SCOTT Co. UNKNOWN PAVEMENT-GRADE AND REPLACE IM-74-1(207)5--13-82

LETTING DATE T.B.D. 2019

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 AVE. IN MOLINE
TO NORTH OF LINCOLN ROAD IN BETTENDORF

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

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www.iowaonecall.com
Know what's below. Call before you dig.

REVISIONS

	TOTAL
	431
PROJECT IDENTIFICATION NUMBER	
03-82-074-010-03	
PROJECT NUMBER	
IM-74-1(207)5--13-82	
R.O.W. PROJECT NUMBER	
IM-074-1(144)5--13-82	

INDEX OF SHEETS

105-3
10-18-05

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+58.53	5771.61	
	Total Length of Roadway (Division 1)	3241.47	0.614

* COLOR PLANS
** TO BE INSERTED AT LATER DATE

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

04-30-02 101-5

DESIGN DATA URBAN

2002 AADT	TBD	V.P.D.
2035 AADT	99,800	V.P.D.
2035 DHV	9850	V.P.H.
TRUCKS	5	%
Total Design ESALs	--	

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	Jeffrey. J. Tardy	
G.1	Coventine Fidi	Reference Ties/Benchmarks
N.1	Todd	Traffic Signal Design
N.8	Steven	ITS Design
Q.1	Vasyl Chepkoi	Geotechnical Design
V.1	Robert Chantome	Retaining Wall Design

IN PROGRESS

IN PROGRESS

LICENSED PROFESSIONAL ENGINEER
John C. Sample
XXXXXXX
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

John C. Sample
Printed or Typed Name

My license renewal date is December 31, _____

Pages or sheets covered by this seal: _____

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(207)5--13-82** | SHEET NUMBER **A.1**

ROCK ISLAND COUNTY,
ILLINOIS

PRIORITY I ACCESS

PROJECT LOCATION

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

6804+58.53
BEGIN I-74 ROADWAY CONSTRUCTION

STA. 6837+00
END PROJECT

SCOTT COUNTY, IOWA

CITY OF BETTENDORF

CITY OF DAVENPORT

MIDDLE RD

KIMBERLY RD

LINCOLN RD

53RD ST

EXISTING 67TH ST

SPRUCE HILLS DRIVE

US 6

US 67 NB
STATE ST
13TH ST

10TH ST

11TH ST

14TH ST

MISS. BLVD

15TH ST

16TH ST

US 67 SB

I-74

MISSISSIPPI RIVER

US 67 INTERCHANGE

T-78 N

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(207)5--13-82**	SHEET NUMBER **A.2**

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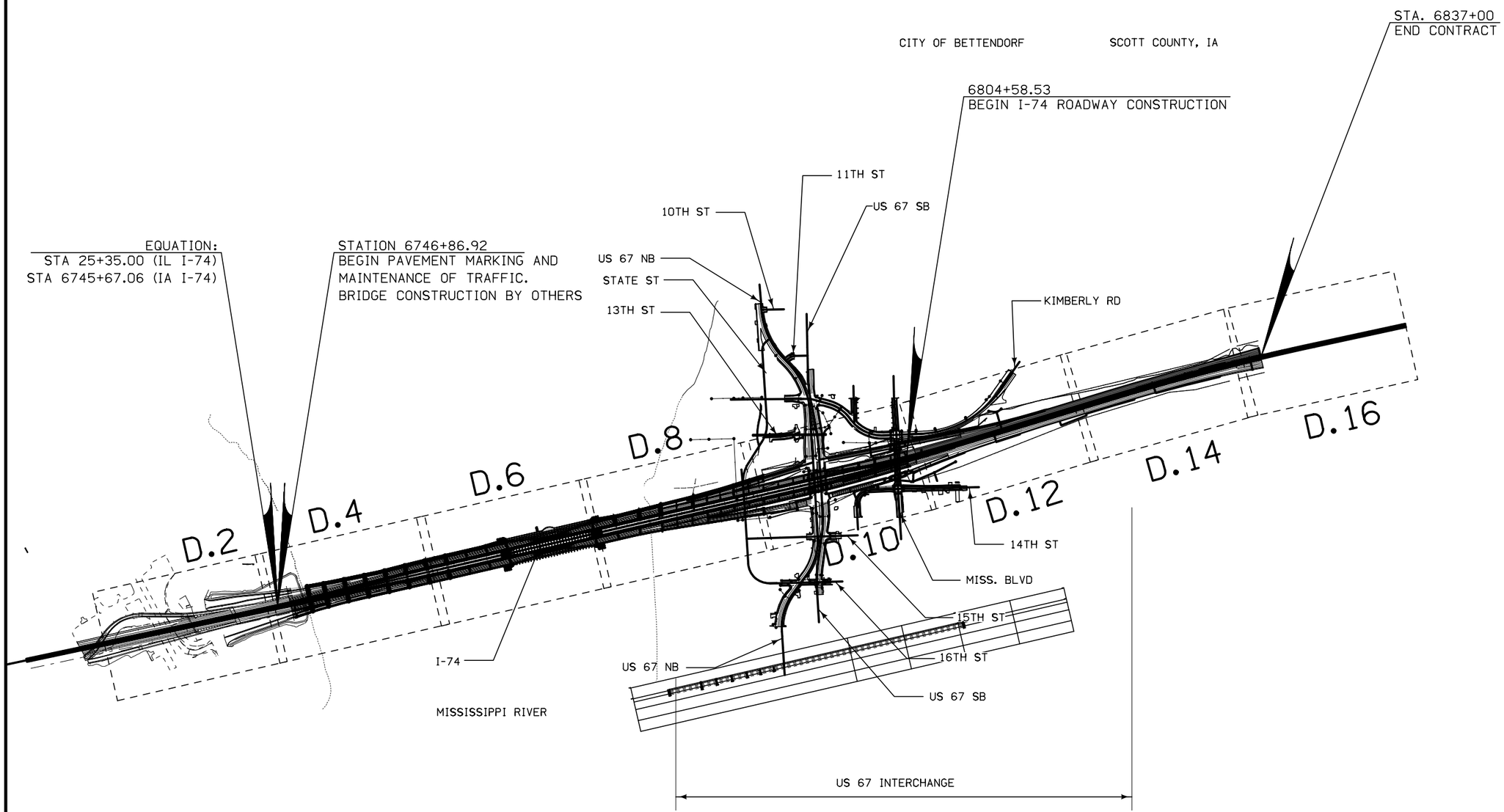

KEY MAP SCALE
0 0.25 0.5
Miles

MAINLINE KEY MAP

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **A.3**

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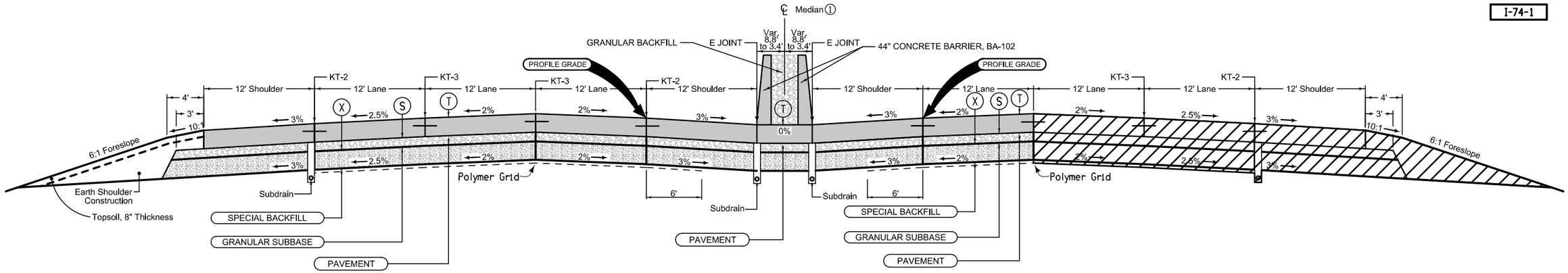
I-74-1



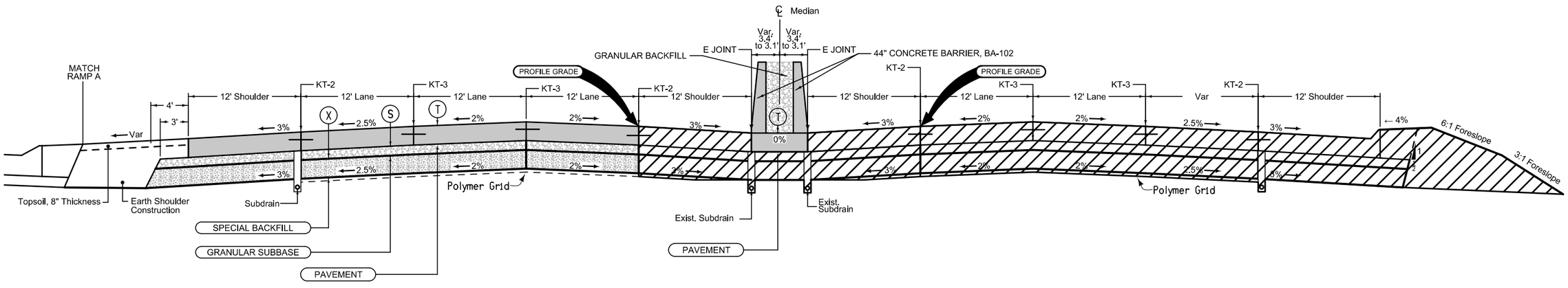
Location			Ⓣ	Ⓢ	Ⓧ	Granular Backfill
Road Identification	Station To Station		Inches	Inches	Inches	CY
I-74	6804+58.53	6808+25.00	11	6	12	504.9

① Median and Barrier begins at Sta. 6803+90.34

Existing Pavement

I-74
TYPICAL SECTION
6-LANE ROADWAY

I-74-2



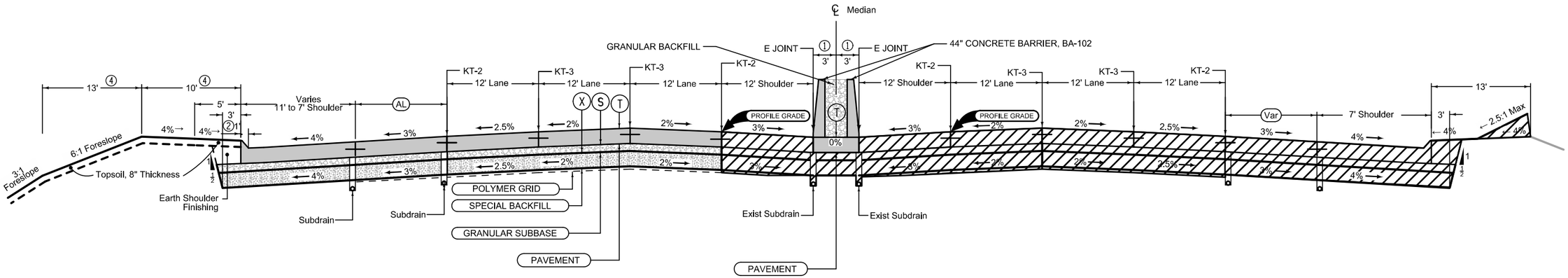
Location			Ⓣ	Ⓢ	Ⓧ	Granular Backfill
Road Identification	Station To Station		Inches	Inches	Inches	CY
I-74	6808+25.00	6809+10.00	11	6	12	42.4

Existing Pavement

I-74
TYPICAL SECTION
6-LANE ROADWAY

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER B.1

I-74-3



Location			T	S	X	AL	Granular Backfill
Road Identification	Station To Station		Inches	Inches	Inches	Feet	CY
I-74	6809+10.00	6825+50.00	11	6	12	12*	705.9

Existing Pavement

* Varies at Ramp Gores

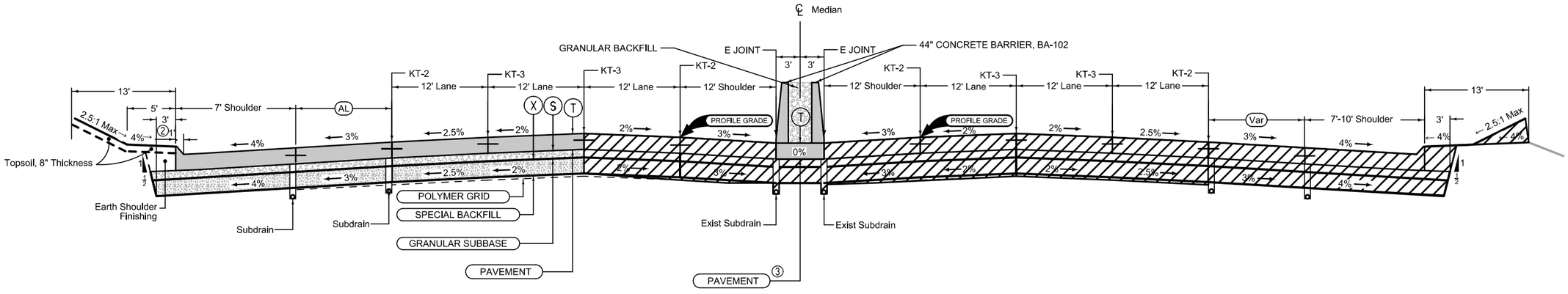
① Varies 3.1' to 3.0' Sta. 6809+10.00 to Sta. 6809+84.33

② Integral 6" Sloped Curb. See PV-102

④ Retaining Wall 165 Sta. 6809+10.00 to 6810+75.00. See Typical Wall-1

TYPICAL SECTION 6-LANE ROADWAY

I-74-4



Location			T	S	X	AL	Granular Backfill
Road Identification	Station To Station		Inches	Inches	Inches	Feet	CY
I-74	6825+50.00	6837+00.00	11	6	12	12*	442.9

Existing Pavement

* Varies at Ramp Gores

② Integral 6" Sloped Curb. See PV-102

③ Match Existing Median at Sta. 6833+90.00 and Sta. 6835+10.00

TYPICAL SECTION 6-LANE ROADWAY

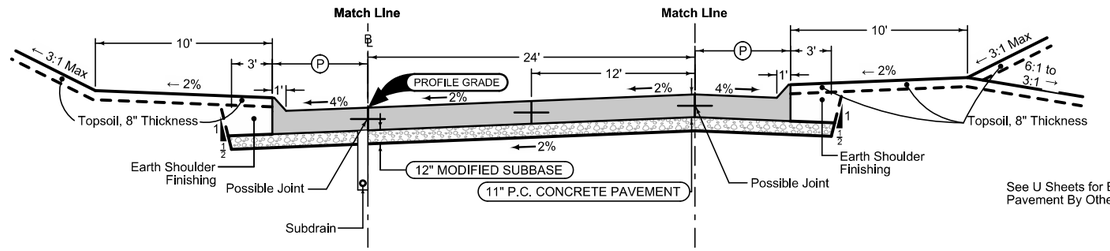
Curbed Shoulder

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
1497+02.31	1502+46.78	11	6" Sloped

See U Sheets for Bridge Approach Pavement By Others



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
1497+02.31	1502+46.78	7	6" Sloped
1504+28.48	1506+33.80	7	4" Sloped
1506+33.80	1509+11.75	7	6" Sloped

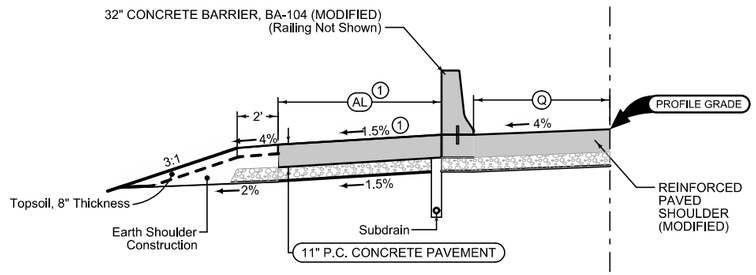
See U Sheets for Bridge Approach Pavement By Others

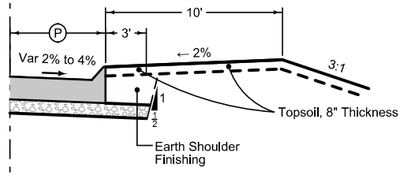
Shared Use Path

Longitudinal joint: L or KT
Transverse joint: Match Mainline

2_AuxLane_PCC_ Modified			
STATION TO STATION		(AL) Feet	(Q) Feet
3591+15.45	3594+25.27	14	10

(1) Refer to K Sheets for Shared Use Path slope and width transitions





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
3591+15.45	3592+86.71	7	4" Sloped
3592+86.71	3594+30.26	7	6" Sloped

See U Sheets for Bridge Approach Pavement By Others

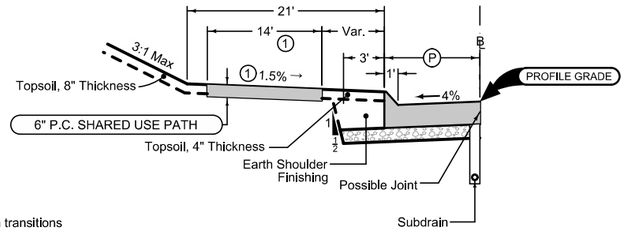
Curbed Shoulder

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
3594+25.27	3595+30.26	11	6" Sloped

(1) Refer to K Sheets for Shared Use Path slope and width transitions



2 Lane PCC Ramp

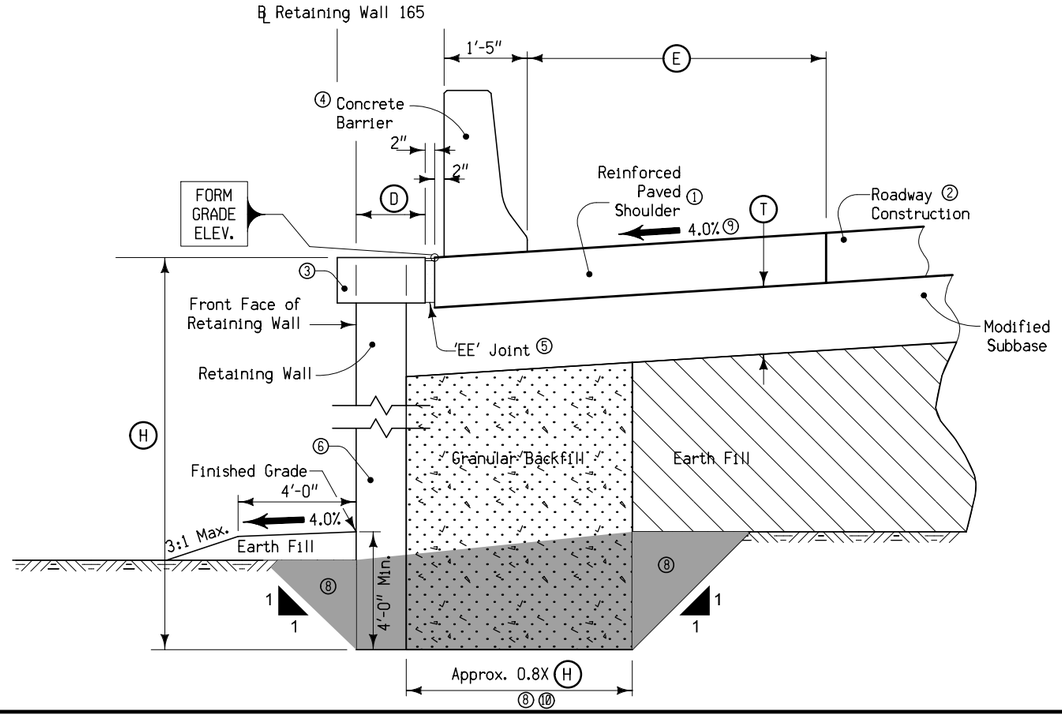
	2RP_ 10-18-11
BEGIN STATION	END STATION
1497+02.31	1501+96.78
1504+78.48	1509+11.06
3591+65.45	3594+30.26

See U Sheets for Bridge Approach Pavement By Others

US 67 RAMP A AND C

WALL 1

LOCATION				(E) Feet	(D) Feet	(T) Inches
ROAD IDENTIFICATION	STATION TO STATION		SIDE			
RET. WALL 165						
US 67 - RAMP A	1504+31.80	1504+40.10	LT	10	4.25	12
US 67 - RAMP A	1504+40.10	1504+60.00	LT	10	4.25-2.25	12
US 67 - RAMP A	1504+60.00	1510+73.26	LT	10	2.25	12
	STATION EQUATION					
US 67 - RAMP A	1509+08.71=	1510+73.26=	LT			
I-74	=6809+10.00	=6810+75.00	LT			



① Refer to Modified Standard BA-106 for details of reinforced paved shoulder for 44' concrete barrier.

② Refer to B Sheets for details of roadway construction.

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

④ Refer to Modified Standard BA-102 for details of 44' concrete barrier.

⑤ See Standard Road Plan PV-101 for details.

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

⑦ Reinforced paved shoulder, barrier, modified subbase, and polymer grid included in approach pavement construction by BRFIM-074-1(199)5--05-82 from STA 4501+25.08 to Ramp D Bridge.

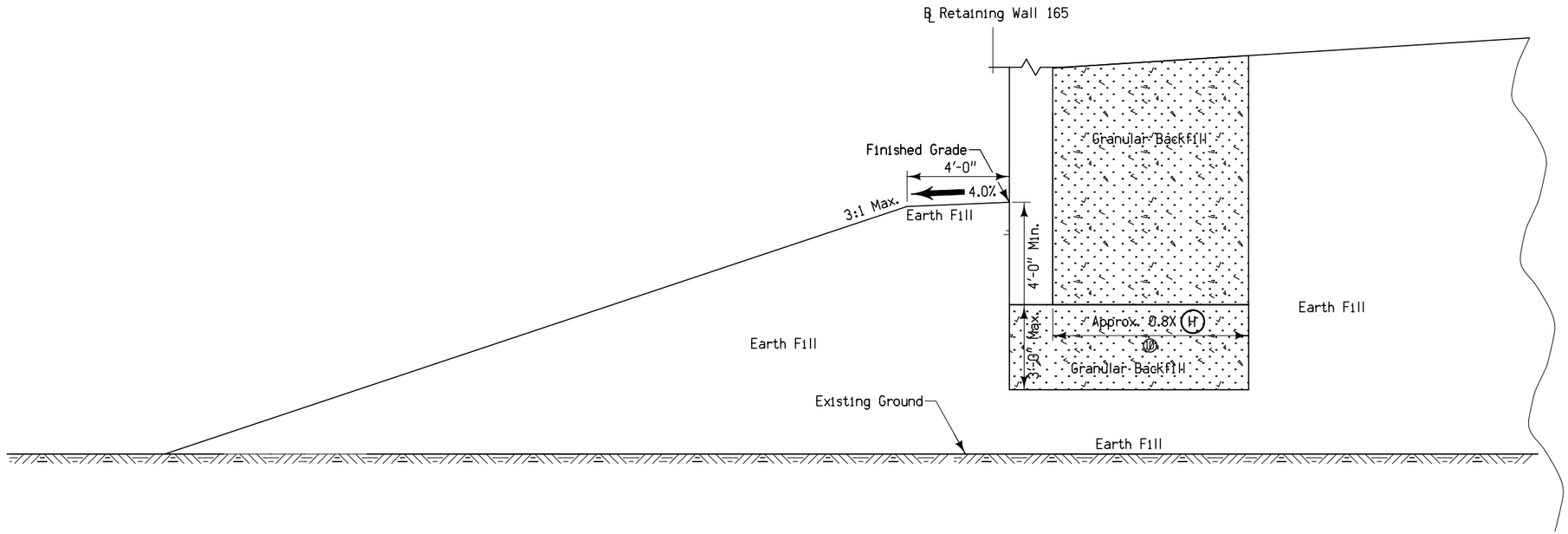
⑧ Excavation, Class 10, Roadway and Borrow

⑨ Refer to K Sheets for Slope Details

⑩ Refer to V Sheets for exact limits

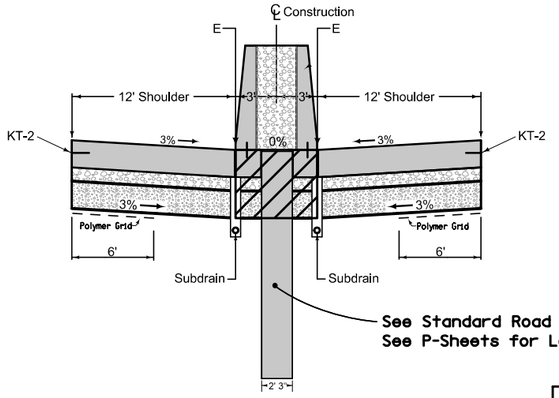
TYPICAL SECTION RETAINING WALL DETAILS AND LOCATIONS

WALL 2



TYPICAL SECTION RETAINING WALL: WHEN LEVELING PAD IS ABOVE EXISTING GROUND

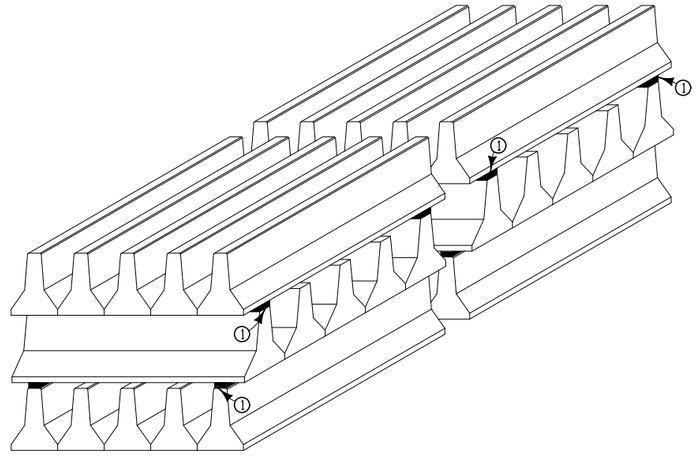
Footing-1



Footing for Slip-Base Light Poles

Existing Subbase, Special Backfill, & Temporary Pavement

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.

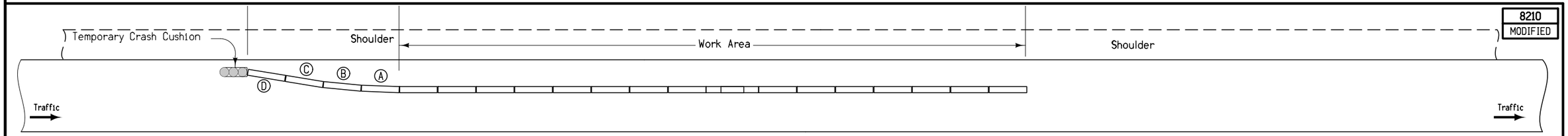
Barrier sections shall be stacked 3 high in alternating layers or as modified by the Engineer.

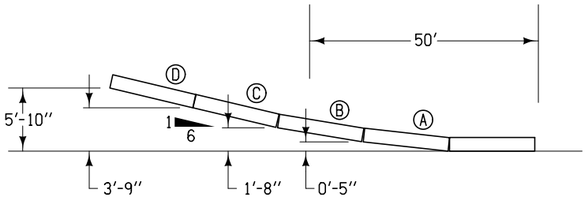
The cost of hauling and stacking the temporary barrier rail shall be incidental to the item "Temporary Barrier Rail".

① 2x4 or scrap lumber.

STORAGE PLAN FOR BARRIER RAIL

8210
MODIFIED



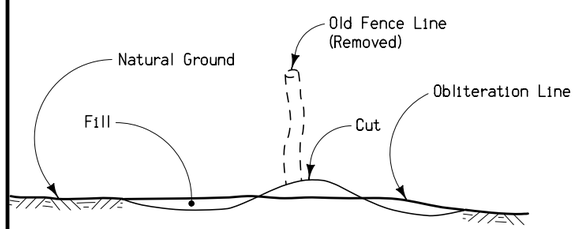


BARRIER OFFSETS FOR FLARE SECTIONS

TEMPORARY CONCRETE BARRIER LAYOUT

See J Sheets for Locations

4301
08-20-96

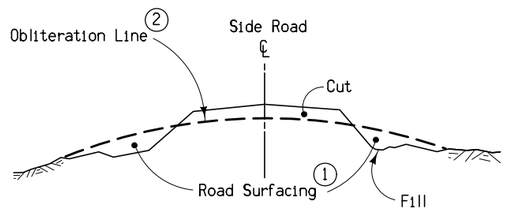


TYPICAL DETAILS FOR OBLITERATION OF OLD FENCE RIDGE

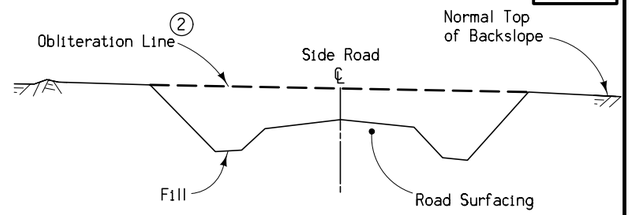
Notes:

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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER B.5

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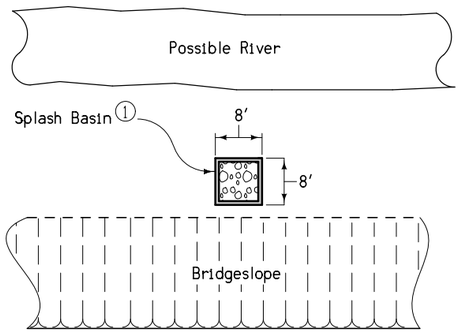
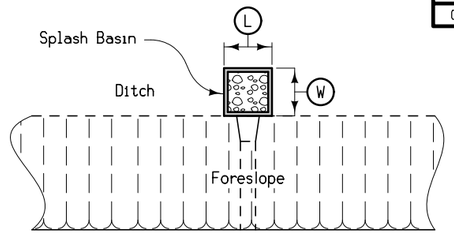
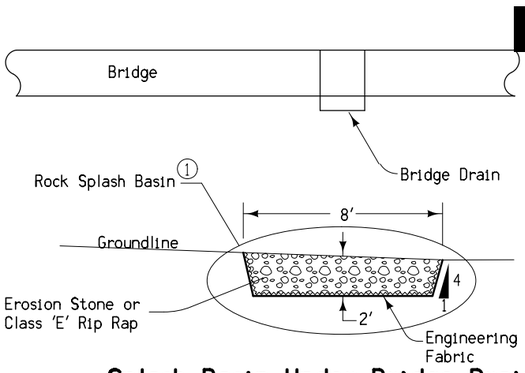
4404
04-18-06



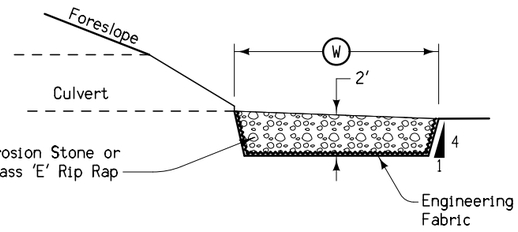
Splash Basin Under Bridge Drain Top View



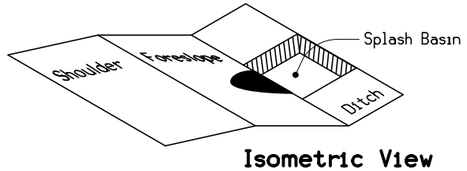
Top View



Splash Basin Under Bridge Drain Typical Section



Typical Section



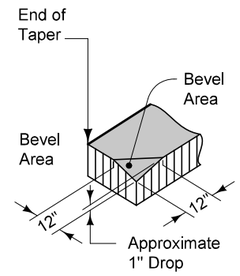
Isometric View

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

See Tabulation 100-23 for additional information.

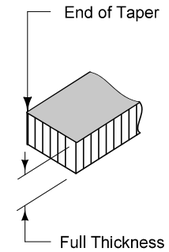
DETAILS OF ROCK SPLASH BASIN

7101
Modified



DETAIL 'A'

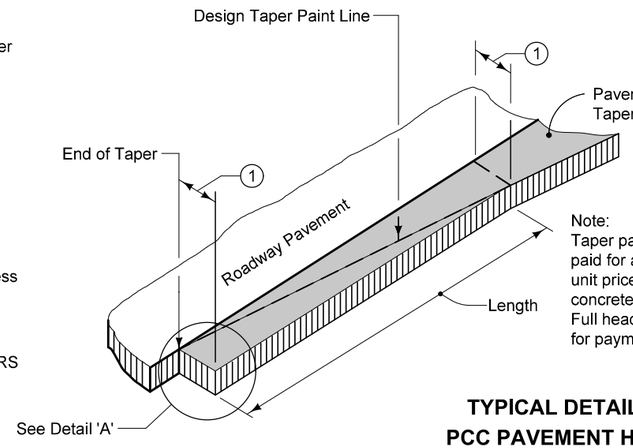
FOR
GRANULAR SHOULDERS



DETAIL 'A'

FOR
PAVED SHOULDERS

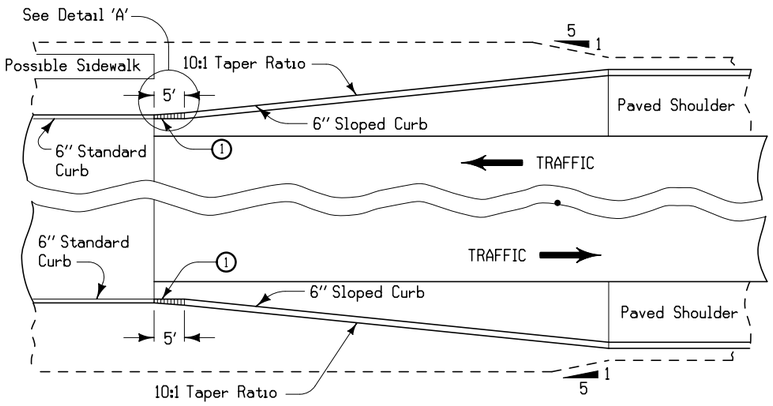
1. Normal width is 2'-0".

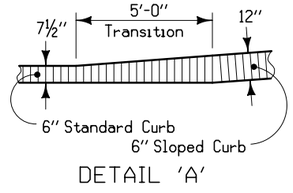


Note:
Taper pavement to be paid for at the contract unit price for P.C. concrete pavement. Full header is included for payment.

TYPICAL DETAILS OF PCC PAVEMENT HEADER

6148
11-10-92



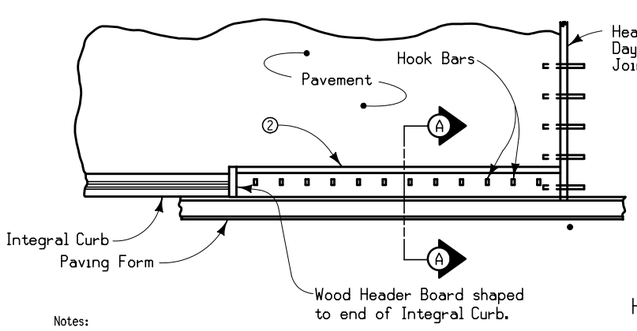


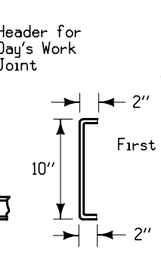
DETAIL 'A'

1. Transition to sloped curb in 5'.

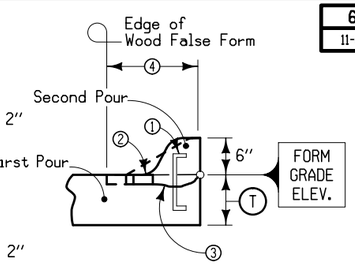
TRANSITION BETWEEN STANDARD CURB AND SLOPED CURB ON SHOULDER

6115
11-10-92





NO. 3
HOOK BAR



SECTION A-A

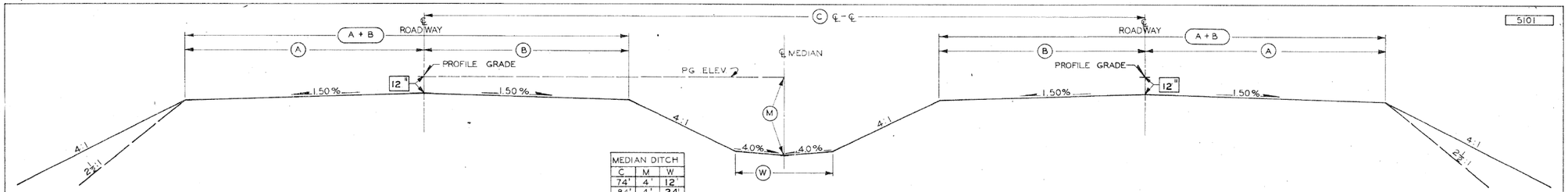
Notes:

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

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

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

5101



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

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

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'

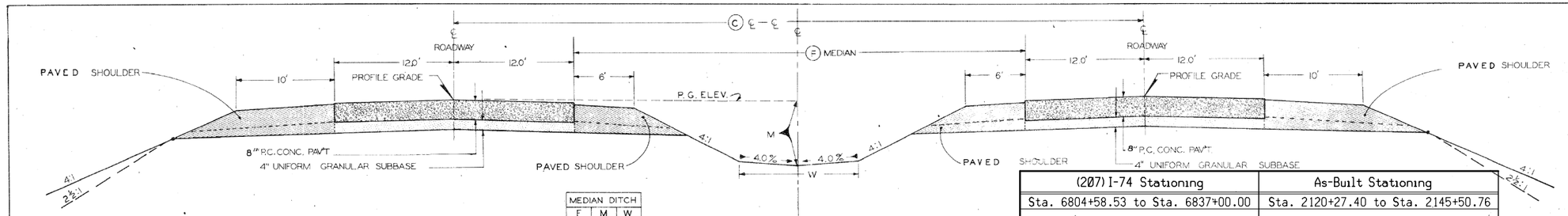
Constructed

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

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'

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

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

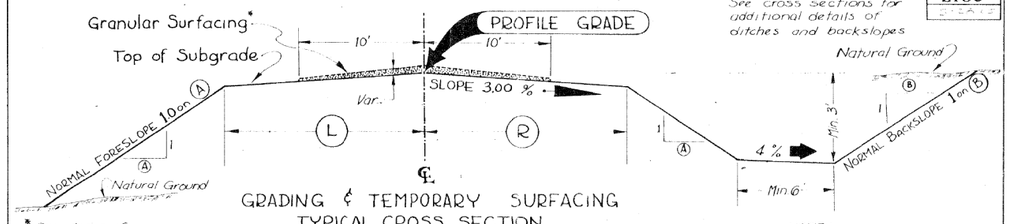
(207) I-74 Stationing	As-Built Stationing
Sta. 6804+58.53 to Sta. 6837+00.00	Sta. 2120+27.40 to Sta. 2145+50.76

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

NOTE: See also Contracts IM-74-1(161)4--13-82, IM-74-1(205)5--13-82, and IM-74-1(206)5--13-82 for additional details. Sections on this sheet represent existing pavement prior to construction of these contracts.

2-12-65

2108



GRADING & TEMPORARY SURFACING
TYPICAL CROSS SECTION

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

Constructed

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

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

FOR INFORMATION ONLY

ET-4

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

NOTE: See also Contracts IM-74-1(161)4--13-82, IM-74-1(205)5--13-82, and IM-74-1(206)5--13-82 for additional details. Sections on this sheet represent existing pavement prior to construction of these contracts.

EXISTING PAVEMENT TYPICALS
INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER B.7

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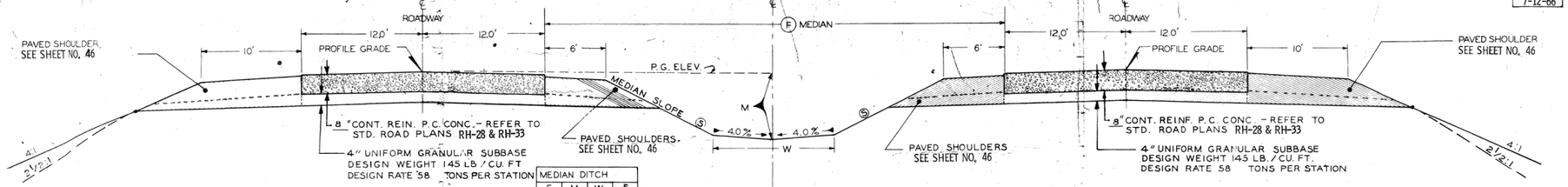
5204
7-12-66



MEDIAN DITCH			
F	M	W	S
50'	4'	12'	4:1
60'	4'	24'	4:1
76'	4'	34'	6:1

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

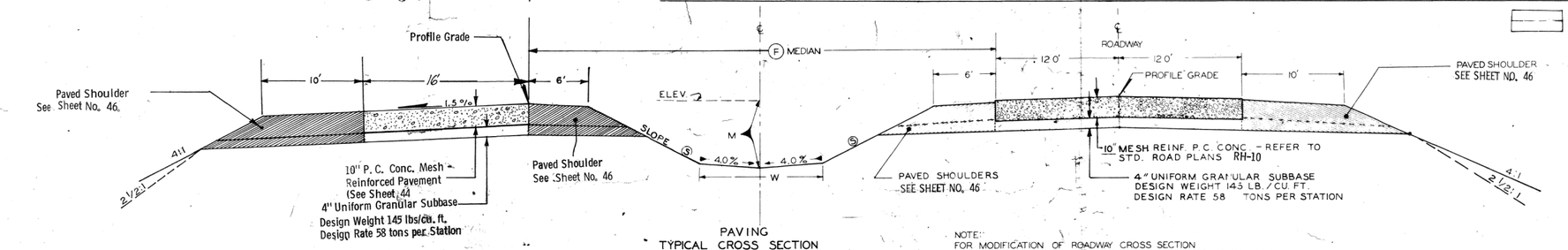
PAVING
TYPICAL CROSS SECTION

PROPOSED HIGHWAY IMPROVEMENT

LANE	STA.	TO	STA.	(F)
BOTH	2236+00.00		2311+00.10	50'
LEFT	7002+35.60		7035+35.78	50'
RIGHT	7002+35.60		7036+00.00	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.



NOTE: Any portion of Granular Subbase beneath shoulder may be constructed with granular subbase beneath pavement.

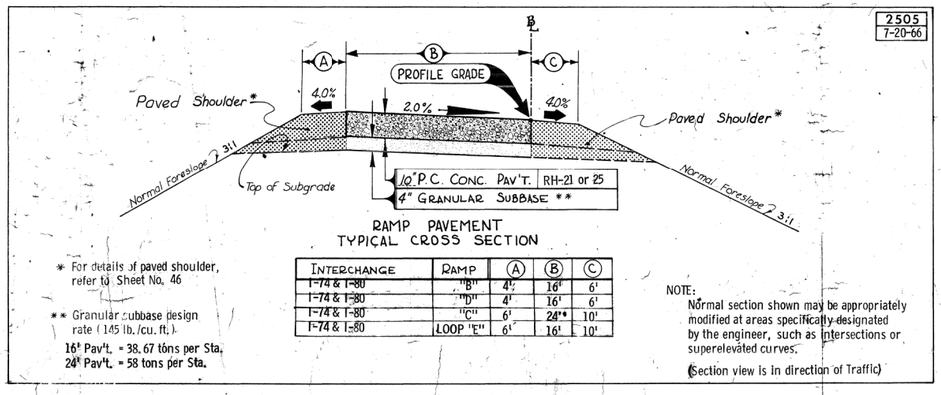
PAVING
TYPICAL CROSS SECTION

PROPOSED HIGHWAY IMPROVEMENT

LANE	STA.	TO	STA.	(F)
LEFT	7035+35.78		7052+00.00	50'
RIGHT	7036+00.00		7052+00.00	50'

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

2505
7-20-66



RAMP PAVEMENT
TYPICAL CROSS SECTION

INTERCHANGE	RAMP	(A)	(B)	(C)
I-74 & I-80	"B"	4'	16'	6'
I-74 & I-80	"D"	4'	16'	6'
I-74 & I-80	"C"	6'	24'*	10'
I-74 & I-80	LOOP "E"	6'	16'	10'

* For details of paved shoulder, refer to Sheet No. 46

** Granular subbase design rate (145 lb./cu. ft.)
16' Pav't. = 38.67 tons per Sta.
24' Pav't. = 58 tons per Sta.

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

(Section view is in direction of Traffic)

Revised March 19, 1968

WJT

COUNTY	PROJECT NUMBER	STATE	FED. ROAD DIST. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
Scott	I-74-1(8)3--01-82	IOWA	5		2	62

FOR INFORMATION ONLY

NOTE: See also Contracts IM-74-1(161)4--13-82, IM-74-1(205)5--13-82, and IM-74-1(206)5--13-82 for additional details. Sections on this sheet represent existing pavement prior to construction of these contracts.

EXISTING PAVEMENT TYPICALS
INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER B.8

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PROJECT DESCRIPTION

Pavement- Grade and Replace, Drainage, and Retaining Wall 163 on I-74 and local roads from east of the Mississippi River to just east of Lincoln Road.

Project includes constructing eastbound I-74 pavement and US 67 Ramps, A and C.
Bridge construction shown in the plans will be ongoing concurrently with this project. The bridge construction is not included in this contract and is shown for information only.

Northbound US 67, 12th Street, Gilbert Street, and State Street reconstruction, lighting, and drainage are included.
Traffic Signals are included.

Proposed I-74 mainline, ramp, and local roads drainage is included.
Proposed Shared Use path is included along US 67 and Ramp C.
Aesthetic Identity elements are constructed along Ramps B and A.
Pavement Marking, Traffic Control, Signing, ITS devices, and lighting work is included on the existing and proposed bridges over the Mississippi River, starting at the Illinois-side river bank.

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	7.3					7.3					
2	2102-0425071	SPECIAL BACKFILL	CY	7492.6					7492.6					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	115436					115436					
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
5	2102-2712070	EXCAVATION, CLASS 12, ROADWAY AND BORROW	CY	22907					22907					
6	2105-8425005	TOPSOIL, FURNISH AND SPREAD	CY	2994.35					2994.35					
7	2105-8425011	TOPSOIL, SPREAD	CY	1783					1783					
8	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	3841					3841					
9	2107-0875100	COMPACTION W/MOISTURE CONTROL	CY	88800					88800					
10	2111-8174100	GRANULAR SUBBASE	SY	24596					24596					
11	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	18087.1					18087.1					
12	2115-0100000	MODIFIED SUBBASE	CY	2823.74					2823.74					
13	2122-5191004	REINFORCED PAVED SHOULDER (MODIFIED)	SY	354.9					354.9					
14	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	7.76					7.76					
15	2123-7450020	SHOULDER FINISHING, EARTH	STA	47.4					47.4					
16	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8"	SY	54.8					54.8					
17	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"	SY	723.2					723.2					
18	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"	SY	29156.2					29156.2					
19	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1					1					
20	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES	EACH	14					14					
21	2401-6745765	REMOVAL OF LIGHT POLES	EACH	14					14					
22	2401-6750001	REMOVALS, AS PER PLAN	LS	1					1					
23	2402-0425030	GRANULAR BACKFILL	CY	12587.11					12587.11					
24	2402-2720000	EXCAVATION, CLASS 20	CY	0			39		39					
25	2402-2722000	EXCAVATION, CLASS 22	CY	0			4		4					
26	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)	CY	0			20.2		20.2					
27	2404-7775000	REINFORCING STEEL	LB	0			1533		1533					
28	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE	SY	96810					96810					
29	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.	EACH	1					1					
30	2416-0100024	APRONS, CONCRETE, 24 IN. DIA.	EACH	1					1					
31	2416-0100072	APRONS, CONCRETE, 72 IN. DIA.	EACH	1					1					
32	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL	SF	15127					15127					
33	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	9					9					
34	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	1					1					
35	2435-0250800	INTAKE, SW-508	EACH	13					13					
36	2435-0250814	INTAKE, SW-508, TOP ONLY	EACH	2					2					
37	2435-0250900	INTAKE, SW-509	EACH	1					1					
38	2435-0251100	INTAKE, SW-511	EACH	1					1					
39	2435-0254800	BARRIER INTAKE, SW-548	EACH	7					7					
40	2435-0254802	BARRIER INTAKE, SW-548, WELL ONLY	EACH	1					1					
41	2435-0700010	CONNECTION TO EXISTING MANHOLE	EACH	5					5					
42	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	2					2					
43	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	9332.8					9332.8					
44	2502-8220193	SUBDRAIN OUTLET (RF-19C)	EACH	57					57					
45	2502-8220196	SUBDRAIN OUTLET, RF-19E	EACH	4					4					
46	2503-0114215	STORM SWR G-MAIN,TRENCHED, RCP 2000D,15"	LF	1744					1744					
47	2503-0114218	STORM SWR G-MAIN,TRENCHED, RCP 2000D,18"	LF	181					181					
48	2503-0114224	STORM SWR G-MAIN,TRENCHED, RCP 2000D,24"	LF	1403					1403					
49	2503-0114472	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3000D (CLA	LF	72					72					
50	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN	LF	1203					1203					
51	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN.	LF	244					244					
52	2505-4008300	STEEL BEAM GUARDRAIL	LF	287.5					287.5					
53	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION	EACH	4					4					
54	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED	EACH	4					4					
55	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL	EACH	4					4					
56	2507-3250005	ENGINEERING FABRIC	SY	278.2					278.2					
57	2507-6800061	REVETMENT, CLASS E	TON	238					238					
58	2510-6745850	REMOVAL OF PAVEMENT	SY	26679.7					26679.7					
59	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	4					4					
60	2513-0001020	CONCRETE BARRIER, BA-102	LF	6332					6332					
61	2513-0001040	CONCRETE BARRIER, BA-104	LF	280					280					
62	2513-0001050	CONCRETE BARRIER, BA-105	EACH	1					1					
63	2513-0001070	CONCRETE BARRIER RAIL, BA-107	EACH	1					1					
64	2513-0001081	CONCRETE BARRIER, TAPERED END, BA-108 (MODIFIED)	EACH	1					1					
65	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	94					94					
66	2516-8725000	P.C. CONCRETE RETAINING WALL	CY	1.61					1.61					
67	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT	LF	3683.9					3683.9					
68	2519-4200120	REMOVAL OF FENCE, CHAIN LINK	LF	2048.6					2048.6					
69	2520-3350015	FIELD OFFICE	EACH	1					1					
70	2523-0000200	ELECTRICAL CIRCUITS	LF	7258					7258					
71	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH	57					57					
72	2525-0000105	TRAFFIC SIGNAL INSTALLATION	LS	1					1					
73	2526-8285000	CONSTRUCTION SURVEY	LS	1					1					
74	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	675.16					675.16					
75	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE	STA	1723.86					1723.86					
76	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS	STA	210.72					210.72					
77	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE	EACH	16					16					
78	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	329.08					329.08					
79	2528-3800000	MODULAR GLARE SCREEN SYSTEM	LF	9013					9013					
80	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	25800					25800					

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

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

Item No.	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
81	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION	EACH	3					3					
82	2528-8445110	TRAFFIC CONTROL	LS	1					1					
83	2528-8445113	FLAGGERS	EACH	0					0					
84	2533-4980005	MOBILIZATION	LS	1					1					
85	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	100					100					
86	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)	EACH	1					1					
87	2545-1000000	OVERLAY TYPE B GUIDE SIGNS	SF	500					500					
88	2551-0000110	TEMP CRASH CUSHION	EACH	5					5					
89	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS				1		1					
90	2599-9999005	LIGHTING POLES, INSTALL ONLY	EACH	49					49					
91	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY	EACH	70					70					
92	2599-9999005	COLLAPSIBLE BOLLARD	EACH	2					2					
93	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN	LF	75					75					
94	2599-9999009	STRUCTURAL STEEL RAILING, TRAFFIC AND BICYCLE	LF	280					280					
95	2599-9999009	CONCRETE BARRIER, BA-102 (MODIFIED)	LF	644					644					
96	2599-9999010	FURNISH & INSTALL ITS INFRASTRUCTURE	LS	1					1					
97	2599-9999010	IDENTITY ELEMENTS	LS	0			1		1					
98	2599-9999018	REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER	SY	826.6					826.6					
99	2601-2634100	MULCHING	ACRE	6.76					6.76					
100	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	6.76					6.76					
101	2602-0000010	SILT DITCHES	LF	1001					1001					
102	2602-0000020	SILT FENCE	LF	4750					4750					
103	2602-0000050	SILT BASINS	EACH	2					2					
104	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	3800					3800					
105	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	380					380					
106	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	1352					1352					
107	2602-0000320	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 20 IN. DIA.	LF	1110					1110					
108	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	2462					2462					
109	2602-0010010	MOBILIZATION, EROSION CONTROL	EACH	1					1					
110	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
		See sheets U.4 to U.7.
		Quantity includes non-pavement area within proposed ground line intercepts.
		Locations as directed by the Engineer.
2	2102-0425071	SPECIAL BACKFILL
		See Tab 103-3 on C Sheets.
		Item underneath all mainline I-74 pavement as shown
		on sheets B.1 and B.2.
		For additional information, refer to the Q sheets.
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW
		See T-sheets for template quantities.
		CL 10 Bid quantity of 115,436 CY includes:
		Year 4 Stage 2
		35,279 CY Suitable Excavation
		15 CY Fill
		Year 5 Stage 1
		11,434 CY Suitable Excavation
		115,349 CY Fill
		Year 5 Stage 2
		10 CY Suitable Excavation
		72 CY Fill
		Project Need = 68,713 CY Contractor furnished
		Overhaul will not be measured or paid for, but shall
		be considered incidental to roadway excavation.
		Contractor-furnished borrow.
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS
		For boulders encountered in excavation. Existing rip rap is not included.
		See Tab 103-7 on C Sheets.
5	2102-2712070	2102-2712070
		EXCAVATION, CLASS 12, ROADWAY AND BORROW
		See T Sheets for Template Quantities
		CL 10 Bid quantity of 22,907 CY includes:
		Estimated rock excavation in proposed detention pond.
		Rock level estimated from soil boring data
		Additional rock excavation for storm sewers shall be considered incidental
		to the storm sewers
6	2105-8425005	TOPSOIL, FURNISH AND SPREAD
		See Tab 103-4 on C Sheets.
		Contractor to provide topsoil from stockpile.
7	2105-8425011	TOPSOIL, SPREAD
8	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD
9	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.
		I-74 and ramps = 71769 cy. Local roads = 2275 cy.
		Shrinkage will not be included in moisture control quantity.
10	2111-8174100	GRANULAR SUBBASE
		6" thick underneath I-74 Mainline Pavement. See Typical on sheets B.1 and B.2.
		See Tab 100-24 on C Sheets.
11	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID
		Place underneath I-74 mainline pavement
		See Typicals on sheets B.1 and B.2 and Tab 103-3 on C Sheets
12	2115-0100000	MODIFIED SUBBASE
		Includes area under the ramps and side roads,
		Refer to Typicals on sheets B.3 and B.4. See Tab 100-24 and 112-9 on the C Sheets
13	2599-9999018	REINFORCED PAVED SHOULDER (MODIFIED)
		See Tab 108-18B and 112-9 on the C Sheets.
		Reinforced Paved Shoulder modified for 32"
		concrete barrier as detailed on sheet U.28.
		DESCRIPTION.
		Modified Standard BA-106 to account for 32" barrier height.
		Per Standard Specifications Section 2513
		and Modified Standard BA-106
		MATERIALS
		Per Standard Specifications Section 2513
		and Modified Standard BA-106
		CONSTRUCTION
		Per Standard Specifications Section 2513
		and Modified Standard BA-106

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ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-106
		BASIS OF PAYMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-106
14	2123-7450000	SHOULDER CONSTRUCTION, EARTH
		Sta. 6804+58.53 to Sta. 6809+10.00 = 4.51 STA Earth Construction
		Sta. 3591+00.00 to Sta. 3594+25.00 = 3.25 STA Earth Construction
		See Sheet B.1 and B.3 for typicals
15	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 Sheet B.2 and B.3 for typicals
		Sta. 6810+75.00 to Sta. 6837+00.00 = 26.25 STA Earth Finishing
		Sta. 1497+02.31 to Sta. 1502+50.00 = 5.47*2 = 10.95 STA Earth Finishing
		Sta. 1504+25.00 to Sta. 1509+11.06 = 4.86 STA Earth Finishing
		Sta. 3591+00.00 to Sta. 3594+25.00 = 3.25 STA Earth Finishing
		Sta. 3594+25.00 to Sta. 3594+30.26 = 0.0526*2 = 0.10 STA Earth Finishing
16	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8"
17	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10"
		See Tab 100-24 on the C Sheets.
18	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"
		Refer to Tab 100-24 on the C Sheets and typicals on sheets B.1, B.2 and B.3.
		For mainline I-74 and Ramp construction.
		Storm sewer intake areas are excluded from the quantity
19	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES
		Refer to Tab 100-24 on the C Sheets for pavement schedule.
20	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.
21	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.
22	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.
23	2402-0425030	GRANULAR BACKFILL
		1696.1 CY is for fill between the I-74 median barriers.
		Refer to I-74 typicals on Sheets B.1 and B.2.
		10649 CY is for behind MSE Wall 165.
		242CY is for below MSE Wall 165.
		See Typicals Wall-1 and Wall-2 on sheet B.4 and refer
		to sheets V.1 and V.2 for Wall 165 details.
24	2402-2720000	EXCAVATION, CLASS 20
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
25	2402-2722000	EXCAVATION, CLASS 22
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
26	2403-0100010	STRUCTURAL CONCRETE (BRIDGE)
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
27	2404-7775000	REINFORCING STEEL
		See Sheets V.9 and V.10 for Identity Element Footing locations and details
28	2412-0000100	LONGITUDINAL GROOVING IN CONCRETE
		Refer to Tab 100-28 on the C Sheets.
		Coordinate with the Bridge Contracts.
29	2416-0100015	APRONS, CONCRETE, 15 IN. DIA.
30	2416-0100024	APRONS, CONCRETE, 24 IN. DIA.
31	2416-0100072	APRONS, CONCRETE, 72 IN. DIA.
		See Tab 104-5B on the M Sheets.

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Item No.	Item Code	Description
32	2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL
		Item is for Retaining Wall 165.
		Refer to sheets V.1 and V.2
		All required precast panels and the associated form liners and
		aesthetic considerations as shown on sheets V.3 to V.8 are to be included
		in the contract unit price.
33	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.
34	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.
		See Tab 104-5B on the M Sheets.
35	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
36	2435-0250814	INTAKE, SW-508, TOP ONLY
37	2435-0250900	INTAKE, SW-509
38	2435-0251100	INTAKE, SW-511
39	2435-0254800	BARRIER INTAKE, SW-548
		See Tab 104-5B on the M Sheets.
40	2435-0254802	BARRIER INTAKE, SW-548, WELL ONLY
41	2435-0700010	CONNECTION TO EXISTING MANHOLE
		See Tab 104-5B on the M Sheets for locations.
		Refer to M sheets for additional details.
42	2435-0700020	CONNECTION TO EXISTING INTAKE
43	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.
44	2502-8220193	SUBDRAIN OUTLET (RF-19C)
45	2502-8220196	SUBDRAIN OUTLET (RF-19E)
		A. See Tab 104-9 on the C Sheets.
46	2503-0114215	STORM SWR G-MAIN,TRENCHED, RCP 2000D,15"
47	2503-0114218	STORM SWR G-MAIN,TRENCHED, RCP 2000D,18"
48	2503-0114224	STORM SWR G-MAIN,TRENCHED, RCP 2000D,24"
49	2503-0114472	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3000D (CLASS IV), 72 IN.
		See Tab 104-5B on the M Sheets.
50	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN
51	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN.
		See Tab 110-14 on the C Sheets.
52	2505-4008300	STEEL BEAM GUARDRAIL
53	2505-4008400	STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION
54	2505-4021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED
55	2505-4021700	STEEL BEAM GUARDRAIL END TERMINAL
		See Tab 108-8A on the C Sheets for locations.
		Refer to sheets U.21 to U.24 for details.
		Coordinate with Bridge Contracts.
56	2507-3250005	ENGINEER FABRIC
		Engineering fabric shall be material as specified for embankment erosion control, Article 4196.01C.
		Material shall be measured in sq. yd. of actual area covered.
		Refer to typical detail 4404 on sheet B.6
		See Tab 100-23 on the C sheets for locations.
57	2507-6800061	REVETMENT, CLASS E
		Refer to Typical 4404 on the sheet B.6 and Tab 100-23 on C Sheets.
58	2510-6745850	REMOVAL OF PAVEMENT
		See U Sheets for locations and Tab 110-1 on the C Sheets
		See the B Sheets and Tab 102-5 on the C Sheets for available existing pavement information.
		Includes approximately 568.8 LF of full depth sawcut.
59	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.
60	2513-0001020	CONC BARRIER, BA-102
		See Tab 108-18B on the C Sheets.
		BA-102 along the I-74 median is per the Standard Road Plans. See sheets B.1 and B.2
		for locations.
61	2513-0001040	CONC BARRIER, BA-104
		See Tab 108-18B on the C Sheets
		See Sheet K.7 for location.
		See Sheet U.28 for details.

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Item No.	Item Code	Description
62	2513-0001050	CONC BARRIER, BA-105
		See Tab 108-18B on the C Sheets
		See sheet L.3 for location at end of Wall 165
63	2513-0001070	CONC BARRIER RAIL, BA-107
		See Tab 108-18B on the C Sheets.
		See sheet L.3 for location at end of Wall 165
		See Sheet U.23 for guardrail details.
64	2513-0001081	CONCRETE BARRIER, TAPERED END, BA-108 (MODIFIED)
		See Tab 108-18B on the C Sheets
		Item is to be constructed per the Modified Standard Road Plans on the sheet U.30.
		See sheet K.7 for location.
65	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.
		See sheet K.7 and Tab 102-3 on the C Sheets for locations and details
66	2516-8725000	P.C. CONCRETE RETAINING WALL
		Refer to U sheet CONCRETE CLOSURE WALL DETAIL.
		For retaining Granular Backfill between median barrier at south end of median.
67	2519-1002072	FENCE, CHAIN LINK, 72 IN. HEIGHT
68	2519-4200120	REMOVAL OF FENCE, CHAIN LINK
		See Tab 100-7 the C Sheets for tabulations.
		See sheets U.4 to U.7 for removal locations.
		See D and K sheets for proposed fence locations.
69	2520-3350015	FIELD OFFICE
70	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 1346 type L-1
		connectors, 946 Y-1 connectors, 312 type Y-3 connectors, and 950 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.
71	2523-0000310	HANDHOLES AND JUNCTION BOXES
		All handholes to be RM-42 Type 1, except where noted.
		Refer to P Sheets
72	2525-0000105	TRAFFIC SIGNAL INSTALLATION
		Refer to N Sheets.
73	2526-8285000	CONSTRUCTION SURVEY
74	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
75	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE
		See Tab 108-22 on the C Sheets for locations and details.
		For Final I-74 Mainline and Ramp Pavement Markings.
		See sheets U.9 to U.15.
76	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS
		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.
77	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE
		See Tab 108-22 on the C Sheets for locations and details
		See Sheet U.12 for locations
78	2527-9263180	PAVEMENT MARKINGS REMOVED
		See Tab 108-22 on the C 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.
79	2528-3800000	MODULAR GLARE SCREEN SYSTEM
		For use on temporary barrier rail during Year 5 Stage 1.
		See J Sheet Typical Sections.
		See Tab 108-33 on C Sheets
80	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE
		See J sheets and Tab 108-33 on C sheets for locations.
		All temporary barrier rail including barrier placed by previous contracts
		shall be removed by the Contractor at the end of the contract.
81	2528-8400055	TEMPORARY TO PERMANENT BARRIER CONNECTION
		See J sheets and refer to Tab 108-33 on C Sheets for locations.
		See sheet U.25 "TBR Connection to 44-Inch F-Shape Barrier"

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Item No.	Item Code	Description
82	2528-8445110	TRAFFIC CONTROL
		See Traffic Control Plan on J Sheets.
83	2528-8445113	FLAGGERS
84	2533-4980005	MOBILIZATION
85	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.18 to U.20, no contamination is expected in
		this contract.
		All petroleum contaminated soil shall be disposed at a permitted sanitary landfill.
		Copies of the landfill receipts shall be submitted to the Engineer
86	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)
		Nominal quantity provided in case of encountering contaminated soil.
		Based on limit of contamination shown on sheets U.18 to U.20 no contamination is expected in this contract
		A. Refer to sheets U.18, U.19, and U.20 for locations.
		B. The Contractor shall have an Iowa Groundwater Professional, certified in accordance with 567 IAC Chapter 134, on site during excavation activities on parcels 101, 102, 103, 104, 117, 122, 159, 171, 218, 235,316, 317, 344, 349, 354, 520, 521 and 618. The Groundwater Professional shall monitor excavated material through soil vapor analysis and sampling. Samples shall be submitted to a laboratory accredited in accordance with 567 IAC Chapter 83 and analyzed for petroleum compounds using Iowa 0A-1 and 0A-2 testing procedures. Additional analyses may be added at the discretion of the Groundwater Professional and approved by the Engineer.
		C. The Groundwater professional shall be available on an on-call basis during all other excavation activities. The Contractor shall cease operations in the immediate area upon encountering suspect contamination and contact the Groundwater Professional for field review and sampling.
		D. Compensation for oversight by the Groundwater Professional, and sample analysis beyond petroleum compounds shall be negotiated and paid for in accordance with Article 1109.03, B, of the Standard Specifications.
		E. Samples shall be taken every 100' of excavation along the properties shown on sheets U.18 to U.20.
87	2545-1000000	OVERLAY TYPE B GUIDE SIGNS
		Details pending Final Sign Design.
88	2551-0000110	TEMP CRASH CUSHION
		Placed at end of Temporary concrete barrier rail. See Tab 108-30 on C Sheets
		All temporary crash cushions including those placed by previous contacts
		shall be removed by the Contractor at the end of the contract.
		Refer to J Sheets
89	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS
		See Tab 110-13 on N.5 Sheets and P.1 Sheets.
		Transportation of salvaged materials is not eligible for federal funds
90	2599-9999005	LIGHTING POLES, INSTALL ONLY
		See P sheets for locations, details, and additional tabulations.
		Additional reference information provided in the Special Provisions
91	2599-9999005	ROADWAY LUMINAIRE, INSTALL ONLY
		See P sheets for locations, details, and additional tabulations
		Additional reference information provided in the Special Provisions
92	2599-9999005	COLLAPSIBLE BOLLARD
93	2599-9999009	TEMPORARY SLOPE DRAIN, AS PER PLAN
		Per DETAILS OF TEMPORARY SLOPE DRAIN on sheet U.17.
		Quantity provided for 25' on side of embankment.
		One placement on each side of embankment.
		Bid quantity estimates 3 placements.
		DESCRIPTION.
		Details are for the installation of a temporary slope drain on the foreslope of the roadway fill. The intent of the temporary slope drain is to prevent foreslope erosion during construction and to minimize the water pollution which might be caused by soil erosion from the project.
		CONSTRUCTION.
		At the completion of each day's grading, a temporary berm will be constructed on both sides of the subgrade. At points a maximum of 500' apart, at low points of vertical curves, and as determined by the Engineer, temporary intercepting wing dikes shall be graded and slope drains installed. All special grading work shall be considered incidental to other grading work on the project.
		Foreslopes with a vertical height of ten feet or less shall not have temporary slope drains installed.
		MATERIALS.
		The temporary slope drain shall consist of a length of pipe capable of extending to the top of foreslope when all grading has been completed. The pipe shall be moved up the foreslope to the new temporary top of slope berm at the completion of each day's work. The pipe shall be Solid Tubing complying with all requirements of ASTM F 405, Standard Duty Tubing.
		METHOD OF MEASUREMENT.
		Method of measurement shall be along the centerline of pipe in its final position.
		BASIS OF PAYMENT.
		The price bid for "Temporary Slope Drain, As Per Plan", measured in lineal feet, shall be considered full compensation for the construction of all required temporary top of slope berms, for installing and maintaining the slope drain for the duration of the contract, and for removal of all materials upon the completion of the embankment.
94	2599-9999009	STRUCTURAL STEEL RAILING, TRAFFIC AND BICYCLE
		DESCRIPTION.
		Furnish and construct railings of the type, dimensions, and materials shown in the TRAFFIC AND BICYCLE RAILING on sheets U.31 and U.32.
		See Tab 108-18B on the C Sheets
		See Sheet K.7 for location.
		MATERIALS
		See notes on the TRAFFIC AND BICYCLE RAILING sheets U.31 and U.32.
		CONSTRUCTION
		See notes on the TRAFFIC AND BICYCLE RAILING sheets U.31 and U.32.
		METHOD OF MEASUREMENT
		The structural Steel Railing is to be bid on a per lineal foot basis measured from end to end of steel railing.
		BASIS OF PAYMENT
		The number of lineal foot of structural steel railing installed will be paid of at the contract unit price per foot based in the plan quantities.
95	2599-9999009	CONCRETE BARRIER, BA-102 (MODIFIED)
		See Tab 108-18B on the C Sheets.
		44" BA-102 along Ramp A is per the Modified Standard Road Plan BA-102 on sheet U.26
		See sheet K.6 and L .3 for locations.
		DESCRIPTION.
		Modified Standard BA-102 to account for 44" barrier height.
		Per Standard Specifications Section 2513
		and Modified Standard BA-102
		MATERIALS
		Per Standard Specifications Section 2513
		and Modified Standard BA-102
		CONSTRUCTION
		Per Standard Specifications Section 2513
		and Modified Standard BA-102
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-102
		BASIS OF PAYMENT
		Per Standard Specifications Section 2513
		and Modified Standard BA-102
96	2599-9999010	FURNISH AND INSTALL ITS INFRASTRUCTURE
		See Tabulation on Sheet N.5 for details. Refer to N sheets for locations and details.
		Additional reference information provided in the Special Provisions
97	2599-9999010	IDENTITY ELEMENTS
		DESCRIPTION:
		Bid to include fabrication and installation of 12 identity elements of 3 types: See Sheets V.11 through V.27 for details.
		MATERIALS.
		Materials include Structural Steel HSS framing members, precast concrete panels, steel panel cabinets and curved acrylic panels. Anchor bolts and nuts are not included in this bid item, but are to be provided with the footings or bridge elements upon which the identity elements are installed. See Sheets V.13 and V.25 for material specifications.
		CONSTRUCTION.
		Fabrication of all identity elements shall be by the same fabricator to ensure uniformity of appearance. Installation shall be at locations in both Iowa and Illinois as described on Sheet V.11, and shall be performed after all other project work is completed. Installation shall be coordinated with the Iowa

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Item No.	Item Code	Description
		bridge contractor and Illinois general contractor.
		METHOD OF MEASUREMENT.
		Lump sum item. No method of measurement.
		BASIS OF PAYMENT.
		Payment will be the lump sum contract price.
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98	2599-9999018	REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
		See Tab 108-18B and 112-9 on the C Sheets.
		Reinforced Paved Shoulder modified for 44"
		concrete barrier as detailed in the U Sheet REINFORCED
		PAVED SHOULDER FOR 44" CONCRETE BARRIER sheet U.29
		See sheet K.6 and L .3 for locations.
		DESCRIPTION.
		Modified Standard BA-106 to account for 44" barrier height.
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
		MATERIALS
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
		CONSTRUCTION
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
		METHOD OF MEASUREMENT
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
		BASIS OF PAYMENT
		Per Standard Specifications Section 2122
		and Modified Standard REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER
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99	2601-2634100	MULCHING
		See Tab 100-11 on C Sheets and disturbed areas shown on sheets U.4 to U.7.
		All seeded areas shall be mulched. Area disturbed but not seeded by September 30
		shall be scarified to a 3 inch depth, and mulched. All mulch is to be consolidated
		into the soil with the mulch stabilizer. Mulch shall be Certified Noxious Weed Seed
		Free Mulch as certified by the Iowa Crop Improvement Association or
		adjacent states Crop Improvement Associations
		Quantity is estimated as disturbed area to 10' past the need line.
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100	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.4 to U.7.
		Quantity is estimated as disturbed area to 10' past the need line.
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101	2602-0000020	SILT DITCHES
		See Tab 100-13 on the C Sheets. Locations to be approved by the Engineer.
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102	2602-0000020	SILT FENCE
		This item includes 25% more silt fence than the tab quantity for field adjustments and replacements.
		See Tab 100-17 on the C Sheets for locations and details.
		Place silt fence around intakes per EC-201
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103	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
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104	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.
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105	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK
		This item is included for maintaining the new silt fence and silt fence ditch checks
		installed for this project and existing silt fence and silt fence for ditch checks
		installed as part of the previous projects
		This item is for 10% of the Tabulation quantity on Tab 100-17.
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106	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.
107	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

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Item No.	Item Code	Description
		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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108	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 100% of the Tab 100-19 quantity.
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109	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
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110	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011
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INDEX OF TABULATIONS

POLLUTION PREVENTION PLAN

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

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

I. ROLES AND RESPONSIBILITES

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

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

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

II. PROJECT SITE DESCRIPTION

A. This Pollution Prevention Plan (PPP) is for the construction of I-74 mainline, ramps, and local roads.
B. This PPP covers approximately100 acres with an estimated 63.6 acres being disturbed. The portion of the PPP covered by this contract has 13.2 acres disturbed.
C. The PPP is located in an area of one soil association Kenyon-Floyd-Clyde.
The estimated average SCS runoff curve number for this PPP after completion will be 94.
D. Storm Water Site Map - Multiple sources of information comprise the base storm water site map including:
1. Drainage patterns – Plan and Profile sheets and Situation plans.
2. Proposed Slopes – Cross Sections.
3. Areas of Soil Disturbance – construction limits shown on Plan and Profile sheets.
4. Location of Structural Controls – Tabulations on C sheets.
5. Locations of Non-structural Controls – Tabulations on C sheets.
6. Locations of Stabilization Practices – generally within construction limits shown on Plan and Profile sheets.
7. Surface Waters (including wetlands) – Plan and Profile sheets.
8. Locations where storm water is discharged – Plan and Profile sheets.
E. The base site map is amended by contract modifications and progress payments of completed erosion control work.
F. Runoff from this work will flow into the Mississippi River.

III. CONTROLS

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

IV. MAINTENANCE PROCEDURES

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

V. INSPECTION REQUIREMENTS

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

VI. NON-STORM WATER DISCHARGES

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

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

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

VIII. DEFINITIONS

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

213-3
10-18-11

SUBSOIL TILLAGE

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

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

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

232-3B
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.

232-6
10-18-11

EROSION CONTROL (SELECTIVE CLEARING)

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

252-1
10-16-12

TEMPORARY CROSSINGS AND DETOURS

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

253-1
10-18-11

MEDIAN CROSSOVER

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

254-1
10-02-01

INCIDENT MANAGEMENT

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

262-5
10-18-05

UTILITIES (POINT 25 PROJECT)

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

281-1
10-18-11

SECTION 404 PERMIT AND CONDITIONS

Construct this project according to the requirements of U.S. Army Corps of Engineers _____, Permit No. _____TBD___. 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 C																							Div.(1)
3590+93.7	26.5	3590+96.7	76.4	LT	50.0	72 IN.																	Div.(1)
3590+96.7	76.4	3594+66.3	53.8	LT	370.2	72 IN.																	Div.(1)
RAMP A																							
1496+79.2	32.5	1500+78.9	33.2	LT	399.6	72 IN.																	Div.(1)
1500+78.9	33.2	1501+99.8	55.4	LT	122.9	72 IN.																	Div.(1)
1501+99.8	55.4	1502+59.6	59.4	LT	59.9	72 IN.																	Div.(1)
1502+59.6	59.4	1502+61.7	13.4	LT	46.1	72 IN.																	Div.(1)
I-74																							
6810+84.8	193.0	6811+24.7	195.0	LT	105.0	72 IN.																	Div.(1)
6811+24.7	195.0	6832+42.7	90.2	LT	2124.9																		Div.(1)
6832+42.7	90.2	6834+44.3	137.5	LT	208.1	72 IN.																	Div.(1)
6835+14.4	148.8	6837+10.1	149.9	LT	197.0	72 IN.																	Div.(1)
		TOTAl =			3683.9																		
I-74																							
6816+58.7	277.7	6819+29.8	241.1	LT	271.1	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6819+29.8	241.1	6821+21.8	252.5	LT	192.4	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6821+21.8	252.5	6822+04.2	244.8	LT	82.8	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6822+04.2	244.8	6822+81.7	224.7	LT	80.0	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6822+81.7	224.7	6823+98.7	169.0	LT	130.2	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6823+98.7	169.0	6824+97.7	139.7	LT	104.0	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6824+97.7	139.7	6825+47.1	130.9	LT	50.4	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6825+47.1	130.9	6826+57.4	122.9	LT	111.2	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6826+57.4	122.9	6829+00.7	150.4	LT	246.3	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6829+00.7	150.4	6830+16.3	157.5	LT	118.8	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6830+16.3	165.9	6832+64.4	165.9	LT	247.8	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6832+64.4	165.9	6834+44.0	172.5	LT	181.0	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6834+44.0	172.5	6834+43.3	137.3	LT	35.3	RMVL OF FENCE, CHAIN LINK																	Div.(1)
6835+15.1	149.1	6837+11.3	148.4	LT	197.5	RMVL OF FENCE, CHAIN LINK																	Div.(1)
		TOTAl =			2048.6																		

100-26
08-01-08

INCIDENTAL ITEMS

Special or unique items where method of measurement / basis of payment is not indicated in the specifications or other contract documents.

No.	Incidental Item	Quantity	Incidental To		Remarks
			Item Code	Item	
1	MSE Wall 165 Aesthetic Details		2432-0000100	MECHANICALLY STABILIZED EARTH RETAINING WALL	See Sheets V.3 to V.8

100-11
08-01-08

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
3590+67.0	3594+31.0		0.4	0.4							
3591+00.0	3594+08.0		0.2	0.2							
4496+96.0	4502+99.0		0.6	0.6							
4497+00.0	4503+42.0		0.4	0.4							
6803+41.0	6809+10.0		0.4	0.4							
6803+63.0	6834+32.0		3.6	3.6							
6835+02.0	6837+00.0		0.2	0.2							
		Total=	5.8	5.8							

100-19
10-16-12

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

Location			Length of Installation				Remarks
Begin Station	End Station	Side	6 inch Dia	9 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	LF	
1497+03.00	1503+13.00	LT			329.0		
1503+48.00	1505+50.00					321.0	
6806+05.00	6810+75.00				572.0		
6826+00.00	66837+00.00				451.0	789.0	
				TOTAL	1352.0	1110.0	

100-17
04-20-10

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
3591+00.0	3594+10.0	LT	350.0	Div.(1)
3590+66.0	3594+30.0	RT	400.0	Div.(1)
1500+50.0	1503+00.0	RT	336.0	Div.(1)
6812+00.0	6826+00.0	LT	1548.0	Div.(1)
6790+26.5	+00.0		36.0	916 Div.(1)
3591+25.3	+09.8		36.0	803 Div.(1)
3591+25.3	+31.0	RT	36.0	802 Div.(1)
1498+14.3	+31.0		36.0	426 Div.(1)
1498+14.3	+11.0		36.0	425 Div.(1)
6836+00.0	+83.6		36.0	734 Div.(1)
6833+00.0	+74.1		36.0	369 Div.(1)
6830+00.0	+70.0		36.0	370 Div.(1)
6826+98.9	+70.0		36.0	371 Div.(1)
6824+00.0	+70.0		36.0	372 Div.(1)
6821+00.0	+70.0		36.0	373 Div.(1)
6818+00.0	+70.0		36.0	374 Div.(1)
6815+00.0	+76.5		36.0	375 Div.(1)
1501+50.0	+31.0		36.0	424 Div.(1)
1501+50.0	+11.0		36.0	423 Div.(1)
6806+50.0	+03.2		36.0	356 Div.(1)
6806+50.0	+07.2		36.0	691 Div.(1)
6804+35.0	+04.3		36.0	357 Div.(1)
6804+35.2	+12.9		36.0	758 Div.(1)
1509+00.0	+09.8		36.0	401 Div.(1)
1506+50.0	+31.0		36.0	692 Div.(1)
1506+50.0	+09.8		36.0	402 Div.(1)
1504+59.7	+09.8		36.0	403 Div.(1)
1504+59.7	+31.0		36.0	756 Div.(1)
1504+65.0	+50.0		36.0	404 Div.(1)
6812+00.0	+89.7		36.0	380 Div.(1)
6812+80.1	+86.8		36.0	992 Div.(1)
1505+06.0	+25.4		36.0	
6813+28.6	1+90.3		36.0	
6813+81.6	2+67.1		36.0	
6814+43.4	2+48.5		36.0	
Local Roads			50.0	
	Total		3800.0	

100-13
04-20-10

TABULATION OF SILT DITCHES

Refer to RL-9

Station to Station		Side	LF	Remarks
1502+00.0	1502+75.0	LT	75.0	Div. (1)
1504+25.0	1509+11.0	LT	486.0	Div. (1)
3591+00.0	3594+00.0	LT	300.0	Div. (1)
6809+10.0	6810+50.0	LT	140.0	
		TOTAL	1001.0	

100-14
04-20-10

TABULATION OF SILT BASINS

Refer to RL-9

Location Station	Side	Remarks
6790+26.45	RT	Inlet 916 Div.(1)
Total	1	

* Design shown for mandatory locations is the minimum allowed.

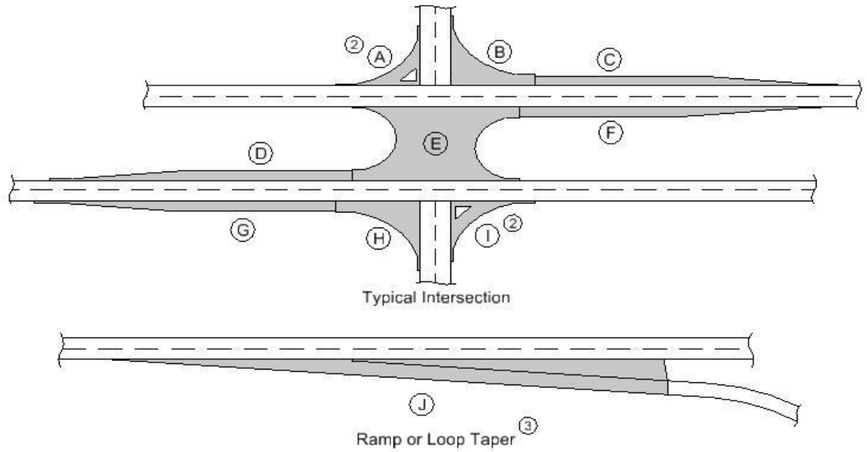
100-23
10-19-10

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

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

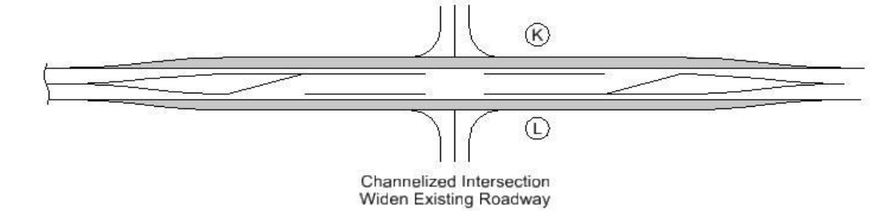
Location				Type						L	W	Material			Remarks
Road Identification	Station	Side	Mandatory* Location (yes or no)	Rock Ditch Check	Rock Ditch	Rock Flume	Rock Splash Basin	Rock Slope Protection				Erosion Stone	Class E Revetment	Eng. Fabric	
		Lt./Rt.								FT	FT	TON	TON	SY	
I-74	6790+26.44	0	Yes				1			18.0	18.0		41.1	52.5	Div.(1)
Ramp A	1498+14.49	Lt.	Yes				1			13.0	13.0		21.9	30.7	Div.(1)
I-74 - Detention Pond Outlet - P980	6800+56.93	Lt.	Yes				1			38.0	38.0		175.0	195.0	Div.(1)
												TOTAL	238.0	278.2	

TABULATION OF PAVEMENT

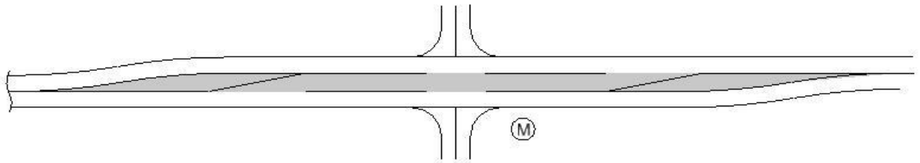


Typical Intersection

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 C	3591+15.5	3594+30.2	VARIES	314.7	467.7															467.7	175.6		Div.(1)
	3591+65.5	3594+30.2	VARIES	264.7	393.3										393.3					393.3	131.1		Div.(1)
	3591+65.5	3594+30.2	12.0	264.7	352.9															352.9	117.6		Div.(1)
	3591+15.5	3594+30.2	VARIES	314.7	239.3															239.3	114.7		Div.(1)
Ramp A	1497+02.3	1502+46.8	VARIES	544.5	615.1															615.1	265.5		Div.(1)
	1497+02.3	1501+96.8	VARIES	494.5	699.7										699.7					699.7	233.2		Div.(1)
	1497+02.3	1501+96.8	12.0	494.5	659.3															659.3	219.8		Div.(1)
	1497+02.3	1502+46.8	VARIES	544.5	413.5															413.5	198.3		Div.(1)
	1504+78.5	1509+11.1	24.0	611.1	1629.5															1629.5	543.2		Div.(1)
	1504+28.5	1509+11.1	7.0	432.6	364.2															364.2	169.5		Div.(1)
I-74	6804+58.5	6808+25.0	12.0	366.5	488.7															488.7		488.7	Div.(1)
	6804+58.5	6808+25.0	12.0	366.5	482.0															482.0		482.0	Div.(1)
	6803+90.3	6808+00.0	VARIES	409.7	516.8															516.8		516.8	Div.(1)
	6804+79.3	6808+25.0	12.0	345.7	454.2															454.2		454.2	Div.(1)
	6804+79.3	6825+50.0	12.0	2070.7	2760.8															2760.8		2760.8	Div.(1)
	6804+79.6	6837+00.0	12.0	3220.4	4295.9															4295.9		4295.9	Div.(1)
	6804+80.0	6837+00.0	12.0	3220.0	4296.2															4296.2		4296.2	Div.(1)
	6804+80.3	6812+61.3	VARIES	781.0	1047.7															1047.7		1190.9	Div.(1)
	6809+12.3	6812+61.3	24.0	349.0	930.6															930.6		930.6	
	6812+61.3	6817+00.0	VARIES	438.7	195.2															195.2		195.2	Div.(1)
	6812+61.3	6837+00.0	VARIES	2438.7	3476.4															3476.4		3476.4	Div.(1)
	6810+91.7	6837+00.0	VARIES	2608.3	2255.6															2255.6		3125.0	
	6832+95.1	6836+99.5	VARIES	404.4	279.5															279.5		279.5	Div.(1)
	6808+25.0	6833+90.0	6.0	2565.0	1715.4															1715.4		1715.4	
	6835+10.0	6837+00.0	6.0	190.0	126.7															126.7		126.7	Div.(1)
US 67 WB	205+39.4	208+10.6	24.0	271.2	241.1														241.1		261.2	241.1	
Kimberly Road	4623+46.8	4625+40.0	2.5	198.5	54.8																	20.2	
																		BID	Total	29156.2	2429.8	24595.7	

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	Grant St	WB			1975	PCC	I-74-1(16)0-01-82	PCC	9			Granular	4						
	Scott	State St	EB			1972	PCC	UN-67-1(13)--41-82	PCC	9			Granular	4						

(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) 1 or 2	1½" Dropped Curb LF	3" Dropped Curb LF	FT	FT	FT	H FT	Size IN	Pipe Length LF	Lt. (2) LF	Rt. (2) LF	No.	HMA SY	PCC SY	TON	
US 67 Ramp C																		
3594+20.8	Lt	Urban	1			20.5	31.8									94.0		Div.(1)

PAVEMENT SMOOTHNESS + PCC TEXTURE

Road Identification	Begin Station	End Station	Proposed Posted Speed			Remarks	
			35 or less	40 - 45	over 45		
Ramp C	3591+65.5	3594+30.2		X		12' LANE	Div.(1)
	3591+65.5	3594+30.2		X		12' LANE	Div.(1)
Ramp A	1497+02.3	1501+96.8		X		12' LANE	Div.(1)
	1497+02.3	1501+96.8		X		12' LANE	Div.(1)
	1504+78.5	1510+06.5		X		12' LANE	Div.(1)
	1510+06.5	1512+61.1		X		12' LANE	Div.(1)
	1504+78.5	1510+06.5		X		12' LANE	Div.(1)
	1510+06.5	1512+61.8		X		12' LANE	Div.(1)
MAINLINE	6812+61.3	6817+00.0			X	12' LANE	Div.(1)
	6812+61.3	6817+89.3			X	12' LANE	Div.(1)
	6817+89.3	6823+17.3			X	12' LANE	Div.(1)
	6823+17.3	6828+45.3			X	12' LANE	Div.(1)
	6828+45.3	6833+73.3			X	12' LANE	Div.(1)
	6833+73.3	6836+99.5			X	12' LANE	Div.(1)
	6804+58.4	6808+25.0			X	12' LANE	Div.(1)
	6804+79.3	6810+07.3			X	12' LANE	Div.(1)
	6810+07.3	6815+35.3			X	12' LANE	Div.(1)
	6815+35.3	6820+63.3			X	12' LANE	Div.(1)
	6820+63.3	6825+50.0			X	12' LANE	Div.(1)
	6804+79.6	6810+07.6			X	12' LANE	Div.(1)
	6810+07.6	6815+35.6			X	12' LANE	Div.(1)
	6815+35.6	6820+63.6			X	12' LANE	Div.(1)
	6820+63.6	6825+91.6			X	12' LANE	Div.(1)
	6825+91.6	6831+19.6			X	12' LANE	Div.(1)
	6831+19.6	6836+47.6			X	12' LANE	Div.(1)
	6836+47.6	6837+00.0			X	12' LANE	Div.(1)
	6804+80.0	6810+08.0			X	12' LANE	Div.(1)
	6810+08.0	6815+36.0			X	12' LANE	Div.(1)
	6815+36.0	6820+64.0			X	12' LANE	Div.(1)
	6820+64.0	6825+92.0			X	12' LANE	Div.(1)
	6825+92.0	6831+20.0			X	12' LANE	Div.(1)
	6831+20.0	6836+48.0			X	12' LANE	Div.(1)
	6836+48.0	6837+00.0			X	12' LANE	Div.(1)
TOTAL				8	25		

LONGITUDINAL GROOVING

Location	Total SY	Remarks
DES. NO. 2808	16657.0	South Approach Westbound Div.(1)
DES. NO. 2908	19602.0	South Approach Eastbound Div.(1)
DES. NO. 3108	4740.0	North Approach Westbound Div.(1)
DES. NO. 3208	6102.0	North Approach Eastbound Div.(1)
DES. NO. 3508	2568.0	U.S. 67 Ramp B Div.(1
DES. NO. 3608	1788.0	U.S. 67 Ramp C Div.(1
DES. NO. 3708	0.0	U.S. 67 Ramp D grooved in Contract 205
DES. NO. 3808	996.0	U.S. 67 Ramp A Div.(1
DES. NO.4508	6072.0	Arch Span Westbound Div.(1)
DES. NO. 4608	7040.0	Arch Span Eastbound Div.(1)
WB Viaduct		
Unit 1	4191.8	Div.(1)
Unit 2	4191.8	Div.(1)
Unit 3	4191.8	Div.(1)
Unit 4	4191.8	Div.(1)
EB Viaduct		
Unit 1	6382.2	Div.(1)
Unit 2	3387.8	Div.(1)
Unit 3	2825.6	Div.(1)
Unit 4	3682.2	Div.(1)
TOTAL	98609.8	

PROPOSED SUBGRADE TREATMENT

(For Additional Details see Soils Survey Sheet Nos. Q.1 to Q.12 .)

No.	Location		Description			Type		Quantity		Polymer Grid	Available From		Remarks
	Begin Station	End Station	Side	Depth	Width	Material	Shrink %	CY	TON	SY	Quantity CY	Location or Station to Station	
				FT	FT								
1	6804+58.5	6808+25.0		1.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	325.8		732.9			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
2	6803+90.3	6809+10.0		1.0	Var.		0.00%	172.3		0.0			
3	6804+79.3	6809+10.0		1.0	15.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	239.3					DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
4	6804+79.3	6837+00.0		1.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	2,862.8		8,588.5			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
5	6804+79.3	6825+50.0		1.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	920.3		2,760.9			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
6	6809+10.0	6812+61.3		1.0	Var.	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	157.8		473.4			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
7	6809+12.3	6812+61.3		1.0	24.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	310.2		930.7			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
8	6812+61.3	6817+00.0		1.0	Var.	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	195.0		585.0			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
9	6812+61.3	6837+00.0		1.0	Var.	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	1,158.8		3,476.4			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
10	6812+61.3	6817+00.0		1.0	14.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	227.5					DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
11	6817+00.0	6817+40.0		1.0	Var.	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	17.8					DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
12	6817+40.0	6836+98.5		1.0	10.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	725.4					DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
13	6832+95.1	6836+99.5		1.0	12.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	179.7		539.2			DIVISION #1 - I74 [SHOWN ON TYPICAL SECTION, B SHEETS]
								7,492.6	TOTAL	18,087.1			

103-5
08-01-08

SETTLEMENT PLATES

Refer to Standard Road Plan RL-6

No.	Location		Remarks
	Station	Offset	
1	6804+37.8	52' LT.	I-74 EB
2	3591+00.0	0.0	RAMP C

103-6
04-19-11

EMBANKMENT WITH MOISTURE CONTROL

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

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

Moisture Control is also required on all select subgrade treatments.

Proposed Subgrade Treatment:Special Backfill
Quantity:7493 CY

103-7
08-01-08

SHRINKAGE DATA

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

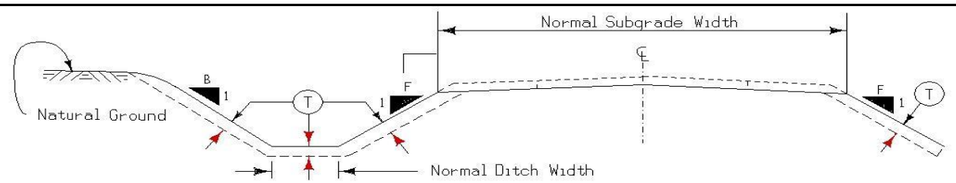
LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

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

Location					Longitudinal Subdrain (RF-19C)							Subdrain Outlet					
				Depth	Shoulder		Backslope		Bridge Berm①			RF-19C, RF-19E, or RF-19F			Porous* Backfill	Class "A"* Crushed Stone	Remarks
Line No.	Road or Lane Ident.	Station to Station		Side	(D)	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	6804+11.7	6808+25.0	Left	24.0	4.0	417.3									19.3		CAP @ 6804+11.7
													6804+16.3	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
2	I74 EB	6804+16.3	6804+35.0	Right	24.0	4.0	22.7									1.1		CAP @ 6804+07
													6808+25.0	6.0	RF-19C			
3	I74 EB	6808+25.0	6809+00.0	Right	24.0	4.0	79.0						6808+25.0	6.0	RF-19C	3.7		
													6809+00.0	6.0	RF-19C			
4	I74 EB	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			
5	I74 EB	6812+00.0	6815+00.0	Right	24.0	4.0	304.0						6812+00.0	6.0	RF-19C	14.1		
													6815+00.0	6.0	RF-19C			
6	I74 EB	6815+00.0	6818+00.0	Right	24.0	4.0	304.0						6815+00.0	6.0	RF-19C	14.1		
													6818+00.0	6.0	RF-19C			
7	I74 EB	6818+00.0	6821+00.0	Right	24.0	4.0	304.0						6818+00.0	6.0	RF-19C	14.1		
													6821+00.0	6.0	RF-19C			
8	I74 EB	6821+00.0	6824+00.0	Right	24.0	4.0	304.0						6821+00.0	6.0	RF-19C	14.1		
													6824+00.0	6.0	RF-19C			
9	I74 EB	6824+00.0	6826+98.9	Right	24.0	4.0	302.9						6824+00.0	6.0	RF-19C	14.0		
													6826+98.9	6.0	RF-19C			
10	I74 EB	6826+98.9	6830+00.0	Right	24.0	4.0	305.1						6826+98.9	6.0	RF-19C	14.1		
													6830+00.0	6.0	RF-19C			
11	I74 EB	6830+00.0	6833+00.0	Right	24.0	4.0	304.0						6830+00.0	6.0	RF-19C	14.1		
													6833+00.0	6.0	RF-19C			
12	I74 EB	6833+00.0	6836+00.0	Right	24.0	4.0	304.0						6833+00.0	6.0	RF-19C	14.1		
													6836+00.0	6.0	RF-19C			
13	I74 EB	6836+00.0	6837+00.0	Right	24.0	4.0	104.0						6836+00.0	6.0	RF-19C	4.8		CAP @ 6837+00
14	I74 EB	6804+06.3	6806+50.0	Left	24.0	4.0	247.7									11.5		CAP @ 6804+07
													6806+50.0	6.0	RF-19E			
15	I74 EB	6806+50.0	6809+00.0	Left	24.0	4.0	254.0						6806+50.0	6.0	RF-19E	11.8		
													6809+00.0	6.0	RF-19E			
16	I74 EB	6809+00.0	6812+00.0	Left	24.0	4.0	304.0						6809+00.0	6.0	RF-19E	14.1		
													6812+00.0	6.0	RF-19C			
17	I74 EB	6812+00.0	6815+00.0	Left	24.0	4.0	304.0						6812+00.0	6.0	RF-19C	14.1		
													6815+00.0	6.0	RF-19C			
18	I74 EB	6815+00.0	6818+00.0	Left	24.0	4.0	304.0						6815+00.0	6.0	RF-19C	14.1		
													6818+00.0	6.0	RF-19C			
19	I74 EB	6818+00.0	6821+00.0	Left	24.0	4.0	304.0						6818+00.0	6.0	RF-19C	14.1		
													6821+00.0	6.0	RF-19C			
20	I74 EB	6821+00.0	6824+00.0	Left	24.0	4.0	304.0						6821+00.0	6.0	RF-19C	14.1		
													6824+00.0	6.0	RF-19C			
21	I74 EB	6824+00.0	6826+98.9	Left	24.0	4.0	302.9						6824+00.0	6.0	RF-19C	14.0		
													6826+98.9	6.0	RF-19C			
22	I74 EB	6826+98.9	6830+00.0	Left	24.0	4.0	305.1						6826+98.9	6.0	RF-19C	14.1		
													6830+00.0	6.0	RF-19C			
23	I74 EB	6830+00.0	6833+00.0	Left	24.0	4.0	304.0						6830+00.0	6.0	RF-19C	14.1		
													6833+00.0	6.0	RF-19C			
24	I74 EB	6833+00.0	6836+00.0	Left	24.0	4.0	304.0						6833+00.0	6.0	RF-19C	14.1		
													6836+00.0	6.0	RF-19C			
25	I74 EB	6836+00.0	6837+00.0	Left	24.0	4.0	104.0						6836+00.0	6.0	RF-19C	4.8		CAP @ 6837+00
26	RAMP A	1496+58.3	1498+14.3	Right	24.0	4.0	160.0									7.4		CAP @ 1496+58
													1498+14.3	6.0	RF-19C			
27	RAMP A	1498+14.3	1501+50.0	Right	24.0	4.0	339.7						1498+14.3	6.0	RF-19C	15.7		
													1501+50.0	6.0	RF-19C			
28	RAMP A	1501+50.0	1501+96.8	Right	24.0	4.0	50.8						1501+50.0	6.0	RF-19C	2.4		CAP @ 1501+97
29	RAMP A	1504+82.8	1506+50.0	Right	24.0	4.0	171.2									7.9		CAP @ 1504+82
													1506+50.0	6.0	RF-19C			
30	RAMP A	1506+50.0	1509+11.1	Right	24.0	4.0	265.1						1506+50.0	6.0	RF-19C	12.3		CAP @ 1509+11
31	RAMP A	1496+58.3	1498+14.3	Left	24.0	4.0	160.0									7.4		CAP @ 1496+58
													1498+14.3	6.0	RF-19C			
32	RAMP A	1498+14.3	1501+50.0	Left	24.0	4.0	339.7						1498+14.3	6.0	RF-19C	15.7		
													1501+50.0	6.0	RF-19C			
33	RAMP A	1501+50.0	1501+96.8	Left	24.0	4.0	50.8						1501+50.0	6.0	RF-19C	2.4		CAP @ 1501+97
34	RAMP A	1504+82.8	1506+50.0	Left	24.0	4.0	171.2									7.9		CAP @ 1504+82
													1506+50.0	6.0	RF-19C			
35	RAMP A	1506+50.0	1509+00.0	Left	24.0	4.0	254.0						1506+50.0	6.0	RF-19C	11.8		
													1509+00.0	6.0	RF-19C			
36	RAMP A	1509+00.0	1509+11.1	Left	24.0	4.0	15.1						1509+00.0	6.0	RF-19C	0.7		CAP @ 1509+11
37	RAMP C	3591+65.2	3594+87.0	Right	24.0	4.0	325.8									15.1		TIE INTO BRIDGE APPROACH
													3594+87.0	6.0	RF-19C			TERMINATE INTO INLET
38	RAMP C	3591+65.2	3594+90.0	Left	24.0	4.0	328.8									15.2		TIE INTO BRIDGE APPROACH
													3594+90.0	6.0	RF-19C			TERMINATE INTO INLET
			TOTAL				9332.8											

NOTE: ALL ITEMS ARE DIVISION #1.
NOTE: ALL MAINLINE AND RAMP SUBDRAINS ARE RF-19C TYPE 7A INSTALLATION. ALL LOCAL ROAD SUBDRAINS ARE RF-19C TYPE 12 INSTALLATION. ALL OUTLETS ARE RF-19C "INTAKE OUTLET" WITH THE OUTLET INTO STORM SEWER INTAKES.
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.

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			
							Mainline I-74	3143.4	6811+50.0	6837+00.0	I-74 YEAR 5 STAGE 1
1	107.0	6805+25.0	6808+50.0			8.0	YEAR 5 STAGE 1	1782.7	STOCKPILE		AVAILABLE MATERIAL FROM CONTRACT 206
2	3084.0	6809+25.0	6837+00.0			8.0	YEAR 5 STAGE 1				
US 67 RAMP A							Ramp A				
3	517.0	1497+03.0	1502+25.0			8.0	YEAR 5 STAGE 1				
4	504.0	1504+25.0	1509+00.0			8.0	YEAR 5 STAGE 1				
US 67 RAMP C							Ramp C				
	467.0	3591+00.0	3595+00.0			8.0	YEAR 5 STAGE 1				
						8.0	YEAR 4 STAGE 2	698.0			TEMPORARY POND
							Includes 50% Shrinkage				
						8.0					
	56.4	4623+50.4	4624+38.6	R	4:1	8.0	Kimberly Road				
	342.2	Ent. Ramp	S. of State			8.0	State Ent. Ramp				
	529.5	Ex. Pavement	for Ramp D			8.0	14th St.				
	104.3	Temp. Ramp D	Connection			8.0	14th St.				
						8.0					
							TOTAL Strip/Salvage/Spread	3841.4			
TOTAL	8618.4						TOTAL Spread from Stockpile	1782.7			
							TOTAL Furnish	2994.3			

108-8A
10-19-10

STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE END POST

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

(1) See Standards for list of materials.

