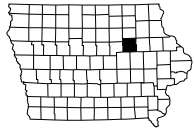


BLACK HAWK CO. PCC PAVEMENT - GRADE AND NEW
HSIPX-058-1(92)--3L-07

LETTING DATE



INDEX OF SHEETS	
No.	DESCRIPTION
A Sheets	Title Sheets
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	Typical Cross Sections and Details
* B.1 - 7	Typical Cross Sections and Details
D Sheets	Mainline Plan and Profile Sheets
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 6	IA HWY 58 Plan & Profile Sheets
E Sheets	Side Road Plan and Profile Sheets
* E.1 - 3	Viking Road Plan & Profile Sheets
* E.4	Nordic Drive Plan & Profile Sheets
* E.5	Andrea Drive Plan & Profile Sheets
H Sheets	Right-of-Way Sheets
H.1 - 4	IA HWY 58 Right-of Way
H.5 - 7	Viking Road Right-of-Way
H.8	Nordic Drive & Andera Drive Right-of-Way
K Sheets	Interchange Sheets
* K.1 - 2	Viking RoadInterchange Layout Sheets
* K.3	Viking Road RAMP B & C Plan and Profile Sheets
* K.1 - 2	Viking Road Interchange Layout Sheets
* K.3	Viking Road RAMP B & C Plan & Profile Sheets
* K.4	Viking Road RAMP B Plan & Profile Sheets
* K.5	Viking Road RAMP C Plan & Profile Sheets
* K.6	Viking Road RAMP A Plan & Profile Sheets
* K.7	Viking Road RAMP D Plan & Profile Sheets
* K.8	Viking Road RAMP A & D Plan & Profile Sheets
* Color Plan Sheets	



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
BLACK HAWK COUNTY
PCC PAVEMENT - GRADE AND NEW

IA 58/VIKING ROAD INTERCHANGE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.15 of the Specifications.



MILEAGE SUMMARY			105-1
			09-27-94
Div.	Location	Lin. Ft.	Miles
I	IA HWY 58 STA. 139+44.50 TO STA. 195+00.00	5555.50	1.052
I	VIKING ROAD STA. 11+15.00 TO STA. 40+00.00	2885.00	0.546
I	ANDREA DRIVE (SOUTH) STA. 129+59.00 TO STA. 132+88.50	329.50	0.062
I	ANDREA DRIVE (NORTH) STA. 233+90.80 TO STA. 235+80.67	189.87	0.036
I	NORDIC DRIVE (SOUTH) STA. 217+15.00 TO STA. 221+37.26	422.26	0.080
I	NORDIC DRIVE (NORTH) STA. 322+25.80 TO STA. 326+50	424.20	0.080
TOTAL LENGTH OF PROJECT		9806.33	1.856

For Project Location Map
Refer to Sheet A.2

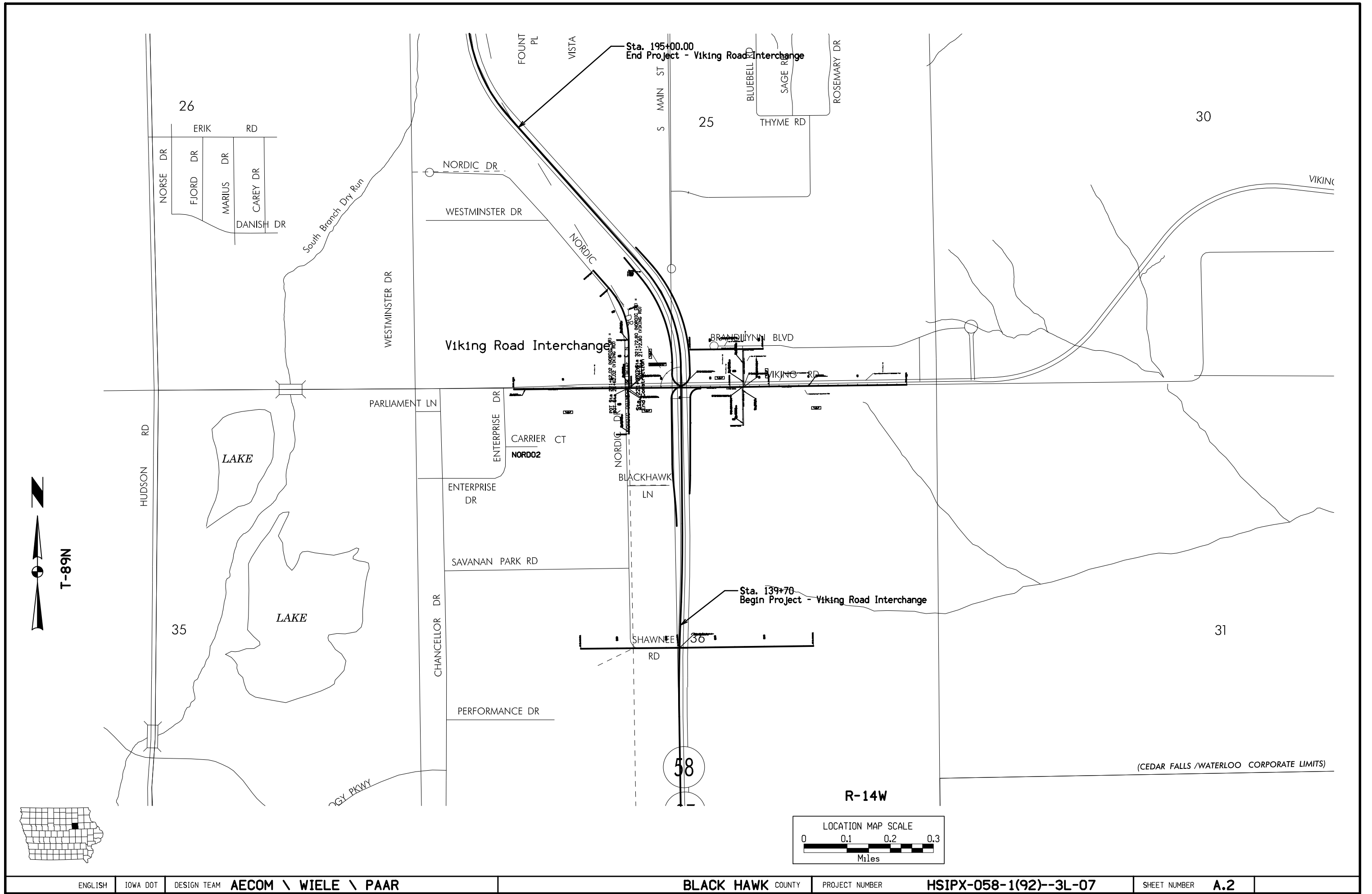
IOWA 58				
DESIGN DATA URBAN				
2013	AADT	24,200	V.P.D.	
2040	AADT	46,150	V.P.D.	
2040	DHV	3,665	V.P.H.	
TRUCKS		5	%	
Total				
Design ESALs		--		

VIKING ROAD				
DESIGN DATA URBAN				
2013	AADT	12,950	V.P.D.	
2040	AADT	22,950	V.P.D.	
2040	DHV	2,620	V.P.H.	
TRUCKS		5	%	
Total				
Design ESALs		--		

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

Utilities

Utilities – Date: March 8, 2017



Mainline Jointing:
Transverse joints: CD at 20' spacing

4-Lane-Bar Modified	
BEGIN STATION	END STATION
139+45.00	151+87.70
178+09.20	185+60.00

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

4_AuxLane_PCC_L 10-19-10		
STATION TO STATION		(AL) Feet
139+50.00	149+48.50	*
178+09.20	185+60.00	*

Ramp Taper - Width Varies

Curbed Shoulder

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

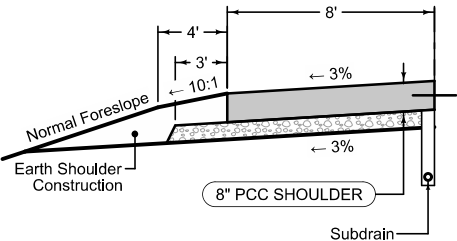
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

2_Curb_L 04-19-11				
STATION TO STATION		(P) Feet	Curb Type See PV-102	
149+48.50	151+87.70	9	6"	SL
178+09.20	185+60.00	9	6"	SL

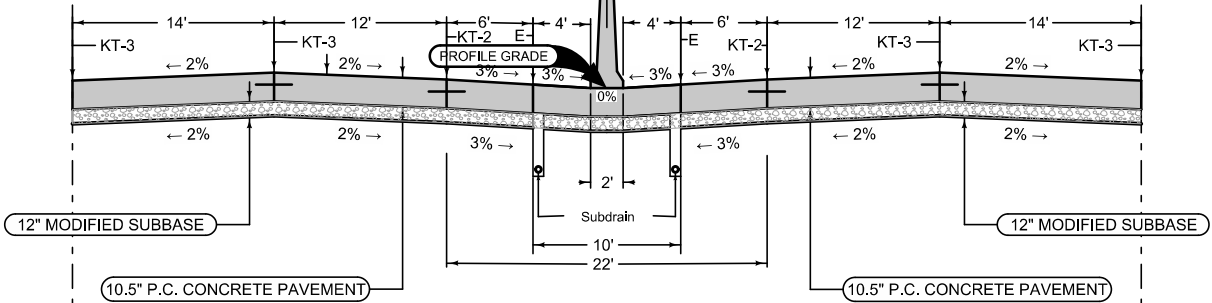
Full Depth PCC Shoulder

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

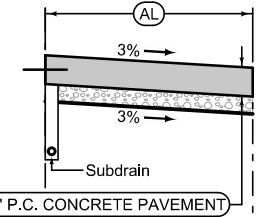
4D_Closed_P_FullPCC_L MODIFIED	
BEGIN STATION	END STATION
139+45.00	149+48.50
185+60.00	195+00.00



Match Line



IA 58
4 LANE PAVING
with MEDIAN BARRIER



Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

4_AuxLane_PCC_R 10-19-10		
STATION TO STATION		(AL) Feet
145+25.00	149+48.50	*
178+09.20	185+60.00	*

Ramp Taper - Width Varies

Curbed Shoulder

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

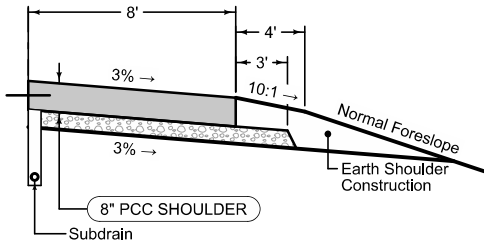
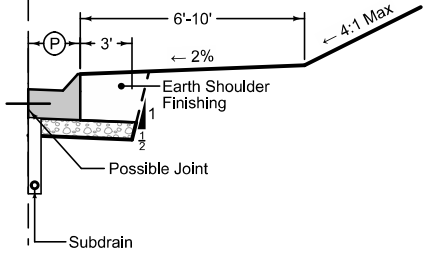
Single pour: L-2
Staged : KT-2
Transverse:C at 20' spacing

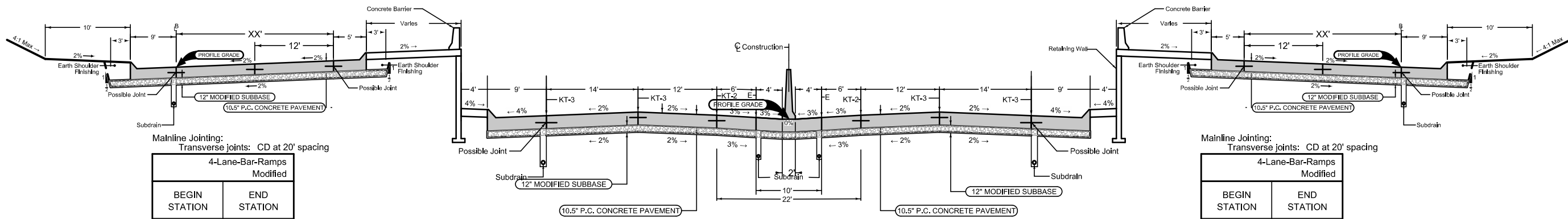
2_Curb_R 04-19-11			
STATION TO STATION		(P) Feet	Curb Type See PV-102
149+48.50	151+87.70	9	6" SL
178+09.20	185+60.00	9	6" SL

Full Depth PCC Shoulder

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

4D_Closed_P_FullPCC_R 04-19-11	
BEGIN STATION	END STATION
139+45.00	149+48.50
185+60.00	195+00.00





Mainline Jointing:
Transverse joints: CD at 20' spacing

4-Lane-Bar-Ramps Modified	
BEGIN STATION	END STATION
154+65.00	161+94.23
164+22.23	176+25.00

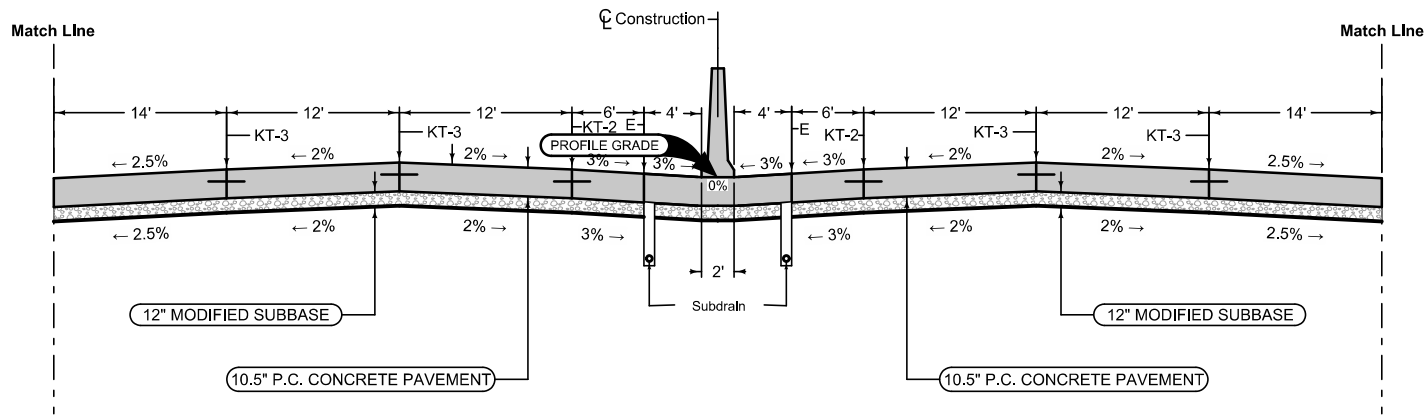
Mainline Jointing:
Transverse joints: CD at 20' spacing

4-Lane-Bar-Ramps Modified	
BEGIN STATION	END STATION
153+80.00	161+94.23
164+22.23	175+00.00

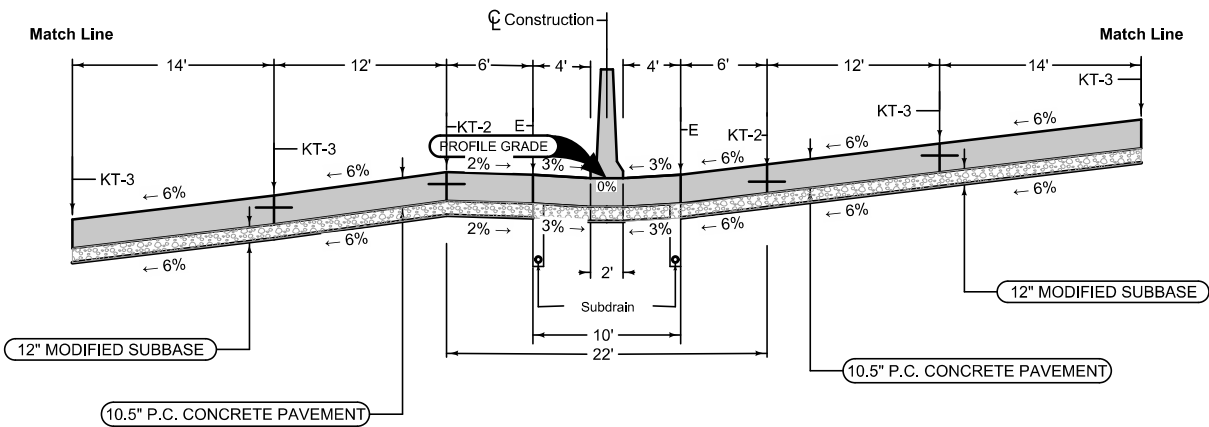
IA 58
4 LANE PAVING with MEDIAN BARRIER
and
Combination Retaining Wall/Barriers
with Flanking Ramps

