BRIDGE REPLACEMENT - CCS
BRF-461-1(9)--38-82
LETTING DATE
10-18-2022

SCOTT Co.

INDEX OF SHEETS

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
SCOTT COUNTY
BRIDGE REPLACEMENT - CCS

Duck Creek 0.4 mi S of US 6 in Davenport (NB)

SCALES: As Noted

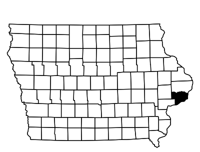
Refer to the Proposal Form for list of applicable specifications.

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

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

REVISIONS

	TOTAL
PROJECT IDENTIFICATION NUMBER	
16-82-461-010	
PROJECT NUMBER	
BRF-461-1(9)--38-82	
R.O.W. PROJECT NUMBER	
NHSN-461-1(10)--2R-82	
NHSN-461-1(10)--2R-82	



For Project Location Map
Refer to Sheet No. A.2

DESIGN DATA URBAN

2021	AADT	22,100	V.P.D.
2041	AADT	25,200	V.P.D.
20--	DHV	--	V.P.H.
TRUCKS		2	%
Total Design ESALs		--	

PRELIMINARY PLANS

Subject to change by final design.

D5 – Date: 11–8–19

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER A.1

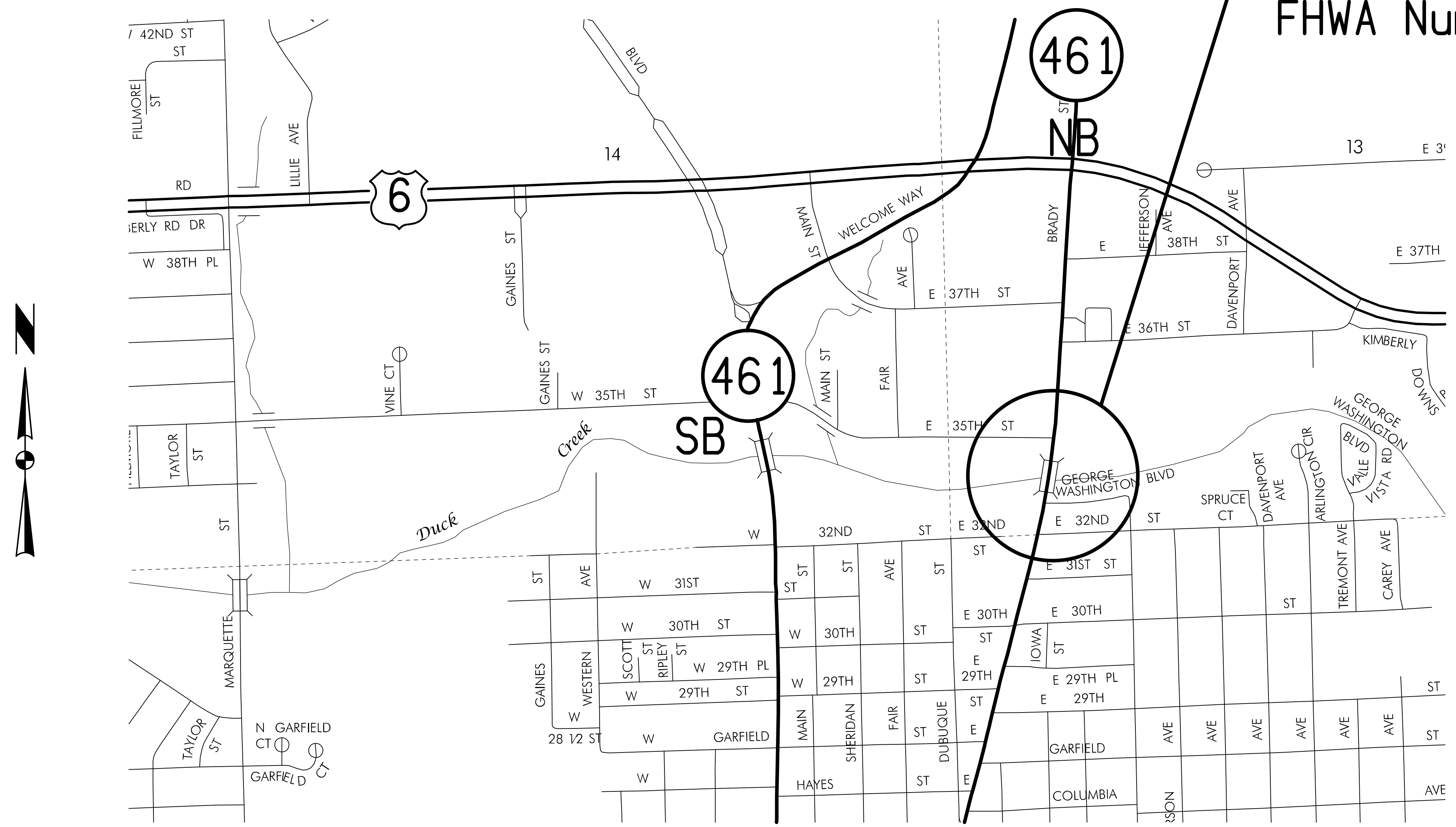
1:30:20 PM 11/8/2019 jkoch pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\8246101016\Design\CADD\Sheet_Files\82461009_A01.dgn

STA. 2004+90.44

Project Location

Maint. Number: 8220.1R061

FHWA Number 46940



LOCATION MAP SCALE

0 0.1 0.2 0.3

Miles

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER A.2

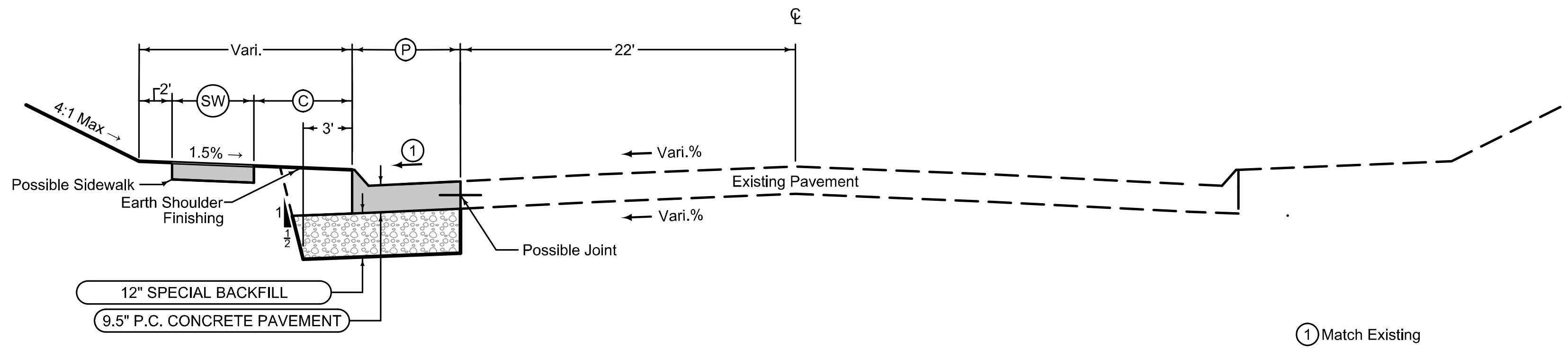
Curbed Shoulder

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:CD match existing mainline spacing

2_Curb_A Modified					
STATION TO STATION		SW Feet	C Feet	P Feet	Curb Type See PV-102
2001+54.62	2002+53.21	5	3	2.5	(1)
2005+89.94	2007+79.61	5	6	2.5	6" Std.

(1) See 4" Modified Curb Detail



IA 461

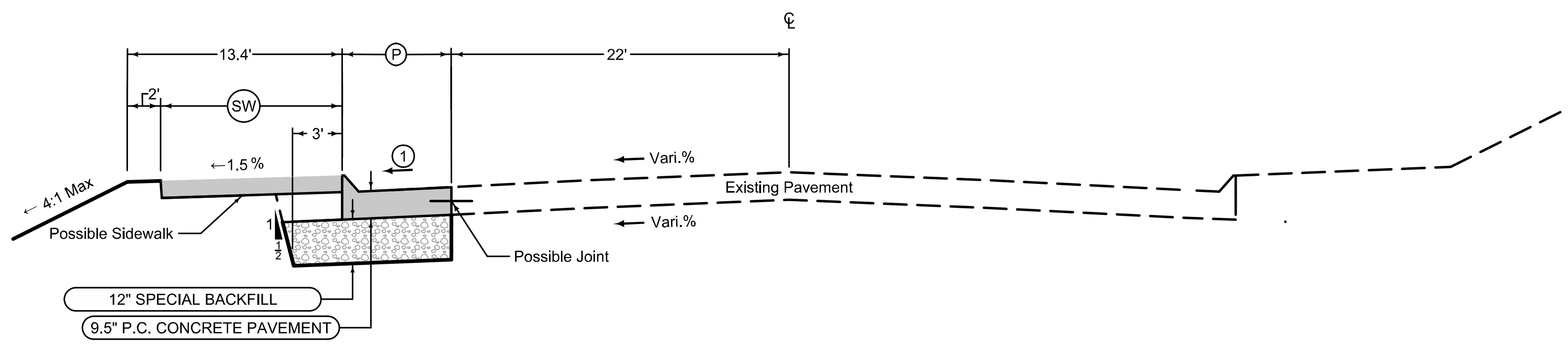
Curbed Shoulder

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:CD match existing mainline spacing

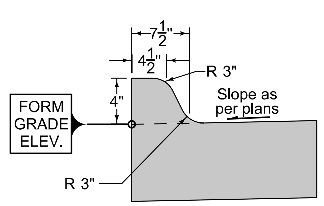
2_Curb_A Modified					
STATION TO STATION		SW Feet		P Feet	Curb Type See PV-102
2003+26.02	2003+90.94	11.4		2.5	6" Std.

(1) See 4" Modified Curb Detail



IA 461

4" Modified Curb Detail



4" CURB HEIGHT

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

IA 461

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER B.1

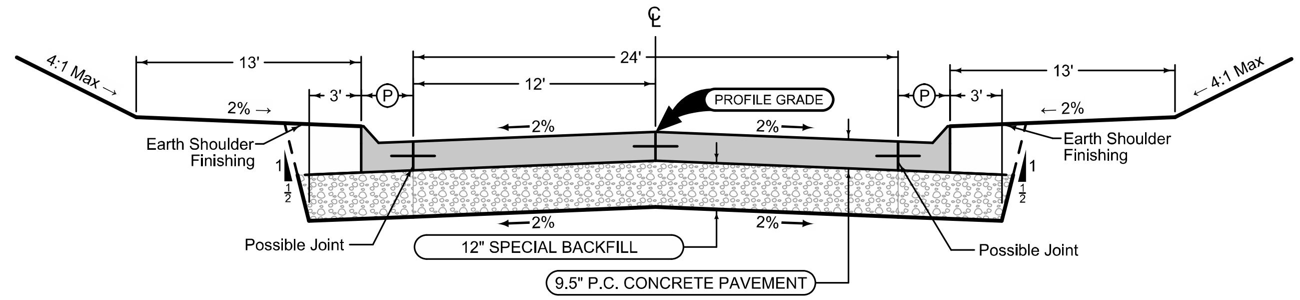
8:59:33 AM 11/7/2019 jkoch pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\8246101016\Design\CADD\Sheet_Files\82461009_B01.dgn

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: Match mainline jointing

			2_Curb_ 10-17-17
STATION TO STATION		P Feet	Curb Type See PV-102
4000+96.36	4001+25.62	3.5	6" Std.



Mainline Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

	2P_ 10-19-10
STATION TO STATION	
4000+96.36	4001+25.62

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: Match mainline jointing

			2_Curb_ 10-17-17
STATION TO STATION		P Feet	Curb Type See PV-102
4000+96.36	4001+25.62	3.5	(1)

(1) See 4" Modified Curb Detail

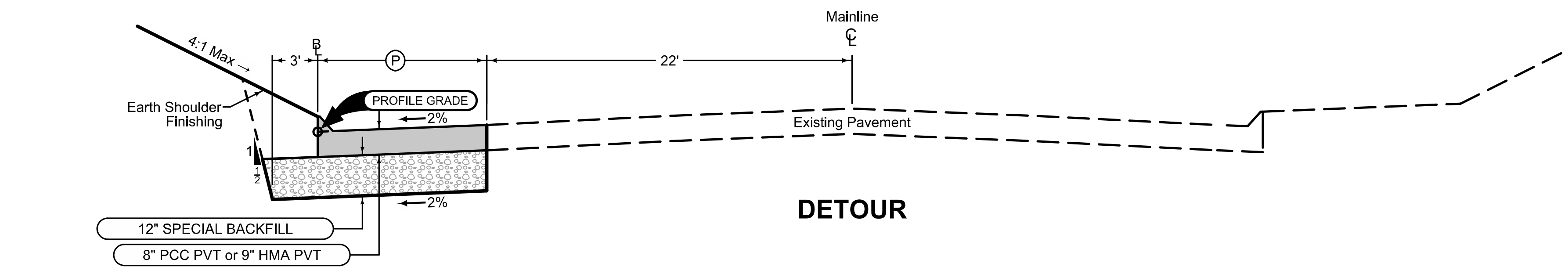
E. GEORGE WASHINGTON BLVD.

Detour

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 match existing mainline spacing

			2_Curb_C Modified
STATION TO STATION		P Feet	Curb Type See PV-102
10015+22.44	10016+36.80	2.5'-10.7'	6" Std.



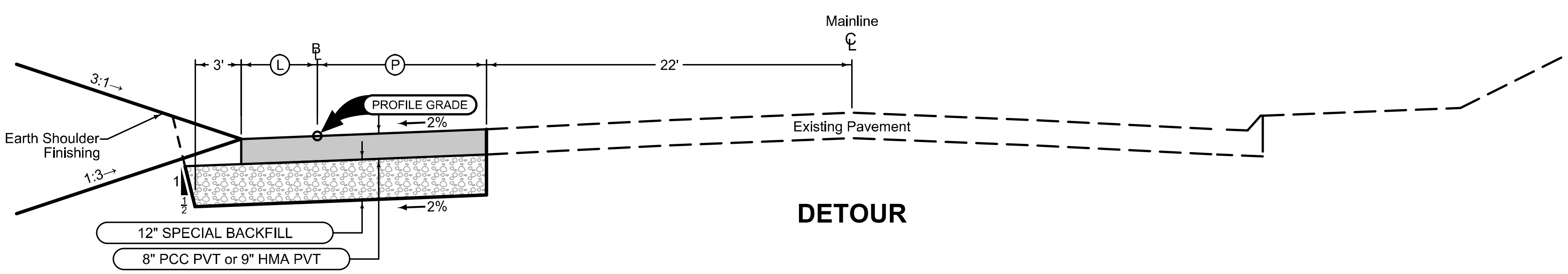
DETOUR

Detour

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 match existing mainline spacing

			2_Curb_D Modified
STATION TO STATION		L Feet	P Feet
10016+72.37	10017+57.07	11.5-1.8	--
10016+74.83	10016+86.59	--	0-10.4
10016+86.59	10017+57.07	--	10.4-13.2



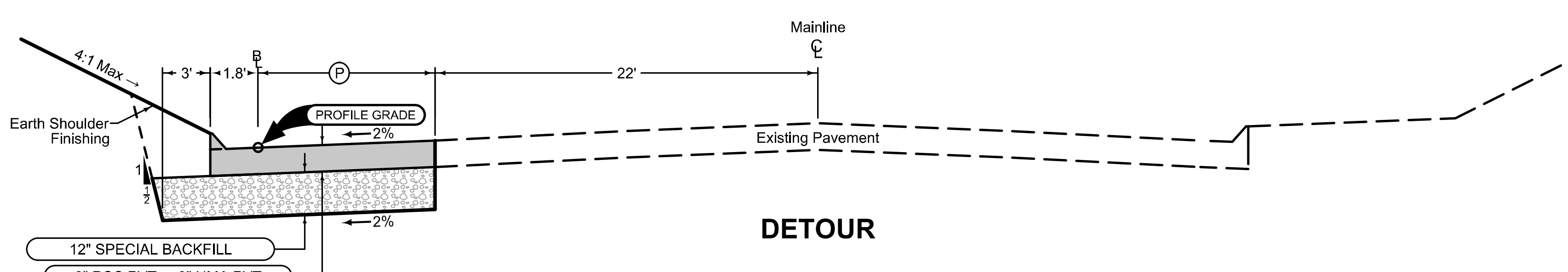
DETOUR

Detour

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 match existing mainline spacing

			2_Curb_E Modified
STATION TO STATION		P Feet	Curb Type See PV-102
10019+56.06	10021+44.42	15.7'-7.7'	6" Std.



DETOUR

See Tab 100-24 or 100-25 for pavement quantities.

See Tab 112-9 for shoulder quantities.

E. GEORGE WASHINGTON BLVD. & DETOUR

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER B.2

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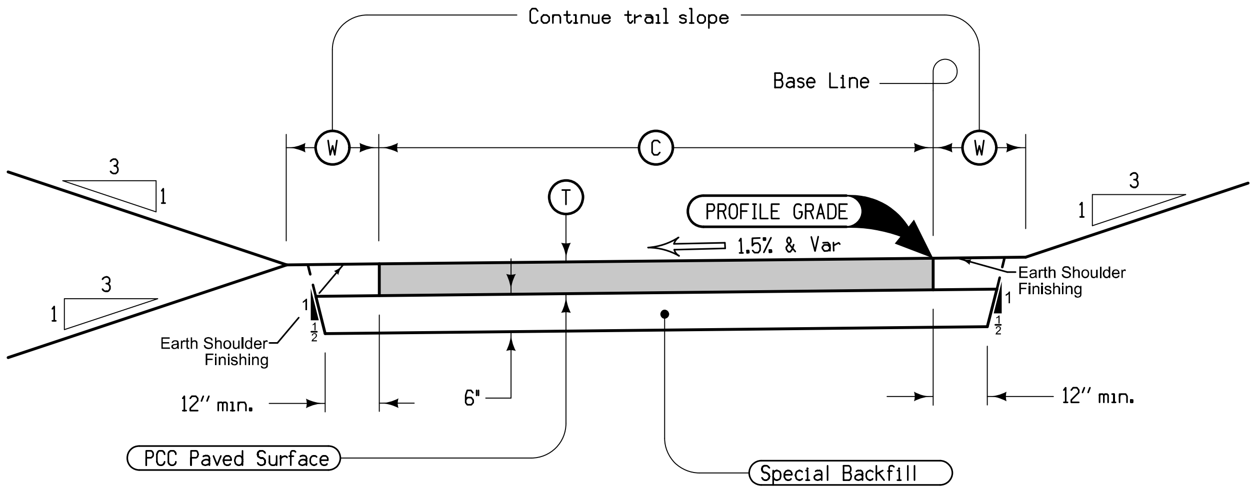
7402 A
MODIFIED



Transverse: C at 10' spacing

STATION TO STATION		PAVEMENT TYPE	C Feet	T Inches	W TURF SHLDR Left	W TURF SHLDR Right
9000+04.22	9002+40.00	PCC	10	6	3'	3'

Notes:
Bid item is "Recreational Trail".

TYPICAL CROSS SECTION
RECREATIONAL TRAIL - BP1

7402 B
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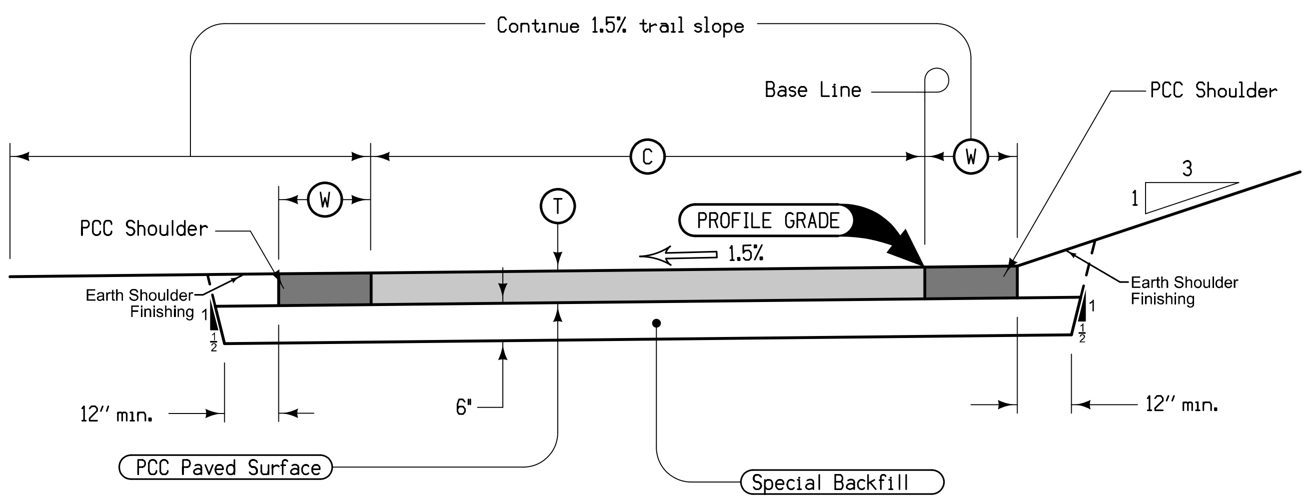

Transverse: C at 10' spacing

STATION TO STATION		PAVEMENT TYPE	C Feet	T Inches	W PCC SHLDR Left	W PCC SHLDR Right
9002+40.00	9003+30.00	PCC	10	6	3'	3'

Notes:
Bid item is "Recreational Trail".

TYPICAL CROSS SECTION
RECREATIONAL TRAIL - BP1

7402 C
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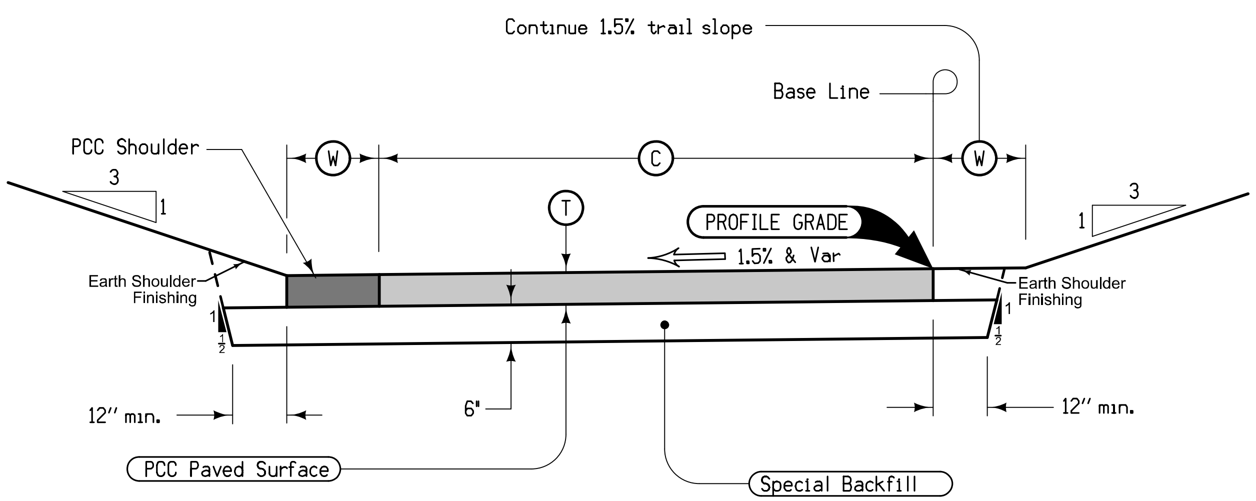

Transverse: C at 10' spacing

STATION TO STATION		PAVEMENT TYPE	C Feet	T Inches	W SHLDR Left	W SHLDR Right
9003+30.00	9004+20.00	PCC	10	6	3'	Var

Notes:
Bid item is "Recreational Trail".

TYPICAL CROSS SECTION
RECREATIONAL TRAIL - BP1

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER B.3

7402 E
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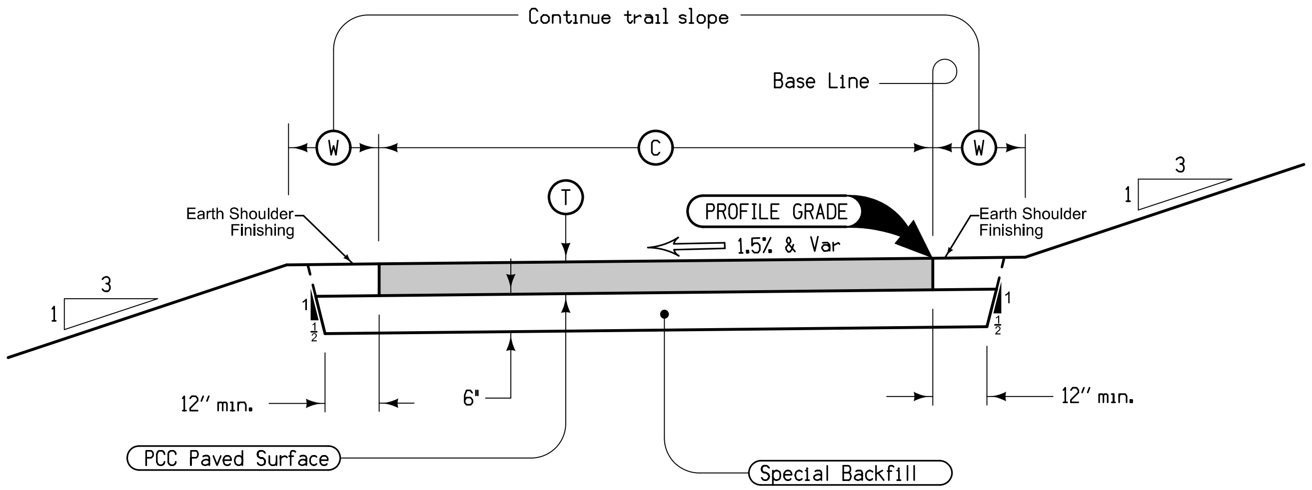

Notes:
Bid item is "Recreational Trail".

Transverse: C at 10' spacing

STATION TO STATION		PAVEMENT TYPE	C Feet	T Inches	W TURF SHLDR Left	W TURF SHLDR Right
9010+57.92	9012+21.13	PCC	10	6	3'	3'

TYPICAL CROSS SECTION RECREATIONAL TRAIL - BP2

7402 F
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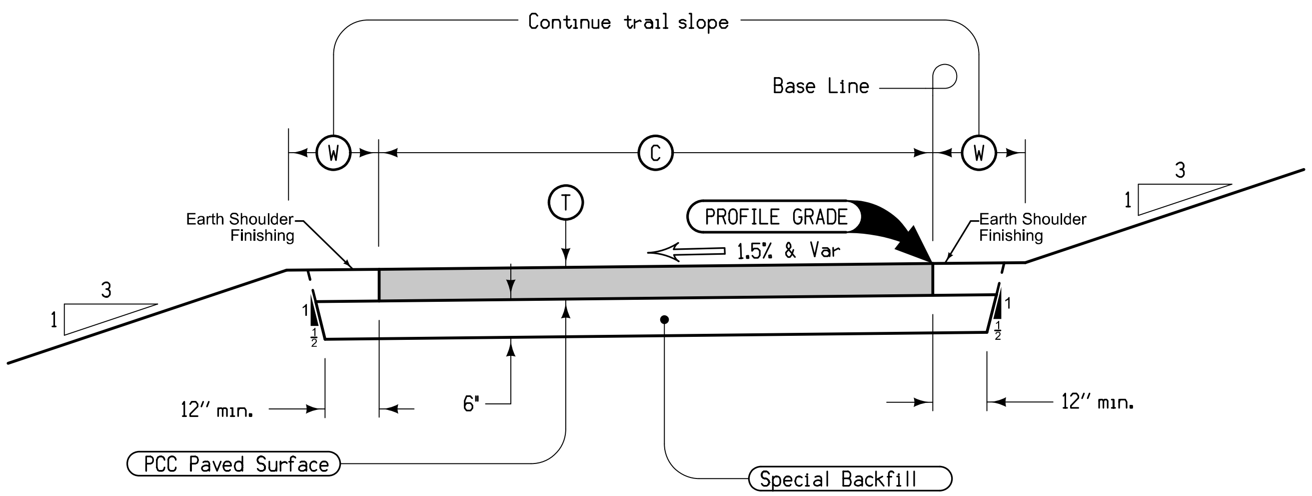

Notes:
Bid item is "Recreational Trail".

Transverse: C at 10' spacing

STATION TO STATION		PAVEMENT TYPE	C Feet	T Inches	W TURF SHLDR Left	W TURF SHLDR Right
7002+05	7003+94.47	PCC	10	6	3'	3'

TYPICAL CROSS SECTION TEMPORARY RECREATIONAL TRAIL - BP3

SURVEY SYMBOLS

	CP Control Point
	FENO FENO Monument
	BM Bench Mark
TP	TPD Telephone Pedestal
FO	FO1D Fiber Optic Co. 1 - Quality D
G	GL1D Gas Line Co. 1 - Quality D
GV	GV Gas Valve
	FHD Fire Hydrants
WV	WV Water Valve
W	WL1D Water Line Co. 1 - Quality D
	MH Utility Access (Manhole)
	UE Utility Elevation
ST S	ST1D Storm Sewer Co. 1 - Quality D
	IN Storm Sewer Intake
TV	TV1D TV Cable Co. 1 - Quality D
E1	EL1D Electric Line Co. 1 - Quality D
	BL Topo Breakline
	PRO Profile Shot
	PLG Location of General Photo
	SOP Size of Pipe or Culvert
	PIP Pipe Culvert
TILE	TIL Tile Line
	OUT Tile Outlet
	INB Storm Sewer Beehive Intake
	LIN Miscellaneous Line
	BNK Stream Bank
	D Centerline Draw or Stream (Down)
	EW Edge of Water
	DU Centerline Draw or Stream (Up)
	SP Stream Profile
	TW Top of Water
	WC Wild Card (Misc. Field Shot)
	REF Reference Tie Point
	SWK Sidewalk
	CU Back of Curb
	GU Gutter In Front of Curb
	EP Edge of Paved Roads (ML or SR)
	CON Concrete or A/C Slab
	ENP Edge Paved Entrance & Park Lot
	BRG Bridge
	BCL Bridge Centerline
	C Centerline BL of Road (ML or SR)
	ENT Centerline BL of Entrance
	TRL Trail
	BBB Bottom of Bridge Beam
	SHR Shrub
	TDC Tree Deciduous
SIGN	SI Sign
	PPA Power Pole Co. 1
	LUM Luminaire
	TSL Traffic Signal and Luminare
	TSG Traffic Signal
	PR Electic Riser Pole
	MIS Miscellaneous
	BLD Building or Foundation
	GDL Guard Rail Steel
	FCL Chain Link and Security Fence
UB	UB Utility Box
	BD Bridge Deck
	GR Ground Shot
	RET Retaining Walls
	BLS Bridge Low Steel
	SCR Section Corner
	SCR Section Corner
	C Centerline BL of Road (ML or SR)
	Default_Curve Default Curve Feature
	Default Default Feature

UTILITY LEGEND

FO — Centurylink
Steve Parker
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Steven.Parker4@centurylink.com

ST S — Davenport
Brian Schadt
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bschadt@ci.davenport.ia.us

W — Iowa American Water Company
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david.kull@amwater.com

TV — Mediacom Communications Corporation
Kevin Parker
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G — MidAmerican Energy Company
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(309) 793-4000
NEMILLER@MidAmerican.com

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

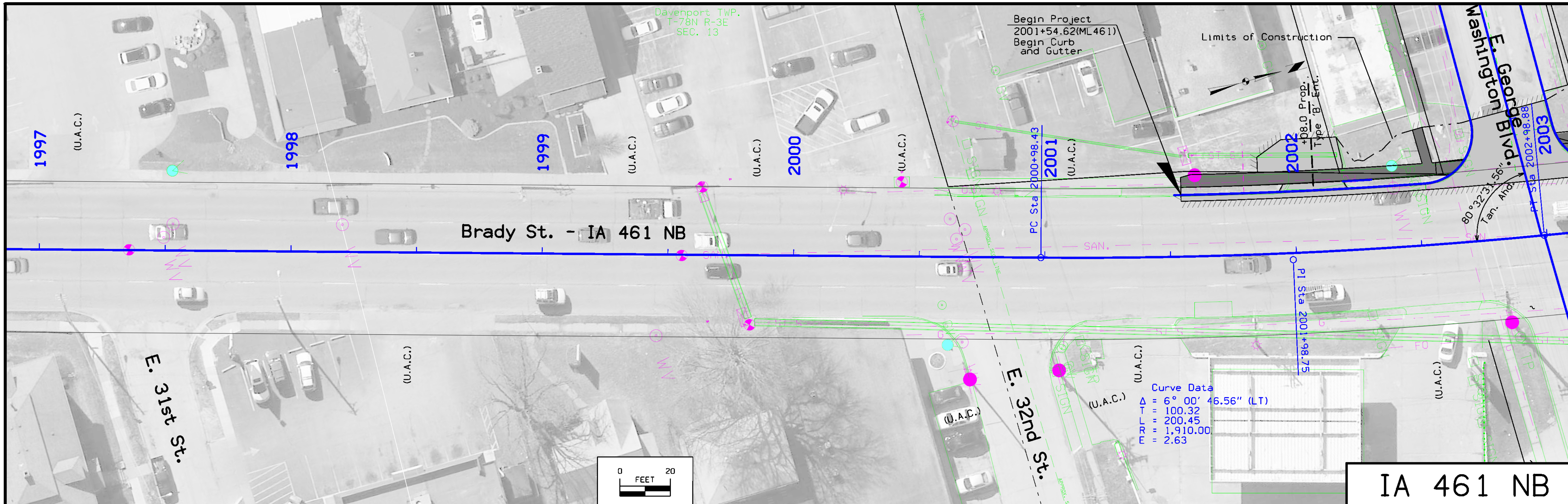
Proposed Right-of-Way
Existing Right of Way
Existing and Proposed Right-of-Way
Easement and Existing Right-of-Way
Easement (Temporary)
Easement
C/A Access Control
Property Line

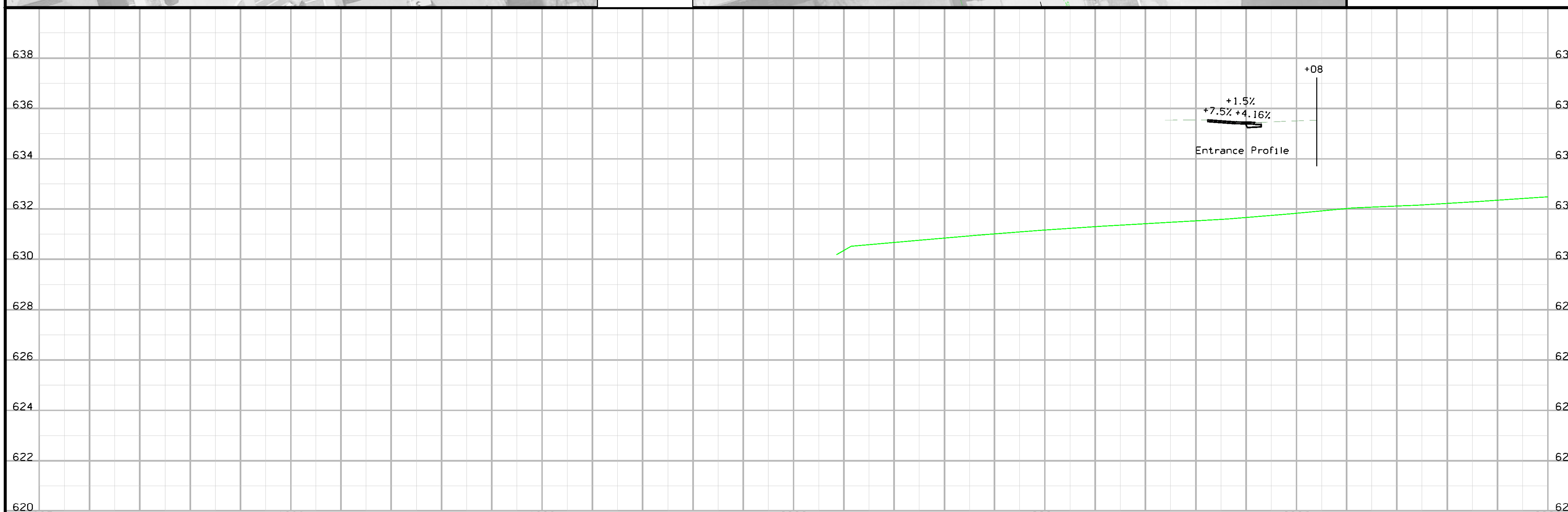
PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER D.1

5:16:53 PM 8/27/2019 dfullar pw:\\ntPwInt1.dot.int.lan:PWMain\Documents\Projects\8246101016\Design\CADD\Sheet_Files\82461009_LGD.dgn





