LETTING DATE 09/16/2014

SCOTT Co.

PCC PAVEMENT-GRADE AND REPLACE

IM-74-1(226)4--13-82

INDEX OF SHEETS

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A.2	Location Map Sheet
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B.8	Typical Details
C Sheets	**Quantities and General Information**
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C.2 - 3	Estimated Project Quantities
C.4 - 6	Estimate Reference Information
C.6	Index of Tabulations
C.7	Standard Road Plans
C.8	Pollution Prevention Plan
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N Sheets	**Traffic Signal Sheets**
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S Sheets	**Sidewalk Sheets**
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* S .14 - 25	Sidewalk Plan Details

Iowa Department of Transportation

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

SCOTT COUNTY

PCC PAVEMENT - GRADE AND REPLACE

US 67 FROM 10TH STREET TO 17TH STREET 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.

MILEAGE SUMMARY

105-1
09-27-94

Div.	Location	Lin. Ft.	Miles
	US 67 Southbound Sta. 197+00.00 to Sta. 217+40.00	2040.00	0.386
	US 67 Northbound Sta. 1593+00.00 to Sta. 1624+15.00	3115.00	0.590
	Total Length US 67 Southbound and Northbound	5155.00	0.976
	Average Length of US 67 Roadway (Division 1)	2577.50	0.488

REVISIONS

TOTAL 378
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-74-1(226)4--13-82
R.O.W. PROJECT NUMBER
IM-074-1(144)5--13-82

INDEX OF SHEETS

No.	DESCRIPTION
T Sheets	**Earthwork Quantity Sheets**
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U.18 - 28	Final Pavement Markings
U.29 - 31	Detail Sheets
U.32 - 34	Contaminated Soil Areas Site Details
W Sheets	**Mainline Cross Sections**
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W.2 - 42	Mainline Cross Sections
X Sheets	**Side Road Cross Sections**
X.1 - 43	Side Road Cross Sections
Y Sheets	**Ramp Cross Sections**
Y.1 - 5	Ramp Cross Sections
	* Color Plan Sheets
	** To Be Inserted Later

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

For Project Location Map
Refer to Sheet A.2

04-30-02 101-5

DESIGN DATA URBAN

2010 AADT	14,000	V.P.D.
2035 AADT	18,740	V.P.D.
2035 DHV		V.P.H.
TRUCKS	5	%
Total Design ESALs	--	

INDEX OF SEALS

A.1	Steven S. Sweet	
G.1	Coventine Fid	Reference Ties/Benchmarks
N.1	Todd	Traffic Signal Design
N.8	Steven	ITS Design
G.1	Chepkoech K. Chepkoit	Geotechnical Design

IN PROGRESS

LICENSED PROFESSIONAL ENGINEER
John C. Sample
XXXXXXX
IOWA

IN PROGRESS

I hereby certify that this engineering document was prepared by me or under my 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: _____

UNAPPROVED PLANS

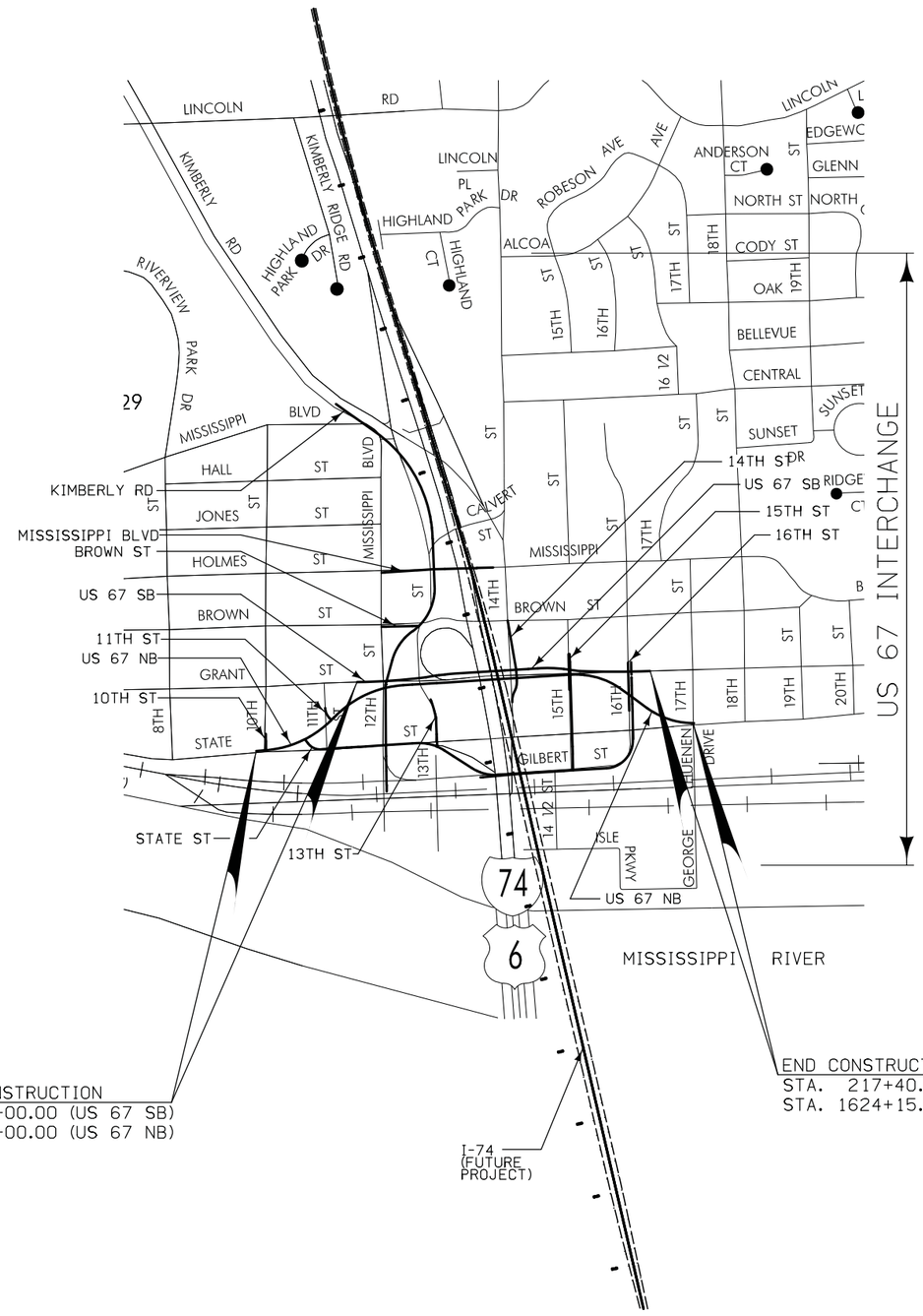
Subject to change by final design.

UNAPPROVED PLAN
Date: 12-17-2012

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER A.1

7:50:53 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-A-001.sht

CITY OF BETTENDORF
SCOTT COUNTY, IA





BEGIN CONSTRUCTION
STA 197+00.00 (US 67 SB)
STA 1593+00.00 (US 67 NB)

END CONSTRUCTION
STA. 217+40.00 (US 67 SB)
STA. 1624+15.00 (US 67 NB)

PROJECT LOCATION

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER A.2	

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3207A
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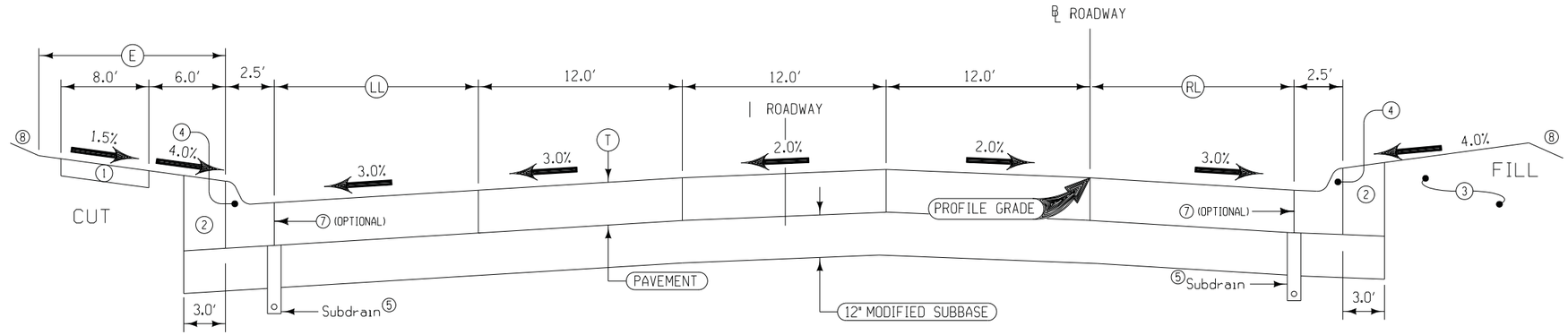


LOCATION			T	E	LL	RL
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet	Feet
US 67/GRANT STREET	198+30.18	200+04.20	10	16	0	0
US 67/GRANT STREET	200+04.20	203+20.00	10	16	0	12-0
US 67/GRANT STREET	203+20.00	206+03.67	10	16	0	0
US 67/GRANT STREET	206+23.67	209+14.88	10	16	0	24
US 67/GRANT STREET	209+14.88	211+40.00	10	16	12	24
US 67/GRANT STREET	211+40.00	212+59.74	10	16	0	12-0
US 67/GRANT STREET	212+59.74	216+13.94	10	16	0	0

Notes:

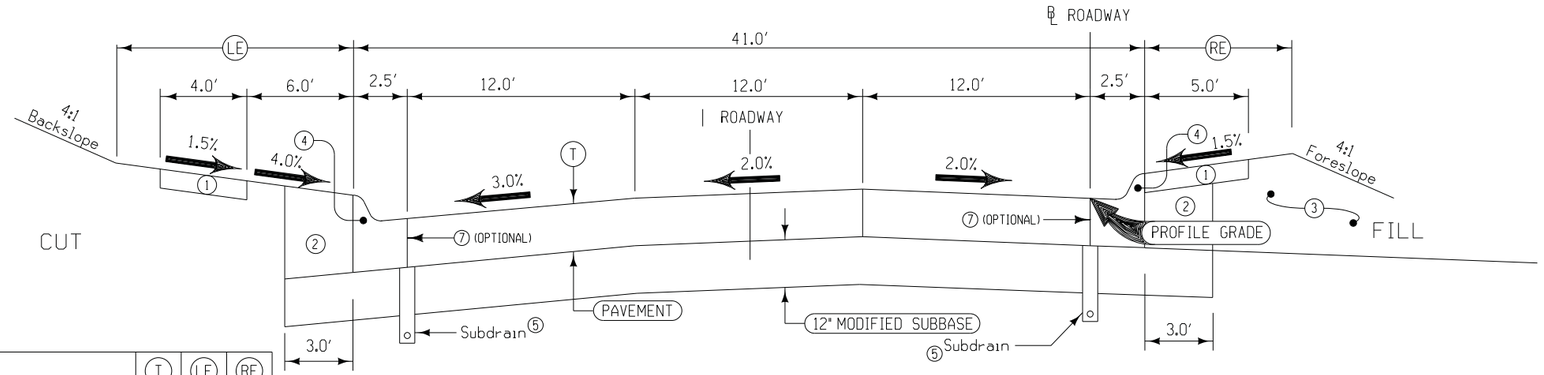
Normal sections shown may be appropriately modified for areas specifically designated by the Engineer, such as intersections or superelevated curves.

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

① Refer to other Detail Drawings for details of shoulder and possible sidewalk construction.
② Excavate and Backfill 3.0′.
③ Backfill
④ 6" Standard Curb (PV-102)
⑤ Refer to Standard Road Plan RF-19C.
⑥ Refer to other drawings for limits of construction for this project.
⑦ "KT-2" or "L-2" Joint
⑧ Normal Foreslope

TYPICAL CROSS SECTION
3-LANE DIVIDED ROADWAY
PAVEMENT WITH CURBS

3222A
MODIFIED



Notes:

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

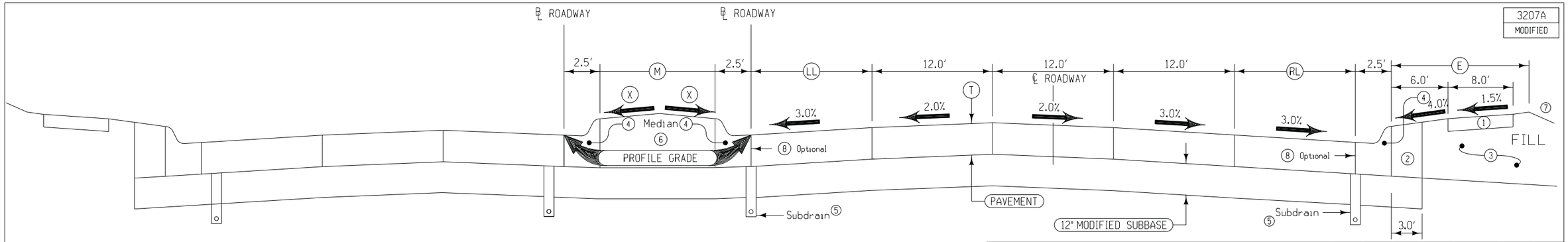
Refer to other drawings for details of shoulder design and construction

LOCATION ⑥			T	LE	RE
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet
US 67/GRANT STREET	197+00.00	198+30.18	10	12	7
US 67/GRANT STREET	216+13.94	217+40.00	10	12	7

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

TYPICAL CROSS SECTION
3 LANE 41′ B-B
WITH 2.5′ CURB SECTION

3207A
MODIFIED



Notes:

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

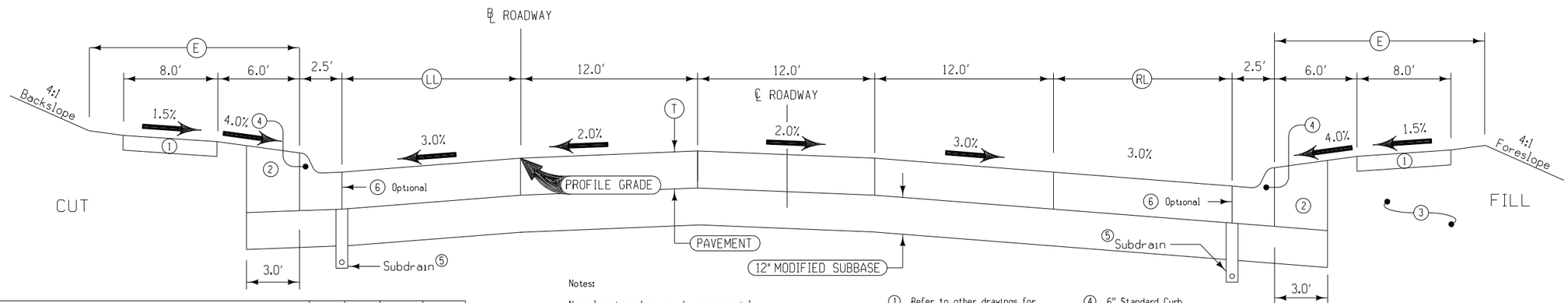
Refer to other drawings for details of shoulder design and construction.

① Refer to other Detail Drawings for details of shoulder and possible sidewalk construction.
② Excavate and Backfill 3.0′.
③ Backfill
④ 6″ Standard Curb
⑤ Refer to Standard Road Plan RF-19C.
⑥ Refer to other drawings for details of raised median.
⑦ Normal Foreslope
⑧ "KT-2" or "L-2" Joint

TYPICAL CROSS SECTION 6-LANE DIVIDED ROADWAY PAVEMENT WITH CURBS

LOCATION			T	E	M	X	MEDIAN TYPE	LL	RL
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet	%		Feet	Feet
US 67/STATE STREET =	1601+75.00 =	1603+18.99 =	10	16	46.2-	4	EARTH	0.0-	0.0
US 67/GRANT STREET	198+40.71	200+04.16			20.0			12.0	
US 67/STATE STREET =	1603+18.99 =	1604+00.00 =	10	16	0.0-	2	PAVED	0.0	0.0
US 67/GRANT STREET	200+04.16	200+84.94			8.6				
US 67/STATE STREET =	1604+00.00 =	1608+21.53 =	10	16	8.56	2	PAVED	0.0-	0.0-
US 67/GRANT STREET	200+84.94	205+11.11						24.0	24.0
US 67/STATE STREET =	1608+21.53 =	1612+11.25 =	10	16	0.0-	2	PAVED	24.0-	0.0
US 67/GRANT STREET	205+11.11	209+00.83			3.0			0.0	
US 67/STATE STREET =	1612+11.25 =	1614+75.00 =	10	16	27.0-	2	PAVED	0.0	0.0
US 67/GRANT STREET	209+00.83	211+72.80			17.6				
US 67/STATE STREET =	1614+75.00 =	1619+56.47 =	10	16	17.6-	2	PAVED	0.0-	0.0
US 67/GRANT STREET	211+72.80	216+16.22			73.2			12.0	

3222
MODIFIED



LOCATION			T	E	LL	RL
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet	Feet
US 67/STATE STREET	1593+00.00	1597+40.10	10	16	0	20.3-0
US 67/STATE STREET	1594+40.10	1599+55.00	10	16	0	0
US 67/STATE STREET	1599+55.00	1601+75.00	10	16	0-12	0
US 67/STATE STREET	1619+56.47	1620+75.00	10	16	0	0
US 67/STATE STREET	1620+75.00	1624+15.00	10	16	0	0-12

Notes:

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

Refer to other drawings for details of shoulder design and construction

① Refer to other drawings for details of shoulder and possible sidewalk construction
② Excavate and backfill 3.0′
③ Backfill
④ 6″ Standard Curb
⑤ Refer to Standard Road Plan RF-19C
⑥ "KT-2" or "L-2" Joint

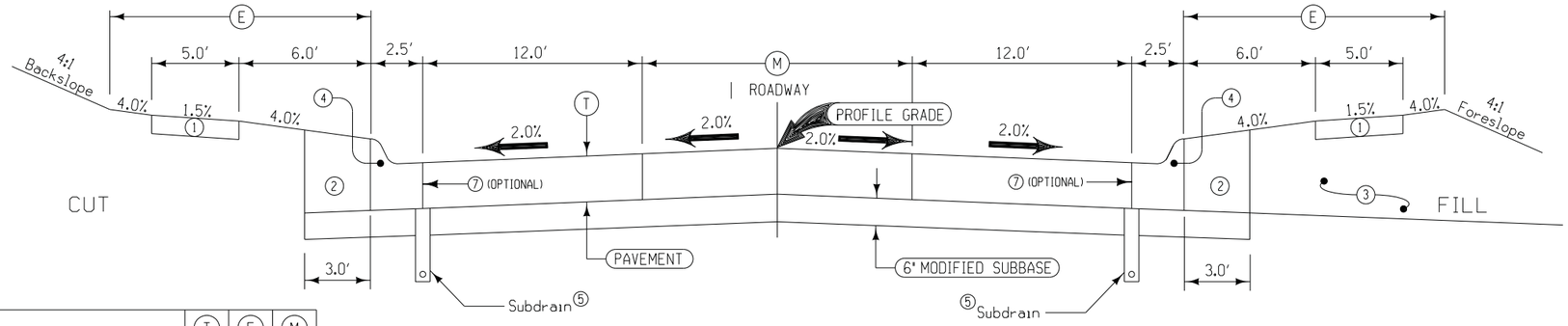
TYPICAL CROSS SECTION 3 LANE 41′ B-B WITH 2.5′ CURB SECTION

3222C
MODIFIED

Notes:

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

Refer to other drawings for details of shoulder design and construction

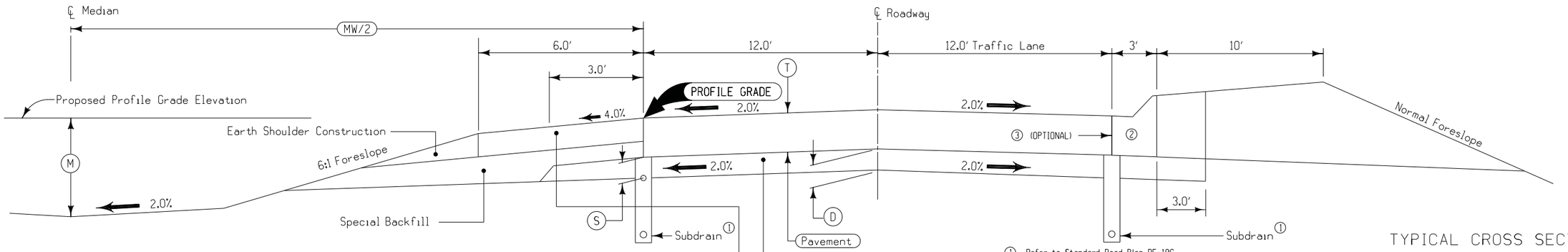


1. Refer to other drawings for details of shoulder and possible sidewalk construction
2. Excavate and backfill 3.0'
3. Backfill
4. 6" Standard Curb (PV-102)
5. Refer to Standard Road Plan RF-19C
6. Refer to other drawings for limits of construction for this project.
7. "KT-2" or "L-2" Joint

LOCATION 6			T	E	M
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet	Feet
KIMBERLY ROAD	4606+09.39	4616+26.99	8	13	16.0
KIMBERLY ROAD	4616+26.99	4620+06.00	8	13	16.0-
					4.1
KIMBERLY ROAD	4620+06.00	4625+40.00	8	13	4.1-
					28.2

TYPICAL CROSS SECTION
3 LANE
WITH 2.5' CURB SECTION

3224
MODIFIED

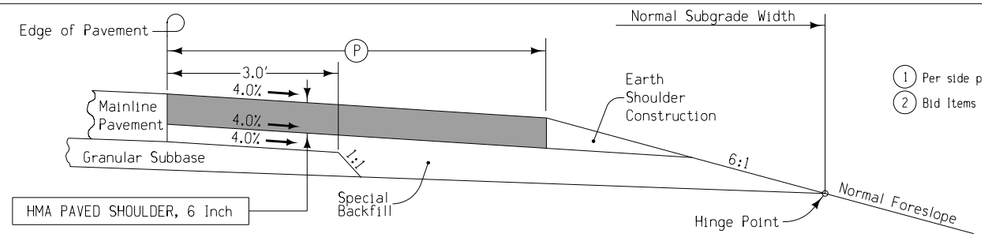


Location				T	S	D	MW	M
Road Identification	Station To Station			Inches	Inches	Inches	Feet	Feet
KIMBERLY RD.	4625+40.00	4627+00.00		8	6	6	28.2	1.6

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

TYPICAL CROSS SECTION
4-LANE DIVIDED ROADWAY PAVING
WITH PARTIALLY PAVED SHOULDERS
AND 3.0' CURB SECTION

7153
MODIFIED

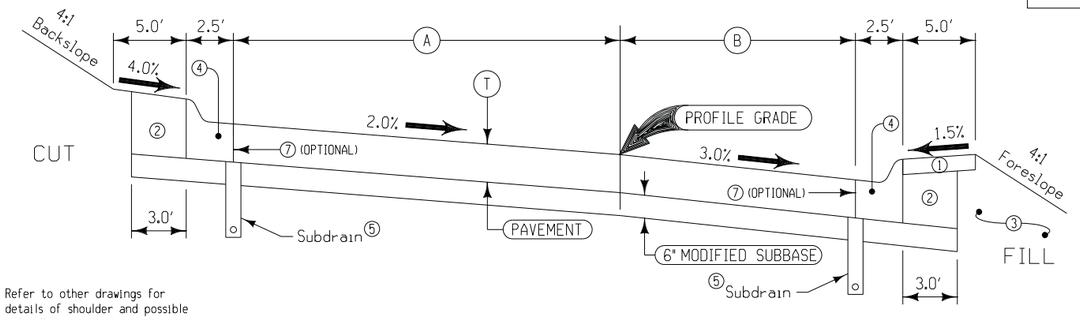


1. Per side per station.
2. Bid Items

HMA PAVED SHOULDER ADJACENT TO EXISTING PAVEMENT

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

WHKS-1



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

Notes:

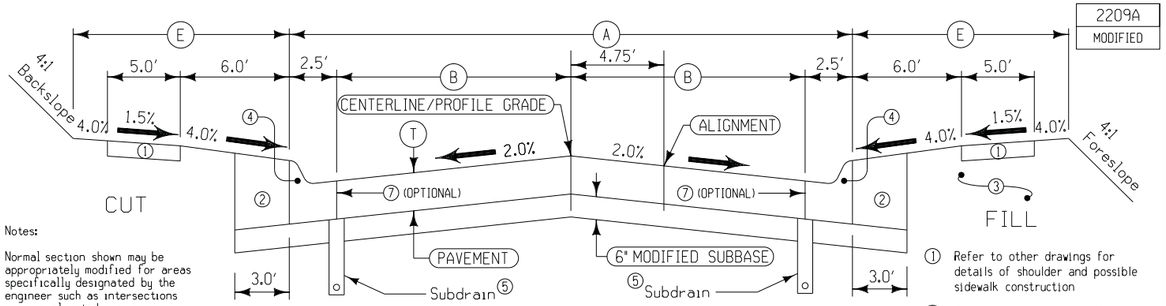
Normal section shown may be appropriately modified for areas specifically designated by the engineer such as intersections or superelevated curves.

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

TYPICAL CROSS SECTION
2 LANE ROADWAY WITH 2.5′ CURB SECTION

LOCATION ⑥			(A)	(B)	(T)
ROAD IDENTIFICATION	STATION TO STATION		Feet	Feet	Inches
STATE ST.	100+74.91	104+19.00	12	8	8

2209A MODIFIED



Notes:

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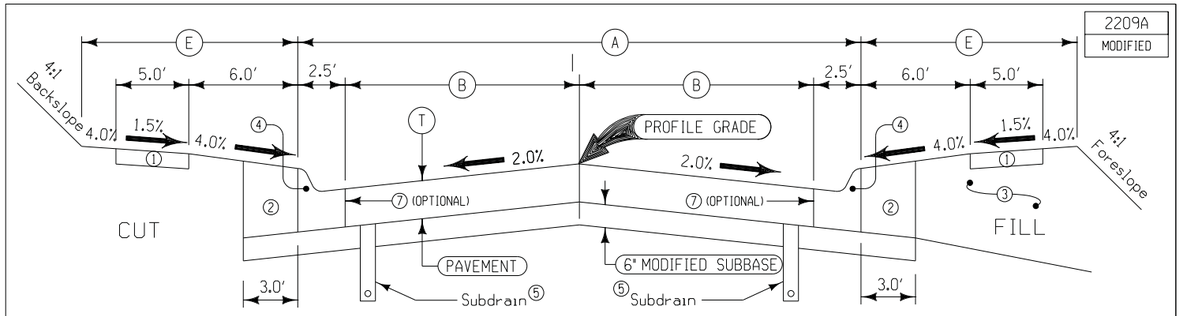
Refer to other drawings for details of shoulder design and construction.

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

TYPICAL CROSS SECTION
2 LANE ROADWAY WITH 2.5′ CURB SECTION

LOCATION ⑥			(A)	(B)	(E)	(T)
ROAD IDENTIFICATION	STATION TO STATION		Feet	Feet	Feet	Inches
12TH ST.	4603+33.00	4604+10.00	40.5	17.75	13	8
12TH ST.	4604+10.00	4605+07.08	40.5-54.3	17.75-32.25	13	8

2209A MODIFIED



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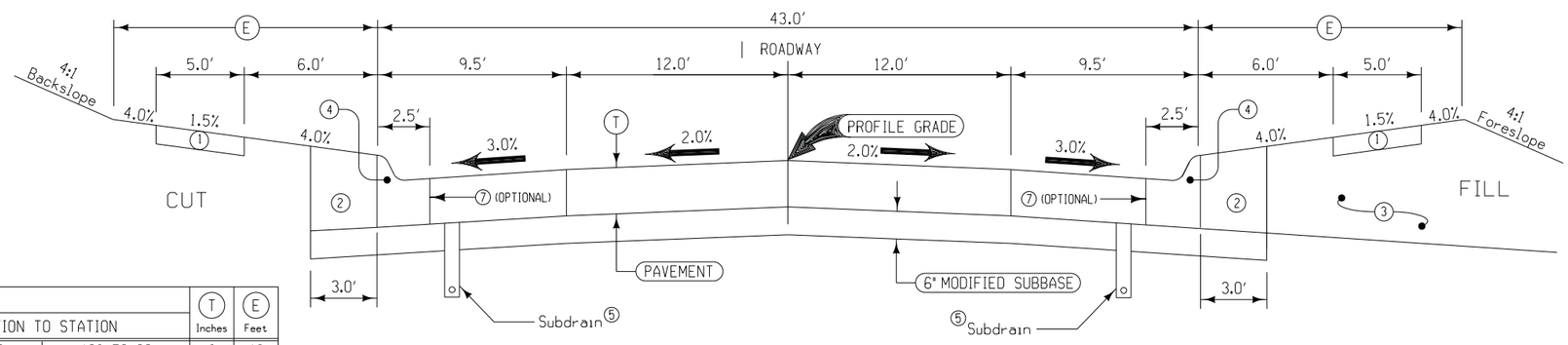
Refer to other drawings for details of shoulder design and construction.

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

TYPICAL CROSS SECTION
2 LANE ROADWAY WITH 2.5′ CURB SECTION

LOCATION ⑥			(A)	(B)	(E)	(T)
ROAD IDENTIFICATION	STATION TO STATION		Feet	Feet	Feet	Inches
BROWN ST.	9+62.00	11+60.42	29	12	13	8
MISSISSIPPI BVLD	8+60.00	11+70.00	29	12	13	8
MISSISSIPPI BVLD	12+10.01	16+06.69	29	12	13	8
10TH STREET	10100+00.00	10100+47.00	35.6	15.1Lt	8	8
				15.5Rt		
11TH STREET	11100+00.00	11100+85.05	34	14.5	13	8
13TH STREET	13100+46.50	13103+22.14	36.7	15.9	11	8
15TH STREET	105+40.00	106+05.50	36.6	15.7Lt	11	8
				15.9Rt		
16TH STREET	100+45.00	101+72.59	31.8	13.5Lt	13	8
				13.3Rt		
16TH STREET	102+33.40	103+53.87	29	12	13	8
16TH STREET	103+92.37	104+85.00	25.6	10.3	15	8

3222B MODIFIED



Notes:

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

Refer to other drawings for details of shoulder design and construction

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

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

LOCATION ⑥			(T)	(E)
ROAD IDENTIFICATION	STATION TO STATION		Inches	Feet
15TH STREET	107+12.88	108+50.00	8	13

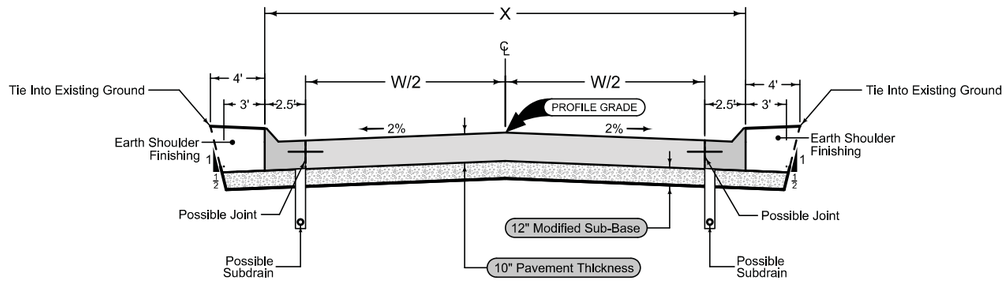
LOCATION			DIMENSIONS		12" Modified Sub-Base	Earth Shoulder Finishing	Curb Type See PV-102
ROAD IDENTIFICATION	STATION TO STATION		Ⓦ	Ⓧ			
			Feet	Feet	CY	CY	
TEMPORARY RAMP D							
	41001+26.98	41003+18.84					6" Standard Curb and Gutter
RAMP B CONNECTION							
	31001+21.72	31001+36.51					6" Standard Curb and Gutter

Quantity calculations based on vertical pavement edges.

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

For Temporary Pavement Return Geometry Refer to Sheet F.xx

Detour_1



2 LANE DETOUR PAVING

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

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

LOCATION			Ⓧ	12" Modified Sub-Base	Earth Shoulder Finishing	Curb Type See PV-102
ROAD IDENTIFICATION	STATION TO STATION					
			Feet	CY	CY	
GRANT SW RUNAROUND						
	100000+00.00	100001+66.01				6" Standard Curb and Gutter
	100001+66.01	100002+63.23				6" Standard Curb and Gutter
	100003+41.41	100004+75.38				6" Standard Curb and Gutter
GRANT SE RUNAROUND						
	200000+00.00	200002+25.00				6" Standard Curb and Gutter
	200002+25.00	200003+24.10				6" Standard Curb and Gutter
	200004+02.85	200005+79.05				6" Standard Curb and Gutter
GRANT NW RUNAROUND						
	300000+00.00	300000+52.04				6" Standard Curb and Gutter
	300000+52.04	300001+04.14				6" Standard Curb and Gutter
GRANT NE RUNAROUND						
	400000+00.00	400001+39.12				6" Standard Curb and Gutter
	400001+71.00	400002+67.56				6" Standard Curb and Gutter
	400002+67.56	400003+10.92				6" Standard Curb and Gutter
STATE NW RUNAROUND						
	500000+00.00	500000+68.00				6" Standard Curb and Gutter
	500000+68.00	500001+05.07				6" Standard Curb and Gutter
	500001+43.64	500002+82.21				6" Standard Curb and Gutter
	500002+82.21	500004+26.82				6" Standard Curb and Gutter

Quantity calculations based on vertical pavement edges.

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

For Temporary Pavement Return Geometry Refer to Sheet F.xx

Detour_2

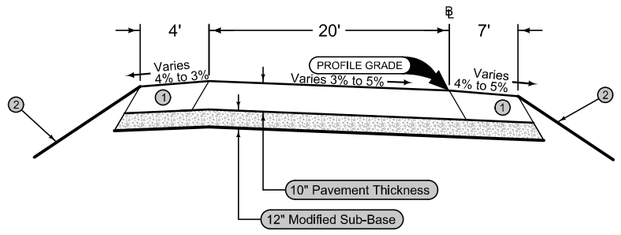


DETOUR PAVING - RUN AROUND

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

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

Detour_3



TEMPORARY LOOP DETOUR PAVING

LOCATION			12" Modified Sub-Base	HMA Full Depth Shoulder
ROAD IDENTIFICATION	STATION TO STATION			
			CY	CY
TEMP LOOP DETOUR				
	21000+00.00	21001+38.20		

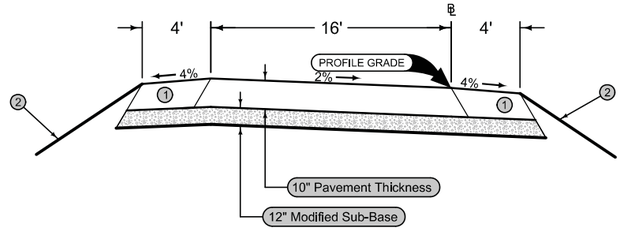
Quantity calculations based on vertical pavement edges.

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

1. Full Depth HMA Shoulder
2. Tie slope into existing ground with at least a 3:1 Foreslope

For Temporary Pavement Return Geometry Refer to Sheet F.xx

Detour_4



TEMPORARY RAMP DETOUR PAVING AT STATE AND 13TH

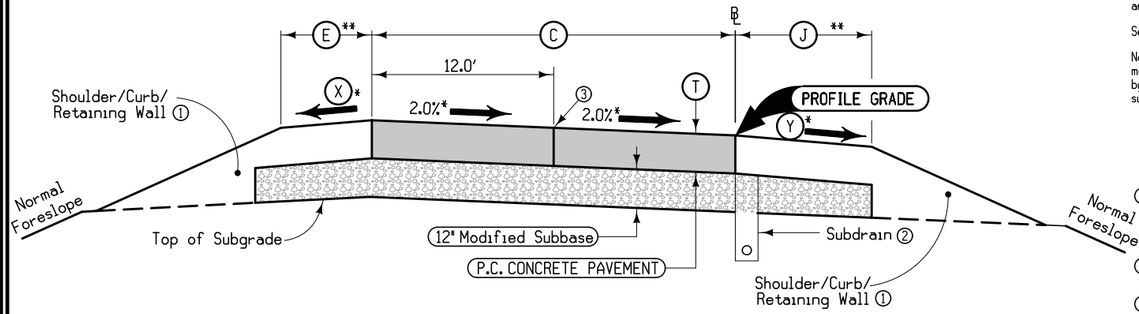
LOCATION			12" Modified Sub-Base	HMA Full Depth Shoulder
ROAD IDENTIFICATION	STATION TO STATION			
			CY	CY
TEMP RAMP DETOUR				
	600000+00.00	600004+80.74		

Quantity calculations based on vertical pavement edges.

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

1. Full Depth HMA Shoulder
2. Tie slope into existing ground with at least a 3:1 Foreslope

2503B
MODIFIED



TYPICAL CROSS SECTION
2-LANE RAMP PAVING

Notes:

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

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

Section view is in direction of traffic.

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

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

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

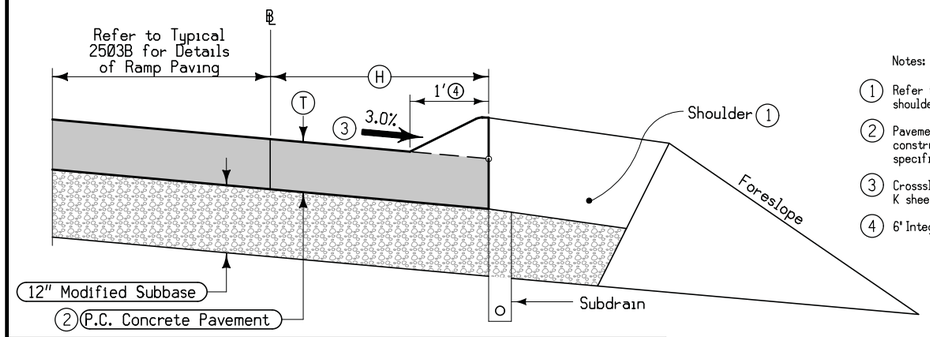
3 Longitudinal Joint

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

** Dimensions are to back of Slab. Refer to typical 2205B for ramp auxiliary lane paving locations. Refer to typical 7126A for shoulder paving details.

LOCATION				DIMENSIONS					
INTERCHANGE	RAMP/ LOOP	STATION TO STATION		T Inches	C Feet	E Feet	J Feet	X %	Y %
US 67/GRANT ST/STATE ST	B	2592+65.24	2594+18.94	11	24	7	27	4	3

2205D
MODIFIED



Notes:

① Refer to typical 7126A for details of shoulder design and construction.

② Pavement for auxiliary lane shall be constructed according to requirements specified for through roadway pavement.

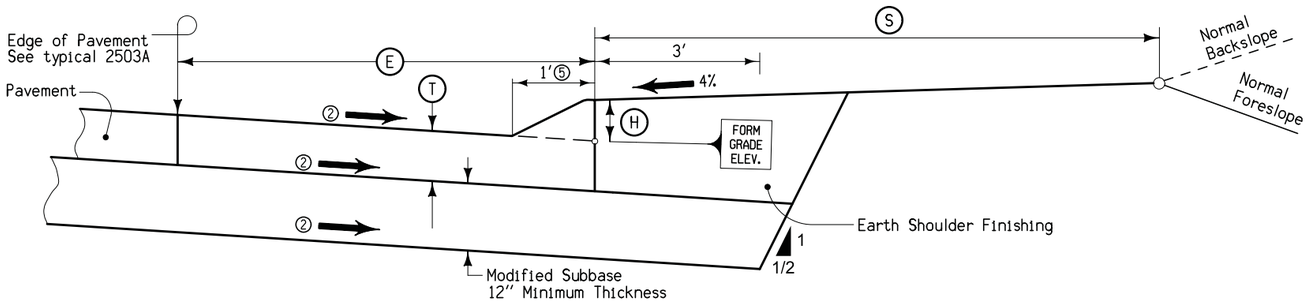
③ Crossslopes are typical. Refer to K sheets for cross slope details.

④ 6' Integral Sloped Curb. See PV-102.

LOCATION				(H)	(T)
ROAD IDENTIFICATION	STATION TO STATION		SIDE	Feet	Inches
US 67 - RAMP B	2592+65.24	2594+18.94	RT	27	11

TYPICAL HALF SECTION
RAMP AUXILIARY LANE

7126A
MODIFIED



TYPICAL SECTION

Notes:

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

① Per station per side.

② See K sheets.

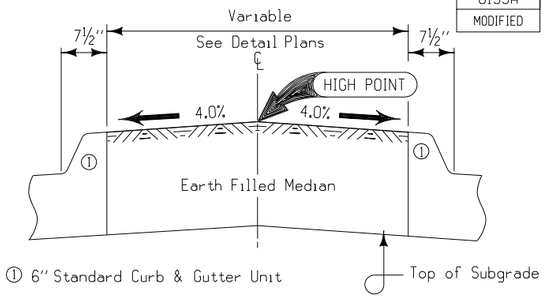
③ Bid Item

④ See PV-102 for Integral Sloped Curb of Height H

Full Depth Paved Shoulder

LOCATION			SIDE	DIMENSIONS				QUANTITIES ①
				(T)	(E)	(H)	(S)	EARTH SHOULDER FINISHING
ROAD IDENTIFICATION	STATION TO STATION			Inches	Feet	Inches	Feet	Sta. ③
US 67 RAMP B	2592+65.24	2594+18.94	RT	11	3	6	10	1.53

6135A
MODIFIED

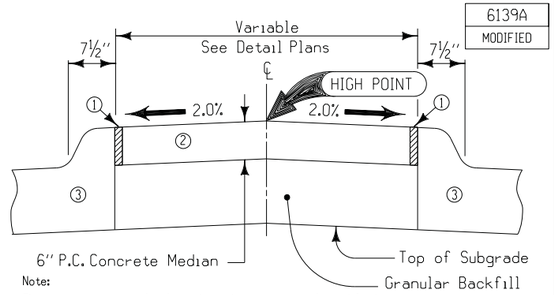


RAISED EARTH MEDIAN WITH CURB & GUTTER UNIT (STANDARD CURB ADJACENT TO PCC OR HMA)

Note:

This section is typical only, and may be appropriately modified in areas specifically designated by the engineer. Material for filling median and the necessary finishing of the median surface are included in the appropriate items of "Estimate of Quantities".

6139A
MODIFIED



Note:

This section is typical only, and may be appropriately modified in areas specifically designated by the Engineer. The furnishing and placing of granular backfill shall be incidental to the price bid for Portland Cement Concrete Median.

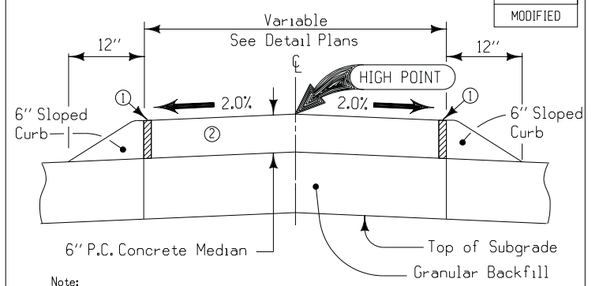
① 'E' Joint, refer to Standard Road Plan PV-101 for details.

② Construct 'C' Joints according to Standard Road Plan PV-101; match joints in adjacent pavement.

③ 6' Standard Curb & Gutter Unit

PAVED MEDIAN WITH CURB & GUTTER UNIT (STANDARD CURB ADJACENT TO PCC OR HMA)

6140A
MODIFIED



Note:

This section is typical only, and may be appropriately modified in areas specifically designated by the Engineer. The furnishing and placing of granular backfill shall be incidental to the price bid for Portland Cement Concrete Median.

① 'E' Joint, refer to Standard Road Plan RH-52 for details.

② Construct 'C' Joints according to Standard Road Plan RH-50; match joints in adjacent pavement.

PAVED MEDIAN WITH CURB & GUTTER UNIT (SLOPED CURB ADJACENT TO PCC OR HMA)

PROJECT DESCRIPTION

Project includes Relocated US 67 NB and SB and US 67 Ramps A, B, C and D pavement, including drainage, lighting and traffic signals.
Proposed shared use path is included along US 67 NB and Ramp C.
Pavement markings, Traffic Control, Signing and Lighting work is included on existing and proposed pavement.

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				
1	2102-0425071	SPECIAL BACKFILL	CY	3715					3715					
2	2102-2625000	EMBANKMENT-IN-PLACE	CY	807					807					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	54000					54000					
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
5	2102-2712070	EXCAVATION, CLASS 12, ROADWAY AND BORROW	CY	8928					8928					
6	2105-8425005	TOPSOIL, FURNISH AND SPREAD	CY	4871.3					4871.3					
7	2107-0875100	COMPACTION W/MOISTURE CONTROL	CY	3740					3740					
8	2109-8225100	SPECIAL COMPACTION OF SUBGRADE	STA	76.32					76.32					
9	2115-0100000	MODIFIED SUBBASE	CY	15783					15783					
10	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN.	SY	106.7					106.7					
11	2123-7450000	SHOULDER CONSTRUCTION, EARTH	STA	1.6					1.6					
12	2123-7450020	SHOULDER FINISHING, EARTH	STA	117.44					117.44					
13	2301-1032080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 2 DURABILI	SY	20359.4					20359.4					
14	2301-1032100	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 2 DURABILI	SY	29674.6					29674.6					
15	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11"	SY	2556					2556					
16	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1					1					
17	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.	SY	2966					2966					
18	2304-0100000	DETOUR PAVEMENT	SY	7218.2					7218.2					
19	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES	EACH	3	33				36					
20	2401-6745765	REMOVAL OF LIGHT POLES	EACH	3	33				36					
21	2401-6750001	REMOVALS, AS PER PLAN	LS	0.5	0.5				1					
22	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.	EACH	2					2					
23	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.	EACH	1	1				2					
24	2416-0100054	APRONS, CONCRETE, 54 IN. DIA.	EACH	1					1					
25	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.	EACH	3		8			11					
26	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.	EACH	1	1	1			3					
27	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.	EACH	5		5			10					
28	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.	EACH	5		17			22					
29	2435-0140500	MANHOLE, STORM SEWER, SW-405	EACH			1			1					
30	2435-0250700	INTAKE, SW-507	EACH	18	8	1			27					
31	2435-0250800	INTAKE, SW-508	EACH	33	11	1			45					
32	2435-0250802	INTAKE, SW-508, WELL ONLY	EACH	1					1					
33	2435-0250900	INTAKE, SW-509	EACH	1					1					
34	2435-0251100	INTAKE, SW-511	EACH	1	4				5					
35	2435-0254100	INTAKE, SW-541	EACH	8		1			9					
36	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	5					5					
37	2435-0600020	MANHOLE ADJUSTMENT, MAJOR	EACH	6					6					
38	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	1					1					
39	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA.	LF	18643.3					18643.3					
40	2502-8220193	SUBDRAIN OUTLET (RF-19C)	EACH	196					196					
41	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	1899	1170	563			3632					
42	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	565		343			908					
43	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	879	39	279			1197					
44	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	291					291					
45	2503-0114233	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF			246			246					
46	2503-0114236	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	1094		352			1446					
47	2503-0114242	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	218					218					
48	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	194					194					
49	2503-0114254	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS I	LF	664		2047			2711					
50	2503-0114454	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3000D (CLASS I	LF	191		97			288					
51	2503-0116288	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE ARCH PIPE RCAP, 2000D (CLA	LF	282		383			665					
52	2503-0124615	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS	LF	97					97					
53	2503-0124624	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS	LF	67					67					
54	2503-0124654	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS	LF	56		133			189					
55	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	5981					5981					
56	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN.	LF	3051					3051					
57	2506-4984000	FLOWABLE MORTAR	CY	62					62					
58	2510-6745850	REMOVAL OF PAVEMENT	SY	44055					44055					
59	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	126					126					
60	2511-6745900	REMOVAL OF SIDEWALK	SY	3990					3990					
61	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	7013					7013					
62	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	1231					1231					
63	2511-7528100	DETECTABLE WARNINGS FOR CURB RAMPS	SF	922					922					
64	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	740.6					740.6					
65	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY	2025.3					2025.3					
66	2518-6910000	SAFETY CLOSURE	EACH	27					27					
67	2523-0000200	ELECTRICAL CIRCUITS	LF	840	10620				11460					
68	2523-0000100	LIGHTING POLES	EACH	4	87				91					
69	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH		9				9					
70	2525-0000105	TRAFFIC SIGNAL INSTALLATION	LS	1					1					
71	2526-8285000	CONSTRUCTION SURVEY	LS	1					1					
72	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED	STA	88.45					88.45					
73	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE	STA	220.86					220.86					
74	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS	STA	32.95					32.95					
75	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE	EACH	35					35					
76	2527-9263180	PAVEMENT MARKINGS REMOVED	STA	93.9					93.9					
77	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE	LF	462.5					462.5					
78	2528-8400256	TEMPORARY TRAFFIC SIGNALS	EACH	5					5					
79	2528-8445110	TRAFFIC CONTROL	LS	1					1					
80	2528-8445113	FLAGGERS	EACH	0					0					

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				
81	2529-5070110	PATCH, FULL-DEPTH FINISH, BY AREA	SY	1352.1					1352.1					
82	2529-5070120	PATCH, FULL-DEPTH FINISH, BY COUNT	EACH	13					13					
83	2533-4980005	MOBILIZATION	LS	1					1					
84	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	2063					2063					
85	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)	EACH	5					5					
86	2549-0001036	PIPE LINING, RESIN, CURED-IN-PLACE, LESS THAN OR EQUAL TO 36 IN. DIA. OR HEIGHT	LF	458					458					
87	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS				1		1					
88	2599-9999005	TRAFFIC SIGNAL POLE MOUNTED LUMINAIRE	EACH		9				9					
89	2599-9999010	FURNISH & INSTALL ITS INFRASTRUCTURE	LS	1					1					
90	2601-2634100	MULCHING	ACRE	4.53					4.53					
91	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	4.53					4.53					
92	2602-0000020	SILT FENCE	LF	3794					3794					
93	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	1671					1671					
94	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	334					334					
95	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	4528					4528					
96	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	4528					4528					
97	2602-0010010	MOBILIZATION, EROSION CONTROL	EACH	1					1					
98	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	2102-0425071	SPECIAL BACKFILL See Tab 103-3 on C Sheets for locations and details. Includes area under Detour Pavement.
2	2102-2625000	EMBANKMENT-IN-PLACE Quantity provided to replace potentially contaminated soil as described in the Estimate Reference information for: 2537-8900000 REMEDIATION OF PETRO CONTAMINATED SOIL Quantity of 807 CY Is for the estimated excavation as follows: US 67 SB STA 210+00 to 210+75=473 CY US 67 WB Sta. 1613+00 to 1614+00=38 CY US 67 WB 1623+00 to 1624+00=182 CY 12th Street Sta. 4603+33 to 4604+25=114 CY EMBANKMENT-IN-PLACE quantity is not provided for potentially contaminated storm sewer excavation
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW See T-sheets for template quantities. CL 10 Bid quantity of 54,000 CY includes: 54,000 CY Suitable Excavation 4,893 CY Fill Includes Waste = 49,107 CY to be properly disposed by the Contractor Overhaul will not be measured or paid for, but shall be considered incidental to roadway excavation.
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	EXCAVATION, CLASS 12, ROADWAY AND BORROW See T-sheets for template quantities. CL 12 Bid quantity includes 8,928 CY of rock excavation in temporary detention pond See Division 2102.03 Section C.3 of the Standard Specifications for allowable placement of boulders and rock fragments in embankment. Waste material to be properly disposed by the Contractor Rock level estimated from soil boring locations
6	2105-8425005	TOPSOIL, FURNISH AND SPREAD See Tab 103-4 on C Sheets. Contractor to provide topsoil.
7	2107-0875100	COMPACTION W/MOISTURE CONTROL See Tab 103-6 on the C Sheets Cubic Yards shown on the contract documents as determined by the template volume. See T-sheets for template quantities. Local roads = 3740 cy. Shrinkage will not be included in moisture control quantity.
8	2109-8225100	SPECIAL COMPACTION OF SUBGRADE Refer to Q Sheets for locations
9	2115-0100000	MODIFIED SUBBASE Includes area under the ramps and under side roads. Refer to Typicals on sheets B.1 to B.7
10	2122-5500060	PAVED SHOULDER, HOT MIX ASPHALT MIXTURE, 6 IN. See Tab 112-9 on the C Sheets for locations and details.
11	2123-7450000	SHOULDER CONSTRUCTION, EARTH See Sheets B.1 to B.7 for locations and details.
12	2123-7450020	SHOULDER FINISHING, EARTH Work shall consist of backfilling, compacting and shaping areas directly behind the curb. No separate measurement or payment will be made for excavation or overhaul. See Sheets B.1 to B.7 for locations and details.
13	2301-1032080	STD/S-F PCC PAV'T, CL C CL 2, 8" Refer to Typicals on sheets B.3 to B.4 and Tab 100-24 on the C Sheets for locations and details. For use in Local Roads construction. Water valve and hydrant adjustments as shown on Tab 104-10 on the C Sheets shall be included in the bid price.
14	2301-1032100	STD/S-F PCC PAV'T, CL C CL 2, 10" Refer to Typicals on the sheets B.1, B.2, and B.5 and Tab 100-24 on the C Sheets for locations and details. For use in Local Roads construction. Water valve and hydrant adjustments as shown on Tab 104-10 on the C Sheets shall be included in the bid price.
15	2301-1034110	STD/S-F PCC PAV'T, CL C CL 3I, 11" Refer to Typicals on sheets B.6 and B.7 and Tab 100-24 on the C Sheets for locations and details. For Ramp construction.
16	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES See Standard Specifications.