Mainline Jointing:
Transverse joints: CD at 20' spacing

6DP_Closed_04-17-12	
BEGIN STATION	END STATION
185+60.00	195+00.00



IA 58
6 LANE PAVING
with MEDIAN BARRIER



IA 58
4 LANE PAVING SUPERELEVATION

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

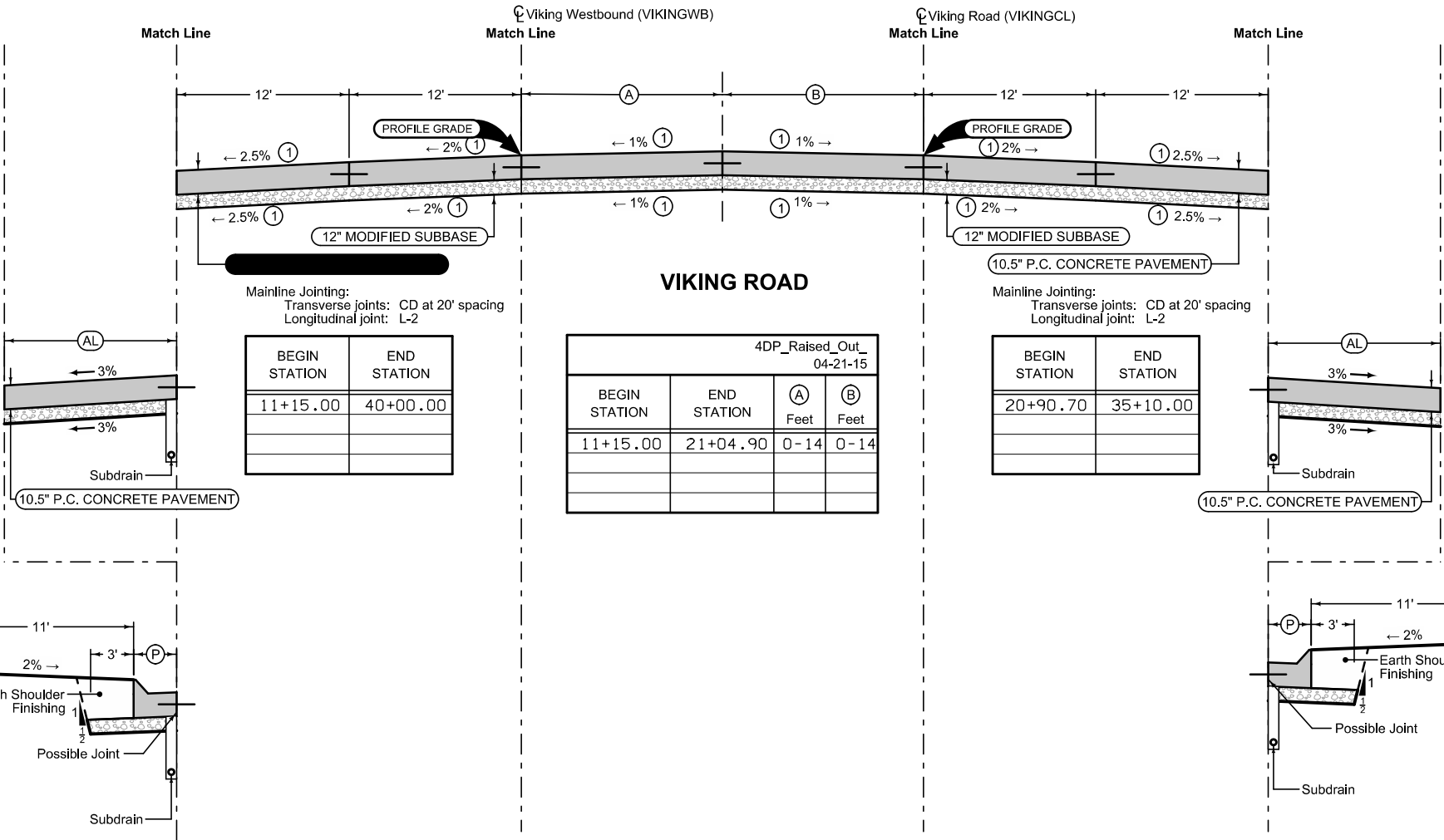
2_AuxLane_PCC_10-19-10		
STATION TO STATION		(AL) Feet
29+12.00	29+83.00	12
29+83.00	30+43.00	0-12

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_L 04-19-11			
STATION TO STATION		(P) Feet	Curb Type See PV-102
11+15.00	40+00.00	2.5	6-SL



Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10		
STATION TO STATION		(AL) Feet
22+00.00	25+80.00	12
28+45.00	33+14.00	12

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_R 04-19-11			
STATION TO STATION		(P) Feet	Curb Type See PV-102
20+90.70	35+10.00	2.5	6-SL

- ① Cross slopes may vary at intersections, bridge approaches, and to match existing pavement slopes. Refer to plans for slopes and locations.
- ② Viking Road transitions from a 4-lane, 53' wide B-B urban section at the west end of the project to an 81' wide B-B urban section with raised or painted medians. At the east end of the reconstruction, Viking Road transitions to 5-lane, 67' B-B urban section (4 lanes with a central left-turn lane).

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_10-19-10			
STATION TO STATION		(AL)	Feet
322+24.87	324+70.00	12	
324+70.00	326+50.00	12	0

NORDIC DRIVE

Mainline Jointing:
Transverse joints: CD at 20' spacing
Longitudinal joint: L-2

2P_10-19-10			
STATION TO STATION			
217+15.00	221+38.65		
322+24.87	326+50.00		

Auxiliary Lane

Longitudinal joint: L or KT
Transverse joint: Match Mainline

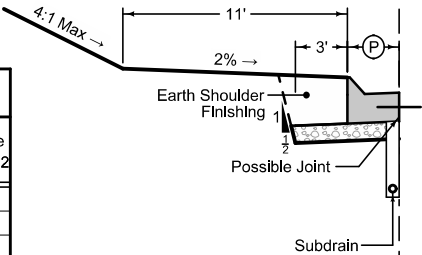
2_AuxLane_PCC_10-19-10			
STATION TO STATION		(AL)	Feet
217+15.00	218+95.00	0	12
218+95.00	221+38.65	12	

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_L_04-19-11			
STATION TO STATION		(P)	Curb Type See PV-102
		Feet	
217+15.00	221+38.65	2.5	6-SL
322+24.87	326+50.00	2.5	6-SL

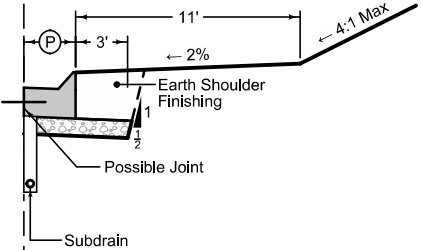


Curbed Shoulder

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_R_04-19-11			
STATION TO STATION		(P)	Curb Type See PV-102
		Feet	
217+15.00	221+14.55	2.5	6-SL
322+24.87	326+50.00	2.5	6-SL



Longitudinal joint: L or KT
Transverse joint: Match Mainline

The mainline cross-section shows a 48-foot wide road with a centerline (CL) and two 12-foot sections on either side. The road is divided into three layers: 9" P.C. Concrete Pavement, 12" Modified Subbase, and Profile Grade. The cross-slopes are 2.5% on the outside and 2% on the inside. The mainline is flanked by Match Lines. Below the mainline, a subdrain is shown with a 3% slope. The stationing table below the mainline shows the following data:

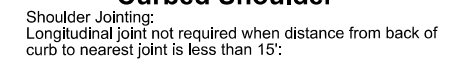
STATION TO STATION	
129+58.86	132+91.28
233+88.61	235+80.68

Mainline Jointing:
Transverse joints: CD at 20' spacing

Longitudinal joint: L or KT
Transverse joint: Match Mainline

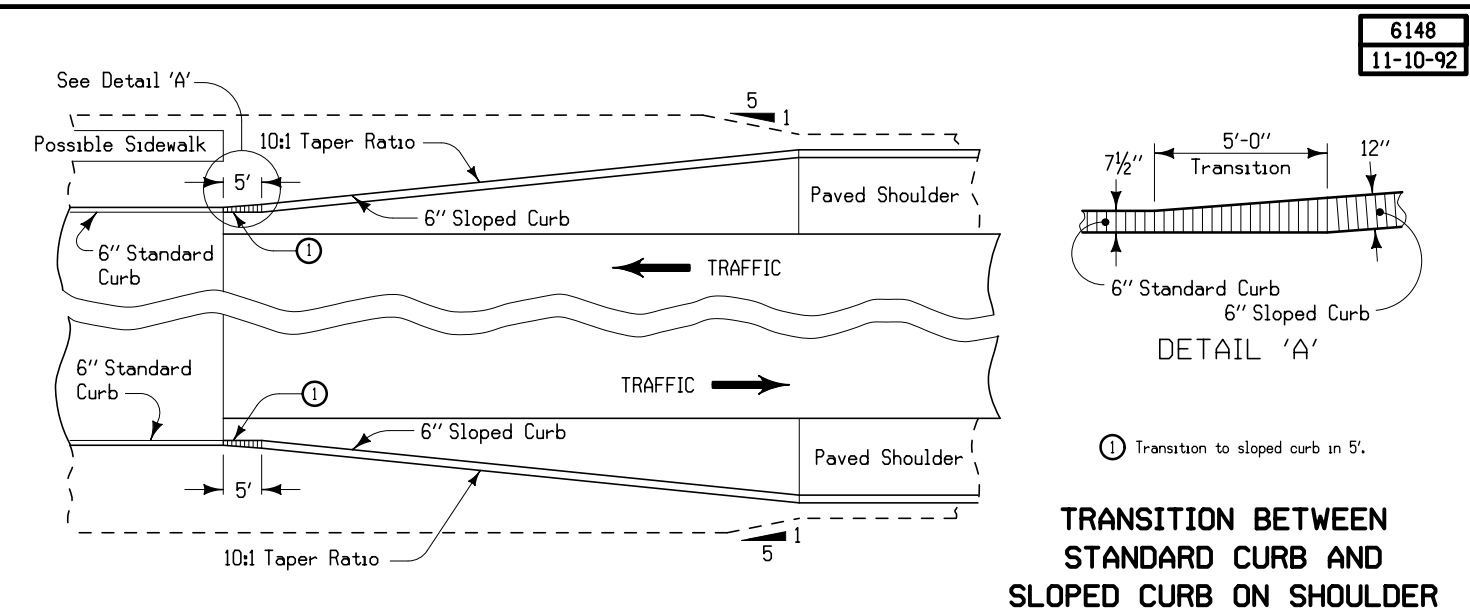
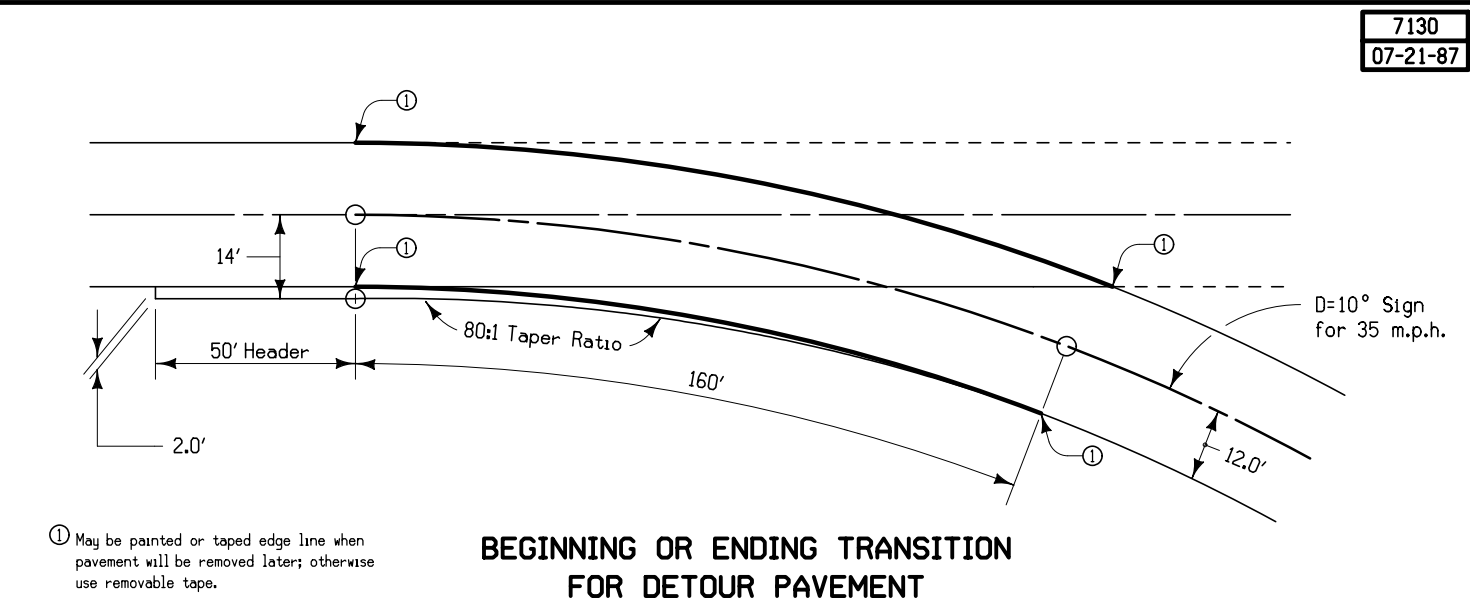
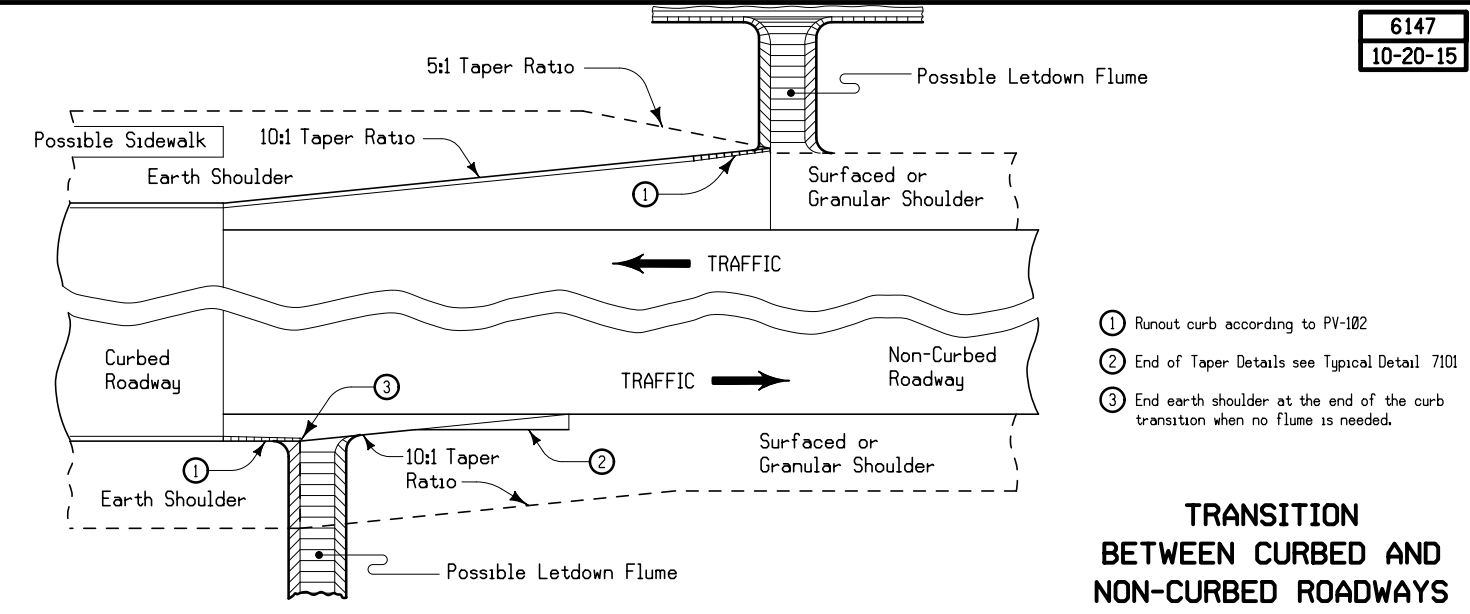
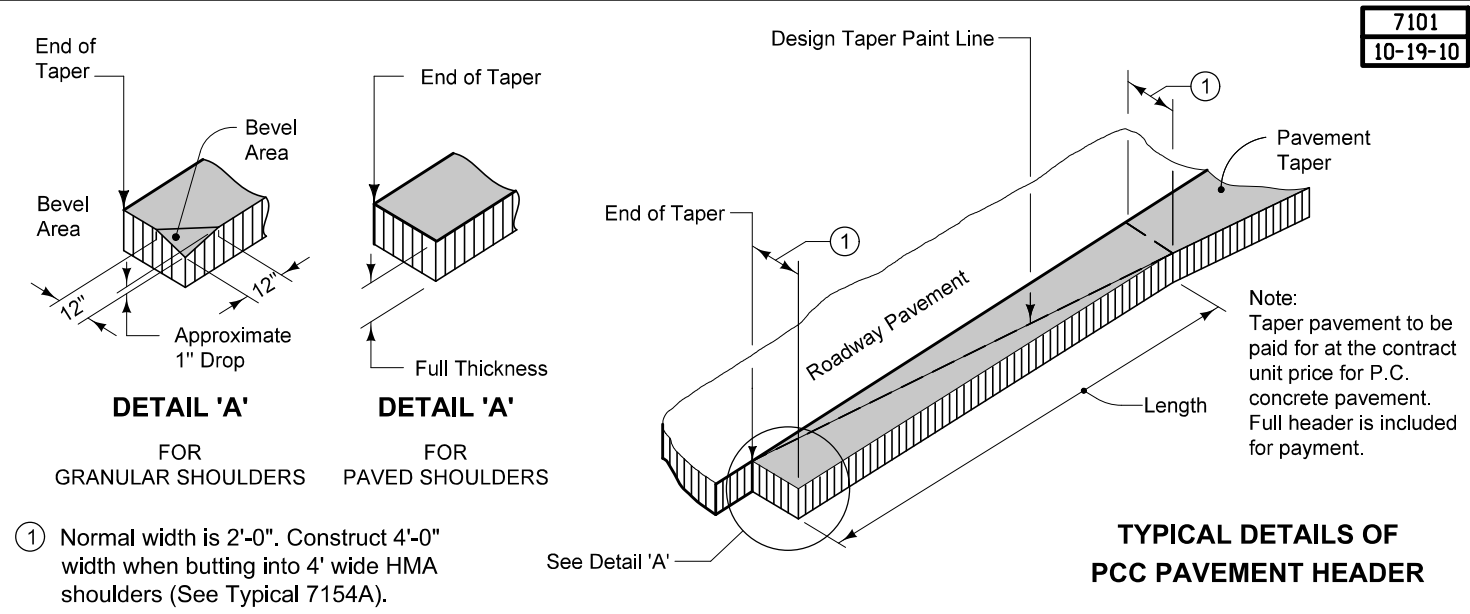
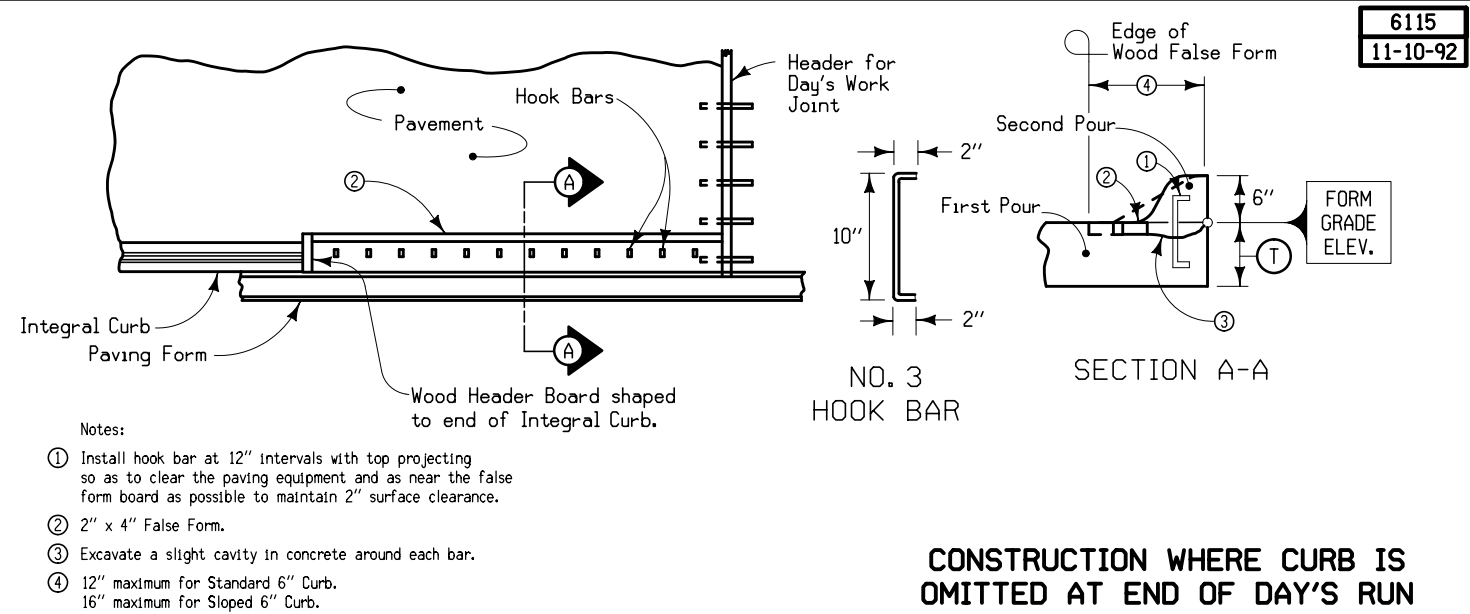
Shoulder Jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 15':