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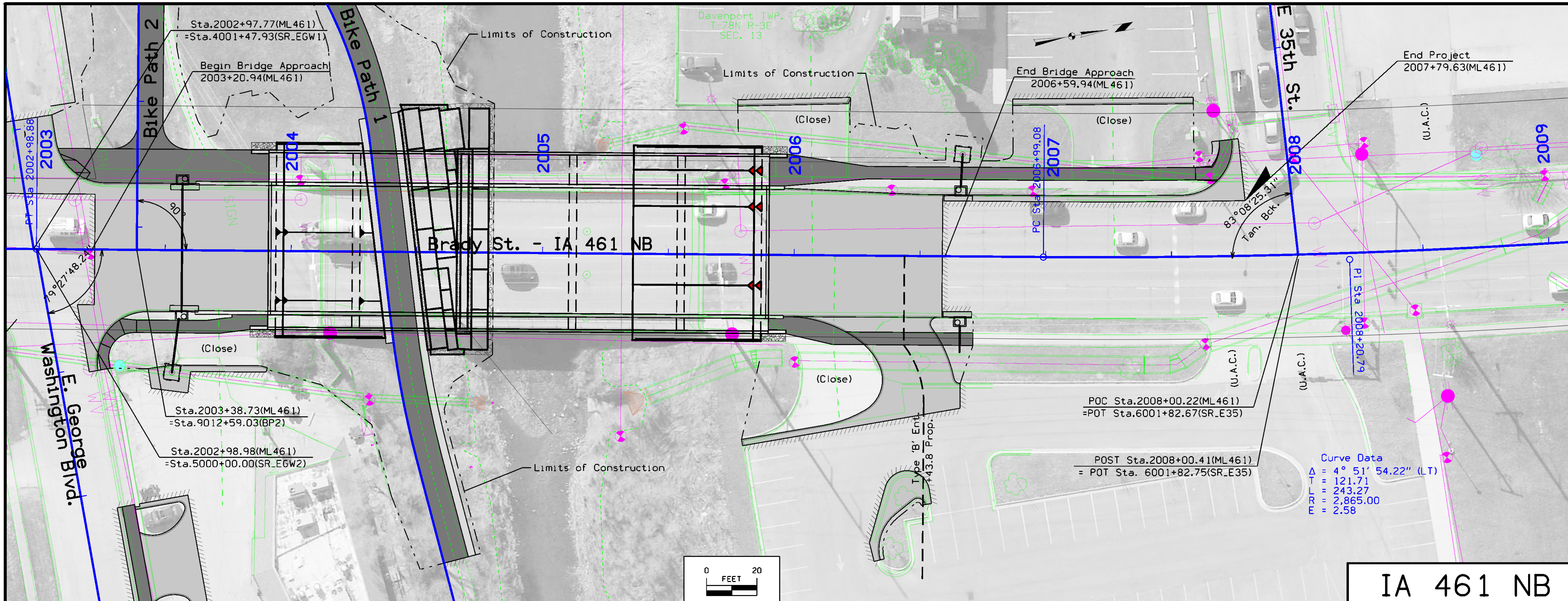
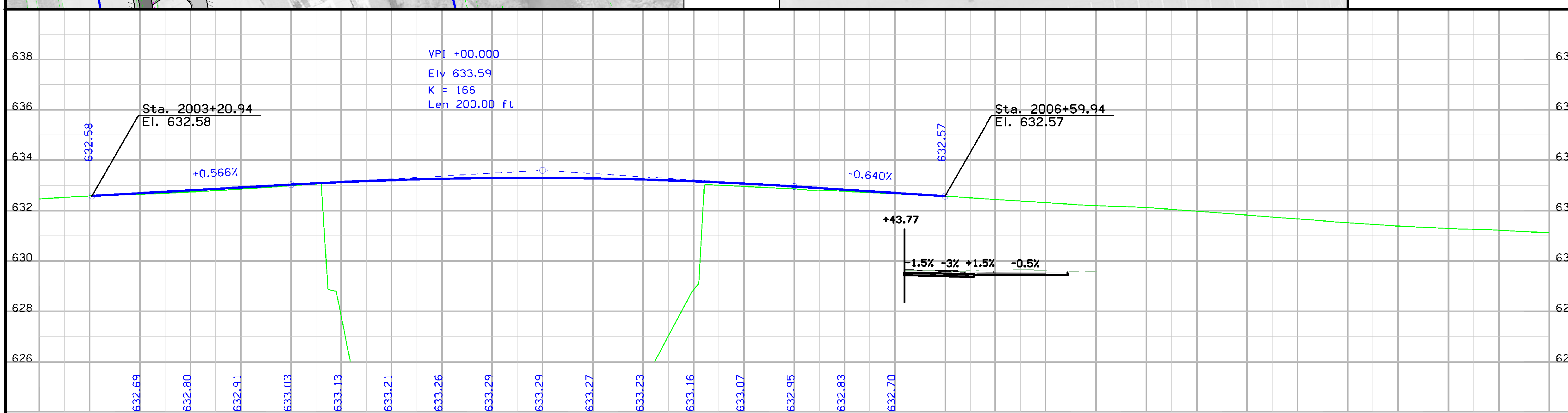


IA 461 NB



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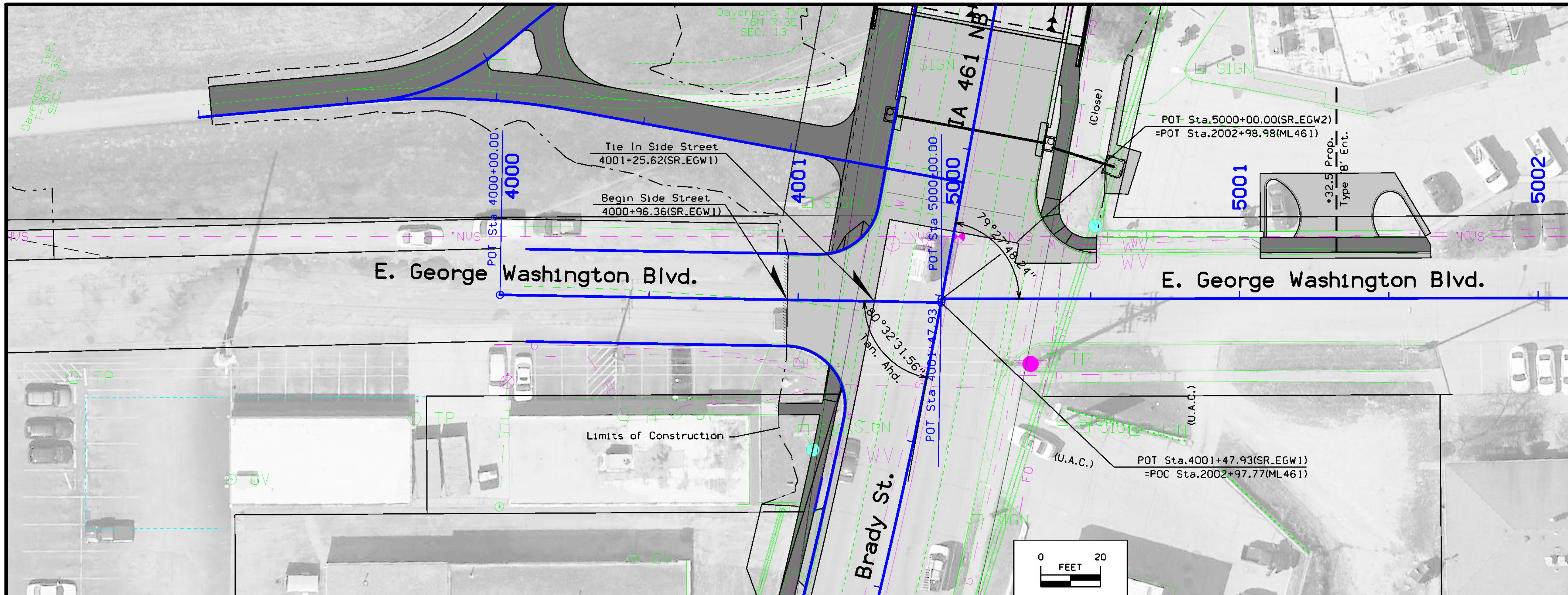
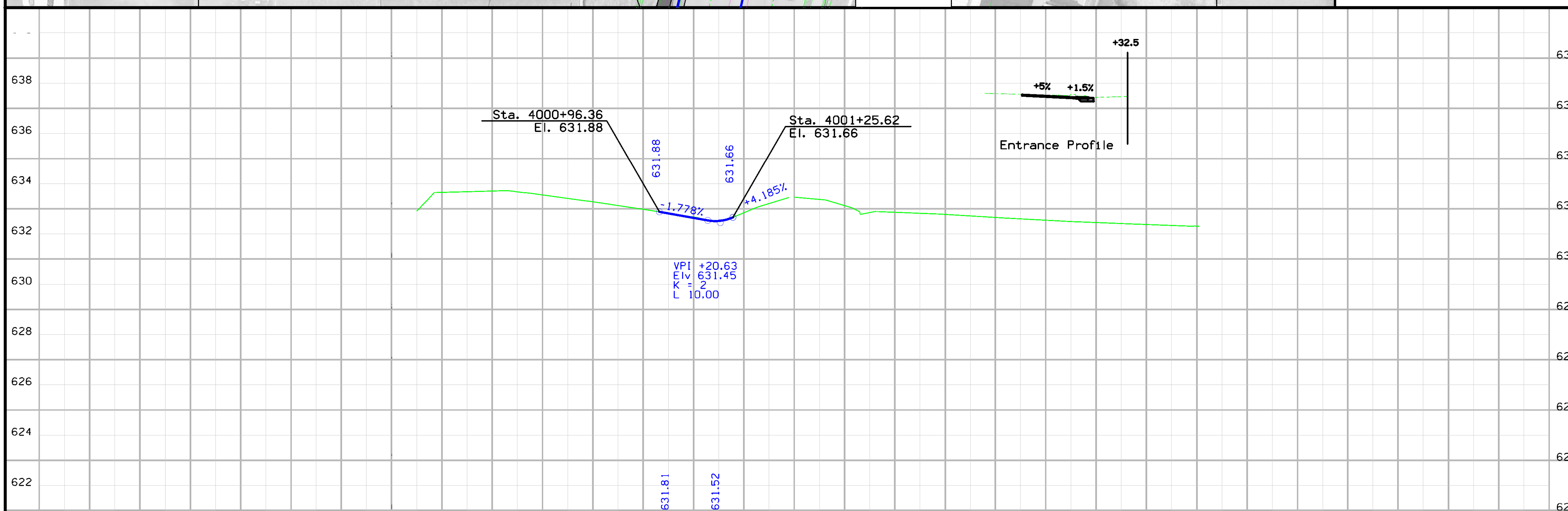


E. George Washington Blvd.



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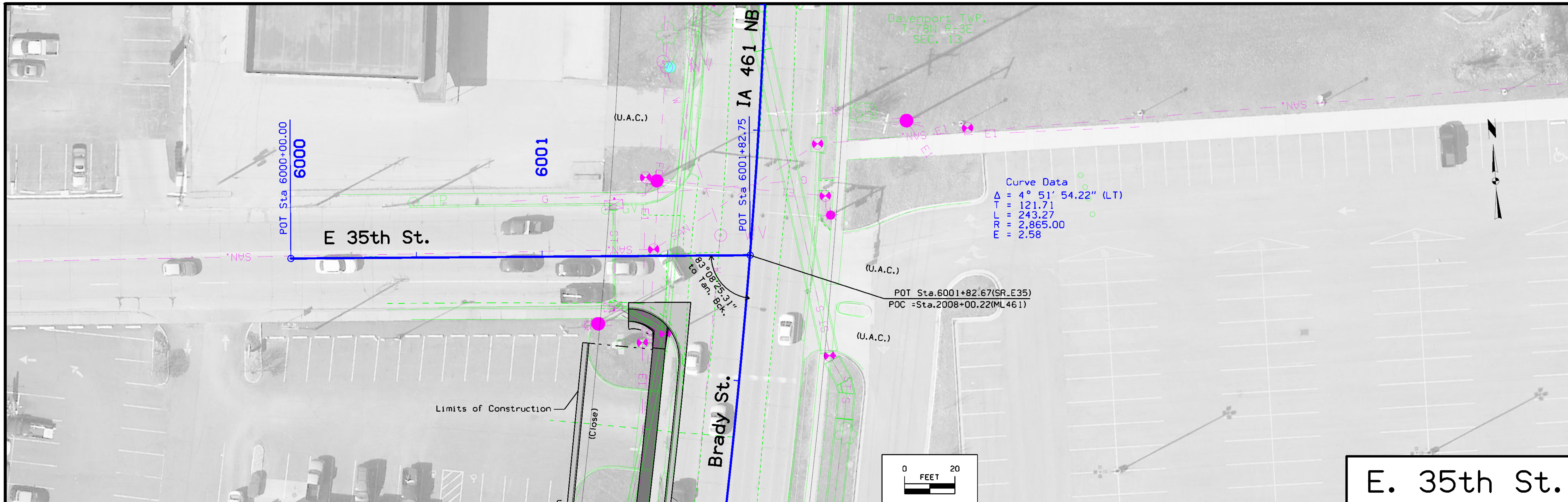

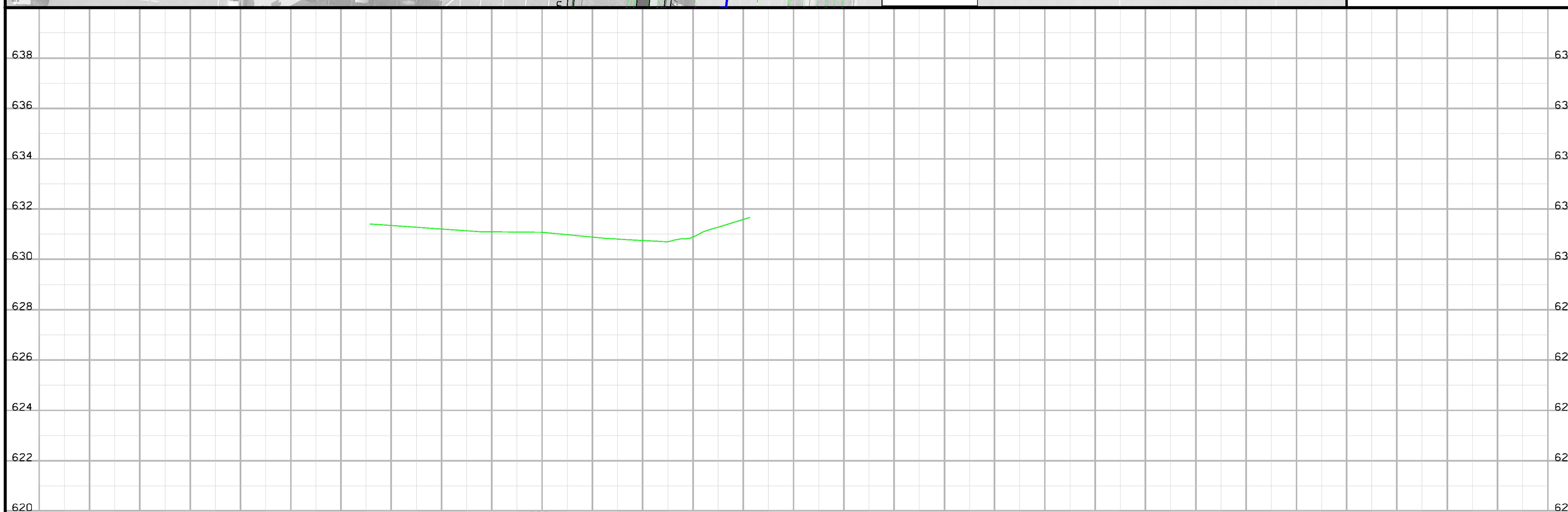

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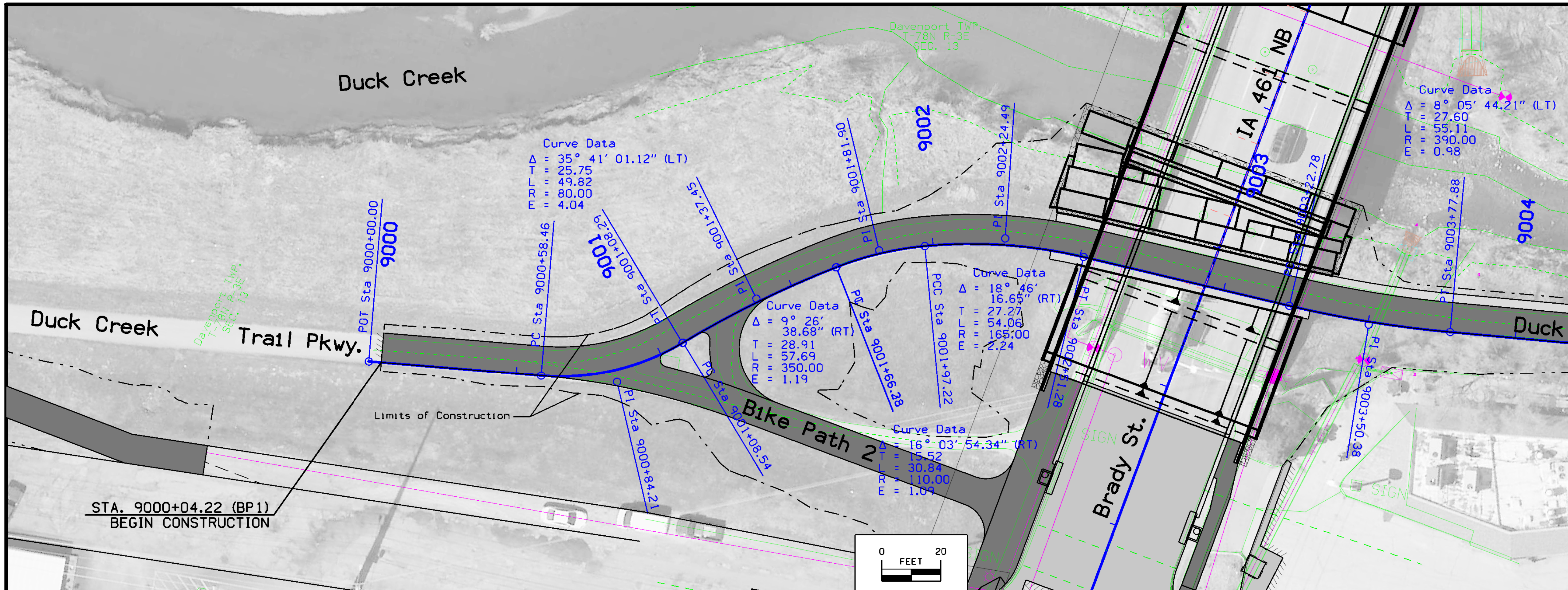
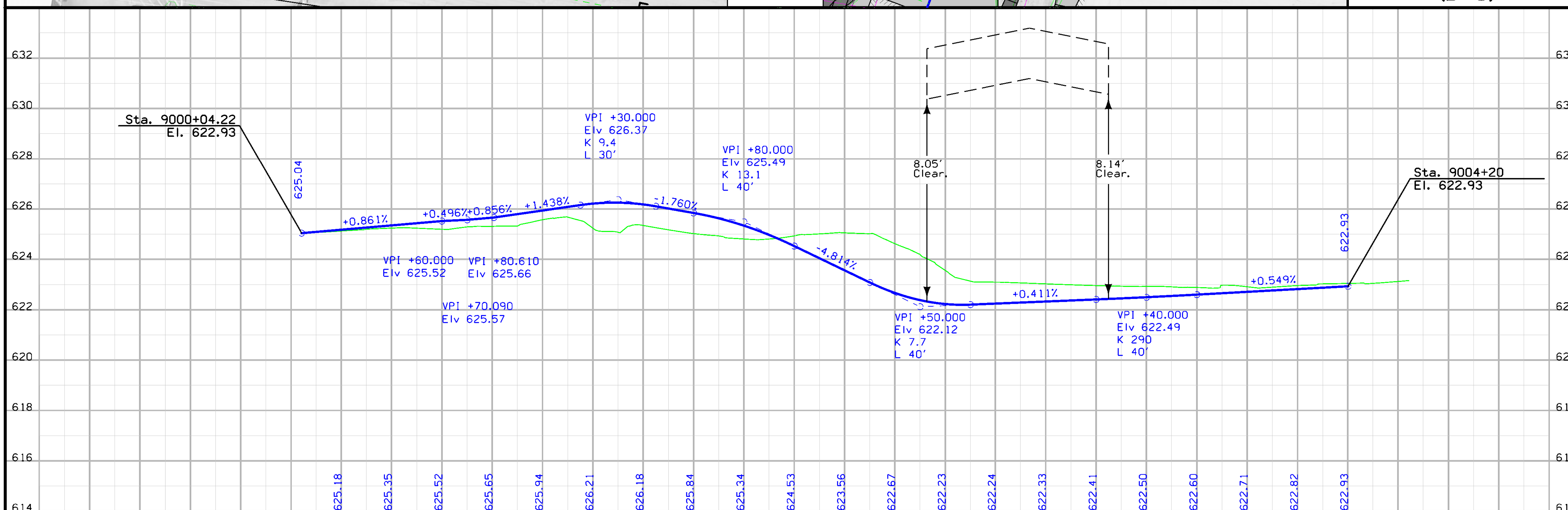
DUCK CREEK TRAIL PKWY. (BP1)





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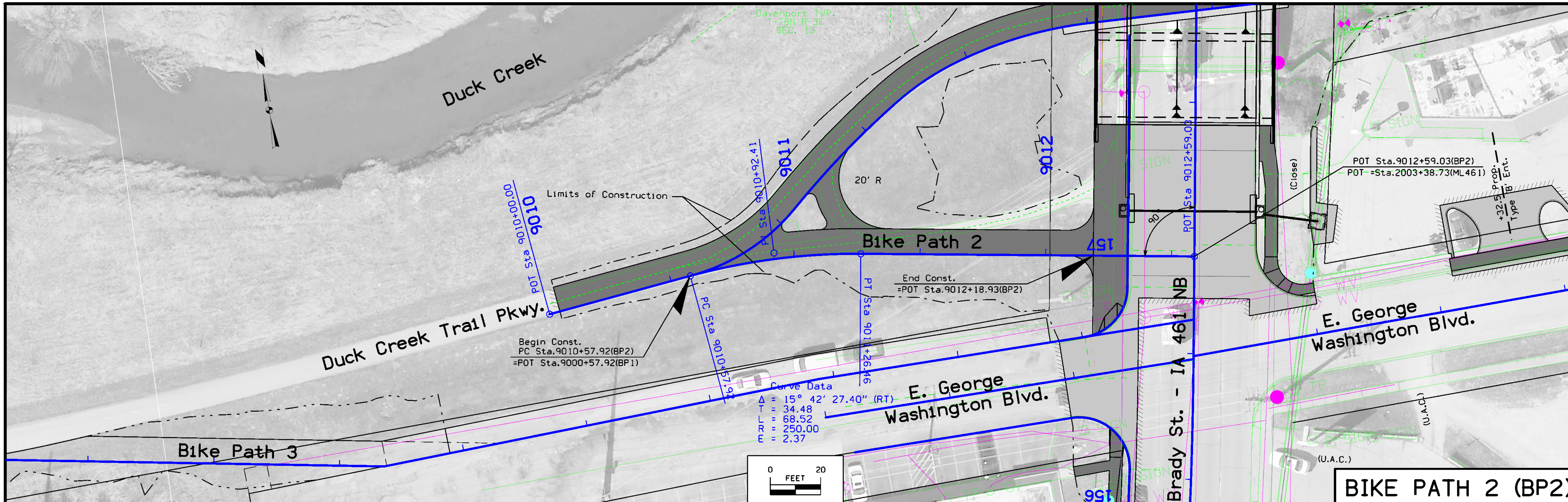

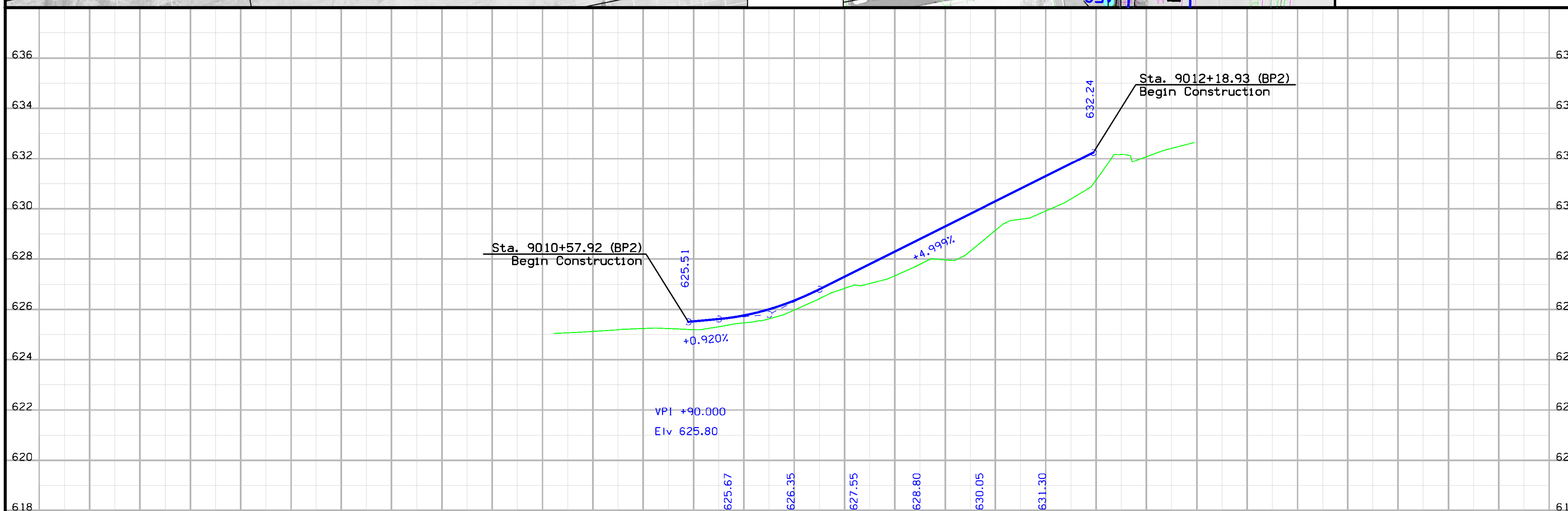

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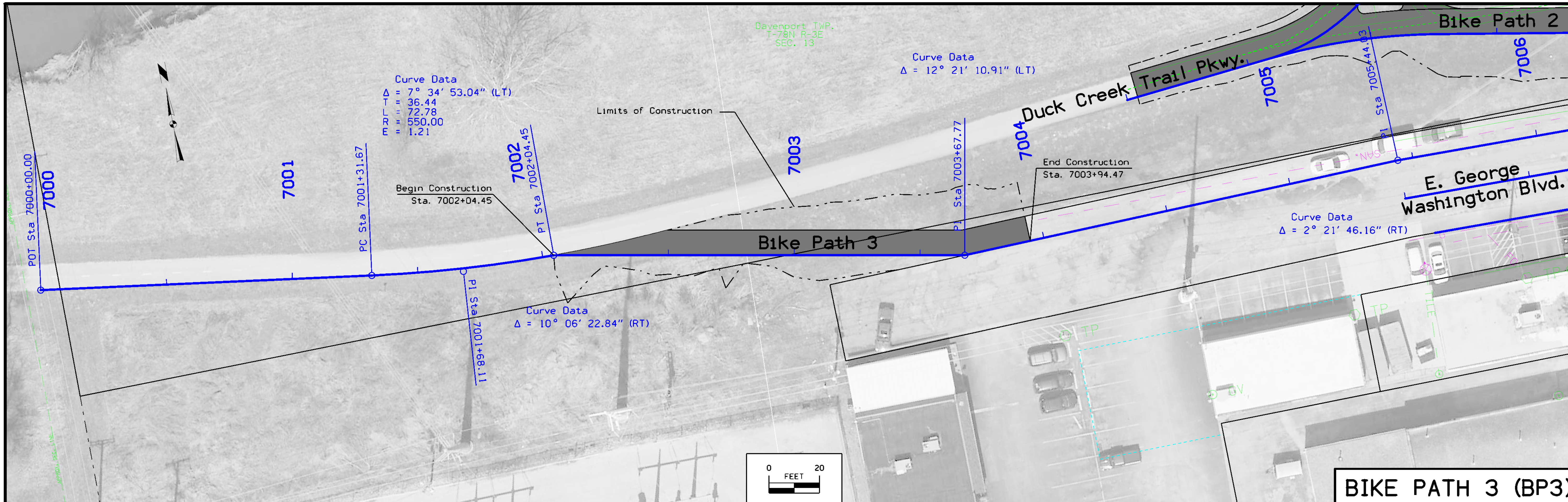

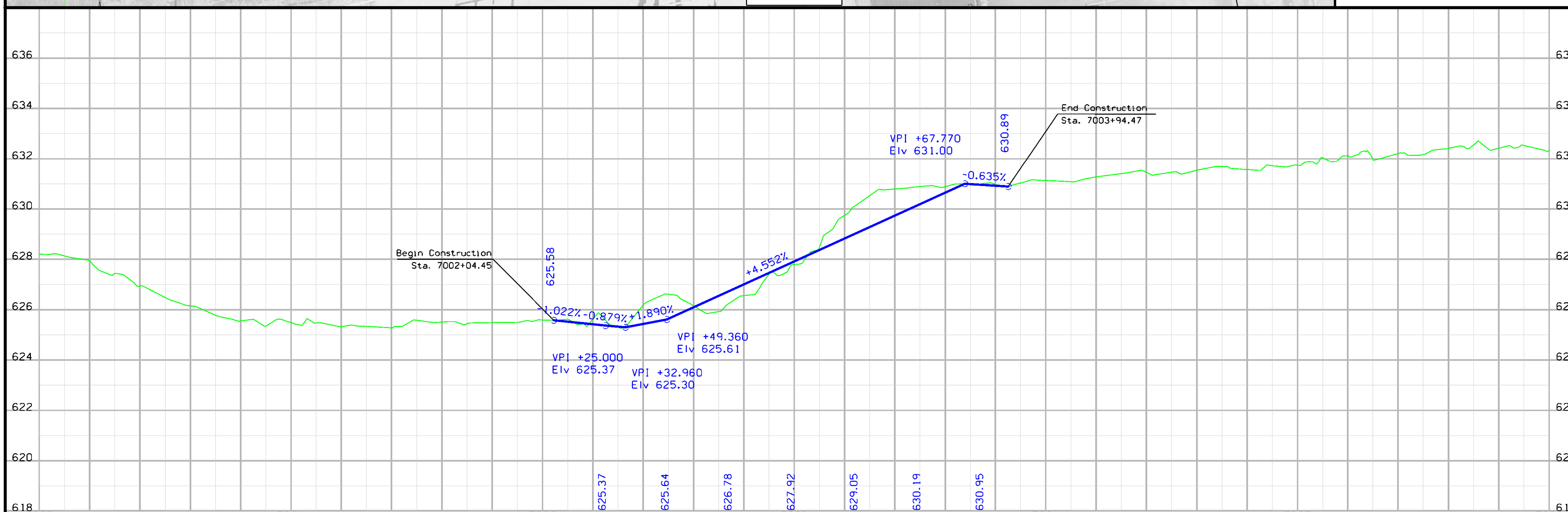

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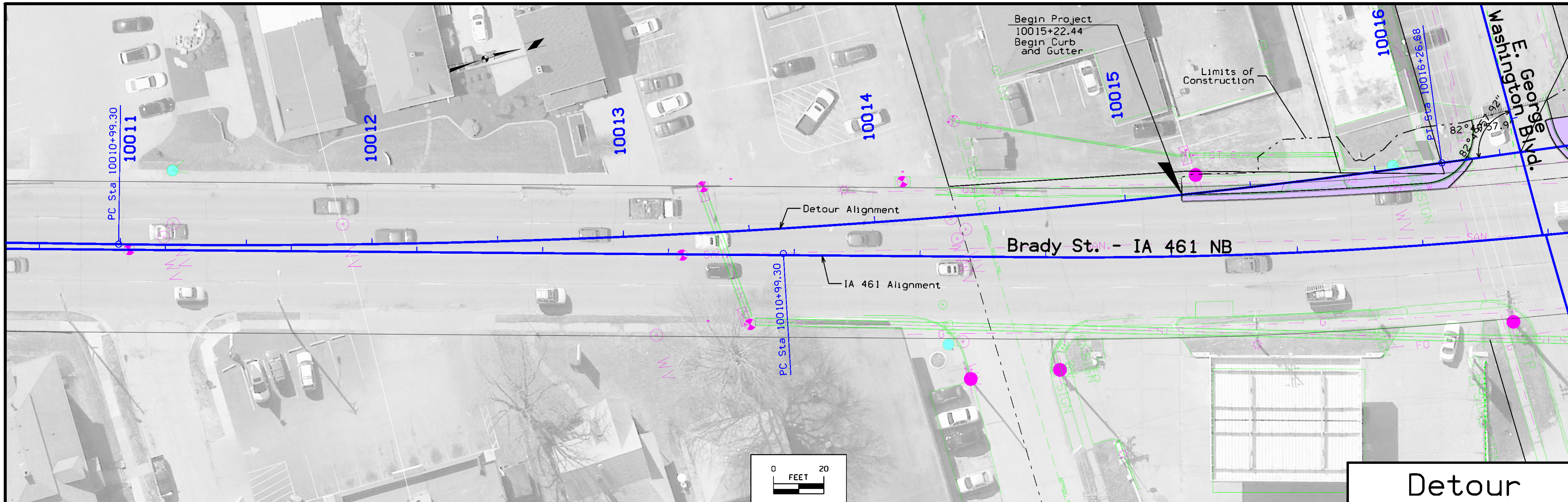

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER F.1

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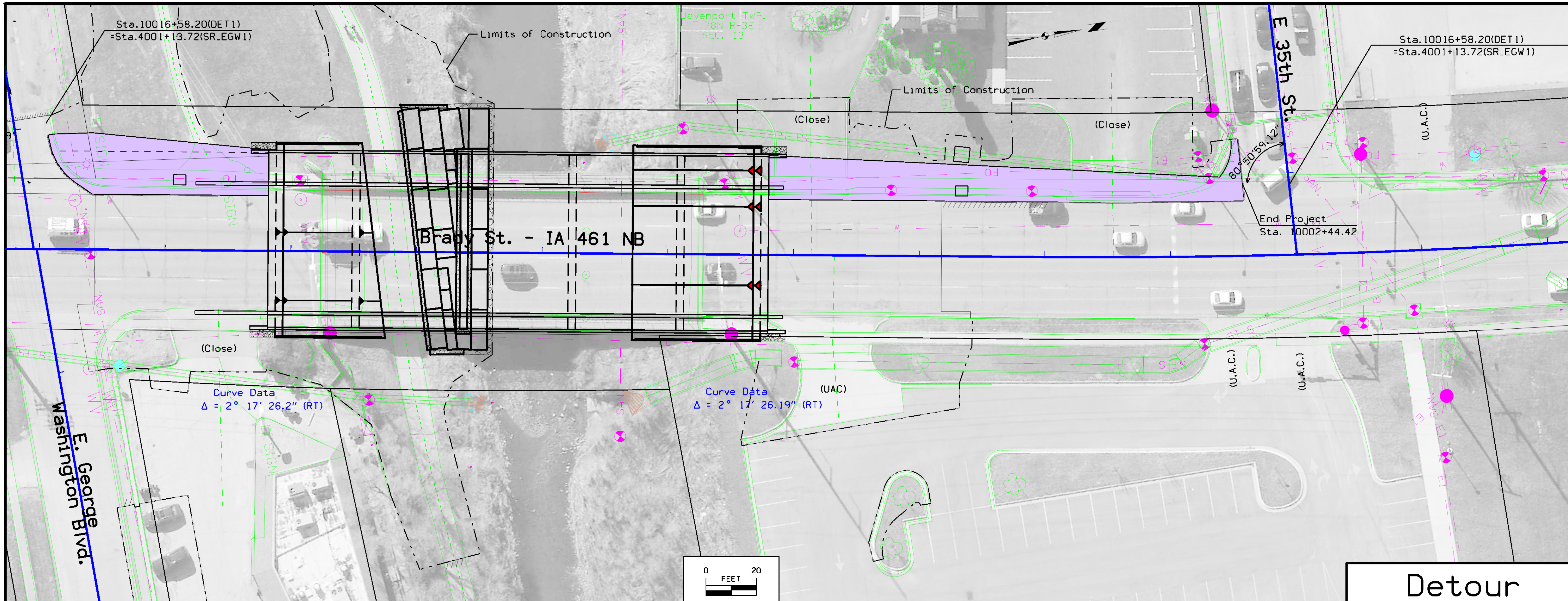
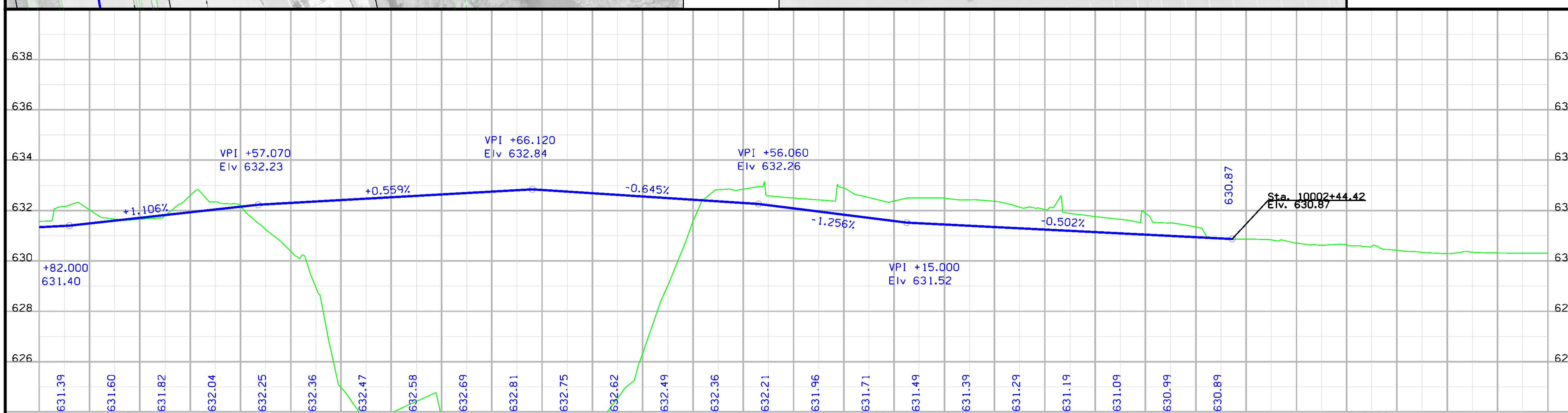




FILE NO.	ENGLISH	DESIGN TEAM **Jia \ Fullarton \ Koch**	**SCOTT** COUNTY	PROJECT NUMBER	**BRF-461-1(9)--38-82**	SHEET NUMBER	**F.2**

Survey Information

Scott County
BRF-461-1(9)—38-82
Highway 61 / Brady Street
Duck Creek 0.4 mi S of US 6 in Davenport (NB)
PIN 16-82-461-010
Sap-0463.3

Party Personnel

Norm Miller – Party Chief
Jonathan Miranda- Party Chief
Charles Hughes - Assistant Survey Party Chief
Dan Messerich – Design Technician Specialist

Date(s) of Survey

Begin Date	12/21/17
End Date	12/20/18

General Information

Measurement units for this survey are US survey feet. This survey is for proposed bridge replacement of the northbound IA 461 bridge (Maint. No. 8220.1R061) over Duck Creek, 0.4 miles south of U.S. 6 in Davenport. Project datum and control information is provided by Design Survey Office. This project is a Full Field DTM without Photo control.