Location Station			Layout Lengths				Delineators and Object Markers					Bid Items (1)						Remarks
			(VT)	(V)	(VT)	(E)	Type	Delineator	Object Marker			End Anchor Bolted	Barrier Transition Section	Steel Beam Guardrail	End Terminal			
						Terminal		Type 1	Type 2	Type 3					Standard	Flared for Cable Connection	Adapter	
								White		OM-3L	OM-3R	BA-202	BA-201	BA-200	BA-205	BA-206	BA-210	
No.	Station	Offset	LF	LF	LF	LF		No.	No.	No.	No.	Type	No.	LF	No.	No.	No.	
1	1504+16.6	30.8'RT	115.6	-	-	50.0	3	-	7	-	1	A	1	87.5	1	-	-	Div.(1)
2	1510+90.3	10.8'LT	90.6	-	-	50.0	3	-	5	1	-	A	1	62.5	1	-	-	Div.(1)
3	3590+94.5	30.8'RT	91.0	-	-	50.0	3	-	5	-	1	A	1	62.5	1	-	-	Div.(1)
4	6804+29.9	73.6'LT	40.6	12.5	50.0	50.0	3		6	1	-	A	1	75.0	1	-	-	Div.(1)
	TOTAL											4	4	287.5	4			

108-18B
MODIFIED

CONCRETE BARRIER AT SIDE LOCATIONS

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

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

Location					(L2)	Side Barrier						Remarks
No.	(1) Direction of Traffic	Station to Station		Side	Offset	Barrier Type (BA-102, BA-103, or BA-104)	(L) Length of Barrier*	BA-105 Transition Section*	BA-107 or BA-108 End Section*	Reinforced Paved (2) Shoulder (Required?)		
					FT		LF	No.	No.	Yes/No		
		RAMPS										
1	EB	1504+28.5	1509+07.7	LT	10.0	MOD BA-102	479.3			Yes		MODIFIED BA-102 Div.(1)
2	EB	6809+12.3	6810+74.7	LT	10.0	MOD BA-102	164.8			Yes		MODIFIED BA-102 Div.(1)
		=1509+11.06										
						TOTAL	644.1					
3	EB	6810+74.7	6810+84.7	LT				1		Yes		BA-105 Div.(1)
4	EB	6810+84.7	6810+91.7	LT					1	Yes		BA-107 Div.(1)
5	EB	3591+15.5	3593+95.5	LT	10.0	MOD BA-104	280.0			Yes		MODIFIED BA-104 Div.(1)
6	EB	3593+95.5	3594+25.3	LT	10.0				1	Yes		MODIFIED BA-108 Div.(1)
7	EB	3591+15.5	3593+95.5	LT	10.0	Railing	280.0			NO		Railing on BA-104 (1)
		I-74										
8	WB	6804+11.7	6833+90.0	LT	VAR	BA-102	2978.3			NO		I-74 Median Div.(1)
9	WB	6835+10.0	6837+00.0	LT	3.0	BA-102	190.0			NO		I-74 Median Div.(1)
10	EB	6804+16.3	6833+90.0	RT	VAR	BA-102	2973.7			NO		I-74 Median Div.(1)
11	EB	6835+10.0	6837+00.0	RT	3.0	BA-102	190.0			NO		I-74 Median Div.(1)
						TOTAL	6332.0					

TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

No.	Station to Station		Length	(Select One) Concrete BA-401	(Select One) Steel BA-400	Remarks
			LF			
						See Contract IM-74-1(206)5--13-82 for TBR remaining
						from previous contract
	YR-4,STAGE-1					
1	6796+18.8	6808+31.6	1212.8	X		Div.(1)
			1225.0			12.5' Sections
2	6807+75.0	6837+00.0	2925.0	X		Div.(1)
			2925.0			12.5' Sections
	YR-4,STAGE-2					
3	6808+31.4	6818+16.1	984.7	X		Div.(1)
			987.5			12.5' Sections
	YR-4, WINTER					
4	6804+01.3	6813+46.0	944.7	X		Div.(1)PLACE BARRIER END BEHIND EXIST BARRIER AT 6804+00
			950.0			12.5' Sections
	YR 5,STAGE-1					
5	6746+86.9	6837+00.0	9013.1	X		MODULAR GLARE SCREEN Div.(1)
			9025.0			12.5' Sections
6	6804+00.0	6822+00.0	1800.0	X		BARIER CONNECTION AT 6804+00
			1800.0			12.5' Sections
7	6822+00.0	6838+55.3	1655.3	X		Div.(1)
			1662.5			12.5' Sections
8	6835+10.0	6837+21.6	211.6	X		BARRIER CONNECTION Div.(1)
			212.5			12.5' Sections
9	6835+10.0	6837+00.0	190.0	X		BARRIER CONNECTION. Div.(1)
			200.0			12.5' Sections
	YR-5,STAGE-2					
10	6803+56.7	6837+00.0	3343.3	X		Div.(1)
			3350.0			12.5' Sections
11	6803+93.7	6838+50.0	3456.3	X		Div.(1)
			3462.5			12.5' Sections
		TOTAL	25800.0			

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)* Temporary	Temporary Redirective	Temporary Severe Use	Permanent	Permanent Severe Use	Sand Barrel Details (2) (V) Length	(W) Length	(X) Length	(Y) Length	(Z) Length	Earthwork* Excavation Class 10	Embankment in Place	Remarks
				FT						FT	FT	FT	FT	FT	CY	CY	
		YR 4 STAGE 1															
1	WB	6796+18.8	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		YR 5,STAGE 1															
2	EB	6838+55.3	LT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
	EB	6837+21.6	LT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		YR 5,STAGE 2															
5	WB	6803+56.7	RT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
6	EB	6838+50.0	LT		X					N/A	N/A	N/A	N/A	N/A			Div.(1)
		TOTAL			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 | SLW4: Solid Lane Line (White) @ 1.00 | SLW2: Stop Line (White) @ 6.00 | DCY4: Double Centerline (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	CHW8	DLW4	BLW4	ELW4	ELY4	CHY8	SLW4	SLW2	DCY4					Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
RampRD-H	6746+86.9	6776+75.0	WB	Highbuild Waterborne Paint			X					29.88										Div.(1)
I-74	6746+86.9	6750+94.0	WB	Highbuild Waterborne Paint			X					4.07										Div.(1)
RampRD-H	6746+86.9	6750+18.0	WB	Highbuild Waterborne Paint			X						3.38									Div.(1)
RampRD-H	6750+18.0	6757+31.3	WB	Highbuild Waterborne Paint			X		7.13													Div.(1)
RampRD-H	6750+18.3	6757+31.3	WB	Highbuild Waterborne Paint	X				7.13													Div.(1)
RampRD-H	6750+18.3	6750+18.3	WB	Highbuild Waterborne Paint		X			0.20													Div.(1)
I-74	6757+31.3	6776+75.0	WB	Highbuild Waterborne Paint			X				19.44											Div.(1)
I-74	6776+75.0	6781+13.7	WB	Highbuild Waterborne Paint			X			4.39												Div.(1)
Ramp B	6781+13.7	6785+20.0	WB	Highbuild Waterborne Paint			X		4.06													Div.(1)
I-74	6785+20.0	6807+50.0	WB	Highbuild Waterborne Paint			X					22.30										Div.(1)
Ramp B	2581+12.6	2585+19.5	WB	Highbuild Waterborne Paint			X		4.07													Div.(1)
Ramp B	2585+19.5	2585+19.5	WB	Highbuild Waterborne Paint		X			0.26													Div.(1)
I-74	6814+49.8	6829+25.0	WB	Highbuild Waterborne Paint			X				14.75											Div.(1)
I-74	6829+25.0	6834+70.0	WB	Highbuild Waterborne Paint			X			5.45												Div.(1)
Ramp B	6834+70.0	6837+00.0	WB	Highbuild Waterborne Paint			X		2.30													Div.(1)
Ramp B	6834+70.0	6837+00.0	WB	Highbuild Waterborne Paint			X		2.30													Div.(1)
I-74	6746+86.9	6837+00.0	WB	Highbuild Waterborne Paint			X				90.13											Div.(1)
I-74	6746+86.9	6837+00.0	WB	Highbuild Waterborne Paint			X				90.13											Div.(1)
Ramp B	2576+75.0	2595+01.9	WB	Highbuild Waterborne Paint			X					18.27										Div.(1)
Ramp B	2582+10.2	2589+74.7	WB	Highbuild Waterborne Paint			X				7.64											Div.(1)
Ramp B	2585+19.5	2595+01.9	WB	Highbuild Waterborne Paint			X						9.82									Div.(1)
Ramp B	2592+10.0	2594+62.3	WB	Highbuild Waterborne Paint			X								2.52							Div.(1)
Ramp B	2589+74.7	2594+62.3	WB	Highbuild Waterborne Paint			X								4.88							Div.(1)
Ramp B	2592+10.0	2594+65.5	WB	Highbuild Waterborne Paint			X								2.56							Div.(1)
Ramp B	2594+61.4	2594+61.3	WB	Highbuild Waterborne Paint			X									35.65						Div.(1)
Ramp B	2594+51.3	2594+51.3	WB	Highbuild Waterborne Paint			X									30.73						Div.(1)
Ramp D	4495+45.8	4507+50.7	WB	Highbuild Waterborne Paint			X					12.05										Div.(1)
Ramp D	4495+45.8	4507+50.7	WB	Highbuild Waterborne Paint			X						12.05									Div.(1)
Ramp D	4495+99.8	4500+29.5	WB	Highbuild Waterborne Paint			X								4.30							Div.(1)
I-74	6807+50.0	6814+49.8	WB	Highbuild Waterborne Paint			X		7.00													
I-75	6807+50.0	6814+49.8	WB	Highbuild Waterborne Paint			X		7.00													
I-76	6807+50.0	6807+50.0	WB	Highbuild Waterborne Paint			X		0.24													
I-74	6807+50.7	6837+00.0	WB	Highbuild Waterborne Paint			X					29.49										Div.(1)
I-74	6829+25.0	6837+00.0	WB	Highbuild Waterborne Paint			X				7.75											Div.(1)
I-74	6746+86.9	6837+00.0	WB	Highbuild Waterborne Paint			X						90.13									Div.(1)
Ramp RD-H	6746+86.9	6748+00.0	EB	Highbuild Waterborne Paint	X							1.13										Div.(1)
Ramp RD-H	6746+86.9	6748+00.0	EB	Highbuild Waterborne Paint	X								1.13									Div.(1)
RampRD-H	6748+00.0	6752+76.0	EB	Highbuild Waterborne Paint	X				11.15													Div.(1)
I-74	6746+86.9	6783+75.0	EB	Highbuild Waterborne Paint	X												36.88					Div.(1)
I-74	6746+86.9	6783+75.0	EB	Highbuild Waterborne Paint	X							36.88										Div.(1)
I-74	6752+76.0	6755+75.9	EB	Highbuild Waterborne Paint	X					3.00												Div.(1)
I-74	6746+86.9	6783+75.0	EB	Highbuild Waterborne Paint	X						36.88											Div.(1)
I-74	6746+87.9	6837+00.0	EB	Highbuild Waterborne Paint	X						90.12											Div.(1)
I-74	6746+86.9	6837+00.0	EB	Highbuild Waterborne Paint	X						90.13											Div.(1)
I-74	6746+87.9	6837+00.0	EB	Highbuild Waterborne Paint	X								90.12									Div.(1)
Ramp C	3583+75.0	3594+30.3	EB	Highbuild Waterborne Paint	X												10.55					Div.(1)
Ramp C	3583+75.0	3595+22.9	EB	Highbuild Waterborne Paint			X					11.48										Div.(1)
Ramp C	3583+75.0	3595+22.9	EB	Highbuild Waterborne Paint			X				11.48											Div.(1)
Ramp C	3583+75.0	3587+97.0	EB	Highbuild Waterborne Paint			X		12.74													Div.(1)
Ramp C	3587+98.8	3595+15.1	EB	Highbuild Waterborne Paint			X						7.16									Div.(1)
I-74	6788+00.0	6809+10.0	EB	Highbuild Waterborne Paint	X							21.10										Div.(1)
Ramp A	1496+58.3	1517+00.0	EB	Highbuild Waterborne Paint		X						20.42										Div.(1)
Ramp A	1496+58.3	1517+00.0	EB	Highbuild Waterborne Paint			X				20.42											Div.(1)
Ramp A	1496+58.3	1509+11.1	EB	Highbuild Waterborne Paint			X						12.53									Div.(1)
Ramp A	1509+11.1	1512+62.4	EB	Highbuild Waterborne Paint			X		7.31													Div.(1)
Ramp A	1512+62.4	1517+00.0	EB	Highbuild Waterborne Paint			X			4.38												Div.(1)
I-74	6817+00.0	6837+00.0	EB	Highbuild Waterborne Paint	X							22.15										Div.(1)
I-74	6817+00.0	6832+95.1	EB	Highbuild Waterborne Paint	X						15.95											Div.(1)
I-74	6832+95.1	6837+00.0	EB	Highbuild Waterborne Paint	X				4.05													Div.(1)
I-74	6832+95.1	6837+00.0	EB	Highbuild Waterborne Paint	X				4.05													Div.(1)
Temporary	Year 4	Stage 1																				
Ramp B	2576+75.0	2592+06.5	WB	Highbuild Waterborne Paint			X					15.32										Div.(1)
Ramp B	2592+06.5	2594+56.1	WB	Highbuild Waterborne Paint			X					2.81										Div.(1)
Ramp B	2585+19.5	2594+62.4	WB	Highbuild Waterborne Paint			X						9.43									Div.(1)
Ramp B	2589+74.7	2594+61.3	WB	Highbuild Waterborne Paint			X								4.87							Div.(1)
Ramp B	2592+10.0	2594+61.3	WB	Highbuild Waterborne Paint			X								2.51							Div.(1)
Ramp B	2592+10.0	2594+61.3	WB	Highbuild Waterborne Paint			X								2.51							Div.(1)
Ramp B	2594+61.4	2594+61.3	WB	Highbuild Waterborne Paint			X									35.65						Div.(1)
Ramp B	2594+51.3	2594+51.3	WB	Highbuild Waterborne Paint			X									30.73						Div.(1)
I-74	6746+86.9	6795+41.0	WB	Waterborne/Solvent Paint			X						48.54									Div.(1)
I-74	6746+86.9	6776+76.0	WB	Waterborne/Solvent Paint			X					29.89										Div.(1)

PAVEMENT MARKING LINE TYPES

See PM Series

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

BCY4: Broken Centerline (Yellow) @ 0.25 | 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 | SLW4: Solid Lane Line (White) @ 1.00 | SLW2: Stop Line (White) @ 6.00 | DCY4: Double Centerline (Yellow) @ 2.00

Location								Length by Line Type (Unfactored)													
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	CHW8	DLW4	BLW4	ELW4	ELY4	CHY8	SLW4	SLW2	DCY4					Remarks
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6776+76.0	6781+16.0	WB	Waterborne/Solvent Paint			X			4.40												Div.(1)
I-74	6781+16.0	6785+20.0	WB	Wet Retroreflective Removable Tape			X		8.08													Div.(1)
	6785+20.0	6795+41.0	WB	Waterborne/Solvent Paint			X					10.21										Div.(1)
	6795+41.0	6799+01.0	WB	Wet Retroreflective Removable Tape			X		3.60					3.60								Div.(1)
I-74	6799+01.0	6807+50.0	WB	Waterborne/Solvent Paint			X					8.49	8.49									Div.(1)
	6807+50.0	6809+21.1	WB	Wet Retroreflective Removable Tape			X		3.42													Div.(1)
	6807+50.0	6809+21.1	WB	Waterborne/Solvent Paint			X						1.71									
I-74	6809+21.1	6817+14.4	WB	Wet Retroreflective Removable Tape			X		7.93													Div.(1)
	6809+21.1	6817+14.4	WB	Waterborne/Solvent Paint			X			7.93												Div.(1)
																						Div.(1)
Ramp D	4495+90.0	4507+50.7	WB	Highbuild Waterborne Paint			X						11.61									Div.(1)
	4496+46.2	4511+50.0	WB	Highbuild Waterborne Paint			X					15.04										Div.(1)
																						Div.(1)
	Year 4	Stage 2																				
I-74	6746+86.7	6755+54.5	WB	Waterborne/Solvent Paint			X					8.68										Div.(1)
I-74	6796+79.0	6806+10.6	WB	Waterborne/Solvent Paint			X					9.32										Div.(1)
I-74	6746+86.9	6792+99.8	WB	Waterborne/Solvent Paint			X						46.13									Div.(1)
I-74	6796+79.0	6806+11.0	WB	Waterborne/Solvent Paint			X						9.32									Div.(1)
I-74	6809+70.4	6820+13.0	WB	Waterborne/Solvent Paint			X						10.43									Div.(1)
I-74	6755+55.0	6761+35.3	WB	Waterborne/Solvent Paint			X			5.80												Div.(1)
I-74	6814+69.1	6820+13.0	WB	Waterborne/Solvent Paint			X			5.44												Div.(1)
I-74	6746+86.9	6792+99.8	WB	Waterborne/Solvent Paint			X				46.13											Div.(1)
I-74	6796+79.0	6806+11.0	WB	Waterborne/Solvent Paint			X				9.32											Div.(1)
I-74	6809+70.4	6820+13.0	WB	Waterborne/Solvent Paint			X				10.43											Div.(1)
I-74	6792+99.8	6796+79.0	WB	Wet Retroreflective Removable Tape			X		3.79													Div.(1)
I-74	6792+99.8	6796+79.0	WB	Wet Retroreflective Removable Tape			X		3.79													Div.(1)
I-74	6806+11.0	6809+70.4	WB	Wet Retroreflective Removable Tape			X		7.19													Div.(1)
I-74	6809+70.4	6814+69.1	WB	Wet Retroreflective Removable Tape			X		4.99													Div.(1)
I-74	6807+63.8	6814+69.1	WB	Wet Retroreflective Removable Tape			X		7.05													Div.(1)
I-74	6792+99.8	6796+79.0	WB	Wet Retroreflective Removable Tape			X							3.79								Div.(1)
I-74	6806+11.0	6809+70.4	WB	Wet Retroreflective Removable Tape			X							3.59								Div.(1)
																						Div.(1)
																						Div.(1)
	Year 4	Stage Winter																				
I-74	6792+99.8	6809+70.6	WB	Waterborne/Solvent Paint			X						16.71									Div.(1)
	6792+99.8	6809+70.6	WB	Waterborne/Solvent Paint			X				16.71											Div.(1)
	6792+99.8	6807+50.0	WB	Waterborne/Solvent Paint			X					14.50										Div.(1)
	6807+50.0	6809+70.6	WB	Waterborne/Solvent Paint			X		2.21													Div.(1)
																						Div.(1)
	Year 5	Stage 1																				
I-74	6747+19.0	6822+86.3	EB	Waterborne/Solvent Paint			X					75.67										Div.(1)
	6822+86.3	6843+54.1	EB	Wet Retroreflective Removable Tape			X					20.68										Div.(1)
I-74	6750+35.7	6792+07.6	WB	Waterborne/Solvent Paint			X					41.72										Div.(1)
I-74	6785+20.0	6803+92.0	WB	Waterborne/Solvent Paint			X					18.72										Div.(1)
	6803+92.0	6805+91.0	WB	Wet Retroreflective Removable Tape			X					1.99										Div.(1)
	6805+91.0	6809+95.6	WB	Waterborne/Solvent Paint			X					4.05										Div.(1)
I-74	6806+17.4	6837+00.0		Waterborne/Solvent Paint			X					30.83										Div.(1)
I-74	6832+90.0	6837+00.0		Waterborne/Solvent Paint			X					4.10										Div.(1)
I-74	6746+86.9	6837+00.0	BOTH	Waterborne/Solvent Paint		X							90.13									Div.(1)
I-74	6746+86.9	6837+00.0	BOTH	Waterborne/Solvent Paint		X							90.13									Div.(1)
I-74	6806+16.1	6807+50.0	BOTH	Wet Retroreflective Removable Tape			X						1.34									Div.(1)
I-74	6776+75.0	6782+56.9	WB	Waterborne/Solvent Paint			X			5.82												Div.(1)
I-74	6811+49.8	6834+22.3	WB	Waterborne/Solvent Paint			X			22.72												Div.(1)
I-74	6822+86.3	6828+90.0	WB	Waterborne/Solvent Paint			X			6.04												Div.(1)
I-74	6746+86.9	6837+00.0	EB	Waterborne/Solvent Paint			X				90.13											Div.(1)
I-74	6746+86.9	6837+00.0	WB	Waterborne/Solvent Paint			X				90.13											Div.(1)
I-74	6752+27.2	6776+75.0	WB	Waterborne/Solvent Paint			X				24.48											Div.(1)
I-74	6782+62.9	6789+73.3	WB	Waterborne/Solvent Paint			X				7.10											Div.(1)

PAVEMENT MARKING LINE TYPES

See PM Series

*BCY4 - Place on the same side of the roadway to match existing markings near the project.
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BCY4: Broken Centerline (Yellow) @ 0.25 | CHW8: Channelizing Line (White) @ 2.00 | DLW4: Dotted Line (White) @ 0.33 | BLW4: Broken Lane Line (White) @ 1.00 | ELW4: Edge Line Right (White) @ 1.00
ELY4: Edge Line Left (Yellow) @ 1.00 | CHY8: Channelizing Line (Yellow) @ 2.00 | SLW4: Solid Lane Line (White) @ 1.00 | SLW2: Stop Line (White) @ 6.00 | DCY4: Double Centerline (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	SLW4	SLW2	DCY4					
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
I-74	6782+56.9	6785+20.0	WB	Wet Retroreflective Removable Tape			X		2.63													Div.(1)
I-74	6809+95.6	6811+49.8	WB	Wet Retroreflective Removable Tape			X		1.54													Div.(1)
I-74	6807+50.0	6811+49.8	WB	Wet Retroreflective Removable Tape			X		4.00													Div.(1)
I-74	6828+90.0	6833+85.0	WB	Wet Retroreflective Removable Tape			X		4.95													Div.(1)
I-74	6828+90.0	6832+90.0	WB	Wet Retroreflective Removable Tape			X		4.00													Div.(1)
I-74	6834+22.3	6837+00.0	WB	Wet Retroreflective Removable Tape			X		2.78													Div.(1)
I-74	6834+22.3	6837+00.0	WB	Wet Retroreflective Removable Tape			X		2.78													Div.(1)
I-74	6833+85.4	6843+70.5		Wet Retroreflective Removable Tape										9.85								Div.(1)
Removals																						
	Year 4	Stage 1																				Div.(1)
I-74	6806+12.4	6811+94.6	WB	Removal			X						5.82									Div.(1)
	Year 4	Stage 2		Removal																		Div.(1)
I-74	6755+54.5	6795+41.4	WB	Removal			X					39.87	39.87									Div.(1)
I-74	6799+00.8	6809+21.1	WB	Removal			X						10.20									
	6806+10.6	6807+50.0	WB	Removal			X					1.39										
I-74	6809+21.1	6817+14.4	WB	Removal			X			7.93												Div.(1)
				Removal																		
Year 5	Stage 1			Removal																		
I-74	6746+86.9	6755+54.5	EB	Removal			X					8.68										Div.(1)
I-74	6755+54.5	6761+35.3	WB	Removal			X			5.81												Div.(1)
I-74	6750+35.7	6792+04.1	WB	Removal			X					41.68										Div.(1)
	6776+76.0	6781+13.7	WB	Removal			X			4.38												Div.(1)
I-74	6785+20.0	6792+99.8		Removal			X					7.80										Div.(1)
I-74	6792+99.8	6807+50.0		Removal			X					14.50										Div.(1)
	6814+69.1	6834+70.0		Removal			X			20.01												
I-74	6746+86.9	6837+00.0	EB	Removal		X							90.13									Div.(1)
I-74	6746+86.9	6793+18.0	WB	Removal		X	X				46.31											Div.(1)
I-74	6796+79.0	6806+26.0	WB	Removal			X				9.47											Div.(1)
I-74	6809+70.4	6837+00.0	WB	Removal			X				27.30											Div.(1)
I-74	6806+17.5	6839+62.8	WB	Removal			X					33.45										Div.(1)
	6806+16.1	6807+63.7	WB	Removal			X						1.48									
																						Div.(1)
Stage 1																						
Kimberly Roa	4623+51.1		BOTH	Removal		X										0.17						
Kimberly Roa	4623+94.1		BOTH	Removal		X										0.20						Div. (1)
Kimberly Roa	4623+51.1	4623+94.1	BOTH	Highbuild Waterborne Paint		X										1.42						
US 67 SB	205+99.7	208+14.6	WB	Highbuild Waterborne Paint	X										2.15							
US 67 SB	205+99.7	208+14.6	WB	Highbuild Waterborne Paint	X										2.14							
				Factored Total: Waterborne/Solvent Paint				-	4.41	19.39	73.61	256.17	321.59	-	-	-	-	-	-	-	-		
				Factored Total: Highbuild Waterborne Paint				-	161.96	5.74	123.71	262.38	247.37	-	28.43	805.08	94.87	-	-	-	-		
				Factored Total: Wet Retroreflective Removable Tape				-	145.04	-	-	22.67	1.34	41.67	-	-	-	-	-	-	-	-	
				Factored Total: Removal				-	-	12.71	20.77	147.38	147.50	-	-	2.22	-	-	-	-	-	-	
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							675.16												
				Bid Quantity: Painted Pavement Markings, Highbuild Waterborne							1729.54												
				Bid Quantity: Wet Retroreflective Removable Tape Markings							210.72												
				Bid Quantity: Pavement Markings Removed							330.57												

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.

PAVEMENT MARKING SYMBOLS AND LEGENDS

See PM Series

Road Identification	Location		STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	WPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	Remarks
	Station	Side															SCHOOL	XING	STOP	AHEAD	ONLY	BIKE	LANE	EXIT	
Ramp B	2593+11.9	RT		x																					High-Build Waterborne Div.(1)
Ramp B	2593+12.5	RT		x																					High-Build Waterborne Div.(1)
Ramp B	2593+86.7	RT		x																					High-Build Waterborne Div.(1)
Ramp B	2593+87.5	RT		x																					High-Build Waterborne Div.(1)
Ramp B	2593+46.6	RT																			x				High-Build Waterborne Div.(1)
Ramp B	2593+46.4	RT																			x				High-Build Waterborne Div.(1)
Ramp B	2593+94.7	LT																			x				High-Build Waterborne Div.(1)
Ramp B	2593+94.4	LT																			x				High-Build Waterborne Div.(1)
Ramp B	2593+60.6	LT			x																				High-Build Waterborne Div.(1)
Ramp B	2593+60.0	LT			x																				High-Build Waterborne Div.(1)
Ramp B	2594+35.3	LT			x																				High-Build Waterborne Div.(1)
Ramp B	3594+35.1	LT			x																				High-Build Waterborne Div.(1)
RAMP A	1497+27.9	RT		x																					High-Build Waterborne Div.(1)
RAMP A	1497+69.1	RT																			x				High-Build Waterborne Div.(1)
RAMP A	1497+28.4	RT																			x				High-Build Waterborne Div.(1)
RAMP A	1496+87.7	RT			x																				High-Build Waterborne Div.(1)
			TOTAL	5	5																6				

110-1
08-01-08

REMOVAL OF PAVEMENT

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						
6803+69.1	6808+25.0	PCC	1449.0			Temporary Median Bypass Pavement Div.(1)
6808+25.0	6837+00.0	HMA	1842.0			Temporary Median Pavement Div.(1)
6811+91.9	6837+00.0	HMA	15315.3			Div.(1)
I-74EXITRAMP						
6812+44	6813+91.0	Detour	691.0			Div.(1)
State Street	SB Ent	PCC	1176.0	463.2		Div. (1)
	E of 14th		1737.3	99.3		Div. (1)
14th Street	EX Ramp D		2138.9			Div. (1)
	Temp Ramp D		387.7			Div. (1)
			485.9			Div. (1)
Loop	Temp Loop		1456.6			Div. (1)
	EX Loop					
	TOTAL		26679.7	562.5		

110-15
10-16-12

REMOVAL OF INTAKES AND UTILITY ACCESSES

Location/Description	Type	No.	Remarks
6803+50,99'lt TM205	Concrete Apron		Div. (1)
TM202	Intakes		Div. (1)
TM203	Intakes		Div. (1)
TM204	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	
6801+00, 94' LT - 37' LT	Storm Sewer	Removal	57			Div. (1)
6803+75, 75' LT - 6803+92, 17' LT	Storm Sewer	Removal	57			Div. (1)
6803+92 - 6804+98	Storm Sewer	Removal	99			Div. (1)
6804+98 - 6807+01	Storm Sewer	Removal	196			Div. (1)
6826+98 - 6832+98	Storm Sewer	Removal	602			Div. (1)
6835+97 - 6837+88	Storm Sewer	Removal	192			Div. (1)
6798+54-6800+96	Storm Sewer	Removal		244		Div.(1)
TOTAL			1203	244		

SHOULDERS

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

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

Location					Quantities																
Road Identification	Direction Of Traffic (1)	Station to Station		Side	P Width	G Width	L Length	Class 13 Excavation Widening (3)	HMA Base Widening (3)		Hot Mix Asphalt		Paved Shoulder	Reinforced Paved Shoulder	Special Backfill		Modified Subbase	Granular Shoulder		Earth Shoulder Construction		Remarks
					FT	FT	FT	CY (2)	TON (2)	TON/STA	TON	TON/STA	SY (2)	SY (2)	TON (2)	TON/STA	CY (2)	TON (2)	TON/STA	STA (2)	CY (4)	
RAMP C	S	3591+15.5	3594+25.3	RT	11.6		309.8						354.9	354.9			118.3					Div.(1)
																						Reinforced Paved Shoulder (Modified)
RAMP A	S	1504+28.5	1510+90.3	RT	11.6		661.8						826.6	826.6			275.5					Div.(1)
																						Reinforced Paved Shoulder
													TOTAL	1181.6		Total	393.9					For 44" Concrete Barrier

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)

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

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

CONVENTIONAL SIGNS

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

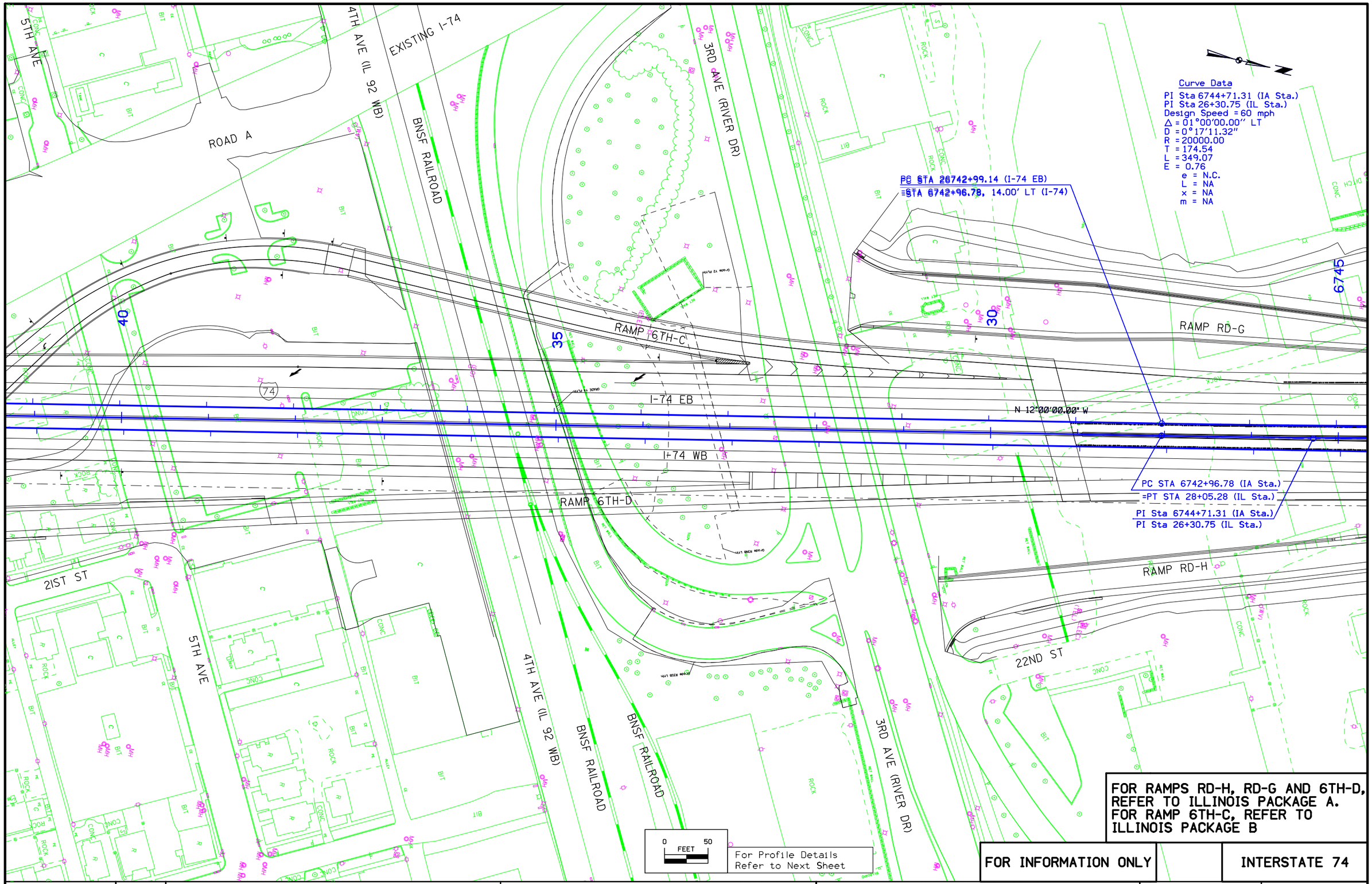
RIGHT OF WAY LEGEND

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

Legend And Symbol Information Sheet

D, E, F, AND K SHEETS

(Symbols are Typical Only)



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER D.2

+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(207)5--13-82	SHEET NUMBER D.3

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ILLINOIS JURISDICTION

IOWA JURISDICTION

BEGIN PAVEMENT MARKING, TRAFFIC CONTROL, LIGHTING, AND ITS CONSTRUCTION.
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.)

6745

6750

6755

6760

25

48'

36'

74

R=9,386'

RAMP RD-G

I-74 EB

I-74 WB

RAMP RD-H

BIKE TRAIL

MISSISSIPPI RIVER

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

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

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)

PI 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)

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

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

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER D.4

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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(207)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)

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 FEET 50

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(207)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(207)5--13-82**	SHEET NUMBER **D.7**

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6775

6780

6785

6790

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

BIKE TRAIL

BEGIN RAMP BASELINE
STA. 6783+75.00, 104.00 LT (I-74)
PC STA. 3583+75.00 (RAMP C)
END 50:1 ENT. TAPER

US 67 RAMP C

US 67 RAMP B

74

36'

80'

36'

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

EX. 15TH ST

EX. GILBERT 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(207)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

EX. STATE 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(207)5--13-82	SHEET NUMBER D.9

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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

STA. 6804+58.53
BEGIN PROPOSED PAVEMENT CONSTRUCTION
BRIDGE APPROACH PAVEMENT BY
BRFIM-074-1(199)5--05-82

MISSISSIPPI BLVD

US 67 RAMP C

US 67 RAMP A

PC STA. 26800+44.27 (I-74 EB)
=POC STA. 6800+42.84, 35.07 LT (I-74)

STA. 6803+90.34
BEGIN PROPOSED MEDIAN
PAVEMENT CONSTRUCTION

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

6790
6795
6800
6805

36'
80'

EX. 14TH ST

VARIES

74

PT STA. 16802+38.00 (I-74 WB)
=POC STA. 6802+39.05, 19.96 RT (I-74)

US 67 RAMP B

US 67 RAMP D

US 67 EB

US 67 WB

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

14TH ST

PC STA. 16792+97.39 (I-74 WB)
=POC STA. 6792+99.80, 40.00 RT (I-74)

POT STA. 6802+94.47 (I-74)
=POT STA. 14+35.64 (MISSISSIPPI BLVD)

EX. STATE ST

EX. 15TH 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

EX. BROWN 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(207)5--13-82	SHEET NUMBER D.10

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+00.00

Stage 4-2

Detention Pond CL Cut = 34,628 CY
CL 12 Cut = 22,907 CY
57,535 CY

I-74 Iowa Viaduct

Stage 4-2

Detention Pond Fill = 0 CY
To StockPile = 57,535 CY
57,535 CY

Stage 4-2
CL 10 Cut = 24 CY
24 CY

6+88.69

+00.00

Stage 4-2
Fill + 30% = 4 CY
To Stockpile = 20 CY
24 CY

Stage 5-2
Fill + 30% = 50 CY
50 CY

Stage 5-2
CL 10 Cut = 3 CY
Borrow = 47 CY
50 CY

STA. 6804+79.31
BEGIN EB LANE CONSTRUCTION

STA. 6804+58.53
BEGIN WB LANE CONSTRUCTION

+2.760%

I-74 PGL

+0.584%

VPI +25.00
Elv 600.28
K = 138
Len 300.00 ft

I-74 WBL VERTICAL
CLEARANCE = 18.07'

I-74 EBL VERTICAL
CLEARANCE = 19.01'

MISSISSIPPI BLVD

I-74 WBL VERTICAL
CLEARANCE = 16.62'

I-74 EBL VERTICAL
CLEARANCE = 16.70'

US 67 NB US 67 SB

EXISTING GROUND AT ℄

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

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt Med Rt

I-74 Iowa Viaduct

I-74 Iowa Viaduct

Vari.
(U.A.C.)
(U.A.C.)

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(207)5--13-82**	SHEET NUMBER **D.11**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-D-4-10.sht.sht

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

STA. 6804+79.31
BEGIN PROPOSED PAVEMENT CONSTRUCTION
BRIDGE APPROACH PAVEMENT BY
BRFIM-074-1(200)5--05-82

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

STA. 6808+25.00
END PROPOSED LANE CONSTRUCTION
MATCH EXISTING

CHAIN LINK FENCE, 72"

EX. I-74 EXIT RAMP

EX. MISSISSIPPI BLVD

KIMBERLY RD

US 67 RAMP A

US 67 RAMP D

PT Sta 6806+11.44

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

END RAMP BASELINE
=STA. 6817+00.00, 63.00 LT (I-74)
PT STA. 1517+00.00 (RAMP A)

6805
6810
6815
6820

30'
48'
30'
48'

74

EX. 14TH ST

PROPOSED LIGHT POLE, MEDIAN, AND BARRIER
CONSTRUCTION. SEE B SHEETS AND P SHEETS

0 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE
PLAN

INTERSTATE 74

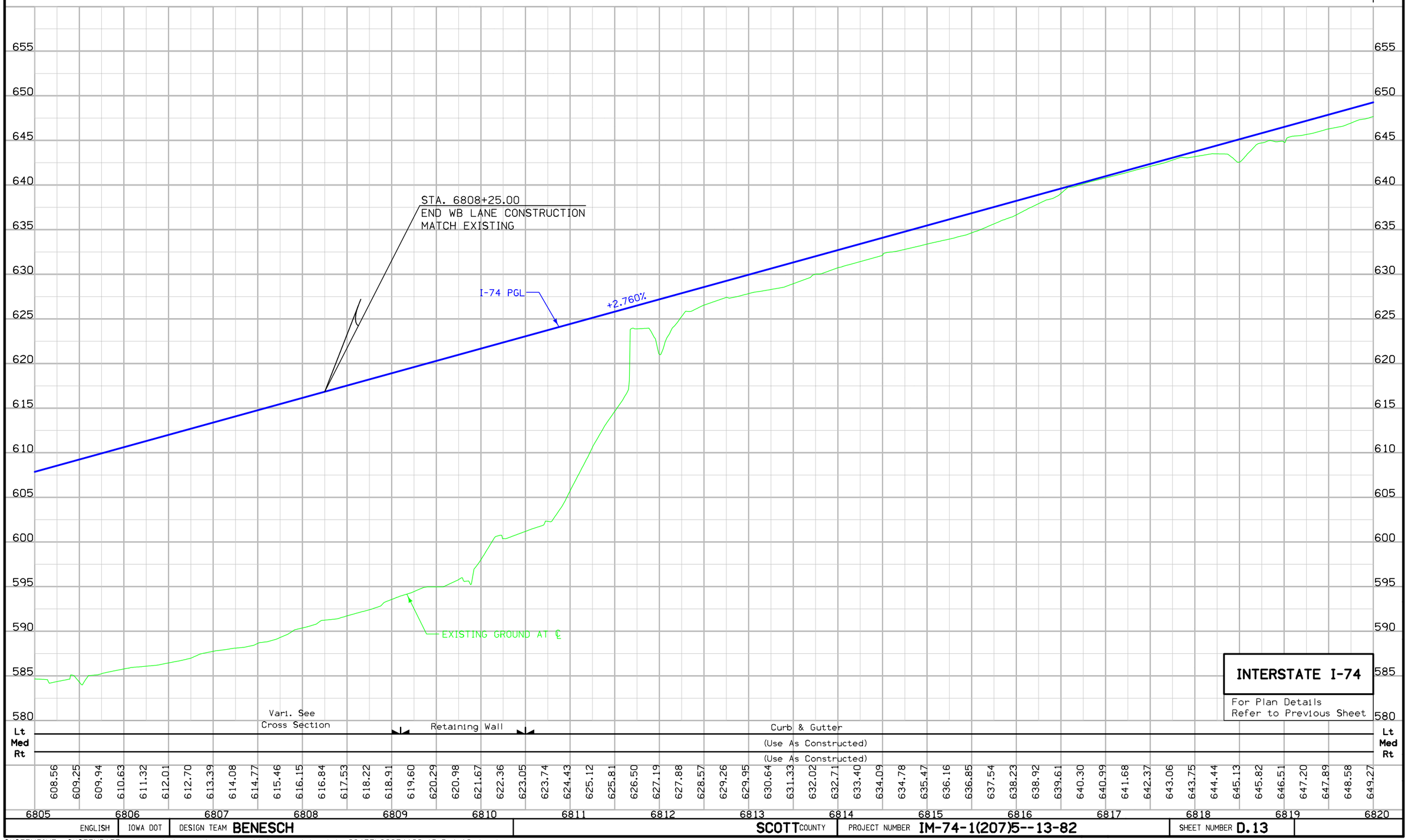
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER D.12

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-D-4-11.sht.sht

+00.00

Stage 4-2	Stage 5-1	Stage 5-2	Stage 4-2	Stage 5-1	Stage 5-2
CL 10 Cut = 433 CY	CL 10 Cut = 1173 CY	CL 10 Cut = 7 CY	Fill + 30% = 9 CY	Fill + 30% = 59,341 CY	Fill + 30% = 22 CY
	From Stockpile = 57,699 CY	Borrow = 15 CY	To Stockpile = 424 CY		
	From I-74 STA 6836+00.00 = 469 CY				
433 CY	59,341 CY	22 CY	433 CY	59,341 CY	22 CY

+00.00



INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER D.13

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-D-4-12.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

CHAIN LINK FENCE, 72"

STA. 6825+50.00, 27' LT
END PROPOSED LANE CONSTRUCTION
MATCH EXISTING

EX. KIMBERLY RIDGE RD
STA. 6831+00.00, 63.00 LT
BEGIN 40:1 ENT. TAPER

POC STA. 6834+50.52 (I-74)
=POT STA. 1813+07.16 (LINCOLN RD)

PI Sta 6832+57.30

EX. I-74 EXIT RAMP

6820 6825 6830 6835

48' 30' 48'

74

PC Sta 6823+21.29

PROPOSED LIGHT POLE, MEDIAN, AND BARRIER
CONSTRUCTION. SEE B SHEETS AND P SHEETS

STA. 6833+90.00
MATCH EXISTING
MEDIAN AND BARRIER

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(207)5--13-82 | SHEET NUMBER D.14

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Stage 5-1

CL 10 Cut = 4239 CY
From I-74 STA 6836+00.00 = 599 CY

4838 CY

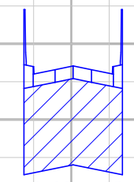
Stage 5-1

Fill + 30% = 4838 CY

4838 CY

+00.00

+00.00



STA. 6825+50.00
END EB LANE 1 CONSTRUCTION

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 ℄

STA. 6833+90.00
MATCH EXIST. MEDIAN

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

Lt Med Rt

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

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

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

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **D.15**

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

EX. LINCOLN RD

BEGIN RAMP BASE LINE
STA 6835+00.00 73.00' LT (I-74)
= PT STA 3535+00.00 (RAMP C)
END 40:1 ENTRANCE TAPER

STA. 6835+10.00
MATCH EXISTING
MEDIAN AND BARRIER

STA. 6837+00.00
END CONSTRUCTION

PROPOSED LIGHT POLE, MEDIAN, AND BARRIER
CONSTRUCTION. SEE B SHEETS AND P SHEETS

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

PT Sta 6841+92.29

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

6835
6840
6845
6850

EX. I-74 ENT. RAMP
EX. I-74 EXIT RAMP
EX. MIDDLE RD
EX. FAIRLANE DR
EX. MEADOW LANE 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(207)5--13-82	SHEET NUMBER D.16

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+00.00

Stage 5-1

CL 10 Cut = 1110 CY

1110 CY

+00.00

Stage 5-1

Fill + 30% = 42 CY

To I-74 STA 6827+50.00 = 599 CY

To I-74 STA 6812+50.00 = 469 CY

1110 CY

Middle Rd
Bridge

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

STA. 6835+10.00
MATCH EXIST. MEDIAN

STA. 6837+00.00
END CONSTRUCTION

I-74 PGL

+1.760%

+0.520%

EXISTING GROUND AT ℄

VPI +50.00
Elv 666.25
K = 161
Len 200.00 ft

VPI +00.00
Elv 688.25
K = 252
Len 1200.00 ft

VERTICAL
CLEARANCE = 16.41'

INTERSTATE I-74

For Plan Details
Refer to Previous Sheet

Lt
Med
Rt

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

665.60 665.73 665.88 666.07 666.29 666.56 666.86 667.21

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

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(207)5--13-82** | SHEET NUMBER **D.17**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-D-4-16.sht.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:

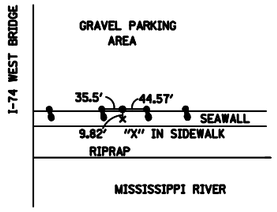
			ELEVATION	NORTHING	EASTING	STATION	OFFSET
No. 500	Sta.	CHISELED "X" IN BOLT E. SIDE CONC. STRUCTURE	575.797	N 568688.8797	E 2458216.7809	6781+18.92	161.19' LT.
No. 501	Sta.	CHISELED "X" IN S.W. FLANGE BOLT IN FHYD	568.923	N 569456.8395	E 2458524.4416	6787+97.99	311.34' RT.
No. 502	Sta.	CHISELED "X" IN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

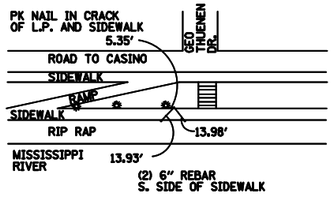
I hereby certify that this plan was prepared by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

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

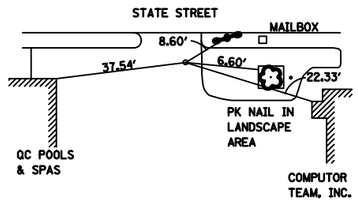


GPS 015
IOWA D.O.T. REBAR
XC=2459345.70 YC= 568727.73

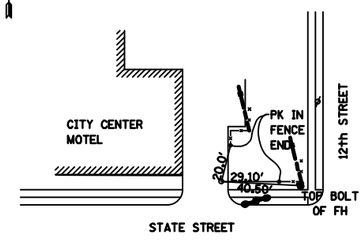


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

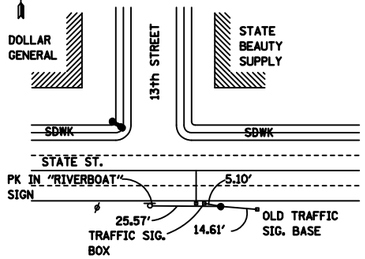
CP 126
SET 2" PK NAIL
XC=2456791.104 YC=569585.544



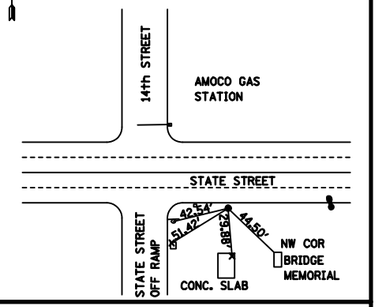
CP 127
SET 2" PK NAIL
XC=2457231.452 YC=569688.750



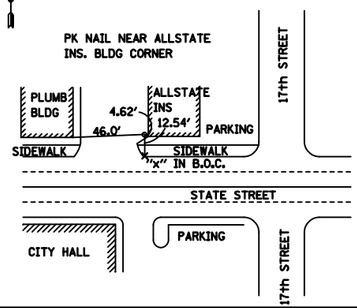
CP 120
SET REBAR
XC=2457691.529 YC=569644.244



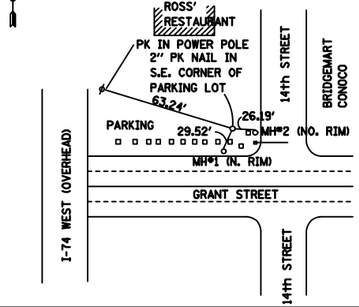
CP 121
SET REBAR
XC=2458219.673 YC=569679.278



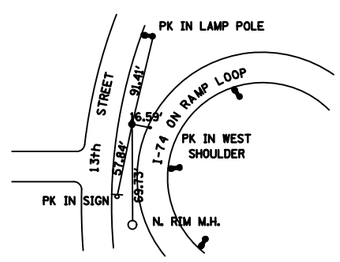
CP 128
SET PK NAIL
XC=2459161.133 YC=569812.022



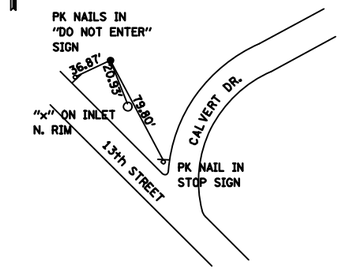
CP 122
SET PK NAIL
XC=2458088.147 YC=570141.496



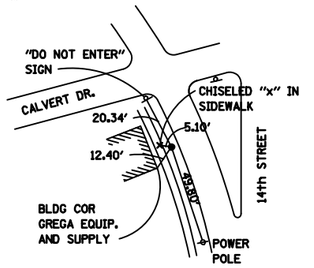
CP 119
SET REBAR
XC=2457540.364 YC=570346.488



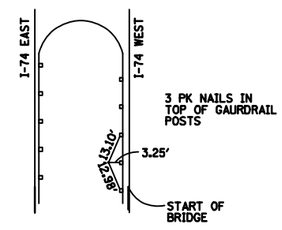
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



CP 123
SET REBAR
XC=2458123.894 YC=571198.413

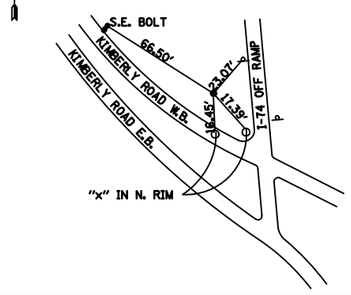


GPS 016
IOWA D.O.T. REBAR
XC=2457637.48 YC= 571682.07

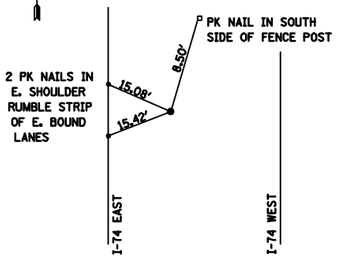


EAST OF MILE MARKER 4.6 ON I-74 EAST

CP 124
SET REBAR
XC=2457286.074 YC=571807.018

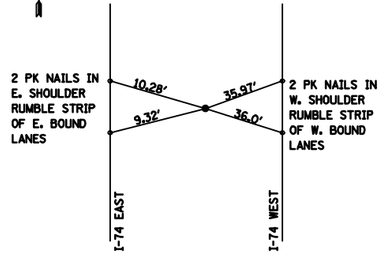


CP 118
SET REBAR
XC=2457491.401 YC=572084.946



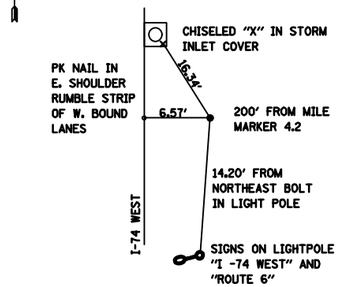
75' SOUTH OF MILE MARKER 4.5 AND 200' NORTH OF ELEVATED ROADWAY

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

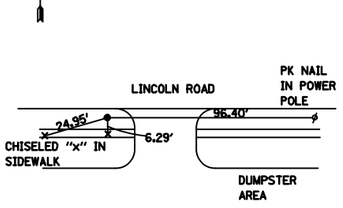


NEAR EXIT 4 SIGN BURIED 4" DEEP

CP 117
SET REBAR
XC=2457147.700 YC=573532.811

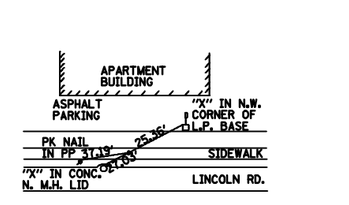


CP 136
SET REBAR
XC=2456315.473 YC=573813.232



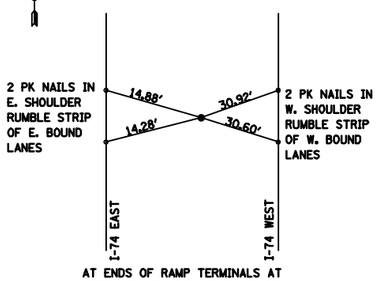
RIVER VALLEY MEDICAL CENTER

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



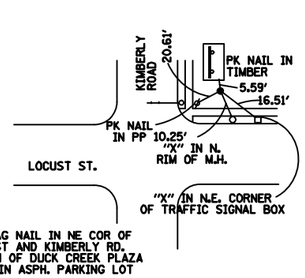
EAST OF I-74; STREET ADDRESS IS 1100 LINCOLN RD.

CP 116
SET REBAR
XC=2456893.154 YC=574220.448



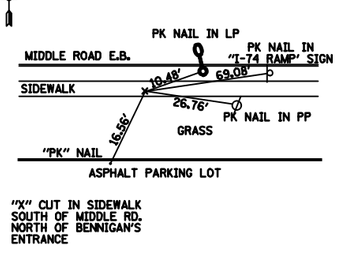
AT ENDS OF RAMP TERMINALS AT MIDDLE ROAD NEAR MILE MARKER 4.1

CP 155
SET MAG NAIL
XC=2455462.725 YC=574528.929



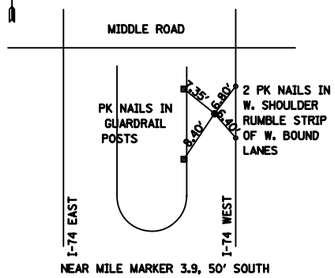
2" MAG NAIL IN NE COR OF LOCUST AND KIMBERLY RD. SOUTH OF DUCK CREEK PLAZA SIGN IN ASPH. PARKING LOT

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



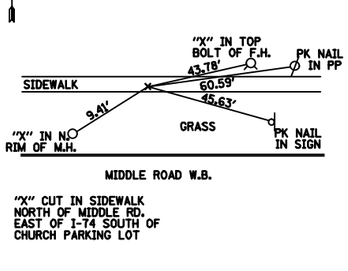
"X" CUT IN SIDEWALK SOUTH OF MIDDLE RD. NORTH OF BENNIGAN'S ENTRANCE

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



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

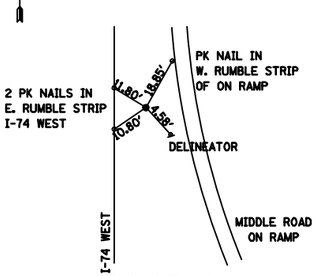
CP 157
CUT "X"
XC=2456906.769 YC=575796.341



MIDDLE ROAD W.B.

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

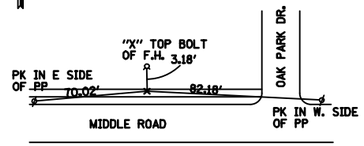
GPS 019
IOWA D.O.T. REBAR
XC=2456566.55 YC=576052.99



APPROXIMATELY 150' S. OF MILE MARKER 3.7

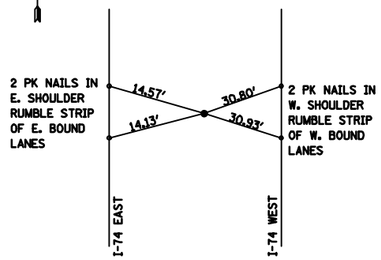
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER G.2

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



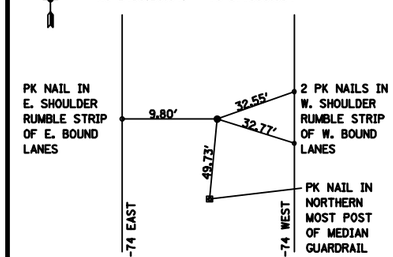
"X" CUT IN SIDEWALK NORTH OF MIDDLE RD.

CP 115
SET REBAR
XC=2456412.899 YC=576427.717



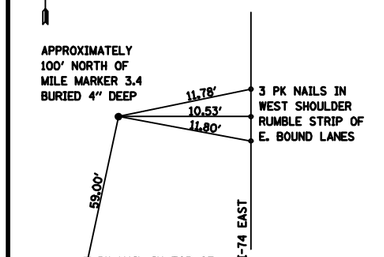
APPROXIMATELY 150' NORTH OF MILE MARKER 3.7 NEAR EXIT 3 OFF RAMP

CP 114
SET REBAR
XC=2456120.941 YC=577360.554

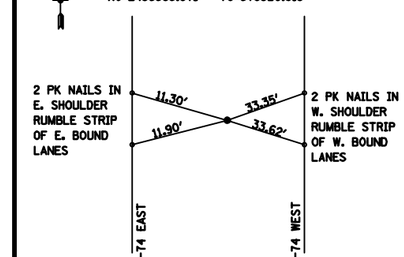


APPROXIMATELY 35' NORTH OF MILE MARKER 3.5

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

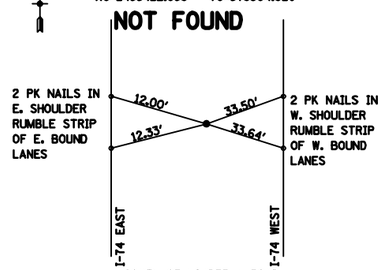


CP 113
SET REBAR
XC=2455595.871 YC=578320.913



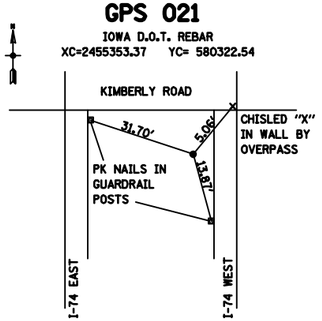
APPROXIMATELY 50' NORTH OF MILE MARKER 3.3

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



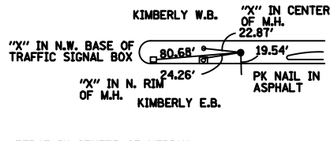
SOUTH OF KIMBERLY ROAD ON RAMP TERMINALS I-74 E.

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



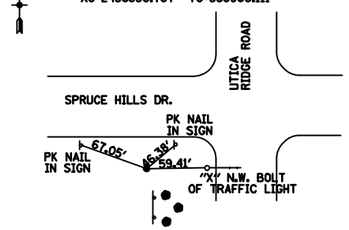
NEAR MILE MARKER 2.9 AND W. OF BM 514

CP 153
SET REBAR
XC=2453996.477 YC=580419.379



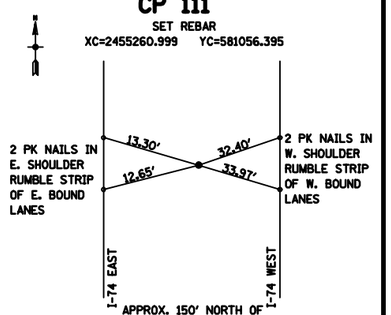
REBAR IN CENTER OF MEDIAN KIMBERLY ROAD EAST OF ELMORE AVE., WEST OF GUARDRAIL

CP 154
SET REBAR
XC=2456350.707 YC=580360.111



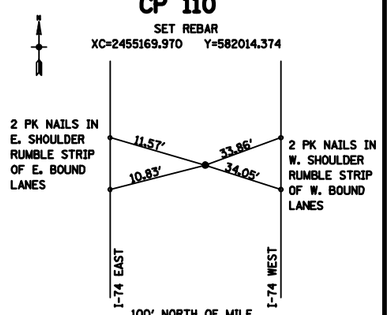
REBAR SET SW COR OF SPRUCE HILLS DR. AND UTICA RIDGE RD. NORTH OF "WELCOME TO BETTENDORF SIGN"

CP 111
SET REBAR
XC=2455260.999 YC=581056.395



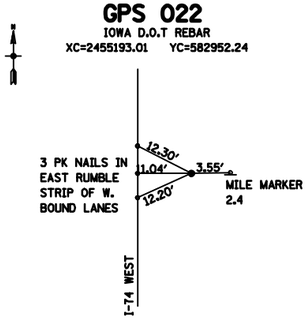
APPROX. 150' NORTH OF KIMBERLY ROAD ON RAMP I-74 W.

CP 110
SET REBAR
XC=2455169.970 Y=582014.374

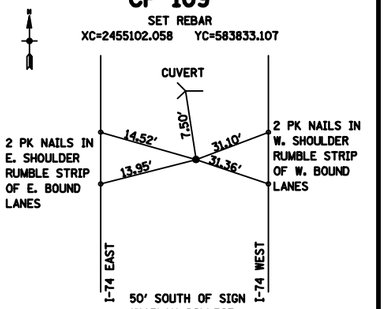


100' NORTH OF MILE MARKER 2.6

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

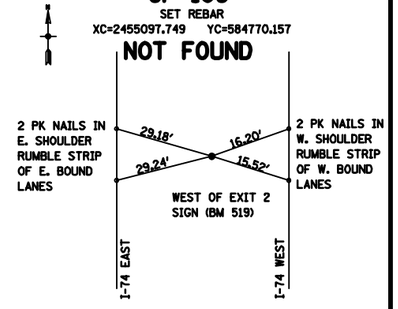


CP 109
SET REBAR
XC=2455102.058 YC=583833.107



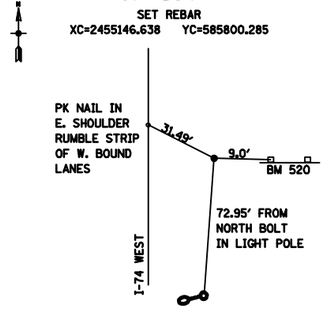
50' SOUTH OF SIGN "KAPLAN COLLEGE-FAMILY MUSEUM"

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



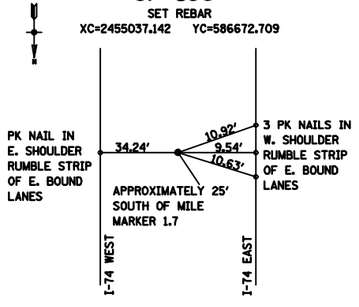
WEST OF EXIT 2 SIGN (BM 519)

CP 107
SET REBAR
XC=2455146.638 YC=585800.285

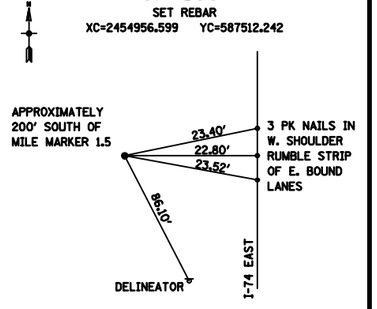


BETWEEN MILE MARKER 1.8 AND 1.9 I-74 W.

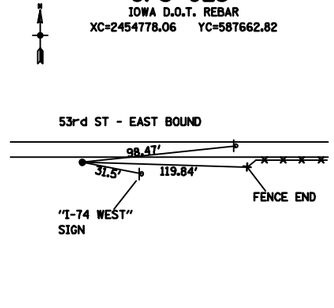
CP 106
SET REBAR
XC=2455037.142 YC=586672.709



CP 105
SET REBAR
XC=2454956.599 YC=587512.242

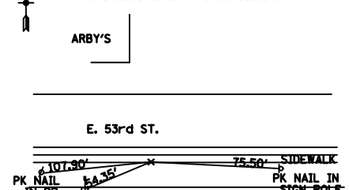


GPS 023
IOWA D.O.T. REBAR
XC=2454778.06 YC=587662.82



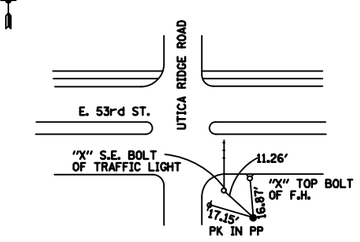
WEST OF 53rd STREET OVERPASS

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

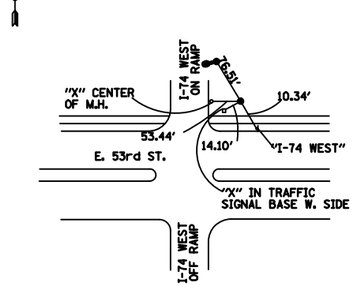


"X" CUT IN SIDEWALK SOUTH OF 53rd ST. 108' EAST OF 2nd POWER POLE EAST OF INT. ELMORE AVE.

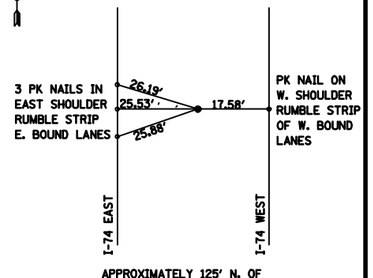
CP 151
SET REBAR
XC=2457483.715 YC=587773.383



CP 150
SET REBAR
XC=2455597.934 YC=587810.951

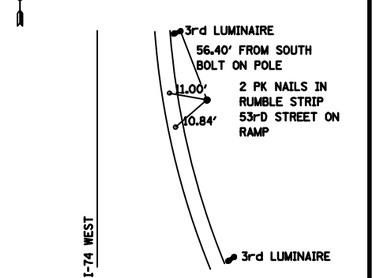


CP 104
SET REBAR
XC=2455015.457 YC=588438.914

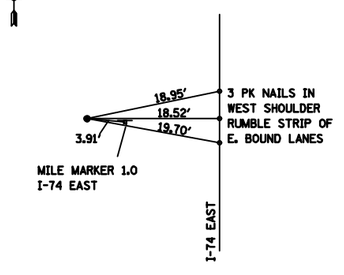


APPROXIMATELY 125' N. OF MILE MARKER 1.4 ON I-74 E.

CP 103
SET REBAR
XC=2455068.801 YC=589403.811



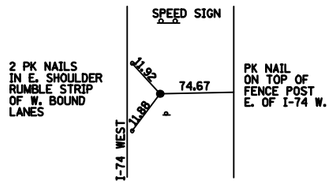
CP 102
SET REBAR
XC=2454899.731 YC=590331.226



ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER G.3

GPS 024

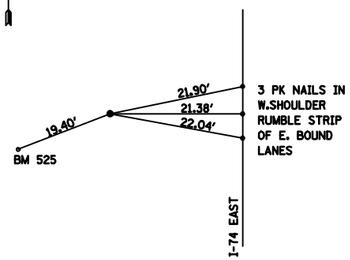
IOWA D.O.T. REBAR
XC=2455023.00 YC=590859.10



APPROXIMATELY 4' N. OF MILE MARKER 0.9

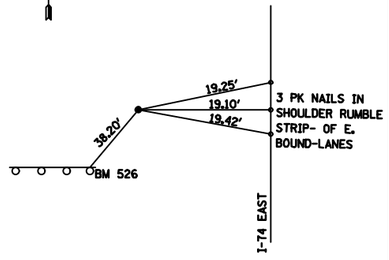
CP 101

SET REBAR
XC=2454878.922 YC=591166.229



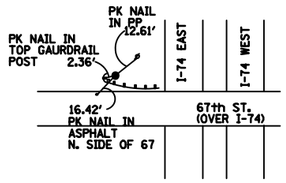
CP 100

SET REBAR
XC=2454793.567 YC=592152.404



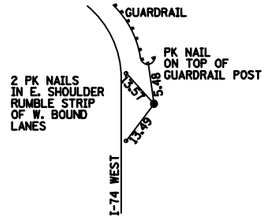
GPS 025

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



GPS 026

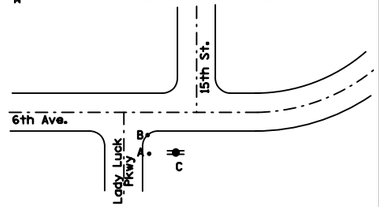
IOWA D.O.T. REBAR
XC=2454058.23 YC=595179.39



APPROXIMATELY 176' S. I-80 OVERPASS

GPS 230

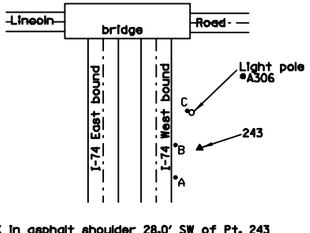
Pt (5/8" Rebar) is on the right corner intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



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

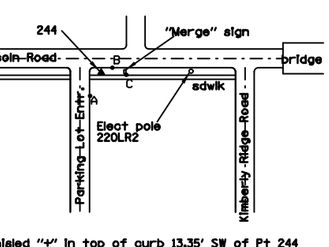
Pt (5/8" Rebar) is in the NW quadrant of State & 16th St. intersection approx 3.5' inside 16th St. curb
XC=2458935.33 YC=569782.48



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

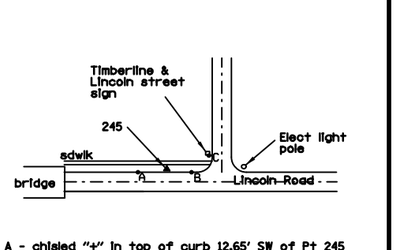
Pt (5/8" Rebar) is in the SE quadrant of State & Geo. Thuenen (16th St) intersection approx 12' inside Geo. Thuenen Dr. curb
XC=2459398.32 YC=569742.58



A - chisled "+" in curb 13.8' SW of Pt 232
B - chisled "+" on south fig 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

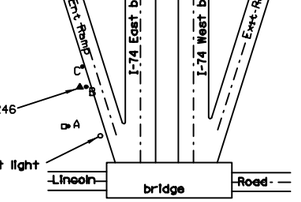
Pt is PK in asphalt road in the SW quadrant of State St. & 12th St approx 9.4' inside curb
XC=2457259.09 YC=569614.09



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

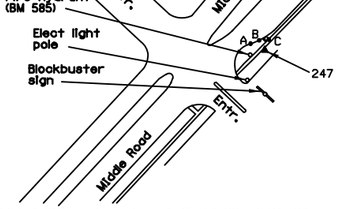
Pt (5/8" Rebar) is on the side of sidewalk in the NW corner of State & 10th St. approx 6.4' inside edge of curb.
XC=2456475.60 YC=569641.39



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

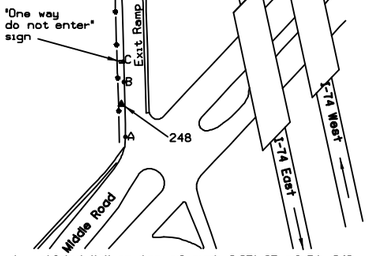
Pt (5/8" Rebar) is in the SE quadrant of Grant & 10th St intersection approx 4.1' inside curb along 10th St.
XC=2456525.28 YC=570016.89



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

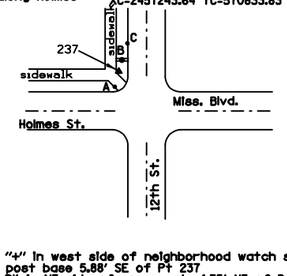
Pt (5/8" Rebar) is in the NW quadrant of Grant & 13th St intersection approx 8.5' NE of traffic light post.
XC=2457483.74 YC=570108.88



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

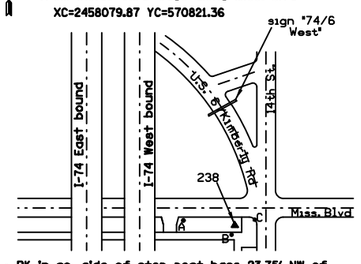
Pt (5/8" Rebar) is in the NW quadrant of Holmes & 12th St intersection approx 7.5' north of curb along Holmes
XC=2457243.64 YC=570833.83



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

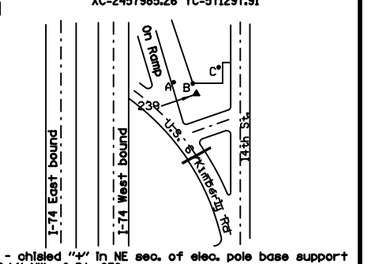
Pt (5/8" Rebar)is in the SW quadrant of Miss. Blvd. & Route 6 (Kimberly Road) approx 3.7' from inside curb edge along Miss. Blvd
XC=2458079.87 YC=570821.36



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

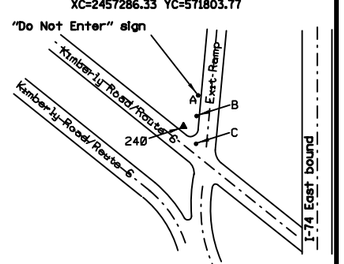
Pt (5/8" Rebar) is east of Kimberly Road ramp, approx 44.5' from the curb
XC=2457985.26 YC=571297.91



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

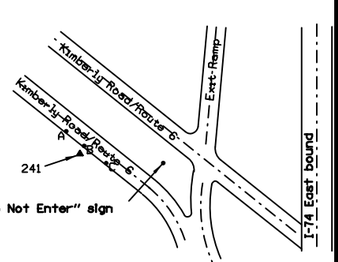
Pt (5/8" Rebar) is NW of intersection of I-74 exit ramp and Kimberly Road approx. 5' from curb
XC=2457286.33 YC=571803.77



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

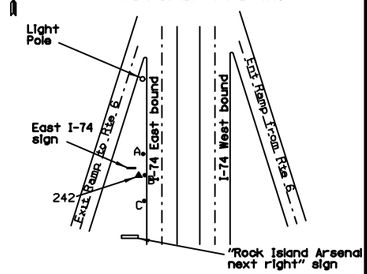
Pt (5/8" Rebar) is south of Kimberly Road east bound approx 3' from the curb
XC=2456812.93 YC=572015.25



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

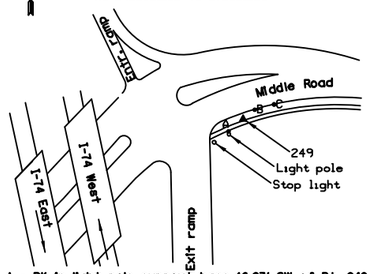
A - chisled "+" on top of curb 6.27' SE of Pt. 248
B - PK in asphalt shoulder 10.48' NE of Pt. 248
C - PK in sign post base 14.19' NW of Pt 248

ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(207)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

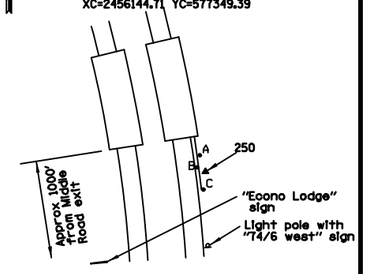


A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

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

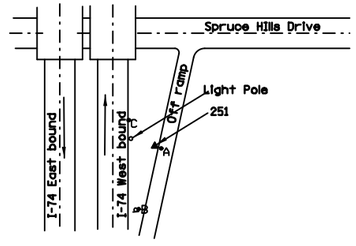


A - PK in guardrail support 6.73' NW of Pt. 250
B - PK in asphalt shoulder 5.0' W of Pt. 250
C - PK in guardrail support 19.9' SW of Pt 250

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

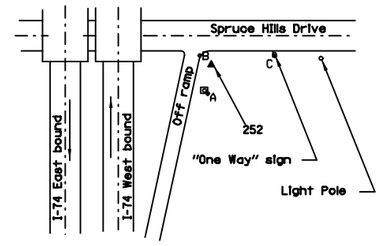


A - PK in asphalt shoulder 8.1' E of Pt. 251
B - PK in sign post base 63.32' SW of Pt. 251
C - PK in asphalt shoulder 26.3' SW of Pt 251

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

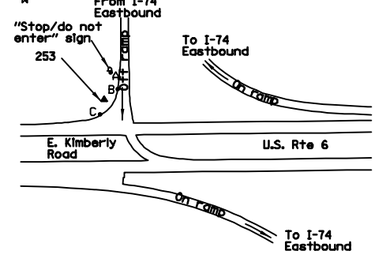


A - chisled "+" in MH conc wall 15.74' SW of Pt. 252
B - chisled "+" in asphalt shoulder 9.74' NW of Pt. 252
C - PK in sign post support base 22.8' NE of Pt 252

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

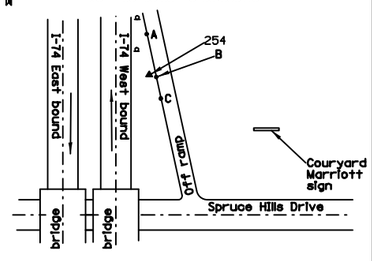


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

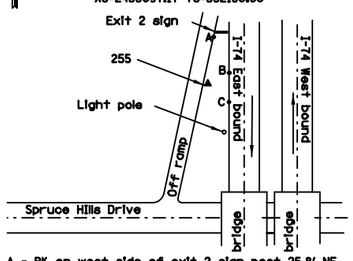


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

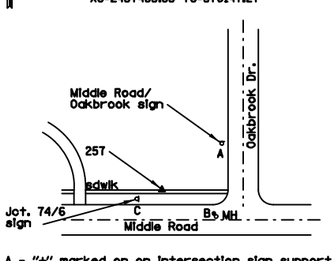


A - PK on west side of exit 2 sign post 25.8' NE of Pt. 255
B - PK in asphalt shoulder 18.42' NE of Pt. 255
C - PK in asphalt shoulder 21.58' SE of Pt 255

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

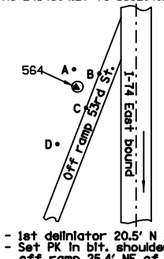


A - "+" marked on on intersection sign support base 11.5' NE of Pt. 257
B - "+" marked in MH rim 16.7' SE of Pt. 257
C - PK in Jct sign post base 41.4' SW of Pt 257

BM 564

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

XC=2454904.27 YC=589267.60 EL=701.761

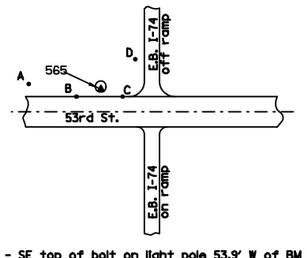


A - 1st deliniator 20.5' N of BM 564
B - Set PK in bit. shoulder of 53rd St. off ramp 25.4' NE of BM 564
C - Set PK in bit. shoulder of 53rd St. off ramp 21.1' SE of BM 564
D - 1st deliniator 80.5' S of BM 564

BM 565

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

XC=2454440.76 YC=587747.03 EL=687.923

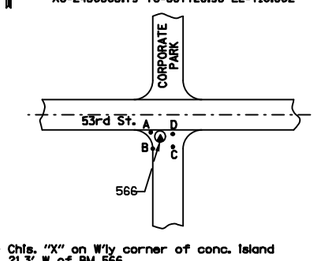


A - SE top of bolt on light pole 53.9' W of BM 565
B - Chis. "X" in curb 14.5' SW of BM 565
C - Chis. "X" in curb 14.3' SE of BM 565
D - PK in "One Way" sign post 40.8' NE of BM 565

BM 566

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

XC=2456363.79 YC=587728.98 EL=710.862

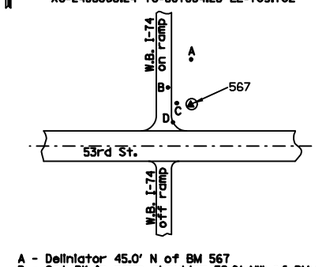


A - Chis. "X" on W'ly corner of conc. island 21.3' W of BM 566
B - Chis. "X" in W curb ent. 37.1' SW of BM 566
C - Chis. "X" on median curb 42.0' SE of BM 566
D - Chis. "X" on N end of median curb 26.2' E of BM 566

BM 567

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

XC=2455565.24 YC=587854.25 EL=709.702

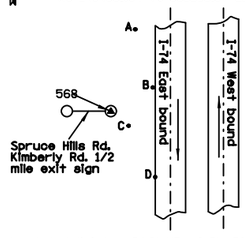


A - Deliniator 45.0' N of BM 567
B - Set PK in ramp shoulder 52.0' NW of BM 567
C - Chis. "X" in conc. slab 13.7' W of BM 567
D - Chis. "X" in curb 24.1' SW of BM 567

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

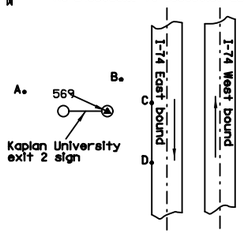


A - 1st deliniator 54.9' NE of BM 568
B - Set PK in E.B. shoulder 28.1' NE of BM 568
C - Set PK in E'ly "Speed Zone Ahead" sign post 22.8' SE of BM 568
D - Set Mag nail in E.B. shoulder 61.6' SE of BM 568

BM 569

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

XC=2455026.11 YC=583690.39 EL=679.946

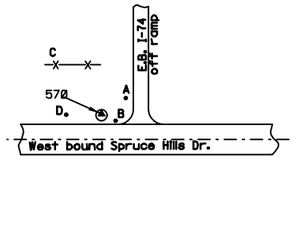


A - Brace post on R-O-W fence 93.0' NW of BM 569
B - 1st deliniator 47.1' N of BM 569
C - Set PK in E.B. I-74 shoulder 35.3' E of BM 569
D - Set PK in E.B. I-74 shoulder 54.8' SE of BM 569

BM 570

Found cut "X" on north side of light pole

XC=2454523.52 YC=580492.15 EL=657.126

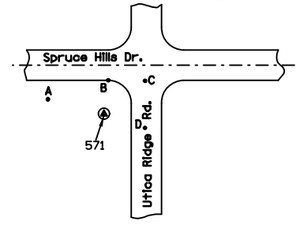


A - PK in Stop sign 72.2' NE of BM 570
B - Mag nail bit. shoulder 40.0' E of BM 570
C - Brace post in fence 107.5' NW of BM 570
D - PK in West Route 6 sign 92.4' W of BM 570

BM 571

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

XC=2456407.40 YC=580345.54 EL=678.869

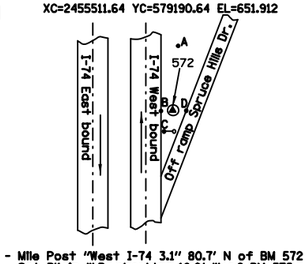


A - Control Point #154 58.5' W of BM 571
B - Chis. "X" in curb 39.6' N of BM 571
C - Chis. "X" end curb center median 58.5' NE of BM 571
D - Chis. "X" end curb center median 32.5' E of BM 571

BM 572

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

XC=2455511.64 YC=579190.64 EL=651.912

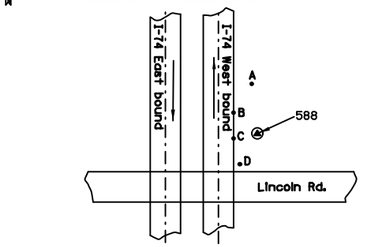


A - Mile Post "West I-74 3.1" 80.7' N of BM 572
B - Set PK in W.B. shoulder 16.0' W of BM 572
C - West post for "Exit 2" sign 48.4' S of BM 572
D - Set PK in inside shoulder of Spruce Hills off ramp 16.2' E of BM 572

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

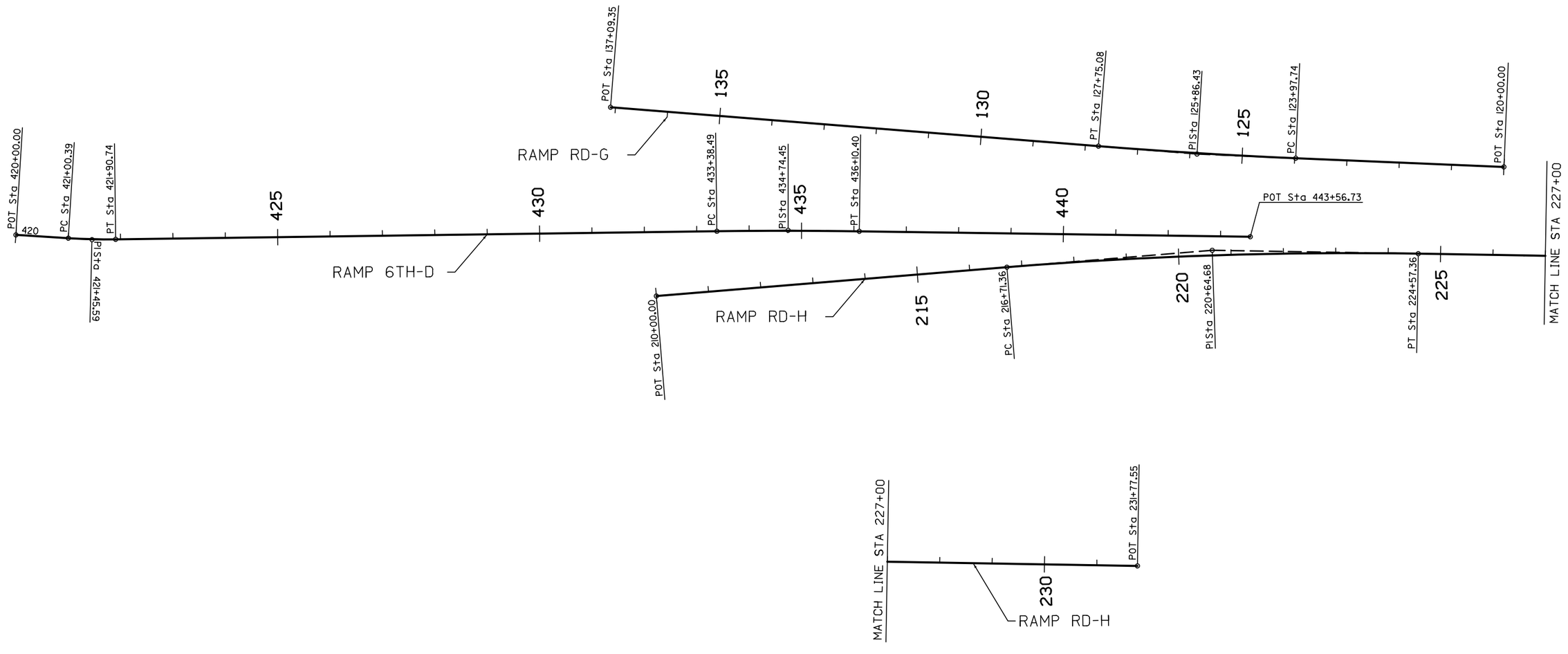
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER G.5

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(207)5--13-82	SHEET NUMBER G.6

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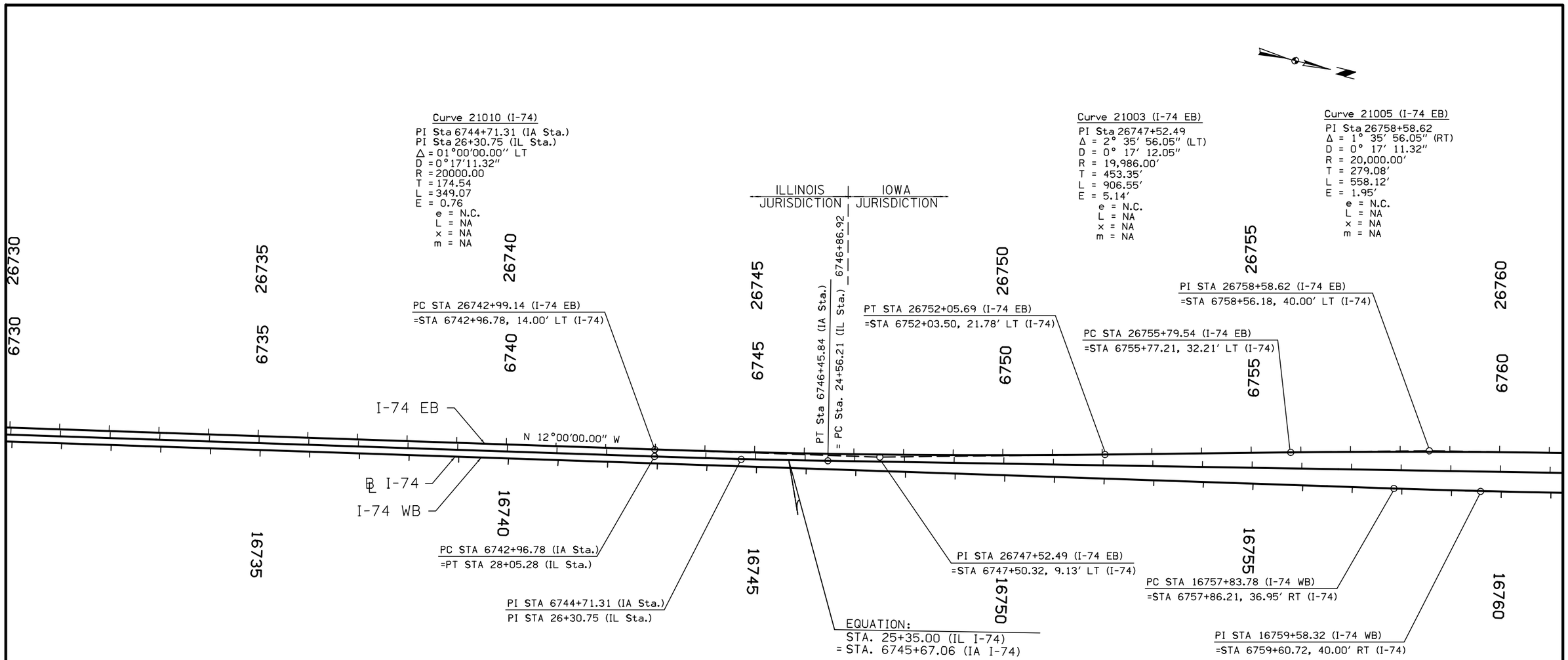

Curve 21001 (I-74 WB)
PI Sta 16759+58.32
Δ = 1° 00′ 00″ (LT)
D = 0° 17′ 11.32″
R = 20,000.00′
T = 174.54′
L = 349.07′
E = 0.76′
e = N.C.
L = NA
x = NA
m = NA

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

0 FEET 100

ALIGNMENTS
I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER G.7

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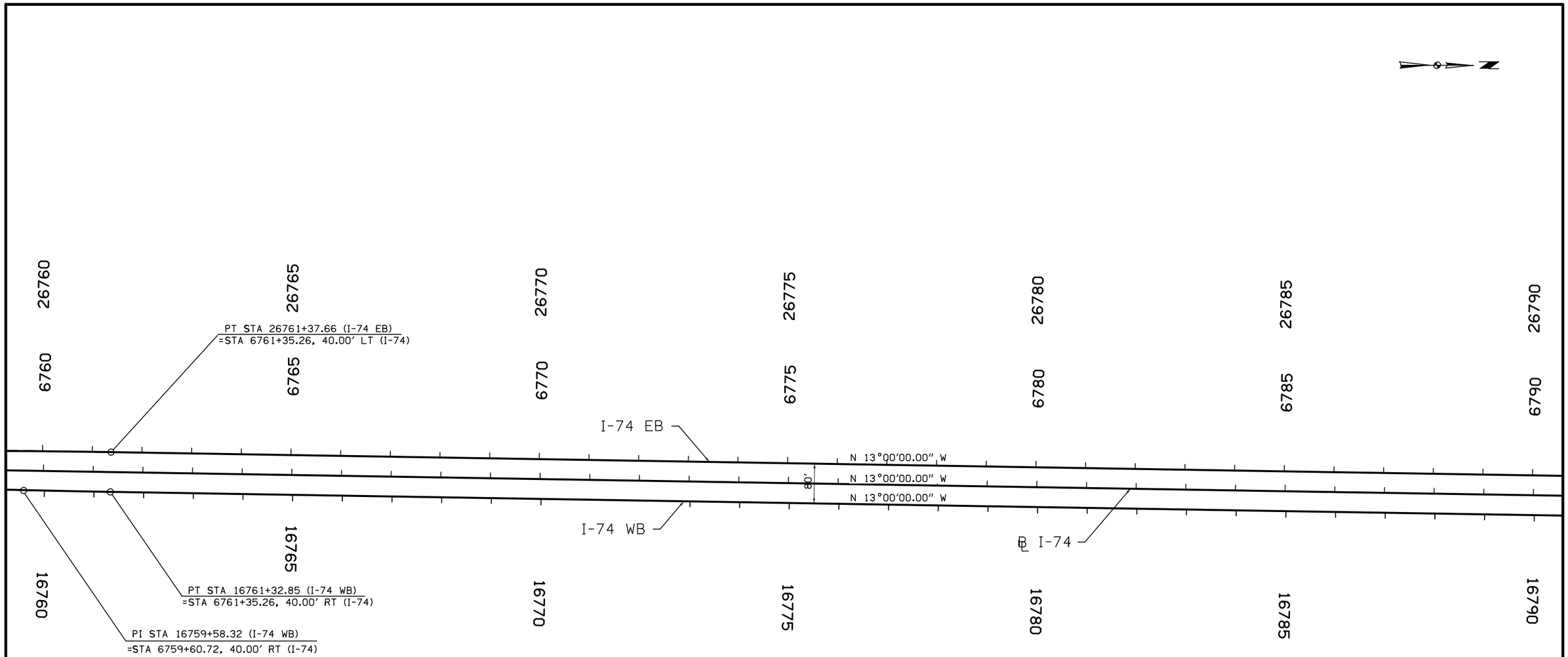

0 100 FEET

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **G.8**	

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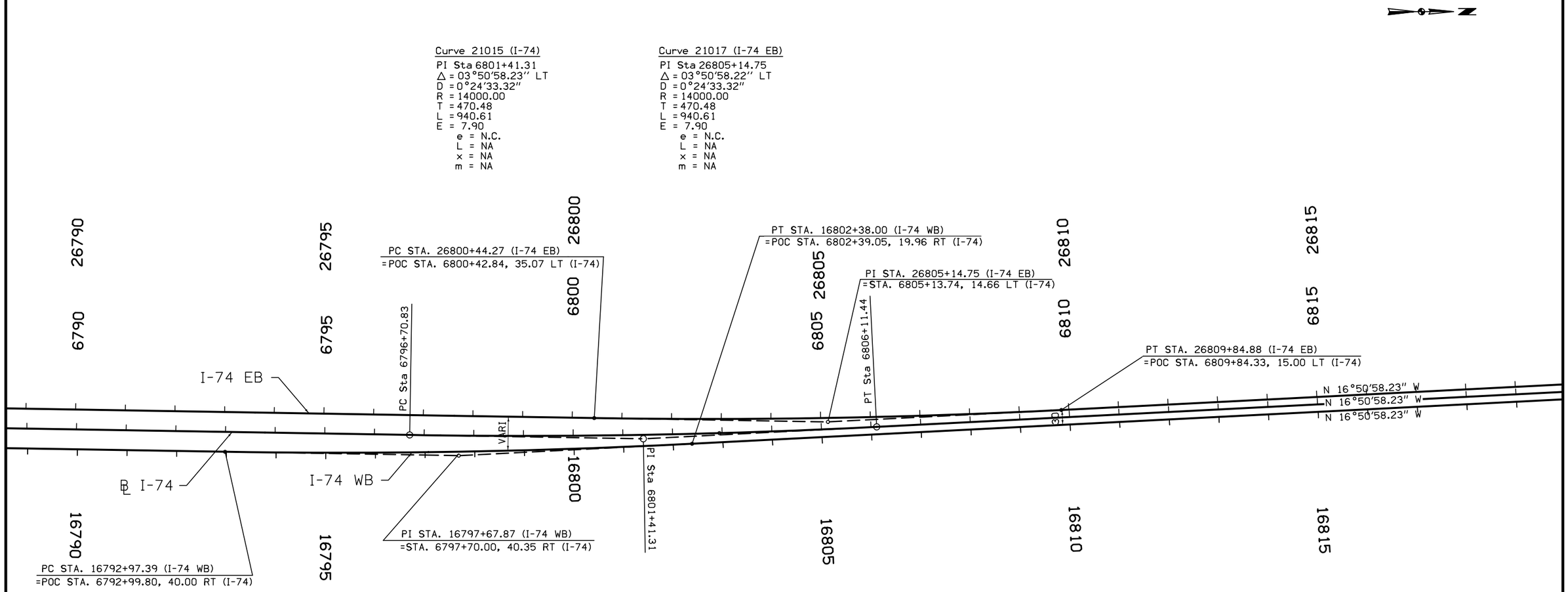
Curve 21015 (I-74)
PI Sta 6801+41.31
△ = 03°50'58.23" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA

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(207)5--13-82**	SHEET NUMBER **G.9**

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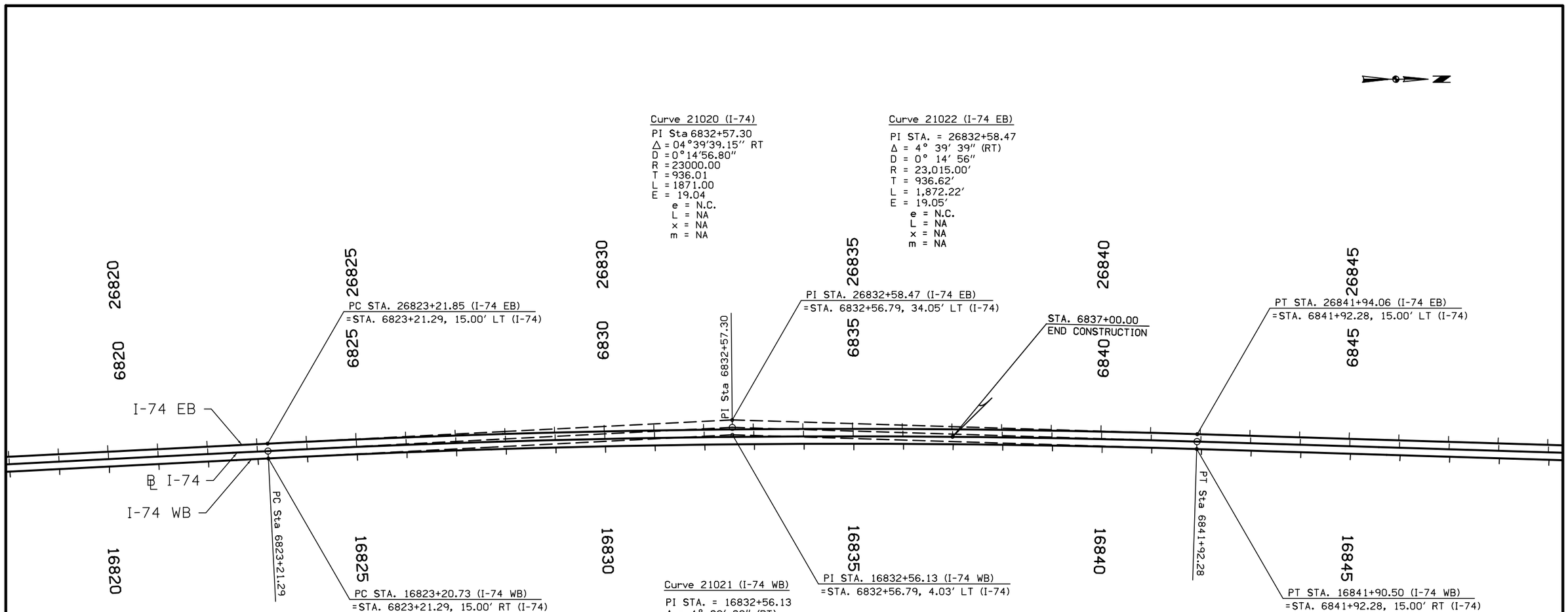

ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **G.10**

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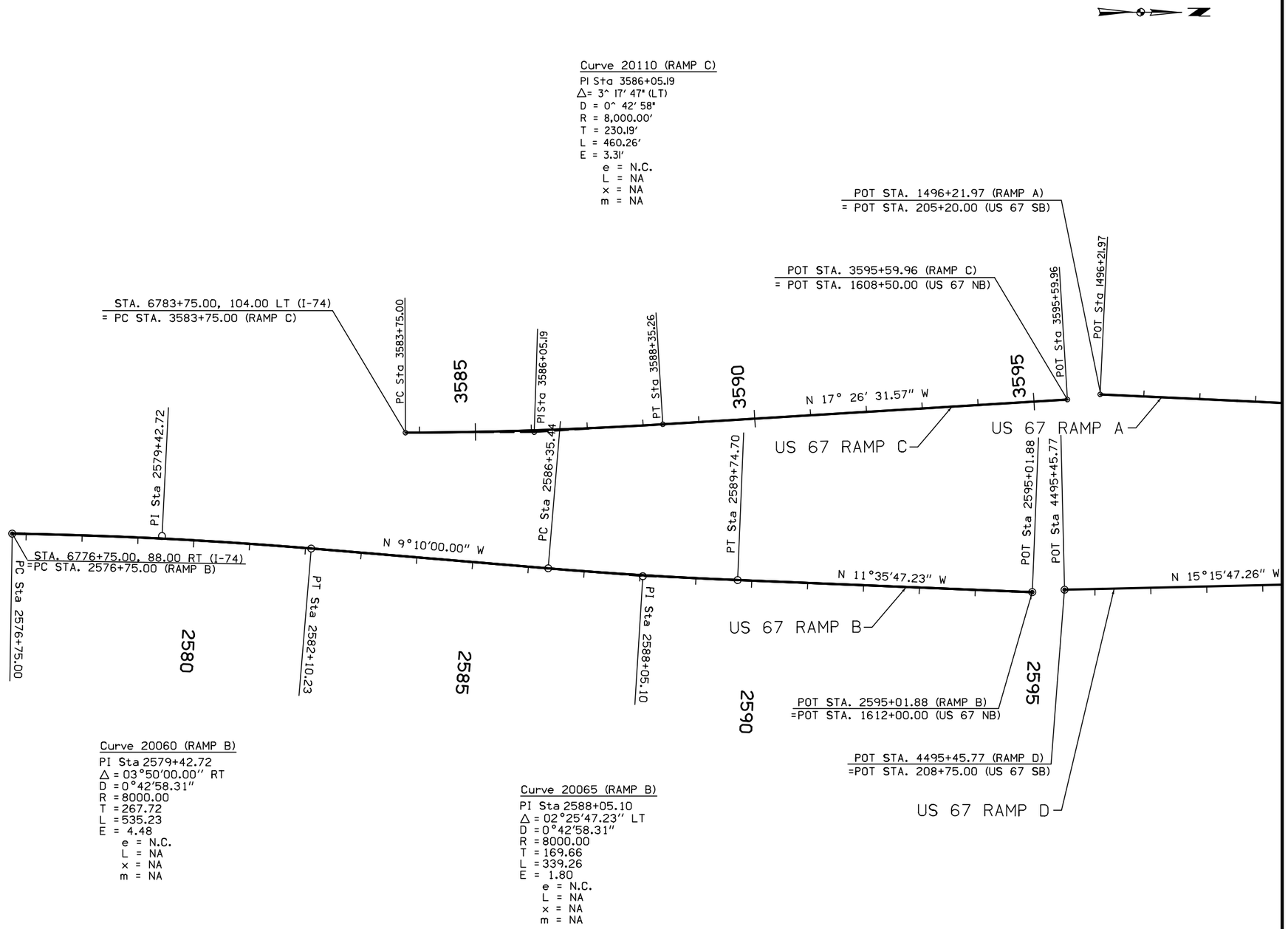

ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **G.11**

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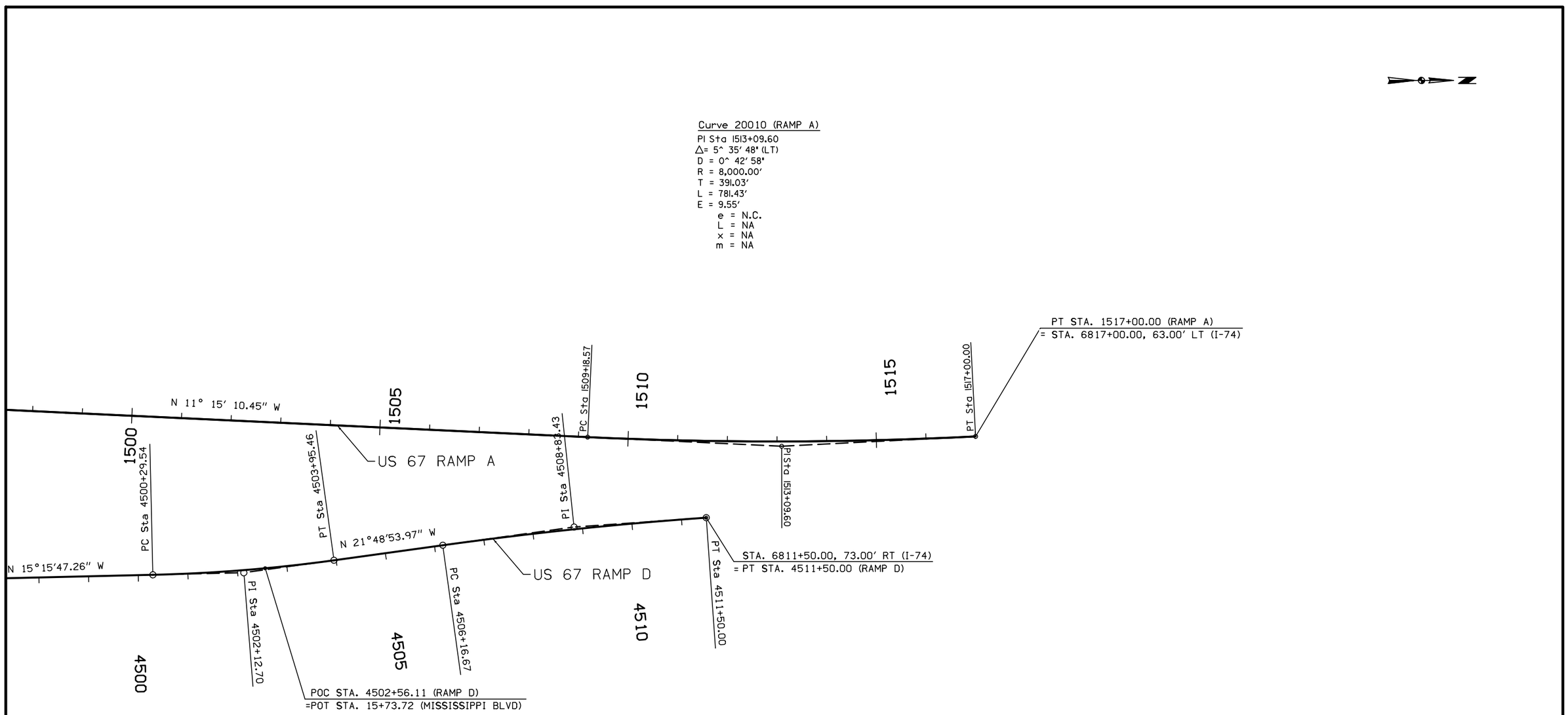
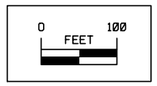


Curve 20155 (RAMP D)
PI Sta 4502+12.70
△ = 06°33'06.71" LT
D = 1°47'25.78"
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

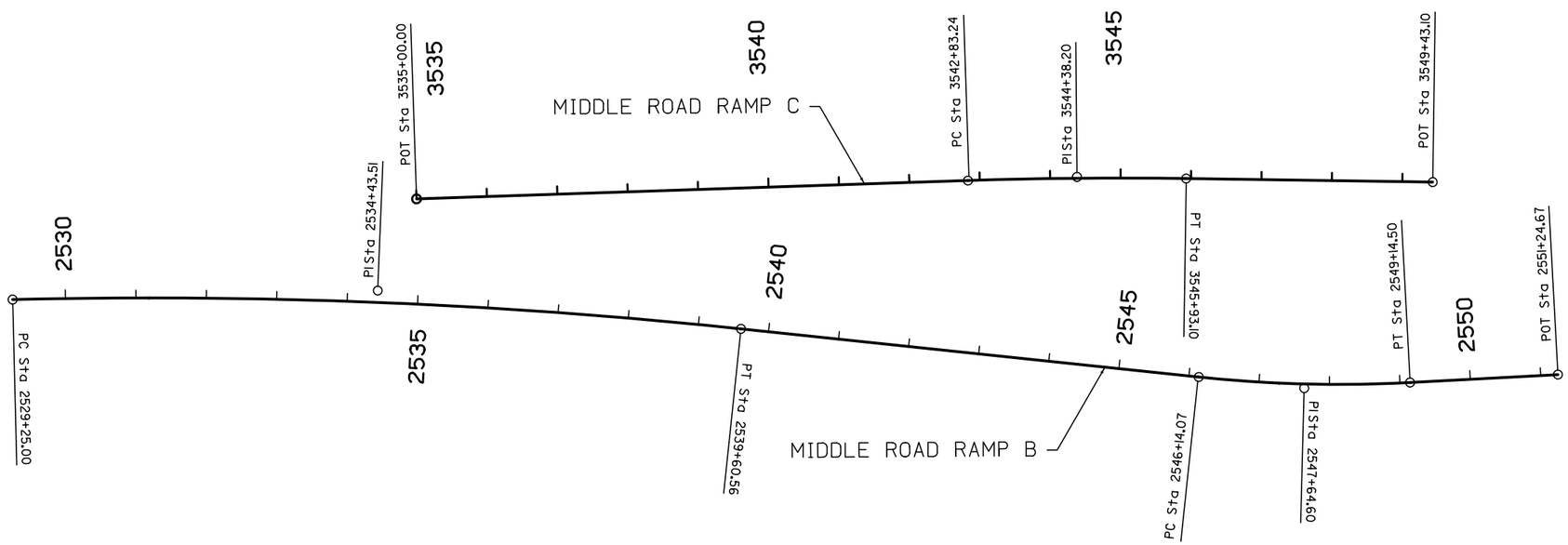
Curve 20160 (RAMP D)
PI Sta 4508+83.43
△ = 03°49'10.99" RT
D = 0°42'58.31"
R = 8000.00
T = 266.77
L = 533.33
E = 4.45
e = N.C.
L = NA
x = NA
m = NA



ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **G.12**



Curve 20315 (RAMP C)

PI Sta 3544+38.20
Δ = 2° 43′ 52.68″ (RT)
D = 0° 52′ 53.30″
R = 6,500.00
T = 154.96
L = 309.86
E = 1.85
e = N.C.
Lc = NA
x = NA
m = NA

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

0 100
FEET

ALIGNMENTS

Middle Rd Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **G.13**

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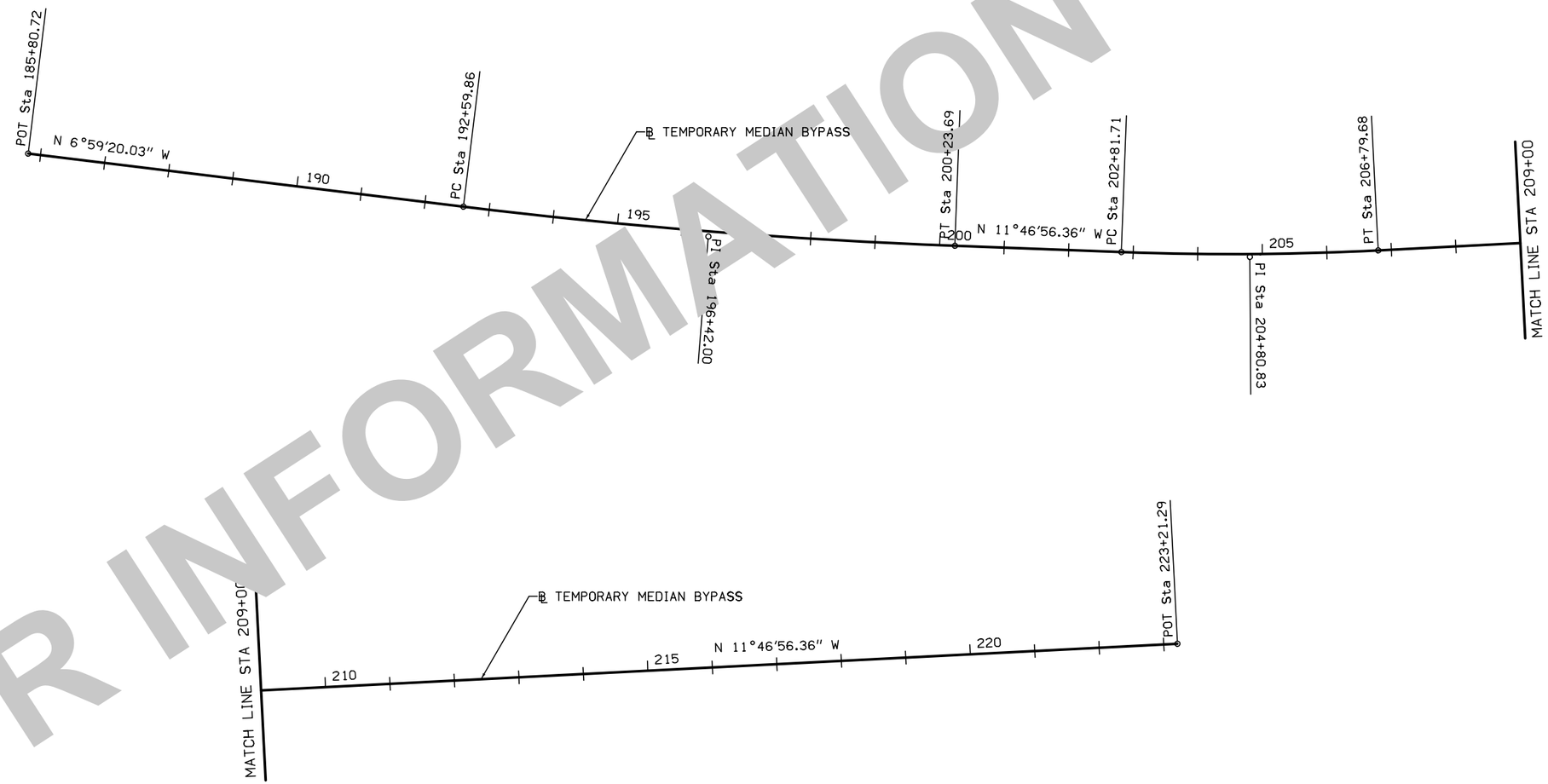
Curve 25001
PI Sta 301+04.02
Δ = 19° 04′ 40.62″ (LT)
D = 11°27′32.96″
R = 500.00
T = 84.02
L = 166.49
E = 7.01
e = N.C.
L = NA
x = NA
m = NA

Curve 25002
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
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
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(207)5--13-82	SHEET NUMBER G.14

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ALIGNMENT COORDINATES

101-16
10-20-09

Name	Location	Point on Tangent			Begin Spiral			Begin Curve			Simple Curve PI or Master PI of SCS			End Curve			End Spiral		
		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates		Station	Coordinates	
			Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)		Y (Northing)	X (Easting)
POT 21009	I-74 MAINLINE	6719+17.38	562672.89	2459725.37															
CURVE 21010	I-74 MAINLINE							6742+96.78	565000.29	2459230.66	6744+71.31	565171.01	2459194.38	6746+45.84	565341.08	2459155.11			
CURVE 21015	I-74 MAINLINE							6796+70.83	570237.28	2458024.74	6801+41.31	570695.70	2457918.90	6806+11.44	571145.99	2457782.53			
CURVE 21020	I-74 MAINLINE							6823+21.29	572782.43	2457286.91	6832+57.30	573678.26	2457015.60	6841+92.28	574593.17	2456817.98			
POT 21001	I-74 EB	26722+61.55	563004.32	2459640.61															
CURVE 21003	I-74 EB							26742+99.14	564997.38	2459216.97	26747+52.49	565440.83	2459122.71	26752+05.69	565879.54	2459008.44			
CURVE 21005	I-74 EB							26755+79.54	566241.33	2458914.21	26758+58.62	566511.40	2458843.87	26761+37.66	566783.32	2458781.09			
CURVE 21017	I-74 EB							26800+44.27	570589.80	2457902.30	26805+14.75	571048.23	2457796.46	26809+84.88	571498.51	2457660.09			
CURVE 21022	I-74 EB							26823+21.85	572778.08	2457272.56	26832+58.47	573674.49	2457001.07	26841+94.06	574590.00	2456803.32			
POT 21000	I-74 WB	16722+56.30	563010.14	2459668.00															
CURVE 21001	I-74 WB							16757+83.78	566460.53	2458934.59	16759+58.32	566631.26	2458898.31	16761+32.85	566801.32	2458859.04			
CURVE 21016	I-74 WB							16792+97.39	569884.75	2458147.18	16797+67.87	570343.18	2458041.34	16802+38.00	570793.46	2457904.97			
CURVE 21021	I-74 WB							16823+20.73	572786.78	2457301.27	16832+56.13	573682.02	2457030.14	16841+90.50	574596.34	2456832.64			
POT 24000	WB TEMP. BYPASS	185+80.72	569145.75	2458120.97															
CURVE 24001	WB TEMP. BYPASS							192+59.86	569819.84	2458038.33	196+42.00	570199.14	2457991.84	200+23.69	570573.23	2457913.81			
CURVE 24002	WB TEMP. BYPASS							202+81.71	570825.81	2457861.12	204+80.83	571020.73	2457820.46	206+79.68	571211.30	2457762.75			
POT 24003	WB TEMP. BYPASS	223+21.29	572782.43	2457286.91															
POT 20005	RAMP A	1496+21.97	570140.13	2457849.37															
CURVE 20010	RAMP A							1509+18.57	571411.80	2457596.35	1513+09.60	571795.31	2457520.05	1517+00.00	572169.55	2457406.70			
POT 20010	RAMP A	1517+00.00	572169.55	2457406.70															
POT 20060	RAMP B	2576+75.00	568312.39	2458559.45															
CURVE 20060	RAMP B							2576+75.00	568312.39	2458559.45	2579+42.72	568573.25	2458499.22	2582+10.23	568837.55	2458456.57			
CURVE 20065	RAMP B							2586+35.44	569257.33	2458388.84	2588+05.10	569424.82	2458361.81	2589+74.70	569591.01	2458327.70			
POT 20070	RAMP B	2595+01.88	570107.42	2458221.73															
POT 20110	RAMP C	3583+75.00	568951.26	2458214.90															
CURVE 20110	RAMP C							3583+75.00	568951.26	2458214.90	3586+05.19	569174.47	2458158.65	3588+35.26	569394.08	2458089.65			
POT 20115	RAMP C	3595+59.96	570085.46	2457872.42															
POT 20150	RAMP D	4495+45.77	570162.40	2458203.67															
CURVE 20155	RAMP D							4500+29.54	570629.09	2458076.32	4502+12.70	570805.80	2458028.10	4503+95.46	570975.84	2457960.04			
CURVE 20160	RAMP D							4506+16.67	571181.20	2457877.84	4508+83.43	571428.87	2457778.70	4511+50.00	571682.58	2457696.29			
POT 20160	RAMP D	4511+50.00	571682.58	2457696.29															
POT RRDG1	RAMP RD-G	120+00.00	566229.23	2458867.76															
CURVE RRD-G-1	RAMP RD-G							123+97.74	565839.53	2458947.34	125+86.43	565654.65	2458985.09	127+75.08	565468.49	2459015.84			
POT RRDG2	RAMP RD-G	137+09.35	564546.70	2459168.10															
POT RRDH1	RAMP RD-H	210+00.00	564718.25	2459496.40															
CURVE 3RH IL-1	RAMP RD-H							216+71.36	565354.44	2459281.94	220+64.68	565727.15	2459156.30	224+57.36	566110.38	2459067.82			
POT RRDH2	RAMP RD-H	231+77.55	566812.12	2458905.81															
POT RSIXD1	RAMP 6TH-D	420+00.00	563503.63	2459677.85															
CURVE 6RD IL-1	RAMP 6TH-D							421+00.39	563602.38	2459659.74	421+45.59	563646.83	2459651.59	421+90.74	563690.55	2459640.12			
CURVE 6RD IL-2	RAMP 6TH-D							433+38.49	564800.71	2459348.80	434+74.45	564932.22	2459314.29	436+10.40	565064.62	2459283.36			
POT RSIXD2	RAMP 6TH-D	443+56.73	565791.39	2459113.63															
POT RW200	RET WALL 165	11503+85.96	570886.40	2457684.57															
POT RW201	RET WALL 165	11504+40.00	570939.40	2457674.02															
POT RW202	RET WALL 165	11504+60.00	570959.31	2457672.10															
CURVE RW165 1	RET WALL 165							11509+18.57	571409.06	2457582.62	11509+95.78	571484.79	2457567.55	11510+72.99	571560.22	2457551.02			

SPIRAL OR CIRCULAR CURVE DATA

101-17
04-19-11

Name	Location	Δ_{scs}	Horizontal Alignment Data													Remarks
			Spiral Data								Curve Data					
			θs	Ls	Ts	Es	Xc	Yc	L.T.	S.T.	Δ_C	T	L	R	E	
CURVE 21010	I-74 MAINLINE										1°00'00.00" LT	174.54'	349.07'	20,000.00'	0.76'	
CURVE 21015	I-74 MAINLINE										3°50'58.23" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21020	I-74 MAINLINE										4°39'39.15" RT	936.01'	1,871.00'	23,000.00'	19.04'	
CURVE 21003	I-74 EB										2°35'56.05" LT	453.35'	906.55'	19,986.00'	5.14'	
CURVE 21005	I-74 EB										1°35'56.05" RT	279.08'	558.12'	20,000.00'	1.95'	
CURVE 21017	I-74 EB										3°50'58.22" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21022	I-74 EB										4°39'39.15" RT	936.62'	1,872.22'	23,015.00'	19.05'	
CURVE 21001	I-74 WB										1°00'00.00" LT	174.54'	349.07'	20,000.00'	0.76'	
CURVE 21016	I-74 WB										3°50'58.24" LT	470.48'	940.61'	14,000.00'	7.90'	
CURVE 21021	I-74 WB										4°39'39.15" RT	935.40'	1,869.78'	22,985.00'	19.03'	
CURVE 24001	I-74 WB TEMP. MEDIAN BYPASS										4°47'36.34" LT	382.14'	763.83'	9,130.00'	7.99'	
CURVE 24002	I-74 WB TEMP. MEDIAN BYPASS										5°04'01.87" LT	199.12'	397.98'	4,500.00'	4.40'	
CURVE 20010	RAMP A										5°35'47.78" LT	391.03'	781.43'	8,000.00'	9.55'	
CURVE 20060	RAMP B										3°50'00.00" RT	267.72'	535.23'	8,000.00'	4.48'	
CURVE 20065	RAMP B										2°25'47.23" LT	169.66'	339.26'	8,000.00'	1.80'	
CURVE 20110	RAMP C										3°17'46.82" LT	230.19'	460.26'	8,000.00'	3.31'	
CURVE 20155	RAMP D										6°33'06.71" LT	183.16'	365.93'	3,200.00'	5.24'	
CURVE 20160	RAMP D										3°49'10.99" RT	266.77'	533.33'	8,000.00'	4.45'	
CURVE RRD-G-1	RAMP RD-G										2°09'43.09" RT	188.69'	377.33'	10,000.00'	1.78'	
CURVE 3RHIL-1	RAMP RD-H										5°37'45.59" RT	393.32'	786.00'	8,000.00'	9.66'	
CURVE 6RDIL-1	RAMP 6TH-D										4°18'49.27" LT	45.19'	90.35'	1,200.00'	0.85'	
CURVE 6RDIL-2	RAMP 6TH-D										1°33'28.68" RT	135.97'	271.91'	10,000.00'	0.92'	
CURVE RW165 1	RET WALL 165										1°06'28.57" LT	77.21'	154.42'	7,986.00'	0.37'	

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)

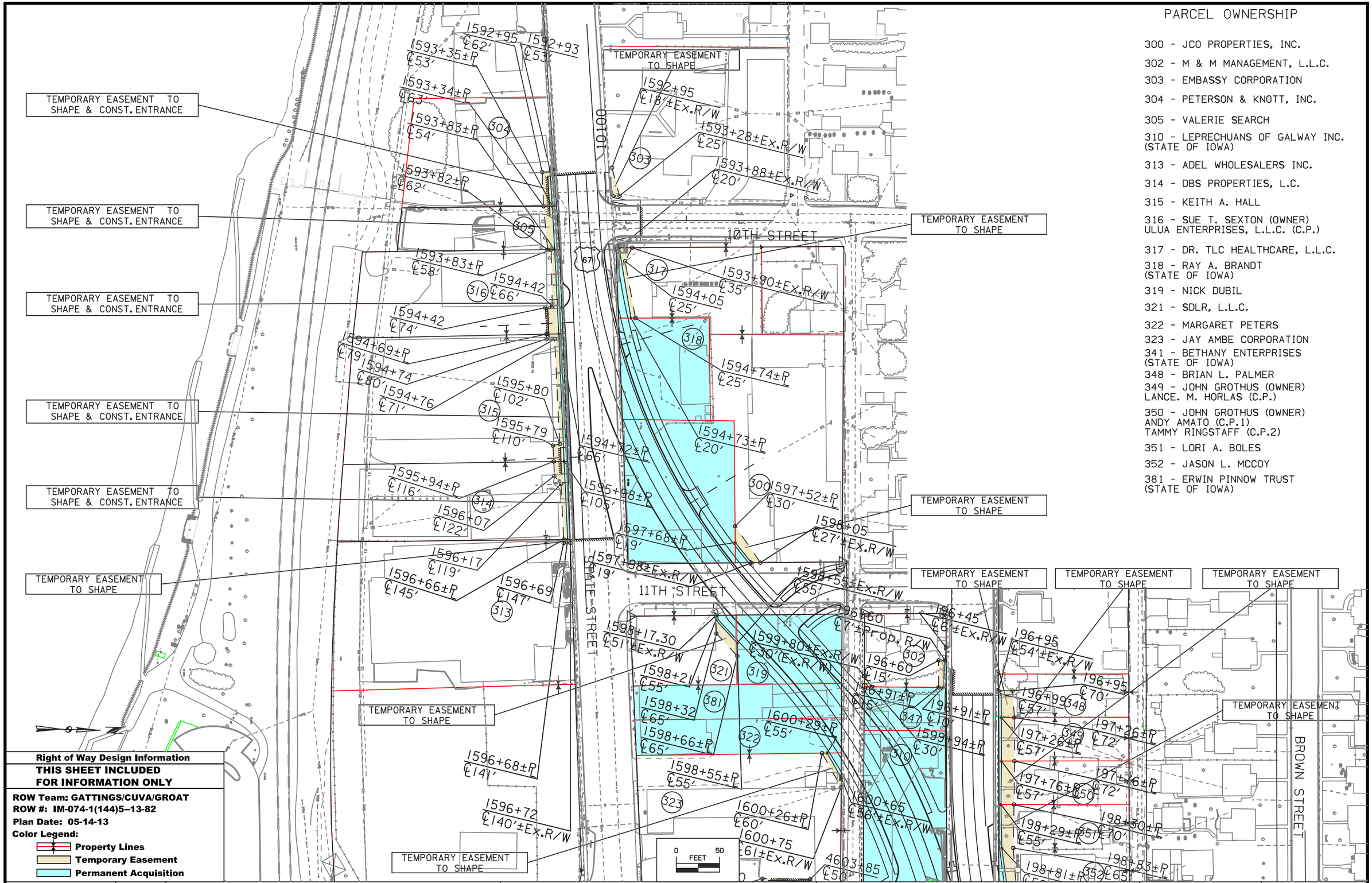
369 - WEINDRUCH MEADE, INC. (STATE OF IOWA) 370 - TIMOTHY GROTHUS 375 - JOHN GROTHUS, MICHAEL VASQUEZ (C.P.) (STATE OF IOWA) 376 - JAMES A. WIESE (STATE OF IOWA)

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

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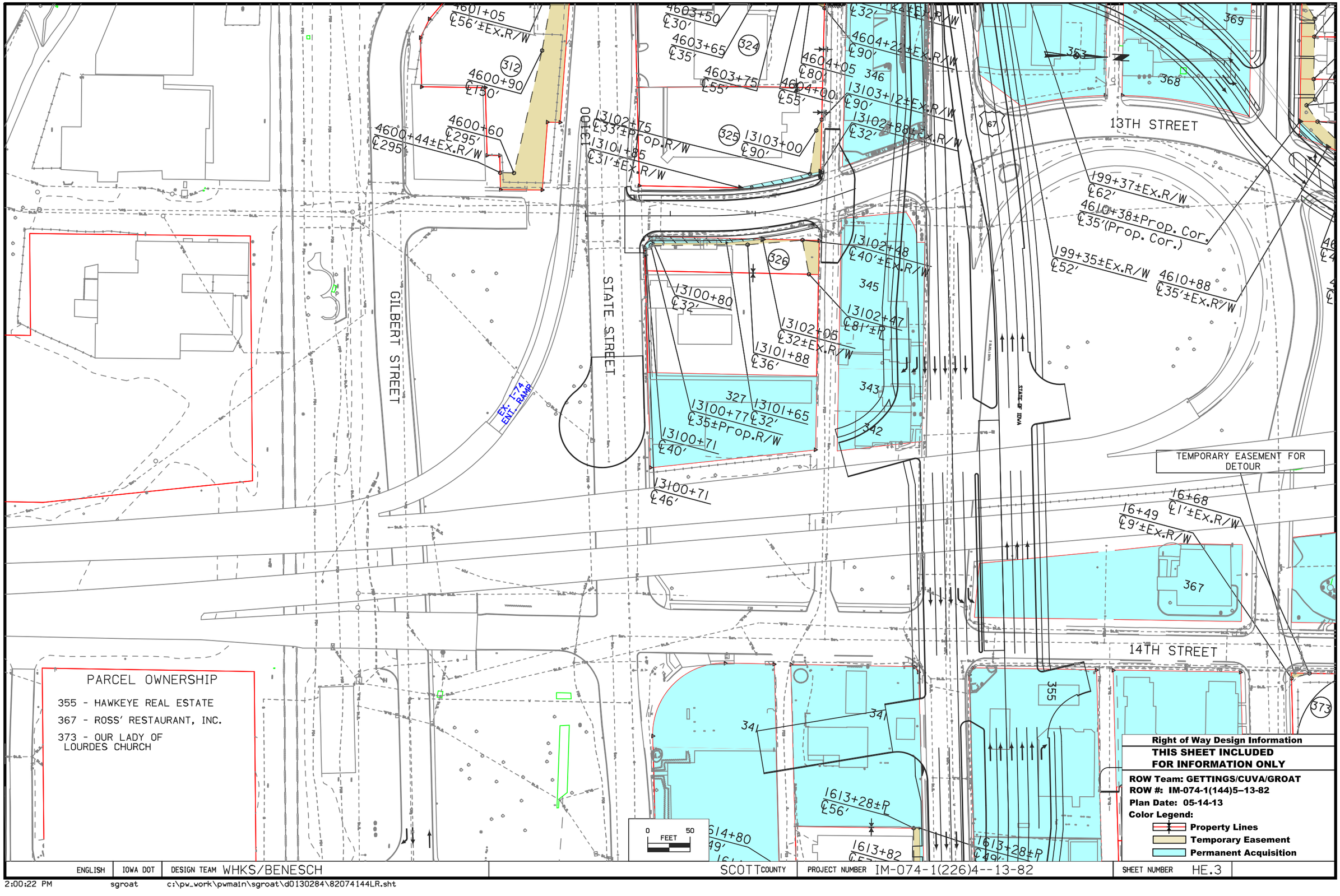

PARCEL OWNERSHIP

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.
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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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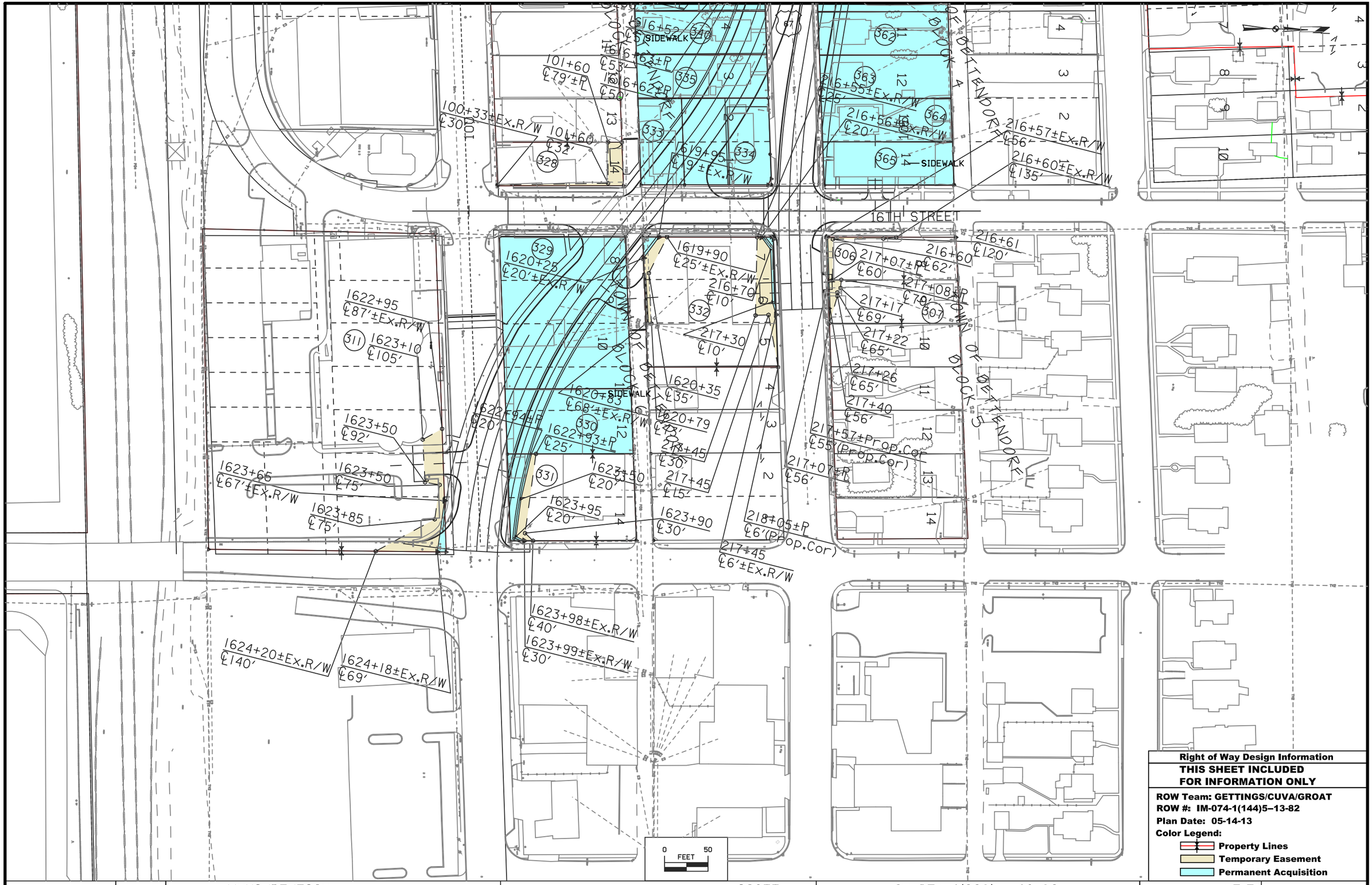

Right of Way Design Information

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

- Property Lines
- Temporary Easement
- Permanent Acquisition

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

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PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

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

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

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

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

PARCEL CHECK LIST

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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					

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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					

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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

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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

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

PARCEL	KEY	OWNER	TYPE	R/W W.D OR EASE.	BORROW W.D OR EASE.	HOUSE OR OTHER	COMMERCIAL	OCC	ENVIRONMENTAL CONCERNS
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						

108-23A

TRAFFIC CONTROL PLAN

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

Access to existing entrance and exit ramps shall be maintained at all times except as noted in the Staging notes.
The Middle Road Eastbound exit ramp will be closed in Year 5 Stage 1 and detour provided per the J Sheets.
Maintain existing traffic control and detour signing from previous year construction project.

