SCOTT Co. UNKNOWN PAVEMENT-GRADE AND REPLACE IM-74-1(205)5--13-82

LETTING DATE T.B.D. 2017

Iowa Department of Transportation

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

UNKNOWN PAVEMENT - GRADE AND REPLACE

I-74 FROM 12TH AVENUE IN MOLINE
TO NORTH OF LINCOLN ROAD IN BETTENDORF

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

REVISIONS

TOTAL 458
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-74-1(205)5--13-82
R.O.W. PROJECT NUMBER
IM-074-1(144)5--13-82

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

INDEX OF SHEETS

105-3
10-18-05

* COLOR PLANS
** TO BE INSERTED AT LATER DATE

MILEAGE SUMMARY

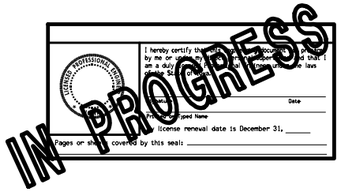
105-1
09-27-94

Div.	Location	Lin. Ft.	Miles
	Sta. 6746+86.92 to Sta. 6837+00.00	9013.08	
	Deduct River Bridge and Viaducts Sta. 6746+86.92 to Sta. 6808+25.00	6138.08	
	Total Length of Roadway (Division 1)	2875.00	0.545

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1		Signature Block
G.1	Coventine	Reference Ties/Benchmarks
N.1		Traffic Signal Design
N.8	Garbe	ITS Design
	Kipkoech K. Chepkoit	Geotechnical Design
	Robert Chantome	Retaining Wall Design

IN PROGRESS



IN PROGRESS

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

04-30-02 101-5

DESIGN DATA URBAN

2015 AADT	TBD	V.P.D.
2035 AADT	99,800	V.P.D.
2035 DHV	9850	V.P.H.
TRUCKS	5	%
Total Design ESALs	--	

MODIFIED PLANS

Subject to change by final design.

MODIFIED 100% PLANS
Date: 12-17-2012

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER A.1

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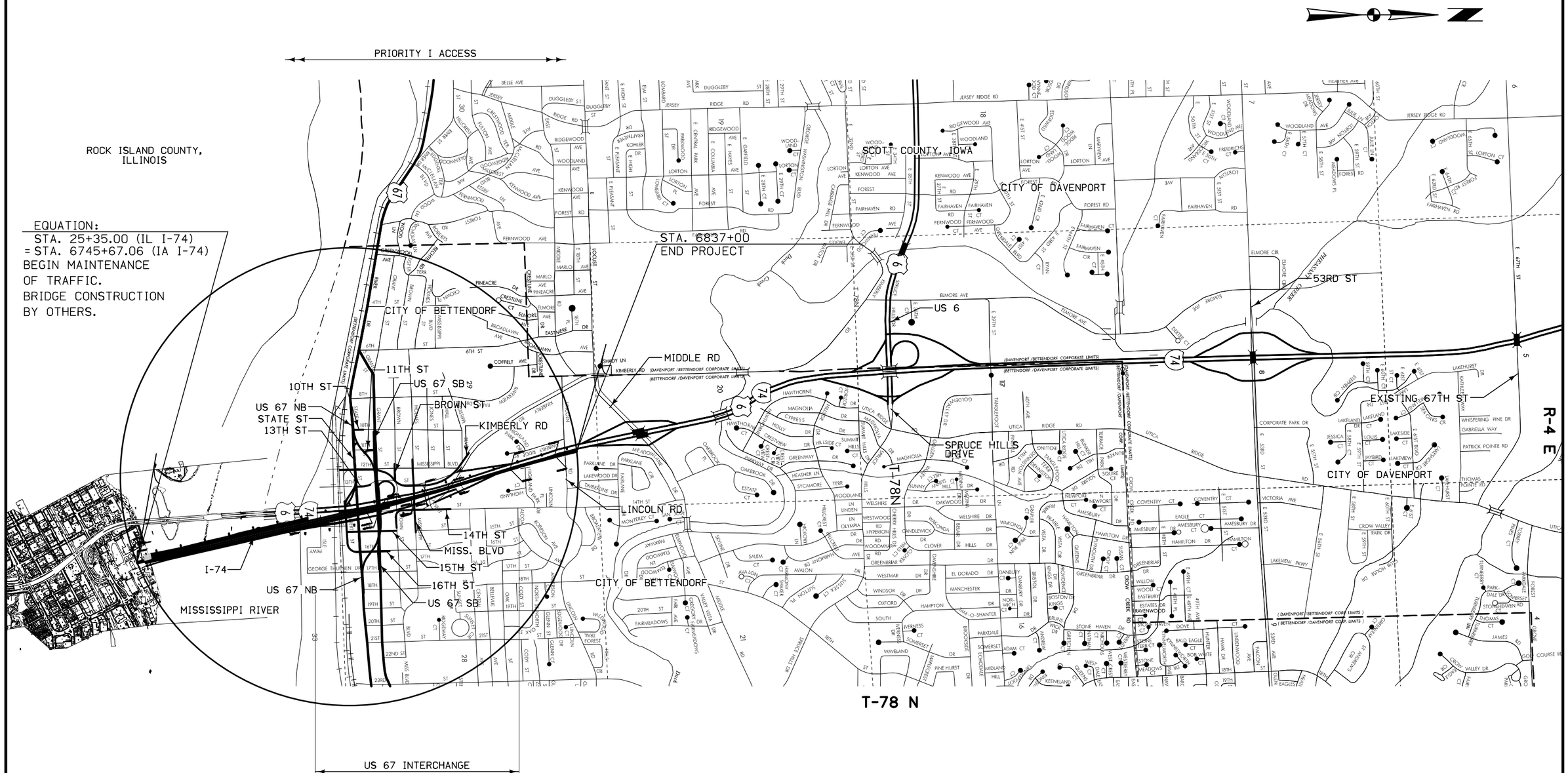

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **A.2**

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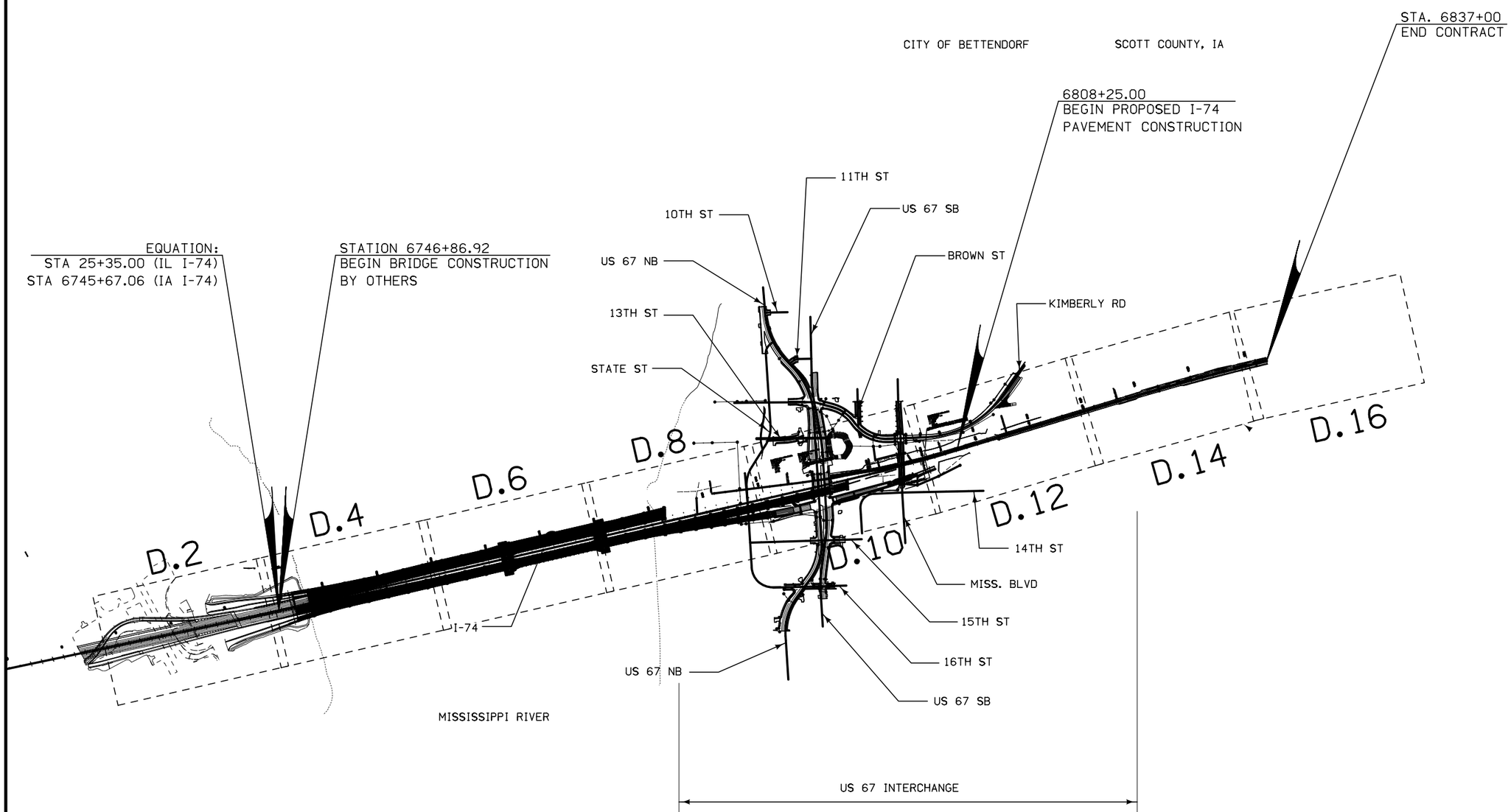

LOCATION MAP SCALE
0 0.25 0.5
Miles

MAINLINE KEY MAP

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **A.3**

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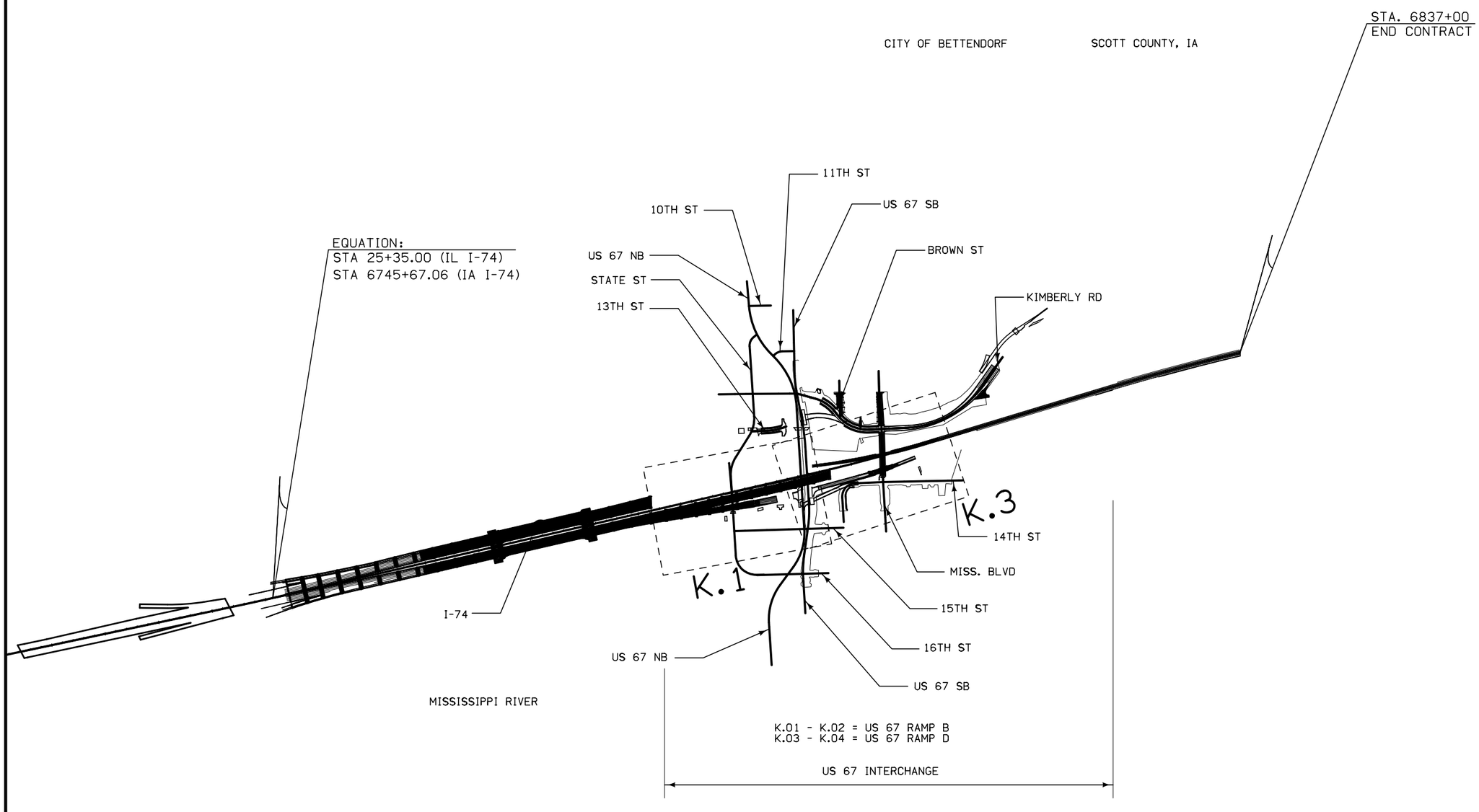

INTERCHANGE KEY MAP

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **A.4**

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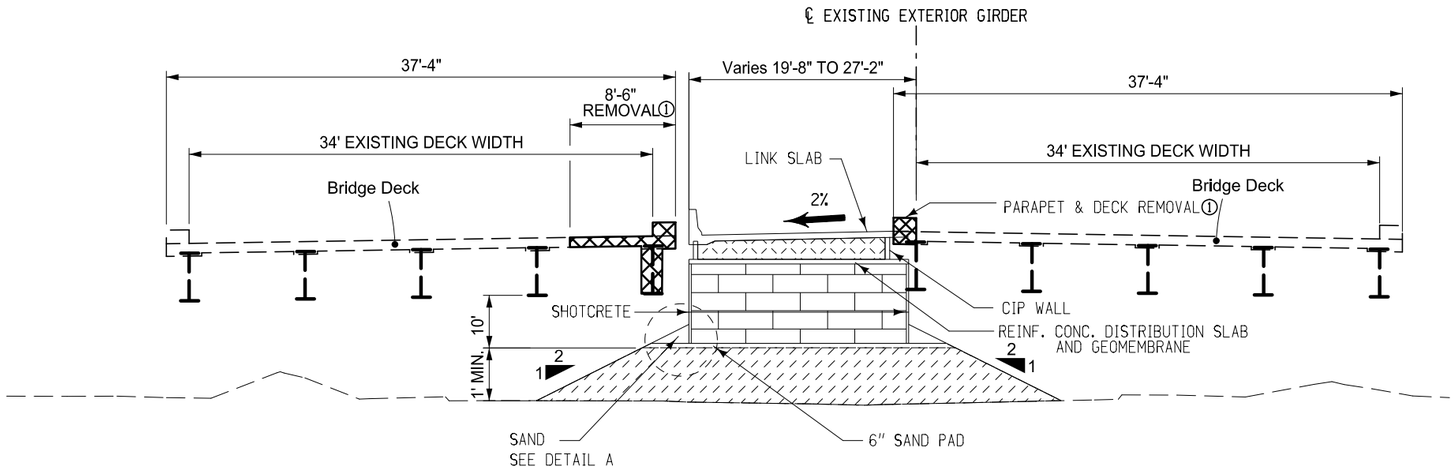


GEOFOAM 1

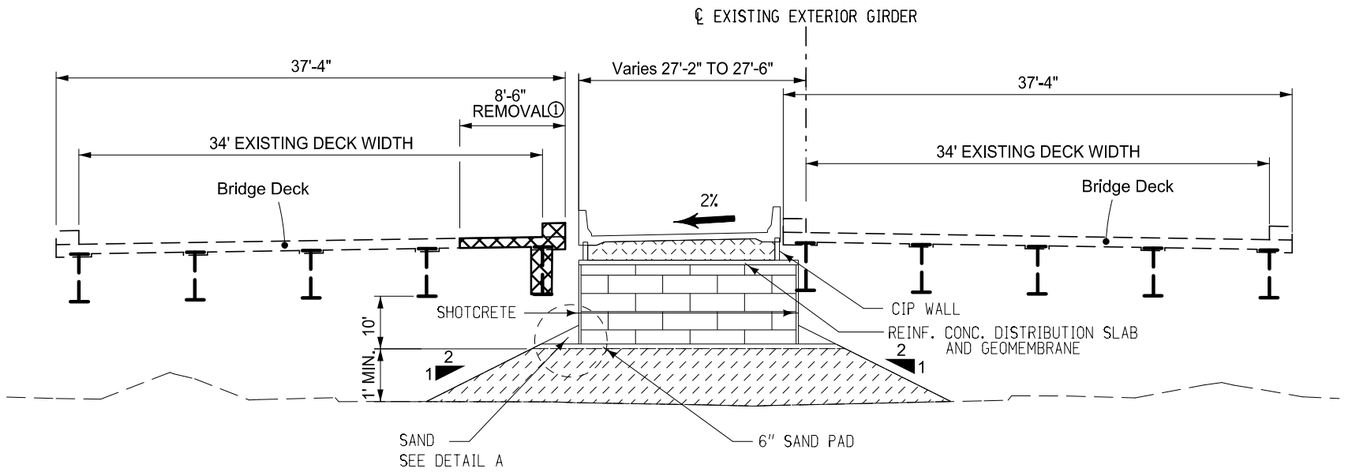
COMPACTED EARTHFILL

GEOFOAM BLOCKS

GRANULAR BACKFILL

Location		
Road Identification	Station to Station	
I-74	6796+50.00 = 196+49.75	6800+88.29 = 200+88.76

① All parapet and bridge deck removal by Contract BRFIM-074-1(199)5--05-82.



GEOFOAM 2

COMPACTED EARTHFILL

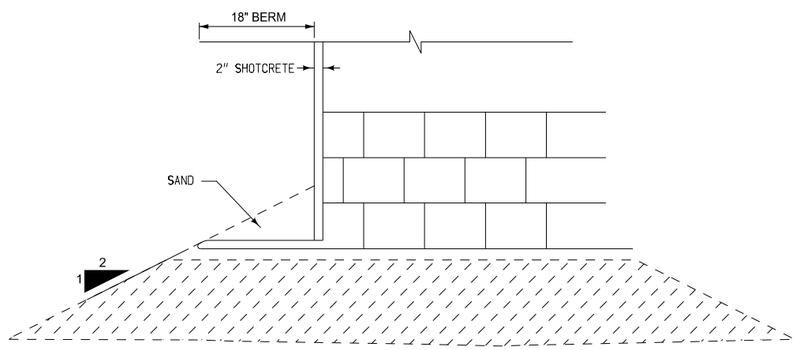
GEOFOAM BLOCKS

GRANULAR BACKFILL

Location		
Road Identification	Station to Station	
I-74	6800+88.29 = 200+88.76	6802+45.21 = 202+45.00
Temporary Bridge amd Approach Pavement (By Others)		
I-74 ② FOR INFORMATION ONLY	6802+45.21 ② = 202+45.00 ②	6804+31.80 ② = 204+31.81 ②

① All parapet and bridge deck removal by Contract BRFIM-074-1(199)5--05-82.

② For temporary bridge plans, see Contract BRFIM-074-1(199)5--05-82



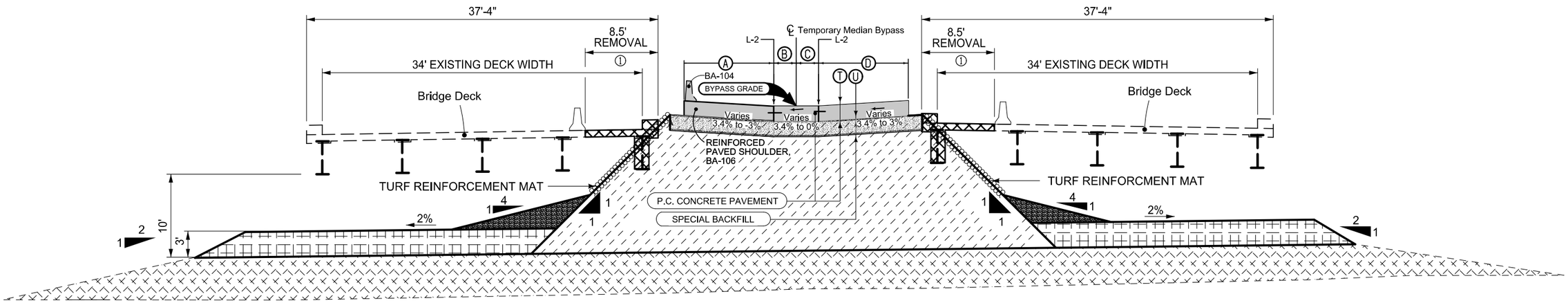
DETAIL A

GEOFOAM 3

Notes:

1. Compacted earth fill shall be minimum 12 inch thick and maximum will vary depending on head room below existing bridge.
2. Provide 6 inch min. thick sand pad / leveling course for Geofoam.
3. The design and installation of the Geofoam shall be performed by specialized contractor to meet performance specifications.
4. Minimum height of CIP wall shall be 1'-9".
5. Maximize the height of Geofoam block fill to minimize granular backfill and total weight of fill.
6. See U sheets (Temporary Median Fill System) for more details.

TYPICAL FOR TEMPORARY MEDIAN FILL SYSTEM



Uncompacted fill - Spread and Compact upon complete removal of existing structure.

Semi compacted fill - Compact with hand operated compactor fully compact upon complete removal of existing structure.

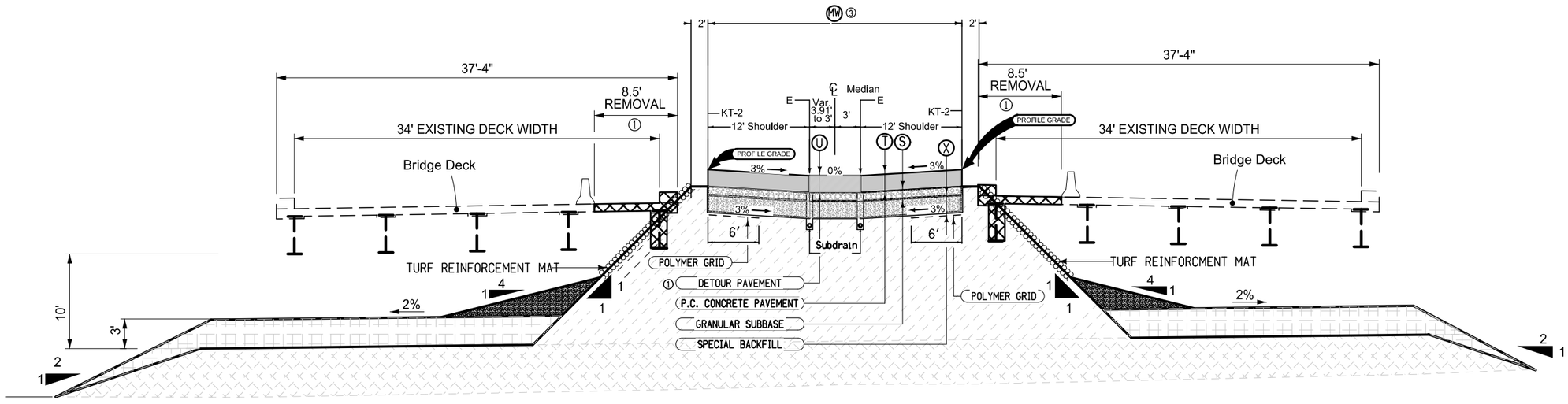
Compacted Earth Fill

Compacted Fill placed Previous Contract

TYPICAL SECTION MEDIAN CONSTRUCTION AND GRADING

① Viaduct removal by Contract BRFIM-074-1(199)5--05-82

Location			(T) PCC Inches	(U) Inches	(A) Feet	(B) Feet	(C) Feet	(D) Feet
Road Identification	Station To Station							
I-74 TEMPORARY MEDIAN BYPASS	6804+31.86 = 204+31.81	6807+75.00 = 207+75.00	10	12	11.58	3.42	3	12
I-74 TEMPORAARY MEDIAN BYPASS	6807+75.00 = 207+75.00	6808+25 = 208+25.00	10	12	11.58 -12.50	3.42 -3.91	3	12



Uncompacted fill - Spread and Compact upon complete removal of existing structure.

Semi compacted fill - Compact with hand operated compactor fully compact upon complete removal of existing structure.

Compacted Earth Fill

Compacted Fill placed Previous Contract

Location			(T)	(S)	(U)	(X)	(MW)
Road Identification	Station To Station		Inches	Inches	Inches	Inches	Feet
I-74	6808+25.00 = 208+25.00	6811+90.00	11	6	11	12	30.91 -30

① Detour Pavement to be Hot Mix Asphalt in this section.

② Viaduct removal by Contract BRFIM-074-1(199)5--05-82

③ Limits of payment for granular subbase and special backfill.

TYPICAL SECTION 6-LANE ROADWAY MEDIAN CONSTRUCTION

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER B.3

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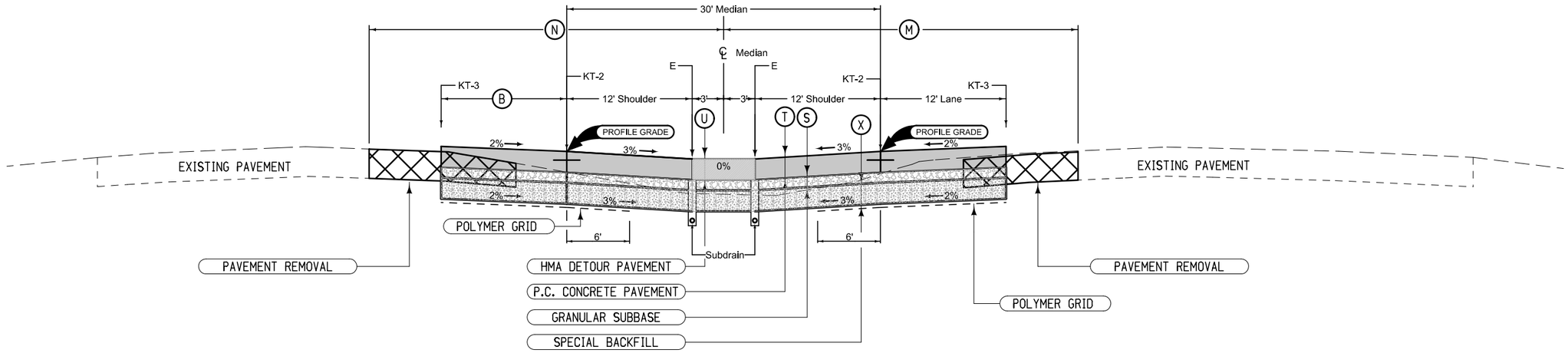
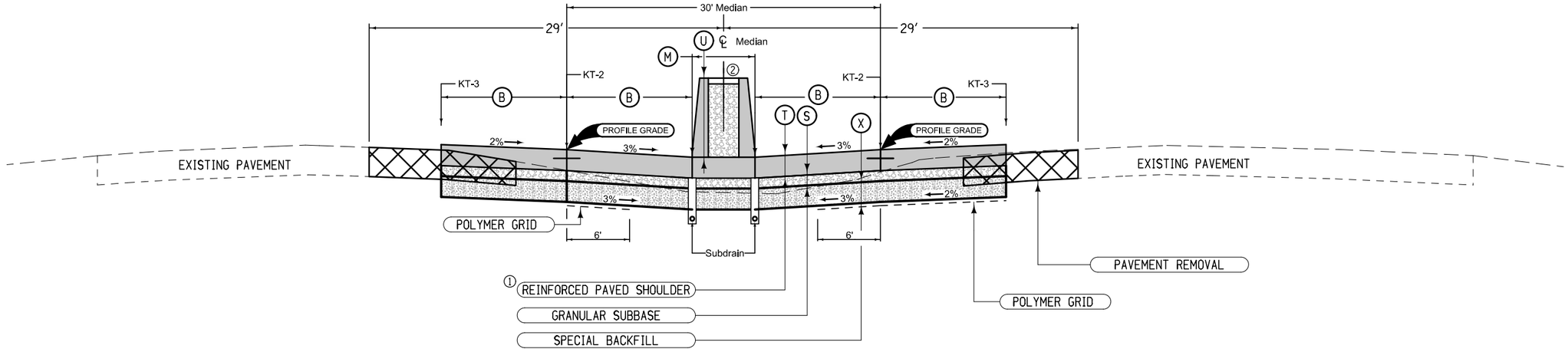


Location			T	S	U	B	M	N	X
Road Identification	Station To Station		Inches	Inches	Inches	Feet	Feet	Feet	Inches
I-74	6811+90.00	6825+50.00	11	6	11	0	29	N/A	12
I-74	6825+50.00	6833+90.00	11	6	11	12	29	29	12
I-74	6835+10.00	6837+00.00	11	6	11	12	29	29	12

TYPICAL SECTION
6-LANE ROADWAY
MEDIAN AND INSIDE LANE CONSTRUCTION



Location			T	S	U	M	B	X
Road Identification	Station To Station		Inches	Inches	Inches	Feet	Feet	Inches
I-74	6833+90.00	6835+10.00	11	6	44.0'- 54.0	6.0- 7.2	12	12

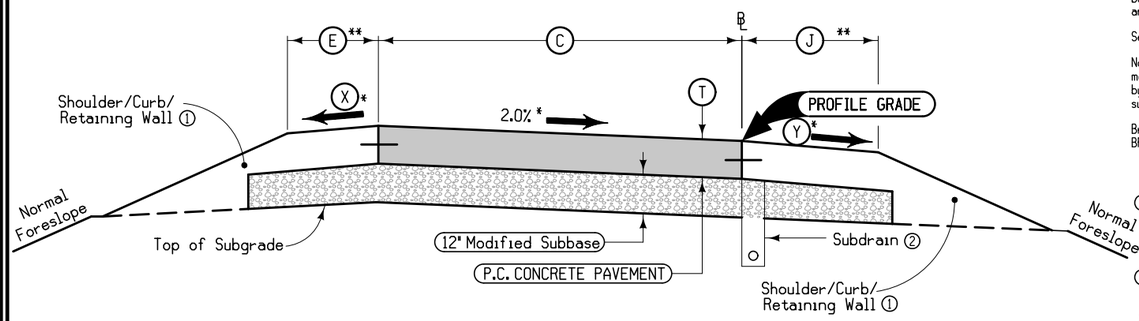
① Construct Reinforced Paved Shoulder between Sta. 6834+05.44 and Sta. 6834+95.51. See U Sheets.

② Construct 4" PCC Cap between Sta. 6834+00.26 to Sta. 6834+95.45. See U Sheets.

③ See Concrete Barrier at Lincoln Road Bridge Piers Detail on U Sheets.

TYPICAL SECTION
6-LANE ROADWAY
MEDIAN AND INSIDE LANE CONSTRUCTION

2503A
MODIFIED



TYPICAL CROSS SECTION
1-LANE RAMP/LOOP PAVING

Notes:

Subbase may be constructed to a width greater than that indicated.

Any such extra width of subbase shall be considered incidental to other work and not be measured for payment.

Section view is in direction of traffic.

Normal section shown may be appropriately modified for areas specifically designated by the Engineer, such as intersections or superelevated curves. Refer to K sheets.

Bridge approach pavement by BRFIM-074-1(199)5--05-82

① Refer to Typical 7126A for details of shoulder design and locations. Refer to Typical 8208 for details of retaining wall design and locations.

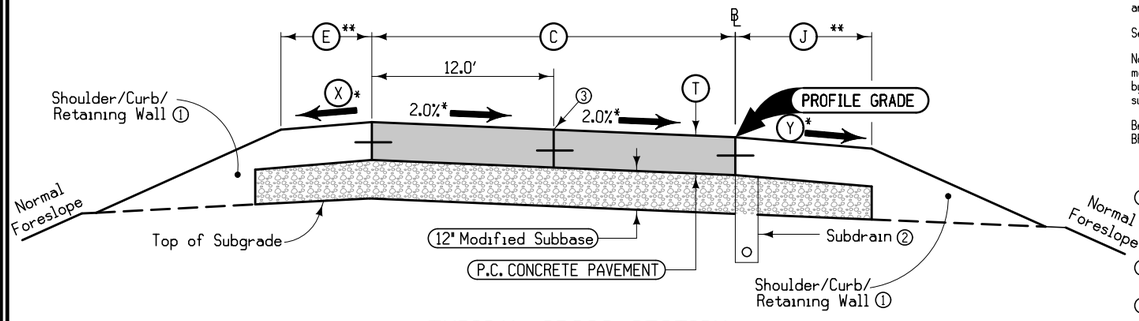
② Refer to Standard Road Plan RF-19C for details of subdrain installation.

* Cross slopes are typical. Refer to K sheets for cross slope details.

** Dimensions are to back of Slab. Refer to typical 7126A for shoulder Paving details.

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP/ LOOP	STATION TO STATION		(T) Inches	(C) Feet	(E) Feet	(J) Feet	(X) %	(Y) %
US 67	D	4504+12.07	4505+75.00	11	16	5	7	4	4

2503B
MODIFIED



TYPICAL CROSS SECTION
2-LANE RAMP PAVING

Notes:

Subbase may be constructed to a width greater than that indicated.

Any such extra width of subbase shall be considered incidental to other work and not be measured for payment.

Section view is in direction of traffic.

Normal section shown may be appropriately modified for areas specifically designated by the Engineer, such as intersections or superelevated curves. Refer to K sheets.

Bridge approach pavement by BRFIM-074-1(199)5--05-82

① Refer to Typical 7126A for details of shoulder design and locations. Refer to Typical 2205B for details of ramp auxiliary lanes.

② Refer to Standard Road Plan RF-19C for details of subdrain installation.

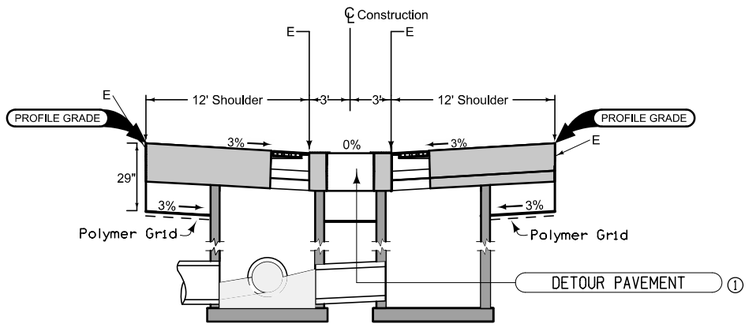
③ Longitudinal Joint

* Cross slopes are typical. Refer to K sheets for cross slope details.

** Dimensions are to back of Slab. Refer to typical 2205B for ramp auxiliary lane paving locations. Refer to typical 7126A for shoulder paving details. See Typical 8208 for shoulder at Wall 135.

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP/ LOOP	STATION TO STATION		(T) Inches	(C) Feet	(E) Feet	(J) Feet	(X) %	(Y) %
US 67	B	2591+08.39	2592+08.39	11	24	7	27	4	3
US 67	D	4496+46.78	4500+30.00	11	24	5	7	4	4
US 67	D	4500+30.00	4501+20.58	11	24- 21.9	5	7.6	4	4

INTAKE-1

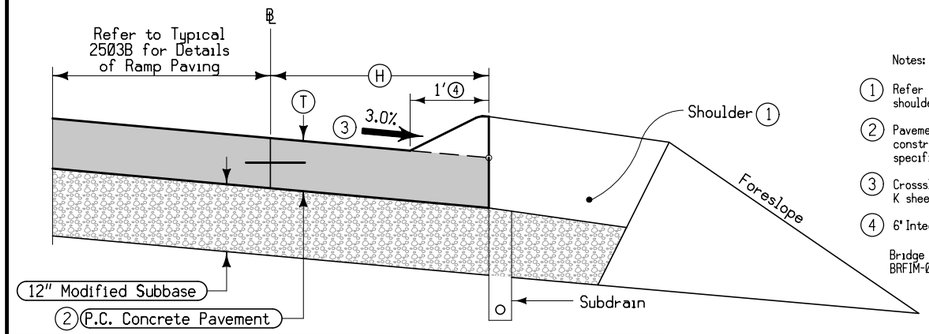


See Standard Road Plan SW-548

Single-Grate Barrier Circular Intakes I-74 Mainline

① See Typical BYPASS-1 for Detour Pavement Design

2205D
MODIFIED



Notes:

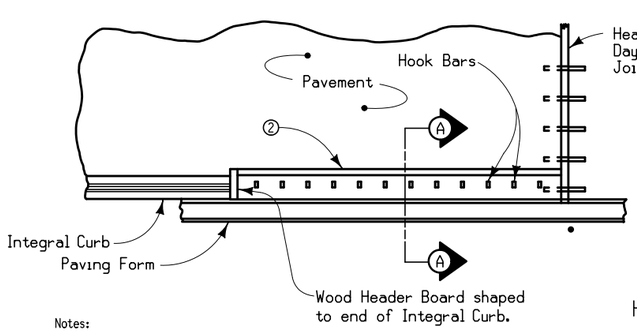
1. Refer to typical 7126A for details of shoulder design and construction.
2. Pavement for auxiliary lane shall be constructed according to requirements specified for through roadway pavement.
3. Crossslopes are typical. Refer to K sheets for cross slope details.
4. 6" Integral Sloped Curb. See PV-102.

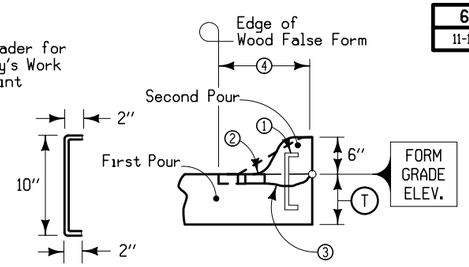
Bridge approach pavement by BRFIM-074-1(199)5--05-82

LOCATION			SIDE	(H) Feet	(T) Inches
ROAD IDENTIFICATION	STATION TO STATION				
US 67 - RAMP B	2591+08.39	2592+65.24	RT	27	11

TYPICAL HALF SECTION RAMP AUXILIARY LANE

6115
11-10-92





NO. 3 HOOK BAR

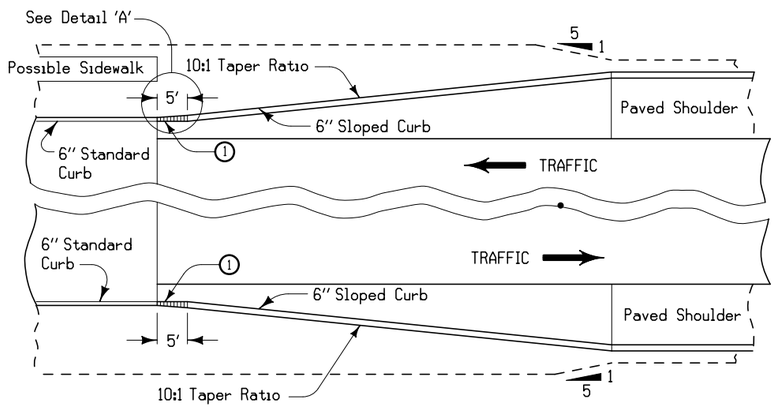
SECTION A-A

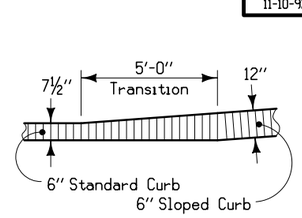
Notes:

1. Install hook bar at 12" intervals with top projecting so as to clear the paving equipment and as near the false form board as possible to maintain 2" surface clearance.
2. 2" x 4" False Form.
3. Excavate a slight cavity in concrete around each bar.
4. 12" maximum for Standard 6" Curb. 16" maximum for Sloped 6" Curb.

CONSTRUCTION WHERE CURB IS OMITTED AT END OF DAY'S RUN

6148
11-10-92





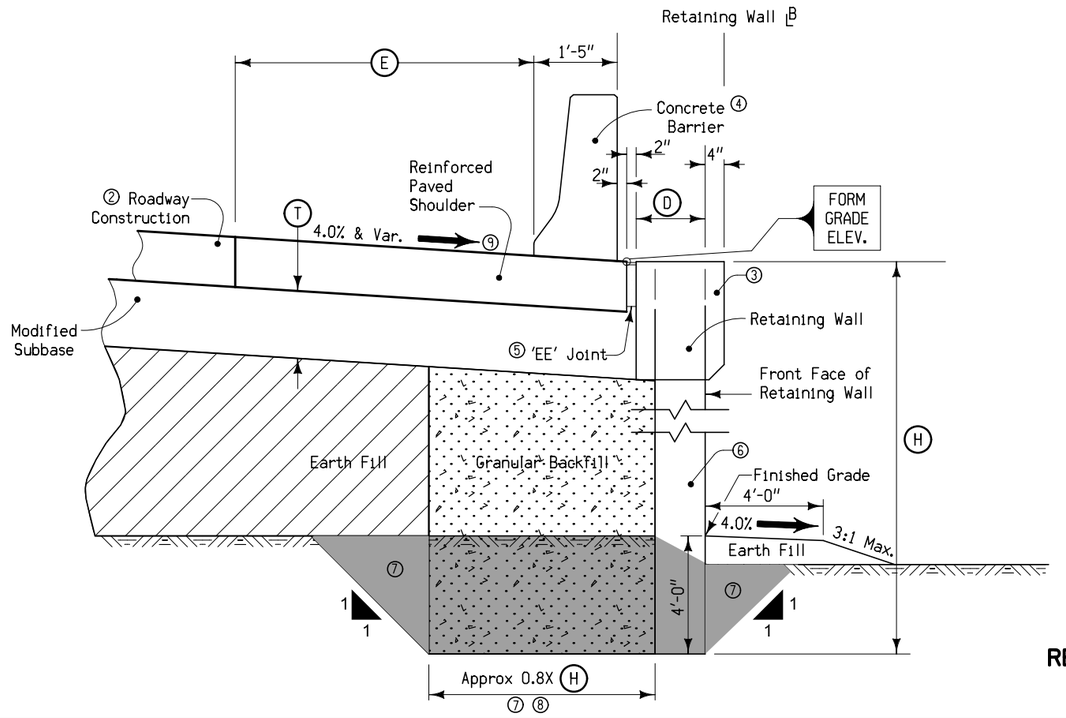
DETAIL 'A'

① Transition to sloped curb in 5'.

TRANSITION BETWEEN STANDARD CURB AND SLOPED CURB ON SHOULDER

8208
MODIFIED

LOCATION				(E)	(D)	(T)
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Feet	Feet	Inches
RET. WALL 135						
US 67 - RAMP D	4498+43.00	4501+20.31	RT	6	2.25	12
US 67 - RAMP D	4501+20.31	4501+70.61	RT	6-6.84	2.25-1.18	12



① Refer to Standard BA-106 for details of reinforced paved shoulder for concrete barrier.

② Refer to Typicals 2503A, and 2503B for details of roadway construction.

③ Refer to V-sheets for details of retaining wall coping.

④ Refer to Standard BA-104 for details of concrete barrier.

⑤ See Standard Road Plan PV-101 for details.

⑥ MSE Wall. Refer to SPS and V sheets for details.

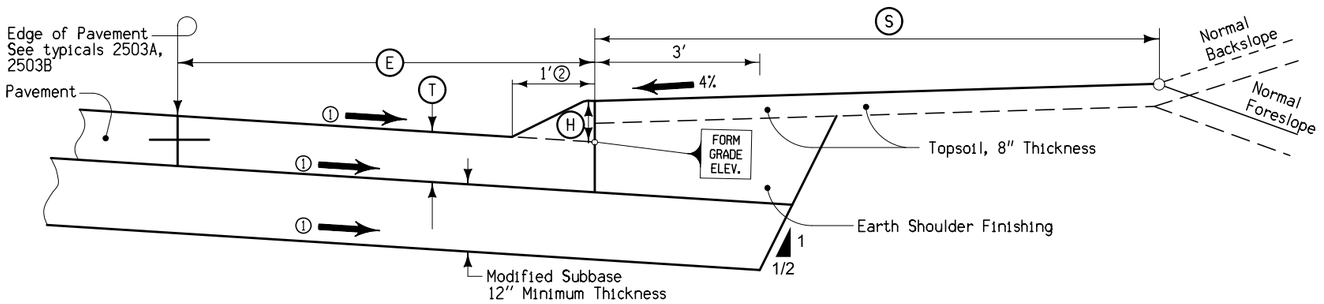
⑦ Excavation, Class 10, Roadway an Borrow

⑧ Refer to V-Sheets for exact limits.

⑨ Refer to K-Sheets for shoulder slope transitions.

TYPICAL SECTION RETAINING WALL DETAILS AND LOCATIONS

7126A
MODIFIED



TYPICAL SECTION

Full Depth Paved Shoulder

LOCATION			SIDE	DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION			(T) Inches	(E) Feet	(H) Inches	(S) Feet
US 67 RAMP B	2590+39.29	2591+05.24	LT	*	*	*	10
US 67 RAMP B	2591+05.24	2592+65.24	LT	11	7	6	10
US 67 RAMP B	2590+31.17	2591+05.24	RT	*	*	*	10
US 67 RAMP B	2591+05.24	2592+65.24	RT	11	3	6	10
US 67 RAMP D	4496+46.78	4499+86.70	LT	11	5	6	10
US 67 RAMP D	4499+86.70	4501+25.08	LT	11	5	4	10
US 67 RAMP D	4501+25.08	4501+88.29	LT	*	*	*	10
US 67 RAMP D	4503+53.32	4504+06.76	LT	*	*	*	10
US 67 RAMP D	4504+06.76	4505+75.00	LT	11	5	6	10
US 67 RAMP D	4496+46.78	4497+17.05	RT	11	7	6	10
US 67 RAMP D	4497+17.05	4498+50.00	RT	11	7	4	10
US 67 RAMP D	4501+25.08	4501+79.02	RT	*	*	*	10
US 67 RAMP D	4503+43.34	4504+06.76	RT	*	*	*	10
US 67 RAMP D	4503+06.76	4505+75.00	RT	11	7	6	10

Notes:

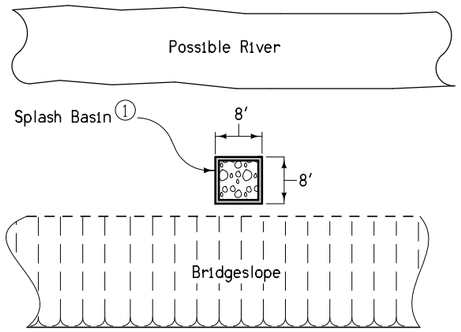
Refer to Typical 8208 for details of retaining wall design and locations.

① See K sheets and Ramp Grading Typicals.

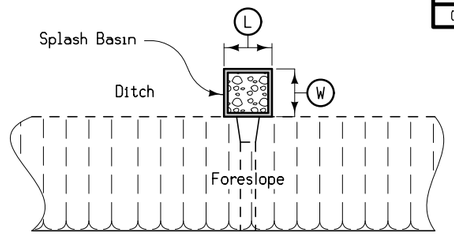
② See PV-102 for Integral Sloped Curb of Height (H)

* Bridge approach pavement, modified subbase, and bridge construction by BRFIM-074-1(199)5--05-82.

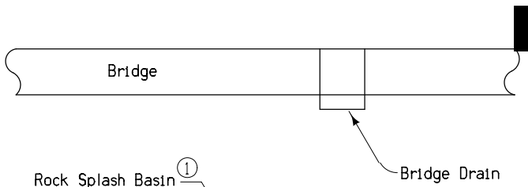
4404
04-18-06

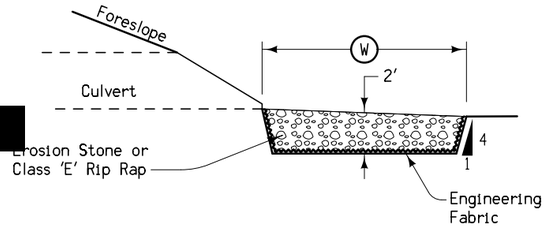


Splash Basin Under Bridge Drain Top View

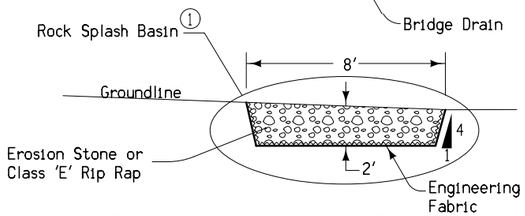


Top View

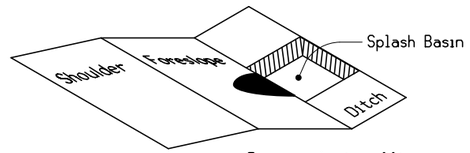




Typical Section



Splash Basin Under Bridge Drain Typical Section



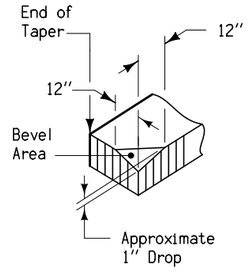
Isometric View

1 Splash basins under bridge drains shall typically be 8' wide x 8' long and centered directly under the bridge drain, where water would otherwise land on soil.

See Tabulation 100-23 for additional information.

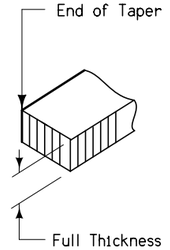
DETAILS OF ROCK SPLASH BASIN

7101
Modified



DETAIL 'A'

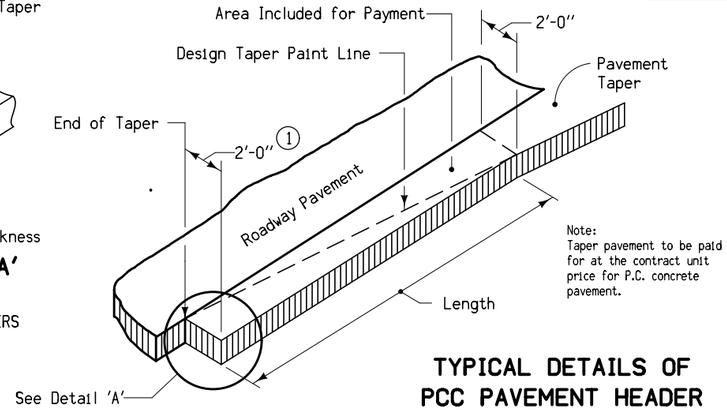
FOR
GRANULAR SHOULDERS



DETAIL 'A'

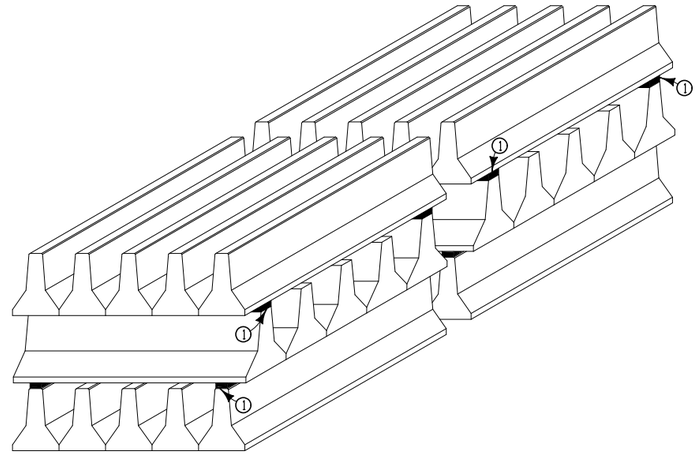
FOR
PAVED SHOULDERS

1 Normal width is 2'-0".



TYPICAL DETAILS OF PCC PAVEMENT HEADER

8207
10-28-97



Notes:

At the completion of the project, the contractor shall stack the temporary barrier rail at locations designated in the plans.

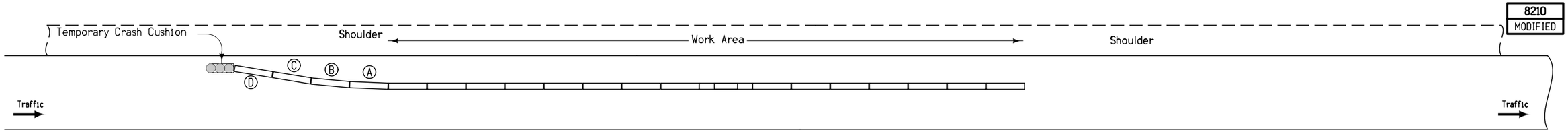
Barrier sections shall be stacked 3 high in alternating layers or as modified by the Engineer.

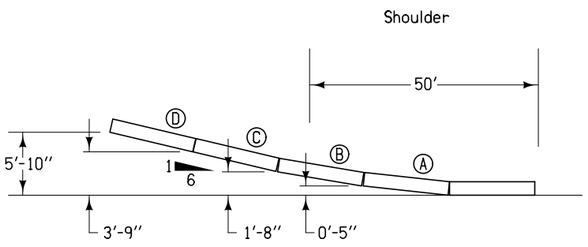
The cost of hauling and stacking the temporary barrier rail shall be incidental to the item "Temporary Barrier Rail".

(1) 2x4 or scrap lumber.

STORAGE PLAN FOR BARRIER RAIL

8210
MODIFIED





BARRIER OFFSETS FOR FLARE SECTIONS

TEMPORARY CONCRETE BARRIER LAYOUT

See J Sheets for Locations

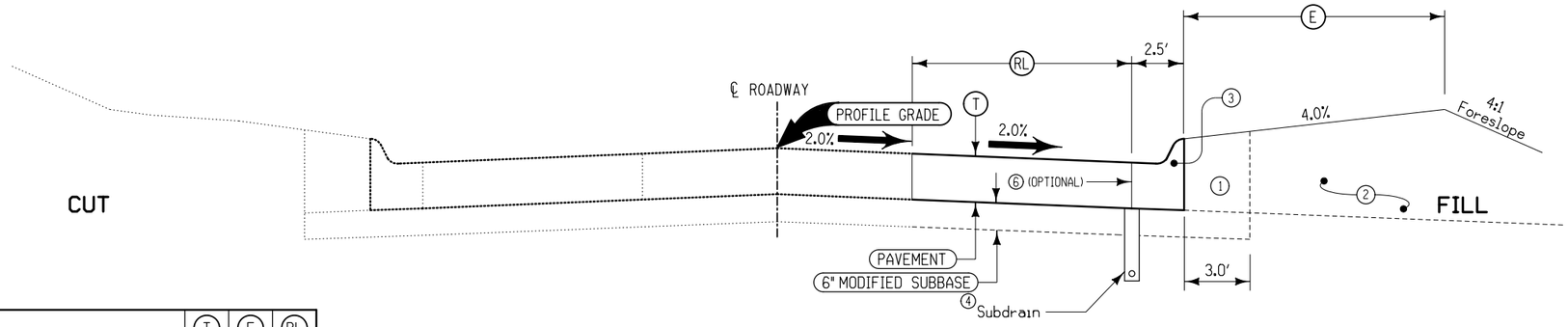
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER B.9	

3222C
MODIFIED

Notes:

Normal section shown may be appropriately modified for areas specifically designated by the engineer such as intersections or superelevated curves.

Refer to other drawings for details of shoulder design and construction

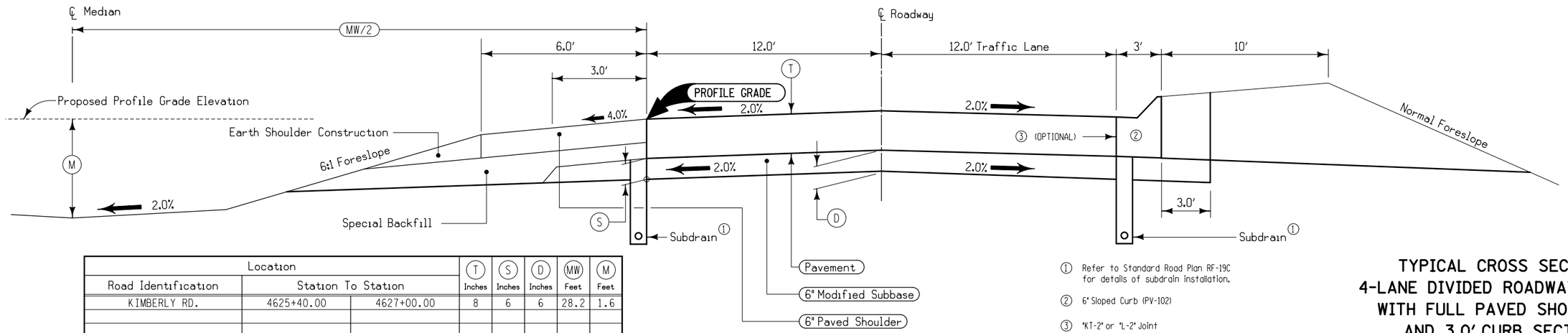


LOCATION ⑤			(T)	(E)	(RL)
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet
KIMBERLY ROAD	4624+40.00	4625+40.00	8	10	19.5-
					26.5

① Excavate and backfill 3.0′
② Backfill
③ 6" Standard Curb (PV-102)
④ Refer to Standard Road Plan RF-19C
⑤ Refer to other drawings for limits of construction for this project.
⑥ "KT-2" or "L-2" Joint

TYPICAL CROSS SECTION 3 LANE WITH 2.5′ CURB SECTION

3224
MODIFIED

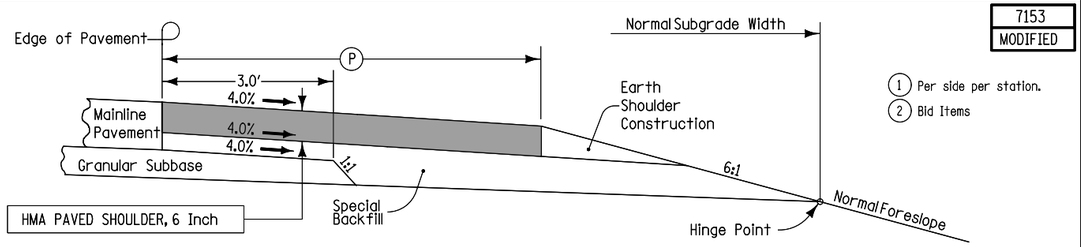


Location			(T)	(S)	(D)	(MW)	(M)
Road Identification	Station To Station		Inches	Inches	Inches	Feet	Feet
KIMBERLY RD.	4625+40.00	4627+00.00	8	6	6	28.2	1.6

① Refer to Standard Road Plan RF-19C for details of subdrain installation.
② 6" Sloped Curb (PV-102)
③ "KT-2" or "L-2" Joint

TYPICAL CROSS SECTION 4-LANE DIVIDED ROADWAY PAVING WITH FULL PAVED SHOULDERS AND 3.0′ CURB SECTION

7153
MODIFIED



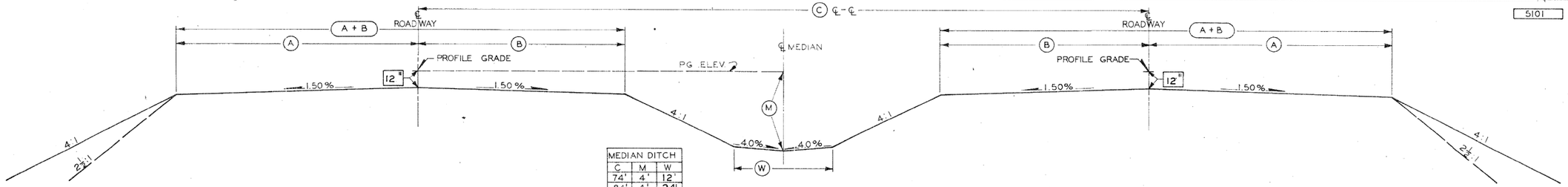
① Per side per station.
② Bid Items

HMA PAVED SHOULDER ADJACENT TO EXISTING PAVEMENT

Location				(P)	(G)	Quantities ②			
Road Identification	Station To Station		Side	Feet	Feet	Special Backfill ① Tons	Earth Shoulder Construction Sta.	Paved Shoulder ① Sq. Yds.	Granular Shoulder ① Tons
KIMBERLY ROAD (NBL)	4625+40.00	4627+00.00	MEDIAN	6		44.6	1.6	66.7	0.0
KIMBERLY ROAD (SBL)	4625+40.00	4627+00.00	MEDIAN	6		44.6	1.6	66.7	0.0

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	SHEETS
7	IOWA			2	200

5101



MEDIAN DITCH		
C	M	W
74'	4'	12'
84'	4'	24'

GRADING
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT

STA	TO	STA	Ⓐ	Ⓑ	Ⓒ
2234+12.79		2311+00.10	25.0	21.5	74.0'
7002+35.60		7035+35.78	25.0	21.5	74.0'

Constructed

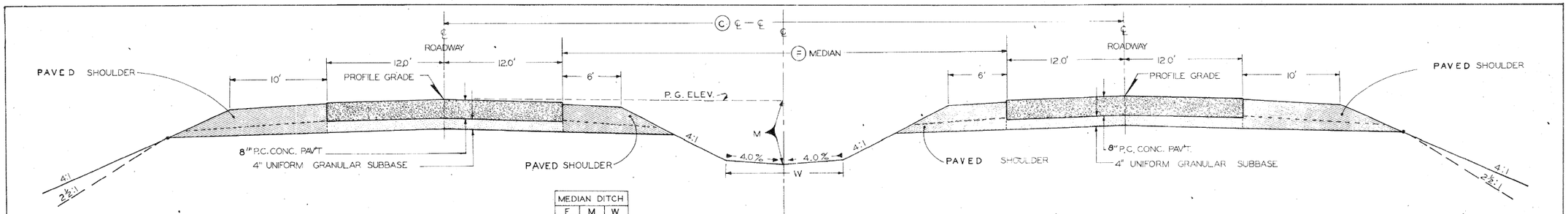
EQUATION: STA. 2311+00.10 = STA. 7002+35.60

BUILD 4:1 FORESLOPE EXCEPT AS OTHERWISE NOTED ON DETAIL PLANS. SEE PLAN FOR LOCATION OF 2 1/2 :1 FORESLOPES.

NOTE:
FOR MODIFICATION OF ROADWAY CROSS SECTION THROUGH SUPERELEVATED CURVES REFER TO STANDARD ROAD PLAN RH-9 AND TABULATION OF SUPERELEVATED CURVES.

SEE OTHER TYPICAL CROSS SECTIONS FOR DETAILS OF DITCHES AND BACKSLOPES.

2-12-65



MEDIAN DITCH		
F	M	W
50'	4'	12'
60'	4'	24'

PAVING
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT (FUTURE)

STA	TO	STA	Ⓒ	Ⓕ
2234+12.79		2311+00.10	74'	50'
7002+35.60		7035+35.78	74'	50'

NOTE:
ANY PORTION OF GRANULAR SUBBASE BENEATH SHOULDER MAY BE CONSTRUCTED WITH GRANULAR SUBBASE BENEATH PAVEMENT.

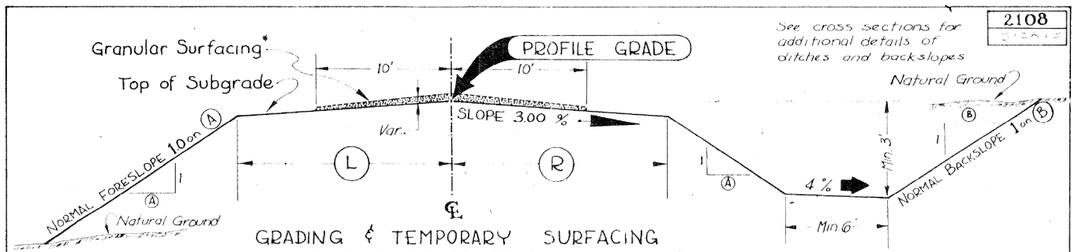
NOTE:
FOR MODIFICATION OF ROADWAY CROSS SECTION THROUGH SUPERELEVATED CURVES SEE STANDARD PLAN RH-9 ALSO SEE TABULATION OF SUPERELEVATED CURVES.

EQUATION: STA. 2311+00.10 = *STA. 7002+35.60

(205) I-74 Stationing	As-Built Stationing
Sta. 6808+25.40 to Sta. 6837+00.00	Sta. 2116+76.17 to Sta. 2145+50.76

2-12-65

2108



GRADING & TEMPORARY SURFACING
TYPICAL CROSS SECTION

LOCATION		DIMENSIONS		SLOPES	
Station	to Station	L	R	A	B
73+50	96+00	17'	17'	2 1/2	2 1/2
8019+50	8035+00	17'	17'	2 1/2	2 1/2

Constructed

*Granular surfacing is estimated at the rate of 1150 tons per mile, including 50 tons for access points.

NOTE:
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the engineer.

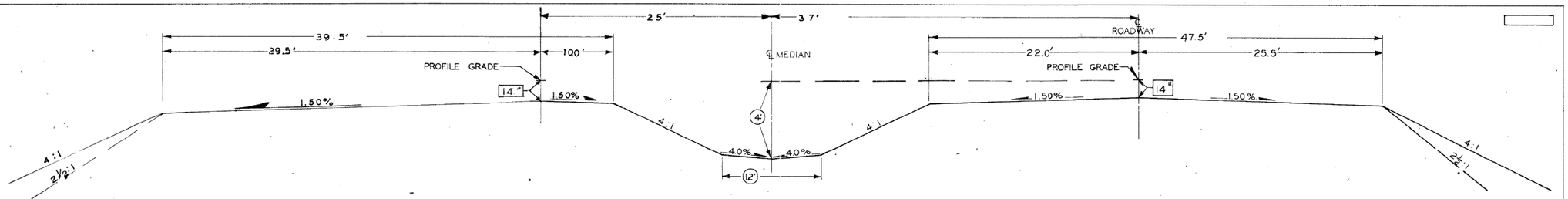
FOR INFORMATION ONLY

ET-2

Scott COUNTY I-_ PROJECT NO. 74-1(6)3**1-82 SHEET NO. 2

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER B.11	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA			3	200



GRADING
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT

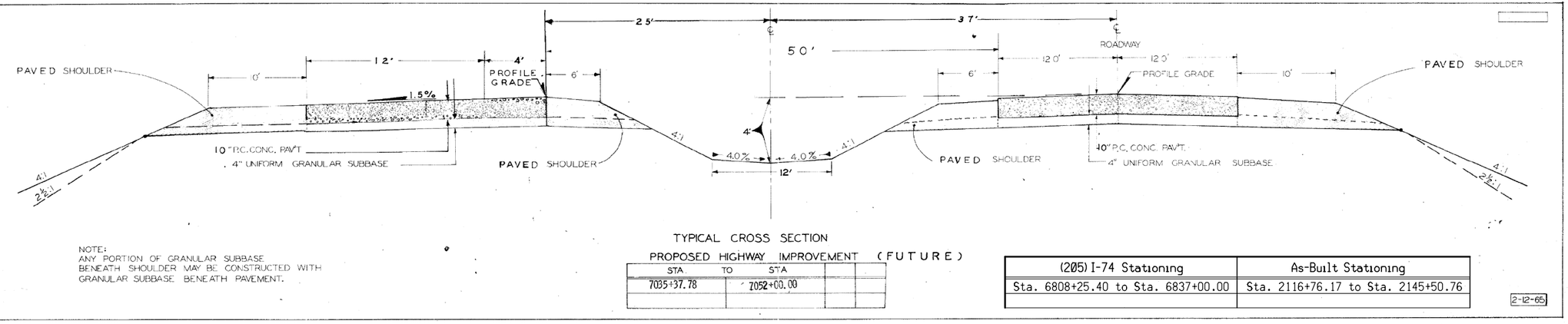
STA	TO	STA			
7035+37.78		7052+00.00			

Constructed

BUILD 4:1 FORESLOPE EXCEPT AS OTHERWISE NOTED ON DETAIL PLANS. SEE PLAN FOR LOCATION OF 2 1/2 :1 FORESLOPES.

SEE OTHER TYPICAL CROSS SECTIONS FOR DETAILS OF DITCHES AND BACKSLOPES.

2-12-65



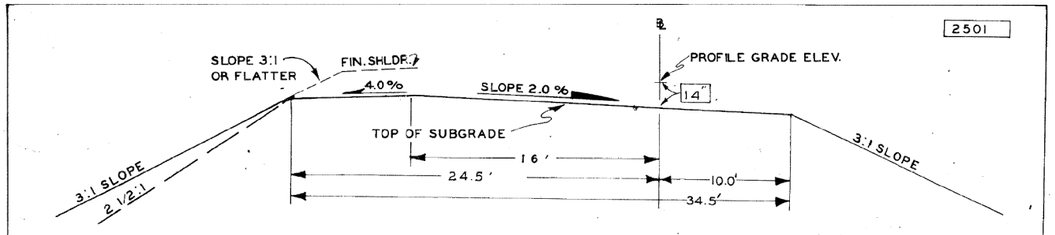
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT (FUTURE)

STA.	TO	STA.		
7035+37.78		7052+00.00		

NOTE:
ANY PORTION OF GRANULAR SUBBASE BENEATH SHOULDER MAY BE CONSTRUCTED WITH GRANULAR SUBBASE BENEATH PAVEMENT.

(205) I-74 Stationing	As-Built Stationing
Sta. 6808+25.40 to Sta. 6837+00.00	Sta. 2116+76.17 to Sta. 2145+50.76

2-12-65



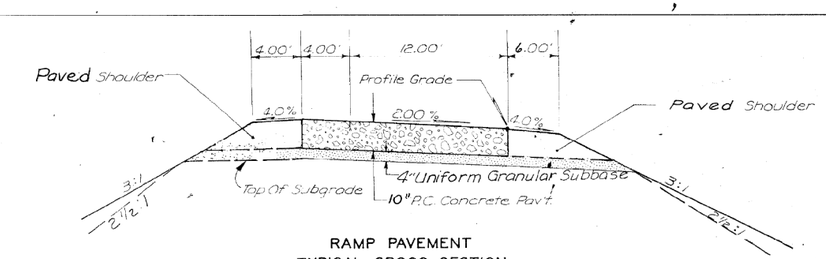
BUILD 3:1 FORESLOPES EXCEPT AS OTHERWISE NOTED ON PLANS.

GRADING
TYPICAL CROSS SECTION

LOCATION
I-74 & I-80 INTERCHANGE
RAMP "B"
RAMP "D"

Constructed

4-9-65



RAMP PAVEMENT
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT (FUTURE)

LOCATION
I-74 & I-80 INTERCHANGE
RAMP "B"
RAMP "D"

FOR INFORMATION ONLY

4-9-65

E774

Scott COUNTY I PROJECT NO. 74-1(6)3**1-82 SHEET NO. 3

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER B.12

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PROJECT DESCRIPTION

PCC Pavement Grade and Replace, Drainage, and Retaining Wall 135 on I-74 and local roads from east of the Mississippi River to just east of Lincoln Road.

Project includes constructing median pavement and one westbound inside lane on I-74. Westbound exit and entrance ramp pavement will be constructed. Wall 135 is included along Ramp D. Bridge construction shown in the plans will be ongoing concurrently with this project but the work is not included in this contract and is shown for information only.

Earth Fill, and temporary pavement are included. Geofoam fill and pavement system are included in this contract and shall be designed and constructed by the contractor according to the Special Provisions.
Temporary bridge over Mississippi Boulevard is by others

Proposed I-74 median, ramp, and local roads drainage is included.

Refer to N sheets for additional information on ITS and Traffic Signal quantities and notes
Refer to P sheets for additional lighting quantitities and tabulations.

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

Division 1: IOWA DOT COST
Division 2: CITY OF BETTENDORF COST
Division 3: 72.23% IOWA /27.77% BETTENDORF COST
Division 4: NON-PARTICIPATING

Item No.	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
1	2101-0850001	CLEARING AND GRUBBING	ACRE	8.4					8.4					
2	2102-0425071	SPECIAL BACKFILL	CY	5674.8					5674.8					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	93078					93078					
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
5	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	1755					1755					
6	2105-8425020	TOPSOIL, STRIP AND STOCKPILE	CY	750					750					
7	2107-0875100	COMPACTION W/MOISTURE CONTROL	CY	76794					76794					
8	2111-8174100	GRANULAR SUBBASE	SY	15229.8					15229.8					
9	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	7231.2					7231.2					
10	2115-0100000	MODIFIED SUBBASE	CY	1810.7					1810.7					
11	2122-5191004	REINFORCED PAVED SHOULDER	SY	947.8					947.8					
12	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.	SY	106.7					106.7					
13	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	1.6					1.6					
14	2123-7450020	SHOULDER FINISHING, EARTH	STA	18.45					18.45					
15	2214-5145150	PAVEMENT SCARIFICATION	SY	632.5					632.5					
16	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8"	SY	762					762					
17	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"	SY	1315.7					1315.7					
18	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"	SY	15401.3					15401.3					
19	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1					1					
20	2303-0053753	HMA (10M ESAL) SURF, 3/4", FRIC L-3	TON	68.78					68.78					
21	2304-0100000	DETOUR PAVEMENT	SY	3764.4					3764.4					
22	2402-0425030	GRANULAR BACKFILL	CY	954.06					954.06					
23	2402-2720000	EXCAVATION, CLASS 20	CY				49		49					
24	2402-2722000	EXCAVATION, CLASS 22	CY				4		4					
25	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)	CY				24.4		24.4					
26	2404-7775000	REINFORCING STEEL	LB				1908		1908					
27	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE	CY	958					958					
28	2416-0100012	APRONS, CONCRETE, 12 IN. DIA.	EACH	1					1					
29	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.	EACH	1					1					
30	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	1					1					
31	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL	SF	3404					3404					
32	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	3					3					
33	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	2					2					
34	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.	EACH	1					1					
35	2435-0250800	INTAKE, SW-508	EACH	5					5					
36	2435-0250802	INTAKE, SW-508, WELL ONLY	EACH	2					2					
37	2435-0250900	INTAKE, SW-509	EACH	1					1					
38	2435-0251100	INTAKE, SW-511	EACH	1					1					
39	2435-0254800	BARRIER INTAKE, SW-548	EACH	30					30					
40	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	0					0					
41	2435-0600020	MANHOLE ADJUSTMENT, MAJOR	EACH	0					0					
42	2435-0700010	CONNECTION TO EXISTING MANHOLE	EACH	3					3					
43	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	2					2					
44	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	7318					7318					
45	2502-8220193	SUBDRAIN OUTLET (RF-19C)	EACH	49					49					
46	2502-8220196	SUBDRAIN OUTLET, RF-19E	EACH	2					2					
47	2503-0114212	STORM SWR G-MAIN, TRENCHED, RCP 200D, 12"	LF	627					627					
48	2503-0114215	STORM SWR G-MAIN, TRENCHED, RCP 200D, 15"	LF	1459					1459					
49	2503-0114218	STORM SWR G-MAIN, TRENCHED, RCP 200D, 18"	LF	54					54					
50	2503-0114224	STORM SWR G-MAIN, TRENCHED, RCP 200D, 24"	LF	998					998					
51	2503-0114230	STORM SWR G-MAIN, TRENCHED, RCP 200D, 30"	LF	2238					2238					
52	2503-0114236	STORM SWR G-MAIN, TRENCHED, RCP 200D, 36"	LF	258					258					
53	2503-0124636	STORM SWR G-MAIN, TRNCHLESS, RCP 3750D, 36"	LF	82					82					
54	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	203					203					
55	2505-4008120	REMOVAL OF STEEL BEAM GUARDRAIL	LF	524.7					524.7					
56	2505-4008130	REMOVAL OF CABLE GUARDRAIL	LF	964.9					964.9					
57	2505-4008300	STEEL BEAM GUARDRAIL	LF	75					75					
58	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION	EACH	2					2					
59	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED	EACH	2					2					
60	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL	EACH	2					2					
61	2507-3250005	ENGINEERING FABRIC	SY	57.7					57.7					
62	2507-6800061	REVETMENT, CLASS E	TON	37.6					37.6					
63	2510-6745850	REMOVAL OF PAVEMENT	SY	11802					11802					
64	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	7					7					
65	2513-0001020	CONCRETE BARRIER, BA-102	LF	60.4					60.4					
66	2513-0001040	CONCRETE BARRIER, BA-104	LF	672.2					672.2					
67	2513-0001070	CONCRETE BARRIER RAIL, BA-107	EACH	1					1					
68	2513-0474990	CONCRETE BARRIER, REINFORCED, AS PER PLAN	LF	180					180					
69	2518-6910000	SAFETY CLOSURE	EACH	0					0					
70	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT	LF	439.8					439.8					
71	2519-4200120	REMOVAL OF FENCE, CHAIN LINK	LF	319.9					319.9					
72	2520-3350015	FIELD OFFICE	EACH	1					1					
73	2523-0000200	ELECTRICAL CIRCUITS	LF	1453					1453					
74	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH	2					2					
75	2526-8285000	CONSTRUCTION SURVEY	LS	1					1					
76	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	251.69					251.69					
77	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE	STA	114.99					114.99					
78	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE	EACH	9					9					
79	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	249.36					249.36					
80	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	11562.5					11562.5					

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

Division 1: IOWA DOT COST
Division 2: CITY OF BETTENDORF COST
Division 3: 72.23% IOWA /27.77% BETTENDORF COST
Division 4: NON-PARTICIPATING

Item No.	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
81	2528-8445110	TRAFFIC CONTROL	LS	1					1					
82	2528-8445113	FLAGGERS	EACH	0					0					
83	2533-4980005	MOBILIZATION	LS	1					1					
84	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	100					100					
85	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)	EACH	1					1					
86	2545-1000000	OVERLAY TYPE B GUIDE SIGNS	SF	500					500					
87	2551-0000110	TEMP CRASH CUSHION	EACH	2					2					
88	2599-9999005	LIGHTING POLES, INSTALL ONLY	EACH	9					9					
89	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY	EACH	9					9					
90	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN	LF	120					120					
91	2599-9999010	FURNISH & INSTALL ITS INFRASTRUCTURE	LS	1					1					
92	2599-9999010	TEMPORARY MEDIAN FILL SYSTEM	LS	1					1					
93	2601-2634100	MULCHING	ACRE	6.2					6.2					
94	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	1.6					1.6					
95	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	4.6					4.6					
96	2601-2643401	TURF REINFORCEMENT MAT	SQ	3273.8					3273.8					
97	2602-0000010	SILT DITCHES	LF	610					610					
98	2602-0000020	SILT FENCE	LF	6025					6025					
99	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	2410					2410					
100	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	482					482					
101	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	1752					1752					
102	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	876					876					
103	2602-0010010	MOBILIZATION, EROSION CONTROL	EACH	1					1					
104	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL	EACH	1					1					
		For Additional Tabulations and Quantities, See N Sheets and P Sheets												

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Item No.	Item Code	Description
1	2101-0850001	CLEARING AND GRUBBING
		A. See sheets U.3 to U.6
		B. Quantity includes non-pavement area within proposed ground line intercepts.
2	2102-0425071	SPECIAL BACKFILL
		See Tab 103-3 on C Sheets.
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW
		See T-sheets for template quantities.
		CL 10 Bid quantity of 93,078 CY includes:
		4,563 CY Suitable Excavation
		93,078 CY Fill
		Project Need = 88,515 CY
		Overhaul will not be measured or paid for, but shall
		be considered incidental to roadway excavation.
		Contractor-furnished borrow.
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS
		For boulders encountered in excavation. Existing rip rap is not included.
		See Tab 103-7 on C Sheets
5	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD
6	2105-8425020	TOPSOIL, STRIP AND STOCKPILE
		See Tab 103-4 on C Sheets
7	2107-0875100	COMPACTION W/MOISTURE CONTROL
		See Tab 103-6 on C Sheets
		Cubic Yards shown on the contract documents as determined by the template volume
		See T-sheets for template quantities of Total Fill
8	2111-8174100	GRANULAR SUBBASE
		A. 6" thick underneath I-74 Mainline Pavement. See Typicals I74-1 and I74-2
		on sheets B.3 to B.4
		B. See Tab 100-24 on C Sheets.
9	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID
		A. Underneath 1 WB mainline pavement lane and 1/2 width of mainline median shoulder pavement.
		B. See Typicals I-74-1 and I74-2 on sheets B.1 and B.2 and Tab 103-3 on C Sheets.
10	2115-0100000	MODIFIED SUBBASE
		A. Includes area under the ramps and under side roads. See B Sheets for locations.
		B. See Tab 103-3 and Tab 112-9 on C Sheets.
11	2122-5191004	REINFORCED PAVED SHOULDER
		A. Includes Ramp D right shoulder over retaining wall 135. Approach pavement not in this contract.
		B. See sheet U.24 for approach pavement limits.
		C. See Tab 112-9 and 108-18B on C Sheets.
12	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN
13	2123-7450000	SHOULDER CONSTRUCTION, EARTH
14	2123-7450020	SHOULDER FINISHING, EARTH
		Work shall consist of backfilling, compacting and shaping areas directly behind the curb.
		No separate measurement or payment will be made for excavation or overhaul.
		Sta. 2590+50.00 to Sta. 2592+65.24 = 2.15*2 = 4.30 STA
		Sta. 4496+46.78 to Sta. 4498+50.00 = 2.03*2 = 4.06 STA
		Sta. 4498+50.00 to Sta. 4501+71.76 = 3.21 STA
		Sta. 4503+61.84 to Sta. 4505+75.00 = 2.13*2 = 4.26 STA
		Sta. 4610+42.37 to Sta. 4627+00.00 (Kimberly Road) = 2.62 STA
15	2214-5145150	PAVEMENT SCARIFICATION
		See Sheet F.5
16	2301-1032080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 2 DURABILITY, 8 IN
		See Tab 100-24 on C Sheets
17	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"
		For temporary pavement along Temporarary Median Bypass north of
		Misissippi Boulevard. See sheet F.7 for details
		See Tab 100-24 on C Sheets.
18	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"
		A. For I-74 Mainline and Ramp pavement. See Typicals I74-1 and I74-2
		on sheets B.3 to B.4
		B. See Tab 100-24 on C Sheets.
19	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES
		Refer to Tab 100-24 on the C Sheets for pavement schedule.
20	2303-0053753	HOT MIX ASPHALT MIXTURE (10,000,000 ESAL), SURFACE COURSE, 3/4 IN. MIX, FRICTION L-3
		For future pavement crossover locations. See sheets F.5 and F.6.

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Item No.	Item Code	Description
21	2304-0100000	DETOUR PAVEMENT
		A. See Tab 100-24 on C Sheets.
		B. See Sheets F.4, F.5, F.6, and Typicals on B.3 and B.4
		C. Detour Pavement to be thiockness and pavement type as specified in Tab 100-24
		D. Pavement for Temporary Median Fill System not included.
22	2402-0425030	GRANULAR BACKFILL
		901 CY for behind MSE Wall 135. See Typical 8208 on sheet B.7
		Refer to sheets V.1 to V.8 for Wall details
23	2402-2720000	EXCAVATION, CLASS 20
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
24	2402-2722000	EXCAVATION, CLASS 22
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
25	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
26	2404-7775000	REINFORCING STEEL
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
27	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE
		A. Quantity included for grooving of Ramp B and D bridge decks. Coordinate with bridge contractor.
		B. See Tab 100-28 on C Sheets.
28	2416-0100012	APRONS, CONCRETE, 12 IN. DIA.
29	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.
30	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.
		A. See Tab 104-5B on M Sheets.
31	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL
		Refer to sheets V.1 to V.8 for Wall details
		All required precast panels and the associated form liners and aesthetic considerations
		as shown on the V Sheets are to be included in the contract unit price.
32	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.
33	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.
34	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.
35	2435-0250800	INTAKE, SW-508
36	2435-0250802	INTAKE, SW-508, WELL ONLY
37	2435-0250900	INTAKE, SW-509
		See Tab 104-5B on M Sheets.
38	2435-0251100	INTAKE, SW-511
39	2435-0254800	BARRIER INTAKE, SW-548
		See Tab 104-5B on M Sheets.
40	2435-0600010	MANHOLE ADJUSTMENT, MINOR
41	2435-0600020	MANHOLE ADJUSTMENT, MAJOR
		A. See Tab 104-10 on C Sheets.
42	2435-0700010	CONNECTION TO EXISTING MANHOLE
		See Tab 104-5B on M Sheets for locations
43	2435-0700020	CONNECTION TO EXISTING INTAKE
44	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.
45	2502-8220193	SUBDRAIN OUTLET (RF-19C)
46	2502-8220196	SUBDRAIN OUTLET, RF-19E
		A. See Tab 104-9 on C Sheets.
47	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.
48	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.
49	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.
50	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.
51	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.
52	2503-0114236	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 36 IN.
		A. See Tab 104-5B on M Sheets.
53	2503-0124636	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 36 IN.
		See Tab 104-5B on M Sheets.
54	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.
		See Tab 110-14 on C Sheets.
55	2505-4008120	REMOVAL OF STEEL BEAM GUARDRAIL
		A. Quantity for steel plate guardrail removal shown on Sheets U.3 to U.6 and Tab 110-7A on C Sheets.
56	2505-4008130	REMOVAL OF CABLE GUARDRAIL
		A. Quantity for cable guardrail removal as shown on sheets U.3 to U.6 and Tab 110-7b on C Sheets.
57	2505-4008300	STEEL BEAM GUARDRAIL
58	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION
59	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED

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Item No.	Item Code	Description
60	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL
		A. See U.1 to U.2 for details and locations
		B. See Tab 108-8A on C Sheets.
61	2507-3250005	ENGINEER FABRIC
		Engineering fabric shall be material as specified for embankment erosion control, Article 4196.01C.
		Material shall be measured in sq. yd. of actual area covered.
		Refer to typical detail 4404 on sheet B.8.
		See Tab 100-23 on the C Sheets for locations.
62	2507-6800061	REVETMENT, CLASS E
		Refer to 4404 on sheet B.8 and Tab 100-23 on the C Sheets.
63	2510-6745850	REMOVAL OF PAVEMENT
		See sheets U.3 to U.6 for locations and Tab 110-1 on C Sheets.
		Includes 658 LF Sawcut
64	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
		A. See Tab 110-15 on C Sheets
65	2513-0001020	CONCRETE BARRIER, BA-102
66	2513-0001040	CONCRETE BARRIER, BA-104
67	2513-0001070	CONCRETE BARRIER RAIL, BA-107
68	2513-0474990	CONCRETE BARRIER, REINFORCED, AS PER PLAN
		A. See Tab 108-18B on C Sheets.
		B. See Typical 8208 on sheet B.7.
69	2518-6910000	SAFETY CLOSURE
		See Tab 108-13A on C Sheets for locations
70	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT
71	2519-4200120	REMOVAL OF FENCE, CHAIN LINK
		See Tab 100-7 on C Sheets.
72	2520-3350015	FIELD OFFICE
73	2523-0000200	ELECTRICAL CIRCUIT
74	2523-0000310	HANDHOLES AND JUNCTION BOXES
		See Tabs on P Sheets
75	2526-8285000	CONSTRUCTION SURVEY
76	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
77	2527-9263112	PAINTED PAVEMENT MARKING, HIGH-BUILD WATERBORNE
		See Tab 108-22 on the C Sheets for locations and details.
		For Temporary pavement marking on the mainline and Ramps during Staging,
		See J Sheets.
		NOTE: All conflicting Waterborne/Solvent Paint pavement markings on the
		final pavement surface shall be removed by high pressure water blasting.
		Grinding is not allowed on the final pavement or bridge surface.
78	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE
		See Tab 108-29 on C Sheets
79	2527-9263180	PAVEMENT MARKINGS REMOVED
		See Tab 108-22 on C Sheets for locations.
80	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE
		See J sheets and Tab 108-33 on C Sheets for locations.
		Temporary Barrier Rail is to be provided in this contract for the I-74 viaduct
		removal by others. See J sheets for details.
		All temporary barrier rail shown on the J sheets shall remain in place at the end of the contract.
81	2528-8445110	TRAFFIC CONTROL
		See Traffic Control Plan on J Sheets.
82	2528-8445113	FLAGGER
83	2533-4980005	MOBILIZATION
84	2537-8900000	REMEDIATION OF PETRO CONTAMINATED SOIL
		Nominal quantity provided in case of encountering contaminated soil.
		Based on limit of contamination shown on sheets U.17 to U.19 in excavated areas.
		No contamination is expected in this contract.
		All petroleum contaminated soil shall be disposed at a permitted sanitary landfill.
		Copies of the landfill receipts shall be submitted to the Engineer
85	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)
		Nominal quantity provided in case of encountering contaminated soil.
		Based on limit of contamination shown on sheets U.17 to U.19, no contamination is expected in this contract
		A. Refer to U Sheets for locations.
		B. The Contractor shall have an Iowa Groundwater Professional, certified in accordance with 567 IAC Chapter 134, on site during excavation activities on parcels 101, 102, 103, 104, 117, 122, 159, 171, 218, 235,316, 317, 344, 349, 354, 520, 521 and 618. The Groundwater Professional shall monitor excavated material through soil vapor analysis and sampling. Samples shall be submitted to a laboratory accredited in accordance with 567 IAC Chapter 83 and analyzed for petroleum compounds using Iowa 0A-1 and 0A-2 testing procedures. Additional analyses may be added at the discretion of the Groundwater Professional and approved by the Engineer.
		C. The Groundwater professional shall be available on an on-call basis during all other excavation activities. The Contractor shall cease operations in the immediate area upon encountering suspect contamination and contact the Groundwater Professional for field review and sampling.
		D. Compensation for oversight by the Groundwater Professional, and sample analysis beyond petroleum compounds shall be negotiated and paid for in accordance with Article 1109.03, B, of the Standard Specifications.
		E. Samples shall be taken every 100' of excavation along the properties shown on sheets U.17 to U.19.
86	2545-1000000	OVERLAY TYPE B GUIDE SIGNS
87	2551-0000110	TEMPORARY CRASH CUSHION
		Placed at end of Temporary concrete barrier rail.
		See J Sheets and Tab 108-30 on C Sheets for locations..
		Temporarary Crash Cushions are to remain
		in place at the end of the contract.
88	2599-9999005	LIGHTING POLES, INSTALL ONLY
89	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY
		See Tabs on P Sheets
90	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN
		Per DETAILS OF TEMPORARY SLOPE DRAIN on sheet U.11.
		Quantity provided for 20' on each of left and right side of embankment.
		One placement on each side of embankment for total quantity of 120'.
		DESCRIPTION.
		Details are for the installation of a temporary slope drain on the foreslope of the roadway fill. The intent of the temporary slope drain is to prevent foreslope erosion during construction and to minimize the water pollution which might be caused by soil erosion from the project.
		CONSTRUCTION.
		At the completion of each day's grading, a temporary berm will be constructed on both sides of the subgrade. At points a maximum of 500' apart, at low points of vertical curves, and as determined by the Engineer, temporary intercepting wing dikes shall be graded and slope drains installed. All special grading work shall be considered incidental to other grading work on the project.
		Foreslopes with a vertical height of ten feet or less shall not have temporary slope drains installed.
		MATERIALS.
		The temporary slope drain shall consist of a length of pipe capable of extending to the top of foreslope when all grading has been completed. The pipe shall be moved up the foreslope to the new temporary top of slope berm at the completion of each day's work. The pipe shall be Solid Tubing complying with all requirements of ASTM F 405, Standard Duty Tubing.
		METHOD OF MEASUREMENT.
		Method of measurement shall be along the centerline of pipe in its final position.
		BASIS OF PAYMENT.
		The price bid for "Temporary Slope Drain, As Per Plan", measured in lineal feet, shall be considered full compensation for the construction of all required temporary top of slope berms, for installing and maintaining the slope drain for the duration of the contract, and for removal of all materials upon the completion of the embankment.
91	2599-9999010	FURNISH AND INSTALL ITS INFRASTRUCTURE
		See Tabulation on N Sheets for details. Refer to N sheets for locations and details.
		Additional reference information provided in the Special Provisions.
92	2599-9999010	TEMORARARY MEDIAN FILL SYSTEM
		Refer to sheets B.1 and U.12 to U.15 for locations and details.
		Additional reference information provided in the Special Provisions
		DESCRIPTION
		This work shall consist of providing final design details for, and furnishing and installing the temporary median fill system to carry two lanes of Interstate-74 WB traffic in the median between existing EB and WB Bettendorf viaduct structures, from north of Grant Street to the south abutment of the temporary bridge over Mississippi Boulevard, for one and one-half years. The main elements of the temporary median fill system shall be: EPS geofoam blocks, shotcrete protective cover, granular base retained by MSE retaining walls, temporary pavement (link slab), closed drainage, geomembrane and concrete traffic barriers. Limits of the fill system and its basic configuration shall be as shown in the plans. The geofoam block fill shall be placed on a 6” sand pad covering compacted earth fill, and shall be covered on the top and sides with geomembrane. The geomembrane on the sides of the block fill shall be covered with a

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		protective layer of shotcrete. A reinforced concrete distribution slab shall be placed over the
		geomembrane on the top of the block fill, which shall support the MSE retaining wall panels and granular
		fill. The link slab shall bear on the MSE retaining wall panels and granular fill and shall be connected to
		the existing WB viaduct as shown on the plans. Connection of the link slab to the temporary bridge over
		the existing WB viaduct as shown on the plans. Connection of the link slab to the temporary bridge over
		MATERIALS
		Refer to the Special Provisions
		CONSTRUCTION
		Refer to the Special Provisions
		METHOD OF MEASUREMENT.
		A. Compacted earth fill in the median fill area will be measured as Excavation, Class 10,
		Roadway and Borrow
		B. The Temporary Median Fill System will be measured as a lump sum.
		BASIS OF PAYMENT.
		A. Compacted earth fill in the median fill area will be paid for as Excavation, Class 10,
		Roadway and Borrow
		B. The Temporary Median Fill System will be paid for as a lump sum.
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93	2601-2634100	MULCHING
		See Tab 100-11 on C Sheets and disturbed areas shown on sheets U.3 to U.6.
		All seeded areas shall be mulched. Area disturbed but not seeded by September 30
		shall be scarified to a 3 inch depth, and mulched. All mulch is to be consolidated
		into the soil with the mulch stabilizer. Mulch shall be Certified Noxious Weed Seed
		Free Mulch as certified by the Iowa Crop Improvement Association or
		adjacent states Crop Improvement Associations
		Quantity is estimated as disturbed area to 10' past the need line.
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94	2601-2636044	SEEDING AND FERTILIZING (URBAN)
		Included for all urban disturbed areas following the final construction as designated by the engineer.
		See Standard Note 232-3B.
		See Tab 100-11 on C Sheets and disturbed areas shown on sheets U.3 to U.6.
		Quantity is estimated as disturbed area to 10' past the need line.
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95	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)
		Included in the plans for
		where accompanying grading and paving projects may be completed at a later date.
		See Tab 100-11 on C Sheets and disturbed areas shown on sheets U.3 to U.6.
		Quantity is estimated as disturbed area to 10' past the need line.
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96	2601-2643401	TURF REINFORCEMENT MAT
		A. Quantity for placement on 1:1 side slopes during mainline embankment construction.
		B. See Typical Bypass-1 on Sheet B.2 and I74-1 on Sheet B.3.
		C. See Sheet U.30 for details at bridge berm
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97	2602-0000020	SILT DITCHES
		See Tab 100-13 on the C Sheets. Locations to be approved by the Engineer.
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98	2602-0000020	SILT FENCE
		This item includes 25% more silt fence than the tab quantity for field adjustments and replacements.
		See tab 100-17 on the C Sheets for locations and details.
		Place silt fence around intakes per EC-201
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99	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS
		This item is included for silt fence and silt fence for ditch check removal required for
		staging reasons, removal to allow for replacement (replacement to be paid separately), or
		for areas that have achieved 70% permanent growth.
		This item is for 50% of the silt fence Tab 100-17 quantity.
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100	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK
		This item is included for maintaining the new silt fence and silt fence ditch checks
		installed for this project and existing silt fence and silt fence for ditch checks
		installed as part of the previous projects
		This item is for 10% of the Tabulation quantity on Tab 100-17.
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101	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN DIA.
		100-19 on the C Sheets
		This item is included for the temporary perimeter sediment control and water velocity reduction on slopes.
		Wattles and sediment logs shall consist of wood excelsior or straw contained in a tube of ultraviolet (UV)
		degradable open weave fabric (synthetic netting). Wattle or sediment log installation shall be as per
		manufacturer's recommended installation procedures.
		Filter socks shall be a continuous, tubular, knitted mesh netting with 3/8" opening, constructed of 5-mil
		thickness, photodegradable HDPE. The filter material shall be compost from an approved source meeting
		Article 4169.08 of the Standard Specifications. The sock shall be filled by blowing the filter material into
		the tube with a special pneumatic blower truck or similar device. Hand filling is not an acceptable means to
		fill the sock. Compost filter socks shall be installed as per manufacturer's recommended installation
		procedures.
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102	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE
		This item is included for removal required for
		staging reasons, removal to allow for replacement (replacement to be paid separately), or

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Item No.	Item Code	Description
		for areas that have achieved 70% permanent growth.
		This item is for 50% of the Tab 100-19 quantity.
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103	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
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104	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011
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STANDARD ROAD PLANS

The following Standard Road Plans apply to construction work on this project.