100-4A
08-01-08

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
17	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN. See Typicals on sheets B.2 and B.8 and Tab 112-5 on the C Sheets for locations and details. See Typical details 6139A and 6140A.
18	2304-0100000	DETOUR PAVEMENT See Sheet B.5 and the F Sheets. See Tab 100-24 on the C Sheets for locations and details. Detour Pavement to be 10.5" HMA or 8.5" PCC.
19	2401-6745356	REMOVAL OF CONCRETE FOOTINGS OF LIGHT POLES See P sheets for locations and details. The foundation must be completely removed or broken down to a point three feet below grade. Debris must be disposed of according to Article 1104.6B of the standard specifications. Backfill must meet requirements of Article 2523.03E of the standard specifications. Work shall be measured per Each foundation removed, work shall also include proper disposal and backfill. No additional payment will be made for backfill or disposal of debris.
20	2401-6745765	REMOVAL OF LIGHT POLES See P sheets for locations and details. Any damage resulting from the removal and/or transportation of the lighting luminaire and associated hardware, shall be repaired or replaced in kind. The Engineer will be the sole judge to determine the extent of damage and the suitability of repair or replacement. The removal shall include the pole, breakaway device, arms, luminaires, and associated hardware and appurtenances.
21	2401-6750001	REMOVALS, AS PER PLAN See P sheets for locations, details, and additional tabulations. Removal shall include all handholes and control cabinets called to be removed, as well as all abandoned cable.
22	2416-0100018	APRONS, CONCRETE, 18 IN. DIA.
23	2416-0100036	APRONS, CONCRETE, 36 IN. DIA.
24	2416-0100054	APRONS, CONCRETE, 54 IN. DIA. See Tab 104-5B on the M Sheets for locations and details.
25	2435-0140148	MANHOLE, STORM SEWER, SW-401, 48 IN.
26	2435-0140160	MANHOLE, STORM SEWER, SW-401, 60 IN.
27	2435-0140172	MANHOLE, STORM SEWER, SW-401, 72 IN.
28	2435-0140196	MANHOLE, STORM SEWER, SW-401, 96 IN.
29	2435-0140500	MANHOLE, STORM SEWER, SW-405
30	2435-0250700	INTAKE, SW-507
31	2435-0250800	INTAKE, SW-508
32	2435-0250802	INTAKE, SW-508, WELL ONLY
33	2435-0250900	INTAKE, SW-509
34	2435-0251100	INTAKE, SW-511
35	2435-0254800	INTAKE, SW-541 See Tab 104-5B on the M Sheets for locations and details.
36	2435-0600010	MANHOLE ADJUSTMENT, MINOR
37	2435-0600020	MANHOLE ADJUSTMENT, MAJOR See Tab 104-10 on the C Sheets for locations and details.
38	2435-0700020	CONNECTION TO EXISTING INTAKE See Tab 104-5B on the M Sheets for locations and details.
39	2502-8212034	SUBDRAIN, LONGITUDINAL, (SHOULDER) 4 IN. DIA. See Tab 104-9 on the C Sheets for locations and details.
40	2502-8220193	SUBDRAIN OUTLET (RF-19C) See Tab 104-9 on the C Sheets for locations and details.
41	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.
42	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.
43	2503-0114224	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.
44	2503-0114230	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 30 IN.
45	2503-0114233	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 33 IN.
46	2503-0114236	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 36 IN.
47	2503-0114242	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 42 IN.
48	2503-0114248	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 48 IN.
49	2503-0114254	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 54 IN.
50	2503-0114454	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 3000D (CLASS IV), 54 IN.
51	2503-0116288	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE ARCH PIPE RCAP, 2000D (CLASS A-III), 88 IN. X 54 IN.
52	2503-0124615	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 15 IN.
53	2503-0124624	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 24 IN.
54	2503-0124654	STORM SEWER GRAVITY MAIN, TRENCHLESS, REINFORCED CONCRETE PIPE (RCP), 3750D (CLASS V), 54 IN. See Tab 104-5B on the M Sheets for locations and details.
55	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.
56	2503-0200136	REMOVE STORM SEWER PIPE GREATER THAN 36 IN. For bedding and backfill purposes under Primary Roads, use crushed rock or gravel material complying with Article 4120.04 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). Gravels must be 100% crushed produced by crushing material retained on a 1.5 inch or larger screen.

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
57	2506-4984000	FLOWABLE MORTAR
		For use in anti-seep collars for storm sewers constructed in contaminated soil sites
		Refer To Contaminated Soil Sites- Storm Sewer Tab in the C Sheets for quantities
		Refer to Sheets U.33-U.35 for potentially contaminated soil locations
58	2510-6745850	REMOVAL OF PAVEMENT
		See U Sheets and Tab 110-1 on the C Sheets for locations and details.
		See the B Sheets and Tab 102-5 on the C Sheets for available existing pavement information.
		Includes approximately 4,640.2 LF of full depth sawcut.
59	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
		For bedding and backfill purposes under Primary Roads, use crushed rock or gravel material complying with Article 4120.04 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). Gravels must be 100% crushed produced by crushing material retained on a 1.5 inch or larger screen.
60	2511-6745900	REMOVAL OF SIDEWALK
		See Tab 110-5 on the C Sheets for locations and details.
61	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.
62	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.
63	2511-7528100	DETECTABLE WARNINGS FOR CURB RAMPS
		See Tab 113-1 on the C Sheets for locations and details.
64	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.
		See Tab 102-3 on the C Sheets for locations and details.
65	2515-6745600	REMOVAL OF PAVED DRIVEWAY
		See Tab 110-8 on the C Sheets for locations and details.
66	2518-6910000	SAFETY CLOSURE
		See Tab 108-13A on the C Sheets for locations and details.
67	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 196 type L-1 connectors, 150 Y-1 connectors, 14 type Y-3 connectors, and 78 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.
68	2523-0000100	LIGHTING POLE
		See P sheets for locations, details, and additional tabulations.
		Additional reference information provided in the Special Provisions
69	2523-0000310	HANDHOLES AND JUNCTION BOXES
		All handholes to be RM-42 Type 1, except where noted.
		Refer to P Sheets
70	2525-0000105	TRAFFIC SIGNAL INSTALLATION
		Refer to N Sheets.
71	2526-8285000	CONSTRUCTION SURVEY
72	2527-9263109	PAINTED PAVEMENT MARKING, WATERBORNE OR SOLVENT-BASED
		See Tab 108-22 on the C Sheets.
		See sheets U.18 to U.28 for locations and details.
73	2527-9263112	PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE
		See Tab 108-22 on the C Sheets.
		See sheets U.18 to U.28 for locations and details.
74	2527-9263131	WET RETROREFLECTIVE REMOVABLE TAPE MARKINGS
		See Tab 108-22 on the C Sheets.
		For Temporary Pavement Markings during Staging.
		See J Sheets for locations and details.
75	2527-9263138	PAINTED SYMBOLS AND LEGENDS, HIGH-BUILD WATERBORNE
		See Tab 108-22 on the C Sheets for locations and details.
76	2527-9263180	PAVEMENT MARKINGS REMOVED
		See Tab 108-22 on the C Sheets for locations and details.
77	2528-8400048	TEMPORARY BARRIER RAIL, CONCRETE
		See J Sheets and Tab 108-33 on the C Sheets for locations and details.
78	2528-8400256	TEMPORARY TRAFFIC SIGNALS
		Refer to N Sheets for locations and details
79	2528-8445110	TRAFFIC CONTROL
		See Traffic Control Plan on J Sheets.
80	2528-8445113	FLAGGERS

100-4A
08-01-08

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
81	2529-5070110	PATCH, FULL-DEPTH FINISH, BY AREA
82	2529-5070120	PATCH, FULL-DEPTH FINISH, BY COUNT
		See Tab 102-6C on the C Sheets for locations and details.
		Items are for Patching Roadway to facilitate storm sewer construction.
83	2533-4980005	MOBILIZATION
84	2537-8900000	REMEDIATION OF PETRO CONTAMINATED SOIL
		See Sheets U.32 to U.34 for potentially contaminated sites.
		All petroleum contaminated soil shall be disposed at a permitted sanitary landfill.
		Copies of the landfill receipts shall be submitted to the Engineer
		Quantity is based on the estimated excavations at the locations described below:
		Storm sewer =1256 Cy. See Tab Special-1 on the C Sheets
		US 67 SB STA 210+00 to 210+75=473 CY
		US 67 WB Sta. 1613+00 to 1614+00=38 CY
		US 67 WB 1623+00 to 1624+00=182 CY
		12th Street Sta. 4603+33 to 4604+25=114 CY
		TOTAL= 2063 CY
85	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)
		A. See Sheets U.32 to U.34 for potentially contaminated sites.
		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 properties shown on sheets U.32 to U.34.
		Assume 1 sample each at parcels 8, 9, 15, 16, and 18.
86	2549-0001036	PIPE LINING, RESIN, CURED-IN-PLACE, LESS THAN OR EQUAL TO 36 IN. DIA.
		OR HEIGHT
		See Tab 104-5B on the M Sheets for locations and details.
87	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS
		See Tab 110-13 on N Sheets and P Sheets.
		Transportation of salvaged materials is not eligible for federal funds
88	2599-9999005	TRAFFIC SIGNAL POLE MOUNTED LUMINAIRE
		See P Sheets for locations and additional tabulations.
89	2599-9999010	FURNISH AND INSTALL ITS INFRASTRUCTURE
		See Tabulation on Sheet N.15 for details. Refer to N sheets for locations and details.
		Additional reference information provided in the Special Provisions
90	2601-2634100	MULCHING
		See Tab 100-11 on the C Sheets for locations and details.
		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 Association.
91	2601-2636044	SEEDING AND FERTILIZING (URBAN)
		Included for all urban disturbed areas following the final construction as designated by the engineer.
		Seed Mixture: Seeding Rate - 4 lbs. Per 1000 sp. Ft.
		Bluegrass, Ky (Park) 70%
		Fescue, Creeping Red 20%
		Ryegrass, Perennial (Fineleaf-Pennfine, Manhattan, or equivalent) 10%
		Fertilizer: Rate - 17 lbs. of commercial fertilizer per 1000 sq. ft.
		Note: The top six (6) inches of the seedbed shall be free of rock and debris and shall be suitable for the establishment of vegetation with the approval of the engineer.
		See Tab 100-11 on the C Sheets for locations and details.
92	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.
93	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS
		This item is included for silt fence and silt fence for ditch check removal required for staging reasons, removal to allow for replacement (replacement to be paid separately), or for areas that have achieved 70% permanent growth.
		This item is for 50% of the silt fence Tab 100-17 quantity.

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
94	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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95	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.
		To be placed around intakes during construction.
		See Tab 100-19 on the C Sheets for locations and details.
		Wattles and sediment logs shall consist of wood excelsior or straw contained in a tube of ultraviolet (UV)
		degradable open weave fabric (synthetic netting). Wattle or sediment log installation shall be as per
		manufacturer's recommended installation procedures.
		Filter socks shall be a continuous, tubular, knitted mesh netting with 3/8" opening, constructed of 5-mil
		thickness, photodegradable HDPE. The filter material shall be compost from an approved source meeting
		Article 4169.08 of the Standard Specifications. The sock shall be filled by blowing the filter material into
		the tube with a special pneumatic blower truck or similar device. Hand filling is not an acceptable means to
		fill the sock. Compost filter socks shall be installed as per manufacturer's recommended installation
		procedures.
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96	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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97	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
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98	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011
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STANDARD ROAD PLANS

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

Number	Date	Title
BA-401	04-20-10	Temporary Barrier Rail (Precast Concrete)
EC-201	04-20-10	Silt Fence
EC-204	10-16-12	Perimeter and Slope Sediment Control Devices
EW-101	04-19-11	Embankment and Rebuilding Embankments
MI-210	04-17-12	PCC Driveways and Alleys
MI-220	10-16-12	Detectable Warnings and Pedestrian Ramp
MI-221	04-17-12	Combined Retaining Wall - Sidewalk
PM-110	04-19-11	Line Types
PM-111	10-16-12	Symbols and Legends
PM-120	10-16-12	Stop Lines and Islands
PM-210	10-18-11	Separation in Two-Lane Roadway
PM-420	04-19-11	Two-Lane Roadway with no Turn Lanes (One-Way Stop Condition)
PM-520	04-19-11	Two-Lane Roadway with no Turn Lanes (Two-Way Stop Condition)
PM-521	04-19-11	Two-Lane Roadway with Right Turn Lanes
PM-522	10-16-12	Two-Lane Roadway with Left Turn Lanes
PM-620	04-19-11	Two-Lane Roadway with no Turn Lanes (Four-Way Stop Condition)
PV-101	04-17-12	Joints
PV-102	10-16-12	PCC Curb Details
PV-103	04-19-11	Manhole Boxouts in PCC Pavement
PV-301	04-19-11	Superelevation Details Two Lane Roadway
RF-3	10-18-11	Concrete Aprons
RF-14	10-18-11	Connected Pipe Joints
RF-19C	10-16-12	Subdrains (Longitudinal)
RF-26	10-16-12	Pipe Apron Guard
RM-31	9-21-99	LOCATION DETAILS FOR POLES ON TRANSFORMER BASES
RM-33	10-03-00	ELECTRICAL INSTALLATION DETAILS
RM-34B	9-21-99	ELECTRICAL INSTALLATION DETAILS (TRANSFORMER BASE)
RM-36	10-03-00	CONTROL STATION DETAILS (PAD-MOUNTED)
RM-37	10-21-08	JUNCTION BOX (CAST IRON)
RM-39	4-17-07	LIGHT POLE FOOTINGS
RM-40	9-21-99	CABLE SPLICES AND CONNECTORS
RM-42	10-19-10	PRECAST HANDHOLE
SI-101	04-21-09	Locations - Type 'A' Signs
SI-114	10-16-12	Support Structures - Steel Breakaway Posts Rectangular Tube
SI-121	04-20-10	Fabrication - Sign Legend Components
SI-131	10-18-11	Installation - Type 'A' Signs
SI-182	10-18-11	Permanent Road Closure - Urban
SI-881	10-16-12	Special Signs for Workzones
SI-882	04-20-10	Special Signs for Restricted Width Traffic Control Zones
SW-101	04-21-09	Trench Bedding and Backfill Zones
SW-102	04-21-09	Rigid Gravity Pipe Trench Bedding
SW-401	04-21-09	Circular Storm Sewer Manhole
SW-405	04-21-09	Tee-Section Storm Sewer Manhole
SW-507	10-20-09	Single Open-Throat Intake, Small Box
SW-508	10-20-09	Single Open-Throat Intake, Large Box
SW-509	10-18-11	Double Open-Throat Curb Intake, Small Box
SW-511	04-21-09	Rectangular Area Intake
SW-541	10-16-12	Open-Throat Curb Intake under Pavement
SW-602	10-20-09	Castings for Storm Sewer Manholes
SW-604	10-20-09	Castings for Area Intakes
TC-1	10-18-11	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-61	10-16-12	Two-Lane, Two-Way Operation
TC-202	10-16-12	Shoulder Closure (One Lane)
TC-211	04-17-12	Lane Closure on Low Volume Roadway
TC-213	04-17-12	Lane Closure with Flaggers
TC-216	04-17-12	Lane Closure with Signals
TC-233	10-16-12	Pavement Marking Operations Two-Lane
TC-251	04-17-12	Temporary Road Closure
TC-419	10-16-12	Lane Closure on Undivided Highway
TC-433	10-16-12	Pavement Marking Operations
TC-601	10-18-11	Pedestrian Detour

POLLUTION PREVENTION PLAN

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

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

I. ROLES AND RESPONSIBILITES

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

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

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

II. PROJECT SITE DESCRIPTION

A. This Pollution Prevention Plan (PPP) is for the construction of I-74 mainline, ramps, and local roads.
B. This PPP covers approximately 100 acres with an estimated 63.6 acres being disturbed. The portion of the PPP covered by this contract has48 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.

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.

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.

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.

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		
US 67 SB								
200+15.00		Rt.			32.0		14.50' Rt.	Div. (1)
200+60.00		Lt.			32.0		38.50' Lt.	Div. (1)
201+14.31		Lt.			16.0		90.36' Lt.	Div. (1)
202+40.00		Rt.			32.0		10.50' Rt.	Div. (1)
202+40.00		Lt.			32.0		38.50' Lt.	Div. (1)
202+40.00		Lt.			32.0		87.16' Lt.	Div. (1)
203+03.11		Lt.			16.0		80.00' Lt.	Div. (1)
204+22.22		Rt.			32.0		2.50' Rt.	Div. (1)
204+22.22		Lt.			32.0		38.50' Lt.	Div. (1)
204+22.22		Lt.			16.0		90.36' Lt.	Div. (1)
206+00.00		Lt.			32.0		38.50' Lt.	Div. (1)
206+15.00		Rt.			32.0		26.50' Rt.	Div. (1)
208+05.00		Rt.			32.0		26.50' Rt.	Div. (1)
208+27.95		Lt.			32.0		38.50' Lt.	Div. (1)
210+32.03		Lt.			32.0		49.30' Lt.	Div. (1)
210+32.03		Rt.			32.0		26.50' Rt.	Div. (1)
212+70.00		Lt.			32.0		38.50' Lt.	Div. (1)
212+70.00		Rt.			32.0		2.50' Rt.	Div. (1)
215+60.00		Lt			32.0		38.50' Lt	Div. (1)
216+40.55		Lt.			32.0		5.66' Lt.	Div. (1)
215+60.00		Rt			32.0		2.50' Rt	Div. (1)
216+70.00		Rt.			32.0		2.50' Rt.	Div. (1)
216+82.00		Lt.			32.0		48.13' Lt.	Div. (1)
US 67 NB								
1594+14.32		Lt.			32.0		2.50' Lt.	Div. (1)
1597+80.00		Rt.			32.0		38.50' Rt.	Div. (1)
1597+80.00		Lt.			32.0		2.50' Lt.	Div. (1)
1600+57.26		Rt.			32.0		38.50' Rt.	Div. (1)
1600+57.26		Lt.			32.0		12.73' Lt.	Div. (1)
1603+30.00		Rt.			32.0		38.50' Rt.	Div. (1)
1603+30.00		Lt.			32.0		2.50' Lt.	Div. (1)
1605+50.00		Rt.			32.0		46.00' Rt.	Div. (1)
1605+50.00		Lt.			32.0		17.50' Lt.	Div. (1)
1607+92.74		Rt.			32.0		62.50' Rt.	Div. (1)
1607+92.74		Lt.			32.0		26.50' Lt.	Div. (1)
1609+25.00		Rt.			32.0		38.50' Rt.	Div. (1)
1609+25.00		Lt.			32.0		26.50' Lt.	Div. (1)
1611+15.00		Lt.			32.0		26.50' Lt.	Div. (1)
1611+65.00		Rt.			32.0		38.50' Rt.	Div. (1)
1612+64.17		Rt.			32.0		32.73' Rt.	Div. (1)
1613+08.19		Lt.			32.0		2.50' Lt.	Div. (1)
1613+08.19		Rt.			32.0		38.50' Rt.	Div. (1)
1613+08.19		Rt.			32.0		33.18' Rt.	Div. (1)
1615+56.27		Rt.			32.0		32.11' Rt.	Div. (1)
1615+65.00		Lt.			32.0		13.75' Lt.	Div. (1)
1615+65.00		Rt.			32.0		38.50' Rt.	Div. (1)
1618+85.00		Lt.			32.0		14.50' Lt.	Div. (1)
1619+60.00		Rt.			32.0		38.50' Rt.	Div. (1)
1620+40.00		Lt.			32.0		26.88' Lt.	Div. (1)
1621+27.35		Rt.			32.0		116.94' Rt.	Div. (1)
1621+50.00		Lt.			32.0		2.50' Lt.	Div. (1)
1621+50.00		Rt.			32.0		47.88' Rt.	Div. (1)
1623+92.86		Rt.			32.0		60.49' Rt.	Div. (1)
1623+98.46		Rt.			32.0		79.68' Rt.	Div. (1)
1624+21.91		Rt.			32.0		52.40' Rt.	Div. (1)
State St.								
486+65.26		Rt.			32.0		483.64' Rt.	Div. (1)
486+73.98		Rt.			32.0		283.35' Rt.	Div. (1)
486+76.47		Rt.			32.0		200.84' Rt.	Div. (1)
486+81.89		Rt.			32.0		31.64' Rt.	Div. (1)
490+80.81		Rt.			32.0		99.02' Rt.	Div. (1)
492+05.07		Rt.			32.0		227.94' Rt.	Div. (1)
493+25.18		Rt.			32.0		414.77' Rt.	Div. (1)
493+56.75		Rt.			32.0		557.46' Rt.	Div. (1)
495+23.06		Rt.			32.0		63.70' Rt.	Div. (1)
496+54.19		Rt.			32.0		63.65' Rt.	Div. (1)
Kimberly Road								
4604+37.50		Lt.			32.0		34.67' Lt.	Div. (1)
4604+57.00		Rt.			32.0		24.95' Rt.	Div. (1)
4606+53.50		Lt.			32.0		22.50' Lt.	Div. (1)
4606+53.69		Rt.			32.0		31.65' Rt.	Div. (1)
4606+59.72		Lt.			32.0		55.9' Lt.	Div. (1)
4608+46.00		Rt.			32.0		180.75' Rt.	Div. (1)
4608+48.98		Rt.			16.0		92.30' Rt.	Div. (1)
4608+50.00		Lt.			32.0		22.50' Lt.	Div. (1)
4608+50.00		Rt.			32.0		22.50' Rt.	Div. (1)
4609+73.82		Rt.			16.0		215.18' Rt.	Div. (1)
4610+65.04		Rt.			16.0		195.05' Rt.	Div. (1)
4612+00.00		Lt.			32.0		22.50' Lt.	Div. (1)
4612+00.00		Rt.			32.0		22.50' Rt.	Div. (1)

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		
4612+19.65		Lt.			32.0		25.33' Lt.	Div. (1)
4612+19.64		Rt.			32.0		82.24' Rt.	Div. (1)
4612+66.48		Rt.			32.0		70.41' Rt.	Div. (1)
4613+92.57		Rt.			32.0		22.50' Rt.	Div. (1)
4613+92.57		Rt.			32.0		52.09' Rt.	Div. (1)
4613+92.57		Lt.			32.0		22.50' Lt.	Div. (1)
4613+92.57		Lt.			32.0		38.84' Lt.	Div. (1)
4614+90.00		Rt.			32.0		22.50' Rt.	Div. (1)
4614+90.00		Rt.			32.0		43.83' Rt.	Div. (1)
4614+90.00		Lt.			32.0		22.50' Lt.	Div. (1)
4614+91.15		Lt.			32.0		32.62' Lt.	Div. (1)
4616+10.00		Rt.			32.0		33.66' Rt.	Div. (1)
4616+20.00		Lt.			32.0		22.50' Lt.	Div. (1)
4616+21.36		Lt.			32.0		34.16' Lt.	Div. (1)
4617+96.55		Lt.			32.0		31.47' Lt.	Div. (1)
4618+00.00		Lt.			32.0		19.63' Lt.	Div. (1)
4620+00.00		Rt.			32.0		35.00' Rt.	Div. (1)
4621+00.00		Lt.			32.0		19.00' Lt.	Div. (1)
4621+01.37		Lt.			32.0		28.46' Lt.	Div. (1)
4623+00.00		Rt.			32.0		50.00' Rt.	Div. (1)
4623+41.04'		Rt.			32.0		107.82' Rt.	Div. (1)
4623+56.86		Lt.			32.0		38.85' Lt.	Div. (1)
4623+91.30		Rt.			32.0		118.22' Rt.	Div. (1)
4624+00.00		Lt.			32.0		36.91' Lt.	Div. (1)
4625+75.00					32.0		0.00'	Div. (1)
4625+75.00		Lt.			32.0		40.60' Lt.	Div. (1)
Mississippi								
11+37.12		Lt.			32.0		14.5' Lt.	Div. (1)
11+37.12		Rt.			32.0		14.5' Rt.	Div. (1)
11+38.02		Rt.			32.0		31.07' Rt.	Div. (1)
13+23.76		Lt.			16.0		34.92' Lt.	Div. (1)
13+28.75		Lt.			32.0		14.50' Lt.	Div. (1)
13+28.75		Rt.			32.0		14.50' Rt.	Div. (1)
16+00.19		Lt.			32.0		14.50' Lt.	Div. (1)
16+00.19		Rt.			32.0		14.50' Rt.	Div. (1)
Brown St.								
10+85.10		Rt.			32.0		14.50' Rt.	Div. (1)
11+17.71		Lt.			32.0		14.50' Lt.	Div. (1)
11th St.								
11100+55.00		Lt.			32.0		17.00' Lt.	Div. (1)
13th St.								
13102+66.82		Rt.			32.0		48.63' Rt.	Div. (1)
13102+76.54		Rt.			32.0		7.98' Rt.	Div. (1)
13102+97.98		Lt.			32.0		46.90' Lt.	Div. (1)
13103+22.14		Rt.			32.0		54.02' Rt.	Div. (1)
14th St.								
16+32.96		Lt.			32.0		49.88' Lt.	Div. (1)
17+20.00		Lt.			32.0		18.00' Lt.	Div. (1)
18+25.00		Lt.			32.0		25.00' Lt.	Div. (1)
19+66.43		Lt.			32.0		27.68' Lt.	Div. (1)
21+43.40		Lt.			32.0		63.89' Lt.	Div. (1)
23+35.79		Lt.			32.0		139.56' Lt.	Div. (1)
25+29.52		Lt.			32.0		233.68' Lt.	Div. (1)
15th St.								
107+50.86		Lt.			32.0		22.00' Lt.	Div. (1)
107+50.86		Rt.			32.0		22.00' Rt.	Div. (1)
16th St.								
100+30.68		Rt.			32.0		17.02' Rt.	Div. (1)
101+00.99		Rt.			32.0		15.83' Rt.	Div. (1)
101+29.02		Lt.			32.0		16.00' Lt.	Div. (1)
102+96.50		Lt.			32.0		14.50' Lt.	Div. (1)
102+96.50		Rt.			32.0		14.50' Rt.	Div. (1)
104+30.00		Lt.			32.0		12.75' Lt.	Div. (1)
104+30.00		Rt.			32.0		12.75' Rt.	Div. (1)
US 67 Ramp B								
2587+82.08		Rt.			32.0		31.42' Rt.	Div. (1)
2588+25.56		Rt.			32.0		35.07' Rt.	Div. (1)
2590+70.00		Rt.			32.0		60.00' Rt.	Div. (1)
2593+25.00		Rt.			32.0		45.00' Rt.	Div. (1)
2593+28.29		Rt.			32.0		27.00' Rt.	Div. (1)
2593+28.29		Lt.			32.0		31.00' Lt.	Div. (1)
US 67 Ramp C								
3594+52.84		Rt.			32.0		55.74' Rt.	Div. (1)
3594+87.17		Rt.			32.0		31.00' Rt.	Div. (1)
3594+87.17		Lt.			32.0		28.78' Lt.	Div. (1)
US 67 Ramp D								
4496+16.61		Lt.			32.0		29.00' Lt.	Div. (1)
4496+61.63		Rt.			32.0		37.70' Rt.	Div. (1)
				TOTAL	4528.0			

100-17
04-20-10

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
2592+65.2	2594+18.9	BOTH	307.4	Div.(1)
4616+00.00	4623+00.00	Rt.	815.0	
Storm Water	DetentionPond		1000.0	5-10 feet from top
				S., W., and N. Sides
			600.0	Approx. Elev. 566.0
				on all sides
			300.0	Storm Sewer Install.
			320.0	At Engineers
				Discretion
			3342.4	

102-5
Modified

EXISTING PAVEMENT

No.	Location					Year	Type	Project Number	Surface		Base		Subbase		Removal		Coarse Aggregate			Reinforcement	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	Type	
	Scott	State St	EB			1972	PCC	UN-67-1(13)--41-82	PCC	9			Granular	4			Unknown				
	Scott	Grant St	WB			1975	PCC	I-74-1(16)0-01-82	PCC	9			Granular	4			Unknown				
	Scott	Sissippi	Both				PCC		Unknown	Unknown			Unknown	Unknown			Unknown				
	Scott	Brown St	Both			1975	PCC	I-74-1(16)0-01-82	PCC	9			Granular	4			Unknown				
	Scott	10th St	Both				PCC														
	Scott	11th St	Both				PCC														
	Scott	12th St	Both				PCC		Unknown	Unknown			Unknown	Unknown			Unknown				
	Scott	13th St	Both			1975	PCC	I-74-1(16)0-01-82	PCC	9			Granular	4			Unknown				
	Scott	15th St	Both				PCC														
	Scott	16th St	Both				PCC														

Special-1

CONTAMINATED SOIL SITES- STORM SEWER

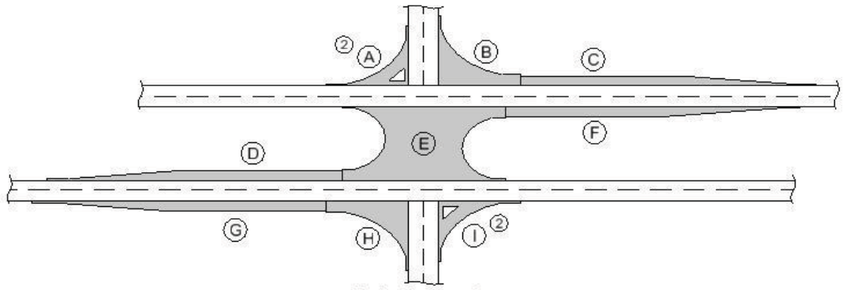
Pipe No.	Pipe Dia.	Trench Length	Excavation	Flowable Mortar	Notes
	Inches	Ft	CY	CY	
P463	+96.0	134	424.0	20.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R463			25.8		from the bottom of pipe trench to proposed ground at the
R745			25.9		width of the pipe trench
P902	+15.0	159	97.0	4.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R903			4.4		from the bottom of pipe trench to proposed ground at the
					width of the pipe trench
P903	+18.0	118	115.0	4.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R453			6.6		from the bottom of pipe trench to proposed ground at the
					width of the pipe trench
P762	+24.0	17	20.0	6.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R762			4.7		from the bottom of pipe trench to proposed ground at the
R531			5.5		width of the pipe trench
P745	+54.0	102	311.0	20.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R465			24.3		from the bottom of pipe trench to proposed ground at the
					width of the pipe trench

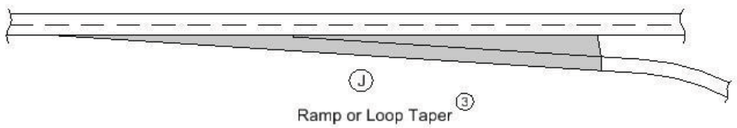
Special-1

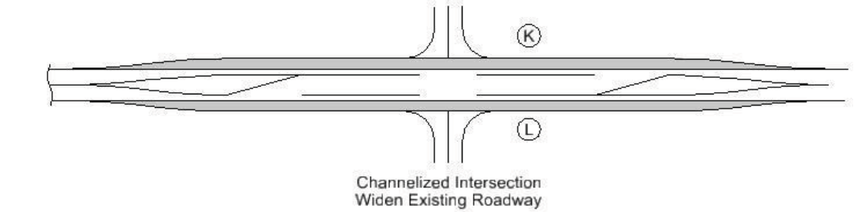
CONTAMINATED SOIL SITES- STORM SEWER

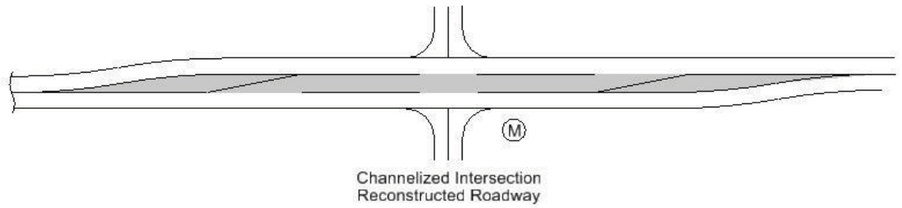
Pipe No.	Pipe Dia.	Trench Length	Excavation	Flowable Mortar	Notes
	Inches	Ft	CY	CY	
P759	+15.0	70	114.0	4.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
R759			9.8		from the bottom of pipe trench to proposed ground at the
R760			6.0		width of the pipe trench
P760	+15.0	39	62.0	4.0	Construct 10' Long Flowable Mortar Anti-Seep Collars
					from the bottom of pipe trench to proposed ground at the
	TOTAL		1255.9	62.0	width of the pipe trench

TABULATION OF PAVEMENT





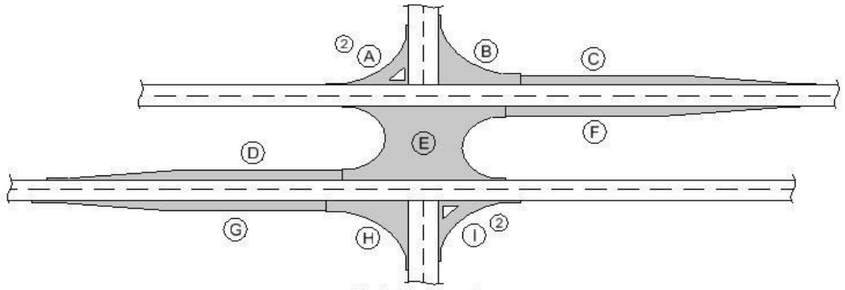


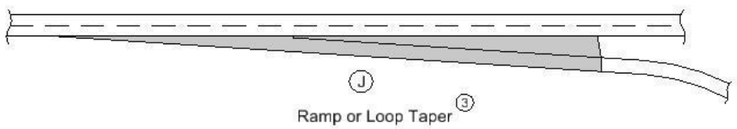


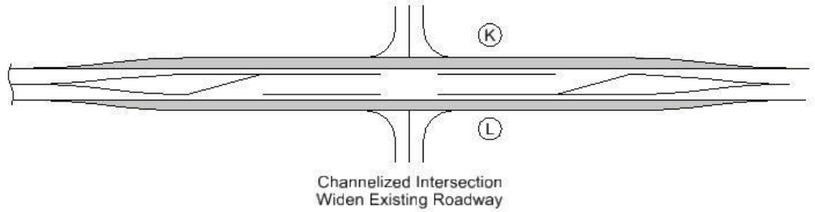
1. Quantity includes Pavement Header.
2. Does not include Island area.
3. Refer to PV-410, PV-411, PV-412, and PV-414.

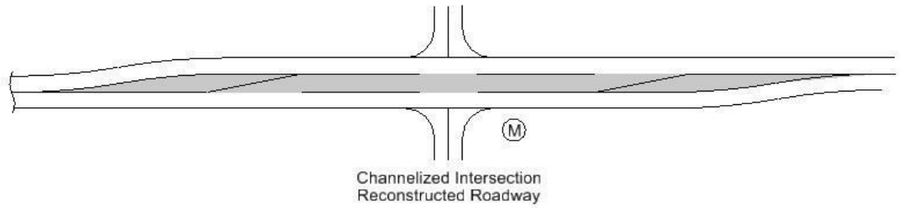
Location						Area (1)													Total Area By Pavement Thickness SY		Island	Modified Subbase	Remarks	
Road Indentification	Station to Station		Width	Length	Area	A (2)	B	C	D	E	F	G	H	I (2)	J	K	L	M	10 IN	11 IN	CY	CY		
			FT	FT	SY																			
US 67 SB	197+00.00	217+40.00		2040.0															11186.2			4072.5	3190 LF Curb	Div. (1)
US 67 NB	1593+00.00	1598+41.58		541.6															2840.0			1044.2	Includes 882 LF of Curb	Div. (1)
US 67 NB	1598+41.58	1609+14.13		1072.6															6629.6			2681.4	Includes 1687 LF of Curb	Div. (1)
US 67 NB	1609+14.13	1612+72.94		358.8															2397.0			848.3	Includes 561 LF of Curb	Div. (1)
US 67 NB	1612+72.94	1624+15.00		1142.1															6185.6			2232.2	Includes 2099 LF of Curb	Div. (1)
US 67 NB	1619+26.47	1619+55.36		28.9															149.0			58.8	Turnaround West of 16th St.	Div. (1)
US 67 NB	1620+58.62	1620+80.00		21.4															287.0			95.5	Includes 110 LF of Curb	Div. (1)
US 67 Ramp A Return					265.0																	100.2	114 L.F. Curb	Div. (1)
US 67 Ramp B Return					355.0																	130.1	113 L.F. Curb	Div. (1)
US 67 Ramp B					871.0																	324.5	154 L.F. Curb	Div. (1)
US 67 Ramp C Return					715.5																	261.6	215 L.F. Curb	Div. (1)
US 67 Ramp D Return					349.5																	136.1	76 L.F. Curb	Div. (1)
State St.	100+92.82	104+19.00	25.0	326.0	931.5																	352.3	516 L.F. Curb	Div. (1)
Kimberly Road	4606+06.61	4627+00.00	Varies	2093.0	9964.7																	3759.5	3576 L.F. Curb	Div. (1)
Mississippi Blvd.	8+60.00	16+06.70	29.0	747.0	2357.7																	929.7	1493.9 L.F.	Div. (1)
Brown St.	9+62.00	11+56.40	29.0	194.0	721.0																	255.0	421 L.F. Curb	Div. (1)
10th St.	10100+00.00	10100+47.00	36.0	47.0	223.8																	76.7	128 L.F. Curb	Div. (1)
11th St.	11100+00.00	11100+85.08	34.0	85.1	344.9																	123.6	191 L.F. Curb	Div. (1)
12th St.	4603+33.00	4605+07.08	41.0	174.1	1012.1																	348.4	392 L.F. Curb	Div. (1)
13th St..	13100+20.91	13103+22.14	36.5	301.2	1593.2																	612.7	617 L.F. Curb	Div. (1)
15th St.	105+40.00	108+50.00	310.0	310.0	1027.4																	355.6	463.2 L.F. Curb	Div. (1)
16th St.	100+45.00	104+85.00	Varies	440.0	1392.2																	470.7	755.3 L.F. Curb	Div. (1)
90 Degree Bend Alley at 12th					92.9																	118.0		Div. (1)
Hammerhead E. of 12th St					50.5																	75.0		Div. (1)
90 Degree Bend Alley E. of Ra					84.8																	107.2		Div. (1)
Bend at Alley W. of 16th St.					108.9																	139.9		Div. (1)
Conn. To Alley E. of 16th St.					242.2																	246.1		Div. (1)
Comm. Ent. E. of 17th St.					211.7																	216.1		Div. (1)

TABULATION OF PAVEMENT









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		Island	Modified 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	CY		
			FT	FT	SY																			
US 67 WB	100000+00.00	100004+75.38		475.4	605.2																		Detour Pavement	Div. (1)
US 67 WB	200000+00.00	200005+79.05		579.1	695.6																		Detour Pavement	Div. (1)
US 67 WB	300000+00.00	300001+04.04		104.0	96.5																		Detour Pavement	Div. (1)
US 67 WB	400000+00.00	400001+45.36		145.4	162.1																		Detour Pavement	Div. (1)
US 67 WB	400001+65.99	400003+10.92		144.9	123.0																		Detour Pavement	Div. (1)
US 67 WB	500000+13.44	500000+30.52		17.1	73.4																		Detour Pavement	Div. (1)
US 67 WB	600000+08.12	600000+32.05		23.9	275.6																		Detour Pavement	Div. (1)
US 67 WB/RAMP A	21000+00.00	21002+48.53		248.5	486.0																		Detour Pavement	Div. (1)
14TH ST.	41000+73.15	41003+36.25		263.1	698.8																		Detour Pavement	Div. (1)
14TH ST.	41003+70.95	41004+31.88		60.9	21.4																		Detour Pavement	Div. (1)
14TH ST./RAMP B	31000+74.54	31001+94.96		120.4	387.7																		Detour Pavement	Div. (1)
KIMBERLY RD.	61000+00.00	61002+70.97		271.0	510.4																		Detour Pavement	Div. (1)
KIMBERLY RD.					111.0																		Detour Pavement	Div. (1)
S KIMBERLY RD.	75000+13.03	75001+00.00		87.0	218.2																		Detour Pavement	Div. (1)
S KIMBERLY RD./CALVERT DR.	73000+17.71	73000+78.74		61.0	90.0																		Detour Pavement	Div. (1)
S KIMBERLY RD./CALVERT DR.	72000+00.00	72002+12.30		212.3	435.7																		Detour Pavement	Div. (1)
S KIMBERLY RD./RAMP A	11000+00.00	11001+33.20		133.2	141.5																		Detour Pavement	Div. (1)
N KIMBERLY RD./CALVERT DR.	71000+00.00	71002+51.48		251.5	357.3																		Detour Pavement	Div. (1)
STATE ST.	500000+00.00	500004+26.82		426.8	698.3																		Detour Pavement	Div. (1)
STATE ST.					77.9																		Detour Pavement	Div. (1)
STATE ST.	600000+00.00	600004+80.74		480.7	749.9																		Detour Pavement	Div. (1)
BROWN ST.	76000+37.54	76000+97.77		60.2	202.5																		Detour Pavement	Div. (1)
																		TOTAL	29674.4					

100-27
10-20-09

PAVEMENT SMOOTHNESS + PCC TEXTURE

Road Identification	Begin Station	End Station	Proposed Posted Speed			Remarks	
			35 or less	40 - 45	over 45		
US 67 WB	197+00.00	217+40.00	X			12' Lane	Div. (1)
US 67 WB	197+00.00	201+20.00	X			12' Lane	Div. (1)
US 67 WB	197+00.00	201+20.00	X			12' Lane	Div. (1)
US 67 WB	200+04.81	203+20.00	X			12' Lane	Div. (1)
US 67 WB	202+60.00	209+30.00	X			12' Lane	Div. (1)
US 67 WB	202+60.00	209+30.00	X			12' Lane	Div. (1)
US 67 WB	205+99.67	212+60.00	X			12' Lane	Div. (1)
US 67 WB	205+99.70	212+60.00	X			12' Lane	Div. (1)
US 67 WB	209+90.00	211+40.00	X			12' Lane	Div. (1)
US 67 WB	209+90.00	217+40.00	X			12' Lane	Div. (1)
US 67 WB	209+90.00	217+40.00	X			12' Lane	Div. (1)
Kimberly Road	4608+00.00	4606+06.61	X			12' Lane	Div. (1)
Kimberly Road	4608+00.00	4606+06.61	X			12' Lane	Div. (1)
Kimberly Road	4608+00.00	4606+06.61	X			12' Lane	Div. (1)
Mississippi Blvd.	16+06.19	16+64.67	X			12' Lane	Div. (1)
Mississippi Blvd.	16+06.19	16+64.67	X			12' Lane	Div. (1)
Mississippi Blvd.	16+88.68	19+30.00	X			12' Lane	Div. (1)
Mississippi Blvd.	16+88.68	19+30.00	X			12' Lane	Div. (1)
14th St.	14+40.00	26+25.00	X			12' Lane	Div. (1)
14th St.	14+40.00	26+25.00	X			12' Lane	Div. (1)
15th St.	107+10.34	108+50.00	X			12' Lane	Div. (1)
15th St.	107+10.34	108+50.00	X			12' Lane	Div. (1)
16th St.	120+33.40	103+56.37	X			12' Lane	Div. (1)
16th St.	102+33.40	103+56.37	X			12' Lane	Div. (1)
16th St.	103+92.37	104+85.00	X			12' Lane	Div. (1)
16th St.	103+92.37	104+85.00	X			12' Lane	Div. (1)

102-6C
10-18-11

FULL-DEPTH PATCHES

Refer to Standard Roads Plans RR-1, RR-2, RR-4, RR-18, and RR-26

Location			Dimension			PCC Patches			HMA Patches	Composite HMA	Subbase Patches	Subbase Patch w/ 'EF' Joint	Patch Subdrain	'CD' Joints	'CT' Joints	'EF' Joints	Anchor Lugs Removal	Remarks
Count	Station or Milepost	Lane	Length	Width	Patch Thickness	With Dowels	Without Dowels	C R C										
						RR-4	RR-2	RR-18			RR-26	RR-1	RR-1 or RR-26			RR-1		
		L, R, or B	FT	FT	IN	SY	SY	SY	SY	TON	SY	SY	No.	No.	No.	No.	No.	
1		B	24.0	48.0	9.0	129.0												For P529
2		R	24.0	20.0	9.0	53.6												For P529
3		B	20.0	28.0	9.0	63.2												For P980
4		B	20.0	144.0		217.1												For P465
5		B	17.0	30.0		57.7												For 902
6		B	20.0	20.0		35.8												For 900
7		B	207.0	20.0		460.6												For P900
8		B	20.0	20.0		44.2												For P910
9		R	18.0	20.0	9.0	40.0												For 532
10		R	20.0	14.0		28.4												For 539
11		L	20.0	12.0	9.0	27.8												For 729
12		B	20.0	48.0	9.0	107.3												For P770
13		B	20.0	39.0		87.5												For P769
						1352.1												

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

POINTS OF ACCESS

Refer to Cross-Sections

Location		Type (2)	Length of Opening			W	(1) (2) PR	(2) SR	Pipe Culvert (RF-30A or RF-30B)					Aprons	Driveway Surface Area		Driveway Surfacing Material	Remarks
Station	Side	A, B, C, or Predetermined	Case (1)	1½" Dropped Curb	3" Dropped Curb				H	Size	Pipe Length	Lt. (2)	Rt. (2)		HMA	PCC		
			1 or 2	LF	LF	FT	FT	FT	FT	IN	LF	LF	LF	No.	SY	SY	TON	
US 67 SB																		
217+10.00	LT	C	1		22.0	17.0	2.0									14.8		Div. (1)
217+20.00	RT	B	2	24.0		24.0										44.0		Div. (1)
216+81.00	RT		1													52.0		Area for parking lot Div. (1)
217+68.00	RT		1													94.5		Area for parking lot Div. (1)
US 67 EB																		
1594+65	Rt	Urban	2		35.0	33.0										68.4		Div. (1)
1595+00	Lt	Urban	2		33.0	24.0										32.8		Div. (1)
1597+00	Lt	Urban	1	45.0		24.0	10.0									25.7		Div. (1)
KIMBERLY ROAD																		
4612+48	Lt.	C	1	27.0		17.0	4 & 5									76.3		Div. (1)
11th St.																		
11100+70	Lt	Urban	1	27.0		15.0	6.0									18.2		Div. (1)
12th St.																		
4603+60	Lt	Urban	1		57.0	46.0	6.0									111.3		Div. (1)
4603+87	Rt	Urban	1		35.0	24.0	6.0									72.1		Div. (1)
15TH ST																		
108+17.00	RT	B	1		24.0	18.0	6.0									37.2		Div. (1)
108+19.00	LT	B	1	31.0		21.0	5.0									67.2		Div. (1)
16TH ST																		
104+67.00	LT	B	1		34.0	17.0	8.0									26.1		Div. (1)
																740.6		

103-3
08-01-08

PROPOSED SUBGRADE TREATMENT

(For Additional Details see Soils Survey Sheet Nos. Q.1 to Q.30 .)

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	197+00.0	199+00.0	BOTH	0.5	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	174.1					DIVISION #1
2	200+50.0	203+70.0	BOTH	0.5	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	278.5					DIVISION #1
3	206+00.0	212+00.0	BOTH	0.5	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	522.2					DIVISION #1
4	213+85.0	217+40.0	BOTH	0.5	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	309.0					DIVISION #1
5	1593+00.0	1597+40.1	LT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	142.6					DIVISION #1
5	1597+40.1	1599+50.0	LT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	68.0					DIVISION #1
5	1599+50.0	1601+50.0	LT	0.5	23.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	87.0					DIVISION #1
5	1601+50.0	1602+50.0	LT	0.5	23.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	43.5					DIVISION #1
5	1593+00.0	1597+40.1	RT	0.5	27.7	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	225.3					DIVISION #1
5	1597+40.1	1599+50.0	RT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	68.0					DIVISION #1
5	1599+50.0	1601+50.0	RT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	64.8					DIVISION #1
5	1601+50.0	1602+50.0	RT	0.5	29.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	54.6					DIVISION #1
6	1604+00.0	1607+00.0	LT	0.5	25.6	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	142.0					DIVISION #1
6	1604+00.0	1607+00.0	RT	0.5	29.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	163.9					DIVISION #1
7	1609+25.0	1612+11.3	LT	0.5	38.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	204.1					DIVISION #1
7	1612+11.3	1614+75.0	LT	0.5	44.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	214.9					DIVISION #1
7	1614+75.0	1615+25.0	LT	0.5	34.6	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	32.0					DIVISION #1
7	1609+25.0	1612+11.3	RT	0.5	26.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	140.5					DIVISION #1
7	1612+11.3	1614+75.0	RT	0.5	26.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	129.4					DIVISION #1
7	1614+75.0	1615+25.0	RT	0.5	26.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	24.5					DIVISION #1
8	1618+50.0	1619+56.5	LT	0.5	34.6	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	68.2					DIVISION #1
8	1619+56.5	1620+75.0	LT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	38.4					DIVISION #1
8	1620+75.0	1621+00.0	LT	0.5	17.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	8.1					DIVISION #1
8	1618+50.0	1619+56.5	RT	0.5	26.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	52.2					DIVISION #1
8	1619+56.5	1620+75.0	RT	0.5	29.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	64.8					DIVISION #1
8	1620+75.0	1621+00.0	RT	0.5	29.5	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	13.7					DIVISION #1
9	4608+00.0	4610+84.0	BOTH	0.5	47.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	247.2					DIVISION #1
10	102+33.4	103+56.4	BOTH	0.5	35.0	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	79.7					DIVISION #1
11	103+92.4	104+85.0	BOTH	0.5	31.6	SPECIAL BACKFILL (SEE ART. 4132)	0.00%	54.2					DIVISION #1
								3,715.7					

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.

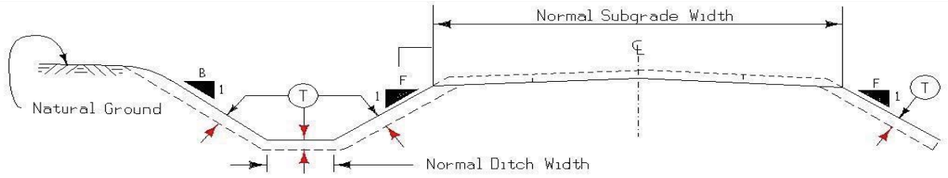
Proposed Subgrade Treatment:Special Backfill
Quantity:2697 CY

103-7
08-01-08

SHRINKAGE DATA

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

TABULATION OF SPREADING TOPSOIL

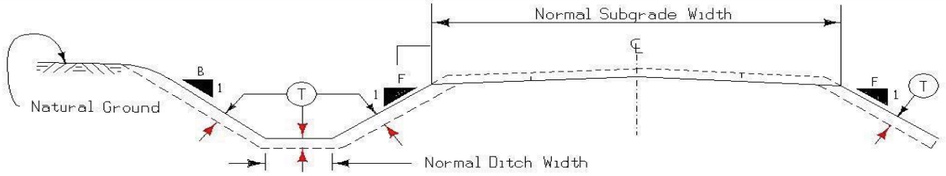


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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		
		US 67 RAMP B								
1	94.0	2592+75.0	2594+65.0			8.0				
TEMPORARY DETENTION POND										
2	1047.0	DETENTION	POND			8.0				
1	16.4	196+67.46	198+33.54	R.	F.	8.0	US 67 WB			
2	9.8	216+53.22	217+08.00	R.	F.	8.0	US 67 WB			
3	0.2	216+45.20	216+48.47	R.	F.	8.0	US 67 WB			
4	0.3	216+53.34	216+57.40	R.	F.	8.0	US 67 WB			
5	2.0	217+32.00	217+40.00	R.	F.	8.0	US 67 WB			
6	111.0	197+00.00	199+49.37	L.	F.	8.0	US 67 WB			
7	14.8	197+00.00	198+96.47	L.	F.	8.0	US 67 WB			
8	7.6	199+01.67	199+59.37	L.	F.	8.0	US 67 WB			
9	127.2	200+46.47	204+91.71	L.	F.	8.0	US 67 WB			
10	72.2	200+44.84	204+83.30	L.	F.	8.0	US 67 WB			
11	30.6	205+44.22	208+34.27	L.	F.	8.0	US 67 WB			
12	43.0	205+45.30	208+35.89	L.	F.	8.0	US 67 WB			
13	44.2	208+81.72	211+66.31	L.	F.	8.0	US 67 WB			
14	41.4	208+92.12	211+71.10	L.	F.	8.0	US 67 WB			
15	73.3	212+36.26	215+98.57	L.	F.	8.0	US 67 WB			
16	52.1	212+32.37	215+95.74	L.	F.	8.0	US 67 WB			
17	6.0	216+55.08	217+01.10	L.	F.	8.0	US 67 WB			
18	0.3	216+44.47	216+49.72	L.	F.	8.0	US 67 WB			
19	5.9	216+54.72	217+01.11	L.	F.	8.0	US 67 WB			
20	3.6	217+18.27	217+40.00	L.	F.	8.0	US 67 WB			
21	0.8	217+18.32	217+40.00	L.	F.	8.0	US 67 WB			
22	192.9	1595+15.39	1602+02.12	R.	F.	8.0	US 67 EB			
23	54.8	1598+05.77	1602+02.04	R.	F.	8.0	US 67 EB			
24	46.2	1603+05.06	1608+25.00	R.	F.	8.0	US 67 EB			
25	2.4	1602+99.97	1603+23.18	R.	F.	8.0	US 67 EB			
26	71.4	1603+26.79	1608+19.58	R.	F.	8.0	US 67 EB			
27	50.8	1608+96.24	1611+76.07	R.	F.	8.0	US 67 EB			
28	43.7	1608+92.94	1611+74.95	R.	F.	8.0	US 67 EB			
29	53.7	1612+44.94	1614+80.84	R.	F.	8.0	US 67 EB			
30	0.4	1612+53.34	1612+66.34	R.	F.	8.0	US 67 EB			
31	67.7	1615+54.06	1619+79.71	R.	F.	8.0	US 67 EB			
32	3.6	1620+49.02	1620+69.76	R.	F.	8.0	US 67 EB			
33	29.9	1620+59.77	1623+17.78	R.	F.	8.0	US 67 EB			
34	39.6	1620+56.76	1623+10.44	R.	F.	8.0	US 67 EB			
35	2.5	1623+03.22	1623+17.04	R.	F.	8.0	US 67 EB			
36	25.5	1623+38.00	1624+09.22	R.	F.	8.0	US 67 EB			
37	6.1	1623+40.56	1623+87.52	R.	F.	8.0	US 67 EB			
38	3.6	1593+00.00	1593+29.07	L.	F.	8.0	US 67 EB			
39	5.6	1593+00.00	1593+31.95	L.	F.	8.0	US 67 EB			
40	9.2	1593+84.28	1594+87.71	L.	F.	8.0	US 67 EB			
41	14.7	1593+81.09	1594+87.85	L.	F.	8.0	US 67 EB			
42	15.3	1595+12.29	1596+87.71	L.	F.	8.0	US 67 EB			
43	25.0	1595+12.15	1596+86.90	L.	F.	8.0	US 67 EB			
44	18.9	1597+12.29	1598+47.04	L.	F.	8.0	US 67 EB			
45	20.4	1597+13.10	1598+57.23	L.	F.	8.0	US 67 EB			
46	53.9	1599+02.97	1601+53.33	L.	F.	8.0	US 67 EB			
47	38.2	1598+92.84	1601+48.63	L.	F.	8.0	US 67 EB			
48	19.6	1619+86.55	1620+67.37	L.	F.	8.0	US 67 EB			
49	9.5	1619+97.36	1620+66.54	L.	F.	8.0	US 67 EB			
50	39.9	1620+86.49	1624+02.85	L.	F.	8.0	US 67 EB			
51	44.4	1620+93.49	1624+03.81	L.	F.	8.0	US 67 EB			
52	12.3	1496+70.77	1497+02.31	R.	F.	8.0	US 67 Ramp A			
53	7.2	1496+77.77	1497+02.31	L.	F.	8.0	US 67 Ramp A			
54	13.8	3594+25.27	3594+92.52	R.	F.	8.0	US 67 Ramp C			
55	6.9	3594+25.27	3594+83.44	L.	F.	8.0	US 67 Ramp C			
56	11.0	3594+25.27	3594+95.85	L.	F.	8.0	US 67 Ramp C			
57	22.9	4496+03.61	4496+46.78	R.	F.	8.0	US 67 Ramp D			
58	12.1	4496+06.75	4496+46.77	L.	F.	8.0	US 67 Ramp D			
59	7.9	2594+18.86	2594+43.63	R.	F.	8.0	US 67 Ramp B			
60	6.9	2594+18.94	2594+53.22	L.	F.	8.0	US 67 Ramp B			

TABULATION OF SPREADING TOPSOIL

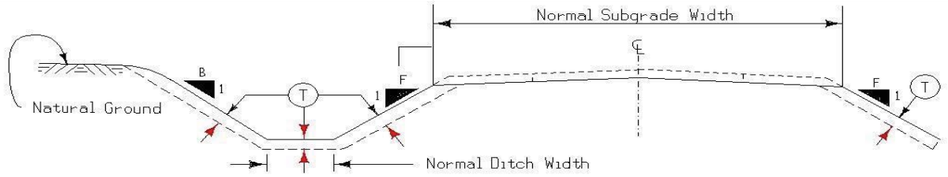


Perform this work according to Section 2105. Prior to placing topsoil on any cohesive soil, scarify the area to be covered to a minimum depth of 3 inches.

