SCOTT Co. UNKNOWN PAVEMENT-GRADE AND REPLACE IM-74-1(206)5--13-82

LETTING DATE T.B.D. 2018

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

REVISIONS

TOTAL 312
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-74-1(206)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

Refer to the Proposal Form for list of applicable specifications.

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

INDEX OF SHEETS

105-3
10-18-05

* COLOR PLANS
** TO BE INSERTED AT LATER DATE

MILEAGE SUMMARY

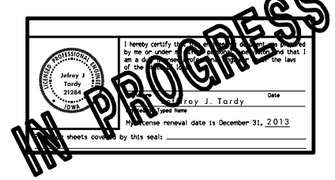
105-1
09-27-94

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. 6804+55.88	5768.96	
	Total Length of Roadway (Division 1)	3244.12	0.614

INDEX OF SEALS

SHEET NO.	NAME	ITEM
A.1	Jeffrey J. Tardy	Seal, Signature Block
G.1	Coventine Fl[illegible]	Reference Ties/Benchmarks
N.1	Tode[illegible]	Traffic Signal Design
N.8	Steve[illegible]obe	ITS Design
Q.1	Kipkoech K. Chepkoit	Geotechnical Design
V.1	Robert Chantome	Retaining Wall Design

IN PROGRESS



IN PROGRESS

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% PLAN
Date: 12/17/2012

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER A.1

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ROCK ISLAND COUNTY,
ILLINOIS

PRIORITY I ACCESS

PROJECT LOCATION

ROCK ISLAND COUNTY,
ILLINOIS

EQUATION:
STA. 25+35.00 (IL I-74)
= STA. 6745+67.06 (IA I-74)
BEGIN MAINTENANCE
OF TRAFFIC.
BRIDGE CONSTRUCTION
BY OTHERS.

6804+58.53
BEGIN I-74 ROADWAY CONSTRUCTION

STA. 6837+00
END PROJECT

SCOTT COUNTY, IOWA

CITY OF BETTENDORF

CITY OF DAVENPORT

US 6

MIDDLE RD

53RD ST

EXISTING 67TH ST

SPRUCE HILLS DRIVE

T-78 N

LINCOLN RD

14TH ST

MISS. BLVD

15TH ST

16TH ST

US 67 SB

US 67 NB

STATE ST

13TH ST

10TH ST

11TH ST

US 67 SB

BROWN ST

KIMBERLY RD

I-74

MISSISSIPPI RIVER

US 67 INTERCHANGE

R-4 E

STATION 6746+86.92

BEGIN PAVEMENT MARKING AND
MAINTENANCE OF TRAFFIC.
BRIDGE CONSTRUCTION BY OTHERS.

LOCATION MAP SCALE
0 0.5 1.0
Miles

PROJECT LOCATION

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **A.2**	

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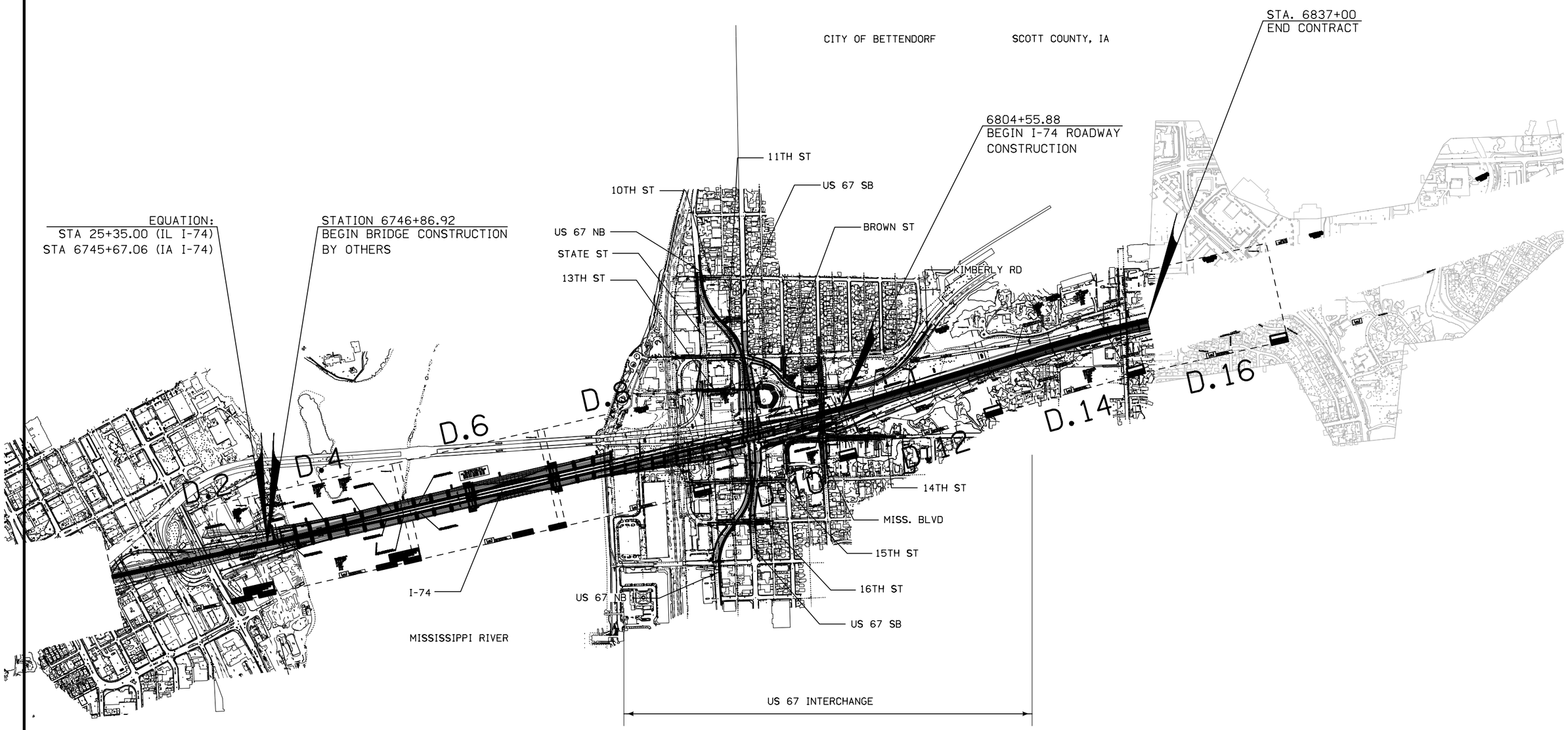

LOCATION MAP SCALE
0 0.25 0.5
Miles

MAINLINE KEY MAP

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **A.3**

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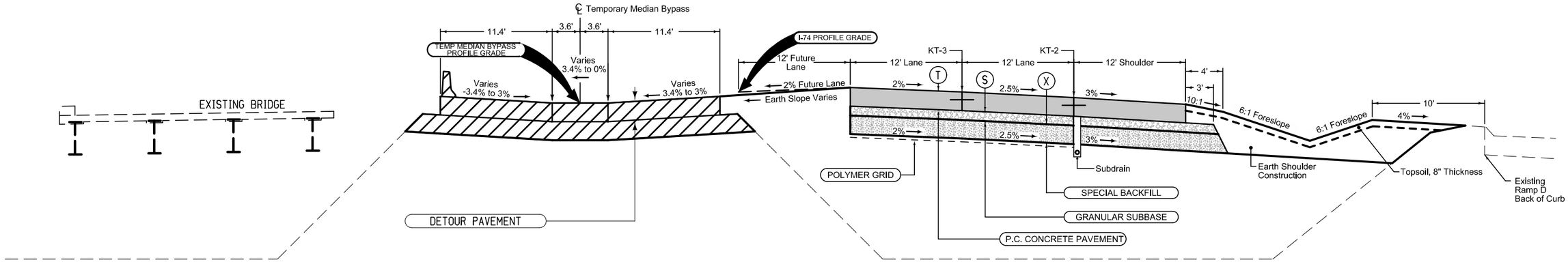
I74-1

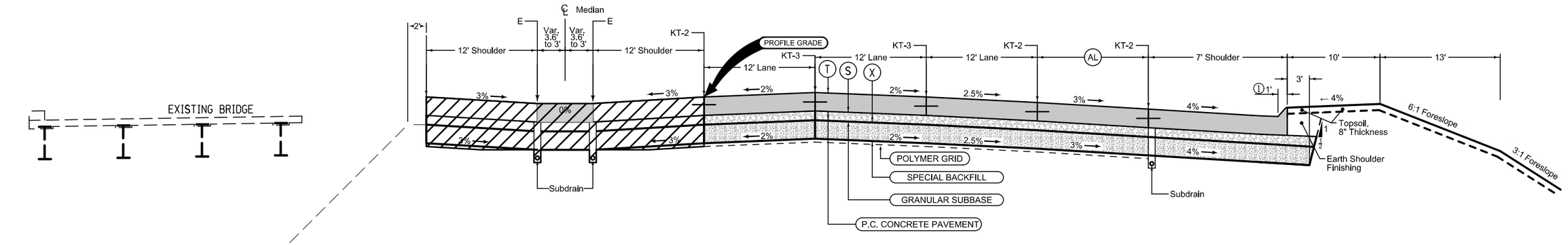


Location			(T)	(S)	(X)
Road Identification	Station To Station		Inches	Inches	Inches
I-74	6804+58.66	6808+25.00	11	6	12

Pavement Constructed in Previous Contract.

TYPICAL SECTION 6-LANE ROADWAY

I74-2

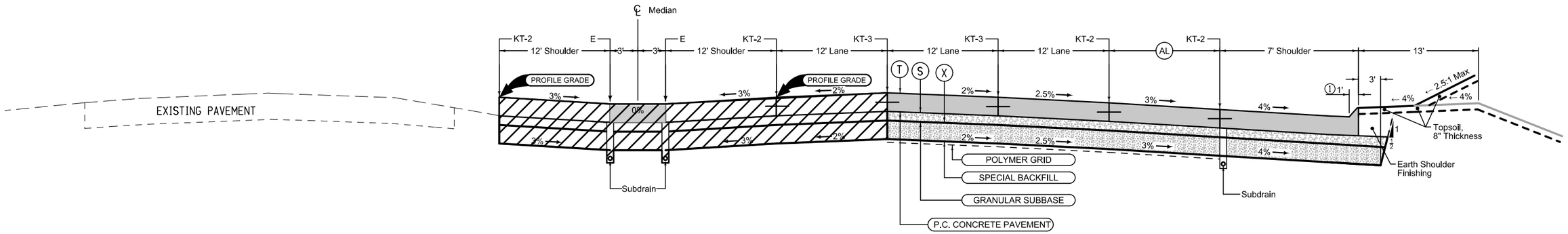


Location			(T)	(S)	(X)	(AL)
Road Identification	Station To Station		Inches	Inches	Inches	Feet
I-74	6808+25.00	6811+90.00	11	6	12	5.1'-19.0'

Pavement Constructed in Previous Contract.

(1) Integral 6" Sloped Curb. See PV-102

TYPICAL SECTION 6-LANE ROADWAY

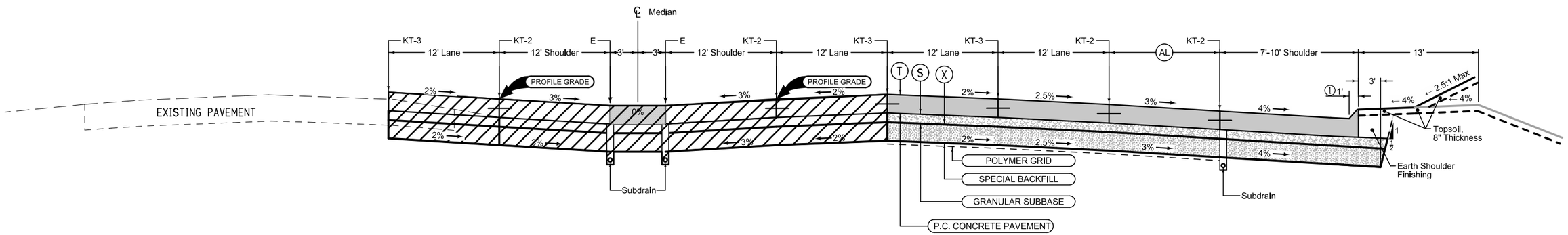


Location			T	S	X	AL
Road Identification	Station To Station		Inches	Inches	Inches	Feet
I-74	6811+90.00	6816+50.06	11	6	12	0.0'-5.1'
I-74	6816+50.06	6825+50.00	11	6	12	12

Pavement Constructed in Previous Contract.

① Integral 6" Sloped Curb. See PV-102

TYPICAL SECTION 6-LANE ROADWAY



Location			T	S	X	AL
Road Identification	Station To Station		Inches	Inches	Inches	Feet
I-74	6825+50.00	6837+00.00	11	6	12	12

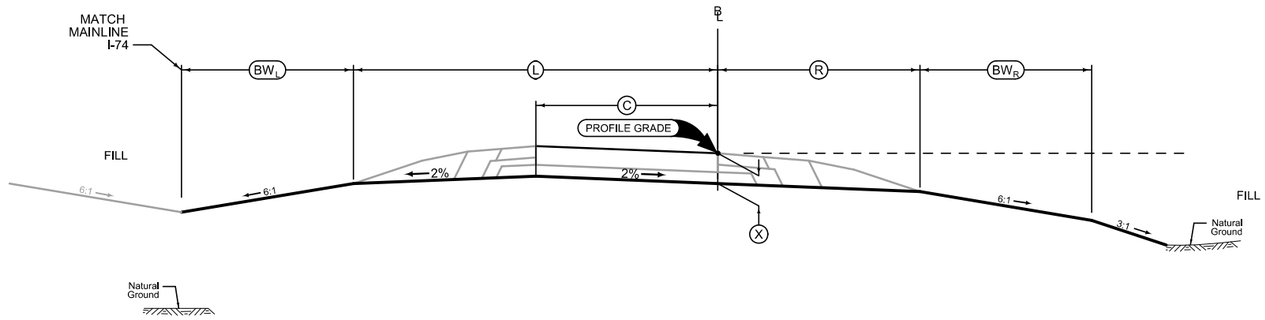
Pavement Constructed in Previous Contract.

① Integral 6" Sloped Curb. See PV-102

TYPICAL SECTION 6-LANE ROADWAY

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(X) Inches	(BW_L) Feet	(BW_R) Feet
I-74	D	4505+75.00	4507+50.67	24	10	16	23	VARY	13

1R_Grade
MODIFIED



Section view is in direction of traffic.

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

RAMP GRADING

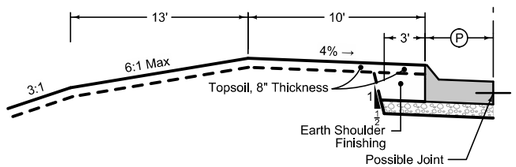
I-74 AND US 67
RAMP D

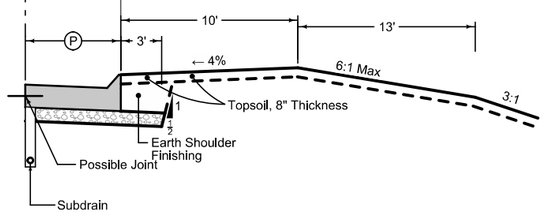
Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

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

			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4505+75.00	4507+50.67	5	6"Sloped





Section shown in the direction of traffic.

Ramp Jointing:
Transverse joints: CD at 20' spacing.

		1RP_ 10-19-10
BEGIN STATION	END STATION	
4505+75.00	4507+50.67	

Curbed Shoulder

Shoulder jointing:
Longitudinal joint not required when distance from back of curb to nearest joint is less than 16':

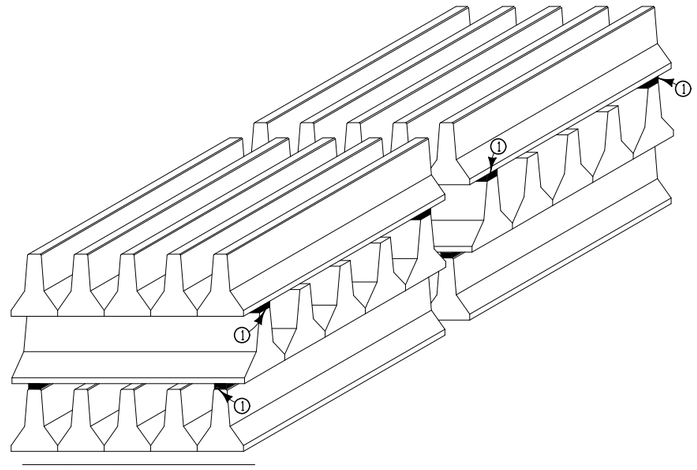
Transverse: C at 20' spacing
Single pour: L-2
Staged : KT-2

			1R_Curb 04-19-11
BEGIN STATION	END STATION	(P) Feet	Curb Type See PV-102
4505+75.00	4507+50.67	7	6"Sloped

See Tab 100-24 for pavement quantities.

US 67 RAMP D

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.

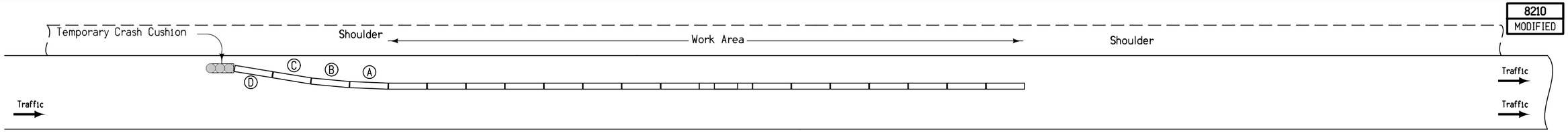
Barrier sections shall be stacked 3 high in alternating layers or as modified by the Engineer.

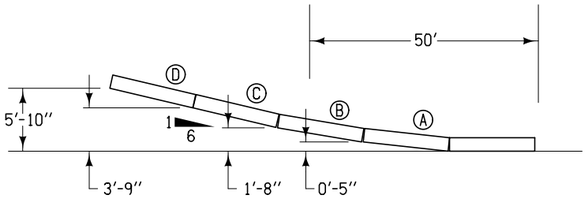
The cost of hauling and stacking the temporary barrier rail shall be incidental to the item "Temporary Barrier Rail".

(1) 2x4 or scrap lumber.

STORAGE PLAN FOR BARRIER RAIL

8210
MODIFIED



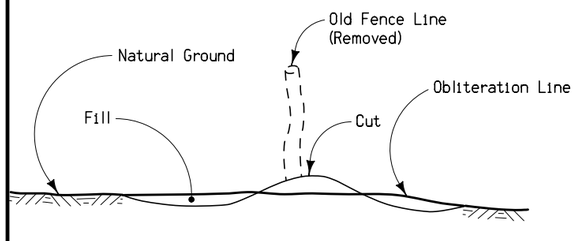


BARRIER OFFSETS FOR FLARE SECTIONS

TEMPORARY CONCRETE BARRIER LAYOUT

See J Sheets for Locations

4301
08-20-96

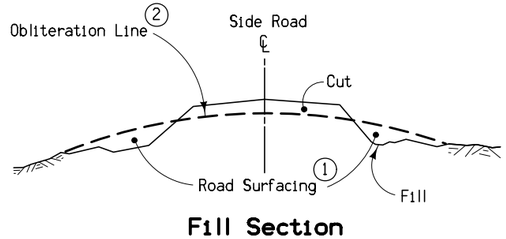


TYPICAL DETAILS FOR OBLITERATION OF OLD FENCE RIDGE

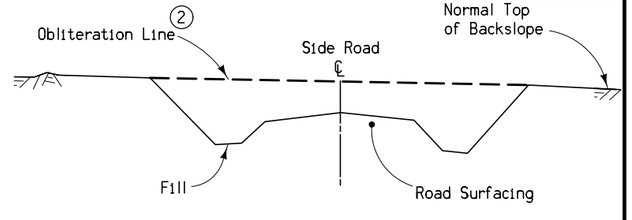
Notes:

The work of obliterating or reshaping old fence ridges shall be done at the direction of the Engineer.

4302
04-03-01



Fill Section



Cut Section

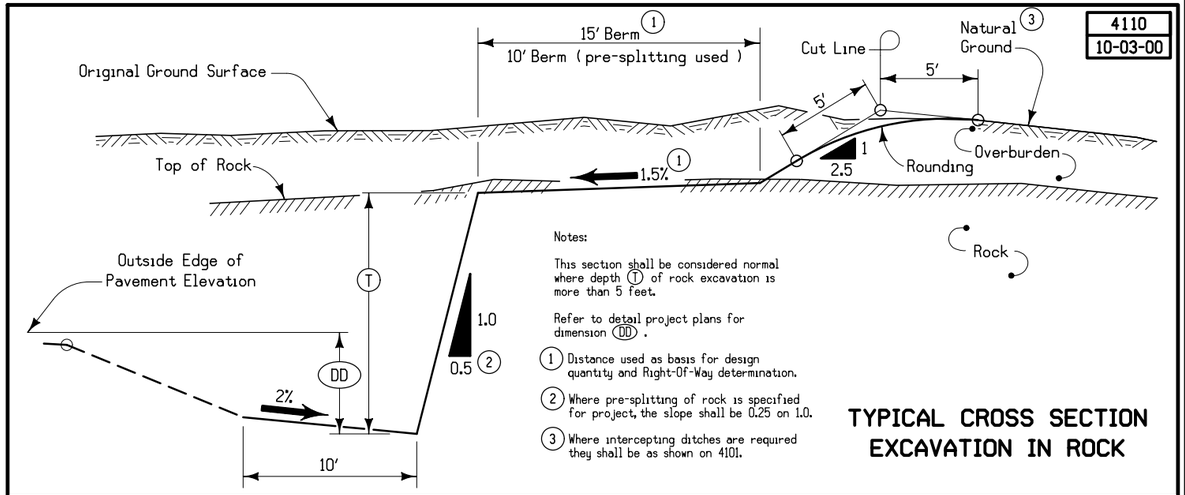
(1) Existing road surfacing (granular material) shall be placed as shown unless otherwise directed by the Engineer or provided for in the detail project plans.

(2) When specified, the upper 1' to be suitable for vegetation (grass or crops).

Note:
The work of obliterating or reshaping old roadbeds shall be done at the direction of the Engineer.

TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

4110
10-03-00



Notes:

This section shall be considered normal where depth (T) of rock excavation is more than 5 feet.

Refer to detail project plans for dimension (DD).

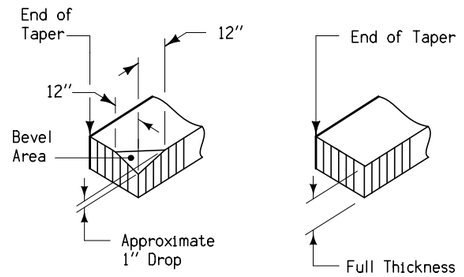
(1) Distance used as basis for design quantity and Right-Of-Way determination.

(2) Where pre-splitting of rock is specified for project, the slope shall be 0.25 on 1.0.

(3) Where intercepting ditches are required they shall be as shown on 4101.

TYPICAL CROSS SECTION EXCAVATION IN ROCK

7101
Modified



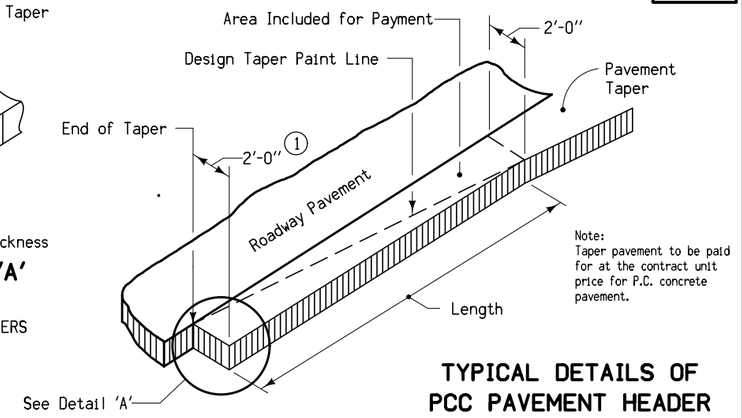
DETAIL 'A'

FOR
GRANULAR SHOULDERS

DETAIL 'A'

FOR
PAVED SHOULDERS

(1) Normal width is 2'-0".

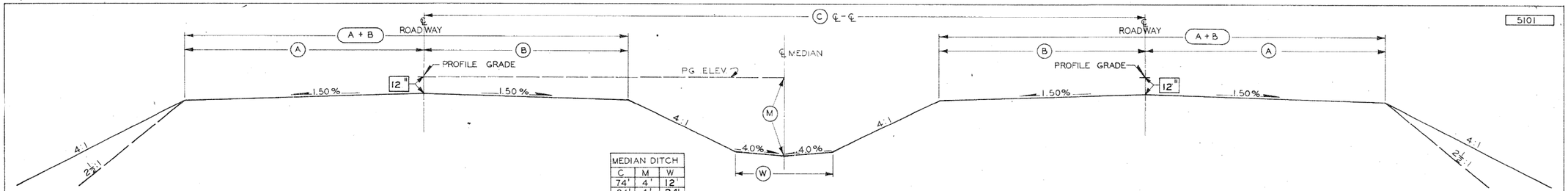


Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement.

TYPICAL DETAILS OF PCC PAVEMENT HEADER

FED. ROAD DIST. NO.	STATE	FED. NO.	PROJ. YEAR	PROJ. NO.	SHEET NO.
5	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

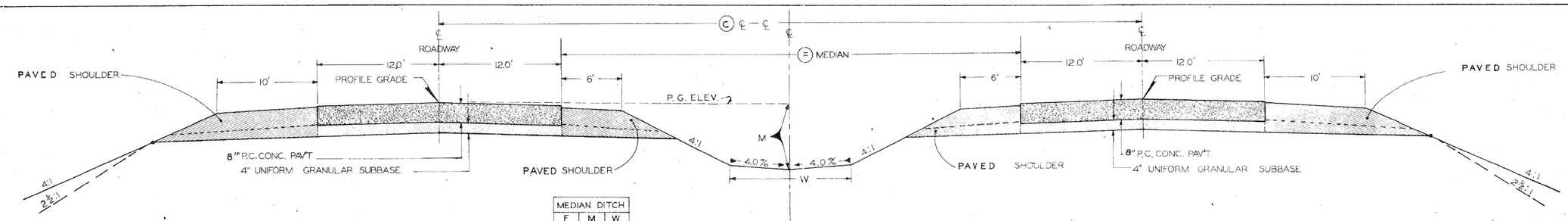
EQUATION: STA. 2311+00.10 = STA. 7002+35.60

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'

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

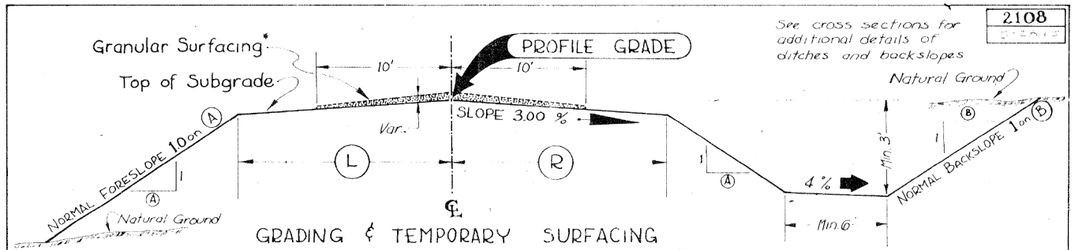
NOTE:
FOR MODIFICATION OF ROADWAY CROSS SECTION THROUGH SUPERELEVATED CURVES SEE STANDARD PLAN RH-9 ALSO SEE TABULATION OF SUPERELEVATED CURVES.

(206) I-74 Stationing	As-Built Stationing
Sta. 6811+76.63 to Sta. 6837+00.00	Sta. 2120+27.40 to Sta. 2145+50.76

2-12-65

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

2108



See cross sections for additional details of ditches and backslopes

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

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(206)5--13-82	SHEET NUMBER B.6

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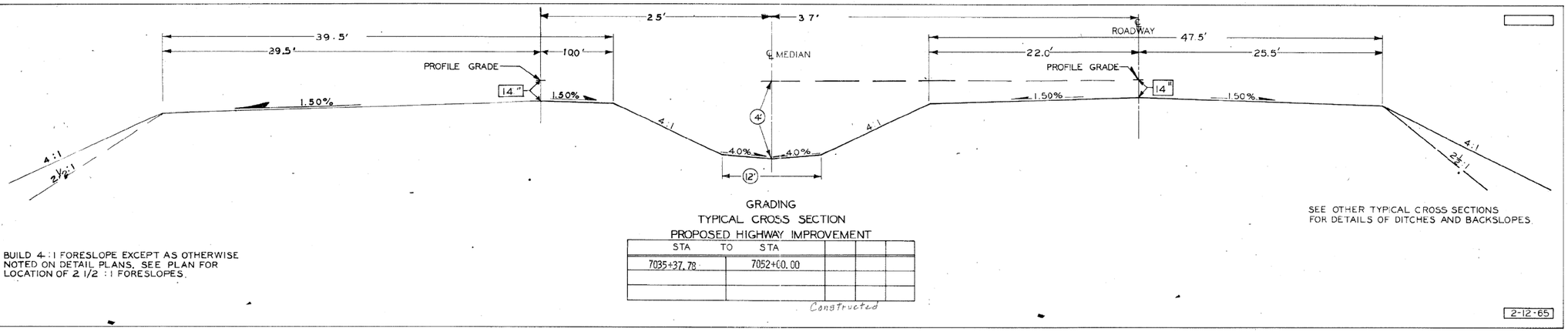
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IOWA			3	200



GRADING
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT

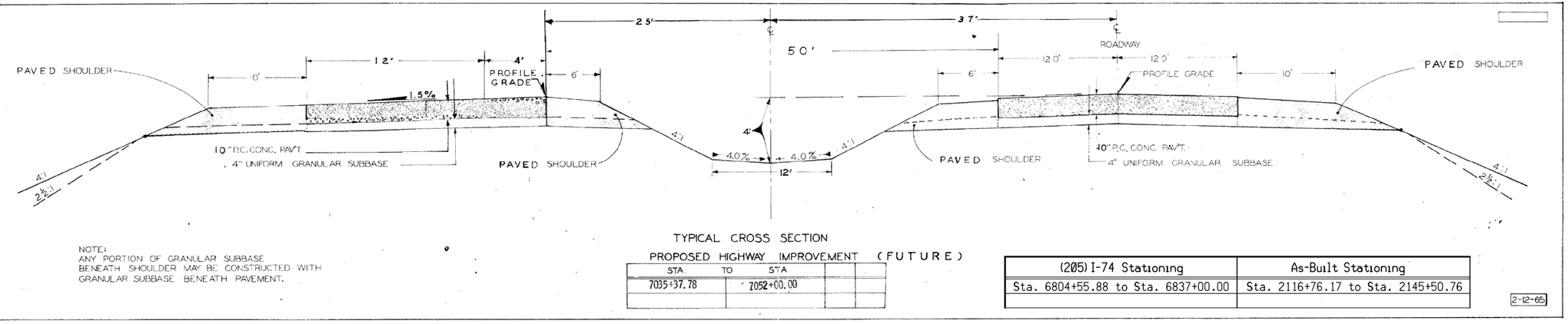
STA	TO	STA			
7035+37.78		7052+00.00			

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



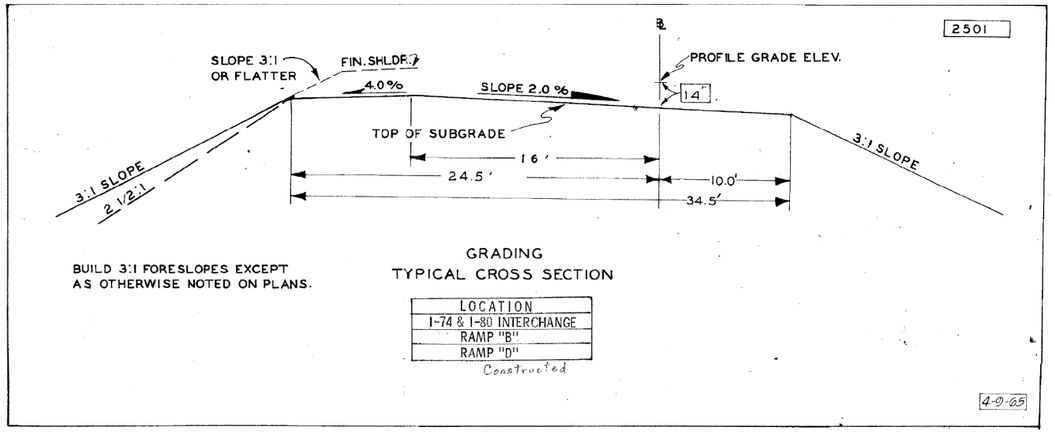
TYPICAL CROSS SECTION
PROPOSED HIGHWAY IMPROVEMENT (FUTURE)

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. 6804+55.88 to Sta. 6837+00.00	Sta. 2116+76.17 to Sta. 2145+50.76

2-12-65



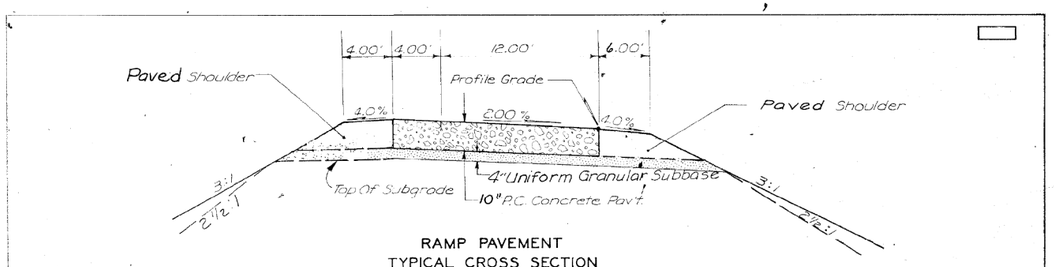
BUILD 3:1 FORESLOPES EXCEPT AS OTHERWISE NOTED ON PLANS.

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"

4-9-65

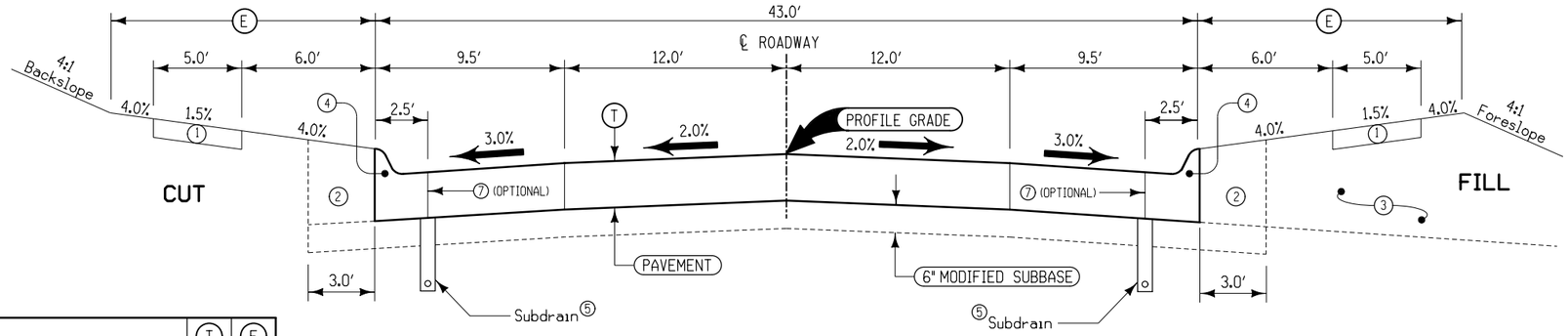
ET 4

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

FOR INFORMATION ONLY

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER B.7

3222B
MODIFIED



Notes:

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

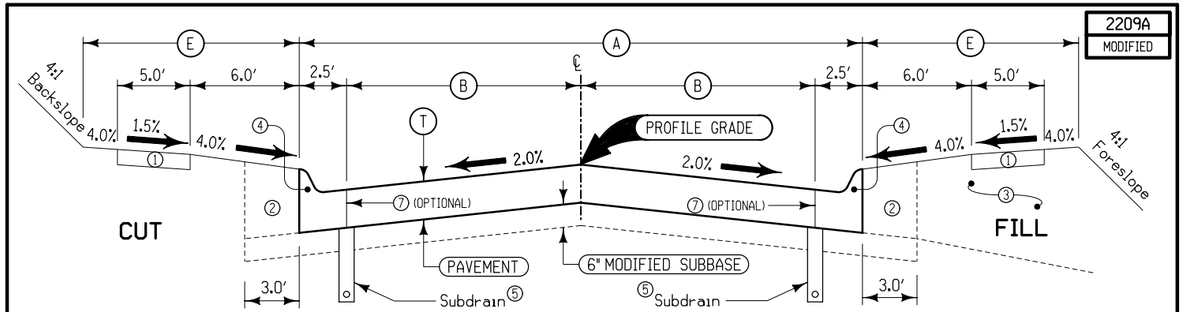
Refer to other drawings for details of shoulder design and construction

LOCATION 6			T	E
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet
MISSISSIPPI BLVD	16+88.68	19+30.00	8	13
14TH STREET	14+40.00	15+45.40	8	11

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

TYPICAL CROSS SECTION 2 LANE 43′ B-B WITH PARKING AND 2.5′ CURB SECTION

2209A
MODIFIED



Notes:

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

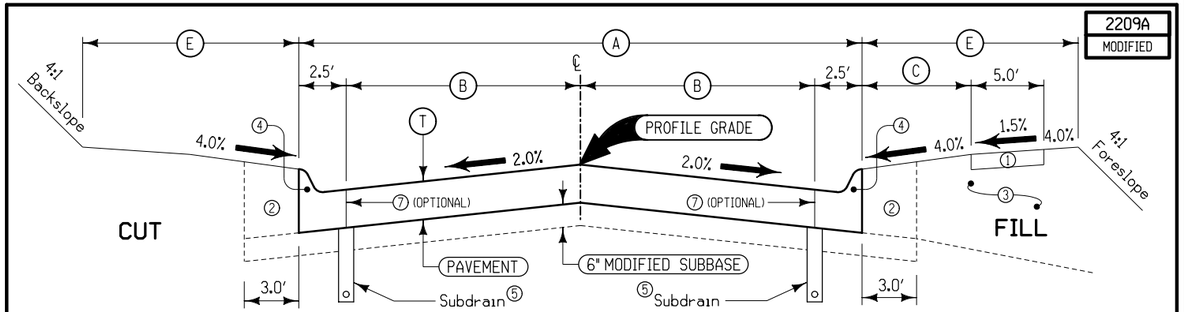
Refer to other drawings for details of shoulder design and construction.

TYPICAL CROSS SECTION 2 LANE ROADWAY WITH 2.5′ CURB SECTION

LOCATION 6			A	B	E	T
ROAD IDENTIFICATION	STATION TO STATION		Feet	Feet	Feet	Inches
14TH ST.	20+06.00	24+92.00	29	12	13	8
MISSISSIPPI BVLD	16+06.69	16+64.67	29	12	13	8

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

2209A
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.

TYPICAL CROSS SECTION 2 LANE ROADWAY WITH 2.5′ CURB SECTION

LOCATION 6			A	B	C	E	T
ROAD IDENTIFICATION	STATION TO STATION		Feet	Feet	Feet	Feet	Inches
14TH ST.	15+45.40	20+06.00	29	12	11.5-4.0	13-17	8
14TH ST.	24+92.00	26+25.00	29	12	6.0	13	8

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

PROJECT DESCRIPTION

PCC Pavement Grade and Replace, Drainage, and Retaining Wall 175 on I-74 and local roads from east of the Mississippi River to just east of Lincoln Road.

Project includes constructing westbound I-74 pavement and completion of US 67 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.
Bridge approach pavement is by the bridge contractor.

Westbound US 67, 14th Street, Brown Street, and Mississippi Boulevard
Reconstruction, lighting, and drainage is included.
Proposed I-74 mainline, ramp, and local roads drainage is included.

For additional Tabulations and quantities, See N Sheets and P Sheets

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	4.4					4.4					
2	2102-0425071	SPECIAL BACKFILL	CY	6264.3					6264.3					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	56388					56388					
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
5	2105-8425011	TOPSOIL, SPREAD	CY	1636					1636					
6	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	2099					2099					
7	2107-0875100	COMPACTION W/MOISTURE CONTROL	CY	43450					43450					
8	2111-8174100	GRANULAR SUBBASE	SY	18863					18863					
9	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	14799.7					14799.7					
10	2115-0100000	MODIFIED SUBBASE	CY	1434.3					1434.3					
11	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	1.91					1.91					
12	2123-7450020	SHOULDER FINISHING, EARTH	STA	58.05					58.05					
13	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8"	SY	4843					4843					
14	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"	SY	34					34					
15	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"	SY	18340.9					18340.9					
16	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1					1					
17	2303-0133500	HMA (1M ESAL) SURF, 1/2", NO FRIC	SY	175.3					175.3					
18	2303-9093010	HOT MIX ASPHALT, DRIVEWAY	SY	37.9					37.9					
19	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES	EACH	16					16					
20	2401-6745765	REMOVAL OF LIGHT POLES	EACH	15					15					
21	2401-6750001	REMOVALS, AS PER PLAN	LS	1					1					
22	2402-2720000	EXCAVATION, CLASS 20	CY	874					874					
23	2403-0100000	STRUCTURAL CONCRETE (MISCELLANEOUS)	CY	195.7					195.7					
24	2404-7775005	REINFORCING STEEL, EPOXY COATED	LB	12870					12870					
25	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.	EACH	1					1					
26	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	4	1	1			6					
27	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	0	1				1					
28	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.	EACH	0	1				1					
29	2435-0250700	INTAKE, SW-507	EACH	4	5				9					
30	2435-0250800	INTAKE, SW-508	EACH	11	2				13					
31	2435-0250900	INTAKE, SW-509	EACH	1					1					
32	2435-0251100	INTAKE, SW-511	EACH	0	1				1					
33	2435-0700010	CONNECTION TO EXISTING MANHOLE	EACH	5					5					
34	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	1					1					
35	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	6183.3					6183.3					
36	2502-8220193	SUBDRAIN OUTLET (RF-19C)	EACH	51					51					
37	2503-0114212	STORM SWR G-MAIN,TRENCHED, RCP 2000D	LF	24					24					
38	2503-0114215	STORM SWR G-MAIN,TRENCHED, RCP 2000D	LF	451	624				1075					
39	2503-0114218	STORM SWR G-MAIN,TRENCHED, RCP 2000D	LF	38	141				179					
40	2503-0114224	STORM SWR G-MAIN,TRENCHED, RCP 2000D	LF	1849	60	89			1998					
41	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN	LF	2240					2240					
42	2510-6745850	REMOVAL OF PAVEMENT	SY	28839.8					28839.8					
43	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	18					18					
44	2511-6745900	REMOVAL OF SIDEWALK	SY	387					387					
45	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	965.1					965.1					
46	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	220.1					220.1					
47	2511-7528100	DETECTABLE WARNINGS FOR CURB RAMPS	SF	76					76					
48	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	1039.2					1039.2					
49	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY	1110					1110					
50	2518-6910000	SAFETY CLOSURE	EACH	6					6					
51	2519-1001000	FENCE, CHAIN LINK, VINYL COATED	LF	261					261					
52	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT	LF	3609					3609					
53	2519-4200120	REMOVAL OF FENCE, CHAIN LINK	LF	2777					2777					
54	2520-3350015	FIELD OFFICE	EACH	1					1					
55	2523-0000200	ELECTRICAL CIRCUITS	LF	900					900					
56	2525-0000105	TRAFFIC SIGNAL INSTALLATION	LS	1					1					
57	2526-8285000	CONSTRUCTION SURVEY	LS	1					1					
58	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	251.94					251.94					
59	2527-9263112	PAINTED PAVEMENT MARKING, HIGH-BUILD WATERBORNE	STA	37.48					37.48					
60	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS	STA	278.99					278.99					
61	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	203.51					203.51					
62	2528-3800000	MODULAR GLARE SCREEN SYSTEM	LF	1850					1850					
63	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	14037.5					14037.5					
64	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION	EACH	6					6					
65	2528-8445110	TRAFFIC CONTROL	LS	1					1					
66	2528-8445113	FLAGGERS	EACH	0					0					
67	2533-4980005	MOBILIZATION	LS	1					1					
68	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	100					100					
69	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)	EACH	2					2					
70	2551-0000110	TEMP CRASH CUSHION	EACH	7					7					
71	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS	0			1		1					
72	2599-9999005	LIGHTING POLES, INSTALL ONLY	EACH	6					6					
73	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY	EACH	6					6					
74	2599-9999005	REMOVE AND RELOCATE LIGHT POLE	EACH	1					1					
75	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN	LF	120					120					
76	2599-9999010	FURNISH & INSTALL ITS INFRASTRUCTURE	LS	1					1					
77	2601-2634100	MULCHING	ACRE	4.71					4.71					
78	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	4.7					4.7					
79	2602-0000010	SILT DITCHES	LF	350					350					
80	2602-0000020	SILT FENCE	LF	1390					1390					

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	2602-0000030	SILT FENCE FOR DITCH CHECKS	LF	132					132					
82	2602-0000050	SILT BASINS	EACH	2					2					
83	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	1200					1200					
84	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	120					120					
85	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	1740					1740					
86	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	2303					2303					
87	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	2022					2022					
88	2602-0010010	MOBILIZATION, EROSION CONTROL	EACH	1					1					
89	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL	EACH	1					1					
		For Additional Tabulations and Quantities, See N Sheets and P Sheets												

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
1	2101-0850001	CLEARING AND GRUBBING
		A. See sheets U.1 to U.4.
		B. Quantity includes non-pavement area within proposed ground line intercepts.
2	2102-0425071	SPECIAL BACKFILL
		See Tab on the C Sheets
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW
		See T-sheets for template quantities.
		CL 10 Bid quantity of 56,388 CY includes:
		Stage 1
		9,064 CY Suitable Excavation
		55,456 CY Fill
		Stage 2 (Includes Local Roads)
		1,297 CY Suitable Excavation
		294 CY Fill
		Stage 3
		2,824 CY Suitable Excavation
		638 CY Fill
		Project Need = 43,203 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 the C Sheets
5	2105-8425011	TOPSOIL, SPREAD
		See Tab 103-4 on the C Sheets.
6	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD
		See Tab 103-4 on the C Sheets.
7	2107-0875100	COMPACTION W/MOISTURE CONTROL
		See Tab 103-6 on the C Sheets
		Cubic Yards shown on the contract documents as determined by the template volume.
		See T-sheets for template quantities.
		Shrinkage will not be included in moisture control quantity.
8	2111-8174100	GRANULAR SUBBASE
		A. 6" thick underneath I-74 Mainline Pavement. See Typicals on heets B.1 and B.2
		B. See Tab 100-24 on C Sheets
9	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID
		A. Underneath westbound I-74 mainline pavement
		B. See Typicals onsheets B.1 and B.2 and Tab 103-3 on C Sheets.
10	2115-0100000	MODIFIED SUBBASE
		A. Includes area under the ramps . See sheet B.3 for locations.
		B. See Tab 100-24 on C Sheets.
11	2123-7450000	SHOULDER CONSTRUCTION, EARTH
		For are between mainline I-74 and ramp D.
		See Typical I74-1 on sheet B.1
		Sta. 6804+58.66 to 6806+50.00 = 1.91 STA
12	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.
		See Sheets B.1 to B.3
		Sta. 4505+75.00 to Sta. 4507+50.67 = 1.85*2 = 3.51 STA
		Sta. 6807+51.12 to Sta. 6837+00.00 = 29.48 STA
13	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8"
14	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"
		A. For Local Roads. See Typicals on sheet B.8
		B. See Tab 100-24 on C Sheets.
15	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"
		A. For I-74 Mainline and Ramp pavement. See Typicals on sheets B.1 to B.3
		B. See Tab 100-24 on C Sheets.
		Storm sewer intake areas are excluded fro the quantity
16	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES
		Refer to Tab 100-24 on the C Sheets for pavement schedule.
17	2303-0133500	HOT MIX ASPHALT MIXTURE (1,000,000 ESAL), SURFACE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT
		For use in contruction temporarary HMA pad for TBR.
		See Detail A on the Year 3 Stage 2 Typical Sections on Sheet J.8
18	2303-9093010	HOT MIX ASPHALT, DRIVEWAY
		See Tab 102-3 on C Sheets.

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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
19	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES
		See P sheets for locations and details.
		The foundation must be completely removed or broken down to a point three feet
		below grade. Debris must be disposed of according to Article 1104.6B of the standard
		specifications. Backfill must meet requirements of Article 2523.03E of the standard specifications.
		Work shall be measured per Each foundation removed, work shall also include proper disposal
		and backfill. No additional payment will be made for backfill or disposal of debris.
20	2401-6745765	REMOVAL OF LIGHT POLES
		See P sheets for locations and details.
		Any damage resulting from the removal and/or transportation of the lighting luminaire and
		associated hardware, shall be repaired or replaced in kind. The Engineer will be the sole judge to
		determine the extent of damage and the suitability of repair or replacement. The removal shall
		include the pole, breakaway device, arms, luminaires, and associated hardware and appurtenances.
21	2401-6750001	REMOVALS, AS PER PLAN
		See P sheets for locations, details, and additional tabulations.
		Removal shall include all handholes and control cabinets called to be removed, as
		well as all abandoned cable.
22	2402-2720000	EXCAVATION, CLASS 20
		For Retaining wall 175. Refer to V Sheets
23	2403-0100000	STRUCTURAL CONCRETE (MISCELLANEOUS)
		For Retaining wall 175. Refer to V Sheets
24	2404-7775005	REINFORCING STEEL, EPOXY COATED
		For Retaining wall 175. Refer to V Sheets
25	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.
		A. See Tab 104-5B on Sheets M sheets.
26	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.
27	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.
28	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.
29	2435-0250700	INTAKE, SW-507
		See Tab 104-5B on M Sheets.
30	2435-0250800	INTAKE, SW-508
		See Tab 104-5B on M Sheets.
		Modify dimensions as required to accommodate 6" sloped curbs
		per note 1 of Roadway Standard SW-508
31	2435-0250900	INTAKE, SW-509
32	2435-0251100	INTAKE, SW-511
33	2435-0700010	CONNECTION TO EXISTING MANHOLE
		See Tab 104-5B for locations
34	2435-0700020	CONNECTION TO EXISTING INTAKE
		See Tab 104-5B for locations
35	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.
36	2502-8220193	SUBDRAIN OUTLET (RF-19C)
		A. See Tab 104-9 on C Sheets.
37	2503-0114212	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 12 IN.
38	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.
39	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.
40	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.
		A. See Tab 104-5B on M Sheets.
41	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN
		See Tab 110-14 on C Sheets.
42	2510-6745850	REMOVAL OF PAVEMENT
		See U.1 to U.4 and U.19 to U.21 for locations and Tab 110-1 on C Sheets.
		See Tab 102-5 on the C Sheets and Sheets B.6 and B.7 for existing pavement.
		Includes 2,209 LF Sawcut
43	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
		See Tab 110-15 on the C Sheets.
		Remove the top and sides of the structure a minimum of 10 feet below the subgrade
		or 6 feet below the finished grade in other areas. Plug all of the pipes in the
		structure to be removed using Class C concrete. If the structure is more than 10 feet deep,
		fill the remaining structure with flowable mortar. Place compacted fill over excavation.
44	2511-6745900	REMOVAL OF SIDEWALK
		See Tab 110-5 on the C Sheets and Sheets U.19 to U.21.

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
45	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.
46	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.
47	2511-7528100	DETECTABLE WARNINGS FOR CURB RAMPS
48	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.
		See Tab 102-3 on C Sheets.
49	2515-6745600	REMOVAL OF PAVED DRIVEWAY
		See Tab 110-8 on C Sheets and sheets U.19 to U.21.
50	2518-6910000	SAFETY CLOSURE
51	2519-1001000	FENCE, CHAIN LINK, VINYL COATED
		For Retaining wall 175. Refer to V Sheets
52	2519-1002072	FENCE, CHAIN LINK, 72" HEIGHT
53	2519-4200120	REMOVAL OF FENCE, CHAIN LINK
		See Tab 100-7 on C Sheets.
54	2520-3350015	FIELD OFFICE
55	2523-0000200	ELECTRICAL CIRCUITS
		Bid to include 600 volt fuses at 5 amperes for luminaire supply (L-1 connectors) and 20 amperes for tap
		circuit protection (Y-1 connectors) located in the junction boxes or handholes. Included are 13 type L-1
		connectors, 8 Y-1 connectors, 0 type Y-3 connectors, and 0 type L-2 connectors. Electrical circuit
		length is calculated from plan dimensions as the linear, one-way length of both new and existing embedded
		conduits. No allowance has been added to this quantity. Allowances have been added to all wire and cable
		quantities listed in Tab 108-12.
		Refer to P Sheets.
56	2525-0000105	TRAFFIC SIGNAL INSTALLATION
		Refer to N Sheets
57	2526-8285000	CONSTRUCTION SURVEY
58	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
		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.
59	2527-9263112	PAINTED PAVEMENT MARKING, HIGH-BUILD WATERBORNE
60	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS
61	2527-9263180	PAVEMENT MARKINGS REMOVED
		See Tab 108-22 on C Sheets for locations.
		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.
62	2528-3800000	MODULAR GLARE SCREEN SYSTEM
		For use during Year 3 Stage 3. See sheets J.9 and J.20 and Tab 108-33 on the C Sheets
63	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE
		A. See J sheets and Tab 108-33 for locations.
		B. All temporary barrier rail shown on the final stage on the J sheets
		shall remain in place at the end of the contract
		C. See Contract IM-74-1(205)5--13-82 for barrier in place at the start
		of the contract.
64	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION
		See J sheets and Tab 108-33 on C Sheets for Locations
		Seesheet U.7 "Anchored TBR Connection to F-Shape Bride Rail Without End Sections" for
		connections to the Temporary Bridge over Mississippi Boulevard.
		Seeheet U.8 "TBR Connection to 44-Inch F-Shape Barrier" for
		connections to the barriers under Lincoln Road.
65	2528-8445110	TRAFFIC CONTROL
		See Traffic Control Plan on J Sheets.
66	2528-8445113	FLAGGER
67	2533-4980005	MOBILIZATION
68	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.16 to U.18. No contamination is expected in this contract
		excavation. All petroleum contaminated soil shall be disposed at a permitted sanitary landfill.
		Copies of the landfill receipts shall be submitted to the Engineer
69	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)
		Assume 2 samples in Parcel 1
		Based on limit of contamination shown on sheets U.16 to U.18. No contamination is expected in this contract
		A. Refer to U Sheets for locations.

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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
		B. The Contractor shall have an Iowa Groundwater Professional, certified in acc
		IAC Chapter 134, on site during excavation activities on parcels 101, 102,
		159, 171, 218, 235,316, 317, 344, 349, 354, 520, 521 and 618. The Groundw
		shall monitor excavated material through soil vapor analysis and sampling.
		submitted to a laboratory accredited in accordance with 567 IAC Chapter 83
		petroleum compounds using Iowa 0A-1 and 0A-2 testing procedures. Addition
		be added at the discretion of the Groundwater Professional and approved by
		C. The Groundwater professional shall be available on an on-call basis during a
		activities. The Contractor shall cease operations in the immediate area u
		suspect contamination and contact the Groundwater Professional for field r
		D. Compensation for oversight by the Groundwater Professional, and sample analy
		petroleum compounds shall be negotiated and paid for in accordance with Ar
		the Standard Specifications.
		E. Samples shall be taken every 100' of excavation along the properties shown o
70	2551-0000110	TEMPORARY CRASH CUSHION
		A. Placed at end of Temporary concrete barrier rail. See Tab 108-30 on C Sheets
		B. All crash cushions shown on the final stage on the J sheets
		shall remain in place at the end of the contract
		C. See Contract IM-74-1(205)5--13-82 for crash cushion in place at the start
		of the contract.
71	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS
		See Tab 110-13 on N Sheets and P Sheets.
		Transportation of salvaged materials is not eligible for federal funds
72	2599-9999005	LIGHTING POLES, INSTALL ONLY
73	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY
74	2599-9999005	REMOVE AND RELOCATE LIGHT POLE
		See P sheets for locations, details, and additional tabulations.
		Additional reference information provided in the Special Provisions
75	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN
		Per DETAILS OF TEMPORARY SLOPE DRAIN on sheet U.5
		Quantity provided for 20' on each of left and right sides of embankment. Three p
		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 maxi-
		mum of 500' apart, at low points of vertical curves, and as deter-
		mined 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 cap-
		able 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 con-
		struction 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.
76	2599-9999010	FURNISH AND INSTALL ITS INFRASTRUCTURE
		A. See Tabulation on N Sheets for details. Refer to N sheets for locations and
		Additional reference information provided in the Special Provisions
77	2601-2634100	MULCHING
		See Tab 100-11 on C Sheets and disturbed areas shown on sheets U.1 to U.4
		All seeded areas shall be mulched. Area disturbed but not seeded by September 3
		shall be scarified to a 3 inch depth, and mulched. All mulch is to be consolida
		into the soil with the mulch stabilizer. Mulch shall be Certified Noxious Weed
		Free Mulch as certified by the Iowa Crop Improvement Association or

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
		adjacent states Crop Improvement Associations
		Quantity is estimated as disturbed area to 10' past the need line.
------	----------	----------
78	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.1 to U.4
		Quantity is estimated as disturbed area to 10' past the need line.
------	----------	----------
79	2602-0000020	SILT DITCHES
		See Tab 100-13 on the C Sheets. Locations to be approved by the Engineer.
------	----------	----------
80	2602-0000020	SILT FENCE
		This item includes 25% more silt fence than the tab quantity for field adjustments and replacements.
		See tab 100-17 for locations and details.
		Place silt fence around intakes per EC-201
------	----------	----------
81	2602-0000030	SILT FENCE FOR DITCH CHECKS
		This item includes 50% more silt fence for ditch checks than the tab quantity for field
		adjustments and replacements. See tab 100-18 on the C sheets for locations and details.
------	----------	----------
82	2602-0000050	SILT BASINS
		Refer to Tab. 100-14. The tabulation includes estimated locations for placement of “Silt
		Basins” to address erosion to be encountered during construction. Verify the specific
		locations with the Engineer prior to beginning placement. Bid item includes 100%
		additional quantity for field adjustments and maintenance
------	----------	----------
83	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.
		Quantity equals Tab 100-17 and 100-18
------	----------	----------
84	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 silt fence Tab 100-17 and 100-18 quantities.
------	----------	----------
85	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN DIA.
86	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN DIA.
		See Tab 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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87	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
		for areas that have achieved 70% permanent growth.
		This item is for 50% of the Tab 100-19 quantity.
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88	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
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89	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011
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INDEX OF TABULATIONS

STANDARD ROAD PLANS

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

BA-202	10-18-11	Steel Beam Guardrail Bolted End Anchor
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
EC-204	10-16-12	Perimeter and Slope Sediment Control Devices
EW-101	04-19-11	Embankment and Rebuilding Embankments
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
MI-220	04-17-12	Detectable Warnings and Pedestrian Ramp
MI-221	04-17-12	Combined Retaining Wall - Sidewalk
PM-110	04-19-11	Line Types
PM-111	10-18-11	Symbols and Legends
PM-310	04-19-11	PV-101
PM-620	04-19-11	Two-Lane Roadway with no Turn Lanes (Four-Way Stop Condition)
PV-101	04-17-12	Joints
PV-102	04-19-11	PCC Curb Details
PV-103	04-19-11	Manhole Boxouts in PCC Pavement
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
RF-29	04-20-10	Safety Grates for Box Culverts
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-34B	09-21-99	Electrical Installation Details (Transformer Base)
RM-36	04-19-11	Control Station Details (Pad-Mounted)
RM-37	10-21-08	Junction Box (Cast Iron)
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-182	10-18-11	Permanent Road Closure - Urban
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-401	04-21-09	Circular Storm Sewer Manhole
SW-507	10-20-09	Single Open-Throat Intake, Small Box
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-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-251	04-17-12	Temporary Road Closure
TC-252	04-17-12	Routes Closed to Traffic
TC-273	04-20-10	Construction Site Entrance
TC-416	04-17-12	Partial Lane Closure on Ramps
TC-417	04-17-12	Ramp Closure
TC-420	04-17-12	Lane Closure at Ramps
TC-421	04-17-12	Lane Closure with TBR
TC-433	10-18-11	Pavement Marking Operations
TC-601	10-18-11	Pedestrian Detour

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 ¼" 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.

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.

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.

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.

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.

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.

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						
From		To			Fence		Gate		Channel Crossing				Gate		Channel Crossing				Gate		Channel Crossing		
Station	Offset	Station	Offset	Side	Length*	Type	No.*	Type	Length*	Type**	Fence Length*	Brace Panels*	No.*	Type	Length*	Type**	Fence Length*	Brace Panels*	No.*	Type	Length*	Type**	Remarks
					LF		EACH		LF		LF	EACH	EACH		LF		LF	EACH	EACH		LF		
Ramp D																							
4495+96.7	72.2	4498+49.7	23.9	RT	257.5	72 IN.																	Div.(1)
4498+49.7	23.9	4498+50.0	10.0	RT	13.9	72 IN.																	
4503+43.3	10.5	4503+48.2	86.2	RT	75.9	72 IN.																	Div.(1)
4503+48.2	86.2	4508+13.6	115.5	RT	465.4	72 IN.																	Div.(1)
I-74																							Div.(1)
6808+21.1	202.1	6820+08.1	105.9	RT	1187.0	72 IN.																	Div.(1)
6820+08.1	105.9	6828+23.8	98.9	RT	815.7	72 IN.																	Div.(1)
6828+23.8	98.9	6830+53.7	137.9	RT	229.9	72 IN.																	Div.(1)
6830+53.7	137.9	6833+75.5	140.4	RT	321.9	72 IN.																	Div.(1)
6834+58.3	139.9	6837+00.0	140.6	RT	241.7	72 IN.																	Div.(1)
			Total		3608.9																		
6807+03.0	237.5	6833+80.0	145.0	RT	2777.0	RMVL OF FENCE, CHAIN LINK																	Div.(1)

TABULATION OF EROSION CONTROL DETAILS

Location		Over-Seeding and Fertilizing	Seeding and Fertilizing	Mulching	Special Ditch Control		Sod	Crown-Vetch Seeding	Seeding Special Areas	Ditch Reshaping	Mowing
Begin Station	End Station				Wood Excelsior Mat						
		ACRE	ACRE	ACRE	SQ		SQ	ACRE	ACRE	STA	ACRE
6804+59.0	6807+50.0		0.1	0.1							
6805+77.0	6837+00.0		3.7	3.7							
	Total		3.9	3.9							

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

Location			Length of Installation				
Begin Station	End Station	Side	6 inch Dia	9 inch Dia	12 inch Dia	20 inch Dia	Remarks
			LF	LF	LF	LF	
6805+83.00	6837+00.00	RT			1212.0	2303.0	DIV. 1
Brown / 14th	Street						
15+33.00		Rt			32.0		21.4 Rt - Curb Intake
16+99.00		Rt			32.0		13.9 Rt - Curb Intake
16+84.20		Rt			32.0		31.3 Rt - Intake
20+54.90		Lt			32.0		29.8 Lt - Utility Access
20+55.00		Lt			38.0		14.5 Lt - Curb Intake
20+55.00		Rt			38.0		14.5 Rt - Curb Intake
23+25.00		Lt			38.0		14.5 Lt - Curb Intake
23+25.00		Rt			38.0		14.5 Rt - Curb Intake
25+60.00		Lt			32.0		22.8 Lt - Utility Access
25+60.00		Lt			38.0		14.5 Lt - Curb Intake
25+68.00		Rt			38.0		14.5 Rt - Curb Intake
Mississippi	Blvd.						
17+16.80		Lt			38.0		21.5 Lt - Curb Intake
17+16.80		Rt			38.0		21.5 Rt - Curb Intake
17+16.80		Rt			32.0		33.0 Rt - Utility Access
17+75.00		Rt			32.0		25.1 Rt - Utility Access
				TOTAl	1740.0	2303.0	

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
6809+00.0	+88.9	RT	36.0	368 Div.(1)
4506+50.0	+07.0	RT	36.0	398 Div.(1)
6814+25.0	+74.5	RT	36.0	366 Div.(1)
6812+00.0	+79.0	RT	36.0	367 Div.(1)
6833+00.0	+79.7	RT	36.0	360 Div.(1)
6830+00.0	+74.2	RT	36.0	361 Div.(1)
6827+02.5	+70.0	RT	36.0	362 Div.(1)
6822+97.0	+70.0	RT	36.0	363 Div.(1)
6820+47.5	+70.0	RT	36.0	364 Div.(1)
5818+00.0	+70.0	RT	36.0	365 Div.(1)
6836+00.0	+92.5	RT	36.0	343 Div.(1)
6805+89.5	2+61.2	RT	36.0	
6805+86.5	1+83.4	RT	36.0	
6814+25.3	1+39.7	RT	36.0	
6814+25.9	1+55.5	RT	36.0	
6818+00.0	+70.0	RT	36.0	
6818+01.0	1+63.5	RT	36.0	
Engineer's	allowance	- -	500.0	An allowance to be placed at the discretion of the Engineer.
	TOTAL		1112.0	

TABULATION OF SILT BASINS

Refer to RL-9

Location Station	Side	Remarks
6825+00.5	RT	Inlet 376 Div.(1)
Total	1	

TABULATION OF SILT FENCES FOR DITCH CHECKS

Refer to EC-201

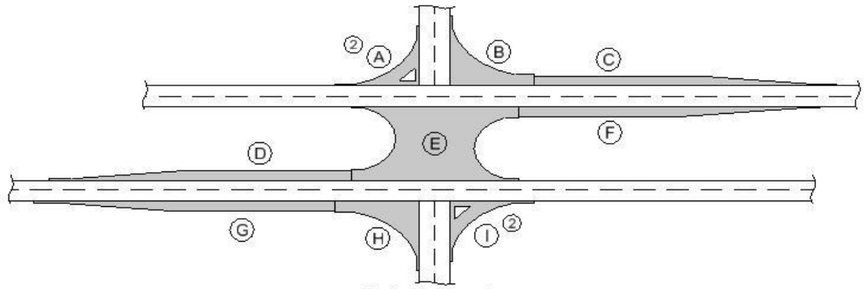
Location Station	Side	Length	Remarks
		LF	
6812+65.0	RT	22.0	Div.(1)
6813+05.0	RT	22.0	Div.(1)
6813+45.0	RT	22.0	Div.(1)
6813+85.0	RT	22.0	Div.(1)
Total		88.0	

TABULATION OF SILT DITCHES

Refer to RL-9

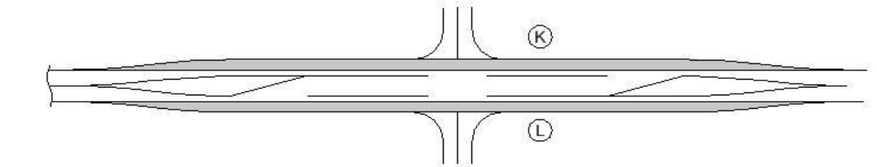
Station to Station		Side	LF	Remarks
4505+75.0	4507+50.0	RT	175.0	Div. (1)
6807+50.0	6808+75.0	RT	125.0	Div. (1)
6818+25.0	6818+75.0	RT	50.0	Div. (1)
		TOTAL	350.0	

TABULATION OF PAVEMENT

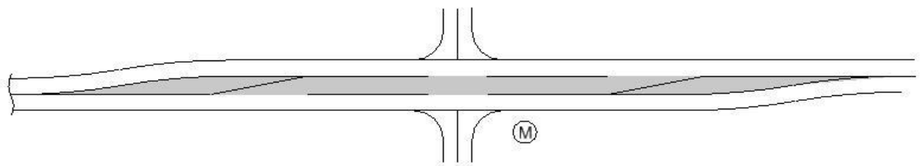


Typical Intersection

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 SY		Mod. Subbase	Granular Subbase	Remarks	
Road Indentification	Station to Station		Width	Length	Area	A (2)	B	C	D	E	F	G	H	I (2)	J	K	L	M	10 IN	11 IN	CY	SY		
			FT	FT	SY																			
Ramp D	4505+75.0	4507+50.7	5.0	175.7	97.6															97.6	52.1		Div.(1)	
Ramp D	4505+75.0	4507+50.7	16.0	175.7	312.3															312.3	104.1		Div.(1)	
Ramp D	4505+75.0	4507+50.7	VARIES	175.7	131.0															131.0	63.2		Div.(1)	
MAINLINE	6808+25.0	6811+90.0	12.0	365.0	486.7															486.7		486.7	Div.(1)	
MAINLINE	6804+55.9	6837+00.0	12.0	3244.1	4325.5															4325.5		4325.5	Div.(1)	
MAINLINE	6804+55.9	6837+00.0	12.0	3244.1	4325.5															4325.5		4325.5	Div.(1)	
MAINLINE	6804+55.9	6807+50.0	12.0	294.1	392.1															392.1		490.1	Div.(1)	
MAINLINE	6807+50.0	6816+50.0	VARIES	900.0	2247.4										2247.4					2247.4		2247.4	Div.(1)	
MAINLINE	6816+50.0	6837+00.0	12.0	2050.1	2733.4															2733.4		2733.4	Div.(1)	
MAINLINE	6829+26.8	6837+00.0	VARIES	773.2	695.6										695.6					695.6		695.6	Div.(1)	
MAINLINE	6807+51.1	6829+25.0	VARIES	2173.8	1656.8															1656.8		2381.4	Div.(1)	
MAINLINE	6829+25.0	6837+00.0	VARIES	775.1	919.1															919.1		1177.4	Div.(1)	
US 67 EB	203+40.0	204+60.4	2.5	122.6	34.1														34.1				122.6 LF Curb	Div. (1)
US 67 WB with Ramp D NE part	4496+30.7	209+14.9	2.5	63.9	18.0															18.0			63.9 LF Curb	Div. (1)
																		8 INCH						
BROWN / 14TH STREET	14+40.0	15+51.8	var.	111.8	15.3													15.3					128.4 LF Curb	Div. (1)
BROWN / 14TH STREET	15+51.8	19+63.7	29.0	411.9	1327.1													1327.1					823.7 LF Curb	Div. (1)
BROWN / 14TH STREET	19+63.7	20+47.2	var.	83.5	513.2													513.2					153.1 LF Curb	Div. (1)
BROWN / 14TH STREET	20+47.2	26+25.0	29.0	577.8	1861.9													1861.9					1155.7 LF Curb	Div. (1)
MISSISSIPPI BLVD	16+06.7	16+38.8	29.0	32.1	103.3													103.3					64.1 LF Curb	Div. (1)
MISSISSIPPI BLVD	17+15.3	19+30.0	43.0	214.7	1021.8													1021.8					427.8 LF Curb	Div. (1)
																					1215.0			
																	TOTAL	4842.6	34.1	18340.9	1434.3	18863.0		
TOTAL																								

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					
													Gran.	4	None					
	Scott	ssissippi	Both				PCC													
	Scott	14th St	Both			1972	PCC	UN-67-1(13)--41-82	PCC	9			Granular	4						

PAVEMENT SMOOTHNESS + PCC TEXTURE

Road Identification	Begin Station	End Station	Proposed Posted Speed			Remarks	
			35 or less	40 - 45	over 45		
Ramp D	4505+75.0	4507+50.7		X		12' LANE	Div.(1)
MAINLINE	6804+55.8	6809+83.8			X	12' LANE	Div.(1)
I-74	6804+55.8	6809+83.8			X	12' LANE	Div.(1)
I-74	6808+25.0	6811+90.0			X	12' LANE	Div.(1)
I-74	6809+83.8	6815+11.8			X	12' LANE	Div.(1)
I-74	6809+83.8	6815+11.8			X	12' LANE	Div.(1)
I-74	6815+11.8	6820+39.8			X	12' LANE	Div.(1)
I-74	6815+11.8	6820+39.8			X	12' LANE	Div.(1)
I-74	6820+39.8	6825+67.8			X	12' LANE	Div.(1)
I-74	6820+39.8	6825+67.8			X	12' LANE	Div.(1)
I-74	6825+67.8	6830+95.8			X	12' LANE	Div.(1)
I-74	6825+67.8	6830+95.8			X	12' LANE	Div.(1)
I-74	6830+95.8	6836+23.8			X	12' LANE	Div.(1)
I-74	6830+95.8	6836+23.8			X	12' LANE	Div.(1)
I-74	6836+23.8	6837+00.2			X	12' LANE	Div.(1)
I-74	6836+23.8	6837+00.0			X	12' LANE	Div.(1)
I-74	6807+51.0	6812+79.0			X	12' LANE	Div.(1)
I-74	6812+79.0	6818+07.0			X	12' LANE	Div.(1)
I-74	6818+07.0	6823+35.0			X	12' LANE	Div.(1)
I-74	6823+35.0	6828+63.0			X	12' LANE	Div.(1)
I-74	6828+63.0	6833+91.0			X	12' LANE	Div.(1)
I-74	6833+91.0	6837+00.0			X	12' LANE	Div.(1)
US 67 WB	197+00.0	217+40.0	X			12' Lane	Div. (1)
US 67 WB	197+00.0	201+20.0	X			12' Lane	Div. (1)
US 67 WB	197+00.0	201+20.0	X			12' Lane	Div. (1)
US 67 WB	200+04.8	203+20.0	X			12' Lane	Div. (1)
US 67 WB	202+60.0	209+30.0	X			12' Lane	Div. (1)
US 67 WB	202+60.0	209+30.0	X			12' Lane	Div. (1)
US 67 WB	205+99.7	212+60.0	X			12' Lane	Div. (1)
US 67 WB	205+99.7	212+60.0	X			12' Lane	Div. (1)
US 67 WB	209+90.0	211+40.0	X			12' Lane	Div. (1)
US 67 WB	209+90.0	217+40.0	X			12' Lane	Div. (1)
US 67 WB	209+90.0	217+40.0	X			12' Lane	Div. (1)
Kimberly Road	4608+00.0	4606+06.6	X			12' Lane	Div. (1)
Kimberly Road	4608+00.0	4606+06.6	X			12' Lane	Div. (1)
Kimberly Road	4608+00.0	4606+06.6	X			12' Lane	Div. (1)
Mississippi Blvd.	16+06.2	16+64.7	X			12' Lane	Div. (1)
Mississippi Blvd.	16+06.2	16+64.7	X			12' Lane	Div. (1)
Mississippi Blvd.	16+88.7	19+30.0	X			12' Lane	Div. (1)
Mississippi Blvd.	16+88.7	19+30.0	X			12' Lane	Div. (1)
14th St.	14+40.0	26+25.0	X			12' Lane	Div. (1)
14th St.	14+40.0	26+25.0	X			12' Lane	Div. (1)
15th St.	107+10.3	108+50.0	X			12' Lane	Div. (1)
15th St.	107+10.3	108+50.0	X			12' Lane	Div. (1)
16th St.	120+33.4	103+56.4	X			12' Lane	Div. (1)
16th St.	102+33.4	103+56.4	X			12' Lane	Div. (1)
16th St.	103+92.4	104+85.0	X			12' Lane	Div. (1)
16th St.	103+92.4	104+85.0	X			12' Lane	Div. (1)

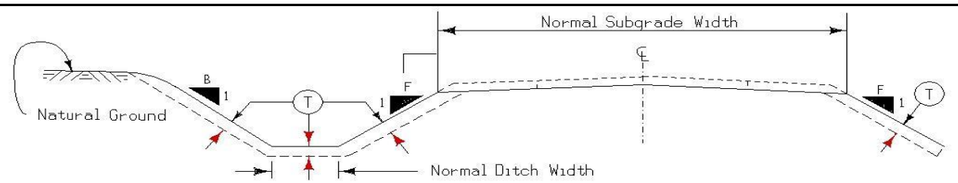
(1) Refer to MI-210
(2) Refer to RL-8 for Type B or C. Type A per plan.
Predetermined for access point not constructed with this project.

