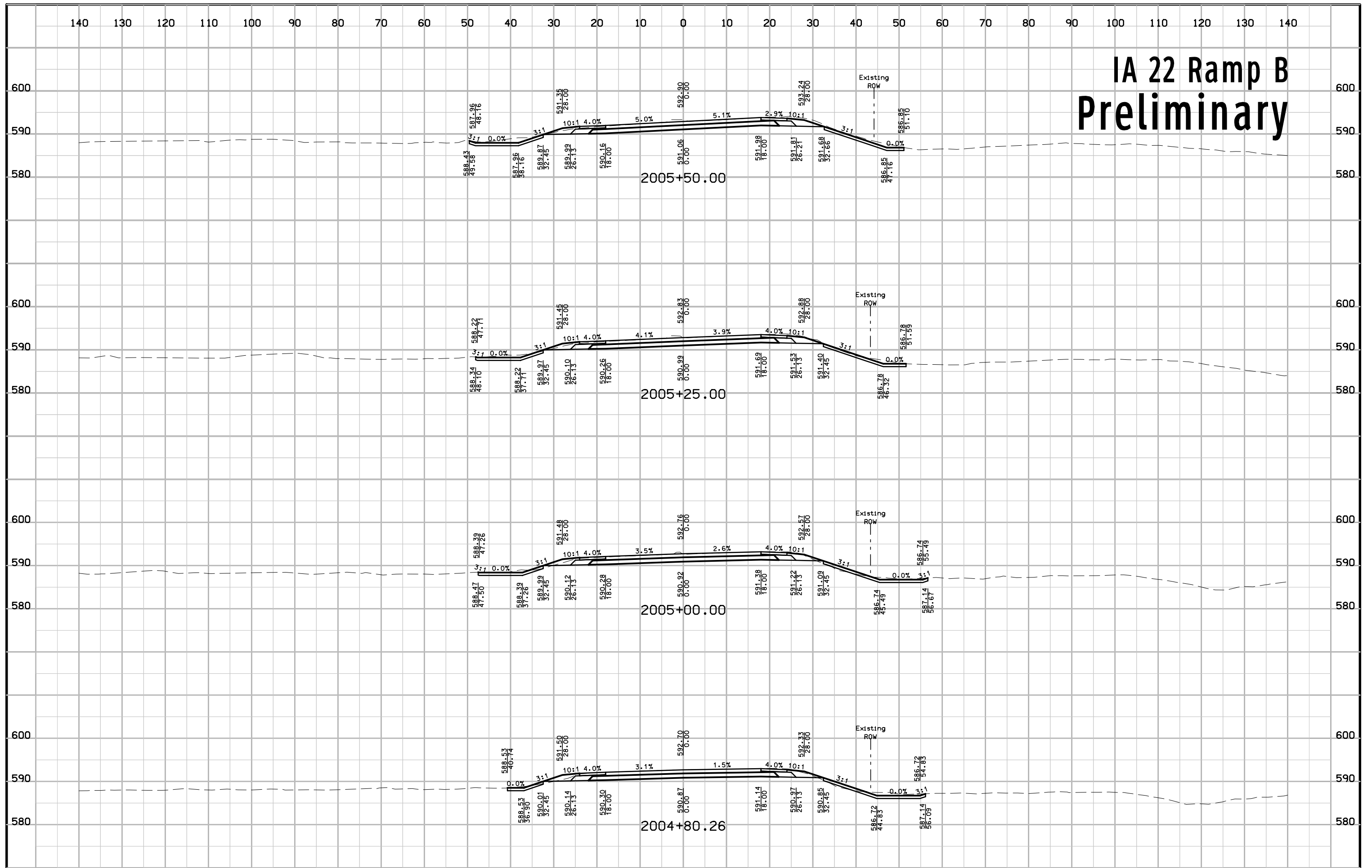
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