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

Placement Description								Topsoil Excavation Available From			
Area No.	Quantity CY	Location Station to Station		Side L. or R.	Slope B. or F.	(T) IN	Remarks	Amount Reserved CY	Station to Station		Remarks
61	29.5	100+47.14	101+52.80	R.	F.	8.0	State St.				
62	10.3	101+85.70	103+13.00	R.	F.	8.0	State St.				
63	7.3	103+43.19	104+19.00	R.	F.	8.0	State St.				
64	51.6	102+22.77	104+19.00	L.	F.	8.0	State St.				
65	72.5	4603+33.00	4604+97.72	R.	F.	8.0	Kimberly Road				
66	24.1	4603+33.00	4604+96.75	R.	F.	8.0	Kimberly Road				
67	186.5	4606+46.69	4610+62.07	R.	F.	8.0	Kimberly Road				
68	59.4	4606+40.91	4610+50.88	R.	F.	8.0	Kimberly Road				
69	96.9	4611+02.88	4614+14.83	R.	F.	8.0	Kimberly Road				
70	50.0	4610+94.21	4614+14.91	R.	F.	8.0	Kimberly Road				
71	0.1	4614+19.91	4614+22.87	R.	F.	8.0	Kimberly Road				
72	0.2	4614+63.46	4614+66.92	R.	F.	8.0	Kimberly Road				
73	622.9	4614+71.84	4627+00.00	R.	F.	8.0	Kimberly Road				
74	21.4	4603+33.00	4604+75.17	L.	F.	8.0	Kimberly Road				
75	15.7	4603+33.00	4604+78.78	L.	F.	8.0	Kimberly Road				
76	176.8	4606+15.09	4609+42.89	L.	F.	8.0	Kimberly Road				
77	54.4	4606+06.38	4609+51.15	L.	F.	8.0	Kimberly Road				
78	52.9	4610+25.00	4612+35.67	L.	F.	8.0	Kimberly Road				
79	28.2	4610+24.85	4612+37.27	L.	F.	8.0	Kimberly Road				
80	58.3	4612+46.85	4614+14.49	L.	F.	8.0	Kimberly Road				
81	22.9	4612+55.40	4614+14.76	L.	F.	8.0	Kimberly Road				
82	0.1	4614+19.61	4614+22.42	L.	F.	8.0	Kimberly Road				
83	0.2	4614+63.03	4614+66.72	L.	F.	8.0	Kimberly Road				
84	363.9	4614+71.50	4627+00.00	L.	F.	8.0	Kimberly Road				
85	31.4	8+57.58	11+52.79	R.	F.	8.0	Mississippi Blvd				
86	38.3	8+62.70	11+52.91	R.	F.	8.0	Mississippi Blvd				
87	65.7	12+26.95	16+35.87	R.	F.	8.0	Mississippi Blvd				
88	63.8	12+26.87	16+35.61	R.	F.	8.0	Mississippi Blvd				
89	102.3	8+57.61	11+54.08	L.	F.	8.0	Mississippi Blvd				
90	41.6	8+71.03	11+54.08	L.	F.	8.0	Mississippi Blvd				
91	91.9	12+26.14	16+35.00	L.	F.	8.0	Mississippi Blvd				
92	60.3	12+26.14	16+35.00	L.	F.	8.0	Mississippi Blvd				
93	20.0	9+64.17	10+96.65	R.	F.	8.0	Brown Street				
94	20.0	9+72.65	11+05.54	R.	F.	8.0	Brown Street				
95	48.1	9+63.15	11+69.01	L.	F.	8.0	Brown Street				
96	27.7	9+72.93	11+63.59	L.	F.	8.0	Brown Street				
97	4.3	10100+18.80	10100+47.00	R.	F.	8.0	10th Street				
98	1.5	10100+18.03	10100+47.00	R.	F.	8.0	10th Street				
99	1.9	10100+14.82	10100+47.00	L.	F.	8.0	10th Street				
100	0.9	10100+15.15	10100+30.62	L.	F.	8.0	10th Street				
101	12.1	11100+16.49	11100+80.92	R.	F.	8.0	11th Street				
102	6.7	11100+16.47	11100+76.17	R.	F.	8.0	11th Street				
103	44.3	11100+16.52	11100+68.11	L.	F.	8.0	11th Street				
104	8.3	11100+16.58	11100+65.04	L.	F.	8.0	11th Street				
105	1.1	11100+77.70	11100+87.26	L.	F.	8.0	11th Street				
106	0.8	11100+77.05	11100+84.50	L.	F.	8.0	11th Street				
107	71.4	13100+43.30	13103+22.14	R.	F.	8.0	13th Street				
108	0.1	13100+66.20	13100+69.44	R.	F.	8.0	13th Street				
109	28.1	13100+73.70	13102+63.85	R.	F.	8.0	13th Street				
110	45.7	13100+45.77	13103+22.14	L.	F.	8.0	13th Street				
111	0.5	13100+51.50	13100+58.57	L.	F.	8.0	13th Street				
112	31.6	13100+62.53	13102+86.96	L.	F.	8.0	13th Street				
113	7.6	105+40.00	105+95.25	R.	F.	8.0	15th Street				
114	5.8	105+40.00	105+95.35	R.	F.	8.0	15th Street				
115	24.7	107+21.55	108+09.89	R.	F.	8.0	15th Street				
116	12.4	107+22.39	108+08.52	R.	F.	8.0	15th Street				
117	3.8	108+26.32	108+50.00	R.	F.	8.0	15th Street				
118	12.1	105+40.00	105+93.77	L.	F.	8.0	15th Street				
119	6.8	105+40.00	105+93.99	L.	F.	8.0	15th Street				
120	7.8	107+32.99	108+08.43	L.	F.	8.0	15th Street				
121	12.0	107+31.37	108+08.72	L.	F.	8.0	15th Street				
122	3.5	108+28.70	108+50.00	L.	F.	8.0	15th Street				
123	1.9	108+29.50	108+50.00	L.	F.	8.0	15th Street				
124	7.7	100+28.24	101+09.20	R.	F.	8.0	16th Street				
125	11.9	100+28.24	101+22.24	R.	F.	8.0	16th Street				
126	6.9	102+19.27	103+39.18	R.	F.	8.0	16th Street				
127	19.1	102+06.07	103+39.18	R.	F.	8.0	16th Street				
128	7.7	104+10.54	104+85.00	R.	F.	8.0	16th Street				
129	20.5	104+10.05	104+97.42	R.	F.	8.0	16th Street				
130	8.8	100+33.78	101+80.13	L.	F.	8.0	16th Street				

TABULATION OF SPREADING TOPSOIL



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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			
131	19.5	100+36.90	101+70.57	L.	F.	8.0	16th Street				
132	9.1	104+09.43	104+58.94	L.	F.	8.0	16th Street				
133	9.1	104+09.27	104+58.94	L.	F.	8.0	16th Street				
134	1.1	104+75.69	104+85.00	L.	F.	8.0	16th Street				
135	1.9	104+75.69	104+89.05	L.	F.	8.0	16th Street				
	6012.3										

ADJUSTMENT OF FIXTURES

No.	Location Station	Type of Fixture	Adjustment	
7 WB				
	26, 39.33' RT	Water Valve	Adjust down approx. 0.47'	Div. (1)
	22, 33.76' RT	Water Valve	Adjust down approx. 0.68'	Div. (1)
	29, 30.60' RT	Water Valve	Adjust down approx. 0.26'	Div. (1)
	.00, 4.22' RT	Water Valve	Adjust down approx. 0.58'	Div. (1)
	.31, 2.73' RT	Water Valve	Need to move slightly - located on curb	Div. (1)
	.47, 5.46' LT	Water Valve	Adjust up approx. 1.07'	Div. (1)
	28, 31.93' LT	Water Valve	Adjust down approx. 0.37'	Div. (1)
	72, 40.96' LT	Water Valve	Adjust down approx. 0.20'	Div. (1)
	34, 41.24' LT	Water Valve	Adjust down approx. 0.70'	Div. (1)
	.20, 3.37' RT	Water Valve	Adjust down approx. 0.13'	Div. (1)
	54, 13.17' RT	Fire Hydrant	Located in median, may need to move down if it stays	Div. (1)
	38, 45.02' LT	Sanitary Sewer Manhole	Move up approx. 0.60'	Div. (1)
	.16, 2.26' RT	Sanitary Sewer Manhole	Move down approx. 0.20'	Div. (1)
	74, 22.50' LT	Sanitary Sewer Manhole	Move down approx. 0.49'	Div. (1)
7 EB				
	93, 16.54' LT	Water Valve	Adjust Up approx. 0.55'	Div. (1)
	95, 12.28' LT	Water Valve	Adjust up approx. 0.51'	Div. (1)
	94, 19.41' LT	Water Valve	Adjust up approx. 0.31'	Div. (1)
	51, 18.14' LT	Water Valve	Adjust up approx. 1.09'	Div. (1)
	65, 27.82' RT	Sanitary Sewer Manhole	Adjust down approx. 0.31'	Div. (1)
	.21, 9.73' RT	Water Valve	Adjust down approx. 0.05'	Div. (1)
	.69, 9.01' RT	Water Valve	Adjust down approx. 0.04'	Div. (1)
	.53, 8.41' LT	Water Valve	Adjust down approx. 0.15'	Div. (1)
	50, 11.48' LT	Fire Hydrant	Move - Located within sidewalk	Div. (1)
	36, 23.10' RT	Water Valve	Adjust down approx. 0.25'	Div. (1)
	20, 60.49' RT	Water Valve	Adjust down approx. 0.60'	Div. (1)
	.78, 4.87' RT	Water Valve	Adjust down approx. 0.08'	Div. (1)
	27, 20.06' LT	Water Valve	Need to move - located on a curb	Div. (1)
	53, 27.17' LT	Sanitary Sewer Manhole	Adjust down approx. 0.74'	Div. (1)
	.41, 3.41' LT	Sanitary Sewer Manhole	Adjust down approx. 1.56'	Div. (1)
	87, 28.33' RT	Water Valve	Adjust down approx. 2.11'	Div. (1)
	53, 28.19' RT	Water Valve	Adjust down approx. 2.01'	Div. (1)
	37, 13.38' RT	Sanitary Sewer Manhole	Adjust down approx. 0.73'	Div. (1)
	.46, 7.95' RT	Water Valve	Adjust up approx. 0.31'	Div. (1)
	.25, 8.17' RT	Water Valve	Adjust down approx. 0.59'	Div. (1)
	37, 14.14' RT	Sanitary Sewer Manhole	Adjust down approx. 0.35'	Div. (1)
	23, 35.89' RT	Water Valve	Need to move - located on curb line	Div. (1)
	.17, 5.43' LT	Water Valve	Slight adjustment needed	Div. (1)
	52, 65.37' RT	Water Valve	Slight adjustment needed	Div. (1)
	76, 20.98' RT	Water Valve	Adjust down approx. 0.49'	Div. (1)
	.59, 25.3' RT	Water Valve	Adjust down approx. 0.09'	Div. (1)
	78, 11.79' RT	Water Valve	Adjust down approx. 0.04'	Div. (1)
	82, 12.08' LT	Fire Hydrant	Move - Located within sidewalk	Div. (1)
	.77, 6.59' RT	Water Valve	Adjust down approx. 0.07'	Div. (1)
	95, 48.86' RT	Water Valve	Down 1.08'	Div. (1)
	93, 16.54' LT	Water Valve	Down 0.35'	Div. (1)
Road				

104-10
08-01-08

ADJUSTMENT OF FIXTURES

No.	Location Station	Type of Fixture	Adjustment	
	.28, 6.25' LT	Sanitary Sewer Manhole	Down 1.51'	Div. (1)
	16, 10.82' LT	Water Valve	Down 1.68'	Div. (1)
	.10, 5.43' LT	Water Valve	Down 1.43'	Div. (1)
	.26, 5.23' RT	Water Valve	Down 1.74'	Div. (1)
	.02, 6.61' LT	Sanitary Sewer Manhole	Down 8.00'	Div. (1)
St.				
	.29, 9.16' RT	Water Valve	Adjust up approx. 0.05'	Div. (1)
St.				
	40, 34.88' RT	Water Valve	Adjust down approx. 0.7'	Div. (1)
	47, 22.58' RT	Sanitary Sewer Manhole	Down 0.20'	Div. (1)
St.				
	11, 16.24' RT	Water Valve	Adjust down approx. 0.28'	Div. (1)
	42, 19.14' LT	Fire Hydrant	Move	Div. (1)
	28, 22.78' LT	Fire Hydrant	Move - Located within sidewalk	Div. (1)

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

① Refer to RL-13 or RL-15.

Refer to Soils Sheets

* Not a bid item

					(D)							①					
	US 67 NB	1593+00.0	1593+92.3	Right	24.0	4.0	96.3									4.5		CAP @ 1593+00
													1593+92.3	6.0	RF-19C			
	US 67 NB	1593+92.3	1594+93.0	Right	24.0	4.0	104.7						1593+92.3	6.0	RF-19C	4.8		
													1593+92.3	6.0	RF-19C			
	US 67 NB	1594+93.0	1597+80.0	Right	24.0	4.0	291.0						1594+93.0	6.0	RF-19C	13.5		
													1594+93.0	6.0	RF-19C			
	US 67 NB	1597+80.0	1600+57.3	Right	24.0	4.0	281.3						1597+80.0	6.0	RF-19C	13.0		
													1600+57.3	6.0	RF-19C			
	US 67 NB	1600+57.3	1603+30.0	Right	24.0	4.0	276.7						1600+57.3	6.0	RF-19C	12.8		
													1603+30.0	6.0	RF-19C			
	US 67 NB	1603+30.0	1605+50.0	Right	24.0	4.0	224.0						1603+30.0	6.0	RF-19C	10.4		
													1605+50.0	6.0	RF-19C			
	US 67 NB	1605+50.0	1607+92.7	Right	24.0	4.0	246.7						1605+50.0	6.0	RF-19C	11.4		
													1607+92.7	6.0	RF-19C			
	US 67 NB	1607+92.7	1608+00.0	Right	24.0	4.0	11.3						1607+92.7	6.0	RF-19C	0.5		CAP @ 1608+00
	US 67 NB	1609+00.0	1609+25.0	Right	24.0	4.0	29.0									1.3		CAP @ 1609+00
													1609+25.0	6.0	RF-19C			
	US 67 NB	1609+25.0	1611+65.0	Right	24.0	4.0	244.0						1609+25.0	6.0	RF-19C	11.3		
													1611+65.0	6.0	RF-19C			
	US 67 NB	1611+65.0	1613+08.2	Right	24.0	4.0	147.2						1611+65.0	6.0	RF-19C	6.8		
													1613+08.2	6.0	RF-19C			
	US 67 NB	1613+08.2	1615+60.0	Right	24.0	4.0	255.8						1613+08.2	6.0	RF-19C	11.8		
													1615+60.0	6.0	RF-19C			
	US 67 NB	1615+60.0	1619+60.0	Right	24.0	4.0	404.0						1615+60.0	6.0	RF-19C	18.7		
													1619+60.0	6.0	RF-19C			
	US 67 NB	1619+60.0	1621+50.0	Right	24.0	4.0	194.0						1619+60.0	6.0	RF-19C	9.0		
													1621+50.0	6.0	RF-19C			
	US 67 NB	1621+50.0	1624+15.0	Right	24.0	4.0	269.0						1621+50.0	6.0	RF-19C	12.5		CAP @ 1624+15
	US 67 NB	1593+00.0	1594+17.3	Left	24.0	4.0	121.3									5.6		CAP @ 1593+00
													1594+17.3	6.0	RF-19C			
	US 67 NB	1594+17.3	1597+80.0	Left	24.0	4.0	366.7						1594+17.3	6.0	RF-19C	17.0		
													1597+80.0	6.0	RF-19C			
	US 67 NB	1597+80.0	1600+57.3	Left	24.0	4.0	281.3						1597+80.0	6.0	RF-19C	13.0		
													1600+57.3	6.0	RF-19C			
	US 67 NB	1600+57.3	1603+30.0	Left	24.0	4.0	276.7						1600+57.3	6.0	RF-19C	12.8		
													1603+30.0	6.0	RF-19C			
	US 67 NB	1603+30.0	1605+50.0	Left	24.0	4.0	224.0						1603+30.0	6.0	RF-19C	10.4		
													1605+50.0	6.0	RF-19C			
	US 67 NB	1605+50.0	1607+92.7	Left	24.0	4.0	246.7						1605+50.0	6.0	RF-19C	11.4		
													1607+92.7	6.0	RF-19C			
	US 67 NB	1607+92.7	1608+00.0	Left	24.0	4.0	11.3						1607+92.7	6.0	RF-19C	0.5		CAP @ 1608+00
	US 67 NB	1609+00.0	1609+25.0	Left	24.0	4.0	29.0									1.3		CAP @ 1609+00
													1609+25.0	6.0	RF-19C			
	US 67 NB	1609+25.0	1611+15.0	Left	24.0	4.0	194.0						1609+25.0	6.0	RF-19C	9.0		
													1611+15.0	6.0	RF-19C			
	US 67 NB	1611+15.0	1613+08.2	Left	24.0	4.0	197.2						1611+15.0	6.0	RF-19C	9.1		
													1613+08.2	6.0	RF-19C			
	US 67 NB	1613+08.2	1615+60.0	Left	24.0	4.0	255.8						1613+08.2	6.0	RF-19C	11.8		
													1615+60.0	6.0	RF-19C			
	US 67 NB	1615+60.0	1618+85.0	Left	24.0	4.0	329.0						1615+60.0	6.0	RF-19C	15.2		
													1618+85.0	6.0	RF-19C			
	US 67 NB	1618+85.0	1621+50.0	Left	24.0	4.0	269.0						1618+85.0	6.0	RF-19C	12.5		
													1621+50.0	6.0	RF-19C			
	US 67 NB	1621+50.0	1624+15.0	Left	24.0	4.0	269.0						1621+50.0	6.0	RF-19C	12.5		CAP @ 1624+15
	US 67 SB	197+00.0	200+15.0	Right	36.0	4.0	319.0						197+00.0	6.0	RF-19C	24.6		CAP @ 197+00
													200+15.0	6.0	RF-19C			
	US 67 SB	200+15.0	202+40.0	Right	36.0	4.0	229.0						200+15.0	6.0	RF-19C	17.7		
													200+15.0	6.0	RF-19C			
	US 67 SB	202+40.0	204+22.2	Right	36.0	4.0	186.2						202+40.0	6.0	RF-19C	14.4		
													202+40.0	6.0	RF-19C			
	US 67 SB	204+22.2	206+15.0	Right	36.0	4.0	196.8						204+22.2	6.0	RF-19C	15.2		
													206+15.0	6.0	RF-19C			
	US 67 SB	206+15.0	208+05.0	Right	36.0	4.0	194.0						206+15.0	6.0	RF-19C	15.0		
													208+05.0	6.0	RF-19C			
	US 67 SB	208+05.0	210+32.0	Right	36.0	4.0	231.0						208+05.0	6.0	RF-19C	17.8		
													210+32.0	6.0	RF-19C			
	US 67 SB	210+32.0	212+70.0	Right	36.0	4.0	242.0						210+32.0	6.0	RF-19C	18.7		
													212+70.0	6.0	RF-19C			
	US 67 SB	212+70.0	215+60.0	Right	36.0	4.0	294.0						212+70.0	6.0	RF-19C	22.7		
													215+60.0	6.0	RF-19C			
	US 67 SB	215+60.0	216+70.0	Right	36.0	4.0	114.0						215+60.0	6.0	RF-19C	8.8		
													216+70.0	6.0	RF-19C			
	US 67 SB	216+70.0	217+40.0	Right	36.0	4.0	74.0						216+70.0	6.0	RF-19C	5.7		CAP @ 217+40
	US 67 SB	197+00.0	200+60.0	Left	36.0	4.0	364.0						197+00.0	6.0	RF-19C	28.1		CAP @ 197+00
													200+60.0	6.0	RF-19C			
	US 67 SB	200+60.0	202+40.0	Left	36.0	4.0	184.0						200+60.0	6.0	RF-19C	14.2		
													202+40.0	6.0	RF-19C			
	US 67 SB	202+40.0	204+22.2	Left	36.0	4.0	186.2						202+40.0	6.0	RF-19C	14.4		
													204+22.2	6.0	RF-19C			

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

(1) Refer to RL-13 or RL-15.

Refer to Soils Sheets

* Not a bid item

					(D)						(1)							
	US 67 SB	204+22.2	206+00.0	Left	36.0	4.0	181.8						204+22.2	6.0	RF-19C	14.0		
													206+00.0	6.0	RF-19C			
	US 67 SB	206+00.0	208+05.0	Left	36.0	4.0	209.0						206+00.0	6.0	RF-19C	16.1		
													208+05.0	6.0	RF-19C			
	US 67 SB	208+05.0	210+32.0	Left	36.0	4.0	231.0						208+05.0	6.0	RF-19C	17.8		
													210+32.0	6.0	RF-19C			
	US 67 SB	210+32.0	212+70.0	Left	36.0	4.0	242.0						210+32.0	6.0	RF-19C	18.7		
													212+70.0	6.0	RF-19C			
	US 67 SB	212+70.0	215+60.0	Left	36.0	4.0	294.0						212+70.0	6.0	RF-19C	22.7		
													215+60.0	6.0	RF-19C			
	US 67 SB	215+60.0	216+82.0	Left	36.0	4.0	126.0						215+60.0	6.0	RF-19C	9.7		
													216+82.0	6.0	RF-19C			
	US 67 SB	216+82.0	217+40.0	Left	36.0	4.0	62.0						216+82.0	6.0	RF-19C	4.8		CAP @ 217+40
	State St	100+92.8	104+19.0	Right	24.0	4.0	330.2						100+92.8	6.0	RF-19C	15.3		CAP @ 100+92.8
													104+19.0	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	State St	102+25.0	104+19.0	Left	24.0	4.0	198.0						102+25.0	6.0	RF-19C	9.2		CAP @ 102+25
													104+19.0	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	Kimberly NB	4606+06.6	4606+53.6	Right	30.0	4.0	51.0						4606+06.6	6.0	RF-19C	3.1		CAP @ 4606+06
													4606+53.6	6.0	RF-19C			
	Kimberly NB	4606+53.6	4608+50.0	Right	30.0	4.0	200.4						4606+53.6	6.0	RF-19C	12.4		
													4608+50.0	6.0	RF-19C			
	Kimberly NB	4608+50.0	4612+00.0	Right	30.0	4.0	354.0						4608+50.0	6.0	RF-19C	21.9		
													4612+00.0	6.0	RF-19C			
	Kimberly NB	4612+00.0	4613+92.6	Right	18.0	4.0	196.6						4612+00.0	6.0	RF-19C	6.1		
													4613+92.6	6.0	RF-19C			
	Kimberly NB	4613+92.6	4614+90.0	Right	18.0	4.0	101.4						4613+92.6	6.0	RF-19C	3.1		
													4614+90.0	6.0	RF-19C			
	Kimberly NB	4614+90.0	4616+20.0	Right	18.0	4.0	134.0						4614+90.0	6.0	RF-19C	4.1		
													4616+20.0	6.0	RF-19C			
	Kimberly NB	4616+20.0	4618+00.0	Right	18.0	4.0	184.0						4616+20.0	6.0	RF-19C	5.7		
													4618+00.0	6.0	RF-19C			
	Kimberly NB	4618+00.0	4621+00.0	Right	18.0	4.0	304.0						4618+00.0	6.0	RF-19C	9.4		
													4621+00.0	6.0	RF-19C			
	Kimberly NB	4621+00.0	4624+00.0	Right	18.0	4.0	304.0						4621+00.0	6.0	RF-19C	9.4		
													4624+00.0	6.0	RF-19C			
	Kimberly NB	4624+00.0	4624+40.0	Right	18.0	4.0	44.0						4624+00.0	6.0	RF-19C	1.4		
													4624+40.0	6.0	RF-19C			CAP @ 4624+40
	Kimberly SB	4606+06.6	4606+53.6	Left	30.0	4.0	51.0						4606+06.6	6.0	RF-19C	3.1		CAP @ 4606+06
													4606+53.6	6.0	RF-19C			
	Kimberly SB	4606+53.6	4608+50.0	Left	30.0	4.0	200.4						4606+53.6	6.0	RF-19C	12.4		
													4608+50.0	6.0	RF-19C			
	Kimberly SB	4608+50.0	4612+00.0	Left	30.0	4.0	354.0						4608+50.0	6.0	RF-19C	21.9		
													4612+00.0	6.0	RF-19C			
	Kimberly SB	4613+92.6	4614+90.0	Left	18.0	4.0	101.4						4613+92.6	6.0	RF-19C	3.1		
													4614+90.0	6.0	RF-19C			
	Kimberly SB	4614+90.0	4616+20.0	Left	18.0	4.0	134.0						4614+90.0	6.0	RF-19C	4.1		
													4616+20.0	6.0	RF-19C			
	Kimberly SB	4616+20.0	4618+00.0	Left	18.0	4.0	184.0						4616+20.0	6.0	RF-19C	5.7		
													4618+00.0	6.0	RF-19C			
	Kimberly SB	4618+00.0	4621+00.0	Left	18.0	4.0	304.0						4618+00.0	6.0	RF-19C	9.4		
													4621+00.0	6.0	RF-19C			
	Kimberly SB	4621+00.0	4624+00.0	Left	18.0	4.0	304.0						4621+00.0	6.0	RF-19C	9.4		
													4624+00.0	6.0	RF-19C			
	Kimberly SB	4624+00.0	4625+75.0	Left	18.0	4.0	179.0						4624+00.0	6.0	RF-19C	5.5		
													4625+75.0	6.0	RF-19C			
	Kimberly SB	4625+75.0	4627+00.0	Left	18.0	4.0	129.0						4625+75.0	6.0	RF-19C	4.0		CAP @ 4627+00
	Kimberly SB	4625+40.0	4627+00.0	Right	18.0	4.0	164.0						4625+40.0	6.0	RF-19E	5.1	0.2	
													4627+00.0	6.0	RF-19E		0.2	
	Mississippi	8+60.0	11+37.1	Right	30.0	4.0	281.1						8+60.0	6.0	RF-19C	17.4		CAP @ 8+60
													11+37.1	6.0	RF-19C			
	Mississippi	11+37.1	11+70.0	Right	30.0	4.0	36.9						11+37.1	6.0	RF-19C	2.3		CAP @ 11+70
	Mississippi	12+10.0	13+28.8	Right	30.0	4.0	122.7						12+10.0	6.0	RF-19C	7.6		CAP @ 12+10
													13+28.8	6.0	RF-19C			
	Mississippi	13+28.8	16+00.2	Right	30.0	4.0	275.4						13+28.8	6.0	RF-19C	17.0		
													16+00.2	6.0	RF-19C			
	Mississippi	16+00.2	16+06.0	Right	30.0	4.0	9.8						16+00.2	6.0	RF-19C	0.6		CAP @ 16+06
	Mississippi	8+60.0	11+37.1	Left	30.0	4.0	281.1						8+60.0	6.0	RF-19C	17.4		CAP @ 8+60
													11+37.1	6.0	RF-19C			
	Mississippi	11+37.1	11+70.0	Left	30.0	4.0	36.9						11+37.1	6.0	RF-19C	2.3		CAP @ 11+70
	Mississippi	12+10.0	13+28.8	Left	30.0	4.0	122.7						12+10.0	6.0	RF-19C	7.6		CAP @ 12+10
													13+28.8	6.0	RF-19C			
	Mississippi	13+28.8	16+00.2	Left	30.0	4.0	275.4						13+28.8	6.0	RF-19C	17.0		
													16+00.2	6.0	RF-19C			
	Mississippi	16+00.2	16+06.0	Left	30.0	4.0	9.8						16+00.2	6.0	RF-19C	0.6		CAP @ 16+06
	Brown	9+62.0	10+85.0	Right	30.0	4.0	127.0						9+62.0	6.0	RF-19C	7.8		CAP @ 9+62
													10+85.0	6.0	RF-19C			
	Brown	10+85.0	11+60.4	Right	30.0	4.0	79.4						10+85.0	6.0	RF-19C	4.9		CAP @ 11+60
	Brown	9+62.0	10+85.0	Left	30.0	4.0	127.0						9+62.0	6.0	RF-19C	7.8		CAP @ 9+62
													10+85.0	6.0	RF-19C			

LONGITUDINAL SUBDRAIN SHOULDER AND BACKSLOPE

(1) Refer to RL-13 or RL-15.

Refer to Soils Sheets

* Not a bid item

					(D)						(1)						
	Brown	10+85.0	11+60.4	Left	30.0	4.0	79.4					10+85.0	6.0	RF-19C	4.9		CAP @ 11+60
	10TH ST	10100+00.0	10100+47.0	Right	24.0	4.0	51.0					10100+00.0	6.0	RF-19C	2.4		CAP @ 10100+00
												10100+47.0	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	10TH ST	10100+00.0	10100+47.0	Left	24.0	4.0	51.0					10100+00.0	6.0	RF-19C	2.4		CAP @ 10100+00
												10100+47.0	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	11TH ST	11100+00.0	11100+85.1	Right	24.0	4.0	89.1					11100+00.0	6.0	RF-19C	4.1		CAP @ 11100+00
												11100+85.1	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	11TH ST	11100+00.0	11100+55.0	Left	24.0	4.0	59.0					11100+00.0	6.0	RF-19C	2.7		CAP @ 11100+00
												11100+55.0	6.0	RF-19C			
	11TH ST	11100+55.0	11100+85.1	Left	24.0	4.0	34.1					11100+55.0	6.0	RF-19C	1.6		
												11100+85.1	6.0	RF-19C			TIE INTO EXIST. DRAINAGE
	12TH ST	4603+33.0	4604+37.5	Right	24.0	4.0	108.5					4603+33.0	6.0	RF-19C	5.0		TIE INTO EXIST. DRAINAGE
												4604+37.5	6.0	RF-19C			
	12TH ST	4604+37.5	4605+07.1	Right	24.0	4.0	73.6					4604+37.5	6.0	RF-19C	3.4		
												4605+07.1	6.0	RF-19C			CAP @ 4605+07
	12TH ST	4603+33.0	4604+37.5	Left	24.0	4.0	108.5					4603+33.0	6.0	RF-19C	5.0		TIE INTO EXIST. DRAINAGE
												4604+37.5	6.0	RF-19C			
	12TH ST	4604+37.5	4605+07.1	Left	24.0	4.0	73.6					4604+37.5	6.0	RF-19C	3.4		
												4605+07.1	6.0	RF-19C			CAP @ 4605+07
	13TH ST	13100+46.5	13103+22.1	Right	24.0	4.0	279.6					13100+46.5	6.0	RF-19C	12.9		TIE INTO EXIST. DRAINAGE
												13103+22.1	6.0	RF-19C			CAP @ 13103+22
	13TH ST	13100+46.5	13103+22.1	Left	24.0	4.0	279.6					13100+46.5	6.0	RF-19C	12.9		TIE INTO EXIST. DRAINAGE
												13103+22.1	6.0	RF-19C			CAP @ 13103+22
	15TH ST	107+10.3	107+50.9	Right	30.0	4.0	44.5					107+10.3	6.0	RF-19C	2.7		CAP @ 107+10
												107+50.9	6.0	RF-19C			
	15TH ST	107+50.9	108+50.0	Right	30.0	4.0	103.1					107+50.9	6.0	RF-19C	6.4		
												108+50.0	6.0	RF-19C			CAP @ 108+50
	15TH ST	107+10.3	107+50.9	Left	30.0	4.0	44.5					107+10.3	6.0	RF-19C	2.7		CAP @ 107+10
												107+50.9	6.0	RF-19C			
	15TH ST	107+50.9	108+50.0	Left	30.0	4.0	103.1					107+50.9	6.0	RF-19C	6.4		CAP @ 108+50
	16TH ST	102+33.4	102+96.5	Right	30.0	4.0	67.1					102+33.4	6.0	RF-19C	4.1		CAP @ 102+33
												102+96.5	6.0	RF-19C			
	16TH ST	102+96.5	103+56.4	Right	30.0	4.0	63.9					102+96.5	6.0	RF-19C	3.9		CAP @ 103+56
	16TH ST	103+92.4	104+30.0	Right	30.0	4.0	41.6					103+92.4	6.0	RF-19C	2.6		CAP @ 103+92
												104+30.0	6.0	RF-19C			
	16TH ST	104+30.0	104+85.0	Right	30.0	4.0	59.0					104+30.0	6.0	RF-19C	3.6		CAP @ 104+85
	16TH ST	102+33.4	102+96.5	Left	30.0	4.0	67.1					102+33.4	6.0	RF-19C	4.1		CAP @ 102+33
												102+96.5	6.0	RF-19C			
	16TH ST	102+96.5	103+56.4	Left	30.0	4.0	63.9					102+96.5	6.0	RF-19C	3.9		CAP @ 103+56
	16TH ST	103+92.4	104+30.0	Left	30.0	4.0	41.6					103+92.4	6.0	RF-19C	2.6		CAP @ 103+92
												104+30.0	6.0	RF-19C			
	16TH ST	104+30.0	104+85.0	Left	30.0	4.0	59.0					104+30.0	6.0	RF-19C	3.6		CAP @ 104+85
	TOTAL						18643.3										

NOTE: ALL ITEMS ARE DIVISION #1.

NOTE: 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.

108-13A
08-01-08

SAFETY CLOSURES

Refer to Section 2518 of the Standard Specifications

Station	Closure Type		Remarks
	Road Qty.	Hazard Qty.	
Stage 1			
4605+00.00	1		12th St.
103+00	1		16th St.
Stage 2			
9+50.00	1		Brown St.
11+88.00	1		Brown St.
108+65.00	1		15th St.
104+30.00	1		16th St.
16+25.00	1		Mississippi Blvd.
4616+00.00	1		Kimberly Road
4627+25.00	1		Kimberly Road
Stage 3			
8+50.00	1		Mississippi Blvd.
11+75.00	1		Brown St.
4627+00.00	1		Kimberly Road
Stage 4			
West of 14th	1		Brown St.
Stage 5			
4604+95	1		12th St.
103+10	1		16th St.
Stage 6			
104+30	1		16th St.
Stage 7			
10100+60.00	1		10th St.
11100+90.00	1		11th St.
4603+20.00	1		12th St.
105+30.00	1		15th St.
100+25.00	1		16th St.
103+10.00	1		16th St.
Near Ent.	1		Alley N. of State
Stage 9			
1590+00.00	1		State St.
104+40.00	1		State St.
1623+40.00	1		S. of State St.
Stage 10			
10100+60.00	1		10th St.
	27		

108-15
08-01-08

CONCRETE STEPS AND COMBINED CONCRETE STEPS AND RETAINING WALL CONSTRUCTION

Location		Steps			Lugs	Landings		Retaining Wall	Concrete	Steel	Handrail		Remarks
Station	Side	W	H	Number Required	Number	Number	LF	Number	CY	LB	Length LF	Post Number	
US 67 WB													
198+54.8	LT	4	3	3									Div. (1)
199+08.4	LT	4	3	3									Div. (1)

108-33
04-20-10

TEMPORARY BARRIER RAIL

Refer to BA-400 and BA-401

No.	Station to Station		Length	(Select One)		Remarks	
			LF	Concrete BA-401	Steel BA-400		
	205+65.00	207+18.00	150.0	X		Bridge Pier Protection	Div. (1)
	205+62.00	207+14.00	150.0	X		Bridge Pier Protection	Div. (1)
	1599+95.00	1602+35.00	162.5	X			Div. (1)
			462.5				

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ELY4: Edge Line Left (Yellow) @ 1.00

Location								Length by Line Type (Unfactored)														Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4									
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
Stage 2																						
NB Kimberly	Rd.		NB	Removal of Paint		X					12.88											
SB Kimberly	Rd.		SB	Removal of Paint		X					6.66											
Kimberly Rd	4606+63.60	4614+26.67	SB	Removal of Paint		X					7.39											
Kimberly Rd.	4606+67.51	4610+47.88	SB	Removal of Paint		X					3.63											
Kimberly Rd.	4614+85.09	4616+59.79	SB	Removal of Paint		X					1.73											
Grant St.	196+45.59	202+01.12	WB	Removal of Paint		X					10.84											
Grant St.	212+64.95	219+88.06	WB	Removal of Paint		X					14.50											
NB Kimberly	Rd.		BOTH	Highbuild Waterborne Paint		X			12.88													
NB Kimberly	Rd.		NB	Waterborne/Solvent Paint		X							2.02									
SB Kimberly	Rd.		SB	Waterborne/Solvent Paint	X								2.33									
SB Kimberly	Rd.		SB	Waterborne/Solvent Paint			X					4.39										
SB Kimberly	Rd.		SB	Wet Retroreflective Removable Tape			X					2.67										
Kimberly Rd.	4607+25.94	4609+49.73	BOTH	Waterborne/Solvent Paint		X			1.76													
Temp. Loop	Ramp		SB	Waterborne/Solvent Paint	X								1.50									Edge Line on Temp. Conn.
Temp. Loop	Ramp		SB	Waterborne/Solvent Paint			X					0.93										
Kimberly Rd.	4609+49.73	4609+92.48	SB	Waterborne/Solvent Paint		X							0.53									
US 67 WB	196+72.63	201+53.04	WB	Waterborne/Solvent Paint			X					4.82										
US 67 WB	196+72.63	201+53.04	WB	Waterborne/Solvent Paint		X					4.82											
US 67 WB	196+72.63	201+53.04	WB	Waterborne/Solvent Paint	X								4.82									
US 67 WB	212+65.04	219+88.06	WB	Waterborne/Solvent Paint			X					7.26										
US 67 WB	212+65.04	219+88.06	WB	Waterborne/Solvent Paint		X					7.26											
US 67 WB	212+64.04	219+88.06	WB	Waterborne/Solvent Paint	X								7.26									
Stage 3																						
Kimberly Rd.	4607+25.94	4609+49.73	BOTH	Removal of Paint		X			1.76													
Kimberly Rd.	4609+49.73	4609+92.48	SB	Removal of Paint		X							0.53									
Kimberly Rd.	4607+25.94	4609+92.48	SB	Waterborne/Solvent Paint		X					2.29											
US 67 WB	203+50.33	206+40.00	WB	Wet Retroreflective Removable Tape	X								2.94									
US 67 WB	203+50.33	206+40.00	WB	Wet Retroreflective Removable Tape			X					2.94										
MISSISSIPPI	12+19.84		BOTH	Highbuild Waterborne Paint		X								0.40								
MISSISSIPPI	12+26.64		WB	Highbuild Waterborne Paint			X								0.16							
MISSISSIPPI	12+22.29	16+35.15	BOTH	Highbuild Waterborne Paint		X		4.13														
BROWN ST.	9+69.84		BOTH	Highbuild Waterborne Paint		X								0.35								
BROWN ST.	9+76.85		WB	Highbuild Waterborne Paint			X								0.14							
BROWN ST.	9+71.85	11+37.20	BOTH	Highbuild Waterborne Paint		X		1.65														
BROWN ST.	11+11.26		EB	Highbuild Waterborne Paint			X								0.23							
BROWN ST.	11+34.36		BOTH	Highbuild Waterborne Paint		X								0.66								
15TH ST.	107+22.94		BOTH	Highbuild Waterborne Paint		X								0.54								
15TH ST.	107+34.17		SB	Highbuild Waterborne Paint			X								0.23							
15TH ST.	107+31.17	108+50.00	BOTH	Highbuild Waterborne Paint		X		1.19														
16TH ST.	104+07.10		BOTH	Highbuild Waterborne Paint		X								0.33								
16TH ST.	104+14.60		SB	Highbuild Waterborne Paint			X								0.13							
16TH ST.	104+09.60	104+85.00	BOTH	Highbuild Waterborne Paint		X		0.75														
Stage 4																						
NB Kimberly	Rd.		BOTH	Removal of Paint		X			12.88													
NB Kimberly	Rd.		NB	Removal of Paint		X							2.02									
SB Kimberly	Rd.		SB	Removal of Paint	X								2.33									
SB Kimberly	Rd.		SB	Removal of Paint			X					4.39										
SB Kimberly	Rd.		SB	Removal of Removable Tape			X					2.67										
NB Kimberly	Rd.		BOTH	Highbuild Waterborne Paint		X					14.89											
SB Kimberly	Rd.		SB	Highbuild Waterborne Paint		X					6.66											
Temporary	Connection 5		NB	Waterborne/Solvent Paint		X					3.10											
Temporary	Connection 5		NB	Waterborne/Solvent Paint	X							4.58										
Temporary	Connection 5		NB	Waterborne/Solvent Paint			X					4.77										
Kimberly Rd.	4606+17.46		SB	Highbuild Waterborne Paint		X									0.15							
Kimberly Rd.	4606+17.73	4612+13.98	SB	Highbuild Waterborne Paint	X							5.96										
Kimberly Rd.	4612+13.98	4614+04.55	SB	Wet Retroreflective Removable Tape	X							1.91										
Kimberly Rd.	4614+17.34		SB	Highbuild Waterborne Paint		X								0.52								
Kimberly Rd.	4614+69.11		SB	Highbuild Waterborne Paint		X								0.52								
Kimberly Rd.	4614+73.97		SB	Highbuild Waterborne Paint		X									0.47							
Kimberly Rd.	4614+71.92	4627+00.00	SB	Highbuild Waterborne Paint		X					12.22											
Kimberly Rd.	4619+84.94	4627+00.00	SB	Highbuild Waterborne Paint	X							7.17										
Mississippi	8+60.00	11+57.81	BOTH	Highbuild Waterborne Paint		X		2.98														
Mississippi	8+70.48		WB	Highbuild Waterborne Paint			X								0.20							
Mississippi	11+52.00		EB	Highbuild Waterborne Paint		X								0.39								
Mississippi	11+60.36		BOTH	Highbuild Waterborne Paint			X								0.16							
Stage 5																						
Temporary	Connection 5		NB	Removal of Paint	X							4.58										
Temporary	Connection 5		NB	Removal of Paint			X					4.77										
US 67 WB	197+00.00	214+85.00	WB	Waterborne/Solvent Paint	X							17.85										
US 67 WB	214+85.00	216+13.94	WB	Wet Retroreflective Removable Tape	X							1.27										
US 67 WB	216+13.94	217+40.00	WB	Waterborne/Solvent Paint	X							1.26										

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Location								Length by Line Type (Unfactored)														Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4									
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
US 67 WB	217+40.00	219+90.00	WB	Wet Retroreflective Removable Tape	X							2.50										
US 67 WB	197+00.00	214+85.00	WB	Waterborne/Solvent Paint	X						17.85											
US 67 WB	214+85.00	216+13.94	WB	Wet Retroreflective Removable Tape		X					1.27											
US 67 WB	216+13.94	217+40.00	WB	Waterborne/Solvent Paint		X					1.26											
US 67 WB	217+40.00	219+90.00	WB	Wet Retroreflective Removable Tape		X					2.50											
US 67 WB	209+05.14	210+20.00	WB	Highbuild Waterborne Paint			X									1.16						
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint		X									0.12							
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint		X									0.12							
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint			X								0.15							
Stage 6																						
US 67 WB	197+00.00	214+85.00	WB	Removal of Paint	X							17.85										
US 67 WB	214+85.00	216+13.94	WB	Removal of Removable Tape	X							1.27										
US 67 WB	216+13.94	217+40.00	WB	Removal of Paint	X							1.26										
US 67 WB	217+40.00	219+90.00	WB	Removal of Removable Tape	X							2.50										
US 67 WB	197+00.00	214+85.00	WB	Removal of Paint	X						17.85											
US 67 WB	214+85.00	216+13.94	WB	Removal of Removable Tape		X					1.27											
US 67 WB	216+13.94	217+40.00	WB	Removal of Paint		X					1.26											
US 67 WB	217+40.00	219+90.00	WB	Removal of Removable Tape		X					2.50											
US 67 WB	214+85.00	217+40.00	WB	Waterborne/Solvent Paint		X					2.55											
US 67 WB	197+00.00	199+21.38	WB	Highbuild Waterborne Paint		X					2.20											
US 67 WB	197+00.00	199+19.90	WB	Highbuild Waterborne Paint		X					2.16											
US 67 WB	197+00.00	198+53.46	WB	Highbuild Waterborne Paint			X					1.51										
US 67 WB	198+99.07		WB	Highbuild Waterborne Paint		X								0.40								
US 67 WB	200+33.08		WB	Highbuild Waterborne Paint		X								0.57								
US 67 WB	200+37.12		WB	Highbuild Waterborne Paint			X								0.14							
US 67 WB	200+40.95		WB	Highbuild Waterborne Paint			X								0.12							
US 67 WB	200+44.81		WB	Highbuild Waterborne Paint	X										0.12							
US 67 WB	200+49.52		WB	Highbuild Waterborne Paint	X										0.14							
US 67 WB	200+32.12	201+99.86	WB	Highbuild Waterborne Paint	X											1.68						
US 67 WB	200+35.92	205+25.00	WB	Highbuild Waterborne Paint		X					4.91											
US 67 WB	200+39.81	205+25.00	WB	Highbuild Waterborne Paint		X										4.88						
US 67 WB	205+14.21		WB	Highbuild Waterborne Paint			X							0.56								
US 67 WB	205+24.80	205+21.19	WB	Highbuild Waterborne Paint		X					0.27											
US 67 WB	205+34.21		WB	Highbuild Waterborne Paint	X										0.19							
US 67 WB	205+16.94		WB	Highbuild Waterborne Paint		X									0.15							
US 67 WB	205+02.94		WB	Highbuild Waterborne Paint			X								0.14							
US 67 WB	206+03.67		WB	Highbuild Waterborne Paint	X										0.14							
US 67 WB	206+03.67		WB	Highbuild Waterborne Paint	X										0.12							
US 67 WB	206+03.67		WB	Highbuild Waterborne Paint		X									0.12							
US 67 WB	206+03.67		WB	Highbuild Waterborne Paint			X								0.12							
US 67 WB	206+03.67		WB	Highbuild Waterborne Paint			X								0.14							
US 67 WB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint	X											2.11						
US 67 WB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint	X											2.11						
US 67 WB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint		X					2.11											
US 67 WB	206+03.67	208+14.58	WB	Highbuild Waterborne Paint		X					2.11											
US 67 WB	208+60.52		WB	Highbuild Waterborne Paint		X								0.51								
US 67 WB	208+42.82	208+51.01	WB	Highbuild Waterborne Paint		X					0.40											
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint	X										0.15							
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint		X									0.12							
US 67 WB	209+05.14		WB	Highbuild Waterborne Paint		X									0.12							
US 67 WB	209+05.14	211+10.26	WB	Highbuild Waterborne Paint		X					2.04											
US 67 WB	209+05.14	211+91.43	WB	Highbuild Waterborne Paint		X					2.86											
US 67 WB	209+05.14	215+96.99	WB	Highbuild Waterborne Paint		X					6.93											
US 67 WB	209+05.14	215+96.54	WB	Highbuild Waterborne Paint		X					6.93											
US 67 WB	216+00.79		WB	Highbuild Waterborne Paint		X								0.47								
US 67 WB	216+51.57		WB	Highbuild Waterborne Paint		X								0.48								
US 67 WB	216+53.95	217+40.00	WB	Highbuild Waterborne Paint		X					0.86											
US 67 WB	216+54.26	217+40.00	WB	Highbuild Waterborne Paint		X					0.85											
US 67 WB	216+70.64	217+40.00	WB	Highbuild Waterborne Paint			X					0.69										
Stage 7																						
US 67 Ramp B	2593+27.09	2594+66.08	NB	Waterborne/Solvent Paint	X								1.39									
US 67 Ramp B	2593+27.09	2594+66.08	NB	Waterborne/Solvent Paint		X					1.39											
US 67 Ramp B	2593+27.09	2594+66.08	NB	Waterborne/Solvent Paint			X					1.39										
US 67 EB	1591+28.39	1593+00.00	EB	Wet Retroreflective Removable Tape	X								2.40									
US 67 EB	1593+00.00	1595+20.00	EB	Waterborne/Solvent Paint	X								2.28									
US 67 EB	1595+20.00	1597+02.22	EB	Wet Retroreflective Removable Tape	X								1.82									
US 67 EB	1591+28.39	1593+00.00	EB	Wet Retroreflective Removable Tape		X					2.40											
US 67 EB	1593+00.00	1595+20.00	EB	Waterborne/Solvent Paint		X					2.28											
US 67 EB	1595+20.00	1597+02.22	EB	Wet Retroreflective Removable Tape		X					1.82											
US 67 EB	1621+19.16	1622+60.00	EB	Wet Retroreflective Removable Tape	X								1.85									
US 67 EB	1622+60.00	1624+15.00	EB	Waterborne/Solvent Paint	X								1.67									
US 67 EB	1624+15.00	1625+51.79	EB	Wet Retroreflective Removable Tape	X								0.86									
US 67 EB	1621+19.16	1622+60.00	EB	Wet Retroreflective Removable Tape		X					1.85											
US 67 EB	1622+60.00	1624+15.00	EB	Waterborne/Solvent Paint		X					1.67											

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Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4									
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
US 67 EB	1624+15.00	1625+51.79	EB	Wet Retroreflective Removable Tape		X					0.86											
Stage 8																						
Temporary	Connection 17		NB	Wet Retroreflective Removable Tape	X								2.36									
Temporary	Connection 17		NB	Wet Retroreflective Removable Tape		X					2.36											
Temporary	Connection 17		NB	Wet Retroreflective Removable Tape			X					2.36										
US 67 EB	1596+64.18	1602+05.55	EB	Highbuild Waterborne Paint		X					5.41											
US 67 EB	1596+64.18	1602+02.27	EB	Highbuild Waterborne Paint		X					5.38											
US 67 EB	1600+75.00	1602+08.72	EB	Highbuild Waterborne Paint	X											1.34						
US 67 EB	1601+92.97		EB	Highbuild Waterborne Paint	X										0.14							
US 67 EB	1601+97.13		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1602+00.51		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1602+03.77		EB	Highbuild Waterborne Paint			X								0.14							
US 67 EB	1602+11.31		EB	Highbuild Waterborne Paint		X								0.55								
US 67 EB	1603+15.00	1608+08.53	EB	Highbuild Waterborne Paint		X					4.92											
US 67 EB	1603+15.00	1608+08.53	EB	Highbuild Waterborne Paint		X					4.91											
US 67 EB	1605+21.44	1608+08.53	EB	Highbuild Waterborne Paint		X					2.87											
US 67 EB	1606+40.00	1608+08.53	EB	Highbuild Waterborne Paint		X					1.69											
US 67 EB	1605+95.60	1608+08.53	EB	Highbuild Waterborne Paint			X									2.13						
US 67 EB	1607+15.00	1608+08.53	EB	Highbuild Waterborne Paint			X									0.94						
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint	X										0.14							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1608+08.53		EB	Highbuild Waterborne Paint			X								0.14							
US 67 EB	1608+11.13	1608+92.69	EB	Highbuild Waterborne Paint			X										1.20					
US 67 EB	1608+76.44	1609+15.33	EB	Highbuild Waterborne Paint	X												1.31					
US 67 EB	1608+56.63		EB	Highbuild Waterborne Paint		X								0.75								
US 67 EB	1608+75.37	1608+93.88	EB	Highbuild Waterborne Paint		X					0.77											
US 67 EB	1609+10.09	1611+21.00	EB	Highbuild Waterborne Paint	X											2.11						
US 67 EB	1609+10.09	1611+21.00	EB	Highbuild Waterborne Paint	X											2.11						
US 67 EB	1609+10.09	1611+21.00	EB	Highbuild Waterborne Paint		X					2.11											
US 67 EB	1609+10.09	1611+21.00	EB	Highbuild Waterborne Paint		X					2.11											
US 67 EB	1611+21.00		EB	Highbuild Waterborne Paint	X										0.15							
US 67 EB	1611+21.00		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1611+21.00		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1611+21.00		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1611+21.00		EB	Highbuild Waterborne Paint			X								0.15							
US 67 EB	1611+24.43	1611+93.29	EB	Highbuild Waterborne Paint	X												1.42					
US 67 EB	1611+20.88	1611+62.75	EB	Highbuild Waterborne Paint	X												1.24					
US 67 EB	1612+13.73		EB	Highbuild Waterborne Paint		X								0.72								
US 67 EB	1611+94.40	1611+99.66	EB	Highbuild Waterborne Paint		X					0.32											
US 67 EB	1612+07.66	1612+11.54	EB	Highbuild Waterborne Paint		X					0.28											
US 67 EB	1612+19.77	1612+23.43	EB	Highbuild Waterborne Paint		X					0.26											
US 67 EB	1611+86.38		EB	Highbuild Waterborne Paint	X										0.19							
US 67 EB	1612+01.72		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1612+13.83		EB	Highbuild Waterborne Paint		X									0.12							
US 67 EB	1612+31.53		EB	Highbuild Waterborne Paint			X								0.23							
US 67 EB	1612+34.04	1619+46.06	EB	Highbuild Waterborne Paint		X					7.04											
US 67 EB	1612+34.04	1619+55.74	EB	Highbuild Waterborne Paint		X					7.05											
US 67 EB	1615+71.00	1619+36.38	EB	Highbuild Waterborne Paint	X											3.65						
US 67 EB	1619+41.52		EB	Highbuild Waterborne Paint		X								0.92								
US 67 EB	1620+00.93		EB	Highbuild Waterborne Paint		X								0.59								
US 67 EB	1620+13.78	1623+88.82	EB	Highbuild Waterborne Paint		X					3.78											
US 67 EB	1620+23.42	1622+60.00	EB	Highbuild Waterborne Paint		X					3.76											
US 67 EB	1621+71.00	1622+60.00	EB	Highbuild Waterborne Paint			X									2.33						
US 67 EB	1623+97.50		EB	Highbuild Waterborne Paint	X										0.14							
11th St.	11100+12.57		BOTH	Highbuild Waterborne Paint		X								0.34								
11th St.	11100+16.58	11100+82.54	BOTH	Highbuild Waterborne Paint		X			0.66													
11th St.	11100+21.50		SB	Highbuild Waterborne Paint			X								0.16							
12th St.	4600+75.00	4601+18.59	BOTH	Highbuild Waterborne Paint		X		0.44														
12th St.	4601+15.59		NB	Highbuild Waterborne Paint			X								0.26							
12th St.	4601+23.09		BOTH	Highbuild Waterborne Paint		X								0.59								
12th St.	4601+92.71		BOTH	Highbuild Waterborne Paint		X								0.56								
12th St.	4602+00.05		SB	Highbuild Waterborne Paint			X								0.17							
12th St.	4602+00.21		SB	Highbuild Waterborne Paint			X								0.14							
12th St.	4601+97.14	4602+47.14	SB	Highbuild Waterborne Paint			X									0.50						
12th St.	4601+97.29	4602+97.29	BOTH	Highbuild Waterborne Paint		X			1.00													
12th St.	4602+97.29	4603+60.96	BOTH	Highbuild Waterborne Paint		X		0.64														
12th St.	4603+27.14	4603+90.96	BOTH	Highbuild Waterborne Paint		X		0.64														
12th St.	4603+90.96	4604+87.03	BOTH	Highbuild Waterborne Paint		X			0.96													
12th St.	4604+40.96	4604+90.96	NB	Highbuild Waterborne Paint	X											0.50						
12th St.	4604+70.00	4604+94.32	NB	Highbuild Waterborne Paint			X									0.24						
12th St.	4604+83.03		NB	Highbuild Waterborne Paint	X										0.14							