POINTS OF ACCESS

Refer to Cross-Sections

Location		Type (2)	Length of Opening			W	(1) (2) PR	(2) SR	Pipe Culvert (RF-30A or RF-30B)					Aprons	Driveway Surface Area		Driveway Surfacing Material	Remarks
Station	Side	A, B, C, or Predetermined	Case (1)	1½" Dropped Curb	3" Dropped Curb				H	Size	Pipe Length	Lt. (2)	Rt. (2)		HMA	PCC		
			1 or 2	LF	LF	FT	FT	FT	FT	IN	LF	LF	LF	No.	SY	SY	TON	
SISSIPPI BLVD																		
18+18	LT	C	1	167.0		158.0	6.0									197.4		Div. (1)
14TH ST																		
21+53	RT	B	1	50.0		38.0	6.0									38.1		Div. (1)
22+36	RT	B	1	46.0		34.0	6.0									68.3		Div. (1)
23+90	RT	B	1	48.0		36.0	6.0									152.2		Div. (1)
24+38	RT	B	1	19.0		14.0	6.0									18.9		Div. (1)
24+54	RT	B	1	28.0		22.0	6.0									59.2		Div. (1)
24+77	LT	B	1	42.0		30.0	6.0									97.2		Div. (1)
25+40	RT	B	1	42.0		30.0	6.0									354.9		Div. (1)
25+40.8	LT		1	0.0			0.0								37.9			Area for parking lot Div. (1)
26+05	RT	B	1	50.0		40.0	6.0									52.8		Div. (1)
														TOTAL		1039.2		

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	Quantity	Location		Side	Slope	(T)	Remarks	Amount Reserved	Station to Station		Remarks
No.	CY	Station to Station		L. or R.	B. or F.	IN		CY			
1	2424.0	6804+75.0	6837+00.0			8.0	I-74 YEAR 3 STAGE 1	826.7	6811+50.0	6819+25.0	I-74 YEAR 3 STAGE 1
2	269.0	4505+75.0	4507+50.0			8.0	RAMP D YEAR 3 STAGE 1	1272.6	6824+00.0	6837+00.0	I-74 YEAR 3 STAGE 1
3	168.0	6819+50.0	6824+00.0			8.0	I-74 YEAR 3 STAGE 2	3418.2	STOCKPILE		AVAILABLE MATERIAL FROM CONTRACT 205
treet	160.3	14+40.00	19+47.65	RT	F	8.0			STOCKPILE		
treet	60.9	14+40.00	19+73.14	RT	F	8.0			STOCKPILE		
treet	0.1	19+78.05	19+81.14	RT	F	8.0			STOCKPILE		
treet	0.1	20+32.23	20+34.58	RT	F	8.0			STOCKPILE		
treet	9.2	20+39.79	21+34.25	RT	F	8.0			STOCKPILE		
treet	15.0	20+39.28	21+34.25	RT	F	8.0			STOCKPILE		
treet	9.3	21+72.25	22+18.85	RT	F	8.0			STOCKPILE		
treet	6.4	21+72.25	22+18.85	RT	F	8.0			STOCKPILE		
treet	21.7	22+52.85	23+71.62	RT	F	8.0			STOCKPILE		
treet	17.1	22+52.85	23+71.62	RT	F	8.0			STOCKPILE		
treet	9.6	24+07.62	24+30.81	RT	F	8.0			STOCKPILE		
treet	3.0	24+07.62	24+30.81	RT	F	8.0			STOCKPILE		
treet	2.9	24+30.81	24+43.96	RT	F	8.0			STOCKPILE		
treet	19.8	24+65.61	25+24.64	RT	F	8.0			STOCKPILE		
treet	8.3	24+65.61	25+24.64	RT	F	8.0			STOCKPILE		
treet	8.4	25+54.64	25+85.23	RT	F	8.0			STOCKPILE		
treet	3.5	25+54.64	25+82.60	RT	F	8.0			STOCKPILE		
treet	193.8	14+40.00	19+72.87	LT	F	8.0			STOCKPILE		
treet	65.8	20+38.35	24+62.00	LT	F	8.0			STOCKPILE		
treet	62.5	20+38.38	24+62.00	LT	F	8.0			STOCKPILE		
treet	56.3	24+92.00	26+25.00	LT	F	8.0			STOCKPILE		
Blvd	5.7	16+06.46	16+46.56	RT	F	8.0			STOCKPILE		
Blvd	12.2	16+06.69	16+60.06	RT	F	8.0			STOCKPILE		
Blvd	36.0	17+05.57	19+30.00	RT	F	8.0			STOCKPILE		
Blvd	0.4	17+06.50	17+11.97	RT	F	8.0			STOCKPILE		
Blvd	6.6	16+06.69	16+51.37	LT	F	8.0			STOCKPILE		
Blvd	11.5	16+06.69	16+60.29	LT	F	8.0			STOCKPILE		
Blvd	2.7	17+08.53	17+29.84	LT	F	8.0			STOCKPILE		
Blvd	3.2	17+08.13	17+30.61	LT	F	8.0			STOCKPILE		
Blvd	4.2	18+88.60	19+30.00	LT	F	8.0			STOCKPILE		
Blvd	3.3	18+89.01	19+30.00	LT	F	8.0			STOCKPILE		
amp D	15.6	4495+99.68	4496+30.73	RT	F	8.0			STOCKPILE		
amp D	2.8	4495+87.17	4495+96.95	RT	F	8.0			STOCKPILE		
67 WB	35.6	203+40.00	204+60.36	LT	F	8.0			STOCKPILE		
TOTAL	3734.8						TOTAL Strip/Salvage/Spread	2099.3			Div.(1)
							TOTAL Spread from Stockpile	1635.5			Div.(1)
							To remain in stockpile at end of contract	1782.7			Div.(1)

PROPOSED SUBGRADE TREATMENT

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

No.	Location		Description			Type		Quantity		Polymer Grid	Available From	
	Begin Station	End Station	Side	Depth	Width	Material	Shrink %				Quantity	Location or Station to Station
				FT	FT			CY	TON	SY	CY	
1	6804+58.7	6837+00.0	RT	1.0	12.0 SPECIAL BACKFILL (SEE ART. 4132)		1,440.6		4,321.7			DIVISION #1
2	6804+58.7	6837+00.0	RT	1.0	12.0 SPECIAL BACKFILL (SEE ART. 4132)		1,440.6		4,321.7			DIVISION #1
3	6804+58.7	6807+50.0	RT	1.0	12.0 SPECIAL BACKFILL (SEE ART. 4132)		129.5					DIVISION #1
4	6808+25.0	6811+90.0	RT	1.0	12.0 SPECIAL BACKFILL (SEE ART. 4132)		162.2		486.7			DIVISION #1
5	6807+50.0	6814+49.8	RT	1.0	Var. SPECIAL BACKFILL (SEE ART. 4132)		230.6		691.8			DIVISION #1
6	6807+50.0	6816+50.0	RT	1.0	Var. SPECIAL BACKFILL (SEE ART. 4132)		518.5		1,555.5			DIVISION #1
7	6807+51.6	6816+50.0	RT	1.0	7.0 SPECIAL BACKFILL (SEE ART. 4132)		232.9					DIVISION #1
8	6807+51.6	6836+97.0	RT	1.0	3.0 SPECIAL BACKFILL (SEE ART. 4132)		327.3					DIVISION #1
9	6816+50.0	6829+25.0	RT	1.0	12.0 SPECIAL BACKFILL (SEE ART. 4132)		566.7		1,700.0			DIVISION #1
10	6816+50.0	6829+25.0	RT	1.0	7.0 SPECIAL BACKFILL (SEE ART. 4132)		330.6					DIVISION #1
11	6829+25.0	6837+00.0	RT	1.0	Var. SPECIAL BACKFILL (SEE ART. 4132)		525.1		1,575.3			DIVISION #1
12	6829+25.0	6837+00.0	RT	1.0	Var. SPECIAL BACKFILL (SEE ART. 4132)		310.8					DIVISION #1
13	6834+70.0	6836+97.0	RT	1.0	Var. SPECIAL BACKFILL (SEE ART. 4132)		49.0		147.0			DIVISION #1
		TOTAL					6,264.3		14,799.7			

SETTLEMENT PLATES

Refer to Standard Road Plan RL-6

No.	Location		Remarks
	Station	Offset	
1	6804+37.8	52' RT.	I-74 WB Div.(1)

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: 6264 CY

SHRINKAGE DATA

Material	%	Remarks
TOPSOIL	50%	
CLASS 10	30%	
		BOULDERS 50 Cu. Yds.
		excluding Class 12
		Rock Excavation Div.(1)

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 ① 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 WB	6808+25.0	6809+00.0	Right	24.0	4.0	79.0						6808+25.0	6.0	RF-19C	3.7		CAP @ 6808+00
													6809+00.0	6.0	RF-19C			
1	I74 WB	6809+00.0	6812+00.0	Right	24.0	4.0	304.0						6809+00.0	6.0	RF-19C	14.1		
													6812+00.0	6.0	RF-19C			
2	I74 WB	6812+00.0	6814+25.0	Right	24.0	4.0	229.0						6812+00.0	6.0	RF-19C	10.6		
													6814+25.0	6.0	RF-19C			
3	I74 WB	6814+25.0	6818+00.0	Right	24.0	4.0	379.0						6814+25.0	6.0	RF-19C	17.5		
													6818+00.0	6.0	RF-19C			
4	I74 WB	6818+00.0	6820+47.5	Right	24.0	4.0	251.5						6818+00.0	6.0	RF-19C	11.6		
													6820+47.5	6.0	RF-19C			
5	I74 WB	6820+47.5	6822+97.0	Right	24.0	4.0	253.5						6820+47.5	6.0	RF-19C	11.7		
													6822+97.0	6.0	RF-19C			
6	I74 WB	6822+97.0	6825+00.0	Right	24.0	4.0	207.0						6822+97.0	6.0	RF-19C	9.6		
													6825+00.0	6.0	RF-19C			
7	I74 WB	6825+00.0	6827+02.5	Right	24.0	4.0	206.5						6825+00.0	6.0	RF-19C	9.6		
													6827+02.5	6.0	RF-19C			
8	I74 WB	6827+02.5	6830+00.0	Right	24.0	4.0	301.5						6827+02.5	6.0	RF-19C	14.0		
													6830+00.0	6.0	RF-19C			
9	I74 WB	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			
10	I74 WB	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			
11	I74 WB	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
12	MISSISSIPPI	16+06.7	17+16.8	Right	30.0	4.0	114.1						16+06.7	6.0	RF-19C	7.0		TIE INTO EXIST. DRAINAGE
													17+16.8	6.0	RF-19C			
13	MISSISSIPPI	17+16.8	19+30.0	Right	30.0	4.0	217.2						17+16.8	6.0	RF-19C	13.4		CAP @ 19+30
14	MISSISSIPPI	16+06.7	17+16.8	Left	30.0	4.0	114.1						16+06.7	6.0	RF-19C	7.0		TIE INTO EXIST. DRAINAGE
													17+16.8	6.0	RF-19C			
15	MISSISSIPPI	17+16.8	19+30.0	Left	30.0	4.0	217.2						17+16.8	6.0	RF-19C	13.4		CAP @ 19+30
16	14TH ST	14+40.0	15+33.0	Right	24.0	4.0	97.0									4.5		CAP @ 14+40
													15+33.0	6.0	RF-19C			
17	14TH ST	15+33.0	16+99.0	Right	30.0	4.0	170.0						15+33.0	6.0	RF-19C	10.5		
													16+99.0	6.0	RF-19C			
18	14TH ST	16+99.0	20+55.0	Right	24.0	4.0	360.0						16+99.0	6.0	RF-19C	16.7		
													20+55.0	6.0	RF-19C			
19	14TH ST	20+55.0	23+25.0	Right	24.0	4.0	274.0						20+55.0	6.0	RF-19C	12.7		
													23+25.0	6.0	RF-19C			
20	14TH ST	23+25.0	25+68.0	Right	24.0	4.0	247.0						23+25.0	6.0	RF-19C	11.4		
													25+68.0	6.0	RF-19C			
21	14TH ST	25+68.0	26+25.0	Right	24.0	4.0	61.0						25+68.0	6.0	RF-19C	2.8		CAP @ 26+25
22	14TH ST	14+40.0	18+25.0	Left	30.0	4.0	389.0						14+40.0	6.0	RF-19C	24.0		CAP @ 14+40
													18+25.0	6.0	RF-19C			
23	14TH ST	18+25.0	20+55.0	Left	24.0	4.0	234.0						18+25.0	6.0	RF-19C	10.8		
													20+55.0	6.0	RF-19C			
24	14TH ST	20+55.0	23+25.0	Left	24.0	4.0	274.0						20+55.0	6.0	RF-19C	12.7		
													23+25.0	6.0	RF-19C			
25	14TH ST	23+25.0	25+60.0	Left	24.0	4.0	239.0						23+25.0	6.0	RF-19C	11.1		
													25+60.0	6.0	RF-19C			
26	14TH ST	25+60.0	26+25.0	Left	24.0	4.0	69.0						25+60.0	6.0	RF-19C	3.2		CAP @ 26+25
27	RAMP D	4505+75.0	4506+50.0	Right	24.0	4.0	79.0						4505+75.0	6.0	RF-19C	3.7		TIE INTO EXIST. DRAINAGE
													4506+50.0	6.0	RF-19C			
28	RAMP D	4506+50.0	4507+50.7	Right	24.0	4.0	104.7						4506+50.0	6.0	RF-19C	4.8		
																		CAP @ 4507+50.7
		TOTAL					6183.3											

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.

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.

REMOVAL OF INTAKES AND UTILITY ACCESSES

WHKS-1
Modified

LIST OF STORM SEWER PIPE

* Bid Item

Bid Lengths are calculated from center of structure to center of structure.

No.	Location Station and Offset		Line Number	Intake/ Utility Access No.		Pipe Diameter	Bid* Length	Notes
				From	To	Inches	FT	
14TH ST								
25656	19+76.32	25.9	25656.0	25656.0	To West	36	50.00	Div. (1)
26443	19+82.32	53.1	26443.0	26443.0	25656.0	24	28.00	Div. (1)
25335	20+29.09	52.3	25335.0	25335.0	26443.0	24	46.00	Div. (1)
25983	20+21.33	51.3	25983.0	25983.0	25984.0	18	36.99	Div. (1)
28164	20+93.42	-42.9	28164.0	28164.0	To South	18	73.00	Div. (1)
25703	21+84.51	-20.1	25703.0	25703.0	28164.0	18	94.00	Div. (1)
25529	25+63.45	16.2	25529.0	25529.0	25847.0	12	34.00	Div. (1)
25847	25+61.68	-18	25847.0	25847.0	25167.0	15 & 12	122 & 88	Per City, PI located 78' South of MH 25847
25167	23+61.21	-58.6						Remove MH
	Total					ess than 36	572.00	

ADJUSTMENT OF FIXTURES

104-10
08-01-08

No.	Location Station	Type of Fixture	Adjustment	
	Mississippi Blvd.			
	17+84.86, 23.30' LT	Water Valve	Adjust down approx. 1.48'	Div. (1)
	14th St.			
	16+55.66, 57.53' LT	Sanitary MH	Will be located under ramp embankment	Div. (1)
	18+13.69, 0.67' LT	Sanitary MH	Move down approx. 0.14'	Div. (1)
	18+13.28, 12.95' RT	Sanitary MH	Move down approx. 0.20' manhole located in curb	Div. (1)
	20+04.16, 2.92' RT	Sanitary MH	Move down approx. 0.66'	Div. (1)
	21+44.84, 9.55' LT	Sanitary MH	Move down approx. 0.76'	Div. (1)
	24+72.72, 28.22' LT	Sanitary MH	Move up approx. 0.33'	Div. (1)

REMOVAL OF PAVEMENT

110-1
08-01-08

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Pavement Type	Area	Saw Cut*	Intakes and Utility Accesses	Remarks	
			SY	LF	No.		
I-74							
6810+90.4	6837+00.0	HMA	10472.2	1596.1		Div.(1)	
6807+73.6	6826+91.9	HMA	4997.0			Existing Ramp Div.(1)	
14th St Conn. South US 67		Temp	387.7			Temporary Pavement	
Calvert Drive		PCC	379.6	164.4		From Exist Ramp to 14th St	Div. (1)
I-74 Ent. Ramp		PCC	1803.2	96.9		NW of 14th St and Mississippi Blvd	Div. (1)
of Grant St.	19+88.2	PCC	2627.5	79.8		14th between Grant St. and Mississippi Blvd	Div. (1)
20+24.2	26+25.0	PCC	2241.2	29.1		14th St N. of Mississippi Blvd.	Div. (1)
np D return	Brown Inter	Temp	715.9			Temporary Connection to 14th Street	Div. (1)
Brown St with	14th Street	Temp	21.4			Temporary Connection to 14th Street	Div. (1)
Bend in Alley	S. of Brown St.	PCC	84.8			90 degree bend in Alley	Div. (1)
14+40.0	15+19.3	PCC	363.0	50.6		Exist Brown Street	Div. (1)
15+19.3	edge 14th St.	PCC	713.3			Exist Brown Street	Div. (1)
16+06.7	19+30.0	PCC	1441.0	70.2		Exist Mississippi Blvd.	Div. (1)
tate St. East	of 14th St.	PCC	2592.0	122.3		Exist State Street	Div. (1)
of 13th St. to West							
			28839.8				

SIDEWALK REMOVAL

110-5
08-01-08

Begin Station	End Station	Area	Remarks	
		SY		
US 67 WB				
n St. Conn At	op Ramp D	14.6	Temporary	Div. (1)
WN STREET				
St Intersectn	15+39.5	55.7	S. Side	Div. (1)
15+19.0	14+40.0	34.9	S. Side	Div. (1)
St Intersectn	14+40.0	108.1	N. Side	Div. (1)
SISSIPPI BLVD				
16+06.7	16+56.4	26.4	S. Side	Div. (1)
16+99.1	19+30.0	111.5	S. Side	Div. (1)
16+21.7	16+44.7	18.3	N. Side	Div. (1)
18+89.3	19+30.0	17.6	N. Side	Div. (1)
		387.1		

REMOVAL OF CONCRETE DRIVES

110-8
08-01-08

Location		Area	Remarks	
Station	Side	SY		
BROWN STREET				
15+29.0	LT	20.4		Div. (1)
SISSIPPI BLVD				
18+09.0	LT	298.3		Div. (1)
14TH STREET				
21+53.0	RT	51.6		Div. (1)
22+36.0	RT	84.7		Div. (1)
23+90.0	RT	52.7		Div. (1)
24+38.0	RT	28.3		Div. (1)
24+55.0	RT	64.8		Div. (1)
25+40.0	RT	340.4		Div. (1)
25+54.0	LT	117.3		Div. (1)
26+05.0	RT	51.1		Div. (1)
		1109.6		

110-15
10-16-12

REMOVAL OF INTAKES AND UTILITY ACCESSES

Location/Description	Type	No.	Remarks
6814+25 Storm Sewer Structure #41812	Intakes		Div.(1)
6818+03 Storm Sewer Structure #41809	Intakes		Div.(1)
6820+47 Storm Sewer Structure #41806	Intakes		Div.(1)
6822+98 Storm Sewer Structure #41804	Intakes		Div.(1)
6824+98 Storm Sewer Structure #41803	Intakes		Div.(1)
6826+99 Storm Sewer Structure #41788	Intakes		Div.(1)
6828+90 Storm Sewer Structure #41787	Intakes		Div.(1)
6830+97 Storm Sewer Structure #41786	Intakes		Div.(1)
6832+99 Storm Sewer Structure #4178	Intakes		Div.(1)

110-14
04-16-13

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	
6818+03-6820+47	Storm Sewer	Removal	243			Div.(1)
6820+47-6824+98	Storm Sewer	Removal	452			Div.(1)
6826+99, 27' RT-71' RT	Storm Sewer	Removal	45			Div.(1)
6826+99-6833+73	Storm Sewer	Removal	671			Div.(1)
6812+00, 28' RT-81' RT	Storm Sewer	Removal	53			Div.(1)
6818+03, 113' RT-6818+36, 29' RT	Storm Sewer	Removal	90			Div.(1)
6833+00, 29' RT-79' RT	Storm Sewer	Removal	50			Div.(1)
6805+39-6806+00	Storm Sewer	Removal	64			Div.(1)
		TOTAL	1668			

108-13A
08-01-08

SAFETY CLOSURES

Refer to Section 2518 of the Standard Specifications

Station	Closure Type		Remarks
	Road Qty.	Hazard Qty.	
14th St			
14+40.0	1		Stage 1 Div. (1)
20+10.0	1		Stage 1 Div. (1)
26+25.0	1		Stage 1 Div. (1)
20+20.0	1		Stage 1 Div. (1)
			Stage 1 Div. (1)
Mississippi			Stage 1 Div. (1)
12+35.0	1		Stage 1 Div. (1)
19+30.0	1		Stage 1 Div. (1)

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	
		I 74 Stage 1															
1	WB	6792+26	LT		X					N/A	N/A	N/A	N/A	N/A			Div.(1) To remain in place at end of contract
2	WB	6799+45.68	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1) To remain in place at end of contract
3	WB	6817+00.0	RT		X					3.3	24.3	8.6	6.6	12.8	30.0		Div.(1)
4	WB	6822+64.0	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		Stage 2															
5	WB	6814+29.0	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		Stage 3															
6	WB	6832+40	LT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
7	WB	6832+40	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		Total			7					3.3	24.3	8.6	6.6	12.8	30.0		

108-33
04-20-10

TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

No.	Station to Station		Length	(Select One)		Remarks
			LF	Concrete BA-401	Steel BA-400	
	I 74					
						See Contract IM-74-1(205)5--13-82 for TBR remaining from previous contract
		Stage 1				
1	6792+26.1	6796+88.2	465.2	X		Div.(1) To remain in place at end of contract
			475.0			12.5 Ft Sections
2	6799+45.7	6800+88.0	264.9	X		Div.(1) Connect to Existing 34" Barrier
			275.0			12.5 Ft Sections
						To remain in place at end of contract
3	6803+81.0	6822+20.0	1840.0	X		Div.(1) Connect to Existing 34" Barrier
			1850.0			12.5 Ft Sections
						6803+81 to 6808+25 to remain in place an end of Contract
4	6807+75.0	6833+90.0	2805.9	X		Div.(1) 1 each Connection to 34" Barrier and 44" Barrier
			2812.5			12.5 Ft Sections
5	6817+00.0	6822+23.0	523.0	X		
			525.0			12.5 Ft Sections
6	6822+64.0	6837+08.0	1452.2	X		Div.(1)
			1462.5			12.5 Ft Sections
7	6835+00.0	6837+00.0	200.0	X		Div.(1)
			200.0			12.5 Ft Sections
		Stage 2				
7	6814+29.0	6815+93.4	162.5	X		Div.(1)
			175.0			12.5 Ft Sections
8	6822+20.0	6824+91.7	271.7	X		Div.(1)
			275.0			12.5 Ft Sections
		Stage 3				
9	6825+63.6	6844+06.0	1842.4	X		Div.(1) Include Modular Glare Screen System
			1850.0			12.5 Ft Sections
10	6844+06.0	6849+54.2	548.2	X		Div.(1)
			550.0			12.5 Ft Sections
11	6832+39.0	6833+90.0	151.0	X		Div.(1) Connect to Exist 44" Barrier
			162.5			12.5 Ft Sections
12	6832+39.0	6833+90.0	151.0	X		Div.(1) Connect to Exist 44" Barrier
			162.5			12.5 Ft Sections
13	6837+00.0	6842+35.0	535.0	X		Div.(1) To remain in place at end of contract
			537.5			12.5 Ft Sections
		Winter				
1	6807+75.0	6837+00.0	2925.0	X		Use TBR connection from Stage 1.
			2925.0			12.5 Ft Sections
						To Remain in Place at end of contract
		Total	14037.5			

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 CHW8: Channelizing Line (White) @ 2.00 DLW4: Dotted Line (White) @ 0.33 BLW4: Broken Lane Line (White) @ 0.25 ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 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*	CHW8	DLW4	BLW4	ELW4	ELY4	CHY8							
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I 74 Tempora																					
Stage 1	6784+06.4	6806+79.7	WB	Wet Retroreflective Removable Tape	X									22.73							Div.(1)
	6784+24.1	6806+79.7	WB	Wet Retroreflective Removable Tape	X				22.56												Div.(1)
	6784+43.1	6806+79.7	WB	Wet Retroreflective Removable Tape	X				22.37												Div.(1)
	6806+79.7	6822+21.2	WB	Waterborne/Solvent Paint			X					15.41									Div.(1)
	6822+21.2	6824+64.0	WB	Wet Retroreflective Removable Tape			X		2.43												Div.(1)
	6819+46.2	6824+64.0	WB	Wet Retroreflective Removable Tape			X		5.18												Div.(1)
	6820+86.3	6837+01.1	WB	Wet Retroreflective Removable Tape			X		16.15												Div.(1)
	6806+79.7	6829+15.0	WB	Waterborne/Solvent Paint			X				22.35		22.35								Div.(1)
	6829+15.0	6834+06.2	WB	Wet Retroreflective Removable Tape			X				4.91		4.91								Div.(1)
	6834+06.2	6837+00.0	WB	Waterborne/Solvent Paint			X				2.94		2.94								Div.(1)
	6824+64.0	6834+00.0	WB	Waterborne/Solvent Paint			X			9.36											Div.(1)
	6834+00.0	6837+01.1	WB	Wet Retroreflective Removable Tape			X		3.01												Div.(1)
																					Div.(1)
																					Div.(1)
Stage 2	6805+76.3	6815+16.6	WB	Wet Retroreflective Removable Tape			X		9.40												Div.(1)
	6815+16.6	6824+91.7	WB	Waterborne/Solvent Paint			X					9.75									Div.(1)
	6812+30.0	6814+92.7	WB	Wet Retroreflective Removable Tape			X		2.63												Div.(1)
	6814+92.7	6824+75.5	WB	Waterborne/Solvent Paint			X			9.83											Div.(1)
	6812+28.6	6814+92.7	WB	Wet Retroreflective Removable Tape			X		2.64												Div.(1)
	4495+96.7	4505+75.0	WB	Highbuild Waterborne Paint			X						9.78								Div.(1)
	4496+95.0	4505+75.0	WB	Highbuild Waterborne Paint			X					8.80									Div.(1)
	4495+99.8	4500+29.5	WB	Highbuild Waterborne Paint			X				4.30										Div.(1)
																					Div.(1)
Stage 3	6825+08.8	6834+15.8	WB	Wet Retroreflective Removable Tape			X		9.07												Div.(1)
	6825+08.8	6832+29.2	WB	Wet Retroreflective Removable Tape			X		10.43												Div.(1)
	6825+63.6	6834+15.6	WB	Wet Retroreflective Removable Tape	X				3.58				8.52								Div.(1)
	6834+15.6	6837+00.0	WB	Waterborne/Solvent Paint	X						2.84		2.84								Div.(1)
	6832+29.2	6837+00.0	WB	Waterborne/Solvent Paint			X						4.71								Div.(1)
	6829+14.2	6837+00.0	WB	Waterborne/Solvent Paint			X					7.86									Div.(1)
	6834+15.6	6837+00.0	WB	Waterborne/Solvent Paint	X							2.84									Div.(1)
																					Div.(1)
																					Div.(1)
Stage 4	6809+70.7	6820+12.5	WB	Waterborne/Solvent Paint			X							10.42							Div.(1)
	6820+12.5	6837+00.0	WB	Waterborne/Solvent Paint			X						16.88								Div.(1)
	6809+00.7	6820+12.9	WB	Waterborne/Solvent Paint			X		11.12												Div.(1)
	6820+12.9	6837+00.0	WB	Waterborne/Solvent Paint			X				16.87										Div.(1)
	6809+00.5	6820+12.9	WB	Waterborne/Solvent Paint			X		11.12												Div.(1)
	6820+12.9	6834+70.0	WB	Waterborne/Solvent Paint			X			14.57											Div.(1)
	6834+70.0	6837+00.0	WB	Waterborne/Solvent Paint			X		4.60												Div.(1)
	6806+12.4	6814+74.8	WB	Waterborne/Solvent Paint			X						8.62								Div.(1)
	6814+74.8	6820+12.9	WB	Waterborne/Solvent Paint			X		5.38												Div.(1)
	6806+13.8	6837+00.0	WB	Waterborne/Solvent Paint			X					30.86									Div.(1)
																					Div.(1)
																					Div.(1)
Removals																					
Stage 1	6784+06.4	6800+80.0	WB	Removal			X				16.74	16.74	16.74								Div.(1)
	6819+46.2	6824+00.0	WB	Removal			X					4.54	4.54								Div.(1)
																					Div.(1)
Stage 3	6825+08.8	6834+00.0	WB	Removal			X			8.91			8.91								Div.(1)
	6825+08.8	6829+15.0	WB	Removal			X				4.06										Div.(1)
	6834+00.0	6837+00.0	WB	Removal			X			3.00			3.00								Div.(1)
																					Div.(1)
																					Div.(1)
Stage 4	6825+08.8	6834+15.8	WB	Removal			X		9.07												Div.(1)
	6825+08.8	6832+29.2	WB	Removal			X		10.43												Div.(1)
	6825+63.6	6834+15.6	WB	Removal	X				3.58				8.52								Div.(1)
	6834+15.6	6837+00.0	WB	Removal	X						2.84		2.84								Div.(1)
	6832+29.2	6837+00.0	WB	Removal			X						4.71								Div.(1)
	6829+14.2	6837+00.0	WB	Removal			X					7.86									Div.(1)
	6834+15.6	6837+00.0	WB	Removal	X							2.84									Div.(1)
	6814+92.7	6825+63.6	WB	Removal			X			10.71		10.71	10.71								Div.(1)
	6809+70.7	6814+92.7	WB	Removal			X		5.22		5.22			5.22							Div.(1)
																					Div.(1)
Stage 1																					
MISSISSIPPI	16+00.0	19+36.1																			
Stage 2																					
MISSISSIPPI	16+00.0	19+36.1	WB	Waterborne/Solvent Paint	x								3.36								Div. (1)
MISSISSIPPI	16+05.4	16+76.6																			

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 CHW8: Channelizing Line (White) @ 2.00 DLW4: Dotted Line (White) @ 0.33 BLW4: Broken Lane Line (White) @ 0.25 ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 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*	CHW8	DLW4	BLW4	ELW4	ELY4	CHY8							
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
14TH ST	20+06.0	26+28.6	WB	Removal	x								3.36									Div. (1)
			EB	Waterborne/Solvent Paint	x								0.71									Div. (1)
Stage 3																						
MISSISSIPPI	16+05.4	16+76.6	NB	Waterborne/Solvent Paint	x								6.23									Div. (1)
MISSISSIPPI	16+74.8	19+30.0																				
14TH ST	20+06.0	26+28.6	EB	Removal	x								0.71									Div. (1)
14TH ST	20+03.1	26+25.0	EB	Waterborne/Solvent Paint	x								2.55									Div. (1)
Final			NB	Removal	x								6.23									
MISSISSIPPI	16+74.8	19+30.0	SB	Waterborne/Solvent Paint	x								6.22									Div. (1)
14TH ST	20+03.1	26+25.0																				
			EB	Removal	x								2.55									Div. (1)
Mississippi	16+09.7	16+52.7																				
Mississippi	16+47.5		SB	Removal	x								6.22									Div. (1)
Mississippi	16+54.9																					
Mississippi	16+99.7		BOTH	Highbuild Waterborne Paint		X		0.43														Div. (1)
Mississippi	17+08.2		EB	Highbuild Waterborne Paint			X								0.16							Div. (1)
Mississippi	17+02.2	19+30.0	BOTH	Highbuild Waterborne Paint										0.38								Div. (1)
			BOTH	Highbuild Waterborne Paint										0.53								Div. (1)
14th St.	14+40.0	19+77.3	WB	Highbuild Waterborne Paint	X										0.22							Div. (1)
14th St.	19+69.0		BOTH	Highbuild Waterborne Paint				2.28														Div. (1)
14th St.	19+79.9																					
14th St.	20+32.7		BOTH	Highbuild Waterborne Paint		X		5.37														Div. (1)
14th St.	20+40.2		NB	Highbuild Waterborne Paint			x								0.15							Div. (1)
14th St.	20+35.3	26+25.0	BOTH	Highbuild Waterborne Paint										0.36								Div. (1)
			BOTH	Highbuild Waterborne Paint										0.39								Div. (1)
			SB	Highbuild Waterborne Paint	X										0.14							Div. (1)
			BOTH	Highbuild Waterborne Paint		X			5.90													Div. (1)
				Factored Total: Waterborne/Solvent Paint				-	64.46	11.25	11.25	66.73	77.41	20.84	-	-	-	-	-	-	-	-	
				Factored Total: Highbuild Waterborne Paint				2.02	11.80	-	1.08	8.80	9.78	3.32	-	-	-	-	-	-	-	-	
				Factored Total: Wet Retroreflective Removable Tape				-	218.87	-	1.23	-	13.43	45.47	-	-	-	-	-	-	-	-	
				Factored Total: Removal				-	56.59	7.54	7.22	42.69	79.04	10.44	-	-	-	-	-	-	-	-	
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							251.94												
				Bid Quantity: Painted Pavement Markings, Highbuild Waterborne							36.80												
				Bid Quantity: Wet Retroreflective Removable Tape Markings							278.99												
				Bid Quantity: Pavement Markings Removed							203.51												

SIDEWALKS

See MI-220 and L Sheets

Road Identification	Station to Station		Side	4" PCC Sidewalk SY	6" PCC Sidewalk SY	Detectable Warnings SF	Remarks
14th St	14+40.0	15+39.5	Lt				Div. (1)
14th St	14+40.0	19+73.2	Rt	276.6			Div. (1)
14th St	19+73.2	19+83.8	Rt		8.5	20	Div. (1)
14th St	20+30.0	20+39.7	Rt		7.8	20	Div. (1)
14th St	20+38.4	24+62.0	Lt	235.4			Div. (1)
14th St	20+39.7	21+34.3	Rt	52.8			Div. (1)
14th St	21+34.3	21+72.3	Rt	21.1			Div. (1)
14th St	21+72.3	22+18.9	Rt	25.9			Div. (1)
14th St	22+18.9	22+52.9	Rt		18.9		Div. (1)
14th St	22+52.9	23+71.6	Rt	66.0			Div. (1)
14th St	23+71.6	24+07.6	Rt		20.0		Div. (1)
14th St	24+07.6	24+30.8	Rt	12.9			Div. (1)
14th St	24+30.8	24+65.6	Rt		19.3		Div. (1)
14th St	24+62.0	24+92.0	Lt		16.7		Div. (1)
14th St	24+65.6	25+24.6	Rt	32.8			Div. (1)
14th St	25+24.6	25+54.6	Rt		16.7		Div. (1)
14th St	25+54.6	25+83.7	Rt	16.3			Div. (1)
Mississippi Blvd	16+06.7	16+51.4	Lt	24.8			Div. (1)
Mississippi Blvd	16+06.7	16+47.1	Rt	22.9			Div. (1)
Mississippi Blvd	16+47.1	16+61.9	Rt		7.8	10	Div. (1)
Mississippi Blvd	16+51.4	16+61.9	Lt		5.5	10	Div. (1)
Mississippi Blvd	17+06.4	19+30.0	Rt	137.2			Div. (1)
Mississippi Blvd	17+08.4	17+30.1	Lt	12.0			Div. (1)
Mississippi Blvd	17+30.1	18+88.7	Lt		79.3		Div. (1)
Mississippi Blvd	18+88.7	19+30.0	Lt	18.3			Div. (1)
US 67 Ramp D	4495+95.8	4495+98.1	Rt	10.2			Div. (1)
US 67 Ramp D	4495+98.1	4496+05.1	Rt		19.6	16	Div. (1)
TOTAL				965.1	220.1	76	

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
- Proposed Major Contour
- Proposed Minor Contour

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, AND K SHEETS

(Symbols are Typical Only)

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.1

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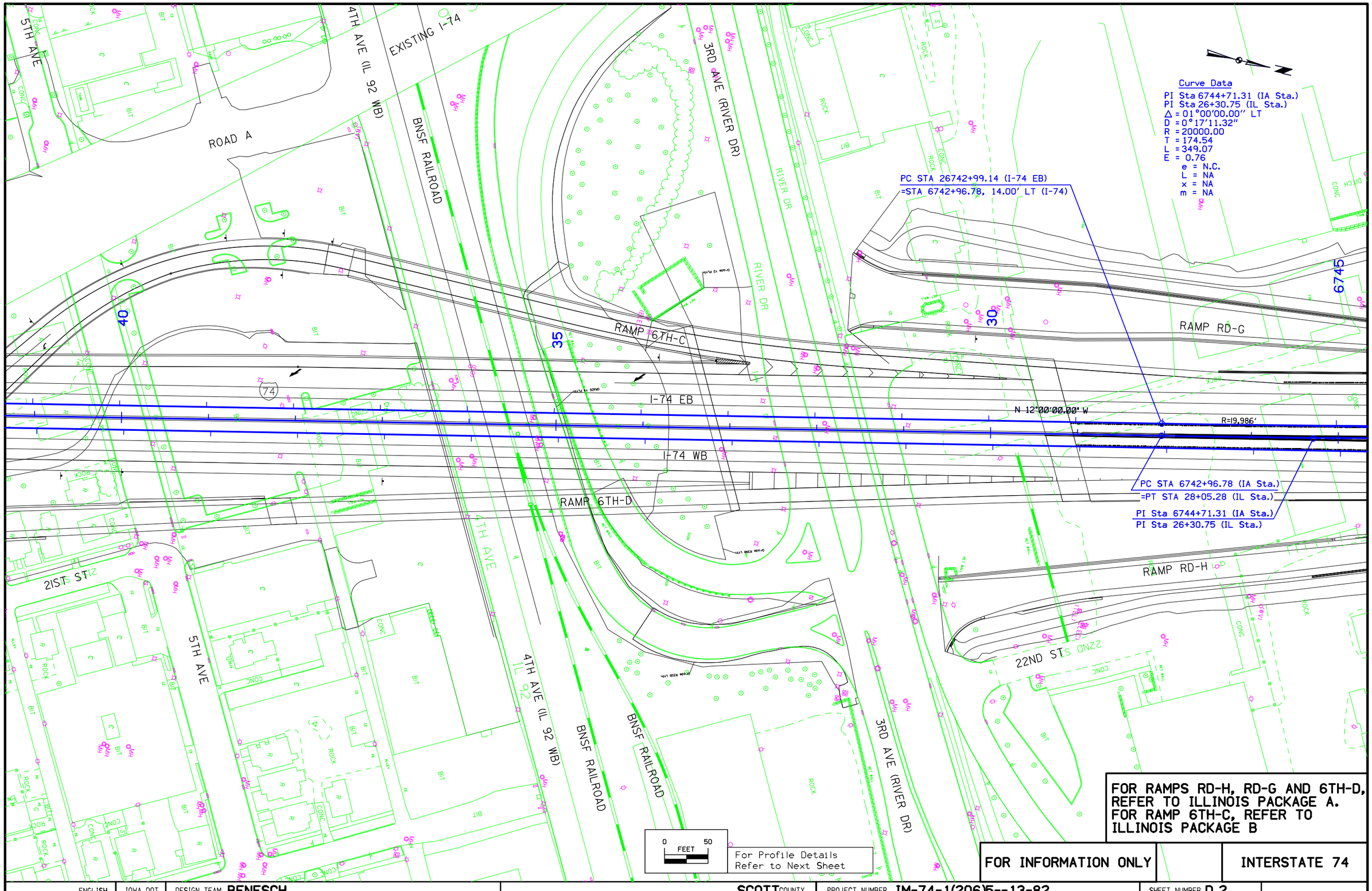

Curve Data
PI Sta 6744+71.31 (IA Sta.)
PI Sta 26+30.75 (IL Sta.)
Δ = 01°00'00.00" LT
D = 0°17'11.32"
R = 20000.00
T = 174.54
L = 349.07
E = 0.76
e = N.C.
L = NA
x = NA
m = NA

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(206)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 ℄

FOR INFORMATION ONLY

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

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

Lt Med Rt

I-74 Illinois Viaduct
I-74 Illinois Viaduct

Fill
Fill

Lt Med Rt

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(206)5--13-82	SHEET NUMBER D.3

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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.)

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)

6745 6750 6755 6760

RAMP RD-G

I-74 EB

R=19,986'

BIKE TRAIL

48'

36'

I-74 WB

RAMP RD-H

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 50 FEET

For Profile Details
Refer to Next Sheet

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(206)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(206)5--13-82	SHEET NUMBER D.5

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EX. I-74 EB

EX. I-74 WB

PT STA 26761+37.66 (I-74 EB)
=STA 6761+35.26, 40.00' LT (I-74)

FOR INFORMATION ONLY
SEE BRFIM-074-1(197)5--05-82
BRFIM-074-1(198)5--05-82
BRFIM-074-1(199)5--05-82
BRFIM-074-1(200)5--05-82

6760

6765

6770

6775

BIKE TRAIL

74

48'

80'

48'

PT STA 16761+32.85 (I-74 WB)
=STA 6761+35.26, 40.00' RT (I-74)

0 50 FEET

For Profile Details
Refer to Next Sheet

FOR INFORMATION ONLY

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.6

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I-74 Mississippi River Crossing

+00.00

+00.00

VPI +75.00
Elv 644.23
K = 250
Len 1250.00 ft

+2.200%

-2.800%

I-74 PGL

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

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

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(206)5--13-82	SHEET NUMBER D.7

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-06.sht.sht

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

EX. I-74 EB

EX. I-74 WB

BIKE TRAIL

6775

6780

6785

6790

EX. GILBERT ST

US 67 RAMP B

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

EX. 15TH ST

EX. GILBERT ST

80'

36'

0 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)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

I-74 WBL VERTICAL CLEARANCE = 27.65'

I-74 EBL VERTICAL CLEARANCE = 25.27'

EXISTING GROUND AT ℄

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 Iowa Viaduct

Lt Med Rt — I-74 Mississippi River Crossing — I-74 Iowa Viaduct

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(206)5--13-82	SHEET NUMBER D.9

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-08.sht.sht

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

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

EX. 13TH ST
EX. I-74 ENT. RAMP
MISSISSIPPI BLVD
6790
6795
6800
6805
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)
PC Sta 6796+70.83
PI Sta 6801+41.31
STA. 6804+58.66
BEGIN PROPOSED PAVEMENT CONSTRUCTION
BRIDGE APPROACH PAVEMENT BY
BRFIM074-1(199)5--05-82
VARIES
80'
36'
EX. 14TH ST
US 67 RAMP B
US 67 WB
US 67 RAMP D
PT STA. 16802+38.00 (I-74 WB)
=POC STA. 6802+39.05, 19.96 RT (I-74)
Sta. 4503+43.30
10.46' RT
PI STA. 26805+14.75 (I-74 EB)
=STA. 6805+13.74, 14.66 LT (I-74)
CHAIN LINK FENCE, 72"
Sta. 4503+48.20
86.18' RT
14TH ST
EX. STATE ST
PC STA. 16792+97.39 (I-74 WB)
=POC STA. 6792+99.80, 40.00 RT (I-74)
EX. 15TH ST
POT STA. 6802+94.47 (I-74)
=POT STA. 14+35.64 (MISSISSIPPI BLVD)
EX. BROWN ST
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
0 FEET 50
For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.10

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+00.00

I-74 Iowa Viaduct

CL 10 Cut = 1 CY
Borrow = 657 CY
658 CY

Fill+30%=658 CY
658 CY

+88.99

STA. 6804+58.66
BEGIN PAVEMENT CONSTRUCTION

I-74 PGL

+0.584%

+2.760%

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'

EXISTING
MISSISSIPPI BLVD

I-74 WBL VERTICAL
CLEARANCE = 16.62'

I-74 EBL VERTICAL
CLEARANCE = 16.70'

EXISTING
US 67 NB

EXISTING
US 67 SB

EXISTING GROUND AT ℄

EXISTING LEFT DITCH PROFILE

EXISTING LEFT
DITCH PROFILE

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt Med Rt	(Use As Constructed)	I-74 Iowa Viaduct	(Use Existing Ditch)	Side Road	(Use Existing Ditch)	(Use As Constructed)	(Use As Constructed)	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(206)5--13-82	SHEET NUMBER D.11

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-10.sht.sht

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

EX. MISSISSIPPI BLVD

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

KIMBERLY RD

STA. 6808+25.00
BEGIN PROPOSED LANE 1 CONSTRUCTION

STA. 6811+90.00
END PROPOSED LANE 1 CONSTRUCTION
MATCH EXISTING

EX. I-74 EXIT RAMP

6805

6810

6815

6820

PT Sta 6806+11.44

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

74

36'

42'

43'

191'

US 67 RAMP D

EX. I-74 ENT. RAMP

EX. I-74 E

Sta. 6820+08.06
105.89' RT

Sta. 4508+13.63
115.51' RT

END RAMP BASELINE
STA. 6811+50.00, 73.00 RT (I-74)
= PT STA. 4511+50.00 (RAMP D)
BEGIN 50:1 ENT. TAPER

CHAIN LINK FENCE, 72"

STA. 6816+50.00, 53.00 RT
END 50:1 ENT. TAPER

(REMOVE)
Sta. 6805+75.00
64'x15" RCP
(PAID FOR AS STORM SEWER REMOVAL)

EX. 14TH ST

0 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.12

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-11.sht.sht

Stage 1

CL 10 Cut = 2440 CY
From I-74 STA 6827+50.00= 4815 CY
From I-74 STA 6836+00.00 = 1615 CY
Borrow = 35,567 CY
44,437 CY

Stage 2

CL 10 Cut = 171 CY
171 CY

Stage 1

Fill+30% = 44,437 CY
44,437 CY

Stage 2

Fill+30% = 7 CY
Excess to Stockpile = 164 CY
171 CY

+00.00

STA. 6808+25.00
BEGIN LANE 1 CONSTRUCTION

STA. 6811+90.00
END LANE 1 CONSTRUCTION
MATCH EXISTING

I-74 PGL

+2.760%

EXISTING GROUND AT ℄

EXISTING LEFT DITCH PROFILE

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

Lt Med Rt

(Use As Constructed)

(Use As Constructed)

Curb & Gutter

(Use 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(206)5--13-82** | SHEET NUMBER **D.13**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-12.sht.sht

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

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

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

PI Sta 6832+57.30

6820 6825 6830 6835

74

43'

EX. I-74 ENT. RAMP

Sta. 6820+08.06
105.89' RT

CHAIN LINK FENCE, 72"

Sta. 6828+23.75
98.94' RT

BEGIN RAMP BASELINE
STA. 6829+25.00, 63.00 RT (I-74)
= PC STA. 2529+25.00 (RAMP B)

STA. 6829+66.47
74.07 RT

Sta. 6830+53.65
137.87' RT

STA. 6829+24.95
70.00 RT

Sta. 6834+58.26
139.90' RT

Sta. 6833+75.52
140.43' RT

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 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.14

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+00.00

Stage 1
CL 10 Cut = 4996 CY
4996 CY

Stage 2
CL 10 Cut = 1126 CY
1126 CY

Stage 3
CL 10 Cut = 665 CY
665 CY

Stage 1
Fill+30% = 181 CY
To I-74 STA 6812+50.00 = 4815 CY
4996 CY

Stage 2
Fill+30% = 287 CY
Excess to Stockpile = 839 CY
1126 CY

Stage 3
Fill+30% = 0 CY
Excess to Stockpile = 665 CY
665 CY

+00.00

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

LINCOLN RD

VERTICAL
CLEARANCE = 16.68'

VPI +75.00
Elv 659.62
K = 246
Len 550.00 ft

I-74 PGL

+0.520%

+2.760%

EXISTING GROUND AT ℄

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

(Use As Constructed)
Lt
(Use As Constructed)
Med
Curb & Gutter
Rt

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.15

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-14.sht.sht

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)

Sta. 6836+99.95
140.60' RT

CHAIN LINK FENCE, 72"

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 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER D.16

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+00.00 — +00.00

Stage 1
CL 10 Cut = 1627 CY
1627 CY

Stage 1
Fill+30% = 12 CY
To I-74 STA 6812+50.00 = 1615 CY
1627 CY

Stage 3
CL 10 Cut = 372 CY
372 CY

Stage 3
Fill+30% = 0 CY
To Stockpile = 372 CY
372 CY

STA. 6835+10.00
MATCH EXIST. MEDIAN

STA. 6837+00.00
END CONSTRUCTION

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 (Use As Constructed)
Med (Use As Constructed)
Rt Curb & Gutter

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

665.60 665.73 665.88 666.07 666.29 666.56 666.86 667.21 667.59 668.01 668.45 668.89 669.33 669.77 670.21 670.65 671.09 671.53 671.97 672.41 672.85 673.29 673.73 674.17 674.61 675.05 675.49 675.93 676.37 676.81 677.25 677.69 678.12 678.52 678.90 679.25 679.58 679.88 680.16 680.42 680.65 680.85 681.03 681.18 681.32 681.42 681.50 681.56 681.59 681.59 681.58 681.53 681.46 681.37 681.25 681.11 680.94 680.75 680.53 680.29

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(206)5--13-82**	SHEET NUMBER **D.17**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-D-3-16.sht.sht

Refer to M Sheets
for Storm Sewer Details

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

EX. JONES ST

EX. HOLMES ST

MISSISSIPPI BLVD

EX. I-74 ENTRANCE RAMP

14TH ST

EX. 15TH ST

EX. MISSISSIPPI BLVD

STA. 16+64.67
TIE INTO 14TH ST

90°20'53.48"

87°38'18.81"

PI STA. 16+76.67 (MISSISSIPPI BLVD)
=PI STA. 20+06.00 (14TH ST)

STA. 16+88.68
TIE INTO 14TH ST

SIDEWALK

STA. 16+06.69
BEGIN CONSTRUCTION

STA. 19+30.00
END CONSTRUCTION

74

KIMBERLY RD

BROWN ST

EX. BROWN ST

10

15

20

29'

0 FEET 50

SEC. 28

For Profile Details
Refer to Sheet No. E.2

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER E.1

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Fill+30% = 100 CY
To Stockpile = 822 CY
922 CY

Cut = 922 CY

US 67 RAMP A VERTICAL CLEARANCE = 15.14'

I-74 EBL VERTICAL CLEARANCE = 19.01'

I-74 WBL VERTICAL CLEARANCE = 18.07'

US 67 RAMP D VERTICAL CLEARANCE = 15.36'

US 67 RAMP A

I-74 EB

I-74 WB

US 67 RAMP D

VPI +75.00
Elv 580.38
K = 127
Len 100.00 ft

EXISTING GROUND

STA. 16+64.67
TIE INTO 14TH ST
ELEV. 577.55

STA. 16+88.68
TIE INTO 14TH ST
ELEV. 577.56

-0.520%

+0.587%

-0.520%

+2.508%

+1.720%

MISSISSIPPI BLVD PGL

VPI +50.00
Elv 577.24
K = 33
Len 100.00 ft

STA. 16+06.69
BEGIN CONSTRUCTION
ELEV. 577.31

STA. 19+30.00
END CONSTRUCTION
ELEV. 581.32

MISSISSIPPI BLVD

For Plan Details
Refer to Sheet No.E.1

C&G | 14th St. | C&G | Ent. | C&G

C&G | 14th St. | Curb & Gutter | Ent.

Lt	577.31	577.35	577.46	577.76	577.50	577.47	577.62	577.96	578.50	579.12	579.72	580.28	580.78	581.24
Rt														

620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545

8 9 10 11 12 13 14 15 16 17 18 19 20 21

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER E.2

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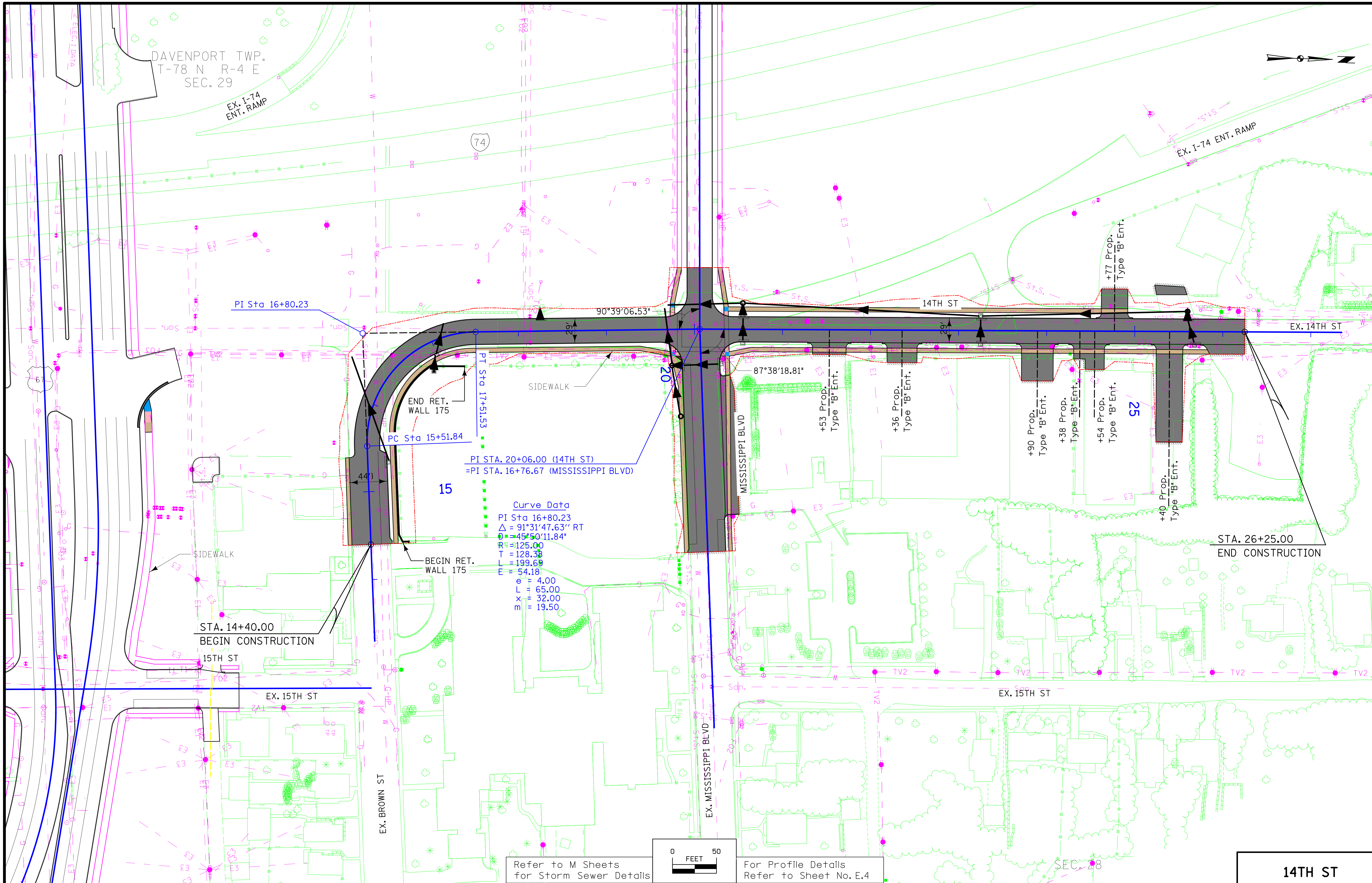

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29
EX. I-74 ENT. RAMP
74
EX. I-74 ENT. RAMP
PI Sta 16+80.23
90°39'06.53"
29'
14TH ST
29'
EX. 14TH ST
PT Sta 17+51.53
SIDEWALK
20
87°38'18.81"
END RET. WALL 175
PC Sta 15+51.84
PI STA. 20+06.00 (14TH ST)
=PI STA. 16+76.67 (MISSISSIPPI BLVD)
44'
15
MISSISSIPPI BLVD
+77 Prop. Type 'B' Ent.
+53 Prop. Type 'B' Ent.
+36 Prop. Type 'B' Ent.
+90 Prop. Type 'B' Ent.
+38 Prop. Type 'B' Ent.
+54 Prop. Type 'B' Ent.
25
+40 Prop. Type 'B' Ent.
Curve Data
PI Sta 16+80.23
△ = 91°31'47.63" RT
D = 45°50'11.84"
R = 125.00
T = 128.33
L = 199.69
E = 54.18
e = 4.00
L = 65.00
x = 32.00
m = 19.50
BEGIN RET. WALL 175
SIDEWALK
STA. 26+25.00
END CONSTRUCTION
STA. 14+40.00
BEGIN CONSTRUCTION
15TH ST
EX. 15TH ST
EX. 15TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD
SEC. 28
Refer to M Sheets
for Storm Sewer Details
0 FEET 50
For Profile Details
Refer to Sheet No. E.4
14TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER E.3

5:12:21 PM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-E-00.sht

Fill+30% = 638 CY
To Stockpile = 1,132 CY
1,770 CY

Cut = 1,770 CY

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

STA. 14+40.00
BEGIN CONSTRUCTION
ELEV. 578.96

VPI +00.00
Elv 578.32
K = 238
Len 100.00 ft

-1.060%

-1.480%

EXISTING GROUND

VPI +75.00
Elv 575.73
K = 50
Len 100.00 ft

+0.520%

Sta. 20+06.0
℄ Mississippi Blvd.

VPI +25.00
Elv 577.55
K = 47
Len 150.00 ft

+3.720%

STA. 26+25.00
END CONSTRUCTION
ELEV. 612.94

-5.4% +2%
595
+77.00
Prop. Type "B" Ent. Lt.

+12.429%

14TH ST PGL

+4% -3%
+2%
+40.00
-6.7%
601
Prop. Type "B" Ent. Rt.

VPI +75.00
Elv 594.29
K = 34
Len 300.00 ft

+2% -0.9%
+54.00
594
Prop. Type "B" Ent. Rt.

+8% +4.4%
+2%
+36.00
584
Prop. Type "B" Ent. Rt.

+2% -0.7%
+38.00
593
Prop. Type "B" Ent. Rt.

+2% -2.4%
+4%
+53.00
581
Prop. Type "B" Ent. Rt.

+1% -2.0%
+90.00
589
Prop. Type "B" Ent. Rt.

14TH ST

For Plan Details
Refer to Sheet No.E.3

Lt Med Rt	Ent.	Curb & Gutter	Mississippi Blvd.	C&G	Ent.	C&G	Ent.	Curb & Gutter	Ent.	C&G	Ent.	C&G	Ent.	C&G	Ent.
	Ent.	Curb & Gutter	Mississippi Blvd.												

578.85	578.58	578.27	577.94	577.58	577.21	576.84	576.47	576.17	575.98	575.93	575.99	576.12	576.25	576.38	576.51	576.64	576.77	576.90	577.03	577.16	577.36	577.69	578.15	578.75	579.48	580.34	581.27	582.20	583.13	584.06	584.99	585.92	586.85	587.78	588.71	589.73	590.94	592.32	593.89	595.63	597.56	599.67	601.96	604.43	607.09	609.92	612.94
14					15					16					17					18					19					20					21					22					23					24					25					26				

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER E.4

5:12:28 PM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-E-00.sht

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:

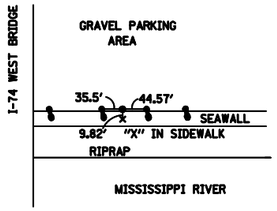
			ELEVATION	NORTHING	EASTING	STATION	OFFSET
No. 500	Sta.	CHISELED "X" IN BOLT E. SIDE CONC. STRUCTURE	575.797	N 568688.8797	E 2458216.7809	6781+18.92	161.19' LT.
No. 501	Sta.	CHISELED "X" IN S.W. FLANGE BOLT IN FHYD	568.923	N 569456.8395	E 2458524.4416	6787+97.99	311.34' RT.
No. 502	Sta.	CHISELED "X" IN 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

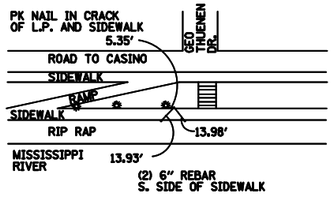
I hereby certify that this plan was prepared by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

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
XC=2458338.19 YC=568666.68

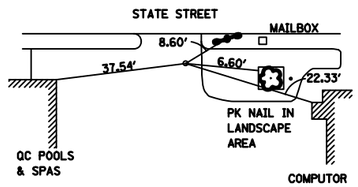


GPS 015
IOWA D.O.T. REBAR
XC=2459345.70 YC= 568727.73

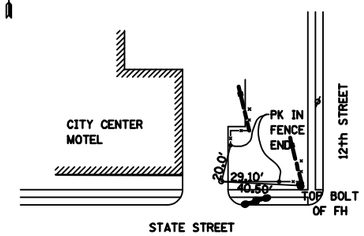


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

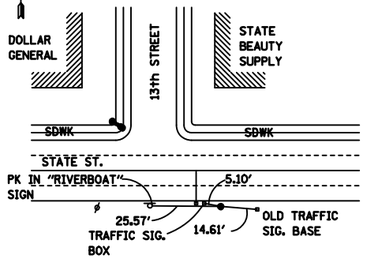
CP 126
SET 2" PK NAIL
XC=2456791.104 YC=569585.544



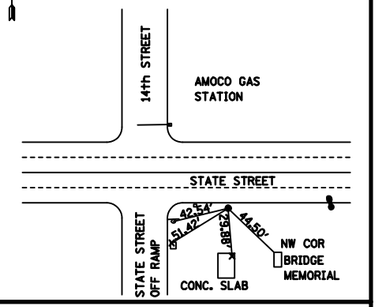
CP 127
SET 2" PK NAIL
XC=2457231.452 YC=569688.750



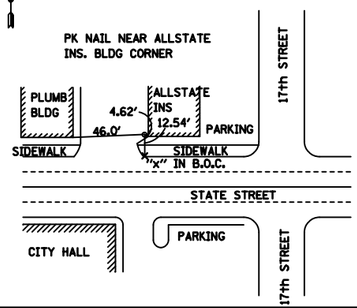
CP 120
SET REBAR
XC=2457691.529 YC=569644.244



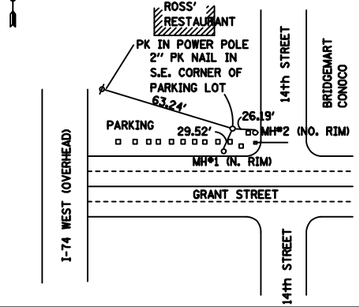
CP 121
SET REBAR
XC=2458219.673 YC=569679.278



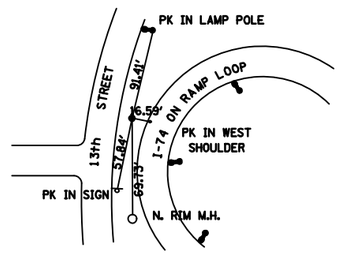
CP 128
SET PK NAIL
XC=2459161.133 YC=569812.022



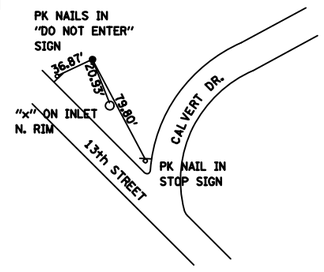
CP 122
SET PK NAIL
XC=2458088.147 YC=570141.496



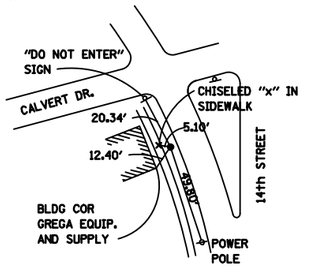
CP 119
SET REBAR
XC=2457540.364 YC=570346.488



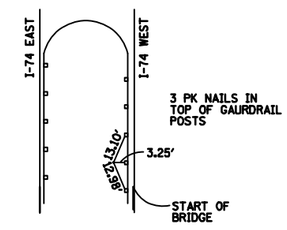
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



CP 123
SET REBAR
XC=2458123.894 YC=571198.413

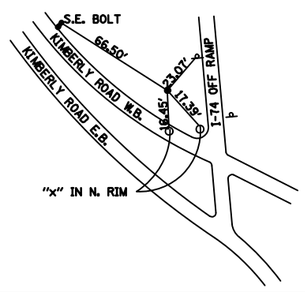


GPS 016
IOWA D.O.T. REBAR
XC=2457637.48 YC= 571682.07

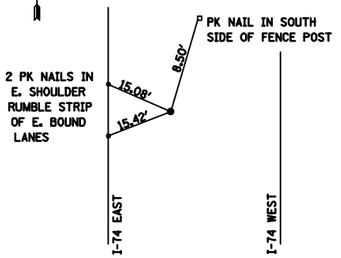


EAST OF MILE MARKER 4.6 ON I-74 EAST

CP 124
SET REBAR
XC=2457286.074 YC=571807.018

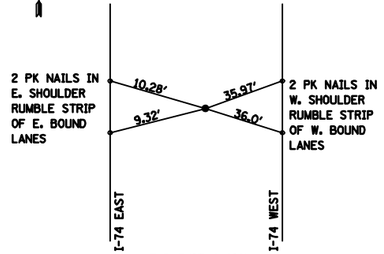


CP 118
SET REBAR
XC=2457491.401 YC=572084.946



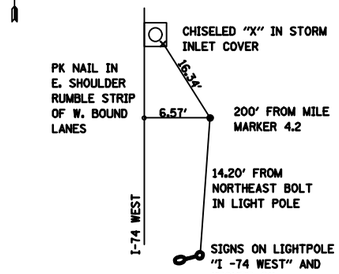
75' SOUTH OF MILE MARKER 4.5 AND 200' NORTH OF ELEVATED ROADWAY

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

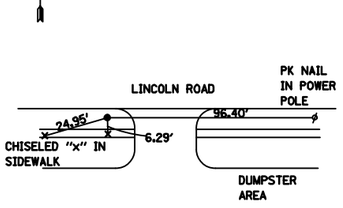


NEAR EXIT 4 SIGN BURIED 4" DEEP

CP 117
SET REBAR
XC=2457147.700 YC=573532.811

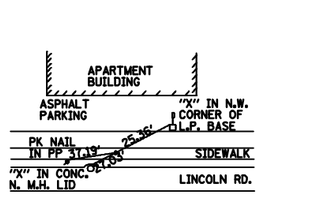


CP 136
SET REBAR
XC=2456315.473 YC=573813.232



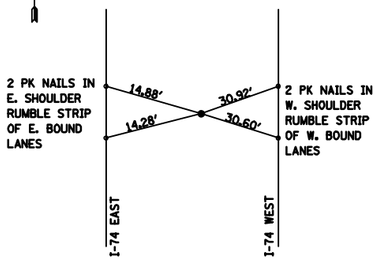
RIVER VALLEY MEDICAL CENTER

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



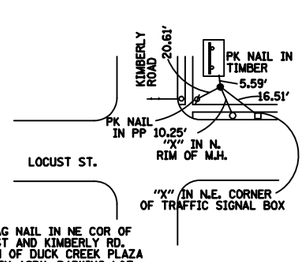
EAST OF I-74; STREET ADDRESS IS 1100 LINCOLN RD.

CP 116
SET REBAR
XC=2456893.154 YC=574220.448



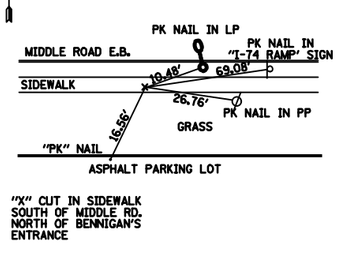
AT ENDS OF RAMP TERMINALS AT MIDDLE ROAD NEAR MILE MARKER 4.1

CP 155
SET MAG NAIL
XC=2455462.725 YC=574528.929



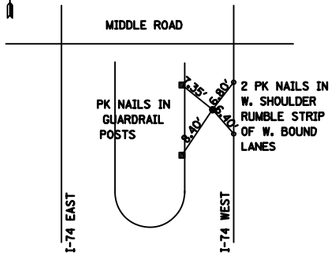
2" MAG NAIL IN NE COR OF LOCUST AND KIMBERLY RD. SOUTH OF DUCK CREEK PLAZA SIGN IN ASPH. PARKING LOT

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



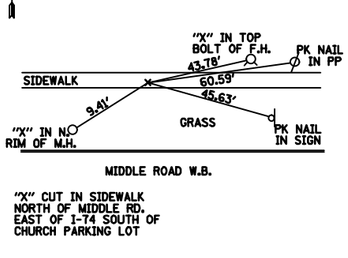
"X" CUT IN SIDEWALK SOUTH OF MIDDLE RD. NORTH OF BENNIGAN'S ENTRANCE

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



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

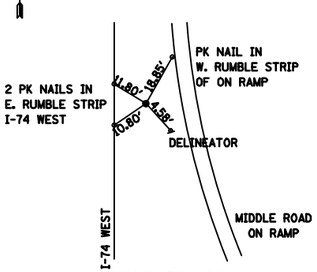
CP 157
CUT "X"
XC=2456906.769 YC=575796.341



MIDDLE ROAD W.B.

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

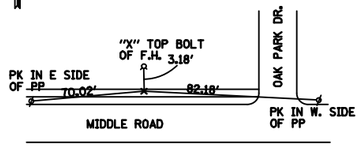
GPS 019
IOWA D.O.T. REBAR
XC=2456566.55 YC=576052.99



APPROXIMATELY 150' S. OF MILE MARKER 3.7

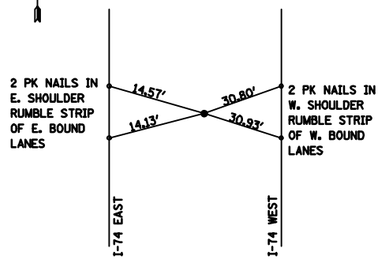
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER G.2

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



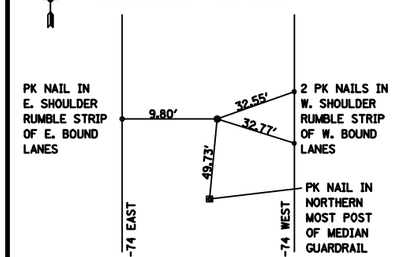
"X" CUT IN SIDEWALK NORTH OF MIDDLE RD.

CP 115
SET REBAR
XC=2456412.899 YC=576427.717



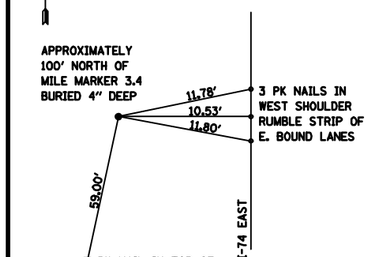
APPROXIMATELY 150' NORTH OF MILE MARKER 3.7 NEAR EXIT 3 OFF RAMP

CP 114
SET REBAR
XC=2456120.941 YC=577360.554

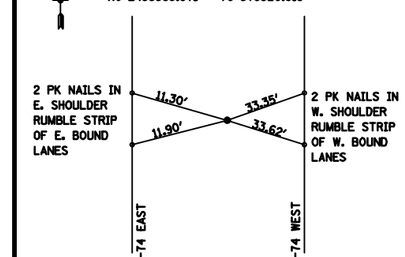


APPROXIMATELY 35' NORTH OF MILE MARKER 3.5

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

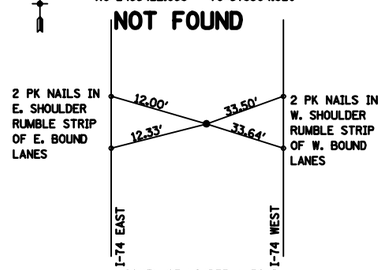


CP 113
SET REBAR
XC=2455595.871 YC=578320.913



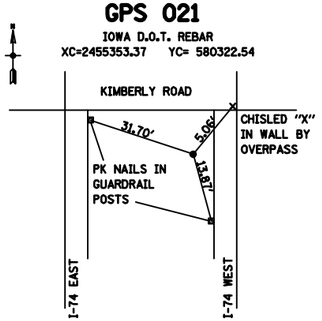
APPROXIMATELY 50' NORTH OF MILE MARKER 3.3

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



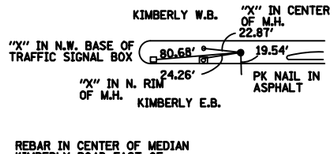
SOUTH OF KIMBERLY ROAD ON RAMP TERMINALS I-74 E.

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



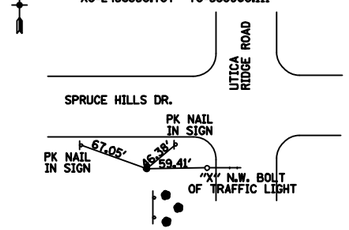
NEAR MILE MARKER 2.9 AND W. OF BM 514

CP 153
SET REBAR
XC=2453996.477 YC=580419.379



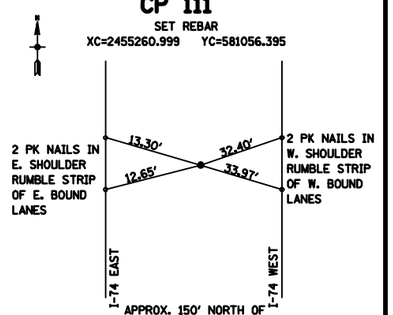
REBAR IN CENTER OF MEDIAN KIMBERLY ROAD EAST OF ELMORE AVE., WEST OF GUARDRAIL

CP 154
SET REBAR
XC=2456350.707 YC=580360.111



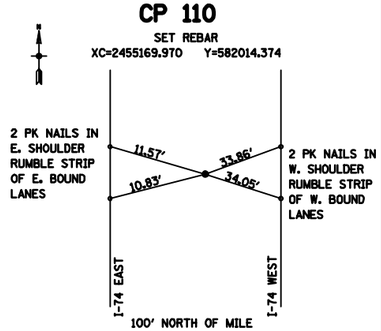
REBAR SET SW COR OF SPRUCE HILLS DR. AND UTICA RIDGE RD. NORTH OF "WELCOME TO BETTENDORF SIGN"

CP 111
SET REBAR
XC=2455260.999 YC=581056.395



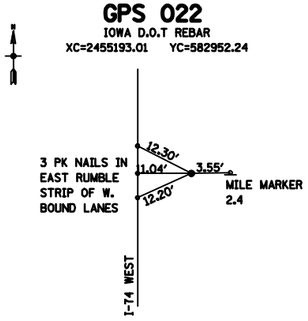
APPROX. 150' NORTH OF KIMBERLY ROAD ON RAMP I-74 W.

CP 110
SET REBAR
XC=2455169.970 Y=582014.374

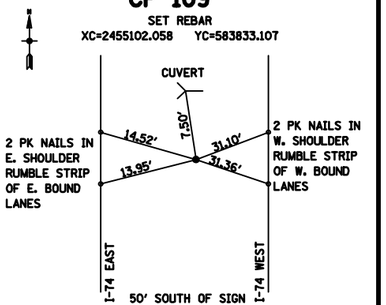


100' NORTH OF MILE MARKER 2.6

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

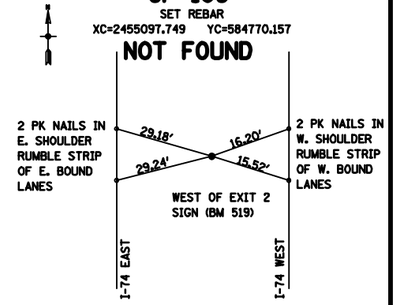


CP 109
SET REBAR
XC=2455102.058 YC=583833.107



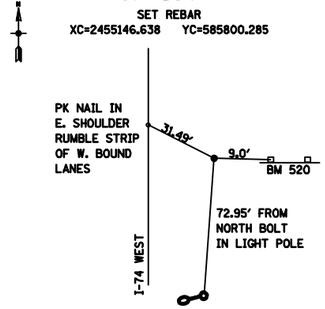
50' SOUTH OF SIGN "KAPLAN COLLEGE-FAMILY MUSEUM"

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



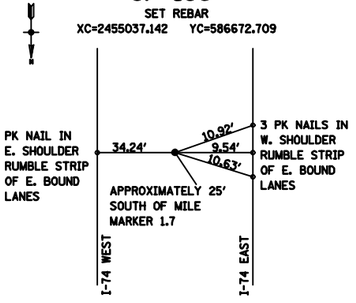
WEST OF EXIT 2 SIGN (BM 519)

CP 107
SET REBAR
XC=2455146.638 YC=585800.285

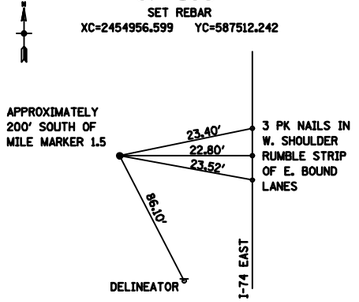


BETWEEN MILE MARKER 1.8 AND 1.9 I-74 W.

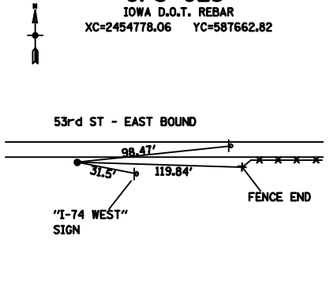
CP 106
SET REBAR
XC=2455037.142 YC=586672.709



CP 105
SET REBAR
XC=2454956.599 YC=587512.242

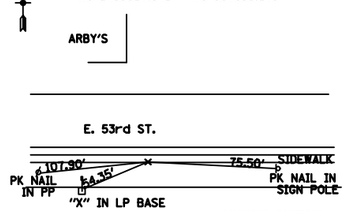


GPS 023
IOWA D.O.T. REBAR
XC=2454778.06 YC=587662.82



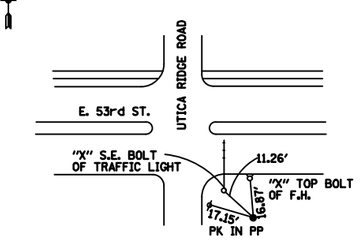
WEST OF 53rd STREET OVERPASS

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

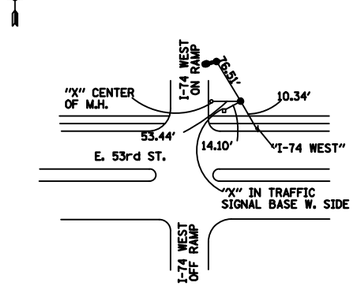


"X" CUT IN SIDEWALK SOUTH OF 53rd ST. 108' EAST OF 2nd POWER POLE EAST OF INT. ELMORE AVE.