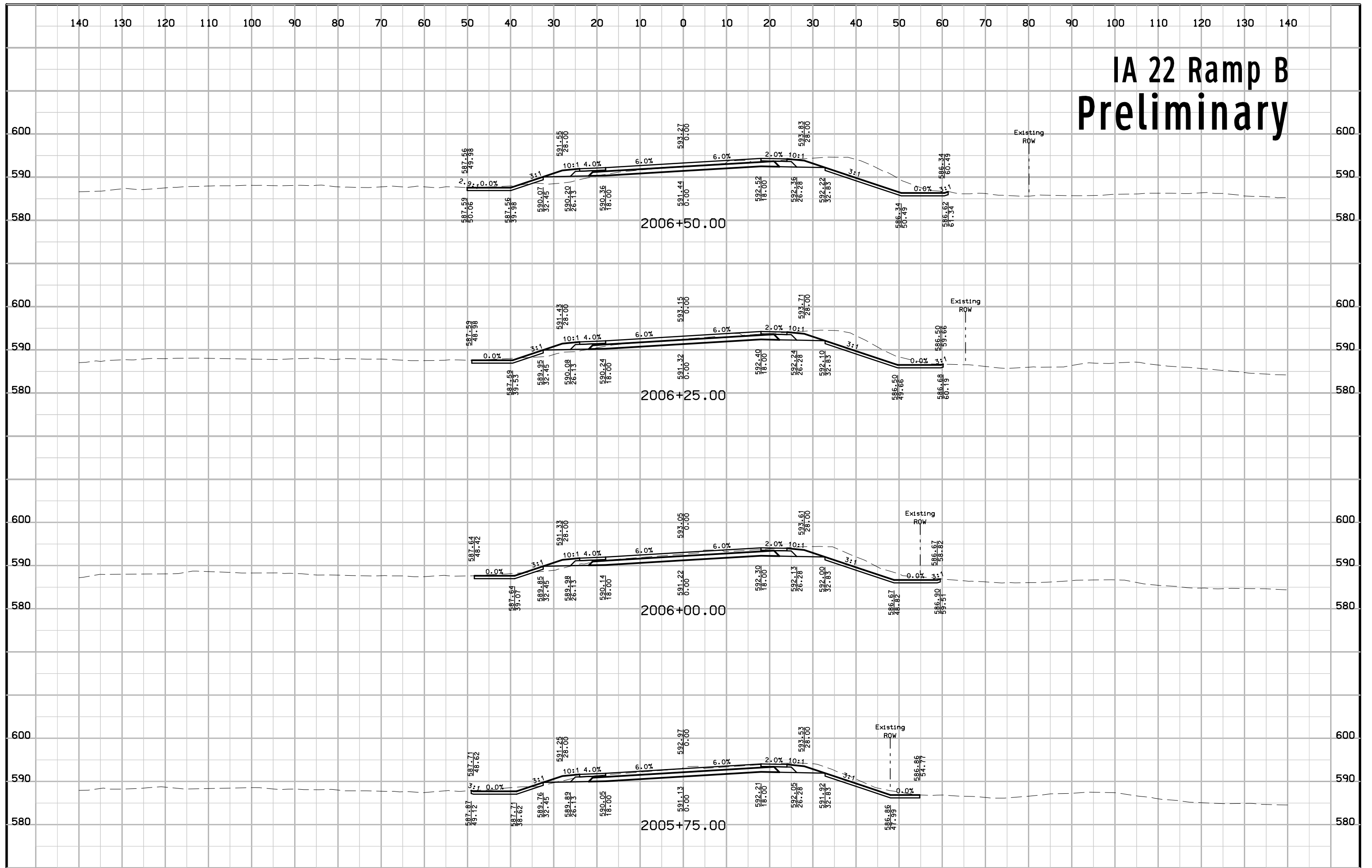
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