Temporary message boards will be placed at ramps 2 weeks prior to closure and for duration of detours. Message boards will be placed by others and shall not be moved by the Contractor without permission of the Engineer.

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

Bridge construction is by others. However Contractor is to provide all necessary Traffic Control, Staging devices, and pavement markings as shown on the J Sheets and directed by the Engineer, including the devices on the bridges.

Contractor shall coordinate traffic control with the Illinois contract as well as contracts IM-74-1(162)2--13-82 and IM-74-1(213)4--13-82 at the north 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.

102-15
10-29-02

TABULATION OF SPECIAL EVENTS

Event	Location	Date

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
BRFIM-074-1(199)5--05-82	Westbound Viaduct
BRFIM-074-1(200)5--05-82	Eastbound Viaduct
BRFIM-074-1(198)5--05-82	Arch Bridge over River
Illinois Package A	Illinois road and bridge
IM-074-1(162)2--13-82	Grade and Pave
IM-074-1(213)4--13-82	Grade and Pave
IM-074-1(218)5--13-82	Signing
Work Zone System	Portable Message Boards

108-26A

STAGING NOTES

Note: "Year 4" and "Year 5" in the plans refers to the overall I-74 project schedule for coordination with Bridge Contracts. This is a two year contract.
I-74 Mainline and Ramps
Year 4 Stage 1 - I-74

Construction:
Construct westbound lighting

Traffic Control:
Maintain eastbound I-74 traffic on existing I-74. Maintain westbound I-74 traffic on the temporary median fill , temporary bridge over Mississippi Boulevard and median pavement previously constructed.
Maintain traffic on the previously constructed US 67 Ramp D.
Maintain Illinois Ramp RD-H across the new River Bridge and westbound pavement.
Merge the Illinois Ramp RD-H and US 67 Ramp D traffic prior to shifting mainline I-74 westbound traffic from the median to the previously constructed westbound pavement.
Maintain two thru lanes and 1 auxiliary lane to the westbound exit to Middle Road.

Year 4 Stage 2 - I-74

Construction:
Construct the Detention Pond.
Optional start of construction of US 67 Ramp A and MSE Wall 165. To be completed in Year 5.
Remove the temporary median pavement and construct the permanent westbound inside shoulder, and westbound lane 1 to Station 6808+25
Bridge removals are by others.
Remove temporary connection from 14th Street to Ramp B.
Construct remaining Ramp B left shoulder using Standard TC-402

Traffic Control:
Maintain eastbound I-74 traffic on existing I-74. Shift westbound I-74 traffic onto the new River Bridge. Match the Illinois traffic control. Open previously constructed US 67 Ramp B.
Maintain traffic on the previously constructed US 67 Ramp D.
Maintain 2 thru lanes and 1 auxiliary lane on the previously constructed westbound pavement to the westbound Middle Road Exit Ramp. Match Stage 1 pavement marking near Station 6820+13.
Detour the removed eastbound loop ramp as shown on J Sheet J.4

YEAR 4, STAGE 2 - Local Roads Improvements

Construction:
Construct 2.5' of curb and gutter at Temporary Loop Ramp Removal location.
Remove 14th St. from Exit Ramp bridge to North of Temporary Connection for Ramp B.
Remove Temporary Connection for Ramp B.

Year 4 Winter:
Upon completion of the proposed stage 2 work, shift traffic into the configuration shown on the "Year 4 Winter" sheets. Maintain eastbound I-74 traffic on existing I-74.
Upon completion of the construction of the westbound viaduct and inside median pavement, remove the lane shifts and temporary barrier from the Year 4 Stage 2 work zone from approximately Station 6793+0 to 6809+00.

No I-74 construction is proposed during this stage

Year 5 Stage 1 - I-74

Construction:
Complete construction of US 67 Ramp A. Construct US 67 Ramp C.
Remove the remaining existing eastbound pavement and construct the proposed eastbound pavement.
Remove the existing eastbound exit Ramp. Bridge removals are by others.
Complete Ramp A and C lighting
Complete eastbound viaduct and River bridge lighting

Traffic Control:
Shift eastbound traffic onto the westbound pavement and bridges.
Maintain the eastbound Middle Road entrance ramp an merge with eastbound traffic south of the Lincoln Road Bridge. Maintain 2 eastbound lanes to the Illinois contract.
Maintain 2 westbound lanes and 1 auxiliary lane from the Illinois contract to US 67 Ramp B.
Maintain Traffic on previously constructed US 67 Ramps B and D.
Maintain two thru lanes and 1 auxiliary lane to the westbound exit to Middle Road.
Install a modular glare screen system on the Temporary barrier rail between opposing directions of traffic as shown on the Stage Typicals sheets J.11 and J.12.
Detour the removed eastbound loop ramp as shown on J Sheet J.4
Detour the existing eastbound exit ramp as shown on J SheetJ.5

Year 5 Stage 2 - I-74

Construction:
Remove the temporary median pavement and construct the permanent median pavement, barrier, and light poles from Station 6803+92 to Station 6837+00. Match the existing median and barrier under Lincoln Road

Traffic Control:
Install permanent pavement markings from the Illinois Traffic Control to the north end of the project.

STAGING NOTES

at the start of this stage. Maintain all lanes of traffic.
 Close the I-74 median shoulders per Standard TC-402 and with Temporary
Barrier Rail as shown on the J Sheets.

YEAR 5, STAGE 2 - Local Roads Improvements

Construction:
Construct gapped portion of US 67 WB under I-74 bridge.
Construct 2.5' of Kimberly Road at temporary exit ramp removal location.

Traffic Control:
US 67 EB traffic will be allowed to turn left to US 67 Ramp D.
Two left turn lanes on US 67 WB will be closed.

Year 5 Stage 3 - I-74

Construction:
Mainline I-74 ramp and pavement construction is complete.
Work ongoing by Illinois contractors
Traffic Control
Maintain all lanes of Traffic

Year 5 Stage 4 - I-74

Construction:
Mainline I-74 ramp and pavement construction is complete.
Work ongoing by Illinois contractors.
Construct Identity Elements.

Traffic Control:
Maintain all lanes of Traffic
Upon completion of the Illinois contracts. Complete remaining Final pavement marking
on the River Bridge

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
- Drum
- Temporary Lane Seperator
- Tubular Marker
- Channelizer Marker
- Concrete Barrier Marker
- Delineator
- Temporary Barrier Rail
- Pavement Removal
- Bridge Removal by Others
- Crash Cushion
- Traffic Signal
- Flagger
- Temporary Floodlighting
- Traffic Sign
- Type III Barricade
- Type A Warning Light
- Direction of Traffic
- Safety Closure

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

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

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

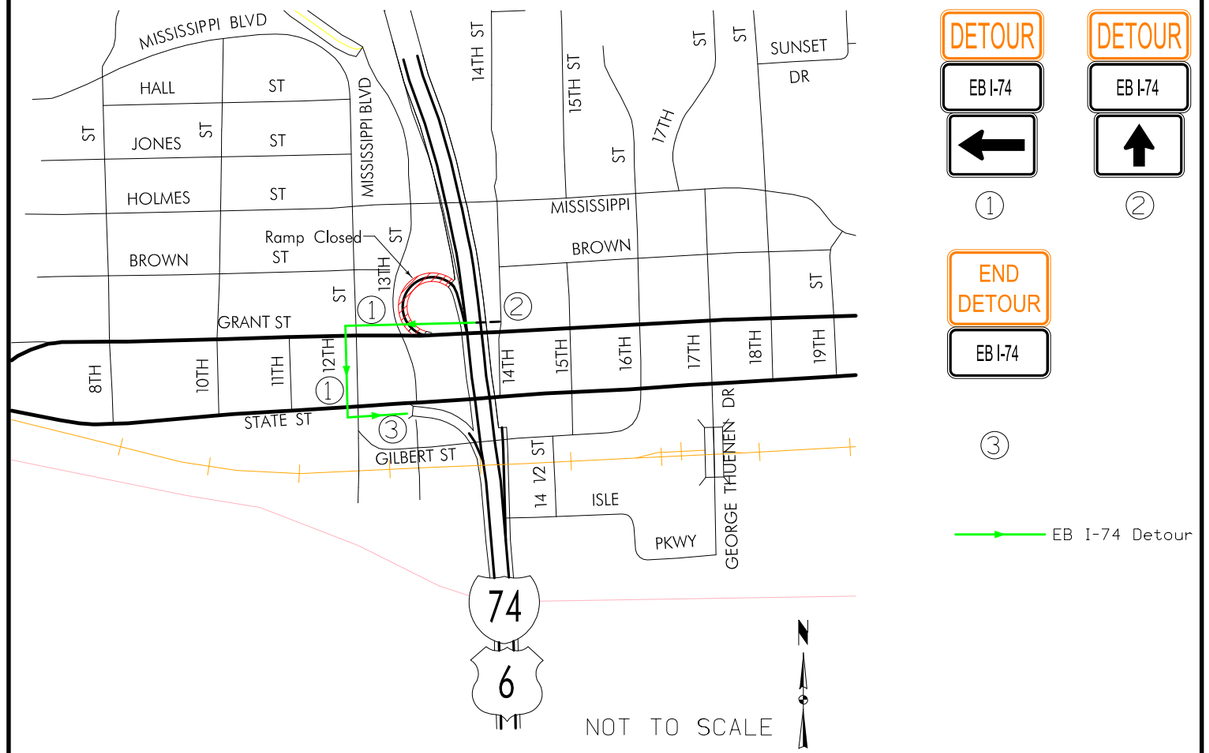
CROSS SECTION VIEW PATTERN AND SYMBOL LEGEND OF TRAFFIC CONTROL AND STAGING SHEETS

- Pavement Removal
- Temporary Barrier Rail
- 42 Inch Channelizer

TRAFFIC CONTROL AND STAGING LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES J)

EB I-74 Entrance Ramp
Year 4 Stage 2
Year 5 Stage 1



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

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.4	

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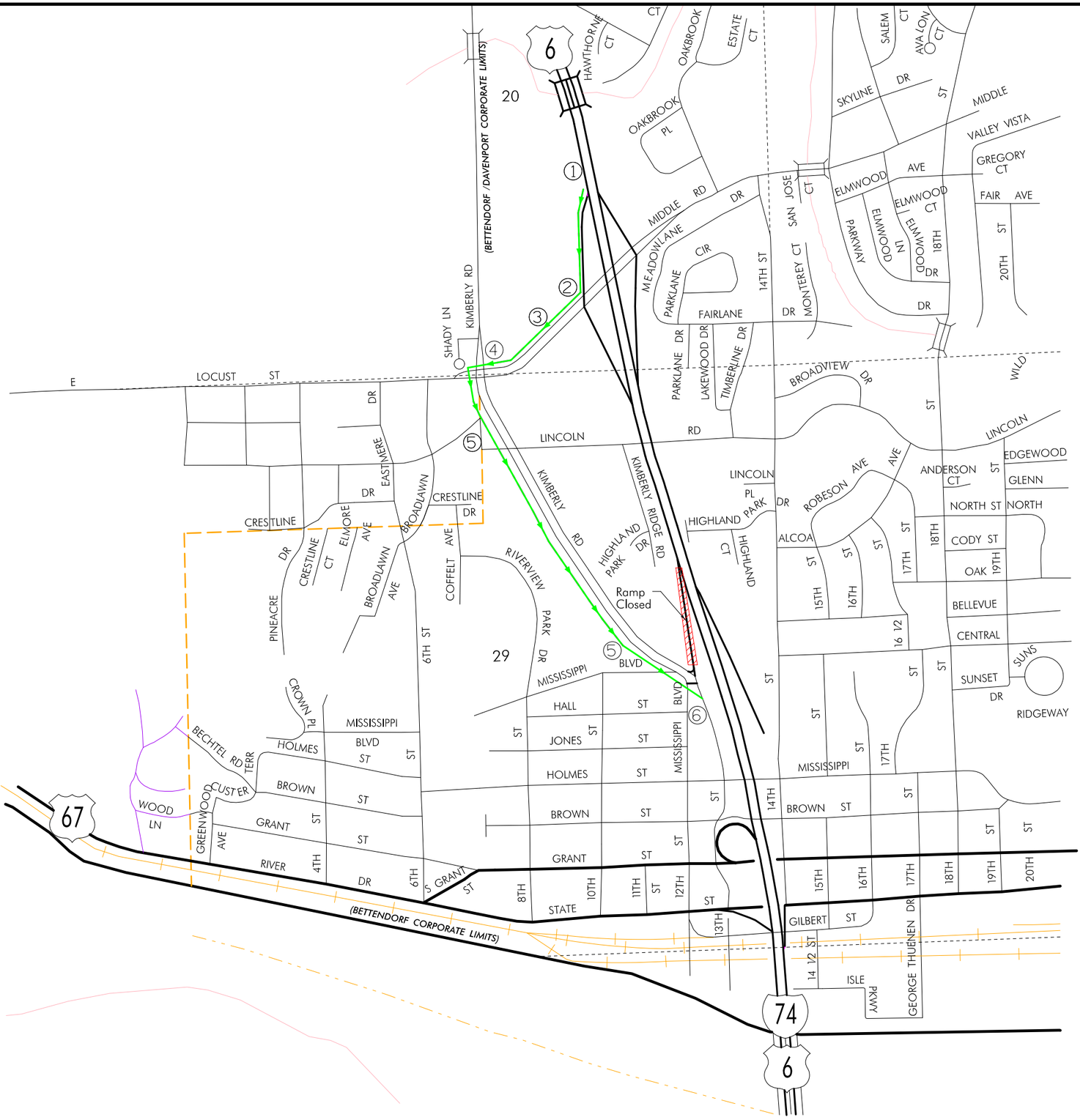

DETOUR KIMBERLY ROAD ①

DETOUR KIMBERLY ROAD ②

DETOUR KIMBERLY ROAD ③

DETOUR KIMBERLY ROAD ④

DETOUR KIMBERLY ROAD ⑤

END DETOUR KIMBERLY ROAD ⑥

SB Kimberly Road Detour

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

EB EXIT RAMP DETOUR YEAR 5 STAGE 1

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.5

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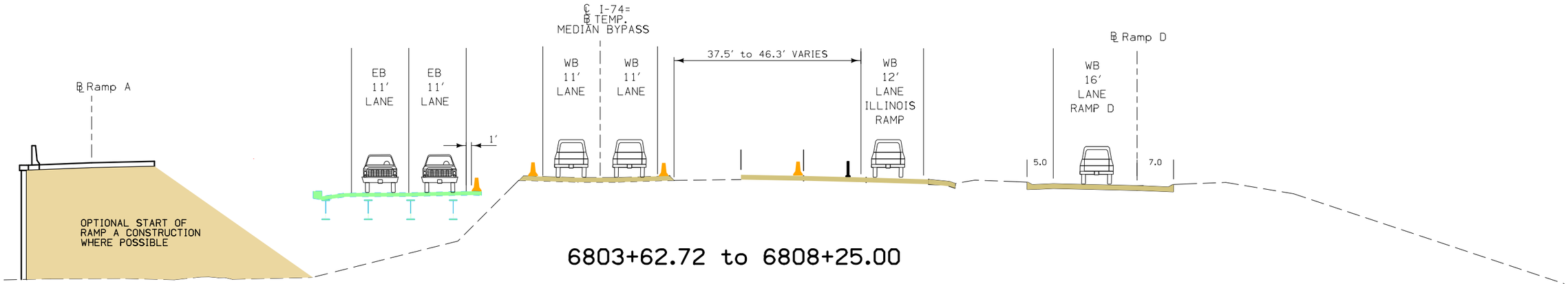
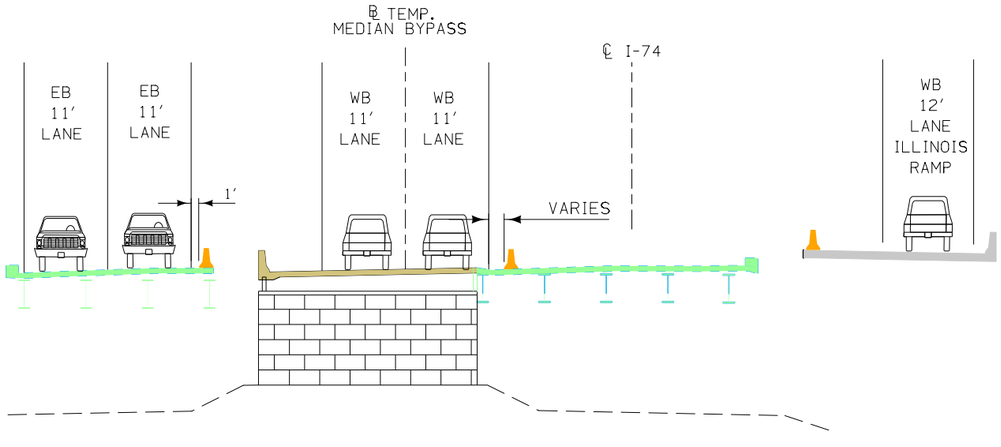
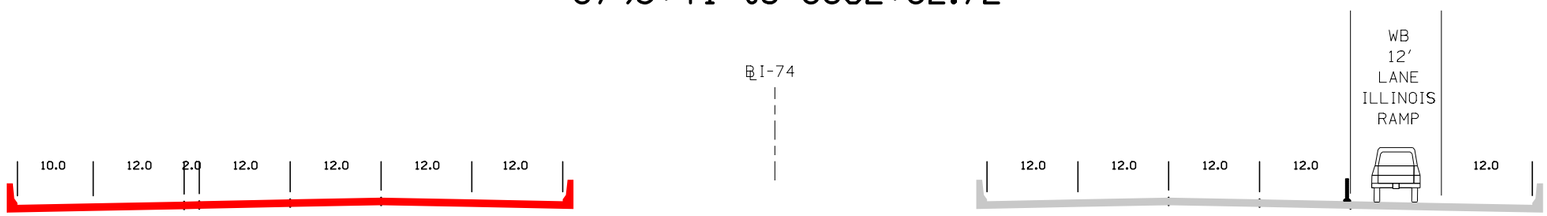
I–74 YEAR 4 STAGE 1 TYPICAL SECTIONS



6803+62.72 to 6808+25.00



6795+41 to 6802+62.72

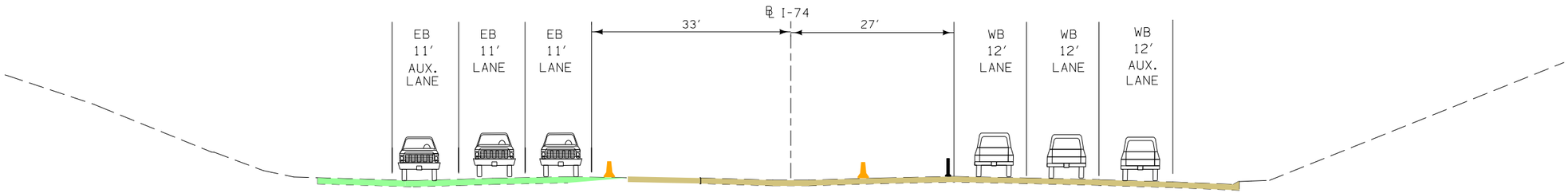


6746+86.92 to 6795+41

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.

I–74 YEAR 4 STAGE 1 TYPICAL SECTIONS



6820+16.27 to 6837+00.00

GENERAL NOTES:

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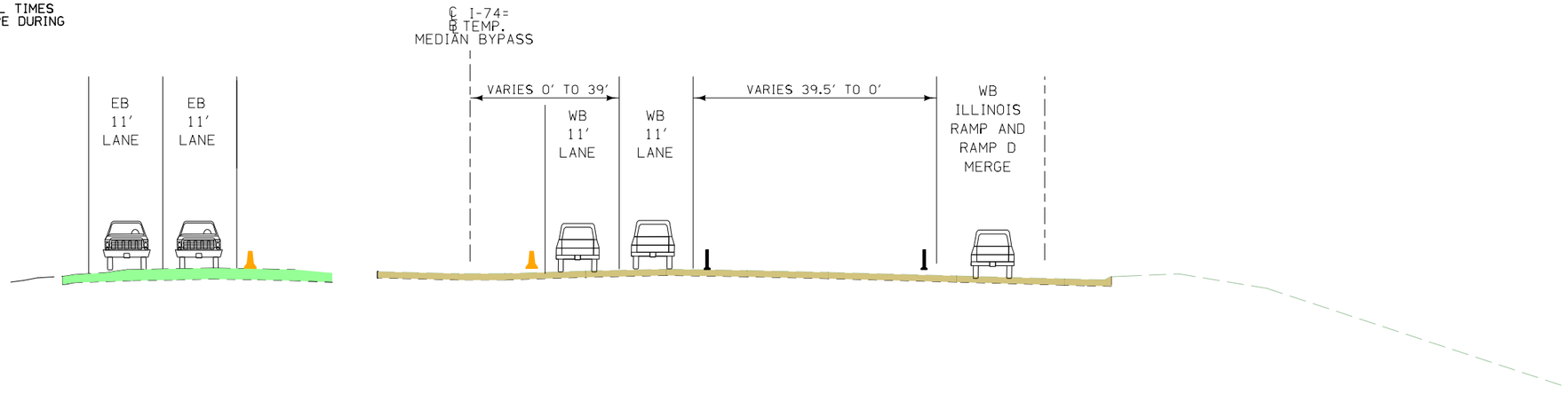
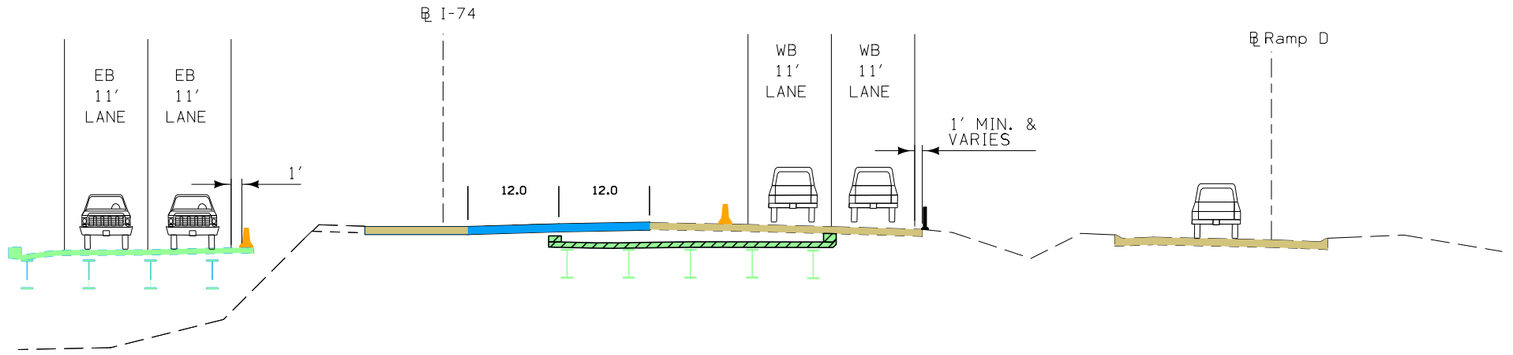
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.
6. EXISTING RAMP D TRAFFIC TO REMAIN OPEN AT ALL TIMES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



6808+25.00 to 6820+16.27

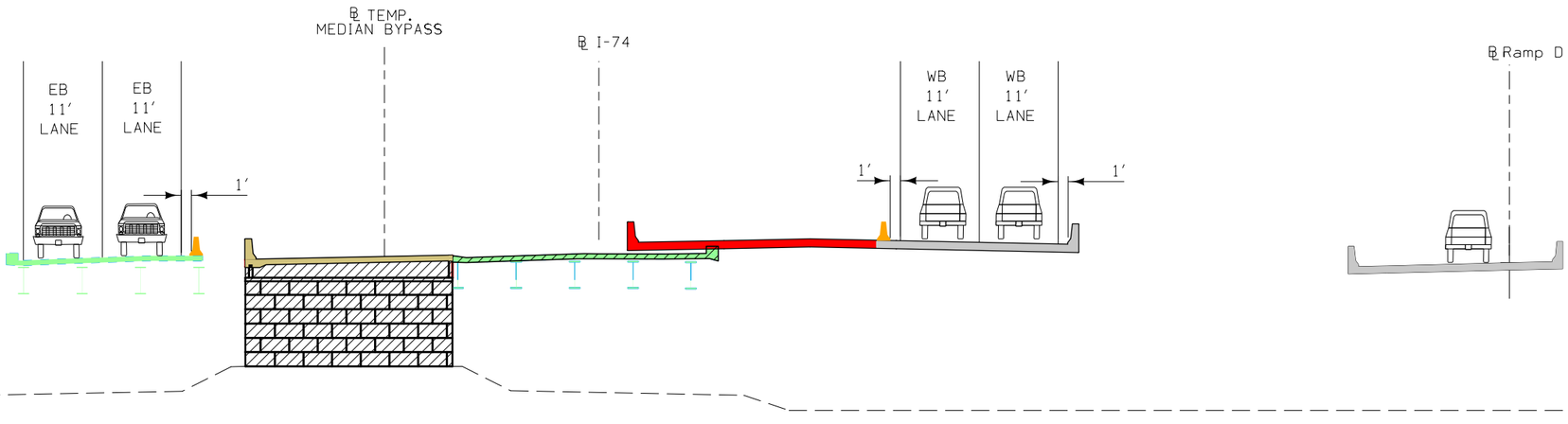
I–74 YEAR 4 STAGE 2 TYPICAL SECTIONS



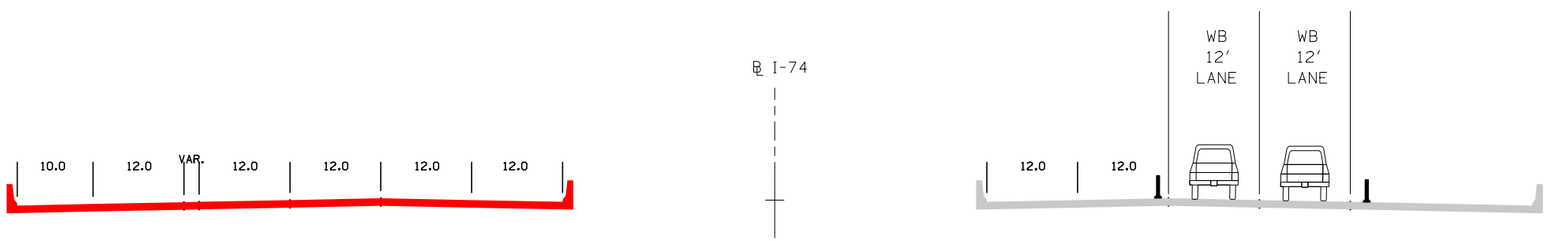
GENERAL NOTES:

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.

6804+55.70 to 6808+25.00



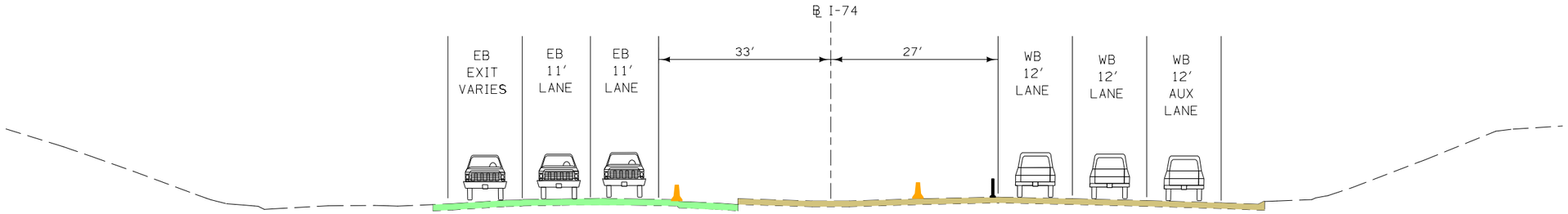
6796+79.00 to 6804+55.70



6746+86.92 to 6796+79.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.8

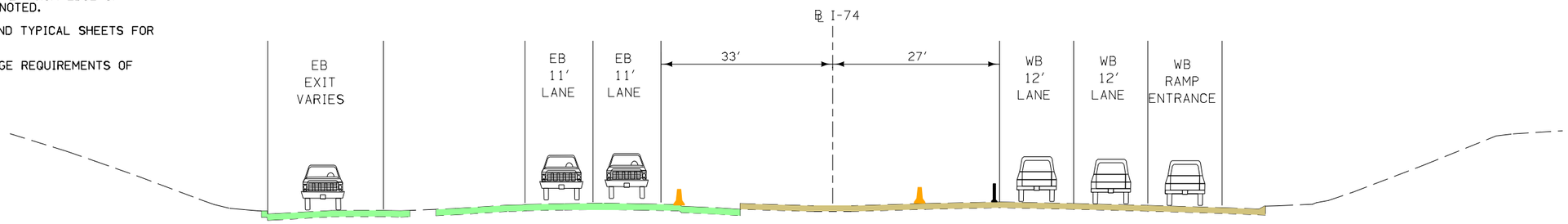
I–74 YEAR 4 STAGE 2 TYPICAL SECTIONS



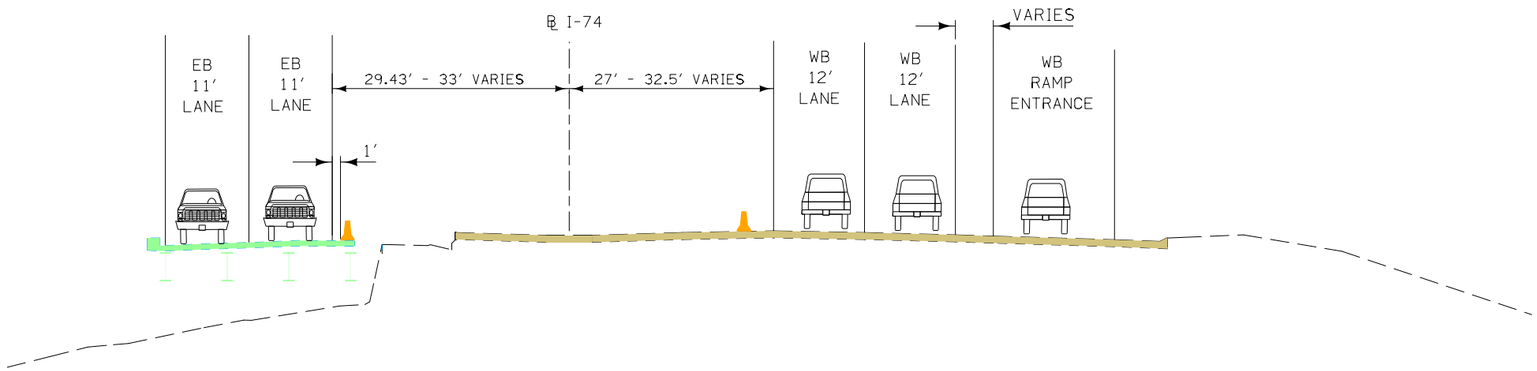
GENERAL NOTES:

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.

6822+00.00 to 6837+00.00



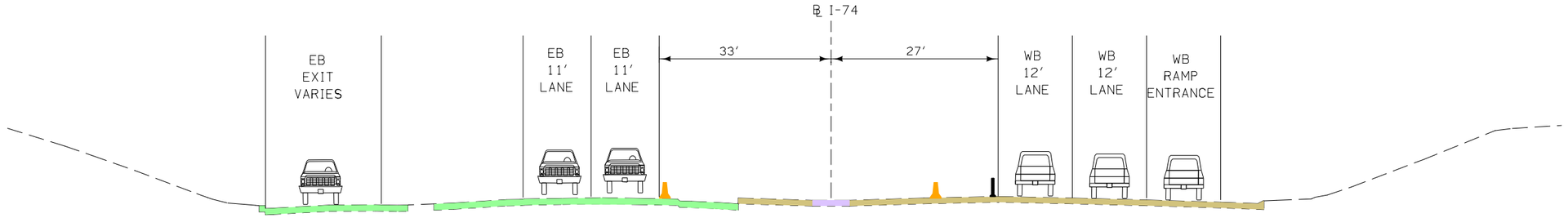
6814+49.84 to 6822+00.00



6808+25.00 to 6814+49.84

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **J.9**

I–74 YEAR 4 STAGE WINTER TYPICAL SECTIONS

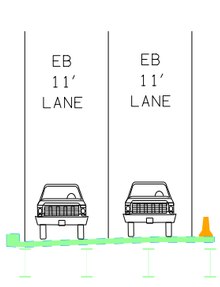


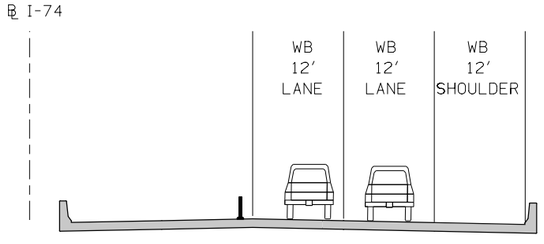
GENERAL NOTES:

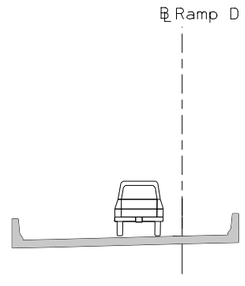
1. VIADUCT REMOVAL BY OTHERS. COORDINATE CONSTRUCTION STAGING WITH PROJECT #BRFIM-074-1(199)5-05-82.
2. ALL LANE WIDTHS ARE 12′ UNLESS OTHERWISE NOTED.
3. TEMPORARY BARRIER RAIL IS OFFSET 1′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL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

6804+55.70 to 6809+70.37

MATCH YEAR 4 STAGE 2 AT 6809+70.37







6792+99.80 to 6804+55.70

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.10

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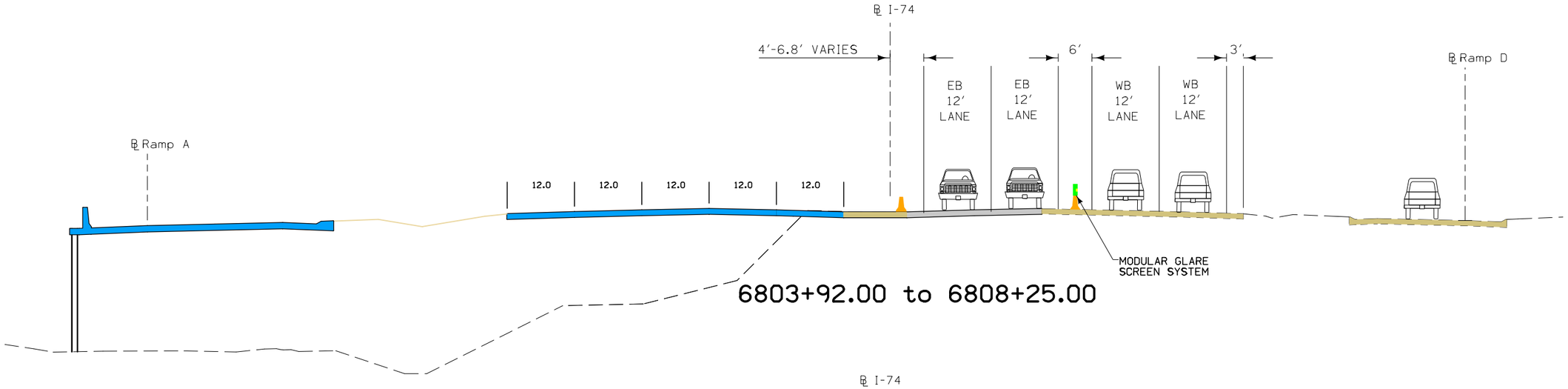
I–74 YEAR 5 STAGE 1 TYPICAL SECTIONS



6803+92.00 to 6808+25.00

GENERAL NOTES:

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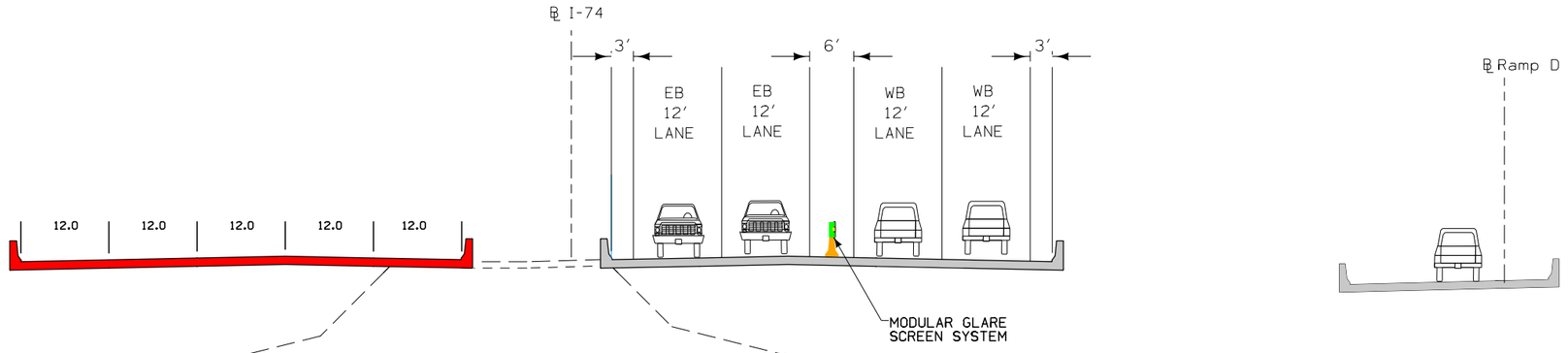
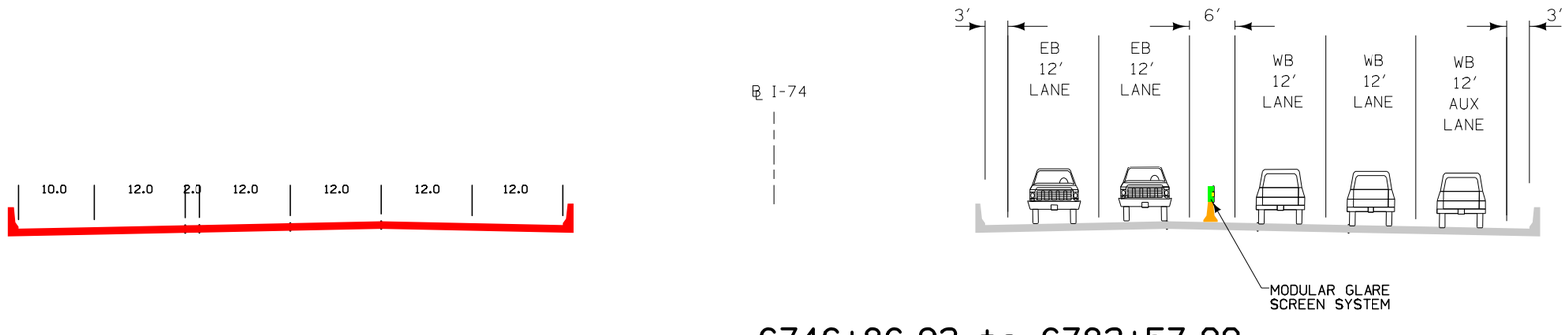
3. TEMPORARY BARRIER RAIL IS OFFSET 2′ FROM EDGE OF TRAVELED WAY, UNLESS OTHERWISE NOTED.
4. REFER TO CROSS SECTION SHEETS AND TYPICAL SHEETS FOR ADDITIONAL INFORMATION.
5. SEE STANDARD BA-401 FOR ANCHORAGE REQUIREMENTS OF TEMPORARY BARRIER RAIL.



6782+57.00 to 6803+92.00



6746+86.92 to 6782+57.00

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.11

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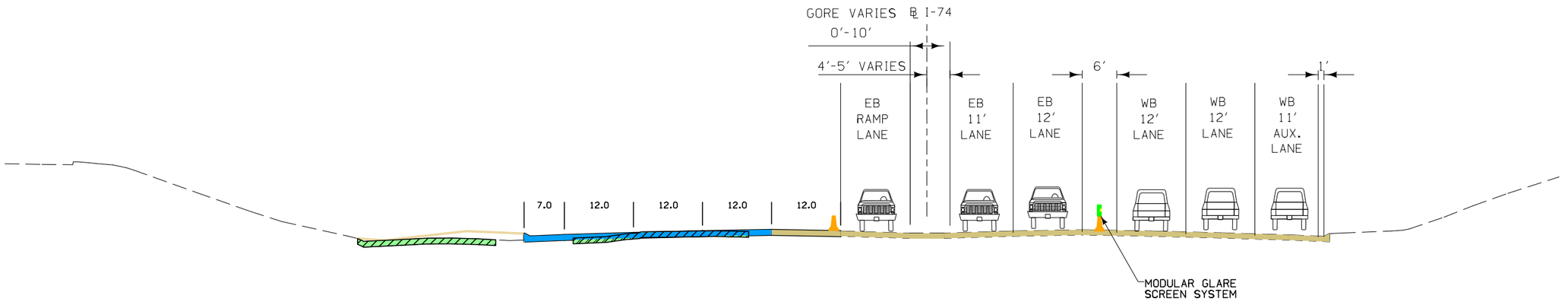
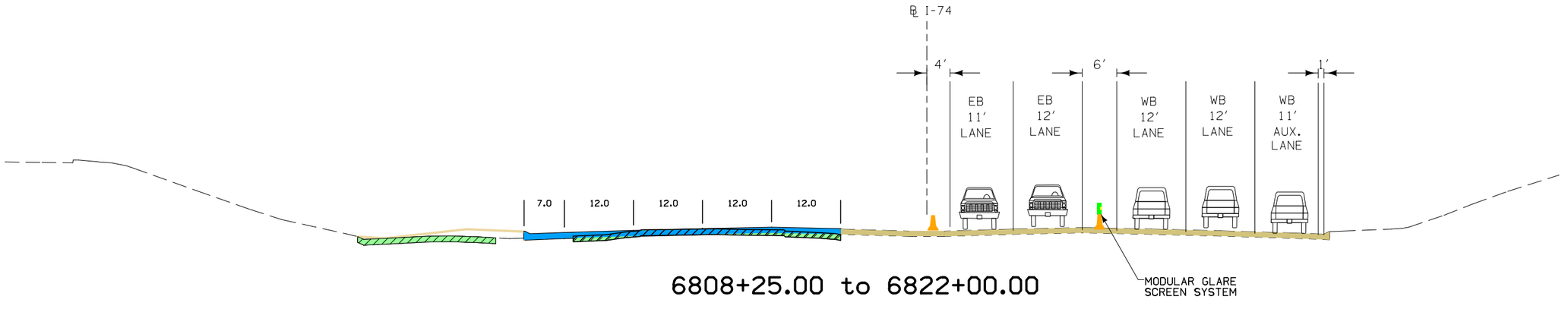
I–74 YEAR 5 STAGE 1 TYPICAL SECTIONS



6822+00.00 to 6837+00.00

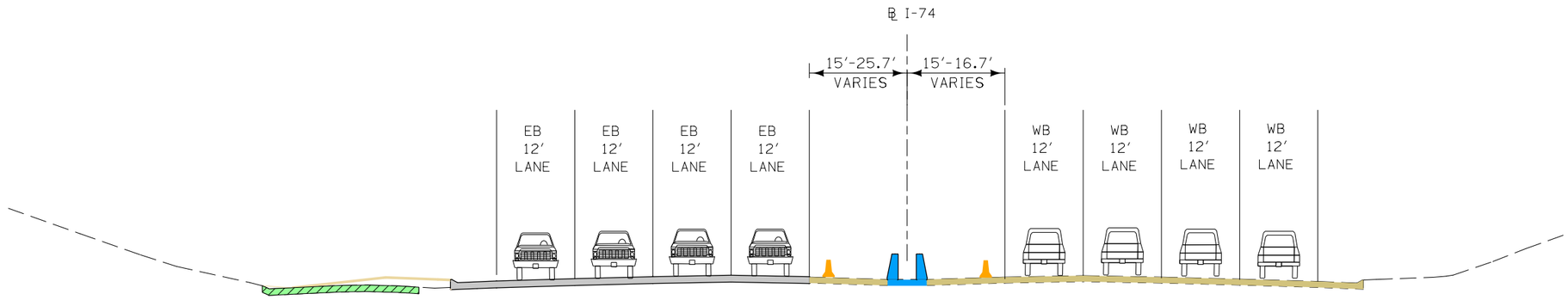
GENERAL NOTES:

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.



6808+25.00 to 6822+00.00

I–74 YEAR 5 STAGE 2 TYPICAL SECTIONS



6803+92.00 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.

ILLINOIS JURISDICTION

IOWA JURISDICTION

STA. 6746+86.92

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

6745

25

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

6750

6755

6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

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)

Sta. 6752+92.01
72.94' RT
Begin Taper

Sta. 6752+92.26
88.94' RT
Begin Taper

Sta. 6758+05
65.1' RT
End Taper

100' typ.

16'

50'

ELY4

ELW4

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)

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

MISSISSIPPI RIVER

TRAFFIC CONTROL
BY THIS CONTRACT

0 50
FEET

THE PEOPLE OF IOWA WELCOME YOU

Davenport - Bettendorf Exits
Middle Rd - Locust St 2
Kimberly Rd - Spruce Hills Dr 3
53rd St 4

EXIT 67
Grant St
State St
Riverfront
EXIT ONLY
NEXT RIGHT

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.14

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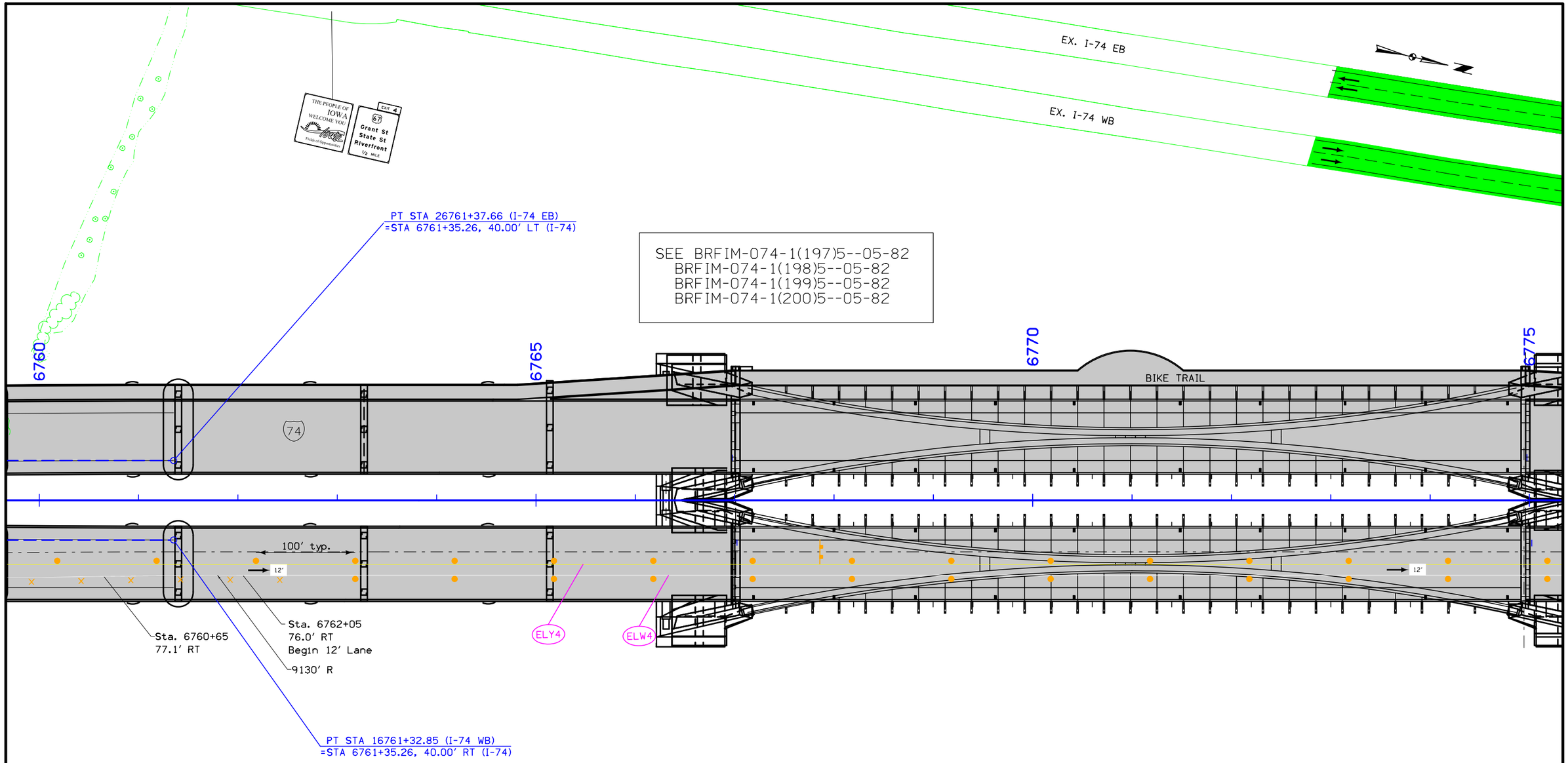

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.15

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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
12'
12'

SPEED LIMIT 45
W3-5
48" x 48"

720'
SPEED LIMIT 45
R2-1
48" x 60"
500'

6780
6785
6790

BIKE TRAIL

EXIT 3
Middle Rd
Locust St
1MILE
HOSPITAL

EXIT 4
67
Grant St
State St
Riverfront

Existing Sign 247 & 294

W1-4
ALL LANES
EX. GILBERT ST

CHW8
100' typ.
74
16'

Sta. 2586+35.4
24' LT
7976' R
Sta. 2589+74.7
24.0 LT

US 67 RAMP B
ELY4
ELW4

ROAD WORK AHEAD
W20-1
48" x 48"

Sta. 6776+76.01
76.00' RT
ELY4
DLW4
10311.4' R
ELW4
Sta. 6781+16.03
76.00' RT
Sta. 2582+10
8.0' LT
EXIT
Sta. 2585+19.5
8.0' LT

WEST 6 Davenport
EXIT 3 Middle Rd Locust St 1MILE HOSPITAL
EXIT 4 67 Grant St State St Riverfront
Proposed Sign 247 & 294

0 50
FEET

EX. 15TH ST
EX. GILBERT ST

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.16

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

Existing Sign 297

Sta. 6796+18.8
39.7 RT
Begin TBR and
Crash Cushion

W1-6
48" x 24"

W1-4

ALL LANES

W24-1cP

ROAD CLOSED

EXIST TBR

EXIST TBR

6795

6800

6805

12'
12'
11'
11'

100' typ.

55' typ.

CHY8

74

CHW8

6795+41
73.9' RT
Begin Taper

6799+01
76.0' RT
End Taper

ELY4

ELW4

Sta. 2592+06.5
24' RT

US 67 RAMP B

Sta. 4496+94

US 67 RAMP D

Sta. 4500+30
24.0' LT

Sta. 4500+30

3200' R

Sta. 4503+95
16.0' LT

Sta. 4503+95

ROAD WORK AHEAD

W20-1
48" x 48"

W1-4R
48" x 48"

Proposed Sign 297

POT STA. 6802+94.47 (I-74)
=POT STA. 14+35.64 (MISSISSIPPI BLVD)

EX. 15TH ST

EX. BROWN ST

0 FEET 50

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.17

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

Existing Sign 73

Existing Sign 276

EX. I-74 EXIT RAMP

6810

6815

6820

Sta. 6807+75.00
TBR Previously
Connect to
Ex. Barrier

EXIST TBR

Sta. 6809+21.12
63.00' RT

9130' R

55' typ.

55' typ.

11'
11'
11'
11'
12'
12'
12'
12'
16'

Sta. 6808+31.6
29.1' RT
End TBR

8000' R

6811+93

CHW8

ELW4

DLW4

Sta. 6817+14.41
63.00' RT
Match Existing

ELY4

Sta. 6807+50
62.0' RT
Begin Taper

YIELD

R1-2
48" x 48" x 48"

Proposed Sign 252

W4-3
48" x 48"

W4-1
48" x 48"

EX. 14TH ST

0 FEET 50

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.18

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

EXIT

Existing Sign 72

Existing Sign 276

Existing Sign 71

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

EXIST TBR

200' TAPER LENGTH

100' typ.

6825

6830

6835

74

11'
11'
12'

12'
12'
12'

Proposed Sign 255

EX. HIGHLAND CT

0 FEET 50

YEAR 4
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.19

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

6835
6840
6845
6850

W4-3
48" x 48"

EXIST TBR

EX. I-74 ENT. RAMP

325' TAPER LENGTH

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

74

Sta. 6837+00
12.0' RT
End TBR

EXIT

Existing Sign

EX. I-74 EXIT RAMP

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

0 FEET 50

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.20

YEAR 4
STAGE 1

I-74 STAGING PLAN

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ILLINOIS JURISDICTION

IOWA JURISDICTION

STA. 6746+86.92

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

6745

25

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

6750

6755

6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

74

12'
12'

100' typ.

12'
12'

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)

ELY4

Sta. 6755+54.49
68.9' RT

BLW4

DLW4

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

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

ROAD CONSTRUCTION AHEAD

TRAFFIC CONTROL
BY ILLINOIS CONTRACT

TRAFFIC CONTROL
BY THIS CONTRACT

MISSISSIPPI RIVER

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

THE PEOPLE OF IOWA WELCOME YOU

Davenport - Bettendorf Exits

Middle Rd - Locust St 2
Kimberly Rd - Spruce Hills Dr 3
53rd St 4

EXIT 4
67
Grant St
State St
Riverfront
EXIT ONLY

NEXT RIGHT

0 FEET 50

YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.21

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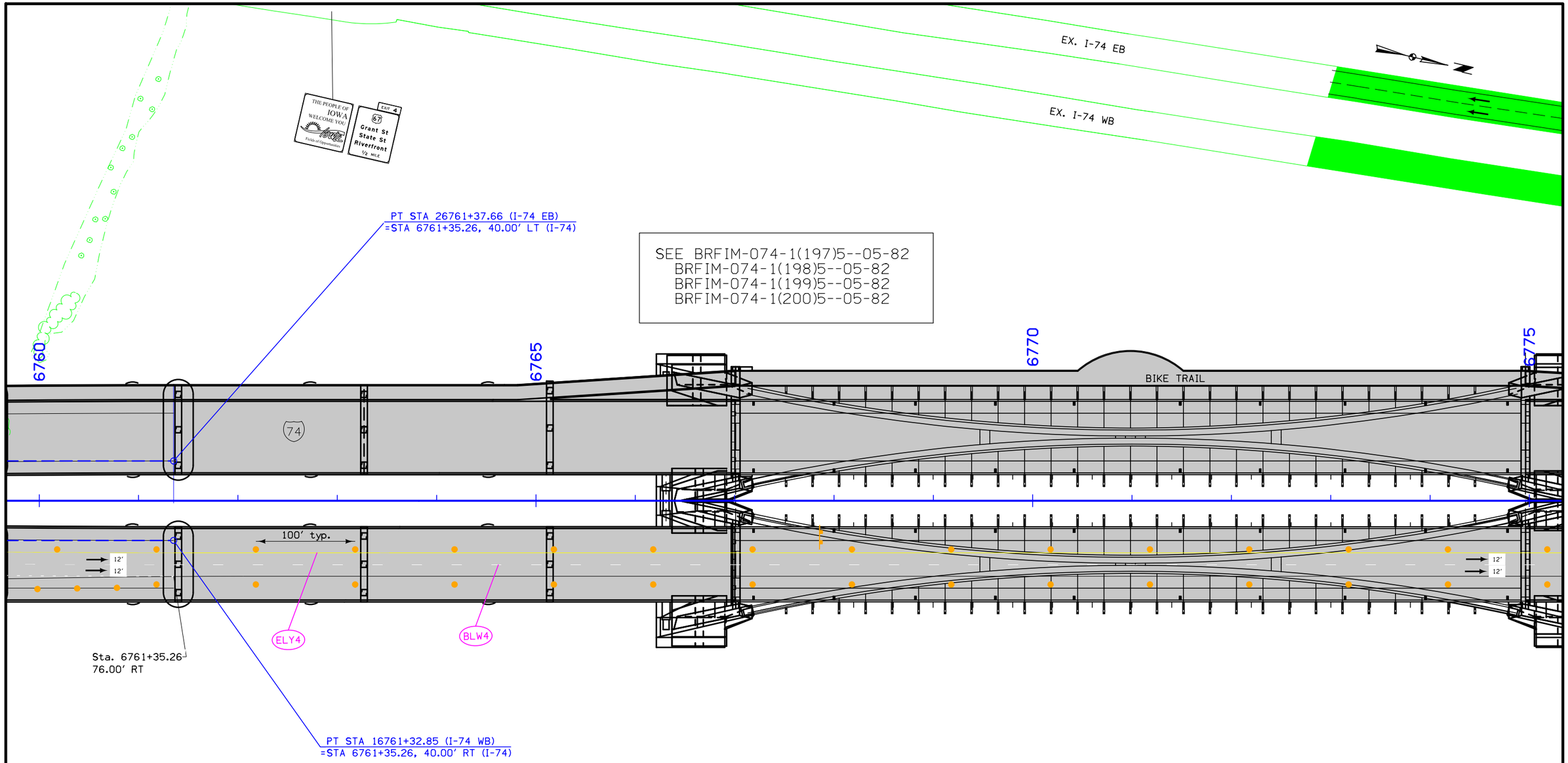
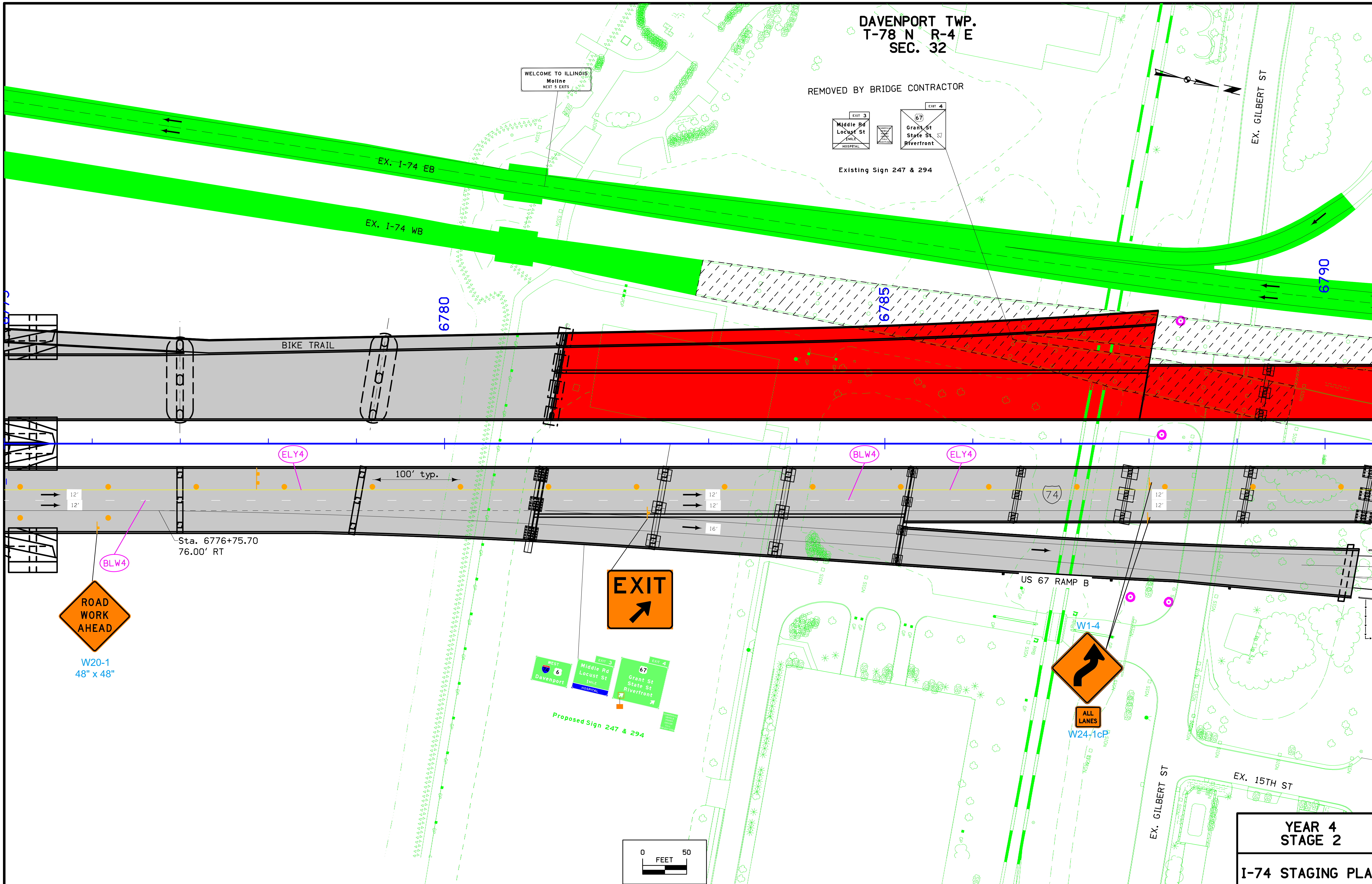


YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.22



YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(207)5--13-82 | SHEET NUMBER J.23

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

SIGN REMOVED THIS STAGE

Existing Sign 297

6795

6800

6805

Exist TBR

74

CHW8

CHY8

55' typ.

12'
12'
11'
11'

ELY4
ELW4
BLW4

Sta. 6792+99.80
76.00' RT
Begin Taper

Sta. 6796+18
39.7' LT
Begin TBR

Sta. 6796+79
81.9' RT
End Taper

US 67 RAMP D

US 67 RAMP B

ROAD WORK AHEAD

W20-1
48" x 48"

W1-4

ALL LANES

W24-1cP

Proposed Sign 297

EX. 15TH ST

EX. BROWN ST

0 FEET 50

YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.24

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

Existing Sign 73

Existing Sign

EX. I-74 EXIT RAMP

Sta. 6808+31.40
29.2' RT
End Exist TBR
Begin Prop TBR

6810

Sta. 6809+70.37
39.0' RT
End Taper

Exist TBR

+86

6815

Sta. 6818+16
12.0' RT
End Prop TBR
Begin Exist TBR

6820

ELY4

100' typ.

55' typ.

DLW4

BLW4

Sta. 6814+69.07
51.00' RT

+13 MATCH
PREVIOUS STAGE

CHY8

CHW8

Sta. 6806+11
62.0' RT
Begin Taper

Sta. 6807+63.75
74.02' RT

8016' R

W4-3
48" x 48"

Proposed Sign 252

EX. 14TH ST

0 FEET 50

YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.25

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EXIT

Existing Sign 72

Existing Sign 71

Rock Island Arsenal
NEXT RIGHT
Existing Sign 276

EX. I-74 EXIT RAMP

6825

6830

6835

Exist TBR

200' TAPER LENGTH

100' typ.

11'
11'
12'

Same Pavement Marking
as Previous Stage

EAST EAST
74 6
Peoria

EXIT 4
Grant St - State St
Riverfront
EXIT ONLY

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

0 FEET 50

YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.26

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

6835
6840
6845
6850

W4-3
48" x 48"

Exist TBR
Sta. 6837+00
12.0' RT
End TBR

325' TAPER LENGTH

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

Same Pavement Marking
as Previous Stage

EXIT

Existing Sign

EX. I-74 ENT. RAMP
EX. I-74 EXIT RAMP
EX. PARKLANE DR
EX. FAIRLANE DR
EX. MEADOW LANE DR

74

0 FEET 50

YEAR 4
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.27

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

6795

6800

6805

Exist TBR

74

100' typ.

12'
12'

Sta. 6792+99.80
76.00' RT

US 67 RAMP B

US 67 RAMP D

ELW4

BLW4

ELY4

ROAD WORK AHEAD

W20-1
48" x 48"

Proposed Sign 297

EX. 15TH ST

EX. BROWN ST

0 FEET 50

YEAR 4
WINTER

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.28

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

Existing Sign 73

Existing Sign

EX. I-74 EXIT RAMP

6810

6815

6820

Exist TBR

11'
11'

100' typ.

12'
12'
12'

12'
12'

12'
12'

ELY4

BLW4

CHW8

16'

STA 6809+70.60
51.00' RT
MATCH EXISTING
PAVEMENT MARKING

W4-3
48" x 48"

Proposed Sign 252

EX. 14TH ST

0 FEET 50

YEAR 4
WINTER

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.29	

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ILLINOIS JURISDICTION

IOWA JURISDICTION

STA. 6746+86.92

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

EXIT

6745

25

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

6750

6755

6760

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)

RAMP RD-G

RAMP RD-H

BIKE TRAIL

12'
12'
12'
12'
12'

Sta. 6750+35.67
97.00' RT

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

ELW4

ELY4

BLW4

Sta. 6758+45.88
85.00' RT

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)

TRAFFIC CONTROL
BY ILLINOIS CONTRACT

TRAFFIC CONTROL
BY THIS CONTRACT

0 FEET 50

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.30

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EX. I-74 EB

EX. I-74 WB

THE PEOPLE OF IOWA WELCOME YOU

EXIT 4 — 67 Grant St State St Riverfront ½ MILE

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

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

12' 12' 12' 12' 12' 12' 12' 12' 12' 12'

ELW4 ELY4 BLW4

THE PEOPLE OF IOWA WELCOME YOU

Davenport - Bettendorf Exits
Middle Rd - Locust St 2
Kimberly Rd - Spruce Hills Dr 3
53rd St 4

EXIT 4 — 67 Grant St State St Riverfront EXIT ONLY

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

0 50 FEET

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.31	

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6780

6785

6790

BIKE TRAIL

BLW4

ELW4

ELY4

ELW4

BLW4

DLW4

12'

12'

12'

12'

12'

12'

12'

12'

12'

12'

12'

12'

74

US 67 RAMP B

EXIT

NEXT 6 Davenport

EXIT 3 Middle Rd Locust St HOSPITAL

EXIT 4 67 Grant St State St Riverfront

Proposed Sign 247 & 294

0 50 FEET

EX. 15TH ST

EX. GILBERT ST

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.32

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

6795

6800

6805

Sta. 6804+00
Connect TBR to
Exist Barrier

+77

BLW4

ELW4

74

BLW4

ELW4

ELY4

12'
12'
12'
12'

12'
12'

12'
12'

US 67 RAMP D

Sta. 6803+92
60.9' RT
Begin Taper
US 67 RAMP D

US 67 RAMP B

ROAD
WORK
AHEAD

W20-1
48" x 48"

Proposed Sign 297

EX. 15TH ST

EX. BROWN ST

0 FEET 50

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.33

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

Existing Sign 73

EX. I-74 EXIT RAMP

INSTALL SIGN
THIS STAGE

Proposed Sign

6810

6815

6820

Sta. 6805+90.78
4.02' RT
Begin 12' Lane

BLW4

ELW4

ELY4

11'
12'

12'
12'

12'
12'
11'

12'
12'

12'
12'

16'

R=8000'

Sta. 4506+16.5
0'

Sta. 6805+91
57.0' RT
End Taper

ELW4

ELY4

Sta. 4509+96.31
20.6' LT

CHW8

Sta. 6811+49.84
57.00' RT

DLW4

Sta. 6817+50.00
68.00' RT

BLW4

ELW4

Proposed Sign 252

W4-3
48" x 48"

EX. 14TH ST

0 FEET 50

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.34

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

INSTALL SIGN
THIS STAGE

Proposed Sign 71

W4-1
48" x 48"

Existing Sign 71
REMOVE SIGN THIS STAGE

Existing Sign 72

Existing Sign 276

EX. I-74 EXIT RAMP

EX. KIMBERLY RIDGE RD

EX. HIGHLAND PARK DR

EX. HIGHLAND CT

6822+00
MATCH TO
EXIST BARRIER

Sta. 6822+86.25
4.0' RT

Sta. 6828+90
4.0' RT

Sta. 6831+90
4.0' RT

Sta. 6832+90
5.0' RT

Sta. 6832+76.44
68.00' RT

Sta. 6833+85
5.0' LT

Sta. 6834+22.32
57.00' RT

R=8000'

6825

6830

6835

+50

ELW4

DLW4

BLW4

ELY4

CHW8

Proposed Sign 255

0 50
FEET

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.35

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

SPEED LIMIT 35
R2-1
48" x 60"

6835
6840
6845
6850

+00

Sta. 6837+21.56
6.5' LT
End TBR &
Crash Cushion

Sta. 6838+55.34
48.1' LT
End TBR &
Crash Cushion

R=3511'

35'
typ.

EX. I-74 ENT. RAMP

74

BLW4
ELY4
ELW4
ELY4
ELW4
CHW8

11'
12'
12'
11'
11'
16'

Sta. 6837+00
End TBR

Sta. 6837+00
30.0' RT
End TBR

EXIT

Existing Sign

EX. I-74 EXIT RAMP

Sta. 6835+10.00
CONNECT TO EXIST
44" BARRIER
(2 CONNECTIONS)

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

0 FEET 50

YEAR 5
STAGE 1

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.36

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ILLINOIS JURISDICTION

IOWA JURISDICTION

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.)

6745

6750

6755

6760

25

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)

TRAFFIC CONTROL
BY ILLINOIS CONTRACT

TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT
MARKINGS REFER TO U SHEETS

STA. 6755+76.00

The MARK
John Deere Pavilion
Riverfront
EXIT 1B

EXIT 1B
92 EAST
6th Ave - 7th Ave
SECOND RIGHT

EXIT 1A
92 WEST
3rd Ave
River Dr

RAMP RD-G

BIKE TRAIL

RAMP RD-H

BEGIN NEW LANE IN IOWA CONTRACT

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

STA. 6750+94.37

TRAFFIC CONTROL
BY ILLINOIS CONTRACT

TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT
MARKINGS REFER TO U SHEETS

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)

0 50
FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE
FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.37

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EX. I-74 EB

EX. I-74 WB

THE PEOPLE OF IOWA WELCOME YOU

EXIT 4 — 67 — Grant St / State St / Riverfront — ½ MILE

Illinois

EXIT 1B — 92 EAST — 6th Ave - 7th Ave — ½ MILE

EXIT 1A — TO 92 WEST — 3rd Avenue / River Drive — NEXT RIGHT

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

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

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

THE PEOPLE OF IOWA WELCOME YOU

Davenport - Bettendorf Exits

Middle Rd - Locust St	2
Kimberly Rd - Spruce Hills Dr	3
53rd St	4

EXIT 4 — 67 — Grant St / State St / Riverfront — EXIT ONLY

0 50 FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5 STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.38

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6780

6785

6790

BIKE TRAIL

US 67 RAMP C

US 67 RAMP B

74

EX. 15TH ST

EX. GILBERT ST

Proposed Sign 247 & 294

0 FEET 50

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE
FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.39

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

6795

6800

6805

74

US 67 RAMP D

US 67 RAMP D

US 67 RAMP B

EAST Illinois 6 LEFT TURN ONLY
SOUTH 67 Grant St
WEST 67 State St RIGHT TURN ONLY

Proposed Sign 297

EX. 15TH ST

EX. BROWN ST

0 FEET 50

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.40

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

6810

6815

6820

Proposed Sign

Proposed Sign 252

EX. 14TH ST

0 FEET 50

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.41	

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

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

Proposed Sign 71

EX. I-74 EXIT RAMP

6825

6830

6835

74

EX. HIGHLAND PARK DR

EX. HIGHLAND CT

Proposed Sign 258

0 FEET 50

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.42

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

6835
6840
6845
6850

Sta. 6838+50.00, 48.1' LT
End TBR & Crash Cushion

Sta. 6837+00
10.0' RT
End TBR

EX. I-74 ENT. RAMP

74

EX. I-74 EXIT RAMP

EXIT 30

Existing Sign

EX. MEADOW LANE DR

EX. FAIRLANE DR

EX. PARKLANE DR

0 FEET 50

YEAR 5
STAGE 2

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.43

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ILLINOIS JURISDICTION | IOWA JURISDICTION

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.)

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)

TRAFFIC CONTROL BY ILLINOIS CONTRACT | TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT MARKINGS REFER TO U SHEETS

STA. 6755+76.00

The MARK John Deere Pavilion Riverfront EXIT 1B

EXIT 1B — 92 EAST — 6th Ave - 7th Ave SECOND RIGHT

EXIT 1A — TO 92 WEST — 3rd Ave River Dr

6745 | 6750 | 6755 | 6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

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

STA. 6750+94.37

TRAFFIC CONTROL BY ILLINOIS CONTRACT | TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT MARKINGS REFER TO U SHEETS

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)

0 50 FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5 STAGE 3

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.44

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EX. I-74 EB

EX. I-74 WB

THE PEOPLE OF IOWA WELCOME YOU

EXIT 4
67
Grant St
State St
Riverfront
½ MILE

Welcome to Illinois

EXIT 1B
92 EAST
6th Ave - 7th Ave
½ MILE

EXIT 1A
TO 92 WEST
3rd Avenue
River Drive
NEXT RIGHT

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

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

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

THE PEOPLE OF IOWA WELCOME YOU

Davenport - Bettendorf Exits
Middle Rd - Locust St 2
Kimberly Rd - Spruce Hills Dr 3
53rd St 4

EXIT 4
67
Grant St
State St
Riverfront
EXIT ONLY

0 50
FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5
STAGE 3

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.45

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6780

6785

6790

BIKE TRAIL

74

US 67 RAMP B

EX. 15TH ST

EX. GILBERT ST

Proposed Sign 247 & 294

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

0 50
FEET

YEAR 5
STAGE 3

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.46

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ILLINOIS JURISDICTION | IOWA JURISDICTION

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.)

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)

TRAFFIC CONTROL BY ILLINOIS CONTRACT | TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT MARKINGS REFER TO U SHEETS

STA. 6755+76.00

LEFT LANE CLOSURE PER TC-419

The MARK John Deere Pavilion Riverfront EXIT 1B

EXIT 1B — 6th Ave - 7th Ave SECOND RIGHT

EXIT 1A — 3rd Ave River Dr

6745 | 6750 | 6755 | 6760

RAMP RD-G

RAMP RD-H

BIKE TRAIL

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

STA. 6750+55.73

TRAFFIC CONTROL BY ILLINOIS CONTRACT | TRAFFIC CONTROL BY THIS CONTRACT

INSTALL PERMANENT PAVEMENT MARKINGS REFER TO U SHEETS

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)

0 50 FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5 STAGE 4

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.47

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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)

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

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

Davenport - Bettendorf Exits
Middle Rd - Locust St 2
Kimberly Rd - Spruce Hills Dr 3
53rd St 4

67 Grant St State St Riverfront

EXIT ONLY

0 50 FEET

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5
STAGE 4

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.48

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6780

6785

6790

BIKE TRAIL

US 67 RAMP B

EX. 15TH ST

EX. GILBERT ST

Proposed Sign 247 & 294

0 FEET 50

IOWA MAINLINE CONSTRUCTION COMPLETE. COORDINATE
FINAL PAVEMENT MARKING WITH ILLINOIS CONTRACT

YEAR 5
STAGE 4

I-74 STAGING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.49

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EX. MISSISSIPPI BLVD

14TH ST

EX. 12TH ST

74

BROWN ST

KIMBERLY RD

67

EX. GRANT ST/
US 67

EX. 11TH ST

12TH ST

13TH ST

EX. 15TH ST

16TH ST

STATE ST

EX. STATE ST

EX. I-74
ENT. RAMP

EX. STATE ST

0 100
FEET

YEAR 4
STAGE 2

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.50

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EX. KIMBERLY RD

EX. MISSISSIPPI BLVD

EX. 12TH ST

EX. 14TH ST

14TH ST

74

0 100
FEET

YEAR 5
STAGE 1

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.51

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EX. MISSISSIPPI BLVD

14TH ST

EX. 12TH ST

BROWN ST

KIMBERLY RD

74

Spacing = 40'

Spacing = 40'

5 Drums

5 Drums

67

EX. GRANT ST/
US 67

EX. 11TH ST

12TH ST

13TH ST

EX. 15TH ST

16TH ST

STATE ST

EX. STATE ST.

EX. I-74
ENT. RAMP

EX. STATE ST

0 FEET 100

YEAR 5
STAGE 2

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER J.52

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

		For Profile Details Refer to Next Sheet
Refer to M Sheets for Storm Sewer Details	For Main Line Details Refer to D Sheets	For Ramp Taper Details Refer to U Sheets

BIKE TRAIL

BROWN ST

KIMBERLY RD

MISSISSIPPI BLVD

EX. JONES ST

EX. MISSISSIPPI BLVD

EX. HALL ST

Curve 20010 (RAMP A)
PI Sta 1513+09.60
△= 5^ 35' 48" (LT)
D = 0^ 42' 58"
R = 8,000.00'
T = 391.03'
L = 781.43'
E = 9.55'
e = N.C.
L = NA
x = NA
m = NA

STA. 1509+11.06
=POT STA. 6809+12.34
101.87 LT (I-74)
END RAMP A CONSTRUCTION

82°20'36.83"

STA. 1497+02.31
BEGIN RAMP A CONSTRUCTION

POT Sta 1496+21.97

POT Sta 1505+59.96

1500

1505

1510

PC Sta 1509+18.57

RET. WALL 165

US 67 RAMP A

80°18'51.50"

POT STA. 1503+32.72 (RAMP A)
=POT STA. 12+75.29 (MISSISSIPPI BLVD)

POT STA. 1496+21.97 (RAMP A)
=POT STA. 205+20.00 (US 67 SB)

24'

36'

74

US 67 RAMP D

14TH ST

0 50
FEET

For K Sheets Legend,
Refer to Sheet D.1

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.1

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+02.31

Stage 5-1
CL 10 Cut = 3864 CY
Borrow = 582 CY
4446 CY

Stage 5-1
Fill + 30% = 4446 CY
4446 CY

+71.81 US 67 Ramp A Bridge +09.92

Stage 5-1
CL 10 Cut = 909 CY
Borrow = 36,400 CY
37,309 CY

Stage 5-1
Fill + 30% = 37,309 CY
37,309 CY

+11.06

STA. 1509+11.06
END RAMP A CONSTRUCTION
ELEV. 617.37

US 67 RAMP A PGL

+3.040%

VPI +00.00
Elv 601.83
K = 152
Len 450.00 ft

EXISTING GROUND AT B/L

VERTICAL
CLEARANCE = 15.14'

MISSISSIPPI BLVD

STA. 1497+02.31
BEGIN RAMP A CONSTRUCTION
ELEV. 571.42

+6.000%

-0.630%

VPI +75.00
Elv 570.33
K = 38
Len 250.00 ft

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

US 67 RAMP A

For Plan Details
Refer to Previous Sheet

	Curb & Gutter	Ramp A Bridge	Retaining Wall
Lt			
Rt	Curb & Gutter	Ramp A Bridge	Curb & Gutter

571.59 571.44 571.28 571.12 571.05 571.14 571.39 571.82 572.41 573.16 574.08 575.17 576.42 577.83 579.33 580.83 582.33 583.83 585.33 586.83 588.33 589.81 591.25 592.65 594.00 595.32 596.59 597.83 599.02 600.17 601.28 602.35 603.37 604.36 605.30 606.21 607.07 607.89 608.67 609.43 610.19 610.95 611.71 612.47 613.23 613.99 614.75 615.51 616.27 617.03

1497 1498 1499 1500 1501 1502 1503 1504 1505 1506 1507 1508 1509 1510

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.2

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

Curve 20110 (RAMP C)
PI Sta 3586+05.19
△= 3^ 17' 47" (LT)
D = 0^ 42' 58"
R = 8,000.00'
T = 230.19'
L = 460.26'
E = 3.31'
e = N.C.
L = NA
x = NA
m = NA

STA. 3594+30.26
END RAMP C CONSTRUCTION

STA. 3587+98.76
=POT STA. 6787+98.25
123.69 LT (I-74)
BEGIN RAMP C CONSTRUCTION
BRIDGE AND APPROACH PAVEMENT
CONSTRUCION BY OTHERS

BEGIN RAMP BASELINE
PC STA. 3583+75.00 (RAMP C)
=STA. 6783+75.00, 104.00 LT (I-74)

PI Sta 3586+05.19

PT Sta 3588+35.26

3585

3590

3595

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

STATE ST

EX. I-74 ENT. RAMP

SHARED USE PATH

US 67 RAMP C

76°09'15.70"

POT STA. 3595+59.96 (RAMP C)
=POT STA. 1608+50.00 (US 67 NB)

24'

36'

EX. 14TH ST

US 67 RAMP B

EX. GILBERT ST

Refer to M Sheets for Storm Sewer Details	For Ramp Taper Details Refer to U Sheet
For Main Line Details Refer to D Sheets	For Profile Details Refer to Next Sheet

0 50
FEET

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.3

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+98.76

US 67 Ramp C Viaduct

+88.64

CL 10 Cut = 161 CY
From Stockpile = 4466 CY
Borrow = 4747 CY
9374 CY

Fill + 30% = 9374 CY
9374 CY

+30.26

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

STA. 3587+98.76
BEGIN RAMP C CONSTRUCTION
ELEV. 597.61

VPI +75.00
Elv 593.01
K = 179
Len 350.00 ft

-2.610%

VERTICAL
CLEARANCE = 22.26'

STA. 3594+30.26
END RAMP C CONSTRUCTION
ELEV. 572.49

US 67 RAMP C PGL

-4.560%

+0.700%

+20.81

+9.62% -0.95%

570

Prop. Type "B" Ent. Lt.

STATE ST

EXISTING GROUND AT B/L

VPI +50.00
Elv 571.35
K = 19
Len 100.00 ft

US 67 RAMP C

For Plan Details
Refer to Previous Sheet

Lt Ramp C Bridge Curb & Gutter Lt

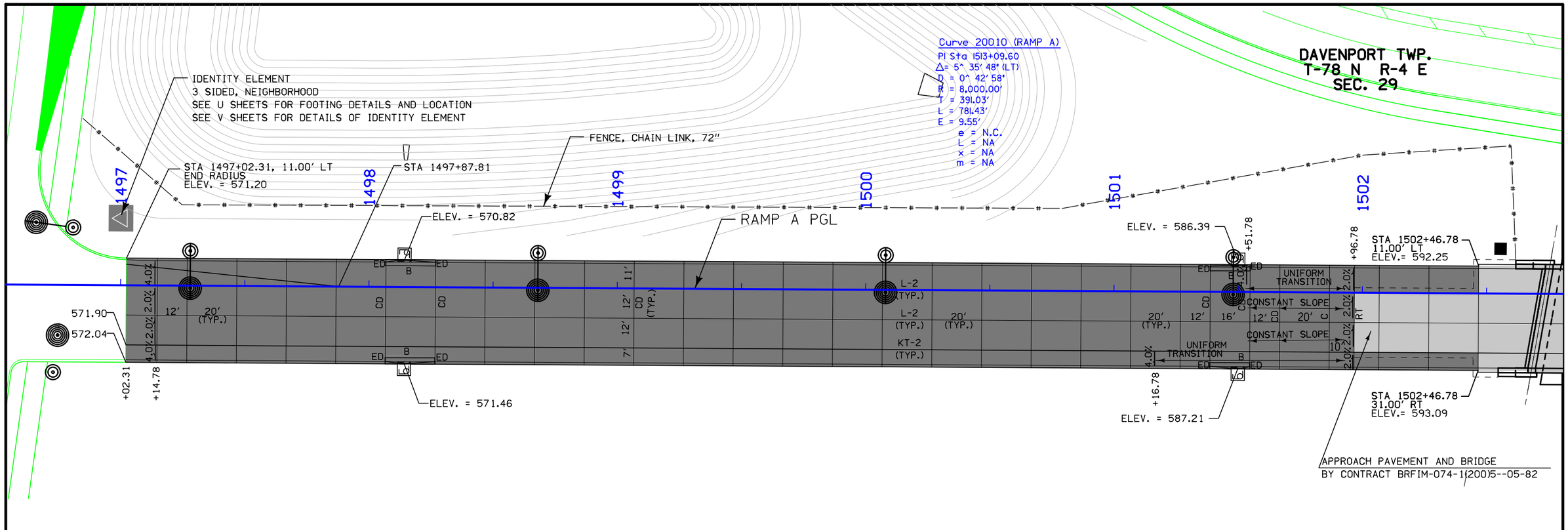
Rt Ramp C Bridge Curb & Gutter Rt

597.58 596.91 596.20 595.46 594.69 593.88 593.04 592.16 591.24 590.29 589.31 588.29 587.24 586.15 585.03 583.89 582.75 581.61 580.47 579.33 578.19 577.05 575.91 574.77 573.63 572.65 572.01 571.69 571.70

3586 3587 3588 3589 3590 3591 3592 3593 3594 3595 3596

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.4

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-K-4-02.sht.sht



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.

For Bridge Approach Pavement
Details Refer to U Sheets

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.5

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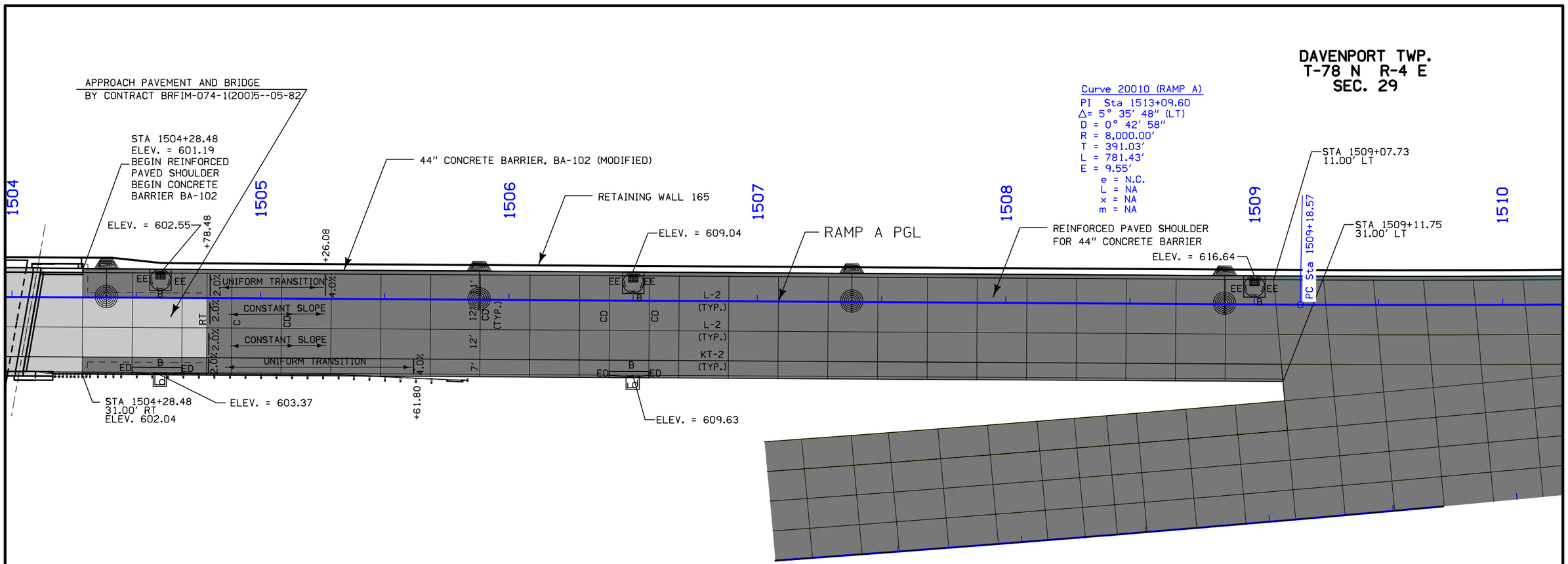
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



Curve 20010 (RAMP A)
PI Sta 1513+09.60
△= 5° 35' 48" (LT)
D = 0° 42' 58"
R = 8,000.00'
T = 391.03'
L = 781.43'
E = 9.55'
e = N.C.
L = NA
x = NA
m = NA

For Bridge Approach Pavement
Details Refer to U Sheets

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

0 FEET 20

JOINTING, GEOMETRICS & STAKING PLAN

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.6	

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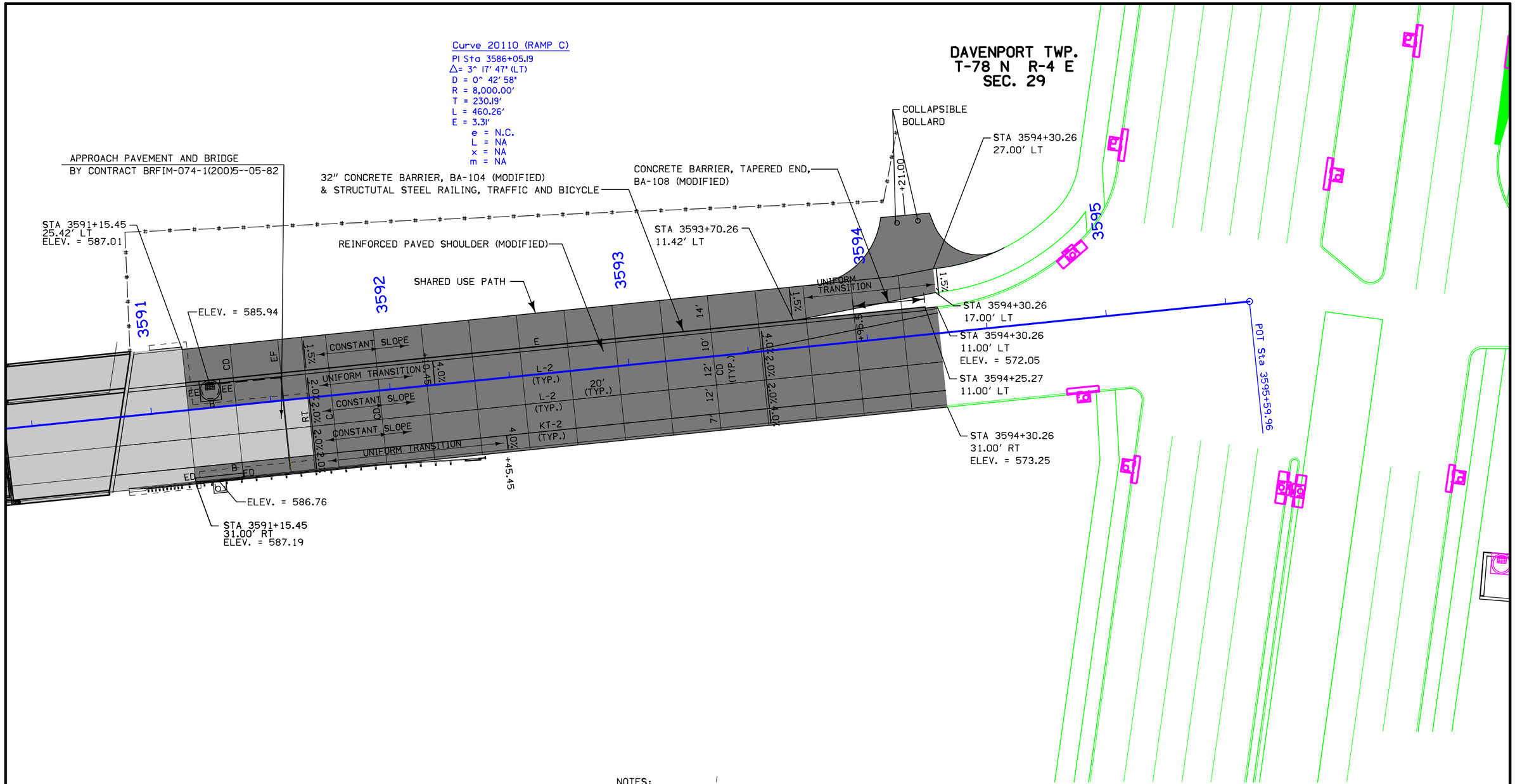

NOTES:

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.

For Bridge Approach Pavement
Details Refer to U Sheets

JOINTNG, GEOMETRICS & STAKING PLAN

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.7

+65.25

+18.94

Year 4 Stage 4-2

CL 10 Cut 194 CY Fill + 30% = 2 CY

To Stockpile = 192 CY

194 CY

194 CY

STA 2592+65.24, 31.00' LT
ELEV. = 571.80
BEGIN RAMP B CONSTRUCTION

STA 2594+18.94, 27.00' RT
END RAMP B CONSTRUCTION

571.29

571.74

4.2%

7'

CD (TYP.)

ED

B

ED

L-2 (TYP.)

CONSTANT SLOPE

4.2%

PREVIOUS RAMP B CONSTRUCTION

PT Sta 2589+74.70

POT Sta 2595+01.88

2590

2591

2592

2593

2594

2595

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

IDENTITY ELEMENT, 3 SIDED NEIGHBORHOOD
SEE V SHEETS FOR IDENTITY ELEMENT DETAILS
FOUNDATION PLACED PREVIOUSLY BY OTHERS

NOTES:

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

0 FEET 20

GEOMETRICS & STAKING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.8

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BROWN STREET

KIMBERLY RD

Refer to M Sheets
for Storm Sewer Details

N

0 FEET 20

FUTURE RAMP A

℄ RAMP A

EX. I-74

EXISTING TEMPORARY
DETENTION POND

US 67 WB

3:1

10.3'

33'

1500

1499

1498

1497

580 575 570 565 560 555

578 576 574 572 570 568 566 564 562

574 573 572

GRADING PLAN

DETENTION POND

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER K.9

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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
- 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)	Curve 21017 (I-74 EB)	Curve 21016 (I-74 WB)
PI Sta 6801+41.31	PI Sta 26805+14.75	PI Sta 16797+67.87
Δ = 03°50'58.23'' LT	Δ = 03°50'58.22'' LT	Δ = 03°50'58.24'' LT
D = 0°24'33.32''	D = 0°24'33.32''	D = 0°24'33.32''
R = 14000.00	R = 14000.00	R = 14000.00
T = 470.48	T = 470.48	T = 470.48
L = 940.61	L = 940.61	L = 940.61
E = 7.90	E = 7.90	E = 7.90
e = N.C.	e = N.C.	e = N.C.
L = NA	L = NA	L = NA
x = NA	x = NA	x = NA
m = NA	m = 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.

JOINTING, GEOM.
& STAKING PLAN

INTERSTATE 74

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(207)5--13-82** | SHEET NUMBER **L.2**

Curve 20010 (RAMP A)
PI Sta 1513+09.60
△= 5° 35′ 48″ (LT)
D = 0° 42′ 58″
R = 8,000.00′
T = 391.03′
L = 781.43′
E = 9.55′
e = N.C.
L = NA
x = NA
m = NA

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

STA. 1509+11.06
= POT STA. 6809+12.34
101.87 LT (I-74)
END RAMP A CONSTRUCTION

STA 6810+50.00, 63.15′ LT
ELEV. = 622.38

STA 6810+75.00
END RETAINING WALL 165

STA 6810+91.75
END REINFORCED PAVED SHOULDER
FOR 44″ CONCRETE BARRIER

STA 6812+10.00, 53.98′ LT
ELEV. = 627.07

ELEV. = 625.71

ELEV. = 627.97

Retaining Wall 165

℄ RAMP A

44″ CONCRETE BARRIER,
BA-102 (MODIFIED)

BA-105

BA-107

PC Sta 1509+18.57

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

PI Sta 1513+09.60

STA 6809+10.00, 70.95′ LT
ELEV. = 618.29

I-74 EB PGL

STA 6808+25.00, 15.91′ LT
ELEV. = 616.84

6809+84.33
END MEDIAN WIDTH TAPER

℄ I-74

EXISTING I-74 PAVEMENT

STA 6808+25.00, 27.00′ RT
END LANE CONSTRUCTION
ELEV. = 617.08

STA 6809+10.00, 63.20′ LT
ELEV. = 618.52

I-74 WB PGL

PI Sta 4508+83.43

PT Sta 4511+50.00

1508 1509 1510 1511 1512 1513
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.

