



# Iowa Department of Transportation

## Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

### INTERSTATE ROAD SYSTEM

# WARREN COUNTY

## GRADE AND PAVE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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



### MILEAGE SUMMARY

Div.	Location	Lin. Ft.	Miles
	Southbound Sta. 1063+75 to Sta. 1080+65 (M.P. XX to M.P. XX)	1690	0.32
	Deduct Bridge Sta. 1071+71.07	369	0.07
	Total Length of Roadway	8231	0.24
	Total Length of Bridge	369	0.07
	Total Length of Project	1625	0.31

For Project Location Map  
Refer to Sheet A.3

### DESIGN DATA RURAL

20 12 AADT	27,000	V.P.D.
20 32 AADT	48,700	V.P.D.
20 DHV	--	V.P.H.
TRUCKS	23	%
Total Design ESALs	--	

REVISIONS

TOTAL

PROJECT IDENTIFICATION NUMBER

00-91-035-030-03

PROJECT NUMBER

IM-035-2(382)63--13-91

R.O.W. PROJECT NUMBER

IMN-035-2(392)63--0E-91

### INDEX OF SHEETS

No.	Description
A.1	Title Sheet
A.2	Project Location Map
B.1	Typical Cross Sections
G.1	Bench & Reference Tie Information
D.1	Legend Sheet
D.2-D.3	Northbound Plan & Profile Sheets
W.1-W.22	Cross Sections (NB Lanes - Stage 1)
W.23-W.88	Cross Sections (Median Grading - Stage 2)

\* Color Plan Sheets

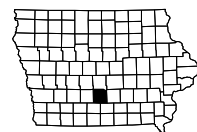
# PRELIMINARY PLANS

Subject to change by final design.

D5 PLAN - Date: 10/05/2011

WARREN CO.  
GRADE AND PAVE  
IM-035-2(382)63--13-91

LETTING DATE



ENGLISH

IOWA DOT

DESIGN TEAM J1a\Hoskins

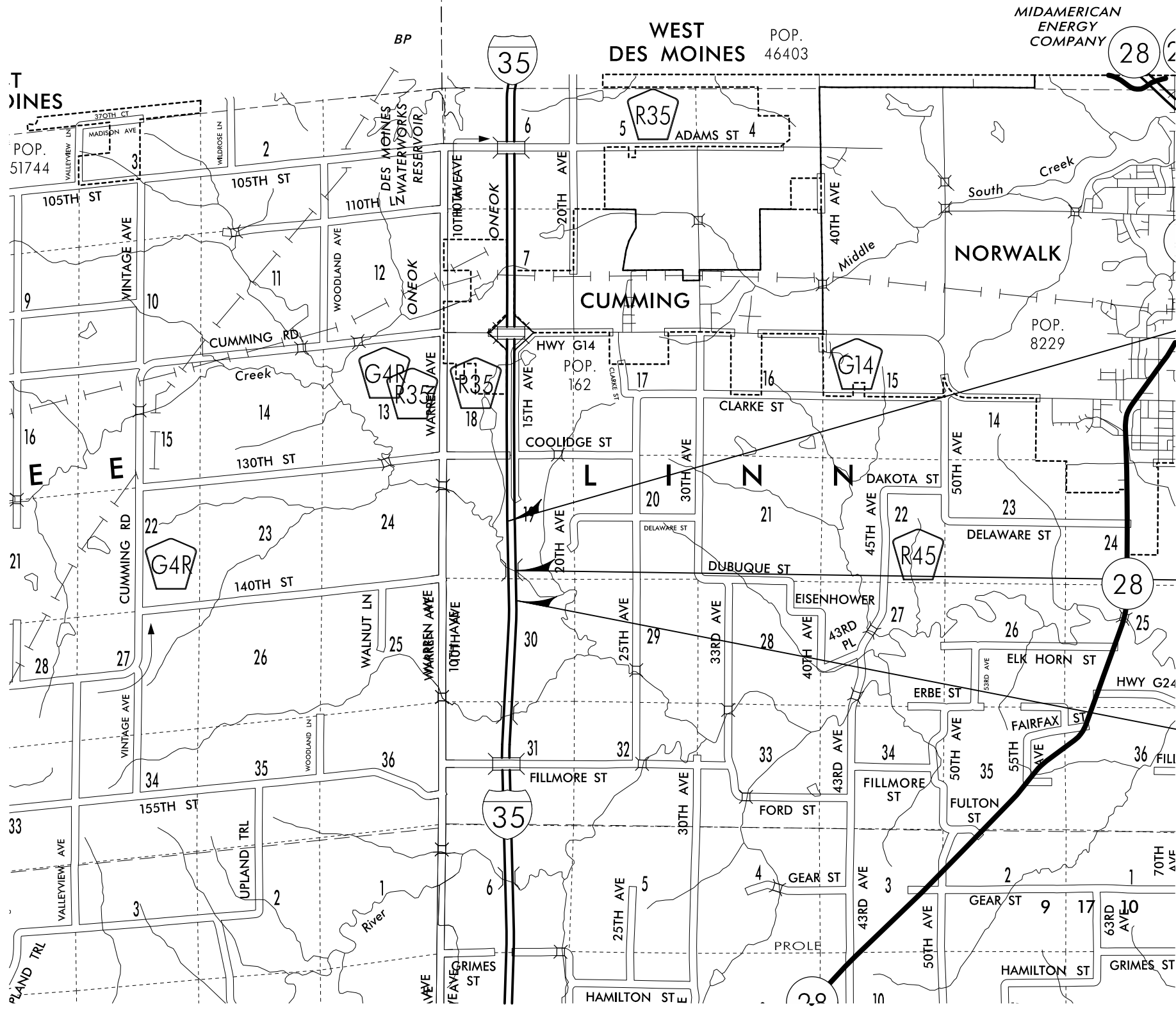
Warren COUNTY

PROJECT NUMBER

IM-035-2(382)63--13-91

SHEET NUMBER

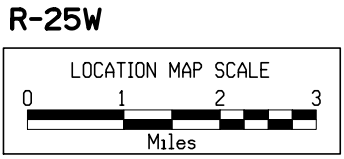
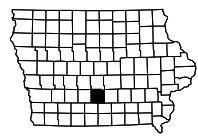
A.1



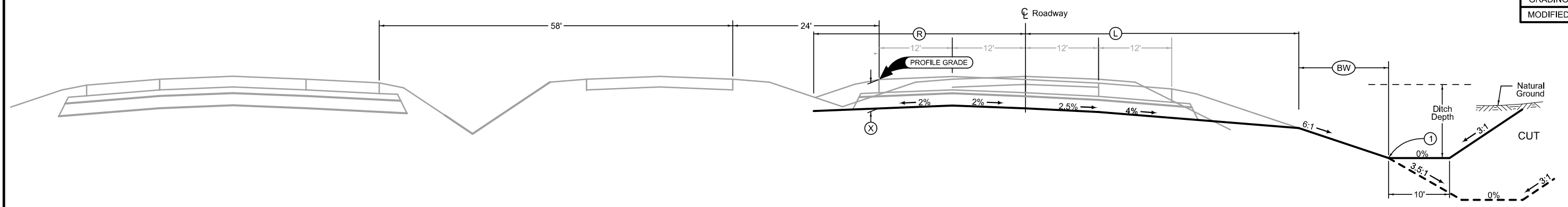
STA. 1080+65  
END PROJECT

BADGER CREEK BRIDGES

STA. 1063+75  
BEGIN PROJECT



GRADING  
MODIFIED



LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	(L) Feet	(R) Feet	(X) Inches	(BW) Feet
I-35 NB	1063+75 1080+65	44.54	*	28	16.57
* - varies due to staging					

① Refer to project plan and cross sections for specific location of foreslope change.

**6 LANE GRADING**

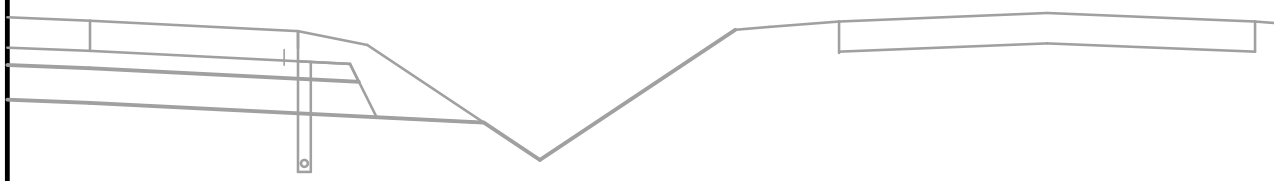
Normal section shown may be modified appropriately in areas of superelevated curves or other locations specifically designated by the Engineer.  
See Plan & Profile sheets and cross sections for additional details of ditches and backslopes.

PAVING  
MODIFIED

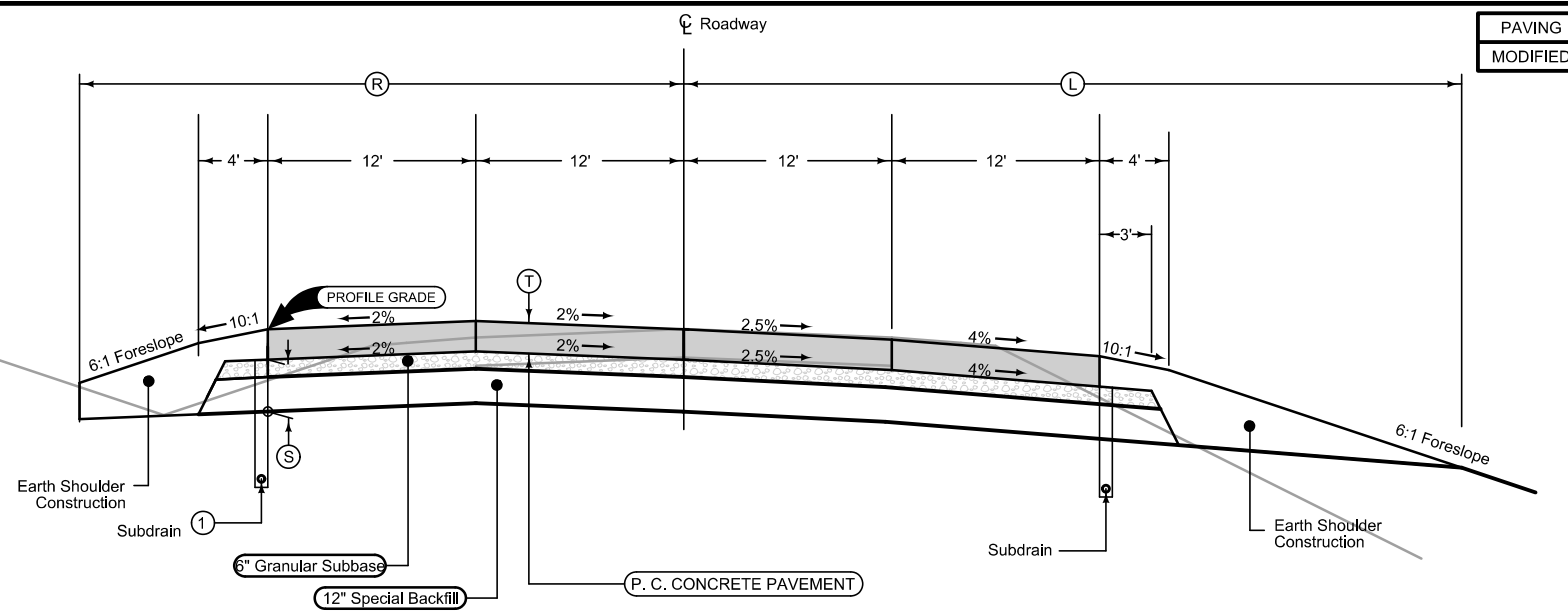
LOCATION		MAINLINE			
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches	(L) Feet	(R) Feet
I-35 NB	1063+75 1080+65	10	28	44.54	34.14

Shoulder:  
Full Depth PC Shoulder:  
Longitudinal joint: L-2, KT, or modified BT-3 with keyway.  
Transverse joints: C at 20' spacing  
Transverse joints: CD at 20' spacing  
Longitudinal joint: L-2

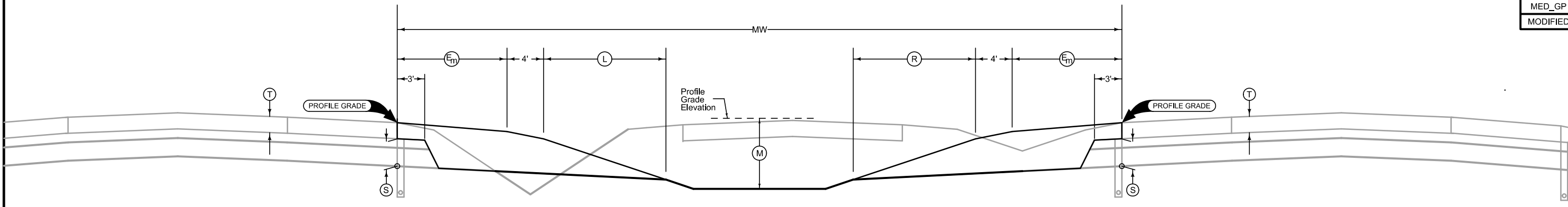
① Refer to RF-19C.



**6-LANE DIVIDED ROADWAY  
PCC PAVING (Paved Shoulders)**








MED\_GP  
MODIFIED



LOCATION		MAINLINE					SHLDR	
ROAD IDENTIFICATION	STATION TO STATION	(T) Inches	(S) Inches	(MW) Feet	(M) Feet	(L) Feet	(R) Feet	(E_M) Feet
I-35 NB	1063+75 1080+65	10	18	82	4	*	*	12
* - See Cross Sections								














**EARTH SHOULDER & MEDIAN GRADING**

### SURVEY SYMBOLS







-  TDC Tree Deciduous
-  TEV Evergreen Tree
-  D Centerline Draw or Stream (Down)
-  BNK Stream Bank
-  BLD Building or Foundation



### UTILITY LEGEND



### PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

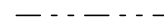
LINEWORK		Design Color No.	
Green	(2)		Existing Topographic Features and Labels
Blue	(1)		Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)		Existing Utilities
SHADING		Design Color No.	
Yellow	(4)		Highlight for Critical Notes or Features
Red	(3)		Delineates Restricted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

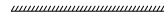
### PROFILE VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

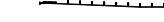
LINEWORK		Design Color No.	
Green	(2)		Existing Ground Line Profile
Blue	(1)		Proposed Profile and Annotation
Magenta	(5)		Existing Utilities
Blue, Light	(230)		Proposed Ditch Grades, Left
Black	(0)		Proposed Ditch Grades, Median
Rust	(14)		Proposed Ditch Grades, Right


Reference Point  Survey Line 


Station  Section Corner 

 Ground Line Intercept









 Saw Cut

 Guardrail

 Clearing & Grubbing Area

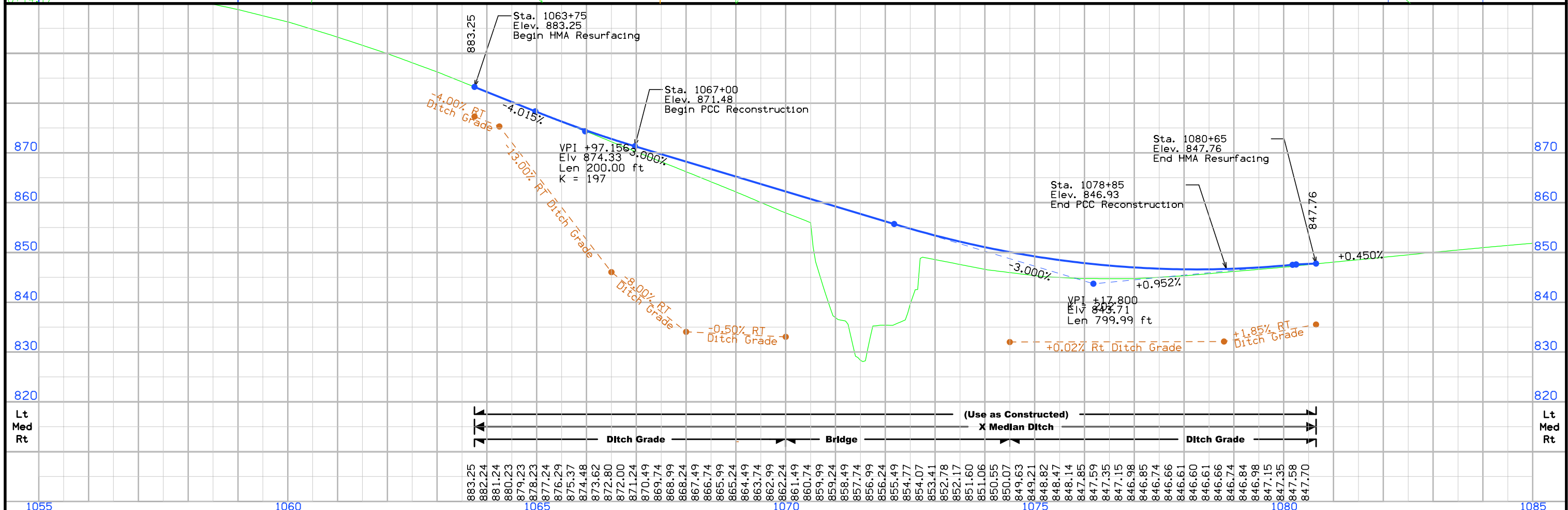
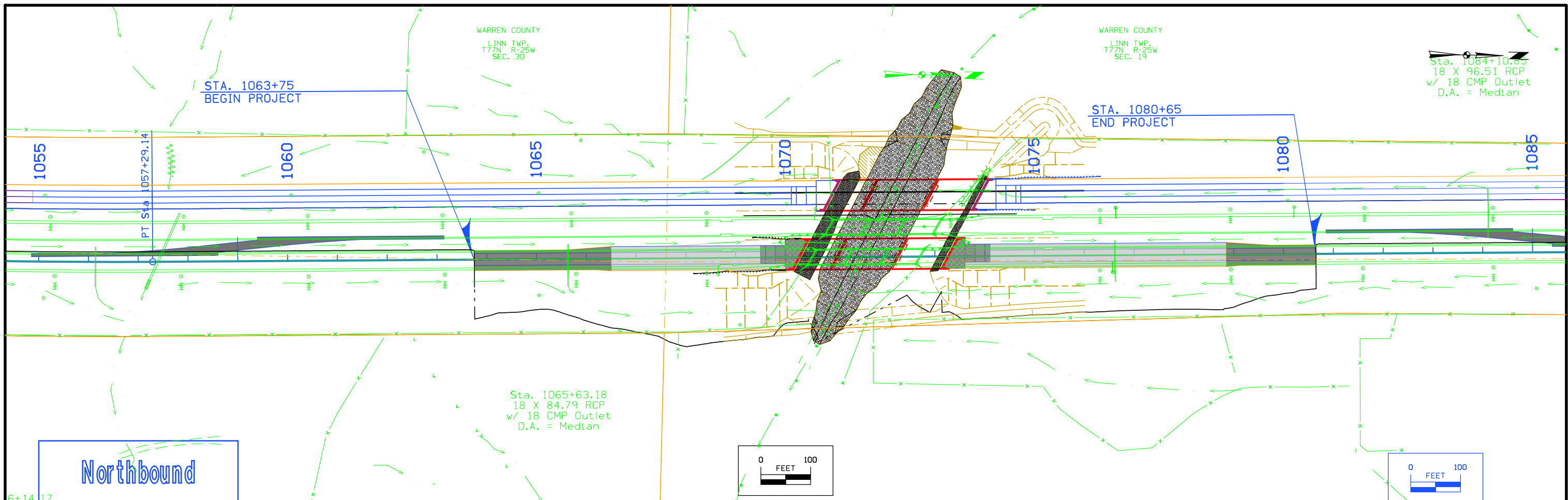
 Pavement Removal

### RIGHT-OF-WAY LEGEND

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

## PLAN AND PROFILE LEGEND AND SYMBOL INFORMATION SHEET

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



GPS Datum and vertical datum were obtained from the Project # IMN-35-2(314)67-0e-77 2003-2004 I-35 survey. The GPS Network along this project was collected by IDOT Preliminary Survey Crews. Information about that network can be found in the gspoints.doc file included with this survey. This Project is relative to NAD83 (1996) (Local Project Plane Coordinates)

The mainline alignment of this survey is a retrace of the P.C.C. Paving Plans Project # 853 (10) (centerline of N. B. Lanes). Stationing was obtained at CL Badger Creek Bridge Sta. 1071+50.0 and backed up to the BOP then carried ahead to the EOP.

Vertical Datum

This survey is relative to NAVD88 vertical datum. A three wire bench level run was run throughout these projects. I-35 benches were established from two bench Circuits. The first run originated at BM # 500. A Posted code "A" Vertical Order BM Stamped L 116 1935(PID# MH0304) in St. Charles. A Circuit was ran from St. Charles easterly to I-35, northerly to Grand Ave., easterly to Commerce to BM# 625, a 1st order USGS stamped Q-155 1950.PID#MH0433.A second bench circuit began at BM# 625 in Commerce and went northerly along 50th St., westerly along I-235,southernly along I-35 And easterly along Grand Ave. returning to BM # 625 in Commerce. Additional Bench circuits were then run from set benches at County road 6-14, Grand Ave. and I-35 between I-235 and University Ave. Benches were established along all Bench Runs. This survey was able to use some of these benches without having to establish any additional benches. Bench numbers and elevations are identical to all surveys.

Equations are as follows

- BM # 561 this survey (cut "x" outlet hdwl flume) Elev. = 896.238
- = BM # 561 (Project # IMN-35-2(314)67-0e-77) Elev. = 896.238
- BM # 562 this survey (cut "x" sw wing sb brg) Elev. = 854.873
- = BM # 562 (Project # IMN-35-2(314)67-0e-77) Elev. = 854.873
- BM # 563 this survey (set\rr spk w side br.post) Elev. = 860.80
- = BM # 563 (Project # IMN-35-2(314)67-0e-77) Elev. = 860.80

Horizontal Datum

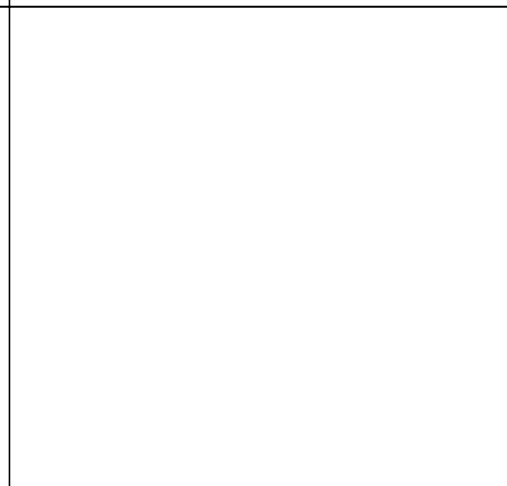
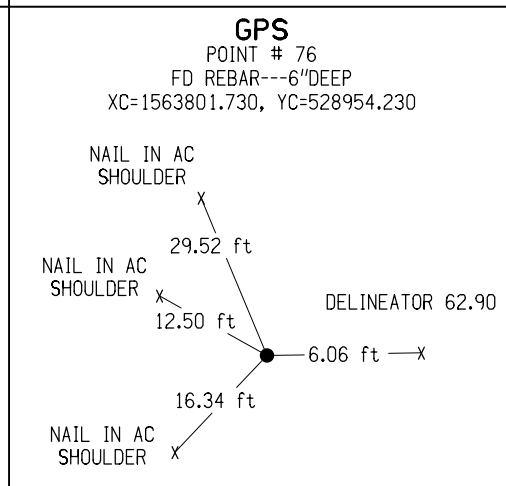
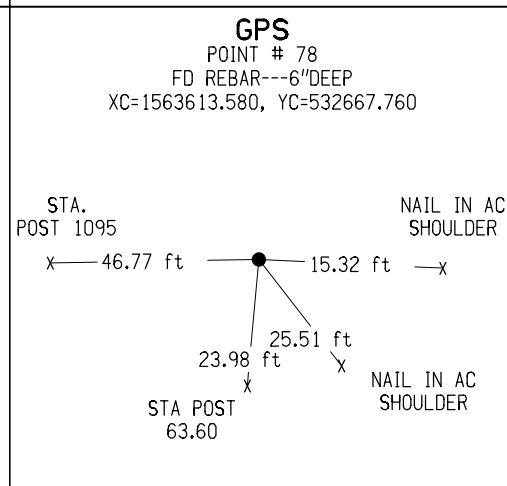
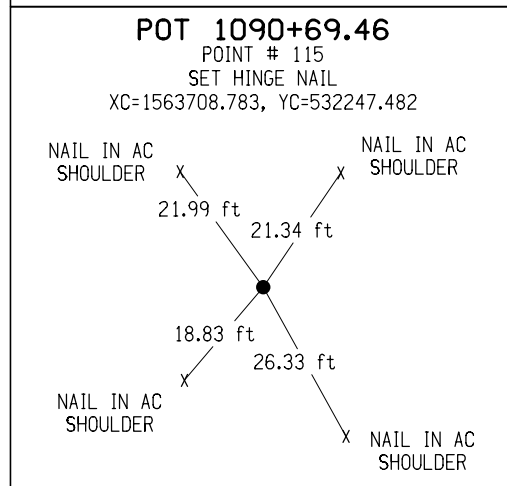
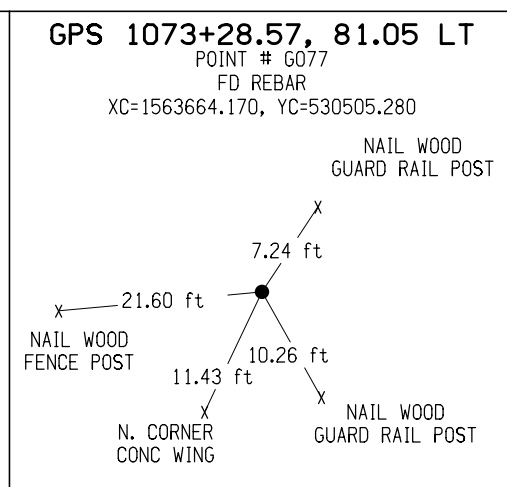
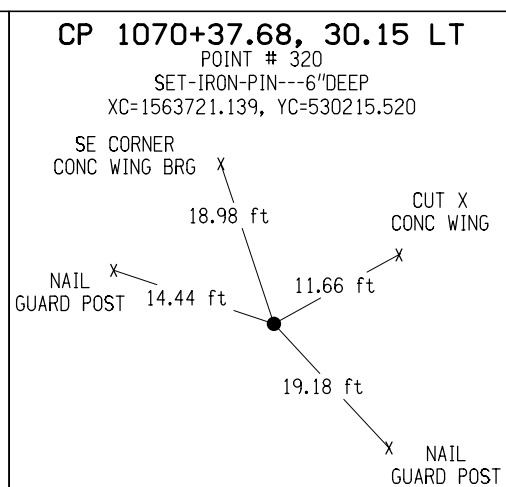
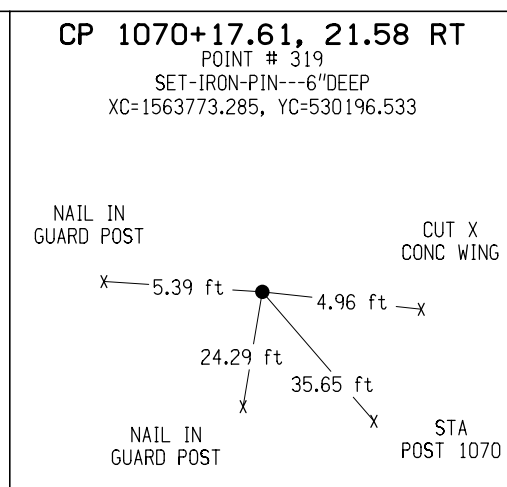
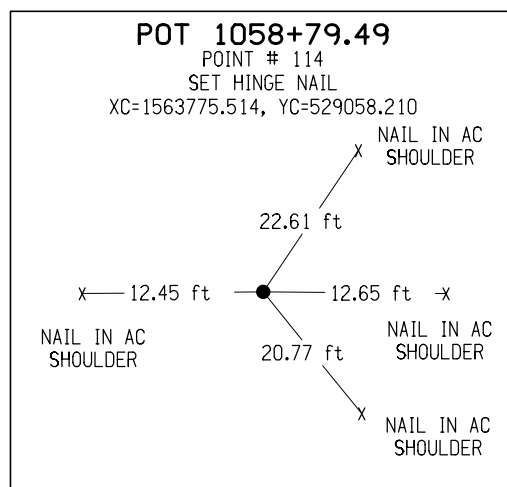
The mainline alignment of this survey is a retrace of the P.C.C. Paving Plans Proj. No. 853(10). POT 1058+79.49 (set hinge nail), and POT 1090+69.46 (set hinge nail) were used to generate this alignment (centerline of N. B. Lanes). Stationing was obtained at CL Bridge at Sta. 1071+50.00 from Plans. Stationing was then backed up to the BOP then carried ahead to the EOP.

Equations are as follows

Mainline (I-35) Equations

= CL Brg over Badger Creek 1071+50.0 P.C.C. Paving Plans Project # 853(10) over Badger Creek 1071+50.0 this survey

BENCHMARKS	ELEVATION
No. 562 Sta. 1070+74.23 82.29 Lt. CUT "X" SW WING SB I-35 BRIDGE OVER STREAM	854.873
No. 563 Sta. 1072+73.19 20.00 Lt. FD "X" NW WING OF NB I-35 BRIDGE OVER STREAM	849.531
No. 564 Sta. 1086+93.45 126.07 Rt. SET\RR SPK W SIDE BR.POST	860.800



**DETAILS OF REFERENCE INFORMATION**  
All References Plumb Distances  
( unless otherwise noted )

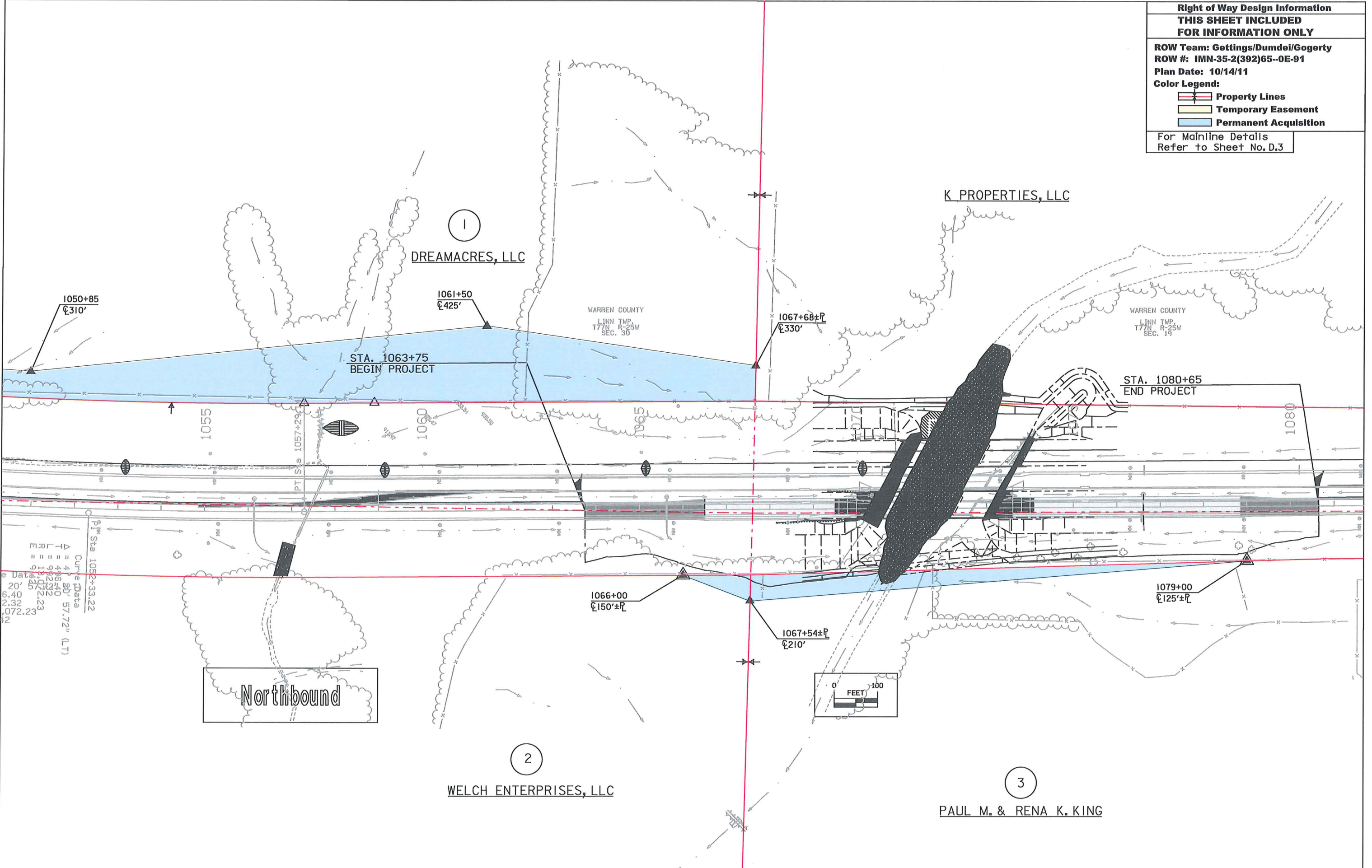


**Right of Way Design Information**  
**THIS SHEET INCLUDED**  
**FOR INFORMATION ONLY**

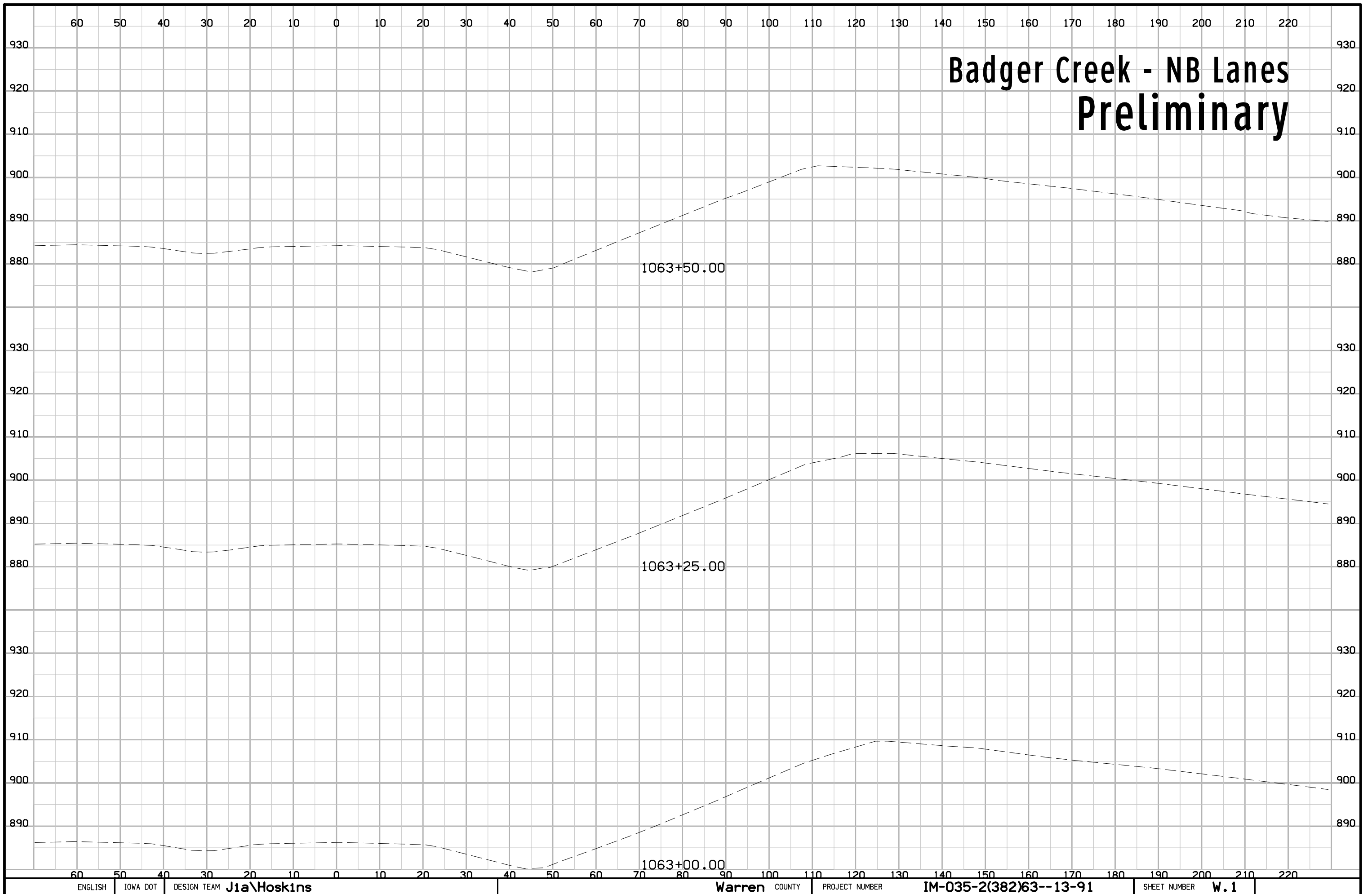
ROW Team: Gettings/Dumdei/Gogerty  
 ROW #: IMN-35-2(392)65--0E-91  
 Plan Date: 10/14/11