PAVEMENT MARKING LINE TYPES

See PM Series

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

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

Location								Length by Line Type (Unfactored)													Remarks
Road ID	Station to Station		Dir. of Travel	Marking Type	Side			BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4								
					L	C	R	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	
12th St.	4604+86.97		NB	Highbuild Waterborne Paint		X									0.12						
12th St.	4604+90.32		NB	Highbuild Waterborne Paint			X								0.14						
12th St.	4604+92.59		BOTH	Highbuild Waterborne Paint		X								0.78							
15th St.	105+40.00	105+93.49	BOTH	Highbuild Waterborne Paint		X		0.53													
15th St.	105+90.68		NB	Highbuild Waterborne Paint			X								0.21						
15th St.	105+97.99		BOTH	Highbuild Waterborne Paint		X								0.57							
16th St.	100+45.00	101+30.56	BOTH	Highbuild Waterborne Paint		X		0.86													
16th St.	101+30.56		NB	Highbuild Waterborne Paint			X								0.24						
16th St.	101+31.17		NB	Highbuild Waterborne Paint			X							0.12							
16th St.	101+34.87		BOTH	Highbuild Waterborne Paint			X							0.12							
16th St.	101+57.58		BOTH	Highbuild Waterborne Paint		X								0.48							
16th St.	102+39.10	103+37.18	BOTH	Highbuild Waterborne Paint		X		0.98													
16th St.	102+82.71		SB	Highbuild Waterborne Paint			X								0.21						
Stage 9																					
US 67 EB	1591+28.39	1593+00.00	EB	Removal of Removable Tape	X								2.40								
US 67 EB	1593+00.00	1595+20.00	EB	Removal of Paint	X								2.28								
US 67 EB	1595+20.00	1597+02.22	EB	Removal of Removable Tape	X								1.82								
US 67 EB	1591+28.39	1593+00.00	EB	Removal of Removable Tape		X					2.40										
US 67 EB	1593+00.00	1595+20.00	EB	Removal of Paint		X					2.28										
US 67 EB	1595+20.00	1597+02.22	EB	Removal of Removable Tape		X					1.82										
US 67 EB	1621+19.16	1622+60.00	EB	Removal of Removable Tape	X								1.85								
US 67 EB	1622+60.00	1624+15.00	EB	Removal of Paint	X								1.67								
US 67 EB	1624+15.00	1625+51.79	EB	Removal of Removable Tape	X								0.86								
US 67 EB	1621+19.16	1622+60.00	EB	Removal of Removable Tape		X					1.85										
US 67 EB	1622+60.00	1624+15.00	EB	Removal of Paint		X					1.67										
US 67 EB	1624+15.00	1625+51.79	EB	Removal of Removable Tape		X					0.86										
US 67 EB	1590+50.00	1593+00.00	EB	Wet Retroreflective Removable Tape			X						2.50								
US 67 EB	1593+00.00	1595+21.49	EB	Waterborne/Solvent Paint			X						2.21								
US 67 EB	1595+21.49	1595+75.00	EB	Wet Retroreflective Removable Tape			X						0.54								
US 67 EB	1590+50.00	1593+00.00	EB	Wet Retroreflective Removable Tape		X					2.50										
US 67 EB	1593+00.00	1595+21.49	EB	Waterborne/Solvent Paint		X					2.21										
US 67 EB	1595+21.49	1595+75.00	EB	Wet Retroreflective Removable Tape		X					0.54										
US 67 EB	1622+60.00	1624+15.00	EB	Highbuild Waterborne Paint		X					1.55										
US 67 EB	1622+60.00	1624+15.00	EB	Highbuild Waterborne Paint			X									1.55					
US 67 EB	1623+88.82		EB	Highbuild Waterborne Paint		X									0.12						
US 67 EB	1623+89.39		EB	Highbuild Waterborne Paint		X									0.12						
US 67 EB	1623+89.39		EB	Highbuild Waterborne Paint			X								0.20						
US 67 EB	1623+95.11		EB	Highbuild Waterborne Paint		X								0.67							
Stage 10																					
US 67 EB	1590+50.00	1593+00.00	EB	Removal of Removable Tape			X						2.50								
US 67 EB	1593+00.00	1595+21.49	EB	Removal of Paint			X						2.21								
US 67 EB	1595+21.49	1595+75.00	EB	Removal of Removable Tape			X						0.54								
US 67 EB	1590+50.00	1593+00.00	EB	Removal of Removable Tape		X					2.50										
US 67 EB	1593+00.00	1595+21.49	EB	Removal of Paint		X					2.21										
US 67 EB	1595+21.49	1595+75.00	EB	Removal of Removable Tape		X					0.54										
US 67 EB	1593+00.00	1596+64.18	EB	Highbuild Waterborne Paint		X					3.64										
US 67 EB	1593+00.00	1596+64.18	EB	Highbuild Waterborne Paint		X					3.64										
US 67 EB	1593+00.00	1596+64.18	EB	Highbuild Waterborne Paint			X					3.64									
US 67 EB	1595+00.00	1596+64.18	EB	Highbuild Waterborne Paint			X									1.64					
10th St.	10100+12.29		BOTH	Highbuild Waterborne Paint		X								0.42							
10th St.	10100+16.12	10100+47.00	BOTH	Highbuild Waterborne Paint		X		0.31													
10th St.	10100+21.12		SB	Highbuild Waterborne Paint			X								0.17						
				Factored Total: Waterborne/Solvent Paint				-	3.52	-	11.67	47.25	26.01	-	-	-	-	-	-	-	-	-	
				Factored Total: Highbuild Waterborne Paint				3.78	31.00	-	32.47	18.97	-	-	-	-	-	-	-	-	-	-	
				Factored Total: Wet Retroreflective Removable Tape				-	-	-	4.03	13.65	15.27	-	-	-	-	-	-	-	-	-	
				Bid Quantity: Painted Pavement Markings, Waterborne or Solvent-Based							88.45										
				Bid Quantity: Painted Pavement Markings, Highbuild Waterborne							86.22										
				Bid Quantity: Wet Retroreflective Removable Tape Markings							32.95										

REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Pavement Type	Area SY	Saw Cut* LF	Intakes and Utility Accesses No.	Remarks
US 67 WB						
196+70.06	217+40.00	PCC	10998.0	96.3		
196+53.26	201+23.46	PCC	606.0	474.1		
198+49.71	199+67.85	PCC	97.0	132.3		
202+35.68	207+61.67	PCC	1166.0	133.3		
207+00.00	207+44.97	PCC	74.0	40.0		
208+20.64	209+33.06	PCC	276.0	111.9		
212+67.60	218+38.90	PCC	696.0	578.1		
214+63.48	216+14.44	PCC	163.0	164.5		
216+36.49	217+83.18	PCC	123.0	167.4		
216+53.42	218+04.98	PCC	211.0	0.0		
US 67 EB						
1593+00.00	1596+89.24	PCC	2744.0	101.8		
1592+32.34	1596+64.18	PCC	699.0	384.6		
1610+49.70	1611+48.24	PCC	1191.0	52.1	t.	
1621+83.65	1624+15.00	PCC	1695.0	202.9		
1624+48.79	1624+90.65	PCC	31.0	49.0		
1624+62.78	1624+85.42	PCC	9.0	26.0		
State St.						
		PCC	750.0	163.6		
Kimberly Road						
4606+75.25	4622+87.11	PCC	6002.0	111.7		
4608+60.17	4610+11.55	PCC	142.0	166.8		
4611+00.00	4611+84.55	PCC	219.0	107.1		
4615+20.99	4616+08.07	PCC	171.0	76.4		
4615+81.05	4616+59.97	PCC	436.0	256.6		
4622+87.11	4627+00.00	PCC	1204.0	26.6		
4622+88.51	4624+01.94	PCC	220.0	32.0		
Brown St.						
9+62.00	11+86.36	PCC	849.0	82.1		
issippi Blvd.						
8+60.00	11+59.56	PCC	1145.0	64.8		
11+97.95	16+35.00	PCC	1538.0			
11th St.						
		PCC	945.0	68.8	th of Alley	
12th St.						
4603+33.00	4605+47.92	PCC	923.0	40.1		
4604+21.09	4604+44.45	PCC	522.0	26.0		
4604+20.53	4604+46.75	PCC	141.0	17.5		
4605+93.24	4607+64.35	PCC	640.0	25.4		
13th St.						
13100+46.26	13103+22.14	PCC	1900.0	97.3		
14th St.						
Grant St.	16+36.10	PCC	1207.0	31.4		
		PCC	312.0	22.3	n St, N. of Gr	
		PCC/HMA	1543.0	0.0	wn St. East of	
		PCC	91.0	0.0	wn St. West of	
		PCC	576.0	19.9	outh of Grant	
		PCC	445.0	19.6	outh of Grant	
		PCC	121.0	0.0		
22+88.17	25+00.00	PCC	358.0	298.5		
15th St.						
105+40.00	106+03.97	PCC	292.0	37.0		
106+51.20	108+49.85	PCC	974.0	40.3		
16th St.						
100+45.00	103+54.83	PCC	1123.0	31.9		
101+72.84	102+03.71	PCC	143.0	17.8		
101+75.90	102+04.25	PCC	247.0	18.7		
102+50.04	103+48.26	PCC	47.0			
104+03.72	104+85.00	PCC	262.0	25.7		
			46267.0			

SIDEWALK REMOVAL

Begin Station	End Station	Area SY	Remarks
US 67 WB			
196+67.12	198+28.73	74.0	Div. (1)
197+00.00	199+44.90	106.0	Div. (1)
198+52.68	199+30.59	37.0	Div. (1)
199+73.34	200+06.29	18.0	Div. (1)
200+25.26	202+06.57	79.0	Div. (1)
202+68.84	207+62.09	277.0	Div. (1)
208+17.20	208+48.23	23.0	Div. (1)
208+21.17	209+72.97	61.0	Div. (1)
208+83.69	209+22.48	17.0	Div. (1)
209+58.24	212+02.37	125.0	Div. (1)
210+30.52	210+60.37	11.0	Div. (1)
211+05.22	211+76.23	27.0	Div. (1)
212+31.68	215+29.96	136.0	Div. (1)
212+65.13	215+22.23	111.0	Div. (1)
215+44.03	215+94.57	26.0	Div. (1)
215+63.69	215+94.01	14.0	Div. (1)
216+49.94	218+35.37	82.0	Div. (1)
216+59.90	217+01.10	18.0	Div. (1)
217+18.28	217+40.00	9.0	Div. (1)
US 67 EB			
1593+00.00	1593+39.14	42.0	Div. (1)
1593+76.02	1594+45.05	46.0	Div. (1)
1594+89.12	1595+92.68	52.0	Div. (1)
1596+23.70	1596+54.52	17.0	Div. (1)
1623+00.00	1623+25.52	51.0	Div. (1)
1623+40.69	1624+09.35	60.0	Div. (1)
			Div. (1)
Kimberly Road			Div. (1)
4606+12.08	4606+34.09	9.0	Div. (1)
4606+39.74	4608+33.97	89.0	Div. (1)
4606+62.34	4607+54.19	43.0	Div. (1)
4607+14.21	4607+37.46	11.0	12th St./Alley Turnaround
4607+50.25	4607+62.74	10.0	12th St./Alley Turnaround
4607+61.68	4608+63.26	62.0	Div. (1)
4608+52.95	4610+00.85	68.0	Div. (1)
4610+39.96	4612+30.91	76.0	Div. (1)
4611+06.76	4612+46.23	70.0	Div. (1)
4612+54.07	4614+23.12	69.0	Div. (1)
4612+61.96	4614+14.22	71.0	Div. (1)
Brown St.			
9+67.96	11+85.14	127.0	Div. (1)
9+68.00	11+63.57	90.0	Div. (1)
		25.0	Just W. of 14th St.
Mississippi			
8+58.79	11+49.31	165.0	Div. (1)
8+61.30	11+56.40	126.0	Div. (1)
11+98.80	15+12.08	134.0	Div. (1)
12+07.30	15+13.20	142.0	Div. (1)
15+33.08	15+85.74	23.0	Div. (1)
15+42.14	15+83.49	19.0	Div. (1)
16+07.95	16+45.29	25.0	Div. (1)
16+11.86	16+34.19	10.0	Div. (1)
11th St.			
		75.0	E. side of ex. 11th St.
13th St.			
13100+89.37	13101+73.78	38.0	Div. (1)
13100+89.37	13102+92.71	86.0	Div. (1)
13102+02.03	13102+72.51	34.0	Div. (1)
		49.0	12th St. S. of Ex. Grant St.
		25.0	13th St. S. of Ex. Grant St.
14th St.			
		115.0	Between Grant St. & Brown St.
		112.0	Between Grant St. & Brown St.
		31.0	South of Grant St Div. (1)
		65.0	South of Grant St. Div. (1)
15th St.			Div. (1)
105+40.00	105+89.97	30.0	Div. (1)
105+40.00	106+03.54	32.0	Div. (1)
106+51.87	108+09.03	70.0	Div. (1)
106+70.91	108+08.32	60.0	Div. (1)
108+26.13	108+50.00	11.0	Div. (1)
108+29.31	108+50.00	10.0	Div. (1)
16th St.			
100+33.78	101+78.04	75.0	Div. (1)

SIDEWALK REMOVAL

Begin Station	End Station	Area SY	Remarks
101+98.13	102+50.02	27.0	Div. (1)
102+13.39	102+16.65	2.0	Div. (1)
102+33.49	103+00.34	37.0	Div. (1)
102+59.76	103+05.36	13.0	Div. (1)
103+21.84	103+52.66	16.0	Div. (1)
103+26.18	103+45.78	9.0	Div. (1)
104+03.97	104+60.62	32.0	Div. (1)
104+05.99	104+97.54	42.0	Div. (1)
104+75.80	104+90.24	7.0	Div. (1)
		4086.0	

110-8
08-01-08

REMOVAL OF CONCRETE DRIVES

Location		Area	Remarks
Station	Side	SY	
US 67 WB			
198+40.50	RT	15.6	Div. (1)
200+15.83	RT	13.8	Div. (1)
208+65.0	RT	28.3	Div. (1)
209+43.8	RT	28.1	Div. (1)
210+03.0	LT	31.6	Div. (1)
210+83.25	LT	28.2	Div. (1)
215+36.73	LT	10.0	Div. (1)
215+41.91	RT	31.3	Div. (1)
217+09.42	LT	13.0	Div. (1)
US 67 EB			
1593+23	RT	58.9	Div. (1)
1594+65	RT	69.1	Div. (1)
1622+18	RT	37.3	Div. (1)
1623+22	RT	24.0	Div. (1)
1623+45	LT	149.9	Div. (1)
STATE ST			
482+00	RT	36.5	Div. (1)
KIMBERLY ROAD			
4606+45.2	LT	53.0	Div. (1)
4608+25.2	LT	23.0	Div. (1)
MISSISSIPPI BLVD			
15+24.9	LT	72.0	Div. (1)
15+28.7	RT	86.0	Div. (1)
15+98.6	RT	85.0	Div. (1)
15+98.8	LT	62.0	Div. (1)
BROWN ST			
W. of 14th St	South	44.0	Div. (1)
11TH ST.			
11100+00	RT	74.9	Div. (1)
11100+09	LT	44.7	Div. (1)
11100+72	LT	26.4	Div. (1)
12TH ST.			
4603+60	LT	123.7	Div. (1)
4603+87	RT	115.3	Div. (1)
4605+05	LT	36.9	Div. (1)
13TH ST			
13101+88	RT	44.0	Div. (1)
13102+86	RT	9.0	Div. (1)
N. of Hammerhead 14TH ST	RT	88.0	Div. (1)
Ent. South of Brown St	LT	30.0	Div. (1)
Ent. South of Brown St	LT	26.0	Div. (1)
Ent. South of Brown St	LT	39.0	Div. (1)
Ent. South of Brown St	RT	29.0	Div. (1)
Ent. South of Brown St	RT	30.0	Div. (1)
Ent. South of Brown St	RT	56.0	Div. (1)
Ent. South of Grant St.	RT	45.2	
Ent. South of Grant St.	RT	47.6	
15TH ST			
108+17.39	RT	75.0	Div. (1)
108+19.35	LT	44.0	Div. (1)
16TH ST			
102+25.60	RT	25.0	Div. (1)
102+54.83	LT	12.0	Div. (1)
103+11.31	RT	37.0	Div. (1)
103+13.29	LT	20.0	Div. (1)
104+67.39	LT	39.0	Div. (1)
		2118.3	

112-5
08-01-08

TABULATION OF CONCRETE MEDIANS

Begin Station	End Station	Area SY	Remarks
1603+17.49	1608+34.52	973.0	Div. (1)
1609+12.59	1611+22.50	70.0	Div. (1)
1612+03.54	1619+01.32	1923.0	Div. (1)
	1619+15.88		
		2966.0	

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)

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)

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)	
Kimberly Road	NB	4625+40.00	4627+00.00	L	6.0		160.0						106.7		72.000					1.6		

SIDEWALKS

See MI-220 and S Sheets

Road Identification	Station to Station		Side	4" PCC Sidewalk	6" PCC Sidewalk	_" PCC Sidewalk	Detectable Warnings	Remarks
				SY	SY	SY	SF	
US 67 WB	196+67.46	198+29.04	Rt.	92.3				
US 67 WB	215+97.55	216+11.33	Rt.		13.9		26	
US 67 WB	216+42.32	216+53.52	Rt.		8.5		20	
US 67 WB	216+53.34	217+08.00	Rt.	34.8				
US 67 WB	217+08.00	217+32.00	Rt.		13.3			
US 67 WB	217+32.00	217+40.00	Rt.	3.6				
US 67 WB	197+00.00	198+91.21	Lt.	83.5				
US 67 WB	198+91.21	199+06.07	Lt.		11.2		10	
US 67 WB	199+06.07	199+44.37	Lt.	20.4				
US 67 WB	199+44.37	199+63.83	Lt.		12.5		10	
US 67 WB	200+33.14	200+46.47	Lt.		9.6		32	
US 67 WB	200+46.31	204+66.30	Lt.	376.0				
US 67 WB	204+66.30	204+91.71	Lt.		19.3		16	
US 67 WB	205+44.22	205+62.30	Lt.		15.6		16	
US 67 WB	205+62.30	208+15.38	Lt.	225.0				
US 67 WB	208+15.38	208+35.89	Lt.		17.6		16	
US 67 WB	208+81.72	209+20.78	Lt.		30.8		16	
US 67 WB	209+20.78	211+56.75	Lt.	218.3				
US 67 WB	211+56.75	211+76.90	Lt.		20.9		16	
US 67 WB	212+26.16	212+49.37	Lt.		22.9		16	
US 67 WB	212+49.37	215+87.36	Lt.	298.8				
US 67 WB	215+87.36	216+08.91	Lt.		24.0		36	
US 67 WB	216+41.43	216+55.08	Lt.		10.2		20	
US 67 WB	216+54.97	217+01.11	Lt.	19.5				
US 67 WB	217+01.10	217+18.32	Lt.		7.4			
US 67 WB	217+18.28	217+40.00	Lt.	9.2				
US 67 EB	1598+05.77	1601+92.81	Rt.	324.9				
US 67 EB	1601+92.81	1602+14.33	Rt.		21.2		32	
US 67 EB	1602+93.04	1603+28.71	Rt.		35.4		20	
US 67 EB	1603+26.79	1608+08.40	Rt.	529.7				
US 67 EB	1608+06.83	1608+31.25	Rt.		16.5		16	
US 67 EB	1608+94.32	1609+08.99	Rt.		11.7		16	
US 67 EB	1609+07.42	1611+57.95	Rt.	222.3				
US 67 EB	1611+57.95	1611+76.07	Rt.		15.6		16	
US 67 EB	1612+44.94	1612+66.34	Rt.		15.7		16	
US 67 EB	1612+58.10	1614+85.84	Rt.	225.4				
US 67 EB	1614+72.84	1614+94.00	Rt.		18.3		10	
US 67 EB	1615+45.32	1615+70.10	Rt.		10.9		10	
US 67 EB	1615+52.58	1619+59.43	Rt.	331.3				
US 67 EB	1619+59.43	1619+91.27	Rt.		32.3		56	
US 67 EB	1620+47.81	1620+59.74	Rt.		8.6		10	
US 67 EB	1620+50.36	1620+77.47	Rt.		21.4		16	
US 67 EB	1620+56.67	1620+76.48	Rt.	11.7				
US 67 EB	1620+76.48	1622+98.71	Rt.	218.0				
US 67 EB	1622+98.71	1623+52.31	Rt.		51.9			
US 67 EB	1623+52.30	1623+75.79	Rt.	23.3				

SIDEWALKS

See MI-220 and S Sheets

Road Identification	Station to Station		Side	4" PCC Sidewalk	6" PCC Sidewalk	_" PCC Sidewalk	Detectable Warnings	Remarks
				SY	SY	SY	SF	
US 67 EB	1623+75.78	1623+96.85	Rt.		16.7		16	
US 67 EB	1593+00.00	1593+23.07	Lt.	12.8				
US 67 EB	1593+23.07	1593+37.07	Lt.		15.3		18	
US 67 EB	1593+76.07	1593+94.52	Lt.		16.9		18	
US 67 EB	1593+94.52	1594+87.85	Lt.	81.4				
US 67 EB	1594+87.71	1595+12.29	Lt.		21.3			
US 67 EB	1595+12.15	1596+87.71	Lt.	153.1				
US 67 EB	1596+86.90	1597+13.10	Lt.		21.5			
US 67 EB	1597+12.29	1598+31.88	Lt.	104.3				
US 67 EB	1598+31.88	1598+58.00	Lt.		25.7		16	
US 67 EB	1598+92.00	1599+07.78	Lt.		16.8		16	
US 67 EB	1599+07.78	1601+48.63	Lt.	220.5				
US 67 EB	1601+48.63	1602+37.56	Lt.		162.7		20	
US 67 EB	1619+01.59	1619+15.88	Lt.		14.7		16	
US 67 EB	1619+87.20	1620+02.03	Lt.		8.7		10	
US 67 EB	1619+91.14	1620+53.54	Lt.	52.7				
US 67 EB	1620+53.54	1621+06.68	Lt.		47.0			
US 67 EB	1621+06.68	1623+90.59	Lt.	246.4				
US 67 EB	1623+90.59	1624+09.93	Lt.		22.4		34	
US 67 EB	1624+01.27	1624+09.93	Lt.	9.2				
US 67 Ramp B	3594+25.27	3594+96.48	Lt.	92.6				
State St.	100+00.00	100+55.99	Rt.		25.0			
State St.	100+50.82	101+52.87	Rt.	44.7				
State St.	101+52.80	101+87.90	Rt.		17.1			
State St.	101+86.32	103+13.00	Rt.	69.9				
State St.	103+13.00	103+43.24	Rt.		16.8			
State St.	103+43.24	104+19.00	Rt.	42.1				
Kimberly Road	4603+33.00	4604+97.72	Rt.	90.9				
Kimberly Road	4606+44.45	4610+35.16	Rt.	209.8				
Kimberly Road	4610+35.16	4610+57.56	Rt.		11.5			
Kimberly Road	4610+99.02	4611+12.07	Rt.		6.7			
Kimberly Road	4611+12.07	4614+14.83	Rt.	178.9				
Kimberly Road	4614+14.83	4614+26.11	Rt.		8.1		20	
Kimberly Road	4614+60.22	4614+71.84	Rt.		8.6		20	
Kimberly Road	4603+33.00	4604+70.01	Lt.	76.8				
Kimberly Road	4606+08.69	4609+38.26	Lt.	202.2				
Kimberly Road	4607+14.21	4607+20.00	Lt.	2.1				
Kimberly Road	4607+18.74	4607+39.17	Lt.		11.1			
Kimberly Road	4607+50.06	4607+60.26	Lt.		6.2			
Kimberly Road	4607+59.01	4607+64.03	Lt.	2.8				
Kimberly Road	4609+28.01	4609+53.31	Lt.		25.6		10	
Kimberly Road	4610+18.48	4610+47.77	Lt.		17.5		10	
Kimberly Road	4610+47.77	4612+36.99	Lt.	95.5				
Kimberly Road	4612+35.78	4612+55.40	Lt.		9.3			
Kimberly Road	4612+54.48	4614+14.61	Lt.	85.1				
Kimberly Road	4614+14.49	4614+25.66	Lt.		7.9		20	

SIDEWALKS

See MI-220 and S Sheets

Road Identification	Station to Station		Side	4" PCC Sidewalk	6" PCC Sidewalk	_" PCC Sidewalk	Detectable Warnings	Remarks
				SY	SY	SY	SF	
Kimberly Road	4614+59.79	4614+71.80	Lt.		8.7		20	
Mississippi Blvd	8+57.59	8+73.88	Rt.		8.9		10	
Mississippi Blvd	8+73.54	11+52.91	Rt.	171.8				
Mississippi Blvd	12+26.87	16+39.53	Rt.	228.6				
Mississippi Blvd	16+39.48	16+57.81	Rt.		8.6		10	
Mississippi Blvd	8+65.69	8+81.48	Lt.		8.0		10	
Mississippi Blvd	8+81.48	11+54.08	Lt.	151.4				
Mississippi Blvd	12+26.14	16+06.74	Lt.	211.4				
Mississippi Blvd	16+06.69	16+35.00	Lt.		20.9		10	
Brown St.	9+65.68	9+82.70	Rt.		10.0		20	
Brown St.	9+82.70	10+70.00	Rt.	48.5				
Brown St.	9+64.81	9+82.93	Lt.		17.0		20	
Brown St.	9+82.93	11+58.59	Lt.	120.8				
10th St.	10100+22.62	10100+47.00	Rt.	12.1				
10th St.	10100+24.74	10100+47.00	Lt.	14.2				
11th St.	11100+22.02	11100+50.20	Rt.	11.7				
11th St.	11100+50.20	11100+77.68	Rt.		11.2		10	
11th St.	11100+21.18	11100+57.59	Lt.	25.4				
11th St.	11100+57.59	11100+85.68	Lt.		19.1		10	
13th St.	13100+64.57	13100+85.66	Rt.		18.0		38	
13th St.	13100+85.66	13102+51.95	Rt.	95.7				
13th St.	13102+51.95	13102+67.83	Rt.		8.6		10	
13th St.	13100+48.52	13100+63.89	Lt.		13.2		32	
13th St.	13100+61.39	13102+69.40	Lt.	111.4				
13th St.	13102+69.40	13102+91.74	Lt.		10.9		10	
15th St.	105+40.00	105+95.35	Rt.	24.9				
15th St.	107+30.39	108+08.74	Rt.	43.5				
15th St.	108+26.13	108+50.00	Rt.	10.6				
15th St.	105+40.00	105+79.59	Lt.	23.0				
15th St.	107+40.13	108+08.72	Lt.	38.0				
15th St.	108+29.42	108+50.00	Lt.	9.3				
16th St.	100+28.24	101+09.24	Rt.	47.4				
16th St.	102+19.27	103+39.18	Rt.	66.7				
16th St.	104+10.35	104+97.92	Rt.	48.5				
16th St.	100+33.78	101+62.57	Lt.	83.1				
16th St.	102+95.71	103+39.18	Lt.	38.6				
16th St.	104+21.43	104+58.94	Lt.	27.0				
16th St.	104+58.94	104+75.69	Lt.		9.3			
16th St.	104+75.69	104+90.24	Lt.	7.8				
				7013.0	1231.0		922	

SURVEY SYMBOLS

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

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

UTILITY LEGEND

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

TABULATION OF UTILITIES

102-13A
10-29-02

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

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

LINE WORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities
Blue, Light	(230)	Previously Constructed Storm Sewer*

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
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Pavement Shading
Brown, Light	(236)	Grading Shading
Brown, Dark	(237)	Previously Constructed Pavement*
Tan	(8)	Proposed Sidewalk Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

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

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

CONVENTIONAL SIGNS

- Station — Reference Point — Survey Line
- Section Corner
- Ground Line Intercept
- Saw Cut
- Guardrail
- Properties Assumed Cleared (By Others) Prior to Construction

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)

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

0 50 FEET

For Profile Details Refer to Sheet No. D.3

For Side Road Details Refer to E Sheets

For Storm Sewer Details Refer to M Sheets

Curve Data
PI Sta 198+57.61
Δ = 09°13'58.61" LT
D = 5°43'46.48"
R = 1000.00
T = 80.75
L = 161.15
E = 3.25
e = N.C.
L = NA
x = NA
m = NA

Curve Data
PI Sta 203+39.69
Δ = 06°55'20.12" RT
D = 2°51'53.24"
R = 2000.00
T = 120.96
L = 241.63
E = 3.65
e = N.C.
L = NA
x = NA
m = NA

EX. BROWN ST

BROWN ST

EX. 12TH ST

SIDEWALK

KIMBERLY RD

EX. I-74 ENT. RAMP

EX. 13TH ST

STA. 197+00.00
BEGIN CONSTRUCTION

POT STA. 199+65.00 (US 67 SB)
=PI STA. 4605+66.55 (KIMBERLY RD)

Sta 197+76.87
PC

Sta 199+38.01
PT

STA. 203+20.00, 0.00
END 10:1 TAPER

PI Sta 203+39.69

64°00'00.02"

STA. 202+00.00, 12.00 RT
BEGIN 10:1 TAPER

41'

53'

10:1

PC Sta 202+18.73

PT Sta 204+60.36

EX. GRANT ST/US 67

67

PI Sta 198+57.61

EX. 10TH ST

EX. 11TH ST

12TH ST

13TH ST

EX. STATE ST

6 ELEC. 2 DATA

DATA

GATE

US 67 SB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.2

3:27:35 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

Fill+30% = 93 CY
Waste = 3,063 CY
3.156 CY

Cut = 3,156 CY

STA. 197+00.00
BEGIN CONSTRUCTION
ELEV. 570.60

EXISTING GROUND AT PGL

+0.400%

VPI +50.00
Elv 570.80
K = 139
Len 100.00 ft

+1.120%

US 67 SB PGL

VPI +00.00
Elv 574.72
K = 69
Len 150.00 ft

-1.040%

VPI +00.00
Elv 571.60
K = 69
Len 100.00 ft

605 600 595 590 585 580 575 570 565 560 555 550 545 540 535 530

Lt Med Rt

Curb & Gutter — Kimberly Rd. — Curb & Gutter

Curb & Gutter — Kimberly Rd. — Curb & Gutter

570.72 570.89 571.10 571.36 571.64 571.92 572.20 572.48 572.76 573.04 573.32 573.60 573.88 574.12 574.26 574.32 574.28 574.16 573.94 573.68 573.42 573.16 572.90 572.64 572.38 572.12 571.90 571.78 571.75 571.80

193 194 195 196 197 198 199 200 201 202 203 204

US 67 SB

For Plan Details
Refer to Sheet No.D.2

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.3

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

Curve Data
PI Sta 210+92.33
Δ = 11°23'37.96" RT
D = 5°43'46.48"
R = 1000.00
T = 99.76
L = 198.86
E = 4.96
e = N.C.
L = NA
x = NA
m = NA

Curve Data
PI Sta 215+69.77
Δ = 11°25'55.10" RT
D = 5°43'46.48"
R = 1000.00
T = 100.10
L = 199.53
E = 5.00
e = N.C.
L = NA
x = NA
m = NA

EX. BROWN ST
14TH ST
EX. 14TH ST
EX. 15TH ST
EX. 16TH ST
15TH ST
16TH ST
EX. GRANT ST/US 67
EX. STATE ST
EX. I-74 ENT. RAMP
SIDEWALK

POT STA. 205+20.00 (US 67 SB)
=POT STA. 1496+21.97 (RAMP A)
POT STA. 207+15.35 (US 67 SB)
=POT STA. 6795+83.70 (I-74)
POT STA. 208+75.00 (US 67 SB)
=POT STA. 4495+45.77 (RAMP D)
POT STA. 212+11.59 (US 67 SB)
=POT STA. 106+73.84 (15TH ST)
POT STA. 216+25.94 (US 67 SB)
=POT STA. 103+56.37 (16TH ST)

STA. 210+20.00, 48.00 LT
BEGIN 10:1 TAPER
STA. 211+40.00, 36.00 LT
END 10:1 TAPER
STA. 211+10.26, 24.00 RT
BEGIN 6.25:1 TAPER
STA. 212+59.74, 0.00
END 6.25:1 TAPER
STA. 217+40.00
END CONSTRUCTION

PT Sta 204+60.36
PC Sta 209+92.57
PI Sta 210+92.33
PT Sta 211+91.43
PC Sta 214+69.68
PI Sta 215+69.77
PT Sta 216+69.20

+10 Prop. Type "G" Ent.
+20 Prop. Type "B" Ent.

82°20'36.83"
80°35'47.26"
78°20'00.00"
80°29'43.81"
89°32'37.54"
10:1
5:1

SEC. 29

For Profile Details
Refer to Sheet No. D.5

0 FEET 50

For Side Road Details
Refer to E Sheets

For Storm Sewer Details
Refer to M Sheets

US 67 SB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.4

3:27:57 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

Fill+30% = 6 CY
Waste = 6,279 CY
6,285 CY

Cut = 6,285 CY

I-74 EB

I-74 WB

I-74 EBL VERTICAL CLEARANCE = 17.25'

I-74 WBL VERTICAL CLEARANCE = 17.01'

EXISTING GROUND AT PGL

+0.400%

-0.440%

US 67 SB PGL

+0.934%

-0.600%

+0.400%

VPI +25.00
Elv 572.90
K = 119
Len 100.00 ft

VPI +50.00
Elv 571.47
K = 73
Len 100.00 ft

VPI +75.00
Elv 574.50
K = 65
Len 100.00 ft

VPI +50.00
Elv 573.45
K = 100
Len 100.00 ft

STA. 217+40.00
END CONSTRUCTION
ELEV. 574.21

2%
-7.3%
1:1
572
+10.00
Prop. Type "C" Ent. Lt.

+2%
+0.3%
+20.00
572
Prop. Type "B" Ent. Rt.

US 67 SB

For Plan Details
Refer to Sheet No.D.4

610 605 600 595 590 585 580 575 570 565 560 555 550 545 540 535

Lt Med Rt

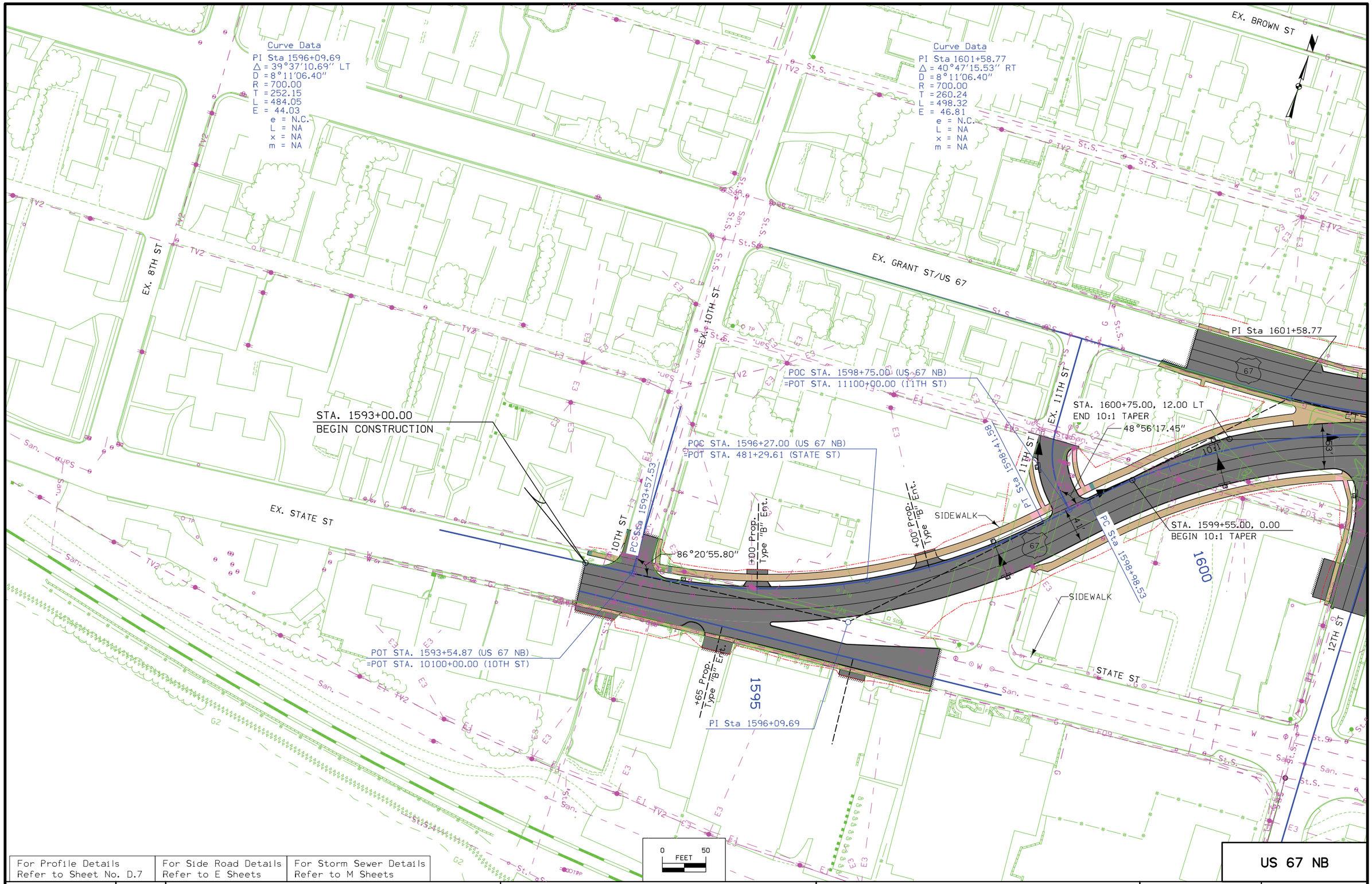
Ramp A | Intersection | Curb & Gutter | Curb & Gutter | Ramp D | Intersection | Curb & Gutter | 15th St. | Curb & Gutter | Curb & Gutter | 16th St. | 16th St. | C&G | C&G | Ent. C&G | Ent. C&G

571.80 571.90 572.00 572.10 572.20 572.30 572.40 572.50 572.60 572.70 572.77 572.80 572.76 572.68 572.57 572.46 572.35 572.24 572.13 572.02 571.91 571.80 571.69 571.62 571.64 571.75 571.94 572.17 572.40 572.64 572.87 573.10 573.34 573.57 573.80 574.04 574.22 574.31 574.31 574.20 574.05 573.90 573.75 573.64 573.58 573.59 573.65 573.75 573.85 573.95 574.05 574.15

205 206 207 208 209 210 211 212 213 214 215 216 217 218 219

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.5

3:28:08 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht



For Profile Details Refer to Sheet No. D.7	For Side Road Details Refer to E Sheets	For Storm Sewer Details Refer to M Sheets

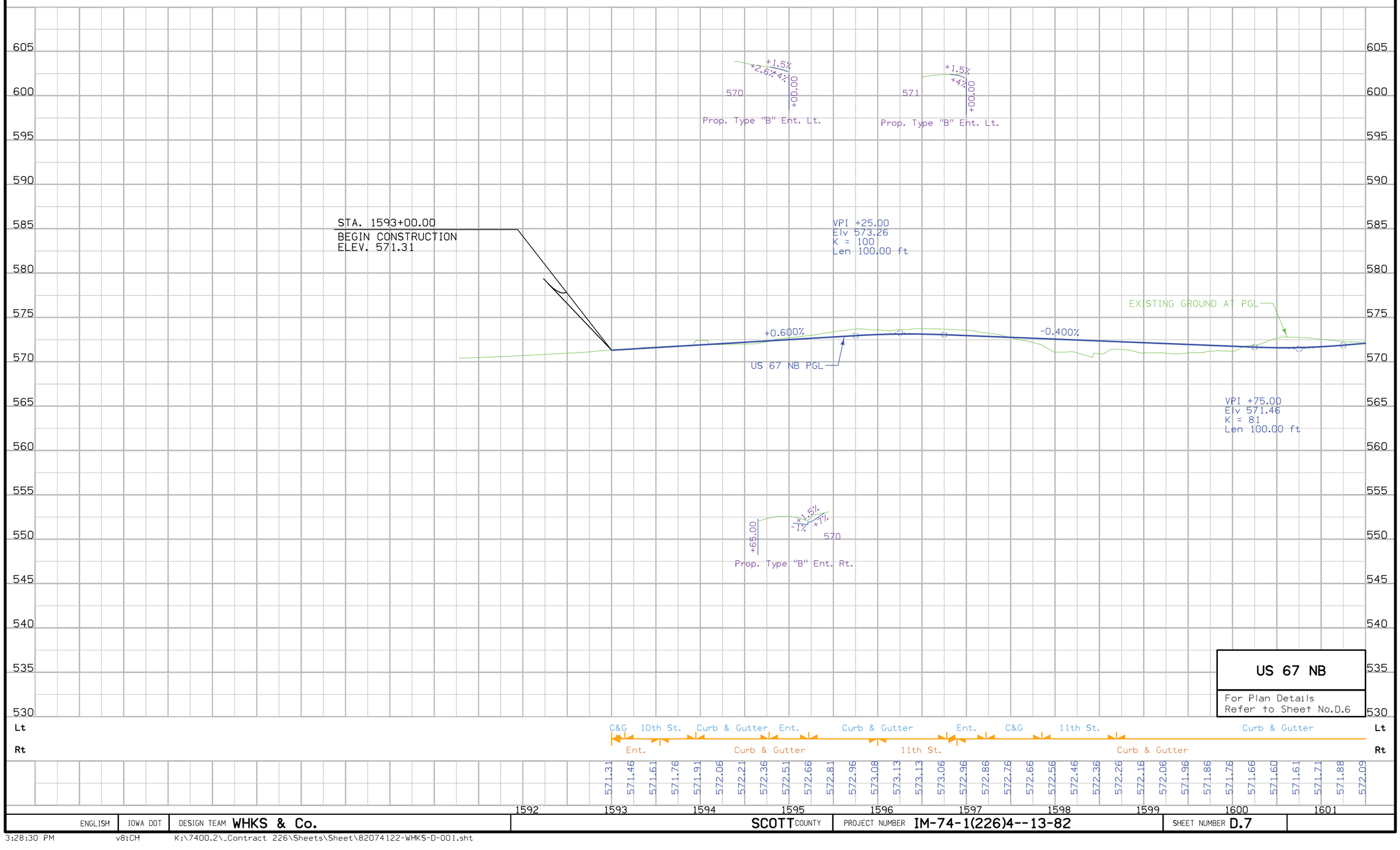
US 67 NB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.6

3:28:20 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

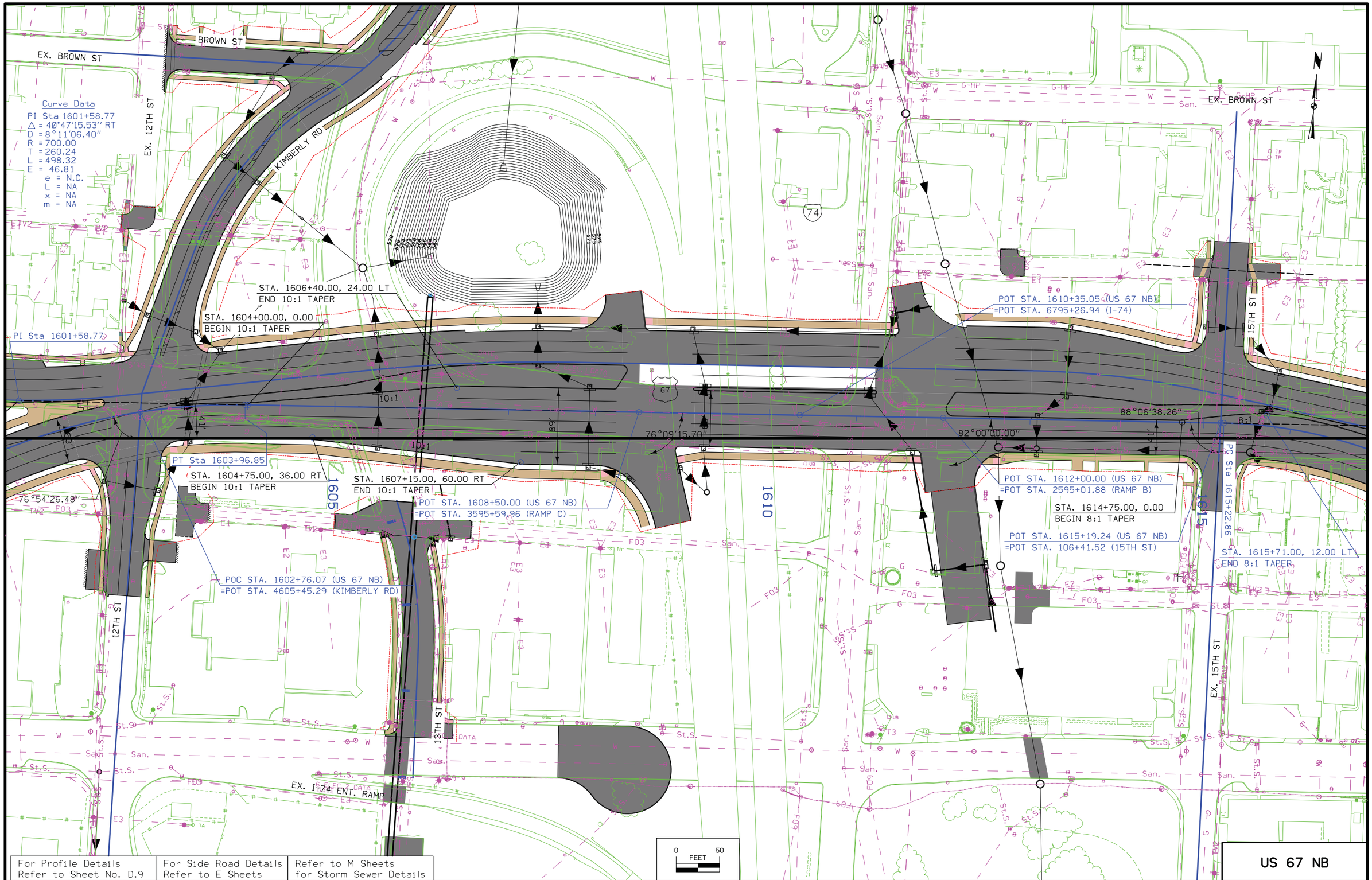
Fill+30% = 650 CY
Waste = 1,732 CY
2,382 CY

Cut = 2,382 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.7

3:28:30 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

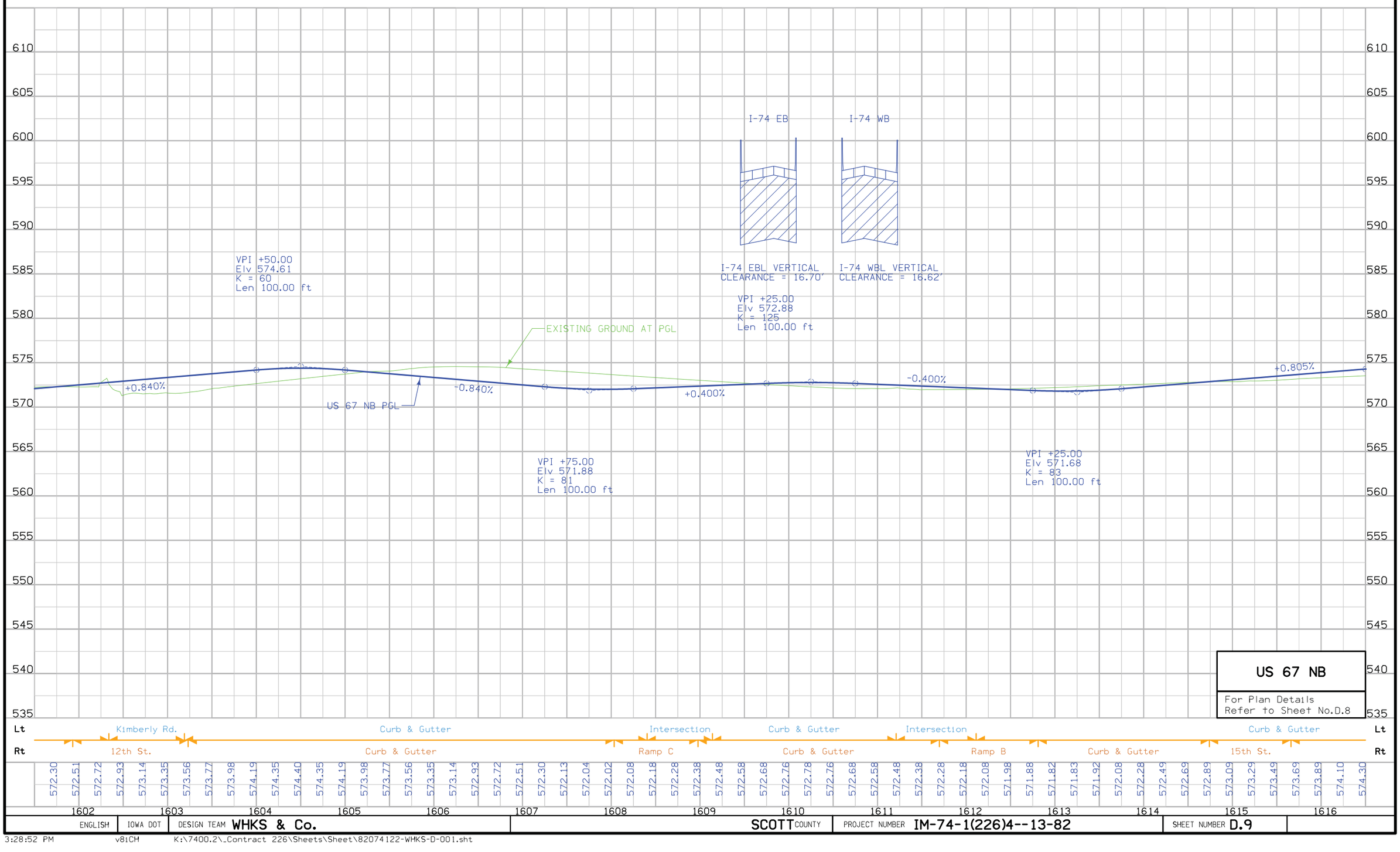


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.8

3:28:41 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

Fill+30% = 421 CY
Waste = 5,834 CY
6,255 CY

Cut = 6,255 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER D.9

3:28:52 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

EX. BROWN ST

EX. 16TH ST

EX. 16TH ST

EX. GRANT ST/US 67

EX. 17TH ST

EX. 18TH ST

EX. STATE ST

PI Sta 1617+13.20

Curve Data
PI Sta 1617+13.20
△ = 39°51'24.90" RT
D = 10°54'48.53"
R = 525.00
T = 190.34
L = 365.21
E = 33.44
e = N.C.
L = NA
x = NA
m = NA

Curve Data
PI Sta 1622+84.52
△ = 39°45'28.41" LT
D = 10°54'48.53"
R = 525.00
T = 189.83
L = 364.30
E = 33.27
e = N.C.
L = NA
x = NA
m = NA

+80 Prop. Ent. Type "B"

+22 Prop. Ent. Type "B"

PC Sta 1620+94.69

PT Sta 1624+58.99

PT Sta 1618+88.07

SIDEWALK

STA. 1620+75.00, 36.00 RT
BEGIN 8.5:1 TAPER

STA. 1621+71.00, 48.00 RT
END 8.5:1 TAPER

8.5:1

53'

41'

52°07'38.18"

PI Sta 1622+84.52

POT STA. 1619+71.67 (US 67 NB)
=POT STA. 102+18.20 (16TH ST)

1620

1625

STA. 1624+15.00
END CONSTRUCTION

0 50
FEET

For Profile Details
Refer to Sheet No. D.11

For Side Road Details
Refer to E Sheets

Refer to M Sheets
for Storm Sewer Details

US 67 NB

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER D.10

3:29:03 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

Fill+30% = 307 CY
Waste = 3,068 CY
3,375 CY

Cut = 3,375 CY

610
605
600
595
590
585
580
575
570
565
560
555
550
545
540
535

+0.2% +2%
571
+80.00
Prop. Type "B" Ent. Lt.

VPI +00.00
Elv 574.70
K = 83
Len 100.00 ft

EXISTING GROUND AT PGL

-0.400%

+0.400%

STA. 1624+15.00
END CONSTRUCTION
ELEV. 573.96

US 67 NB PGL

VPI +50.00
Elv 572.90
K = 125
Len 100.00 ft

+22.00
+2% +1.4%
571
Prop. Type "B" Ent. Rt.

US 67 NB

For Plan Details
Refer to Sheet No.D.10

Lt
Rt

16th St. C&G Ent. Curb & Gutter 17th St.
Curb & Gutter 16th St. Curb & Gutter Ent. C&G 17th St.

574.46 574.55 574.56 574.50 574.40 574.30 574.20 574.10 574.00 573.90 573.80 573.70 573.60 573.50 573.40 573.30 573.20 573.10 573.02 573.00 573.02 573.10 573.20 573.30 573.40 573.50 573.60 573.70 573.80 573.90

1617 1618 1619 1620 1621 1622 1623 1624 1625 1626 1627 1628

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER D.11

3:29:14 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-D-001.sht

For Mainline Details Refer to D Sheets | For Storm Sewer Details Refer to M Sheets

POT STA. 100+92.82 (STATE ST)
POC STA. 1593+91.09, Off 36.0' (US 67 NB)

100

5:1 Taper

25'

STATE ST

+69 Prop. Type "B" Ent.

+25 Prop. Type "B" Ent.

STA. 100+92.82
BEGIN CONSTRUCTION

STA. 104+19.00
END CONSTRUCTION

0 FEET 50

State St. Connection

Fill+30% = 12 CY
Waste = 344 CY
356 CY

Cut = 356 CY

STA. 100+92.82
BEGIN CONSTRUCTION
ELEV. 571.54

VPI +75.000
Elv 573.23
K = 156
L = 50

+0.600%

+0.280%

STA. 104+19.00
END CONSTRUCTION
ELEV. 573.36

US 67 NB | Curb & Gutter

Curb & Gutter | Ent. | Curb & Gutter | Ent. | Curb & Gutter

571.58 571.73 571.88 572.03 572.18 572.33 572.48 572.63 572.78 572.93 573.08 573.21 573.30

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.1

3:46:05 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

For Profile Details Refer to Sheet No. E.3 | For Mainline Details Refer to D Sheets | For Storm Sheet Details Refer to M Sheets

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

EX. 11TH ST

EX. GRANT ST / US 67

EX. BROWN ST

EX. HOLMES ST

EX. MISSISSIPPI BLVD

2035 ADT
= 1600 VPD

Curve Data
Δ = 39°21'04.13" RT
D = 16°22'12.80"
R = 350.00
T = 125.15
L = 248.38
E = 21.70
e = N.C.

Curve Data
Δ = 57°17'23.73" LT
D = 16°22'12.80"
R = 350.00
T = 191.18
L = 349.96
E = 48.81
e = N.C.