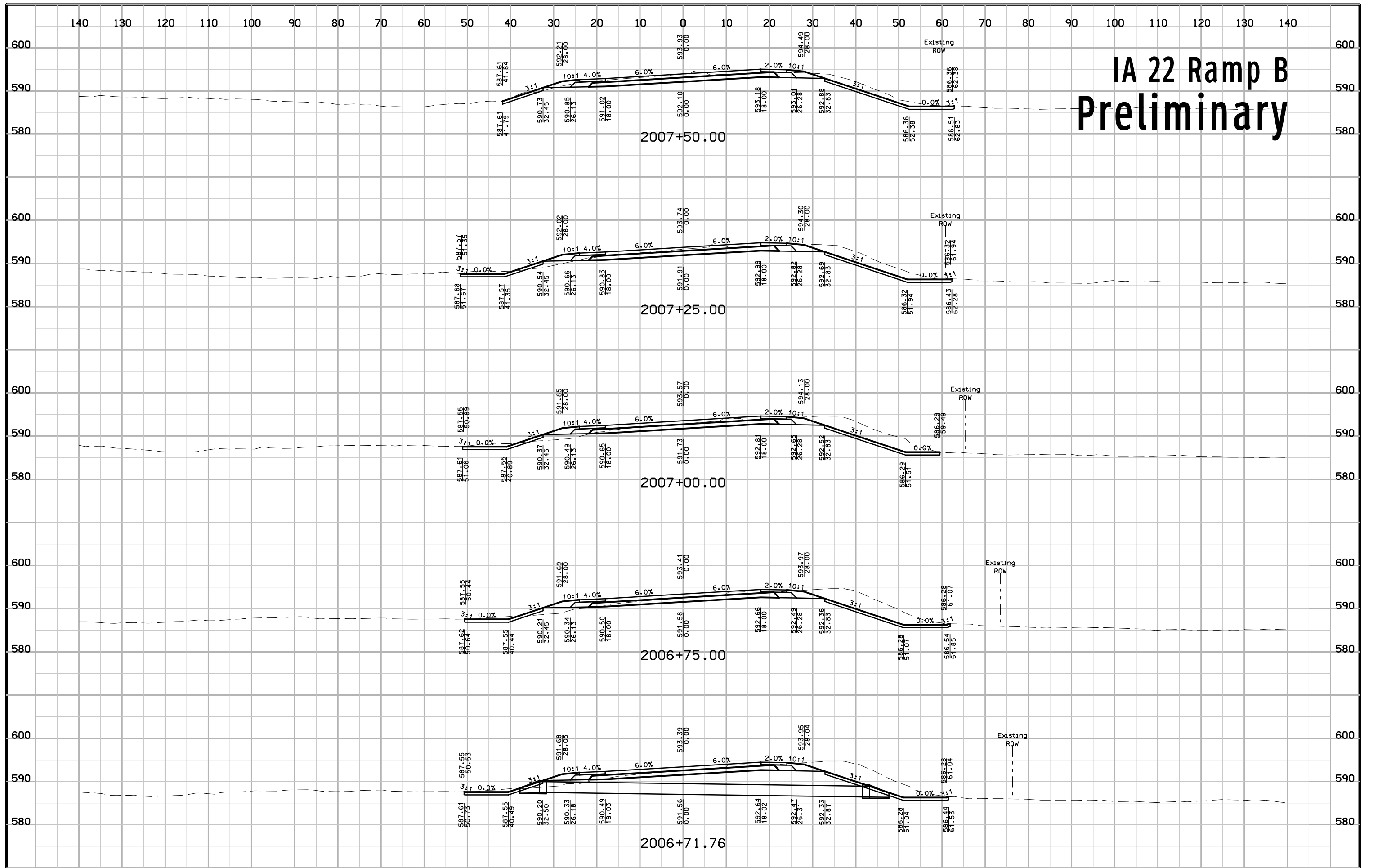
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