Vertical Control

Vertical datum for this survey is NAVD88 (Computed using Geoid12B). GRS80 Ellipsoidal Height was computed at project Pt. Feno 78 by doing 6-hour static observations. The project control is relative to nearby Iowa RTN Base Stations.

This survey observed 2 NGS Control Monuments with published NAVD88 heights to compare to local ground control:

NGS 2^{nd} order class I mark designated RIC 031 has a published Elev. Of 562.14
Survey Elev. = 562.313

NGS 2^{nd} order class 0 mark designated G 70 has a published Elev. Of 780.10
Survey Elev. = 780.198

This survey observed 2 local area county Control Monuments with published NAVD88 heights to compare to local ground control:

Scott County Control mark GPS 414 has a published Elev. of 635.030
Survey Elev. = 635.317

Scott County Control mark GPS 648 has a published Elev. of 731.291
Survey Elev. = 731.646

No As-Built Plan benchmarks could be located. The As-Built plans for Project No. U-927 Design No.751 appears to be on a different vertical datum, below 100.00 feet. As-Built elevations do not match the surveyed elevations.

Horizontal Control

The project coordinate system for this survey is Iowa RCS Zone 11 (U.S. Survey Feet). This survey control is relative to IaRTN reference stations. IaRTN Reference Station coordinates are relative to the National Reference Station network datum: NAD83 (2011) for Epoch 2010.00. Coordinates were determined by conducting a six-hour static observation. Additional control points were placed throughout the project using a GNSS Base-Rover setup relative to point Feno 78.

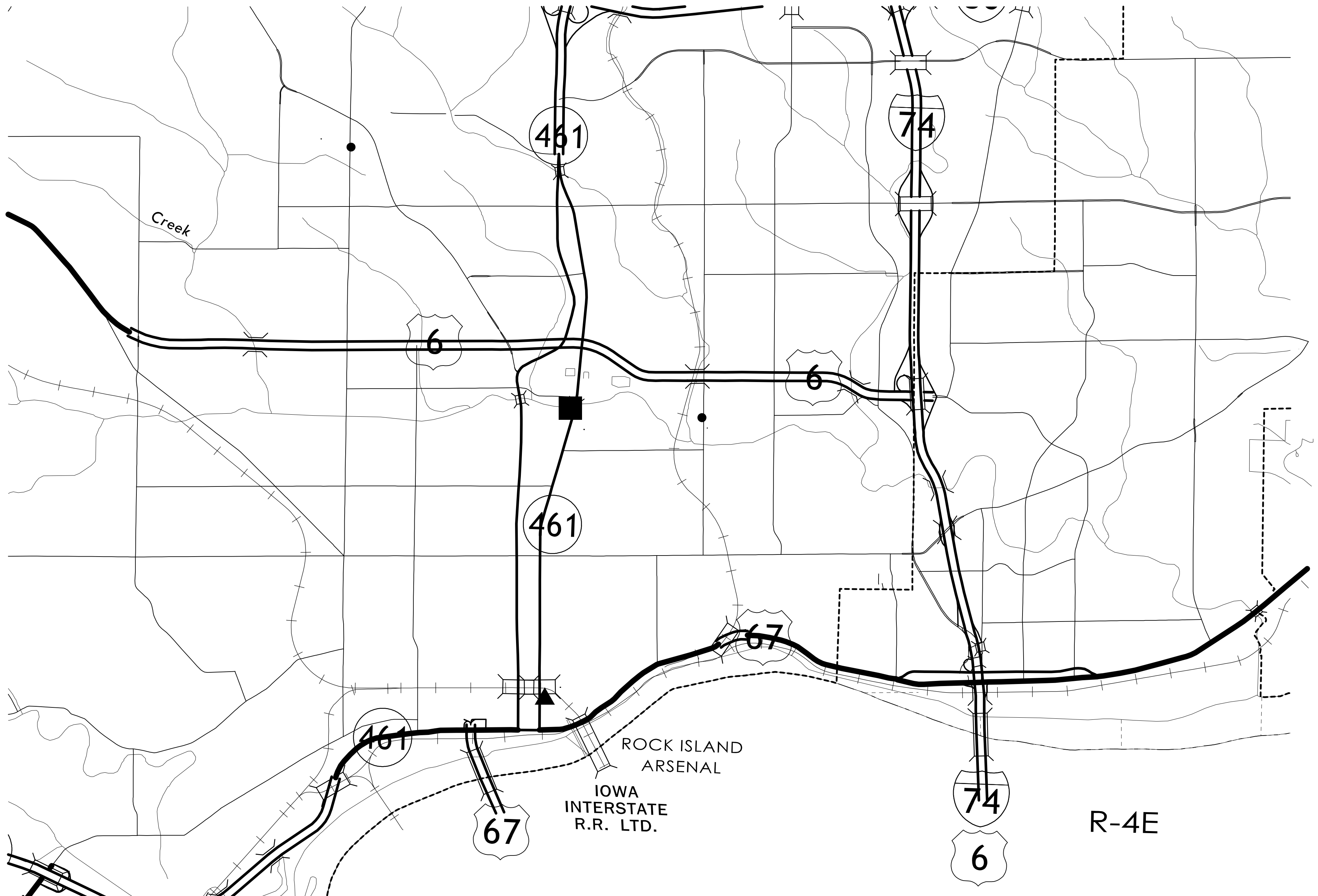
Point Name	Northing	Easting	Elevation	Description
TP 300	8063982.963	21489043.224	584.468	FNG MAG NAIL ON SIDEWALK. THIS MAG NAIL WAS USE TO RELATE TO ELEVATION FROM MARK @ US POSTAL OFFICE BULDING PID= MG0321. SEE HTTPS://WWW.NGS.NOAA.GOV/CGI-BIN/DS_MARK.PRL?PIDBOX=MG0321
FENO 78	8074966.258	21490011.035	625.688	SET FENO TYPE MONUMENT 73 FEET NORTH OF A NAIL SET ON CL OF GEORGE WASHINGTON BLVD. 6 FEET EAST OF A STEEL FENCE POST @ SPLIT IN BIKE PATH. 27 FEET SOUTHEAST OF A STEEL SIGN POST <NO MOW PRAIRIE STREAM BUFFER>. 132.5 FEET WEST OF A NAIL IN BIKE PATH A/C. 26 FEET EAST OF NAIL SET ON CL OF BIKE PATH IN CRACK WHERE A/C SLAB ENDS AND CONC SLAB BEGINS.
D414	8074614.278	21494983.650	635.317	FND SCOTT COUNTY GPS MONUMENT. SEE HTTP://WWW.SCOTTCOUNTYIOWA.US/GIS/PUB/DOCUMENTS/GPS_CONTROL/20160114_SCOTT_COUNTY_2015_MONUMENT_RECORDS.PDF
648	8084840.612	21481722.019	731.464	FND SCOTT COUNTY GPS MONUMENT. SEE HTTP://WWW.SCOTTCOUNTYIOWA.US/GIS/PUB/DOCUMENTS/GPS_CONTROL/20160114_SCOTT_COUNTY_2015_MONUMENT_RECORDS.PDF

Alignment Information

The horizontal alignment for this survey is a retrace of As-built Plans No. U297-(2) File No. 14843 (1951 Plans). Survey stationing was equated to the plan South Pier at STA 158+15.5 and N. Pier 158+74.5 and run back and ahead without equation throughout the survey.

CONTROL POINT VICINITY MAP

This map is a guide to the vicinity of the primary project control points
Primary control is for use with RTK base stations and for RTN validation.
Future surveys will use primary project control to establish temporary control as needed for construction or other surveying applications.



HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 11

Coordinate listing from next sheet will be used with IaRTN for monument recovery. No other reference ties are given.

HORIZONTAL AND VERTICAL PROJECT CONTROL COORDINATE LISTING

HORIZ. DATUM: NAD83(2011) EPOCH 2010.00

VERT. DATUM: NAVD88

Ia. Regional Coordinate System Zone 11

Point Name	Northing	Easting	Elevation	Description
TP 300	8063982.963	21489043.224	584.468	FNG MAG NAIL ON SIDEWALK. THIS MAG NAIL WAS USE TO RELATE TO ELEVATION FROM MARK @ US POSTAL OFFICE BULDING PID= MG0321. SEE HTTPS://WWW.NGS.NOAA.GOV/CGI-BIN/DS_MARK.PRL?PIDBOX=MG0321
FENO 78	8074966.258	21490011.035	625.688	SET FENO TYPE MONUMENT 73 FEET NORTH OF A NAIL SET ON CL OF GEORGE WASHINGTON BLVD. 6 FEET EAST OF A STEEL FENCE POST @ SPLIT IN BIKE PATH. 27 FEET SOUTHEAST OF A STEEL SIGN POST <NO MOW PRAIRIE STREAM BUFFER>. 132.5 FEET WEST OF A NAIL IN BIKE PATH A/C. 26 FEET EAST OF NAIL SET ON CL OF BIKE PATH IN CRACK WHERE A/C SLAB ENDS AND CONC SLAB BEGINS.
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Scott	ROW: NHSN-461-1(10)--2R-82				PIN	16-82-461-010															
	Duck Creek 0.4 mi S of US 6 in Davenport (NB)																				
		STATE			COUNTY			CITY				TEMP EASE		BORROW							
PARCEL NO.	OWNER NAME	FEE	EASE		FEE	EASE		FEE	EASE		EXCESS			FEE	T.E.	MITIGATION	OTHER	HOUSE	BUILDING(S)	A/C ONLY	TOTAL ACQ.
1	Wayne D Montgomery Revoc Trust - Fee Montgomery Lands LC - CP1												1195 SF								
2	Running Wild Inc - Fee												916 SF								
3	City of Davenport - Fee	603 SF											36280 SF								
4	TBK LLC - Fee												2839 SF								
5	Schieler and Schneider - Fee Midwest Investments Champaign - Fee												3381 SF								
6	Davenport Community School - Fee												9820 SF								
6 Parcels	"TOTALS	0 AC	0 AC		0 AC	0 AC		0 AC	0 AC		0 AC	0 AC		0 AC	0 AC	0 AC					
		603 SF		0 SF	0 SF		0 SF	0 SF		0 SF	0 SF		54431 SF								

To:	**Nikki Cuva/Jeff Larson** **Office of Right of Way Design**	**Final Draft:**	January 2nd, 2020
District 6:	**Jim Schnoebelen**	**Project Details:**	
		PIN:	**16-82-461-010**
		Project #:	**BRF-461-1(9)—38-82**
		ROW #:	**NHSN-461-1(10)—2R-82**
TAS:	**Jan Laaser-Webb** **Office of Traffic & Safety**		
From:	**Leilah Armstrong** **Office of Traffic & Safety**	**SCOTT COUNTY** **Duck Creek 0.4 mi. S. of U.S. 6 in Davenport (NB)**	
SUBJECT:	**Access Review**		

PROJECT LOCATION AND DESCRIPTION:

This project is the proposed Duck Creek Bridge of U.S. 461 in Davenport. The access classification for IA 461 is based off Priority 4A. Due to site distance issues created from the construction of the bridge the closure of some entrances will be required.

ACCESS PRIORITY CLASSIFICATION:

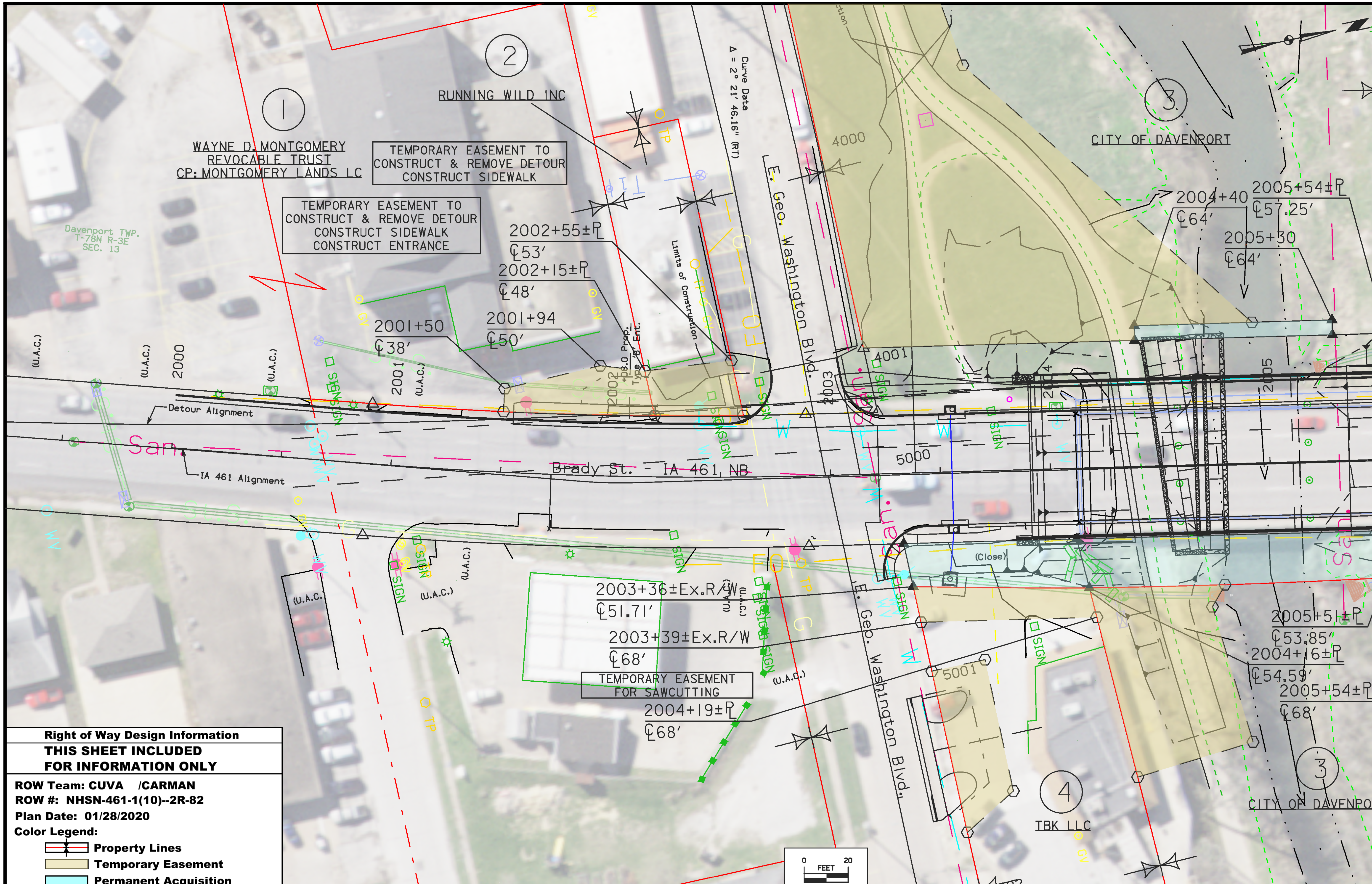
For Priority 4A facilities the minimum allowable spacing between access locations is 600 feet.

ACCESS CONTROL LIMITS:

No access shall be allowed between stations **2002+98 to 2007+85** (between George Washington Blvd. and E. 35th St.) except for the right-in only at station **2006+43**.

ACCESS LOCATION DETAILS:

Location	Access	Comments
2001+54	-	Begin Project Construction
2000+75 RT	**E. 32nd St.**	Existing
2001+15 LT	Type B Entrance	Existing
2001+35 RT	Type B Entrance	Existing
2002+08 LT	**Type B Entrance**	Proposed
2002+55 RT	Type B Entrance	Existing
2002+98	**George Washington Blvd.**	Existing
2003+70 RT	Type B Entrance	**Close**
2006+05 LT	Type B Entrance	**Close**
2006+15 RT	Type B Entrance	**Close**
2006+43 RT	Type B Entrance	Proposed RI only (District approved variance)
2007+25 LT	Type B Entrance	**Close**
2007+85 RT	Type B Entrance	Existing
2008+00 LT	**E. 35th St.**	Existing
2007+79	-	End Project Construction
5001+32 LT	Type B Entrance	Proposed



Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: CUVA /CARMAN
ROW #: NHSN-461-1(10)--2R-82
Plan Date: 01/28/2020
Color Legend:
- **Property Lines**
- **Temporary Easement**
- **Permanent Acquisition**

FILE NO. 31849	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER H.1

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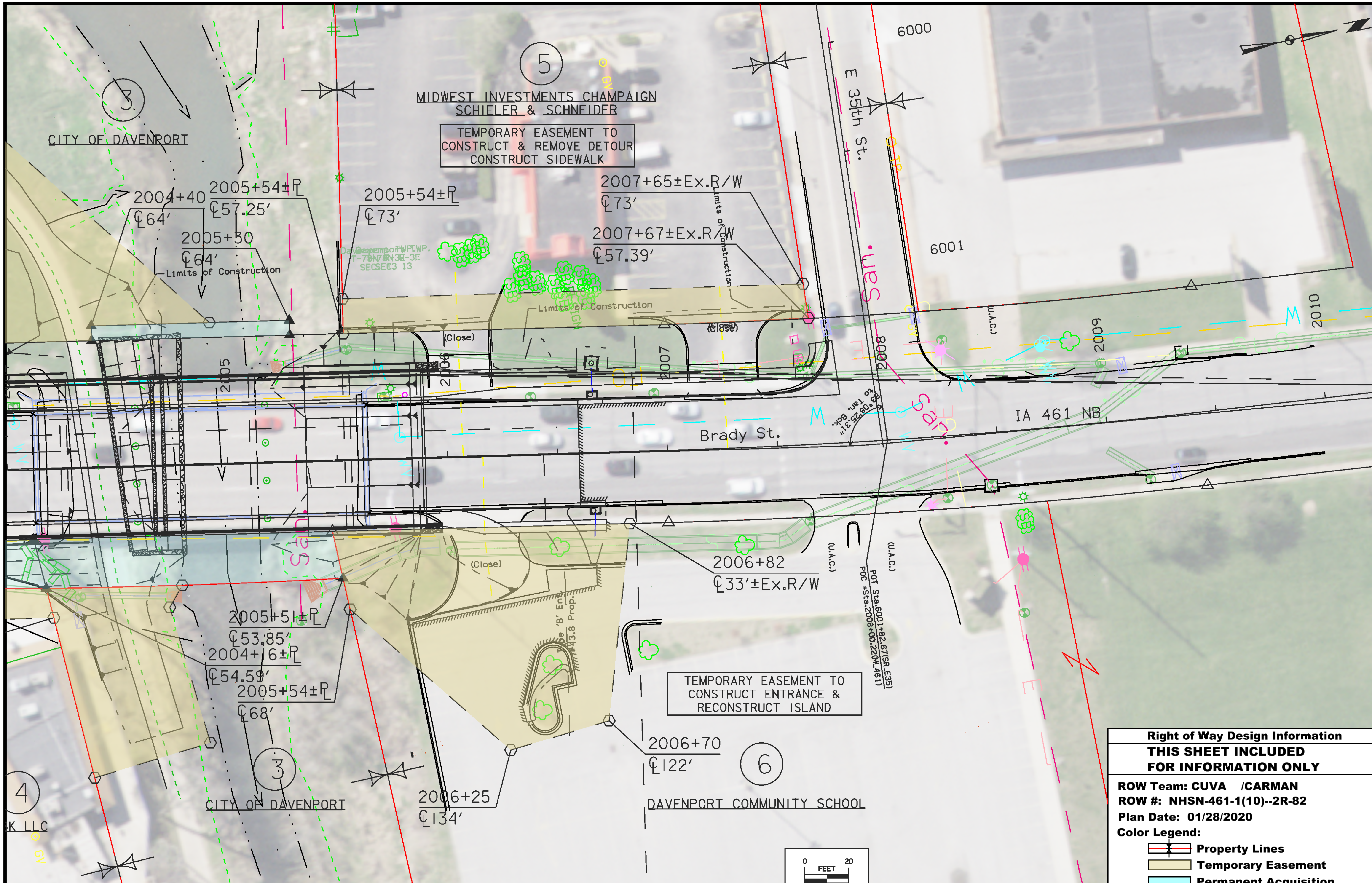

FILE NO. 31849 | ENGLISH | DESIGN TEAM Jia \ Fullarton \ Koch | SCOTT COUNTY | PROJECT NUMBER BRF-461-1(9)--38-82 | SHEET NUMBER H.2

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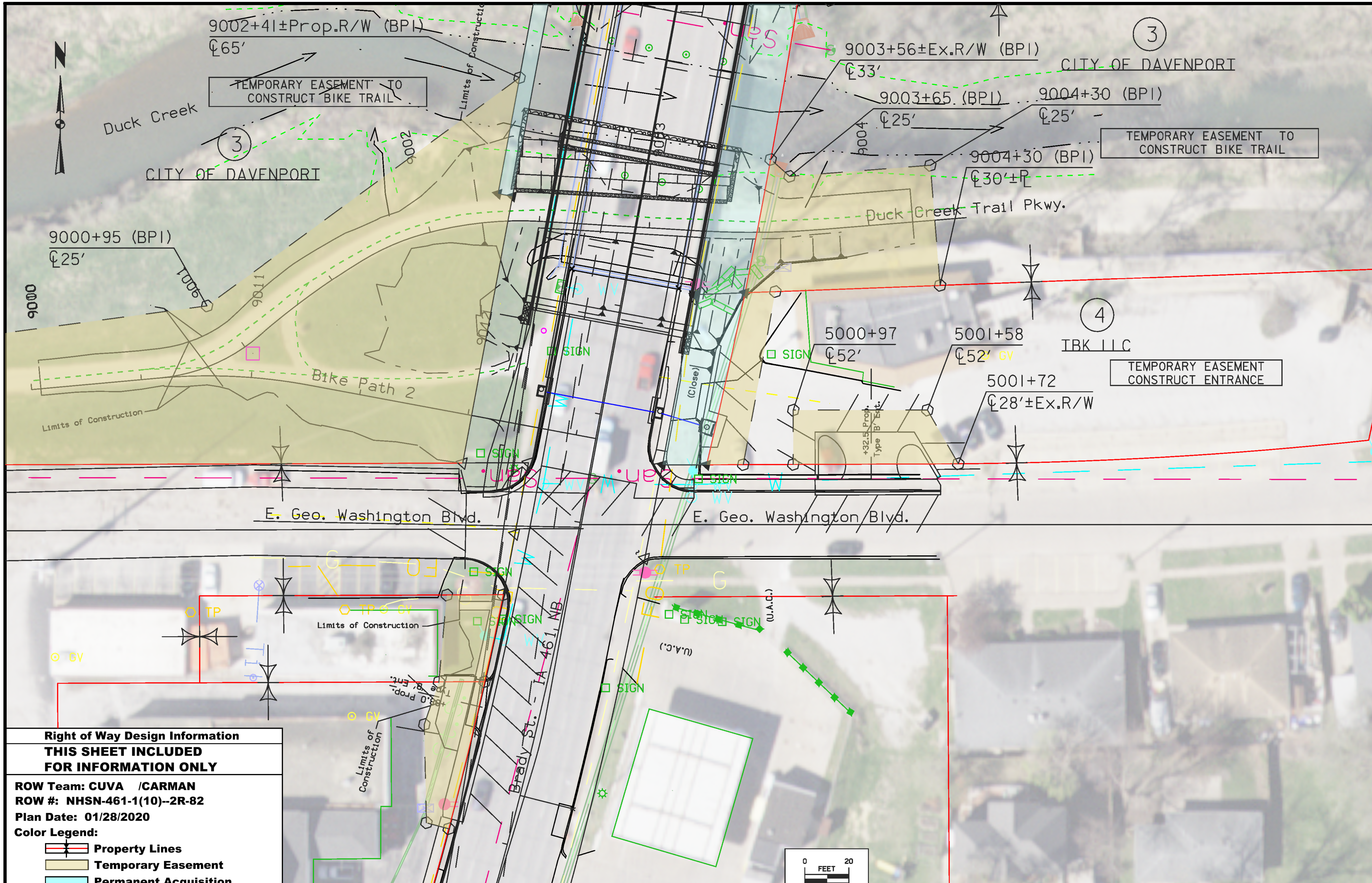

Right of Way Design Information

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ROW Team: CUVA /CARMAN
ROW #: NHSN-461-1(10)--2R-82
Plan Date: 01/28/2020
Color Legend:
- **Property Lines**
- **Temporary Easement**
- **Permanent Acquisition**

0 20 FEET

FILE NO. 31849	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER HE.1

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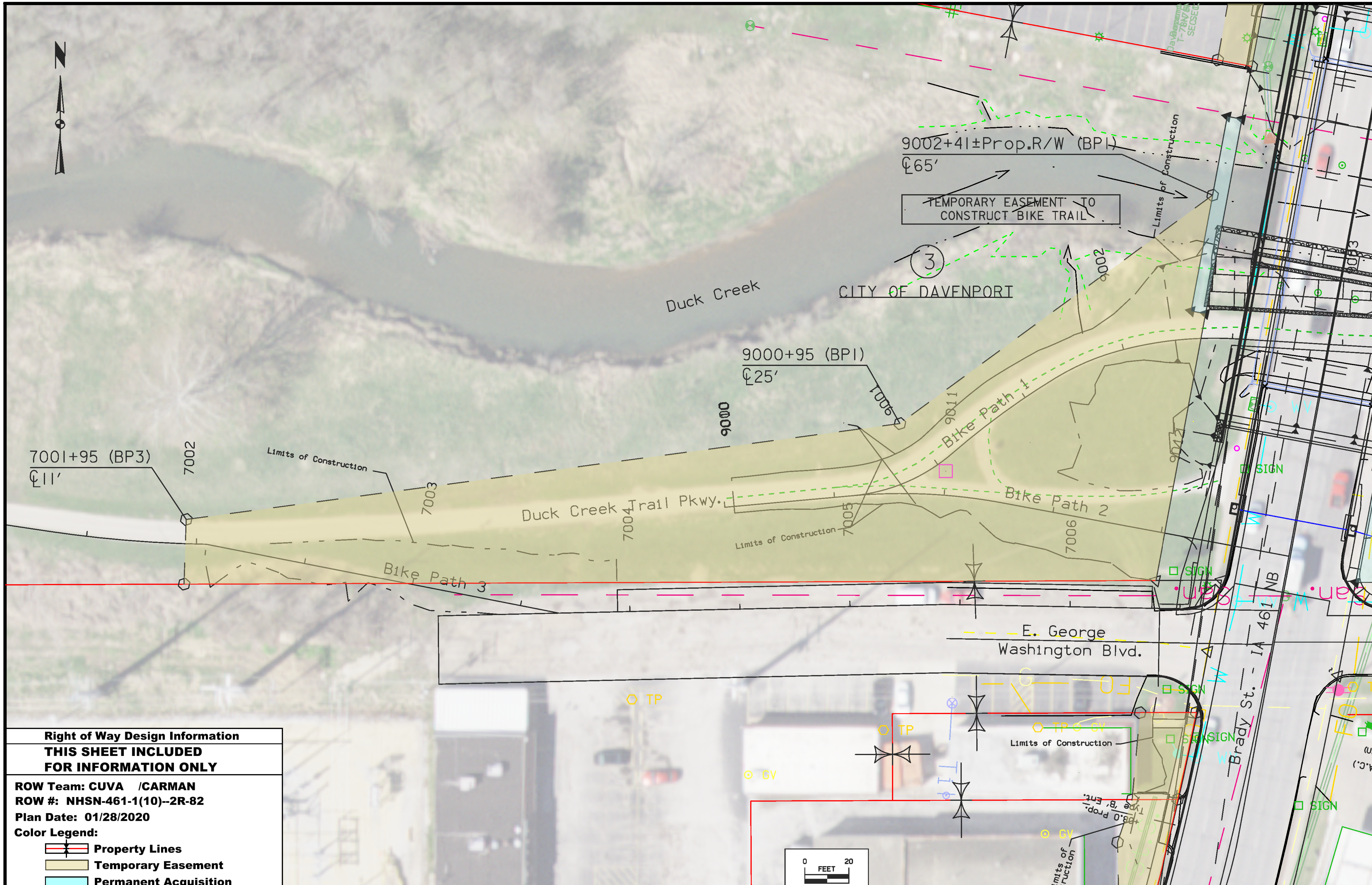

Right of Way Design Information

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FILE NO. 31849	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER HE.2

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Two Mainline lanes of traffic shall be maintained at all times.
One lane of traffic shall be maintained on E. George Washington Blvd. at all times.
East and west pedestrian traffic shall be maintained across IA 461 using temporary traffic signals for the duration of the project.
North and south pedestrian traffic shall be maintained across the bridge for Stage 1 only. The bridge will be closed to pedestrian traffic during Stage 2.

113-2
04-16-13

PEDESTRIAN PATH CLOSURES

Refer to TC-601.

*Assumes 6 foot wide barricade.
Closures may need to be removed and re-established.

Location	Side	Type III Barricades* No.	Remarks
2001+50	Lt.	1	US 461
2003+30	Rt.	1	US 461
2007+70	Rt.	1	US 461
2007+80	Lt.	1	US 461
4000+80	Rt.	1	E George Washington Blvd.
5002+00	Lt.	1	E George Washington Blvd.
6001+00	Rt.	1	E. 35th St.
9000+50	Lt.	1	Bikepath 1
9004+50	Lt.	1	Bikepath 1

111-01
04-17-12

COORDINATED OPERATIONS

Other work in progress during the same period of time will include the construction of the projects listed. Coordinate operations with those of other contractors working within the same area.

Project	Type of Work
None Provided	

108-26A
08-01-08

STAGING NOTES

Pre-Stage:
Construction:
Construct temporary bike path on the west leg of E. George Washington Blvd. and temporary bike path connector on the far east leg of E. George Washington Blvd..

Stage 1A:
Traffic Control:
Shift two lane mainline traffic onto east side lanes.
Close mainline entrances to Arby's northwest of bridge, and bike paths.
Maintain alternating two-way traffic on E. George Washington Blvd. to the west.
Construction:
Construct west side of bridge, partial west side bridge approaches, and temporary connection to E. George Washington Blvd. to the west.
Construct new entrance to restaurant on north side of E. George Washington Blvd. to the east.

Stage 1B:
Traffic Control:
Maintain alternating two-way traffic on E. George Washington Blvd. to the west.
Construction:
Construct partial west side bridge approaches south of the bridge.

Stage 2:
Traffic Control:
Shift two lane mainline traffic onto detour and new bridge.
Close mainline entrance to The Bike Rack Sports Bar and Grill southeast of the bridge.
Open side street entrance to The Bike Rack Sports Bar and Grill southeast of the bridge.
Construction:
Construct east side of the bridge, entrance to stadium northeast of the bridge, and sidewalk northeast of the bridge.

Stage 3:
Traffic Control:
Shift three lane mainline traffic onto east side lanes.
Construction:
Remove detour.
Construct sidewalk, and curb and gutter on west side.
Construct E. George Washington Blvd. to the west, and southwest E. 35th St. return.
Construct bikepaths.

Stage 4:
Open Project to normal traffic.

108-25
10-21-14

511 TRAVEL RESTRICTIONS

Route	Direction	County	Location Description	Feature Crossed	Object Type	Maint. Bridge No., Structure ID, or FHWA No.	Type of Restriction	Existing Measurement	Construction Measurement	Construction Measurement as Signed	Projected As Built Measurement	Remarks
			No Restrictions Anticipated									

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
Violet	(15)	Temporary barrier rail, Unpinned
Flush Orange	(228)	Temporary barrier rail, Pinned

SHADING	Design Color No.	
Green, Light	(225)	Existing Pavement Shading
Gray, Light	(48)	Previously Constructed Pavement Shading
Gray, Med	(80)	Proposed Granular Surface Shading
Gray, Med	(80)	Previously Constructed Granular Surface Shading
Blue, Light	(230)	Proposed Pavement Shading
Lavender	(9)	Temporary Pavement Shading
Brown, Light	(236)	Proposed Grading Limits Shading
Pink, Dark	(13)	Proposed MSE or CIP Wall Shading
Red	(3)	Proposed Bridge Shading and Sign Trusses
Black w/Gray, Light Fill	(0,48)	Previously Constructed Structure

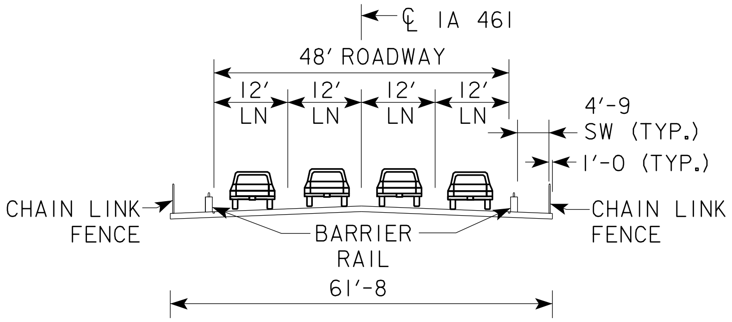
PLAN VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

- Channelizing Device
- Crash Cushion (Temp or Perm)
- Drum
- Traffic Signal
- Temporary Lane Separator
- Flagger
- Tubular Marker
- Temporary Floodlighting
- Channelizer Marker
- Traffic Sign
- Concrete Barrier Marker
- Type III Barricade
- Delineator
- Type A Warning Light
- Temporary Barrier Rail
- Direction of Traffic
- Pavement Removal
- Safety Closure
- Sand Barrel Layout
- Lane Identification

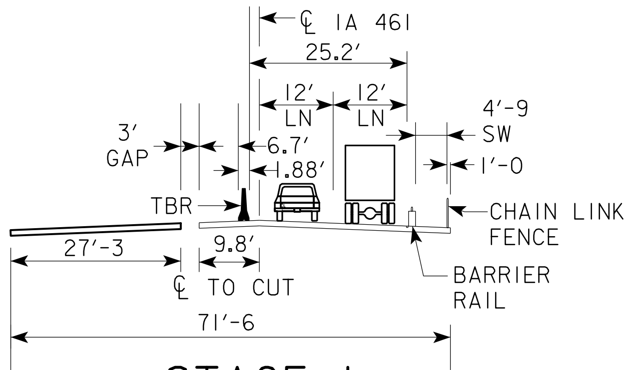
NOTE: Device spacing according to Standard Road Plans unless specifically dimensioned.