Color Legend:  
 Property Lines  
 Temporary Easement  
 Permanent Acquisition

For Mainline Details  
 Refer to Sheet No. D.3

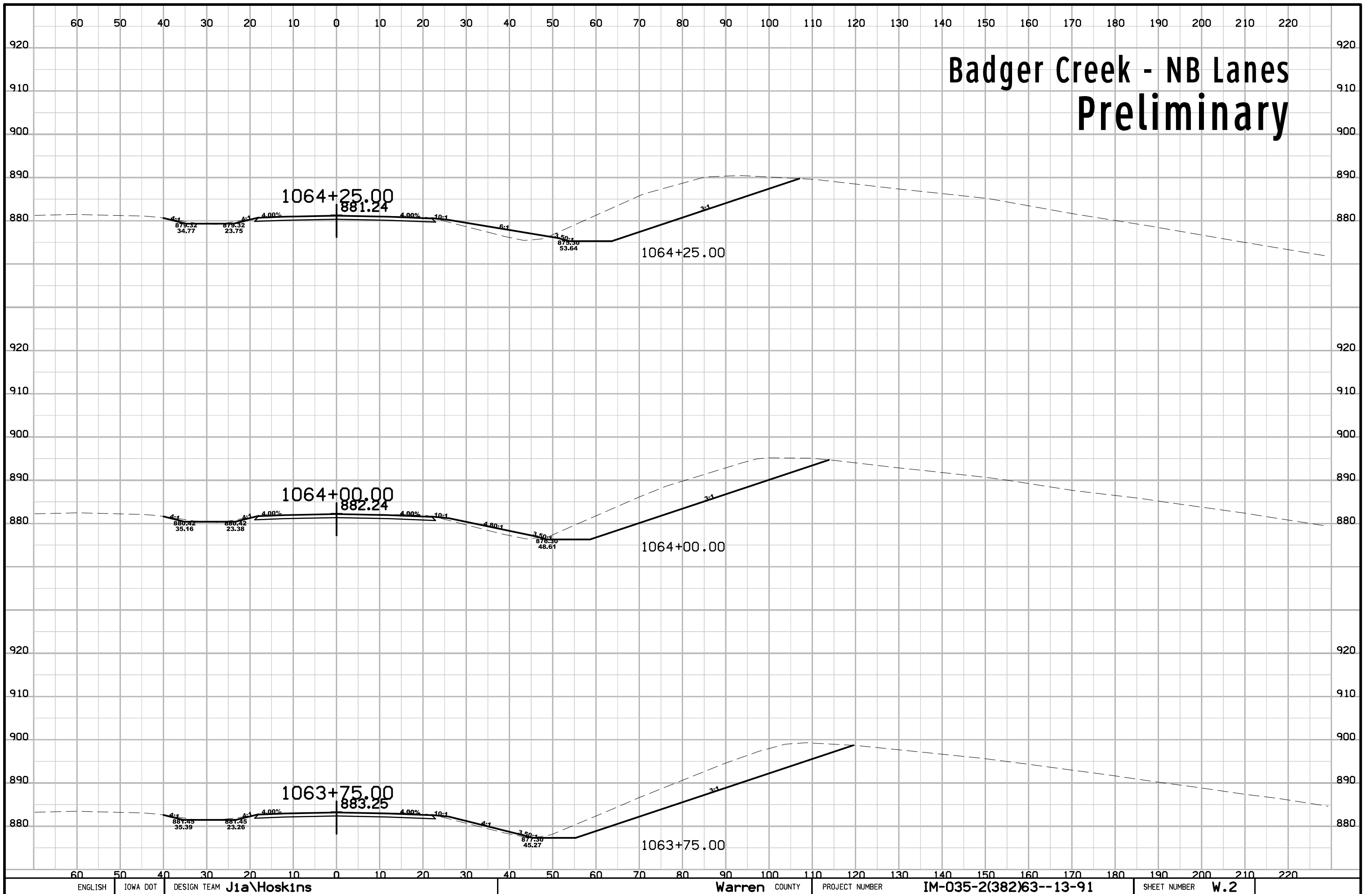


# Badger Creek - NB Lanes Preliminary

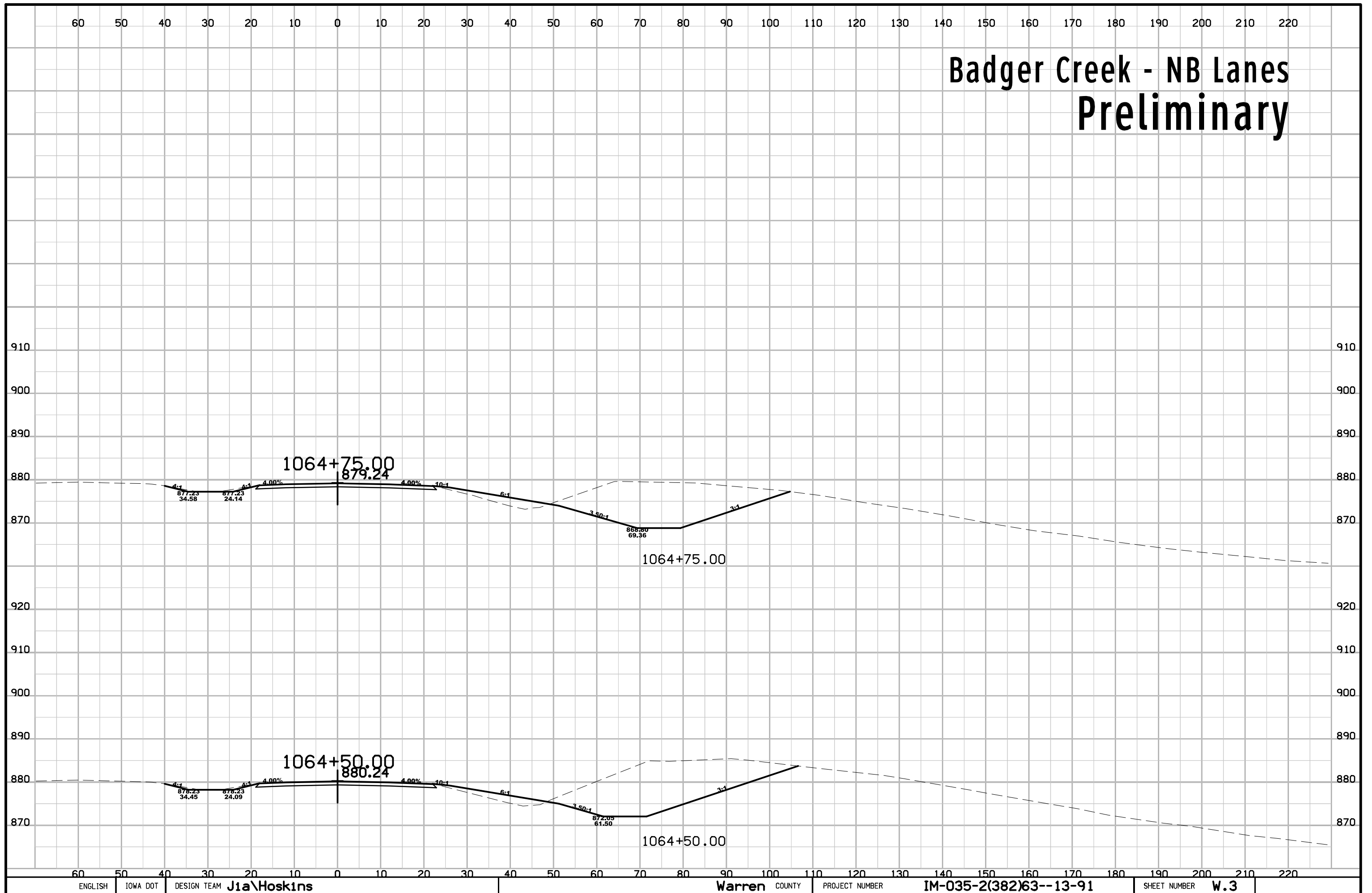




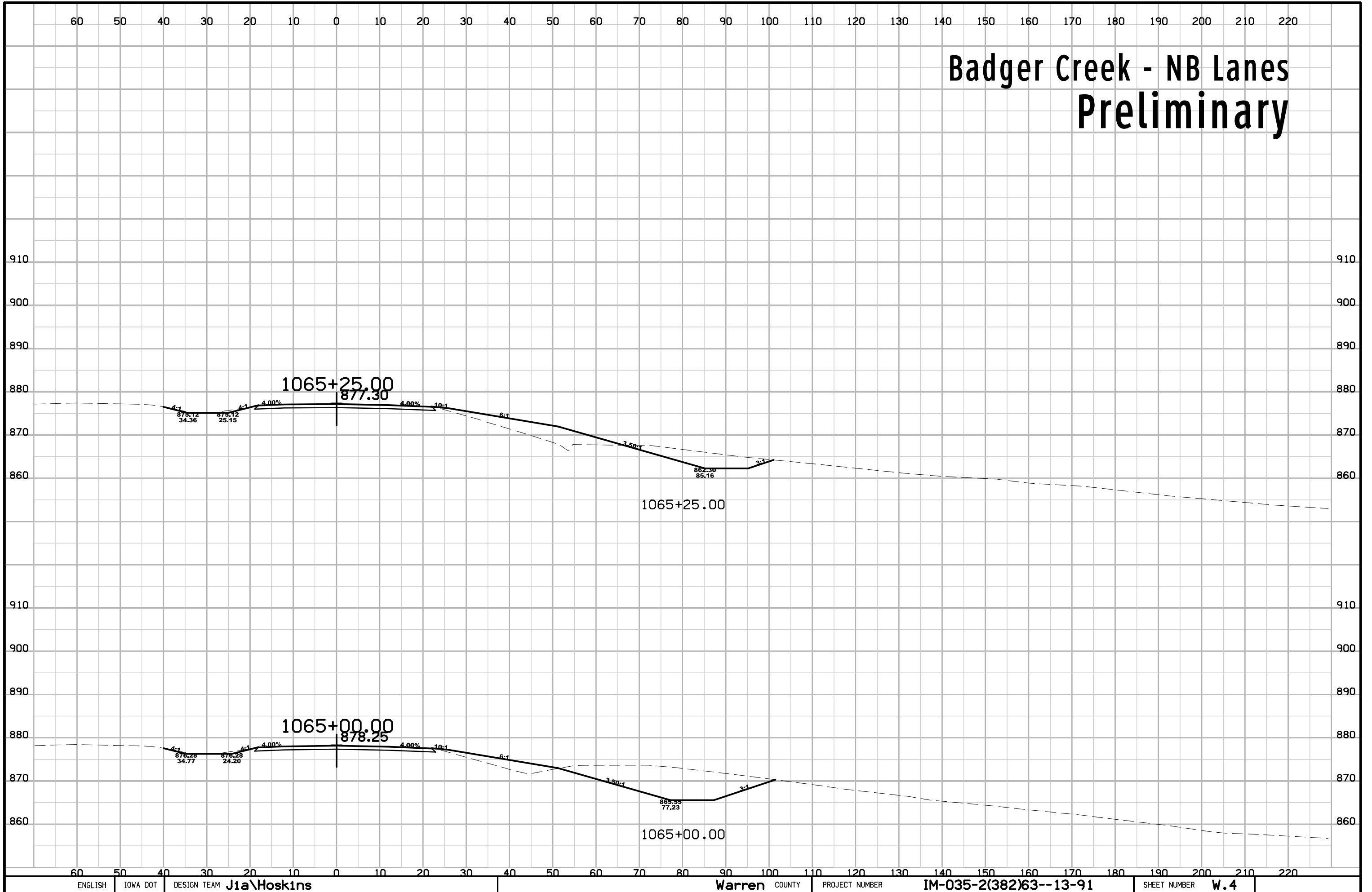
# Badger Creek - NB Lanes Preliminary



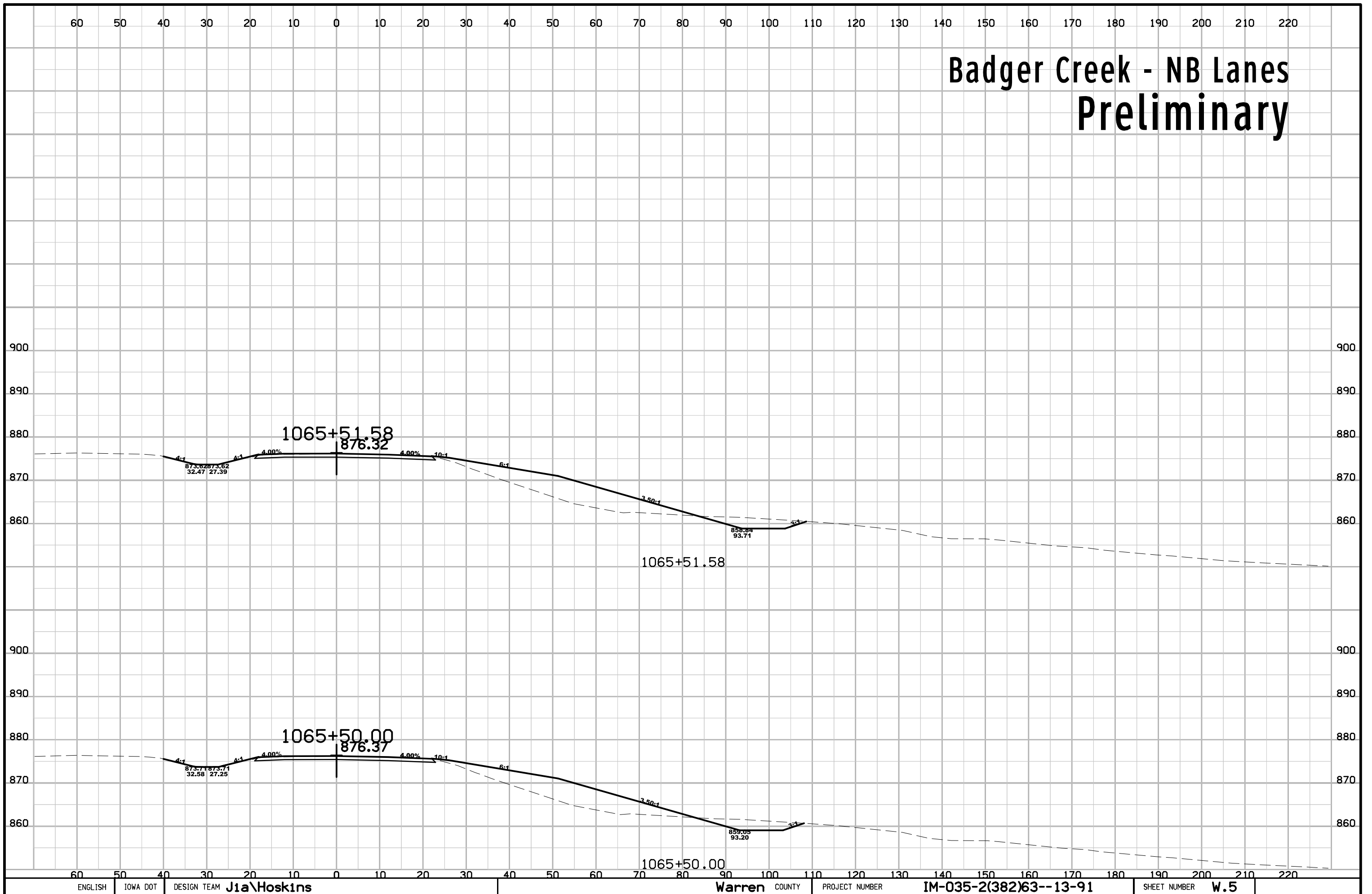
# Badger Creek - NB Lanes Preliminary



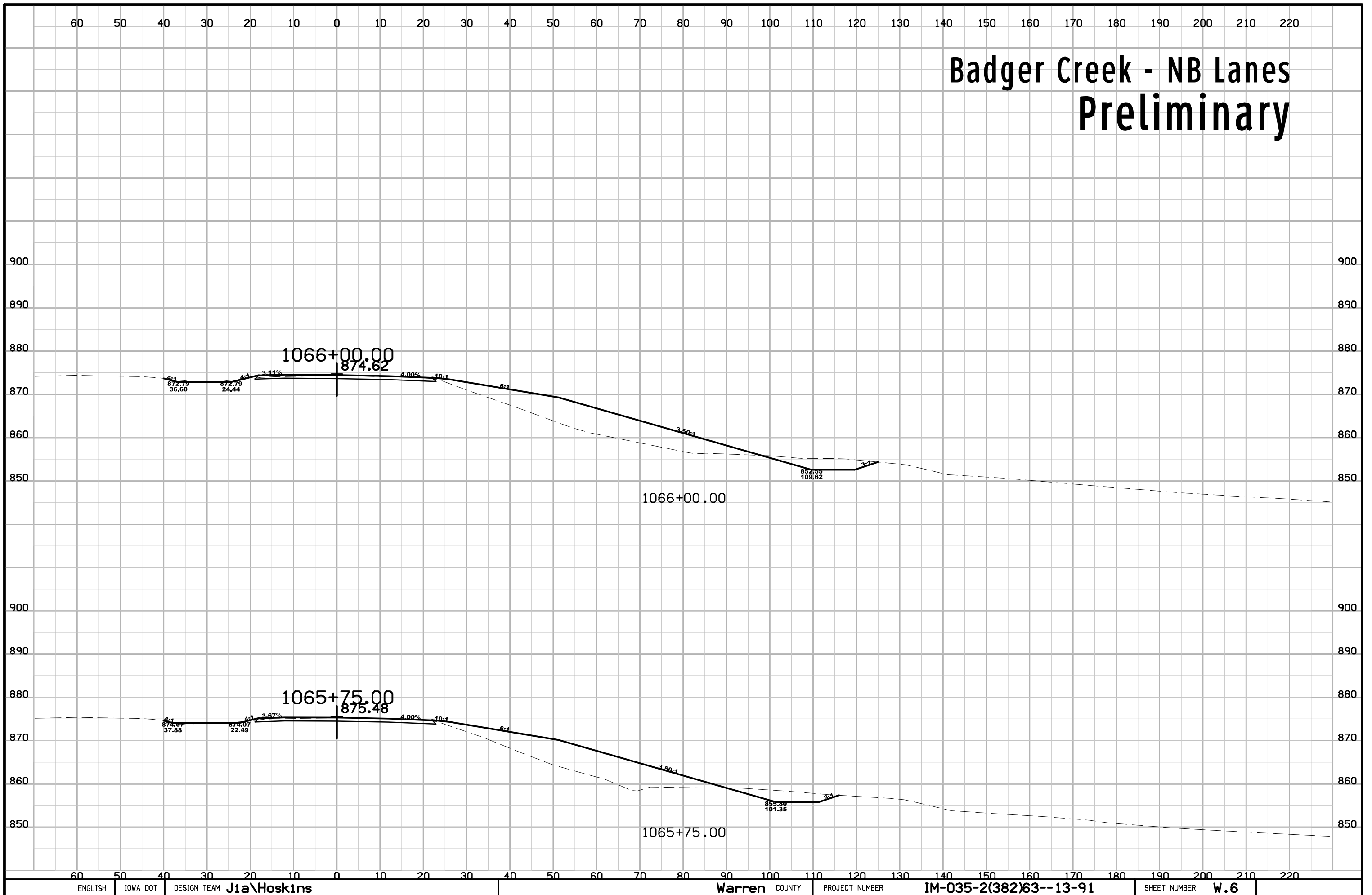
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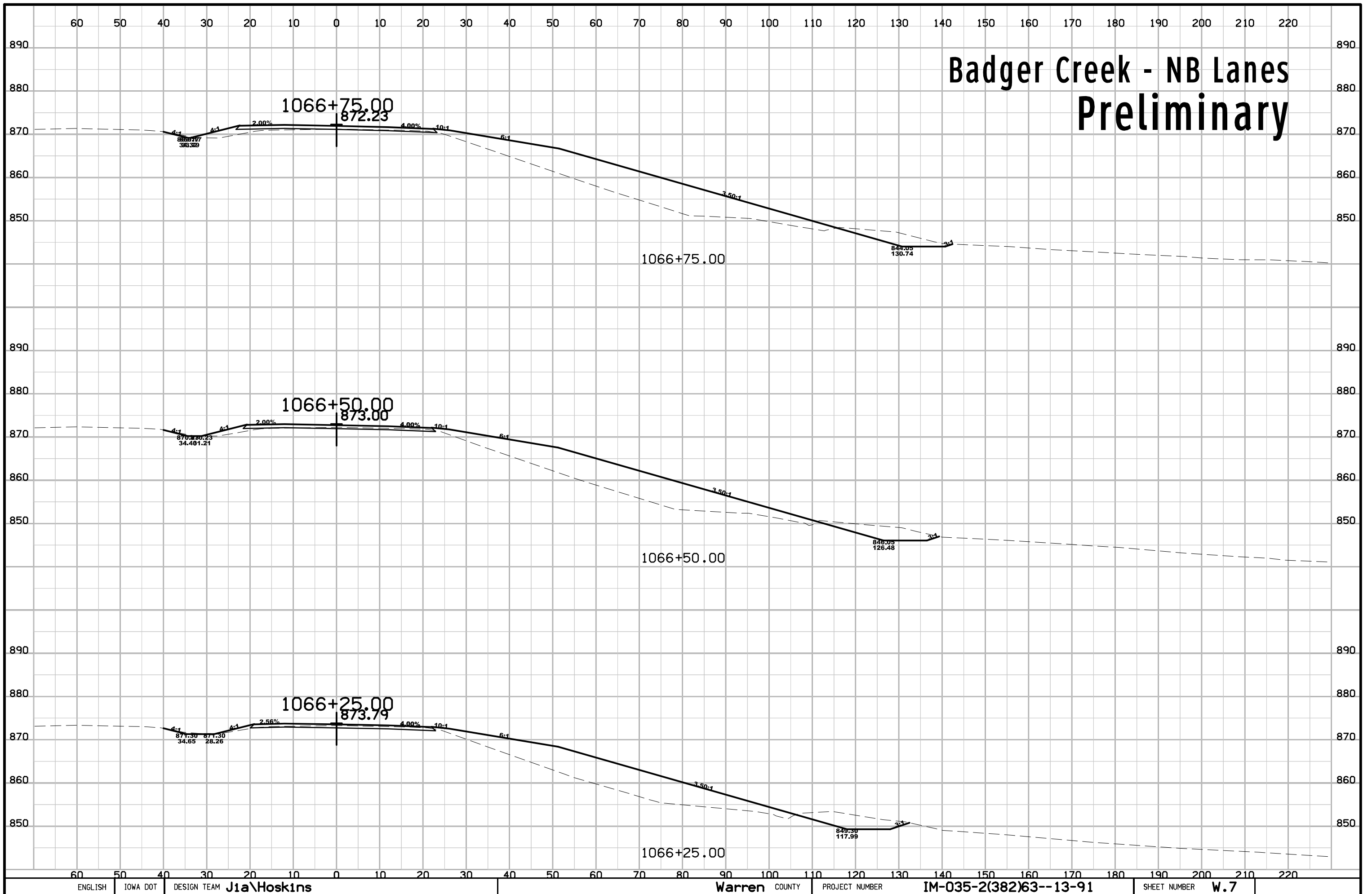
# Badger Creek - NB Lanes Preliminary



# Badger Creek - NB Lanes Preliminary

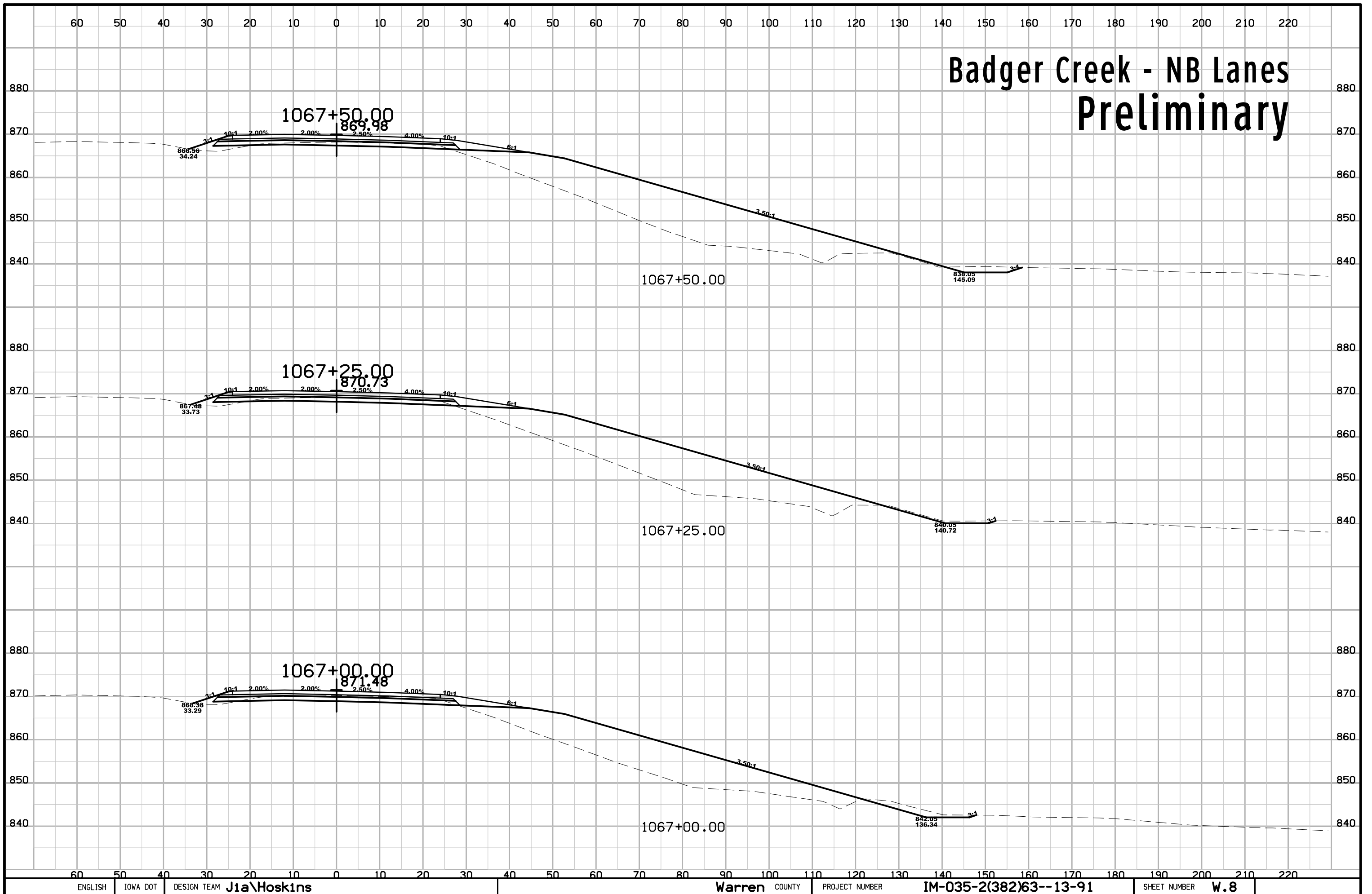


# Badger Creek - NB Lanes Preliminary

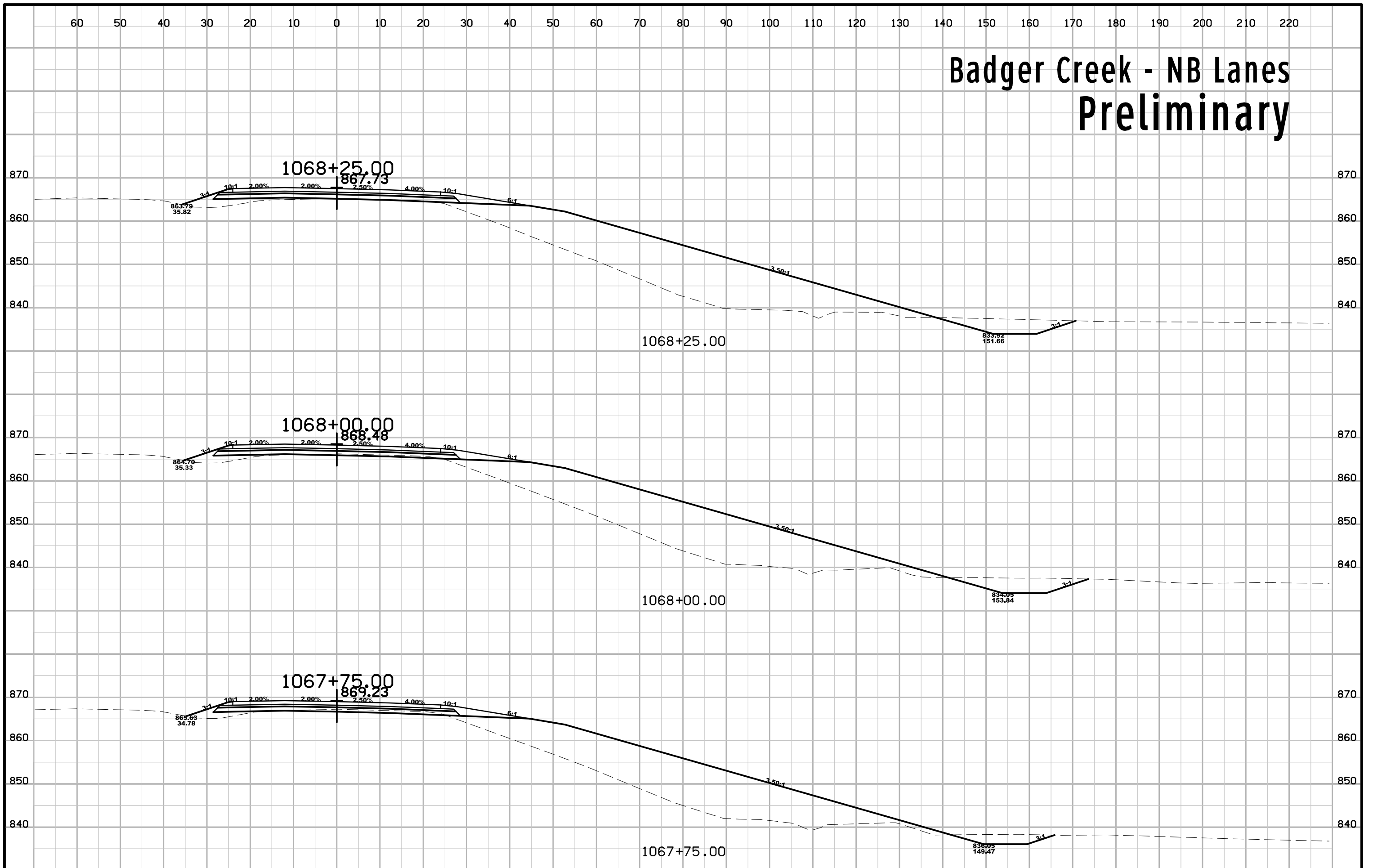




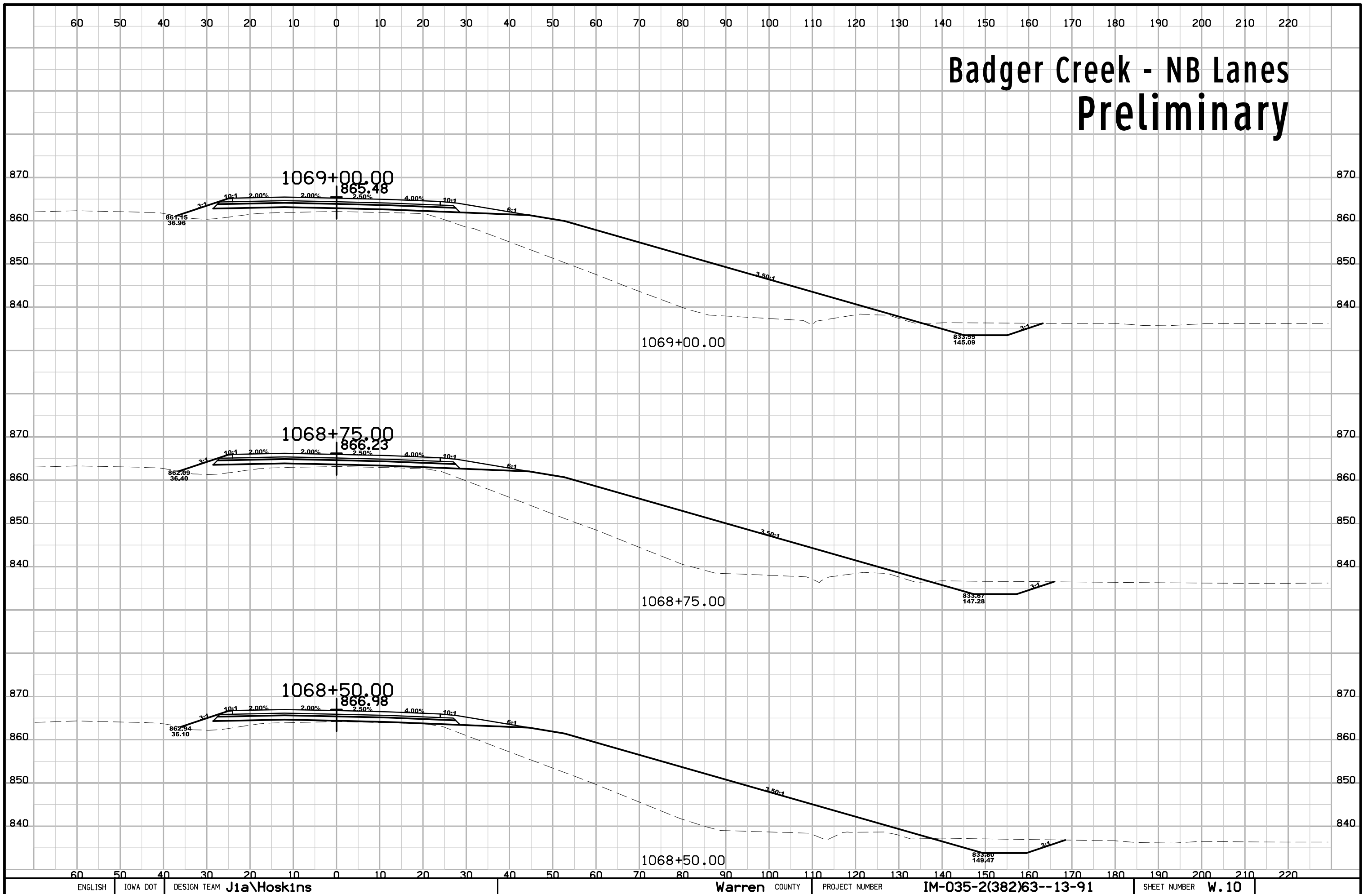
# Badger Creek - NB Lanes Preliminary



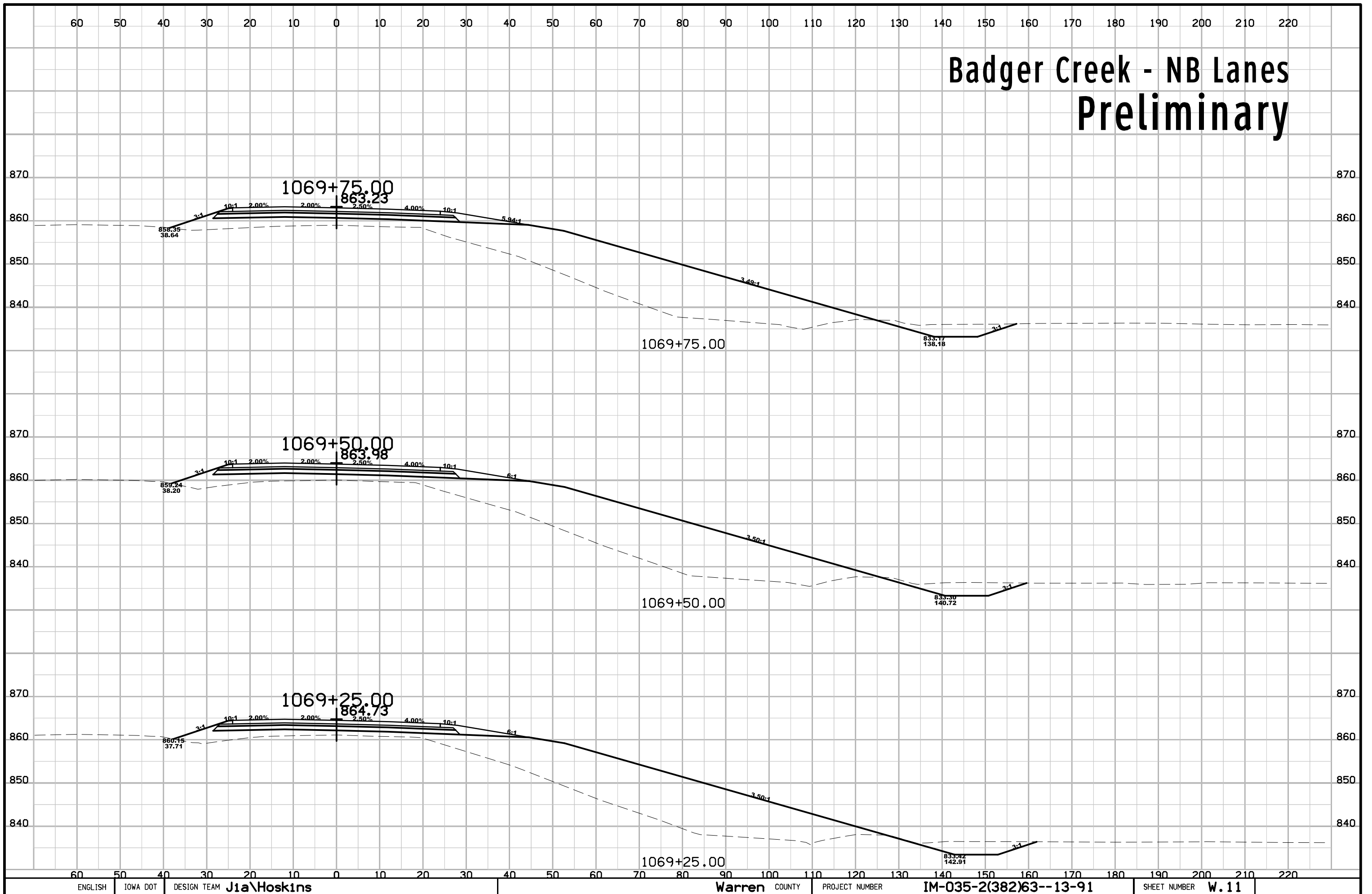
# Badger Creek - NB Lanes Preliminary



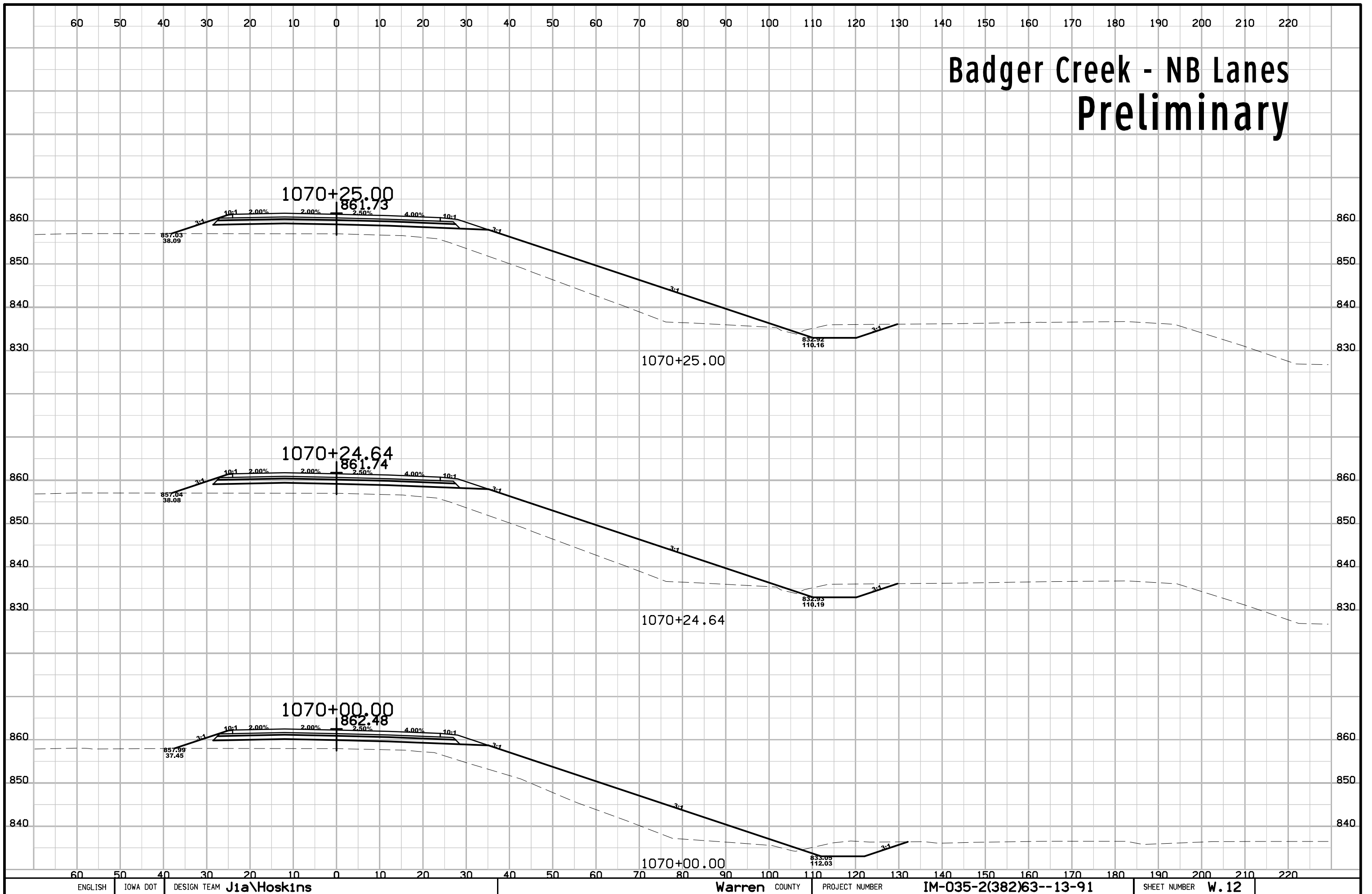
# Badger Creek - NB Lanes Preliminary



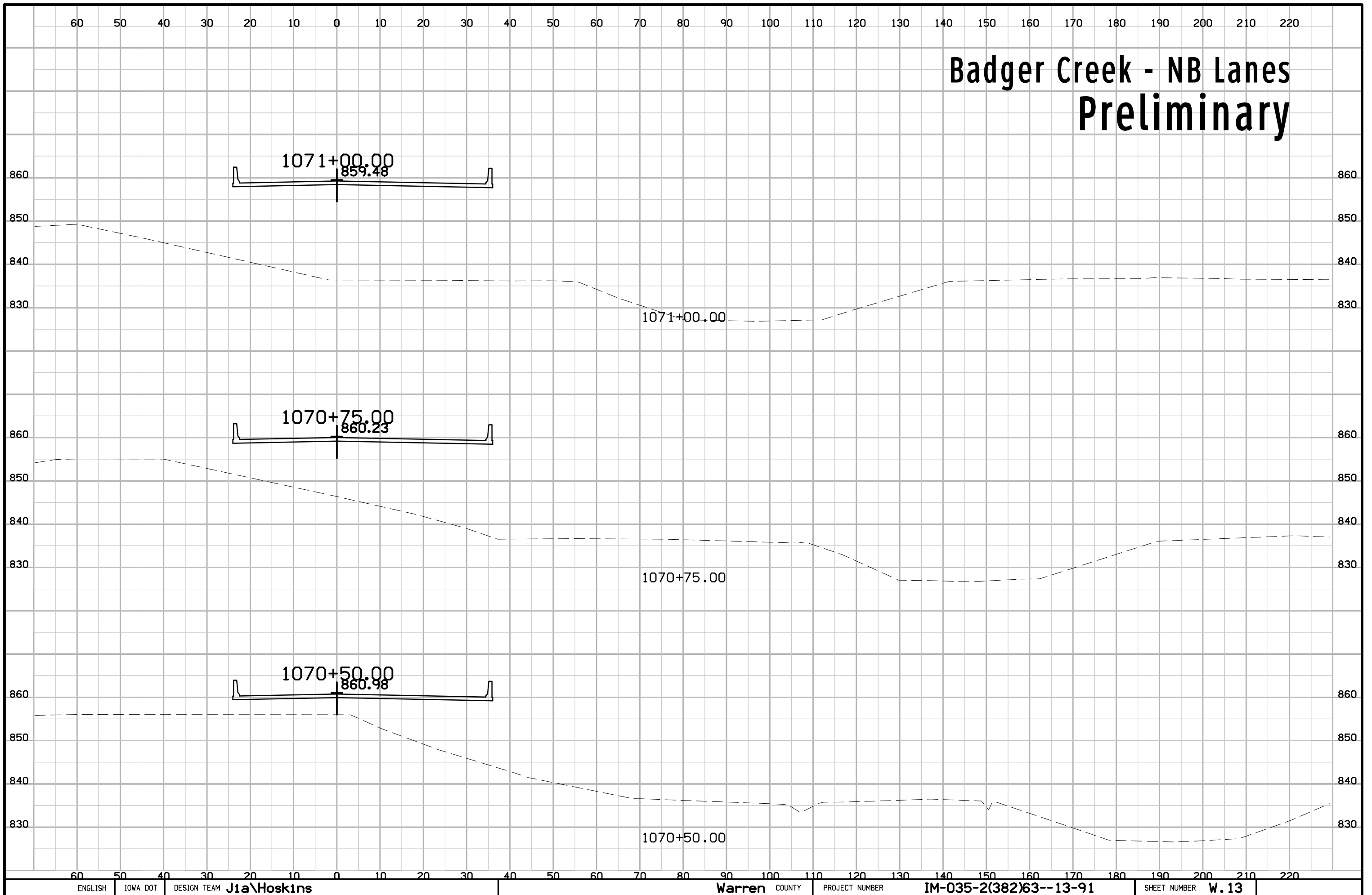
# Badger Creek - NB Lanes Preliminary



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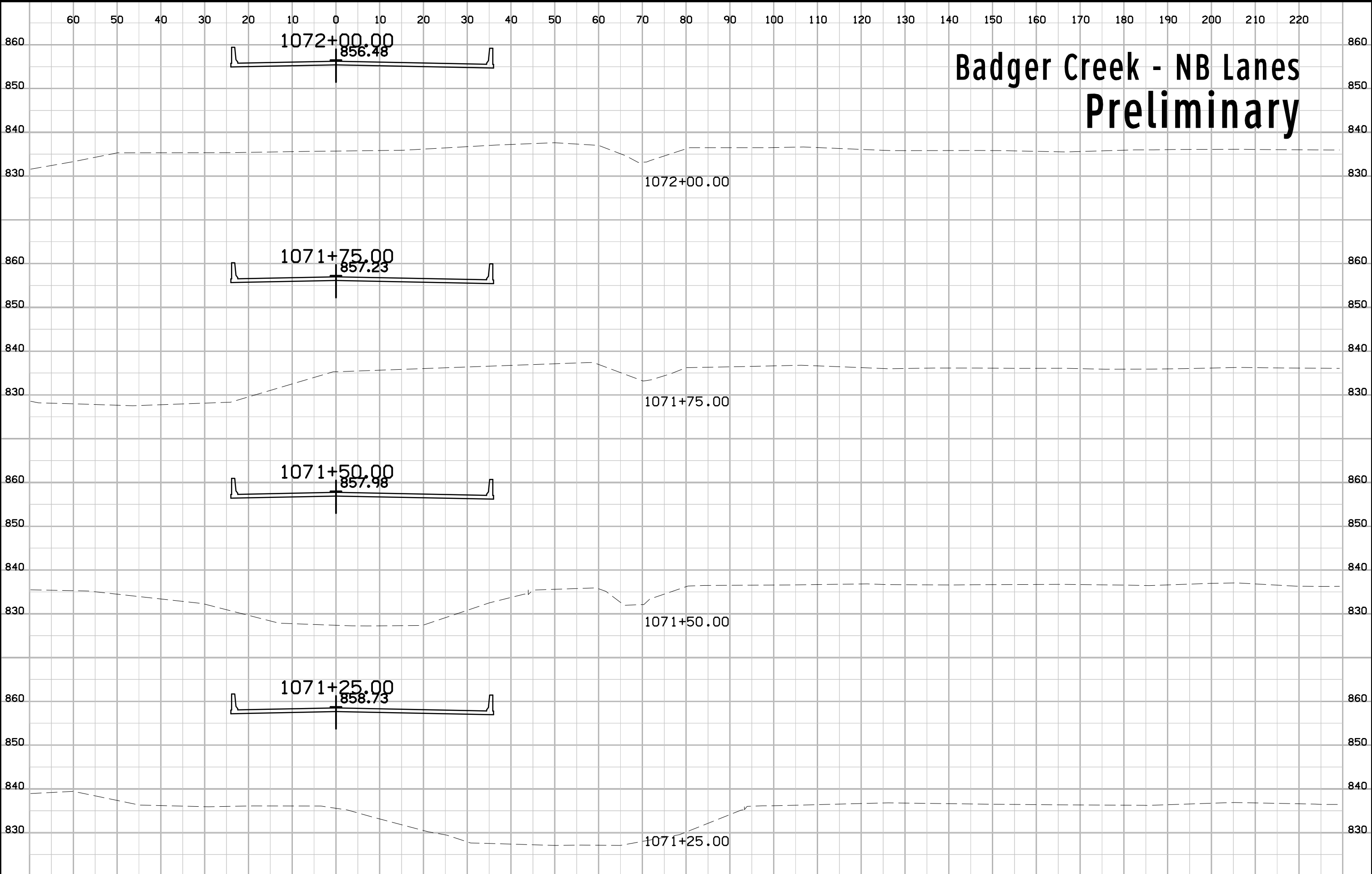