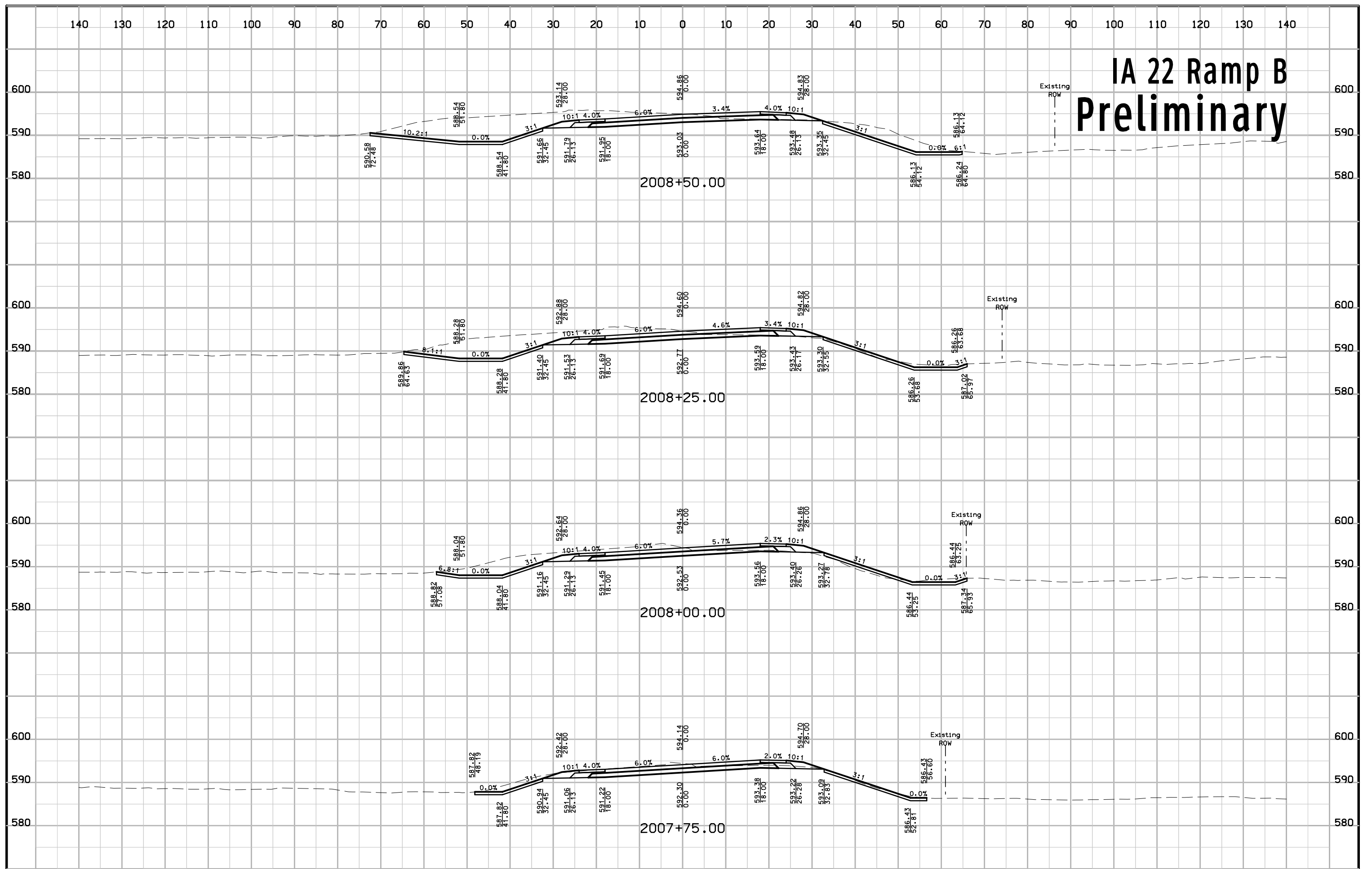
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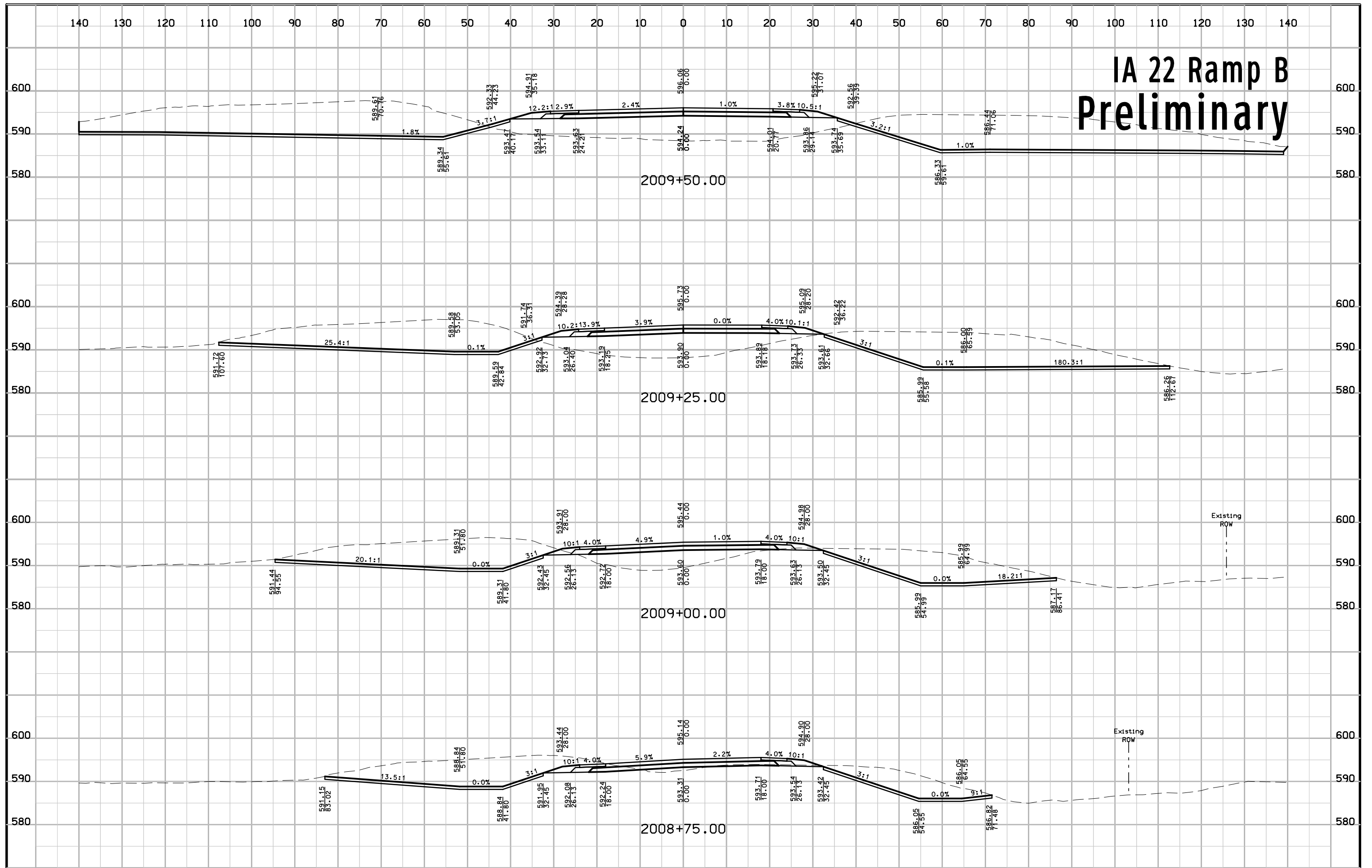
IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary



IA 22 Ramp B Preliminary