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

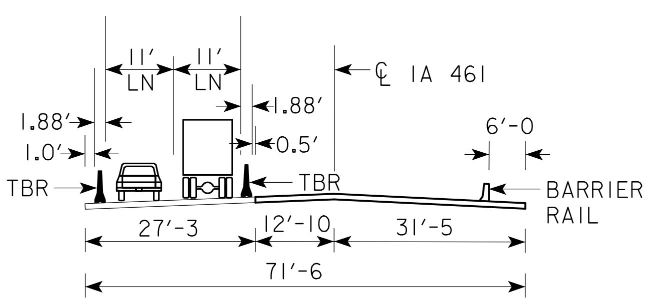
(COVERS SHEET SERIES J)



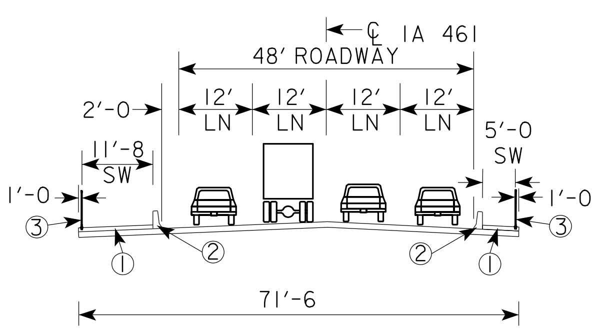
EXISTING TYPICAL SECTION



STAGE 1



STAGE 2



① RAISED SIDEWALK
② BARRIER RAIL
③ FENCE

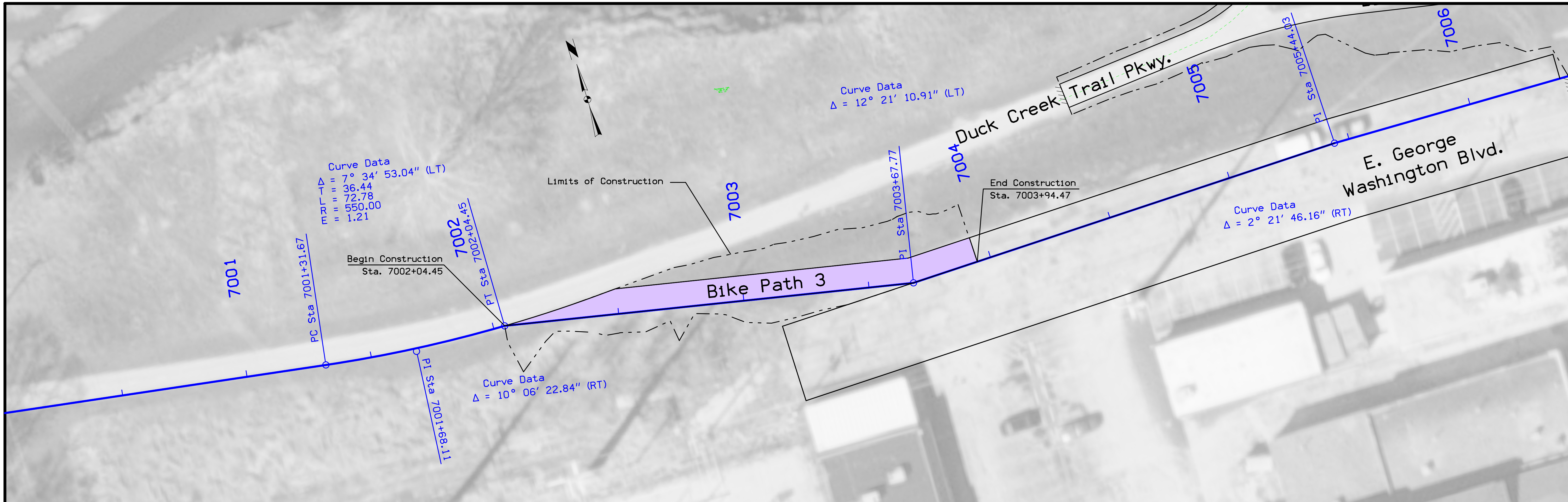
FINISHED SECTION

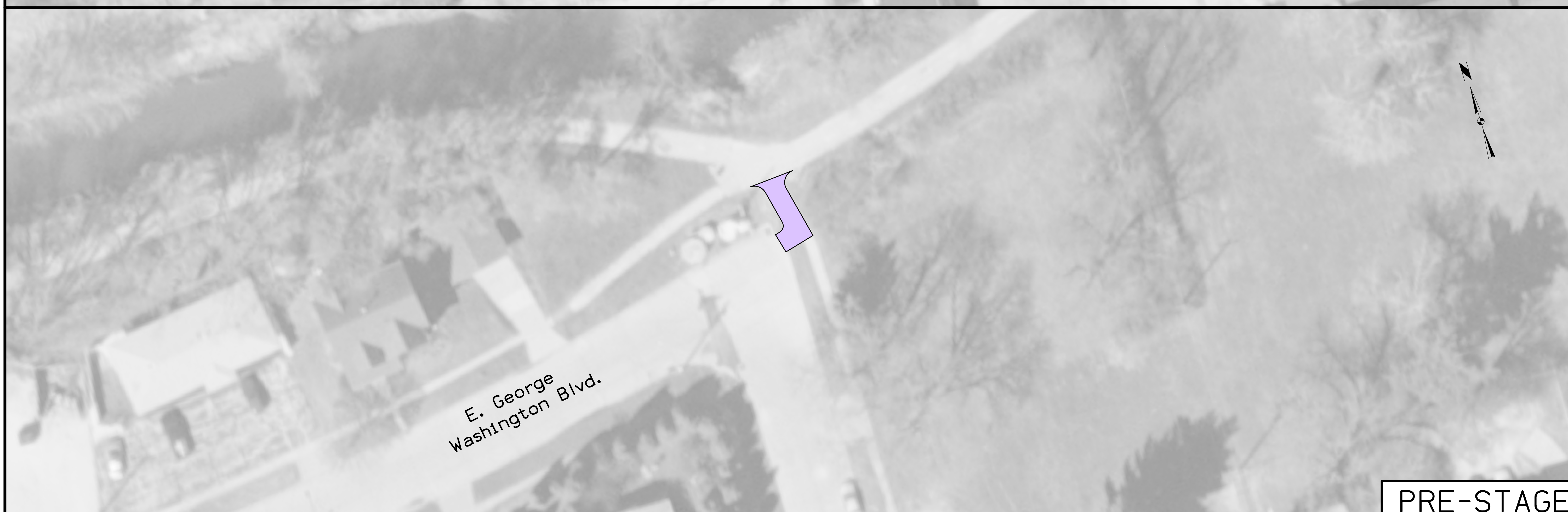
DRIVING\SIDEWALK SURFACE

UNDER CONSTRUCTION

STAGING DETAILS NOT TO SCALE

ALL SECTIONS LOOKING NORTH





PRE-STAGE

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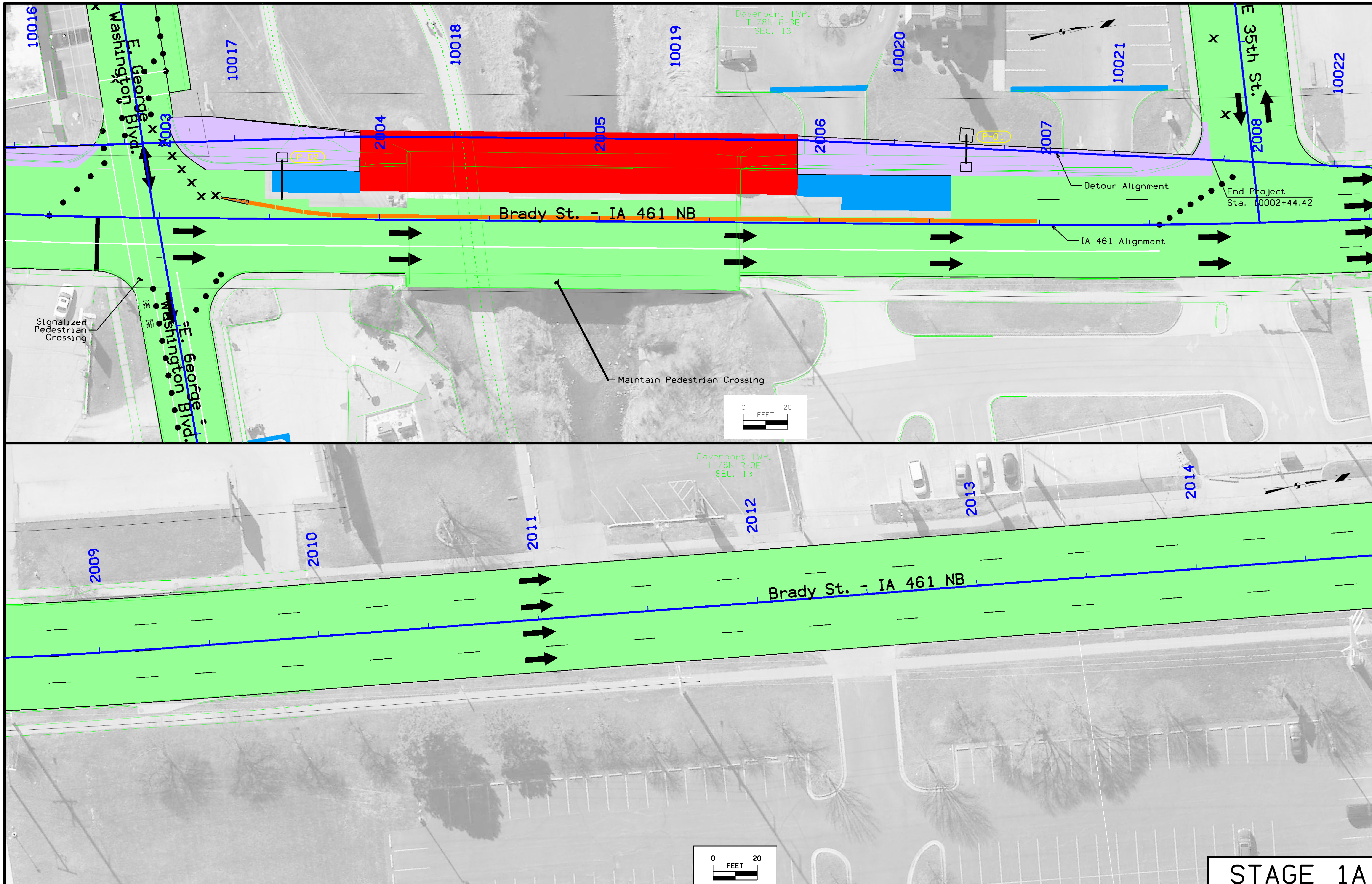

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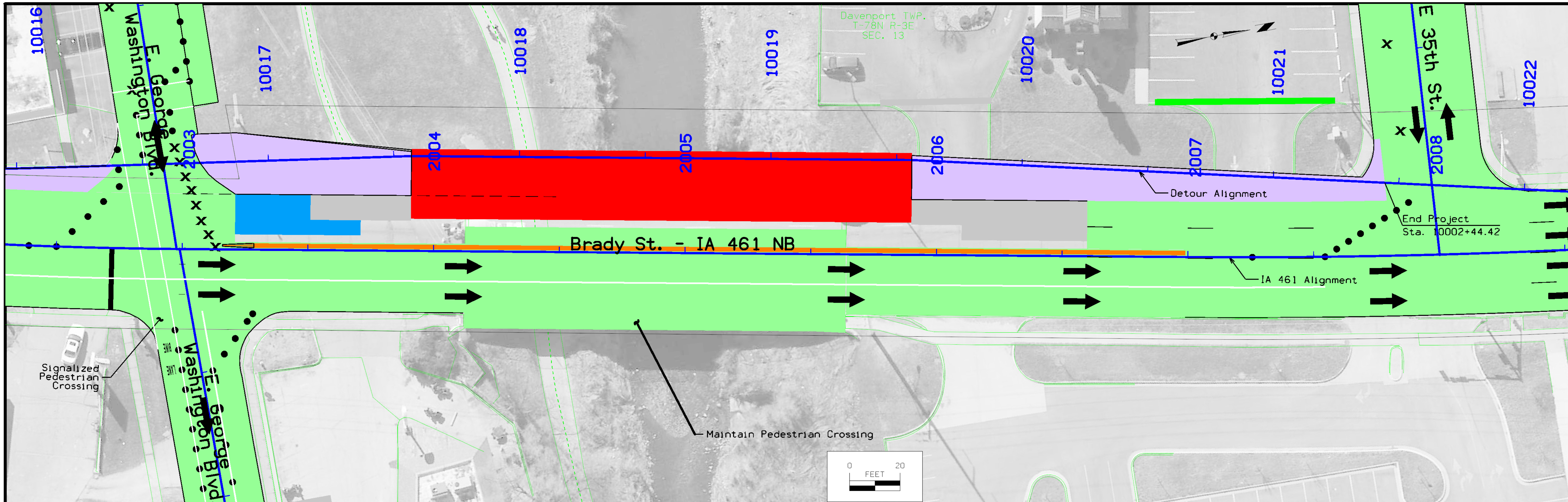

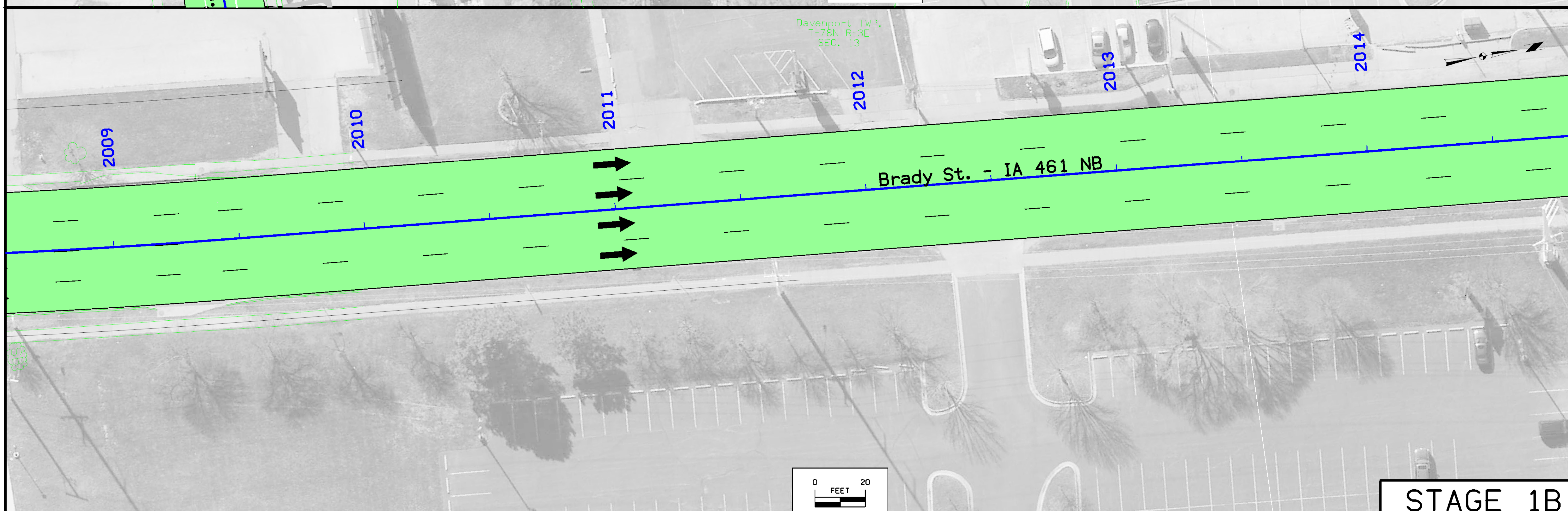

STAGE 1B

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER J.8

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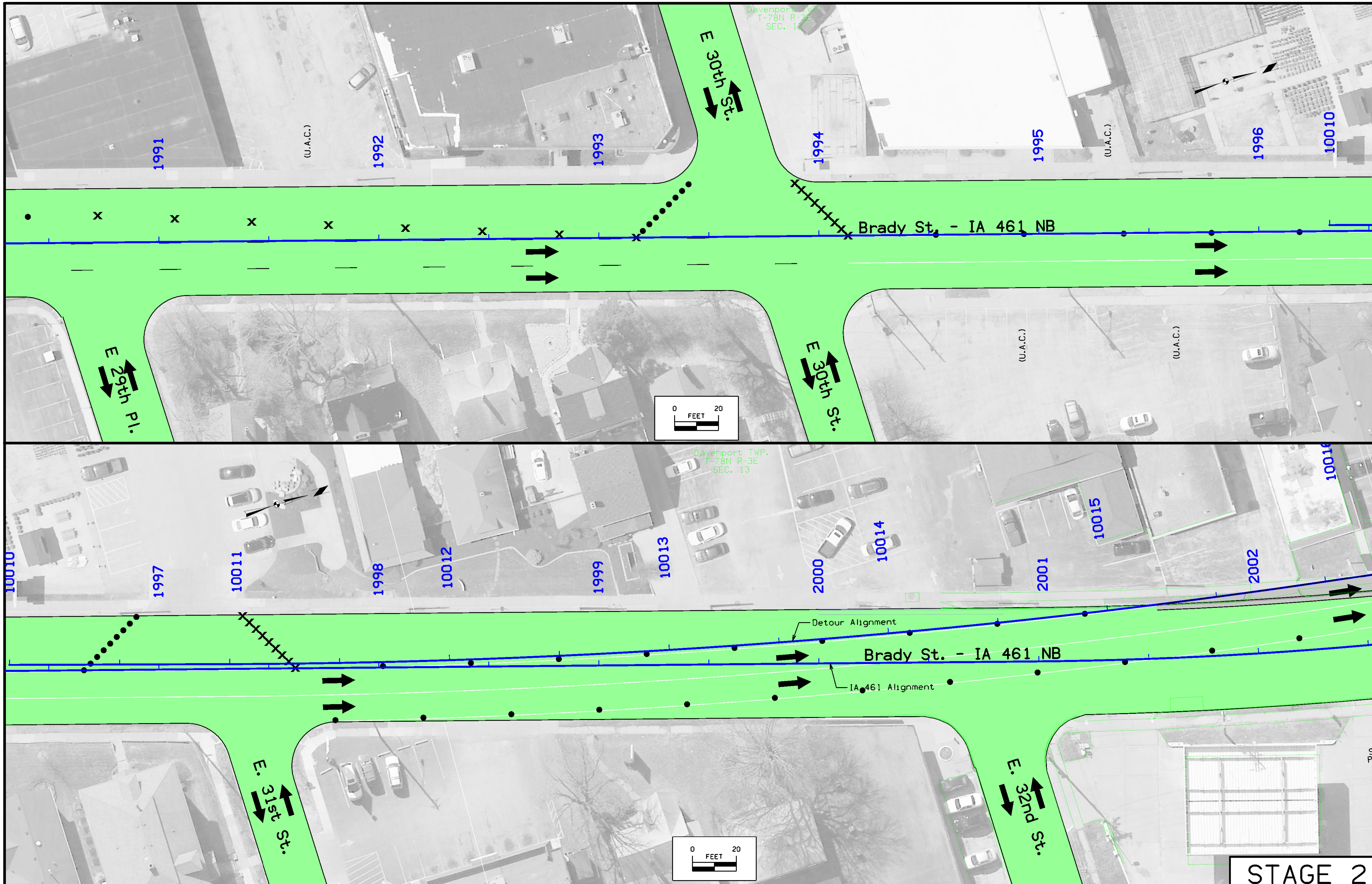

STAGE 2

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER J.9

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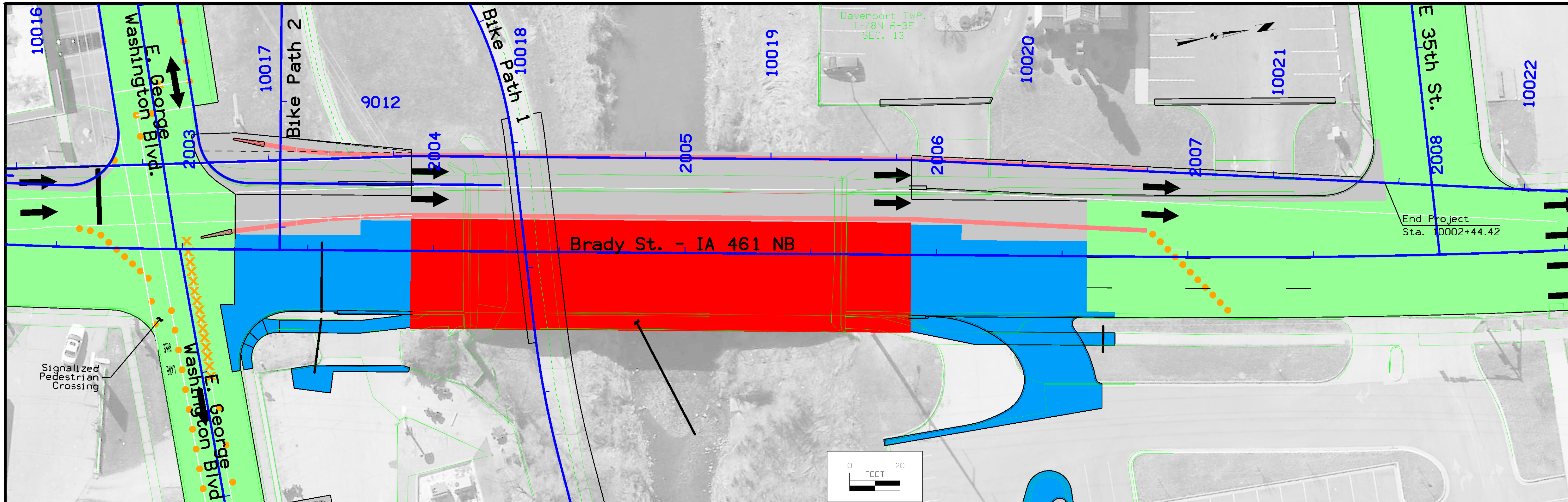

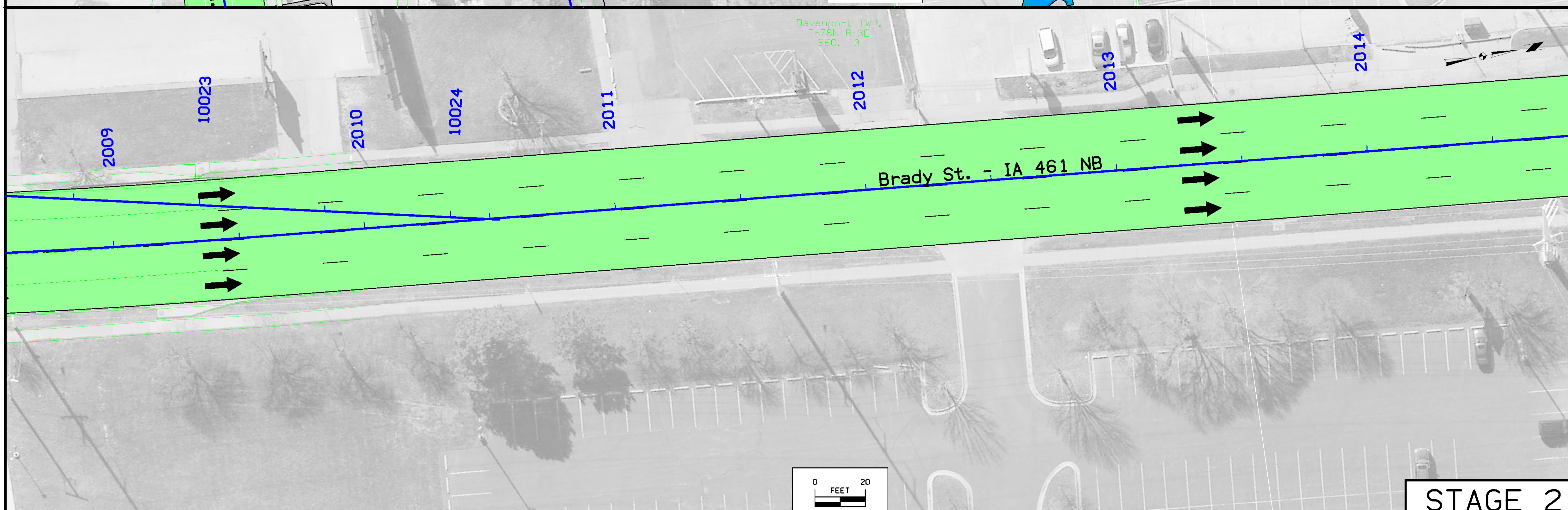

STAGE 2

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER J.10

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FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton \ Koch	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER J.11

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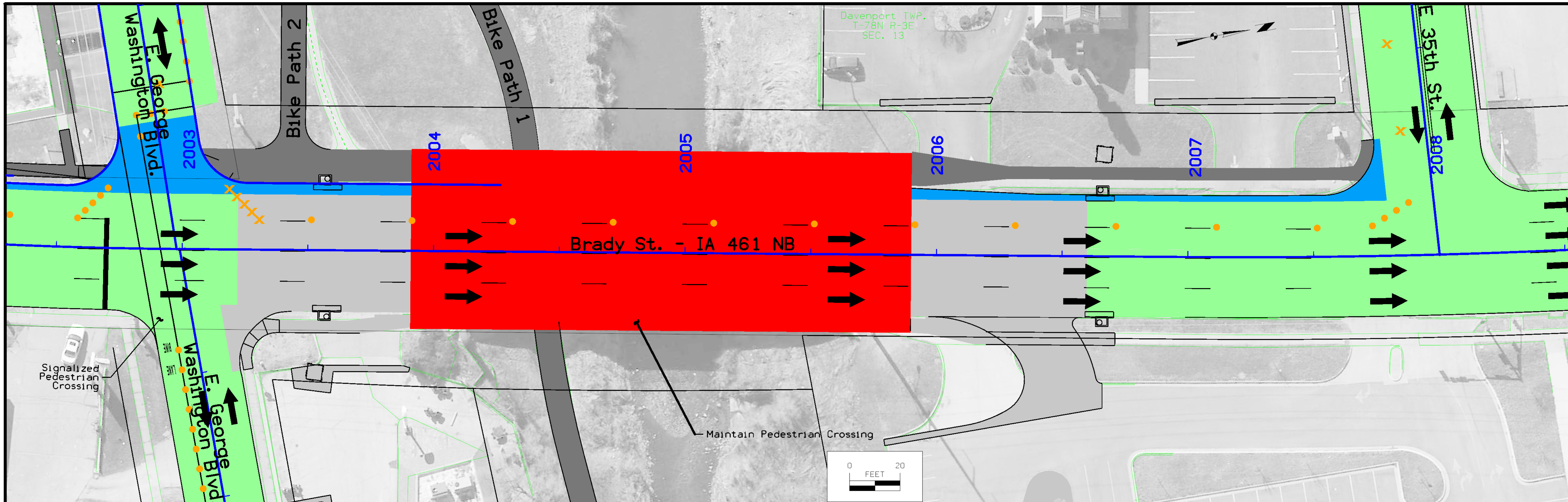
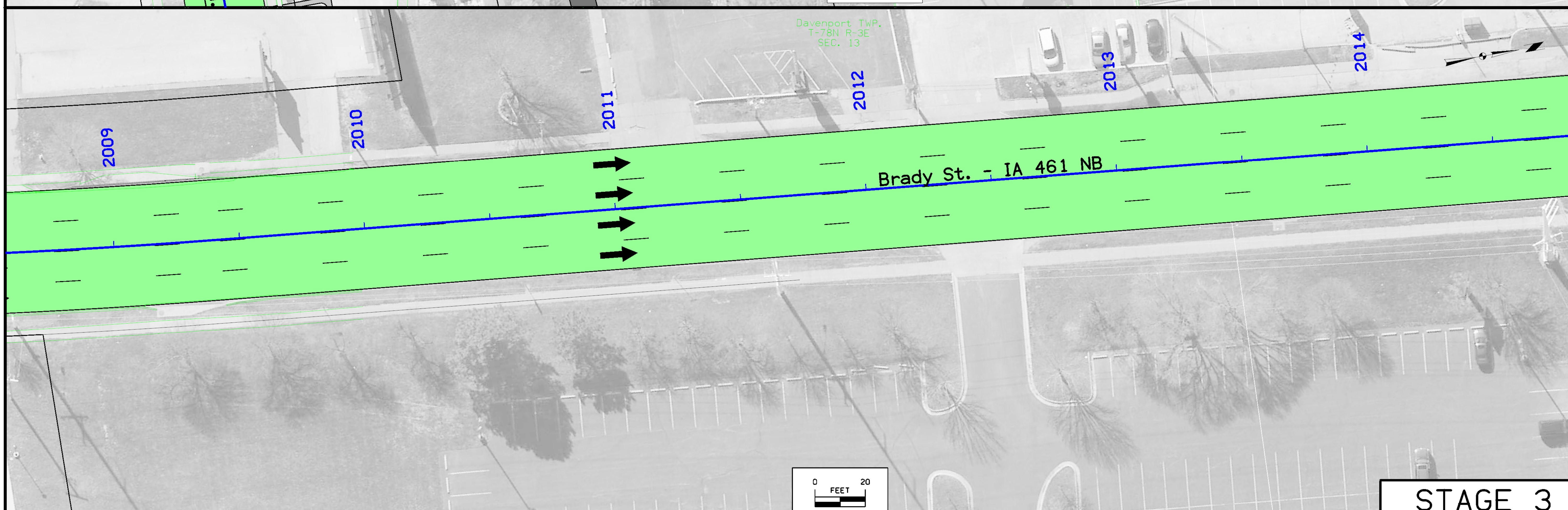


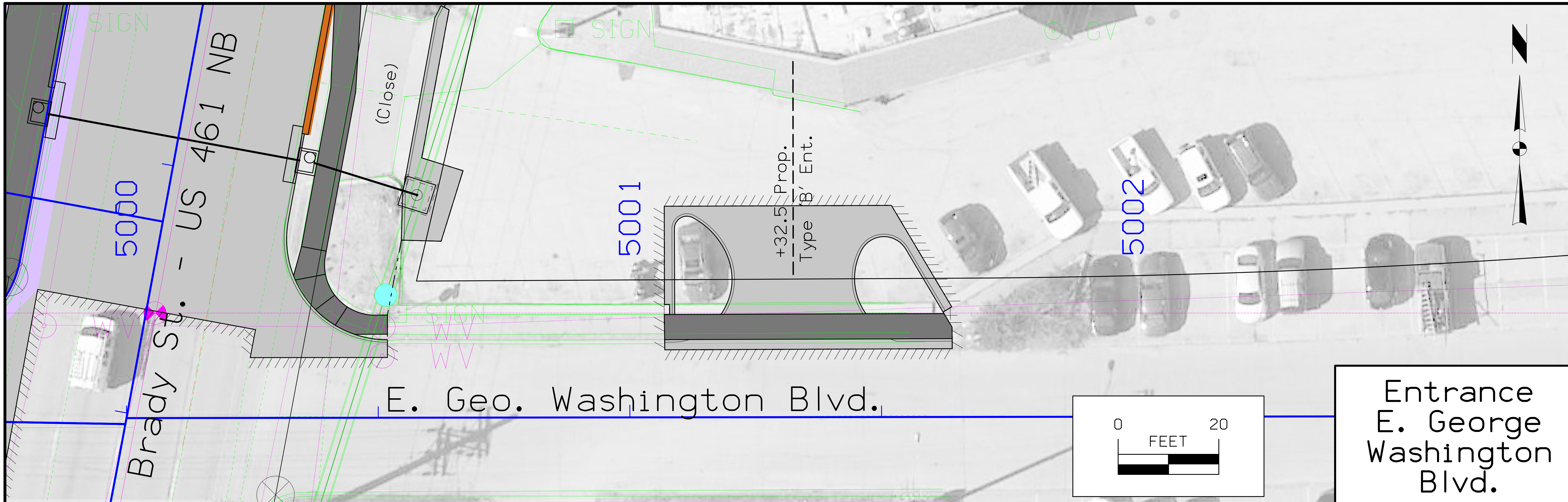
E. George Washington Blvd.
Bike Path 2
Bike Path 1
Davenport TWP.
T-78N R-3E
SEC. 13
E 35th St.
2003
2004
2005
2006
2007
2008
Brady St. - IA 461 NB
Signalized Pedestrian Crossing
Maintain Pedestrian Crossing
0 FEET 20



Davenport TWP.
T-78N R-3E
SEC. 13
2009
2010
2011
2012
2013
2014
Brady St. - IA 461 NB
0 FEET 20

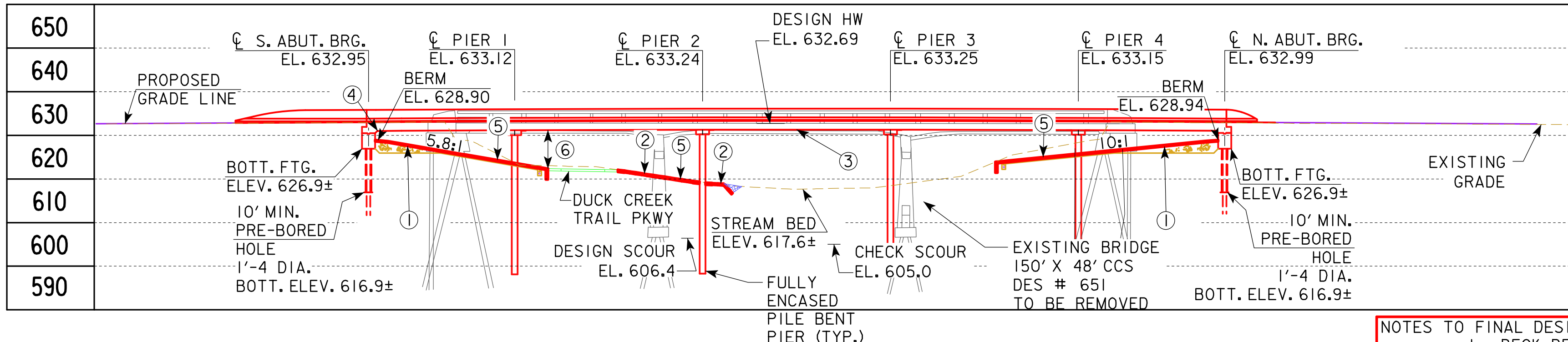
STAGE 3

Sta. 2006+43.80
Prop. Type 'B'
Entrance

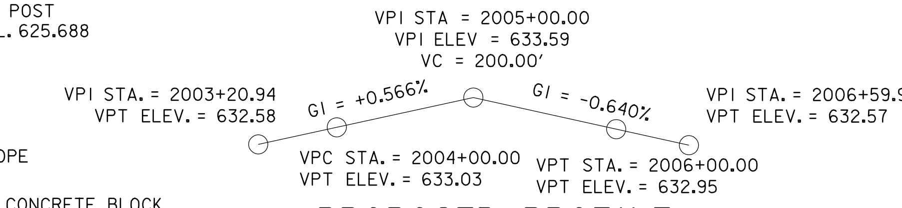


Entrance
E. George
Washington
Blvd.

BENCH MARK FENO 78, 8074966.258N, 21490011.035E, SET FENO TYPE MONUMENT 73' N. OF A NAIL SET ON CL OF GEORGE WASHINGTON BLVD. 6' E. OF A STEEL FENCE POST @ SPLIT IN BIKE PATH. 27' SE OF A STEEL POST SIGN POST (NO MOW PRAIRIE STREAM BUFFER). 132.5' W. OF A NAIL IN BIKE PATH A/C. 26' E. OF NAIL SET ON CL OF BIKE PATH IN CRACK WHERE A/C SLAB ENDS AND CONC SLAB BEGINS. EL. 625.688



LONGITUDINAL SECTION ALONG ℄ APPROACH ROADWAY



PROPOSED PROFILE GRADE US 461

1. CONCRETE SLOPE PROTECTION
2. ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION
3. REGULATORY LOW SUPERSTRUCTURE ELEV. 630.51
4. OPERATIONAL LOW SUPERSTRUCTURE ELEV. 630.20
5. GRADING SURFACE
6. MIN. VERT. CLEARANCE 8.0'
7. LIMIT OF CONC. SLOPE PROTECTION STA. 2004+28.10, 43.09' LT. BUTT CONC. SLOPE PROTECTION AGAINST DUCK CREEK TRAIL PKWY SHOULDER
8. LIMIT OF CONC. SLOPE PROTECTION STA. 2004+37.81, 34.42' RT. BUTT CONC. SLOPE PROTECTION AGAINST DUCK CREEK TRAIL PKWY SHOULDER
9. IDOT STANDARD ROAD PLAN BA-108 CONCRETE BARRIER TAPERED END SECTION
10. LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+42.41, 56.23' LT.
11. LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+78.44, 57.30' LT.
12. LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+54.65, 38.98' RT.
13. LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+78.44, 38.70' RT.
14. CONNECT SOUTH BERM CONCRETE SLOPE PROTECTION SUBDRAIN TO STORM MANHOLE STA. 2004+31.70, 59.13' RT., INV. EL. 620.00. CONNECTION SHOULD CONFORM TO IDOT DR-303.
15. LIMIT OF CONC. SLOPE PROTECTION STA. 2005+35.98, 43.09' LT.
16. LIMIT OF CONC. SLOPE PROTECTION STA. 2005+35.98, 34.42' RT.
17. CONNECT NORTH BERM CONCRETE SLOPE PROTECTION SUBDRAIN TO 72 IN RCP STA. 2005+44.23, 52.11' RT., INV. EL. 621.73. CONNECTION SHOULD CONFORM TO IDOT DR-303.
18. 7' TAPERED END SECTION
19. PEDESTRIAN RAIL\FENCE
20. EROSION STONE, 9 IN THICK, TYP.
21. EXISTING CREEK GAGE STATION. REMOVE STATION INCLUDING CONDUIT.
22. ADJUST STORM SEWER MANHOLE; REFER TO ROAD SHEETS FOR DETAILS.

NOTES:
TL-4 BRIDGE RAILING PROPOSED.
TOP OF BRIDGE DECK CROWN 0.03' BELOW PROFILE GRADE

NOTES TO FINAL DESIGNER:
1. DECK DEPTH ASSUMED 2' THICK FOR PRELIMINARY DESIGN. NOTIFY PRELIM ENGINEER IF FINAL DECK DEPTH EXCEEDS 2'.
2. AESTHETIC ENHANCEMENTS WILL BE INCORPORATED INTO FINAL DESIGN.
3. SIDEWALK ON BRIDGE TO BE RAISED AND SLOPE TO OUTSIDE.
4. CONNECT CONCRETE SLOPE PROTECTION SUBDRAIN TO EXISTING STORM SEWER; SEE NOTES 14 AND 17 BELOW.
5. WEST PEDESTRIAN\TRAFFIC SEPARATION BARRIER RAIL TO BE INSTALLED DURING STAGE 3 CONSTRUCTION.
6. STEEL SHEET PILING MAY BE NECESSARY FOR STAGED CONSTRUCTION; SEE SHEET V.4 FOR STAGING DETAILS.
7. THE BRIDGE WILL BE DESIGNED TO WITHSTAND THE APPLICABLE EFFECTS OF ICE AND THE HORIZONTAL STREAM LOADS AND UPLIFT FORCES ASSOCIATED WITH THE Q100.