SIDEWALK

4605

4600

PI STA. 4605+66.55 (KIMBERLY RD)
=POT STA. 199+65.00 (US 67 SB)

STA. 4606+06.61
TIE INTO US 67 SB

EX. 12TH ST

PI Sta 4608+63.42

PC Sta 4607+38.27

12TH ST

64°00'00.02"

SIDEWALK

4610

POT STA. 4614+43.90 (KIMBERLY RD)
=PI STA. 11+90.00 (MISSISSIPPI BLVD)

4615

43°04'18.06"

+48 Prop. "C" Ent. Type

PI Sta 4613+28.61

88°34'42.20"

KIMBERLY RD

SIDEWALK

EX. I-74 ENT. RAMP

RC Sta 4609+78.65

89°06'43.50"

PI Sta 4611+69.83

POT STA. 4610+35.05 (KIMBERLY RD)
=POT STA. 11+90.80 (BROWN ST)

SIDEWALK

13TH ST

EX. GILBERT ST

EX. STATE ST

74

67

0 50
FEET

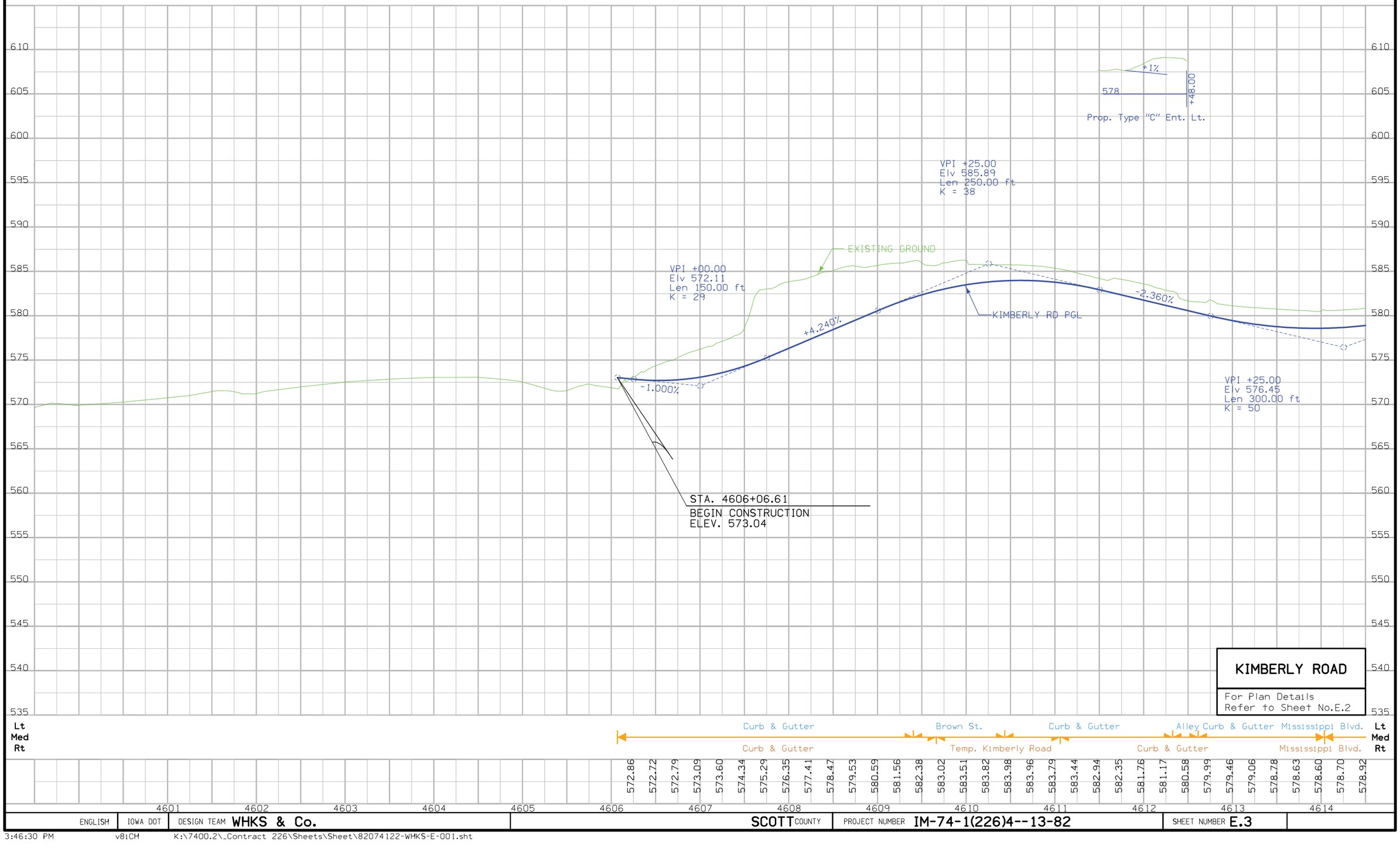
KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.2

3:46:18 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

Fill+30% = 279 CY
Waste = 10,075 CY
10,354 CY

Cut = 10,354 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.3

3:46:30 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

For Profile Details	For Mainline Details	For Storm Sewer Details
Refer to Sheet No. E.5	Refer to D Sheets	Refer to M Sheets

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

EX. 12TH ST
EX. HOLMES ST
EX. JONES ST
EX. HALL ST
EX. 10TH ST
EX. MISSISSIPPI BLVD
MISSISSIPPI BLVD
KIMBERLY RD
EX. E KIMBERLY RD
EX. I-74 EXIT RAMP

Curve Data
Δ = 52°17'21.44" LT
D = 6°21'58.31"
R = 900.00
T = 441.78
L = 821.36
E = 102.58
e = 3.60

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

POT Sta 4616+65.09

PI Sta 4621+06.45

PT Sta 4624+86.45

PI Sta 4621+06.86

STA. 4627+00.00
END CONSTRUCTION

4615
4620
4625

74

0 FEET 50

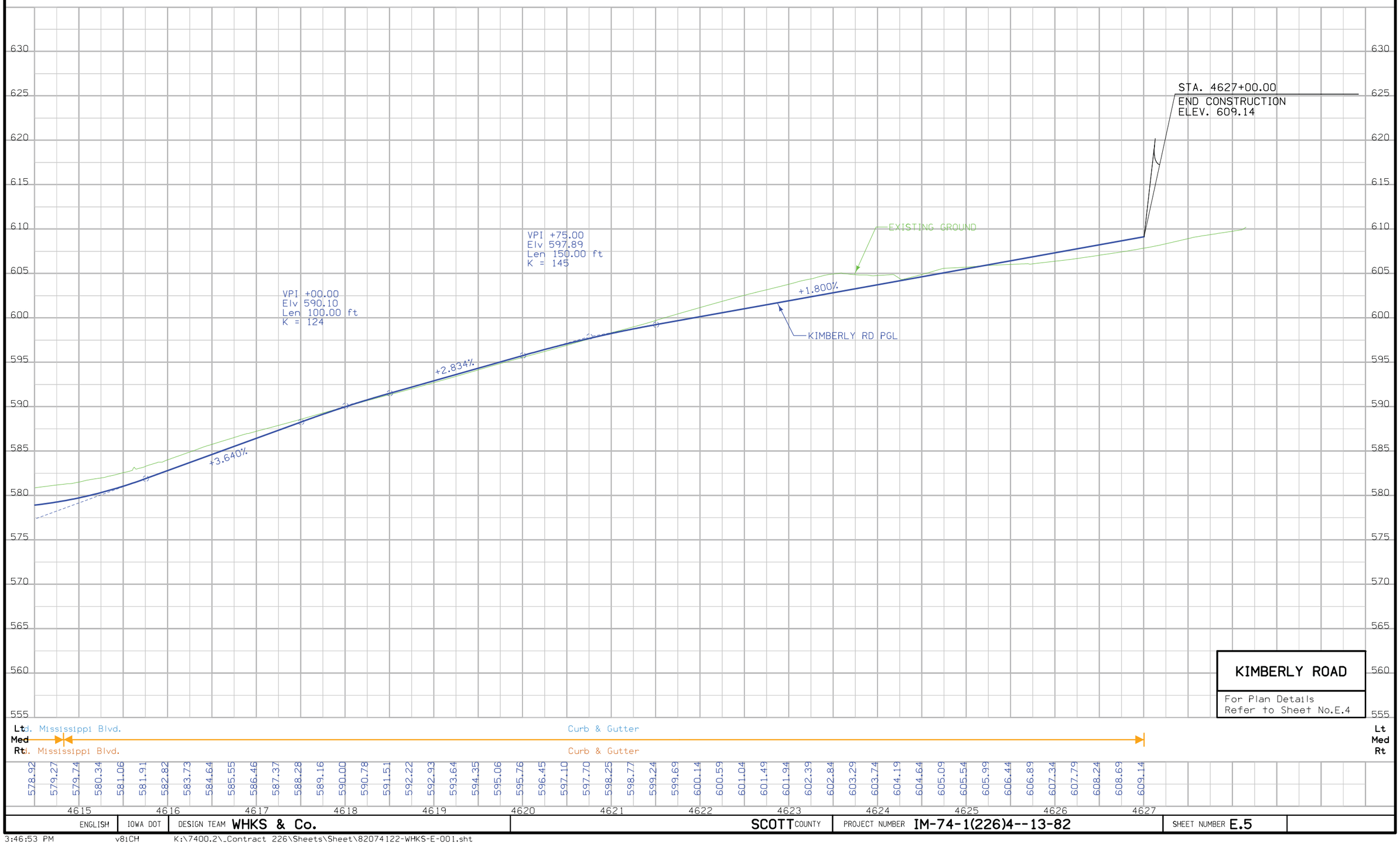
KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.4

3:46:41 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

Fill+30% = 2,570 CY
Waste = 1,161 CY
3,731 CY

Cut = 3,731 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.5

3:46:53 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

For Profile Details	For Mainline Details	For Storm Sewer Details
Refer to Sheet No. E.7	Refer to D Sheets	Refer to M Sheets

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

EX. MISSISSIPPI BLVD

EX. JONES ST

STA. 8+60.00
BEGIN CONSTRUCTION

STA. 11+70.00
TIE INTO KIMBERLY RD

MISSISSIPPI BLVD

EX. HOLMES ST

88°34'42.20"

SIDEWALK

STA. 12+10.01
TIE INTO KIMBERLY RD

89°06'43.50"

KIMBERLY RD

EX. 12TH ST

BROWN ST

EX. BROWN ST

EX. I-74 ENTRANCE RAMP

EX. 14TH ST

EX. 15TH ST

EX. MISSISSIPPI BLVD

SIDEWALK

STA. 16+06.69
END CONSTRUCTION

SEC. 28

0 50
FEET

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.6

MISSISSIPPI BLVD

3:47:04 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

Fill+30% = 263 CY
Waste = 2,732 CY
2,995 CY

Cut = 2,995 CY

STA. 8+60.00
BEGIN CONSTRUCTION
ELEV. 583.50

VPI +75.00
Elv 582.35
Len 100.00 ft
K = 42

-1.000%

MISSISSIPPI BLVD PGL

-3.400%

+0.503%

STA. 11+70.00
TIE INTO KIMBERLY RD
ELEV. 578.45

STA. 12+10.01
TIE INTO KIMBERLY RD
ELEV. 578.45

EXISTING GROUND

-2.000%

+0.520%

-0.520%

VPI +00.00
Elv 577.17
Len 100.00 ft
K = 90

VPI +00.00
Elv 578.10
Len 100.00 ft
K = 26

VPI +00.00
Elv 576.65
Len 100.00 ft
K = 40

VPI +00.00
Elv 577.69
Len 100.00 ft
K = 96

STA. 16+06.69
END CONSTRUCTION
ELEV. 577.31

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

Lt
Med
Rt

12th St. | Curb & Gutter | Kimberly Rd. | Curb & Gutter

12th St. | Curb & Gutter | Kimberly Rd. | Curb & Gutter

583.35 583.10 582.85 582.52 582.05 581.42 580.65 579.80 579.07 578.59 578.35 578.35 578.45 578.45 578.15 577.65 577.23 576.97 576.86 576.91 577.04 577.17 577.30 577.43 577.53 577.56 577.53 577.43 577.33 577.31

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

MISSISSIPPI BLVD

For Plan Details
Refer to Sheet No.E.6

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.7

3:47:15 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

For Profile Details
Refer to Sheet No. E.9

For Mainline Details
Refer to D Sheets

For Storm Sewer Details
Refer to M Sheets

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

MISSISSIPPI BLVD

EX. HOLMES ST

SIDEWALK

STA. 11+60.42
END CONSTRUCTION

KIMBERLY RD

BROWN ST

EX. BROWN ST

43°04'18.06"

EX. 12TH ST

EX. I-74
ENT. RAMP

74

STA. 9+62.00
BEGIN CONSTRUCTION

SIDEWALK

POT STA. 11+90.80 (BROWN ST)
POT STA. 4610+35.05 (KIMBERLY RD)

SEE SHEET L.43
FOR DETAILS

67

EX. GRANT ST/US 67

EX. 11TH ST

0 50
FEET

BROWN ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.8

3:47:27 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

Fill+30% = 46 CY
Waste = 328 CY
374 CY

Cut = 374 CY

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

STA. 9+62.00
BEGIN CONSTRUCTION
ELEV. 585.49

VPI +00.00
Elv 585.42
Len 75.00 ft
K = 42

EXISTING GROUND

-0.200%

-2.002%

+1.000%

BROWN ST PGL

VPI +25.00
Elv 582.92
Len 60.00
K = 20

STA. 11+60.42
END CONSTRUCTION
ELEV. 583.27

BROWN ST

For Plan Details
Refer to Sheet No.E.8

Lt Med Rt

12th St. Curb & Gutter

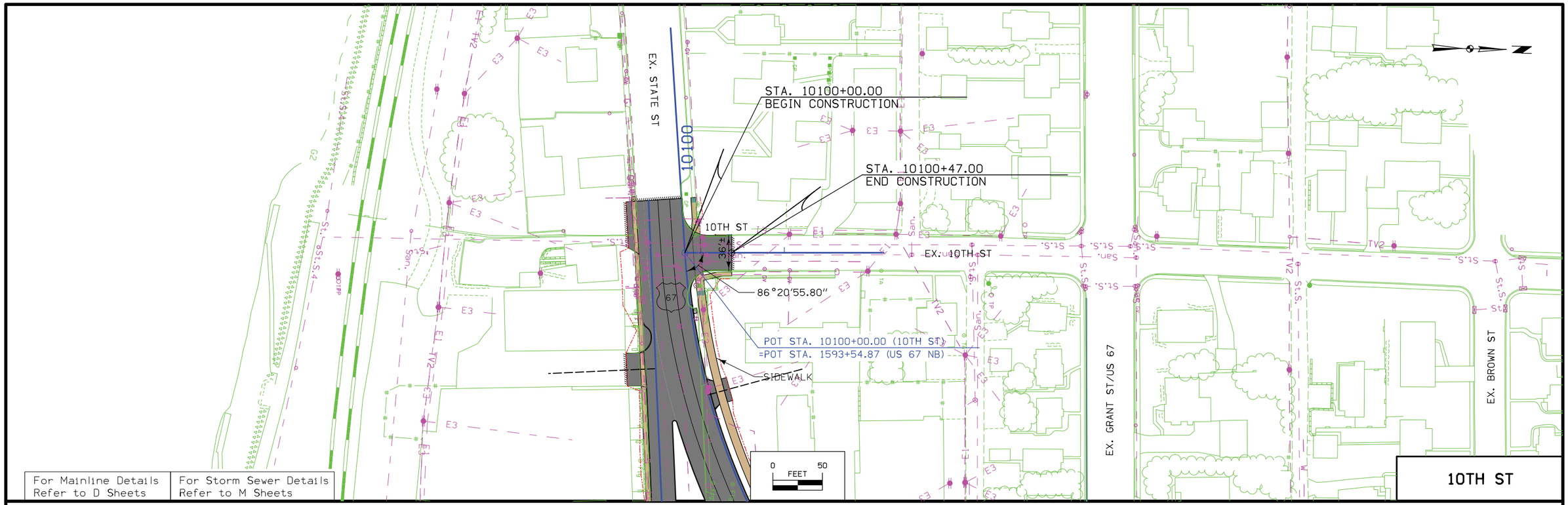
12th St. Curb & Gutter Kimberly Rd.

585.45 585.25 584.90 584.42 583.92 583.42 583.14 583.17

9 10 11

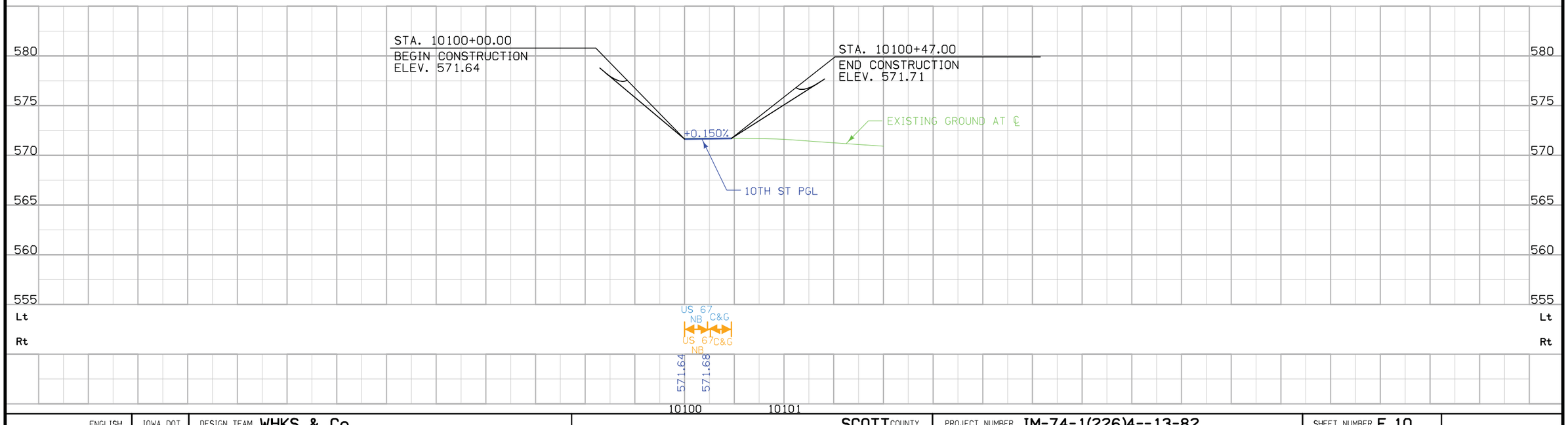
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.9

3:47:38 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht



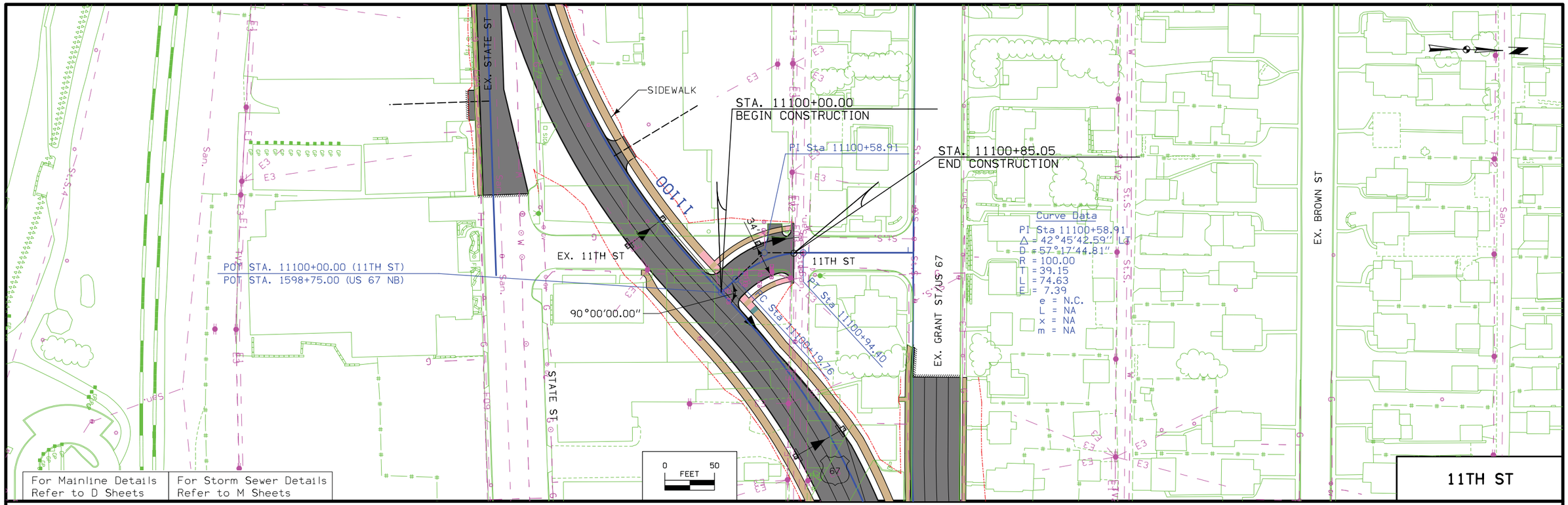
Fill+30% = 3 CY
To 11th St = 31 CY
Waste = 8 CY
42 CY

Cut = 42 CY

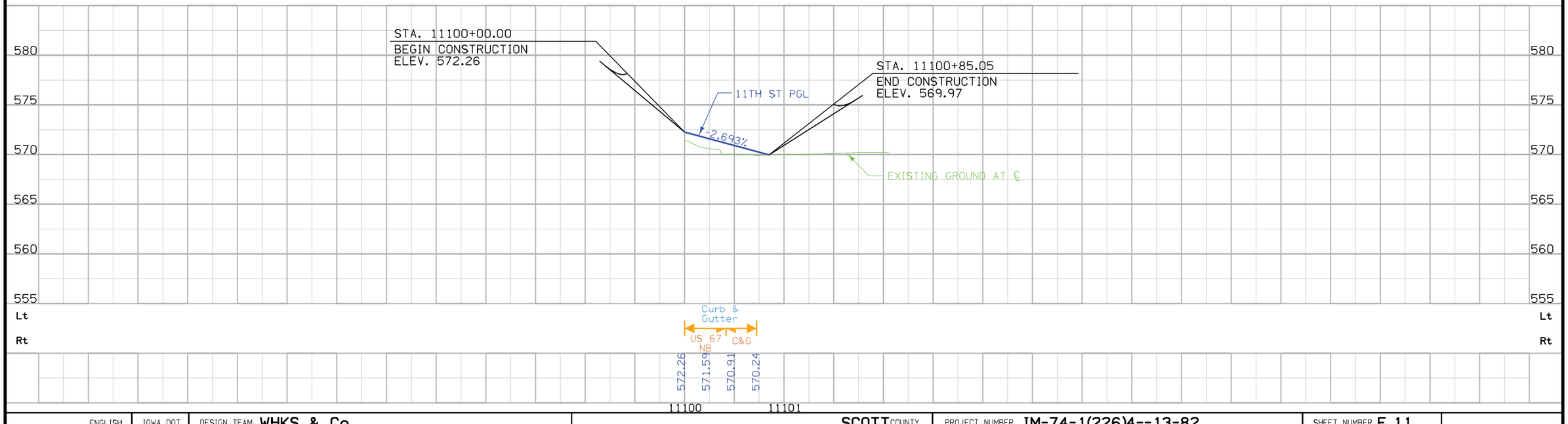


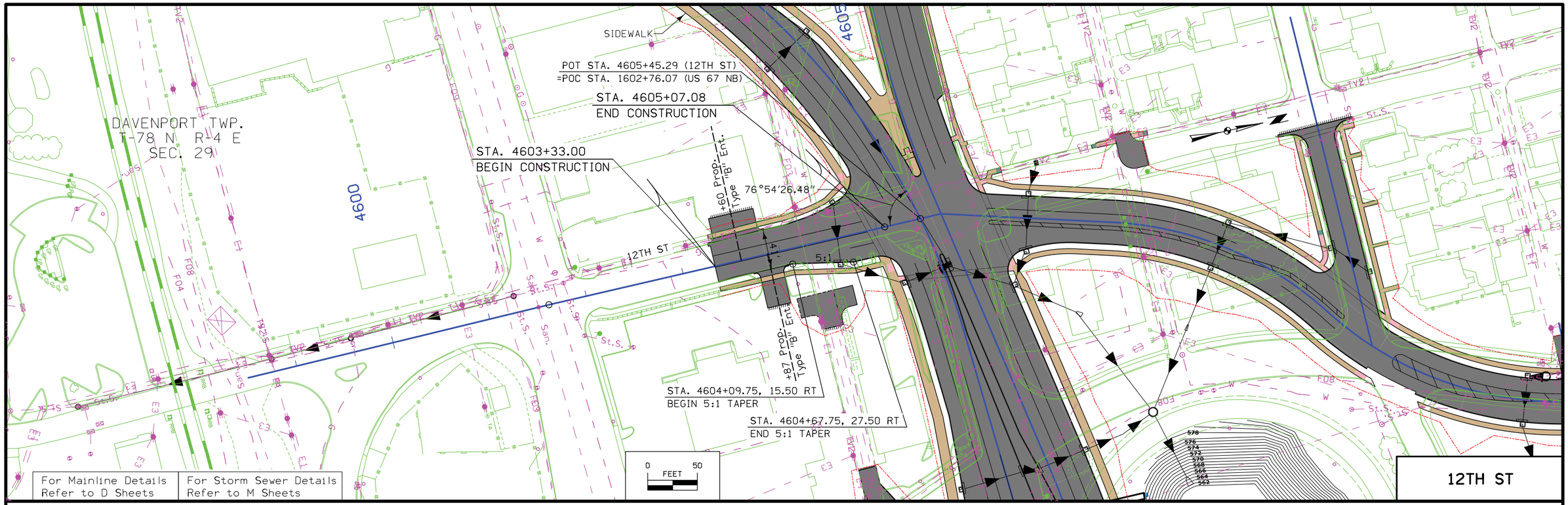
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.10

3:47:49 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht



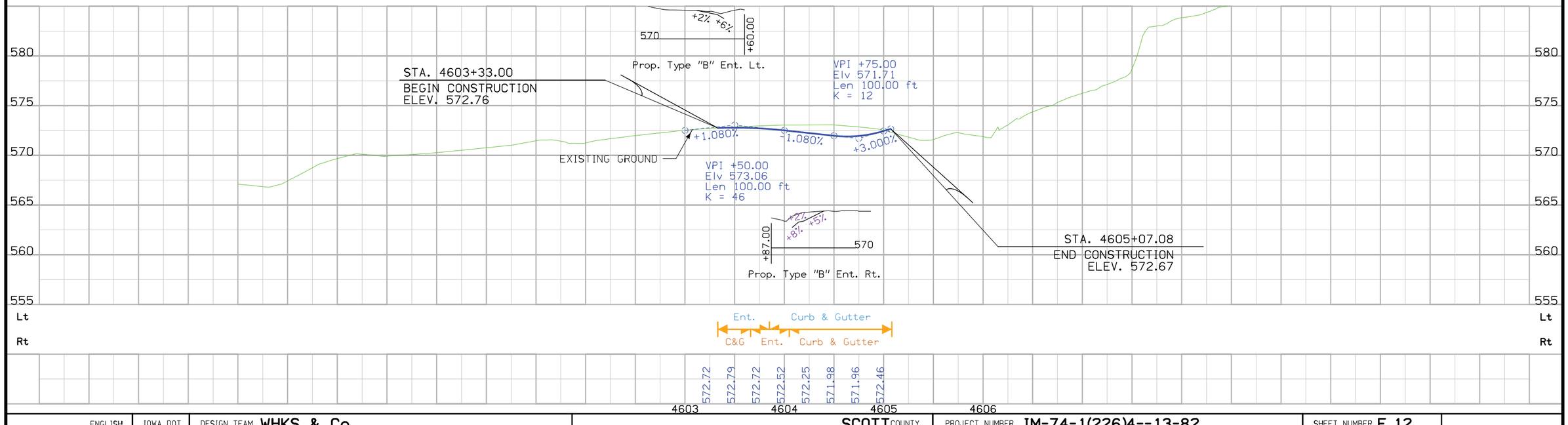
Fill+30% = 58 CY Cut = 27 CY
From 10th St = 31 CY
58 CY





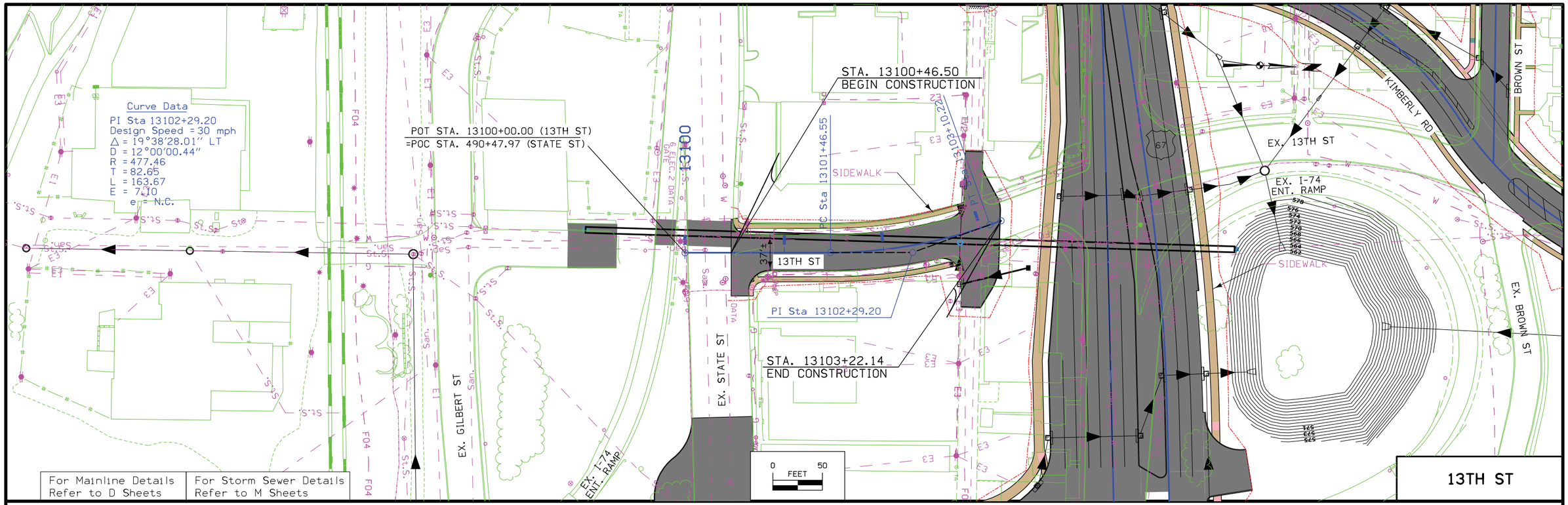
Fill+30% = 80 CY
Waste = 733 CY
813 CY

Cut = 813 CY



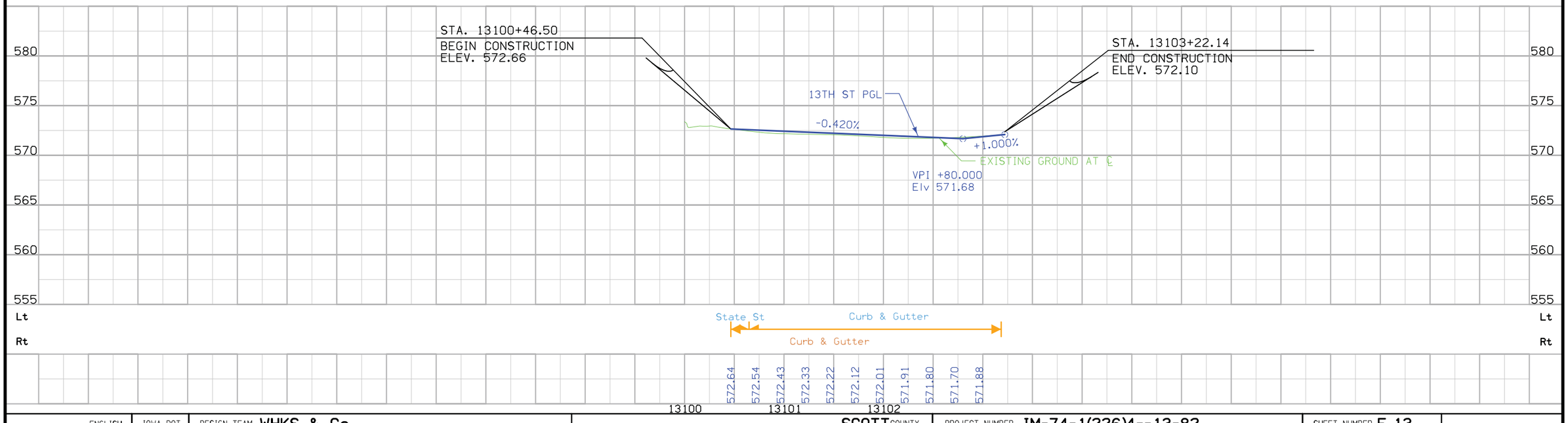
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.12

3:48:11 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht



Fill+30% = 60 CY
Waste = 163 CY
223 CY

Cut = 223 CY



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.13

3:48:21 PM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht

POT STA. 106+41.52 (15TH ST)
=POT STA. 1615+19.24 (US 67 NB)

POT STA. 106+73.84 (15TH ST)
=POT STA. 212+11.59 (US 67 SB)

88°06'38.26"

80°29'43.81"

+19 Prop. Type "B" Ent.

+17 Prop. Type "B" Ent.

15TH ST

EX. 15TH ST

37'

44'

EX. GILBERT ST

EX. STATE ST

EX. BROWN ST

STA. 105+40.00
BEGIN CONSTRUCTION

STA. 106+05.50
TIE INTO US 67 NB

STA. 107+10.34
TIE INTO US 67 NB

STA. 108+50.00
END CONSTRUCTION

SIDEWALK

0 FEET 50

For Mainline Details Refer to D Sheets

For Storm Sewer Details Refer to M Sheets

15TH ST

Fill+30% = 22 CY
Waste = 439 CY
461 CY

Cut = 461 CY

STA. 105+40.00
BEGIN CONSTRUCTION
ELEV. 572.35

STA. 107+10.34
TIE INTO US 67 SB
ELEV. 572.56

STA. 106+05.50
TIE INTO US 67 SB
ELEV. 572.56

STA. 108+50.00
END CONSTRUCTION
ELEV. 574.92

VPI +75.00
Elv 572.55
K = 102
Len 50.00 ft

VPI +25.00
Elv 574.33
K = 36
Len 50.00 ft

VPI +70.00
Elv 572.26
K = 12
Len 50.00 ft

+0.560%
+1.049%
-0.500%
+3.767%
+2.360%
+2%
-2.7%
+2%
+5.7%

571

Prop. Type "B" Ent. Lt.

Prop. Type "B" Ent. Rt.

15TH ST PGL

EXISTING GROUND AT ℄

585 580 575 570 565 560

Lt
Rt

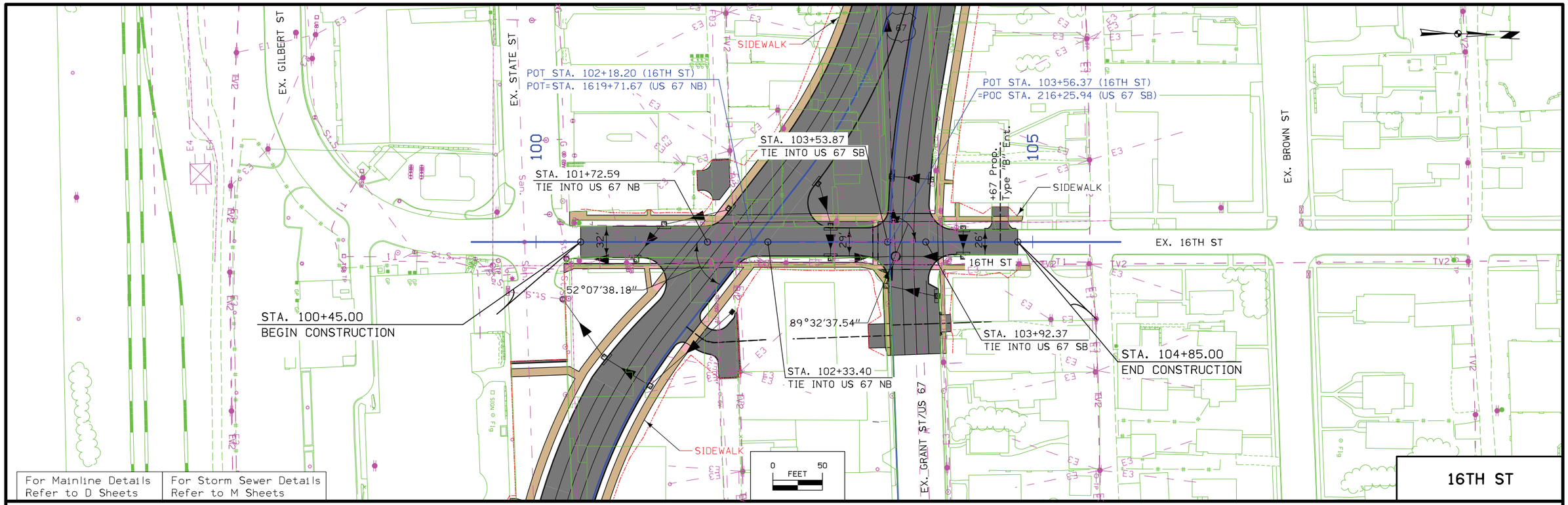
C&G US 67 EB C&G US 67 WB C&G Ent. C&G

572.41 572.58 572.81 573.39 573.01 573.00 572.88 572.49 572.37 572.62 573.39 574.25 574.92

104 105 106 107 108 109

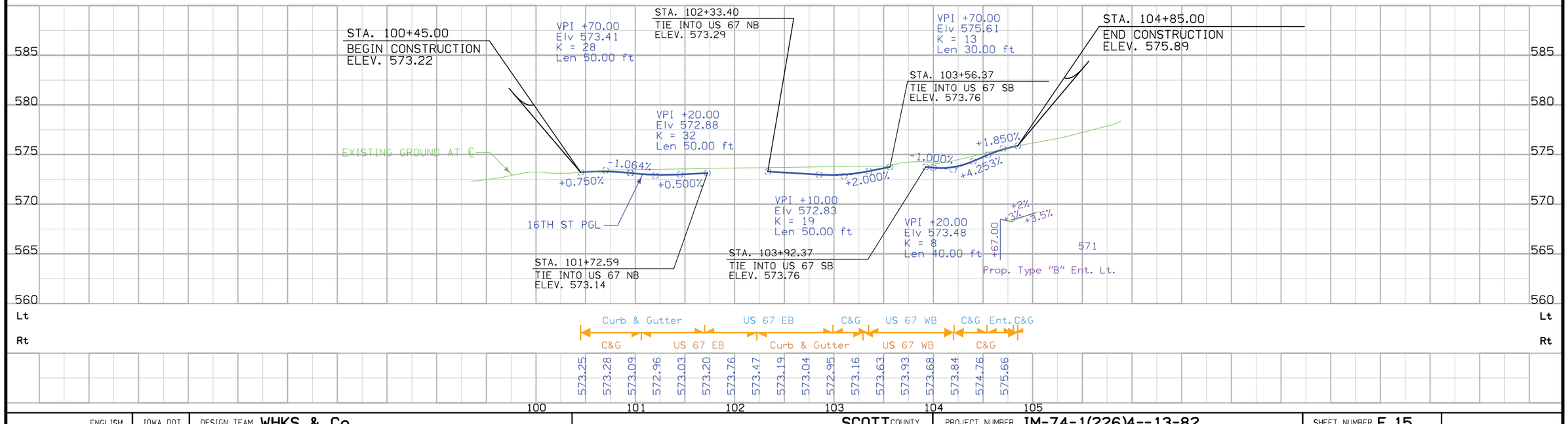
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER E.14

3:48:33 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-E-001.sht



Fill+30% = 10 CY
Waste = 1,321 CY
1,331 CY

Cut = 1,331 CY



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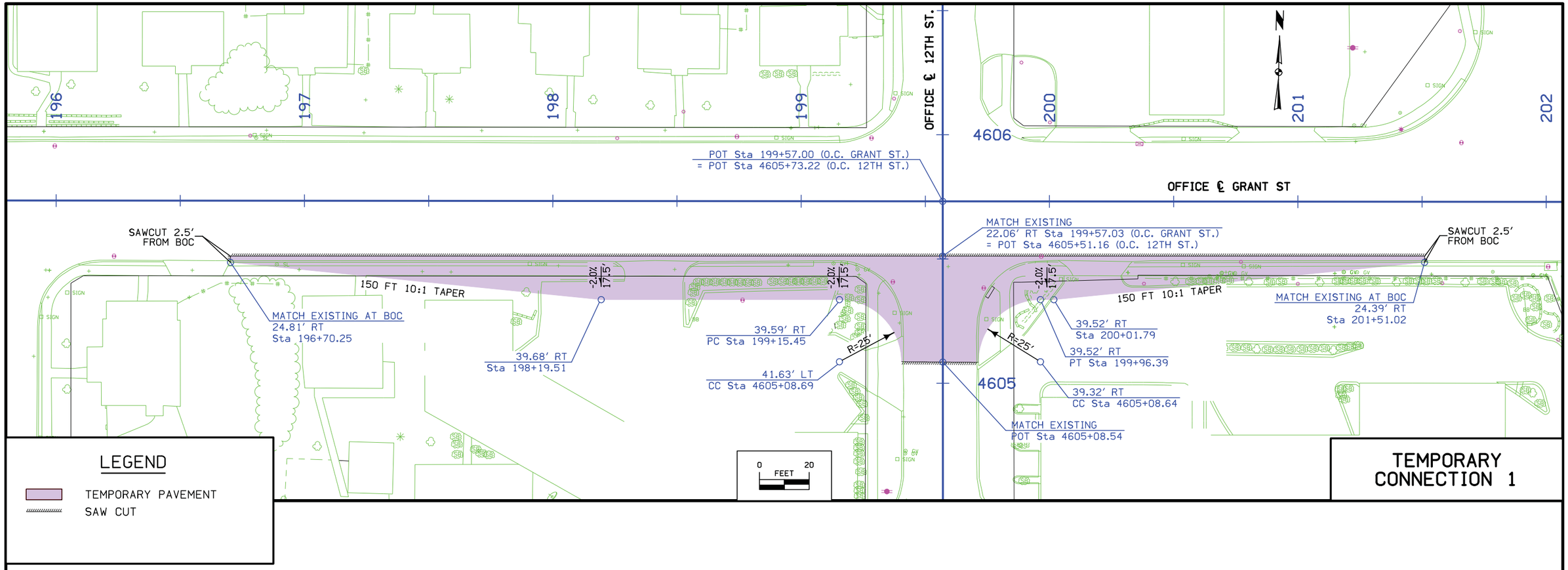

LEGEND

TEMPORARY PAVEMENT

SAW CUT

TEMPORARY CONNECTION 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.1

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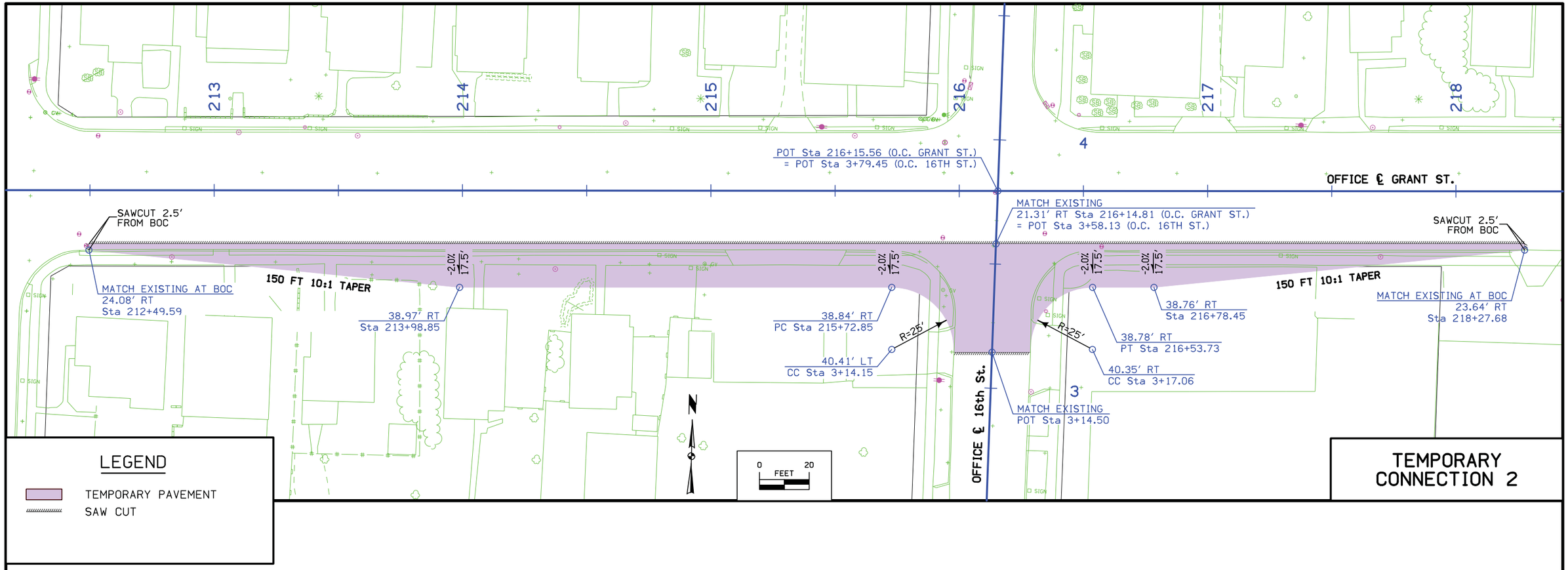

LEGEND

TEMPORARY PAVEMENT

SAW CUT

TEMPORARY CONNECTION 2

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.2

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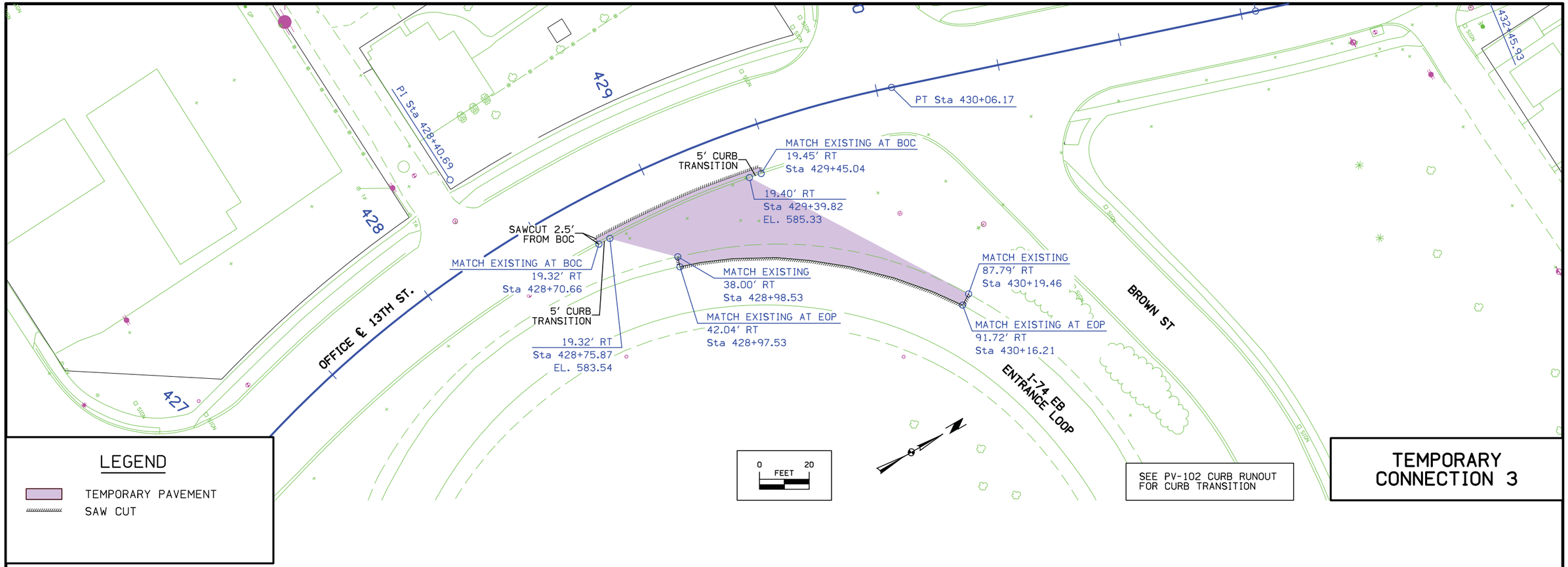

TEMPORARY CONNECTION 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.3

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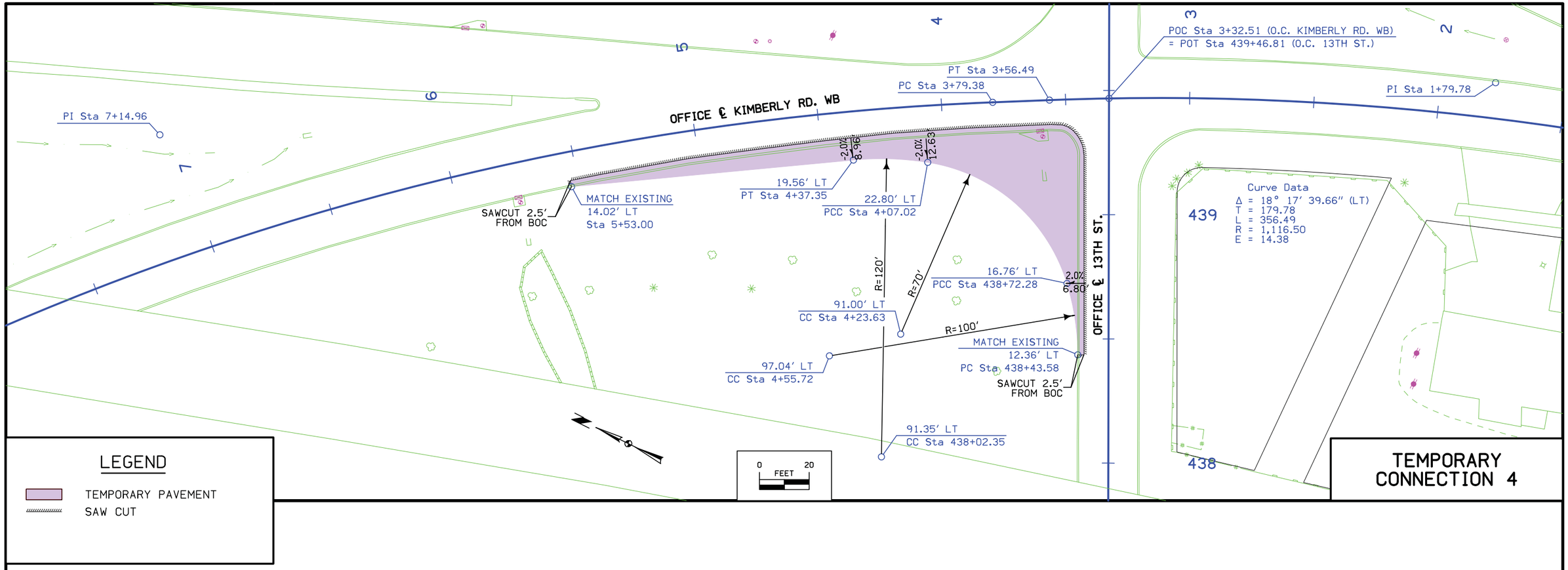

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER F.4	

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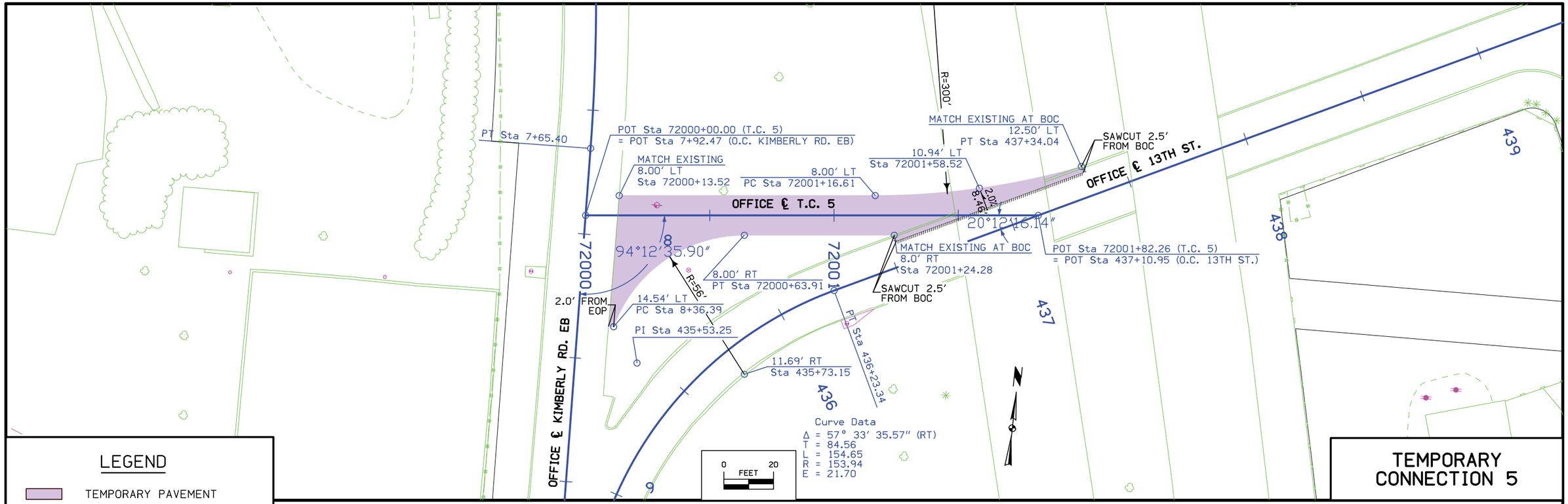
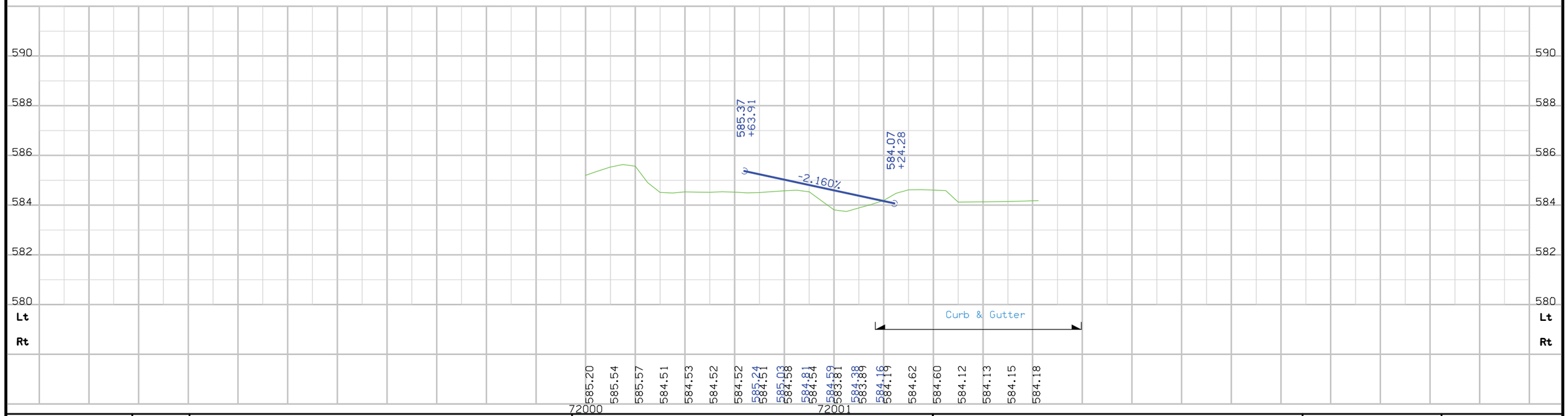


LEGEND

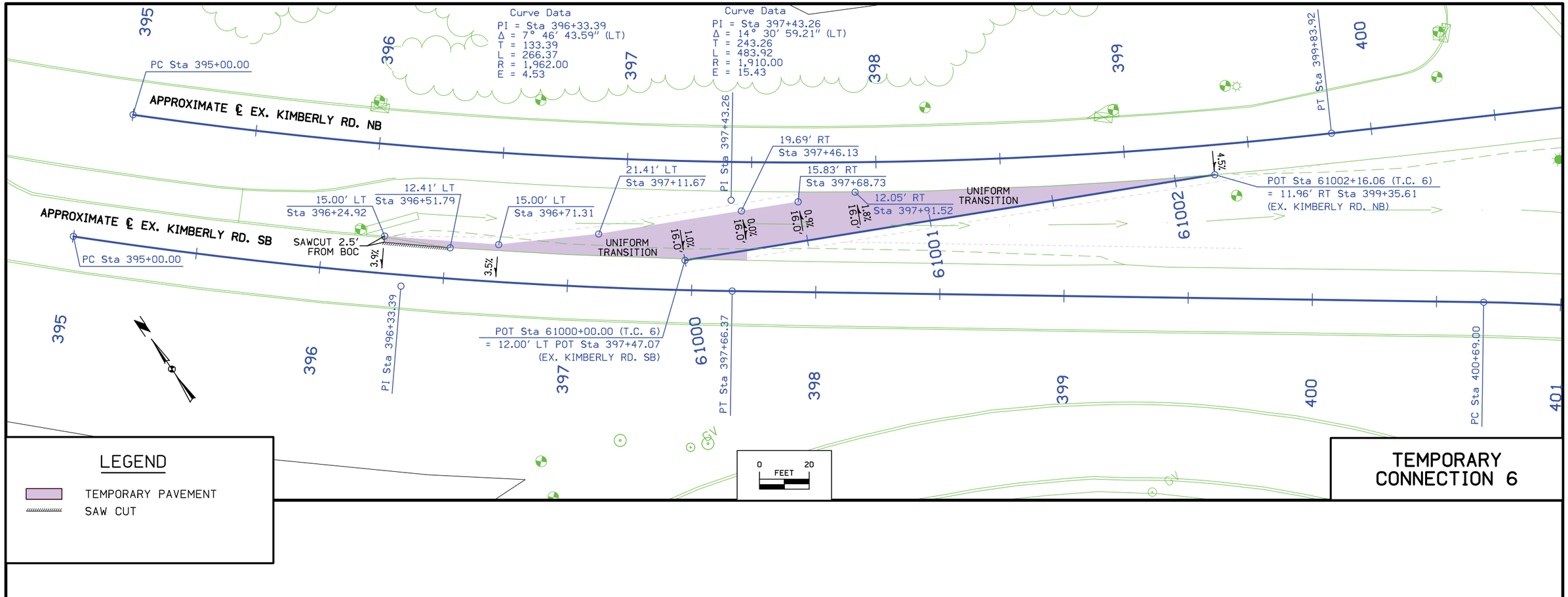
TEMPORARY PAVEMENT

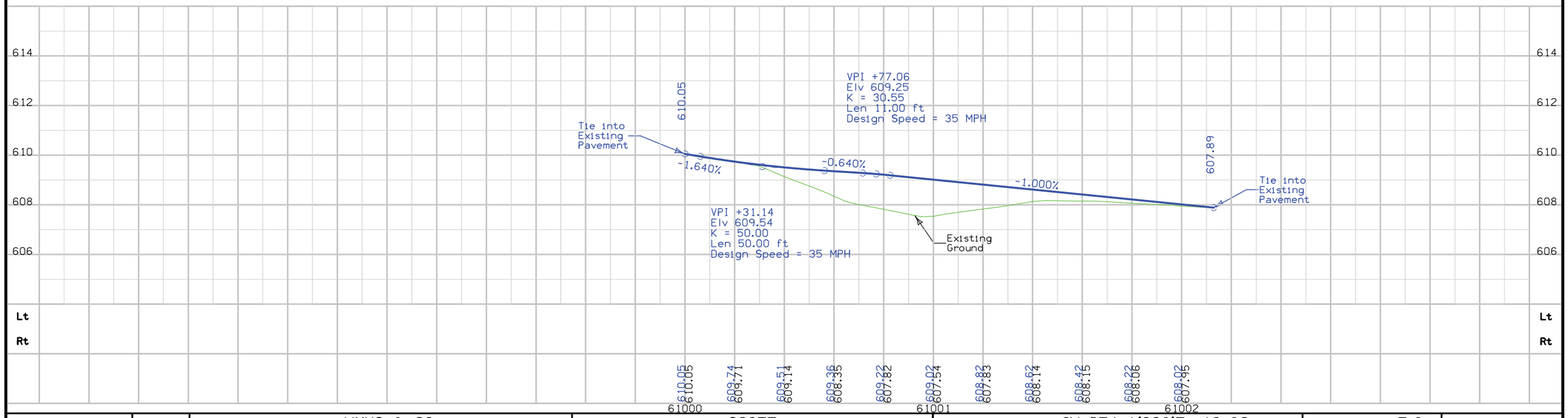
SAW CUT

TEMPORARY CONNECTION 5



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER F.5





ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.6

2:18:18 PM 12/14/2012 IA_I-74_7400.20\7400.20 - I-74\Cadd\Cadd Sheets\7400.20_F-Sheets.sht

MATCH EXISTING
PC Sta 21000+00.00 (T.C. 7)
= 133.29' LT Sta 202+57.99 (O.R.C. GRANT ST.)