BA-104	04-20-10	34" Concrete Barrier for use with Reinforced Paved Shoulder
BA-106	04-17-12	Reinforced Paved Shoulder for Concrete Barrier
BA-107	10-18-11	Concrete Barrier End Section
BA-200	10-18-11	Steel Beam Guardrail Components
BA-201	10-19-10	Steel Beam Guardrail Barrier Transition Section
BA-202	10-18-11	Steel Beam Guardrail Bolted End Anchor
BA-205	10-18-11	Steel Beam Guardrail End Terminal
BA-250	10-18-11	Steel Beam Guardrail Installation at Concrete Barrier or Bridge End Post
BA-401	04-20-10	Temporary Barrier Rail (Precast Concrete)
BA-500	04-20-10	Temporary Crash Cushions Sand Barrel
EC-201	04-20-10	Silt Fence
EW-101	04-19-11	Embankment and Rebuilding Embankments
EW-301	04-19-11	Guardrail Grading
MI-101	04-20-10	Fencing Layout
MI-102	10-18-11	Chain Link Fence Construction
MI-210	04-17-12	PCC Driveways and Alleys
PM-111	10-18-11	Symbols and Legends
PM-120	04-19-11	Stop Lines and Islands
PM-310	04-19-11	Entrance and Exit Ramps
PM-522	04-19-11	Two-Lane Roadway with Left Turn Lanes
PM-760	04-19-11	Divided Multi-Lane Roadway Median
PV-12	04-17-12	Milled Shoulder Rumble Strips
PV-101	04-17-12	Joints
PV-102	04-19-11	PCC Curb Details
PV-103	04-19-11	Manhole Boxouts in PCC Pavement
PV-301	04-19-11	Superelevation Details Two Lane Roadway
PV-303	04-19-11	Superelevation Details Ramps
RF-3	10-18-11	Concrete Aprons
RF-14	10-18-11	Connected Pipe Joints
RF-19C	10-19-10	Subdrains (Longitudinal)
RF-26	10-18-11	Pipe Apron Guard
RL-2A	10-18-05	Details of Embankment Subgrade Treatment, Moisture Density Control & Special Compaction
RL-9	04-20-10	Temporary Erosion Control Measures
RM-31	09-21-99	Location Details for Poles on Transformer Bases (Roadway Lighting)
RM-33	10-03-00	Electrical Installation Details (Roadway Ducts)
RM-35	04-19-11	Control Station Details (Pole-Mounted)
RM-39	10-18-11	Light Pole Footings
RM-40	09-21-99	Cable Splices and Connectors
RM-42	10-18-11	Precast Handhole
SI-101	04-21-09	Locations - Type 'A' Signs
SI-121	04-20-10	Fabrication - Sign Legend Components
SI-173	04-20-10	Object Markers
SI-182	10-18-11	Permanent Road Closure - Urban
SI-211	10-19-10	Object Marker and Delineator Placement with Guardrail
SI-881	04-19-11	Special Signs for Workzones
SW-101	04-21-09	Trench Bedding and Backfill Zones
SW-102	04-21-09	Rigid Gravity Pipe Trench Bedding
SW-211	04-21-09	Special Pipe Connections for Storm Sewer
SW-304	04-17-12	Rectangular Base/Circular Top Sanitary Sewer Manhole
SW-401	04-21-09	Circular Storm Sewer Manhole
SW-501	04-21-09	Single Grate Intake
SW-503	04-21-09	Single Grate Intake with Manhole
SW-506	04-21-09	Double Grate Intake with Manhole
SW-508	10-20-09	Single Open-Throat Intake, Large Box
SW-509	10-18-11	Double Open-Throat Curb Intake, Small Box
SW-511	04-21-09	Rectangular Area Intake
SW-512	10-20-09	Circular Area Intake
SW-548	04-19-11	Single-Grate Barrier Intake, Circular
SW-602	10-20-09	Castings for Storm Sewer Manholes
SW-603	04-17-12	Castings for Grate Intakes
SW-604	10-20-09	Castings for Area Intakes
TC-1	10-18-11	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-81	04-20-10	Restricted Width Signing (Less Than 14.5 Feet)
TC-202	04-17-12	Shoulder Closure (One Lane)
TC-212	04-17-12	Spot Location Lane Closure with Flaggers
TC-213	04-17-12	Lane Closure with Flaggers
TC-232	04-17-12	Shoulder Rumble Strip Operations
TC-233	10-18-11	Pavement Marking Operations Two-Lane
TC-252	04-17-12	Routes Closed to Traffic
TC-273	04-20-10	Construction Site Entrance
TC-402	04-17-12	Shoulder Closure (Multi-Lane)
TC-416	04-17-12	Partial Lane Closure on Ramps
TC-417	04-17-12	Ramp Closure
TC-418	04-17-12	Lane Closure on Divided Highway
TC-419	04-17-12	Lane Closure on Undivided Highway
TC-420	04-17-12	Lane Closure at Ramps
TC-421	04-17-12	Lane Closure with TBR
TC-432	04-17-12	Shoulder Rumble Strip Operations
TC-433	10-18-11	Pavement Marking Operations

INDEX OF TABULATIONS

POLLUTION PREVENTION PLAN

This Base Pollution Prevention Plan (PPP) includes information on Roles and Responsibilities, Project Site Description, Controls, Maintenance Procedures, Inspection Requirements, Non-Storm Water Controls, Potential Sources of Off Right-of-Way Pollution, and Definitions. This plan references other documents rather than repeating the information contained in the documents. A copy of this Base Pollution Prevention Plan, amended as needed per plan revisions or by contract modification, will be readily available for review.

All contractors shall conduct their operations in a manner that controls pollutants, minimizes erosion, and prevents sediments from entering waters of the state and leaving the highway right-of-way. The prime contractor shall be responsible for compliance and implementation of the PPP for their entire contract. This responsibility shall be further shared with subcontractors whose work is a source of potential pollution as defined in this PPP.

I. ROLES AND RESPONSIBILITES

A. Designer:
1. Prepares Base PPP included in the project plan.
2. Prepares Notice of Intent (NOI) submitted to Iowa DNR.
3. Signature authority on the Base PPP and NOI.

B. Contractor/Subcontractor:
1. Affected contractors/subcontractors are co-permittees with the IDOT and will sign a certification statement adhering to the requirements of the NPDES permit and this PPP plan. All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.
2. Submit a detailed schedule according to Article 2602 of the Specifications and any additional plan notes.
3. Install and maintain appropriate controls.
4. Supervise and implement good housekeeping practices.
5. Conduct joint required inspections of the site with inspection staff.
6. Signature authority on Co-Permittee Certification Statements and storm water inspection reports.

C. RCE/Inspector:
1. Update PPP whenever there is a change in design, construction, operation or maintenance, which has a significant effect on the discharge of pollutants from the project.
2. Maintain an up-to-date list that identifies contractors and subcontractors as co-permittees.
3. Make these plans available to the DNR upon their request.
4. Conduct joint required inspections of the site with the contractor/subcontractor.
5. Complete an inspection report after each inspection.
6. Signature authority on storm water inspection reports and Notice of Discontinuation (NOD).

II. PROJECT SITE DESCRIPTION

A. This Pollution Prevention Plan (PPP) is for the construction of I-74 mainline, ramps, and and local roads.
B. This PPP covers approximately 100 acres with an estimated 63.6 acres being disturbed. The portion of the PPP covered by this contract has 10 acres disturbed.
C. The PPP is located in an area of one soil association Kenyon-Floyd-Clyde.
The estimated average SCS runoff curve number for this PPP after completion will be 94.
D. Storm Water Site Map - Multiple sources of information comprise the base storm water site map including:
1. Drainage patterns – Plan and Profile sheets and Situation plans.
2. Proposed Slopes – Cross Sections.
3. Areas of Soil Disturbance – construction limits shown on Plan and Profile sheets.
4. Location of Structural Controls – Tabulations on C sheets.
5. Locations of Non-structural Controls – Tabulations on C sheets.
6. Locations of Stabilization Practices – generally within construction limits shown on Plan and Profile sheets.
7. Surface Waters (including wetlands) – Plan and Profile sheets.
8. Locations where storm water is discharged – Plan and Profile sheets.
E. The base site map is amended by contract modifications and progress payments of completed erosion control work.
F. Runoff from this work will flow into the Mississippi River.

III. CONTROLS

A. The contractor's work plan and sequence of operations specified in Article 2602.03 for accomplishment of storm water controls should clearly describe the intended sequence of major activities and for each activity define the control measure and the timing during the construction process that the measure will be implemented.
B. Preserve vegetation in areas not needed for construction.
C. Section 2601 and 2602 of the Standard Specifications define requirements to implement erosion and sediment control measures. Actual quantities used may vary from the Base PPP and amendment of the plan will be documented via fieldbook entries or by contract modification. Additional erosion and sediment control items may be required as determined by the inspector and/or contractor during storm water monitoring inspections. If the work involved is not applicable to any contract items, the work will be paid for according to Article 1109.03 paragraph B.
1. EROSION AND SEDIMENT CONTROLS
a. Stabilization Practices
1) Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized.
2) Stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased.
3) Temporary stabilizing seeding shall be completed as the disturbed areas are constructed. If construction activity is not planned to occur in a disturbed area for at least 21 days, the area shall be stabilized by temporary seeding or mulching within 14 days. Other stabilizing methods shall be used outside the seeding time period.
4) Stabilization measures to be used for this project are located in the Estimated Project Quantities (100-1A) and Estimate Reference Information (100-4A) located on the C sheets of the plan. Additional items may be found in the Inspector's Daily Reports (IDR) or Contract Modifications.
b. Structural Practices
1) Structural practices will be implemented to divert flows from exposed soils and detain or otherwise limit runoff and the discharge of pollutants from exposed areas of the site.
2) Structural items to be used for this project are located in the Estimated Project Quantities (100-1A) and Estimate Reference Information (100-4A) located on the C sheets of the plan, as well as all other item specific Tabulations. Typical drawings detailing construction of the devices to be used on this project can be found on the B sheets of the plan or are referenced in the Standard Road Plans Tabulation.
c. Storm Water Management
1) Measures shall be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.
2. OTHER CONTROLS
a. Contractor disposal of unused construction materials and construction material wastes shall comply with applicable state and local waste disposal, sanitary sewer, or septic system regulations. In the event of a conflict with other governmental laws, rules and regulations, the more restrictive laws, rules or regulations shall apply.
1) Vehicle Entrances and Exits - Construct and maintain entrances and exits to prevent tracking of sediments onto roadways.
2) Material Delivery, Storage and Use - Implement practices to prevent discharge of construction materials during delivery, storage, and use.
3) Stockpile Management - Install controls to reduce or eliminate pollution of storm water from stockpiles of soil and paving.
4) Waste Disposal - Do not discharge any materials, including building materials, into waters of the state, except as authorized by a Section 404 permit.
5) Spill Prevention and Control - Implement procedures to contain and clean-up spills and prevent material discharges to the storm drain system and waters of the state.
6) Concrete Residuals and Washout Wastes - Designate temporary concrete washout facilities for rinsing out concrete trucks. Provide directions to truck drivers where designated washout facilities are located.
7) Vehicle and Equipment Cleaning - Employ washing practices that prevent contamination of surface and ground water from wash water.
8) Vehicle and Equipment Fueling and Maintenance - Perform on site fueling and maintenance in accordance with all environment laws such as proper storage of onside fuels and proper disposal of used engine oil or other fluids on site.
9) Litter Management - Ensure employees properly dispose of litter.
3. APPROVED STATE OR LOCAL PLANS
During the course of this construction, it is possible that situations will arise where unknown materials will be encountered. When such situations are encountered, they will be handled according to all federal, state, and local regulations in effect at the time.

IV. MAINTENANCE PROCEDURES

The contractor is required to maintain all temporary erosion and sediment control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. This shall begin when the features have lost 50% of their capacity.

V. INSPECTION REQUIREMENTS

A. Inspections shall be made jointly by the contractor and the contracting authority at least once every seven calendar days and after each rain event that is ½" or greater. Storm water monitoring inspections will include:
1. Date of the inspection.
2. Summary of the scope of the inspection.
3. Name and qualifications of the personnel making the inspection.
4. Rainfall amount.
5. Review erosion and sediment control measures within disturbed areas for the effectiveness in preventing impacts to receiving waters.
6. Major observations related to the implementation of the PPP.
7. Identify corrective actions required to maintain or modify erosion and sediment control measures.
B. Include storm water monitoring inspection reports in the Amended PPP. Incorporate any additional erosion and sediment control measures determined as a result of the inspection. Immediately begin corrective actions on all deficiencies found and complete all actions within 3 calendar days of the inspection.

VI. NON-STORM WATER DISCHARGES

This includes subsurface drains (i.e. longitudinal and standard subdrains) and slope drains. The velocity of the discharge from these features may be controlled by the use of patio blocks, Class A stone, erosion stone or other appropriate materials.

VII. POTENTIAL SOURCES OF OFF RIGHT-OF-WAY (ROW) POLLUTION

Silts, sediment, and other forms of pollution may be transported onto highway right-of-way (ROW) as a result of a storm event. Potential sources of pollution located outside highway ROW are beyond the control of this PPP. Pollution within highway ROW will be conveyed and controlled per this PPP.

VIII. DEFINITIONS

A. Base PPP - Initial Pollution Prevention Plan.
B. Amended PPP - May include Plan Revisions or Contract Modifications for new items and fieldbook entries made by the inspector.
C. IDR - Inspector's Daily Report – this contains the inspector's daily diary and item postings.
D. Controls - Methods, practices, or measures to minimize or prevent erosion, control sedimentation, control storm water, or minimize contaminants from other types of waste or materials.
E. Signature Authority - Representative from Designer, Contractor/Subcontractor, or RCE/Inspector authorized to sign various storm water documents.

232-3B
10-16-12

EROSION CONTROL (URBAN SEEDING)

Following the completion of work in a disturbed area, place seed, fertilizer, and mulch on the disturbed area as follows:

SEEDING MIXTURE: Seeding Rate: 4 lbs. per 1000 sq. ft.

Bluegrass, KY	70%
Fescue, Creeping Red	20%
Ryegrass, Perennial (Fineleaf) (Derby, Manhattan or equivalent)	10%

FERTILIZER:
17 lbs. of 13-13-13 (or equivalent) commercial fertilizer per 1000 sq. ft.

MULCH:
70 lbs. of dry cereal straw per 1000 sq. ft. For areas disturbed, but not seeded by September 30th, scarify to a 3 inch depth and mulch. Consolidate all mulch into the soil with a mulch stabilizer.

Use Certified Noxious Weed Seed Free Mulch as determined by the Iowa Crop Improvement Association or adjacent state's Crop Improvement Association.

Preparing the seedbed and furnishing and applying seed, fertilizer, and mulch is incidental to mobilization and will not be paid for separately.

213-3
10-18-11

SUBSOIL TILLAGE

All borrow areas, stockpile areas, haul roads, and areas used for equipment on this project require subsoil tillage to an average depth of 16 to 20 inches prior to placement of topsoil and/or stabilizing crop seeding. Complete this tillage at 3 foot maximum centers and at right angles to the finished slope.

Use tillage equipment equipped with an arrowhead type shoe that will provide lateral displacement and limit the movement of the subsoil to the surface. Obtain the Engineer's approval for the equipment. This work is incidental to other work on the project.

Following the subsoil tillage, the area is to remain in a "loosened" condition. Additional compaction or the operation of heavy equipment, other than required for topsoil placement and shaping, will not be allowed on areas which have received subsoil tillage.

232-6
10-18-11

EROSION CONTROL (SELECTIVE CLEARING)

Selective clearing will be required on this project. Do not remove any trees outside of the construction limits without the Engineer's approval.

252-1
10-16-12

TEMPORARY CROSSINGS AND DETOURS

Blading, shaping, and other work in preparation for maintaining temporary crossings or detours is incidental to other work. Furnish and spread additional granular surfacing needed for temporary crossings or detours during construction at the contract price.

253-1
10-18-11

MEDIAN CROSSOVER

The Contractor is prohibited from using any established or other type median crossover on this project unless specifically designated for the Contractor's use by this plan.

254-1
10-02-01

INCIDENT MANAGEMENT

An incident management plan, provided by the District Office, will be discussed at the pre-construction conference.

262-5
10-18-05

UTILITIES (POINT 25 PROJECT)

This is a POINT 25 project and is subject to the provisions of IAC 761-115.25.

281-1
10-18-11

SECTION 404 PERMIT AND CONDITIONS

Construct this project according to the requirements of U.S. Army Corps of Engineers _____, Permit No. _____. A copy of this permit is available from the Iowa DOT Office of Contracts upon request. The U.S. Army Corps of Engineers reserves the right to visit the site without prior notice.

100-17
04-20-10

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
I-74 and	Ramps			
2590+45.0	2592+65.0	LT	244.0	Add 20'per200'Div.(1)
2590+25.0	2592+65.0	RT	264.0	Div.(1)
4496+47.0	4502+50.0		660.0	Div.(1)
6796+52.0	6802+87.0	RT	701.0	Div.(1)
6803+45.0	6811+00.0		839.0	Div.(1)
2590+85.00	+26.7	RT	36.0	STR 435 Div.(1)
2592+50.00	+27.0	RT	36.0	STR 438 Div.(1)
4498+12.4	+07.0	RT	36.0	STR 418 Div.(1)
4501+00.00	+27.5	LT	36.0	STR 419 Div.(1)
4498+12.4	+29.0	LT	36.0	STR 420 Div.(1)
4496+16.62	+13.3	RT	36.0	STR 422 Div.(1)
6836+00.00	+03.2	LT	36.0	STR 385 Div.(1)
6836+00.00	+03.2	RT	36.0	STR 168 Div.(1)
6833+00.0	+03.2	LT	36.0	STR 386 Div.(1)
6833+00.00	+03.2	RT	36.0	STR 359 Div.(1)
6830+00.00	+03.2	LT	36.0	STR 387 Div.(1)
6830+00.00	+03.2	RT	36.0	STR 358 Div.(1)
6826+98.88	+03.2	LT	36.0	STR 388 Div.(1)
6826+98.88	+03.2	RT	36.0	STR 349 Div.(1)
6824+00.00	+03.2	LT	36.0	STR 389 Div.(1)
6824+00.00	+03.2	RT	36.0	STR 350 Div.(1)
6821+00.00	+03.2	LT	36.0	STR 390 Div.(1)
6821+00.00	+03.2	RT	36.0	STR 351 Div.(1)
6818+00.00	+03.2	LT	36.0	STR 391 Div.(1)
6818+00.00	+03.2	RT	36.0	STR 352 Div.(1)
6815+00.00	+03.2	LT	36.0	STR 392 Div.(1)
6815+00.00	+03.2	RT	36.0	STR 353 Div.(1)
6812+00.00	+03.2	RT	36.0	STR 354 Div.(1)
6812+00.00	+03.2	LT	36.0	STR 393 Div.(1)
4504+60.00	+07.0	RT	36.0	STR 415 Div.(1)
4503+90.0	+31.9	LT	36.0	STR 400 Div.(1)
4503+90.0	+21.0	LT	36.0	STR 416 Div.(1)
6809+00.00	+03.2	LT	36.0	STR 355 Div.(1)
6809+00.00	+03.2	LT	36.0	STR 394 Div.(1)
6807+00.6	+13.2	LT	36.0	STR TEMP 202 Div.(1)
6804+97.9	+16.4	LT	36.0	STR TEMP 203 Div.(1)
6803+92.1	+19.7	LT	36.0	STR TEMP 204 Div.(1)
6812+80.0	+03.5	RT	36.0	STR 990 Div.(1)
6812+80.0	+03.6	LT	36.0	STR 991 Div.(1)
6812+80.1	+86.8	LT	36.0	STR 992 Div.(1)
6800+81.2	1+11.1	LT	36.0	Div.(1)
6803+55.8	1+00.0	LT	36.0	Div.(1)
6805+86.5	1+83.4	RT	36.0	Div.(1)
Kimberly	Road			
4610+42.0	4610+94.0	Rt	62.0	
4615+43.0	4615+94.0	Rt	62.0	
4624+40.0	4627+00.0	Med	310.0	
4624+40.0	4627+00.0	Rt	310.0	
	TOTAL		4820.0	

100-11
Modified

TABULATION OF EROSION CONTROL DETAILS

Location		Stabilizing Crop - Seeding and Fertilizing (Urban)	Seeding and Fertilizing	Mulching	Special Ditch Control		Sod	Crown-Vetch Seeding	Seeding Special Areas	Ditch Reshaping	Mowing
Begin Station	End Station				Wood Excelsior Mat	Turf Reinforcement Mat					
		ACRE	ACRE	ACRE	SQ		SQ	ACRE	ACRE	STA	ACRE
6792+32.0	6793+67.0	0.1		0.1							
6793+86.0	6794+86.0	0.1		0.1							
6796+58.0	6799+21.0	0.5		0.5							
6799+34.0	6802+68.0	1.6		1.6							
6803+20.0	6809+12.0	1.1		1.1							
6803+27.0	6811+02.0	1.2		1.2							
2590+28.0	2592+65.0		0.2	0.2							
2590+46.0	2592+68.0		0.2	0.2							
4496+47.0	4502+27.0		0.4	0.4							
4502+65.0	4506+06.0		0.6	0.6							
Kimberly	Road										
4610+42.00	4610+94.00		0.1	0.1							
4615+43.00	4615+94.00		0.1	0.1							
4624+40.00	4627+00.00		0.2	0.2							
See B Sheets	Place Mat					3273.8					
along	median fill										
	Total	4.6	1.6	6.2		3273.8					

100-13
04-20-10

TABULATION OF SILT DITCHES

Refer to RL-9

Station to Station		Side	LF	Remarks
2590+30.0	2592+65.0	RT	235.0	Div. (1)
4500+25.0	4501+75.0	RT	150.0	Div. (1)
4503+50.0	4505+75.0	RT	225.0	Div. (1)
		TOTAL	610.0	

100-23
10-19-10

* Design shown for mandatory locations is the minimum allowed.

ROCK DITCH CHECKS/DITCHES/FLUMES/SPLASH BASINS/SLOPE PROTECTION

Refer to Typicals 4401, 4402, 4403, 4404, and 4405

Location				Type						L	W	Material			Remarks
Road Identification	Station	Side	Mandatory* Location (yes or no)	Rock Ditch Check	Rock Ditch	Rock Flume	Rock Splash Basin	Rock Slope Protection				Erosion Stone	Class E Revetment	Eng. Fabric	
		Lt./Rt.								FT	FT	TON	TON	SY	
I-74	6803+75.00	75' Lt.	Required				1			12.0	12.0		20.3	30.7	Div.(1)
I-74	6801+00.00	93.8' Lt.	Required				1			12.0	12.0		17.3	27.0	Div.(1)
												Total	37.6	57.7	

100-19
10-16-12

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

Location			Length of Installation				Remarks
Begin Station	End Station	Side	6 inch Dia	9 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	LF	
4496+47.00	4501+94.00	RT				616.0	Div. 1
6802+02.00	6802+87.00	LT/R				330.0	Div. 1
6802+72.00	6803+45.00	LT/R				343.0	Div. 1
4502+62.00	4506+00.00	RT				463.0	Div. 1
					Total	1752.0	

100-28
10-19-10

LONGITUDINAL GROOVING

Location	Total	Remarks
	SY	
Temp Miss.	240.0	Div. (1)
Blvd Bridge		
Ramp D Bridge	718.0	Groove prior to opening ramp Div.(1)
Total	958.0	

100-27
10-20-09

PAVEMENT SMOOTHNESS + PCC TEXTURE

Road Identification	Begin Station	End Station	Proposed Posted Speed			Remarks
			35 or less	40 - 45	over 45	
I-74 MAINLINE	6808+10.0	6813+38.0			X	12' LANE (1)
	6813+38.0	6818+66.0			X	12' LANE (1)
	6818+66.0	6823+94.0			X	12' LANE (1)
	6823+94.0	6829+22.0			X	12' LANE (1)
	6829+22.0	6834+50.0			X	12' LANE (1)
	6834+50.0	6836+90.0			X	12' LANE (1)
I-74 MAINLINE	6808+10.0	6813+38.0			X	12' LANE (1)
	6813+38.0	6818+66.0			X	12' LANE (1)
	6818+66.0	6823+94.0			X	12' LANE (1)
	6823+94.0	6829+22.0			X	12' LANE (1)
	6829+22.0	6834+50.0			X	12' LANE (1)
	6834+50.0	6836+90.0			X	12' LANE (1)
I-74 MAINLINE	6811+76.6	6817+04.6			X	12' LANE (1)
	6817+04.6	6822+32.6			X	12' LANE (1)
	6822+32.6	6827+60.6			X	12' LANE (1)
	6827+60.6	6832+88.6			X	12' LANE (1)
	6832+88.6	6836+90.0			X	12' LANE (1)
RAMP B	2591+05.2	2594+18.9		X		12' LANE (1)
	2591+05.2	2594+18.9		X		12' LANE (1)
	2591+05.2	2594+18.9		X		12' LANE (1)
	2591+05.2	2594+18.9		X		12' LANE (1)
	2591+05.2	2594+18.9		X		10' LANE (1)
RAMP D	4496+46.8	4498+50.0		X		12' LANE (1)
	4496+46.8	4498+50.0		X		12' LANE (1)
	4496+46.8	4498+50.0		X		12' LANE (1)
	4498+50.0	4500+25.0		X		12' LANE (1)
	4498+50.0	4500+25.0		X		12' LANE (1)
	4498+50.0	4500+25.0		X		5' LANE (1)
	4500+25.0	4501+25.1		X		12' LANE (1)
	4500+25.0	4501+25.1		X		12' LANE (1)
	4500+25.0	4501+25.1		X		VARIES 2.88' TO 5' LANE (1)
	4504+06.8	4505+75.0		X		12' LANE (1)
	4504+06.8	4505+75.0		X		12' LANE (1)
	4504+06.8	4505+75.0		X		12' LANE (1)
	4504+06.8	4505+75.0		X		4' LANE (1)
Total				17	17	

100-7
10-19-10

FENCING

* Bid Item
** Channel Crossing Type A or Type B, FP = Flood Plain

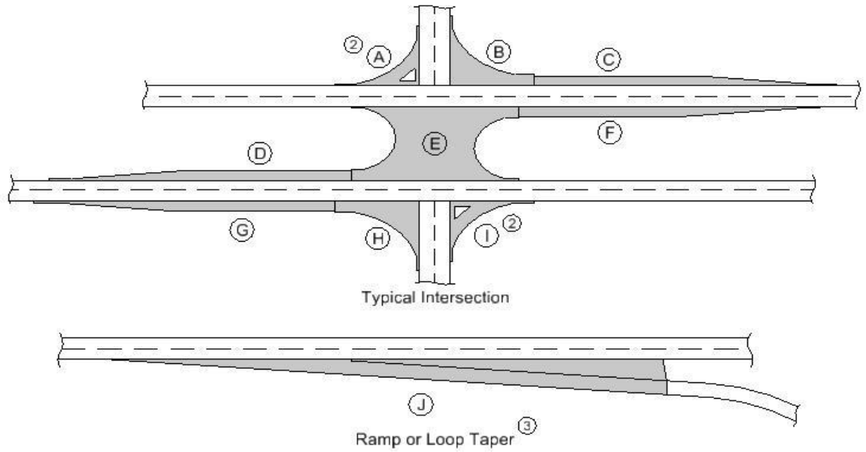
Refer to MI-101, MI-102, MI-103, MI-104, 510-3, and 510-5

Location					Chain Link						Deer						Field						Remarks
From		To		Side	Fence		Gate		Channel Crossing		Fence Length*	Brace Panels*	Gate		Channel Crossing		Fence Length*	Brace Panels*	Gate		Channel Crossing		
Station	Offset	Station	Offset		Length*	Type	No.*	Type	Length*	Type**			No.*	Type	Length*	Type**			No.*	Type	Length*	Type**	
					LF		EACH		LF		LF	EACH	EACH		LF		LF	EACH	EACH		LF		
Ramp B																							
2590+48.5	25.7	2590+49.3	69.8	RT	44.1	72 IN.																	
2590+49.3	69.8	2592+57.1	51.2	RT	208.6	72 IN.																	
2592+57.1	51.2	2594+45.4	65.0	RT	187.0	72 IN.																	
			Total		439.8																		
6795+68.23	76.5	6798+87.25	43.2	LT	319.9	RMVL OF FENCE, CHAIN LINK																	

EXISTING PAVEMENT

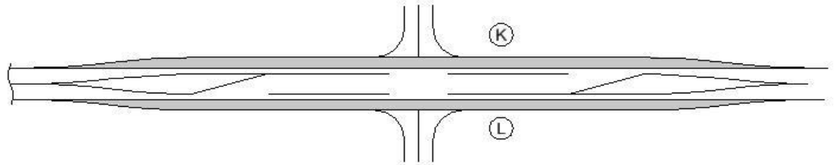
No.	Location					Year	Type	Project Number	Surface		Base		Subbase		Removal		Coarse Aggregate			Remarks
	County	Route	Dir. of Travel	Begin Milepost	End Milepost				Type	Depth IN	Type	Depth IN	Type	Depth IN	Type	Depth IN	Source	Type	Durability Class	
1	Scott	I-74	Both			1968		74-1(6)3**1-82	PCC	8					None					
													Granular	4	None					

TABULATION OF PAVEMENT

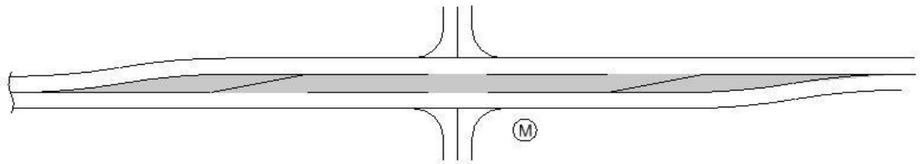


Typical Intersection

Ramp or Loop Taper (3)



Channelized Intersection
Widen Existing Roadway



Channelized Intersection
Reconstructed Roadway

(1) Quantity includes Pavement Header.

(2) Does not include Island area.

(3) Refer to PV-410, PV-411, PV-412, and PV-414.

Location						Area (1)													Total Area By Pavement Thickness		Mod. Subbase	Granular Subbase	Remarks
Road Indentification	Station to Station		Width	Length	Area	(2) A	B	C	D	E	F	G	H	(2) I	J	K	L	M	SY				
			FT	FT	SY														DETOUR	11 IN	CY	SY	
RAMD B	2591+08.4	2592+65.2	58.0	156.8	1006.1															1006.1	376.0		Div.(1)
RAMP D	4496+46.8	4501+21.2	VARIES	474.4	1682.6															1682.6	841.3		Div.(1)
			36.0																				
			TO																				
			27.0																				
	4504+12.1	4505+75.0	28.0	162.9	563.6															563.6	353.6		Div.(1)
MAINLINE	6808+25.0	6834+05.5	12.0	2580.5	3369.7															3369.7		3369.7	FOR EACH INTAKE STRUCTURE Div.(1)
	6834+95.6	6837+00.0	12.0	204.4	265.8															265.8		265.8	(8.67'x12') DEDUCT 11.56 sy Div.(1)
	6825+50.0	6837+00.0	12.0	1150.0	1534.9															1534.9		1534.9	Div.(1)
	6808+25.0	6834+05.4	12.0	2580.4	3368.6															3368.6		3368.6	Div.(1)
	6834+95.5	6837+00.0	12.0	204.5	265.3															265.3		265.3	Div.(1)
	6811+90.0	6837+00.0	12.0	2510.0	3344.7															3344.7		3344.7	Div.(1)
	6834+05.4	6834+95.5	See	Tab	112-9																	131.8	
	6834+05.4	6834+95.5	See	Tab	112-9																	131.8	
MAINLINE	6804+31.8	6808+25.0	VARIES	393.2	874.6														1315.7				10 INCH PCC PAVEMENT
MAINLINE	6808+25.0	6833+90.0	6.0	2565.0	1691.3														1933.3			1933.3	DETOUR PAVEMENT, 11 IN. HMA Div.(1)
	6833+90.0	6834+05.5	See	Sheets	Lincoln	Road	Barrier															4.9	Under Barrier
	6834+95.5	6835+10.0	See	Sheets	Lincoln	Road	Barrier															4.6	Under Barier
MAINLINE	6835+10.0	6837+00.0	6.0	190.0	123.7														874.4			874.4	DETOUR PAVEMENT, 11 IN. HMA Div.(1)
MAINLINE	6823+20.0	6824+90.0	2.0	170.0	37.7														37.7				DETOUR PAVMENT,10.5 IN. HMA. SEE STAGE 2 Div.(1)
MAINLINE	6829+20.0	6837+00.0	2.0	780.0	173.1														173.1				DETOUR PAVMENT,10.5 IN. HMA. SEE STAGE 2 Div.(1)
RAMP C	4623+47.0	4625+40.0	VARIES	193.0	745.9														745.9				DETOUR PAVMENT, SEE STAGE 1 Div.(1)
TEMPORARY MEDIAN FILL SYSTEM	6796+50.0	6802+45.9																					
BY SPECIAL PROVISION	=195+76.99	=202+45	VARIES		1528.0																		Div.(1) SEE U SHEETS AND SPECIAL PROVISIONS
																							PAID AS TEMPORARY MEDIAN FILL SYSTEM
																		TOTAL	3764.4	15401.3	1571.0	15229.8	
																	10" PCC	TOTAL	1315.7				
																			8 Inch				
Kimberly Road	4610+42.37	4610+94.21	2.5	51.8	15.3														15.3		2.9		55.1- 6" Std Curb
Kimberly Road	4615+43.48	4615+89.24	2.5	45.8	12.7														12.7		2.4		45.8- 6" Std Curb
Kimberly Road	4624+40.00	4627+00.00	var.	260.0	733.6														733.6		137.7		102.2- 6" Std; 160.0- 6" Sloped Curb
																		TOTAL	761.6		143.0		

103-3
08-01-08

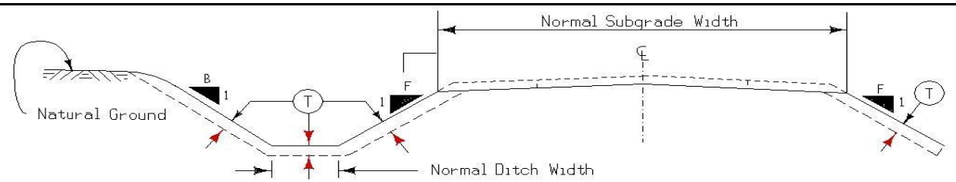
PROPOSED SUBGRADE TREATMENT

(For Additional Details see Soils Survey Sheet No. to .)

No.	Location		Description			Type		Quantity		Polymer Grid	Available From		Remarks
	Begin Station	End Station	Side	Depth FT	Width FT	Material	Shrink %	CY	TON	SY	Quantity CY	Location or Station to Station	
1	6803+50.0	6808+00.0	BOTH	1.0	28.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	466.7					DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
2	6808+00.0	6837+00.0	LT	1.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	1,288.9		1,933.3			DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
3	6808+00.0	6837+00.0	RT	1.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	1,288.9		1,933.3			DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
4	6811+76.6	6837+00.0	RT	1.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	1,121.5		3,364.5			DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
5	6808+00.0	6809+84.3	BOTH	1.0	7.1	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	48.5					DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
	6809+84.3	6837+00.0	BOTH	1.0	6.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	603.5					
6	301+17.9	304+21.9	BOTH	1.0	Var	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	874.3					DIVISION #1 - SAME ITEM AS SHOWN ON TYPICAL PAVEMENT SECTION (B SHEETS)
7	4608+00.0	4610+84.3	BOTH	1.0	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	494.9					DIVISION #1
8	9+62.0	11+60.4	BOTH	1.0	35.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	257.2					DIVISION #1
9	8+60.0	11+70.0	BOTH	1.0	35.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	401.9					DIVISION #1
10	12+10.0	16+06.2	BOTH	1.0	35.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	513.6					DIVISION #1
11	2591+69.0	2594+65.5	BOTH	1.0	58.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	636.9					DIVISION #1
12	300+00.0	305+38.6	BOTH	0.5	35.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	708.2					DIVISION #1
13	1201+53.1	1204+24.7	BOTH	0.5	46.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	462.8					DIVISION #1
14	302+11.0	304+30.0	BOTH	1.0	Var	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	291.3					DIVISION #1
15	4624+48.9	4623+46.8	BOTH	1.0	Var	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	248.7					DIVISION #1
16	6823+20.0	6824+90.0	RT	1.0	Var	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	12.6					DIVISION #1
17	6829+20.0	6837+00.0	RT	1.0	Var	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	57.7					DIVISION #1
								9,777.9		7,231.2			

103-4
04-19-11

TABULATION OF SPREADING TOPSOIL



Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

Appropriate adjustments have been made in the template quantities to reflect the placement of topsoil on foreslope, backslope and ditch bottom as detailed hereon.

Placement Description							Topsoil Excavation Available From			
Area No.	Quantity CY	Location Station to Station		Side L. or R.	Slope B. or F.	(T) IN	Remarks	Amount Reserved CY	Station to Station		Remarks
1	257.0	2590+34.96	2592+50.00	Both		8.0	RAMP B YEAR 2 STAGE 1	2288.5	6811+75.00	6837+00.00	I-74 YEAR 2 STAGE 1
2	631.0	4495+83.00	4501+75.00	Both		8.0	RAMP D YEAR 2 STAGE 1	216.7	2590+50.00	2591+25.00	RAMP B YEAR 2 STAGE 1
3	802.0	4503+50.00	4506+25.00	Both		8.0	RAMP D YEAR 2 STAGE 1	2668.0	STOCKPILE		AVAILABLE MATERIAL FROM CONTRACT 161
4	65.0	4624+40.00	4627+00.00	R	F	8.0	Foreslope Includes parking between B/C and Top of Foreslope.				Includes 50% Shrinkage
TOTAL	1755.0						TOTAL Strip/Salvage/Spread	0.0			
							TOTAL Strip and Stockpile	2505.2			

103-5
08-01-08

SETTLEMENT PLATES

Refer to Standard Road Plan RL-6

No.	Location		Remarks
	Station	Offset	
SP-1	6804+50.0	0.0	I-74 (1)
SP-2	2590+75.0	0.0	RAMP B (1)
SP-3	4501+70.0	10' LT	RAMP D (1)

103-6
04-19-11

EMBANKMENT WITH MOISTURE CONTROL

Moisture content shall be within the limits of minus 2 and plus 2 percentage points of Optimum Moisture Content for maximum density within the area described and listed below.

Moisture Control is required for all Class 10 fill placed in all locations and depths. Stability berms placed outside the normal foreslope template and topsoil will not require Moisture Control.

Moisture Control is also required on all select subgrade treatments.

Proposed Subgrade Treatment:Special Backfill
Quantity: 5603 CY

103-7
08-01-08

SHRINKAGE DATA

Material	%	Remarks
TOPSOIL	50%	
CLASS 10	30%	
		BOULDERS 50 Cu. Yds.
		excluding Class 12
		Rock Excavation

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

(1) Refer to RL-13 or RL-15. Refer to Soils Sheets * Not a bid item

Location						Longitudinal Subdrain (RF-19C)							Subdrain Outlet			Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Ident.	Station to Station		Side	Depth (D)	Shoulder		Backslope		Bridge Berm (1)			RF-19C, RF-19E, or RF-19F					
						Size	Length	Size	Length	Size	Type	Length	Station	Size	Standard Road Plan and Type			
					IN	IN	FT	IN	FT	IN		FT		IN		CY	CY	
1	I74 EB	6808+25.0	6812+00.0	Right	24.0	4.0	379.0									17.5		CAP @ 6808+25
													6812+00.0	6.0	RF-19C			
2	I74 EB	6812+00.0	6815+00.0	Right	24.0	4.0	304.0						6812+00.0	6.0	RF-19C	14.1		
													6815+00.0	6.0	RF-19C			
3	I74 EB	6815+00.0	6818+00.0	Right	24.0	4.0	304.0						6815+00.0	6.0	RF-19C	14.1		
													6818+00.0	6.0	RF-19C			
4	I74 EB	6818+00.0	6821+00.0	Right	24.0	4.0	304.0						6818+00.0	6.0	RF-19C	14.1		
													6821+00.0	6.0	RF-19C			
5	I74 EB	6821+00.0	6824+00.0	Right	24.0	4.0	304.0						6821+00.0	6.0	RF-19C	14.1		
													6824+00.0	6.0	RF-19C			
6	I74 EB	6824+00.0	6827+00.0	Right	24.0	4.0	304.0						6824+00.0	6.0	RF-19C	14.1		
													6827+00.0	6.0	RF-19C			
7	I74 EB	6827+00.0	6830+00.0	Right	24.0	4.0	304.0						6827+00.0	6.0	RF-19C	14.1		
													6830+00.0	6.0	RF-19C			
8	I74 EB	6830+00.0	6833+00.0	Right	24.0	4.0	304.0						6830+00.0	6.0	RF-19C	14.1		
													6833+00.0	6.0	RF-19C			
9	I74 EB	6833+00.0	6836+00.0	Right	24.0	4.0	304.0						6833+00.0	6.0	RF-19C	14.1		
													6836+00.0	6.0	RF-19C			
10	I74 EB	6836+00.0	6837+00.0	Right	24.0	4.0	104.0						6836+00.0	6.0	RF-19C	4.8		CAP @ 6837+00
11	I74 WB	6808+25.0	6812+00.0	Left	24.0	4.0	379.0									17.5		CAP @ 6808+25
													6812+00.0	6.0	RF-19C			
12	I74 WB	6812+00.0	6815+00.0	Left	24.0	4.0	304.0						6812+00.0	6.0	RF-19C	14.1		
													6815+00.0	6.0	RF-19C			
13	I74 WB	6815+00.0	6818+00.0	Left	24.0	4.0	304.0						6815+00.0	6.0	RF-19C	14.1		
													6818+00.0	6.0	RF-19C			
14	I74 WB	6818+00.0	6821+00.0	Left	24.0	4.0	304.0						6818+00.0	6.0	RF-19C	14.1		
													6821+00.0	6.0	RF-19C			
15	I74 WB	6821+00.0	6824+00.0	Left	24.0	4.0	304.0						6821+00.0	6.0	RF-19C	14.1		
													6824+00.0	6.0	RF-19C			
16	I74 WB	6824+00.0	6827+00.0	Left	24.0	4.0	304.0						6824+00.0	6.0	RF-19C	14.1		
													6827+00.0	6.0	RF-19C			
17	I74 WB	6827+00.0	6830+00.0	Left	24.0	4.0	304.0						6827+00.0	6.0	RF-19C	14.1		
													6830+00.0	6.0	RF-19C			
18	I74 WB	6830+00.0	6833+00.0	Left	24.0	4.0	304.0						6830+00.0	6.0	RF-19C	14.1		
													6833+00.0	6.0	RF-19C			
19	I74 WB	6833+00.0	6836+00.0	Left	24.0	4.0	304.0						6833+00.0	6.0	RF-19C	14.1		
													6836+00.0	6.0	RF-19C			
20	I74 WB	6836+00.0	6837+00.0	Left	24.0	4.0	104.0						6836+00.0	6.0	RF-19C	4.8		CAP @ 6837+00
21	Kimberly NB	4624+40.0	4625+75.0	Right	18.0	4.0	139.0						4624+40.0	6.0	RF-19C	4.3		TIE INTO EXIST @ 4624+40
													4625+75.0	6.0	RF-19C			
22	Kimberly NB	4625+75.0	4627+00.0	Right	18.0	4.0	129.0						4625+75.0	6.0	RF-19C	4.0		CAP @ 4627+00
23	Kimberly NB	4625+40.0	4627+00.0	Left	18.0	4.0	164.0						4625+40.0	6.0	RF-19E	5.1	0.2	
													4627+00.0	6.0	RF-19E		0.2	
24	Ramp B	2590+36.6	2590+75.0	Right	24.0	4.0	42.4									2.0		CAP @ 2590+36.6
													2590+75.0	6.0	RF-19C			
25	Ramp B	2590+75.0	2592+65.2	Right	24.0	4.0	194.2						2590+75.0	6.0	RF-19C	9.0		
																		CAP @ 2592+65.2
26	Ramp D	4496+46.8	4498+40.0	Right	24.0	4.0	197.2									9.1		CAP @ 4496+46.8
													4498+40.0	6.0	RF-19C			
27	Ramp D	4498+40.0	4499+79.1	Right	24.0	4.0	143.1						4498+40.0	6.0	RF-19C	6.6		CAP @ 4499+79
28	Ramp D	4504+45.9	4504+60.0	Right	24.0	4.0	18.1									0.8		CAP @ 4504+45.9
													4504+60.0	6.0	RF-19C			
29	Ramp D	4504+60.0	4505+75.0	Right	24.0	4.0	119.0						4504+60.0	6.0	RF-19C	5.5		CAP @ 4505+75
30	Ramp D	4499+79.1	4501+00.0	Left	24.0	4.0	124.9									5.8		CAP @ 4499+79
													4501+00.0	6.0	RF-19C			
31	Ramp D	4501+00.0	4501+92.8	Left	24.0	4.0	96.8						4501+00.0	6.0	RF-19C	4.5		CAP @ 4501+92.8
32	Ramp D	4503+33.9	4504+00.0	Left	24.0	4.0	70.1									3.2		CAP @ 4503+33.9
													4504+00.0	6.0	RF-19C			
33	Ramp D	4504+00.0	4504+45.9	Left	24.0	4.0	49.9						4504+00.0	6.0	RF-19C	2.3		CAP @ 4504+45.9
	TOTAL						7317.8											

NOTE: ALL ITEMS ARE DIVISION #1.

NOTE: ALL MAINLINE AND RAMP SUBDRAINS ARE RF-19C TYPE 7A INSTALLATION. ALL LOCAL ROAD SUBDRAINS ARE RF-19C TYPE 12 INSTALLATION. ALL OUTLETS ARE RF-19C "INTAKE OUTLET" WITH THE OUTLET INTO STORM SEWER INTAKES, EXCEPT FOR FOUR RF-19E OUTLETS AS NOTED IN TABULATION.

NOTE: ANY EXISTING LONGITUDINAL SUBDRAINS, IF ENCOUNTERED, SHALL BE REMOVED IN THEIR ENTIRETY.

NOTE: ADJUST ALL SUBDRAINS AND OUTLETS IN FIELD AS NECESSARY AND APPROVED BY ENGINEER.

104-10
08-01-08

ADJUSTMENT OF FIXTURES

	Kimberly Road			
	4626+68.33	Sanitary Sewer Manhole	Down 0.36'	Div. (1)
	48.70' RT			

108-13A
08-01-08

SAFETY CLOSURES

Refer to Section 2518 of the Standard Specifications

Station	Closure Type		Remarks
	Road Qty.	Hazard Qty.	
6805+25.0	2		Calv. Rd. closure Div.(1)
6810+50.0	2		WB Kim. closure Div.(1)
Total	4		

108-8A
10-19-10

STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE END POST

Refer to BA-200, BA-201, BA-202, BA-205, BA-250, SI-172, SI-173 and SI-211.

(1) See Standards for list of materials.

Location Station			Layout Lengths				Delineators and Object Markers					Bid Items (1)						Remarks
			(VT)	(V)	(VT)	(E)	Type	Delineator	Object Marker			End Anchor Bolted	Barrier Transition Section	Steel Beam Guardrail	End Terminal		Adapter	
								Type 1	Type 2	Type 3					Standard	Flared for Cable Connection		
						Terminal		White		OM-3L	OM-3R	BA-202	BA-201	BA-200	BA-205	BA-206	BA-210	
No.	Station	Offset	LF	LF	LF	LF		No.	No.	No.	No.	Type	No.	LF	No.	No.	No.	
1	4498+44.0	6.62' RT	28.1	-	-	50.0	3	-	3	-	1	A	1	-	1	-	-	Div.(1)
2	4501+88.4	6.49' LT	106.3	-	-	50.0	3	-	6	1	-	A	1	75.0	1	-	-	ConcreteBarrierEnd Div.(1) Section Included in BRFIM-074-1(199)5--05-82
		Total										2	2	75.0	2			

108-18B
04-17-12

CONCRETE BARRIER AT SIDE LOCATIONS

Refer to BA-102, BA-103, BA-104, BA-105, BA-106, BA-107, and BA-150.

(1) Lane(s) to which the installation is adjacent.
(2) Refer to the Shoulders tabulation (112-9) for quantities.
* Bid Item

Location					(L2)	Side Barrier					Remarks
No.	(1) Direction of Traffic	Station to Station		Side	Offset	Barrier Type (BA-102, BA-103, or BA-104)	(L) Length of Barrier*	BA-105 Transition Section*	BA-107 End Section*	Reinforced Paved (2) Shoulder (Required?)	
					FT		LF	No.	No.	Yes/No	
1	D	4498+50.0	4501+79.0	RT	8.5	BA-104	329.0		1	Yes	Div.(1)
2	WB	6833+90.0	6834+05.6	RT	1.6	BA-102	15.6			No	
3	EB	6833+90.0	6834+05.6	LT	1.6	BA-102	15.6			NO	
4	WB	6834+05.6	6834+95.5	RT	1.8	See U.21	90.0			Yes	CONC BAR.,REINF Div.(1)
5	EB	6834+05.6	6834+95.5	LT	1.8	See U.21	90.0			Yes	CONC BAR.,REINF Div.(1)
6	WB	6834+95.5	6835+10.0	RT	1.6	BA-102	14.6			No	
7	EB	6834+95.5	6835+10.0	LT	1.6	BA-102	14.6			No	
8	WB	6804+31.9	6807+75.0	CL	13.4	BA-104	343.1			Yes	
						OTAL BA-104	672.2	0	1	0	
						OTAL BA-102	60.4				

108-30
04-20-10

CRASH CUSHIONS

(1) Lane(s) to which the installation is adjacent.
(2) Complete this section when using the Temporary Crash Cushion bid item. Refer to BA-500
* Bid Item

No.	(1) Direction of Traffic	Location Station	Side	Obstacle Width	Crash Cushion (Select One)*					Sand Barrel Details (2)					Earthwork*		Remarks
					Temporary	Temporary Redirective	Temporary Severe Use	Permanent	Permanent Severe Use	(V) Length	(W) Length	(X) Length	(Y) Length	(Z) Length	Excavation Class 10	Embankment in Place	
				FT						FT	FT	FT	FT	FT	CY	CY	
1	WB	6796+25.0	LT		X					N/A	N/A	N/A	N/A	N/A	0.0	0.0	Div.(1) To remain in place at end of Contract
2	EB	6839+42	LT		X					0.0	36.3	5.3	3.3	12.0	5.7		Div.(1) To remain in place at end of Contract
		Total			2						36.3	5.3	3.3	12.0	5.7		

PAVEMENT MARKING SYMBOLS AND LEGENDS

See PM Series

Road Identification	Location		STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	WPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	Remarks
	Station	Side																							
Kimberly Road	4606+58.7	Lt			1																				Div. (1)
Kimberly Road	4606+95.0	Lt																			1				Div. (1)
Kimberly Road	4607+33.8	Lt			1																				Div. (1)
Kimberly Road	4609+58.0	Rt			1																				Div. (1)
Kimberly Road	4613+07.6	Rt			1																				Div. (1)
Kimberly Road	4613+46.6	Rt																			1				Div. (1)
Kimberly Road	4613+82.6	Rt			1																				Div. (1)
Kimberly Road	4615+04.0	Lt			1																				Div. (1)
Kimberly Road	4615+40.2	Lt																			1				Div. (1)

PAVEMENT MARKING LINE TYPES

See PM Series

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

BCY4: Broken Centerline (Yellow) @ 0.25 DCY4: Double Centerline (Yellow) @ 2.00 NPY4: No Passing Zone Line (Yellow) @ 1.25 BLW4: Broken Lane Line (White) @ 0.25 ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 DLW4: Dotted Line (White) @ 0.33 CHW8: Channelizing Line (White) @ 2.00 CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)																Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	CHY8								
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
REMOVALS																								
I-74 WB	6794+50.0	6824+60.0	WB	Removal			X				30.09	30.09	30.09												Div.(1)
I-74 WB	6824+60.0	6826+79.0	WB	Removal			X				2.19		2.19		2.19										Div.(1)
I-74 Ent.	6820+00.0	6826+79.0	WB	Removal			X						4.60		2.19										Div.(1)
I-74 WB	6826+79.0	6837+00.0	WB	Removal			X				10.21	10.21	10.21	10.21											Div.(1)
I-74 WB	6837+00.0	6839+00.0	WB	Removal			X				2.00		2.00		2.00										Div.(1)
WB Exit	6837+00.0	6839+00.0	WB	Removal			X					1.03			2.00										Div.(1)
I-74 EB	6795+06.0	6825+71.0	EB	Removal	X						30.65	30.65	30.65												Div.(1)
I-74 EB	6825+71.0	6828+49.0	EB	Removal	X						2.78		2.78		2.78										Div.(1)
I-74 EB Exit	6825+71.0	6828+49.0	EB	Removal	X							0.88			2.78										Div.(1)
I-74 EB	6828+49.0	6837+00.0	EB	Removal	X						8.51	8.51	8.51	8.51											Div.(1)
I-74 EB Ent.	6837+00.0	6839+00.0	EB	Removal	X						2.00		2.00		2.00										Div.(1)
I-74 EB Ent.	6837+00.0	6840+71.0	EB	Removal	X							1.57	1.64		2.07										Div.(1)
Middle RD					X																				
WB Ent. Ramp																									
TEMPORARY																									
I-74	6794+50.0	6796+49.0	WB	Waterborne/Solvent Paint			X				1.99	1.99	1.99												Div.(1)
I-74	6796+49.0	6824+60.0	WB	Waterborne/Solvent Paint			X				28.11	28.11	28.11												Div.(1)
I-74	6824+60.0	6826+79.0	WB	Waterborne/Solvent Paint			X								2.19										Div.(1)
I-74	6824+60.0	6826+79.0	WB	Waterborne/Solvent Paint			X				2.19		2.19												Div.(1)
WB Ent. Ramp	6820+00.0	6822+00.0	WB	Waterborne/Solvent Paint			X						2.00												Div.(1)
WB Ent. Ramp	6822+00.0	6826+79.4	WB	Waterborne/Solvent Paint			X								9.59										Div.(1)
I-74	6826+79.4	6837+00.0	WB	Waterborne/Solvent Paint			X				10.21	10.21	10.21	10.21											Div.(1)
I-74	6837+00.0	6838+03.5	WB	Waterborne/Solvent Paint			X					1.03													Div.(1)
WB Exit Ramp	6837+00.0	6839+00.0	WB	Waterborne/Solvent Paint			X								4.00	2.00									Div.(1)
I-74	6795+06.0	6797+05.7	EB	Waterborne/Solvent Paint	X						2.00	2.00	2.00												Div.(1)
I-74	6797+05.7	6823+45.0	EB	Waterborne/Solvent Paint	X						26.39	26.39	26.39												Div.(1)
I-74	6823+45.0	6825+49.9	EB	Waterborne/Solvent Paint	X						2.05	2.05	2.05												Div.(1)
	6825+49.9	6827+89.2	EB	Waterborne/Solvent Paint	X										2.39										Div.(1)
	6827+89.2	6837+00.0	EB	Waterborne/Solvent Paint	X									9.11											Div.(1)
I-74 EB Exit	6825+49.7	6827+89.2	EB	Waterborne/Solvent Paint	X										2.39										Div.(1)
I-74	6827+61.2	6837+00.0	EB	Waterborne/Solvent Paint	X						9.39		9.39												Div.(1)
I-74	6827+61.2	6837+00.0	EB	Waterborne/Solvent Paint	X							9.39													Div.(1)
I-74 EB Ent.	6837+00.0	6839+79.1	EB	Waterborne/Solvent Paint	X										2.79										Div.(1)
	6837+00.0	6840+25.0	EB		X										6.50	3.25									Div.(1)
I-74	6837+00.0	6838+56.7	EB	Waterborne/Solvent Paint	X							1.57													Div.(1)
I-74	6839+79.1	6840+71.0	EB	Waterborne/Solvent Paint	X								0.92												Div.(1)
KimberlyExit	4623+53.0	4624+69.0														1.35									Div.(1)
Temp Pvmt.																									
Stage 1																									

PAVEMENT MARKING LINE TYPES

See PM Series

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

BCY4: Broken Centerline (Yellow) @ 0.25 | DCY4: Double Centerline (Yellow) @ 2.00 | NPY4: No Passing Zone Line (Yellow) @ 1.25 | BLW4: Broken Lane Line (White) @ 0.25 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | DLW4: Dotted Line (White) @ 0.33 | CHW8: Channelizing Line (White) @ 2.00 | CHY8: Channelizing Line (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4	DLW4	CHW8	CHY8						
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
NB KBRD			NB	Removal		X					5.66											Div. (1)
NB KBRD			NB	Waterborne/Solvent Paint		X							3.36									Div. (1)
Stage 2																						
NB KBRD			NB	Removal		X							3.36									Div. (1)
Kimberly	4606+15.0	4609+95.0	BOTH	Highbuild Waterborne Paint		X											8.71					Div. (1)
Kimberly	4606+18.9		BOTH	Highbuild Waterborne Paint										0.72								Div. (1)
Kimberly	4606+22.7		SB	Highbuild Waterborne Paint	X											0.14						Div. (1)
Kimberly	4606+28.6		SB	Highbuild Waterborne Paint	X											0.12						Div. (1)
Kimberly	4606+19.7	4607+38.3	SB	Highbuild Waterborne Paint	X										1.19							Div. (1)
Kimberly	4609+25.0	4609+95.0	NB	Highbuild Waterborne Paint			X								0.69							Div. (1)
Kimberly	4609+92.8		NB	Highbuild Waterborne Paint			X									0.12						Div. (1)
Kimberly	4610+60.0	4614+13.0	BOTH	Highbuild Waterborne Paint													11.48					Div. (1)
Kimberly	4612+55.0	4614+10.9	NB	Highbuild Waterborne Paint			X								1.58							Div. (1)
Kimberly	4614+10.9		NB	Highbuild Waterborne Paint			X									0.28						Div. (1)
Kimberly	4614+75.9		SB	Highbuild Waterborne Paint	X											0.27						Div. (1)
Kimberly	4614+71.9	4625+40.0	BOTH	Highbuild Waterborne Paint		X											28.82					Div. (1)
Kimberly	4614+75.9	4616+30.0	SB	Highbuild Waterborne Paint	X										1.54							Div. (1)
Kimberly	4624+50.0	4627+00.0	SB	Highbuild Waterborne Paint	X						2.50											Div. (1)
Kimberly	4624+40.0	4627+00.0	NB	Waterborne/Solvent Paint		X						2.60										Div. (1)
Kimberly	4625+40.0	4627+00.0	NB	Highbuild Waterborne Paint			X						1.60									Div. (1)
Stage 3																						
Kimberly	4624+40.0	4627+00.0	NB	Removal		X						2.60										Div. (1)
Kimberly	4625+40.0	4627+00.0	NB	Highbuild Waterborne Paint		X					1.60											Div. (1)
Kimberly	4625+40.0	4627+00.0	NB	Highbuild Waterborne Paint	X								1.60									Div. (1)
				Factored Total: Waterborne/Solvent Paint				-	-	-	20.58	85.34	88.61	6.44	46.71	4.00	-	-	-	-	-	-	
				Factored Total: Highbuild Waterborne Paint				-	-	-	1.03	-	3.20	0.24	10.00	1.86	98.02	-	-	-	-	-	
				Factored Total: Removal				-	-	-	23.52	85.54	98.03	6.24	36.02	-	-	-	-	-	-	-	-
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							251.69												
				Bid Quantity: Painted Pavement Markings, Highbuild Waterborne							114.99												
				Bid Quantity: Pavement Markings Removed							249.35												

108-33
04-20-10

TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

No.	Station to Station		Length	(Select One) Concrete BA-401	(Select One) Steel BA-400	Remarks
			LF			
						See Contract IM-74-1(161)4--13-82 for TBR remaining
						from previous contract
	STAGE 1					
	I-74					
1	6796+25.0	6837+10.0	4085.0			To remain in place at the end of the contract.
			4087.5	X		12.5' Sections Div. (1)
2	6795+03.9	6839+42.0	4438.1			To remain in place at the end of the contract.
			4450.0	X		12.5' Sections. Div. (1)
	US 67					
3	796+52,88' LT	796+39,22' RT	112.0			Place at back of US 67 sidewalk, Tuck east end behind bridge pier
			112.5	X		12.5' Sections. Div. (1)
						To remain in place at the end of the contract.
	Ramp B					
4	4496+14.6	4499+73.3	358.7			To remain in place at the end of the contract.
			362.5	X		12.5' Sections. Div. (1)
	STAGE 2					
5	6822+35.0	6835+05.0	1270.0			WB Left Lane Closure During Temp. Pavement Construction
			1275.0	X		12.5' Sections Div.(1)
			1275.0	X		During nightime lane closure. Payment for one TBR placement in
						Stage 2 confuguration and 1 placement back to Stage 1 configuration
		Total	11562.5			

110-1
08-01-08

REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Pavement Type	Area SY	Saw Cut* LF	Intakes and Utility Accesses No.	Remarks
6811+28.0	6837+00.0	PCC	2910.0	0.0	0	Div.(1)
6814+97.0	6819+38.6	PCC	665.5	0.0	0	Div.(1)
6825+48.0	6837+00.0	PCC	1381.9	972.6	0	Div.(1)
Exit Ramp	At Kimberly		400.1	27.0	0	Div.(1)
Brown St.						
Kimberly Road	14th Street	PCC	1503.6	140.5		
Kimberly Road		Temp.	202.5			
Calvert Drive						
Kimberly Road	14th Street	Temp	90.1	45.8		
		PCC	1031.9	56.9		
Kimberly Road						
4618+63.0	4624+62.0	PCC	2249.8	29.9		
4624+62.0	4627+00.0	PCC	745.5	26.5		
4625+76.0	4628+42.0	PCC	510.4	367.2		Median Cross-over
4623+50.4	4624+12.3	Temp	110.8			
		TOTAL	11802.1			

110-7A
10-19-10

REMOVAL OF STEEL BEAM GUARDRAIL

* Not a bid item
(1) Lane(s) to which the installation is adjacent.

No.	(1) Direction of Traffic	Location: Station to Station		Side	Guardrail: Remove LF	End Terminals and Anchors*: Remove No.	End Terminals and Anchors*: Type	Remarks
1	WB	6812+02.1	6814+78.7	LT	276.7	1	BA-202, TY A	Length Includes End Terminal Div.(1)
2	WB	6811+38.7	6812+88.2	LT	248.0	1	BA-202, TY A	Intersection of I-74/Kimberly Rd. Div.(1)
			Total		524.7			

110-7B
10-19-10

REMOVAL OF CABLE GUARDRAIL

* Not a bid item
(1) Lane(s) to which the installation is adjacent

No.	(1) Direction of Traffic	Location: Station to Station		Side	Type (High/Low Tension)	Cable: Remove LF	Post * Footings, Concrete: Remove Yes/No	End Terminal*: Remove No.	Remarks
1	WB	6831+48.7	6836+20.0	RT	High Tension	471.3	Yes	1	Len.Include End Term. Div.(1)
2	WB	6833+96.8	6838+90.4	LT	High Tension	493.6	Yes	1	Len.Include End Term. Div.(1)
			Total			964.9			

SANITARY OR STORM SEWER ABANDONMENT OR REMOVAL

* Not a bid item

Location/Description	Sanitary or Storm Sewer	Abandonment, Plug Only or Abandonment, Plug and Fill or Removal	Length of Pipe		Fill Material*	Remarks
			≤ 36 inch diameter	> 36 inch diameter	Flowable Mortar or CLSM	
			LF	LF	CY	
6800+69-6800+84	Storm Sewer	Removal	23			Div.(1)
6807+83-6807+90	Storm Sewer	Removal	20			Div.(1)
6812+01, 1' LT-29' RT	Storm Sewer	Removal	29			Div.(1)
6818+36, 29' RT-6818+48, 0	Storm Sewer	Removal	31			
6827+00, 29' RT-27' LT	Storm Sewer	Removal	56			
6833+08, 25' RT-15' LT	Storm Sewer	Removal	44			
		TOTAL	203			

SHOULDERS

(1) Lane(s) to which the shoulder is adjacent.
(2) Bid Item
(3) Applies only for Paved Shoulders constructed on project with existing granular shoulders.
(4) Does not include shrink.

Calculations assume a HMA unit weight (lbs/cf) of 0, a Special Backfill unit weight (lbs/cf) of 140, and a Granular Shoulder unit weight (lbs/cf) of 140.

Location					Quantities														
Road Identification	(1) Direction Of Traffic	Station to Station		Side	(P) Width	(G) Width	(L) Length	Class 13 (3) Excavation Widening	HMA Base Widening (3)		Hot Mix Asphalt		Paved Shoulder	Reinforced Paved Shoulder	Special Backfill		Modified Subbase	Granular Shoulder		Earth Shoulder Construction		Remarks
					FT	FT	FT	CY (2)	TON (2)	TON/STA	TON	TON/STA	SY (2)	SY (2)	TON (2)	TON/STA	CY (2)	TON (2)	TON/STA	STA (2)	CY (4)	
Ramp D		4498+50.0	4501+79.0	R			329.0							278.0			96.7					Div.(1)
I-74		6834+05.4	6834+95.5	R			90.1							114.5								Div.(1)
I-74		6834+05.4	6834+95.5	L			90.1							114.3								Div.(1)
I-74		6804+31.9	6807+75.0	C			343.1							441.0								Div.(1)
										Total	0.000		0.0	947.8	0.000					0.0		

REMOVAL OF INTAKES AND UTILITY ACCESSES

Location/Description	Type	No.	Remarks
6800+84, 153' RT	Apron		Div.(1)
6807+83, 111' RT	Apron		Div.(1)
6807+90, 129' RT	Apron		Div.(1)
6812+01, 1' LT	Intake		Div.(1)
6818+48, 0	Intake		Div.(1)
6827+00, 0	Intake		Div.(1)
6832+98, 0	Intake		Div.(1)

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Earth Dam or Dike (Proposed)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Proposed Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Proposed Intake
- Existing Utility Access (Manhole)
- Proposed Utility Access (Manhole)
- Fire Hydrant
- WH Water Hydrant (Rural)

- ST Septic Tank
- C Cistern
- LP L.P. Gas Tank (No Footing)
- UST Underground Storage Tank
- Latrine
- Luminaire
- Traffic Signal
- Traffic Signal with Luminaire
- TP Telephone Pedestal
- TVP Television Pedestal
- Telephone Pole
- Telephone Pole (Second Company)
- Telephone Pole (Third Company)
- Telephone Pole (Fourth Company)
- Telephone Pole (Fifth Company)
- Power Pole
- Power Pole (Second Company)
- Power Pole (Third Company)
- Power Pole (Fourth Company)
- Power Pole (Fifth Company)
- Electrical Highline Tower (Metal or Concrete)
- Telephone Riser Pole
- Power Riser Pole
- Telegraph Pole
- Satellite TV Dish
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- EB Electric Box
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box

- FO Existing Fiber Optics (Central Scott)
- FO2 Existing Fiber Optics (Mcleod USA)
- FO3 Existing Fiber Optics (Qwest)
- FO4 Existing Fiber Optics (ATT)
- FO6 Existing Fiber Optics (MediaCom)
- FO8 Existing Fiber Optics (Bettendorf)
- FO9 Existing Fiber Optics (IowaDOT)
- E Existing Power Line (MidAmerican)
- E2 Existing Power Line (MidAmerican)
- E3 Existing Power Line (MidAmerican)
- E4 Existing Power Line (MidAmerican)
- E5 Existing Power Line (IowaDOT)
- G Existing Gas Line (MidAmerican)
- G-HP Existing High Pressure Gas Line (MidAmerican)
- San. Existing Sanitary Sewer Line (Bettendorf)
- San.2 Existing Sanitary Sewer Line (Davenport)
- T Existing Telephone Line (Qwest)
- TV Existing Cable Television Line (MediaCom)
- TV2 Existing Cable Television Line (MediaCom)
- W Existing Water Line (IA American)

TABULATION OF UTILITIES

102-13A
10-29-02

CENTRAL SCOTT TELEPHONE: Fiber Optics
McLEOD USA: Fiber Optics
QWEST COMMUNICATIONS: Fiber Optics, Telephone Lines
AT&T: Fiber Optics
MEDIACOM: Fiber Optics, Television
BETTENDORF: Fiber Optics
IOWA DOT: Fiber Optics, Power Lines
MIDAMERICAN ENERGY - Power Lines, Gas
BETTENDORF: Sanitary Sewer Line
DAVENPORT: Sanitary Sewer Line
IA-AMERICAN: Water Line

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS (ROAD)

LINE WORK	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 Bridge Shading (By Others)
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Pavement Shading
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS (ROAD)

LINE WORK	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

CONVENTIONAL SIGNS

- Station / Reference Point — Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail

RIGHT OF WAY LEGEND

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

Legend And Symbol Information Sheet

D, E, F, AND K SHEETS

(Symbols are Typical Only)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.1

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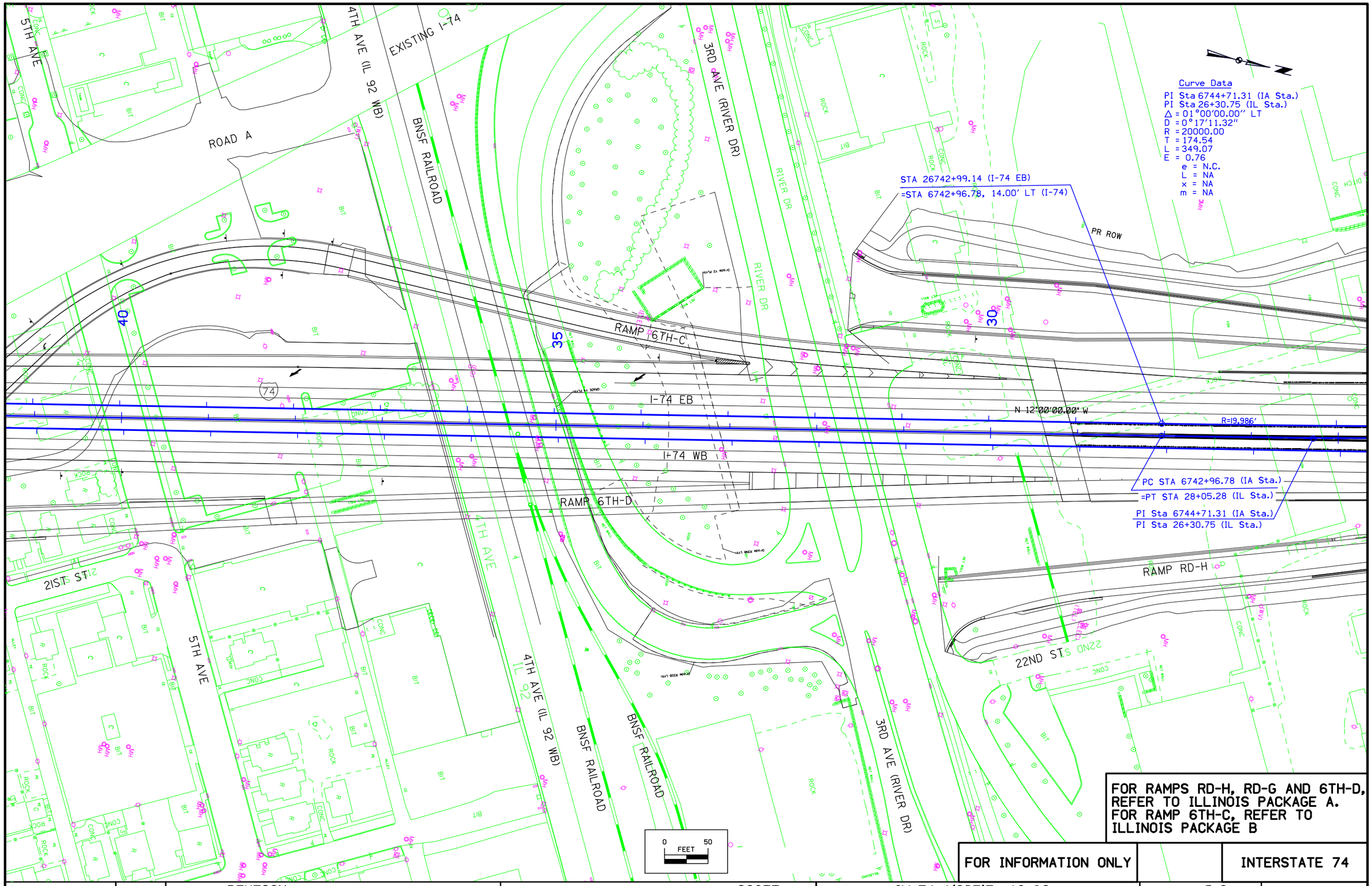

Curve Data
PI Sta 6744+71.31 (IA Sta.)
PI Sta 26+30.75 (IL Sta.)
Δ = 01°00'00.00'' LT
D = 0°17'11.32''
R = 20000.00
T = 174.54
L = 349.07
E = 0.76
e = N.C.
L = NA
x = NA
m = NA

FOR RAMPS RD-H, RD-G AND 6TH-D, REFER TO ILLINOIS PACKAGE A. FOR RAMP 6TH-C, REFER TO ILLINOIS PACKAGE B

FOR INFORMATION ONLY

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.2

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+00.00 I-74 Illinois Viaduct +61.02 Fill +00.00

IA VPI 6735+77.06 (IA Sta.)
IL VPI 35+25.00 (IL Sta.)
Elv 606.99
K = 251
Len 400.00 ft

-0.505%

-2.098%

I-74 PGL

EXISTING GROUND AT ℄

635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt Med Rt — I-74 Illinois Viaduct — Fill

610.03 609.90 609.78 609.65 609.52 609.40 609.27 609.15 609.02 608.89 608.77 608.64 608.51 608.39 608.26 608.14 608.01 607.87 607.71 607.53 607.31 607.08 606.82 606.53 606.22 605.88 605.52 605.14 604.73 604.29 603.83 603.35 602.84 602.31 601.79 601.26 600.74 600.21 599.69 599.16 598.64 598.11 597.59 597.07 596.54 596.02 595.49 594.97 594.44 593.92 593.41 592.94 592.51 592.11 591.76 591.44 591.16 590.92 590.72 590.56 590.43 590.35

41 40 39 38 37 36 35 34 33 32 31 30 29 28 27 26

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER D.3

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-01B.sht.sht

ILLINOIS JURISDICTION

IOWA JURISDICTION

BEGIN IOWA PROJECT.
BRIDGE CONSTRUCTION BY OTHERS

STA. 6746+86.92

EQUATION:
STA. 25+35.00 (IL I-74)
= STA. 6745+67.06 (IA I-74)

PT Sta 6746+45.84 (IA Sta.)
=PC Sta. 24+56.21 (IL Sta.)

ATTENUATORS REQUIRED

Curve 21003 (I-74 EB)
PI Sta 26747+52.49
Δ = 2° 35′ 56.05″ (LT)
D = 0° 17′ 12.05″
R = 19,986.00′
T = 453.35′
L = 906.55′
E = 5.14′
e = N.C.
L = NA
x = NA
m = NA

Curve 21005 (I-74 EB)
PI Sta 26758+58.62
Δ = 1° 35′ 56.05″ (RT)
D = 0° 17′ 11.32″
R = 20,000.00′
T = 279.08′
L = 558.12′
E = 1.95′
e = N.C.
L = NA
x = NA
m = NA

PT STA 26752+05.69 (I-74 EB)
=STA 6752+03.50, 21.78′ LT (I-74)

PC STA 26755+79.54 (I-74 EB)
=STA 6755+77.21, 32.21′ LT (I-74)

PI STA 26758+58.62 (I-74 EB)
=STA 6758+56.18, 40.00′ LT (I-74)

6750

6755

6760

RAMP RD-G

I-74 EB

I-74 WB

RAMP RD-H

BIKE TRAIL

PT STA 26747+52.49 (I-74 EB)
=STA 6747+50.32, 9.13′ LT (I-74)

PC STA 16757+83.79 (I-74 WB)
=STA 6757+86.21, 36.95′ RT (I-74)

MISSISSIPPI RIVER

PI STA 16759+58.32 (I-74 WB)
=STA 6759+60.72, 40.00′ RT (I-74)

Curve 21001 (I-74 WB)
PI Sta 16759+58.32
Δ = 1° 00′ 00″ (LT)
D = 0° 17′ 11.32″
R = 20,000.00′
T = 174.54′
L = 349.07′
E = 0.76′
e = N.C.
L = NA
x = NA
m = NA

0 FEET 50

FOR RAMPS RD-H, RD-G AND 6TH-D, REFER TO ILLINOIS PACKAGE A.
FOR RAMP 6TH-C, REFER TO ILLINOIS PACKAGE B

FOR INFORMATION ONLY

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.4

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+00.00

EQUATION:
STA. 25+35.00 (IL I-74)
= STA. 6745+67.06 (IA I-74)

I-74 PGL

+2.200%

IA VPI 6745+52.06 (IA Sta.)
IL VPI 25+50.00 (IL Sta.)
Elv 586.53
K = 163
Len 700.00 ft

EXISTING GROUND AT ℄

635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

Lt Med Rt

Fill

Fill

I-74 Mississippi River Crossing

I-74 Mississippi River Crossing

590.43 590.35 590.30 590.29 590.32 590.39 590.49 590.64 590.82 591.04 591.30 591.59 591.93 592.30 592.72 593.17 593.66 594.18 594.73 595.28 595.83 596.38 596.93 597.48 598.03 598.58 599.13 599.68 600.23 600.78 601.33 601.88 602.43 602.98 603.53 604.08 604.63 605.18 605.73 606.28 606.83 607.38 607.93 608.48 609.03 609.58 610.13 610.68 611.23 611.78 612.33 612.88 613.43 613.98 614.53 615.08 615.63 616.18 616.73 617.28 617.83 618.38

26 6746 6747 6748 6749 6750 6751 6752 6753 6754 6755 6756 6757 6758 6759 6760

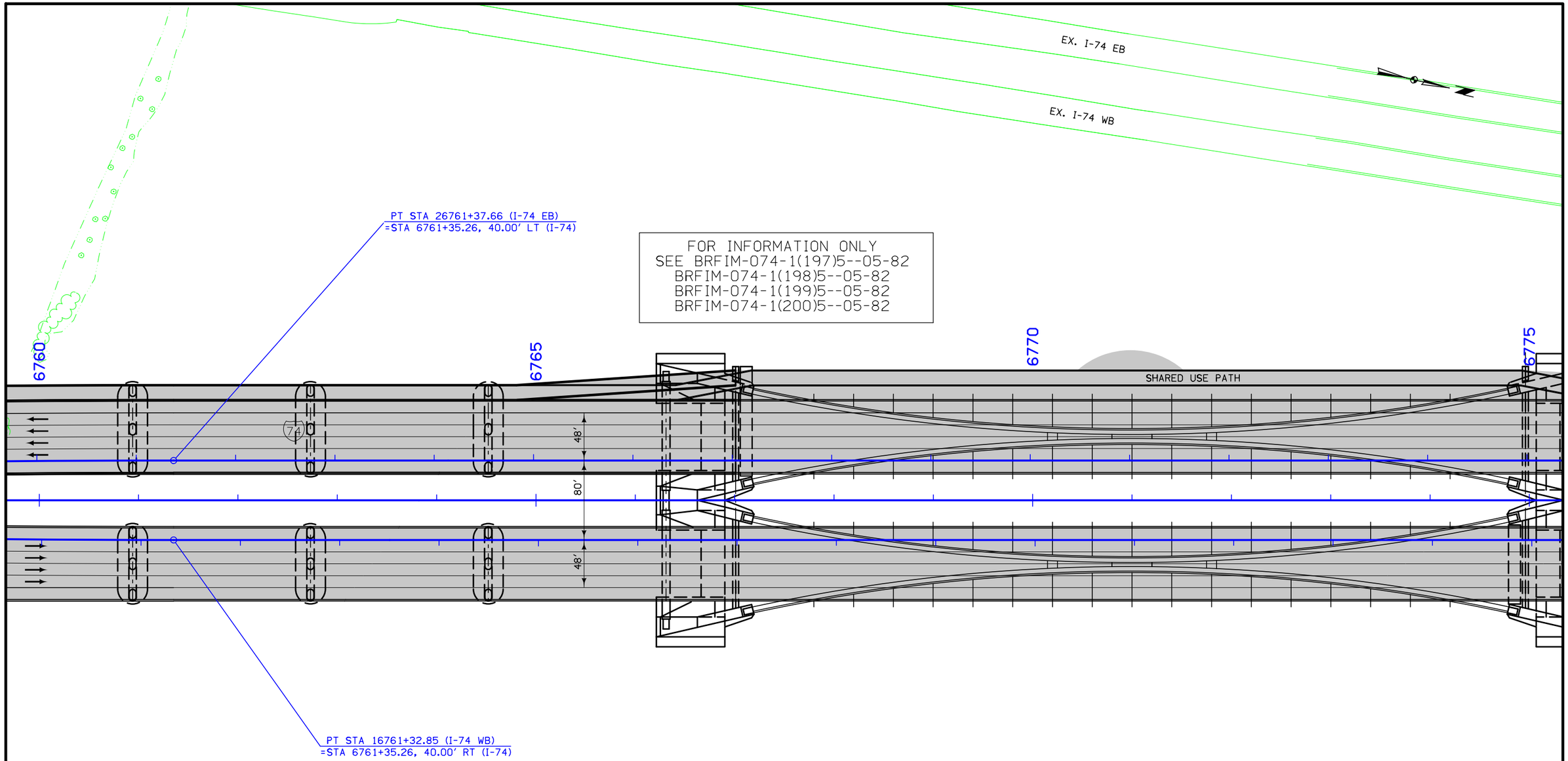
FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.5

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-01D.sht.sht



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.6

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+00.00

I-74 Mississippi River Crossing

+00.00

660
655
650
645
640
635
630
625
620
615
610
605
600
595
590
585

VPI +75.00
Elv 644.23
K = 250
Len 1250.00 ft

+2.200%

-2.800%

I-74 PGL

FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt
Med
Rt

I-74 Mississippi River Crossing

I-74 Mississippi River Crossing

618.93 619.48 620.03 620.58 621.13 621.68 622.23 622.78 623.33 623.88 624.43 624.98 625.53 626.08 626.63 627.18 627.73 628.28 628.83 629.38 629.93 630.48 631.02 631.53 632.02 632.48 632.92 633.33 633.72 634.08 634.42 634.73 635.02 635.28 635.52 635.73 635.92 636.08 636.22 636.33 636.42 636.48 636.52 636.53 636.52 636.48 636.42 636.33 636.22 636.08 635.92 635.73 635.52 635.28 635.02 634.73 634.42 634.08 633.72 633.33

6760 6761 6762 6763 6764 6765 6766 6767 6768 6769 6770 6771 6772 6773 6774 6775

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.7

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-02.sht.sht

For Interchange Details
Refer to K Sheets

DAVENPORT TWP.
T-78 N R-4 E
SEC. 32

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

POT Sta 185+80.72

6775

6780

6785

6790

STA. 6775+75.00, 88.00 LT
BEGIN 50:1 ENT. TAPER

BIKE TRAIL

190

80'

36'

74

US 67 RAMP B

(U.A.C)
Sta. 6787+82.00
15"x68' RCP

EX. 15TH ST

EX. GILBERT ST

0 50
FEET

Refer to M Sheets
for Storm Sewer Details

For Profile Details
Refer to Next Sheet

For Side Road Details
Refer to E Sheets

MAINLINE
PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.8

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+00.00 | I-74 Mississippi River Crossing | +16.00 | I-74 Iowa Viaduct | +00.00

635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

I-74 PGL

-2.800%

VPI +00.00
Elv 593.13
K = 148
Len 500.00 ft

EXISTING GROUND AT ℄

I-74 WBL VERTICAL CLEARANCE = 27.65'

I-74 EBL VERTICAL CLEARANCE = 25.27'

I-74 WBL VERTICAL CLEARANCE = 24.12'

I-74 EBL VERTICAL CLEARANCE = 24.82'

R.R. TRACKS

EXISTING GILBERT ST

INTERSTATE I-74

For Plan Details Refer to Previous Sheet

Lt Med Rt

I-74 Mississippi River Crossing

I-74 Mississippi River Crossing

Use As Constructed

I-74 Iowa Viaduct

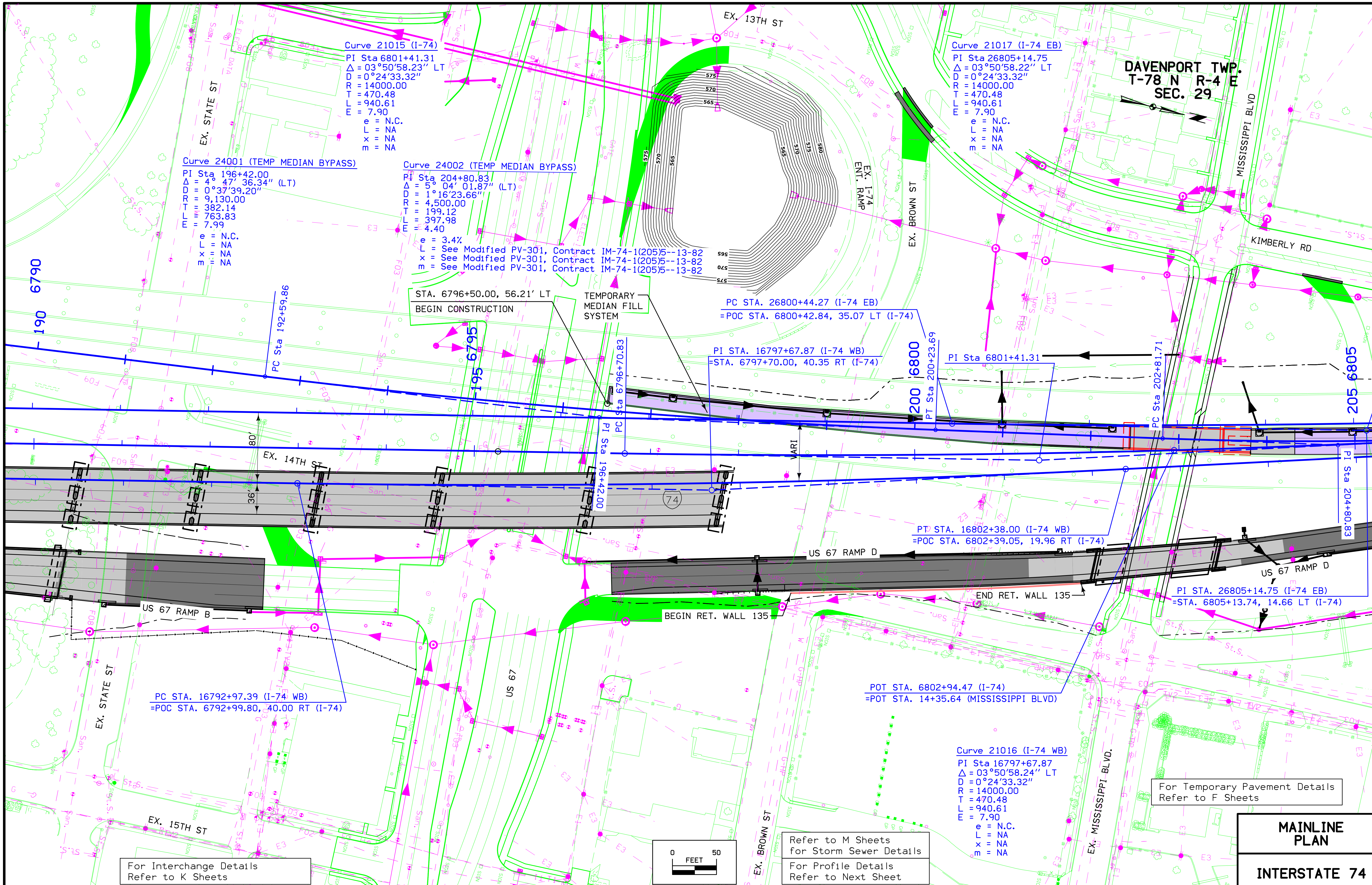
Lt Med Rt

632.92 632.48 632.02 631.53 631.02 630.48 629.92 629.33 628.72 628.08 627.42 626.73 626.03 625.33 624.63 623.93 623.23 622.53 621.83 621.13 620.43 619.73 619.03 618.33 617.63 616.93 616.23 615.53 614.83 614.13 613.43 612.73 612.03 611.33 610.63 609.93 609.23 608.53 607.83 607.13 606.43 605.73 605.03 604.33 603.63 602.93 602.23 601.53 600.83 600.13 599.45 598.81 598.22 597.67 597.16 596.69 596.27 595.88 595.54 595.24

6775 6776 6777 6778 6779 6780 6781 6782 6783 6784 6785 6786 6787 6788 6789 6790

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.9

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-04.sht.sht



EX. 13TH ST
Curve 21015 (I-74)
PI Sta 6801+41.31
Δ = 03°50'58.23" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA
Curve 21017 (I-74 EB)
PI Sta 26805+14.75
Δ = 03°50'58.22" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29
EX. STATE ST
Curve 24001 (TEMP MEDIAN BYPASS)
PI Sta 196+42.00
Δ = 4° 47' 36.34" (LT)
D = 0°37'39.20"
R = 9,130.00
T = 382.14
L = 763.83
E = 7.99
e = N.C.
L = NA
x = NA
m = NA
Curve 24002 (TEMP MEDIAN BYPASS)
PI Sta 204+80.83
Δ = 5° 04' 01.87" (LT)
D = 1°16'23.66"
R = 4,500.00
T = 199.12
L = 397.98
E = 4.40
e = 3.4%
L = See Modified PV-301, Contract IM-74-1(205)5--13-82
x = See Modified PV-301, Contract IM-74-1(205)5--13-82
m = See Modified PV-301, Contract IM-74-1(205)5--13-82
EX. I-74 ENT. RAMP
EX. BROWN ST
MISSISSIPPI BLVD
KIMBERLY RD
6790
190
PC Sta 192+59.86
STA. 6796+50.00, 56.21' LT
BEGIN CONSTRUCTION
TEMPORARY MEDIAN FILL SYSTEM
PC STA. 26800+44.27 (I-74 EB)
=POC STA. 6800+42.84, 35.07 LT (I-74)
PI STA. 16797+67.87 (I-74 WB)
=STA. 6797+70.00, 40.35 RT (I-74)
6795
195
PC Sta 6796+70.83
6800
200
PT Sta 200+23.69
PI Sta 6801+41.31
PC Sta 202+81.71
205 6805
80'
EX. 14TH ST
PI Sta 196+42.00
VARI
36'
74
PI Sta 204+80.83
PT STA. 16802+38.00 (I-74 WB)
=POC STA. 6802+39.05, 19.96 RT (I-74)
US 67 RAMP D
US 67 RAMP D
END RET. WALL 135
PI STA. 26805+14.75 (I-74 EB)
=STA. 6805+13.74, 14.66 LT (I-74)
US 67 RAMP B
BEGIN RET. WALL 135
EX. STATE ST
US 67
POT STA. 6802+94.47 (I-74)
=POT STA. 14+35.64 (MISSISSIPPI BLVD)
PC STA. 16792+97.39 (I-74 WB)
=POC STA. 6792+99.80, 40.00 RT (I-74)
Curve 21016 (I-74 WB)
PI Sta 16797+67.87
Δ = 03°50'58.24" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA
EX. MISSISSIPPI BLVD.
For Temporary Pavement Details
Refer to F Sheets
EX. 15TH ST
EX. BROWN ST
0 FEET 50
Refer to M Sheets
for Storm Sewer Details
For Profile Details
Refer to Next Sheet
For Interchange Details
Refer to K Sheets

MAINLINE PLAN

INTERSTATE 74

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER D.10

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+00.00

I-74 Iowa Viaduct

+25.00

CL 10 Cut = 347 CY
Borrow = 3327 CY
3674 CY

Fill + 30% = 3674 CY
3674 CY

+50.00 Temp Bridge +50.00

CL 10 Cut = 54 CY
Borrow = 5337 CY
5391 CY

Fill+30%=5391 CY
5391 CY

+00.00

635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560

FUTURE I-74 PGL
See F Sheets
for Temp Profile

+2.760%

I-74 PGL

+0.584%

VPI +25.00
Elv 600.28
K = 138
Len 300.00 ft

I-74 WBL VERTICAL CLEARANCE = 18.07'

I-74 EBL VERTICAL CLEARANCE = 19.01'

MISSISSIPPI BLVD

I-74 WBL VERTICAL CLEARANCE = 16.62'

I-74 EBL VERTICAL CLEARANCE = 16.70'

EXISTING GROUND AT ℄

US 67 NB US 67 SB

EXISTING LEFT DITCH PROFILE

LEFT DITCH PROFILE

6803+47
577.00

2.3%

2%

4.0%

6803+86
576.00

6803+71
574.00

6803+53
574.00

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt Med Rt

I-74 Iowa Viaduct

I-74 Iowa Viaduct

(Use Existing Ditch)

Side Road Ditch Grade

Temporary Pavement

Vari. See Cross Sections

Lt Med Rt

594.99 594.78 594.60 594.48 594.39 594.34 594.34 594.38 594.46 594.59 594.74 594.88 595.03 595.17 595.32 595.46 595.61 595.76 595.90 596.05 596.19 596.34 596.49 596.63 596.78 596.92 597.07 597.22 597.36 597.51 597.65 597.80 597.95 598.09 598.24 598.38 598.53 598.67 598.82 598.97 599.11 599.26 599.40 599.57 599.79 600.05 600.35 600.70 601.10 601.54 602.02 602.55 603.13 603.75 604.42 605.11 605.80 606.49 607.18 607.87

6790 6791 6792 6793 6794 6795 6796 6797 6798 6799 6800 6801 6802 6803 6804 6805

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **D.11**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-06.sht.sht

Refer to M Sheets
for Storm Sewer Details

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

EX. MISSISSIPPI BLVD

STA. 208+25.00 = STA. 6808+25.00
END FULL-WIDTH DETOUR PAVEMENT CONSTRUCTION
BEGIN PROPOSED PAVEMENT CONSTRUCTION

PI STA. 26805+14.75 (I-74 EB)
=STA. 6805+13.74, 14.66 LT (I-74)

KIMBERLY RD

EX. I-74 EXIT RAMP

PT STA. 26809+84.88 (I-74 EB)
=POC STA. 6809+84.33, 15.00 LT (I-74)

PT Sta 6806+11.44

6805 205 210 6810 215 6815 220 6820

74

US 67 RAMP D

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

EX. I-74 E

(U.A.C)
Sta. 6805+75.00
64'x15" RCP

STA. 6811+90.00
BEGIN WB LANE CONSTRUCTION

EX. 14TH ST

0 50 FEET

For Interchange Details
Refer to K Sheets

For Profile Details
Refer to Next Sheet

For Temporary Pavement Details
Refer to F Sheets

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.12

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-07.sht.sht

CL 10 Cut = 863 CY
Borrow = 38,460 CY
From Kimberly Rd = 307 CY
From I-74 STA 6827+50.00 = 1370 CY
From I-74 STA 6836+00.00 = 212 CY
38,291 CY

Fill + 30% = 41,212 CY
41,212 CY

+00.00

+00.00

655 650 645 640 635 630 625 620 615 610 605 600 595 590 585 580

STA. 6808+25
END FULL-WIDTH DETOUR PAVEMENT CONSTRUCTION
BEGIN PROPOSED PAVEMENT CONSTRUCTION
SEE F SHEETS FOR TEMPORARY PAVEMENT PROFILES

I-74 PGL
+2.760%

FUTURE I-74 PGL
See F Sheets
for Temp Profile

EXISTING GROUND AT ℄

EXISTING LEFT DITCH PROFILE

LEFT DITCH PROFILE

6806+09
581.00
16.3%
6806+25
582.00
2.3%
Ditch Grade

Lt	(Use Existing Ditch)		(Use As Constructed)	
Med	Temporary Pavement		Proposed Median Pavement	
Rt	Vari.		(Used As Constructed)	

608.56 609.25 609.94 610.63 611.32 612.01 612.70 613.39 614.08 614.77 615.46 616.15 616.84 617.53 618.22 618.91 619.60 620.29 620.98 621.67 622.36 623.05 623.74 624.43 625.12 625.81 626.50 627.19 627.88 628.57 629.26 629.95 630.64 631.33 632.02 632.71 633.40 634.09 634.78 635.47 636.16 636.85 637.54 638.23 638.92 639.61 640.30 640.99 641.68 642.37 643.06 643.75 644.44 645.13 645.82 646.51 647.20 647.89 648.58 649.27

6805 6806 6807 6808 6809 6810 6811 6812 6813 6814 6815 6816 6817 6818 6819 6820

INTERSTATE I-74
For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.13

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-08.sht.sht

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

Refer to M Sheets
for Storm Sewer Details

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15'' RT
D = 0°14'56.80''
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

PC STA. 26823+21.85 (I-74 EB)
=STA. 6823+21.29, 15.00' LT (I-74)

PI STA. 26832+58.47 (I-74 EB)
=STA. 6832+56.79, 34.05' LT (I-74)

EX. HIGHLAND PARK DR

STA. 6825+50.00
BEGIN EB LANE CONSTRUCTION

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

6820
220
6825
6830
6835

POT Sta 223+21.29

PI Sta 6832+57.30

74

EX. I-74 ENT. RAMP

PC Sta 6823+21.29

PC STA. 16823+20.73 (I-74 WB)
=STA. 6823+21.29, 15.00' RT (I-74)

PI STA. 16832+56.13 (I-74 WB)
=STA. 6832+56.79, 4.03' LT (I-74)

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

0 50
FEET

For Interchange Details
Refer to K Sheets

For Temporary Pavement Details
Refer to F Sheets

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.14

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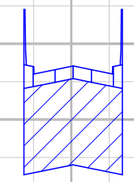
CL 10 Cut = 1604 CY
1604 CY

Fill + 30% = 234 CY
To I-74 STA 6812+50.00 = 1370 CY
1604 CY

+00.00

+00.00



VERTICAL
CLEARANCE = 16.68'

VPI +75.00
Elv 659.62
K = 246
Len 550.00 ft

+2.760%

+0.520%

I-74 PGL

EXISTING GROUND AT ℄

690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615

Lt
Med
Rt

(Use As Constructed)
Bituminous Median
(Use As Constructed)

649.96 650.65 651.34 652.03 652.71 653.36 653.99 654.59 655.16 655.71 656.24 656.74 657.21 657.66 658.08 658.48 658.85 659.20 659.52 659.81 660.08 660.33 660.55 660.74 660.91 661.05 661.18 661.31 661.44 661.57 661.70 661.83 661.96 662.09 662.22 662.35 662.48 662.61 662.74 662.87 663.00 663.13 663.26 663.39 663.52 663.65 663.78 663.91 664.04 664.17 664.30 664.43 664.56 664.69 664.82 664.95 665.08 665.21 665.34 665.47

6820 6821 6822 6823 6824 6825 6826 6827 6828 6829 6830 6831 6832 6833 6834 6835

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **D.15**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-10.sht.sht

Refer to M Sheets
for Storm Sewer Details

DAVENPORT TWP.
T-78 N R-4 E
SEC. 20

EX. LINCOLN RD

STA. 6837+00.00
END CONSTRUCTION

PT STA. 26841+94.06 (I-74 EB)
=STA. 6841+92.28, 15.00' LT (I-74)

PT Sta 6841+92.29

PT STA. 16841+90.50 (I-74 WB)
=STA. 6841+92.28, 15.00' RT (I-74)

6835
6840
6845
6850

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

74

0 50
FEET

For Interchange Details
Refer to K Sheets

For Profile Details
Refer to Next Sheet

MAINLINE
PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.16

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+00.00

CL 10 Cut = 234 CY

234 CY

Fill + 30% = 22 CY
To I-74 STA 6812+50.00 = 212 CY

234 CY

+00.00

710
705
700
695
690
685
680
675
670
665
660
655
650
645
640
635

STA. 6837+00.00
END PROJECT

I-74 PGL

+1.760%

+0.520%

VPI +50.00
Elv 666.25
K = 161
Len 200.00 ft

EXISTING GROUND AT ℄

VPI +00.00
Elv 688.25
K = 252
Len 1200.00 ft

VERTICAL
CLEARANCE = 16.41'

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt
Med
Rt

(Use As Constructed)
Proposed Median
(Use As Constructed)

665.60 665.73 665.88 666.07 666.29 666.56 666.86 667.21

6835 6836 6837 6838 6839 6840 6841 6842 6843 6844 6845 6846 6847 6848 6849 6850

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER D.17

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-D-2-12.sht.sht

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

POT STA. 4614+43.09 (KIMBERLY RD)
=PI STA. 11+90.00 (MISSISSIPPI BLVD)

PC Sta 4616+65.09

45°

PI Sta 4621+06.86

PI Sta 4624+89.45

STA. 4624+40.00
BEGIN CONSTRUCTION

STA. 4627+00.00
END CONSTRUCTION

EX. MISSISSIPPI BLVD

EX. E KIMBERLY RD

KIMBERLY RD

EX. I-74

4615 4620 4625

Refer to M Sheets
for Storm Sewer Details

KIMBERLY ROAD

Fill+30% = 92 CY
To I-74 Sta. 6812+50 = 307 CY
399 CY

Cut = 399 CY

KIMBERLY RD PGL

+1.800%

EXISTING GROUND

BEGIN CONSTRUCTION
ELEV. 570.51
STA. 4600+75.00

STA. 4627+00.00
END CONSTRUCTION
ELEV. 609.14

590 585 580 575 570 565

610 605 600 595 590 585

Lt Med Rt

Existing Pavement | Median | Curb & Gutter

604.64 605.09 605.54 605.99 606.44 606.89 607.34 607.79 608.24 608.69 609.14

4625

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER E.1

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

Curve 24001 (TEMP MEDIAN BYPASS)
PI Sta 196+42.00
Δ = 4° 47' 36.34" (LT)
D = 0°37'39.20"
R = 9,130.00
T = 382.14
L = 763.83
E = 7.99
e = N.C.
L = NA
x = NA
m = NA

Curve 24002 (TEMP MEDIAN BYPASS)
PI Sta 204+80.83
Δ = 5° 04' 01.87" (LT)
D = 1°16'23.66"
R = 4,500.00
T = 199.12
L = 397.98
E = 4.40
e = 3.4%
L = See Modified PV-301, Contract IM-74-1(205)5--13-82
x = See Modified PV-301, Contract IM-74-1(205)5--13-82
m = See Modified PV-301, Contract IM-74-1(205)5--13-82

STA. 6796+50.00, 56.21' LT
BEGIN CONSTRUCTION

TEMPORARY MEDIAN FILL SYSTEM. SEE U SHEETS

TEMPORARY BRIDGE BY OTHERS. SEE BRFIM-074-1(199)5--05-82

PC Sta 192+59.86

PI Sta 196+42.00

PT Sta 200+23.69

PC Sta 202+81.71

PI Sta 204+80.83

EX. STATE ST

EX. 14TH ST

EX. 15TH ST

US 67 RAMP B

US 67 RAMP D

EX. I-74 ENT. RAMP

EX. BROWN ST

EX. MISSISSIPPI BLVD.