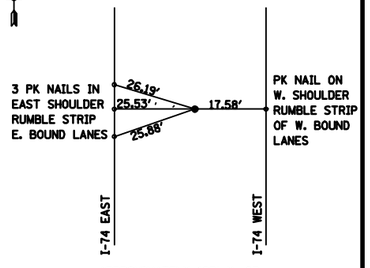
CP 151
SET REBAR
XC=2457483.715 YC=587773.383



CP 150
SET REBAR
XC=2455597.934 YC=587810.951

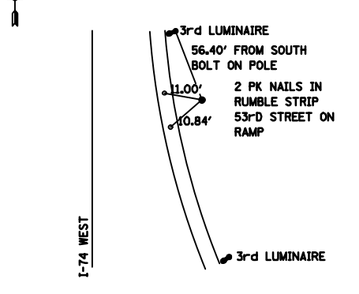


CP 104
SET REBAR
XC=2455015.457 YC=588438.914

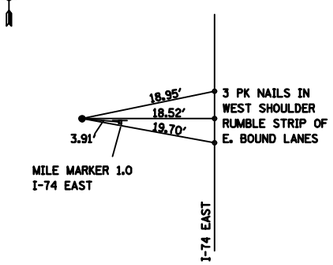


APPROXIMATELY 125' N. OF MILE MARKER 1.4 ON I-74 E.

CP 103
SET REBAR
XC=2455068.801 YC=589403.811



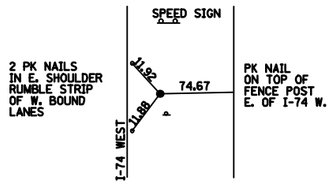
CP 102
SET REBAR
XC=2454899.731 YC=590331.226



ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER G.3

GPS 024

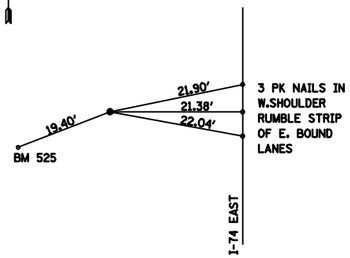
IOWA D.O.T. REBAR
XC=2455023.00 YC=590859.10



APPROXIMATELY 4' N. OF MILE MARKER 0.9

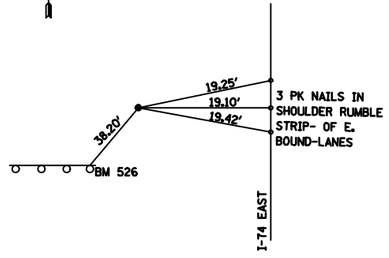
CP 101

SET REBAR
XC=2454878.922 YC=591166.229



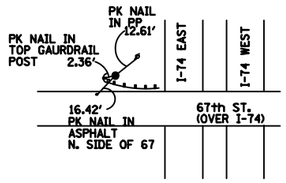
CP 100

SET REBAR
XC=2454793.567 YC=592152.404



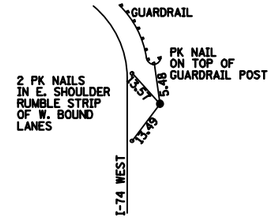
GPS 025

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



GPS 026

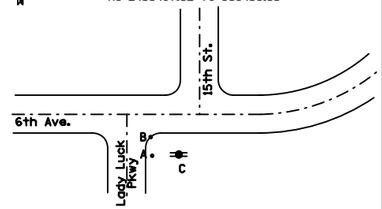
IOWA D.O.T. REBAR
XC=2454058.23 YC=595179.39



APPROXIMATELY 176' S. I-80 OVERPASS

GPS 230

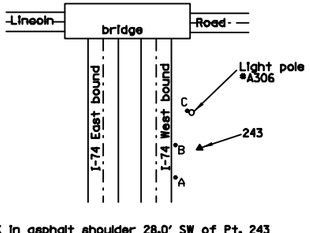
Pt (5/8" Rebar) is on the right corner intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



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

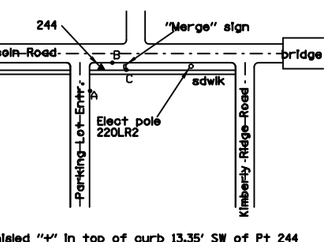
Pt (5/8" Rebar) is in the NW quadrant of State & 16th St. intersection approx 3.5' inside 16th St. curb
XC=2458935.33 YC=569782.48



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

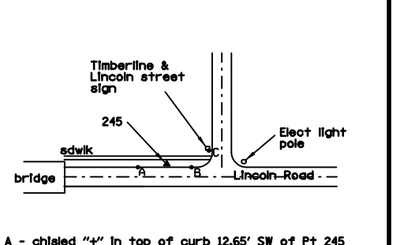
Pt (5/8" Rebar) is in the SE quadrant of State & Geo. Thuenen (16th St) intersection approx 12' inside Geo. Thuenen Dr. curb
XC=2459398.32 YC=569742.58



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

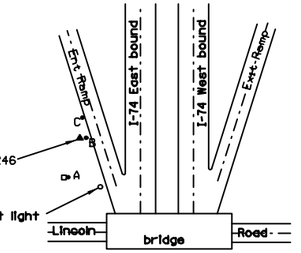
Pt is PK in asphalt road in the SW quadrant of State St. & 12th St approx 9.4' inside curb
XC=2457259.09 YC=569614.09



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

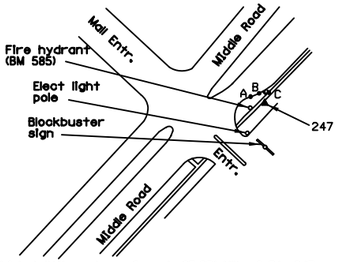
Pt (5/8" Rebar) is on the side of sidewalk in the NW corner of State & 10th St. approx 6.4' inside edge of curb.
XC=2456475.60 YC=569641.39



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

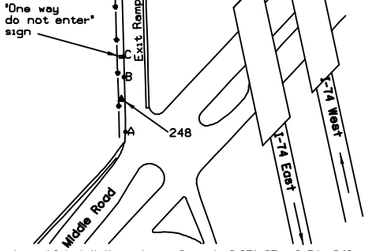
Pt (5/8" Rebar) is in the SE quadrant of Grant & 10th St intersection approx 4.1' inside curb along 10th St.
XC=2456525.28 YC=570016.89



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

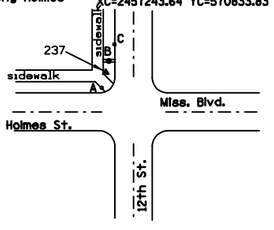
Pt (5/8" Rebar) is in the NW quadrant of Grant & 13th St intersection approx 8.5' NE of traffic light post.
XC=2457483.74 YC=570108.88



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

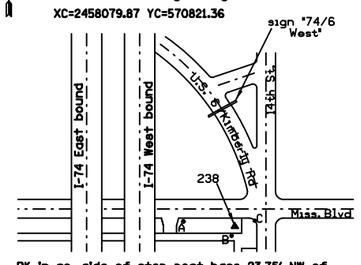
Pt (5/8" Rebar) is in the NW quadrant of Holmes & 12th St intersection approx 7.5' north of curb along Holmes
XC=2457243.64 YC=570833.83



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

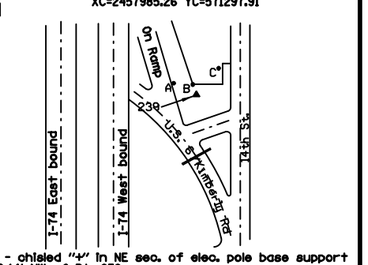
Pt (5/8" Rebar)is in the SW quadrant of Miss. Blvd. & Route 6 (Kimberly Road) approx 3.7' from inside curb edge along Miss. Blvd
XC=2458079.87 YC=570821.36



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

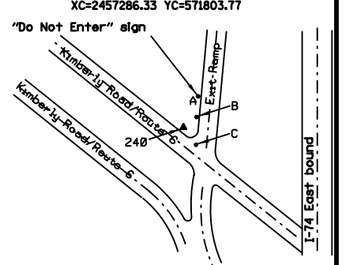
Pt (5/8" Rebar) is east of Kimberly Road ramp, approx 44.5' from the curb
XC=2457985.26 YC=571297.91



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

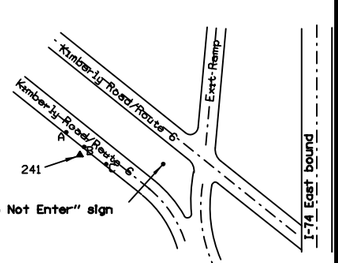
Pt (5/8" Rebar) is NW of intersection of I-74 exit ramp and Kimberly Road approx. 5' from curb
XC=2457286.33 YC=571803.77



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

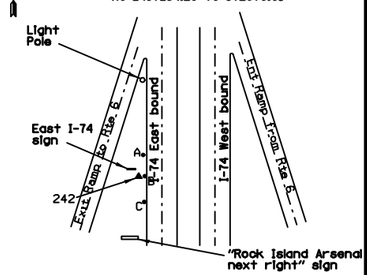
Pt (5/8" Rebar) is south of Kimberly Road east bound approx 3' from the curb
XC=2456812.93 YC=572015.25



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

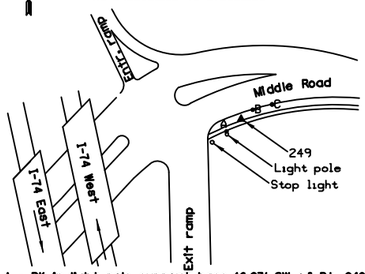
A - chisled "+" on top of curb 6.27' SE of Pt. 248
B - PK in asphalt shoulder 10.48' NE of Pt. 248
C - PK in sign post base 14.19' NW of Pt 248

ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)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

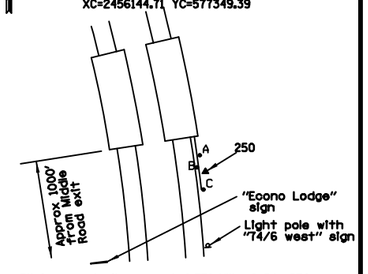


A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

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

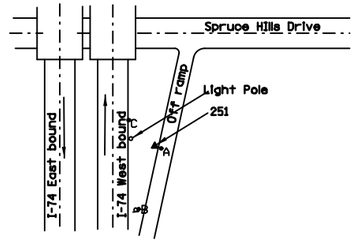


A - PK in guardrail support 6.73' NW of Pt. 250
B - PK in asphalt shoulder 5.0' W of Pt. 250
C - PK in guardrail support 19.9' SW of Pt 250

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

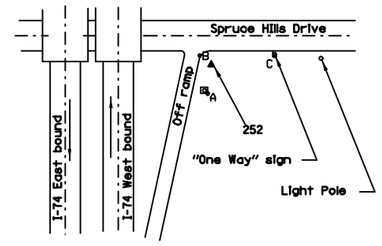


A - PK in asphalt shoulder 8.1' E of Pt. 251
B - PK in sign post base 63.32' SW of Pt. 251
C - PK in asphalt shoulder 26.3' SW of Pt 251

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

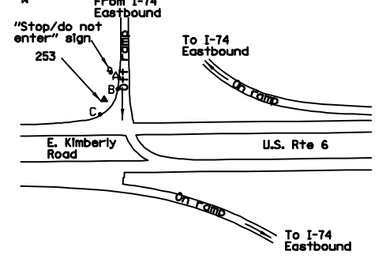


A - chisled "+" in MH conc wall 15.74' SW of Pt. 252
B - chisled "+" in asphalt shoulder 9.74' NW of Pt. 252
C - PK in sign post support base 22.8' NE of Pt 252

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

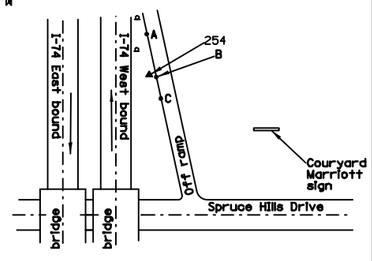


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

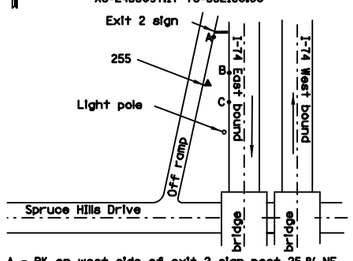


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

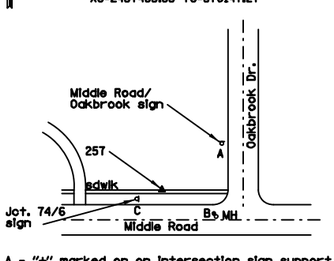


A - PK on west side of exit 2 sign post 25.8' NE of Pt. 255
B - PK in asphalt shoulder 18.42' NE of Pt. 255
C - PK in asphalt shoulder 21.58' SE of Pt 255

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

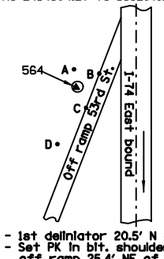


A - "+" marked on on intersection sign support base 11.5' NE of Pt. 257
B - "+" marked in MH rim 16.7' SE of Pt. 257
C - PK in Jct sign post base 41.4' SW of Pt 257

BM 564

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

XC=2454904.27 YC=589267.60 EL=701.761

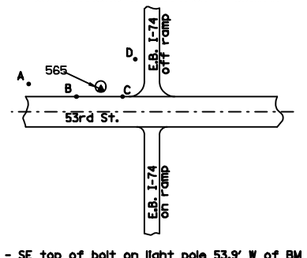


A - 1st deliniator 20.5' N of BM 564
B - Set PK in bit. shoulder of 53rd St. off ramp 25.4' NE of BM 564
C - Set PK in bit. shoulder of 53rd St. off ramp 21.1' SE of BM 564
D - 1st deliniator 80.5' S of BM 564

BM 565

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

XC=2454440.76 YC=587747.03 EL=687.923

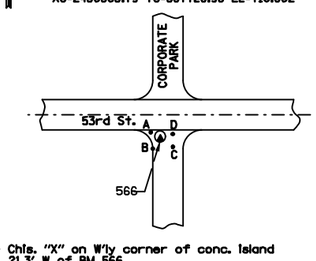


A - SE top of bolt on light pole 53.9' W of BM 565
B - Chis. "X" in curb 14.5' SW of BM 565
C - Chis. "X" in curb 14.3' SE of BM 565
D - PK in "One Way" sign post 40.8' NE of BM 565

BM 566

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

XC=2456363.79 YC=587728.98 EL=710.862

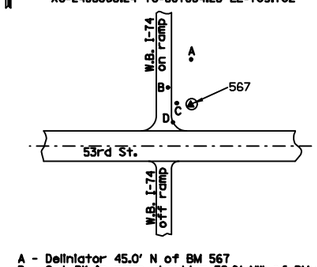


A - Chis. "X" on W'ly corner of conc. island 21.3' W of BM 566
B - Chis. "X" in W curb ent. 37.1' SW of BM 566
C - Chis. "X" on median curb 42.0' SE of BM 566
D - Chis. "X" on N end of median curb 26.2' E of BM 566

BM 567

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

XC=2455565.24 YC=587854.25 EL=709.702

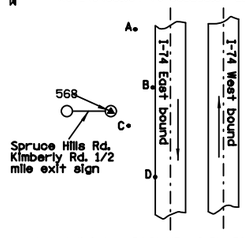


A - Deliniator 45.0' N of BM 567
B - Set PK in ramp shoulder 52.0' NW of BM 567
C - Chis. "X" in conc. slab 13.7' W of BM 567
D - Chis. "X" in curb 24.1' SW of BM 567

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

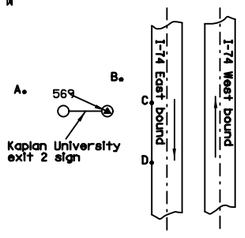


A - 1st deliniator 54.9' NE of BM 568
B - Set PK in E.B. shoulder 28.1' NE of BM 568
C - Set PK in E'ly "Speed Zone Ahead" sign post 22.8' SE of BM 568
D - Set Mag nail in E.B. shoulder 61.6' SE of BM 568

BM 569

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

XC=2455026.11 YC=583690.39 EL=679.946

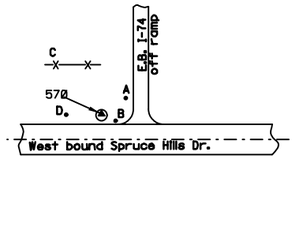


A - Brace post on R-O-W fence 93.0' NW of BM 569
B - 1st deliniator 47.1' N of BM 569
C - Set PK in E.B. I-74 shoulder 35.3' E of BM 569
D - Set PK in E.B. I-74 shoulder 54.8' SE of BM 569

BM 570

Found cut "X" on north side of light pole

XC=2454523.52 YC=580492.15 EL=657.126

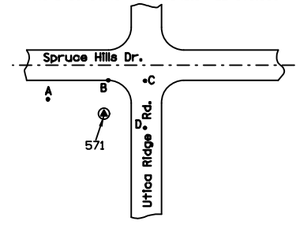


A - PK in Stop sign 72.2' NE of BM 570
B - Mag nail bit. shoulder 40.0' E of BM 570
C - Brace post in fence 107.5' NW of BM 570
D - PK in West Route 6 sign 92.4' W of BM 570

BM 571

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

XC=2456407.40 YC=580345.54 EL=678.869

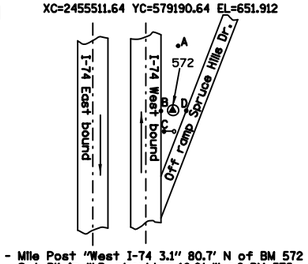


A - Control Point #154 58.5' W of BM 571
B - Chis. "X" in curb 39.6' N of BM 571
C - Chis. "X" end curb center median 58.5' NE of BM 571
D - Chis. "X" end curb center median 32.5' E of BM 571

BM 572

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

XC=2455511.64 YC=579190.64 EL=651.912

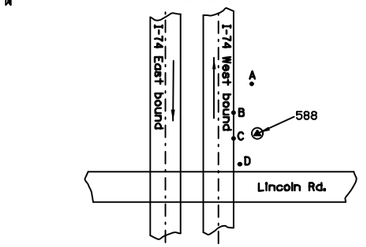


A - Mile Post "West I-74 3.1" 80.7' N of BM 572
B - Set PK in W.B. shoulder 16.0' W of BM 572
C - West post for "Exit 2" sign 48.4' S of BM 572
D - Set PK in inside shoulder of Spruce Hills off ramp 16.2' E of BM 572

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

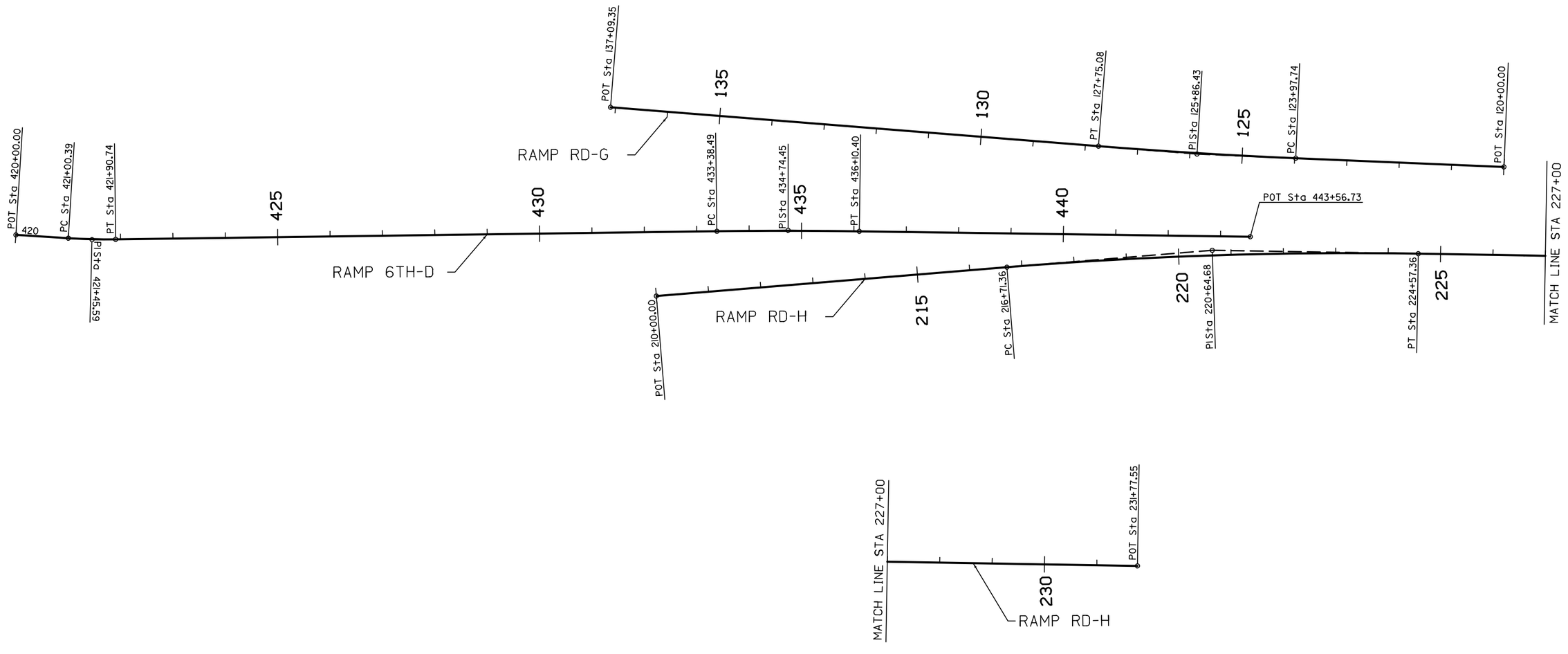
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER G.5

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(206)5--13-82**	SHEET NUMBER **G.6**

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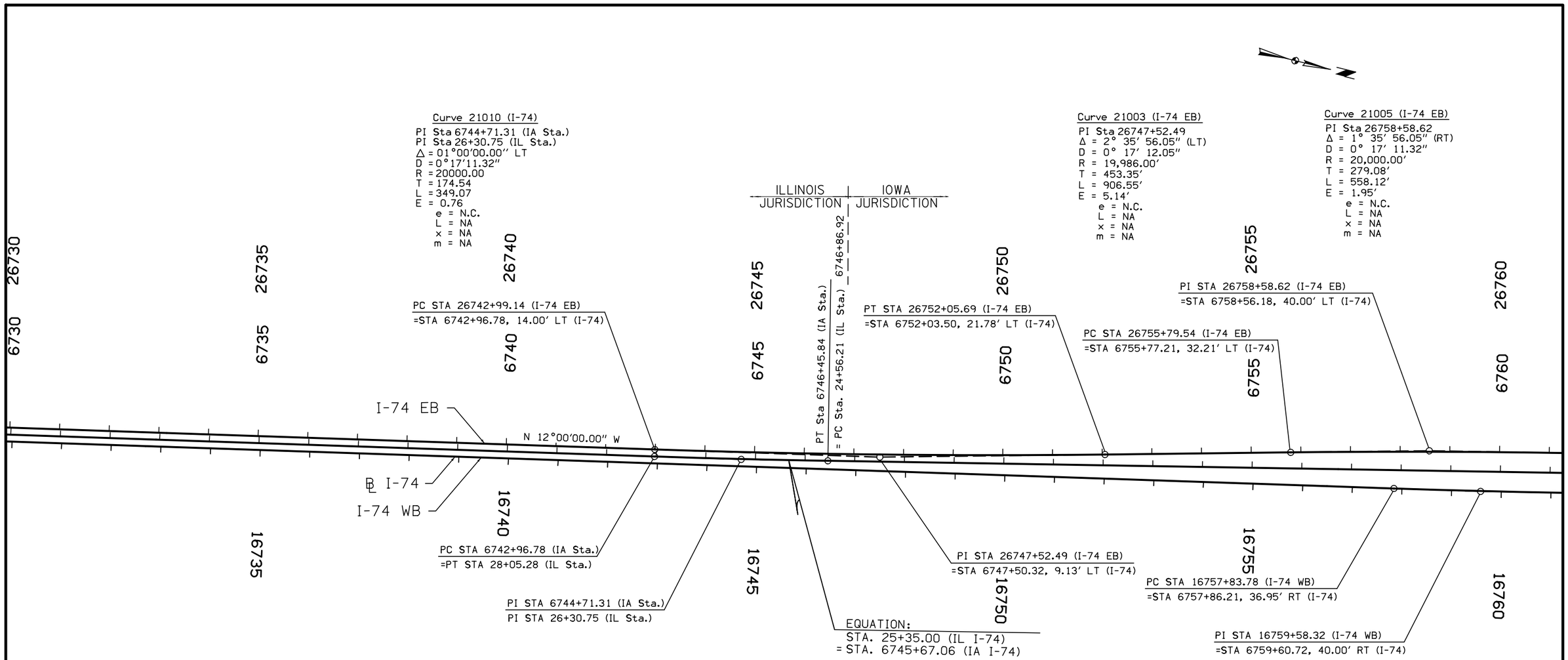

FOR RAMPS RD-H, RD-G AND 6TH-D, REFER TO ILLINOIS PACKAGE A.FOR RAMP 6TH-C,REFER TO ILLINOIS PACKAGE B

ALIGNMENTS
I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER G.7

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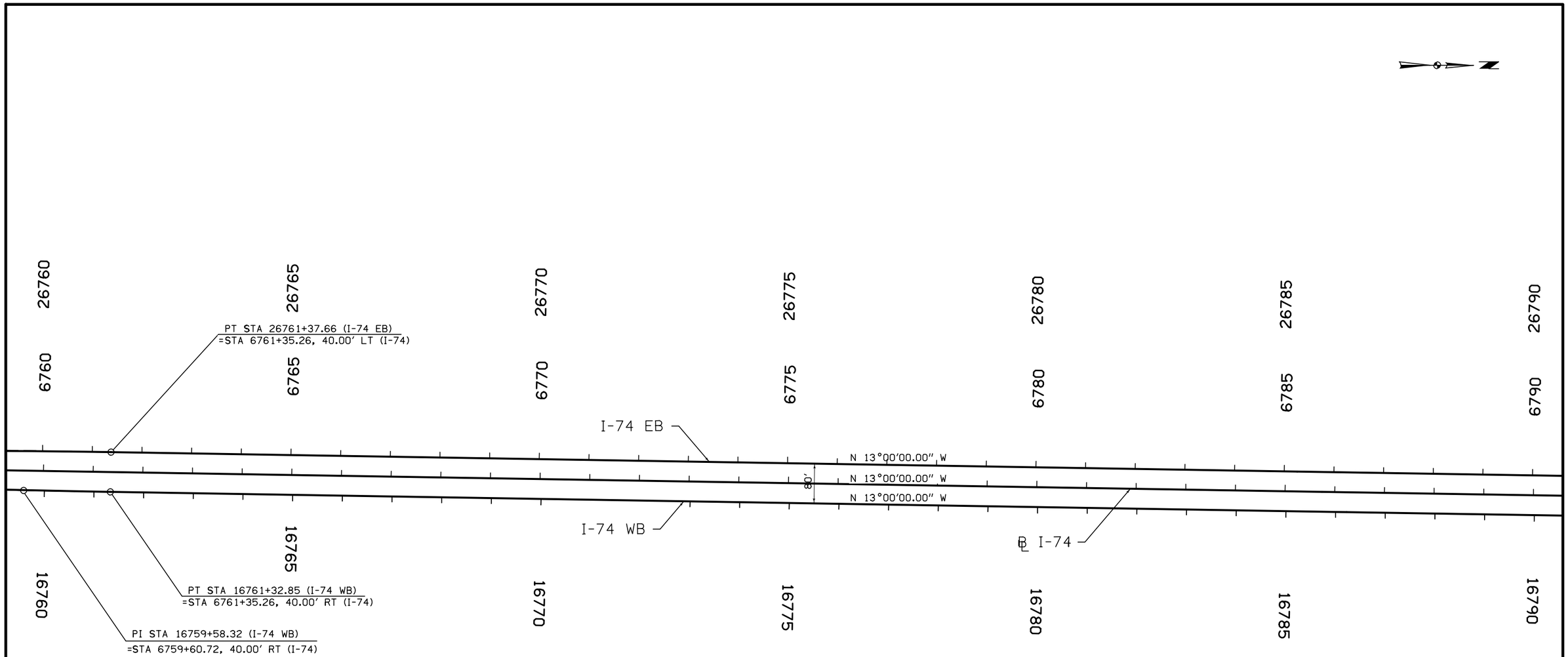

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ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **G.8**	

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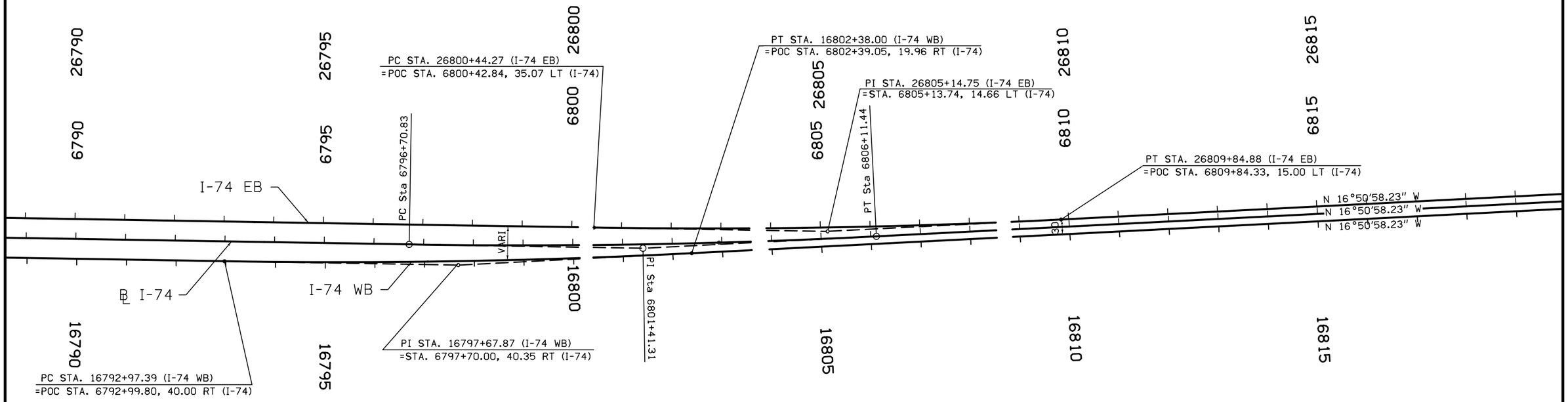
Curve 21015 (I-74)
PI Sta 6801+41.31
△ = 03°50'58.23" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA

Curve 21017 (I-74 EB)
PI Sta 26805+14.75
△ = 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



Curve 21016 (I-74 WB)
PI Sta 16797+67.87
△ = 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

0 FEET 100

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **G.9**

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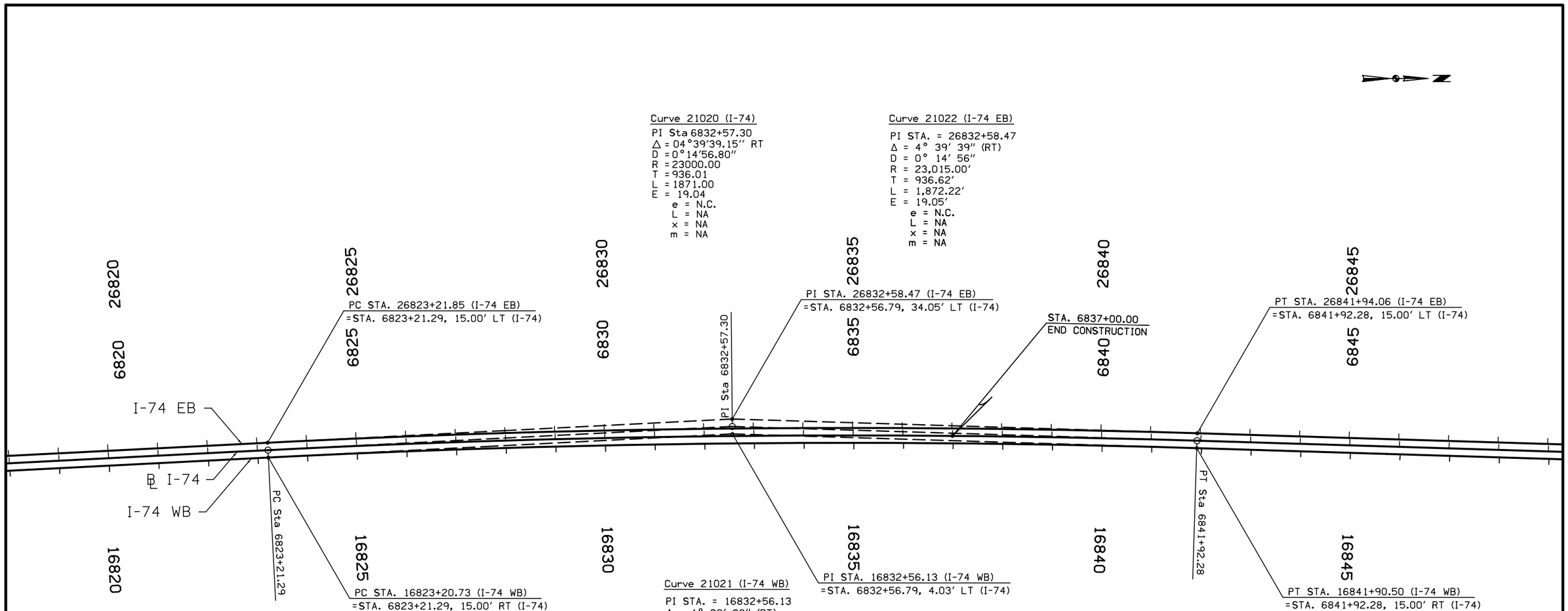

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **G.10**

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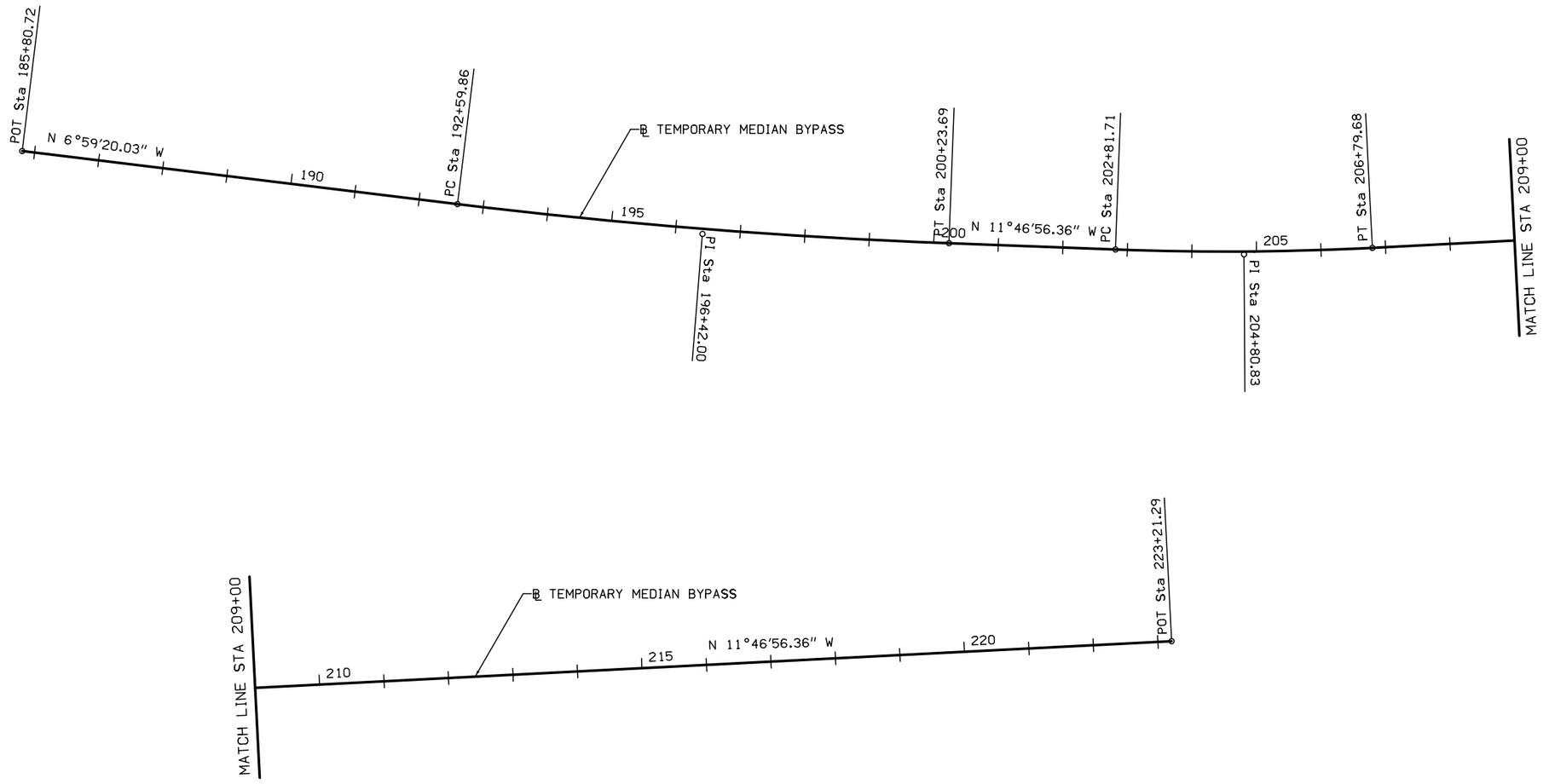
Curve 25001 (TEMP RAMP B)
PI Sta 301+04.02
Δ = 19° 04′ 40.62″ (LT)
D = 11°27′32.96″
R = 500.00
T = 84.02
L = 166.49
E = 7.01
e = N.C.
L = NA
x = NA
m = NA

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(206)5--13-82**	SHEET NUMBER **G.11**

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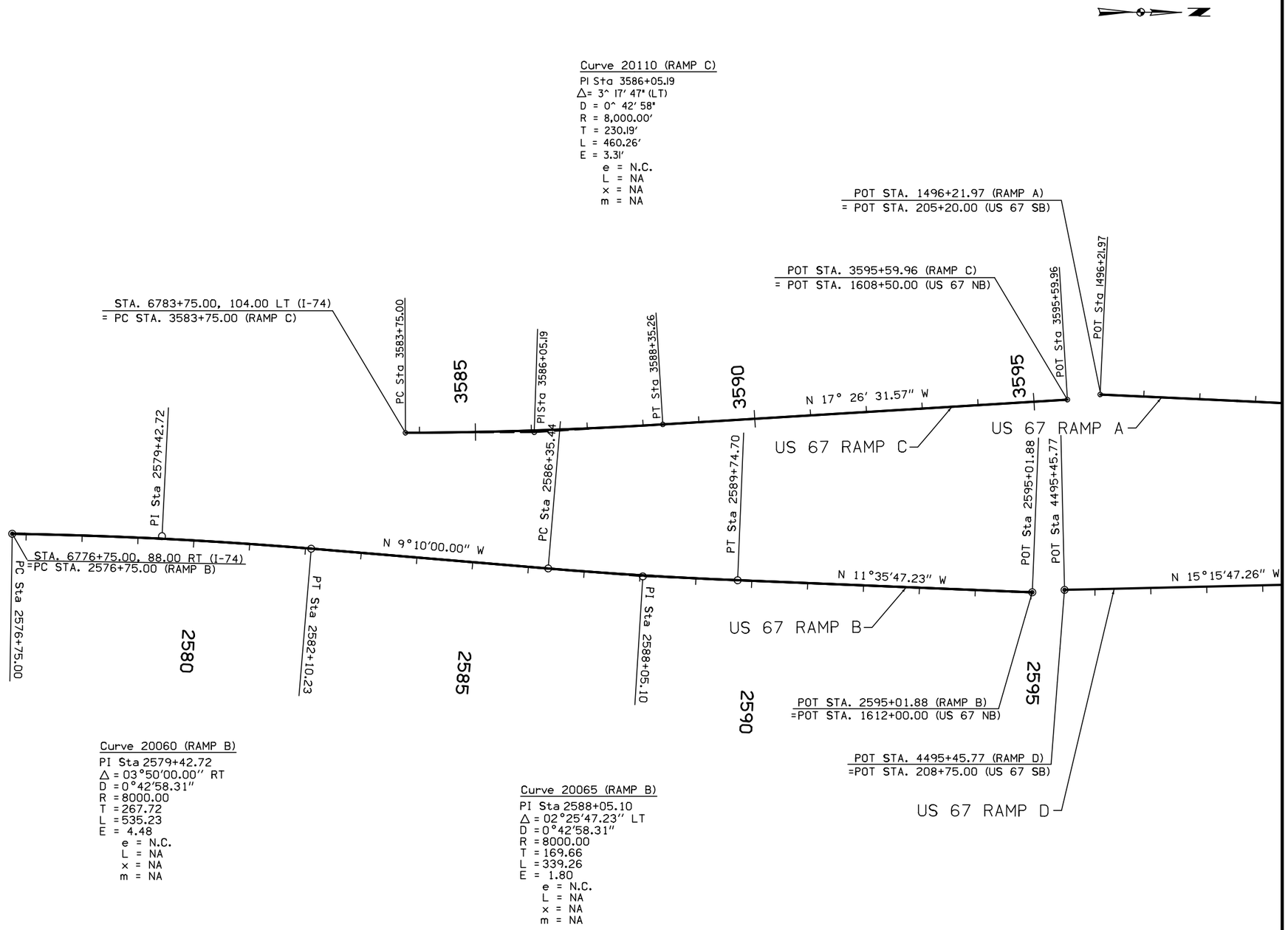

ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **G.12**

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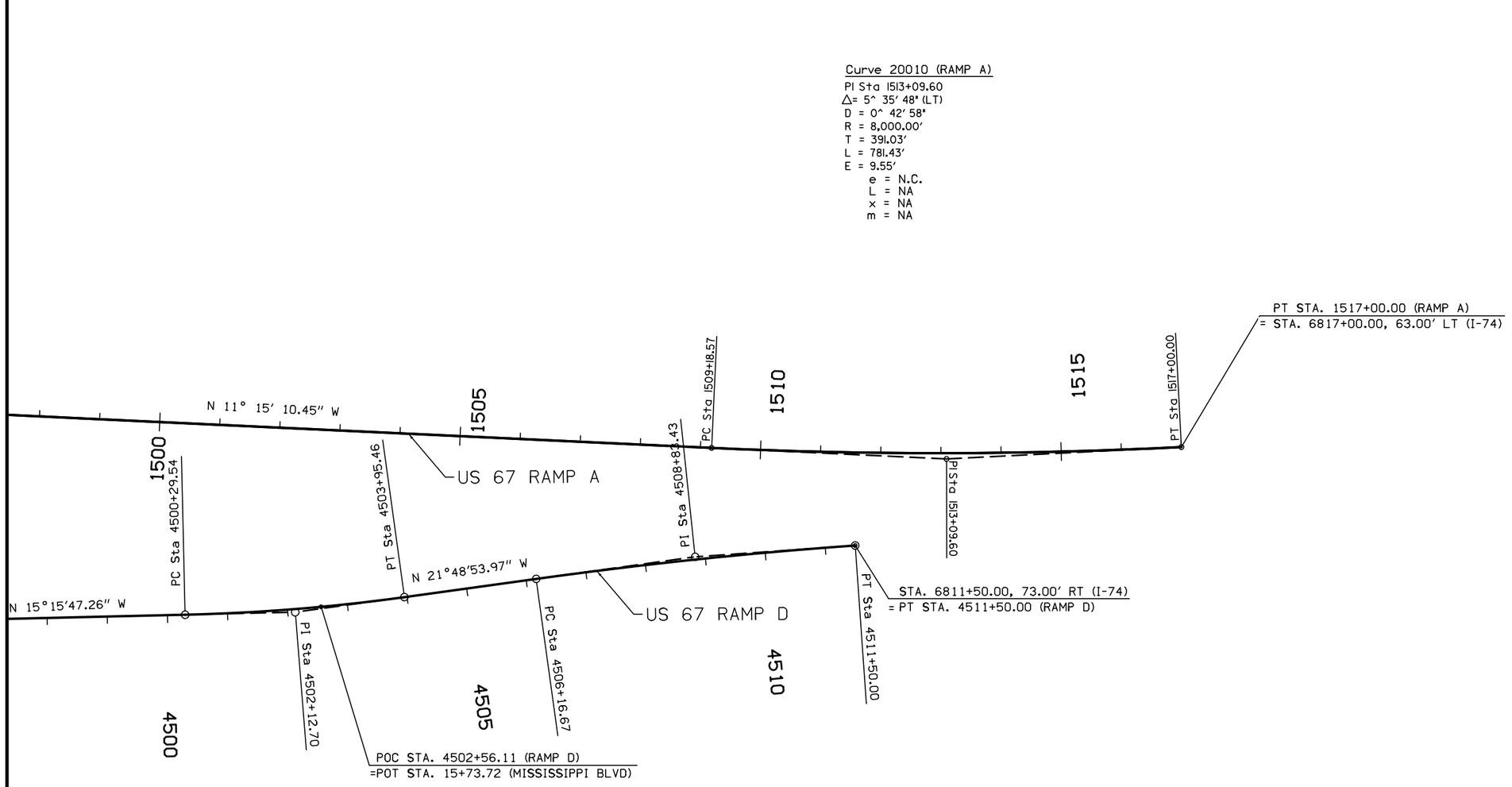

Curve 20155 (RAMP D)
PI Sta 4502+12.70
△ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

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(206)5--13-82**	SHEET NUMBER **G.13**

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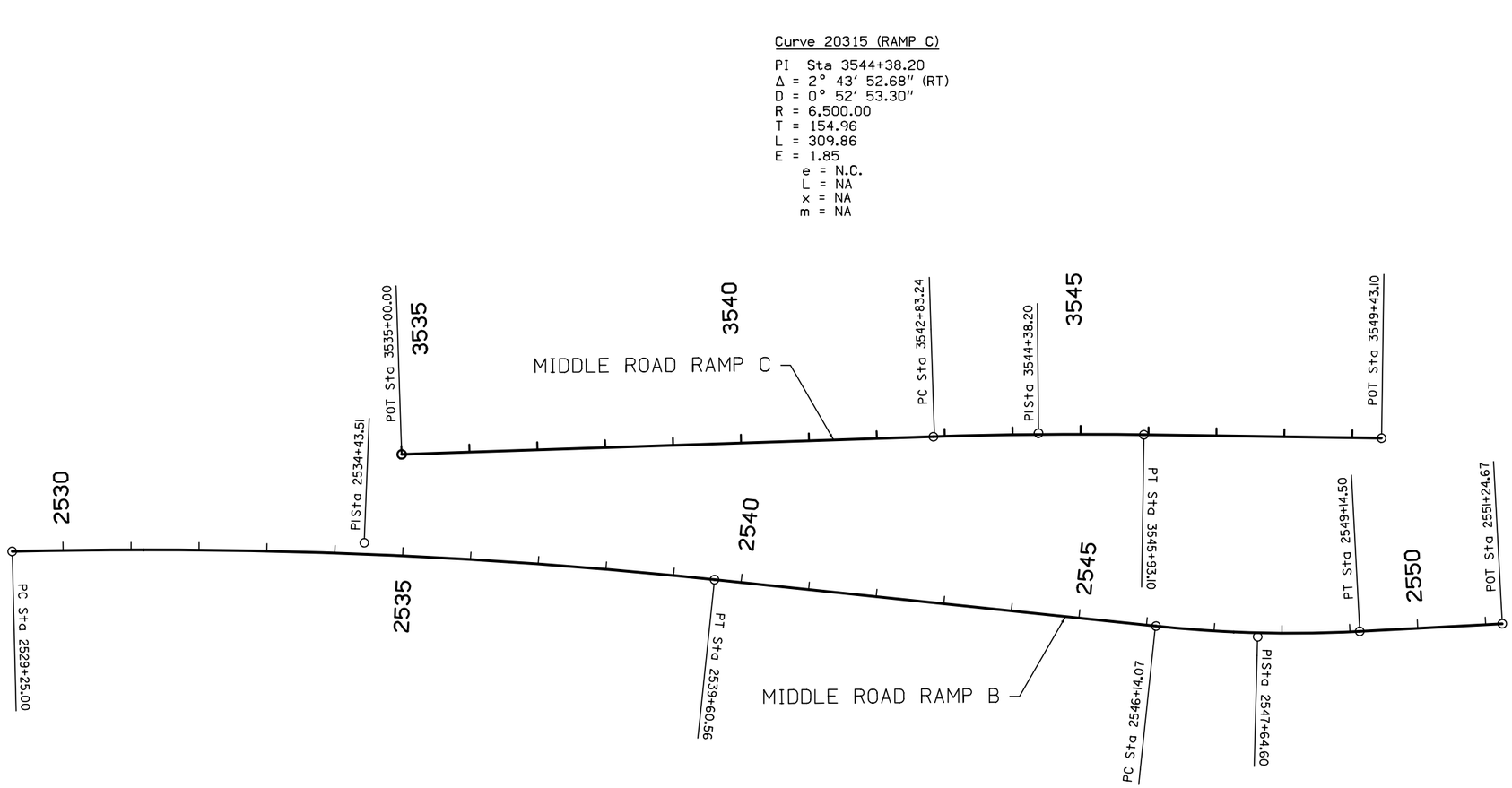
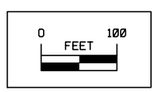


Curve 20265 (RAMP B)

PI Sta 2534+43.51
Δ = 7° 25′ 00.00″ (RT)
D = 0° 42′ 58.31″
R = 8,000.00
T = 518.51
L = 1,035.56
E = 16.79
e = N.C.
L = NA
x = NA
m = NA

Curve 20275 (RAMP B)

PI Sta 2547+64.60
Δ = 9° 03′ 34.99″ (LT)
D = 3° 00′ 56.04″
R = 1,900.00
T = 150.53
L = 300.43
E = 5.95
e = N.C.
L = NA
x = NA
m = NA



ALIGNMENTS

Middle Rd Ramps

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER G.14

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															

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER G.15

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'	

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)

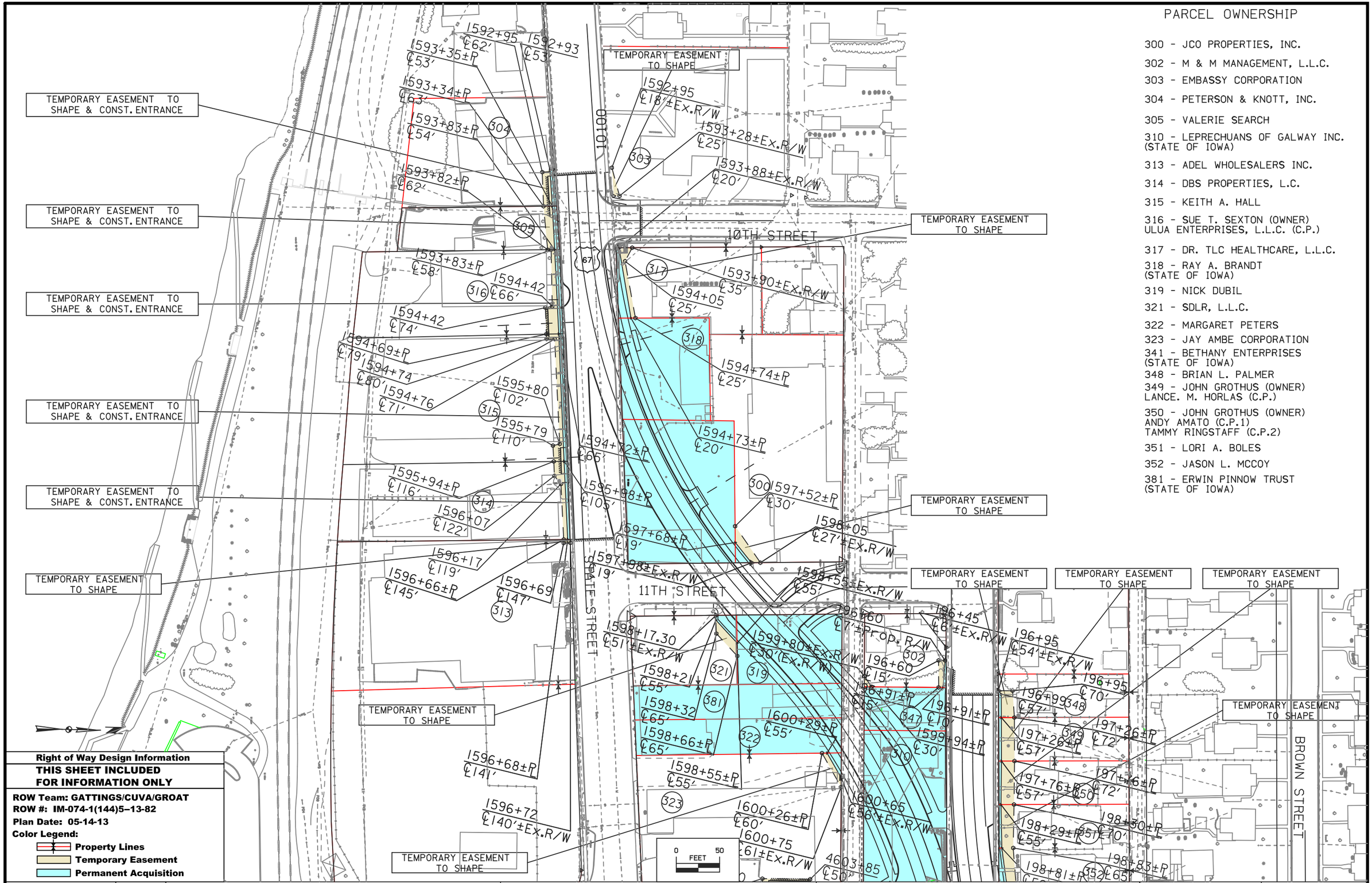
369 - WEINDRUCH MEADE, INC. (STATE OF IOWA) 370 - TIMOTHY GROTHUS 375 - JOHN GROTHUS, MICHAEL VASQUEZ (C.P.) (STATE OF IOWA) 376 - JAMES A. WIESE (STATE OF IOWA)

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**



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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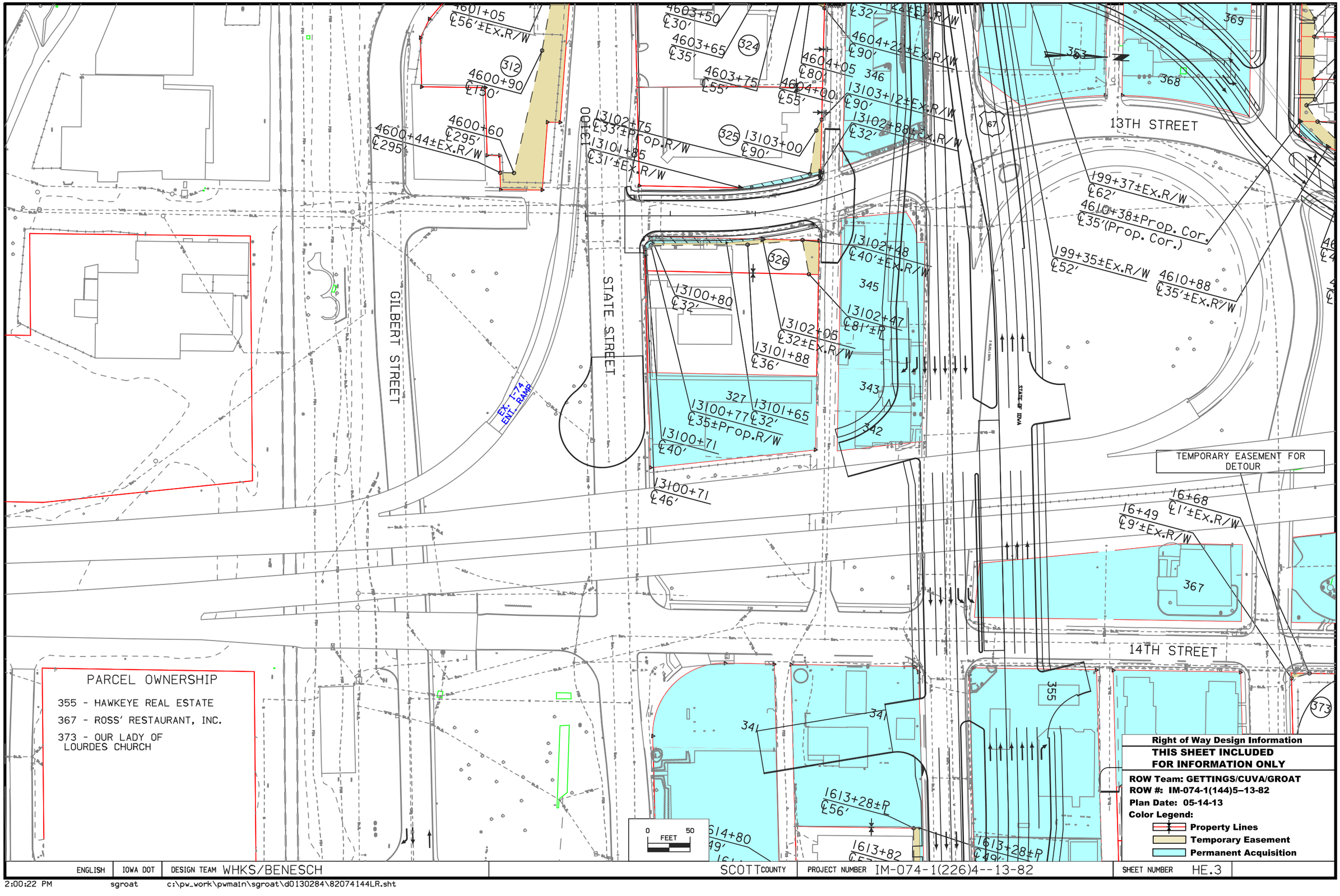

PARCEL OWNERSHIP

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

TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE & CONST. ENT.
TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE & CONST. ENT.
TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE & CONST. ENT.
TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE
TEMPORARY EASEMENT TO SHAPE & CONST. ENT.
TEMPORARY EASEMENT TO SHAPE

1613+28±R ℄56′
1614+80 ℄49′
1613+82 ℄57′
1614+79 ℄57′
1613+82 ℄55′
1614+79 ℄101′
1614+86±Ex.R/W ℄101′
1615+51±Ex.R/W ℄100′
1613+28±R ℄49′
108+25±Ex.R/W ℄45′
108+50 ℄29′±Ex.R/W
1614+88±Ex.R/W ℄57′
1615+51±Ex.R/W ℄60′
15TH STREET
108+45 ℄31±Ex.R/W
108+32 ℄37′
108+20±Ex.R/W ℄56′
1615+55 ℄100′
1615+55 ℄62′
1615+60 ℄50′
1616+07±R ℄57′
1616+06±R ℄50′
1616+52 ℄51′
1616+63±R ℄53′
1616+62±R ℄50′
101+60 ℄79′±R
100+33±Ex.R/W ℄30′
101+60 ℄32′
1619+95 ℄19′±Ex.R/W
216+55±Ex.R/W ℄25′
216+56±Ex.R/W ℄20′
216+57±Ex.R/W ℄56′
216+60±Ex.R/W ℄135′
BROWN STREET
SIDEWALK
16TH STREET
216+61 ℄120′
216+60 ℄62′
1619+90 ℄25′±Ex.R/W
216+79 ℄10′
217+07±R ℄60′
217+08±R ℄70′
217+17 ℄69′
217+22 ℄65′
217+30 ℄10′
217+26 ℄65′
217+40 ℄56′
1620+35 ℄35′
1620+79 ℄73′
217+45 ℄30′
217+45 ℄15′
217+57±Prop.Cor ℄55′(Prop.Cor)
217+07±R ℄56′
1620+25 ℄20′±Ex.R/W
1620+83 ℄68′±Ex.R/W
1622+94±R ℄20
1622+93±R ℄25′
1623+50 ℄20′
1622+95 ℄87′±Ex.R/W
1623+10 ℄105′
1623+50 ℄92′
1623+65 ℄67′±Ex.R/W
1623+50 ℄75′
1623+85
1623+95 ℄20′
STATE STREET
GRANT STREET
0 50 FEET

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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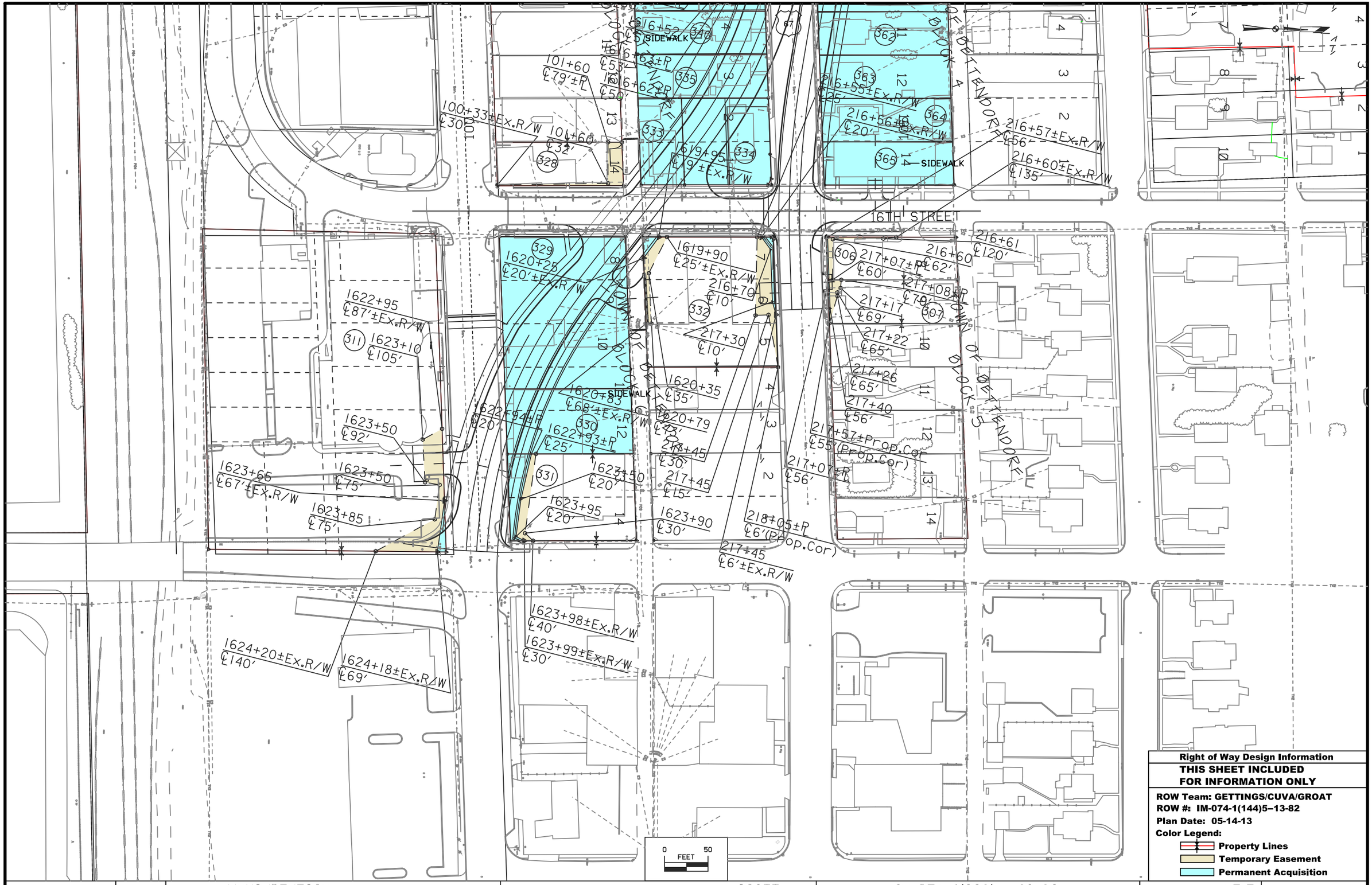

Right of Way Design Information

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

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
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 3" in the plans refers to the overall I-74 project schedule for coordination with Bridge Contracts.This is a one year contract.

Stage 1 I-74

Maintain eastbound I-74 traffic on existing I-74. Near Grant Street, shift westbound I-74 traffic onto the Temporary Median Bypass, temporary bridge over Mississippi Boulevard and median pavement constructed in Contract IM-74-1(205)5--13-82.

Maintain traffic on the existing westbound ramps. Maintain the westbound exit to Middle Road

Construct the remaining portion of Ramp D. Meet the pavement constructed in Contract IM-74-1(205)5--13-82 at Sta.6805+75.

Construct westbound I-74 pavement as shown on sheets J.12 to J.15.

Entrance and exit ramps must utilize the crossover pavement constructed in Contract IM-74-1(205)5--13-82. Westbound I-74 bridge approach pavement is by Contract BRFIM-074-1(199)5--05-82.

Stage 2 I-74

Work is concurrent with Local Roads Stages 2A, 2B, and 2C

Maintain eastbound I-74 traffic on existing I-74. Maintain westbound I-74 traffic on the Temporary Median Bypass, temporary bridge over Mississippi Boulevard and median pavement constructed in Contract IM-74-1(205)5--13-82.

Shift US 67 Ramp D onto the new ramp completed in Stage 1. Maintain the westbound exit to Middle Road

Continue to detour the eastbound loop ramp as shown on J Sheets

Construct the portion of I-74 shown on sheets J.17 and J.18

STAGE 2A - Local Roads Improvements

Work is concurrent with I-74 Stage 2.

Construction

Construct 14th St. south of Mississippi Blvd. and the South lane of Mississippi Blvd.

Construct 2.5' of curb and gutter at US 67 Ramp D return radius, where temporary connection was removed.

Traffic Control

14th St., South of Mississippi Blvd., to be closed to through traffic. Access to residences, business and adjacent properties to be maintained by the Contractor.

Mississippi Blvd. will be reduced to one lane of traffic. Access to residences, business and adjacent properties to be maintained bythe Contractor.

I-74 Entrance loop will be closed and traffic will be routed to 10th St. to use I-74 SB entrance ramp off State St.

STAGE 2B - Local Roads Improvements

Construction

Construct Left side of 14th St. and left lane of Mississippi Blvd. west of 14th St. Access to residences, businesses and adjacentproperties to be maintained by the Contractor.

Traffic Control

Mississippi Blvd. and 14th St. will be reduced to one lane of traffic. Access to residences, business and adjacent properties to be maintained by the Contractor.

I-74 Entrance loop will be closed and traffic will be routed to 10th St.

STAGE 2C - Local Roads Improvements

Construction

Construct the Right lane of 14th St. and the Left lane of Mississippi Blvd. east of 14th St.

Traffic Control

Mississippi Blvd. and 14th St. will be reduced to one lane of traffic. Access to residences, business and adjacent properties to be maintained by the Contractor.

I-74 Entrance loop will be closed and traffic will be routed to 12th St. to use I-74 SB entrance ramp off State St.

Stage 3 I-74

Maintain eastbound I-74 traffic on existing I-74. Maintain westbound I-74 traffic on the temporary Median Bypass , temporary bridge over Mississippi Boulevard and median pavement constructed in Contract IM-74-1(205)5--13-82.

Maintain US 67 Ramp D onto the new ramp completed in Stage 1. Maintain the westbound exit to Middle Road per Hseets J.20 and J.21.

Shift westbound traffic onto the west side of the Lincoln Road bridge piers

Traffic to shift into the Winter configuration as soon as possible. Minimize Stage 3 duration.

Construct the portion of I-74 shown on the sheets J.20 and J.21.

Winter

Upon completion of the proposed stage 3 work, shift traffic into the configuration shown on the "Year 3 Winter" sheets. Maintain eastbound I-74 traffic on existing I-74. Shift westbound I-74 traffic from the median to the new westbound pavement near Station 6815+00.

All remaining traffic control devices shall remain in place at the end of the Contract.

No I-74 construction is proposed in this stage

108-23A

TRAFFIC CONTROL PLAN

Two lanes of traffic in each direction shall be maintained at all times in both directions of I-74.

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. Maintain existing traffic control from the previous year's construction project IM-74-1(205)5--13-82.

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

All traffic control devices shown in final stages to remain in place at the end of the contract.

Lane closure will be permitted from 7 PM to 6 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.
The contractor shall notify the Engineer at least 72 hours before any closure starts.

For additional complementary information, refer to part 6 of the Manual on Uniform Traffic Control Devices and to the current Standard Specifications.

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

102-15
10-29-02

TABULATION OF SPECIAL EVENTS

Event	Location	Date

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
X	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

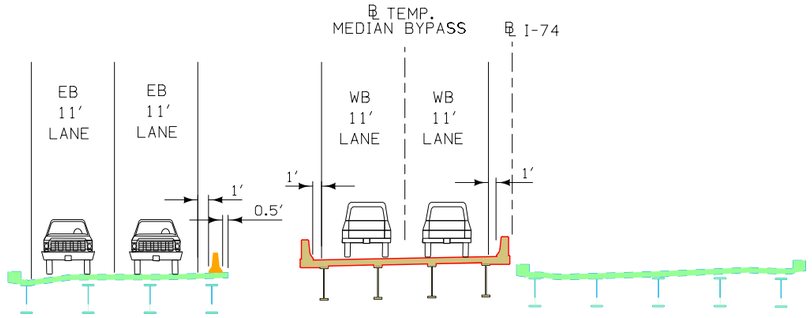
CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

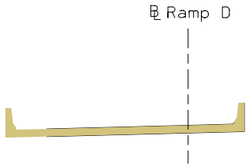
	Pavement Removal		Temporary Barrier Rail
		I	42 Inch Channelizer

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

I–74 YEAR 3 STAGE 1 TYPICAL SECTIONS

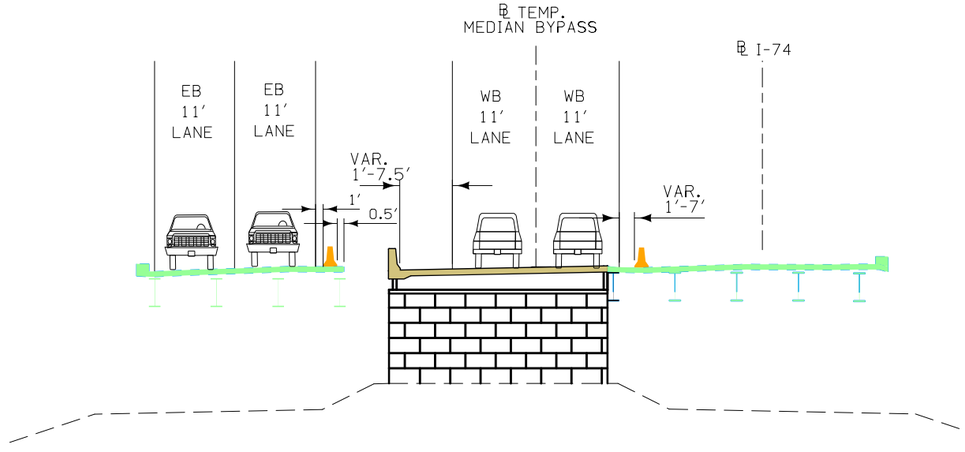




6802+27.16 to 6803+62.72

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.

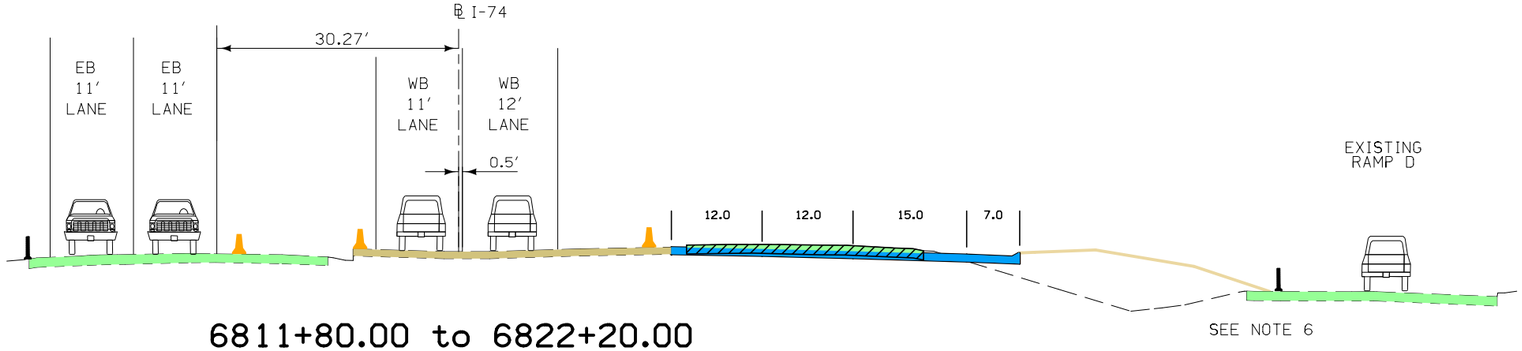


6796+53.34 to 6802+27.16

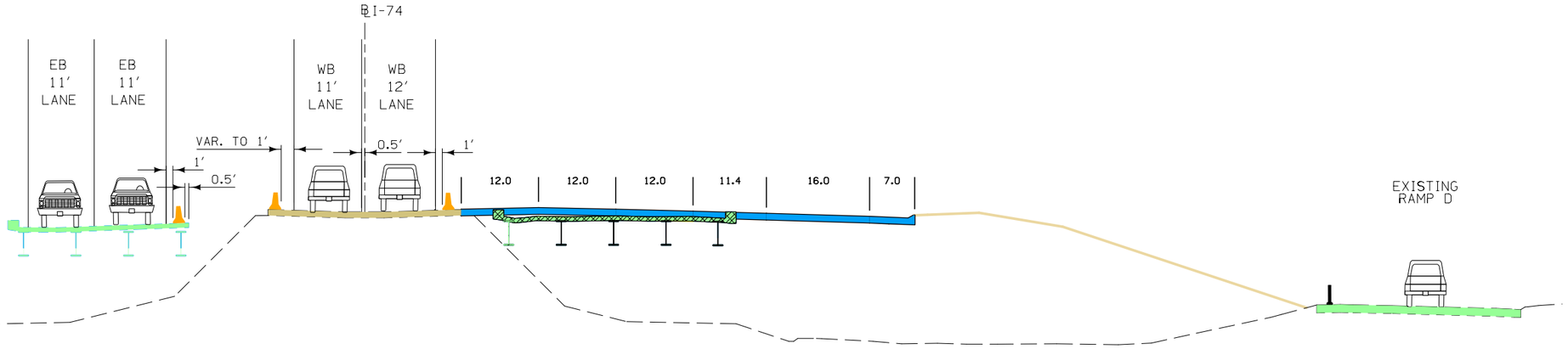
I–74 YEAR 3 STAGE 1 TYPICAL SECTIONS

GENERAL NOTES:

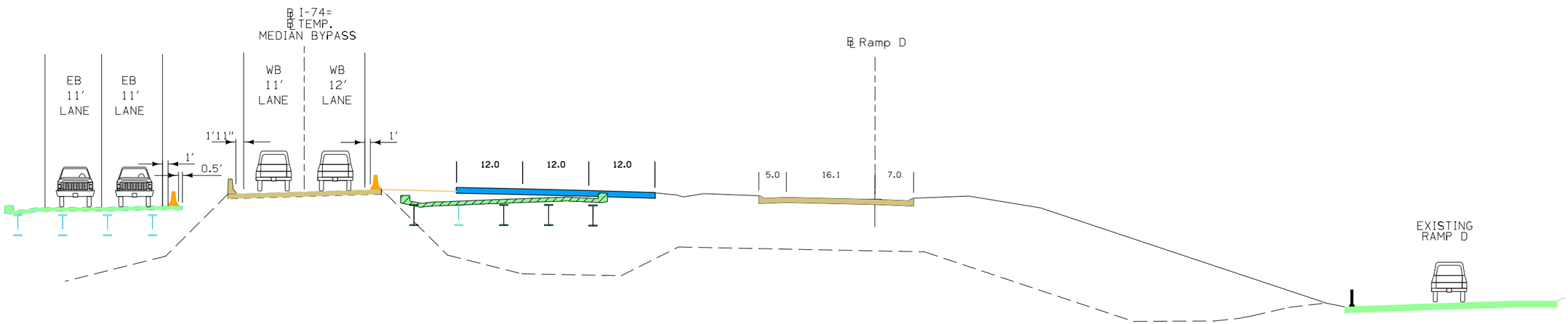
1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. EXISTING RAMP D TRAFFIC TO REMAIN OPEN AT ALL TIMES IN STAGE 1. COMPLETE GRADING AT TOE OF SLOPE DURING STAGE 2 IF NECESSARY.