# Badger Creek - NB Lanes Preliminary

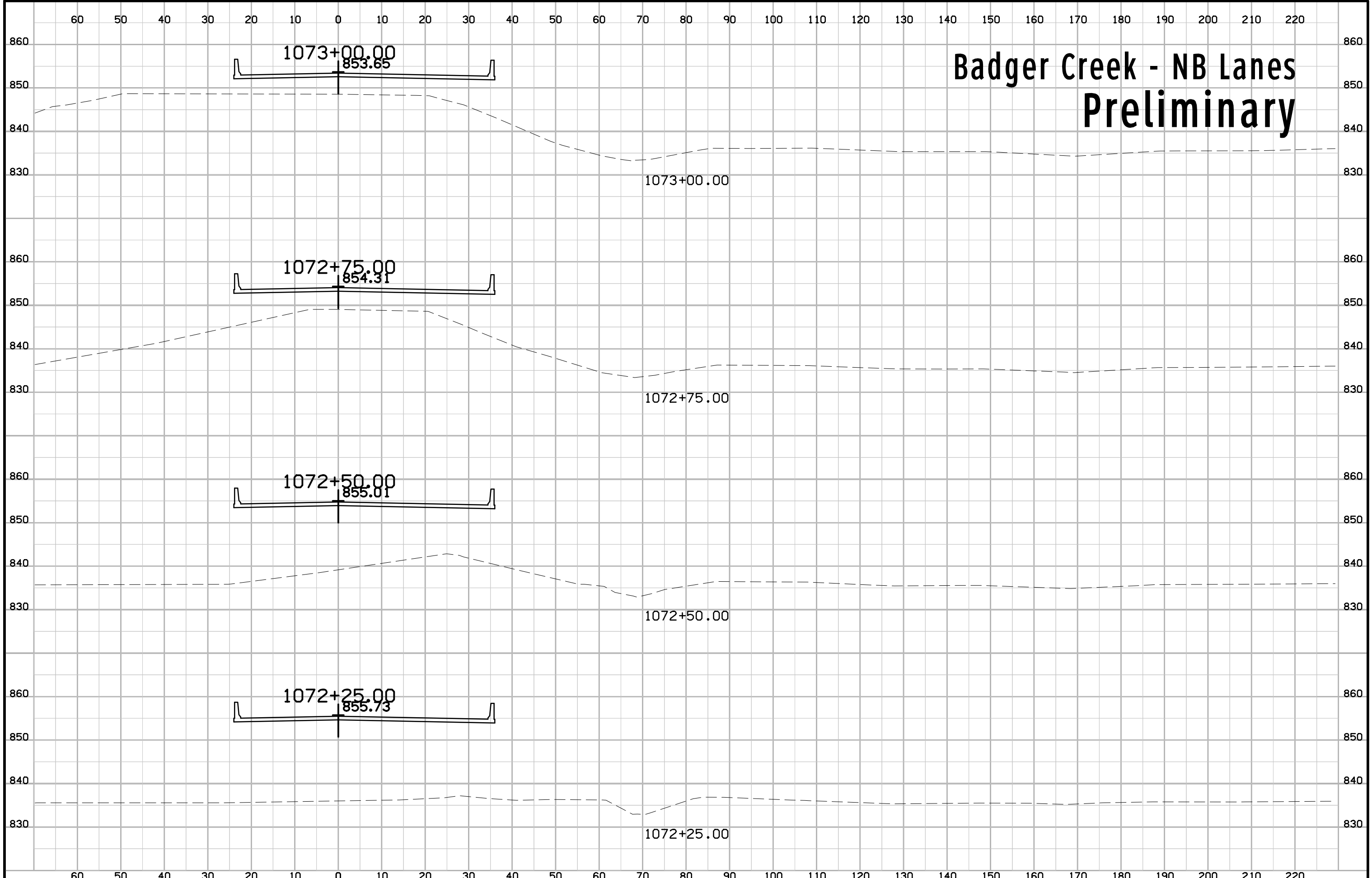




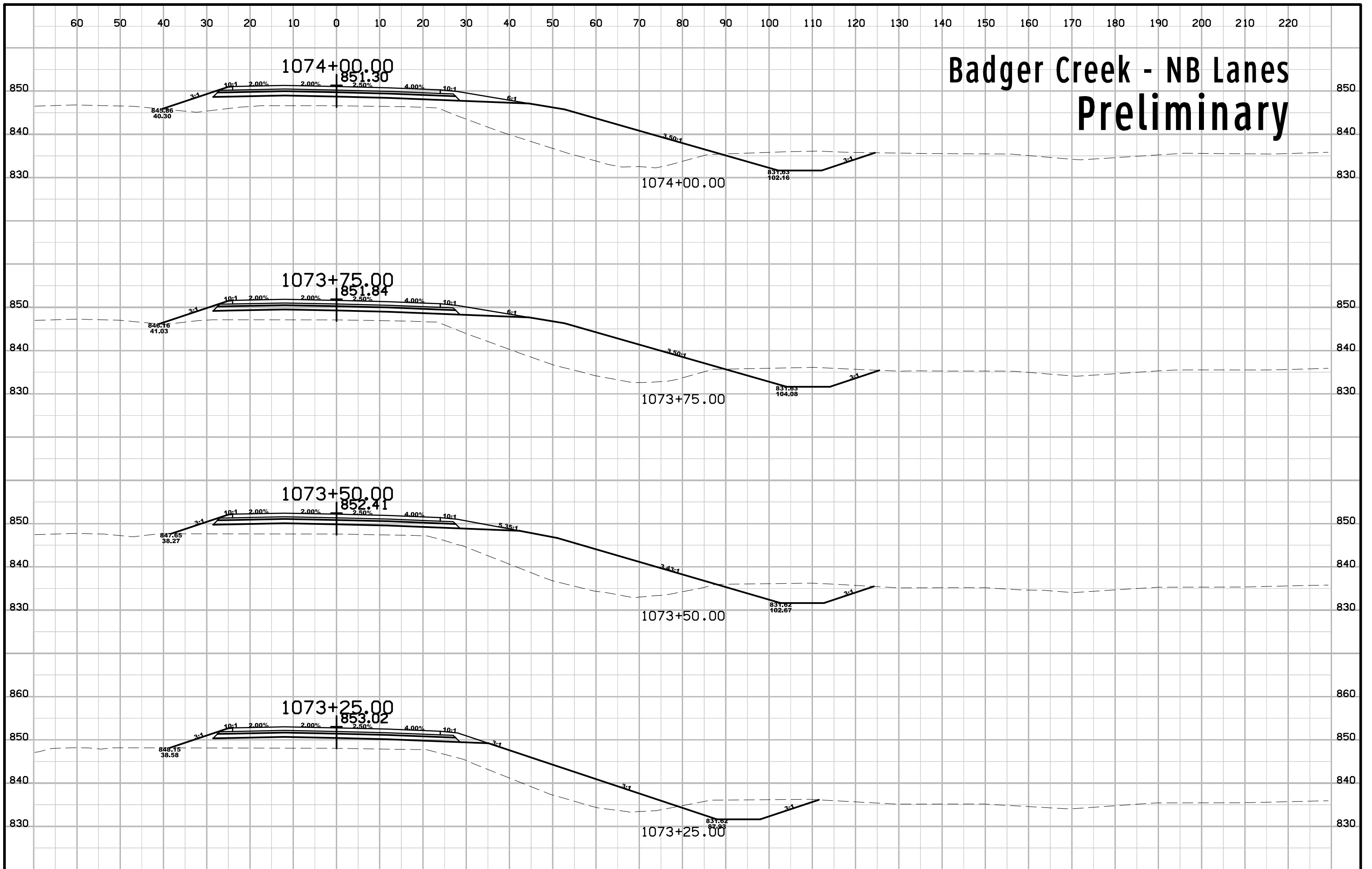
# Badger Creek - NB Lanes Preliminary



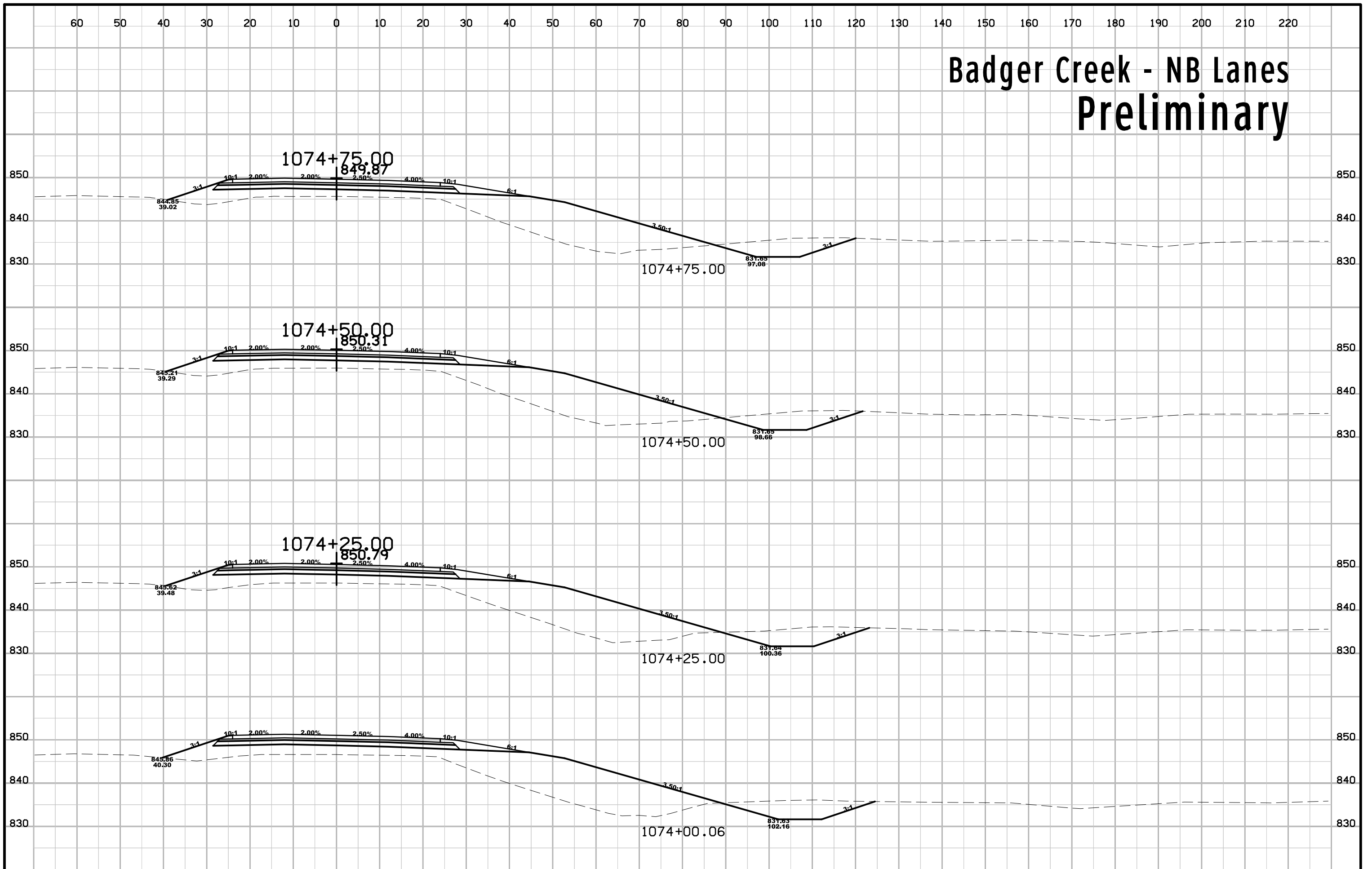
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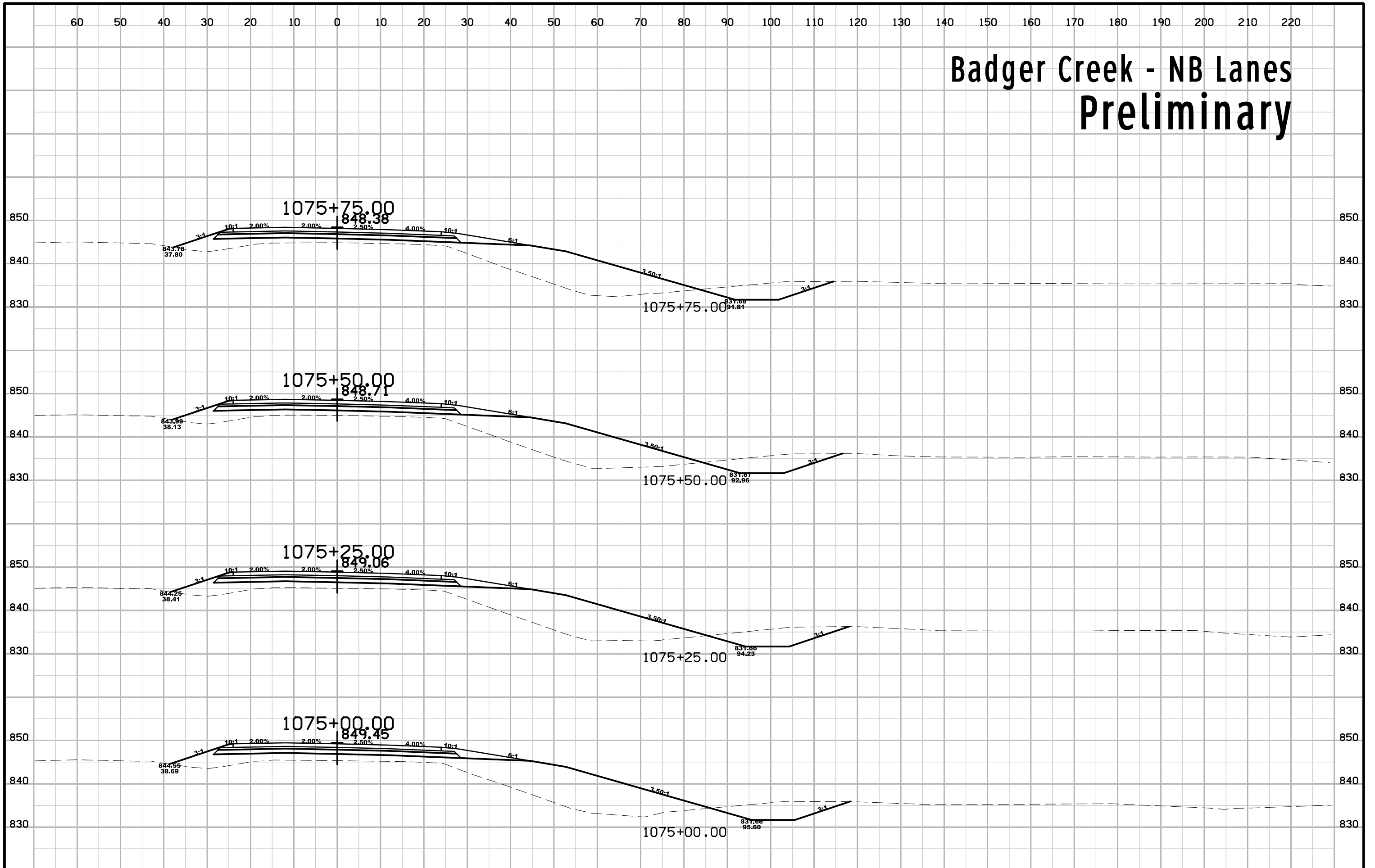
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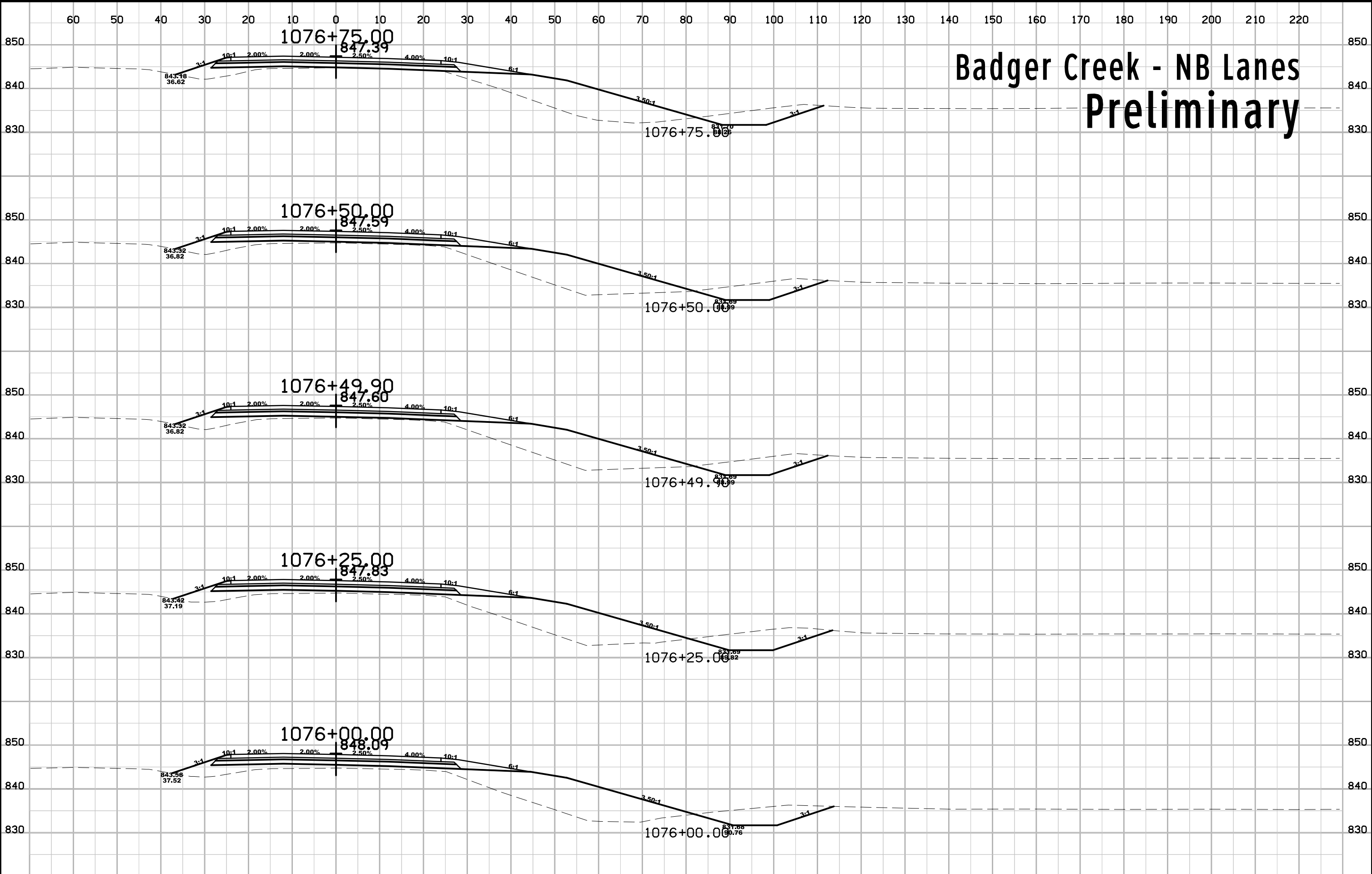
# Badger Creek - NB Lanes Preliminary



# Badger Creek - NB Lanes Preliminary

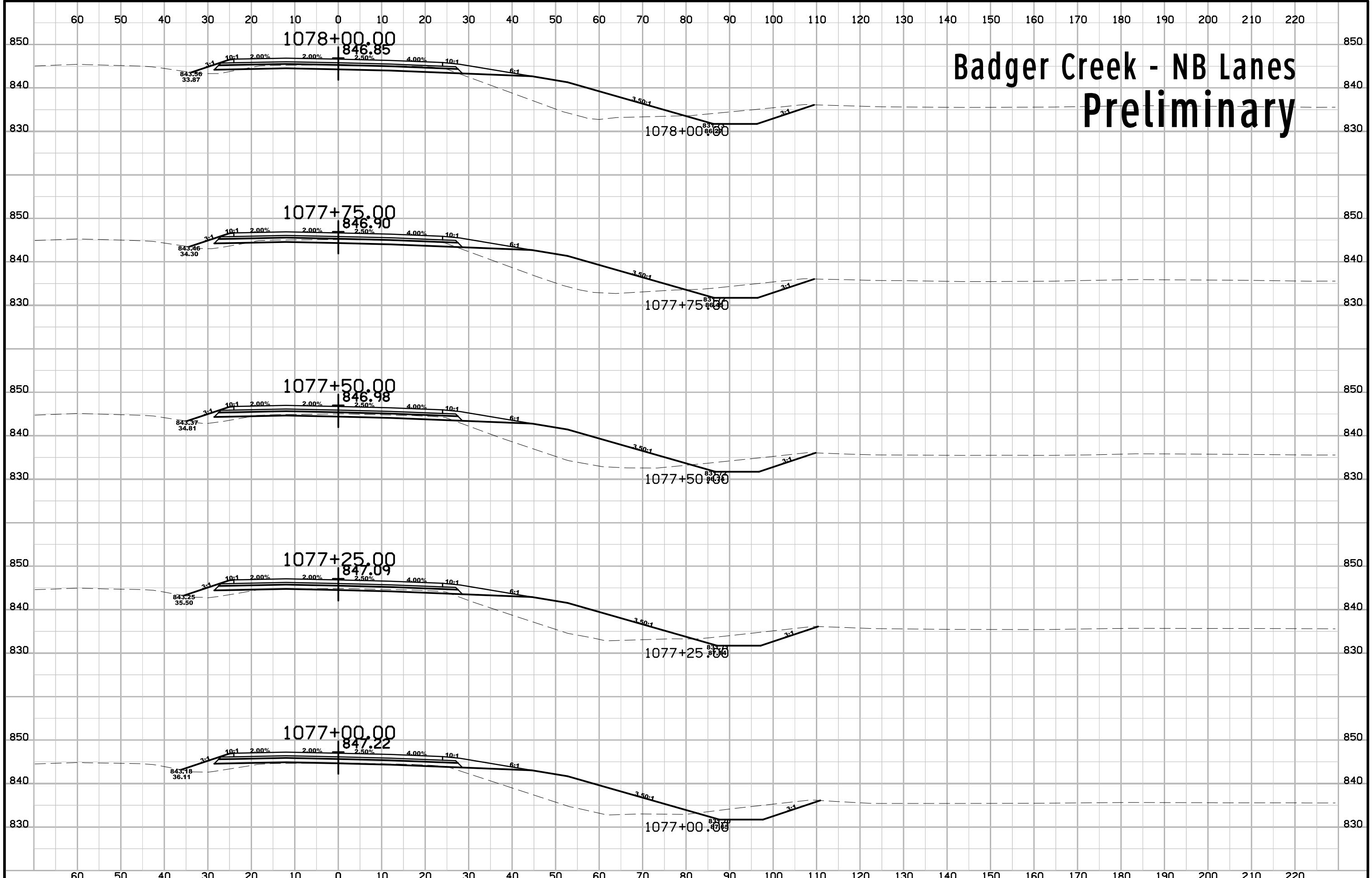


# Badger Creek - NB Lanes Preliminary

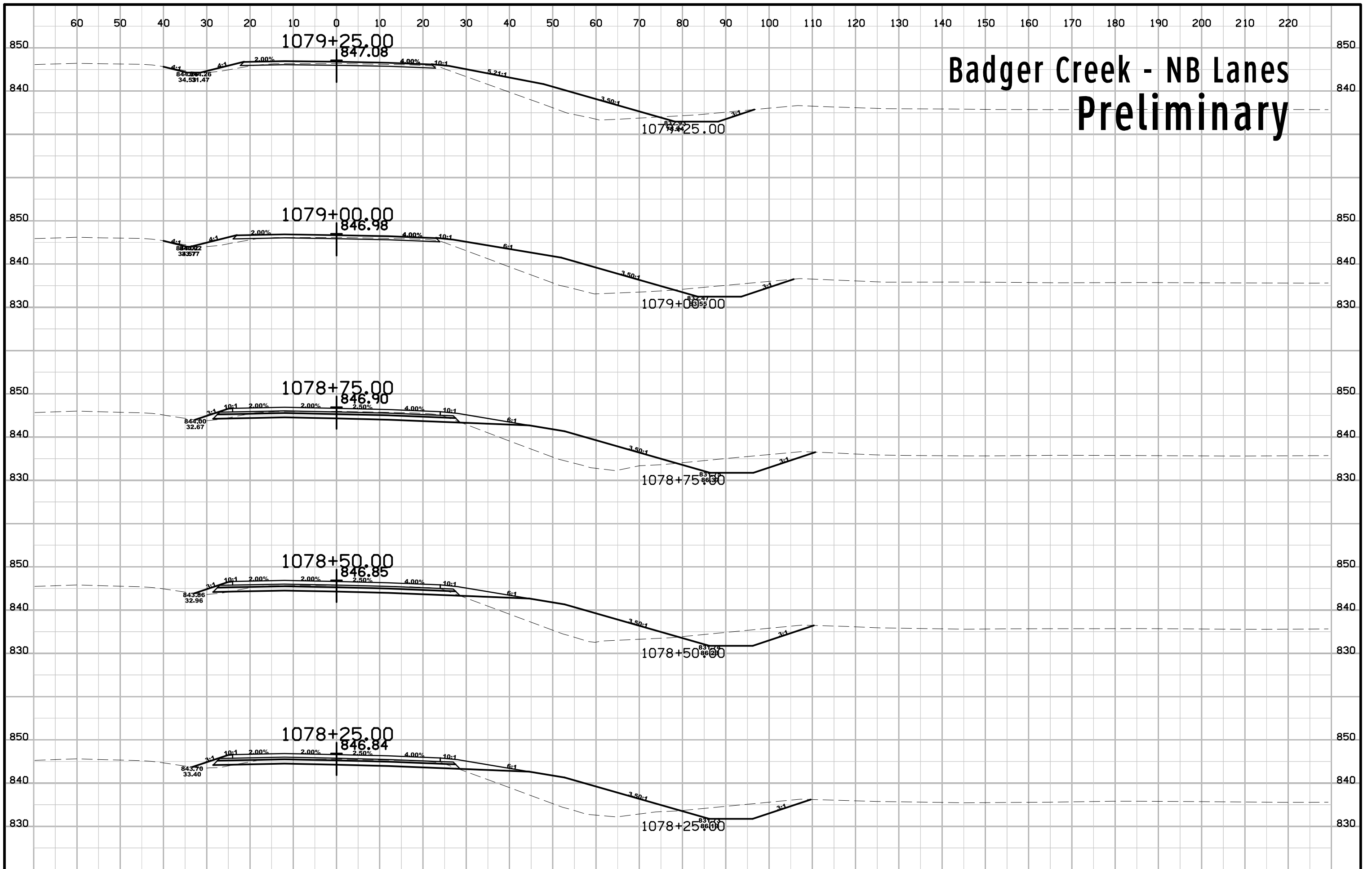




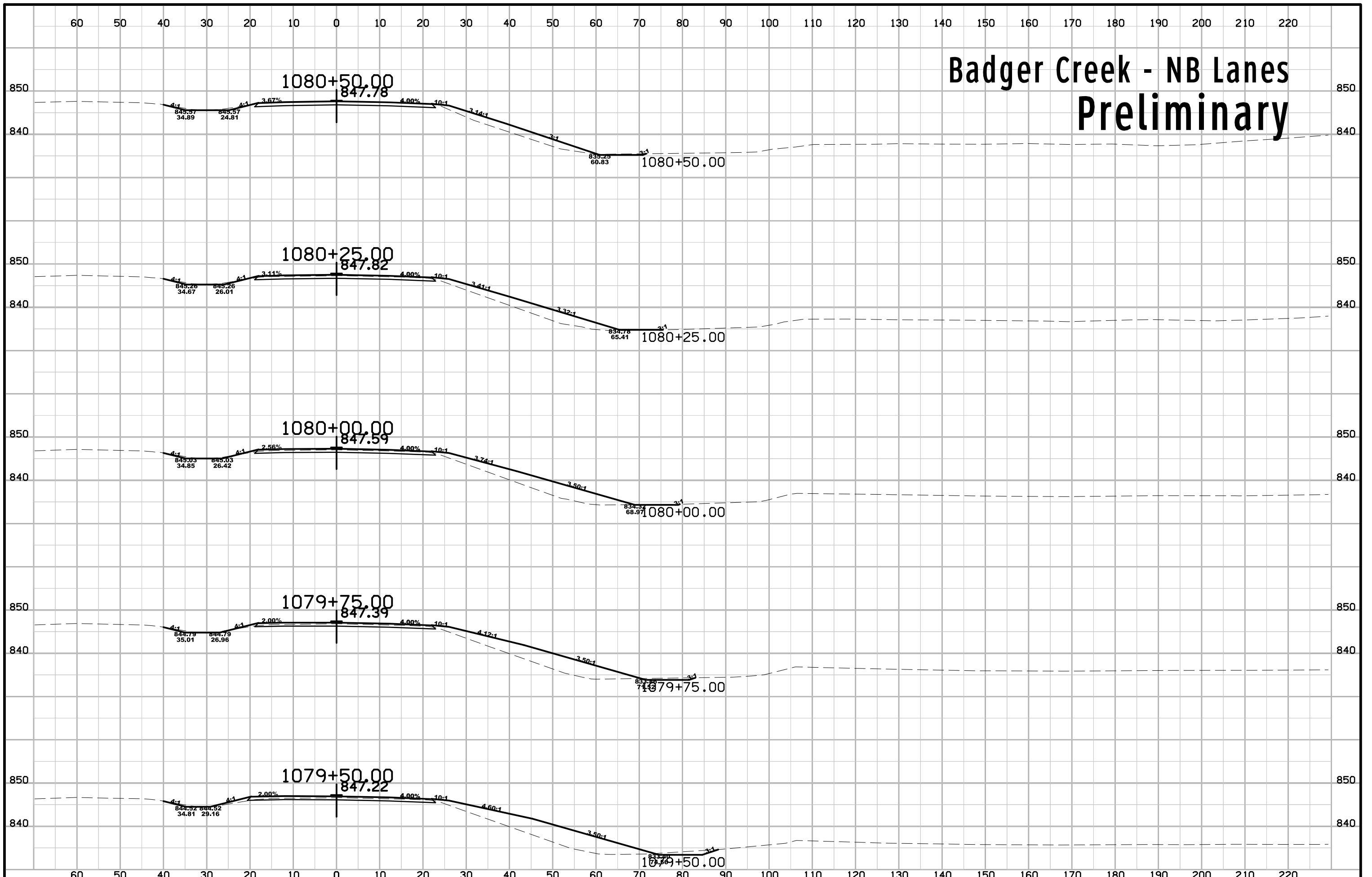
# Badger Creek - NB Lanes Preliminary



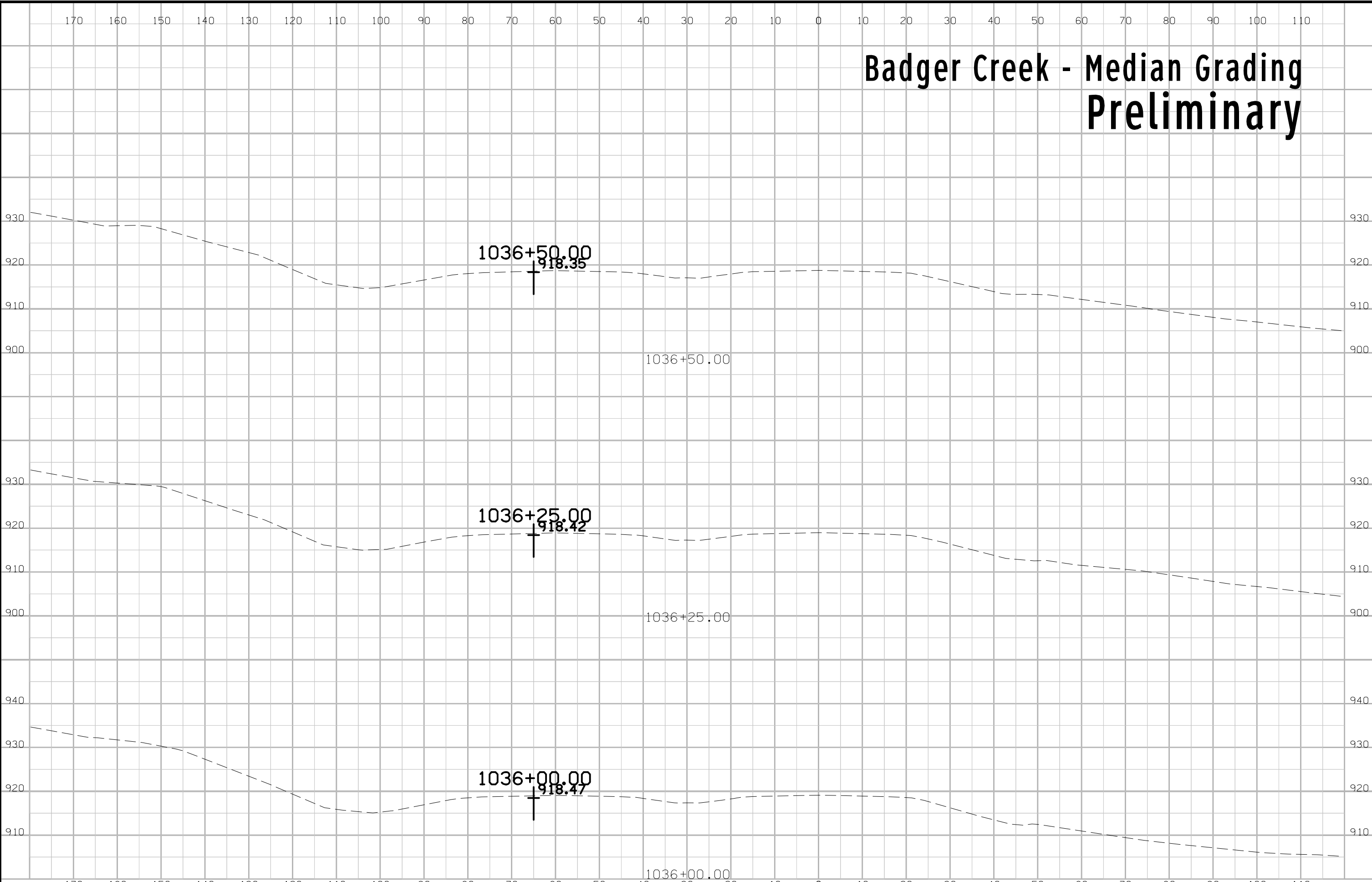
# Badger Creek - NB Lanes Preliminary



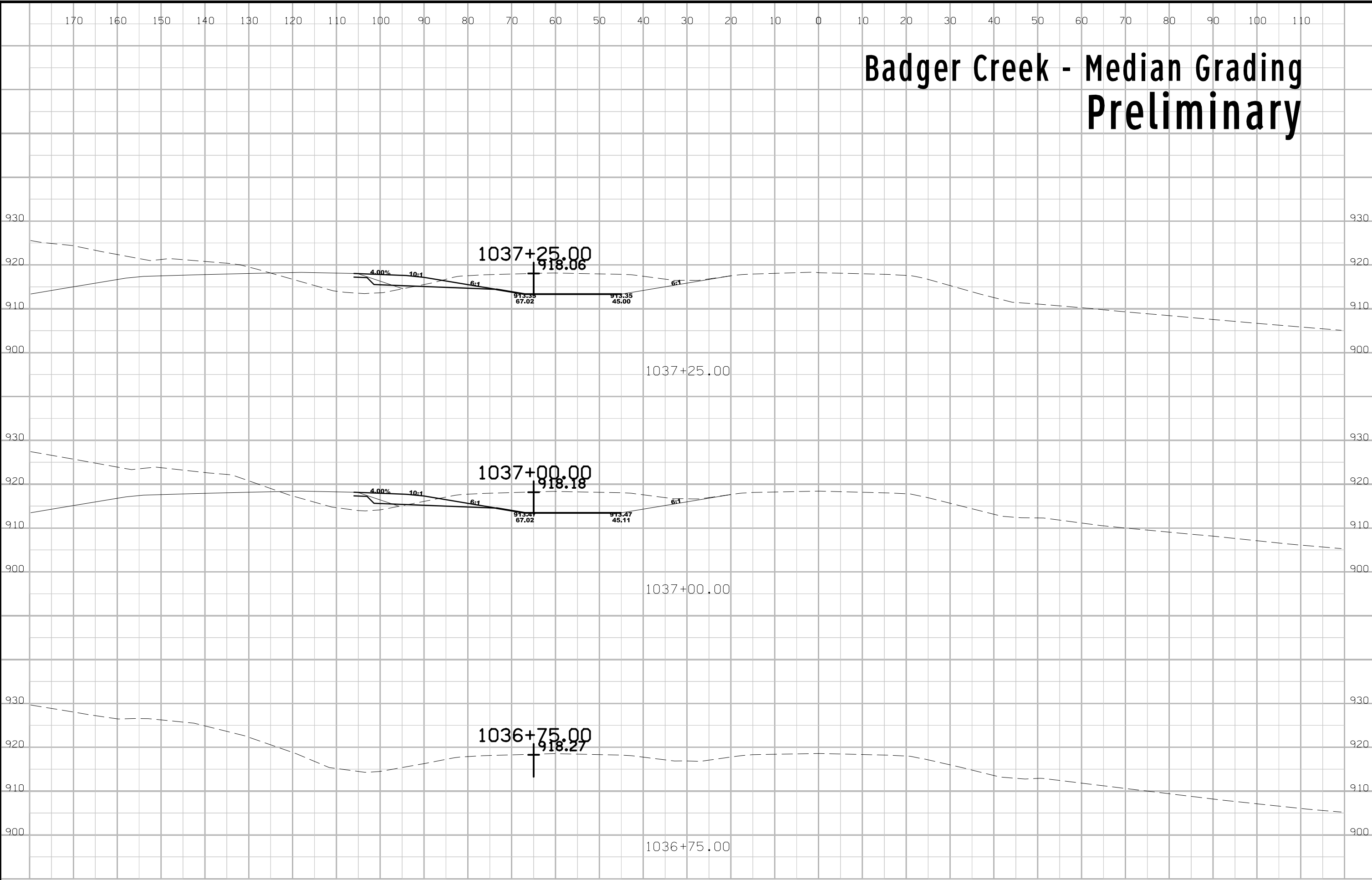
# Badger Creek - NB Lanes Preliminary



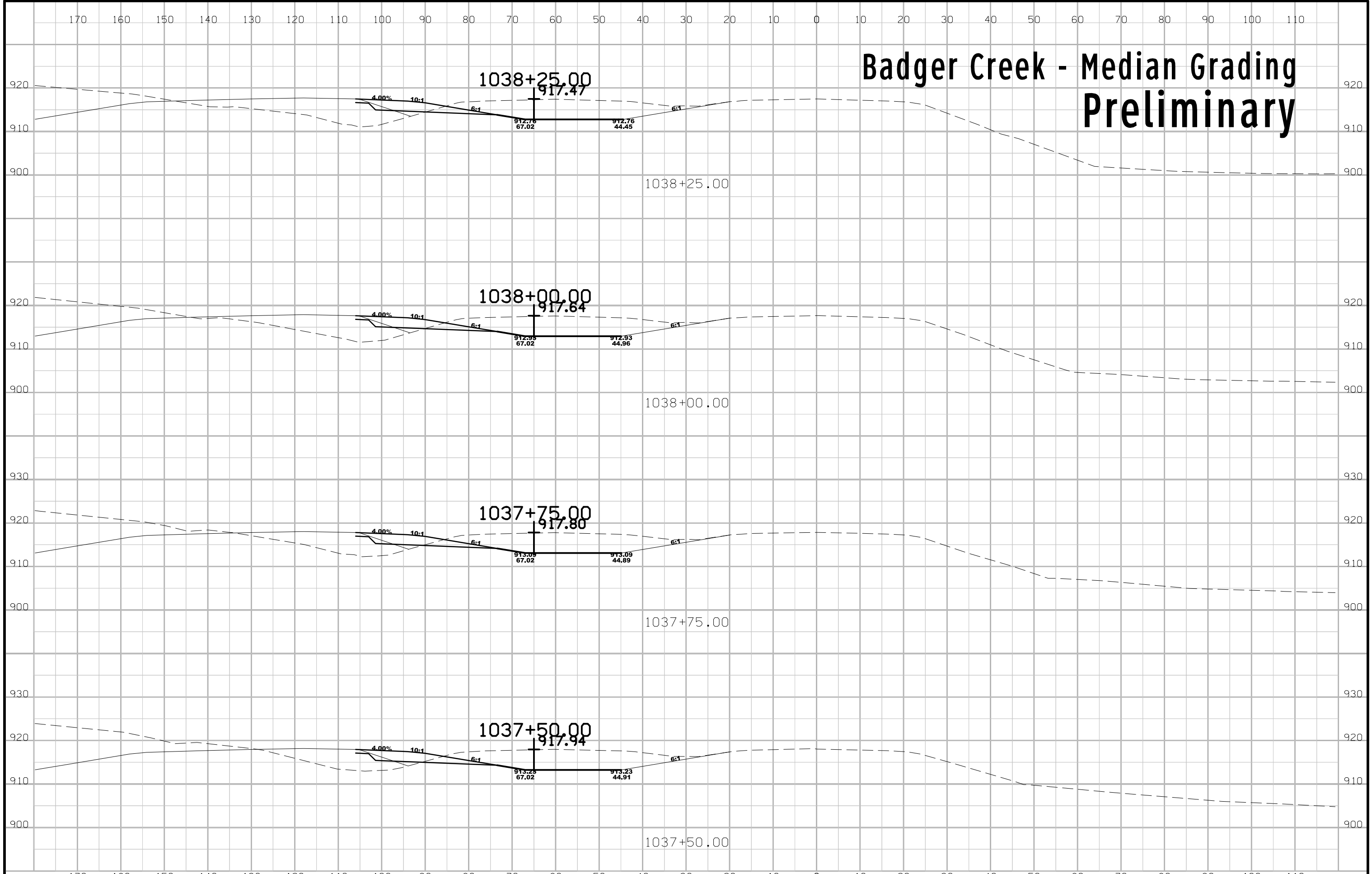
# Badger Creek - Median Grading Preliminary



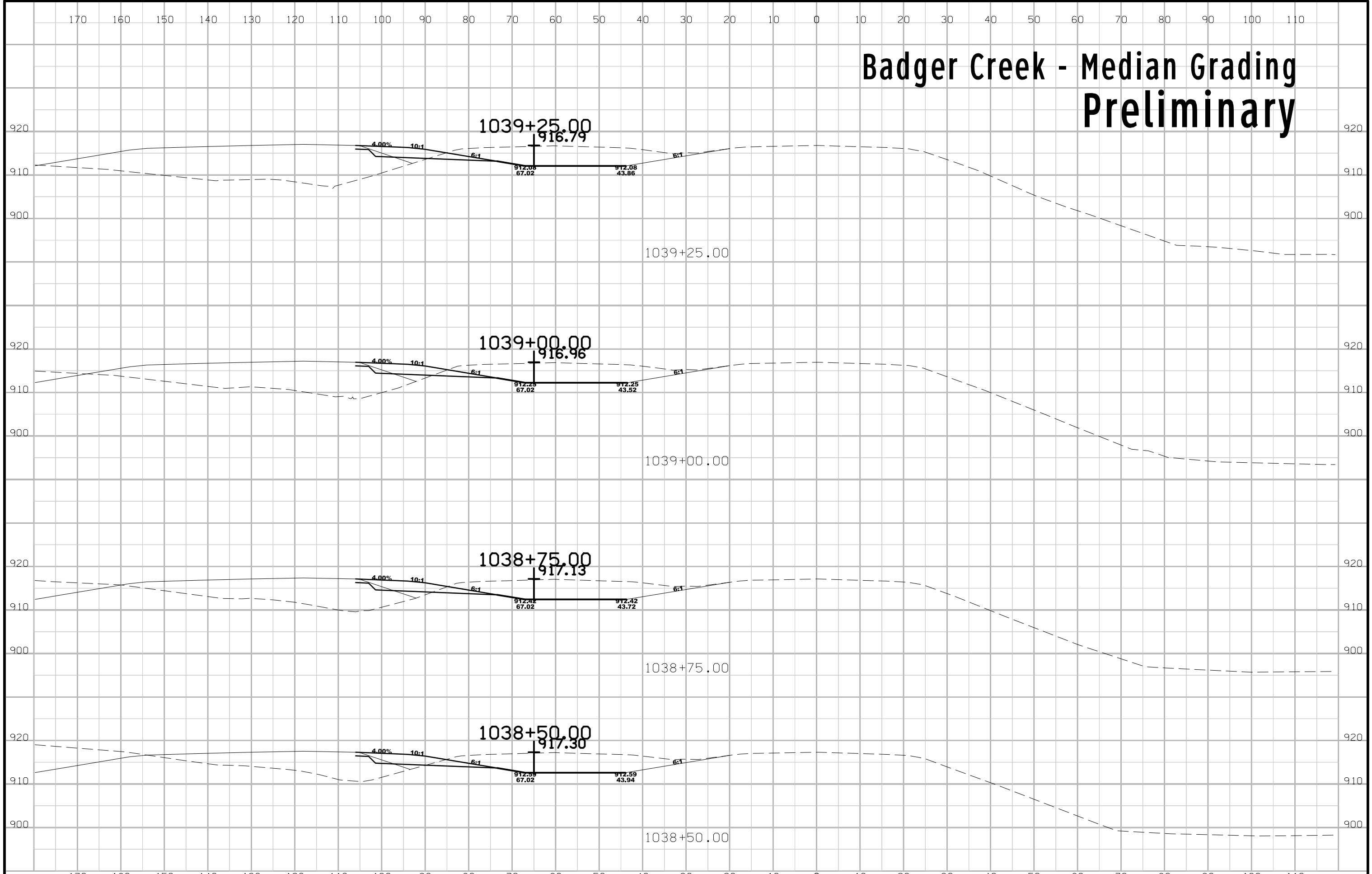
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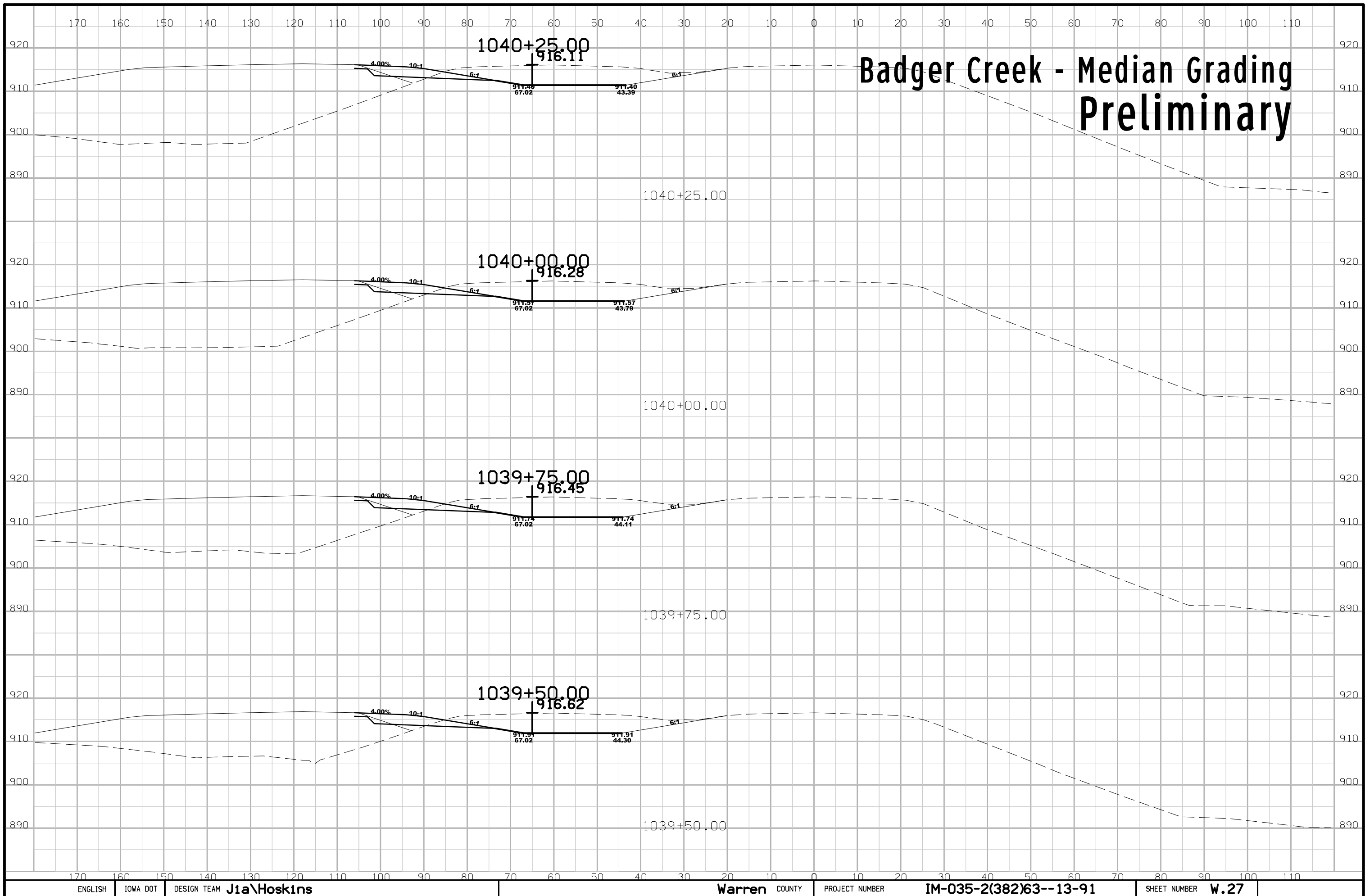