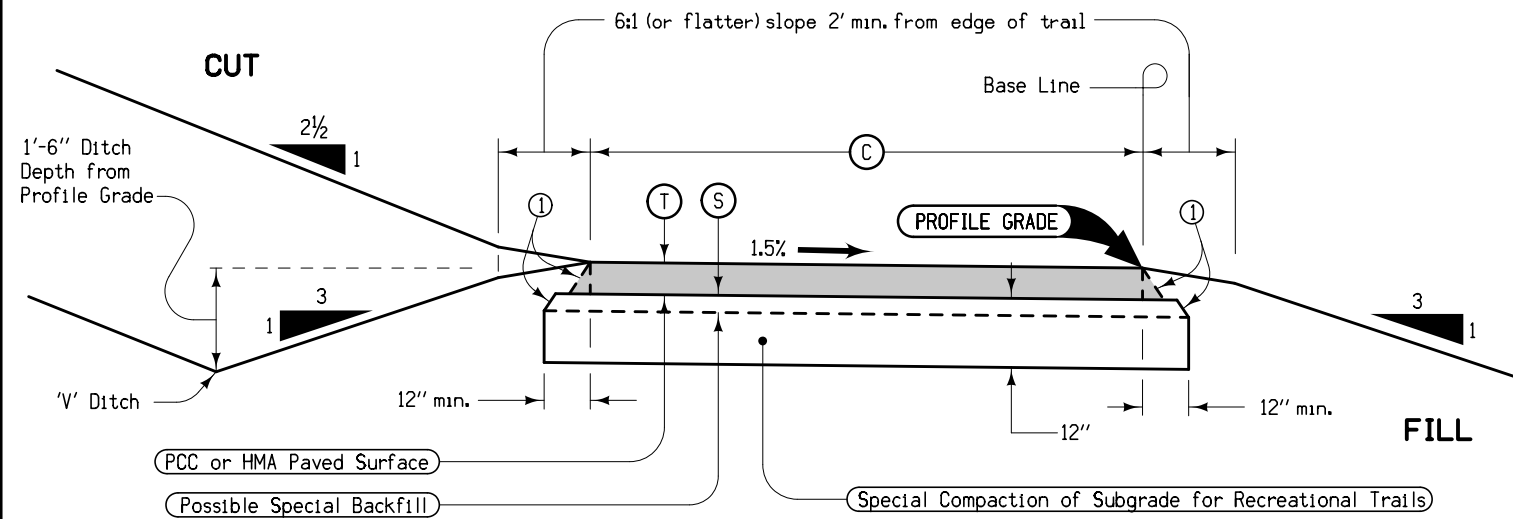
			2_Curb_L 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-10
129+58.86	132+91.28	2.5	6-SL
233+88.61	235+80.68	2.5	6-SL



			2_Curb_R 04-19-11
STATION TO STATION		(P) Feet	Curb Type See PV-10
129+58.86	132+91.28	2.5	6-SL
233+88.61	235+80.68	2.5	6-SL







PAVEMENT THICKNESS		
Pavement Type	Trail Width C	T
PCC	8'	4"
	10' or greater	5"
HMA	8'	5"
	10' or greater	6"

Notes:
Bid item is "Recreational Trail".
① Nominal 1:1 slope (HMA only)

STATION TO STATION		PAVEMENT TYPE PCC, HMA, or option	C Feet	S Inches	'V' DITCH	
					Left	Right

TYPICAL CROSS SECTION
RECREATIONAL TRAIL
PAVED SURFACE

SURVEY SYMBOLS

	FHD Fire Hydrants		TLNR Tree Line Right
	TVP TV Pedestal		FW Wire Fence
	FLG Flag Poles		FWD Wood Fence
	BB Billboard		TDL Traffic Detection Loop
	SI Sign		HDG Hedge Row
	MM Mile Marker Post		D Centerline Draw or Stream (Down)
	INB Storm Sewer Beehive Intake		RET Retaining Walls
	TEV Evergeen Tree		
	TDC Tree Deciduous		
	TFR Tree Fruit		
	SHR Shrub		
	PPA Power Pole Co. 1		
	IN Storm Sewer Intake		
	MH Utility Access (Manhole)		
	TSG Traffic Signal		
	OUT Tile Outlet		
	TSL Traffic Signal and Luminaire		
	SL Speed Limit Sign		
	GP Guard Post (Less Than 4 Posts)		
	MIS Miscellaneous		
	TPD Telephone Pedestal		
	GV Gas Valve		
	EB Electrical Box		
	UB Utility Box		
	WV Water Valve		
	PR Electric Riser Pole		
	LUM Luminaire		
	CUL Culvert		
	LIN Miscellaneous Line		
	TIL Tile Line		
	GDL Guard Rail Steel		
	ROC Rock Outcropping		
	BLD Building or Foundation		
	CON Concrete or A/C Slab		
	CU Back of Curb		
	GU Gutter In Front of Curb		
	ENP Edge Paved Entrance & Park Lot		
	SWK Sidewalk		
	EP Edge of Paved Roads (ML or SR)		
	ENT Centerline BL of Entrance		
	SH Paved Shoulder		
	SNP Unpaved Shoulder		
	DU Centerline Draw or Stream (Up)		
	BNK Stream Bank		
	EG Edge of Gravel Road		
	RIP Rip-Rap		
	DIK Centerline of Dike or Dam		
	TLNL Tree Line Left		

UTILITY LEGEND

	STA Storm Sewer Line Co. 1
	STB Storm Sewer Line Co. 2
	SAA Sanitary Sewer Line Co. 1
	TLA Underground Telephone Line Co. 1
	FOA Underground Fiber Optic Co. 1
	ELA Underground Electric Line Co. 1
	GHA Underground High Pres Gas Co 1
	ELB Underground Electric Line Co. 2
	FOC Underground Fiber Optic Co. 3
	FOB Underground Fiber Optic Co. 2
	WLA Underground Water Line Co. 1
	WLB Underground Water Line Co. 2

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

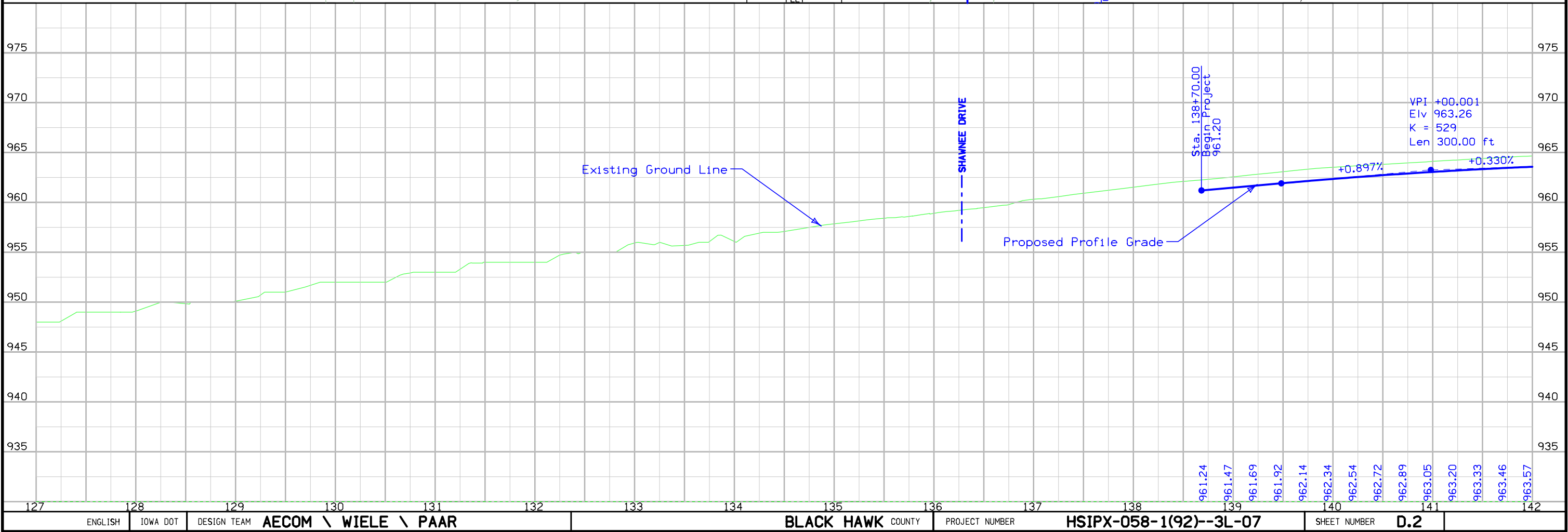
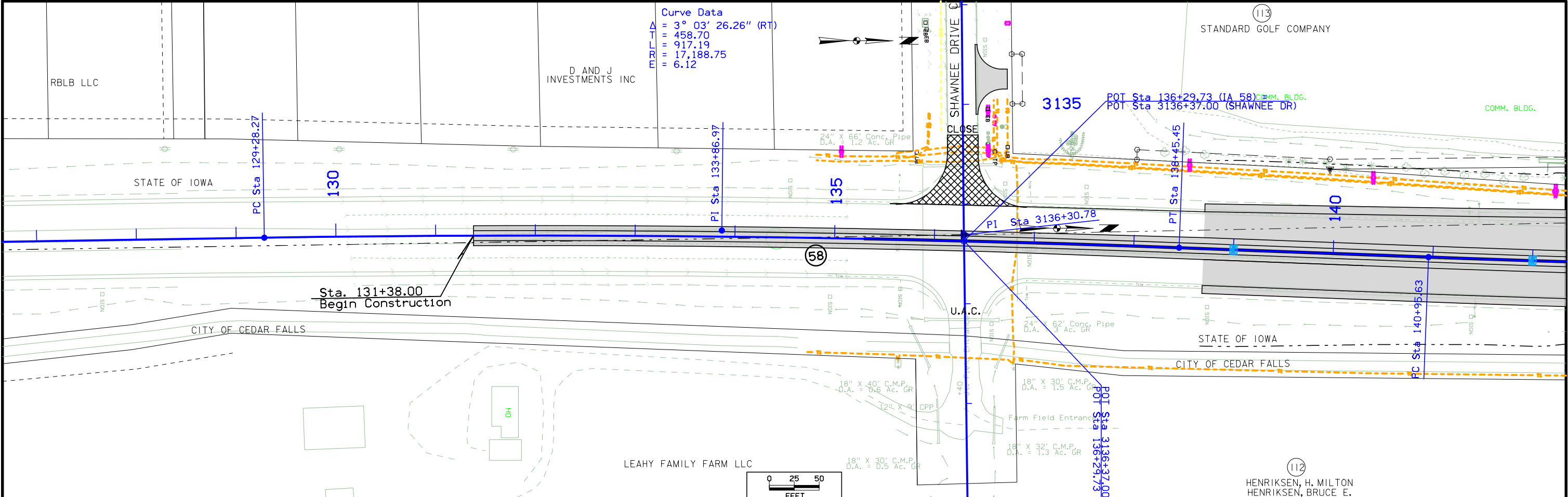
	Reference Point
	Station
	Survey Line
	Section Corner
	Ground Line Intercept
	Saw Cut
	Guardrail
	Trench Drain
	HighTension Cable Guardrail
	Sheet Pile
	Pavement Removal
	Clearing & Grubbing Area