Refer to U Sheets
For Additional Gore Details

0 20
FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **L.3**

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Curve 20010 (RAMP A)
PI Sta 1513+09.60
Δ= 5° 35′ 48″ (LT)
D = 0° 42′ 58″
R = 8,000.00′
T = 391.03′
L = 781.43′
E = 9.55′
e = N.C.
L = NA
x = NA
m = NA

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

STA 6817+00.00, 74.00′ LT
ELEV. = 640.39
Begin Taper

END RAMP BASELINE
= STA. 6817+00.00, 63.00 LT (I-74)
PT STA. 1517+00.00 (RAMP A)

STA 6817+40.00, 70.00′ LT
ELEV. = 641.65
End Taper

ELEV. = 642.81

ELEV. = 634.30

STA 6815+10.00, 53.25′ LT
ELEV. = 635.37

1514 1515 1516 1517

PT Sta 1517+00.00

I-74 EB PGL

℄ I-74

I-74 WB PGL

EXISTING I-74 PAVEMENT

STAGE LIMIT

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(207)5--13-82	SHEET NUMBER L.4

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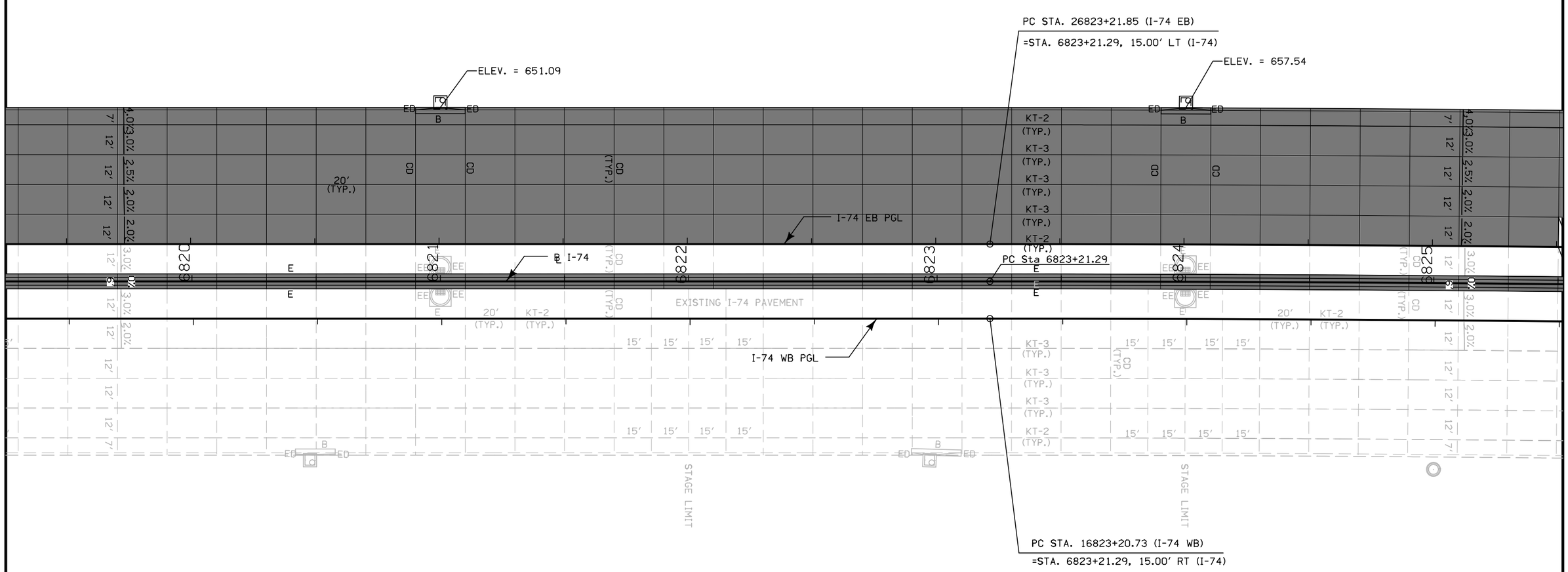
Curve 21020 (I-74)
PI Sta 6832+57.30
Δ = 04°39′39.15″ RT
D = 0°14′56.80″
R = 23000.00
T = 936.01
L = 1871.00
E = 19.04
e = N.C.
L = NA
x = NA
m = NA

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

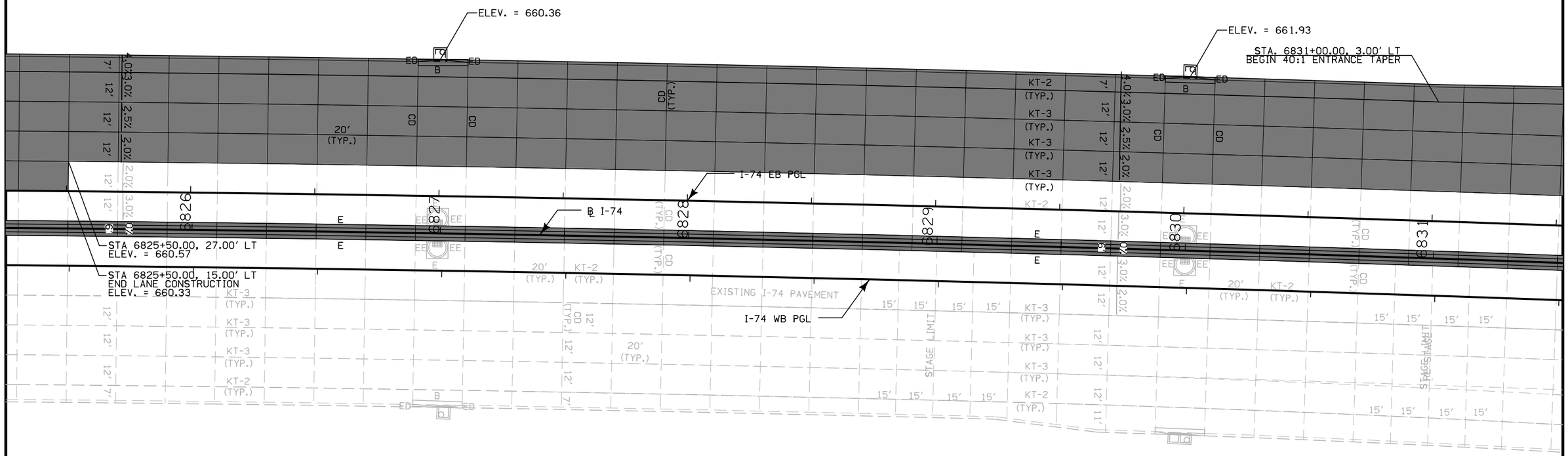
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER L.5

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



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(207)5--13-82**	SHEET NUMBER **L.6**

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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

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

ELEV. = 663.37

STA 6833+90.00, 53.55' LT
ELEV. = 664.51

BEGIN RAMP BASELINE
=STA. 6835+00.00, 73.00' LT(I-74)
POT STA. 3535+00.00 (RAMP C)
END 40:1 ENTRANCE TAPER

℄ MIDDLE ROAD RAMP C

ELEV. = 664.72

STA 6836+98.49, 87.56' LT
ELEV. = 666.22

STA 6836+99.46, 64.58' LT
ELEV. = 666.49

PI Sta 6832+57.30

℄ I-74 EB PGL

℄ I-74

I-74 WB PGL

EXISTING I-74 PAVEMENT

STA 6833+90.00, 0.00' LT
ELEV. = 664.54

STA 6835+10.00, 0.00' LT
ELEV. = 665.16

STA 6837+00.00, 0.00' RT
ELEV. = 666.85
END CONSTRUCTION

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

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

0 20 FEET

JOINTING, GEOM. & STAKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER L.7

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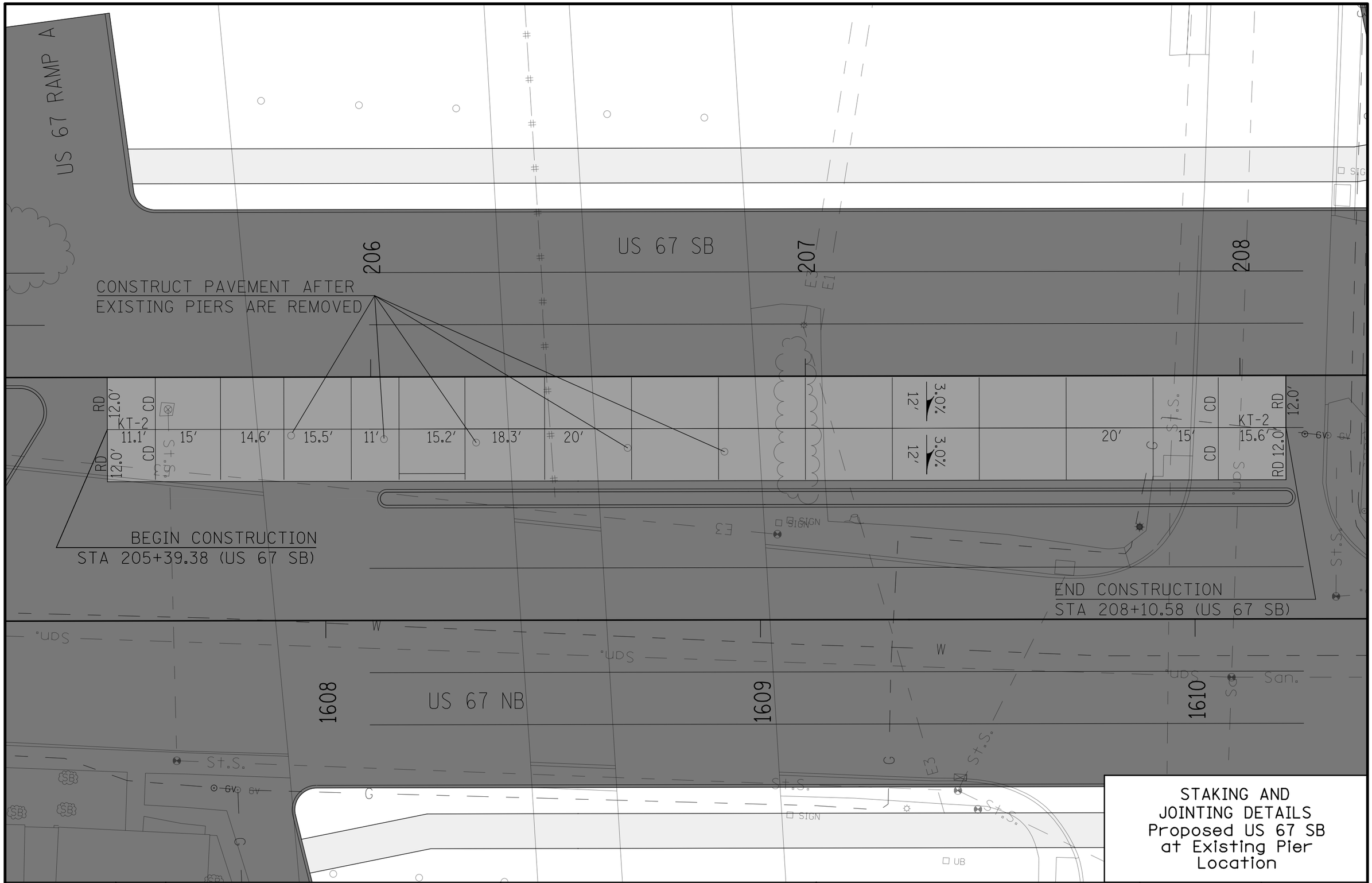

STAKING AND JOINTING DETAILS Proposed US 67 SB at Existing Pier Location

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER L.8

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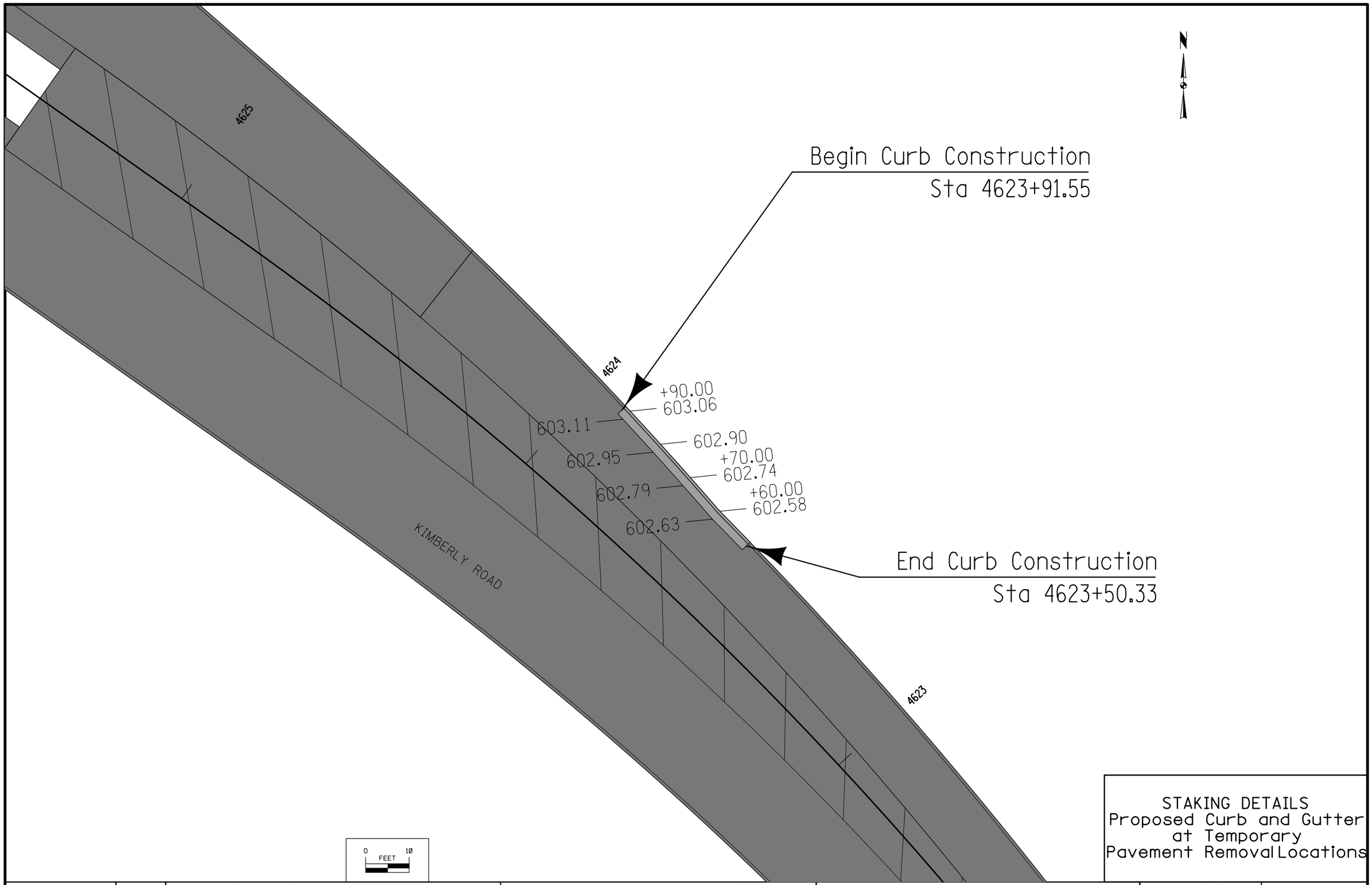

STAKING DETAILS
Proposed Curb and Gutter
at Temporary
Pavement Removal Locations

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER L.9	

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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
981	6800+32.31,256.05'L	RF-3,72"	562.90			I-74 Div.(1)
980EX	6800+96.02, 292.20'L		562.90			Existing: See U sheets for details
916	6790+26.45,0.0'R	24" RF-3	568.50			Mainline I-74 Div.(1),Includes RF-26
915	6790+37.48,0.1'R	SW-401,48"	573.20	567.84		Mainline I-74 Div.(1)
914	6791+74.48,0.1'R	SW-401,48"	573.00	567.04		Mainline I-74 Div.(1)
913	6793+50.53,0.0'R	SW-401,48"	571.40	566.04		Mainline I-74 Div.(1)
940	6794+32.44,0.0'R	SW-401,60"	571.94	565.50		Mainline I-74 Div.(1)
803	3591+25.33,9.79'L	SW-548	585.94	581.60		US 67 Ramp C Div.(1)
802	3591+25.33,31.0'R	SW-508	586.76	581.29		US 67 Ramp C Div.(1)
912	6796+62.53,0.0'R	SW-401,48"	576.00	571.53		Mainline I-74 Div.(1)
950	6797+69.91,0.0'R	SW-401,48"	574.00	569.50		Mainline I-74 Div.(1)
426	1498+14.26,31.0'R	SW-508	571.46	566.30		US 67 Ramp A Div.(1)
425	1498+14.26,11.0'L	SW-508	570.82	564.87		US 67 Ramp A Div.(1)
785	1498+14.49,38.9L	15" RF-3	563.94			US 67 Ramp A Div.(1),Includes RF-26
734	6836+00.00,83.6'L	SW-509	664.72	660.22		Mainline I-74 Div.(1)
369	6833+00.00,74.1'L	SW-509	663.37	656.50		Mainline I-74 Div.(1)
370	6830+00.00,70'L	SW-509	661.93	654.80		Mainline I-74 Div.(1)
371	6826+98.88,70'L	SW-508	660.36	652.44		Mainline I-74 Div.(1)
372	6824+00.00,70'L	SW-508	657.54	649.05		Mainline I-74 Div.(1)
373	6821+00.00,70'L	SW-508	651.09	642.35		Mainline I-74 Div.(1)
374	6818+00.00,70'L	SW-508	642.81	635.35		Mainline I-74 Div.(1)
375	6815+00.00,76.5'L	SW-508	634.30	628.38		Mainline I-74 Div.(1)
424	1501+50.00,31'R	SW-508	587.21	575.25		US 67 Ramp A Div.(1)
423	1501+50.00,11'L	SW-508	586.39	574.50		US 67 Ramp A Div.(1)
394EX	Existing SW-548		618.55	613.97		Mainline I-74 Div.(1)
356	6806+50.00,3.21'R	SW-548	611.66	607.02		Mainline I-74 Div.(1)
691	6806+50.00,7.21'L	SW-548	611.66	606.87		Mainline I-74 Div.(1)
357	6804+35.00,4.32'R	SW-548	605.84	600.84		Mainline I-74 Div.(1)
758	6804+35.21,12.87'L	SW-548Well	605.85	600.65		Well Only, Mainline I-74 Div.(1)
401	1509+00.00,9.79'L	SW-548	616.64	612.00		US 67 Ramp A Div.(1)
692	1506+50.00,31'R	SW-508	609.63	605.16		US 67 Ramp A Div.(1)
402	1506+50.00,9.79'L	SW-548	609.04	604.40		US 67 Ramp A Div.(1)
403	1504+59.71, 9.79' L	SW-548	602.55	598.10		US 67 Ramp A Div.(1)
756	1504+59.71, 31' R	SW-508	603.37	597.59		US 67 Ramp A Div.(1)
404	1504+65.00,50.3'R	SW-511	602.94	592.13		US 67 Ramp A Div.(1)
406	1504+34.86,51.42'R	SW-401,48"	596.74	584.21		US 67 Ramp A Div.(1)
910	6799+57.14, 0'	SW-401,48"	578.00	573.24		Mainline I-74 Div.(1)
911	6802+08.55,23.85'R	SW-401,48"	579.00	573.39		Mainline I-74 Div.(1)
907	6800+72.11,8.47'L	SW-401,48"	578.00	572.50		Mainline I-74 Div.(1)
380	6812+03.14,89.47' L	SW-508	625.71	615.80		Mainline I-74 Div.(1)
992	6812+80.12,86.75'L	SW-508Top	627.97	608.39		Mainline I-74 Div.(1)- Top Only
573	204+22.22, 38.50' Lt	SW-508Top	571.33	561.32		US 67 WB Div. (1)

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

PIPES

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

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Diameter IN	Bid* Length FT	Design Length FT	Slope %	Flow Lines Inlet Elevation	Outlet Elevation	Other Elevation	Pipe Profile Sheet No.	Notes
P980	980EX	981	3000D	72"	72	66	0.36	563.14	562.90		M.4	CONNECT TO EXIST MANHOLE Div.(1)
P916	916	915	2000D	24	16	10	0.60	568.50	568.44		M.4	Div.(1)
P915	915	914	2000D	24	141	135	0.52	568.34	567.64		M.4	Div.(1)
P914	914	913	2000D	24	179	173	0.52	567.54	566.64		M.4	Div.(1)
P913	913	940	2000D	24	84	78	0.54	566.54	566.12		M.4	Div.(1)
P940	940	941EX	2000D	24	123	117	0.48	566.00	565.44		M.4	CONNECT TO EXISTING MANHOLE DIV. (1)
P803	803	802	2000D	15	41	35	0.60	582.10	581.89		M.14	Div.(1)
P802	802	941EX	2000D	15	330	324	4.59	581.79	566.93		M.14	CONNECT TO EXISTING MANHOLE DIV. (1)
P912	912	950	2000D	15	110	104	1.86	572.03	570.10		M.4	Div.(1)
P950	950	426	2000D	15	160	154	2.01	570.00	566.90		M.4	Div.(1)
P426	426	425	2000D	15	48	42	3.17	566.80	565.47		M.12	Div.(1)
P425	425	785	2000D	15	43	37	3.86	565.37	563.94		M.12	Div.(1)
P734	734	385EX	2000D	24	63	57	0.55	660.72	660.41		M.10	CONNECT TO EXIST PIPE Div.(1)
P369	369	386EX	2000D	24	54	48	0.85	657.00	656.60		M.8	CONNECT TO EXIST PIPE Div.(1)
P370	370	387EX	2000D	24	49	43	0.58	655.30	655.06		M.8	CONNECT TO EXIST PIPE Div.(1)
P371	371	388EX	2000D	24	50	44	0.55	652.94	652.70		M.8	CONNECT TO EXIST PIPE Div.(1)
P372	372	389EX	2000D	24	61	55	0.56	649.55	649.24		M.8	CONNECT TO EXIST PIPE Div.(1)
P373	373	390EX	2000D	24	61	55	0.56	642.85	642.54		M.8	CONNECT TO EXIST PIPE Div.(1)
P374	374	391EX	2000D	24	61	55	0.56	635.85	635.54		M.6	CONNECT TO EXIST PIPE Div.(1)
P375	375	392EX	2000D	24	68	62	0.56	628.88	628.54		M.6	CONNECT TO EXIST PIPE Div.(1)
P424	424	423	2000D	15	48	42	1.52	575.75	575.11		M.12	Div.(1)
P423	423	782EX	2000D	15	39	33	8.97	575.00	572.04		M.12	CONNECT TO EXISTING MANHOLE Div.(1)
P394	394EX	691	2000D	24	57	51	2.87	608.93	607.47		M.6	CONNECT TO EXIST PIPE Div.(1)
P356	356	691	2000D	24	15	9	0.56	607.52	607.47		M.6	Div.(1)
P691	691	758	2000D	24	214	208	2.89	607.37	601.35		M.6	Div.(1)
P357	357	758	2000D	24	22	16	0.50	601.34	601.26		M.4	Div.(1)
P758	758	404	2000D	24	85	79	3.19	601.15	598.63		M.4	Div.(1)
P401	401	402	2000D	15	249	243	3.09	612.50	605.00		M.12	Div.(1)
P692	692	402	2000D	15	41	35	1.86	605.66	605.01		M.12	Div.(1)
P402	402	403	2000D	15	190	184	3.32	604.90	598.80		M.12	Div.(1)
P403	403	756	2000D	18	41	35	1.17	598.60	598.19		M.12	Div.(1)
P756	756	404	2000D	18	21	15	1.20	598.09	597.91		M.12	Div.(1)
P404	404	406	2000D	18	33	27	7.11	592.63	590.71		M.12	Div.(1)
P406	406	407EX	2000D	18	86	80	6.40	584.71	579.59		M.12	CONNECT TO EXISTING INTAKE Div.(1)
P910	910	907	2000D	15	118	112	0.56	573.74	573.11		M.4	Div.(1)
P911	911	907	2000D	15	143	137	0.58	573.89	573.10		M.4	Div.(1)
P907	907	908EX	2000D	15	105	99	3.12	573.00	569.91		M.4	CONNECT TO EXISTING MANHOLE Div.(1)
P380	380	992EX	2000D	15	79	73	0.38	616.30	616.02		M.6	CONNECT TO EXISTING INTAKE DIV. 1

SURVEY SYMBOLS

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

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

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

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

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

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

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

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

CONVENTIONAL SIGNS

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

RIGHT OF WAY LEGEND

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

TABULATION OF UTILITIES

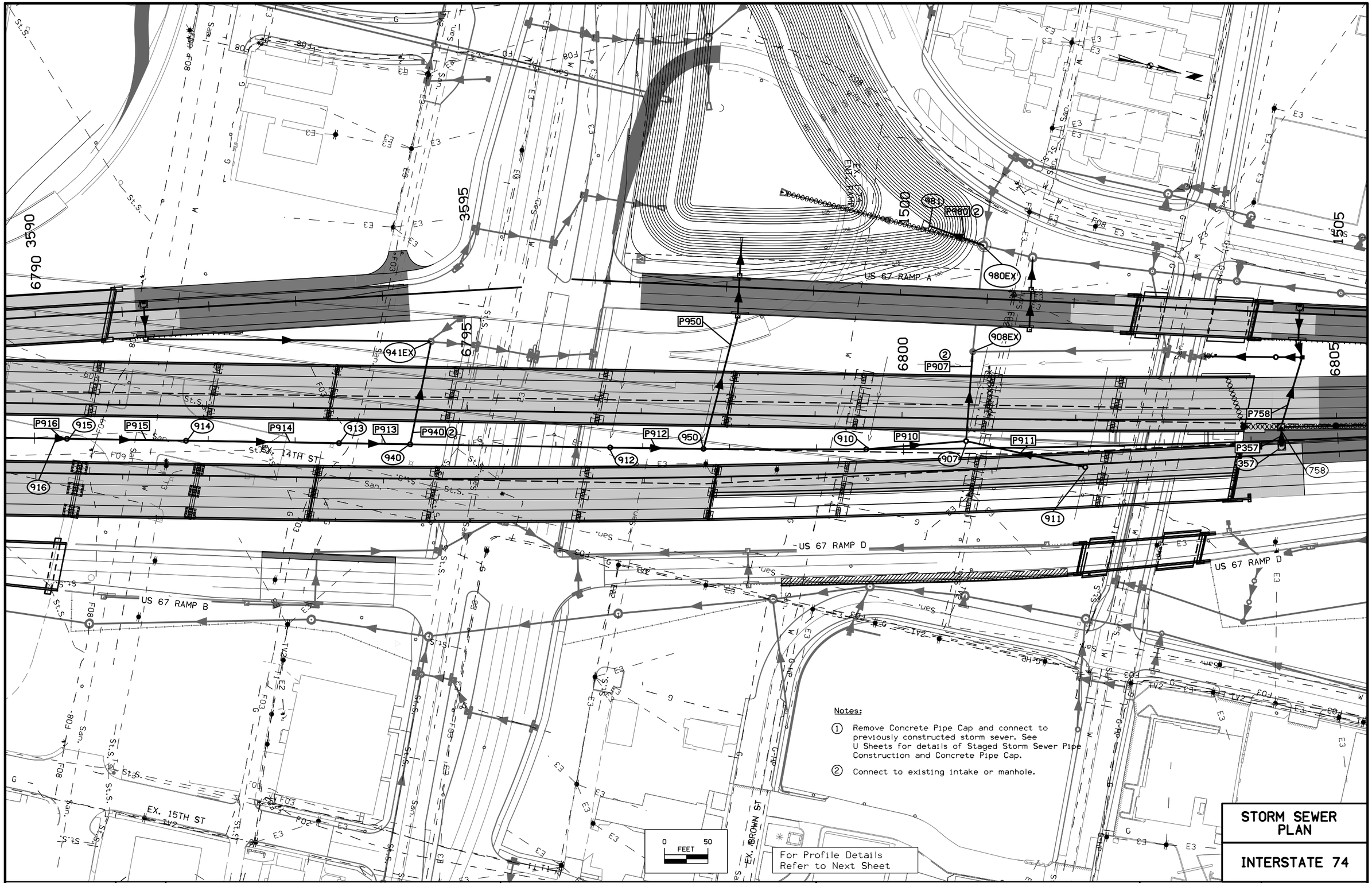
102-13A
10-29-02

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

Legend And Symbol Information Sheet

M SHEETS

(Symbols are Typical Only)



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 PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER M.3

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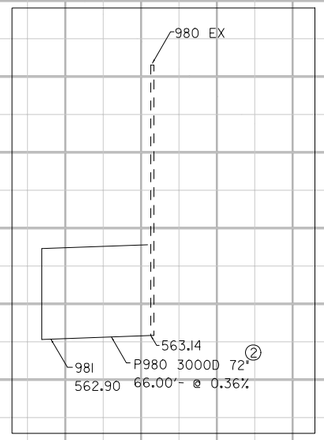

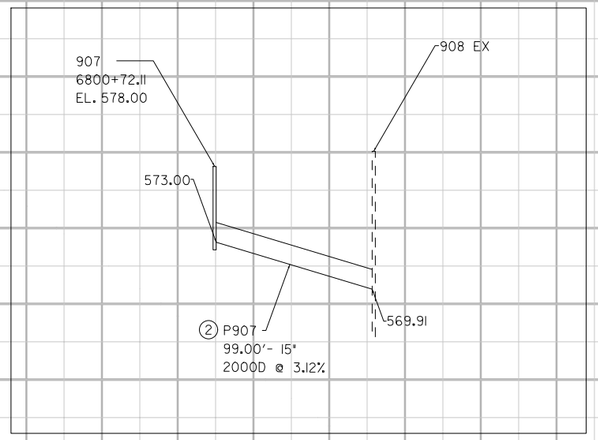

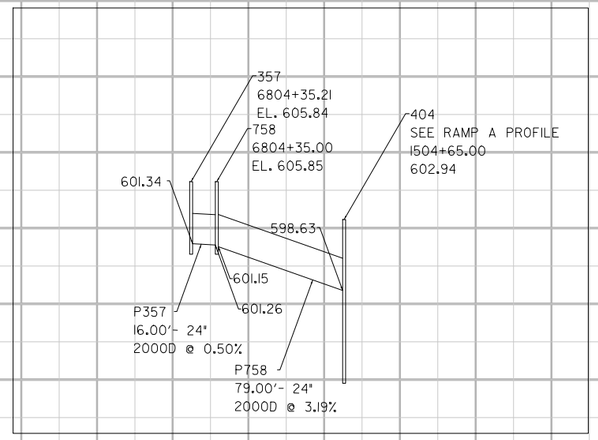

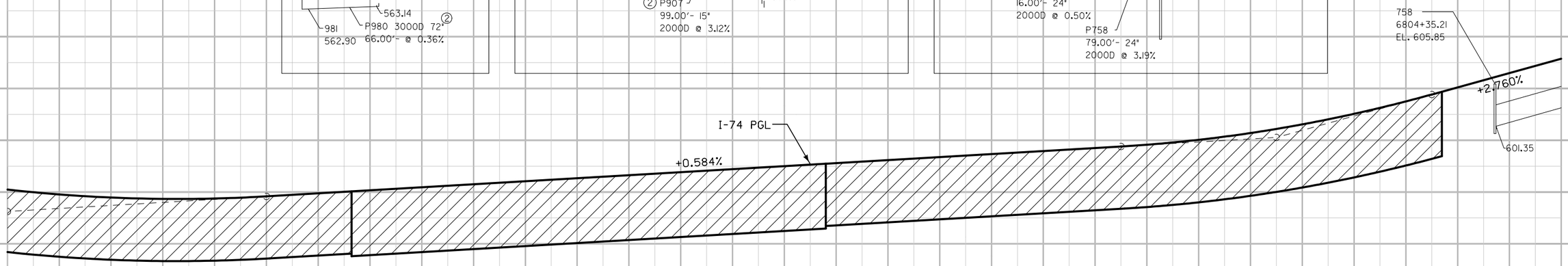

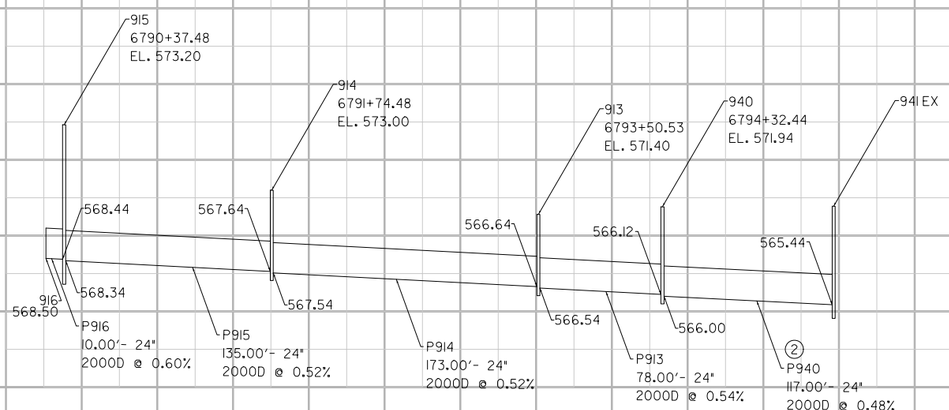

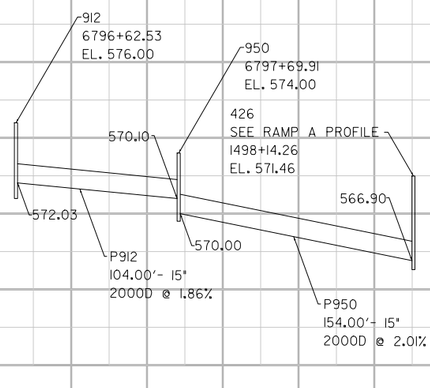

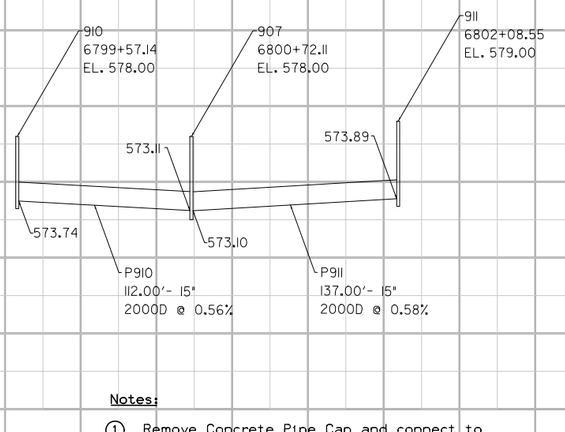

Notes:

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(207)5--13-82	SHEET NUMBER M.4

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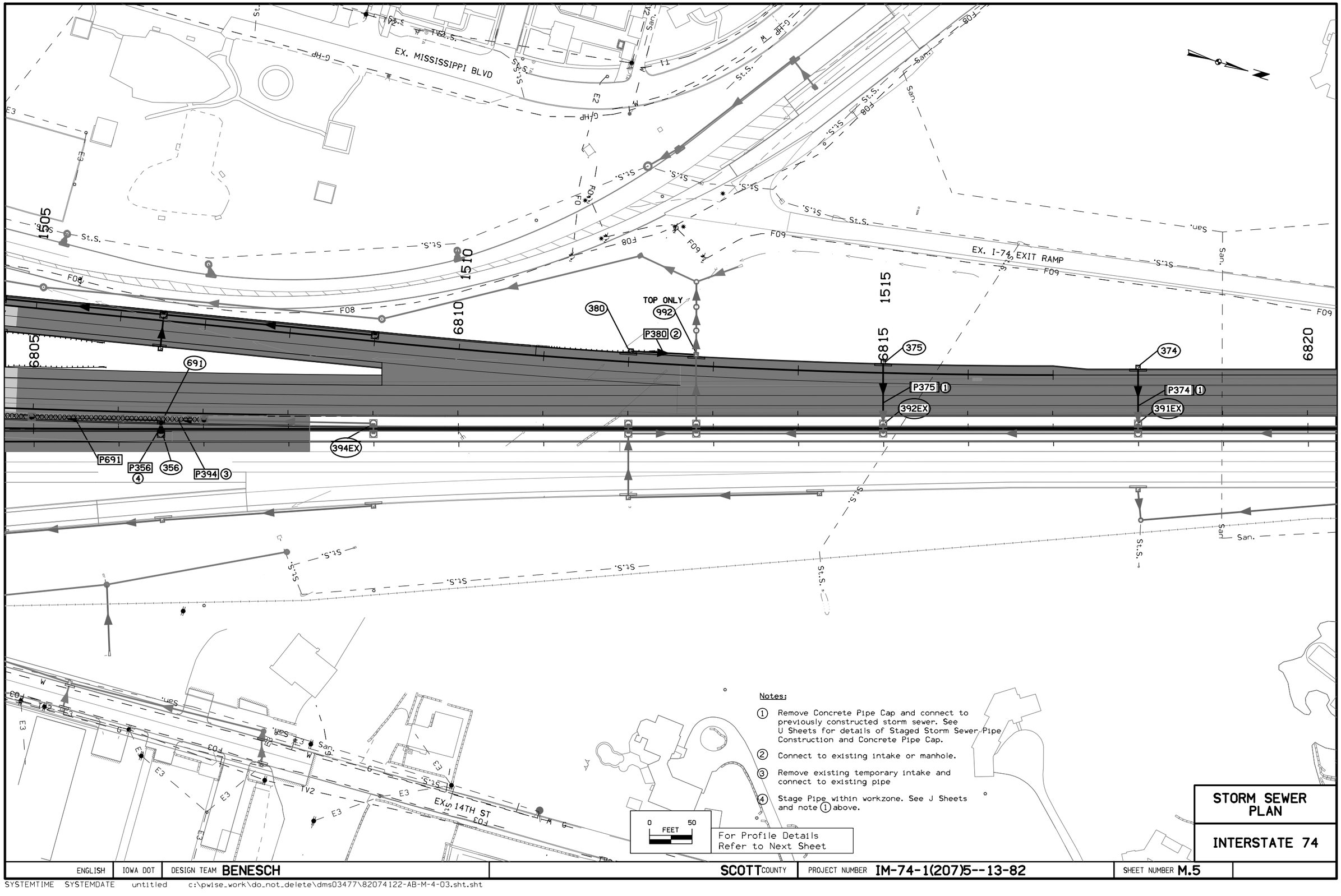

Notes:

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.
3. Remove existing temporary intake and connect to existing pipe
4. Stage Pipe 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(207)5--13-82	SHEET NUMBER M.5

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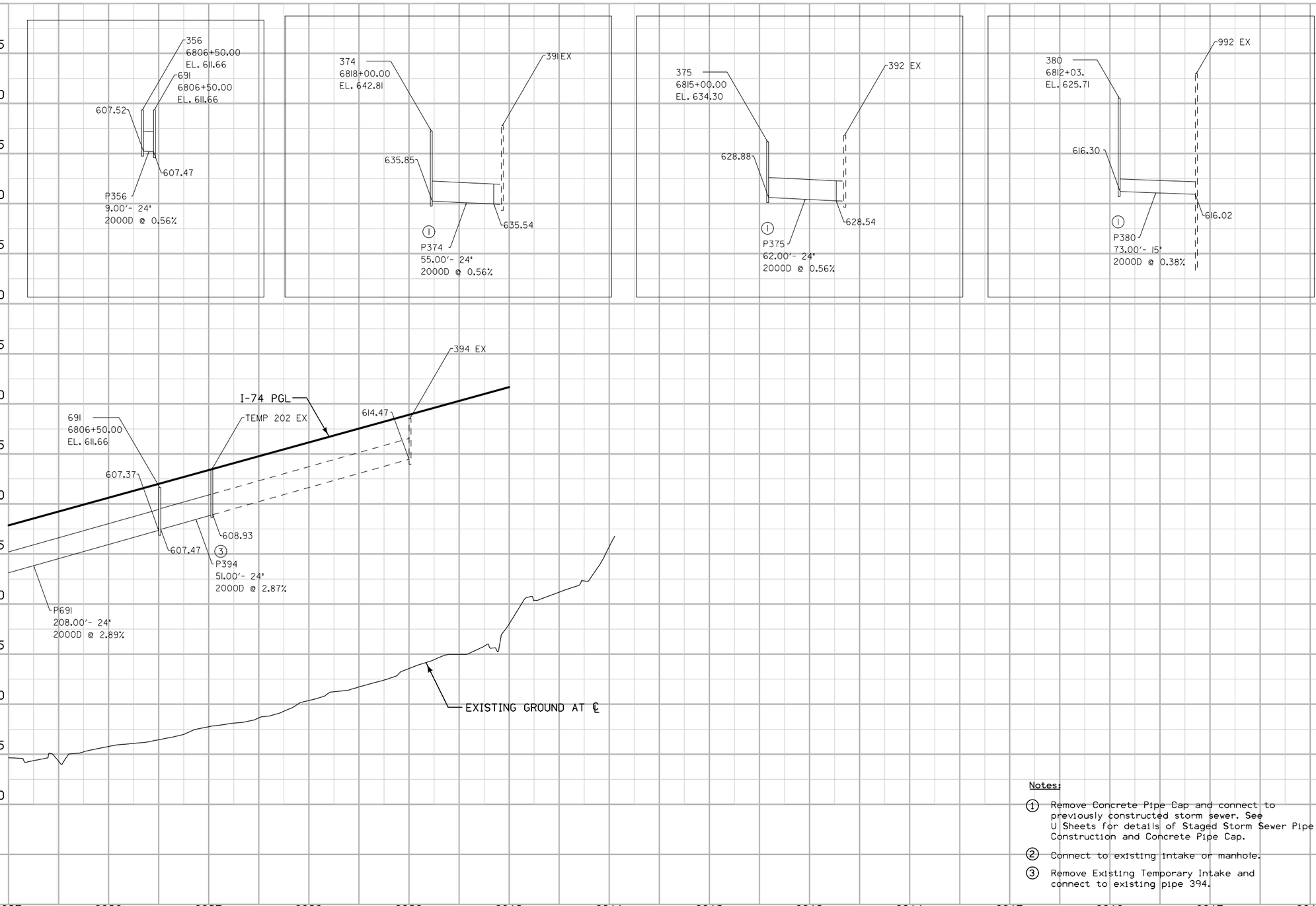

Notes:

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.
3. Remove Existing Temporary Intake and connect to existing pipe 394.

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(207)5--13-82	SHEET NUMBER M.6

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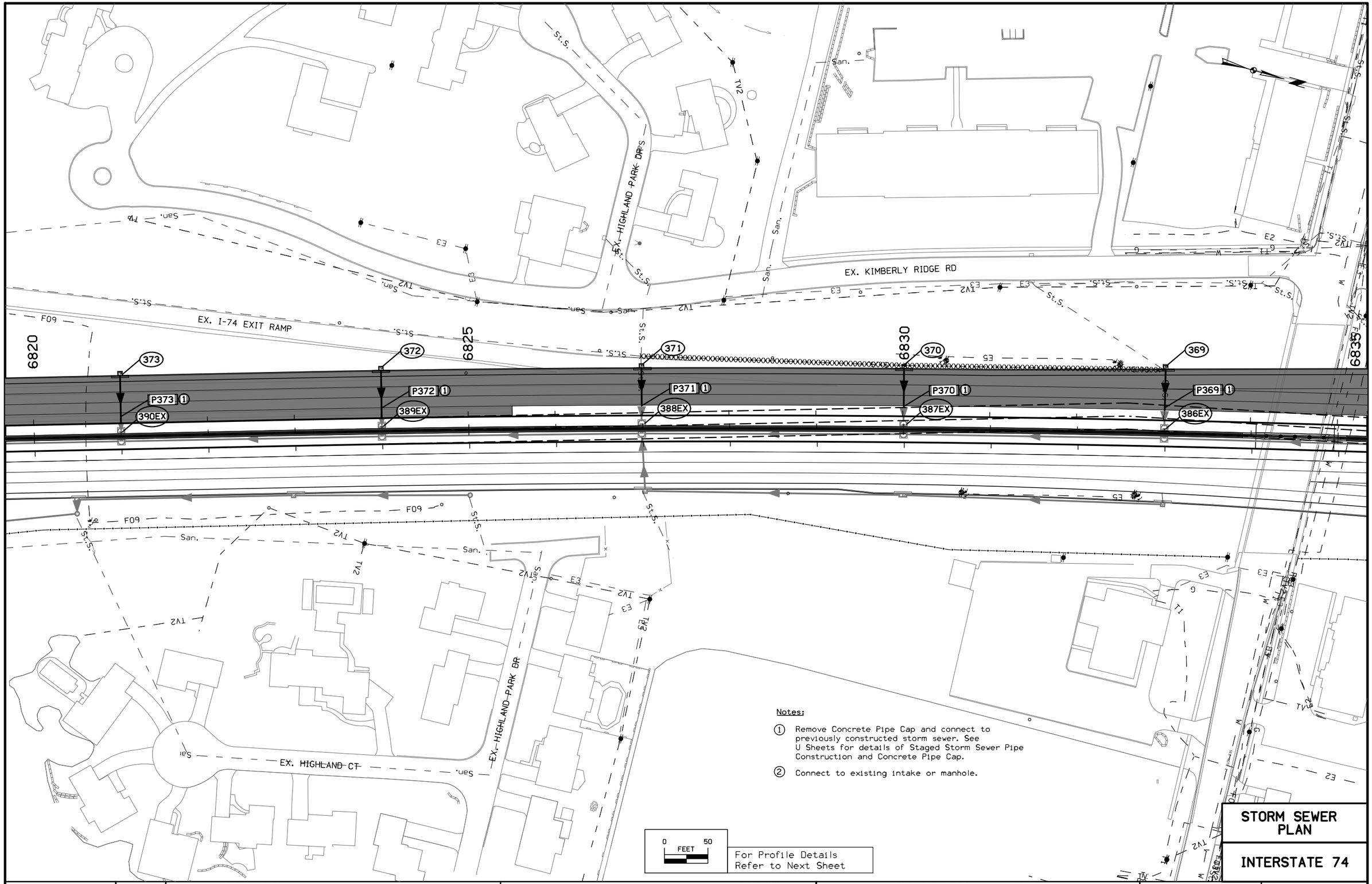

Notes:

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.

0 FEET 50

For Profile Details Refer to Next Sheet

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER M.7

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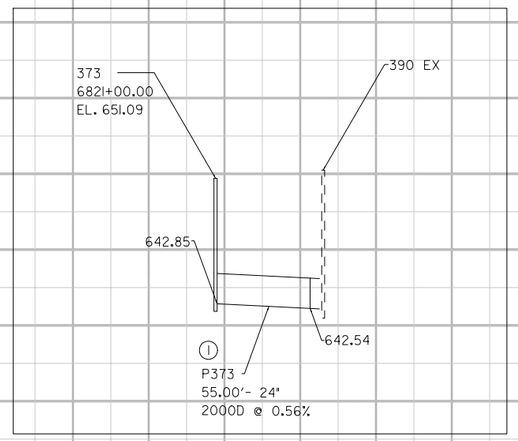

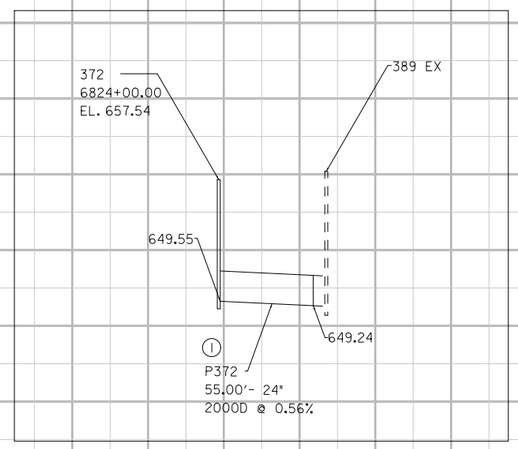

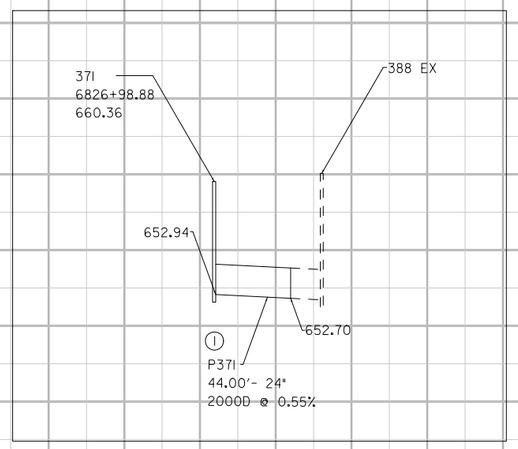

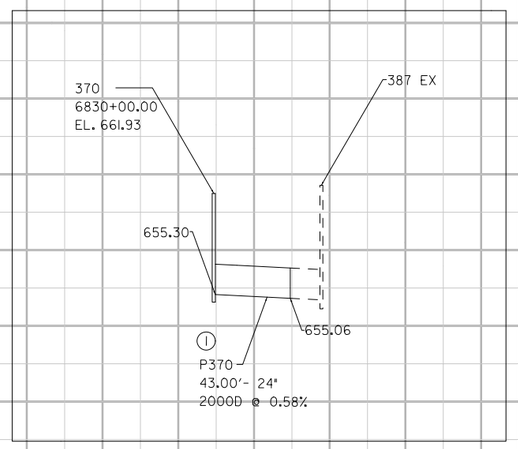

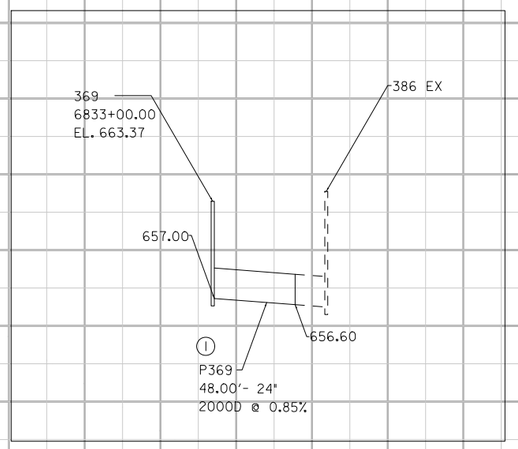

690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615

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

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(207)5--13-82	SHEET NUMBER M.8

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EX. LINCOLN RD

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

EX. PARKLANE DR

EX. FAIRLANE DR

EX. MEADOW LANE DR

6835

6840

6845

6850

734

P734 (1)

385EX

San.

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.

0 FEET 50

For Profile Details Refer to Next Sheet

STORM SEWER PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **M.9**

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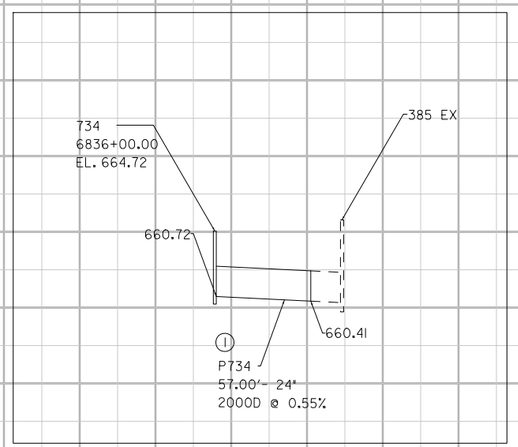

For Plan Details
Refer to Previous Sheet

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

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(207)5--13-82** | SHEET NUMBER **M.10**

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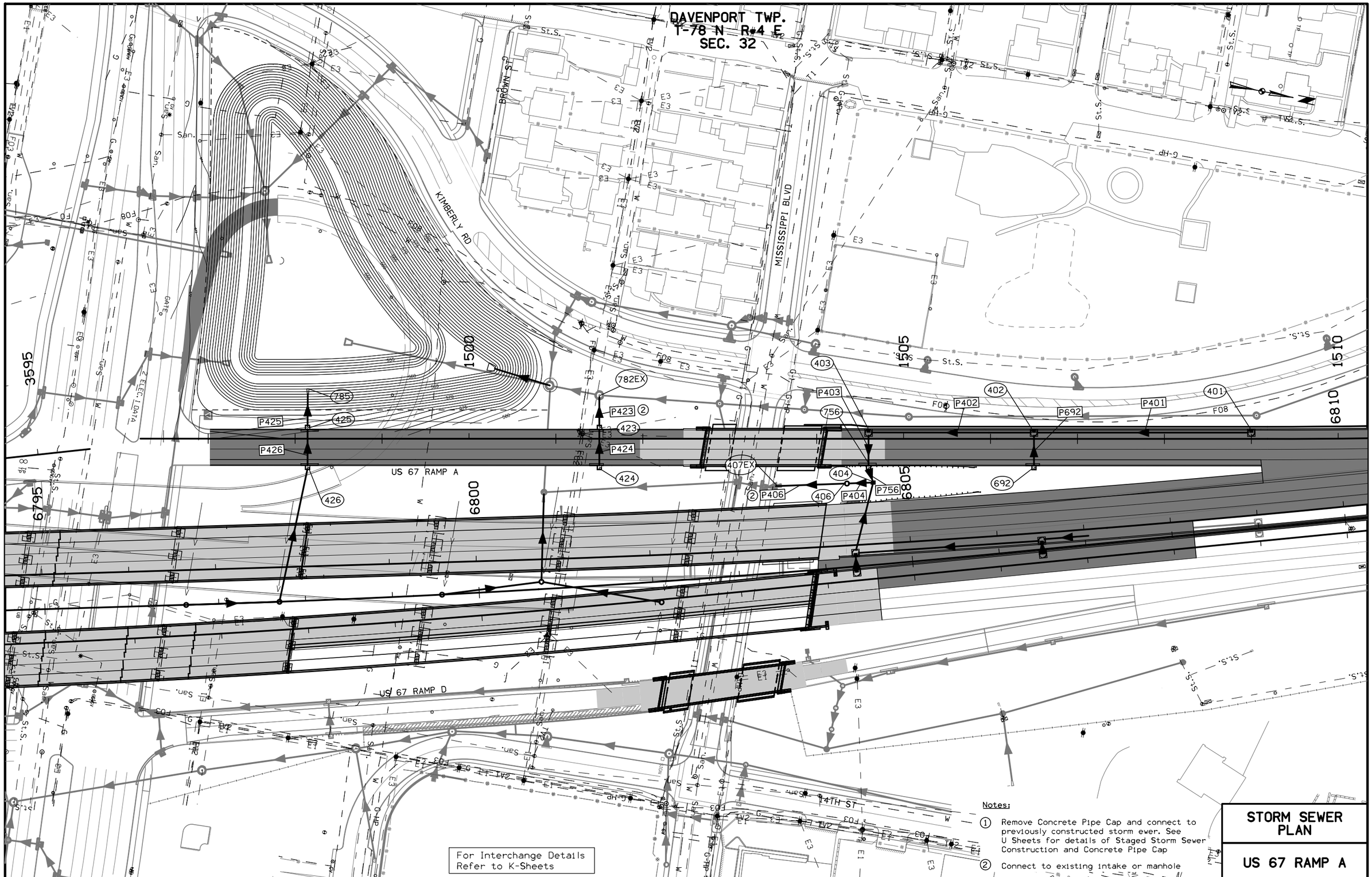

Notes:

1. Remove Concrete Pipe Cap and connect to previously constructed storm ewer. See U Sheets for details of Staged Storm Sewer Construction and Concrete Pipe Cap
2. Connect to existing intake or manhole

STORM SEWER PLAN

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER M.11

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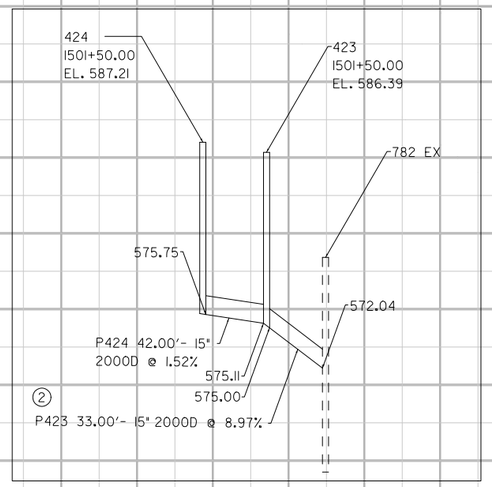

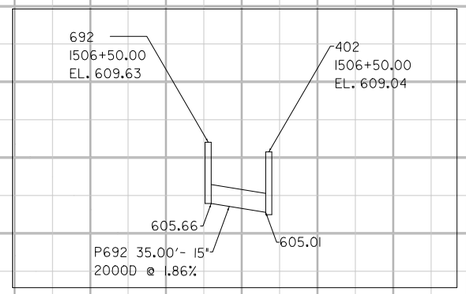

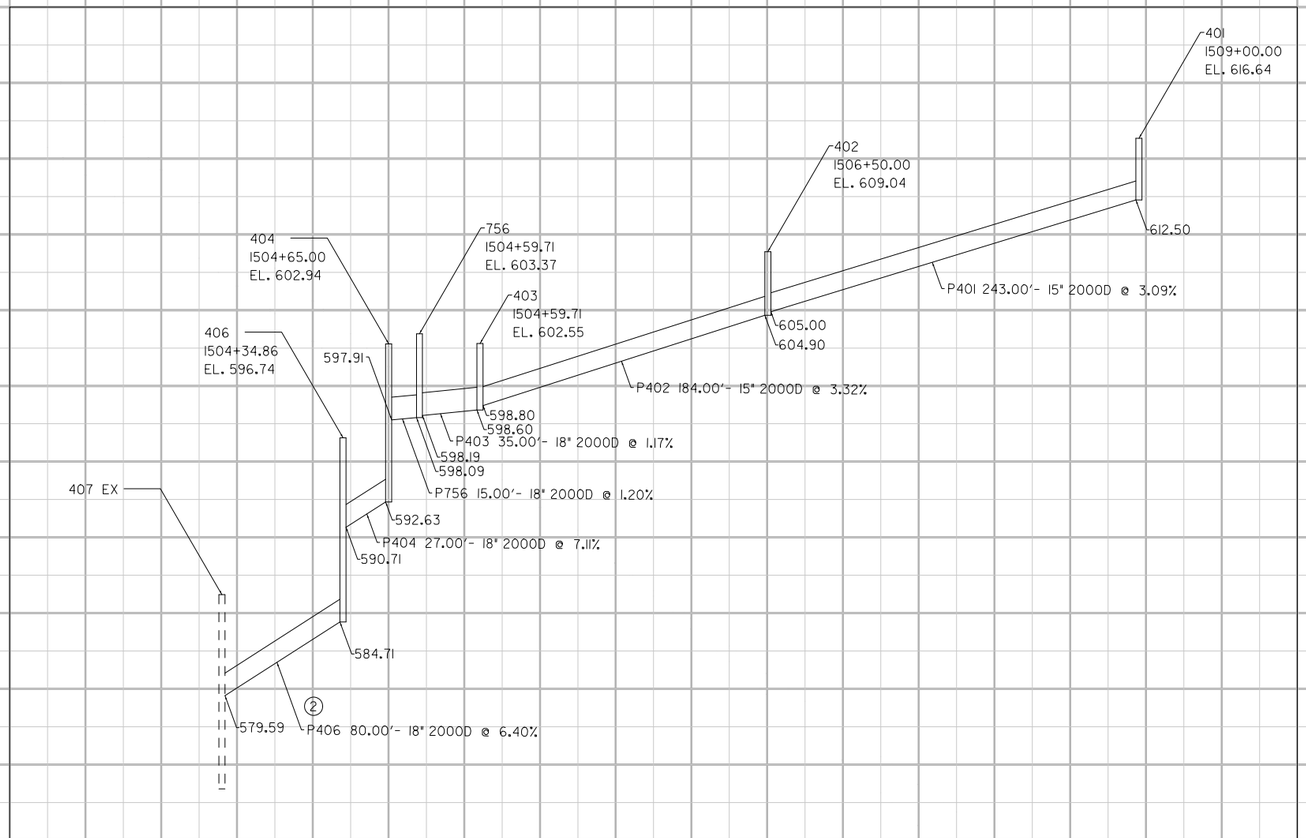

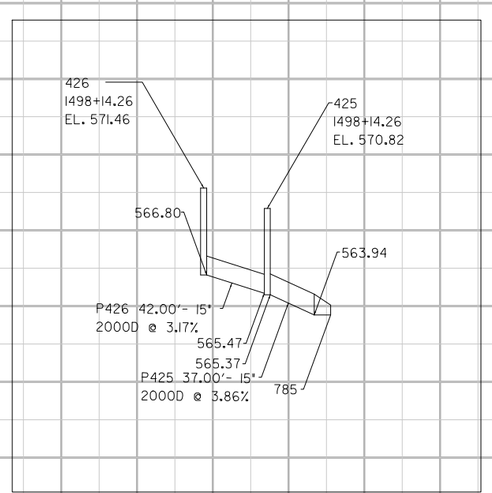

Notes:

1. Remove Concrete Pipe Cap and connect to previously constructed storm sewer. See U Sheets for details of Staged Storm Sewer Construction and Concrete Pipe Cap
2. Connect to existing intake or Manhole

STORM SEWER PROFILE

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER M.12

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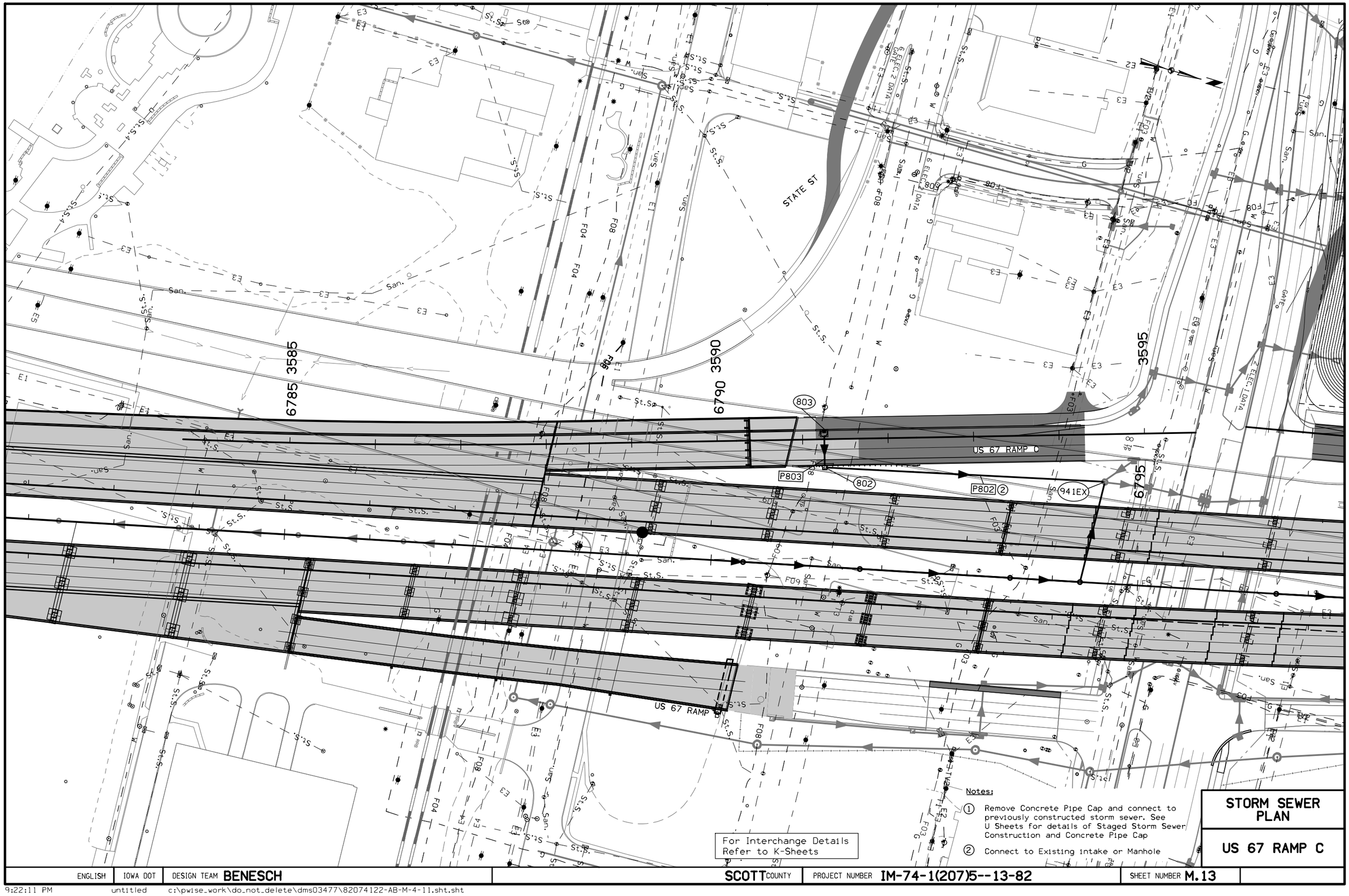


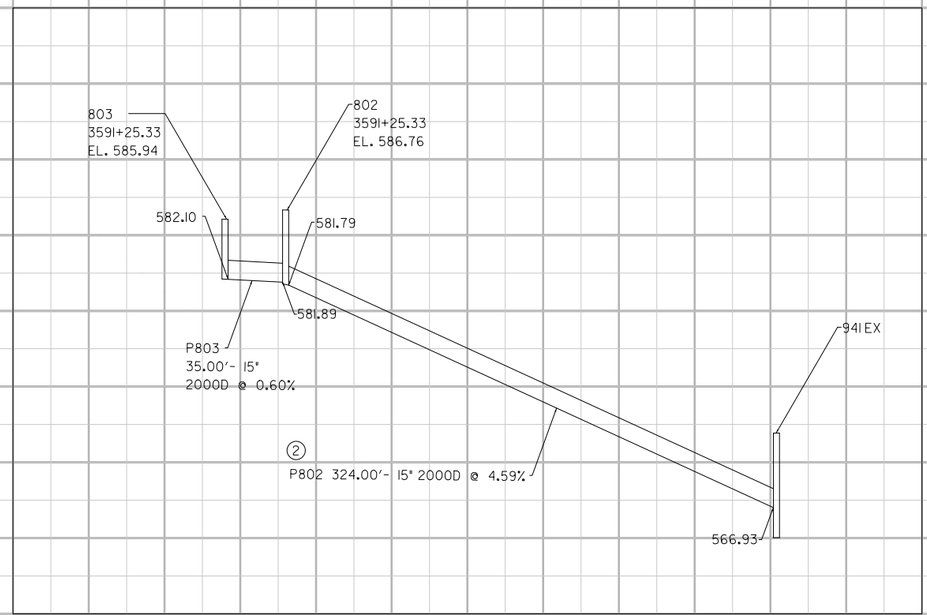
Notes:

1. Remove Concrete Pipe Cap and connect to previously constructed storm sewer. See U Sheets for details of Staged Storm Sewer Construction and Concrete Pipe Cap
2. Connect to Existing intake or Manhole

STORM SEWER PLAN

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER M.13



Notes:

① Remove Concrete Pipe Cap and connect to previously constructed storm sewer. See U Sheets for details of Staged Storm Sewer Construction and Concrete Pipe Cap

② Connect to existing Intake or Manhole

STORM SEWER PROFILE

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **M.14**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms03477\82074122-AB-M-4-12.sht.sht

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 — Date: Dec 07, 2012

Printed or Typed Name: Todd M. Artz

My license renewal date is December 31, 2014

Pages or sheets covered by this seal: N.1 – N.4

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

TRAFFIC SIGNAL PLAN

GENERAL NOTES

ENGLISH	IOWA DOT	DESIGN TEAM HANSON	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER N.1

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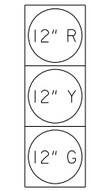
TRAFFIC SIGNAL FACES



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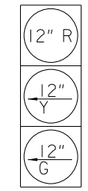
(15-REQ'D)



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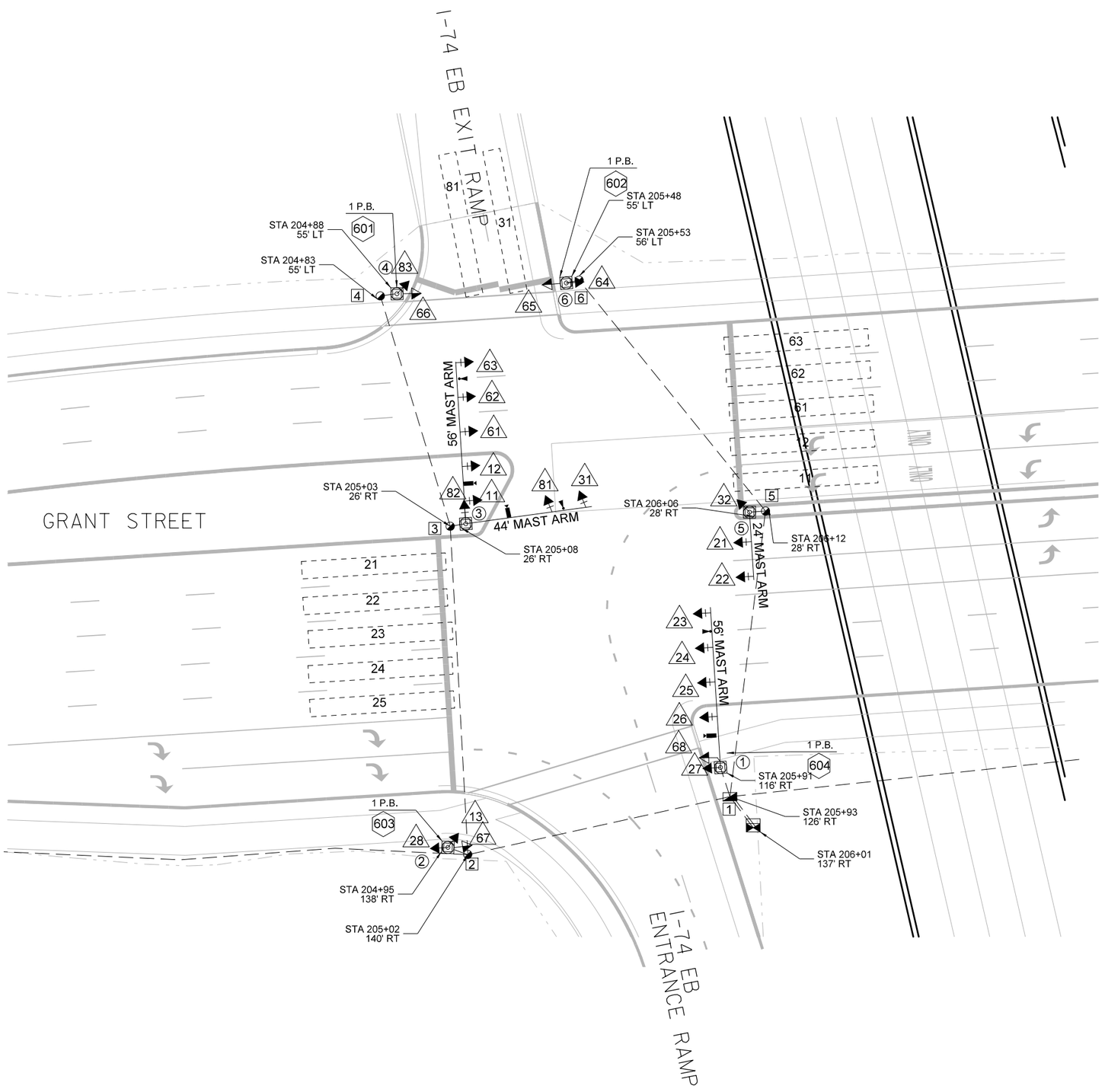
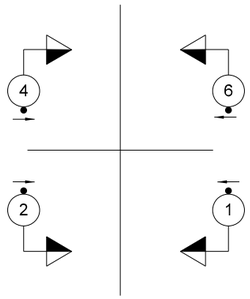
(5-REQ'D)

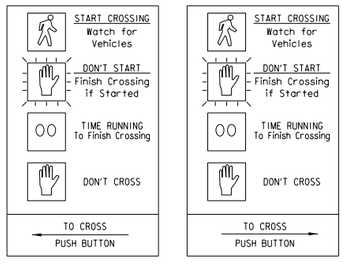
NO. 65, 66, 67, 68
(4-REQ'D)



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 EASTBOUND RAMPS

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **N.2**

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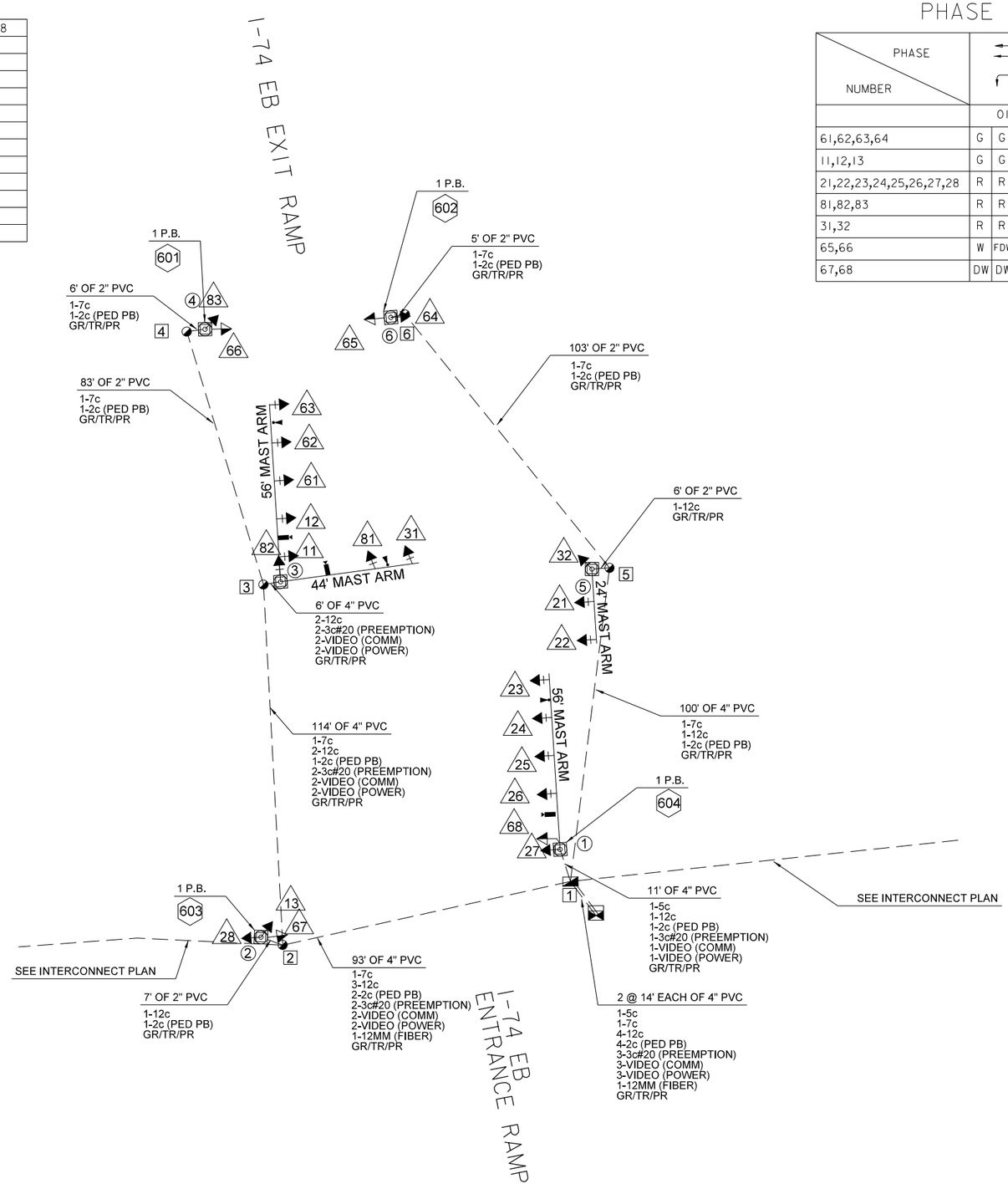
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN	10	10	10			10		
PASSAGE	3	3	3			3		
MAXIMUM I	60	60	60			60		
MAXIMUM II								
YELLOW CHANGE	4	4	4			4		
RED CLEARANCE	1	2	3			2		
WALK	7		7					
PEDESTRIAN CLEARANCE	16		22					
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	06 01				06 02				03								FLASHING
	01+06				02+06				03								
61,62,63,64	G	G	Y	R	G	G	Y	R	R	R	R	R					R
11,12,13	G	G	Y	R	R	R	R	R	R	R	R	R					R
21,22,23,24,25,26,27,28	R	R	R	R	G	G	Y	R	R	R	R	R					R
81,82,83	R	R	R	R	R	R	R	R	G	G	Y	R					R
31,32	R	R	R	R	R	R	R	R	G	G	Y	R					R
65,66	W	FDW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW					-
67,68	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	VIDEO			6	1	X			
11,12	VIDEO			1	1	X			
21,22,23,24,25	VIDEO			2	1	X			
81	VIDEO			3	1	X			
31	VIDEO			3	1	X			
601,602		X		6					
603,604		X		3					

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

TRAFFIC SIGNAL PLAN

US 67 AND EASTBOUND RAMPS

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	SCOTT COUNTY	PROJECT NUMBER **IM-74-1(207)5--13-82**	SHEET NUMBER **N.3**

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494' OF 2" PVC
(HANDHOLE 1 TO HANDHOLE 2)
1-12MM (FIBER)
GR\TR\PR

263' OF 2" PVC
(HANDHOLE 1 TO HANDHOLE 1)
1-12MM (FIBER)
GR\TR\PR

302' OF 2" PVC
(HANDHOLE 4 TO HANDHOLE I1)
1-12MM (FIBER)
GR\TR\PR

I1
STA 212+61
76' RT

389' OF 2" PVC
(HANDHOLE I1 TO HANDHOLE 2)
1-12MM (FIBER)
GR\TR\PR

131' OF 2" PVC
(HANDHOLE 3 TO HANDHOLE 4)
1-12MM (FIBER)
GR\TR\PR

382' OF 2" PVC
(HANDHOLE 1 TO HANDHOLE 2)
1-12MM (FIBER)
GR\TR\PR

0 FEET 50

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

TRAFFIC SIGNAL PLAN

INTERCONNECT PLAN

ENGLISH	IOWA DOT	DESIGN TEAM HANSON	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER N.4

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ESTIMATE OF ITS INFRASTRUCTURE QUANTITIES•

100-1B
10-29-02

Item No.	Item		Unit	Estimated Total	As Built Quan.
1	DMS CABINET (POLE MOUNTED)	(4)	EACH	1	
2	LANE UT CABINET (POLE MOUNTED)	(4)	EACH	1	
3	TYPE I HANDHOLE	(4)	EACH	2	
4	TYPE III HANDHOLE	(4)	EACH	2	
5	2" HDPE CONDUIT	(4)	LIN FT	720	
6	1C #12 TRACER WIRE	(4)	LIN FT	360	
7	#6 THHN COPPER (POWER)	(4)	LIN FT	3050	
8	#8 THHN COPPER (GROUND)	(4)	LIN FT	1525	
9	REMOVE AUTOMATED GATE	(4)	EACH	2	
10	REMOVE CABINET (PAD MOUNTED)	(4)	EACH	3	
11	REMOVE CABLE	(4)	LIN FT	3225	
12	REMOVE LED SIGN POLE	(4)	EACH	4	

PROJECT NOTE:
THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:
(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (77.23% IOWA/27.77% BETTENDORF COST)
(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)
(5) DIVISION 5 PAY ITEM (XX% BETTENDORF/XX% MOLINE COST/XX% DAVENPORT)

• ALL ITEMS LISTED IN THIS TABLE ARE INCLUDED IN ITEM CODE 2599-9999010 FURNISH & INSTALL ITS INFRASTRUCTURE L SUM.

DELIVERY AND STOCKPILING

110-13
04-20-10

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
DELIVER AUTOMATED GATE TO IOWA DOT	2	EACH	Iowa DOT Davenport Maintenance Shop 8721 Northwest Blvd, Davenport, IA 52806	563-391-3920	(4)
DELIVER CABINET (PAD MOUNTED) TO IOWA DOT	3	EACH			
DELIVER LED SIGN POLE TO IOWA DOT	4	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 HH1	EX HH2	300•					1
EX2	EX CABINET A	EX CABINET B	210•					2
EX3	POWER CABINET 1	LED RAMP SIGN	445•					3
EX4	POWER CABINET 2	LED RAMP SIGN	390•					3
3D	HH3-3	HH3-5	420			2	1	
3F	HH3-5	HH3-7	140			4	2	
3G	HH3-5	HH3-8	325			2	1	
4A	HH3-3/HH3-4	HH4-1/HH4-2	150	2	1	2	1	
4B	HH4-1/HH4-2	LANE UT 2	35	2	1	2	1	
4C	HH3-8/HH3-9	HH4-3/HH4-4	150	2	1	2	1	
4D	HH4-3/HH4-4	DMS 1	25	2	1	2	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
HH3-7	I		280	140
HH4-1	I		140	70
HH4-2	III			
HH4-3	I		140	70
HH4-4	III			

LISTING OF CABINET WORK

Cabinet Label	Sheet Number	Cabinet Type	Pole Mount	Pad Mount
CABINET 5	N.8	LANE UT	X	
CABINET 6	N.8	DMS	X	

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.

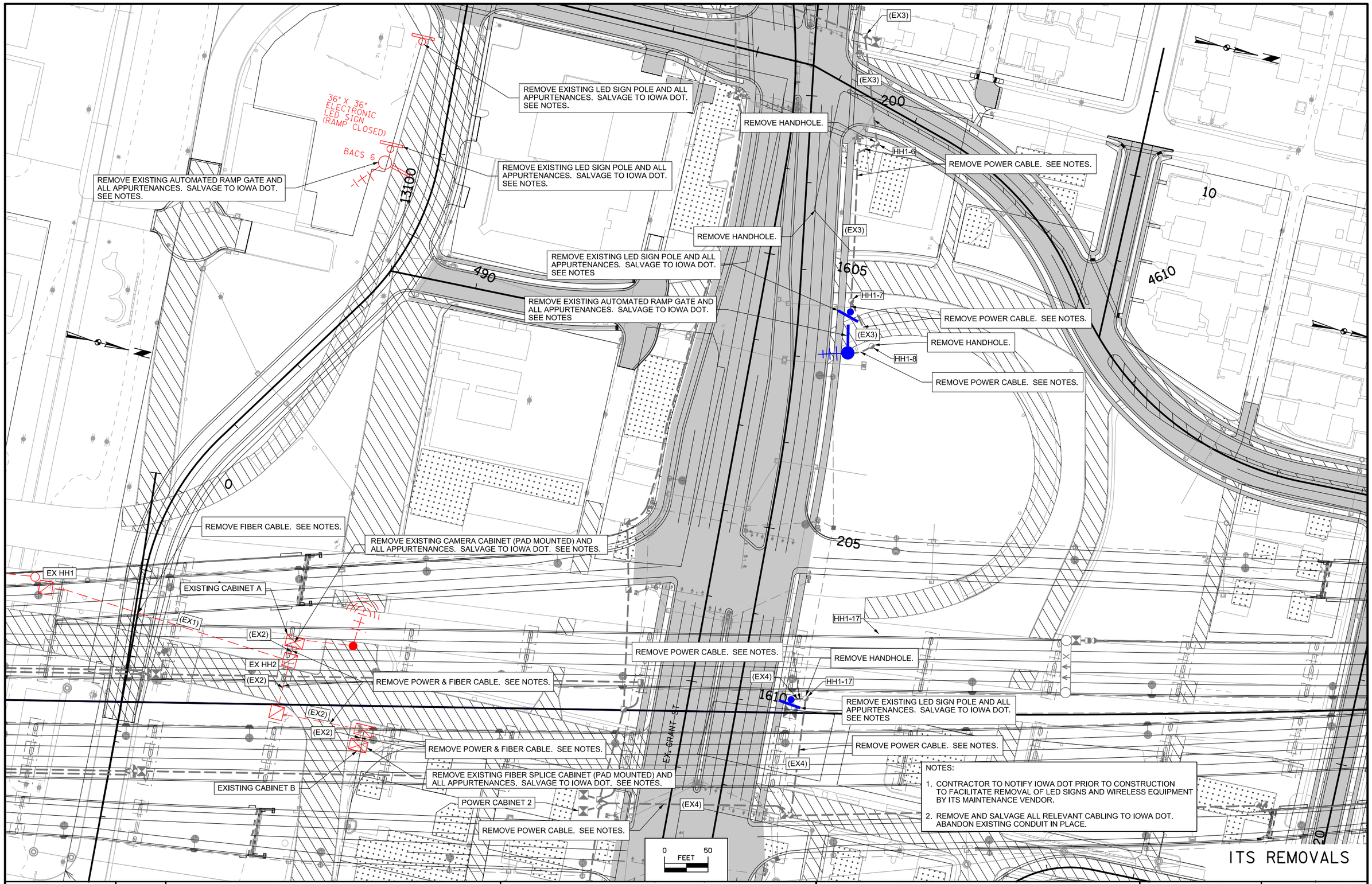
16. LINEAR MEASUREMENTS ARE TAKEN BETWEEN POLE BASE, HANDHOLE, AND JUNCTION BOX CENTERS AND DO NOT INCLUDE ALLOWANCES FOR VERTICAL RISES OR SPLICES.

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



ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER N.7

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LANE UTILIZATION TRUSS 2 - STA 6820+00
(TRUSS INSTALLED BY OTHERS)
1 - INSTALL LANE UT CABINET 5 (POLE MOUNTED).
TERMINATE POWER IN CABINET

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

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

DMS TRUSS 1 - STA 6827+50
(TRUSS INSTALLED BY OTHERS)
1 - INSTALL DMS CABINET 6 (POLE MOUNTED).
TERMINATE POWER IN CABINET

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

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

INSTALL HANDHOLE (Type I).
SEE NOTE 1.

HH4-1

HH4-2

INSTALL HANDHOLE (Type III).
SEE NOTE 1.

(4B)

INSTALL HANDHOLE (Type I).
SEE NOTE 1.

(4D)

HH4-3

HH4-4

INSTALL HANDHOLE (Type III).
SEE NOTE 1.

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

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

(4A)

(4C)

HH3-3

HH3-4

(3D)

HH3-7

(3F)

HH3-5

(3F)

HH3-8

HH3-9

HANDHOLE (TYPE III)
SEE CONTRACT 206
IOWA ROADWAY C

HANDHOLE (TYPE I)
SEE CONTRACT 206
IOWA ROADWAY C

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

HANDHOLE (TYPE I)
SEE CONTRACT 206
IOWA ROADWAY C

CONDUIT (3D)
SEE CONTRACT 206
IOWA ROADWAY C

CONDUIT (3F)
SEE CONTRACT 206
IOWA ROADWAY C

EXISTING 2" CONDUIT
4 - #6 POWER
2 - #8 GROUND

HANDHOLE (TYPE I)
SEE CONTRACT 206
IOWA ROADWAY C

CONDUIT (3F)
SEE CONTRACT 206
IOWA ROADWAY C

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

HANDHOLE (TYPE III)
SEE CONTRACT 206
IOWA ROADWAY C

EX. I-74 EXIT RAMP

EX. HIGHLAND PARK DR

EX. KIMBERLY RIDGE RD

EX. HIGHLAND CT

EX. HIGHLAND PARK DR

DMS

6820

6825

6830

6835

3535

74

74

0 FEET 50

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.

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER N.8

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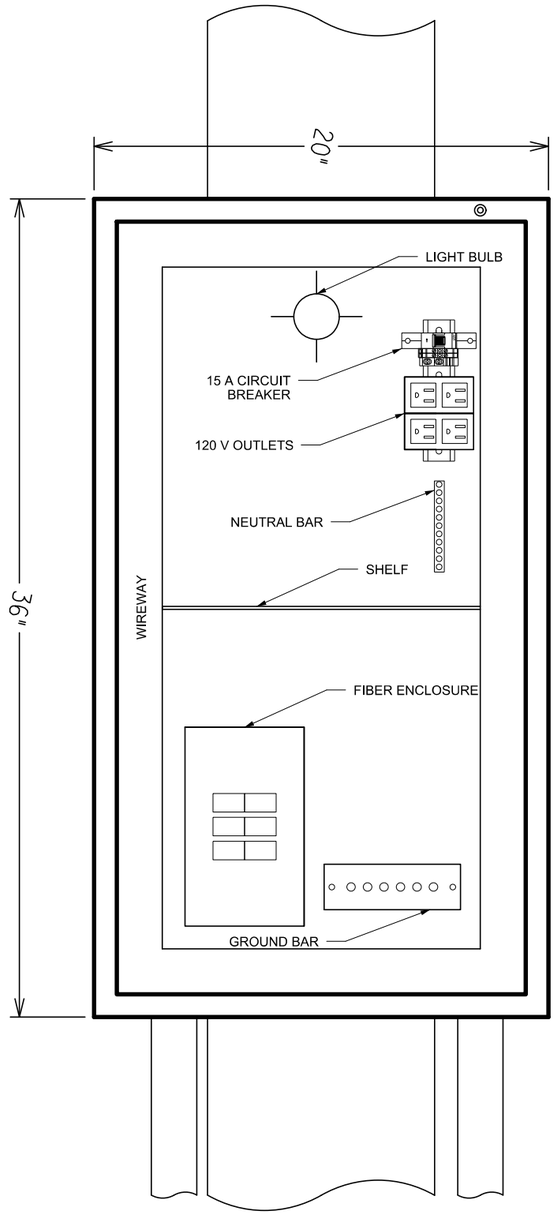
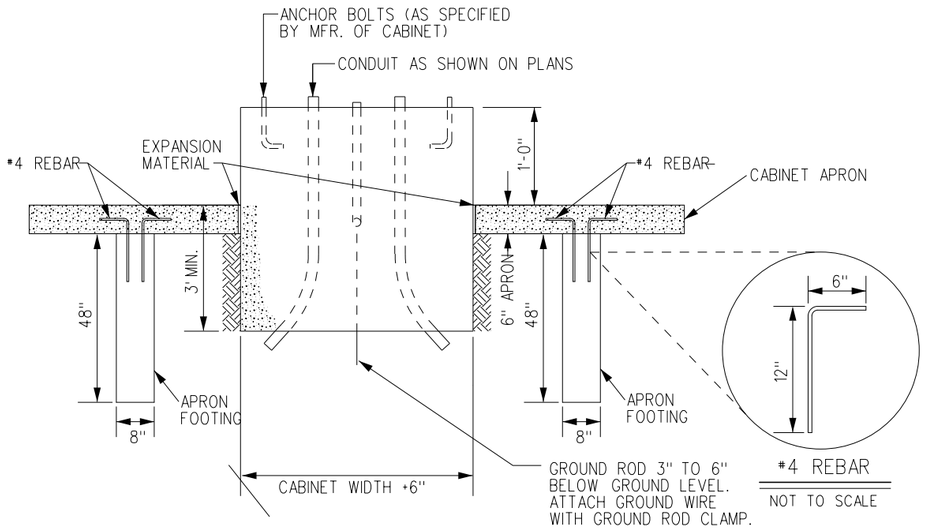
POLE MOUNTED CABINET FOR CAMERA CABINETS, SENSOR CABINETS,
LANE UT CABINETS, DMS CABINETS, AND JOINT CABINETS.

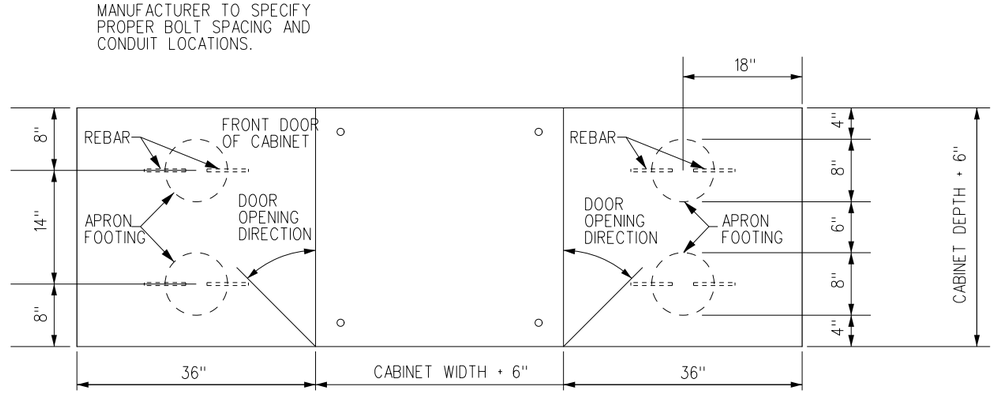


ITS DETAILS



ITS CABINET FOOTING

NOT TO SCALE



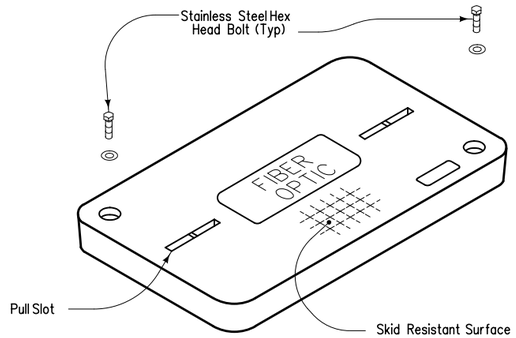
ITS CABINET CONCRETE APRON

NOT TO SCALE

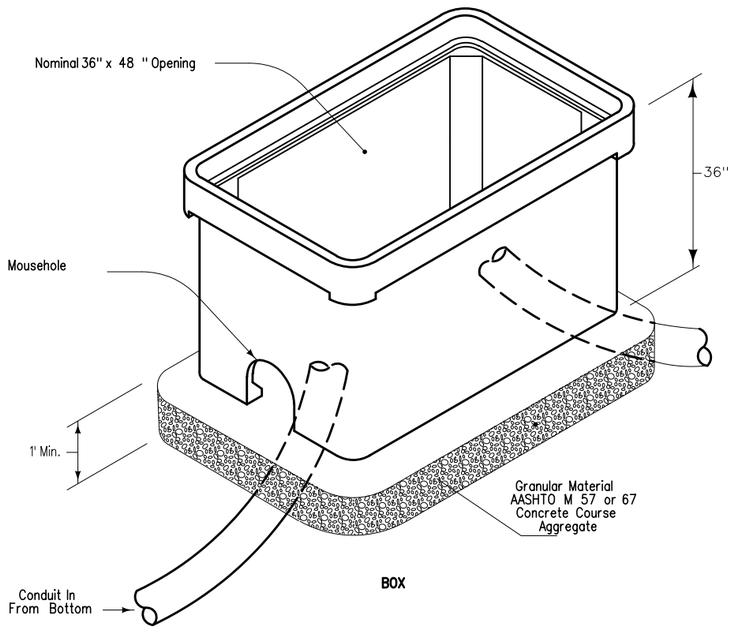
GENERAL NOTES

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



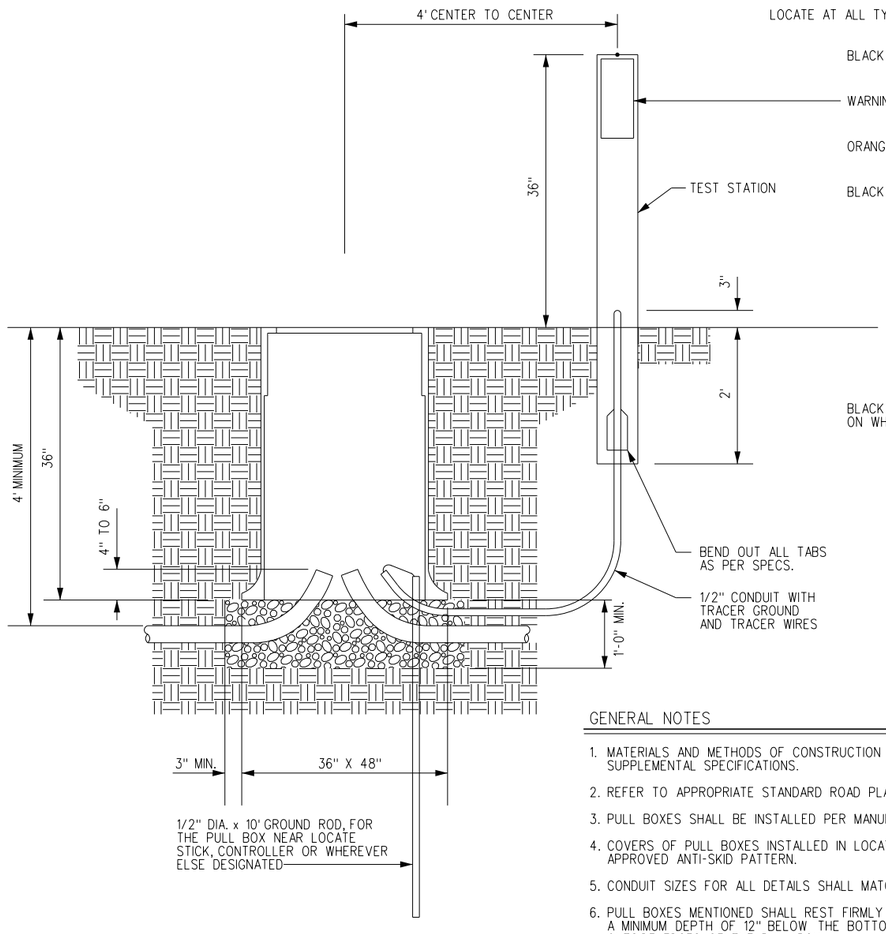
COVER



BOX

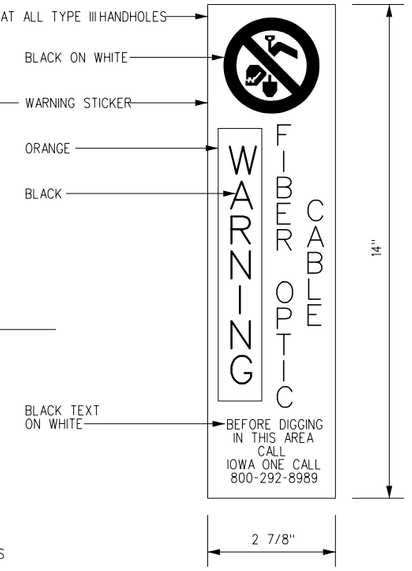
TYPE III HANDHOLE
(FIBER REINFORCED CONCRETE)

NOT TO SCALE



TYPE III HANDHOLE WITH TEST STATION FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



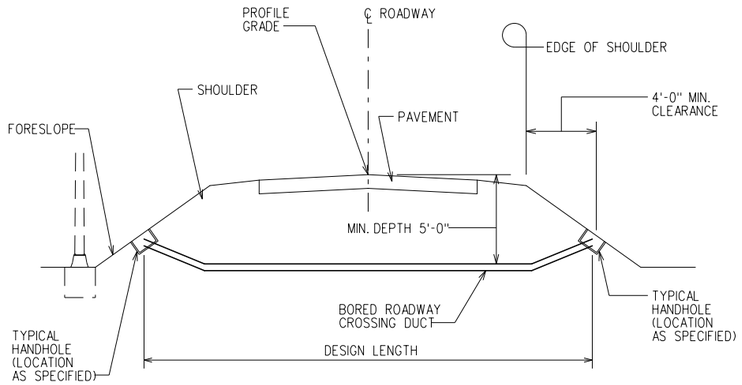
TEST STATION

NOT TO SCALE

GENERAL NOTES

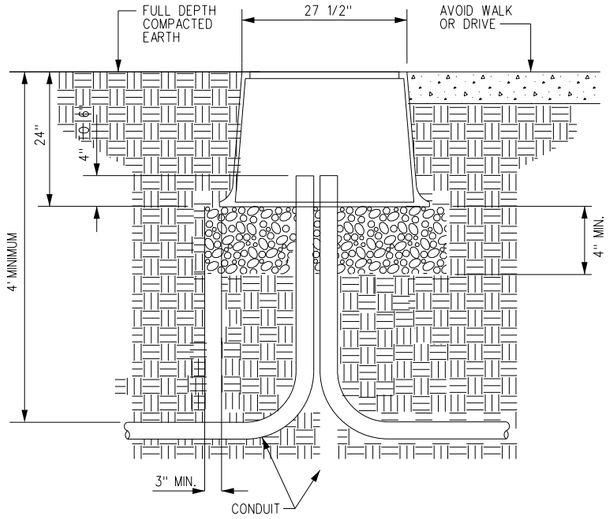
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. REFER TO APPROPRIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR ADDITIONAL DETAILS.
3. PULL BOXES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED HEREIN.
4.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



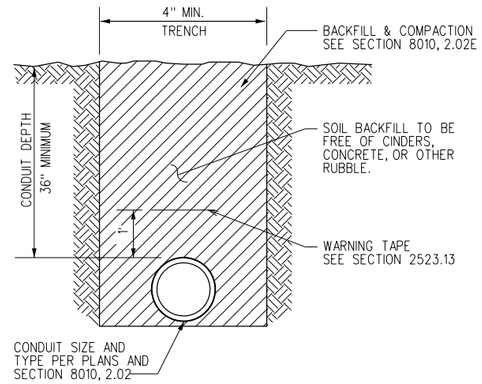
TYPICAL ROADWAY TRANSVERSE SECTION WITH HANDHOLE ON SLOPE

NOT TO SCALE



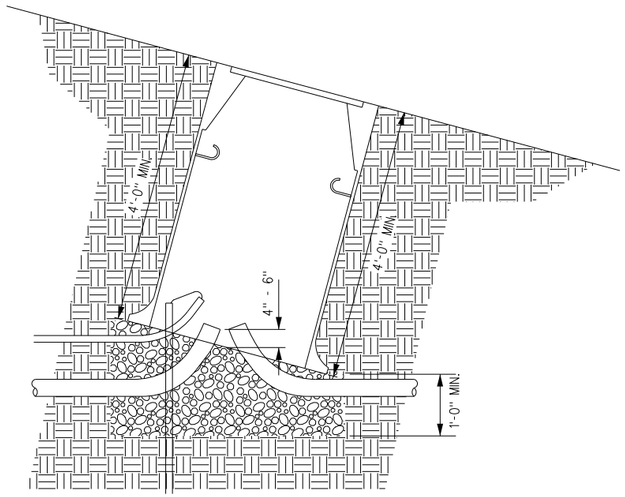
TYPE I HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



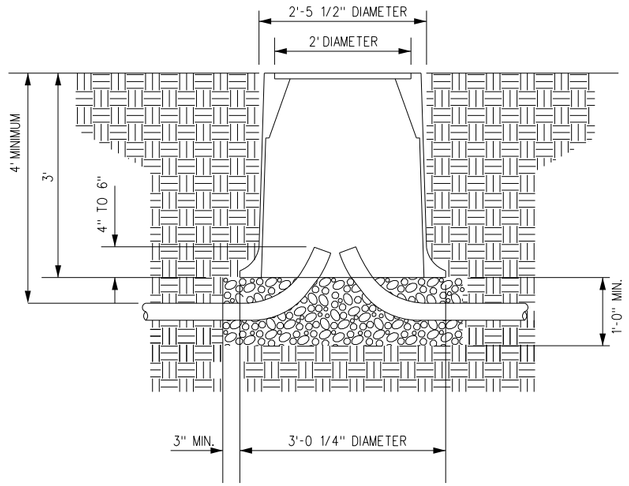
CONDUIT IN TRENCH

NOT TO SCALE



HANDHOLE ON SLOPE

NOT TO SCALE



TYPE II HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE

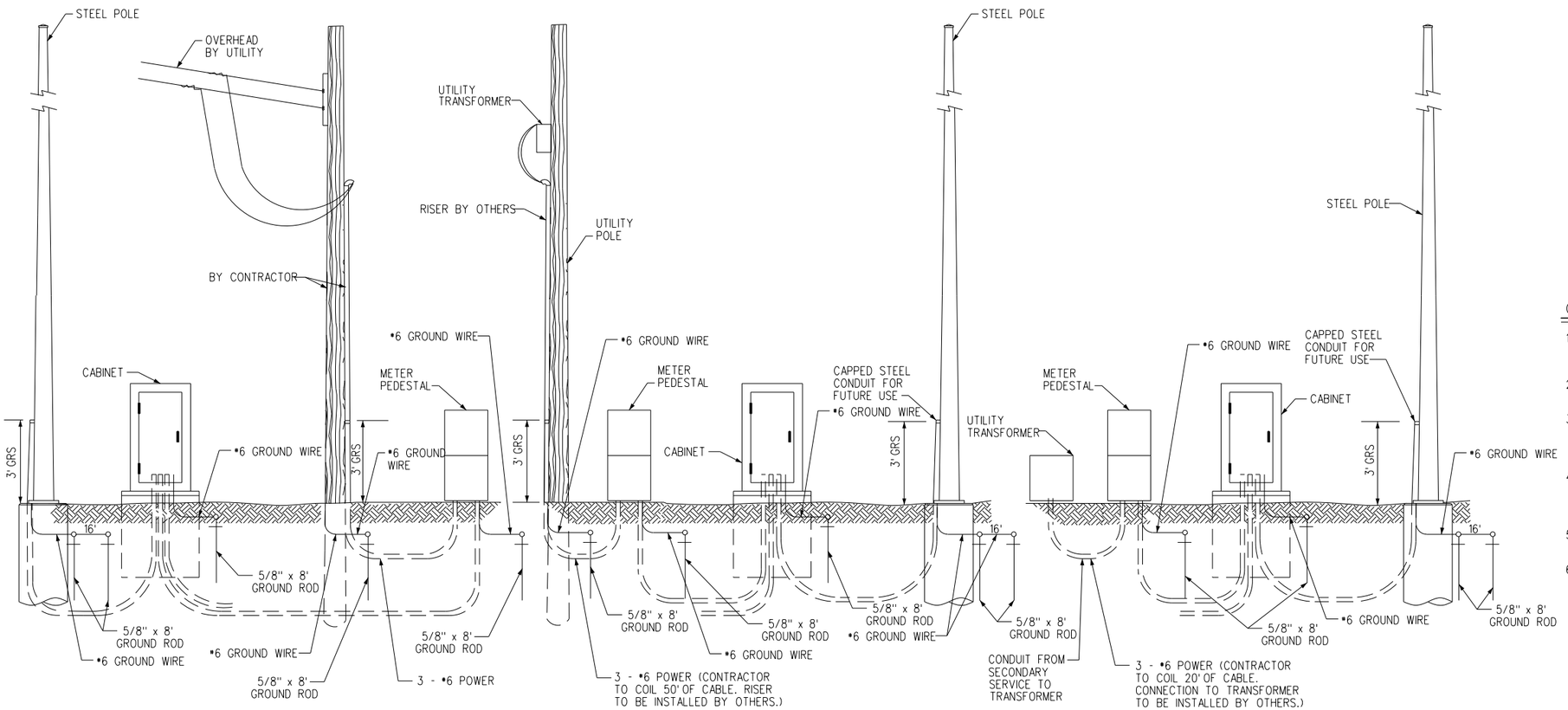
GENERAL NOTES

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.