6811+80.00 to 6822+20.00



6807+75.00 to 6811+80.00

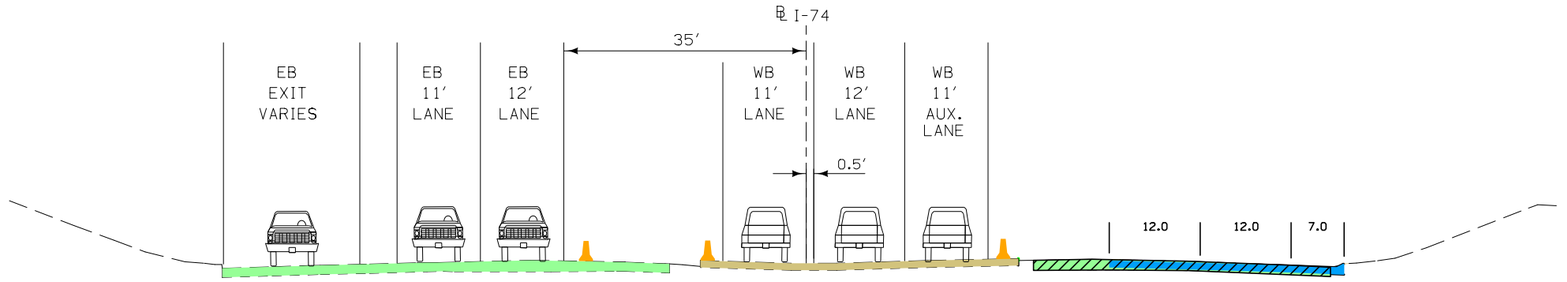


6803+62.72 to 6807+75.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.4

9:52:51 PM untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-J-3-006.sht.sht

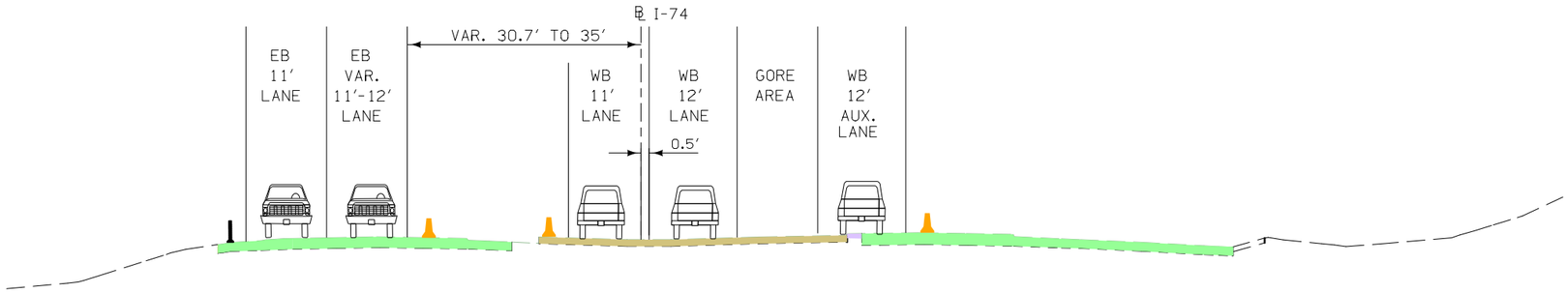
I–74 YEAR 3 STAGE 1 TYPICAL SECTIONS



6824+24+63.95 to 6829+14.68

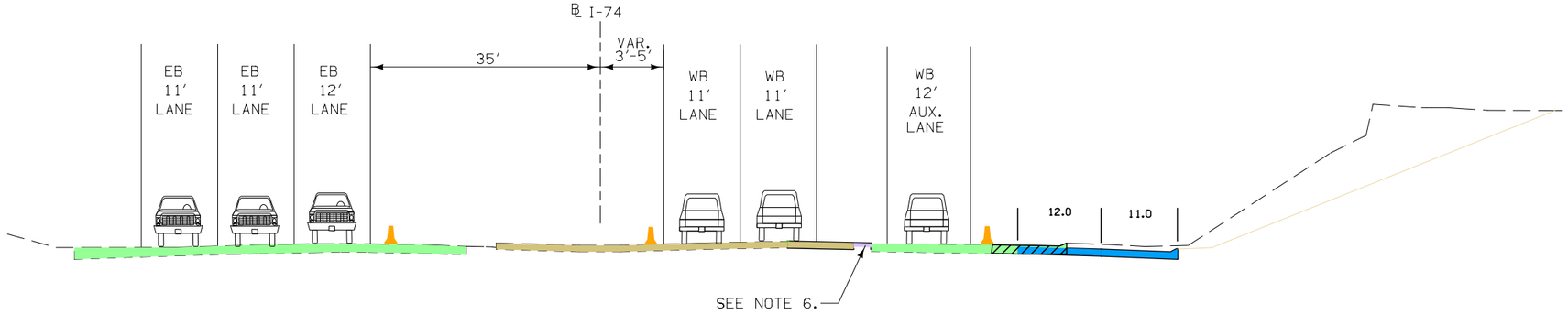
GENERAL NOTES:

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. EXISTING RAMP D TRAFFIC TO REMAIN OPEN AT ALL TIMES IN STAGE 1. COMPLETE GRADING AT TOE OF SLOPE DURING STAGE 2 IF NECESSARY.



6822+20.00 to 6824+63.95

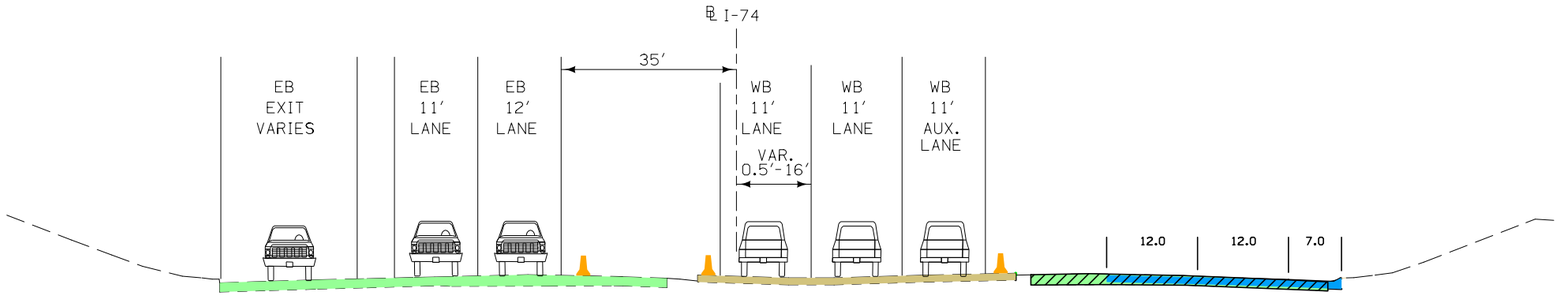
I–74 YEAR 3 STAGE 1 TYPICAL SECTIONS



6834+00.00 to 6837+00.00

GENERAL NOTES:

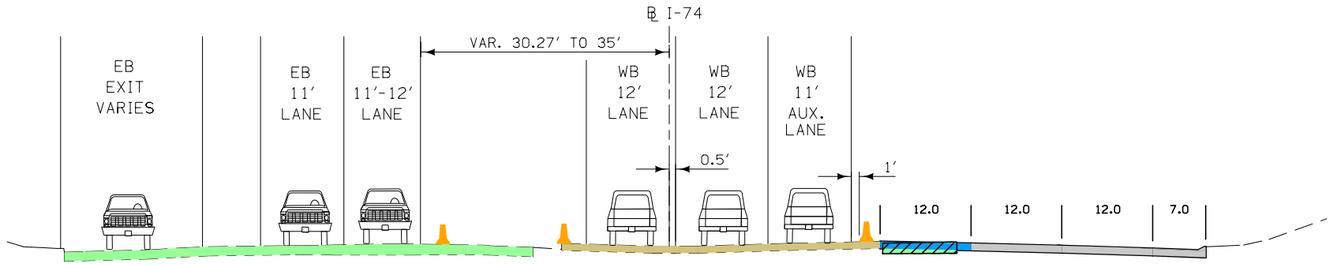
1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. TEMPORARY PAVEMENT CROSSOVER CONSTRUCTED IN CONTRACT IM-74-1(205)5--13-82.



6829+14.68 to 6834+00.00

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **J.6**	

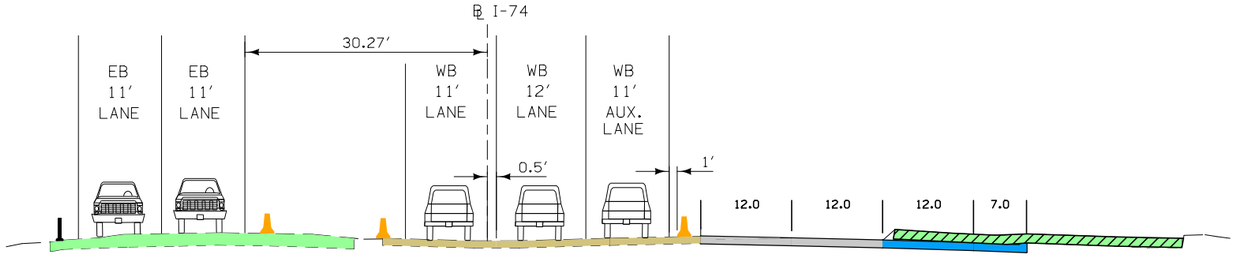
I–74 YEAR 3 STAGE 2 TYPICAL SECTIONS



6822+00.00 to 6829+14.92

GENERAL NOTES:

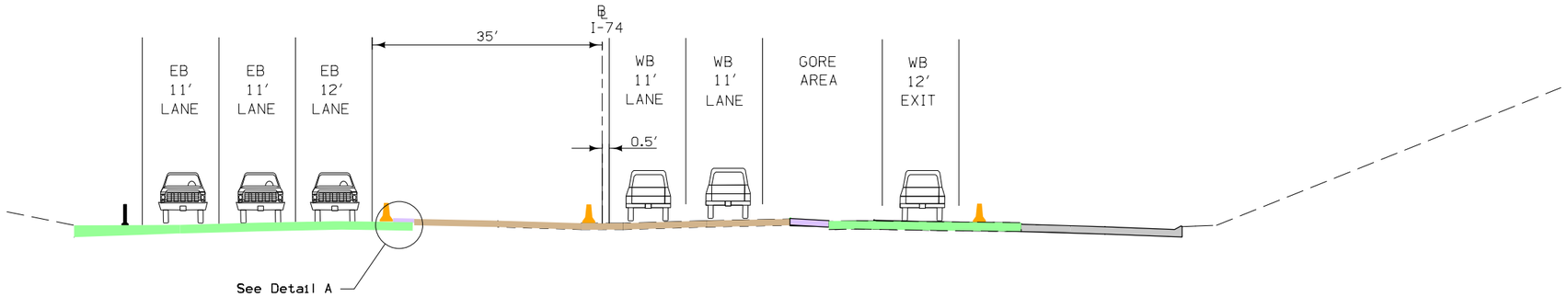
1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12' UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2' FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL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



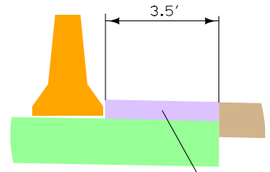
6814+92.65 to 6822+00.00

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **J.7**

I–74 YEAR 3 STAGE 2 TYPICAL SECTIONS



6834+00.00 to 6837+00.00



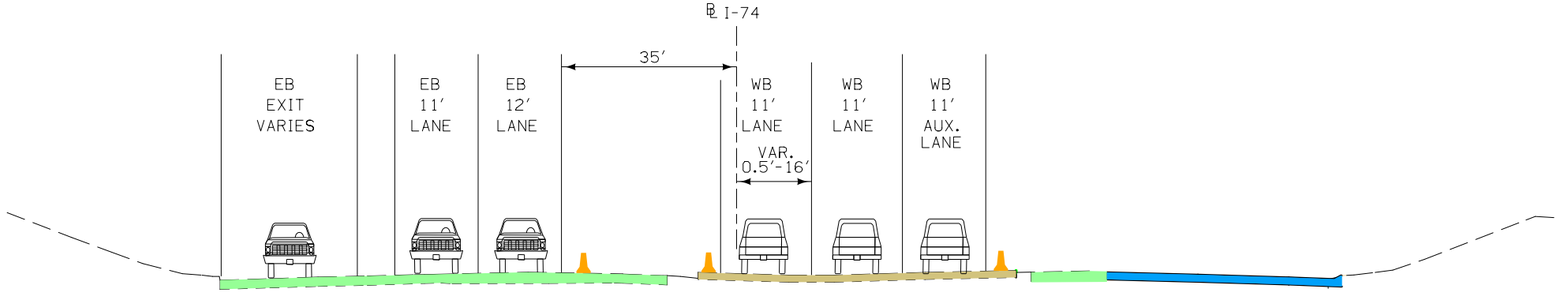
Construct HMA Pad on top of existing pavement to match proposed pavement elevation. Used as leveling pad for temporary concrete barrier rail during Stage 3. See J Sheets plan view for location.

Detail A

GENERAL NOTES:

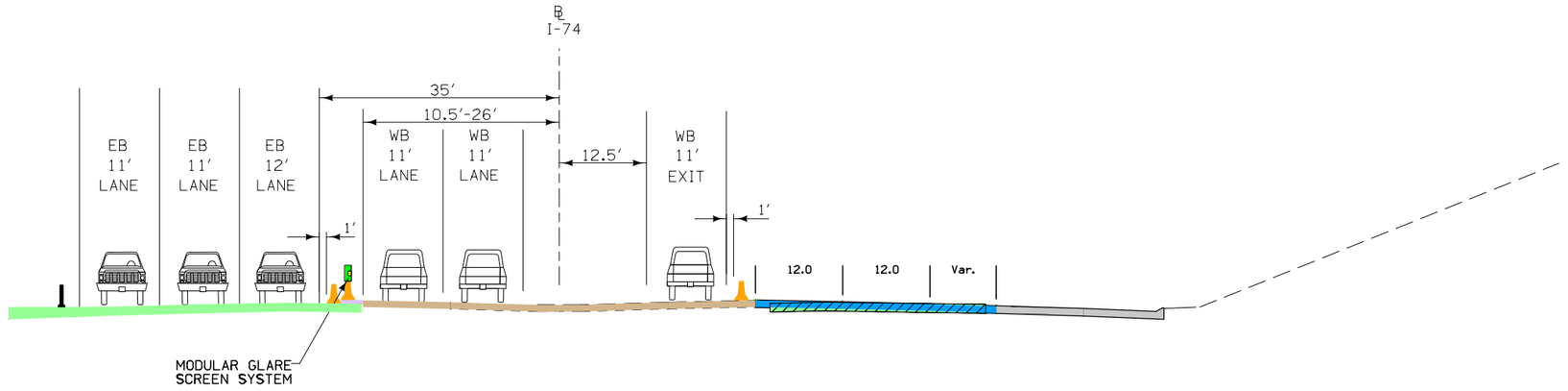
1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL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

Location			Hot Mix Asphalt Surface (Sq. Yds.)
Road Identification	Station To Station		
I-74	6832+50.00	6837+00.00	175



6829+14.68 to 6834+00.00

I–74 YEAR 3 STAGE 3 TYPICAL SECTIONS

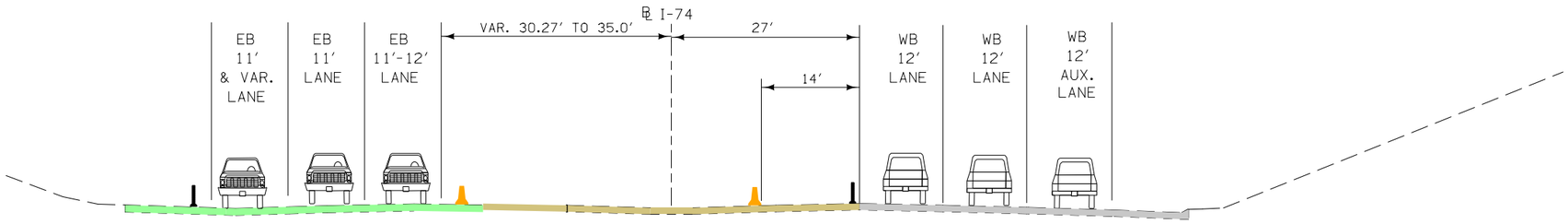


6825+08.78 to 6837+00.00

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. SEE STAGING PLAN SHEETS FOR BARRIER LOCATION AT LINCOLN ROAD BRIDGE PIER

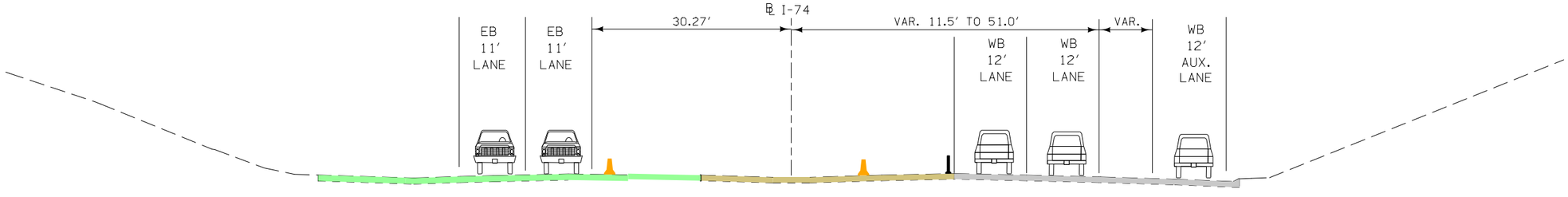
I–74 YEAR 3 WINTER TYPICAL SECTIONS



6820+12.91 to 6837+00.00

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.



6809+00.66 to 6820+12.91

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

W1-4
ALL LANES
W24-1cP

WELCOME TO ILLINOIS
Moline
NEXT 5 EXITS

EX. I-74 EB
EX. I-74 WB

Sta. 6784+06.38
185.44' LT
Begin Taper

Existing Sign 247 & 294

Sta. 6787+29.83
141.62' LT
End Taper

EX. GILBERT ST

720'
500'

SPEED LIMIT 45
W3-5
48" x 48"

SPEED LIMIT 45
R2-1
48" x 60"

BIKE TRAIL

6780
6785
6790
2580
2585
2590

CHW8

US 67 RAMP B

EX. 15TH ST

Proposed Sign 247 & 294

0 50 FEET

All Drums and Channelizing Devices are spaced at 55' C-C Unless Otherwise Noted

YEAR 3
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.11

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EX. STATE ST

EX. 14TH ST

EX. 15TH ST

EX. BROWN ST

EX. I-74 ENT. RAMP

US 67 RAMP B

US 67 RAMP D

US 67 RAMP D

SOUTH 67 Grant St | EAST 67 6 Illinois
LEFT TURN ONLY

KEEP RIGHT

Existing Sign 297

WEST 6 Kimberly Rd

Sta. 6792+26
Begin TBR and Crash Cushion

Sta. 6792+98.73
70.65' LT
Begin Crossover Curve

W1-6
48" x 24"

TBR Placed in
Previous Contract

Sta. 6798+41.72
35.34' LT,
End Crossover Curve
Match Temp
Median Bypass ℄

ROAD CLOSED

CHY8

CHW8

CHW8

CHW8

R=6500'

Sta. 6799+45.68
5.05' LT
Begin TBR

Sta. 6800+88
11.95' LT
Connect TBR
to Ex. 34" Barrier

Sta. 6803+80.99
5.50' RT
Connect TBR
to Ex. 34" Barrier

6795

6800

6805

4500

4505

2595

11'
11'

11'
11'

74

Proposed Sign 297

Existing Sign 299

Existing Sign 300

ROAD CLOSED

0 FEET 50

All Drums and Channelizing
Devices are spaced at 55' C-C
Unless Otherwise Noted

YEAR 3
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.12

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EX. I-74 EXIT RAMP

Existing Sign 73

Sta. 6806+79.69
11.00' RT
Begin 12' RT Lane

Sta. 6807+75.00
Connect TBR
to Ex. 34" Barrier

PT Sta 6806+11.44

Sta. 6812+30.36
10.50' RT
End Lane Shift

Sta. 6811+80.36
11.50' LT
Begin Lane Shift

TBR Placed in
Previous Contract

CHY8 CHW8 BLW4 ELY4 ELW4 ELW4

Sta. 6811+80.36
13.50' RT
Begin TBR Taper

Sta. 6812+45.00
25.00' RT
End TBR Taper

35'
Typ.

Sta. 6817+00
85.6' RT
Begin TBR

Sta. 6819+46.22
77.39' RT
Begin Taper

+25.00
Begin Lane 1
Construction

ROAD CLOSED

ROAD WORK AHEAD

W20-1
48" x 48"

Existing Sign 301

Proposed Sign 252

Existing Sign 252

EX. 14TH ST

6810 6815 6820 4505 4510

0 50
FEET

All Drums and Channelizing
Devices are spaced at 55' C-C
Unless Otherwise Noted

YEAR 3
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.13

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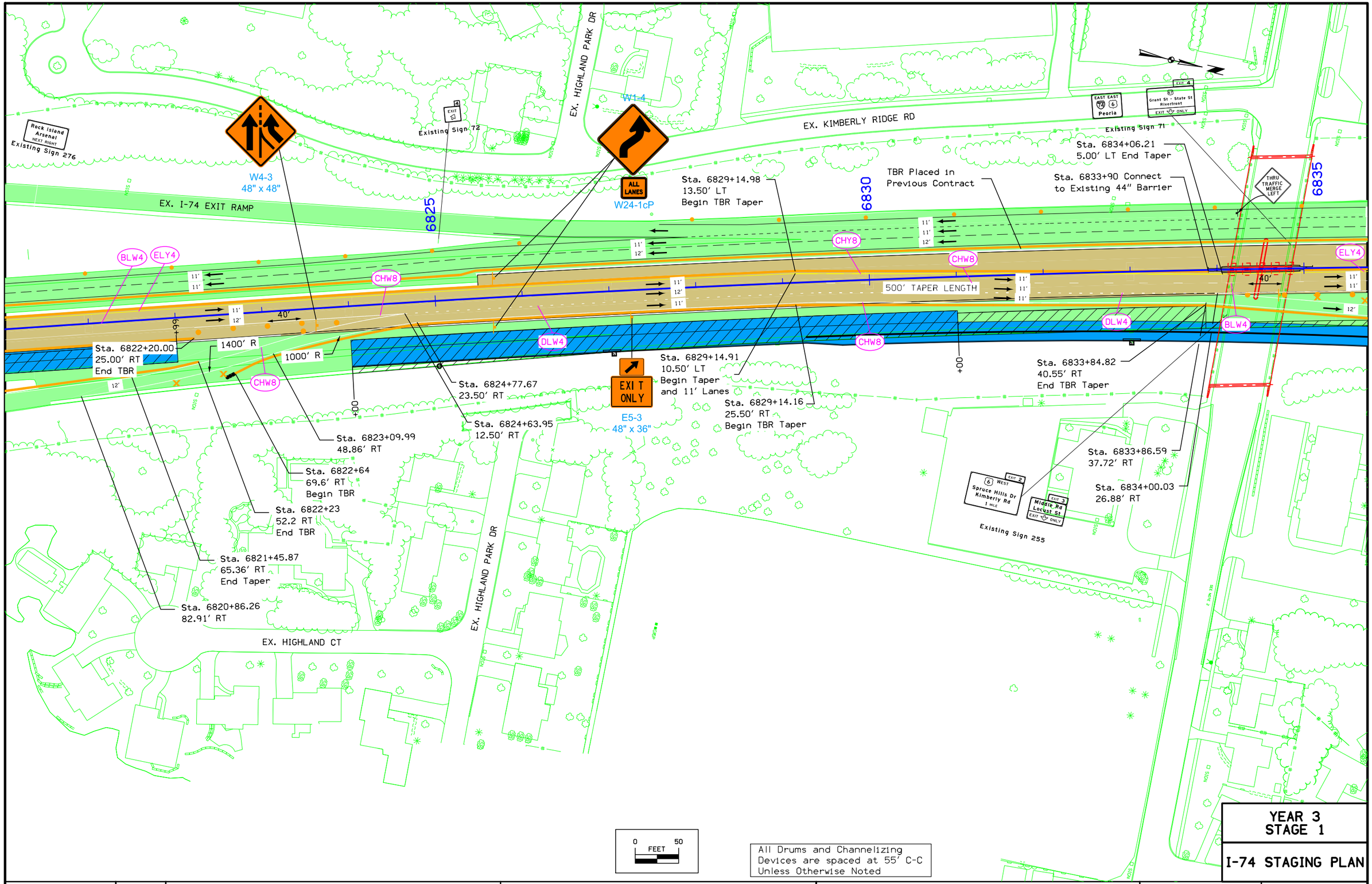

YEAR 3
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.14

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6835

Sta. 6835+00 Connect
to Existing 44" Barrier

W4-3
48" x 48"

6840

6845

6850

EX. I-74 ENT. RAMP

ROAD
WORK
AHEAD

W20-1
48" x 48"

74

11'
11'
12'

ELY4

Sta. 6837+01.10
55.06' RT

TBR Placed in
Previous Contract

40'

11'
11'

CHW8

12'

ELW8

EXIT

Sta. 6837+08
70.7' RT
End TBR

Existing Sign

EX. I-74 EXIT RAMP

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

0 FEET 50

All Drums and Channelizing
Devices are spaced at 55' C-C
Unless Otherwise Noted

YEAR 3
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.15

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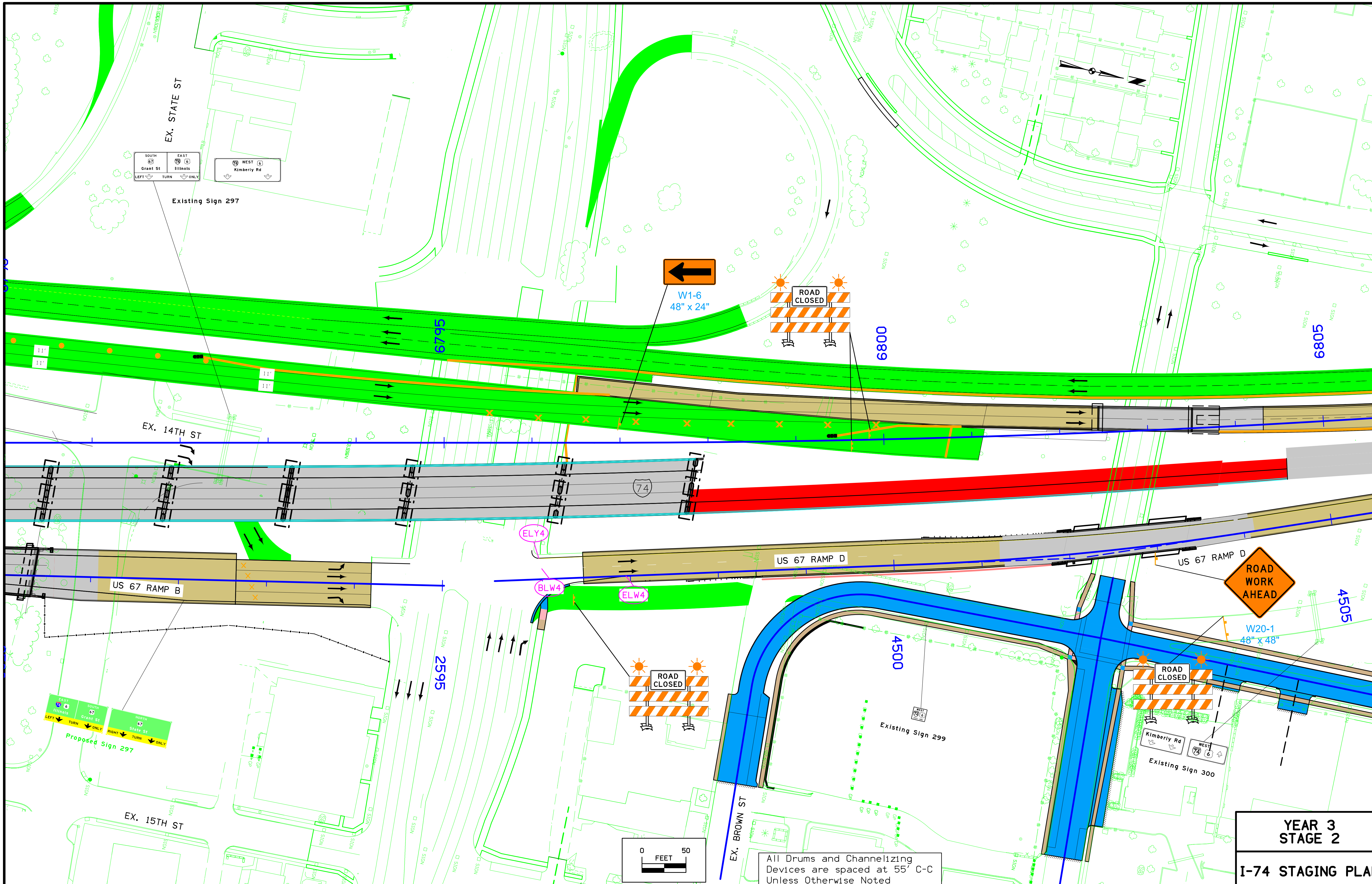

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER J.16

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Existing Sign 73

EX. I-74 EXIT RAMP

6810

6815

6820

Sta. 6812+30.00
12.50' RT

Sta. 6812+28.64
31.74' RT
End Taper

W4-3
48" x 48"

Sta. 6808+25.00
13.50' RT
End TBR

PT Sta 6806+11.44

11'
11'
12'
12'
11'
11'
12'
12'
11'

CHW8

40'

12'

4700' R

16'

CHW8

Sta. 6812+96
37.4' RT
End Lane
Width Taper

Sta. 6810+97
58.7' RT
Begin Lane Width Taper

Sta. 6814+29
50.69' RT
Begin TBR Taper

ELW4

DLW4

Sta. 6815+93.37
25.50' RT
End TBR Taper

Sta. 6815+16.60
23.50' RT

Sta. 6814+92.65
12.50' RT

Sta. 6807+51
75.0' RT
Begin Taper

4510

Proposed Sign 252

Existing Sign 252

Sta. 6805+76.26
104.49' RT
Begin Taper

4505

Existing Sign 301

ROAD CLOSED

EX. 14TH ST

0 50
FEET

All Drums and Channelizing Devices are spaced at 55' C-C Unless Otherwise Noted

YEAR 3
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.17

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EX. I-74 EXIT RAMP

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. HIGHLAND CT

Rock Island Arsenal NEXT RIGHT
Existing Sign 276

Existing Sign 72

Sta. 6832+50
Begin HMA Pad

PI Sta 6832+57.30

Existing Sign 71

EAST EAST 74 6 Peoria

EXIT 4 Grant St - State St Riverfront EXIT ONLY

6825

6830

6835

11′ 11′ 12′

500′ TAPER LENGTH

DLW4

ELW4

PC Sta 6823+21.29

+00

+75.46 Match Exist

+91.68 Match Exist

EXIT ONLY
E5-3
48" x 36"

ALL LANES
W1-4
W24-1cP

EXIT

6 WEST Spruce Hills Dr Kimberly Rd 1 MILE
EXIT 2

Middle Rd Locust St EXIT ONLY
EXIT 3

Existing Sign 255

0 FEET 50

All Drums and Channelizing Devices are spaced at 55′ C-C Unless Otherwise Noted

YEAR 3
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.18

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6835

Sta. 6837+00
End HMA Pad

11'
11'
12'
11'
11'
12'
40'
+00

6840

W4-3
48" x 48"

6845

EX. I-74 ENT. RAMP

ROAD WORK AHEAD

W20-1
48" x 48"

6850

74

PT Sta 6841+92.29

Existing Sign

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

0 FEET 50

All Drums and Channelizing Devices are spaced at 55' C-C Unless Otherwise Noted

YEAR 3
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.19

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EX. I-74 EXIT RAMP

EX. KIMBERLY RIDGE RD

EX. HIGHLAND PARK DR

EX. HIGHLAND CT

EXIT

Existing Sign 72

Existing Sign 71

Existing Sign 255

6825

6830

6835

R = 23,004′

R = 22,976.5′

40′C-C

CHW8

CHW8

ELW4

ELY4

BLW4

+99.38

+00.07

Sta. 6825+63.58
10.50′ LT
Begin Taper and Modular
Glare Screen System

Sta. 6825+08.78
12.50′ RT
Begin Taper

Sta. 6829+14.22
23.50′ RT
Begin Curve

Sta. 6833+90
Connect to Existing Barrier
(2 Connections)

Sta. 6834+15.64
26.00′ LT
End Taper

Sta. 6834+15.84
4.00′ LT
End Taper

THRU TRAFFIC MERGE LEFT

EXI T ONLY
E5-3
48" x 36"

W1-6
48" x 24"

Proposed Sign 255

0 FEET 50

All Drums and Channelizing Devices are spaced at 55′ C-C Unless Otherwise Noted

YEAR 3
STAGE 3

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.20

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6835
6840
6845
6850
W4-3
48" x 48"
ELW4
BLW4
11'
11'
12'
11'
11'
11'
11'
12'
ELW4
Sta. 6837+00.00
23.50' RT
End Modular
Glare Screen System
EX. I-74 ENT. RAMP
74
ROAD
WORK
AHEAD
W20-1
48" x 48"
END
ROAD WORK
G20-2A
48" x 24"
ROAD
CLOSED
ROAD
CLOSED
EXIT
30
Existing Sign
EX. I-74 EXIT RAMP
EX. PARKLANE DR
EX. FAIRLANE DR
EX. MEADOW LANE DR
0 FEET 50
All Drums and Channelizing
Devices are spaced at 55' C-C
Unless Otherwise Noted

YEAR 3
STAGE 3

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.21

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EX. I-74 EXIT RAMP

Existing Sign 73

Rock Island Arsenal NEXT RIGHT
Existing Sign

W4-1
48" x 48"

PLACE AT 6804+00

ALL LANES
W24-1cP

Sta. 6809+00.66
0.50' LT
Begin Crossover

Sta. 6809+70.69
11.50' LT
Begin 12' Lane

W1-6
48" x 24"

Sta. 6814+09.68
19.02' RT

Sta. 6820+12.50
27.0' RT
End Taper

6810

6815

6820

CHY8

BLW4

DLW4

CHW8

ELW4

40'C-C

R=9118'

R=9140'

Sta. 6820+12.91
39.00' RT

Sta. 6811+94.57
55.00' RT
Begin Taper

Sta. 6814+74.76
54.91' RT
End Taper

W4-3
48" x 48"

Proposed Sign 252

W4-1
48" x 48"

4510

4505

EX. 14TH ST

0 FEET 50

All Drums and Channelizing Devices are spaced at 55' C-C Unless Otherwise Noted

3
R

NG PLAN

YEAR 3
WINTER

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.22

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EX. HIGHLAND PARK DR

EXIT

EX. KIMBERLY RIDGE RD

Existing Sign 72

Existing Sign 71

Existing Sign 276

Rock Island Arsenal
NEXT RIGHT

EAST EAST
74 6
Peoria

EXIT 4
Grant St - State St
Riverfront
EXIT ONLY

EX. I-74 EXIT RAMP

6825

6830

6835

11'
11'
12'

ELY4

100'

BLW4

ELW4

DLW4

CHW8

12'
12'
12'

Sta. 6829+25.00
63.00' RT
Begin Taper
Along E.O.P

Sta. 6834+69.96
51.00' RT

WEST
74 6
Davenport

6 WEST
Spruce Hills Dr
Kimberly Rd
1 MILE

EXIT 2

Middle Rd
Locust St

EXIT 3

Proposed Sign 255

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

0 FEET 50

All Drums and Channelizing
Devices are spaced at 55' C-C
Unless Otherwise Noted

YEAR 3
WINTER

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.23

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For Traffic Control Details
Refer to Sheet No. J.25

EX. 14TH ST

EX. MISSISSIPPI BLVD

MISSISSIPPI BLVD

EX. 12TH ST

BROWN ST

74

67

EX. GRANT ST/
US 67

EX. 11TH ST

EX. 12TH ST

13TH ST

EX. STATE ST

EX. I-74
ENT. RAMP

EX. STATE ST

0 FEET 100

YEAR 3
STAGE 2A

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.24	

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EX. 14TH ST

EX. MISSISSIPPI BLVD

EX. KIMBERLY ROAD

EX. BROWN ST

Close Sidewalk Crossing

Road Closure

Close Sidewalk Crossing

18'

Road Closure

Close Sidewalk Detour to North Side of Mississippi Blvd.

Place Drums

Spacing = 30'

Place Drums

Detour Sidewalk to North Side of Mississippi Blvd.

Close Sidewalk

Road Closure

0 FEET 50

YEAR 3 STAGE 2A DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.25

11:15:59 AM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-J-00.sht

For Traffic Control Details
Refer to Sheet No. J.27

N

EX. 14TH ST

EX. MISSISSIPPI BLVD

MISSISSIPPI BLVD

EX. 12TH ST

BROWN ST

74

67

EX. GRANT ST/
US 67

EX. 11TH ST

EX. 12TH ST

13TH ST

EX. STATE ST

EX. I-74
ENT. RAMP

0 FEET 100

YEAR 3
STAGE 2B

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.26

11:16:37 AM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-J-00.sht

Close Sidewalk
Detour to South Side
of Mississippi Blvd.
Place Drums

Place Drums
Close Sidewalk

Spacing = 30'

Place Drums
Close Sidewalk
Detour to South Side
of Mississippi Blvd.

Spacing = 30'
16'

Road Closure

0 FEET 50

YEAR 3 STAGE 2B
DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.27

11:17:42 AM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-J-00.sht

For Traffic Control Details
Refer to Sheet No. J.29

N

MISSISSIPPI BLVD

EX. MISSISSIPPI BLVD

EX. 12TH ST

BROWN ST

74

EX. 14TH ST

67

EX. GRANT ST/
US 67

EX. 11TH ST

EX. 12TH ST

13TH ST

EX. STATE ST

EX. I-74
ENT. RAMP

0 FEET 100

YEAR 3
STAGE 2C

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.28

11:18:19 AM xmch c:\pwise_work\do_not_delete\dms03561\82074122-WHKS-J-00.sht

Close Sidewalk
Detour To South Side
of Mississippi Blvd.

Road Closure

Spacing = 30'

18'

Spacing = 30'

Place Drums
Close Sidewalk

Close Sidewalk
Detour To South Side
of Mississippi Blvd.

Road Closure

0 FEET 50

YEAR 3 STAGE 2C
DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER J.29

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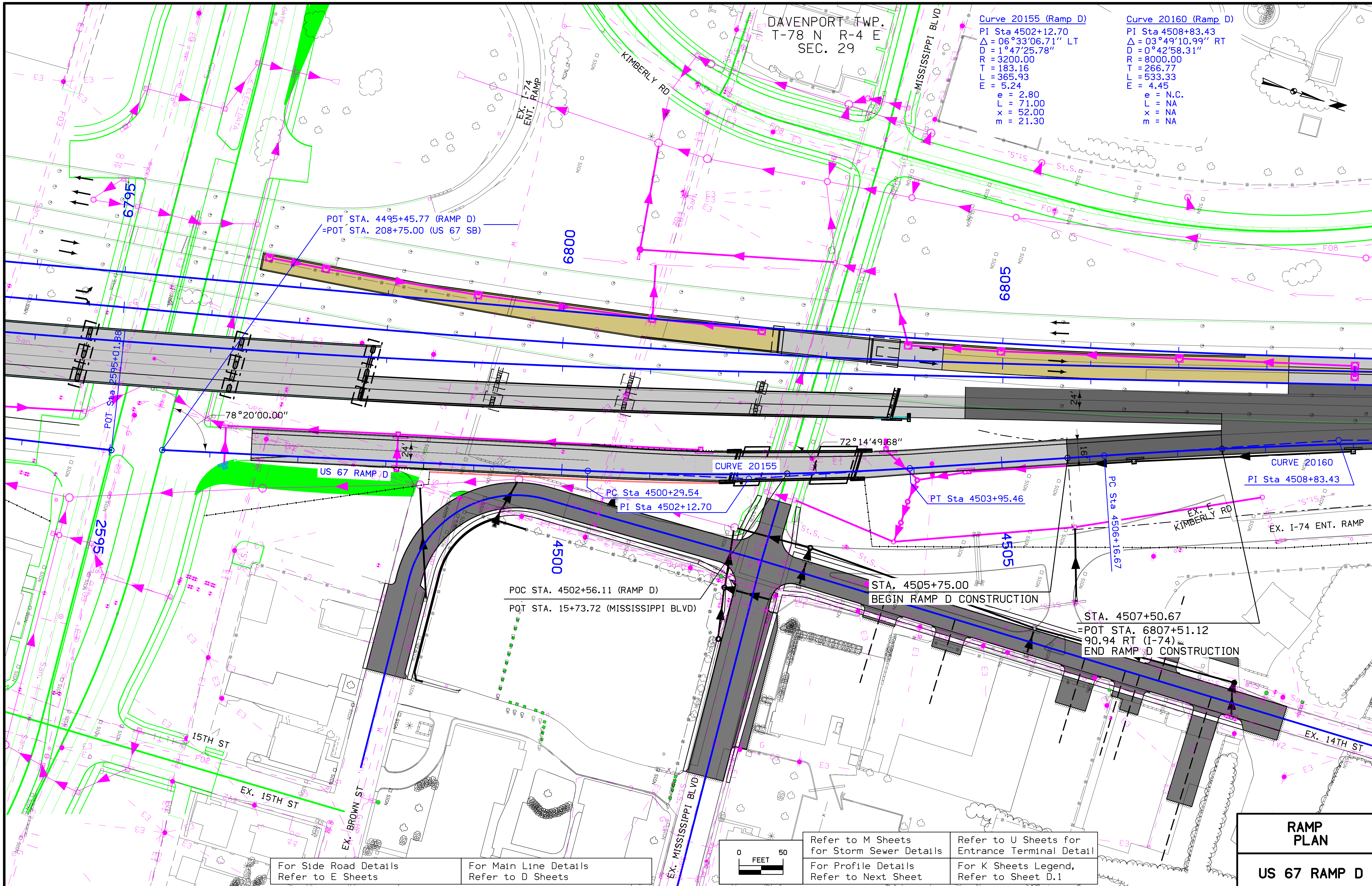

DAVENPORT TWP.
T-78 N R-4 E
SEC. 29
Curve 20155 (Ramp D)
PI Sta 4502+12.70
Δ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30
Curve 20160 (Ramp D)
PI Sta 4508+83.43
Δ = 03°49'10.99" RT
D = 0°42'58.31"
R = 8000.00
T = 266.77
L = 533.33
E = 4.45
e = N.C.
L = NA
x = NA
m = NA
KIMBERLY RD
MISSISSIPPI BLVD
EX. I-74 ENT. RAMP
POT STA. 4495+45.77 (RAMP D)
=POT STA. 208+75.00 (US 67 SB)
6795
6800
6805
POT Sta 2595+01.88
78°20'00.00"
US 67 RAMP D
CURVE 20155
PC Sta 4500+29.54
PI Sta 4502+12.70
72°14'49.68"
PT Sta 4503+95.46
PC Sta 4506+16.67
CURVE 20160
PI Sta 4508+83.43
EX. E KIMBERLY RD
EX. I-74 ENT. RAMP
2595
4500
4505
POC STA. 4502+56.11 (RAMP D)
POT STA. 15+73.72 (MISSISSIPPI BLVD)
STA. 4505+75.00
BEGIN RAMP D CONSTRUCTION
STA. 4507+50.67
=POT STA. 6807+51.12
90.94 RT (I-74)
END RAMP D CONSTRUCTION
15TH ST
EX. 15TH ST
EX. BROWN ST
EX. MISSISSIPPI BLVD
EX. 14TH ST
0 FEET 50

For Side Road Details Refer to E Sheets	For Main Line Details Refer to D Sheets

Refer to M Sheets for Storm Sewer Details	Refer to U Sheets for Entrance Terminal Detail
For Profile Details Refer to Next Sheet	For K Sheets Legend, Refer to Sheet D.1

RAMP PLAN

US 67 RAMP D

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER K.1

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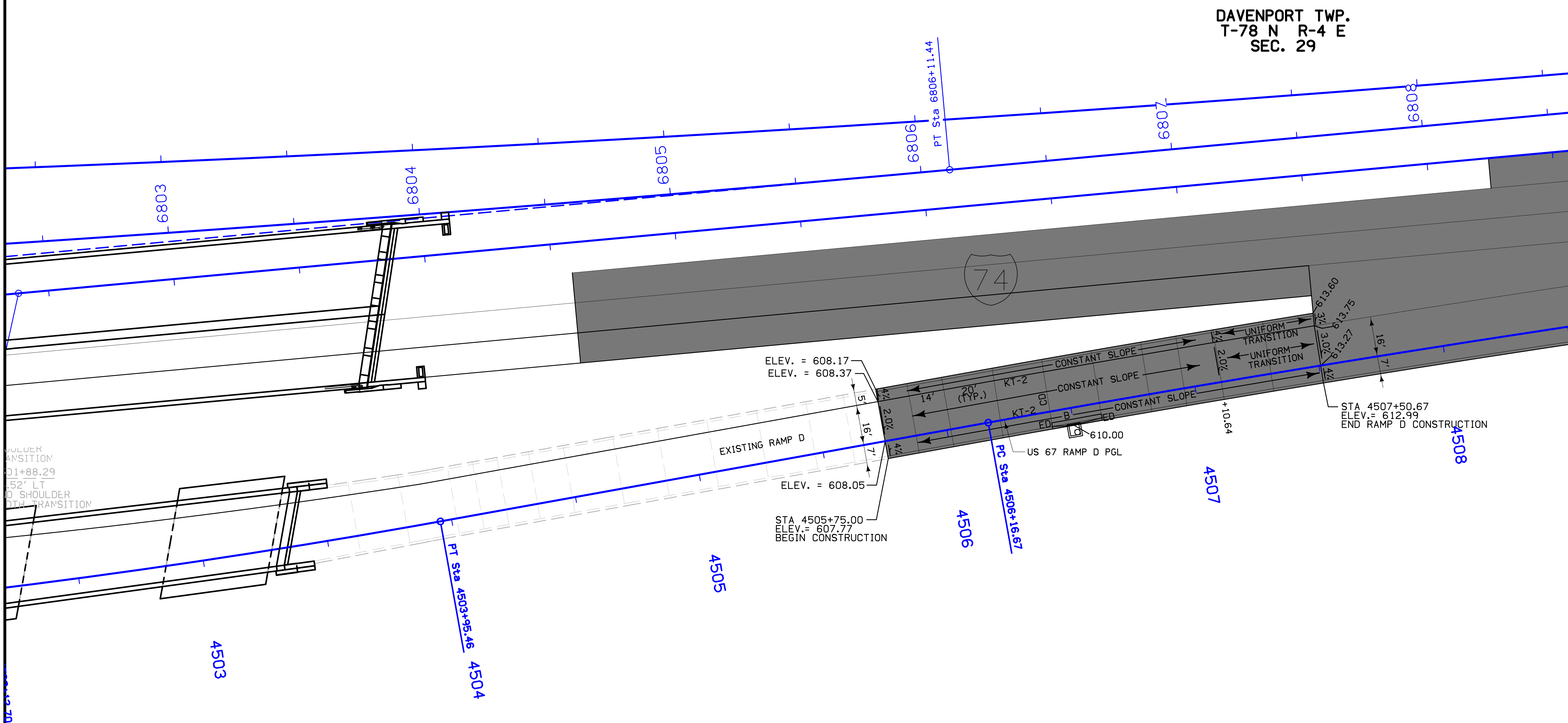
US 67 RAMP D

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **K.2**



Curve 20160 (RAMP D)

PI Sta 4508+83.43
Δ = 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

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. REFER TO L SHEETS FOR MAINLINE DETAILS

0 FEET 20

GEOMETRICS, JOINTING PLAN & STAKING PLAN

US 67 RAMP D

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 21015 (I-74)
PI Sta 6801+41.31
△ = 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

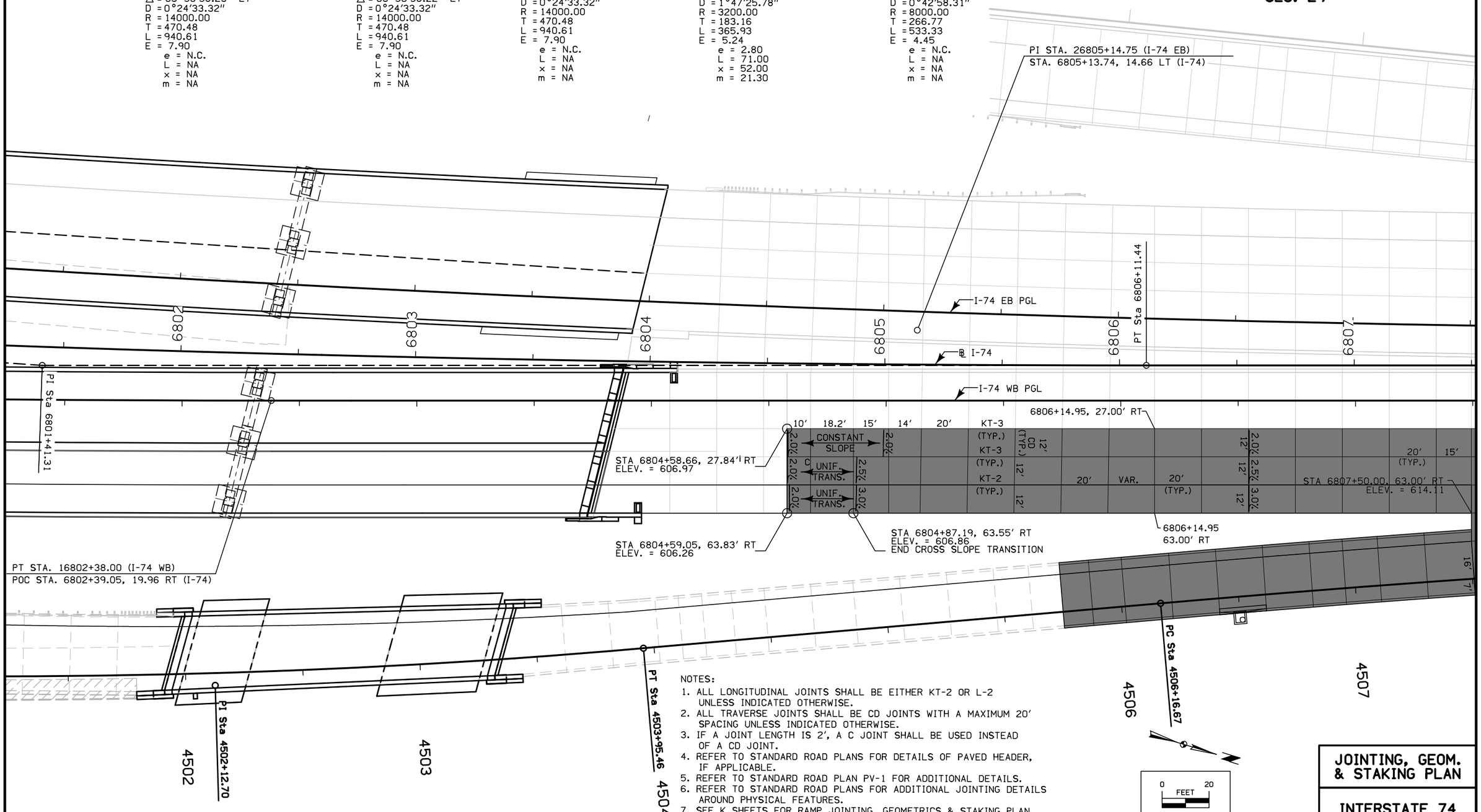
Curve 21017 (I-74 EB)
PI Sta 26805+14.75
△ = 03°50′58.22″ LT
D = 0°24′33.32″
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA

Curve 21016 (I-74 WB)
PI Sta 16797+67.87
△ = 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

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

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

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.2

Curve 21015 (I-74)
PI Sta 6801+41.31
△ = 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

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

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

(FUTURE I-74 EB PAVING)

STA 6811+90, 15.00' RT
END INSIDE 12' LANE CONSTRUCTION
ELEV. = 626.91

STA 6811+90, 27.00' RT
ELEV. = 627.15

I-74 EB PGL

℄ I-74

I-74 WB PGL

EXISTING I-74 PAVEMENT

6808 6809 6810 6811 6812 6813

STA 6808+25.00, 27.00' RT
ELEV. = 617.08

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

PI Sta 4508+83.43

STA 6809+10.00, 51.00' RT
ELEV. = 618.89

STA 6809+10.00, 53.42 RT
ELEV. = 618.81

STA 4507+50.67
END RAMP D CONSTRUCTION

ELEV. = 617.40

END RAMP BASELINE
STA.6811+50.00, 73.00' RT (I-74)
=PT STA 4511+50.00 (RAMP D)
BEGIN 50:1 ENTRANCE TAPER

ELEV. = 625.98

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

4508 4509 4510 4511

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.
8. SEE U SHEETS FOR GORE ELEVATION DETAILS.

0 20
FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.3

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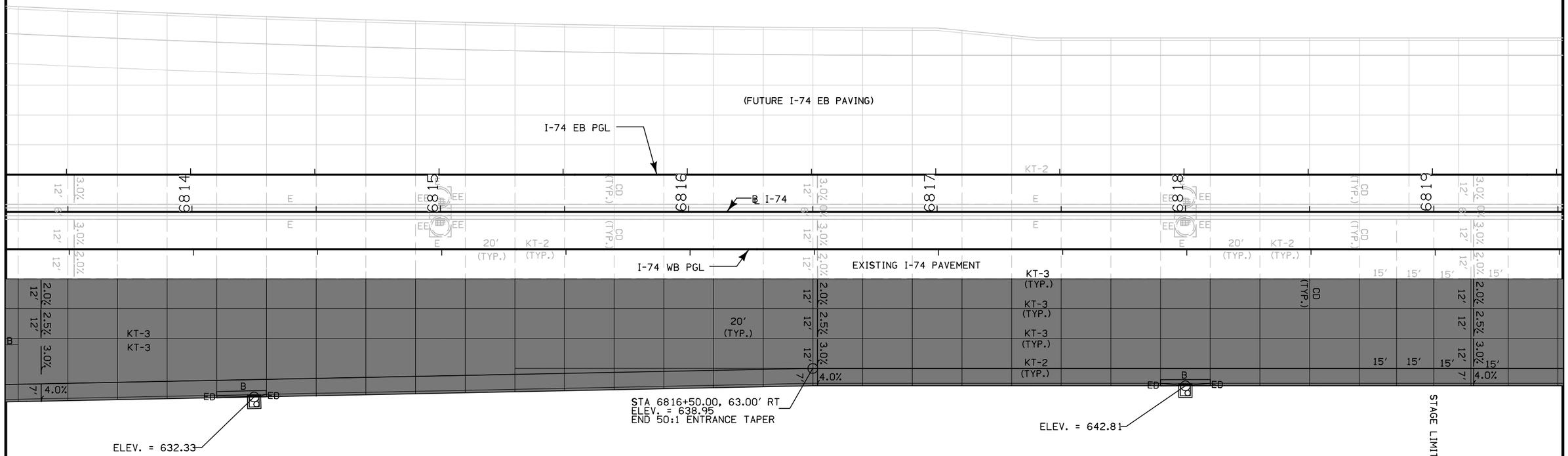
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



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.

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.4

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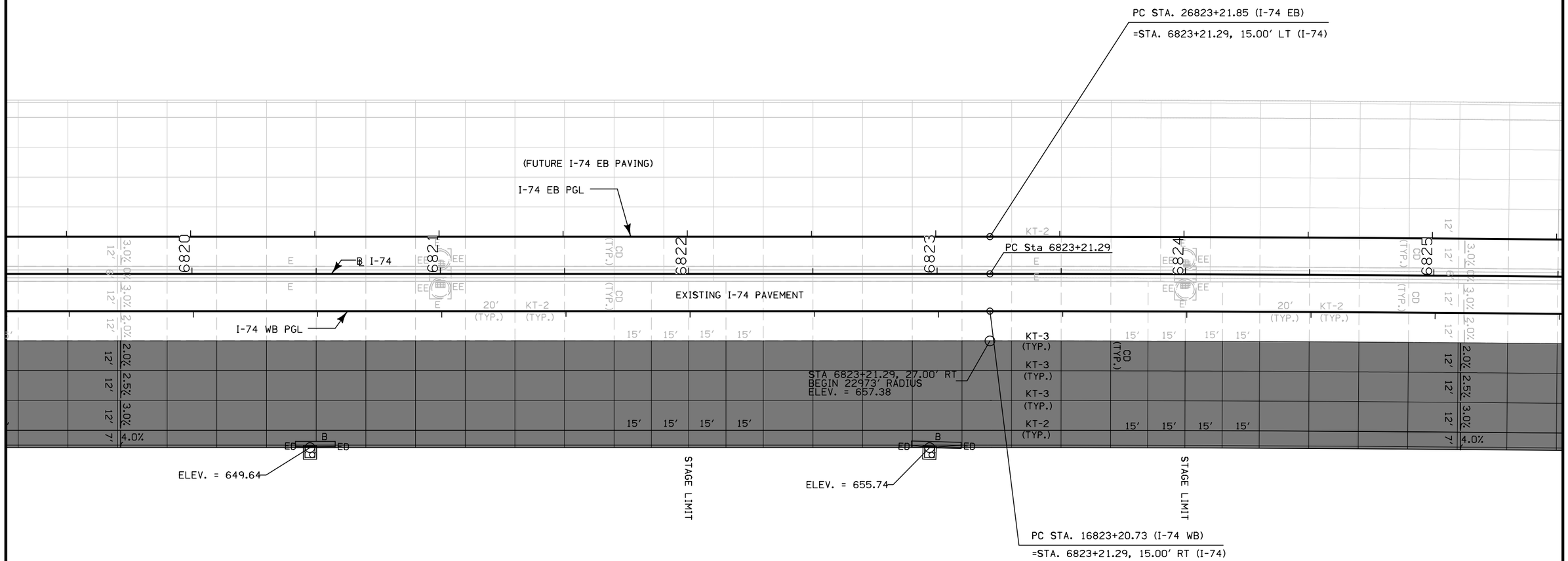
Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

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



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

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **L.5**

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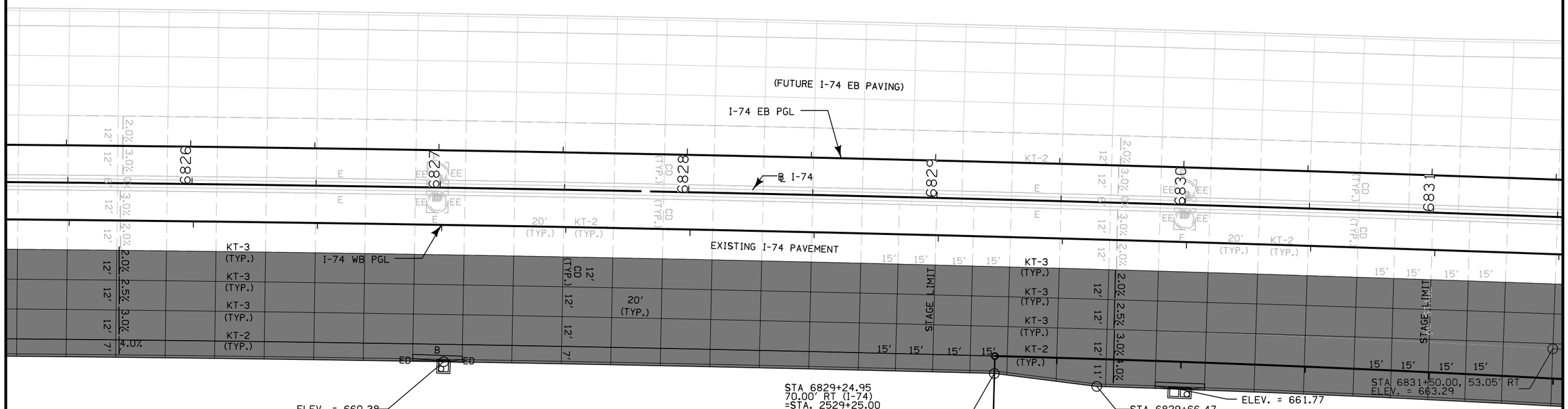
Curve 21020 (I-74)
PI Sta 6832+57.30
△ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

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



Curve 20265 (MIDDLE ROAD RAMP B)
PI Sta 2534+43.51
△ = 7°25′00.00″ RT
D = 0°42′58.31″
R = 8000.00
T = 518.51
L = 1035.56
E = 16.79
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.
7. SEE K SHEETS FOR RAMP JOINTING, GEOMETRICS & STAKING PLAN.

0 FEET 20

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

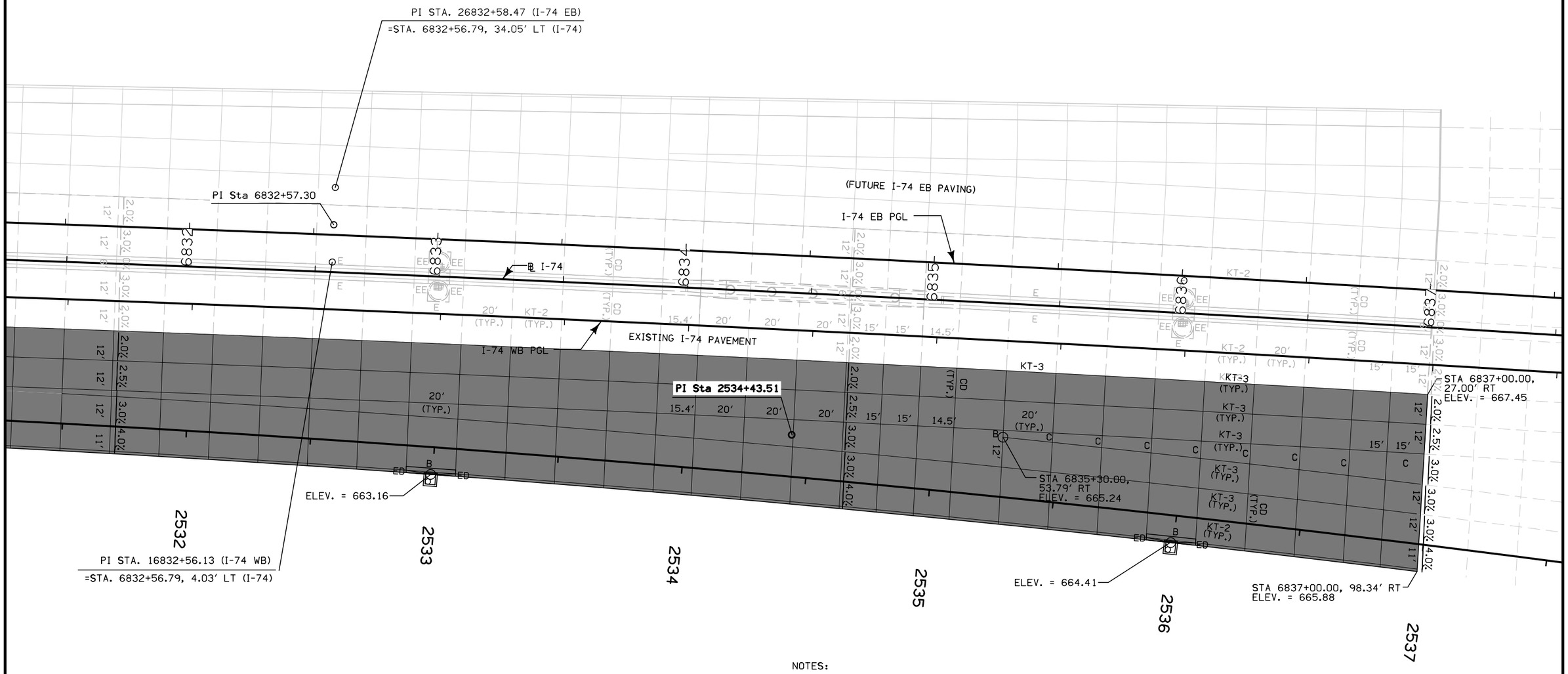
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.6

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



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

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.7

INTERSECTION CURVE COORDINATES

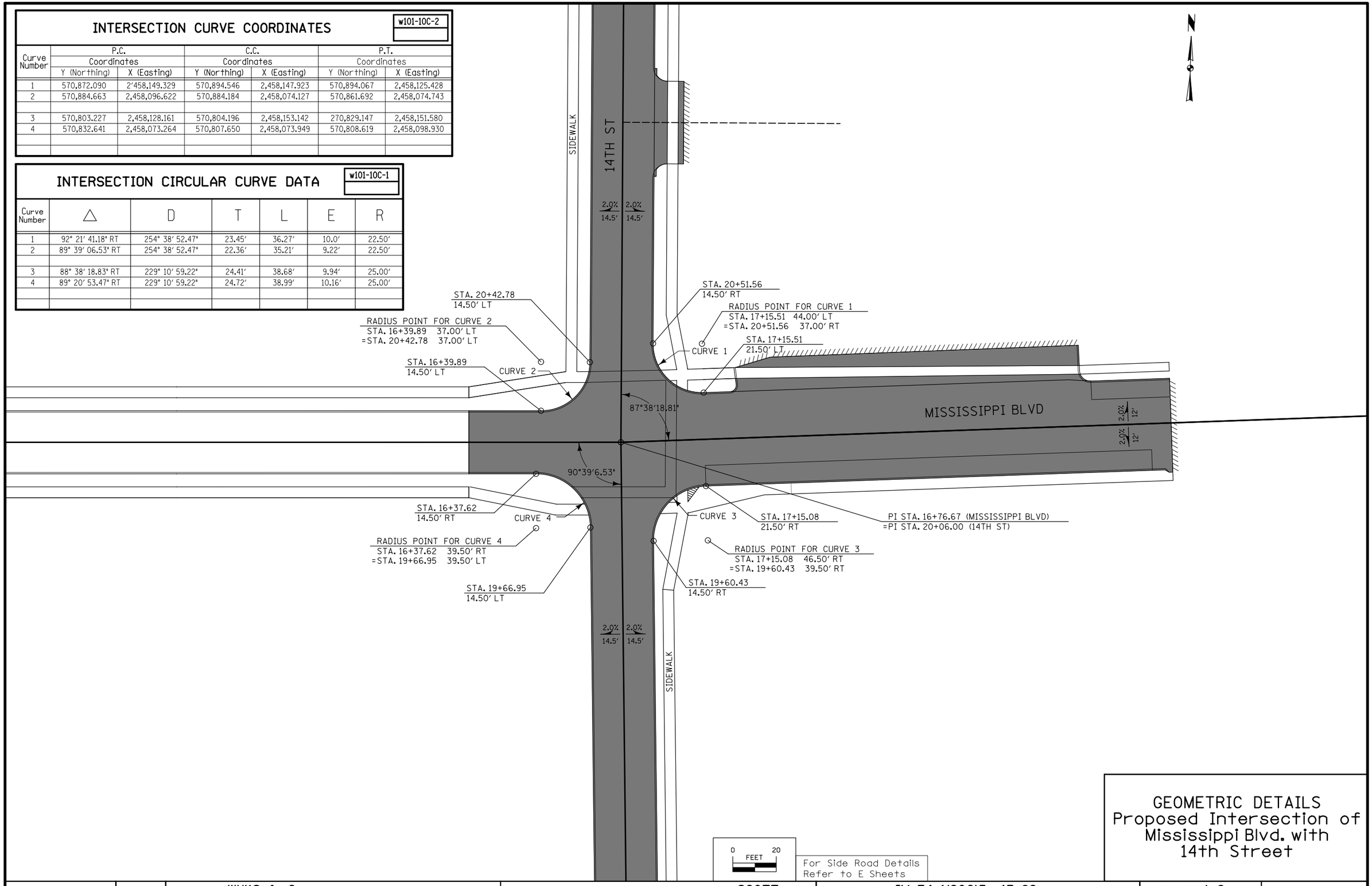
w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,872.090	2'458,149.329	570,894.546	2,458,147.923	570,894.067	2,458,125.428
2	570,884.663	2,458,096.622	570,884.184	2,458,074.127	570,861.692	2,458,074.743
3	570,803.227	2,458,128.161	570,804.196	2,458,153.142	270,829.147	2,458,151.580
4	570,832.641	2,458,073.264	570,807.650	2,458,073.949	570,808.619	2,458,098.930

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	92° 21′ 41.18" RT	254° 38′ 52.47"	23.45′	36.27′	10.0′	22.50′
2	89° 39′ 06.53" RT	254° 38′ 52.47"	22.36′	35.21′	9.22′	22.50′
3	88° 38′ 18.83" RT	229° 10′ 59.22"	24.41′	38.68′	9.94′	25.00′
4	89° 20′ 53.47" RT	229° 10′ 59.22"	24.72′	38.99′	10.16′	25.00′



GEOMETRIC DETAILS
Proposed Intersection of Mississippi Blvd. with 14th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.8

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Point	Northing	Easting	Elevation	Description
2500	570903.381	2458096.223	578.78	FG INTAKE
2501	570892.384	2458096.457	578.47	FG INTAKE
2502	570884.663	2458096.622	578.28	FG END RADIUS
2503	570868.666	2458090.420	577.90	FG MIDPOINT RADIUS
2504	570861.692	2458074.746	577.52	FG END OF RADIUS
2505	570860.785	2458041.553	577.18	FG INTAKE
2508	570887.847	2457886.325	---	CENTER 22.5' RADIUS

Point	Northing	Easting	Elevation	Description
2525	570872.579	2458157.129	577.08	FG INTAKE
2526	570872.090	2458149.329	577.11	FG END OF RADIUS
2527	570877.984	2458132.694	577.81	FG MIDPOINT RADIUS
2528	570894.067	2458125.428	578.50	FG END OF RADIUS
2529	570904.000	2458125.216	578.78	FG INTAKE
2530	570894.546	2458147.923	---	CENTER 22.5' R

Point	Northing	Easting	Elevation	Description
2550	570832.641	2458073.265	577.11	FG END OF RADIUS
2551	570825.903	2458091.032	577.05	FG MIDPOINT RADIUS
2552	570808.619	2458098.930	576.99	FG END OF RADIUS
2555	570807.650	2458073.949	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2575	570803.227	2458128.161	576.94	FG END OF RADIUS
2576	570820.956	2458134.592	576.98	FG MIDPOINT RADIUS
2577	570829.147	2458151.580	577.03	FG END OF RADIUS
2578	570829.663	2458159.816	577.03	FG INTAKE
2579	570804.446	2458157.136	---	CENTER 25' R

0 FEET 20

For Sidewalk Details Refer to S Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS
Proposed Intersection of Mississippi Blvd. with 14th Street

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(206)5--13-82** | SHEET NUMBER **L.9**

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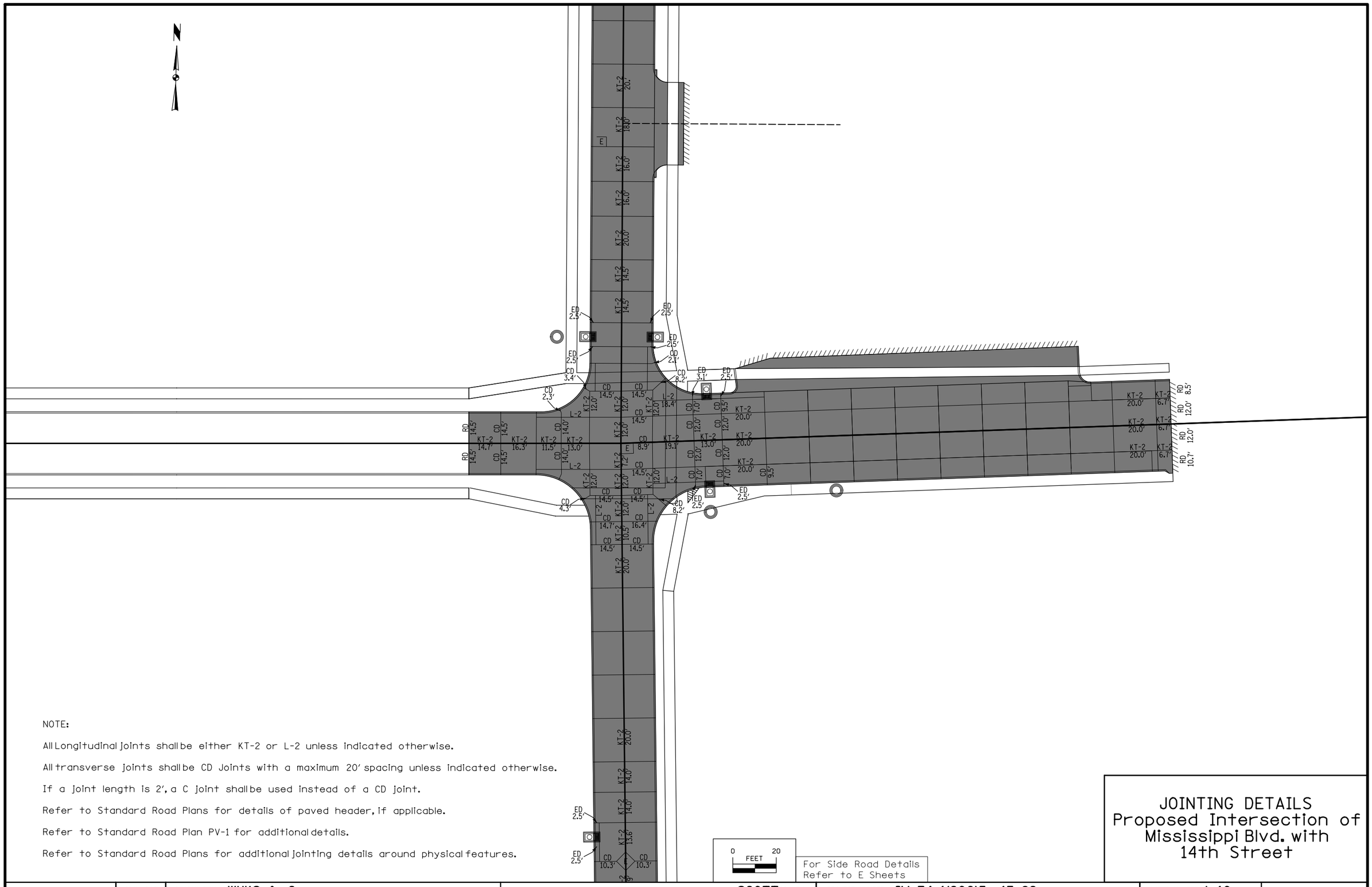

NOTE:

All Longitudinal joints shall be either KT-2 or L-2 unless indicated otherwise.

All transverse joints shall be CD Joints with a maximum 20' spacing unless indicated otherwise.

If a joint length is 2', a C joint shall be used instead of a CD joint.

Refer to Standard Road Plans for details of paved header, if applicable.

Refer to Standard Road Plan PV-1 for additional details.

Refer to Standard Road Plans for additional jointing details around physical features.