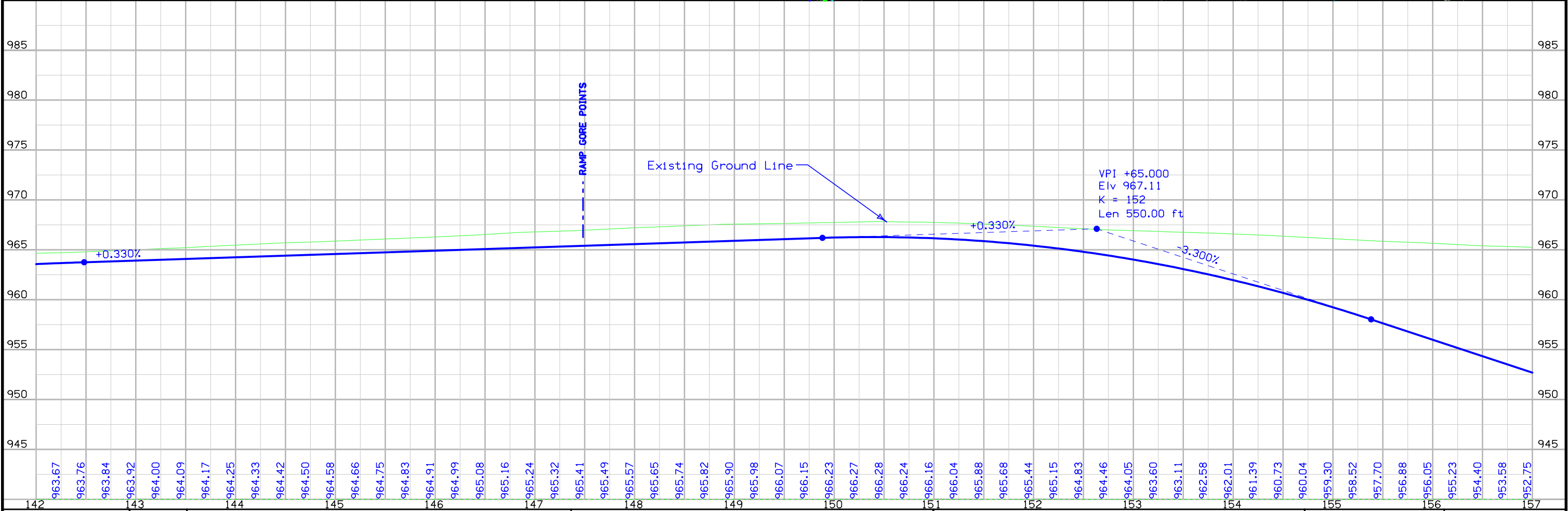
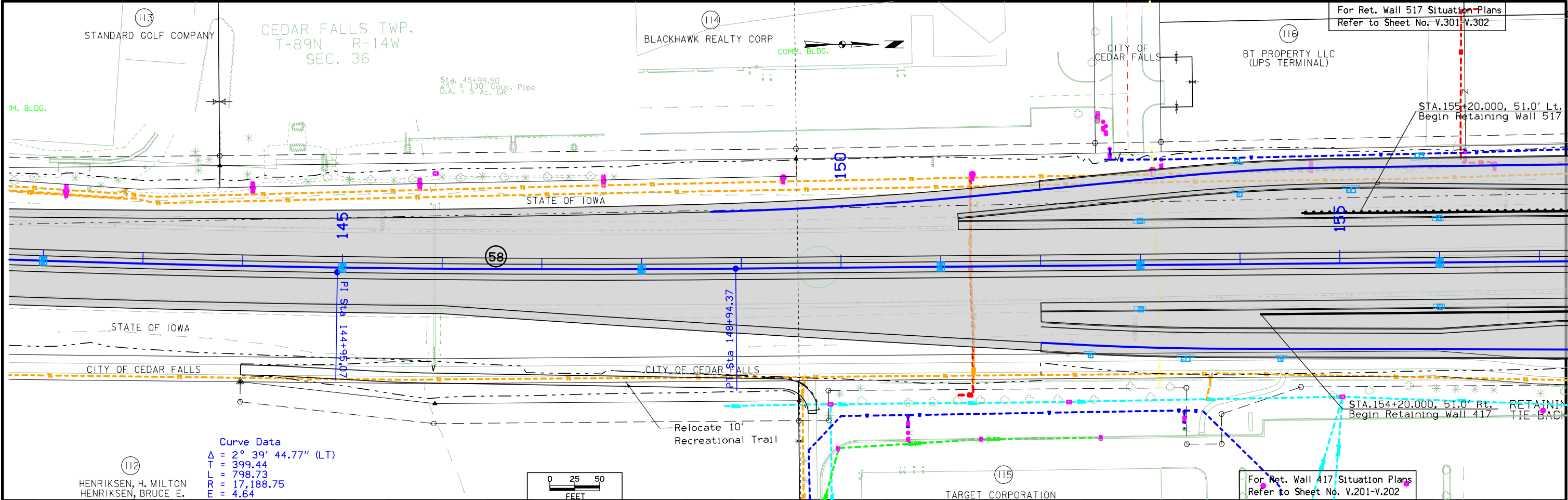
RIGHT-OF-WAY LEGEND

	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

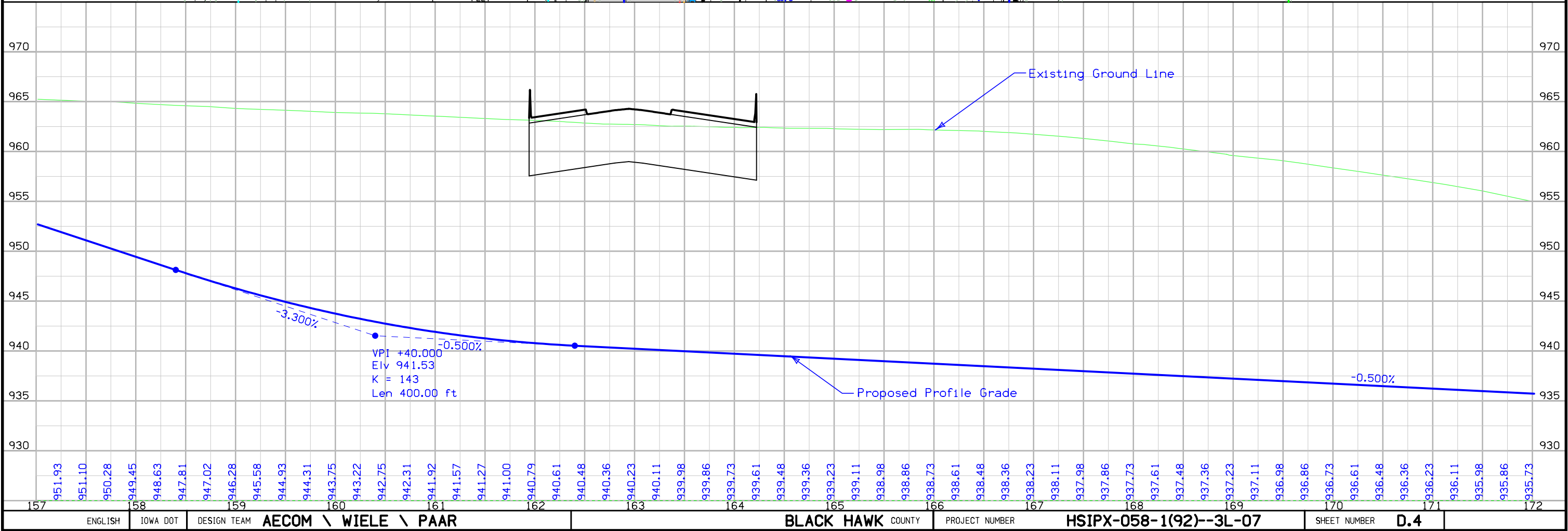
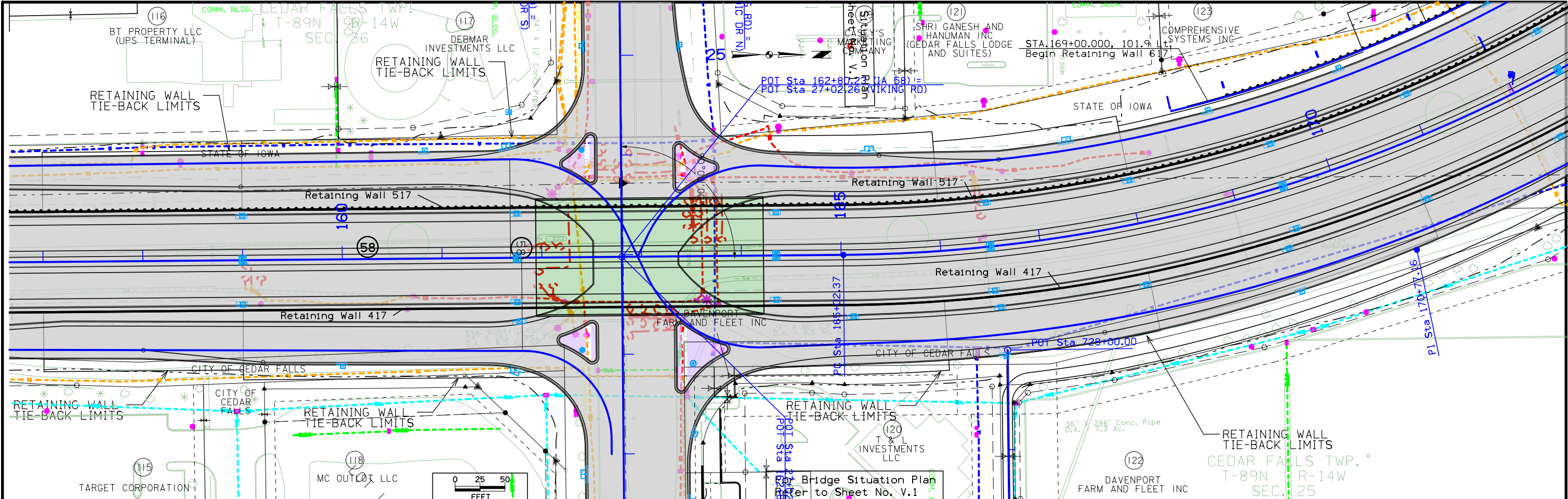
PLAN AND PROFILE
LEGEND AND SYMBOL
INFORMATION SHEET

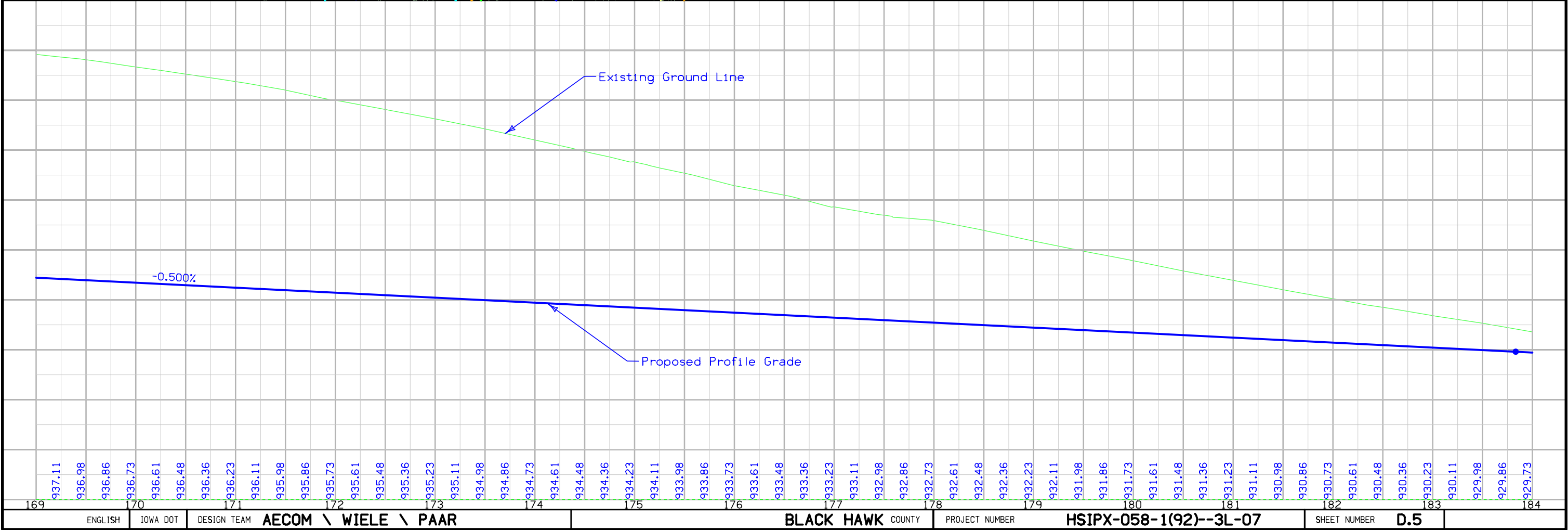
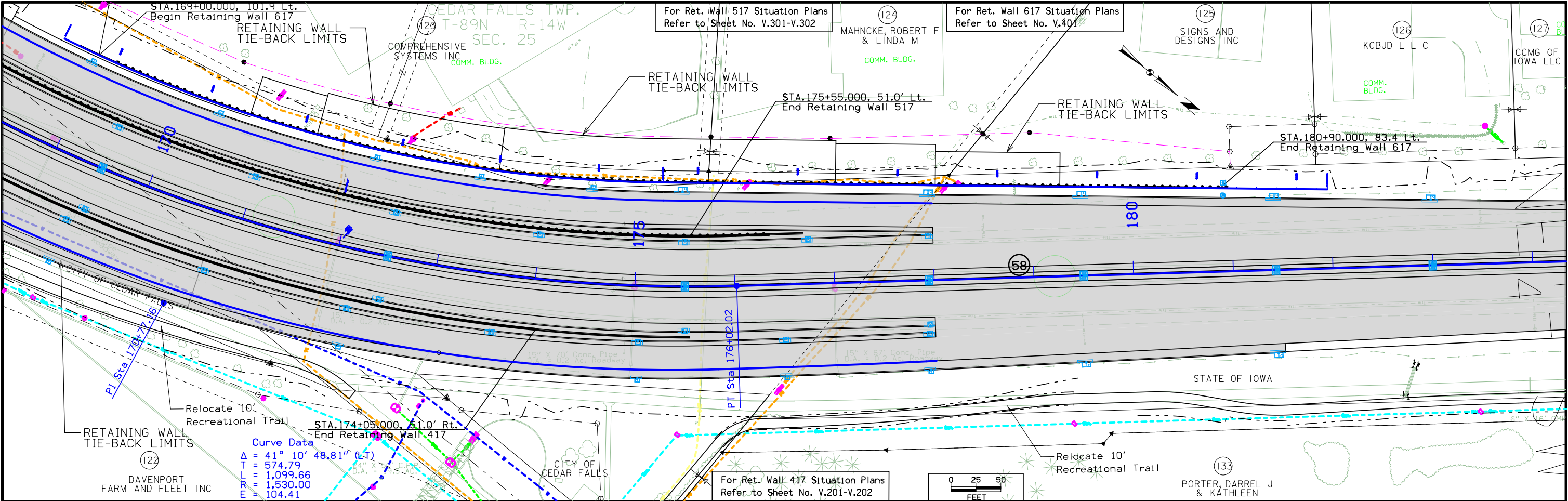
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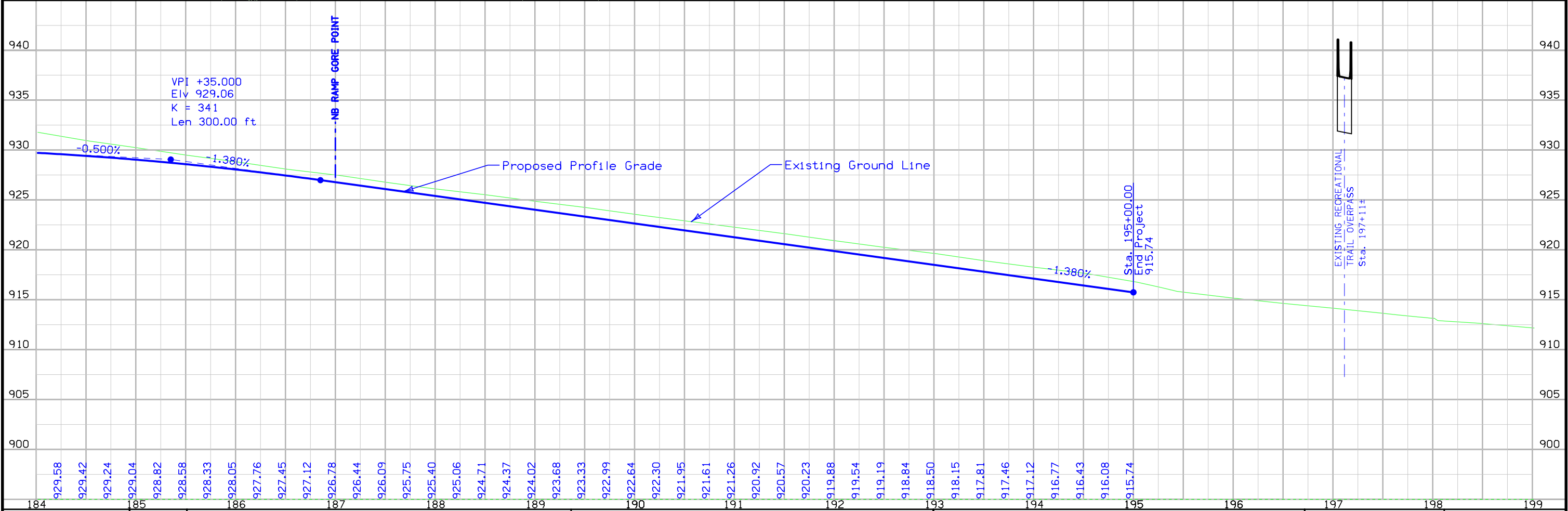
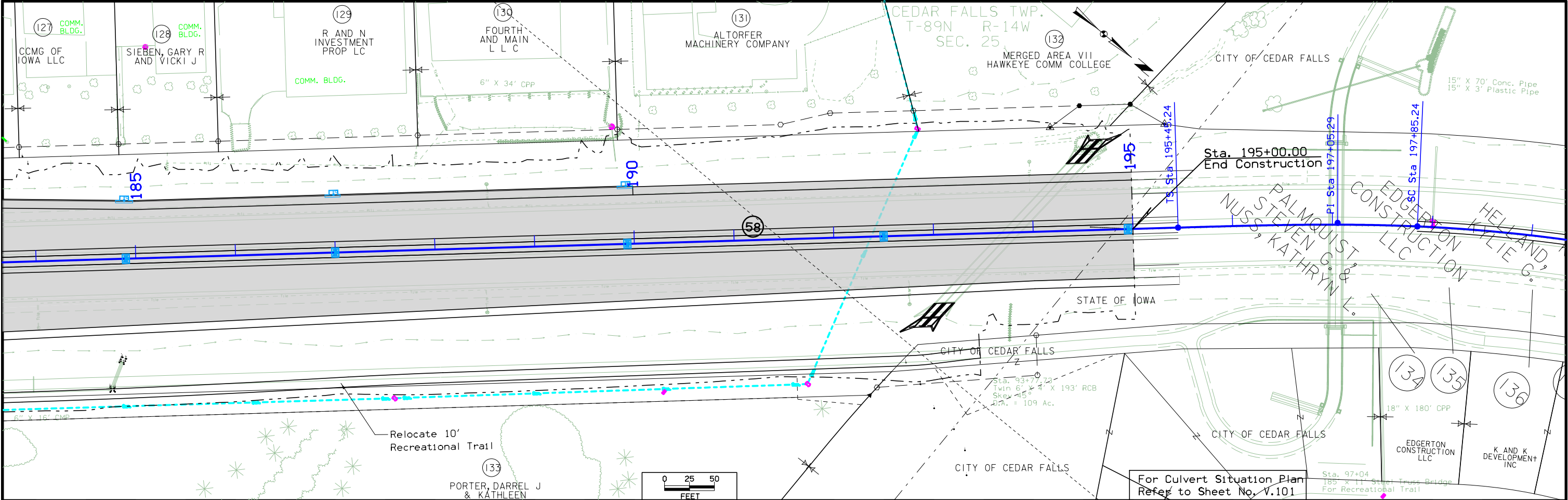