# Badger Creek - Median Grading Preliminary



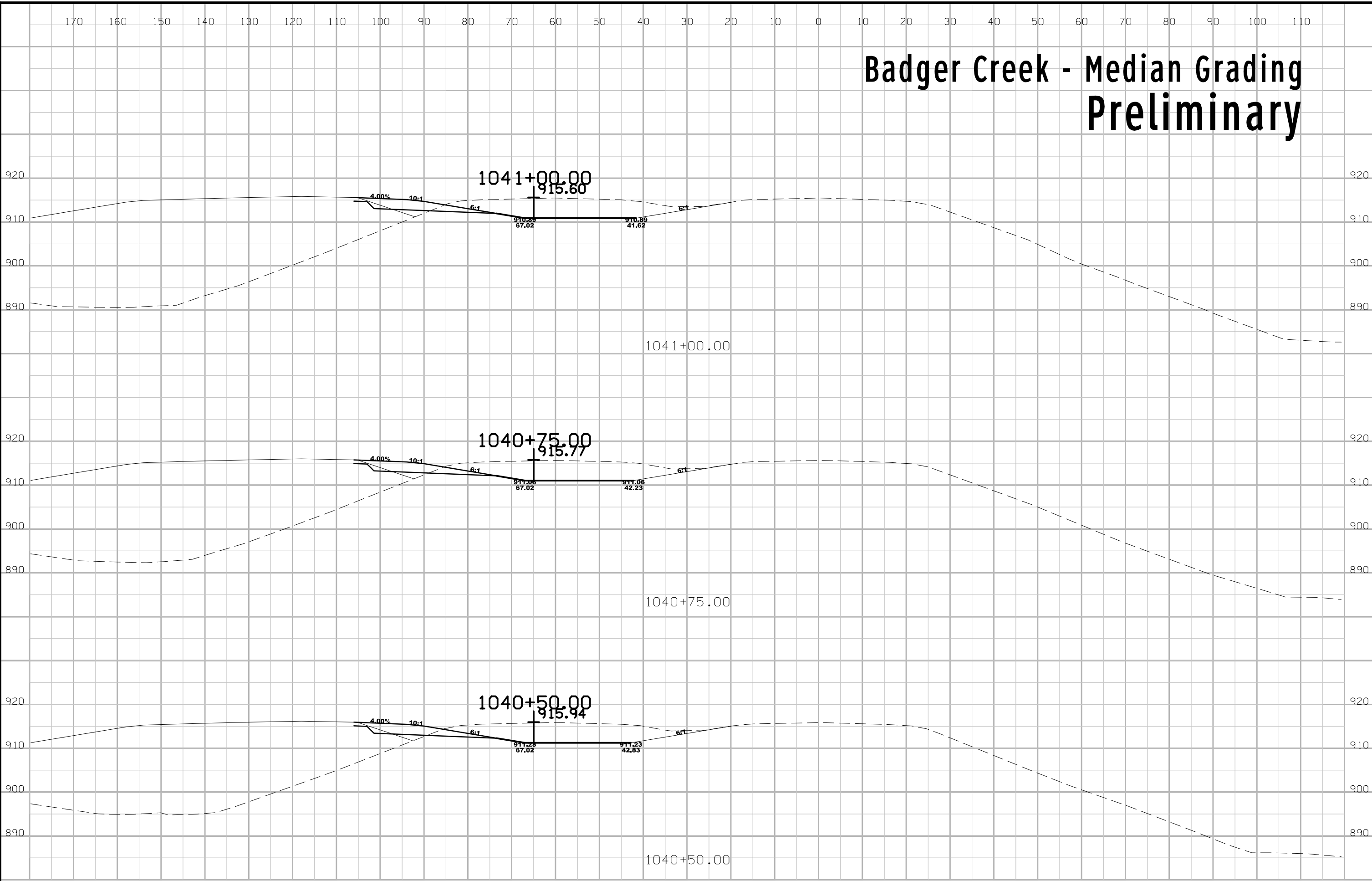
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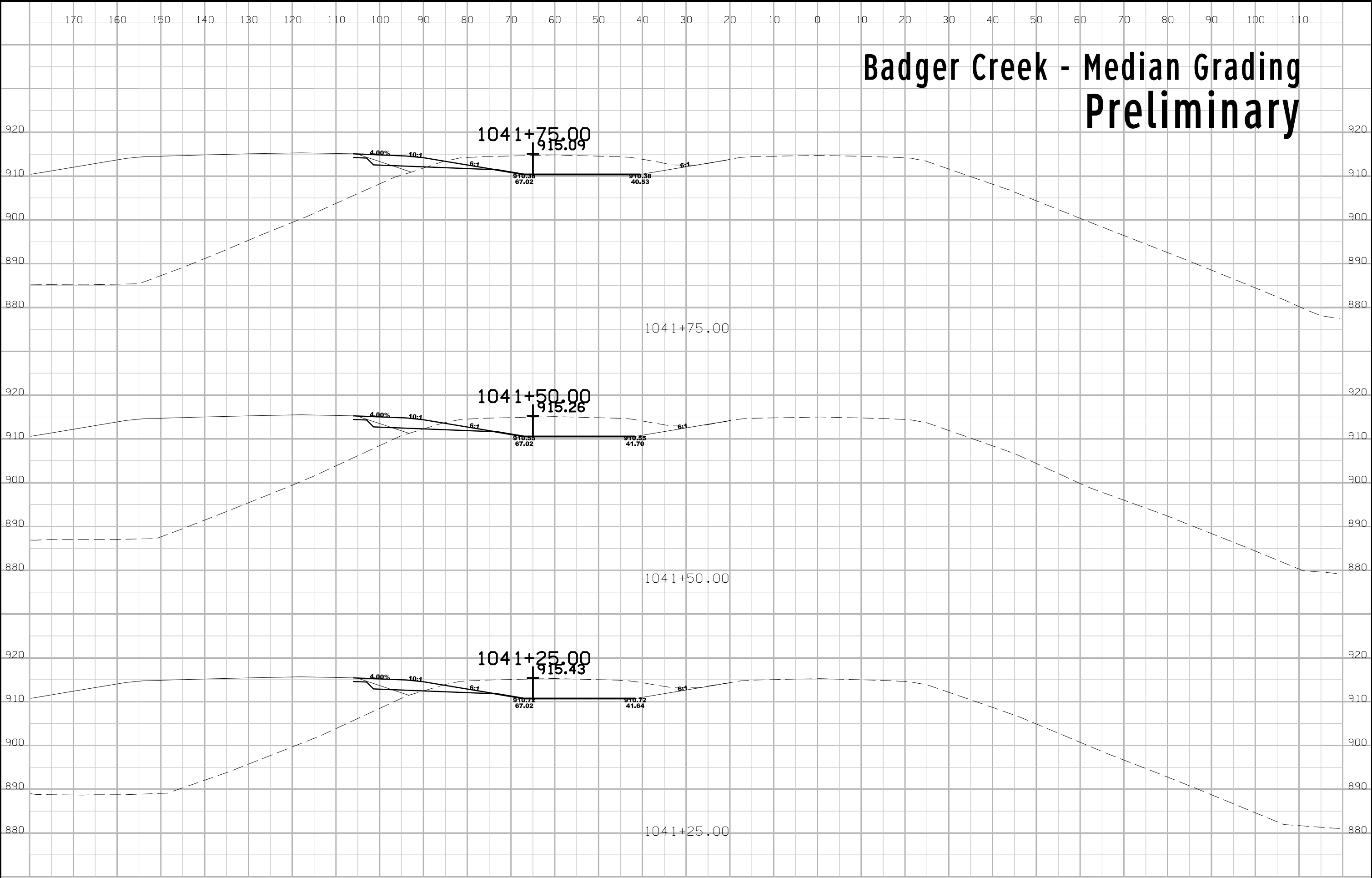




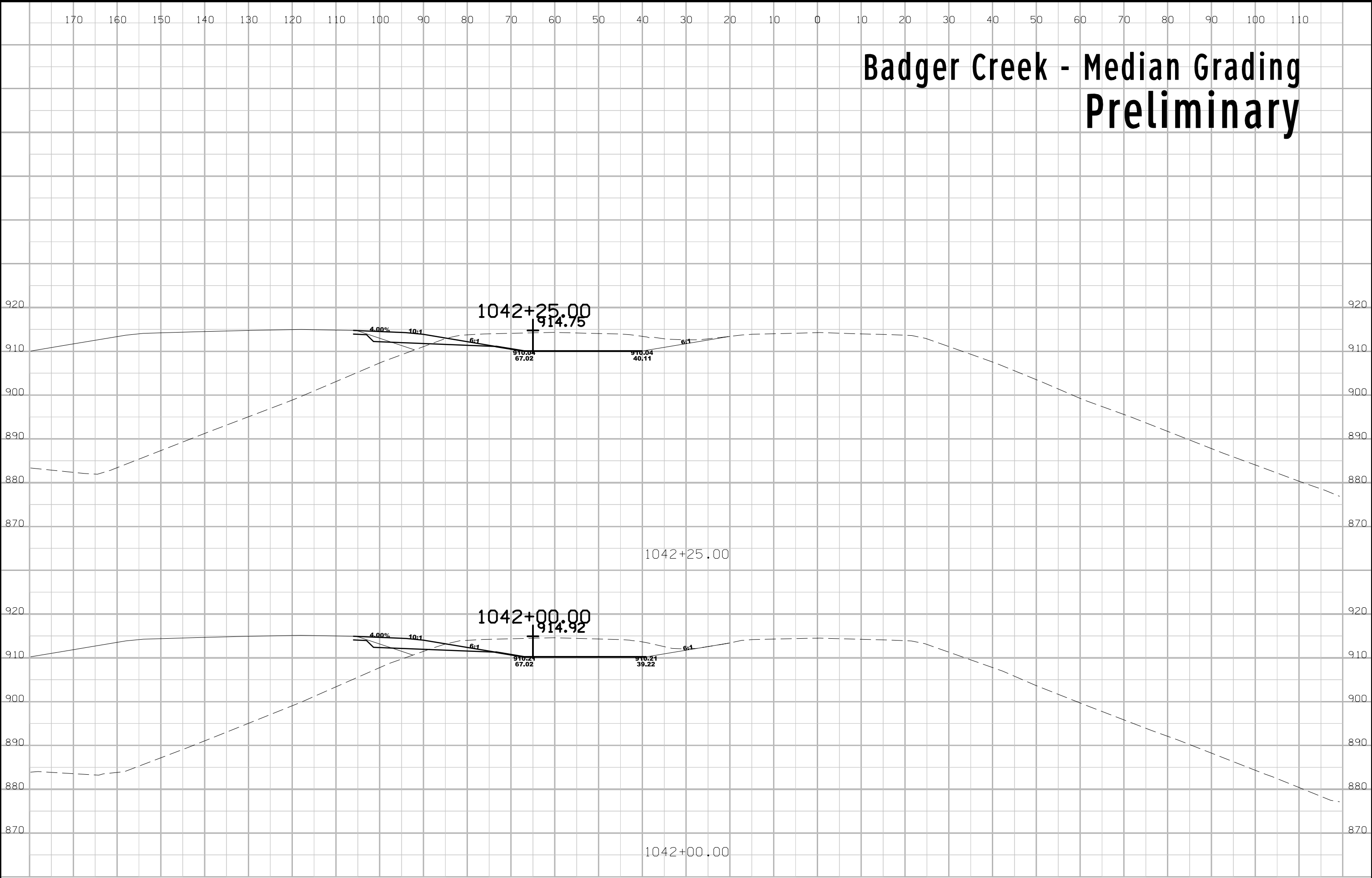
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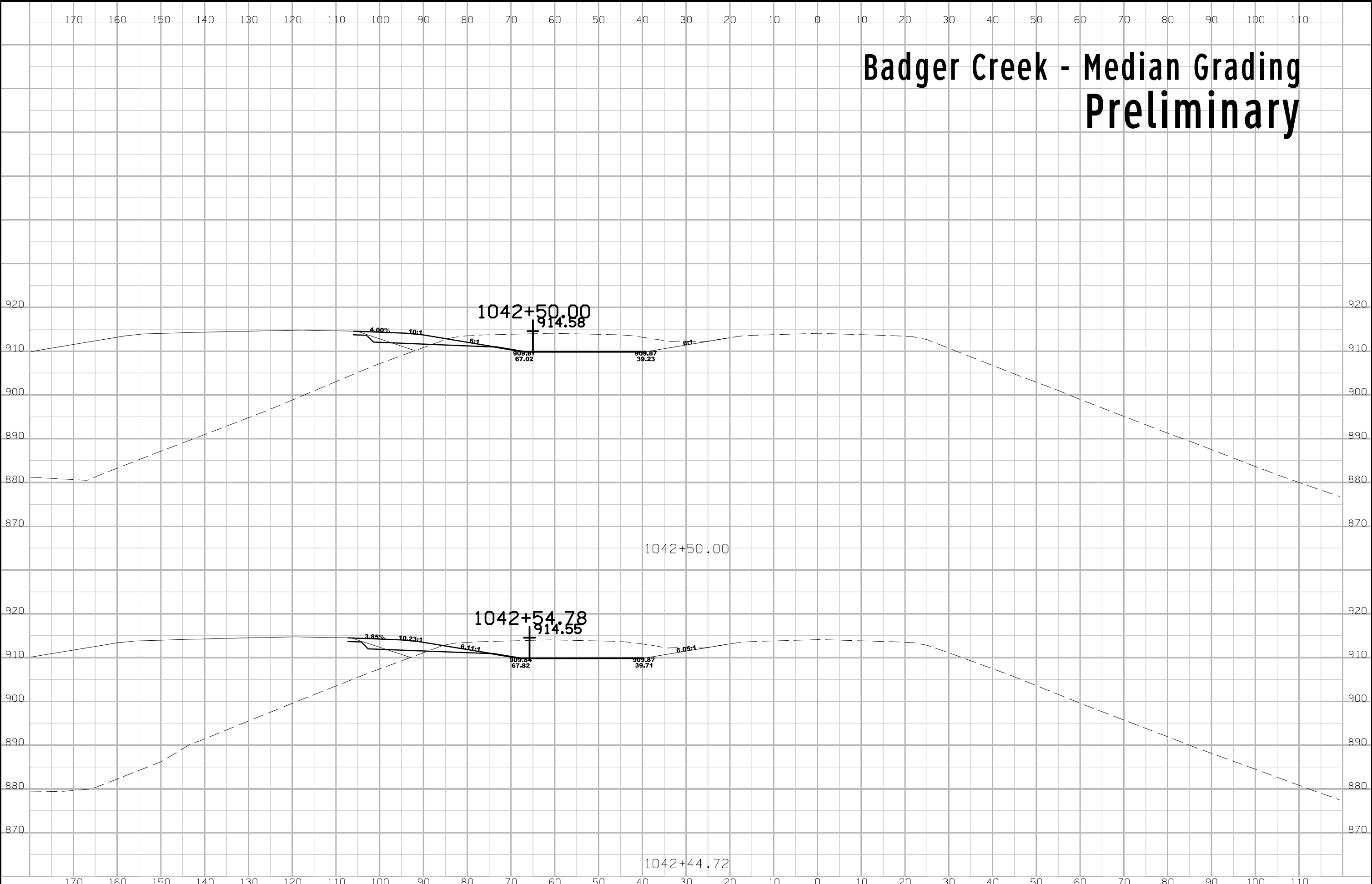
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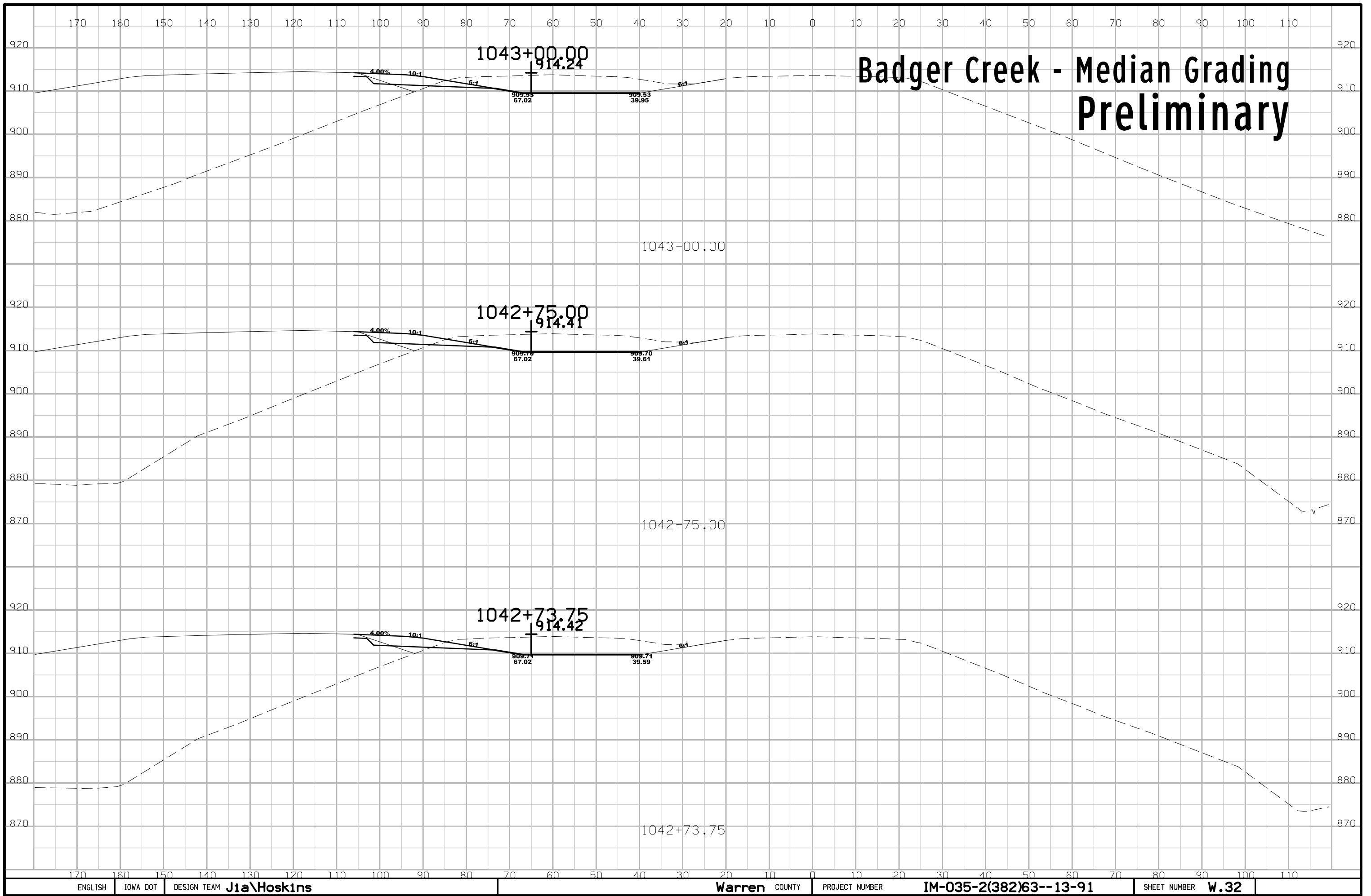


# Badger Creek - Median Grading Preliminary

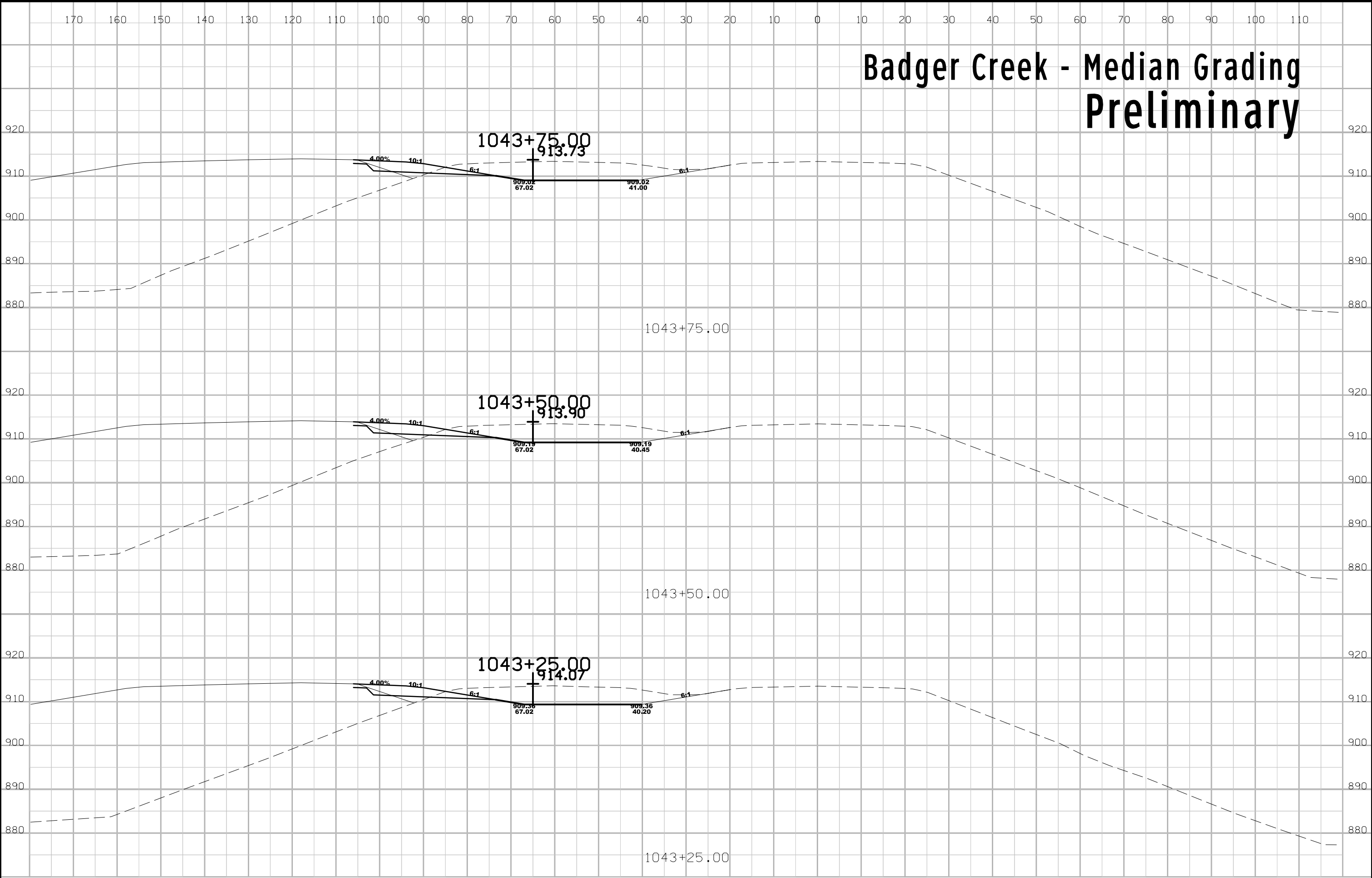


# Badger Creek - Median Grading Preliminary

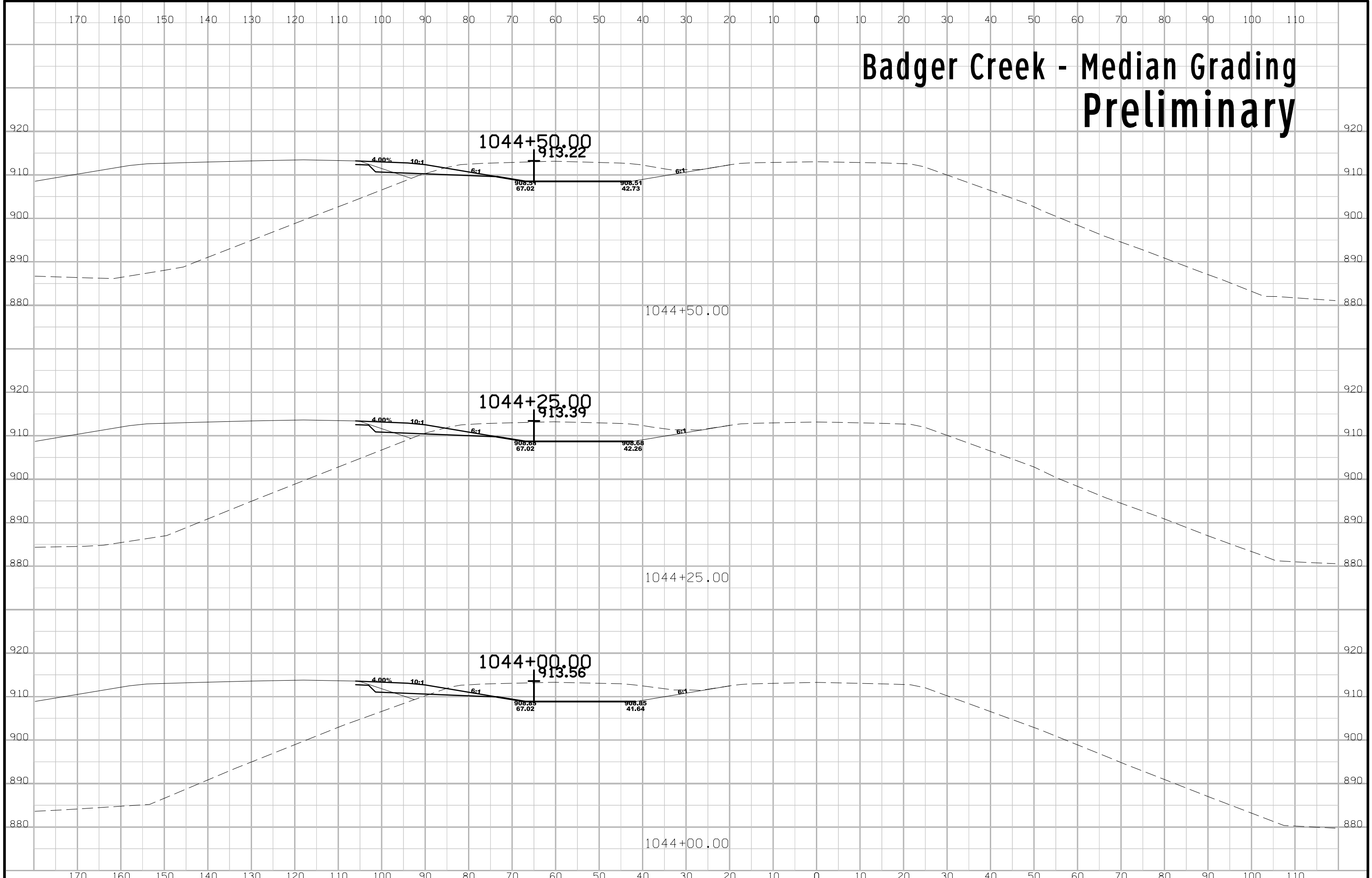




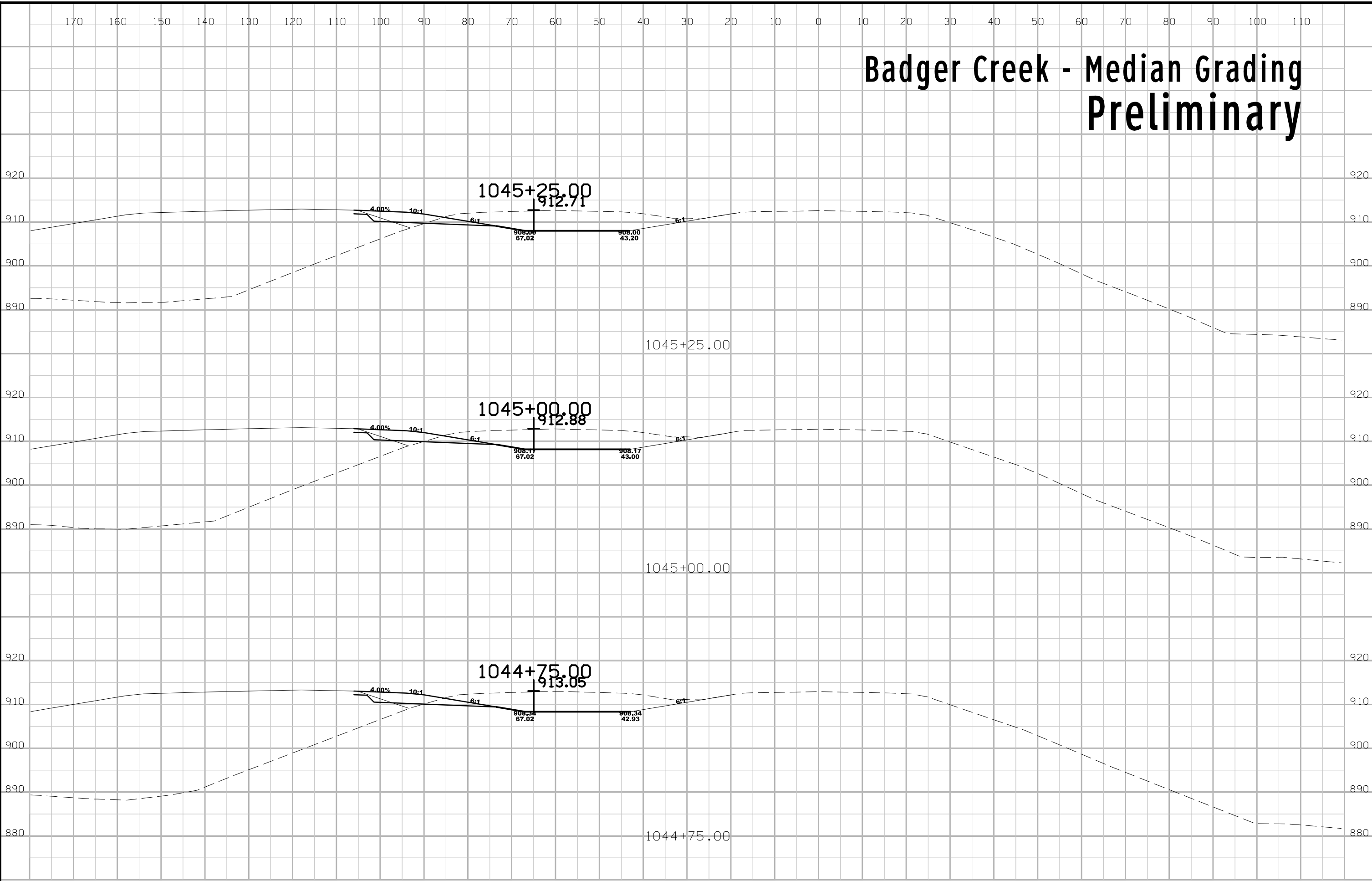
# Badger Creek - Median Grading Preliminary



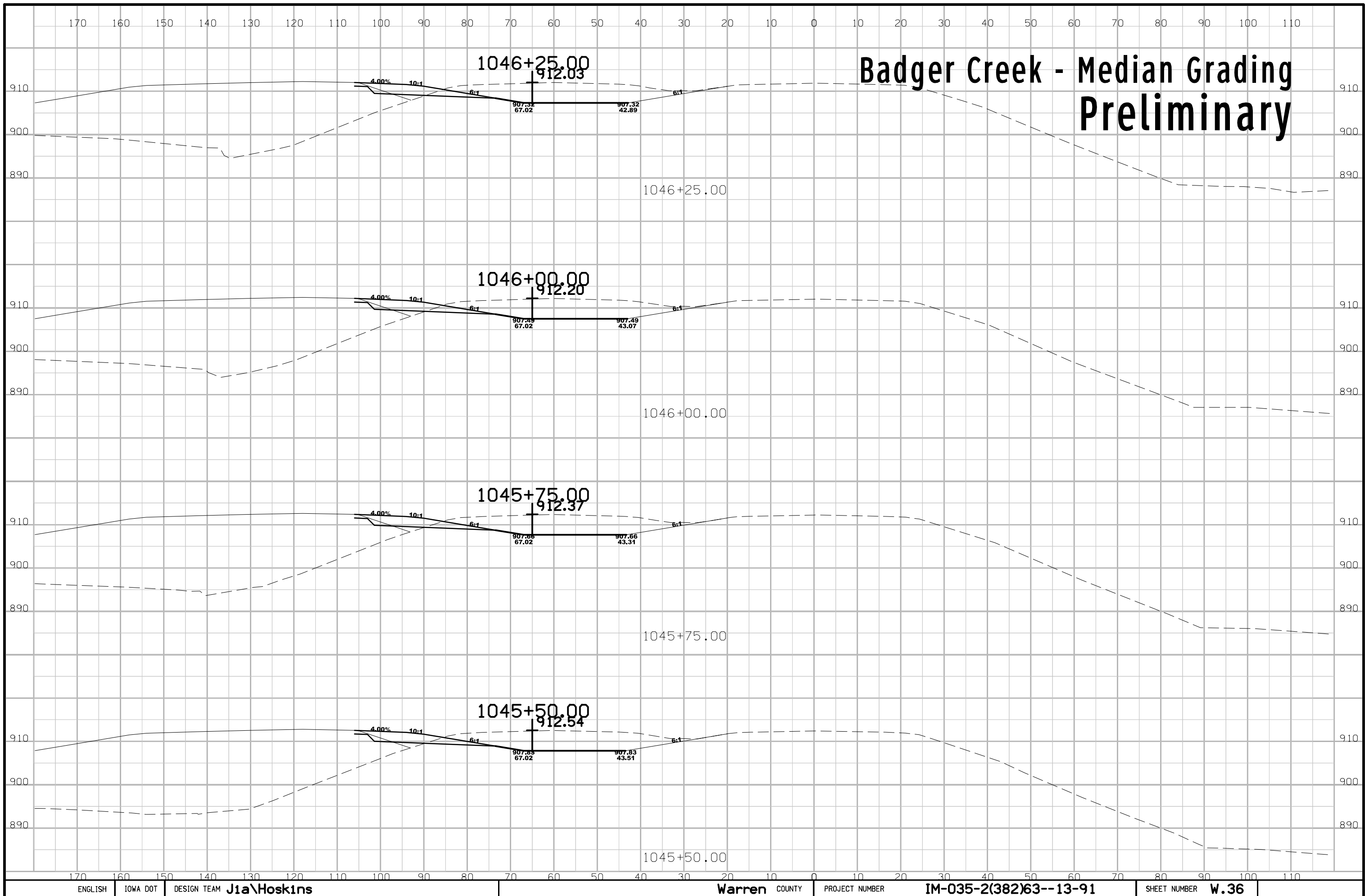
# Badger Creek - Median Grading Preliminary



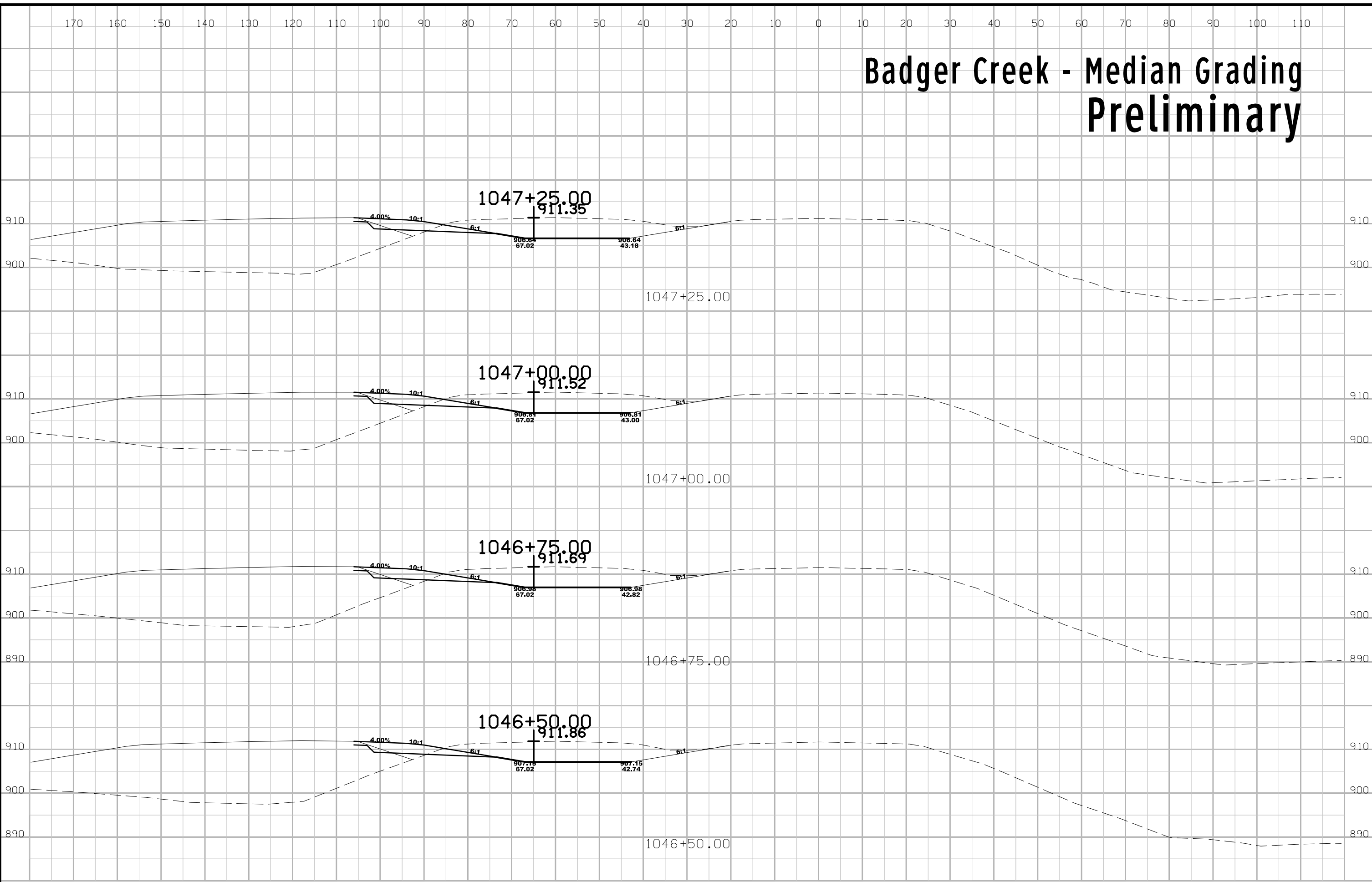
# Badger Creek - Median Grading Preliminary



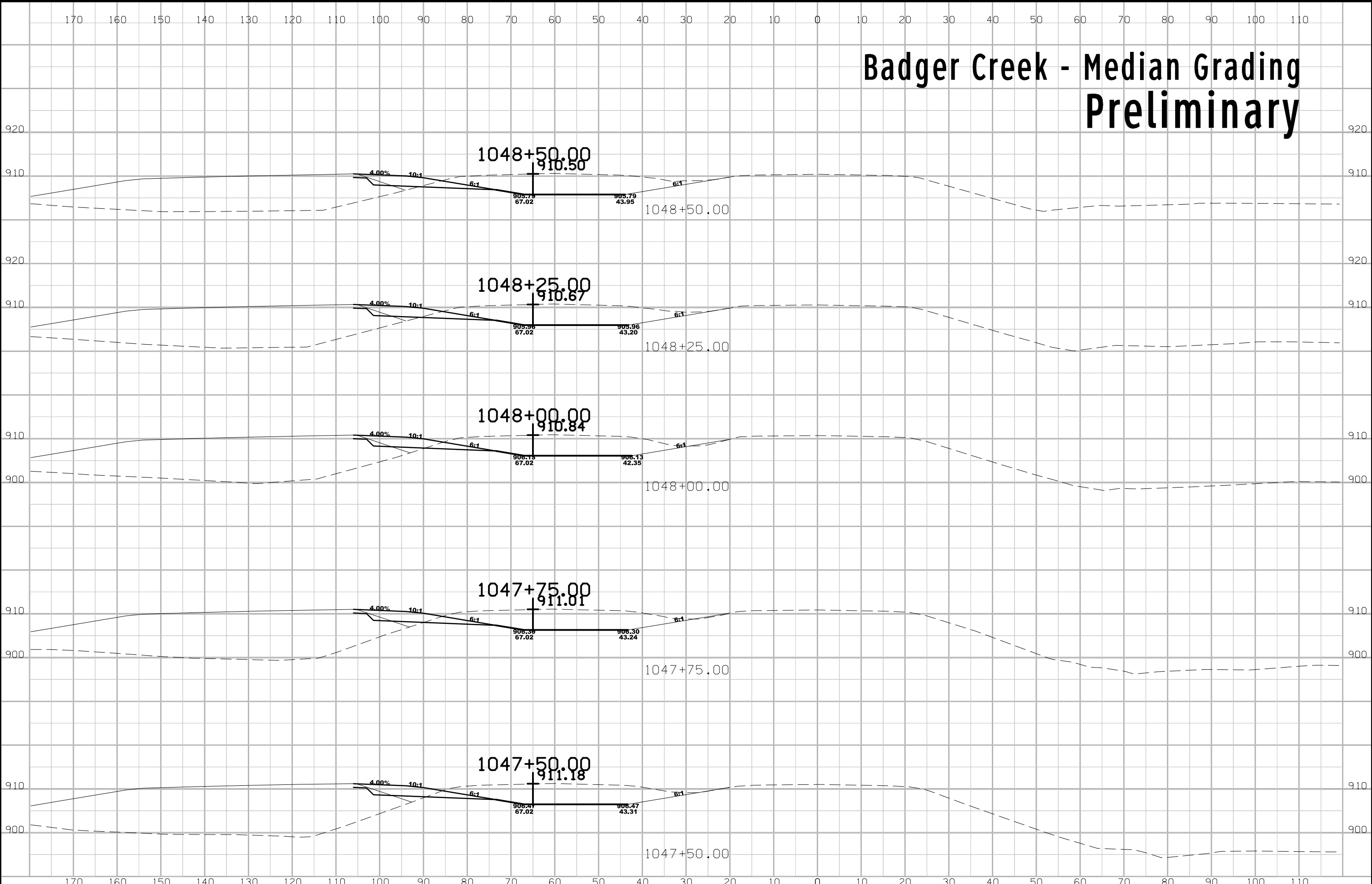




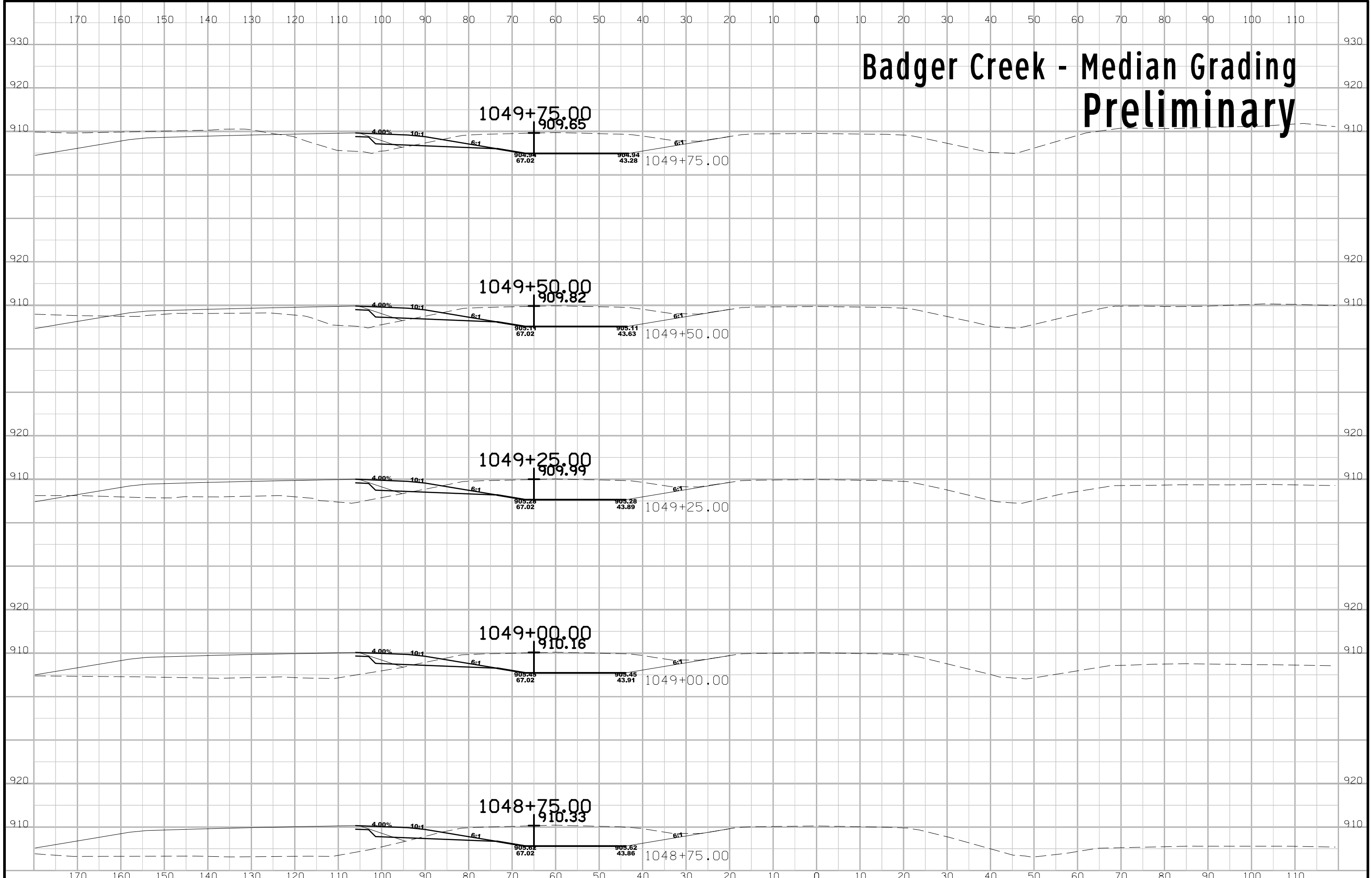
# Badger Creek - Median Grading Preliminary