HYDRAULIC DATA

DRAINAGE AREA = 41.5 SQ. MI.
STREAM SLOPE = 7.4 FT./MI.
AVG. LOW WATER STAGE = 618.0

Q_{50} = 9,710 CFS
STAGE = 631.71
REGULATORY LOW BEAM = 630.51
BACKWATER = 0.40 FT.
AVG. BRIDGE VELOCITY = 5.6 FPS

Q_{100} = 12,200 CFS
STAGE = 632.69
OPERATIONAL LOW BEAM = 630.20
BACKWATER = 0.37 FT.
AVG. BRIDGE VELOCITY = 4.3 FPS

Q_{200} = 15,200 CFS
STAGE = 634.08
CALCULATED DESIGN SCOUR = 606.4

Q_{500} = 18,780 CFS
STAGE = 635.82
AVG. BRIDGE VELOCITY = 2.2 FPS
CALCULATED CHECK SCOUR = 605.0

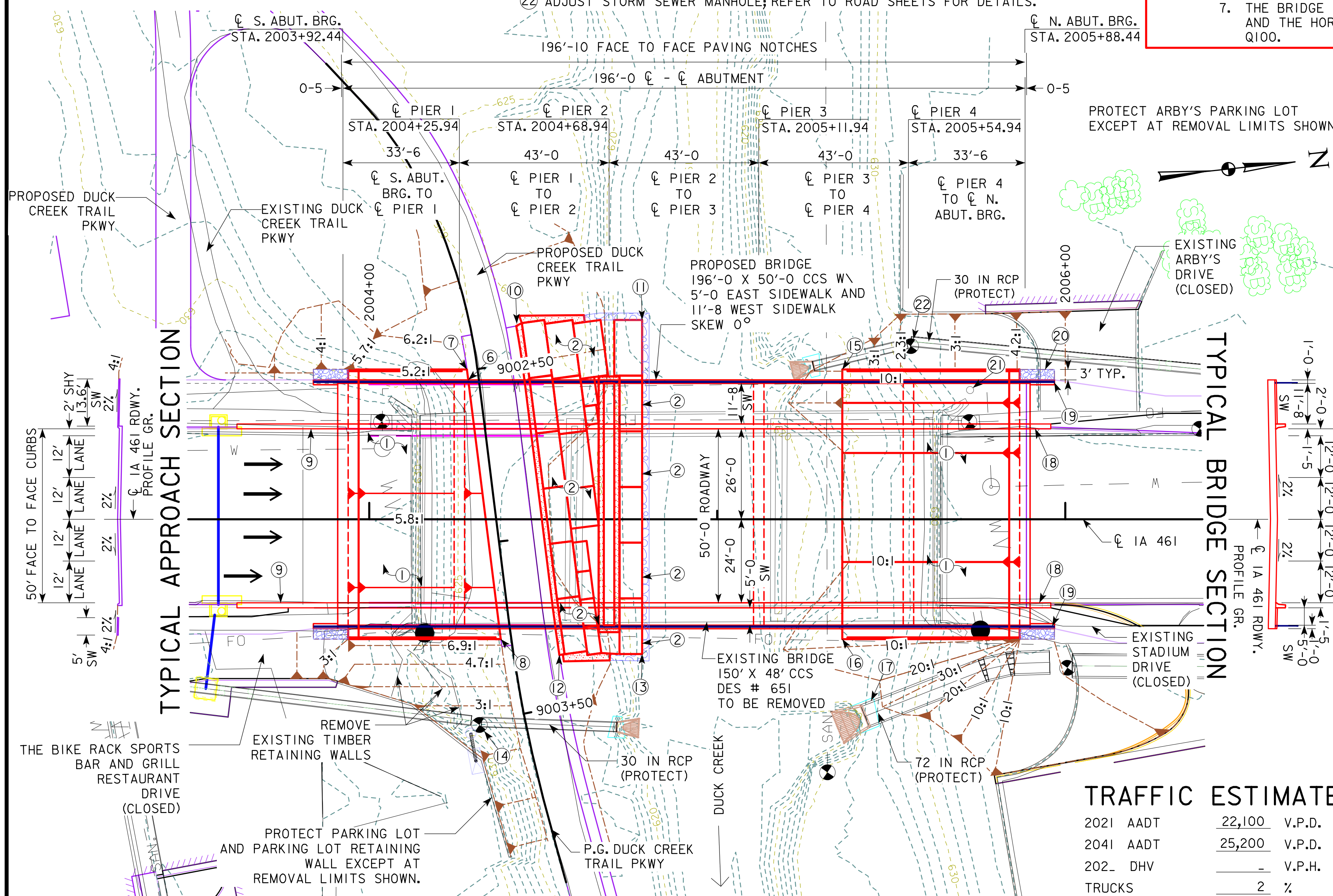
Q OVERTOP= 7,600 CFS
AVG. BRIDGE VELOCITY = 5.2 FPS
CALCULATED SCOUR = 607.2
ROADWAY OVERTOP 630.0
STA. 1999+75

EXTREME HW STAGE = 633.0
DATE = JUNE 1990

50, 100 & 500 YR. STAGES AND DISCHARGES FROM SCOTT COUNTY F.I.S., DATED JUNE 9, 2014. F.I.S. DATUM 0 FT. BELOW PROJECT DATUM.

LOCATION

IA 461 OVER DUCK CREEK
T-78N R-3E
SECTION 13
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF DAVENPORT
BRIDGE MAINT. NO. 8220.1R061
FHWA NO. 46941
LATITUDE 41.553887°
LONGITUDE -90.569157°



SITUATION PLAN

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 2004+28.28, OFFSET 40.09'
OVERHEAD ELEVATION = 632.38
DEPTH OF SUPERSTRUCTURE = 2'
UNDERPASS STATION = 9002+52.78, OFFSET 3.0'
UNDERPASS ELEVATION = 622.38
MINIMUM VERTICAL CLEARANCE = 8.00'

TRAFFIC ESTIMATE

2021 AADT	22,100	V.P.D.
2041 AADT	25,200	V.P.D.
202_ DHV	-	V.P.H.
TRUCKS	2	%
TOTAL DESIGN ESALs	-	

UTILITIES LEGEND:

EI - ELECTRIC - MIDAMERICAN ENERGY CO.
FO - FIBER OPTIC - CENTURYLINK
G - GAS - MIDAMERICAN ENERGY CO.
SAN - SANITARY SEWER - CITY OF DAVENPORT
ST S - STORM SEWER - CITY OF DAVENPORT
TV - TELEVISION - MEDIACOM
W - WATER - IOWA AMERICAN WATER CO.

0 ENGLISH 40
SCALE IN FEET

PRELIMINARY

DESIGN FOR 0° SKEW

196'-0 X 50'-0 CONTINOUS CONCRETE SLAB BRIDGE W\ 5'-0 EAST SIDEWALK AND 11'-8 WEST SIDEWALK

33'-6 END SPANS 43'-0 INTERIOR SPANS

SITUATION PLAN

STATION 2004+90.44 OCTOBER 2019

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 4 FILE NO. 31849 DESIGN NO. 222

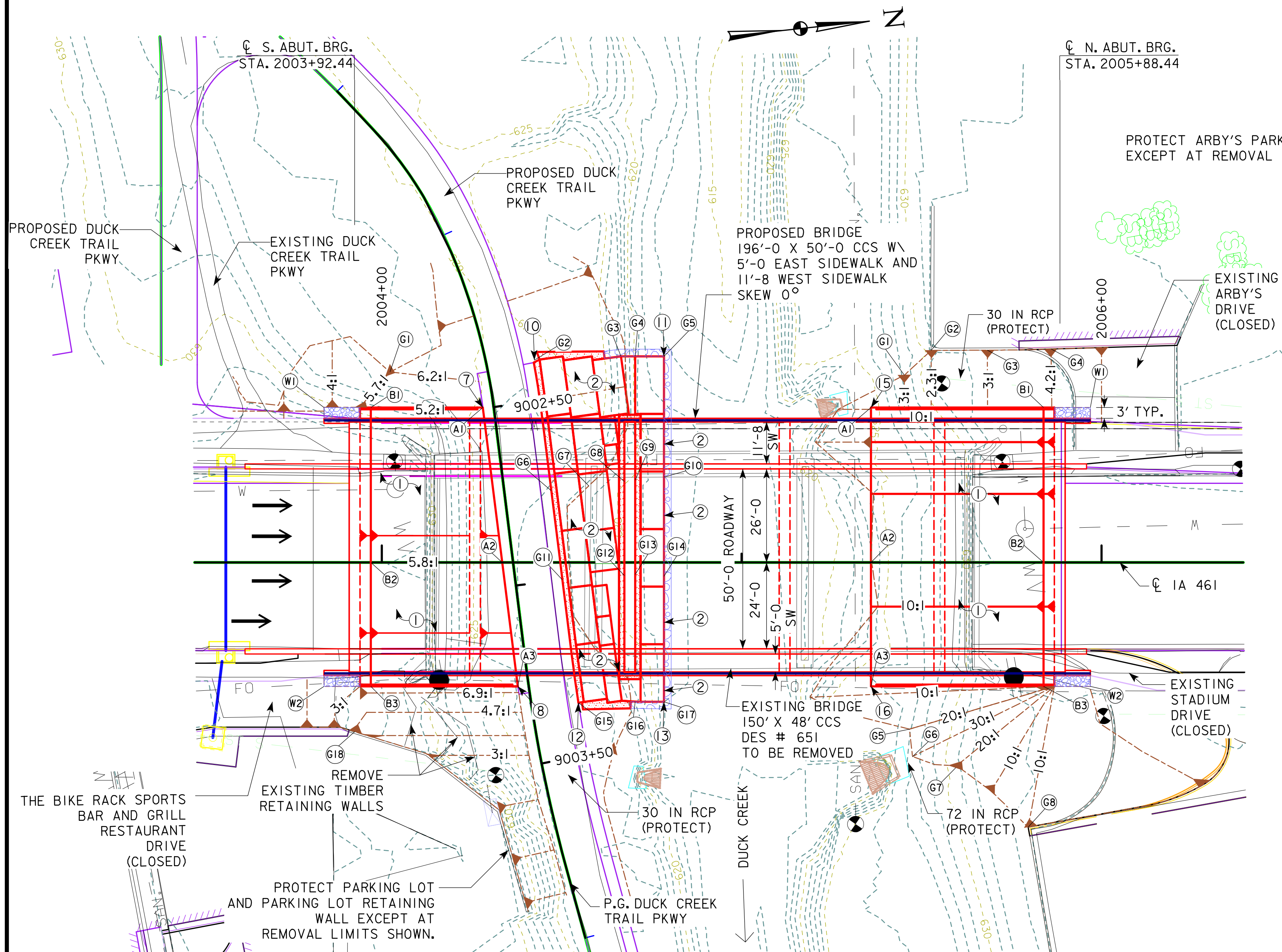
BERM SLOPE LOCATION TABLE

	SOUTH ABUTMENT			NORTH ABUTMENT		
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV
A1	2004+28.10	43.09′ LT	622.43	2005+35.98	43.09′ LT	623.89
A2	2004+33.50	0	622.35	2005+35.98	0	623.89
A3	2004+37.81	34.42′ RT	622.49	2005+35.98	34.42′ RT	623.89
B1	2003+96.94	43.09′ LT	628.66	2005+83.93	43.09′ LT	628.69
B2	2003+96.94	0	628.66	2005+83.93	0	628.69
B3	2003+96.94	34.42′ RT	628.66	2005+83.93	34.42′ RT	628.69
G1	2004+02.30	52.95′ LT	626.60	2005+45.23	52.09′ LT	628.30
G2	2004+42.41	56.23′ LT	622.48	2005+52.69	58.96′ LT	632.50
G3	2004+66.48	57.31′ LT	622.30	2005+68.29	59.04′ LT	632.74
G4	2004+70.44	57.30′ LT	619.60	2005+86.00	59.35′ LT	633.20
G5	2004+78.44	57.30′ LT	617.30	2005+46.65	46.31′ RT	627.00
G6	2004+47.12	19.99′ LT	622.03	2005+47.50	53.94′ RT	627.50
G7	2004+57.54	21.30′ LT	621.80	2005+59.75	56.47′ RT	631.00
G8	2004+67.44	22.54′ LT	620.10	2005+79.64	73.58′ RT	633.36
G9	2004+70.44	22.92′ LT	619.80			
G10	2004+78.44	23.75′ LT	618.50			
G11	2004+50.21	4.79′ RT	622.14			
G12	2004+67.44	3.64′ RT	619.80			
G13	2004+70.44	3.31′ RT	619.40			
G14	2004+78.44	3.81′ RT	618.50			
G15	2004+54.65	38.98′ RT	622.28			
G16	2004+70.44	38.70′ RT	622.20			
G17	2004+78.44	38.70′ RT	618.10			
G18	2003+92.32	46.99′ RT	633.00			
W1	2003+83.94	43.09′ LT	632.65	2005+96.93	43.09′ LT	633.10
W2	2003+83.94	34.42′ RT	633.10	2005+96.93	34.42′ RT	633.14

W - END WING / EROSION STONE
BERM SLOPE TABLE ELEVATIONS REFLECT GRADING SURFACE

SOUTH BERM
POINTS G2 THROUGH G17 ARE TO TOP OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION, CONCRETE ANCHOR OR CLASS E REVETMENT WEDGE. SEE SHEET V.3 FOR DETAILS.

NORTH BERM
POINTS G2, G3, G4 AND G8 ARE TO TOP OF EXISTING OR PROPOSED CURB



SITE PLAN

(1) CONCRETE SLOPE PROTECTION
(2) ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION
(7) LIMIT OF CONC. SLOPE PROTECTION STA. 2004+28.10, 43.09′ LT. BUTT CONC. SLOPE PROTECTION AGAINST DUCK CREEK TRAIL PKWY SHOULDER
(8) LIMIT OF CONC. SLOPE PROTECTION STA. 2004+37.81, 34.42′ RT. BUTT CONC. SLOPE PROTECTION AGAINST DUCK CREEK TRAIL PKWY SHOULDER
(10) LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+42.41, 56.23′ LT.
(11) LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+78.44, 57.30′ LT.
(12) LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+54.65, 38.98′ RT.
(13) LIMIT OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION STA. 2004+78.44, 38.70′ RT.
(15) LIMIT OF CONC. SLOPE PROTECTION STA. 2005+35.98, 43.09′ LT.
(16) LIMIT OF CONC. SLOPE PROTECTION STA. 2005+35.98, 34.42′ RT.

0 ENGLISH 40
SCALE IN FEET

PRELIMINARY
DESIGN FOR 0° SKEW
196′-0 X 50′-0 CONTINOUS CONCRETE SLAB BRIDGE W\ 5′-0 EAST SIDEWALK AND 11′-8 WEST SIDEWALK
33′-6 END SPANS 43′-0 INTERIOR SPANS
SITUATION PLAN-SITE
STATION 2004+90.44 OCTOBER 2019
SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 2 OF 4 FILE NO. 31849 DESIGN NO. 222

DESIGN TEAM | SCOTT COUNTY | PROJECT NUMBER BRF-461-1(9)--38-82 | SHEET NUMBER V.2

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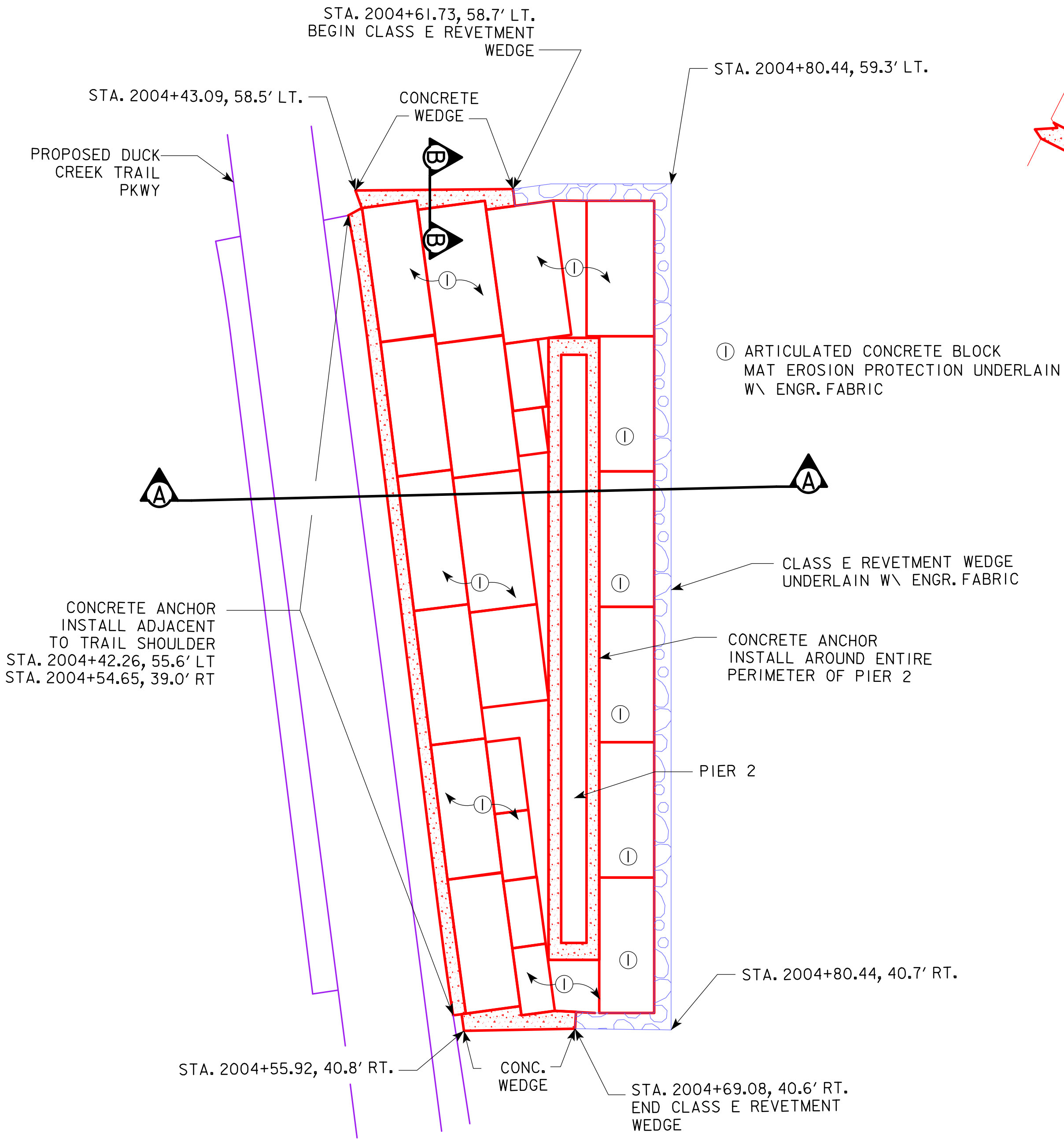
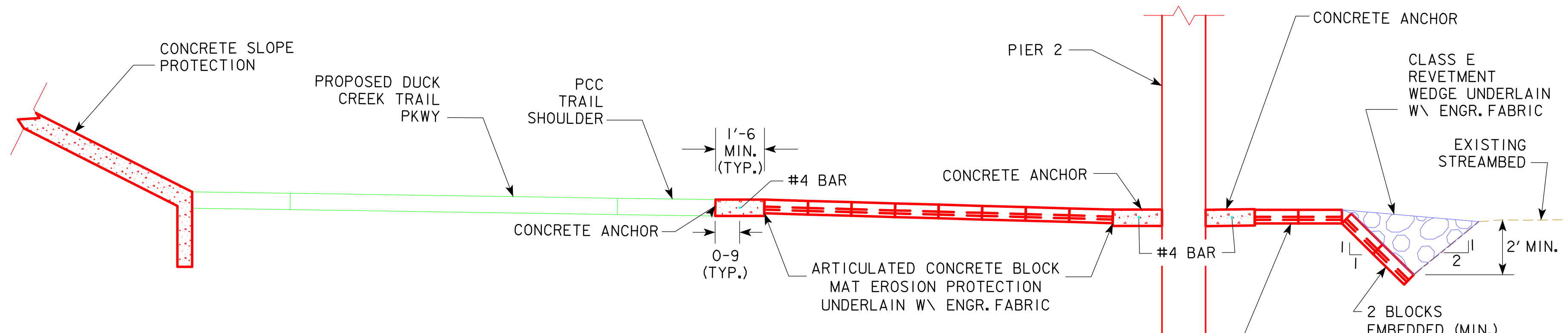


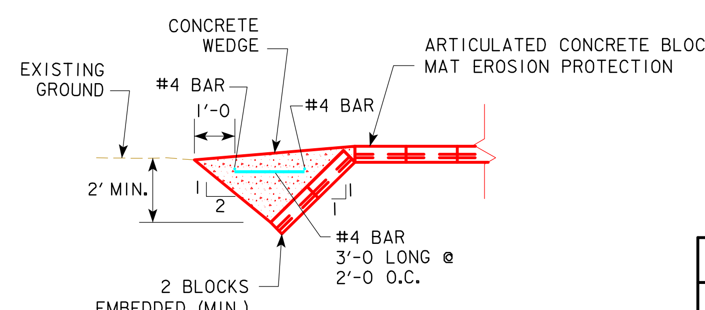
PLAN
NOT TO SCALE



NOTES

1. PROVIDE ISOLATION JOINT BETWEEN TRAIL SHOULDER AND CONCRETE ANCHOR.
2. PROVIDE ISOLATION JOINT BETWEEN CONCRETE ANCHOR AND PIER 2.
3. ISOLATION JOINTS TO MEET IDOT STANDARD SPECIFICATION 2511.03.B.3.d.
4. CONCRETE ANCHOR THICKNESS TO MATCH ARTICULATED BLOCK THICKNESS, 6 IN. MIN.
5. PROVIDE TRANSVERSE JOINT IN CONCRETE ANCHORS; MATCH SPACING USED FOR TRAIL.
6. TRANSVERSE JOINTS TO MEET IDOT STANDARD SPECIFICATION 2511.03.B.3.b.1.
7. EMBED CONCRETE BLOCK CABLES IN CONCRETE ANCHORS.

SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

ESTIMATED ARMORING QUANTITIES			
LOCATION	REVETMENT CL. E (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
ARTICULATED CONCRETE BLOCK MAT WEDGE	50	110	30

EXCAVATION QUANTITY CALCULATED FROM GRADING SURFACE.

NOTES:
1. REFER TO SPECIAL PROVISION SPECIFICATION FOR EROSION CONTROL SYSTEM FOR DETAILS REGARDING CONCRETE BLOCK MATS, APPURTENANCES AND PAYMENT.
2. INSTALL CLOSED CELL CONCRETE BLOCKS.
3. INCLUDE COST FOR ALL LABOR, MATERIALS AND EQUIPMENT NECESARY TO INSTALL CABLED CONCRETE MATS, ENGINEERING FABRIC, CLAMPS, ANCHORS, JOINT MATERIAL, JOINT INSTALLATION, REINFORCING BARS, EXCAVATION AND MISCELLANEOUS CONCRETE IN EROSION CONTROL SYSTEM BID ITEM.
4. THE SEEDING REQUIREMENTS OF THE SPECIAL PROVISION FOR EROSION CONTROL SYSTEM SHALL NOT APPLY TO THIS PROJECT.
5. REFER TO SHEET V.2 FOR CONCRETE BLOCK STATION\OFFSETS AND TOP OF BLOCK\CONCRETE ANCHOR\REVETMENT ELEVATIONS.
6. ESTIMATE 340 SY OF ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION REQUIRED FOR PROJECT.

ARTICULATED CONCRETE BLOCK MAT EROSION PROTECTION PLAN AND DETAILS

PRELIMINARY

DESIGN FOR 0° SKEW

196′-0 X 50′-0 CONTINOUS CONCRETE SLAB BRIDGE W\ 5′-0 EAST SIDEWALK AND 11′-8 WEST SIDEWALK

33′-6 END SPANS 43′-0 INTERIOR SPANS

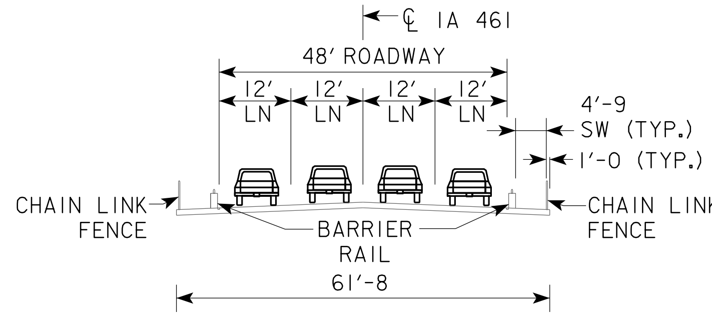
CONCRETE BLOCK MAT DETAILS

STATION 2004+90.44 OCTOBER 2019

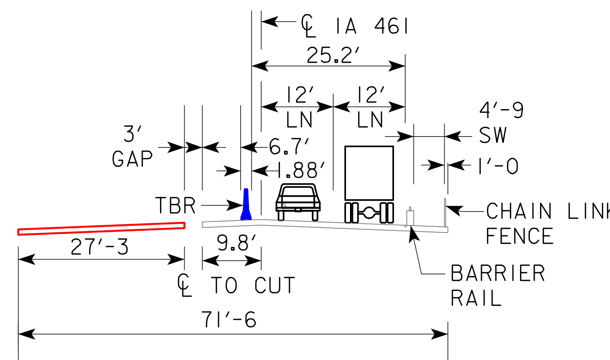
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

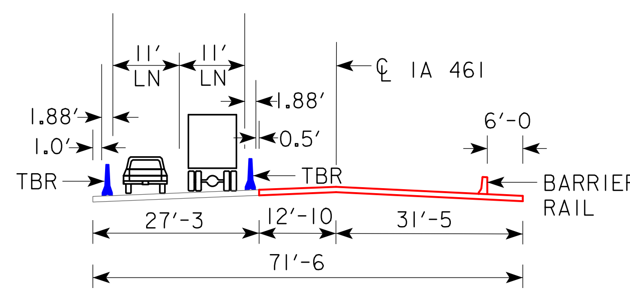
DESIGN SHEET NO. 3 OF 4 FILE NO. 31849 DESIGN NO. 222



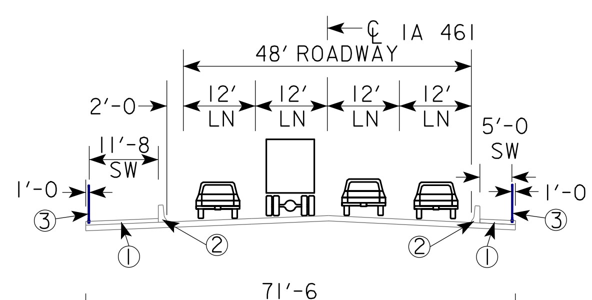
EXISTING TYPICAL SECTION



STAGE 1



STAGE 2



① RAISED SIDEWALK
② BARRIER RAIL
③ FENCE

FINISHED SECTION

STAGING DETAILS
NOT TO SCALE

DRIVING\SIDEWALK SURFACE
UNDER CONSTRUCTION

ALL SECTIONS LOOKING NORTH

PRELIMINARY

DESIGN FOR 0° SKEW

196′-0 X 50′-0 CONTINOUS CONCRETE SLAB BRIDGE W\ 5′-0 EAST SIDEWALK AND 11′-8 WEST SIDEWALK

33′-6 END SPANS   43′-0 INTERIOR SPANS

STAGING DETAILS

STATION 2004+90.44   OCTOBER 2019

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 4   FILE NO. 31849   DESIGN NO. 222

DESIGN TEAM   SCOTT COUNTY   PROJECT NUMBER BRF-461-1(9)--38-82   SHEET NUMBER V.4

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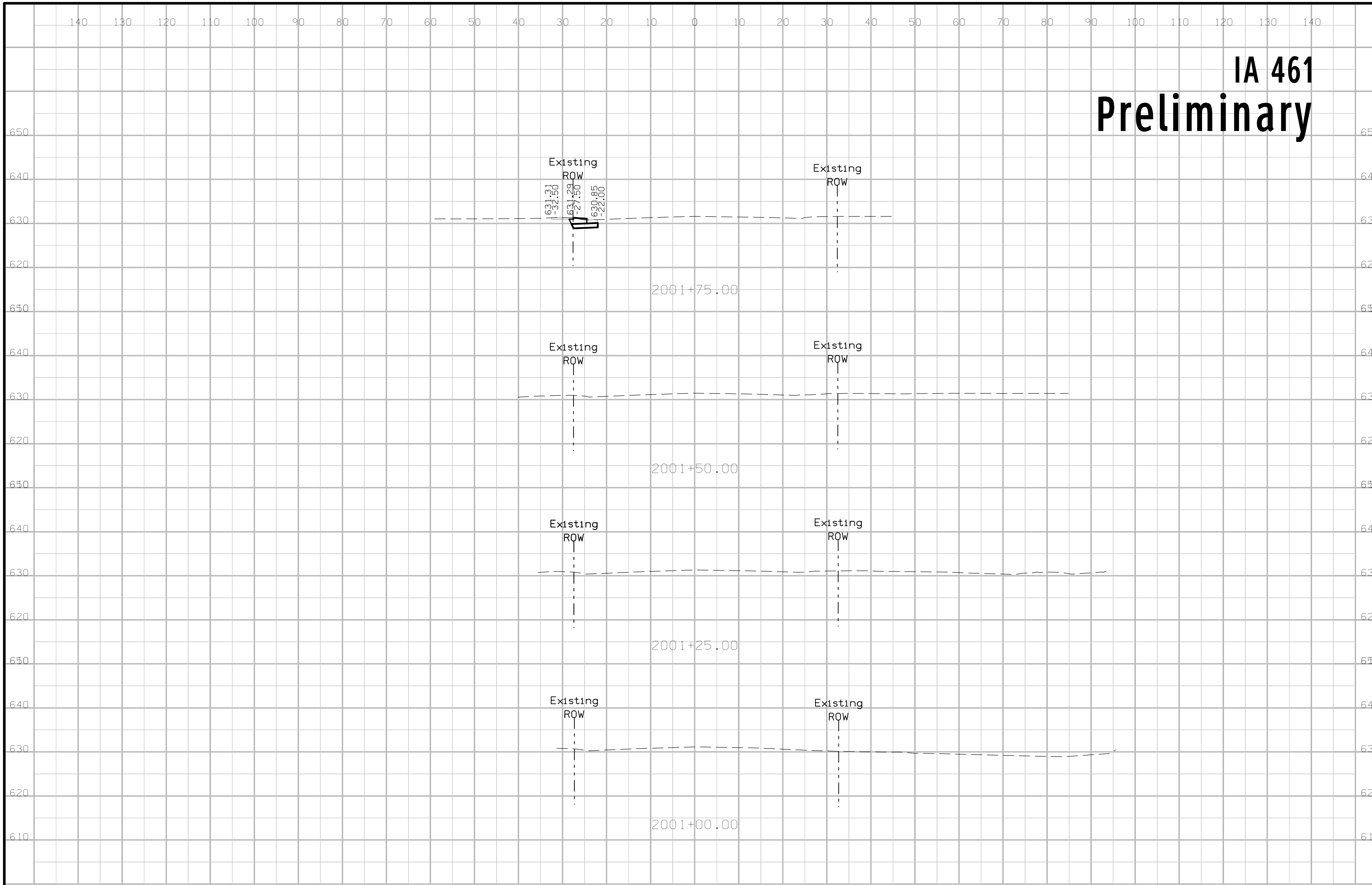

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER	BRF-461-1(9)--38-82	SHEET NUMBER W.1

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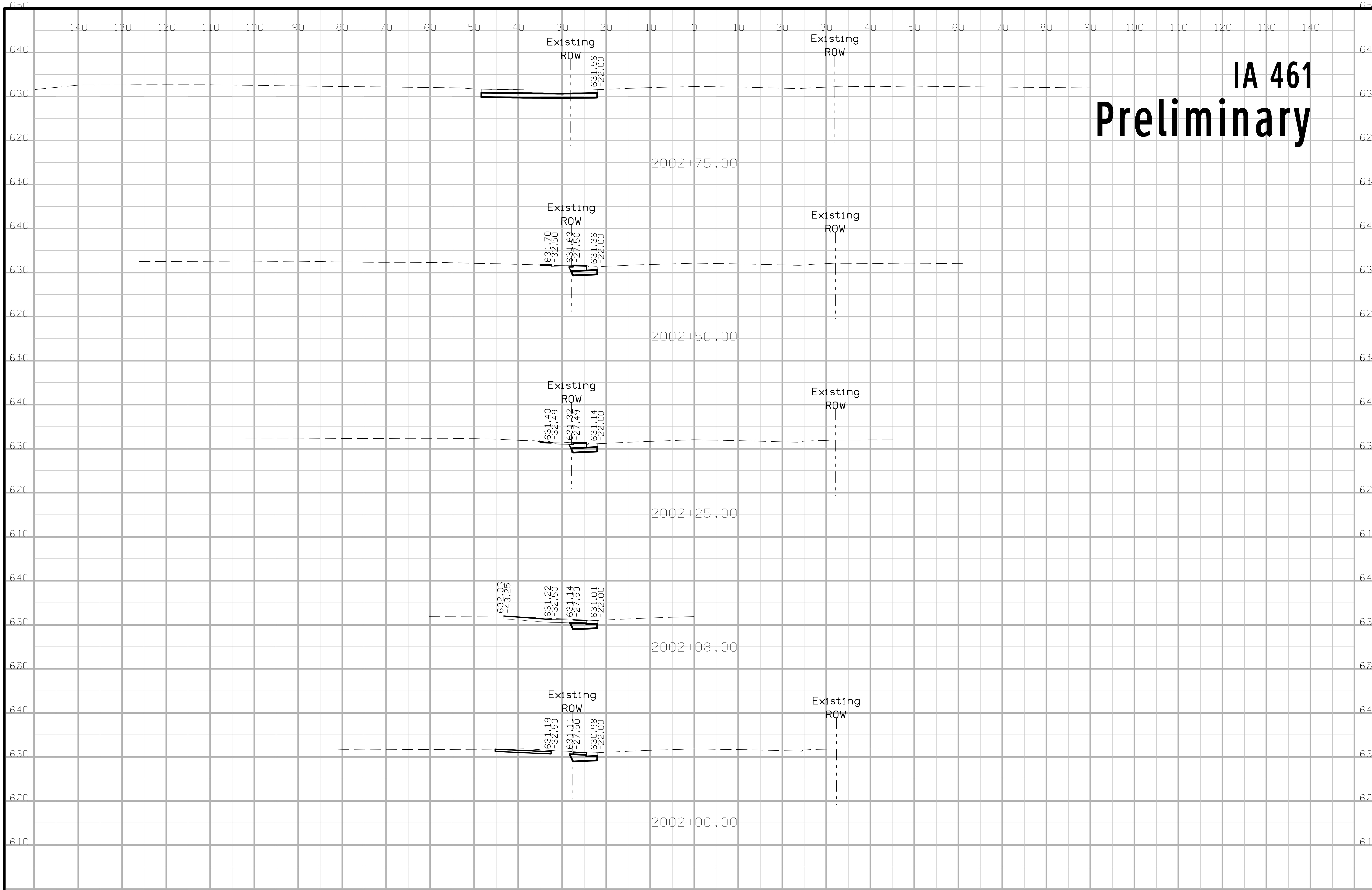

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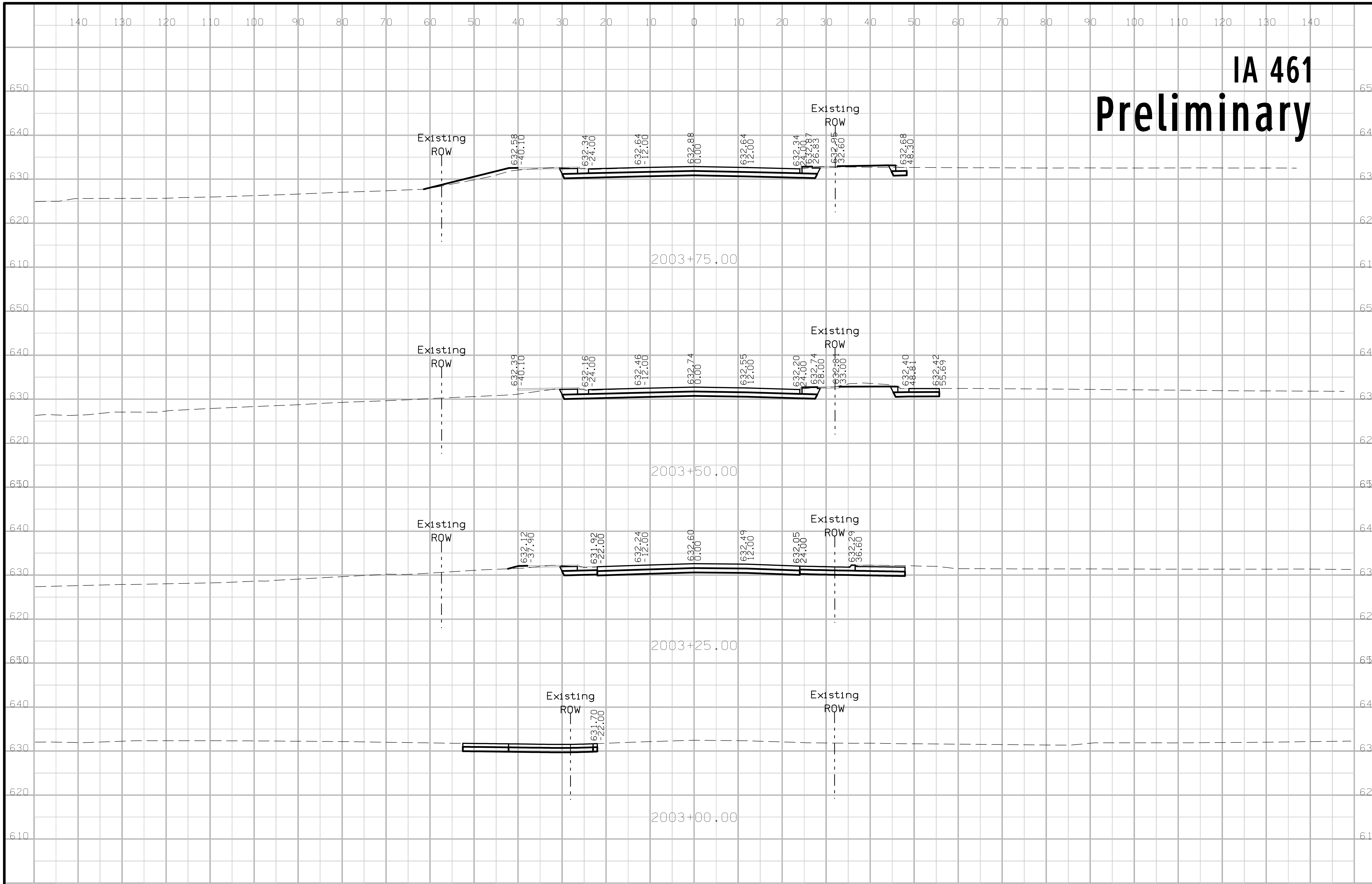