0 FEET 50

0 FEET 50

PLAN

TEMPORARY DETOUR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER F.1

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

Curve 24002 (TEMP MEDIAN BYPASS)

PI Sta 204+80.83
Δ = 5° 04' 01.87" (LT)
D = 1°16'23.66"
R = 4,500.00
T = 199.12
L = 397.98
E = 4.40
e = 3.4%
L = See Modified PV-301, Contract IM-74-1(205)5--13-82
x = See Modified PV-301, Contract IM-74-1(205)5--13-82
m = See Modified PV-301, Contract IM-74-1(205)5--13-82

EX. MISSISSIPPI BLVD

EX. I-74 EXIT RAMP

TEMPORARY MEDIAN PAVEMENT
SEE B SHEETS

STA. 208+25 / 6808+25 (ML I-74)
END FULL WIDTH TEMP. PAVEMENT

PT Sta 206+79.68

30'

60'

210

215

220

EX. I-74 ENT. R

US 67 RAMP D

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

0 FEET 50

PLAN

TEMPORARY DETOUR

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER F.2

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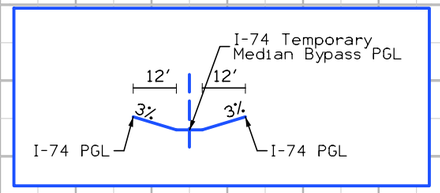

VPI +84.000
Elv 612.59
K = 246
Len 232.00 ft

Sta. 208+25.00 = Sta. 6808+25.00 (ML I-74)
End Temp. Pavement
Elev. = 616.48
Elev @ Prop I-74 PGL = 616.84

616.48

Proposed I-74 Mainline Profile
Refer to D-Sheets for
Additional Information

+2.760%

+2.760%

I-74 Temporary Median Bypass PGL

+3.703%

+3.703%

Prop. Future I-74 Profile

Temp. Bridge

Match Exist. Viaduct
See Temporary Median Fill System on U Sheets

596.13 596.27 596.40 596.53 596.70 596.85 596.97 597.02

+0.600%

VPI +00.00
Elv 598.37
K = 136
Len 422.00 ft

KIMBERLY ROAD

Existing Ground Profile

CALVERT ROAD

BROWN ST.

MISSISSIPPI BLVD.

Exist. Viaduct Elevations Along Temp Median Bypass PGL

2% Cross Slope From Existing Viaduct to Temp Median Bypass PGL

Proposed Temporary Median Bypass Profile

595.68 595.76 595.88 595.94 595.84 596.02 596.33 596.51 596.13 596.27 596.40 596.53 596.70 596.85 596.97 597.02 597.17 597.37 597.61 597.89 598.22 598.60 599.02 599.49 600.01 600.57 601.17 601.83 602.53 603.27 604.06 604.90 605.78 606.70 607.63 608.55 609.46 610.34 611.19 612.02 612.83 613.61 614.36 615.09 615.79 616.48

575 570 565 560 620 615 610 605 600 595 590 585 580 575 570

197 198 199 200 201 202 203 204 205 206 207 208 210

PROFILE

TEMPORARY DETOUR

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **F.3**

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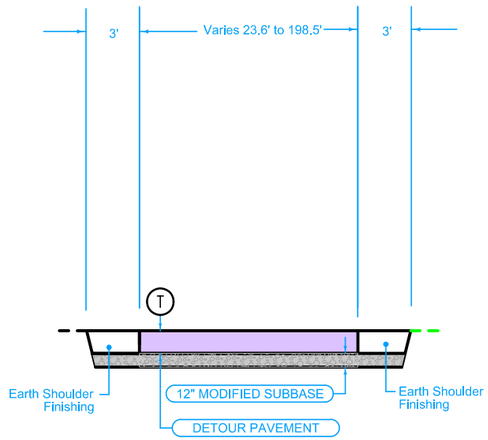
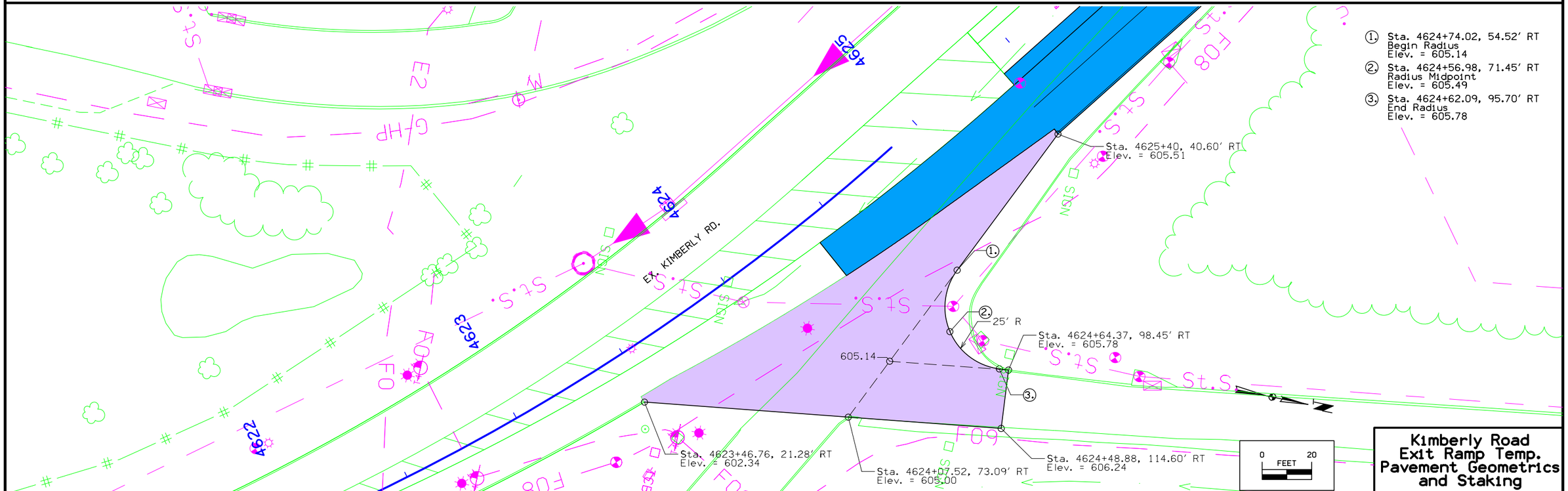


LOCATION			T HMA Inches	T PCC Inches
ROAD IDENTIFICATION	STATION TO STATION			
Kimberly Road	4623+46.76	4624+64.37	10.5	8.5
Exit Ramp Temp				



Kimberly Road Exit Ramp Temp. Pavement Geometrics and Staking

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER F.4

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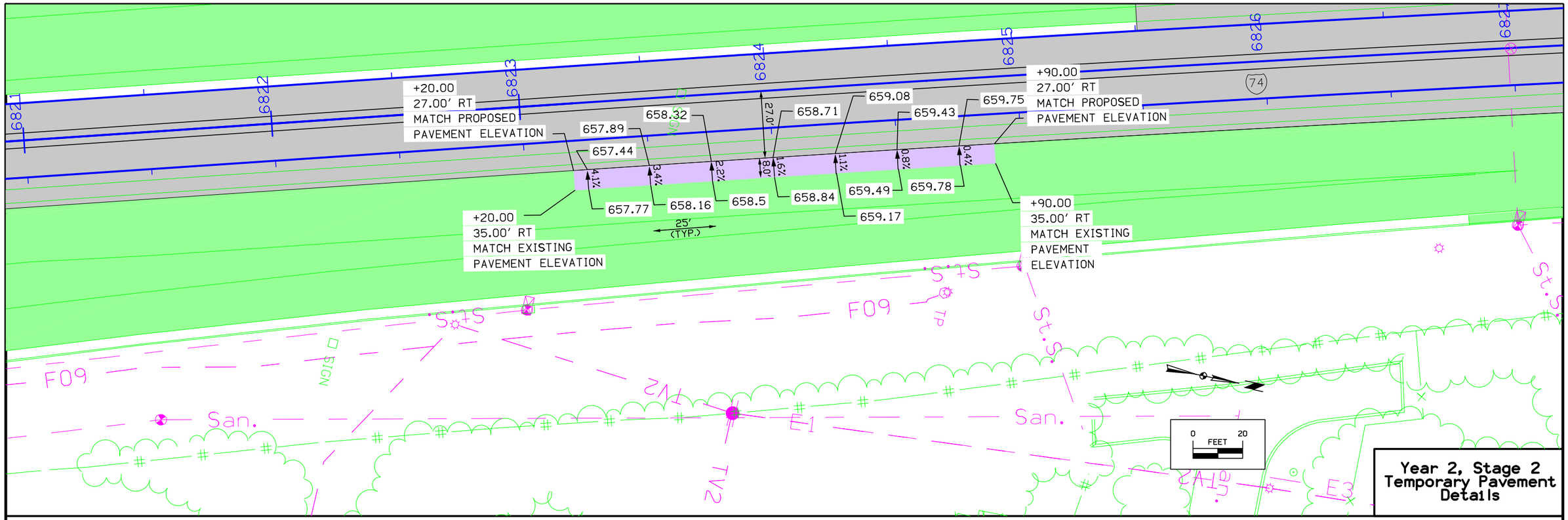

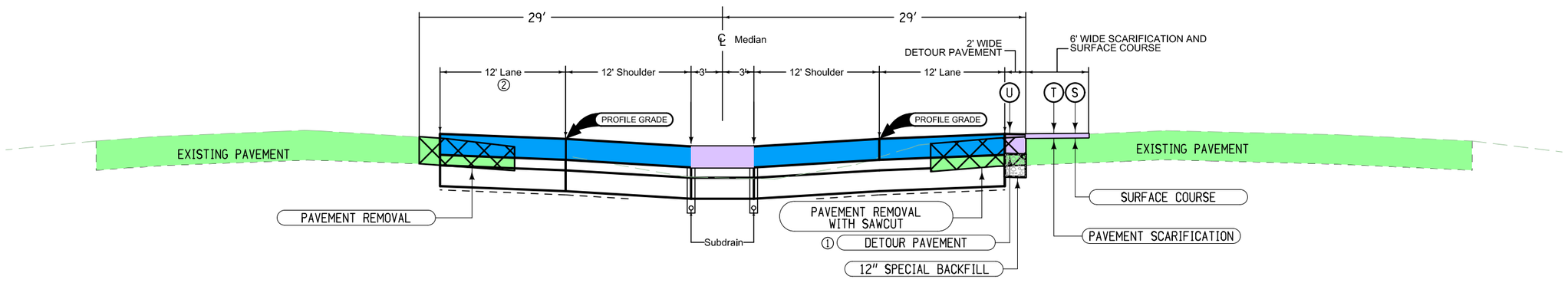

① Detour Pavement to be Hot Mix Asphalt in this section, see Tab 100-24 for quantities.

② EB Lane Begins at Station 6825+50.

Location			(U) Inches	(S) Inches	(T) Inches	Hot Mix Asphalt (Tons) Surface	Pavement Scarification Sq. Yds.	Remarks
Road Identification	Station To Station							
I-74	6823+20.00	6824+90.00	10.5	2	Var.	12.31	113.2	①
I-74	6829+20.00	6837+00.00	10.5	2	Var.	56.47	519.3	①

TYPICAL SECTION
YEAR 2, STAGE 2
TEMP. DETOUR PAVEMENT & RESURFACING

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(205)5--13-82** | SHEET NUMBER **F.5**

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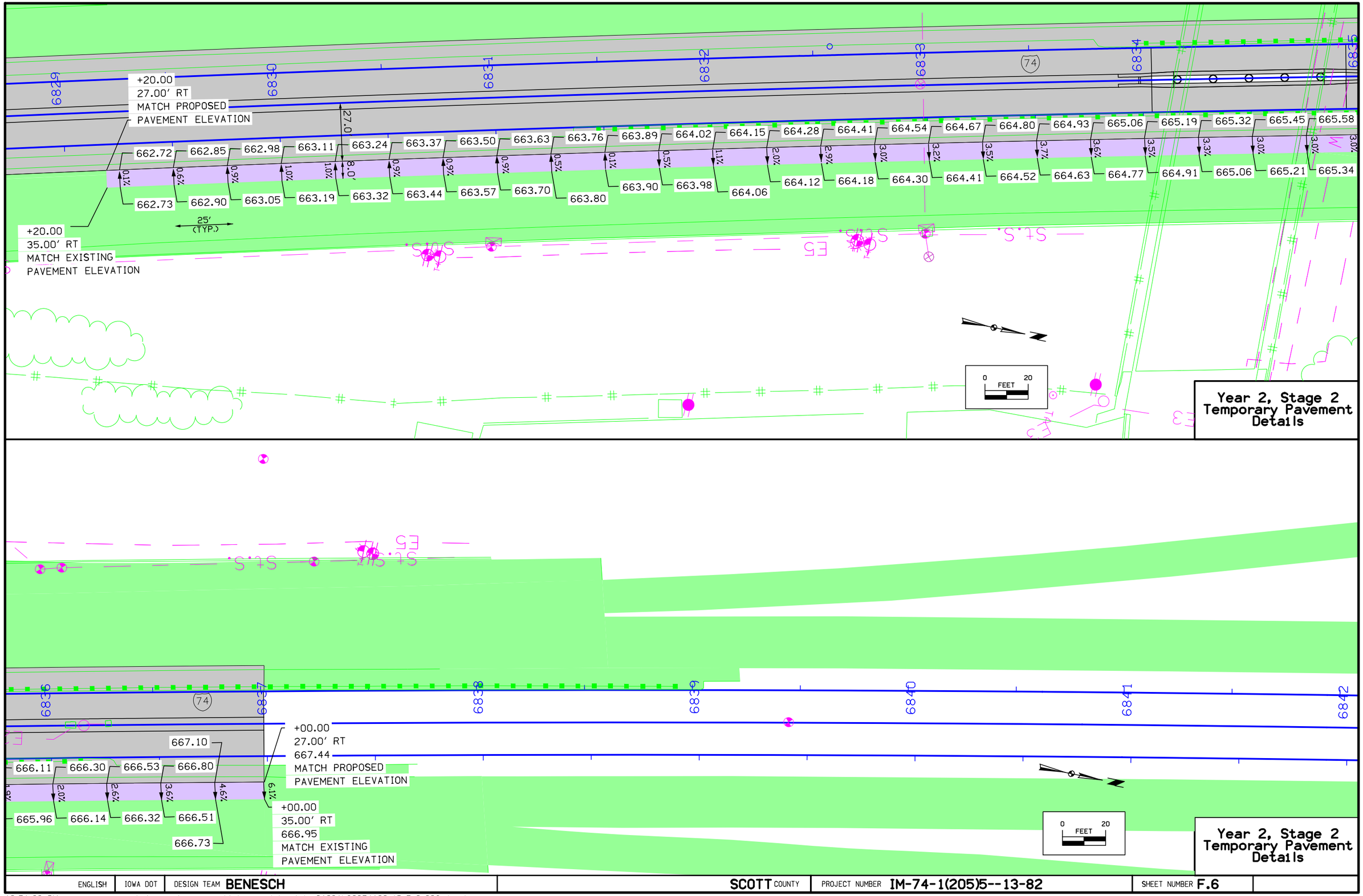

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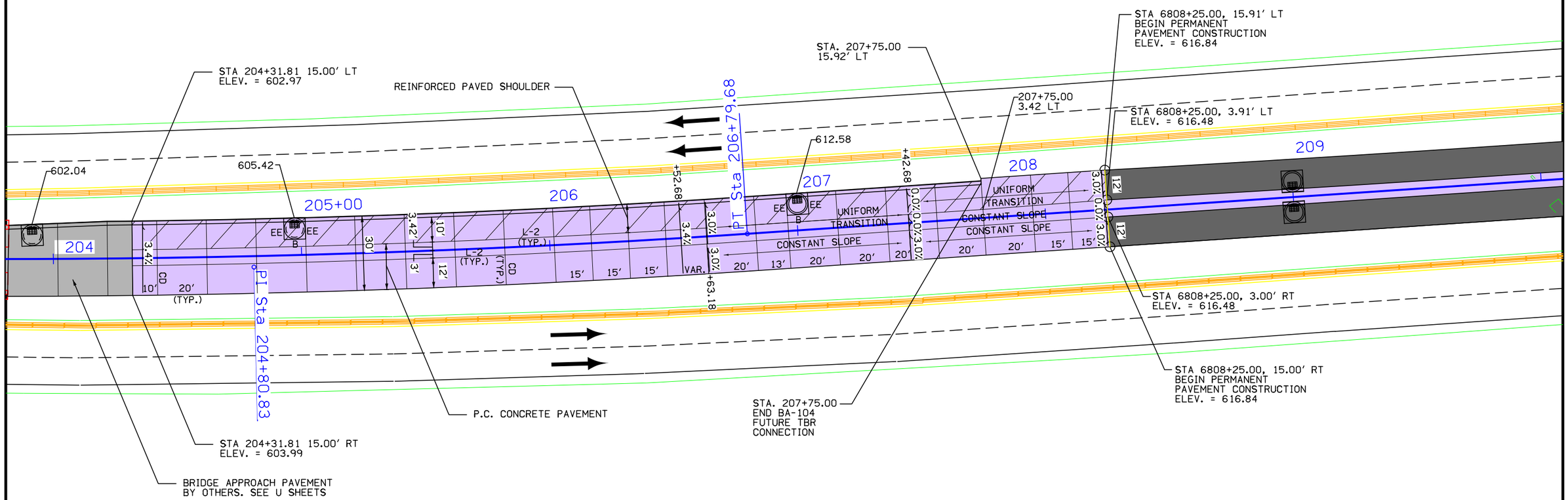

LEGEND:

REINFORCED PAVED SHOULDER

P.C CONCRETE PAVEMENT
(ENDING AT STA. 6808+25)

0 20
FEET

NOTES:

1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE U SHEETS FOR SUPER ELEVATION TRANSITION DETAILS.

Temporary Median Bypass Detail Sheet

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER F.7

DATUM INFORMATION

THE DATUM PLANE FOR THIS SURVEY IS RELATIVE TO N.A.V.D. 88 DATUM. IN IOWA BENCHES WERE RUN FROM NGS BENCHMARK "DAVENPORT" TO NGS BENCHMARK "F 70 RESET". IN ILLINOIS A BENCH CHECK WAS RUN FROM NGS BENCHMARK "W 52" TO NGS BENCHMARK "Z 52", THEN DATUM WAS CARRIED SOUTH TO THE END OF PROJECT.

ALL CONTROL POINT COORDINATES SHOWN ARE LOCAL PROJECT PLANE (GROUND) COORDINATES.
CONVERSION EQUATION GRID TO GROUND: GROUND COORD = (STATE PLANE - HOLD POINT) 1/GRID FACTOR + HOLD POINT
CONVERSION EQUATION GROUND TO GRID: GRID COORD = (GROUND - HOLD POINT) GRID FACTOR + HOLD POINT

HOLD POINT = G021	NORTH	EAST	GRID FACTOR	1/GRID FACTOR
	580322.54	2455353.37	0.999936506	1.000063498

BENCH MARKS

IOWA BENCHMARKS:

			ELEVATION	NORTHING	EASTING	STATION	OFFSET
No. 500	Sta.	CHISELED "X" IN BOLT E. SIDE CONC. STRUCTURE	575.797	N 568688.8797	E 2458216.7809	6781+18.92	161.19' LT.
No. 501	Sta.	CHISELED "X" IN S.W. FLANGE BOLT IN FHYD	568.923	N 569456.8395	E 2458524.4416	6787+97.99	311.34' RT.
No. 502	Sta.	CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD	575.247	N 569737.4808	E 2458179.1280	6791+49.11	38.00' RT.
No. 503	Sta.	CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD	580.282	N 570811.0288	E 2458144.2367	6801+93.58	255.44' RT.
No. 504	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	602.945				
No. 505	Sta.	CUT "X" IN E. END OF CONC. WINGWALL	621.930	N 571626.0731	E 2457715.7804	6810+90.27	75.28' RT.
No. 506	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	655.749	N 572755.6346	E 2457383.6739	6822+67.60	84.84' RT.
No. 507	Sta.	CUT "X" IN HEADWALL UNDER BRIDGE	668.133				
No. 508	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	671.518				
No. 509	Sta.	FD. IHC BM ON N . END CONC. WALL	677.578				
No. 510	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	645.087				
No. 511	Sta.	FD. IHC BM ON N . END CONC. HDWL	638.647				
No. 512	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	631.703				
No. 513	Sta.	CUT "X" IN TOP OF CONC. F.E.S.	649.572				
No. 514	Sta.	FD. IHC BM ON S.E. END CONC. HDWL	681.022				
No. 515	Sta.	CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD	683.991				
No. 516	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	686.241				
No. 517	Sta.	CUT "T" IN CONC. LUMINAIRE POLE BASE	681.041				
No. 518	Sta.	CUT "T" IN HDWL R.C.B.	668.354				
No. 519	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	667.743				
No. 520	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	646.765				
No. 521	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	660.130				
No. 522	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	679.620				
No. 523	Sta.	CUT "T" IN CONC. LUMINAIRE POLE BASE	700.669				
No. 524	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	719.358				
No. 525	Sta.	CUT "T" IN CONC. LUMINAIRE POLE BASE	727.605				
No. 526	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	731.873				
No. 527	Sta.	SET R.R. SPIKE IN FENCE POST	738.163				
No. 528	Sta.	CUT "X" IN CONC. LUMINAIRE POLE BASE	733.087				
No. 529	Sta.	FD. IHC BM ON S.E. END CONC. HDWL	751.468				
No. 533	Sta.	CITY OF DAVENPORT B.M. BRASS MON IN CONC.	711.250				
No. 564	Sta.	CHISELED "□" ON LIGHT POLE FOUNDATION WITH MILE MARKER 1.2	701.761				
No. 565	Sta.	CHISELED "□" ON SOUTH SIDE OF LIGHT POLE FOUNDATION	687.923				
No. 566	Sta.	CHISELED "□" ON SOUTH SIDE OF MAST ARM FOUNDATION IN CONC. ISLAND	710.862				
No. 567	Sta.	CHISELED "□" ON WEST SIDE OF LIGHT POLE FOUNDATION	709.702				
No. 568	Sta.	CHISELED "X" ON EAST LEG OF SPRUCE HILL DR. KIMBERLY RD. 1/2 MILE EXIT SIGN	652.314				
No. 569	Sta.	CHISELED "X" ON EAST LEG OF KAPLAN UNIVERSITY EXIT 2 SIGN	679.946				
No. 570	Sta.	FOUND CUT "X" ON NORTH SIDE OF LIGHT POLE	657.126				
No. 571	Sta.	SET CHISELED "X" ON TRAFFIC SIGNAL MAST ARM WITH LIGHT	678.869				
No. 572	Sta.	SET CHISELED "X" ON EAST SIDE OF LIGHT POLE FOUNDATION	651.912				
No. 588	Sta.	SET CHISELED "X" ON WEST SIDE OF LIGHT POLE FOUNDATION	667.029				

LICENSED LAND SURVEYOR
COVENTINE FIDIS NO. 9174
IOWA

I hereby certify that this plan was prepared by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

COVENTINE FIDIS DATE: 6/06/2011
License number 09174
My license renewal date is December, 2012
Pages or sheets covered by this seal: G.01, G.02, G.03, G.04 & G.05

GPS 014
IOWA D.O.T. FENO MONUMENT
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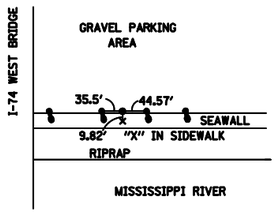

GPS 015
IOWA D.O.T. REBAR
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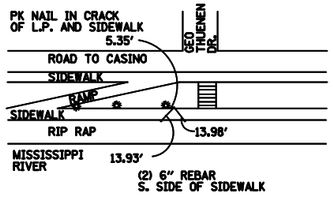
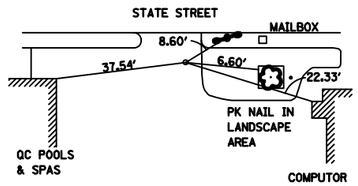
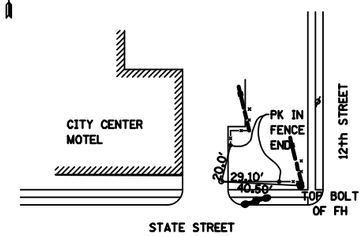


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

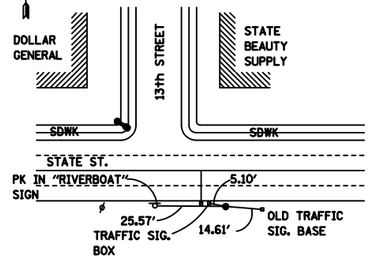
CP 126
SET 2" PK NAIL
XC=2456791.104 YC=569585.544



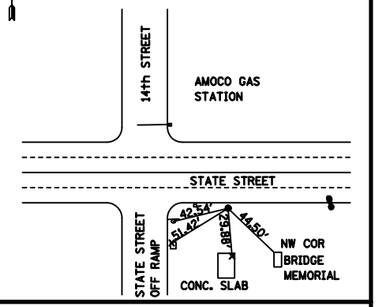
CP 127
SET 2" PK NAIL
XC=2457231.452 YC=569688.750



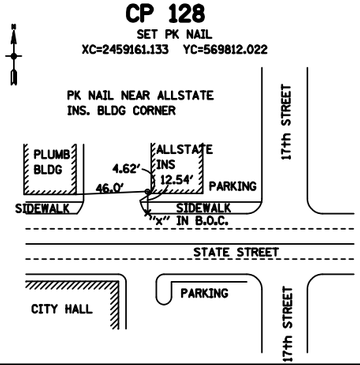
CP 120
SET REBAR
XC=2457691.529 YC=569644.244



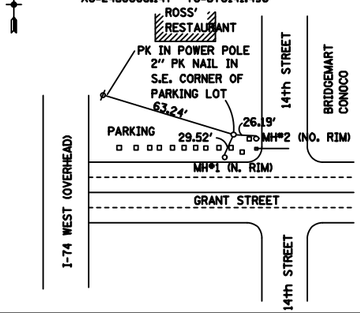
CP 121
SET REBAR
XC=2458219.673 YC=569679.278



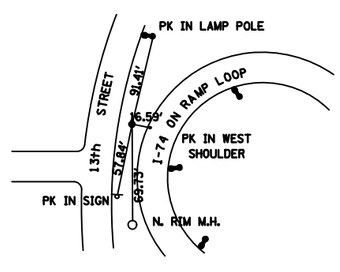
CP 128
SET PK NAIL
XC=2459161.133 YC=569812.022



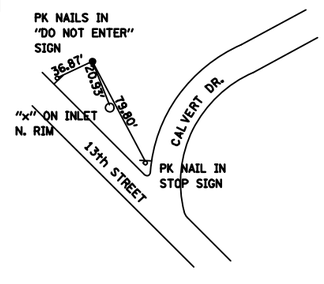
CP 122
SET PK NAIL
XC=2458088.147 YC=570141.496



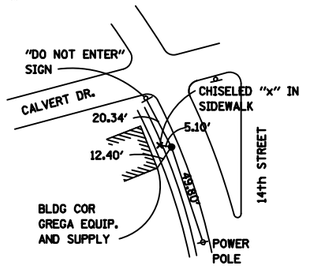
CP 119
SET REBAR
XC=2457540.364 YC=570346.488



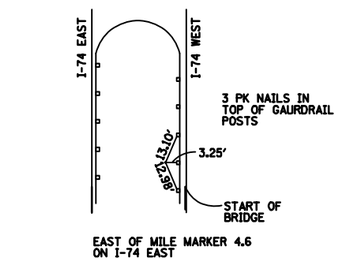
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



CP 123
SET REBAR
XC=2458123.894 YC=571198.413

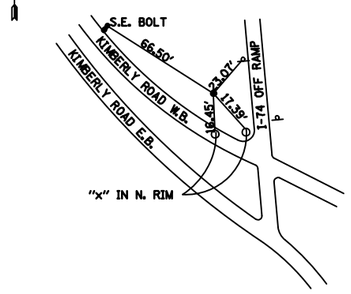


GPS 016
IOWA D.O.T. REBAR
XC=2457637.48 YC= 571682.07

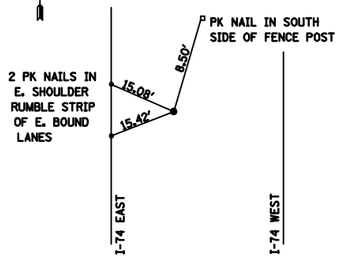


EAST OF MILE MARKER 4.6 ON I-74 EAST

CP 124
SET REBAR
XC=2457286.074 YC=571807.018

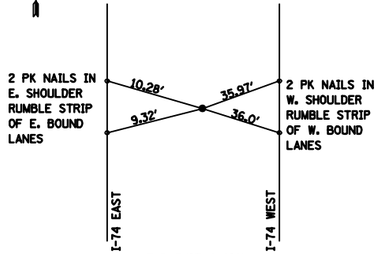


CP 118
SET REBAR
XC=2457491.401 YC=572084.946



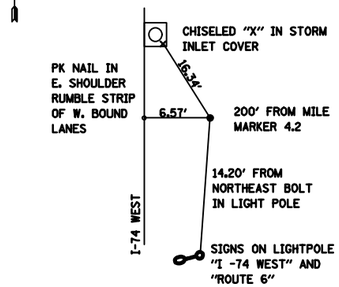
75' SOUTH OF MILE MARKER 4.5 AND 200' NORTH OF ELEVATED ROADWAY

GPS 017
IOWA D.O.T. REBAR
XC=2457220.32 YC=572958.06

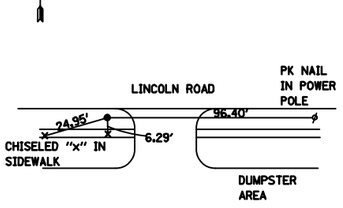


NEAR EXIT 4 SIGN BURIED 4" DEEP

CP 117
SET REBAR
XC=2457147.700 YC=573532.811

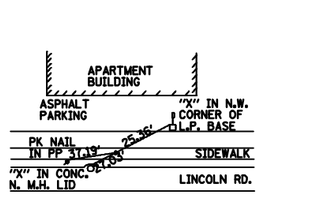


CP 136
SET REBAR
XC=2456315.473 YC=573813.232



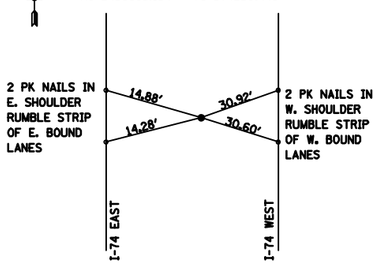
RIVER VALLEY MEDICAL CENTER

CP 159
SAWED"X"
XC=2457240.607 YC=573913.198



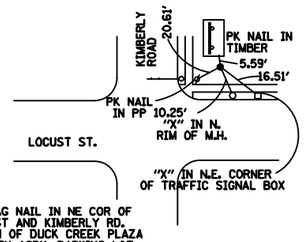
EAST OF I-74; STREET ADDRESS IS 1100 LINCOLN RD.

CP 116
SET REBAR
XC=2456893.154 YC=574220.448



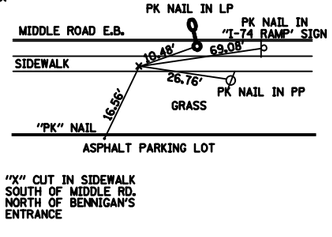
AT ENDS OF RAMP TERMINALS AT MIDDLE ROAD NEAR MILE MARKER 4.1

CP 155
SET MAG NAIL
XC=2455462.725 YC=574528.929



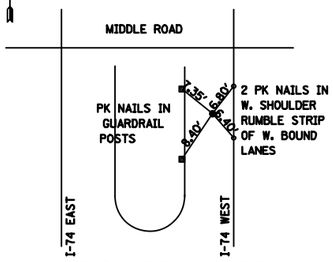
2" MAG NAIL IN NE COR OF LOCUST AND KIMBERLY RD. SOUTH OF DUCK CREEK PLAZA SIGN IN ASPH. PARKING LOT

CP 156
CUT "X"
XC=2456167.876 YC=574823.920



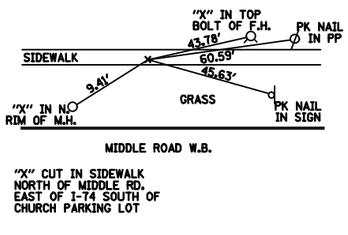
"X" CUT IN SIDEWALK SOUTH OF MIDDLE RD. NORTH OF BENNIGAN'S ENTRANCE

GPS 018
IOWA D.O.T. REBAR
XC=2456692.37 YC=575247.96



NEAR MILE MARKER 3.9, 50' SOUTH OF MIDDLE ROAD OVERPASS

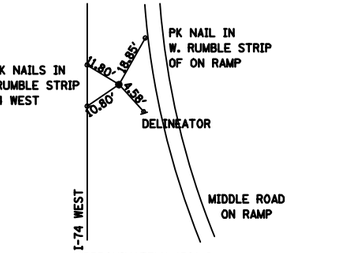
CP 157
CUT "X"
XC=2456906.769 YC=575796.341



MIDDLE ROAD W.B.

"X" CUT IN SIDEWALK NORTH OF MIDDLE RD. EAST OF I-74 SOUTH OF CHURCH PARKING LOT

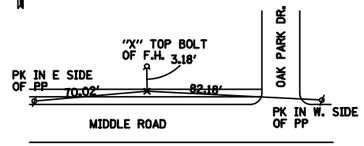
GPS 019
IOWA D.O.T. REBAR
XC=2456566.55 YC=576052.99



APPROXIMATELY 150' S. OF MILE MARKER 3.7

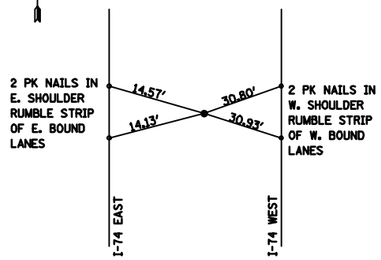
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER G.2

CP 158
CUT "X"
XC=2457991.146 YC=576323.217



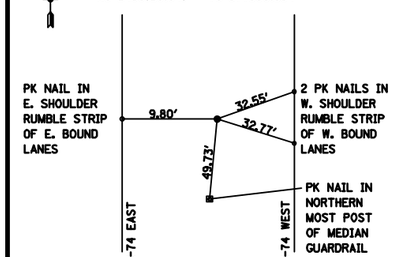
"X" CUT IN SIDEWALK NORTH OF MIDDLE RD.

CP 115
SET REBAR
XC=2456412.899 YC=576427.717



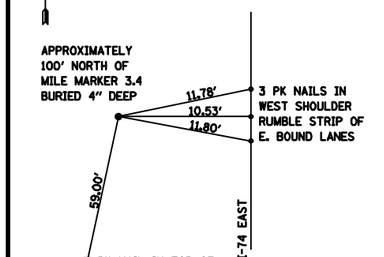
APPROXIMATELY 150' NORTH OF MILE MARKER 3.7 NEAR EXIT 3 OFF RAMP

CP 114
SET REBAR
XC=2456120.941 YC=577360.554

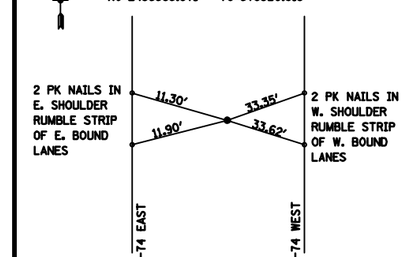


APPROXIMATELY 35' NORTH OF MILE MARKER 3.5

GPS 020
IOWA D.O.T. REBAR
XC=2455743.68 YC=577880.58

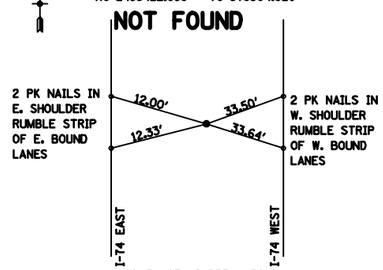


CP 113
SET REBAR
XC=2455595.871 YC=578320.913



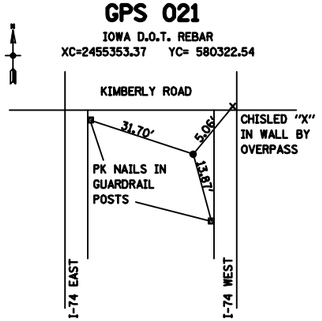
APPROXIMATELY 50' NORTH OF MILE MARKER 3.3

CP 112
SET REBAR
XC=2455422.859 YC=579304.920
NOT FOUND



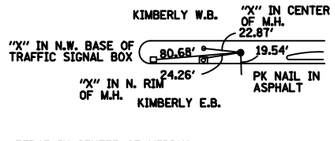
SOUTH OF KIMBERLY ROAD ON RAMP TERMINALS I-74 E.

GPS 021
IOWA D.O.T. REBAR
XC=2455353.37 YC= 580322.54



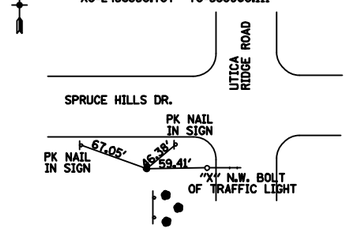
NEAR MILE MARKER 2.9 AND W. OF BM 514

CP 153
SET REBAR
XC=2453996.477 YC=580419.379



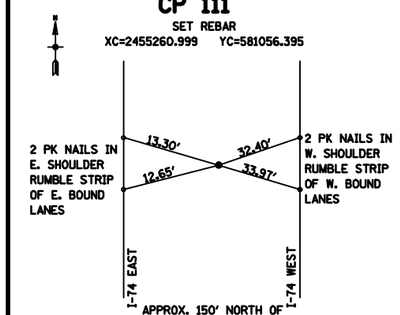
REBAR IN CENTER OF MEDIAN KIMBERLY ROAD EAST OF ELMORE AVE., WEST OF GUARDRAIL

CP 154
SET REBAR
XC=2456350.707 YC=580360.111



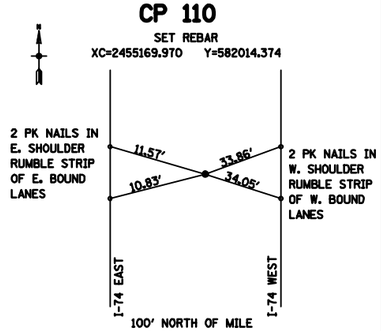
REBAR SET SW COR OF SPRUCE HILLS DR. AND UTICA RIDGE RD. NORTH OF "WELCOME TO BETTENDORF SIGN"

CP 111
SET REBAR
XC=2455260.999 YC=581056.395



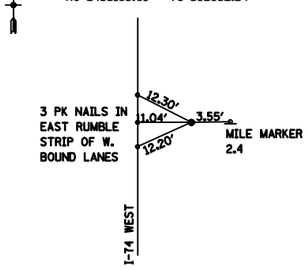
APPROX. 150' NORTH OF KIMBERLY ROAD ON RAMP I-74 W.

CP 110
SET REBAR
XC=2455169.970 Y=582014.374

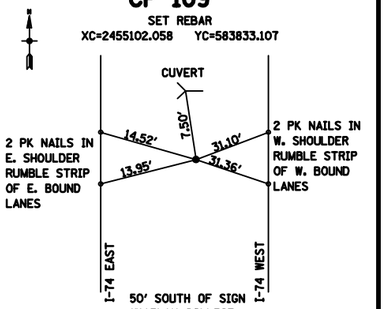


100' NORTH OF MILE MARKER 2.6

GPS 022
IOWA D.O.T REBAR
XC=2455193.01 YC=582952.24

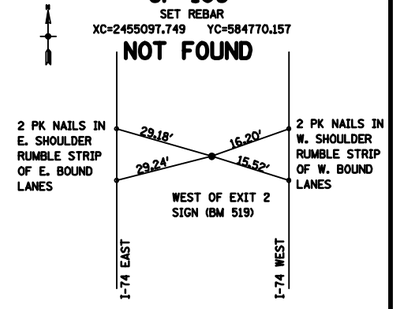


CP 109
SET REBAR
XC=2455102.058 YC=583833.107



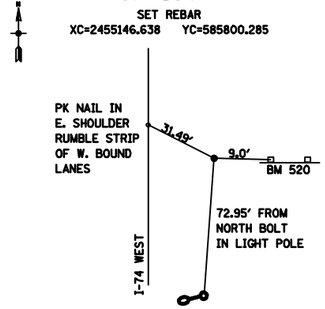
50' SOUTH OF SIGN "KAPLAN COLLEGE-FAMILY MUSEUM"

CP 108
SET REBAR
XC=2455097.749 YC=584770.157
NOT FOUND



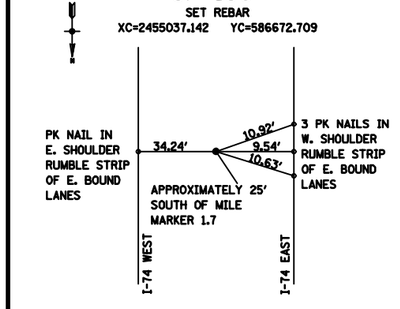
WEST OF EXIT 2 SIGN (BM 519)

CP 107
SET REBAR
XC=2455146.638 YC=585800.285

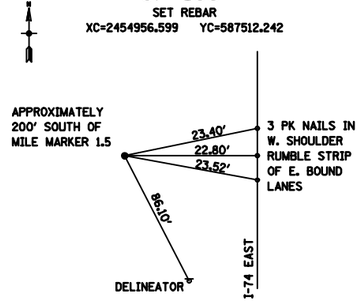


BETWEEN MILE MARKER 1.8 AND 1.9 I-74 W.

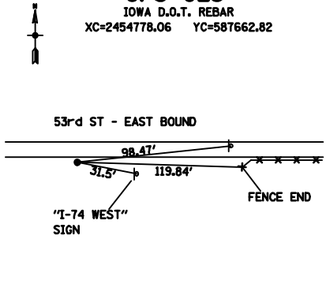
CP 106
SET REBAR
XC=2455037.142 YC=586672.709



CP 105
SET REBAR
XC=2454956.599 YC=587512.242

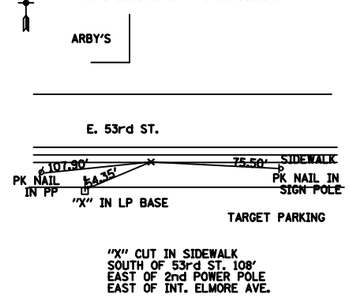


GPS 023
IOWA D.O.T. REBAR
XC=2454778.06 YC=587662.82



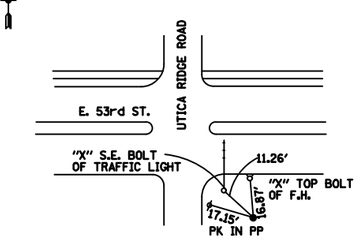
WEST OF 53rd STREET OVERPASS

CP 152
CUT "X"
XC=2453627.342 YC=587635.278

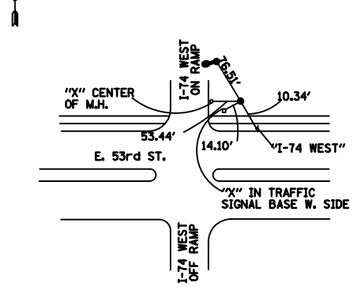


"X" CUT IN SIDEWALK SOUTH OF 53rd ST. 108' EAST OF 2nd POWER POLE EAST OF INT. ELMORE AVE.

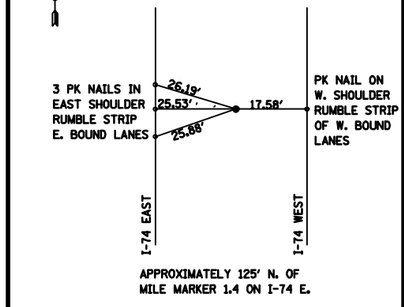
CP 151
SET REBAR
XC=2457483.715 YC=587773.383



CP 150
SET REBAR
XC=2455597.934 YC=587810.951

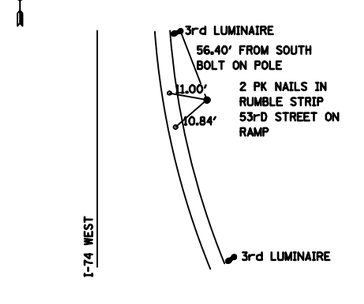


CP 104
SET REBAR
XC=2455015.457 YC=588438.914

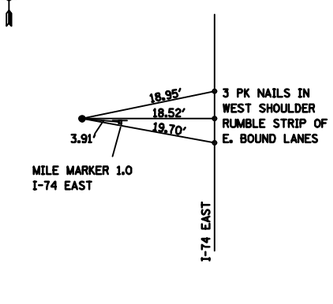


APPROXIMATELY 125' N. OF MILE MARKER 1.4 ON I-74 E.

CP 103
SET REBAR
XC=2455068.801 YC=589403.811



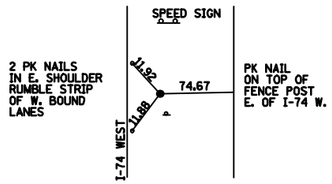
CP 102
SET REBAR
XC=2454899.731 YC=590331.226



ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER G.3

GPS 024

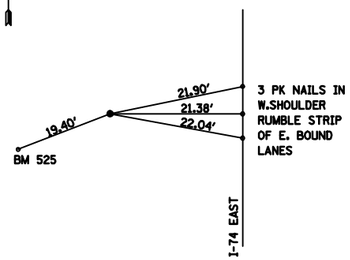
IOWA D.O.T. REBAR
XC=2455023.00 YC=590859.10



APPROXIMATELY 4' N. OF MILE MARKER 0.9

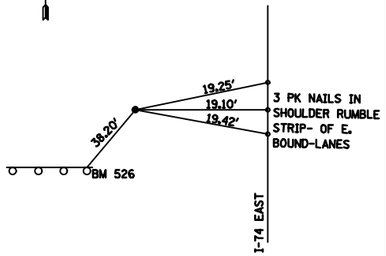
CP 101

SET REBAR
XC=2454878.922 YC=591166.229



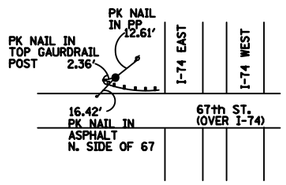
CP 100

SET REBAR
XC=2454793.567 YC=592152.404



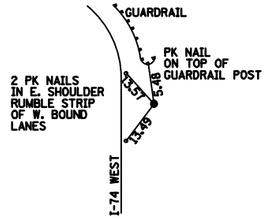
GPS 025

IOWA D.O.T. REBAR
XC=24544447.88 YC=593043.39



GPS 026

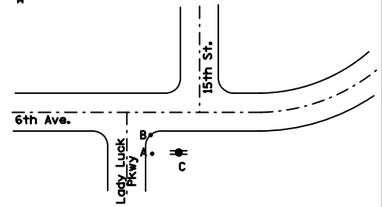
IOWA D.O.T. REBAR
XC=2454058.23 YC=595179.39



APPROXIMATELY 176' S. I-80 OVERPASS

GPS 230

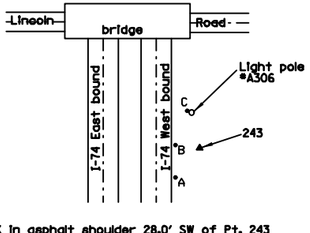
Pt (5/8" Rebar) is on the right corner intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



A - PK in east side of elec. post base 17.55' NW of Pt 229
B - PK in west side of first barrier post 21.55' NE of Pt 229
C - PK in east side of 10" tree 26.9' south of Pt 229

GPS 231

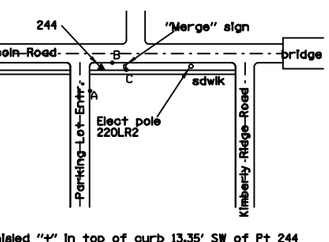
Pt (5/8" Rebar) is in the NW quadrant of State & 16th St. intersection approx 3.5' inside 16th St. curb
XC=2458935.33 YC=569782.48



A - PK in east side of one way sign base post 3.85' NW of Pt 231
B - chisled "+" in sidewalk 7.4' west of Pt 231
C - chisled "+" in top of curb 11.8' SE of Pt 231

GPS 232

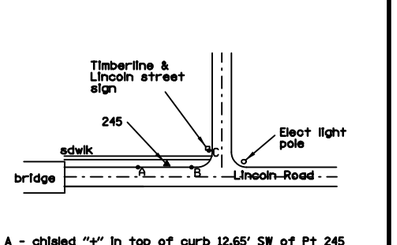
Pt (5/8" Rebar) is in the SE quadrant of State & Geo. Thuenen (16th St) intersection approx 12' inside Geo. Thuenen Dr. curb
XC=2459398.32 YC=569742.58



A - chisled "+" in curb 13.8' SW of Pt 232
B - chisled "+" on south flg F. hydrant bolt 4.1' NW of Pt 232
C - chisled "+" in top of inside edge of sidewalk 16.2' NE of Pt 232

GPS 233

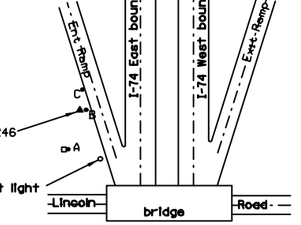
Pt is PK in asphalt road in the SW quadrant of State St. & 12th St approx 9.4' inside curb
XC=2457259.09 YC=569614.09



A - PK in west side of power pole base 50.85' SE of Pt 233
B - chisled "+" on edge of sidewalk 14.9' NW of Pt 233
C - chisled "+" in south edge of MH rim (strm mh #8) 29.13' NE of Pt 233

GPS 234

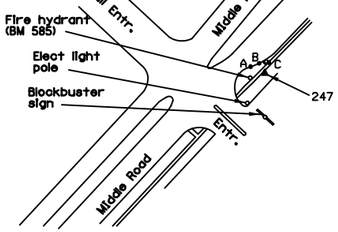
Pt (5/8" Rebar) is on the side of sidewalk in the NW corner of State & 10th St. approx 6.4' inside edge of curb.
XC=2456475.60 YC=569641.39



A - PK in power pole 9.5' SW of Pt 234
B - PK in south side of one way post base 5.6' NE of Pt 234
C - chisled "+" in west side of no parking post base 24.0' NE of Pt 234

GPS 235

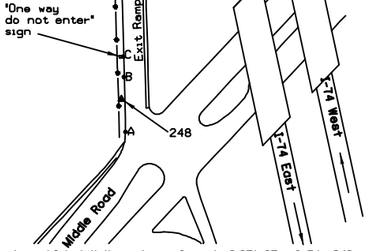
Pt (5/8" Rebar) is in the SE quadrant of Grant & 10th St intersection approx 4.1' inside curb along 10th St.
XC=2456525.28 YC=570016.89



A - chisled "+" in curb 10.85' SW of Pt 235
B - west side of Grant & 10th St. post sign base 2.67' SE of Pt 235
C - chisled "+" in top of curb 8.75' NE of Pt 235

GPS 236

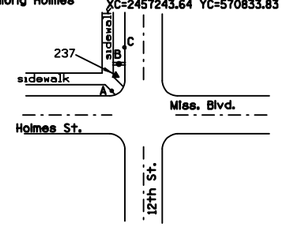
Pt (5/8" Rebar) is in the NW quadrant of Grant & 13th St intersection approx 8.5' NE of traffic light post.
XC=2457483.74 YC=570108.88



A - chisled "+" on curb 9.95' SW of Pt 236
B - chisled "+" on curb 8.5' SE of Pt 236
C - PK in west side of left leg of sign post 10.0' NE of Pt 236

GPS 237

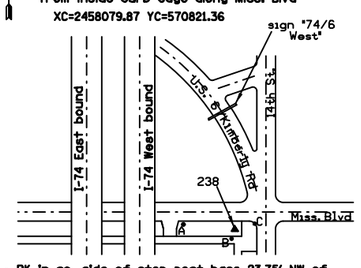
Pt (5/8" Rebar) is in the NW quadrant of Holmes & 12th St intersection approx 7.5' north of curb along Holmes
XC=2457243.64 YC=570833.83



A - "+" in west side of neighborhood watch sign post base 5.88' SE of Pt 237
B - PK in NE side of power pole 4.35' NE of Pt 237
C - "+" in south side of stop sign post base 14.95' NE of Pt 237

GPS 238

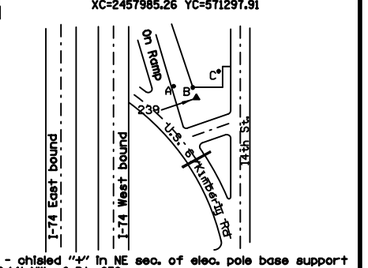
Pt (5/8" Rebar)is in the SW quadrant of Miss. Blvd. & Route 6 (Kimberly Road) approx 3.7' from inside curb edge along Miss. Blvd
XC=2458079.87 YC=570821.36



A - PK in so. side of stop post base 23.75' NW of Pt 238
B - chisled "+" in edge of sidewalk 6.2' south of Pt 238
C - chisled "+" on curb 6.4' east of Pt 238

GPS 239

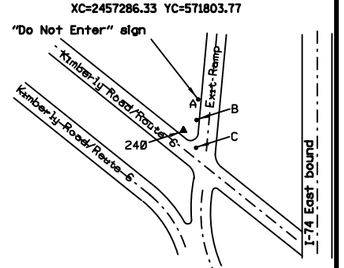
Pt (5/8" Rebar) is east of Kimberly Road ramp, approx 44.5' from the curb
XC=2457985.26 YC=571297.91



A - chisled "+" in NE sec. of elec. pole base support 30.14' NW of Pt. 239
B - chisled "+" in west side of fence post support 4.7' NW of Pt 239
C - PK in asphalt paving 17.87' NE of Pt 239

GPS 240

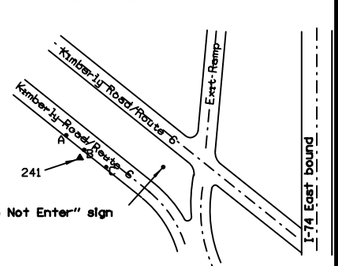
Pt (5/8" Rebar) is NW of intersection of I-74 exit ramp and Kimberly Road approx. 5' from curb
XC=2457286.33 YC=571803.77



A - PK in south side of sign post 24.55' NE of Pt. 240
B - chisled "+" in MH rim 17.45' NE of Pt. 240
C - chisled "+" in MH rim 13.82' SE of Pt 240

GPS 241

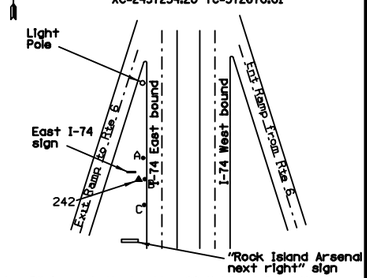
Pt (5/8" Rebar) is south of Kimberly Road east bound approx 3' from the curb
XC=2456812.93 YC=572015.25



A - PK in conc. street 18.57' NW of Pt. 241
B - PK in conc. street 5.55' N of Pt. 241
C - PK in conc. street 21.65' SE of Pt 241

GPS 242

Pt (5/8" Rebar) is west of I-74 east bound approx 3.5' southeast of I-74 East sign
XC=2457254.20 YC=572670.01



A - PK in asphalt shoulder 20.4' NE of Pt. 242
B - PK in asphalt shoulder 11.5' E of Pt. 242
C - PK in asphalt shoulder 17.65' SE of Pt 242

GPS 243

Pt (5/8" Rebar) is east of I-74 west bound approx 350' south of Lincoln Road bridge
XC=2457168.01 YC=573507.71

A - PK in asphalt shoulder 28.0' SW of Pt. 243
B - PK in asphalt shoulder 21.3' NW of Pt. 243
C - chisled "+" in elec. pole #A306 base 18.85' NW of Pt 243

GPS 244

Pt (5/8" Rebar) is adjacent to Lincoln Road approx 37' west of elec pole tagged 220LR2 & 3.1' from inside edge of curb
XC=2456362.62 YC=573814.45

A - chisled "+" in top of curb 13.35' SW of Pt 244
B - chisled "+" in top of curb 4.2' NE of Pt 244
C - chisled "+" on "Merge" sign support base 10.8' NW of Pt 244

GPS 245

Pt (5/8" Rebar) is in the south edge of sidewalk approx 8' west from intersection of sidewalk and Timberline Drive
XC=2457656.70 YC=573926.06

A - chisled "+" in top of curb 12.65' SW of Pt 245
B - chisled "+" in top of curb 6.77' SE of Pt 245
C - chisled "+" on sign support base 11.91' NE of Pt 245

GPS 246

Pt (5/8" Rebar) is in west side of I-74 east bound entr. ramp approx 3.0' west of curb
XC=2456717.18 YC=574576.20

A - PK in sign post 21.7' SW of Pt. 246
B - PK in asphalt shoulder 7.45' E of Pt. 246
C - PK in asphalt shoulder 18.0' NW of Pt 246

GPS 247

Pt (5/8" Rebar) is in south edge of sidewalk approx 30' SE of fire hydrant (BM 585)
XC=2455966.91 YC=574603.34

A - chisled "+" on top of curb 23.27' NW of Pt. 247
B - chisled "+" on top of curb 17.75' North of Pt. 247
C - PK in light pole base 37.42' NE of Pt 247

GPS 248

Pt (5/8" Rebar) is west of exit ramp approx 2' from curb
XC=2456425.14 YC=575289.11

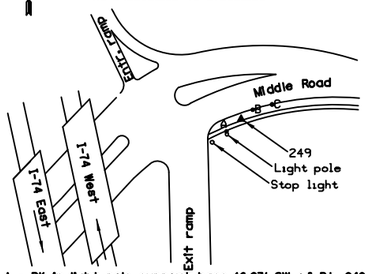
A - chisled "+" on top of curb 6.27' SE of Pt. 248
B - PK in asphalt shoulder 10.48' NE of Pt. 248
C - PK in sign post base 14.19' NW of Pt 248

ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(205)5--13-82	SHEET NUMBER G.4

GPS 249

Pt (5/8" Rebar) is on north edge of sidewalk approx 85' west of stop light

XC=2456926.95 YC=575652.60

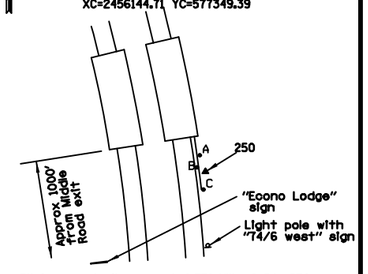


A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

GPS 250

Pt (5/8" Rebar) is in asphalt shoulder of I-74 approx 2.5' from guardrail and 20' south of bridge

XC=2456144.71 YC=577349.39

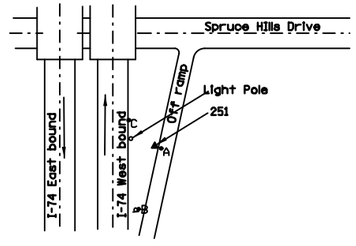


A - PK in guardrail support 6.73' NW of Pt. 250
B - PK in asphalt shoulder 5.0' W of Pt. 250
C - PK in guardrail support 19.9' SW of Pt 250

GPS 251

Pt (5/8" Rebar) is in left side of exit ramp to Spruce Hills Drive approx 14' NE of light pole #14

XC=2455523.13 YC=579197.56

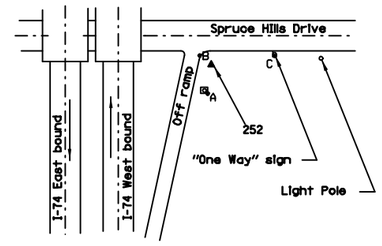


A - PK in asphalt shoulder 8.1' E of Pt. 251
B - PK in sign post base 63.32' SW of Pt. 251
C - PK in asphalt shoulder 26.3' SW of Pt 251

GPS 252

Pt (5/8" Rebar) is in right side of exit ramp to Spruce Hills Drive approx 70' SW of light pole

XC=2455934.74 YC=580350.09

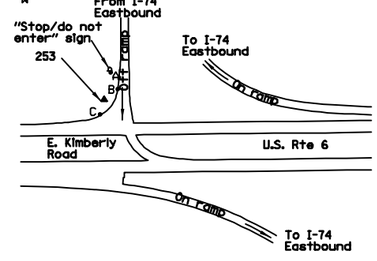


A - chisled "+" in MH conc wall 15.74' SW of Pt. 252
B - chisled "+" in asphalt shoulder 9.74' NW of Pt. 252
C - PK in sign post support base 22.8' NE of Pt 252

GPS 253

Pt (5/8" Rebar) is west of exit ramp from I-74 to Spruce Hills Drive approx 50' NE of light pole #5

XC=2454573.06 YC=580492.52

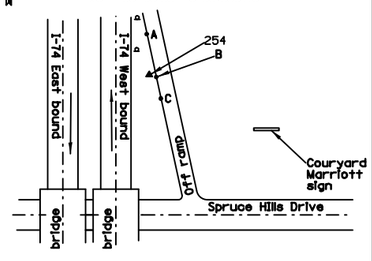


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

GPS 254

Pt (5/8" Rebar) is west of entr. ramp from Spruce Hills Drive to I-74 approx 120' SE of merge sign

XC=2455405.58 YC=581336.46

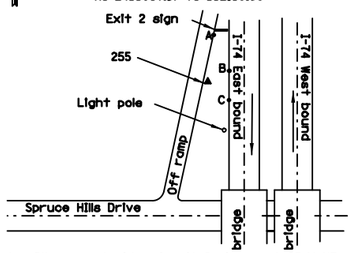


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

GPS 255

Pt (5/8" Rebar) is east of exit 2 ramp from I-74 to Spruce Hills Drive approx 75' NW of light pole

XC=2455097.17 YC=582180.60

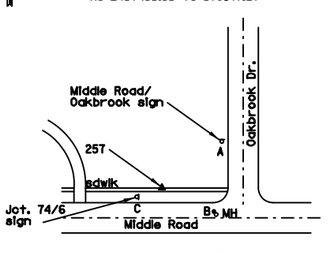


A - PK on west side of exit 2 sign post 25.8' NE of Pt. 255
B - PK in asphalt shoulder 18.42' NE of Pt. 255
C - PK in asphalt shoulder 21.58' SE of Pt 255

GPS 257

Pt (5/8" Rebar) is in north edge of sidewalk approx 9' from the back of the curb

XC=2457485.35 YC=576147.27

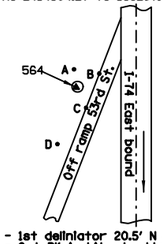


A - "+" marked on on intersection sign support base 11.5' NE of Pt. 257
B - "+" marked in MH rim 16.7' SE of Pt. 257
C - PK in Jct sign post base 41.4' SW of Pt 257

BM 564

Chis. "□" on light pole foundation with mile marker 1.2

XC=2454904.27 YC=589267.60 EL=701.761

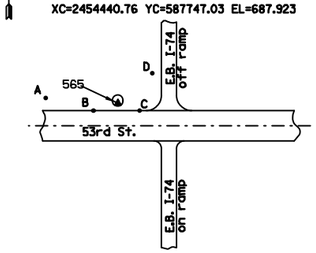


A - 1st deliniator 20.5' N of BM 564
B - Set PK in bit. shoulder of 53rd St. off ramp 25.4' NE of BM 564
C - Set PK in bit. shoulder of 53rd St. off ramp 21.1' SE of BM 564
D - 1st deliniator 80.5' S of BM 564

BM 565

Chis. "□" on south side of light pole foundation.

XC=2454440.76 YC=587747.03 EL=687.923

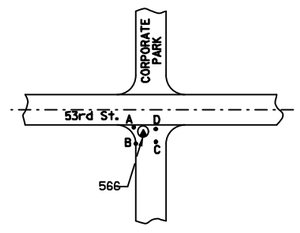


A - SE top of bolt on light pole 53.9' W of BM 565
B - Chis. "X" in curb 14.5' SW of BM 565
C - Chis. "X" in curb 14.3' SE of BM 565
D - PK in "One Way" sign post 40.8' NE of BM 565

BM 566

Chis. "□" on south side of mast arm foundation in conc. island

XC=2456363.79 YC=587728.98 EL=710.862

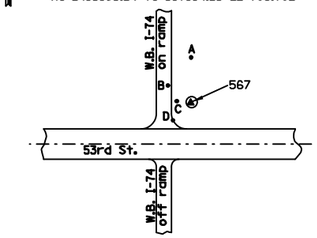


A - Chis. "X" on W'ly corner of conc. island 21.3' W of BM 566
B - Chis. "X" in W curb ent. 37.1' SW of BM 566
C - Chis. "X" on median curb 42.0' SE of BM 566
D - Chis. "X" on N end of median curb 26.2' E of BM 566

BM 567

Chis. "□" on west side of light pole foundation

XC=2455565.24 YC=587854.25 EL=709.702

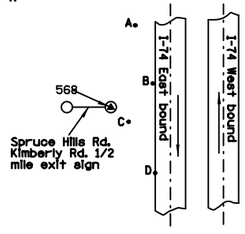


A - Deliniator 45.0' N of BM 567
B - Set PK in ramp shoulder 52.0' NW of BM 567
C - Chis. "X" in conc. slab 13.7' W of BM 567
D - Chis. "X" in curb 24.1' SW of BM 567

BM 568

Chis. "X" on east leg of "Spuce Hills Dr. Kimberly Rd. 1/2 Mile Exit Sign

XC=2454991.04 YC=585295.37 EL=652.314

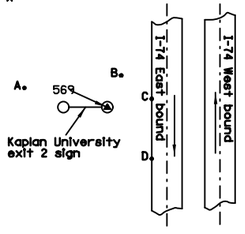


A - 1st deliniator 54.9' NE of BM 568
B - Set PK in E.B. shoulder 28.1' NE of BM 568
C - Set PK in E'ly "Speed Zone Ahead" sign post 22.8' SE of BM 568
D - Set Mag nail in E.B. shoulder 61.6' SE of BM 568

BM 569

Chis. "X" on east leg of "Kaplan University Exit 2 Sign

XC=2455026.11 YC=583690.39 EL=679.946

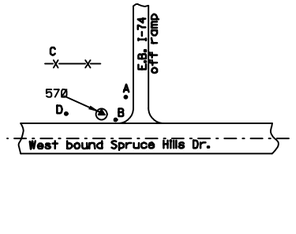


A - Brace post on R-O-W fence 93.0' NW of BM 569
B - 1st deliniator 47.1' N of BM 569
C - Set PK in E.B. I-74 shoulder 35.3' E of BM 569
D - Set PK in E.B. I-74 shoulder 54.8' SE of BM 569

BM 570

Found cut "X" on north side of light pole

XC=2454523.52 YC=580492.15 EL=657.126

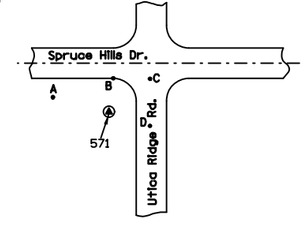


A - PK in Stop sign 72.2' NE of BM 570
B - Mag nail bit. shoulder 40.0' E of BM 570
C - Brace post in fence 107.5' NW of BM 570
D - PK in West Route 6 sign 92.4' W of BM 570

BM 571

Set chis. "X" on traffic signal mast arm with light

XC=2456407.40 YC=580345.54 EL=678.869

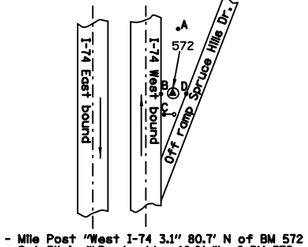


A - Control Point #154 58.5' W of BM 571
B - Chis. "X" in curb 39.6' N of BM 571
C - Chis. "X" end curb center median 58.5' NE of BM 571
D - Chis. "X" end curb center median 32.5' E of BM 571

BM 572

Set chis. "X" on east side of light pole foundation

XC=2455511.64 YC=579190.64 EL=651.912

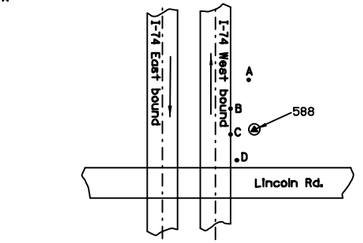


A - Mile Post "West I-74 3.1" 80.7' N of BM 572
B - Set PK in W.B. shoulder 16.0' W of BM 572
C - West post for "Exit 2" sign 48.4' S of BM 572
D - Set PK in inside shoulder of Spruce Hills off ramp 16.2' E of BM 572

BM 588

Set chis. "X" on west side of light pole foundation

XC=2456998.92 YC=574129.18 EL=667.029



A - Mile post "West I-74 4.1" 115.3' N of BM 588
B - Set PK in W.B. I-74 shoulder 35.9' NW of BM 588
C - Set PK in W.B. I-74 shoulder 23.4' SW of BM 588
D - Chis. "X" in conc. curb 43.2' SW of BM 588

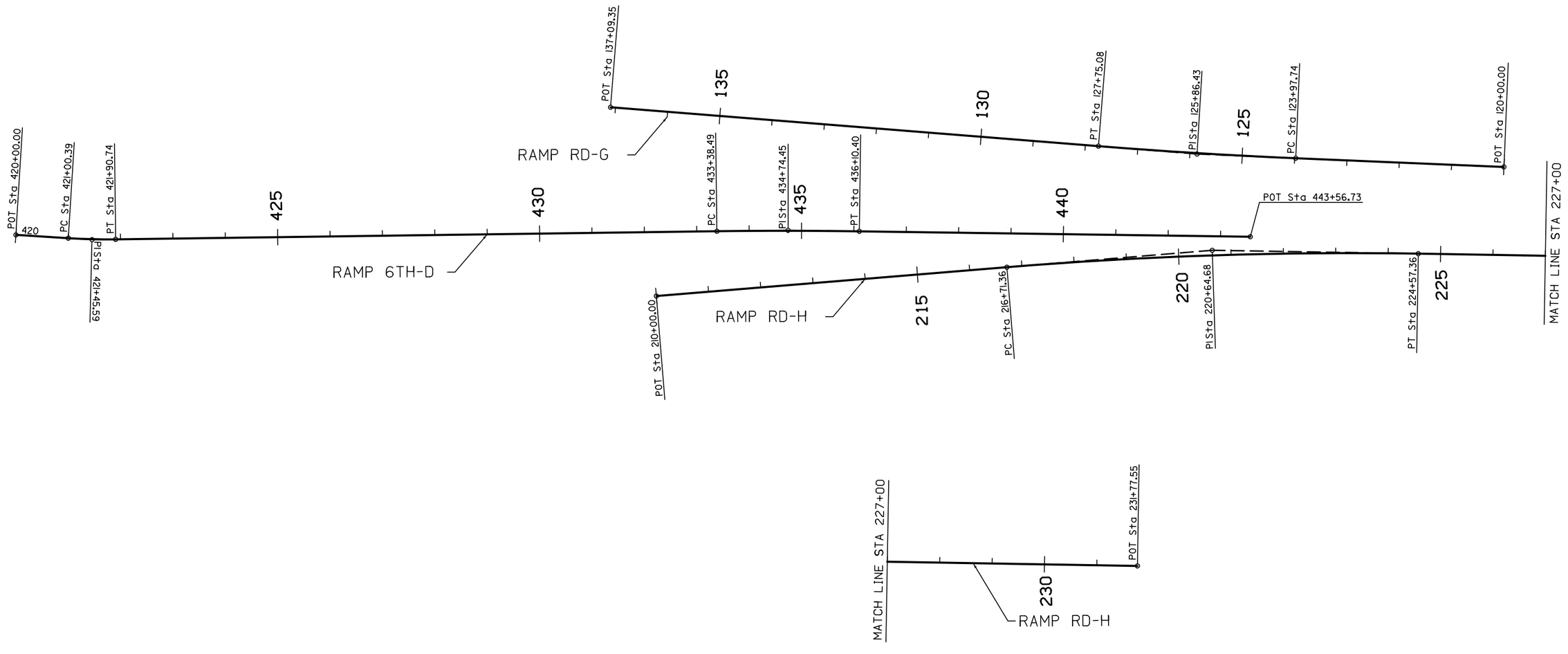
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER G.5

Curve 6RD_IL-1 (6TH-D)
PI STA. = 421+45.59
△ = 4^ 18' 49" (LT)
D = 4^ 46' 29"
R = 1,200.00'
T = 45.19'
L = 90.35'
E = 0.85'
e = R.C.
L = NA
x = NA
m = NA

Curve 6RD_IL-2 (6TH-D)
PI STA. = 434+74.45
△ = 1^ 33' 29" (RT)
D = 0^ 34' 23"
R = 10,000.00'
T = 135.97'
L = 271.92'
E = 0.92'
e = R.C.
L = NA
x = NA
m = NA

Curve RRD-G-1 (RD-G)
PI STA. = 125+86.43
△ = 2^ 09' 43" (RT)
D = 0^ 34' 23"
R = 10,000.00'
T = 188.69'
L = 377.33'
E = 1.78'
e = N.C.
L = NA
x = NA
m = NA

Curve 3RH_IL-1 (RD-H)
PI STA. = 220+64.68
△ = 5^ 37' 46" (RT)
D = 0^ 42' 58"
R = 8,000.00'
T = 393.32'
L = 786.00'
E = 9.66'
e = R.C.
L = NA
x = NA
m = NA



ALIGNMENTS
Illinois Ramps

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER G.6

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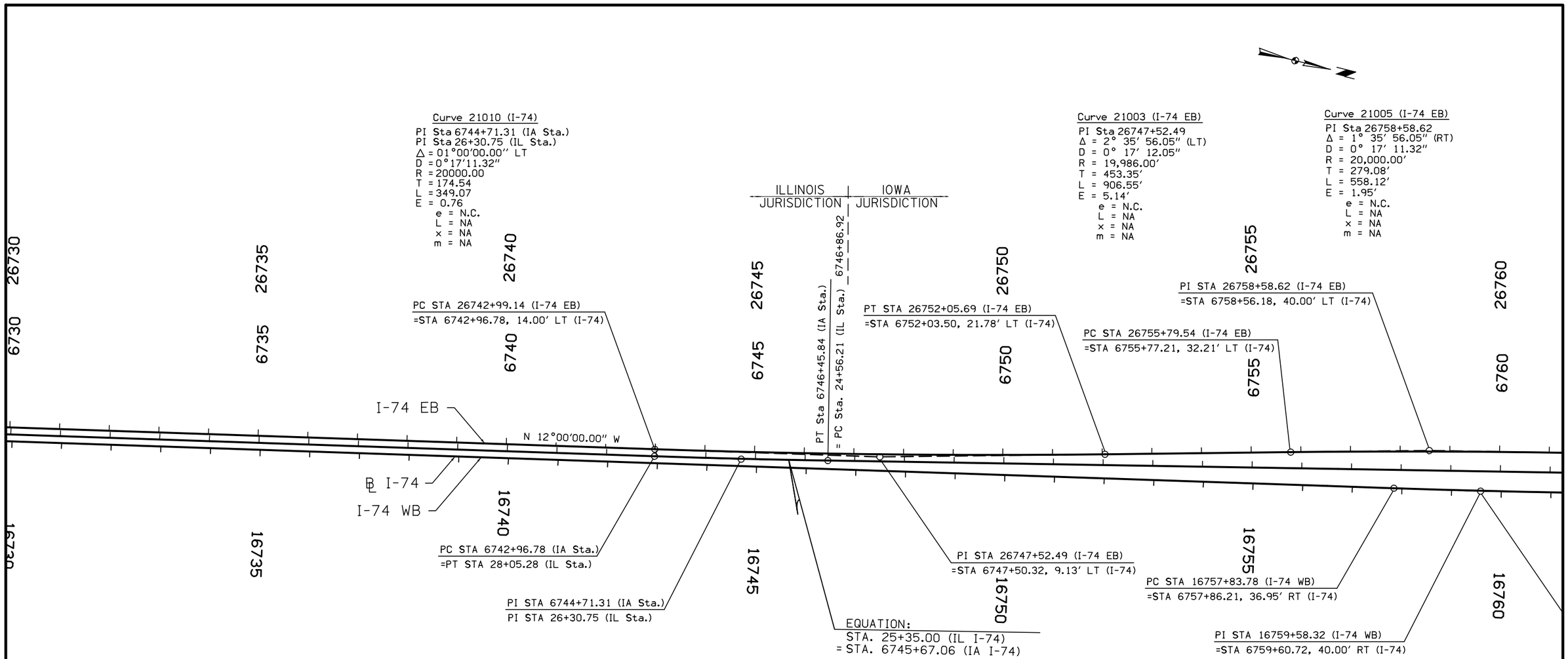

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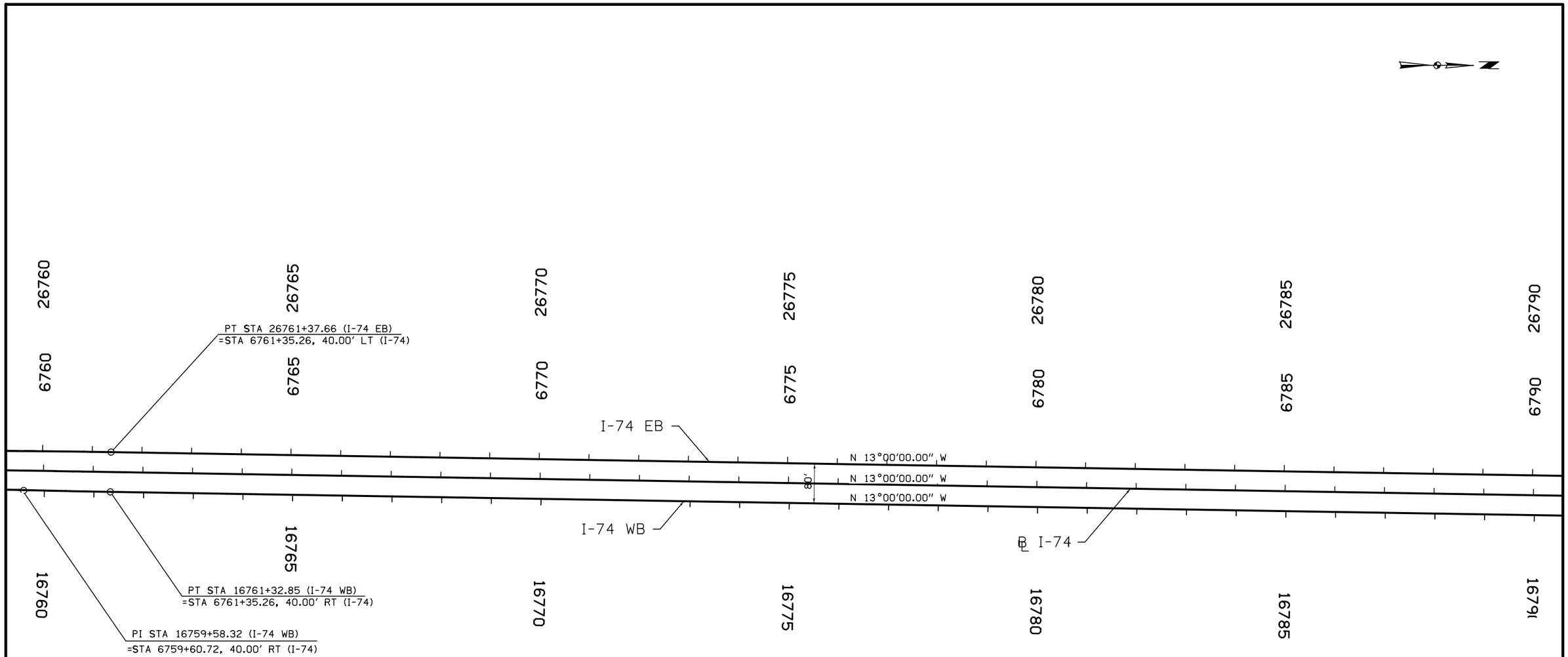

0 100 FEET

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.8**	

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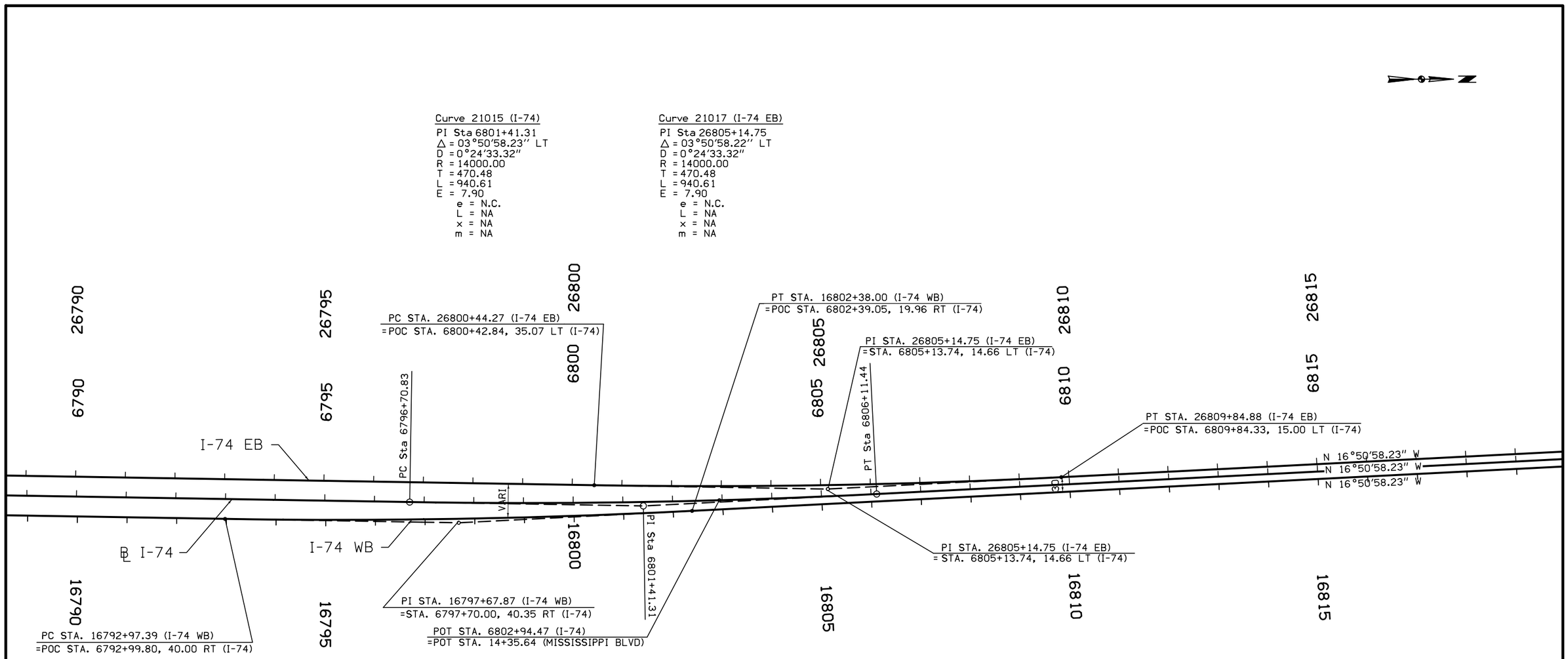

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.9**

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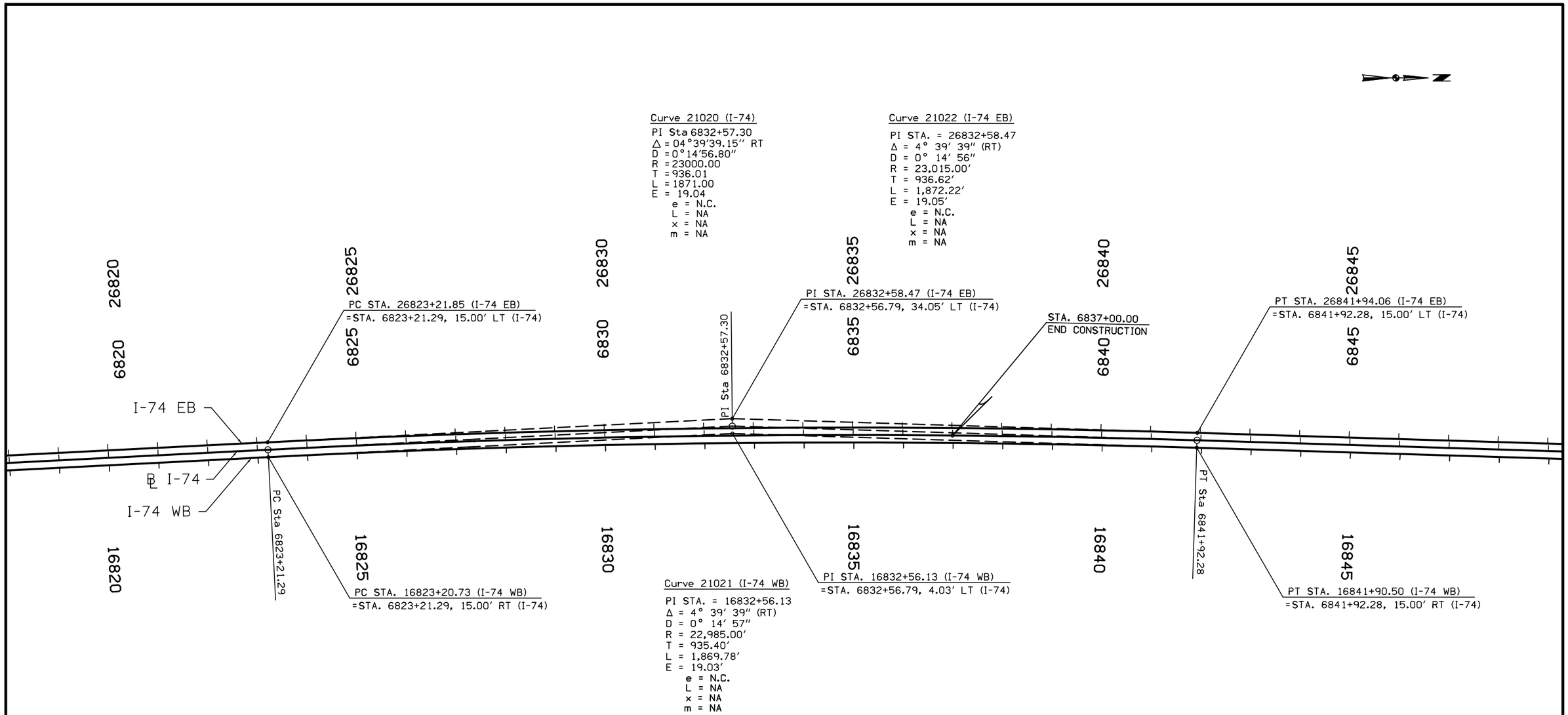

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.10**

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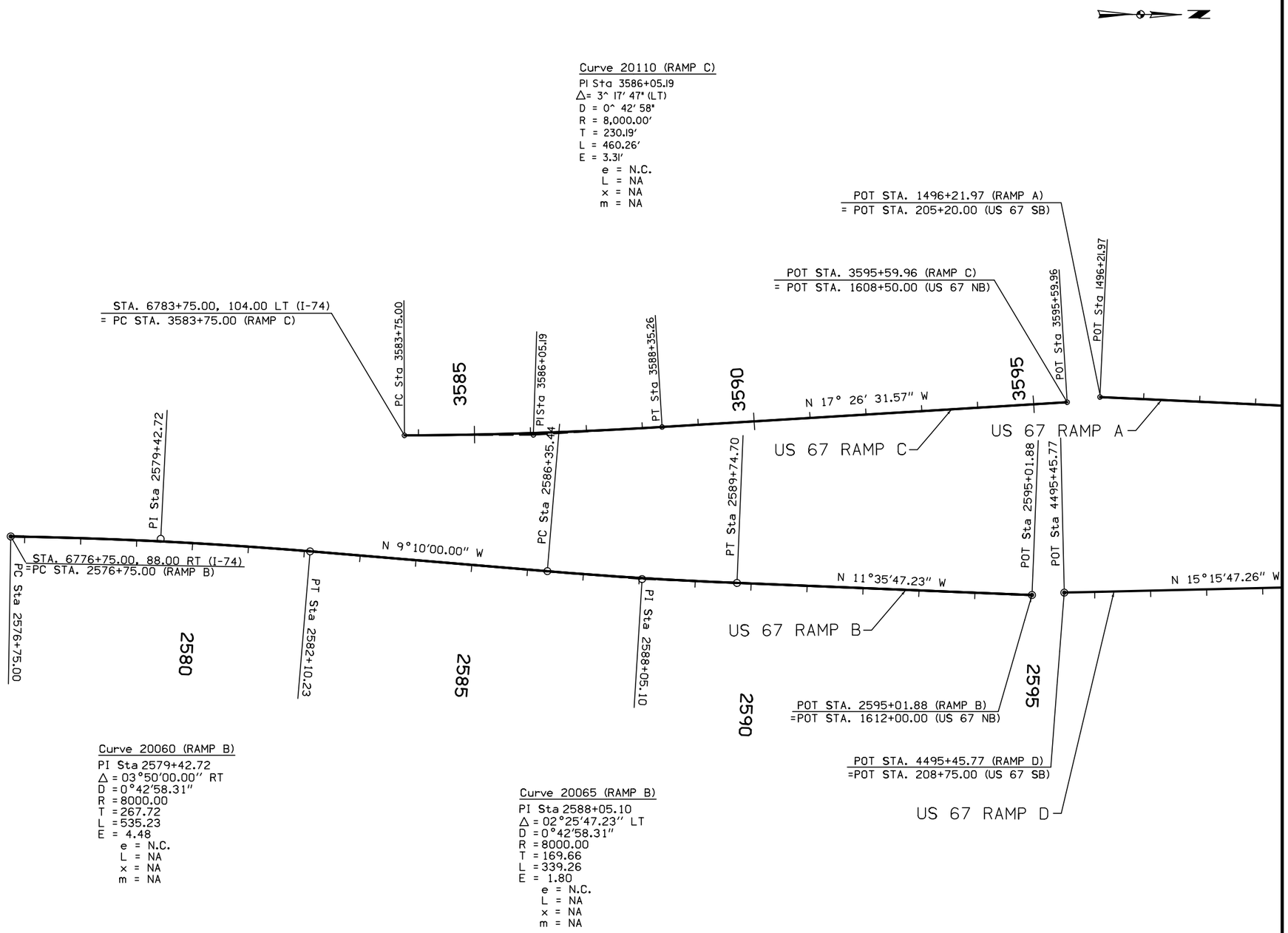

ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.11**

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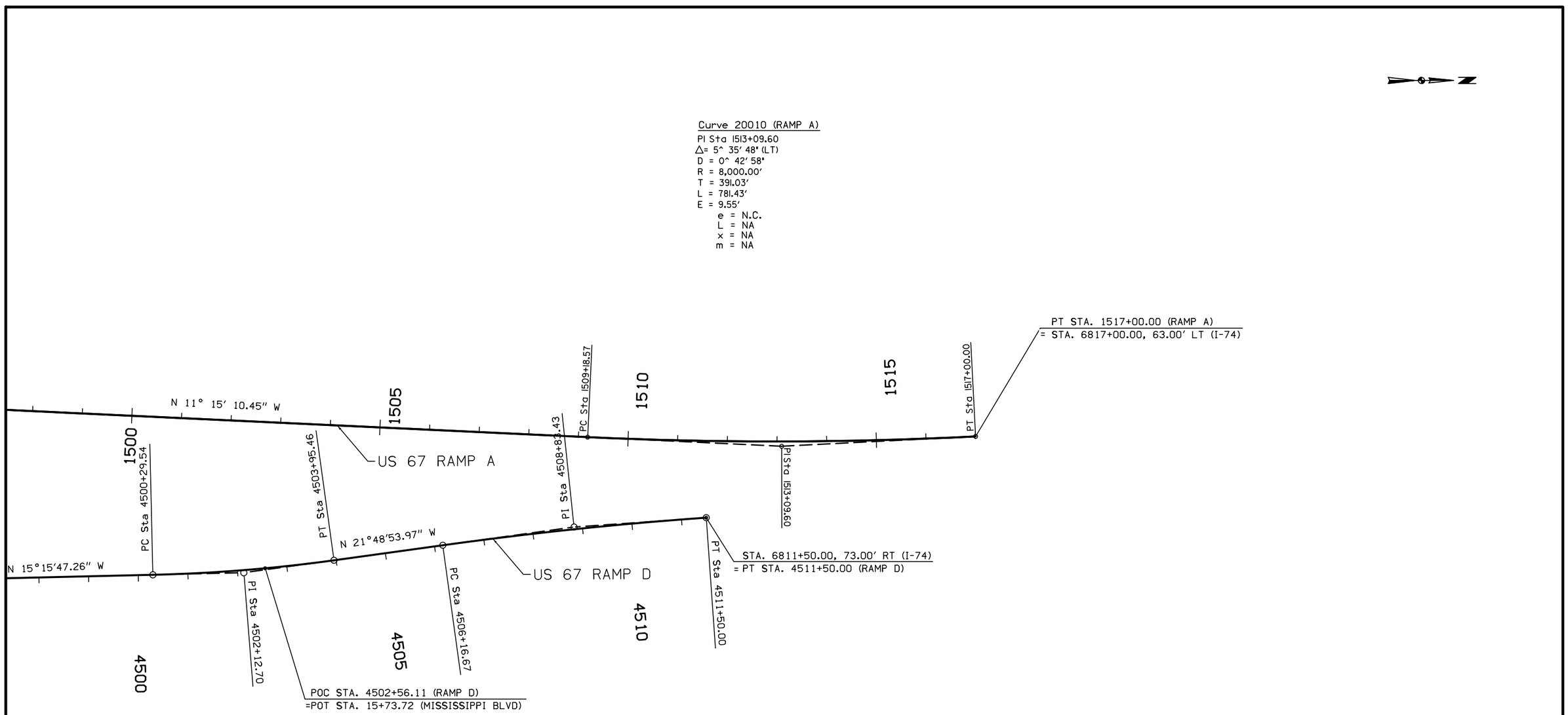

Curve 20155 (RAMP D)
PI Sta 4502+12.70
△ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

Curve 20160 (RAMP D)
PI Sta 4508+83.43
△ = 03°49'10.99" RT
D = 0°42'58.31"
R = 8000.00
T = 266.77
L = 533.33
E = 4.45
e = N.C.
L = NA
x = NA
m = NA

0 100
FEET

ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.12**

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Curve 25001 (TEMP RAMP B)

PI Sta 301+04.02
Δ = 19° 04′ 40.62″ (LT)
D = 11°27′32.96″
R = 500.00
T = 84.02
L = 166.49
E = 7.01
e = N.C.
L = NA
x = NA
m = NA

Curve 25002 (TEMP RAMP B)

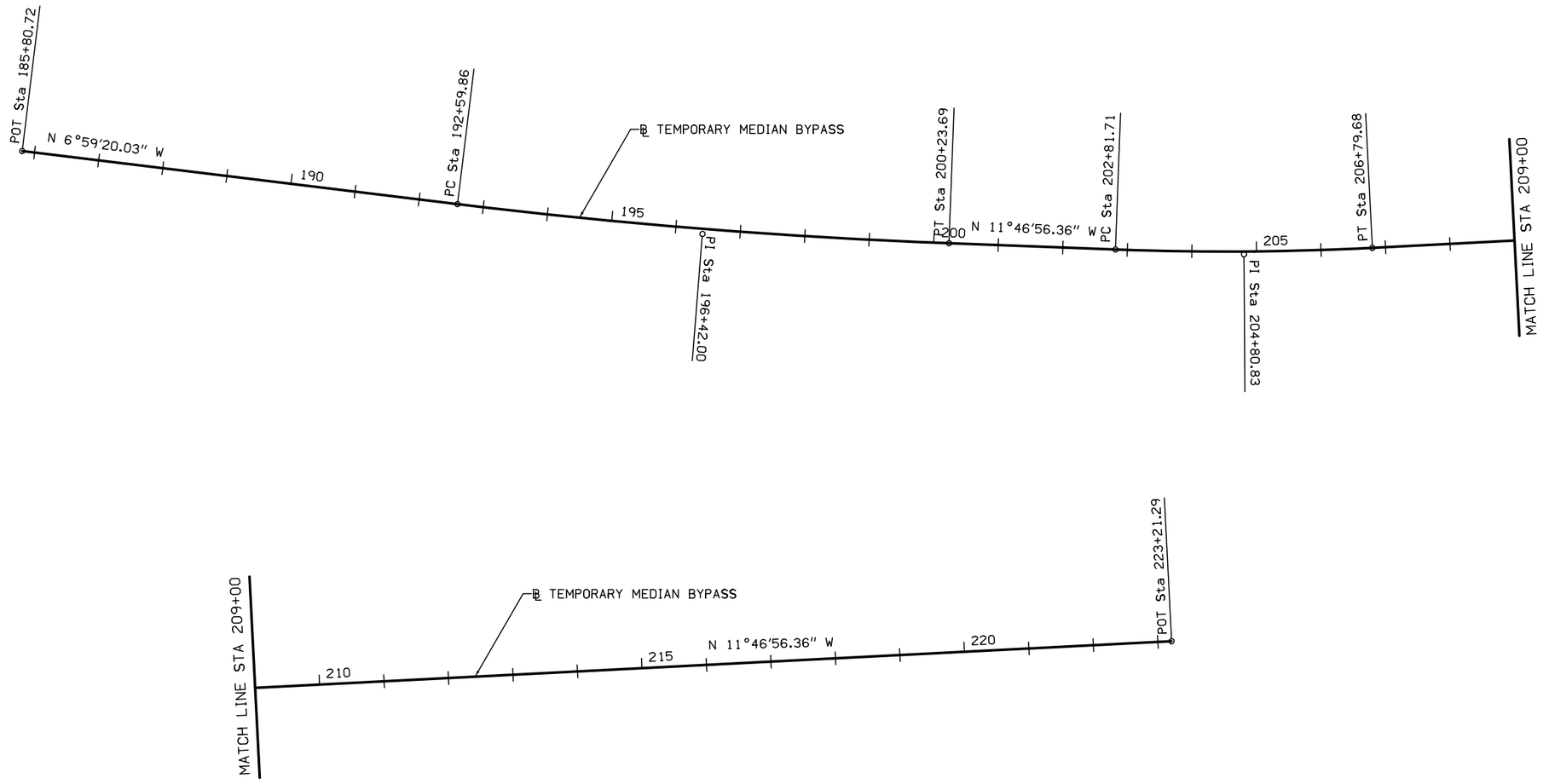
PI Sta 302+46.19
Δ = 13° 37′ 03.33″ (RT)
D = 11°27′32.96″
R = 500.00
T = 59.70
L = 118.84
E = 3.55
e = N.C.
L = NA
x = NA
m = NA

Curve 24001 (TEMP MEDIAN BYPASS)

PI Sta 196+42.00
Δ = 4° 47′ 36.34″ (LT)
D = 0°37′39.20″
R = 9,130.00
T = 382.14
L = 763.83
E = 7.99
e = N.C.
L = NA
x = NA
m = NA

Curve 24002 (TEMP MEDIAN BYPASS)

PI Sta 204+80.83
Δ = 5° 04′ 01.87″ (LT)
D = 1°16′23.66″
R = 4,500.00
T = 199.12
L = 397.98
E = 4.40
e = 3.4%
L = See Modified PV-301, Contract IM-74-1(205)5--13-82
x = See Modified PV-301, Contract IM-74-1(205)5--13-82
m = See Modified PV-301, Contract IM-74-1(205)5--13-82



TEMPORARY ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **G.13**

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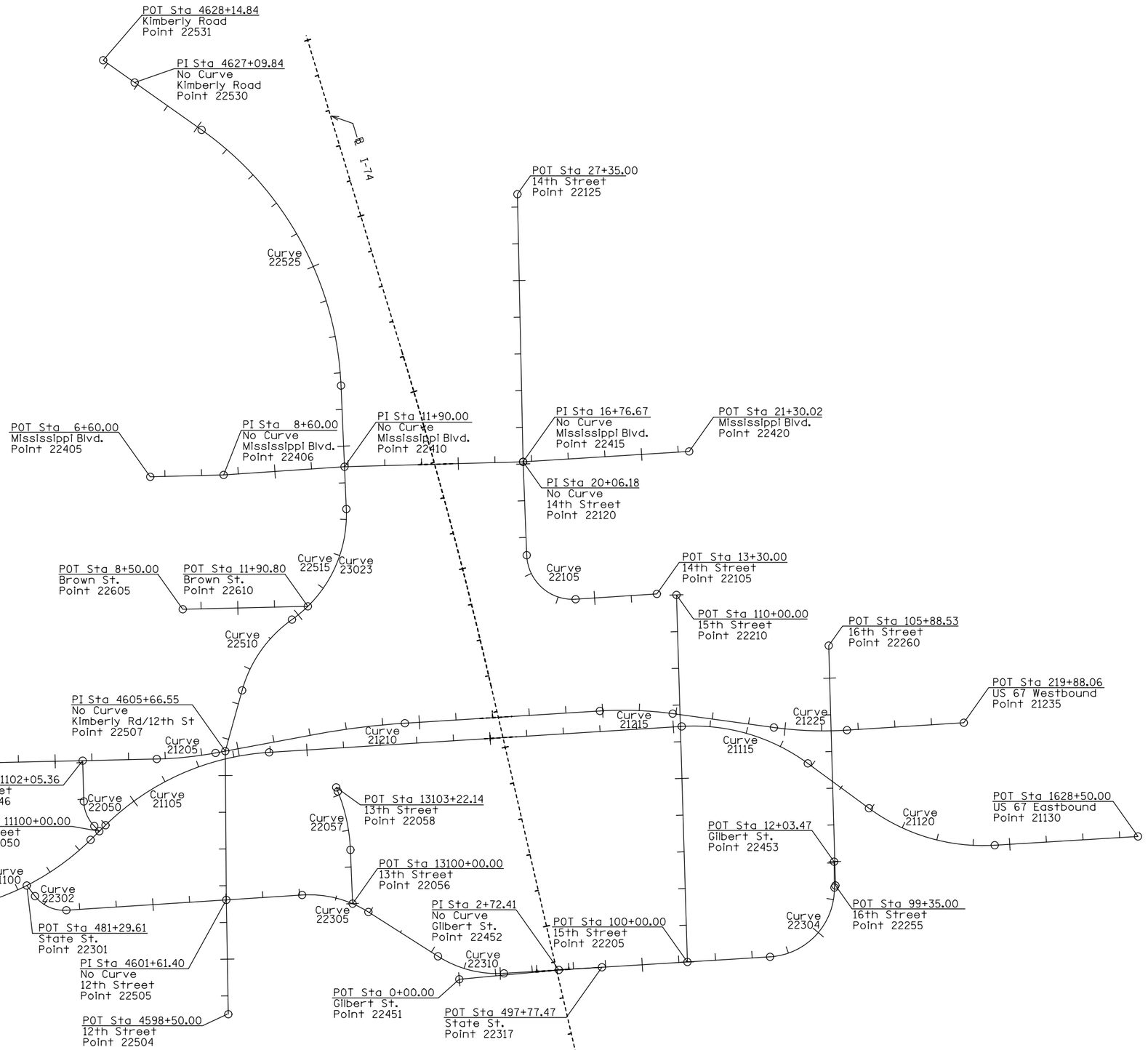

For Coordinate Values
Refer to Sheet No. G.13

ALIGNMENTS
IOWA LOCAL ROADS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER G.14

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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)
POT 21009	I-74 MAINLINE	6719+17.38	562672.89	2459725.37															
CURVE 21010	I-74 MAINLINE							6742+96.78	565000.29	2459230.66	6744+71.31	565171.01	2459194.38	6746+45.84	565341.08	2459155.11			
CURVE 21015	I-74 MAINLINE							6796+70.83	570237.28	2458024.74	6801+41.31	570695.70	2457918.90	6806+11.44	571145.99	2457782.53			
CURVE 21020	I-74 MAINLINE							6823+21.29	572782.43	2457286.91	6832+57.30	573678.26	2457015.60	6841+92.28	574593.17	2456817.98			
POT 21001	I-74 EB	26722+61.55	563004.32	2459640.61															
CURVE 21003	I-74 EB							26742+99.14	564997.38	2459216.97	26747+52.49	565440.83	2459122.71	26752+05.69	565879.54	2459008.44			
CURVE 21005	I-74 EB							26755+79.54	566241.33	2458914.21	26758+58.62	566511.40	2458843.87	26761+37.66	566783.32	2458781.09			
CURVE 21017	I-74 EB							26800+44.27	570589.80	2457902.30	26805+14.75	571048.23	2457796.46	26809+84.88	571498.51	2457660.09			
CURVE 21022	I-74 EB							26823+21.85	572778.08	2457272.56	26832+58.47	573674.49	2457001.07	26841+94.06	574590.00	2456803.32			
POT 21000	I-74 WB	16722+56.30	563010.14	2459668.00															
CURVE 21001	I-74 WB							16757+83.78	566460.53	2458934.59	16759+58.32	566631.26	2458898.31	16761+32.85	566801.32	2458859.04			
CURVE 21016	I-74 WB							16792+97.39	569884.75	2458147.18	16797+67.87	570343.18	2458041.34	16802+38.00	570793.46	2457904.97			
CURVE 21021	I-74 WB							16823+20.73	572786.78	2457301.27	16832+56.13	573682.02	2457030.14	16841+90.50	574596.34	2456832.64			
POT 24000	WB TEMP. BYPASS	185+80.72	569145.75	2458120.97															
CURVE 24001	WB TEMP. BYPASS							192+59.86	569819.84	2458038.33	196+42.00	570199.14	2457991.84	200+23.69	570573.23	2457913.81			
CURVE 24002	WB TEMP. BYPASS							202+81.71	570825.81	2457861.12	204+80.83	571020.73	2457820.46	206+79.68	571211.30	2457762.75			
POT 24003	WB TEMP. BYPASS	223+21.29	572782.43	2457286.91															
POT 20005	RAMP A	1496+21.97	570140.13	2457849.37															
CURVE 20010	RAMP A							1509+18.57	571411.80	2457596.35	1513+09.60	571795.31	2457520.05	1517+00.00	572169.55	2457406.70			
POT 20010	RAMP A	1517+00.00	572169.55	2457406.70															
POT 20060	RAMP B	2576+75.00	568312.39	2458559.45															
CURVE 20060	RAMP B							2576+75.00	568312.39	2458559.45	2579+42.72	568573.25	2458499.22	2582+10.23	568837.55	2458456.57			
CURVE 20065	RAMP B							2586+35.44	569257.33	2458388.84	2588+05.10	569424.82	2458361.81	2589+74.70	569591.01	2458327.70			
POT 20070	RAMP B	2595+01.88	570107.42	2458221.73															
POT 20110	RAMP C	3583+75.00	568951.26	2458214.90															
CURVE 20110	RAMP C							3583+75.00	568951.26	2458214.90	3586+05.19	569174.47	2458158.65	3588+35.26	569394.08	2458089.65			
POT 20115	RAMP C	3595+59.96	570085.46	2457872.42															
POT 20150	RAMP D	4495+45.77	570162.40	2458203.67															
CURVE 20155	RAMP D							4500+29.54	570629.09	2458076.32	4502+12.70	570805.80	2458028.10	4503+95.46	570975.84	2457960.04			
CURVE 20160	RAMP D							4506+16.67	571181.20	2457877.84	4508+83.43	571428.87	2457778.70	4511+50.00	571682.58	2457696.29			
POT 20160	RAMP D	4511+50.00	571682.58	2457696.29															
POT RRDG1	RAMP RD-G	120+00.00	566229.23	2458867.76															
CURVE RRD-G-1	RAMP RD-G							123+97.74	565839.53	2458947.34	125+86.43	565654.65	2458985.09	127+75.08	565468.49	2459015.84			
POT RRDG2	RAMP RD-G	137+09.35	564546.70	2459168.10															
POT RRDH1	RAMP RD-H	210+00.00	564718.25	2459496.40															
CURVE 3RH IL-1	RAMP RD-H							216+71.36	565354.44	2459281.94	220+64.68	565727.15	2459156.30	224+57.36	566110.38	2459067.82			
POT RRDH2	RAMP RD-H	231+77.55	566812.12	2458905.81															
POT RSIXD1	RAMP 6TH-D	420+00.00	563503.63	2459677.85															
CURVE 6RD IL-1	RAMP 6TH-D							421+00.39	563602.38	2459659.74	421+45.59	563646.83	2459651.59	421+90.74	563690.55	2459640.12			
CURVE 6RD IL-2	RAMP 6TH-D							433+38.49	564800.71	2459348.80	434+74.45	564932.22	2459314.29	436+10.40	565064.62	2459283.36			
POT RSIXD2	RAMP 6TH-D	443+56.73	565791.39	2459113.63															
POT RW100	RET WALL 135	14498+50.00	570458.52	2458133.23															
CURVE RW135 1	RET WALL 135							14500+29.54	570631.72	2458085.96	14501+04.57	570704.10	2458066.21	14501+79.57	570775.49	2458043.10			

SUPERELEVATION DATA

See PV-300 Series

Road Identification	Circular Curve or Spiral Curve Name	Radius	Superelevation Data			Standard Road Plan	Section A-A	Section B-B	Section C-C	Section D-D	Section E-E	Section F-F	Case A	Case B	Case C	Case S	Case T	Case U	Remarks
			e	L	x														
		FT	%	FT	FT														
US 67 RAMP D	20155	3200	2.8	71	52	PV-303	4499+27.84	4499+79.84	4500+29.54	4500+50.84						4500+30.55			
							4504+97.16	4504+45.16	4503+95.46	4503+74.16						4503+94.45			

SPIRAL OR CIRCULAR CURVE DATA

101-17
04-19-11

Name	Location	Δ_{scs}	Horizontal Alignment Data													Remarks
			Spiral Data								Curve Data					
			θs	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_C	T	L	R	E	
CURVE 21010	I-74 MAINLINE										1°00'00.00" LT	174.54'	349.07'	20,000.00'	0.76'	
CURVE 21015	I-74 MAINLINE										3°50'58.23" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21020	I-74 MAINLINE										4°39'39.15" RT	936.01'	1,871.00'	23,000.00'	19.04'	
CURVE 21003	I-74 EB										2°35'56.05" LT	453.35'	906.55'	19,986.00'	5.14'	
CURVE 21005	I-74 EB										1°35'56.05" RT	279.08'	558.12'	20,000.00'	1.95'	
CURVE 21017	I-74 EB										3°50'58.22" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21022	I-74 EB										4°39'39.15" RT	936.62'	1,872.22'	23,015.00'	19.05'	
CURVE 21001	I-74 WB										1°00'00.00" LT	174.54'	349.07'	20,000.00'	0.76'	
CURVE 21016	I-74 WB										3°50'58.24" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21021	I-74 WB										4°39'39.15" RT	935.40'	1,869.78'	22,985.00'	19.03'	
CURVE 24001	I-74 WB TEMP. MEDIAN BYPASS										4°47'36.34" LT	382.14'	763.83'	9,130.00'	7.99'	
CURVE 24002	I-74 WB TEMP. MEDIAN BYPASS										5°04'01.87" LT	199.12'	397.98'	4,500.00'	4.40'	
CURVE 20010	RAMP A										5°35'47.78" LT	391.03'	781.43'	8,000.00'	9.55'	
CURVE 20060	RAMP B										3°50'00.00" RT	267.72'	535.23'	8,000.00'	4.48'	
CURVE 20065	RAMP B										2°25'47.23" LT	169.66'	339.26'	8,000.00'	1.80'	
CURVE 20110	RAMP C										3°17'46.82" LT	230.19'	460.26'	8,000.00'	3.31'	
CURVE 20155	RAMP D										6°33'06.71" LT	183.16'	365.93'	3,200.00'	5.24'	
CURVE 20160	RAMP D										3°49'10.99" RT	266.77'	533.33'	8,000.00'	4.45'	
CURVE RRD-G-1	RAMP RD-G										2°09'43.09" RT	188.69'	377.33'	10,000.00'	1.78'	
CURVE 3RHIL-1	RAMP RD-H										5°37'45.59" RT	393.32'	786.00'	8,000.00'	9.66'	
CURVE 6RDIL-1	RAMP 6TH-D										4°18'49.27" LT	45.19'	90.35'	1,200.00'	0.85'	
CURVE 6RDIL-2	RAMP 6TH-D										1°33'28.68" RT	135.97'	271.91'	10,000.00'	0.92'	
CURVE RW135 1	RET WALL 135										2°40'40.59" LT	75.02'	150.03'	3,210.00'	0.87'	

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)
	10TH STREET																		
22000		10100+00.00	569,621.314	2,456,499.608															
22005		10102+00.00	569,821.276	2,456,495.722															
	11TH STREET																		
22050		11100+00.00	569,842.226	2,456,957.629															
22050								11100+19.76	569,856.349	2,456,943.806	11100+58.91	569,884.329	2,456,916.421	11100+94.40	569,923.465	2,456,915.312			
22046		11102+05.36	570,034.383	2,456,912.171															
	13TH STREET																		
22056		13100+00.00	569,644.992	2,457,647.476															
22057								13101+46.55	569,791.420	2,457,641.538	13102+29.20	569,874.001	2,457,638.190	13103+10.22	569,950.650	2,457,607.278			
22058		13103+22.14	569,961.702	2,457,602.822															
	14TH STREET																		
22105		13+30.00	570,488.551	2,458,476.221															
22105								15+51.84	570,474.037	2,458,254.853	16+80.23	570,465.638	2,458,126.745	17+51.53	570,593.924	2,458,121.769			
22120		20+06.18	570,848.384	2,458,111.899															
22125		27+35.00	571,577.037	2,458,096.363															
	15TH STREET																		
22205		100+00.00	569,486.215	2,458,559.458															
22210		110+00.00	570,485.771	2,458,529.668															
	16TH STREET																		
22255		99+35.00	569,694.498	2,458,962.784															
22260		105+88.53	570,347.770	2,458,944.397															
	US 67 EASTBOUND																		
21100		1591+28.39	569,602.502	2,456,273.908															
21100								1593+57.53	569,621.535	2,456,502.260	1596+09.69	569,642.479	2,456,753.540	1598+41.58	569,818.849	2,456,933.744			
21105								1598+98.53	569,858.684	2,456,974.445	1601+58.77	570,040.714	2,457,160.431	1603+96.85	570,057.039	2,457,420.160			
21115								1615+22.86	570,127.672	2,458,543.955	1617+13.20	570,139.612	2,458,733.922	1618+88.07	570,027.033	2,458,887.402			
21120								1620+94.69	569,904.824	2,459,054.011	1622+84.52	569,792.548	2,459,207.077	1624+58.99	569,804.128	2,459,396.552			
21130		1628+50.00	569,827.981	2,459,786.835															
	US 67 WESTBOUND																		
21205		192+00.46	570,025.981	2,456,537.815															
21205								197+76.87	570,038.915	2,457,114.077	198+57.61	570,040.727	2,457,194.804	199+38.01	570,055.468	2,457,274.194			
21210								202+18.73	570,106.715	2,457,550.194	203+39.69	570,128.797	2,457,669.124	204+60.36	570,136.385	2,457,789.849			
21215								209+92.57	570,169.770	2,458,321.011	210+92.33	570,176.028	2,458,420.574	211+91.43	570,162.494	2,458,519.411			
21225								214+69.68	570,124.744	2,458,795.083	215+69.77	570,111.164	2,458,894.252	216+69.20	570,117.509	2,458,994.146			
21235		219+88.06	570,137.723	2,459,312.364															
	BROWN STREET																		
22605		8+50.00	570,446.718	2,457,184.866															
22610		11+90.80	570,454.623	2,457,525.571															
	GILBERT STREET																		
22451		0+00.00	569,439.071	2,457,938.063															
22452		2+72.41	569,464.497	2,458,209.286															
22454								8+48.81	569,500.177	2,458,784.582	10+26.63	569,511.185	2,458,962.055	11+33.10	569,688.986	2,458,959.917			
22453		12+03.47	569,759.354	2,458,959.072															
	MISSISSIPPI BOULEVARD																		
22405		6+60.00	570,807.419	2,457,096.238															
22406		8+60.00	570,812.549	2,457,296.172															
22410		11+90.00	570,834.875	2,457,625.421															
22415		16+76.67	570,848.205	2,458,111.902															
22420		21+30.02	570,876.535	2,458,564.364															
	KIMBERLY ROAD																		
22504		4598+50.00	569,343.898	2,457,308.898															
22505		4601+61.40	569,655.251	2,457,303.482															
22507		4605+66.55	570,060.395	2,457,300.729															
22510								4607+38.27	570,225.879	2,457,346.563	4608+63.42	570,346.488	2,457,379.969	4609+78.65	570,418.570	2,457,482.275			
22515								4609+78.65	570,418.570	2,457,482.275	4611+69.83	570,528.686	2,457,638.562	4613+28.61	570,719.693	2,457,630.364			
22525								4616+65.09	571,055.857	2,457,615.937	4621+06.86	571,497.226	2,457,596.994	4624+86.45	571,752.215	2,457,236.236			
22530		4627+09.84	571,881.154	2,457,053.814															
22531		4628+14.84	571,941.759	2,456,968.070															
	STATE STREET																		
22301		481+29.61	569,694.419	2,456,759.957															
22302								481+66.24	569,665.500	2,456,782.445	482+19.22	569,623.679	2,456,814.967	482+63.68	569,627.095	2,456,867.835			
22305								489+07.20	569,668.599	2,457,510.010	490+05.19	569,674.919	2,457,607.802	490+96.63	569,622.293	2,457,690.467			
22310								493+21.41	569,501.578	2,457,880.085	494+18.98	569,449.184	2,457,962.387	495+10.07	569,455.223	2,458,059.764			
22317		497+77.47	569,471.776	2,458,326.648															

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER G.18

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PARCEL OWNERSHIP

312 - KIETH A. HALL
324 - MILES NEBRASKA, L.L.C.
325 - MARILYN SEIBEL TRUST
326 - W. DAVID RIPLEY
REBA S. RIPLEY
327 - THOMAS L. QUIGLEY JR. (STATE OF IOWA)
342 - W. DAVID RIPLEY
REBA S. RIPLEY
343 - THOMAS D. VOSS (STATE OF IOWA)
345 - SOULTS REAL ESTATE, L.L.C.
346 - B.O.R.G. ENTERPRISES
353 - GREGORY POLEY (STATE OF IOWA)
353 - GREGORY POLEY (STATE OF IOWA)
368 - WEINDRUCH MEADE, INC. (STATE OF IOWA)
369 - WEINDRUCH MEADE, INC. (STATE OF IOWA)
370 - TIMOTHY GROTHUS
375 - JOHN GROTHUS
MICHAEL VASQUEZ (C.P.)
(STATE OF IOWA)
376 - JAMES A. WIESE (STATE OF IOWA)
371 - RONALD L. GOTTSCHALK
377 - CYNTHIA L. FREIDHOF TRUST
RONALD L. FREIDHOF TRUST
(STATE OF IOWA)
378 - ROBERT H. BERGESON
387 - LYLE L. ROSS
388 - OTIS A. ROSE III
389 - JOEL J. MULLOY
390 - MARK C. JACOBS
KELLY SIMONS

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GETTINGS/CUVA/GROAT
ROW #: IM-074-1(144)5--13-82
Plan Date: 05-14-13
Color Legend:
- **Property Lines**
- **Temporary Easement**
- **Permanent Acquisition**

ENGLISH	IOWA DOT	DESIGN TEAM WHKS/BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)4--13-82	SHEET NUMBER HE.2

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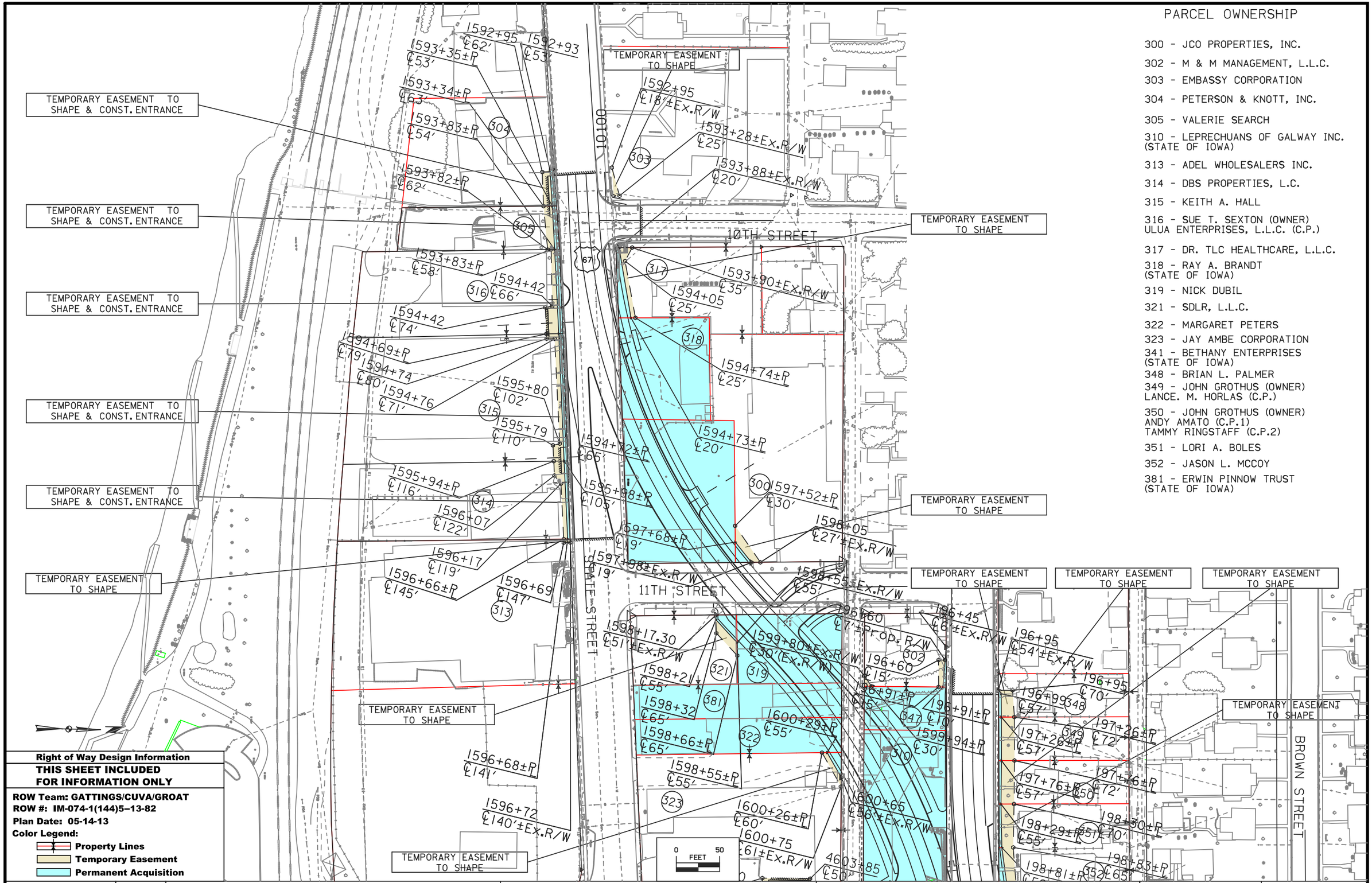

PARCEL OWNERSHIP

300 - JCO PROPERTIES, INC.
302 - M & M MANAGEMENT, L.L.C.
303 - EMBASSY CORPORATION
304 - PETERSON & KNOTT, INC.
305 - VALERIE SEARCH
310 - LEPRECHUANS OF GALWAY INC. (STATE OF IOWA)
313 - ADEL WHOLESALERS INC.
314 - DBS PROPERTIES, L.C.
315 - KEITH A. HALL
316 - SUE T. SEXTON (OWNER) ULUA ENTERPRISES, L.L.C. (C.P.)
317 - DR. TLC HEALTHCARE, L.L.C.
318 - RAY A. BRANDT (STATE OF IOWA)
319 - NICK DUBIL
321 - SDLR, L.L.C.
322 - MARGARET PETERS
323 - JAY AMBE CORPORATION
341 - BETHANY ENTERPRISES (STATE OF IOWA)
348 - BRIAN L. PALMER
349 - JOHN GROTHUS (OWNER) LANCE. M. HORLAS (C.P.)
350 - JOHN GROTHUS (OWNER) ANDY AMATO (C.P.1) TAMMY RINGSTAFF (C.P.2)
351 - LORI A. BOLES
352 - JASON L. MCCOY
381 - ERWIN PINNOW TRUST (STATE OF IOWA)

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GATTINGS/CUVA/GROAT
ROW #: IM-074-1(144)5-13-82
Plan Date: 05-14-13
Color Legend:
- **Property Lines**
- **Temporary Easement**
- **Permanent Acquisition**

ENGLISH	IOWA DOT	DESIGN TEAM WHKS/BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)4--13-82	SHEET NUMBER HE.1

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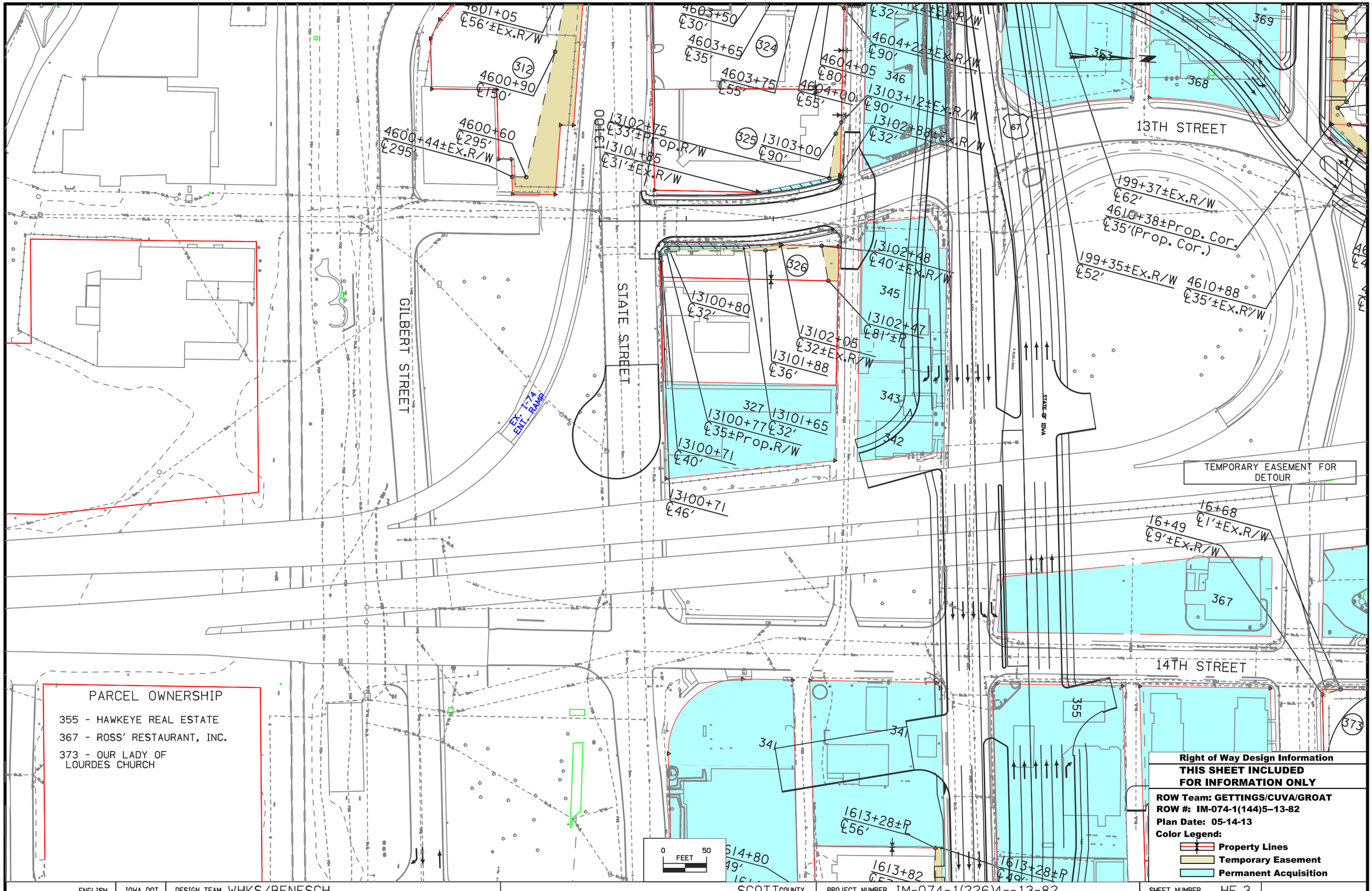

PARCEL OWNERSHIP

355 - HAWKEYE REAL ESTATE

367 - ROSS' RESTAURANT, INC.

373 - OUR LADY OF LOURDES CHURCH

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GETTINGS/CUVA/GROAT

ROW #: IM-074-1(144)5--13-82

Plan Date: 05-14-13

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

ENGLISH	IOWA DOT	DESIGN TEAM WHKS/BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)4--13-82	SHEET NUMBER HE.3

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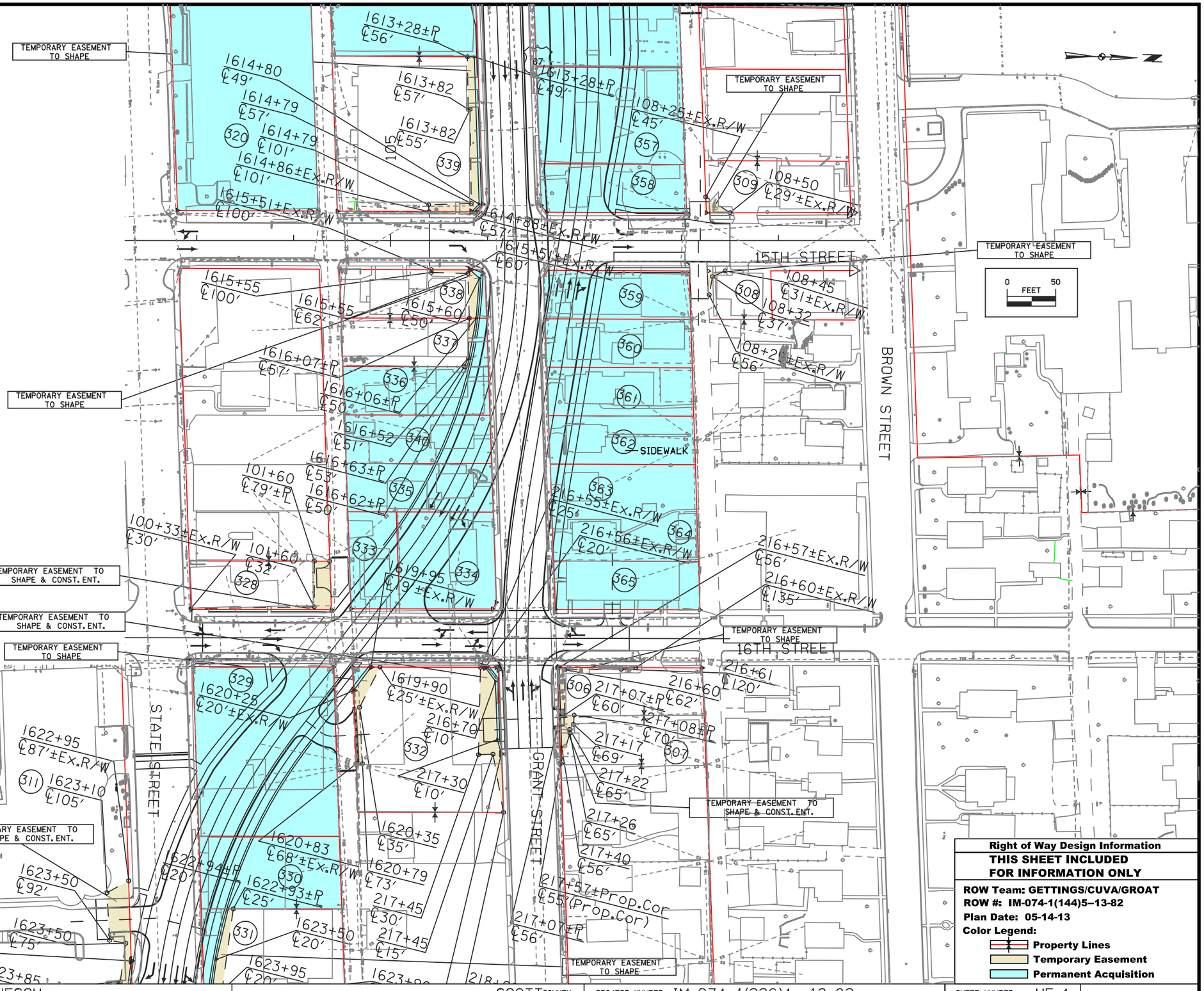
PARCEL OWNERSHIP

306 - MARK D. SPRANGLER
307 - JAROSLAVA ODVARKO
308 - OTIS ROSE III
309 - LANUM PROPERTIES, L.L.C.
311 - CITY OF BETTENDORF
320 - KNOX CORPORATION
(STATE OF IOWA)
328 - JEFFERY L. WEINDRUCH (OWNER)
RICHARD I. VESOLE (C.P.)
329 - VERNON MATTSEN
FABRIZIO FEDRIZZA
330 - DONNA J. WAINWRIGHT REVOCABLE TRUST
331 - MIDWEST DEV. & INV. CORP.
332 - KO PROPERTY MANAGEMENT
333 - JEFFERY L. & HELEN M. WEINDRUCH
(STATE OF IOWA)
334 - ANJ LTD.
335 - JAMIE L. GRENER REVOCABLE TRUST
(STATE OF IOWA)
336 - DANIEL E. GROTHUS
337 - CHARLES J. DIXON
338 - LEONA M. FERGUSON
339 - NORTHWESTERN BELL TELLEPHONE COMPANY
340 - RONALD L. & NOLA L. GOTTSCHALK
(STATE OF IOWA)
357 - JAMES E. REISTROFFER
QUINT CITIES PETROLIUM (C.P.)
(STATE OF IOWA)
358 - MOLO QUINT, L.L.C.
(STATE OF IOWA)
359 - APOSTOLIC ASSEMBLY CHURCH
(STATE OF IOWA)
360 - MICHAEL A. LEIGHT
(STATE OF IOWA)
361 - RICHARD L. HELSLANDER, JR.
(STATE OF IOWA)
362 - ERIC V. TOTHEROW
(STATE OF IOWA)
363 - RICHARD LIVING TRUST
(STATE OF IOWA)
364 - RICHARD LIVING TRUST
(STATE OF IOWA)
365 - DOROTHY J. FOLWELL



Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY
ROW Team: GETTINGS/CUVA/GROAT
ROW #: IM-074-1(144)5--13-82
Plan Date: 05-14-13
Color Legend:
Property Lines
Temporary Easement
Permanent Acquisition

ENGLISH	IOWA DOT	DESIGN TEAM WHKS/BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)4--13-82	SHEET NUMBER HE.4

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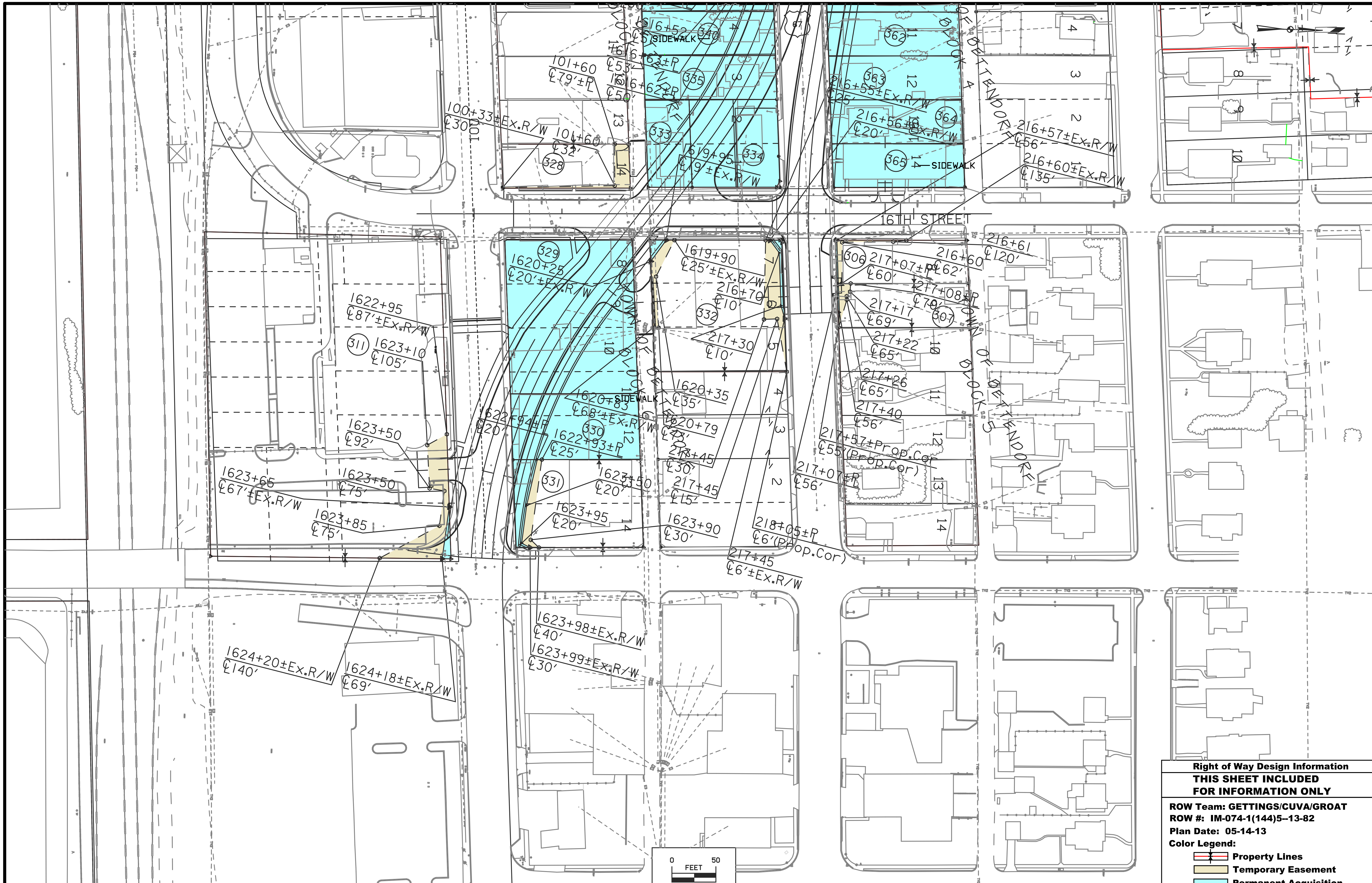

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GETTINGS/CUVA/GROAT
ROW #: IM-074-1(144)5--13-82
Plan Date: 05-14-13
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

ENGLISH	IOWA DOT	DESIGN TEAM WHKS/BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)4--13-82	SHEET NUMBER HE.5

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PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

COUNTY : SCOTT PROJECT NO. :IM-074-1(144)5--13-82 PIN: 03-82-074010-00

CONSTRUCTION NO.:IM-074-1(122)0--13-82 ASSIGNED TO: FLD

DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0300	26040	JCO PROPERTIES, INC.	FEE STATE OF IOWA						
				216.00 WD SQFT					
0301	26041	GREEN BRIDGE REAL ESTATE	FEE						
0302	26067	M & M MANAGEMENT, L.L.C.	FEE STATE OF IOWA						
				87.00 WD SQFT					
0303	26068	EMBASSY CORPORATION	FEE						
0304	26069	PETERSON & KNOTT INC.	FEE STATE OF IOWA						
				204.00 WD SQFT					
0305	26070	VALERIE SEARCH	FEE STATE OF IOWA						
				268.00 WD SQFT					
0306	26071	MARK D. SPRANGLER	FEE STATE OF IOWA						
				75.00 WD SQFT					
0307	26072	JAROSLAVA ODVARKO	FEE STATE OF IOWA						
				58.00 WD SQFT					
0308	26073	OTIS A. ROSE III	FEE						
0309	26074	LANUM PROPERTIES, L.L.C.	FEE						
0310	25371	LEPRECHAUNS OF GALWAY COUNTY, INC.	FEE STATE OF IOWA						
		BECKMAN HAMILTON & SMITH INSURANCE	T	0.40 WD ACRE					
		EDWARD JONES	T						
		ORGANIC THERAPIES	T						
		LONNY L. WILKEN	T						
0311	26076	CITY OF BETTENDORF	FEE STATE OF IOWA						
				299.00 WD SQFT					
0312	26099	KIETH A. HALL	FEE						
0313	26077	ADEL WHOLESALERS INC.	FEE						
0313 A	26078	PARCEL R. DELETED							
		BOTTLED GAS CORPORATION	FEE						
0314	26079	DBS PROPERTIES, L.C.	FEE STATE OF IOWA						
				321.00 WD SQFT					
0315	26080	KEITH A. HALL	FEE STATE OF IOWA						
				650.00 WD SQFT					
0316	26081	SUE T. SEXTON	FEE STATE OF IOWA						
		ULUA ENTERPRISES, L.L.C.	CP1	501.00 WD SQFT					

PARCEL CHECK LIST

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DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0317	26100	DR TLC HEALTHCARE, LLC	FEE STATE OF IOWA						
				728.00 WD SQFT					
0318	26042	RAY A. BRANDT	FEE STATE OF IOWA						
		CHRISTINA A. BRANDT	FEE	0.28 WD ACRE					
		BRANDT PARTNERS, INC.	T						
0319	25630	NICK DUBIL	FEE STATE OF IOWA						
				0.22 WD ACRE					
0320	25262	KNOX CORPORATION	FEE STATE OF IOWA						
		PATRICK A. GARRELS	T	0.83 WD ACRE					
0321	26043	SDLR, L.L.C.	FEE STATE OF IOWA						
0321	26043			450.00 WD SQFT					
0322	26044	MARGARET M. PETERS	FEE STATE OF IOWA						
		FASHION TWENTY COSMETICS	T	0.21 WD ACRE					
		GLANCY'S BARBERSHOP	T						
		AUTUMN HICKMAN	T						
0323	26045	JAY AMBE CORP.	FEE STATE OF IOWA						
				234.00 WD SQFT					
0324	26046	MILES NEBRASKA, L.L.C.	FEE BETTENDORF CITY						
				367.00 WD SQFT					
0325	26047	MARILYN SEIBEL TRUST	FEE BETTENDORF CITY						
				331.00 WD SQFT					
0326	26048	KATHY WHITTY REVOCABLE TRUST	FEE BETTENDORF CITY						
				704.00 WD SQFT					
0327	25631	THOMAS L. QUIGLEY, JR	FEE STATE OF IOWA						
				19,394.00 WD SQFT					
0328	26049	JEFFERY L. WEINDRUCH	FEE						
		RICHARD I. VESOLE	CP1						
0329	25632	FABRIZIO FEDRIZZA	FEE STATE OF IOWA						
		CONNIE L. FEDRIZZA	FEE	0.58 WD ACRE					
		VERNON MATTSON	FEE						
		HAYWARD MCGEE	T						
0330	25633	DONNA J. WAINWRIGHT REVOC TRUST	FEE STATE OF IOWA						
				0.24 WD ACRE					
0331	26050	MIDWEST DEV & INV CORP.	FEE STATE OF IOWA						
				1,586.00 WD SQFT					

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

COUNTY : SCOTT PROJECT NO. :IM-074-1(144)5--13-82 PIN: 03-82-074010-00

CONSTRUCTION NO.:IM-074-1(122)0--13-82 ASSIGNED TO: FLD

DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0332	26051	KO PROPERTY MANAGEMENT	FEE STATE OF IOWA						
				579.00 WD SQFT					
0333	25634	HELEN M. WEINDRUCH	FEE STATE OF IOWA						
0333	25634	JEFFERY L. WEINDRUCH	FEE	0.11 WD ACRE					
		HELEN NEWMAN WEINDRUCH	FEE						
		JOEL E. PREISSER	T						
		KEVIN VANTHEEMSCHE	T						
0334	25635	ANJ LTD.	FEE STATE OF IOWA						
				0.22 WD ACRE					
0335	25636	JAMIE L. GRENER REVOC TRUST	FEE STATE OF IOWA						
				0.17 WD ACRE					
0336	25637	DANIEL E. GROTHUS	FEE STATE OF IOWA						
				0.17 WD ACRE					
0337	25638	CHARLES J. DIXON	FEE STATE OF IOWA						
				806.00 WD SQFT					
0338	26052	LEONA M. FERGUSON	FEE STATE OF IOWA						
				425.00 WD SQFT					
0339	26101	NORTHWESTERN BELL TELEPHONE CO.	FEE STATE OF IOWA						
				612.00 WD SQFT					
0340	26075	NOLA L. GOTTSCHALK	FEE STATE OF IOWA						
		RONALD L. GOTTSCHALK	FEE	0.17 WD ACRE					
0341	25639	BETHANY ENTERPRISES, INC.	FEE STATE OF IOWA						
				0.28 EASE ACRE					
0341 A	25684	BETHANY ENTERPRISES, INC.	FEE STATE OF IOWA						
		ABSOLUTE CASH, INC.	T	0.65 EASE ACRE					
		HORIZON MOVERS AND STORAGE	T						
0342	25640	W. DAVID RIPLEY	FEE STATE OF IOWA						
		REBA S. RIPLEY	FEE	0.09 WD ACRE					
0343	25641	THOMAS D. VOSS	FEE STATE OF IOWA						
		TINA L. VOSS	FEE	0.11 WD ACRE					
0344	25642	PARCEL R. DELETED							
0344	25642	ARLENE K. SOULTS REVOC TRUST	FEE						
0345	25643	SOULTS REAL ESTATE LLC	FEE STATE OF IOWA						
		CRESCENT-ECONOMY INC	T	0.39 EASE ACRE					
0346	25644	B.O.R.G. ENTERPRISES	FEE STATE OF IOWA						
				0.51 WD ACRE					

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

COUNTY : SCOTT PROJECT NO. :IM-074-1(144)5--13-82 PIN: 03-82-074010-00

CONSTRUCTION NO.:IM-074-1(122)0--13-82 ASSIGNED TO: FLD

DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0347	25713	JUANITA J. CARRILLO ESTATE	FEE STATE OF IOWA						
				0.01 WD ACRE					
0348	26053	BRIAN L. PALMER	FEE STATE OF IOWA						
				95.00 WD SQFT					
0349	26054	JOHN GROTHUS	FEE STATE OF IOWA						
		LANCE M. HORLAS	CP1	166.00 WD SQFT					
0350	26055	JOHN F. GROTHUS	FEE STATE OF IOWA						
		ANDY AMATO	CP1	149.00 WD SQFT					
		TAMMY RINGSTAFF	CP2						
0351	26056	LORI A. BOLES	FEE STATE OF IOWA						
				154.00 WD SQFT					
0352	26057	JASON L. MCCOY	FEE STATE OF IOWA						
				348.00 WD SQFT					
0353	25645	GREGORY POLEY	FEE STATE OF IOWA						
		JANET POLEY	FEE	0.17 WD ACRE					
0354	25646	PARCEL R. DELETED							
		CYNTHIA L. FREIDHOF	FEE						
		RONALD L. FREIDHOF	FEE						
0355	25647	HAWKEYE REAL ESTATE	FEE STATE OF IOWA						
				0.69 EASE ACRE					
0356	25648	PARCEL R. DELETED							
		ANN I. SCHROEDER	FEE						
0357	25649	JAMES E. REISTROFFER	FEE STATE OF IOWA						
		IRENE REISTROFFER	FEE	0.34 EASE ACRE					
		QUINT CITIES PETROLEUM	CP1						
		JEFFREY A. PICK	T						
0358	25650	MOLO QUINT, LLC	FEE STATE OF IOWA						
				0.17 WD ACRE					
0359	25651	APOSTOLIC ASSEMBLY CHURCH	FEE STATE OF IOWA						
				7,500.00 WD SQFT					
0360	25652	MICHAEL A. LEIGHT	FEE STATE OF IOWA						
		SUSAN B. LEIGHT	FEE	0.17 WD ACRE					
0361	25653	RICHARD L. HELSLANDER, JR	FEE STATE OF IOWA						
		BRET J. GENTRY	FEE	7,500.00 WD SQFT					
		JEREMY HELSLANDER	T						
0362	25654	ERIC V. TOTHEROW	FEE STATE OF IOWA						
		TERRY L. TOTHEROW	FEE	7,500.00 WD SQFT					

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

COUNTY : SCOTT PROJECT NO. :IM-074-1(144)5--13-82 PIN: 03-82-074010-00

CONSTRUCTION NO.:IM-074-1(122)0--13-82 ASSIGNED TO: FLD

DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0363	25625	RICHARD LIVING TRUST	FEE STATE OF IOWA						
		VIRVA J. RICHARD	FEE	7,500.00 WD SQFT					
0364	25655	RICHARD LIVING TRUST	FEE STATE OF IOWA						
		VIRVA J. RICHARD	FEE	7,500.00 WD SQFT					
0365	26058	DOROTHY J. FOLWELL	FEE STATE OF IOWA						
		CHOCOLATE MANOR	T	0.17 WD ACRE					
		DAVID FOLWELL	T						
		L & W BEDDING	T						
0366	25714	RPH PROPERTIES, L.C.	FEE STATE OF IOWA						
		RETAIL DVD, LLC	T	0.47 WD ACRE					
0367	25656	ROSS' RESTAURANT, INC.	FEE STATE OF IOWA						
				0.55 WD ACRE					
0368	25657	WEINDRUCH-MEADE, INC.	FEE STATE OF IOWA						
0368	25657			0.26 WD ACRE					
0369	25658	WEINDRUCH MEADE, INC.	FEE STATE OF IOWA						
				0.15 WD ACRE					
0370	25659	TIMOTHY A. GROTHUS	FEE STATE OF IOWA						
		GARY BOYD	T	0.17 WD ACRE					
		JOSH COLE	T						
		JAROD OLOFSON	T						
0371	26059	RONALD L. GOTTSCHALK	FEE STATE OF IOWA						
				282.00 WD SQFT					
0372	25660	CYNTHIA L. FREIDHOF	FEE STATE OF IOWA						
		RONALD L. FREIDHOF	FEE	0.58 WD ACRE					
0373	26060	OUR LADY OF LOURDES CHURCH	FEE						
0374	25661	EEE PROPERTIES, LTD	FEE STATE OF IOWA						
		ADVANTAGE TREE SERVICES	LSE	0.43 EASE ACRE					
0375	25662	JOHN F. GROTHUS	FEE STATE OF IOWA						
		NORMA J. GROTHUS	FEE	0.19 WD ACRE					
		MICHAEL VASQUEZ	CP1						
0376	25376	JAMES A. WIESE	FEE STATE OF IOWA						
				7,000.00 WD SQFT					
0377	25663	CYNTHIA L. FREIDHOF TRUST	FEE STATE OF IOWA						
		RONALD L. FREIDHOF TRUST	FEE	0.16 WD ACRE					
		JAMIE ARIVETT	T						

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

COUNTY : SCOTT PROJECT NO. :IM-074-1(144)5--13-82 PIN: 03-82-074010-00

CONSTRUCTION NO.:IM-074-1(122)0--13-82 ASSIGNED TO: FLD

DESCRIPTION : I-74 From S. Of 23rd Ave. In Moline To N. Of 53rd St. In Davenport

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
0378	26102	ROBERT H. BERGESON	FEE						
0379	26098	UNKNOWN	FEE						
0380	26103	GOETTSCH BROS REALTY	FEE STATE OF IOWA						
		GREEN ENDEAVORS GROUP LLC	T	0.55 EASE ACRE					
		DBA THE FENCE GUYS	T						
0380	26103	MIDWEST LAWNS, LLC	T						
0381	26061	ERWIN PINNOW TRUST	FEE STATE OF IOWA						
		JANET PINNOW TRUST	FEE	0.21 WD ACRE					
0382	26062	WG BLOCK CO.	FEE						
0383	26063	ABEL - KEPPY PC	FEE						
0384	26064	DONNA BYARS FREEMAN TRUST	FEE						
0385	26065	ROBERT G. HENZEN	FEE						
0386	26066	LOUIS M. KEPPY TRUST	FEE						
0387	26083	LYLE L. ROSS	FEE						
		KELLY SIMONS	FEE						
0388	26084	OTIS A. ROSE III	FEE						
0389	26085	JOEL J. MULLOY	FEE						
0390	26086	MARK C. JACOBS	FEE						
0391	26087	RAMONA K. PEIFFER	FEE						
0392	26088	KATHLEEN A. WISEMAN	FEE						
0393	26089	KELLEY L. SMITH	FEE						
		THOMAS L. SMITH	FEE						
0394	26090	JAMES E. LEVSEN	FEE						
		SANDRA J. LEVSEN	FEE						
0395	26091	BETTENDORF PARK BOARD	FEE						
0396	26092	UNKNOWN	FEE						
0397	26390	UNKNOWN	FEE						

108-26A

STAGING NOTES

Note: "Year 2" refers to the overall I-74 project schedule for coordination with Bridge Contracts.
This is a one year contract.
STAGE 1A - Local Road Improvements
Construction
  Construct the South portion of the remaining North End of Kimberly Road
  Construct curb and gutter and sidewalk at Temporary Connection removal at Brown St.

Traffic Control
  Maintain at least one lane of NB Kimberly Road at all times.
  Maintain I-74 SB Exit ramp traffic to Kimberly Road NB and SB at all times.

STAGE 1B - Local Road Improvements
Close access to NB Kimberly Road and SB Kimberly Road west of 14th Street. Maintain access to the I-74 entrance ramp.
Detour access to SB Kimberly Road/13th Street via 15th St and Mississippi Blvd and detour access to NB Kimberly Road via 14th St
and Lincoln Road. See Sheet J.3.

Construction
  Construct the North Portion of the remaining North End of Kimberly Road
  Construct curb and gutter at Temporary Connection removal at Calvert Dr.
  Remove NB Kimberly Road and Calvert Drive
 Construct temporary ramp connection shown on sheet F.4 utilizing Standard TC-416

Traffic Control
  Maintain at least one lane of NB Kimberly Road at all times.
  Maintain I-74 SB Exit ramp traffic to Kimberly Road at all times.
 Maintain eastbound I-74 exit ramp traffic at all times

I-74
Upon Closure of existing Kimberly and Calvert under I-74 as described in Stage 1B above. Begin "I-74 Year 2 Stage 1"
as shown on Sheets J.4 thru J.10.
Construct Temporary Median Fill System. See Sheets U.12 trough U.15 for details.
Construction of Temporary Bridge over Mississippi Blvd is by others.
Construct Temporary Median Bypass from Temporary Bridge to Sta. 6808+25 per Sheet F.7
Construct median storm sewer trunk line and intakes. Stage pipes within work zones per Sheet U.16
Construct HMA Detour Pavement in Median from Station 6808+25 to 6837+00.
Construct proposed EB and WB inside shoulders from Sta. 6808+25 to 6837+00.
Construct proposed WB lane of I-74 from Sta. 6811+90 to Sta. 6837+00.
Construct proposed EB Lane from 6825+50 to 6837+00.
Construct proposed Ramp D pavement.
Construct proposed Ramp B pavement

Stage 2
Implement Standard TC-419 to close the left westbound lane of I-74
 to make connection between the new median pavement and the existing WB I-74 pavement. This lane closure
shall be limited to the hours of 7:00PM to 6:00AM beginning at 7:00PM Monday and ending
 at 6:00AM Friday or from 9:00PM Sunday to 6:00AM Monday.
Temporary Barrier Rail shall be returned to the Stage 1 Configuration upon completion of work and shall remain in place at the
completion of the Contract.

108-23A

TRAFFIC CONTROL PLAN

I-74 Mainline

Two lanes of traffic in each direction shall be maintained at all times in both directions except during stage 2
construction of the temporary conection between the proposed median paving and the existing WB lanes. Refer to J sheets.
This lane closure shall be limited to the hours of 7:00PM to 6:00AM beginning at 7:00PM Monday and ending at 6:00AM Friday
or from 9:00PM Sunday to 6:00AM Monday. The contractor shall notify the Engineer at least 72 hours before any closure starts.

Access to existing US-67 entrance and exit ramps shall be maintained at all times.
Access to existing Middle Road entrance and exit ramps shall be maintained at all times.

Place temporary message boards at both ends of State Street closure and Brown Street Closure, at approach end of Kimberly Road closure
 and Calvert Drive closure. Place 2 weeks prior to closure and remain for 2 weeks after permanent closure. Place board during westbound
 exit ramp detour for pier construction. Messages to be coordinated with the Engineer
For additional complementary information, refer to part 6 of the Manual on Uniform Traffic Control Devices and to the
current Standard Specifications.

Portable Message Boards will be supplied and maintained by others.
Contractor to coordinate the placement and timing with the Work Zone System contract

102-15
10-29-02

TABULATION OF SPECIAL EVENTS

Event	Location	Date

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
BRFIM-074-1(197)5--05-82	Approaches to Arch Bridge
BRFIM-074-1(198)5--05-82	Arch Bridge over River
BRFIM-074-1(199)5--05-82	Westbound Viaduct
IM-074-1(218)5--13-82	Signing
Work Zone System	Portable Message Boards

PLAN VIEW COLOR LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

LINE WORK	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
Green	(2)		Existing Viaduct Shading
Blue, Light	(230)		Proposed Pavement Shading
Red	(3)		Proposed Bridge Shading (By Others)
Gray, Light	(48)		Previously Constructed Pavement or Structure Shading
Brown, Dark	(237)		Previously Constructed Pavement by Others
Lavender	(9)		Temporary Pavement Shading

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

	Channelizing Device		Crash Cushion
	Drum		Traffic Signal
	Temporary Lane Seperator		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
	Bridge Removal by Others		

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

CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

SHADING	Design Color No.		
Green, Light	(225)		Existing Pavement and Bridge Shading
Brown, Light	(236)		Proposed Grading Shading
Blue, Light	(230)		Proposed Pavement Shading
Red	(3)		Proposed Bridge Shading
Gray, Light	(48)		Previously Constructed Pavement or Structure Shading
Brown, Dark	(237)		Previously Constructed Pavement by Others
Lavender	(9)		Temporary Pavement Shading

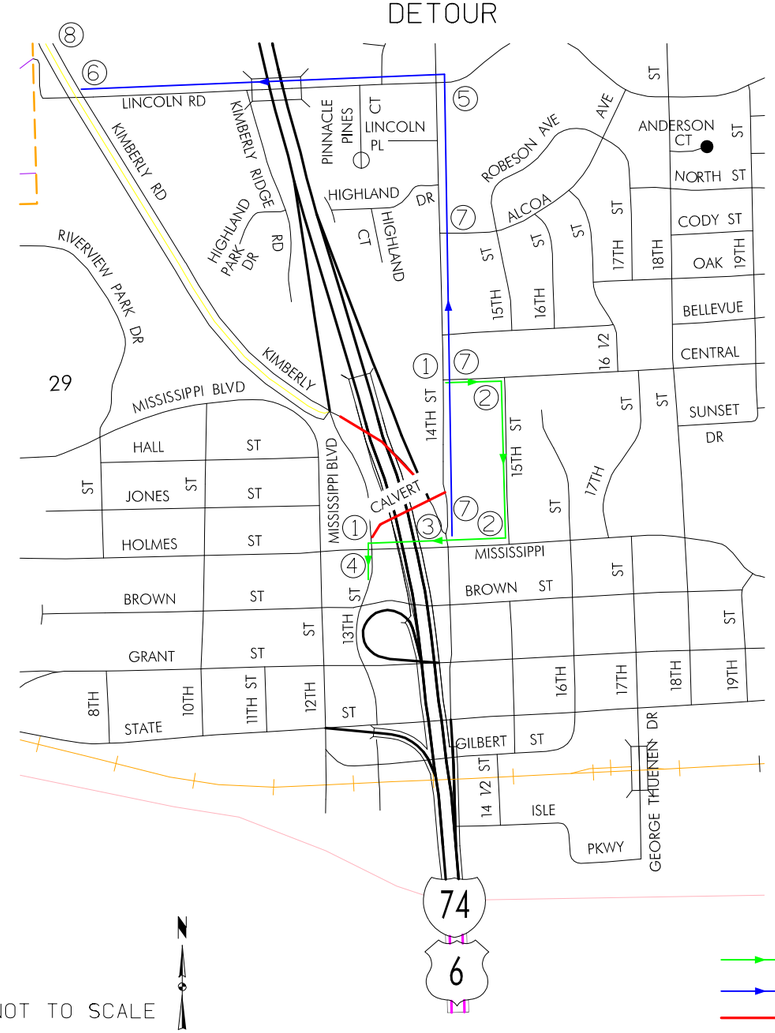
CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

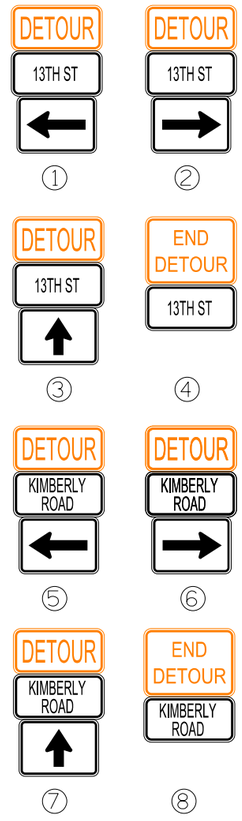
	Pavement Removal		Temporary Barrier Rail
			42 Inch Channelizer

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

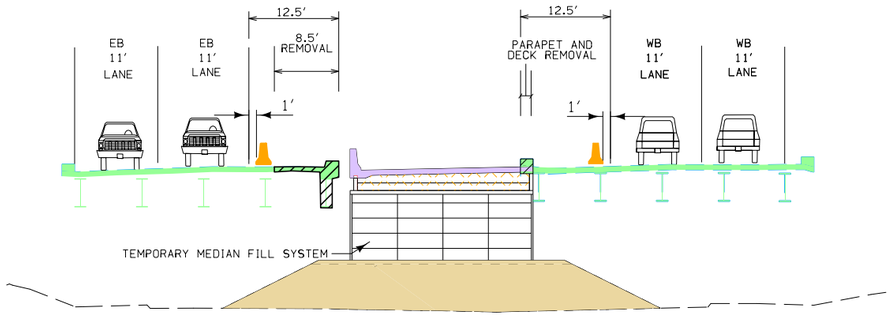
KIMBERLY ROAD/13th STREET DETOUR





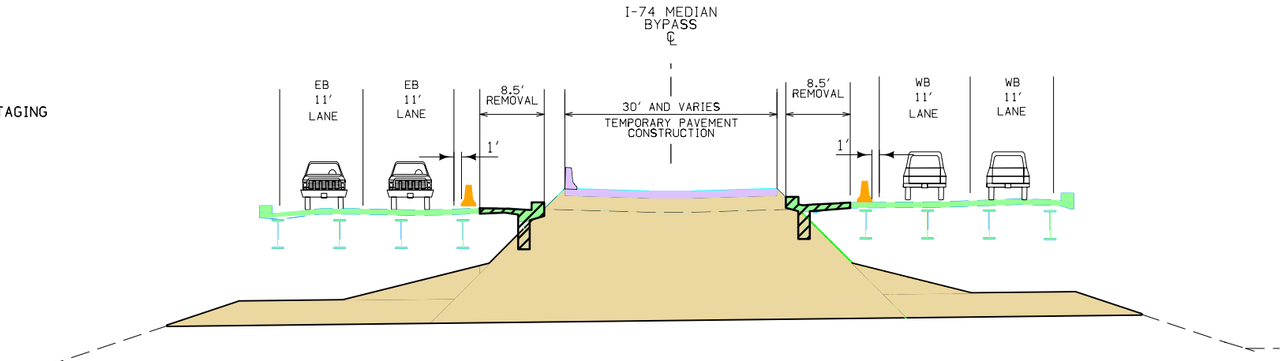
NOTE: All Detour signs are to be provided, placed, maintained, and removed by the contractor.

I–74 YEAR 2 STAGING TYPICAL SECTIONS

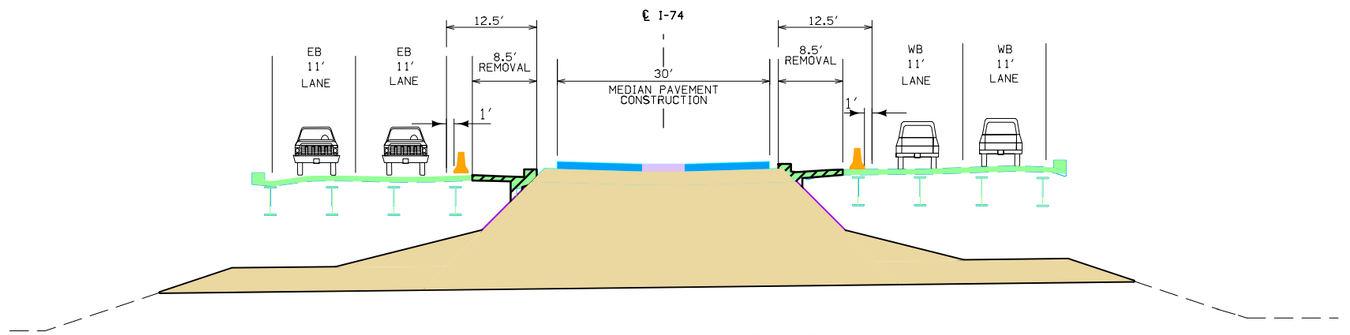


STA. 6796+50.00 TO STA. 6802+46.00

SEE NOTE 6.



STA 6804+32.50 TO STA 6808+25.00

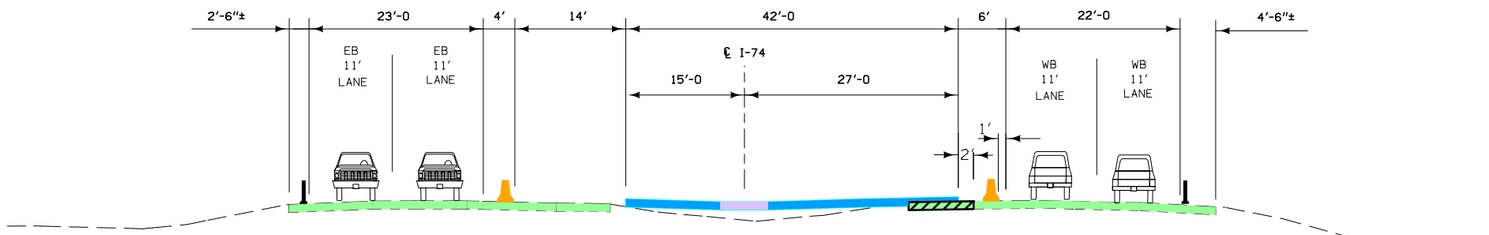


STA 6808+25 TO STA 6811+90.00

GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. TEMPORARY BRIDGE BY OTHERS STATION 6802+46 O 6804+32.

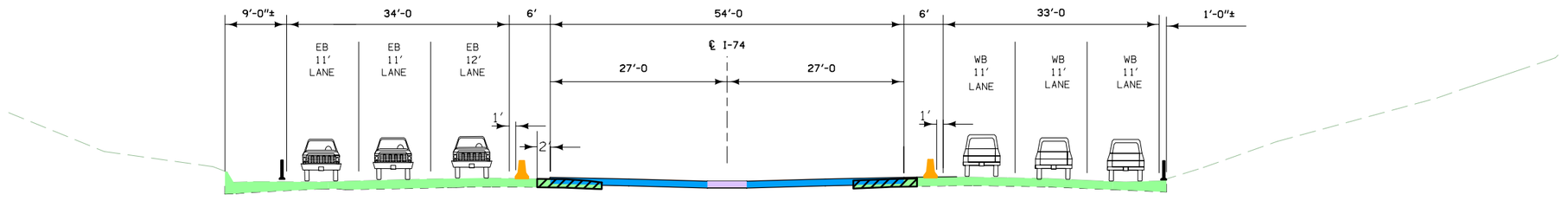
I–74 YEAR 2 STAGING TYPICAL SECTIONS



STA 6811+90.00 TO STA 6825+49.92

GENERAL NOTES:

1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12' UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2' FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



STA 6825+49.92 TO STA 6837+00.00

DAVENPORT TWP.
T-78 N R-4 E
SEC. 32

WELCOME TO ILLINOIS
Moline
NEXT 5 EXITS

I-74

I-74

EXIT 3
Middle Rd
Locust St
1MILE
HOSPITAL

EXIT 4
67
Grant St
State St
Riverfront

Existing Sign 247 & 294

POT STA 185+80.72 B TEMPORARY MEDIAN BYPASS
= STA 6785+85.63, 151.77' LT (I-74 EB)

℄ TEMP

6780

6785

6790

190

PROPOSED MISSISSIPPI RIVER
BRIDGES AND VIADUCT WORK ZONE
(BY OTHERS)

WEST
6
Davenport

EXIT 3
Middle Rd
Locust St
1MILE
HOSPITAL

EXIT 4
67
Grant St
State St
Riverfront

Proposed Sign 247 & 294

LADY LUCK PKWY

GILBERT ST

15TH ST

0 50
FEET

YEAR 2
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.6

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

STA 6795+06.19
111.23' LT
END 200'
LANE SHIFT

STA 6795+03.89
END TBR

℄ TEMP MEDIAN BYPASS

STA. 6794+50
60.7' LT
BEGIN 200'
LANE SHIFT

Existing Sign 297

STA. 6796+25
54.2' LT
BEGIN TBR TAPER
INSTALL TEMP.
CRASH CUSHION

STA. 6796+50.00, 56.21' LT
BEGIN TEMPORARY MEDIAN FILL SYSTEM

STA. 6797+05.67
95.13' LT
BEGIN 200' LANE SHIFT

STA 6797+04.51
82.18' LT
END TBR TAPER

ROAD CLOSED

TEMPORARY BRIDGE

TEMPORARY MEDIAN FILL SYSTEM

BLW4 ELW4 ELY4 ELW4 BLW4

STA. 6796+49
34.1' LT
END LANE SHIFT

14TH ST

STATE ST

US 67/GRANT ST

15TH ST

STA 4496+16.87
17.75' RT

STA 4496+14.56
2.3' RT
BEGIN TBR
INSTALL TEMP.
CRASH CUSHION

STA 4499+73.28
18.75' RT
END TBR

BROWN ST

Existing Sign 299

REMOVE/COVER EXIST.
KIMBERLY ROAD
GUIDE SIGN

MISSISSIPPI BLVD

Existing Sign 300

0 50
FEET

YEAR 2
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.7

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

Existing Sign 73

Rock Island Arsenal
NEXT RIGHT
Existing Sign 276

ROAD CLOSED

6810
6815
6820
210
215
220

STA. 208+25
(TEMP. MEDIAN BYPASS)
STA. 6808+25
(PROP. I-74)
END FULL-WIDTH TEMP. PAVEMENT
BEGIN PROPOSED MEDIAN

TBR PLACED IN
PREVIOUS CONTRACT

BLW4
ELW4
ELY4

11'
11'

100' Spacing
Typ

16'

STA. 6820+00.00
73.79' RT
BEGIN TAPER

+90.00
BEGIN WB LANE 1
CONSTRUCTION

Putnam Museum - IMAX
EXIT 3
Existing Sign 252

Existing Sign 301

ROAD WORK AHEAD
W20-1
48" x 48"

0 FEET 50

YEAR 2
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.8

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STA. 6823+45.00
30.28' LT
BEGIN LANE SHIFT TAPER

STA. 6825+49.92
35.00' LT
END LANE SHIFT TAPER
BEGIN 12' LANE

STA. 6827+61.22
74.02' LT

STA. 6827+89.18
58.00' LT

STA. 6828+61.48
69.00' LT

STA. 6822+00.00
67.71' RT
END TAPER

R=26113.3'

100' Spacing
Typ

STA. 6826+79.12
55.00' RT

STA. 6826+79.42
66.00' RT

EXIT

200' TAPER LENGTH

KIMBERLY RIDGE RD

LINCOLN RD

DAVENPORT TWP.
T-78-N R-4-E
SEC. 29

Existing Sign 72

Existing Sign 71

Existing Sign 255

6825

6830

6835

CHW8

DLW4

ELW4

ELY4

BLW4

11'
11'
12'

EAST EAST
74 6
Peoria

EXIT 4
67
Grant St - State St
Riverfront
EXIT ONLY

6 WEST
EXIT 2
Spruce Hills Dr
Kimberly Rd
1 MILE

EXIT 3
Middle Rd
Locust St
EXIT ONLY

0 FEET 50

YEAR 2
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.9	

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 20

6835
6840
6845
6850

STA. 6837+00.00
58.00' LT

STA. 6839+42
17.38' LT
END TBR TAPER
INSTALL TEMP.
CRASH CUSHION

STA. 6839+79.14
59.7' LT
END ENTRANCE
RAMP TAPER

STA. 6837+00
47.0' LT
BEGIN LANE
SHIFT TAPER

STA. 6840+71
64.5' LT
BEGIN ENTRANCE
RAMP TAPER

ELW4
CHW8
ELY4
CHY8
DLW4

325' TAPER LENGTH
200' TAPER LENGTH

STA. 6840+25
37' LT
END LANE
SHIFT TAPER

STA. 6837+00
44.0' LT
BEGIN LANE
SHIFT TAPER

STA. 6837+10
30.7' LT
END TBR

STA. 6838+03.49
66.00' RT
END TEMPERORY
MARKING

STA. 6839+00
36.8' LT
END LANE
SHIFT TAPER

ROAD WORK AHEAD
W20-1
48" x 48"

SPEED LIMIT 55
R2-1
48" x 60"

END ROAD WORK
G20-2A
48" x 24"

SPEED LIMIT 55
W3-5
48" x 48"

1000'

ROAD WORK AHEAD
W20-1
48" x 48"

Existing Sign
EXIT 30

0 FEET 50

YEAR 2
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.10

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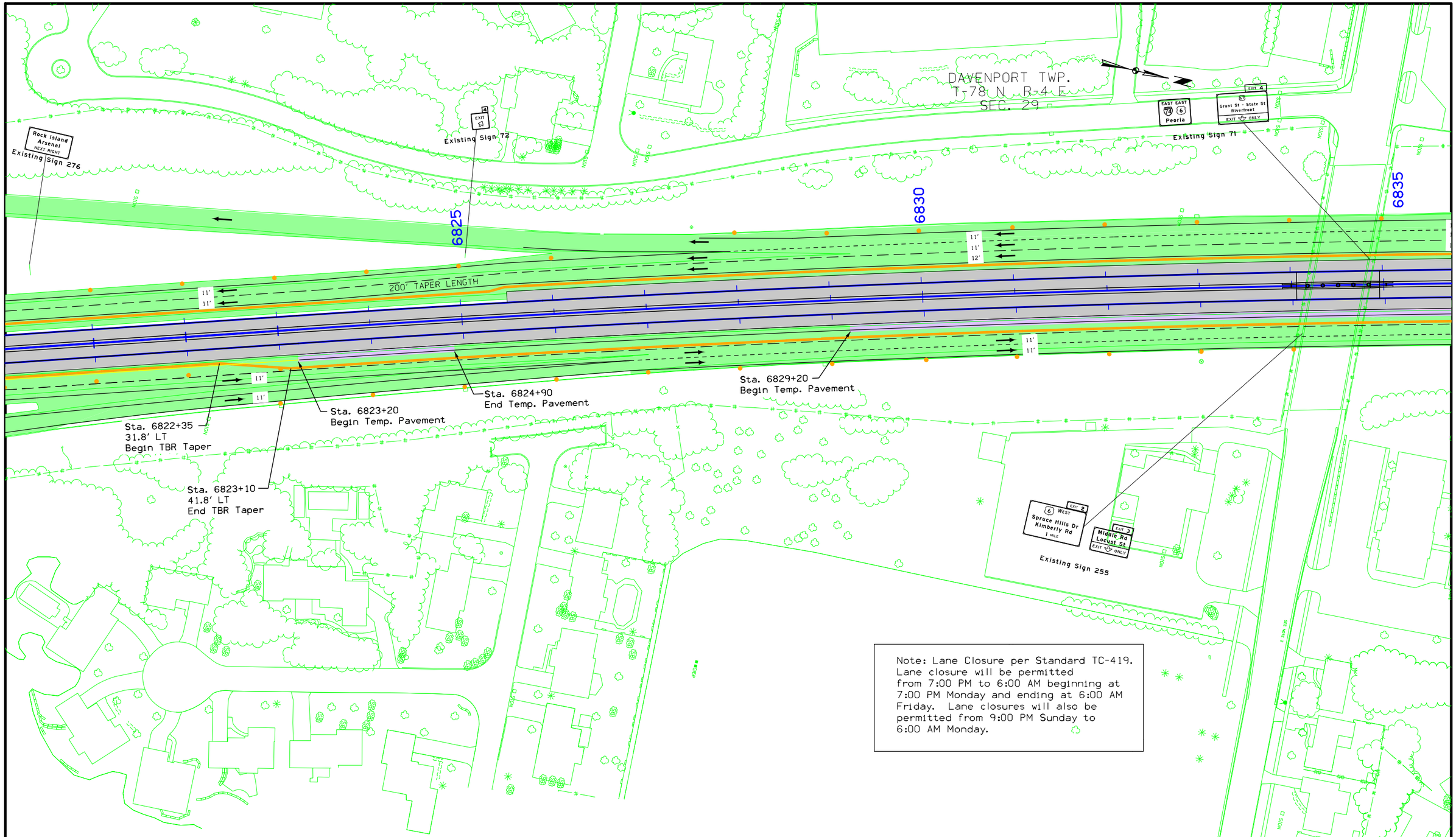

Note: Lane Closure per Standard TC-419. Lane closure will be permitted from 7:00 PM to 6:00 AM beginning at 7:00 PM Monday and ending at 6:00 AM Friday. Lane closures will also be permitted from 9:00 PM Sunday to 6:00 AM Monday.

YEAR 2
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.11

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 20

6835
6840
6845
6850

11'
11'
12'
325' TAPER LENGTH
12'
12'

Sta. 6837+00
End Temp. Pavement

11'
11'

STA. 6835+05
41.0' LT
END TBR

EXIT 3
Existing Sign

Note: Lane Closure per Standard TC-419. Lane closure will be permitted from 7:00 PM to 6:00 AM beginning at 7:00 PM Monday and ending at 6:00 AM Friday. Lane closures will also be permitted from 9:00 PM Sunday to 6:00 AM Monday.

0 50
FEET

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **J.12**

6:04:17 PM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-J-2-017.sht.sht

EX. 11TH ST
EX. GRANT ST / US 67
EX. 12TH ST
EX. 12TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD
EX. KIMBERLY RD
EX. I-74 EXIT RAMP
EX. 13TH ST
EX. GILBERT ST
EX. I-74 ENT. RAMP
EX. STATE ST
13TH ST
67
74
EX. BROWN ST
EX. CALVERT DR
EX. E KIMBERLY RD
EX. 14TH ST
EX. MISSISSIPPI BLVD
0 100 FEET

YEAR 2
STAGE 1A

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.13	

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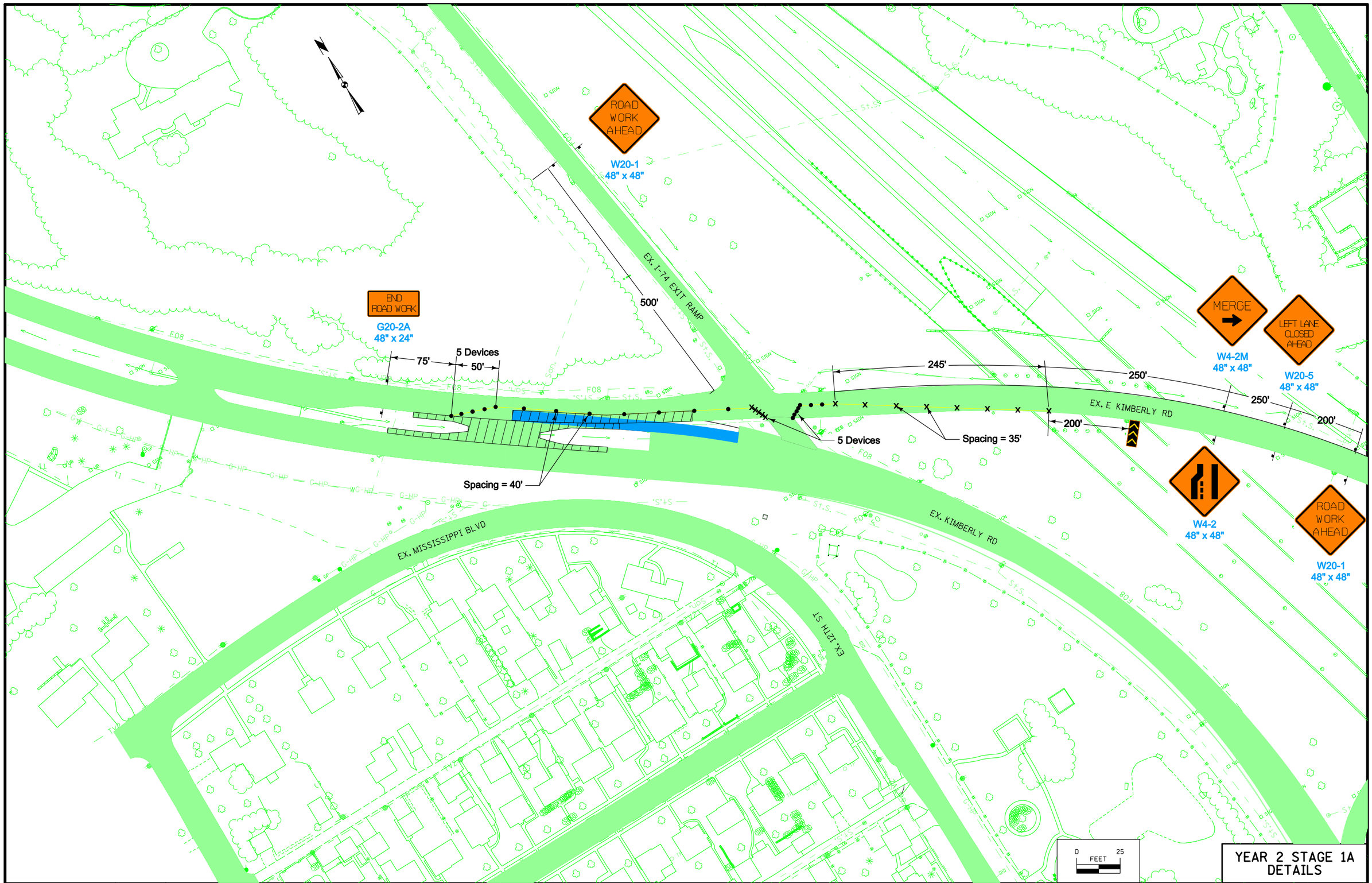

YEAR 2 STAGE 1A DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.14

10:49:12 AM xmch c:\pwise_work\do_not_delete\dms03517\82074122-WHKS-JSHEETS.sht

EX. 11TH ST
EX. GRANT ST / US 67
EX. 12TH ST
EX. 12TH ST
EX. BROWN ST
MISSISSIPPI BLVD
EX. I-74 EXIT RAMP
KIMBERLY RD
EX. I-74 KIMBERLY RD
EX. 13TH ST
13TH ST
EX. GILBERT ST
EX. I-74 ENT. RAMP
EX. STATE ST
74
EX. 14TH ST
EX. MISSISSIPPI BLVD
0 100 FEET

YEAR 2
STAGE 1B

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.15	

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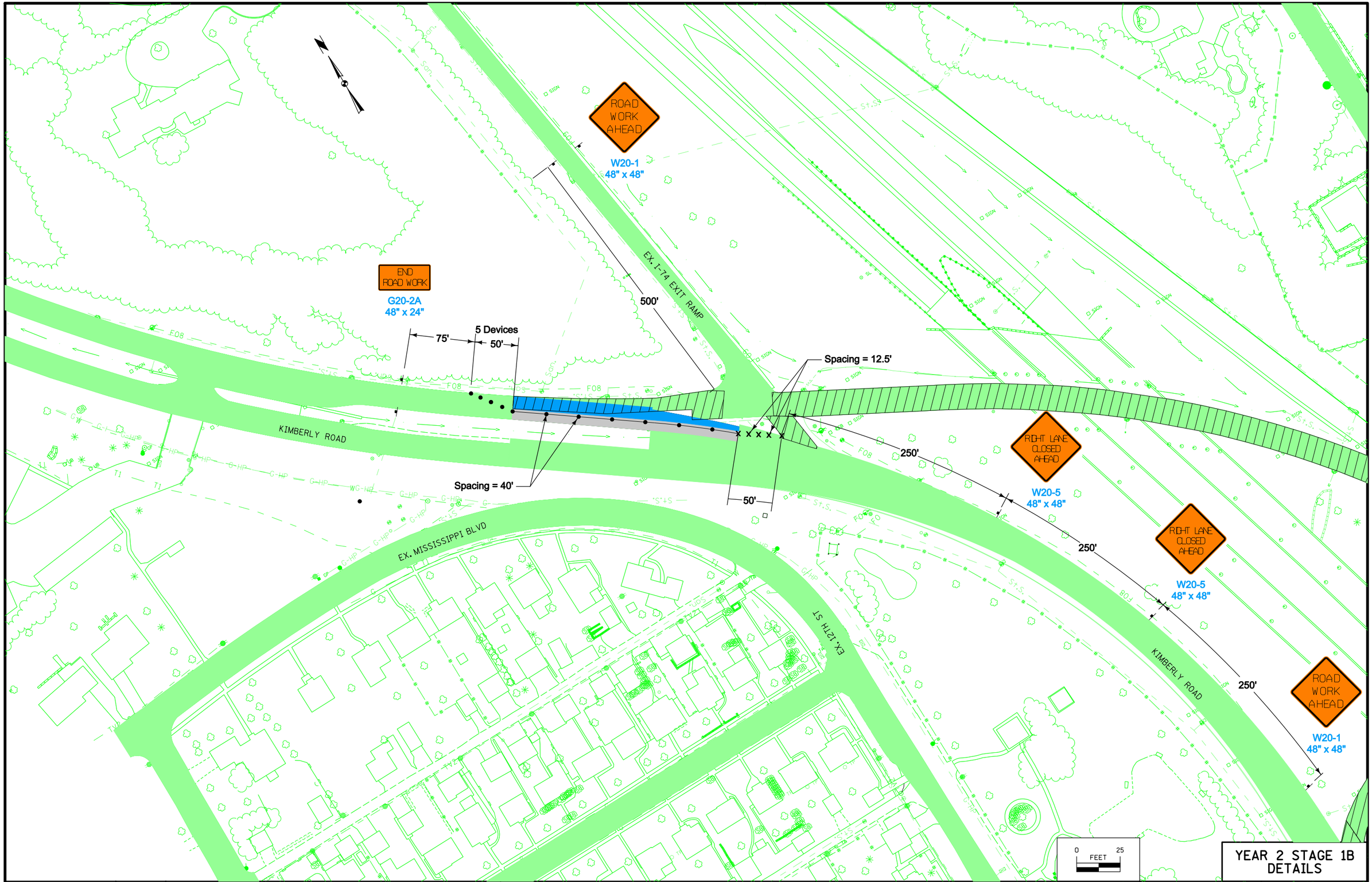

YEAR 2 STAGE 1B DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER J.16	

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Curve 20065 (Ramp B)
PI Sta 2588+05.10
△ = 02°25'47.23" LT
D = 0°42'58.31"
R = 8000.00
T = 169.66
L = 339.26
E = 1.80
e = N.C.
L = NA
x = NA
m = NA

EX. I-74 EB
EX. I-74 WB
6785
6790
6795
PC Sta 6796+70.83
EX. 14TH ST
PC Sta 2586+35.44
PT Sta 2589+74.70
POT Sta 2595+01.88
36'
24'
48'
15:1
US 67 RAMP B
PI Sta 2588+05.10
PT Sta 2582+10.23
2585
2590
2595
STA. 2585+19.49
=POT STA. 6785+18.40
126.57 RT (I-74)
BEGIN RAMP B CONSTRUCTION
STA. 2588+50.00, 0.00
BEGIN 15:1 TAPER
STA. 2592+10.00, 24.00 RT
END 15:1 TAPER
STA. 2592+65.24
END RAMP B CONSTRUCTION
STA. 2595+01.88 (RAMP B)
= STA. 1612+00.00 (US 67 NB)
CHAIN LINK FENCE, 72"
EX. 15TH ST
15TH ST
EX. GILBERT ST
EX. STATE ST

0 50 FEET

For Main Line Details Refer to D Sheets

For K Sheets Legend, Refer to Sheet D.1

For Profile Details Refer to Next Sheet

Refer to M Sheets for Storm Sewer Details

For Side Road Details Refer to E Sheets

RAMP PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.1

9:10:07 AM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-01.sht

+19.49

US 67 Ramp B Viaduct

+36.58

CL 10 Cut = 259 CY
Borrow = 3139 CY
3398 CY

Fill + 30% = 3398 CY
3398 CY

+65.00

STA. 2585+19.49
BEGIN RAMP B CONSTRUCTION
ELEV. 605.32

VPI +50.00
Elv 598.57
K = 151
Len 450.00 ft

-2.930%

-5.920%

STA. 2592+65.24
END RAMP B CONSTRUCTION
ELEV. 571.60

US 67 RAMP B PGL

VERTICAL CLEARANCE
OVER EXISTING
R.R. TRACKS = 25.16'

VERTICAL CLEARANCE
OVER EXISTING
GILBERT ST = 17.88'

+0.563%

EXISTING GROUND AT B/L

R.R. TRACKS

EXISTING
GILBERT ST

PREVIOUS US 67 RAMP B PGL

VPI +25.00
Elv 570.45
K = 39
Len 250.00 ft
Design Speed = 30 mph

625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550

Lt Ramp B Bridge
Rt Ramp B Bridge

Lt Curb & Gutter
Rt Curb & Gutter

605.16 604.41 603.61 602.77 601.90 600.98 600.02 599.01 597.97 596.88 595.76 594.59 593.38 592.13 590.83 589.50 588.12 586.71 585.25 583.77 582.29 580.81 579.33 577.85 576.45 575.21 574.14 573.22 572.47 571.88 571.46 571.19 571.09 571.15 571.29 571.43 571.57 571.71

2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595

US 67 RAMP B

For Plan Details
Refer to Sheet No. K.01

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **K.2**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-02.sht

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

Curve 20155 (Ramp D)
PI Sta 4502+12.70
△ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

Curve 20160 (Ramp D)
PI Sta 4508+83.43
△ = 03°49'10.99" RT
D = 0°42'58.31"
R = 8000.00
T = 266.77
L = 533.33
E = 4.45
e = N.C.
L = NA
x = NA
m = NA

KIMBERLY RD
EX. I-74 ENT. RAMP
EX. BROWN ST
MISSISSIPPI BLVD
6795
6800
6805
2595
4500
4505
POT Sta 2595+01.88
STA. 4500+30.00, 24.00 LT
BEGIN 45:1 TAPER
PI Sta 4502+12.70
72°14'49.68"
STA. 4503+90.00, 16.00 LT
END 45:1 TAPER
24'
16'
45:1
36'
US 67 RAMP D
BEGIN RET. WALL 135
PC Sta 4500+29.54
END RET. WALL 135
PT Sta 4503+95.46
PC Sta 4506+16.67
PI Sta 4508+83.43
STA. 4496+46.78
BEGIN RAMP D CONSTRUCTION
POC STA. 4502+56.11 (RAMP D)
=POT STA. 15+73.72 (MISSISSIPPI BLVD)
STA. 4505+75.00
END RAMP D CONSTRUCTION
14TH ST
15TH ST
EX. 15TH ST
EX. 14TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD

For Side Road Details
Refer to E Sheets

For Main Line Details
Refer to D Sheets

0 FEET 50

Refer to M Sheets
for Storm Sewer Details

For Profile Details
Refer to Next Sheet

RAMP PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.3

9:10:40 AM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-03.sht

+46.80

CL 10 Cut = 784 CY
Borrow = 9085 CY
9869 CY

Fill + 30% = 9869 CY
9869 CY

+92.80

+33.97

CL 10 Cut = 18 CY
Borrow = 29,168 CY
29,186 CY

Fill + 30% = 29,186 CY
29,186 CY

+75.00

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555

STA. 4505+75.00
END RAMP D CONSTRUCTION
ELEV. 608.05

FUTURE PAVEMENT CONSTRUCTION

+2.970%

VPI +00.00
Elv 599.89
K = 252
Len 400.00 ft

US 67 RAMP D PGL

EXISTING GROUND AT B/L

STA. 4496+46.78
BEGIN RAMP D CONSTRUCTION
ELEV. 571.92

+4.560%

VERTICAL CLEARANCE = 15.36'

Sta. 4502+65.75
Prop. 150'-6 x Varies
Cont. Welded Girder Bridge
Design No. 3708
Segment No. 10

MISSISSIPPI BLVD

-0.568%

VPI +75.00
Elv 571.39
K = 29
Len 150.00 ft

+27.84 +50.84 +74.16 +97.16

Super Elevation
Transition Distance
-2% to 2.8%

Full Super Elevation = 2.8%

Super Elevation
Transition Distance
2.8% to -2%

US 67 RAMP D

For Plan Details
Refer to Sheet No. K.03

Lt	Curb & Gutter	Curb & Gutter	Ramp D Bridge	Curb & Gutter
Rt	Curb & Gutter	Wall 135	Ramp D Bridge	Curb & Gutter

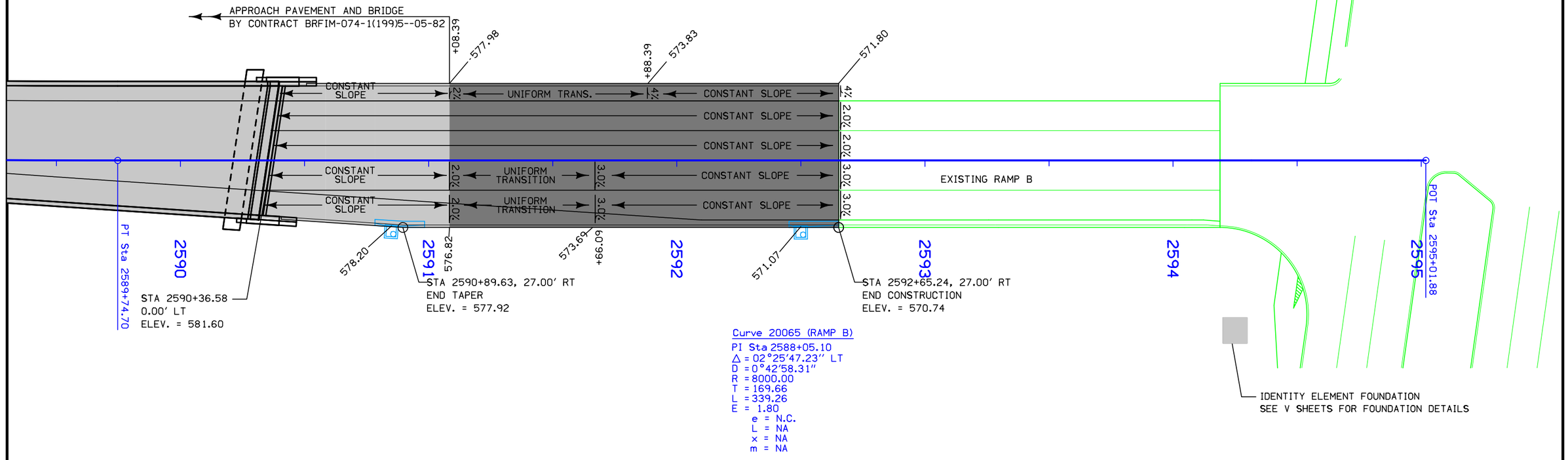
571.81 571.78 571.95 572.35 572.95 573.77 574.81 575.95 577.09 578.23 579.37 580.51 581.65 582.79 583.93 585.07 586.21 587.35 588.49 589.63 590.77 591.89 593.00 594.07 595.13 596.15 597.16 598.14 599.09 600.02 600.92 601.80 602.66 603.49 604.29 605.07 605.83 606.57 607.31 608.05 608.80 609.54 610.28 611.02 611.77 612.51 613.25

4495 4496 4497 4498 4499 4500 4501 4502 4503 4504 4505 4506 4507 4508 4509

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.4

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-04.sht

NOTE: ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.