21000

Curve Data
Δ = 73° 40' 34.23" (LT)
T = 52.44
L = 90.01
R = 70.00
E = 17.46

21001

21002

PT Sta 21000+90.01

℄ TEMP. CONNECTION 7

POT Sta 21002+48.53 (T.C. 7)
= 38.50' LT Sta 204+60.36 (O.R.C. GRANT ST.)

PI Sta 21000+52.44

38.50' LT
Sta 203+50.33

38.50' LT
Sta 203+40.00

OFFICE RELOCATED ℄ GRANT ST.

PI Sta 203+39.69

PT Sta 204+60.36

Curve Data
Δ = 6° 55' 20.12" (RT)
T = 120.96
L = 241.63
R = 2,000.00
E = 3.65

202 203 204 205 206

TEMPORARY CONNECTION 7

LEGEND

TEMPORARY PAVEMENT

SAW CUT

+00.00 +52.01 +90.01 +03.01 +38.20

5% 3%

UNIFORM TRANSITION

℄ T.C. 7

SUPERELEVATION DETAIL

578.48

Tie into Existing Pavement

-3.550% -6.680%

VPI +11.20
Elv 578.08
Len 22.00
K = 7.03
Design Speed = 20 MPH

Existing Ground

VPI +16.48
Elv 571.05
Len 66.50
K = 10.00
Design Speed = 15 MPH

571.41

-6.680% -0.030% +0.360% +0.760%

Tie into Proposed Pavement

Curb & Gutter

Curb & Gutter

580 578 576 574 572 570

Lt

Rt

578.48 578.06 578.12 577.73 577.49 577.29 576.78 576.16 576.60 575.49 574.82 574.07 575.47 574.15 575.10 573.49 574.89 572.84 574.72 572.22 574.62 571.84 574.67 571.49 574.82 571.24 575.88 571.09 576.51 571.04 575.39 571.04 574.36 571.03 574.32 571.03 574.27 571.05 574.21 571.08 574.13 571.12 574.15 571.19 573.91 571.27 573.87 571.34

21000 21001 21002

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.7

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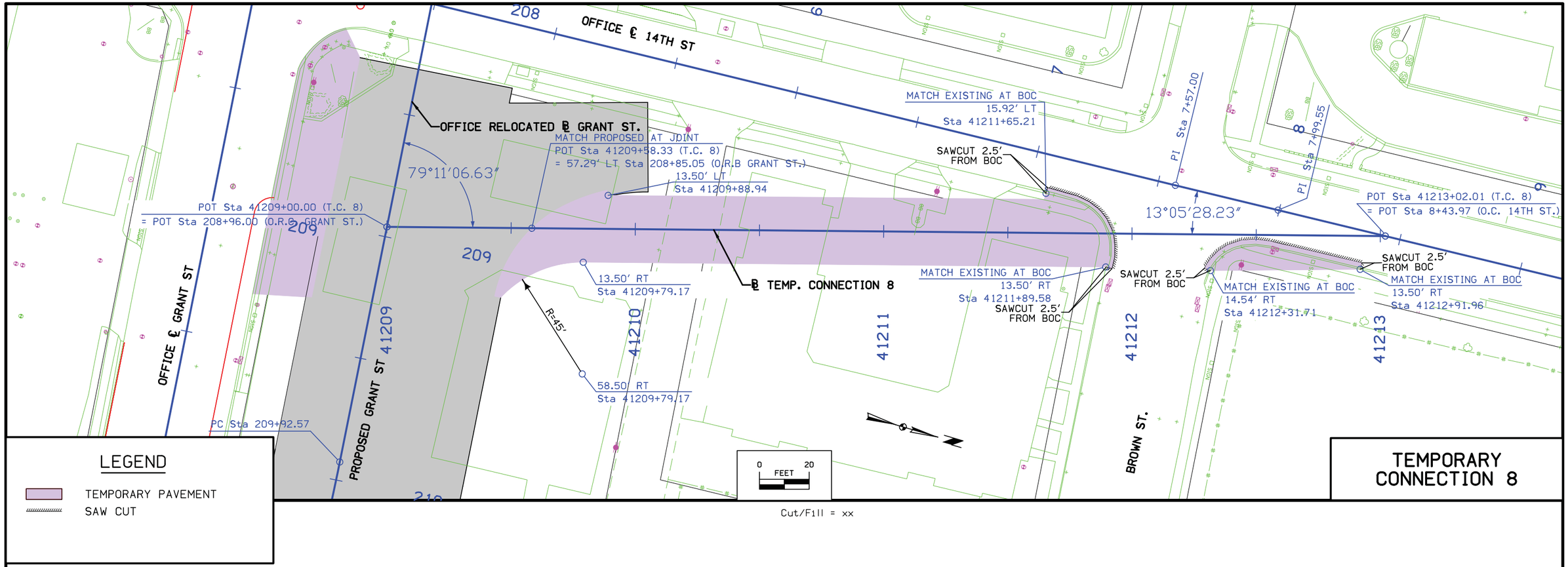
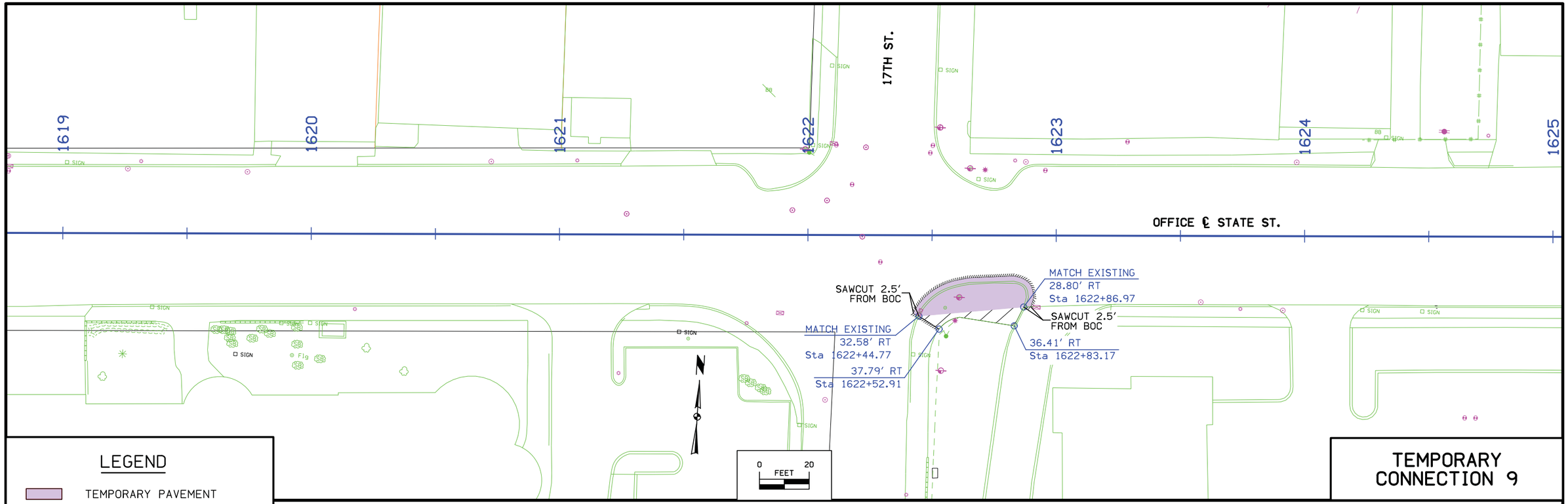


ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.8



LEGEND

- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- SAW CUT

TEMPORARY CONNECTION 9

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.9

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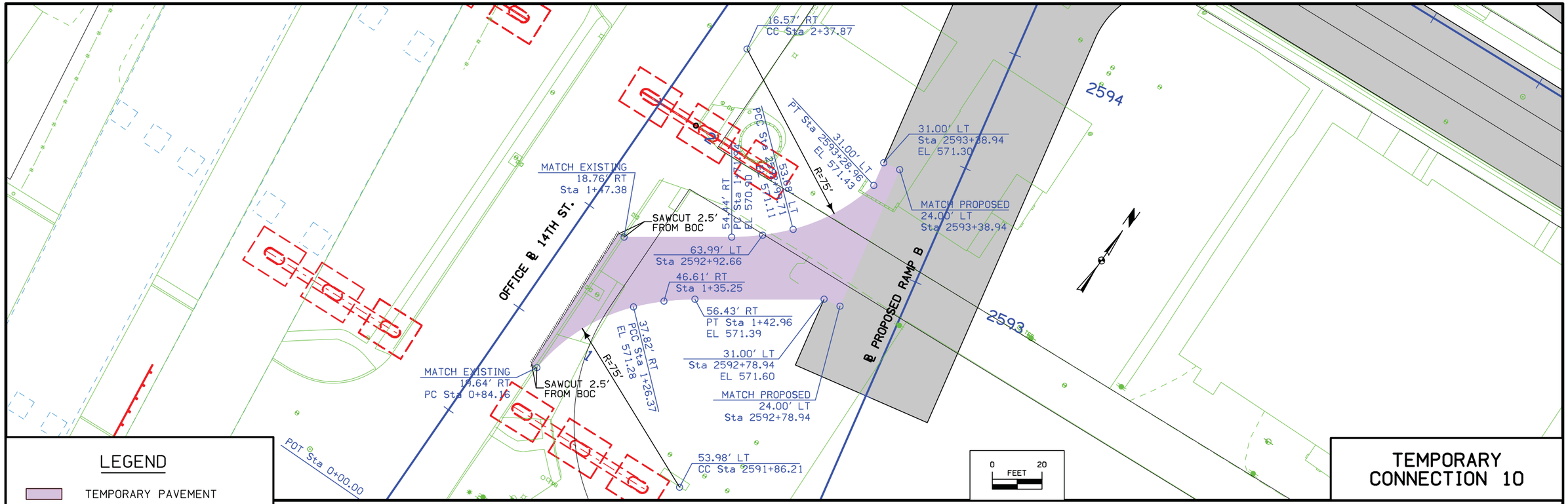

LEGEND

- TEMPORARY PAVEMENT
- CONSTRUCTED PAVEMENT
- SAW CUT

TEMPORARY CONNECTION 10

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.10

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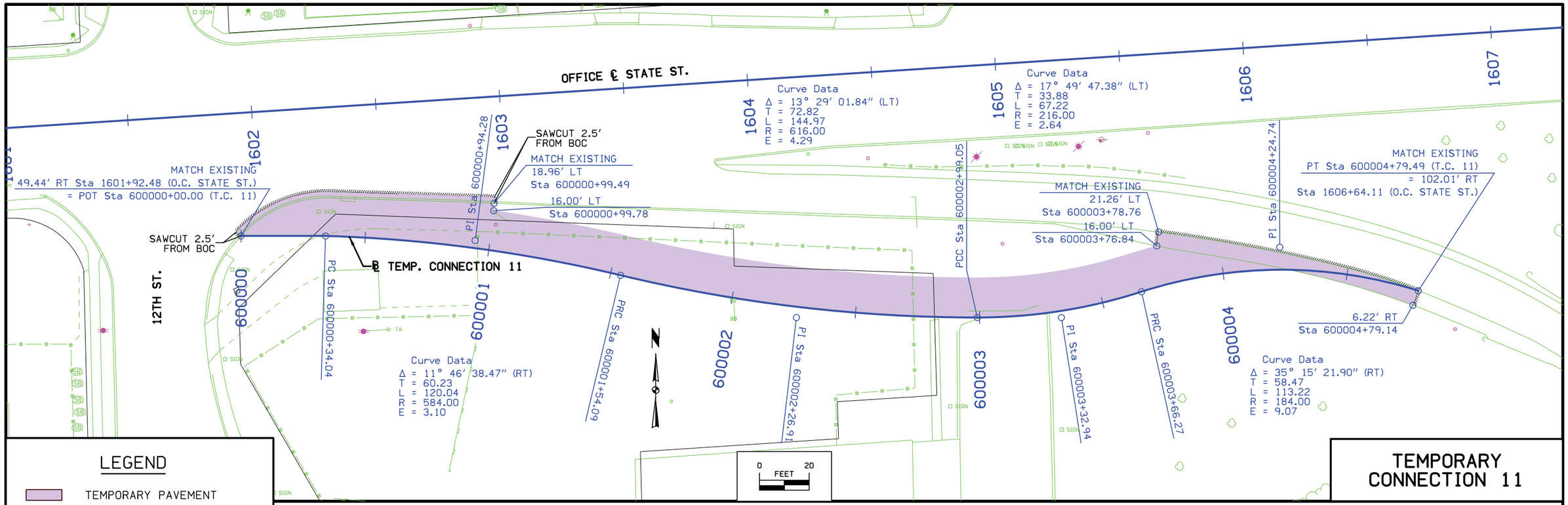
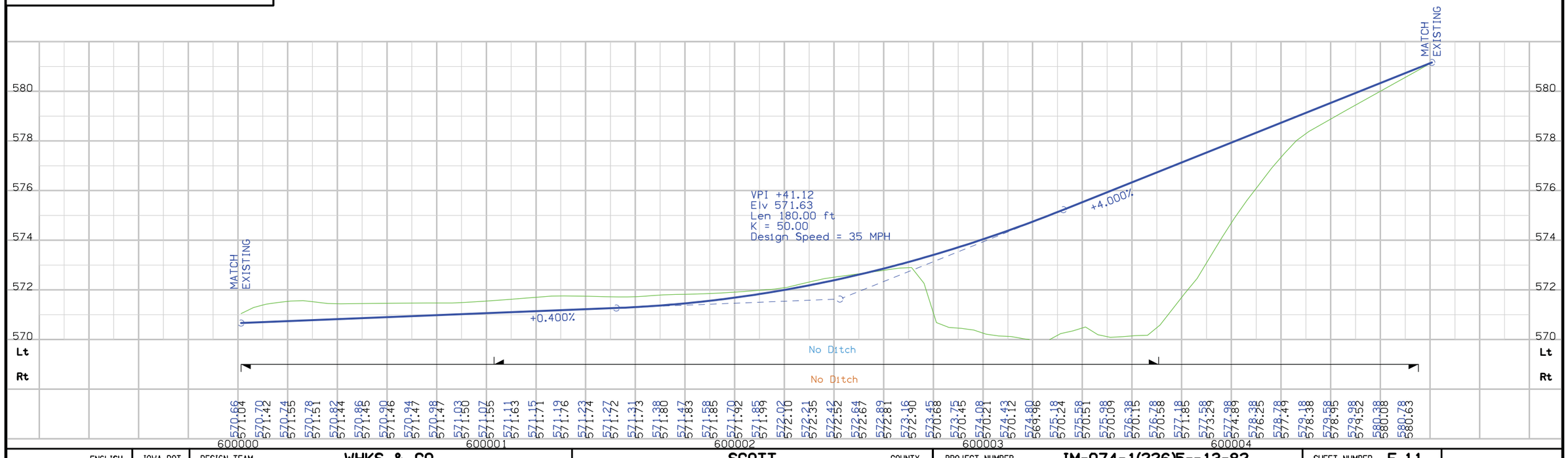


LEGEND

TEMPORARY PAVEMENT

SAW CUT

TEMPORARY CONNECTION 11



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.11

2:18:36 PM 12/14/2012 IA_I-74_7400.20\7400.20 - I-74\Cadd\Cadd Sheets\7400.20_F-Sheets.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:

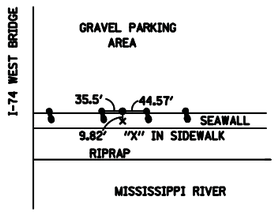
			ELEVATION	NORTHING	EASTING	STATION	OFFSET
No. 500	Sta.	CHISELED "X" IN BOLT E. SIDE CONC. STRUCTURE	575.797	N 568688.8797	E 2458216.7809	6781+18.92	161.19' LT.
No. 501	Sta.	CHISELED "X" IN S.W. FLANGE BOLT IN FHYD	568.923	N 569456.8395	E 2458524.4416	6787+97.99	311.34' RT.
No. 502	Sta.	CHISELED "X" IN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



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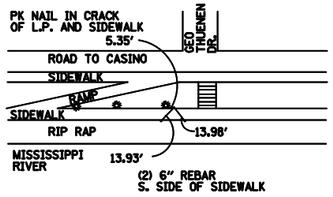
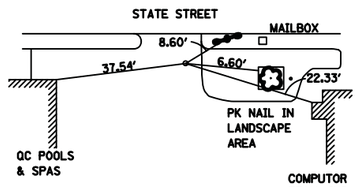


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

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



CP 127
SET 2" PK NAIL
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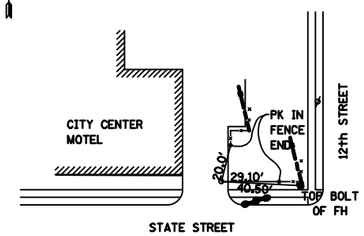

CP 120
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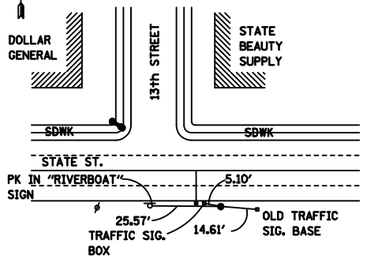
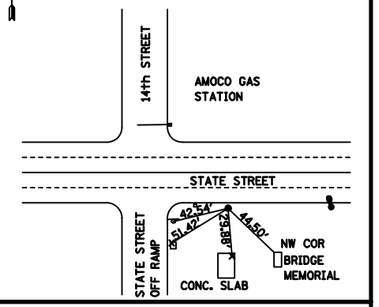


CP 121
SET REBAR
XC=2458219.673 YC=569679.278



CP 128
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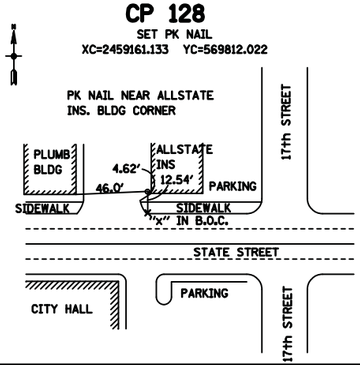

CP 122
SET PK NAIL
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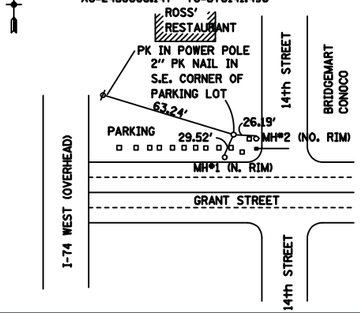

CP 119
SET REBAR
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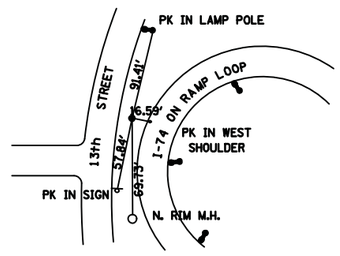
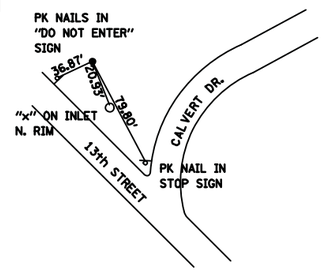
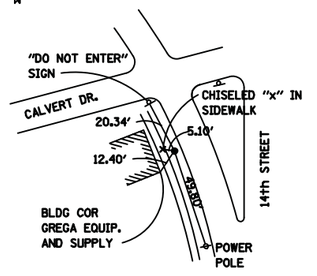


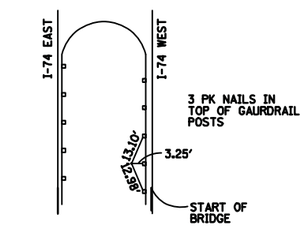
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



CP 123
SET REBAR
XC=2458123.894 YC=571198.413

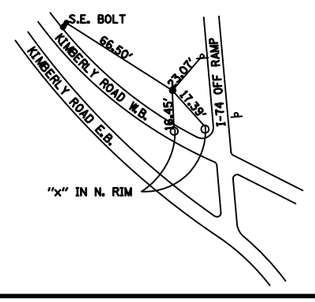


GPS 016
IOWA D.O.T. REBAR
XC=2457637.48 YC= 571682.07

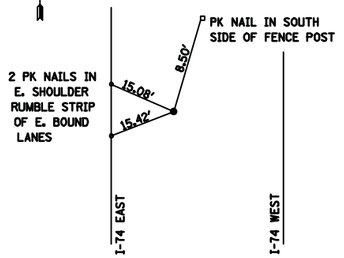


EAST OF MILE MARKER 4.6 ON I-74 EAST

CP 124
SET REBAR
XC=2457286.074 YC=571807.018

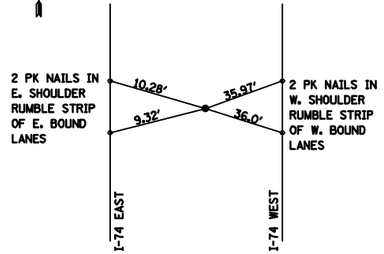


CP 118
SET REBAR
XC=2457491.401 YC=572084.946



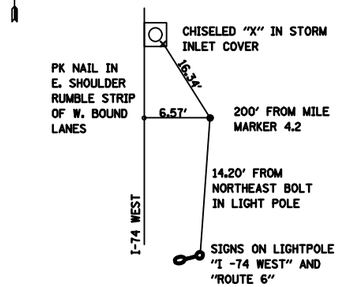
75' SOUTH OF MILE MARKER 4.5 AND 200' NORTH OF ELEVATED ROADWAY

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

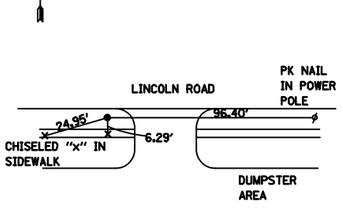


NEAR EXIT 4 SIGN BURIED 4" DEEP

CP 117
SET REBAR
XC=2457147.700 YC=573532.811

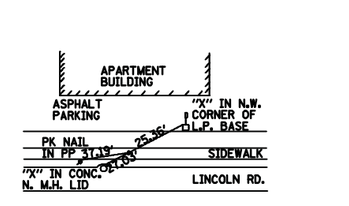


CP 136
SET REBAR
XC=2456315.473 YC=573813.232



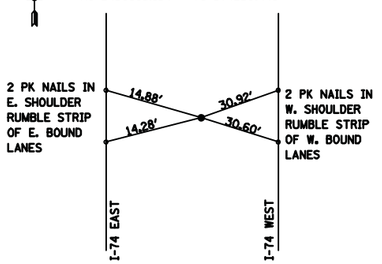
RIVER VALLEY MEDICAL CENTER

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



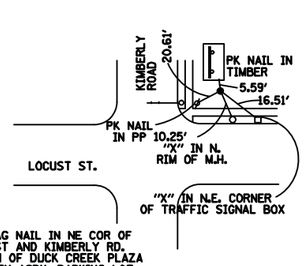
EAST OF I-74; STREET ADDRESS IS 1100 LINCOLN RD.

CP 116
SET REBAR
XC=2456893.154 YC=574220.448



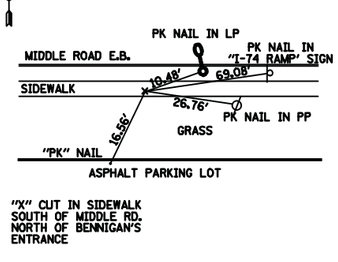
AT ENDS OF RAMP TERMINALS AT MIDDLE ROAD NEAR MILE MARKER 4.1

CP 155
SET MAG NAIL
XC=2455462.725 YC=574528.929



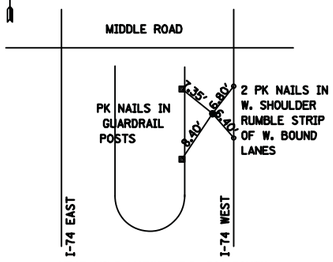
2" MAG NAIL IN NE COR OF LOCUST AND KIMBERLY RD. SOUTH OF DUCK CREEK PLAZA SIGN IN ASPH. PARKING LOT

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



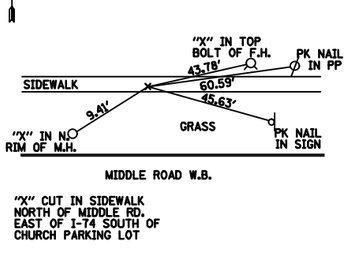
"X" CUT IN SIDEWALK SOUTH OF MIDDLE RD. NORTH OF BENNIGAN'S ENTRANCE

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



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

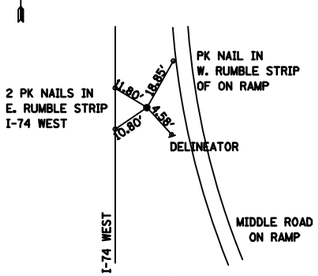
CP 157
CUT "X"
XC=2456906.769 YC=575796.341



MIDDLE ROAD W.B.

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

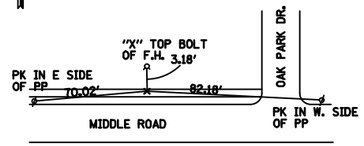
GPS 019
IOWA D.O.T. REBAR
XC=2456566.55 YC=576052.99



APPROXIMATELY 150' S. OF MILE MARKER 3.7

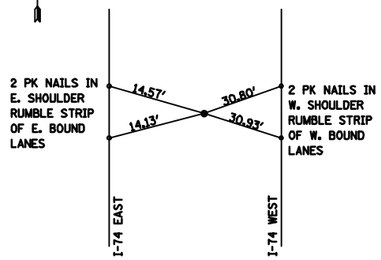
ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER G.2

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



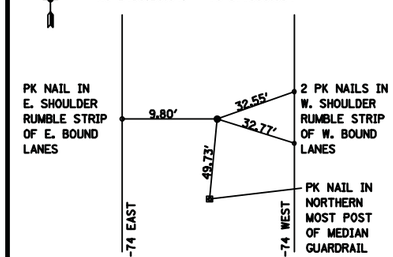
"X" CUT IN SIDEWALK NORTH OF MIDDLE RD.

CP 115
SET REBAR
XC=2456412.899 YC=576427.717



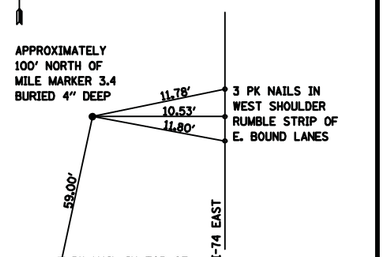
APPROXIMATELY 150' NORTH OF MILE MARKER 3.7 NEAR EXIT 3 OFF RAMP

CP 114
SET REBAR
XC=2456120.941 YC=577360.554

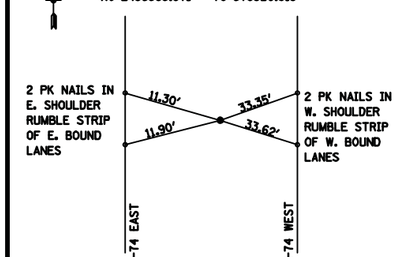


APPROXIMATELY 35' NORTH OF MILE MARKER 3.5

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

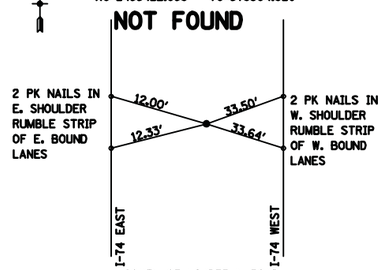


CP 113
SET REBAR
XC=2455595.871 YC=578320.913



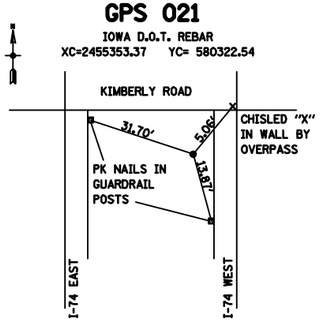
APPROXIMATELY 50' NORTH OF MILE MARKER 3.3

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



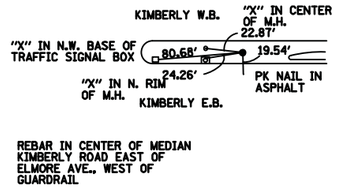
SOUTH OF KIMBERLY ROAD ON RAMP TERMINALS I-74 E.

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



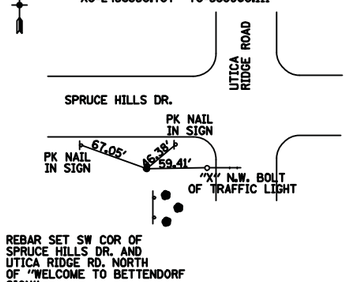
NEAR MILE MARKER 2.9 AND W. OF BM 514

CP 153
SET REBAR
XC=2453996.477 YC=580419.379



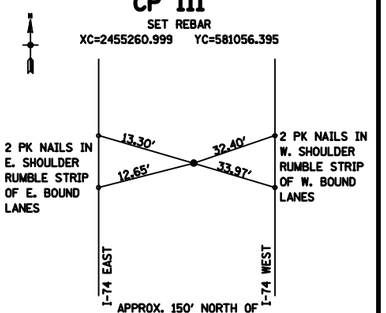
REBAR IN CENTER OF MEDIAN KIMBERLY ROAD EAST OF ELMORE AVE., WEST OF GUARDRAIL

CP 154
SET REBAR
XC=2456350.707 YC=580360.111



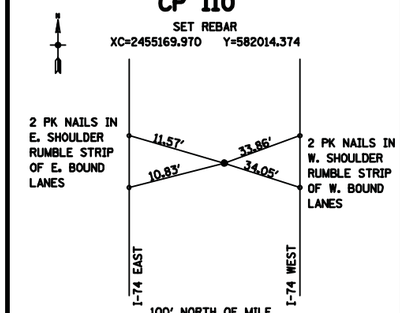
REBAR SET SW COR OF SPRUCE HILLS DR. AND UTICA RIDGE RD. NORTH OF "WELCOME TO BETTENDORF SIGN"

CP 111
SET REBAR
XC=2455260.999 YC=581056.395



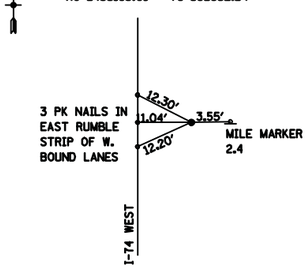
APPROX. 150' NORTH OF KIMBERLY ROAD ON RAMP I-74 W.

CP 110
SET REBAR
XC=2455169.970 Y=582014.374

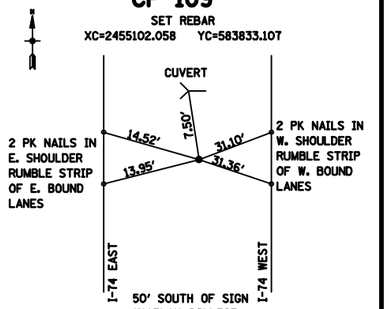


100' NORTH OF MILE MARKER 2.6

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

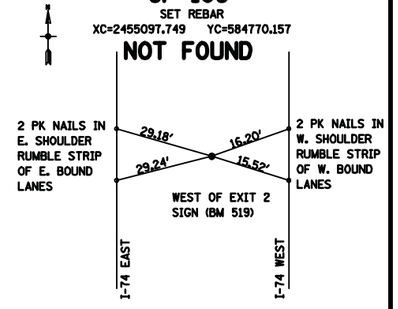


CP 109
SET REBAR
XC=2455102.058 YC=583833.107



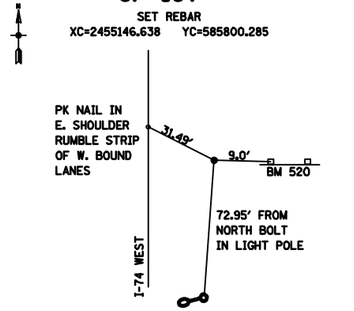
50' SOUTH OF SIGN "KAPLAN COLLEGE-FAMILY MUSEUM"

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



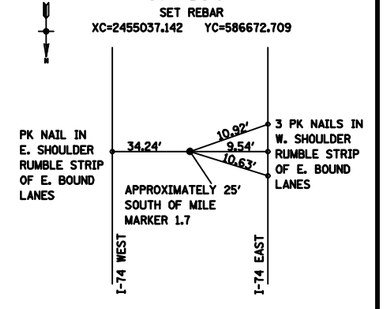
WEST OF EXIT 2 SIGN (BM 519)

CP 107
SET REBAR
XC=2455146.638 YC=585800.285

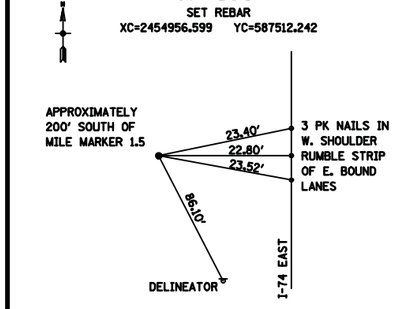


BETWEEN MILE MARKER 1.8 AND 1.9 I-74 W.

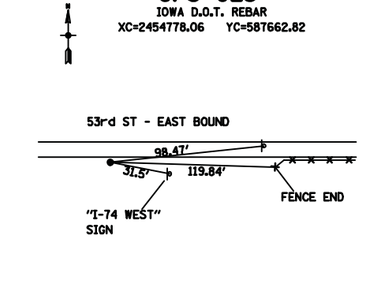
CP 106
SET REBAR
XC=2455037.142 YC=586672.709



CP 105
SET REBAR
XC=2454956.599 YC=587512.242

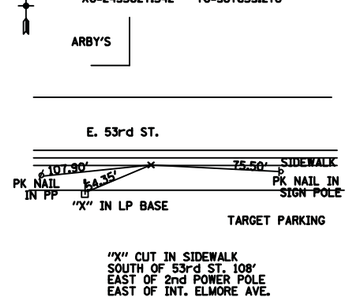


GPS 023
IOWA D.O.T. REBAR
XC=2454778.06 YC=587662.82



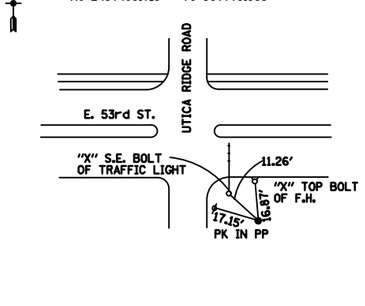
WEST OF 53rd STREET OVERPASS

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

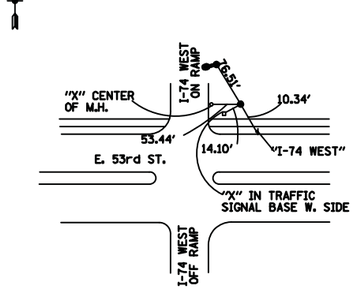


"X" CUT IN SIDEWALK SOUTH OF 53rd ST. 108' EAST OF 2nd POWER POLE EAST OF INT. ELMORE AVE.

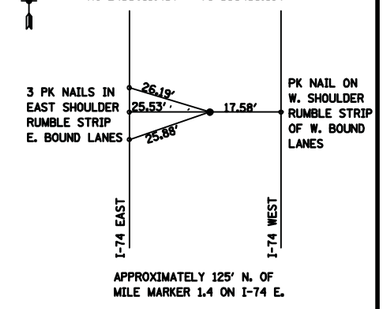
CP 151
SET REBAR
XC=2457483.715 YC=587773.383



CP 150
SET REBAR
XC=2455597.934 YC=587810.951

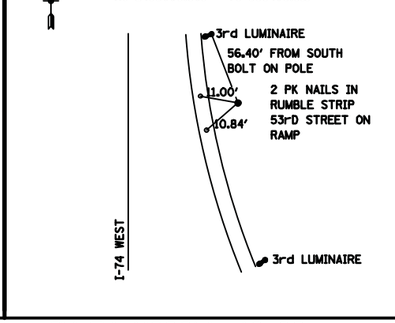


CP 104
SET REBAR
XC=2455015.457 YC=588438.914

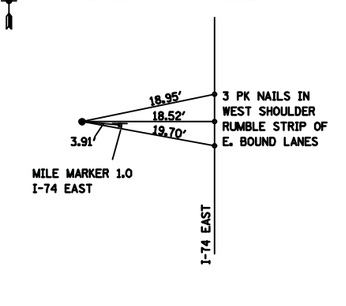


APPROXIMATELY 125' N. OF MILE MARKER 1.4 ON I-74 E.

CP 103
SET REBAR
XC=2455068.801 YC=589403.811



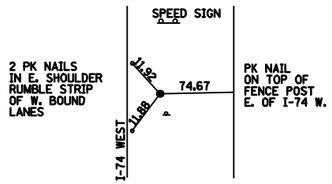
CP 102
SET REBAR
XC=2454899.731 YC=590331.226



ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER G.3

GPS 024

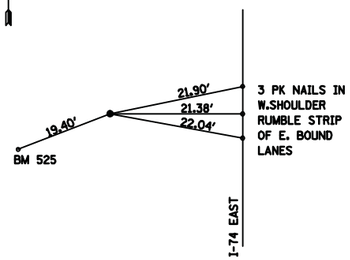
IOWA D.O.T. REBAR
XC=2455023.00 YC=590859.10



APPROXIMATELY 4' N. OF MILE MARKER 0.9

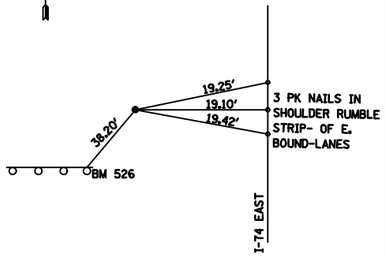
CP 101

SET REBAR
XC=2454878.922 YC=591166.229



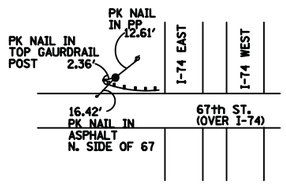
CP 100

SET REBAR
XC=2454793.567 YC=592152.404



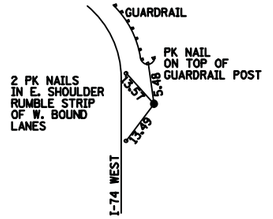
GPS 025

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



GPS 026

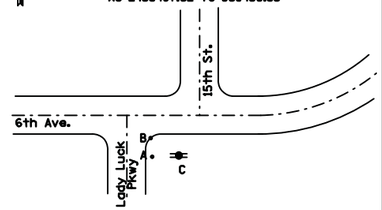
IOWA D.O.T. REBAR
XC=2454058.23 YC=595179.39



APPROXIMATELY 176' S. I-80 OVERPASS

GPS 230

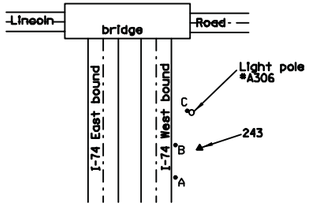
Pt (5/8" Rebar) is on the right corner intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



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

GPS 231

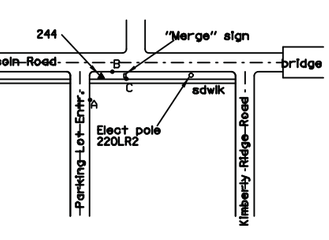
Pt (5/8" Rebar) is in the NW quadrant of State & 16th St. intersection approx 3.5' inside 16th St. curb
XC=2458935.33 YC=569782.48



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

GPS 232

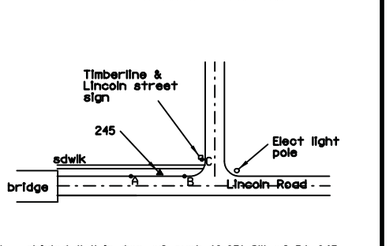
Pt (5/8" Rebar) is in the SE quadrant of State & Geo. Thuenen (16th St) intersection approx 12' inside Geo. Thuenen Dr. curb
XC=2459398.32 YC=569742.58



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

GPS 233

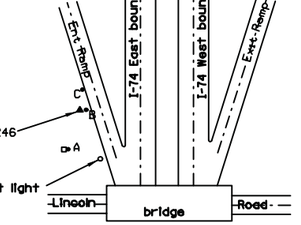
Pt is PK in asphalt road in the SW quadrant of State St. & 12th St approx 9.4' inside curb
XC=2457259.09 YC=569614.09



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

GPS 234

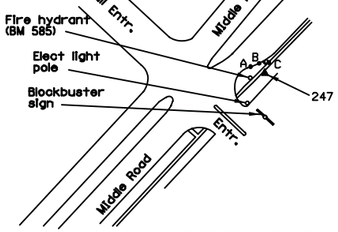
Pt (5/8" Rebar) is on the side of sidewalk in the NW corner of State & 10th St. approx 6.4' inside edge of curb.
XC=2456475.60 YC=569641.39



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

GPS 235

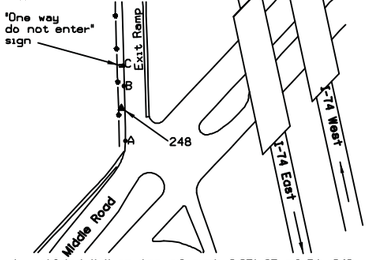
Pt (5/8" Rebar) is in the SE quadrant of Grant & 10th St intersection approx 4.1' inside curb along 10th St.
XC=2456525.28 YC=570016.89



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

GPS 236

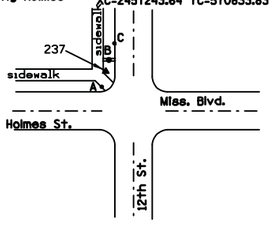
Pt (5/8" Rebar) is in the NW quadrant of Grant & 13th St intersection approx 8.5' NE of traffic light post.
XC=2457483.74 YC=570108.88



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

GPS 237

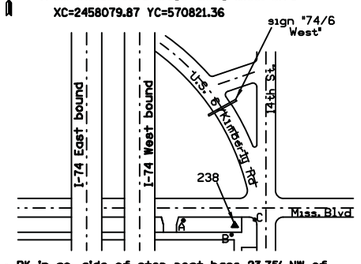
Pt (5/8" Rebar) is in the NW quadrant of Holmes & 12th St intersection approx 7.5' north of curb along Holmes
XC=2457243.64 YC=570833.83



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

GPS 238

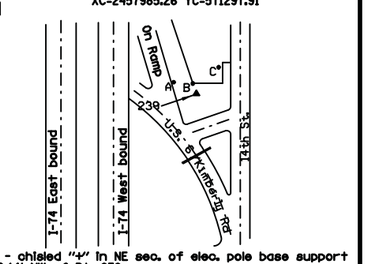
Pt (5/8" Rebar)is in the SW quadrant of Miss. Blvd. & Route 6 (Kimberly Road) approx 3.7' from inside curb edge along Miss. Blvd
XC=2458079.87 YC=570821.36



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

GPS 239

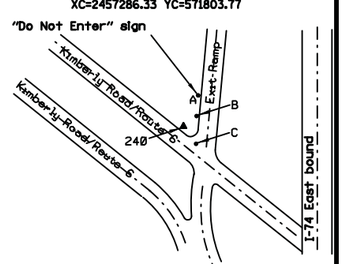
Pt (5/8" Rebar) is east of Kimberly Road ramp, approx 44.5' from the curb
XC=2457985.26 YC=571297.91



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

GPS 240

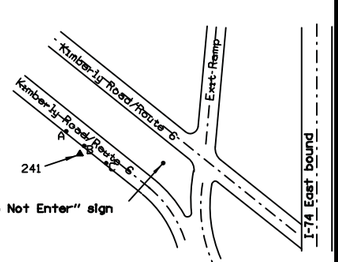
Pt (5/8" Rebar) is NW of intersection of I-74 exit ramp and Kimberly Road approx. 5' from curb
XC=2457286.33 YC=571803.77



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

GPS 241

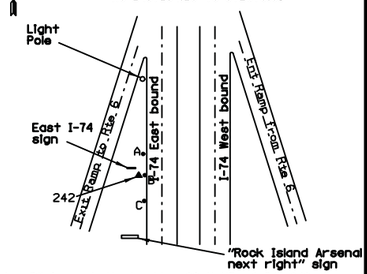
Pt (5/8" Rebar) is south of Kimberly Road east bound approx 3' from the curb
XC=2456812.93 YC=572015.25



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

GPS 242

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



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

GPS 243

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

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

GPS 244

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

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

GPS 245

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

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

GPS 246

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

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

GPS 247

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

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

GPS 248

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

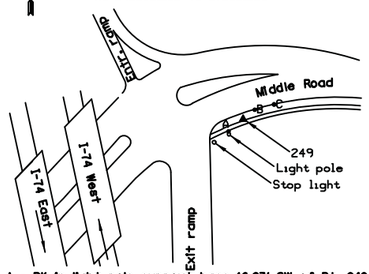
A - chisled "+" on top of curb 6.27' SE of Pt. 248
B - PK in asphalt shoulder 10.48' NE of Pt. 248
C - PK in sign post base 14.19' NW of Pt 248

ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--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

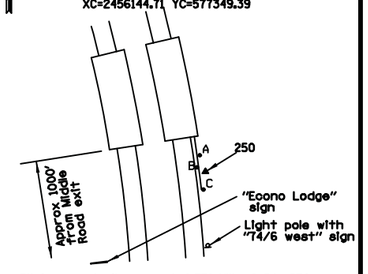


A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

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

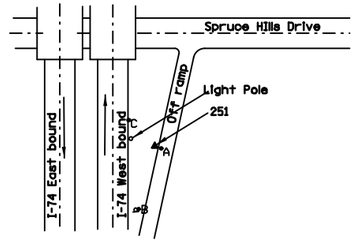


A - PK in guardrail support 6.73' NW of Pt. 250
B - PK in asphalt shoulder 5.0' W of Pt. 250
C - PK in guardrail support 19.9' SW of Pt 250

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

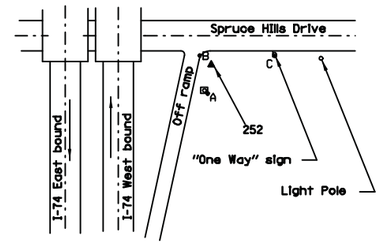


A - PK in asphalt shoulder 8.1' E of Pt. 251
B - PK in sign post base 63.32' SW of Pt. 251
C - PK in asphalt shoulder 26.3' SW of Pt 251

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

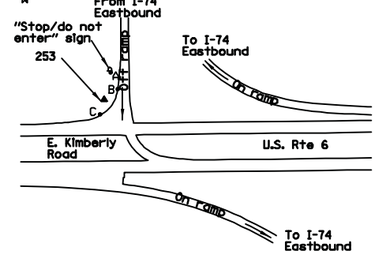


A - chisled "+" in MH conc wall 15.74' SW of Pt. 252
B - chisled "+" in asphalt shoulder 9.74' NW of Pt. 252
C - PK in sign post support base 22.8' NE of Pt 252

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

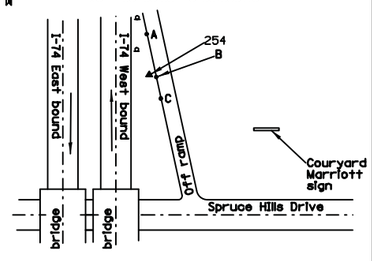


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

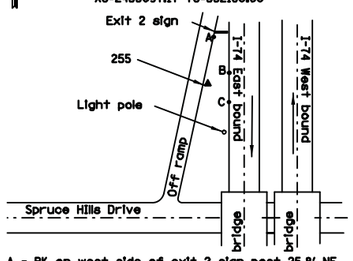


A - PK in sign post base 24.35' NE of Pt. 253
B - PK in asphalt shoulder 8.8' SE of Pt. 253
C - PK in asphalt shoulder 12.67' SW of Pt 253

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

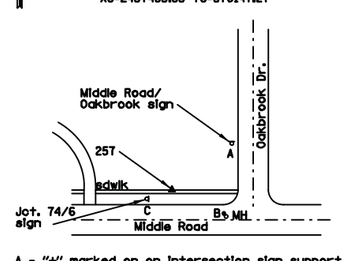


A - PK on west side of exit 2 sign post 25.8' NE of Pt. 255
B - PK in asphalt shoulder 18.42' NE of Pt. 255
C - PK in asphalt shoulder 21.58' SE of Pt 255

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

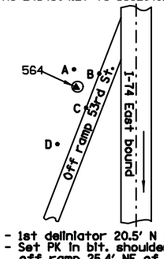


A - "+" marked on on intersection sign support base 11.5' NE of Pt. 257
B - "+" marked in MH rim 16.7' SE of Pt. 257
C - PK in Jct sign post base 41.4' SW of Pt 257

BM 564

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

XC=2454904.27 YC=589267.60 EL=701.761

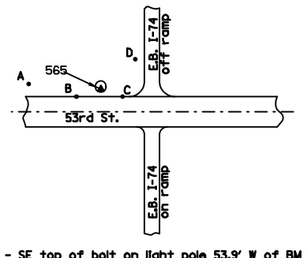


A - 1st deliniator 20.5' N of BM 564
B - Set PK in bit. shoulder of 53rd St. off ramp 25.4' NE of BM 564
C - Set PK in bit. shoulder of 53rd St. off ramp 21.1' SE of BM 564
D - 1st deliniator 80.5' S of BM 564

BM 565

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

XC=2454440.76 YC=587747.03 EL=687.923

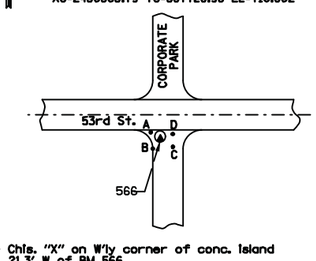


A - SE top of bolt on light pole 53.9' W of BM 565
B - Chis. "X" in curb 14.5' SW of BM 565
C - Chis. "X" in curb 14.3' SE of BM 565
D - PK in "One Way" sign post 40.8' NE of BM 565

BM 566

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

XC=2456363.79 YC=587728.98 EL=710.862

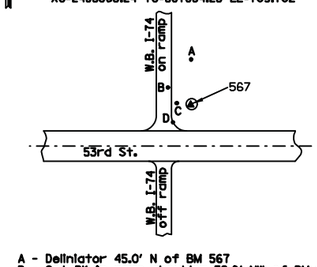


A - Chis. "X" on W'ly corner of conc. island 21.3' W of BM 566
B - Chis. "X" in W curb ent. 37.1' SW of BM 566
C - Chis. "X" on median curb 42.0' SE of BM 566
D - Chis. "X" on N end of median curb 26.2' E of BM 566