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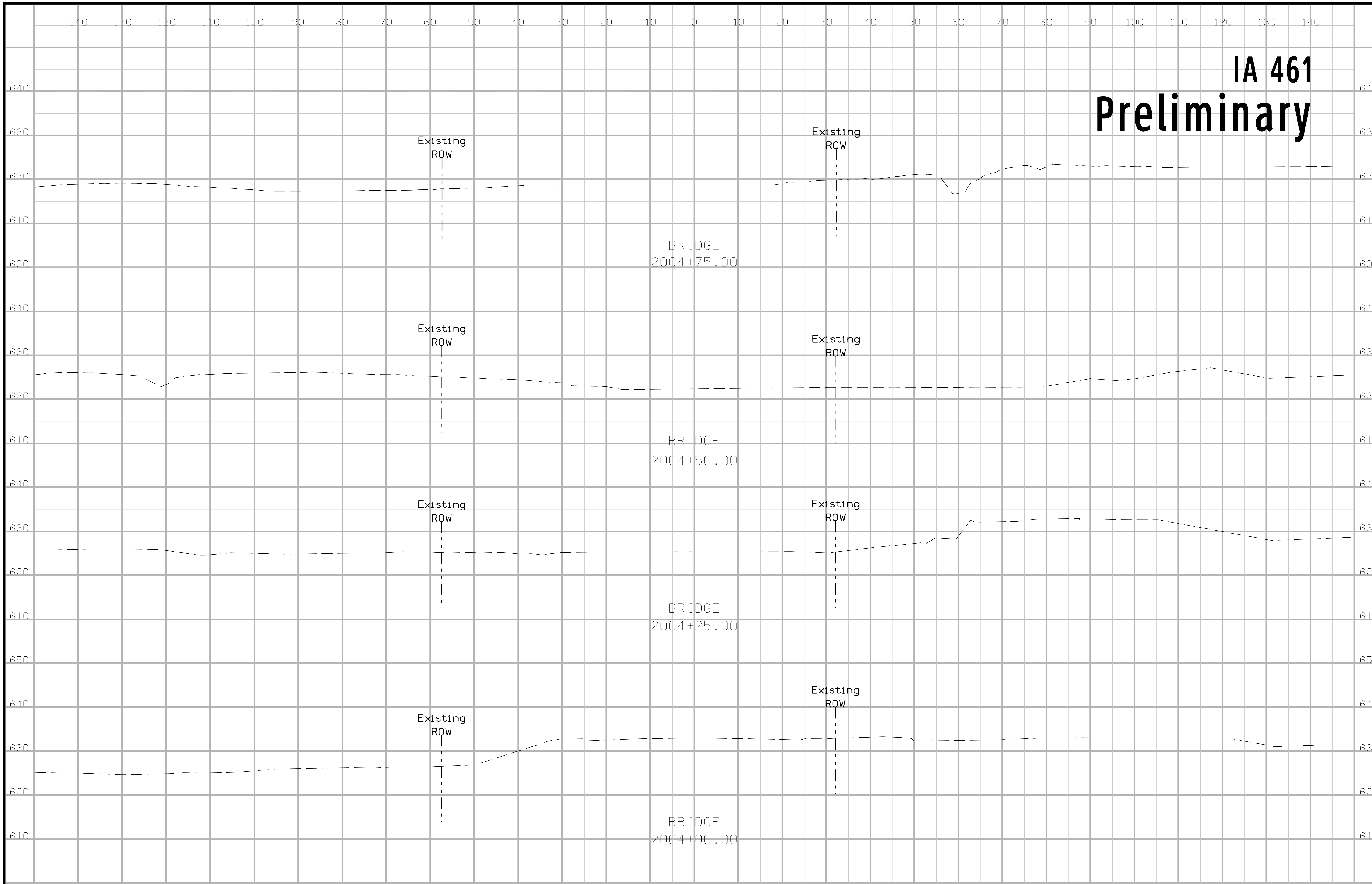

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER W.4

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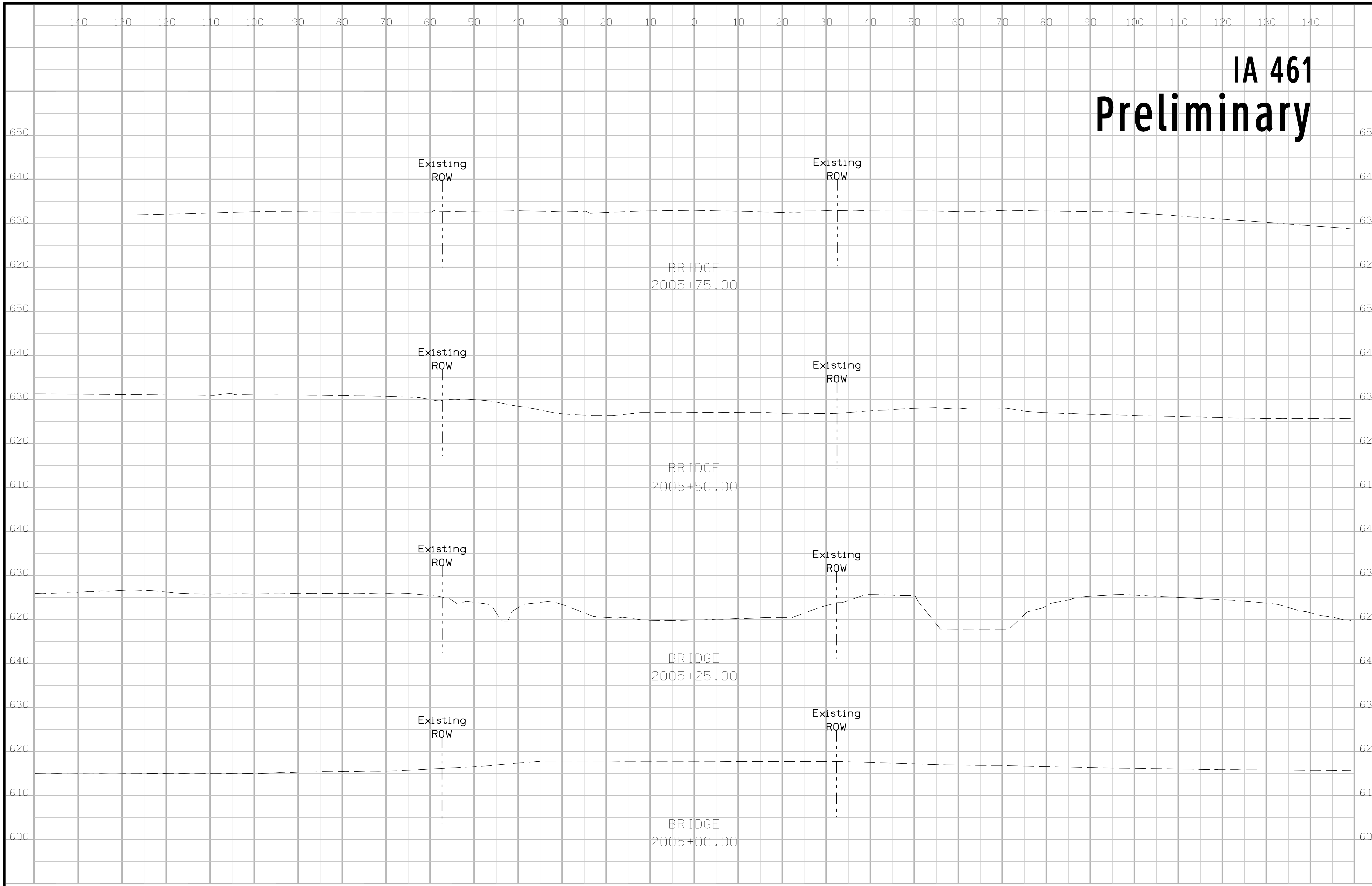
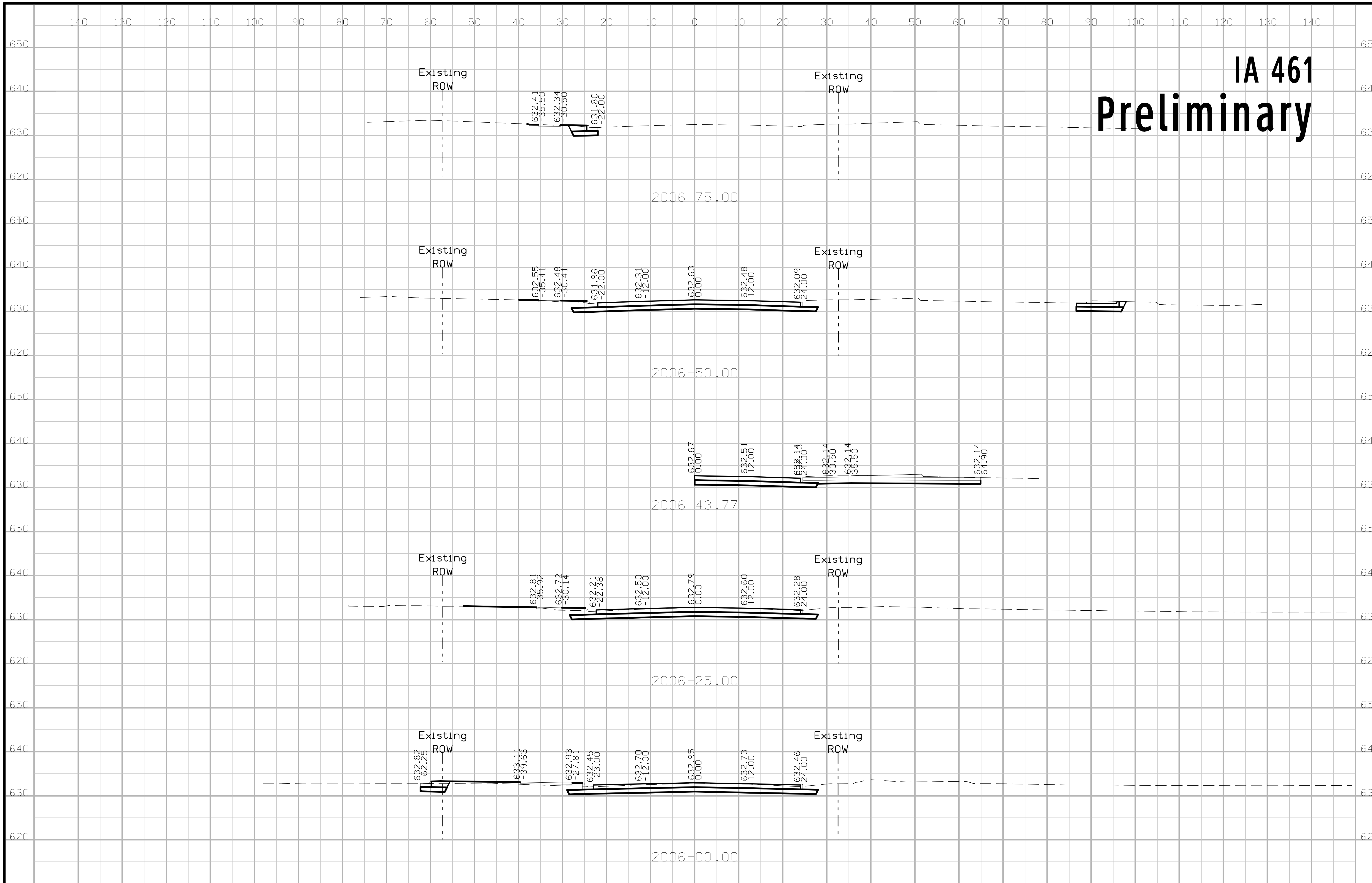
IA 461
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER W.5



FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER W.6

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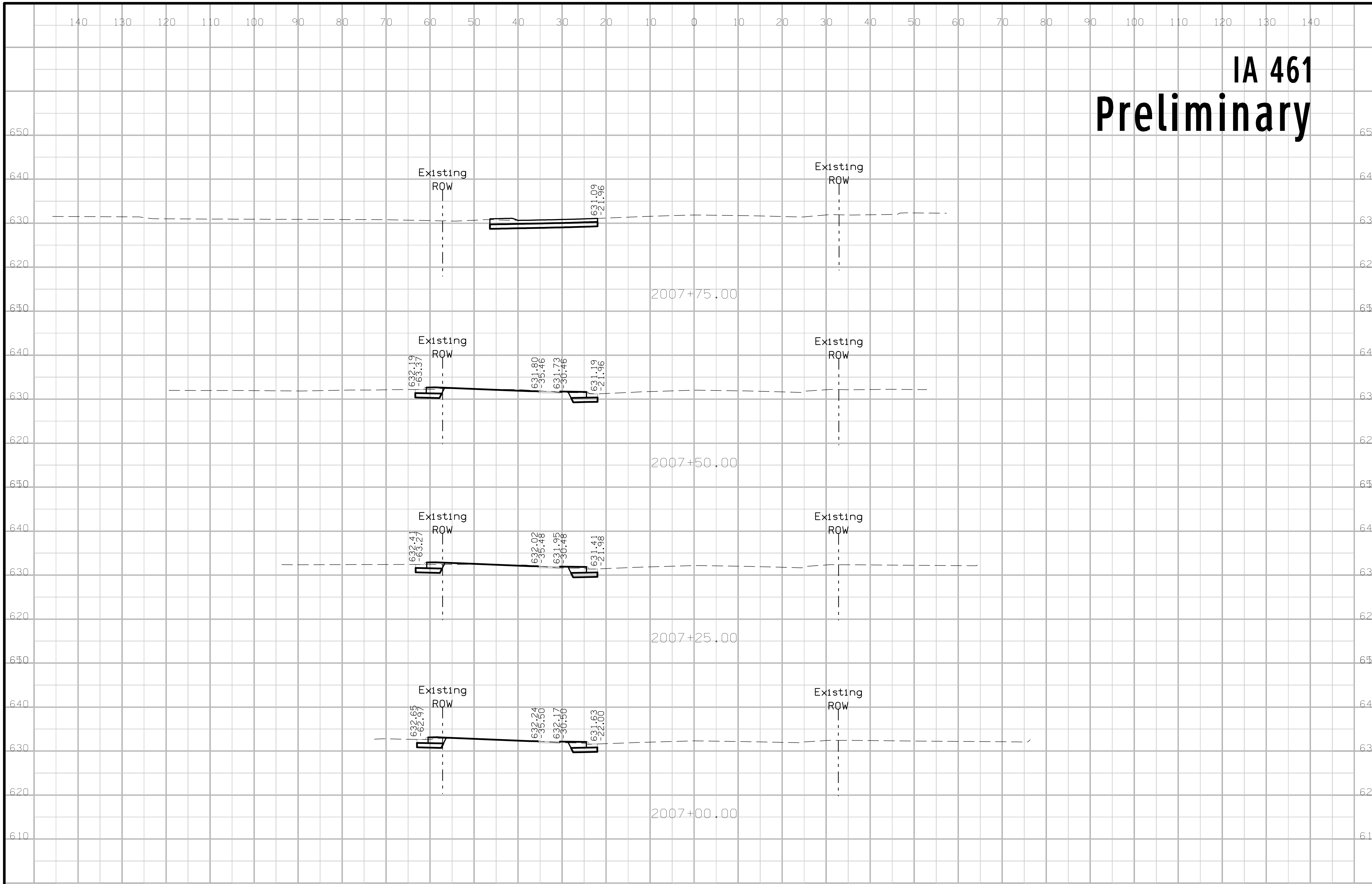
IA 461
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER W.7

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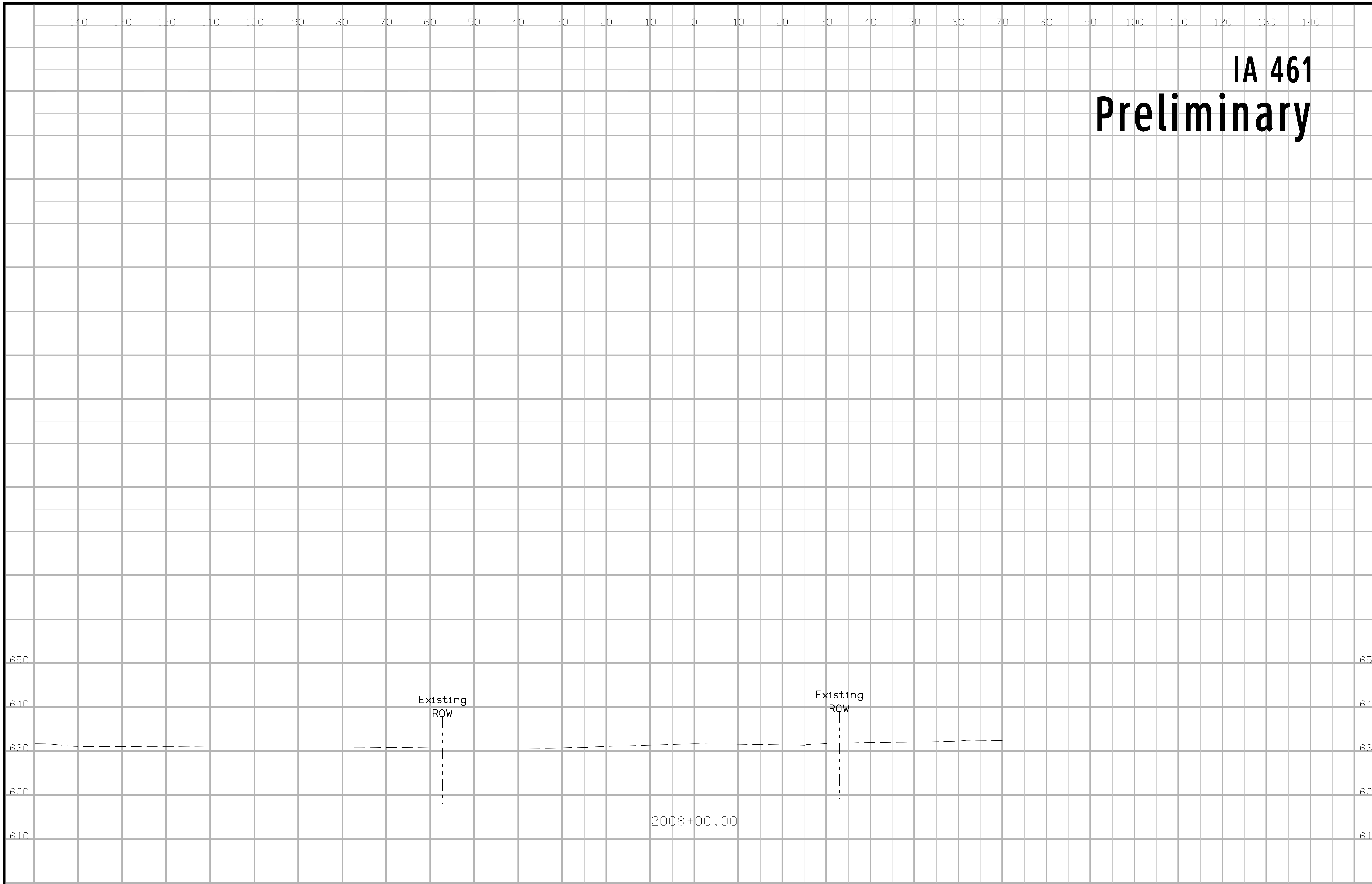
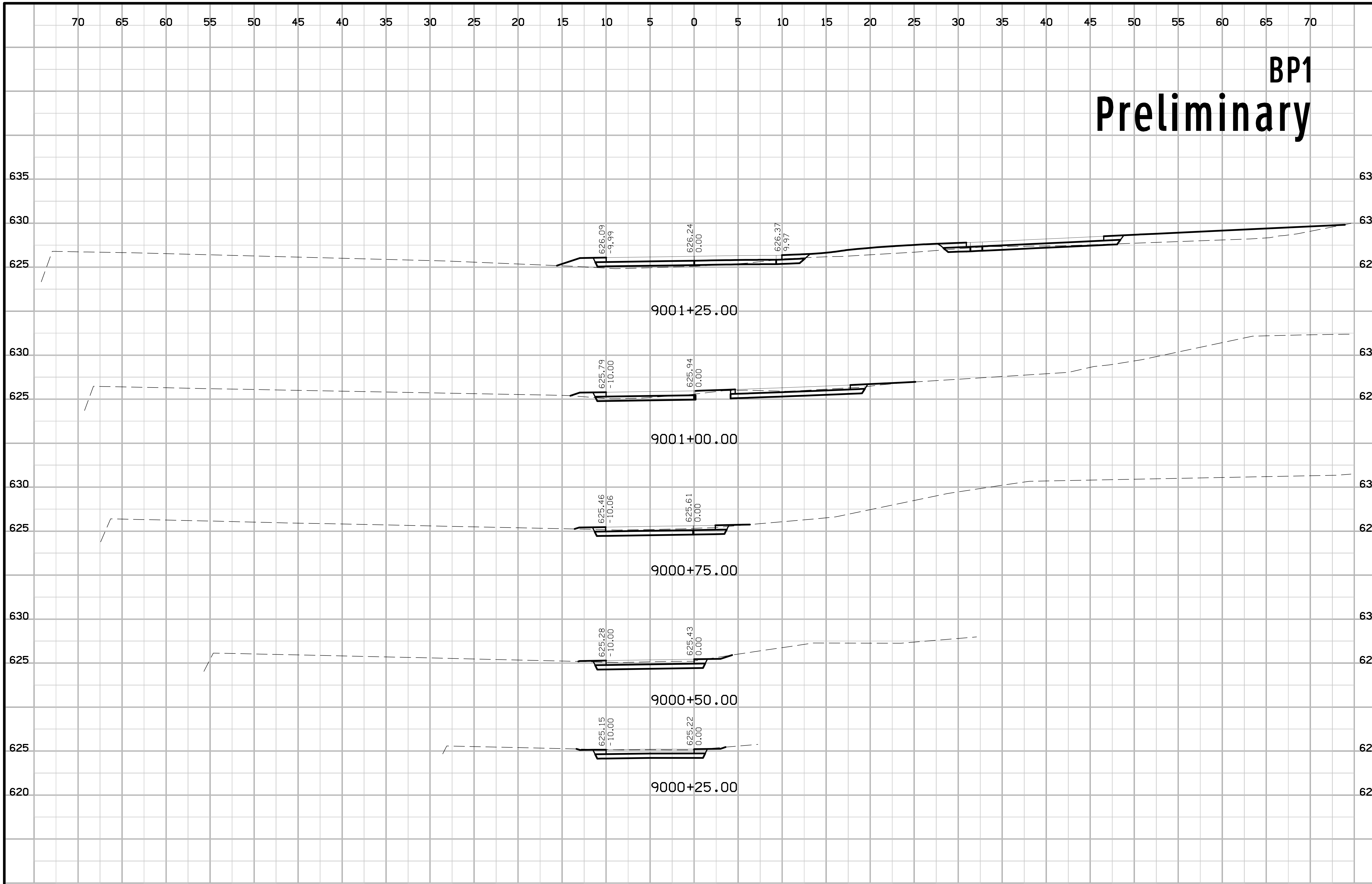


FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER W.8



FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.1

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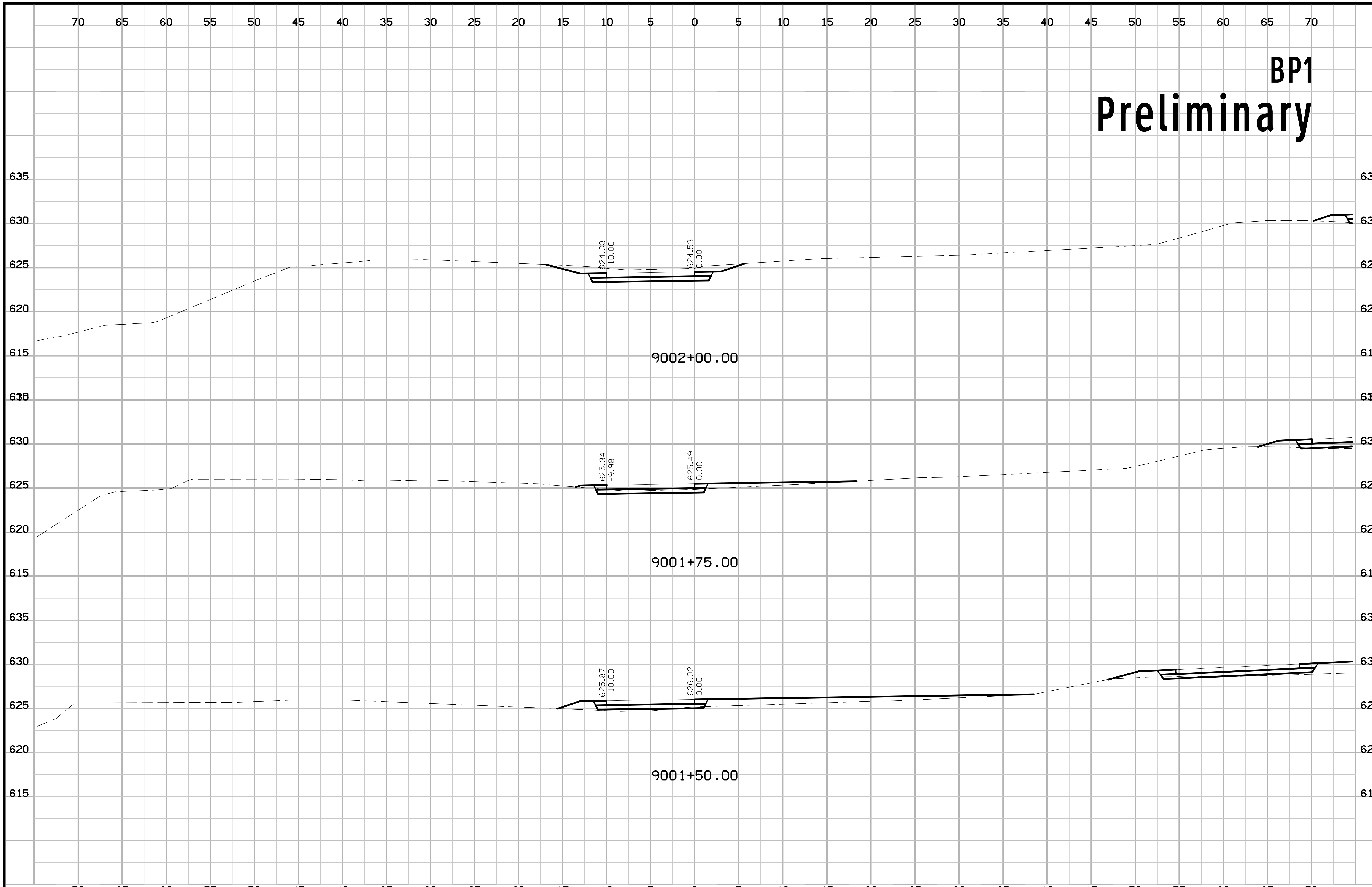
BP1
Preliminary



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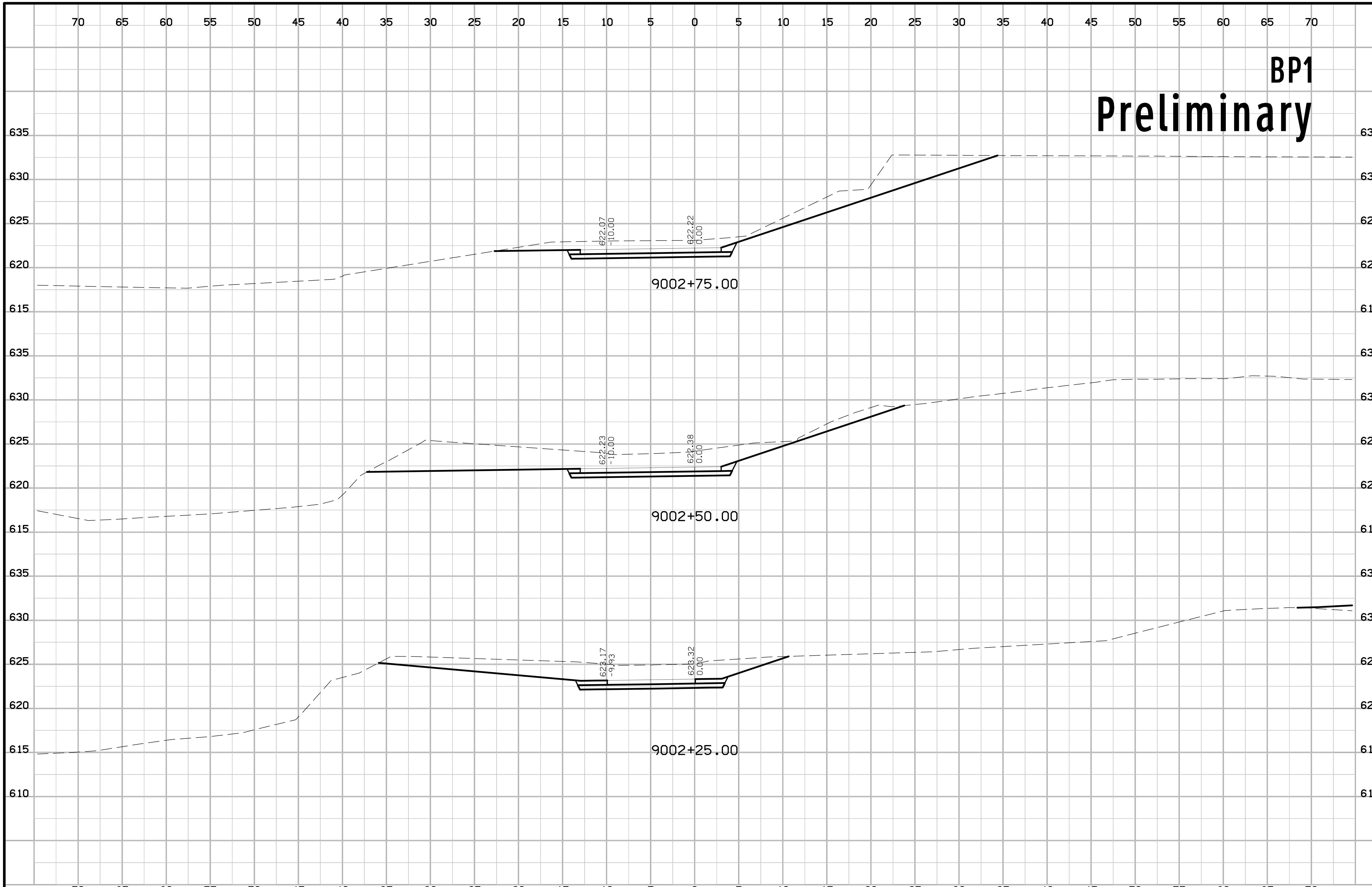

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.3

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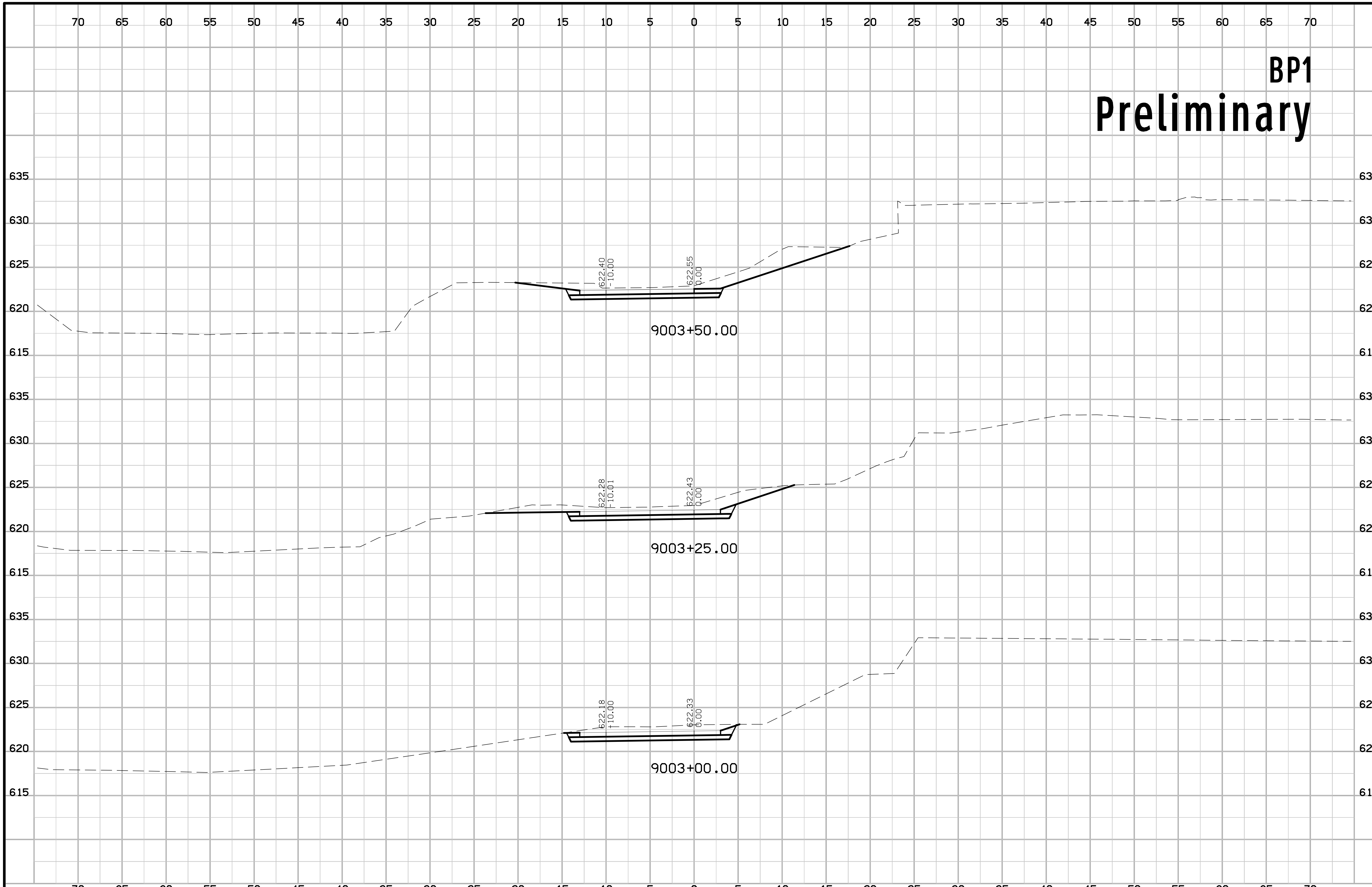

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.4

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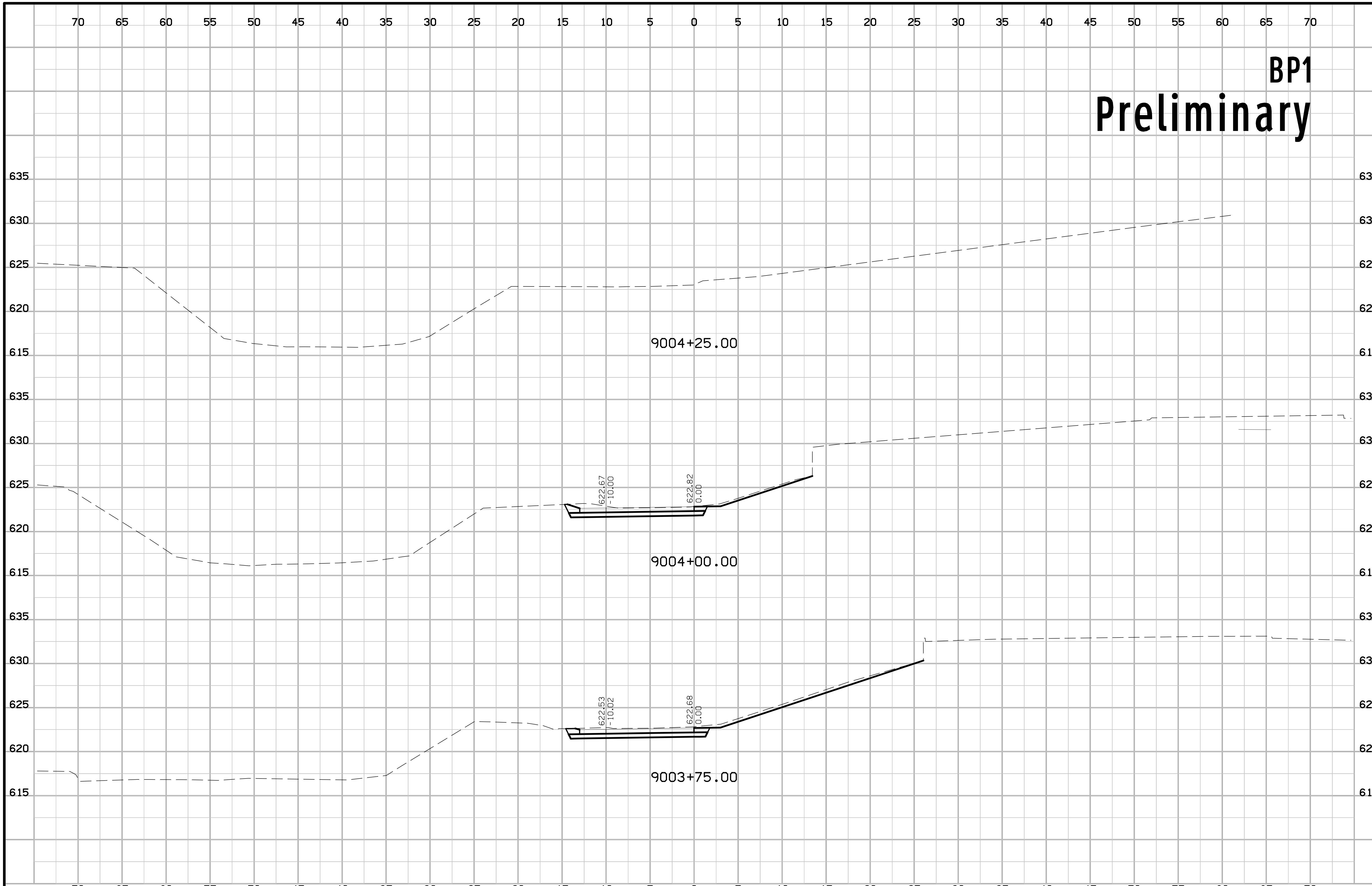