For Side Road Details
Refer to E Sheets

JOINTING DETAILS
Proposed Intersection of Mississippi Blvd. with 14th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.10

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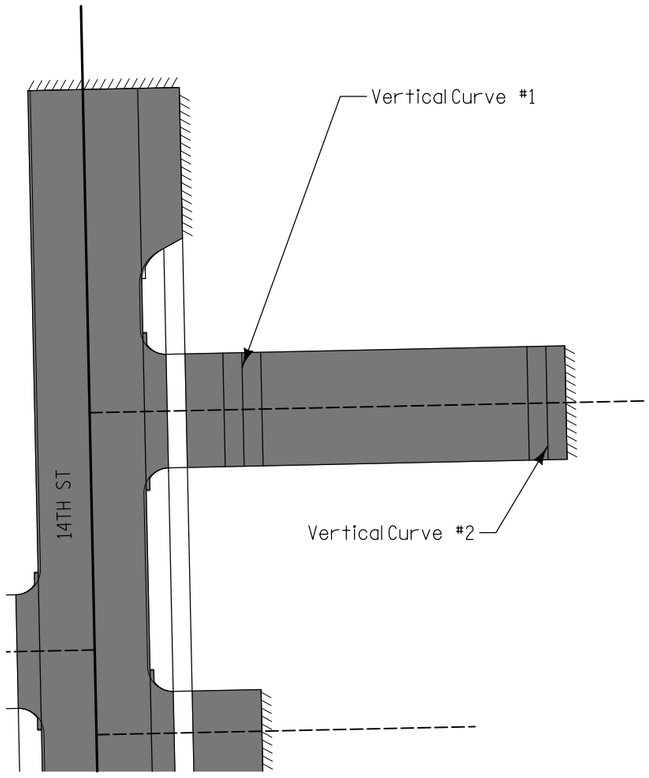
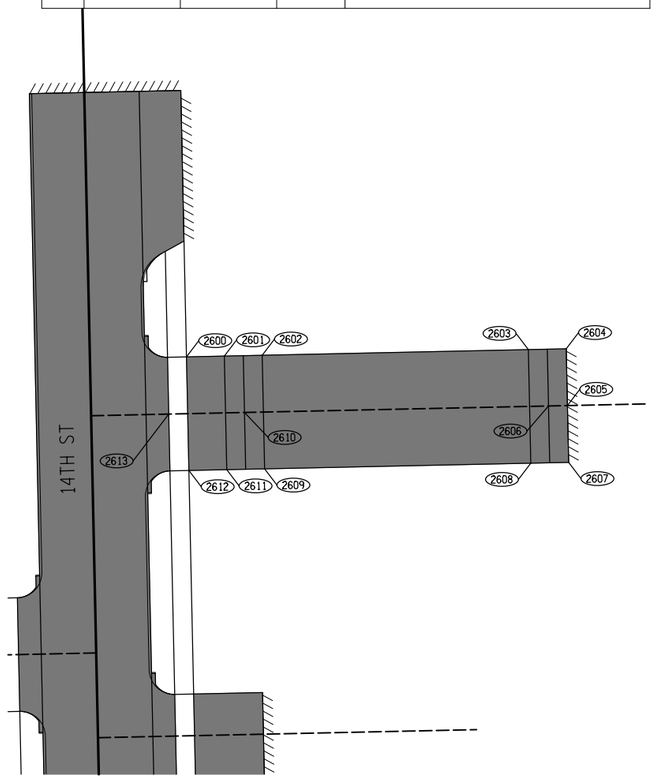


V.C. #1	V.C.#2
VPI +40.5	VPI 1+20.80
Elv 603.12	Elv 597.42
K = 2.69	K = 1.57
Len 10.00'	Len 10.00'

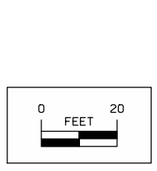
See Tab 102-3 on C Sheets for additional information

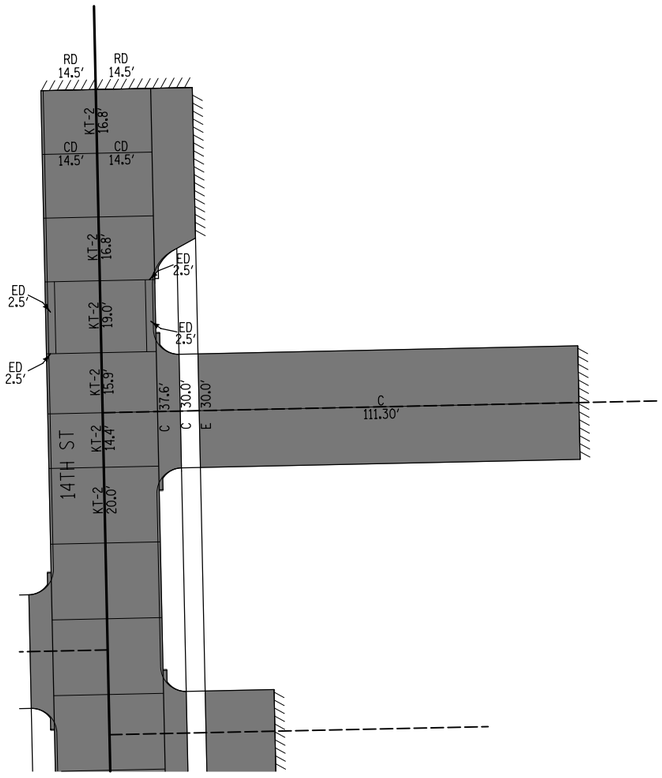
GEOMETRICS

Point	Northing	Easting	Elevation	Description
2600	571397.262	2458125.702	605.09	BACK OF SIDEWALK
2601	571397.475	2458135.700	604.79	VPC OF 10' CURVE
2602	571397.688	2458145.698	604.21	VPT OF 10' CURVE
2603	571399.187	2458215.982	598.22	VPC OF 10' CURVE
2604	571399.400	2458225.979	597.36	VPT OF 10' CURVE
2605	571384.403	2458226.299	597.42	TIE IN AT CENTERLINE
2606	571384.297	2458221.300	597.50	TOP OF SLAB AT VPI
2607	571369.407	2458226.619	597.42	VPT OF 10' CURVE
2608	571369.194	2458216.621	597.92	VPC OF 10' CURVE
2609	571367.695	2458146.337	601.41	VPT OF 10' CURVE
2610	571382.585	2458141.018	603.07	TOP OF SLAB AT VPI
2611	571367.482	2458136.339	601.81	VPC OF 10' CURVE
2612	571367.269	2458126.342	602.11	BACK OF SIDEWALK
2613	571382.159	2458121.023	603.47	FRONT OF SIDEWALK



STAKING





JOINTING

ENTRANCE ON 14TH ST AT STA 25+40

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.11

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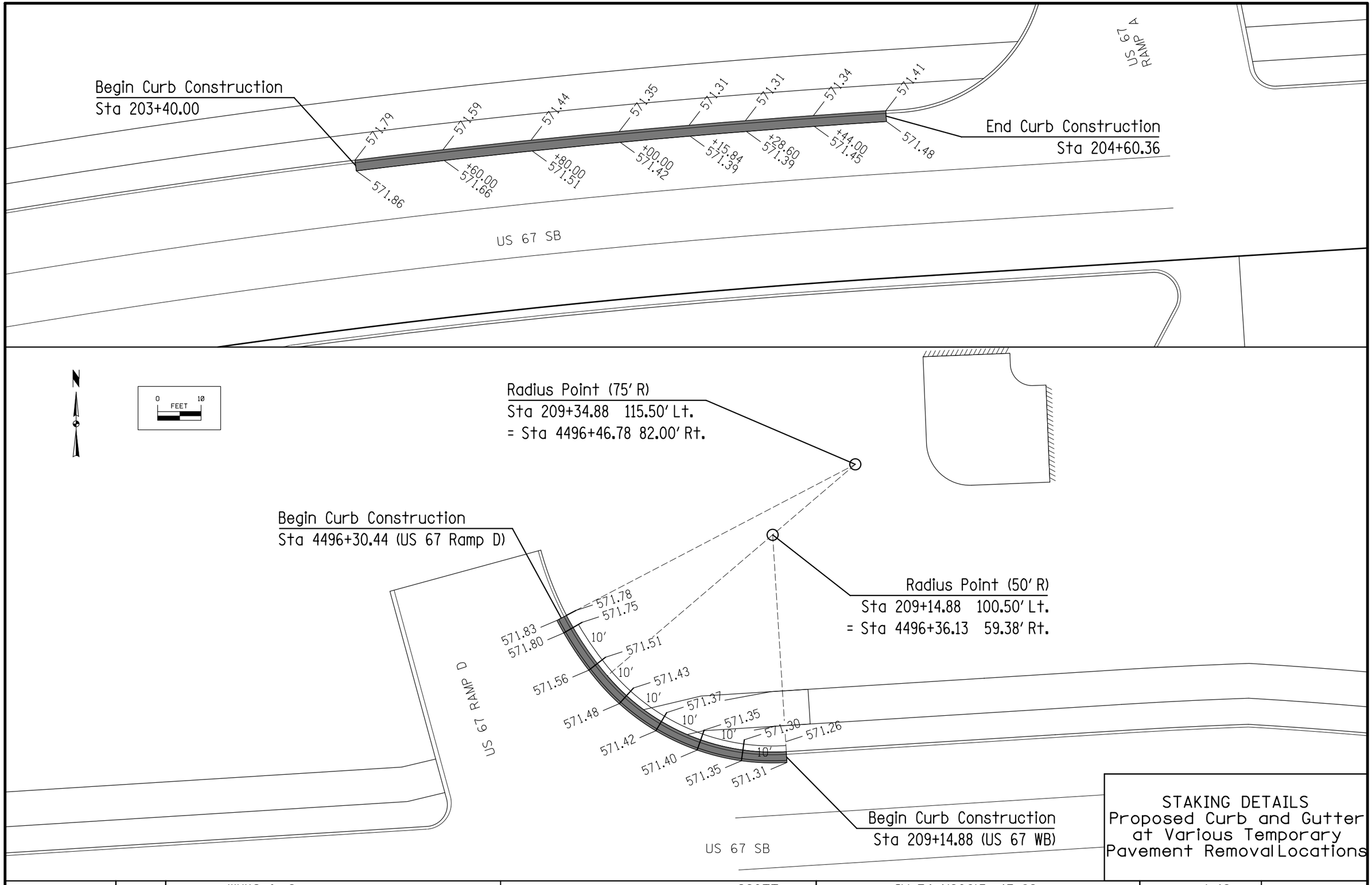

STAKING DETAILS
Proposed Curb and Gutter at Various Temporary Pavement Removal Locations

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER L.12

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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
368	6809+00.00,88.92'R	SW-508	617.4	613		I-74 Div.(1)
398	4506+50.00,7.00'R	SW-508	610.00	605.40		I-74 Div.(1)
422	4496+16.61,13.33'R	SW-508	571.49	567.10		US67 Ramp D Div.(1)
366	6814+25.00,74.50'R	SW-508	632.33	627.85		I-74 Div.(1)
367	6812+00.00,79.00'R	SW-508	625.98	621.48		I-74 Div.(1)
360	6833+00.00,79.69'R	SW-508	663.16	657.03		I-74 Div.(1)
361	6830+00.00,74.22'R	SW-509	661.77	655.31		I-74 Div.(1)
362	6827+02.50,70.00'R	SW-508	660.38	654.00		I-74 Div.(1)-Connect to Existing Sewer
376	6825+00.46,75.00'R	SW-401,48"	659.60	653.24		I-74 Div.(1)-Connect to Existing Sewer
363	6822+97.00,70.00'R	SW-508	655.74	648.67		I-74 Div.(1)
364	6820+47.50,70.00'R	SW-508	649.64	642.82		I-74 Div.(1)
378	6820+47.50,87.94'R	SW-401,48"	650.62	641.94		I-74 Div.(1)-Connect to Existing Sewer
365	6818+00.00,70.00'R	SW-508	642.81	633.50		I-74 Div.(1)
748	6818+03.22,107.84'R	SW-401,48"	642.50	623.16		I-74 Div.(1)-Connect to Existing Sewer
901	4505+74.43,158.67'R	RF-3, 15"	590.04	585.05		I-74 Div.(1), Includes RF-26
902EX	4505+78.34,78.96'R	SW-401,48"	590.31	584.55		Existing
343	6836+00.00,92.47'R	SW-508	664.41	660.13		I-74 Div.(1)
168EX	6836+00.00, 3.21'R	SW-548 EX	665.71	658.68		Constructed in Contract 205
349EX	6826+98.88, 3.21'R	SW-548 EX	660.95	651.28		Constructed in Contract 205
354EX	6812+00.00, 3.21'R	SW-548 EX	626.84	621.00		Constructed in Contract 205
415EX	4504+60.00, 7.00'R	SW-509 EX	604.36	599.57		Constructed in Contract 205
693	25+68.00, 14.50' Rt.	SW-507L	606.04	599.65		14TH STREET Div. (2)
694	25+60.00, 14.50' Lt.	SW-508R	605.18	599.26		14TH STREET Div. (2)
460	25+60.00, 22.81' Lt.	48" SW-401	606.01	599.10		14TH STREET Div. (2)
448	23+25.00, 14.50' Rt.	SW-507L	588.42	583.94		14TH STREET Div. (2)
447	23+25.00, 14.50' Lt.	SW-508R	588.42	583.55		14TH STREET Div. (2)
445	20+55.00, 14.50' Rt.	SW-507L	578.60	574.25		14th STREET Div. (1)
446	20+55.00, 14.50' Lt.	SW-507R	578.60	572.36		14th STREET Div. (1)
909	20+54.88, 29.77' Lt.	48" SW-401	579.52	572.08		14th STREET Div. (3)
456	17+16.83, 21.50' Lt.	SW-507S	577.58	573.58		MISSISSIPPI BLVD Div. (2)
455	17+16.83, 21.50' Rt.	SW-507S	577.03	572.76		MISSISSIPPI BLVD Div. (2)
744	17+75.00, 25.11' Rt.	72" SW-401	578.10	574.06		MISSISSIPPI BLVD Div. (2)
459	17+16.83, 33.00' Rt.	60" SW-401	577.76	571.91		MISSISSIPPI BLVD Div. (2)
463	19+66.43, 27.70' Lt.	SW-401	578.02	567.60		Previous By Others
768	18+25.00, 14.50' Lt.	SW-507R	578.83	572.28		14TH STREET Div. (1)
745	18+25.00, 25.00' Lt.	SW-401	579.54	566.97		Previous By Others
444	16+80.67, 30.73' Rt.	SW-511	580.94	574.50		14TH STREET Div. (1)
443	16+99.00, 14.50' Rt.	SW-507S	577.22	573.22		14TH STREET Div. (1)
465	17+20.00, 18.00' Lt.	SW-401	577.74	566.47		Previous By Others
442	15+33.00, 22.00' Rt.	SW-507S	576.96	572.58		14TH STREET Div. (2)
746	16+32.96, 49.90' Lt.	SW-401	575.55	565.95		Previous By Others
573	204+22.22, 38.50' Lt	508S, TOP (	571.33	561.32		

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) XX% BETTENDORF/XX% MOLINE COST

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
P368	368	398	2000D	15	252	246	3.05	613.50	606.00		M.6	Div.(1)
P398	398	415EX	2000D	15	79	73	3.10	605.90	603.62		M.6	CONNECT TO EX PIPE FROM STR 415EX Div.(1)
P422EX	422	421EX	2000D	15	Exist	Exist		567.60	567.37		M.4	Existing From Contract 226. Connect to Inlet 422
P366	366	367	2000D	24	228	222	2.82	628.35	622.08		M.6	
P367	367	354EX	2000D	24	58	52	0.54	621.98	621.70		M.4	CONNECT TO EX PIPE FROM STR 354EX Div.(1)
P360	360	361	2000D	24	299	293	0.50	657.53	656.06		M.8	
P361	361	362	2000D	24	297	291	0.40	655.81	654.64		M.8	
P362	362	349EX	2000D	24	50	44	2.34	654.50	653.36		M.4	CONNECT TO EX PIPE FROM STR 349EX Stage Pipe within Work Zone
P376	376	363	2000D	24	205	199	2.25	653.74	649.27		M.8	Stage Pipe within Work Zone
P363	363	364	2000D	24	252	246	2.34	649.17	643.42		M.8	
P364	364	378	2000D	24	18	12	3.00	643.32	642.96		M.8	
P378	378	748	2000D	24	248	242	3.48	642.44	634.01		M.6	
P365	365	748	2000D	24	38	32	1.13	634.00	633.64		M.4	
P901	901	902EX	2000D	15	82	76	0.53	585.55	585.15		M.6	CONNECT TO EXIST MANHOLE Div.(1)
P343	343	168EX	2000D	24	72	66	0.54	660.63	660.27		M.4	Stage Pipe within Work Zone CONNECT TO EX PIPE FROM STR 168EX Div.(1)
P693	693	694	2000D	15	31	25	1.16	600.15	599.86		M.14	Div. (2)
P694	694	460	2000D	15	9	3	3.31	599.76	599.70		M.14	Div. (2)
P460	460	447	2000D	15	237	231	6.69	599.60	584.15		M.14	Div. (2)
P448	448	447	2000D	15	30	24	1.21	584.44	584.15		M.14	Div. (2)
P447	447	909	2000D	15	273	267	4.00	584.05	573.39		M.14	Div. (2)
P445	445	446	2000D	15	30	24	4.50	574.75	573.67		M.14	Div. (1)
P446	446	909	2000D	24	15	9	2.05	572.86	572.68		M.14	Div. (1)
P909	909	463	2000D	24	89	83	2.39	572.58	570.60		M.14	Div. (3)
P456	456	455	2000D	15	44	38	1.45	574.08	573.53		M.12	Div. (2)
P455	455	459	2000D	18	11	5	6.20	573.26	572.95		M.12	Div. (2)
P744	744	459	2000D	24	60	54	3.77	574.56	572.51		M.12	Div. (2)
P459	459	463	2000D	24	69	63	2.89	572.41	570.60		M.12	Div. (1)
P768	768	745	2000D	15	8	2	3.00	572.78	572.72		M.14	Div. (1)
P444	444	443	2000D	12	24	18	4.29	574.60	573.82		M.14	Div. (1)
P443	443	465	2000D	18	38	32	5.60	573.72	571.95		M.14	Div. (1)
P442	442	746	2000D	18	130	124	1.33	573.08	571.44		M.14	Div. (2)

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

- Station / Reference Point — Survey Line
- 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

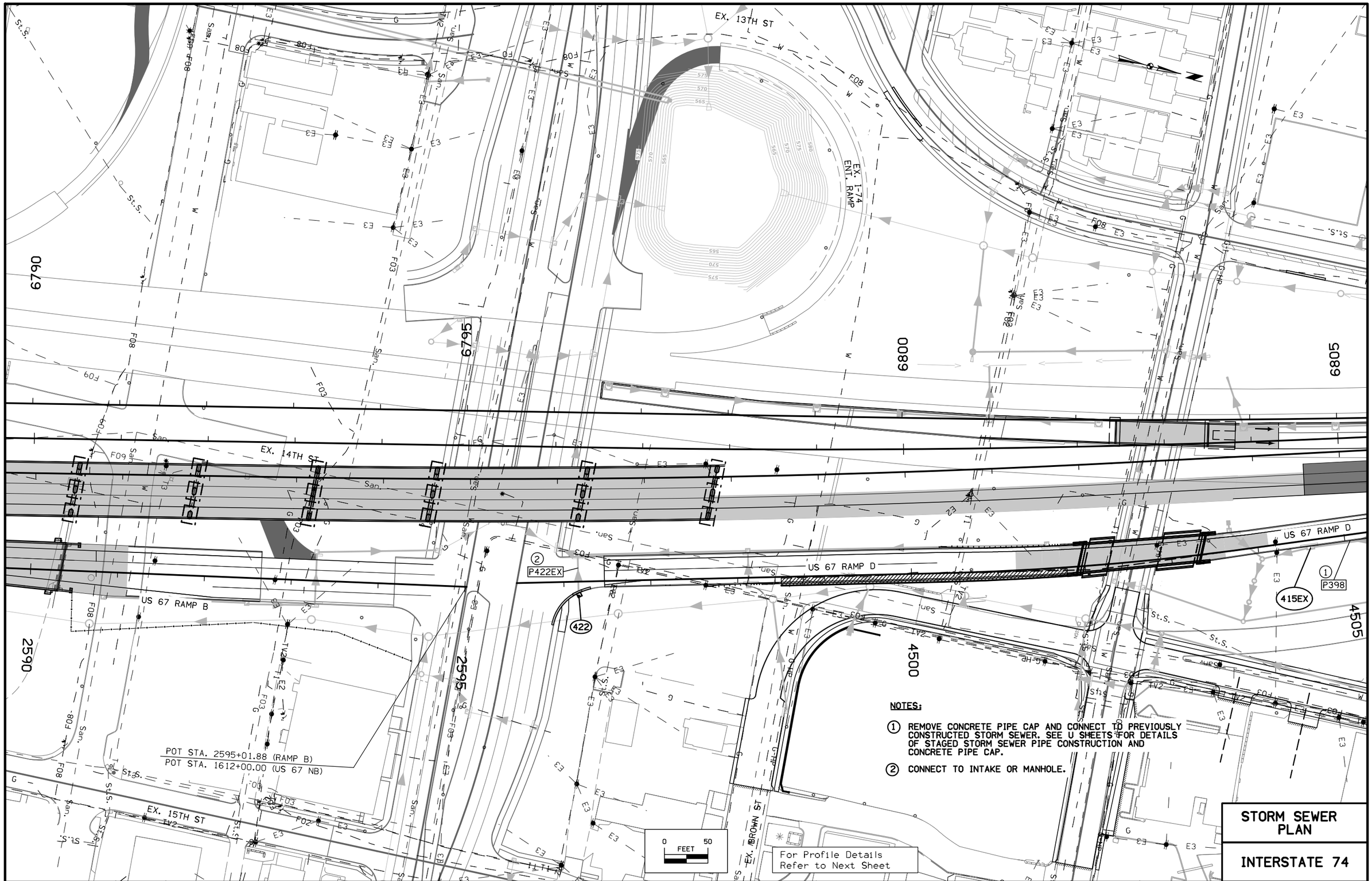
102-13A
10-29-02

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)



NOTES:

1. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
2. CONNECT TO INTAKE OR MANHOLE.

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.3

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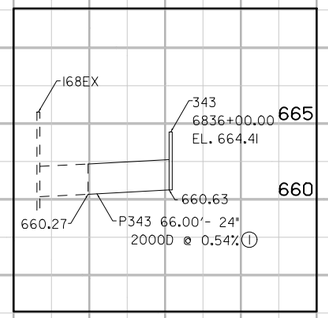

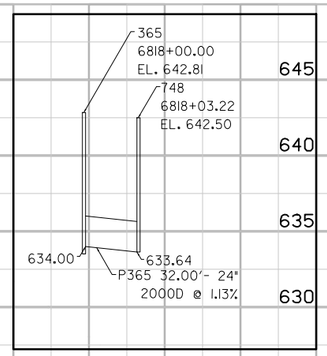

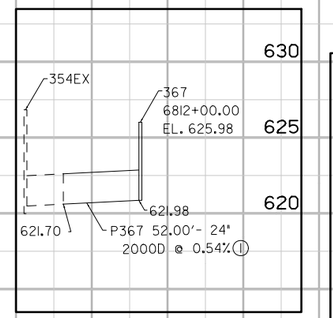

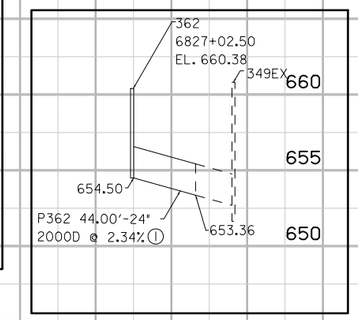

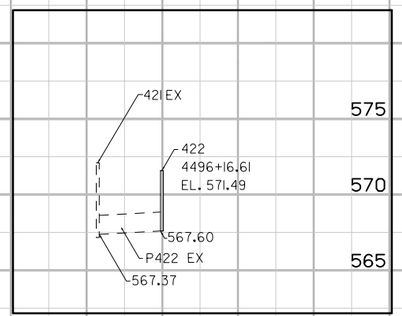

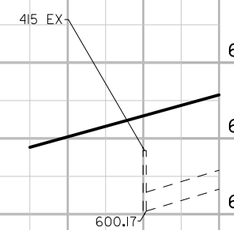

630
625
620
600
595
590
585
580
575
570
565

NOTES:

1. REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.
2. CONNECT TO EXISTING INTAKE OR MANHOLE.

STORM SEWER PROFILE

INTERSTATE 74

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(206)5--13-82	SHEET NUMBER M.4

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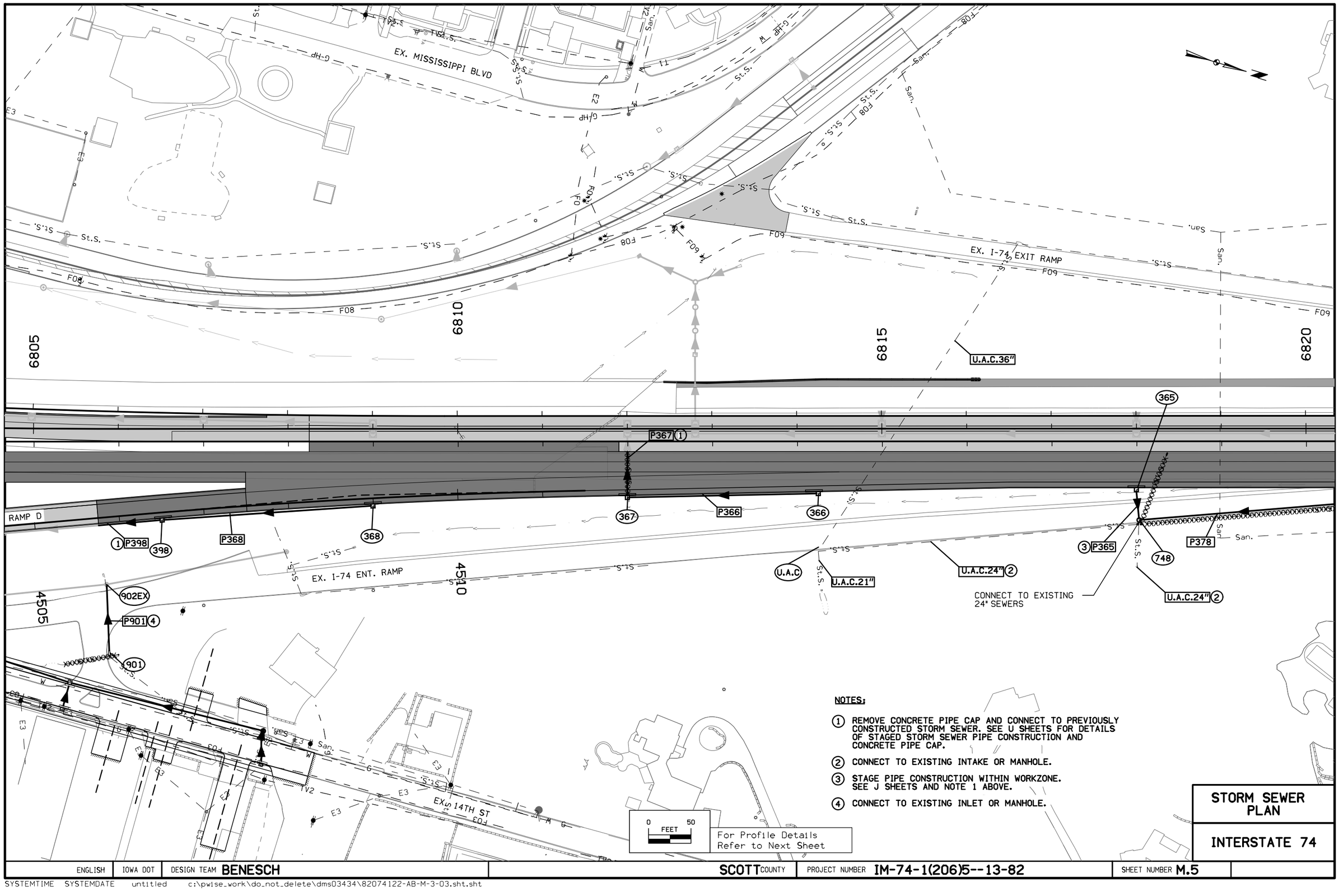

NOTES:

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2. CONNECT TO EXISTING INTAKE OR MANHOLE.
3. STAGE PIPE CONSTRUCTION WITHIN WORKZONE. SEE J SHEETS AND NOTE 1 ABOVE.
4. CONNECT TO EXISTING INLET OR MANHOLE.

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.5

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-M-3-03.sht.sht

902
4505+78.34
EL. 590.31

901
4505+74.43
EL. 590.04

585.55

585.15

P901 76.00'- 15" 2000D @ 0.53%

366
6814+25.00
EL. 632.33

367
6812+00.00
EL. 625.98

628.35

P366 222.00'- 24" 2000D @ 2.82%

6814+25
625.85

622.08

+4.26%

RIGHT DITCH PROFILE

6812+30
617.55

I-74 PGL

368
6809+00.00
EL. 617.40

398
4506+50.00
EL. 610.00

613.50

P368 246.00'- 15" 2000D @ 3.05%

606.00

605.90

603.62

P398 73.00'- 15" 2000D @ 3.10% ①

EXISTING GROUND AT ℄

748
6818+03.22
EL. 642.50

634.01

P378 242.00'- 24" 2000D @ 3.48%

623.66

EXIST 24" @2.03%

ROCK LAYER

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

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

For Plan Details
Refer to Previous Sheet

NOTES:

① REMOVE CONCRETE PIPE CAP AND CONNECT TO PREVIOUSLY CONSTRUCTED STORM SEWER. SEE U SHEETS FOR DETAILS OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP.

② CONNECT TO EXISTING INTAKE OR MANHOLE.

STORM SEWER PROFILE

INTERSTATE 74

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER M.6

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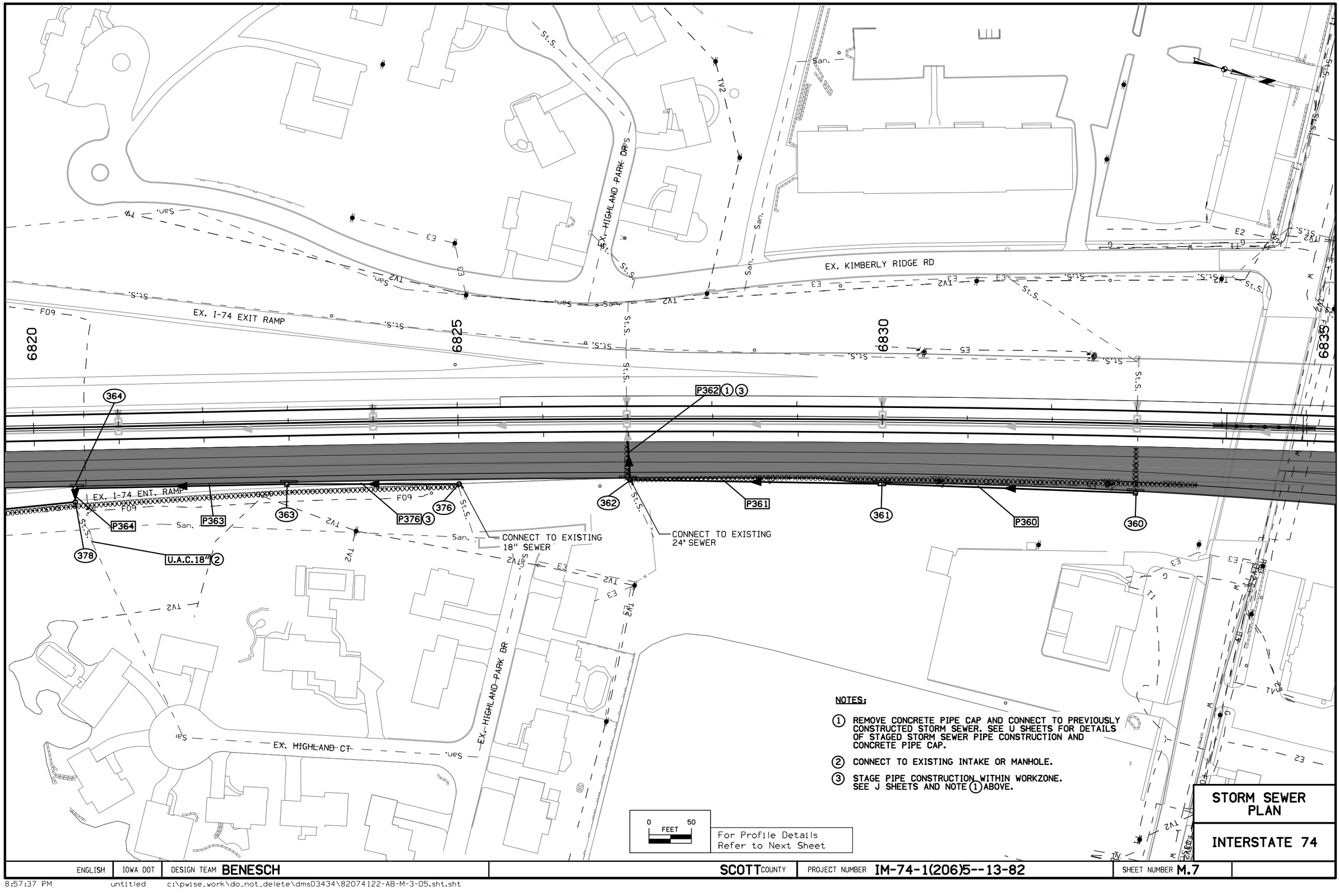

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2. CONNECT TO EXISTING INTAKE OR MANHOLE.
3. STAGE PIPE CONSTRUCTION WITHIN WORKZONE. SEE J SHEETS AND NOTE (1) ABOVE.

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.7

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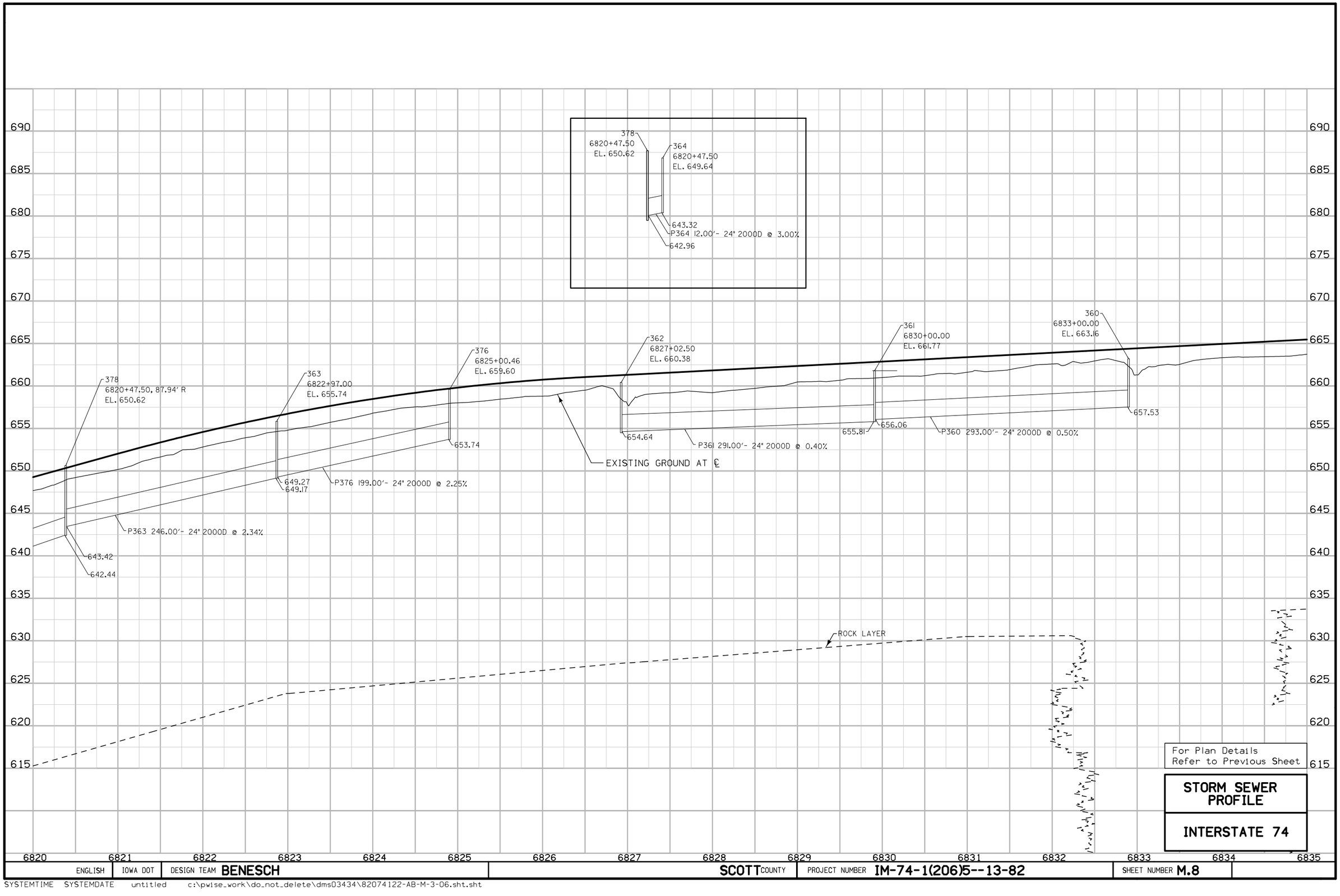

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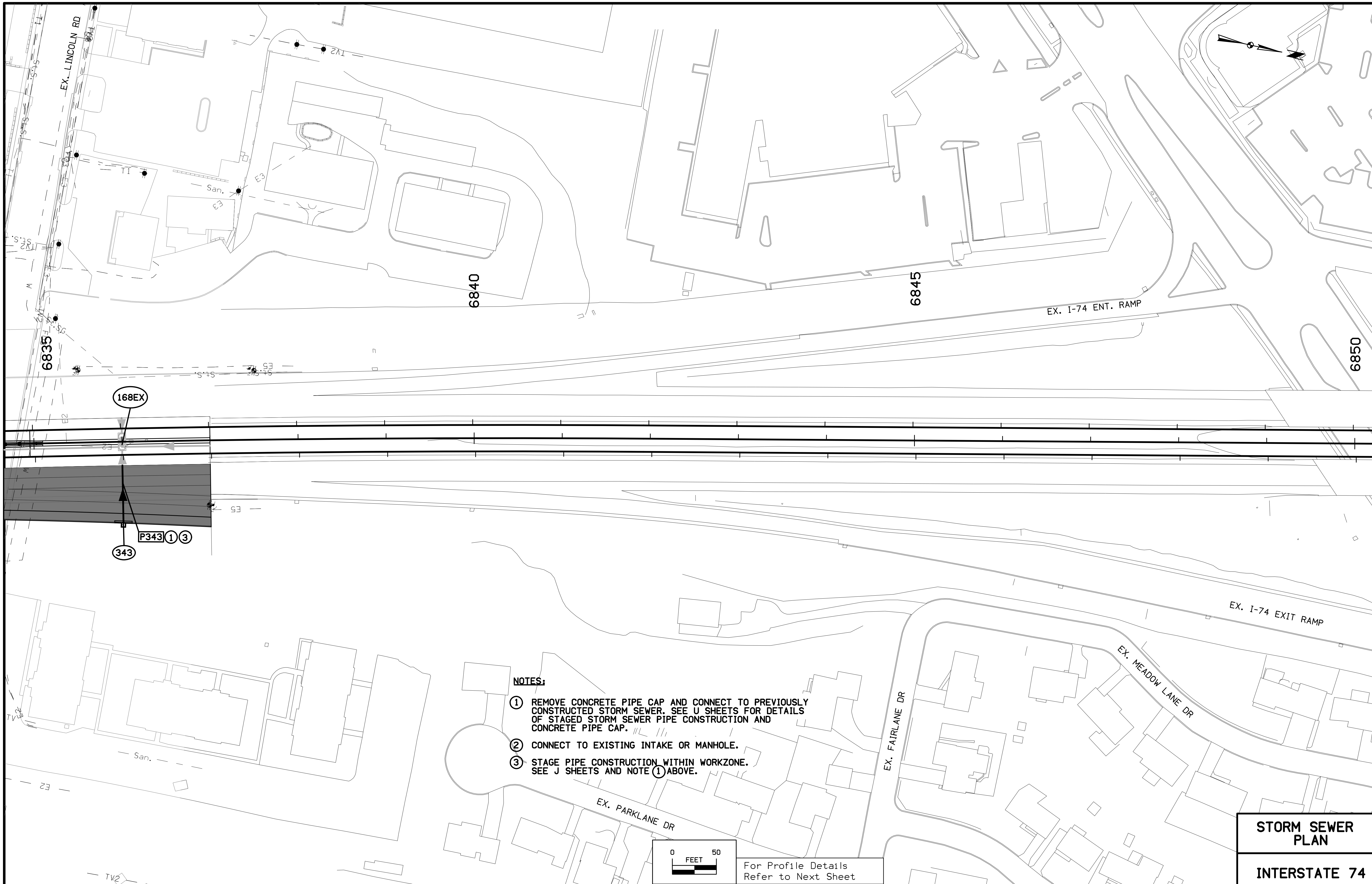

NOTES:

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2. CONNECT TO EXISTING INTAKE OR MANHOLE.
3. STAGE PIPE CONSTRUCTION WITHIN WORKZONE. SEE J SHEETS AND NOTE ① ABOVE.

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(206)5--13-82 | SHEET NUMBER M.9

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

STA. 6837+00.00
END CONSTRUCTION

343
6836+00.00
EL. 664.41

660.63

EXISTING GROUND AT ℄

EXISTING GROUND AT ℄

ROCK LAYER

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

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(206)5--13-82**	SHEET NUMBER **M.10**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03434\82074122-AB-M-3-08.sht.sht

Ex. 12th St.

Ex. 15th St.

Ex. Mississippi Blvd.

Mississippi Blvd.

Ex. Mississippi Blvd.

456

P456

455

P455

744

P744

463

P459

459

14th St.

Ex. Brown St.

Ex. Brown St.

0 FEET 50

For Storm Sewer Profiles
Refer to Sheet No. M.12

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.11

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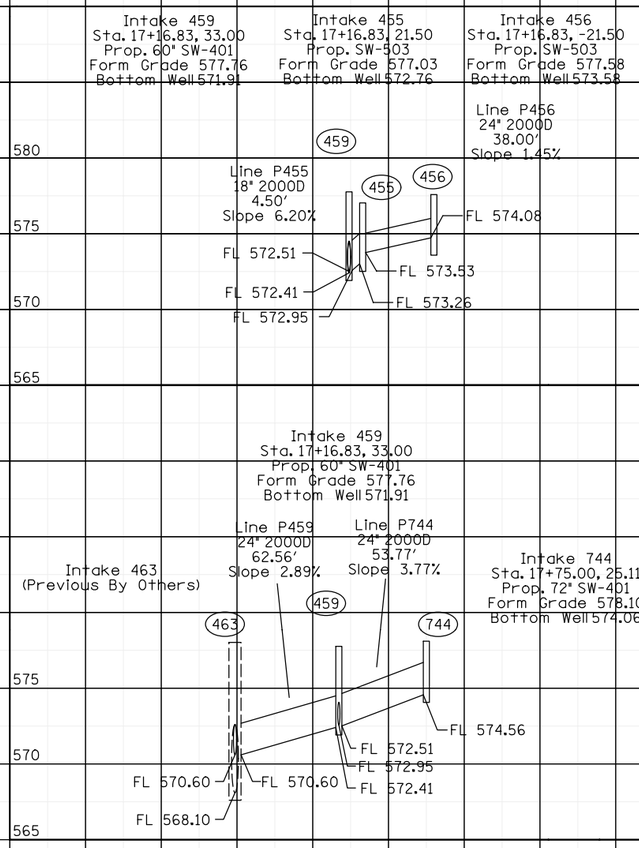

NOT TO SCALE

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.12

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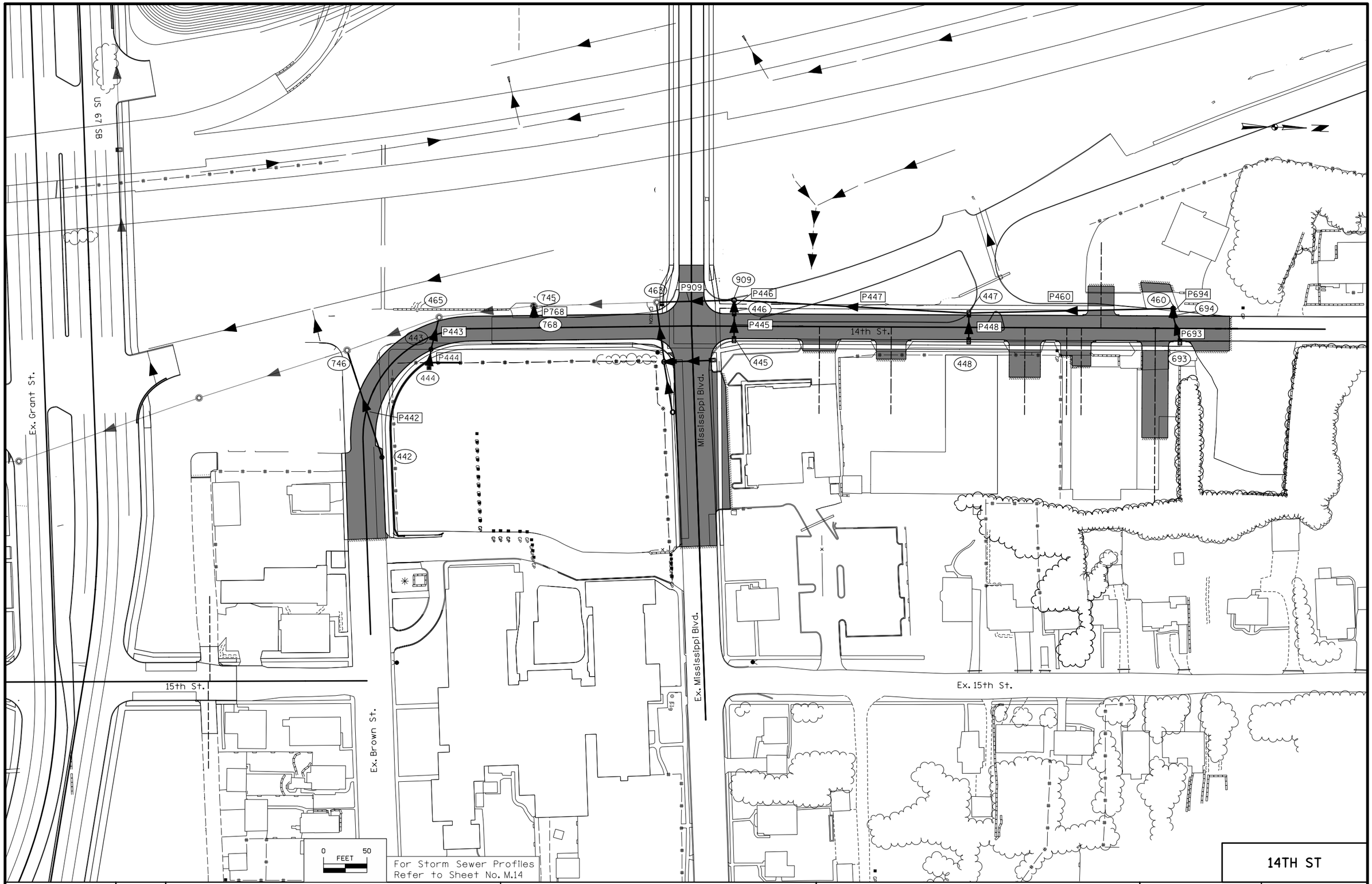

14TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER M.13

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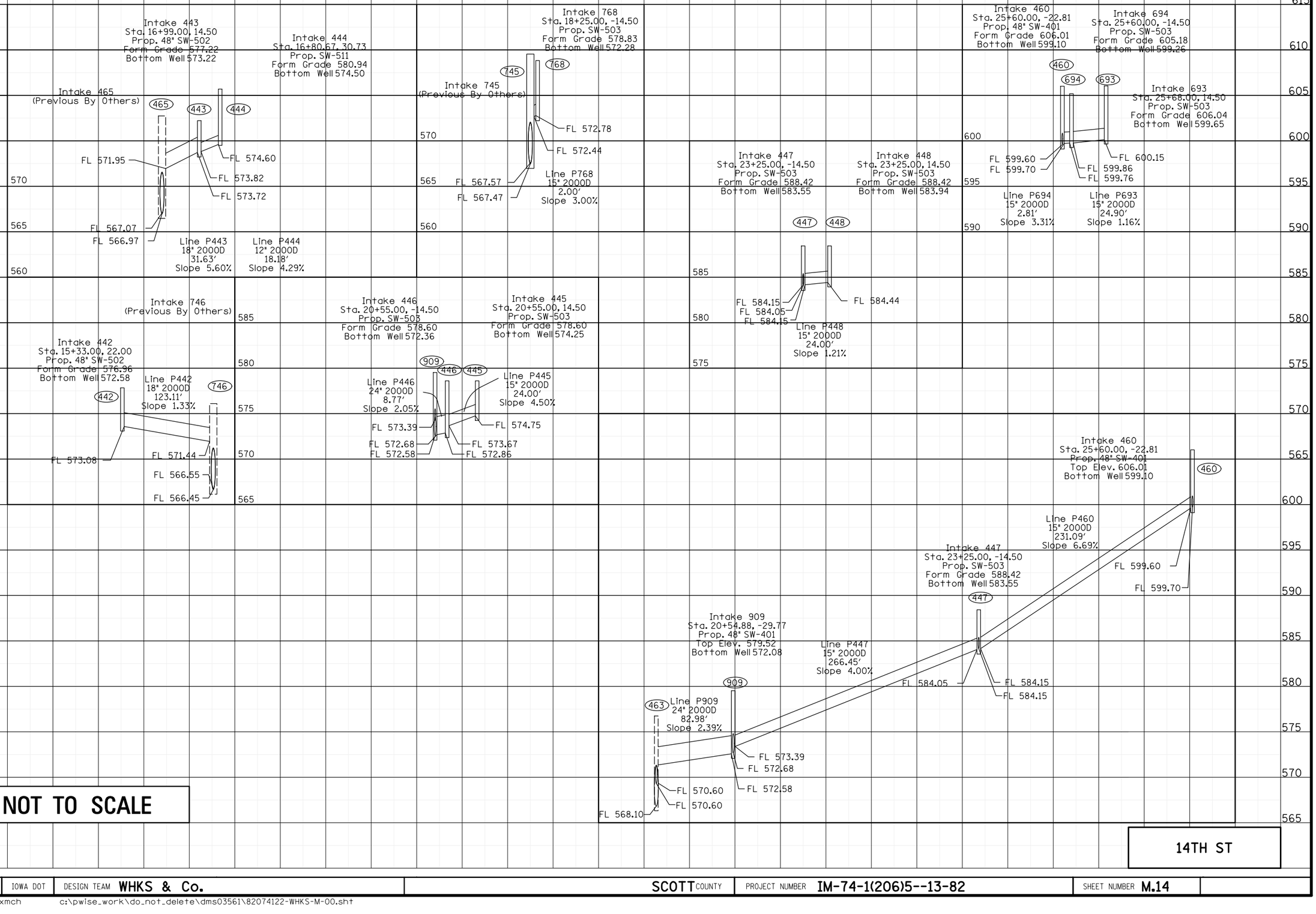

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TRAFFIC SIGNAL GENERAL NOTES

1. ALL QUANTITIES SHOWN IN THE PLANS AND SPECIFICATIONS ARE FOR INFORMATIONAL AND ESTIMATING PURPOSES ONLY. THE CONTRACTOR'S LUMP SUM BID FOR THIS PROJECT SHALL INCLUDE ALL LABOR AND MATERIAL NECESSARY TO PROVIDE A COMPLETE AND FUNCTIONAL TRAFFIC SIGNAL SYSTEM IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.

2. THE PLAN LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO EXCAVATION ON THE PROJECT.

3. THE LOCATIONS OF ALL FOOTINGS, HANDHOLES, AND CONDUIT ARE TO BE COORDINATED WITH THE ENGINEER AND ARE SUBJECT TO ADJUSTMENT IN THE FIELD BY THE ENGINEER.

4. "GR/TR/PR" REPRESENTS "GR" = GROUND WIRE, "TR" = TRACER WIRE, "PR" = PULL ROPE.

5. THE STATIONS AND OFFSETS LISTED ON THE SIGNAL PLANS ARE TO THE CENTER OF THE ITEM UNLESS OTHERWISE NOTED.

6. ANY COMPONENT OF AN EXISTING TRAFFIC SIGNAL INSTALLATION TO BE REMOVED SHALL BE REMOVED BY THE CONTRACTOR AND DELIVERED TO THE IOWA DEPARTMENT OF TRANSPORTATION, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

7. THE CONTRACTOR HAS THE OPTION TO BORE OR TRENCH CONDUIT; HOWEVER, CONDUIT SHALL BE BORED UNDER NEW OR EXISTING PAVEMENT. PAVEMENT SHALL NOT BE DISTURBED BY SIGNAL CONSTRUCTION.

8. AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

9. ALL MOUNTED SIGNALS HEADS SHALL COME FURNISHED WITH BACK-PLATES

10. THE TRAFFIC SIGNAL CONTROLLERS SHALL BE ORIENTED WITH THE BACK OF THE CABINET TOWARD THE INTERSECTION SUCH THAT THE SIGNAL HEADS CAN BE VIEWED WHILE FACING THE CONTROLLER, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

11. A #6 A.W.G. BARE COPPER GROUND WIRE SHALL BE INSTALLED IN ALL PVC CONDUITS THAT CARRY 120 VOLT SIGNAL CABLES. ALL STEEL CONDUIT, POLES, PEDESTALS, AND CONTROLLER CABINETS AT EACH INTERSECTION SHALL BE BONDED TO FORM A CONTINUOUS SYSTEM AND BE EFFECTIVELY GROUNDED. BONDING JUMPERS SHALL BE #6 A.W.G. BARE COPPER WIRE CONNECTED BY APPROVED CLAMPS.

12. THE CONTRACTOR SHALL COMPLETELY REMOVE ANY EXISTING SIGNAL POLE AND CONTROLLER FOOTINGS.

13. THE CONTRACTOR SHALL INSTALL ONE SIGNAL CABLE FROM EACH SIGNAL HEAD TO THE BASE OF THE POLE. A 5-CONDUCTOR CABLE SHALL BE USED FOR A 3-SECTION SIGNAL HEAD AND A 7-CONDUCTOR CABLE SHALL BE USED FOR EITHER A 4 OR 5 SECTION SIGNAL HEAD.

SIGNAL LEGEND

	CABINET AND CONTROLLER
4	TRAFFIC SIGNAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER
4	PEDESTAL POLE, FOOTING SYMBOL, AND IDENTIFYING NUMBER
4	TRAFFIC SIGNAL HEAD WITH BACKPLATE SYMBOL AND IDENTIFYING NUMBER
4	PEDESTRIAN HEAD SYMBOL AND IDENTIFYING NUMBER
4	MAST ARM MOUNTED SIGN SYMBOL AND IDENTIFYING NUMBER
4	30"x40" "TUB" HANDHOLE SYMBOL AND IDENTIFYING NUMBER
4	24" HANDHOLE SYMBOL AND IDENTIFYING NUMBER
11	VIDEO DETECTION AREA SYMBOL AND INDENTIFYING NUMBER
	VIDEO DETECTION CAMERA
	EMERGENCY VEHICLE PREEMPTION

LICENSED PROFESSIONAL ENGINEER — TODD ARTZ 20229 — 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 Dec 07, 2012 Date

Todd M. Artz
Printed or Typed Name

My license renewal date is December 31, 2014

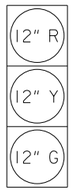
Pages or sheets covered by this seal: N.1 - N.3

	TMA	RLA	KNB
LAYOUT	4/11/11		
DRAWN	4/8/11		
REVIEWED	4/13/11		

TRAFFIC SIGNAL PLAN

GENERAL NOTES

TRAFFIC SIGNAL FACES



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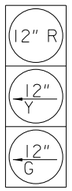
(12-REQ'D)



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(6-REQ'D)

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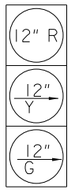
(4-REQ'D)



NO. 66 AND 67
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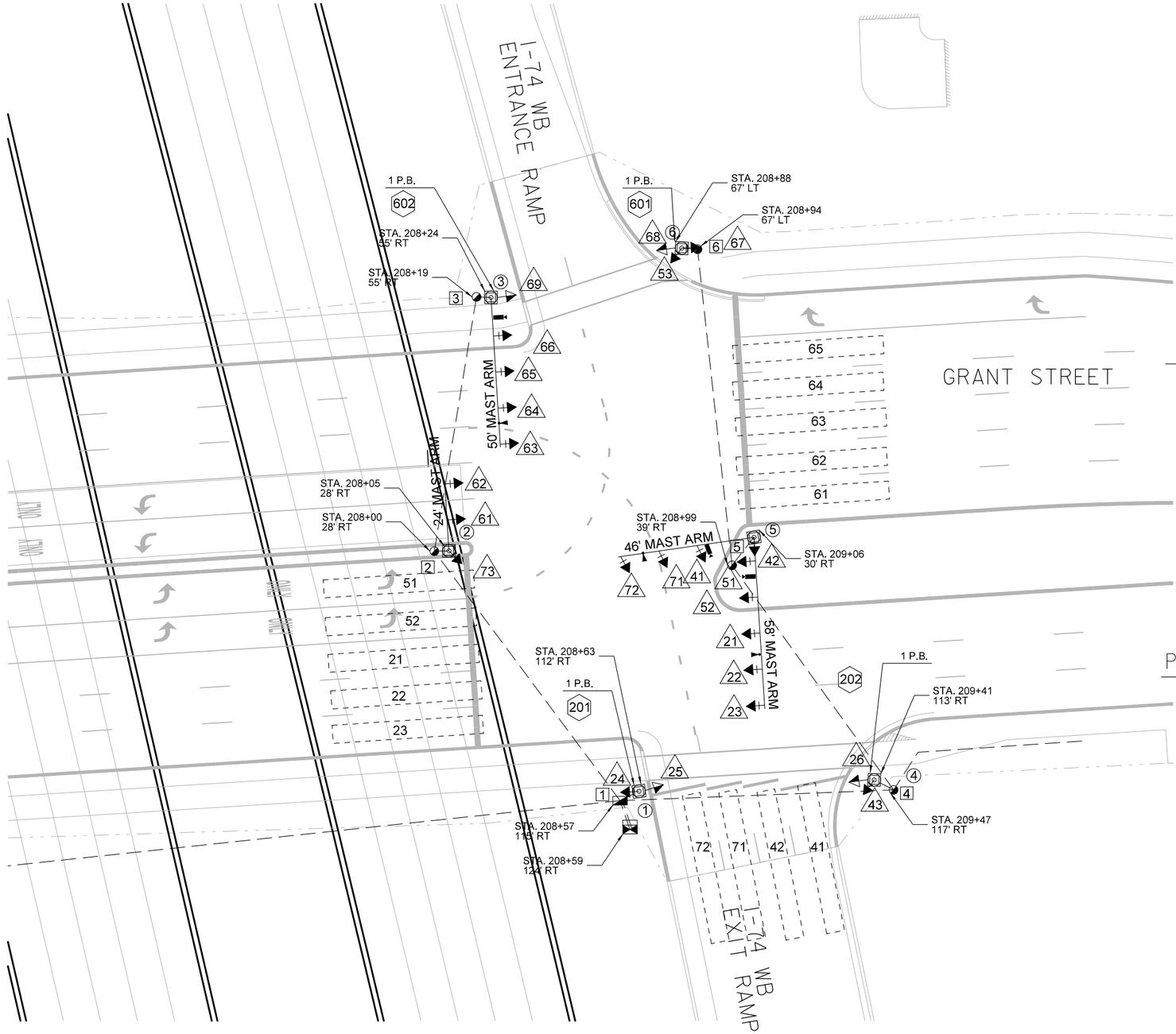
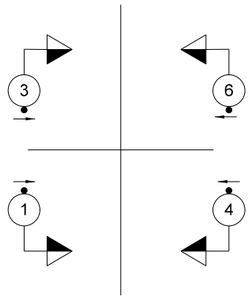
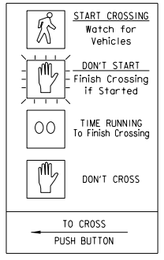


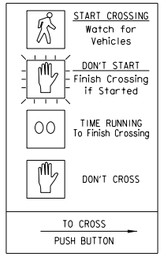
PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING



PEDESTRIAN PUSHBUTTON SIGNS



R10-3e
9"x15"
(2-REQ'D)



R10-3e
9"x15"
(2-REQ'D)

LAYOUT	TMA	4/11/11
DRAWN	RLA	4/8/11
REVIEWED	KNB	4/13/11

TRAFFIC SIGNAL PLAN

US 67 AND WESTBOUND RAMPS

ENGLISH	IOWA DOT	DESIGN TEAM HANSON	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.2

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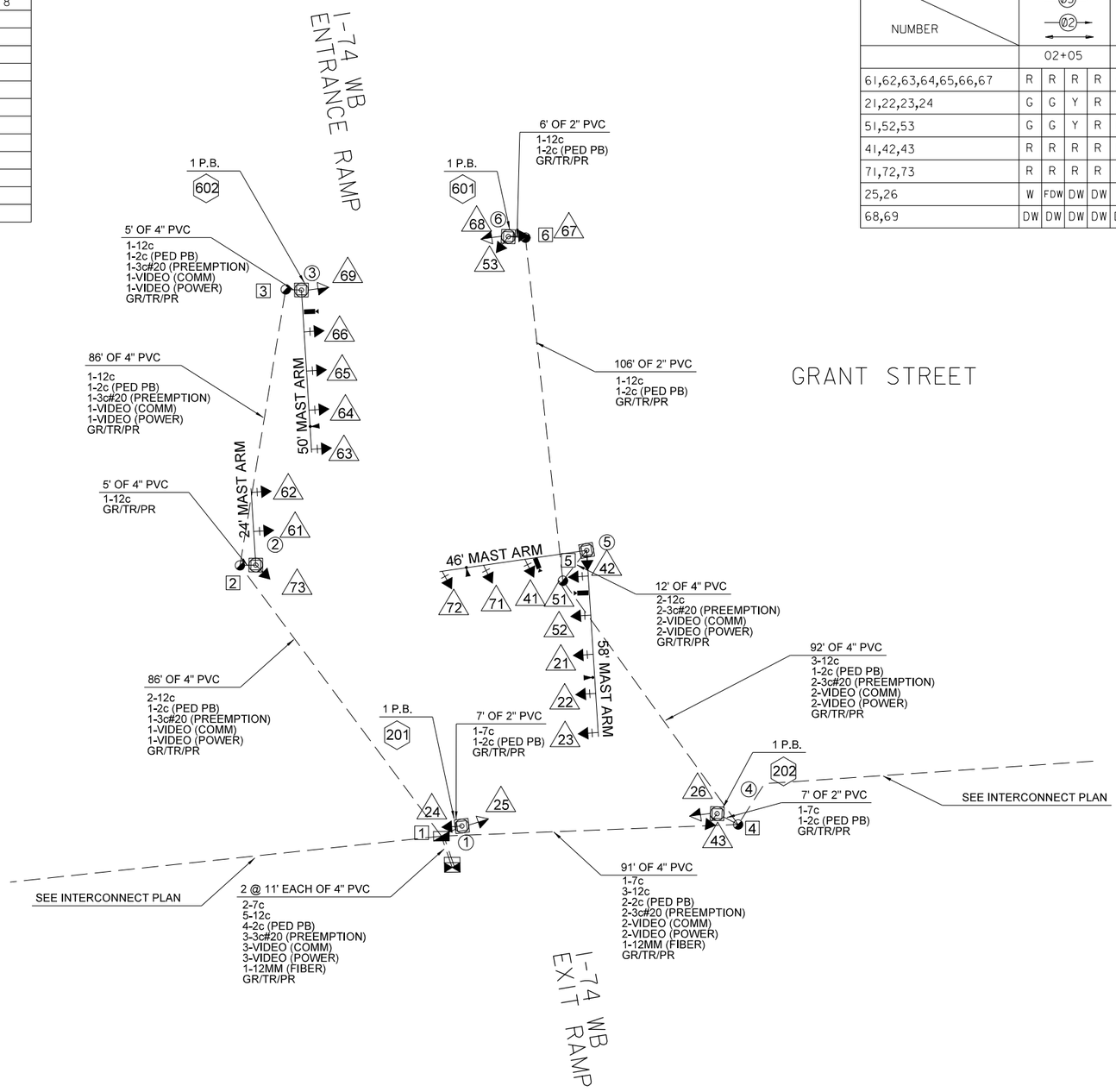
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN		10			7	10	7	
PASSAGE		3			3	3	3	
MAXIMUM I		60			30	60	30	
MAXIMUM II								
YELLOW CHANGE		4			4	4	4	
RED CLEARANCE		2			1	2	3	
WALK		7				7		
PEDESTRIAN CLEARANCE		21				14		
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	⑤ ②				⑥ ②				⑦								FLASHING
	02+05				02+06				07								
61,62,63,64,65,66,67	R	R	R	R	G	G	Y	R	R	R	R	R					R
21,22,23,24	G	G	Y	R	G	G	Y	R	R	R	R	R					R
51,52,53	G	G	Y	R	R	R	R	R	R	R	R	R					R
41,42,43	R	R	R	R	R	R	R	R	G	G	Y	R					R
71,72,73	R	R	R	R	R	R	R	R	G	G	Y	R					R
25,26	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW					-
68,69	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW					-



DETECTOR SUMMARY

DETECTOR NUMBER	LOOP SIZE	PED. PUSH BUTTON	DELAY TIME (SEC.)	PHASE CALLED	NO. OF CHANNELS	PRESENCE MODE	IMPULSE MODE	WIRED IN SERIES	COMMENTS
61,62,63,64,65	VIDEO			6	1	X			
21,22,23	VIDEO			2	1	X			
51,52	VIDEO			5	1	X			
41,42	VIDEO			7	1	X			
71,72	VIDEO			7	1	X			
201,202		X		2					
601,602		X		7					

LAYOUT	TMA	4/11/11
DRAWN	RLA	4/8/11
REVIEWED	KNB	4/13/11

TRAFFIC SIGNAL PLAN

US 67 AND WESTBOUND RAMPS

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **N.3**

ESTIMATE OF ITS INFRASTRUCTURE QUANTITIES•

100-1B
10-29-02

Item No.	Item		Unit	Estimated Total	As Built Quan.
1	JOINT CABINET (POLE MOUNTED)	(1)	EACH	1	
2	TYPE I HANDHOLE	(1)	EACH	4	
3	TYPE III HANDHOLE	(1)	EACH	6	
4	2" HDPE CONDUIT	(1)	LIN FT	4135	
5	1C #12 TRACER WIRE	(1)	LIN FT	3210	
6	#6 THHN COPPER (POWER)	(1)	LIN FT	640	
7	#8 THHN COPPER (GROUND)	(1)	LIN FT	320	
8	POLE FOOTING	(1)	EACH	1	
9	NEW CAMERA POLE - 45'	(1)	EACH	1	
10	REMOVE CABINET (POLE MOUNTED)	(1)	EACH	2	
11	REMOVE CABINET (PAD MOUNTED)	(1)	EACH	2	
12	REMOVE CABLE	(1)	LIN FT	2120	
13	REMOVE CAMERA POLE	(1)	EACH	1	
14	REMOVE HANDHOLE	(1)	EACH	3	

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 ITS CABINET (PAD MOUNTED) TO IOWA DOT	2	EACH	Iowa DOT Davenport Maintenance Shop 8721 Northwest Blvd, Davenport, IA 52806	563-391-3920	(4)
DELIVER ITS CABINET (POLE MOUNTED TO IOWA DOT	2	EACH			
DELIVER ITS CAMERA POLE TO IOWA DOT	2	EACH			

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 #12 Tracer	Install #TBA Power	Install #6 Ground	REMOVE CABLE
	From	To						
EX1	EX CABINET 1	EX CABINET 2	1570•					1
EX2	POWER P1	EX CABINET 2	200•					1
EX3	EX HH1	EX CABINET 3	350•					2
3A	HH2-6	HH3-1	450	1	1			
3B	HH3-1	HH3-2	530	1	1			
3C	HH3-2	HH3-3/HH3-4	535	1	1			
3D	HH3-3/HH3-4	HH3-5/HH3-6	420	2	1			
3E	HH3-5/HH3-6	POLE 4	40	2	1	2	1	
3F	HH3-5/HH3-6	HH3-7	140	1		2	1	
3G	HH3-5/HH3-6	HH3-8/HH3-9	325	2	1			
3H	HH3-8/HH3-9	HH3-10	910	1	1			

• EXISTING CONDUIT TO BE ABANDONED IN PLACE.

LISTING OF ITS HANDHOLE WORK

HANDHOLE LABEL	HANDHOLE TYPE	Splice Closure	#6 Power Coil	#8 Ground Coil
HH1-1	III			
HH1-2	III			
HH1-3	I			
HH1-4	III			
HH1-5	I		140	70
HH1-6	III			
HH1-7	I		140	70
HH1-8	I			
HH1-9	III			
HH1-10	III			

LISTING OF CABINET WORK

Cabinet Label	Sheet Number	Cabinet Type	Pole Mount	Pad Mount
CABINET 11	N.9	JOINT	X	

ITS PLAN NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT UPON COMPLETION OF NEW CAMERA POLE AND NEW ITS CABINET INSTALLATION TO FACILITATE INSTALLATION OF CAMERA AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDOR.

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. MISSISSIPPI BLVD

PROTECT EXISTING CABINET 1 IN PLACE.

REMOVE IOWA DOT FIBER CABLE. SEE NOTES.

REMOVE IOWA DOT FIBER CABLE. SEE NOTES.

(EX1)

(EX1)

(EX1)

(EX1)

EX. I-74 EXIT RAMP

74

EX. I-74 ENT. RAMP

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

EX. 14TH ST

0 50 FEET

NOTES:

1. REMOVE AND SALVAGE ALL RELEVANT CABLING TO IOWA DOT. ABANDON EXISTING CONDUIT IN PLACE.

ITS REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.6

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REMOVE IOWA DOT FIBER CABLE. SEE NOTES.

REMOVE EXISTING HANDHOLE

(EX1)

EX. I-74 EXIT RAMP

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX HH1

REMOVE FIBER CABLE. SEE NOTES.

74

REMOVE EXISTING HANDHOLE

EXISTING CABINET 2

(EX1)

REMOVE EXISTING HANDHOLE

EXISTING CABINET 3

(EX3)

EX HH3

(EX2)

EX HH2

EXISTING POWER SOURCE P1

REMOVE POWER & FIBER CABLE. SEE NOTES.

REMOVE POWER CABLE. SEE NOTES.

REMOVE EXISTING CAMERA POLE, CABINET (POLE MOUNTED) AND ALL APPURTENANCES. SALVAGE TO IOWA DOT. SEE NOTES.

REMOVE EXISTING SENSOR CABINET (POLE MOUNTED) AND ALL APPURTENANCES. SALVAGE TO IOWA DOT. SEE NOTES.

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

0 50
FEET

NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL/RELOCATION OF CAMERA AND SENSOR BY ITS MAINTENANCE VENDOR.
2. REMOVE AND SALVAGE ALL RELEVANT CABLING TO IOWA DOT. ABANDON EXISTING CONDUIT IN PLACE.

ITS REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.7

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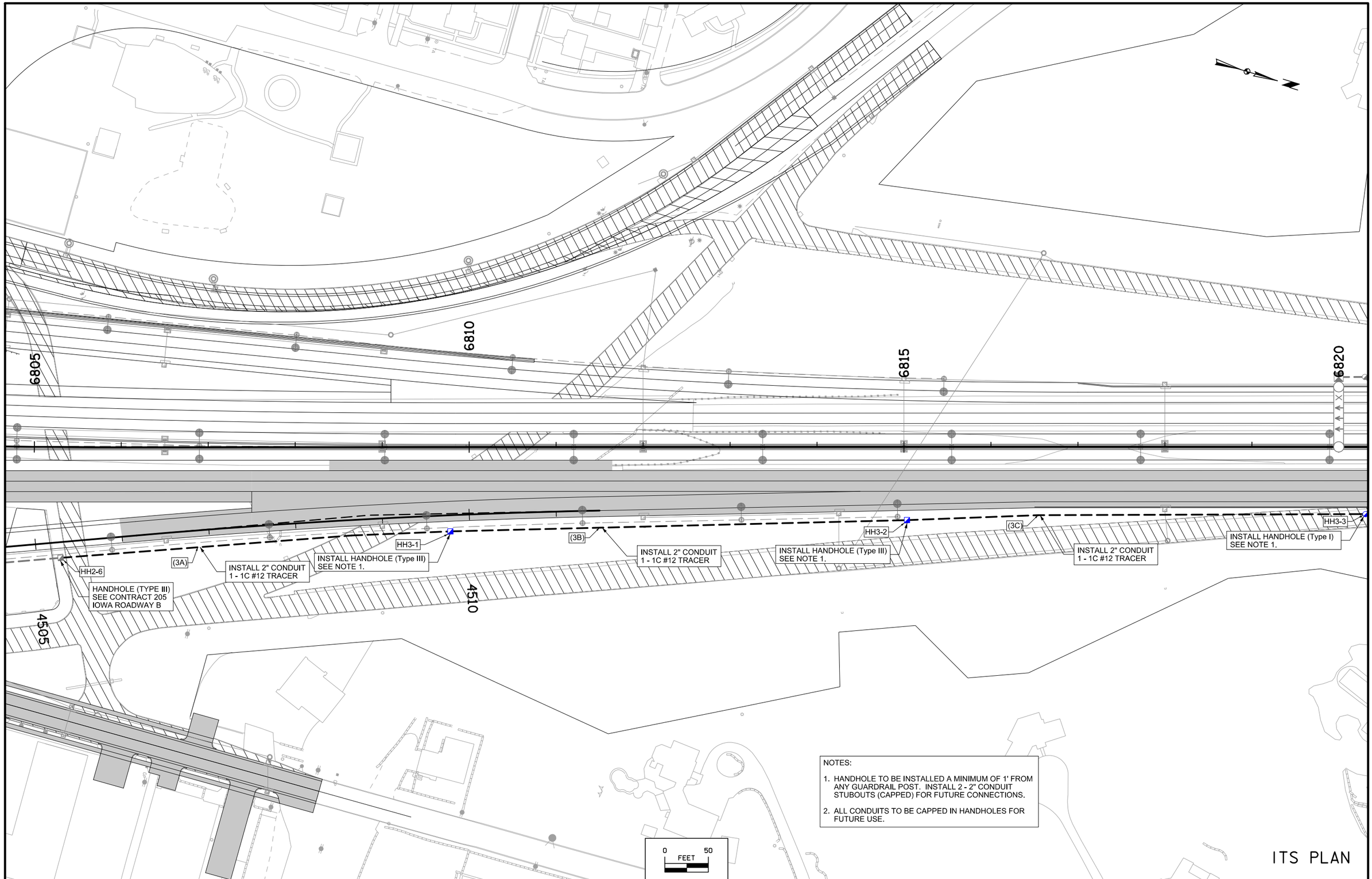

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.8	

6820

6825

6830

6835

SENSOR (QCDS12) BY OTHERS

POLE 4 - STA 6824+83
1 - INSTALL CAMERA POLE
1 - INSTALL FOOTING
1 - INSTALL JOINT CABINET 11 (POLE MOUNTED)
TERMINATE POWER IN CABINET

INSTALL HANDHOLE (Type III).
SEE NOTE 1.

INSTALL HANDHOLE (Type I).
SEE NOTE 1.

CAMERA (QCTV11) BY OTHERS

HH3-6

HH3-5

HH3-4

HH3-3

HH3-7

HH3-8

HH3-9

(3D)

(3F)

(3E)

(3G)

(3H)

INSTALL HANDHOLE (Type III).
SEE NOTE 1.

INSTALL HANDHOLE (Type I).
SEE NOTE 1.

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

INSTALL 2" CONDUIT
- FOR FUTURE POWER

INSTALL 2" CONDUIT
2 - #6 POWER
1 - #8 GROUND

EXISTING POWER SOURCE P1

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

INSTALL 2" CONDUIT
2 - #6 POWER
1 - #8 GROUND

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

INSTALL 2" CONDUIT
- FOR FUTURE POWER

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

2530

2535

NOTES:

1. HANDHOLE TO BE INSTALLED A MINIMUM OF 1' FROM ANY GUARDRAIL POST. INSTALL 2 - 2" CONDUIT STUBOUTS (CAPPED) FOR FUTURE CONNECTIONS.
2. ALL CONDUITS TO BE CAPPED IN HANDHOLES FOR FUTURE USE.

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.9

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6835

6840

6845

6850

(3H)

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

HH3-10

INSTALL HANDHOLE (Type III).
SEE NOTE 1.

2535

2540

2545

2550

NOTES:

1. HANDHOLE TO BE INSTALLED A MINIMUM OF 1' FROM ANY GUARDRAIL POST. INSTALL 2 - 2" CONDUIT STUBOUTS (CAPPED) FOR FUTURE CONNECTIONS.
2. ALL CONDUITS TO BE CAPPED IN HANDHOLES FOR FUTURE USE.

0 50
FEET

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER N.10

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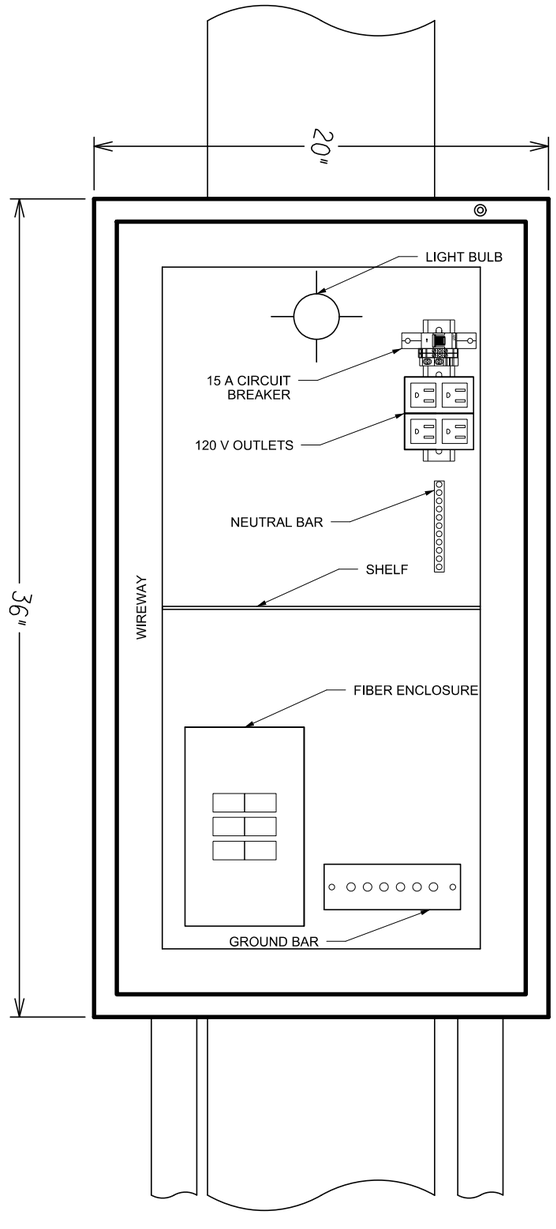
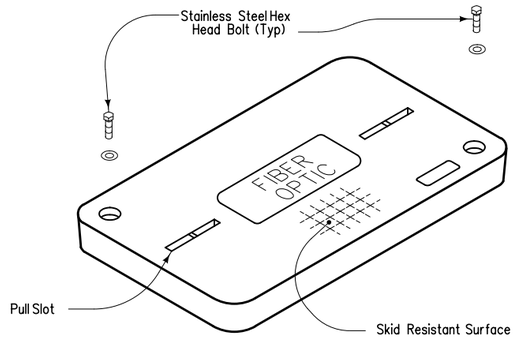
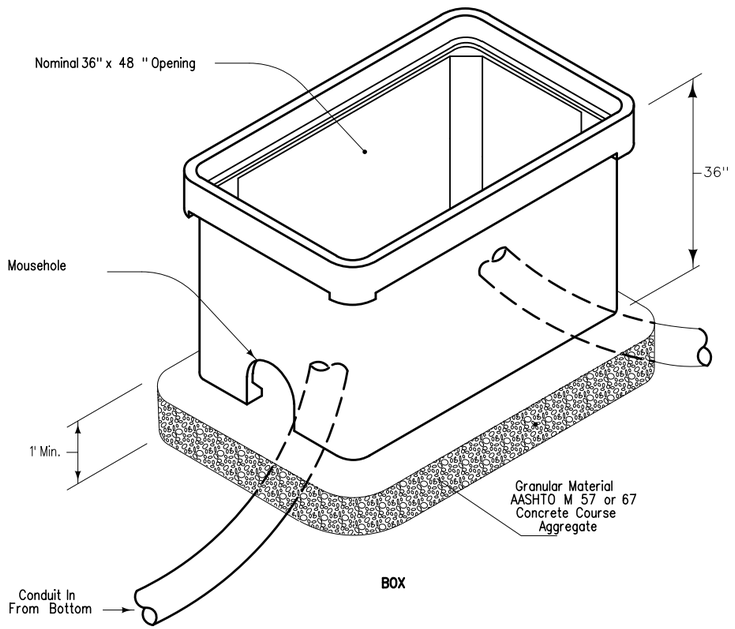
POLE MOUNTED CABINET FOR CAMERA CABINETS, SENSOR CABINETS,
LANE UT CABINETS, DMS CABINETS, AND JOINT CABINETS.