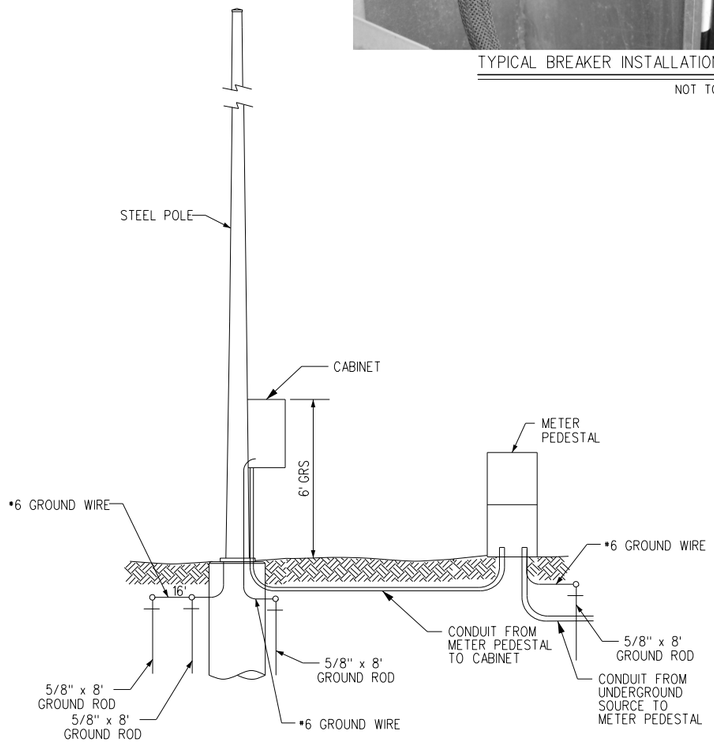
ITS DETAILS

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

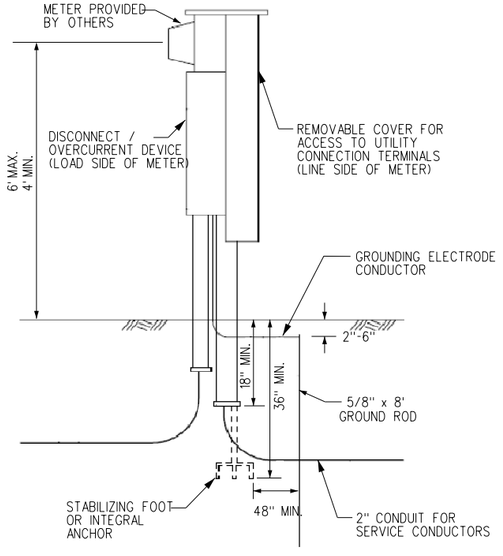
TYPICAL BREAKER INSTALLATION IN SIGNAL/CONTROLLER CABINET

NOT TO SCALE



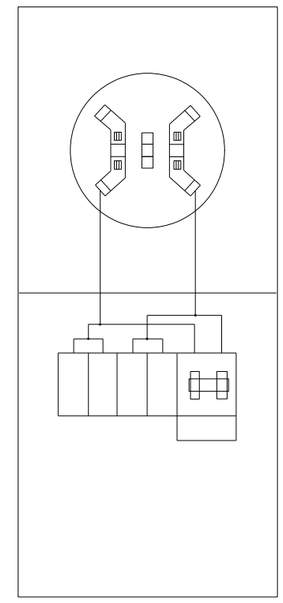
STEEL POLE DEVICE ASSEMBLY

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

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. 4 AWG - CIRCUIT E1 FROM LIGHTING CONTROLLER E TO E0108
NO. 6 AWG - CIRCUIT E2 FROM LIGHTING CONTROLLER E TO E0207
NO. 6 AWG - CIRCUIT E3 FROM EXISTING HANDHOLE TO E0308
NO. 4 AWG - CIRCUIT E4 FROM EXISTING E0301 TO E0408
NO. 2 AWG - CIRCUIT E5 FROM EXISTING E1009 TO E0501
NO. 2 AWG - CIRCUIT E6 FROM EXISTING E1009 TO E0601
NO. 2 AWG - CIRCUIT E7 FROM EXISTING E0911 TO E0701
NO. 2 AWG - CIRCUIT E8 FROM EXISTING E0911 TO E0801
NO. 4 AWG - CIRCUIT E9 FROM EXISTING E1009 TO E0901
NO. 4 AWG - CIRCUIT E10 FROM EXISTING E1009 TO E1001
NO. 8 AWG - CIRCUIT F5 FROM EXISTING F0606 TO F0508
NO. 8 AWG - CIRCUIT F6 FROM EXISTING F0606 TO F0607
NO. 8 AWG - CIRCUIT G5 FROM EXISTING G0603 TO G0504
NO. 8 AWG - CIRCUIT G6 FROM EXISTING G0603 TO G0605

TABULATION OF LIGHTING REMOVALS

LOCATION		
STATION	OFFSET	ALIGNMENT
6790+65.2	340.7' LT	I-74
6791+38.4	510.5' LT	I-74
6791+93.1	707.6' LT	I-74
6796+43.5	335.4' LT	I-74
6797+17.2	419.9' LT	I-74
6798+32.4	424.0' LT	I-74
6799+11.2	344.5' LT	I-74
6799+07.8	231.3' LT	I-74
6823+53.6	125.4' LT	I-74
6824+97.6	65.5' LT	I-74
6826+51.0	89.8' LT	I-74
6828+49.3	81.0' LT	I-74
6830+48.0	80.5' LT	I-74
6832+47.8	80.2' LT	I-74

PROJECT NOTE

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

TABULATION OF ELECTRICAL DUCTS

108-2
08-20-85

Location	Conduit Type	No. Of Cond.	Dia. Inches	Length Feet	Remarks	
E0108 TO E0207	SCH 40 PLASTIC	1	2	153	CIRCUIT E1	(1)
E0207 TO HANDHOLE	SCH 40 PLASTIC	1	2	290	CIRCUITS E1 & E2	(1)
HANDHOLE TO HANDHOLE	CONC. EMBEDDED	1	2	803	CIRCUITS E1 & E2	SEE PLAN NOTE 9 (1)
HANDHOLE TO E0109	SCH 40 PLASTIC	1	2	592	CIRCUITS E1 & E2	(1)
E0109 TO E0201	EXISTING CONDUIT	1	2	59	CIRCUITS E1 & E2	(1)
E0201 TO CONTROLLER E	SCH 40 PLASTIC	1	2	180	CIRCUITS E1 & E2	(1)
E0308 TO EXISTING HANDHOLE	SCH 40 PLASTIC	1	2	25	CIRCUIT E3	(1)
E0407 TO EXISTING E0301	SCH 40 PLASTIC	1	2	41	CIRCUIT E4	(1)
END OF BARRIER WALL TO E0501/E0601	CONC. EMBEDDED	1	3	140	EMPTY	SEE PLAN NOTE 9 (1)
E0501/E0601 TO E0502/E0602	SCH 80 PLASTIC	1	3	891	CIRCUITS E5 & E6	SEE PLAN NOTE 9 (1)
E0502/E0602 TO E0701/E0801	CONC. EMBEDDED	1	3	891	CIRCUITS E5 & E6	SEE PLAN NOTE 9 (1)
E0701/E0801 TO E0901/E1001	CONC. EMBEDDED	1	3	1080	CIRCUITS E5, E6, E7 & E8	SEE PLAN NOTE 9 (1)
E0901/E1001 TO E0908/E1008	CONC. EMBEDDED	1	3	945	CIRCUITS E5, E6, E7, E8, E9 & E10	SEE PLAN NOTE 9 (1)
E0908/E1008 TO EXISTING E1009	EXISTING CONDUIT	1	2	161	CIRCUITS E5, E6, E9 & E10	(1)
E0908/E1008 TO EXISTING E0911	EXISTING CONDUIT	1	2	161	CIRCUITS E7 & E8	(1)
G0606 TO G0505	EXISTING CONDUIT	1	2	120	CIRCUIT G6	(1)
F0607 TO F0507	SCH 80 PLASTIC	1	2	85	CIRCUIT F6	(1)
F0508 TO F0507	SCH 80 PLASTIC	1	2	96	CIRCUIT F5	(1)
F0507 TO EXISTING F0606	SCH 40 PLASTIC	1	2	128	CIRCUITS F5 & F6	(1)
G0605 TO G0504	SCH 40 PLASTIC	1	2	121	CIRCUITS G5 & G6	(1)
G0504 TO EXISTING BRIDGE CONDUIT	SCH 40 PLASTIC	1	2	296	CIRCUITS G5 & G6	(1)
G0505 TO G0605	EXISTING CONDUIT	1	2	XX	CIRCUITS G5 & G6	(1)
K0705 TO IDENTITY ELEMENT	SCH 40 PLASTIC	1	2	115	CIRCUIT K7	(2)

TABULATION OF WIRE, CABLE AND CONNECTORS

108-12
02-11-00

CIRCUIT NUMBER	RM-40 CONNECTORS								PHASE LINES										GROUND		REMARKS
	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	TYPE	QUAN. NO.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	SIZE A.W.G.	QUAN. L.F.	
E1	L-1	8	L-2	2	Y-1	7	Y-3	-	-	-	2	4154	-	-	-	-	10	0	-	-	(1)
E2	L-1	7	L-2	2	Y-1	6	Y-3	-	-	-	-	-	6	3848	-	-	10	0	-	-	(1)
E3	L-1	1	L-2	1	Y-1	-	Y-3	1	-	-	-	-	6	90	-	-	10	90	-	-	(1)
E4	L-1	1	L-2	1	Y-1	-	Y-3	1	-	-	4	122	-	-	-	-	10	90	-	-	(1)
E5	L-1	6	L-2	1	Y-1	5	Y-3	-	2	6154	-	-	-	-	-	-	10	0	-	-	(1)
E6	L-1	6	L-2	1	Y-1	5	Y-3	-	2	6154	-	-	-	-	-	-	10	0	-	-	(1)
E7	L-1	8	L-2	1	Y-1	7	Y-3	-	2	4372	-	-	-	-	-	-	10	0	-	-	(1)
E8	L-1	8	L-2	1	Y-1	7	Y-3	-	2	4372	-	-	-	-	-	-	10	0	-	-	(1)
E9	L-1	8	L-2	1	Y-1	7	Y-3	-	-	-	4	2212	-	-	-	-	10	0	-	-	(1)
E10	L-1	8	L-2	-	Y-1	8	Y-3	-	-	-	4	2212	-	-	-	-	10	0	-	-	(1)
F5	L-1	4	L-2	2	Y-1	3	Y-3	1	-	-	-	-	-	-	8	1184	10	0	-	-	(1)
F6	L-1	3	L-2	1	Y-1	2	Y-3	-	-	-	-	-	-	-	8	1232	10	0	-	-	(1)
G5	L-1	5	L-2	8	Y-1	3	Y-3	1	-	-	-	-	-	-	8	592	10	0	-	-	(1)
G6	L-1	6	L-2	7	Y-1	4	Y-3	1	-	-	-	-	-	-	8	834	10	0	-	-	(1)
K7	L-1	1	L-2	-	Y-1	1	Y-3	-	-	-	4	270	-	-	-	-	-	-	-	-	(2)
COMMON GROUND									-	-	-	-	-	-	-	-	-	-	6	6690	(1)

DELIVERY AND STOCKPILING

110-13
MODIFIED

ITEM DESCRIPTION	QUANTITY	UNITS	DELIVERY LOCATION	CONTACT NAME & NUMBER	REMARKS
LIGHTING POLE	14	EACH	IOWA DOT DAVENPORT MAINTENANCE SHOP	563-391-3920	ML LIGHTING REMOVAL (4)
			8721 NORTHWEST BLVD		
			DAVENPORT, IA 52806		

LIGHTING QUANTITIES

TABULATION OF LIGHTING INSTALLATIONS

(1) RM-39

108-1
MODIFIED

LOCATION				RM-31			FOOTING TYPE (1)	REMARKS
NO.	STATION	OFFSET	ALIGNMENT	TYPE	A	E		
E0101	205+83.5	41.5' LT	US-67 WB				RM-39	SEE PLAN NOTE 1 (1)
E0102	1497+28.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0103	1500+08.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0104	1502+88.0	BARRIER WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 2 (1)
E0105	1505+88.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3 (1)
E0106	1508+88.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3 (1)
E0107	1511+88.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0108	1514+88.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0109	-	-	US-67 RAMP A	-	-	-	RM-39	SEE PLAN NOTE 1 (1)
E0201	-	-	US-67 RAMP A	-	-	-	RM-39	SEE PLAN NOTE 1 (1)
E0202	1498+68.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0203	1501+44.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0204	1504+38.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3 (1)
E0205	1507+38.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3 (1)
E0206	1510+38.0	RETAINING WALL	US-67 RAMP A	-	-	-	-	SEE PLAN NOTE 3 (1)
E0207	1513+38.0	14.0' LT	US-67 RAMP A				RM-39	SEE PLAN NOTE 1 (1)
E0308	-	-	US-67 WB	-	-	-	-	SEE PLAN NOTE 5 (1)
E0407	-	-	US-67 WB	-	-	-	RM-39	SEE PLAN NOTE 1 (1)
E0501/E0601	6835+60.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0502/E0602	6833+44.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0503/E0603	6831+99.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0504/E0604	6830+54.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0505/E0605	6829+09.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0506/E0606	6827+64.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0701/E0801	6826+19.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0702/E0802	6824+74.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0703/E0803	6823+29.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0704/E0804	6821+84.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0705/E0805	6820+39.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0706/E0806	6818+94.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0707/E0807	6817+49.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0708/E0808	6816+04.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0901/E1001	6814+59.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0902/E1002	6813+14.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0903/E1003	6811+69.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0904/E1004	6810+24.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0905/E1005	6808+79.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0906/E1006	6807+34.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0907/E1007	6805+89.0	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
E0908/E1008	6804+43.5	BARRIER WALL	I-74 ML	-	-	-	-	SEE PLAN NOTE 4 (1)
F0507	-	-	US-67 RAMP B	-	-	-	RM-39	SEE PLAN NOTE 1 (1)
G0505	-	-	US-67 EB	-	-	-	-	SEE PLAN NOTE 5 (1)
F0508	-	-	US-67 EB	-	-	-	-	SEE PLAN NOTE 5 (1)
F0607	-	-	US-67 EB	-	-	-	RM-39	SEE PLAN NOTE 1 (1)
G0606	-	-	US-67 EB	-	-	-	-	SEE PLAN NOTE 5 (1)
G0503	3591+08.5	28.4' LT	US-67 RAMP C				RM-39	SEE PLAN NOTE 1 (1)
G0504	3593+78.5	28.4' LT	US-67 RAMP C				RM-39	SEE PLAN NOTE 1 (1)
G0604	3592+43.5	28.4' LT	US-67 RAMP C				RM-39	SEE PLAN NOTE 1 (1)
G0605	-	-	US-67 EB	-	-	-	RM-39	SEE PLAN NOTE 1 (1)

LIGHTING QUANTITIES

ROADWAY LIGHTING GENERAL NOTES:

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

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

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

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

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

F. COMPLETELY REMOVE ALL ABANDONED LIGHT POLE FOOTINGS AND HANDHOLES, BACKFILL AND COMPACT.

G. 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.

H. 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.14. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

2. STATE LIGHTS INSTALLED ON BRIDGE PARAPETS:
INSTALL PROPOSED LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE SHALL BE MOUNTED ON BRIDGE PARAPET WALL AS PER THE DETAIL ON SHEET P.14.

3. STATE LIGHTS INSTALLED ON RETAINING WALL:
INSTALL PROPOSED LIGHT POLE, MAST ARM AND LUMINAIRE. LIGHT POLE SHALL BE MOUNTED ON THE RETAINING WALL AS PER THE DETAIL ON SHEET P.14.

4. STATE TWIN ROADWAY LIGHTS:
INSTALL PROPOSED LIGHT POLE, MAST ARMS AND LUMINAIRES. LIGHT POLE SHALL BE MOUNTED BETWEEN THE BARRIER WALLS AS PER DETAIL SHOWN ON SHEET P.14.

5. LUMINAIRE AT COMBINATION POLE:
INSTALL PROPOSED LUMINAIRE AND MAST ARM ON COMBINATION TRAFFIC SIGNAL POLE. SEE TRAFFIC SIGNAL PLANS FOR EXACT POLE LOCATION. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH COMBINATION POLE FOUNDATION.

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

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

8. CAP AND SEAL CONDUIT FOR FUTURE CONNECTION.

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

10. 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.

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

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

13. REMOVE EXISTING LIGHTING CONTROLLER AND FOUNDATION AND DISPOSE. BACKFILL AND COMPACT.

14. 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

SEE PLAN NOTE 10

SEE PLAN NOTE 11

SEE PLAN NOTE 10

SEE PLAN NOTE 10

SEE PLAN NOTE 10

SEE PLAN NOTE 10

US-67 GRANT ST

KIMBERLY RD

E5

EXISTING I-74

I-74 WESTBOUND

RAMP B

RAMP D

STATE ST

GRANT ST

US-67

BROWN ST

14TH ST

MISSISSIPPI BLVD

LEGEND:

EXISTING CIRCUIT CONDUCTOR

EXISTING LIGHT POLE TO BE REMOVED

EXISTING HANDOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

TEMPORARY WOOD POLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

0 FEET 50

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.4

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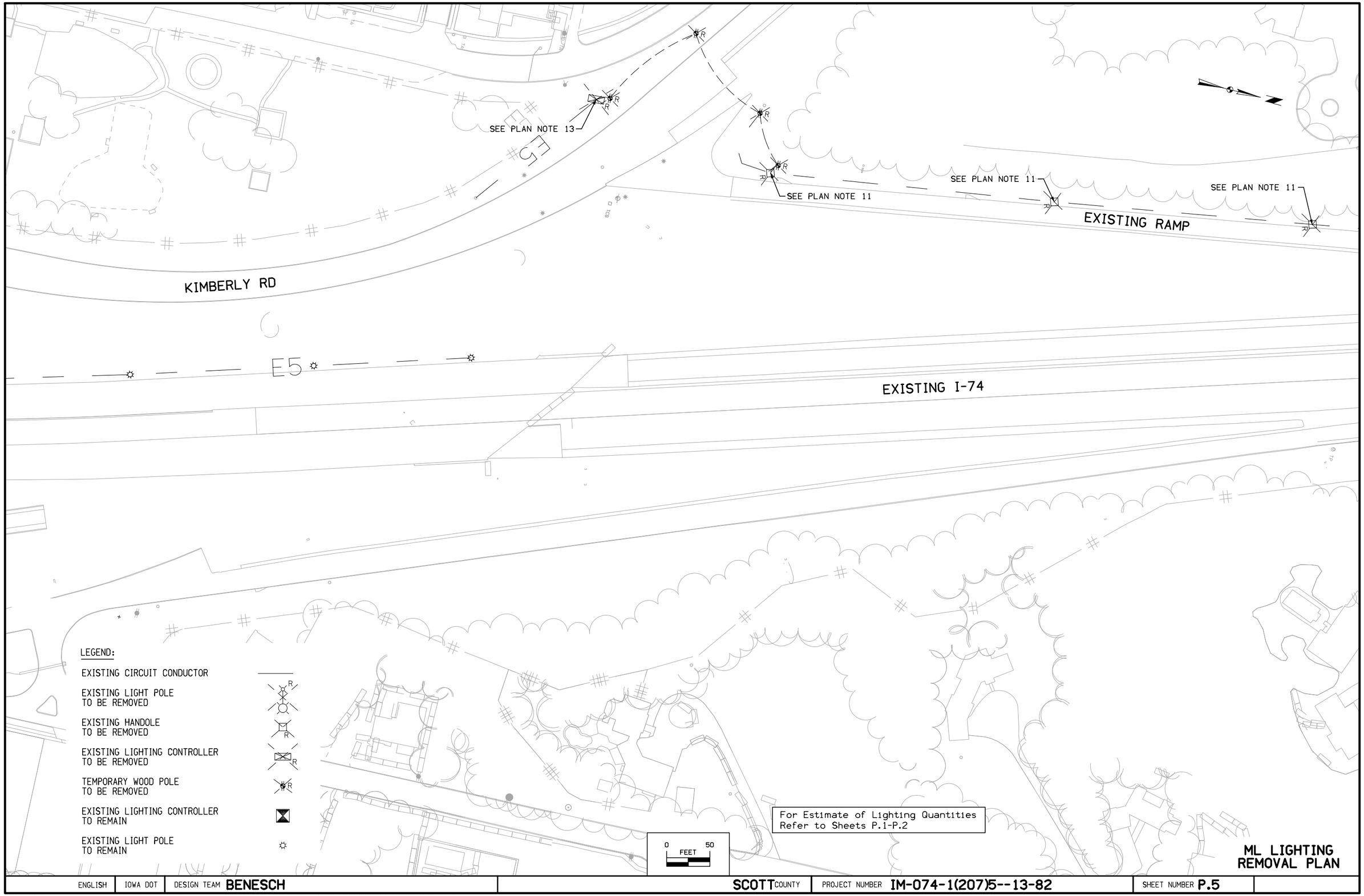

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.5

KIMBERLY RIDGE RD

EXISTING RAMP

SEE PLAN NOTE 10

SEE PLAN NOTE 10

SEE PLAN NOTE 10

SEE PLAN NOTE 10

SEE PLAN NOTE 10

EXISTING I-74

LINCOLN RD

LEGEND:

EXISTING CIRCUIT CONDUCTOR

EXISTING LIGHT POLE TO BE REMOVED

EXISTING HANDOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

TEMPORARY WOOD POLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

0 50
FEET

ML LIGHTING REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.6

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EX. I-74 EASTBOUND

EX. I-74 WESTBOUND

STATE ST

6780

6785

3585

3590

67

STA 3591+08.5
45-14-II-S-G0503

STA 3592+43.5
45-14-II-S-G0604

STA 3593+78.5
45-14-II-S-G0504

G5,G6

G5,G6

G5, G6

RAMP C

I-74 EASTBOUND

I-74 WESTBOUND

I-74 WESTBOUND

2580

2585

2590

RAMP B

EXISTING CONTROL PANEL F

EXISTING CONTROL PANEL G

EXISTING LIGHT

F5,F6

GILBERT ST

LEGEND:

	PROPOSED	EXISTING
LIGHTING CIRCUIT	———	— —
HANDHOLE	■	□
CONTROL STATION	⊠	⊠
ROADWAY LIGHT ASSEMBLY PARAPET MOUNT	●↓	○↓
ROADWAY LIGHT ASSEMBLY GROUND MOUNT	●○	○○
TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT	●○○	○○○
COMBINATION POLE LUMINAIRE	↑↑	↑↑

0 FEET 50

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.7

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GRANT ST

US-67

MISSISSIPPI BLVD

KIMBERLY RD

14TH ST

RAMP A

RAMP B

RAMP D

I-74 EASTBOUND

I-74 WESTBOUND

3595

6795

1500

6800

1505

6805

4505

4500

2595

EXISTING LIGHT
K0705

K7

STA 1608+18.44
45-14-II-S-G0606
SEE NOTE 14

STA 1608+04.87
45-14-II-S-G0605
SEE NOTE 14

STA 1609+01.25
45-14-II-S-G0505
SEE NOTE 14

STA 1496+80.8
45-14-II-S-E0109
SEE NOTE 14

PROPOSED IDENTITY ELEMENT

STA 1498+68.00
45-14-II-S-E0202

STA 1497+28.00
45-14-II-S-E0102

STA 1500+08.00
45-14-II-S-E0103

STA 1501+44.00
45-14-II-S-E0203

STA 1502+88.00
45-14-II-S-E0104

STA 1504+38.00
45-14-II-S-E0204

STA 1505+88.00
45-14-II-S-E0105

STA 1507+38.0
45-14-II-S-E0205

STA 1508+88.00
45-14-II-S-E0106

HANDHOLE
SEE PLAN NOTE 6

STA 1496+73.0
45-14-II-S-E0201
SEE NOTE 14

STA 205+83.50
45-14-II-S-E0101
SEE NOTE 14

E1,E2

E1,E2
SEE NOTE 15

EXISTING LIGHT E1009

EXISTING LIGHTING
CONTROLLER E

EXISTING HANDHOLE

E5,E6,
E9,E10

E7,E8

STA 6804+43.50
45-14-II-S-E0908
45-14-II-S-E1008

E5,E6,E7,
E8,E9,E10

STA 6805+89.00
45-14-II-S-E0907
45-14-II-S-E1007

STA 6807+34.00
45-14-II-S-E0906
45-14-II-S-E1006

STA 6808+79.00
45-14-II-S-E0905-E1005

EXISTING LIGHT E0911

STA 1611+73.31
45-14-II-S-E0407
SEE NOTE 14

F6
SEE NOTE 15

STA 208+24.23
45-14-II-S-E0308
SEE NOTE 14

EXISTING HANDHOLE

E3
SEE NOTE 15

EXISTING LIGHT E0301

E4
SEE NOTE 15

STA 1612+16.81
45-14-II-S-E0308
SEE NOTE 14

STA 208+88.46
45-14-II-S-E0407
SEE NOTE 14

STA 2594+33.65
45-14-II-S-E0407
SEE NOTE 14

LEGEND:

	PROPOSED	EXISTING
LIGHTING CIRCUIT	———	— —
HANDHOLE	■	□
CONTROL STATION	⊠	⊠
ROADWAY LIGHT ASSEMBLY PARAPET MOUNT	●↓	○↓
ROADWAY LIGHT ASSEMBLY GROUND MOUNT	●○	○○
TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT	●●○	○○○
COMBINATION POLE LUMINAIRE	●↑↑	○↑↑

0 FEET 50

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.8

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KIMBERLY RD

KIMBERLY RIDGE RD

EXISTING RAMP

I-74 WESTBOUND

HIGHLAND CT

14TH ST

1510

1515

6810

6815

6820

6825

4510

STA 1510+38.00
45-14-II-S-E0206
HANDHOLE
SEE PLAN NOTE 6
E1,E2

STA 1511+88.00
45-14-II-S-E0107
E1,E2

STA 1513+38.00
45-14-II-S-E0207
E1

STA 1514+88.00
45-14-II-S-E0108

E1,E2

STA 6810+24.00
45-14-II-S-E0904
45-14-II-S-E1004

E5,E6,E7,
E8,E9,E10

STA 6811+69.00
45-14-II-S-E0903
45-14-II-S-E1003

E5,E6,E7,
E8,E9,E10

STA 6813+14.00
45-14-II-S-E0902
45-14-II-S-E1002

E5,E6,E7,
E8,E9,E10

STA 6814+59.00
45-14-II-S-E0901
45-14-II-S-E1001

E5,E6,E7,E8

STA 6816+04.00
45-14-II-S-E0708
45-14-II-S-E0808

E5,E6,E7,E8

STA 6817+49.00
45-14-II-S-E0707
45-14-II-S-E0807

E5,E6,E7,E8

STA 6818+94.00
45-14-II-S-E0706
45-14-II-S-E0806

E5,E6,E7,E8

STA 6820+39.00
45-14-II-S-E0705
45-14-II-S-E0805

E5,E6,E7,E8

STA 6821+84.0
45-14-II-S-E0704
45-14-II-S-E0804

E5,E6,E7,E8

STA 6823+29.00
45-14-II-S-E0703
45-14-II-S-E0803

E5,E6,E7,E8

STA 6824+74.00
45-14-II-S-E0702
45-14-II-S-E0802

LEGEND:

	PROPOSED	EXISTING
LIGHTING CIRCUIT	———	— —
HANDHOLE	■	□
CONTROL STATION	⧓	⧓
ROADWAY LIGHT ASSEMBLY PARAPET MOUNT	●	○
ROADWAY LIGHT ASSEMBLY GROUND MOUNT	●	○
TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT	●	○
COMBINATION POLE LUMINAIRE	⊙ ↑↑	⊙ ↑↑

0 FEET 50

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.9

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HIGHLAND PARK DR

KIMBERLY RIDGE RD

6830

6835

6840

I-74 WESTBOUND

SEE PLAN NOTE 8

E5, E6,
E7,E8

STA 6826+19.00
45-14-II-S-E0701
45-14-II-S-E0801

E5, E6

STA 6827+64.00
45-14-II-S-E0506
45-14-II-S-E0606

E5, E6

STA 6829+09.00
45-14-II-S-E0505
45-14-II-S-E0605

E5, E6

STA 6830+54.00
45-14-II-S-E0504
45-14-II-S-E0604

E5, E6

STA 6831+99.00
45-14-II-S-E0503
45-14-II-S-E0603

E5, E6

STA 6833+44.00
45-14-II-S-E0502
45-14-II-S-E0602

E5,E6
SEE NOTE 16

EMPTY

STA 6835+60.00
45-14-II-S-E0501
45-14-II-S-E0601

HIGHLAND PARK DR

LINCOLN RD

LEGEND:

	PROPOSED	EXISTING
LIGHTING CIRCUIT	———	— —
HANDHOLE	■	□
CONTROL STATION	⊠	⊠
ROADWAY LIGHT ASSEMBLY PARAPET MOUNT	●▼	○▼
ROADWAY LIGHT ASSEMBLY GROUND MOUNT	●○	○○
TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT	●●○	○○○
COMBINATION POLE LUMINAIRE	●↑↑	○↑↑

0 50
FEET

For Estimate of Lighting Quantities
Refer to Sheets P.1-P.2

ML LIGHTING PLAN

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(207)5--13-82	SHEET NUMBER P.10

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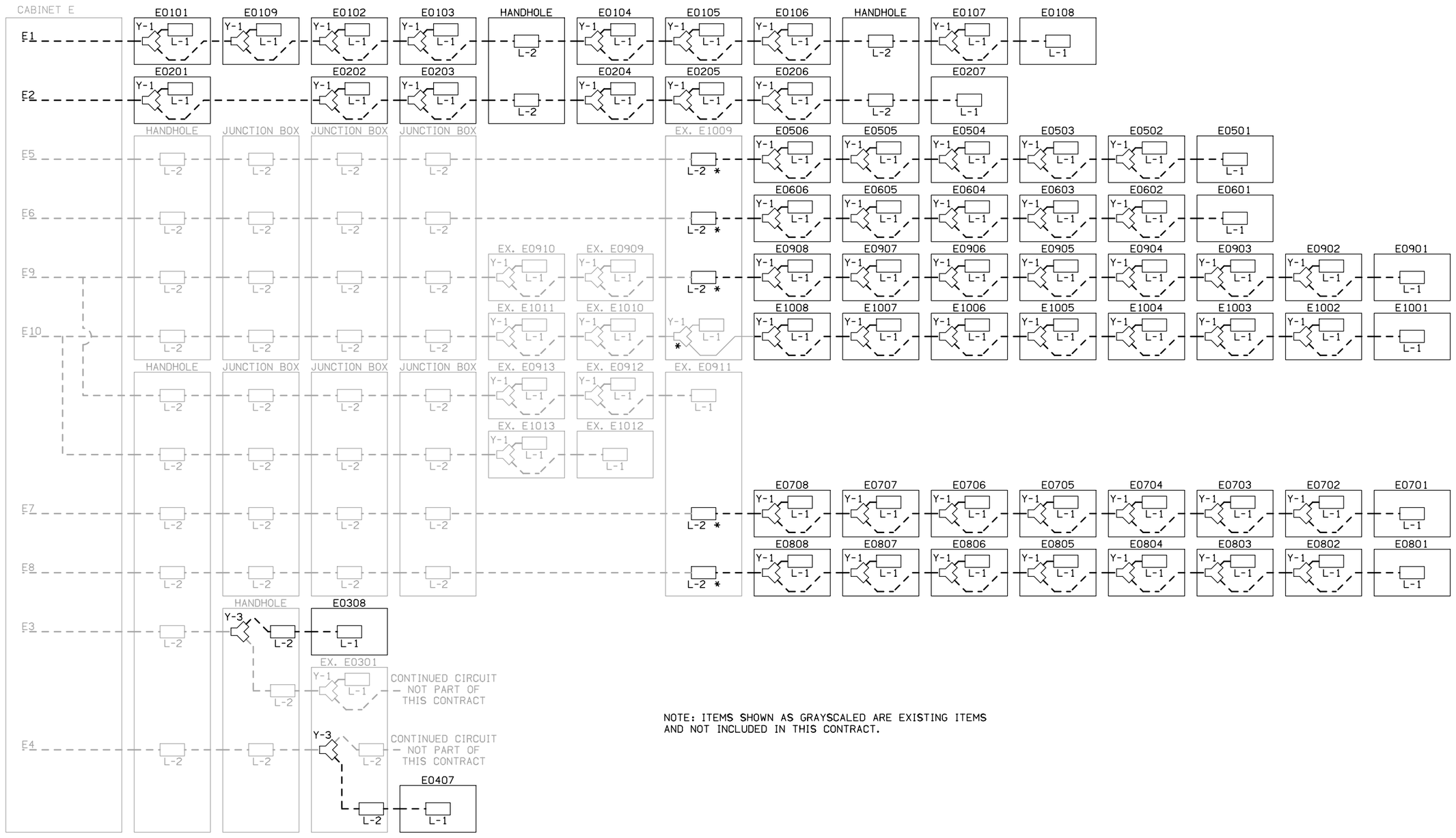
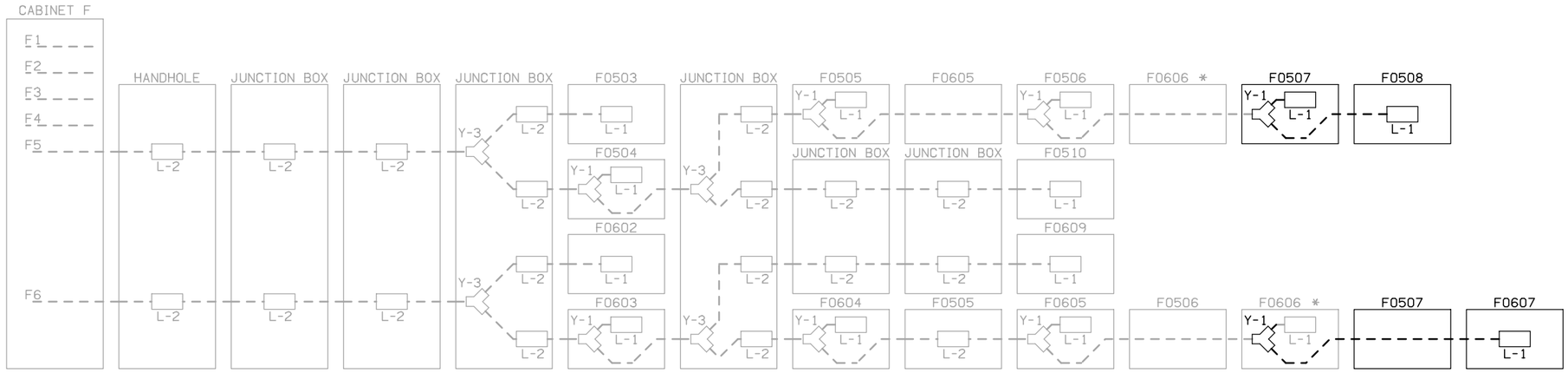


NOTE: ITEMS SHOWN AS GRAYSCALED ARE EXISTING ITEMS AND NOT INCLUDED IN THIS CONTRACT.

CABINET E WIRING DETAIL - 200 AMP MAIN

* SEE PLAN NOTE 7

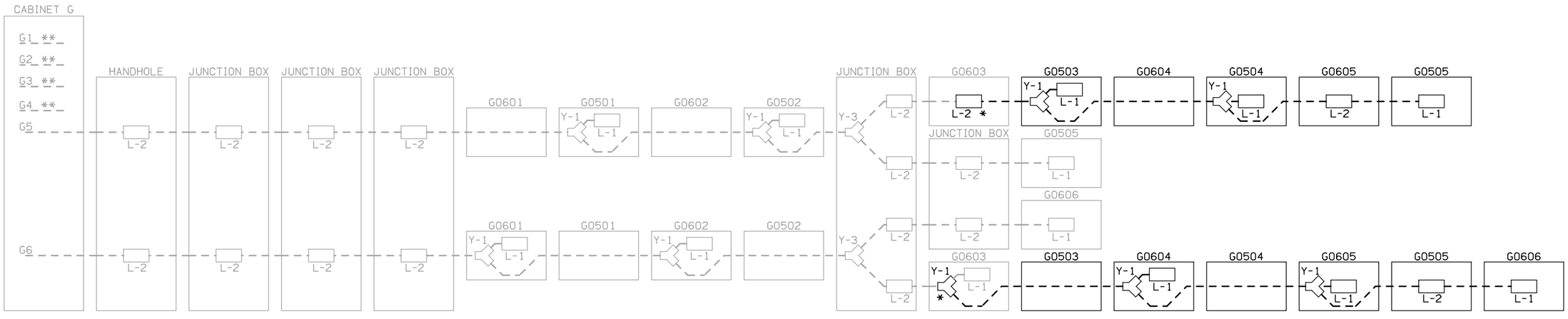
LIGHTING DETAILS



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

CABINET F WIRING DETAIL - 200 AMP MAIN

* SEE PLAN NOTE 8

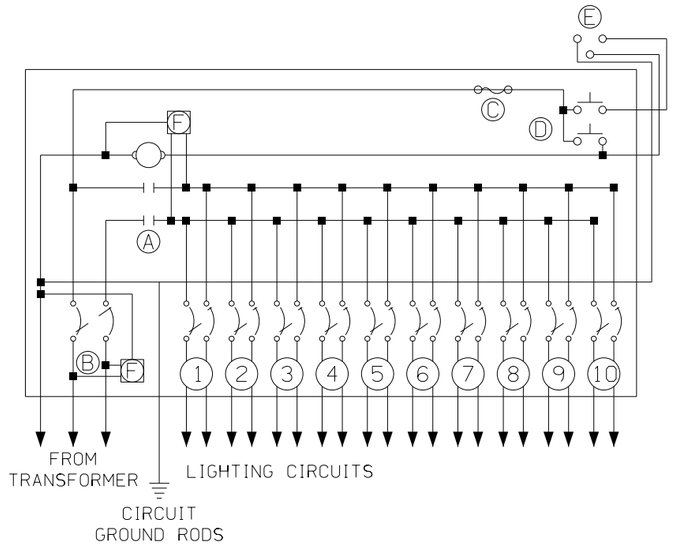


NOTE: ITEMS SHOWN AS GRAYSCALED ARE EXISTING ITEMS
AND NOT INCLUDED IN THIS CONTRACT.

CABINET G WIRING DETAIL - 200 AMP MAIN

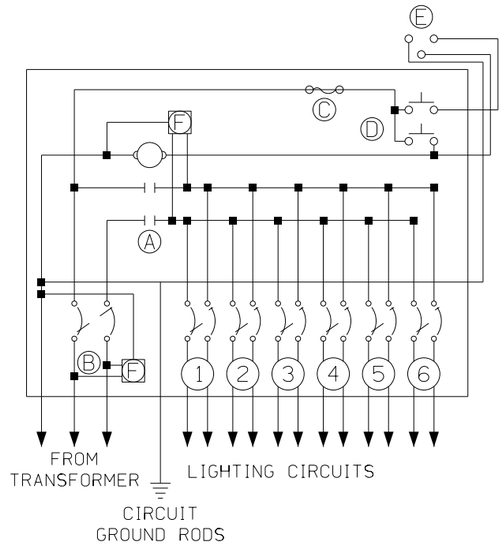
* SEE PLAN NOTE 7
** CIRCUIT NOT INCLUDED IN THIS CONTRACT

LIGHTING DETAILS



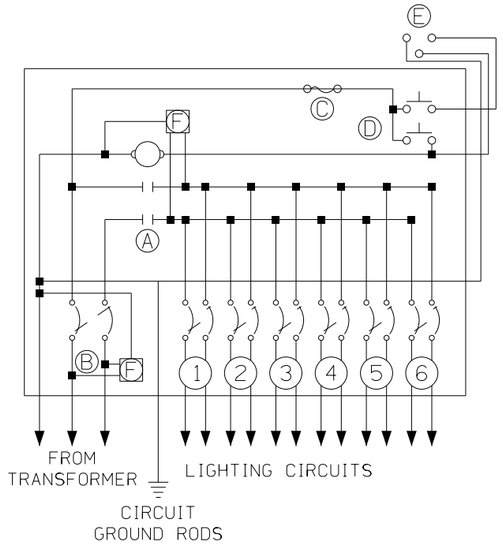
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS US-67 RAMP A
2. ROADWAY LIGHTS US-67 RAMP A
3. ROADWAY LIGHTS US-67 RAMP D
4. ROADWAY LIGHTS US-67 RAMP D
5. ROADWAY LIGHTS I-74 MAINLINE
6. ROADWAY LIGHTS I-74 MAINLINE
7. ROADWAY LIGHTS I-74 MAINLINE
8. ROADWAY LIGHTS I-74 MAINLINE
9. ROADWAY LIGHTS I-74 MAINLINE
10. ROADWAY LIGHTS I-74 MAINLINE

EXISTING CIRCUIT E SCHEMATIC DIAGRAM



A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 6. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS I-74 MAINLINE (WB)
2. ROADWAY LIGHTS I-74 MAINLINE (WB)
3. ROADWAY LIGHTS I-74 MAINLINE (WB)
4. ROADWAY LIGHTS I-74 MAINLINE (WB)
5. ROADWAY LIGHTS US-67 RAMP B
6. ROADWAY LIGHTS US-67 RAMP B

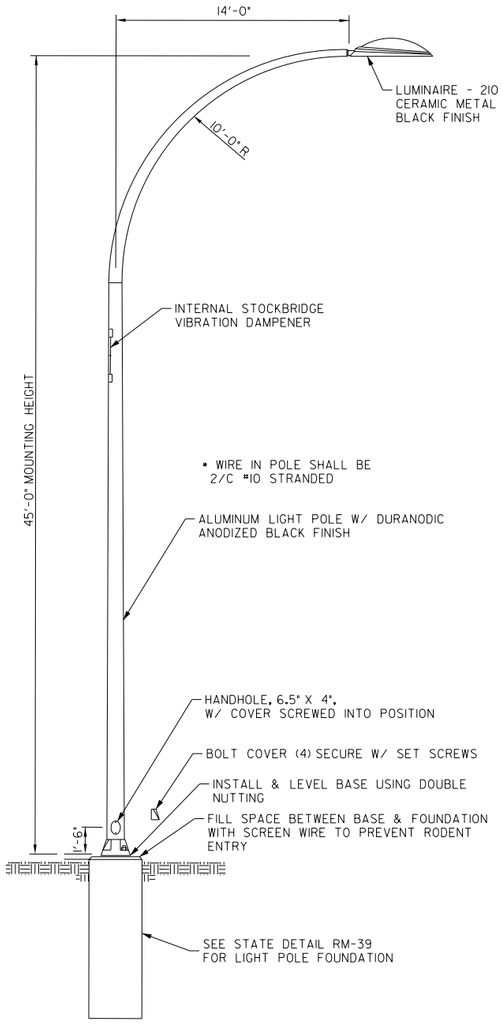
EXISTING CIRCUIT F SCHEMATIC DIAGRAM



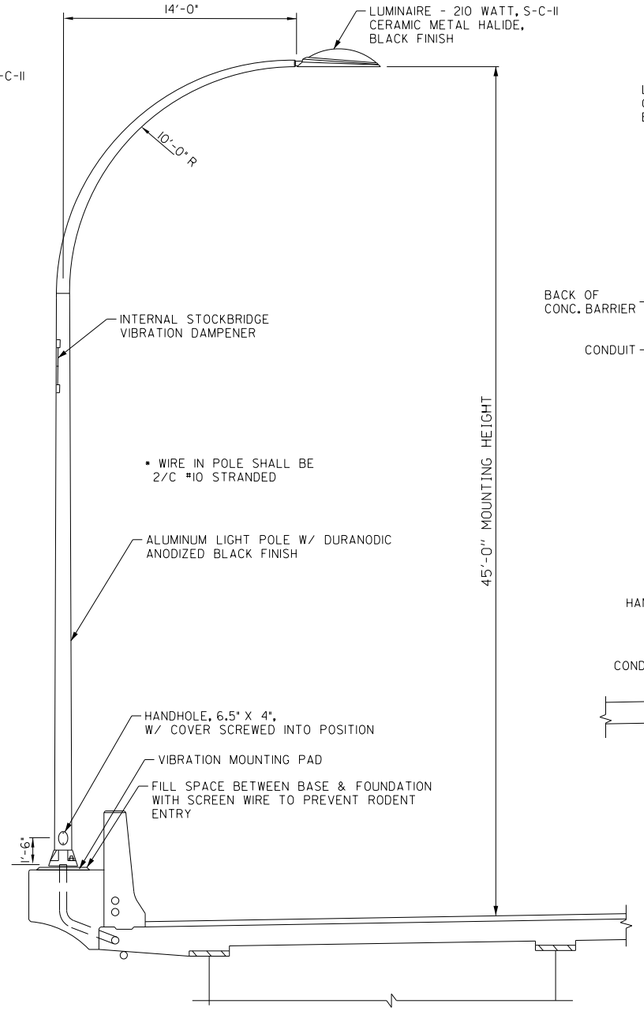
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.) - 200 AMP
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 6. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS I-74 MAINLINE (EB)
2. ROADWAY LIGHTS I-74 MAINLINE (EB)
3. ROADWAY LIGHTS I-74 MAINLINE (EB)
4. ROADWAY LIGHTS I-74 MAINLINE (EB)
5. ROADWAY LIGHTS US-67 RAMP C
6. ROADWAY LIGHTS US-67 RAMP C

EXISTING CIRCUIT G SCHEMATIC DIAGRAM

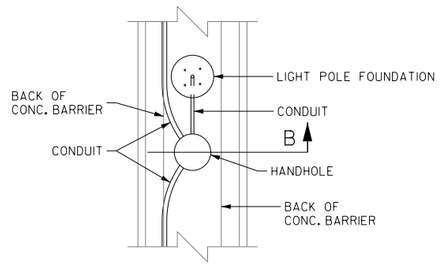
LIGHTING DETAILS



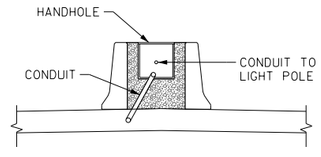
DAVIT POLE - STATE RAMP POLE
NO SCALE



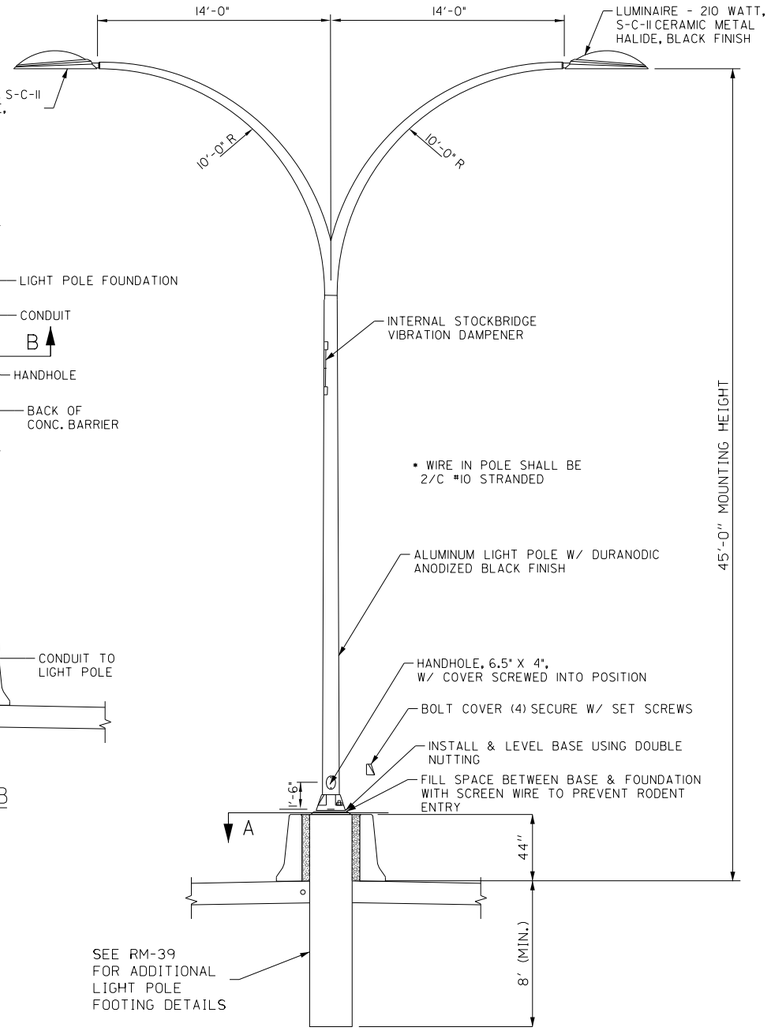
DAVIT POLE AT BRIDGE / RETAINING WALL
NO SCALE



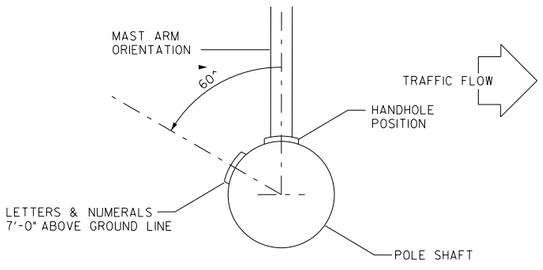
SECTION A
NO SCALE



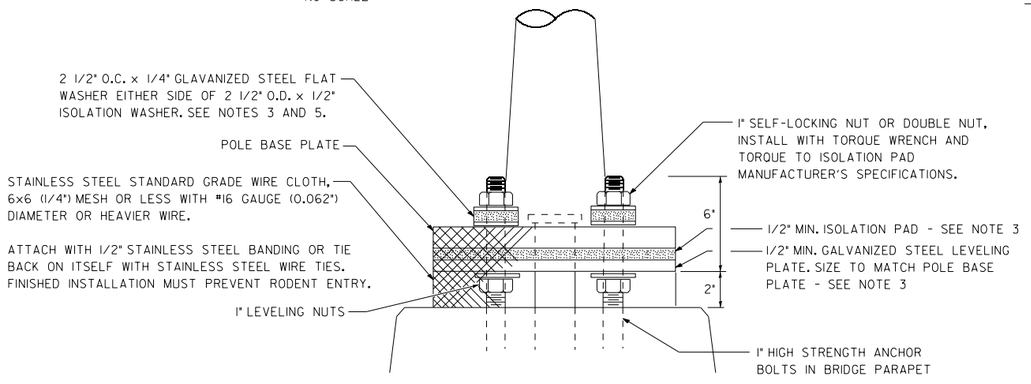
SECTION B
NO SCALE



DAVIT POLE AT CONCRETE MEDIAN BARRIER
NO SCALE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POLE MOUNTED ON BRIDGE PARAPET DETAIL

GENERAL NOTES

1. LOCATE POLES OVER BRIDGE PIERS WHERE POSSIBLE.
2. THE VIBRATION ISOLATION PAD AND LEVELING PLATE SHALL MATCH THE FOOTPRINT OF THE POLE BASE PLATE.
3. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO THE ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
4. SHOULD THE LENGTH OF THE EXPOSED ANCHOR BOLTS BE TOO SHORT ON AN EXISTING BRIDGE TO MOUNT THE POLES AS SHOWN, THEN THE LEVELING PLATE SHALL BE MOUNTED DIRECTLY ON THE CONCRETE AND LEVELED WITH STAINLESS STEEL WASHERS. REMOVE CONCRETE AS DIRECTED BY THE ENGINEER TO FULLY THREAT THE TOP NUT.
5. THE DIAMETER OF THE FLAT WASHER ON EITHER SIDE OF THE ISOLATION WASHER SHALL BE AT LEAST THE SAME AS THE DIAMETER OF THE ISOLATION WASHER.

LIGHTING DETAILS

EX. STATE ST

MISSISSIPPI BLVD

STA. 6804+79.31
BEGIN PROPOSED PAVEMENT CONSTRUCTION

STA. 6804+58.53
BEGIN PROPOSED PAVEMENT CONSTRUCTION

6790

US 67 RAMP C

US 67 RAMP A

STA. 6803+90.34
BEGIN PROPOSED MEDIAN
PAVEMENT CONSTRUCTION

6795

6800

6805

PVIA-I27
Elev. 581.6

SBI001
Elev. 584.6

US 67 RAMP B

US 67

US 67 RAMP D

EX. STATE ST

14TH ST

EX. 15TH ST

EX. BROWN ST

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(207)5--13-82	SHEET NUMBER	Q.1

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

SUBGRADE TREATMENT (NO. 1)
SEE TAB 103-3 (C SHEETS)
SUBGRADE TREATMENT (NO. 2)
SEE TAB 103-3 (C SHEETS)
SUBGRADE TREATMENT (NO. 3, 4, & 5)
SEE TAB 103-3 (C SHEETS)

620
610
600
590
580
570
560
550
540

I-74 PGL

US 67 NB US 67 SB

EXISTING GROUND AT ℄

MISSISSIPPI BLVD

[A-4]
STIFF SILT
BROWN

[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

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

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.1

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(207)5--13-82	SHEET NUMBER Q.2

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EX. MISSISSIPPI BLVD

STA. 6808+25.00
END PROPOSED LANE CONSTRUCTION
MATCH EXISTING

KIMBERLY RD

EX. I-74 EXIT RAMP

US 67 RAMP A

6805

6810

6815

6820

SCI002
Elev. 634.4

SBI001
Elev. 584.6

SBI004
Elev. 597.2

RCI004
Elev. 645.9

74

US 67 RAMP D

EX. 14TH ST

0 FEET 50

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER Q.3

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

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

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

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

SUBGRADE TREATMENT (NO. 8, 9 & 10)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 10 & 11)
SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 4 & 5)
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

650
640
630
620
610
600
590
580
570

ASPHALT
I-74 PGL
EXISTING GROUND AT ℄
[A-6] LEAN CLAY TOPSOIL
[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
[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
[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
[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

SB1001
RT. 2ft
LIMESTONE

SB1004
RT. 2ft
LIMESTONE

SC1002
LT. 53ft

RC1004
RT. 6ft

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.3

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

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

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(207)5--13-82	SHEET NUMBER	Q.4

EX. HIGHLAND PARK DR

STA. 6825+50.00
END PROPOSED LANE CONSTRUCTION
MATCH EXISTING

EX. KIMBERLY RIDGE RD

EX. I-74 EXIT RAMP

6820

6825

6830

6835

74

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(207)5--13-82	SHEET NUMBER	Q.5

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

SUBGRADE TREATMENT (NO. 4, 10 & 11) - SEE TAB 103-3 (C SHEETS)

SUBGRADE TREATMENT (NO. 5) - SEE TAB 103-3 (C SHEETS)

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

SHELBY TUBE CORE DATA

CORE NO.	BR2002-A	BR2002-B
CLASSIFICATION [AASHTO]	A-4	A-4
COEFF. CONSOL. SQ.FT /DAY	-	-
TRIAXIAL COMPRESSION	-	-
COHESION - PSF	-	-
FRICTION COEFF.	-	-
MOISTURE CONTENT %	-	-
DRY DENSITY - PCF	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

690 680 670 660 650 640 630 620 610

I-74 PGL

EXISTING GROUND AT ℄

[A-1-a] GRAVEL (FILL)

[A-6] VERY STIFF LEAN CLAY BROWN

[A-6] STIFF LEAN CLAY BROWN

[A-7] FIRM FAT CLAY, DARK GRAY

[A-6] STIFF LEAN CLAY GREENISH GRAY

[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 LEAN CLAY BROWN

[A-7] STIFF FAT CLAY DARK GRAY

[A-7] STIFF FAT CLAY DARK GRAY

[A-6] STIFF SANDY CLAY GREENISH GRAY

[A-6] STIFF SANDY LEAN CLAY TRACE GRAVEL GRAY/BROWN

[A-6] SOFT LEAN CLAY DARK GRAY/BLACK

[A-6] STIFF SANDY CLAY BROWN & GRAY

[A-6] STIFF SANDY CLAY BROWN & GRAY

[A-6] VERY STIFF SANDY LEAN CLAY TRACE GRAVEL GRAY

* BORING BR2002 CONTINUES TO 101 FT DEPTH MAINTAINING THE SAME SOIL PROFILE.

RC1005 LT. 9ft

RC1006 RT. 6ft

RC1007 LT. 8ft

BR2002* RT. 2ft

BLOW COUNT NO. BLOWS
10
50/1"

ROCK CORE REC/RQD (%)
98/53

INTERSTATE 74

For Plan Details Refer to Sheet No. Q.5

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

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(207)5--13-82	SHEET NUMBER	Q.6

EX. LINCOLN RD

STA. 6837+00.00
END CENTRAL SECTION
BEGIN NORTH SECTION

6835
6840
6845
6850

EX. I-74 ENT. RAMP

74

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(207)5--13-82	SHEET NUMBER	Q.7

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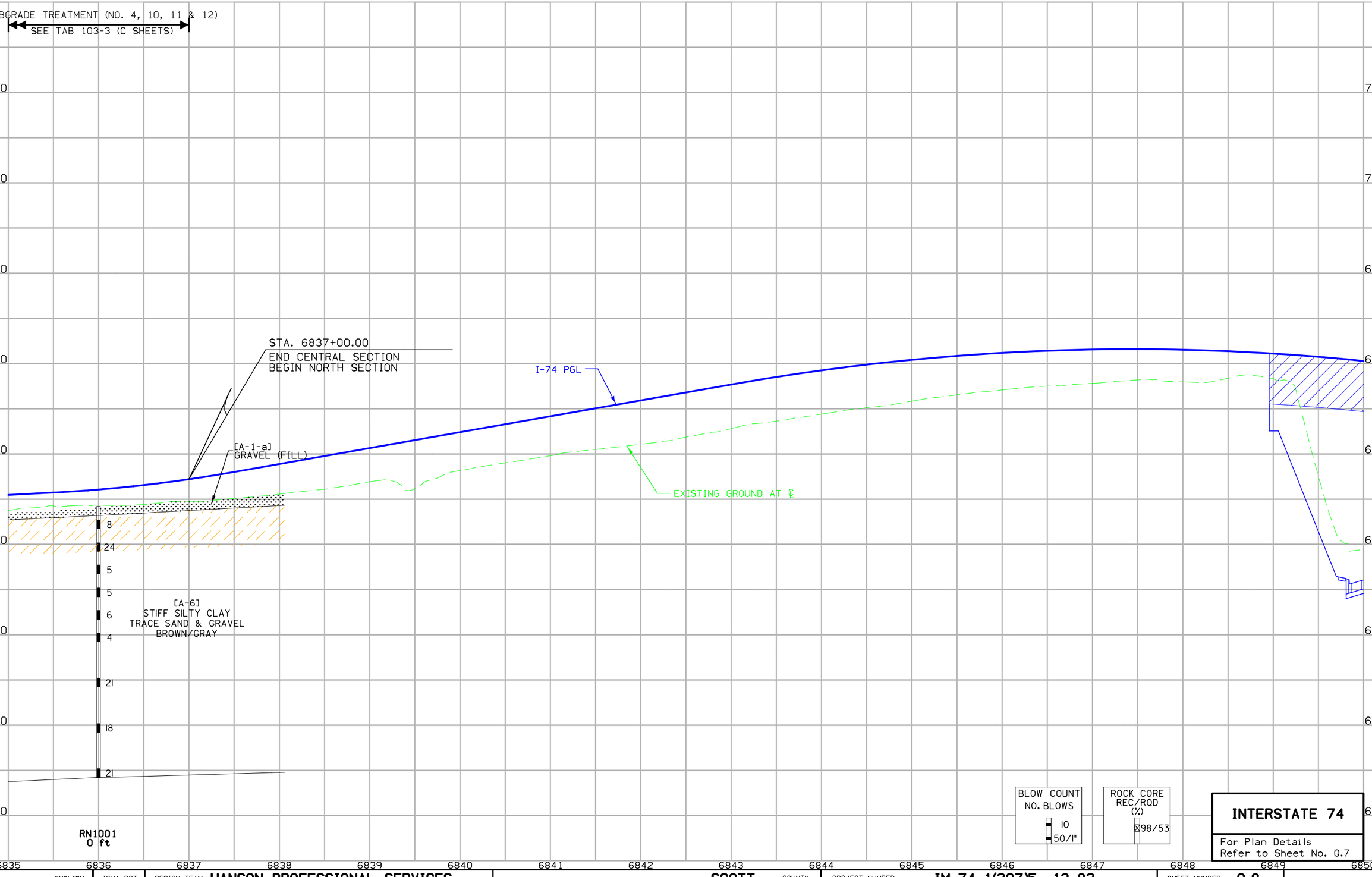
CUT MOISTURE -
CUT DENSITY (lb/cu ft.) -
PLASTIC LIMIT -

SUBGRADE TREATMENT (NO. 4, 10, 11 & 12)
SEE TAB 103-3 (C SHEETS)



BLOW COUNT
NO. BLOWS
10
50/1"

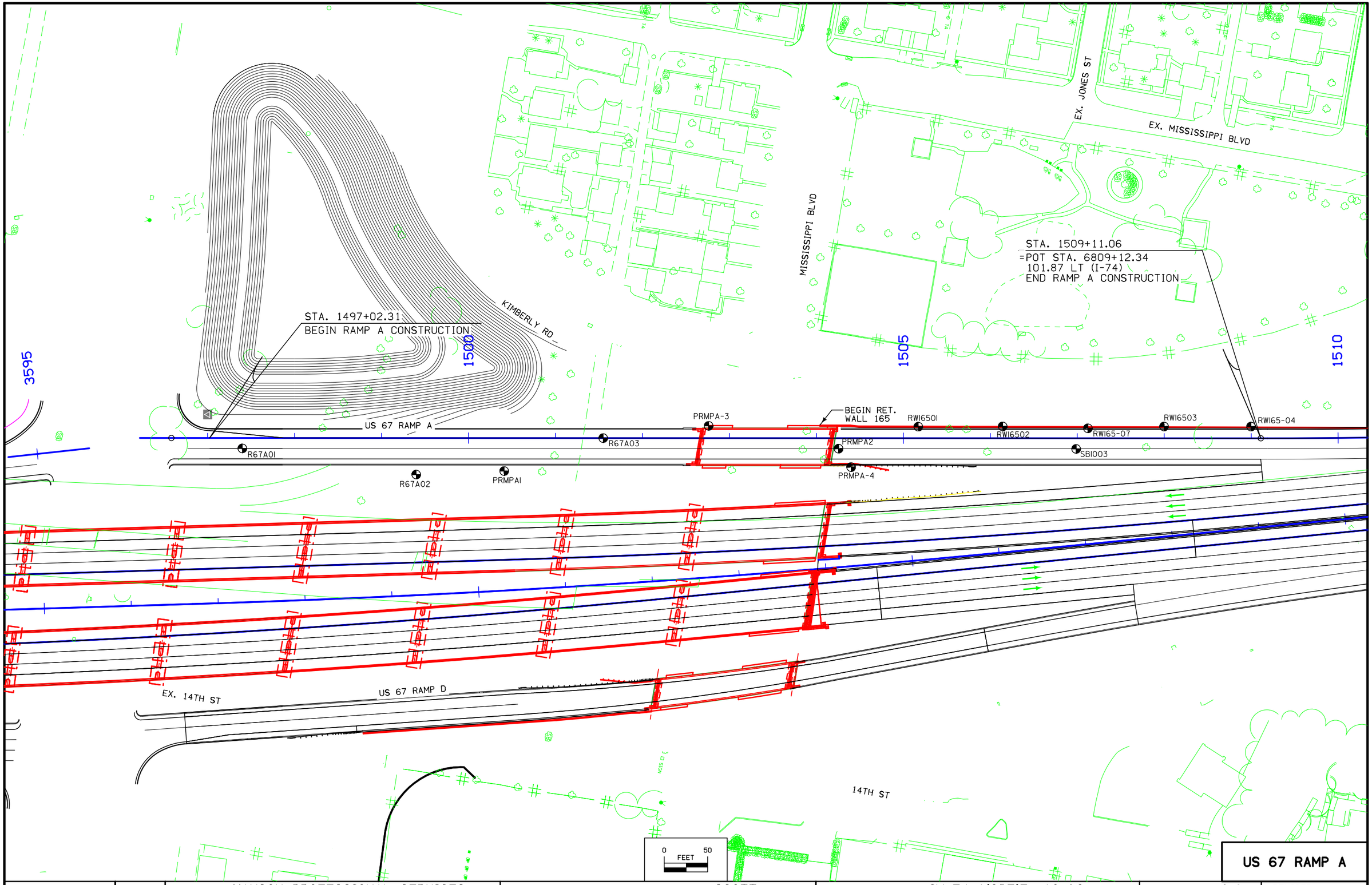
ROCK CORE
REC/ROD
(%)
98/53

INTERSTATE 74

For Plan Details
Refer to Sheet No. Q.7

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(207)5--13-82	SHEET NUMBER Q.8



US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(207)5--13-82	SHEET NUMBER	Q.9	REVISED

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

SHELBY TUBE CORE DATA

CORE NO.	R67A01-A	R67A02-A	R67A03-A	RW16501-A	RW16501-B	RW16502-A	RW16502-B	RW16502-C	RW16503-A	RW16503-B	RW16503-C	RW16504-A	RW16504-B
CLASSIFICATION [AASHTO]	A-6	A-2-4	A-6	A-6	A-6	A-6	A-6	A-6	A-6	A-2-4	A-2-4	A-4	A-4
COEFF. CONSOL. SQ.FT /DAY	-	-	-	-	-	-	-	-	-	-	-	-	-
TRIAXIAL COMPRESSION	-	-	-	-	-	-	-	-	-	-	-	-	-
COHESION - PSF	-	-	-	-	-	-	-	-	-	-	-	-	-
FRICTION COEFF.	-	-	-	-	-	-	-	-	-	-	-	-	-
MOISTURE CONTENT %	34.9	17.4	-	-	-	-	-	34.1	22.7	-	-	-	18.7
DRY DENSITY - PCF	-	-	-	-	-	-	-	87.0	-	-	-	-	107.0

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED

620 610 600 590 580 570 560 550 540

STA. 1497+02.31
BEGIN RAMP A CONSTRUCTION
ELEV. 571.42

US 67 RAMP A PGL

STA. 1509+11.06
END RAMP A CONSTRUCTION
ELEV. 617.37

EXISTING GROUND AT B/L

[A-4] SANDY LEAN CLAY DARK BROWN, SOME SILT
[A-6] LEAN CLAY DARK GRAY, TRACE SAND
[A-2-4] SANDY LEAN CLAY TRACE GRAVEL BROWN TO GRAYISH BROWN
[A-2-4] CLAYEY SAND WITH GRAVEL, GRAY
[A-4] SILT WITH SAND BROWN, DRY, STIFF
[A-7-6] CLAY BLACK, FIRM
[A-4] SILT TRACE CLAY, BROWN
[A-4] SANDY LEAN CLAY TRACE GRAVEL, BROWN
[A-4] SILT WITH GRAVEL ORANGE BROWN WET
[A-6] CLAY GRAY
SHALE
WEATHERED SHALE
LIMESTONE
[A-6] SILTY CLAY DARK BROWN, MOIST
[A-2-6] GRAVEL W/ CLAY AND LIMESTONE
[A-6] SILT BROWN SOME CLAY
[A-3] SILTY SAND LIMESTONE
SHALE
WEATHERED LIMESTONE
SANDSTONE
[A-1-b] SILTY SAND TRACE CLAY, BROWNISH ORANGE
[A-4] SILT TRACE CLAY BROWN
[A-6] SILTY CLAY BROWNSIH BLACK MOIST, SOFT, TRACE ROOTS
[A-6] SILTY CLAY YELLOWISH BROWN TRACE ROOTS
[A-6] SILTY CLAY 8 CLAY, BROWN
[A-6] SANDY 6 LEAN CLAY
[A-6] LEAN CLAY
[A-6] SILTY CLAY
[A-6] SANDY LEAN CLAY
[A-4] SILT YELLOWISH BROWN
[A-6] SILTY CLAY BROWN
[A-2-4] SILTY SAND BROWN
[A-4] SILTY CLAY WITH SAND, ORANGE BROWN
[A-4] SILTY CLAY LIGHT BROWN
[A-6] SANDY LEAN CLAY, LIGHT BROWN
[A-2-6] CLAYEY SAND GRAY WITH ORANGE BROWN
[A-6] LEAN CLAY WITH GRAVEL
[A-6] SANDY LEAN CLAY, TRACE GRAVEL, GREENISH GRAY
[A-3] SAND REDDISH BROWN
[A-6] SILTY CLAY YELLOWISH BROWN
[A-3] POORLY GRADED SAND WITH SILT AND GRAVEL YELLOWISH ORANGE
[A-3] WELL GRADED SAND TRACE SILT, ORANGEISH BROWN
[A-2-6] CLAYEY GRAVEL ORANGE WITH WHITE
[A-6] SANDY LEAN CLAY TRACE GRAVEL, LIGHT GRAY
LIMESTONE
WEATHERED LIMESTONE

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

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

R67A01 RT. 12ft
R67A02 RT. 42ft
PRMPA1 RT. 38ft
R67A03 0ft
PRMPA-3 LT. 14ft
PRMPA2 RT. 12ft
PRMPA-4 RT. 33ft
RW16501 LT. 13ft
RW16502 LT. 13ft
RW165-07 LT. 12ft
RW16503 LT. 13ft
RW165-04 LT. 13ft
SB1003 RT. 12ft

1496 1497 1498 1499 1500 1501 1502 1503 1504 1505 1506 1507 1508 1509 1510

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

US 67 RAMP A

For Plan Details
Refer to Sheet No. Q.9

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER Q.10

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STA. 3587+98.76
=POT STA. 6787+98.25
123.69 LT (I-74)
BEGIN RAMP C CONSTRUCTION

STA. 3594+30.26
END RAMP C CONSTRUCTION

EX. GILBERT ST

STATE ST

EX. STATE ST

EX. 13TH ST

EX. 14TH ST

US 67 RAMP B

3585
6785
3590
6790
3595
6795

PRMPC-1
PRMPC-2
PRMPC-3
PRMPC-4
S67C01
R67C02

0 FEET 50

US 67 RAMP C

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER Q.11	REVISED

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

STA. 3587+98.76
BEGIN RAMP C CONSTRUCTION
ELEV. 597.61

STA. 3594+30.26
END RAMP C CONSTRUCTION
ELEV. 572.47

US 67 RAMP C PGL

EXISTING GROUND AT B/L

[A-4] SILT, WITH CLAY
DARK BROWNISH BLACK

[A-4] SILT, SOME CLAY
BROWN TO REDDISH BROWN

[A-6] SILT
DARK BROWN

[A-6]
SILT, SOME CLAY
GREENISH GRAY

[A-6] LEAN CLAY
DARK BROWN TO BLACK
MOIST, FIRM

[A-1-a] SANDY LEAN CLAY
TRACE GRAVEL, DARK BROWN

[A-6] LEAN CLAY WITH SAND
BROWN, MEDIUM STIFF

[A-4]
SILT
DARK BROWN

[A-46]
SILT
DARK BROWN

[A-6]
CLAY, SOME SILT
RED

[A-3] SAND
LIGHT GRAY
SILTY, DENSE

[A-6] SILTY CLAY
LIGHT GRAYISH BROWN

WEATHERED LIMESTONE

WEATHERED
LIMESTONE IN
CLAY MATRIX

WEATHERED
LIMESTONE

LIMESTONE

SHALY LIMESTONE

BLOW COUNT
NO. BLOWS
10
50/1"

ROCK CORE
REC/RQD
(%)
98/53

PRMPC-1
LT. 30ft

PRMPC-2
LT. 5ft

PRMPC-3
RT. 20ft

PRMPC-4
LT. 36ft

S67C01
LT. 39ft

R67C02
RT. 18ft

US 67 RAMP C

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(207)5--13-82	SHEET NUMBER Q.12	REVISED

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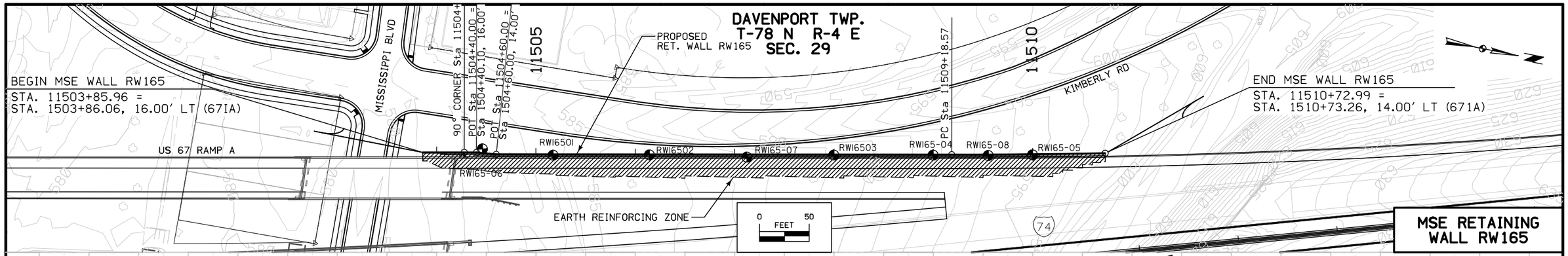
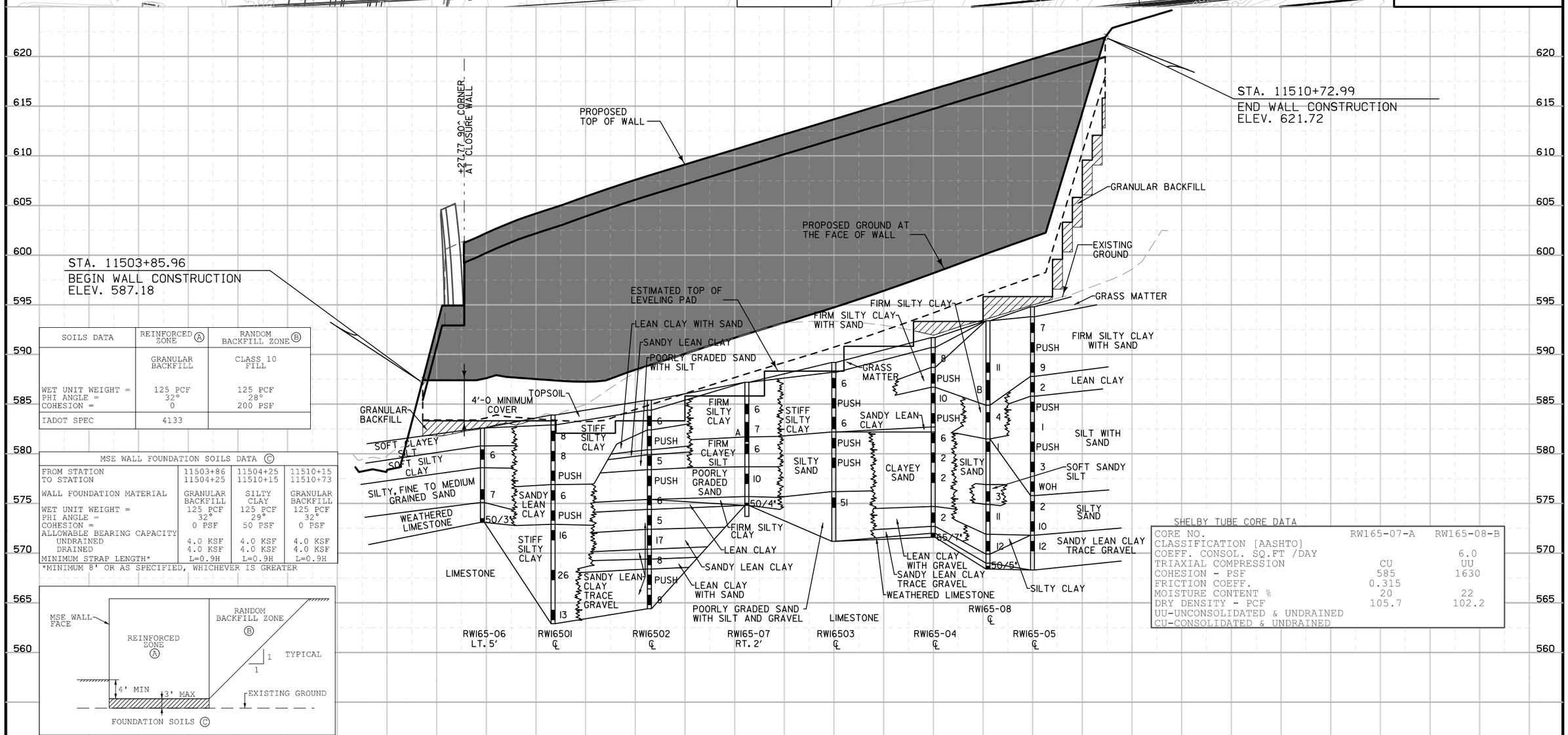
MSE RETAINING WALL RW165





SOILS DATA	REINFORCED ZONE Ⓐ	RANDOM BACKFILL ZONE Ⓑ
	GRANULAR BACKFILL	CLASS 10 FILL
WET UNIT WEIGHT =	125 PCF	125 PCF
PHI ANGLE =	32°	28°
COHESION =	0	200 PSF
IADOT SPEC	4133	

MSE WALL FOUNDATION SOILS DATA Ⓒ

FROM STATION TO STATION	11503+86 11504+25	11504+25 11510+15	11510+15 11510+73
WALL FOUNDATION MATERIAL	GRANULAR BACKFILL	SILTY CLAY	GRANULAR BACKFILL
WET UNIT WEIGHT =	125 PCF	125 PCF	125 PCF
PHI ANGLE =	32°	29°	32°
COHESION =	0 PSF	50 PSF	0 PSF
ALLOWABLE BEARING CAPACITY			
UNDRAINED	4.0 KSF	4.0 KSF	4.0 KSF
DRAINED	4.0 KSF	4.0 KSF	4.0 KSF
MINIMUM STRAP LENGTH*	L=0.9H	L=0.9H	L=0.9H

*MINIMUM 8' OR AS SPECIFIED, WHICHEVER IS GREATER

SHELBY TUBE CORE DATA

CORE NO.	RW165-07-A	RW165-08-B
CLASSIFICATION [AASHTO]		
COEFF. CONSOL. SQ.FT /DAY		6.0
TRIAXIAL COMPRESSION	CU	UU
COHESION - PSF	585	1630
FRICTION COEFF.	0.315	
MOISTURE CONTENT %	20	22
DRY DENSITY - PCF	105.7	102.2

UU-UNCONSOLIDATED & UNDRAINED
CU-CONSOLIDATED & UNDRAINED

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(207)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.

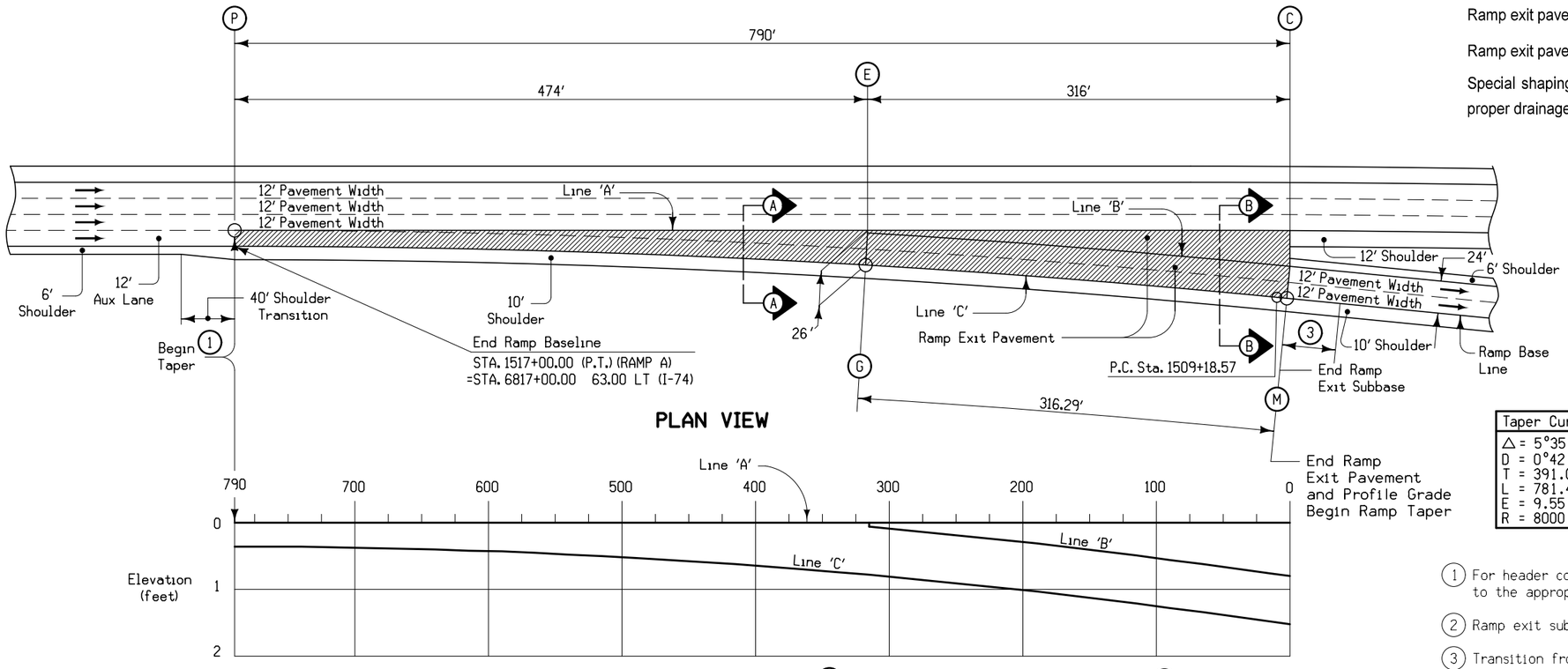
STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK	EXCAVATION, CL 12				
RAMPA												
YEAR5												
STAGE1												
1497+03.00	6		6	6								
1497+25.00	198		198	198								
1497+50.00	254		254	254								
1497+75.00	286		286	286								
1498+00.00	121		121	121	4	5	5					
1498+25.00	367		367	367								
1498+50.00	405		405	405								
1498+75.00	411		411	411								
1499+00.00	400		400	400								
1499+25.00	379		379	379								
1499+50.00	333		333	333								
1499+75.00	251		251	251								
1500+00.00	199		199	199								
1500+25.00	157		157	157	1	1	1					
1500+50.00	70		70	70	12	16	16					
1500+75.00	17		17	17	65	85	85					
1501+00.00	6		6	6	179	233	233					
1501+25.00					126	164	164					
1501+50.00	1		1	1	505	657	657					
1501+75.00	1		1	1	583	758	758					
1502+00.00					110	143	143					
1502+25.00	1		1	1	917	1192	1192					
1502+71.81	1		1	1	917	1192	1192					
BRIDGE												
1504+09.92	5		5	5	6427	8355	8355					
1504+25.00	5		5	5	6427	8355	8355					
1504+50.00					547	711	711					
1504+75.00	1		1	1	911	1184	1184					
1505+00.00	1		1	1	815	1060	1060					
1505+25.00	17		17	17	926	1204	1204					
1505+50.00	58		58	58	907	1179	1179					
1505+75.00	41		41	41	488	634	634					
1506+00.00	75		75	75	860	1118	1118					
1506+25.00	78		78	78	878	1141	1141					
1506+50.00	99		99	99	888	1154	1154					
1506+75.00	90		90	90	892	1160	1160					
1507+00.00	78		78	78	893	1161	1161					
1507+25.00	95		95	95	884	1149	1149					
1507+50.00	78		78	78	874	1136	1136					
1507+75.00	57		57	57	868	1128	1128					
1508+00.00	61		61	61	856	1113	1113					
1508+25.00	39		39	39	843	1096	1096					
1508+50.00	13		13	13	841	1093	1093					
1508+75.00	12		12	12	843	1096	1096					
1509+00.00	6		6	6	832	1082	1082					
SUBTOTAL	4773		4773	4773	32119	41755	41755					
I-74												
YEAR4												
STAGE2												
6803+89.89												
6804+75.00												
6805+00.00	24		24	24	3	4	4					
6805+25.00	25		25	25	2	3	3					
6805+50.00	27		27	27	2	3	3					
6805+75.00	29		29	29	1	1	1					
6806+00.00	32		32	32	1	1	1					
6806+25.00	35		35	35	1	1	1					
6806+50.00	37		37	37								
6807+00.00	79		79	79								
6807+25.00	41		41	41								
6807+50.00	42		42	42								
6807+75.00	43		43	43								
6808+00.00	43		43	43								

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	EXCAVATION, CL 12				
6808+00.00	457		457	457	10	13	13					
SUBTOTAL												
RAMPB												
YEAR4												
STAGE2												
2592+65.24	16		16	16								
2593+00.00	19		19	19	1	1	1					
2593+25.00	29		29	29	1	1	1					
2593+50.00	42		42	42								
2593+75.00	26		26	26								
2594+00.00	40		40	40								
2594+17.00	22		22	22								
SUBTOTAL	194		194	194	2	2	2					
I-74												
YEAR5												
STAGE1												
6805+00.00					1003	1304	1304					
6805+25.00					986	1282	1282					
6805+50.00					916	1191	1191					
6805+75.00	1		1	1	857	1114	1114					
6806+00.00	2		2	2	848	1102	1102					
6806+25.00	4		4	4	834	1084	1084					
6806+50.00	6		6	6	810	1053	1053					
6806+75.00	8		8	8	773	1005	1005					
6807+00.00	11		11	11	740	962	962					
6807+25.00	13		13	13	708	920	920					
6807+50.00	16		16	16	656	853	853					
6807+75.00	18		18	18	616	801	801					
6808+00.00	11		11	11	587	763	763					
6808+25.00	4		4	4	537	698	698					
6808+50.00	4		4	4	505	657	657					
6808+75.00	4		4	4	503	654	654					
6809+00.00	3		3	3	789	1026	1026					
6809+25.00	4		4	4	1295	1684	1684					
6809+50.00	4		4	4	1273	1655	1655					
6809+75.00	3		3	3	758	985	985					
6810+00.00	4		4	4	1260	1638	1638					
6810+25.00	2		2	2	824	1071	1071					
6810+50.00	2		2	2	1077	1400	1400					
6810+75.00	4		4	4	2386	3102	3102					
6811+00.00	4		4	4	2336	3037	3037					
6811+25.00	63	61	2	2	2305	2997	2997					
6811+50.00	121	120	1	1	2238	2909	2909					
6811+75.00	112	112			1983	2578	2578					
6812+00.00	94	94			1579	2053	2053					
6812+25.00	93	93			1151	1496	1496					
6812+50.00	59	59			462	601	601					
6812+75.00	113	113			755	982	982					
6813+00.00	119	119			650	845	845					
6813+25.00	118	118			560	728	728					
6813+50.00	113	112	1	1	497	646	646					
6813+75.00	109	106	3	3	452	588	588					
6814+00.00	107	101	6	6	421	547	547					
6814+25.00	110	100	10	10	414	538	538					
6814+50.00	114	101	13	13	429	558	558					
6814+75.00	118	102	16	16	441	573	573					
6815+00.00	122	102	20	20	442	575	575					
6815+25.00	125	101	24	24	443	576	576					
6815+50.00	128	101	27	27	456	593	593					
6815+75.00	130	100	30	30	458	595	595					
6816+00.00	132	99	33	33	455	592	592					
6816+25.00	134	99	35	35	459	597	597					
6816+50.00	135	98	37	37	465	605	605					
6816+75.00	137	97	40	40	465	605	605					
6817+00.00	137	95	42	42	449	584	584					
6817+25.00												

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

Refer to Standard Plan EW-101 and RL-1B.

STATION	TOTAL CUT	TOPSOIL CLASS 10 SAVED -C	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK	EXCAVATION, CL 12				
6817+25.00	55	37	18	18	164	213	213					
6817+50.00	141	90	51	51	386	502	502					
6817+75.00	145	88	57	57	371	482	482					
6818+00.00	145	85	60	60	361	469	469					
6818+25.00	144	83	61	61	342	445	445					
6818+50.00	144	80	64	64	315	410	410					
6818+75.00	147	78	69	69	296	385	385					
6819+00.00	150	76	74	74	288	374	374					
6819+25.00	152	73	79	79	277	360	360					
6819+50.00	153	70	83	83	270	351	351					
6819+75.00	153	68	85	85	268	348	348					
6820+00.00	150	65	85	85	265	345	345					
6820+25.00	147	62	85	85	261	339	339					
6820+50.00	143	60	83	83	258	335	335					
6820+75.00	138	58	80	80	255	332	332					
6821+00.00	133	55	78	78	245	319	319					
6821+25.00	128	53	75	75	237	308	308					
6821+50.00	125	50	75	75	227	295	295					
6821+75.00	119	48	71	71	214	278	278					
6822+00.00	112	47	65	65	201	261	261					
6822+25.00	107	46	61	61	188	244	244					
6822+50.00	103	45	58	58	177	230	230					
6822+75.00	97	43	54	54	161	209	209					
6823+00.00	92	40	52	52	139	181	181					
6823+25.00	87	37	50	50	119	155	155					
6823+50.00	84	34	50	50	98	127	127					
6823+75.00	82	31	51	51	79	103	103					
6824+00.00	81	28	53	53	61	79	79					
6824+25.00	80	25	55	55	47	61	61					
6824+50.00	79	22	57	57	38	49	49					
6824+75.00	77	19	58	58	33	43	43					
6825+00.00	73	15	58	58	27	35	35					
6825+25.00	68	10	58	58	24	31	31					
6825+50.00	68	11	57	57	36	47	47					
6825+75.00	69	11	58	58	43	56	56					
6826+00.00	69	9	60	60	35	46	46					
6826+25.00	70	9	61	61	29	38	38					
6826+50.00	70	8	62	62	23	30	30					
6826+75.00	68	7	61	61	19	25	25					
6827+00.00	65	6	59	59	16	21	21					
6827+25.00	65	5	60	60	13	17	17					
6827+50.00	66	4	62	62	11	14	14					
6827+75.00	65	3	62	62	10	13	13					
6828+00.00	65	3	62	62	9	12	12					
6828+25.00	68	2	66	66	8	10	10					
6828+50.00	70	2	68	68	7	9	9					
6828+75.00	71	1	70	70	5	7	7					
6829+00.00	72	2	70	70	5	7	7					
6829+25.00	73	2	71	71	5	7	7					
6829+50.00	74	3	71	71	5	7	7					
6829+75.00	74	4	70	70	5	7	7					
6830+00.00	76	3	73	73	5	7	7					
6830+25.00	82	3	79	79	4	5	5					
6830+50.00	84	3	81	81	4	5	5					
6830+75.00	77	2	75	75	4	5	5					
6831+00.00	74	2	72	72	5	7	7					
6831+25.00	77	3	74	74	5	7	7					
6831+50.00	80	4	76	76	5	7	7					
6831+75.00	78	3	75	75	4	5	5					
6832+00.00	82	5	77	77	4	5	5					
6832+25.00	104	10	94	94	4	5	5					
6832+50.00	108	13	95	95	4	5	5					
6832+75.00	14	1	13	13	1	1	1					
6833+00.00	77	4	73	73	4	5	5					
6833+25.00	78	5	73	73	4	5	5					
6833+50.00	82	9	73	73	4	5	5					
6833+75.00	86	13	73	73	5	7	7					
6834+00.00	82	10	72	72	4	5	5					
6834+25.00	106	21	85	85	4	5	5					
6834+50.00	189	45	144	144	4	5	5					
6834+75.00	254	54	200	200	4	5	5					
6835+00.00	190	40	150	150	4	5	5					
6835+25.00	122	26	96	96	4	5	5					
6835+50.00	151	35	116	116	4	5	5					
6835+75.00	195	49	146	146	5	7	7					
6836+00.00	239	52	187	187	6	8	8					
6836+25.00	253	46	207	207	5	7	7					
6836+50.00	234	36	198	198	4	5	5					
6836+75.00	12	2	10	10								
6837+00.00	11237	4715	6522	6522	49396	64221	64221					
SUBTOTAL												
RAMPC												
YEAR5												
STAGE1												
3590+88.64	1		1	1	646	840	840					
3591+00.00	1		1	1	646	840	840					
3591+25.00	1		1	1	1265	1645	1645					
3591+50.00	1		1	1	1124	1461	1461					
3591+75.00	1		1	1	1011	1314	1314					
3592+00.00	1		1	1	875	1138	1138					
3592+25.00	1		1	1	399	519	519					
3592+50.00					96	125	125					
3592+75.00	1		1	1	457	594	594					
3593+00.00	1		1	1	339	441	441					
3593+25.00	1		1	1	236	307	307					
3593+50.00					22	29	29					
3593+75.00	9		9	9	66	86	86					
3594+00.00	34		34	34	19	25	25					
3594+25.00	86		86	86	7	9	9					
SUBTOTAL	139		139	139	7208	9373	9373					
I-74												
YEAR5												
STAGE2												
6803+89.89												
6804+25.00	1		1	1	15	20	20					
6804+50.00	1		1	1	13	17	17					
6804+75.00	1		1	1	10	13	13					
6805+00.00	1		1	1	8	10	10					
6805+25.00	1		1	1	5	7	7					
6805+50.00	1		1	1	3	4	4					
6805+75.00	1		1	1	1	1	1					
6806+00.00	1		1	1								
6806+25.00	1		1	1								
6806+50.00	1		1	1								
6806+75.00	10		10	10	55	72	72					
SUBTOTAL												
YEAR 4												
STAGE 2	651		651	651	12	15	15					
YEAR 4												
POND				34628				22907				
YEAR 5												
STAGE 1	16149	4715	11434	11434	88723	115349	115349					
YEAR 5												
STAGE 2	10		10	10	55	72	72					



PLAN VIEW

NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.28%.

PROFILE

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

Ramp exit pavement shown by shaded area is 2184 square yards.

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

Taper Curve Data
△ = 5°35′47.78″
D = 0°42′58.31″
T = 391.03′
L = 781.43′
E = 9.55′
R = 8000.00′

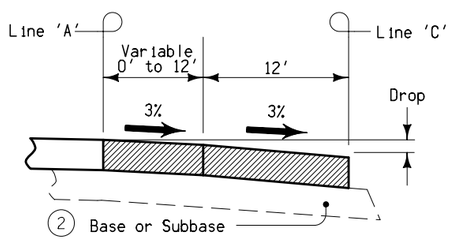
This design is based on 60 mph design speed at e max = 6%.

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.

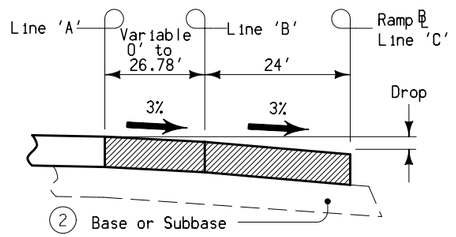
TABLE OF OFFSETS AND DROPS FOR 24′ RAMP TAPER

Distance From Point (C) Along Line 'A' (Ft.)		(P) 790	765	740	715	690	665	640	615	590	565	540	515	490	465	440	415	390	365	340	(E) 315	290	265	240	215	190	165	140	115	90	65	40	15	(C) 0
From Line 'A' To Line 'B'	Offset (Ft.)																				2.07	3.59	5.19	6.87	8.63	10.46	12.38	14.37	16.44	18.59	20.82	23.09	25.39	26.78
	Slope (%)																				← Constant 3.0% Slope →													
	Drop (Ft.)																				0.06	0.11	0.16	0.21	0.26	0.31	0.37	0.43	0.49	0.56	0.62	0.69	0.76	0.80
From Line 'B' To Line 'C'	Offset (Ft.)																				← Constant 24.0′ Offset →													
	Slope (%)																				← Constant 3.0% Slope →													
	Drop (Ft.)																				← Constant 0.72′ Drop →													
From Line 'A' To Line 'C'	Offset (Ft.)	12.00	12.04	12.16	12.35	12.62	12.98	13.40	13.91	14.50	15.16	15.90	16.72	17.61	18.59	19.64	20.77	21.98	23.26	24.63														
	Slope (%)	← Constant 3.0% Slope →																																
	Drop (Ft.)	0.36	0.36	0.36	0.37	0.38	0.39	0.40	0.42	0.43	0.45	0.48	0.50	0.53	0.56	0.59	0.62	0.66	0.70	0.74	0.78	0.83	0.88	0.93	0.98	1.03	1.09	1.15	1.21	1.28	1.34	1.41	1.48	1.52
Distance Along Line 'C' (Ft.)		788.94	763.98	739.02	714.06	689.10	664.14	639.18	614.23	589.28	564.34	539.40	514.46	489.53	464.61	439.69	414.78	389.87	364.98	340.05	315.08	290.11	265.14	240.16	215.17	190.18	165.18	140.17	115.16	90.15	65.12	40.09	15.05	0.00

(G) (M)

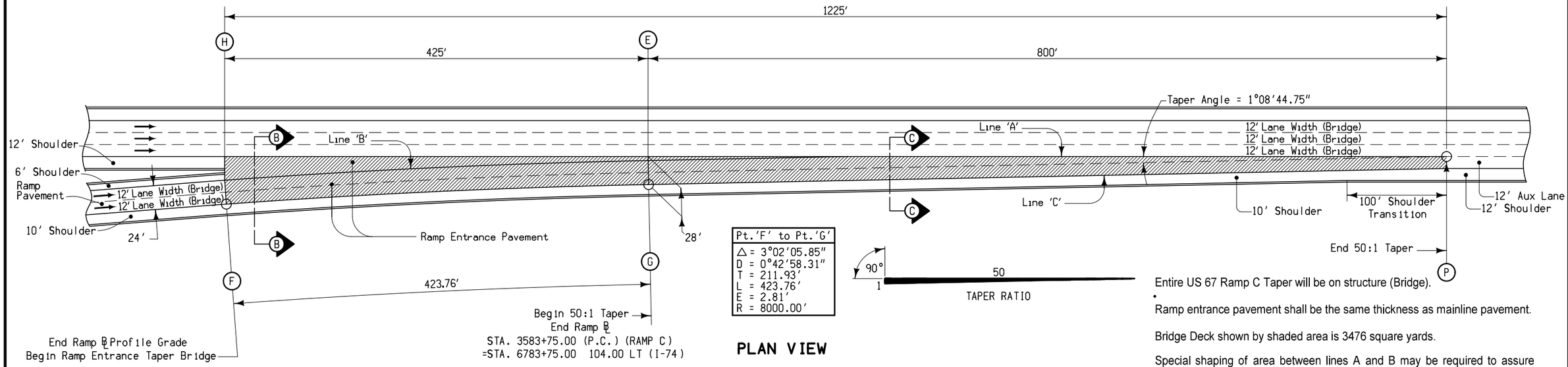


SECTION A-A



SECTION B-B

US 67 RAMP A
DECELERATION TAPER
FOR 24′ EXIT RAMP



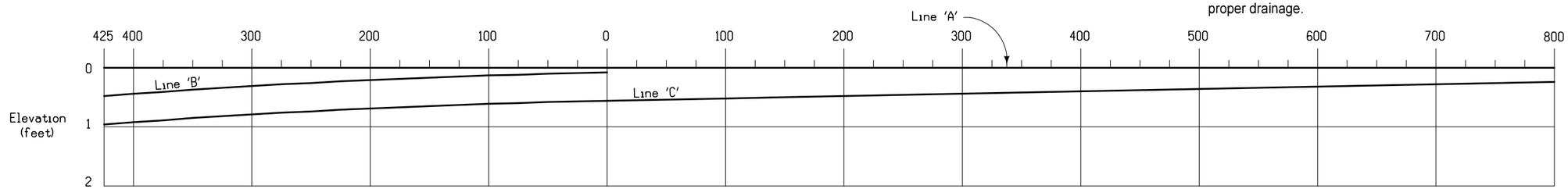
PLAN VIEW

Entire US 67 Ramp C Taper will be on structure (Bridge).

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

Bridge Deck shown by shaded area is 3476 square yards.

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



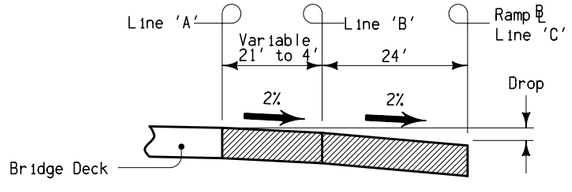
NOTE: The algebraic difference between profile grade for Ramp Base Line at (F) and relative profile grade of Mainline at (H) is -0.15%.

PROFILE

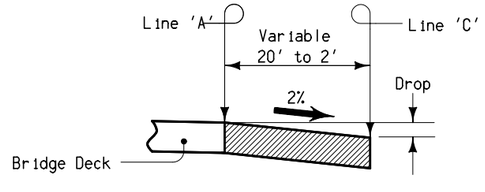
TABLE OF OFFSETS AND DROPS FOR 24' RAMP TAPER

Distance From Point (H) Along Line 'A' (Ft.)		425	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	0
From Line 'A' To Line 'B'	Offset (Ft.)	23.75	21.96	20.25	18.62	17.07	15.60	14.20	12.88	11.64	10.48	9.40	8.39	7.46	6.61	5.84	5.15	4.53	4.00
	Slope (%)	← Constant 2.0% Slope →																	
	Drop (Ft.)	0.48	0.44	0.41	0.37	0.34	0.31	0.28	0.26	0.23	0.21	0.19	0.17	0.15	0.13	0.12	0.10	0.09	0.08
From Line 'B' To Line 'C'	Offset (Ft.)	← Constant 24.0' Offset →																	
	Slope (%)	← Constant 2.0% Slope →																	
	Drop (Ft.)	← Constant 0.48' Drop →																	
From Line 'A' To Line 'C'	Offset (Ft.)																		
	Slope (%)																		
	Drop (Ft.)	0.96	0.92	0.89	0.85	0.82	0.79	0.76	0.74	0.71	0.69	0.67	0.65	0.63	0.61	0.60	0.58	0.57	0.56
Distance From Point (G) Along Line 'C' (Ft.)		423.76	398.77	373.79	348.81	323.83	298.87	273.90	248.94	223.99	199.03	174.08	149.14	124.20	99.26	74.32	49.39	24.45	0.00

Distance From Point (H) Along Line 'A' (Ft.)		25	50	75	100	150	200	250	300	350	400	450	500	550	600	650	700	750	800
From Line 'A' To Line 'B'	Offset (Ft.)																		
	Slope (%)																		
	Drop (Ft.)																		
From Line 'B' To Line 'C'	Offset (Ft.)																		
	Slope (%)																		
	Drop (Ft.)																		
From Line 'A' To Line 'C'	Offset (Ft.)	27.50	27.00	26.50	26.00	25.00	24.00	23.00	22.00	21.00	20.00	19.00	18.00	17.00	16.00	15.00	14.00	13.00	12.00
	Slope (%)	← Constant 2.0% Slope →																	
	Drop (Ft.)	0.55	0.54	0.53	0.52	0.50	0.48	0.46	0.44	0.42	0.40	0.38	0.36	0.34	0.32	0.30	0.28	0.26	0.24
Distance From Point (G) Along Line 'C' (Ft.)																			(P)



SECTION B-B



SECTION C-C

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

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

For Pavement Marking Layout, see Typical 9301A on Sheet B.06

US 67 RAMP C ACCELERATION TAPER FOR 24' ENTRANCE RAMP

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.2

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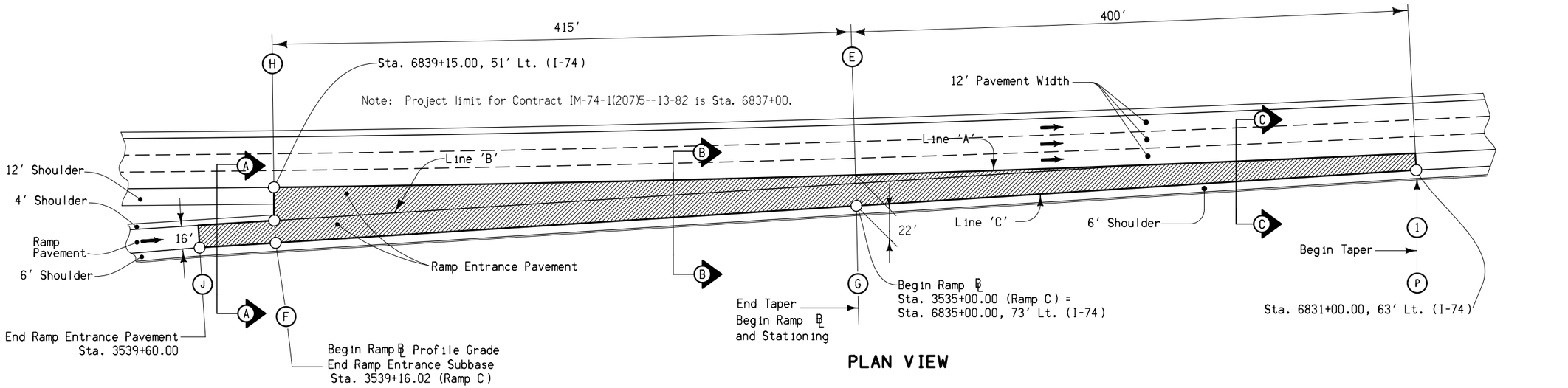
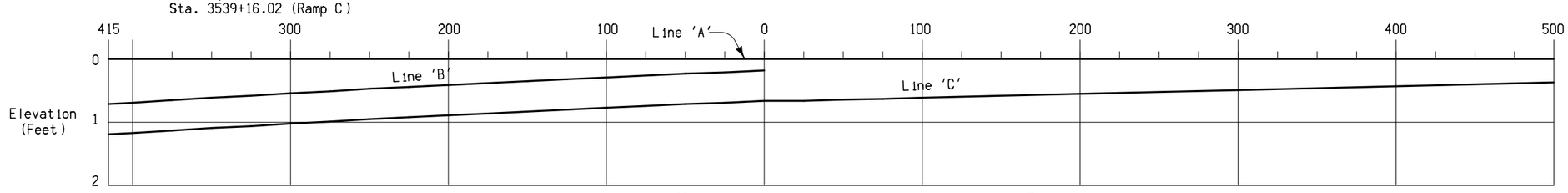


PLAN VIEW

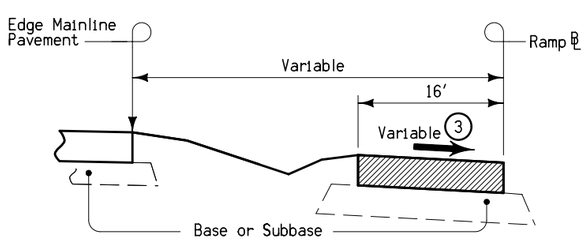


NOTE: The algebraic difference between profile grade for Ramp Base Line at (F) and relative profile grade of Mainline at (H) is 0.15%.

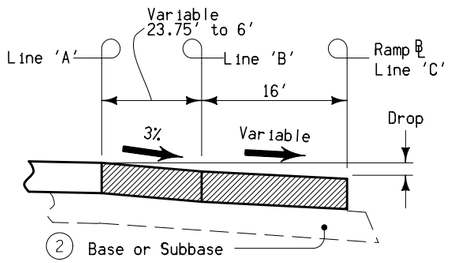
PROFILE

TABLE OF OFFSETS AND DROPS FOR 16′ RAMP TAPER

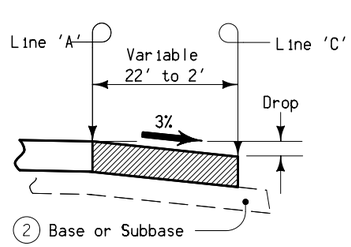
Distance From Point (E) Along CL I-74 (Ft.)		(H) 415	400	375	350	325	300	275	250	225	200	175	150	125	100	75	50	25	(E) 0	25	50	75	100	200	300	400
From Line 'A' To Line 'B'	Offset (Ft.)	23.75	22.98	21.71	20.47	19.26	18.07	16.91	15.79	14.68	13.61	12.56	11.54	10.55	9.58	8.64	7.73	6.85	6.00							
	Slope (%)	← Constant 3.0% Slope →																								
	Drop (Ft.)	0.71	0.69	0.65	0.61	0.58	0.54	0.51	0.47	0.44	0.41	0.38	0.35	0.32	0.29	0.26	0.23	0.21	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.)																			21.38	20.75	20.13	19.50	17.00	14.50	12.00
	Slope (%)																			← Constant 3.0% Slope →						
	Drop (Ft.)	1.19	1.17	1.13	1.09	1.06	1.02	0.99	0.95	0.92	0.89	0.86	0.83	0.80	0.77	0.74	0.71	0.69	0.66	0.64	0.62	0.60	0.59	0.51	0.44	0.36
Distance From Point (G) Along Line 'C' (Ft.)		(F) 416.02	401.77	376.64	351.52	326.39	301.27	276.15	251.04	225.92	200.81	175.70	150.60	125.49	100.39	75.29	50.19	25.09	(G) 0.00	(P)						



SECTION A-A



SECTION B-B



SECTION C-C

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. The ramp pavement cross slope between (J) and (F) is determined by supelevation rotated about line C. Refer to Standard Road Plan RP-3 and plans for superelevation transition requirements.

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

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

For location equivalent stations, see Tabulation 101-15. Equate Point 'G' (Ramp Stationing) to Point 'E' (Mainline Stationing).

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

Ramp entrance pavement shown by shaded area is 2208 square yards.