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.5

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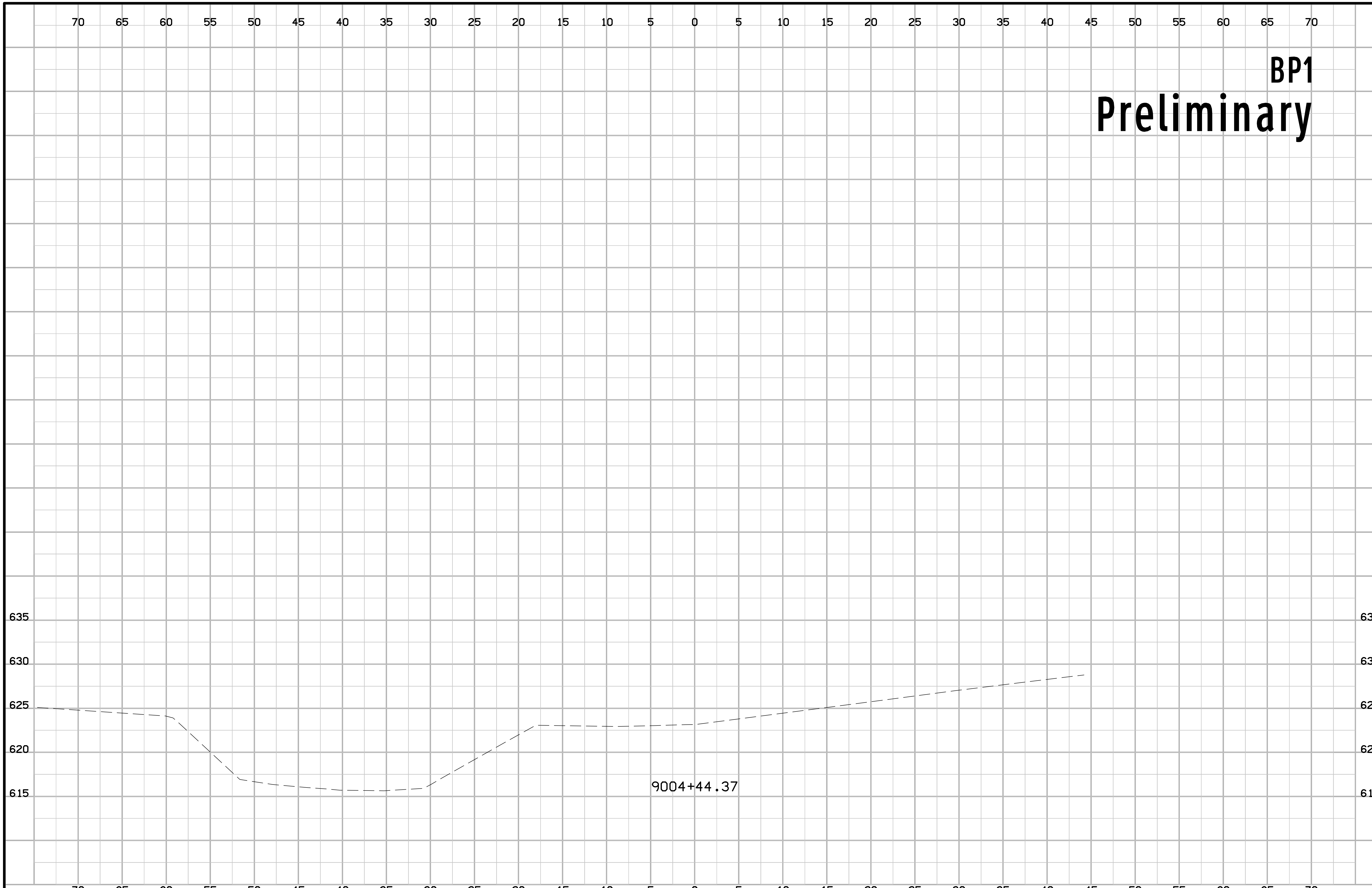

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.6

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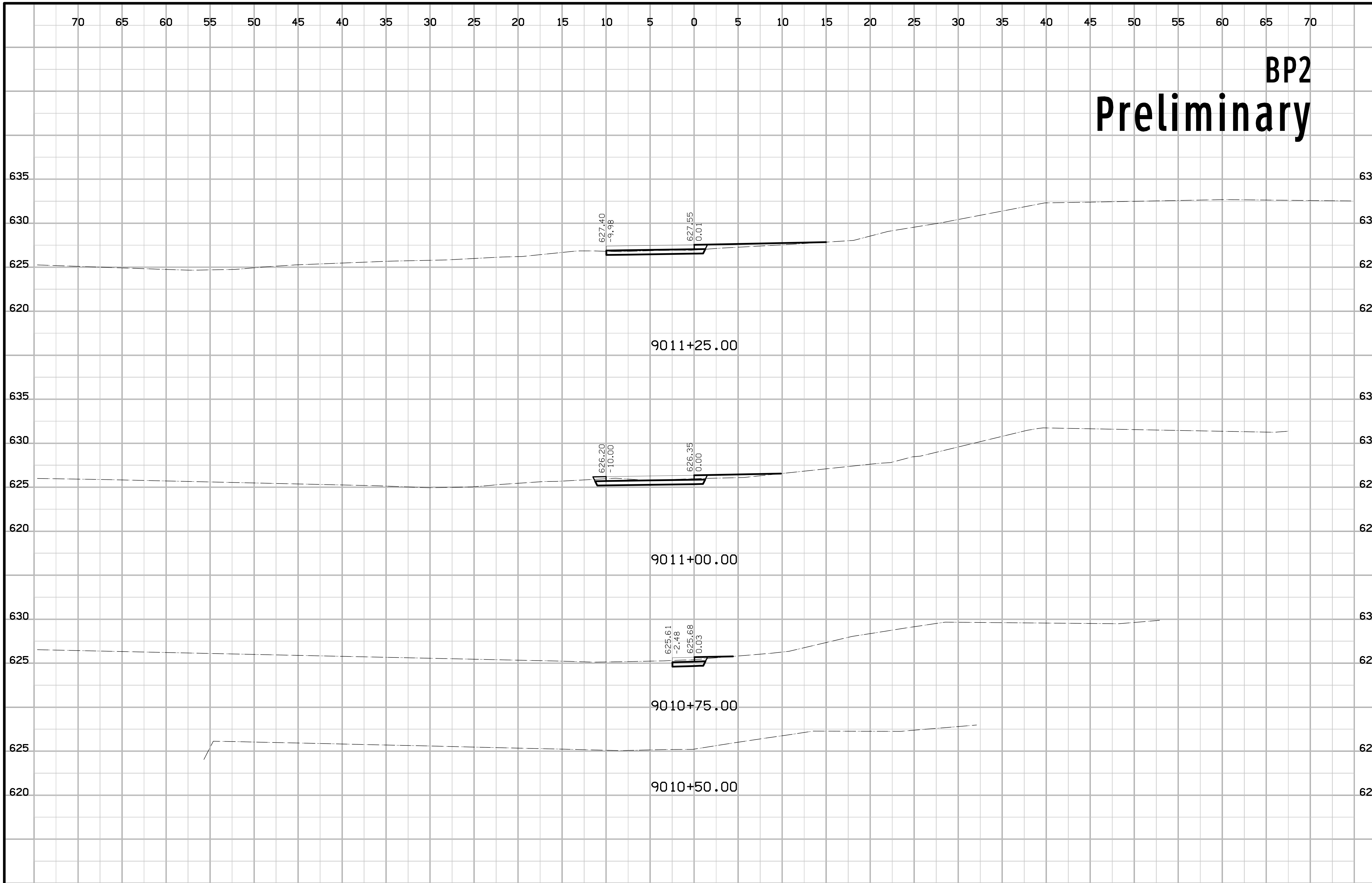

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.7

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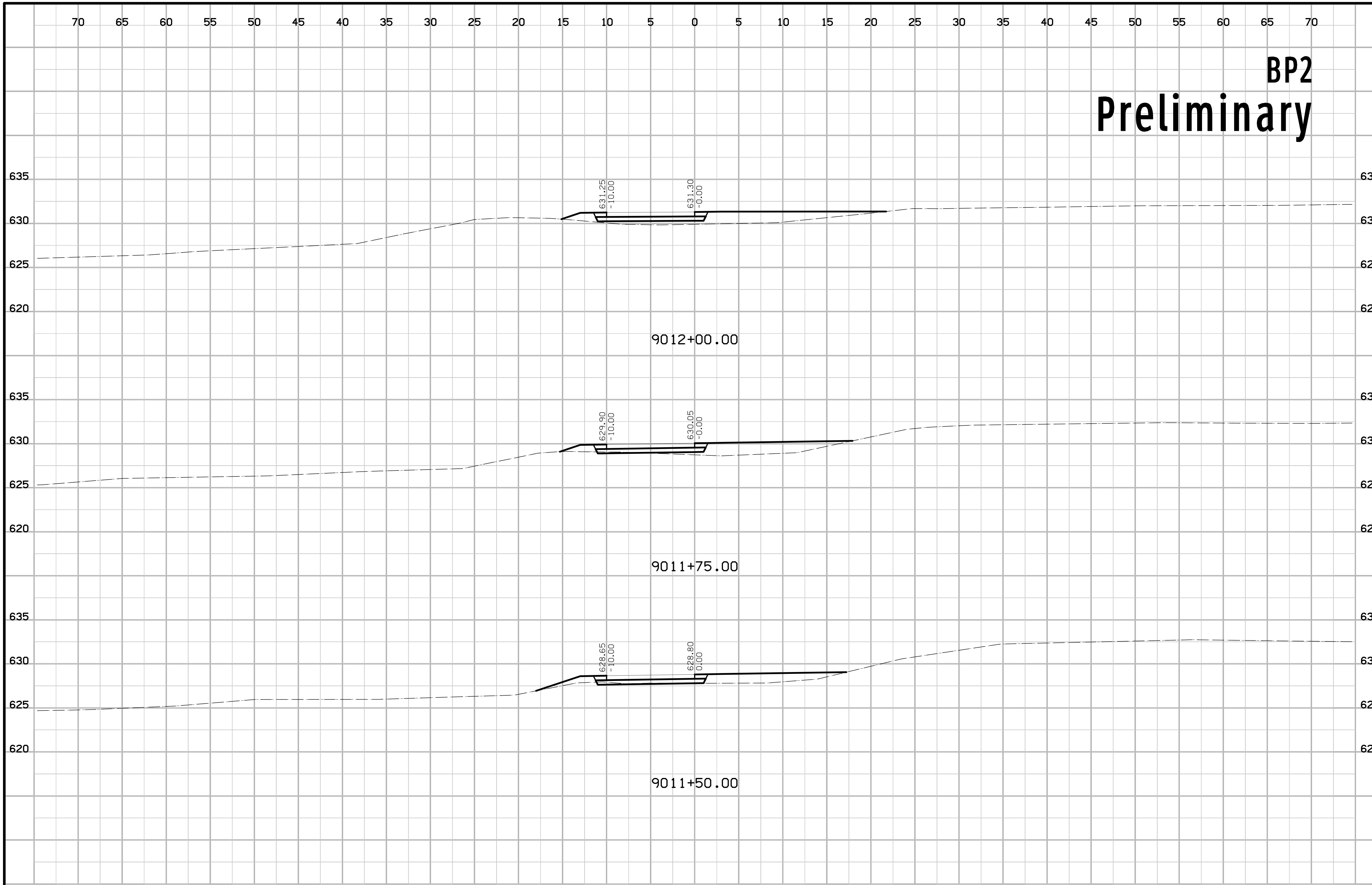

FILE NO. | ENGLISH | DESIGN TEAM J1a \ Fullarton | SCOTT COUNTY | PROJECT NUMBER BRF-461-1(9)--38-82 | SHEET NUMBER X.8

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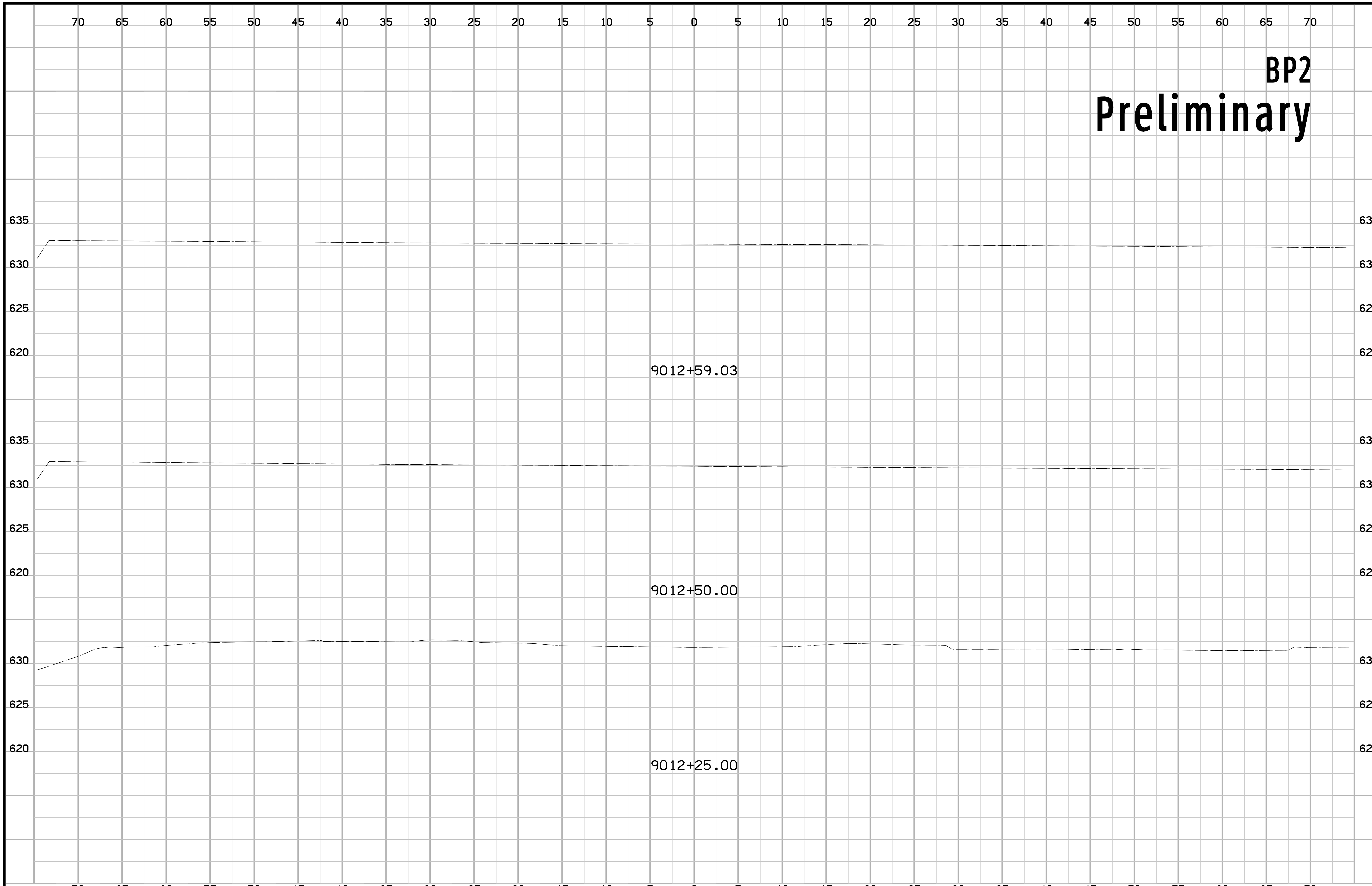

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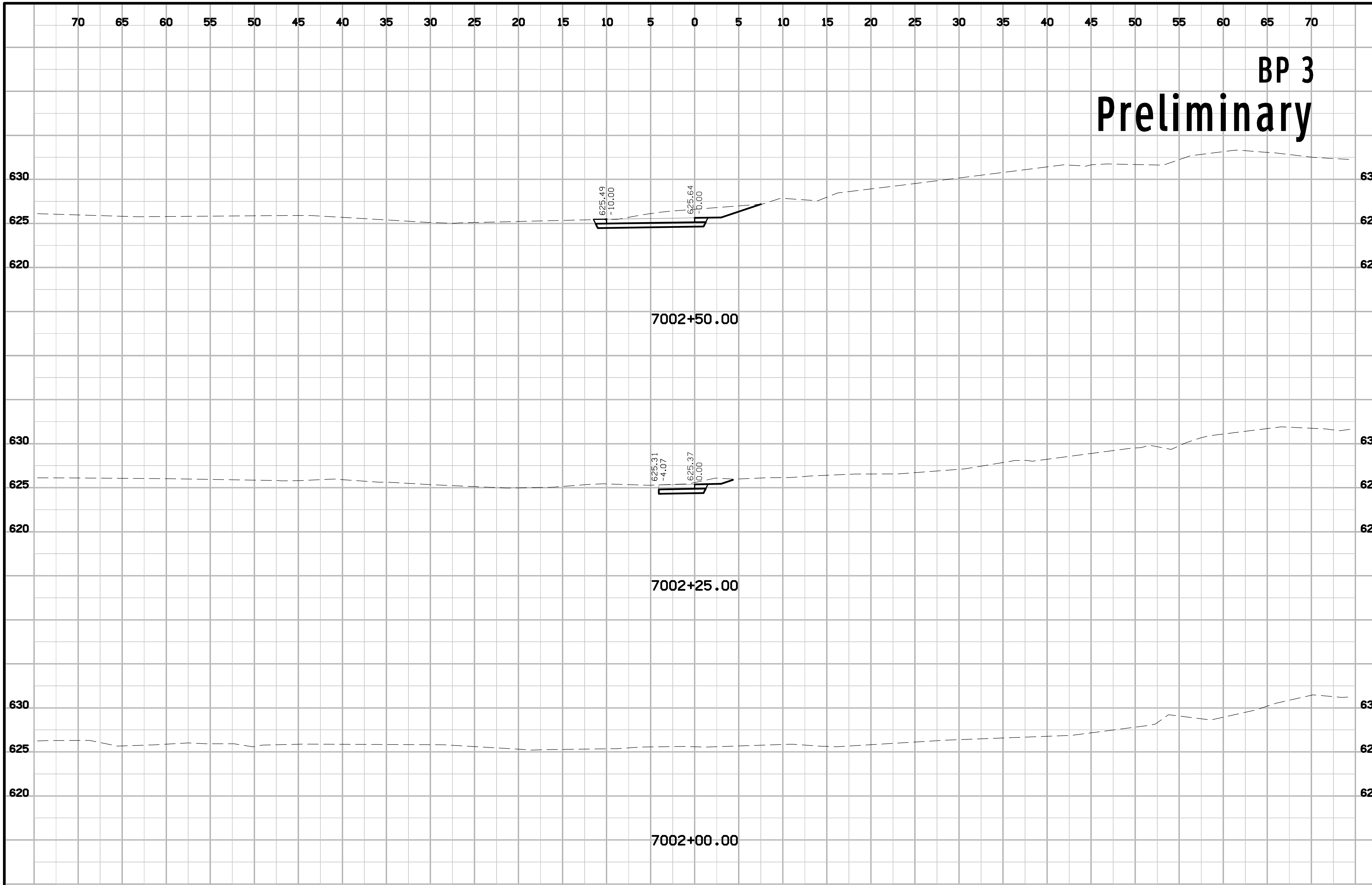

FILE NO.	ENGLISH	DESIGN TEAM Jla \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.10

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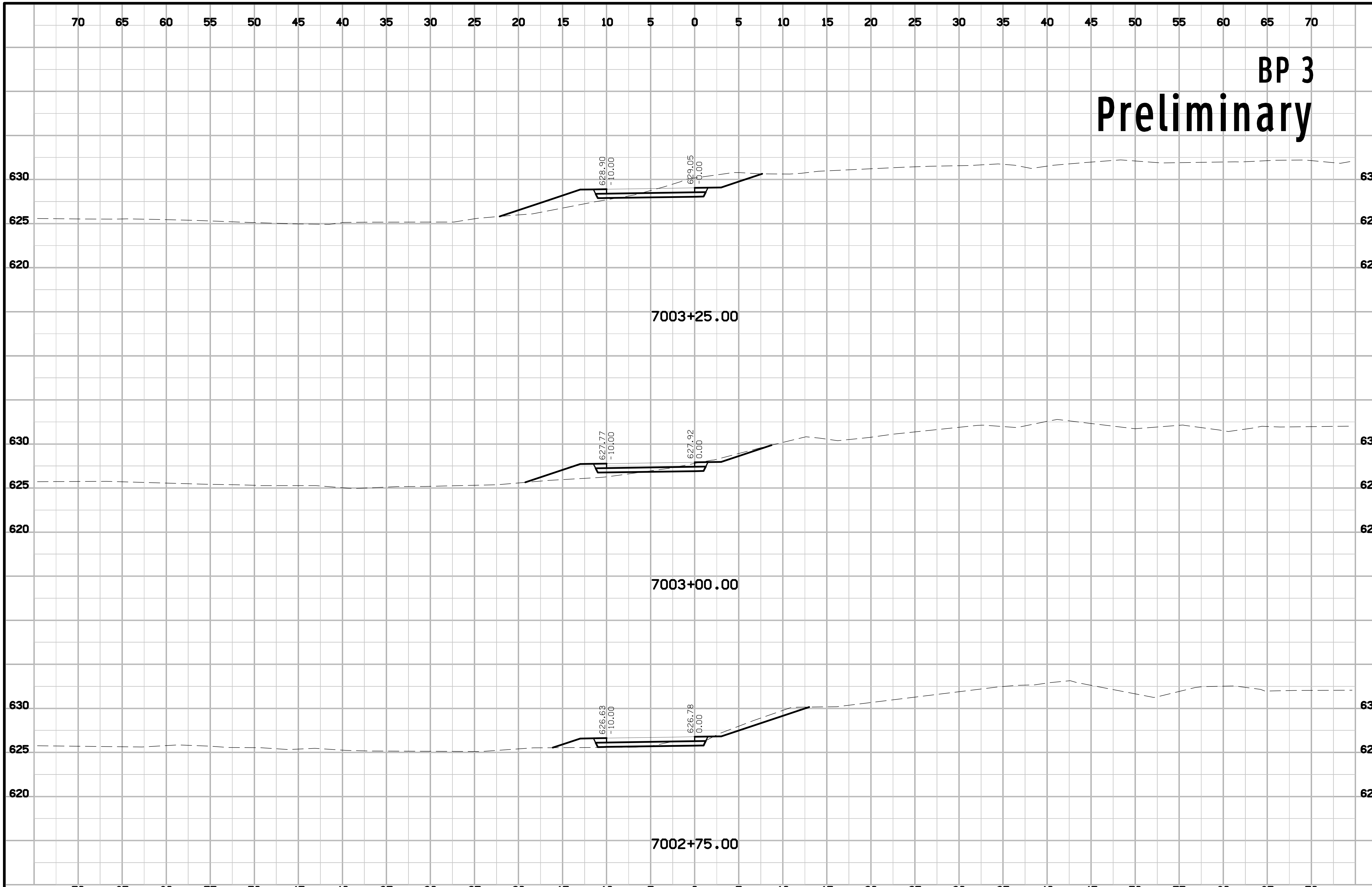

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.11

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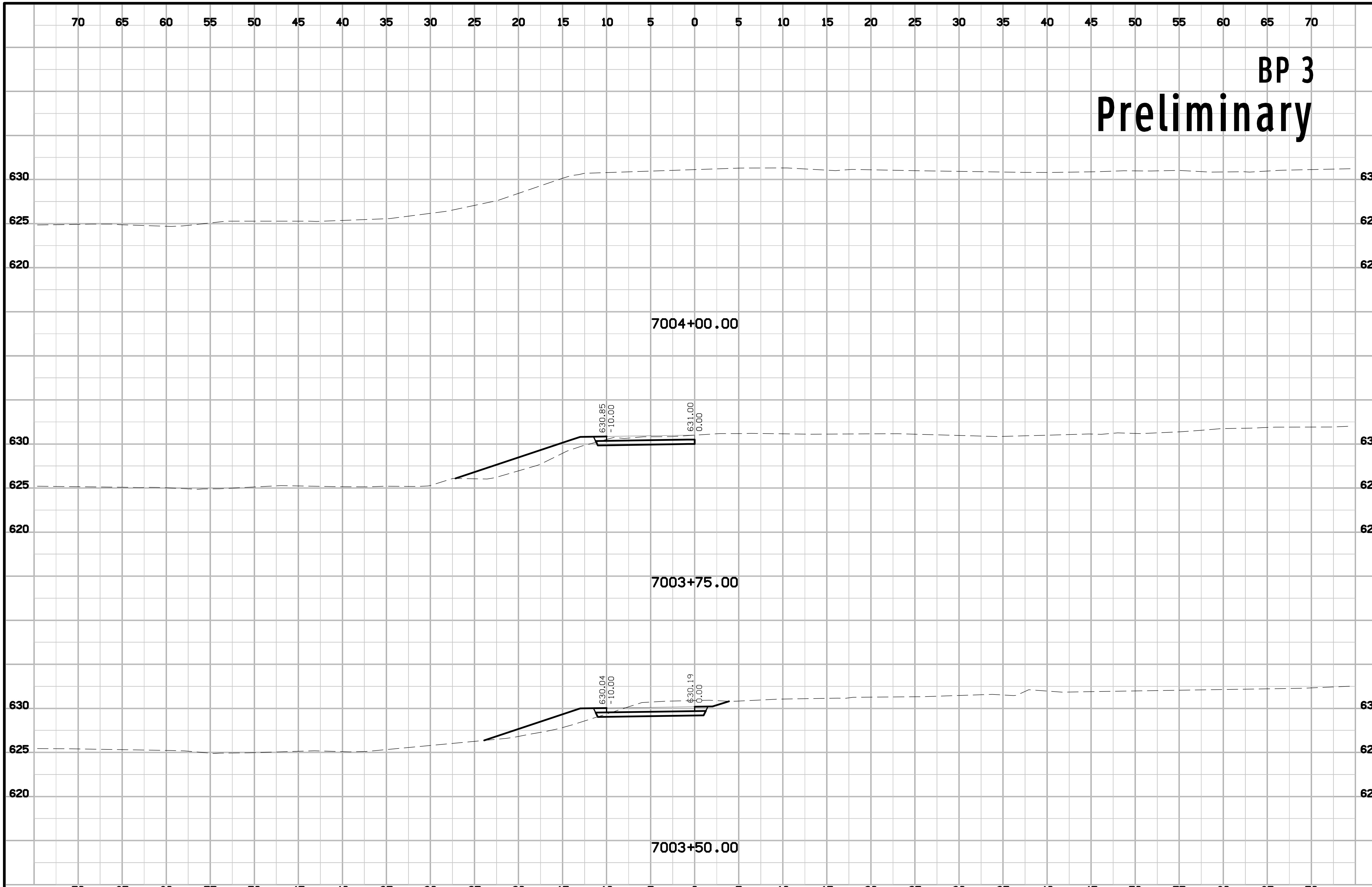

FILE NO.	ENGLISH	DESIGN TEAM J1a \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER X.12

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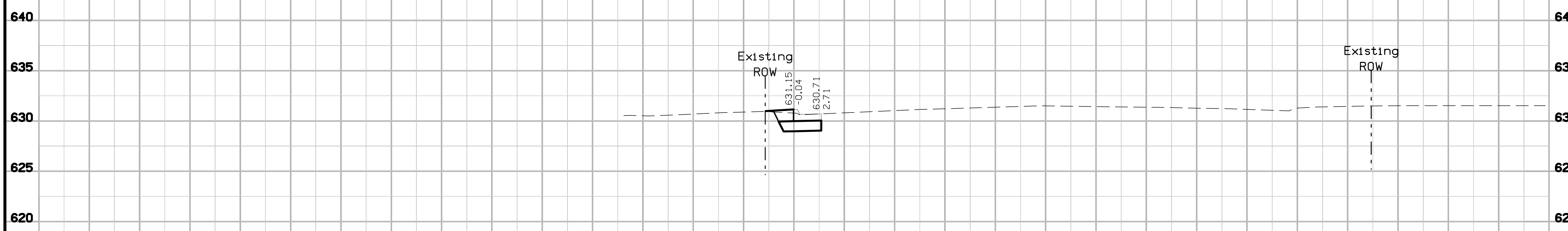
DETOUR

Preliminary



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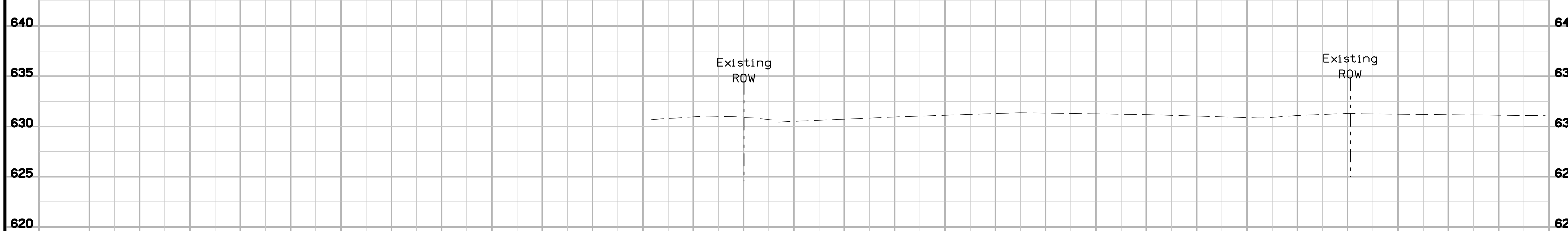

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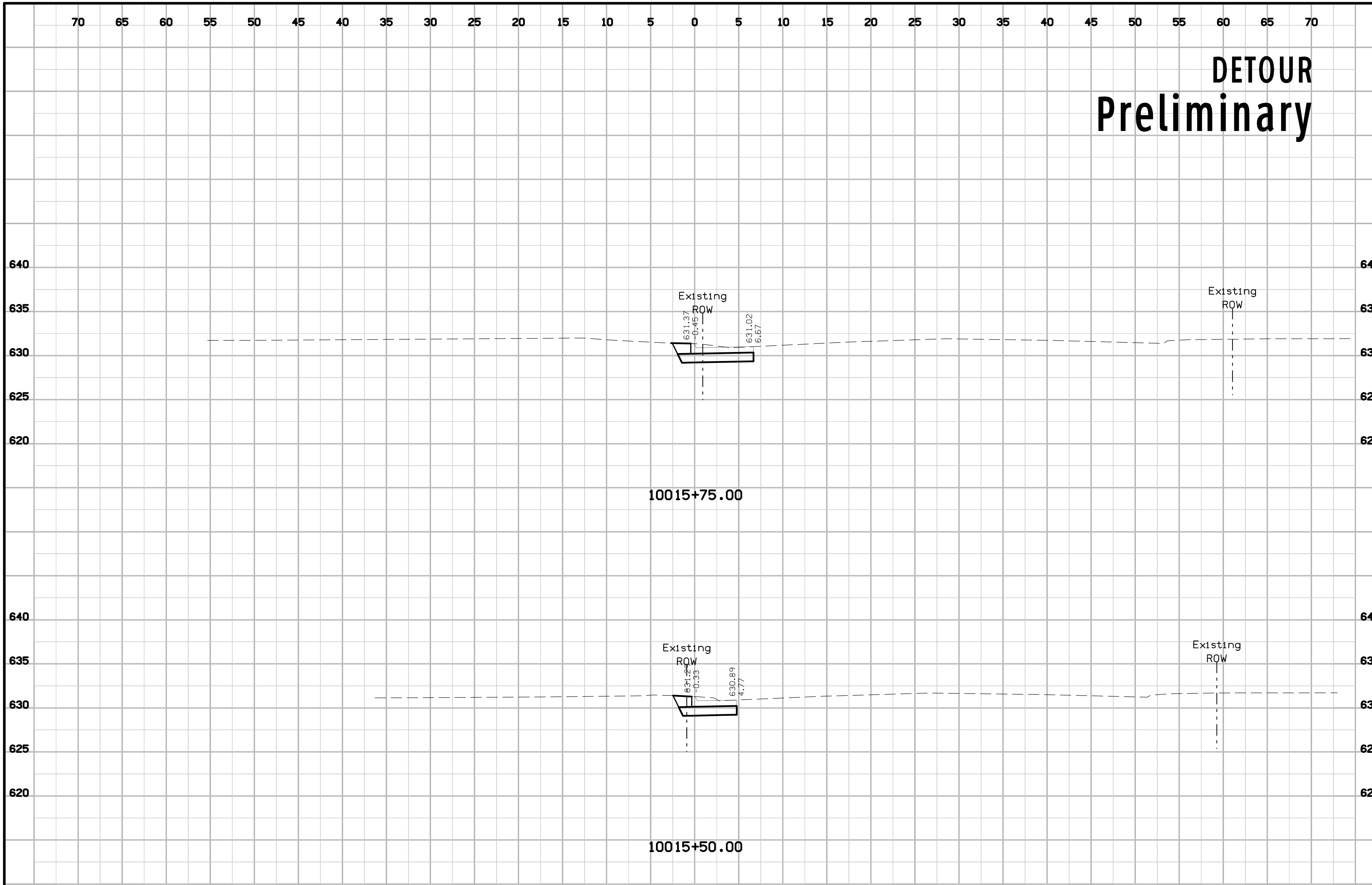
FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.1



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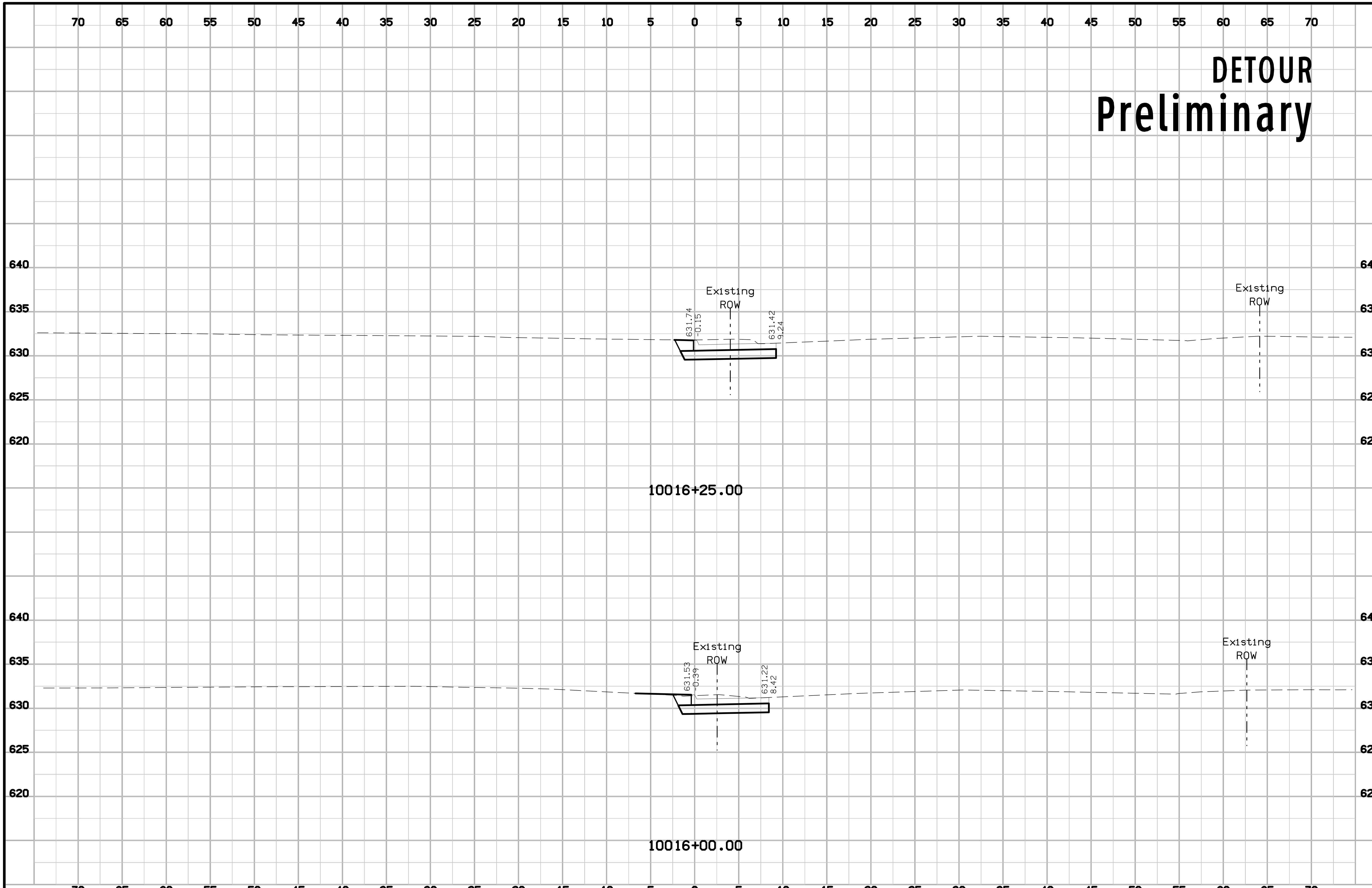