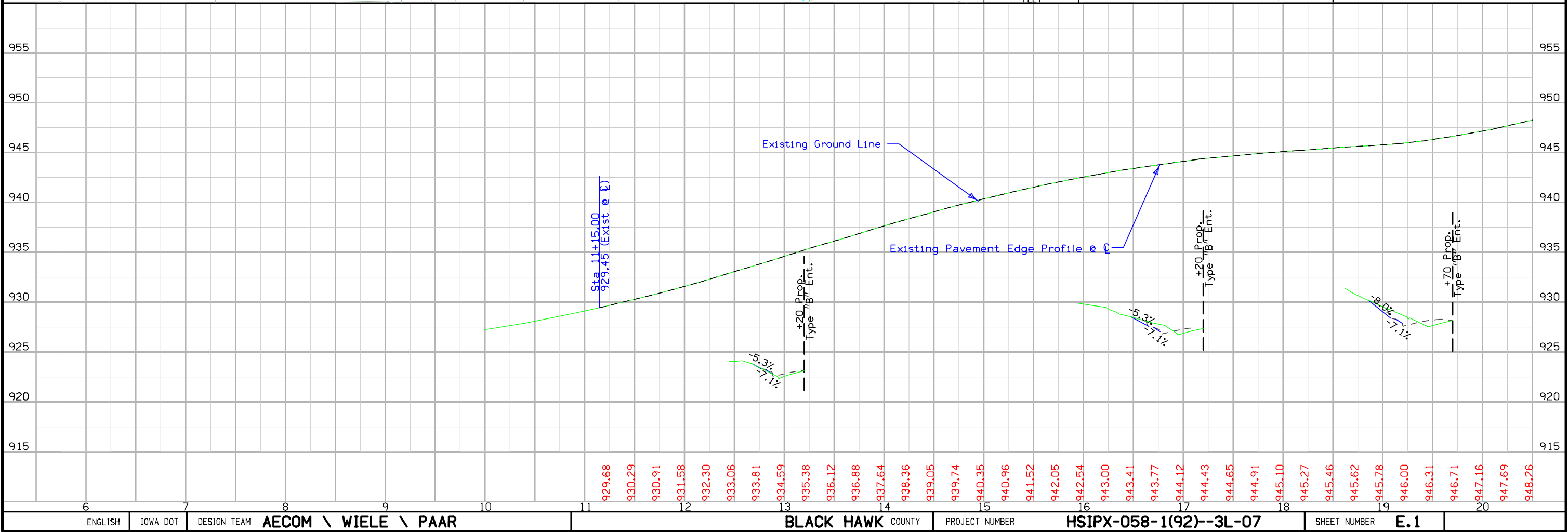
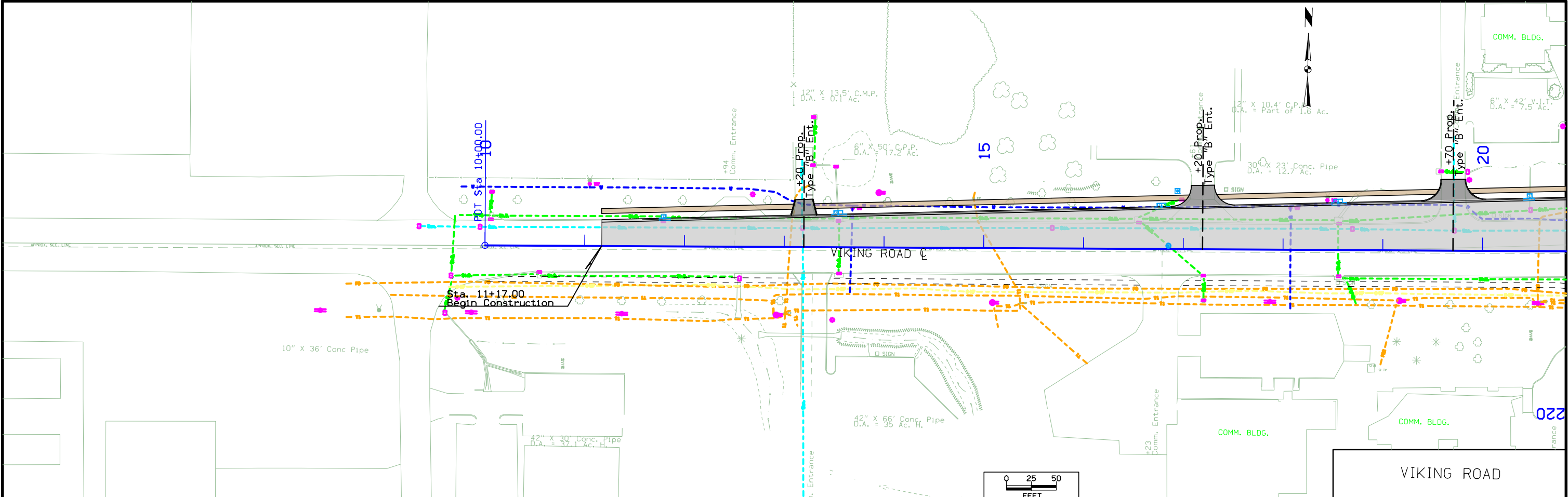


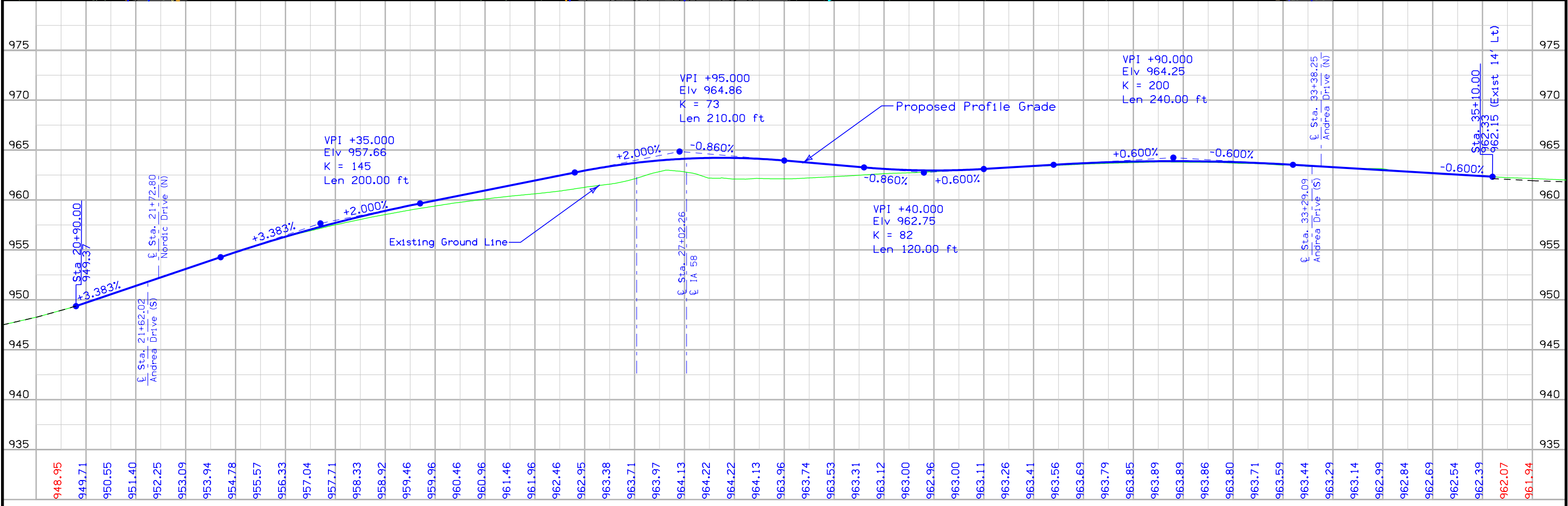
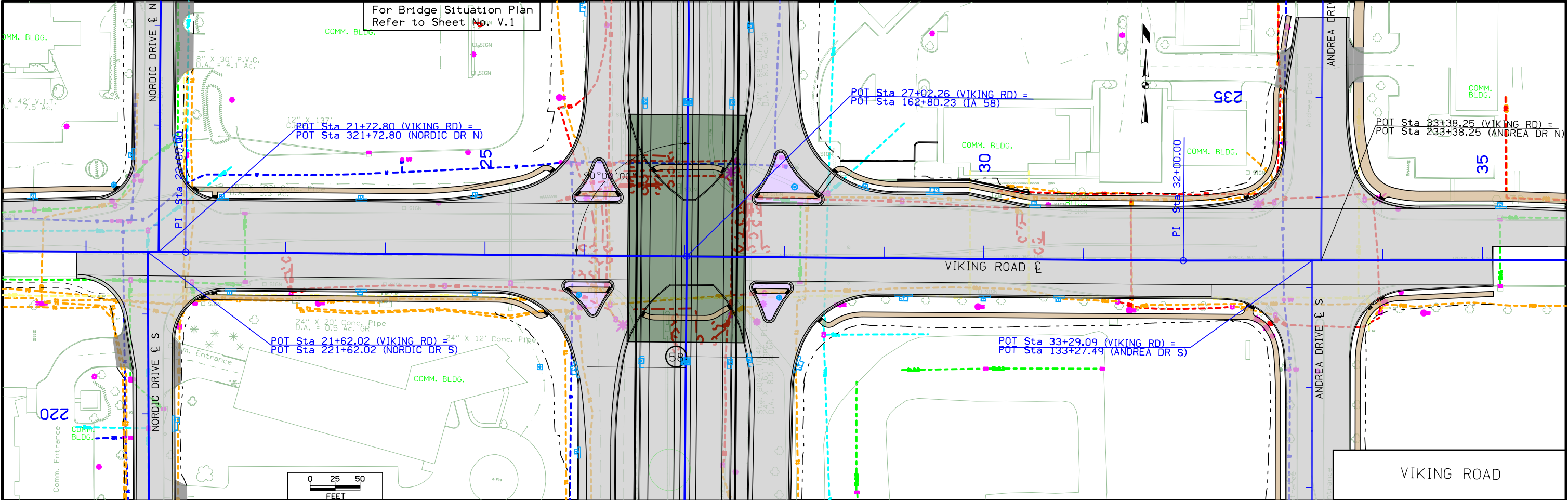
ENGLISH	IOWA DOT	DESIGN TEAM	AECOM \ WIELE \ PAAR	BLACK HAWK COUNTY	PROJECT NUMBER	HSIPX-058-1(92)--3L-07	SHEET NUMBER	D.3
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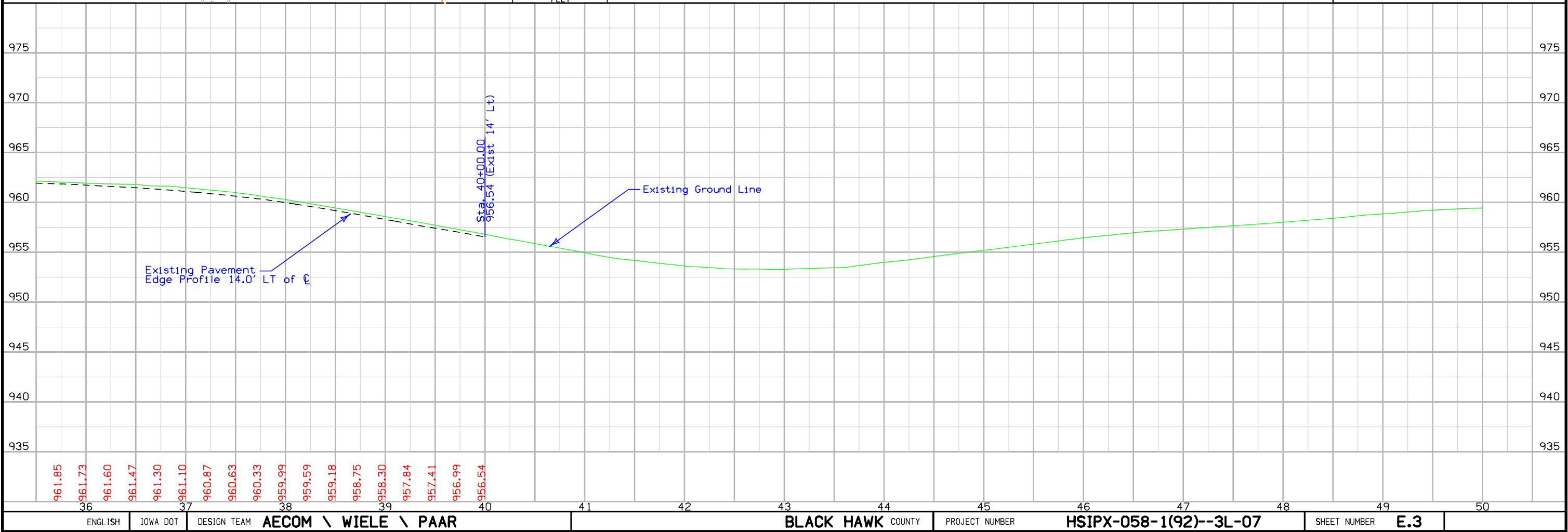
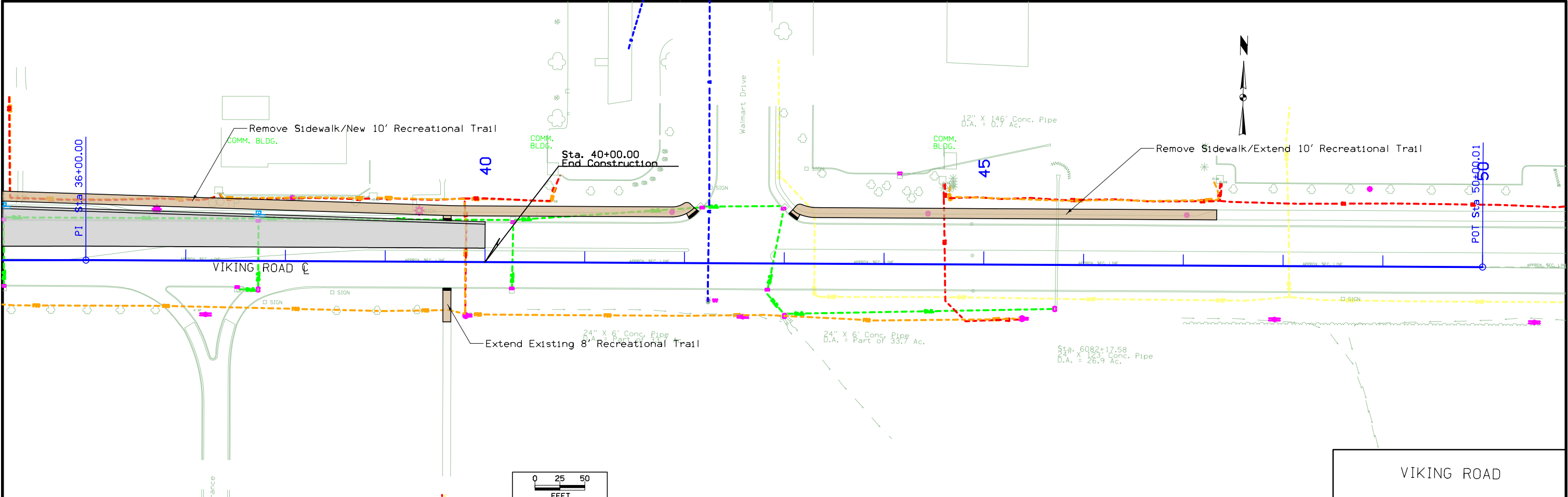