BM 567

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

XC=2455565.24 YC=587854.25 EL=709.702

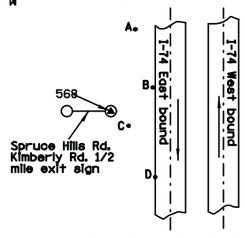


A - Deliniator 45.0' N of BM 567
B - Set PK in ramp shoulder 52.0' NW of BM 567
C - Chis. "X" in conc. slab 13.7' W of BM 567
D - Chis. "X" in curb 24.1' SW of BM 567

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

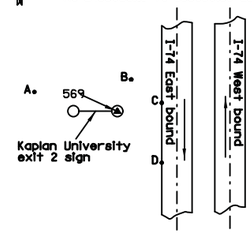


A - 1st deliniator 54.9' NE of BM 568
B - Set PK in E.B. shoulder 28.1' NE of BM 568
C - Set PK in E'ly "Speed Zone Ahead" sign post 22.8' SE of BM 568
D - Set Mag nail in E.B. shoulder 61.6' SE of BM 568

BM 569

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

XC=2455026.11 YC=583690.39 EL=679.946

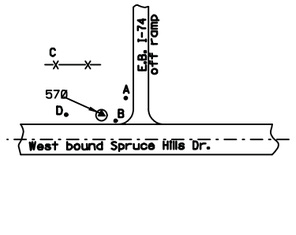


A - Brace post on R-O-W fence 93.0' NW of BM 569
B - 1st deliniator 47.1' N of BM 569
C - Set PK in E.B. I-74 shoulder 35.3' E of BM 569
D - Set PK in E.B. I-74 shoulder 54.8' SE of BM 569

BM 570

Found cut "X" on north side of light pole

XC=2454523.52 YC=580492.15 EL=657.126

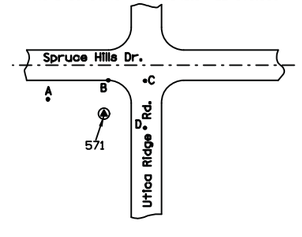


A - PK in Stop sign 72.2' NE of BM 570
B - Mag nail bit. shoulder 40.0' E of BM 570
C - Brace post in fence 107.5' NW of BM 570
D - PK in West Route 6 sign 92.4' W of BM 570

BM 571

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

XC=2456407.40 YC=580345.54 EL=678.869

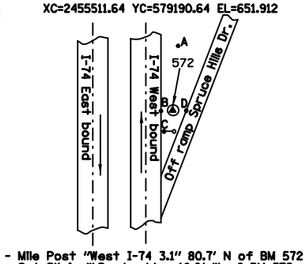


A - Control Point #154 58.5' W of BM 571
B - Chis. "X" in curb 39.6' N of BM 571
C - Chis. "X" end curb center median 58.5' NE of BM 571
D - Chis. "X" end curb center median 32.5' E of BM 571

BM 572

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

XC=2455511.64 YC=579190.64 EL=651.912

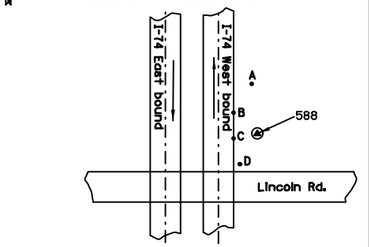


A - Mile Post "West I-74 3.1" 80.7' N of BM 572
B - Set PK in W.B. shoulder 16.0' W of BM 572
C - West post for "Exit 2" sign 48.4' S of BM 572
D - Set PK in inside shoulder of Spruce Hills off ramp 16.2' E of BM 572

BM 588

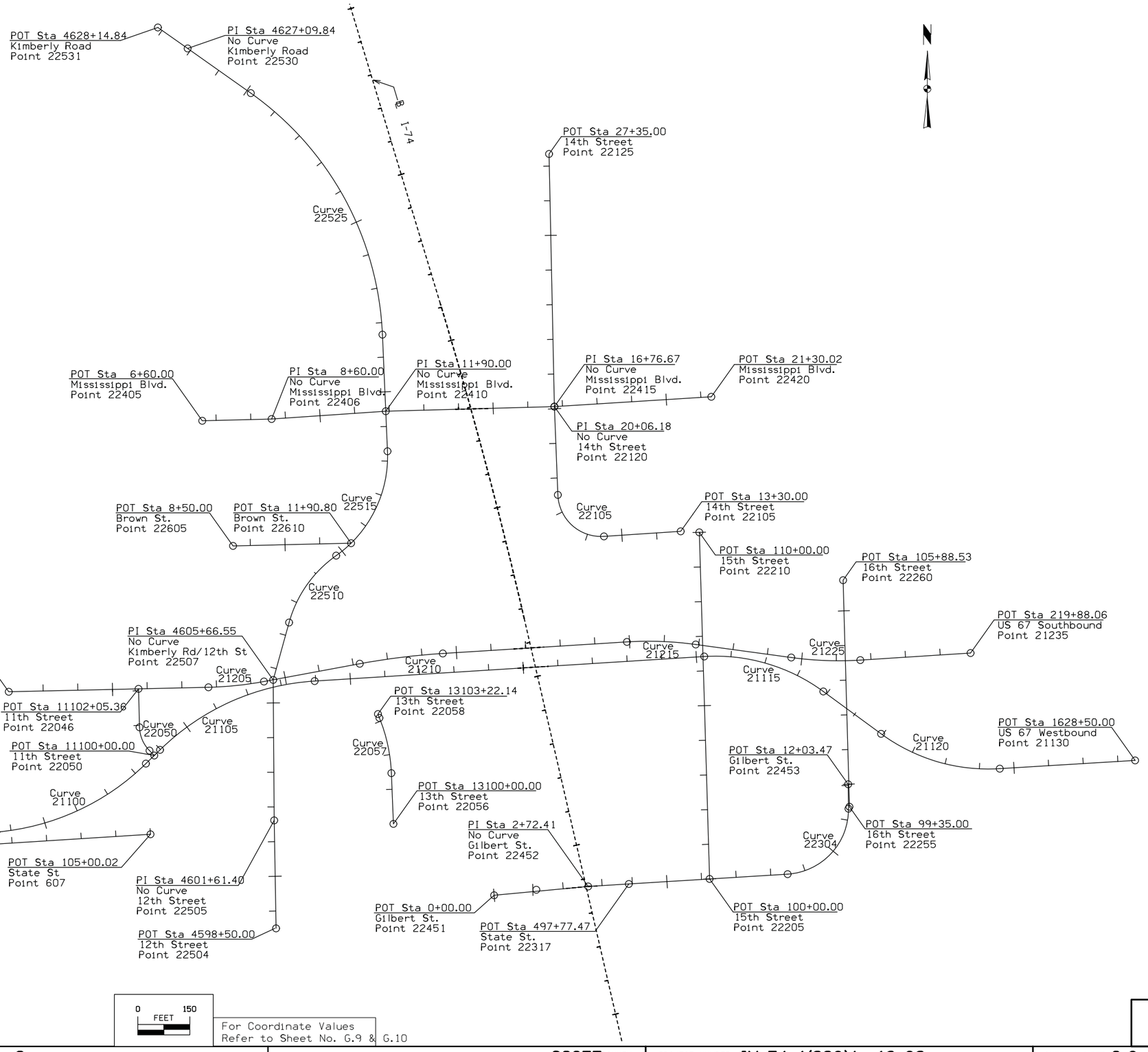
Set chis. "X" on west side of light pole foundation

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(226)4--13-82	SHEET NUMBER G.5

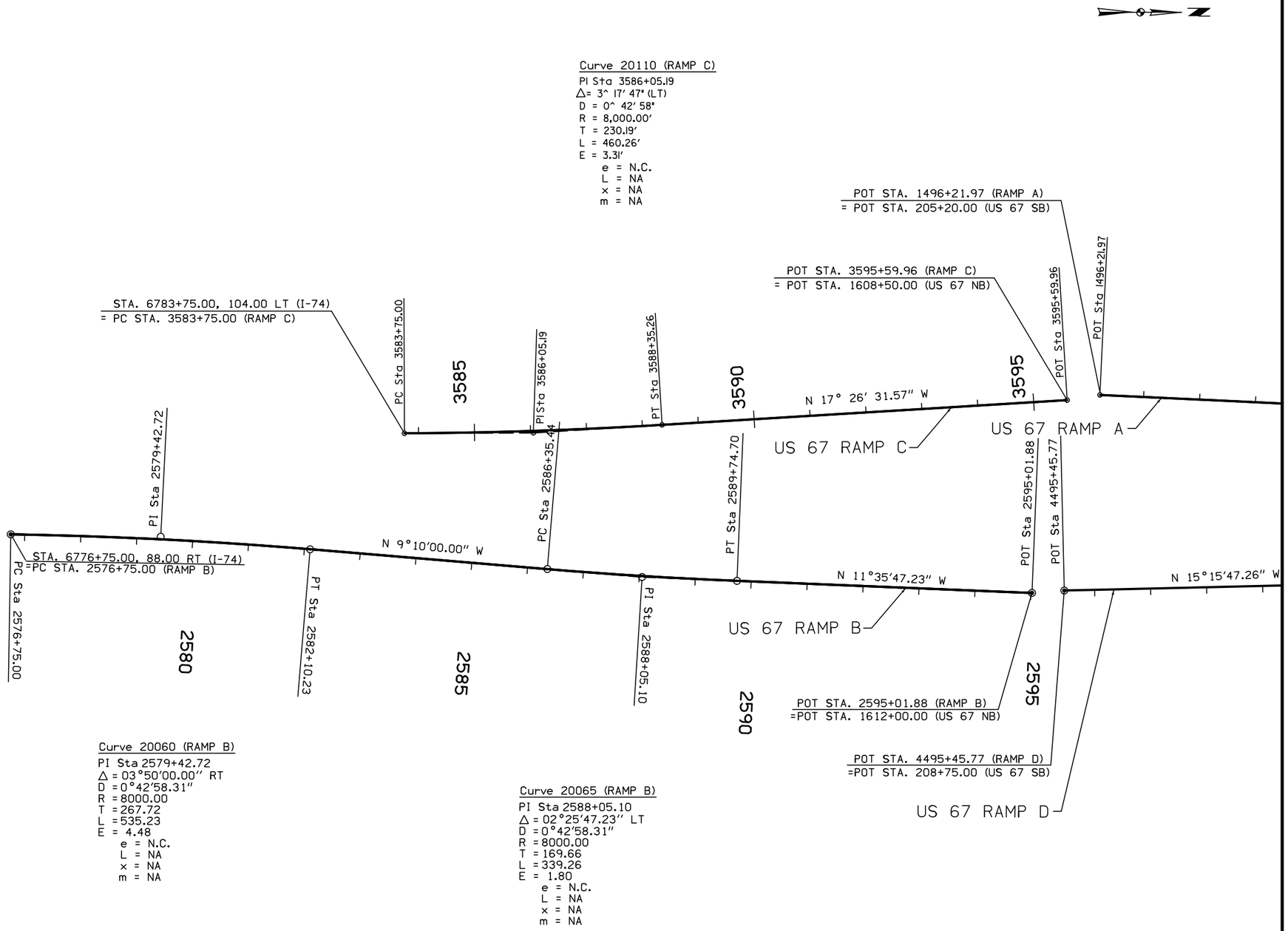


For Coordinate Values
Refer to Sheet No. G.9 & G.10

ALIGNMENTS LOCAL ROADS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER G.6

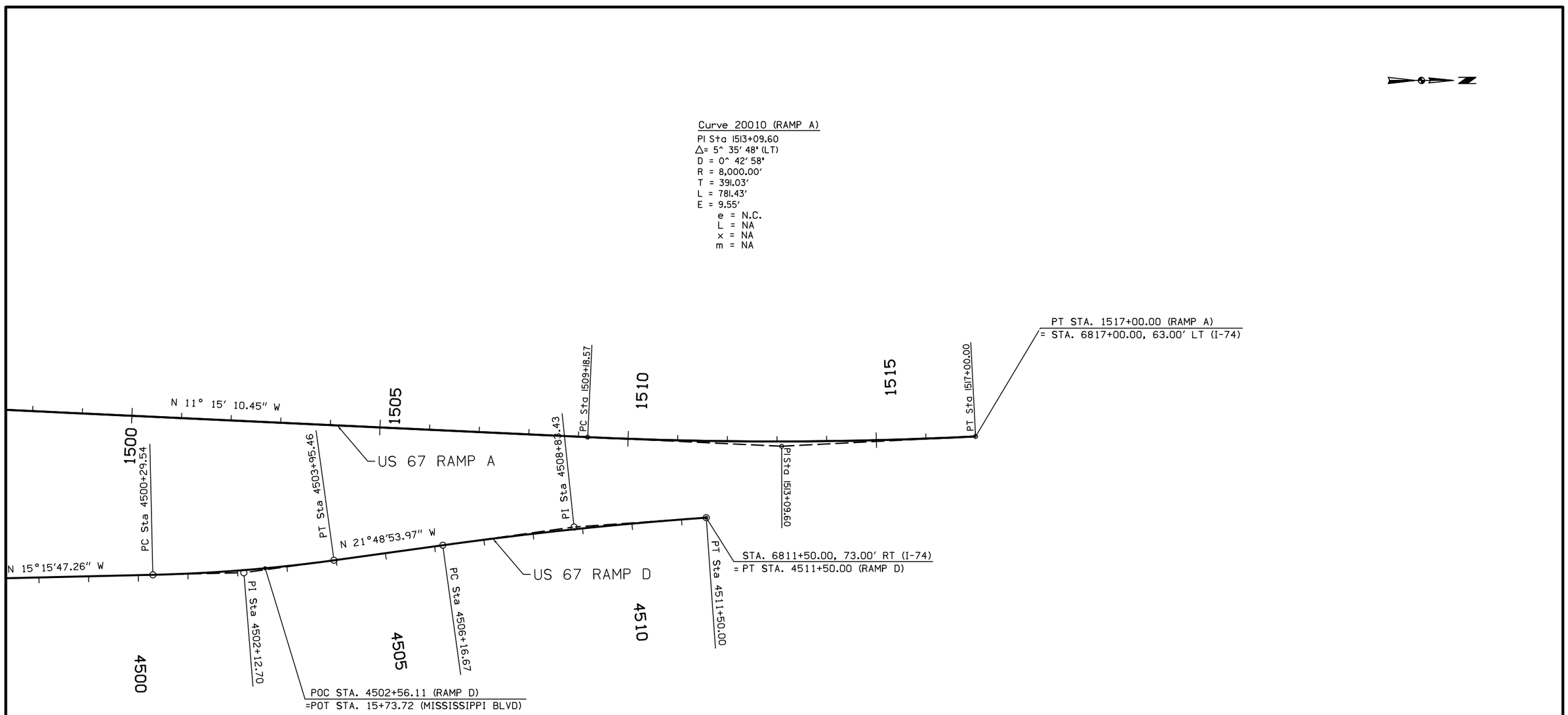
2:19:53 PM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-G-001.sht



ALIGNMENTS

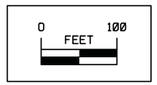
US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **G.7**	



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(226)4--13-82**	SHEET NUMBER **G.8**	

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)
	US 67 SOUTHBOUND																		
21205		192+00.46	570,025.981	2,456,537.815															
21205								197+76.87	570,038.915	2,457,114.077	198+57.61	570,040.727	2,457,194.804	199+38.01	570,055.468	2,457,274.194			
21210								202+18.73	570,106.715	2,457,550.194	203+39.69	570,128.797	2,457,669.124	204+60.36	570,136.385	2,457,789.849			
21215								209+92.57	570,169.770	2,458,321.011	210+92.33	570,176.028	2,458,420.574	211+91.43	570,162.494	2,458,519.411			
21225								214+69.68	570,124.744	2,458,795.083	215+69.77	570,111.164	2,458,894.252	216+69.20	570,117.509	2,458,994.146			
21235		219+88.06	570,137.723	2,459,312.364															
	US 67 NORTHBOUND																		
21100		1591+28.39	569,602.502	2,456,273.908															
21100								1593+57.53	569,621.535	2,456,502.260	1596+09.69	569,642.479	2,456,753.540	1598+41.58	569,818.849	2,456,933.744			
21105								1598+98.53	569,858.684	2,456,974.445	1601+58.77	570,040.714	2,457,160.431	1603+96.85	570,057.039	2,457,420.160			
21115								1615+22.86	570,127.672	2,458,543.955	1617+13.20	570,139.612	2,458,733.922	1618+88.07	570,027.033	2,458,887.402			
21120								1620+94.69	569,904.824	2,459,054.011	1622+84.52	569,792.548	2,459,207.077	1624+58.99	569,804.128	2,459,396.552			
21130		1628+50.00	569,827.981	2,459,786.835															
	STATE STREET																		
606		100+00.00	569,583.579	2,456,447.691															
607		105+00.02	569,615.106	2,456,946.716															
	KIMBERLY ROAD																		
22507		4605+66.55	570,060.395	2,457,300.729															
22510								4607+38.27	570,225.879	2,457,346.563	4608+63.42	570,346.488	2,457,379.969	4609+78.65	570,418.570	2,457,482.275			
22515								4609+78.65	570,418.570	2,457,482.275	4611+69.83	570,528.686	2,457,638.562	4613+28.61	570,719.693	2,457,630.364			
22525								4616+65.09	571,055.857	2,457,615.937	4621+06.86	571,497.226	2,457,596.994	4624+86.45	571,752.215	2,457,236.236			
22530		4627+09.84	571,881.154	2,457,053.814															
22531		4628+14.84	571,941.759	2,456,968.070															
	MISSISSIPPI BOULEVARD																		
22405		6+60.00	570,807.419	2,457,096.238															
22406		8+60.00	570,812.549	2,457,296.172															
22410		11+90.00	570,834.875	2,457,625.421															
22415		16+76.67	570,848.205	2,458,111.902															
22420		21+30.02	570,876.535	2,458,564.364															
	BROWN STREET																		
22605		8+50.00	570,446.718	2,457,184.866															
22610		11+90.80	570,454.623	2,457,525.571															
	10TH STREET																		
22000		10100+00.00	569,621.314	2,456,499.608															
22005		10102+00.00	569,821.276	2,456,495.722															
	11TH STREET																		
22050		11100+00.00	569,842.226	2,456,957.629															
22050								11100+19.76	569,856.349	2,456,943.806	11100+58.91	569,884.329	2,456,916.421	11100+94.40	569,923.465	2,456,915.312			
22046		11102+05.36	570,034.383	2,456,912.171															
	12TH STREET																		
22504		4598+50.00	569,343.898	2,457,308.898															
22505		4601+61.40	569,655.251	2,457,303.482															
	13TH STREET																		
22056		13100+00.00	569,644.992	2,457,647.476															
22057								13101+46.55	569,791.420	2,457,641.538	13102+29.20	569,874.001	2,457,638.190	13103+10.22	569,950.650	2,457,607.278			
22058		13103+22.14	569,961.702	2,457,602.822															
	15TH STREET																		
22205		100+00.00	569,486.215	2,458,559.458															
22210		110+00.00	570,485.771	2,458,529.668															
	16TH STREET																		
22255		99+35.00	569,694.498	2,458,962.784															
22260		105+88.53	570,347.770	2,458,944.397															
	US 67 RAMP B																		
20060		2576+75.00	568,312.394	2,458,559.446															
20060								2576+75.00	568,312.394	2,458,559.446	2579+42.72	568,573.250	2,458,499.223	2582+10.23	568,837.548	2,458,456.574			
20065								2586+35.44	569,257.325	2,458,388.835	2588+05.10	569,424.815	2,458,361.808	2589+74.70	569,591.009	2,458,327.704			
20070		2595+01.88	570,107.420	2,458,221.733															

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)
CL EXISTING GRANT ST.																			
25091		192+00.46	570,049.975	2,456,537.277															
25092		207+70.61	570,085.208	2,458,107.029															
25093		219+76.85	570,161.674	2,459,310.842															
EXISTING 13TH ST.																			
25012		422+15.09	569,677.428	2,457,646.621															
25015								423+29.77	569,792.003	2,457,641.707	424+11.84	569,874.001	2,457,638.190	424+92.33	569,950.117	2,457,607.493			
25016								426+59.06	570,104.746	2,457,545.135	428+40.69	570,273.194	2,457,477.204	430+06.17	570,444.203	2,457,538.405			
25017								431+55.95	570,585.219	2,457,588.872	432+45.93	570,669.940	2,457,619.192	433+33.83	570,759.885	2,457,616.594			
25013		434+08.61	570,834.632	2,457,614.435															
25018								434+68.69	570,894.441	2,457,620.893	435+53.25	570,978.441	2,457,629.981	436+23.34	571,015.867	2,457,705.806			
25014		440+70.13	571,215.156	2,458,109.560															
EXISTING KIMBERLY RD. WB																			
25163								0+00.00	570,845.530	2,458,102.914	1+79.78	571,022.398	2,458,070.703	3+56.49	571,180.216	2,457,984.602			
25164								3+79.38	571,200.305	2,457,973.642	7+14.96	571,494.899	2,457,812.919	10+31.37	571,652.064	2,457,516.412			
25162		13+38.08	571,795.707	2,457,245.414															
EXISTING KIMBERLY RD. WB																			
25153								0+00.00	571,709.971	2,457,248.582	4+13.26	571,475.474	2,457,588.863	7+65.40	571,062.436	2,457,602.248			
25152		9+93.43	570,834.525	2,457,609.633															
TEMPORARY CONNECTION 5																			
TCCALV101		72000+00.00	571,035.381	2,457,603.124															
TCCALV102		72001+82.26	571,054.641	2,457,784.360															
APPROX. CL KIMBERLY RD. NB																			
KBAP2								395+00.00	572,074.420	2,456,850.868	397+43.26	571,910.113	2,457,030.254	399+83.92	571,796.017	2,457,245.098			
KBAP5		402+51.04	571,670.730	2,457,481.013															
APPROX. CL KIMBERLY RD. SB																			
KBAP3								395+00.00	572,047.494	2,456,803.384	396+33.39	571,956.557	2,456,900.973	397+66.37	571,879.666	2,457,009.971			
KBAP1								400+69.00	571,705.221	2,457,257.258	404+82.26	571,466.999	2,457,594.954	408+34.41	571,053.828	2,457,603.786			
CL TEMPORARY CONNECTION 6																			
TCCROSS101		61000+00.00	571,900.608	2,457,001.266															
TCCROSS102		61002+16.06	571,808.759	2,457,196.830															
TEMPORARY CONNECTION 7																			
TCLOOP2_C401								21000+00.00	570,245.004	2,457,567.103	21000+52.44	570,193.568	2,457,577.308	21000+90.01	570,188.905	2,457,629.540			
TCLOOP404		21002+48.53	570,174.810	2,457,787.434															
CL EXISTING 14TH ST.																			
25022		0+00.00	569,709.230	2,458,138.897															
25023		3+77.75	570,086.957	2,458,134.570															
25024		7+57.00	570,466.117	2,458,126.618															
25025		7+99.55	570,508.663	2,458,125.599															
25026		12+21.53	570,930.528	2,458,115.878															
25027		15+11.10	571,220.022	2,458,109.452															
CL TEMPORARY CONNECTION 8																			
TCRAMPD401		41209+00.00	570,163.712	2,458,224.627															
TCRAMPD402		41213+02.01	570,553.068	2,458,124.576															
EXISTING STATE ST.																			
25262		1591+28.39	569,584.564	2,456,275.403															
25263		1593+55.83	569,603.455	2,456,502.052															
25264		1609+92.36	571,709.003	2,458,135.178															
25265		1626+48.20	569,810.015	2,459,787.933															
TEMPORARY CONNECTION 11																			
TCSTATE609		600000+00.00	569,608.082	2,457,340.150															
TCSTATE_C501								600000+34.04	569,575.263	2,457,374.194	600000+94.28	569,606.288	2,457,434.401	600001+54.09	569,592.243	2,457,492.975			
TCSTATE_C502								600001+54.09	569,592.243	2,457,492.975	600002+26.91	569,575.263	2,457,563.788	600002+99.05	569,575.263	2,457,636.608			
TCSTATE_C503								600002+99.05	569,575.263	2,457,636.608	600003+32.94	569,575.263	2,457,636.608	600003+66.27	569,585.638	2,457,702.745			
TCSTATE_C504								600003+66.27	569,585.638	2,457,702.745	600004+24.74	569,603.540	2,457,758.405	600004+79.49	569,586.030	2,457,814.189			

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 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															

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 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'	



PARCEL OWNERSHIP

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

Right of Way Design Information
THIS SHEET INCLUDED FOR INFORMATION ONLY

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

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

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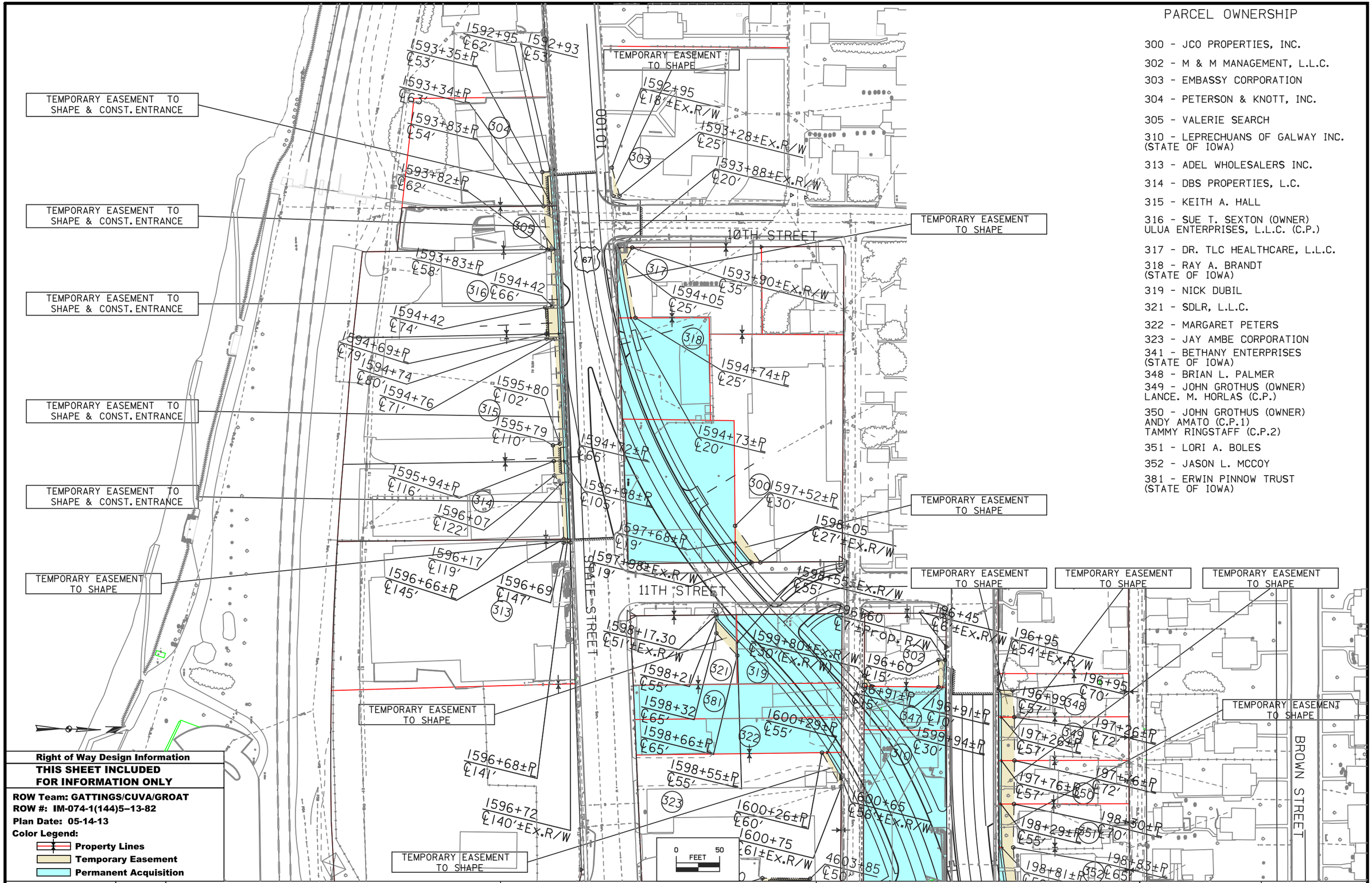

PARCEL OWNERSHIP

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

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

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

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

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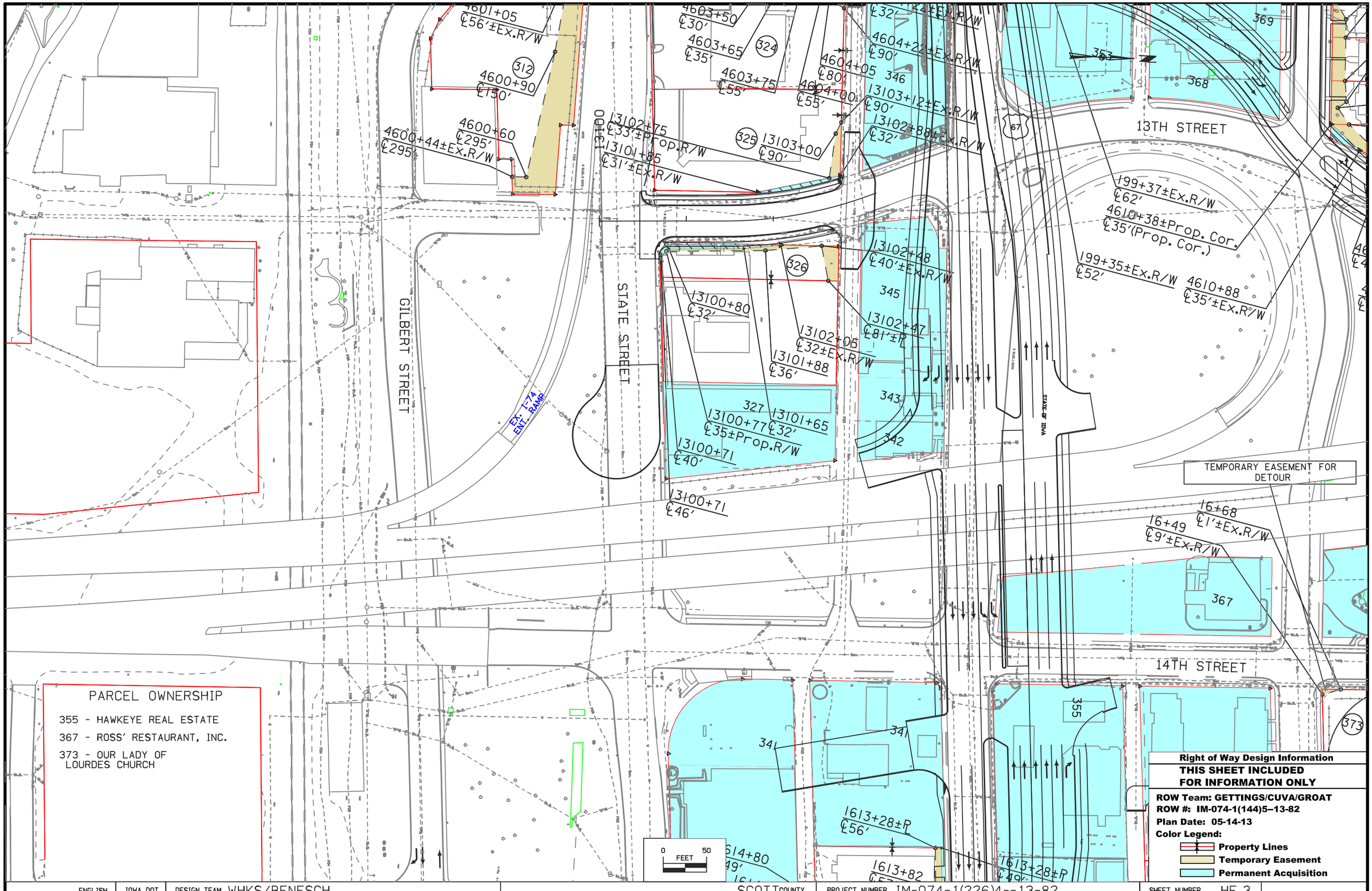

PARCEL OWNERSHIP

355 - HAWKEYE REAL ESTATE

367 - ROSS' RESTAURANT, INC.

373 - OUR LADY OF LOURDES CHURCH

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: GETTINGS/CUVA/GROAT

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

Plan Date: 05-14-13

Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

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

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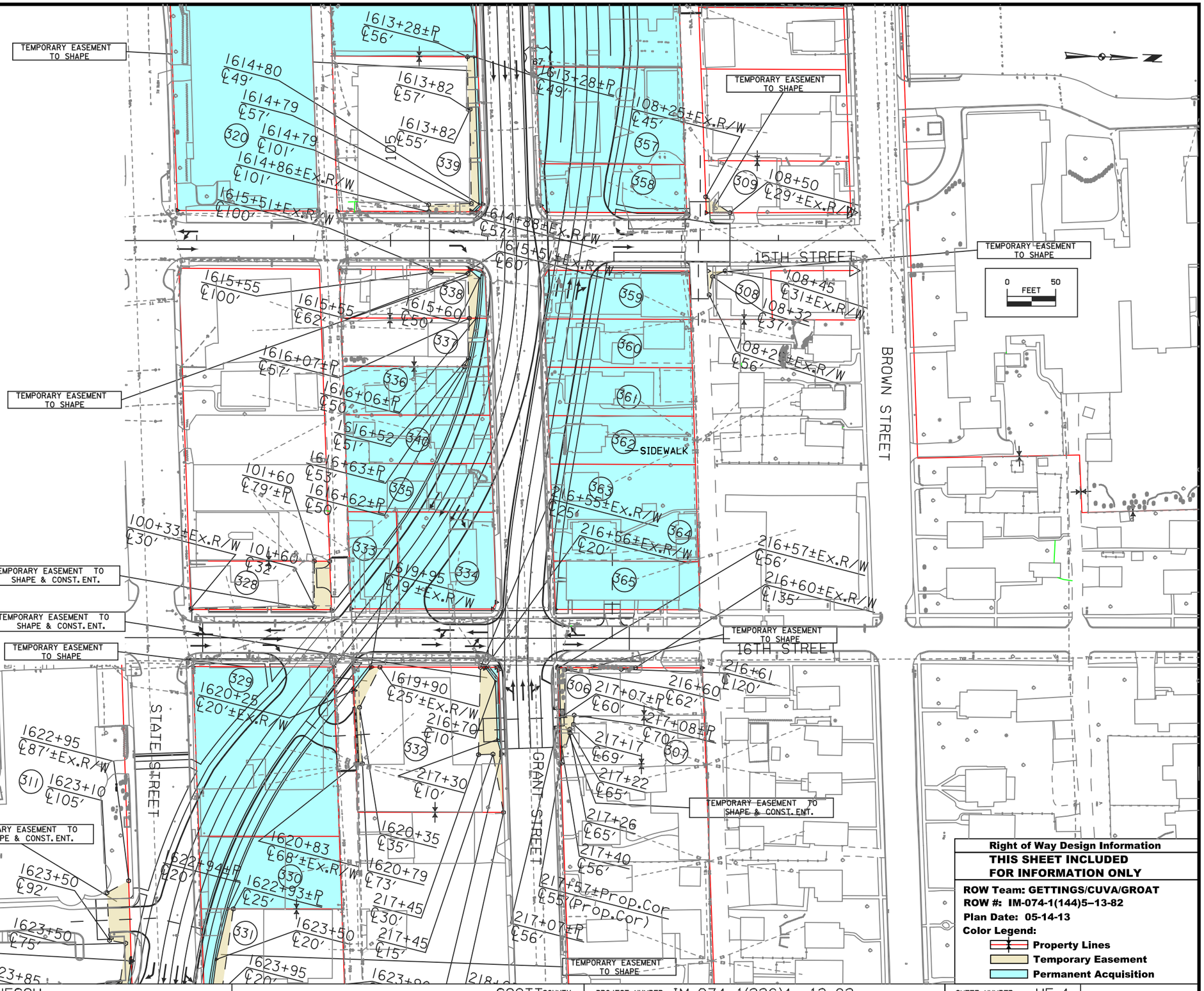
PARCEL OWNERSHIP

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



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

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

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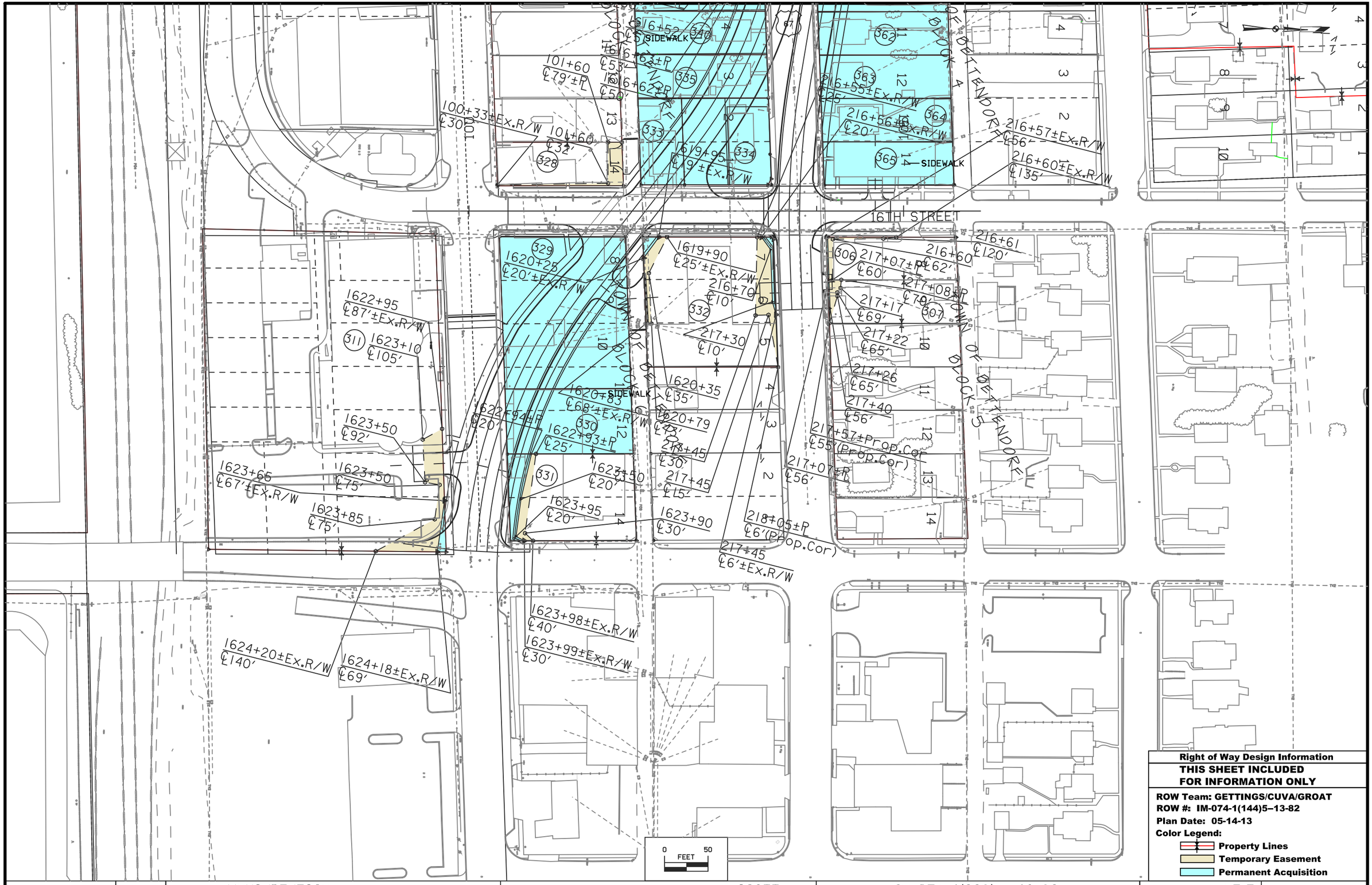

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

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

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

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PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

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

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

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

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

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

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

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

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

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

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

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

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

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

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

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

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

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

PARCEL CHECK LIST

R2360003 PARCEL CHECK LIST BY PROJECT NUMBER

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

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

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

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

108-23A
08-01-08

TRAFFIC CONTROL PLAN

Grant St. Stage 1 - See Sheet Nos. J.3 - J.5 for details.
Kimberly Road Stage 1 - See Sheet No. J.6 for details
Kimberly Road SB $ 13th St. - See Sheet No. J.7 for details.
Kimberly Road Stage 1 - See Sheet No. J.8 for details.

Grant St. Stage 2 - See Sheet Nos. J.10 - J.12 for details.
Kimberly Road & 13th St. Stage 2 - See Sheet No. J.13 for details.
Kimberly Road Stage 2 - See Sheet Nos. J.14 - J.15 for details.

Grant St. Stage 2B - See Sheet Nos. J.17 - J.19 for details.
Brown St. Stage 2B - See Sheet No. J.20 for details.
Mississippi Blvd Stage 2B - See Sheet No. J.21 for details.

Kimberly Road Stage 2C - See Sheet Nos. J.23 - J.24 for details.

Grant St. Stage 3 - See Sheet Nos. J.26 - J.28 for details.

Grant St. State St. Construction Stage 1 - See Sheet Nos. J.30 - J.32.

State St. Construction Stage 2 - See Sheet Nos. J.34 - J.36

14th St. Construction Stage 3 - See Sheet No. J.38

State St. Construction Stage 4 - See Sheet Nos. J.40 - J.42

State St. Construciton Stage 5 - See Sheet Nos. J.44 - J.46

General Staging Notes:
Contractor must maintain two lanes of traffic on US 67, in both directions, at all times.
Contact the Bettendorf City Administrator 48 hours prior to any road or sidewalk closure.
Pedestrian access will be maintained as shown on the J sheets.
Pedestrian access on all routes will be maintained to full ADA standards.

108-26A
08-01-08

STAGING NOTES

For complete Staging Notes, refer to sheets showing individual stages.

102-15
08-01-08

TABULATION OF SPECIAL EVENTS

Event	Location	Date

LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE ROAD CLOSURE
- ← DIRECTION OF TRAFFIC PER LANE

STAGE 1

Construction:

-Construct storm sewer outfalls, and work not affecting traffic

-Construct temporary paving

①-Grant St. at 12th St., see Sheet F.1

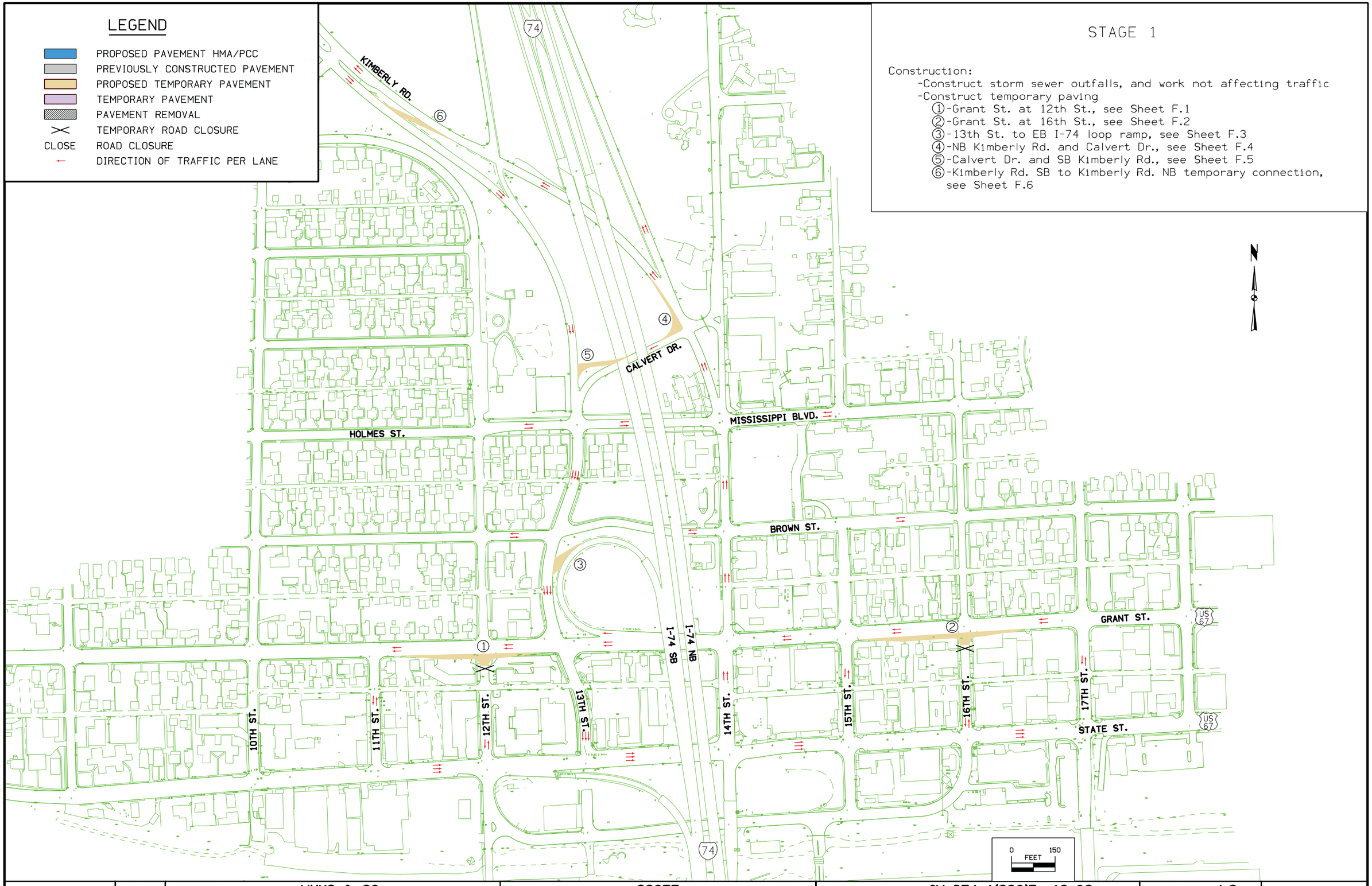
②-Grant St. at 16th St., see Sheet F.2

③-13th St. to EB I-74 loop ramp, see Sheet F.3

④-NB Kimberly Rd. and Calvert Dr., see Sheet F.4

⑤-Calvert Dr. and SB Kimberly Rd., see Sheet F.5

⑥-Kimberly Rd. SB to Kimberly Rd. NB temporary connection, see Sheet F.6



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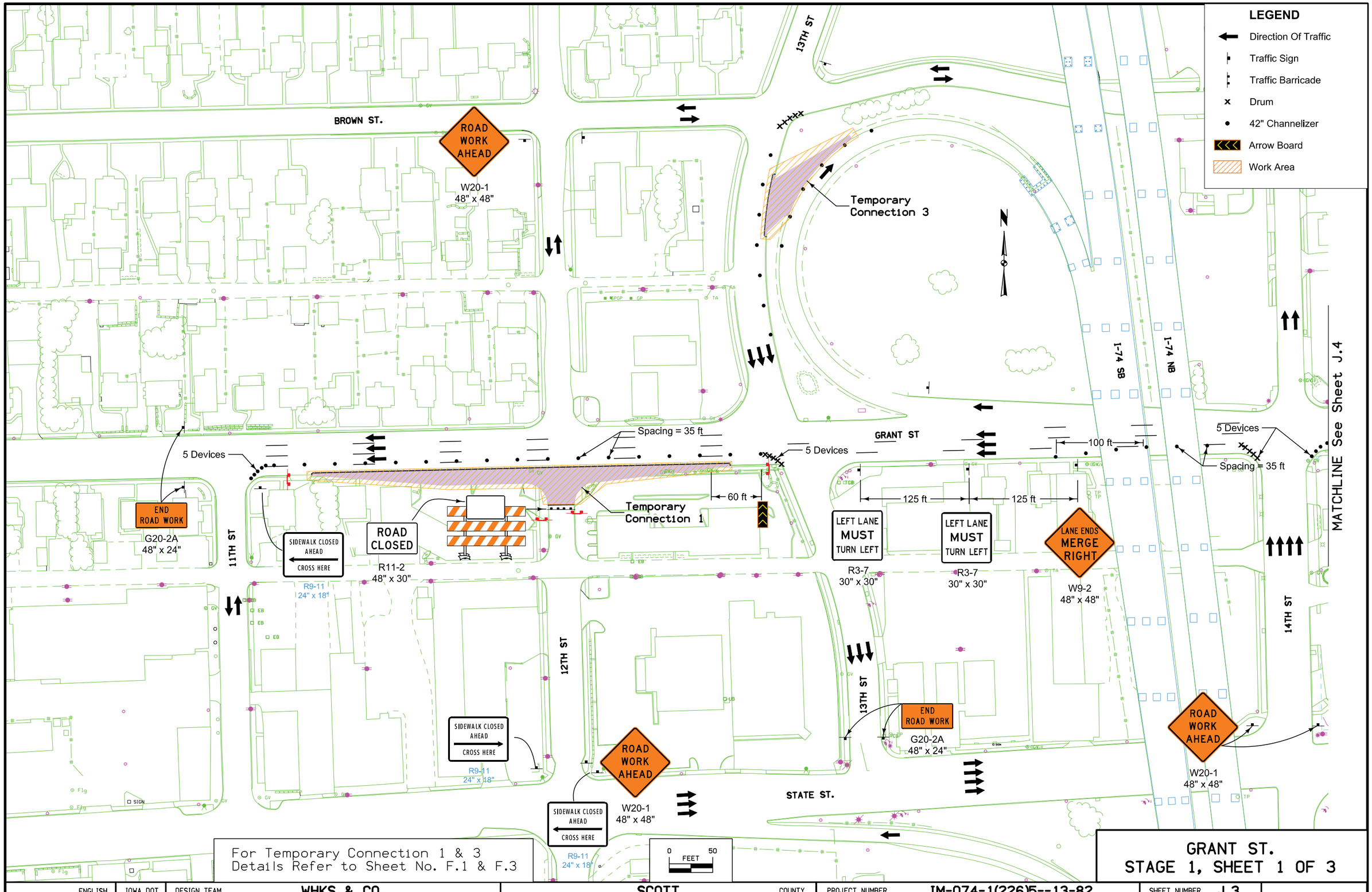

GRANT ST.
STAGE 1, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.3

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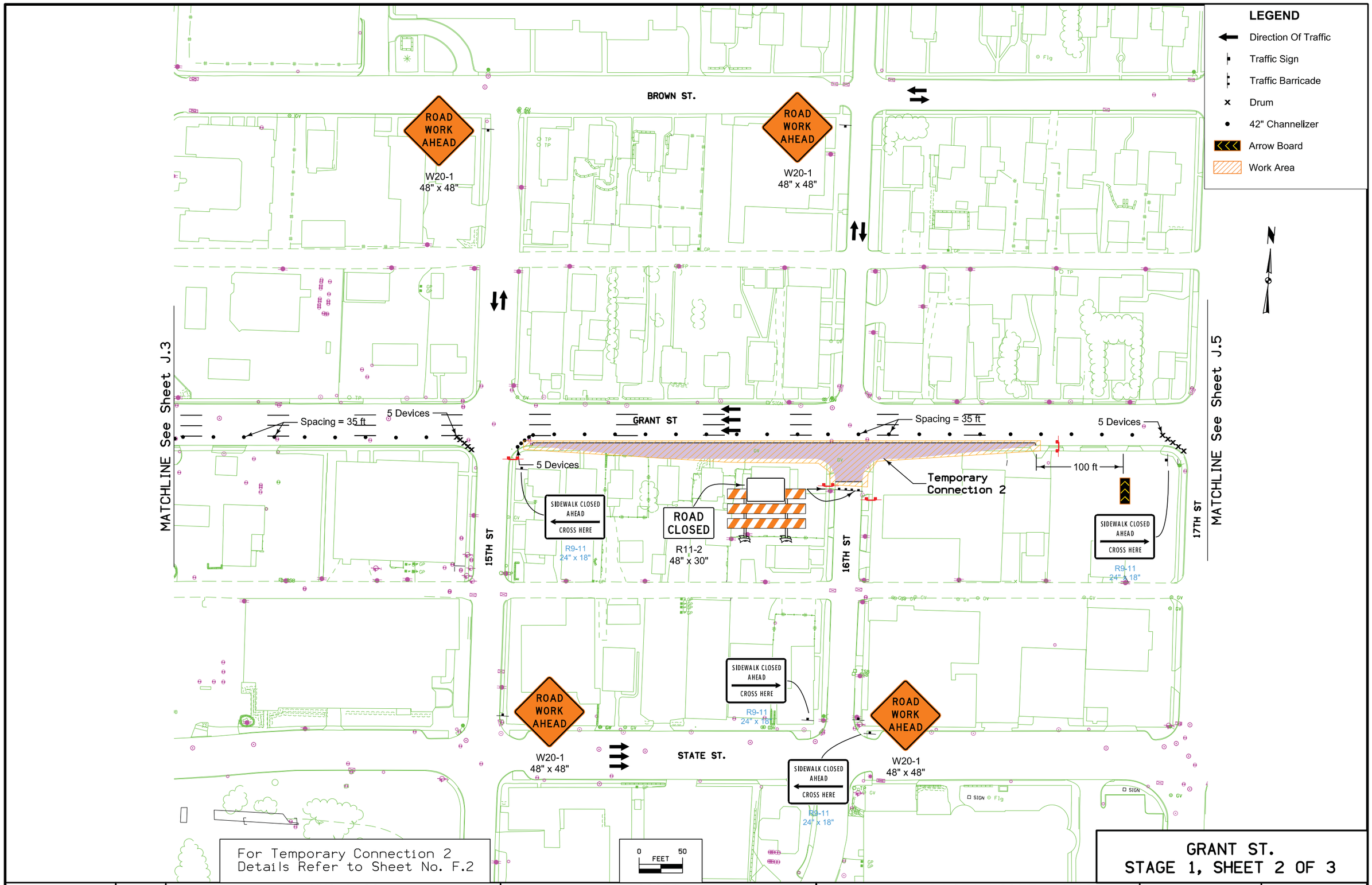