Curve 20065 (RAMP B)
PI Sta 2588+05.10
Δ = 02°25'47.23" LT
D = 0°42'58.31"
R = 8000.00
T = 169.66
L = 339.26
E = 1.80
e = N.C.
L = NA
x = NA
m = NA

0 FEET 20

GEOMETRICS & STAKING PLAN

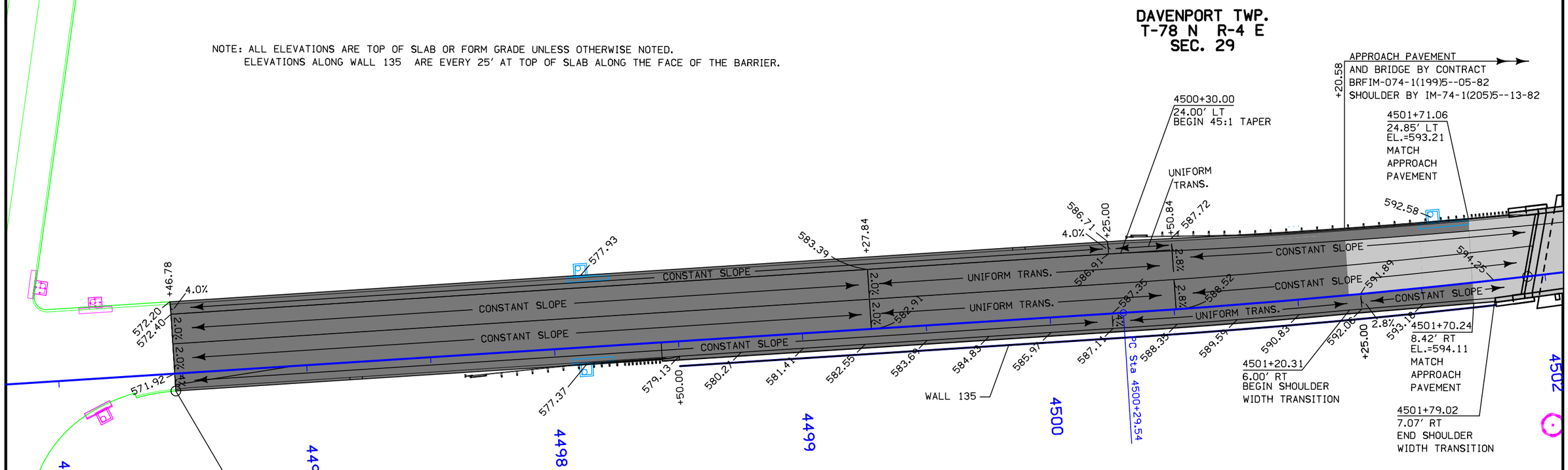
US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.5

9:11:09 AM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-05.sht.sht

NOTE: ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.
ELEVATIONS ALONG WALL 135 ARE EVERY 25' AT TOP OF SLAB ALONG THE FACE OF THE BARRIER.

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



STA 4496+46.78, 7.00' RT
END RADIUS
END 6" STANDARD CURB
ELEV. = 571.64

Curve 20155 (RAMP D)
PI Sta 4502+12.70
Δ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

0 20
FEET

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.6

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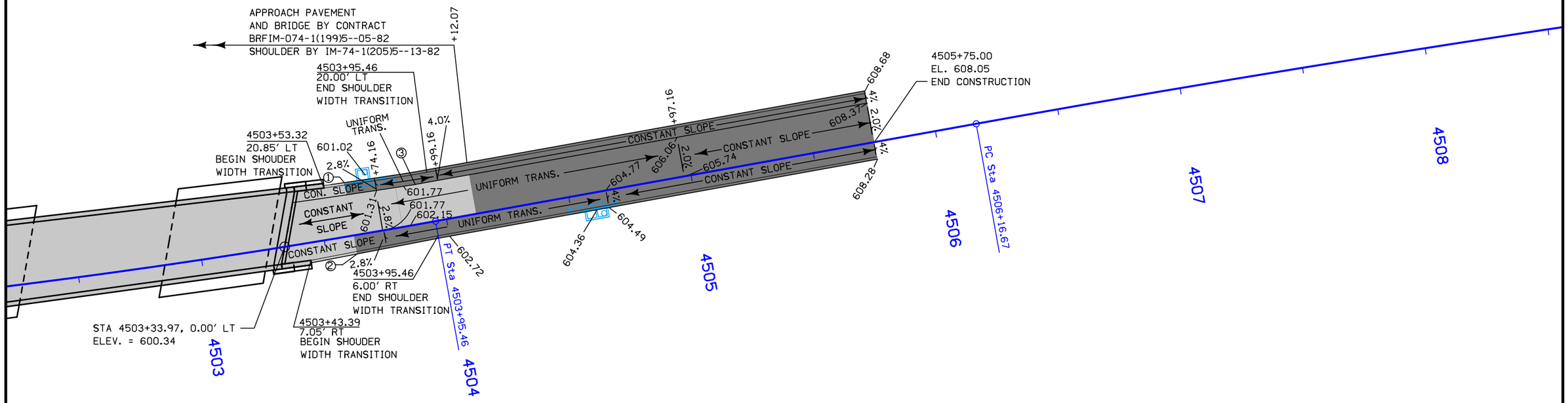
NOTE: ALL ELEVATIONS ARE TOP OF SLAB OR FORM GRADE UNLESS OTHERWISE NOTED.

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



Curve 20155 (RAMP D)
PI Sta 4502+12.70
△ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

① STA. 4503+61.84
21.63' LT
EL.=600.74
MATCH
APPROACH
PAVEMENT

② STA. 4503+62.15
7.58' RT
EL.=601.14
MATCH
APPROACH
PAVEMENT

③ STA. 4503+90.00
16.00' LT
END 45:1 TAPER

0 FEET 20

GEOMETRICS & STAKING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.7	

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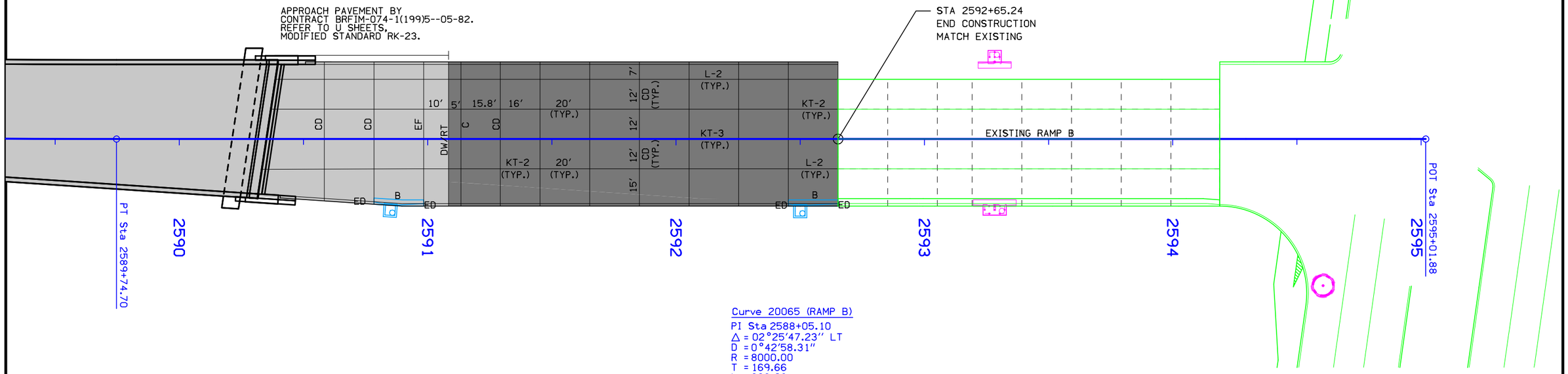
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



Curve 20065 (RAMP B)
PI Sta 2588+05.10
△ = 02°25′47.23″ LT
D = 0°42′58.31″
R = 8000.00
T = 169.66
L = 339.26
E = 1.80
e = N.C.
L = NA
x = NA
m = NA

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20′ SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2′, A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.

0 20
FEET

JOINTING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.8	

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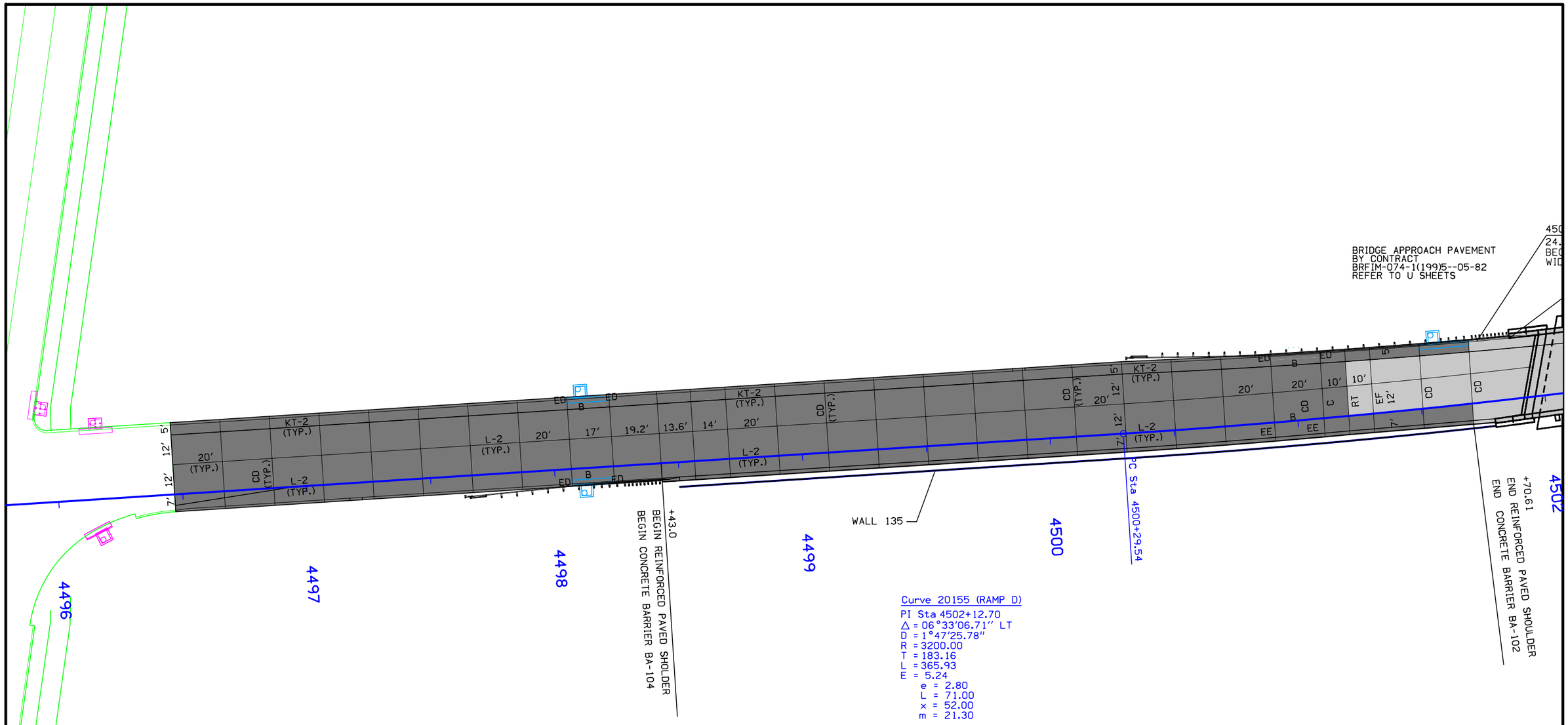

Curve 20155 (RAMP D)
PI Sta 4502+12.70
Δ = 06°33′06.71″ LT
D = 1°47′25.78″
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20′ SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2′, A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.

0 20 FEET

JOINTING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.9

9:16:50 AM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-2-09.sht.sht

APPROACH PAVEMENT BY CONTRACT BRFIM-074-1(199)5--05-82
REFER TO U SHEETS

09
OULDER
ANSITION
01+88.29
.52' LT
D SHOULDER
DTH TRANSITION

CD | CD | 20' | EF | RT 16' | 10' | C | 10' | 12.7' | CD 16' | 14' | 7' | 20' | 18' | L-2 (TYP.) | 20' (TYP.) | KT-2 (TYP.) | 16' | 7' | 20' CD (TYP.) | 15' | 13.2'
ED | B | ED | B | ED

PT Sta 4503+95.46

4503 | 4504 | 4505 | 4506 | 4507 | 4508

4505+75
END RAMP CONSTRUCTION

PC Sta 4506+16.67

Curve 20155 (RAMP D)
PI Sta 4502+12.70
Δ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.

0 20
FEET

JOINTING PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER K.10

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Earth Dam or Dike (Proposed)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Proposed Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Proposed Intake
- Existing Utility Access (Manhole)
- Proposed Utility Access (Manhole)
- Fire Hydrant
- WH Water Hydrant (Rural)

- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Luminaire
- Traffic Signal
- Traffic Signal with Luminaire
- TP Telephone Pedestal
- TVP Television Pedestal
- Telephone Pole
- Telephone Pole (Second Company)
- Telephone Pole (Third Company)
- Telephone Pole (Fourth Company)
- Telephone Pole (Fifth Company)
- Power Pole
- Power Pole (Second Company)
- Power Pole (Third Company)
- Power Pole (Fourth Company)
- Power Pole (Fifth Company)
- Electrical Highline Tower (Metal or Concrete)
- Telephone Riser Pole
- Power Riser Pole
- Telegraph Pole
- Satellite TV Dish
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- EB Electric Box
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box

- FO Existing Fiber Optics (Central Scott)
- FO2 Existing Fiber Optics (Mcleod USA)
- FO3 Existing Fiber Optics (Qwest)
- FO4 Existing Fiber Optics (ATT)
- FO6 Existing Fiber Optics (MediaCom)
- FO8 Existing Fiber Optics (Bettendorf)
- FO9 Existing Fiber Optics (IowaDOT)
- E Existing Power Line (MidAmerican)
- E2 Existing Power Line (MidAmerican)
- E3 Existing Power Line (MidAmerican)
- E4 Existing Power Line (MidAmerican)
- E5 Existing Power Line (IowaDOT)
- G Existing Gas Line (MidAmerican)
- G-HP Existing High Pressure Gas Line (MidAmerican)
- San. Existing Sanitary Sewer Line (Bettendorf)
- San.2 Existing Sanitary Sewer Line (Davenport)
- T Existing Telephone Line (Qwest)
- TV Existing Cable Television Line (MediaCom)
- TV2 Existing Cable Television Line (MediaCom)
- W Existing Water Line (IA American)

PLAN VIEW LEGEND OF PLAN SHEETS (ROAD)

SHADING	Design Color No.	
Gray, Light	(48)	Proposed Bridge Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Pavement Shading

CONVENTIONAL SIGNS

- Station — Reference Point: Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- XXXXXXX: Linear Removal
- Abandon Pipe
- Clearing & Grubbing Area
- Pavement Removal
- Bridge Removal by Others

RIGHT OF WAY LEGEND

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

TABULATION OF UTILITIES

102-13A
10-29-02

CENTRAL SCOTT TELEPHONE: Fiber Optics
McLEOD USA: Fiber Optics
QWEST COMMUNICATIONS: Fiber Optics, Telephone Lines
AT&T: Fiber Optics
MEDIACOM: Fiber Optics, Television
BETTENDORF: Fiber Optics
IOWA DOT: Fiber Optics, Power Lines
MIDAMERICAN ENERGY - Power Lines, Gas
BETTENDORF: Sanitary Sewer Line
DAVENPORT: Sanitary Sewer Line
IA-AMERICAN: Water Line

Legend And Symbol Information Sheet

L AND U SHEETS

(Symbols are Typical Only)

Curve 21017 (I-74 EB)
PI Sta 26805+14.75
△ = 03°50'58.22" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

6808 6809 6810 6811 6812 6813

PT STA. 26809+84.88 (I-74 EB)=
POC STA. 6809+84.33, 15.00 LT (I-74)

STA 6808+25.00, 15.91' LT
BEGIN PERMANENT
PAVEMENT CONSTRUCTION
ELEV. = 616.84

STA 6808+25.00, 3.91' LT
ELEV. = 616.48

618.56

STA 6809+84.33, 15.00' LT
END 14000' RADIUS
ELEV. = 621.64

(FUTURE I-74 EB PAVING)

I-74 EB PGL

626.83

629.06

STA 6808+25.00, 3.00' RT
ELEV. = 616.48

STA 6808+25.00, 15.00' RT
BEGIN PERMANENT
PAVEMENT CONSTRUCTION
ELEV. = 616.84

618.55

I-74 WB PGL

STA 6811+90.00, 15.00' RT
ELEV. = 626.91

626.83

629.06

(FUTURE I-74 WB PAVING)

STA 6811+90, 27.00' RT
BEGIN WESTBOUND 12' LANE CONSTRUCTION
ELEV. = 627.15

STA 6813+30.00, 53.40' RT
ELEV. = 630.41

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

I-74 MEDIAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.2

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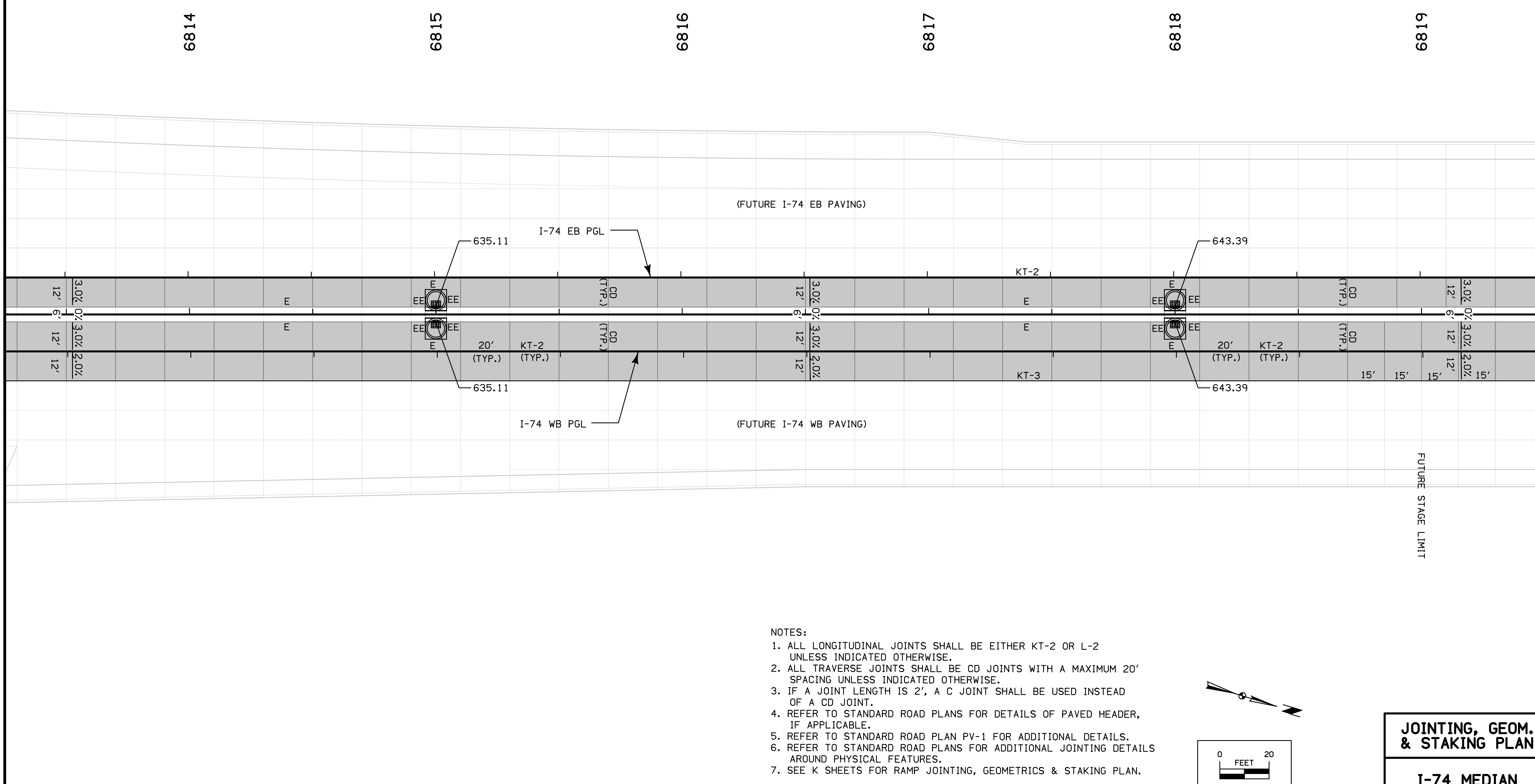
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20' SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2', A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

JOINTING, GEOM. & STAKING PLAN

I-74 MEDIAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.3

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Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 56″
R = 23,015.00′
T = 936.62′
L = 1,872.22′
E = 19.05′
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 57″
R = 22,985.00′
T = 935.40′
L = 1,869.78′
E = 19.03′
e = N.C.
L = NA
x = NA
m = NA

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

6820 6821 6822 6823 6824 6825

PC STA. 26823+21.85 (I-74 EB)
=STA. 6823+21.29, 15.00′ LT (I-74)

(FUTURE I-74 EB PAVING)
I-74 EB PGL
651.67
STA 6823+21.29, 15.00′ LT
BEGIN 23015′ RADIUS
ELEV. = 657.14
658.12
KT-2
PC Sta 6823+21.29

12′ 6′ 12′ 3.0% 2.0% E EE CD (TYP.) 20′ (TYP.) KT-2 (TYP.) 15′ 15′ 15′ 15′ KT-3 15′ 15′ 15′ 15′ 12′ 3.0% 2.0%

651.67
658.12
I-74 WB PGL
(FUTURE I-74 WB PAVING)
STA 6823+21.29, 27.00′ RT
BEGIN 22973′ RADIUS
ELEV. = 657.38

FUTURE STAGE LIMIT
FUTURE STAGE LIMIT

PC STA. 16823+20.73 (I-74 WB)
=STA. 6823+21.29, 15.00′ RT (I-74)

NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
2. ALL TRAVERSE JOINTS SHALL BE CD JOINTS WITH A MAXIMUM 20′ SPACING UNLESS INDICATED OTHERWISE.
3. IF A JOINT LENGTH IS 2′, A C JOINT SHALL BE USED INSTEAD OF A CD JOINT.
4. REFER TO STANDARD ROAD PLANS FOR DETAILS OF PAVED HEADER, IF APPLICABLE.
5. REFER TO STANDARD ROAD PLAN PV-1 FOR ADDITIONAL DETAILS.
6. REFER TO STANDARD ROAD PLANS FOR ADDITIONAL JOINTING DETAILS AROUND PHYSICAL FEATURES.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

I-74 MEDIAN

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **L.4**

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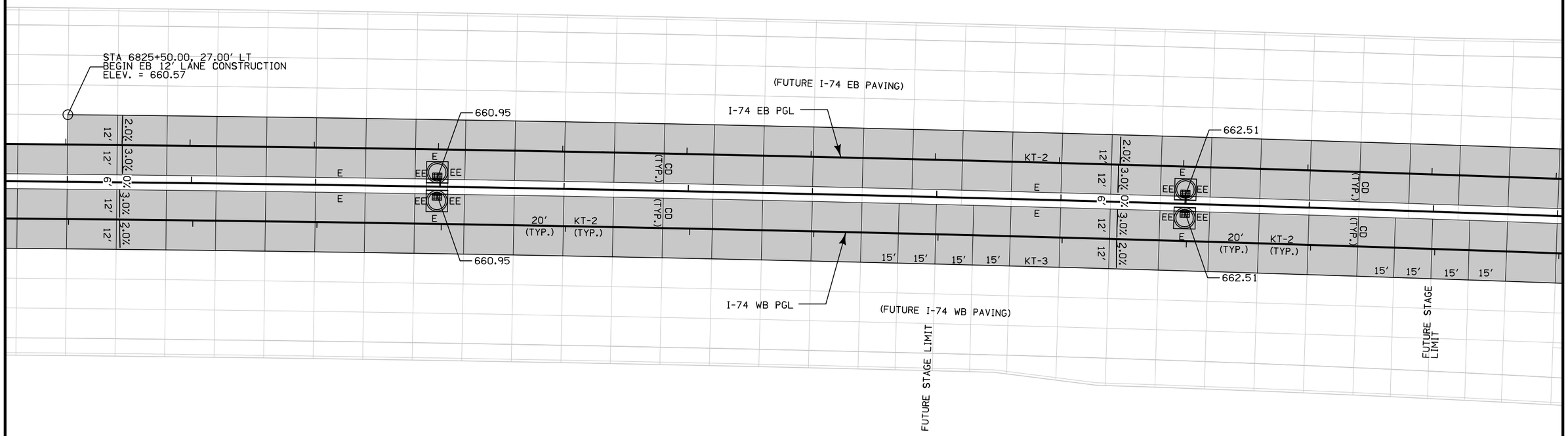
Curve 21020 (I-74)
PI Sta 6832+57.30
△ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 56″
R = 23,015.00′
T = 936.62′
L = 1,872.22′
E = 19.05′
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39′ 39″ (RT)
D = 0° 14′ 57″
R = 22,985.00′
T = 935.40′
L = 1,869.78′
E = 19.03′
e = N.C.
L = NA
x = NA
m = NA

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

6826 6827 6828 6829 6830 6831



NOTES:
1. ALL LONGITUDINAL JOINTS SHALL BE EITHER KT-2 OR L-2 UNLESS INDICATED OTHERWISE.
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7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

I-74 MEDIAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.5

Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39'39.15" RT
D = 0°14'56.80"
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

Curve 21022 (I-74 EB)
PI STA. = 26832+58.47
Δ = 4° 39' 39" (RT)
D = 0° 14' 56"
R = 23,015.00'
T = 936.62'
L = 1,872.22'
E = 19.05'
e = N.C.
L = NA
x = NA
m = NA

Curve 21021 (I-74 WB)
PI STA. = 16832+56.13
Δ = 4° 39' 39" (RT)
D = 0° 14' 57"
R = 22,985.00'
T = 935.40'
L = 1,869.78'
E = 19.03'
e = N.C.
L = NA
x = NA
m = NA

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

6832 6833 6834 6835 6836 6837

PI STA. 26832+58.47 (I-74 EB)
=STA. 6832+56.79, 34.05' LT (I-74)

PI Sta 6832+57.30

664.07

664.07

(FUTURE I-74 EB PAVING)

I-74 EB PGL

STA 6837+00.00, 27.00' LT
ELEV. = 667.45

665.71

665.71

STA 6837+00.00, 27.00' RT
ELEV. = 667.45

I-74 WB PGL

(FUTURE I-74 WB PAVING)

PI STA. 16832+56.13 (I-74 WB)
=STA. 6832+56.79, 4.03' LT (I-74)

12' 12' 6' 12' 12' 2.0% 3.0% 0% 3.0% 2.0% E EE EE E 20' (TYP.) KT-2 (TYP.) CD (TYP.) 15.4' 20' 20' 20' 15' 15' 14.5' KT-2 KT-3 KT-2 (TYP.) 20' (TYP.) CD (TYP.) 15' 15'

NOTES:
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7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

I-74 MEDIAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.6

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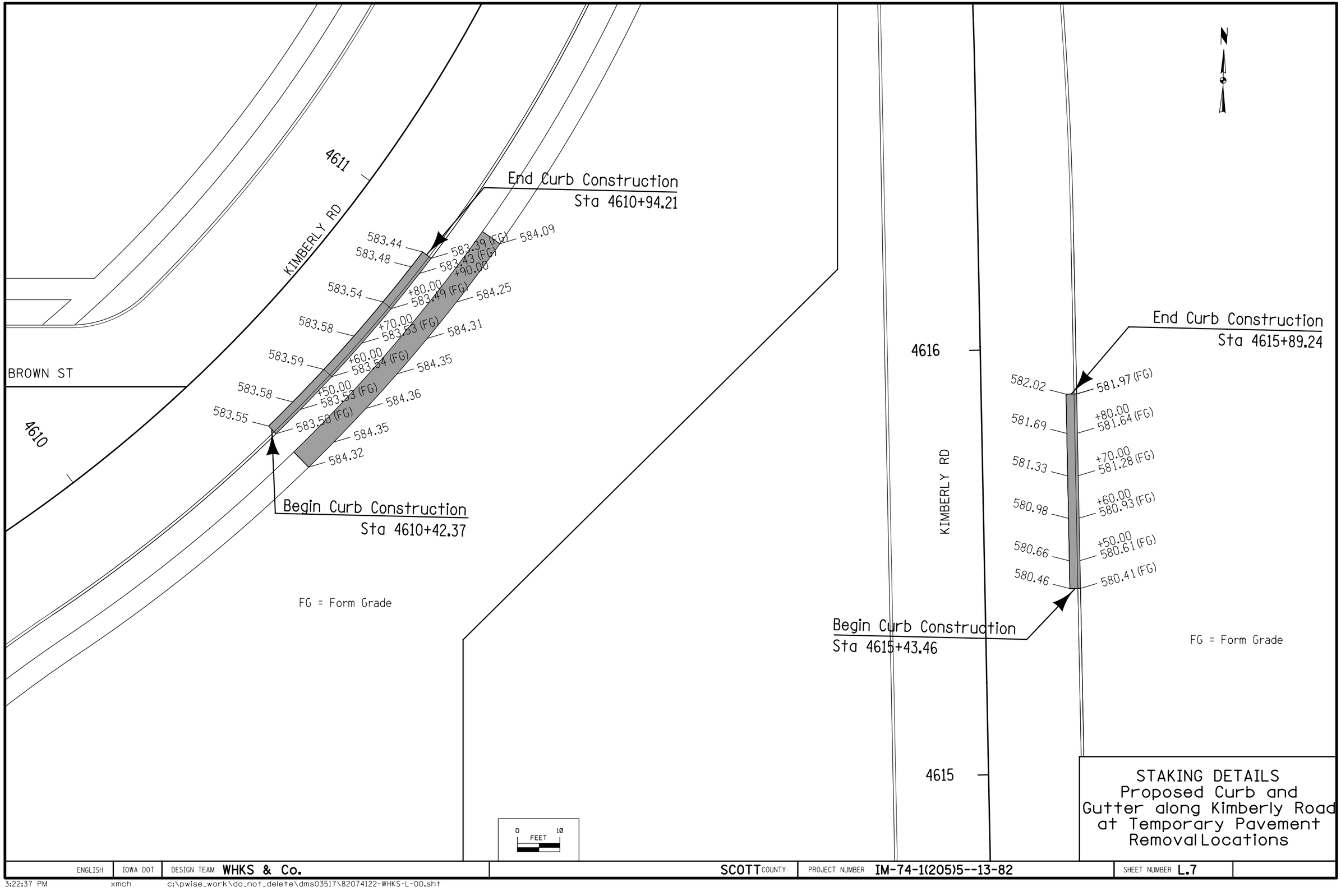

STAKING DETAILS
Proposed Curb and Gutter along Kimberly Road at Temporary Pavement Removal Locations

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.7

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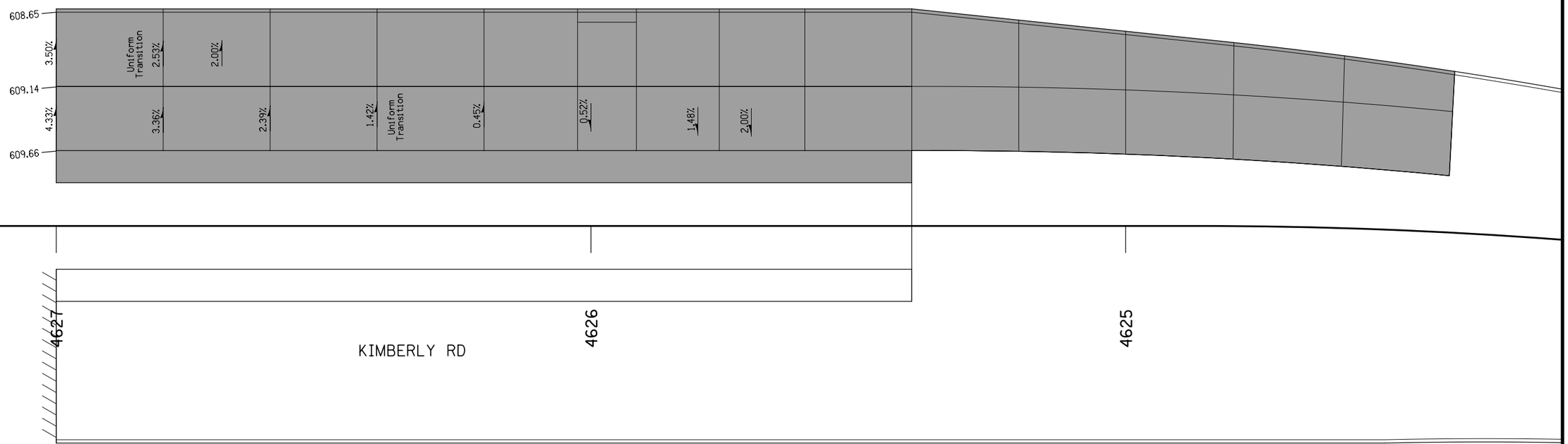

0 10 FEET

STAKING DETAILS

Proposed Tie-In at North End of Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER L.8

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STORM SEWER

* Bid Item
** For SW-545

For bedding and backfill purposes under Primary roads, use material complying with Article 4120.04 (Class A Crushed Stone) of the Standard Specifications for all bedding and backfill. Place and compact the material according to Article 2435.03, A and Article 2552.03, E (Class I materials).

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
435	2590+85.04,26.71' R	SW-508	578.20	573.70		US67 Ramp B Div.(1) - WELL ONLY
438	2592+50.00,27'R	SW-508	571.07	566.62		US67 Ramp B Div.(1)
418	4498+12.37,7'R	SW-508	577.37	572.88		US67 Ramp D Div.(1)
419	4501+57.48,26.17'L	SW-508	592.58	585.39		US67 Ramp D Div.(1)
420	4498+12.37,29'L	SW-508	577.93	573.46		US67 Ramp D Div.(1)
385	6836+00.00,3.21'L	SW-548	665.71	659.71		Mainline I-74 Div.(1)
168	6836+00.00,3.21'R	SW-548	665.71	658.68		Mainline I-74 Div.(1)
386	6833+00.00,3.21'L	SW-548	664.08	655.84		Mainline I-74 Div.(1)
359	6833+00.00,3.21'R	SW-548	664.07	655.61		Mainline I-74 Div.(1)
387	6830+00.00,3.21'L	SW-548	662.51	654.36		Mainline I-74 Div.(1)
358	6830+00.00,3.21'R	SW-548	662.51	653.65		Mainline I-74 Div.(1)
388	6826+98.88,3.21'L	SW-548	660.95	652.00		Mainline I-74 Div.(1)
349	6826+98.88,3.21'R	SW-548	660.95	651.28		Mainline I-74 Div.(1)
389	6824+00.00,3.21'L	SW-548	658.12	648.61		Mainline I-74 Div.(1)
350	6824+00.00,3.21'R	SW-548	658.12	646.94		Mainline I-74 Div.(1)
390	6821+00.00,3.21'L	SW-548	651.67	641.91		Mainline I-74 Div.(1)
351	6821+00.00,3.21'R	SW-548	651.67	641.38		Mainline I-74 Div.(1)
391	6818+00.00,3.21'L	SW-548	643.39	634.91		Mainline I-74 Div.(1)
352	6818+00.00,3.21'R	SW-548	643.39	634.38		Mainline I-74 Div.(1)
392	6815+00.00,3.21'L	SW-548	635.11	627.91		Mainline I-74 Div.(1)
353	6815+00.00,3.21'R	SW-548	635.11	627.38		Mainline I-74 Div.(1)
354	6812+00.00,3.21'R	SW-548	626.83	619.98		Mainline I-74 Div.(1)
393	6812+00.00, 3.21'L	SW-548	626.83	621.16		Mainline I-74 Div.(1)
990	6812+80.00, 3.50' R	SW-548	629.05	616.50		Mainline I-74 Div.(1)
991	6812+80.00, 3.58' L	SW-548	629.06	616.34		Mainline I-74 Div.(1)
992	6812+80.12,86.75'L	SW-508,Well	628.07	608.39		Mainline I-74 Div.(1)- Well Only
993	6812+80.12,86.75'L	SW-401,60"	614.00	600.36		Mainline I-74 Div.(1)
994	6812+80.19,143.32'L	SW-401,60"	606.00	596.36		Mainline I-74 Div.(1)
..						
415	4504+60.00,7'R	SW-509	604.36	599.57		US67 Ramp D Div.(1)
400	4503+69.95,32.43'L	SW-511	602.53	596.73		US67 Ramp D Div.(1)
416	4503+69.73,21.45'L	SW-508,Well	601.02	596.58		US67 Ramp B Div.(1) - WELL ONLY
399	4504+02.98,14.02'R	SW-401,48"	603.51	592.80		US67 Ramp D Div.(1)
905	4503+90.64,37.70'R	SW-401,48"	598.06	585.78		US67 Ramp D Div.(1)
904	4503+81.56,60.94 R	SW-401,48"	589.97	578.78		US67 Ramp D Div.(1)
903EX	4503+72.23, 82.19'R	Exist	582.50	564.74		Existing

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 6 ft length is added to Design Length to account for estimated length to center of structures.

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Diameter IN	Bid* Length FT	Design Length FT	Slope %	Flow Lines: Inlet Elevation	Flow Lines: Outlet Elevation	Flow Lines: Other Elevation	Pipe Profile Sheet No.	Notes
P435	435	438	2000D	15	168	162	4.31	574.20	567.22		M.13	Div.(1)
P418	418	420	2000D	15	42	36	0.50	573.38	573.20		M.15	Div.(1)
P419	419	420	2000D	15	346	340	3.39	585.89	574.37		M.15	Div.(1)
P420	420	421EX	2000D	15	198	192	3.06	573.96	568.08		M.15	Rock Excavation Incidental Div.(1)
P343	Future	168	2000D	24	24	18	0.54	660.27	660.18		M.11	Div.(1) Plug at end of work zone limit
P167		168	2000D	24	103	97	1.55	661.08	659.58		M.11	Div.(1) Plug at end of work zone limit
P385	385	168	2000D	24	11	5	0.60	660.21	660.18		M.11	Div.(1)
P734	Future	385	2000D	24	24	18	0.55	660.41	660.31		M.11	Div.(1) Plug at end of work zone limit
P168	168	359	2000D	24	299	293	0.72	659.18	657.08		M.9/M.11	Div.(1)
P386	386	359	2000D	24	11	5	2.60	656.34	656.21		M.9	Div.(1)
P369	Future	386	2000D	24	24	18	0.85	656.60	656.44		M.9	Div.(1) Plug at end of work zone limit
P359	359	358	2000D	30	299	293	0.63	656.11	654.25		M.9	Div.(1)
P387	387	358	2000D	24	11	5	0.60	654.86	654.83		M.9	Div.(1)
P370	Future	387	2000D	24	24	18	0.58	655.06	654.96		M.9	Div.(1) Plug at end of work zone limit
P358	358	349	2000D	30	301	295	0.77	654.15	651.88		M.9	Div.(1)
P388	388	349	2000D	24	11	5	0.60	652.50	652.47		M.9	Div.(1)
P371	Future	388	2000D	24	24	18	0.55	652.70	652.60		M.9	Div.(1) Plug at end of work zone limit
P362	Future	349	2000D	24	24	18	2.34	653.36	652.94		M.9	Connect to Exist Pipe
P349	349	350	2000D	30	298	292	1.45	651.78	647.54		M.9	Div.(1)
P389	389	350	2000D	24	11	5	0.60	649.11	649.08		M.9	Div.(1)
P372	Future	389	2000D	24	12	6	0.56	649.24	649.21		M.9	Div.(1) Plug at end of work zone limit
P350	350	351	2000D	30	299	293	1.85	647.44	642.01		M.9	Div.(1)
P390	390	351	2000D	24	11	5	0.60	642.41	642.38		M.9	Div.(1)
P373	Future	390	2000D	24	12	6	0.56	642.54	642.51		M.9	Div.(1) Plug at end of work zone limit
P351	351	352	2000D	30	299	293	2.35	641.88	634.98		M.7	Div.(1)
P391	391	352	2000D	24	11	5	0.60	635.41	635.38		M.7	Div.(1)
P374	Future	391	2000D	24	12	6	0.56	635.54	635.51		M.7	Div.(1) Plug at end of work zone limit
P352	352	353	2000D	30	299	293	2.35	634.88	627.98		M.7	Div.(1)
P392	392	353	2000D	24	11	5	0.60	628.41	628.38		M.7	Div.(1)
P375	Future	392	2000D	24	15	9	0.56	628.54	628.51		M.7	Div.(1) Plug at end of work zone limit
P353	353	990	2000D	30	219	213	2.38	627.88	622.82		M.7	Div.(1)
P354	354	990	2000D	24	79	73	1.10	621.50	620.70		M.7	Div.(1)
P393	393	354	2000D	24	11	5	1.20	621.66	621.60		M.7	Div.(1)
P367		354	2000D	24	24	18	0.54	621.70	621.60		M.7	Div.(1) Plug at end of work zone limit
P398	Future	415	2000D	15	118	112	3.10	603.62	600.17		M.15	Div.(1) Plug at end of work zone limit
P990	990	991	2000D	36	11	5	1.20	617.00	616.94		M.7	
P991	991	992	3750D	36	82	76	1.09	616.84	616.01		M.7	Trenchless Construction
P992	992	993	2000D	36	30	24	3.04	608.89	608.16		M.7	
P993	993	994	2000D	36	29	23	3.04	600.86	600.16		M.7	
P994	994	379EX	2000D	36	31	25	2.88	596.86	596.14		M.7	Connect to Existing Manhole
P415	415	399	2000D	15	58	52	3.40	600.07	598.30		M.15	Div.(1)
P400	400	416	2000D	15	11	5	0.48	597.23	597.21		M.15	Div.(1)
P416	416	399	2000D	15	53	47	0.40	597.11	596.92		M.15	Div.(1)
P399	399	905	2000D	15	29	23	8.80	593.30	591.28		M.15	Div.(1)
P905	905	904	2000D	15	28	22	9.09	586.28	584.28		M.15	Div.(1)
P904	904	903EX	2000D	15	26	20	9.20	579.28	577.44		M.15	Connect to Existing Manhole

STORM SEWER

* Bid Item
** For SW-545

For bedding and backfill purposes under Primary roads, use material complying with Article 4120.04 (Class A Crushed Stone) of the Standard Specifications for all bedding and backfill. Place and compact the material according to Article 2435.03, A and Article 2552.03, E (Class I materials).

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
355	6809+00.00,3.21'R	SW-548	618.56	614.1		Mainline I-74 Div.(1)
394	6809+00.00,3.47'L	SW-548	618.55	613.97		Mainline I-74 Div.(1)
TM202	6807+00.58,13.21'L	SW-548	612.58	608.16		Mainline I-74 Div.(1)
TM203	6804+97.92,16.43'L	SW-548	605.42	602.46		Mainline I-74 Div.(1)
TM204	6803+92.10,19.65'L	SW-548	602.04	585.28		Mainline I-74 Div.(1)
TM205	6803+75.00,75'L	RF-3,15"	584.5			I-74 Div.(1), Includes RF-26
TM206	6802+25.18,29.09'L	SW-548	598.35	590.5		Mainline I-74 Div.(1)
TM207	6800+99.91,36.14'L	SW-548	596.93	574.89		Mainline I-74 Div.(1)
TM208	6799+00.41,50.03'L	SW-548	595.79	590.7		Mainline I-74 Div.(1)
TM209	6797+25.10,66.22'L	SW-548	595.45	591.5		Mainline I-74 Div.(1)
TM211	679659,78.73.16'L	SW-548	595.14	591.84		Mainline I-74 Div.(1)
TM210	6801+00.00,93.8'L	RF-3,12"	574.24			I-74 Div.(1), Includes RF-26
920	623+91.30, 118.22' R	18" RF-3				KIMBERLY ROAD Div. (1)
379	623+41.04' 107.82' R	72" SW-401	602	594		KIMBERLY ROAD Div. (1)
647	623+00.00, 50.00' Rt	12 w/Grat	599	588.67		Previously Constructed By Others

Div.(1) IOWA DOT COST
Div.(2) CITY OF BETTENDORF COST
Div.(3) 72.23% IOWA/27.77% BETTENDORF
Div.(4) NON-PARTICIPATING
Div.(5) 50% Iowa/ 50% Illinois

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 6 ft length is added to Design Length to account for estimated length to center of structures.

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Diameter IN	Bid* Length FT	Design Length FT	Slope %	Flow Lines: Inlet Elevation	Outlet Elevation	Other Elevation	Pipe Profile Sheet No.	Notes
P451	451EX	908EX	2000D	30	224	218	1.0183	569.58	567.36		M.5	Connect to 1 Exist Manhole & 1 Intake
P355	355	394	2000D	15	12	6	0.5	614.6	614.57		M.7	
P394	394	TM202	2000D	24	199	193	2.8705	614.47	608.93		M.7	Div.(1)
TMPP202	TM202	TM203	2000D	15	202	196	2.8571	608.66	603.06		M.7	Div.(1)
TMPP203	TM203	TM204	2000D	15	105	99	3.4343	602.96	599.56		M.5	Div.(1)
TMPP204	TM204	TM205	2000D	15	63	57	2.2456	585.78	584.5		M.5	Div.(1)
TMPP206	TM206	TM207	2000D	12	125	119	1.0504	591	589.75		M.5	Div.(1)
TMPP207	TM208	TM207	2000D	12	199	193	0.4145	591.2	590.4		M.5	Div.(1)
TMPP208	TM209	TM208	2000D	12	175	169	0.4142	592	591.3		M.5	Div.(1)
TMPP209	TM207	TM210	2000D	12	63	57	2.0175	575.39	574.24		M.5	Div.(1)
TMPP211	TM211	TM209	2000D	12	65	59	0.4	592.336	592.1		M.5	Div.(1)
P920	920	379	2000D	18	54	48.43	0.9	595.7	595.22		M.24	Div. (1)
P379	379	647	2000D	36	75	68.53	2.4	594.5	593.1		M.24	Div. (1)

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- Grave
- Cave
- Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Earth Dam or Dike (Proposed)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Proposed Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Proposed Intake
- Existing Utility Access (Manhole)
- Proposed Utility Access (Manhole)
- Fire Hydrant
- WH Water Hydrant (Rural)

- Septic Tank
- Cistern
- L.P. Gas Tank (No Footing)
- Underground Storage Tank
- Latrine
- Luminaire
- Traffic Signal
- Traffic Signal with Luminaire
- TP Telephone Pedestal
- TVP Television Pedestal
- Telephone Pole
- Telephone Pole (Second Company)
- Telephone Pole (Third Company)
- Telephone Pole (Fourth Company)
- Telephone Pole (Fifth Company)
- Power Pole
- Power Pole (Second Company)
- Power Pole (Third Company)
- Power Pole (Fourth Company)
- Power Pole (Fifth Company)
- Electrical Highline Tower (Metal or Concrete)
- Telephone Riser Pole
- Power Riser Pole
- Telegraph Pole
- Satellite TV Dish
- Guardrail (Beam or Cable)
- GP Guard Post (one or two)
- Guard Post (over two)
- FP Filler Pipe
- GV Gas Valve
- WV Water Valve
- SL Speed Limit Sign
- MM Mile Marker Post
- SIGN Sign
- WHU Water Hook Up
- RT Radio Tower
- TA Tower Anchor
- EB Electric Box
- TCB Traffic Signal Control Box
- RRB Rail Road Signal Control Box
- TSB Telephone Switch Box

- FO Existing Fiber Optics (Central Scott)
- FO2 Existing Fiber Optics (Mcleod USA)
- FO3 Existing Fiber Optics (Qwest)
- FO4 Existing Fiber Optics (ATT)
- FO6 Existing Fiber Optics (MediaCom)
- FO8 Existing Fiber Optics (Bettendorf)
- FO9 Existing Fiber Optics (IowaDOT)
- E Existing Power Line (MidAmerican)
- E2 Existing Power Line (MidAmerican)
- E3 Existing Power Line (MidAmerican)
- E4 Existing Power Line (MidAmerican)
- E5 Existing Power Line (IowaDOT)
- G Existing Gas Line (MidAmerican)
- G-HP Existing High Pressure Gas Line (MidAmerican)
- San. Existing Sanitary Sewer Line (Bettendorf)
- San.2 Existing Sanitary Sewer Line (Davenport)
- T Existing Telephone Line (Qwest)
- TV Existing Cable Television Line (MediaCom)
- TV2 Existing Cable Television Line (MediaCom)
- W Existing Water Line (IA American)

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINE WORK	Design Color No.	
Grey, Dark	(112)	Existing Topographic Features, Utilities and Labels
Black	(Ø)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	**Design Color No.**	
Gray Dark	(112)	Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINE WORK	Design Color No.	
Grey, Dark	(2)	Existing Ground Line Profile and Existing Utilities Information
Black	(58)	Proposed Pipes and Intakes

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- XXXXXXXX Removal of Existing Pipe or Structure
- Previously Constructed Pipe or Structure
- Direction of Pipe Flow

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Existing Ground
- Proposed Ground
- Previously Constructed Pipe or Structure
- Proposed Pipe or Structure

CONVENTIONAL SIGNS

- Survey Line (Station, Reference Point)
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- XXXXXXXX Linear Removal
- Abandon Pipe
- Clearing & Grubbing Area
- Pavement Removal
- Bridge Removal by Others

RIGHT OF WAY LEGEND

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

TABULATION OF UTILITIES

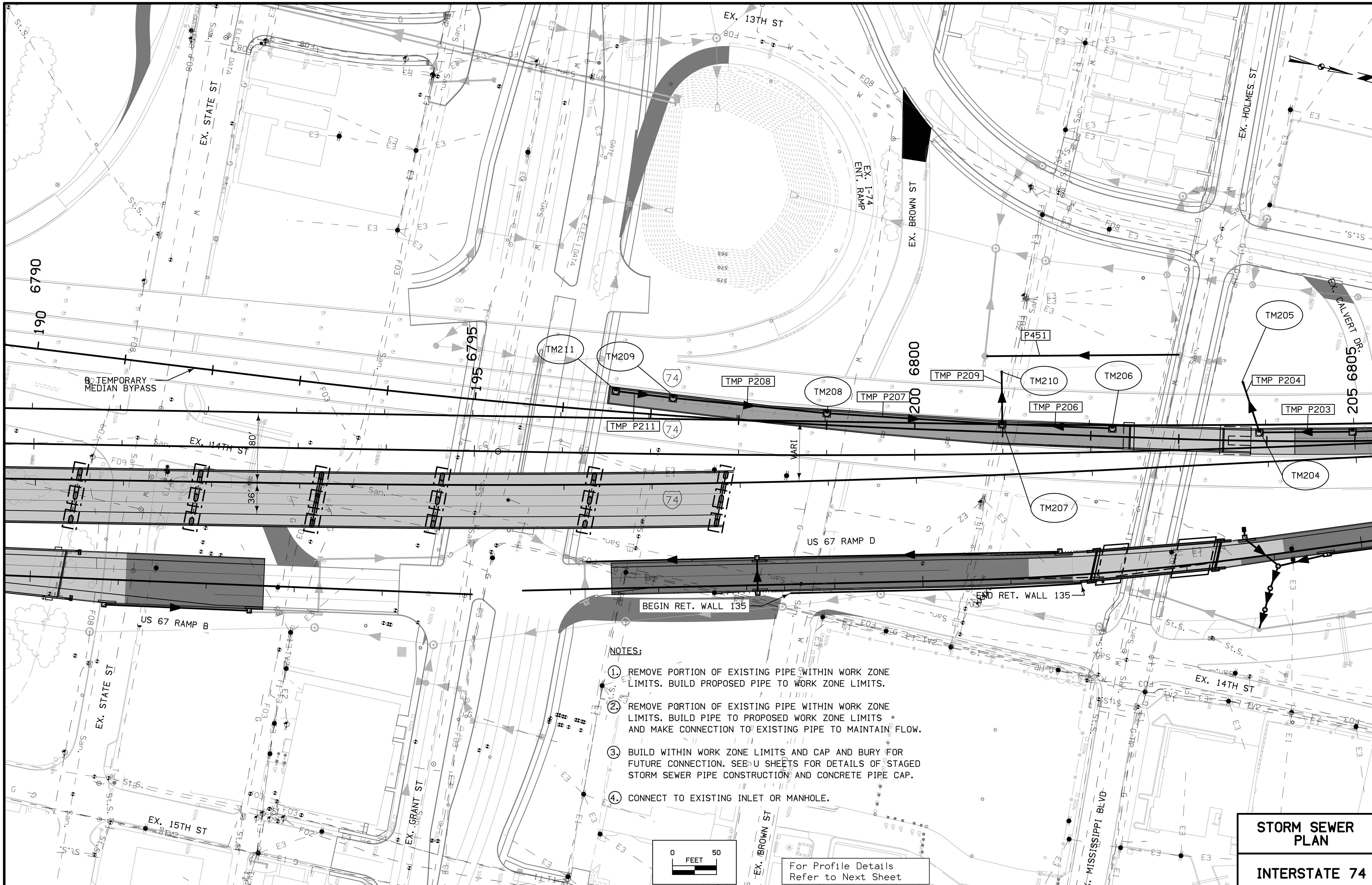
102-13A
10-29-02

CENTRAL SCOTT TELEPHONE: Fiber Optics
McLEOD USA: Fiber Optics
QWEST COMMUNICATIONS: Fiber Optics, Telephone Lines
AT&T: Fiber Optics
MEDIACOM: Fiber Optics, Television
BETTENDORF: Fiber Optics
IOWA DOT: Fiber Optics, Power Lines
MIDAMERICAN ENERGY - Power Lines, Gas
BETTENDORF: Sanitary Sewer Line
DAVENPORT: Sanitary Sewer Line
IA-AMERICAN: Water Line

Legend And Symbol Information Sheet

M SHEETS

(Symbols are Typical Only)



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4. CONNECT TO EXISTING INLET OR MANHOLE.

For Profile Details Refer to Next Sheet

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.4

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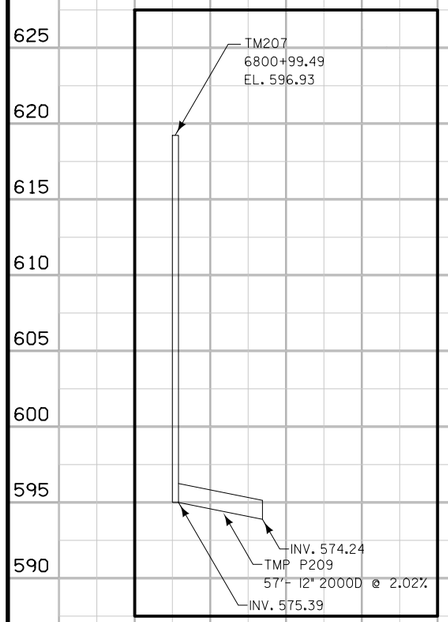

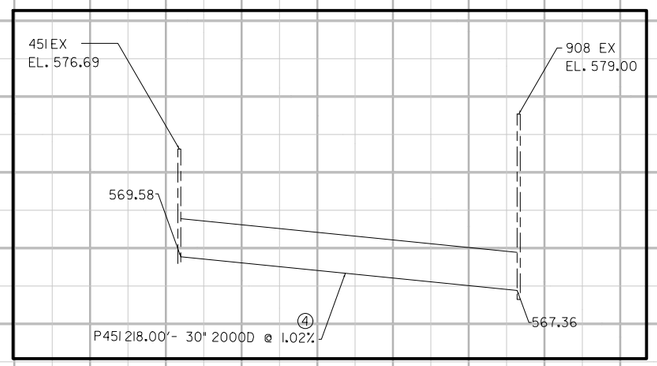

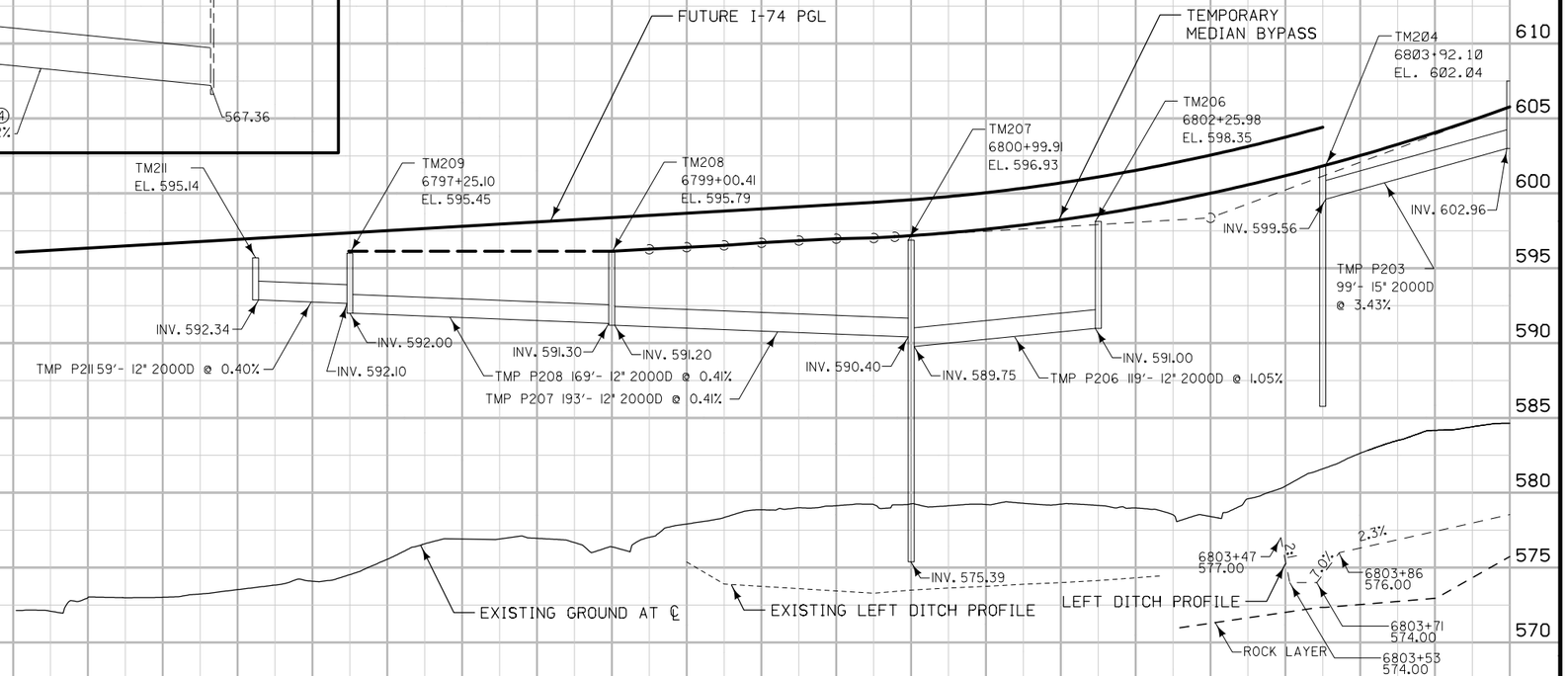

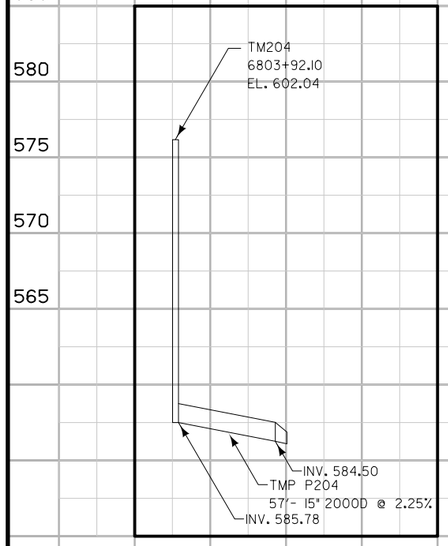

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For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER M.5

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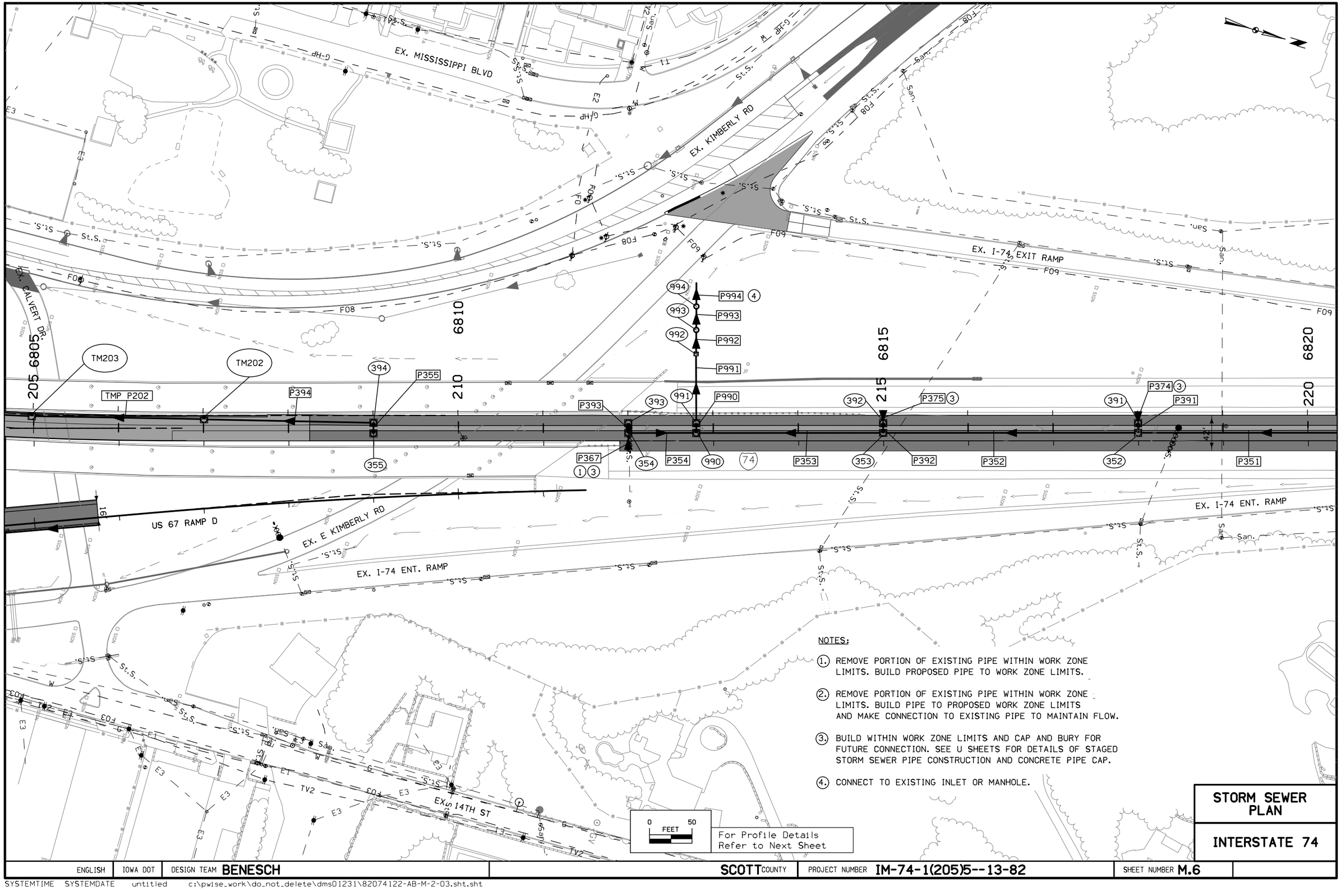

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STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.6

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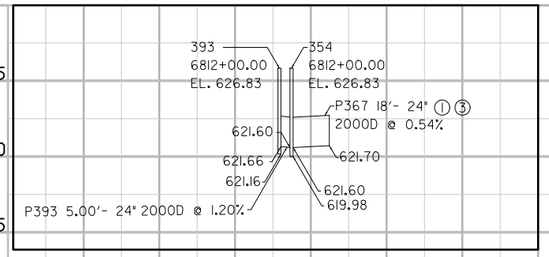

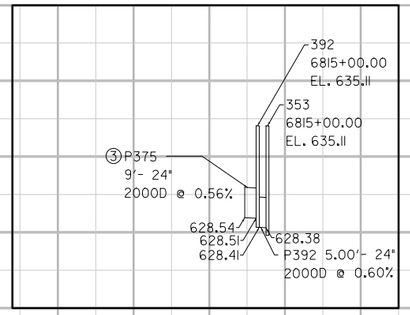

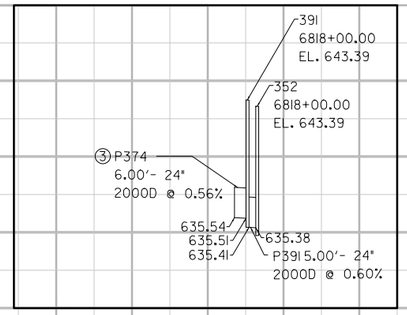

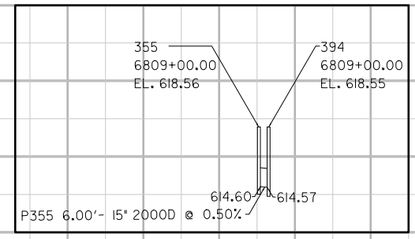

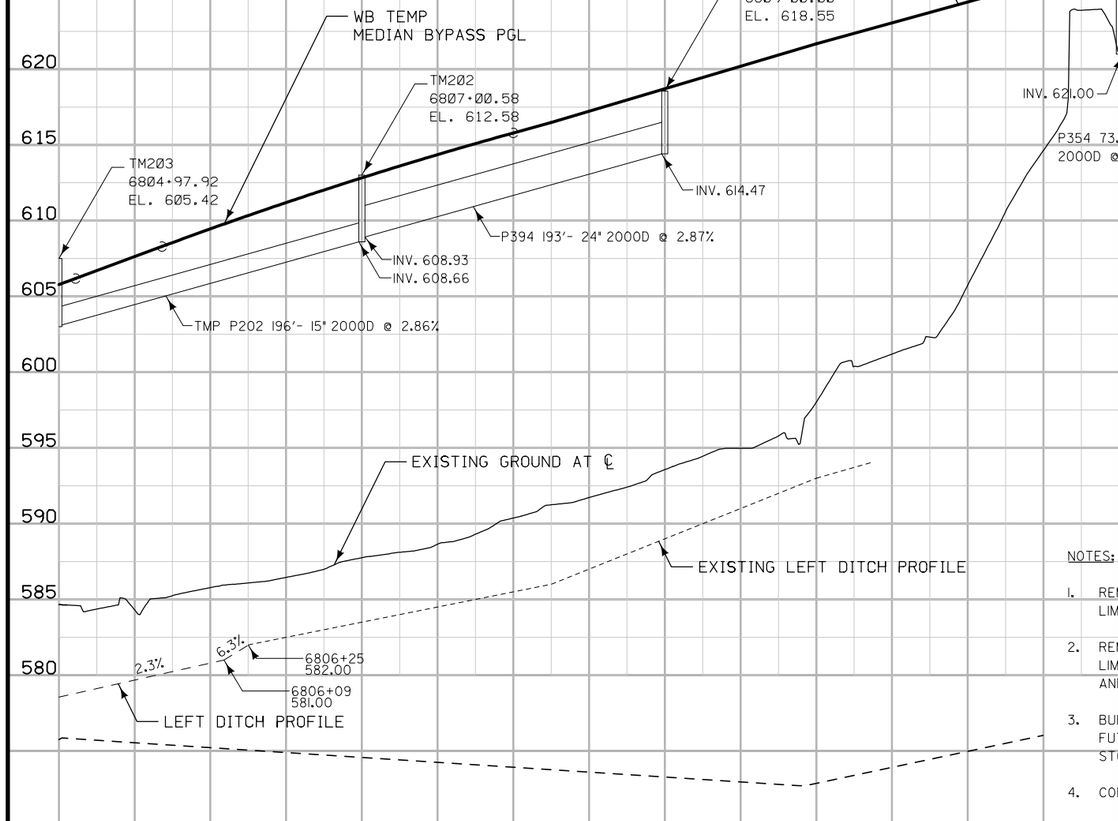

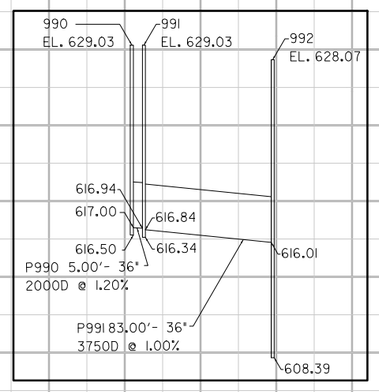

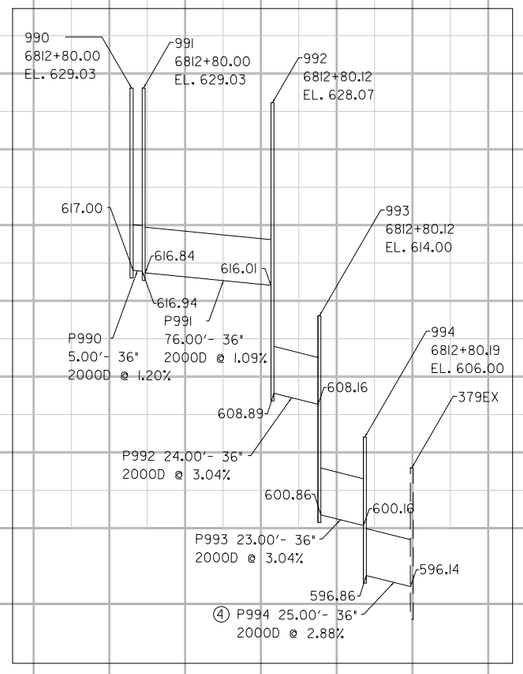

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4. CONNECT TO EXISTING INLET OR MANHOLE.

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.7

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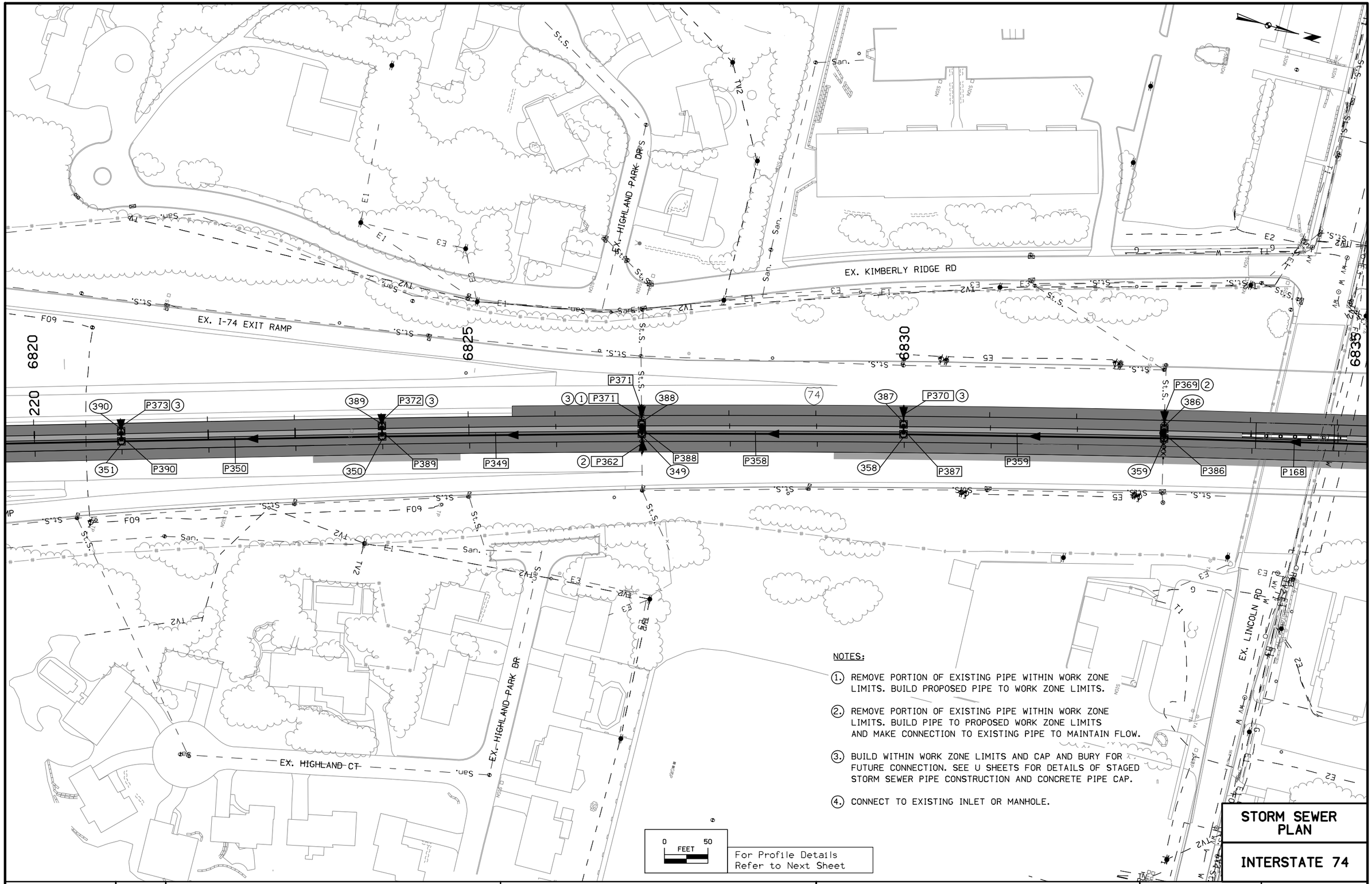

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4. CONNECT TO EXISTING INLET OR MANHOLE.

0 FEET 50

For Profile Details
Refer to Next Sheet

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **M.8**

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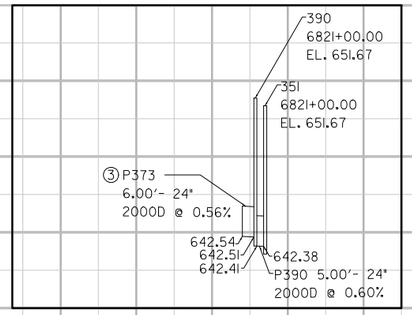

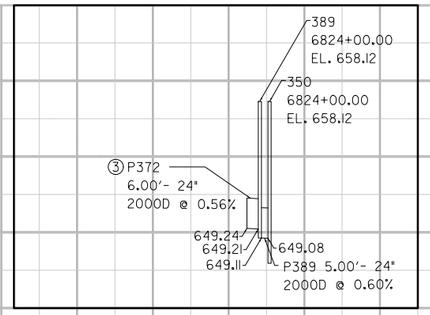

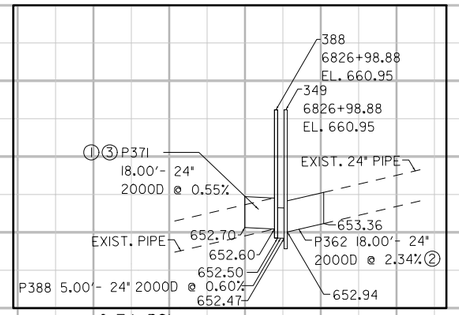

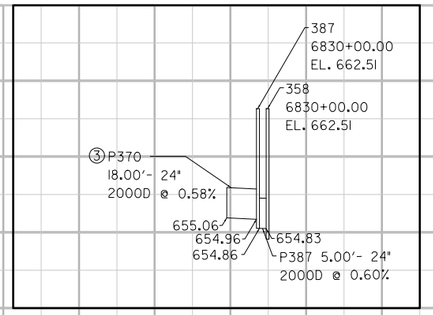

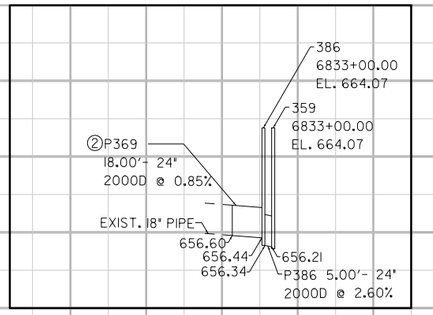

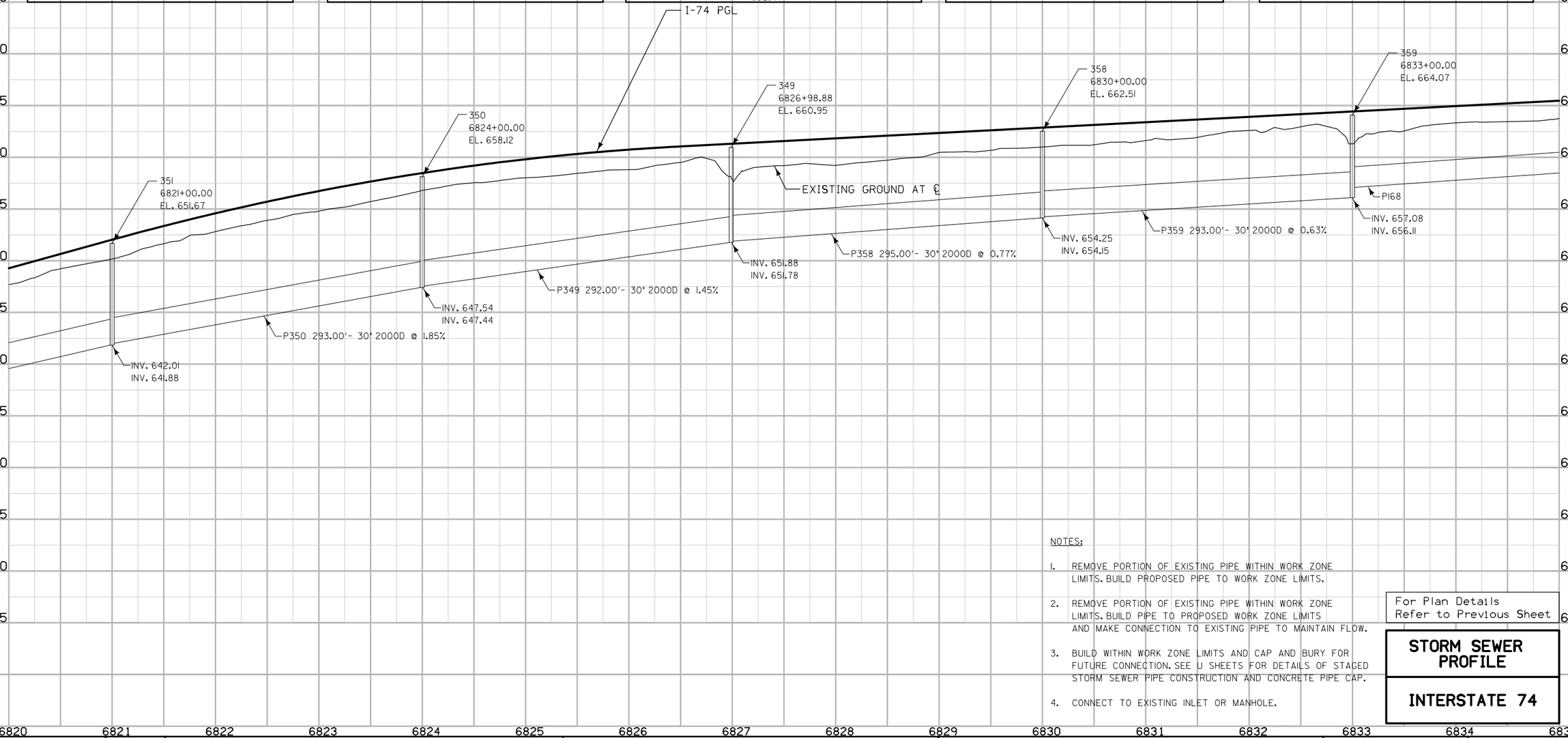

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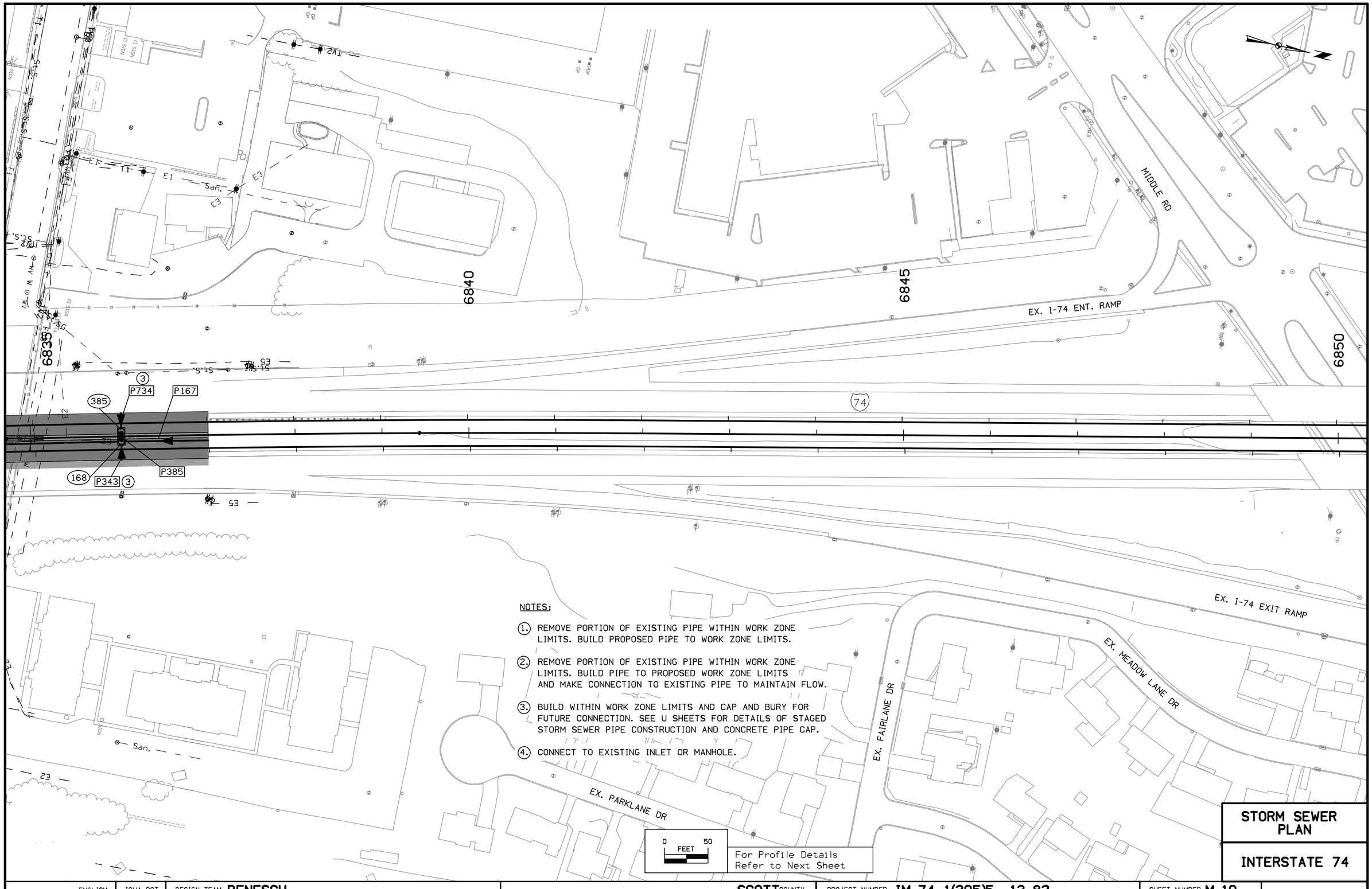
4. CONNECT TO EXISTING INLET OR MANHOLE.

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.9



STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.10

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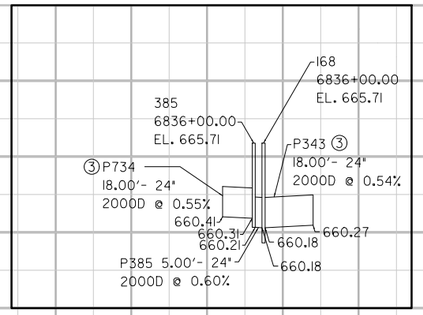

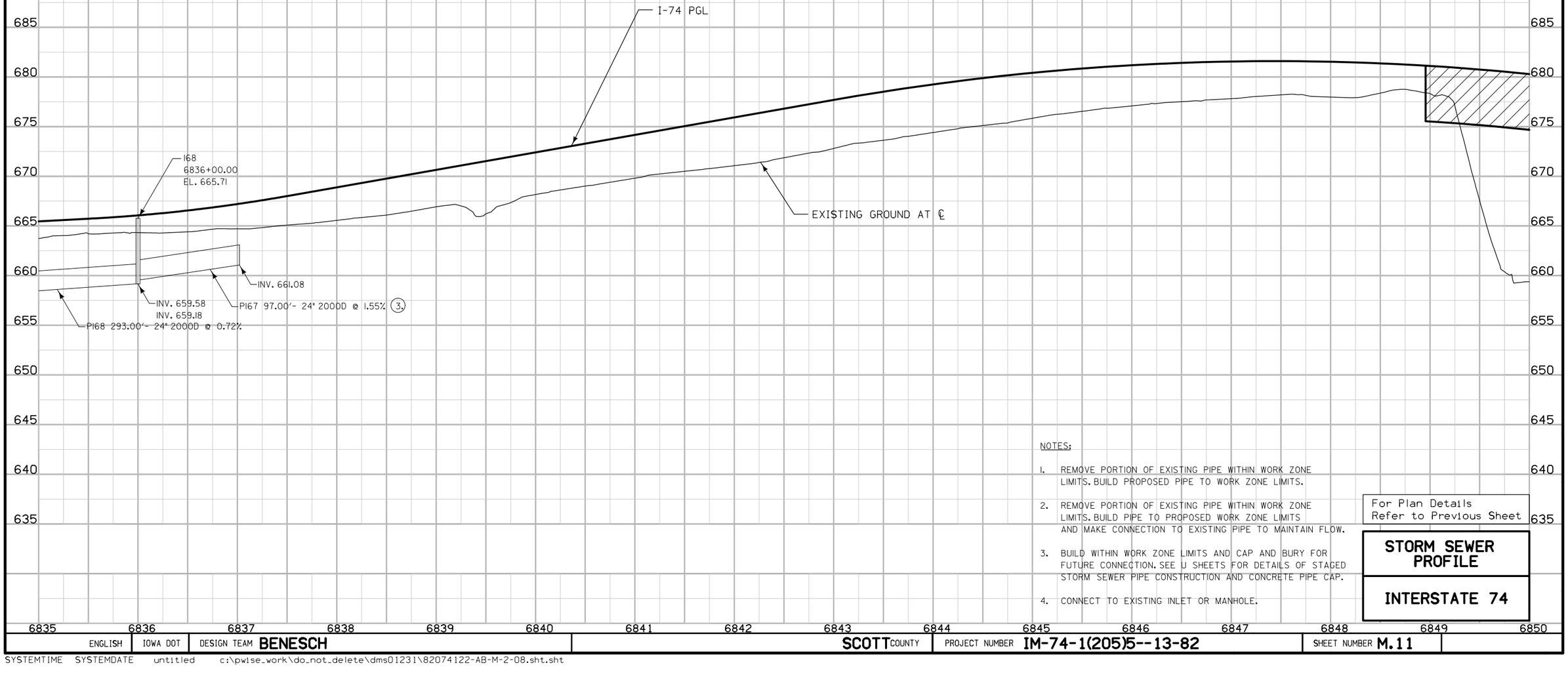

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For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.11

EX. US 67 RAMP C

EX. 14TH ST

EX. STATE ST

EX. 15TH ST

US 67 RAMP B

6790

6795

6785

2585

2590

2595

435

438

P435

NOTES:

1. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PROPOSED PIPE TO WORK ZONE LIMITS.
2. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PIPE TO PROPOSED WORK ZONE LIMITS AND MAKE CONNECTION TO EXISTING PIPE TO MAINTAIN FLOW.
3. BUILD WITHIN WORK ZONE LIMITS AND CAP AND BURY FOR FUTURE CONNECTION. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
4. CONNECT TO EXISTING INLET OR MANHOLE.