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

MIDDLE ROAD INTERCHANGE RAMP C ACCELERATION TAPER FOR 16′ ENTRANCE RAMP TO AUXILLIARY LANE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.3

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

CLEARING & GRUBBING
0.92 Acres

CLEARING & GRUBBING
3.75 Acres

REMOVE EXISTING STORM SEWER

VIADUCT AND TEMPORARY
MEDIAN BYPASS REMOVAL
BY OTHERS

REMOVE INTAKE

REMOVE EXISTING
STORM SEWER

REMOVE INTAKE

REMOVE EXISTING
STORM SEWER

REMOVE INTAKE

6790

6795

6800

6805

+75.00

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(207)5--13-82**	SHEET NUMBER **U.4**

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

CHAIN LINK FENCE REMOVAL

6805

PT Sta 6806+11.44

REMOVE INTAKE

6810

6815

6820

REMOVE EXISTING
STORM SEWER

+25.00

CLEARING & GRUBBING
3.17 Acres

PAVEMENT REMOVAL

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(207)5--13-82	SHEET NUMBER U.5

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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

CHAIN LINK FENCE REMOVAL
PAVEMENT REMOVAL
EX. 1-74 EXIT RAMP
EX. KIMBERLY RIDGE RD
EX. HIGHLAND PARK DR
PI Sta 6832+57.30
6820
6825
6830
6835
74
PC Sta 6823+21.29
+48.00
CLEARING & GRUBBING
PAVEMENT REMOVAL
REMOVE EXISTING STORM SEWER
EX. HIGHLAND CT

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

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(207)5--13-82	SHEET NUMBER U.6	

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

EX. LINCOLN RD

CHAIN LINK FENCE REMOVAL

STA. 6837+00.00
END CONSTRUCTION

REMOVE EXISTING
STORM SEWER

PAVEMENT REMOVAL

CLEARING & GRUBBING
0.38 Acres

PT Sta 6841+92.29

6835
6840
6845
6850

EX. I-74 ENT. RAMP

EX. I-74 EXIT RAMP

EX. FAIRLANE DR

EX. MEADOW LANE DR

EX. PARKLANE DR

74

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(207)5--13-82**	SHEET NUMBER **U.7**

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

For Side Road Details
Refer to E Sheets

0 FEET 50

US 67 EB
REMOVAL PLANS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.8

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ILLINOIS JURISDICTION

IOWA JURISDICTION

STA. 6746+86.92

25

6750

6755

6760

CHW8

DLY4

ELY4

DLW4

BLW4

ELW4

ELY4

CHW8

ELY4

BLW4

ELW4

0 FEET 50

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.9	

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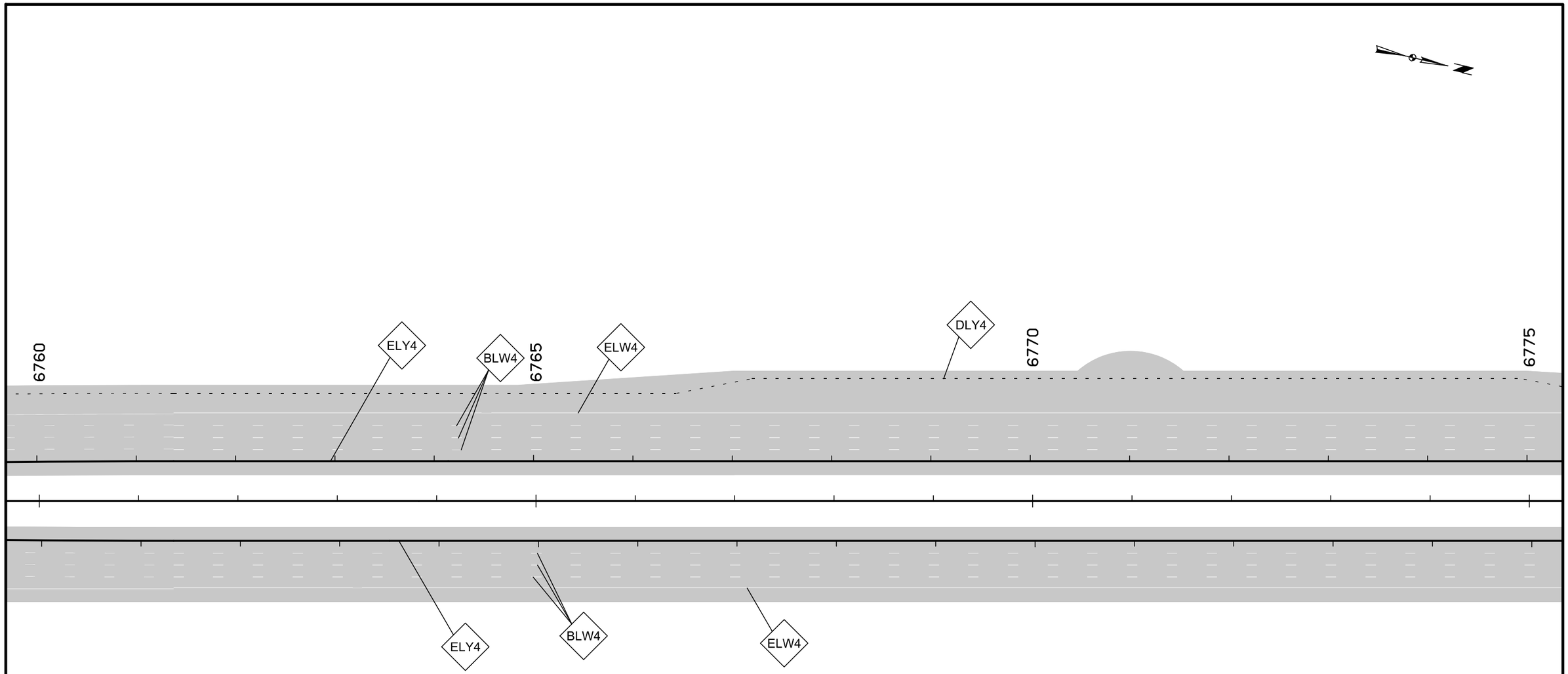

0 50
FEET

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.10

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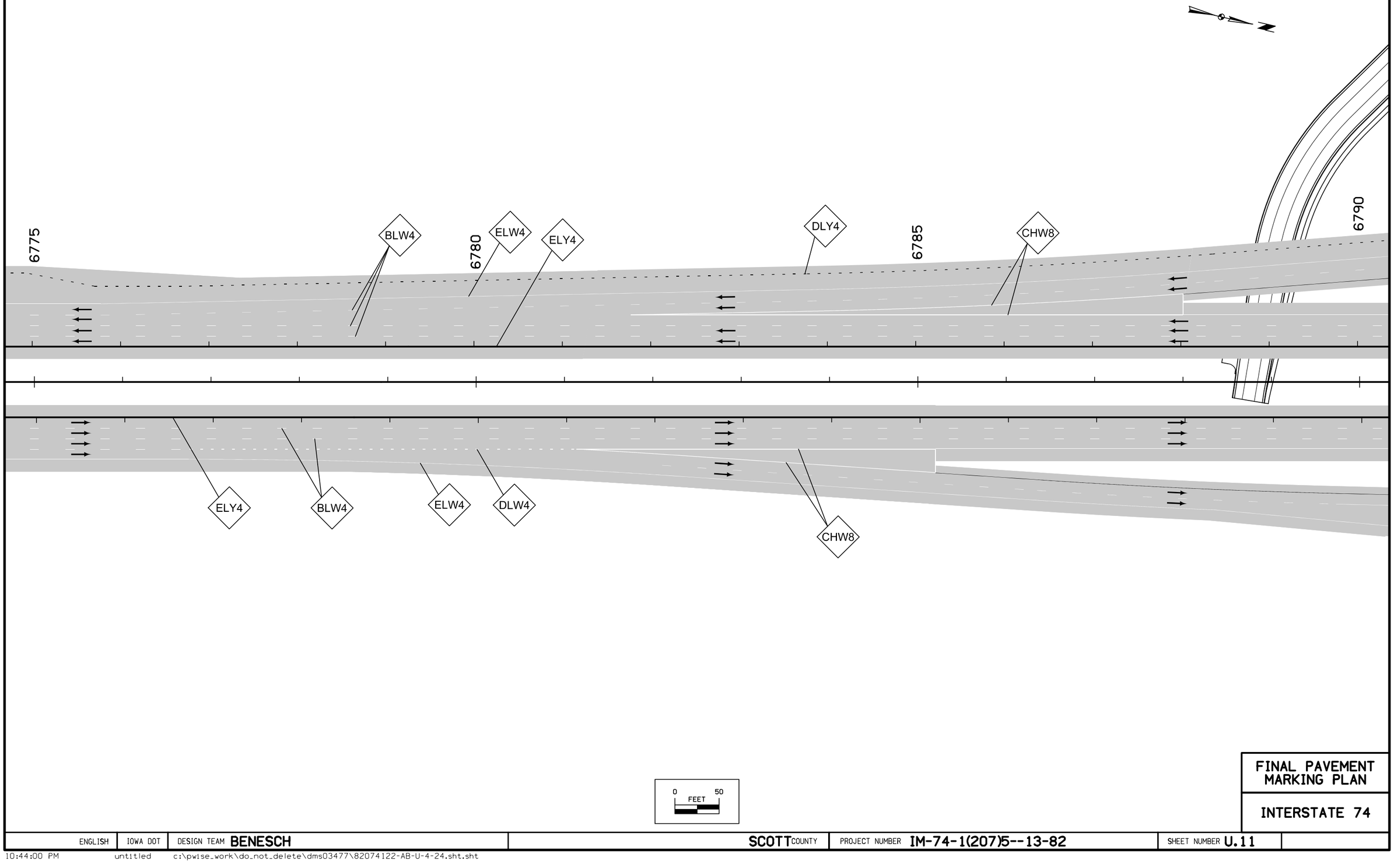
DAVENPORT TWP.
T-78 N R-4 E
SEC. 32



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FEET

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.11

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

6790

6795

6800

6805

ELW4 BLW4 ELY4

SYMB

ELW4 BLW4

ELW4

BLW4

ELY4

BLW4

ELW4 ELY4 SLW4 SYMB

ELW4 ELY4 SLW4

ELY4

ELW4

0 50
FEET

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.12

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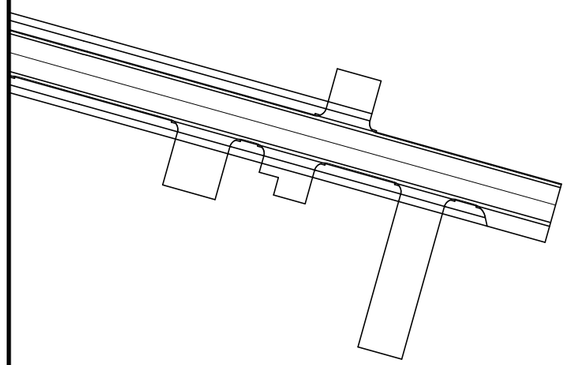
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

6805
6810
6815
6820

ELY4
CHW8
DLW4
ELW4
BLW4

ELY4
CHW8
ELY4
BLW4
ELW4
ELY4



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FEET

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

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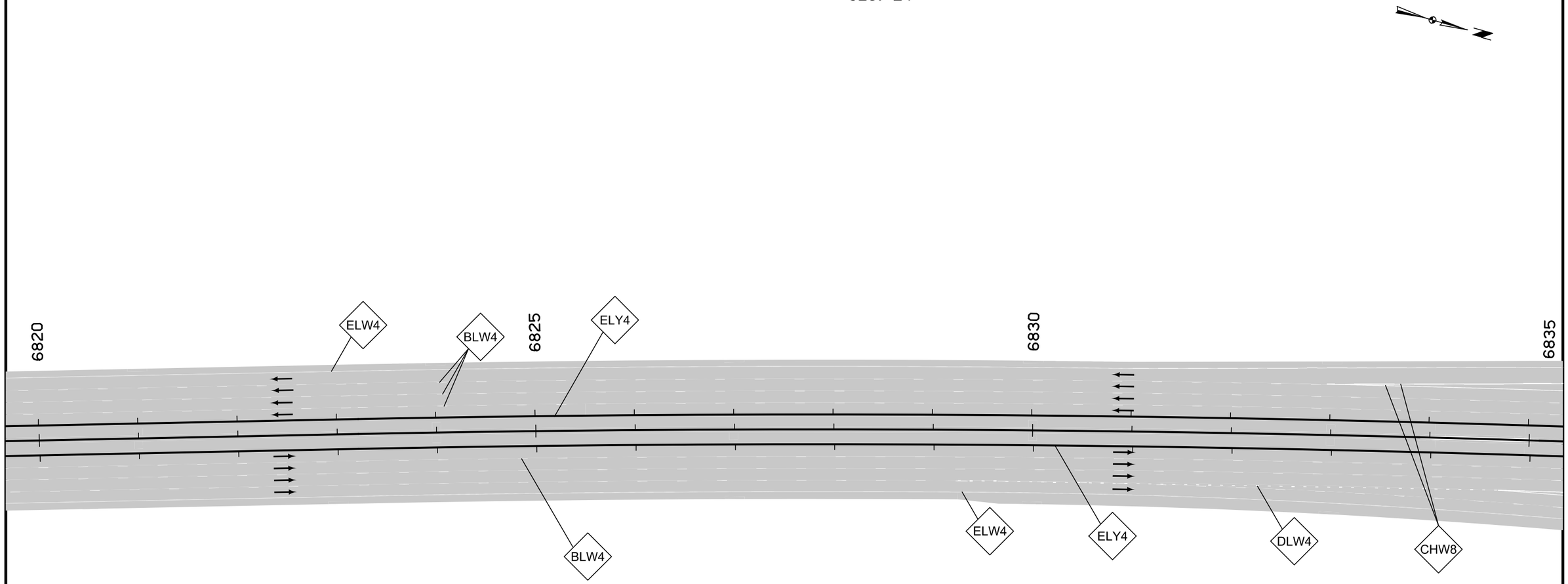
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29



0 FEET 50

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

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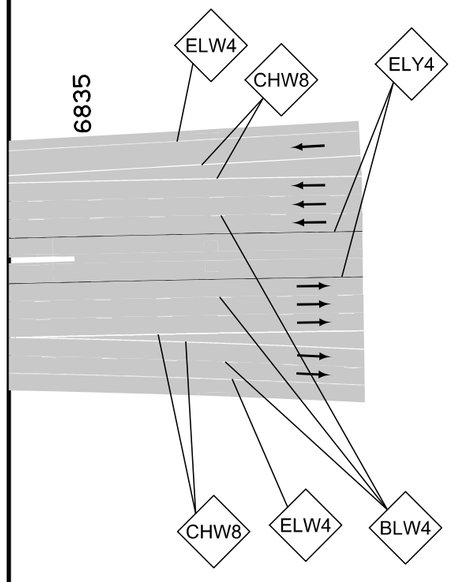
DAVENPORT TWP.
T-78 N R-4 E
SEC. 20

6835

6840

6845

6850



0 50
FEET

FINAL PAVEMENT MARKING PLAN

INTERSTATE 74

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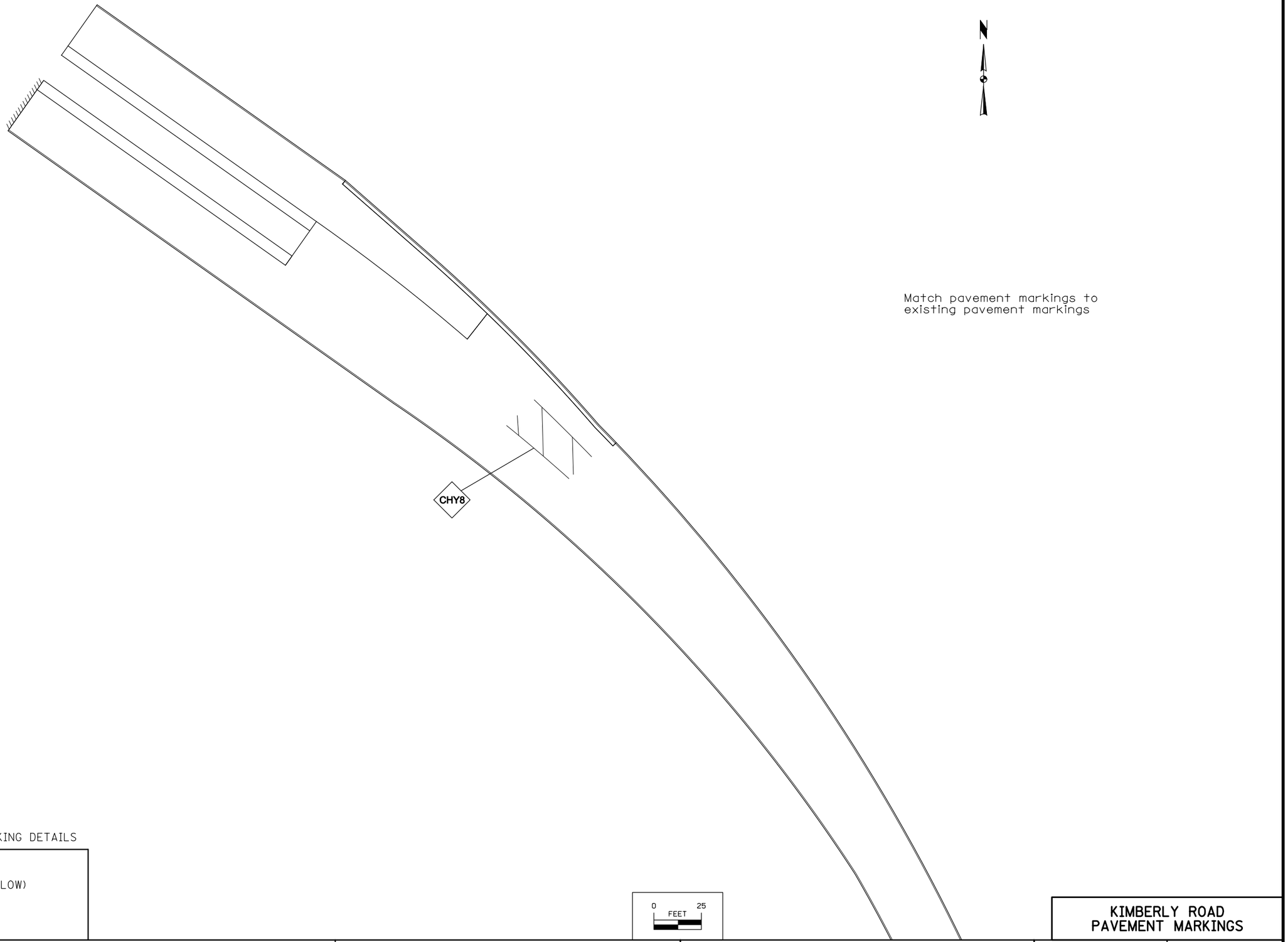

Match pavement markings to existing pavement markings

SEE PM-101 FOR PAVEMENT MARKING DETAILS

CHY8 CHANNELIZING LINE (YELLOW)

0 25 FEET

KIMBERLY ROAD
PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.16	

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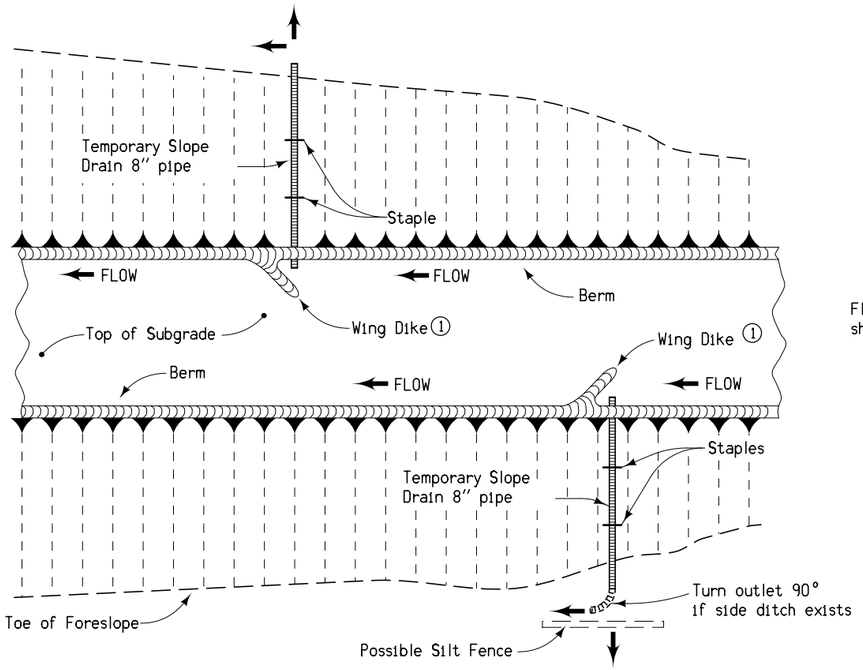
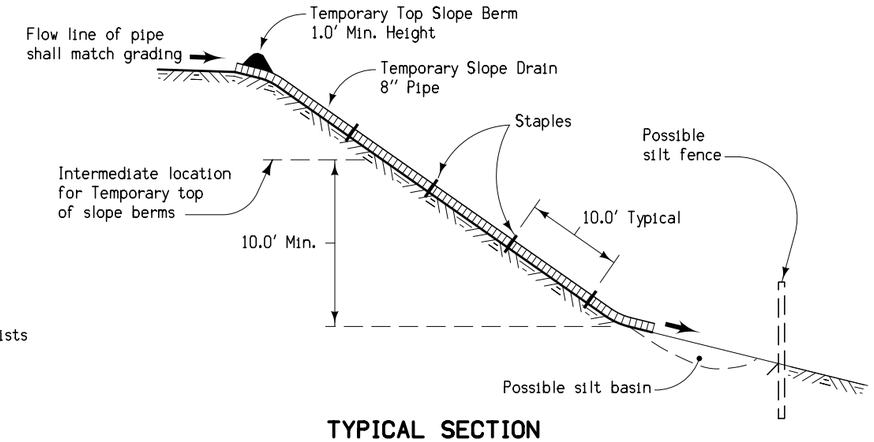
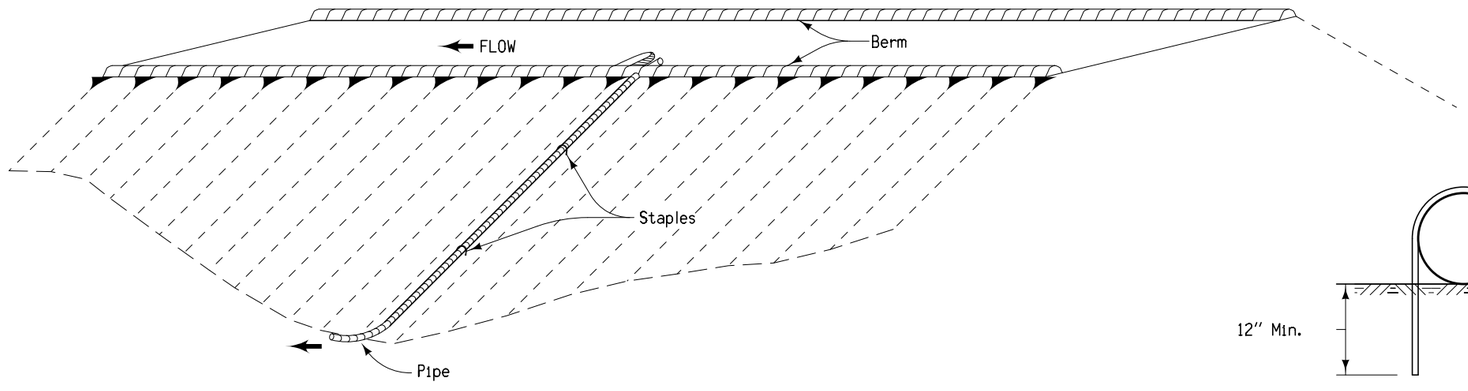


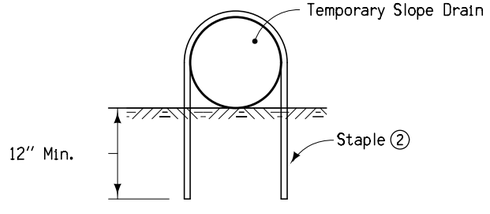
PLAN



TYPICAL SECTION



PERSPECTIVE



STAPLE DETAIL

GENERAL NOTES:

Details indicated hereon are for the installation of a temporary slope drain on the foreslope of the roadway fill. The intent of the temporary slope drain is to prevent foreslope erosion during construction and to minimize the water pollution which might be caused by soil erosion from the project.

At the completion of each day's grading, a temporary berm will be constructed on both sides of the subgrade. At points a maximum of 500' apart, at low points of vertical curves, and as determined by the Engineer, temporary intercepting wing dikes shall be graded and slope drains installed. All special grading work shall be considered incidental to other grading work on the project.

Foreslopes with a vertical height of ten feet or less shall not have temporary slope drains installed.

The temporary slope drain shall consist of a length of pipe capable of extending to the top of foreslope when all grading has been completed. The pipe shall be moved up the foreslope to the new temporary top of slope berm at the completion of each day's work. The pipe shall be Solid Tubing complying with all requirements of ASTM F 405, Standard Duty Tubing.

Method of measurement shall be along the centerline of pipe in its final position.

The price bid for "Temporary Slope Drain, As Per Plan", measured in lineal feet, shall be considered full compensation for the construction of all required temporary top of slope berms, for installing and maintaining the slope drain for the duration of the contract, and for removal of all 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(207)5--13-82	SHEET NUMBER U.17

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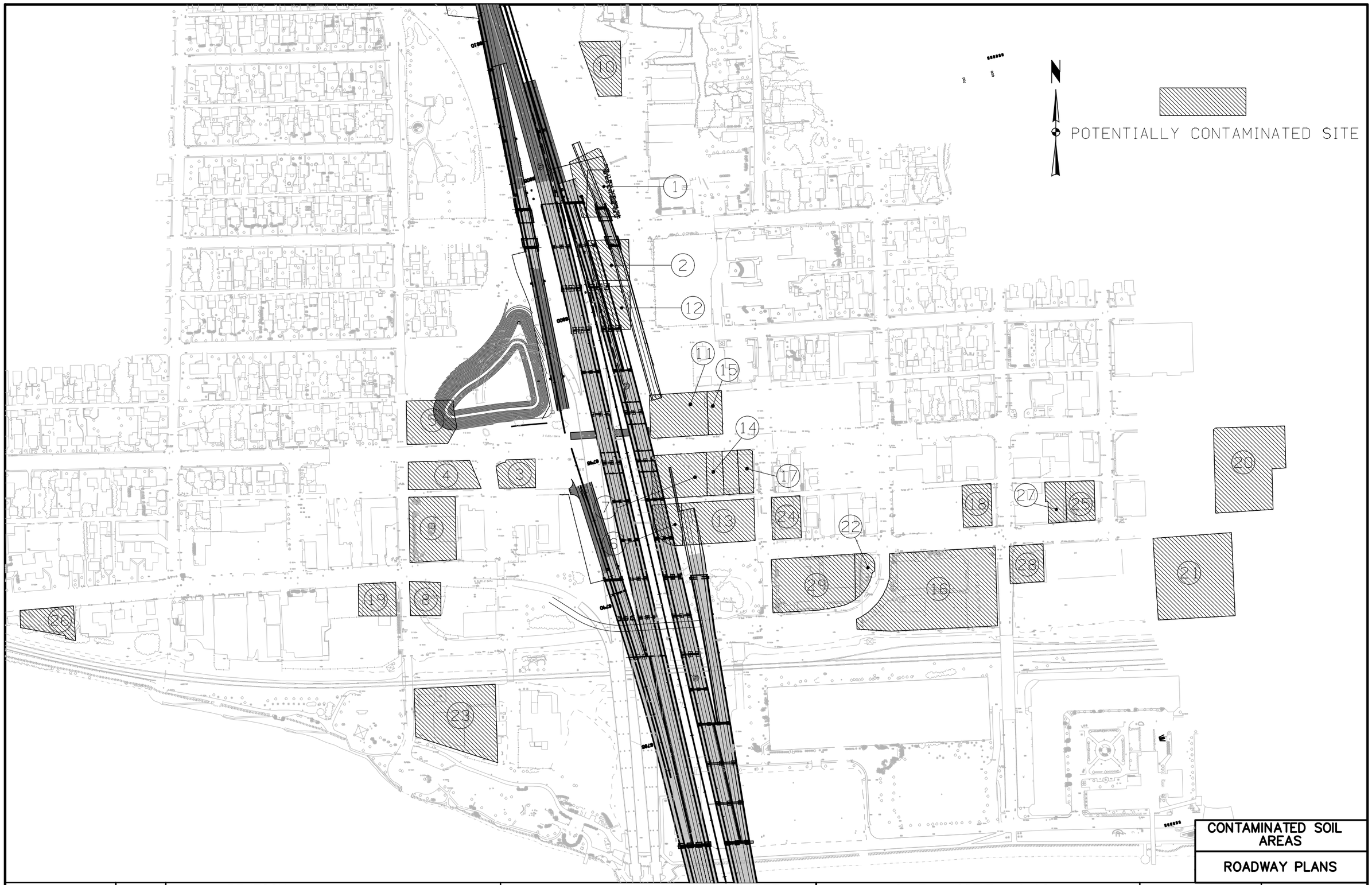

CONTAMINATED SOIL AREAS

ROADWAY PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.18	

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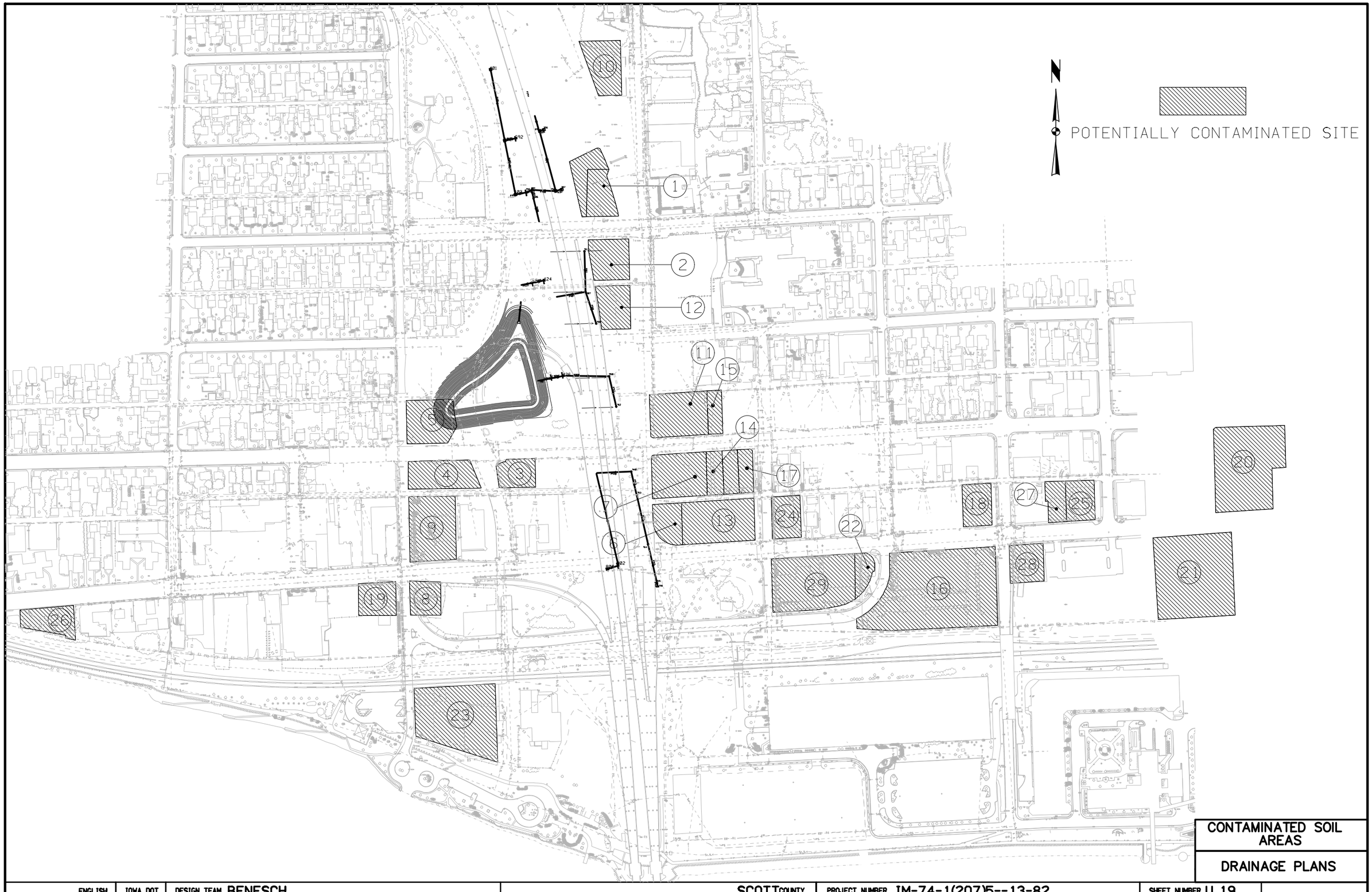

CONTAMINATED SOIL AREAS

DRAINAGE PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.19	

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Contaminated Soil Summary			PCSS-1 SPECIAL
Location	Description and Address	Site Impacted by this Contract	Remarks
		Yes/No	
1	H & H Car Care Center 612 14th Street	No	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	Remarks
		Yes/No	
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.

CONTAMINATED SOIL AREAS

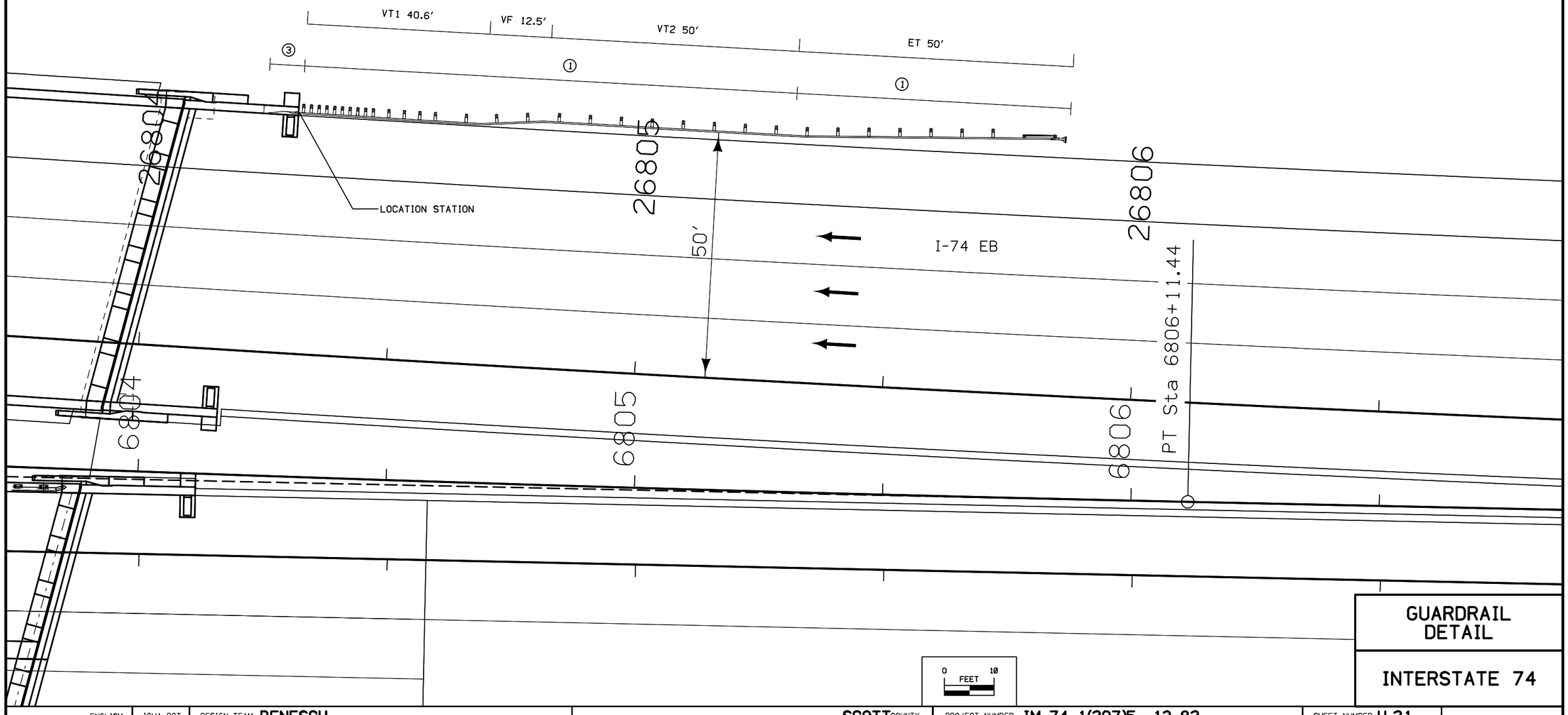
SUMMARY

NOTES:

① SEE TAB 108-8A FOR DETAILS

② CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(207)5--13-82), REFER TO TAB 108-18B

③ CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



GUARDRAIL DETAIL

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.21

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NOTES:

① SEE TAB 108-8A FOR DETAILS

② CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(207)5--13-82), REFER TO TAB 108-18B

③ CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)

1504

1505

1506

LOCATION STATION

GUTTER LINE

24'

US 67 RAMP A

VT1 115.6'

ET 50'

③

①

①

+28.80

+33.80

4" SLOPED CURB

5' TRANSITION
SEE STANDARD PV-102

6" SLOPED CURB

0 10
FEET

GUARDRAIL DETAIL

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.22

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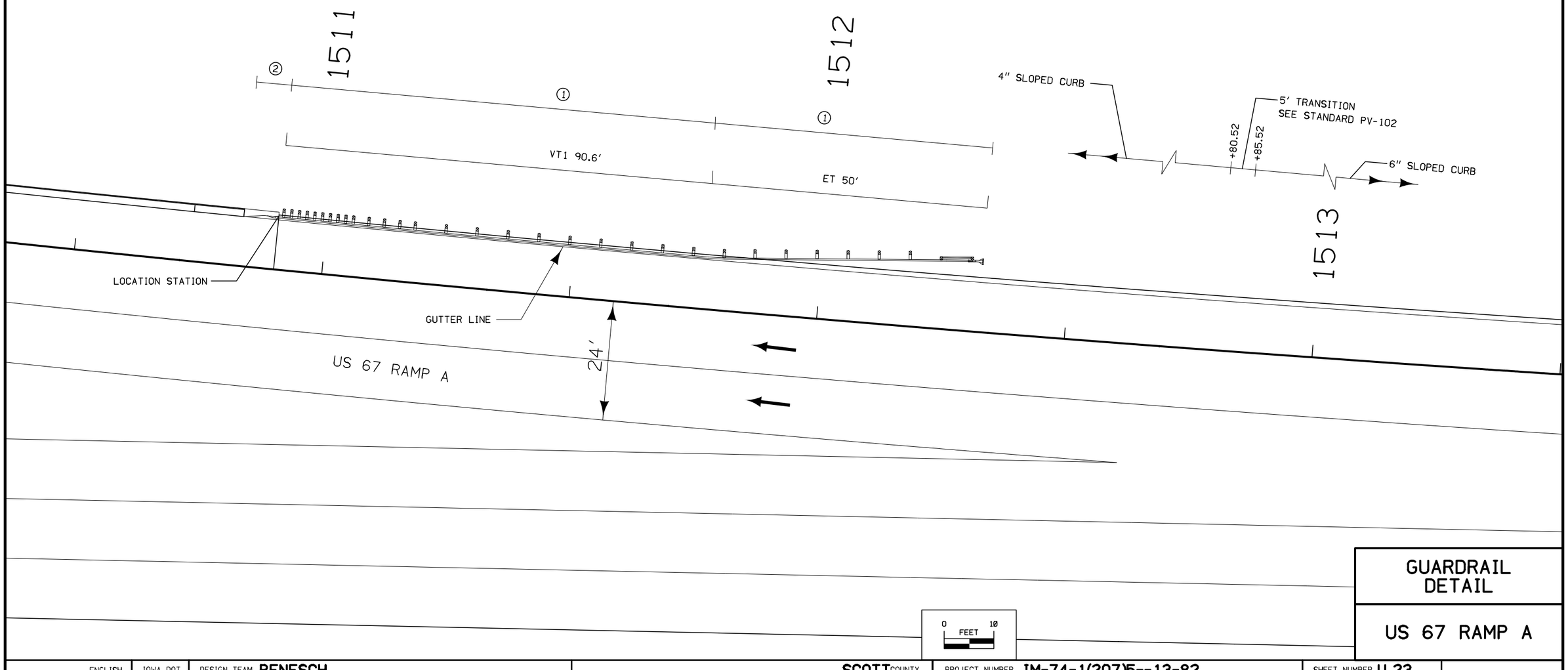
NOTES:

1. SEE TAB 108-8A FOR DETAILS
2. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(207)5--13-82), REFER TO TAB 108-18B
3. CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



GUARDRAIL DETAIL

US 67 RAMP A

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.23

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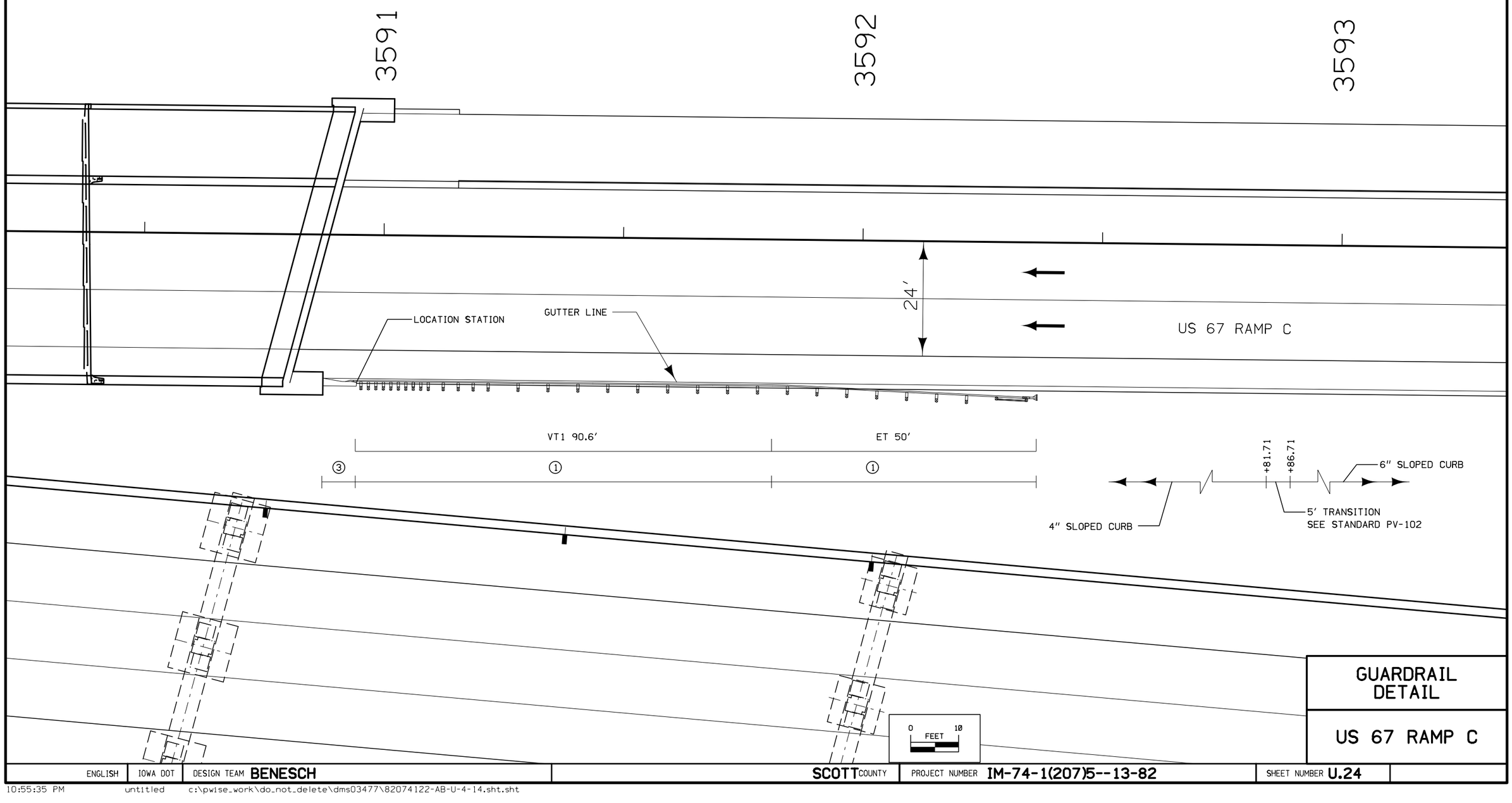
NOTES:

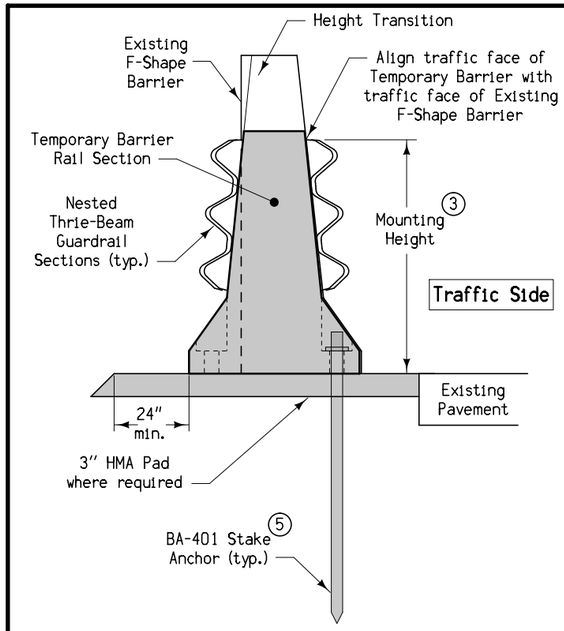
1. SEE TAB 108-8A FOR DETAILS
2. CONCRETE BARRIER END SECTION (BA-107) INCLUDED IN CONTRACT (IM-74-1(207)5--13-82), REFER TO TAB 108-18B
3. CONCRETE BARRIER END SECTION INCLUDED IN CONTRACT BRFIM-074-1(200)5--05-82)



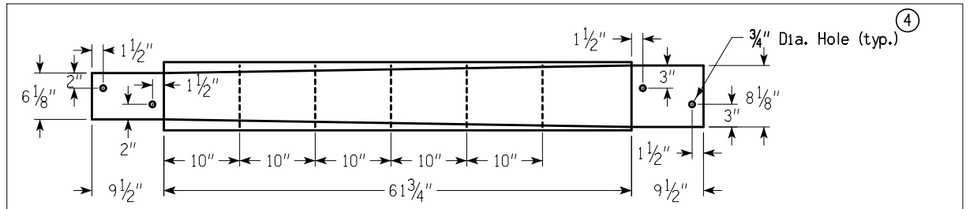
GUARDRAIL DETAIL

US 67 RAMP C

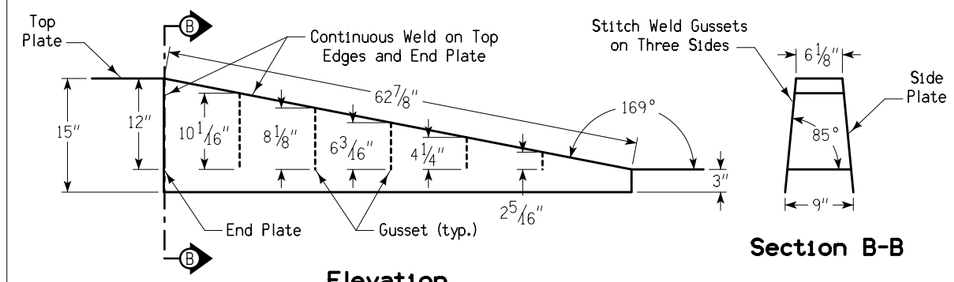
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.24



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.

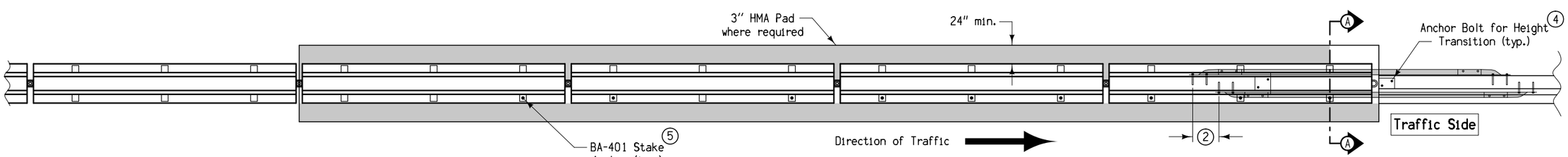
(1) Install five (5) Rail Anchor Bolts in each Terminal Connector as shown. Ensure a minimum embedment depth of 6". Drill pilot holes with a core bit. Avoid drilling or cutting through reinforcing steel within temporary or permanent barriers.

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

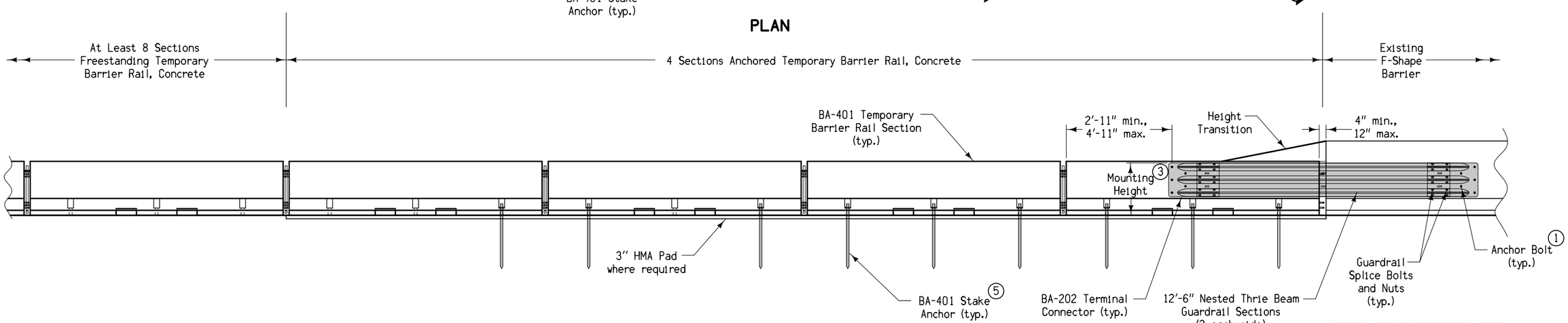
(3) 32" mounting height preferred. 30" minimum.

(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.

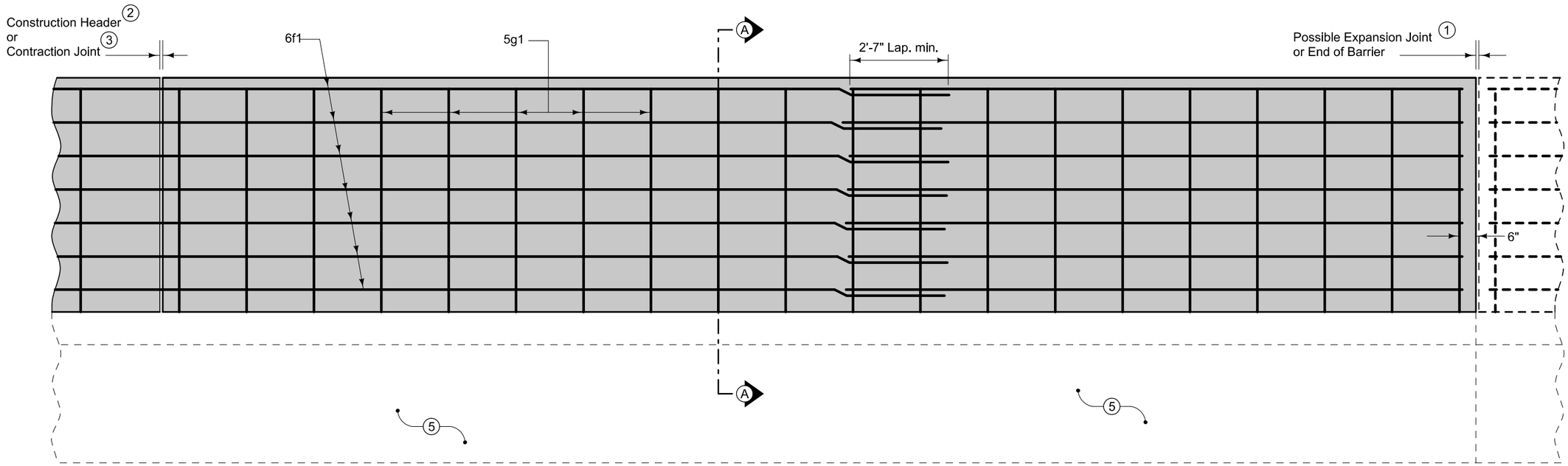


PLAN

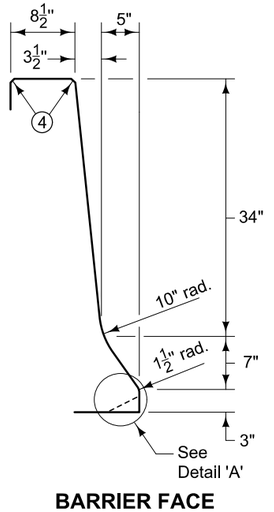


ELEVATION

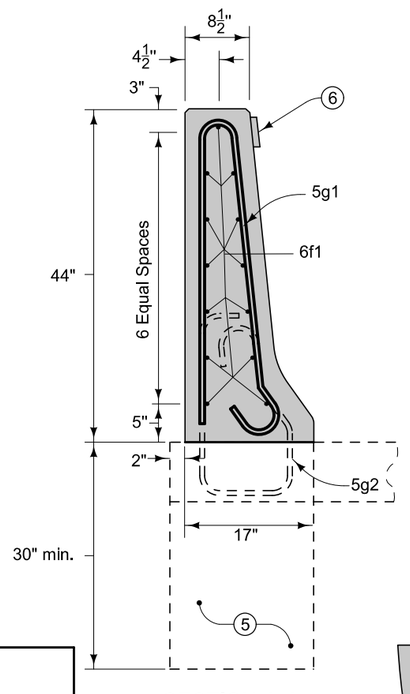
TBR CONNECTION TO 44-INCH F-SHAPE BARRIER



ELEVATION



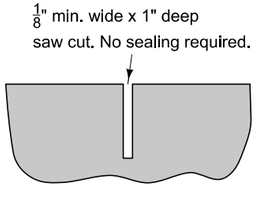
BARRIER FACE



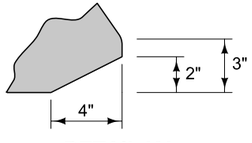
SECTION A-A

REINFORCING BAR LIST Per Section (Approx. 20 feet)					
Bar	Size	Number of Bars	Length	Weight (lbs.)	Spacing
5g1	5	20	7'-5"	155	1'-0"
6f1	6	13	19'-6"	381	—

5g1
BENT BAR



SAWED CONTRACTION JOINT
Saw cut top and front face. Saw cut back if exposed.



DETAIL 'A'
Special Shaping for Barrier over Intake

CONCRETE QUANTITIES Per foot
0.11 cy

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

① Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.

② Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 2'-7".

③ For free-standing barrier with integral footings, use 20 foot maximum, 15 foot minimum joint spacing.

④ Fillet all exposed corners with a ¾ inch dressed and beveled strip.

⑤ Construct concrete footing when barrier is not placed on concrete slab. Apply Section 2403.03, but the use of forms is optional. If forms are used, place backfill around the completed footing.

⑥ Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.

Possible Contract Item:
Concrete Barrier, BA-102 (MODIFIED)
Possible Tabulation:
108-18B

MODIFIED
STANDARD ROAD PLAN

REVISION	
1	04-19-11

BA-102
SHEET 1 of 1

MODIFICATIONS: Changed 5g1 bar, changed 5g1 spacing, changed f1 size and spacing, removed dowels.

44" CONCRETE BARRIER (HALF SECTION) FOR USE WITH REINFORCED PAVED SHOULDER

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.26

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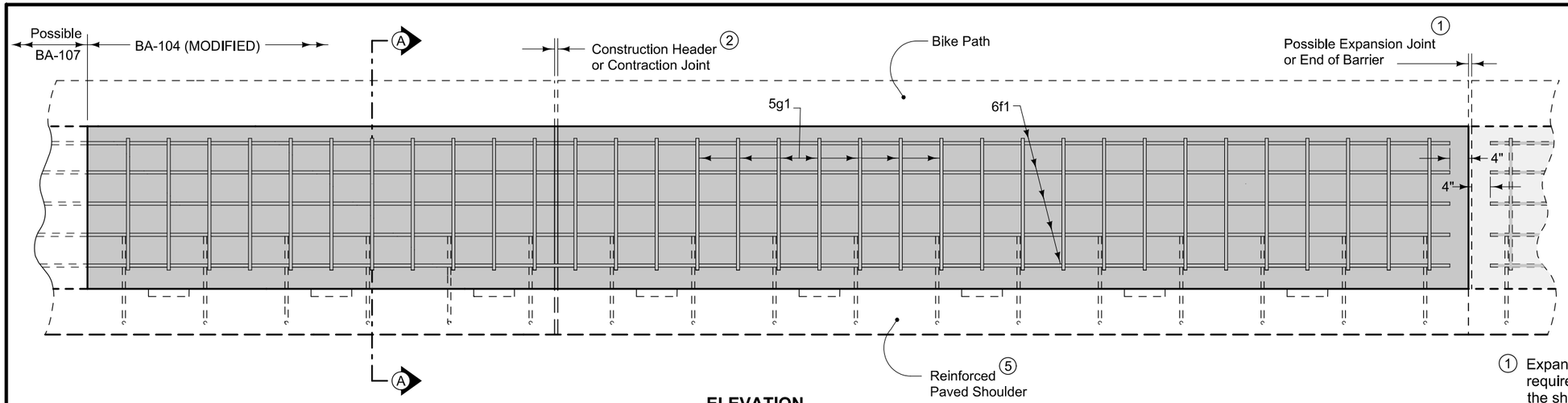
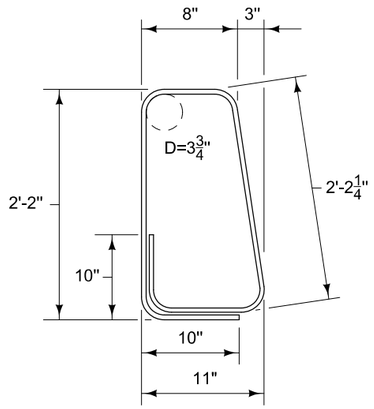
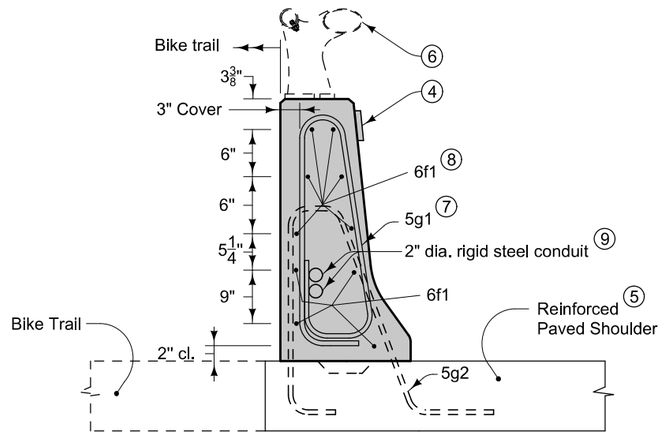


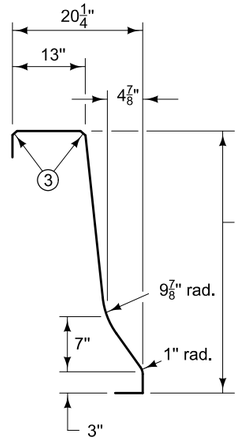
ELEVATION



5g1
BENT BAR



SECTION A-A
(Steel rail not shown.)

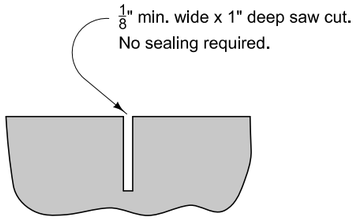


BARRIER FACE

1. Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.
2. Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 1'-6". Contraction joint locations shall match pavement joint locations.
3. Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.
4. Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.
5. Refer to BA-106 (MODIFIED) for details of 5g2 bars and reinforced paved shoulder.
6. Refer to "STEEL SEPARATION RAILING DETAILS".
7. On the non-traffic side of the barrier railing, place the 5g1 bars with a 3" clearance and the 5g2 bars with a $1\frac{1}{2}$" clearance to provide adequate space between the steel conduit and the stainless steel 5g2 bars to meet the requirements of I.M. 451.02.
8. Note that some of the 6f1 bars are to be placed outside of the 5g1 bars, between the 5g1 bars and the 5g2 bars, as shown in Section A-A.
9. The steel conduit shall be securely tied at every 3'-0" intersection with the 5g1 bars to avoid contact with the stainless steel 5g2 bars.

ESTIMATED QUANTITIES FOR BARRIER Per Linear Foot	
Concrete - Cu. Yds.	0.13
Reinforcing Steel - Lbs.	30.4

REINFORCING BAR LIST Per Section (Approximately 20')			
Bar	Number of Bars	Length	Spacing
5g1	40	7'-7 1/4"	0'-6"
6f1	10	19'-4"	—



SAWED CONTRACTION JOINT

Saw cut top and front face. Saw cut back if exposed.

Use Grade 60 epoxy-coated reinforcing bars. Provide 2 inches minimum cover, unless noted otherwise. Anchor all reinforcement to prevent movement. Secure each section at the front, back, and at 3'-6" intervals using a method approved by the Engineer.

Possible Contract Item:
Concrete Barrier, BA-104 (MODIFIED)

Possible Tabulation:
108-18B

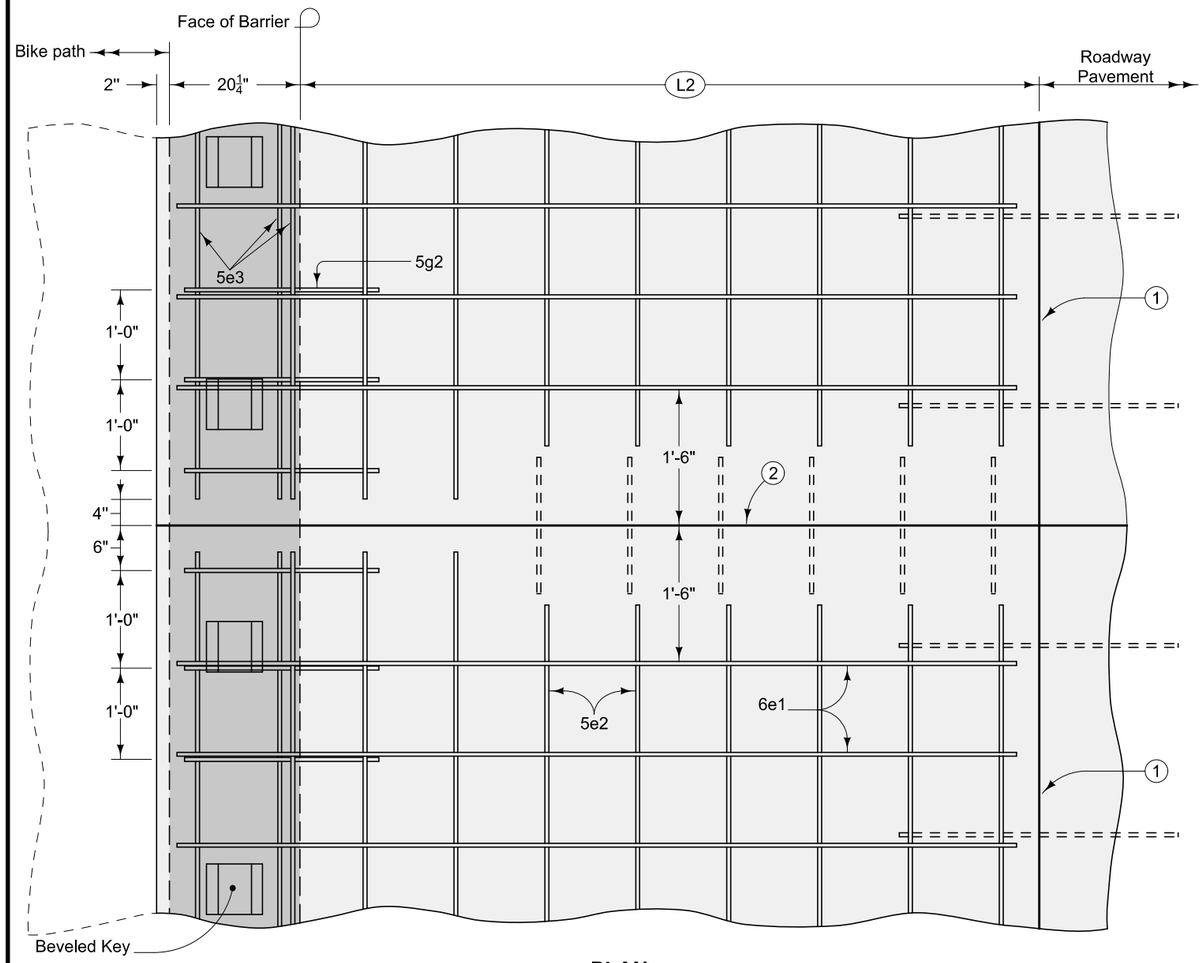
MODIFIED
STANDARD ROAD PLAN

REVISION	
New	04-20-10

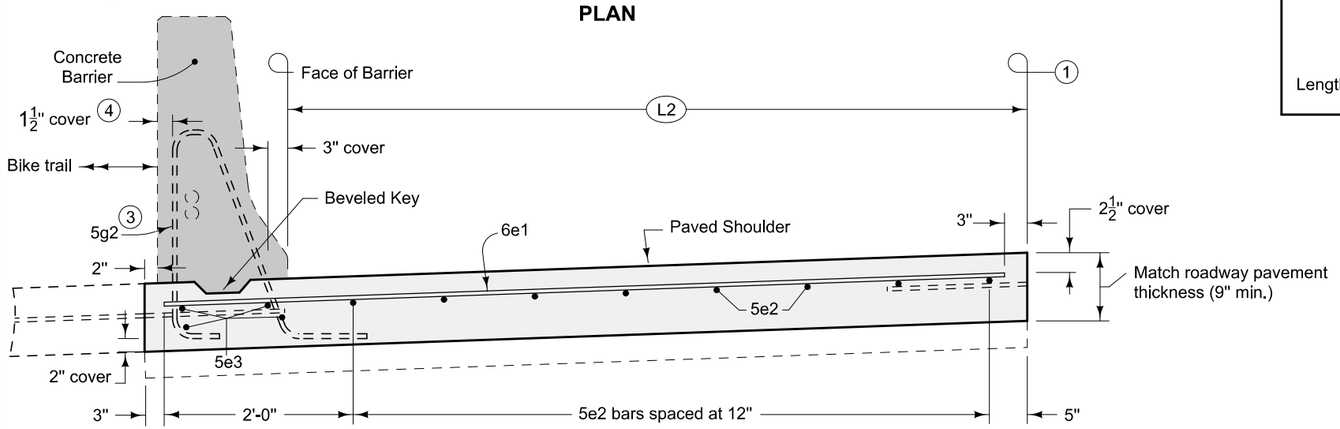
BA-104
SHEET 1 of 1

MODIFICATIONS: Changed size and shape of concrete barrier and reinforcement.

32" CONCRETE BARRIER
FOR USE WITH
REINFORCED PAVED SHOULDER



PLAN



TYPICAL SECTION

REINFORCING BAR LIST
Per Shoulder Panel (Approximately 20 Linear Feet)

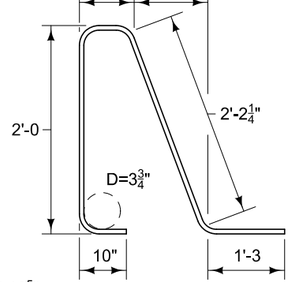
L2	Bar	Number of Bars	Length	Spacing
4'	6e1	18	5'-1"	12"
	5e2	4	18'-0"	12"
6'	6e1	18	7'-1"	12"
	5e2	6	18'-0"	12"
8'	6e1	18	9'-1"	12"
	5e2	8	18'-0"	12"
10'	6e1	18	11'-1"	12"
	5e2	10	18'-0"	12"
12'	6e1	18	13'-1"	12"
	5e2	12	18'-0"	12"
Applies to all Shoulder Widths	5e3	4	18'-8"	See Drawing
	5g2 (3)	20	6'-11"	1'-0"

ESTIMATED SHOULDER QUANTITIES
Per Linear Foot

	L2				
	4'	6'	8'	10'	12'
Concrete Sq. Yds.	0.65	0.87	1.09	1.32	1.54

BENT BAR DETAILS

5g2



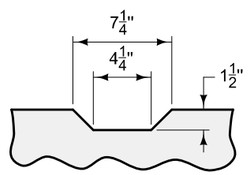
Length = $6'\text{-}10\frac{5}{8}$"

(1) 'L-2' or 'KT-2' joint. When roadway pavement is existing, use 'BT-3' joint. See **PV-101**.

(2) 'CD' joint. Match roadway joint locations. See **PV-101**. No 'CD' joint baskets required within 4' of outside edge of shoulder.

(3) When shoulder will be located under a concrete barrier end section, replace 5g2 bars with reinforcement as shown on BA-107.

(4) On the non-traffic side of the barrier railing, place the 5g1 bars, as specified on BA-104 modified, with a 3 inch clearance and the 5g2 bars with a $1\frac{1}{2}$ inch clearance to provide adequate space between the steel conduit and the stainless steel 5g2 bars to meet the requirements of I.M. 451.02.



BEVELED KEY

Use 2 x 8 lumber 8" long to make keys.
Place keys at 2'-8" centers.

Possible Contract Item:
Reinforced Paved Shoulder (MODIFIED)

Possible Tabulation:
108-18B

MODIFIED STANDARD ROAD PLAN

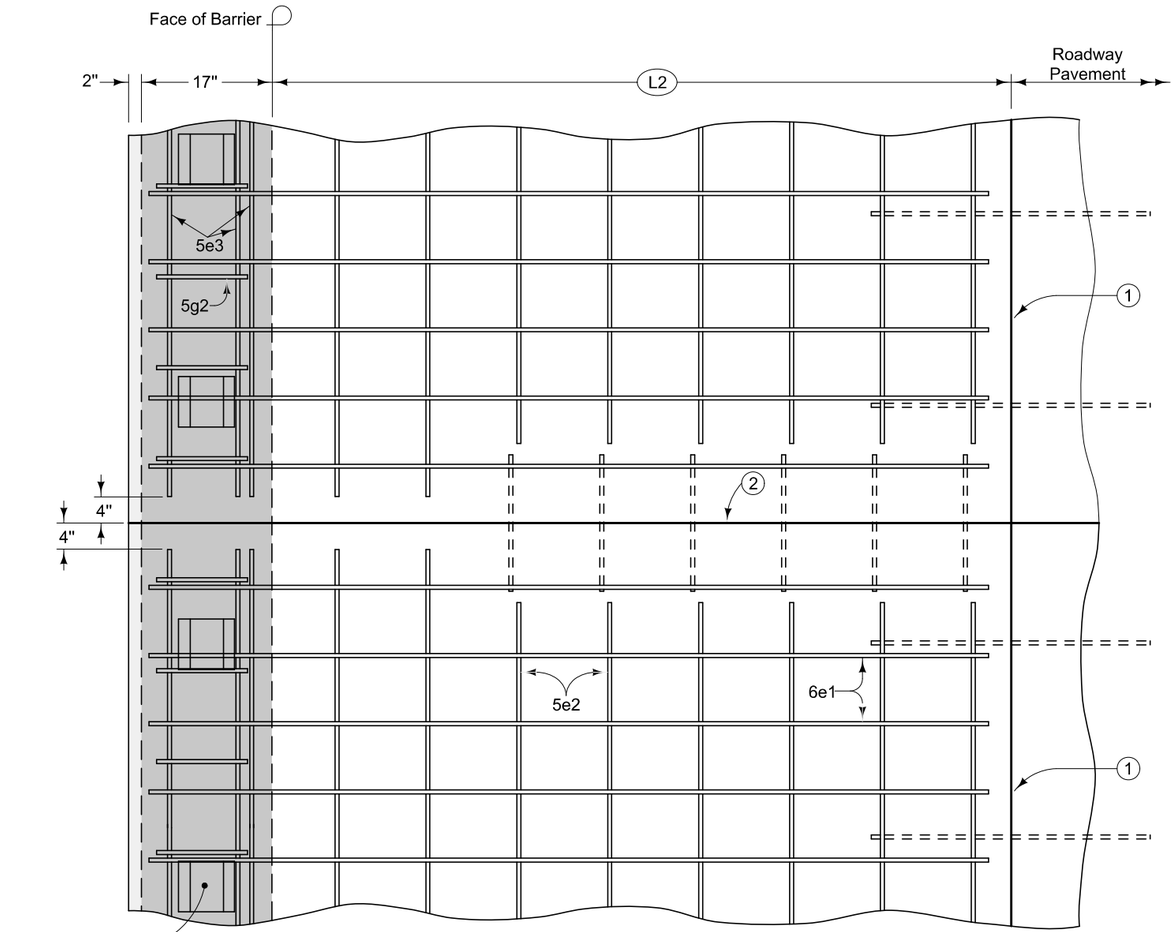
REVISION	
2	10-18-11

BA-106

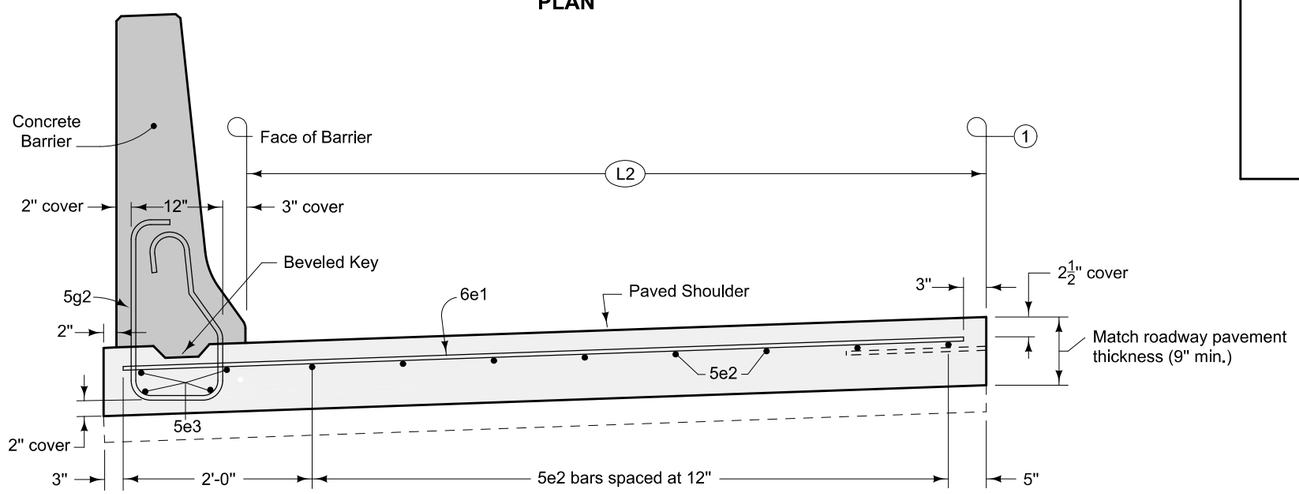
SHEET 1 of 1

MODIFICATIONS: Changed concrete barrier width and changed 5g2 bar size and spacing and removed 5g3 bar for use with 32" barrier

REINFORCED PAVED SHOULDER FOR CONCRETE BARRIER



PLAN



TYPICAL SECTION

REINFORCING BAR LIST
Per Shoulder Panel (Approximately 20 Linear Feet)

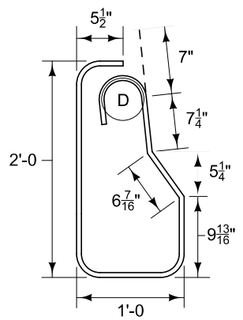
L2	Bar	Number of Bars	Length	Spacing
4'	6e1	24	5'-1"	9"
	5e2	4	18'-0"	12"
6'	6e1	24	7'-1"	9'
	5e2	6	18'-0"	12"
8'	6e1	24	9'-1"	9'
	5e2	8	18'-0"	12"
10'	6e1	24	11'-1"	9
	5e2	10	18'-0"	12"
12'	6e1	24	13'-1"	9"
	5e2	12	18'-0"	12"
Applies to all Shoulder Widths	5e3	4	18'-8"	See Drawing
	5g2	varies	varies	1'-0

ESTIMATED SHOULDER QUANTITIES
Per Linear Foot

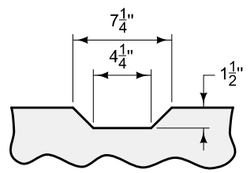
	L2				
	4'	6'	8'	10'	12'
Concrete Sq. Yds.	0.62	0.84	1.06	1.29	1.51

BENT BAR DETAILS

5g2



Length = 6'-0 D=3¾"



BEVELED KEY

Use 2 x 8 lumber 8" long to make keys.
Place keys at 2'-8" centers.

1. 'L-2' or 'KT-2' joint. When roadway pavement is existing, use 'BT-3' joint. See PV-101.
2. 'CD' joint. Match roadway joint locations. See PV-101. No 'CD' joint baskets required within 4' of outside edge of shoulder.

Possible Contract Item:
Reinforced Paved Shoulder for 44" Concrete Barrier

Possible Tabulation:
108-18B

MODIFIED
STANDARD ROAD PLAN

REVISION	
3	04-17-12

BA-106
SHEET 1 of 1

MODIFICATIONS: Changed 5g2 bar, 5g2 spacing, 6e1 spacing, removed 5g3 bar.

REINFORCED PAVED SHOULDER FOR 44" CONCRETE BARRIER

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.29

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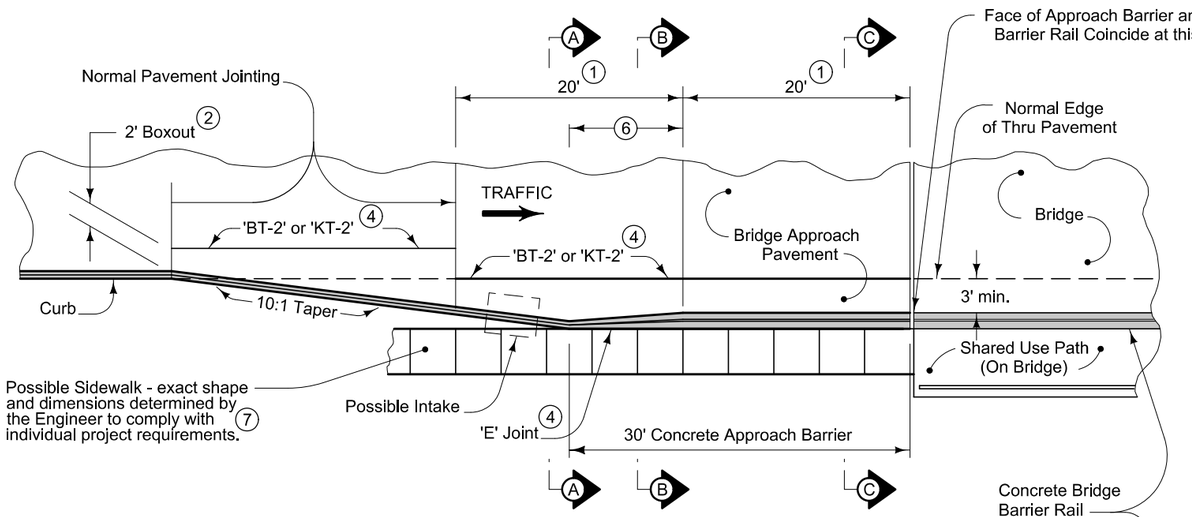
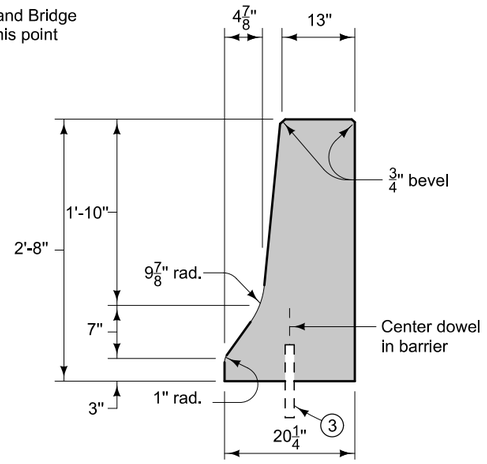
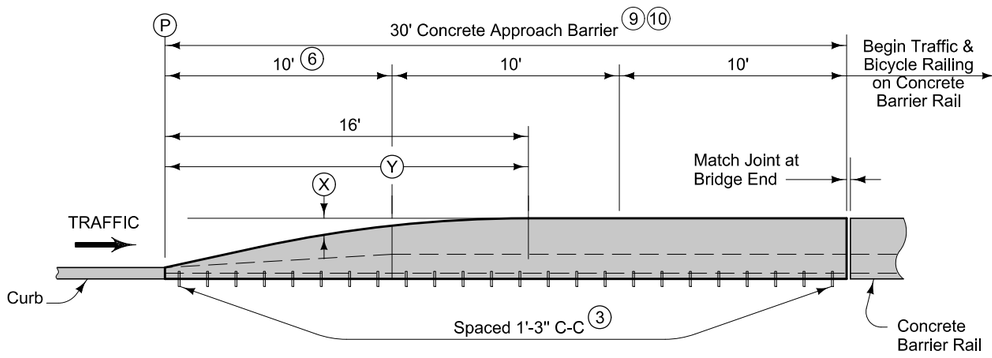


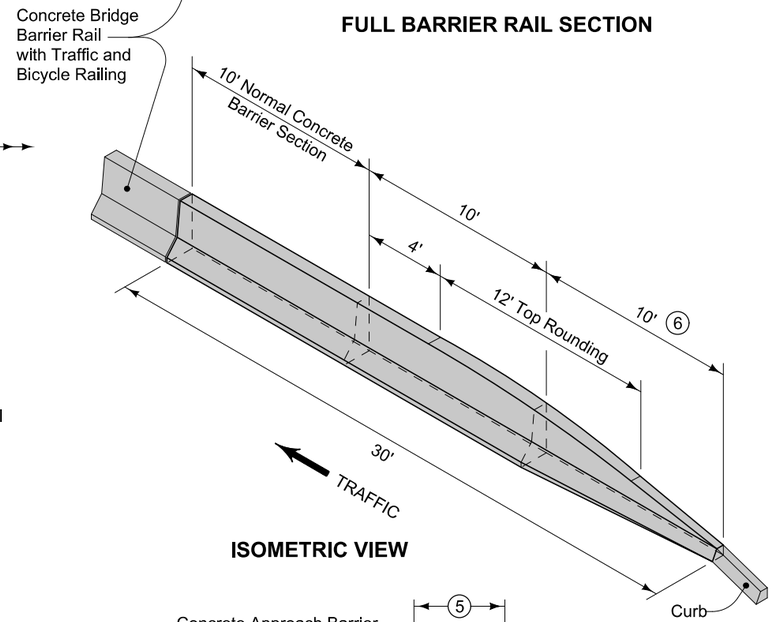
PLAN



FULL BARRIER RAIL SECTION

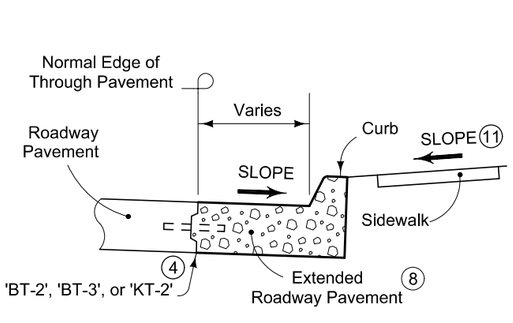


ELEVATION

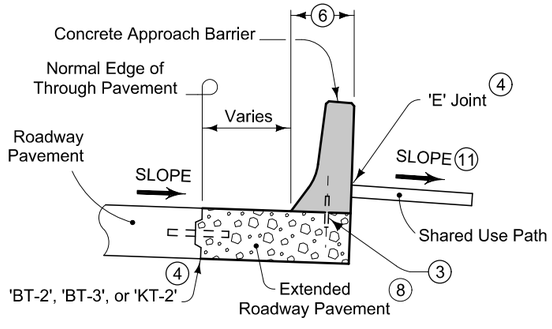


ISOMETRIC VIEW

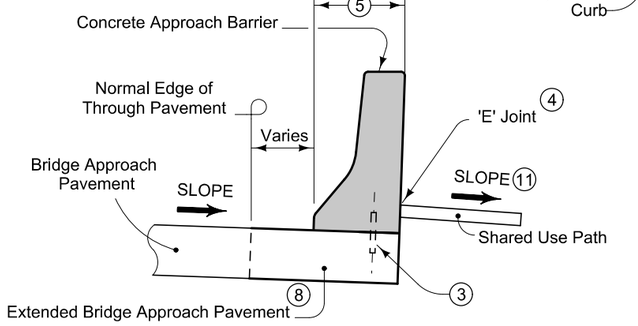
OFFSETS FOR ROUNDED BARRIER TOP																	
Y = Distance from (P)	ft.	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0
X = Offset to Rounded Top	ft.	1.97	1.76	1.57	1.37	1.16	0.98	0.80	0.65	.50	0.39	0.28	0.18	0.11	0.06	0.02	0.00



SECTION A-A



SECTION B-B



SECTION C-C

Install a 'C' joint in concrete approach barrier to match the location of each joint in both roadway and bridge approach pavement.

(1) Typical joint spacing and location. Specific project requirements shall be as directed by the Engineer.

(2) Match boxout width to existing curb and gutter joint. Use 2 foot wide boxout where curb and gutter are not constructed.

(3) #8 x 8 inch deformed bars or 1 inch diameter smooth.

(4) For joint detail, see **PV-101**.

(5) Bottom width of barrier is maintained at 17 inches.

(6) Bottom width of barrier transitions from 8 to 17 inches.

(7) Required sidewalk will be measured and paid for separately.

(8) Additional concrete quantity required for extended roadway pavement will be included in roadway paving quantity.

(9) Place no delineator or object marker in front of, or on, the barrier.

(10) Approximately 2.0 cubic yards of concrete are required to construct barrier as shown. Amount may vary depending on individual site requirements.

(11) See K Sheets for Details of slope transition.

Possible Contract Item:
Concrete Barrier, Tapered End, BA-108

Possible Tabulation:
108-18B

MODIFIED

STANDARD ROAD PLAN

REVISION	
1	04-19-11

BA-108

SHEET 1 of 1

REVISIONS: Changed title to remove reference to speed.
MODIFICATIONS: Changed barrier hieght from 34" to 32". Noted Railing

CONCRETE BARRIER TAPERED END SECTION

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.30

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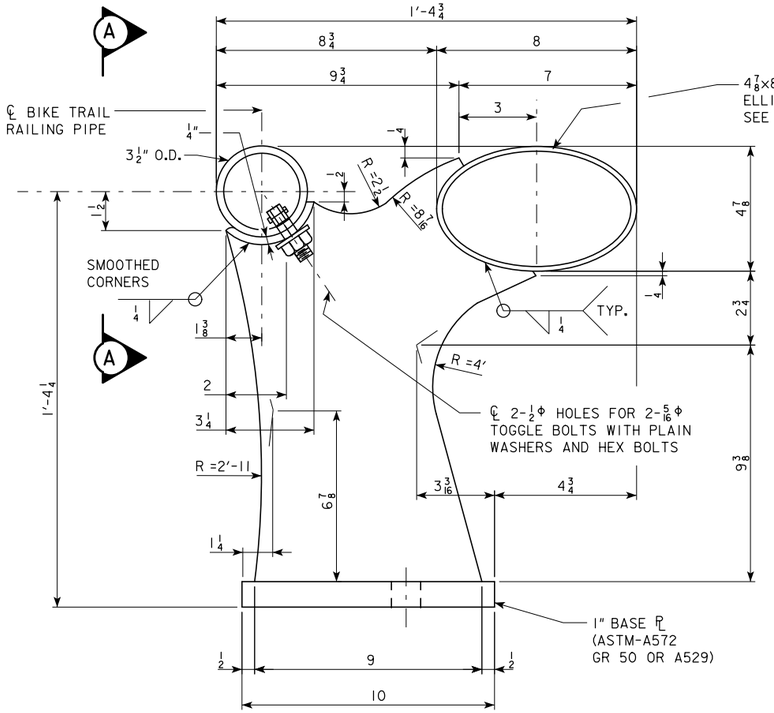
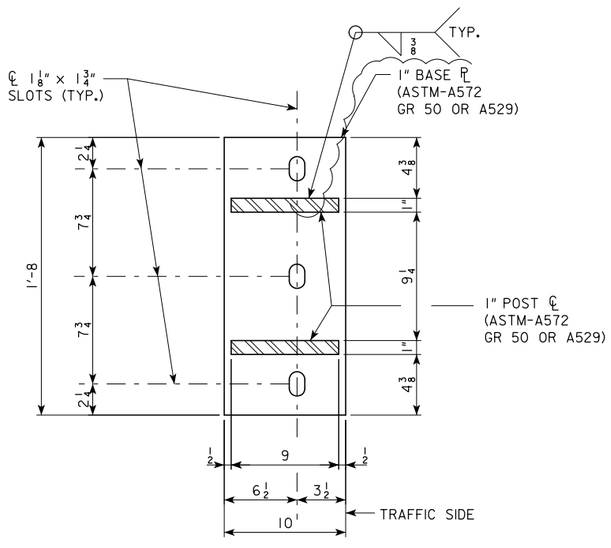
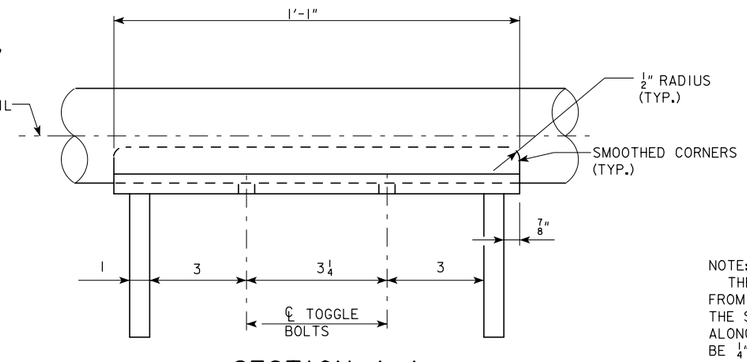


ELEVATION-RAISED TRAFFIC AND BICYCLE RAILING POST



BASE PLATE DETAIL



SECTION A-A

TESTING NOTE FOR TUBE STEEL:

THE RESULTS OF THE FOLLOWING TEST SHALL BE SUBMITTED AS A CERTIFIED TEST REPORT TO THE CENTRAL MATERIALS OFFICE IN AMES ALONG WITH A CERTIFIED MILL TEST REPORT. IN ADDITION, A 1 FOOT LONG TUBE SAMPLE FROM THE FABRICATING SHOP SHALL ALSO BE SUBMITTED TO THE CENTRAL MATERIALS OFFICE IN AMES FOR VERIFICATION TESTING.

TESTING IS NOT REQUIRED FOR HOT ROLLED TUBE STEEL CONFORMING TO ASTM A501.

ALL COLD FORMED TUBE STEEL SHALL BE TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM E436 - "DROP-WEIGHT TEAR TESTS OF FERRITIC STEELS", EXCEPT WITH THE FOLLOWING MODIFICATIONS:

ALL TESTS SHALL BE PERFORMED BY THE PRODUCING MILL PRIOR TO FABRICATION. MATERIAL SAMPLES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123 PRIOR TO TESTING.

THE TESTING SHALL BE CONDUCTED AT A TEMPERATURE OF 0 DEGREES FAHRENHEIT ON A 3" x 1'-0 SPECIMEN.

IF THE AVERAGE PERCENT SHEAR AREA FALLS BELOW 50 PERCENT THE MATERIAL REPRESENTED BY THESE TESTS SHALL BE REJECTED.

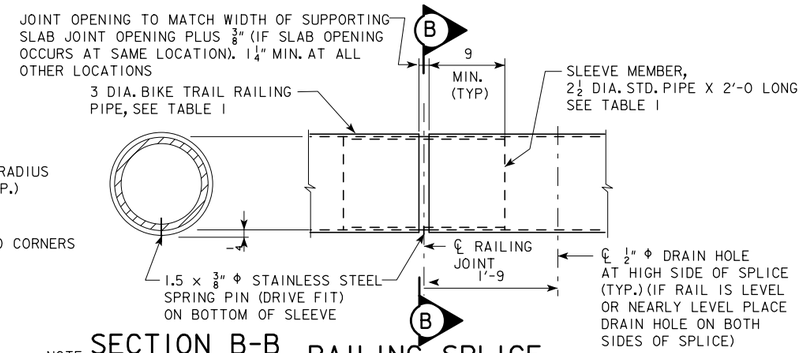
ALL MATERIALS SHALL BE ACCEPTED ON THE BASIS OF COMPLYING TEST RESULTS AND CERTIFIED MILL TEST REPORT.

TO FACILITATE ACCEPTANCE AND REJECTION OF MATERIAL, THE MANUFACTURER OF THE STRUCTURAL STEEL SHAPE SHALL IDENTIFY THE PRODUCT WITH THE STEEL HEAT NUMBER THAT IS TRACEABLE AT THE TIME OF ACCEPTANCE. THE HEAT NUMBER SHALL BE PLACED AT INTERVALS NOT TO EXCEED 4'-0.

TESTING OF STEEL BIKE TRAIL RAILING PIPE IS NOT REQUIRED.

TABLE I

APPROVED RAILING MATERIAL		
4 7/8 x 8 ELLIPSE RAILING	SLEEVE MEMBER (AT RAILING SPLICE)	
MATERIAL	MATERIAL	THICKNESS
6" DIA. STD. PIPE ASTM-A53 E OR S GRADE B	ASTM-A53-B	0.353"
	A36 OR A500 GR. B	0.339"
	API-5LX52	0.224"
6" DIA., 0.280" WALL THICKNESS ASTM-A501	ASTM-A53-B	0.353"
	A36 OR A500 GR. B	0.339"
	API-5LX52	0.224"
6 5/8" O.D. x 0.188" TUBE API-5LX52	ASTM-A53-B	0.339"
	A36 OR A500 GR. B	0.325"
	API-5LX52	0.216"
3 1/2 DIA. BIKE TRAIL RAILING PIPE	SLEEVE MEMBER (AT RAILING SPLICE)	
MATERIAL	MATERIAL	
3 " DIA. STD. PIPE ASTM-A53 E OR S GRADE B	2 1/2" DIA. STD. PIPE ASTM-A53 E OR S GRADE B	



SECTION B-B RAILING SPLICE

NOTE: THE MAJOR AND MINOR DIAMETERS OF THE RAIL MEMBER MAY VARY +/- 0.1875 INCHES FROM PLAN DIMENSIONS. HOWEVER, THE DIFFERENCE BETWEEN THE OUTSIDE DIAMETERS OF THE SLEEVE AND THE INSIDE DIAMETERS OF THE RAIL SHALL NOT EXCEED 0.125 INCHES ALONG THE MAJOR OR MINOR AXIS. THE MAXIMUM GAP ALONG THE 45° AXIS OF THE SLEEVE MAY BE 1/4" MAX.

STRUCTURAL STEEL RAILING, TRAFFIC & BICYCLE NOTES:

STRUCTURAL STEEL BARRIER JOINTS ARE TO BE LOCATED AS SHOWN.

THE STRUCTURAL STEEL RAILING IS TO BE BID ON A PER LINEAR FOOT BASIS MEASURED FROM END TO END OF STEEL RAILING.

THE NUMBER OF LINEAR FOOT OF STRUCTURAL STEEL RAILING INSTALLED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT BASED ON PLAN QUANTITIES.

PRICE BID FOR "STRUCTURAL STEEL RAILING, TRAFFIC & BICYCLE" SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, AND ALL THE EQUIPMENT AND LABOR REQUIRED TO ERECT THE RAILING IN ACCORDANCE WITH THESE PLANS AND CURRENT SPECIFICATIONS.

ALL RAILINGS, POSTS, SLEEVES, BASE PLATES, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A123.

OPTIONAL CAST-IN-PLACE ANCHOR BOLTS TO COMPLY WITH ASTM F1554 GRADE 105. HEX NUTS TO COMPLY WITH ASTM A563 GRADE DH. WASHERS TO COMPLY WITH ASTM F436. GALVANIZING IN ACCORDANCE WITH ASTM F2329.

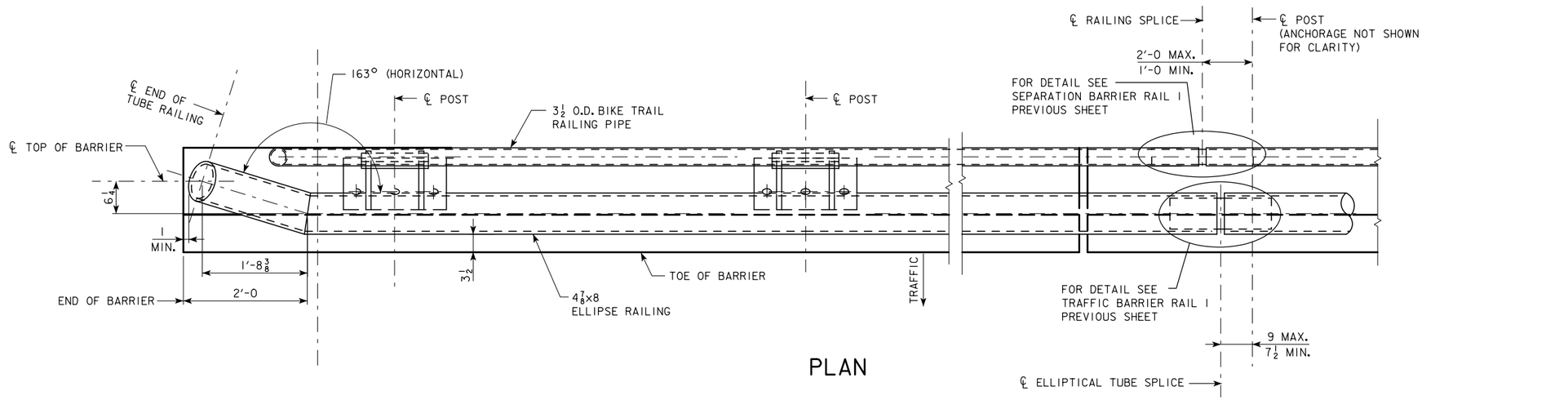
ANCHOR BOLTS SHALL BE 7/8" DIA., A193 GR. B7, BE FULLY THREADED WITH HEAVY HEX NUTS AND ONE HARDENED WASHER AND ONE 2 1/4" O.D. WASHER EACH. EMBED THREADED RODS 10 1/2" MIN. INTO CONCRETE PARAPET. ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329. ADHESIVE BONDING MATERIAL SYSTEM SHALL BE IN ACCORDANCE WITH MATERIALS I.M. 491.11. INSTALLED ANCHORS SHALL BE CAPABLE OF OBTAINING AN ULTIMATE LOAD PER THREADED ROD OF 36 KIPS IN TENSION FOR THE SPACING AND EDGE DISTANCE SHOWN IN THE PLANS. INSTALL AND FIELD TEST ANCHORS IN ACCORDANCE WITH THE DEVELOPMENTAL SPECIFICATION, "INSTALLING ADHESIVE-BONDED ANCHORS AND DOWELS FOR TRAFFIC RAILINGS".

TOGGLE BOLTS SHALL BE A TYPE OF STUD AND/OR SCREW STYLE CAPABLE OF SUPPORTING A 1,000 POUND LOAD IN TENSION WHEN TESTED THROUGH A 1/2" ROUND HOLE. TOGGLE BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM F2329. TOGGLE BOLTS MAY BE CADMIUM-PLATED TO MEET THE REQUIREMENTS OF ASTM B766 "ELECTRODEPOSITED COATINGS OF CADMIUM" IN PLACE OF GALVANIZING.

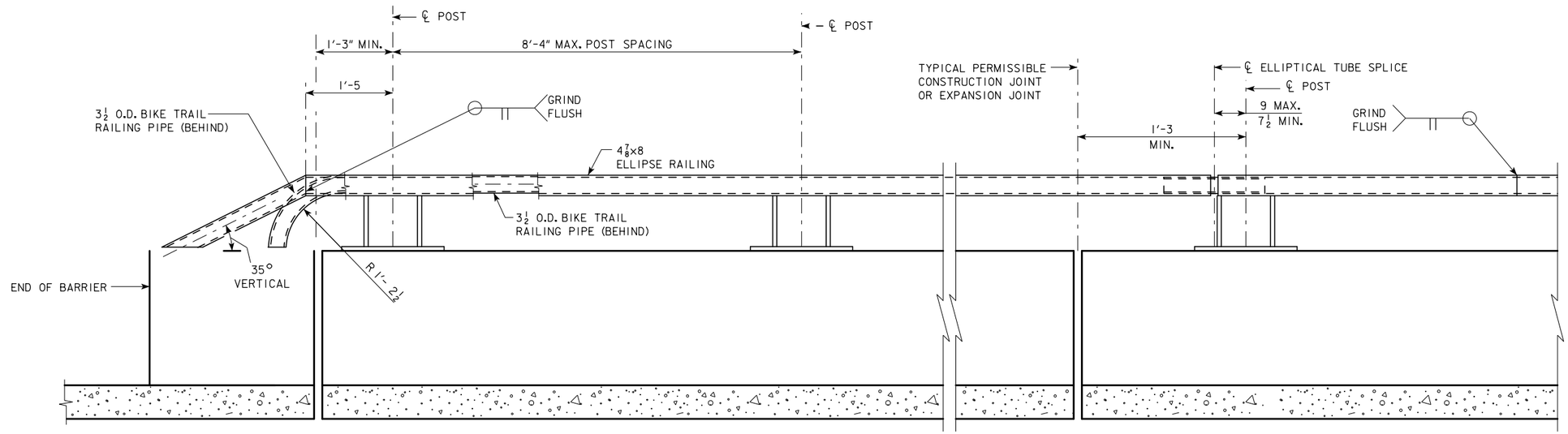
THE TESTING OF THE TOGGLE BOLTS SHALL FOLLOW THE GUIDELINES SET FORTH IN ASTM A370 WITH THE FOLLOWING MODIFICATIONS. THE BOTTOM FIXTURE USED TO GRIP THE BOLT SHALL ALLOW THE END PIECES TO SPREAD PRIOR TO GRIPPING IT. THE FIXTURE AT THE TOP SHOULD ALLOW CENTERING OF THE BOLT ALLOWING THE BOLT TO PULLED AXIALLY. THE SPEED OF THE TEST SHOULD BE APPROXIMATELY 1/4" PER MINUTE. THE RESULTS OF THE TEST SHALL BE SUBMITTED AS A CERTIFIED TEST REPORT TO THE CENTRAL MATERIALS OFFICE IN AMES ALONG WITH A CERTIFIED MILL TEST REPORT. IN ADDITION, THREE SAMPLE TOGGLE BOLTS SHALL ALSO BE SUBMITTED TO THE CENTRAL MATERIALS OFFICE IN AMES FOR VERIFICATION TESTING. THE SAMPLES SHALL HAVE THE SAME HEAT NUMBER AS THE TOGGLE BOLTS SUPPLIED.

SEE NEXT SHEET FOR ELLIPSE RAILING SPLICE, RAILING SHOP SPLICE AND CAST IN PLACE ANCHOR BOLT OPTIONS DETAILS.

TRAFFIC AND BICYCLE RAILING
SCOTT COUNTY



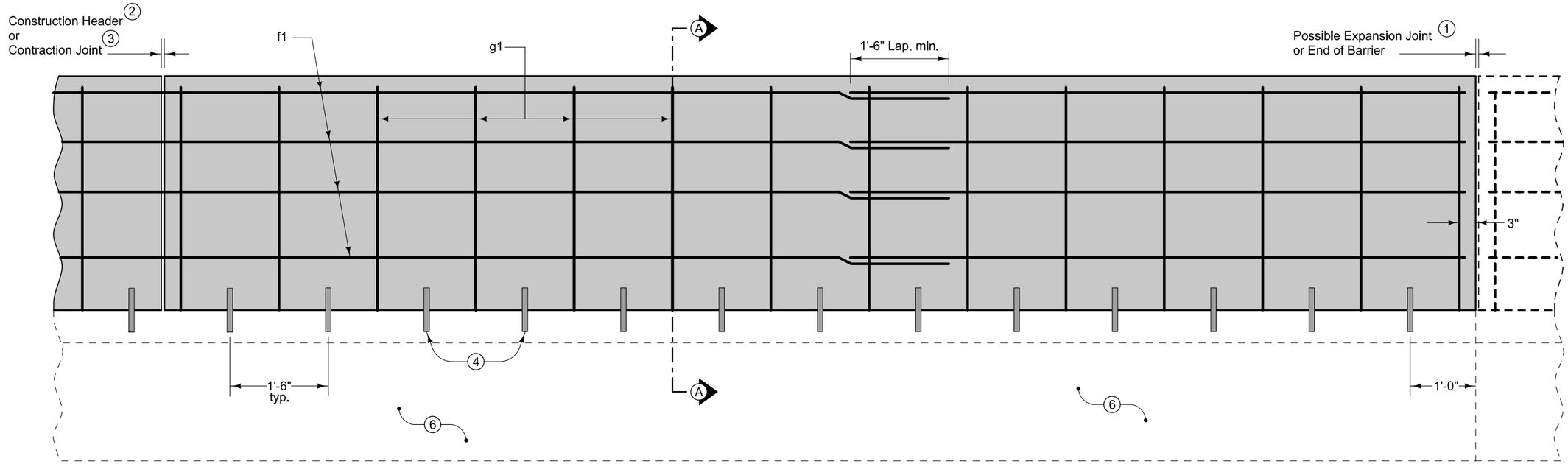
PLAN



ELEVATION

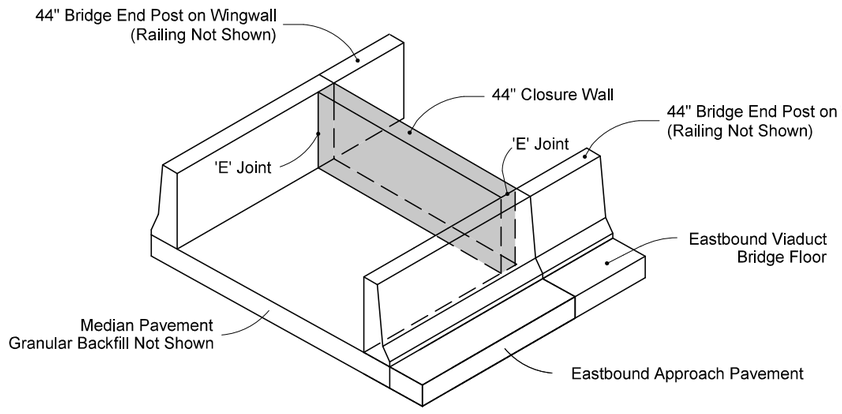
TRAFFIC AND BICYCLE RAILING
SCOTT COUNTY

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.32



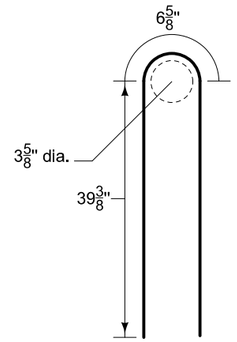
ELEVATION

1. Expansion joints are necessary only where specifically required by project plans. Conform expansion material to the shape of the barrier. No sealer is required.
2. Where abutting sections are placed as separate pours, a butt joint may be used. Extend longitudinal reinforcement into the abutting section a minimum of 1'-6".
3. For barrier dowelled to pavement, match pavement joints. For free-standing barrier with integral footings, use 20 foot maximum, 15 foot minimum joint spacing.
4. Use 1 inch diameter deformed dowel bars of sufficient length to ensure 6 inch minimum embedment in barrier and supporting surface. Install dowels either in supporting surface when placed, or in drilled holes using polymer grout complying with Materials I.M. 491.11 or hydraulic cement grout complying with Materials I.M. 491.13.
5. Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.
6. Construct concrete footing when barrier is not placed on concrete slab. Apply Section 2403.03, but the use of forms is optional. If forms are used, place backfill around the completed footing.
7. Place barrier markers at 100 foot increments in areas with non-continuous lighting, or 250 foot increments in areas with continuous lighting. Marker color to be the same as adjacent edge line.
8. Fillet all exposed corners with a $\frac{3}{4}$ inch dressed and beveled strip.
9. Approximatly 1.61 CY of concrete are required to construct closure wall as shown.

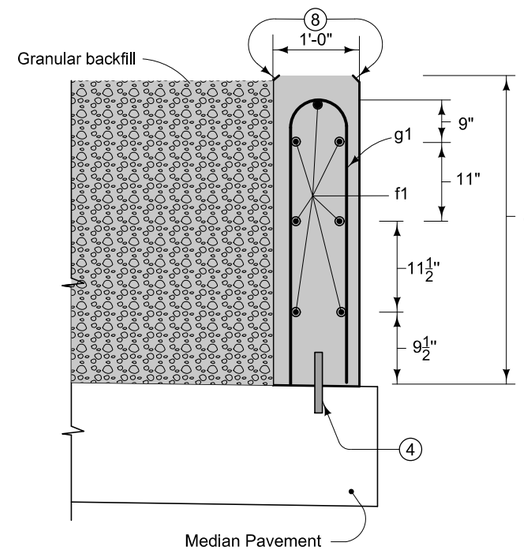


LOOKING SOUTHEAST
STA. 6803+90.34

CONCRETE QUANTITIES
Per foot
0.14 cy



g1
BENT BAR

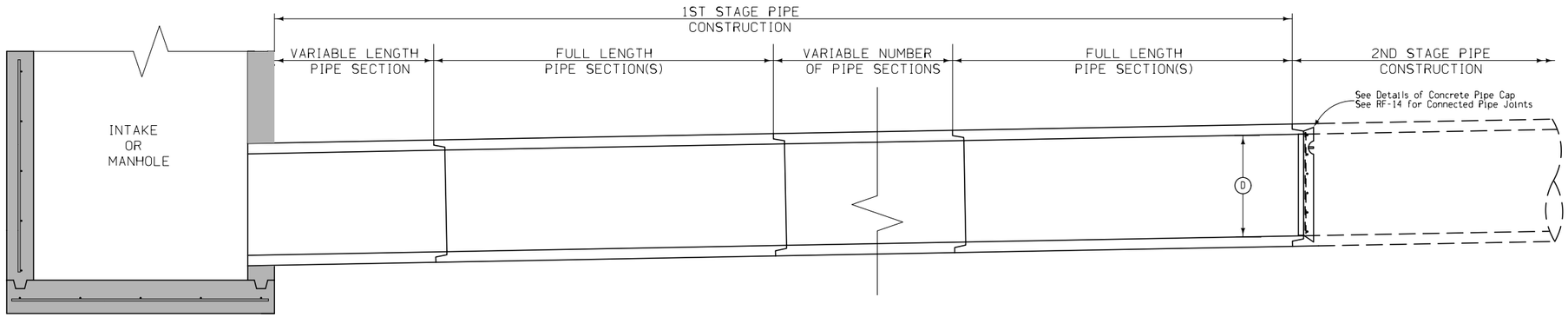


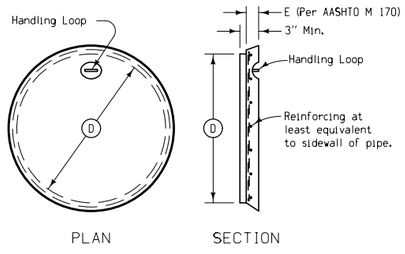
SECTION A-A

Contract Item: P.C. CONCRETE RETAINING WALL

CONCRETE CLOSURE WALL DETAIL

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.33





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.

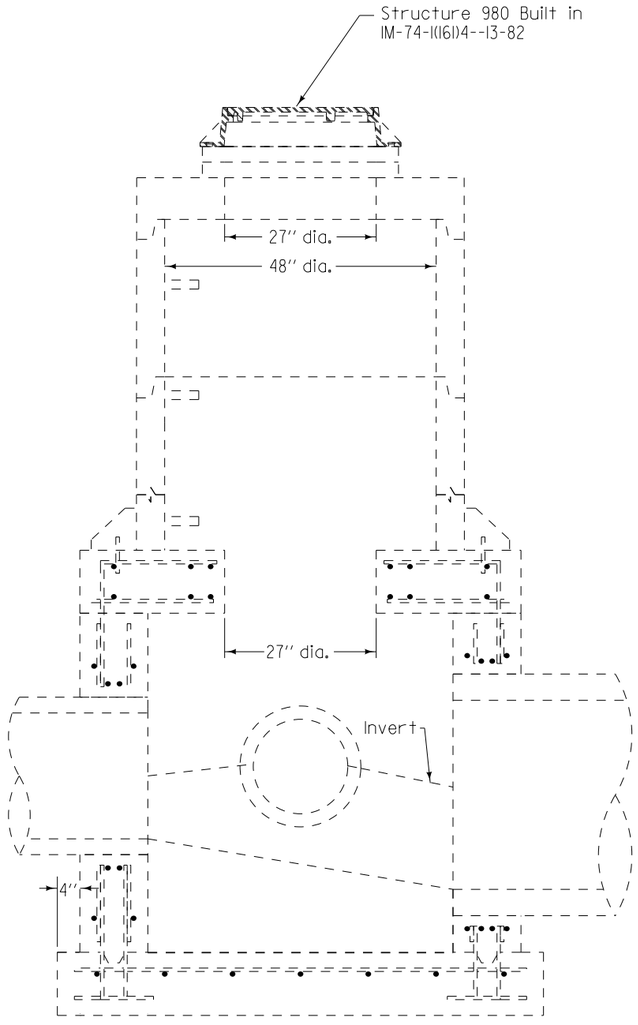
The cap must be precast and an approved bituminous joint material shall be placed between the cap and the pipe.

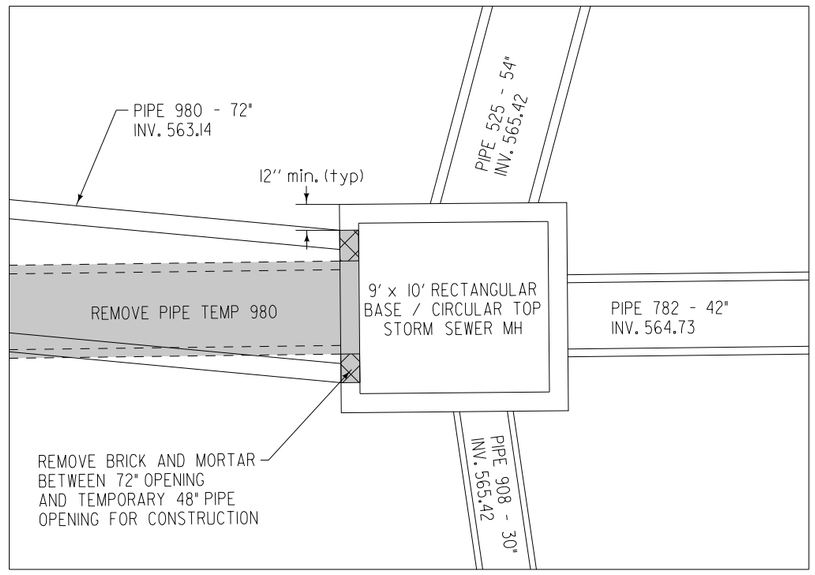
The Pipe Cap placement or removal shall not be paid for directly, but when specified, shall be considered to be incidental to other pipe work on the project.

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





STRUCTURE 980 DETAIL

STRUCTURE 980 CONSTRUCTION DETAILS

PIPE ID	PIPE SIZE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM LOCATION	DOWNSTREAM LOCATION	UPSTREAM INVERT	DOWNSTREAM INVERT	CONSTRUCTION CONTRACT	NOTES
525	54"	525	980	4612+19.65, 25.33' Lt	6800+96.02, 233.10' Lt.	566.45	565.42	226	
782	42"	782	980	1501+50.00, 50.00' Lt.	6800+96.02, 233.10' Lt.	565.32	564.73	226	
908	30"	908	980	6800+81.20, 111.14' Lt.	6800+96.02, 233.10' Lt.	567.26	565.42	161	
980	72"	980	981	6800+96.02, 233.10' Lt.	6800+56.93, 247.08' Lt.	563.14	562.90	207	Remove brick and mortar plug
TEMP 980	48"	980	-	6800+96.02, 233.10' Lt.	6798+54.30, 292.20' Lt.	563.14	562.90	226	Remove temporary pipe

FIGURE 6010.404 SHEET 10F 2

MODIFIED STANDARD ROAD PLAN

REVISION	
NEW	04-21-09

SW-404

SHEET 1 of 2

MODIFICATIONS: Added Details to clarify staged storm sewer construction.

RECTANGULAR BASE/ CIRCULAR TOP STORM SEWER MANHOLE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER U.35

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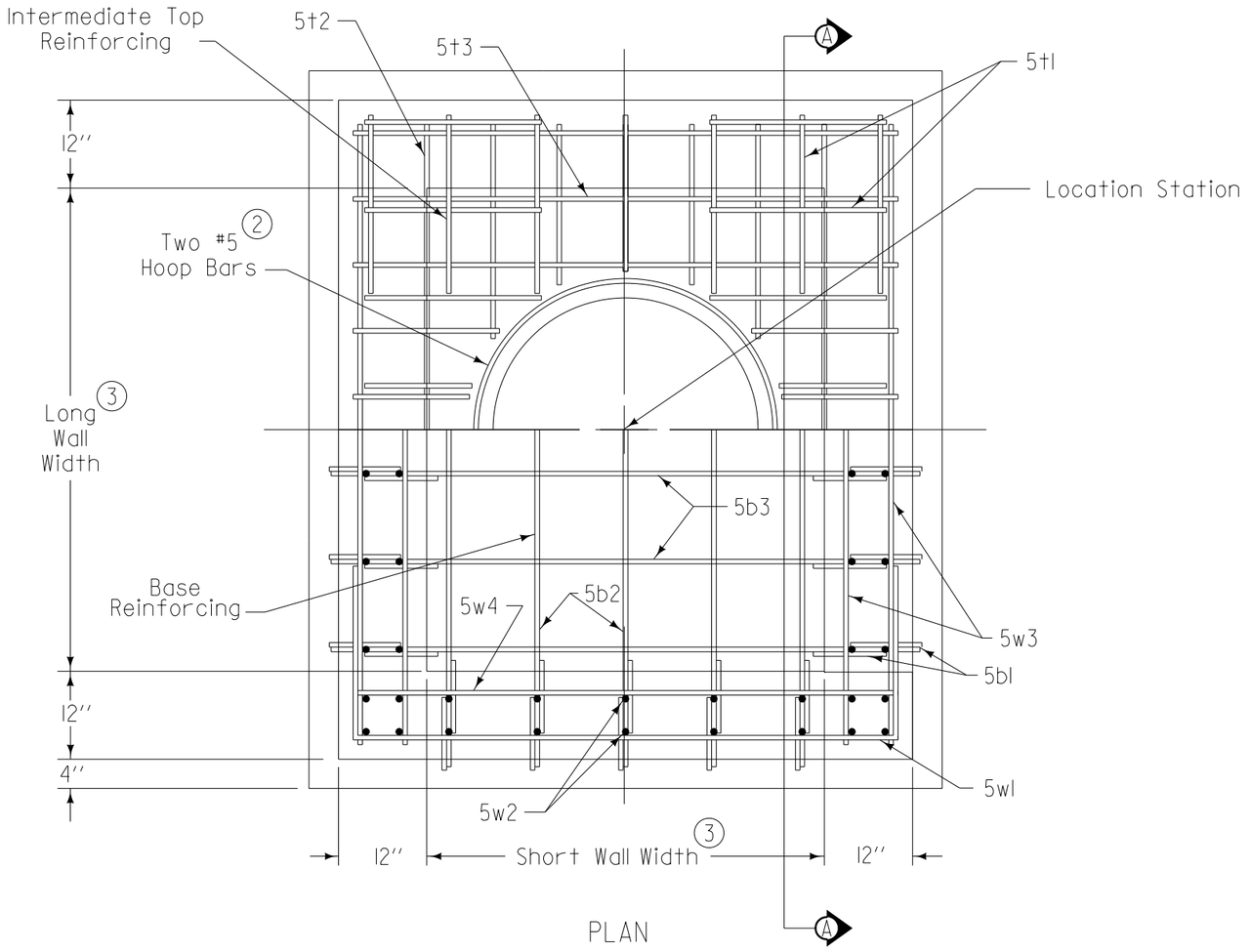
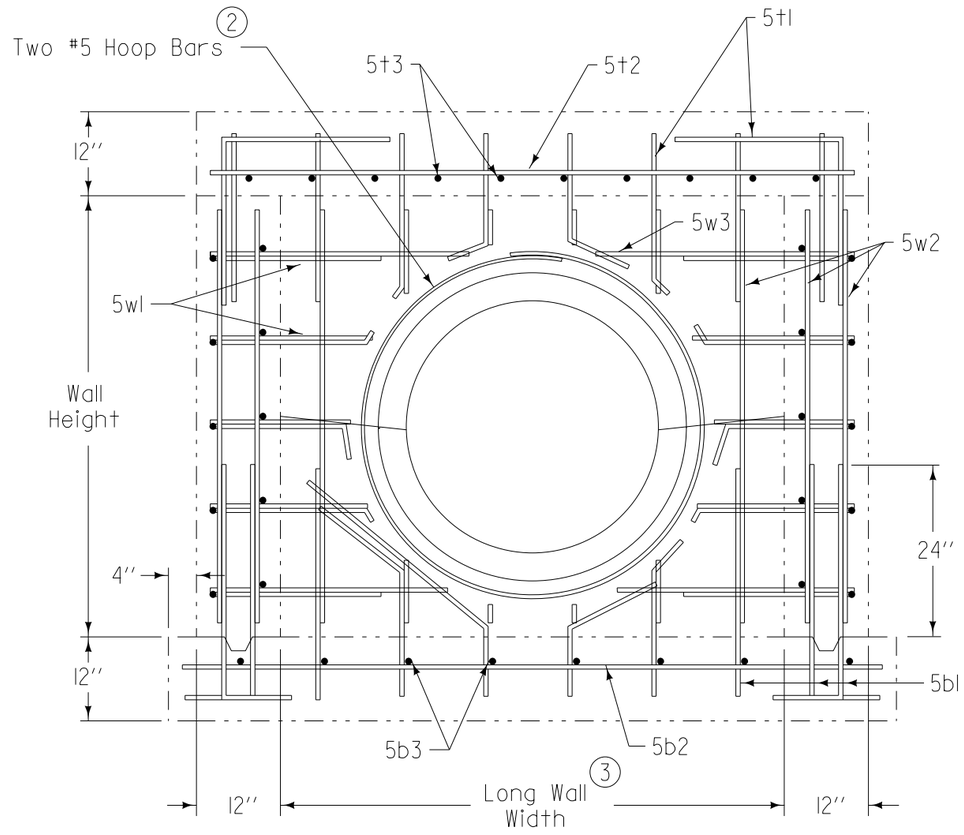


PLAN

2 Provide two #5 hoop bars at intermediate top opening and at all pipe openings.

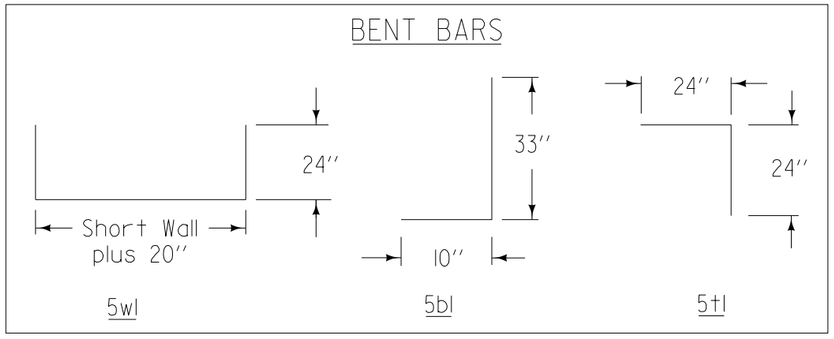
3 Wall widths vary with pipe diameter and range from 4 feet minimum to 10 feet maximum. Provide 12 inches of wall width (minimum) each side of pipe opening.