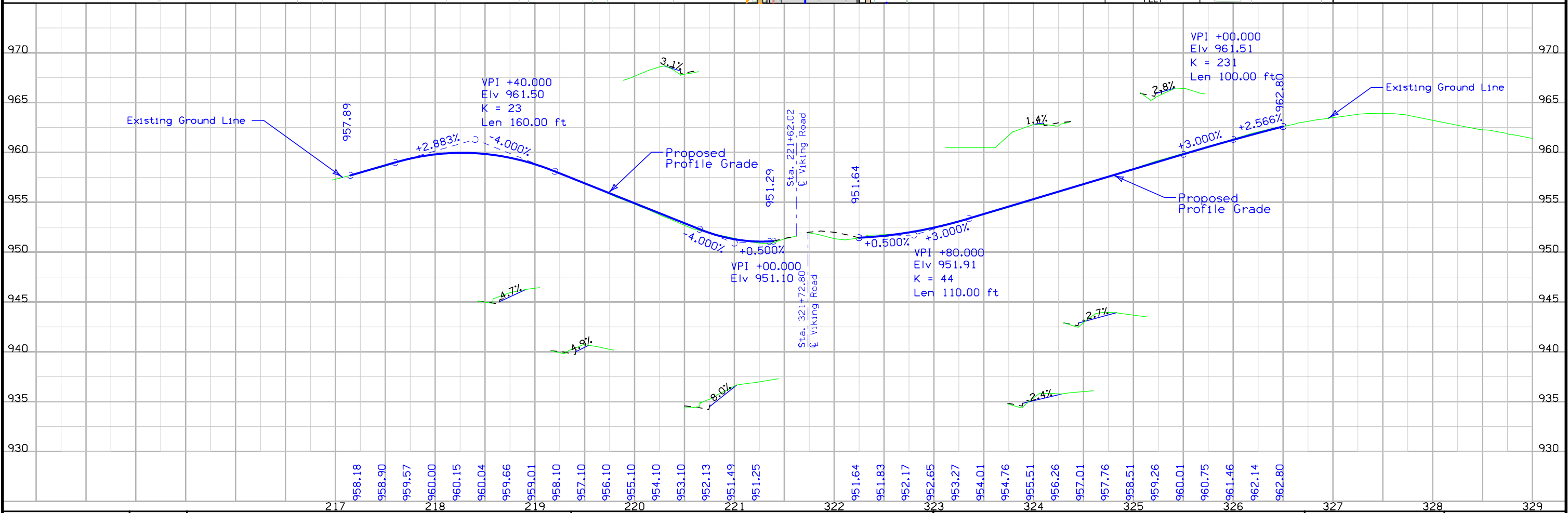
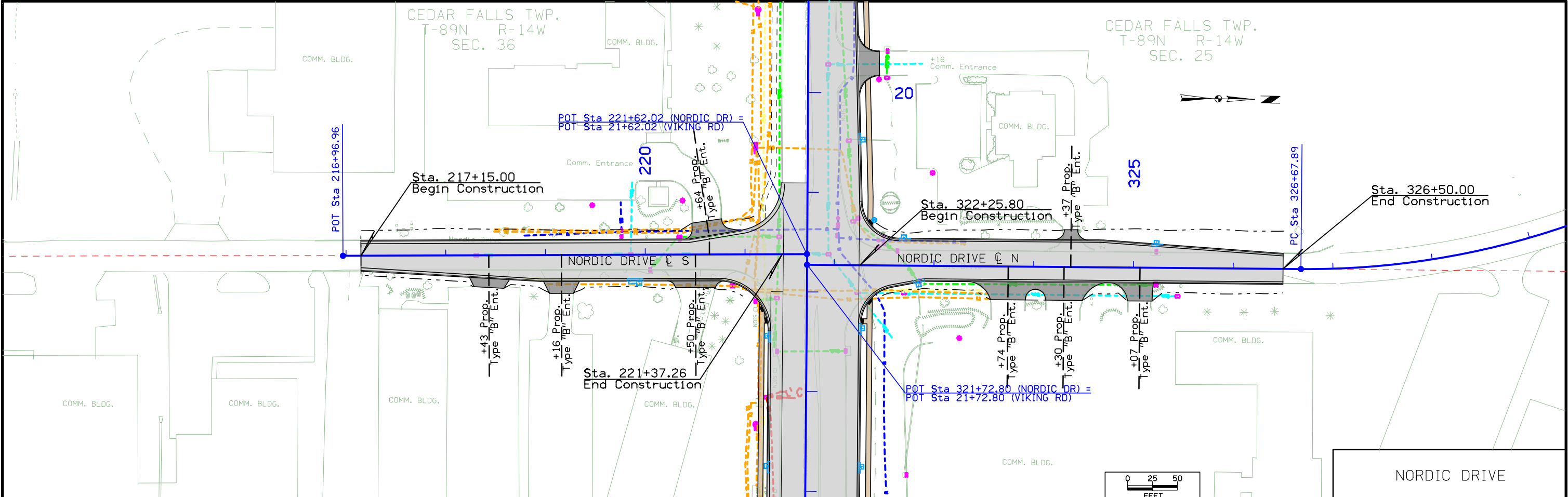


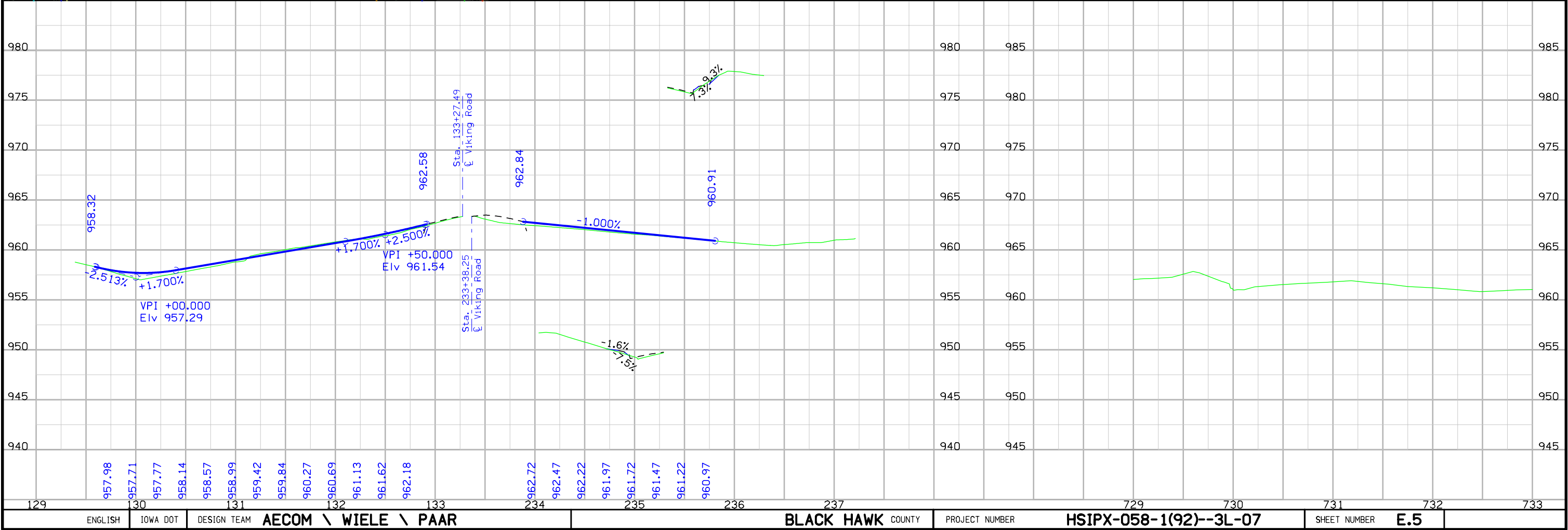
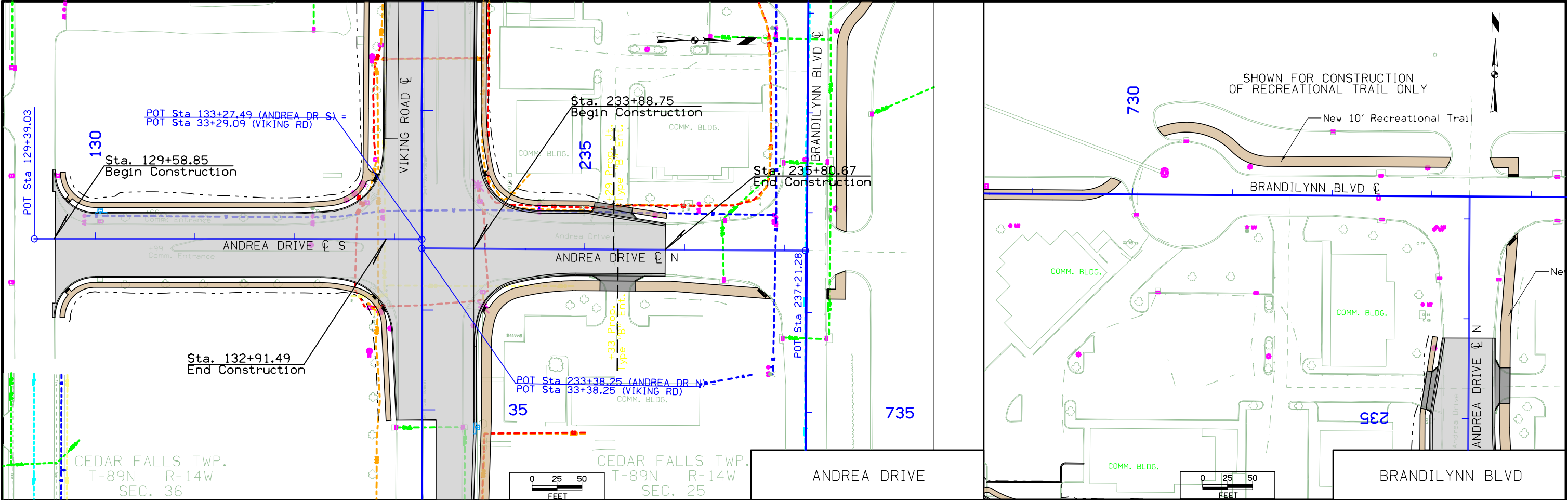