0 FEET 50

For Profile Details
Refer to Next Sheet

STORM SEWER PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.12

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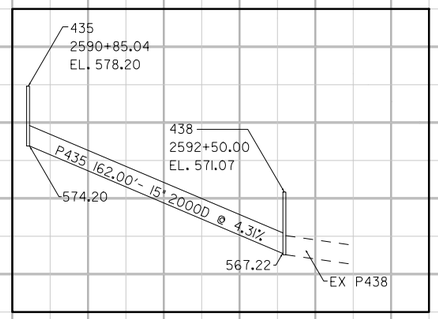

625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550

US 67 RAMP B PGL

EXISTING GROUND AT B/L

ROCK LAYER

567 EX

2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595

NOTES:

1. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PROPOSED PIPE TO WORK ZONE LIMITS.
2. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PIPE TO PROPOSED WORK ZONE LIMITS AND MAKE CONNECTION TO EXISTING PIPE TO MAINTAIN FLOW.
3. BUILD WITHIN WORK ZONE LIMITS AND CAP AND BURY FOR FUTURE CONNECTION. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
4. CONNECT TO EXISTING INLET OR MANHOLE.

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.13

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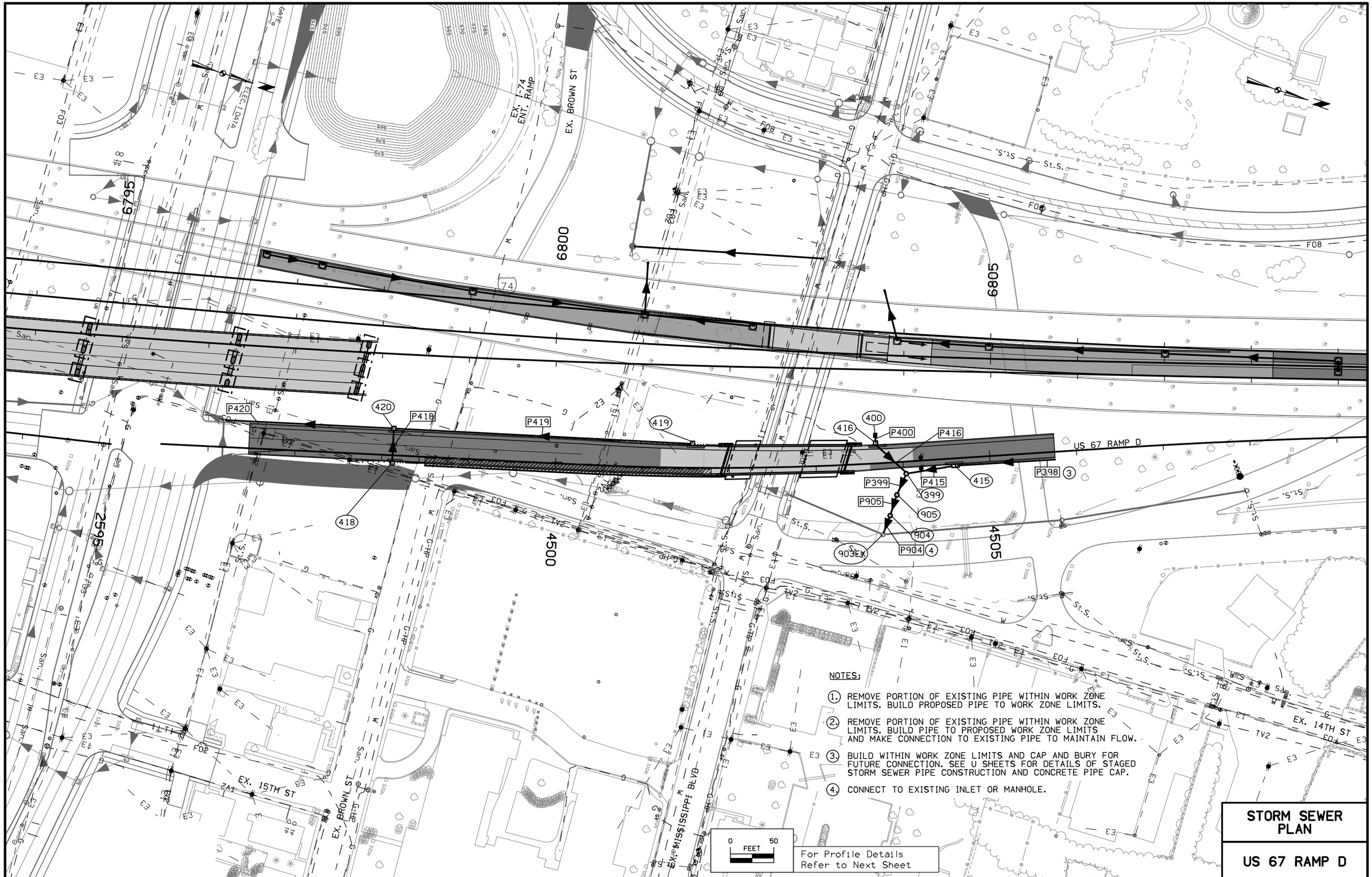


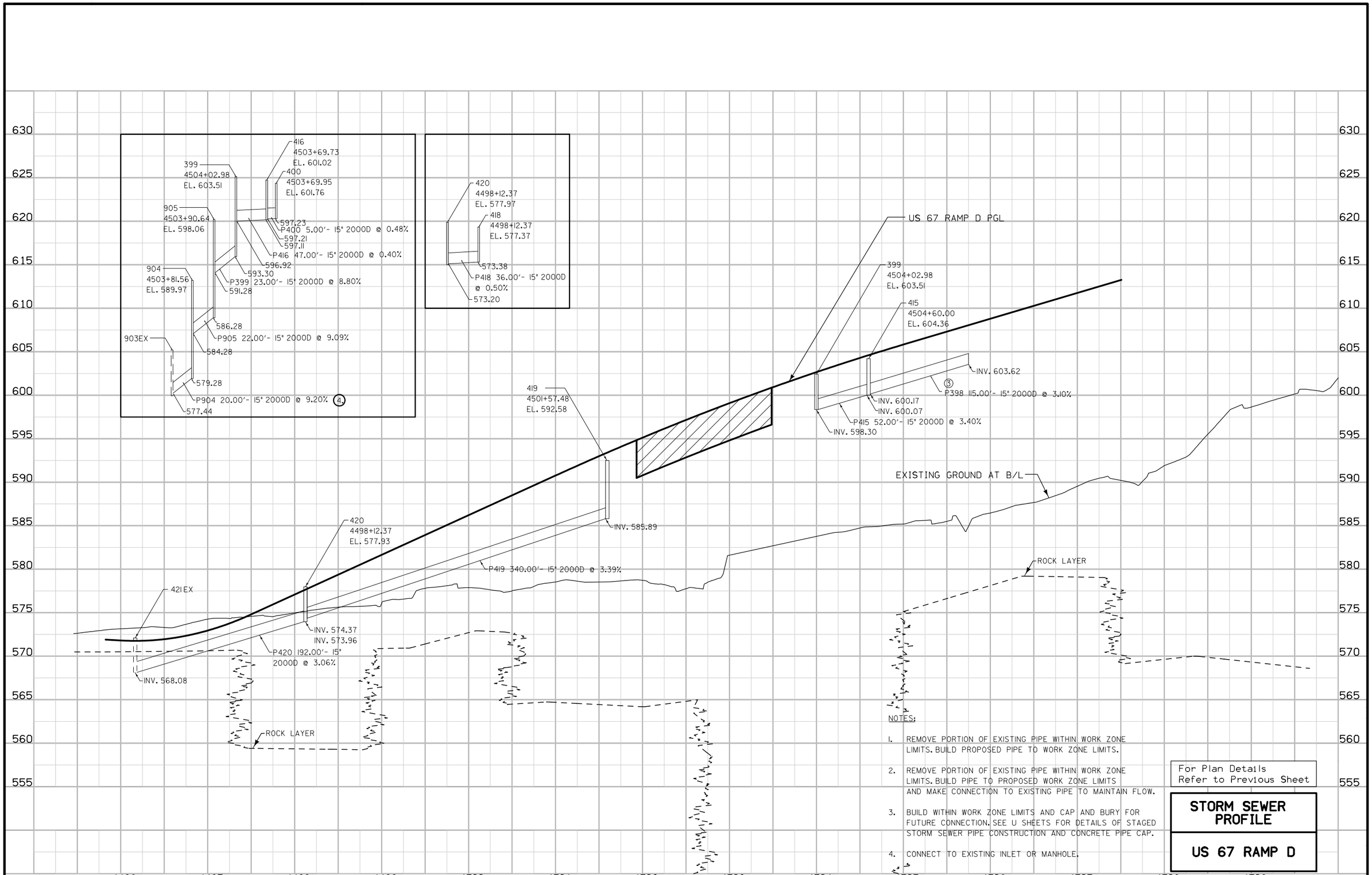
NOTES:

1. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PROPOSED PIPE TO WORK ZONE LIMITS.
2. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PIPE TO PROPOSED WORK ZONE LIMITS AND MAKE CONNECTION TO EXISTING PIPE TO MAINTAIN FLOW.
3. BUILD WITHIN WORK ZONE LIMITS AND CAP AND BURY FOR FUTURE CONNECTION. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
4. CONNECT TO EXISTING INLET OR MANHOLE.

STORM SEWER PLAN

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.14



NOTES:

1. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PROPOSED PIPE TO WORK ZONE LIMITS.
2. REMOVE PORTION OF EXISTING PIPE WITHIN WORK ZONE LIMITS. BUILD PIPE TO PROPOSED WORK ZONE LIMITS AND MAKE CONNECTION TO EXISTING PIPE TO MAINTAIN FLOW.
3. BUILD WITHIN WORK ZONE LIMITS AND CAP AND BURY FOR FUTURE CONNECTION. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
4. CONNECT TO EXISTING INLET OR MANHOLE.

For Plan Details
Refer to Previous Sheet

STORM SEWER PROFILE

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.15

For Side Road Details
Refer to E Sheets

EX. HOLMES ST

EX. JONES ST

EX. HALL ST

MISSISSIPPI BLVD

EX. 12TH ST

KIMBERLY ROAD

EX. KIMBERLY ROAD

KIMBERLY RD

EX. I-74 EXIT RAMP

647

P379

379

920

P920

0 FEET 50

For Storm Sewer Profiles
Refer to Sheet No. M.24

12TH ST/
KIMBERLY RD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER M.16	

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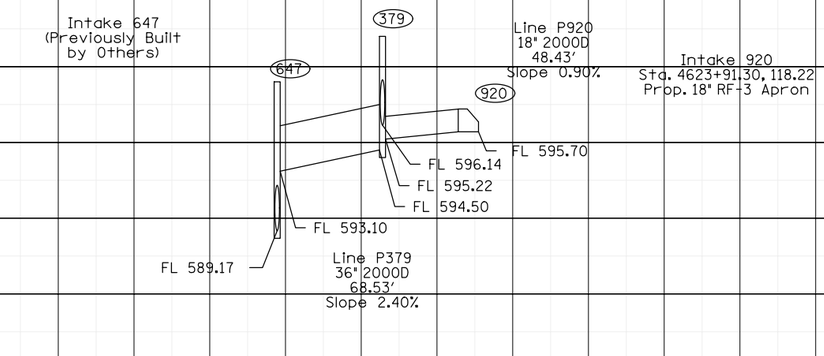

NOT TO SCALE

12TH ST/
KIMBERLY RD

ESTIMATE OF REMOVAL OF EXISTING ITS INFRASTRUCTURE QUANTITIES•

100-1B
10-29-02

Item No.	Item		Unit	Estimated Total	As Built Quan.
1	TYPE I HANDHOLE	(4)	EACH	2	
2	TYPE III HANDHOLE	(4)	EACH	4	
3	2" HDPE CONDUIT	(4)	LIN FT	1315	
4	1C #12 TRACER WIRE	(4)	LIN FT	765	
5	REMOVAL OF POLE MOUNT DMS	(4)	EACH	1	
6	REMOVAL OF ITS CABINET (PAD MOUNTED)	(4)	EACH	1	

PROJECT NOTE:
THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:
(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (77.23% IOWA/27.77% BETTENDORF COST)
(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)

• ALL ITEMS LISTED IN THIS TABLE ARE INCLUDED IN ITEM CODE 2599-9999010.

DELIVERY AND STOCKPILING

110-13
04-20-10

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
DELIVER DMS AND ITS CABINET (PAD MOUNTED) TO IOWA DOT	1	EACH	Iowa DOT Davenport Maintenance Shop 8721 Northwest Blvd, Davenport, IA 52806	563-391-3920	(4)

PROJECT NOTE:
THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:
(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (77.23% IOWA/27.77% BETTENDORF COST)
(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)

LISTING OF ITS CONDUIT WORK

Conduit Run	Location		Conduit Length	Install 2" Conduit	INSTALL 24 SM FIBER	Install #12 Tracer	Install #TBA Power	Install #6 Ground
	From	To						
2A	HH1-18/HH1-19	HH2-1/HH2-2	550	2		1		
2B	HH2-3/HH2-4	HH2-5	50	1		1		
2C	HH2-5	HH2-6	165	1		1		

ITS DESIGN

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature Date

STEVEN GARBE, P.E.
Printed or Typed Name

My license renewal date is December 31, 20 12

Pages or sheets covered by this seal:

ITS QUANTITIES

GENERAL NOTES

1. ALL QUANTITIES SHOWN IN THE PLANS AND SPECIFICATIONS ARE FOR INFORMATIONAL AND ESTIMATING PURPOSES ONLY. THE CONTRACTORS'S BID SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NECESSARYTO PROVIDE A COMPLETE AND FUNCTIONAL ITS INSTALLATION IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.

2. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES, WHEN SHOWN, ARE APPROXIMATE ONLY. IN ADDITION, A PORTION OF UTILITY INFORMATION MAY NOT HAVE BEEN PROVIDED. ALL UTILITIES SHALL BE LOCATED AND MARKED PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING UTILITIES AND LOCATOR SERVICES AND SCHEDULING THE LOCATION OF UNDERGROUND UTILITIES. THE CONTRACTOR SHALL ALSO CONTACT ANY AND ALL UTILITIES AND LOCAL GOVERNMENT AGENCIES NOT PARTICIPATING IN LOCATION SERVICES.

3. PROPOSED ITS EQUIPMENT LOCATIONS ARE APPROXIMATE AND MAY REQUIRE MODIFICATION TO AVOID CONFLICTS WITH UNDERGROUND UTILITES OR OTHER OBSTRUCTIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ANY CONFLICTS WITH EXISTING UTILITIES AT SITES IN THE FIELD PRIOR TO INITIATION OF CONSTRUCTION AT THAT SITE. AS THE CCTV AND SENSOR LOCATIONS ARE LOCATION SENSITIVE, THE CONTRACTOR SHALL RECEIVE WRITTEN APPROVAL FROM THE ENGINEER PRIOR TO REVISING THE PLAN LOCATION OF ANY CONDUIT, POLES, FOUNDATIONS, OR CABINETS.

4. ABOVE GROUND RISERS SHALL BE RIGID STEEL CONDUIT. ALL OTHER CONDUIT SHALL BE HDPE CONDUIT. RIGID P.V.C. CONDUIT (SCHEDULE 40 OR AS APPROVED) MAY BE SUBSTITUTED FOR CONDUIT RUNS UNDER 50 FEET.

5. ANY AND ALL IMPROVEMENTS SUCH AS ASPHALT OR CONCRETE PAVEMENTS, CURBS, GUTTERS, WALKS, DRAINAGE DITCHES, CULVERTS, DRAIN TILES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, ETC., IF DAMAGED, SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS (OR BETTER) AS DIRECTED BY THE ENGINEER.

6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR EXISITING CONDUIT,CONDUCTORS, OR OTHER FACILITIES DAMAGED DURING CONSTRUCTION. ALL EXISTING INFRASTRUCTURE REMOVED OR DAMAGED BY THE CONTRACTOR SHALL BE REPLACED IN KIND BY THE CONTRACTOR, WITH NO ADDITIONAL COMPENSATION.

7. THE CONTRACTOR SHALL NOT DISTURB ANY EXISITING UTILITIES EXCEPT AS SPECIFICALLY DEFINED WITHIN THE SCOPE OF WORK FOR THIS CONTRACT. WHERE WORK AFFECTS OR IS AFFECTED BY THE EXISTING UTILITIES, THE WORK SHALL BE COORDINATED WITH THE UTILITY COMPANY AND/OR OWNER. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE DOT.

8. UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS SHALL BE NOTIFIED BY THE CONTRACTOR OF THE STARTING CONSTRUCTION DATE.

9. ALL ITS CONDUITS SHALL INCLUDE ONE POLYPROPYLENE PULL ROPE WITH A MINIMUM 2,670N PROPER TENSILE STRENGTH (COST INCIDENTAL TO THE CONDUIT).

10. ALL CONDUIT SHALL BE PLACED AT A 36 INCH MINIMUM COVER UNLESS OTHERWISE SPECIFIED ON THE PLANS.

11. THE CONTRACTOR SHALL BORE UNDER ANY EXISTING ASPHALT OR CONCRETE PAVEMENT, RAILROAD, OR OTHER STRUCTURE.

12. THE CONTRACTOR SHALL TRENCH ALL CONDUIT WHERE EXISTING CONDITIONS ALLOW UNLESS OTHERWISE SPECIFIED ON THE PLANS. THE CONTRACTOR MAY BORE IN LIEU OF TRENCHING A THE CONTRACTOR'S EXPENSE.

13. THE MINIMUM BENDING RADIUS OF CONUIT AND MULTIDUCT SYSTEMS SHALL BE THE LARGER OF THE FIBER OPTIC CABLE MANUFACTURER'S RECOMMENDATION OR NATIONAL ELECTRIC CODE (NEC) REQUIREMENTS. ALL CONDUIT SWEEP RADII SHALL BE GREATER AND/OR EQUAL TO 15 INCHES.

14. ALL WIRING AND GROUNDING SYSTEMS SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.

GENERAL NOTES

15. THIS PROJECT DOES NOT INCLUDE PURCHASING, OR INSTALLTION OF, ANY CAMERA OR SENSOR EQUIPMENT.

16. LINEAR MEASUREMENTS ARE TAKEN BETWEEN POLE BASE, HANDHOLE, AND JUNCTION BOX CENTERS AND DO NOT INCLUDE ALLOWANCES FOR VERTICAL RISES OR SPLICES.

17. MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF ALLAPPLICABLE SECTIONS INCLUDING BUT NOT LIMITED TO SECTION 2523 AND 2525,OF THE "IOWA DEPARTMENT OF TRANSPORTATION ENGLISH STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012" PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.

18. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ANTICIPATE, COMMNUNICATE,AND COORDINATE THIS WORK WITH ADJACENT CONSTRUCTION PROJECTS, THAT INCLUDE BUT LIMITED TO ADJACENT ROADWAY AND VIADUCT PROJECTS.

GENERAL NOTES

ITS GENERAL NOTES

EX. LINCOLN RD

REMOVE EXISTING POLE MOUNT DMS AND ADJACENT ITS CABINET (PAD MOUNTED) AND ALL APPURTENANCES. SALVAGE TO IOWA DOT. REMOVE AND SALVAGE ALL RELEVANT CABLING TO IOWA DOT. ABANDON EXISTING CONDUIT IN PLACE.

EX. I-74 ENT. RAMP

74

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

0 50
FEET

ITS REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER N.3	

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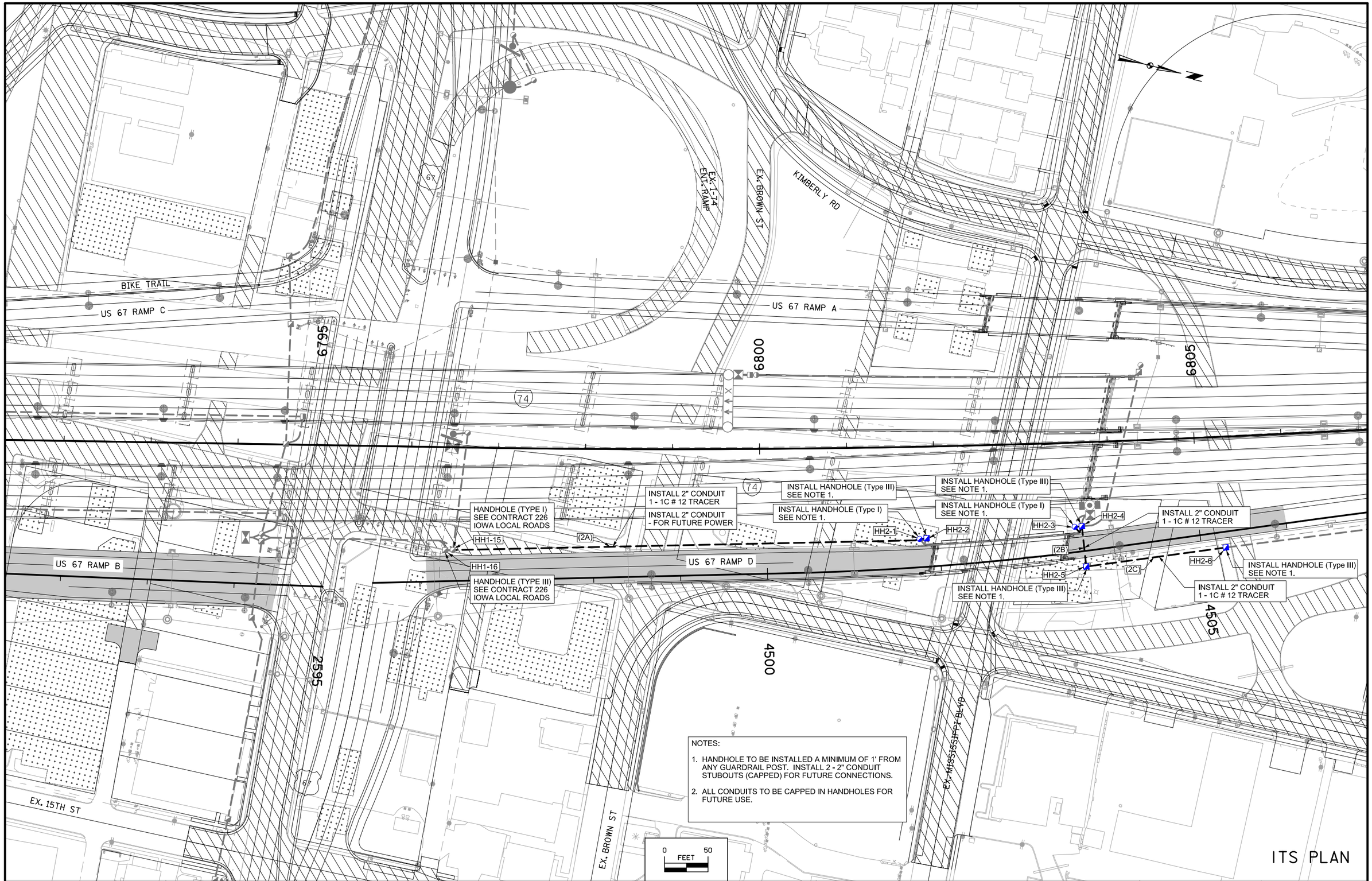

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER N.4

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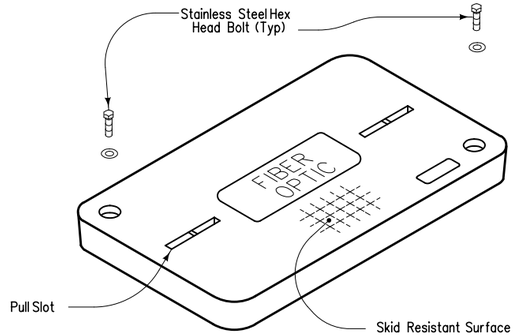
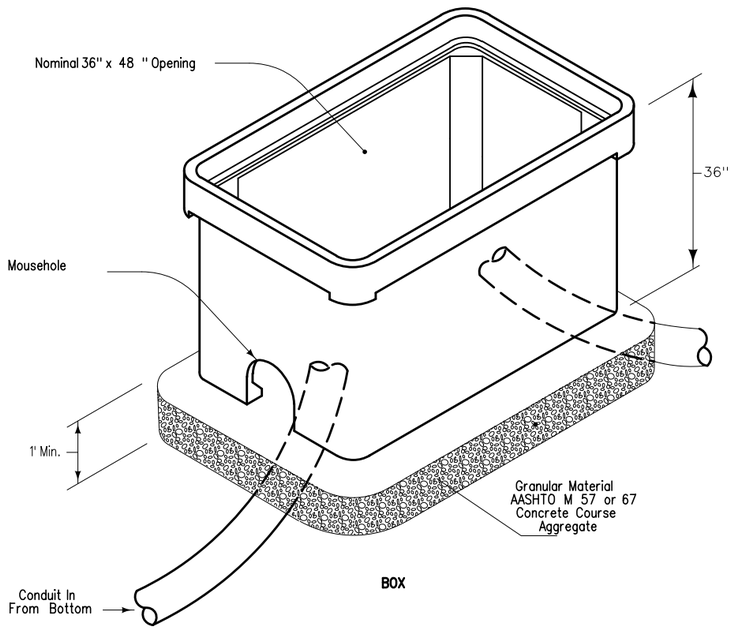


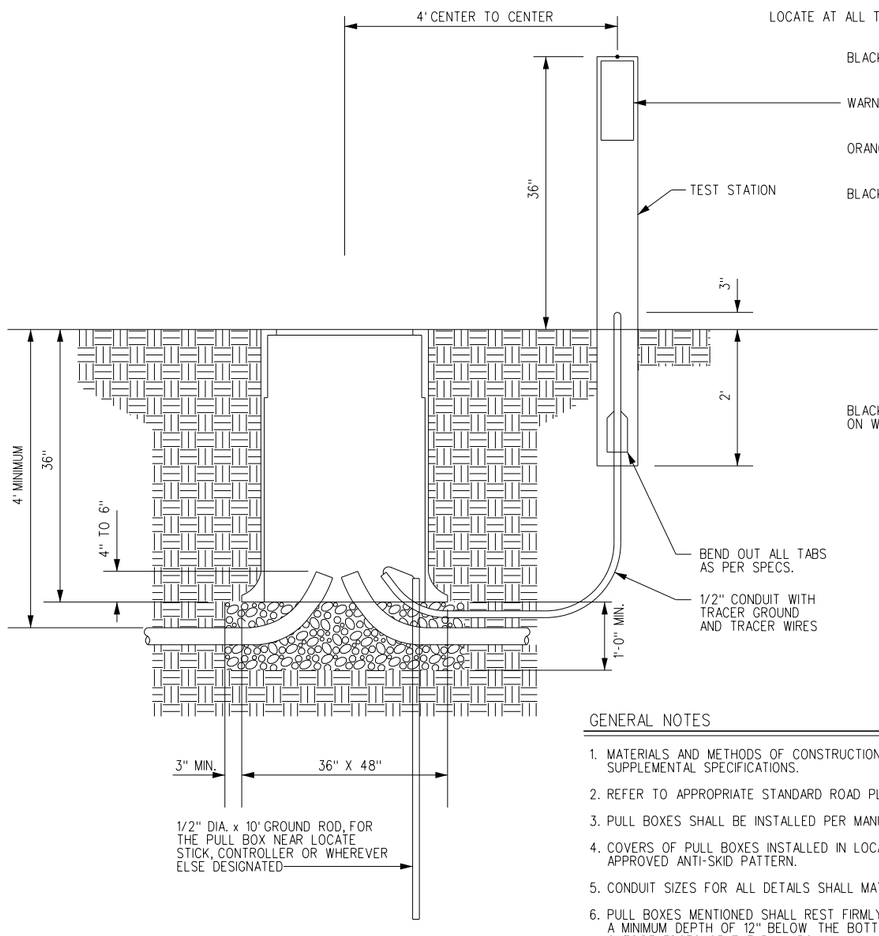
COVER



BOX

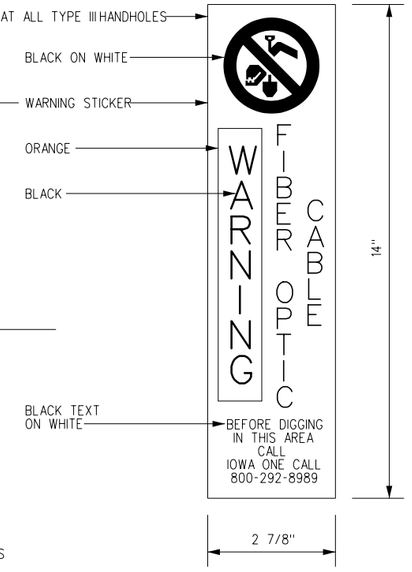
TYPE III HANDHOLE
(FIBER REINFORCED CONCRETE)

NOT TO SCALE



TYPE III HANDHOLE WITH TEST STATION
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



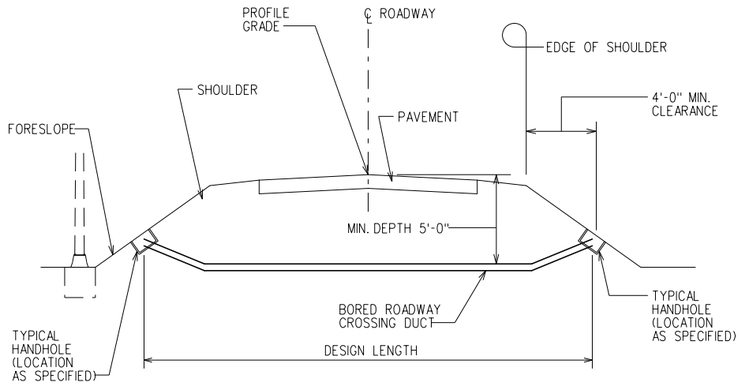
TEST STATION

NOT TO SCALE

GENERAL NOTES

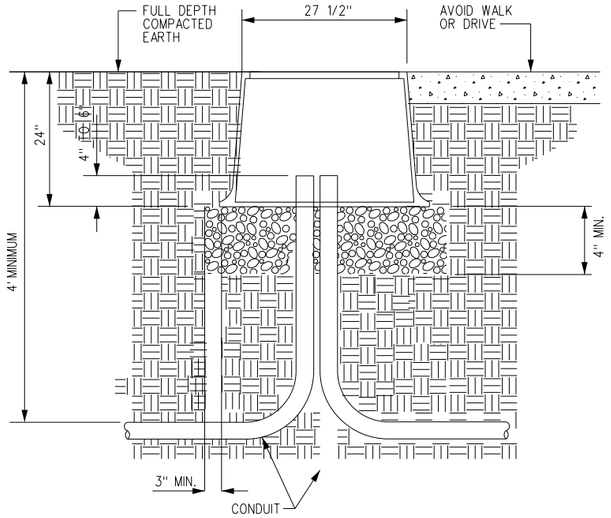
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. REFER TO APPROPRIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR ADDITIONAL DETAILS.
3. PULL BOXES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED HEREIN.
4. COVERS OF PULL BOXES INSTALLED IN LOCATIONS SUBJECT TO PEDESTRIAN TRAFFIC SHALL HAVE AN APPROVED ANTI-SKID PATTERN.
5. CONDUIT SIZES FOR ALL DETAILS SHALL MATCH THOSE INDICATED ON THE PLANS.
6. PULL BOXES MENTIONED SHALL REST FIRMLY ON A BED OF 3/4" WASHED CRUSHED LIMESTONE ROCK WITH A MINIMUM DEPTH OF 12" BELOW THE BOTTOM OF THE PULL BOX, EXTENDING AT LEAST 3" BEYOND THE OUTSIDE EDGES OF THE PULL BOX.
7. AVOID PLACING THESE PULL BOXES IN CONCRETE. THE PULL BOX EDGES, LID, AND LIFTING EYE SHALL BE KEPT CLEAR OF CONCRETE AND FOREIGN MATERIAL.
8. DO NOT INSTALL LID BOLTS.
9. THE TYPE, SIZE, AND LOCATION OF ELECTRICAL ROADWAY DUCTS WILL BE SHOWN ON THE PROJECT PLANS. ROADWAY CROSSINGS SHALL BE INSTALLED AS SHOWN HEREON UNLESS OTHERWISE SPECIFIED OR DIRECTED BY THE ENGINEER.
10. CROSSINGS ARE TO BE PLACED WITHOUT DISTURBING THE EXISTING ROADWAY SURFACE BY JACKING OR BORING METHODS APPROVED BY THE ENGINEER. NO ACCESS TO DUCT OR JACKING OF DUCT FROM MEDIAN WILL BE ALLOWED WITHOUT THE SPECIFIC APPROVAL OF THE ENGINEER.
11. AFTER CABLE IS INSTALLED, ALL DUCT TERMINALS ENDS IN HANDHOLES, TRANSFORMER BASES, LIGHT POLE SHAFTS, OR SIMILAR LOCATIONS AS DIRECTED BY THE ENGINEER SHALL BE SEALED AGAINST ENTRY OF MOISTURE. SEALANTS SHALL BE EITHER APPROVED SEALING BUSHINGS OR A NON-HARDENING SEALING COMPOUND.
12. ALL LIDS SHALL BE LABELED. LID TEXT SHALL BE STANDARDIZED FOR DESIGNED USE ACCEPTABLE TO THE ENGINEER.

ITS DETAILS



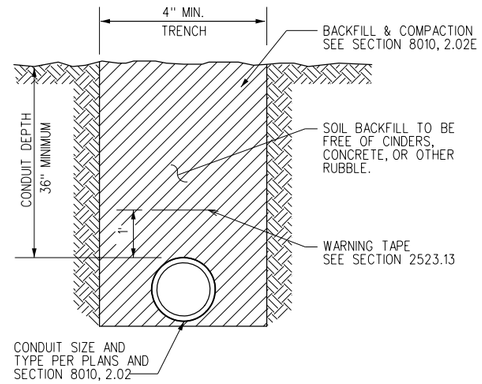
TYPICAL ROADWAY TRANSVERSE SECTION WITH HANDHOLE ON SLOPE

NOT TO SCALE



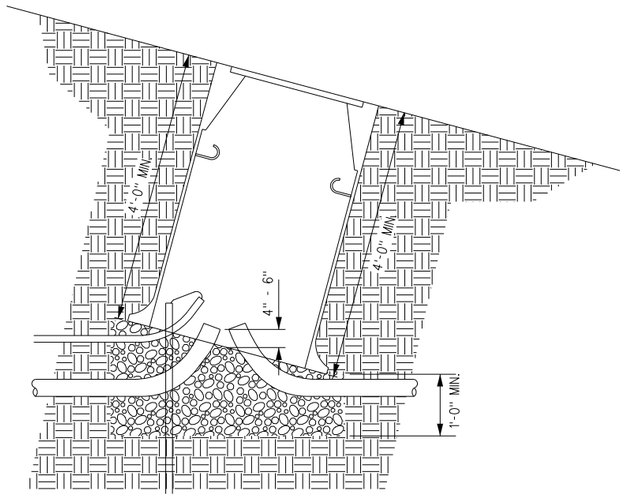
TYPE I HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



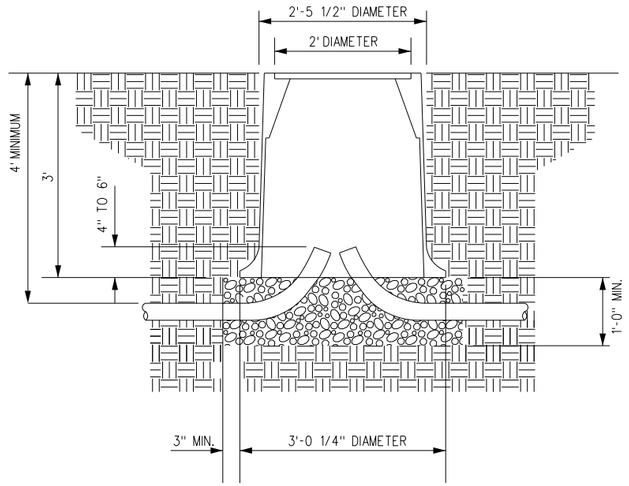
CONDUIT IN TRENCH

NOT TO SCALE



HANDHOLE ON SLOPE

NOT TO SCALE



TYPE II HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE

GENERAL NOTES

1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. REFER TO APPROPRIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR ADDITIONAL DETAILS.
3. PULL BOXES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED HEREIN.
4. COVERS OF PULL BOXES INSTALLED IN LOCATIONS SUBJECT TO PEDESTRIAN TRAFFIC SHALL HAVE AN APPROVED ANTI-SKID PATTERN.
5. CONDUIT SIZES FOR ALL DETAILS SHALL MATCH THOSE INDICATED ON THE PLANS.
6. PULL BOXES MENTIONED SHALL REST FIRMLY ON A BED OF 3/4" WASHED CRUSHED LIMESTONE ROCK WITH A MINIMUM DEPTH OF 12" BELOW THE BOTTOM OF THE PULL BOX, EXTENDING AT LEAST 3" BEYOND THE OUTSIDE EDGES OF THE PULL BOX.
7. AVOID PLACING THESE PULL BOXES IN CONCRETE. THE PULL BOX EDGES, LID, AND LIFTING EYE SHALL BE KEPT CLEAR OF CONCRETE AND FOREIGN MATERIAL.
8. DO NOT INSTALL LID BOLTS.
9. AFTER CABLE IS INSTALLED, ALL DUCT TERMINALS ENDS IN HANDHOLES, TRANSFORMER BASES, LIGHT POLE SHAFTS, OR SIMILAR LOCATIONS AS DIRECTED BY THE ENGINEER SHALL BE SEALED AGAINST ENTRY OF MOISTURE. SEALANTS SHALL BE EITHER APPROVED SEALING BUSHINGS OR A NON-HARDENING SEALING COMPOUND.
10. ALL LIDS FOR TYPE II HANDHOLES SHALL BE LABELED "FIBER OPTICS".
11. THE DETAILS INDICATED HEREIN ARE FOR THE INSTALLATION OF A PRECAST HANDHOLE WITH COVER FOR ELECTRICAL WIRING AND CONDUIT.
12. REFER TO APPROPIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR LOCATIONS AND ADDITIONAL DETAILS.
13. BODY OF RM-42 HANDHOLE SHALL COMPLY WITH THE REQUIREMENTS OF STANDARD ROAD PLAN RF-1 FOR CLASS 1500 D CONCRETE PIPE INSOFAR AS APPLICABLE. THE PIPE SECTION SHALL BE PLACED WITH TONGUE END AT TOP OF HANDHOLE.
14. SLOTS FOR CONDUIT ACCESS MAY BE CAST AT 90 DEGREE SPACING, AS SHOWN, OR CAST ONLY AS NECESSARY FOR CONDUIT INSTALLATION AS PROJECT PLANS REQUIRES. SLOTS SHALL BE GROUTED WITH MORTAR AFTER NECESSARY CONDUITS ARE INSTALLED. CABLE HOOKS MAY BE PRECAST WITH HANDHOLE OR MAY BE INSTALLED AS NECESSARY BY A METHOD APPROVED BY THE ENGINEER.
15. CABLE HOOKS AND HANDLING LOOPS SHALL BE GALVANIZED IN ACCORDANCE WITH CURRENT SPECIFICATIONS.
16. ACCESS CONDUIT SHALL BE THE SAME AS REQUIRED FOR THE CIRCUIT DUCTS UNLESS OTHERWISE SPECIFIED.
17. DIRECT BURY CABLE INSTALLATIONS ARE NOT ALLOWED UNLESS DIRECTED BY THE ENGINEER.
18. DIMENSIONS SHOWN ARE APPROXIMATE. APPROVED PRODUCT MANUFACTURER'S DIMENSION SHALL PREVAIL IF DIFFERENT FROM THOSE SHOWN.
19. THE CONTRACT ITEM IS "HANDHOLE AND JUNCTION BOXES"
    - (A) 3/8" DIAMETER GALVANIZED STEEL ROD OR APPROVED EQUILVALENT
    - (B) GRANUAL MATERIAL MEETING REQUIREMENTS FOR GRADIATION NUMBER 3 OR 5. (SHOWN IN THE AGGREGATE GRADIATION TABLE FROM THE CURRENT GENERAL SUPPLEMENTAL SPECIFICATIONS).

ITS DETAILS

HIGHWAY LIGHTING DATA

108-11A
10-29-02

ELECTRICAL SERVICE:
MIDAMERICAN ENERGY IS PROVIDING THE PROPOSED SECONDARY SERVICE (120/240 VOLTS SINGLE PHASE) TO THE PROPOSED CONTROL STATIONS. THE EXACT LOCATION OF THE CONTROL STATION SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY THE UTILITY COMPANY. THE UTILITY WILL FURNISH THE METER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAKE THE NECESSARY CONTACTS WITH THE UTILITY COMPANY WITH REGARD TO CONNECTIONS TO THE SERVICE DROP. THE MIDAMERICAN ENERGY CONTACT IS: LINDA WILSON. (563) 333-8776.

NO. 6 AWG - CIRCUIT E3 FROM CABINET E TO E0304
NO. 4 AWG - CIRCUIT E4 FROM CABINET E TO E0304 - SEE PLAN NOTE 6

PROJECT NOTE

THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:
(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (72.23% IOWA/27.77% BETTENDORF COST)
(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)

TABULATION OF ELECTRICAL DUCTS

108-2
08-20-85

Location	Conduit Type	No. Of Cond.	Dia. Inches	Length Feet	Remarks	
HANDHOLE TO EXISTING CAPPED END	SCH 40 PLASTIC	1	2	270	CIRCUITS E3 & E4	(1)
HANDHOLE TO HANDHOLE	SCH 80 PLASTIC	1	2	220	CIRCUITS E3 & E4 SEE PLAN NOTE 8	(1)
HANDHOLE TO E0407	SCH 40 PLASTIC	1	2	135	CIRCUITS E3 & E4	(1)
EXISTING CAPPED END TO EXISTING LIGHT F0505	EX. CONC. EMBEDDED	1	2	144	CIRCUITS E3 & E4	(1)
E0304 TO HANDHOLE	SCH 40 PLASTIC	1	2	155	CIRCUITS E3 & E4 SEE PLAN NOTE 7	(1)
HANDHOLE TO EXISTING CAPPED END	EX. CONC. EMBEDDED	1	2	164	CIRCUITS E3 & E4	(1)
EXISTING CAPPED END TO HANDHOLE	CONC. EMBEDDED	1	2	358	CIRCUITS E3 & E4	(1)
HANDHOLE TO E0301	SCH 40 PLASTIC	1	2	197	CIRCUITS E3 & E4	(1)
E0301 TO HANDHOLE	SCH 80 PLASTIC	1	2	53	CIRCUITS E3 & E4	(1)
HANDHOLE TO CABINET E	SCH 40 PLASTIC	1	2	112	CIRCUITS E3 & E4	(1)
LO401 TO IDENTITY	SCH 40 PLASTIC	1	2	50	CIRCUIT L4	(2)

TABULATION OF WIRE, CABLE AND CONNECTORS

108-12
02-11-00

CIRCUIT NUMBER	RM-40 CONNECTORS								PHASE LINES										GROUND		REMARKS
	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	
E3	L-1	8	L-2	6	Y-1	8	Y-3	-	-	-	-	-	6	3486	-	-	10	270	-	-	(1)
E4	L-1	6	L-2	8	Y-1	6	Y-3	-	4	3486	-	-	-	-	-	-	10	315	-	-	(1)
L4	L-1	1	L-2	-	Y-1	-	Y-3	-													(2)
COMMON GROUND									-	-	-	-	-	-	-	-	-	-	6	1773	(1)

TABULATION OF LIGHTING INSTALLATIONS

108-1
MODIFIED

(1) RM-39

LOCATION				RM-31			FOOTING TYPE (1)	REMARKS	
NO.	STATION	OFFSET	ALIGNMENT	TYPE	A	E			
E0308	2591+82.0	36.2' RT	US-67 RAMP B	4	3	11	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0408	2590+56.0	27.8' RT	US-67 RAMP B	4	3	11	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0407	2593+08.0	38.0' RT	US-67 RAMP B	4	3	11	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0301	4496+47.2	12.9' RT	US-67 RAMP D	2	-	6.3	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0302	4499+25.0	BARRIER WALL	US-67 RAMP D	-	-	-	-	SEE PLAN NOTE 2 & P.7 BRIDGE/RETAINING WALL POLE DETAIL	(1)
E0304	4504+98.0	14.0' RT	US-67 RAMP D	2	-	6	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0401	4497+85.0	14.0' RT	US-67 RAMP D	2	-	6	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)
E0402	4500+65.0	BARRIER WALL	US-67 RAMP D	-	-	-	-	SEE PLAN NOTE 2 & P.7 BRIDGE/RETAINING WALL POLE DETAIL	(1)
E0403	4503+55.0	14.0' RT	US-67 RAMP D	2	-	6.8	RM-39	SEE PLAN NOTE 1 & P.7 STATE RAMP POLE DETAIL	(1)

LIGHTING QUANTITIES

ROADWAY LIGHTING GENERAL NOTES:

A. ALL ELECTRICAL WORK SHALL CONFORM TO NATIONAL, STATE, AND LOCAL CODES.

B. IT IS THE INTENT OF THESE PLANS AND SPECIFICATIONS TO PROVIDE A COMPLETE AND PROPERLY OPERATING ELECTRICAL LIGHTING SYSTEM. THE EQUIPMENT SHALL BE FURNISHED AS SPECIFIED AND SHALL INCLUDE ALL INCIDENTAL ITEMS NECESSARY TO PROVIDE A COMPLETE WORKING SYSTEM. INCIDENTAL ITEMS SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING ITEMS: ANCHORAGES, MOUNTING HARDWARE, CONNECTORS, LUGS, FUSES, ETC.

C. CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS, QUANTITIES, AND TYPE OF UTILITIES IN AREAS TO BE EXCAVATED PRIOR TO THE COMMENCEMENT OF ANY WORK AND SHALL HAND EXCAVATE AS REQUIRED IN ORDER TO NOT INTERRUPT ANY EXISTING SERVICES. SEE CIVIL DRAWINGS FOR LOCATIONS OF EXISTING AND NEW UTILITIES. IF, IN PERFORMING WORK, DAMAGE TO EXISTING UTILITIES OCCURS, THE CONTRACTOR SHALL NOTIFY UTILITY IMMEDIATELY AND PAY ANY COST INCURRED FOR REPAIR OR REPLACEMENT.

D. ELECTRICAL EQUIPMENT, RACEWAY, ETC. ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL INSTALL ELECTRICAL EQUIPMENT, RACEWAYS, ETC. WHERE DIRECTED BY THE ENGINEER IN ORDER TO BEST SUIT JOB CONDITIONS.

E. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING STATE OWNED LIGHTING AND/OR TRAFFIC SIGNAL UTILITIES WITHIN THE PROJECT LIMITS.

F. ALL REPLACEMENT AND TEMPORARY WIRING SHALL BE EQUAL TO OR GREATER THAN THE EXISTING WIRE GAUGE. ALL PERMANENTLY INSTALLED CURRENT CARRYING CONDUCTORS SHALL BE TYPE RHW.

G. NO SPLICING OF EXISTING-TO-NEW WIRING IS ALLOWED INSIDE ELECTRICAL DUCTS. ALL WIRING INTERCONNECTIONS SHALL BE INSTALLED IN ACCESSIBLE AREAS AND SHALL BE MADE WITH IOWA DOT APPROVED RM-40 CONNECTORS.

ELECTRICAL PLAN NOTES:

1. STATE RAMP LIGHTS:
INSTALL PROPOSED LIGHT POLE FOUNDATION, LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE FOUNDATION SHALL BE PER RM-39. LIGHT POLE SHALL BE PER DETAIL SHOWN ON SHEET P.7. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

2. STATE LIGHTS INSTALLED ON BRIDGE PARAPETS/RETAINING WALLS/BARRIER WALLS:
INSTALL PROPOSED LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE SHALL BE MOUNTED ON BRIDGE PARAPET/RETAINING WALL/BARRIER WALL AS PER THE DETAIL ON SHEET P.7.

3. INSTALL PRECAST HANDHOLE, TYPE 2, PER RM-42.

4. REMOVE CAP FROM EXISTING CONDUIT AND MAKE WATERTIGHT CONNECTION TO PROPOSED CONDUIT.

5. INSTALL MALE CONNECTORS ON PROPOSED CONDUCTORS AND CONNECT TO EXISTING FEMALE CONNECTORS ON THE EXISTING CONDUCTORS.

6. PULL CIRCUIT TO END LOCATION. INSTALL FEMALE PORTION ONLY OF CONNECTOR. TAPE AND SEAL FOR FUTURE CONNECTION.

7. EMBEDDED CONDUIT SHALL BE INCIDENTAL TO CONCRETE BARRIER RAILING.

8. CONDUIT MUST BE PUSHED UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS. ALL OTHER CONDUIT MAY BE INSTALLED BY ANY METHOD APPROVED BY THE ENGINEER.

LIGHTING GENERAL & PLAN NOTES

EX. I-74 EASTBOUND

EX. I-74 WESTBOUND

STATE ST

I-74 EASTBOUND

I-74 WESTBOUND

I-74 WESTBOUND

2580

EXISTING CONTROL PANEL F

EXISTING CONTROL PANEL G

2585 LADY LUCK PKWY

SEE PLAN NOTE 4

RAMP B

EXISTING LIGHT E0309
SEE PLAN NOTE 5

E3, E4

2590

E3, E4

E3, E4

E3, E4

E3, E4

STA 2591+82.0
45-14-II-S-E0308

STA 2590+56.0
45-14-II-S-E0408

STA 2593+08.0
45-14-II-S-E0407

SEE PLAN NOTE 6

GILBERT ST

15TH ST

LEGEND:

	PROPOSED	EXISTING
LIGHTING CIRCUIT	———	— —
HANDHOLE	■	□
CONTROL STATION	⊠	⊠
ROADWAY LIGHT ASSEMBLY PARAPET MOUNT	●—	○—
ROADWAY LIGHT ASSEMBLY GROUND MOUNT	●↓	○↓

0 50
FEET

For Estimate of Lighting Quantities
Refer to Sheet P.1

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(205)5--13-82	SHEET NUMBER P.3

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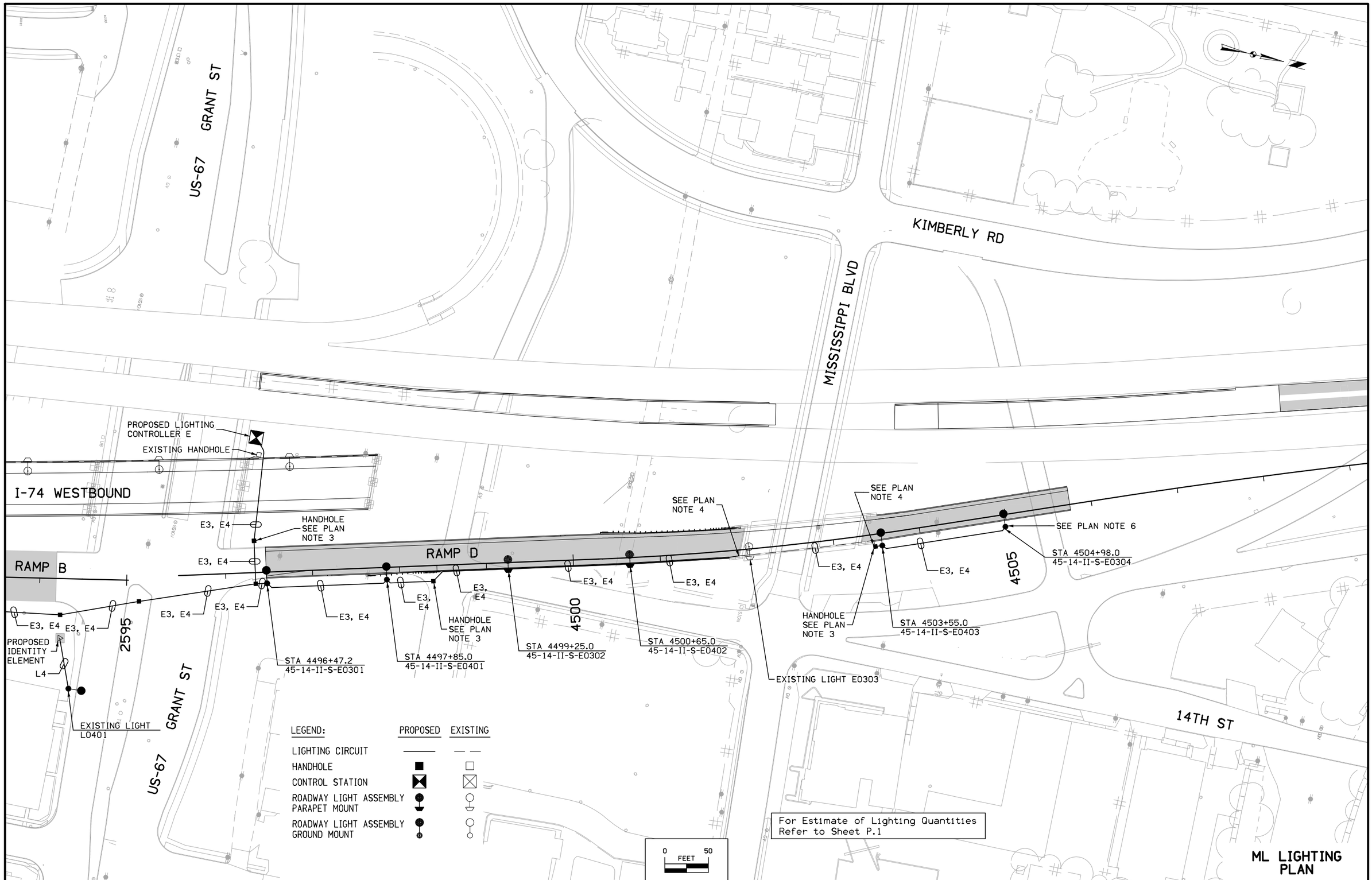

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(205)5--13-82**	SHEET NUMBER **P.4**

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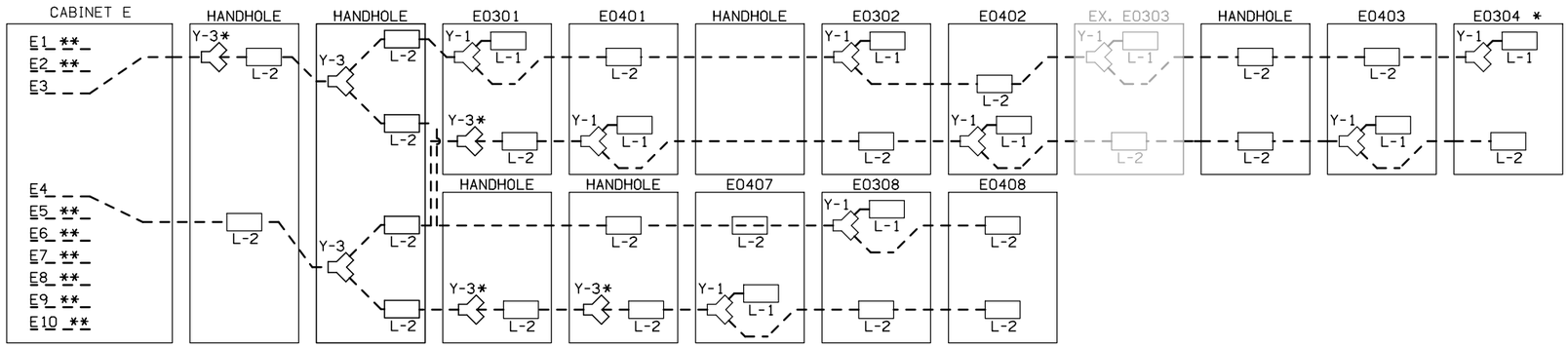
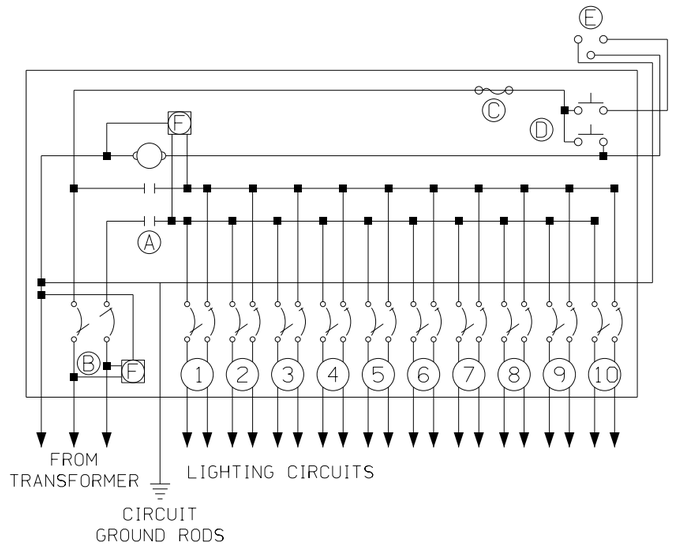


CABINET E WIRING DETAIL - 200 AMP MAIN

* SEE PLAN NOTE 6
** CIRCUIT NOT INCLUDED IN THIS CONTRACT

LIGHTING DETAILS



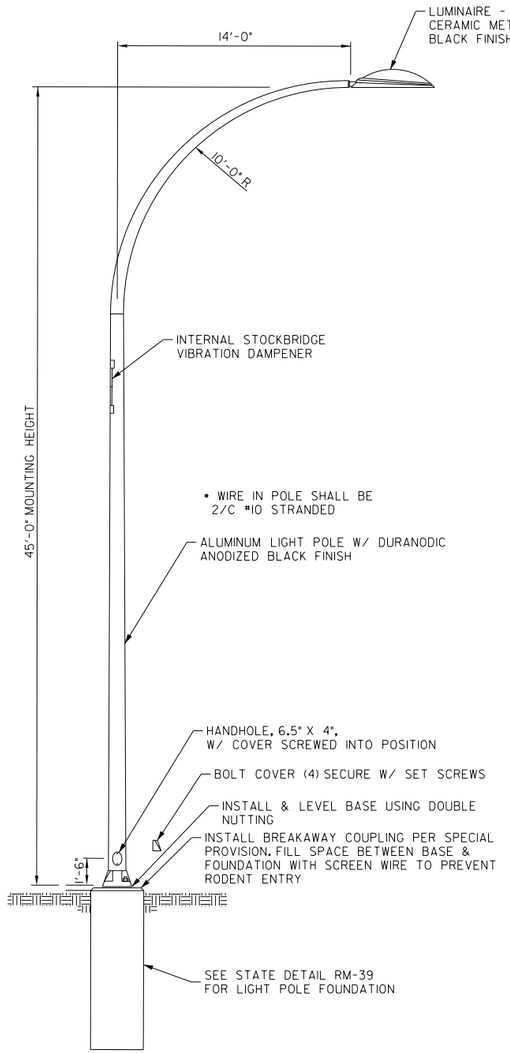
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR

1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)

1. ROADWAY LIGHTS US-67 RAMP A
2. ROADWAY LIGHTS US-67 RAMP A
3. ROADWAY LIGHTS US-67 RAMP D
4. ROADWAY LIGHTS US-67 RAMP D
5. ROADWAY LIGHTS I-74 MAINLINE
6. ROADWAY LIGHTS I-74 MAINLINE
7. ROADWAY LIGHTS I-74 MAINLINE
8. ROADWAY LIGHTS I-74 MAINLINE
9. ROADWAY LIGHTS I-74 MAINLINE
10. ROADWAY LIGHTS I-74 MAINLINE

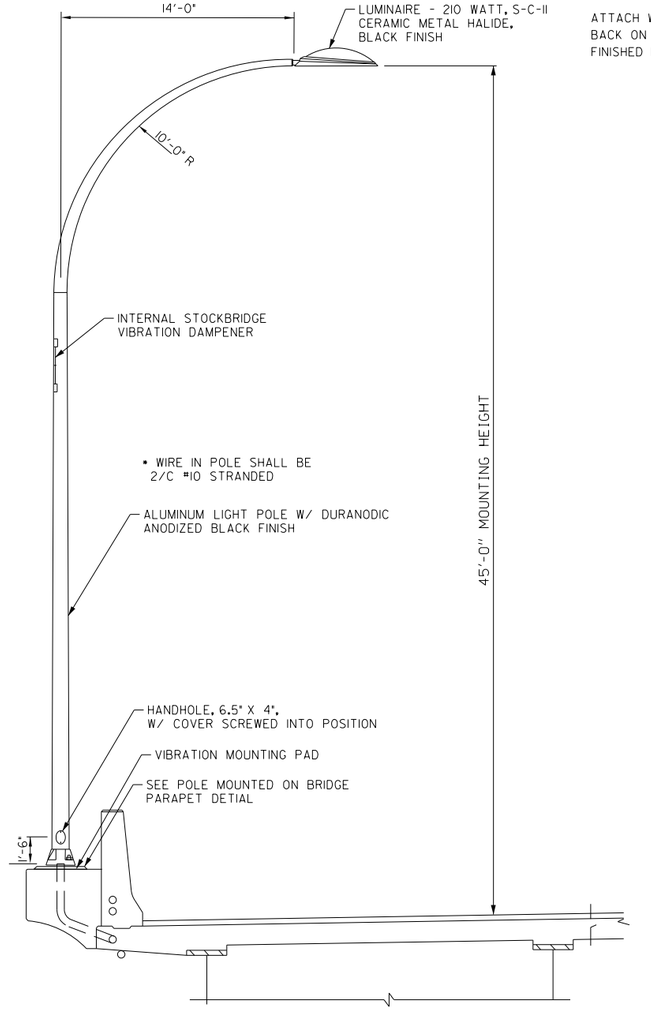
PROPOSED CIRCUIT E SCHEMATIC DIAGRAM

LIGHTING DETAILS



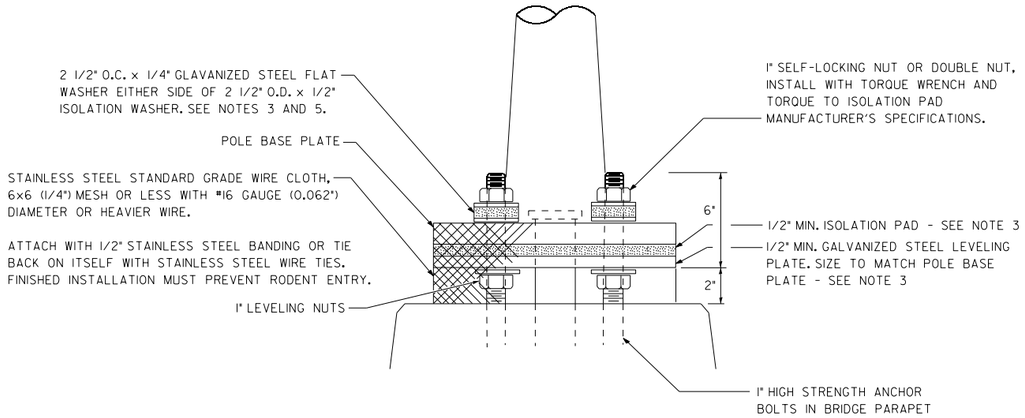
DAVIT POLE - STATE RAMP POLE

NO SCALE



DAVIT POLE AT BRIDGE / RETAINING WALL

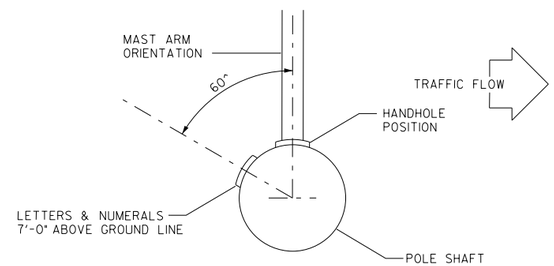
NO SCALE



POLE MOUNTED ON BRIDGE PARAPET DETAIL

GENERAL NOTES

1. LOCATE POLES OVER BRIDGE PIERS WHERE POSSIBLE.
2. THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
3. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
4. SHOULD THE LENGTH OF THE EXPOSED ANCHOR BOLTS BE TOO SHORT ON AN EXISTING BRIDGE TO MOUNT THE POLES AS SHOWN, THEN THE LEVELING PLATE SHALL BE MOUNTED DIRECTLY ON THE CONCRETE AND LEVELED WITH STAINLESS STEEL WASHERS. REMOVE CONCRETE AS DIRECTED BY THE ENGINEER TO FULLY THREAT THE TOP NUT.
5. THE DIAMETER OF THE FLAT WASHER ON EITHER SIDE OF THE ISOLATION WASHER SHALL BE AT LEAST THE SAME AS THE DIAMETER OF THE ISOLATION WASHER.



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

LIGHTING DETAILS

EX. 13TH ST

EX. STATE ST

EX. 1-74 ENT. RAMP

EX. BROWN ST

MISSISSIPPI BLVD

KIMBERLY RD

6790

6795

6800

6805

STA. 6796+50.00, 56.21' LT
BEGIN CONSTRUCTION

TEMPORARY MEDIAN FILL SYSTEM

PVIA-I27
Elev. 581.6

SBIOOL
Elev. 584.6

US 67 RAMP D

US 67 RAMP D

END RET. WALL 135

BEGIN RET. WALL 135

US 67 RAMP B

EX. STATE ST

US 67

EX. 15TH ST

EX. MISSISSIPPI BLVD.

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.1

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SUBGRADE TREATMENT (NO. 1)
SEE TAB 103-3 (C SHEETS)

I-74 PGL

US 67 NB US 67 SB

EXISTING GROUND AT ℄

MISSISSIPPI BLVD

[A-4]
STIFF SILT
BROWN
PVIA-127

[A-2-4]
SAND

[A-4]
SILT, RED

4
6
4
50/3"
100/45
100/86
99/79
SHALE
100/68
LIMESTONE
99/91

PVIA-127
RT. 5ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.1

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545 540 535

6790 6791 6792 6793 6794 6795 6796 6797 6798 6799 6800 6801 6802 6803 6804 6805

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.2	REVISED

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EX. MISSISSIPPI BLVD

STA. 208+25.00 = STA. 6808+25.00
END FULL-WIDTH DETOUR PAVEMENT CONSTRUCTION
BEGIN PROPOSED PAVEMENT CONSTRUCTION

KIMBERLY RD

EX. I-74 EXIT RAMP

6805

6810

6815

6820

SCI002
Elev. 634.4

SBI001
Elev. 584.6

SBI004
Elev. 597.2

42'

RCI004
Elev. 645.9

74

EX. I-74 E

16'

EX. CALVERT DRIVE

US 67 RAMP D

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

STA. 6811+90.00
BEGIN WB LANE CONSTRUCTION

EX. 14TH ST

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.3

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SUBGRADE TREATMENT (NO. 1)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 2, 3 & 5)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 4)
SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	SB1004-A	SC1002-A	SC1002-B	SC1002-C
CLASSIFICATION [AASHTO]	A-6	A-4	A-4	A-6
COEFF. CONSOL. SQ.FT /DAY	0.26	-	-	-
TRIAXIAL COMPRESSION	UC	-	-	-
COHESION - PSF	144	-	-	-
FRICTION COEFF.	0.42	-	-	-
MOISTURE CONTENT %	30.0	-	-	-
DRY DENSITY - PCF	93.1	-	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

STA. 6808+25
END FULL-WIDTH DETOUR PAVEMENT CONSTRUCTION
BEGIN PROPOSED PAVEMENT CONSTRUCTION
SEE F SHEETS FOR TEMPORARY PAVEMENT PROFILES

I-74 PGL

FUTURE I-74 PGL

EXISTING GROUND AT ℄

ASPHALT

RC1004
3
3
8
5
7
10
17
9
11

SC1002
8
12
8
A PUSH
7
5
B PUSH
5
C PUSH
14
12
11
9
13
15
21

[A-6] STIFF LEAN CLAY BROWN

[A-7] SOFT FAT CLAY BROWN & GRAY

[A-6] STIFF LEAN CLAY WITH SAND OLIVE GRAY

[A-4] STIFF SILTY CLAY GREENISH GRAY

[A-2-6] DENSE CLAYEY SAND GRAY

[A-6] STIFF LEAN CLAY BROWN

[A-6] SANDY LEAN CLAY LIGHT OLIVE GRAY

[A-6] SANDY LEAN CLAY TRACE GRAVEL BLUISH GRAY

[A-6] LEAN CLAY TOPSOIL

SBI004
2
5
5
9
6
2
A H_2O PUSH
5
4
50/6"

[A-2-6] CLAYEY SAND, BROWN

[A-3] WELL GRADED SAND ORANGISH BROWN

[A-4] FIRM SILT, TAN

[A-7] LEAN CLAY, BROWN

[A-6] (15) VERY SOFT LEAN CLAY LIGHT GRAY/BROWN

[A-6] VERY SOFT SILTY CLAY LIGHT GRAY

[A-4] SANDY SILT DARK GRAY

SBI001
20
14
8
6
26

[A-4] VERY STIFF SILT DARK BROWN

[A-4-7] FIRM CLAY, BROWN

[A-3] WELL GRADED SAND ORANGISH BROWN

SB1001
RT. 2ft

LIMESTONE

SB1004
RT. 2ft

LIMESTONE

SC1002
LT. 53ft

RC1004
RT. 6ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.3

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.4	REVISED

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EX. HIGHLAND PARK DR

STA. 6825+50.00
BEGIN EB LANE CONSTRUCTION

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

6820

6825

6830

6835

RCI005
Elev. 655.3

RCI006
Elev. 658.9

RCI007
Elev. 662.0

BR2002
Elev. 663.0

EX. I-74 ENT. RAMP

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

0 50
FEET

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.5	REVISED

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SUBGRADE TREATMENT (NO. 2, 3, 4 & 5) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 6) SEE TAB 103-3 (C SHEETS)

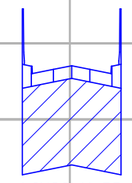
SUBGRADE TREATMENT (NO. 7) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 7 & 8) - SEE TAB 103-3 (C SHEETS)

SHELBY TUBE CORE DATA

CORE NO.	BR2002-A	BR2002-B
CLASSIFICATION [AASHTO]	A-4	A-4
COEFF. CONSOL. SQ.FT /DAY	-	-
TRIAXIAL COMPRESSION	-	-
COHESION - PSF	-	-
FRICTION COEFF.	-	-
MOISTURE CONTENT %	-	-
DRY DENSITY - PCF	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



I-74 PGL

EXISTING GROUND AT ℄

[A-1-a] GRAVEL (FILL)

RC1005

[A-6] STIFF LEAN CLAY BROWN

[A-7] STIFF FAT CLAY DARK GRAY

[A-6] SOFT LEAN CLAY DARK GRAY/BLACK

[A-6] STIFF SANDY CLAY BROWN & GRAY

RC1006

[A-6] VERY STIFF LEAN CLAY BROWN

[A-7] STIFF FAT CLAY DARK GRAY

[A-6] STIFF SANDY CLAY BROWN & GRAY

RC1007

[A-6] STIFF LEAN CLAY BROWN

[A-7] FIRM FAT CLAY, DARK GRAY

[A-6] STIFF LEAN CLAY GREENISH GRAY

[A-6] STIFF SANDY CLAY GREENISH GRAY

BR2002

[A-4] VERY STIFF SILT BROWN/GRAY A PUSH

[A-4] SOFT SILTY CLAY GRAY B

[A-5] SOFT ORGANIC CLAY GREENISH GRAY

[A-6] SOFT SANDY CLAY GRAY

[A-6] STIFF SANDY LEAN CLAY TRACE GRAVEL GRAY/BROWN

[A-6] VERY STIFF SANDY LEAN CLAY TRACE GRAVEL GRAY

* BORING BR2002 CONTINUES TO 101 FT DEPTH MAINTAINING THE SAME SOIL PROFILE.

RC1005 LT. 9ft

RC1006 RT. 6ft

RC1007 LT. 8ft

BR2002* RT. 2ft

BLOW COUNT NO. BLOWS: 10 / 50/1"

ROCK CORE REC/RQD (%): 98/53

INTERSTATE 74

For Plan Details Refer to Sheet No. Q.5

UNSUITABLE | SUBGRADE TREATMENT | SHALE | ROCK | SELECT SOIL | SANDY SOIL | DENS. CORE | SELECT SAND | SHELBY | BLOW | SAMPLE | PLUGGED | WATER | MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.6

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EX. LINCOLN RD

STA. 6837+00.00
END CENTRAL SECTION
BEGIN NORTH SECTION

6835
6840
6845
6850

EX. I-74 ENT. RAMP

RNI00I
Elev. 664.2

PT Sta 684+92.29

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

0 50
FEET

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.7	REVISED

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SUBGRADE TREATMENT (NO. 2, 3, 5, 7 & 8)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 4)
SEE TAB 103-3 (C SHEETS)

720
715
710
705
700
695
690
685
680
675
670
665
660
655
650
645
640
635
630
625

STA. 6837+00.00
END CENTRAL SECTION
BEGIN NORTH SECTION

I-74 PGL

EXISTING GROUND AT ℄

[A-1-a]
GRAVEL (FILL)

8
24
5
5
6
4
21
18
21

[A-6]
STIFF SILTY CLAY
TRACE SAND & GRAVEL
BROWN/GRAY

RN1001
C.L.

6835 6836 6837 6838 6839 6840 6841 6842 6843 6844 6845 6846 6847 6848 6849 6850

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.7

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.8

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EX. 12TH ST
EX. JONES ST
EX. HALL ST
EX. 10TH ST
EX. MISSISSIPPI BLVD
MISSISSIPPI BLVD
EX. E KIMBERLY RD
EX. I-74 EXIT RAMP
4615
4620
4625
RKB07
RKB08
RKB09
74
STA. 4624+40.00
BEGIN CONSTRUCTION
STA. 4624+40
BEGIN SPECIAL COMPACTION
FULL WIDTH
STA. 4627+00
END SPECIAL COMPACTION
STA. 4627+00.00
END CONSTRUCTION
0 FEET 50
KIMBERLY RD

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.9

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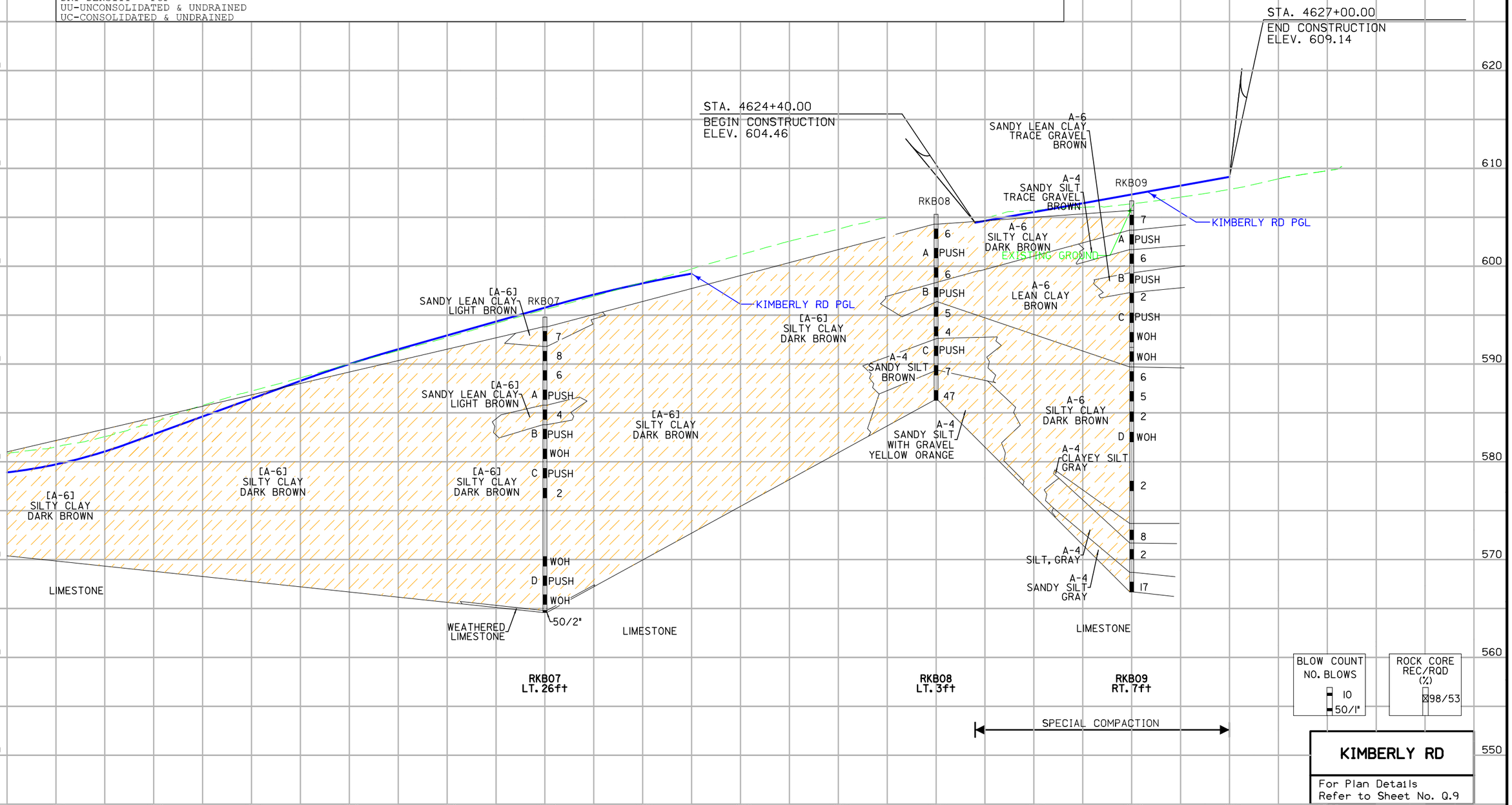
CUT MOISTURE	-	-	-
CUT DENSITY (lb/cu ft)	-	-	-
PLASTIC LIMIT	-	-	-

SHELBY TUBE CORE DATA

CORE NO.	RKB07-A	RKB07-B	RKB07-C	RKB07-D	RKB08-A	RKB08-B	RKB08-C	RKB09-A	RKB09-B	RKB09-C	RKB09-D
CLASSIFICATION [AASHTO]	A-6	A-6	A-6	A-6	A-6	A-6	A-4	A-4	A-6	A-6	A-6
COEFF. CONSOL. SQ.FT /DAY	-	-	-	-	-	-	-	-	-	-	-
TRIAXIAL COMPRESSION	-	-	-	-	-	-	-	-	-	-	-
COHESION - PSF	-	-	-	-	-	-	-	-	-	-	-
FRICTION COEFF.	-	-	-	-	-	-	-	-	-	-	-
MOISTURE CONTENT %	-	-	-	-	-	-	-	-	-	-	27
DRY DENSITY - PCF	-	-	-	-	-	-	-	-	-	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



UNSUITABLE · SUBGRADE TREATMENT · SHALE · ROCK · SELECT SOIL · SANDY SOIL · DENS.CORE · SELECT SAND · SHELBY · BLOW · SAMPLE · PLUGGED · WATER · MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.10

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EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

EX. I-74 ENT. RAMP

EX. STATE ST

67

EX. 14TH ST

PVIA04

PRMPBI

STA. 2592+65.24
END SPECIAL COMPACTION

STA. 2592+00.00
BEGIN SPECIAL COMPACTION

2585

2590

2595

STA. 2585+19.49
POT STA. 6785+18.40
126.57 RT (I-74)
BEGIN RAMP B CONSTRUCTION

STA. 2592+65.24
END RAMP B CONSTRUCTION

EX. 15TH ST

EX. GILBERT ST

EX. STATE ST

15TH ST

0 FEET 50

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.11

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CUT MOISTURE (%)
CUT DENSITY (lb/cu ft)
PLASTIC LIMIT

STA. 2585+19.49
BEGIN RAMP B CONSTRUCTION
ELEV. 605.32

STA. 2592+65.24
END RAMP B CONSTRUCTION
ELEV. 571.60

US 67 RAMP B PGL

EXISTING GROUND AT B/L

EXISTING GILBERT ST

R.R. TRACKS

FILL

[A-6] HARD CLAY, BROWN
38
58
14
12
11
5
5
20
19
50/1"
100/74
100/85
100/100
100/98

[A-4] SILT, BROWN
[A-2-4] SILTY SAND, BROWN
[A-6] SANDY CLAY DARK BROWN
[A-7-6 (28)] STIFF CLAY BROWNISH RED
[A-1-a] POORLY GRADED SAND & GRAVEL
[A-6] FIRM CLAY, GRAY
[A-1-b] WELL GRADED SAND
[A-1-a] GRAVEL
LIMESTONE
LIMESTONE
SPECIAL COMPACTION

PRMPB1
LT. 11ft

7
56/7"
50/4"
100/0
100/24
100/75
100/57
100/68

[A-6] GRAVELLY CLAY DARK BROWN
LIMESTONE

PVIA04
LT. 50ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

US 67 RAMP B

For Plan Details
Refer to Sheet No. Q.11

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.12

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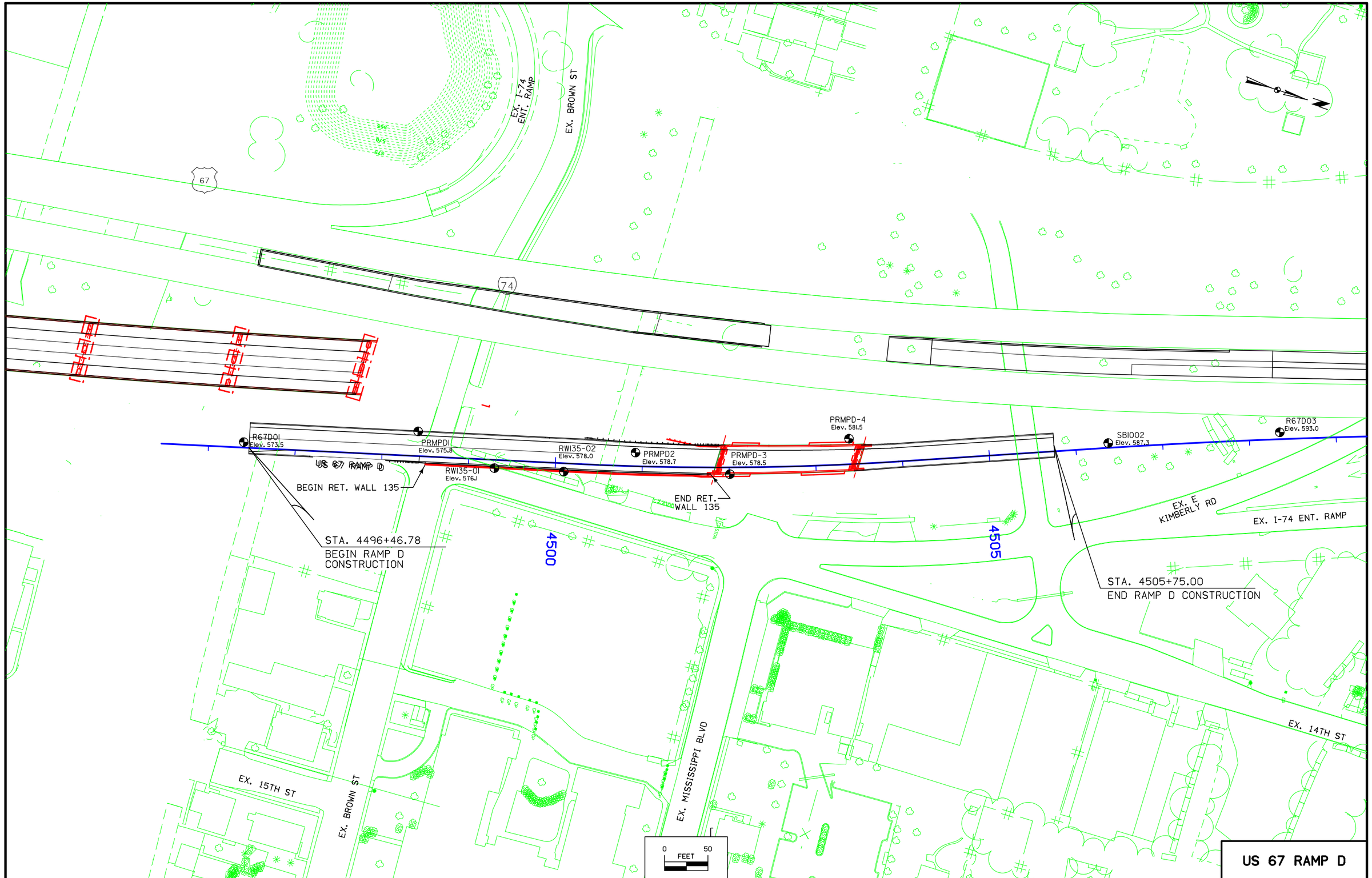

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(205)4--13-82	SHEET NUMBER	Q.13

US 67 RAMP D

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CUT MOISTURE -
CUT DENSITY (lb/cu ft.) -
PLASTIC LIMIT -

SHELBY TUBE CORE DATA

CORE NO.	R67D03-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	-
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

STA. 4505+75.00
END RAMP D CONSTRUCTION
ELEV. 608.05

STA. 4495+82.53
BEGIN RAMP D CONSTRUCTION
ELEV. 571.91

US 67 RAMP D PGL

EXISTING GROUND AT B/L

GRASS MATTER

[A-2-4] LOOSE SILTY SAND
DARK BROWN

[A-3] WELL GRADED SAND
ORANGISH BROWN

[A-6] FIRM CLAY
GRAYISH

[A-2-6] LOOSE CLAYEY SAND
GRAYISH BROWN

CONCRETE PAVEMENT

[A-6]
LEAN CLAY WITH GRAVEL
DARK BROWN

LIMESTONE

[A-6]
VERY STIFF CLAY
GRAY & ORANGE

WEATHERED
SHALE

LIMESTONE

[A-2]
POORLY GRADED
SANDS WITH SILT

[A-2-4]
SANDY SILT WITH
TRACE OF GRAVEL
DARK BROWN

[A-4]
SANDY SILT
BROWN

SHALE

[A-6] SILTY CLAY
BROWN

[A-3] POORLY GRADED SAND
LIGHT BROWN

ASPHALT

MISSISSIPPI
BLVD

[A-7-6]
STIFF
SILT
BROWN

[A-3]
SAND
LIGHT
BROWN

SHALE

LIMESTONE

WEATHERED
LIMESTONE

LIMESTONE

[A-3]
LOOSE SAND
REDDISH BROWN

SHALE

WEATHERED
LIMESTONE
& SHALE

CYCLICAL
ROCK
DEPOSITS

[A-4]
STIFF SILT
DARK BROWN

[A-6]
FIRM CLAY

[A-4] SANDY SILT WITH CLAY
LIGHT GRAY

[A-6] SILTY CLAY WITH SAND
LIGHT GRAY

[A-2-4] SILTY SAND
BROWN

[A-6] SANDY SILTY CLAY
GRAY

[A-6] SANDY LEAN CLAY
TRACE GRAVEL
BLUISH GRAY

[A-6]
SILTY CLAY
DARK BROWN

[A-6]
SILTY CLAY
GRAY

LIMESTONE

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

R67D03
LT. 8ft

R67D01
LT. 6ft

PRMPD1
LT. 28ft

RW13501
RT. 10ft

RW13502
RT. 10ft

PRMPD2
LT. 16ft

PRMPD-3
RT. 8ft

PRMPD-4
LT. 29ft

SB1002
LT. 5ft

US 67 RAMP D

For Plan Details
Refer to Sheet No. Q.13

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
H_2O WATER
M MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER Q.14

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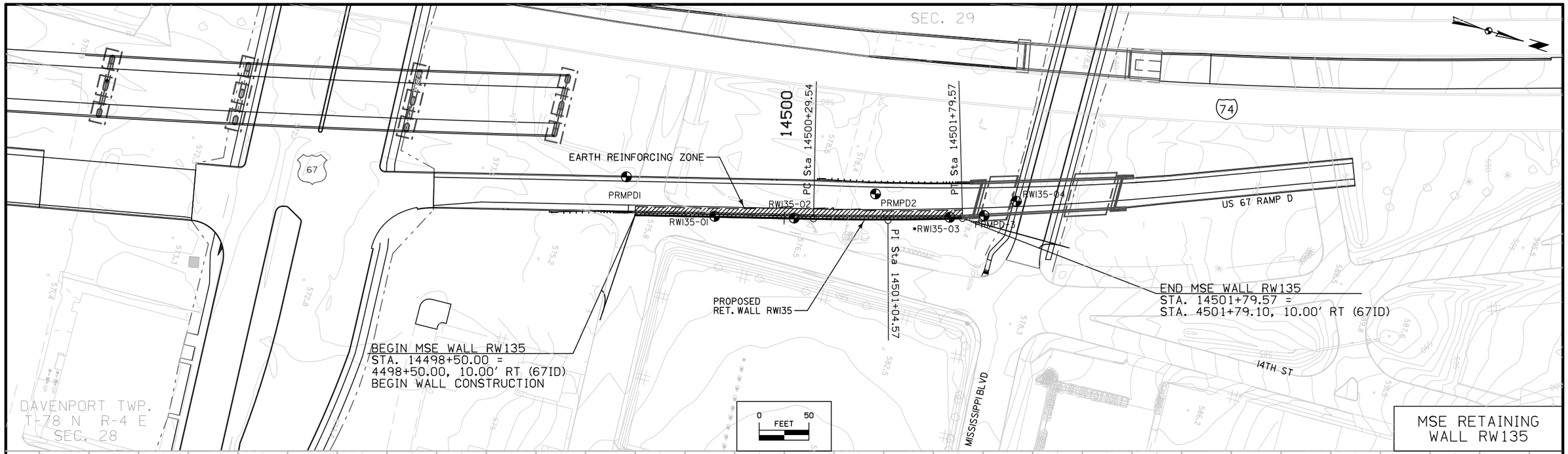
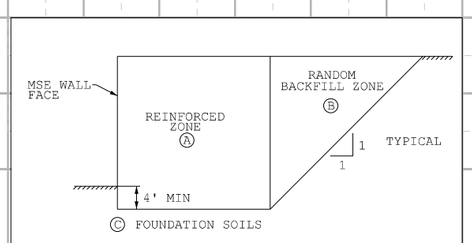
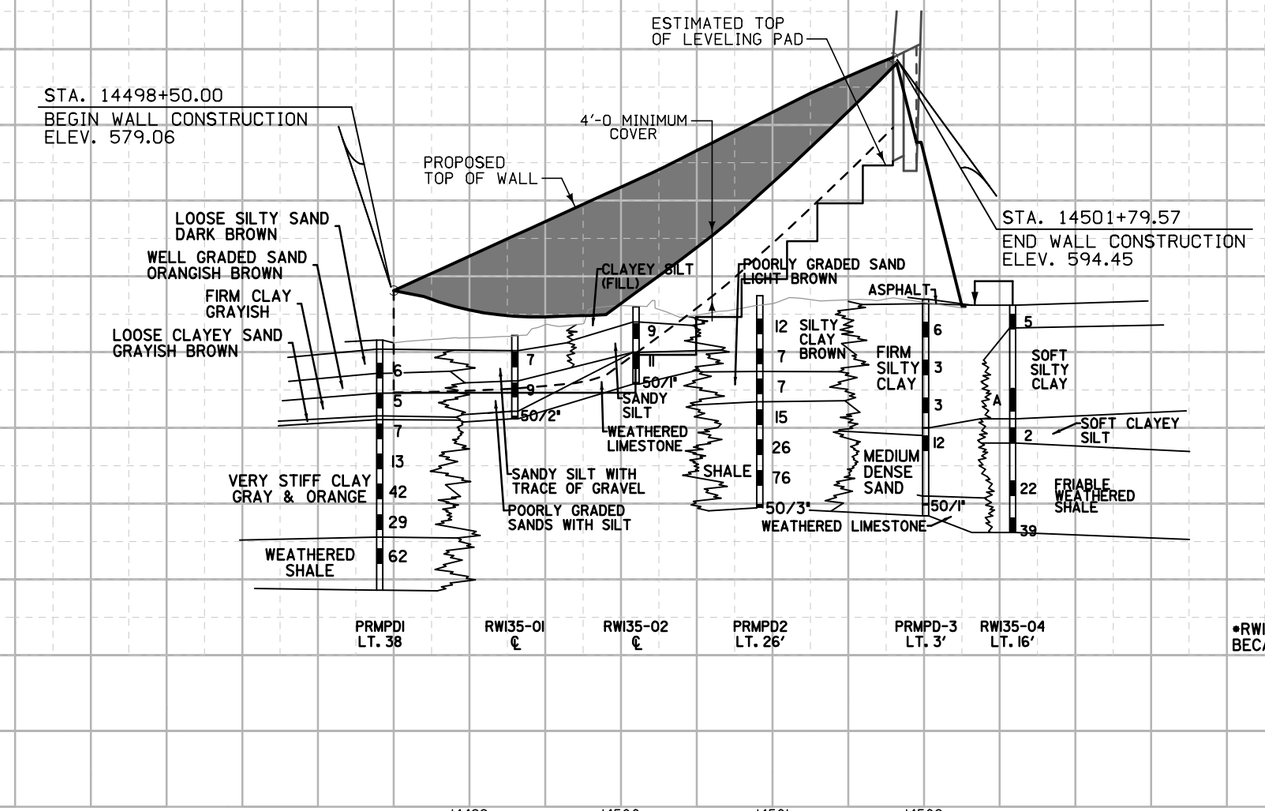


SOILS DATA	REINFORCED ZONE (A)	RANDOM BACKFILL ZONE (B)
	GRANULAR BACKFILL	CLASS 10 FILL
WET UNIT WEIGHT =	125 PCF	125 PCF
PHI ANGLE =	32°	28°
COHESION =	0	200 PSF
IADOT SPEC	2432	

MSE WALL FOUNDATION SOILS DATA (C)			
FROM STATION	14498+50	14500+00	14501+00
TO STATION	14500+00	14501+00	14501+80
WALL FOUNDATION MATERIAL	SANDY SILT	TRANSITION ZONE	CLASS 10 FILL
WET UNIT WEIGHT =	120 PCF	120 PCF	125 PCF
PHI ANGLE =	30°	29°	28°
COHESION =	0	50 PSF	200 PSF
ALLOWABLE BEARING CAPACITY			
UNDRAINED	3.00 KSF	2.50 KSF	2.50 KSF
DRAINED	3.00 KSF	2.50 KSF	3.50 KSF
MINIMUM STRAP LENGTH	L=0.7H	L=0.8H	L=0.7H





SHELBY TUBE CORE DATA

CORE NO.	RW135-04-A
CLASSIFICATION [AASHTO]	
COEFF. CONSOL. SQ.FT /DAY	
TRIAXIAL COMPRESSION	UU
COHESION - PSF	444
FRICTION COEFF.	
MOISTURE CONTENT %	45
DRY DENSITY - PCF	79.0

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

•RWI35-03 WAS NOT SHOWN IN THE PROFILE BECAUSE THE BORING IS VERY SHALLOW.

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)4--13-82	SHEET NUMBER SPS.1

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TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Refer to Standard Plan EW-101 and RL-1B.

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK								STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK							
imberly Roa																											
4624+50.00																											
4624+75.00	23	23	23	3	4	4																					
4625+00.00	31	31	31	6	8	8																					
4625+25.00	36	36	36	7	9	9																					
4625+50.00	43	43	43	8	10	10																					
4625+64.85	29	29	29	6	8	8																					
4625+75.00	20	20	20	2	3	3																					
4626+00.00	49	49	49	6	8	8																					
4626+25.00	47	47	47	8	10	10																					
4626+50.00	44	44	44	8	10	10																					
4626+75.00	43	43	43	8	10	10																					
4627+00.00	34	34	34	9	12	12																					
			399			92																					

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Refer to Standard Plan EW-101 and RL-1B.