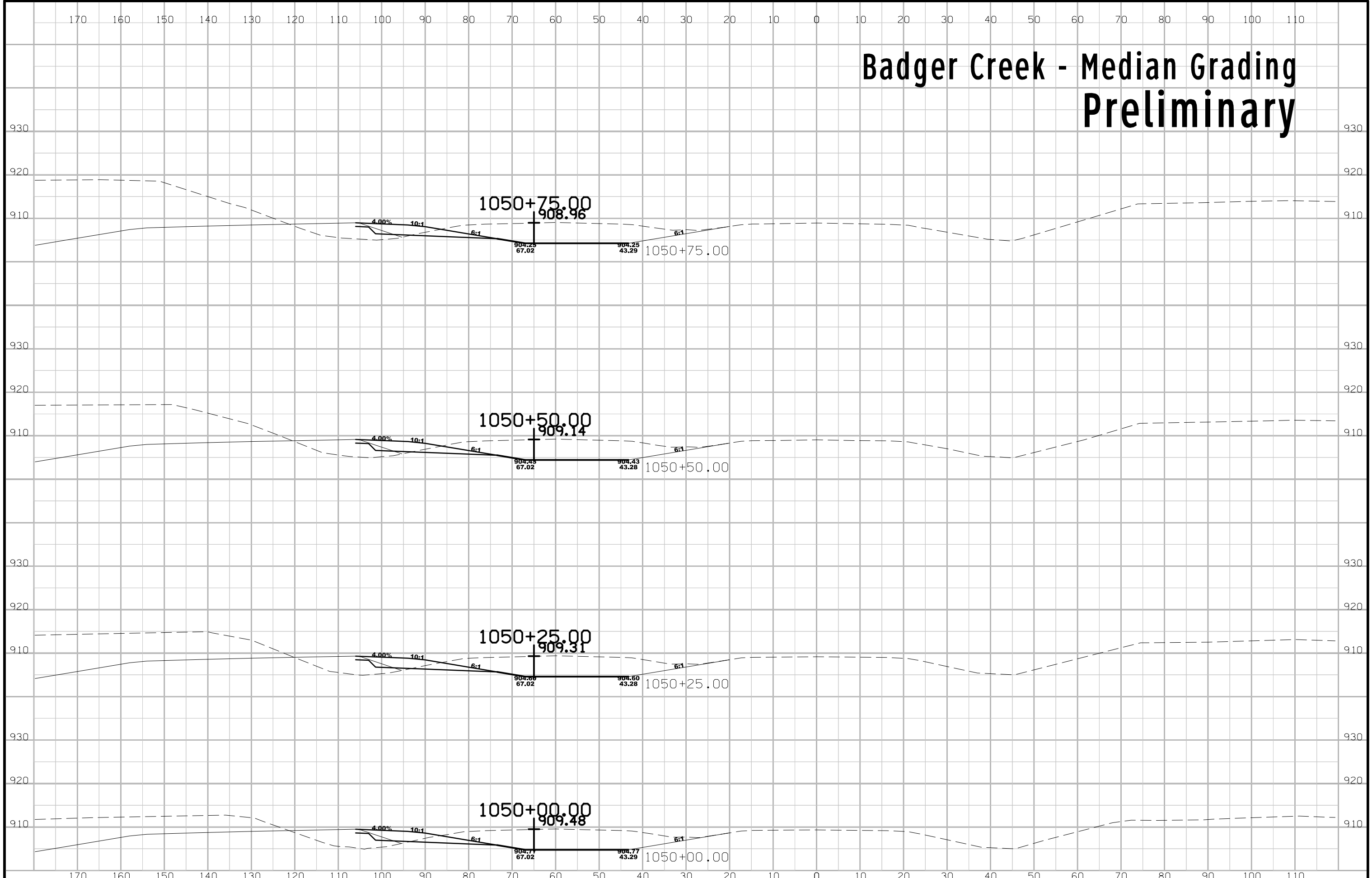
# Badger Creek - Median Grading Preliminary



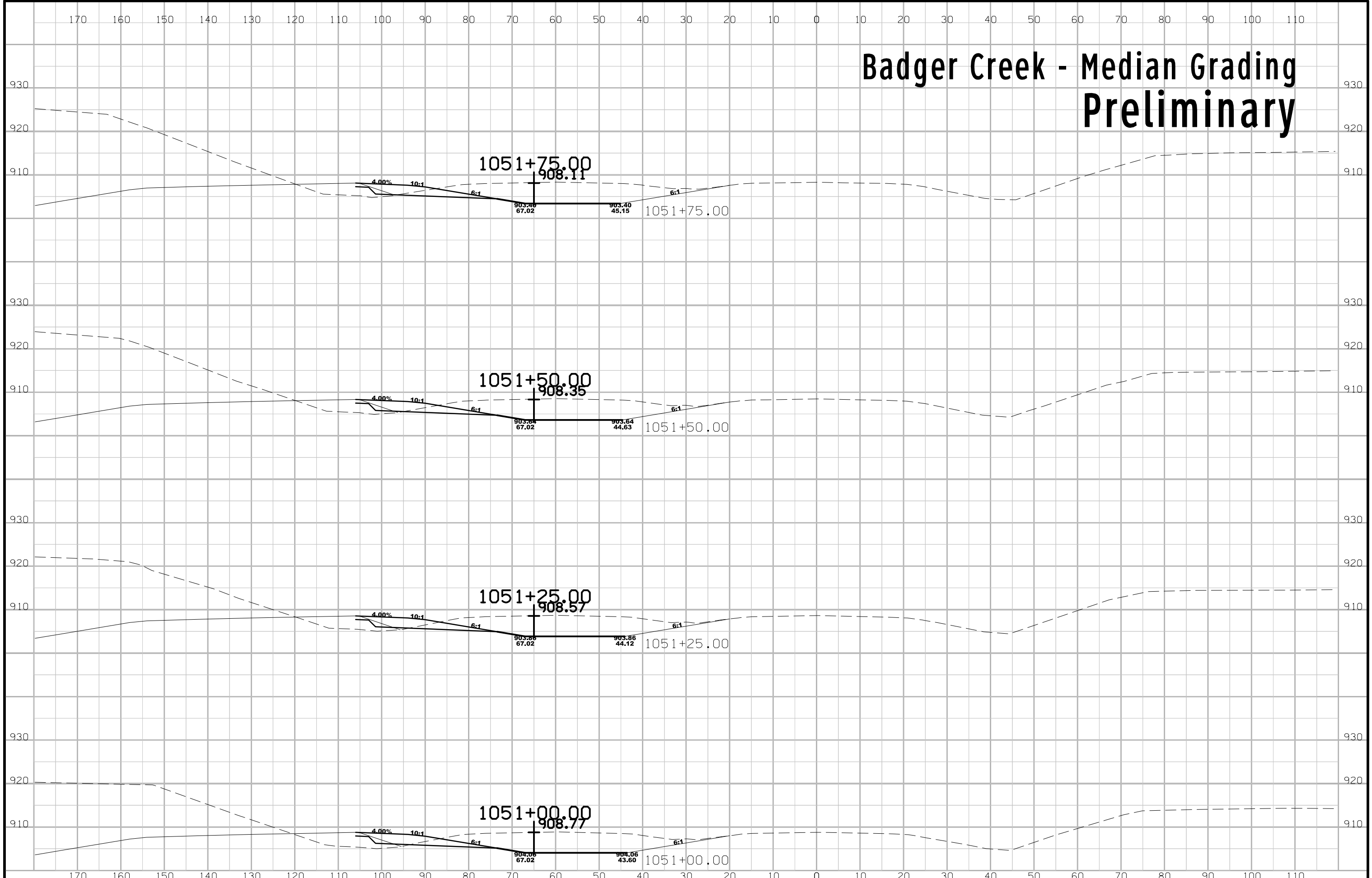
# Badger Creek - Median Grading Preliminary



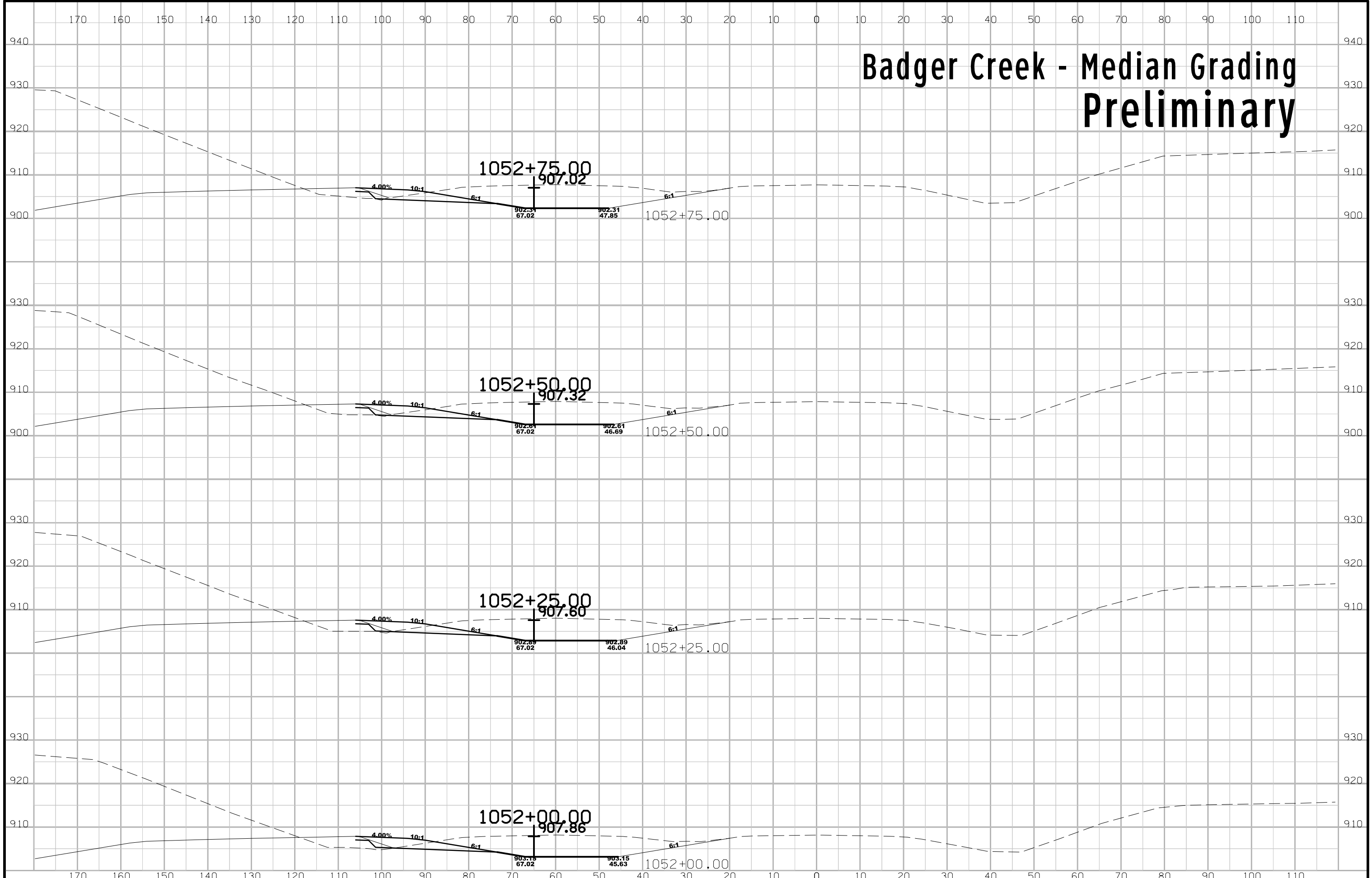
# Badger Creek - Median Grading Preliminary



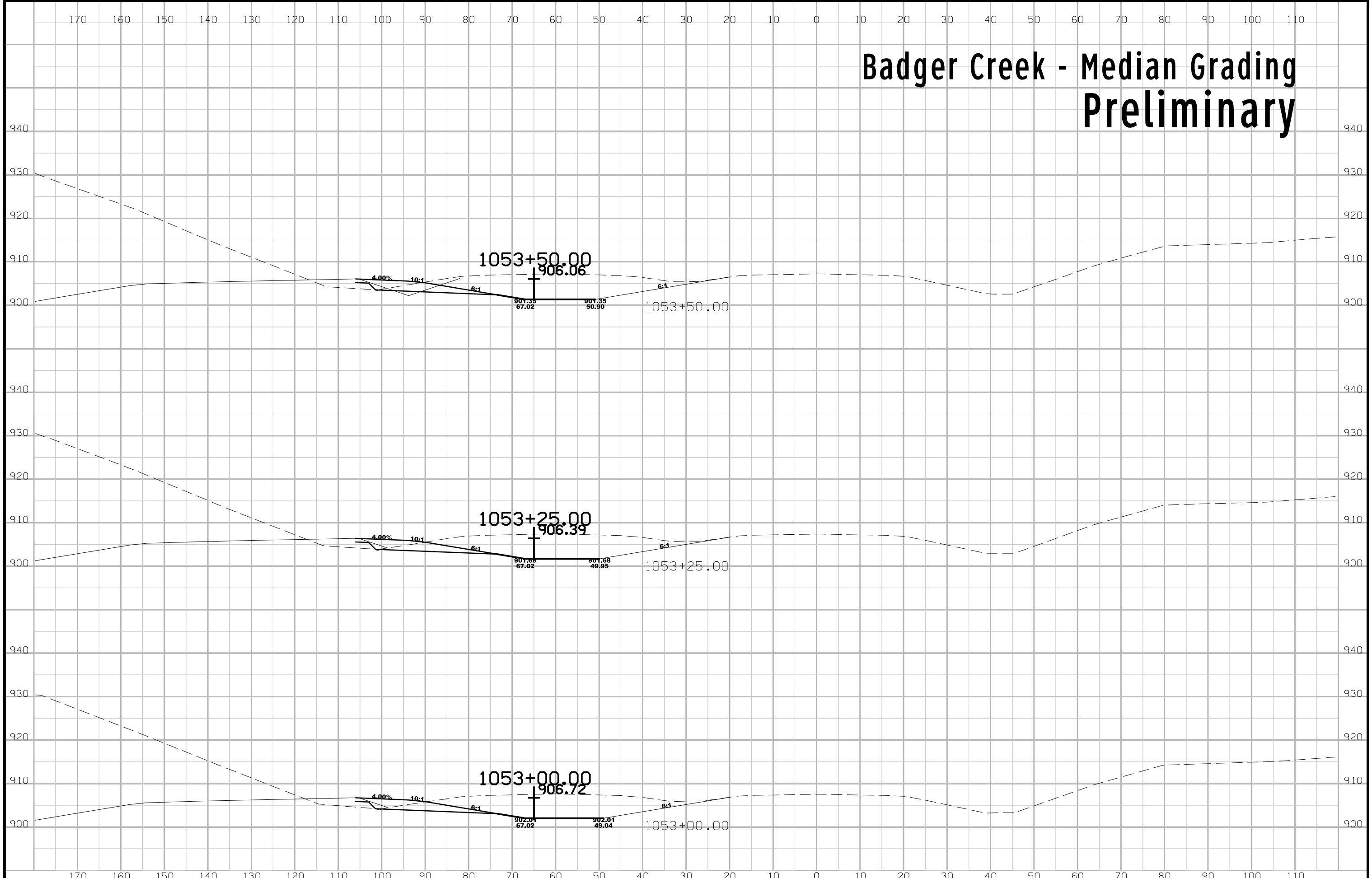
# Badger Creek - Median Grading Preliminary



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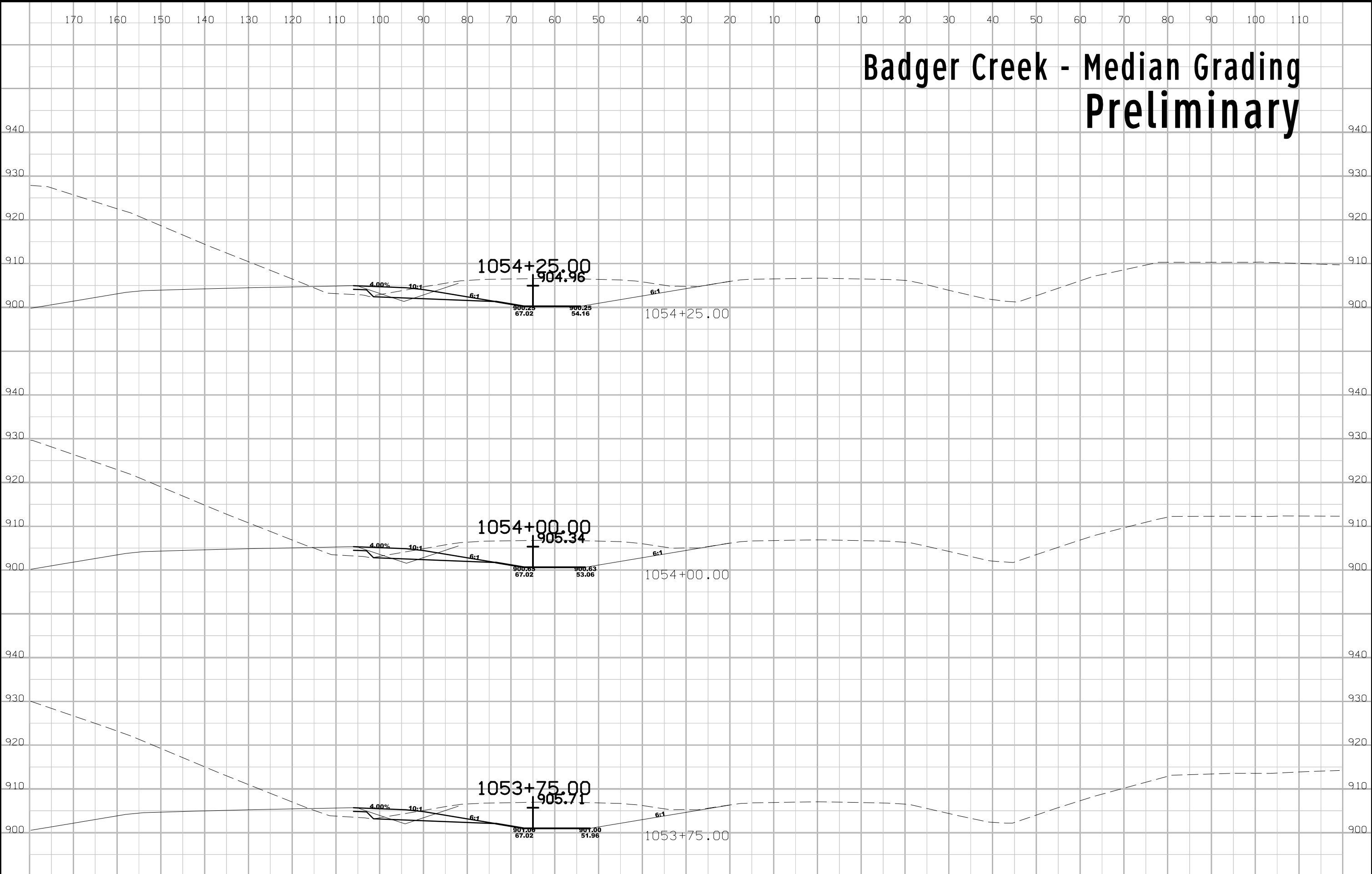


# Badger Creek - Median Grading Preliminary

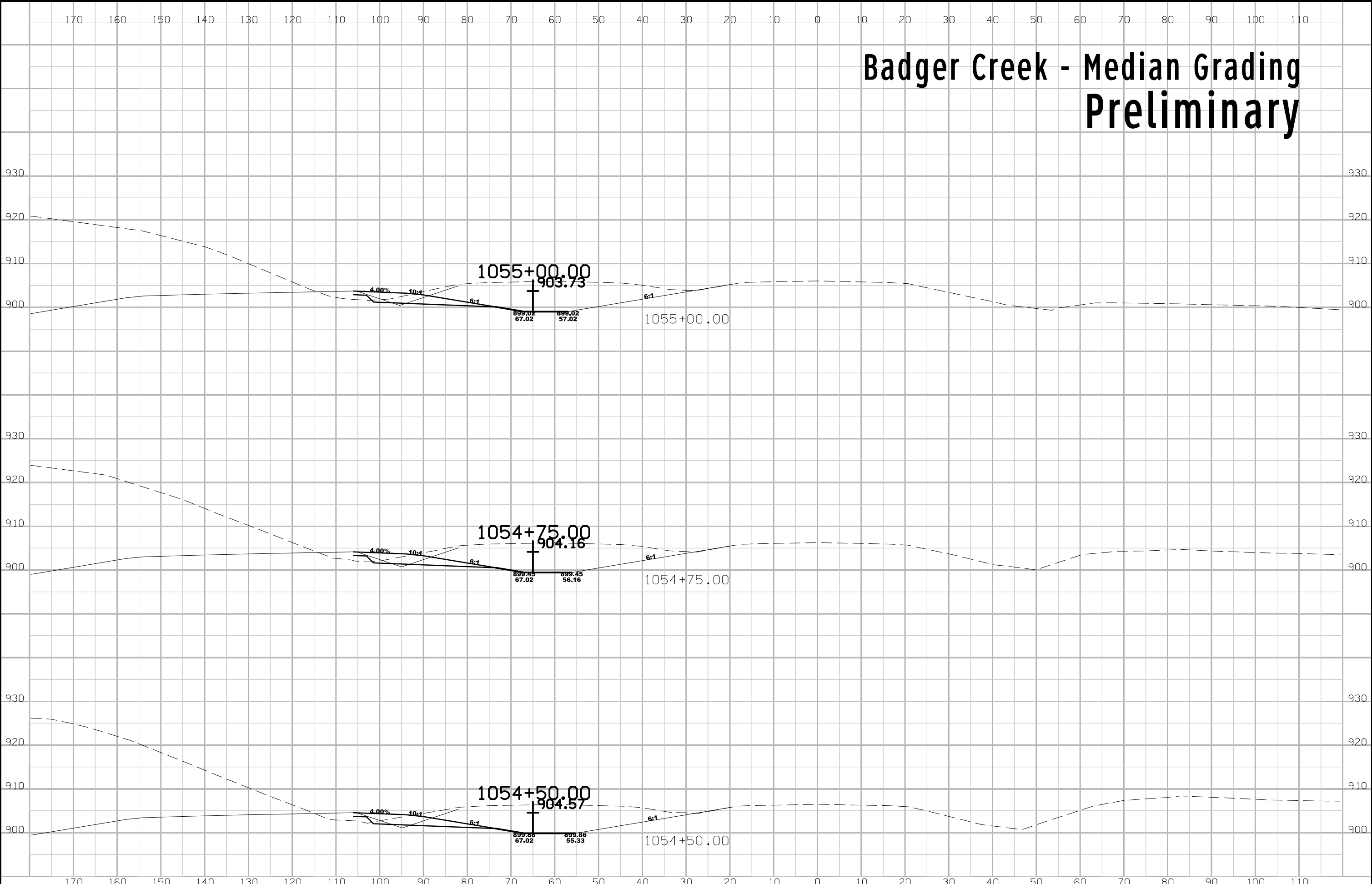




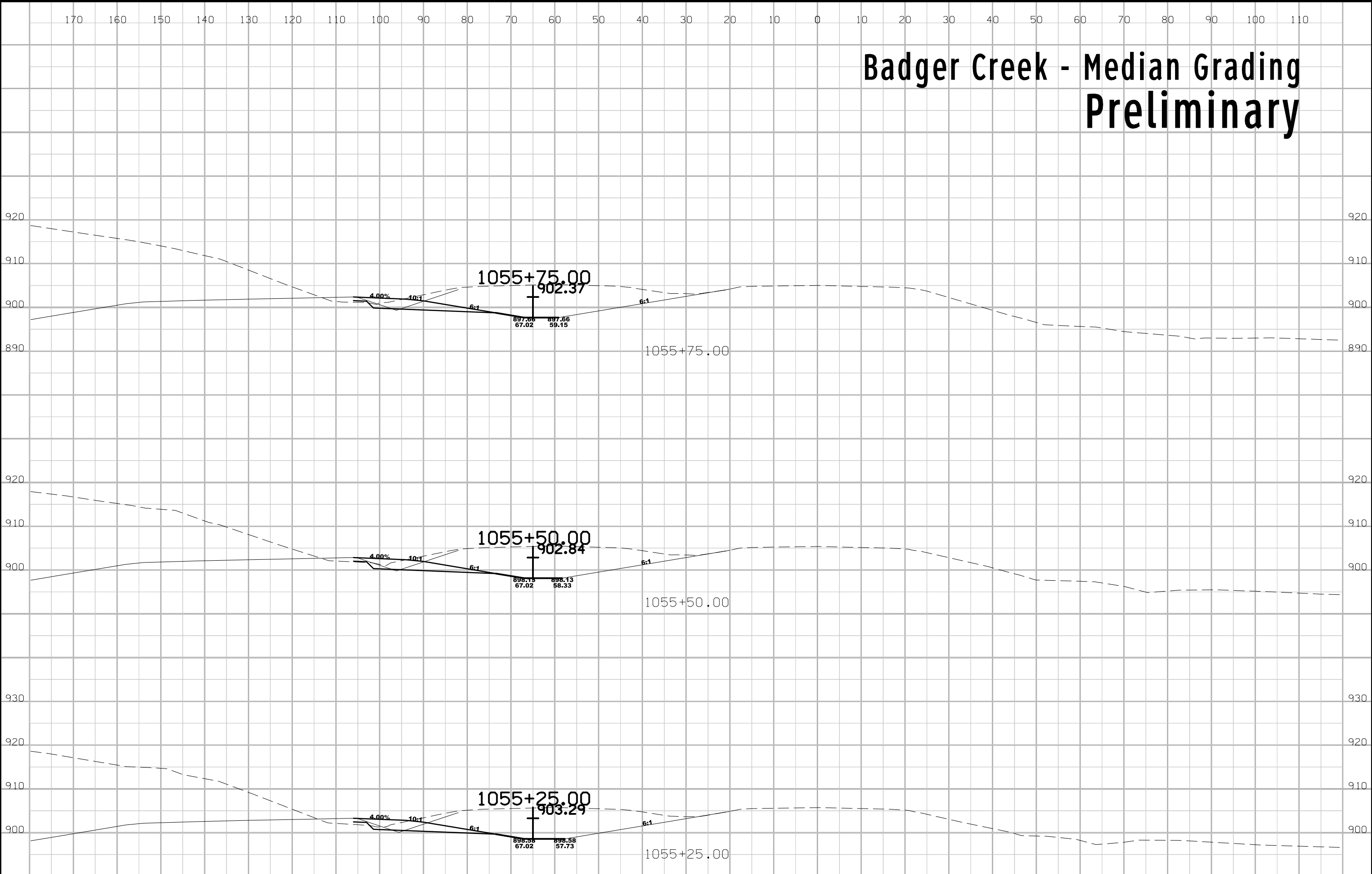
# Badger Creek - Median Grading Preliminary



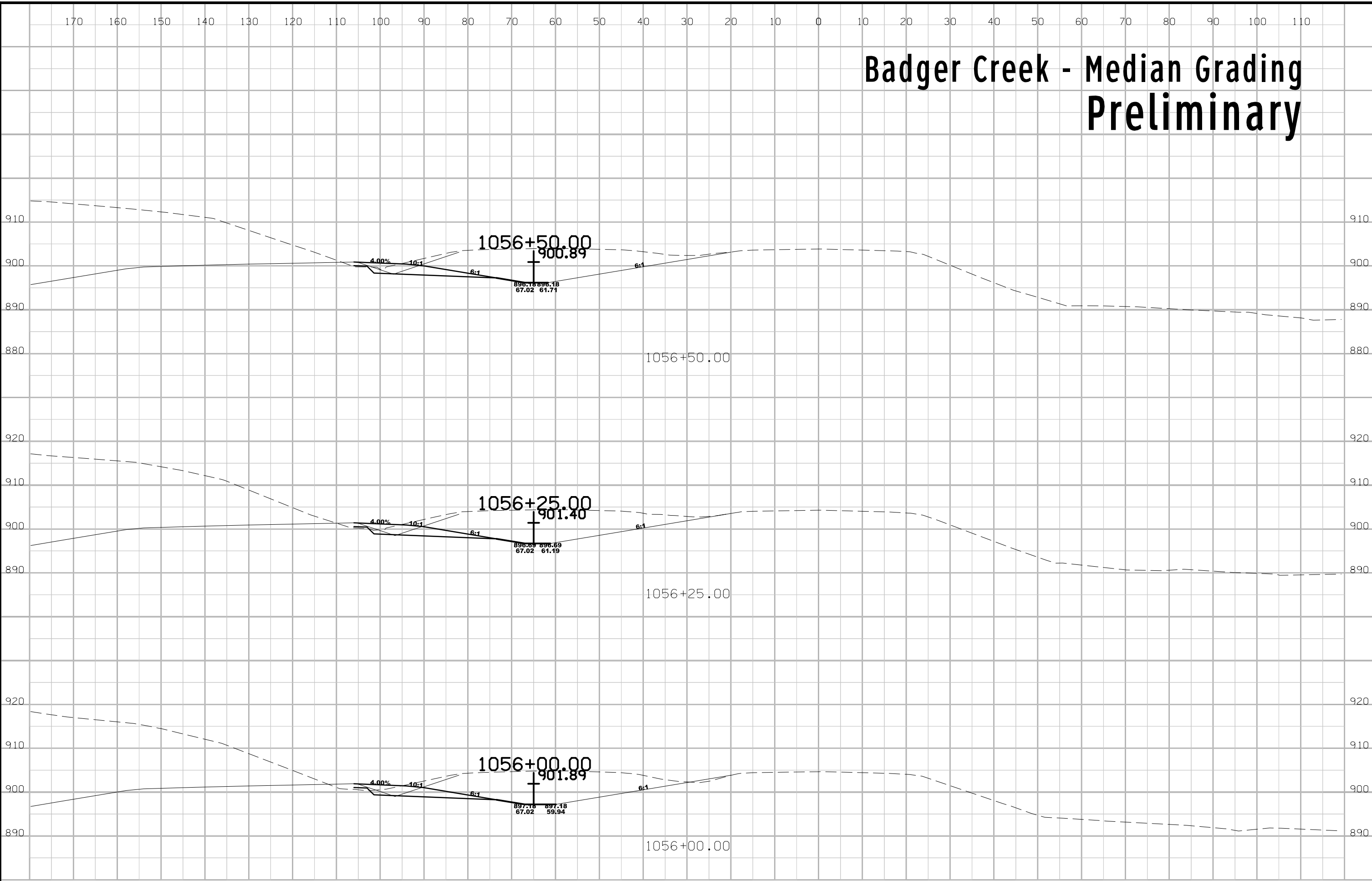
# Badger Creek - Median Grading Preliminary



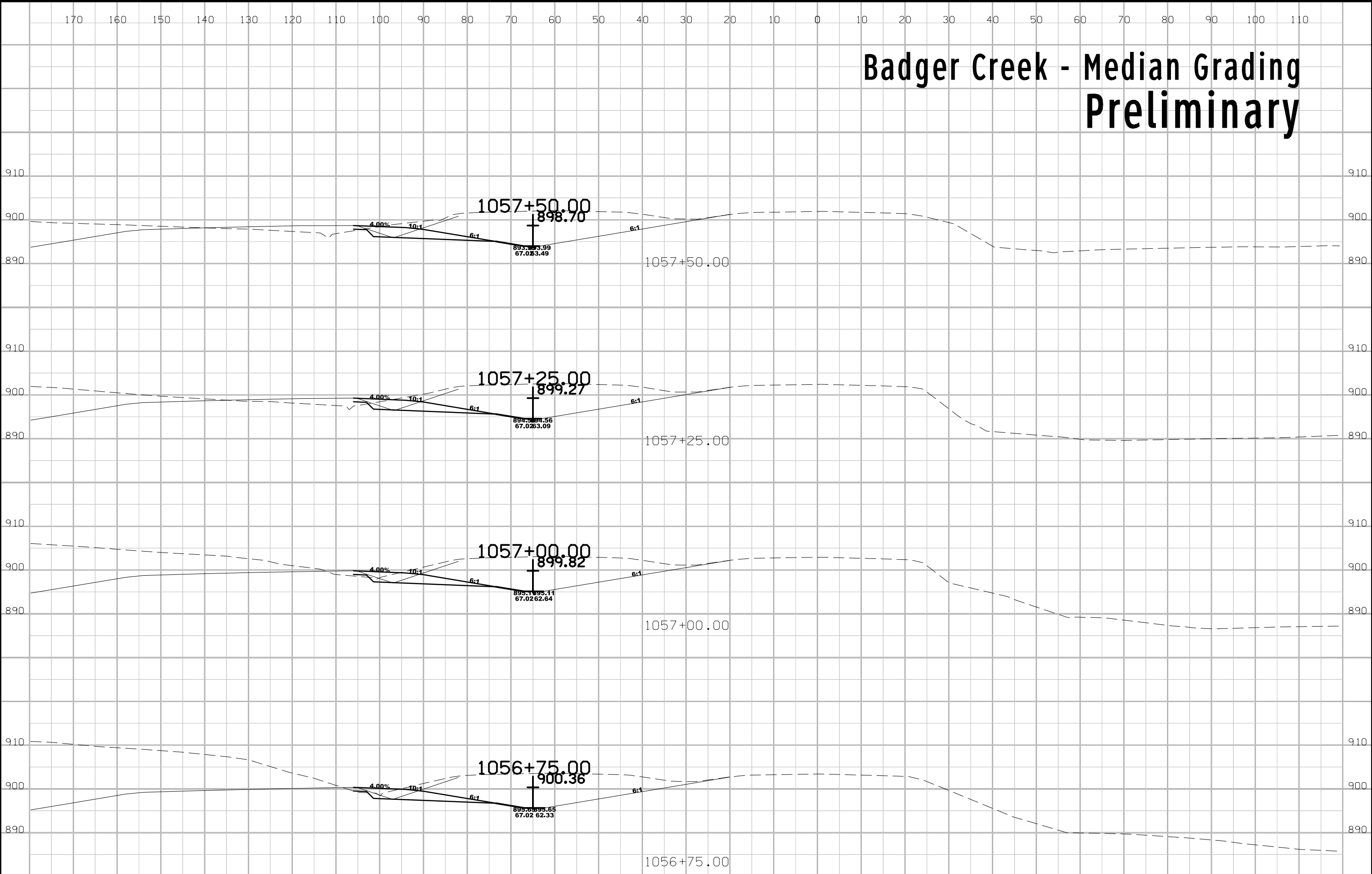
# Badger Creek - Median Grading Preliminary



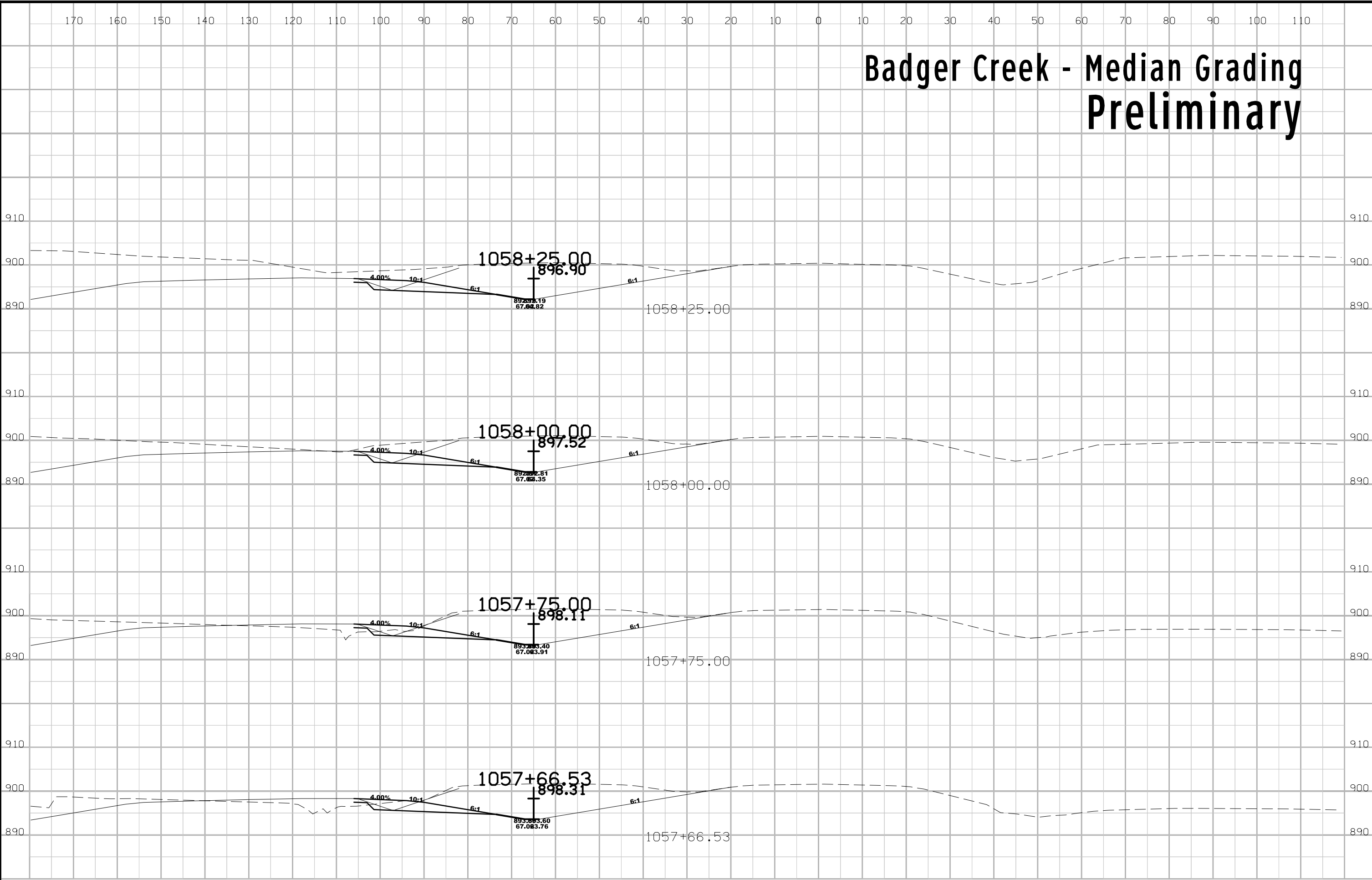
# Badger Creek - Median Grading Preliminary



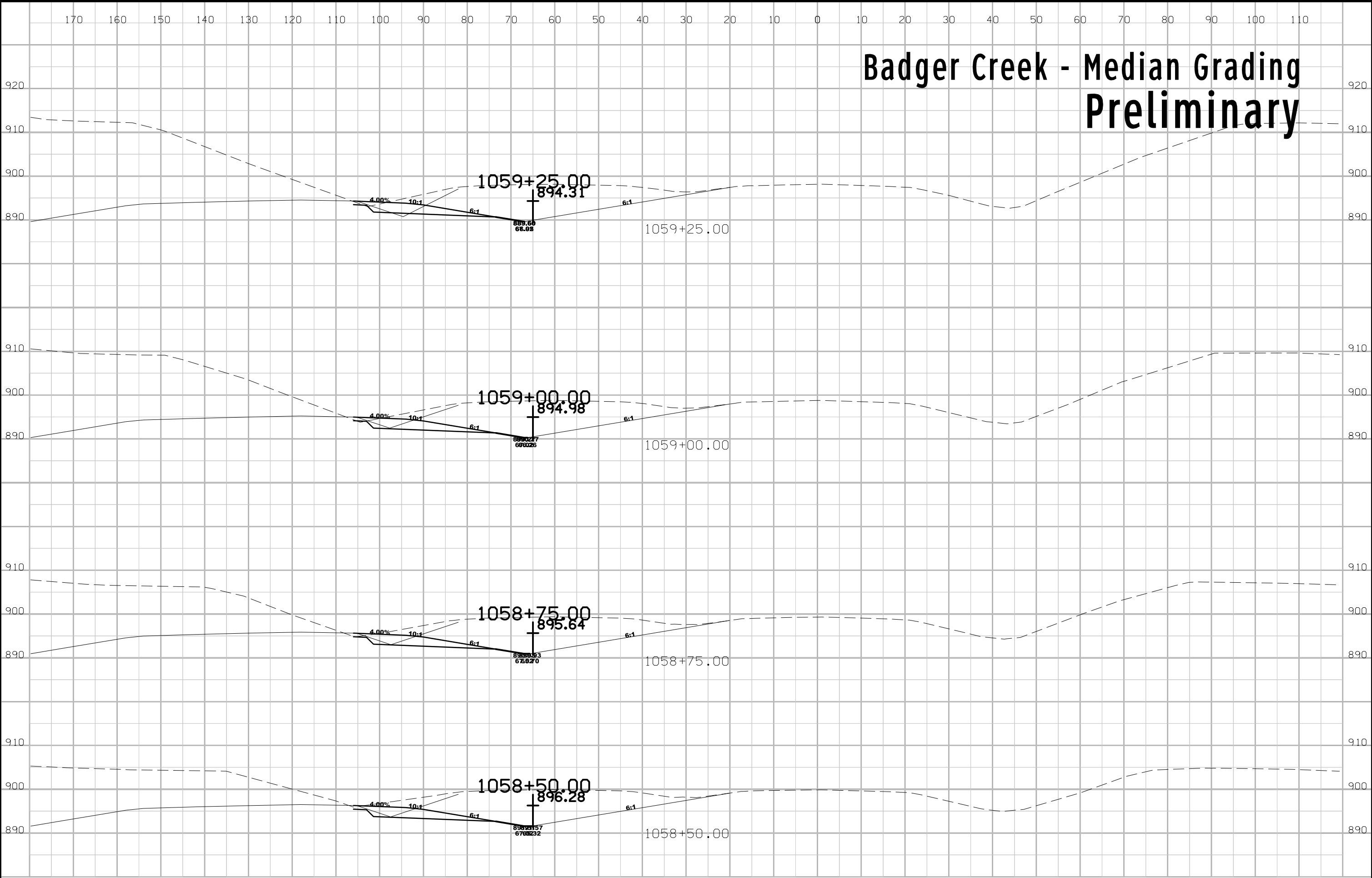
# Badger Creek - Median Grading Preliminary



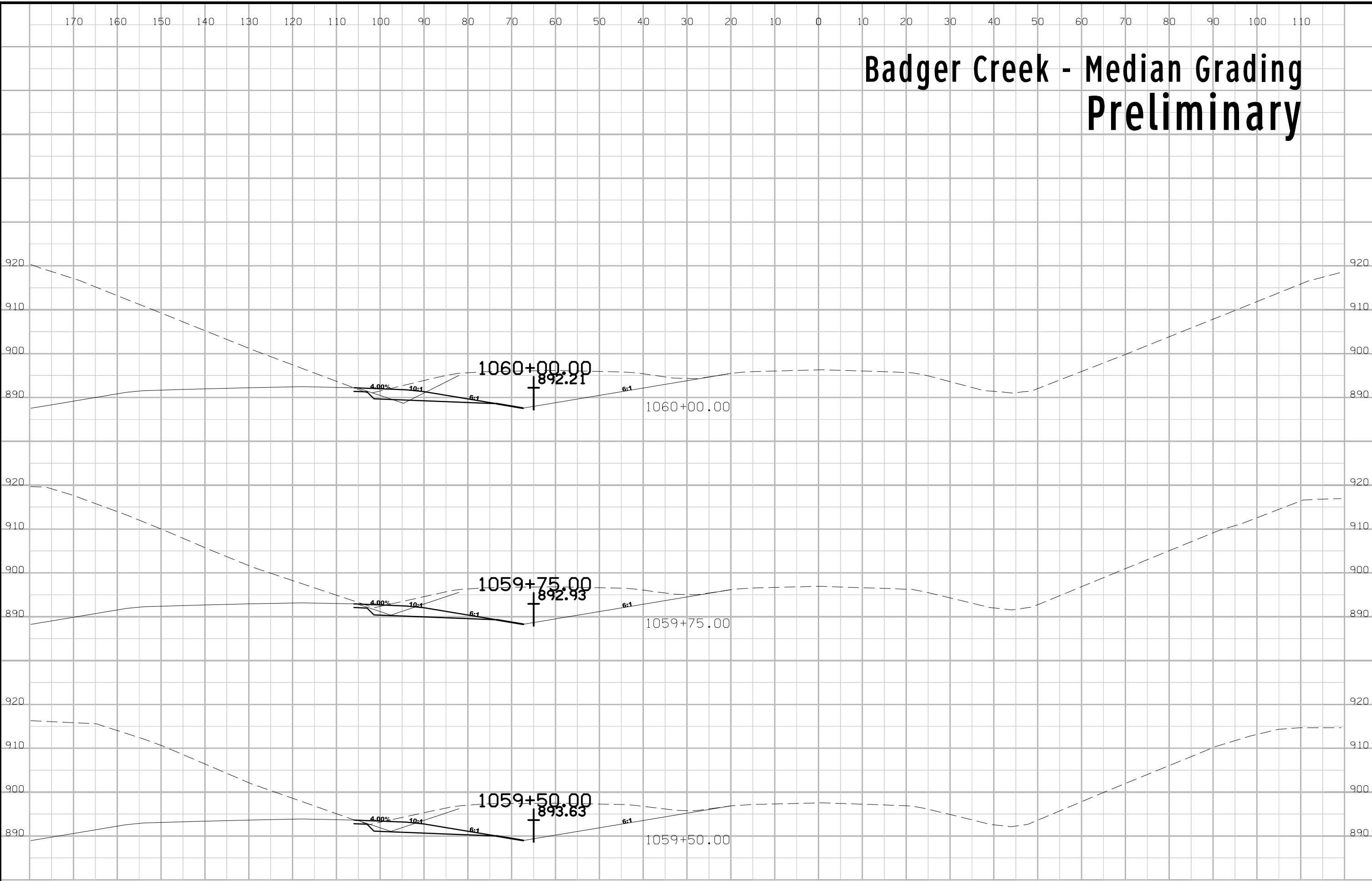
# Badger Creek - Median Grading Preliminary