ITS DETAILS



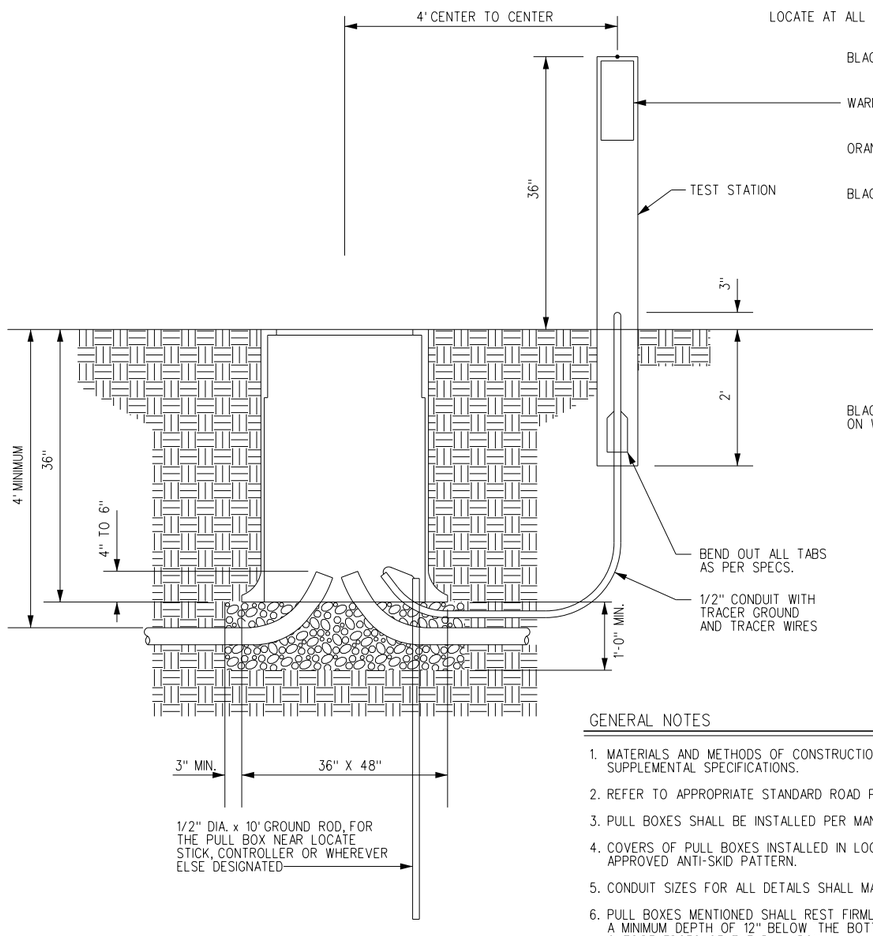
COVER



BOX

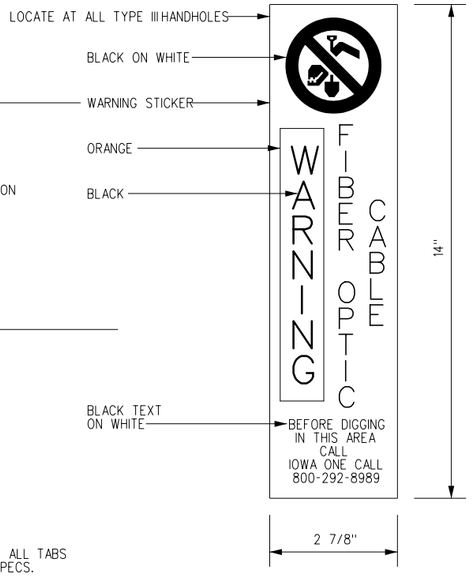
TYPE III HANDHOLE
(FIBER REINFORCED CONCRETE)

NOT TO SCALE



TYPE III HANDHOLE WITH TEST STATION
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



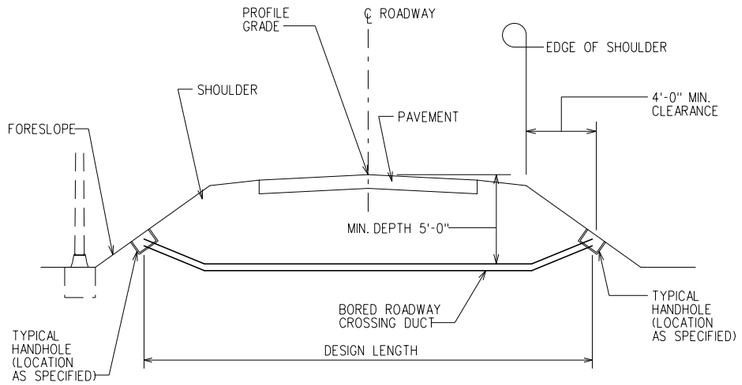
TEST STATION

NOT TO SCALE

GENERAL NOTES

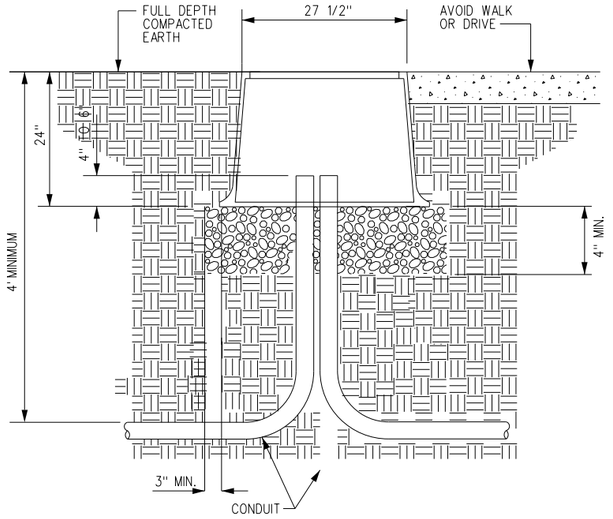
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. REFER TO APPROPRIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR ADDITIONAL DETAILS.
3. PULL BOXES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED HEREIN.
4. 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



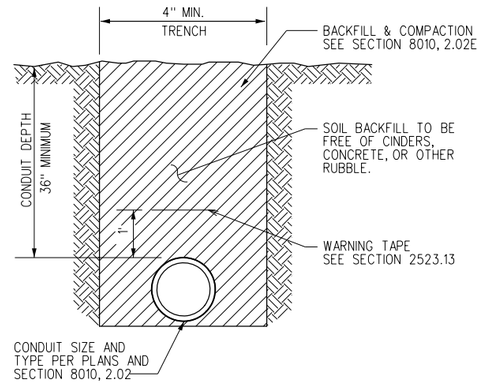
TYPICAL ROADWAY TRANSVERSE SECTION WITH HANDHOLE ON SLOPE

NOT TO SCALE



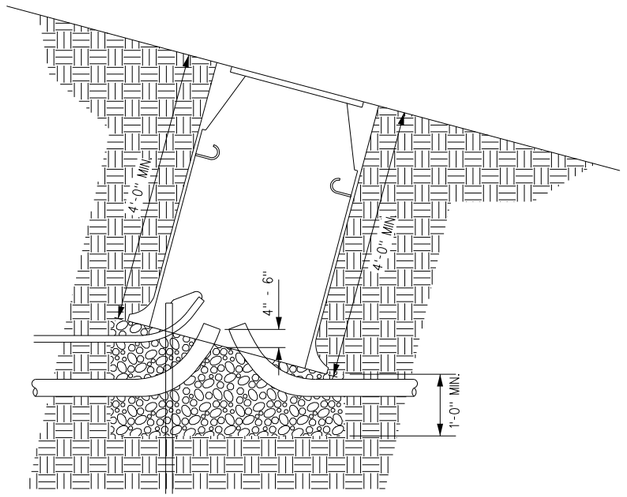
TYPE I HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



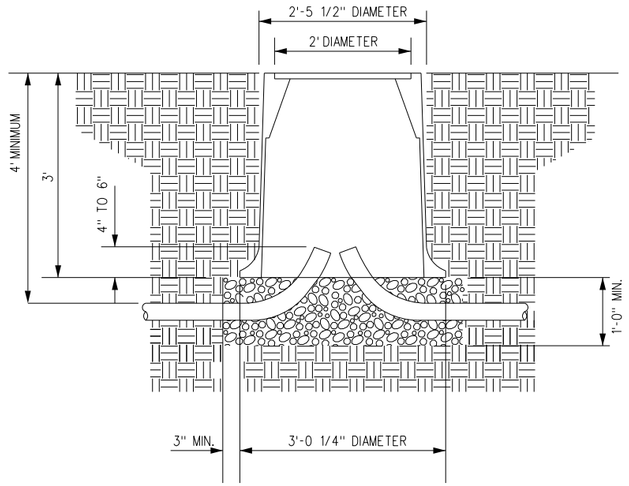
CONDUIT IN TRENCH

NOT TO SCALE



HANDHOLE ON SLOPE

NOT TO SCALE



TYPE II HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE

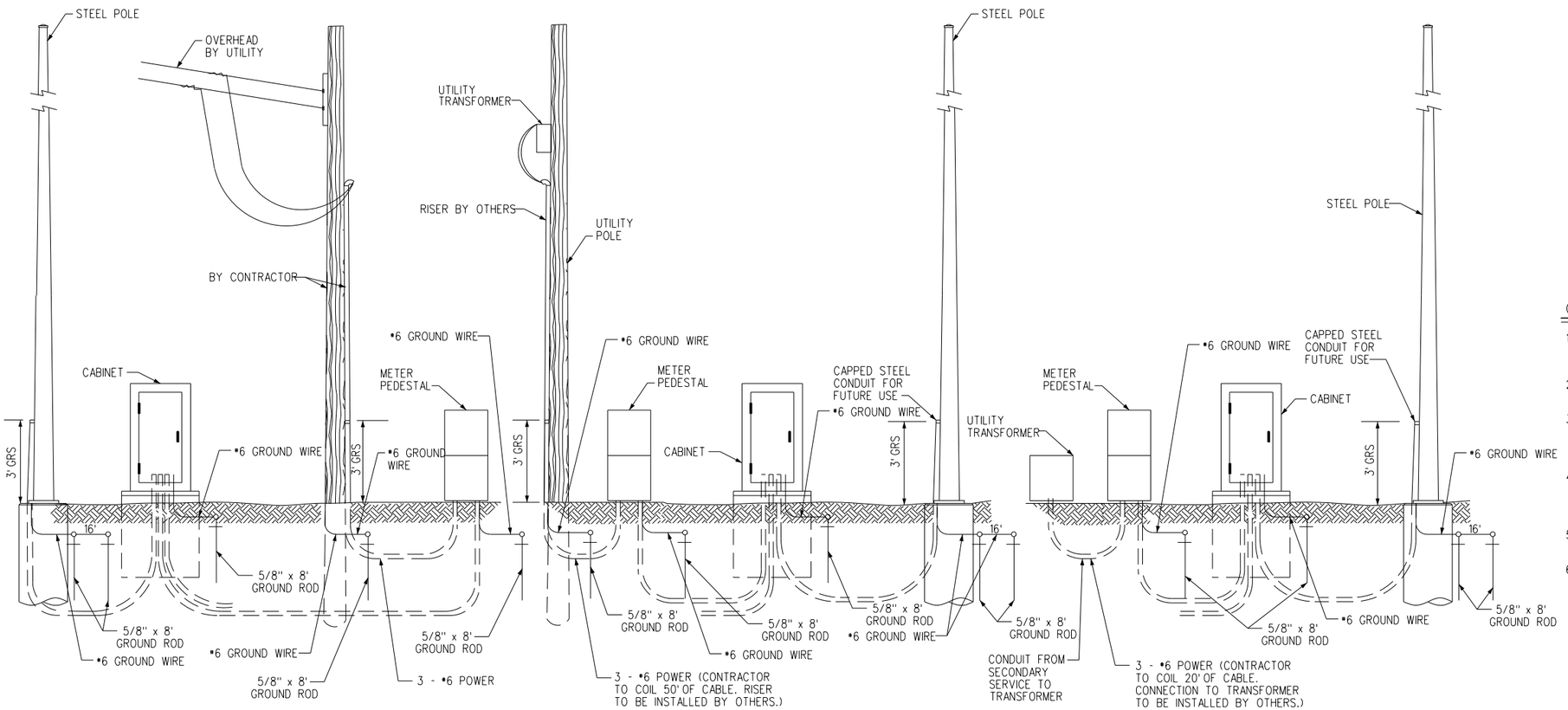
GENERAL NOTES

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

SECONDARY SERVICE OPTIONS

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. ALL CONDUITS SHALL ENTER FOUNDATIONS FROM BOTTOM. SIDE PENETRATIONS WILL NOT BE PERMITTED UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
4. FOUNDATION DIMENSIONS SHOWN ARE MINIMUM DIMENSIONS AND SHALL BE INCREASED WHEN NECESSARY AS DETERMINED BY POLE OR CABINET MANUFACTURER.
5. CONDUIT SIZES FOR ALL DETAILS SHALL MATCH THOSE INDICATED ON THE PLANS.
6. MINIMUM TWO GROUND RODS PER STEEL POLE. MAXIMUM GROUND RESISTANCE SHALL BE 20 OHMS OR LESS ALL GROUND CONNECTIONS SHALL BE CADWELD.

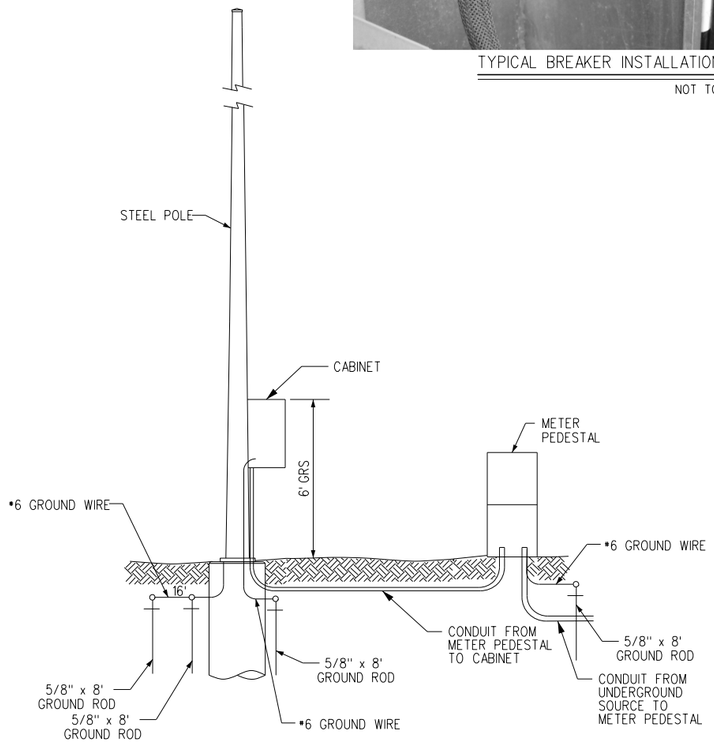
ITS DETAILS

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. INSTALL VIBRATION DAMPER IN ALL STEEL MONOTUBEPOLES INSTALLED ON THIS PROJECT. THIS SHALL BE SUBSIDIARY TO ITEMS FOR WHICH THE CONTRACT PROVIDES DIRECT PAYMENT.
4. MOUNTING HEIGHTS SHALL BE AS INDICATED OR AT MINIMUM REQUIREMENT ALLOWED UNDER CURRENT APPLICABLE ELECTRICAL CODES, WHICHEVER IS GREATER. NOTIFY ENGINEER IF MOUNTING HEIGHT IS GREATER THAN SHOWN.
5. CONDUIT SIZES FOR ALL DETAILS SHALL MATCH THOSE INDICATED ON THE PLANS.
6. MINIMUM TWO GROUND RODS PER STEEL POLE, MAXIMUM GROUND RESISTANCE SHALL BE 20 OHMS OR LESS ALL GROUND CONNECTIONS SHALL BE CADWELD

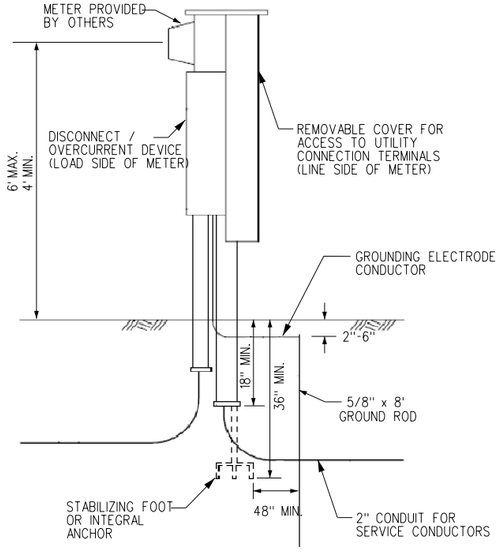
TYPICAL BREAKER INSTALLATION IN SIGNAL/CONTROLLER CABINET

NOT TO SCALE



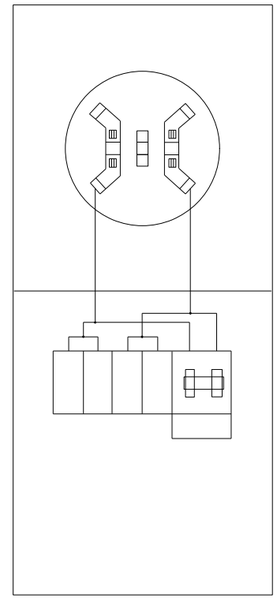
STEEL POLE DEVICE ASSEMBLY

NOT TO SCALE



METER PEDESTAL INSTALLATION

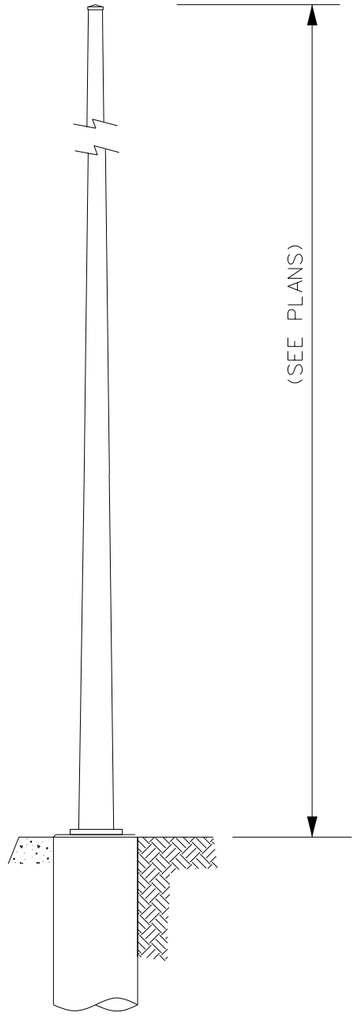
NOT TO SCALE



OPTION B

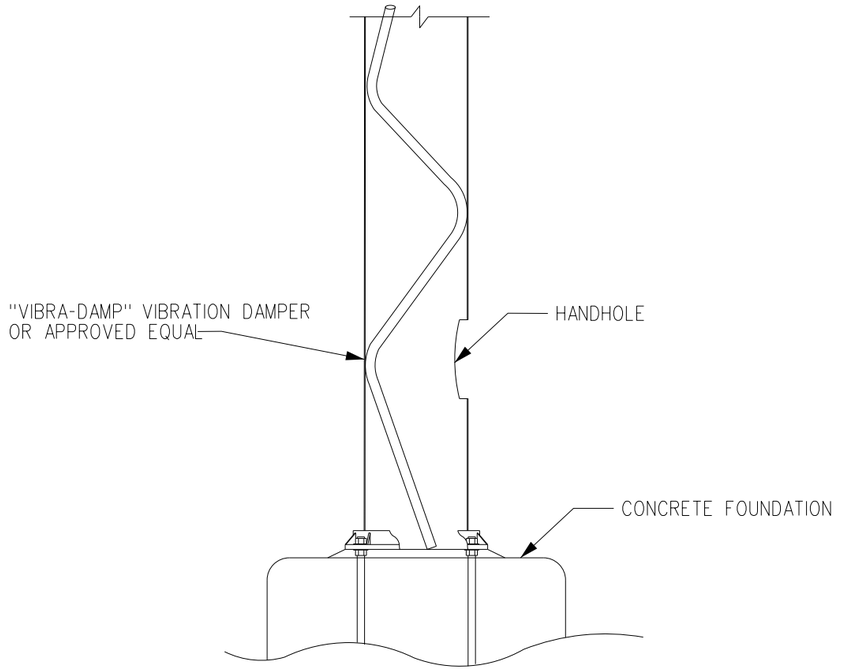
Features:
- 6 circuit interior to accept standard plug-in type circuit breakers
- 100 amp, 120/240 volt circuit breaker

ITS DETAILS



POLE FOR CAMERA MOUNTING, JOINT MOUNTING, AND SPECIFIC SENSOR MOUNTINGS

NOT TO SCALE



POLE DAMPENER

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. CABINET HARDWARE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
4. COVERS OF JUNCTION 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. LOCATION OF INTERNAL CABINET HARDWARE MAY VARY FROM LOCATION SHOWN IN TYPICAL DETAIL.

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 EXISTING LIGHT E0304 TO E0307
NO. 4 AWG - CIRCUIT E4 FROM EXISTING LIGHT E0304 TO E0406

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 LIGHTING REMOVALS

LOCATION		
STATION	OFFSET	ALIGNMENT
6799+64.4	19.7' RT	I-74
6801+59.7	36.3' RT	I-74
6803+66.5	51.2' RT	I-74
6805+96.7	63.2' RT	I-74
6807+00.7	208.1' RT	I-74
6808+00.4	64.3' RT	I-74
6809+00.4	190.5' RT	I-74
6809+94.8	69.4' RT	I-74
6820+69.1	95.6' RT	I-74
6822+68.3	58.6' RT	I-74
6824+67.3	87.4' RT	I-74
6826+66.6	79.0' RT	I-74
6828+67.3	75.9' RT	I-74
6830+67.8	71.9' RT	I-74
6832+66.4	91.9' RT	I-74

TABULATION OF ELECTRICAL DUCTS

108-2
08-20-85

Location	Conduit Type	No. Of Cond.	Dia. Inches	Length Feet	Remarks	
E0307 TO E0406	SCH 40 PLASTIC	1	2	154	CIRCUIT E3	(1)
E0406 TO EXISTING LIGHT E0304	SCH 40 PLASTIC	1	2	743	CIRCUITS E3 & E4	(1)

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	6	L-2	-	Y-1	4	Y-3	-	-	-	6	1914	-	-	-	-	-	-	10	270	-	-	(1)
E4	L-1	6	L-2	-	Y-1	4	Y-3	-	4	1606	-	-	-	-	-	-	-	-	10	270	-	-	(1)
L4	L-1	1	L-2	-	Y-1	-	Y-3	-	-	-	-	-	-	-	10	140	-	-	-	-	-	-	(2)
COMMON GROUND									-	-	-	-	-	-	-	-	-	-	-	-	6	1017	(1)

TABULATION OF LIGHTING INSTALLATIONS

(1) RM-39

108-1
MODIFIED

LOCATION				RM-31			FOOTING TYPE (1)	REMARKS	
NO.	STATION	OFFSET	ALIGNMENT	TYPE	A	E			
E0305	4507+84.0	14.0' RT	US-67 RAMP D	3	6	10	RM-39	SEE PLAN NOTE 1	(1)
E0306	4510+83.0	14.0' RT	US-67 RAMP D	3	6	10	RM-39	SEE PLAN NOTE 1	(1)
E0307	6813+83.0	82.3' RT	I-74	3	6	10	RM-39	SEE PLAN NOTE 1	(1)
E0404	4506+41.0	14.0' RT	US-67 RAMP D	3	6	10	RM-39	SEE PLAN NOTE 1	(1)
E0405	4509+33.0	14.0' RT	US-67 RAMP D	3	6	10	RM-39	SEE PLAN NOTE 1	(1)
E0406	6812+33.0	85.3' RT	I-74	3	6	10	RM-39	SEE PLAN NOTE 1	(1)

DELIVERY AND STOCKPILING

110-13
MODIFIED

ITEM DESCRIPTION	QUANTITY	UNITS	DELIVERY LOCATION	CONTACT NAME & NUMBER	REMARKS
LIGHTING POLE	15	EACH	IOWA DOT DAVENPORT MAINTENANCE SHOP	563-391-3920	ML LIGHTING REMOVAL (4)
			8721 NORTHWEST BLVD		
			DAVENPORT, IA 52806		

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.12. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

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

3. REMOVE EXISTING LIGHT POLE, MAST ARM, AND LUMINAIRE. SALVAGE LIGHT POLE AND MAST ARM TO OWNER. REMOVE FOOTING AND DISPOSE, AS NECESSARY, OR BREAK DOWN TO A POINT THREE FEET BELOW GRADE AND DISPOSE. BACKFILL AND COMPACT.

4. REMOVE EXISTING HANDHOLE AND DISPOSE. BACKFILL AND COMPACT.

5. REMOVE EXISTING CIRCUIT CONDUCTORS FROM CONDUIT. CAP AND ABANDON CONDUIT IN PLACE.

6. EXISTING LIGHT TO BE REMOVED. LIGHT IS LOCATED ON THE BRIDGE PARAPET AND ALL WORK NECESSARY TO COMPLETELY REMOVE THE LIGHT SHALL BE INCIDENTAL TO THE REMOVAL OF THE STRUCTURE.

7. 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

GRANT ST

US-67

KIMBERLY RD

EXISTING I-74

I-74 WESTBOUND

RAMP B

RAMP D

STATE ST

GRANT ST

US-67

BROWN ST

14TH ST

MISSISSIPPI BLVD

E5

SEE PLAN NOTE 6

SEE PLAN NOTE 6

SEE PLAN NOTE 6

LEGEND:

EXISTING CIRCUIT CONDUCTOR — E5 —

EXISTING LIGHT POLE TO BE REMOVED — R

REMOVE AND RELOCATE EXISTING LIGHT POLE — RL

EXISTING HANDHOLE TO BE REMOVED — R

EXISTING LIGHTING CONTROLLER TO BE REMOVED — R

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheet P.1

0 FEET 50

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.3

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KIMBERLY RD

RAMP A

RAMP D

EXISTING I-74

EXISTING I-74

14TH ST

E5

SEE PLAN NOTE 6

SEE PLAN NOTE 5

SEE PLAN NOTE 4

SEE PLAN NOTE 3

LEGEND:

EXISTING CIRCUIT CONDUCTOR — E5 —

EXISTING LIGHT POLE TO BE REMOVED

REMOVE AND RELOCATE EXISTING LIGHT POLE

EXISTING HANDHOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

For Estimate of Lighting Quantities Refer to Sheet P.1

0 FEET 50

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.4

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HIGHLAND PARK DR

KIMBERLEY RIDGE RD

E5

EXISTING I-74

EXISTING I-74

SEE PLAN NOTE 5

SEE PLAN NOTE 3

HIGHLAND CT

HIGHLAND PARK DR

LINCOLN RD

For Estimate of Lighting Quantities
Refer to Sheet P.1

0 FEET 50

LEGEND:

EXISTING CIRCUIT CONDUCTOR — E5 —

EXISTING LIGHT POLE TO BE REMOVED

REMOVE AND RELOCATE EXISTING LIGHT POLE

EXISTING HANDHOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.5

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LINCOLN RD

MIDDLE RD

RAMP C

E5

EXISTING I-74

EXISTING I-74

RAMP B

REMOVE AND RELOCATE POLE
TO STA. 6836+93.8, 105.0' RT
(I-74 ML ALIGNMENT)
SEE PLAN NOTE 3 FOR
FOUNDATION REMOVAL.

For Estimate of Lighting Quantities
Refer to Sheet P.1

0 FEET 50

LEGEND:

EXISTING CIRCUIT CONDUCTOR — E5 —

EXISTING LIGHT POLE TO BE REMOVED R

REMOVE AND RELOCATE EXISTING LIGHT POLE RL

EXISTING HANDHOLE TO BE REMOVED R

EXISTING LIGHTING CONTROLLER TO BE REMOVED R

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

EXISTING HANDHOLE TO REMAIN

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.6

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US-67 GRANT ST

KIMBERLY RD

EXISTING I-74

I-74 WESTBOUND

EXISTING CABINET E

EXISTING HANDHOLE

RAMP B

RAMP D

EX LIGHT E0301

EX LIGHT E0401

EXISTING HANDHOLE

EX LIGHT E0302

EX LIGHT E0402

EX LIGHT E0303

EX LIGHT E0403

EXISTING HANDHOLE

2590

2595

4500

14TH ST

US-67 GRANT ST

BROWN ST

MISSISSIPPI BLVD

LEGEND:

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

For Estimate of Lighting Quantities Refer to Sheet P.1

0 FEET 50

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.7

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KIMBERLEY RD

EXISTING I-74 EXIT RAMP

EXISTING I-74 EASTBOUND

I-74 WESTBOUND

RAMP D

RAMP D

4505

4510

EX LIGHT
E0304
SEE PLAN NOTE 2

E3, E4

E3, E4

STA 4506+41.0
45-14-II-S-E0404

E3, E4

STA 4507+84.0
45-14-II-S-E0305

E3, E4

STA 4509+33.0
45-14-II-S-E0405

E3, E4

STA 4510+83.0
45-14-II-S-E0306

E3

STA 6812+33.0
45-14-II-S-E0406

STA 6813+83.0
45-14-II-S-E0307

14TH ST

LEGEND:

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

For Estimate of Lighting Quantities
Refer to Sheet P.1

0 FEET 50

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER P.8

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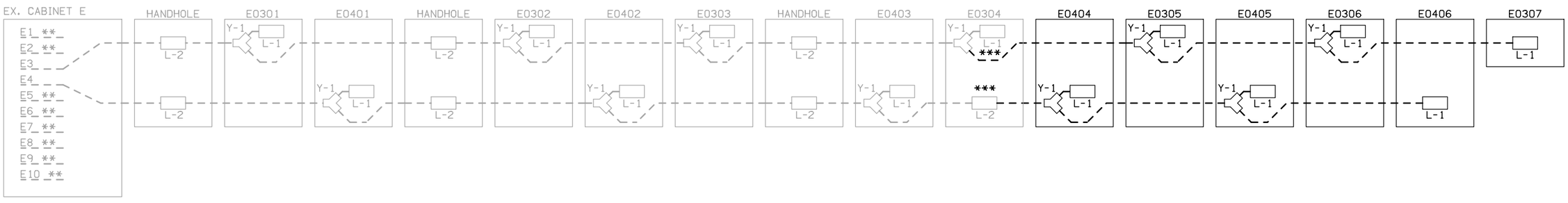
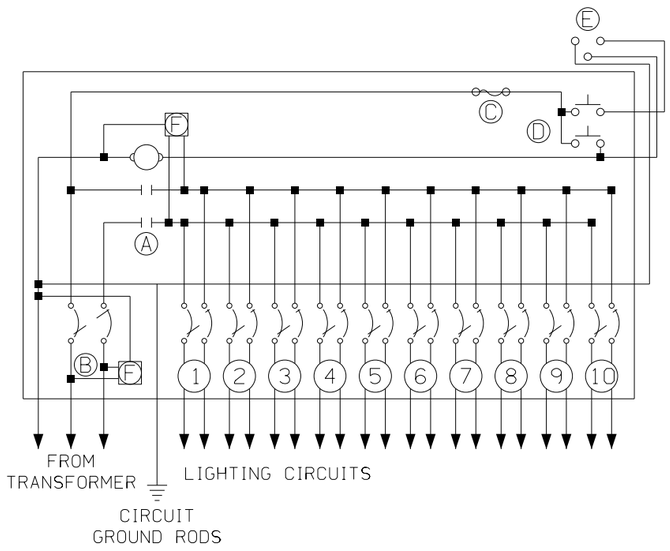
NOTE: ITEMS SHOWN AS GRAYSCALED ARE EXISTING ITEMS
AND NOT INCLUDED IN THIS CONTRACT.



CABINET E WIRING DETAIL - 200 AMP MAIN

** CIRCUIT NOT INCLUDED IN THIS CONTRACT
*** SEE PLAN NOTE 2

LIGHTING DETAILS



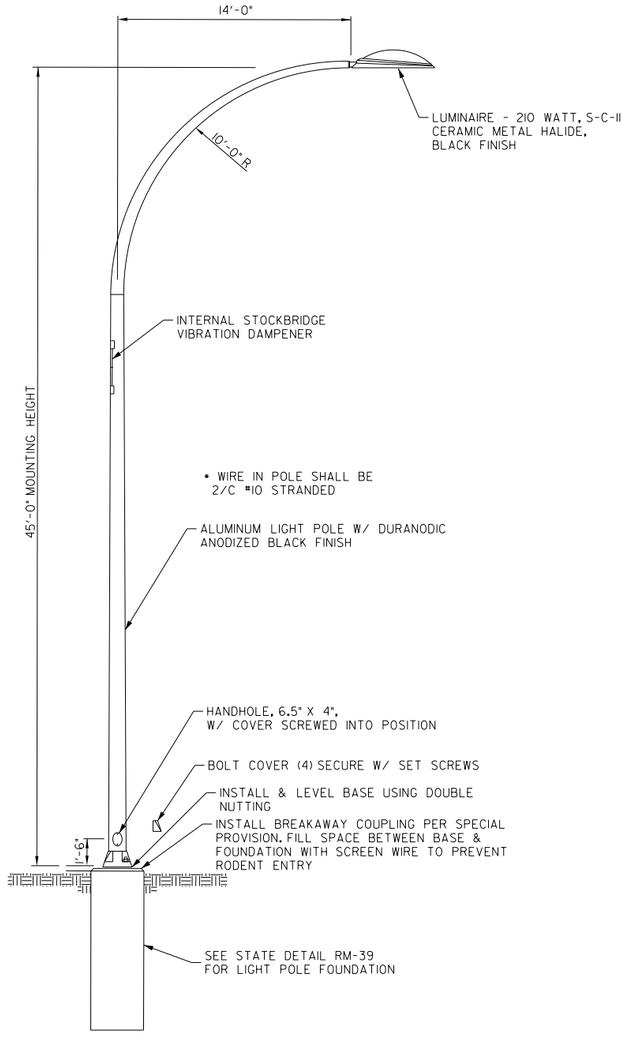
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR

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

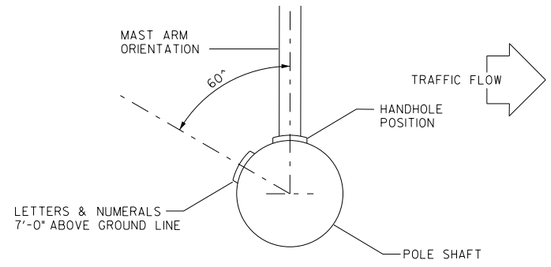
EXISTING CIRCUIT E SCHEMATIC DIAGRAM

LIGHTING DETAILS



DAVIT POLE - STATE RAMP POLE

NO SCALE



POSITION OF HANDHOLE AND POLE NUMBER
FOR SINGLE MAST ARM POLES

LIGHTING DETAILS

EX. STATE ST

MISSISSIPPI BLVD

6790

6795

6800

6805

STA. 6804+58.66
BEGIN PROPOSED PAVEMENT CONSTRUCTION
BRIDGE APPROACH PAVEMENT BY
BRFIM074-1(199)5--05-82

PVIA-I27
Elev. 581.6

SBIOOL
Elev. 584.6

US 67 RAMP D

US 67 WB

US 67 RAMP B

EX. STATE ST

EX. 15TH ST

EX. BROWN ST

EX. MISSISSIPPI BLVD.

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.1

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SUBGRADE TREATMENT (NO. 1, 2, & 3)
SEE TAB 103-3 (C SHEETS)

STA. 6804+58.66
BEGIN PAVEMENT CONSTRUCTION

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/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.01

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(206)5--13-82	SHEET NUMBER Q.2	REVISED

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EX. MISSISSIPPI BLVD

KIMBERLY RD

STA. 6808+25.00
BEGIN PROPOSED LANE 1 CONSTRUCTION

STA. 6811+90.00
END PROPOSED LANE 1 CONSTRUCTION
MATCH EXISTING

EX. I-74 EXIT RAMP

6805

6810

6815

6820

SCI002
Elev. 634.4

SBI001
Elev. 584.6

SBI004
Elev. 597.2

RCI004
Elev. 645.9

EX. CALVERT DRIVE

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

EX. 14TH ST

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER Q.3	REVISED

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SUBGRADE TREATMENT (NO. 1 & 2)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 3)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 5, 6, 7 & 8) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 6, 7 & 8)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 8, 9, & 10)
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+25.00
BEGIN LANE 1 CONSTRUCTION

STA. 6811+90.00
END LANE 1 CONSTRUCTION
MATCH EXISTING

I-74 PGL

EXISTING GROUND AT ℄

SB1001
[A-2-6] CLAYEY SAND, BROWN
[A-3] WELL GRADED SAND ORANGISH BROWN
[A-4] FIRM SILT, TAN
[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
[A-6] LEAN CLAY TOPSOIL
[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
SB1004 RT. 2ft
LIMESTONE

SC1002
ASPHALT
[A-6] STIFF LEAN CLAY WITH SAND OLIVE GRAY
[A-4] STIFF SILTY CLAY GREENISH GRAY
[A-6] SANDY LEAN CLAY LIGHT OLIVE GRAY
[A-6] SANDY LEAN CLAY TRACE GRAVEL BLUISH GRAY
SC1002 LT. 53ft

RC1004
[A-6] STIFF LEAN CLAY BROWN
[A-7] SOFT FAT CLAY BROWN & GRAY
[A-2-6] DENSE CLAYEY SAND GRAY
[A-6] STIFF LEAN CLAY BROWN
RC1004 RT. 6ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/ROD
(%)
98/53

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.03

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.4	REVISED

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EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

6820

6825

6830

6835

RCI005
Elev. 655.3

RCI006
Elev. 658.9

RCI007
Elev. 662.0

BR2002
Elev. 663.0

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(206)5--13-82	SHEET NUMBER	Q.5	REVISED

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SUBGRADE TREATMENT (NO. 1, 2, & 8) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 9 & 10) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 11 & 12) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 13)
SEE TAB 103-3 (C SHEETS)

LINCOLN RD

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.

BR2002*
RT. 2ft

RC1005
LT. 9ft

RC1006
RT. 6ft

RC1007
LT. 8ft

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(206)5--13-82	SHEET NUMBER Q.6	REVISED

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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

RNI001
Elev. 664.2

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(206)5--13-82	SHEET NUMBER Q.7	REVISED

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SUBGRADE TREATMENT (NO. 1, 2, 8, 11, 12, & 13)
SEE TAB 103-3 (C SHEETS)

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.

720 715 710 705 700 695 690 685 680 675 670 665 660 655 650 645 640 635 630 625

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

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/ROD
(%)
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(206)5--13-82	SHEET NUMBER Q.8	REVISED

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EX. MISSISSIPPI BLVD

EX. JONES ST

EX. HOLMES ST

EX. 12TH ST

BROWN ST

EX. BROWN ST

KIMBERLY RD

EX. I-74 ENTRANCE RAMP

14TH ST

EX. 15TH ST

RKB06

PVIA08

RWI35-04

STA. 16+64.67
END SPECIAL COMPACTION

STA. 16+06.69
BEGIN SPECIAL COMPACTION

STA. 16+06.69
BEGIN CONSTRUCTION

STA. 16+64.67
TIE INTO 14TH ST

STA. 16+88.68
TIE INTO 14TH ST

STA. 16+88.68
BEGIN SPECIAL COMPACTION

STA. 19+30.00
END SPECIAL COMPACTION

STA. 19+30.00
END CONSTRUCTION

EX. MISSISSIPPI BLVD

EX. BROWN ST

EX. 15TH ST

0 FEET 50

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.9

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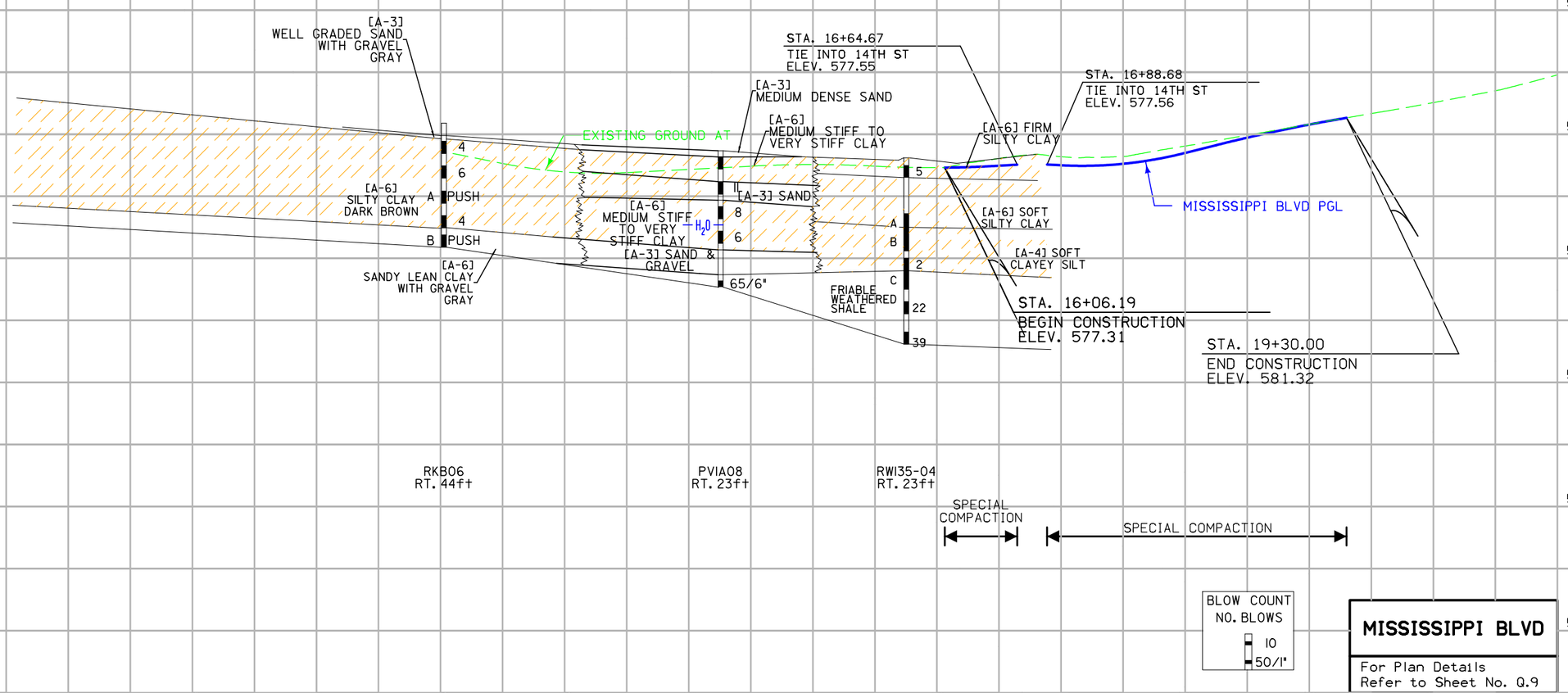
CUT MOISTURE	-	-	-
CUT DENSITY (lb/cu ft)	-	-	-
PLASTIC LIMIT	-	-	-

SHELBY TUBE CORE DATA

CORE NO.	RKB06-A	RKB06-B	RW135-04-A	RW135-04-B	RW135-04-C
CLASSIFICATION [AASHTO]	A-6	A-6	A-6	A-6	A-4
COEFF. CONSOL. SQ.FT /DAY	-	-	-	-	-
TRIAXIAL COMPRESSION	-	-	UC	UU	UC
COHESION - PSF	-	-	846	444	760
FRICTION COEFF.	-	-	-	-	-
MOISTURE CONTENT %	-	-	22.8	45.3	12.9
DRY DENSITY - PCF	-	-	89.5	79.0	140

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



BLOW COUNT
NO. BLOWS
10
50/1"

MISSISSIPPI BLVD

For Plan Details
Refer to Sheet No. Q.9

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(206)5--13-82	SHEET NUMBER	Q.10

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EX. I-74 ENT. RAMP

74

EX. E KIMBERLY RD

EX. I-74 ENT. RAMP

STA. 26+25
END SPECIAL COMPACTION

EX. 14TH ST

EX. 14TH ST

67

RD1022

20

MISSISSIPPI BLVD

25

15

RW17501

STA. 26+25.00
END CONSTRUCTION

STA. 14+40.00
BEGIN CONSTRUCTION

STA. 14+40
BEGIN SPECIAL COMPACTION

EX. 15TH ST

EX. BROWN ST

EX. MISSISSIPPI BLVD

0 FEET 50

14TH ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.11

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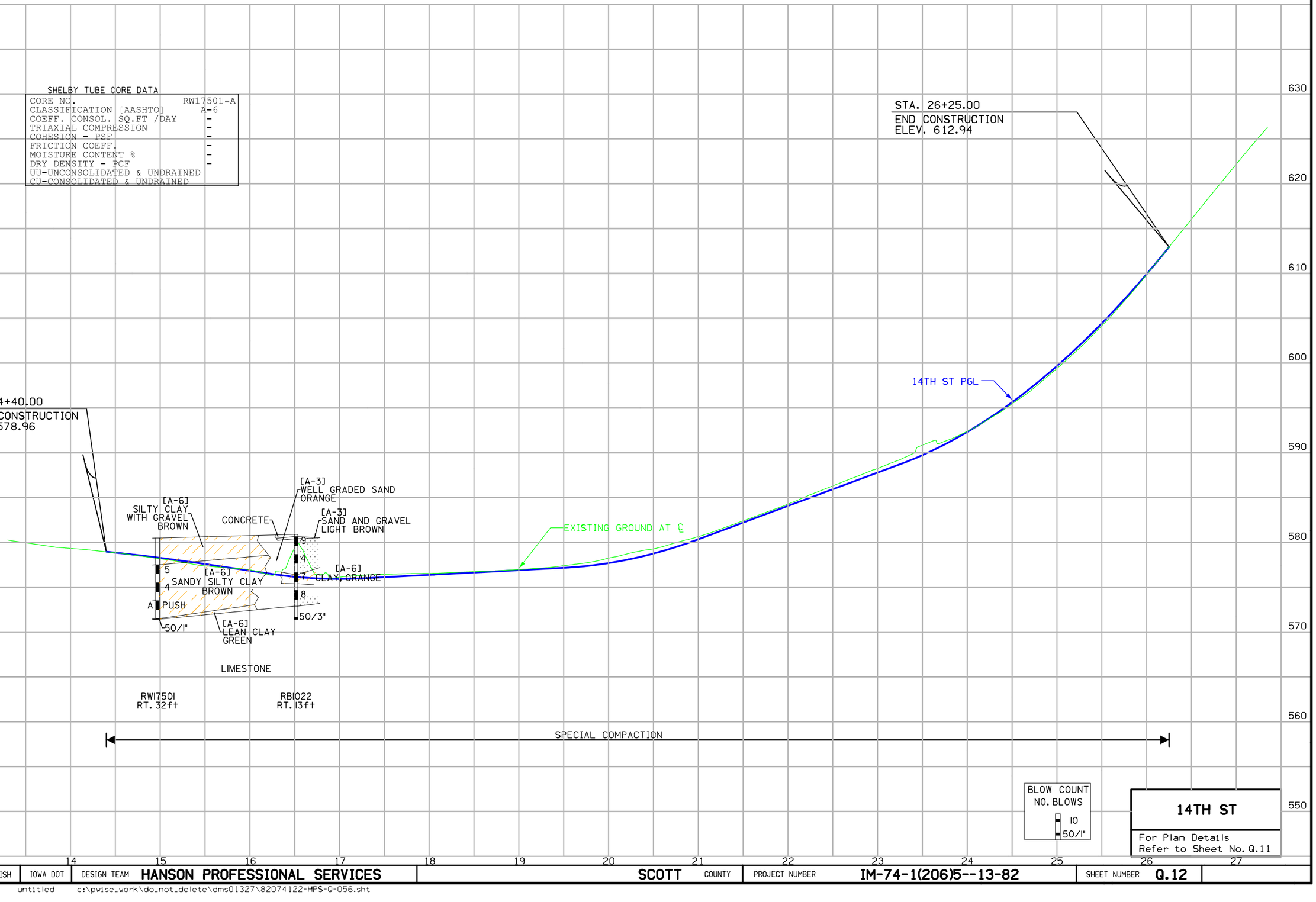
CUT MOISTURE	-	-
CUT DENSITY (lb/cu ft)	-	-
PLASTIC LIMIT	-	-

SHELBY TUBE CORE DATA

CORE NO.	RW17501-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	-
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
CU-CONSOLIDATED & UNDRAINED



BLOW COUNT
NO. BLOWS
10
50/1"

14TH ST

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(206)5--13-82	SHEET NUMBER	Q.12

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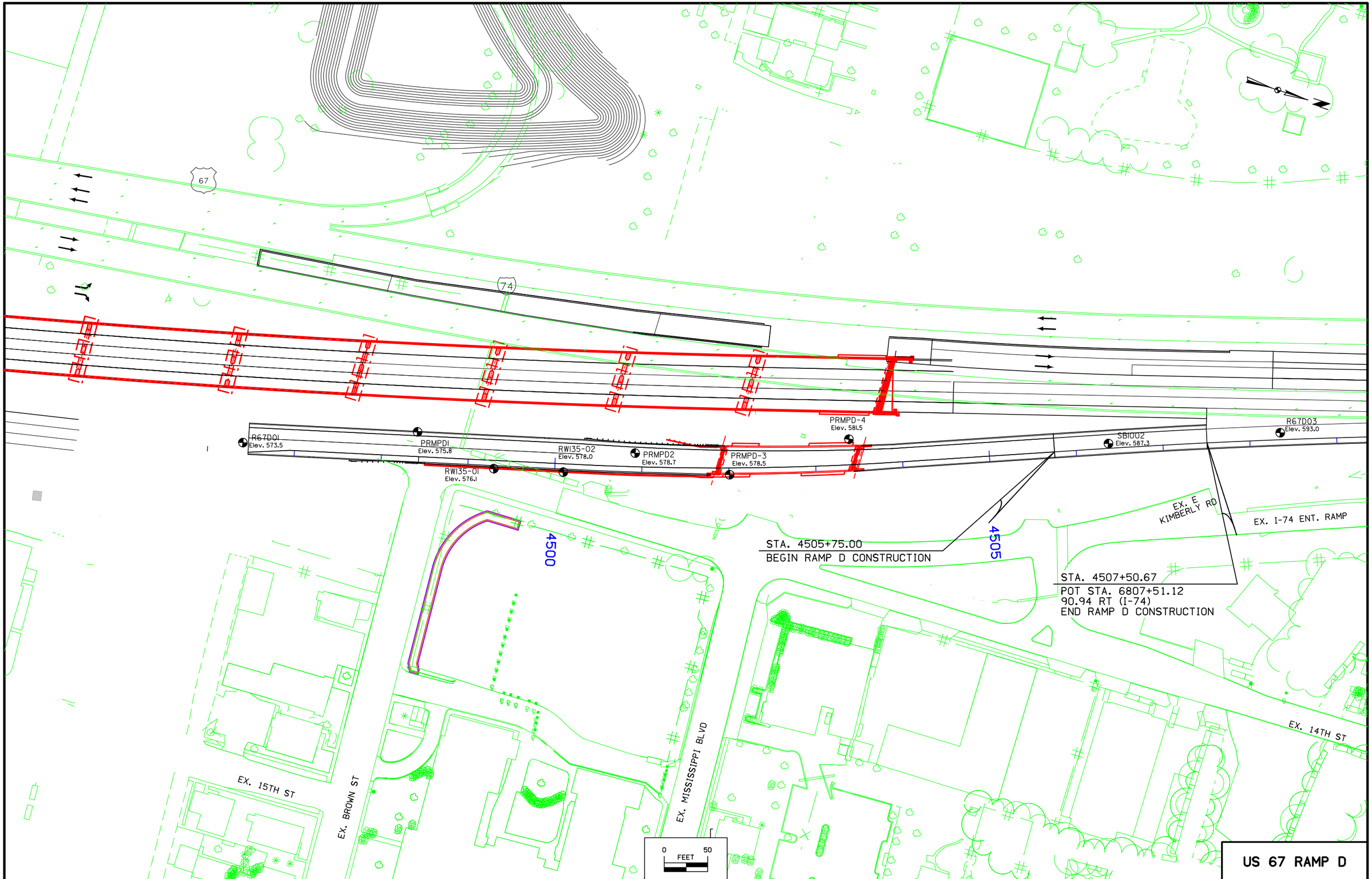

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(206)5--13-82	SHEET NUMBER	Q.13

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. 4507+50.67
END RAMP D CONSTRUCTION
ELEV. 613.27

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

US 67 RAMP D PGL

MISSISSIPPI BLVD

GRASS MATTER

EXISTING GROUND AT B/L

[A-6] LEAN CLAY WITH GRAVEL DARK BROWN

[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

LIMESTONE

[A-6] VERY STIFF CLAY GRAY & ORANGE

WEATHERED SHALE

LIMESTONE

[A-2-4] SANDY SILT WITH TRACE OF GRAVEL DARK BROWN

[A-2] POORLY GRADED SANDS WITH SILT

[A-4] SANDY SILT BROWN

SHALE

LIMESTONE

[A-6] SILTY CLAY BROWN

[A-3] POORLY GRADED SAND LIGHT BROWN

ASPHALT

[A-7-6] STIFF SILT BROWN

[A-3] SAND LIGHT BROWN

SHALE

WEATHERED LIMESTONE

LIMESTONE

LIMESTONE

[A-4] STIFF SILT DARK BROWN

[A-6] FIRM CLAY

[A-3] LOOSE SAND REDDISH BROWN

SHALE

WEATHERED LIMESTONE & SHALE

CYCLICAL ROCK DEPOSITS

[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] SILTY CLAY DARK BROWN

[A-6] SILTY CLAY GRAY

[A-6] SANDY LEAN CLAY TRACE GRAVEL BLUISH 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(206)5--13-82	SHEET NUMBER Q.14

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SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- SB — Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- T — Cemetery
- G — Grave
- CV — Cave
- SH — 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

UTILITY LEGEND

- 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 PLAN AND PROFILE SHEETS

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

- Reference Point — Survey Line
- Station — Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Clearing & Grubbing Area
- Pavement Removal

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

SIDEWALK LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES S)

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER S.1	

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SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb
(1) Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
			FT	FT	%	Pos. or Neg.				Point	Station	Offset	Elevation
W1101	W1102	Sidewalk Running Slope	20.00	-0.98	-4.9%	0.5% to 5.0%	Yes			W1101	20+58.38	-20.50	579.43
W1101	W1111	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes			W1102	20+38.38	-20.50	578.45
W1102	W1103	Ramp Running Slope	3.92	-0.31	-7.9%	0.5% to 8.3%	Yes			W1103	20+38.40	-16.58	578.14
W1102	W1106	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W1104	20+38.41	-14.93	578.21
W1102	W1110	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1105	20+33.40	-16.55	578.06
W1103	W1104	Sidewalk Running Slope	1.65	0.07	4.2%	0.5% to 5.0%	Yes			W1106	20+33.38	-20.47	578.38
W1103	W1105	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W1107	20+33.34	-25.47	578.45
W1105	W1106	Ramp Running Slope	3.92	0.32	8.2%	0.5% to 8.3%	Yes			W1108	20+26.08	-70.10	577.92
W1106	W1107	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W1109	20+31.08	-70.13	578.00
W1107	W1108	Sidewalk Running Slope	45.22	-0.53	-1.2%	0.5% to 5.0%				W1110	20+38.35	-25.50	578.53
W1107	W1110	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1111	20+58.35	-25.50	579.51
W1108	W1109	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes						
W1109	W1110	Sidewalk Running Slope	45.22	0.53	1.2%	0.5% to 5.0%							
W1110	W1111	Sidewalk Running Slope	20.00	0.98	4.9%	0.5% to 5.0%	Yes						
W1201	W1202	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W1201	20+39.58	25.50	577.77
W1201	W1209	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1202	20+39.79	30.50	577.84
W1201	W1212	Ramp Running Slope	3.31	0.12	3.6%	0.5% to 8.3%				W1203	20+40.07	37.47	577.93
W1201	W1213	Sidewalk Running Slope	60.99	3.03	5.0%	0.5% to 5.0%	Yes	Proposed slope is maximum allowed		W1204	20+35.08	37.68	577.85
W1202	W1203	Sidewalk Running Slope	6.98	0.09	1.3%	0.5% to 5.0%				W1205	20+34.78	30.50	577.76
W1202	W1205	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1206	20+32.23	30.50	577.55
W1202	W1214	Sidewalk Running Slope	60.99	3.04	5.0%	0.5% to 5.0%	Yes	Proposed slope is maximum allowed		W1207	20+30.02	30.50	577.44
W1203	W1204	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W1208	20+32.23	25.50	577.65
W1204	W1205	Sidewalk Running Slope	7.19	-0.09	-1.3%	0.5% to 5.0%				W1209	20+34.56	25.50	577.69
W1205	W1206	Ramp Running Slope	2.56	-0.21	-8.2%	0.5% to 8.3%	Yes			W1210	20+34.45	22.40	577.81
W1205	W1209	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W1211	20+39.28	18.15	578.06
W1206	W1207	Sidewalk Running Slope	2.20	-0.11	-5.0%	0.5% to 5.0%	Yes	Proposed slope is maximum allowed		W1212	20+39.44	22.19	577.89
W1206	W1208	Ramp Cross Slope	5.00	0.10	2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W1213	21+00.08	20.50	580.80
W1208	W1209	Ramp Running Slope	2.35	0.04	1.7%	0.5% to 8.3%				W1214	21+00.08	25.50	580.88
W1209	W1210	Ramp Running Slope	3.11	0.12	3.9%	0.5% to 8.3%							
W1210	W1212	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes						
W1211	W1212	Sidewalk Running Slope	4.04	-0.17	-4.2%	0.5% to 5.0%	Yes						
W1213	W1214	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes						
W1301	W1302	Sidewalk Running Slope	2.61	0.07	2.7%	0.5% to 5.0%				W1301	19+83.75	30.50	577.05
W1302	W1305	Ramp Running Slope	2.88	0.24	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed		W1302	19+81.14	30.50	577.12
W1302	W1314	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W1303	19+86.05	65.60	577.63
W1303	W1304	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes			W1304	19+81.06	65.72	577.71
W1304	W1306	Sidewalk Running Slope	36.09	-0.27	-0.7%	0.5% to 5.0%				W1305	19+78.26	30.50	577.36
W1305	W1306	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1306	19+73.26	30.50	577.44
W1305	W1313	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1307	19+37.65	23.50	577.63
W1306	W1307	Sidewalk Running Slope	36.31	0.19	0.5%	0.5% to 5.0%		Drainage issues were considered		W1308	19+37.65	18.50	577.55
W1306	W1309	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1309	19+73.14	25.50	577.36
W1307	W1308	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W1310	19+73.06	21.89	577.11
W1308	W1309	Sidewalk Running Slope	36.19	-0.19	-0.5%	0.5% to 5.0%		Drainage issues were considered		W1311	19+72.96	17.87	577.02
W1309	W1310	Ramp Running Slope	3.61	-0.25	-6.9%	0.5% to 8.3%				W1312	19+78.05	21.77	577.03
W1309	W1313	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1313	19+78.14	25.50	577.28
W1310	W1311	Sidewalk Running Slope	4.02	-0.09	-2.2%	0.5% to 5.0%				W1314	19+81.14	25.50	577.04
W1310	W1312	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes						
W1312	W1313	Ramp Running Slope	3.73	0.25	6.7%	0.5% to 8.3%							
W1313	W1314	Ramp Running Slope	3.00	-0.24	-8.0%	0.5% to 8.3%	Yes						
W1401	W1402	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1401	19+77.87	-29.94	577.76
W1401	W1407	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1402	19+77.81	-24.94	577.68
W1401	W1413	Sidewalk Running Slope	10.00	0.33	3.3%	0.5% to 5.0%				W1403	19+77.72	-16.94	577.10
W1402	W1403	Ramp Running Slope	8.00	-0.58	-7.2%	0.5% to 8.3%				W1404	19+72.70	-15.17	577.09
W1402	W1406	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1405	19+72.72	-17.00	577.18
W1403	W1405	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1406	19+72.81	-25.00	577.76
W1404	W1405	Sidewalk Running Slope	1.83	0.09	4.9%	0.5% to 5.0%	Yes			W1407	19+72.87	-30.00	577.84
W1405	W1406	Ramp Running Slope	8.00	0.58	7.3%	0.5% to 8.3%				W1408	19+75.05	-40.76	578.18
W1406	W1407	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W1409	19+78.16	-55.43	577.99
W1407	W1408	Sidewalk Running Slope	10.99	0.34	3.1%	0.5% to 5.0%				W1410	19+81.30	-70.27	577.84
W1408	W1409	Sidewalk Running Slope	15.00	-0.19	-1.3%	0.5% to 5.0%				W1411	19+86.30	-70.21	577.76
W1408	W1413	Sidewalk Cross Slope	5.00	-0.09	-1.8%	0.5% to 2.0%	Yes			W1412	19+83.05	-54.40	577.91
W1409	W1410	Sidewalk Running Slope	15.17	-0.15	-1.0%	0.5% to 5.0%				W1413	19+79.94	-39.72	578.09
W1409	W1412	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes						
W1410	W1411	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes						
W1411	W1413	Sidewalk Running Slope	16.16	0.33	2.0%	0.5% to 5.0%							
W1412	W1413	Sidewalk Running Slope	15.00	0.18	1.2%	0.5% to 5.0%							
W2101	W2102	Landing/Turning Space	8.42	0.08	1.0%	0.1% to 2.0%				W2101	208+82.74	-62.20	571.40
W2102	W2103	Landing/Turning Space	5.16	0.07	1.4%	0.1% to 2.0%				W2102	208+91.04	-63.63	571.48
W2102	W2111	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W2103	208+96.13	-64.50	571.55
W2103	W2104	Landing/Turning Space	1.19	0.01	0.8%	0.1% to 2.0%				W2104	208+97.33	-64.50	571.56
W2103	W2110	Landing/Turning Space	8.00	-0.13	-1.6%	0.1% to 2.0%	Yes			W2105	209+09.33	-64.50	572.04
W2104	W2105	Ramp Running Slope	12.00	0.48	4.0%	0.5% to 8.3%				W2106	209+20.78	-64.50	572.11
W2104	W2109	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W2107	209+20.78	-56.50	571.99

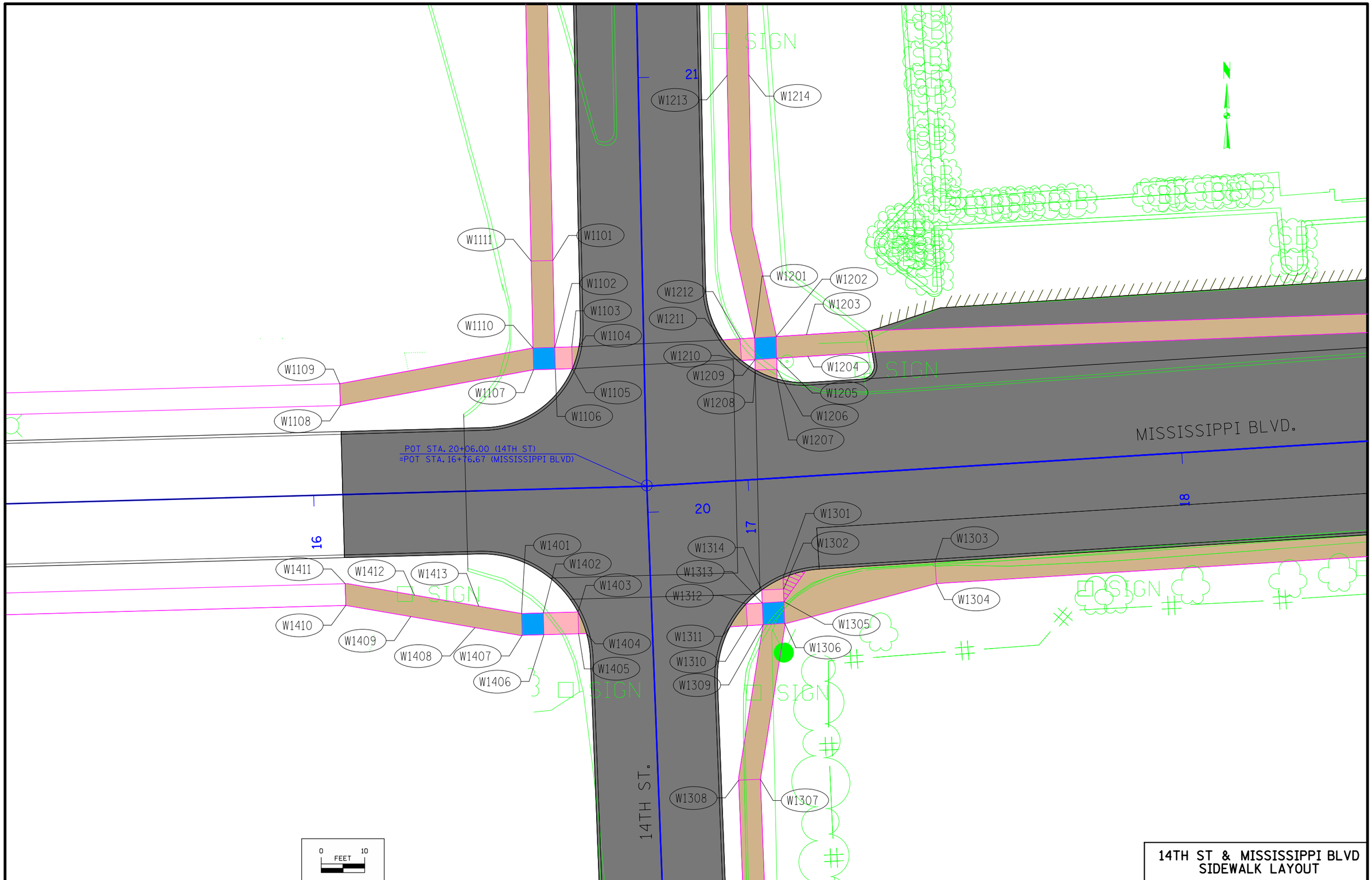
SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb

(1) Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W2105	W2106	Sidewalk Running Slope	11.45	0.07	0.6%	0.5% to 5.0%				W2108	209+09.33	-56.50	571.92
W2105	W2108	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W2109	208+97.33	-56.50	571.44
W2106	W2107	Sidewalk Cross Slope	8.00	-0.12	-1.5%	0.5% to 2.0%				W2110	208+96.13	-56.50	571.42
W2107	W2108	Sidewalk Running Slope	11.45	-0.07	-0.6%	0.5% to 5.0%				W2111	208+92.38	-55.85	571.36
W2108	W2109	Ramp Running Slope	12.00	-0.48	-4.0%	0.5% to 8.3%							
W2109	W2110	Landing/Turning Space	1.19	-0.02	-1.7%	0.1% to 2.0%	Yes						
W2110	W2111	Landing/Turning Space	3.81	-0.06	-1.6%	0.1% to 2.0%	Yes						



14TH ST & MISSISSIPPI BLVD
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER S.4

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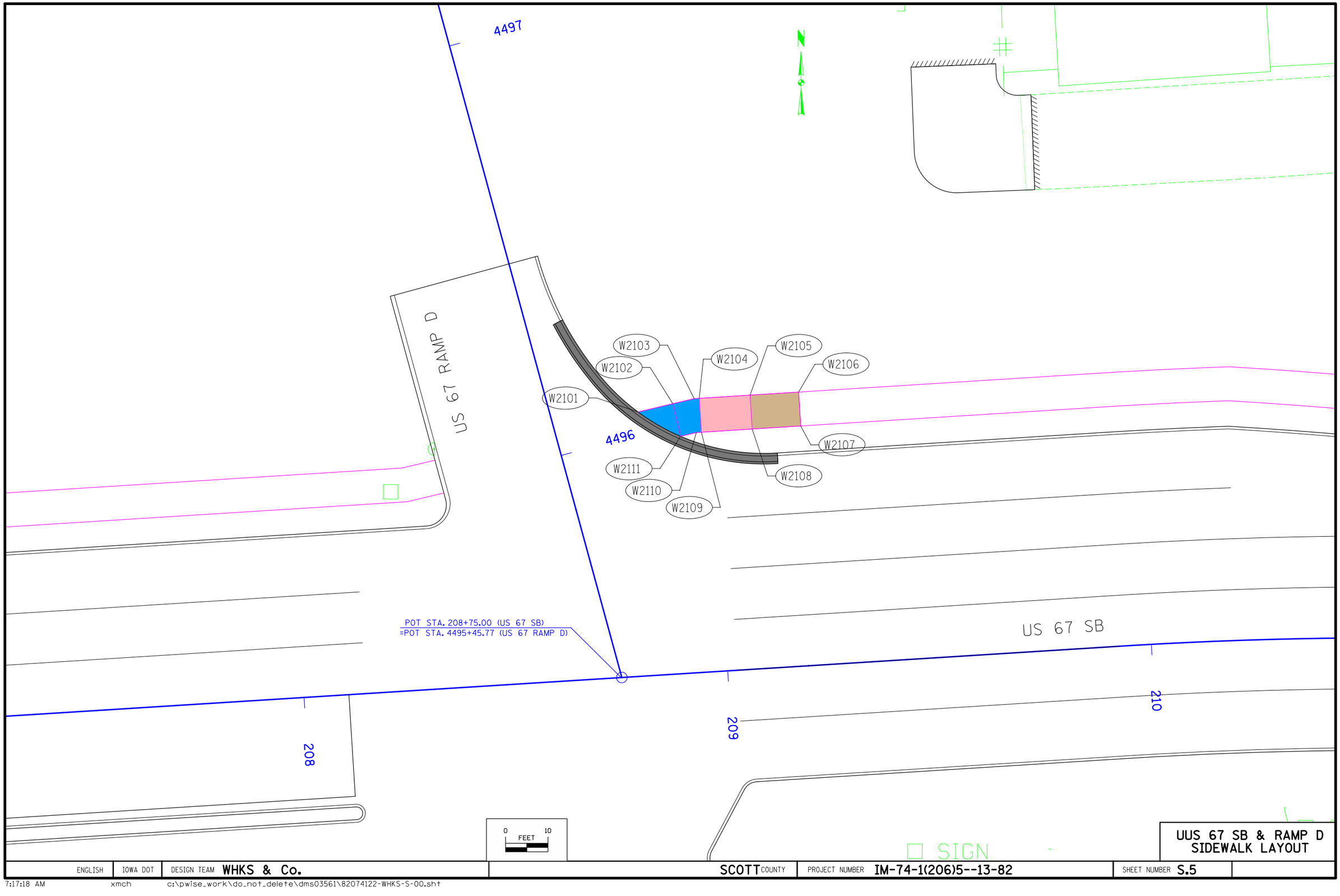

UUS 67 SB & RAMP D
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER S.5

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DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL SOIL PROFILE SHEET

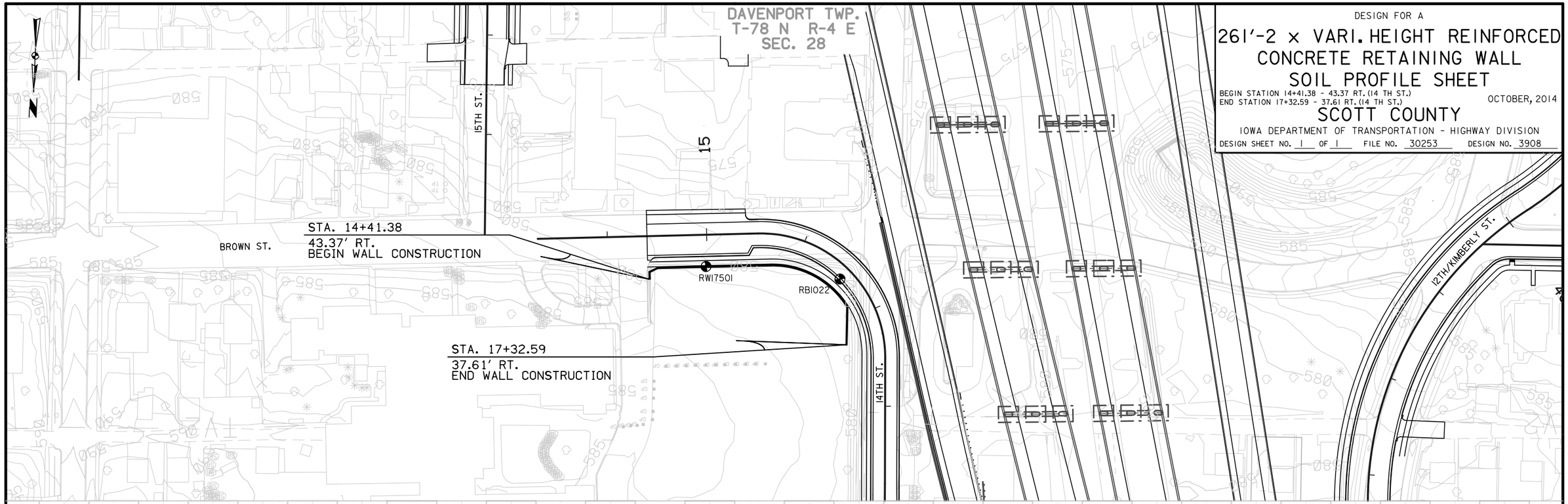
BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

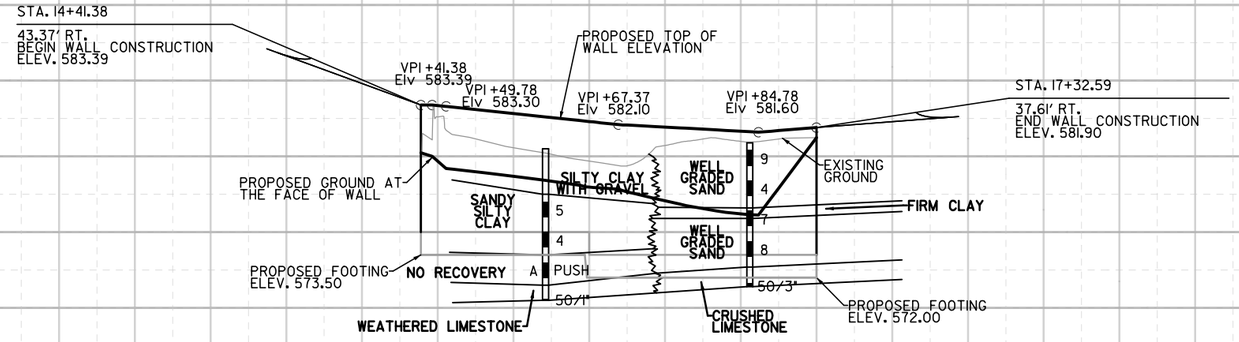
DESIGN SHEET NO. 1 OF 1 FILE NO. 30253 DESIGN NO. 3908



SHELBY TUBE CORE DATA

CORE NO.	RW17501-A
CLASSIFICATION [AASHTO]	-
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	-
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
CU-CONSOLIDATED & UNDRAINED



	RW17501 ℄						RB1022 LT. 12'			
PROPOSED TOP OF WALL ELEVATIONS	583.35	583.09	582.83	582.57	582.30	582.07	581.93	581.80	581.72	581.70	581.90
PROPOSED GROUND ELEVATIONS AT THE FACE OF WALL	579.68	578.98	578.68	578.36	577.97	577.65	577.07	576.55	576.21	577.90	581.24

STATIONING AND OFFSETS BASED OFF OF 14TH STREET ALIGNMENT

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(206)5--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
sissippi Bl						
16+25.00	40	40	40	7	9	9
16+50.00	25	25	25	3	4	4
16+60.00	124	124	124	22	29	29
17+00.00	70	70	70	12	16	16
17+25.00	86	86	86	5	7	7
17+50.00	110	110	110	3	4	4
17+75.00	111	111	111	3	4	4
18+00.00	103	103	103	3	4	4
18+25.00	89	89	89	3	4	4
18+50.00	78	78	78	3	4	4
18+75.00	53	53	53	5	7	7
19+00.00	33	33	33	6	8	8
19+25.00						
			922			100
14th St.						
14+40.00	10	10	10	1	1	1
14+50.00	27	27	27	1	1	1
14+74.34	25	25	25	2	3	3
15+00.00	5	5	5	1	1	1
15+06.34	15	15	15	3	4	4
15+25.00	10	10	10	2	3	3
15+38.34	7	7	7	5	7	7
15+50.00	12	12	12	13	17	17
15+71.34	3	3	3	2	3	3
15+75.00	28	28	28	21	27	27
16+00.00	64	64	64	51	66	66
16+25.00	131	131	131	44	57	57
16+50.00	143	143	143	11	14	14
16+75.00	82	82	82	21	27	27
17+00.00	41	41	41	18	23	23
17+25.00	9	9	9	1	1	1
17+32.03	25	25	25	1	1	1
17+50.00	22	22	22			
17+65.03	15	15	15			
17+75.00	28	28	28	1	1	1
17+97.03	3	3	3			
18+00.00	27	27	27	1	1	1
18+25.00	5	5	5			
18+29.03	25	25	25	3	4	4
18+50.00	28	28	28	2	3	3
18+75.00	28	28	28	3	4	4
19+00.00	28	28	28	3	4	4
19+25.00	28	28	28	1	1	1
19+50.00	11	11	11			
19+60.00	8	8	8			
19+67.00	10	10	10			
19+75.00	23	23	23			
19+86.00	14	14	14			
19+92.00	14	14	14			
20+00.00	40	40	40			
20+20.00	25	25	25	1	1	1
20+29.00	33	33	33	2	3	3
20+43.00	15	15	15			
20+52.00	38	38	38			
20+75.00	48	48	48			
21+00.00	52	52	52			
21+25.00	50	50	50	6	8	8
21+53.00	37	37	37	5	7	7
21+75.00	44	44	44	12	16	16
22+00.00	43	43	43	24	31	31
22+25.00	16	16	16	12	16	16
22+36.00	21	21	21	17	22	22
22+50.00	45	45	45	38	49	49
22+75.00	53	53	53	39	51	51
23+00.00						

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
23+00.00						
23+25.00	55	55	55	18	23	23
23+50.00	49	49	49	1	1	1
23+75.00	36	36	36	3	4	4
23+90.00	13	13	13	3	4	4
24+00.00	7	7	7	4	5	5
24+25.00	16	16	16	11	14	14
24+38.00	6	6	6	3	4	4
24+54.00	5	5	5	4	5	5
24+77.00	6	6	6	5	7	7
25+00.00	6	6	6	12	16	16
25+25.00	7	7	7	20	26	26
25+40.00	3	3	3	8	10	10
25+50.00	2	2	2	7	9	9
25+75.00	10	10	10	18	23	23
26+00.00	16	16	16	4	5	5
26+25.00	19	19	19	3	4	4
			1770			638

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Refer to Standard Plan RL-1A and RL-1B.