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
1-74												
YEAR2												
STAGE1												
6797+25.00					175	228	228					
6797+50.00					169	220	220					
6797+75.00					159	207	207					
6798+00.00					154	200	200					
6798+25.00					149	194	194					
6798+50.00					144	187	187					
6798+75.00					138	179	179					
6799+00.00					140	182	182					
6799+25.00					146	190	190					
6799+50.00	12		12	12	141	183	183					
6799+75.00	35		35	35	132	172	172					
6800+00.00	41		41	41	126	164	164					
6800+25.00	31		31	31	125	163	163					
6800+50.00	30		30	30	122	159	159					
6800+75.00	29		29	29	114	148	148					
6801+00.00	18		18	18	103	134	134					
6801+25.00	17		17	17	104	135	135					
6801+50.00	27		27	27	118	153	153					
6801+75.00	36		36	36	133	173	173					
6802+00.00	38		38	38	152	198	198					
6802+25.00	33		33	33	81	105	105					
6802+50.00												
BRIDGE	27		27	27	1120	1456	1456					
6803+50.00	27		27	27	1120	1456	1456					
6803+75.00					769	1000	1000					
6804+00.00					401	521	521					
6804+25.00					737	958	958					
6804+50.00					376	489	489					
6804+58.40					737	958	958					
6804+75.00					1134	1474	1474					
6805+00.00					1618	2103	2103					
6805+25.00					1879	2443	2443					
6805+50.00					1442	1875	1875					
6805+75.00					1275	1658	1658					
6806+00.00					704	915	915					
6806+25.00					513	667	667					
6806+50.00					1012	1316	1316					
6806+75.00					1044	1357	1357					
6807+00.00					1074	1396	1396					
6807+25.00					1085	1411	1411					
6807+50.00					1095	1424	1424					
6807+75.00					1120	1456	1456					
6808+00.00					1142	1485	1485					
6808+25.00					1148	1492	1492					
6808+50.00					1132	1472	1472					
6808+75.00	3		3	3	1131	1470	1470					
6809+00.00	1		1	1	454	590	590					
6809+10.00					681	885	885					
6809+25.00					1145	1489	1489					
6809+50.00					1144	1487	1487					
6809+75.00					456	593	593					
6809+85.00					694	902	902					
6810+00.00					1177	1530	1530					
6810+25.00					616	801	801					
6810+38.00					561	729	729					
6810+50.00					601	781	781					
6810+63.00					544	707	707					
6810+75.00					1038	1349	1349					
6811+00.00	2		2	2	867	1127	1127					
6811+25.00	5		5	5	624	811	811					
6811+50.00	9	20	-11	-11	303	394	394					
6811+75.00	6	20	-14	-14	62	81	81					
6812+00.00												

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK					
6812+00.00	15	17	-2	-2	1	1	1					
6812+25.00	39	35	4	4	2	3	3					
6812+50.00	11	8	3	3								
6812+61.33	11	10	1	1	1	1	1					
6812+75.00	38	36	2	2	2	3	3					
6813+00.00	37	36	1	1	2	3	3					
6813+25.00	37	36	1	1	2	3	3					
6813+50.00	41	36	5	5	2	3	3					
6813+75.00	47	36	11	11	2	3	3					
6814+00.00	53	35	18	18	2	3	3					
6814+25.00	52	35	17	17	2	3	3					
6814+50.00	47	35	12	12	2	3	3					
6814+75.00	44	35	9	9	2	3	3					
6815+00.00	44	35	9	9	2	3	3					
6815+25.00	48	35	13	13	2	3	3					
6815+50.00	50	35	15	15	2	3	3					
6815+75.00	57	35	22	22	2	3	3					
6816+00.00	68	35	33	33	2	3	3					
6816+25.00	80	35	45	45	2	3	3					
6816+50.00	90	35	55	55	2	3	3					
6816+75.00	95	35	60	60	2	3	3					
6817+00.00	94	35	59	59	2	3	3					
6817+25.00	56	21	35	35	1	1	1					
6817+40.00	38	14	24	24	1	1	1					
6817+50.00	94	35	59	59	2	3	3					
6817+75.00	91	35	56	56	2	3	3					
6818+00.00	85	35	50	50	2	3	3					
6818+25.00	71	35	36	36	2	3	3					
6818+50.00	64	35	29	29	2	3	3					
6818+75.00	69	35	34	34	2	3	3					
6819+00.00	72	35	37	37	3	4	4					
6819+25.00	71	35	36	36	3	4	4					
6819+50.00	75	35	40	40	3	4	4					
6819+75.00	83	35	48	48	3	4	4					
6820+00.00	83	35	48	48	3	4	4					
6820+25.00	81	35	46	46	3	4	4					
6820+50.00	80	35	45	45	3	4	4					
6820+75.00	77	35	42	42	3	4	4					
6821+00.00	73	35	38	38	3	4	4					
6821+25.00	72	35	37	37	3	4	4					
6821+50.00	73	35	38	38	2	3	3					
6821+75.00	71	35	36	36	2	3	3					
6822+00.00	64	35	29	29	3	4	4					
6822+25.00	61	35	26	26	3	4	4					
6822+50.00	58	35	23	23	3	4	4					
6822+75.00	54	35	19	19	3	4	4					
6823+00.00	51	36	15	15	2	3	3					
6823+25.00	53	36	17	17								
6823+50.00	54	36	18	18								
6823+75.00	56	36	20	20								
6824+00.00	60	36	24	24								
6824+25.00	60	36	24	24								
6824+50.00	57	36	21	21								
6824+75.00	54	36	18	18	1	1	1					
6825+00.00	50	36	14	14	3	4	4					
6825+25.00	53	36	17	17	4	5	5					
6825+50.00	56	36	20	20	5	7	7					
6825+75.00	56	36	20	20	5	7	7					
6826+00.00	57	35	22	22	5	7	7					
6826+25.00	59	35	24	24	5	7	7					
6826+50.00	63	35	28	28	5	7	7					
6826+75.00	55	35	20	20	7	9	9					
6827+00.00	45	35	10	10	7	9	9					
6827+25.00	48	35	13	13	5	7	7					
6827+50.00	51	35	16	16	5	7	7					
6827+75.00												

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

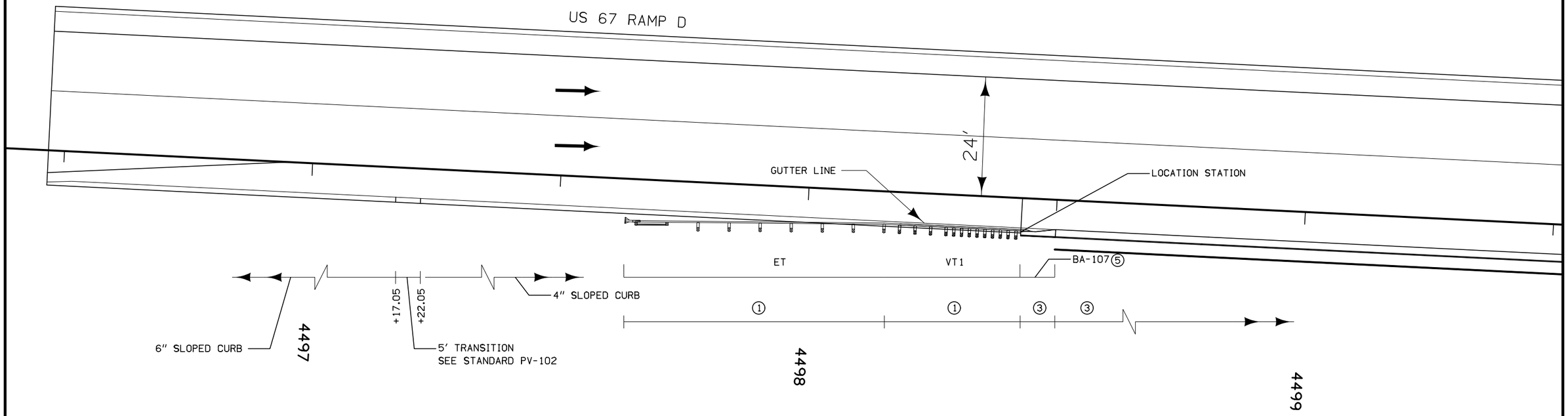
Refer to Standard Plan EW-101 and RL-1B.

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
6827+75.00	50	35	15	15	5	7	7
6828+00.00	48	35	13	13	5	7	7
6828+25.00	51	35	16	16	5	7	7
6828+50.00	53	35	18	18	5	7	7
6828+75.00	54	35	19	19	5	7	7
6829+00.00	62	35	27	27	4	5	5
6829+25.00	89	36	53	53	2	3	3
6829+50.00	88	36	52	52	2	3	3
6829+75.00	62	36	26	26	2	3	3
6830+00.00	62	36	26	26	2	3	3
6830+25.00	89	36	53	53	2	3	3
6830+50.00	91	36	55	55	2	3	3
6830+75.00	65	36	29	29	2	3	3
6831+00.00	59	36	23	23	2	3	3
6831+25.00	78	36	42	42	2	3	3
6831+50.00	84	36	48	48	2	3	3
6831+75.00	67	36	31	31	2	3	3
6832+00.00	65	36	29	29	2	3	3
6832+25.00	79	36	43	43	2	3	3
6832+50.00	69	36	33	33	2	3	3
6832+75.00	20	14	6	6	1	1	1
6832+95.10	4	3	1	1			
6833+00.00	42	35	7	7	3	4	4
6833+25.00	47	35	12	12	2	3	3
6833+50.00	52	35	17	17	2	3	3
6833+75.00	55	35	20	20	2	3	3
6834+00.00	58	35	23	23	2	3	3
6834+25.00	60	35	25	25	2	3	3
6834+50.00	61	35	26	26	2	3	3
6834+75.00	63	35	28	28	2	3	3
6835+00.00	66	35	31	31	2	3	3
6835+25.00	66	35	31	31	2	3	3
6835+50.00	66	36	30	30	2	3	3
6835+75.00	69	36	33	33	2	3	3
6836+00.00	79	35	44	44	2	3	3
6836+25.00	72	35	37	37	2	3	3
6836+50.00	56	36	20	20	2	3	3
6836+75.00	25	17	8	8	1	1	1
6836+98.49	1	1					
6837+00.00	6606	3504	3102	3102	38849	50533	50533
SUBTOTAL							
RAMPB							
YEAR2							
STAGE1							
2590+36.58	77	77			598	777	777
2590+50.00	119	119			764	993	993
2590+75.00	111	111			569	740	740
2591+00.00	18	18			145	189	189
2591+08.39	1		1	1	220	286	286
2591+25.00	1		1	1	209	272	272
2591+50.00	4		4	4	55	72	72
2591+66.09	6		6	6	16	21	21
2591+75.00	17		17	17	15	20	20
2591+88.39	24		24	24	8	10	10
2592+00.00	28		28	28	5	7	7
2592+10.00	55		55	55	5	7	7
2592+25.00	123		123	123	3	4	4
2592+50.00	584	325	259	259	2612	3398	3398
SUBTOTAL							
RAMPD							

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
YEAR2							
STAGE1							
4496+46.78	1		1	1			
4496+47.00	137		137	137	3	4	4
4496+75.00	93		93	93	2	3	3
4496+95.00	22		22	22	1	1	1
4497+00.00	84		84	84	10	13	13
4497+25.00	50		50	50	15	20	20
4497+50.00	22		22	22	30	39	39
4497+75.00	7		7	7	62	81	81
4498+00.00	2		2	2	94	122	122
4498+25.00	7		7	7	126	164	164
4498+50.00	16		16	16	185	241	241
4498+75.00	22		22	22	205	267	267
4499+00.00	32		32	32	192	250	250
4499+25.00	50		50	50	203	264	264
4499+50.00	68		68	68	231	300	300
4499+75.00	80		80	80	279	363	363
4500+00.00	60		60	60	346	450	450
4500+25.00	7		7	7	83	108	108
4500+30.00	13		13	13	388	504	504
4500+50.00					18	23	23
4500+50.84	4		4	4	555	722	722
4500+75.00	4		4	4	653	849	849
4501+00.00	1		1	1	772	1004	1004
4501+25.00	1		1	1	922	1199	1199
4501+50.00	1		1	1	1107	1439	1439
4501+75.00	1		1	1	1107	1439	1439
4501+92.80							
BRIDGE							
4503+33.97	3		3	3	3195	4154	4154
4503+50.00	3		3	3	3195	4154	4154
4503+74.16	1		1	1	1903	2474	2474
4503+75.00					59	77	77
4503+90.00					936	1217	1217
4503+99.16					572	744	744
4504+00.00					53	69	69
4504+25.00	1		1	1	1580	2054	2054
4504+50.00	1		1	1	1584	2059	2059
4504+65.18					965	1255	1255
4504+75.00					632	822	822
4504+97.16	1		1	1	1427	1855	1855
4505+00.00					178	231	231
4505+25.00	1		1	1	1487	1933	1933
4505+50.00					1501	1951	1951
4505+75.00					1610	2093	2093
4506+00.00	1		1	1	1187	1543	1543
4506+25.00	6		6	6	385	501	501
SUBTOTAL	803		803	803	30038	39055	39055
Kimberly Blvd				399			92
TOTAL	7993	3829	4164	4563	71499	92986	93078

NOTES:

1. SEE TAB 108-8A, GUARDRAIL NUMBER 1 FOR DETAILS
2. SEE TAB 108-8A, GUARDRAIL NUMBER 2 FOR DETAILS
3. SEE TAB 108-18B, NUMBER 1 FOR CONCRETE BARRIER DETAILS
4. SEE TAB 108-18B, NUMBER 2 FOR CONCRETE BARRIER DETAILS
5. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(205)5--13-82)
6. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT BRFIM-74-1(199)5--05-82)



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GUARDRAIL LAYOUT DETAIL

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.1	

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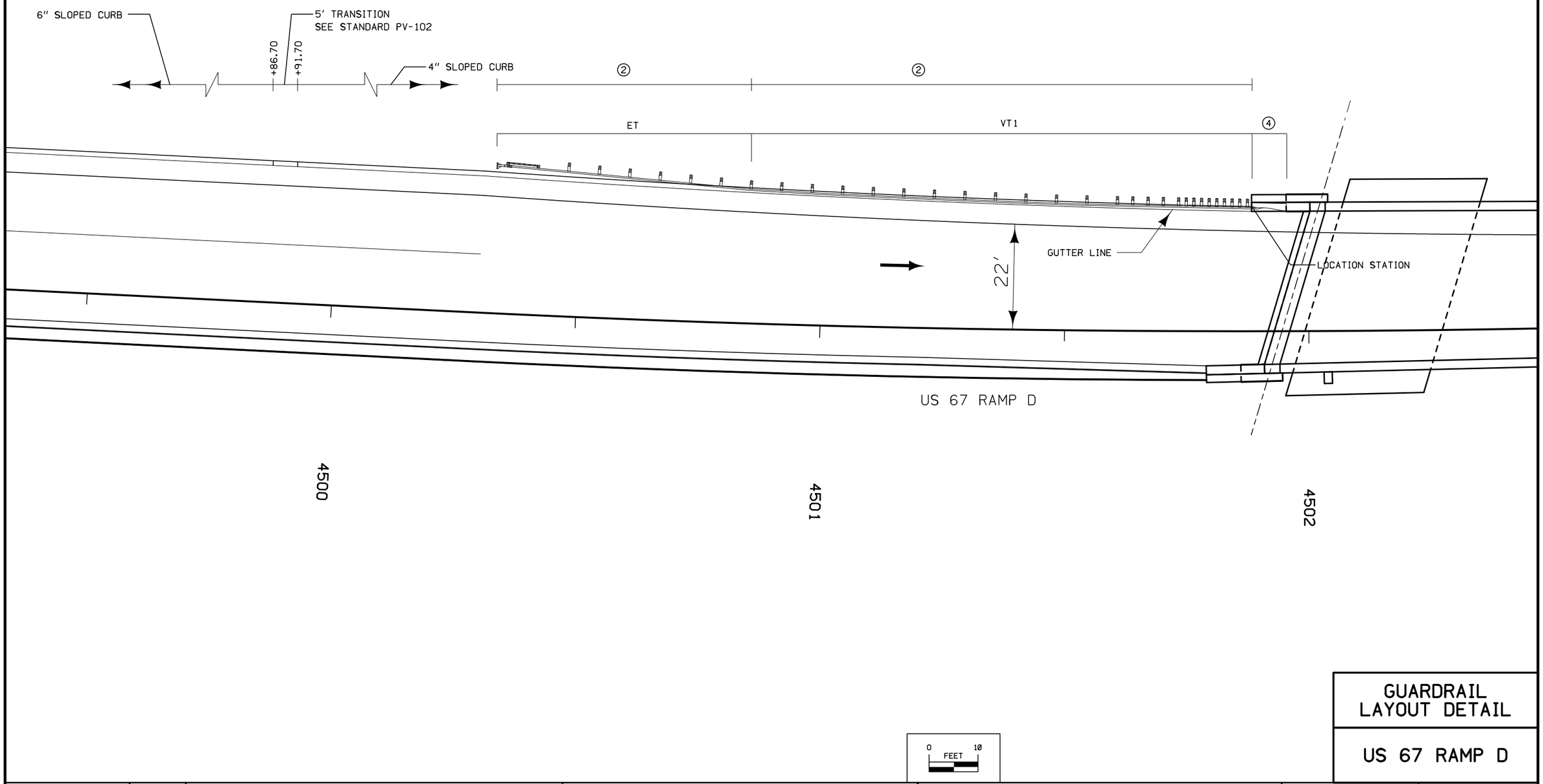
NOTES:

1. SEE TAB 108-8A, GUARDRAIL NUMBER 1 FOR DETAILS
2. SEE TAB 108-8A, GUARDRAIL NUMBER 2 FOR DETAILS
3. SEE TAB 108-18B, NUMBER 1 FOR CONCRETE BARRIER DETAILS
4. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT BRFIM-74-1(199)5--05-82)
5. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(205)5--13-82)



0 10 FEET

GUARDRAIL LAYOUT DETAIL

US 67 RAMP D

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.2	

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EX. 13TH ST

EX. STATE ST

EX. 1-74 ENT. RAMP

EX. BROWN ST

MISSISSIPPI BLVD

KIMBERLY RD

6790

6795

6800

6805

0.49 Acres

REMOVE FENCE, CHAIN LINK

CLEARING AND GRUBBING
1.85 Acres

1.46 Acres

0.09 Acres

0.14 Acres

0.32 Acres

0.017 Acres

PI STA. 26805+14.75 (I-74 EB)
=STA. 6805+13.74, 14.66 LT (I-74)

EX. 14TH ST

US 67

74

EX. 15TH ST

EX. MISSISSIPPI BLVD.

0 FEET 50

For Legend,
See Sheet L.1

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.3

EX. MISSISSIPPI BLVD

KIMBERLY RD

CLEARING AND GRUBBING
1.81 Acres

BRIDGE REMOVAL BY OTHERS

EX. I-74 EXIT RAMP

CLEARING AND
GRUBBING
1.60 Acres

GUARDRAIL REMOVAL

PAVEMENT REMOVAL
REMOVE TO 29.00' RT

0.43 Acres

EX. E. KIMBERLY RD

EX. I-74 ENT. RAMP

6805

6810

6815

6820

For Legend,
See Sheet L.1

0 50
FEET

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.4	

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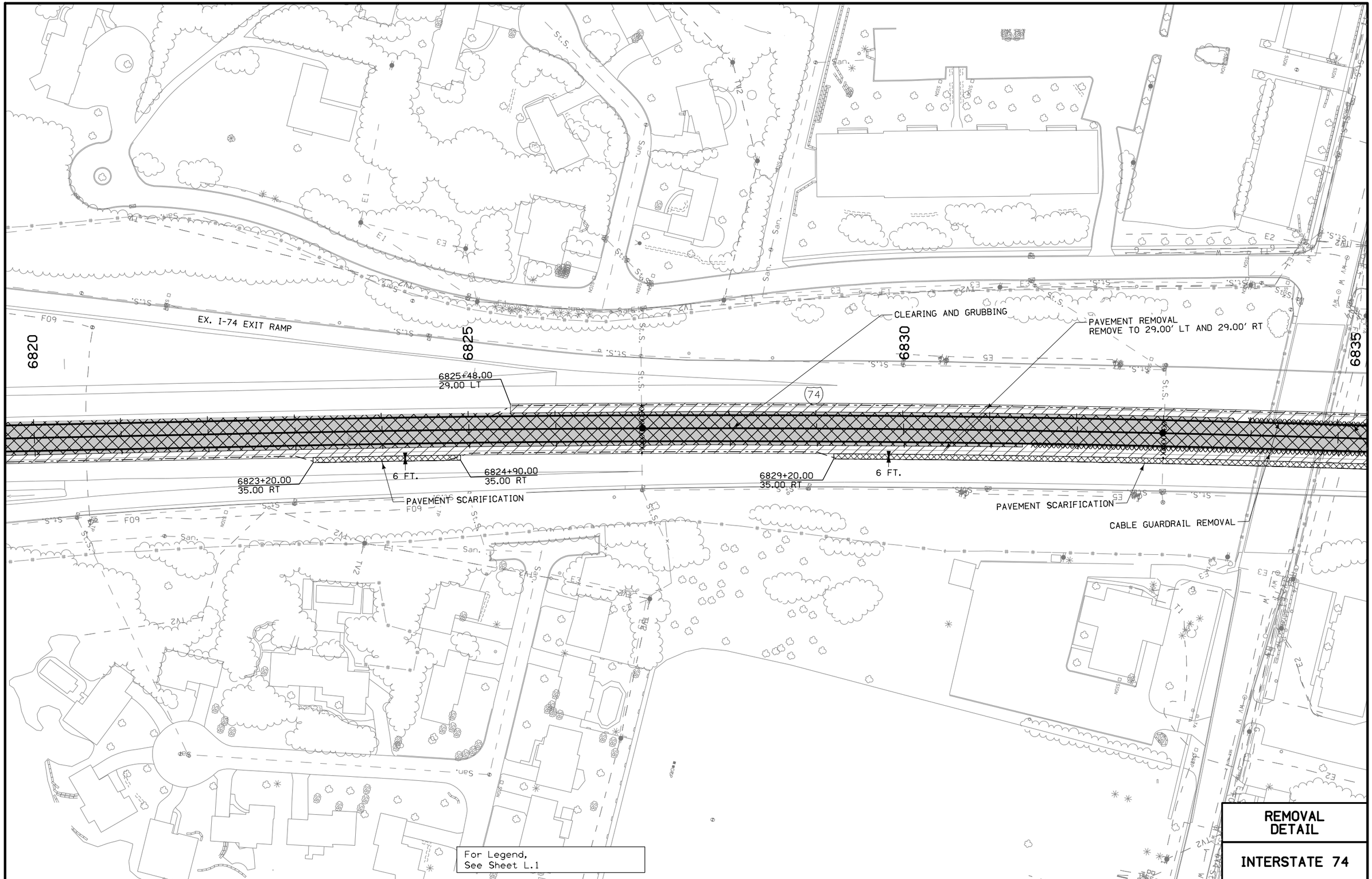

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.5

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EX. LINCOLN RD

STA. 6837+00.00
END CONSTRUCTION

6840

6845

6835

6850

EX. I-74 ENT. RAMP

74

6837+00.00
29.00 LT

6837+00.00
29.00 RT

6837+00.00
35.00 RT

PAVEMENT REMOVAL

CLEARING AND GRUBBING

CABLE GUARD RAIL REMOVAL

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

For Legend,
See Sheet L.1

0 FEET 50

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **U.6**

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For Side Road Details
Refer to E Sheets

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

EX. HOLMES ST

EX. MISSISSIPPI BLVD

EX. 14TH ST

REMOVE PAVEMENT
BEGIN AT KIMBERLY ROAD

EX. KIMBERLY RD

EX. BROWN ST

REMOVE PAVEMENT
END AT 14TH ST

REMOVE ENTRANCE

EX. BROWN ST

REMOVE ENTRANCE

EX. 12TH ST

EX. 13TH ST

GATE

2 ELEC. 1 DATA

EX. GRANT ST/US 67

74

67

0 FEET 50

BROWN ST
REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.7

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DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

For Side Road Details
Refer to E Sheets

EX. 12TH ST

EX. HOLMES ST

EX. JONES ST

EX. HALL ST

MISSISSIPPI BLVD

EX. MISSISSIPPI BLVD

EX. E KIMBERLY RD

REMOVE PAVEMENT
END AT STA 4627+00.00

EX. I-74 EXIT RAMP

74

0 FEET 50

12TH ST/
KIMBERLY RD
REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.8	

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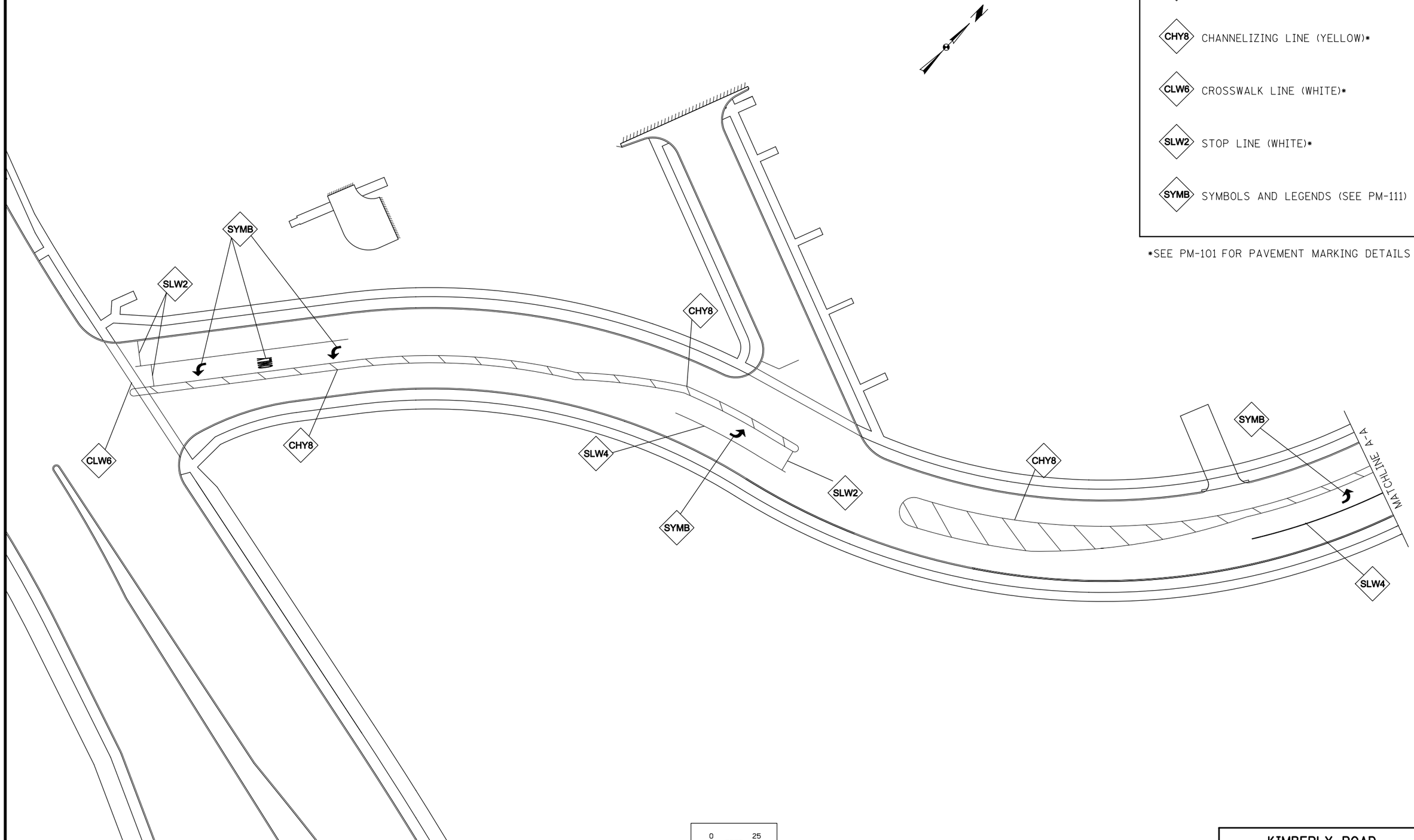

SLW4 SOLID LANE LINE (WHITE)*

CHY8 CHANNELIZING LINE (YELLOW)*

CLW6 CROSSWALK LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

*SEE PM-101 FOR PAVEMENT MARKING DETAILS

0 25
FEET

KIMBERLY ROAD
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.9	

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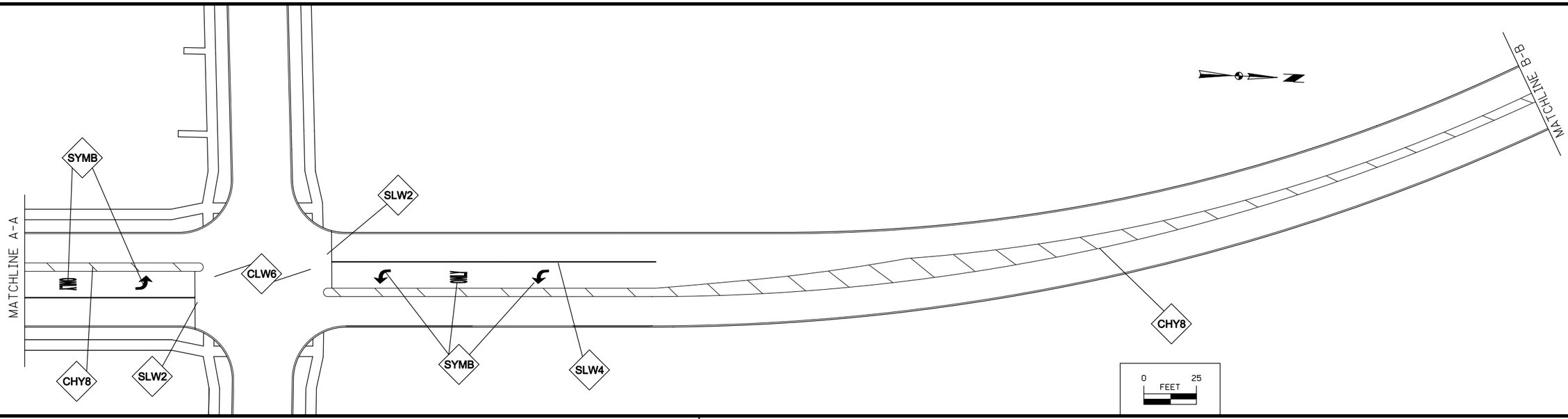


CHY8 CHANNELIZING LINE (YELLOW)*

CLW6 CROSSWALK LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

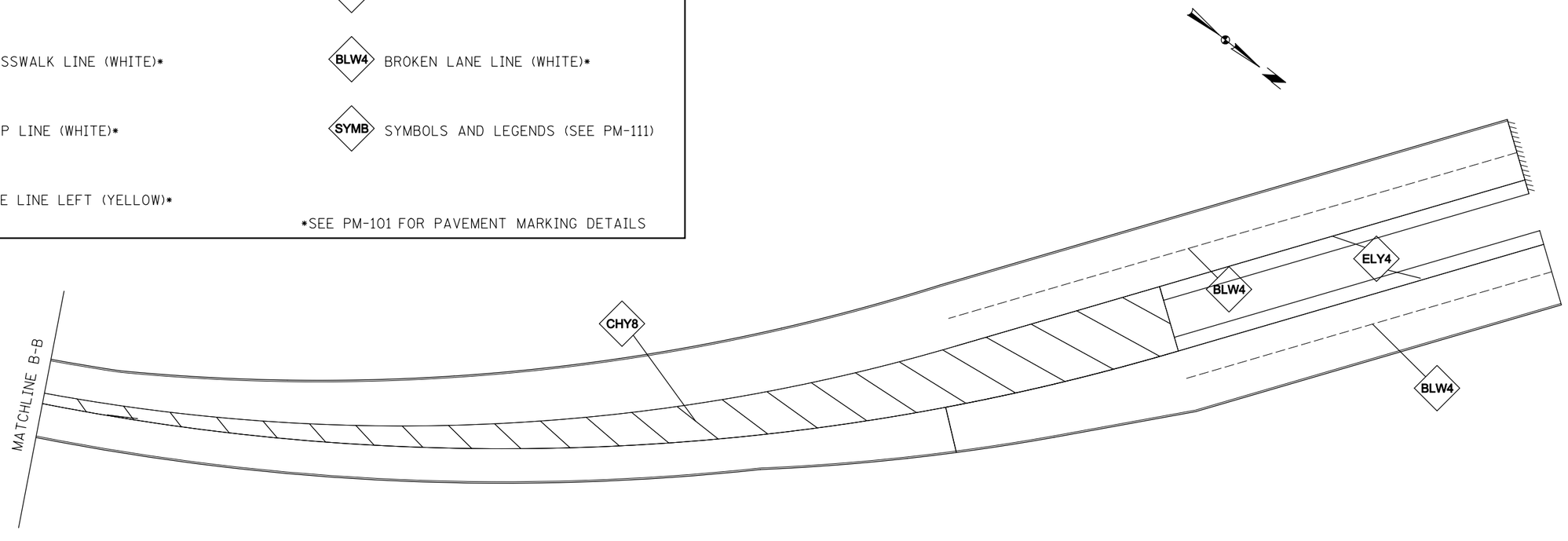
ELY4 EDGE LINE LEFT (YELLOW)*

SLW4 SOLID LANE LINE (WHITE)*

BLW4 BROKEN LANE LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)

*SEE PM-101 FOR PAVEMENT MARKING DETAILS



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.10

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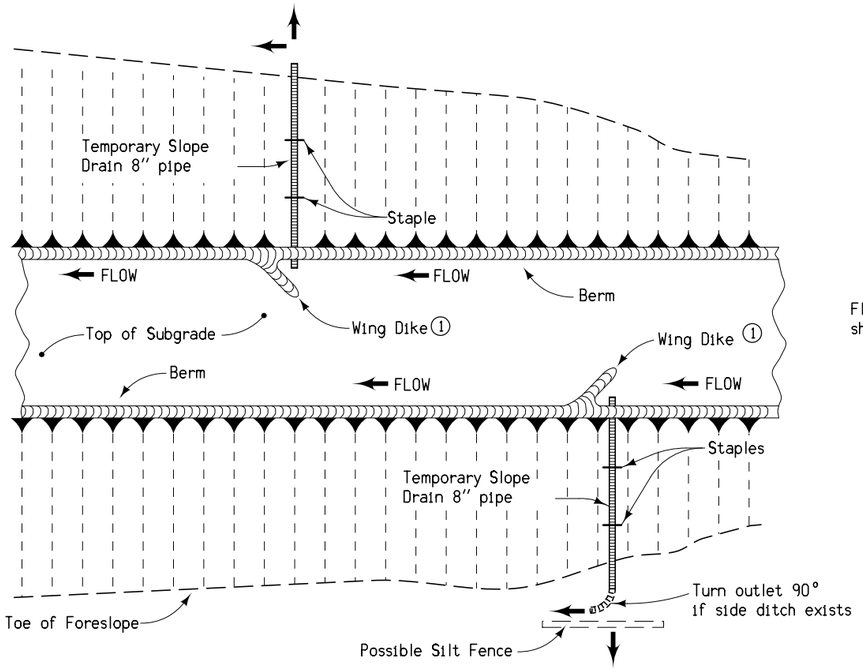
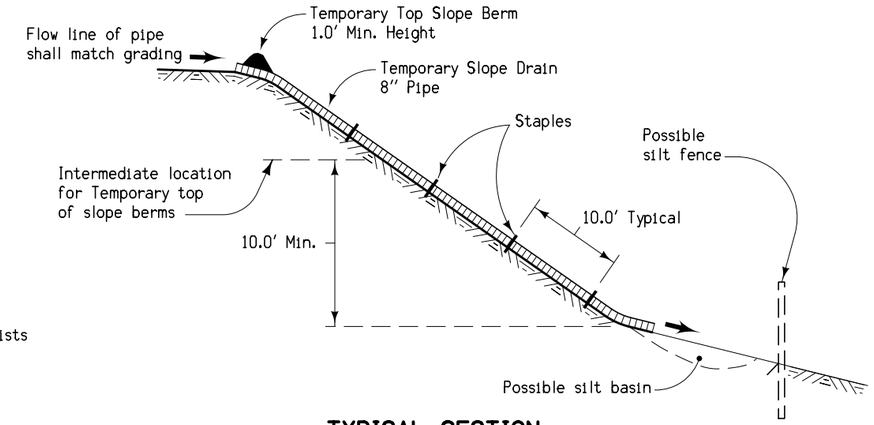
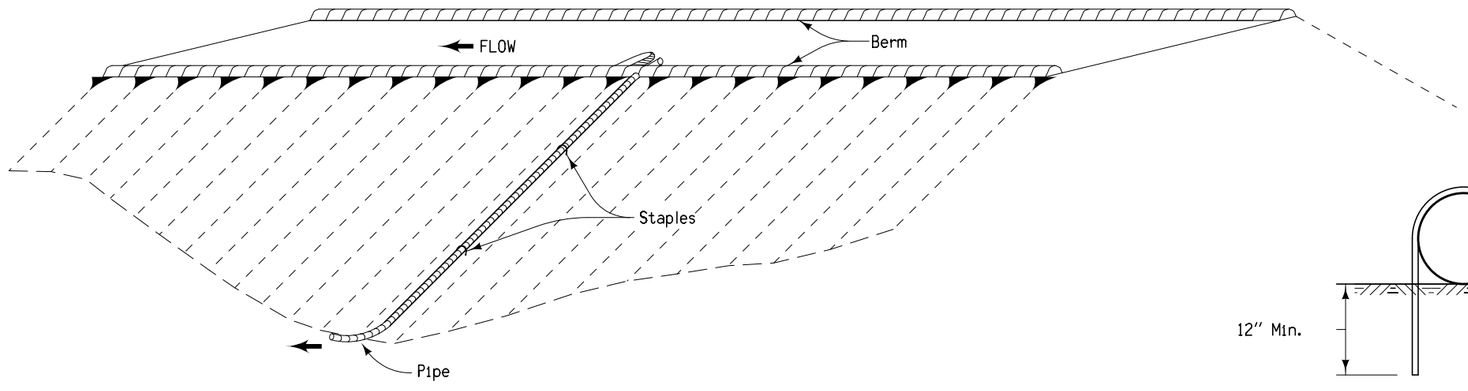


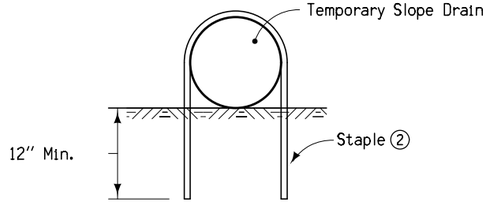
PLAN



TYPICAL SECTION



PERSPECTIVE



STAPLE DETAIL

GENERAL NOTES:

Details indicated hereon are for the installation of a temporary slope drain on the foreslope of the roadway fill. The intent of the temporary slope drain is to prevent foreslope erosion during construction and to minimize the water pollution which might be caused by soil erosion from the project.

At the completion of each day's grading, a temporary berm will be constructed on both sides of the subgrade. At points a maximum of 500' apart, at low points of vertical curves, and as determined by the Engineer, temporary intercepting wing dikes shall be graded and slope drains installed. All special grading work shall be considered incidental to other grading work on the project.

Foreslopes with a vertical height of ten feet or less shall not have temporary slope drains installed.

The temporary slope drain shall consist of a length of pipe capable of extending to the top of foreslope when all grading has been completed. The pipe shall be moved up the foreslope to the new temporary top of slope berm at the completion of each day's work. The pipe shall be Solid Tubing complying with all requirements of ASTM F 405, Standard Duty Tubing.

Method of measurement shall be along the centerline of pipe in its final position.

The price bid for "Temporary Slope Drain, As Per Plan", measured in lineal feet, shall be considered full compensation for the construction of all required temporary top of slope berms, for installing and maintaining the slope drain for the duration of the contract, and for removal of all materials upon completion of the embankment.

(1) Typical length of 10.0', 1.0' minimum height

(2) Staple may be bent reinforcing bar No. 4 minimum, or alternate approved by the Engineer.

Project Development Division

DETAIL SHEET 510-2

REVISION: Place in CADD	REVISION NO.	REVISION DATE
	1	03-28-95

DETAILS OF TEMPORARY SLOPE DRAIN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.11

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Curve 24001 (TEMP MEDIAN BYPASS)
PI Sta 196+42.00
Δ = 4° 47′ 36.34″ (LT)
D = 0°37′39.20″
R = 9,130.00
T = 382.14
L = 763.83
E = 7.99
e = N.C.
L = NA
x = NA
m = NA

STA 6796+52.09, 75.77′ LT=
STA 196+50.58, 27.76′ LT
EL. = 595.06

STA 6798+35.39, 55.81′ LT=
STA 198+34.43, 18.29′ LT

℄ TEMOPARARY MEDIAN BYPASS

STA 6800+90.32, 38.43′ LT=
STA 200+89.40, 13.42′ LT

FOR PROFILE ALONG TEMPORARY MEDIAN BYPASS ℄, SEE F SHEETS.
FOR LONGITUDINAL SECTION, SEE NEXT SHEET

44″ CONCRETE BARRIER (HALF SECTION), STD BA 102

℄ TEMPORAY MEDIAN FILL SYSTEM

EXPANSION JOINT

EX. I-74 ENT. RAMP

EX. BROWN ST

CONC RES. ENT. GAR.

595.14 595.36 595.45 595.43 595.46 595.52 595.79 595.76 595.82 596.38 596.67 596.93
595.56 595.63 595.66 595.72 595.98 596.30 596.64 596.94 597.17
595.76 595.83 595.85 595.92 596.13 596.40 596.70 596.97 597.61
596.20 596.54 596.89 597.20

9′-10″ 9′-10″ 19′-8″ 27′-2″ MIN 13′-7″ 13′-7″

196 197 198 199 200+00 201

PT Sta 200+23.69

6796 6797 6798 6799 6800 6801

PC Sta 6796+70.83

PI Sta 196+42.00

74

BIT

STA 6796+50.00, 56.21′ LT=
STA 196+49.71, 8.10′ LT
BEGIN TEMPORARY MEDIAN FILL SYSTEM
EL. = 595.45

CONNECT TO EXISTING I-74 WB BRIDGE DECK AT CENTERLINE OF FASCIA GIRDER FROM STA 6795+79.75 TO STA 6800+88.29

STA 6800+88.29, 11.33′ LT=
STA 200+88.76, 13.58′ LT
END CONNECTION TO EXIST. VIADUCT
EL. = 597.32

EXPANSION JOINT

0 FEET 20

TEMPORARY MEDIAN FILL SYSTEM

INTERSTATE 74

P451

STA 202+97.48 TEMP MEDIAN BYPASS=
STA 14+22.54 MISS. BLVD

CONNECT TO TEMPORARY BRIDGE
STA 6802+45.20,16.04′ LT
STA 202+45, 0.00′ LT

MISSISSIPPI BOULEVARD

SIGN

PC Sta 202+81.71

PT Sta 6806+11.44

PT Sta 206+79.68

202 203 204 205+00 206 207 208

598.35 598.22 599.02

6802 6803 6804 6805 6806 6807 6808

PI Sta 204+80.83

TEMPORARY BRIDGE BY OTHERS

0 FEET 20

TEMPORARY MEDIAN FILL SYSTEM

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.12

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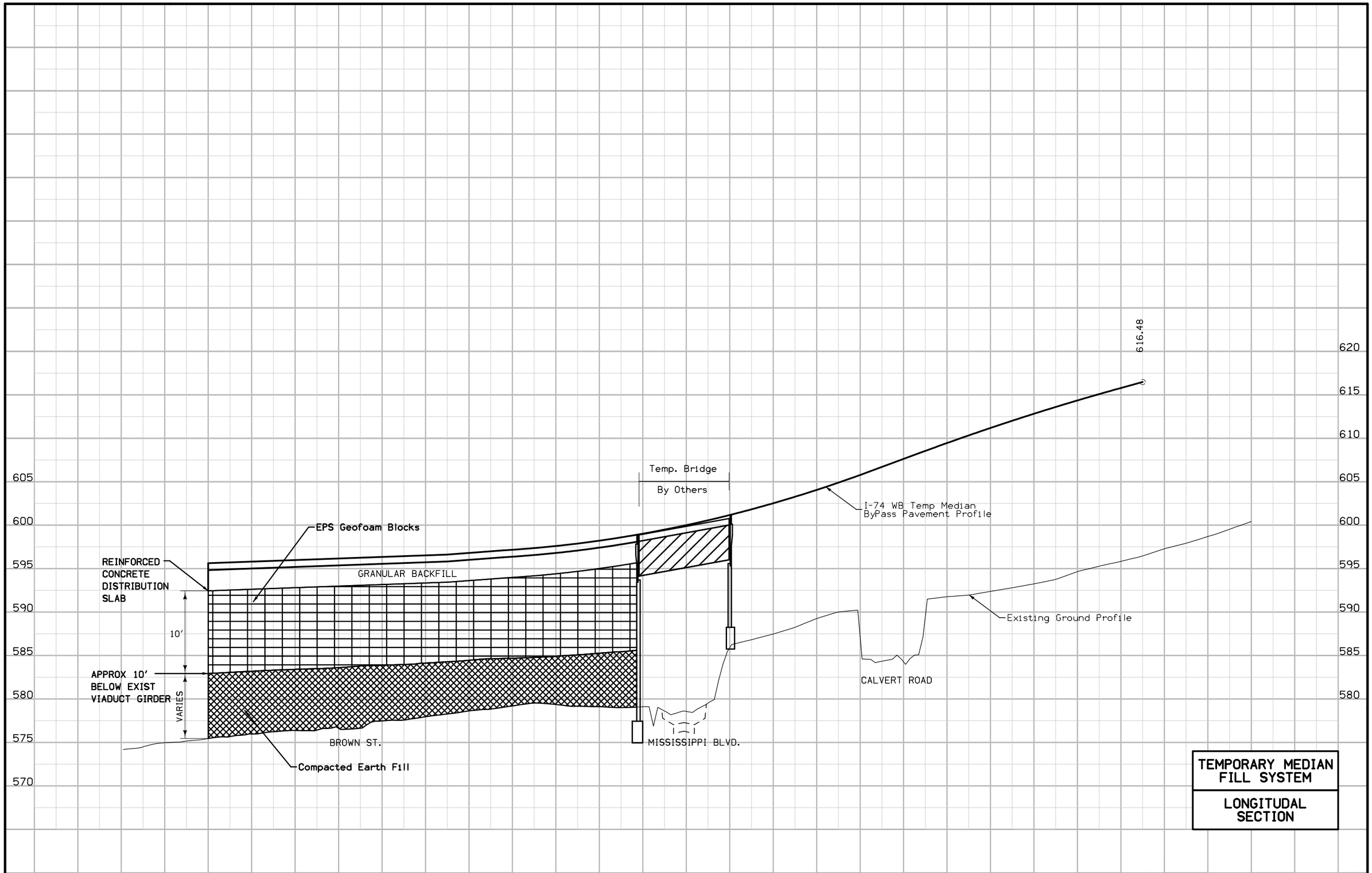
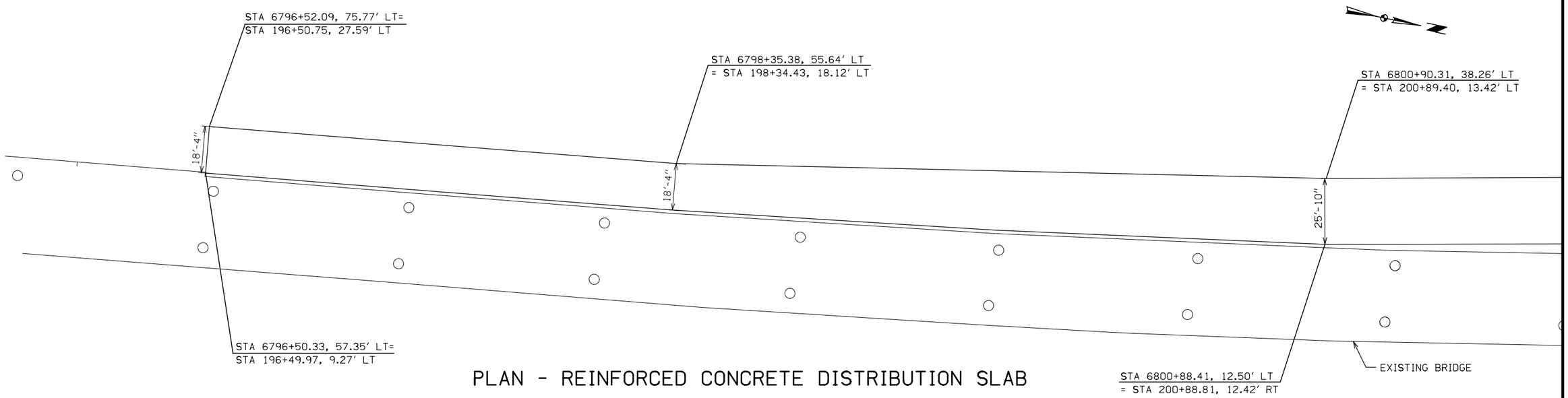


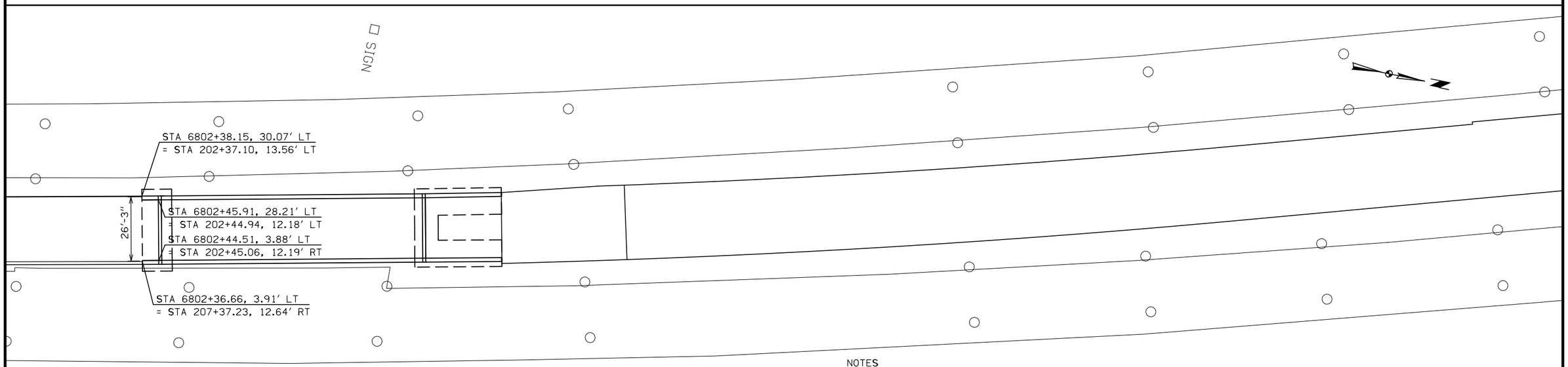
TEMPORARY MEDIAN FILL SYSTEM

LONGITUDAL SECTION

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.13



PLAN - REINFORCED CONCRETE DISTRIBUTION SLAB



DESIGN STRESSES

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH ED, SERIES OF 2010

NEW REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c=3,500 PSI. EXISTING REINFORCING STEEL, fy=40,000 PSI, EXISTING CONCRETE DECK f'c=3,500 PSI.

SPECIFICATIONS

DESIGN: AASHTO LRFD 5TH ED., SERIES OF 2010.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2009, SPECIFCATIONS FOR "TEMPORARY MEDIAN FILL SYSTEM"

NOTES
1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE STEEL REINFORCEMENT FOR THE LINK SLAB AND THE DISTRIBUTION SLAB. DETAILING AND CONSTRUCTION OF THE LINK SLAB AND THE DISTRIBUTION SLAB SHALL BE IN CONFORMANCE WITH THE SPECIAL PROVISION FOR "TEMPORARY MEDIAN FILL SYSTEM", THE IOWA DEPARTMENT OF TRANSPORTATION LRFD BRIDGE MANUAL AND THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION.
2. SEE TYPICAL CROSS SECTIONS AND SHEET U.25 FOR THE FOR CONFIGURATION AND DETAILING REQUIREMENTS FOR THE LINK SLAB AND THE DISTRIBUTION SLAB.
3. TRANSVERSE EXPANSION JOINTS NOTED IN THE LINK SLAB SHALL BE LOCATED IN LINE WITH THE EXPANSION JOINTS LOCATED IN THE EXISTING I-74 WB BRIDGE DECK. THE EXPANSION JOINT SHALL BE A WABO SE-400 STRIP SEAL. THE CONTRACTOR SHALL SUBMIT A DESIGN AND SHOP DRAWINGS FOR REVIEW AND APPROVAL IN ACCORDANCE WITH IOWA DEPARTMENT OF TRANSPORTION STANDARD SPECIFICATIONS.
4. REINFORCEMENT BARS SHALL BE UNCOATED. LAP LENGTH FOR #5 BAR IS 2'-2. THE LAP LENGTH FOR A #6 BAR IS 2'-7.
5. WORK THIS SHEET WITH SHEET U.25

0 20
FEET

TEMPORARY MEDIAN FILL SYSTEM

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **U.14**	

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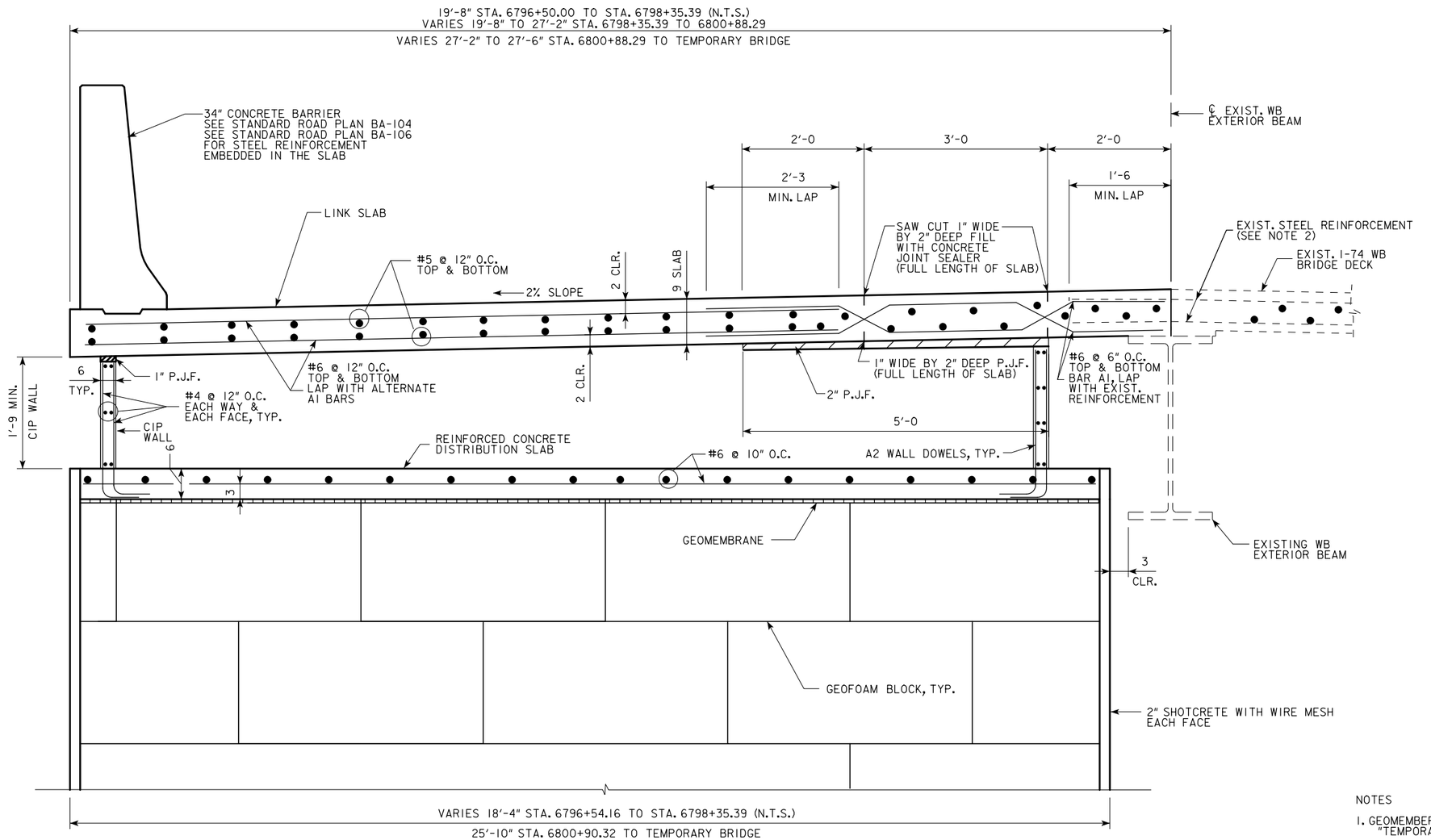
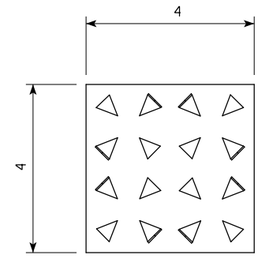


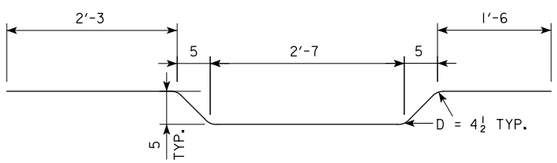


GRIPPER PLATE DETAIL

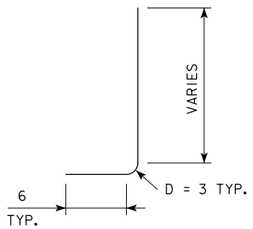
IN ACCORDANCE WITH SPECIFICATIONS
FOR TEMPORARY MEDIAN FILL SYSTEM
AND EPS MANUFACTURER'S RECOMMENDATIONS.

NOTES

1. GEOMEMBERANE SHALL FOLLOW REQUIREMENTS OF THE SPECIAL PROVISION "TEMPORARY MEDIAN FILL SYSTEM."
2. IF EXISTING REINFORCEMENT IS DAMAGED OR BROKEN USE APPROVED BAR COUPLERS TO ATTACH NEW A1 BARS TO EXISTING REINFORCEMENT.
3. SEE SHEET U.24 FOR ADDITIONAL NOTES.



BAR A1 DETAIL



BAR A2 DETAIL

TEMPORARY MEDIAN FILL SYSTEM

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(205)5--13-82**	SHEET NUMBER **U.15**

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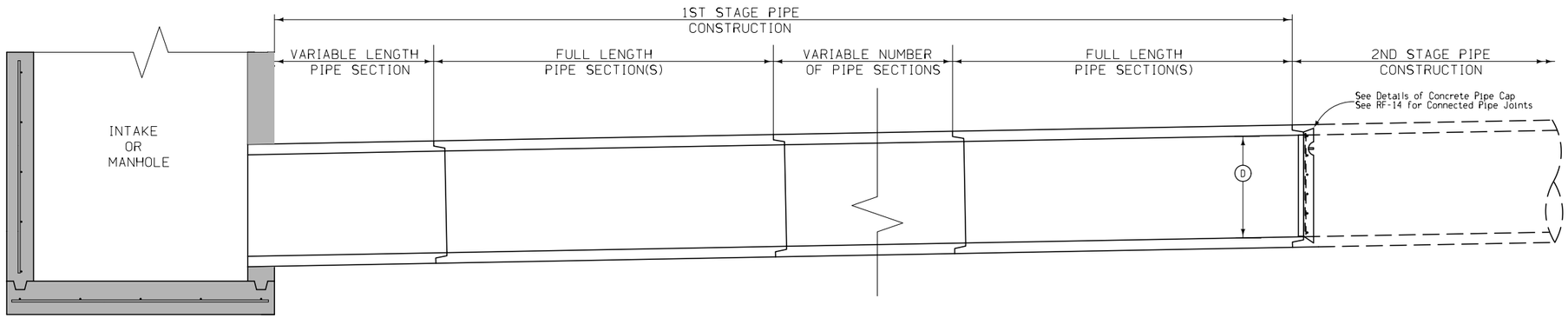

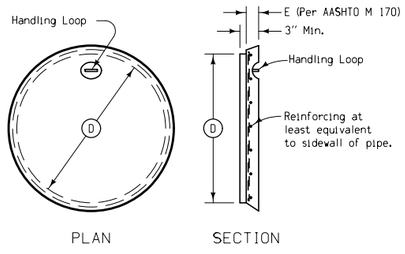

DETAILS OF CONCRETE PIPE CAP

CONCRETE PIPE CAP:

The use of an approved pipe cap is required when so indicated on the detail project plans. The dimensions of the pipe cap shall be such as to neatly fit the groove end of the appropriate size of pipe.

The cap must be precast and an approved bituminous joint material shall be placed between the cap and the pipe.

The Pipe Cap placement or removal shall not be paid for directly, but when specified, shall be considered to be incidental to other pipe work on the project.

1st Stage: Install Concrete Pipe Cap where specified.

2nd Stage: Remove Concrete Pipe Cap prior to connecting to existing pipes.

DETAIL OF STAGED STORM SEWER
PIPE CONSTRUCTION
AND CONCRETE PIPE CAP

N

POTENTIALLY CONTAMINATED SITE

CONTAMINATED SOIL AREAS

ROADWAY PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.17	

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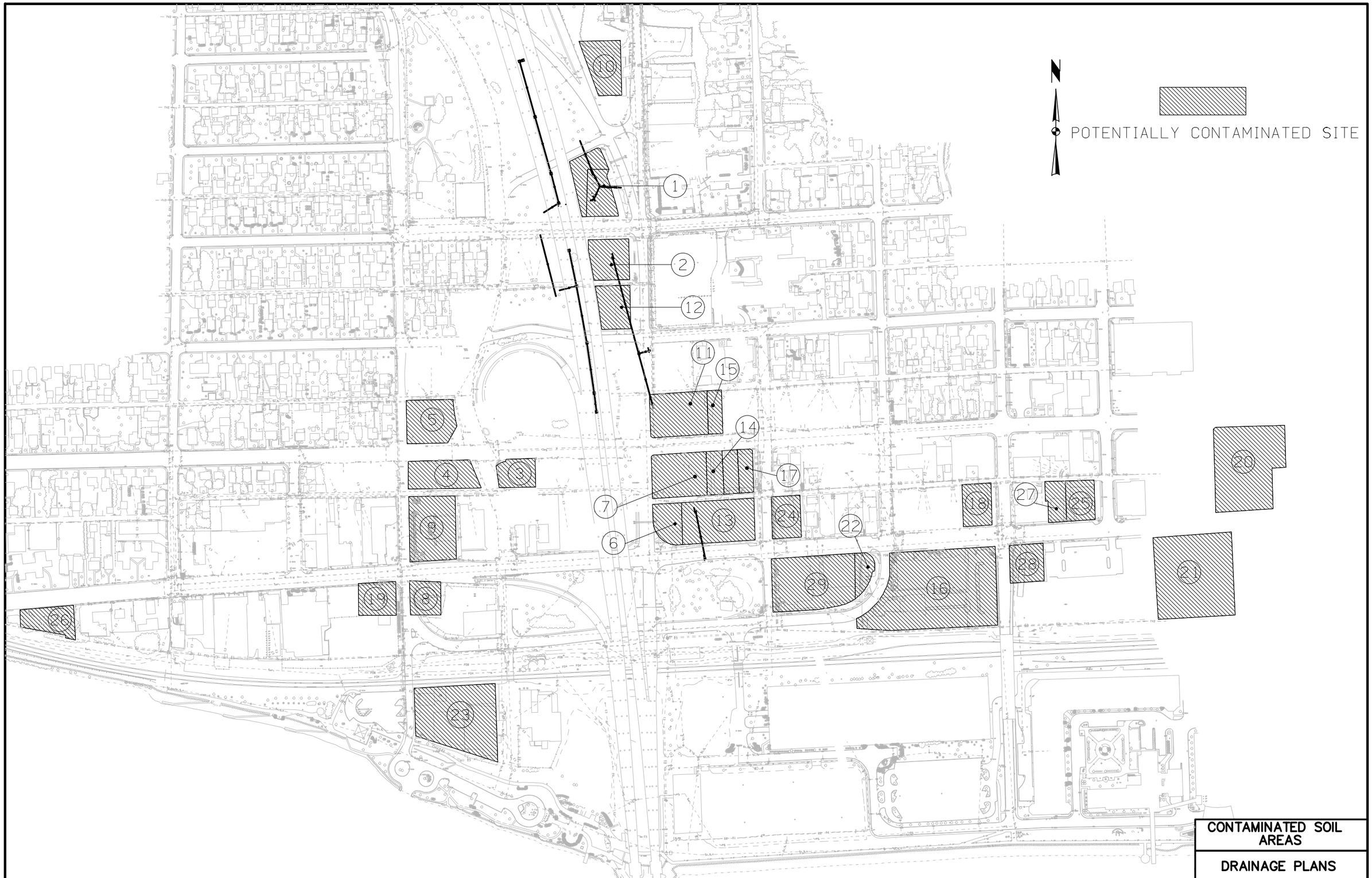

CONTAMINATED SOIL AREAS

DRAINAGE PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.18	

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Contaminated Soil Summary

PCSS-1

SPECIAL

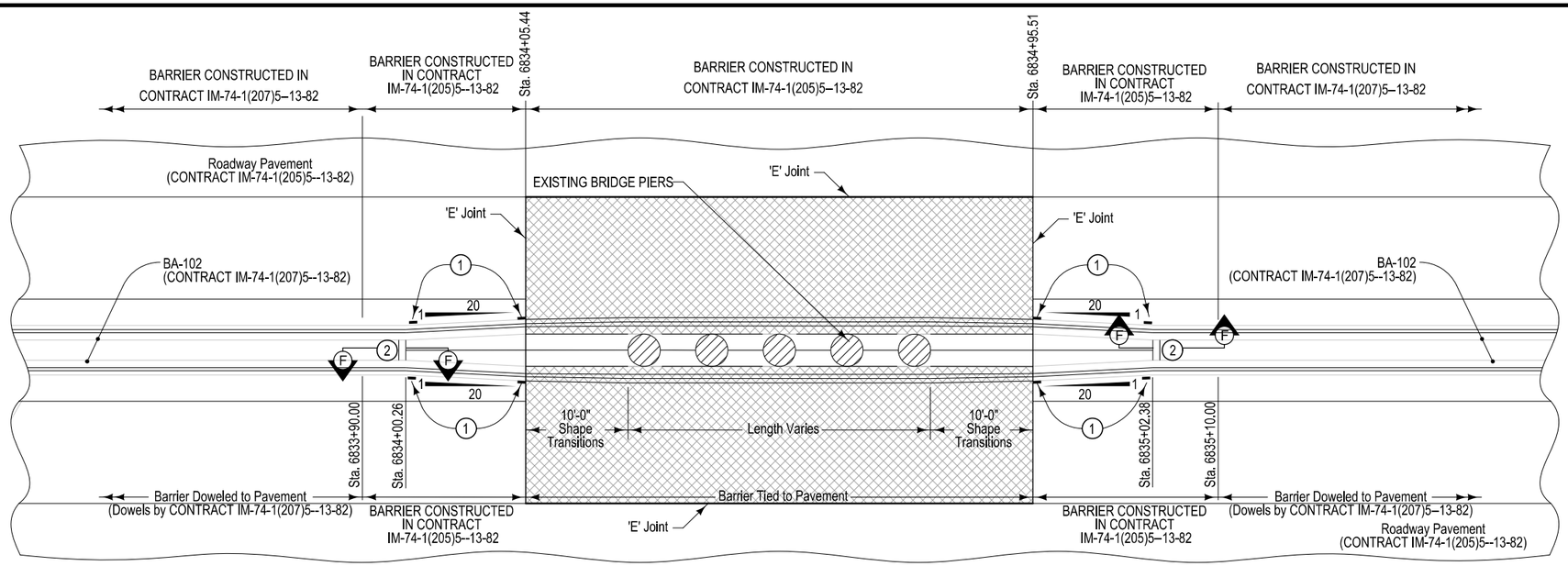
Location	Description and Address	Site Impacted by this Contract	Remarks
		Yes/No	
1	H & H Car Care Center 612 14th Street	Yes	4 UST removed 1990. DNR - "No Action Req'd" Feb. 2005. Petroleum contamination in recent soil boring.
2	Dale Snapp Co. 536 14th Street	Yes	2 UST removed 1998. Petroleum contamination in recent soil boring.
3	Crescent Economy Inc. 1303 Grant Street	No	No tanks. Dry cleaning chemicals present. DNR statewide standards exceeded (Oct. 2005).
4	Showboat Car Wash 1215 Grant Street	No	3 UST removed 1992. DNR - "No Action Req'd" Aug. 2003.
5	Hoyt & Son Automotive 1210 Grant Street	No	5 UST removed 1996. Previous soil removal project DNR - "No Action Req'd" July 2003.
6	Johnny's Amoco BP/QC Mart 1402 State Street	Yes	Total of 9 UST: 5 removed 1989 and 4 active; DOT to request owners to remove tanks. DNR - "No Action Req'd" Sep. 2004. Petroleum contamination in recent soil boring.
7	Twin Bridges 66/Shell Oil 333 14th Street	No	Total of 4 UST: 1 removed 1993 and 3 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Petroleum contamination in recent soil boring.
8	Adel Parking Lot 1207 State Street	No	Former gas station. Now part of QCA Spa. Petroleum contamination in ground water from monitoring wells.
9	Village Inn 1210 State Street	No	Petroleum contamination in recent soil borings.
10	Great American Window Co 710 14th Street	No	Petroleum contamination in ground water from monitoring wells.
11	Dart Mart/Big 10 Mart 411 14th Street	Yes	Total of 5 UST: 1 removed 1990 and 4 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Contamination documented in monitoring wells.

Contaminated Soil Summary

PCSS-1

SPECIAL

Location	Description and Address	Site Impacted by this Contract	Remarks
		Yes/No	
12	Ross' Drive Through 512 14th Street	Yes	No action necessary. No contamination identified.
13	Knox Corporation 1416 State Street	Yes	No action necessary. No contamination identified.
14	Ross' Restaurant Inc 430 14th Street	No	Contamination documented in monitoring wells.
15	Handy Shop 1430 Grant Street	No	3 UST removed 1992, 2005. Increasing contamination levels in monitoring wells. DNR "No Action Req'd" March 2001.
16	City Hall 1609 State Street	No	Total of 5 UST: 3 UST removed 1988 and one active. Petroleum contamination in recent soil boring.
17	US West 1437 Grant Street	No	1 UST removed 1993. No contamination identified.
18	Car Quest 312 17th Street	No	Contamination documented in monitoring wells.
19	Adel Parking Lot 1159 State Street	No	Owner denied access to property. Potential UST.
20	Lindquist Ford 1910 State Street	No	8 UST removed 1997. DNR "No Action Req'd" Nov. 1998.
21	Plaza Building 1823 State Street	No	Petroleum contamination identified.
22	Kelley's Gas 1543 State Street	No	Total of 5 UST: 2 removed 2000 and 3 active (2 - 6000 gal and 1- 8200 gal); Contamination documented in monitoring wells.
23	Twin Bridges Truck City 131 12th Street	No	2 UST removed 1990. DNR "No Action Req'd" Jan. 1996.
24	Nextel Phone 1504 State Street	No	Former gas station. No documented information.
25	Rapid Lube and Oil 1740 State Street	No	Former gas station. 6 UST removed 1981 to 1987.
26	US Petro Mart 845 State Street	No	Operating gas station identified as LUST site. 4 UST (3-10,000 gal and 1-8,000)
27	Hans Body Shop 1720 State Street	No	Former gas station. No documented information.
28	Bettendorf Auto 1705-1719 State Street	No	No contamination identified.
29	Twin Bridges Motor Inn 221 15th Street	No	No contamination identified.



PLAN

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

Possible Contract Items:

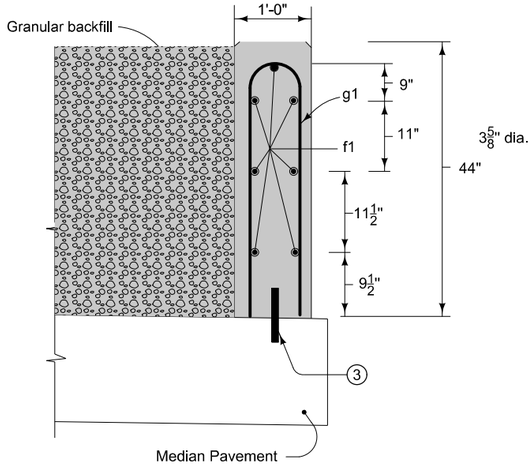
1. Concrete Barrier, Reinforced, as per plan
2. Concrete Barrier, BA-102
3. Granular Backfill
4. Reinforced Paved Shoulder

(1) Barrier Markers

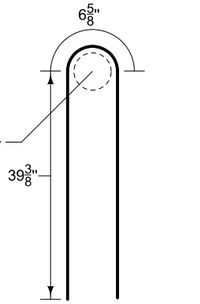
(2) Closure Wall, included in cost of "Concrete Barrier, Reinforced, as per plan"

(3) Use 1 inch diameter deformed dowel bars of sufficient length to ensure 6 inch minimum embedment in barrier and supporting surface. Install dowels either in supporting surface when placed, or in drilled holes using polymer grout complying with Materials I.M. 491.11 or hydraulic cement grout complying with Materials I.M. 491.13.

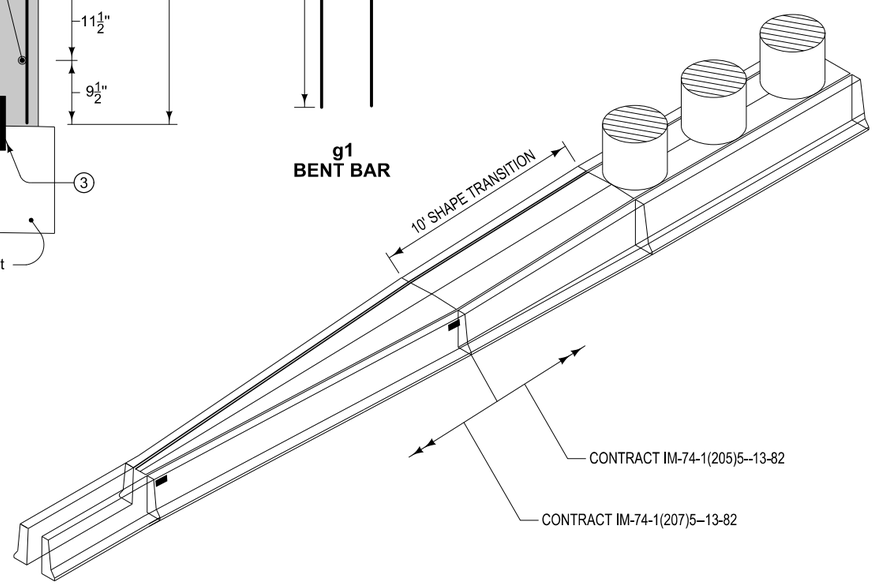
Reinforced Paved Shoulder (CONTRACT IM-74-1(205)5--13-82)



SECTION F-F



g1 BENT BAR



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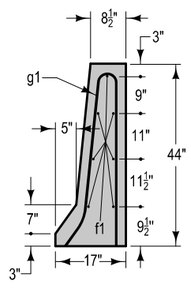
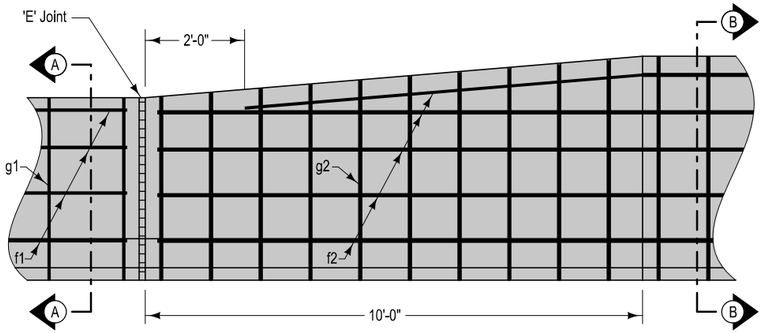
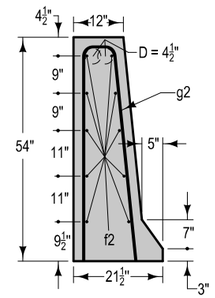


SECTION A-A



ELEVATION



SECTION B-B

REINFORCING BAR LIST		
Bar	Size	Spacing
f1	5	—
f2	6	—
g1	5	18"
g2	6	12"

SHAPE TRANSITION

Refer to Standard Road Plans BA-102 for additional concrete barrier details.

CONCRETE BARRIER AT LINCOLN ROAD BRIDGE PIERS

(SHEET 1 OF 2)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.20

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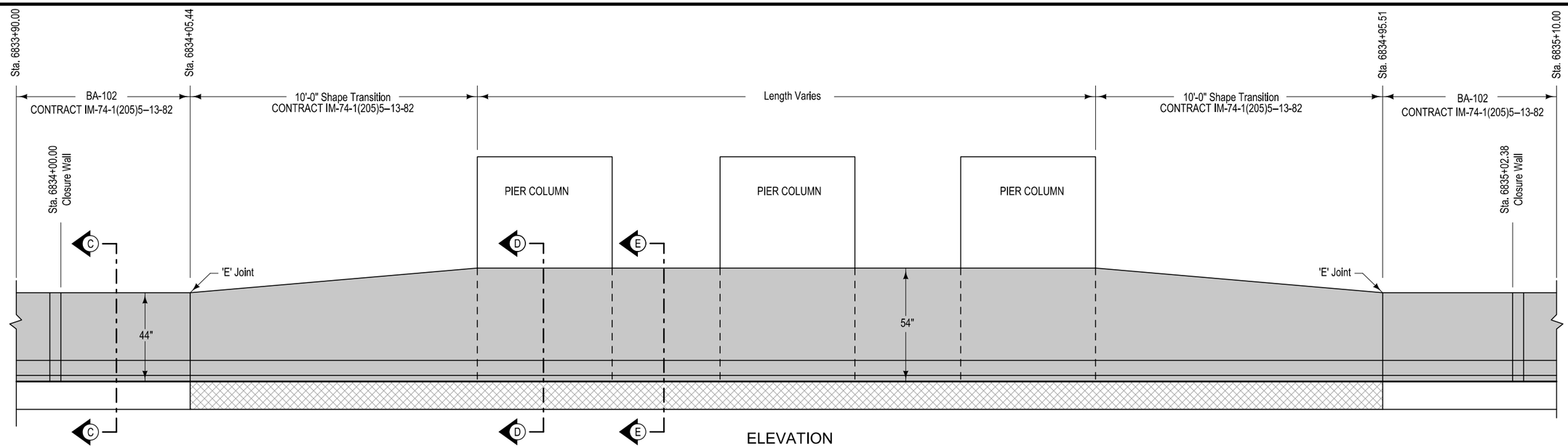
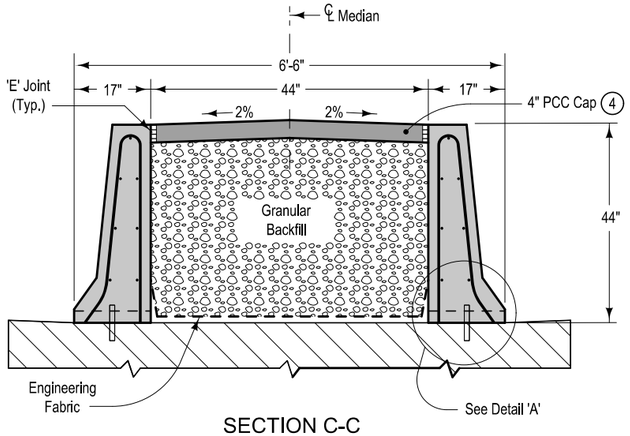
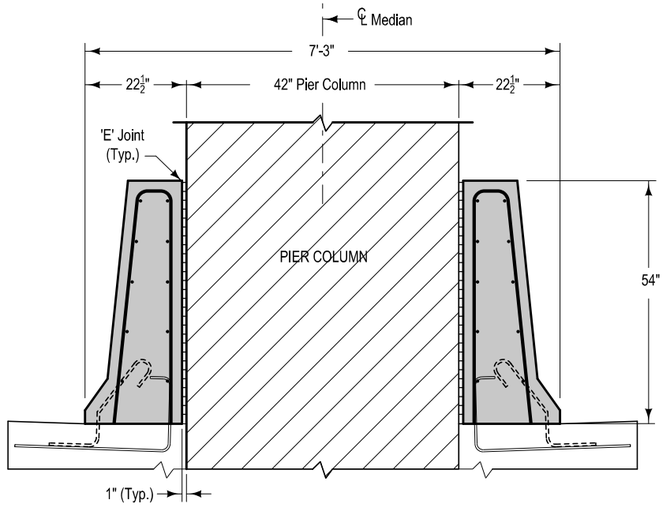


ELEVATION

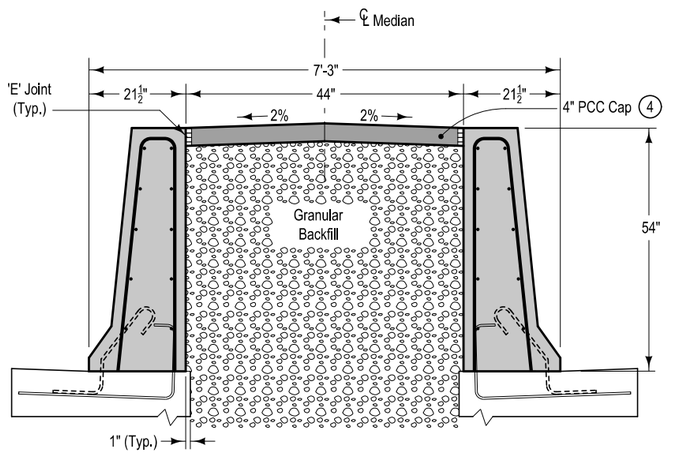
Reinforced Paved Shoulder
CONTRACT IM-74-1(205)5–13-82



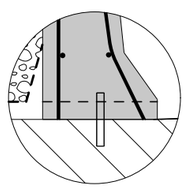
SECTION C-C
CONTRACT IM-74-1(207)5--13-82



SECTION D-D
CONTRACT IM-74-1(205)5--13-82



SECTION E-E
CONTRACT IM-74-1(205)5--13-82



DETAIL 'A'
3" Weep Hole (3)

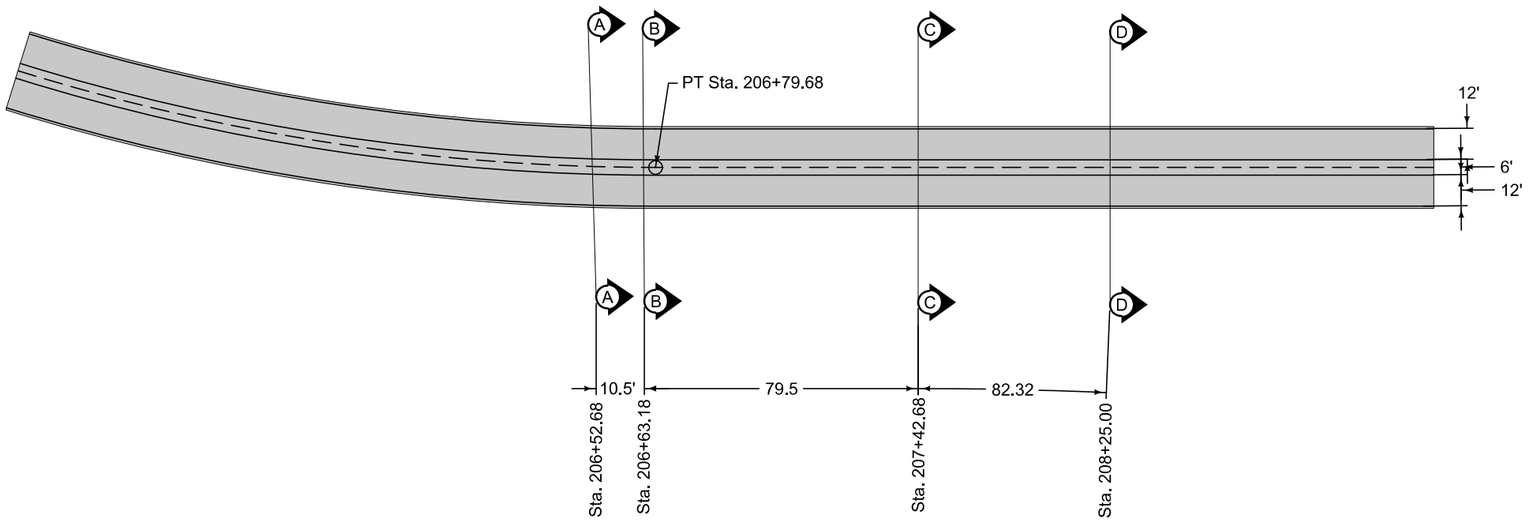
(3) Construct weep holes from 3 inch diameter PVC pipe. Maximum spacing between weep holes is 20 feet. However, keep holes at least 5 feet from any transverse joints. Cover interior of weep holes with copper screening or galvanized hardware cloth. Attach engineering fabric at least 3 inches above top of weep holes in a manner approved by the engineer. The cost of supplying and installing weep holes, engineering fabric, and screening will be considered incidental to concrete barrier items.

NOTE: Do not construct weep holes in areas of reinforced paved shoulder.

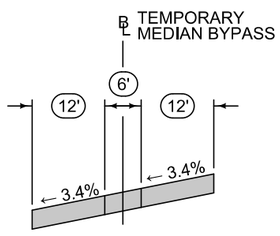
(4) 4" PCC Cap included in cost of "Concrete Barrier, Reinforced, as per plan"

CONCRETE BARRIER AT LINCOLN ROAD
BRIDGE PIERS

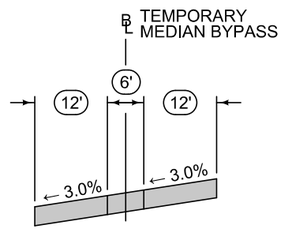
(SHEET 2 OF 2)



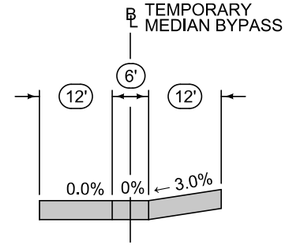
TRANSITION DETAILS - TANGENT TO CURVE



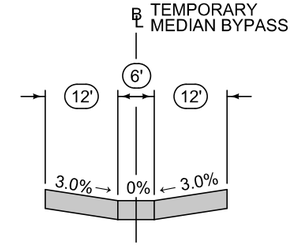
SECTION A-A, Sta. 206+52.68
(Full Superelevation)



SECTION B-B, Sta. 206+63.18



SECTION C-C, Sta. 207+42.68



SECTION D-D, Sta. 208+25.00
(Typical Section)

MODIFIED

STANDARD ROAD PLAN

REVISION	
1	04-19-11

PV-301

SHEET 1 of 1

REVISIONS: Revised graphics. Added additional cross sections and notes.

APPROVED BY DESIGN METHODS ENGINEER

SUPERELEVATION DETAILS
TEMPORARY MEDIAN BYPASS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.22

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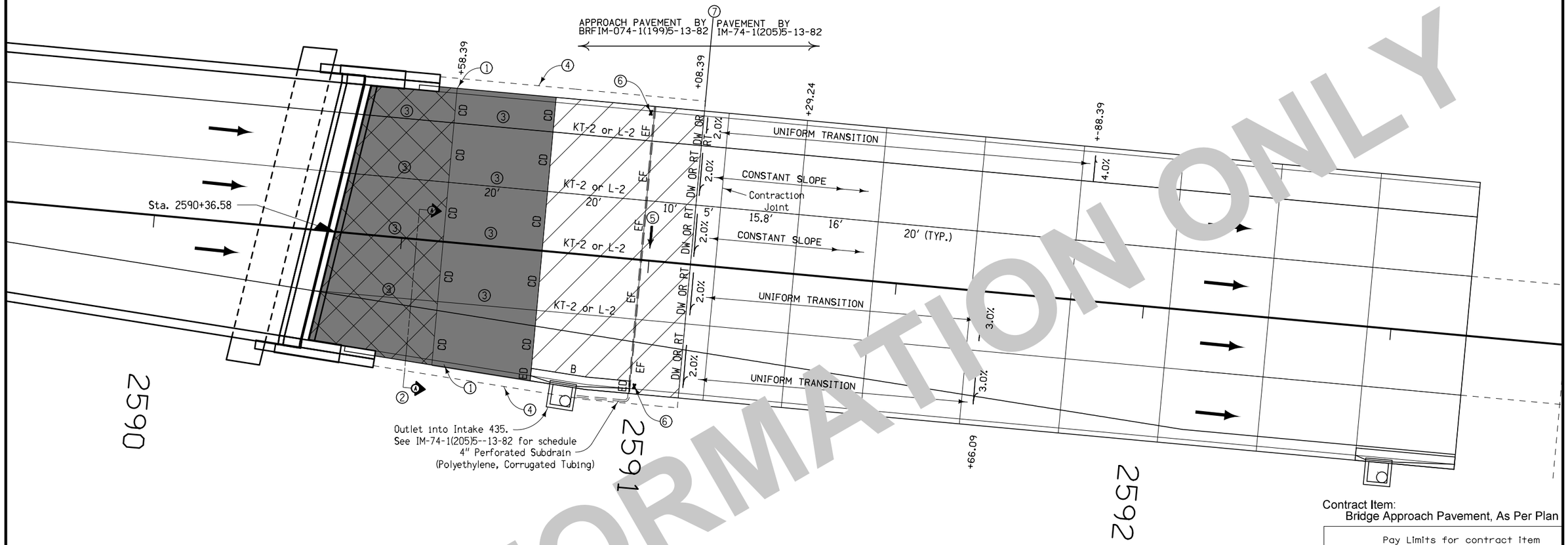

BRIDGE APPROACH SECTION

See RK-Series.

* Not a bid item

This is a Entry Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement						Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement	Single Reinforced Pavement Area	Non-Reinf. Pavement Area	Abutment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
2590+36.58	North	12	71.81	187	126.2	127.2	F	71	2590+85.04	RT	1.96	-	417.7	477.4	INTAKE SW-508, TOP ONLY deducted from pavement area. See IM-74-1(205)5--13-82 for Intake Schedule "Pay Length" measured along PGL

1. Build 6 inch Sloped Curb
2. See Modified Standard Road Plan RK-20
3. Longitudinal Joint: (PV-101)
   Single Pour - Saw cut joint per detail B.
   Two Pours - Use 'KS-2' Joint (Double Reinforced Section).
   Use 'KS-1' Joint (Single Reinforced Section).
4. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20
5. Slope Subdrain to Drain
6. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
7. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED STANDARD ROAD PLAN

REVISION 7 04-19-11

RK-23

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp B bridge approach

RAMP B BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER U.23

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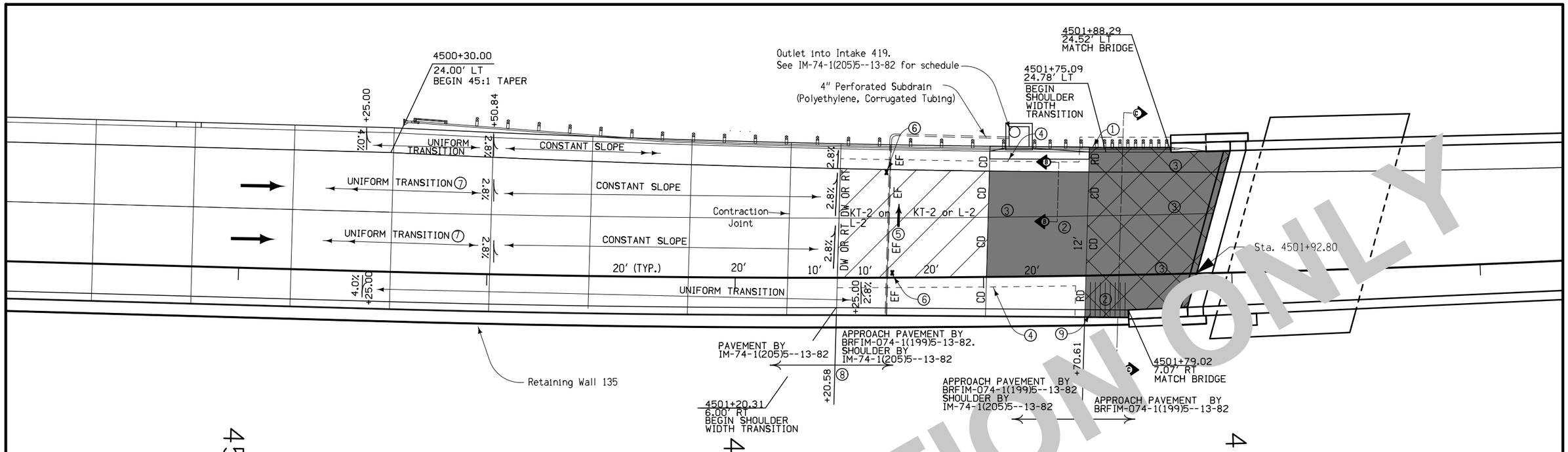


BRIDGE APPROACH SECTION

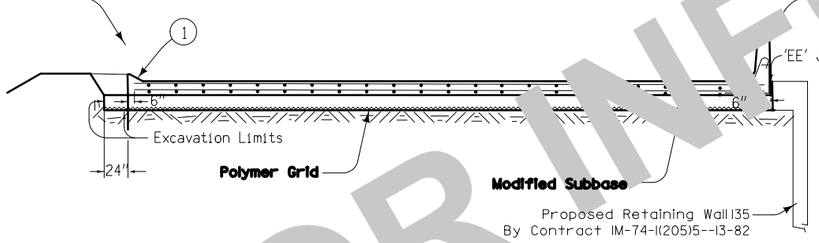
Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills Tab 112-6 effective 10-2[illegible]

Location		Approach Pavement						Subdr[illegible]						
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	* Perforated Subdrain 4"	* Sub[illegible]in Out	* [illegible]ous Bac[illegible]	Cru[illegible] Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F or M	LF	STA	Si[illegible]	CY	CY	TON	SY	
4501+92.80	South	12	72.22	72.2	46.9	88.9	M	4	4501+57.4[illegible]	LT	1.77	-	210.6	237.8	"Pay Length" measured along Baseline

By Roadway Contractor



Section C-C

Pay Limits for contract item
Include the above areas
unless otherwise noted.

1. Build 4 inch Sloped Curb to end of Double Reinforced Section
2. See Modified Standard Road Plan RK-20
3. Longitudinal Joint: (PV-101)
   Single Pour - Saw cut joint per detail B.
   Two Pours - Use 'KS-2' Joint (Double Reinforced Section).
   Use 'KS-1' Joint (Single Reinforced Section).
4. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified RK-20
5. Slope Subdrain to Drain
6. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
7. Refer to K Sheets of Contract IM-74-1(205)5--13-82 for superelevation transition details
8. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30
9. Include 5g2 and 5g3 bars from Standard Road Plan BA-106. Construct 34" Concrete Barrier (Standard Road Plan BA-104) to end of double reinforced section.
10. Along right shoulder from end of double reinforced section to Sta 4501+79.02, include 6'-10" long #5 bars at 12" c-c spaced evenly between transverse #5 bars of Modified Standard RK-20.

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item
Include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED

STANDARD ROAD PLAN

REVISION	
7	04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp D south bridge approach

RAMP D BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.24

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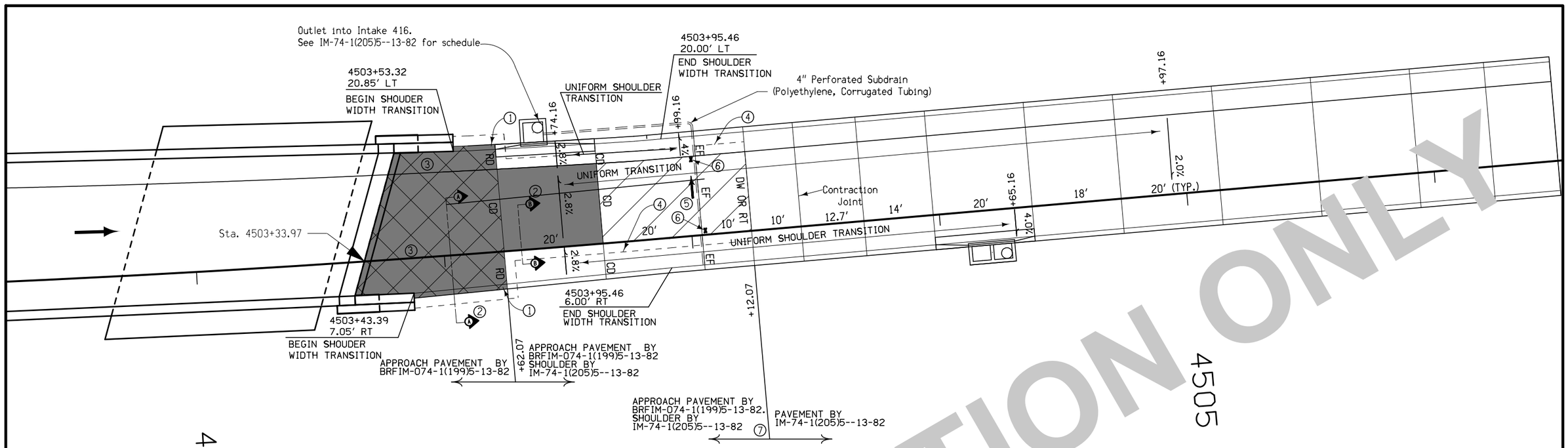


BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet for this Tab 112- Effective 10-21-08

Location		Approach Pavement					Subdrain								
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	* Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY		LF	STA	Side	CY	CY	TON	SY	
4503+33.97	North	12	78.1	53.4	36.4	16.9	M	59.2	4503+69.73	LT	1.64	-	181.2	204.7	"Pay Length" measured along Baseline

(1) Build 6 inch Sloped Curb

(2) See Modified Standard Road Plan RK-20

(3) Longitudinal Joint: (PV-101)
Single Pour - Saw cut joint per detail B.
Two Pours - Use 'KS-2' Joint (Double Reinforced Section).
Use 'KS-1' Joint (Single Reinforced Section).