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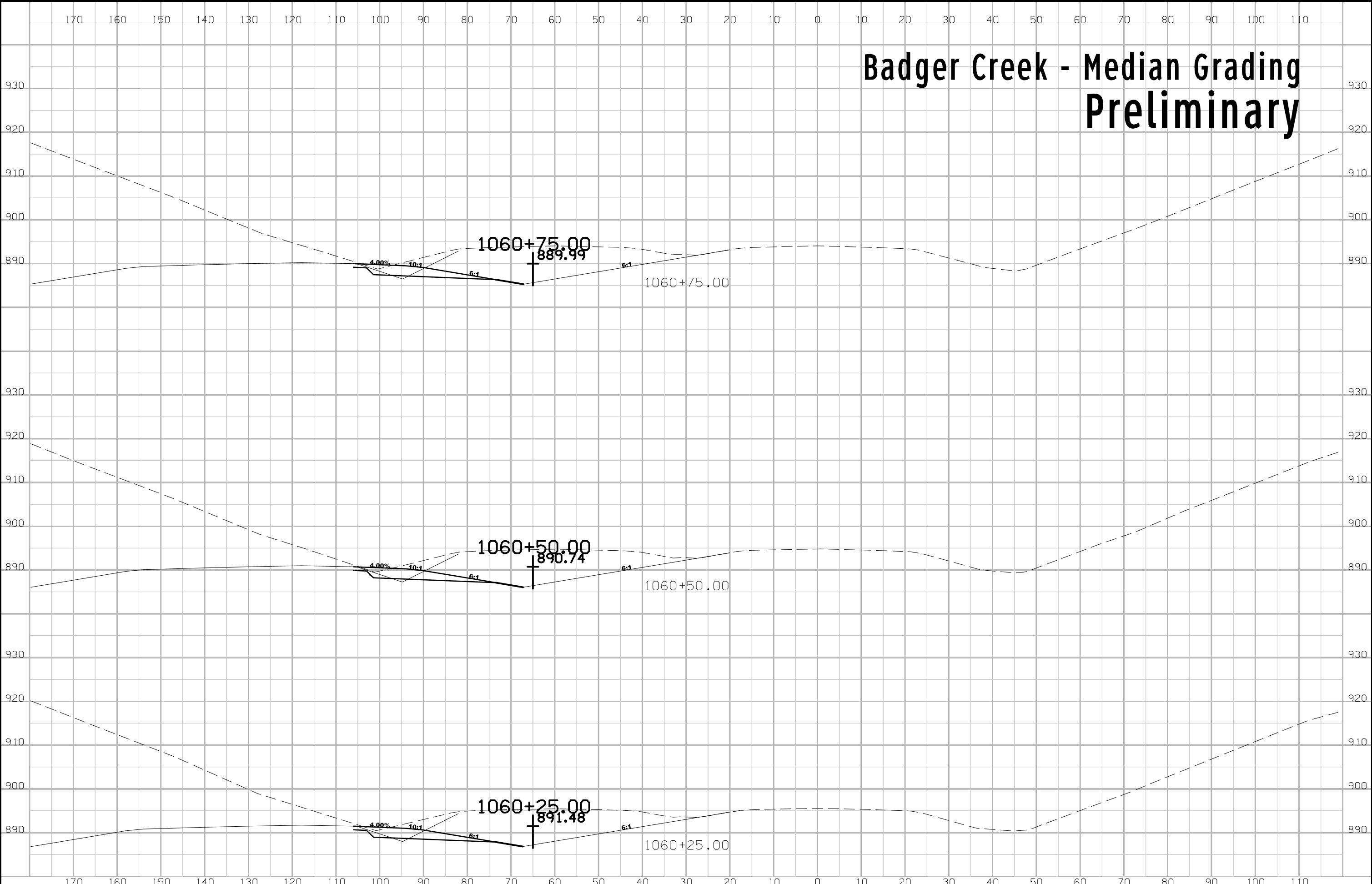


# Badger Creek - Median Grading Preliminary

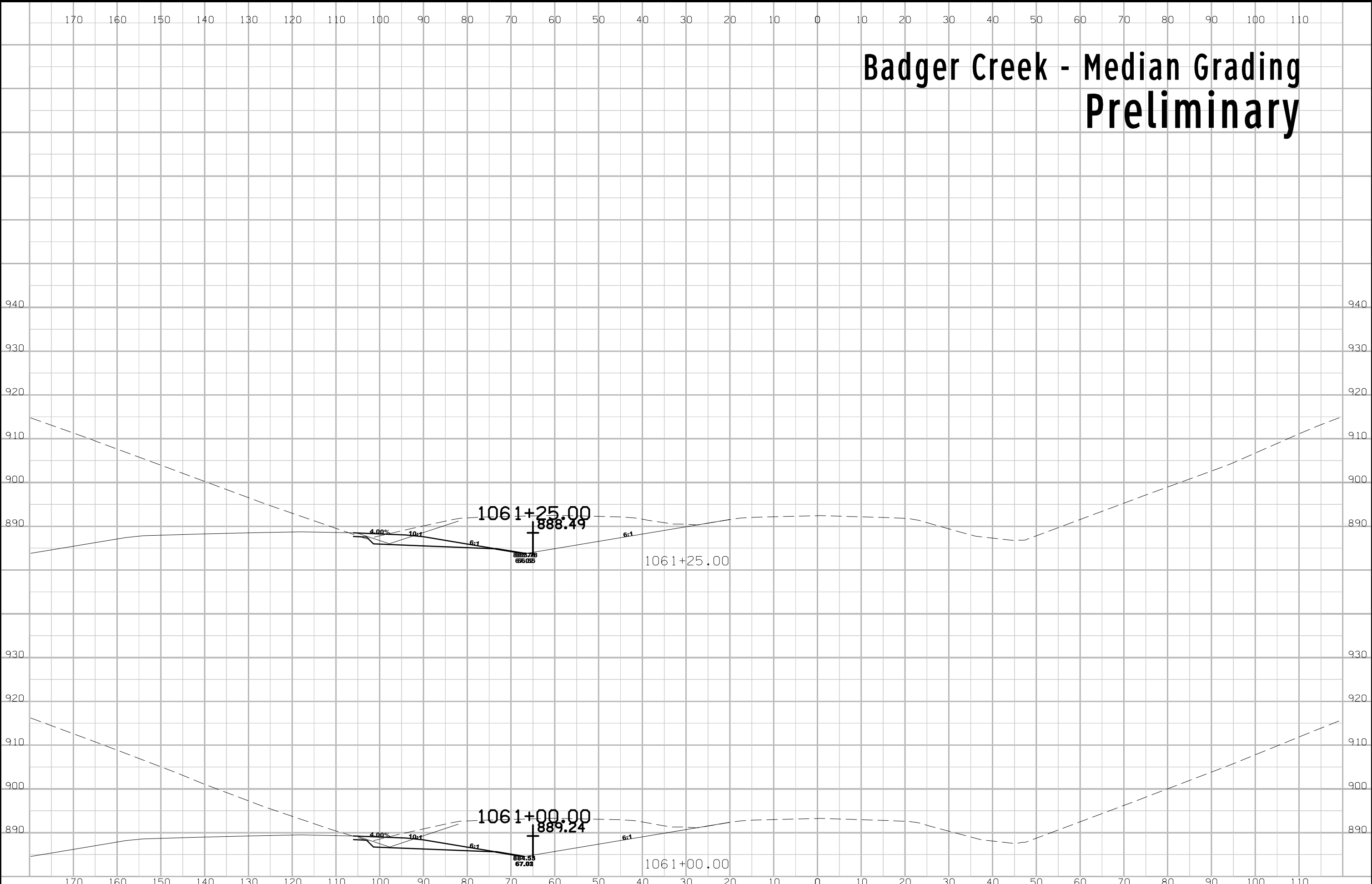




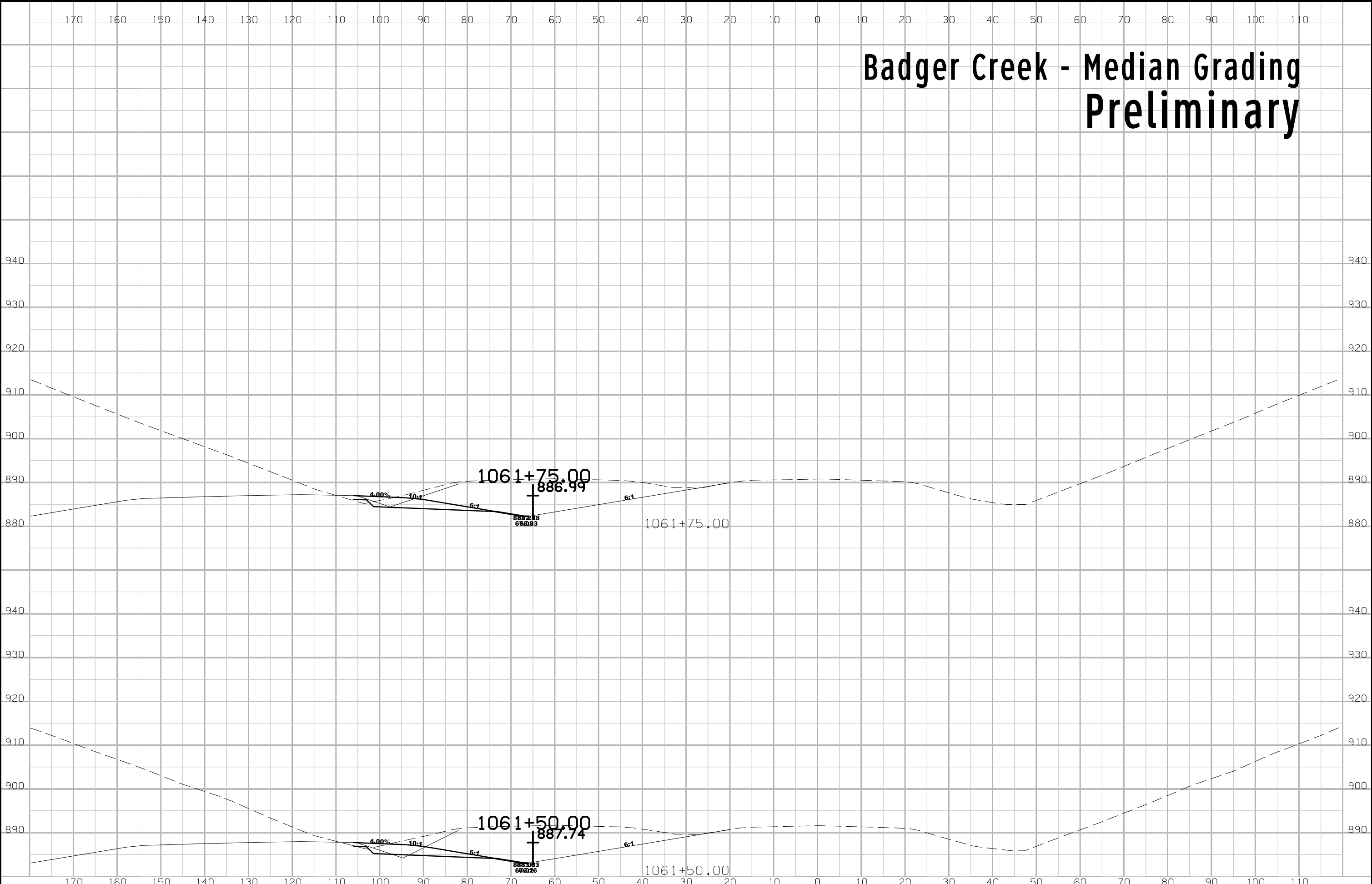
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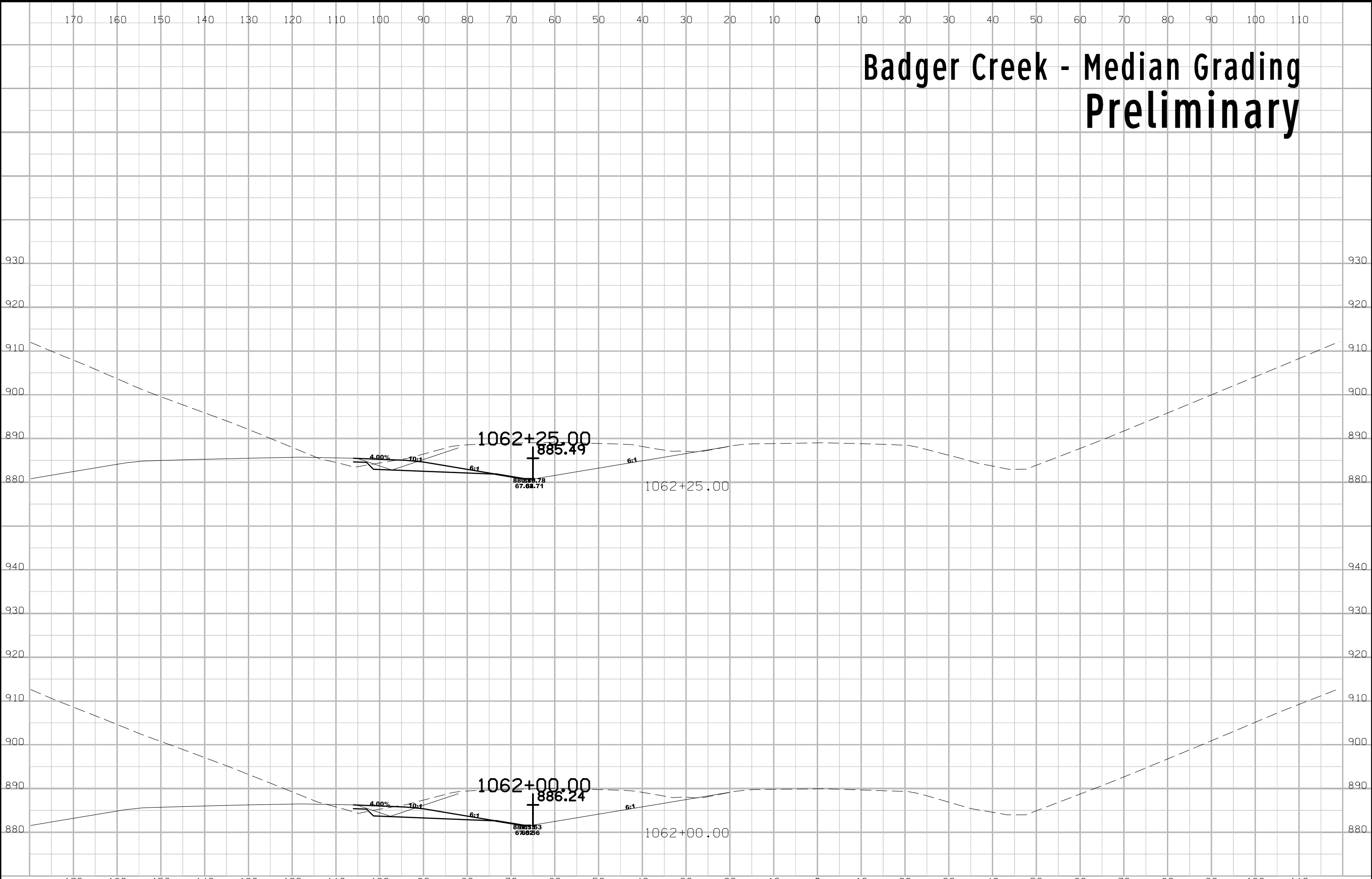
# Badger Creek - Median Grading Preliminary



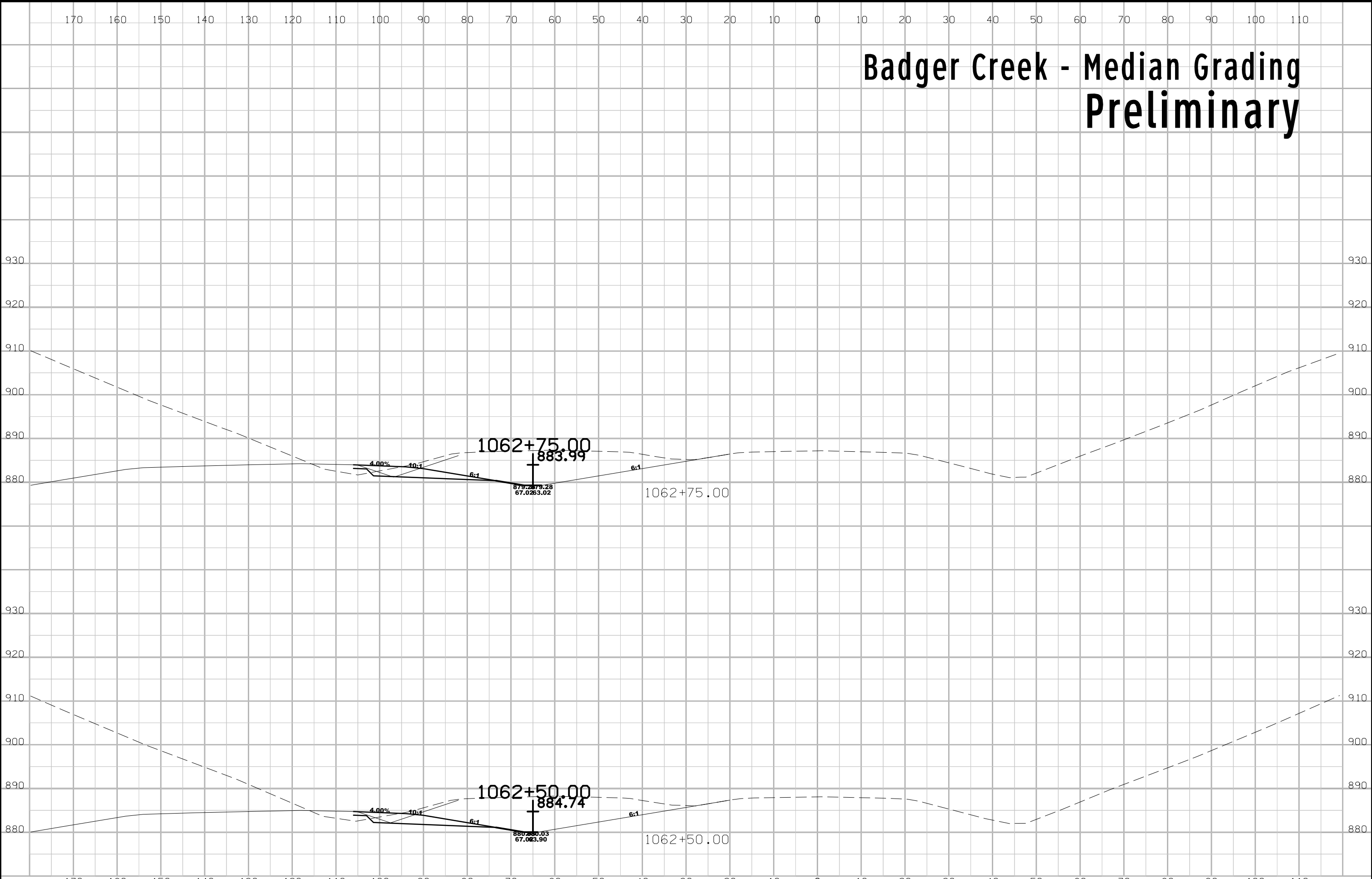
# Badger Creek - Median Grading Preliminary



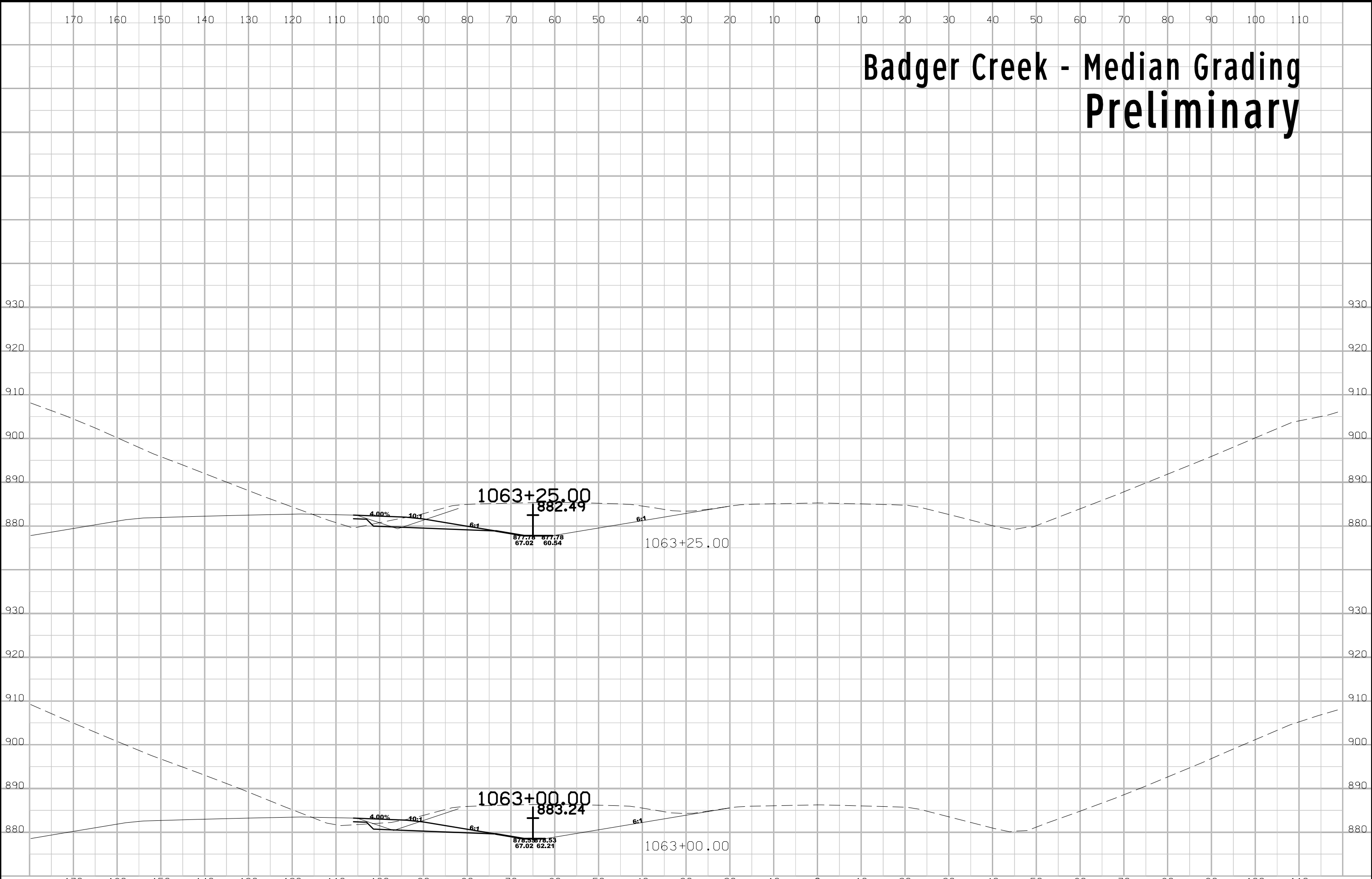
# Badger Creek - Median Grading Preliminary



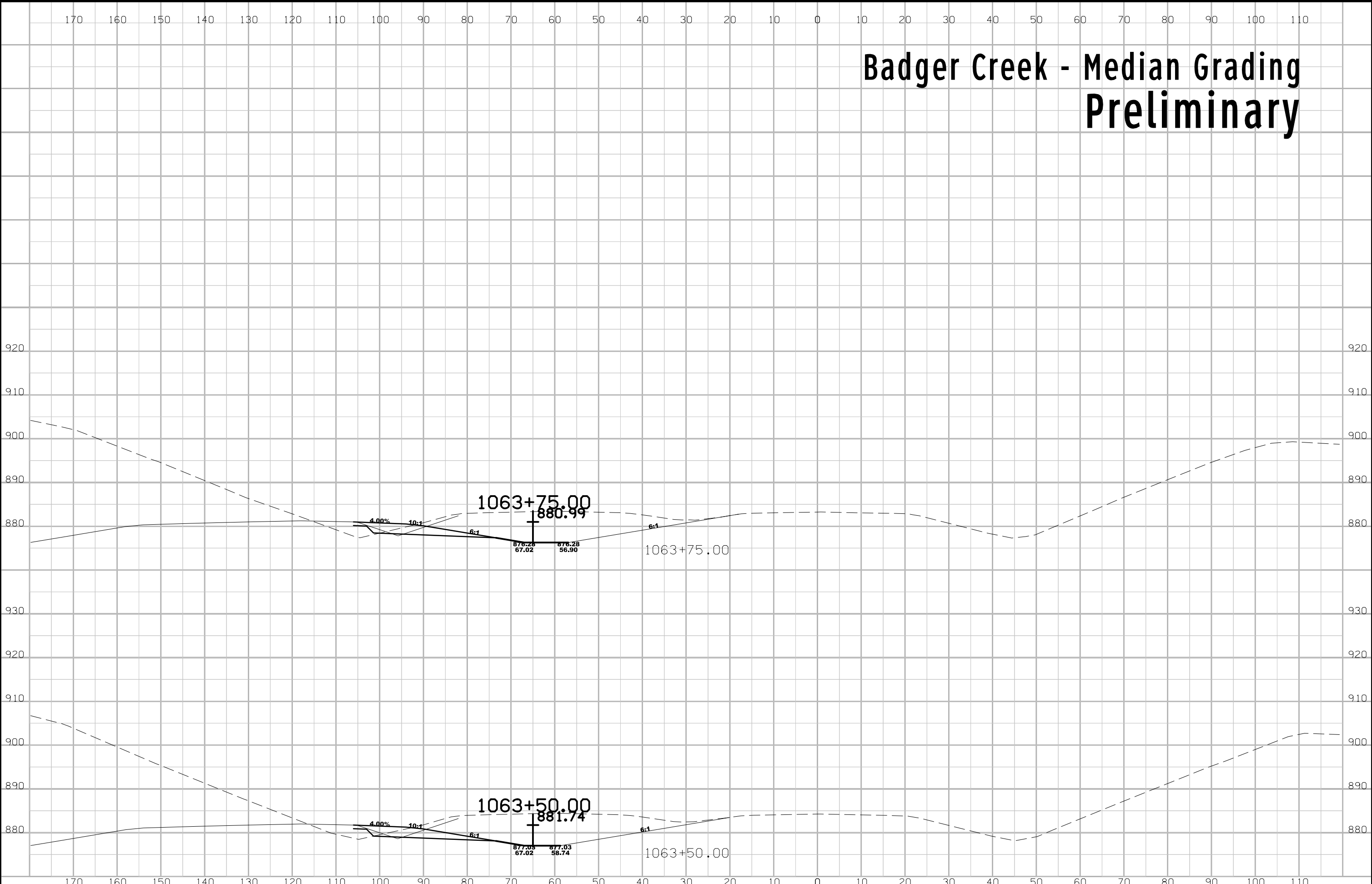
# Badger Creek - Median Grading Preliminary



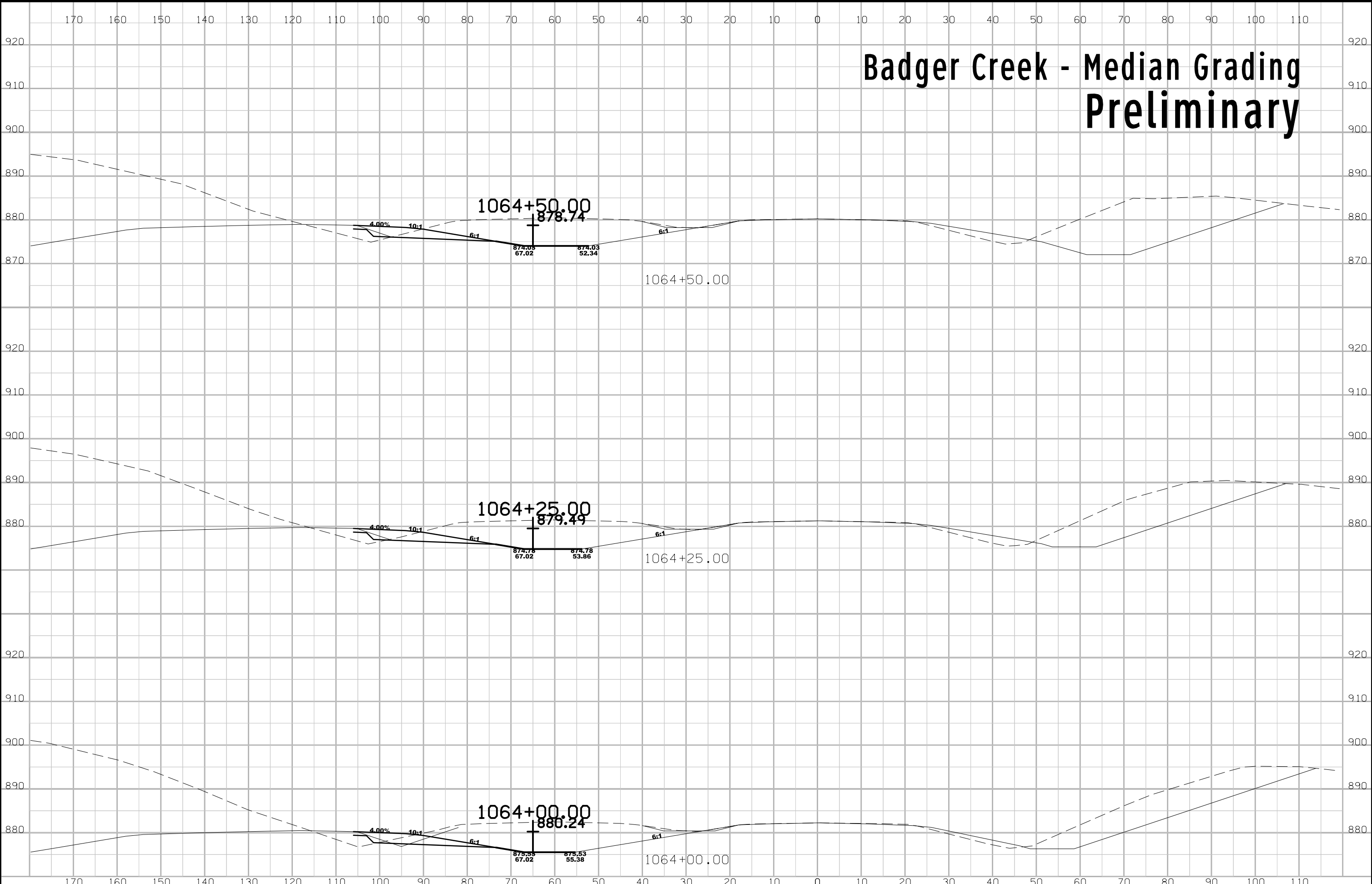
# Badger Creek - Median Grading Preliminary



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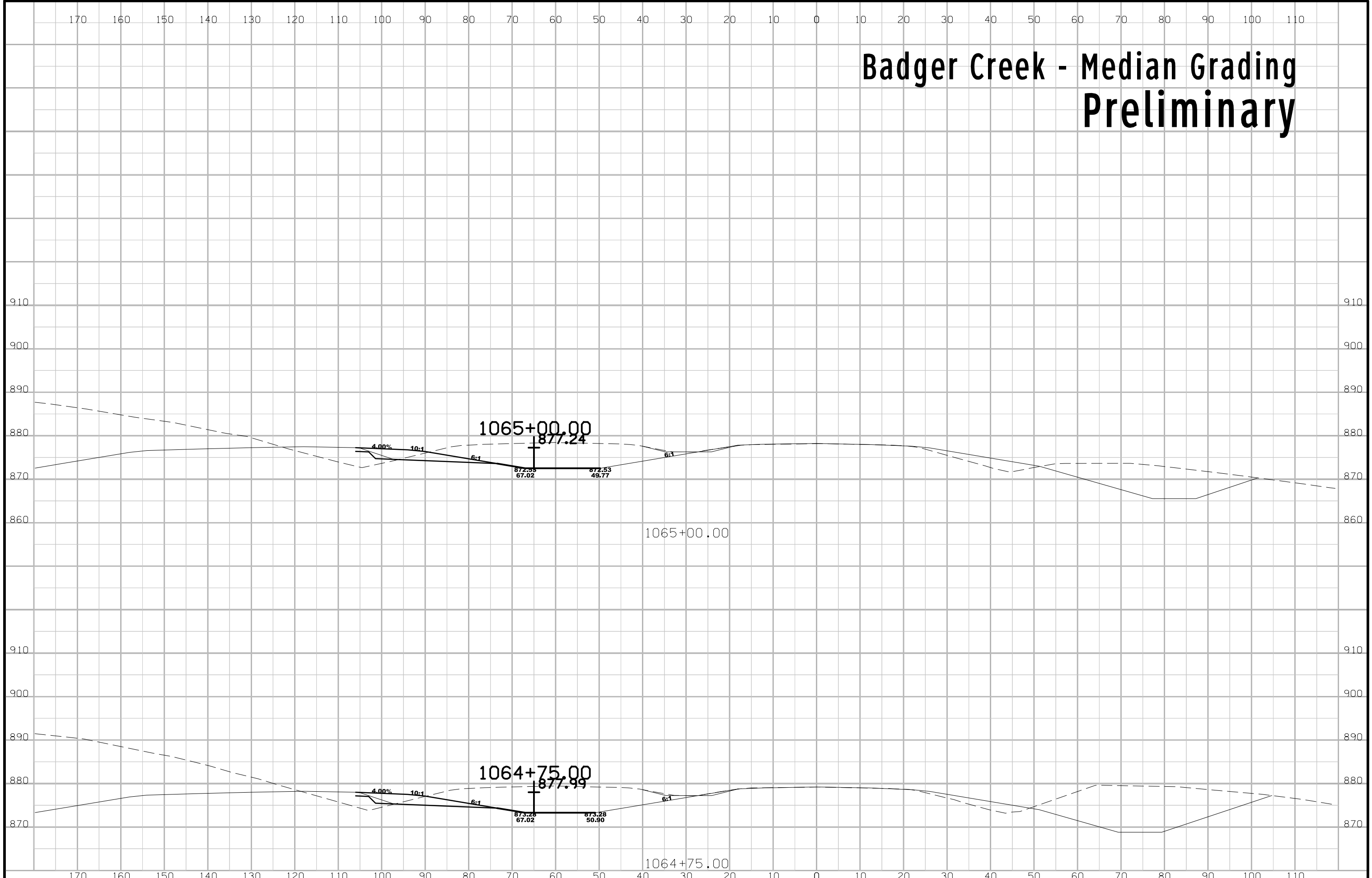


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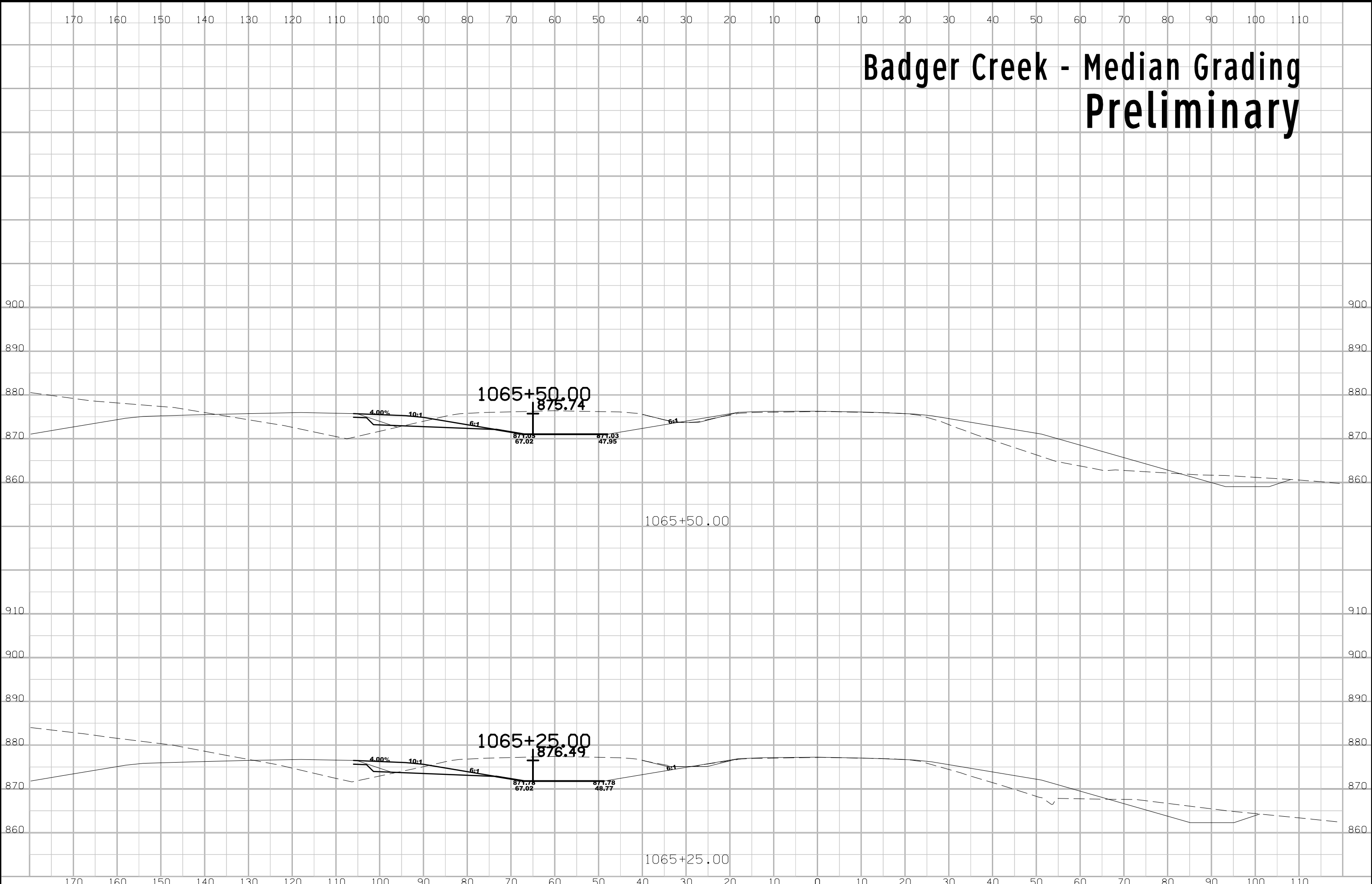




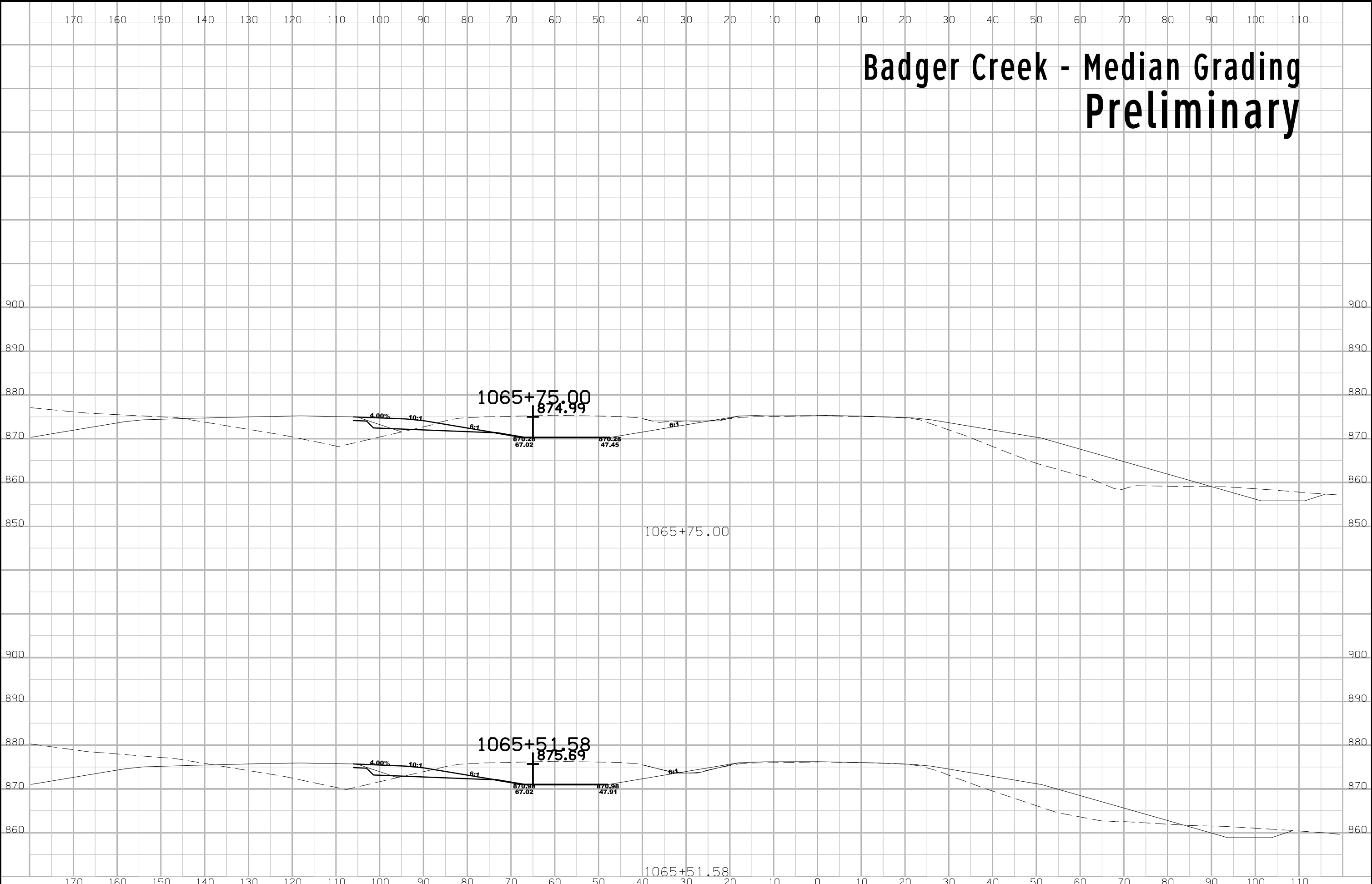
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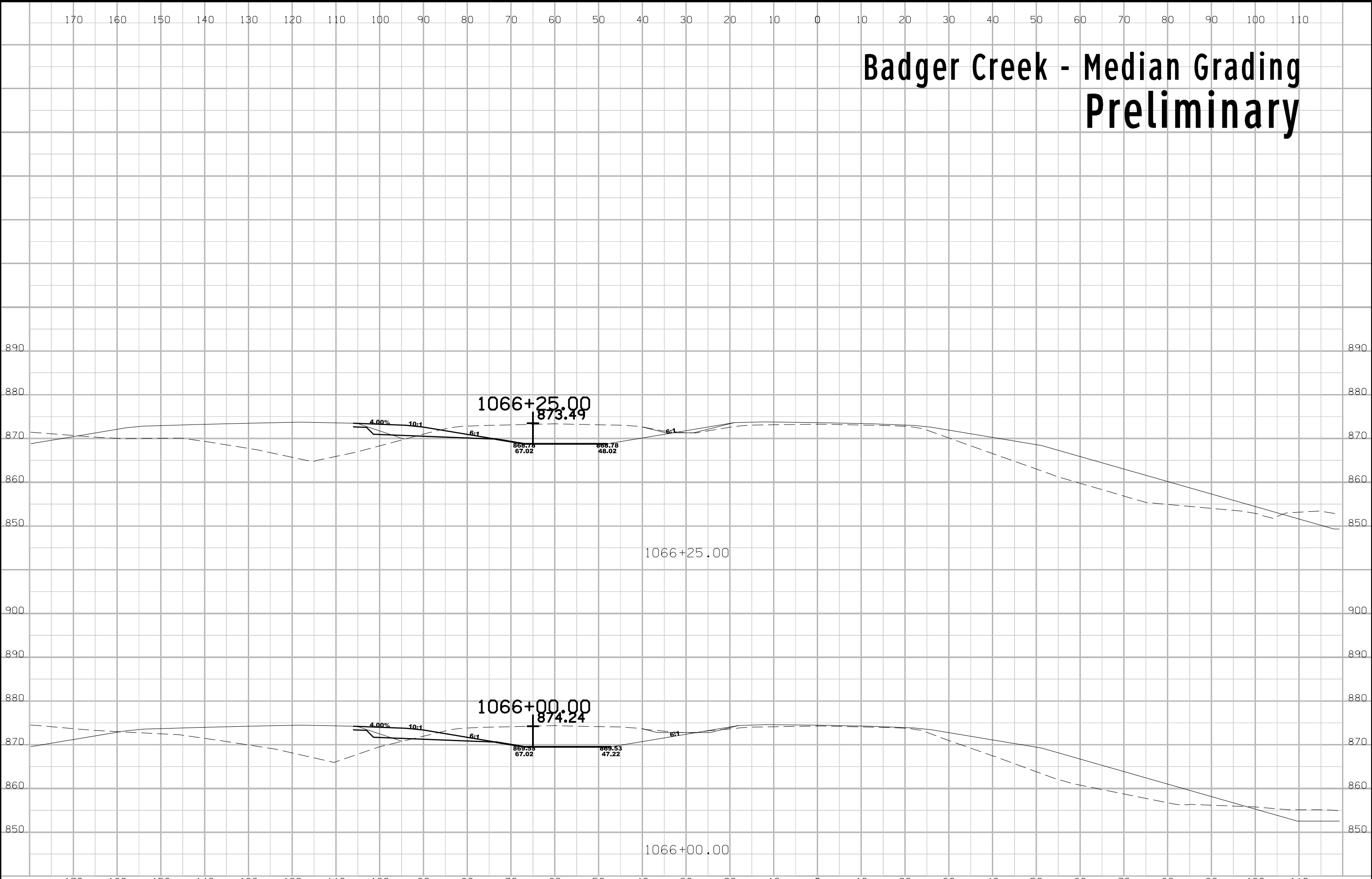
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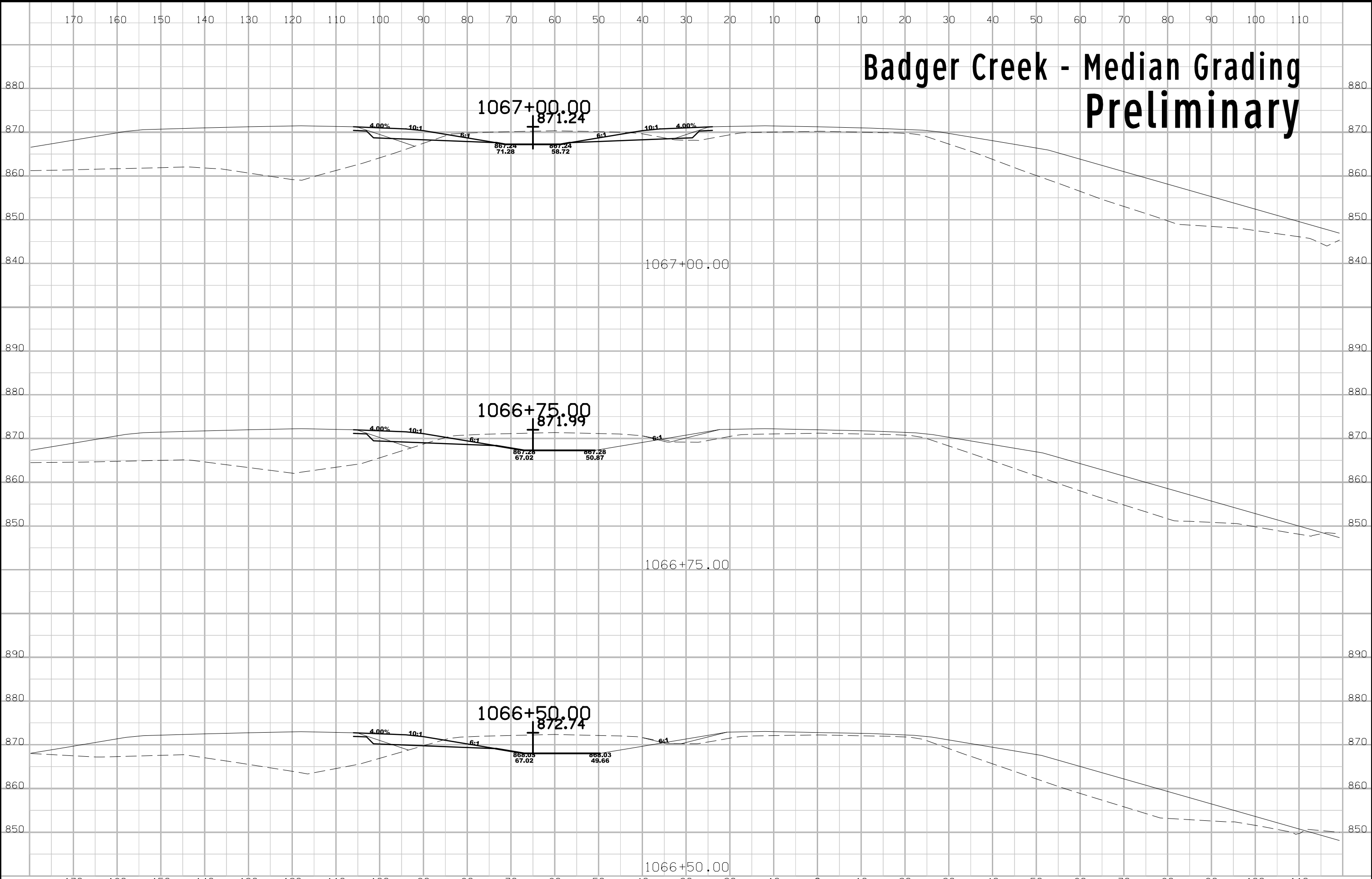
# Badger Creek - Median Grading Preliminary