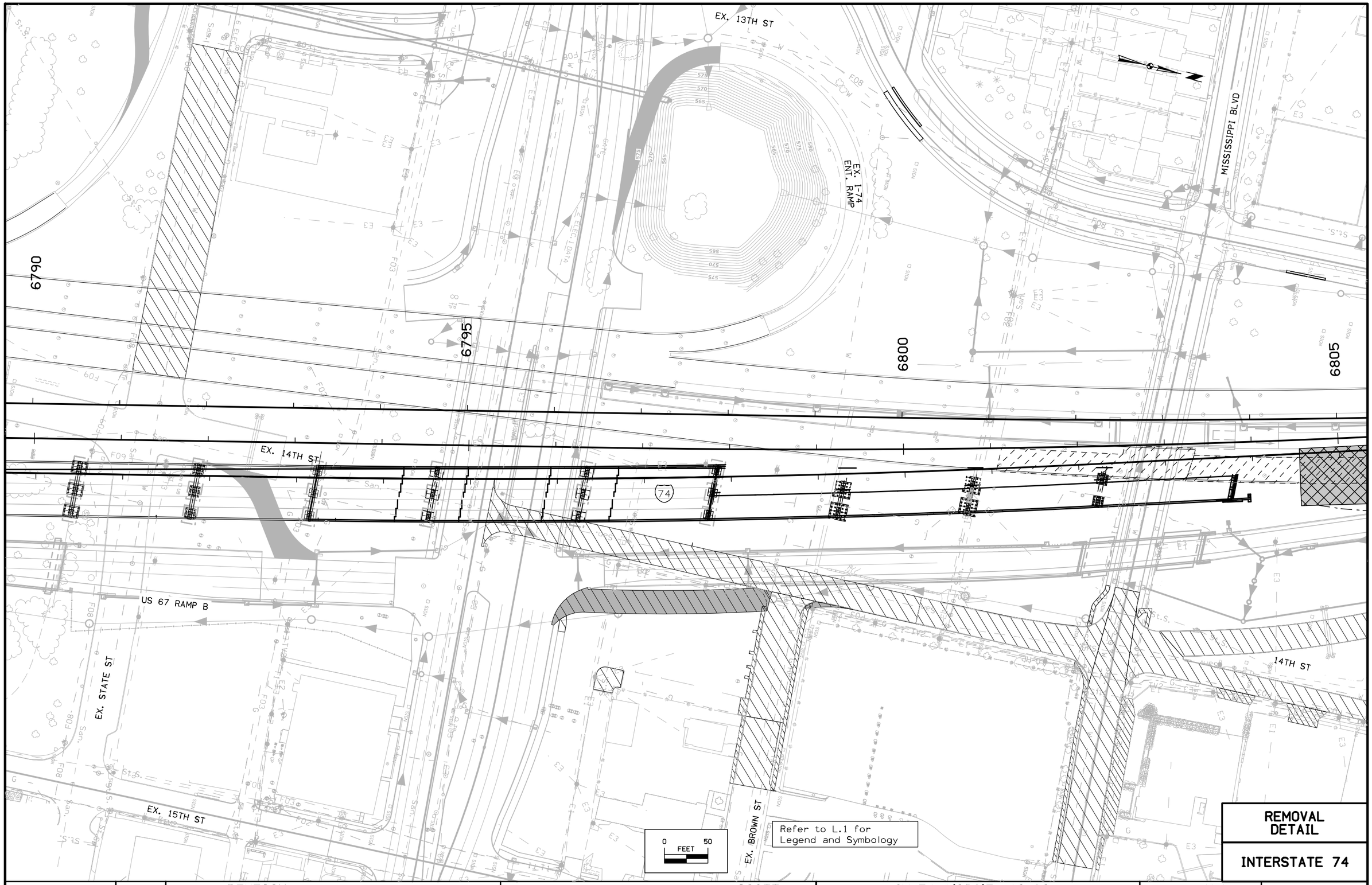
STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
1-74							
YEAR3							
STAGE1							
6803+89.89							
6804+75.00							
6805+00.00	1		1	1	506	658	658
6805+25.00	1		1	1	535	696	696
6805+50.00	1		1	1	559	727	727
6805+75.00	1		1	1	551	716	716
6806+00.00					529	688	688
6806+25.00					540	702	702
6806+50.00					551	716	716
6806+75.00					523	680	680
6807+00.00					508	660	660
6807+25.00					515	670	670
6807+50.00					1204	1565	1565
6807+75.00					1878	2441	2441
6808+00.00					1849	2404	2404
6808+25.00	2		2	2	1797	2336	2336
6808+50.00	3		3	3	1736	2257	2257
6808+75.00	3		3	3	1688	2194	2194
6809+00.00	3		3	3	1667	2167	2167
6809+10.00	1		1	1	662	861	861
6809+25.00	2		2	2	976	1269	1269
6809+50.00	3		3	3	1599	2079	2079
6809+75.00	3		3	3	1590	2067	2067
6809+85.00	1		1	1	635	826	826
6810+00.00	2		2	2	932	1212	1212
6810+25.00	3		3	3	1443	1876	1876
6810+38.00	2		2	2	675	878	878
6810+50.00	2		2	2	565	735	735
6810+63.00	2		2	2	548	712	712
6810+75.00	2		2	2	444	577	577
6811+00.00	18		18	18	719	935	935
6811+25.00	51		51	51	497	646	646
6811+50.00	92	34	58	58	416	541	541
6811+75.00	115	67	48	48	422	549	549
6812+00.00	107	64	43	43	441	573	573
6812+50.00	201	128	73	73	970	1261	1261
6812+75.00	57	35	22	22	264	343	343
6813+00.00	103	62	41	41	458	595	595
6813+50.00	209	118	91	91	822	1069	1069
6813+75.00	104	54	50	50	356	463	463
6814+00.00	106	53	53	53	326	424	424
6814+25.00	104	50	54	54	270	351	351
6814+50.00	101	44	57	57	210	273	273
6814+75.00	101	42	59	59	189	246	246
6815+00.00	103	40	63	63	165	215	215
6815+25.00	104	39	65	65	140	182	182
6815+50.00	104	37	67	67	126	164	164
6815+75.00	104	35	69	69	116	151	151
6816+00.00	106	34	72	72	104	135	135
6816+25.00	107	32	75	75	92	120	120
6816+50.00	108	31	77	77	79	103	103
6816+75.00	109	30	79	79	67	87	87
6817+00.00	111	28	83	83	56	73	73
6817+25.00	112	27	85	85	46	60	60
6817+40.00	68	16	52	52	24	31	31
6817+50.00	45	10	35	35	14	18	18
6817+75.00	113	24	89	89	29	38	38
6818+00.00	118	23	95	95	21	27	27
6818+25.00	120	21	99	99	15	20	20
6818+50.00	121	20	101	101	10	13	13
6818+75.00	124	18	106	106	6	8	8
6819+00.00	125	16	109	109	4	5	5
6819+25.00	92	8	84	84	3	4	4

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
6819+25.00							
6819+50.00	61		61	61	1	1	1
6819+75.00	60		60	60	1	1	1
6820+00.00	59		59	59	1	1	1
6820+25.00	58		58	58	1	1	1
6820+50.00	57		57	57	1	1	1
6820+75.00	56		56	56	1	1	1
6821+00.00	54		54	54	1	1	1
6821+25.00	53		53	53	1	1	1
6821+50.00	51		51	51	1	1	1
6821+75.00	50		50	50	1	1	1
6822+00.00	48		48	48	1	1	1
6824+00.00	365	20	345	345	43	56	56
6824+25.00	46	5	41	41	9	12	12
6824+50.00	47	5	42	42	7	9	9
6824+75.00	55	11	44	44	10	13	13
6825+00.00	55	12	43	43	10	13	13
6825+25.00	47	7	40	40	6	8	8
6825+50.00	43	5	38	38	4	5	5
6825+75.00	40	4	36	36	3	4	4
6826+00.00	39	5	34	34	3	4	4
6826+25.00	39	5	34	34	2	3	3
6826+50.00	40	4	36	36	1	1	1
6826+75.00	45	8	37	37	2	3	3
6827+00.00	48	9	39	39	2	3	3
6827+25.00	49	8	41	41	1	1	1
6827+50.00	51	8	43	43	1	1	1
6827+75.00	53	9	44	44	1	1	1
6828+00.00	56	11	45	45	1	1	1
6828+25.00	62	16	46	46	2	3	3
6828+50.00	64	17	47	47	2	3	3
6828+75.00	62	13	49	49	1	1	1
6829+00.00	65	15	50	50	1	1	1
6829+25.00	75	19	56	56	1	1	1
6829+50.00	110	36	74	74	3	4	4
6829+75.00	157	54	103	103	2	3	3
6830+00.00	176	60	116	116	1	1	1
6830+25.00	203	63	140	140	1	1	1
6830+50.00	243	65	178	178	1	1	1
6830+75.00	253	66	187	187	1	1	1
6831+00.00	229	66	163	163			
6831+25.00	230	66	164	164	1	1	1
6831+50.00	265	66	199	199	1	1	1
6831+75.00	274	66	208	208	1	1	1
6832+00.00	247	67	180	180			
6832+25.00	223	67	156	156			
6832+50.00	217	68	149	149			
6832+75.00	201	68	133	133			
6833+00.00	24	13	11	11	1	1	1
6833+25.00	98	49	49	49	3	4	4
6833+50.00	77	27	50	50	1	1	1
6833+75.00	80	27	53	53	1	1	1
6834+00.00	220	48	172	172	1	1	1
6834+25.00	359	66	293	293			
6834+50.00	374	67	307	307			
6834+75.00	240	51	189	189	1	1	1
6835+00.00	105	40	65	65	2	3	3
6835+25.00	139	53	86	86	1	1	1
6835+50.00	189	62	127	127			
6835+75.00	256	61	195	195			
6836+00.00	335	59	276	276			
6836+25.00	378	62	316	316	2	3	3
6836+50.00	380	65	315	315	3	4	4
6836+75.00	359	63	296	296	3	4	4
6837+00.00	18	2	16	16			
SUBTOTAL	12213	3149	9064	9064	34837	45288	45288

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Refer to Standard Plan RL-1A 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
RAMPD							
YEAR3							
STAGE1							
4505+75.00					564	733	733
4506+00.00					1409	1832	1832
4506+25.00					1722	2239	2239
4506+50.00					1690	2197	2197
4506+75.00					1636	2127	2127
4507+00.00					800	1040	1040
4507+25.00							
4507+50.00					7821	10168	10168
SUBTOTAL							
I-74							
YEAR3							
STAGE2							
6819+25.00	68	13	55	55	1	1	1
6819+50.00	69	12	57	57	2	3	3
6819+75.00	69	10	59	59	2	3	3
6820+00.00	67	9	58	58	2	3	3
6820+25.00	60	4	56	56	2	3	3
6820+50.00	54		54	54	2	3	3
6820+75.00	53		53	53	1	1	1
6821+00.00	50		50	50	1	1	1
6821+25.00	48		48	48	1	1	1
6821+50.00	45		45	45	3	4	4
6821+75.00	43	3	40	40	7	9	9
6822+00.00	61	6	55	55	10	13	13
6822+25.00	77	6	71	71	10	13	13
6822+50.00	71	5	66	66	10	13	13
6822+75.00	66	5	61	61	10	13	13
6823+00.00	62	4	58	58	10	13	13
6823+25.00	59	4	55	55	9	12	12
6823+50.00	57	4	53	53	8	10	10
6823+75.00	36	2	34	34	4	5	5
6824+00.00	16		16	16			
6824+25.00	8		8	8	65	85	85
6824+50.00	8		8	8	65	85	85
6824+50.00	16		16	16			
6824+75.00	15		15	15			
6825+00.00	14		14	14			
6825+25.00	13		13	13			
6825+50.00	13		13	13			
6825+75.00	13		13	13			
6826+00.00	13		13	13			
6826+25.00	13		13	13			
6826+50.00	13		13	13			
6826+75.00	13		13	13			
6827+00.00	14		14	14			
6827+25.00	14		14	14			
6827+50.00	14		14	14			
6827+75.00	14		14	14			
6828+00.00	15		15	15			
6828+25.00	15		15	15			
6828+50.00	15		15	15			
6828+75.00							
6829+00.00							
SUBTOTAL	1384	87	1297	1297	225	294	294
I-74							
YEAR3							
STAGE3							
6829+25.00	16		16	16			
6829+50.00	16		16	16			
6829+75.00	17		17	17			
6830+00.00	17		17	17			
6830+25.00	17		17	17			
6830+50.00	17		17	17			
6830+75.00	17		17	17			
6831+00.00	27		27	27			
6831+25.00	36		36	36			
6831+50.00	36		36	36			
6831+75.00	35		35	35			
6832+00.00	34		34	34			
6832+25.00	33		33	33			
6832+50.00	33		33	33			
6832+75.00	7		7	7			
6833+00.00	34		34	34			
6833+25.00	34		34	34			
6833+50.00	35		35	35			
6833+75.00	37		37	37			
6834+00.00	40		40	40			
6834+25.00	41		41	41			
6834+50.00	42		42	42			
6834+75.00	44		44	44			
6835+00.00	45		45	45			
6835+25.00	46		46	46			
6835+50.00	48		48	48			
6835+75.00	50		50	50			
6836+00.00	56		56	56			
6836+25.00	63		63	63			
6836+50.00	61		61	61			
6836+75.00	3		3	3			
6837+00.00	1054		1054	1054			
SUBTOTAL							
STAGE 1 TOTAL	12213	3149	9064	9064	42658	55456	55456
STAGE 2 TOTAL	1384	87	1297	1297	225	294	294
STAGE 3 TOTAL	1054		1054	2824			638
CONTRACT TOTAL	14651	3236	11415	13185	42883	55750	56388



REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.1	

EX. MISSISSIPPI BLVD

KIMBERLY RD

EX. I-74 EXIT RAMP

6805

6810

6815

6820

BRIDGE REMOVAL BY OTHERS

REMOVE STORM SEWER
PIPE LESS THAN 36 IN.

REMOVE STORM SEWER
PIPE LESS THAN 36 IN.

EX. I-74 ENT. RAMP

2.85 Acres

REMOVE INTAKE

REMOVE FENCE,
CHAIN LINK

EX. 14TH ST

0 50
FEET

Refer to L.1 for
Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.2

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EX. KIMBERLY RIDGE RD

EX. HIGHLAND PARK DR

EX. I-74 EXIT RAMP

EX. I-74 ENT. RAMP

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

6820

6825

6830

6835

74

REMOVE STORM SEWER PIPE LESS THAN 36 IN.

REMOVE STORM SEWER PIPE LESS THAN 36 IN.

REMOVE STORM SEWER PIPE LESS THAN 36 IN.

REMOVE STORM SEWER PIPE LESS THAN 36 IN.

REMOVE INTAKE

REMOVE INTAKE

REMOVE INTAKE

REMOVE INTAKE

REMOVE INTAKE

REMOVE INTAKE

REMOVE FENCE, CHAIN LINK

1.54 Acres

0 50 FEET

Refer to L.1 for Legend and Symbology

REMOVAL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.3

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EX. LINCOLN RD

STA. 6837+00.00
END CONSTRUCTION

6835
6840
6845
6850

EX. I-74 ENT. RAMP

74

EX. I-74 EXIT RAMP

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

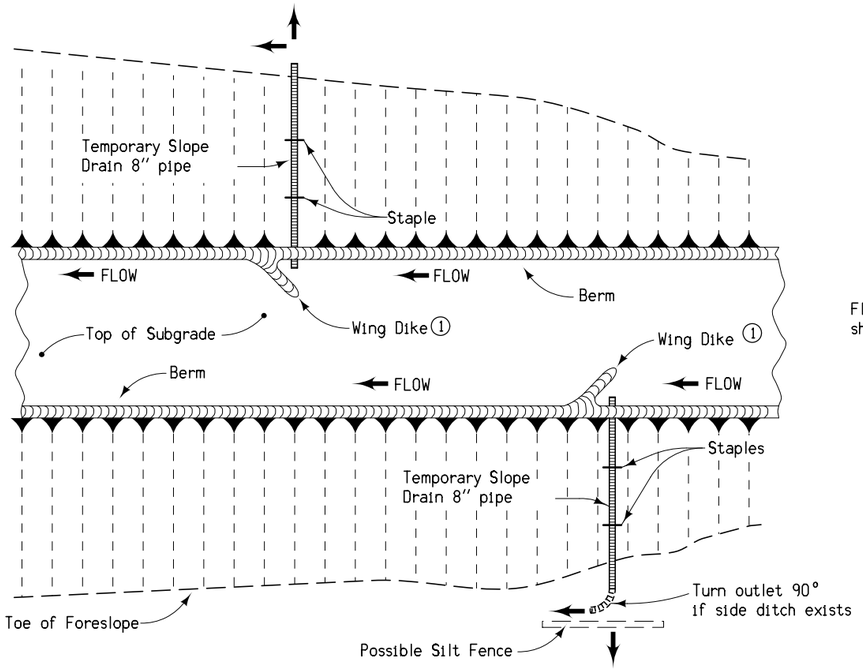
0 FEET 50

Refer to L.1 for
Legend and Symbology

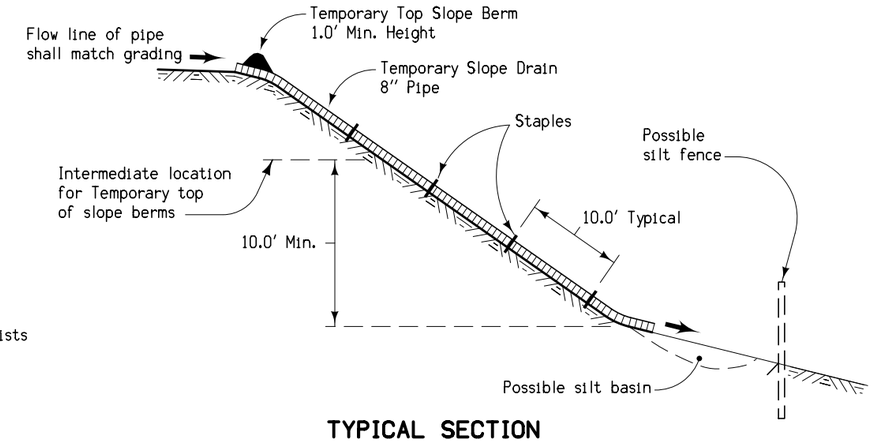
REMOVAL DETAIL

INTERSTATE 74

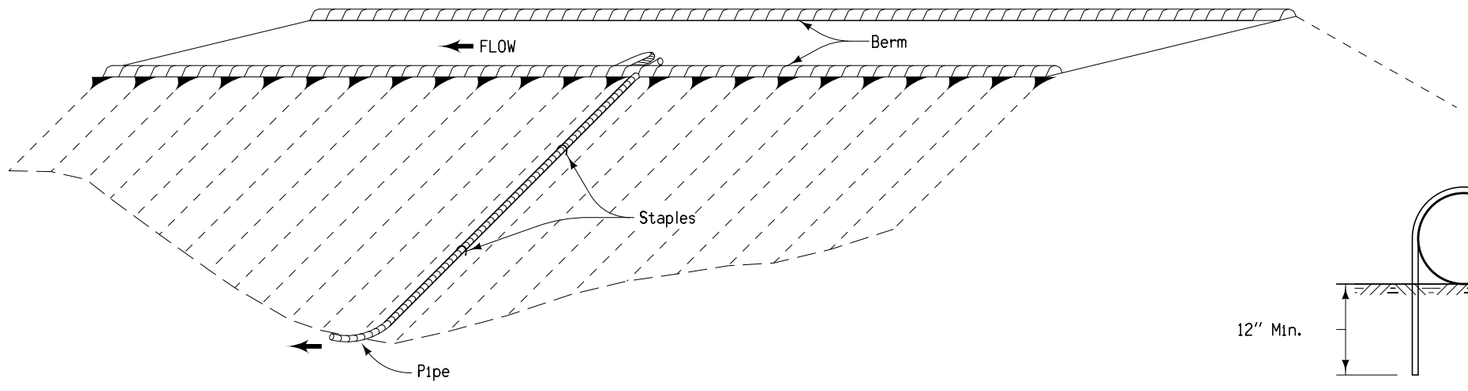
ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **U.4**



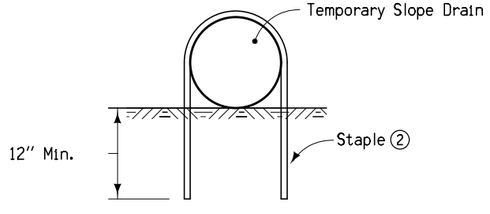
PLAN



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 material 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(206)5--13-82	SHEET NUMBER U.5

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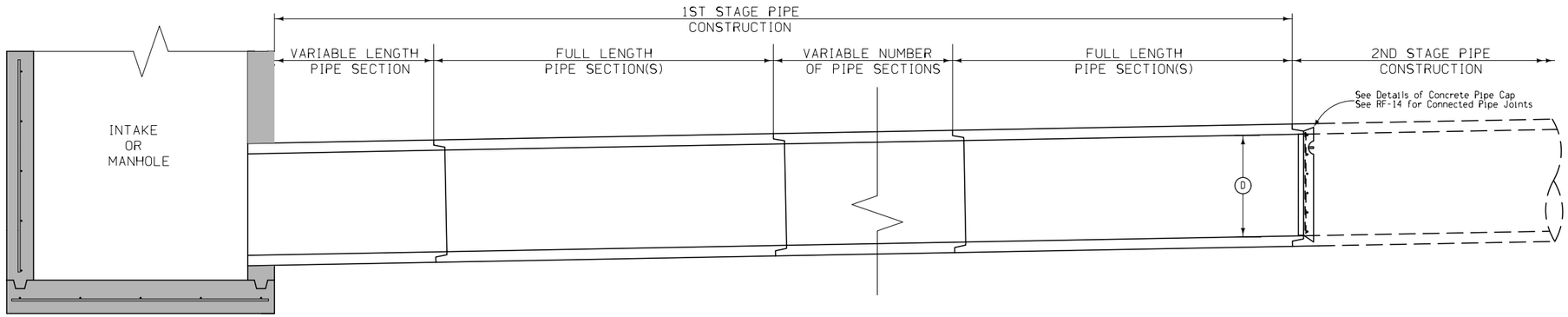
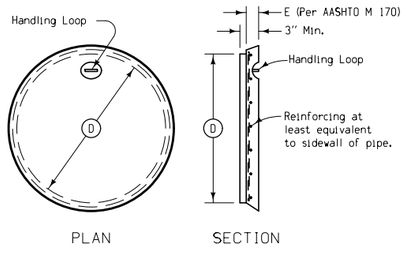




DETAILS OF CONCRETE PIPE CAP

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.

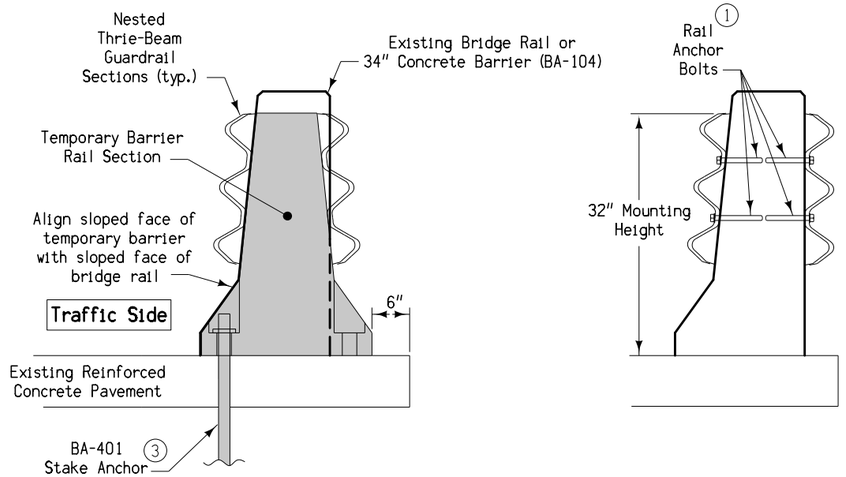
The Pipe Cap placement or removal shall not be paid for directly, but when specified, shall be considered to be incidental to other pipe work on the project.

1st Stage: Install Concrete Pipe Cap where specified.

2nd Stage: Remove Concrete Pipe Cap prior to connecting to existing pipes.

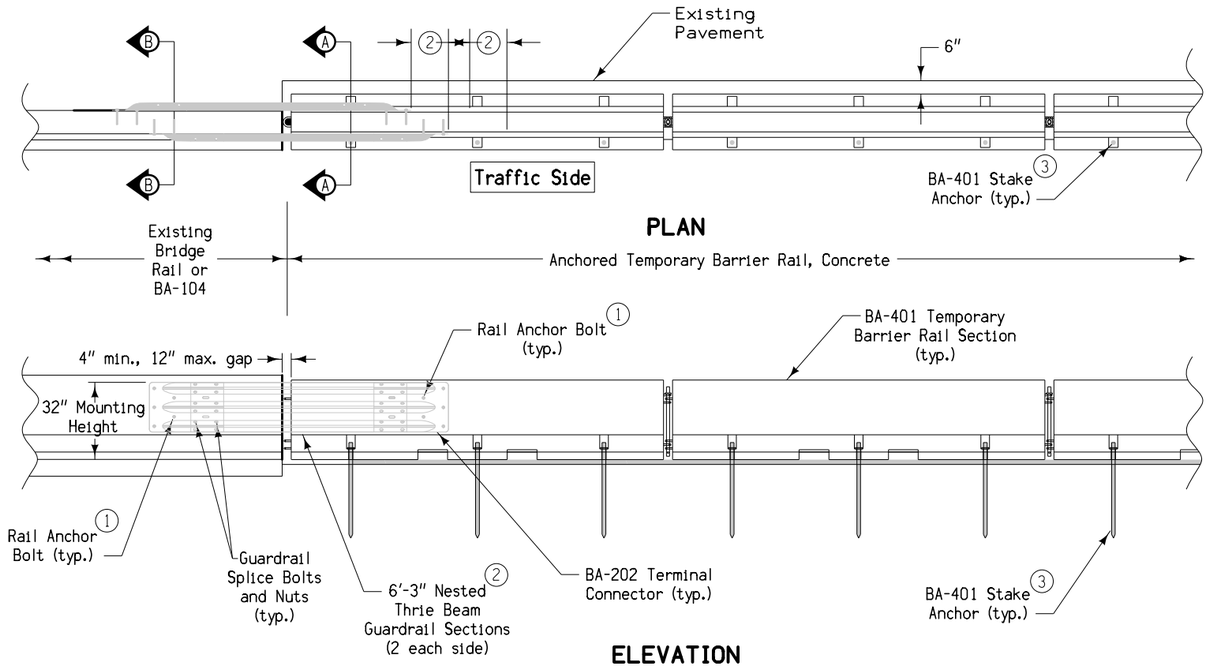
DETAIL OF STAGED STORM SEWER
PIPE CONSTRUCTION
AND CONCRETE PIPE CAP

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(206)5--13-82**	SHEET NUMBER **U.6**



SECTION A-A

SECTION B-B



PLAN

ELEVATION

Install temporary barrier rail on a flat, level surface.
Lap the traffic-side face of guardrail in the direction of adjacent traffic.

Contract Item: Temporary to Permanent Barrier Connection

Item includes: 4 - 6'-3" Thrie-Beam Guardrail Sections
4 - BA-202 Terminal Connectors
48 - 5/8" dia. Guardrail Splice Bolts and Nuts
20 - 3/4" dia. Rail Anchor Bolts: Powers Fasteners Wedge-Bolt Anchor OR Red Head Large Diameter Tapcon OR Simpson Titen HD Screw Anchor

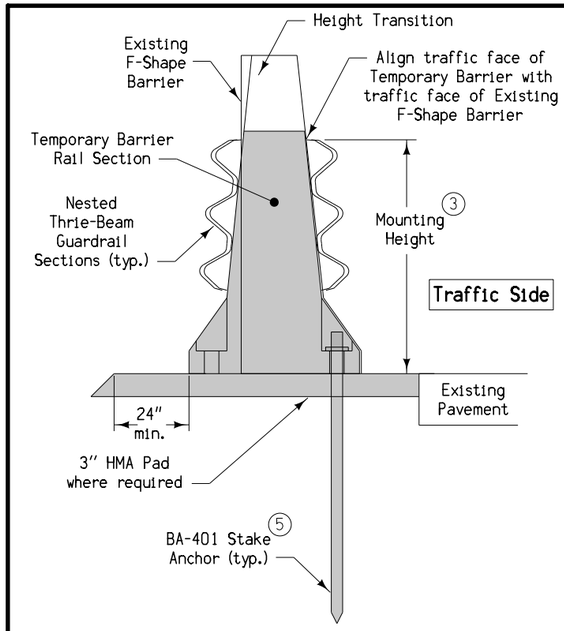
The number of Temporary to Permanent Barrier Connections will be counted. The Contractor will be paid the contract unit price for each Temporary to Permanent Barrier Connection measured as provided above.

(1) Install five (5) Rail Anchor Bolts in each Terminal Connector as shown. Ensure a minimum embedment depth of 6". Drill pilot holes with a core bit. Avoid drilling or cutting through reinforcing steel within TBR sections.

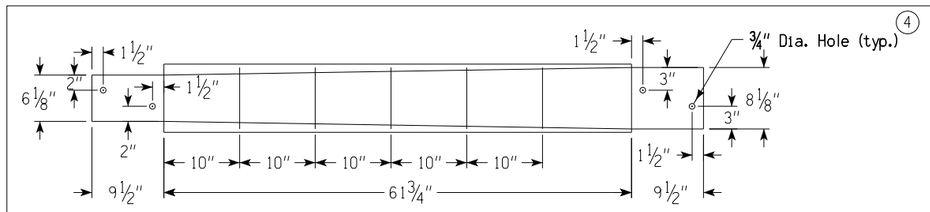
(2) Install thrie-beam sections so they are approximately centered on the gap between the TBR and the permanent barrier. Shift non-traffic-side thrie-beam sections 16" upstream or downstream in order to prevent anchor bolt interference.

(3) Each connection requires three (3) BA-401 stake anchors installed in each of the first 4 TBR sections adjacent to the bridge. Use of the strap anchorage with these 4 TBR sections is not allowed. The remainder of the TBR run may be anchored with either the stake anchors or the strap anchors.

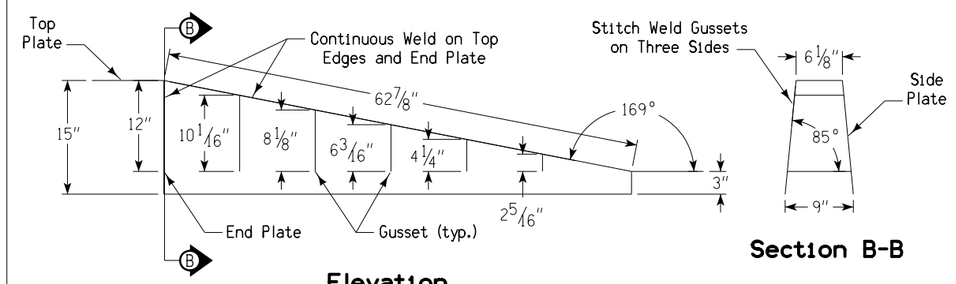
ANCHORED TBR CONNECTION TO F-SHAPE BRIDGE RAIL WITHOUT END SECTIONS AND TO 34" CONCRETE BARRIER (BA-104)



SECTION A-A



Plan



Elevation **Section B-B**

HEIGHT TRANSITION

12-gauge ASTM A36 Steel
Galvanized after Welding

Install temporary barrier rail on a flat, level surface. Removal of curb adjacent to bridge end posts may be necessary. Where anchored TBR sections are not located on existing pavement, construct a 3" minimum thickness HMA pad as shown. When required, removal of curb and construction of HMA pad shall be considered incidental to this contract item.

Upon removal of Temporary to Permanent Barrier Connection, use non-shrink grout complying with Materials I.M. 491.13 to fill any holes that were drilled for attachment of Terminal Connectors to median barrier.

Contract Item: Temporary to Permanent Barrier Connection

Item includes:
- 4 - 12'-6" Thrie Beam Guardrail Sections
- 4 - BA-202 Terminal Connectors
- 1 - Height Transition
- 48 - ⅝" dia. Guardrail Splice Bolts and Nuts
- 20 - ¾" dia. Rail Anchor Bolts: Powers Fasteners Wedge-Bolt Anchor OR Red Head Large Diameter Tapcon OR Simpson Titen HD Screw Anchor
- 4 - ⅝" dia. Height Transition Anchor Bolts: Powers Fasteners Wedge-Bolt Anchor OR Red Head Large Diameter Tapcon OR Simpson Titen HD Screw Anchor

The number of Temporary to Permanent Barrier Connections will be counted. The Contractor will be paid the contract unit price for each Temporary to Permanent Barrier Connection measured as provided above.

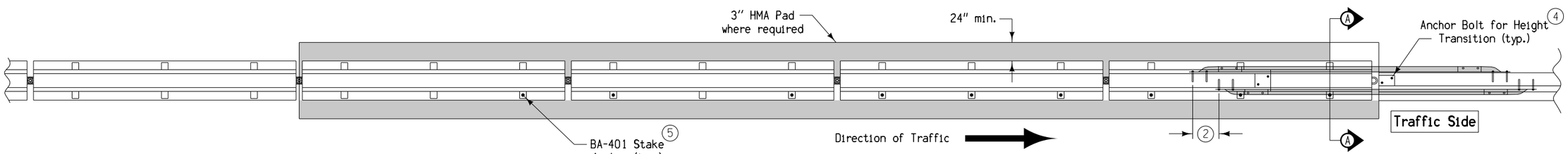
(1) Install five (5) Rail Anchor Bolts in each Terminal Connector as shown. Ensure a minimum embedment depth of 6". Drill pilot holes with a core bit. Avoid drilling or cutting through reinforcing steel within temporary or permanent barriers.

(2) Shift opposite side thrie-beam sections 16" upstream in order to prevent anchor bolt interference.

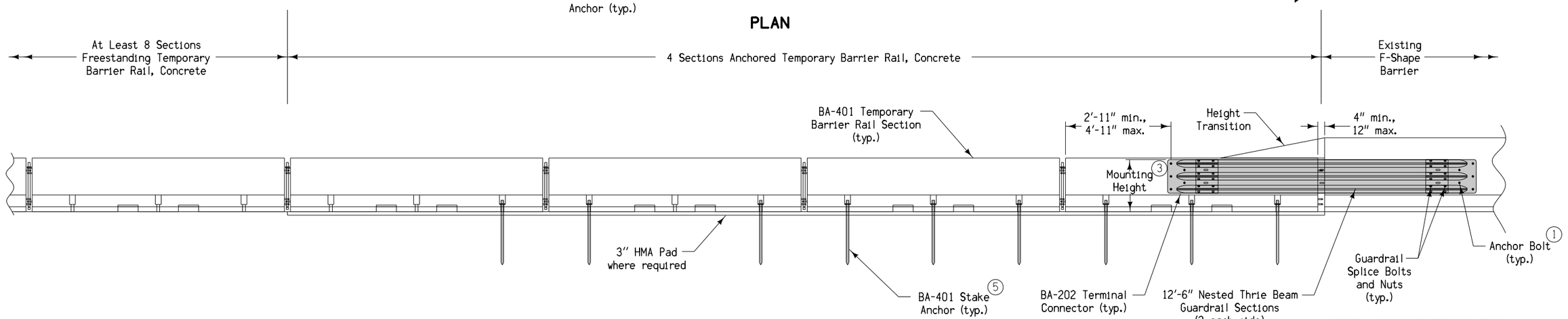
(3) 32" mounting height preferred. 30" minimum.

(4) Install anchor bolts to secure Height Transition to barriers. Ensure a minimum embedment depth of 2".

(5) Each connection requires nine (9) BA-401 stake anchors as shown. Use of the strap anchor is not allowed.

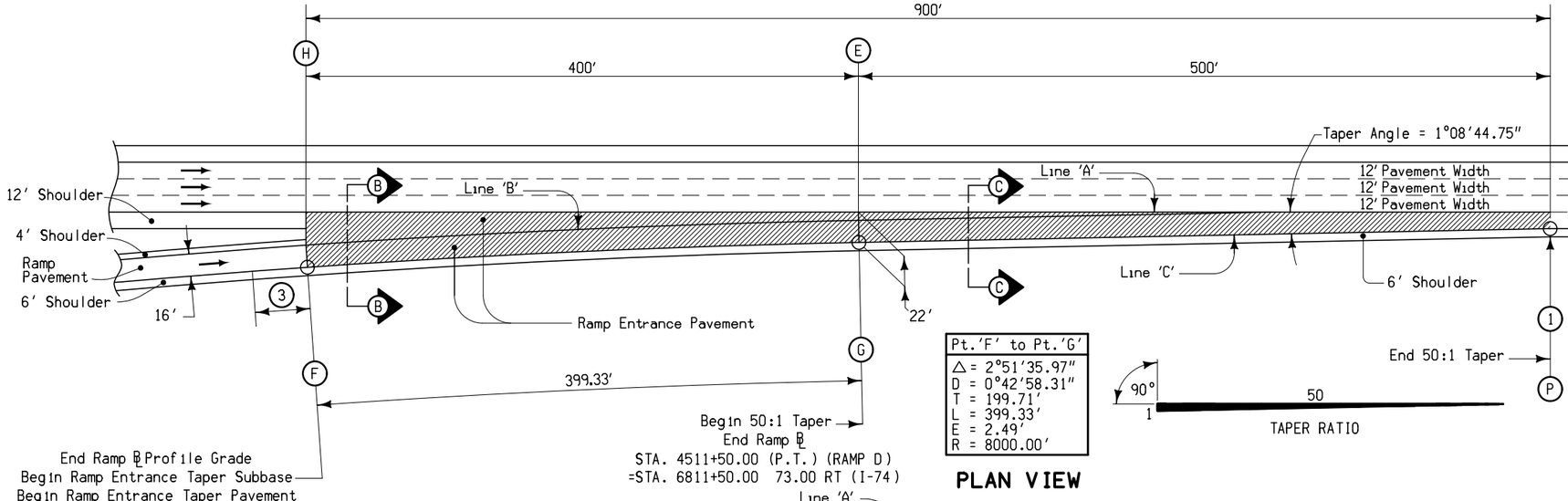


PLAN

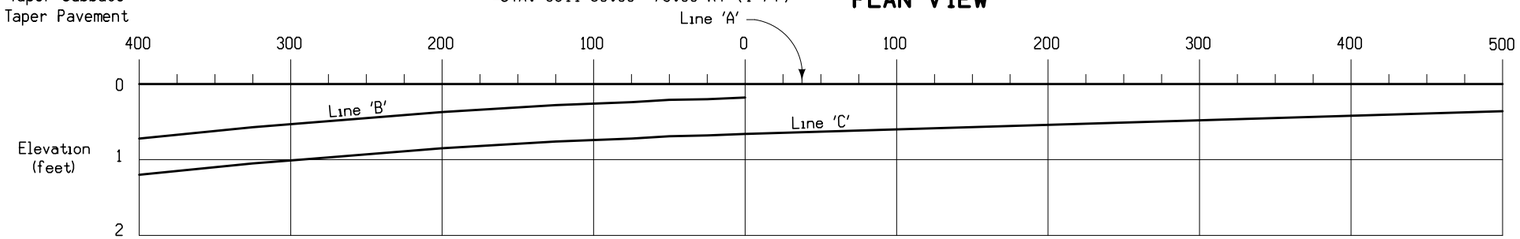


ELEVATION

TBR CONNECTION TO 44-INCH F-SHAPE BARRIER



PLAN VIEW



PROFILE

NOTE: The algebraic difference between profile grade for Ramp Base Line at (F) and relative profile grade of Mainline at (H) is 0.21%.

Ramp entrance pavement shall be the same thickness as mainline pavement.

Ramp entrance pavement shown by shaded area is 2248 square yards.

Special shaping of area between lines A and B may be required to assure proper drainage.

For jointing layout, see Standard Road Plan RV-10.

This design is based on 60 mph design speed at e max = 6%.

(1) For header construction details at the beginning of taper, refer to the appropriate Typical 7101 or 7102.

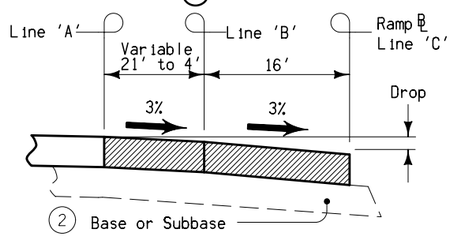
(2) Ramp exit subbase shall be the same thickness as mainline subbase.

(3) Transition from 3% cross-slope to 2% cross-slope over 40 feet.

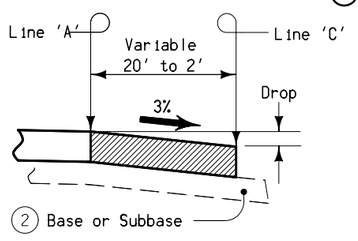
TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER

Distance From Point (E) Along Line 'A' (Ft.)		400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0	25	50	75	100	125	150	175	200	225	250	275	300	325	350	375	400	425	450	475	500
From Line 'A' To Line 'B'	Offset (Ft.)	23.98	22.27	20.64	19.08	17.61	16.21	14.89	13.65	12.49	11.40	10.40	9.47	8.62	7.84	7.15	6.53	6.00																				
	Slope (%)	← Constant 3.0% Slope →																																				
	Drop (Ft.)	0.72	0.67	0.62	0.57	0.53	0.49	0.45	0.41	0.37	0.34	0.31	0.28	0.26	0.24	0.21	0.20	0.18																				
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 16.0' Offset →																																				
	Slope (%)	← Constant 3.0% Slope →																																				
	Drop (Ft.)	← Constant 0.48' Drop →																																				
From Line 'A' To Line 'C'	Offset (Ft.)																		21.50	21.00	20.50	20.00	19.50	19.00	18.50	18.00	17.50	17.00	16.50	16.00	15.50	15.00	14.50	14.00	13.50	13.00	12.50	12.00
	Slope (%)																		← Constant 3.0% Slope →																			
	Drop (Ft.)	1.20	1.15	1.10	1.05	1.01	0.97	0.93	0.89	0.85	0.82	0.79	0.76	0.74	0.72	0.69	0.68	0.66	0.65	0.63	0.62	0.60	0.59	0.57	0.56	0.54	0.53	0.51	0.50	0.48	0.47	0.45	0.44	0.42	0.41	0.39	0.38	0.36
Distance From Point (G) Along Line 'C' (Ft.)		399.33	374.32	349.32	324.32	299.33	274.34	249.35	224.37	199.39	174.42	149.45	124.48	99.52	74.56	49.60	24.64	0.00																				

(F) (H) (E) (G) (P)

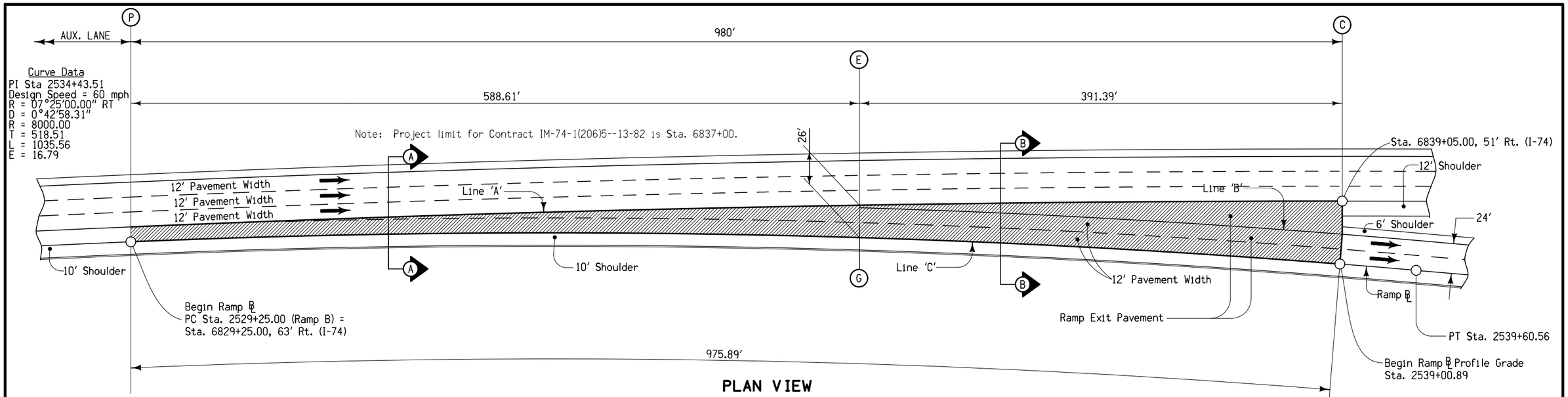


SECTION B-B

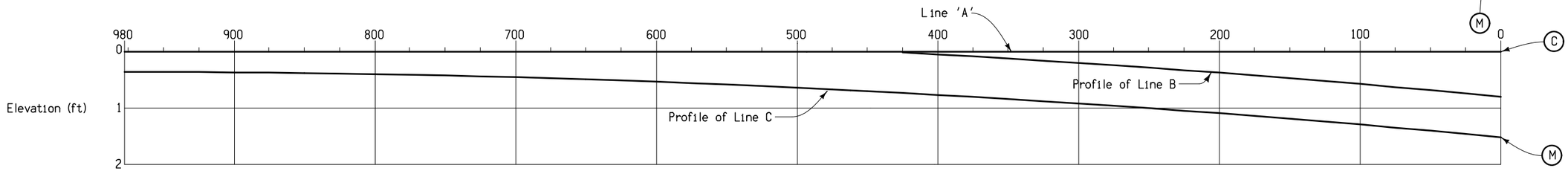


SECTION C-C

US 67 RAMP D ACCELERATION TAPER FOR 16' ENTRANCE RAMP



PLAN VIEW

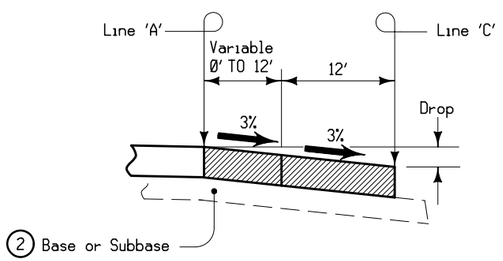


PROFILE

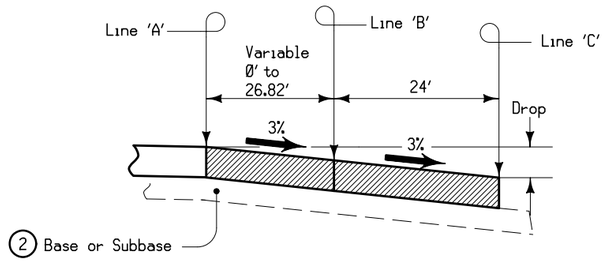
NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.24%.

TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER

		(P)																								(E)																(C)
Distance From Point C Along CL I-74 (Ft.)		980	975	950	925	900	875	850	825	800	775	750	725	700	675	650	625	600	575	550	525	500	475	450	425	400	391.39	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0
From Line 'A' to Line 'B'	Offset (Ft.)																										2.00	2.79	4.03	5.34	6.69	8.09	9.53	11.03	12.59	14.19	15.84	17.55	19.30	21.10	22.96	24.87	26.82
	Slope (%)																										← Constant 3.0% Slope →																
	Drop (Ft.)																										0.06	0.08	0.12	0.16	0.20	0.24	0.29	0.33	0.38	0.43	0.48	0.53	0.58	0.63	0.69	0.75	0.80
From Line 'B' to Line 'C'	Offset (Ft.)																										← Constant 24' Offset →																
	Slope (%)																										← Constant 3.0% Slope →																
	Drop (Ft.)																										← Constant 0.72' Drop →																
From Line 'A' to Line 'C'	Offset (Ft.)	12.00	12.00	12.03	12.12	12.26	12.44	12.68	12.97	13.31	13.70	14.14	14.63	15.17	15.77	16.40	17.10	17.85	18.64	19.49	20.38	21.33	22.32	23.37	24.47	25.62																	
	Slope (%)	← Constant 3.0% Slope →																																									
	Drop (Ft.)	0.36	0.36	0.36	0.36	0.37	0.37	0.38	0.39	0.40	0.41	0.42	0.44	0.46	0.47	0.49	0.51	0.54	0.56	0.58	0.61	0.64	0.67	0.70	0.73	0.77	0.78	0.80	0.84	0.88	0.92	0.96	1.01	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.41	1.47	1.52
Distance Along Line 'C' (Ft.)		975.89	970.90	945.97	921.04	896.11	871.17	846.24	821.31	796.38	771.44	747.51	721.58	696.64	671.71	646.77	621.84	596.90	571.96	547.02	522.09	497.15	472.20	447.26	422.32	397.38	389.93	373.61	348.71	323.81	298.91	274.01	249.11	224.20	199.30	174.39	149.48	124.57	99.66	74.75	49.84	24.92	0
																											(G)																(M)



SECTION A-A



SECTION B-B

Ramp exit pavement shall be the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 2708 square yards.

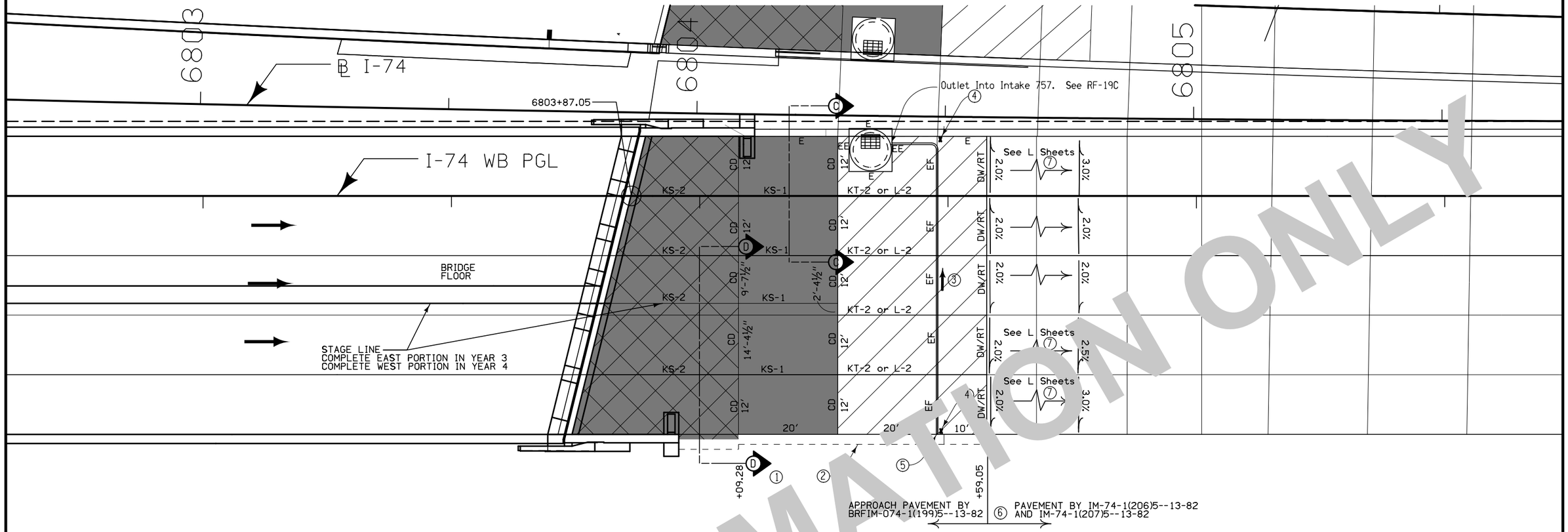
Special shaping of area between lines A and B may be required to assure proper drainage.

For jointing layout, see Standard Road Plan RV-10.

This design is based on 60 mph design speed at e max = 6%.

1. For header construction details, refer to the appropriate Typical 7101 or 7102.
2. Ramp exit subbase shall be the same thickness as mainline subbase.

MIDDLE ROAD INTERCHANGE RAMP B DECELERATION TAPER FOR 24' EXIT RAMP



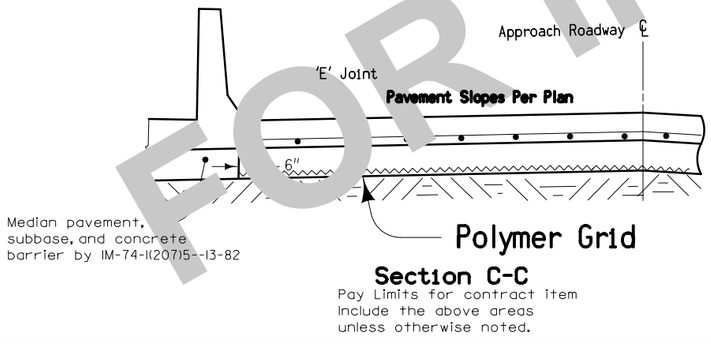
BRIDGE APPROACH SCHEDULE

Refer to the RK Series.

* Not a bid item

This Data Entry Sheet for RK-23 effective 10-21-08

Location		Approach Pavement					Fixed or Movable Approach	* Perforated Subdrain 4"	* Subdrain Outlet		* Porous Backfill	* Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area			STA	Side					
		Inches	FT	SY	SY	SY		LF			CY	CY	TON	SY	
6803+87.05	Depart	12	71.57	193.17	133.33	174.		69	6804+39.54	LT	1.9	0	457.34	527.56	BARRIER INTAKE, SW-548, TOP ONLY deducted from pavement area.
															See IM-74-1(207)5--13-82 for Intake Schedule
															"Pay Length" measured along PGL



Section C-C

Pay Limits for contract item include the above areas unless otherwise noted.

1. See Modified RK-20. Build 4 inch Sloped Curb to the end of the double reinforced section.
2. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified RK-20
3. Slope subdrain to drain.
4. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
5. 4 inch perforated subdrain (polyethylene, corrugated tubing).
6. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30
7. Pavement cross slope transitions in Contracts IM-74-1(206)5--13-82 and IM-74-1(207)5--13-82

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 WB I-74 bridge approach

WESTBOUND I-74 BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(206)5--13-82 | SHEET NUMBER U.11

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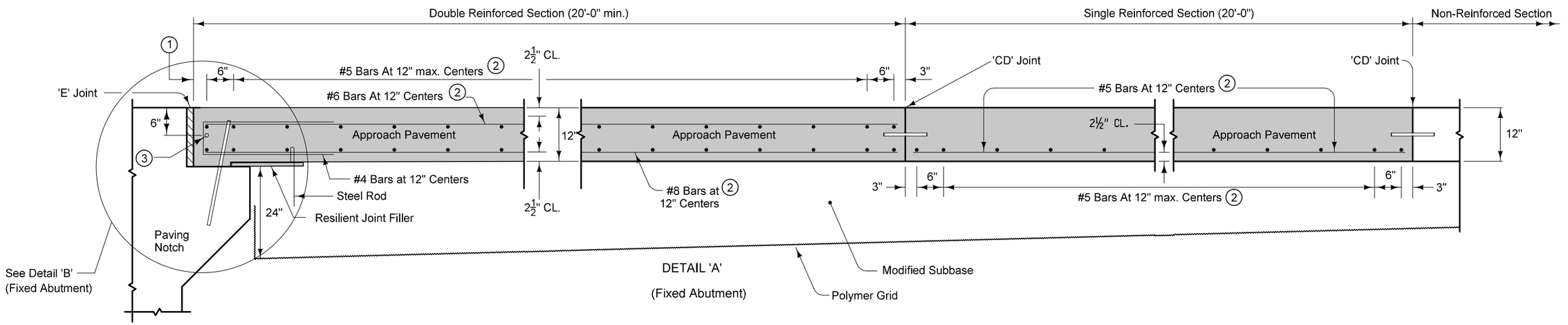
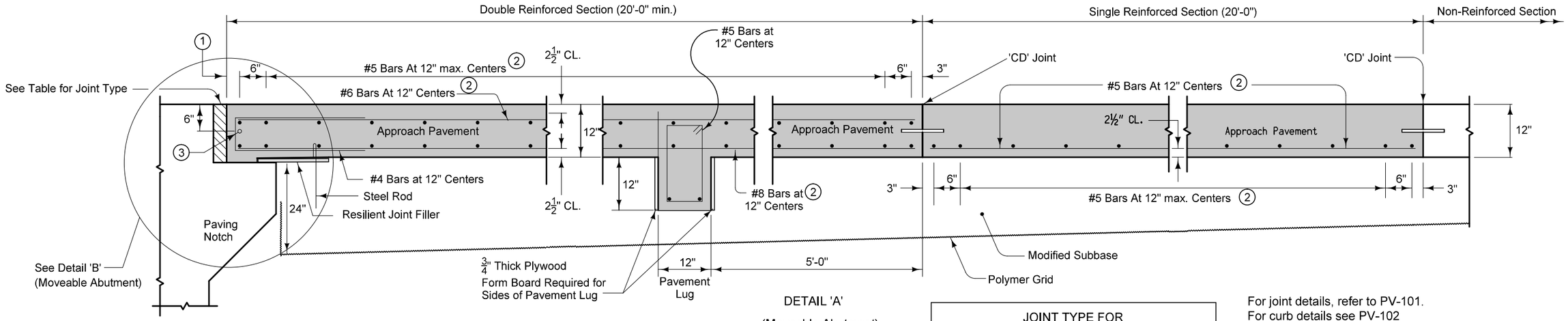


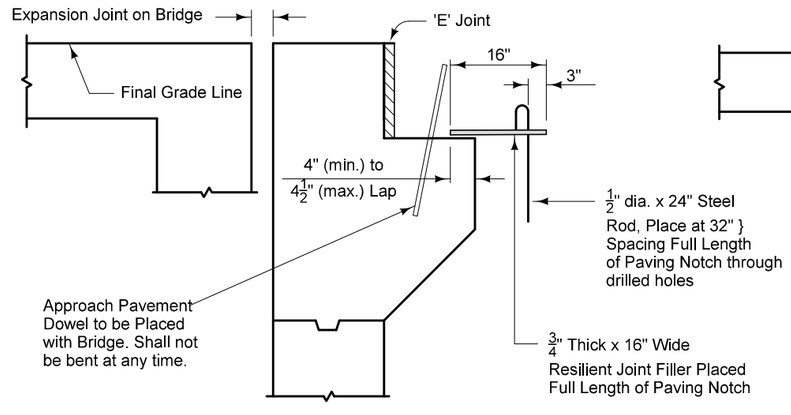
DETAIL 'A'

(Fixed Abutment)

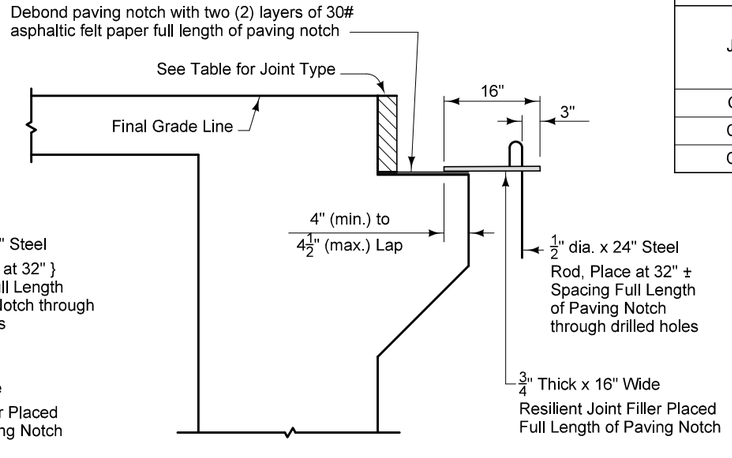


DETAIL 'A'

(Moveable Abutment)



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'

(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.

For joint details, refer to PV-101.
For curb details see PV-102

All transverse bars are #5.

Possible Contract Item:

Bridge Approach, RK-20

Possible Tabulation: 112-6

MODIFIED

STANDARD ROAD PLAN

REVISION 9 04-17-12

RK-20

SHEET 1 of 4

MODIFICATIONS: Changed 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(206)5--13-82	SHEET NUMBER U.12

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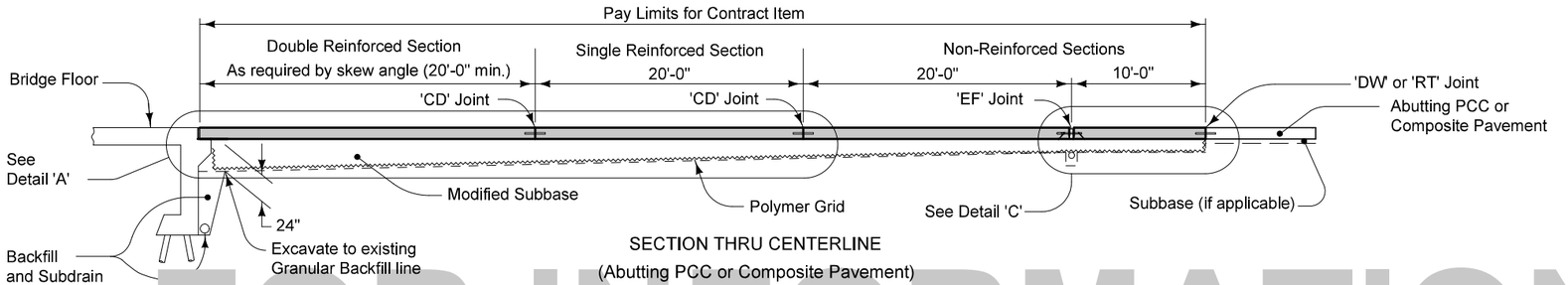
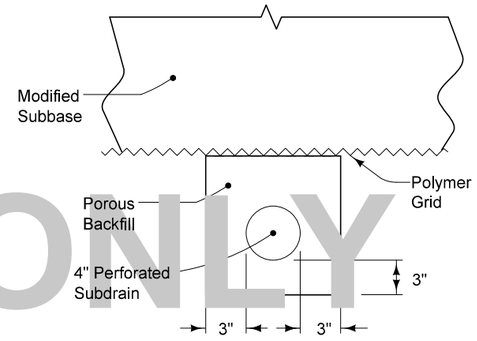
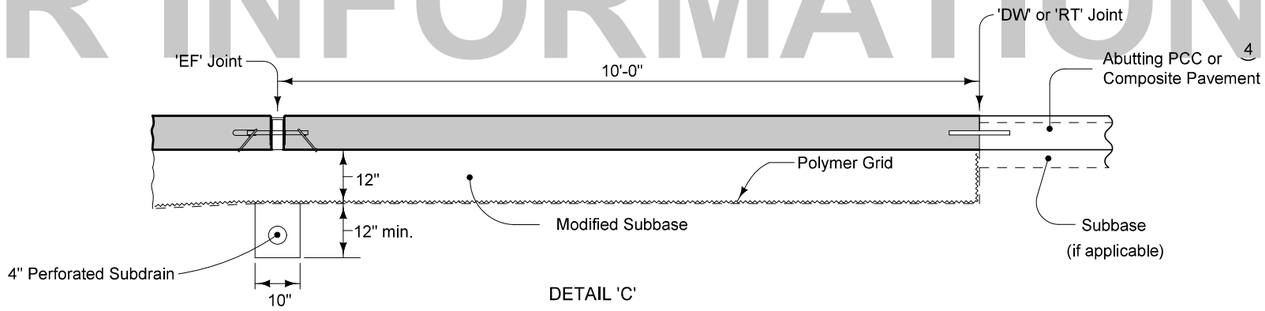


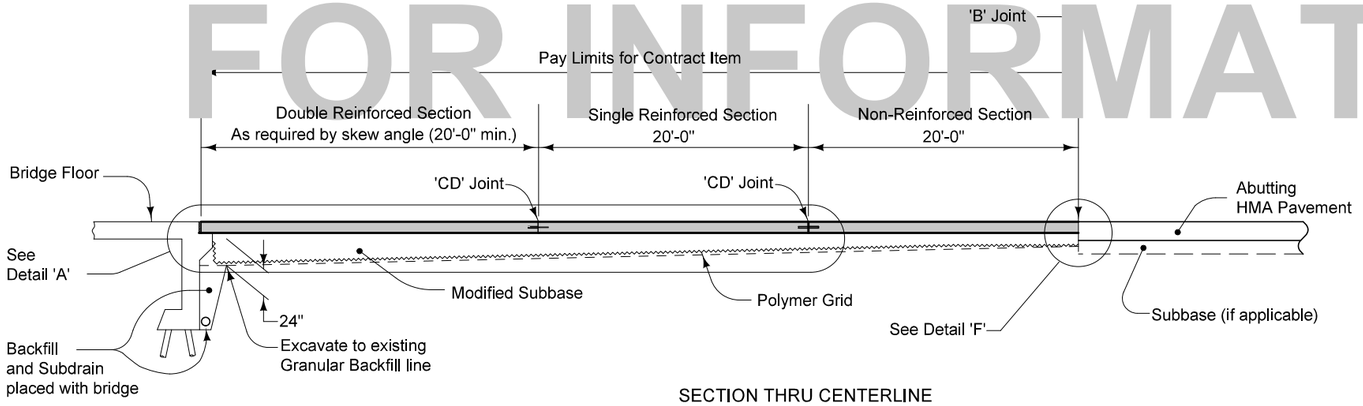
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



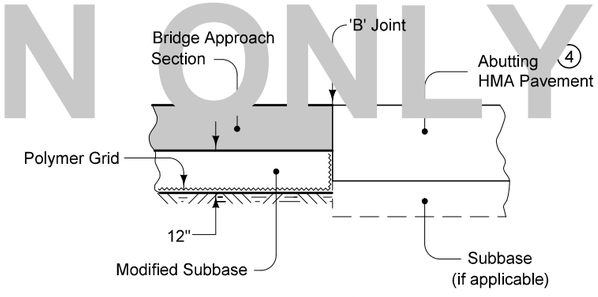
4" SUBDRAIN LOCATION



DETAIL 'C'
(Doweled PCC Pavement)



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'F'

4 If abutting pavement (PCC or HMA) is not in place, refer to RK-30.

MODIFIED

STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 2 of 4

MODIFICATIONS: Changed 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(206)5--13-82	SHEET NUMBER U.13

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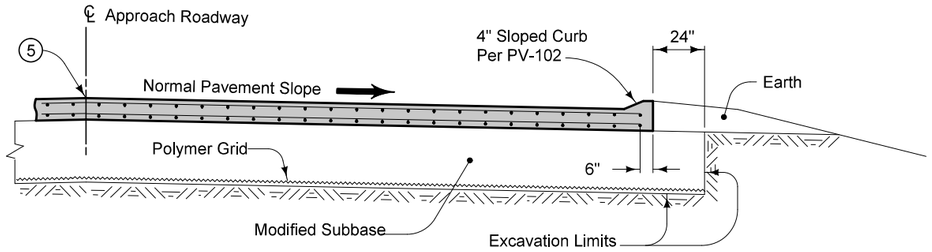
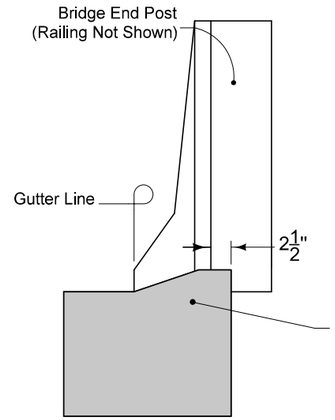
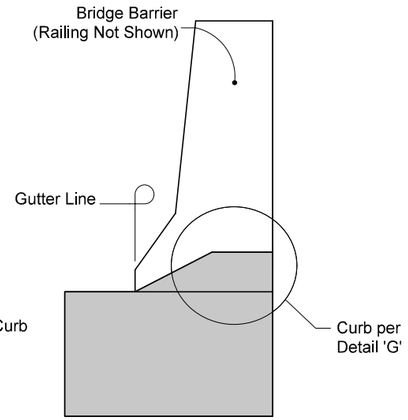


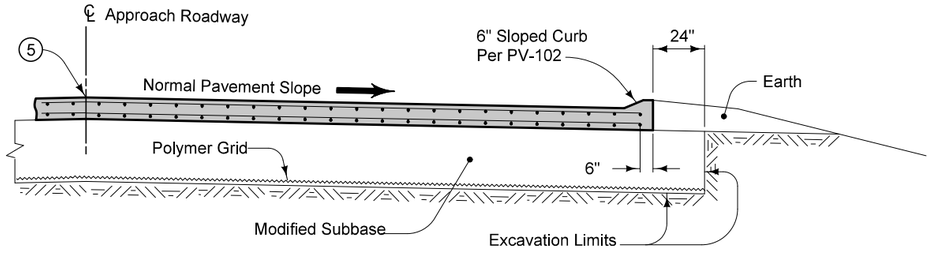
SECTION A-A



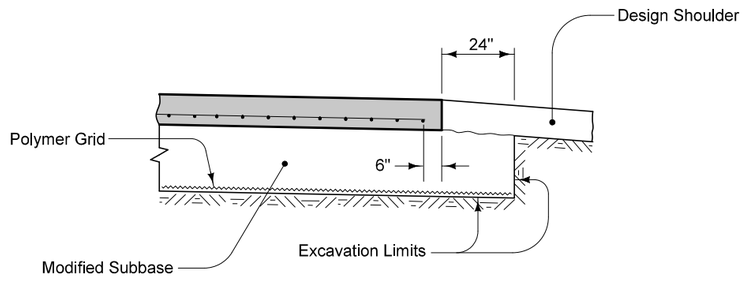
DETAIL 'I'
(Back of Curb Placement)



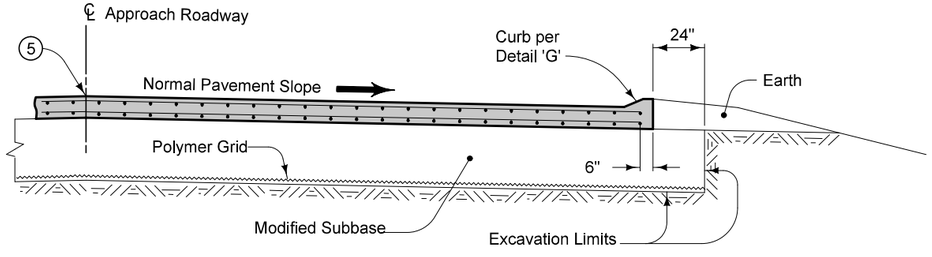
DETAIL 'E'
(Back of Curb Placement)



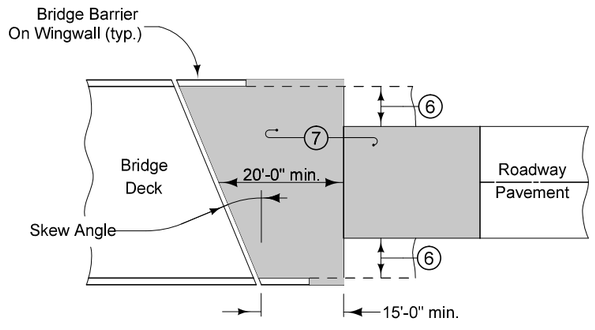
SECTION D-D



SECTION B-B



SECTION E-E



APPROACH PAVEMENT
LAYOUT AT A SKEW

(5) Longitudinal Joint: (PV-101)
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint

(6) Design shoulder width.

(7) Reinforced bridge approach section.