SECTION A-A

REINFORCING BAR LIST					
Mark	Size	Location	Shape	Length	Spacing
5t1	5	Top	L	48''	12''
5t2	5	Top	——	Long Wall plus 20''	9''
5t3	5	Top	——	Short Wall plus 20''	9''
5t4	5	Top	——	8''	12''
5b1	5	Base	L	43''	12''
5b2	5	Base	——	Long Wall plus 26''	12''
5b3	5	Base	——	Short Wall plus 26''	12''
5w1	5	Wall	⌐	Short Wall plus 68''	12''
5w2	5	Wall	——	Wall Height minus 4''	12''
5w3	5	Wall	——	Long Wall plus 20''	12''
5w4	5	Wall	——	Short Wall plus 20''	12''

BENT BARS



SUDAS | Iowa Department of Transportation

REVISION: NEW 04-21-09

FIGURE 6010.404 | MODIFIED | SW-404 | SHEET 2 of 2

REVISIONS: New. Replaces SUDAS Type "M-D" Manhole

SUDAS DIRECTOR | DESIGN METHODS ENGINEER

RECTANGULAR BASE/ CIRCULAR TOP STORM SEWER MANHOLE

FIGURE 6010.404 | SHEET 2 OF 2

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(207)5--13-82 | SHEET NUMBER U.36

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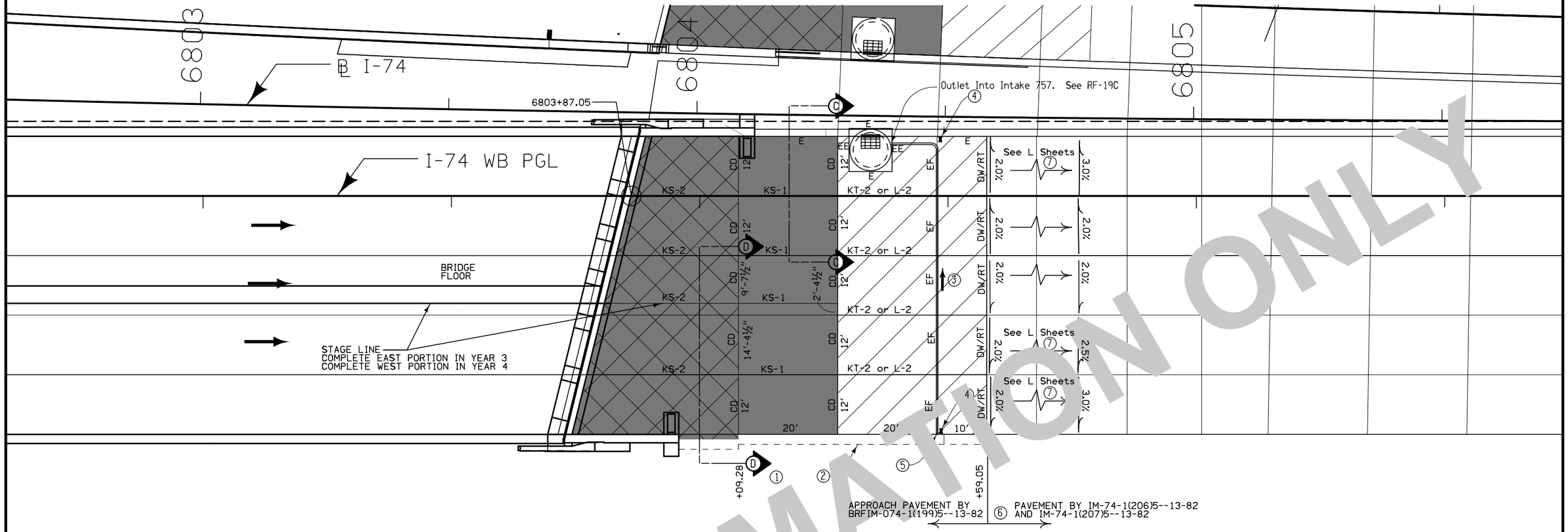


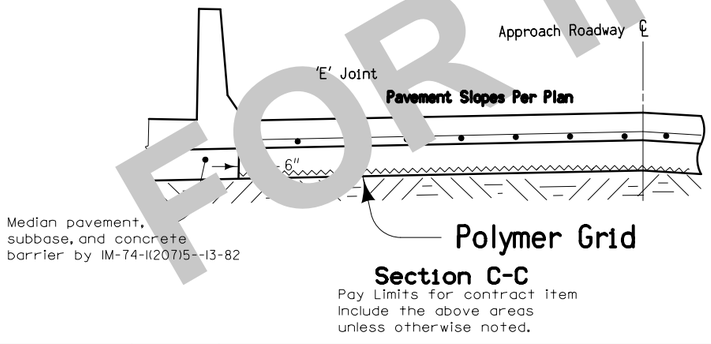
BRIDGE APPROACH SCHEDULE

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	* Permeated Subbase 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			Station	Side					
		Inches	FT	SY	SY	SY		LF	STA		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(207)5--13-82 | SHEET NUMBER U.37

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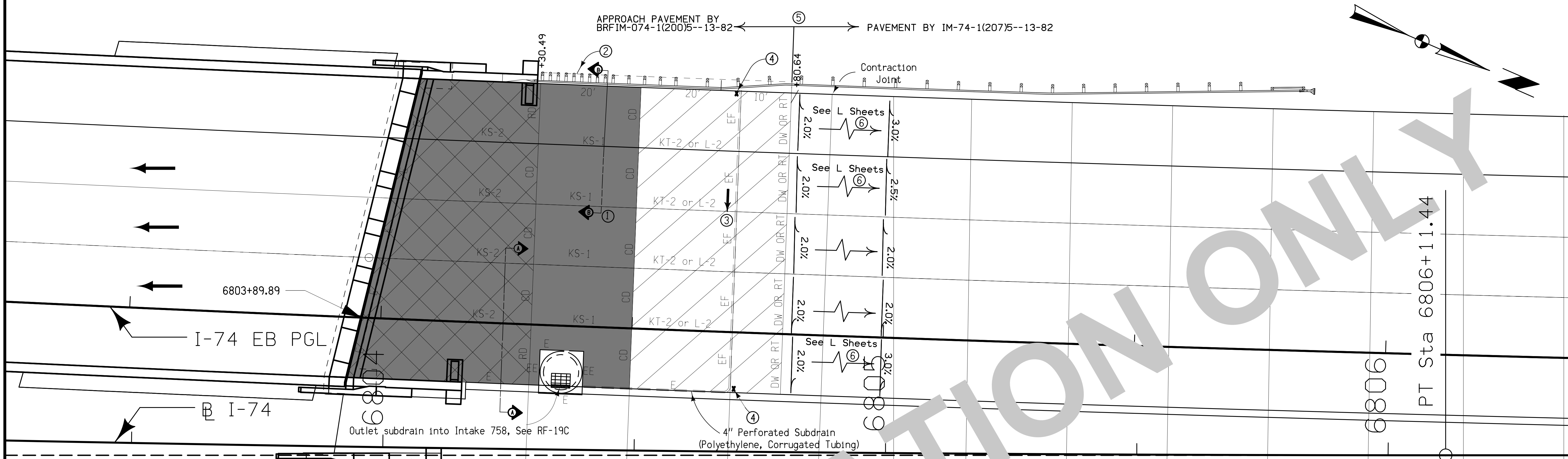


BRIDGE APPR[illegible]

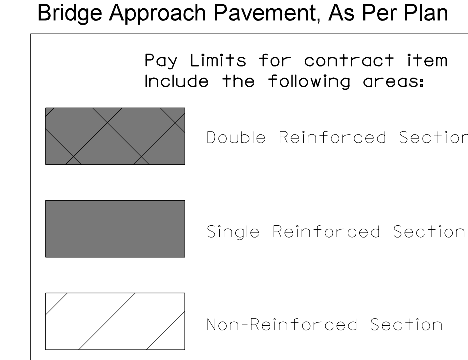
Refer[illegible]ne R[illegible]erie[illegible]

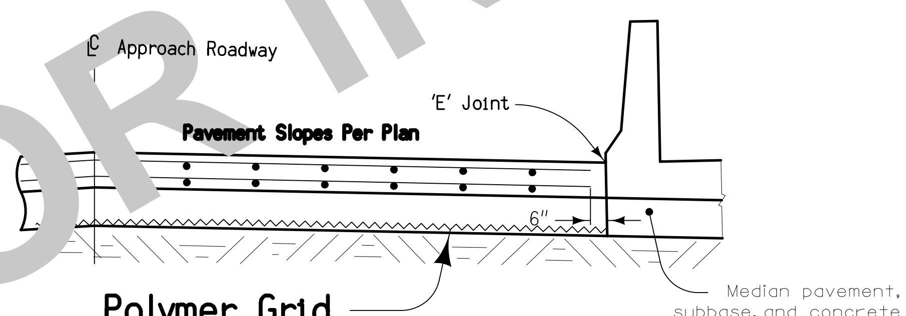
* Not a bid item

This Data Entr[illegible]et f[illegible]-6 ef[illegible]ctive 10-21-08

Location		Approach Pavement						[illegible]ain								
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement A[illegible]a	Fixed or M[illegible]le [illegible]butment	[illegible]rforated [illegible]rain [illegible]	Subdrain Outlet		Porous Backfill *	Class 'A'* Crushed Stone Backfill	Modified Subbase *	Polymer Grid *	Remarks
		Inches	FT	SY	SY	[illegible]	[illegible] M	LF	STA	Side	CY	CY	TON	SY	
6803+89.89	North	12	83.9	200	126[illegible]	20[illegible]	[illegible]F	92	6804+35	RT	2.54	0	488	551.7	BARRIER INTAKE, SW-548, TOP ONLY deducted
															from pavement area.
															See IM-74-1(207)5--13-82 for Intake
															Schedule

Contract Item:
Bridge Approach Pavement, As Per Plan





Section A-A

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

1. See Modified RK-20.
2. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See 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. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30
6. Pavement cross slope transitions in Contract IM-74-1(207)5--13-82

MODIFIED STANDARD ROAD PLAN

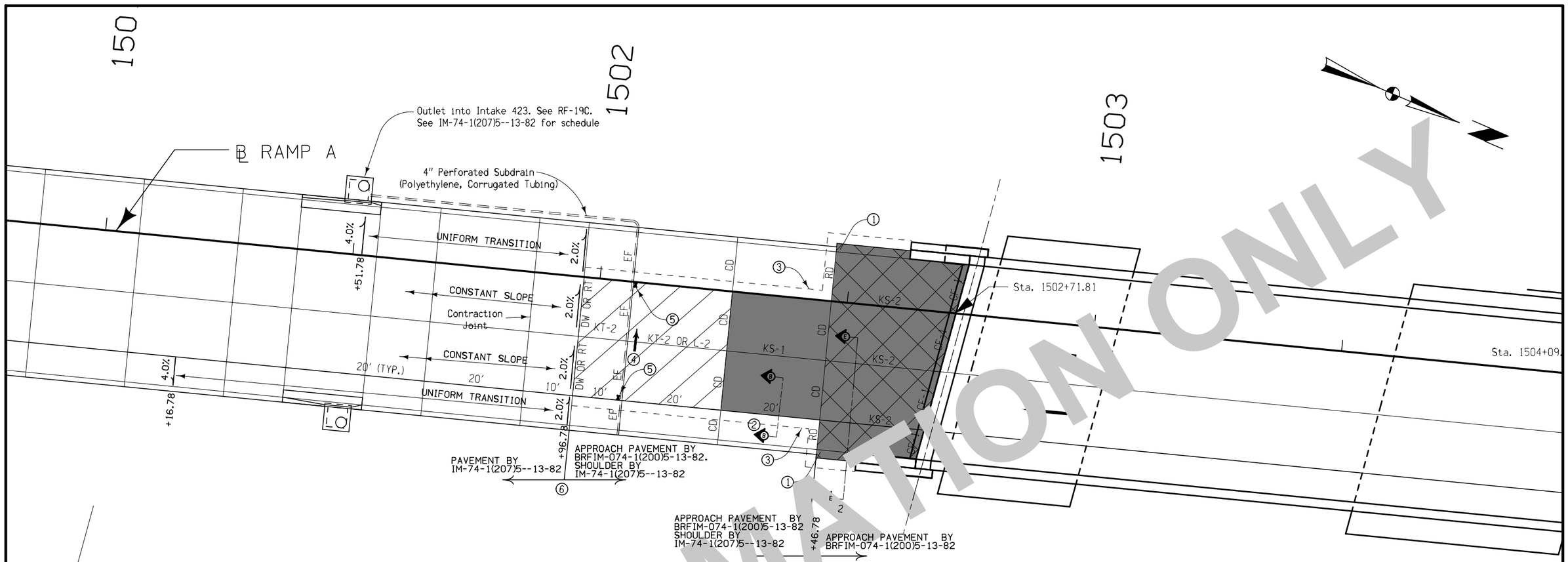
REVISION 7 04-19-11

RK-23

SHEET 1 of 1

MODIFICATIONS: Changed to represent EB I-74 bridge approach

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



BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet Fills Two 112-6 effective 10-21-08

Location		Approach Pavement					Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	Perforated Subdrain 4"	Subdrain Outlet		* Porous Backfill	* Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT				E or M	LF	STA	Side	CY	CY	TON	SY	
1502+71.81	South	12	75.1	[illegible]	[illegible].3		M	96.7	1501+50	LT	2.67	0	243.5	277.69	"Pay Length" measured along Baseline

1. Build Modified 6 inch Sloped Curb to end of Double Reinforced Section. See Detail G on Modified Standard Road Plan RK-20
2. See Modified Standard Road Plan RK-20
3. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20
4. Slope Subdrain to Drain
5. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
6. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED
STANDARD ROAD PLAN

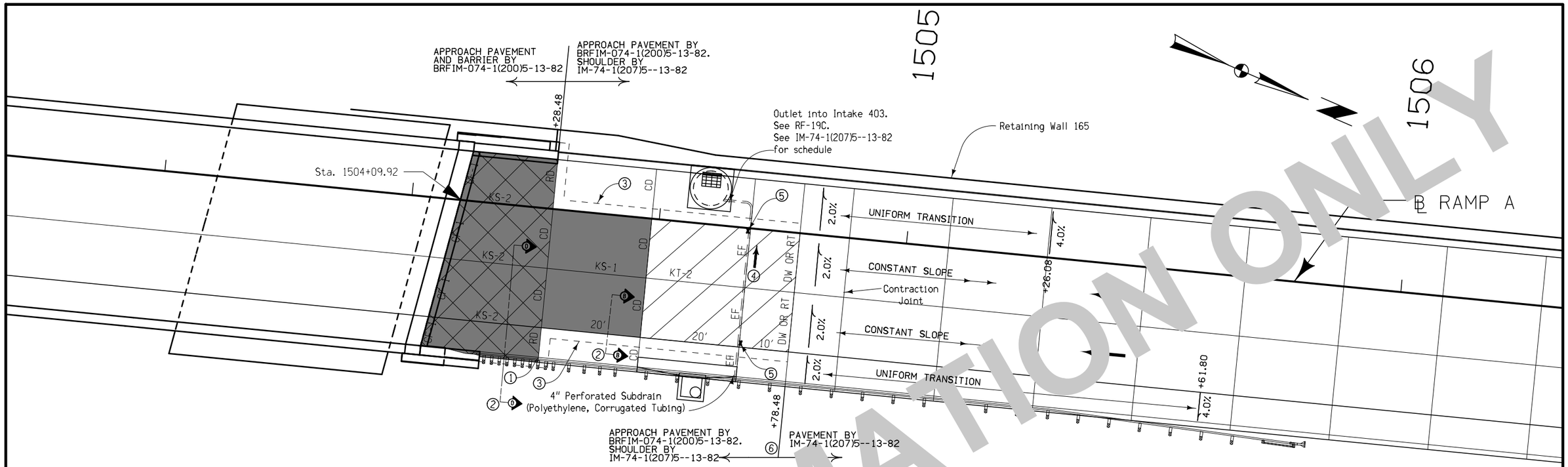
REVISION	
7	04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp A south bridge approach

RAMP A BRIDGE APPROACH
(ABUTTING PCC OR COMPOSITE PAVEMENT)



BRIDGE APPROACH SECTION

Refer to the RK Series.

* Not a bid item

This Data Entry Sheet [illegible] 11.[illegible] effe[illegible] 10-21-08

Location		Approach Pavement						Subdrain							
Bridge Station	End	(T) Thickness	Pay Length	Non-Reinf. Pavement Area	Single-Reinf. Pavement Area	Double-Reinf. Pavement Area	Fixed or Movable Abutment	[illegible]erforated [illegible]ubd[illegible] 4"	Subd[illegible]n Outlet		* Porous Backfill	* Class 'A'* Crushed Stone Backfill	* Modified Subbase	* Polymer Grid	Remarks
		Inches	FT	SY	SY	SY	F [illegible]M	LF	STA	Side	CY	CY	TON	SY	
1504+09.92	North	12	68.6	80	53.3	92	M	[illegible].34	1504+62.38	LT	1.14	0	223.8	256.7	"Pay Length" measured along Baseline

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

1. Build 4 inch Sloped Curb to end of Double Reinforced Section
2. See Modified Standard Road Plan RK-20
3. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See Modified Standard Road Plan RK-20
4. Slope Subdrain to Drain
5. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
6. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

MODIFIED
STANDARD ROAD PLAN

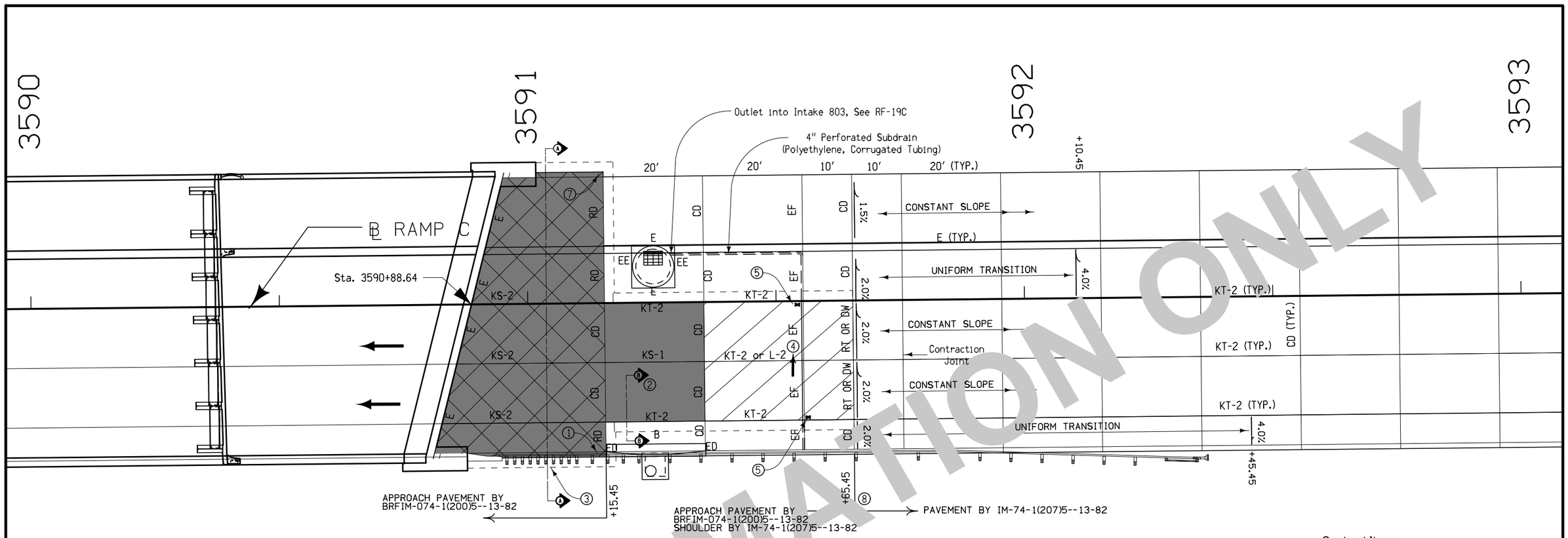
REVISION 7 04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp A north bridge approach

RAMP A BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)



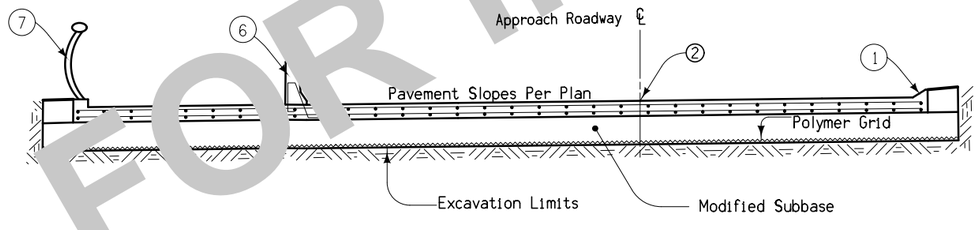
BRIDGE APPROACH SECTION

Refer to the RK-Series.

* Not a bid item

This Data Entry Sheet fills [illegible] Effective 10-21

Location		Approach Pavement					Fixed or Movable Abutment	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										
		Inches	FT	SY	SY	SY		LF	STA	Side	CY	CY	TON	SY	
3590+88.64	North	12	76.81	80	53.3	[illegible]		36.5	3591+28.96	LT	1.84	0	310.45	352.8	"Pay Length" measured along Baseline



Section A-A

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

1. Build 4 inch Sloped Curb to end of Double Reinforced Section
2. See Standard Road Plan RK-20
3. Polymer grid and excavation limits of Modified Subbase 2' outside of pavement edge. See RK-20
4. Slope Subdrain to Drain
5. An "X" shall be placed in the plastic concrete near the 'EF' joint at the outside edge of pavement.
6. See Modified Standard Road Plan BA-104.
   Include 5g2 bars from Modified Standard BA-106 for Barrier
   Construct Modified BA-104 and railing to end of double reinforced section.
7. Construct to end of double reinforced section.
8. If abutting pavement is not in place when bridge approach pavement is constructed, follow procedure on Standard RK-30

Contract Item:
Bridge Approach Pavement, As Per Plan

Pay Limits for contract item include the following areas:

- Double Reinforced Section
- Single Reinforced Section
- Non-Reinforced Section

MODIFIED
STANDARD ROAD PLAN

REVISION 7 04-19-11

RK-21

SHEET 1 of 1

MODIFICATIONS: Changed to represent Ramp C bridge approach

RAMP C BRIDGE APPROACH (ABUTTING PCC OR COMPOSITE PAVEMENT)

ENGLISH | IOWA DOT | DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER IM-74-1(207)5--13-82 | SHEET NUMBER U.41

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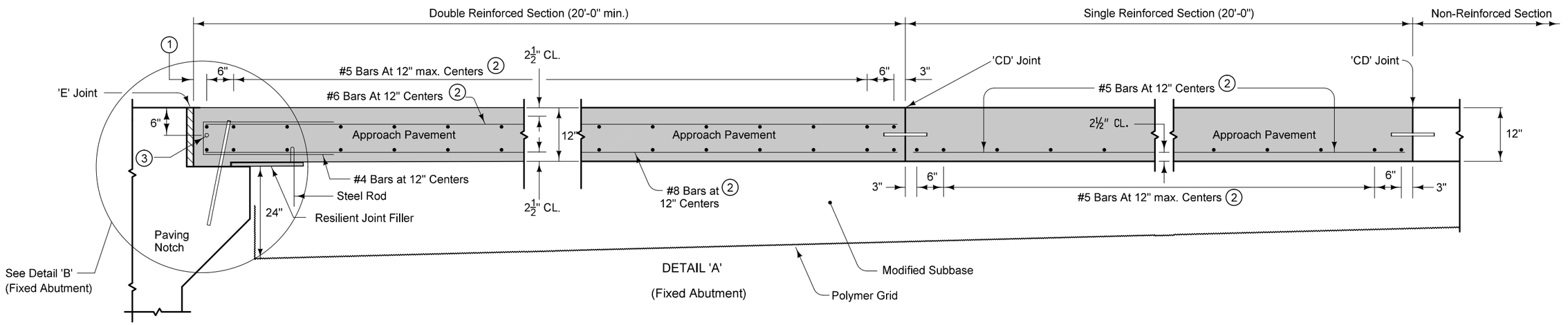
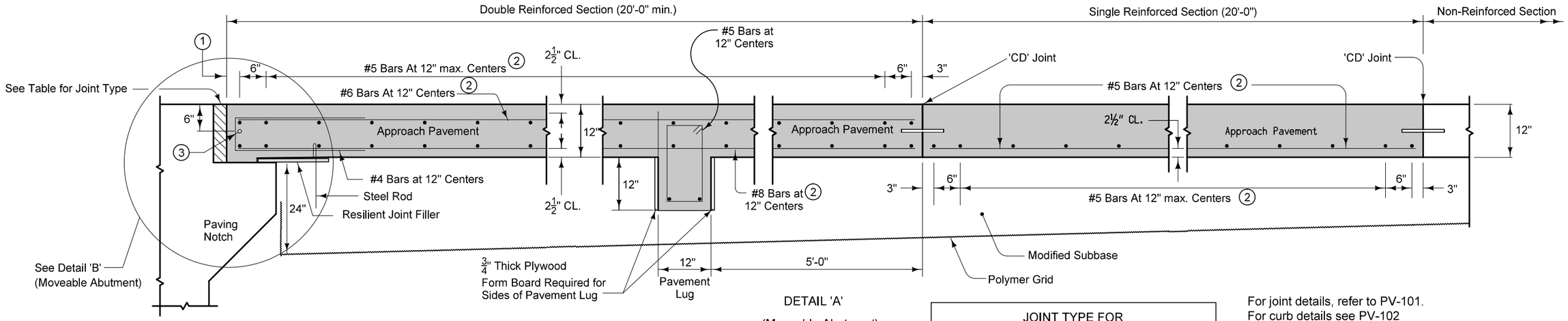


DETAIL 'A'

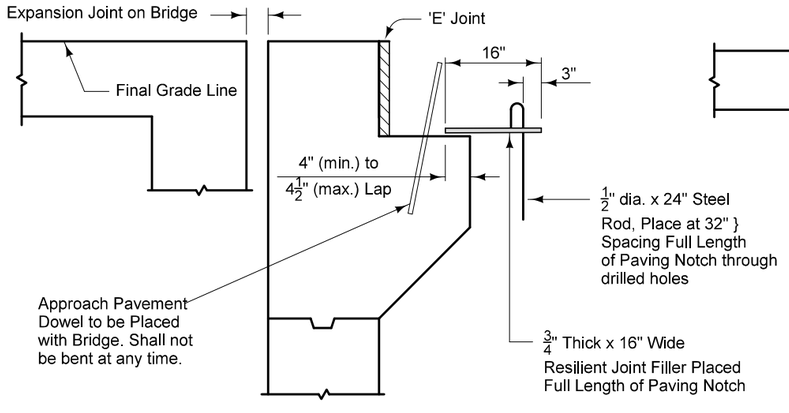
(Fixed Abutment)



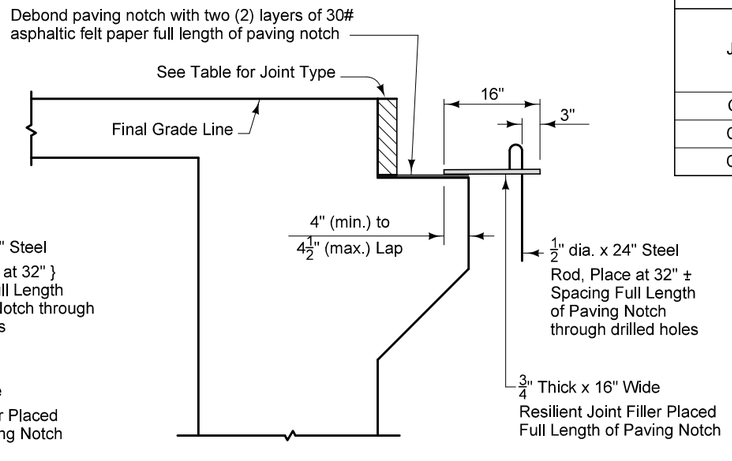
DETAIL 'A'

(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'



DETAIL 'B' (Fixed Abutment)



DETAIL 'B' (Moveable Abutment)

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

(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.

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(207)5--13-82	SHEET NUMBER U.42

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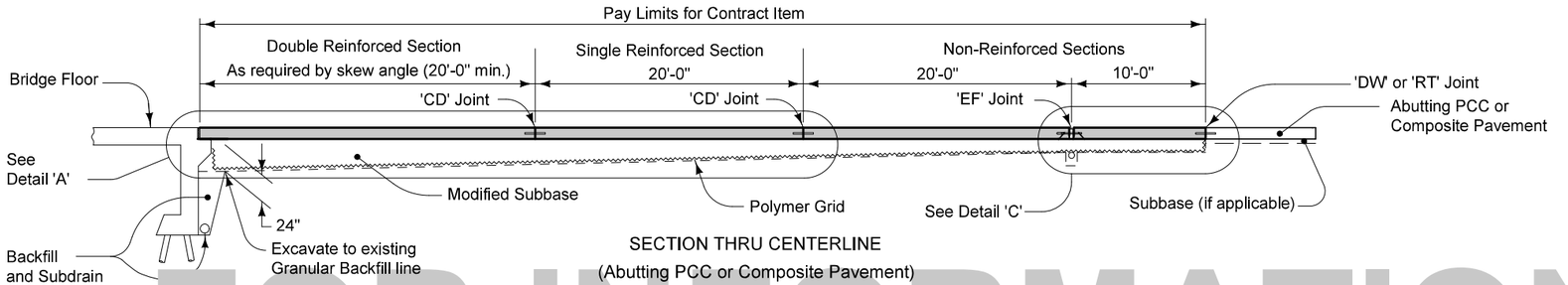
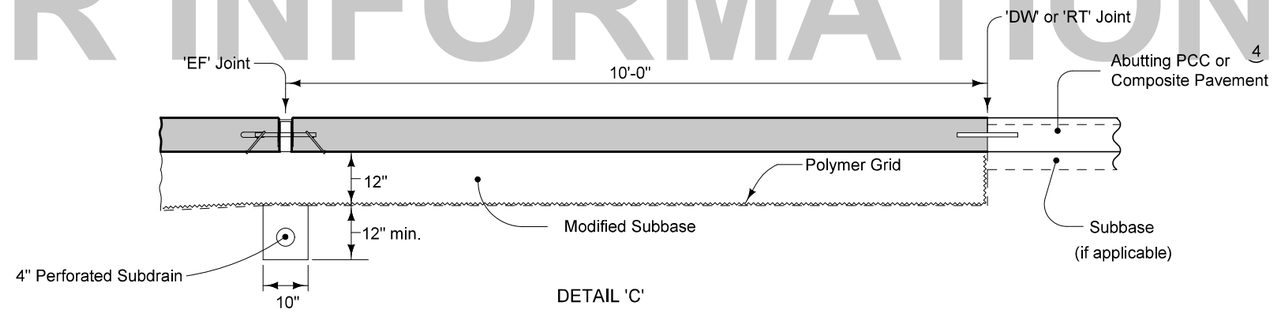
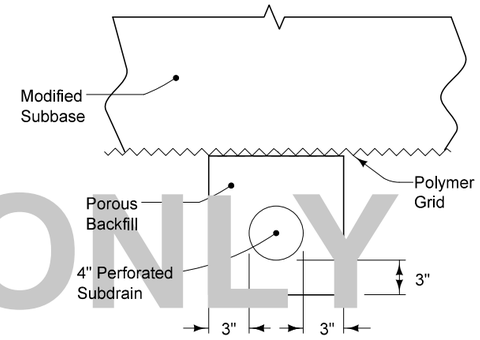


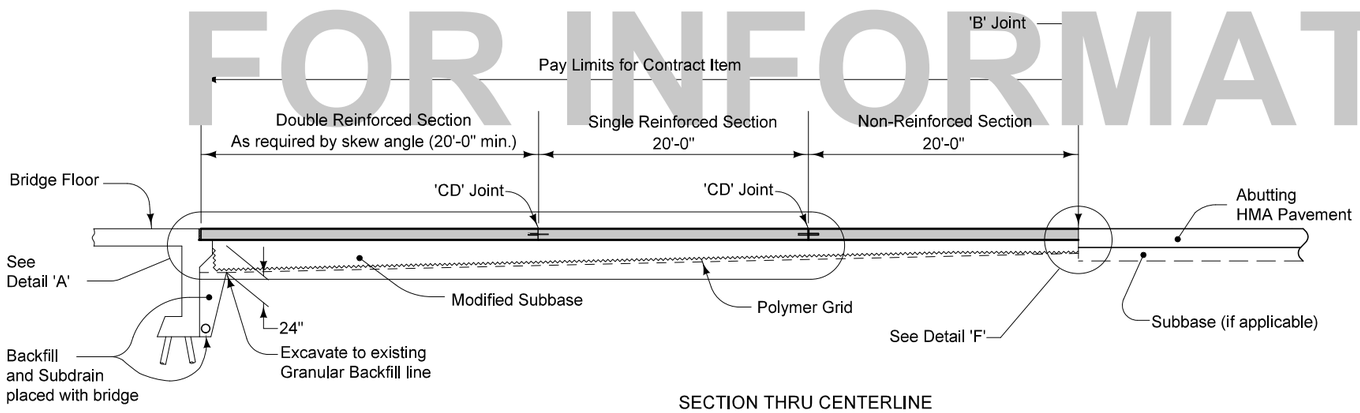
SECTION THRU CENTERLINE
(Abutting PCC or Composite Pavement)



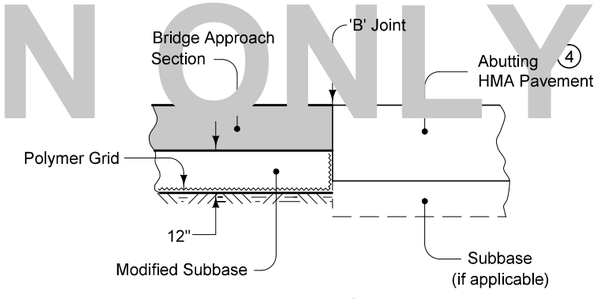
DETAIL 'C'
(Doweled PCC Pavement)



4" SUBDRAIN LOCATION



SECTION THRU CENTERLINE
(Abutting HMA Pavement)



DETAIL 'F'

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(207)5--13-82	SHEET NUMBER U.43

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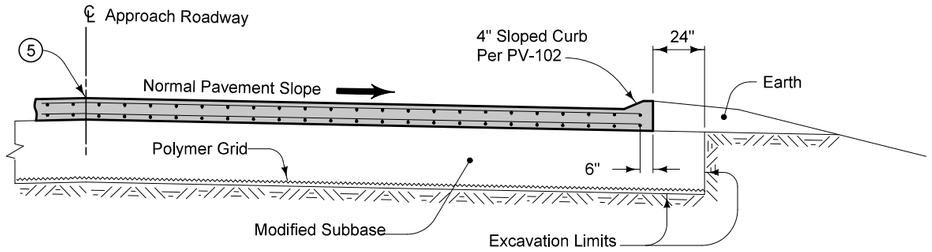
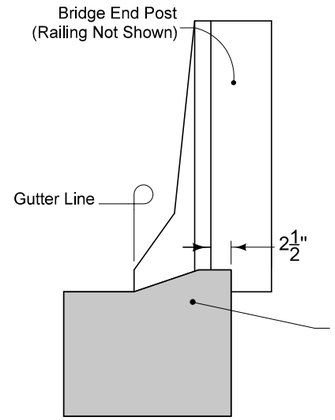
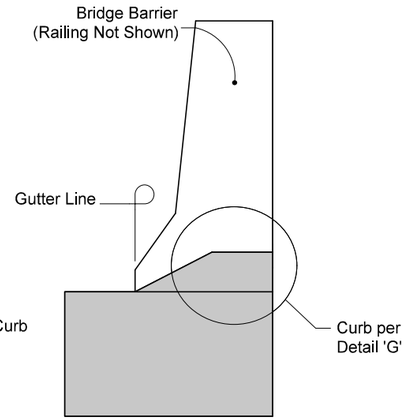


SECTION A-A



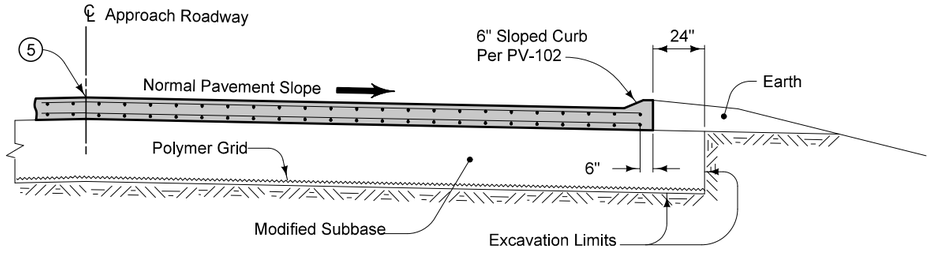
DETAIL 'I'

(Back of Curb Placement)

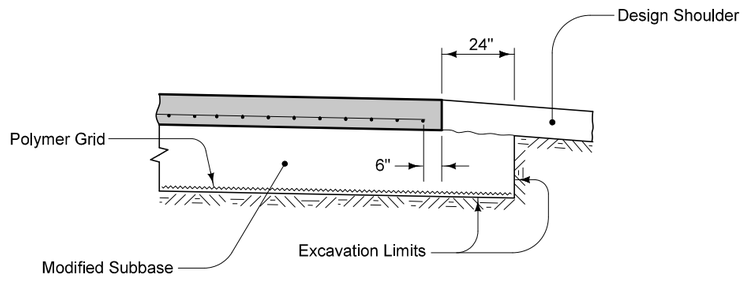


DETAIL 'E'

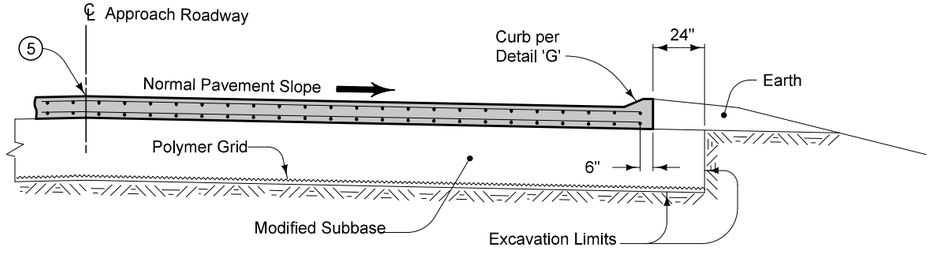
(Back of Curb Placement)



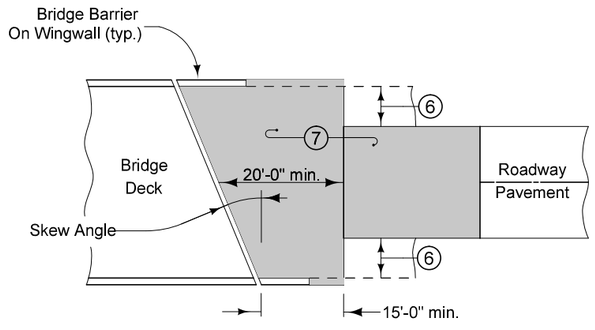
SECTION D-D



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(207)5--13-82	SHEET NUMBER U.44

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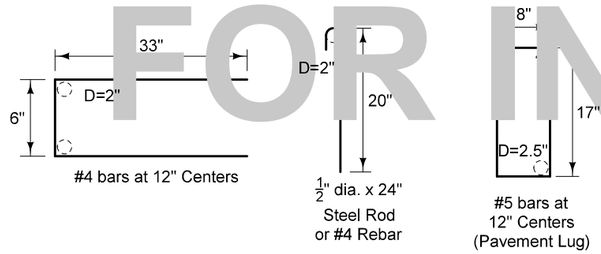
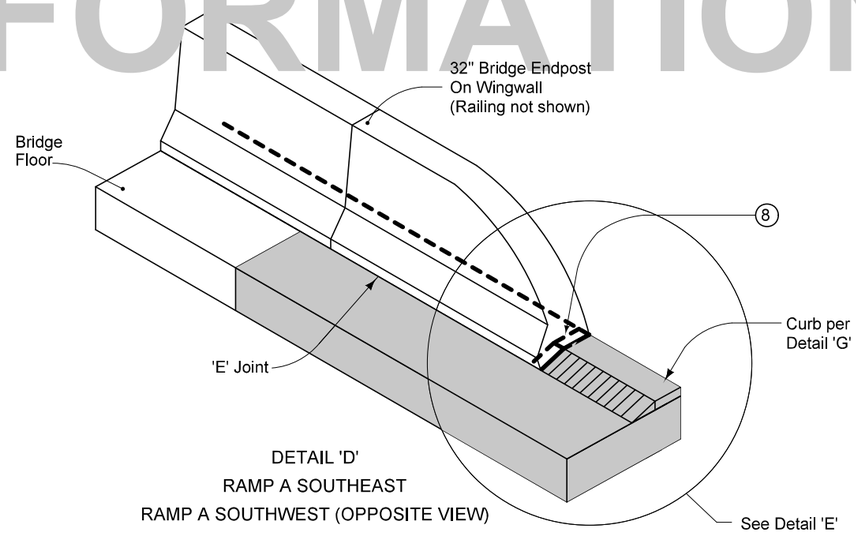
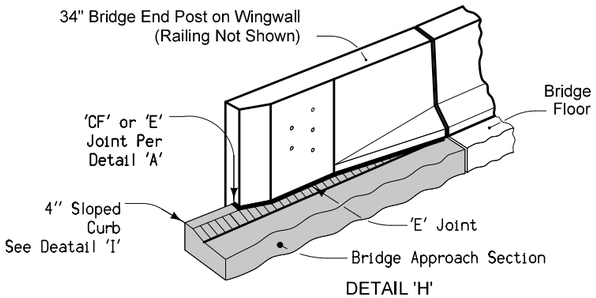


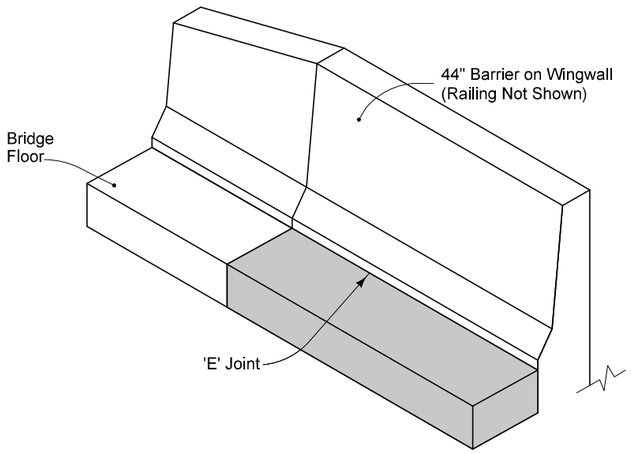
BENT BAR SHAPES



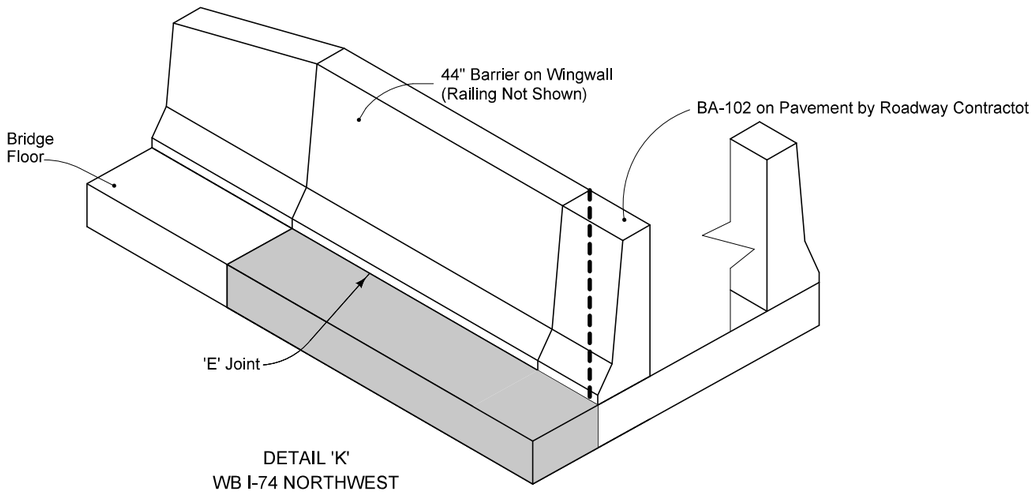
DETAIL 'D'
RAMP A SOUTHEAST
RAMP A SOUTHWEST (OPPOSITE VIEW)



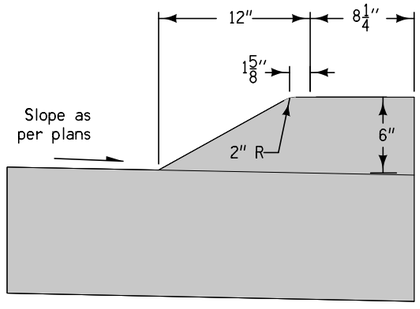
DETAIL 'H'
RAMP A NORTHEAST
RAMP C NORTHEAST
WB I-74 NORTHEAST
EB I-74 NORTHWEST
(Joint Placement)



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(207)5--13-82	SHEET NUMBER U.45

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MSE RETAINING WALL CONSTRUCTION NOTES

RW165 SPECIAL

(1) The design of the MSE Wall shall meet the design criteria as provided in Section 2432 of the Standard Specifications.

(2) Where appropriate, the MSE Wall shall be designed for an equivalent earth surcharge Height of 2 feet to account for vertical live loads behind the wall.

(3) The Allowable Soil Bearing Pressure for both undrained and drained conditions of the MSE Wall is 4.0 ksf. Embankment fill material beneath the MSE Reinforced Zone should be Granular Backfill as shown on Sheet SPS.1.

(4) See Soil Profile Sheet for soil types.

(5) Total settlement due to foundation loads is estimated to be approximately 2 inches.

(6) The panels for the MSE Wall and the coping shall be cast as per the MSE Wall Details on Sheets V.3 to V.8.

(7) The east end of the Closure Wall butts up to the outside face of the bridge abutment. Provide and install appropriate joint materials at this interface.

(8) The area behind the coping shall be covered with Portland Cement Concrete slope protection as shown in the DETAIL AT TOP OF WALL. Shape to drain.

(9) The design shall account for the drainage structures shown on Sheet M.11 and the bridge foundations constructed by others.

(10) Two MSE Wall Subdrains are required: one directly behind the wall panels and one at the back of the Reinforced Zone. Route Subdrains to nearest down-gradient storm sewer structure as shown on Plan Sheet M.11.

(11) For estimating purposes only, the following assumptions were used:

(a) The length of the reinforcement strips or mesh is based on the following formula:

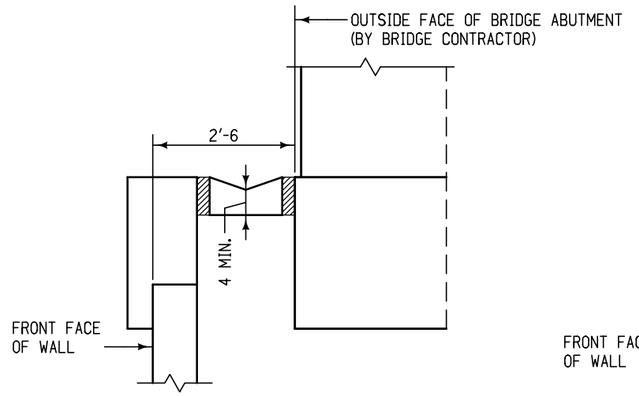
Reinforcement length = (0.9) x (wall ht.)

(b) The wall height is the distance between the Proposed Top of Wall Elevation and the Proposed Top of Leveling Pad Elevation.

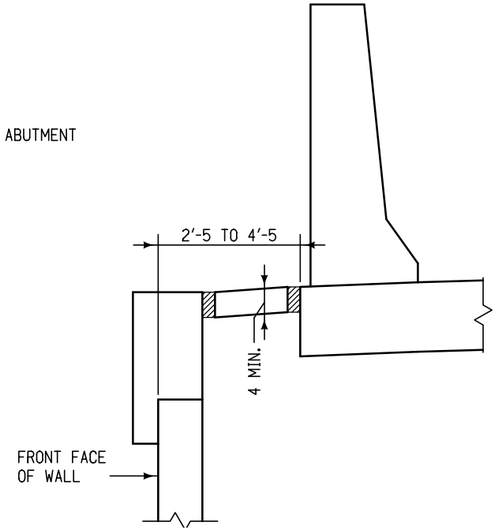
(c) Both the Granular Backfill and the Excavation behind the wall were calculated based on the average end area between cross sections. The average end area was computed with the estimated wall heights and reinforcement lengths. These quantities may need to be adjusted if the required reinforcement length is greater than the estimated length, and/or if the Leveling Pad Elevation is adjusted.

(12) The MSE Wall Supplier shall provide to the Office of Design, Soil Design Section, preliminary (non-structural) design calculations, which include estimated maximum applied (required) MSE Wall bearing pressures, reinforcing strip or mesh lengths, and random backfill material requirements (if other than Class 10 Backfill Material), prior to preparation of their Final MSE Wall Plans.

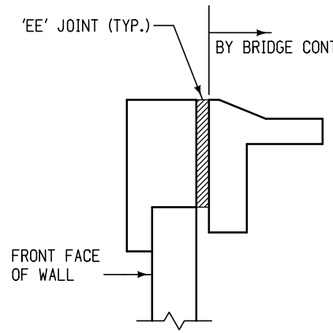
(13) The Contractor shall submit the design calculations, shop drawings, and field construction drawings in accordance to Article 1105.03.



AT BRIDGE ABUTMENT



AT CONCRETE BARRIER



AT BRIDGE SLOPE PROTECTION

DETAIL AT TOP OF WALL

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
Robert Chantome
19011
IOWA

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

Signature Date

Robert Chantome

Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: V.1 – V.2

MSE WALL DESIGN & CONSTRUCTION INFORMATION

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.1	

LAYOUT	KMS	12/06/11
DRAWN	KMS/EJM	11/20/12
REVIEWED	RC	11/20/12

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FOR ALIGNMENT DETAILS REFER TO G SHEETS

FOR ROW DETAILS REFER TO H SHEETS

MSE RETAINING WALL RW165

MSE WALL RW165 REQUIRES 10649 CU. YD. OF GRANULAR BACKFILL IN EARTH REINFORCEING ZONE.
AN ADDITIONAL 242 CU. YD. OF GRANULAR BACKFILL IS REQUIRED FOR GROUND IMPROVEMENT BELOW EARTH REINFORCING ZONE

PROPOSED TOP OF WALL ELEVATIONS	PROPOSED GROUND ELEVATIONS AT THE FACE OF WALL
588.73	587.18
592.56	587.18
594.70	587.18
594.70	587.18
601.11	587.18
601.54	587.18
602.00	587.39
602.46	587.69
602.87	587.52
603.27	587.45
603.63	587.38
603.97	587.30
604.30	587.23
604.62	587.15
604.95	587.08
605.32	587.04
605.67	587.03
606.02	587.05
606.37	587.16
606.70	587.52
607.03	587.89
607.36	588.25
607.67	588.56
607.98	588.87
608.29	589.19
608.59	589.52
608.90	589.85
609.20	590.17
609.51	590.50
609.81	590.82
610.11	591.14
610.42	591.45
610.72	591.77
611.03	592.08
611.33	592.38
611.63	592.68
611.94	592.98
612.24	593.28
612.55	593.58
612.85	593.89
613.15	594.21
613.46	594.52
613.76	594.85
614.07	595.17
614.37	595.50
614.67	595.84
614.98	596.18
615.28	596.53
615.59	596.88
615.89	597.24
616.19	597.60
616.50	597.97
616.80	598.34
617.09	598.71
617.40	599.07
617.70	599.44
618.01	599.80
618.31	600.16
618.61	600.52
618.92	600.87
619.22	601.22
619.52	601.57
619.83	601.92
620.13	604.27
620.43	607.56
620.73	610.86
621.03	614.15
621.33	617.44
621.63	620.74

LAYOUT	KMS	12/06/11
DRAWN	KMS/EJM	11/20/12
REVIEWED	RC	11/20/12

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON PROFESSIONAL SERVICES** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(207)5--13-82** | SHEET NUMBER **V.2**

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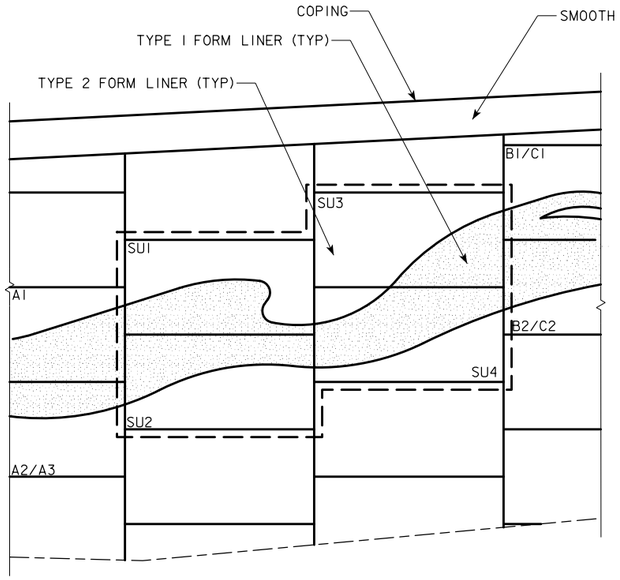
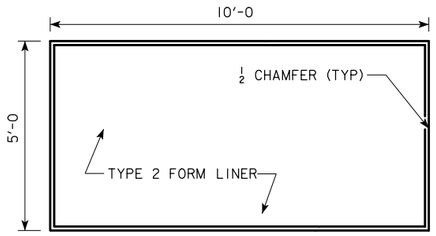
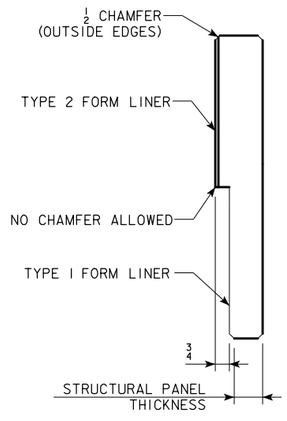


TYPICAL PATTERN STEP UP CONFIGURATION



TYPICAL MSE WALL PANEL



TYPICAL MSE WALL PANEL SECTION

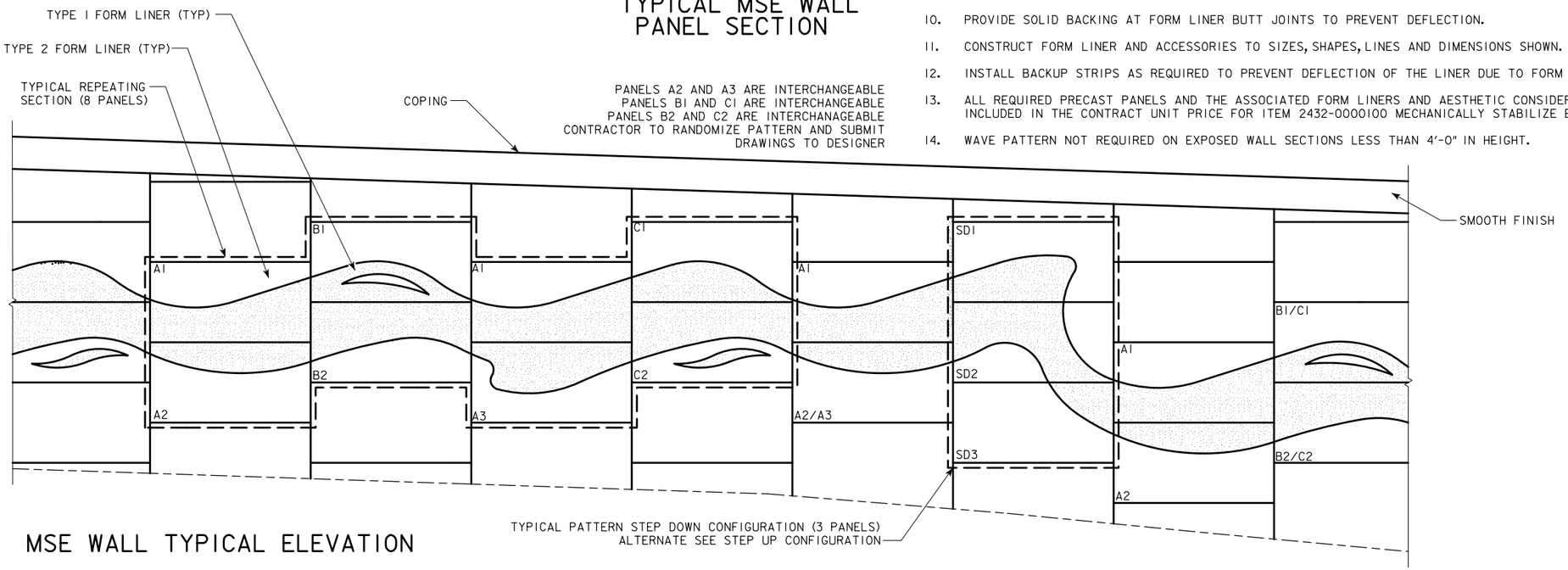
PRECAST CONCRETE MSE WALL PANEL FINISH NOTES

REFER TO SECTION 2432. MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL WITH THE FOLLOWING ADDITIONS.

1. SUBMIT SHOP DRAWINGS INDICATING FORM LINER LAYOUT AND TERMINATION DETAILS FOR ALL PANELS. INDICATE BACKUP, RUSTICATION, REVEAL, AND CHAMFER STRIP LOCATIONS. INCLUDE JOINTING, PATTERN PLACEMENT AND ORIENTATION. CONTRACTOR RESPONSIBLE FOR DESIGN OF FORMWORK AND BACK-UP OF FORM LINER FOR STRUCTURAL STABILITY AND SUFFICIENCY.
2. SUBMIT 12 INCH BY 12 INCH SAMPLES OF EACH PATTERN INDICATED. SAMPLES MAY BE EITHER ACTUAL FORM LINER MATERIALS OR FOAM CASTINGS FROM LINERS PROPOSED FOR USE ON THE PROJECT.
3. PROVIDE FULL SCALE SAMPLE OF EACH PANEL TYPE USING ACTUAL JOB SPECIFIC MATERIALS, METHODS AND WORKMANSHIP. THESE INCLUDE CONCRETE MIX [CEMENT TYPE, AGGREGATE GRADATION, SLUMP, WATER/CEMENT RATIOS, PLASTICIZERS AND ADDITIVES], FORMING SYSTEM [LINER AND FORMWORK], FORM RELEASE AGENTS, PLACEMENT RATE, FORM PRESSURES, FORMWORK AND JOINT SEALING, VIBRATING AND STRIPPING PRACTICES. IN ADDITION, DEMONSTRATE PATCHING AND REPAIR PROCEDURES FOR SPALLED CONCRETE, AND VOIDS CAUSED BY HONEYCOMBING OR BUGHOLES. ACCEPTED SAMPLE PANELS WILL BE STANDARD BY WHICH REMAINING WORK WILL BE EVALUATED FOR TECHNICAL AND AESTHETIC MERIT. CONTRACTOR SHALL STORE ACCEPTED SAMPLE PANELS ON SITE FOR REFERENCE UNTIL SUBSTANTIAL COMPLETION. ACCEPTED SAMPLE PANELS ARE A PREREQUISITE TO BEGINNING JOB FORMWORK. SUBMIT VARIATIONS FROM SAMPLE PANEL MATERIALS OR TECHNIQUES FOR APPROVAL PRIOR TO USE.
4. COVER FORM LINERS TO PROTECT FROM OIL, DIRT AND UV EXPOSURE.
5. HANDLE RIGID FORM LINER PANELS WITH CARE AT TEMPERATURES BELOW 25°F.
6. APPROVED MANUFACTURERS OF FORM LINERS MATERIALS AND ACCESSORIES

BASIS OF DESIGN:	ALLOWABLE ALTERNATES:	
TYPE I- SCOTT SYSTEM PATTERN 122 - STRIATED	TYPE I - FITZGERALD FORMLINERS PATTERN 17934 - DC WAVE	TYPE I - AMERICAN FORMLINERS PATTERN 1122 - RANDOM STRIATIONS
TYPE 2- SCOTT SYSTEM PATTERN 120 - SANDBLAST #2	TYPE 2 - FITZGERALD FORMLINERS PATTERN 16991 - MEDIUM SANDBLAST	TYPE 2 - AMERICAN FORMLINERS PATTERN 1200 - LIGHT/MEDIUM SANDBLAST
SCOTT SYSTEM, INC. 10777 EAST 45TH AVENUE DENVER, CO 80239 333-373-2500 WWW.SCOTTSYSTEM.COM	FITZGERALD FORMLINERS, INC. 1500 EAST CHESTNUT AVENUE SANTA ANA, CA 92701 800-547-7760 WWW.FORMLINERS.COM	AMERICAN FORMLINERS, INC. 1567 FRONTENAC ROAD NAPERVILLE, IL 60563 630-615-2170 WWW.AMERICANFORMLINERS.COM

7. ON MULTIPLE USE LINERS, CLEAN LINER BEFORE EACH USE. REPLACE DAMAGED LINER WHOSE CONTINUED USE OR REPAIR WOULD NEGATIVELY IMPACT THE AESTHETICS OF THE CONCRETE FINISH
8. APPLY FORM LINER COMPATIBLE RELEASE AGENT AT RATE RECOMMENDED BY MANUFACTURER. ATTEMPT TO SCHEDULE CONCRETE POUR SOON AFTER APPLICATION OF RELEASE AGENT TO AVOID PRECIPITATION, DUST, AND DEBRIS. PROTECT REINFORCING STEEL FROM EXPOSURE TO RELEASE AGENTS.
9. SEAL FORM LINER JOINTS TO PREVENT MORTAR LEAKAGE.
10. PROVIDE SOLID BACKING AT FORM LINER BUTT JOINTS TO PREVENT DEFLECTION.
11. CONSTRUCT FORM LINER AND ACCESSORIES TO SIZES, SHAPES, LINES AND DIMENSIONS SHOWN.
12. INSTALL BACKUP STRIPS AS REQUIRED TO PREVENT DEFLECTION OF THE LINER DUE TO FORM PRESSURES.
13. ALL REQUIRED PRECAST PANELS AND THE ASSOCIATED FORM LINERS AND AESTHETIC CONSIDERATIONS AS SHOWN ON THE PLANS ARE TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR ITEM 2432-0000100 MECHANICALLY STABILIZE EARTH RETAIN WALL SF.
14. WAVE PATTERN NOT REQUIRED ON EXPOSED WALL SECTIONS LESS THAN 4'-0" IN HEIGHT.



MSE WALL TYPICAL ELEVATION

MSE WALL
AESTHETIC DETAILS
MSE WALL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.3

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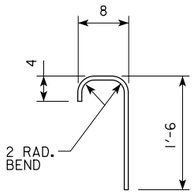
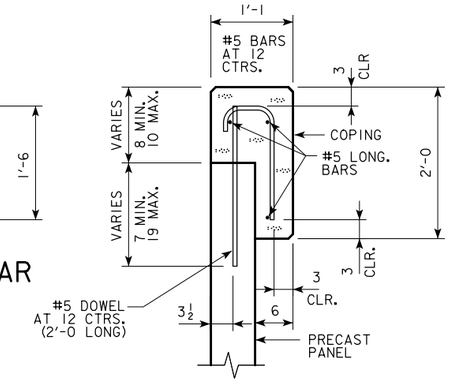
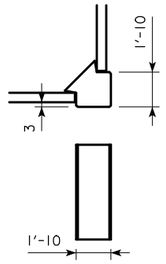


#5 BAR

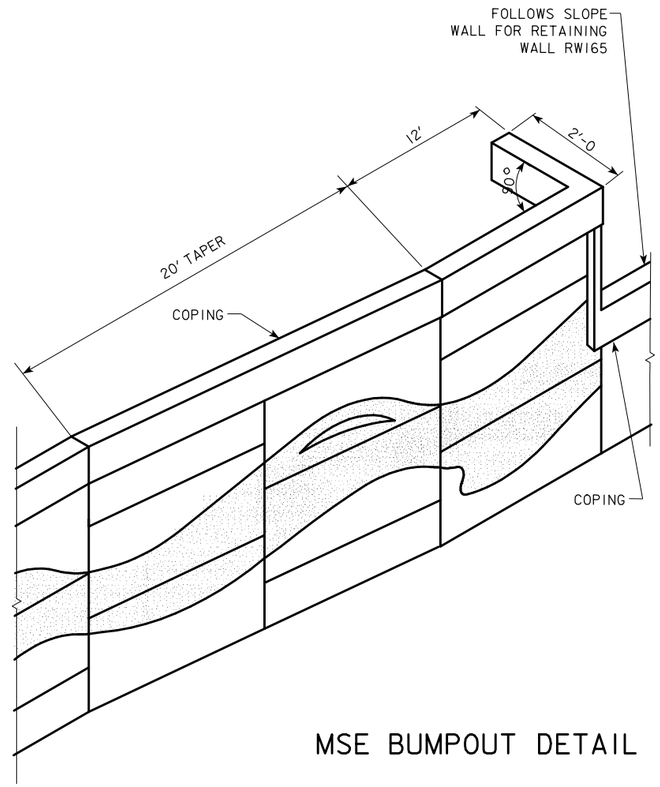


COPING DETAILS

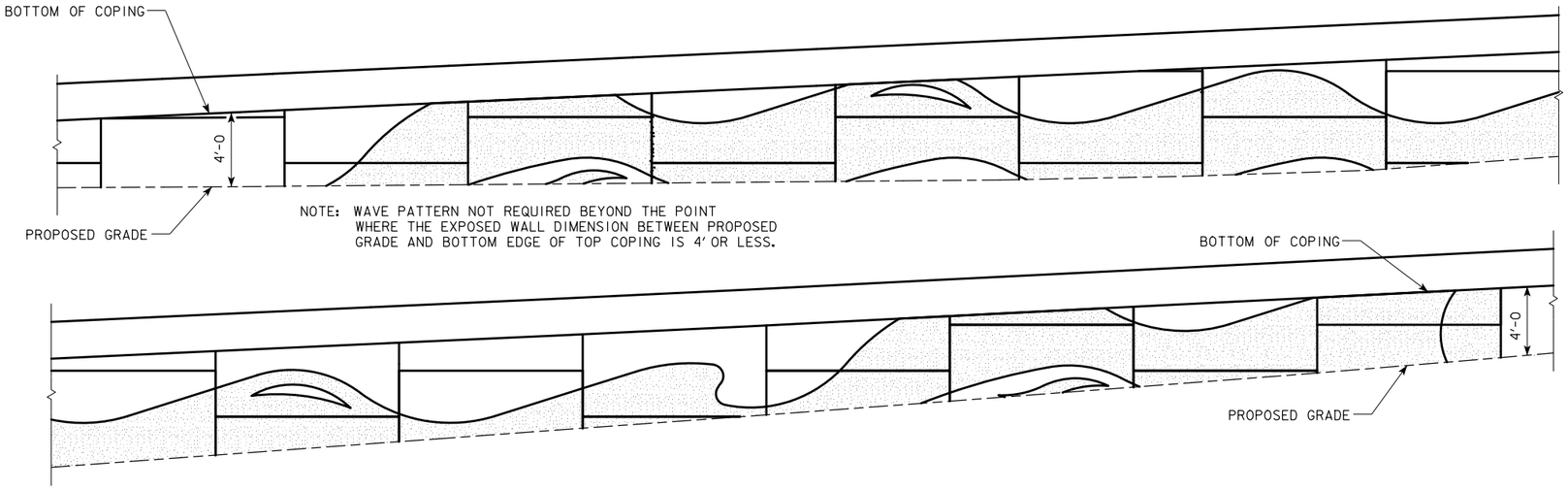


OUTSIDE CORNER DETAIL

NOTES
1. #5 LONGITUDINAL BARS SHALL BE LAPPED 1'-9 MIN.
2. COPING SHALL BE CAST IN PLACE CONCRETE.

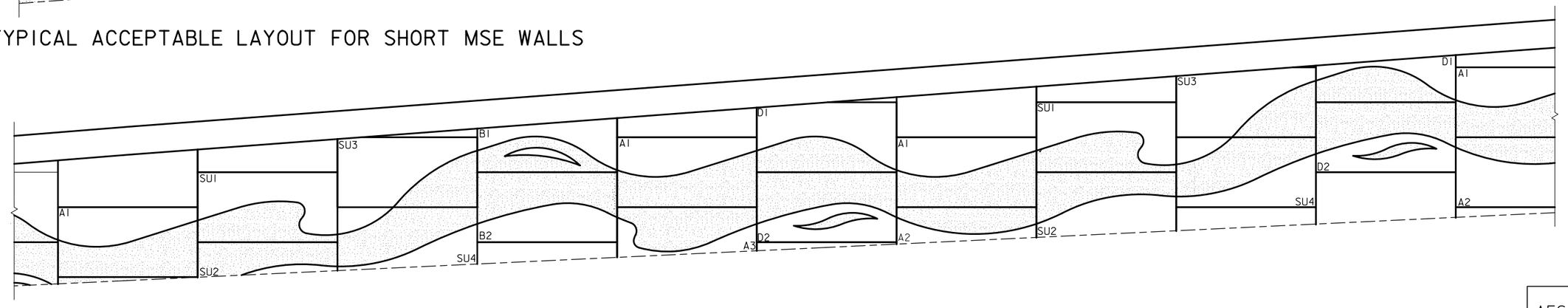


MSE BUMPOUT DETAIL



NOTE: WAVE PATTERN NOT REQUIRED BEYOND THE POINT WHERE THE EXPOSED WALL DIMENSION BETWEEN PROPOSED GRADE AND BOTTOM EDGE OF TOP COPING IS 4' OR LESS.

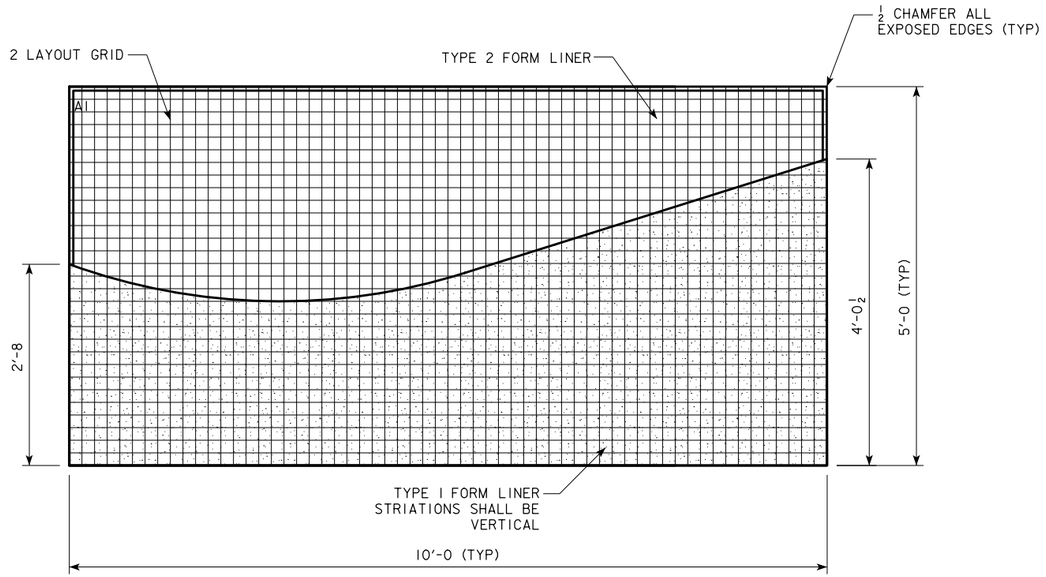
TYPICAL ACCEPTABLE LAYOUT FOR SHORT MSE WALLS

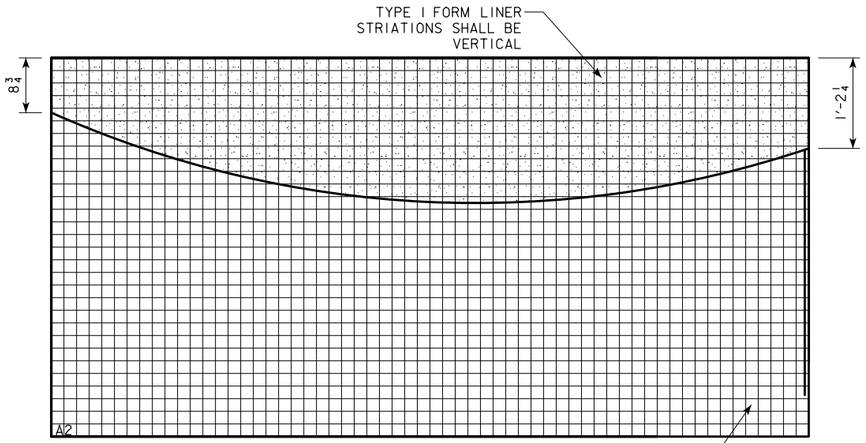


ADDITIONAL PANEL LAYOUT EXAMPLE

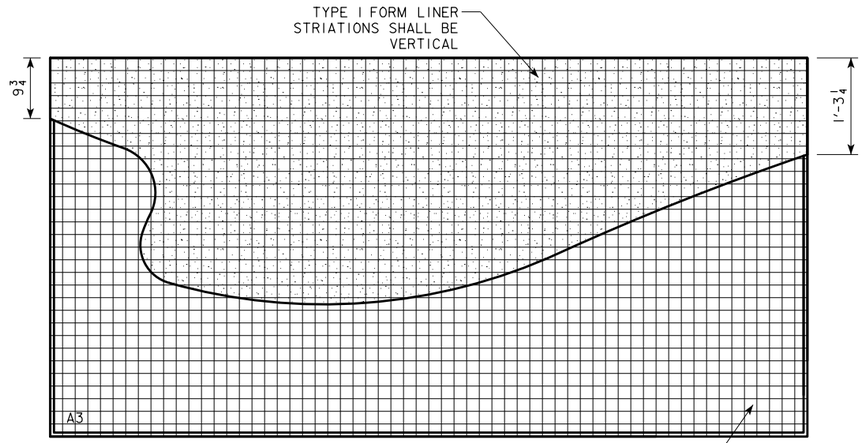
MSE WALL
AESTHETIC DETAILS
MSE WALL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.4





NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE



NOTE: PANELS A2 AND A3 ARE INTERCHANGEABLE

MSE WALL PANEL ELEVATIONS

(PATTERNS A1, A2 AND A3)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.5

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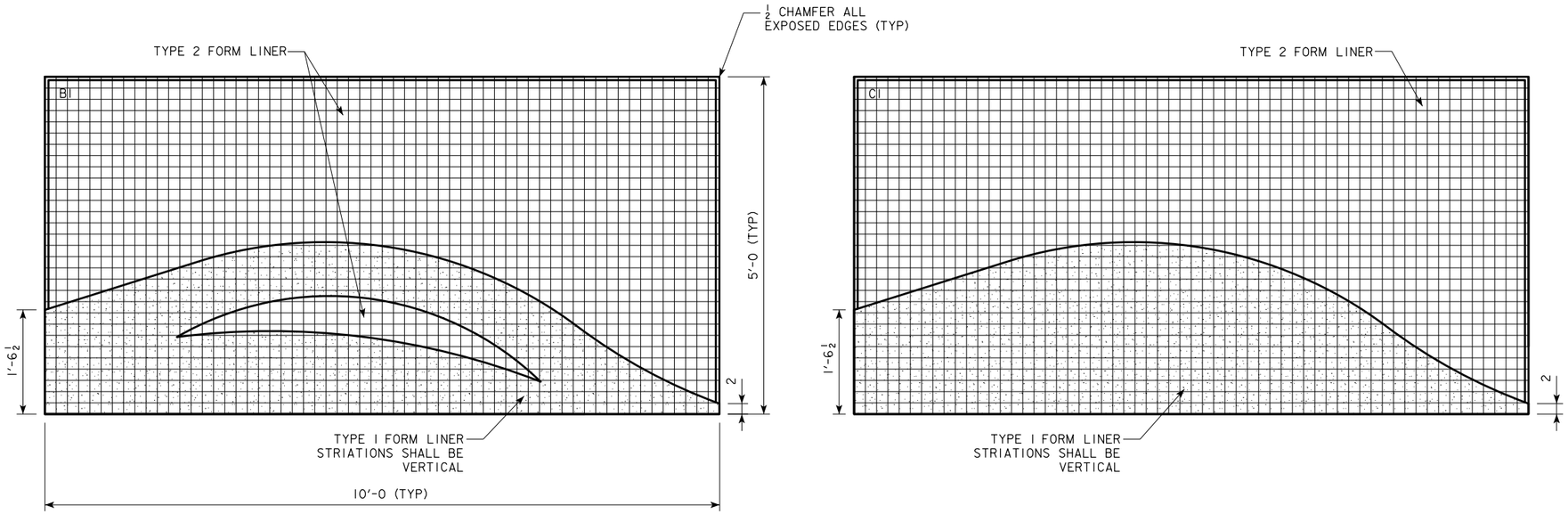

MSE WALL PANEL ELEVATIONS

(PATTERNS B1, B2, C1 AND C2)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.6

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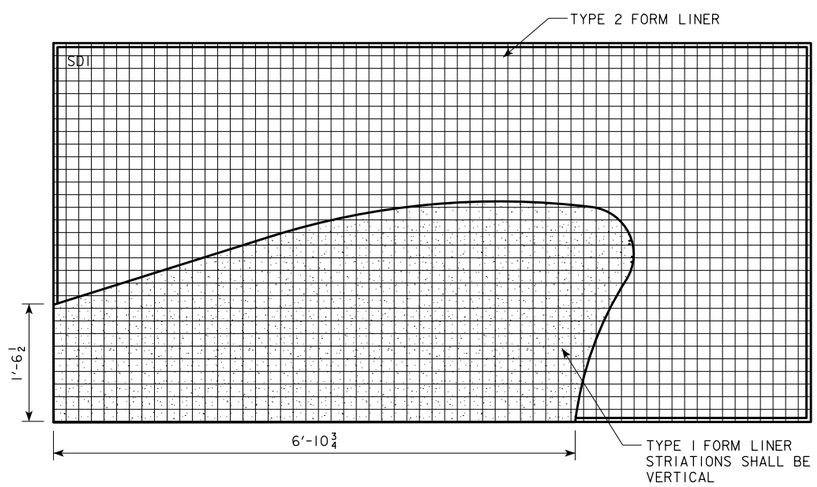

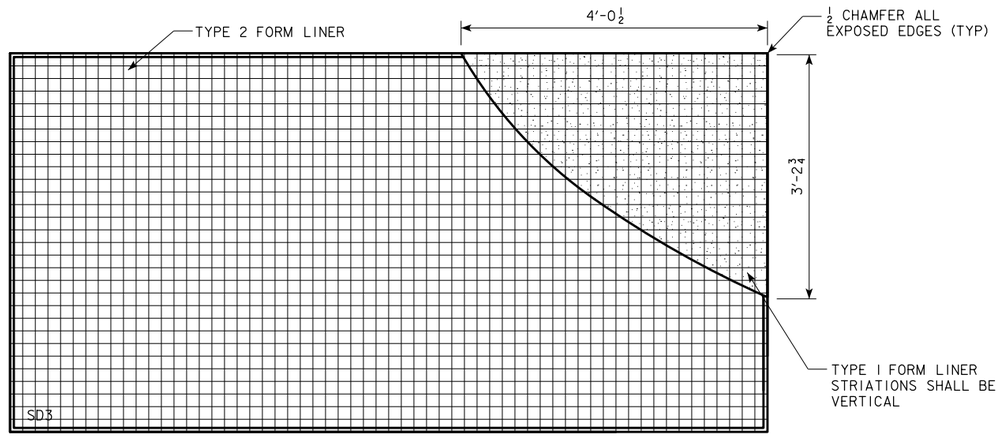

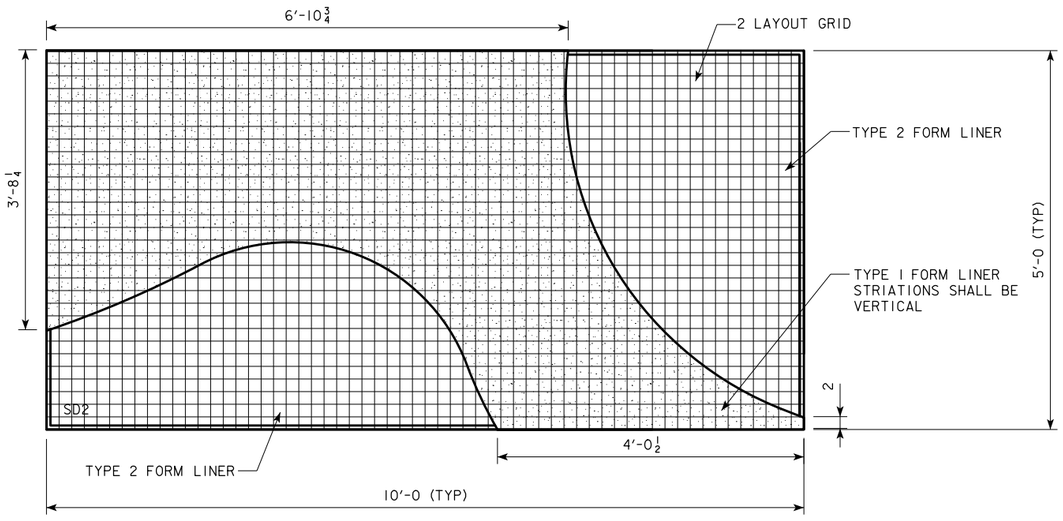

MSE WALL PANEL ELEVATIONS

(PATTERNS SD1, SD2 AND SD3)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.7

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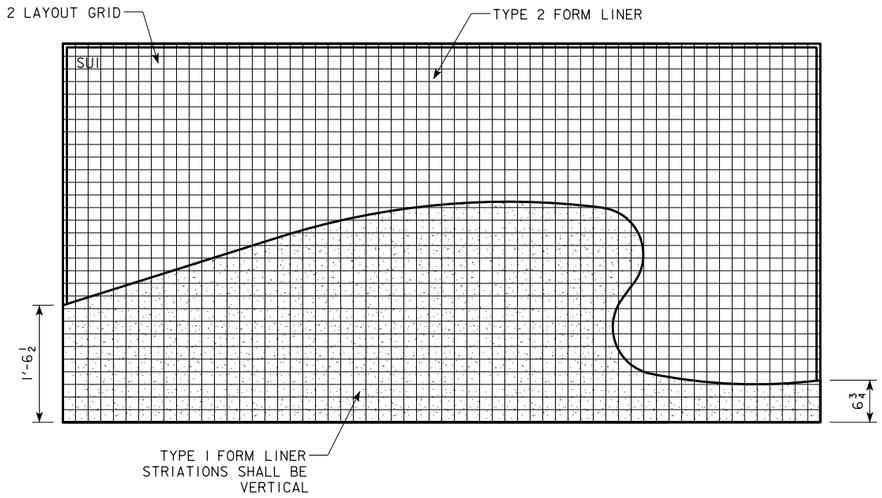

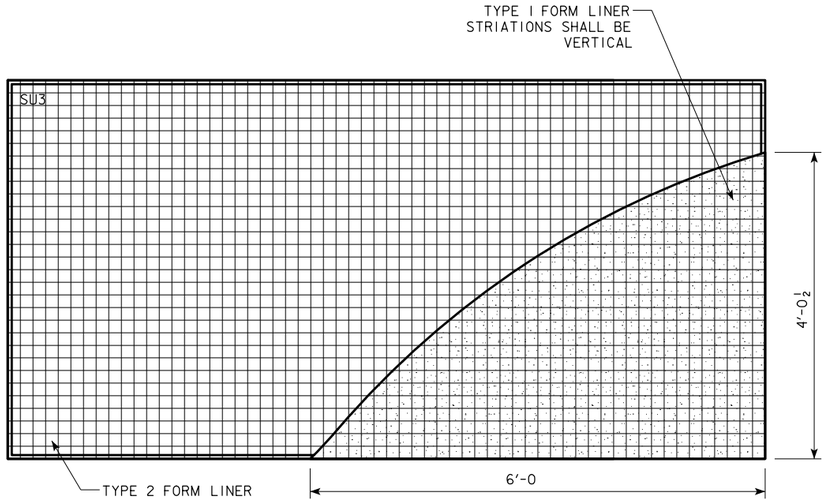

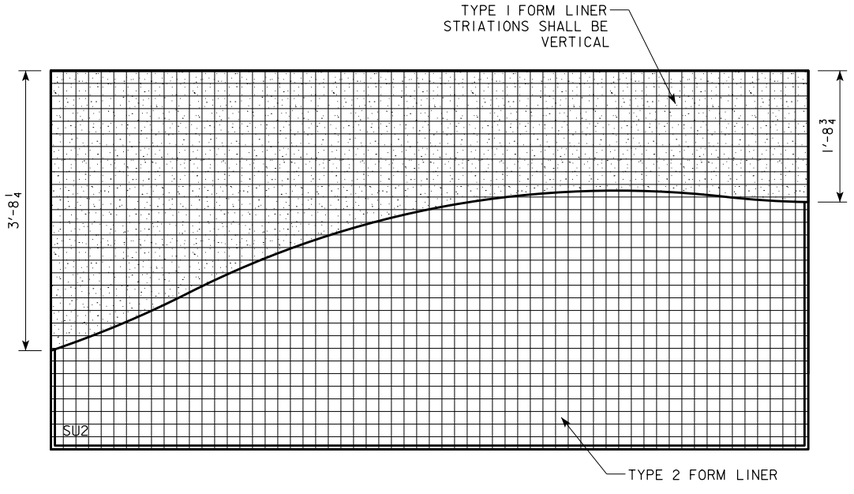

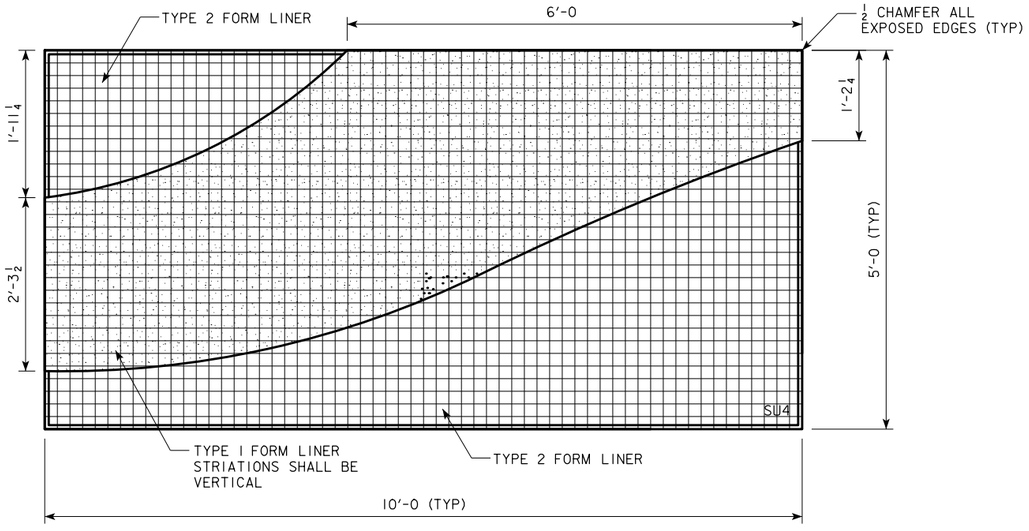

MSE WALL PANEL ELEVATIONS

(PATTERNS SU1, SU2, SU3 AND SU4)

MSE WALL
AESTHETIC DETAILS
MSE WALL PANEL ELEVATION

ENGLISH	IOWA DOT	DESIGN TEAM SHIVE HATTERY	SCOTT COUNTY	PROJECT NUMBER IM-74-1(207)5--13-82	SHEET NUMBER V.8

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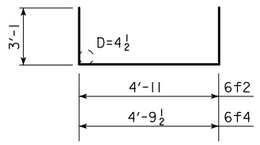
NON-COATED REINFORCING STEEL
IDENTITY ELEMENT FOOTING

BAR	LOCATION	SHAPE	NO.	LENGTH	WEIGHT
6f1	FOOTING, TOP,BOTTOM, SIDES	——	30	9'-3	417
6f2	FOOTING,SIDES	⌊⌋	22	11'-1	367
6f3	FOOTING, TOP,BOTTOM, SIDES	——	30	10'-0	451
6f4	FOOTING,SIDES	⌊⌋	18	11'-0	298
	REINFORCING STEEL - TOTAL (LBS.)				1533

BENT BAR DETAILS



ALL DIMENSIONS ARE OUT TO OUT.

D = PIN DIAMETER.

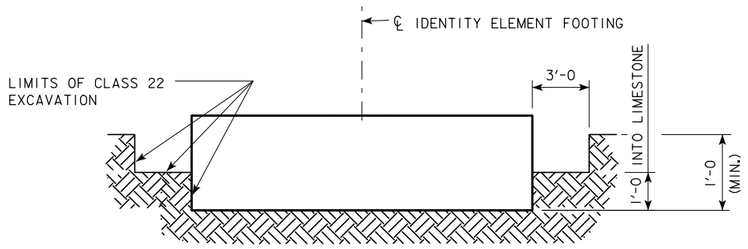
6f2 & 6f4

ESTIMATED QUANTITIES

ITEM	UNIT	IDENTITY ELEMENT FOOTING
EXCAVATION, CLASS 20	CY	39
EXCAVATION, CLASS 22	CY	4
STRUCTURAL CONCRETE (BRIDGE)	CY	20.2
REINFORCING STEEL	LB	1533

CONCRETE PLACEMENT QUANTITIES

LOCATION	TYPE	IDENTITY ELEMENT FOOTING
FOOTING	STRUCTURAL CONCRETE (BRIDGE)	20.2



IDENTITY ELEMENT FOOTING EXCAVATION LIMITS AND ROCK KEY

NOTE:
FOOTINGS TO EXTEND AT LEAST 12 INCHES INTO COMPETENT LIMESTONE
WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO THE NEAT LINES OF THE FOOTING.

IDENTITY ELEMENT FOOTINGS

SPECIFICATIONS:

DESIGN: AASHTO LRFD 5th Ed, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

CONSTRUCTION: IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2012, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

THE DEVELOPMENTAL SPECIFICATION, DS-12019, FOR MASS CONCRETE-CONTROL OF HEAT OF HYDRATION SHALL APPLY TO WORK ON THIS PROJECT.

DESIGN STRESSES:

DESIGN STRESSES FOR THE FOLLOWING MATERIALS ARE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5th Ed, SERIES OF 2010, EXCEPT AS NOTED IN THE CURRENT IOWA BRIDGE DESIGN MANUAL.

REINFORCING STEEL IN ACCORDANCE WITH LRFD AASHTO SECTION 5, GRADE 60.

CONCRETE IN ACCORDANCE WITH LRFD AASHTO SECTION 5, f'c = 3,500 PSI.

NOTES:

1. THE DESIGN BEARING PRESSURE FOR FOOTINGS ON LIMESTONE IS 13.5 TONS PER SQ. FT. FOOTING TO EXTEND AT LEAST 12 INCHES INTO LIMESTONE WITH THE FINAL 12 INCHES OF EXCAVATION TO BE TO NEAT LINES OF THE FOOTING.
2. THE MINIMUM CLEAR DISTANCE FROM THE FACE OF CONCRETE TO NEAR REINFORCING BAR IS 2" UNLESS NOTED OTHERWISE OR SHOWN.
3. ALL EXPOSED CORNERS, 90 DEGREES OR SHARPER SHALL BE FILLETED WITH A $\frac{3}{4}$" DRESSED AND BEVELED STRIP UNLESS NOTED OTHERWISE.
4. REINFORCING BARS MUST BE PLACED TO CLEAR ANCHOR BOLTS. SHIFT REINFORCING BARS SLIGHTLY AS REQUIRED.
5. ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED.
6. SEE SPECIFICATIONS FOR MASS CONCRETE APPLIED TO FOOTING.
7. WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE MANUFACTURER/FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.

LOCATION

I-74 EASTBOUND RAMP A
BETTENDORF
T-78N R-4E
SECTION 29
DAVENPORT TOWNSHIP
SCOTT COUNTY
LATITUDE 41.526557
LONGITUDE -90.514225

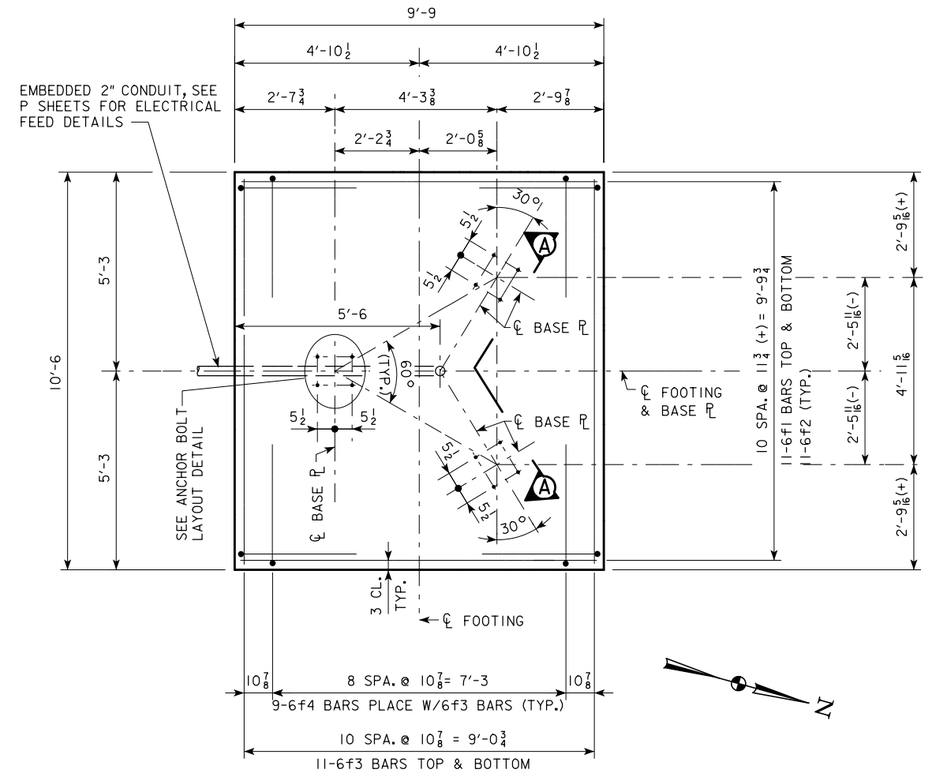
DESIGN FOR AN
IDENTITY ELEMENT FOOTING
US 67 RAMP A
NOTES & QUANTITIES

STA. 1497+00.00 - 27.5' RT. - BASELINE RAMP A

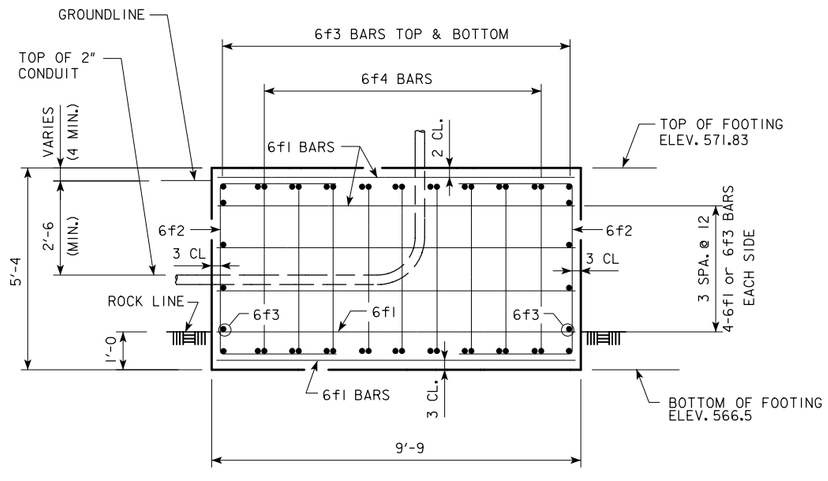
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

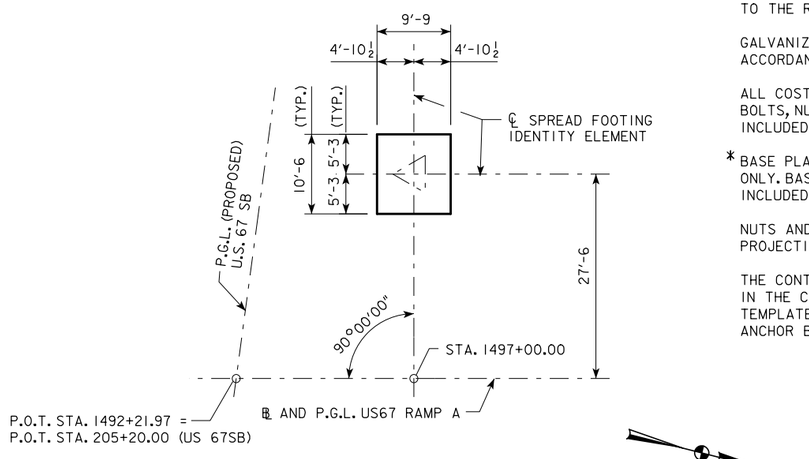
DESIGN SHEET NO. 1 OF 2 FILE NO. 30253 DESIGN NO. 217



FOOTING PLAN

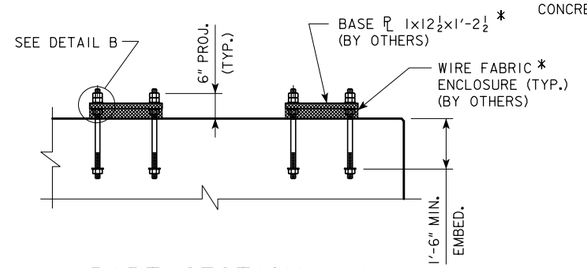


SECTION THRU FOOTING
(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

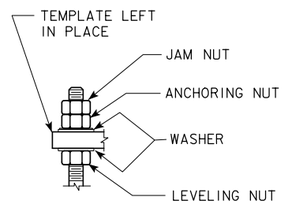


STAKING DIAGRAM - RAMP A
IDENTITY ELEMENT

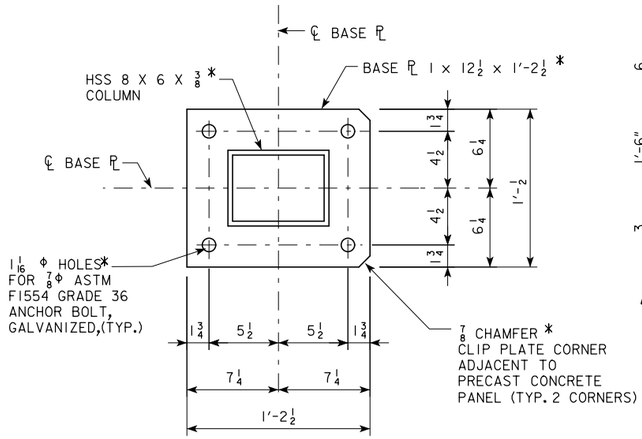
BENCH MARK NO. 500: STA. 6781+18.95 LT. 161.23'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

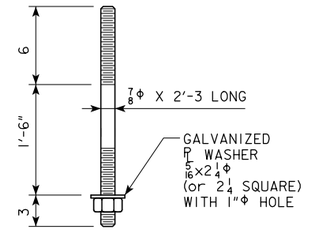


PART SECTION A-A



DETAIL B





ANCHOR BOLT DETAIL

ANCHOR BOLT LAYOUT DETAIL

NOTES:

ANCHOR BOLTS SHALL BE ⅞Φ ASTM F-1554 GRADE 55 AND SHALL CONFORM TO THE REQUIREMENTS OF I.M. 453.08.

GALVANIZING OF ANCHOR BOLTS, NUTS AND WASHERS SHALL BE IN ACCORDANCE WITH I.M. 453.08.

ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE ANCHOR BOLTS, NUTS AND WASHERS FOR THE IDENTITY ELEMENT FOOTING SHALL BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE".

* BASE PLATES, COLUMN AND WIRE FABRIC ARE SHOWN FOR INFORMATION ONLY. BASE PLATES COLUMN AND WIRE FABRIC MATERIAL SHALL BE INCLUDED IN IDENTITY ELEMENT, TO BE CONSTRUCTED BY OTHERS.

NUTS AND WASHERS SHALL BE HAND-TIGHTENED ON ANCHOR BOLT PROJECTIONS, FOR FUTURE USE WHEN IDENTITY ELEMENTS ARE INSTALLED.

THE CONTRACTOR SHALL TAKE CARE TO SECURE ANCHOR BOLTS PLUMB AND IN THE CORRECT LOCATION. THE CONTRACTOR SHALL LEAVE THE TEMPLATE, USED TO SET THE ANCHOR BOLTS, IN PLACE TO PROTECT THE ANCHOR BOLTS UNTIL THE IDENTITY ELEMENT IS INSTALLED BY OTHERS.

DESIGN FOR AN

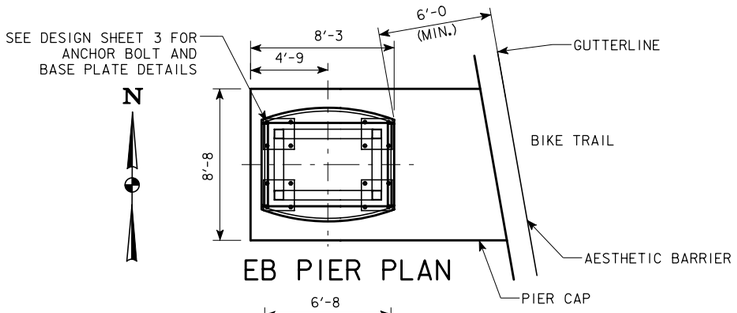
IDENTITY ELEMENT FOOTING US 67 RAMP A FOOTING DETAILS

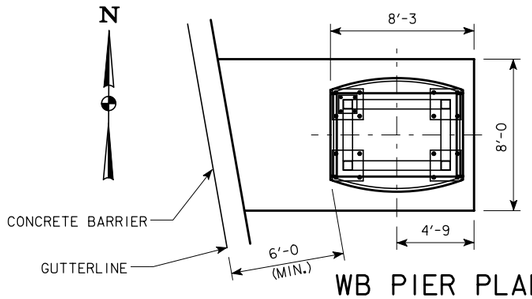
STA. 1497+00.00 - 27.5' RT. - BASELINE RAMP A

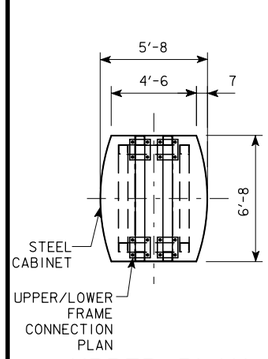
SCOTT COUNTY

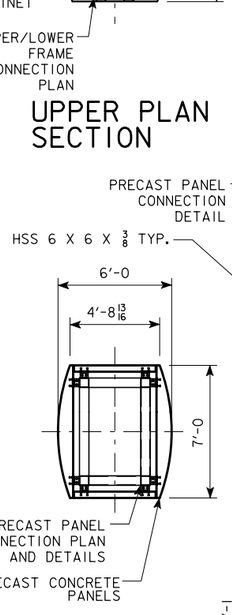
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

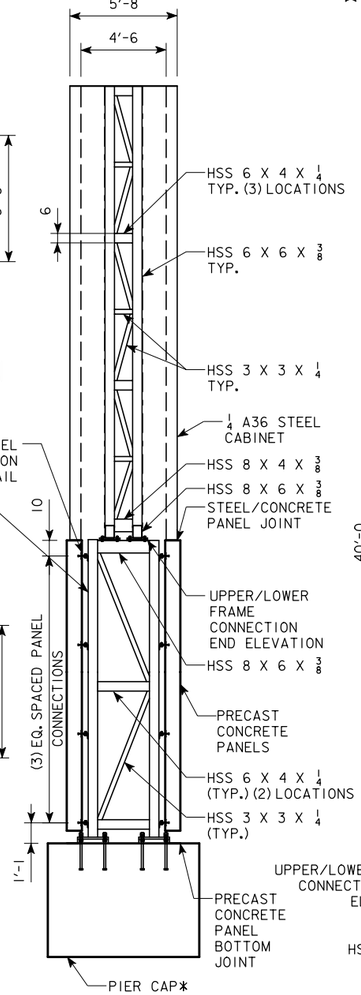
DESIGN SHEET NO. 2 OF 2 FILE NO. 30253 DESIGN NO. 217

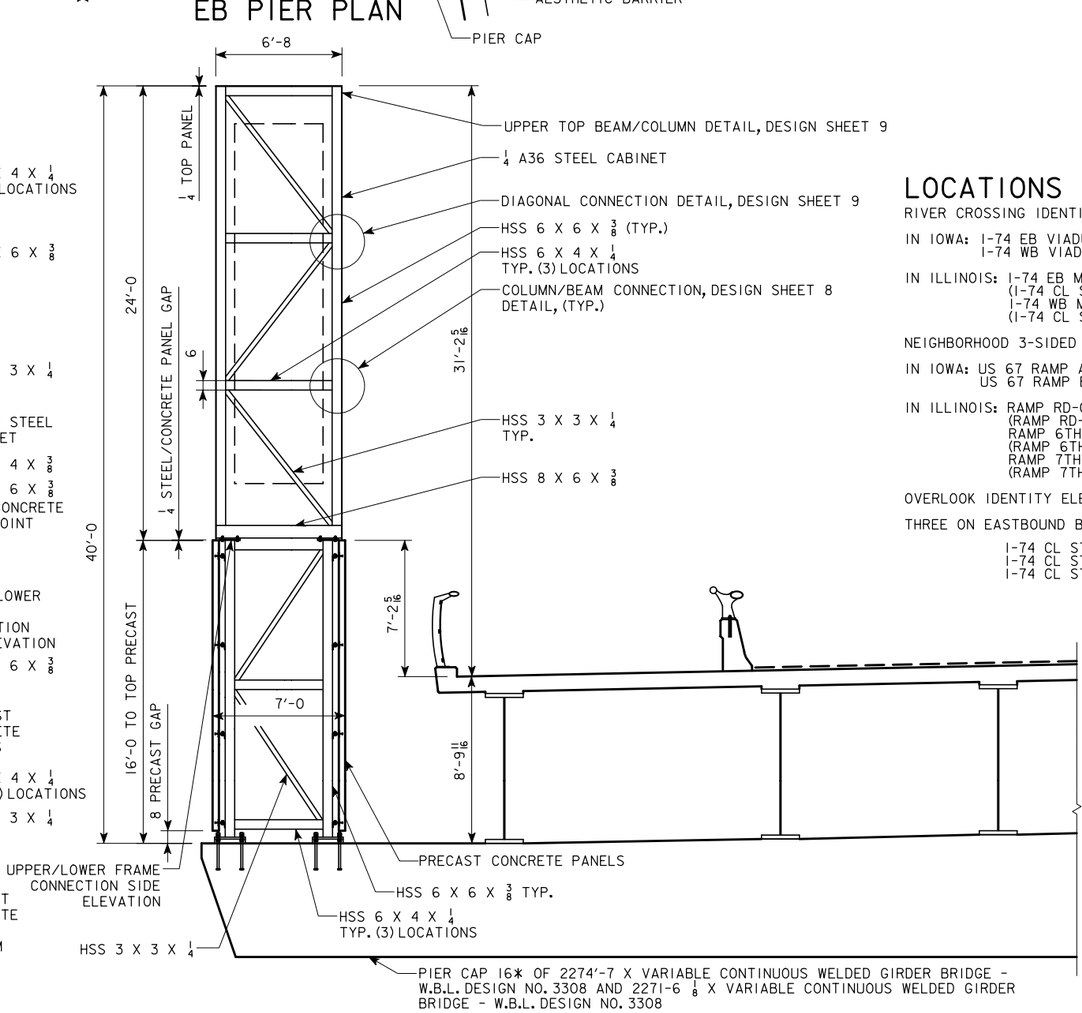


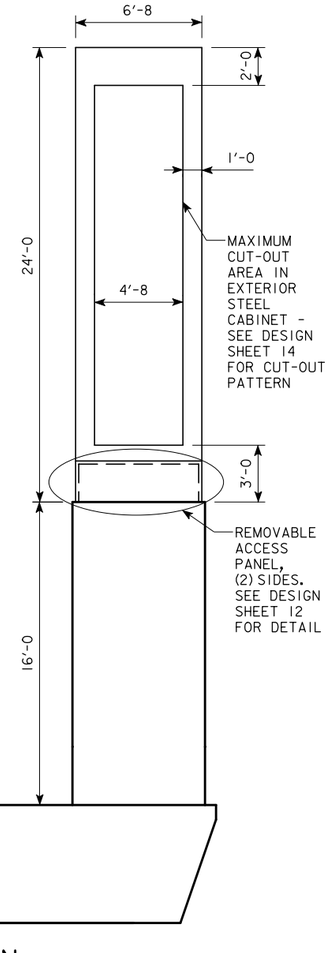












EB PIER PLAN

WB PIER PLAN

UPPER PLAN SECTION

END FRAMING ELEVATION

LOWER PLAN SECTION

SIDE FRAMING ELEVATION (LOOKING NORTH)

LOCATIONS

RIVER CROSSING IDENTITY ELEMENT LOCATIONS

IN IOWA: I-74 EB VIADUCT PIER 16 (AS SHOWN)
I-74 WB VIADUCT PIER 16 (AS SHOWN)

IN ILLINOIS: I-74 EB MAINLINE IN RAMP RD-G GORE
(I-74 CL STATION 24+07, OFFSET 85' RT ±)
I-74 WB MAINLINE IN RAMP RD-G GORE
(I-74 CL STATION 24+07, OFFSET 80' RT ±)

NEIGHBORHOOD 3-SIDED IDENTITY ELEMENT LOCATIONS

IN IOWA: US 67 RAMP A STATION 1467+00.00, OFFSET 27.5' RT
US 67 RAMP B STATION 2494+62.00, OFFSET 62.0' RT

IN ILLINOIS: RAMP RD-G AT RIVER DRIVE
(RAMP RD-G STATION 136+26, OFFSET 72' RT)
RAMP 6TH-C AT EXISTING 5TH AVENUE, WEST SIDE OF RAMP
(RAMP 6TH-C STATION 334+00, OFFSET 20' RT)
RAMP 7TH-A AT 7TH AVENUE, SE OF INTERSECTION
(RAMP 7TH-A STATION 642+57, OFFSET 50' RT)

OVERLOOK IDENTITY ELEMENT LOCATIONS:

THREE ON EASTBOUND BRIDGE OVER THE MISSISSIPPI RIVER, BIKE TRAIL

I-74 CL STATION 6770+71.83, OFFSET 131.086' LT
I-74 CL STATION 6670+98.50, OFFSET 131.086' LT
I-74 CL STATION 6771+25.17, OFFSET 131.086' LT

SIDE ELEVATION

IDENTITY ELEMENTS AT RIVER CROSSING

PROVIDE 4 - SEE LIST OF LOCATIONS

NOTE: 2 CURVED SIDES ARE IDENTICAL
2 FLAT SIDES ARE IDENTITCAL

* OR FOOTING.
PIER CAPS AND
FOOTINGS ARE BY
OTHERS

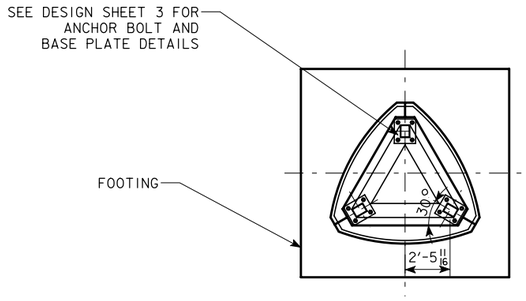
DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 1 OF 17 FILE NO. 30253

DESIGN TEAM **SHIVE HATTERY** | SCOTT COUNTY | PROJECT NUMBER IM-074-1(207)5--13-82 | SHEET NUMBER V.11

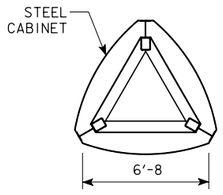


SEE SHEETS V.9 AND V.10 FOR FOOTING DETAILS AT US 67 RAMP B AND FOR ORIENTATION OF IDENTITY ELEMENT WITH REFLECT TO ROADWAY ALIGNMENT.