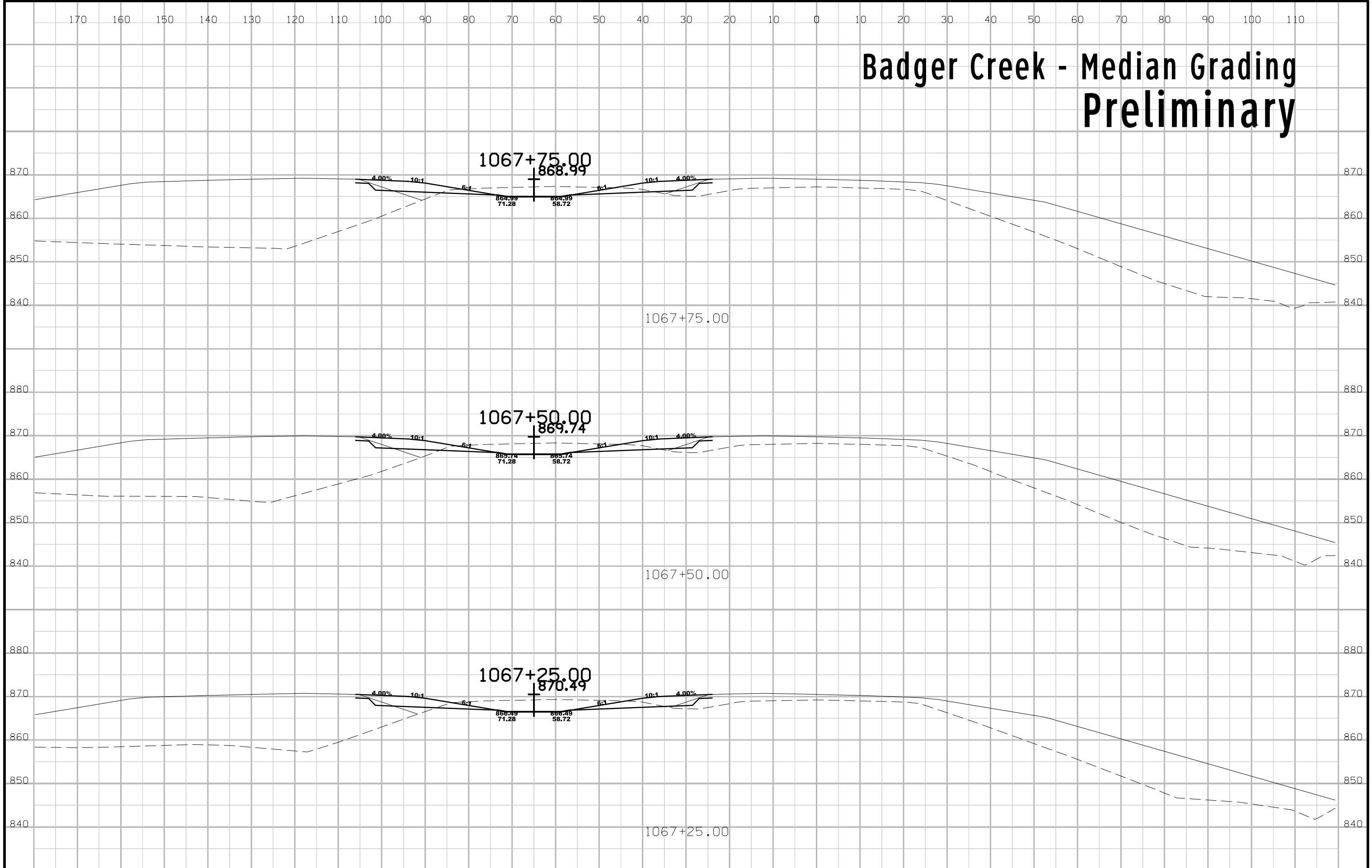
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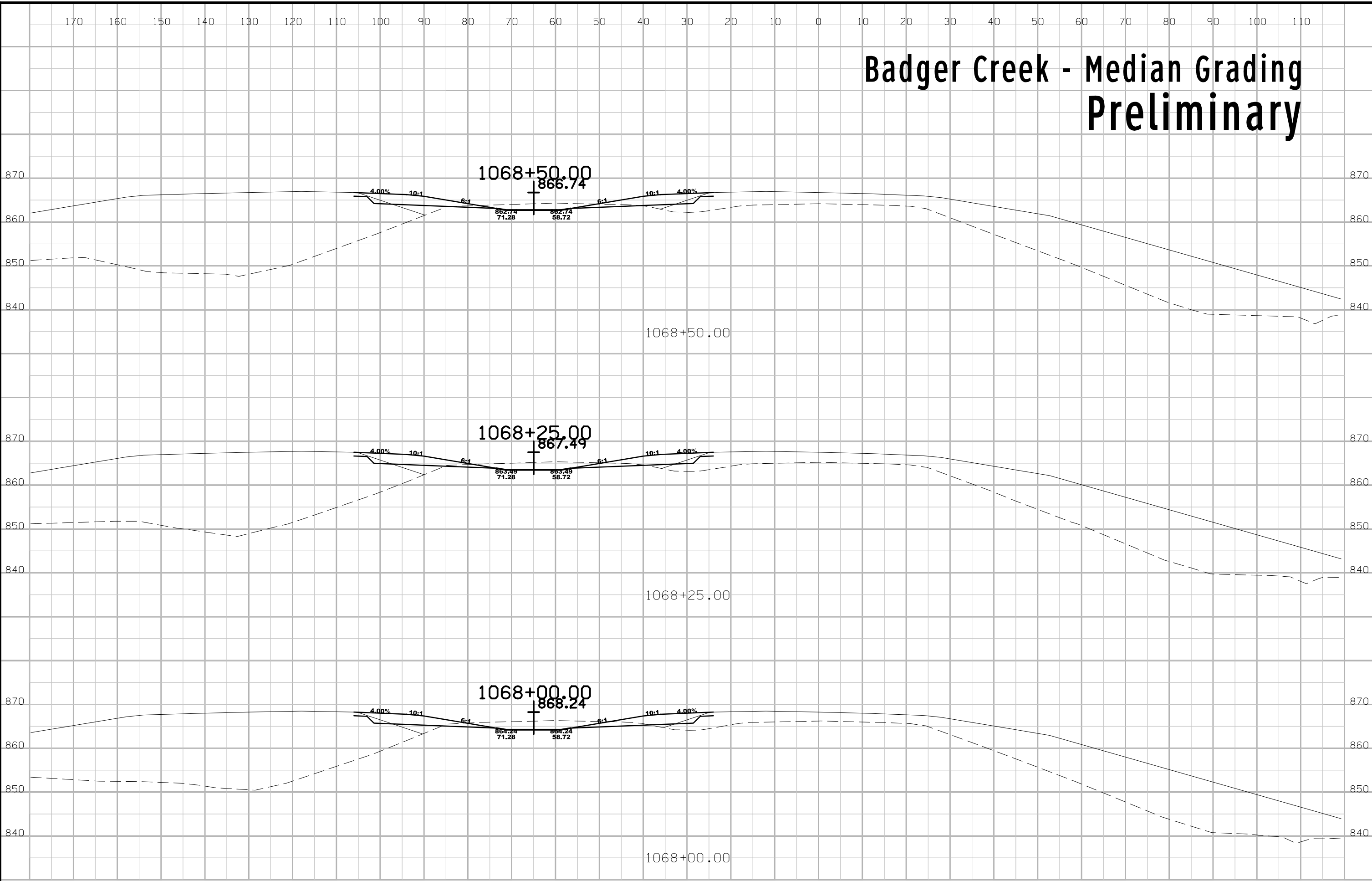
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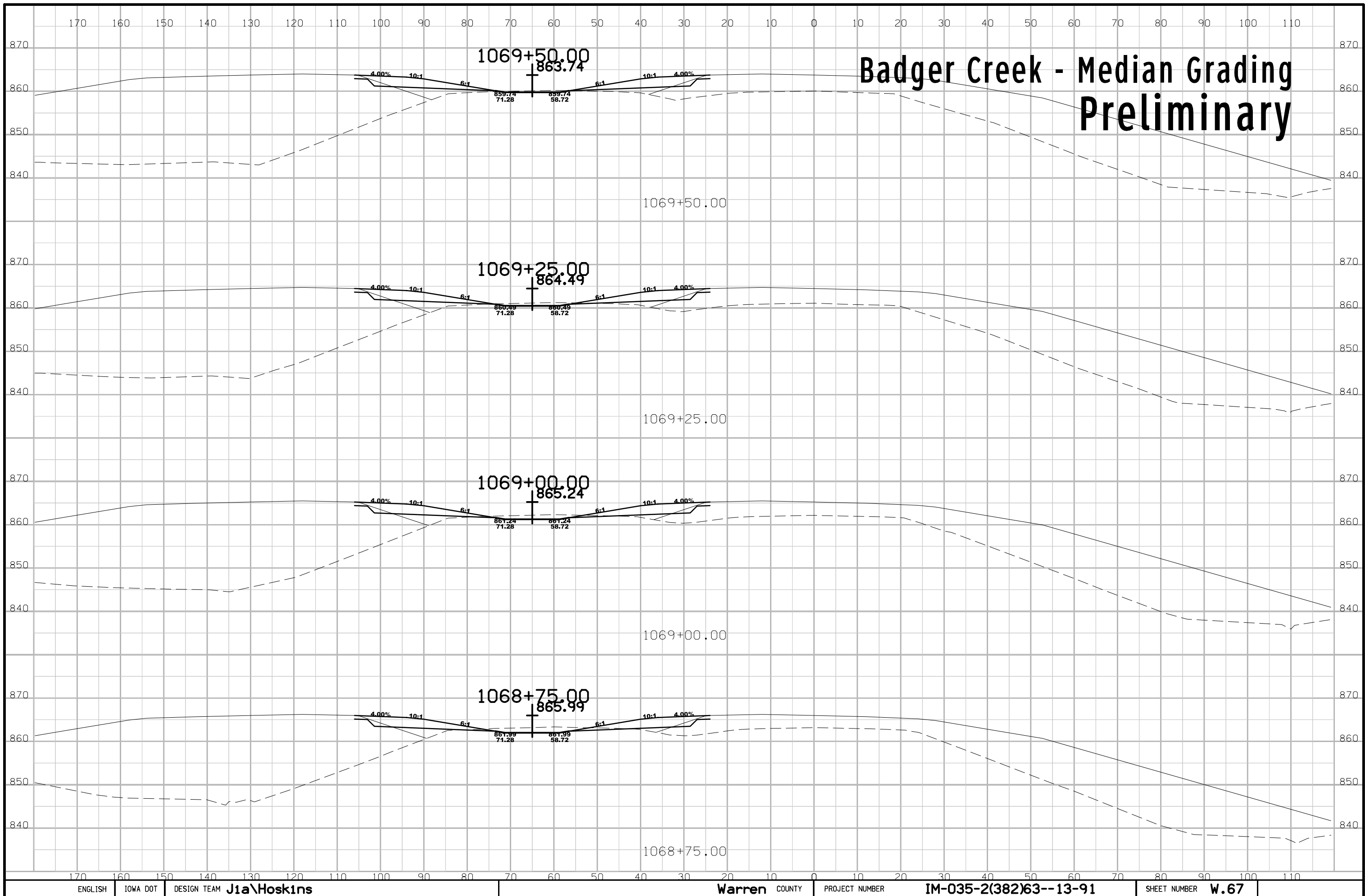


# Badger Creek - Median Grading Preliminary



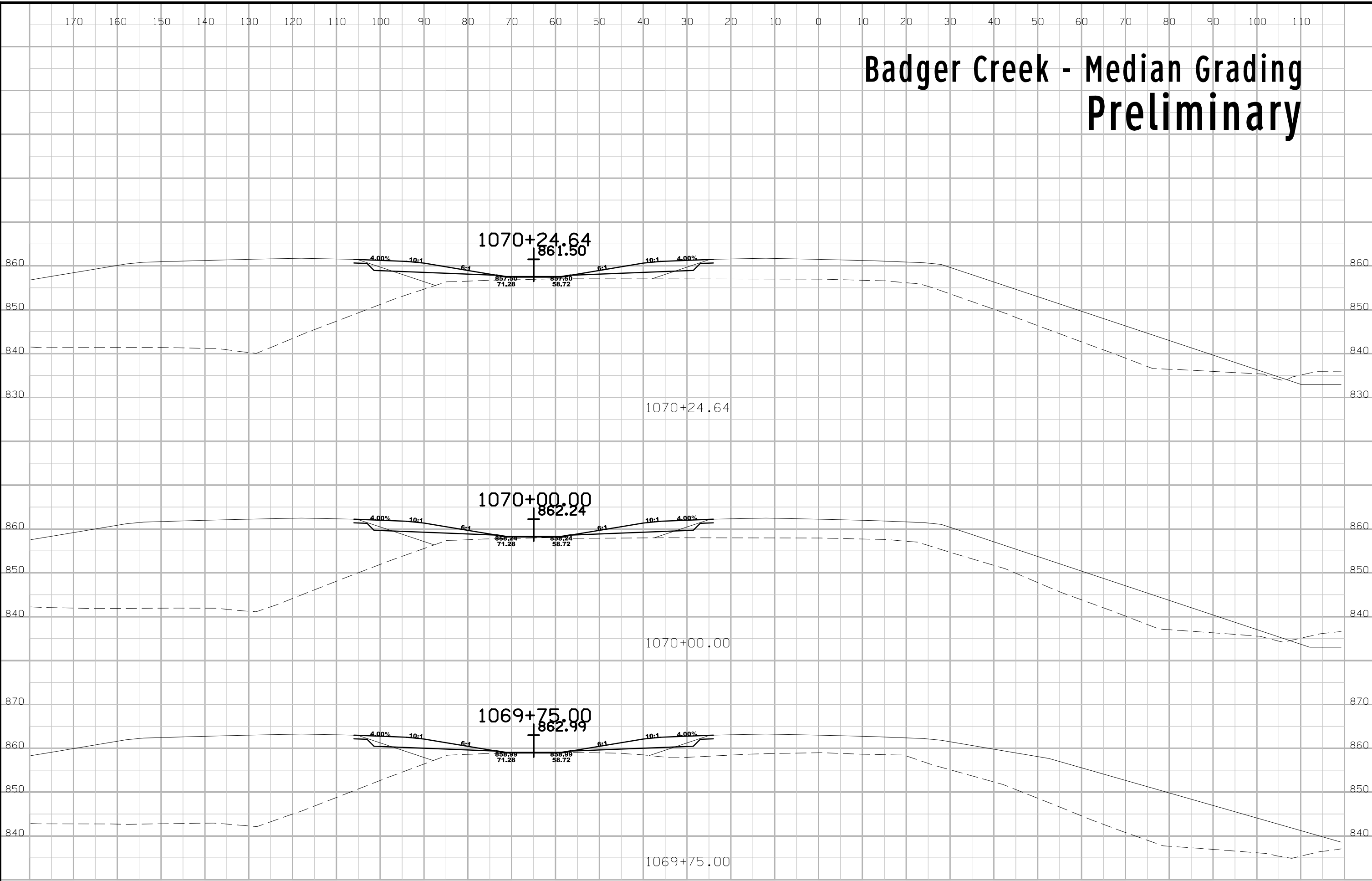
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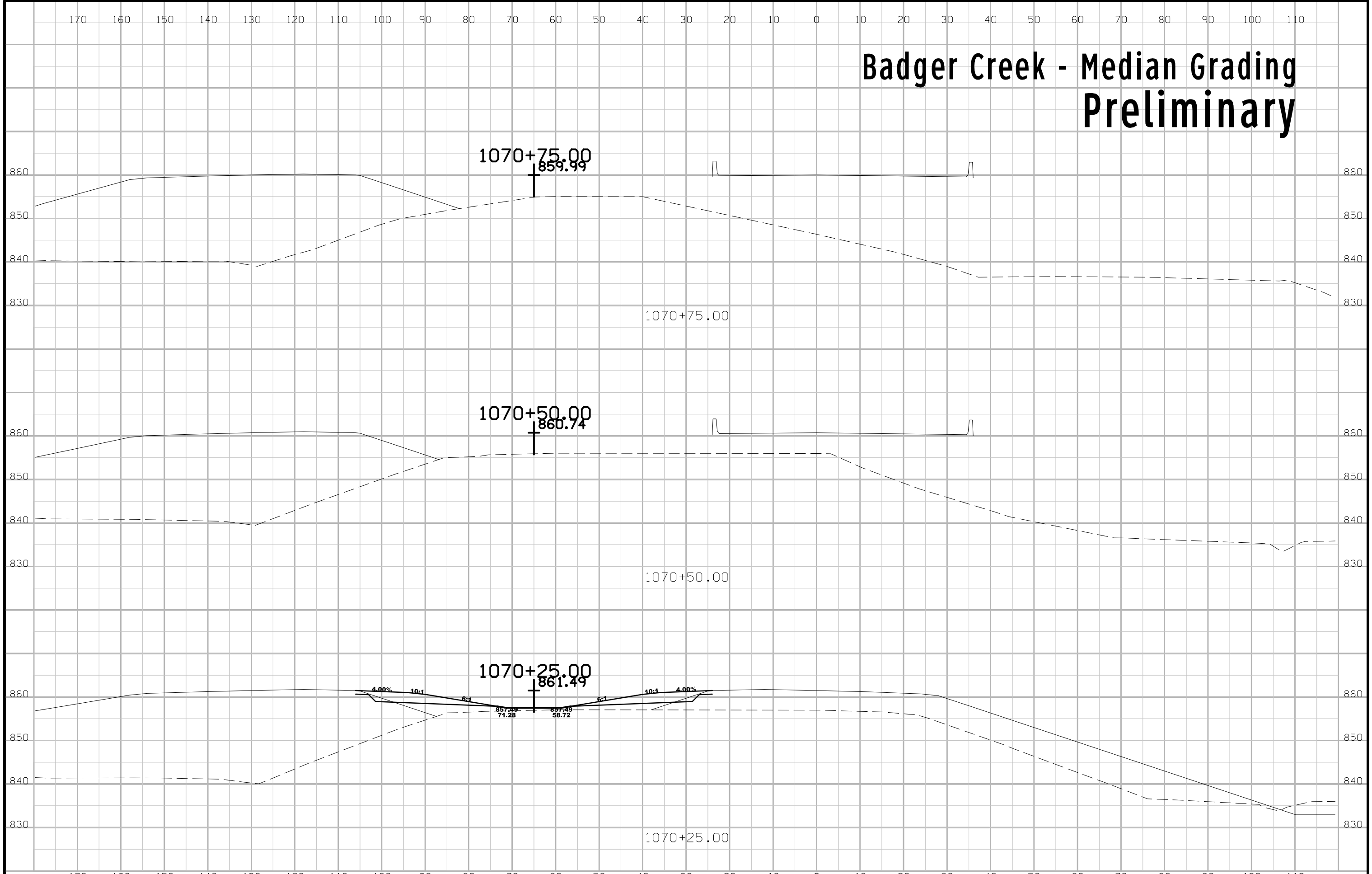


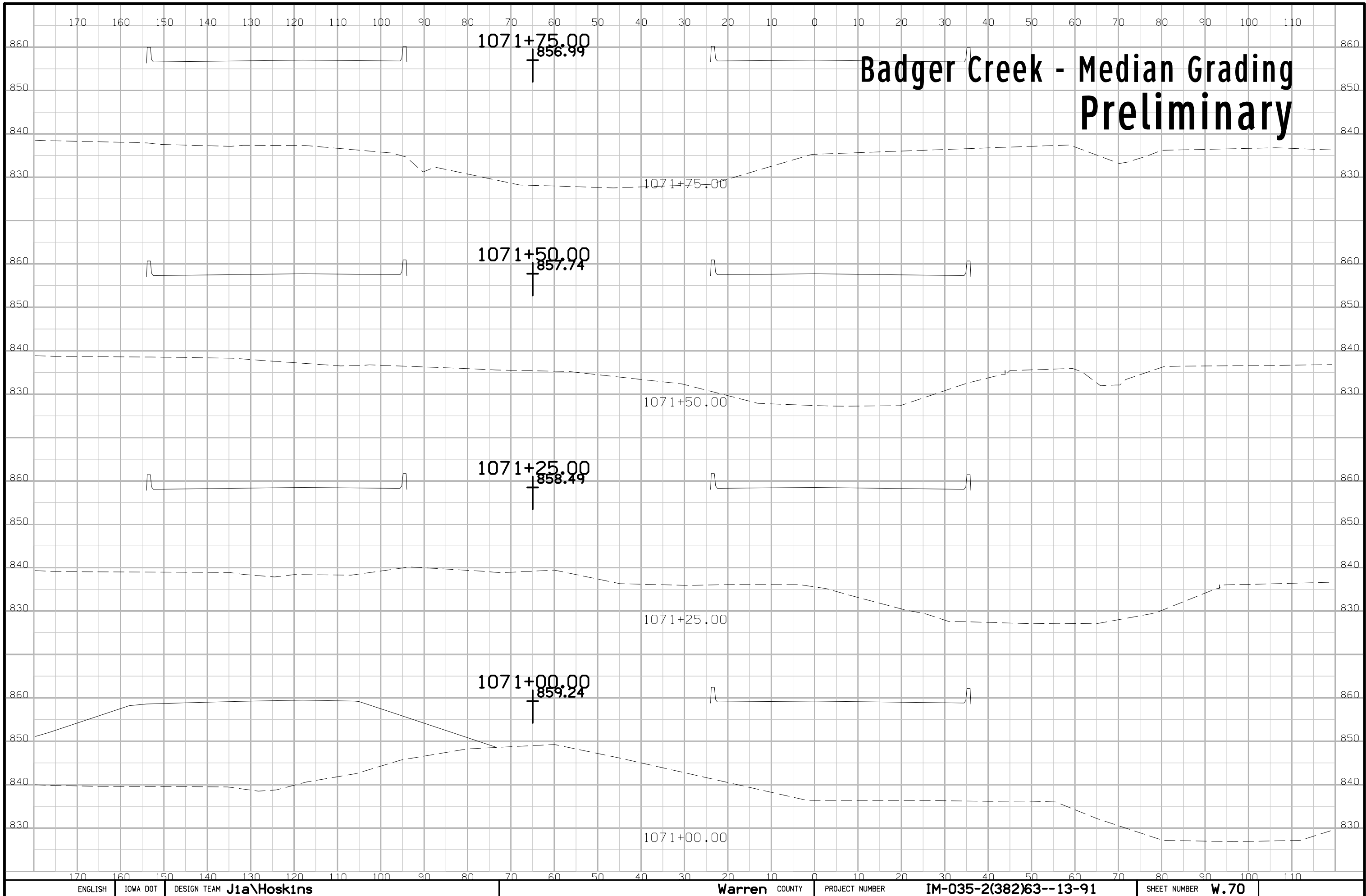


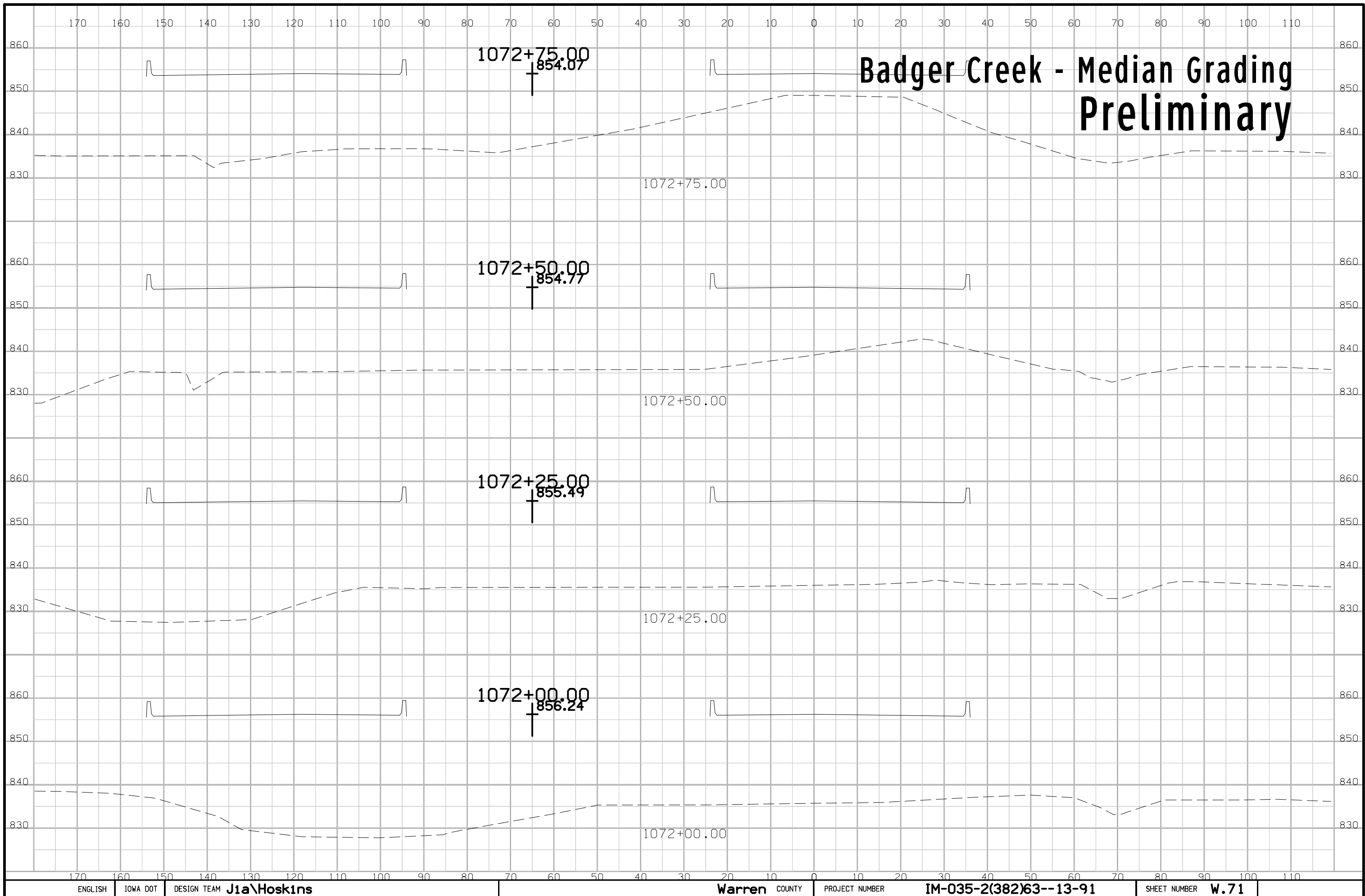
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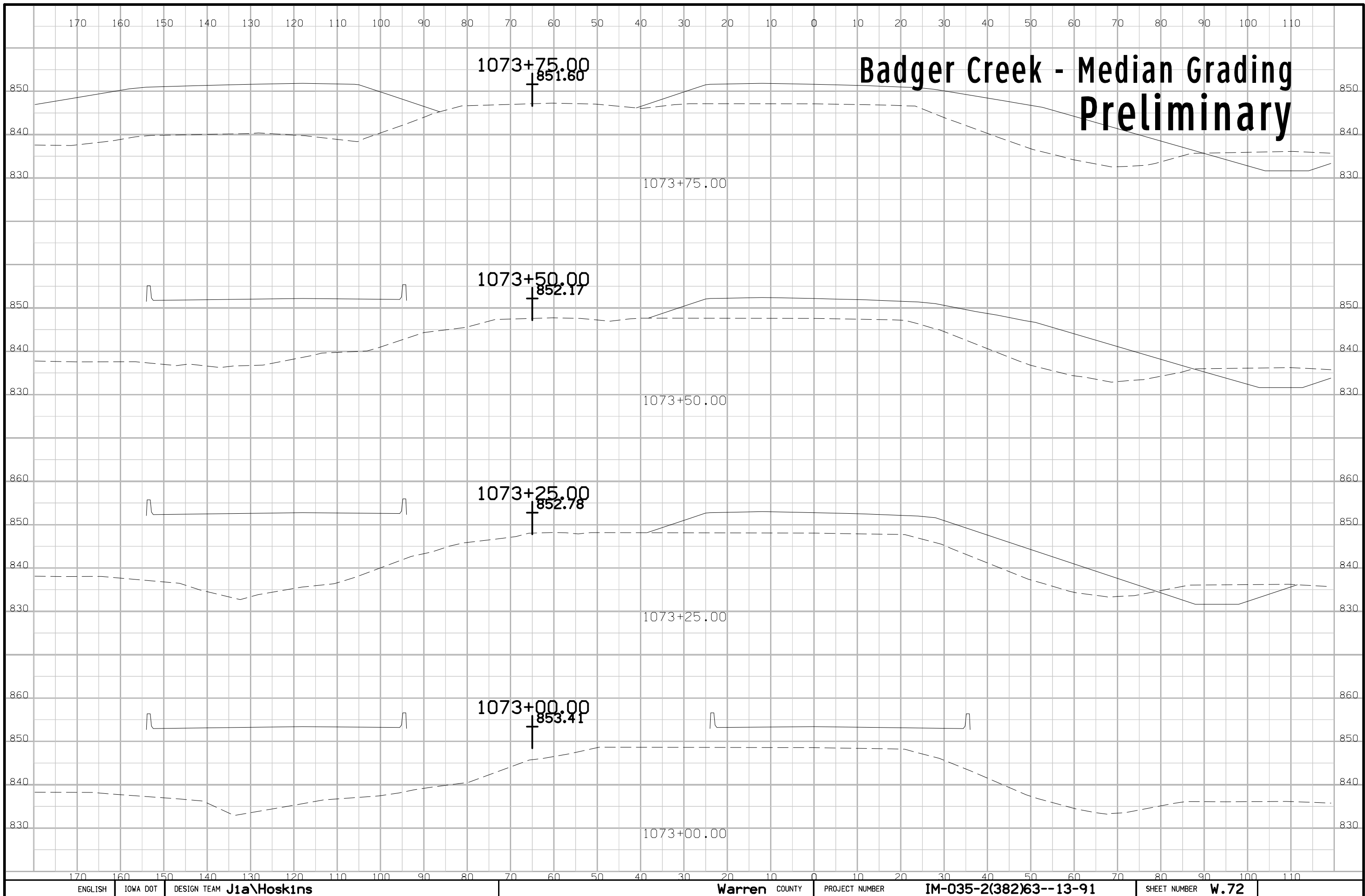


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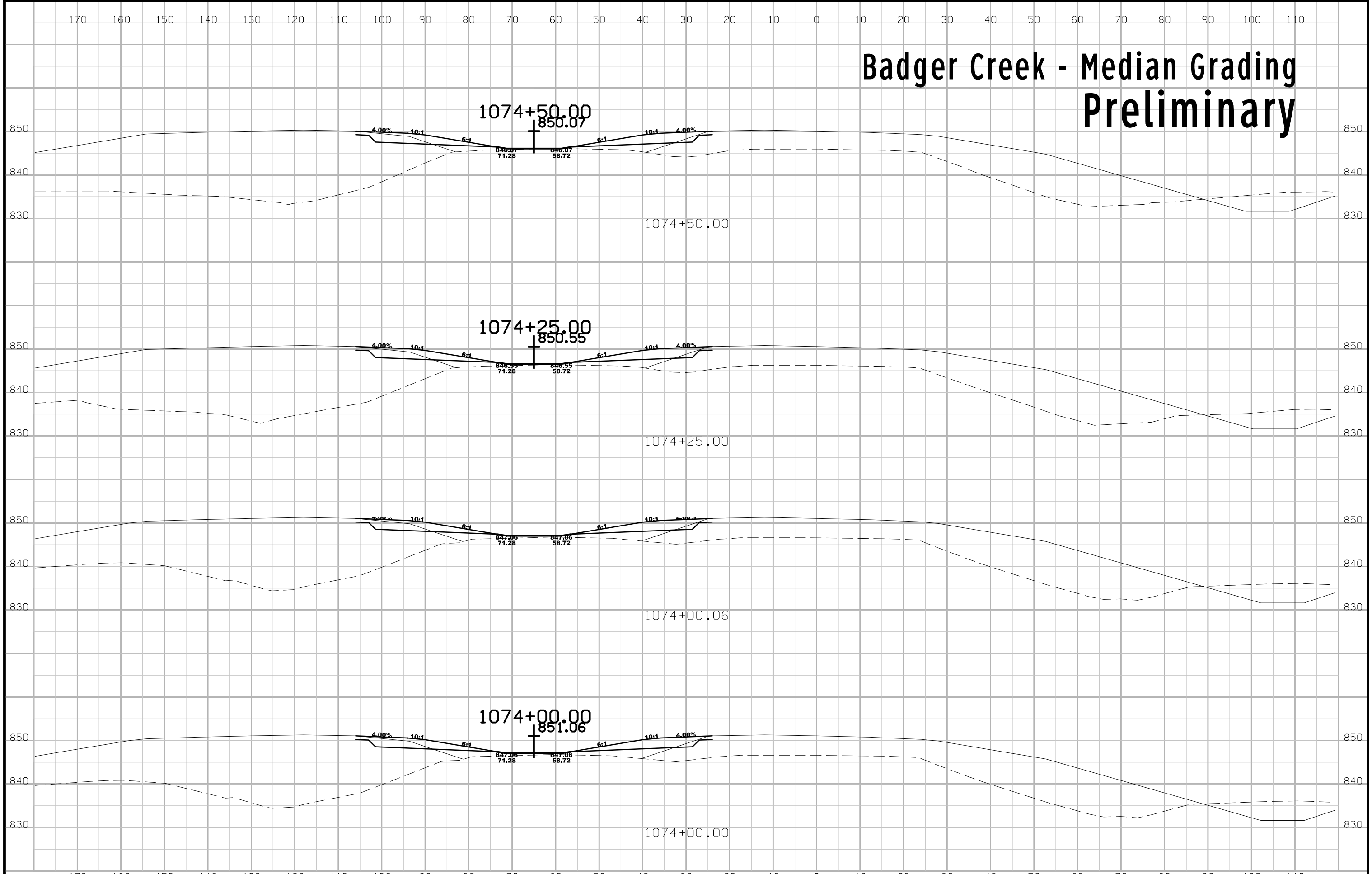




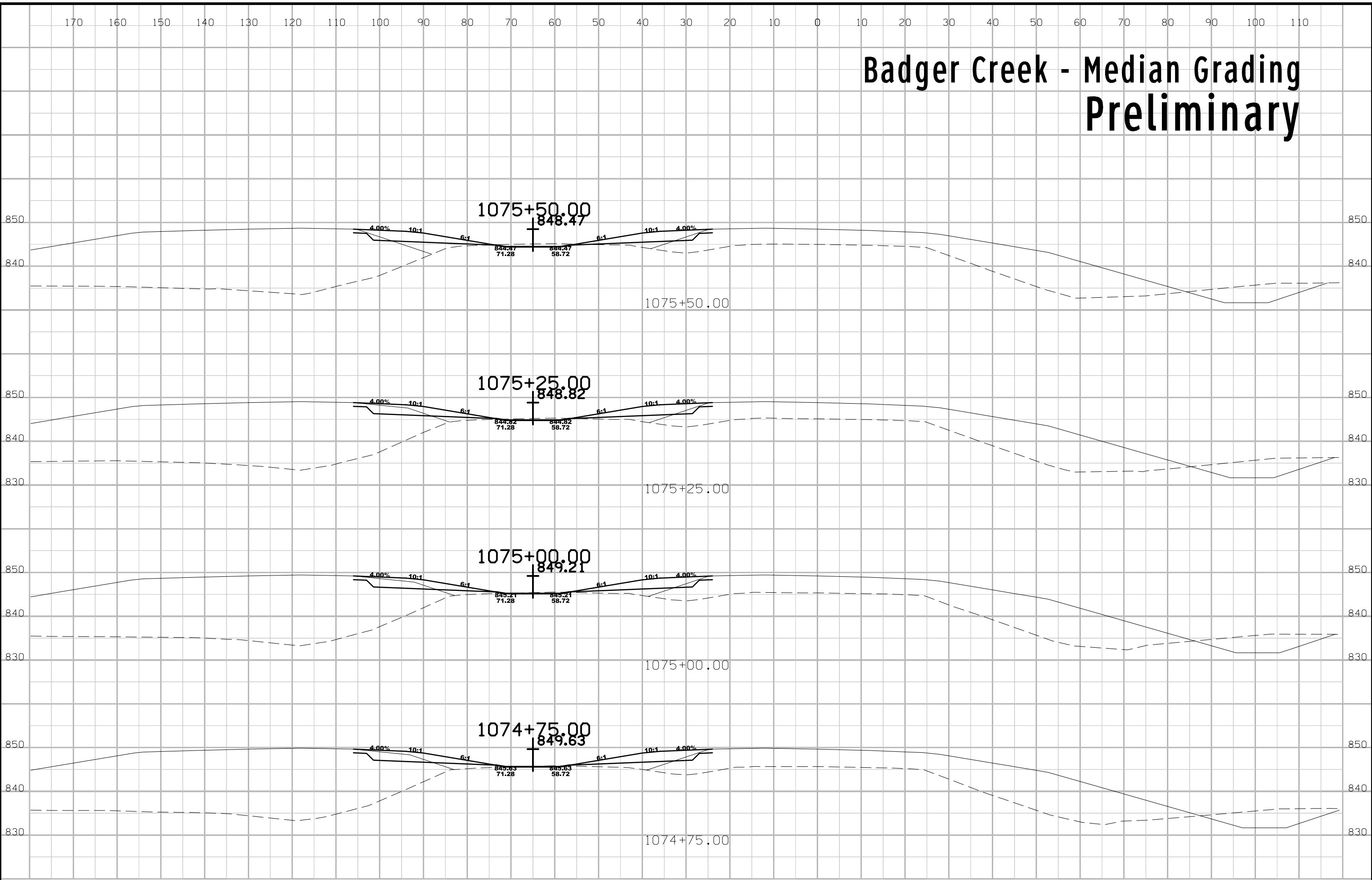




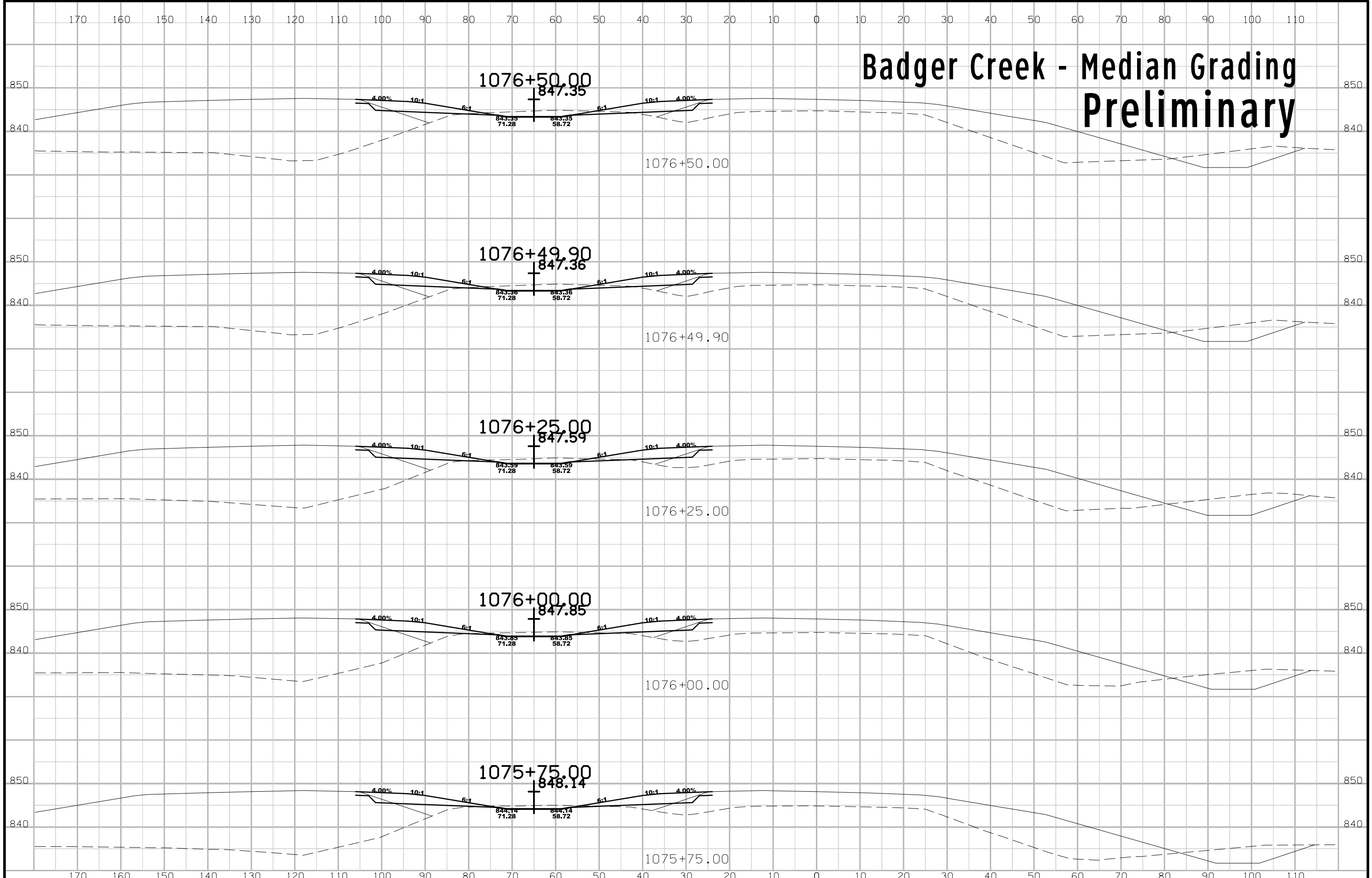
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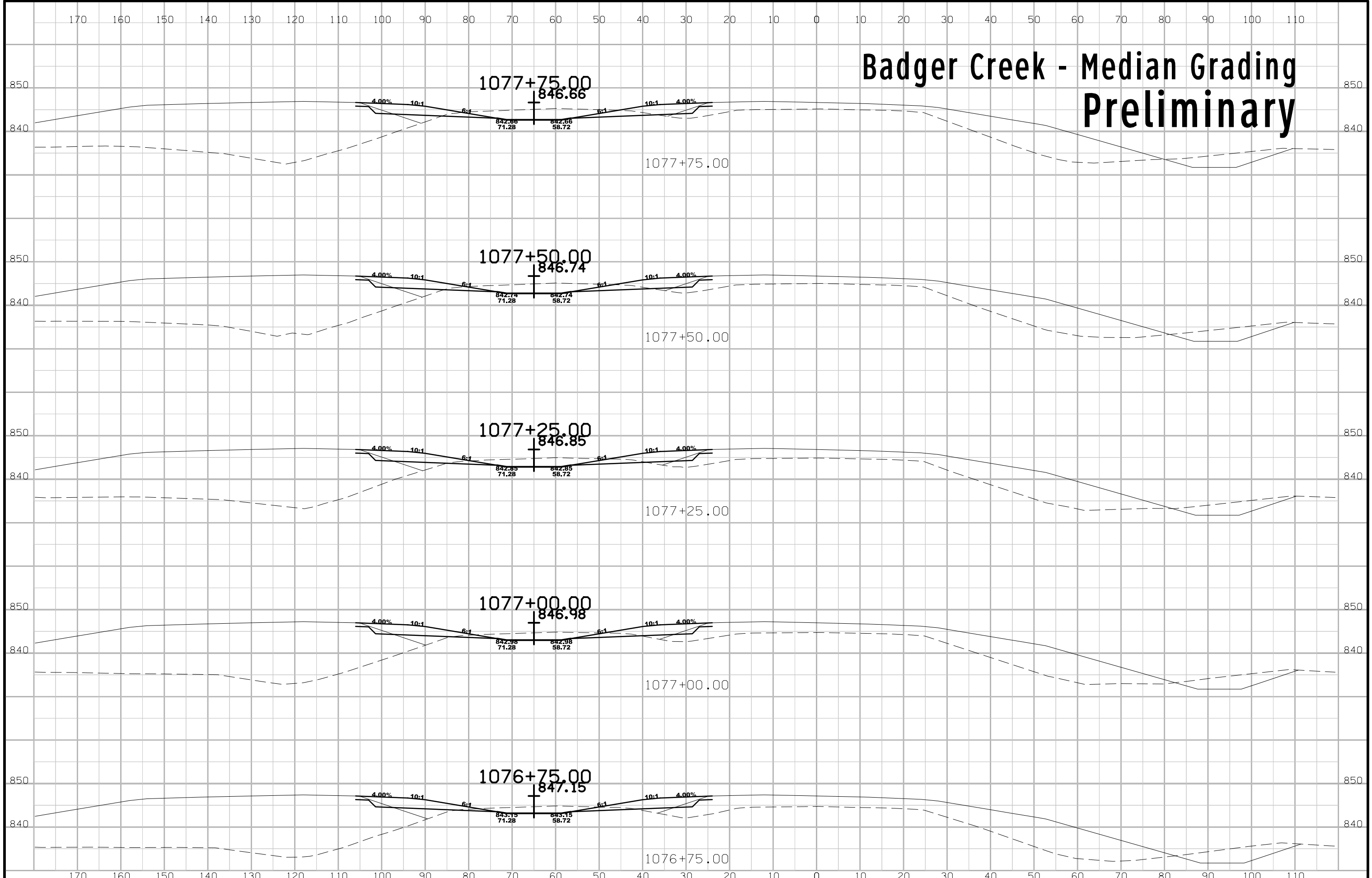