(4) Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified RK-20

(5) Slope Subdrain to Drain

(6) An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.

(7) If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

Double Reinforced Section

Single Reinforced Section

Non-Reinforced Section

MODIFIED
STANDARD ROAD PLAN

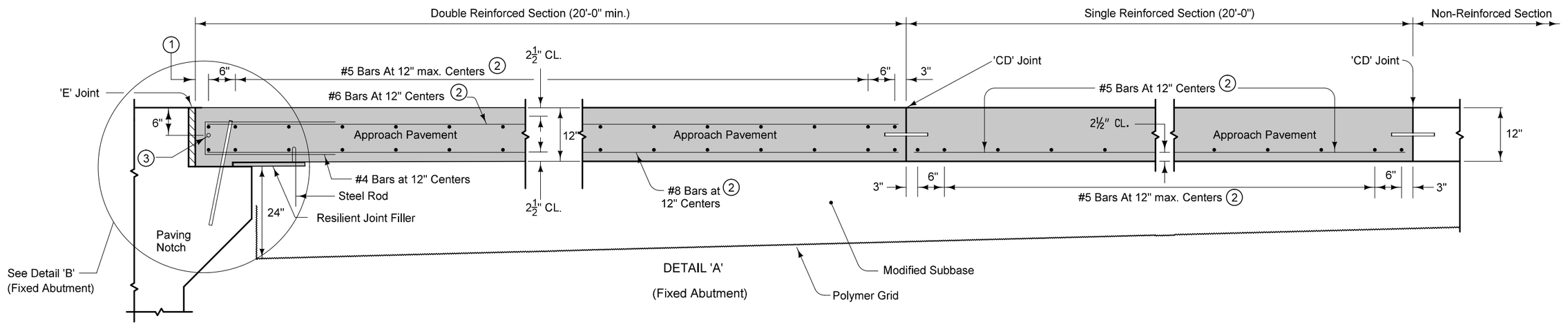
REVISION 7 04-19-11

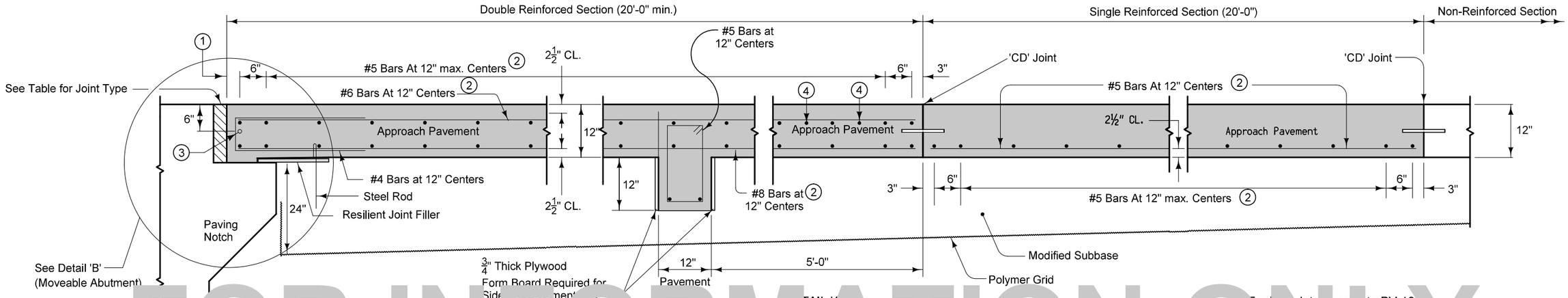
RK-21

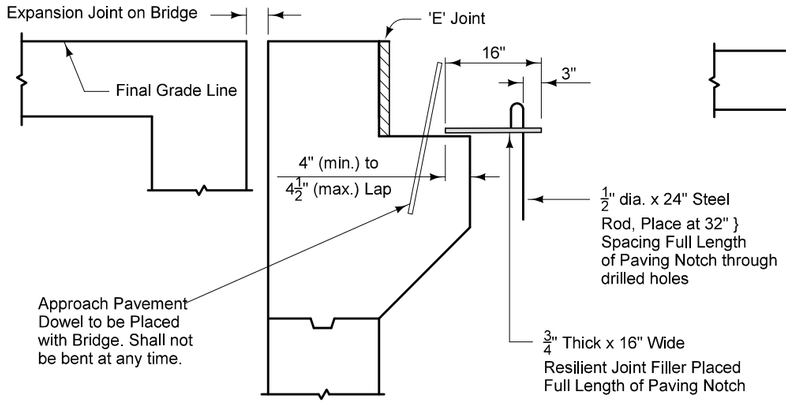
SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp D north bridge approach

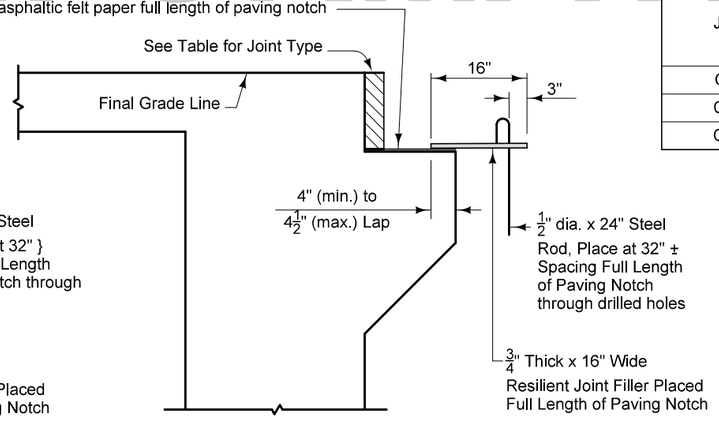
RAMP D BRIDGE APPROACH
(ABUTTING PCC OR COMPOSITE PAVEMENT)







DETAIL 'B' (Fixed Abutment)



DETAIL 'B' (Moveable Abutment)

JOINT TYPE FOR MOVEABLE ABUTMENT BRIDGES

Joint	Maximum Bridge Length	
	Concrete Beam or Slab	Steel Girder
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

For joint details, refer to PV-101
For joint details see PV-102

All transverse bars are #5.

Possible Contract Item:

Bridge Approach Pavement, As Per Plan

Possible Tabulation: 112-6

(1) 2" min. to 2 1/2" max. clear to bent bar.

(2) Minimum lap length: #5 Bars - 18"
#6 Bars - 27"
#8 Bars - 48"

(3) If bridge is skewed, place additional #5 bar parallel to skewed face.

(4) Place additional 6'-10" long #5 bars in right shoulder of Ramp D from end of double reinforced section to Sta. 4201+72.09. Space evenly between #5 bars.

MODIFIED STANDARD ROAD PLAN

REVISION
9 | 04-17-12

RK-20

SHEET 1 of 4

MODIFICATIONS: Added Note 4.

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.26

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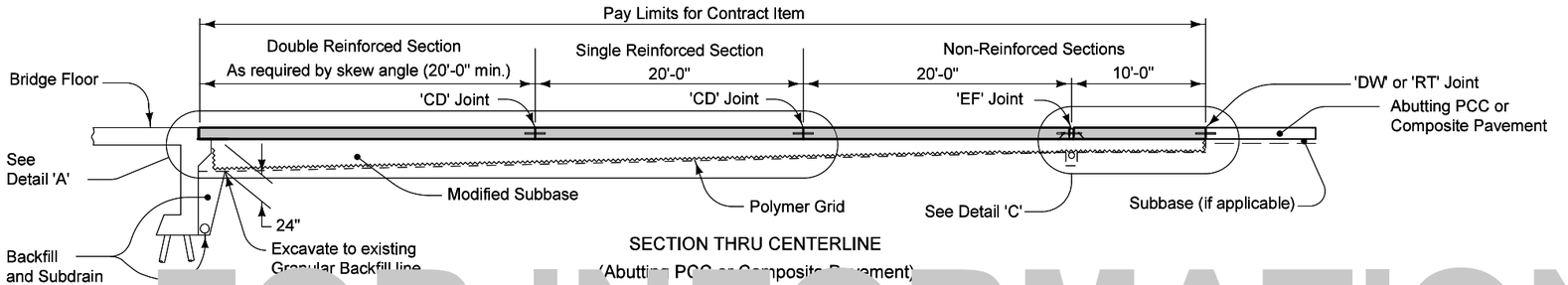
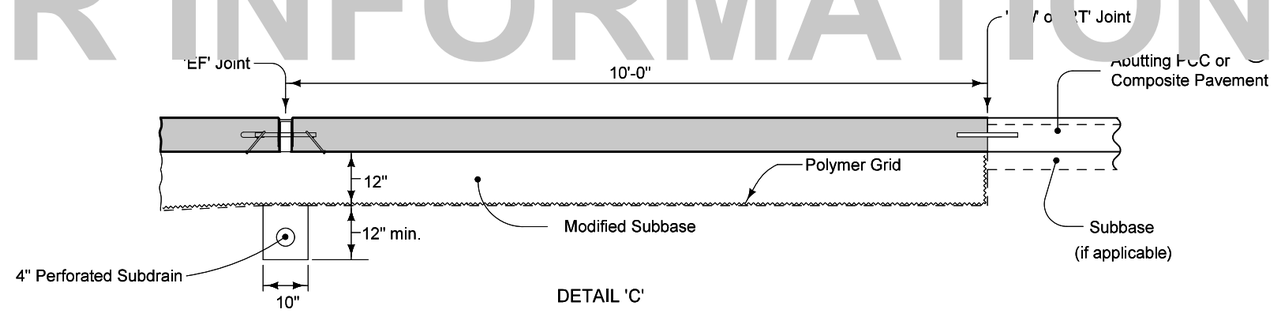
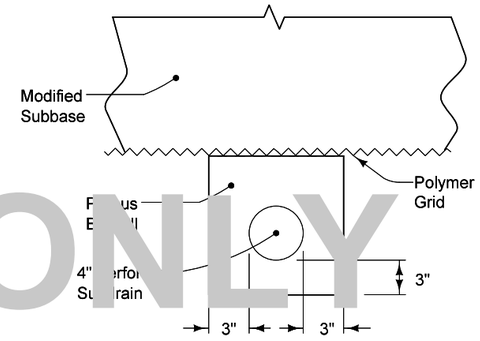


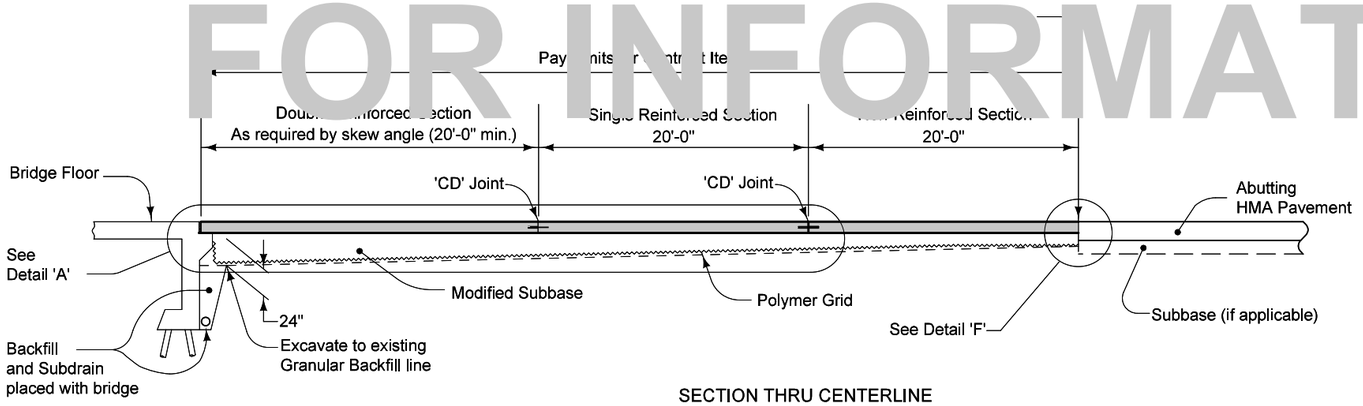
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



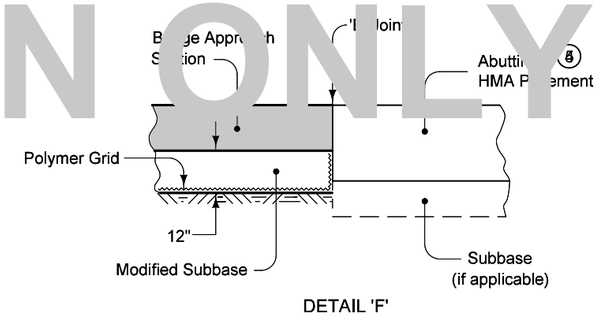
DETAIL 'C'
(Doweled PCC Pavement)



4" SUBDRAIN LOCATION



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'F'

(5) If abutting pavement (PCC or HMA) is not in place, refer to RK-30.

MODIFIED

REVISION
9 | 04-17-12

STANDARD ROAD PLAN

RK-20

SHEET 2 of 4

MODIFICATIONS: Changed Detail 'C' to allow the Contractor to trench through Modified Subbase bridges.

APPROVED BY DESIGN METHODS ENGINEER

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.27

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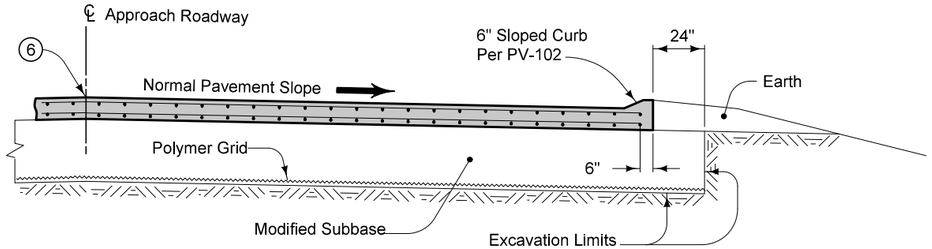
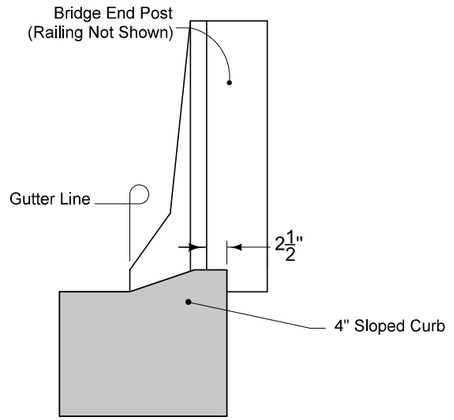
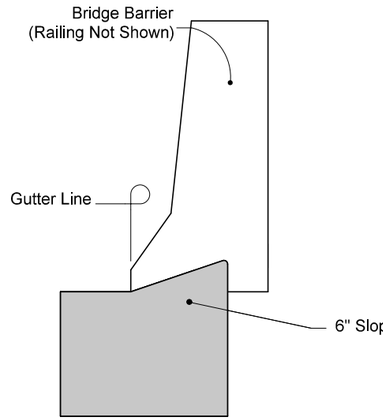


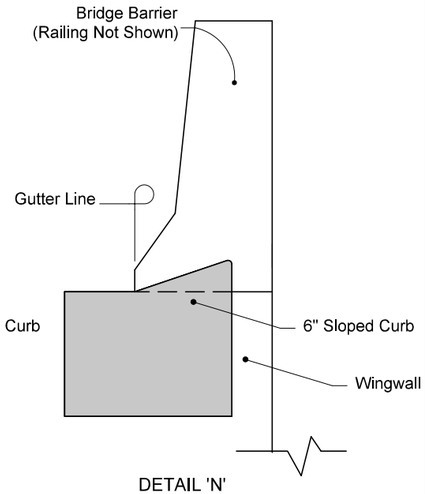
SECTION A-A



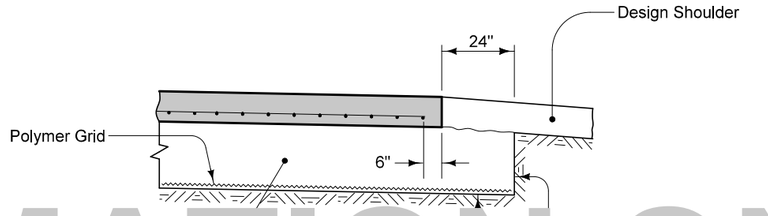
DETAIL 'I'
(Back of Curb Placement)



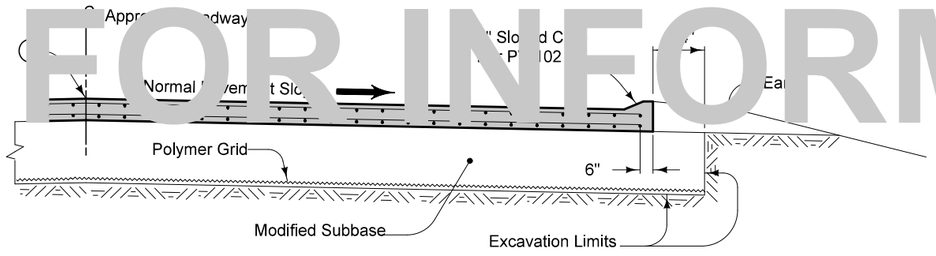
DETAIL 'M'
(Back of Curb Placement)



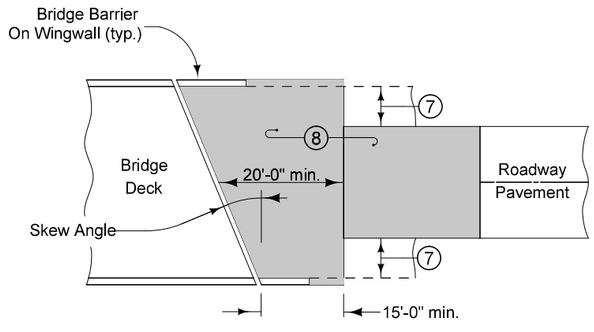
DETAIL 'N'
(Back of Curb Placement)



SECTION B-B



SECTION D-D



APPROACH PAVEMENT
LAYOUT AT A SKEW

⑥ Longitudinal Joint: (PV-101)
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint

⑦ Design shoulder width.

⑧ Reinforced bridge approach section.

MODIFIED STANDARD ROAD PLAN

REVISION 9 04-17-12

RK-20

SHEET 3 of 4

MODIFICATIONS: Changed curb details to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER U.28

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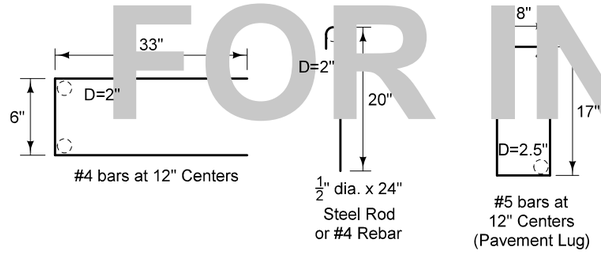
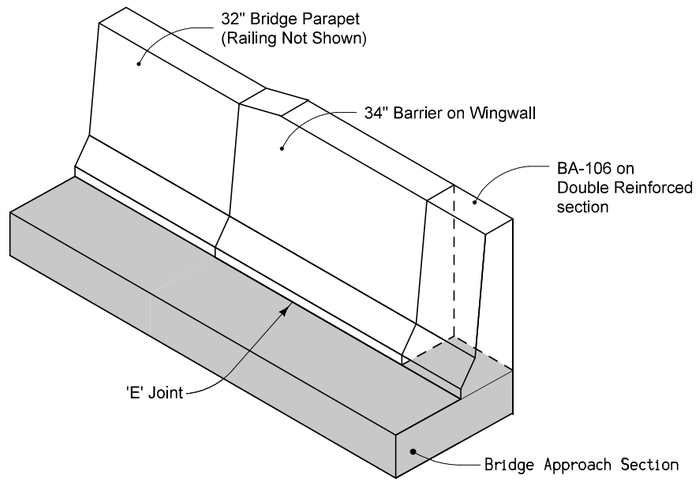
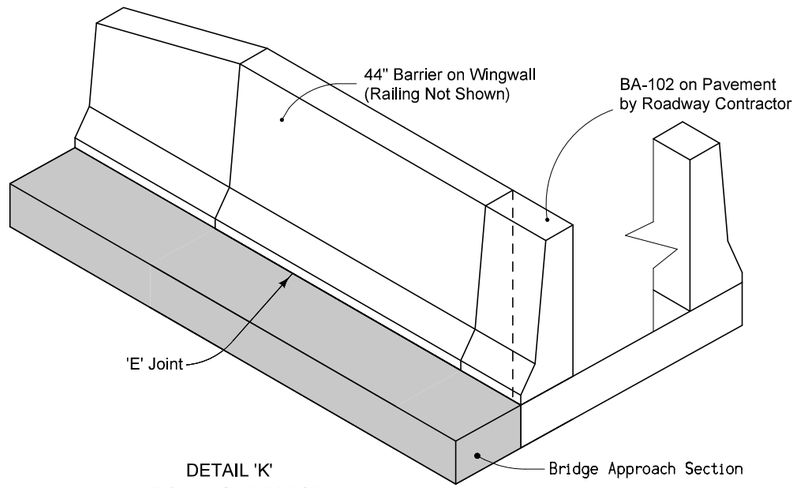


BENT BAR SHAPES

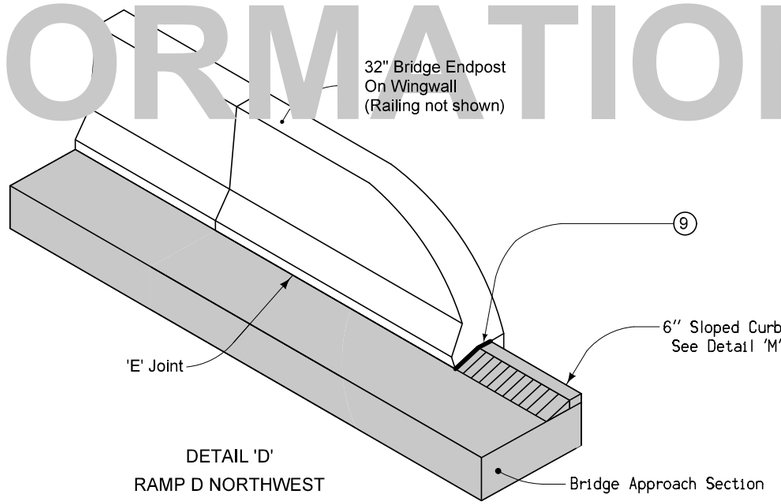


DETAIL 'J'
RAMP D SOUTHEAST
(Joint Placement)

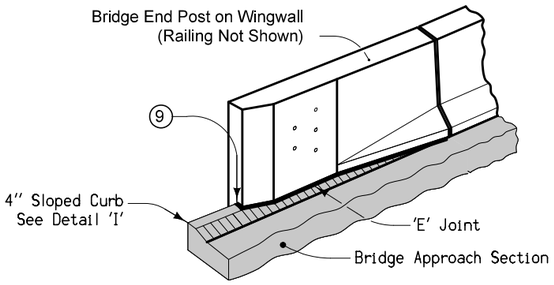


DETAIL 'K'
WB I-74 NORTHWEST

(Joint Placement)

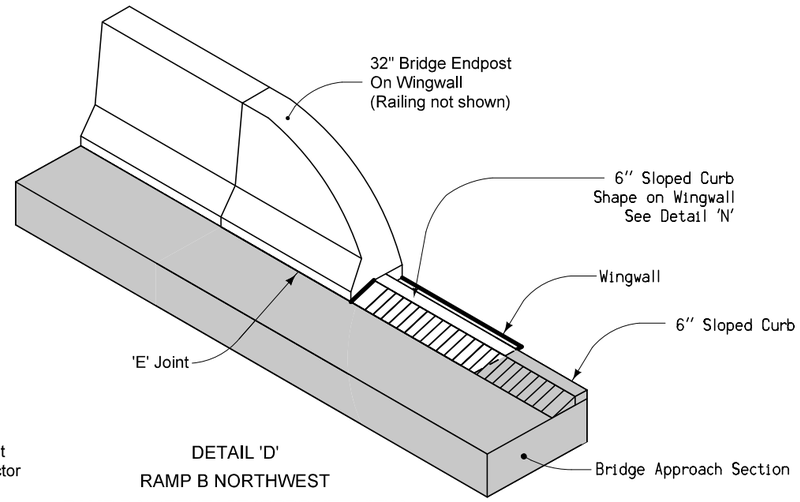


DETAIL 'D'
RAMP D NORTHWEST
RAMP D NORTHEAST (OPPOSITE VIEW)



DETAIL 'H'
RAMP D SOUTHWEST
WB I-74 NORTHEAST

(Joint Placement)



DETAIL 'D'
RAMP B NORTHWEST
RAMP B NORTHEAST (OPPOSITE VIEW)

⑥ Longitudinal Joint: (PV-101)
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint

⑦ Design shoulder width.

⑧ Reinforced bridge approach section.

⑨ Expansion joint at end of bridge end post: Place joint filler the full depth of the bridge approach pavement. In areas with curb, place full depth of pavement plus curb and shape material to fit the shape of the curb per Section B-B of PV-101. Seal joint per Detail F of PV-101.

- Fixed Abutment Bridges:Type 'E' Joint

- Moveable Abutment Bridges: Flexible Foam Expansion Joint Filler in accordance with Specification Section 4136. Minimum filler width is the abutment 'CF' joint width. Joint length as required to completely fill from back side of curb to front face of bridge wing.

MODIFIED

STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 4 of 4

MODIFICATIONS: Changed details on Sheets 3 and 4 to match I-74 and US 67 Ramp bridges.

DOUBLE REINFORCED 12" APPROACH

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.29

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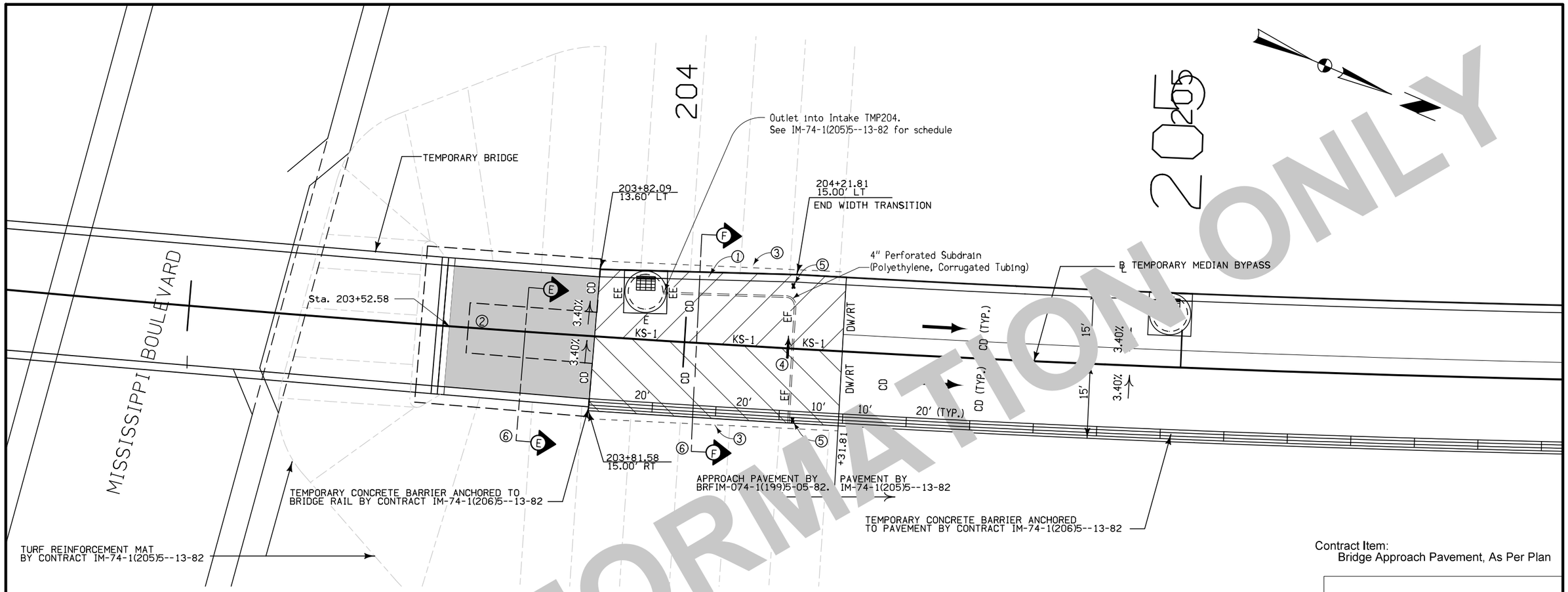


BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This D... Ent... Sheet fills Tab 112-6 effective 10-21-08

Location		Approach Pavement						Subdrain					*	*	
Bridge Station	End	(T) Thickness	Pay Length	Reinforced TBR Pad Pavem... A...	Reinforced Paved ...ulder ...ea	Sngle- ...f. Pav...nt Ar...	Fixed ...ovable ...tment	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	Class 'A'* Crushed Stone Backfill	Modified Subbase	Polymer Grid	Remarks
		Inches	FT		SY	SY	F or M	LF	STA	Side	CY	CY	TON	SY	
203+52.58	North	10	7...	83.	...4	79.49	F	52.2	203+91.44	Lt	1.45	-	225	240.5	BARRIER INTAKE, SW-548, TOP ONLY
															deducted from pavement area.
															See IM-74-1(205)5--13-82 for Schedule
															"Pay Length" measured along PGL

① Build Concrete Barrier (BA-104) to end of Bridge Approach Section. See Section F-F.

② Longitudinal Joint: (PV-101)

Single Pour - Saw cut joint per Detail "B."
Two Pours - Use "KS-1" joint.

③ Excavation limits of Modified Subbase, see Section F-F.

④ Slope subdrain to drain.

⑤ Place an "X" in the plastic concrete near the 'EF' Joint at the outside edge of pavement.

⑥ See next sheet.

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

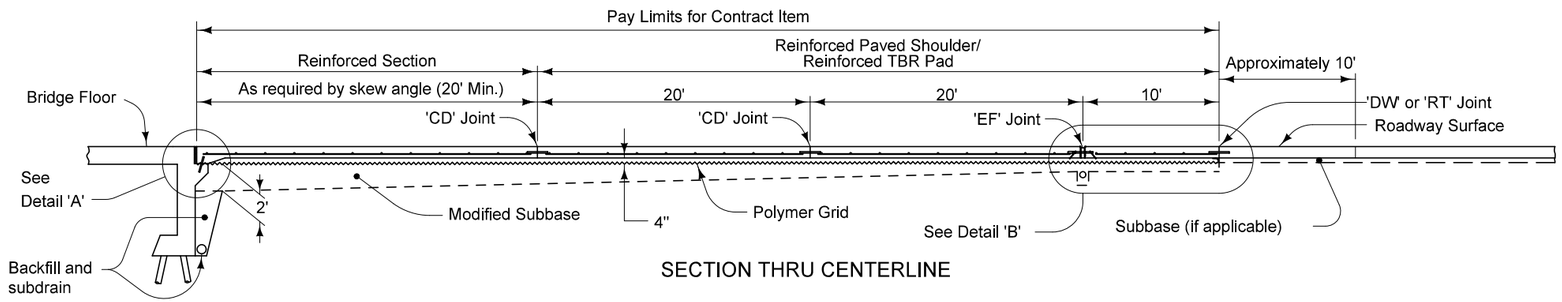
- Single Reinforced Section
- Reinforced Paved Shoulder Section
- Reinforced TBR Pad

MODIFIED
STANDARD ROAD PLAN

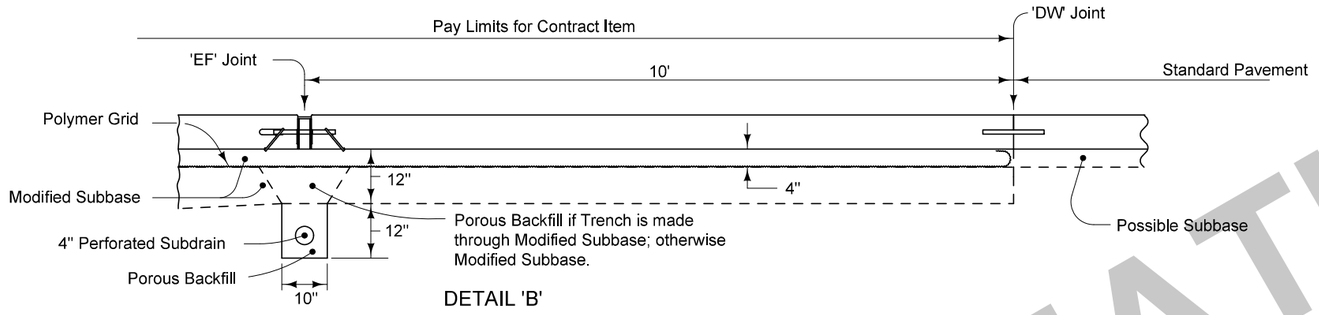
RK-19B
SHEET 1 of 1

MODIFICATIONS: Changed to represent Temporary bridge Approach

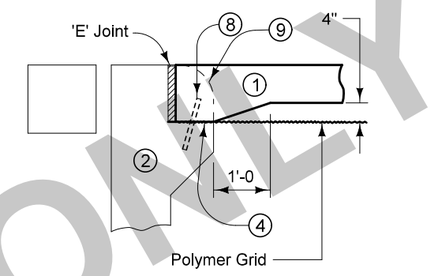
BRIDGE APPROACH SECTION (TEMPORARY BRIDGE OVER MISSISSIPPI BLVD.)



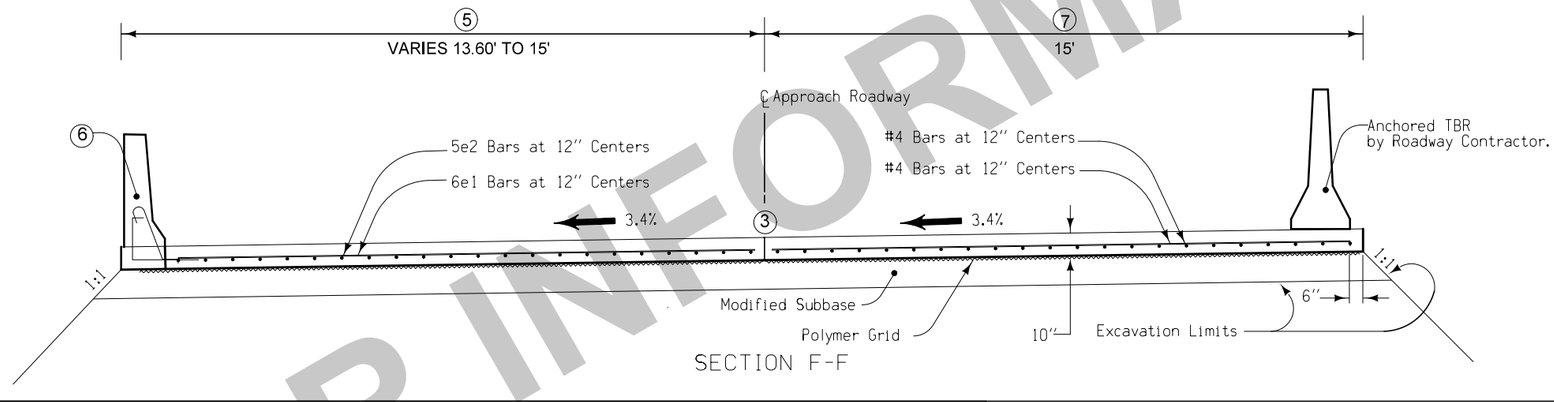
SECTION THRU CENTERLINE



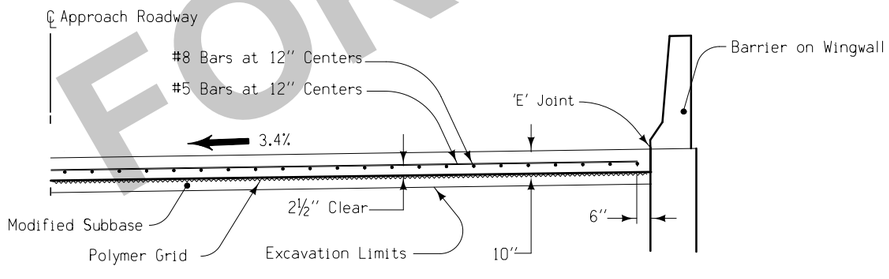
DETAIL 'B'
Doweled PCC Pavement



DETAIL 'A'
Fixed Abutment Bridge



SECTION F-F



SECTION E-E
SINGLE-REINFORCED PAVEMENT AREA

JOINT TYPE FOR MOVABLE ABUTMENT BRIDGES		
Joint	Concrete Beam Maximum Bridge Length	Steel Girder Maximum Bridge Length
CF-1	370'	250'
CF-2	465'	320'
CF-3	575'	400'

① Reinforced Bridge Approach Section.

② Bridge Abutment.

③ Longitudinal Joint: (PV-101)

Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-1' joint.

④ Secure polymer grid on top of paving notch.

⑤ Reinforced Paved Shoulder for Concrete Barrier.
See Standard BA-106. Not a Pay Item.

⑥ 34" Concrete Barrier for use with
Reinforced Paved Shoulder.
See Standard BA-104. Not a Pay Item.

⑦ Reinforced TBR Pad

⑧ Reinforcing Bar.

⑨ Temporary paving block removed by paving contractor.

Contract Item:
Bridge Approach Pavement, As Per Plan

MODIFIED

STANDARD ROAD PLAN

RK-19B

SHEET 2 of 2

MODIFICATIONS: Changed to represent Temporary Bridge Approach

BRIDGE APPROACH SECTION (TEMPORARY BRIDGE OVER MISSISSIPPI BLVD.)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER U.31

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MSE RETAINING WALL CONSTRUCTION NOTES

RW135 SPECIAL

(1) The design of the MSE Wall shall meet the design criteria as provided in Section 2432 of the Standard Specifications.

(2) Where appropriate, the MSE Wall shall be designed for an equivalent earth surcharge height of 2 feet to account for vertical live loads behind the wall.

(3) The Allowable Soil Bearing Pressure for the MSE Wall from station 14498+50 to 14500+00 is 3.0 ksf for both undrained and drained conditions. The Allowable Soil Bearing Pressure for the MSE Wall from station 14500+00 to 14501+00 is 2.5 ksf for both undrained and drained conditions. The Allowable Soil Bearing Pressure for the MSE Wall from station 14500+50 to 14501+80 is 2.5 ksf and 3.5 ksf for undrained and drained conditions respectively.

(4) See Soil Profile Sheet for soil types.

(5) Total settlement due to foundation loads is estimated to be less than 1 inch.

(6) The panels for the MSE Wall shall be cast as per the MSE Wall details on Sheets V.3 to V.8 .

(7) The area behind the coping shall be covered with Portland Cement Concrete slope protection as shown in the DETAIL AT TOP OF WALL. Shape to drain.

(8) The north end of the MSE Wall butts up to the end of the bridge mask wall. The face of the MSE Wall is intended to be set back relative to the face of the mask wall. Provide and install appropriate joint materials at this interface.

(9) Two MSE Wall subdrains are required: one directly behind the wall panels and one at the back of the reinforced zone. Route subdrains to nearest down-gradient storm sewer structure as shown on Plan Sheet M.14 .

(10) For estimating purposes only, the following assumptions were used:

(a) The length of the reinforcement strips or mesh is based on the following formulas:

Between wall station 14498+50 and 14500+00: reinforcement length = (0.7) x (wall ht.)

Between wall station 14500+00 and 14501+00: reinforcement length = (0.8) x (wall ht.)

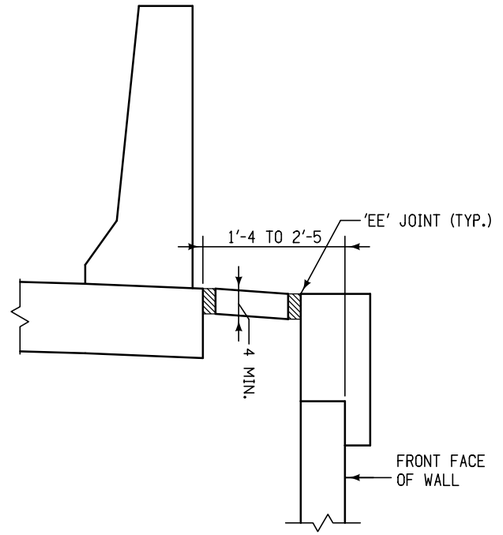
Between wall station 14501+00 and 14501+80: reinforcement length = (0.7) x (wall ht.)

(b) The wall height is the distance between the Proposed Top of Wall Elevation and the Proposed Top of Leveling Pad Elevation.

(c) Both the Granular Backfill and the Excavation behind the wall were calculated based on the average end area between cross sections. The average end area was computed with the estimated wall heights and reinforcement lengths. These quantities may need to be adjusted if the required reinforcement length is greater than the estimated length, and/or if the Leveling Pad Elevation is adjusted.

(11) The MSE Wall Supplier shall provide to the Office of Design, Soil Design Section, preliminary (non-structural) design calculations, which include estimated maximum applied (required) MSE Wall bearing pressures, reinforcing strip or mesh lengths, and random backfill material requirements (if other than Class 10 Backfill Material), prior to preparation of their Final MSE Wall Plans.

(12) The Contractor shall submit the design calculations, shop drawings, and field construction drawings in accordance to Article 1105.03.



DETAIL AT TOP OF WALL

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
Robert Chantome 19011
IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature Date

Robert Chantome
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: V.1 – V.2

MSE WALL DESIGN & CONSTRUCTION INFORMATION

LAYOUT	KMS	05/04/11
DRAWN	KMS/EJM	11/20/12
REVIEWED	RC	11/20/12

ENGLISH | IOWA DOT | DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-74-1(205)5--13-82 | SHEET NUMBER V.1

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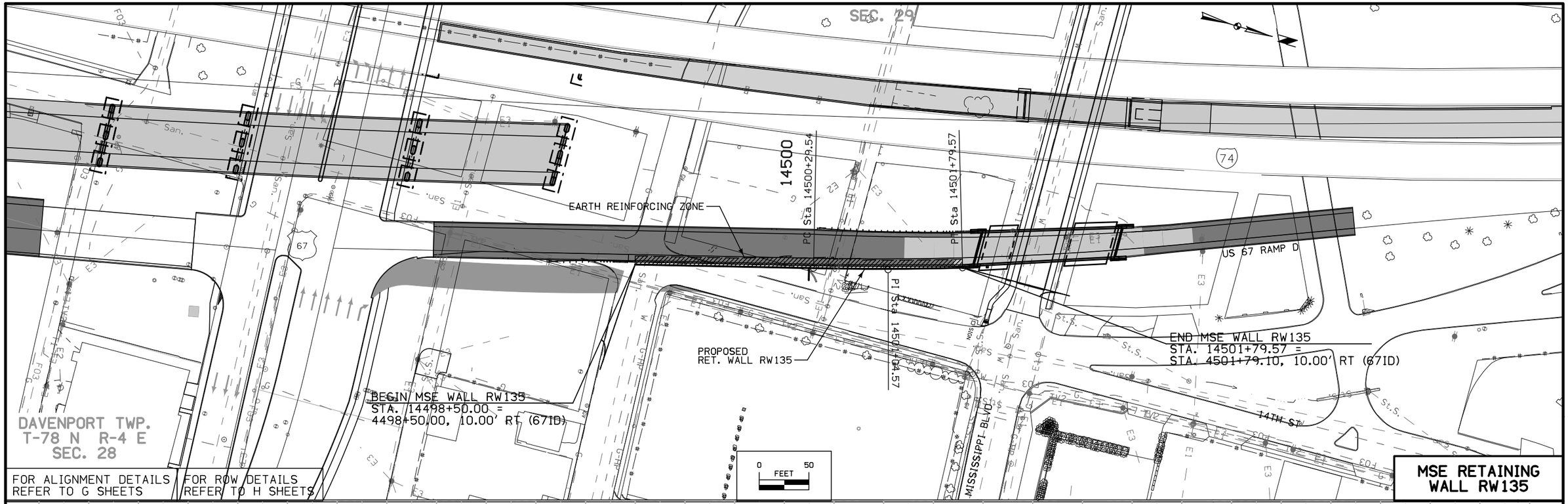
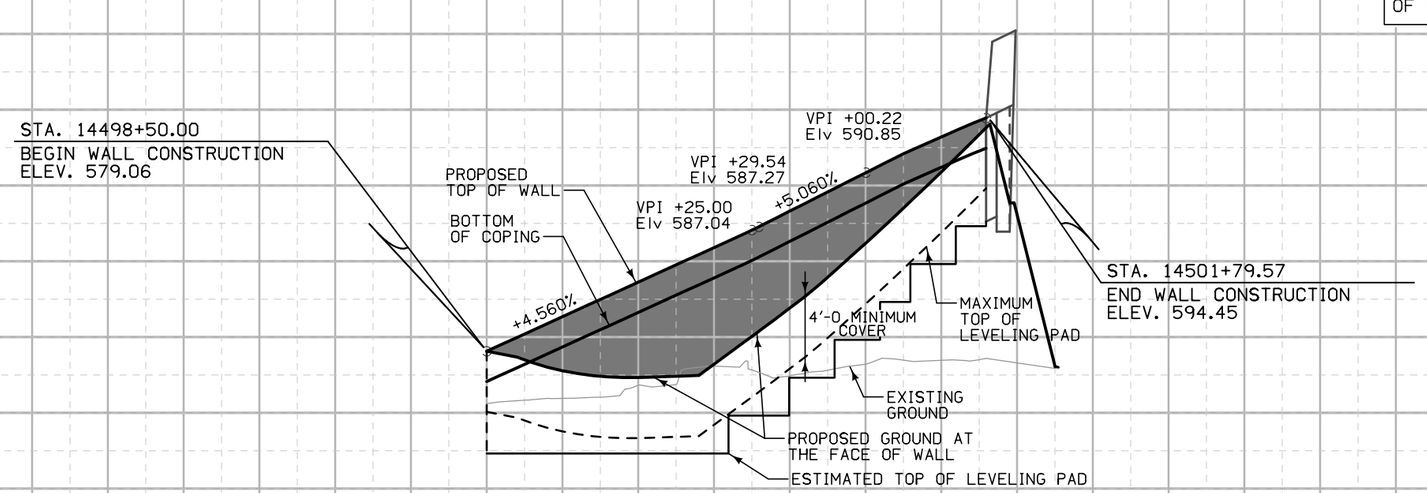


MSE RETAINING WALL RW135

MSE WALL RW135 REQUIRES A TOTAL OF 901 CU. YD. OF GRANULAR BACKFILL



PROPOSED TOP OF WALL ELEVATIONS	PROPOSED GROUND ELEVATIONS AT THE FACE OF WALL
579.06	579.06
579.52	578.86
579.97	578.67
580.43	578.31
580.89	578.01
581.34	577.78
581.80	577.59
582.25	577.46
582.71	577.37
583.17	577.33
583.62	577.32
584.08	577.36
584.53	577.40
584.99	577.42
585.45	577.47
585.90	578.21
586.36	578.94
586.81	579.67
587.30	580.41
587.80	581.15
588.31	581.91
588.82	582.68
589.33	583.51
589.83	584.40
590.34	585.29
590.85	586.20
591.35	587.12
591.86	588.06
592.33	589.00
592.78	589.96
593.22	590.93
593.66	591.91
594.09	592.90

14499+00 14500+00 14501+00

LAYOUT	KMS	05/04/11			
DRAWN	KMS/EJM	11/20/12			
REVIEWED	RC	11/20/12			

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON PROFESSIONAL SERVICES** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(205)5--13-82** | SHEET NUMBER **V.2**

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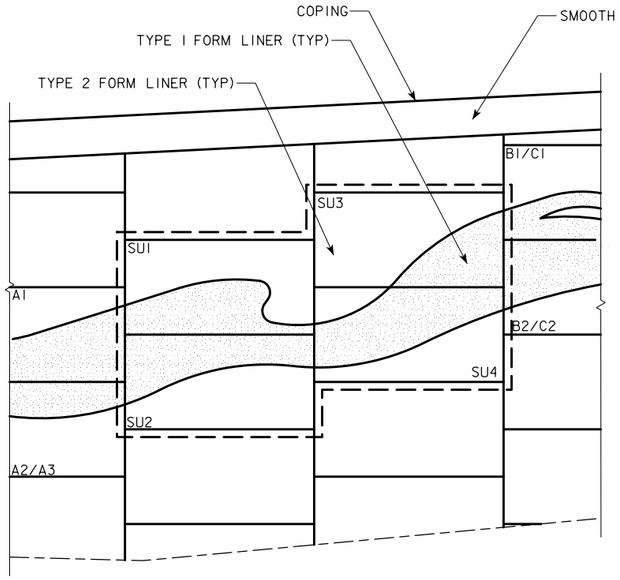
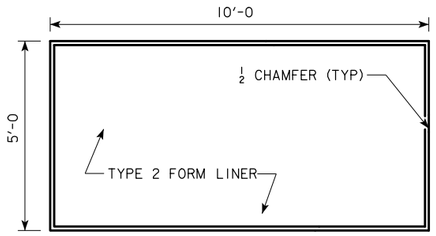
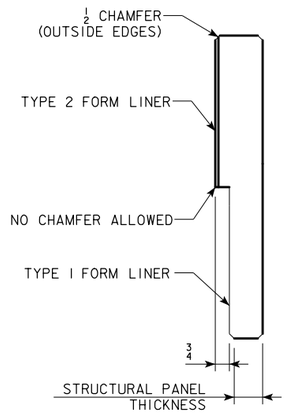


TYPICAL PATTERN STEP UP CONFIGURATION



TYPICAL MSE WALL PANEL



TYPICAL MSE WALL
PANEL SECTION

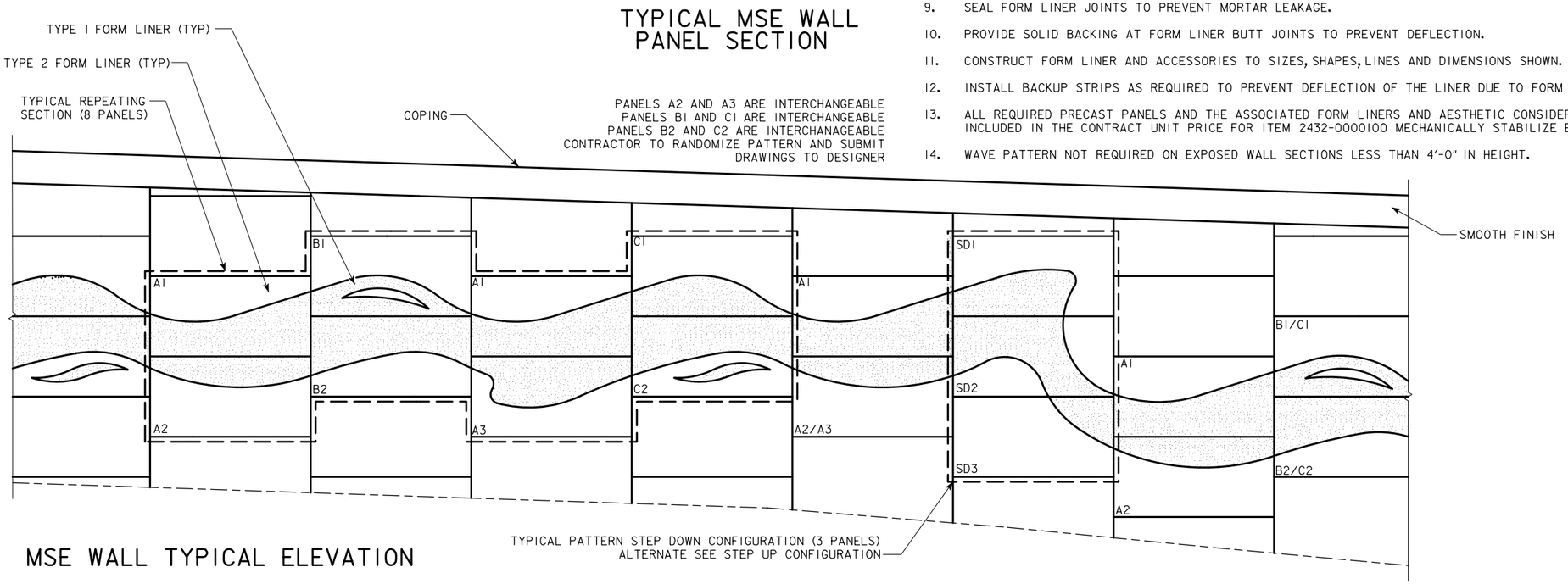
PRECAST CONCRETE MSE WALL PANEL FINISH NOTES

REFER TO SECTION 2432. MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL WITH THE FOLLOWING ADDITIONS.

1. SUBMIT SHOP DRAWINGS INDICATING FORM LINER LAYOUT AND TERMINATION DETAILS FOR ALL PANELS. INDICATE BACKUP, RUSTICATION, REVEAL, AND CHAMFER STRIP LOCATIONS. INCLUDE JOINTING, PATTERN PLACEMENT AND ORIENTATION. CONTRACTOR RESPONSIBLE FOR DESIGN OF FORMWORK AND BACK-UP OF FORM LINER FOR STRUCTURAL STABILITY AND SUFFICIENCY.
2. SUBMIT 12 INCH BY 12 INCH SAMPLES OF EACH PATTERN INDICATED. SAMPLES MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS FROM LINERS PROPOSED FOR USE ON THE PROJECT.
3. PROVIDE FULL SCALE SAMPLE OF EACH PANEL TYPE USING ACTUAL JOB SPECIFIC MATERIALS, METHODS AND WORKMANSHIP. THESE INCLUDE CONCRETE MIX [CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIOS, PLASTICIZERS AND ADDITIVES], FORMING SYSTEM [LINER AND FORMWORK], FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, FORMWORK AND JOINT SEALING, VIBRATING AND STRIPPING PRACTICES. IN ADDITION, DEMONSTRATE PATCHING AND REPAIR PROCEDURES FOR SPALLED CONCRETE, AND VOIDS CAUSED BY HONEYCOMBING OR BUGHOLES. ACCEPTED SAMPLE PANELS WILL BE STANDARD BY WHICH REMAINING WORK WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. CONTRACTOR SHALL STORE ACCEPTED SAMPLE PANELS ON SITE FOR REFERENCE UNTIL SUBSTANTIAL COMPLETION. ACCEPTED SAMPLE PANELS ARE A PREREQUISITE TO BEGINNING JOB FORMWORK. SUBMIT VARIATIONS FROM SAMPLE PANEL MATERIALS OR TECHNIQUES FOR APPROVAL PRIOR TO USE.
4. COVER FORM LINERS TO PROTECT FROM OIL, DIRT AND UV EXPOSURE.
5. HANDLE RIGID FORM LINER PANELS WITH CARE AT TEMPERATURES BELOW 25°F.
6. APPROVED MANUFACTURERS OF FORM LINERS MATERIALS AND ACCESSORIES

BASIS OF DESIGN:	ALLOWABLE ALTERNATES:	
TYPE I- SCOTT SYSTEM PATTERN 122 - STRIATED	TYPE I - FITZGERALD FORMLINERS PATTERN 17934 - DC WAVE	TYPE I - AMERICAN FORMLINERS PATTERN 1122 - RANDOM STRIATIONS
TYPE 2- SCOTT SYSTEM PATTERN 120 - SANDBLAST #2	TYPE 2 - FITZGERALD FORMLINERS PATTERN 16991 - MEDIUM SANDBLAST	TYPE 2 - AMERICAN FORMLINERS PATTERN 1200 - LIGHT/MEDIUM SANDBLAST
SCOTT SYSTEM, INC. 10777 EAST 45TH AVENUE DENVER, CO 80239 333-373-2500 WWW.SCOTTSYSTEM.COM	FITZGERALD FORMLINERS, INC. 1500 EAST CHESTNUT AVENUE SANTA ANA, CA 92701 800-547-7760 WWW.FORMLINERS.COM	AMERICAN FORMLINERS, INC. 1567 FRONTENAC ROAD NAPERVILLE, IL 60563 630-615-2170 WWW.AMERICANFORMLINERS.COM

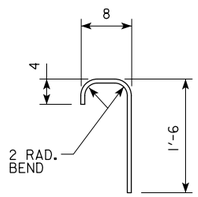
7. ON MULTIPLE USE LINERS, CLEAN LINER BEFORE EACH USE. REPLACE DAMAGED LINER WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE CONCRETE FINISH
8. APPLY FORM LINER COMPATIBLE RELEASE AGENT AT RATE RECOMMENDED BY MANUFACTURER. ATTEMPT TO SCHEDULE CONCRETE POUR SOON AFTER APPLICATION OF RELEASE AGENT TO AVOID PRECIPITATION, DUST, AND DEBRIS. PROTECT REINFORCING STEEL FROM EXPOSURE TO RELEASE AGENTS.
9. SEAL FORM LINER JOINTS TO PREVENT MORTAR LEAKAGE.
10. PROVIDE SOLID BACKING AT FORM LINER BUTT JOINTS TO PREVENT DEFLECTION.
11. CONSTRUCT FORM LINER AND ACCESSORIES TO SIZES, SHAPES, LINES AND DIMENSIONS SHOWN.
12. INSTALL BACKUP STRIPS AS REQUIRED TO PREVENT DEFLECTION OF THE LINER DUE TO FORM PRESSURES.
13. ALL REQUIRED PRECAST PANELS AND THE ASSOCIATED FORM LINERS AND AESTHETIC CONSIDERATIONS AS SHOWN ON THE PLANS ARE TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 2432-0000100 MECHANICALLY STABILIZE EARTH RETAIN WALL SF.
14. WAVE PATTERN NOT REQUIRED ON EXPOSED WALL SECTIONS LESS THAN 4'-0" IN HEIGHT.



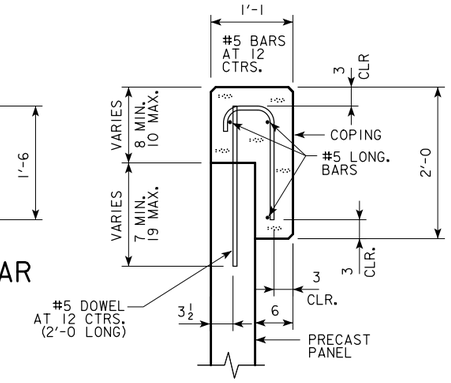
MSE WALL TYPICAL ELEVATION

MSE WALL
AESTHETIC DETAILS
MSE WALL ELEVATION

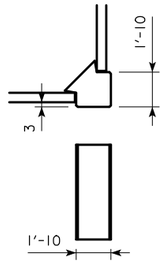
ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.3



#5 BAR

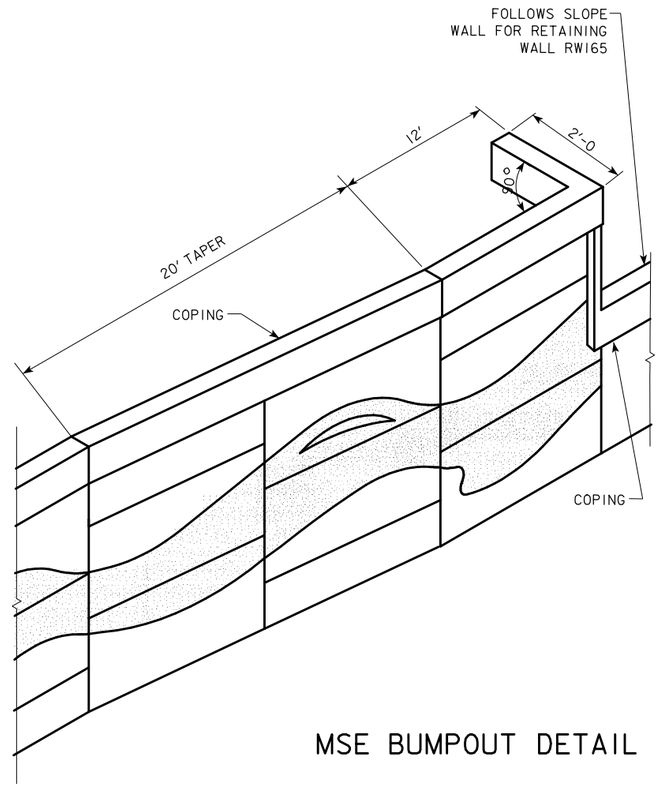


COPING DETAILS

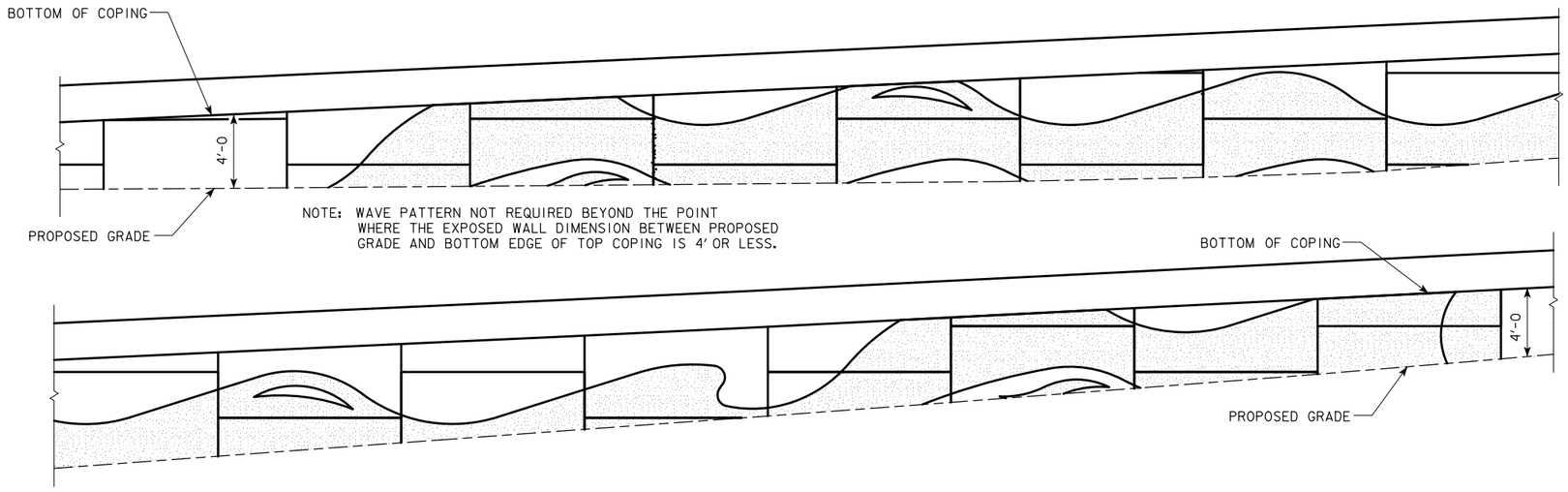


OUTSIDE CORNER DETAIL

NOTES
1. #5 LONGITUDINAL BARS SHALL BE LAPPED 1'-9 MIN.
2. COPING SHALL BE CAST IN PLACE CONCRETE.

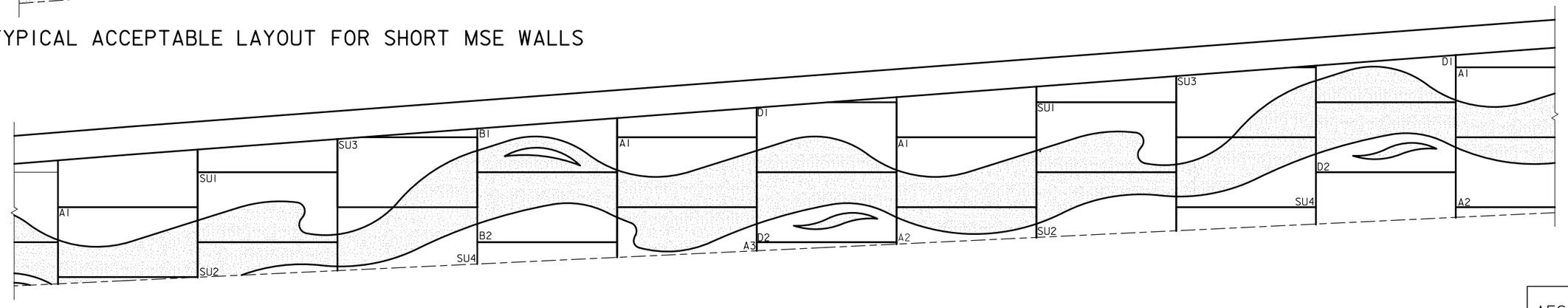


MSE BUMPOUT DETAIL



NOTE: WAVE PATTERN NOT REQUIRED BEYOND THE POINT WHERE THE EXPOSED WALL DIMENSION BETWEEN PROPOSED GRADE AND BOTTOM EDGE OF TOP COPING IS 4' OR LESS.

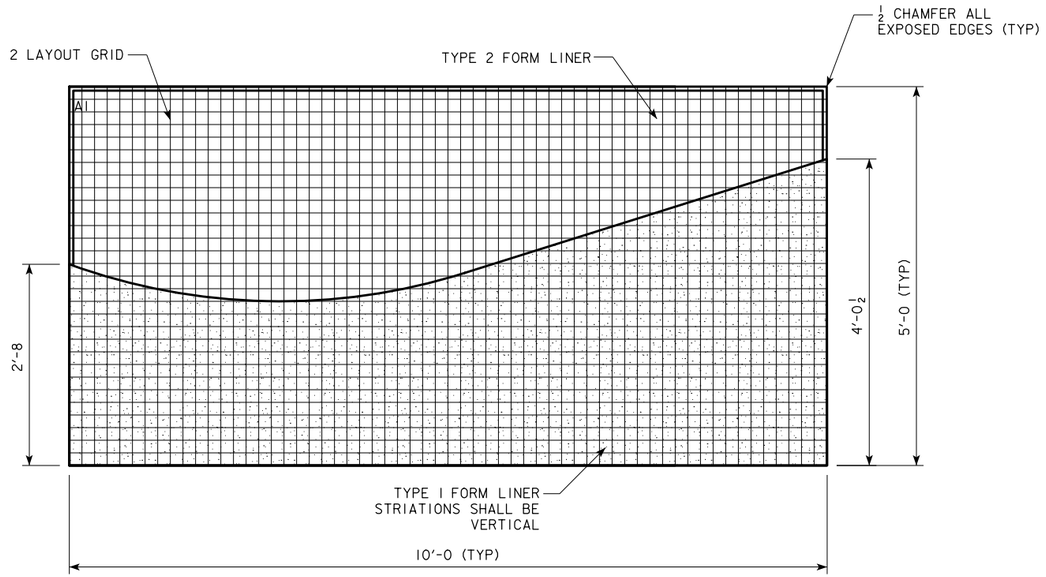
TYPICAL ACCEPTABLE LAYOUT FOR SHORT MSE WALLS

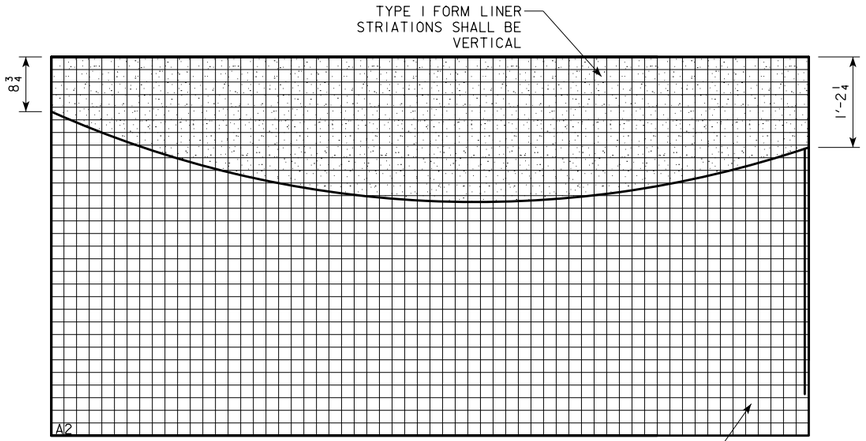


ADDITIONAL PANEL LAYOUT EXAMPLE

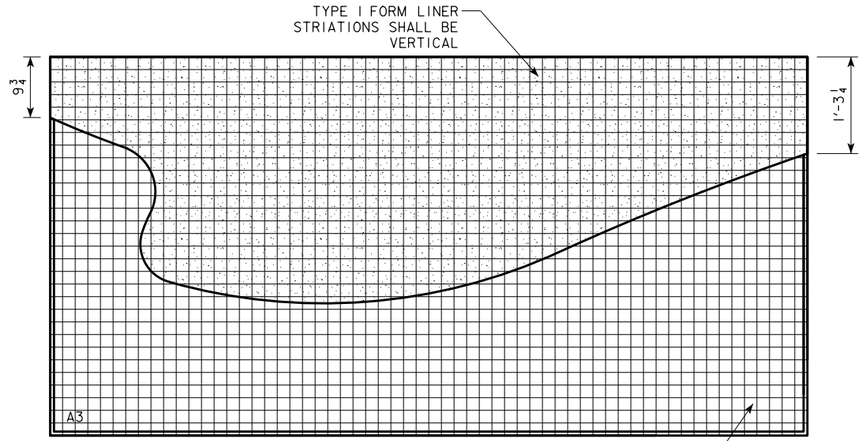
MSE WALL
AESTHETIC DETAILS
MSE WALL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.4





NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE



NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE

MSE WALL PANEL ELEVATIONS

(PATTERNS A1, A2 AND A3)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.5

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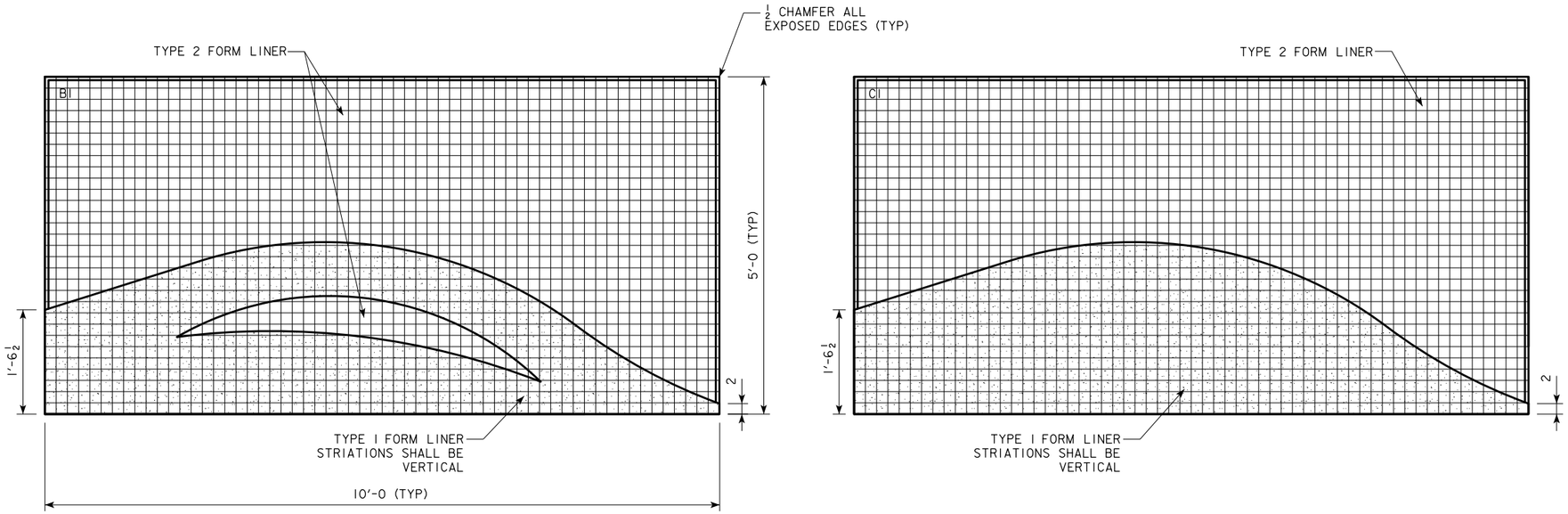

MSE WALL PANEL ELEVATIONS

(PATTERNS B1, B2, C1 AND C2)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.6

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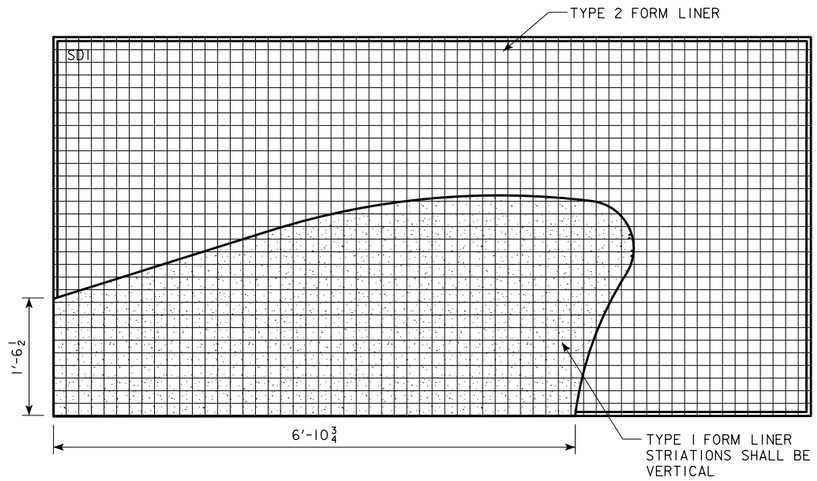

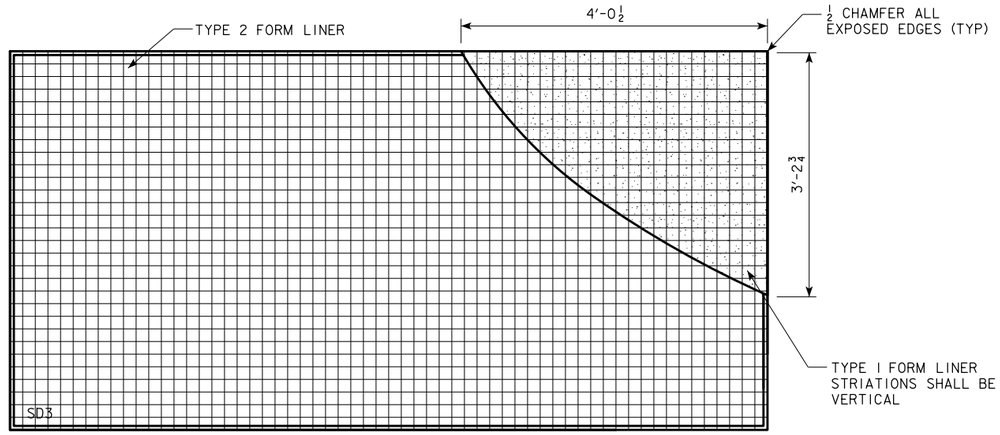

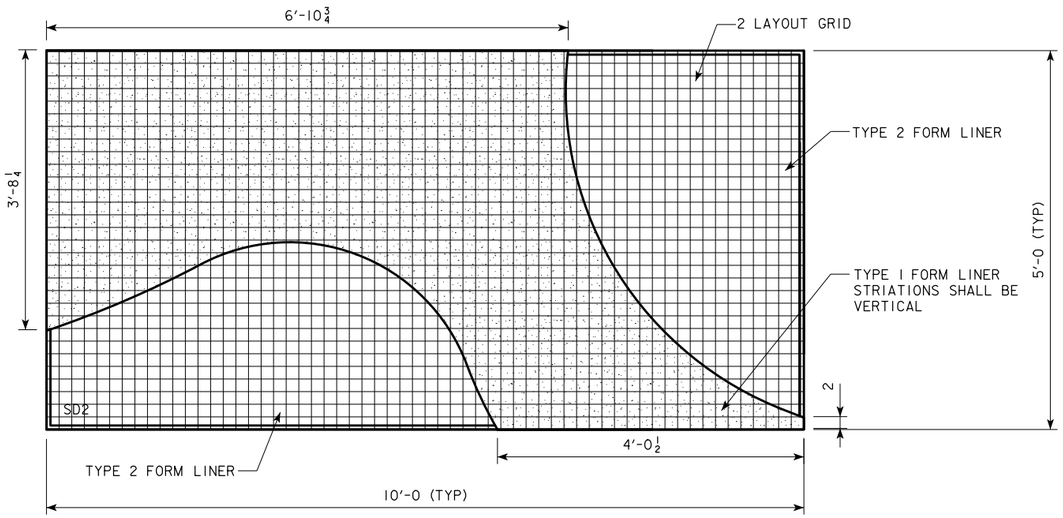

MSE WALL PANEL ELEVATIONS

(PATTERNS SD1, SD2 AND SD3)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.7	

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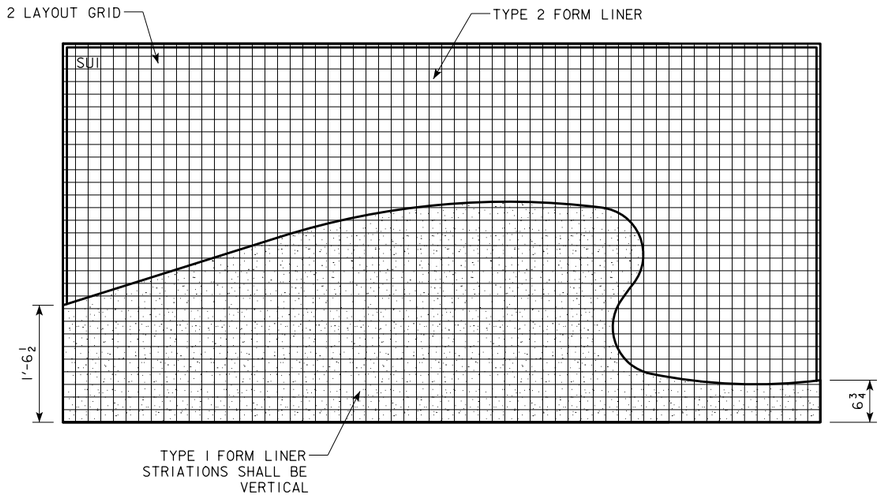

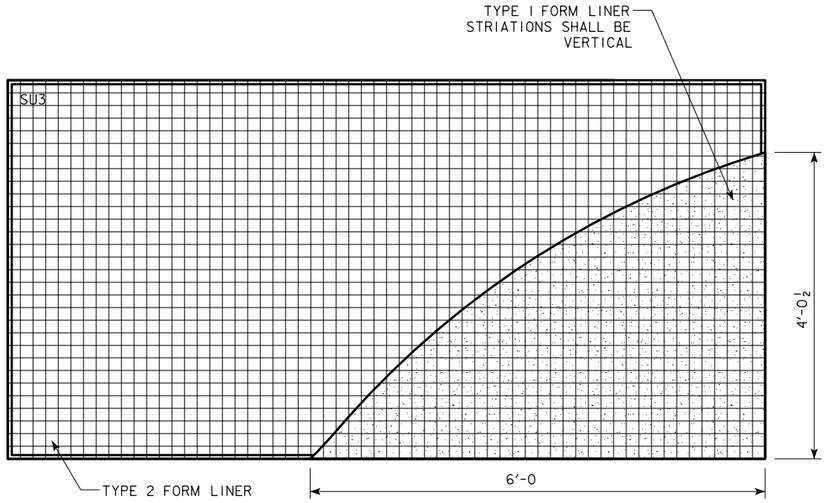

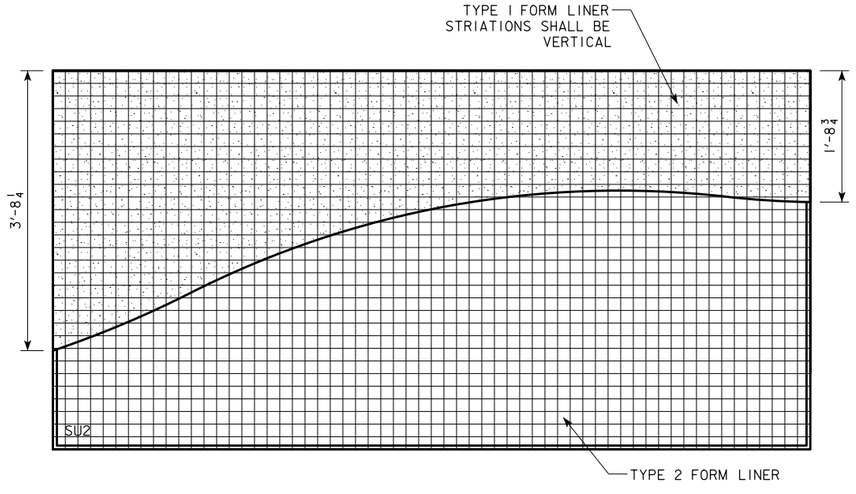

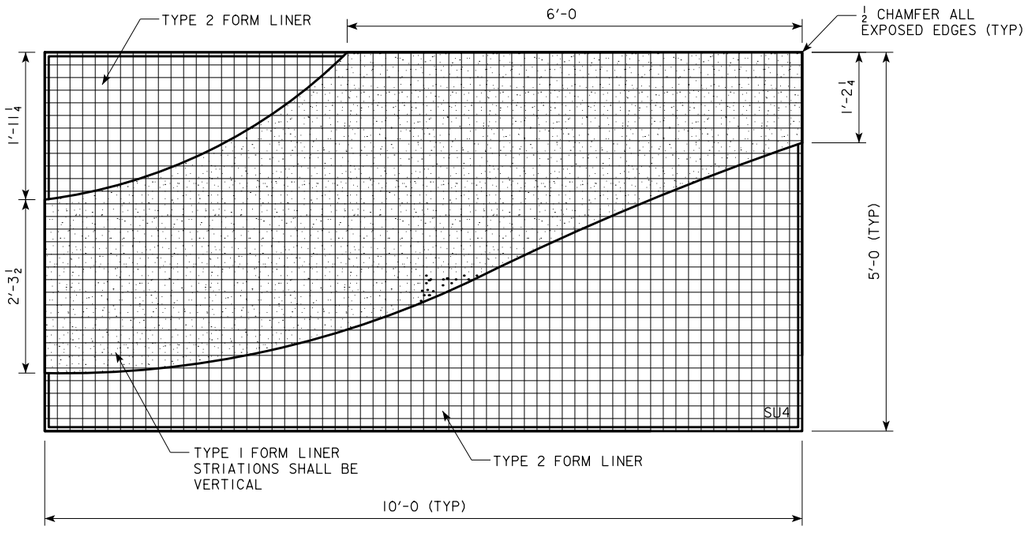

MSE WALL PANEL ELEVATIONS

(PATTERNS SU1, SU2, SU3 AND SU4)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(205)5--13-82	SHEET NUMBER V.8

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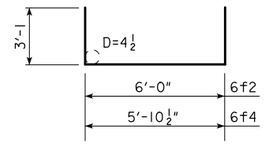
NON-COATED REINFORCING STEEL
IDENTITY ELEMENT FOOTING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
6f1	FOOTING, TOP,BOTTOM, SIDES	———	38	9'-3	528
6f2	FOOTING,SIDES	⌊⌋	26	12'-2	476
6f3	FOOTING, TOP,BOTTOM, SIDES	———	36	10'-0	541
6f4	FOOTING,SIDES	⌊⌋	20	12'-1	363
REINFORCING STEEL - TOTAL (LBS.)					1908

BENT BAR DETAILS



ALL DIMENSIONS ARE OUT TO OUT.

D = PIN DIAMETER.

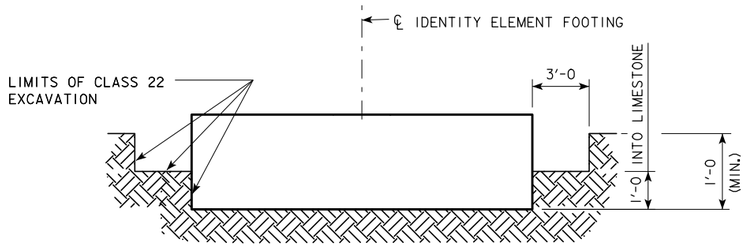
6f2 & 6f4

ESTIMATED QUANTITIES

ITEM	UNIT	IDENTITY ELEMENT FOOTING
EXCAVATION, CLASS 20	CY	49
EXCAVATION, CLASS 22	CY	4
STRUCTURAL CONCRETE (BRIDGE)	CY	24.4
REINFORCING STEEL	LB	1908

CONCRETE PLACEMENT QUANTITIES

LOCATION	TYPE	IDENTITY ELEMENT FOOTING
FOOTING	STRUCTURAL CONCRETE (BRIDGE)	24.4



IDENTITY ELEMENT FOOTING EXCAVATION LIMITS AND ROCK KEY

NOTE:
FOOTINGS TO EXTEND AT LEAST 12 INCHES INTO COMPETENT LIMESTONE
WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO THE NEAT LINES OF THE FOOTING.

IDENTITY ELEMENT FOOTINGS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 5th Ed, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

THE DEVELOPMENTAL SPECIFICATION, DS-12019, FOR MASS CONCRETE-CONTROL OF HEAT OF HYDRATION SHALL APPLY TO WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5th Ed, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.

CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3,500 PSI.

NOTES:

1. THE DESIGN BEARING PRESSURE FOR FOOTINGS ON LIMESTONE IS 13.5 TONS PER SQ. FT. FOOTING TO EXTEND AT LEAST 12 INCHES INTO LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO NEAT LINES OF THE FOOTING.
2. THE MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO NEAR REINFORCING BAR IS 2" UNLESS NOTED OTHERWISE OR SHOWN.
3. ALL EXPOSED CORNERS, 90 DEGREES OR SHARPER SHALL BE FILLETED WITH A ¾" DRESSED AND BEVELED STRIP UNLESS NOTED OTHERWISE.
4. REINFORCING BARS MUST BE PLACED TO CLEAR ANCHOR BOLTS. SHIFT REINFORCING BARS SLIGHTLY AS REQUIRED.
5. ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED.
6. SEE SPECIFICATIONS FOR MASS CONCRETE APPLIED TO FOOTING.
7. WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE MANUFACTURER/FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.

LOCATION

I-74 EASTBOUND RAMP B
BETTENDORF
T-78N R-4E
SECTION 32
DAVENPORT TOWNSHIP
SCOTT COUNTY
LATITUDE 41.526057
LONGITUDE -90.51243I

DESIGN FOR AN
IDENTITY ELEMENT FOOTING
US 67 RAMP B
NOTES & QUANTITIES

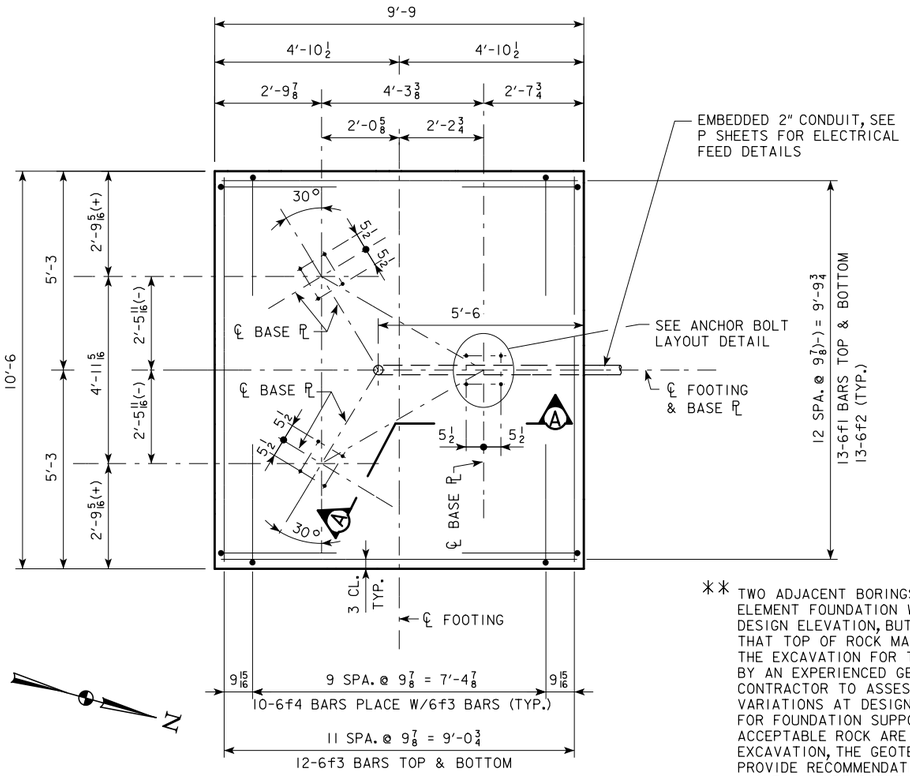
STA. 2594+25.00 - 68.5' RT. - BASELINE RAMP B

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 2 FILE NO. 30253 DESIGN NO. 315

BENCH MARK NO. 500: STA. 6781+18.95 LT. 161.23'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

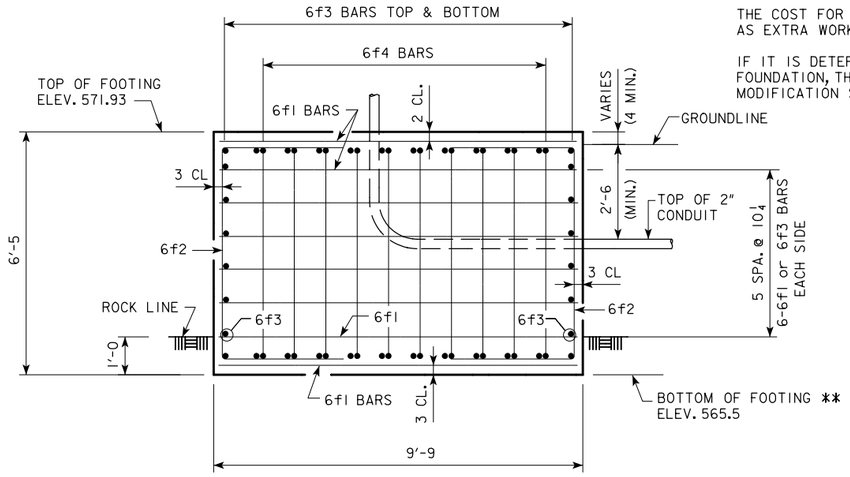


FOOTING PLAN

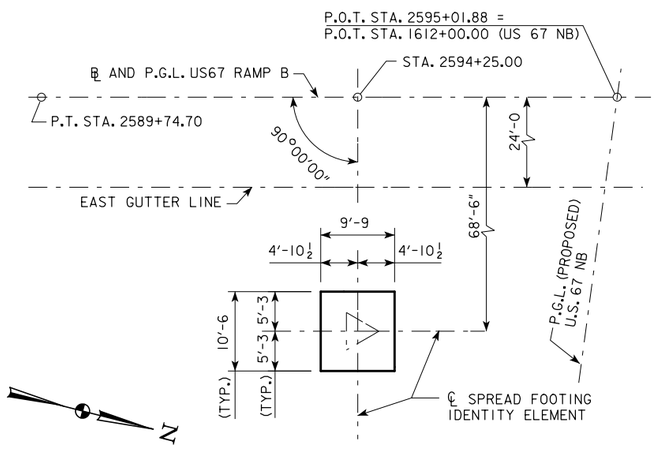
** TWO ADJACENT BORINGS INDICATE THAT THE RAMP B IDENTITY ELEMENT FOUNDATION WILL BEAR ON ACCEPTABLE ROCK AT DESIGN ELEVATION, BUT A THIRD ADJACENT BORING INDICATES THAT TOP OF ROCK MAY BE SEVERAL FEET LOWER IN ELEVATION. THE EXCAVATION FOR THIS FOUNDATION SHALL BE SITE REVIEWED BY AN EXPERIENCED GEOTECHNICAL ENGINEER RETAINED BY THE CONTRACTOR TO ASSESS THE MATERIAL TYPES AND MATERIAL VARIATIONS AT DESIGN BEARING LEVEL AND THEIR ACCEPTABILITY FOR FOUNDATION SUPPORT. IF MATERIALS OTHER THAN UNIFORMLY ACCEPTABLE ROCK ARE EXPOSED ACROSS THE FULL EXTENT OF THE EXCAVATION, THE GEOTECHNICAL ENGINEER SHALL DEVELOP AND PROVIDE RECOMMENDATIONS FOR FINAL FOUNDATION SUPPORT, WHICH MIGHT INCLUDE DEEPENING THE EXCAVATION TO BEAR UNIFORMLY ON ACCEPTABLE ROCK, BEARING DIRECTLY ON EXISTING SUITABLE AND ACCEPTABLE SOIL, REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL/OR ROCK MATERIAL, ETC.

THE COST FOR THE GEOTECHNICAL ENGINEER SHALL BE CONSIDERED AS EXTRA WORK.

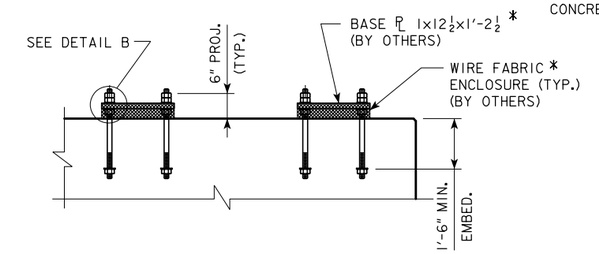
IF IT IS DETERMINED THAT SITE CONDITIONS REQUIRE A MODIFIED FOUNDATION, THE CONTRACTOR'S COSTS ASSOCIATED WITH THE MODIFICATION SHALL BE CONSIDERED AS EXTRA WORK.



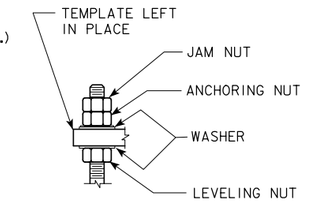
SECTION THRU FOOTING
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)



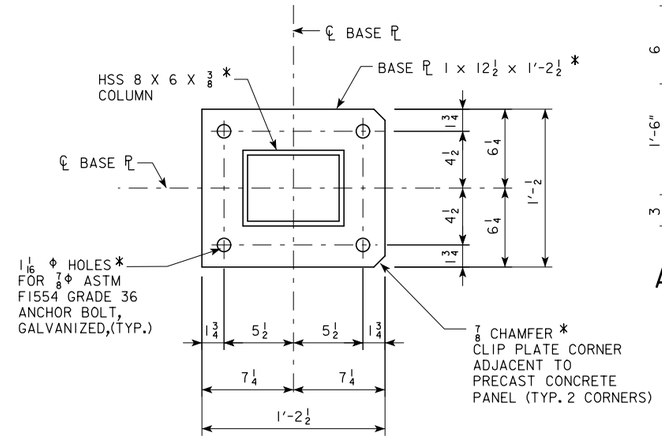
STAKING DIAGRAM - RAMP B IDENTITY ELEMENT



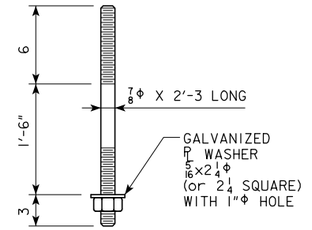
PART SECTION A-A



DETAIL B



ANCHOR BOLT LAYOUT DETAIL



ANCHOR BOLT DETAIL

NOTES:

ANCHOR BOLTS SHALL BE ⅞Φ ASTM F-1554 GRADE 55 AND SHALL CONFORM TO THE REQUIREMENTS OF I.M. 453.08.

GALVANIZING OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH I.M. 453.08.

ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE ANCHOR BOLTS, NUTS AND WASHERS FOR THE IDENTITY ELEMENT FOOTING SHALL BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE".

* BASE PLATES, COLUMN AND WIRE FABRIC ARE SHOWN FOR INFORMATION ONLY. BASE PLATES COLUMN AND WIRE FABRIC MATERIAL SHALL BE INCLUDED IN IDENTITY ELEMENT, TO BE CONSTRUCTED BY OTHERS.

NUTS AND WASHERS SHALL BE HAND-TIGHTENED ON ANCHOR BOLT PROJECTIONS, FOR FUTURE USE WHEN IDENTITY ELEMENTS ARE INSTALLED.

THE CONTRACTOR SHALL TAKE CARE TO SECURE ANCHOR BOLTS PLUMB AND IN THE CORRECT LOCATION. THE CONTRACTOR SHALL LEAVE THE TEMPLATE, USED TO SET THE ANCHOR BOLTS, IN PLACE TO PROTECT THE ANCHOR BOLTS UNTIL THE IDENTITY ELEMENT IS INSTALLED BY OTHERS.

DESIGN FOR AN

IDENTITY ELEMENT FOOTING
US 67 RAMP B
FOOTING DETAILS

STA. 2594+25.00 - 68.5' RT. - BASELINE RAMP B

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 2 FILE NO. 30253 DESIGN NO. 315

DESIGN TEAM **BENESCH** SLD/VH/KMP | SCOTT COUNTY | PROJECT NUMBER IM-074-1(205)5--13-82 | SHEET NUMBER V.10

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