(8) Limit of Wingwall
Barrier overlaps on Approach Pavement

MODIFIED

STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20

SHEET 3 of 4

MODIFICATIONS: Changed 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(206)5--13-82	SHEET NUMBER U.14

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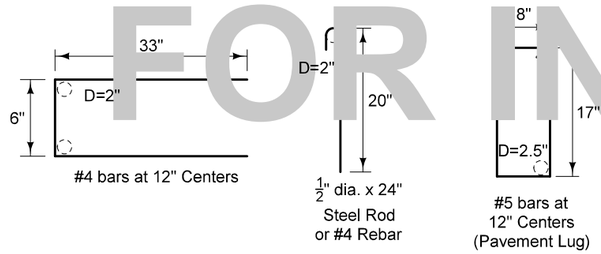
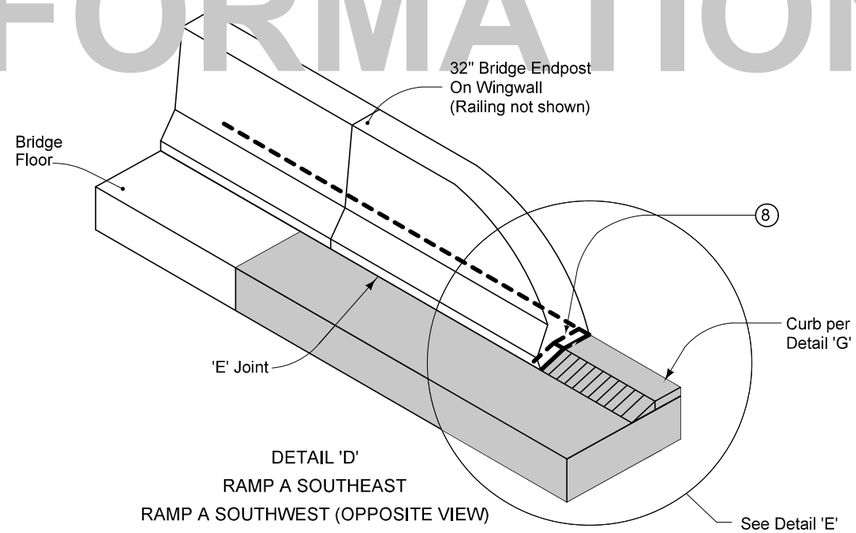
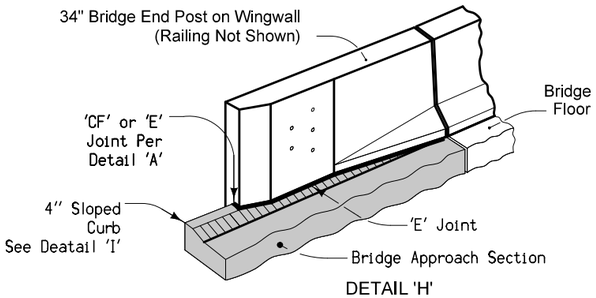


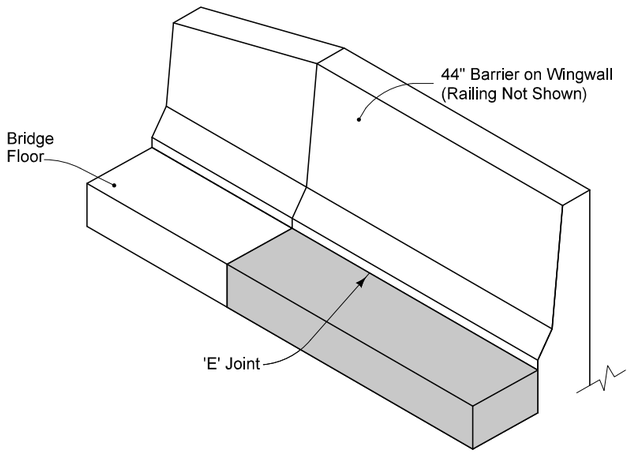
BENT BAR SHAPES



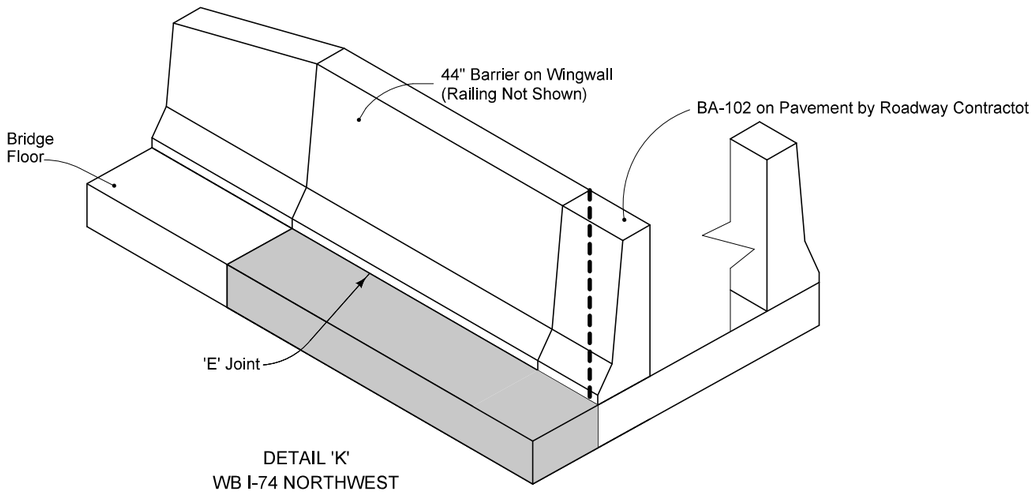
DETAIL 'D'
RAMP A SOUTHEAST
RAMP A SOUTHWEST (OPPOSITE VIEW)



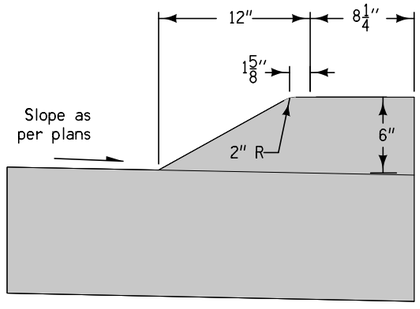
DETAIL 'H'
RAMP A NORTHEAST
RAMP C NORTHEAST
WB I-74 NORTHEAST
EB I-74 NORTHWEST
(Joint Placement)



DETAIL 'J'
RAMP A NORTHWEST
(Joint Placement)



DETAIL 'K'
WB I-74 NORTHWEST
EB I-74 NORTHEAST (OPPOSITE VIEW)
(Joint Placement)



DETAIL 'G'
MODIFIED 6" SLOPED CURB
RAMP A SOUTH

(5) Longitudinal Joint: (PV-101)
Single pour - Saw cut joint per Detail B.
Two pours - Use 'KS-2' Joint

(6) Design shoulder width.

(7) Reinforced bridge approach section.

(8) Limit of Wingwall
Barrier overlaps on Approach Pavement

MODIFIED
STANDARD ROAD PLAN

REVISION	
9	04-17-12

RK-20
SHEET 4 of 4

MODIFICATIONS: Changed 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(206)5--13-82	SHEET NUMBER U.15

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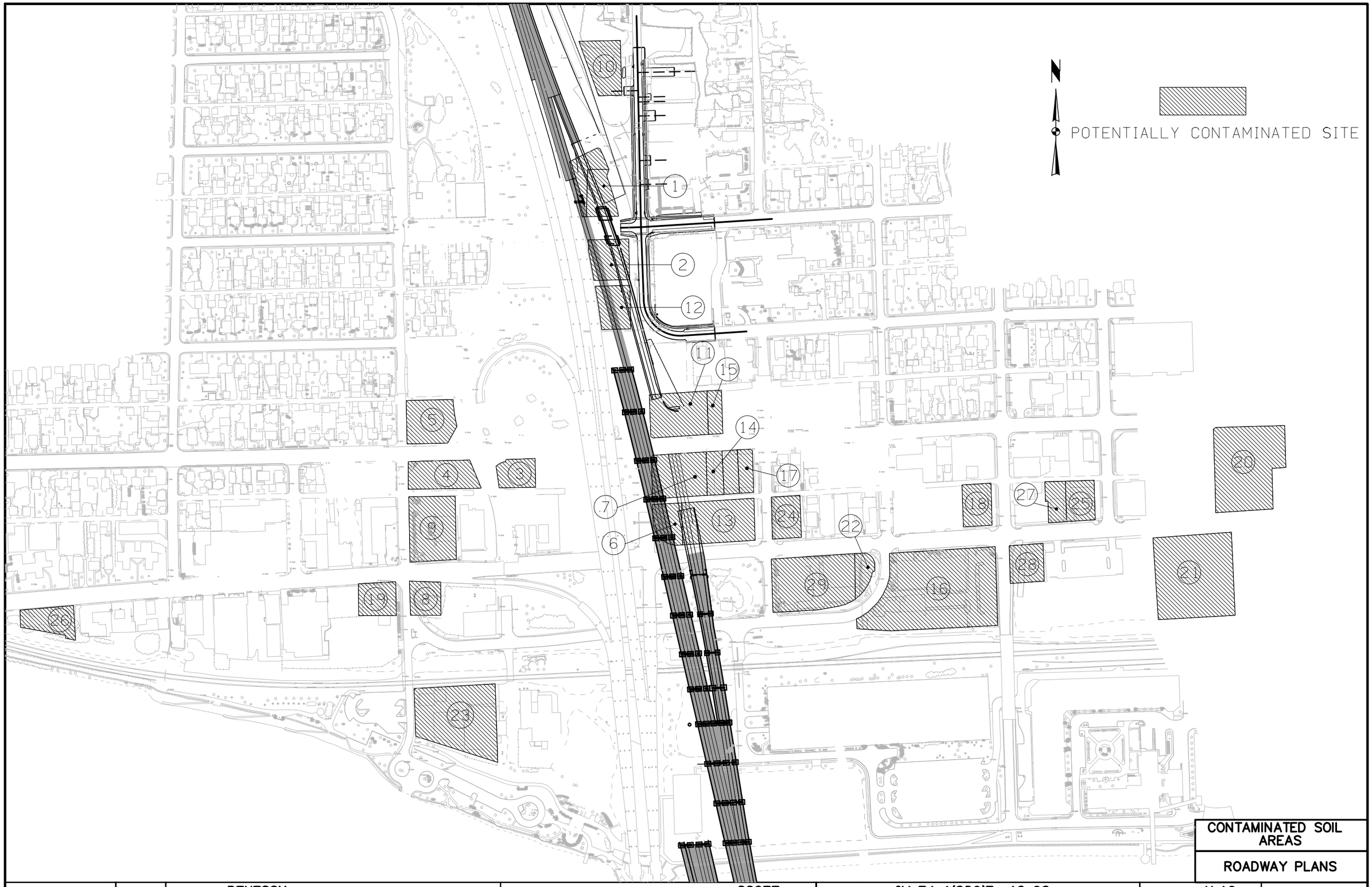

CONTAMINATED SOIL AREAS

ROADWAY PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.16	

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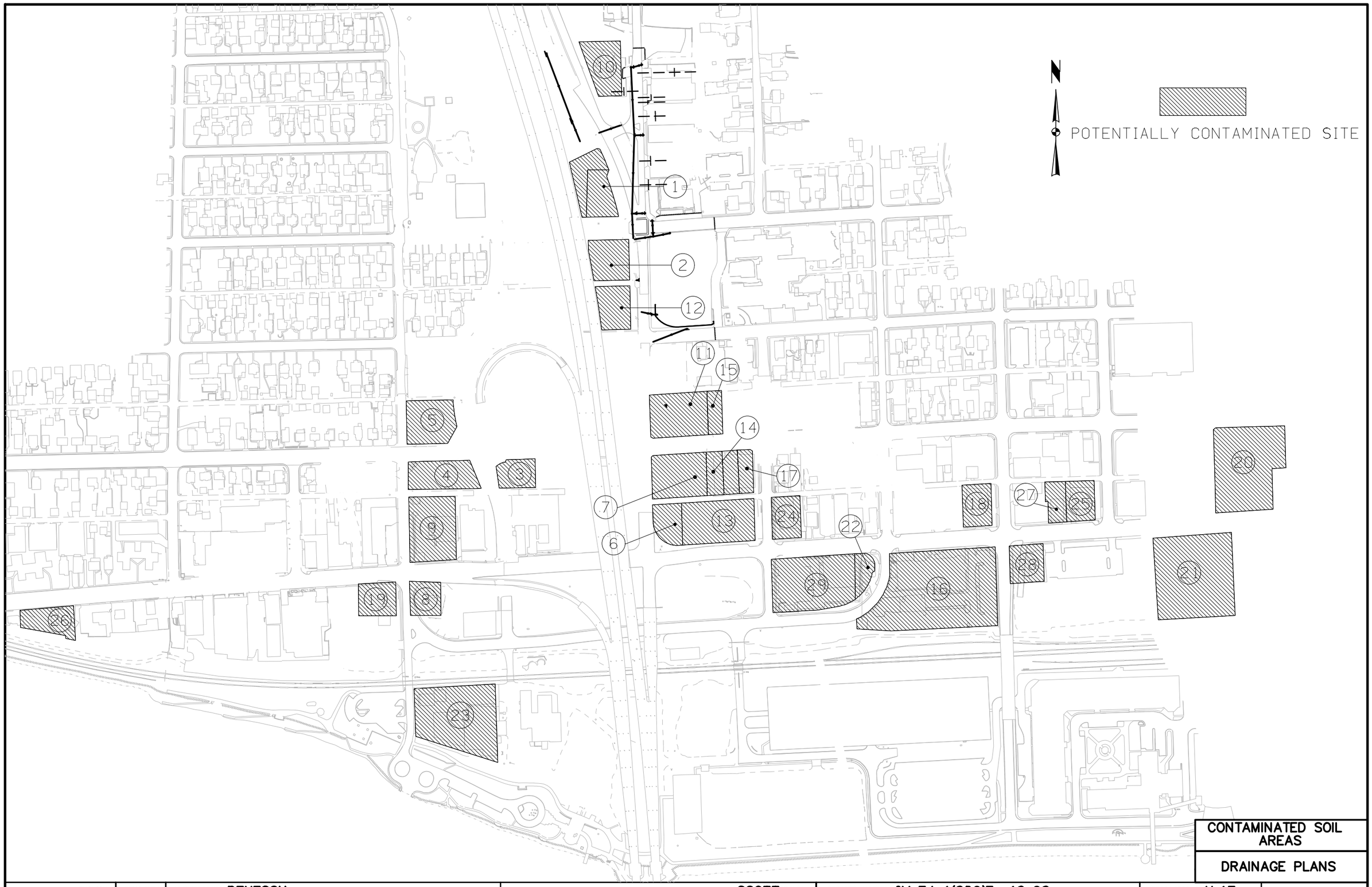

CONTAMINATED SOIL AREAS

DRAINAGE PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.17	

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Contaminated Soil Summary			PCSS-1 SPECIAL
Location	Description and Address	Site Impacted by this Contract Yes/No	Remarks
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	No	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	No	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	No	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 Yes/No	Remarks
12	Ross' Drive Through 512 14th Street	No	No action necessary. No contamination identified.
13	Knox Corporation 1416 State Street	No	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.

DAVENPORT TWP.
T-78 N R-4 E
SEC. 28

For Side Road Details
Refer to E Sheets

Pt Sta 200+23.69

US 67 RAMP D

14TH ST

EX. BROWN ST

EX. I-74 ENT. RAMP

EX. 14TH ST

REMOVE TEMPORARY PAVEMENT

15TH ST

EX. 15TH ST

GATE

2 ELEC. 1 DATA

6 ELEC. 2 DATA

EX. STATE ST

SEC. 29

0 FEET 50

US 67 WB
REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.19

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For Side Road Details
Refer to E Sheets

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

EX. 12TH ST

EX. HOLMES ST

EX. BROWN ST

BROWN ST

EX. KIMBERLY RD

EX. KIMBERLY RD

EX. 14TH ST

EX. 15TH ST

EX. MISSISSIPPI BLVD

REMOVE ENTRANCE
AT STA 18+75.7

PT Sta 200+23.69

0 FEET 50

SEC. 28

MISSISSIPPI BLVD
REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.20

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

EX. I-74 ENT. RAMP

EX. 14TH ST

EX. 15TH ST

EX. BROWN ST

EX. MISSISSIPPI BLVD

14TH ST

MH #28164
MH #25703
MH #25167
MH #25847
MH #25529
MH #25335
MH #25656
MH #26443

#53

REMOVE ENTRANCE AT STA 25+40.8
REMOVE ENTRANCE AT STA 23+90.2
REMOVE ENTRANCE AT STA 24+37.8
REMOVE ENTRANCE AT STA 22+35.6
REMOVE ENTRANCE AT STA 21+53.3
REMOVE ENTRANCE AT STA 25+39.8
REMOVE ENTRANCE AT STA 24+54.6
REMOVE ENTRANCE AT STA 26+05.1
REMOVE ENTRANCE AT STA 15+12.6

0 FEET 50

For Side Road Details Refer to E Sheets

14TH ST REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.21

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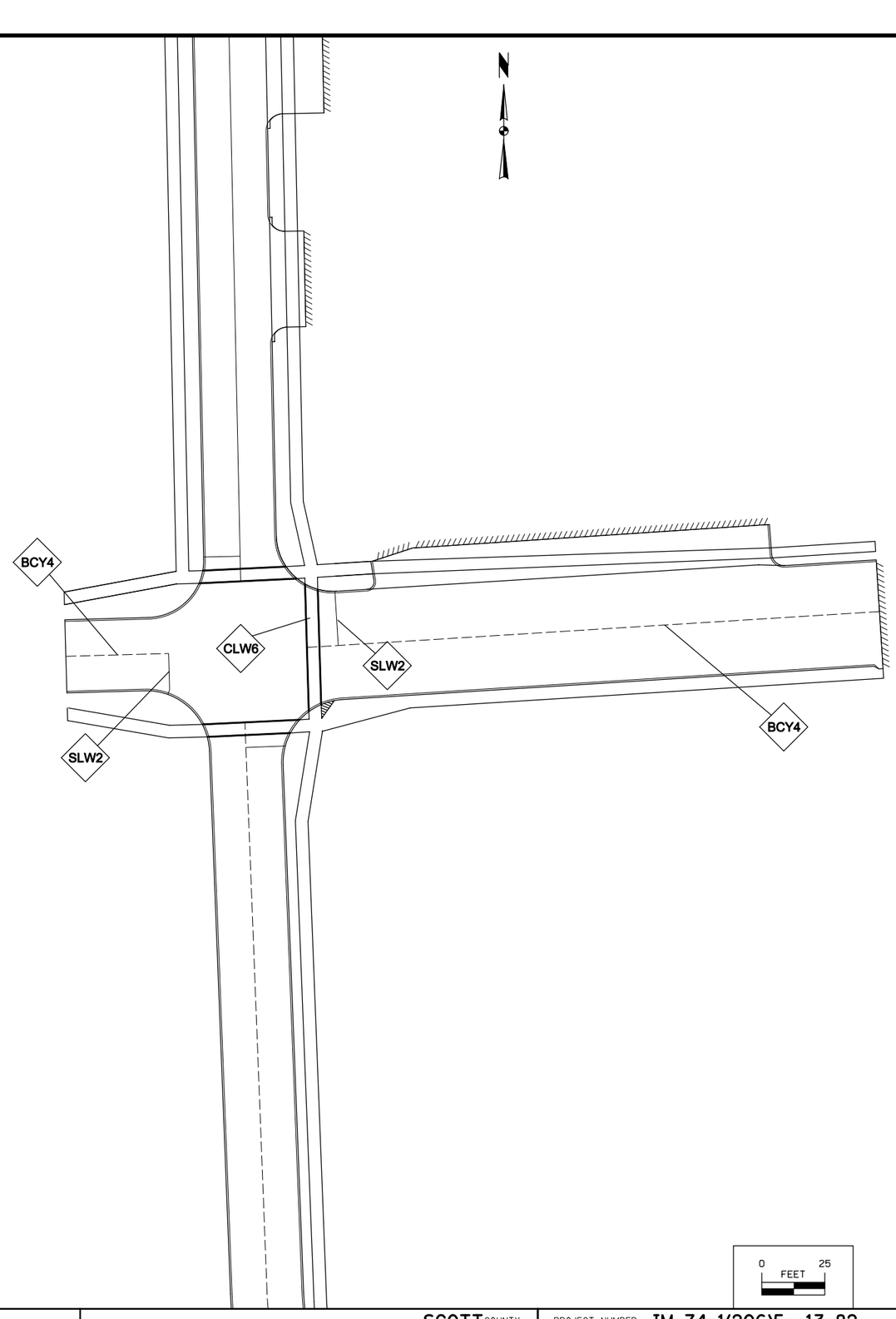
BCY4 BROKEN CENTERLINE (YELLOW)*

CLW6 CROSSWALK LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

*SEE PM-101 FOR PAVEMENT MARKING DETAILS



0 25
FEET

MISSISSIPPI BLVD
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.22	

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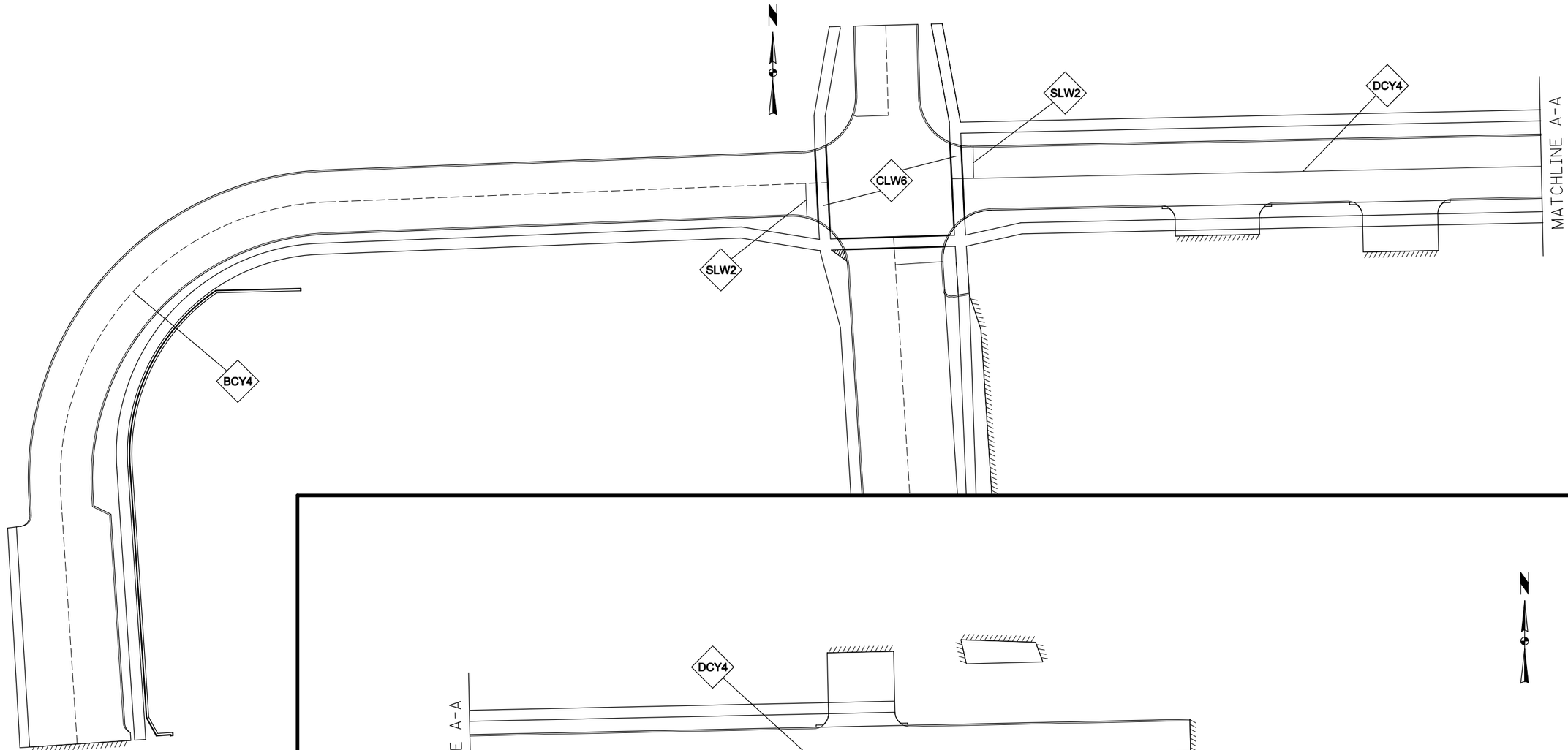

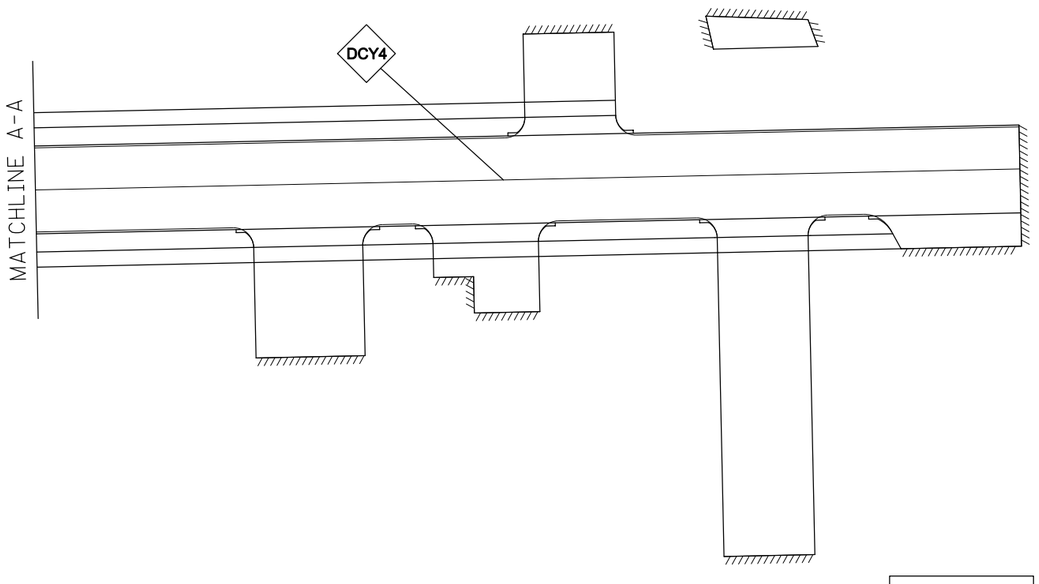

*SEE PM-101 FOR PAVEMENT MARKING DETAILS

BCY4 — BROKEN CENTERLINE (YELLOW)*

DCY4 — DOUBLE CENTERLINE (YELLOW)*

CLW6 — CROSSWALK LINE (WHITE)*

SLW2 — STOP LINE (WHITE)*

0 25 FEET

14TH ST
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.23

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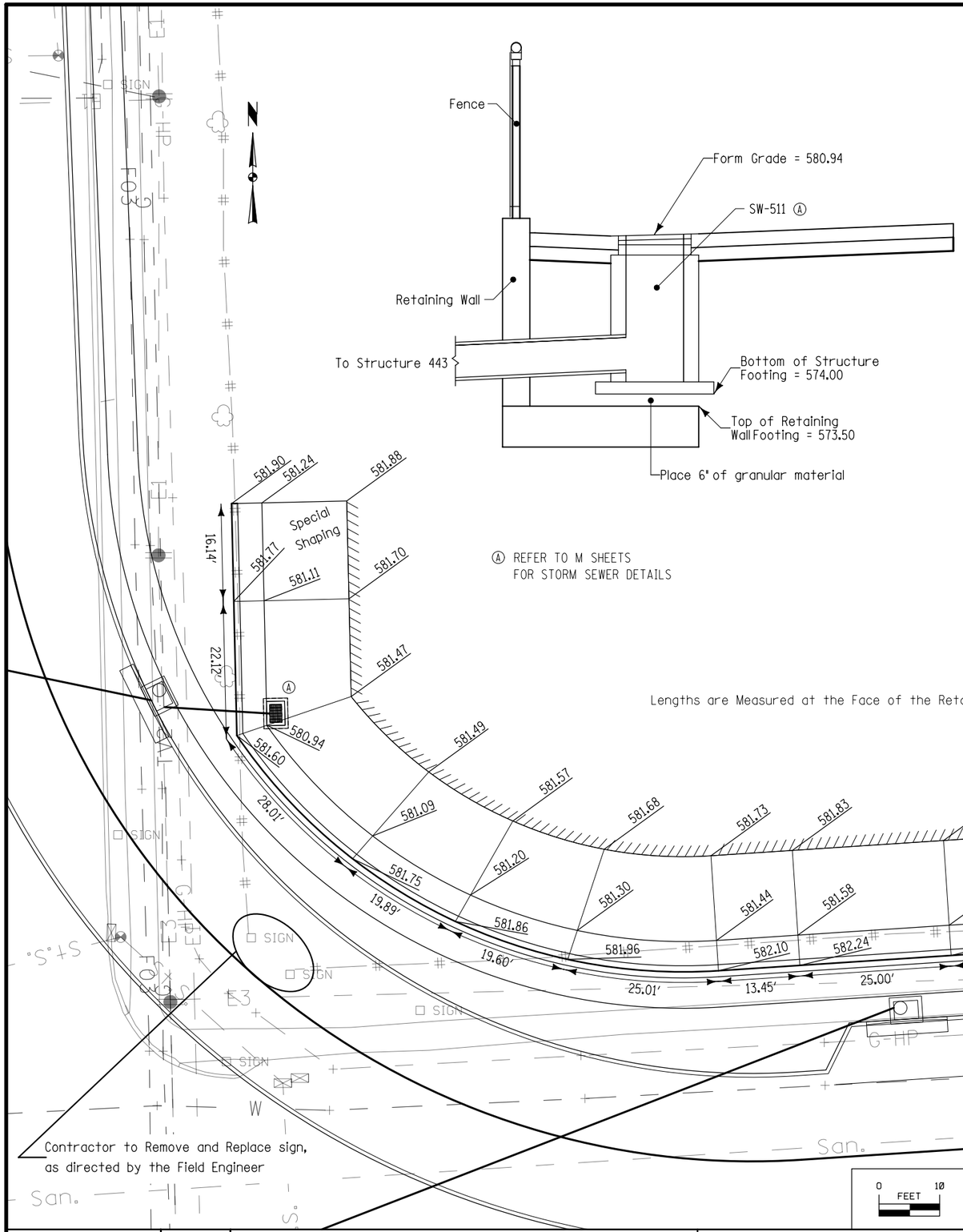
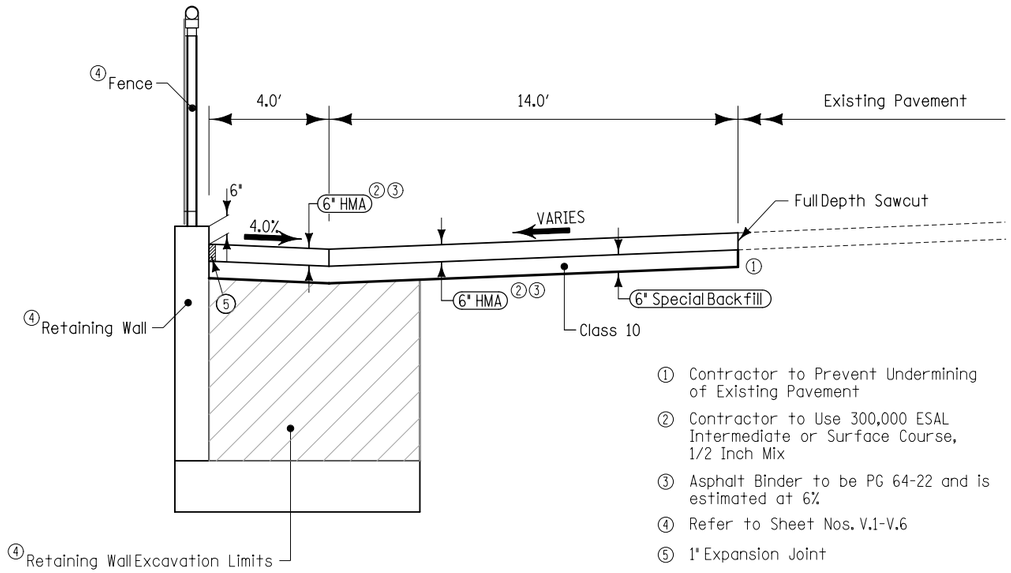


Ⓐ REFER TO M SHEETS FOR STORM SEWER DETAILS



① Contractor to Prevent Undermining of Existing Pavement

② Contractor to Use 300,000 ESAL Intermediate or Surface Course, 1/2 Inch Mix

③ Asphalt Binder to be PG 64-22 and is estimated at 6%

④ Refer to Sheet Nos. V.1-V.6

⑤ 1" Expansion Joint

OUR LADY OF LOURDES PARKING LOT MODIFICATIONS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(206)5--13-82	SHEET NUMBER U.24

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BENCH MARK NO. 503: US 67 RAMP D STA. 4501+81.78, RT. 117.13',
ELEV. 580.28', CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD.

GENERAL NOTES:

IT IS THE INTENT OF THESE PLANS TO CONSTRUCT A 261'-2 x VARIABLE HEIGHT REINFORCED CONCRETE RETAINING WALL WHICH TIES INTO AN EXISTING RETAINING WALL.

FAINT LINES ON PLANS INDICATE THE EXISTING STRUCTURE.

THE CITY AND 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 CONSTRUCTION STARTING DATE.

ALL EXPOSED CORNERS 90 DEGREES OR SHARPER SHALL BE FILLETED WITH A $\frac{3}{4}$" DRESSED AND BEVELED STRIP.

THE REINFORCEMENT SUPPLIED FOR THIS STRUCTURE SHALL BE GRADE 60. REINFORCING BAR CLEARANCES WILL BE AS FOLLOWS:
CAST AGAINST EARTH 3"
CONCRETE AGAINST FORMS 2"

CLASS 20 EXCAVATION MATERIAL UNSUITABLE FOR BACKFILLING SHALL BE DISPOSED OF IN A MANNER THAT WILL LEAVE THE SITE IN A NEAT CONDITION.

KEYWAY DIMENSIONS SHOWN ON THE PLANS ARE BASED ON NOMINAL DIMENSIONS UNLESS STATED OTHERWISE. IN ADDITION, THE BEVEL USED ON THE KEYWAY SHALL BE LIMITED TO A MAXIMUM OF 10 DEGREES FROM VERTICAL.

SEE TRAFFIC CONTROL PLAN ELSEWHERE IN THESE PLANS.

STRUCTURAL CONCRETE FOR THE FOOTING AND WALL SHALL BE CLASS "C".

ALL COSTS ASSOCIATED WITH EXPANSION AND CONSTRUCTION JOINTS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "STRUCTURAL CONCRETE (MISCELLANEOUS)."

BACKFILLING OPERATIONS SHALL BE IN ACCORDANCE WITH SECTION 2404.03, H OF THE STANDARD SPECIFICATIONS. SECTION 2403.03, N SHALL BE FOLLOWED WITH RESPECT TO SUBJECTING WALLS AND FOOTINGS TO EXTERIOR LOADS.

THESE BRIDGE PLANS LABEL ALL REINFORCING STEEL WITH ENGLISH NOTATION (5a) IS $\frac{5}{8}$ INCH DIAMETER BAR). ENGLISH REINFORCING STEEL RECEIVED IN THE FIELD MAY DISPLAY THE FOLLOWING "BAR DESIGNATION". THE "BAR DESIGNATION" IS THE STAMPED IMPRESSION ON THE REINFORCING BARS, AND IS EQUIVALENT TO THE BAR DIAMETER IN MILLIMETERS.

ENGLISH SIZE	3	4	5	6	7	8	9	10	11
BAR DESIGNATION	10	13	16	19	22	25	29	32	36

SPECIFICATIONS:

DESIGN: AASHTO SERIES OF 2002.
CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2009 PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SERIES OF 2002. REINFORCING STEEL IN ACCORDANCE WITH SECTION 8, GRADE 60. CONCRETE IN ACCORDANCE WITH SECTION 8, f'c = 3,500 PSI.

WALLS AND FOOTINGS WERE DESIGNED BASED ON THE FOLLOWING REQUIREMENTS:

MAXIMUM ALLOWABLE BEARING PRESSURE = 3,000 PSF
SOIL UNIT WEIGHT = 120 PCF
SOIL EQUIVALENT ACTIVE EARTH FLUID PRESSURE W/O WATER = 36 PCF
COEFFICIENT OF SLIDING FRICTION (FOOTING) = 0.4

HANSON

ESTIMATED STRUCTURE QUANTITIES

ITEM NO.	ITEM CODE	ITEM	UNIT	TOTAL	AS BUILT QUANTITY
1	2401-6750001	REMOVAL, AS PER PLAN	LS	1	
2	2402-2720000	EXCAVATION, CLASS 20	CY	874	
3	2403-0100000	STRUCTURAL CONCRETE (MISCELLANEOUS)	CY	195.7	
4	2404-7775005	REINFORCING STEEL, EPOXY COATED	LB	12870	
5	2519-1001000	FENCE, CHAIN LINK, VINYL COATED	LF	261	

ITEM NO.	ESTIMATE REFERENCE INFORMATION
1	INCLUDES ALL WORK FOR REMOVAL AND OFF-SITE DISPOSAL OF PART OF THE EXISTING MODULAR BLOCK RETAINING WALL TO THE LIMITS SHOWN ON THE PLANS. REMOVAL OF SCHEDULED ITEMS SHALL BE IN ACCORDANCE WITH SECTION 2401, OF THE STANDARD SPECIFICATIONS. ANY DAMAGE TO MATERIAL NOT TO BE REMOVED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND REPAIRED AT NO EXTRA COST TO THE STATE. IT ALSO INCLUDES ANY TEMPORARY REMOVAL, STOCKPILING, AND REASSEMBLING OF OTHER PORTIONS OF THE EXISTING WALL THAT MAY INTERFERE WITH CONSTRUCTION OF THE PROPOSED REINFORCED CONCRETE WALL.
3	INCLUDES PERFORATED PIPE, POROUS BACKFILL, FILTER FABRIC, GRANULAR BACKFILL, PREFORMED JOINT FILLER AND WATER SEAL. INCLUDES ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING EXPANSION AND CONSTRUCTION JOINTS. INCLUDES DOWEL BAR ASSEMBLIES FOR FOOTINGS, AND PREFORMED JOINT FILLER. INCLUDES ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING NEOPRENE WATERSTOPS.
5	INCLUDES BASE PLATES AND ANCHOR BOLTS.

CAST IN PLACE CONCRETE WALL PANEL FINISH NOTES:

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 4'x4' FULL SCALE SAMPLE PANEL 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:

TYPE 2-
SCOTT SYSTEM PATTERN 120 -
SANDBLAST #2

SCOTT SYSTEM, INC.
10777 EAST 45TH AVENUE
DENVER, CO 80239
333-373-2500
WWW.SCOTTSYSTEM.COM

ALLOWABLE ALTERNATES:

TYPE 2 -
FITZGERALD FORMLINERS PATTERN 16991 -
MEDIUM SANDBLAST

FITZGERALD FORMLINERS, INC.
1500 EAST CHESTNUT AVENUE
SANTA ANA, CA 92701
800-547-7760
WWW.FORMLINERS.COM

TYPE 2 -
AMERICAN FORMLINERS PATTERN 1200 -
LIGHT/MEDIUM SANDBLAST

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.

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.6

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL GENERAL NOTES AND QUANTITIES

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)
OCTOBER, 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 1 OF 6 FILE NO. 30253 DESIGN NO. 3908

DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.1

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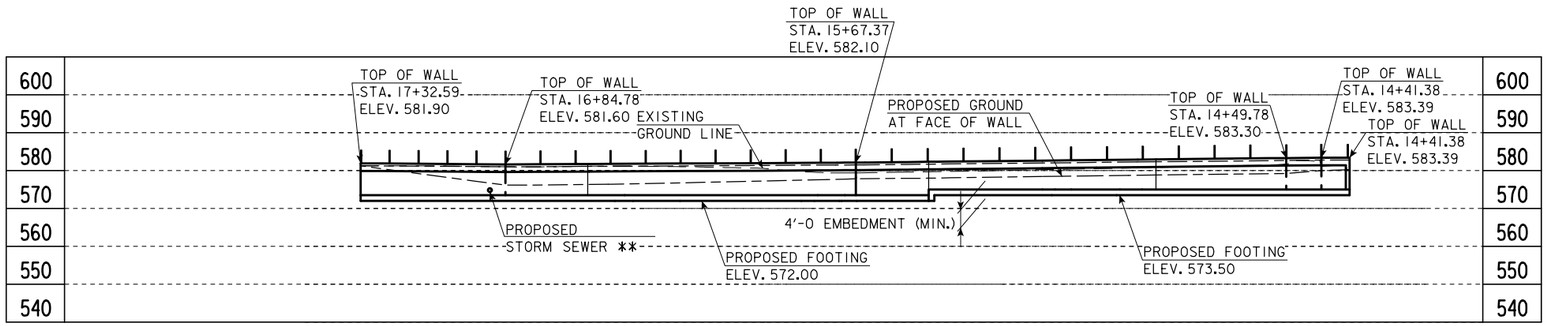
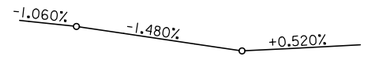
BENCH MARK NO. 503: US 67 RAMP D STA. 4501+81.78, RT. 117.13',
ELEV. 580.28', CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD.



** SEE M SHEETS FOR PROPOSED STORM SEWER DETAILS.

ELEVATION ALONG FRONT FACE OF RETAINING WALL 175

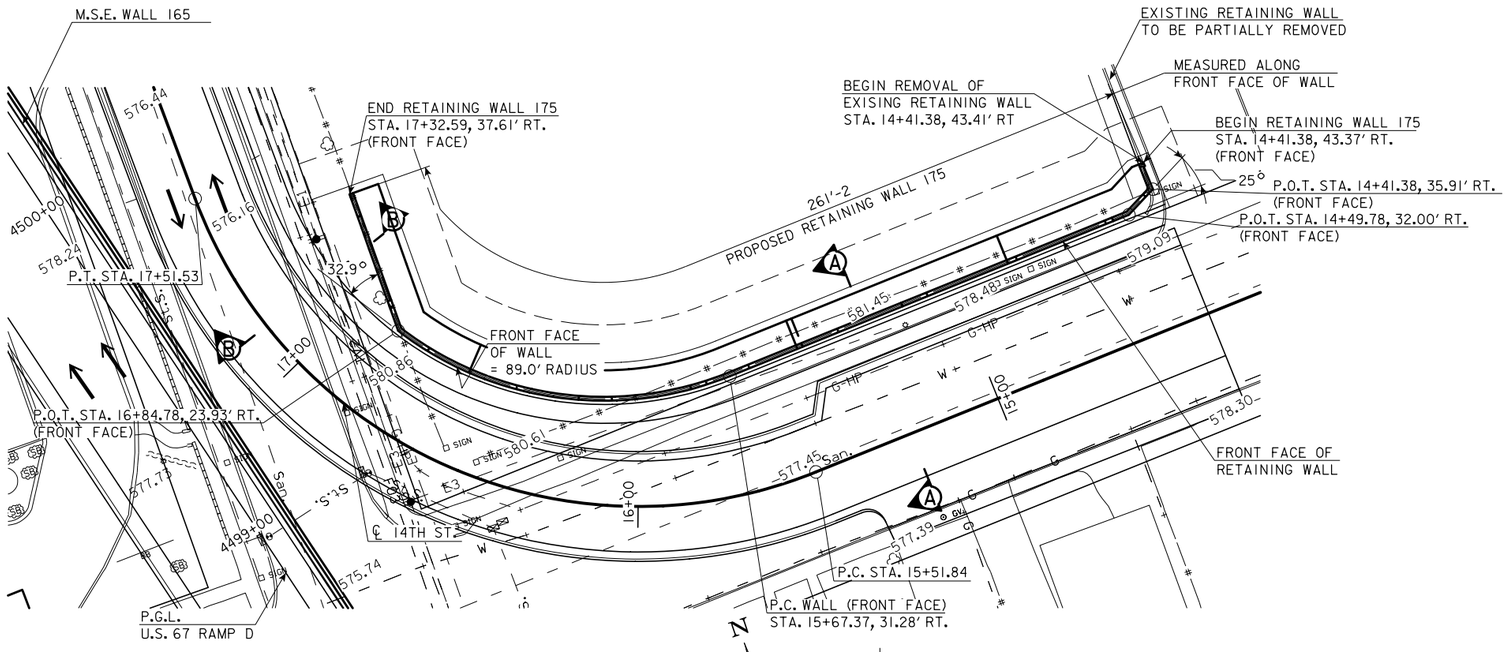
PROPOSED PROFILE GRADE 14TH STEET



VPI STA = 15+00.00
VPI ELEV = 578.32
VC = 100'

VPI STA = 16+75.00
VPI ELEV = 575.73
VC = 100'

NOTES:
ALL DIMENSIONS ARE SHOWN IN FEET UNLESS NOTED OTHERWISE.
PROPOSED RETAINING WALL TO TIE INTO EXISTING RETAINING WALL AT NORTHEAST END.



14TH STREET CURVE DATA

PI STA 16+80.23
Δ = 91°31'47.63" (RT)
D = 45°50'11.84"
R = 125.00'
T = 128.38'
L = 199.69'
E = 54.18'
e = 4.00
l = 65.00
x = 32.00
m = 19.50

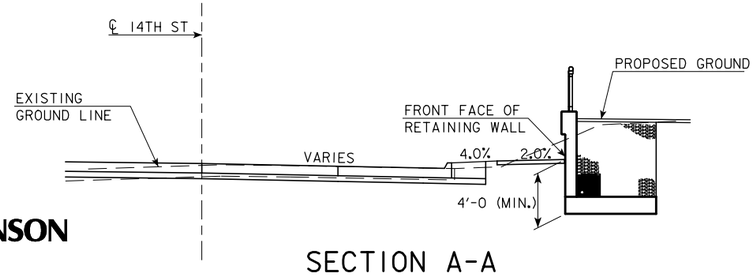
LOCATION

14TH STREET
T 78 N R 4 E
SECTION 28
DAVENPORT TOWNSHIP
CITY OF BETTENDORF
SCOTT COUNTY
LATITUDE: 41.527332
LONGITUDE: -90.512189

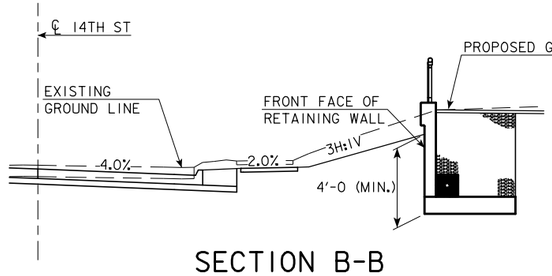
TRAFFIC ESTIMATE

14TH ST.
A.A.D.T. = 8800 VPD (2002)
A.A.D.T. = 9000 VPD (2035)

LOCATION



SECTION A-A



SECTION B-B

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL SITUATION PLAN

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 6 FILE NO. 30253 DESIGN NO. 3908

HANSON

DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.2

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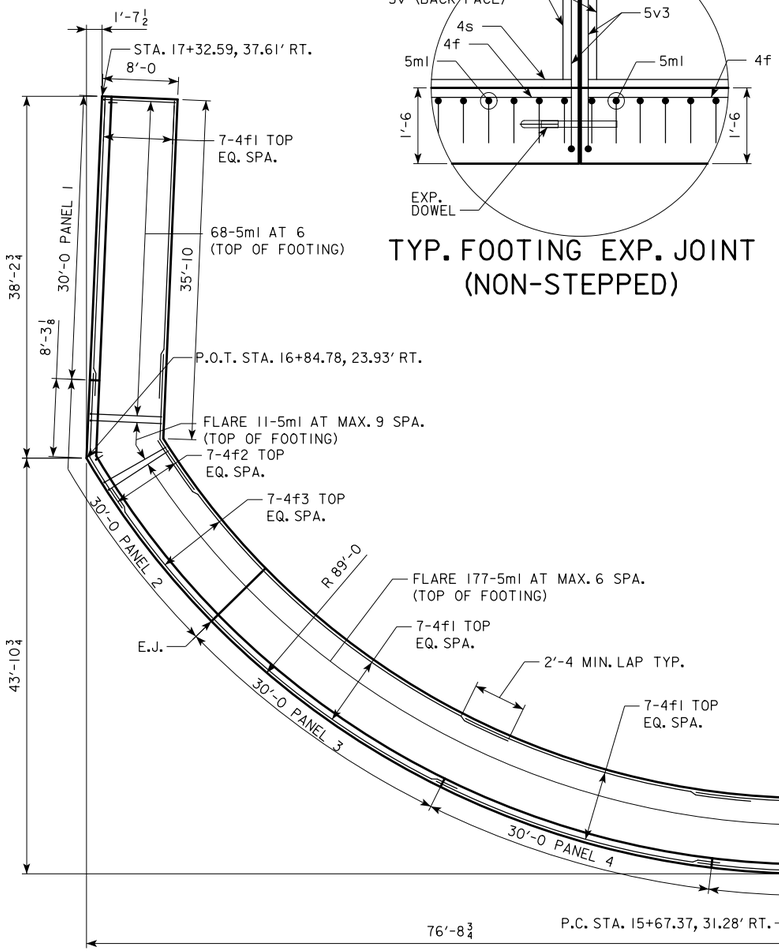
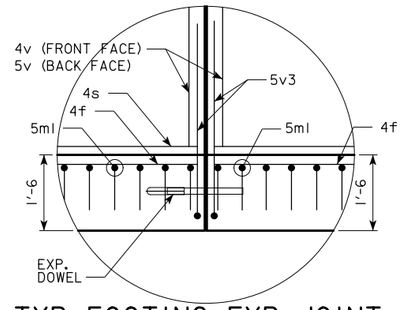
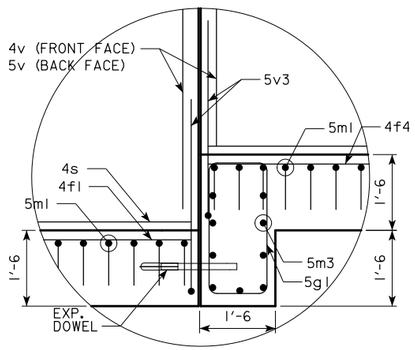
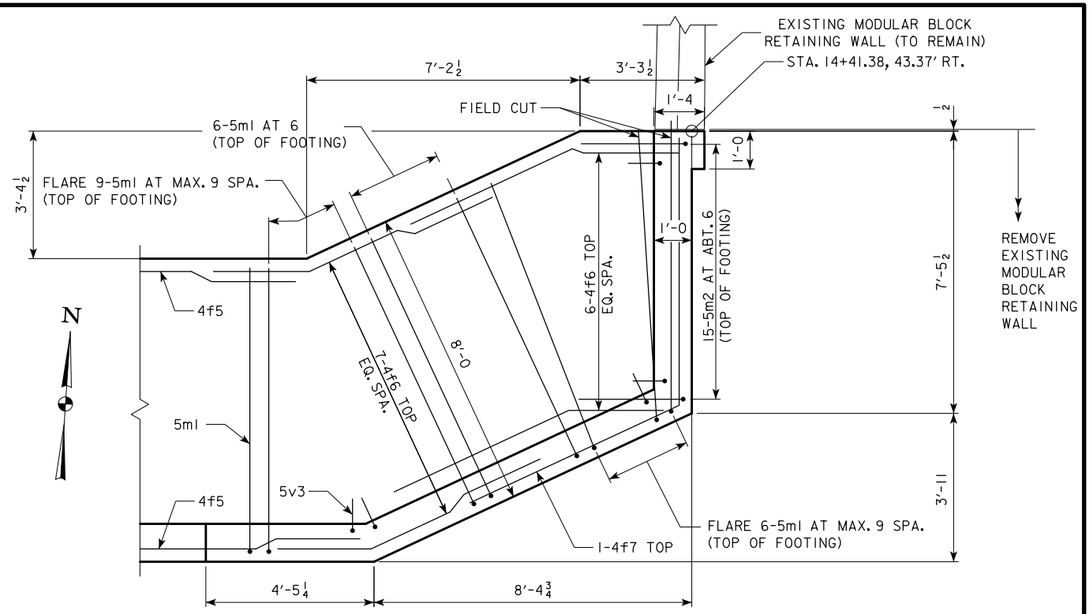




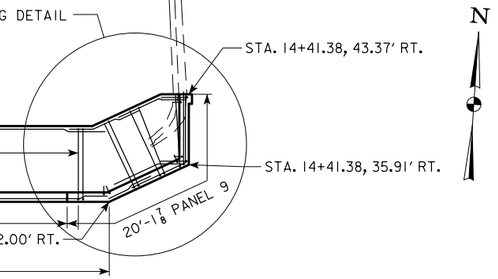
TYP. FOOTING EXP. JOINT
(NON-STEPPED)



FOOTING STEP DETAIL



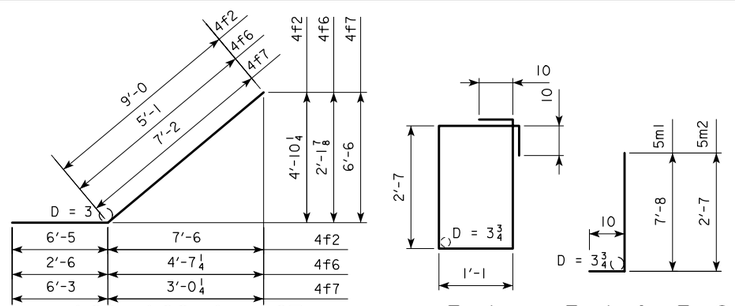
FOOTING DETAIL



FOOTING PLAN

WALL OFFSETS ARE MEASURED FROM ℄ 14TH ST.
TO THE FRONT FACE OF THE WALL

BENT BAR DETAILS



NOTE: ALL DIMENSIONS ARE OUT TO OUT. D = PIN DIAMETER.

REINFORCING BAR LIST - WALL FOOTING

EPOXY COATED REINFORCING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
4f1	LONG. FOOTING	—	28	31'-6	589
4f2	LONG. FOOTING	⌒	7	15'-5	72
4f3	LONG. FOOTING	—	7	17'-5	81
4f4	LONG. FOOTING	—	14	31'-0	290
4f5	LONG. FOOTING	—	7	34'-2	160
4f6	LONG. FOOTING	⌒	13	7'-7	66
4f7	LONG. FOOTING	⌒	1	13'-5	9
5g1	TRANS. FOOTING STEP	⌐	7	9'-0	66
5m1	TRANS. FOOTING TOP	⌐	499	8'-6	4424
5m2	TRANS. FOOTING TOP	⌐	15	3'-5	53
5m3	TRANS. FOOTING STEP	—	9	7'-8	72
	EPOXY COATED REINFORCING STEEL - TOTAL (LBS.)				5890

NOTE: SAW CUT OR NEATLY SPLIT EXISTING WALL BLOCKS ALONG REMOVAL LINE. ATTACH 2' WIDE STRIP OF GEOTEXTILE FABRIC TO BACK OF WALL CENTERED ACROSS JOINT.

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL FOOTING PLAN

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

SCOTT COUNTY

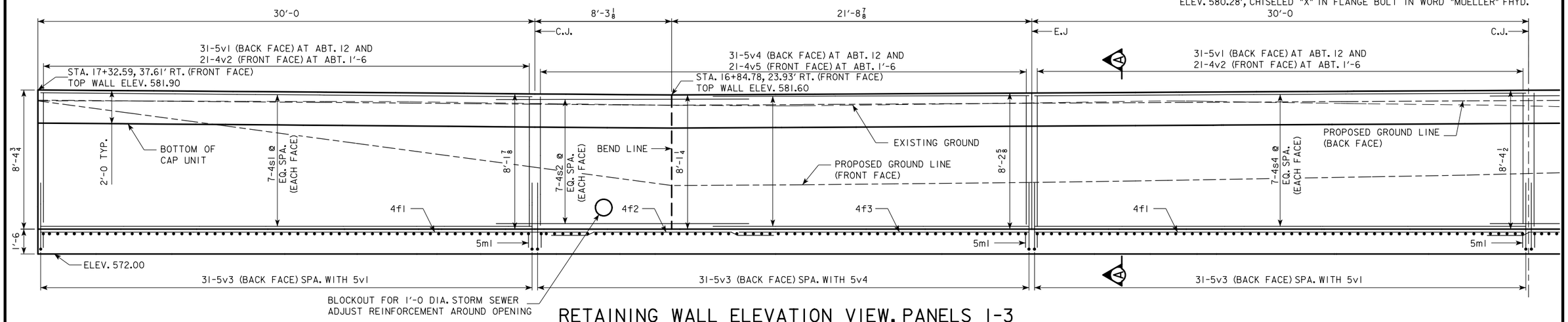
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 6 FILE NO. 30253 DESIGN NO. 3908

HANSON

DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.3

BENCH MARK NO. 503: US 67 RAMP D STA. 4501+81.78, RT. 117.13',
ELEV. 580.28', CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD.

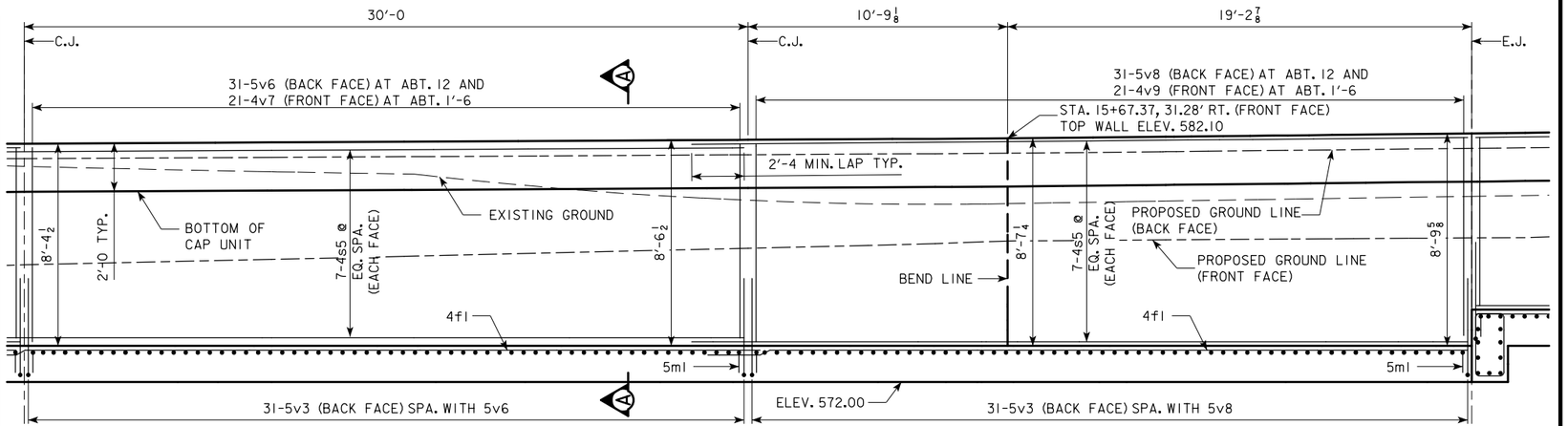


RETAINING WALL ELEVATION VIEW, PANELS 1-3

REINFORCING BAR LIST - WALL STEM

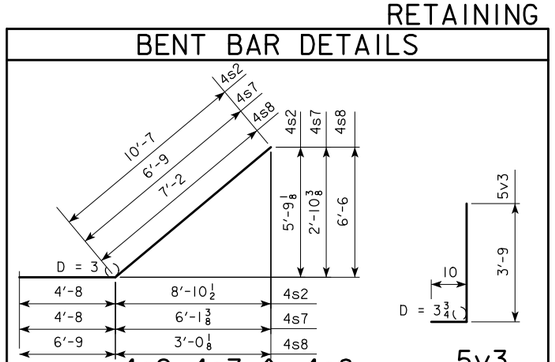
EPOXY COATED REINFORCING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
4s1	WALL HORIZONTAL	——	40	29'-8	793
4s2	WALL HORIZONTAL	⌣	14	15'-3	143
4s3	WALL HORIZONTAL	——	14	19'-0	178
4s4	WALL HORIZONTAL	——	14	29'-4	274
4s5	WALL HORIZONTAL	——	28	32'-6	608
4s6	WALL HORIZONTAL	——	12	32'-2	258
4s7	WALL HORIZONTAL	⌣	14	11'-5	107
4s8	WALL HORIZONTAL	⌣	14	13'-11	130
5v1	WALL VERTICAL, BACK FACE	——	62	7'-10	507
4v2	WALL VERTICAL, FRONT FACE	——	42	7'-10	220
5v3	WALL VERTICAL, BACK FACE	⌐¬	270	4'-7	1361
5v4	WALL VERTICAL, BACK FACE	——	31	7'-9	251
4v5	WALL VERTICAL, FRONT FACE	——	21	7'-9	109
5v6	WALL VERTICAL, BACK FACE	——	31	8'-0	259
4v7	WALL VERTICAL, FRONT FACE	——	21	8'-0	112
5v8	WALL VERTICAL, BACK FACE	——	31	8'-2	264
4v9	WALL VERTICAL, FRONT FACE	——	21	8'-2	115
5v10	WALL VERTICAL, BACK FACE	——	31	6'-11	224
4v11	WALL VERTICAL, FRONT FACE	——	21	6'-11	97
5v12	WALL VERTICAL, BACK FACE	——	31	7'-3	234
4v13	WALL VERTICAL, FRONT FACE	——	21	7'-3	102
5v14	WALL VERTICAL, BACK FACE	——	31	7'-7	245
4v15	WALL VERTICAL, FRONT FACE	——	21	7'-7	106
5v16	WALL VERTICAL, BACK FACE	——	22	7'-11	182
4v17	WALL VERTICAL, FRONT FACE	——	15	7'-11	79
	EPOXY COATED REINFORCING STEEL - TOTAL (LBS.)				6980



RETAINING WALL ELEVATION VIEW, PANELS 4-5

BENT BAR DETAILS



NOTE: ALL DIMENSIONS ARE OUT TO OUT. D = PIN DIAMETER

HANSON

NOTE:
C.J. = CONSTRUCTION JOINT
E.J. = EXPANSION JOINT

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL ELEVATIONS

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

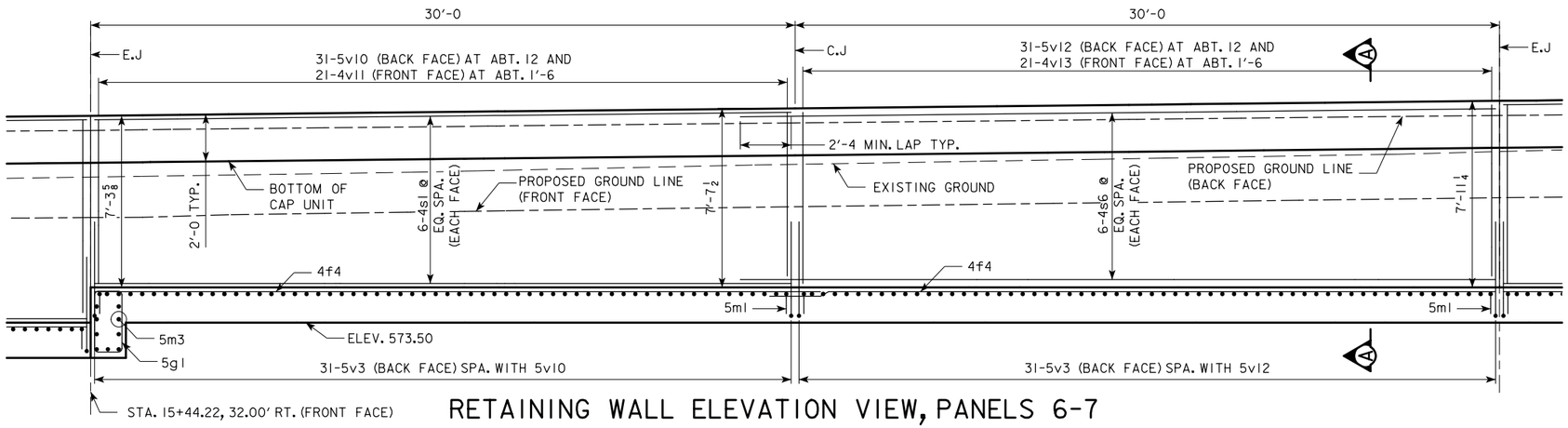
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

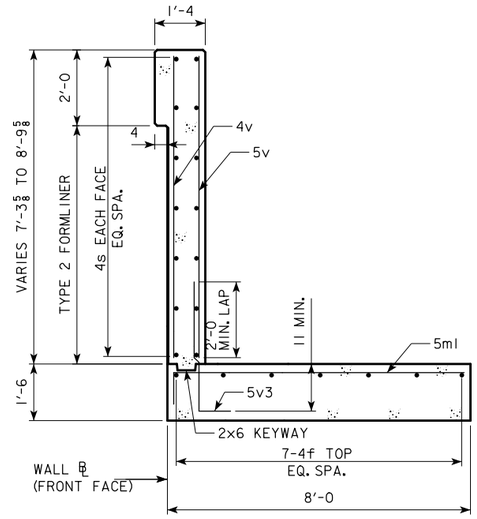
DESIGN SHEET NO. 4 OF 6 FILE NO. 30253 DESIGN NO. 3908

DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER V.4

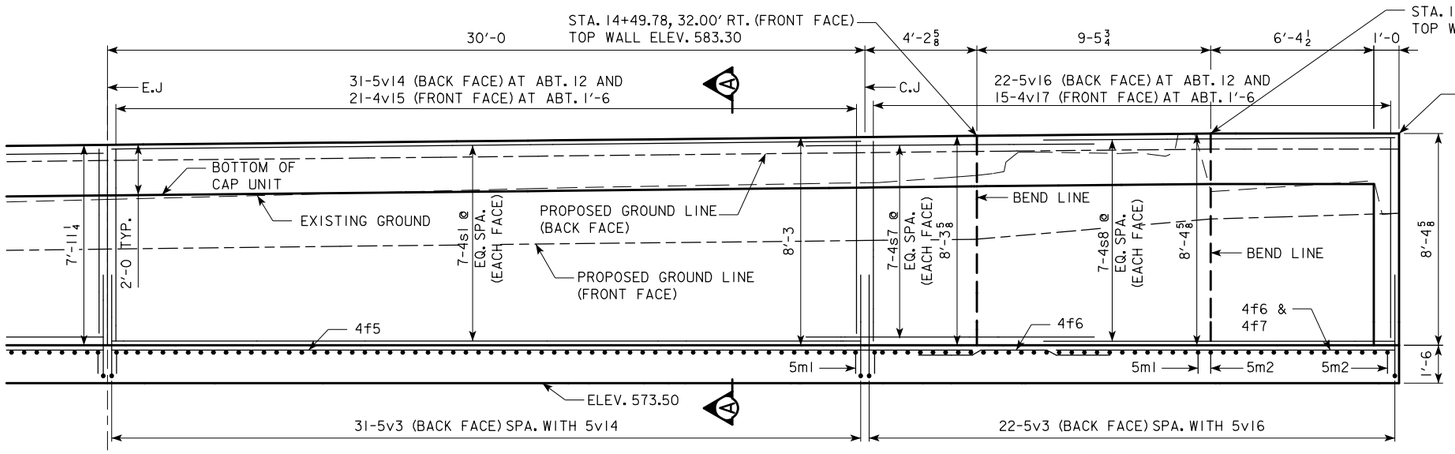
BENCH MARK NO. 503: US 67 RAMP D STA. 4501+81.78, RT. 117.13', ELEV. 580.28', CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD.



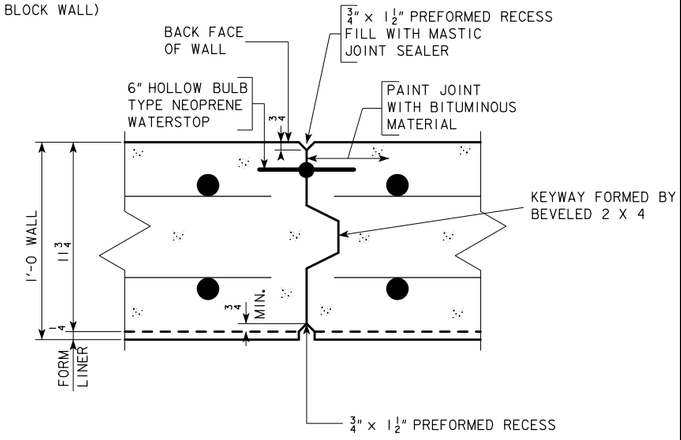
RETAINING WALL ELEVATION VIEW, PANELS 6-7



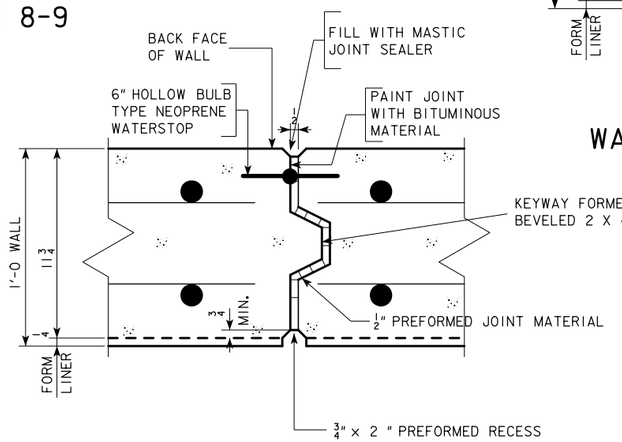
SECTION A-A



RETAINING WALL ELEVATION VIEW, PANELS 8-9



WALL CONSTRUCTION JOINT



WALL EXPANSION JOINT

NOTES :

WATERSTOP TO BE CENTER BULB TYPE AS MANUFACTURED BY AFCO, BURKE, WILLIAMS PRODUCTS OR APPROVED EQUAL.

WATERSTOPS ARE TO EXTEND FROM TOP OF FOOTINGS TO 6" BELOW TOP OF WALLS.

WALL EXPANSION JOINTS AND WALL CONSTRUCTION JOINTS EXTEND FROM TOP OF FOOTING TO TOP OF WALL.

WALL EXPANSION JOINTS ARE LOCATED DIRECTLY OVER FOOTING EXPANSION JOINTS.

NOTE:
C.J. = CONSTRUCTION JOINT
E.J. = EXPANSION JOINT

HANSON

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL ELEVATIONS

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 6 FILE NO. 30253 DESIGN NO. 3908

DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.5

CONSTRUCTION OF CHAIN LINK FENCE ON CONCRETE RETAINING WALL SHALL BE IN CONFORMANCE WITH CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS. DETAILS SHOWN ON THE SHEET ARE TYPICAL. ALTERNATE DETAILS MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

ANCHOR BOLTS ($\frac{5}{8}$ DIAMETER) SHALL HAVE A MINIMUM PULL OUT STRENGTH OF 9000 POUNDS BASED ON 3500 PSI CONCRETE, SHALL MEET THE REQUIREMENTS OF I.D.O.T. MATERIALS I.M. 453.09, AND SHALL BE GALVANIZED AND INSTALLED ACCORDING TO RECOMMENDATIONS OF THE MANUFACTURER.

BASE PLATES SHALL BE GALVANIZED AFTER WELDING AND PRIOR TO INSTALLATION.

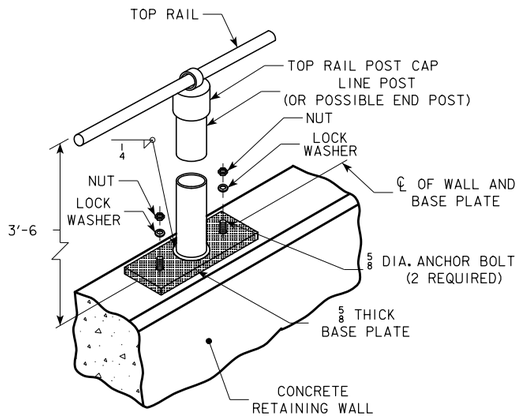
POST SIZE AND SPACING SHALL BE AS SHOWN ON MI-102.

BOTTOM TENSION WIRE, PLACEMENT OF STRETCHER BAR CLAMPS, FASTENING OF CHAIN LINK FABRIC TO POSTS, TOP RAIL SLEEVE, ETC., SHALL BE AS INDICATED ON MI-102.

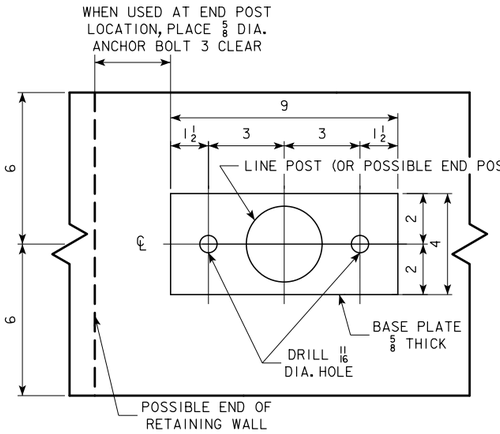
GROUNDING REQUIREMENTS SHALL BE AS DETERMINED BY SECTION 2519 OF THE STANDARD SPECIFICATIONS.

CHAIN LINK FABRIC SHALL BE KNUCKLED SELVAGE AT TOP AND BOTTOM OF FENCE.

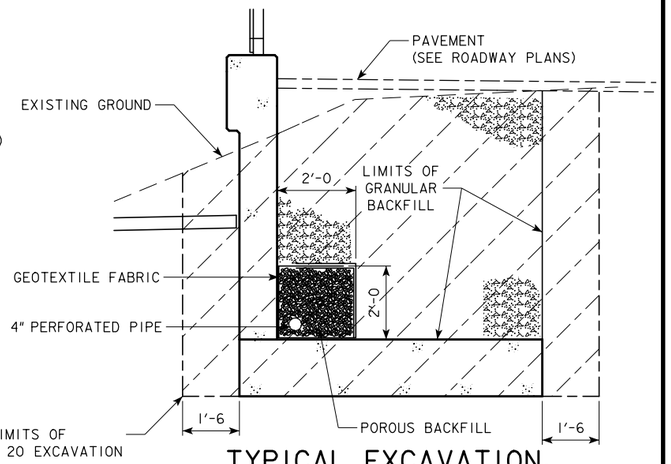
PRICE BID FOR "FENCE, CHAIN LINK, VINYL COATED" SHALL BE CONSIDERED FULL COMPENSATION FOR FABRICATION AND CONSTRUCTION OF FENCING AS DETAILED HEREON, AS REQUIRED BY PROJECT PLANS, AND AS PER SECTION 2519 OF THE STANDARD SPECIFICATIONS.



TYPICAL INSTALLATION BASE PLATE

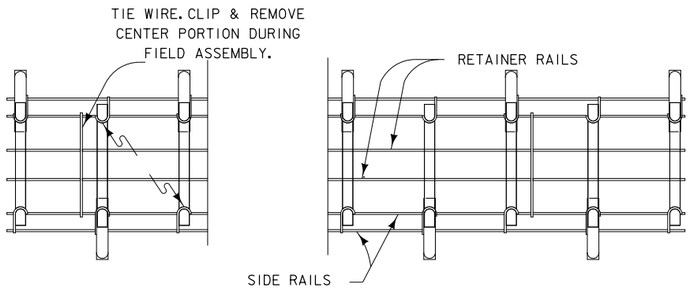


PLAN OF BASE PLATE

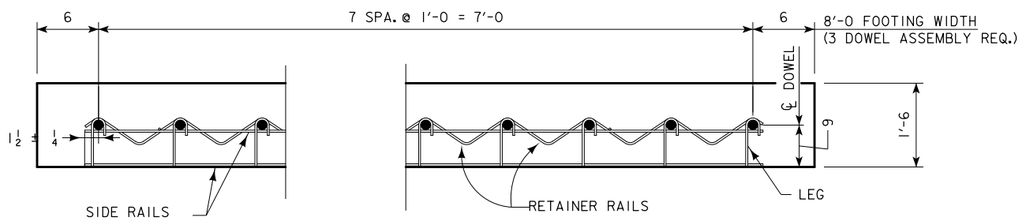


TYPICAL EXCAVATION, BACKFILL, AND DRAINAGE

PERFORATED PIPE DRAIN SHALL BE CONNECTED TO STORM SEWER INLET AT STA. 16+81 WITH 4" SOLID PIPE. PROVIDE TWO SEPARATE CONNECTIONS.



DOWEL ASSEMBLY PLAN



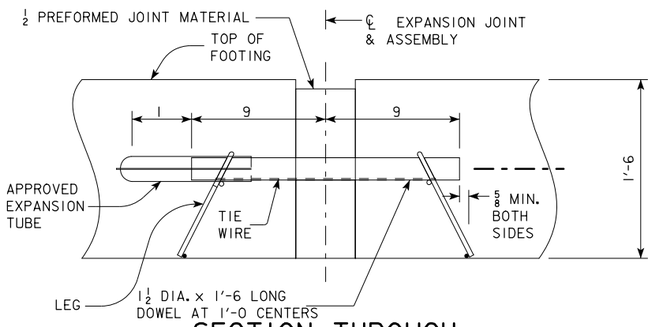
DOWEL ASSEMBLY ELEVATION

EXPANSION DOWEL NOTES:

EXPANSION DOWEL ARE REQUIRED AT EACH FOOTING EXPANSION JOINT.

ALL COST ASSOCIATED WITH EXPANSION DOWELS AND DOWEL SUPPORT ASSEMBLIES SHALL BE INCIDENTAL TO THE PRICE BID FOR "STRUCTURAL CONCRETE (MISCELLANEOUS)".

EXPANSION DOWEL BARS SHALL BE $1\frac{1}{2}$" DIAMETER, 18" LONG. CENTER TO CENTER SPACING OF DOWELS SHALL BE PARALLEL TO THE OTHER DOWELS IN THE ASSEMBLY WITHIN $\frac{1}{8}$". WHEN EXPANSION JOINT IS LOCATED BETWEEN FOOTINGS OF DIFFERENT SIZE, THE DOWEL SUPPORT ASSEMBLY SHALL BE SIZED FOR THE SMALLER FOOTING.



SECTION THROUGH FOOTING EXPANSION JOINT

EACH DOWEL BAR SHALL BE FITTED WITH APPROVED 6" LONG EXPANSION TUBE AT ONE END. EXPANSION TUBE SHALL BE POSITIONED TO PROVIDE 1" CLEAR SPACE FOR DOWEL MOVEMENT. THE EXPANSION SIDE OF THE DOWEL SHALL BE COATED TO PREVENT BOND WITH THE FOOTING. THE OPPOSITE SIDE OF THE DOWEL SHALL BE WELDED TO THE WIRE DOWEL SUPPORT ASSEMBLY. DOWEL BARS SHALL BE PLACED TO ALTERNATE FIXED ENDS AND EXPANSION TUBE ENDS ALONG THE LENGTH OF THE SUPPORT ASSEMBLY.

WIRE SIZES SHOWN ARE THE MINIMUM REQUIRED. WIRES SHALL HAVE A MINIMUM TENSILE STRENGTH OF 50 KSI. WELD ALTERNATELY THROUGHOUT.

DOWEL ASSEMBLY	
LABEL	MINIMUM WIRE SIZE
SIDE RAILS	#1/0 GAUGE (0.306 INCH DIA.)
LEG	#1/0 GAUGE (0.306 INCH DIA.)
TIE WIRE	#10 GAUGE (0.135 INCH DIA.)
RETAINER RAILS	0.250 INCH DIA.

CLIP AND REMOVE CENTER PORTION OF TIE WIRE DURING FIELD ASSEMBLY.

A MINIMUM OF 8 ANCHOR PINS (4 PER SIDE, EVENLY SPACED) ARE REQUIRED AT EACH EXPANSION JOINT TO PREVENT MOVEMENT OF EXPANSION DOWEL ASSEMBLY. SEE ROAD STANDARD PV-101 FOR TYPICAL ANCHOR PIN DETAIL.

DESIGN FOR A

261'-2 x VARI. HEIGHT REINFORCED CONCRETE RETAINING WALL DETAILS

BEGIN STATION 14+41.38 - 43.37 RT. (14 TH ST.)
END STATION 17+32.59 - 37.61 RT. (14 TH ST.)

OCTOBER, 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 6 FILE NO. 30253 DESIGN NO. 3908

HANSON

DESIGN TEAM HANSON PROFESSIONAL SERVICES | SCOTT COUNTY | PROJECT NUMBER IM-074-1(206)5--13-82 | SHEET NUMBER V.6