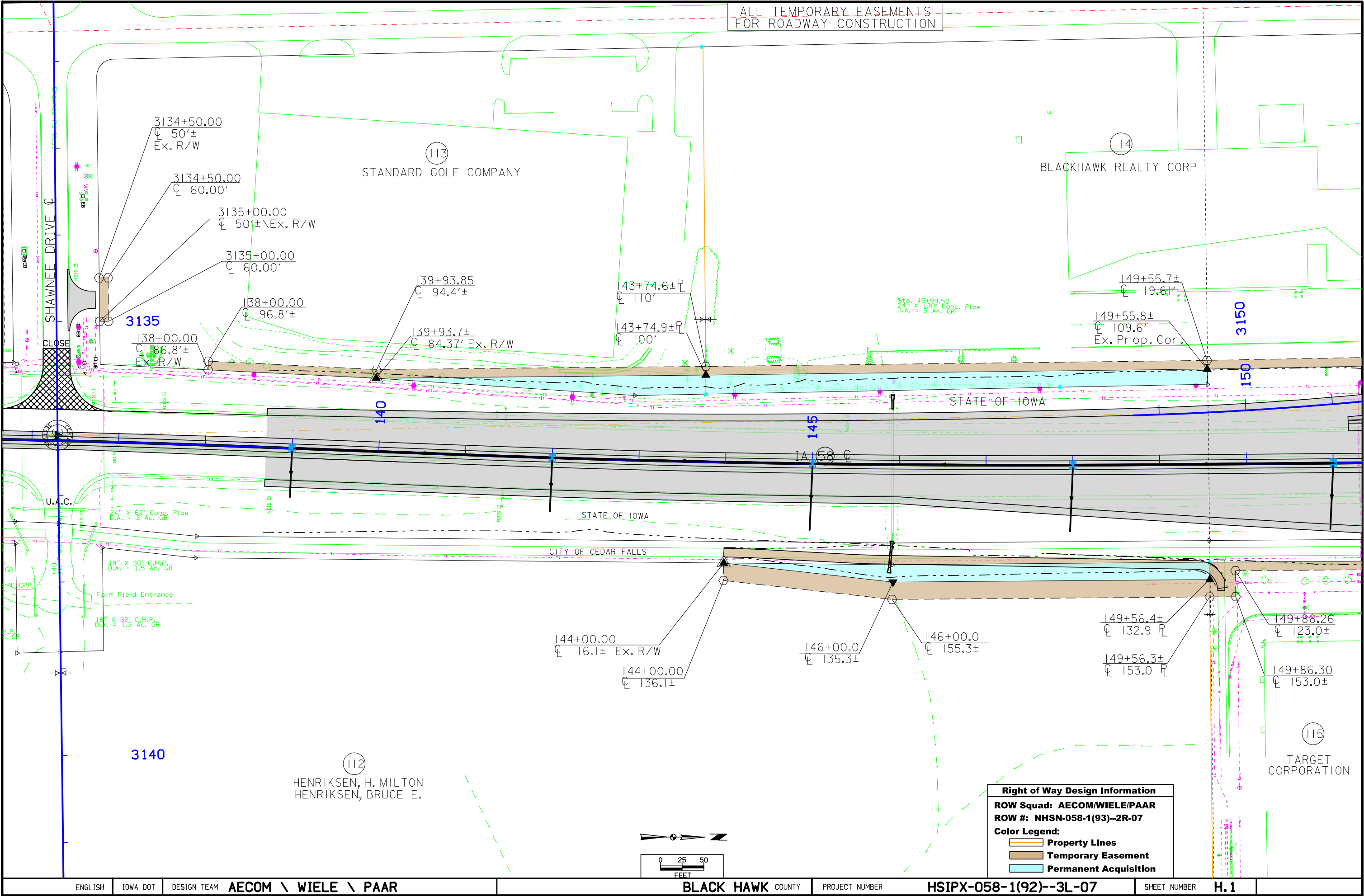


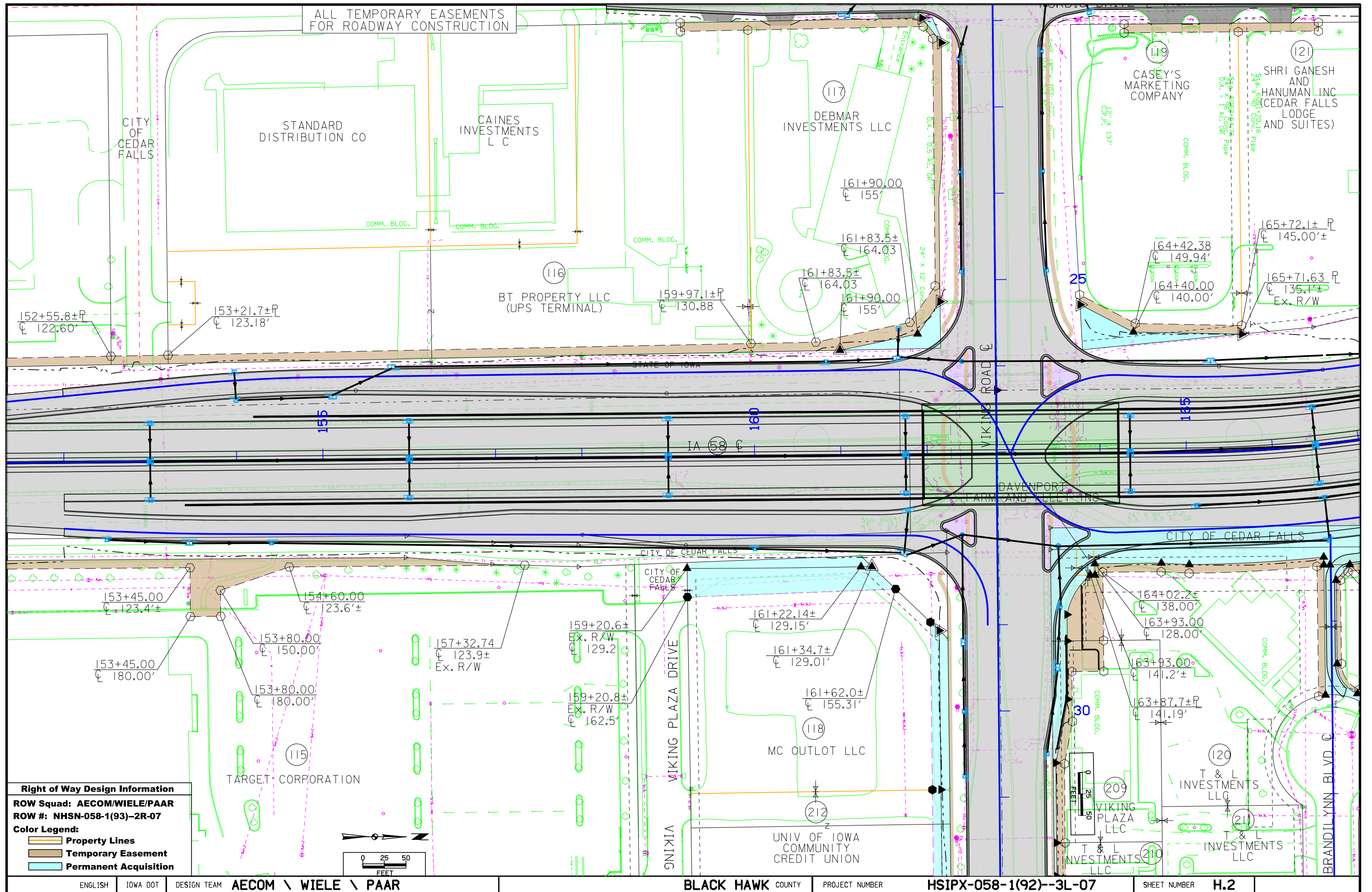


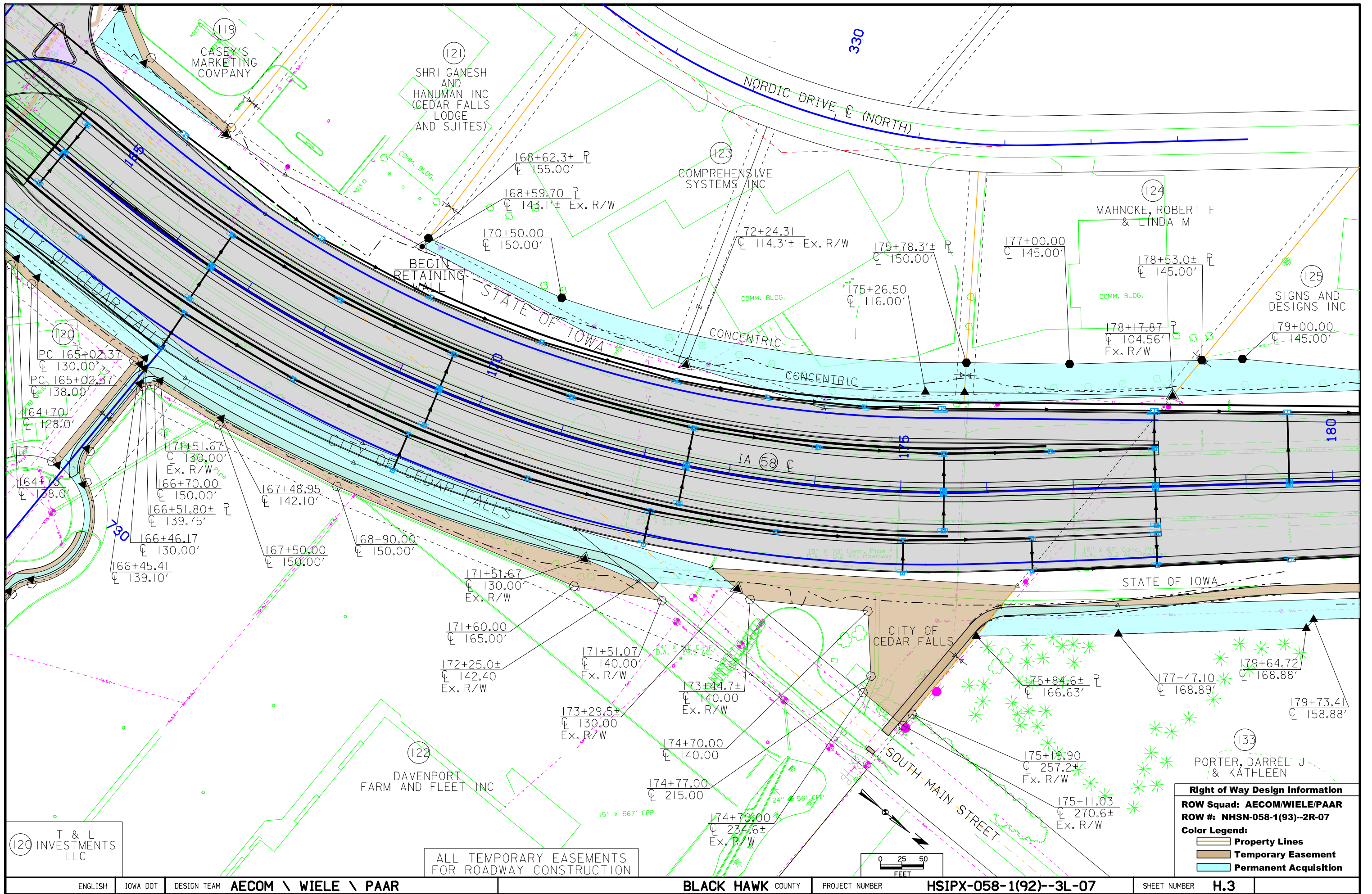


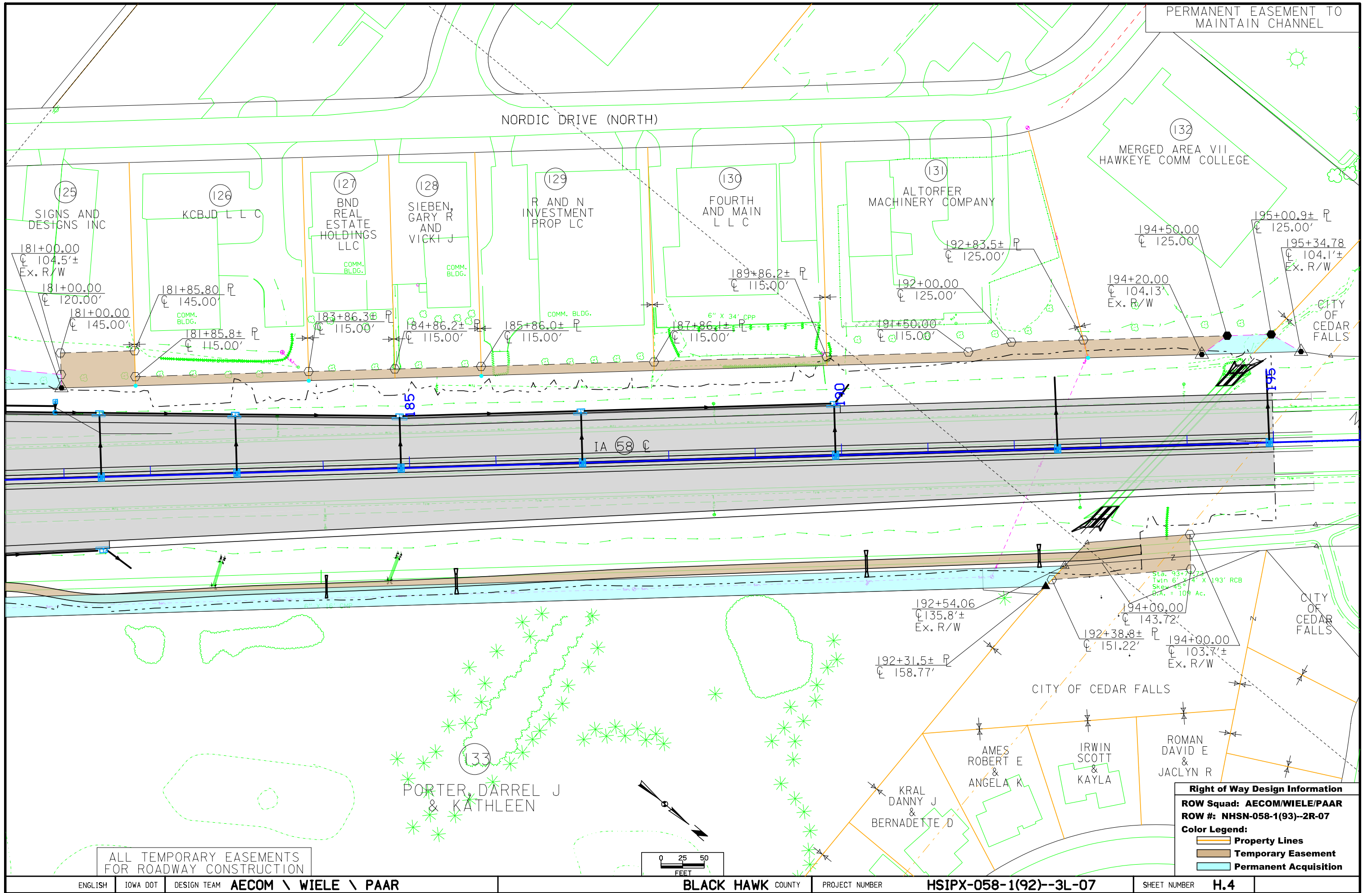


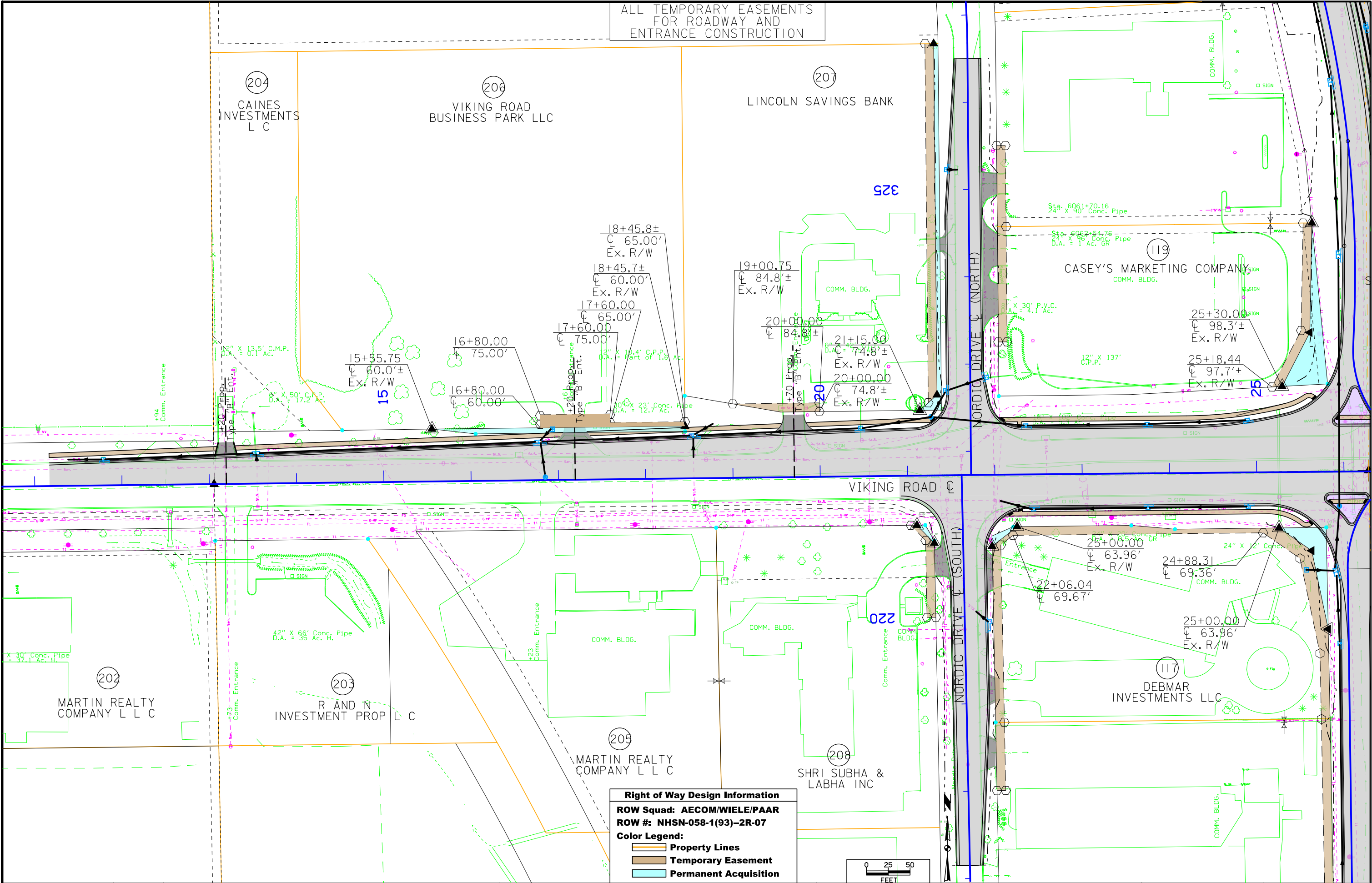


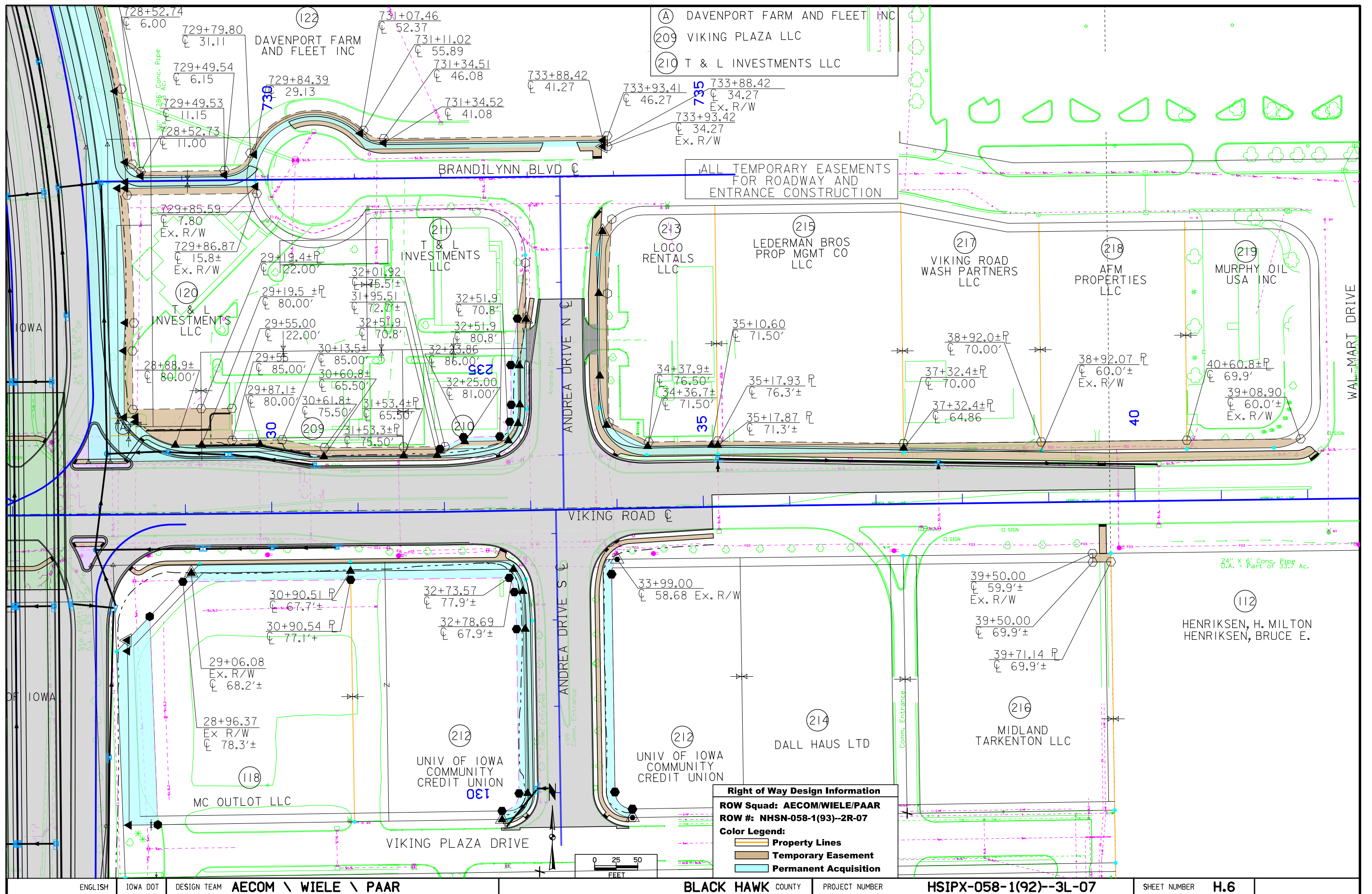


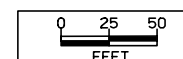
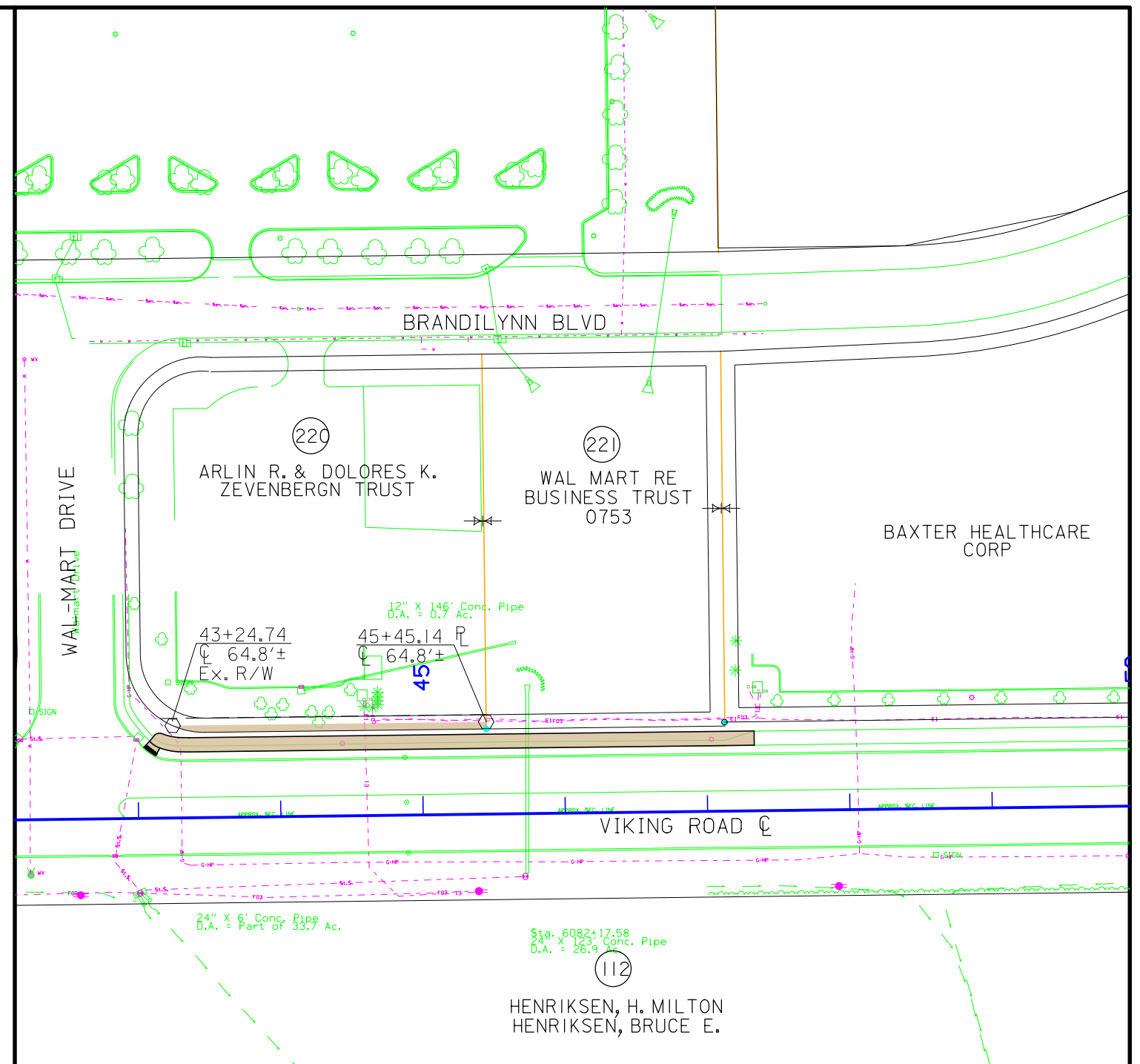