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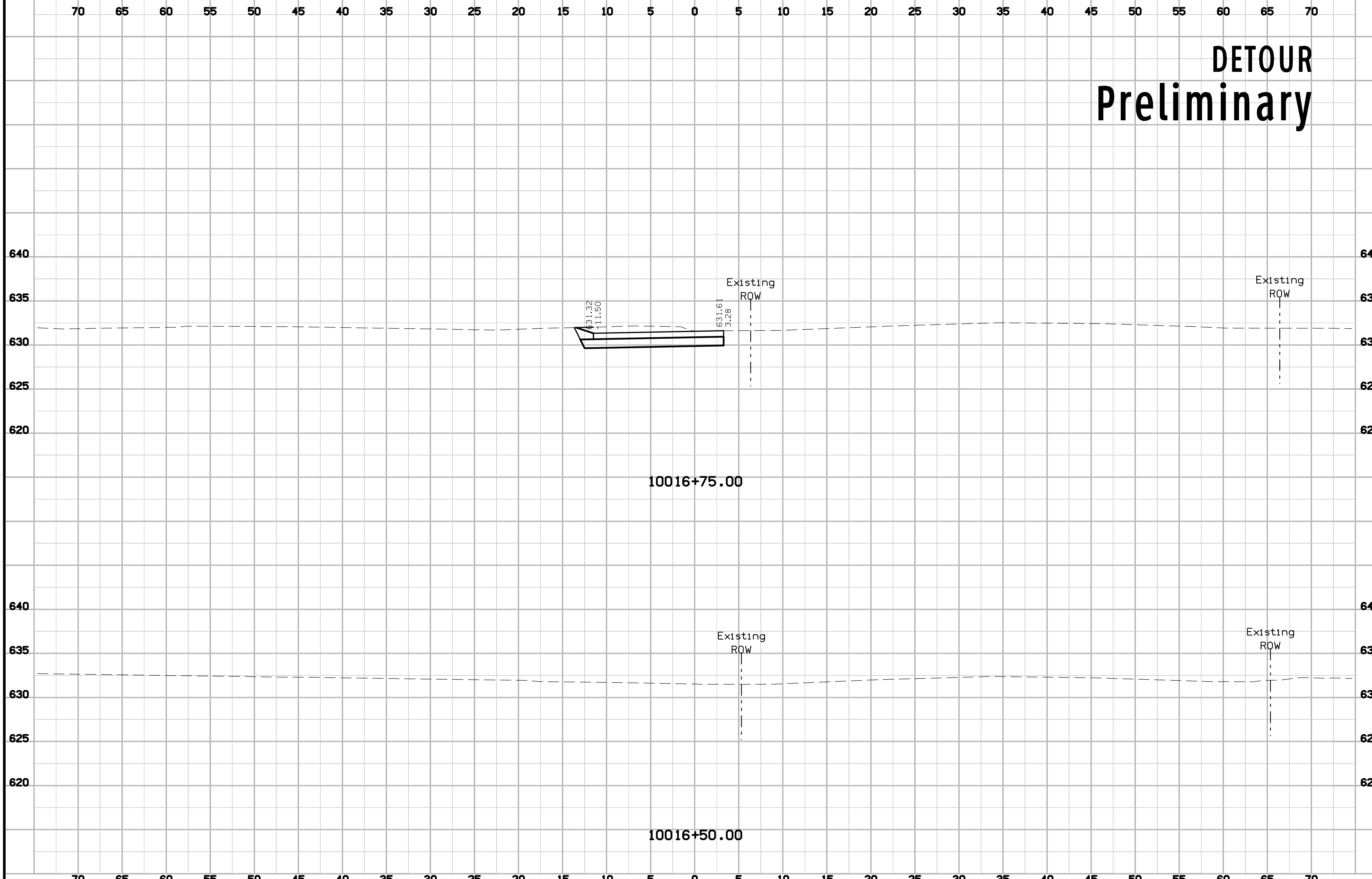
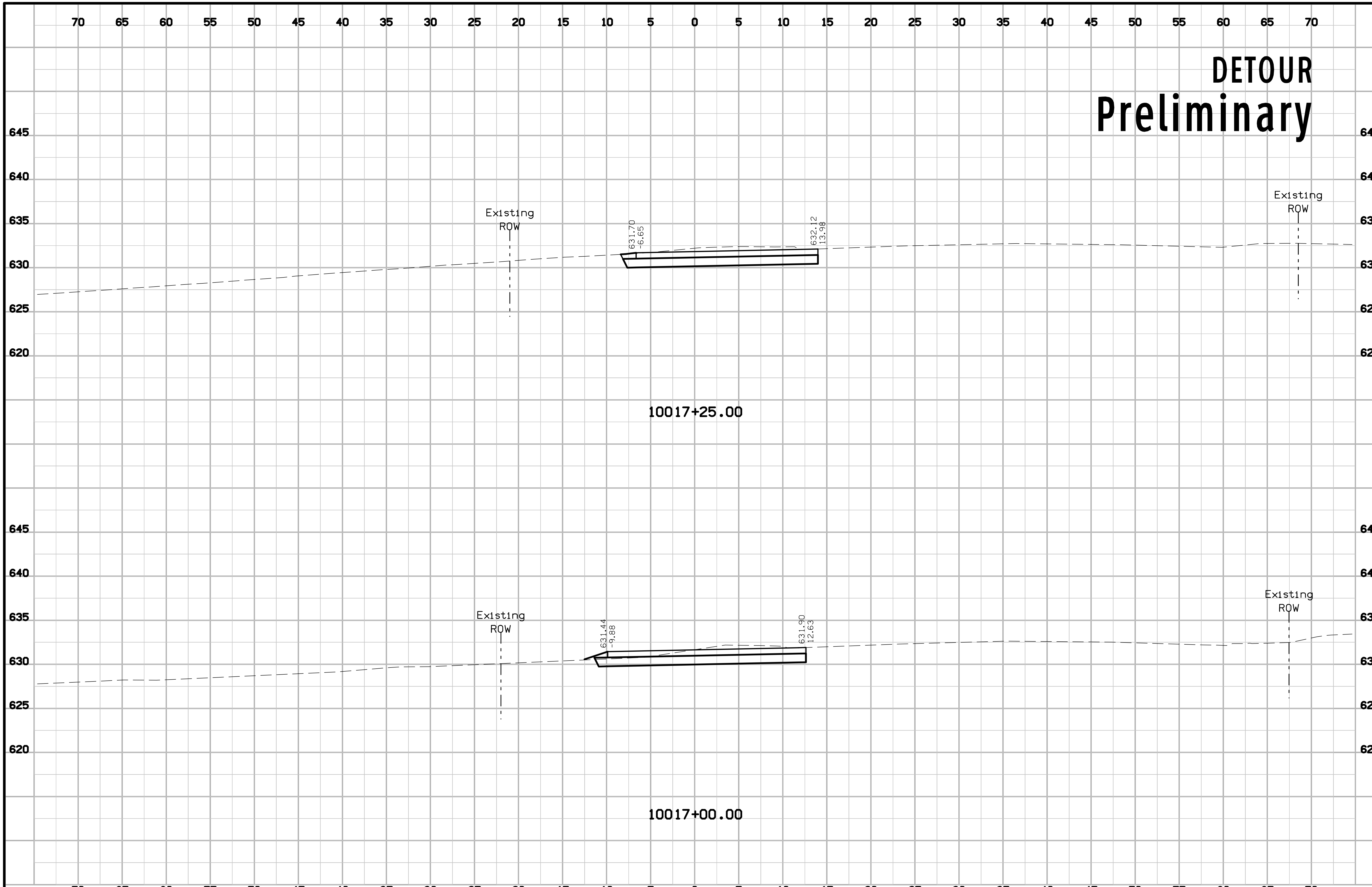
DETOUR
Preliminary





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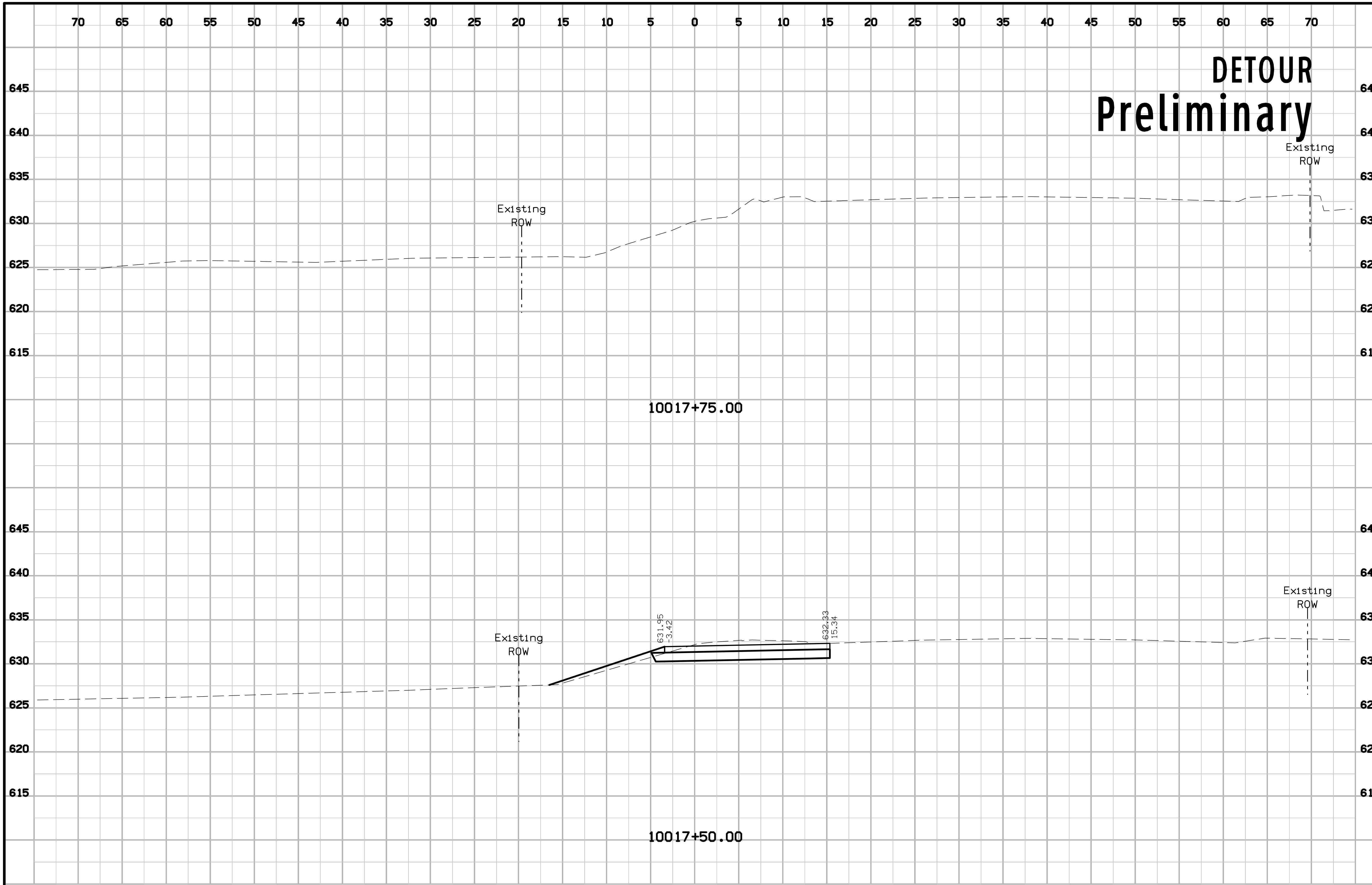

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.6

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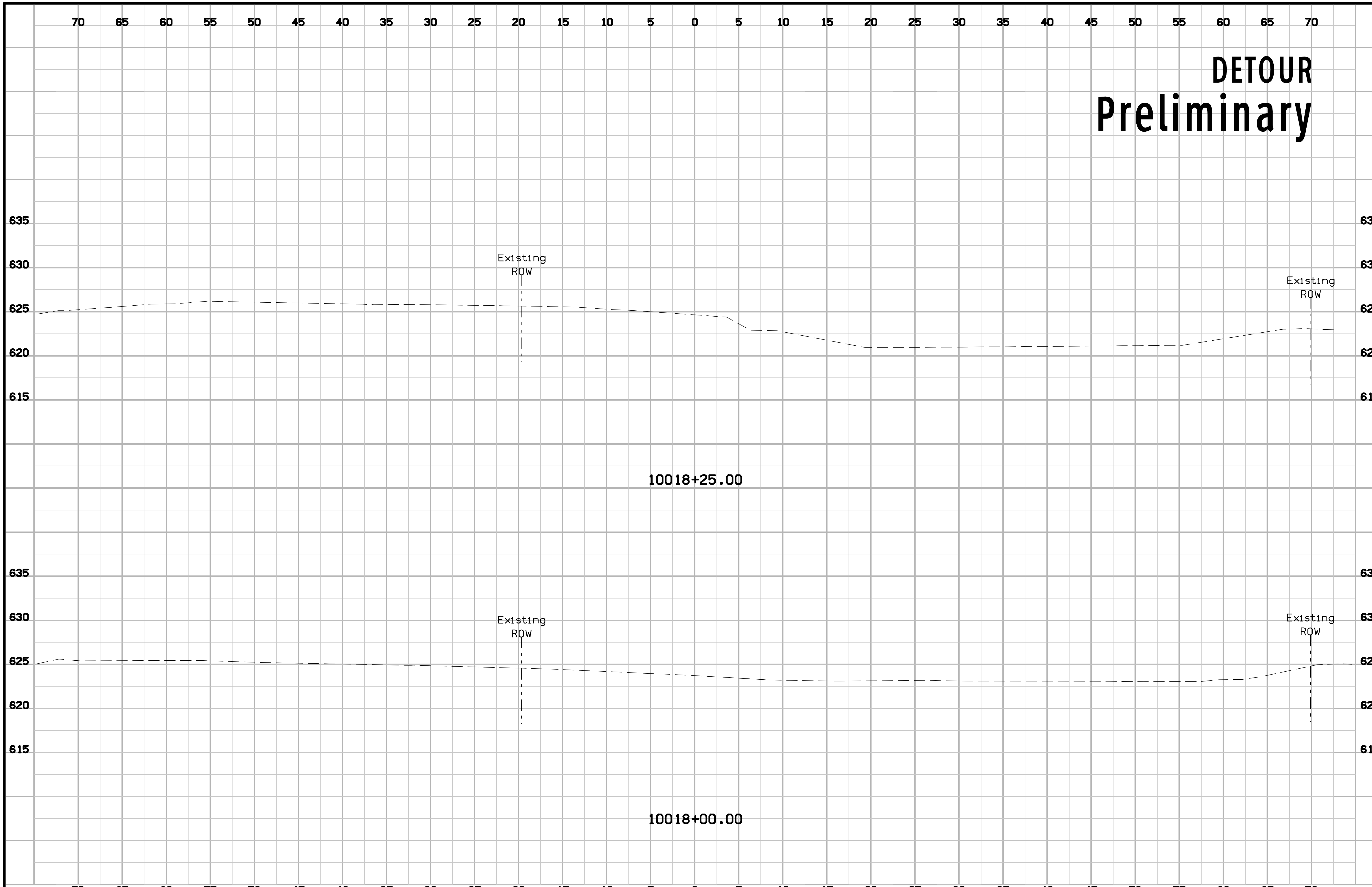

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.7

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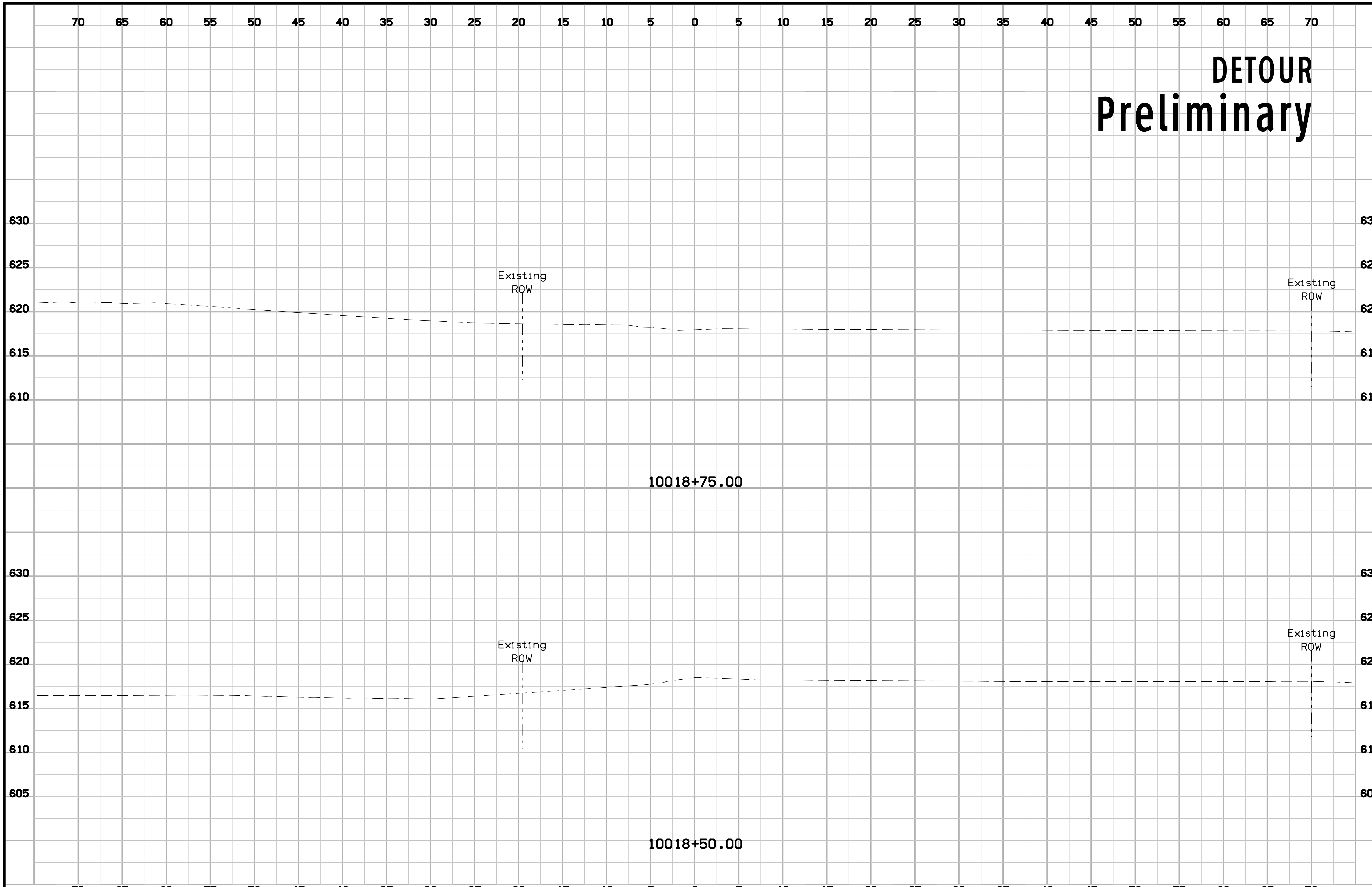
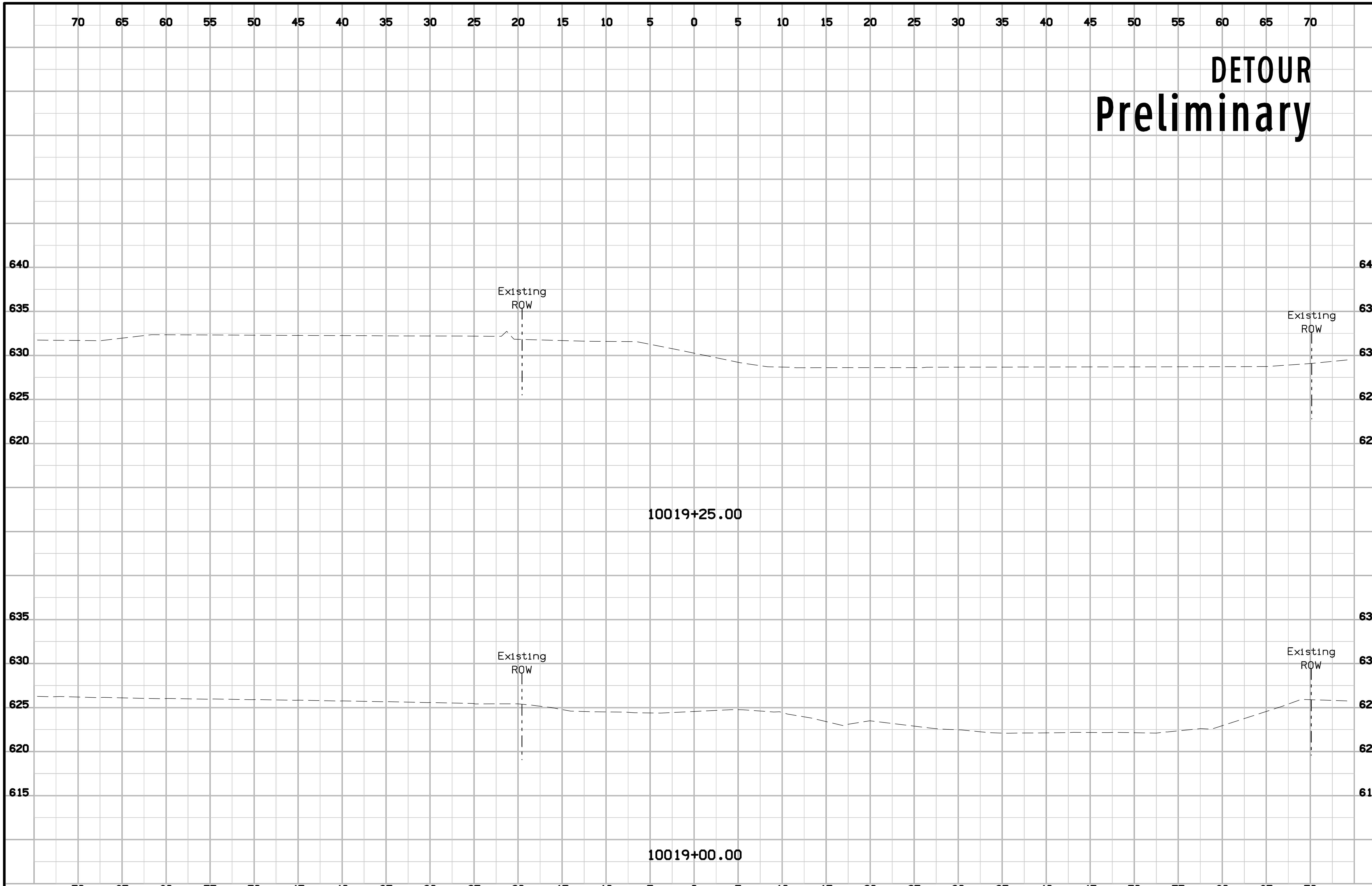


FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton		SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.8



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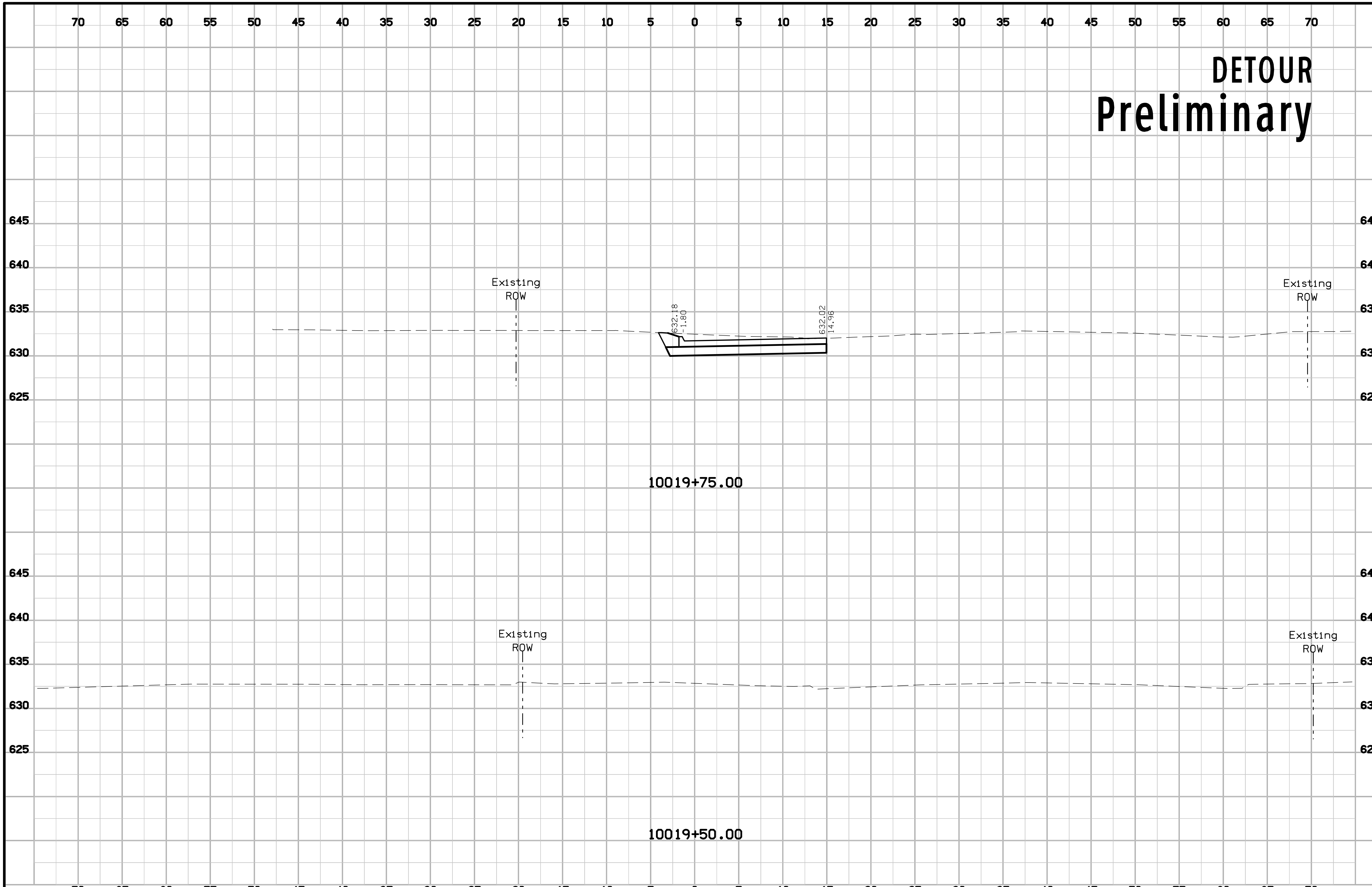
DETOUR
Preliminary



FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.10

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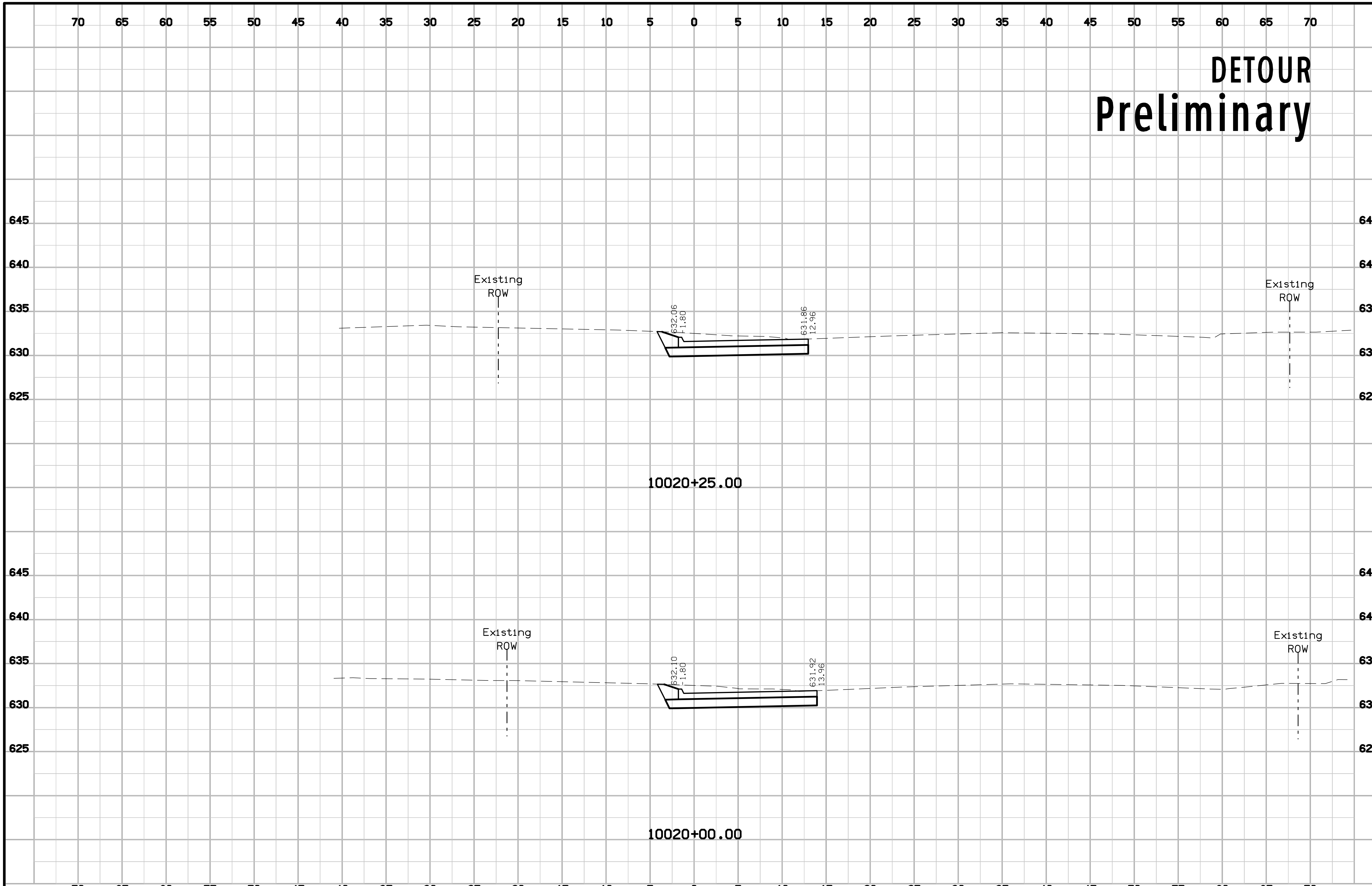

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.11

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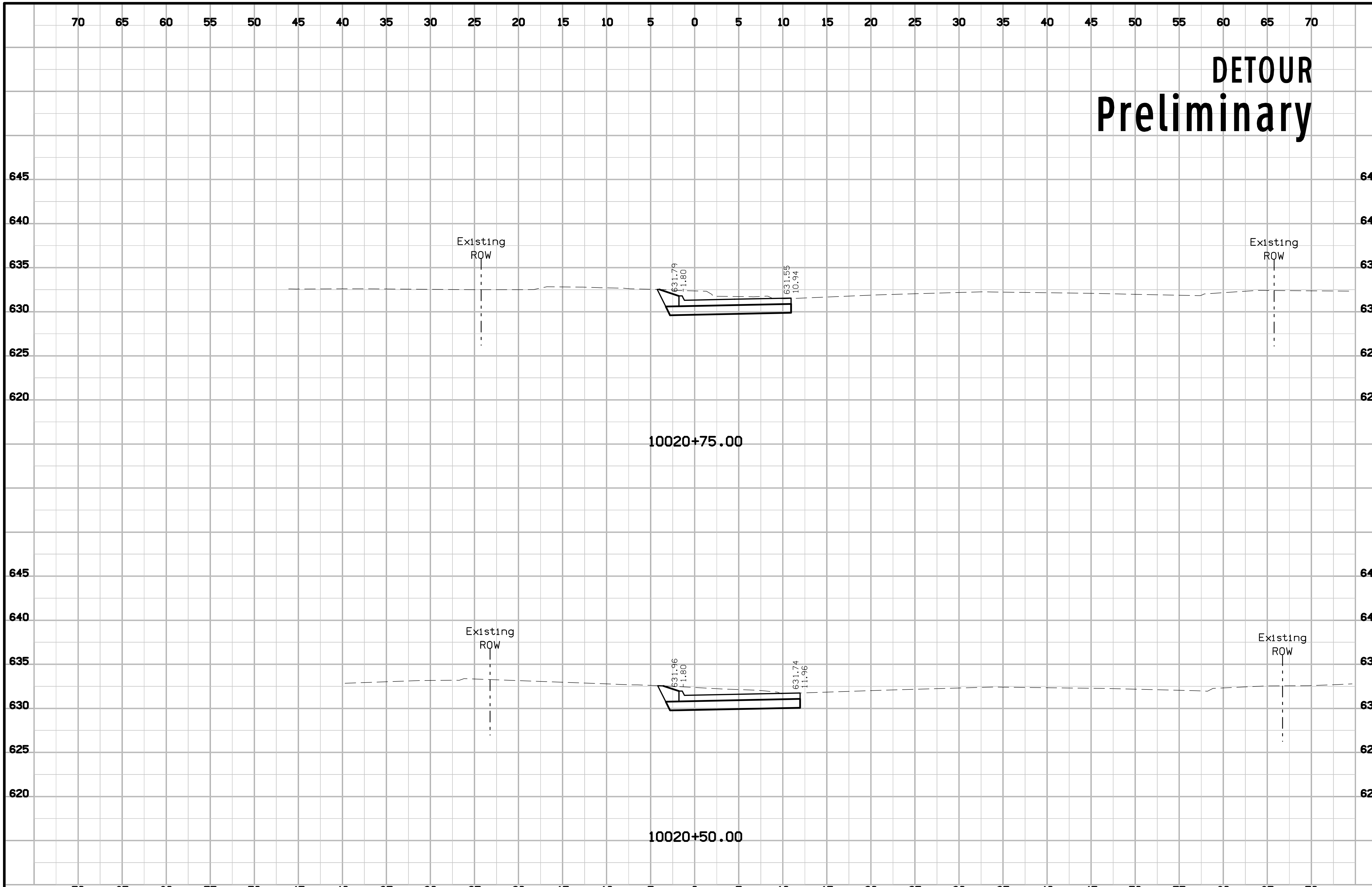

FILE NO.	ENGLISH	DESIGN TEAM Jia \ Fullarton	SCOTT COUNTY	PROJECT NUMBER BRF-461-1(9)--38-82	SHEET NUMBER Y.12

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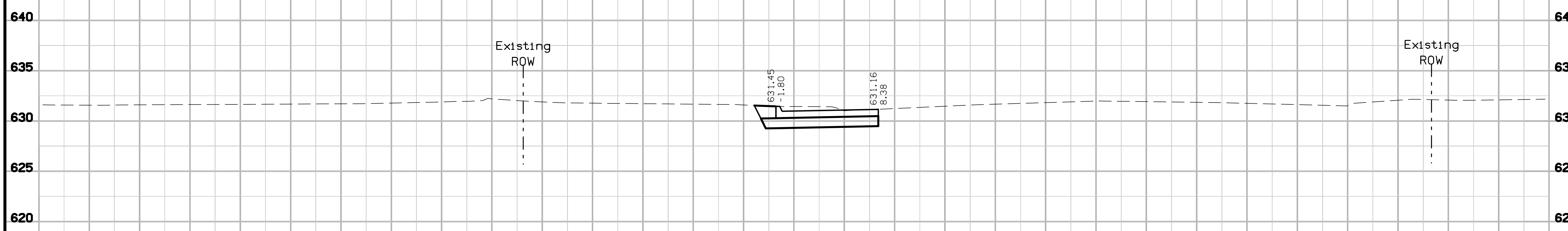
DETOUR
Preliminary



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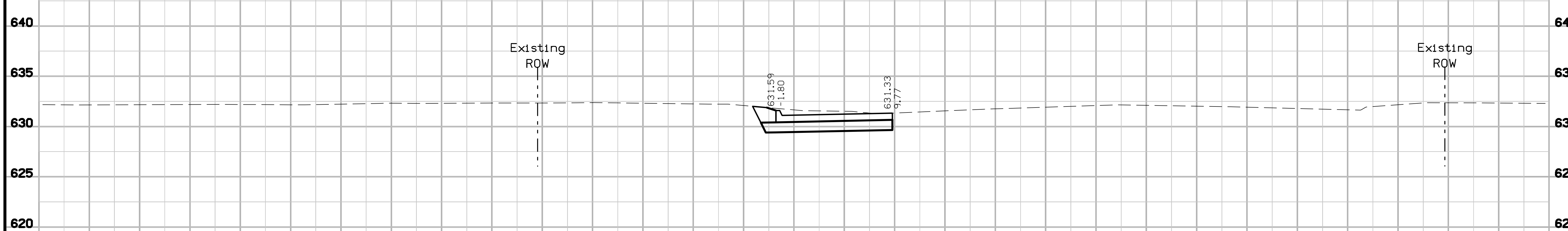

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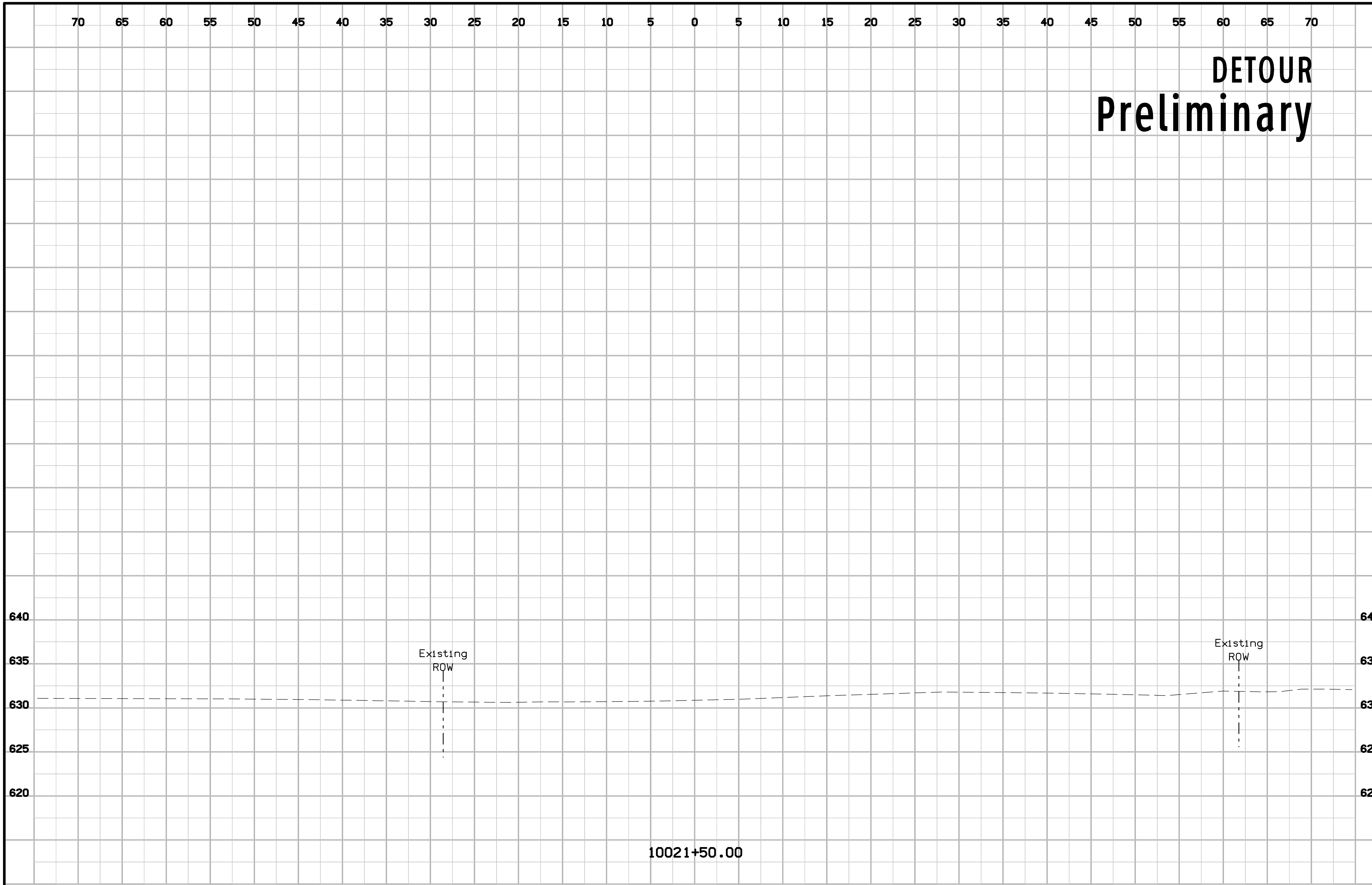

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