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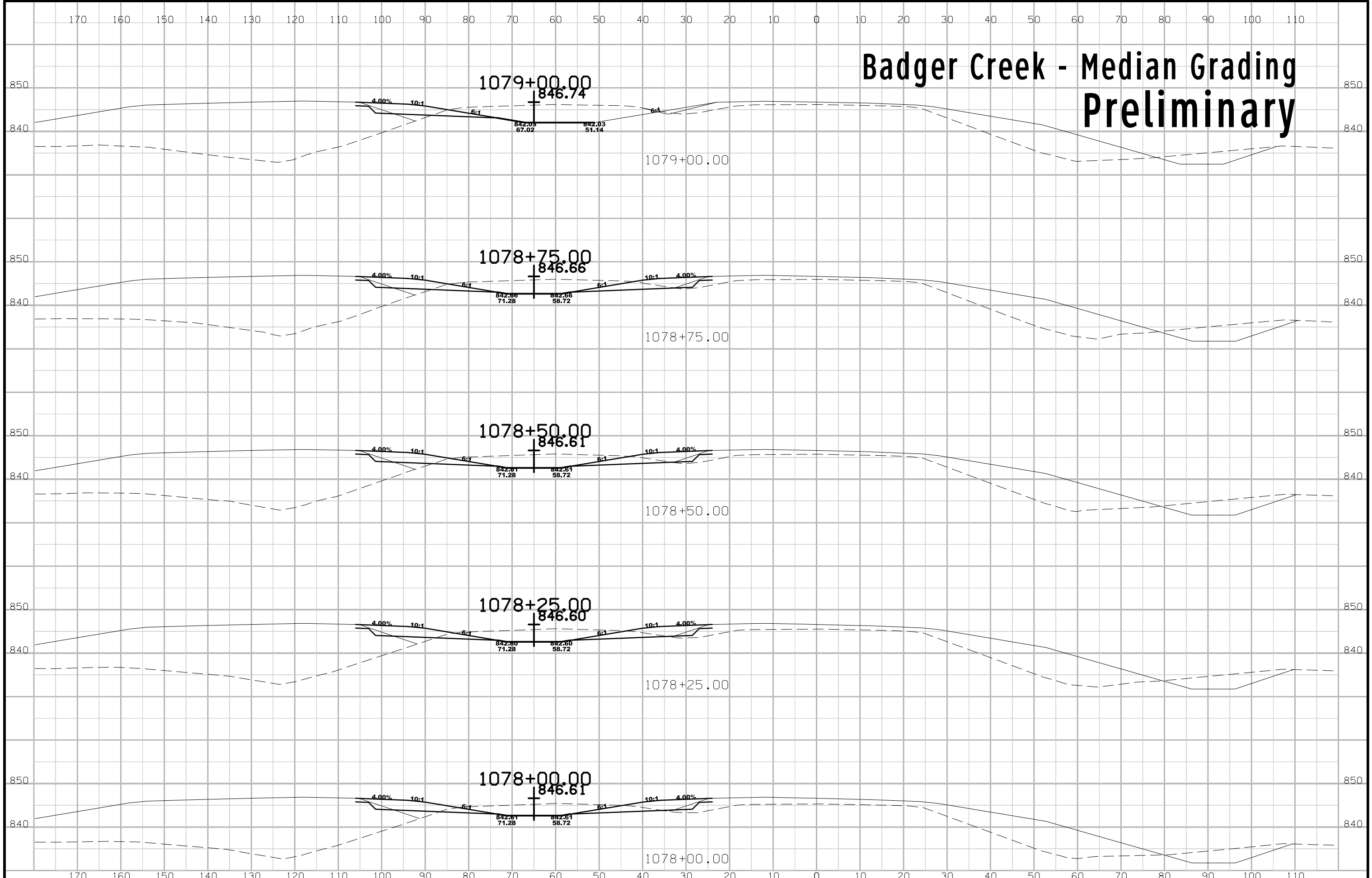




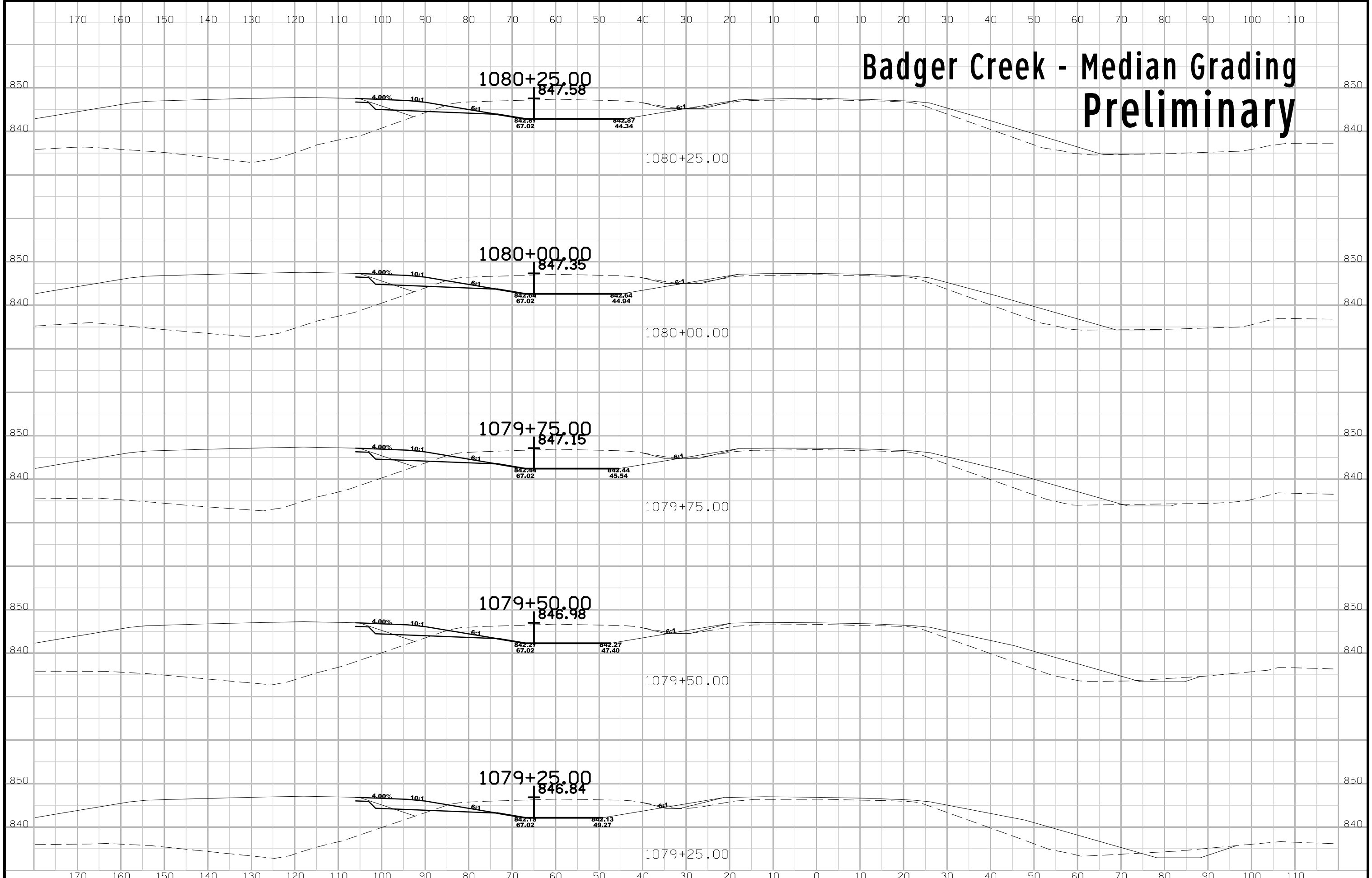
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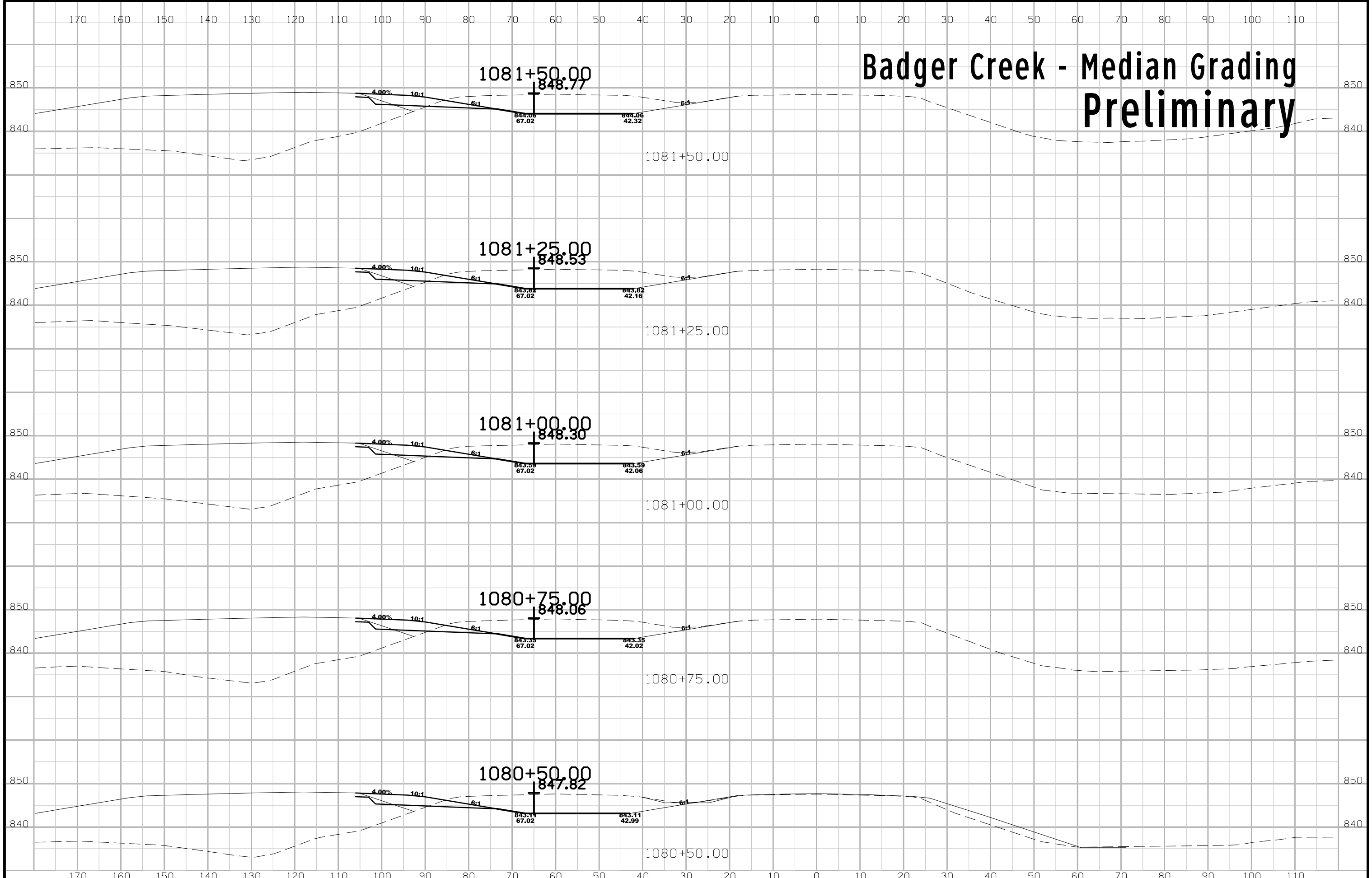
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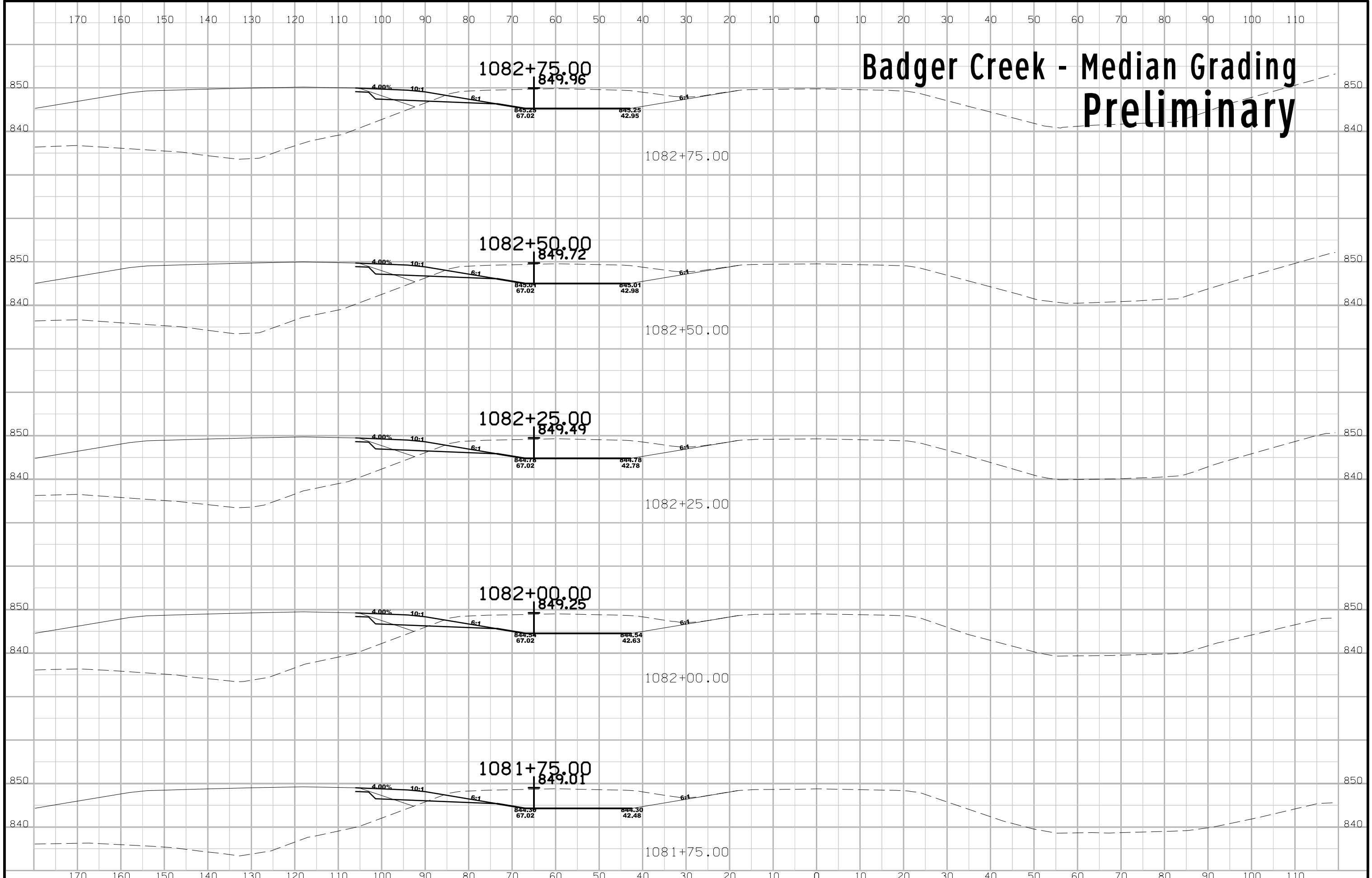
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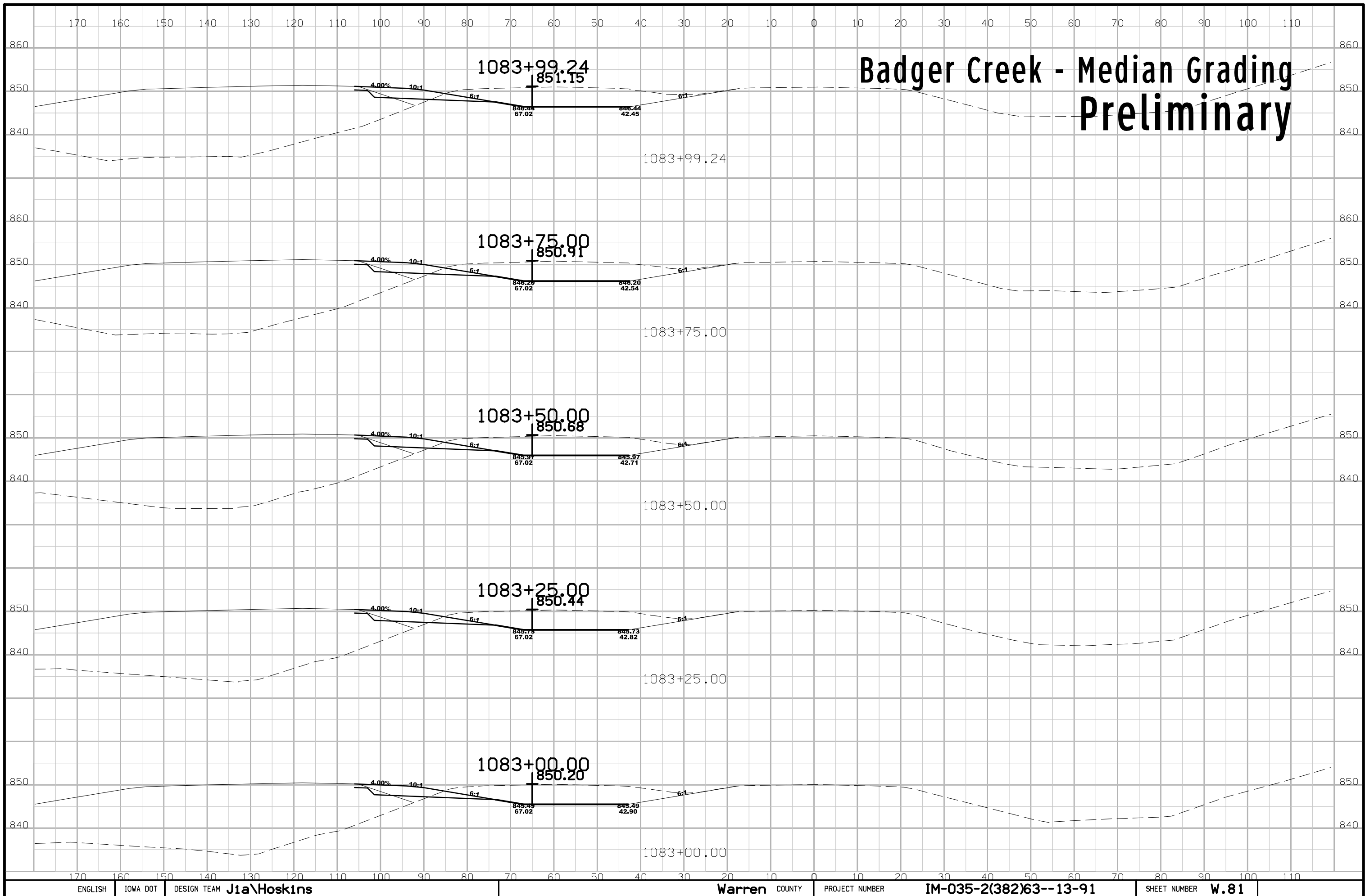


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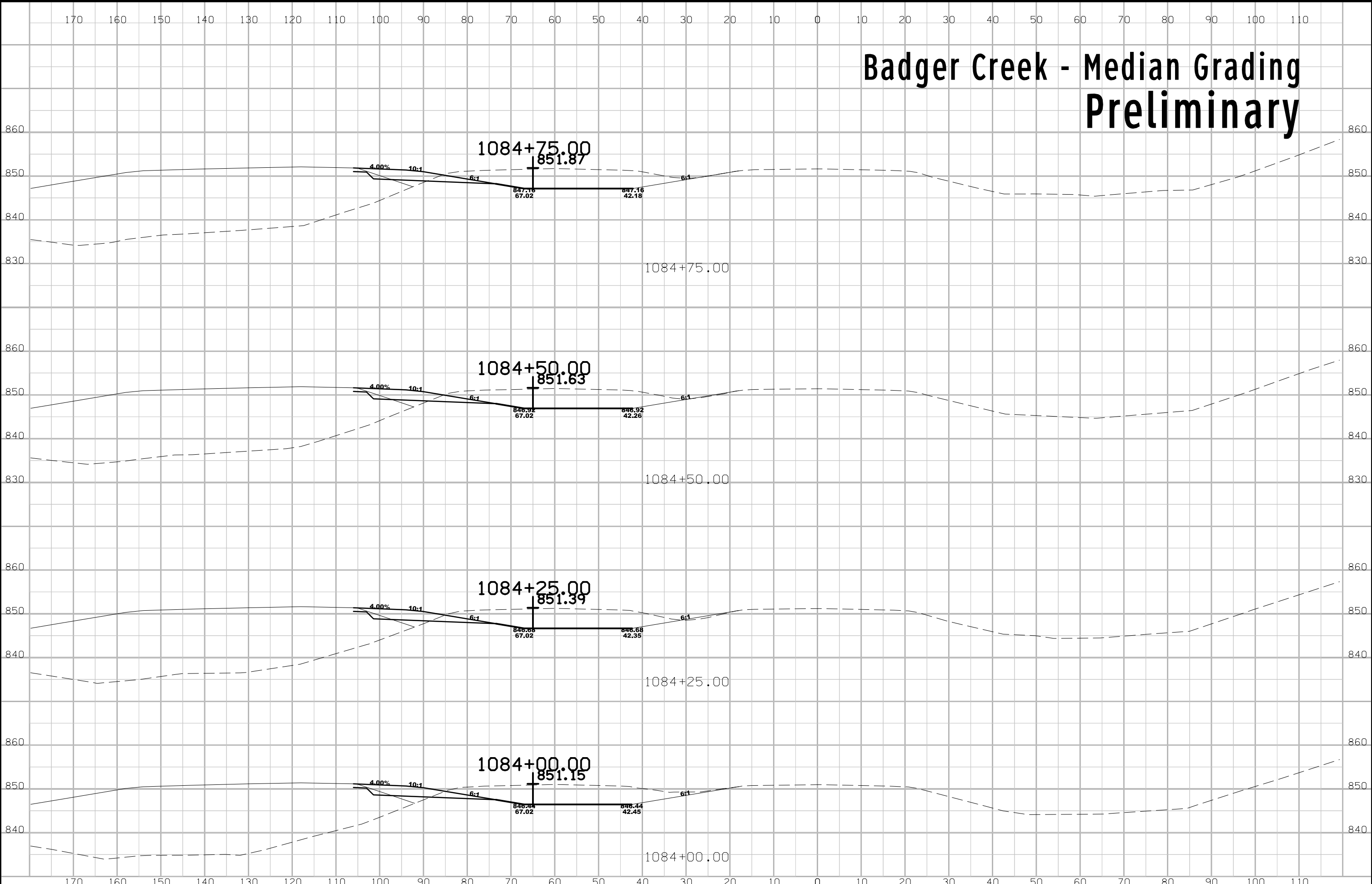


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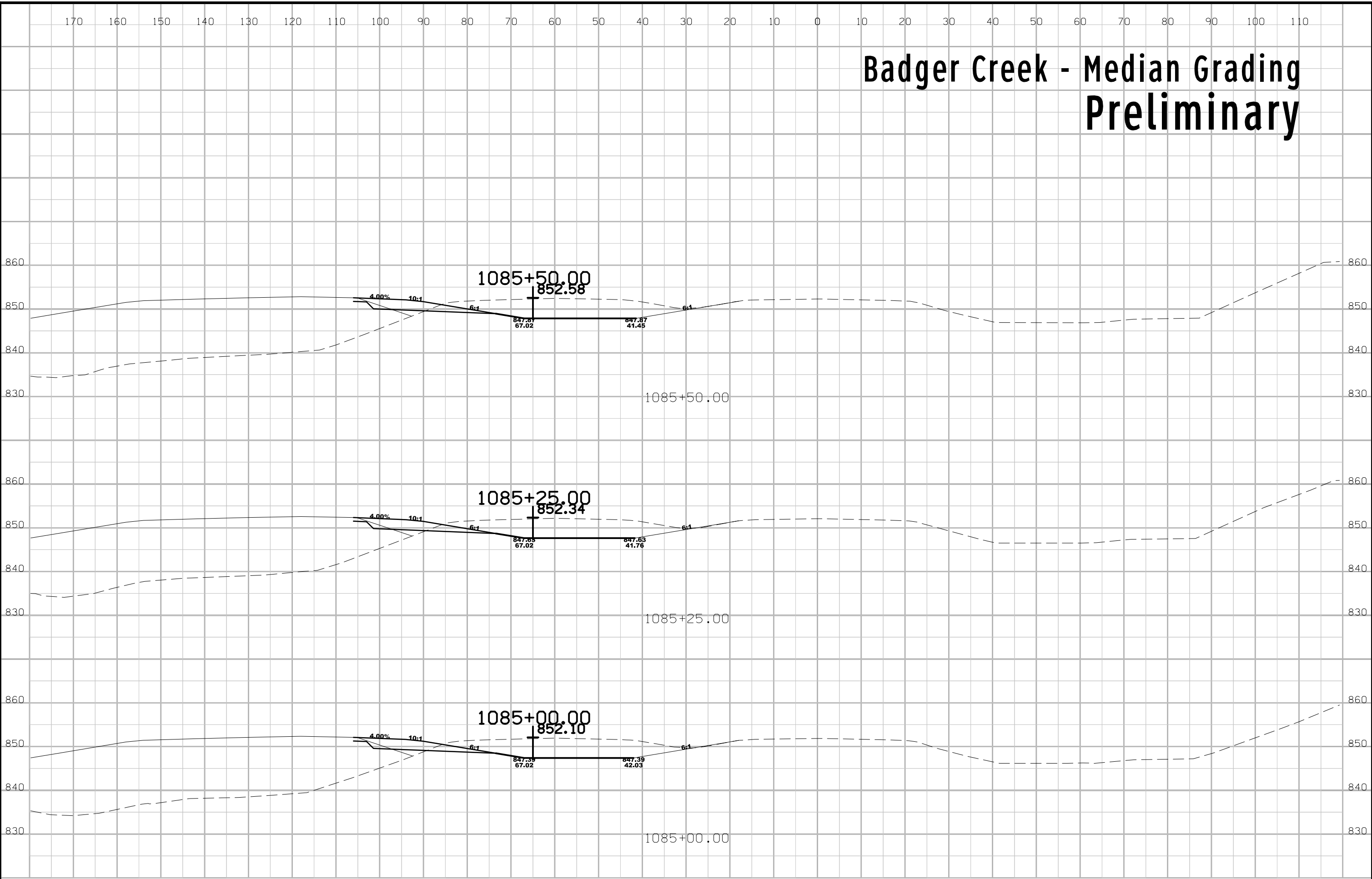




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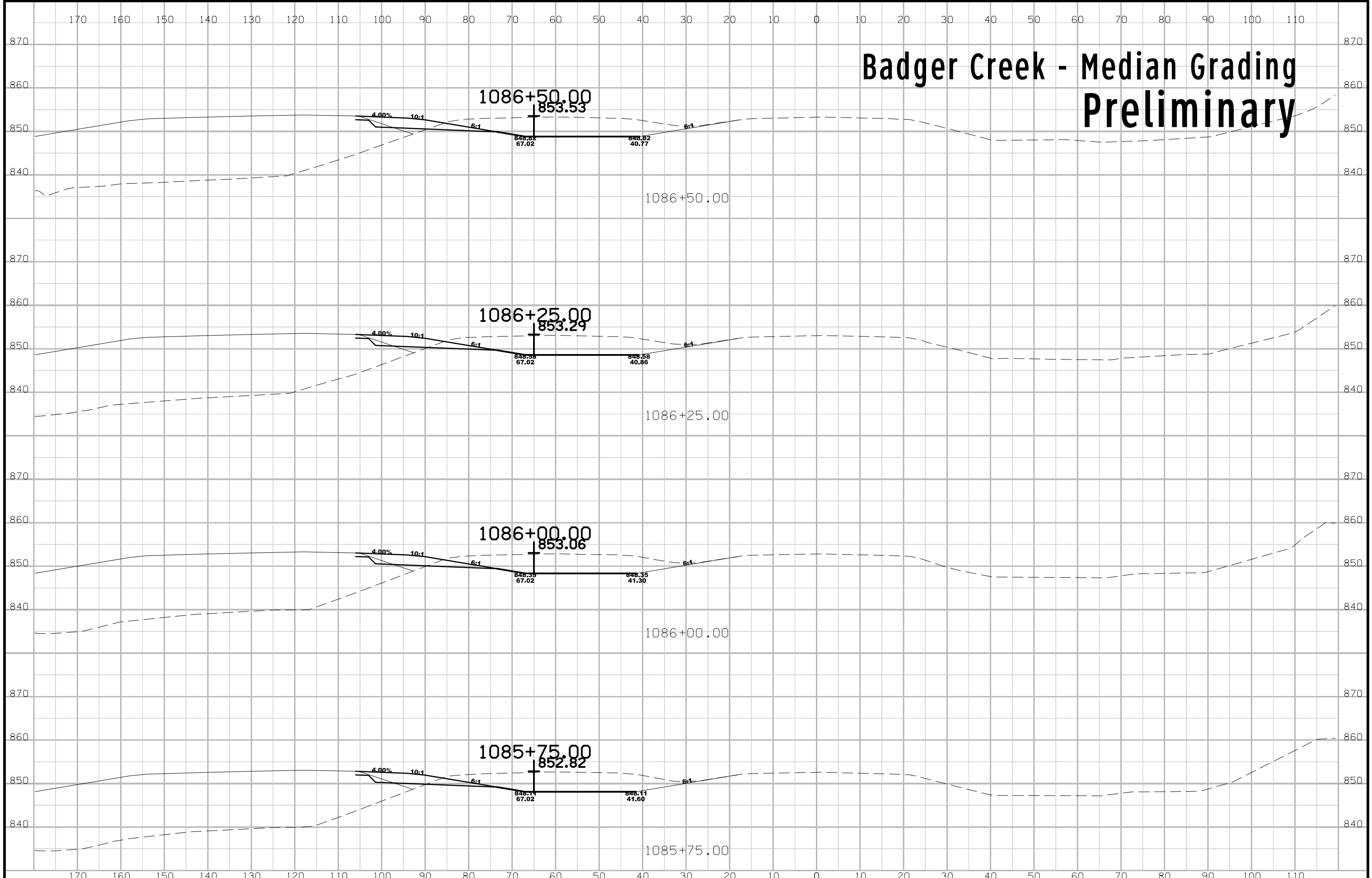


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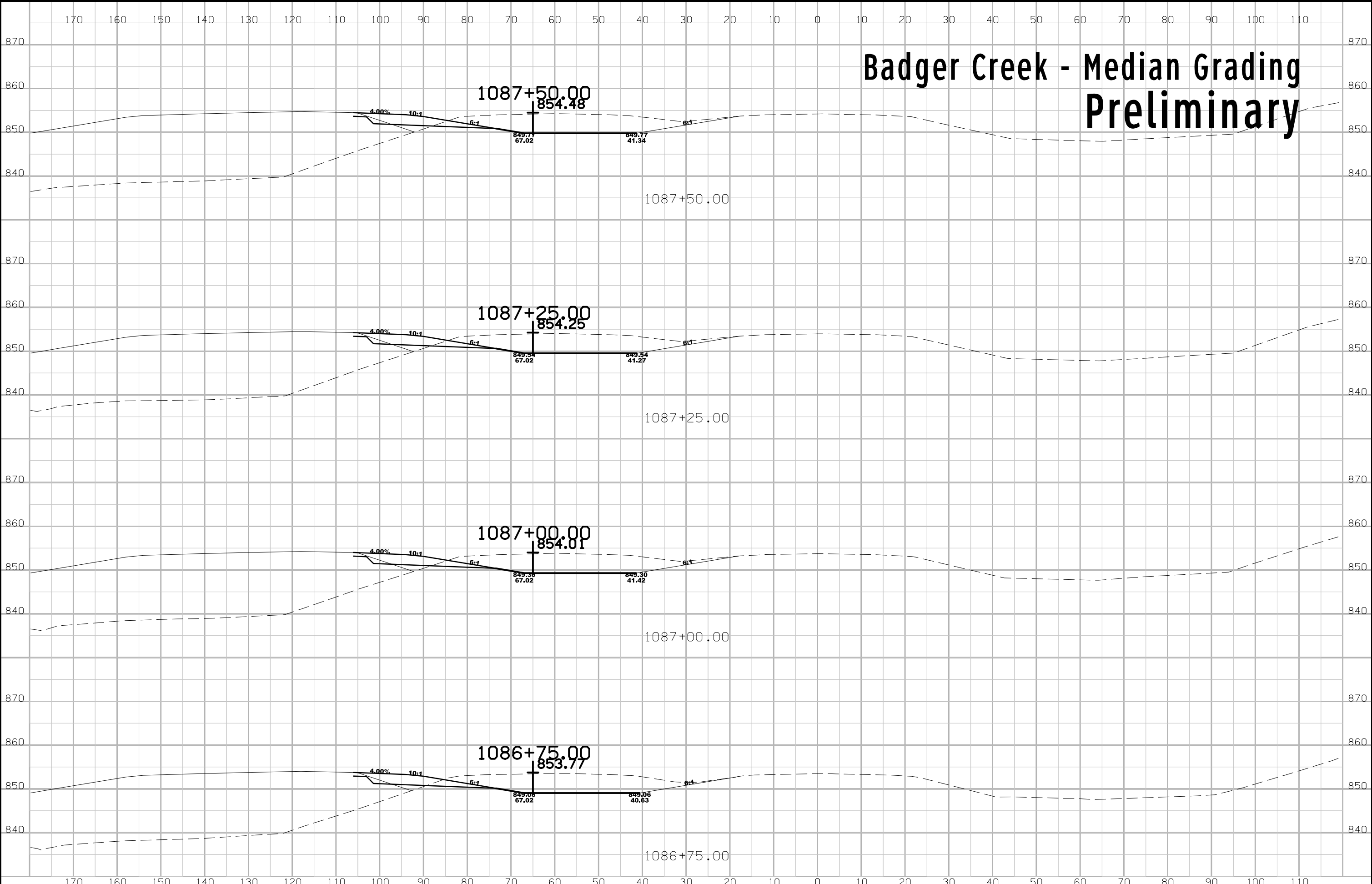




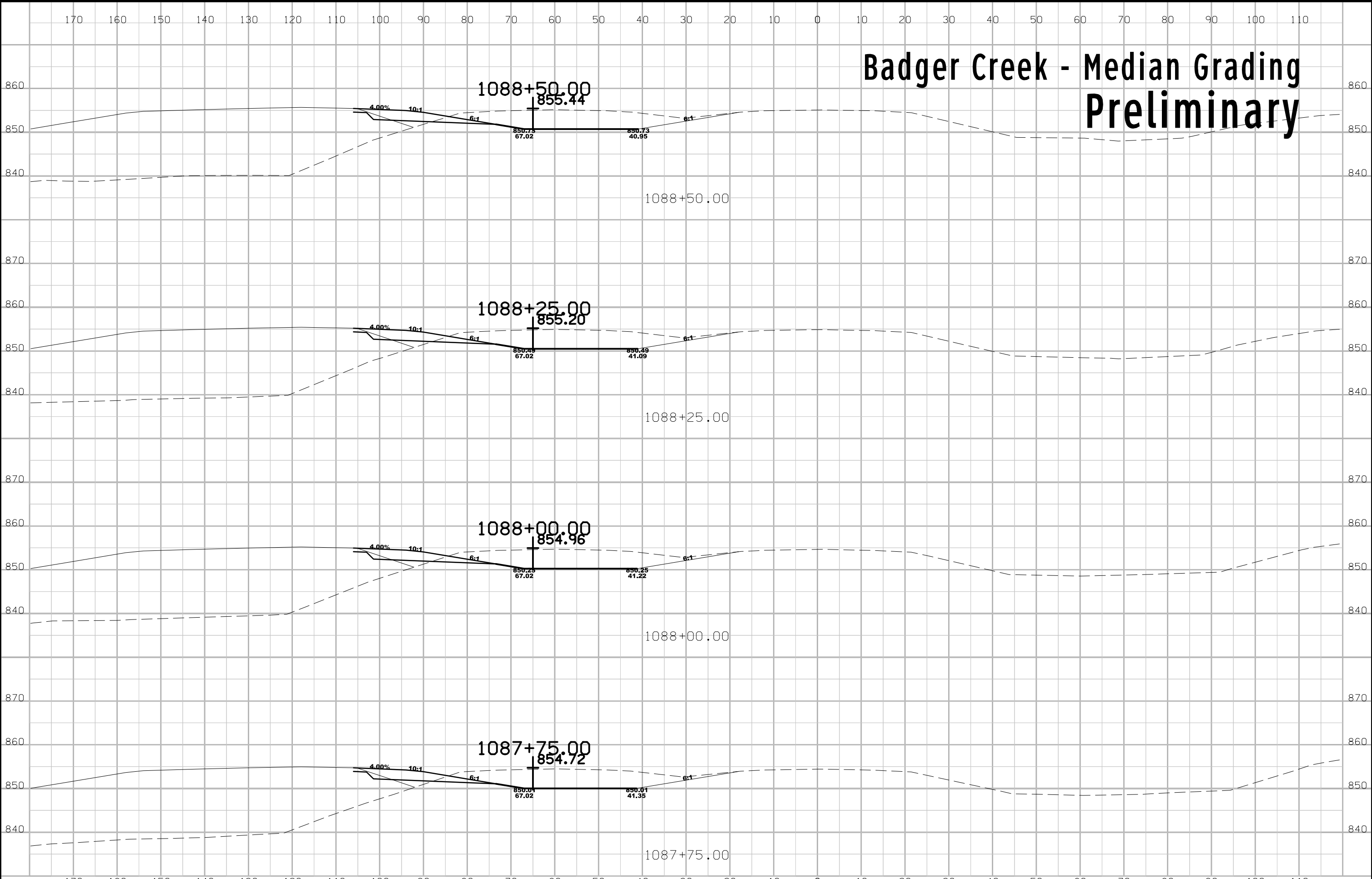
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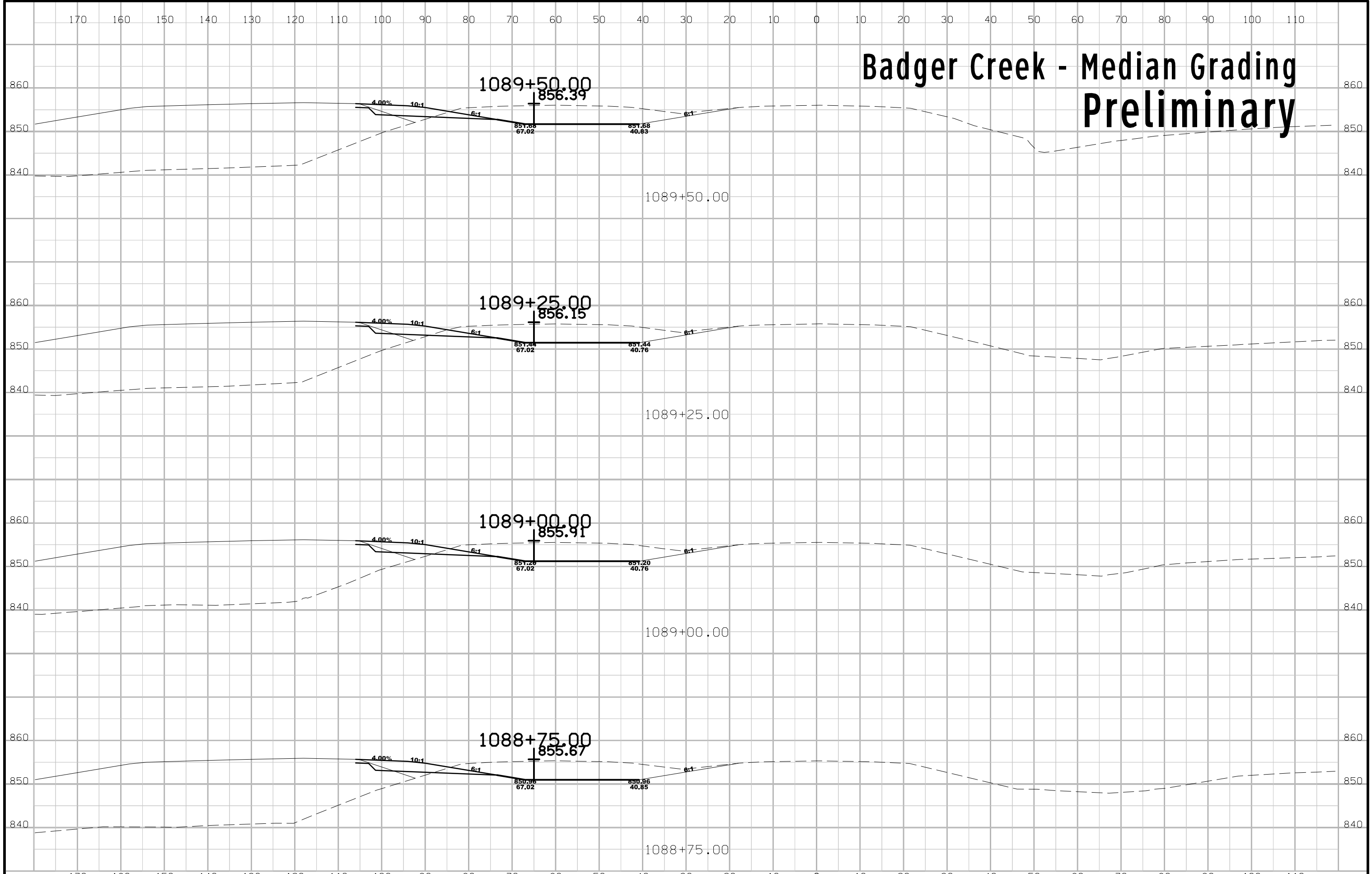
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