Right of Way Design Information

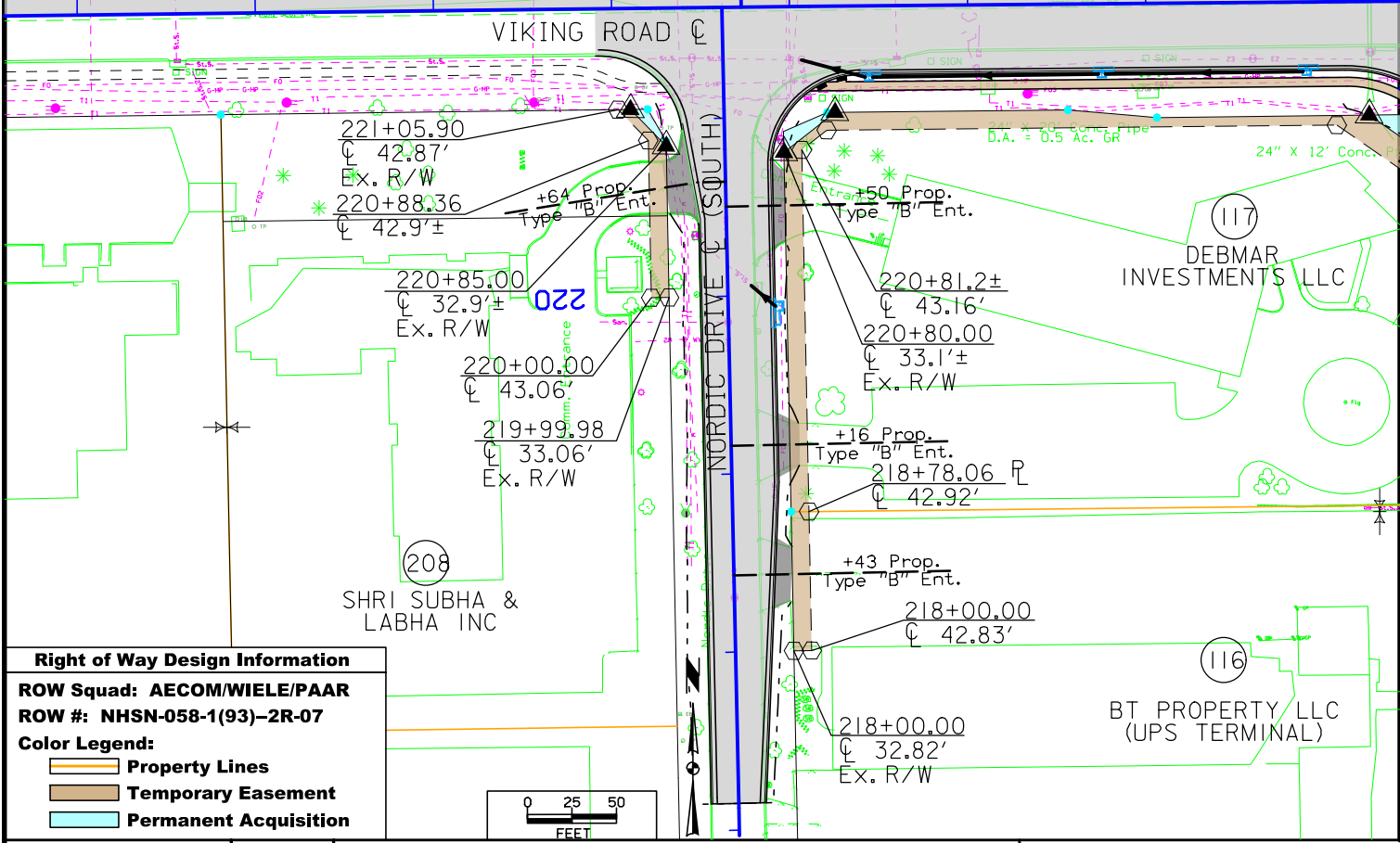
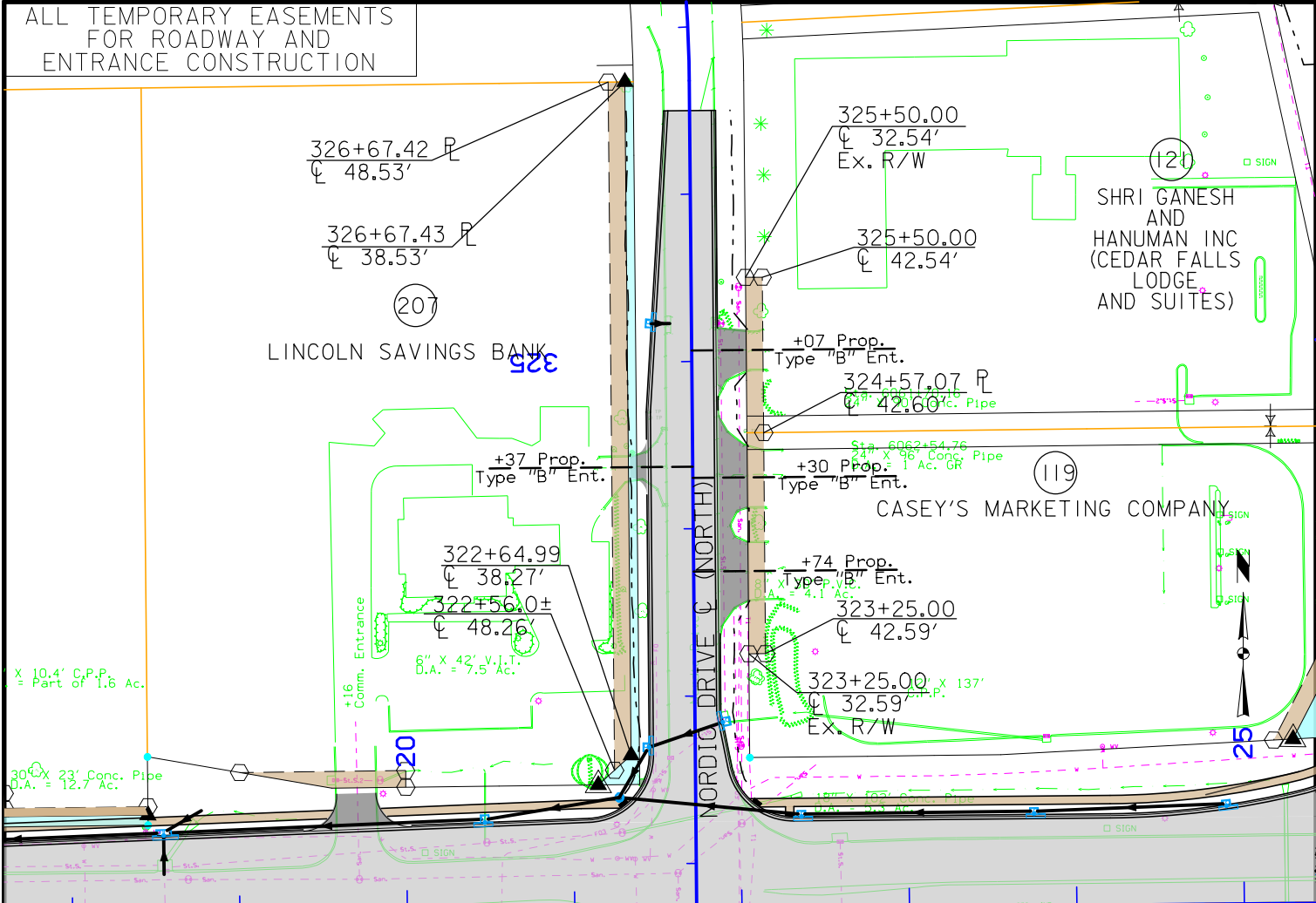
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ROW #: NHSN-058-1(93)--2R-07

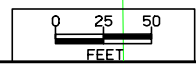
Color Legend:

	Property Lines
	Temporary Easement
	Permanent Acquisition

ALL TEMPORARY EASEMENTS
FOR ROADWAY AND
ENTRANCE CONSTRUCTION

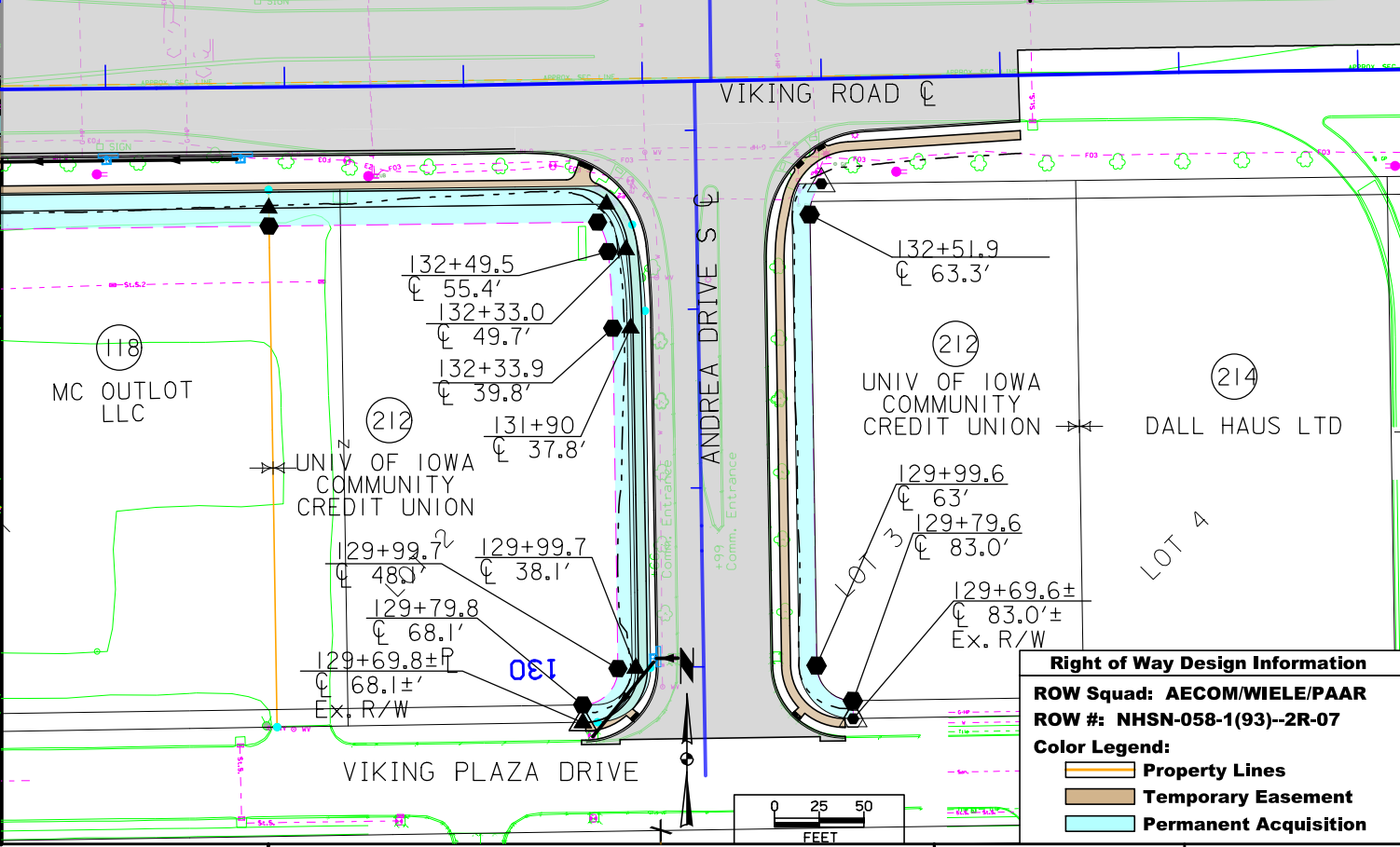
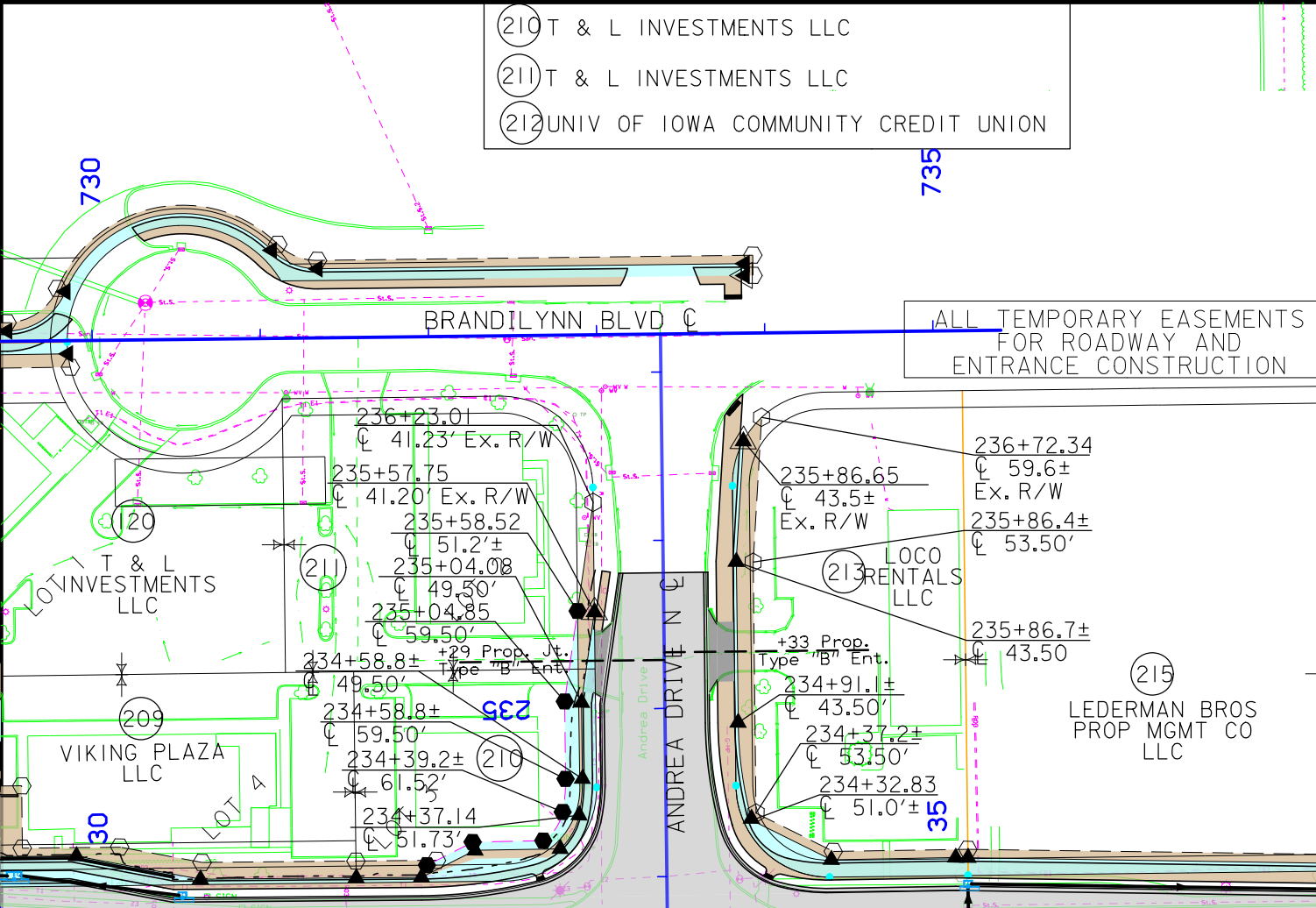


Right of Way Design Information
ROW Squad: AECOM/WIELE/PAAR
ROW #: NHSN-058-1(93)-2R-07
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition



- 210 T & L INVESTMENTS LLC
- 211 T & L INVESTMENTS LLC
- 212 UNIV OF IOWA COMMUNITY CREDIT UNION

ALL TEMPORARY EASEMENTS
FOR ROADWAY AND
ENTRANCE CONSTRUCTION



Right of Way Design Information
ROW Squad: AECOM/WIELE/PAAR
ROW #: NHSN-058-1(93)-2R-07
Color Legend:
Property Lines
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Permanent Acquisition