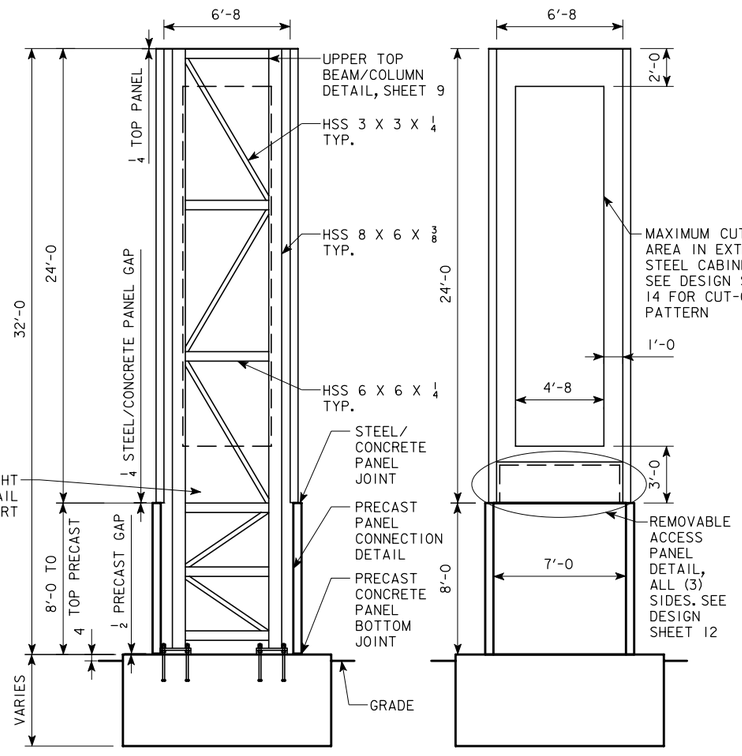
SPREAD FOOTINGS AT U.S. 67 RAMP A ARE INCLUDED IN PRODUCT IM-074-1(205)5--13-82, SHEET V.9 AND V.10.

FOUNDATION PLAN

(FOR INFORMATION ONLY)

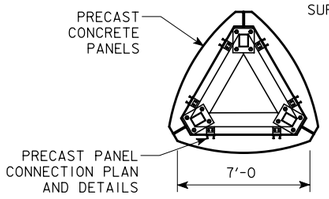


UPPER PLAN SECTION



FRAMING ELEVATION

SIDE ELEVATION



LOWER PLAN SECTION

IDENTITY ELEMENTS 3 SIDED, NEIGHBORHOOD

SEE LIST OF LOCATIONS SHEET V.11 PROVIDE 5

NOTE: ALL 3 SIDES ARE IDENTITCAL

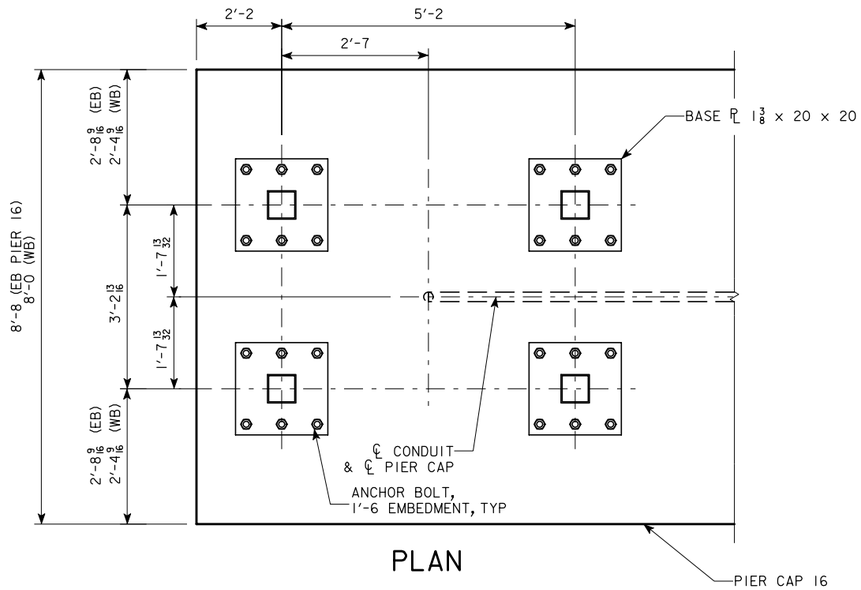
DESIGN FOR

IDENTITY ELEMENT DETAILS

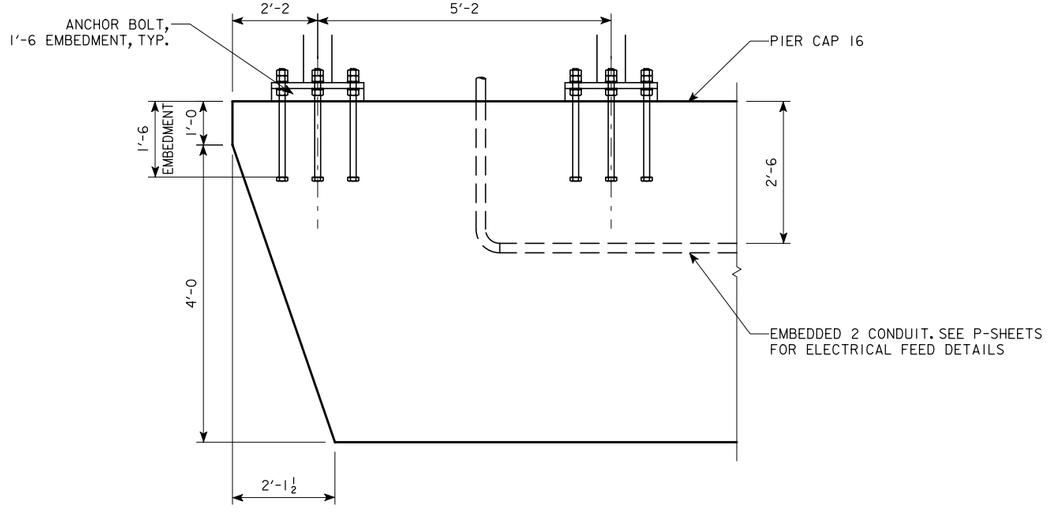
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 17 FILE NO. 30253



PLAN



ELEVATION

IDENTITY ELEMENTS AT RIVER CROSSING - ANCHOR BOLT PLAN

FOR INFORMATION ONLY.
PIER CAP, ANCHOR BOLTS
AND CONDUIT ARE
BY OTHERS

IDENTITY ELEMENT NOTES

ALL STEEL FRAMING MEMBERS, SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ARTICLE 4100.07 THE STANDARD SPECIFICATIONS, AND IN ACCORDANCE WITH SECTION 2408 OF THE STANDARD SPECIFICATIONS.

STEEL CABINET PANELS SHALL BE GALVANIZED AND THEN PAINTED OR POWDER COATED.

CONCRETE FOUNDATIONS SHALL BE 4000 PSI CONCRETE AND SHALL BE IN ACCORDANCE WITH SECTION 2403 AND 2405, OF THE STANDARD SPECIFICATIONS.

PRECAST CONCRETE BASES FOR OVERLOOK IDENTITY ELEMENTS AND PRECAST CONCRETE PANELS FOR ALL OTHER IDENTITY ELEMENTS SHALL BE DESIGNED BY THE PRECAST FABRICATOR, INCLUDING MIX DESIGN, REINFORCING AND CONNECTION DETAILS. DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF IOWA, AND SHOP DRAWINGS, SHALL BE SUBMITTED FOR REVIEW IN ACCORDANCE WITH ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.

THE DESIGN WIND LOAD (SERVICE) FOR THE IDENTITY ELEMENTS IS 67.4 PSF

PRECAST CONCRETE PANELS SHALL BE IN ACCORDANCE WITH SECTION 2407, OF THE STANDARD SPECIFICATIONS
(NOTE, PANELS MAY NOT REQUIRE PRESTRESSING.)

REINFORCEMENT SHALL BE IN ACCORDANCE WITH SECTION 2404, OF THE STANDARD SPECIFICATIONS.

THE OVERLOOK IDENTITY ELEMENTS AND BENCHES WILL BE GALVANIZED AND POWDERCOATED WITH A SATIN FINISH.

ALL OTHER IDENTITY ELEMENTS WILL BE GALVANIZED AND PAINTED.

THE PAINT SHALL BE A NON YELLOWING CATALYZED POLYURETHANE PAINT WITH A SATIN FINISH TO BE SPECIFIED.

COLORS SHALL BE FROM THE FEDERAL STANDARD 595 COLOR PALETTE:
CABINET EXTERIOR -- FS 26118
CABINET BACK OF INTERIOR TO BE PAINTED. COLOR VARIES. FS 33538 IN BETTENDORF, FS 35488 IN MOLINE, AND FS 35488 AT RIVER CROSSING AND OVER LOOK LOCATIONS.
INTERIOR -- FS 37925

THE PRECAST CONCRETE PANELS SHALL BE INTEGRALLY COLORED CONCRETE TO MATCH FS 36373 (WHICH MATCHES THE LIGHT GREY SPECIFIED FOR THE OVERLOOK)

SEE LIGHTING SHEETS FOR LIGHTING MOUNTING DETAILS

ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 36, CLASS 1A OR 2A. NUTS SHALL MEET THE REQUIREMENTS OF ASTM A563DH CLASS 2B. WASHERS SHALL MEET THE REQUIREMENTS OF ASTM F436. ANCHOR BOLTS, NUTS AND WASHERS SHALL MEET THE REQUIREMENTS OF I.M. 453.08.

ANCHOR BOLTS ARE TO BE PRESET IN ACCORDANCE WITH ARTICLE 2405.03, H, 2 OF THE STANDARD SPECIFICATIONS. THE WEIGHT OF ANCHOR BOLTS IS INCLUDED IN THE STRUCTURAL STEEL QUANTITY.

WELDING OF ANCHOR BOLTS SHALL NOT BE ALLOWED. THE CONTRACTOR SHALL OBTAIN A TEMPLATE FROM THE FABRICATOR FOR PROPER PLACEMENT OF THE ANCHOR BOLTS.

STRUCTURAL STEEL HSS FRAMING MEMBERS SHALL MEET THE REQUIREMENTS OF ASTM A500, GRADE B OR C, WITH A MINIMUM YIELD POINT OF 46,000 PSI.

STRUCTURAL STEEL PLATES AND ANGLES SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 36, WITH A MINIMUM YIELD POINT OF 36,000 PSI, EXCEPT BASE PLATES SHALL MEET THE REQUIREMENTS OF ASTM A709, GRADE 50, WITH A MINIMUM YIELD POINT OF 50,000 PSI.

PROVIDE VENT HOLES FOR GALVANIZING IN ACCORDANCE WITH GALVANIZER'S RECOMMENDATION.

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE INCLUDED WITH THE PIER CAP OR FOUNDATION. THEY SHALL BE CAST INTO THE CONCRETE.

RODENT GUARDS SHALL BE INCLUDED WITH THE IDENTITY ELEMENT AND INSTALLED AFTER THE IDENTITY ELEMENT IS INSTALLED.

DESIGN FOR
IDENTITY ELEMENT DETAILS

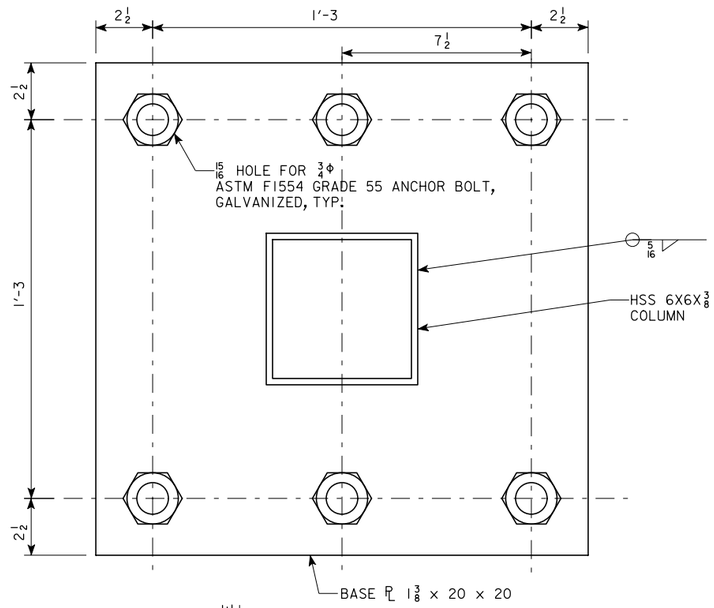
SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 3 OF 17 FILE NO. 30253

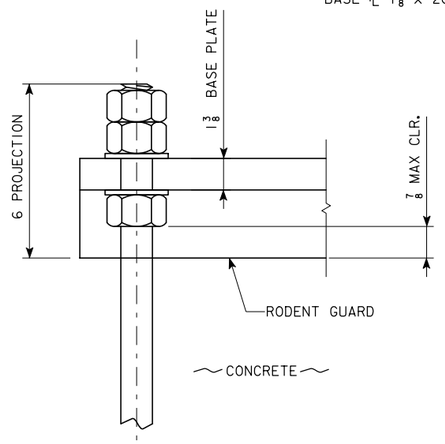
ANCHOR-BOLT NUT TIGHTENING PROCEDURE

1. THE WORK SHALL BE PREFORMED ON DAYS WITH WINDS LESS THAN 15 MPH. ALL TIGHTENING OF THE NUTS IS TO BE DONE IN THE PRESENCE OF THE INSPECTOR. ONCE THE TIGHTENING PROCEDURE IS STARTED IT MUST BE COMPLETED ON ALL OF THE BASE PLATE NUTS WITHOUT PAUSE OR DELAY.
2. PROPERLY SIZED WRENCHES DESIGNED FOR TIGHTENING NUTS AND/OR BOLTS SHALL BE USED TO AVOID ROUNDING OR OTHER DAMAGE TO THE NUTS. ADJUSTABLE END OR PIPE WRENCHES MAY NOT BE USED.
3. BASE PLATE, ANCHOR RODS AND NUTS ARE TO BE FREE OF ANY DIRT OR DEBRIS.
4. APPLY STICK WAX OR BEES WAX TO THE THREADS AND BEARING SURFACES OF THE ANCHOR BOLT, NUTS AND WASHERS.
5. TIGHTEN TOP NUTS SO THEY FULLY CONTACT THE BASE PLATE. TIGHTEN LEVELING NUTS TO SNUG TIGHT CONDITION. SNUG TIGHT IS DEFINED AS THE FULL EFFORT OF ONE PERSON ON A WRENCH WITH A LENGTH EQUAL TO 14 TIMES THE BOLT DIAMETER BUT NOT LESS THAN 18 INCHES. APPLY FORCE AS CLOSE TO THE END OF THE WRENCH AS POSSIBLE. PULL FIRMLY BY LEANING BACK AND USING ENTIRE BODY WEIGHT ON THE END OF THE WRENCH UNTIL THE NUT STOPS ROTATING. USE A MINIMUM OF TWO SEPARATE PASSES OF TIGHTENING. SEQUENCE THE TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL OF THE NUTS IN THAT PASS HAVE BEEN TIGHTENED.
6. TIGHTEN TOP NUTS TO SNUG TIGHT AS DESCRIBED FOR THE LEVELING NUTS.
7. MATCH-MARK THE TOP NUTS AND BASE PLATE USING PAINT, CRAYON, OR OTHER APPROVED MEANS TO PROVIDE A REFERENCE FOR DETERMINING THE RELATIVE ROTATION OF THE NUT AND BASE PLATE DURING TIGHTENING. USING A STRIKING OR HYDRAULIC WRENCH, FURTHER TIGHTEN THE TOP NUTS IN TWO PASSES AS LISTED BELOW. USE A SEQUENCE OF TIGHTENING IN EACH PASS SO THAT THE NUT ON THE OPPOSITE SIDE, TO THE EXTENT POSSIBLE, WILL BE SUBSEQUENTLY TIGHTENED UNTIL ALL NUTS IN THAT PASS HAVE BEEN TURNED. DO NOT ROTATE THE LEVELING NUT DURING THE TOP NUT TIGHTENING.

ANCHOR-BOLT SIZE	FIRST PASS	SECOND PASS	TOTAL ROTATION
$\leq 1\frac{1}{2}\phi$	⅙ TURN	⅙ TURN	⅓ TURN

8. LUBRICATE , PLACE AND TIGHTEN THE JAM NUTS TO SNUG TIGHT



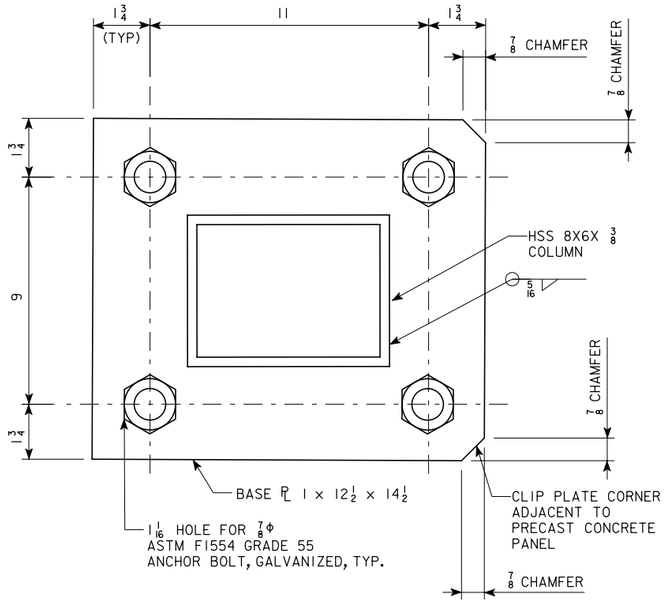


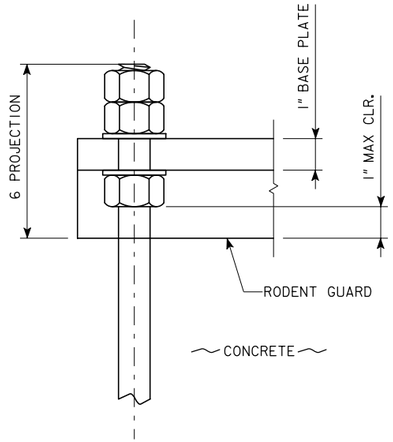
THE RODENT GUARD SHALL BE PLACED AROUND THE BASE PLATE.

THE RODENT GUARD IS STAINLESS STEEL STANDARD GRADE WIRE CLOTH, ¼ MAXIMUM OPENING WITH A MINIMUM WIRE DIAMETER OF AWG NO. 16 WITH A MINIMUM 2 LAP.

SECURE TO BASE PLATE AFTER ERECTION WITH ¾ STAINLESS STEEL BANDING. THE RODENT GUARD SHALL NOT EXTEND ABOVE THE TOP OF THE BASE PLATE

IDENTITY ELEMENTS AT RIVER CROSSING ANCHOR BOLT/BASE PLATE DETAIL



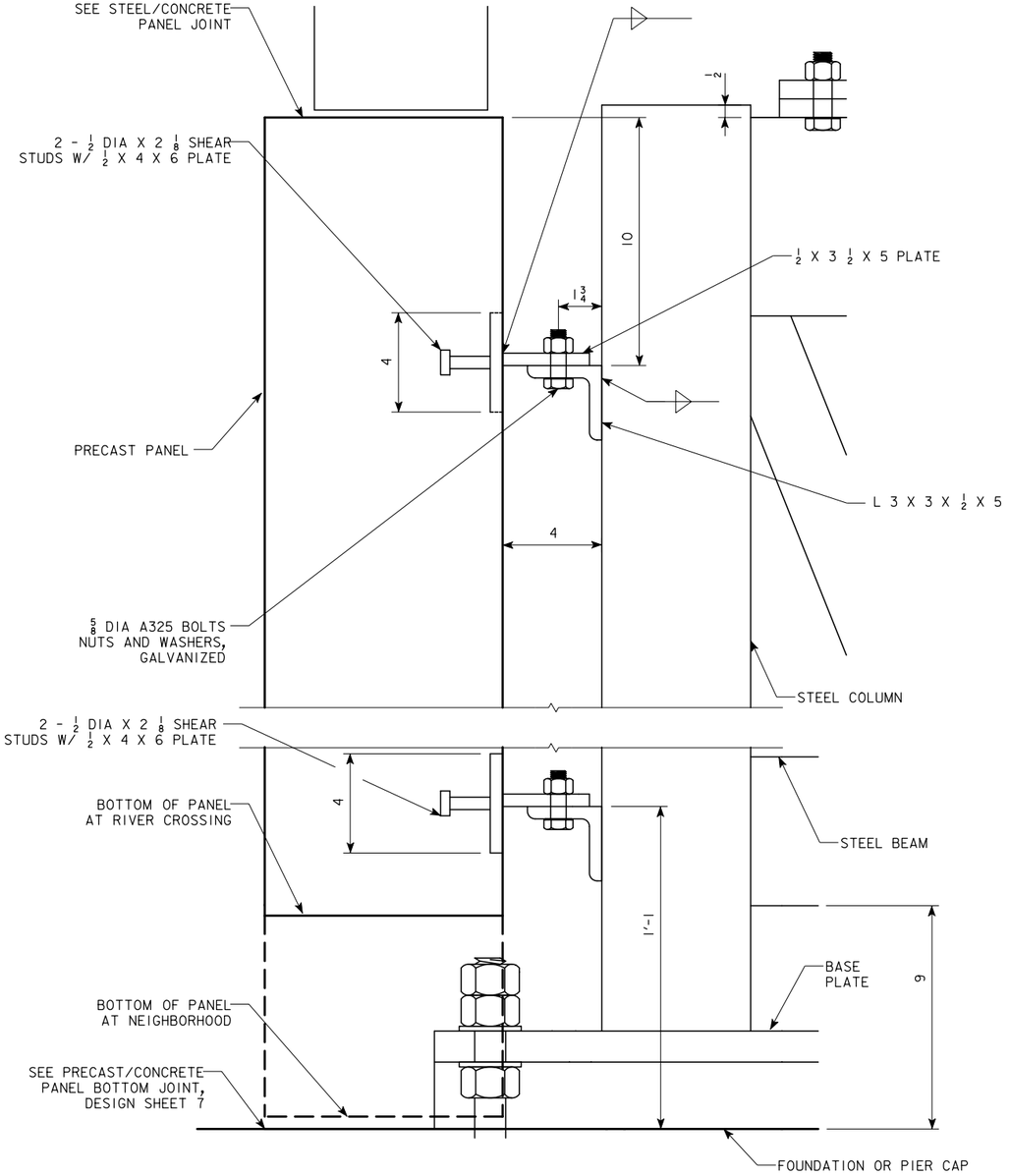


NOTE: ANCHOR BOLTS (CAST IN THE FOOTINGS OR PIER CAPS), NUTS AND WASHERS SHALL BE PROVIDED BY THE CONTRACTOR WHO CONSTRUCTS THE FOOTING OR PIER CAP.

IDENTITY ELEMENTS 3 SIDED ANCHOR BOLT/BASE PLATE DETAIL

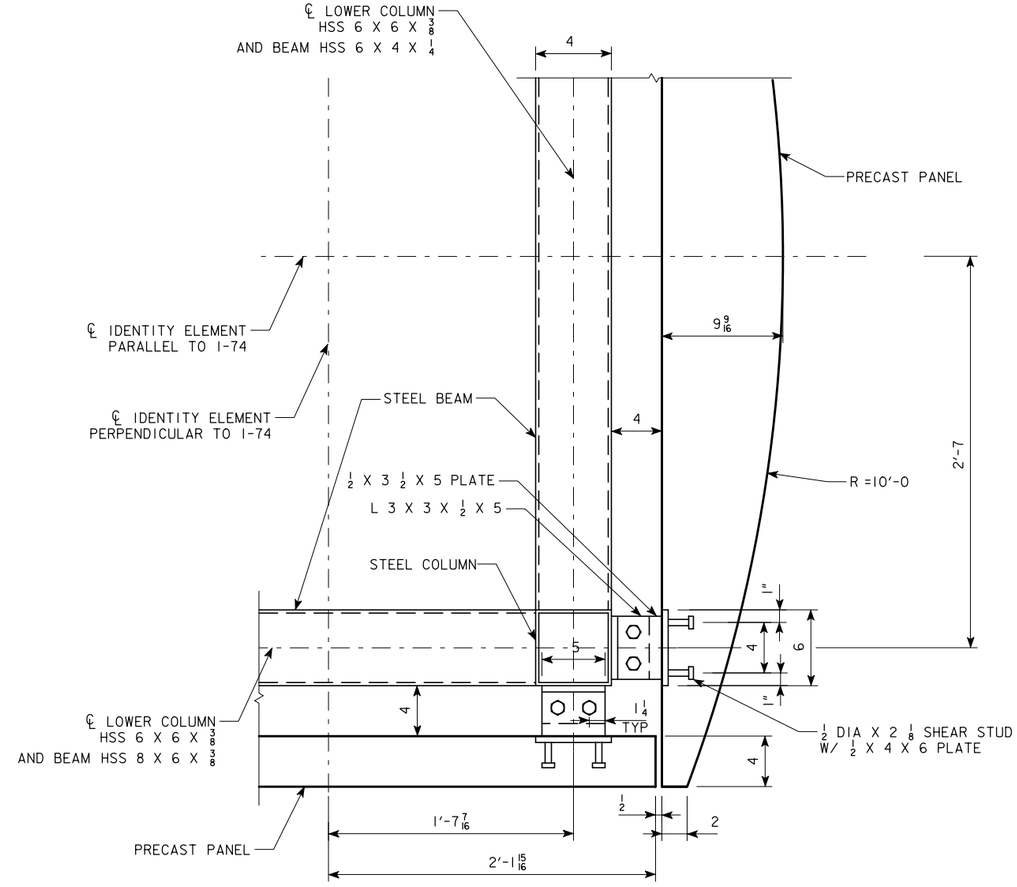
DESIGN FOR
IDENTITY ELEMENT DETAILS

SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 4 OF 17 FILE NO. 30253



PRECAST PANEL CONNECTION ELEVATION DETAIL

RIVER CROSSING



PRECAST PANEL CONNECTION PLAN AND DETAILS

RIVER CROSSING

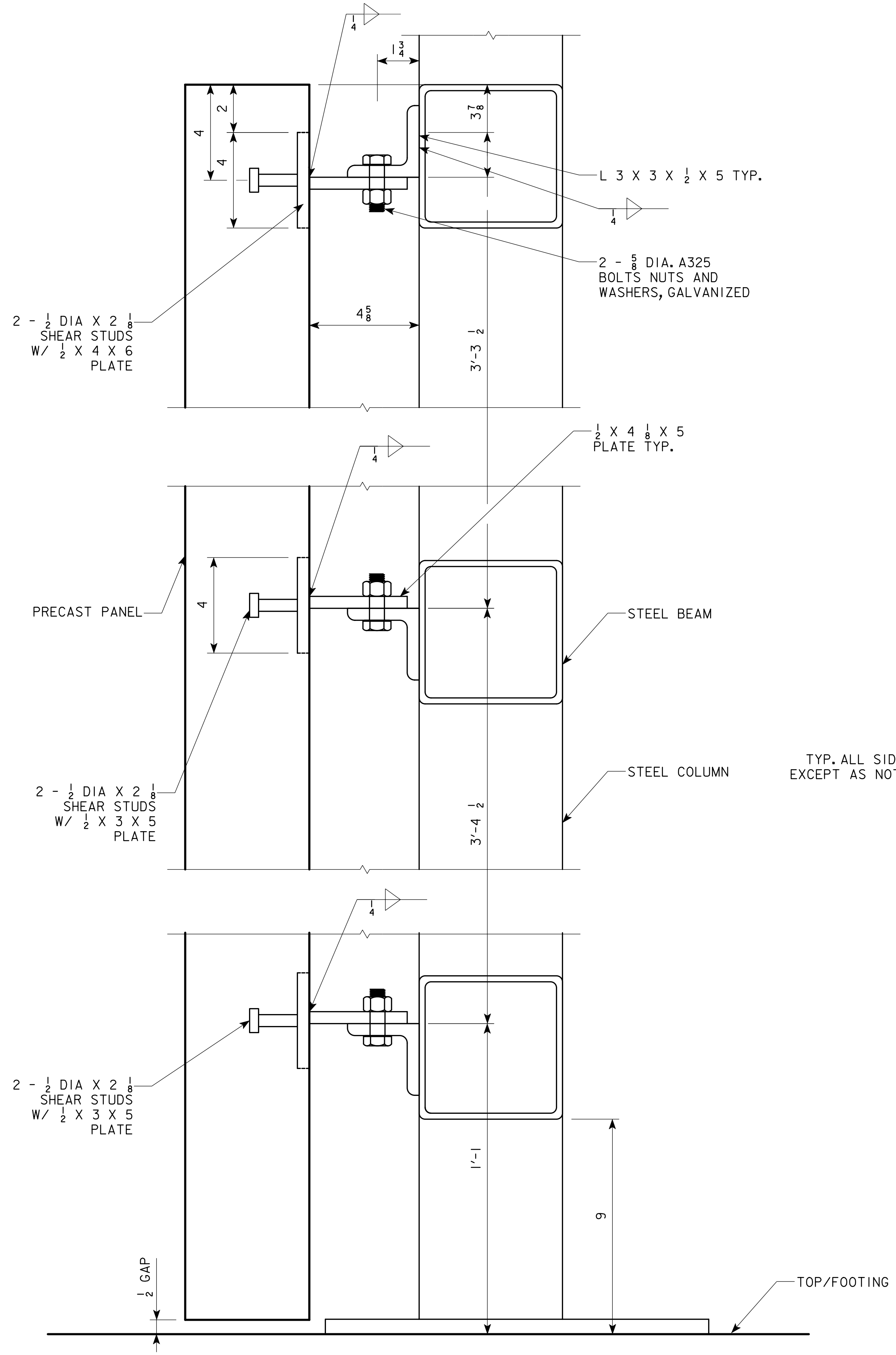
DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

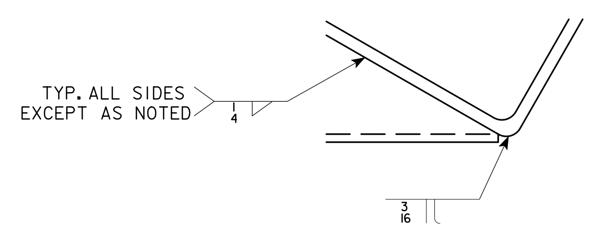
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 17 FILE NO. 30253

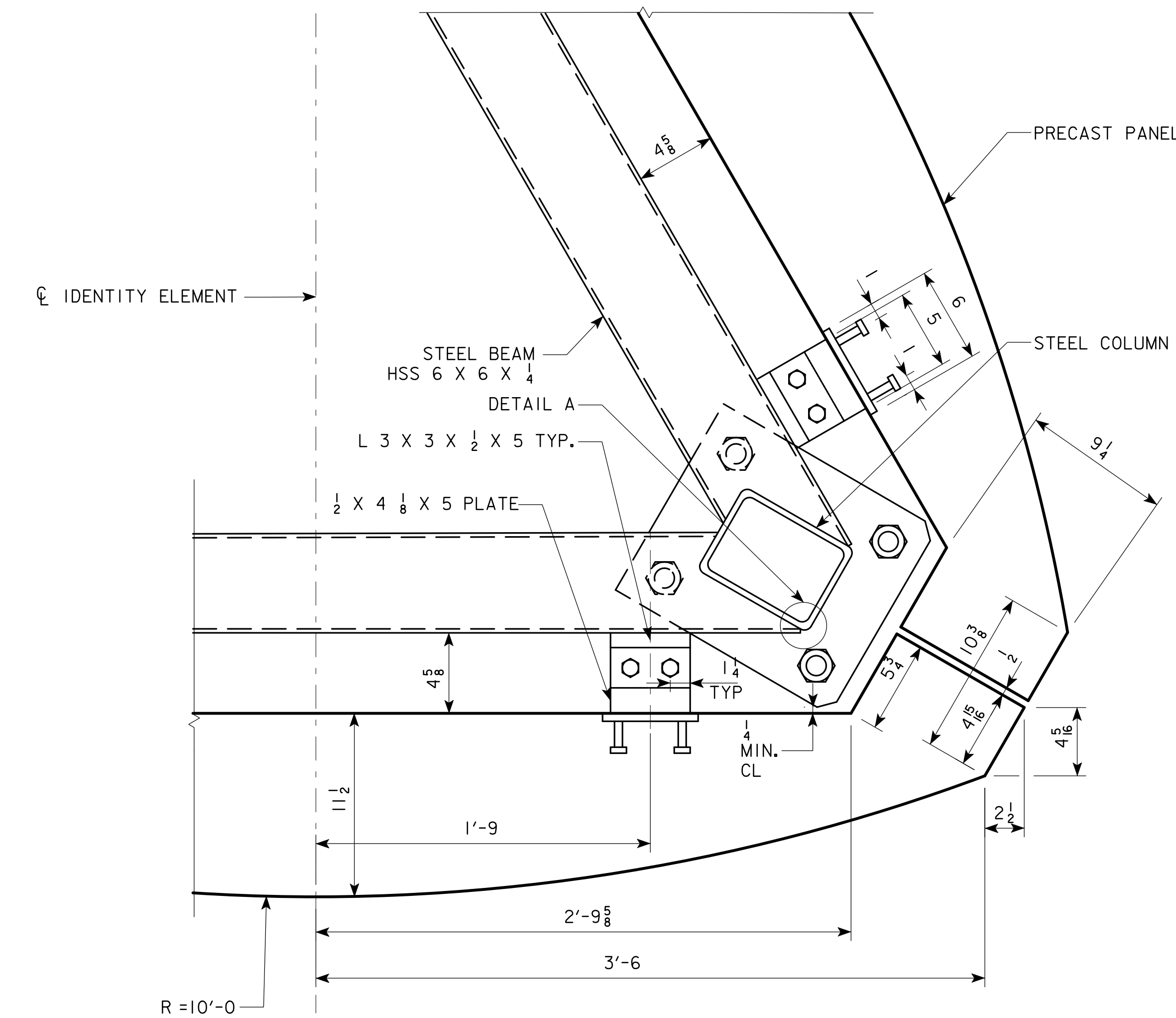


PRECAST PANEL CONNECTION ELEVATION

NEIGHBORHOOD 3-SIDED



DETAIL A



PRECAST PANEL CONNECTION PLAN AND DETAILS

NEIGHBORHOOD 3-SIDED

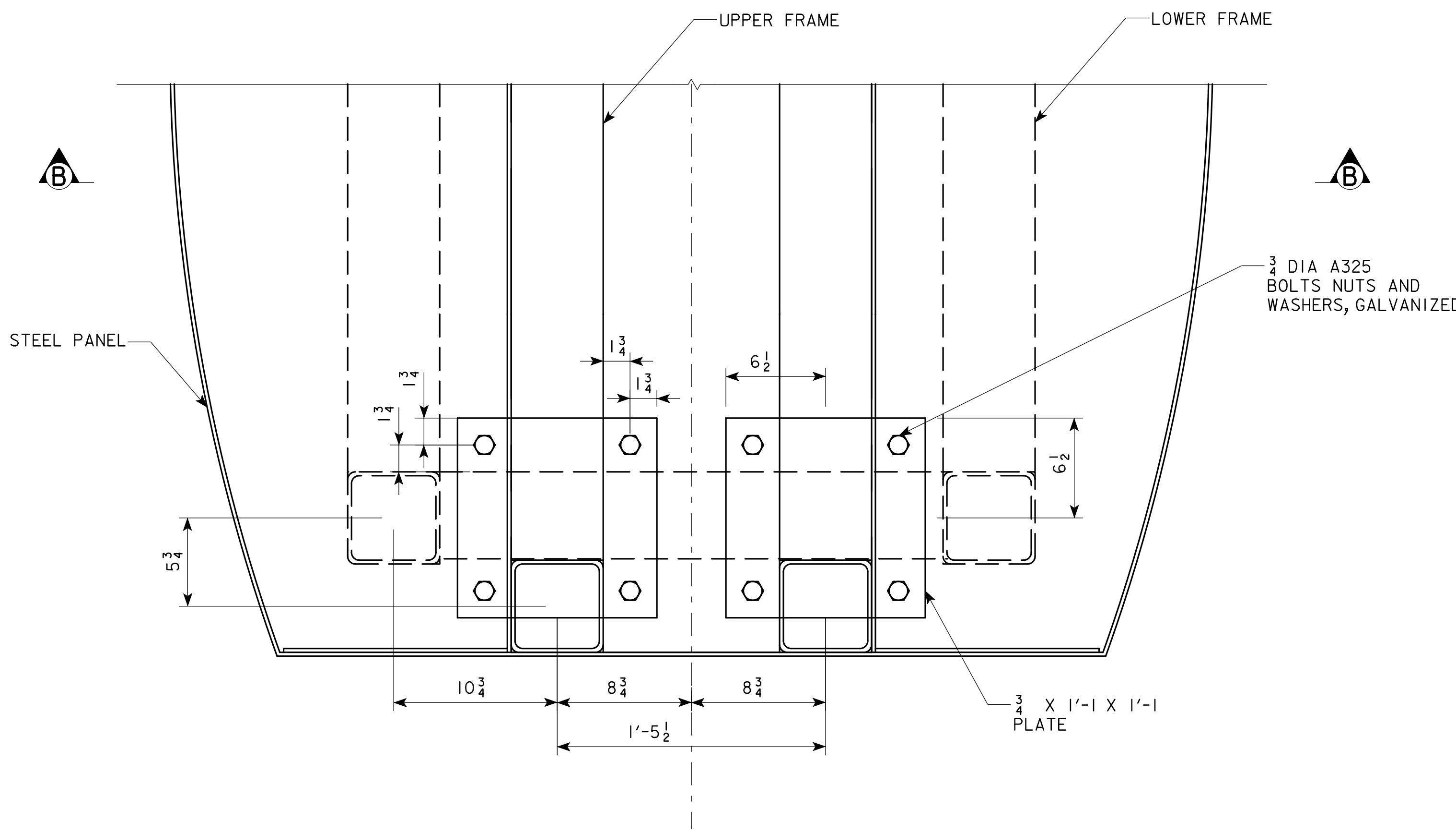
DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

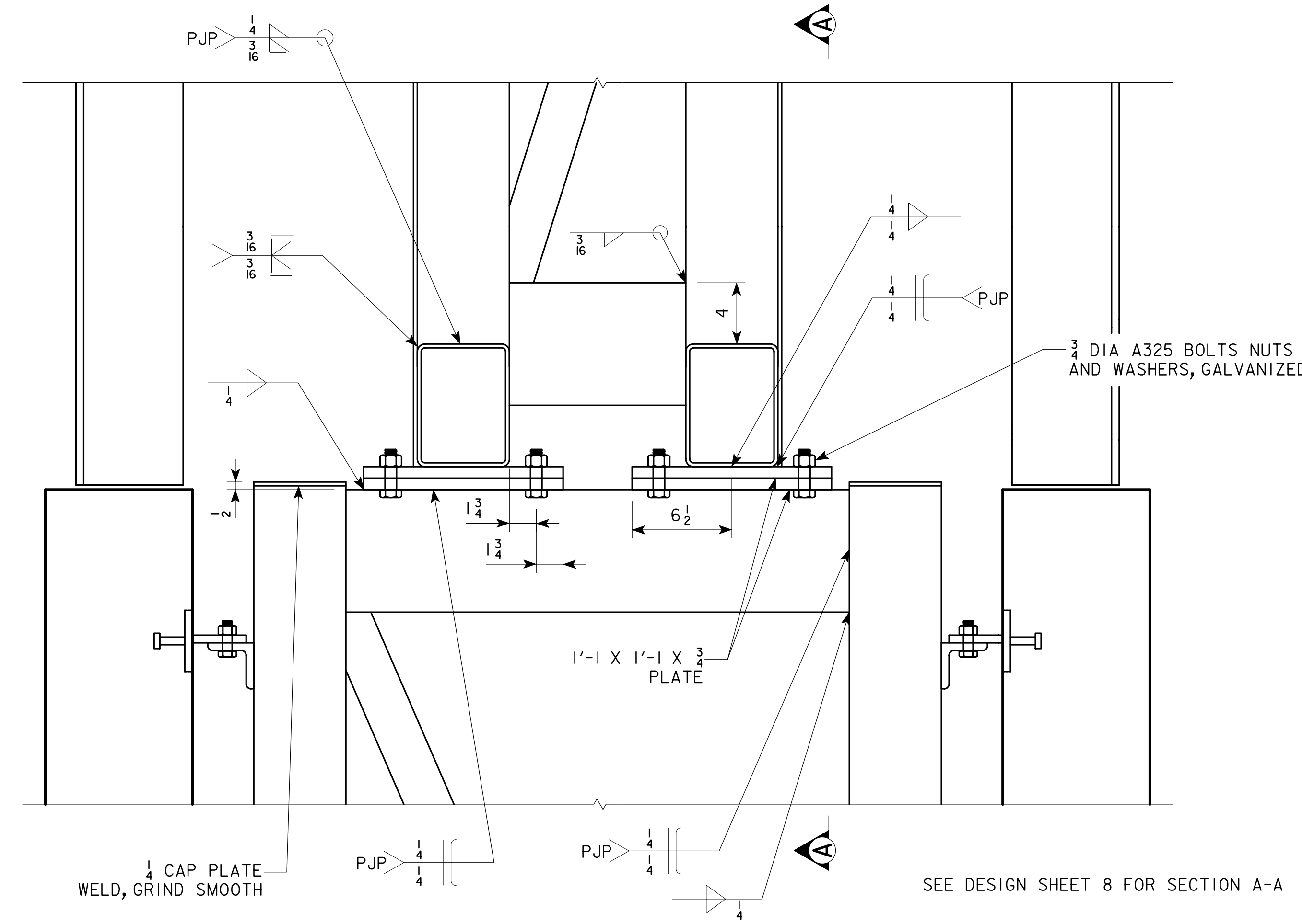
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 17 FILE NO. 30253



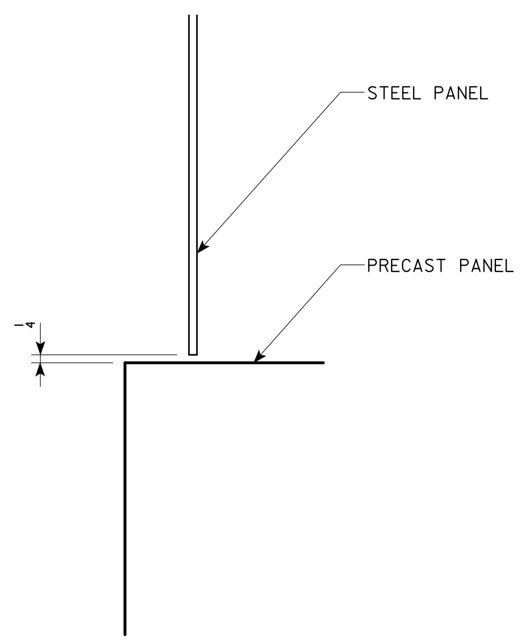
UPPER/LOWER FRAME CONNECTION PLAN

RIVER CROSSING



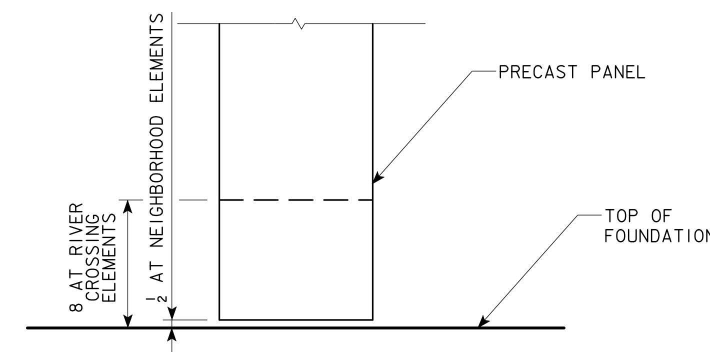
UPPER/LOWER FRAME CONNECTION SECTION B-B

RIVER CROSSING



STEEL/CONCRETE PANEL JOINT

RIVER CROSSING AND NEIGHBORHOOD 3-SIDED



PRECAST CONCRETE PANEL BOTTOM JOINT

RIVER CROSSING AND NEIGHBORHOOD 3-SIDED

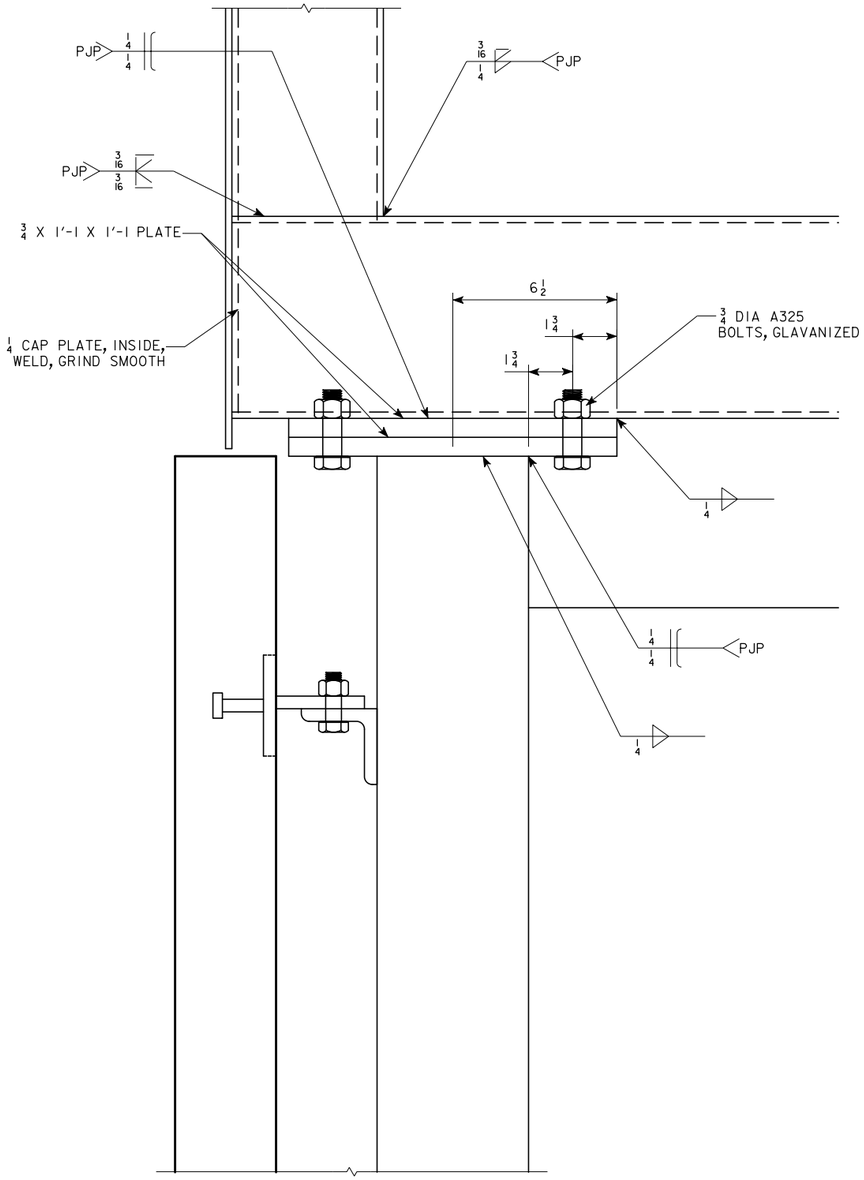
DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

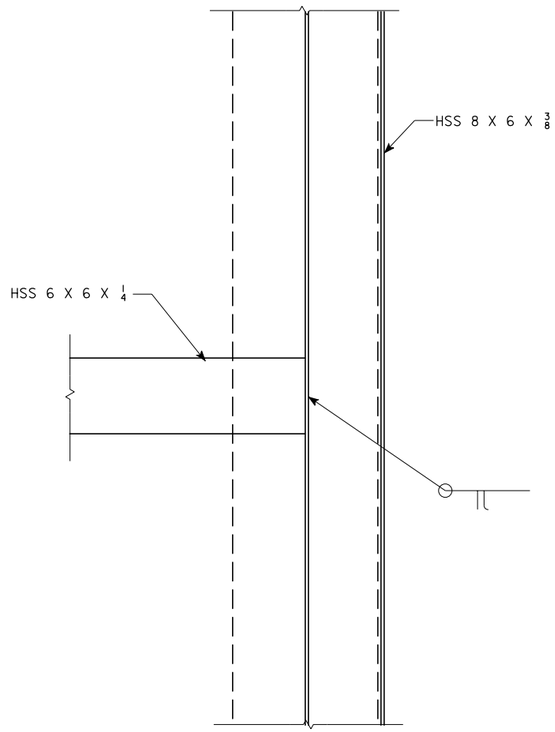
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 17 FILE NO. 30253



UPPER/LOWER FRAME CONNECTION SIDE SECTION A-A

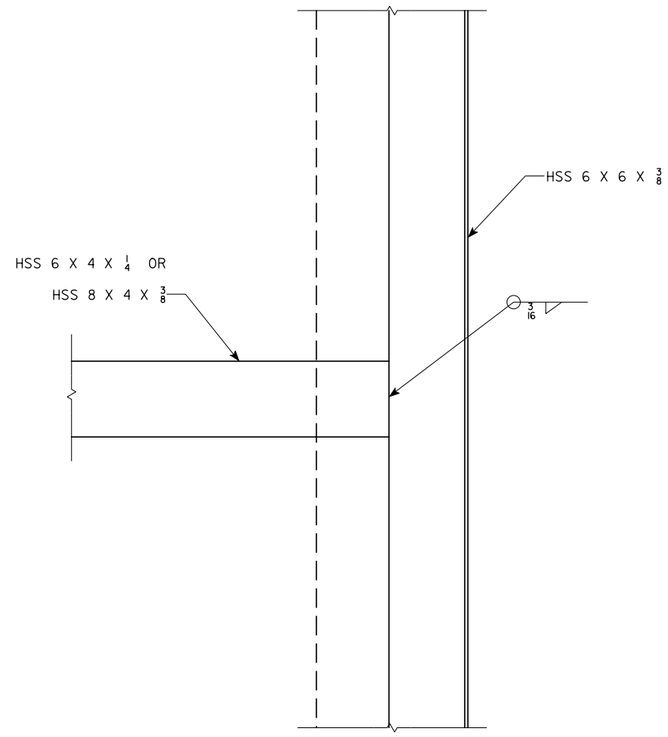
RIVER CROSSING



COLUMN/BEAM CONNECTION DETAIL

3-SIDED NEIGHBORHOOD

SEE PLAN VIEW DETAILS
ON DESIGN SHEET 6



COLUMN/BEAM CONNECTION DETAIL

RIVER CROSSING

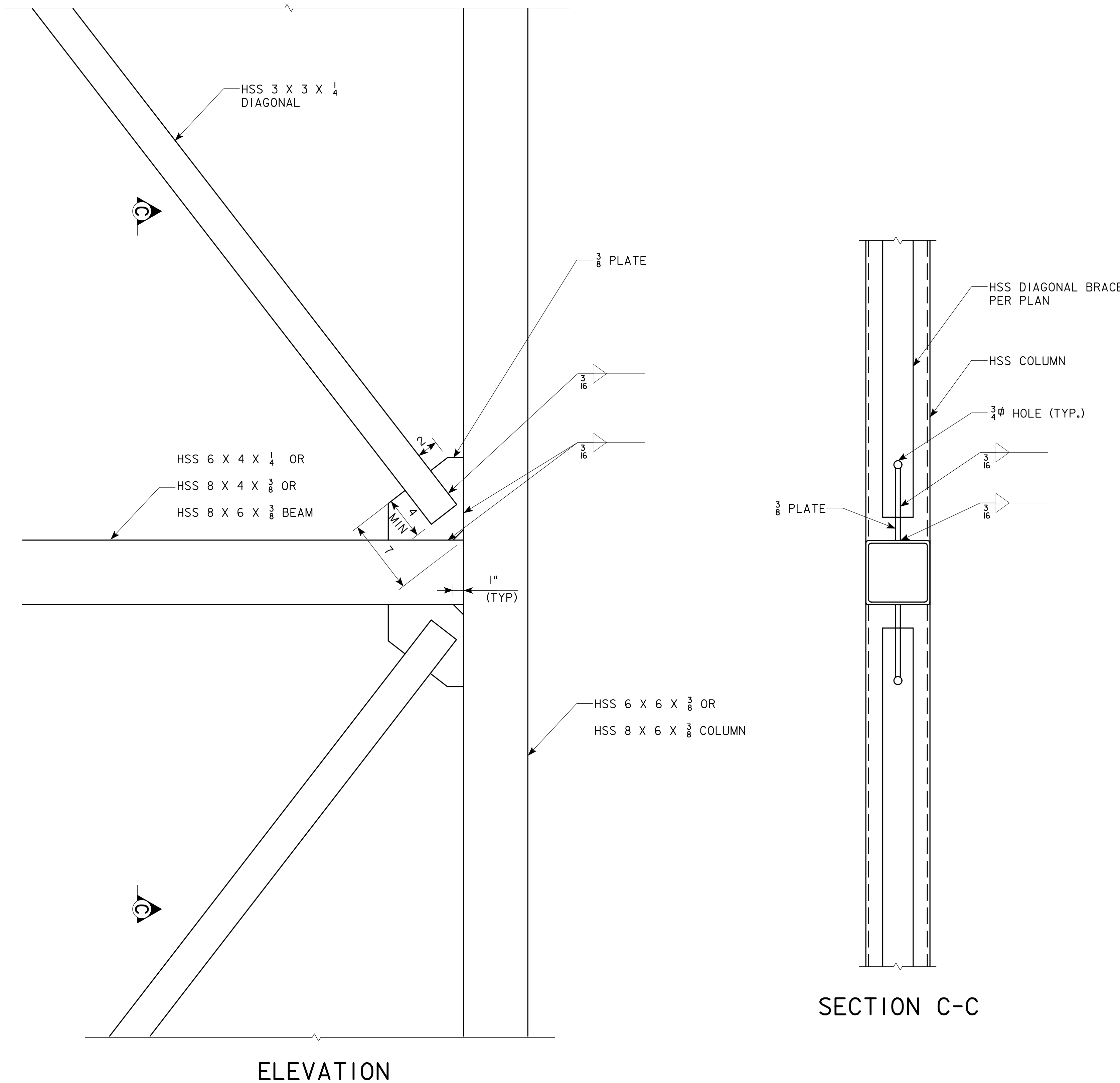
DESIGN FOR

IDENTITY ELEMENT DETAILS

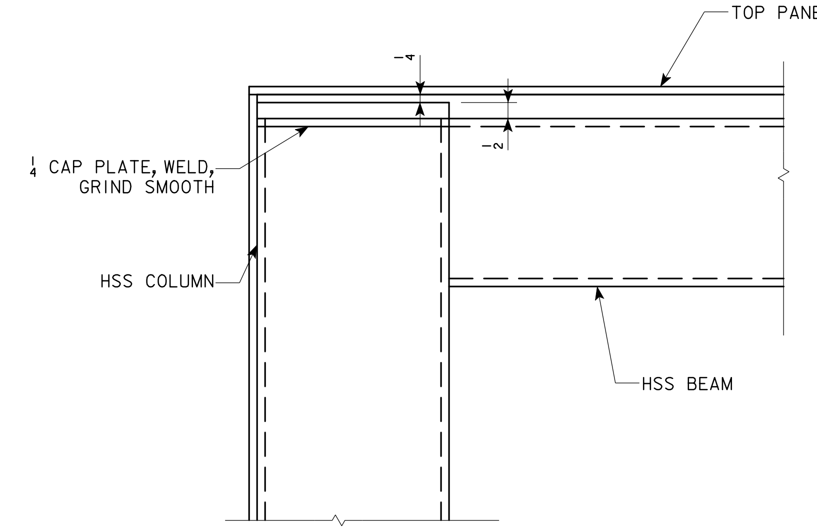
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 8 OF 17 FILE NO. 30253

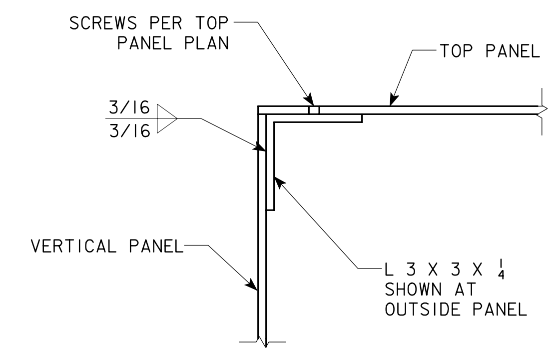
DESIGN TEAM **SHIVE HATTERY**
SCOTT COUNTY
PROJECT NUMBER IM-074-1(207)5--13-82
SHEET NUMBER V.18



DIAGONAL CONNECTION DETAIL



UPPER TOP BEAM/COLUMN DETAIL



TOP PANEL CONNECTION DETAIL

DETAILS THIS SHEET TYPICAL FOR RIVER CROSSING AND NEIGHBORHOOD 3-SIDED IDENTITY ELEMENTS.

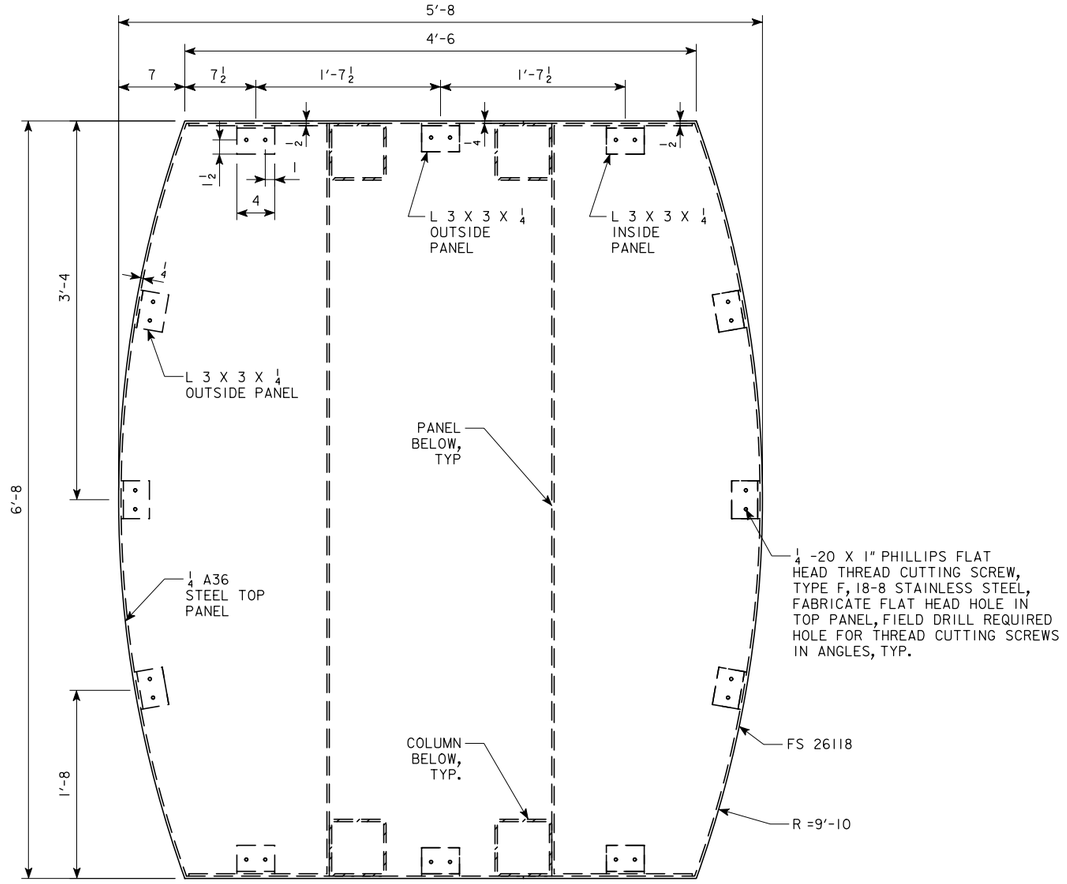
DESIGN FOR

IDENTITY ELEMENT DETAILS

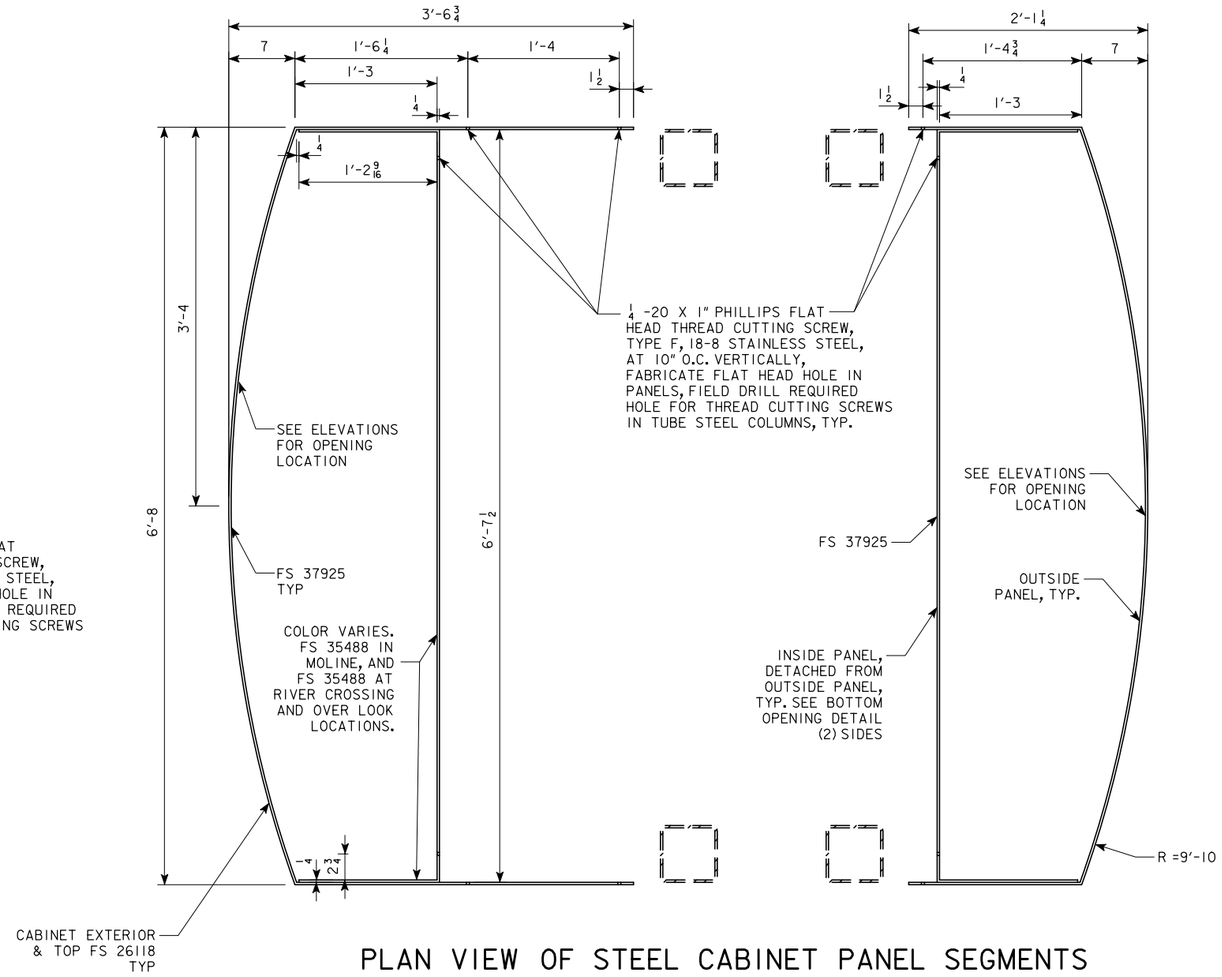
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 17 FILE NO. 30253



PLAN VIEW OF STEEL CABINET TOP PANEL



PLAN VIEW OF STEEL CABINET PANEL SEGMENTS

DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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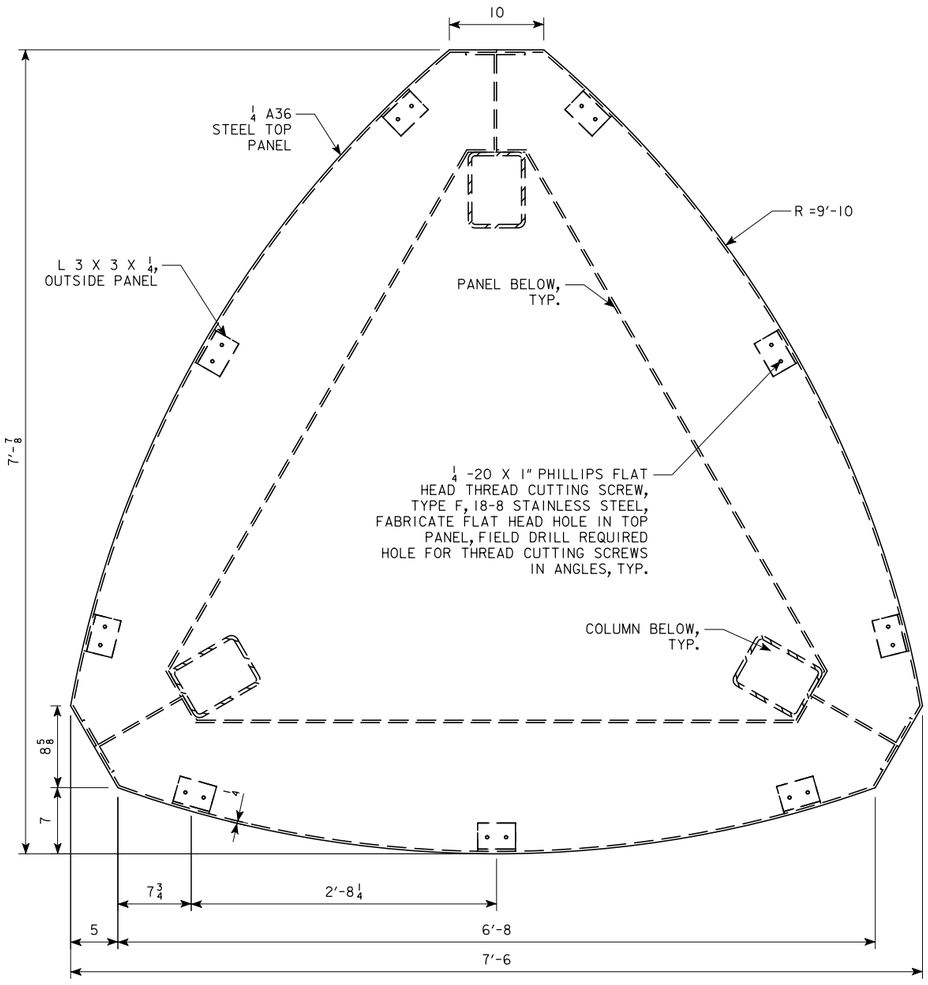
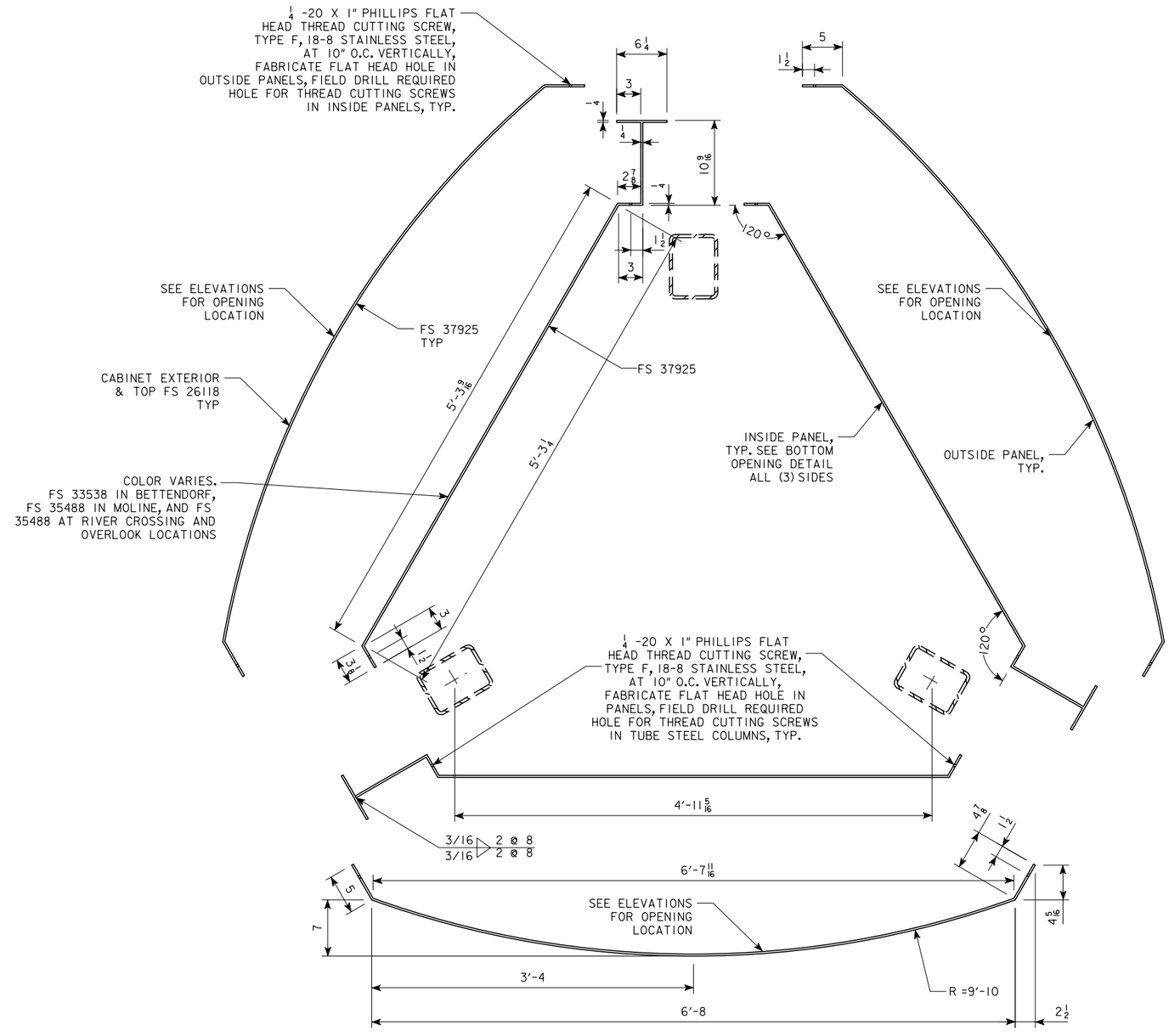


PLAN VIEW OF STEEL CABINET TOP PANEL 3-SIDED



PLAN VIEW OF STEEL CABINET PANEL SEGMENTS 3-SIDED

DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
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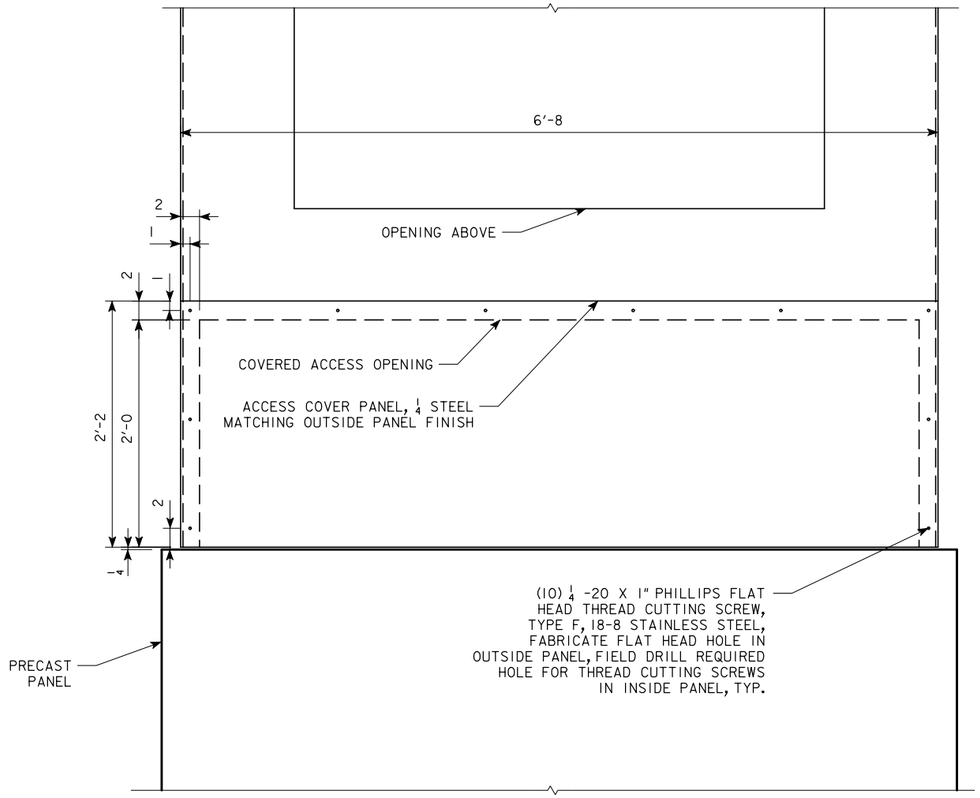
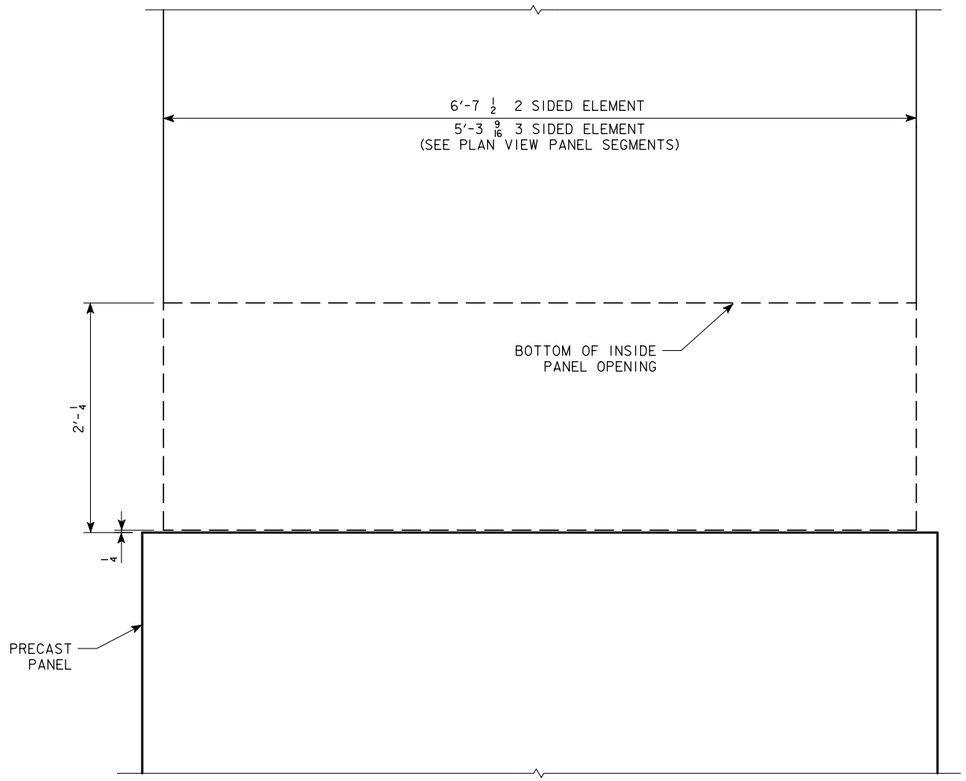


REMOVABLE ACCESS PANEL DETAIL



INSIDE PANEL BOTTOM OPENING DETAIL

DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

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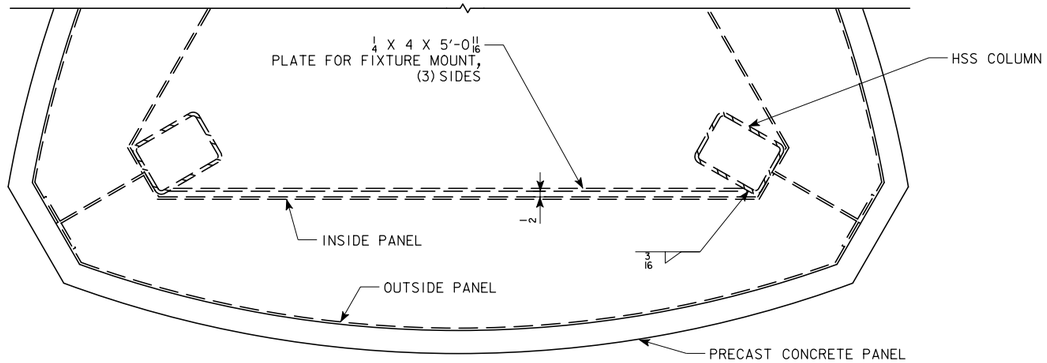
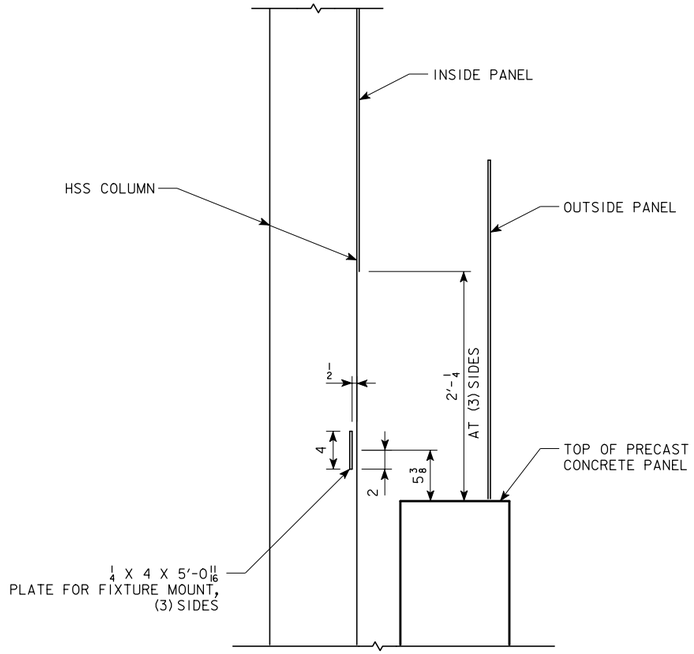


PARTIAL PLAN



ELEVATION/SECTION

LIGHT SUPPORT DETAIL
NEIGHBORHOOD 3-SIDED IDENTITY ELEMENT

DESIGN FOR

IDENTITY ELEMENT DETAILS

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
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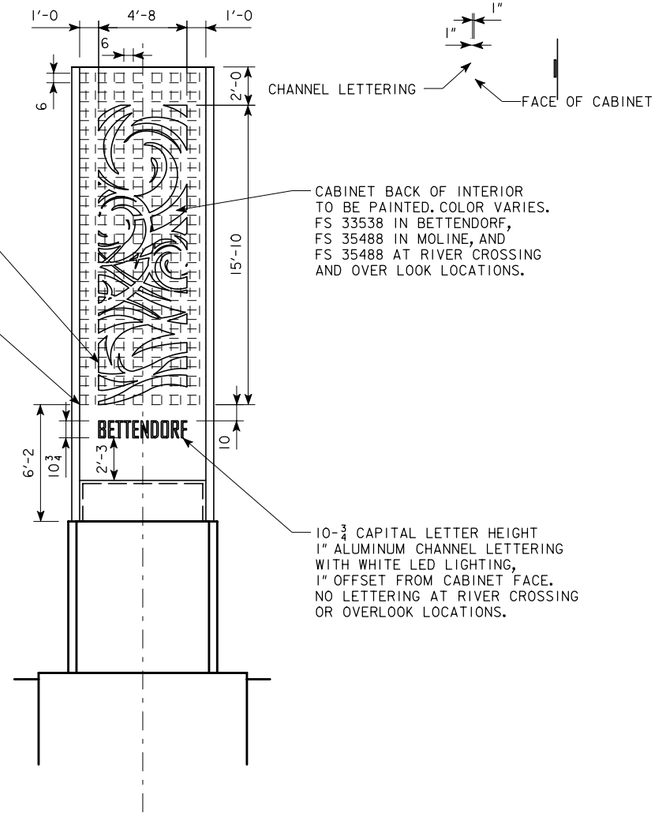
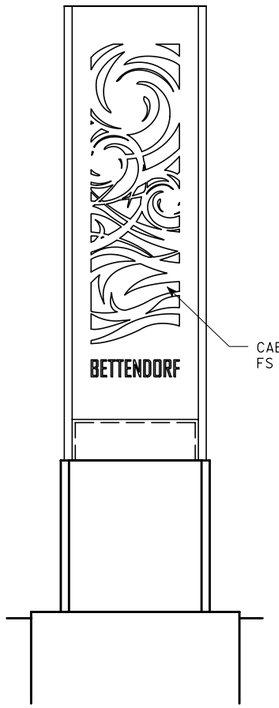
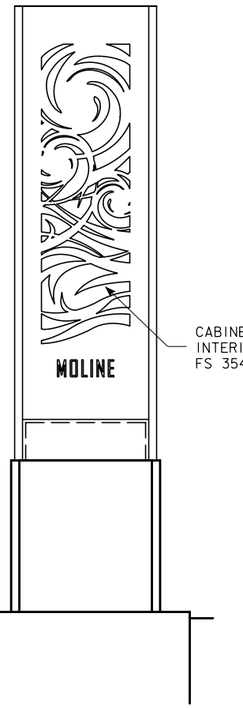
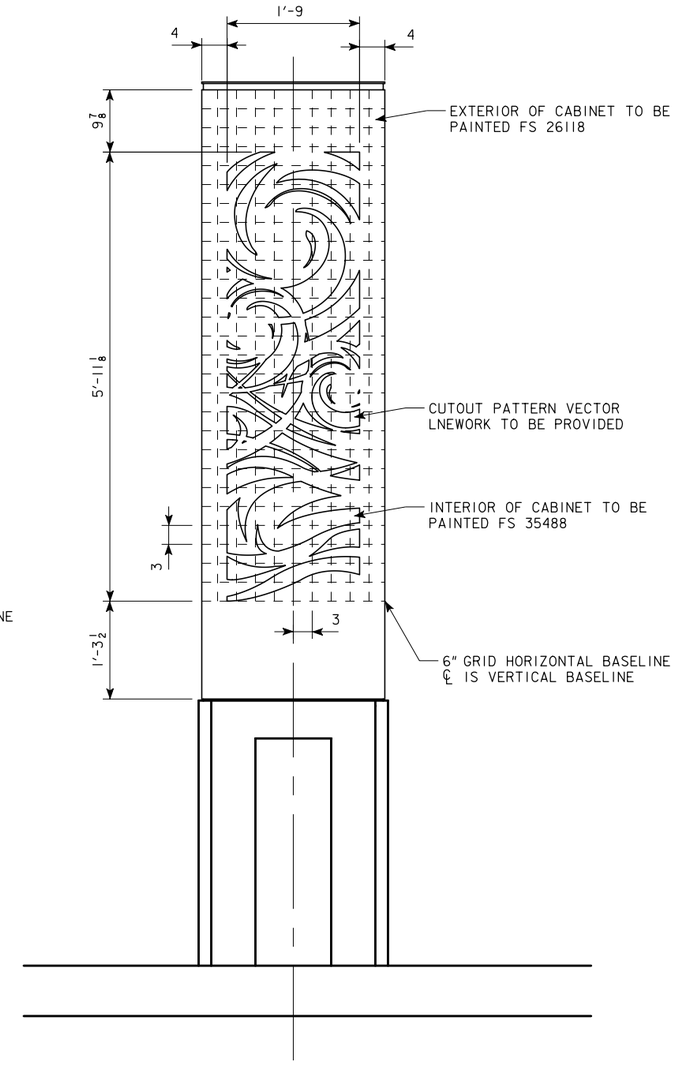








NOTE: CUT-OUT PATTERN TYPICAL ON CABINET EXTERIOR ALL SIDES
REFER TO DESIGN SHEET 11 FOR OTHER SURFACE PAINT COLORS

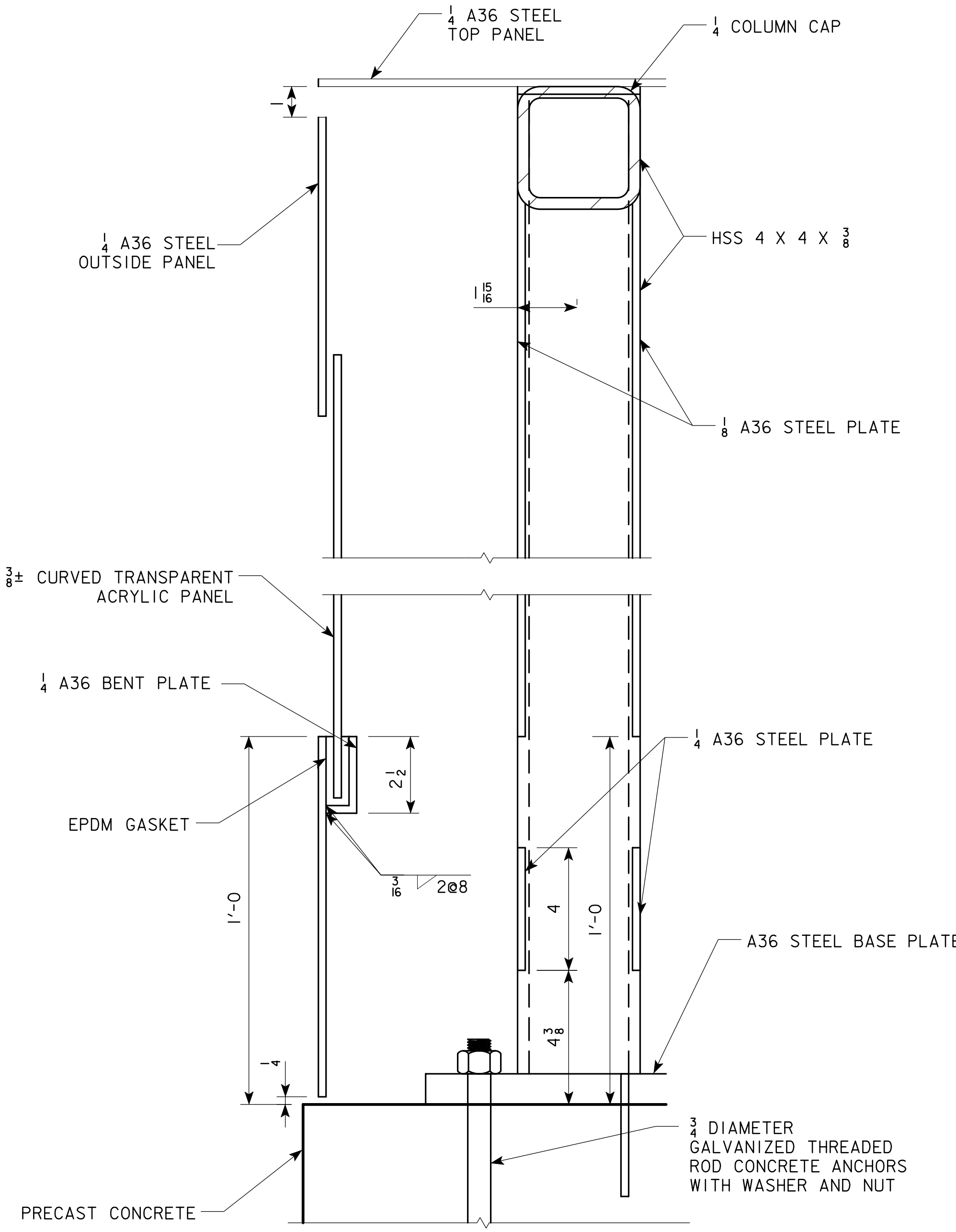
OVERLOOK

DESIGN FOR

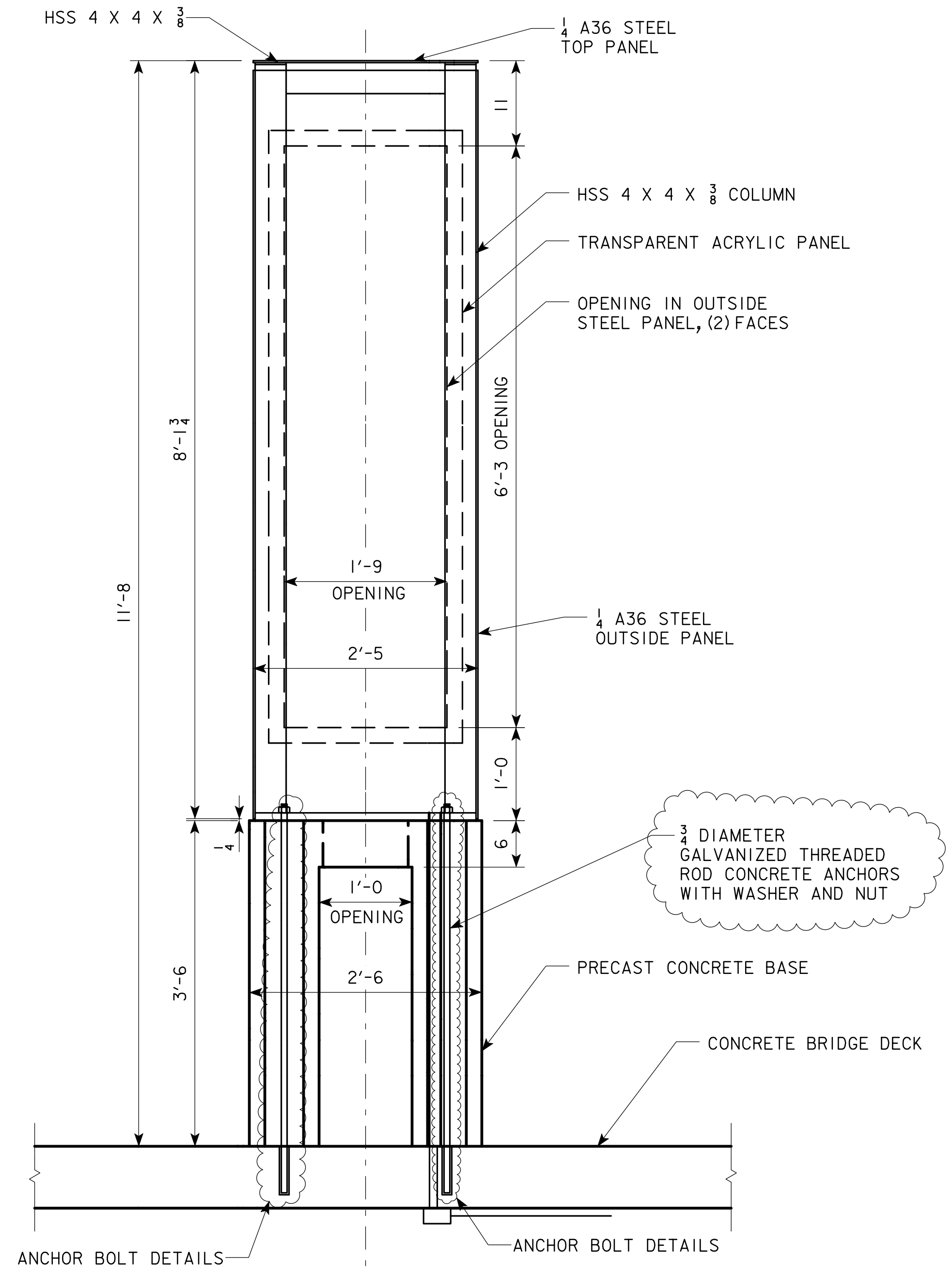
IDENTITY ELEMENT DETAILS

SCOTT COUNTY

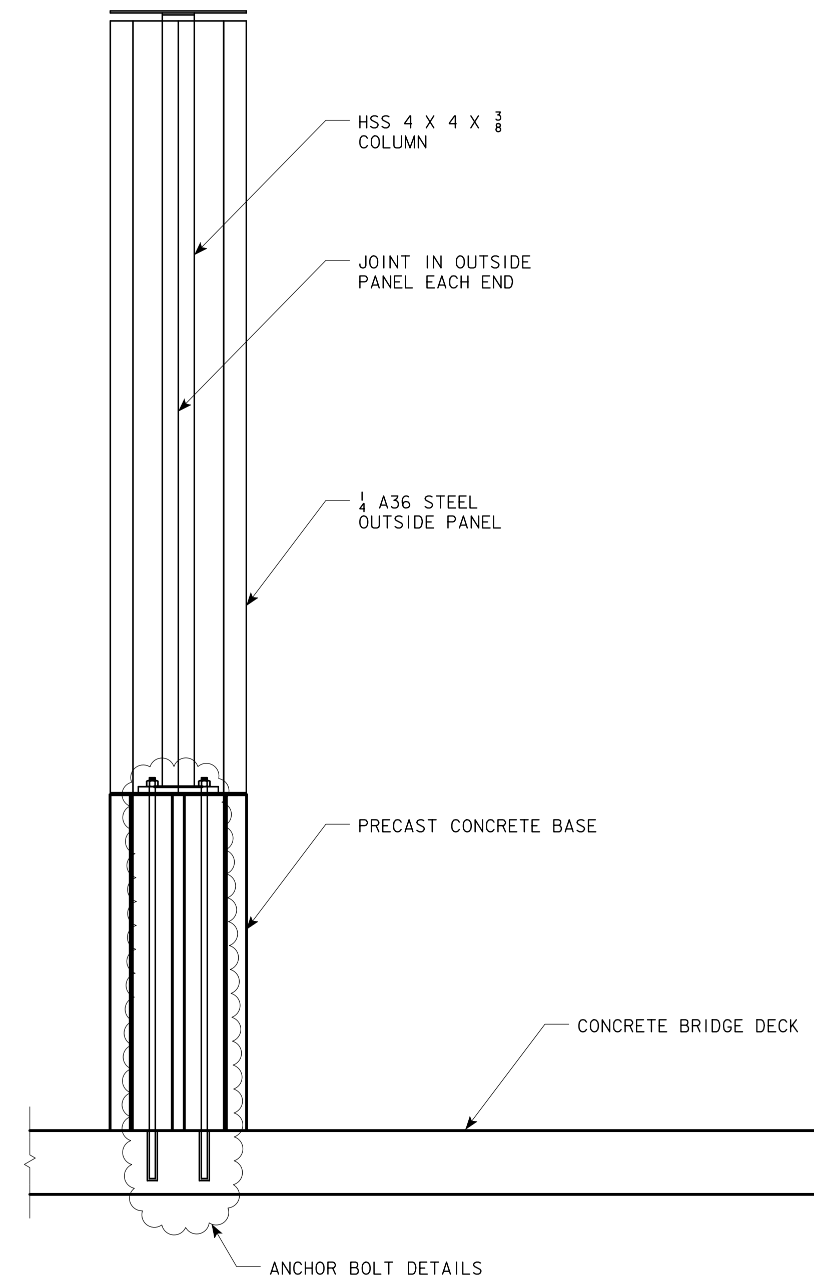
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 14 OF 17 FILE NO. 30253



SECTION



SIDE ELEVATION/SECTION



END ELEVATION/SECTION

OVERLOOK IDENTITY ELEMENT NOTES

THE CONCRETE ANCHORS SHALL BE GALVANIZED THREADED ROD AND HAVE A MINIMUM PULL OUT STRENGTH OF 4,000 POUNDS BASED ON 3500 PSI CONCRETE. ANCHORS SHALL BE CAPSULE OR CARTRIDGE TYPE ADHESIVE SYSTEMS THAT HAVE BEEN PREVIOUSLY TESTED AND APPROVED BY ILLINOIS AND IOWA DOT DEPARTMENTS. DRILLED HOLES IN CONCRETE FOR ANCHOR RODS SHALL BE TO THE DIAMETER AND DEPTH REQUIRED BY THE ADHESIVE MANUFACTURER FOR THE SIZE AND TYPE OF ANCHOR ROD SPECIFIED. THE SEALED CAPSULE OR CARTRIDGE SHALL CONTAIN PRE-MEASURED AMOUNTS OF ADHESIVE CHEMICALS AND BE INSTALLED ACCORDING TO THE MANUFACTURE'S WRITTEN INSTRUCTIONS.

CURVED TRANSPARENT ACRYLIC PANEL DESIGN AND SUPPORT DETAILS ARE TO BE COORDINATED WITH PANEL DESIGNER AND DETAILS SUBMITTED FOR APPROVAL.
TRANSPARENT ACRYLIC PANEL MANUFACTURER SHALL BE ACRYLITE (FORMALLY PARAGLAS) SOUNDSTOP CLEAR NOISE BARRIER.

DESIGN FOR

OVERLOOK IDENTITY ELEMENT

SCOTT COUNTY

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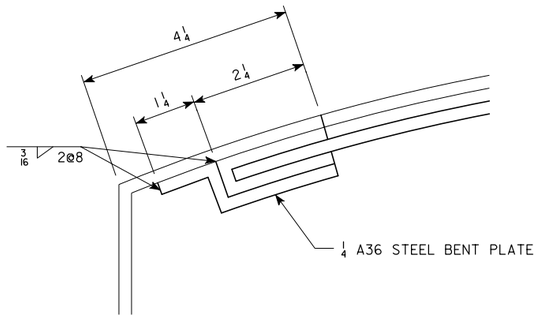
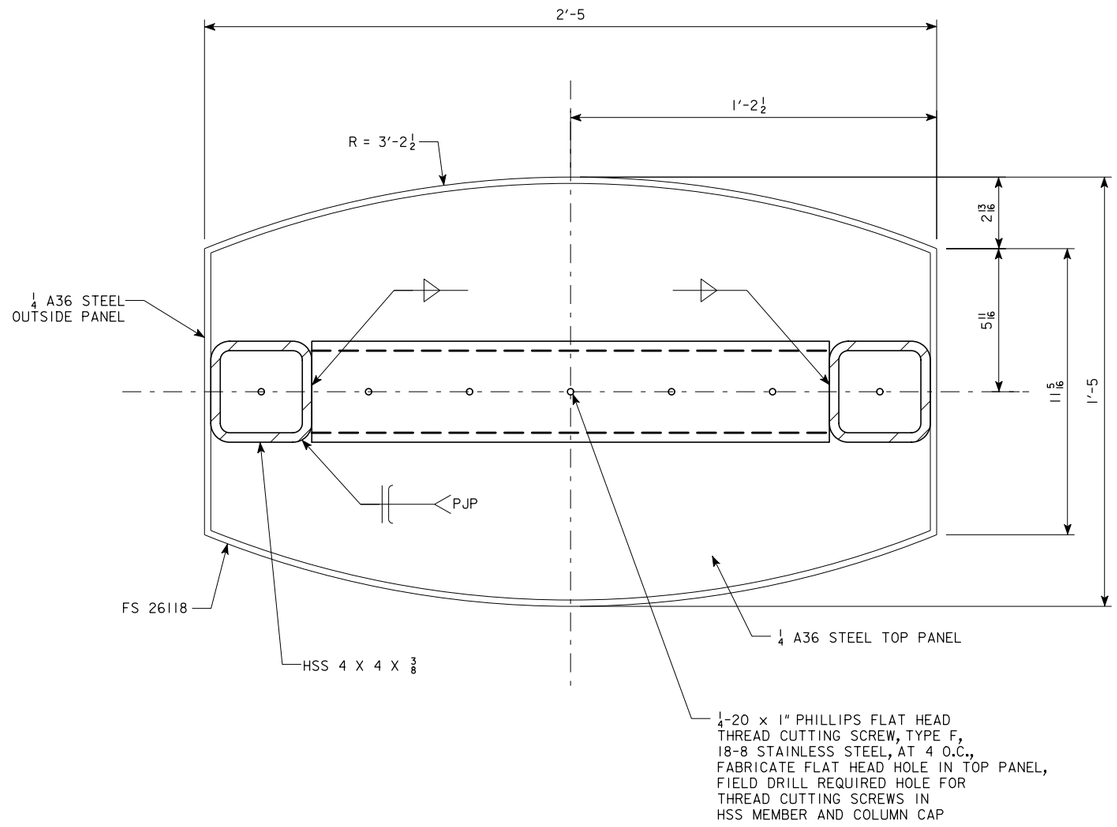
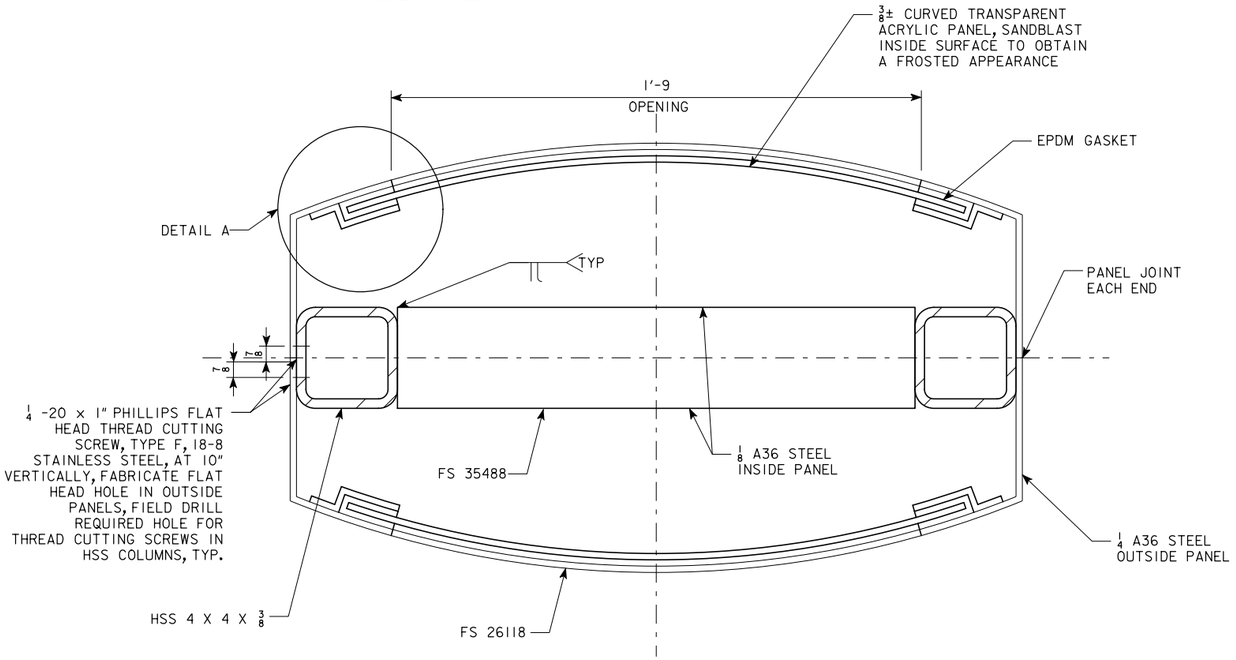


DETAIL A



TOP PLAN



UPPER PLAN

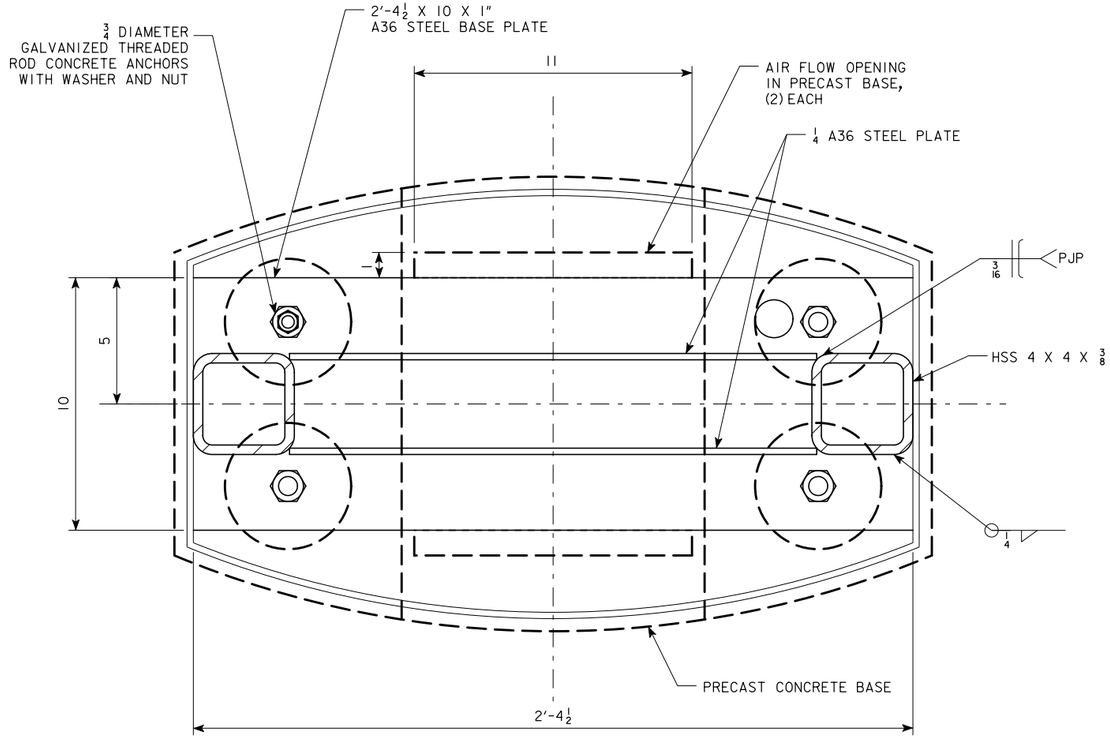
DESIGN FOR

OVERLOOK IDENTITY ELEMENT

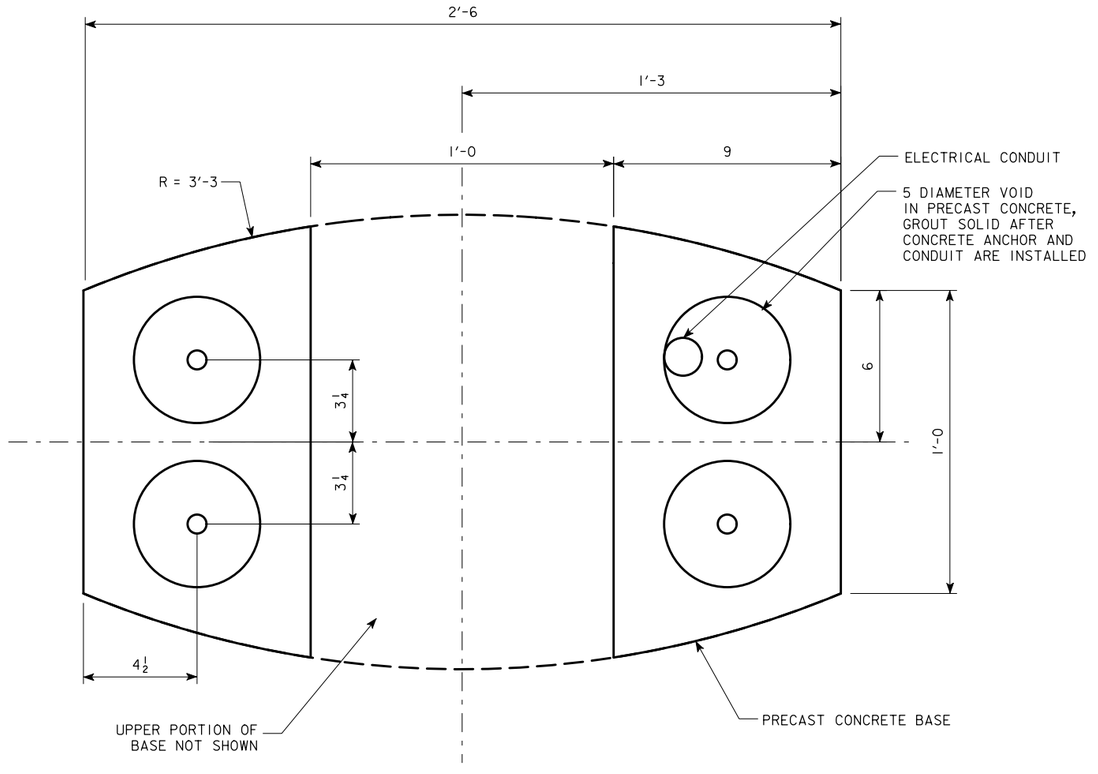
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 16 OF 17 FILE NO. 30253



LOWER PLAN



LOWER FOUNDATION PLAN

DESIGN FOR

OVERLOOK IDENTITY ELEMENT

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 17 OF 17 FILE NO. 30253