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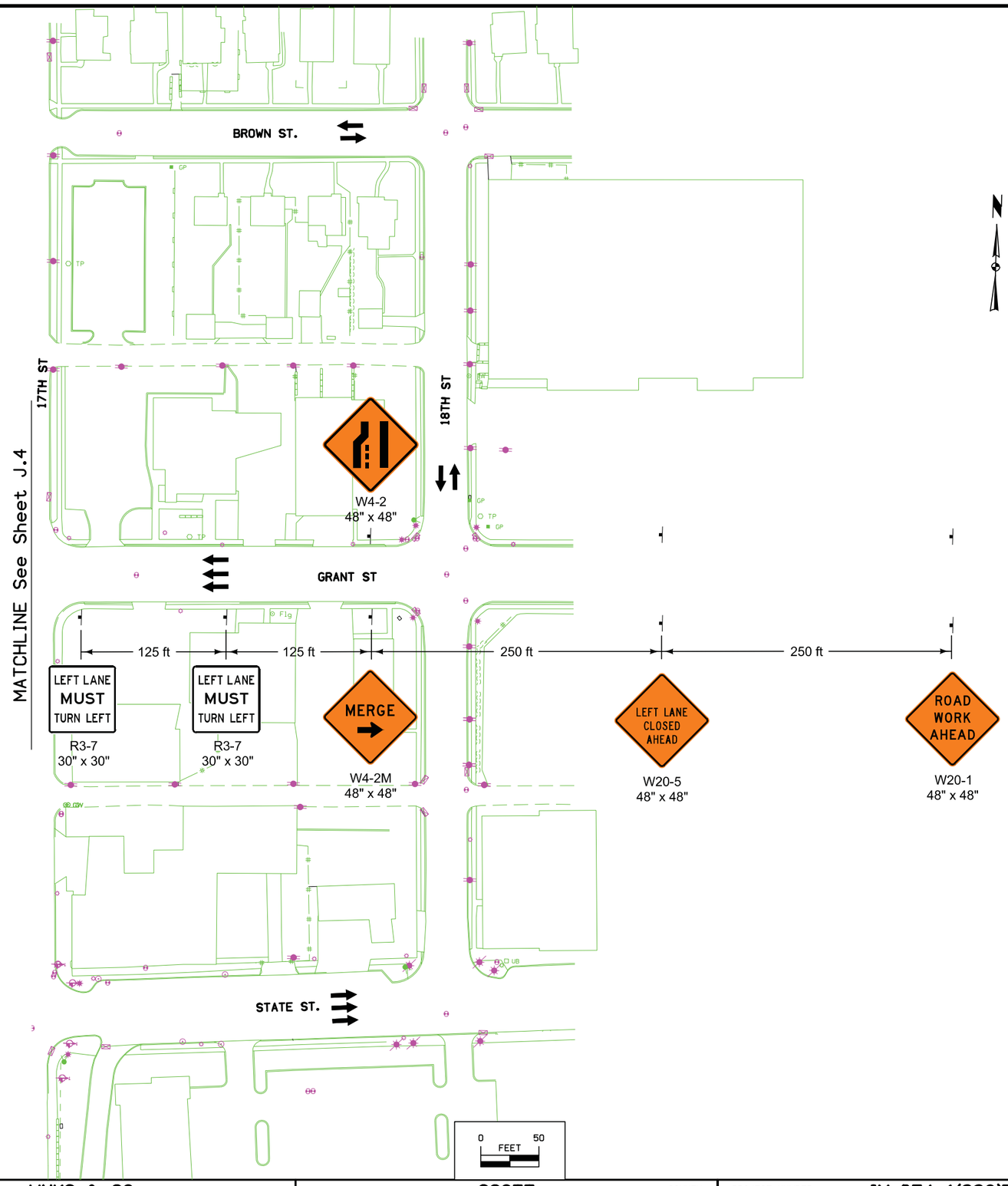
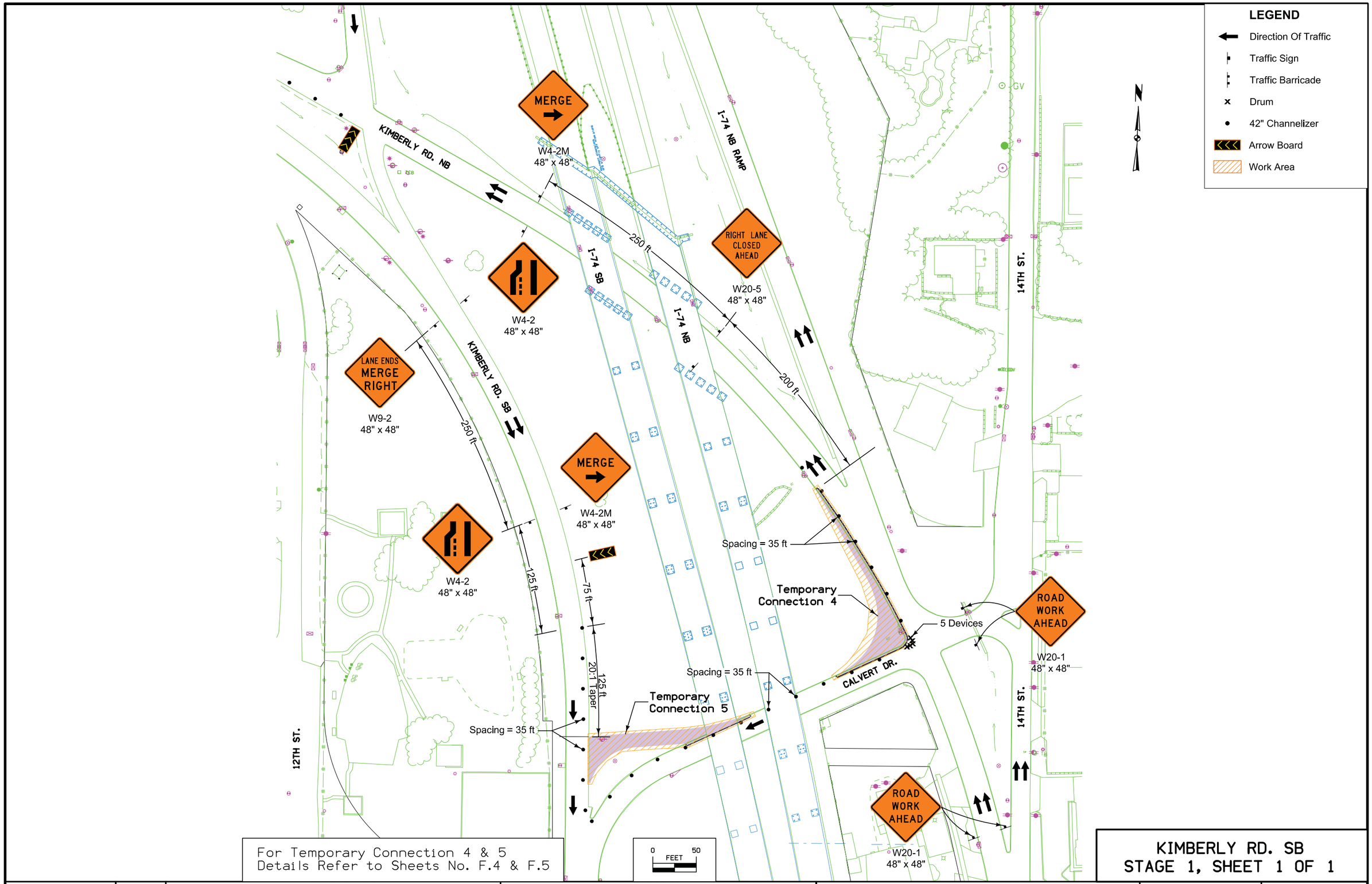


GRANT ST.
STAGE 1, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.5



For Temporary Connection 4 & 5
Details Refer to Sheets No. F.4 & F.5

KIMBERLY RD. SB
STAGE 1, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.6

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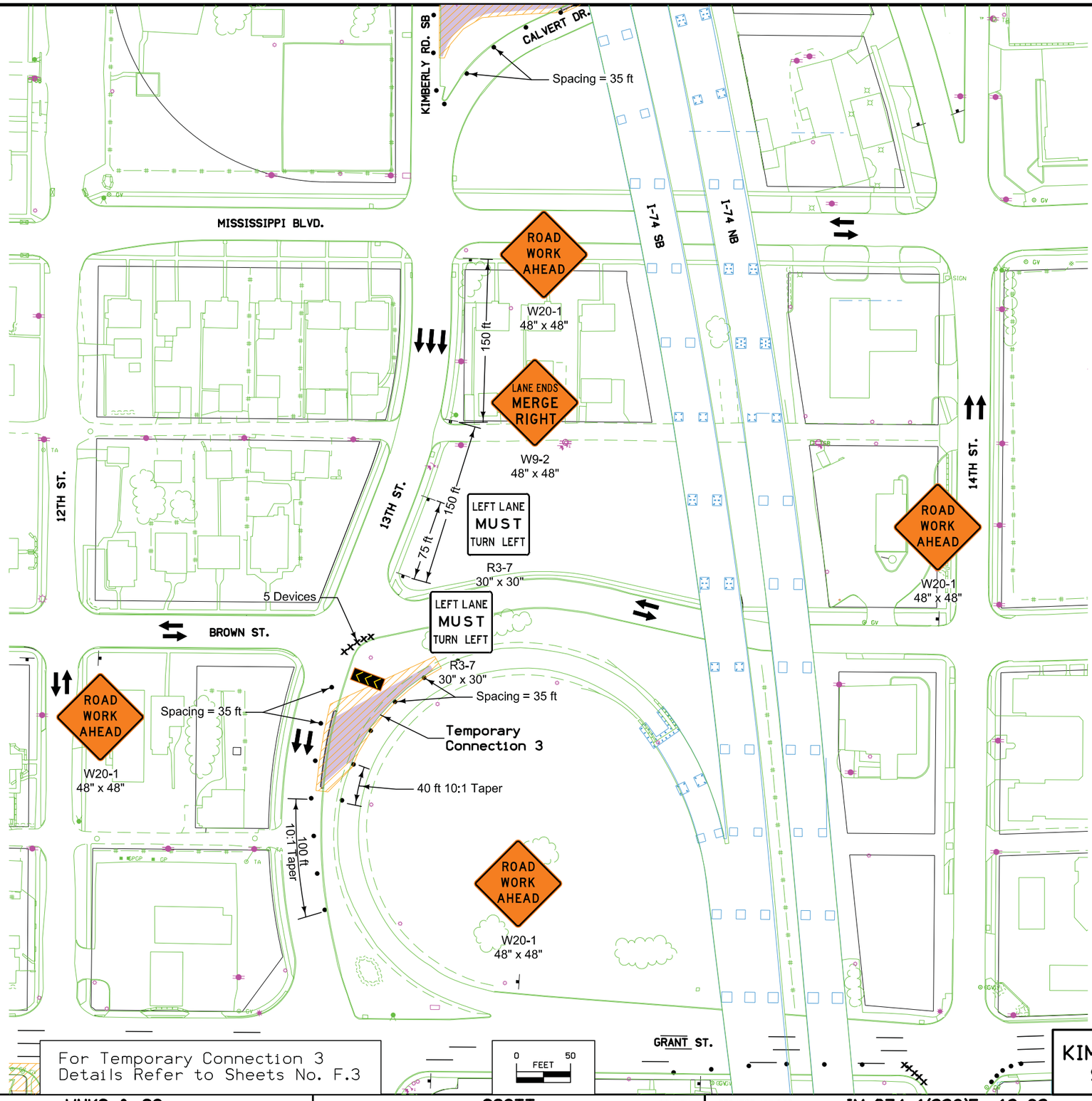

For Temporary Connection 3
Details Refer to Sheets No. F.3

KIMBERLY RD. SB & 13TH ST.
STAGE 1, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.7

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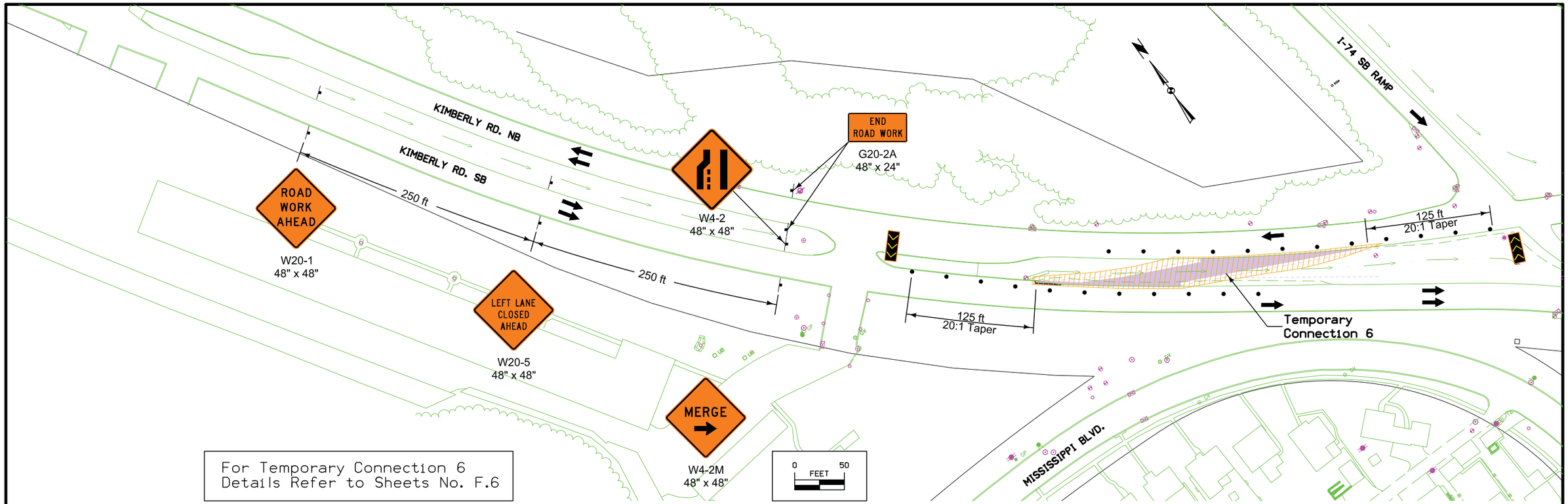

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GENERAL NOTES

1. Note 1
2. Note 2
3. Note 3

Possible Contract Item:
Traffic Control

KIMBERLY RD.
STAGE 1, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.8

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LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE ROAD CLOSURE
- ← DIRECTION OF TRAFFIC PER LANE

STAGE 2

Construction:

-Construct storm sewer pipe number P-529 from detention basin to existing Grant St, (Not Shown).

-Construct storm sewer pipe number P-773 from Utility Access 773 to existing Grant St, (Not Shown).

①-Grant St. relocation from just west of 16th St. to east of 11th St., gap 13th St. and 14th St.

②-13th St. full width reconstruction from Brown St. to Grant St.

③-15th St. reconstruction north of relocated Grant St.

④-Brown St. reconstruction east of 12th St. and west of 13th St.

⑤-13th St. reconstruction east half only from Calvert Dr. to Brown St.

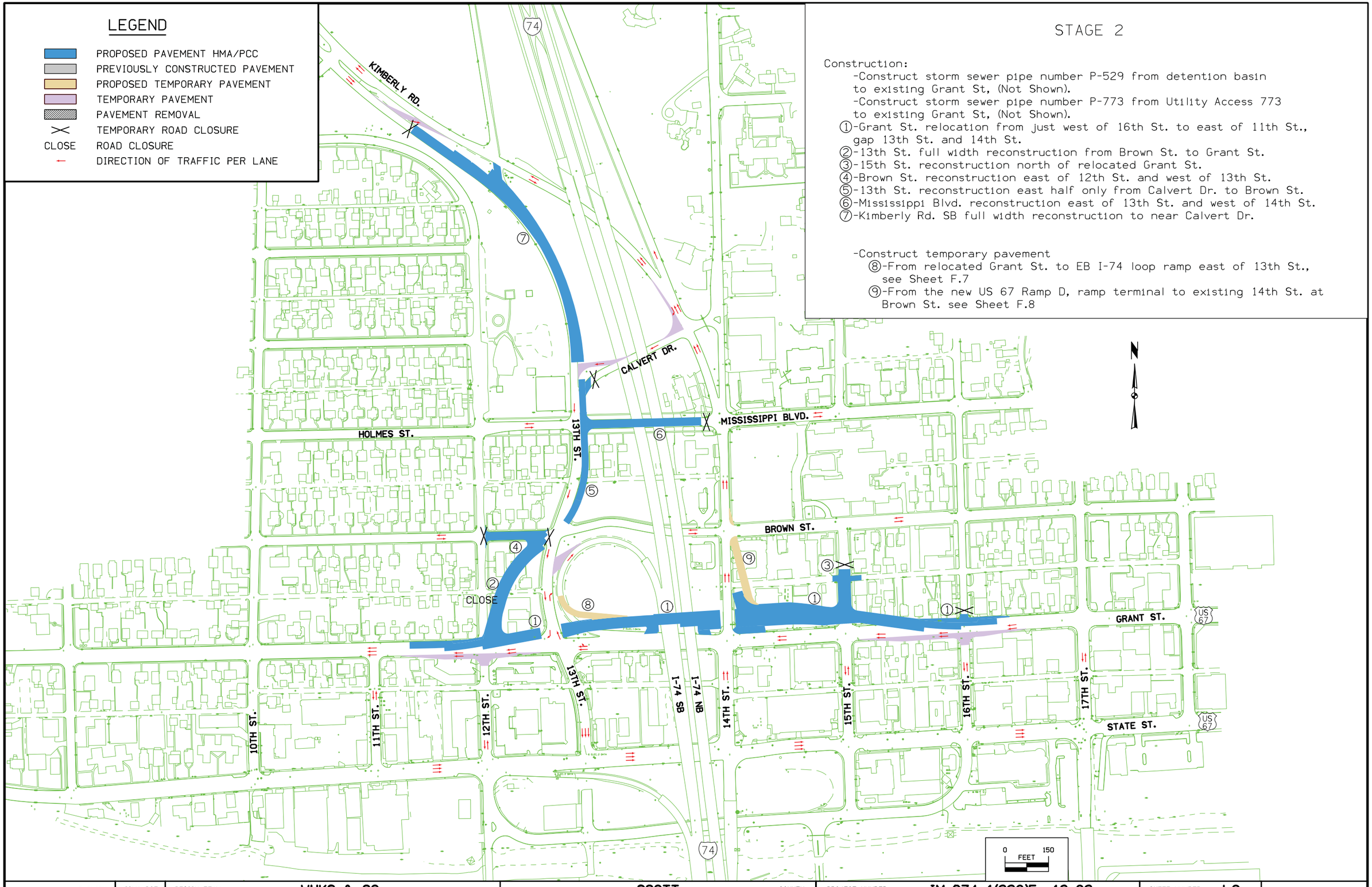
⑥-Mississippi Blvd. reconstruction east of 13th St. and west of 14th St.

⑦-Kimberly Rd. SB full width reconstruction to near Calvert Dr.

-Construct temporary pavement

⑧-From relocated Grant St. to EB I-74 loop ramp east of 13th St., see Sheet F.7

⑨-From the new US 67 Ramp D, ramp terminal to existing 14th St. at Brown St. see Sheet F.8



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.9

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"
W1-6
48" x 24"
5 Devices
ROAD WORK AHEAD
W20-1
48" x 48"
ROAD CLOSED
R11-2
48" x 30"
PLACE AT INTERSECTION
END ROAD WORK
G20-2A
48" x 24"
100 ft
125 ft
10:1 Taper
Spacing = 35 ft
250 ft
Temporary Connection 7
Temporary Connection 8
DETOUR
SOUTH
INTERSTATE
74
I-74 SB
I-74 NB
BROWN ST.
GRANT ST
STATE ST.
11TH ST
12TH ST
13TH ST
14TH ST
MATCHLINE See Sheet J.11
N
0 FEET 50

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

For Temporary Connection 7 & 8
Details Refer to Sheets No. F.7 & F.8

GRANT ST.
STAGE 2, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.10

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ROAD WORK AHEAD
W20-1
48" x 48"
SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"
ROAD CLOSED
R11-2
48" x 30"
BROWN ST.
W1-6
48" x 24"
Spacing = 35 ft
150 ft
10:1 Taper
GRANT ST
160 ft
10:1 Taper
15TH ST
16TH ST
17TH ST
MATCHLINE See Sheet J.10
MATCHLINE See Sheet J.12
STATE ST.
0 FEET 50

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GRANT ST.
STAGE 2, SHEET 2 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.11

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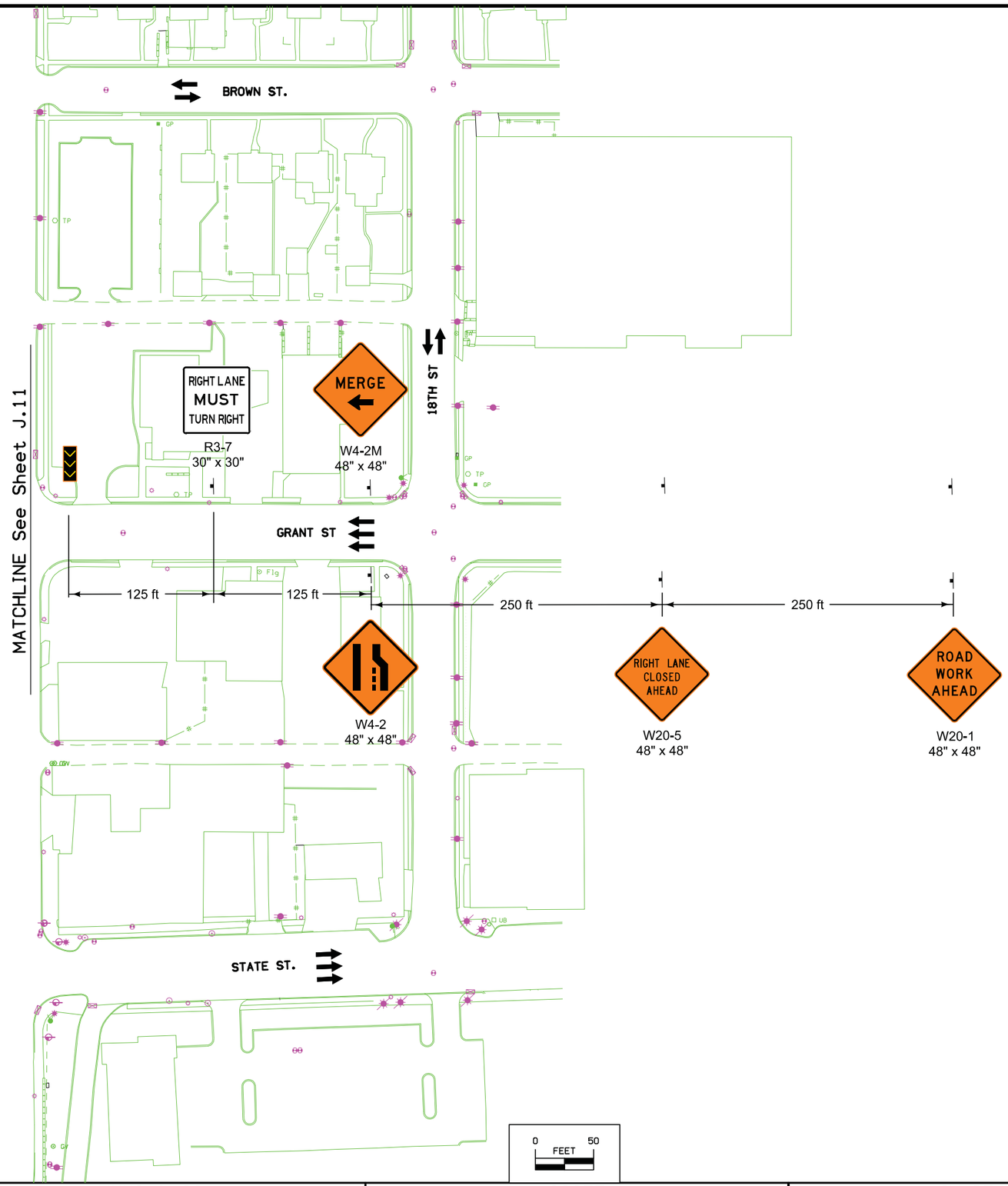

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

Possible Contract Item:
Traffic Control

GRANT ST.
STAGE 2, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.12

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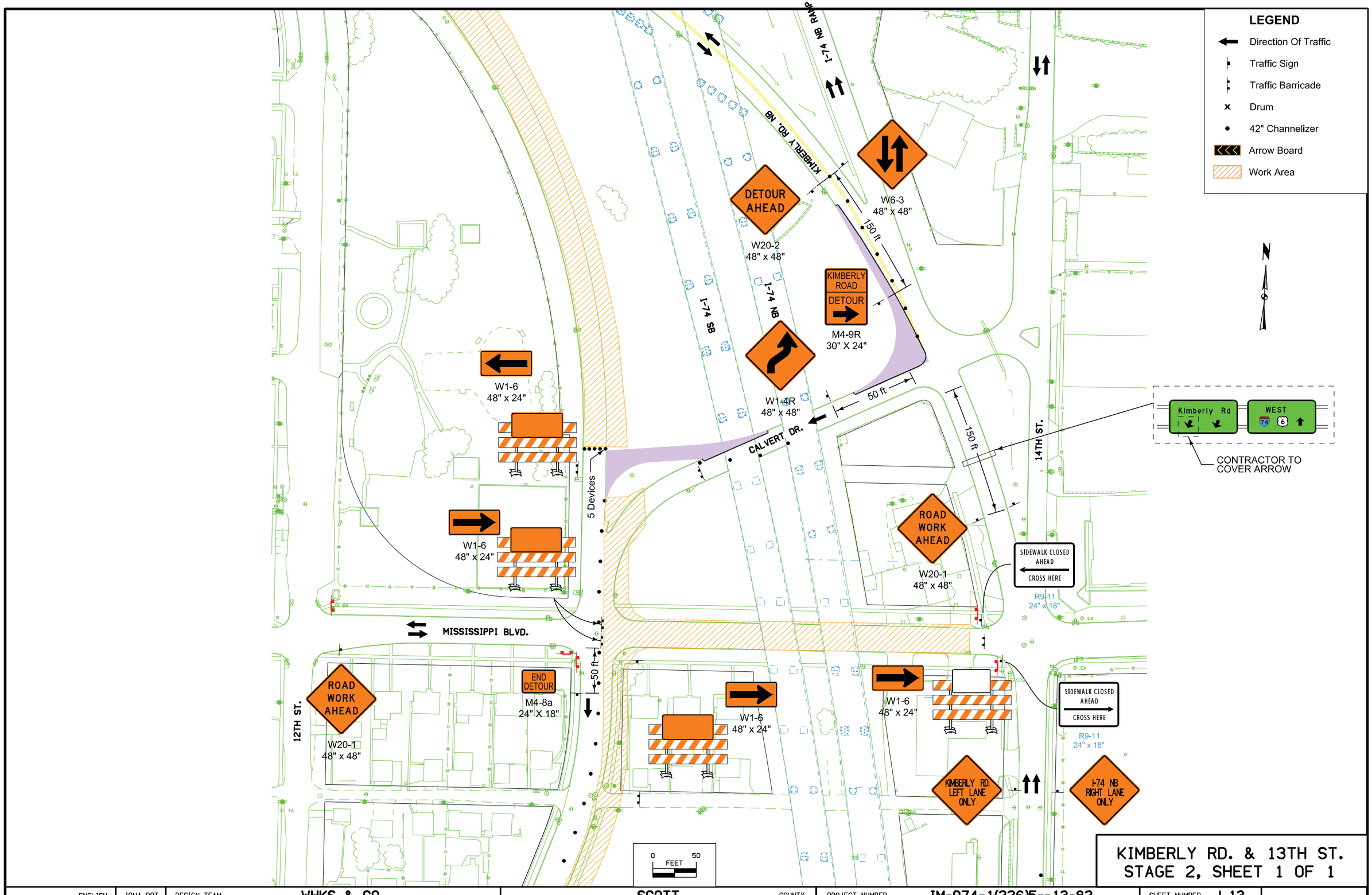

KIMBERLY RD. & 13TH ST.
STAGE 2, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.13

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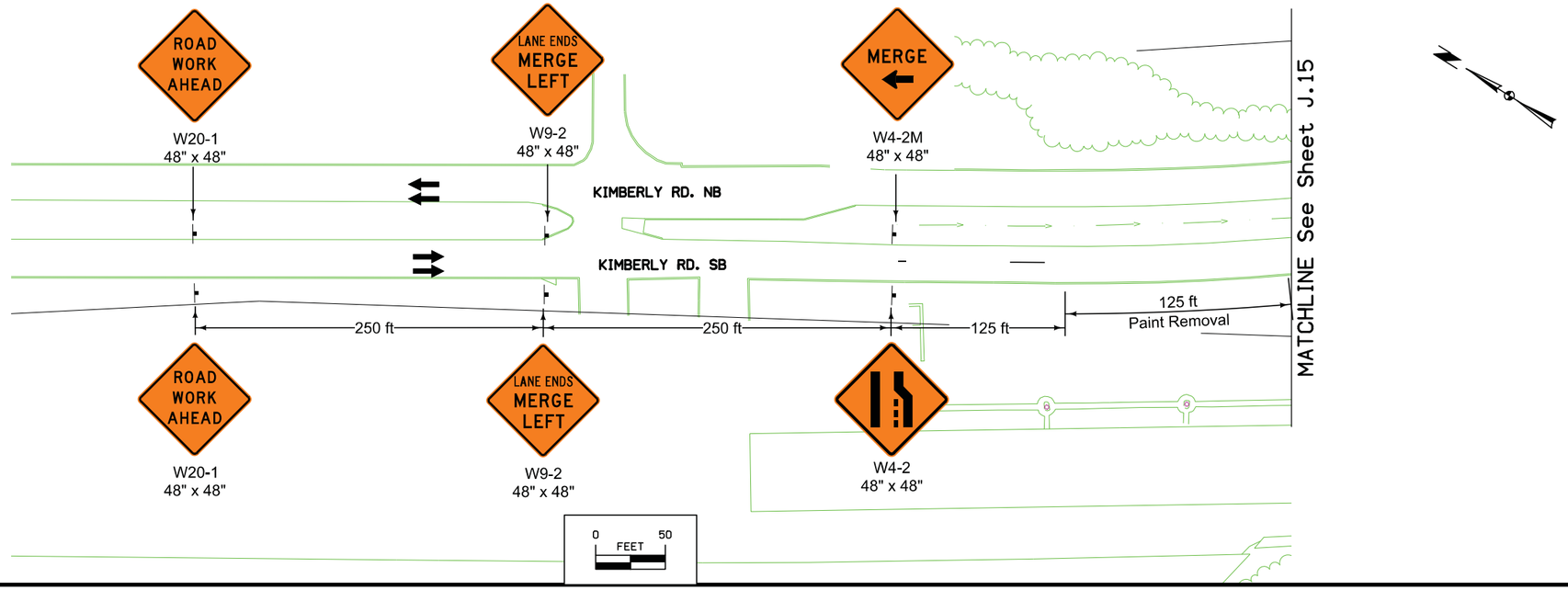

LEGEND

- Direction Of Traffic
- Traffic Sign
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GENERAL NOTES

1. Note 1
2. Note 2
3. Note 3

Possible Contract Item:
Traffic Control

KIMBERLY RD.
STAGE 2, SHEET 1 OF 2

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.14

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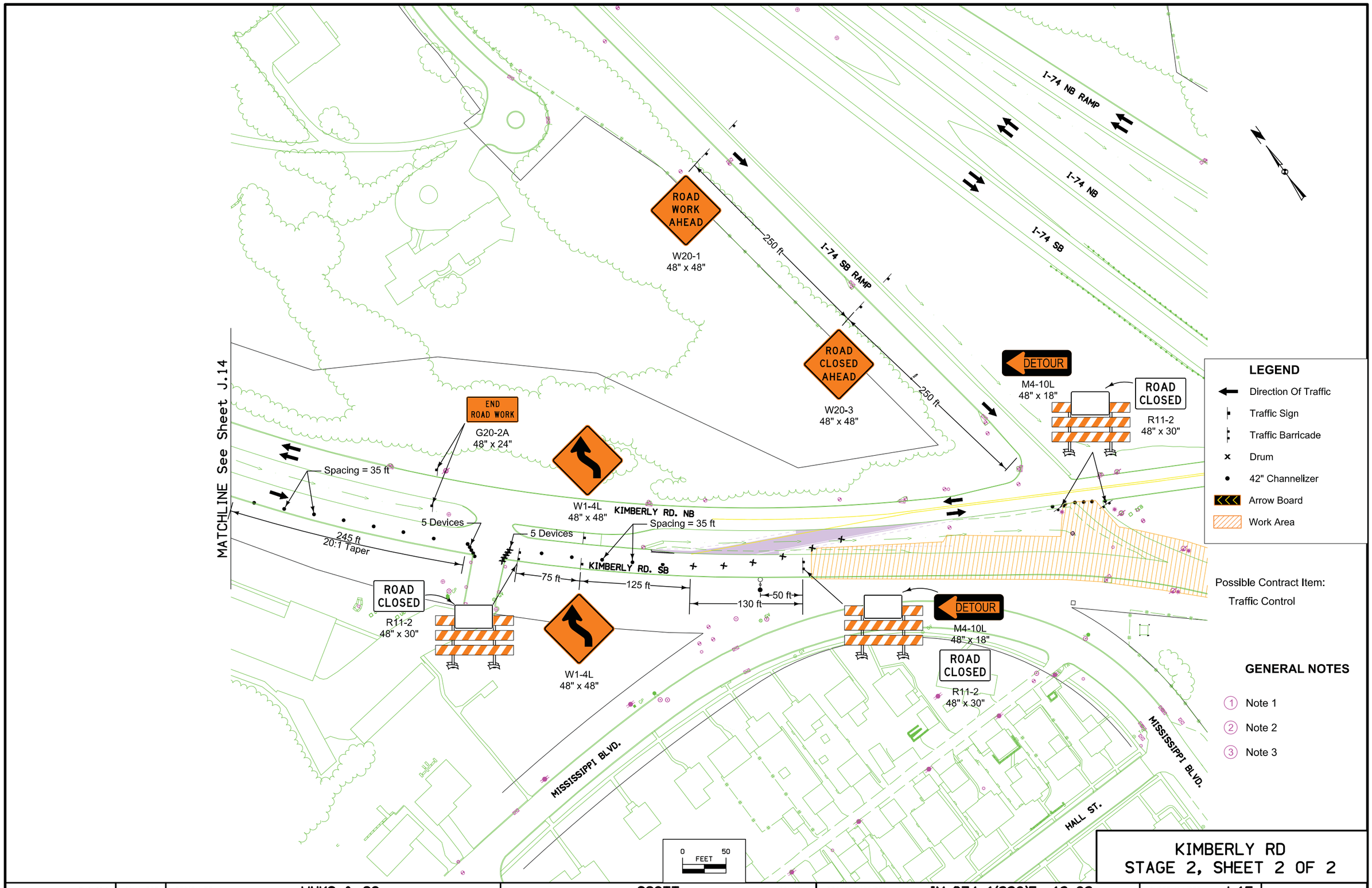

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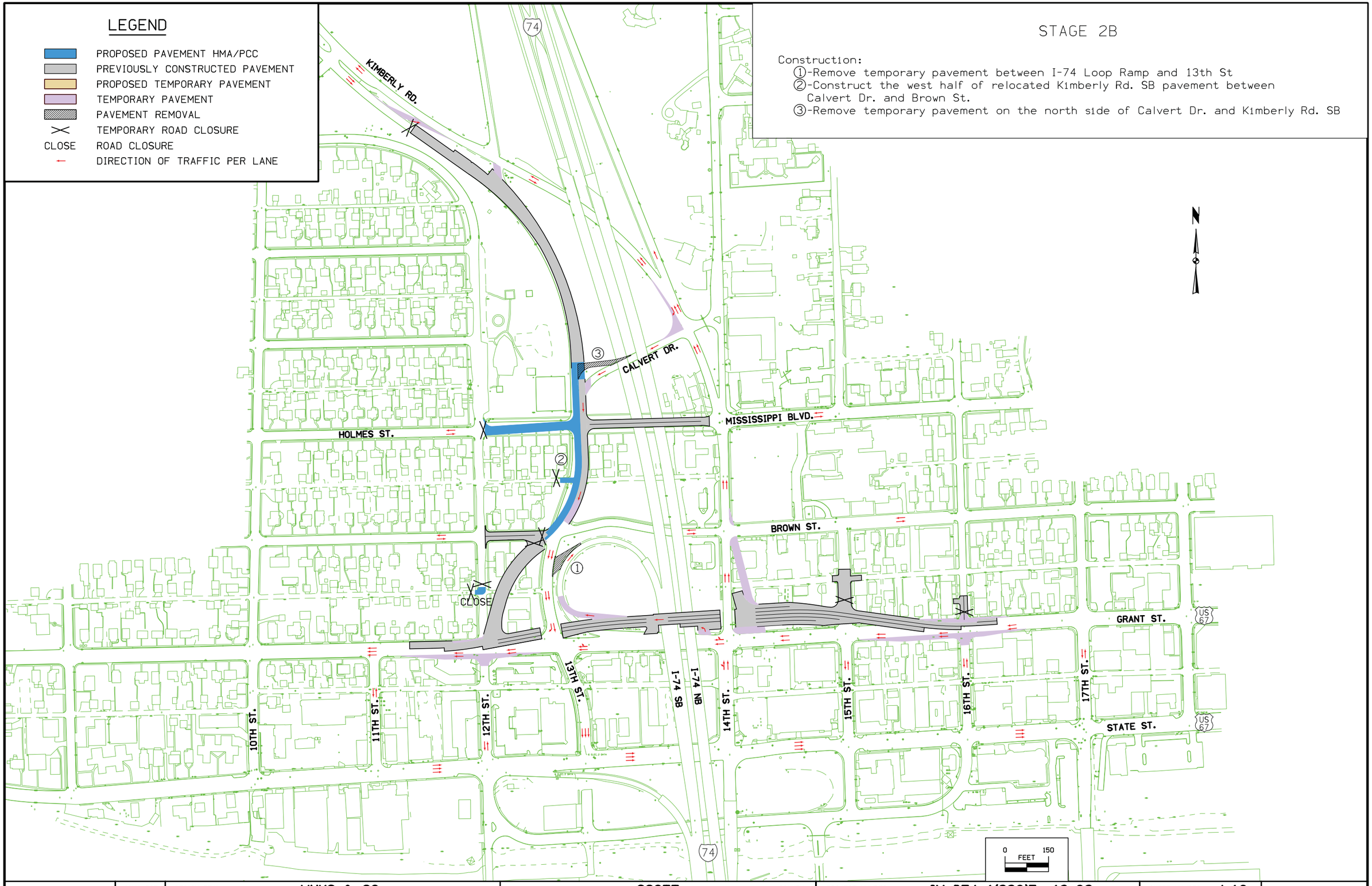
LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE ROAD CLOSURE
- ← DIRECTION OF TRAFFIC PER LANE

STAGE 2B

Construction:
①-Remove temporary pavement between I-74 Loop Ramp and 13th St
②-Construct the west half of relocated Kimberly Rd. SB pavement between Calvert Dr. and Brown St.
③-Remove temporary pavement on the north side of Calvert Dr. and Kimberly Rd. SB



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.16

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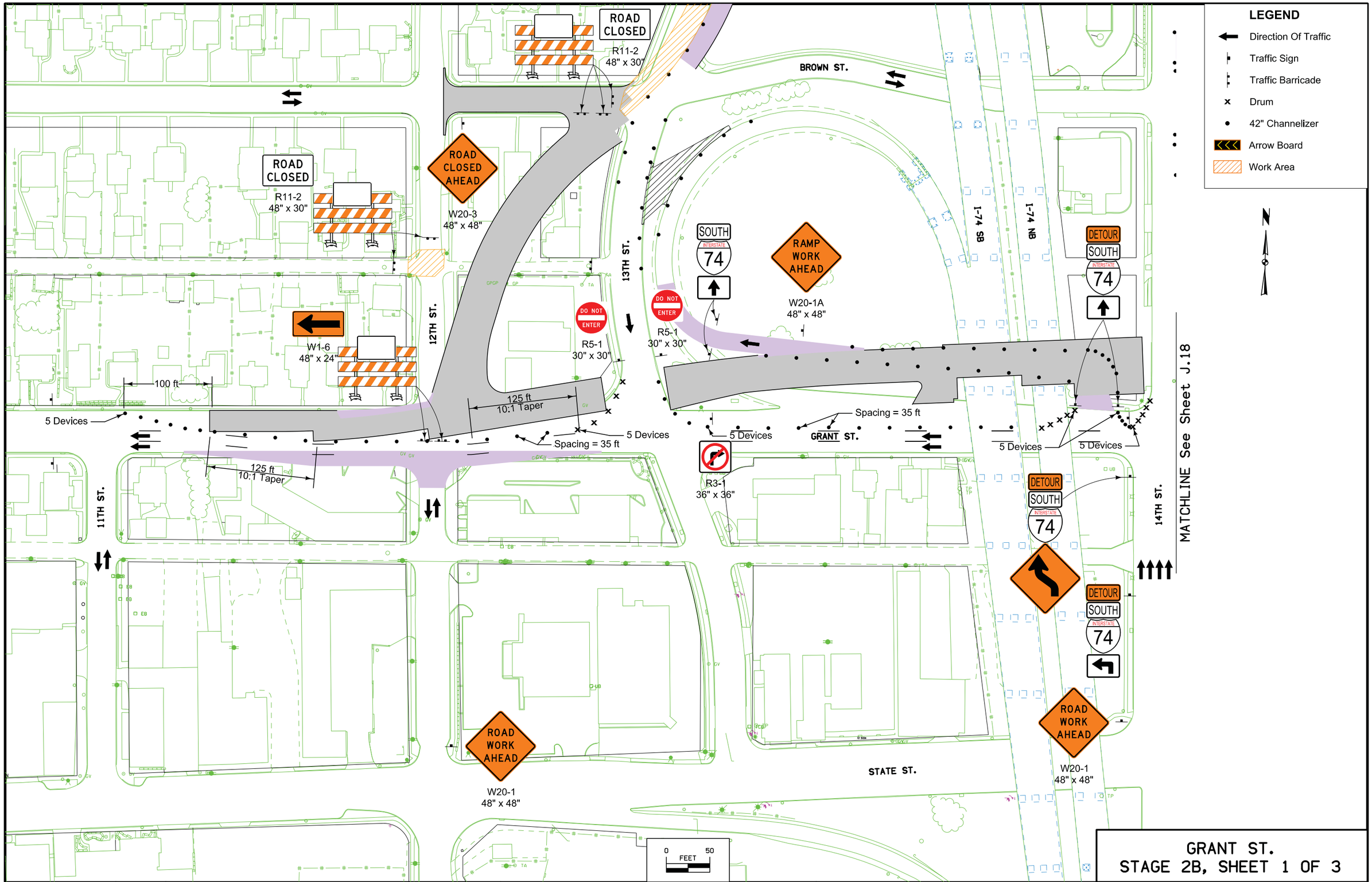

GRANT ST.
STAGE 2B, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.17

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LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

BROWN ST.

ROAD WORK AHEAD
W20-1
48" x 48"

ROAD CLOSED
R11-2
48" x 30"

15TH ST.

16TH ST.

17TH ST.

GRANT ST.

Spacing = 35 ft

5 Devices

150 ft
10:1 Taper

160 ft
10:1 Taper

STATE ST.

MATCHLINE See Sheet J.17

MATCHLINE See Sheet J.19

0 FEET 50

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER J.18

GRANT ST.
STAGE 2B, SHEET 2 OF 3

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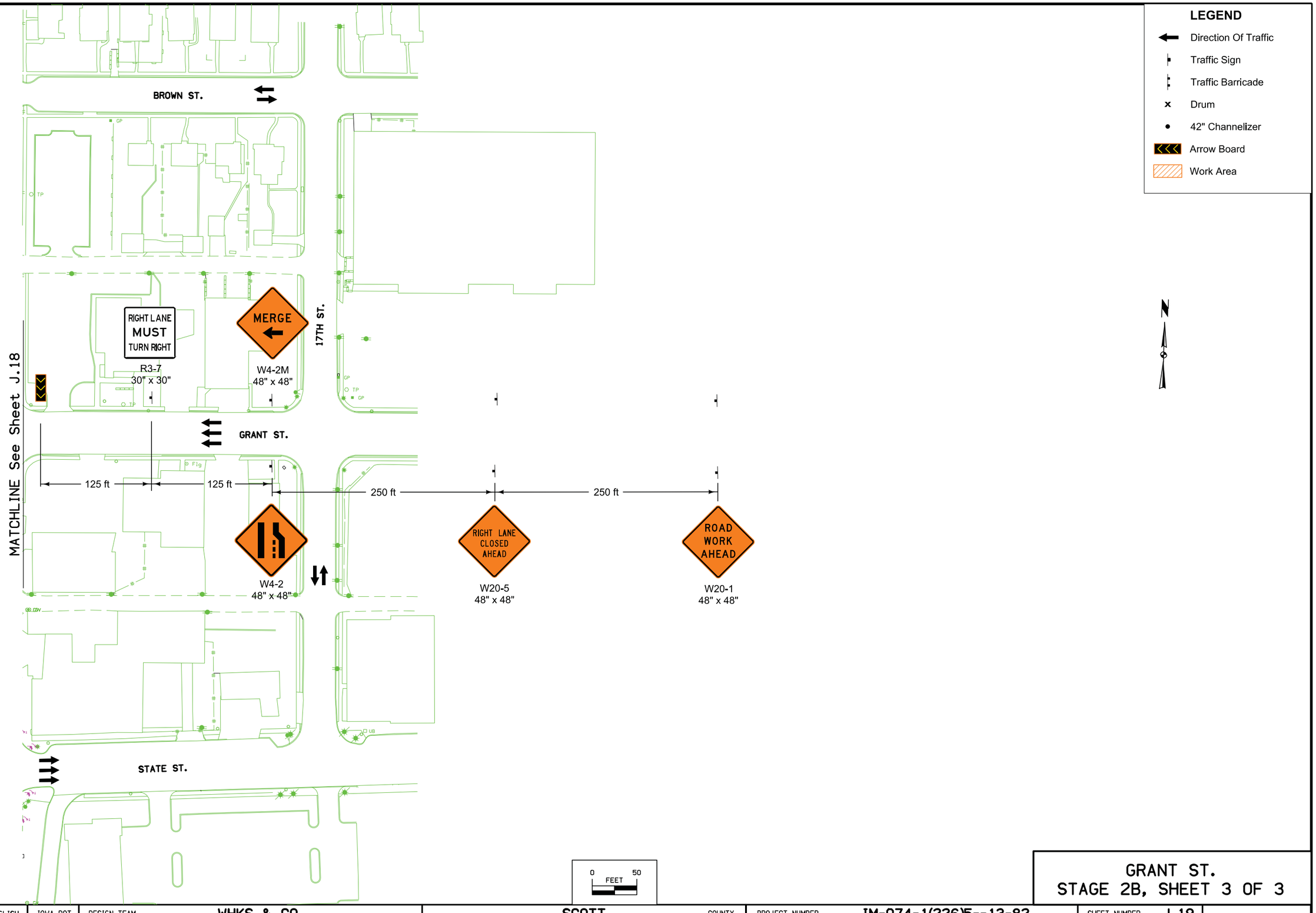

GRANT ST.
STAGE 2B, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.19

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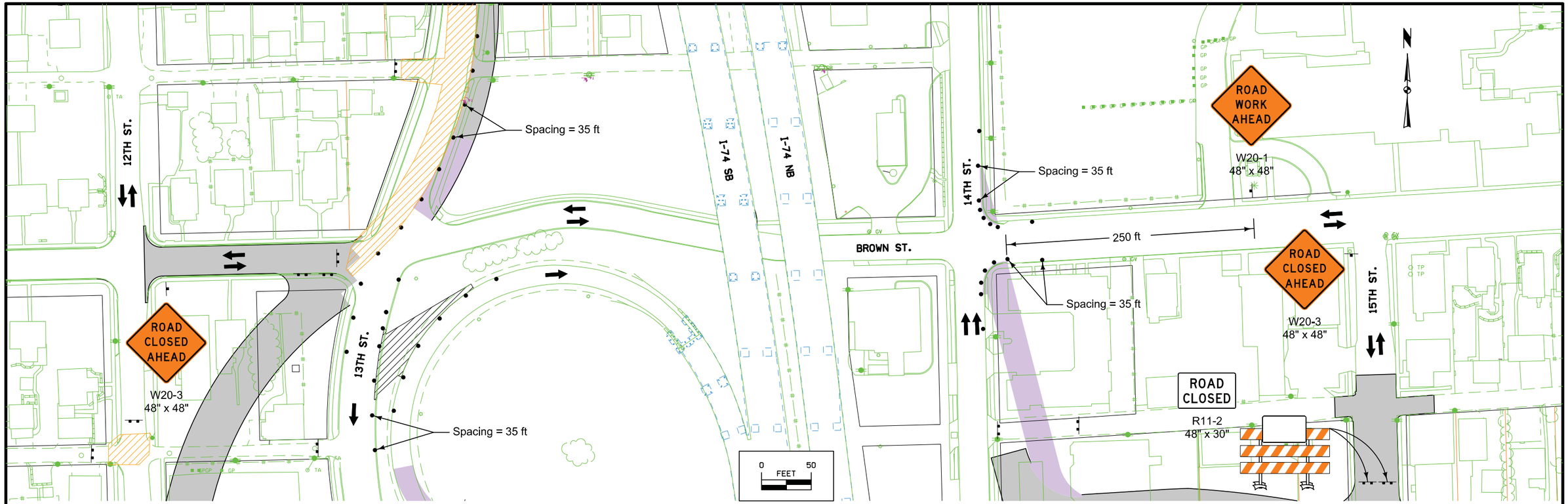

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GENERAL NOTES

1. Note 1
2. Note 2
3. Note 3

Possible Contract Item:
Traffic Control

BROWN ST.
STAGE 2B, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.20

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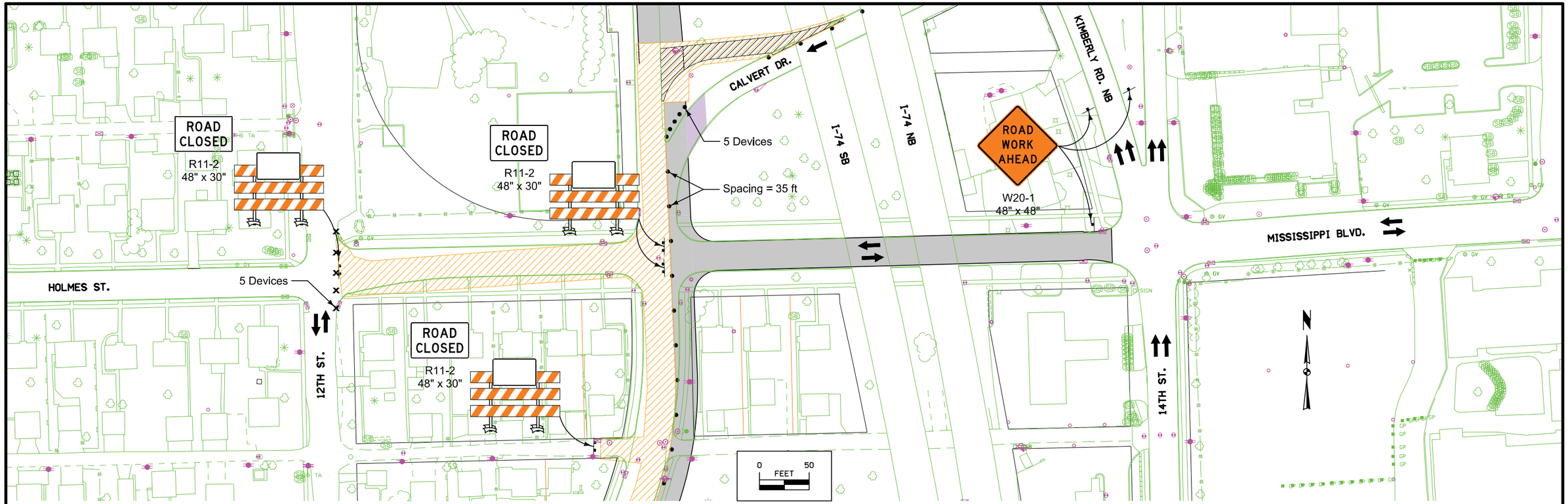

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GENERAL NOTES

1. Note 1
2. Note 2
3. Note 3

Possible Contract Item:
Traffic Control

MISSISSIPPI BLVD.
STAGE 2B, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.21

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LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

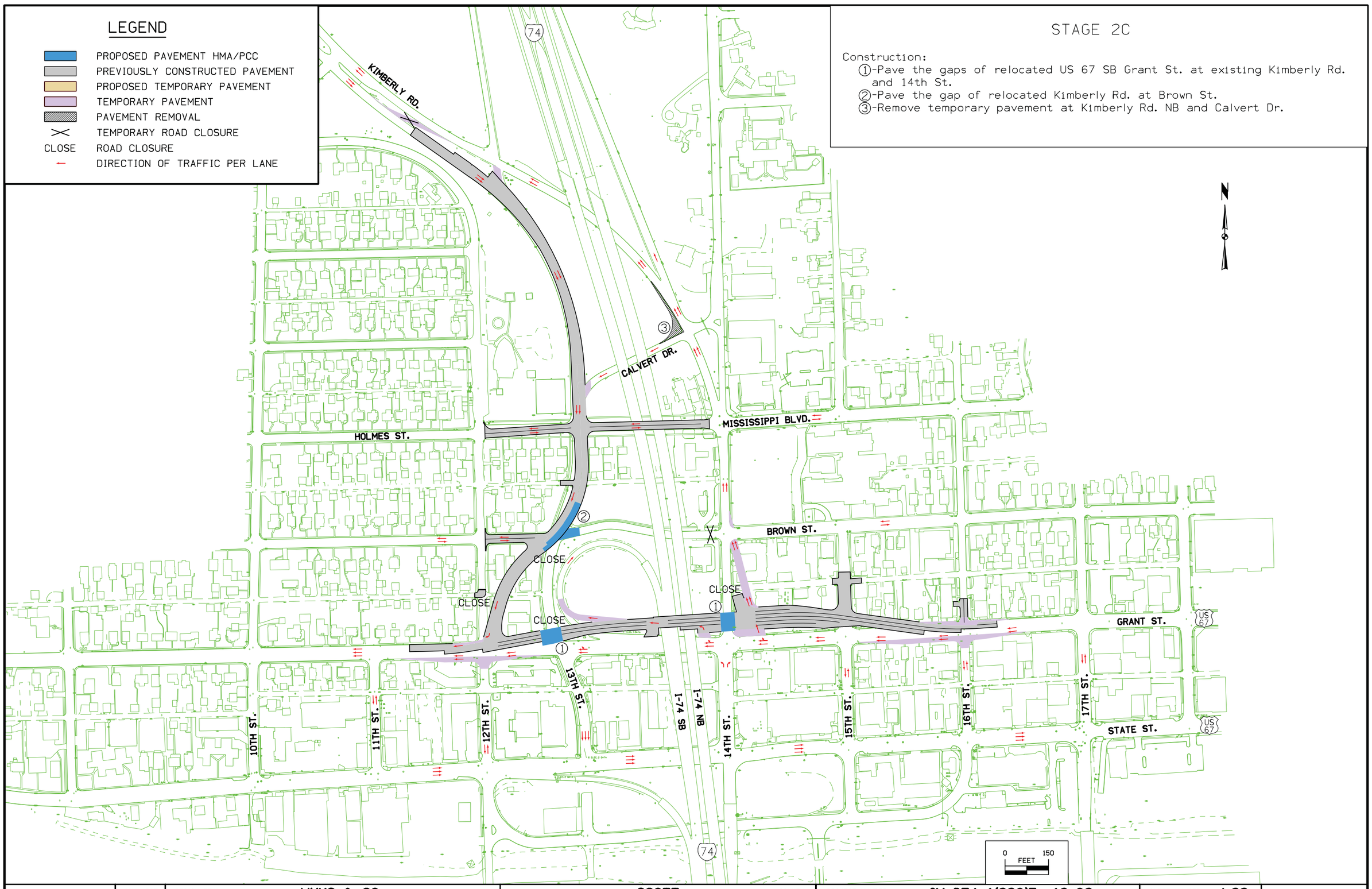
STAGE 2C

Construction:

①-Pave the gaps of relocated US 67 SB Grant St. at existing Kimberly Rd. and 14th St.

②-Pave the gap of relocated Kimberly Rd. at Brown St.

③-Remove temporary pavement at Kimberly Rd. NB and Calvert Dr.



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.22

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LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

ROAD WORK AHEAD

W20-1
48" x 48"

I-74 SOUTH DETOUR

ROAD WORK AHEAD

W20-1
48" x 48"

KIMBERLY ROAD DETOUR

ROAD CLOSED

R11-2
48" x 30"

MATCHLINE See Sheet J.24

0 FEET 50

KIMBERLY RD
STAGE 2C, SHEET 1 OF 2

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.23

12TH ST.

13TH ST.

5 Devices

Spacing = 35 ft

PROPOSED KIMBERLY RD.

ROAD WORK AHEAD
W20-1
48" x 48"

LEFT LANE CLOSED AHEAD
W20-5
48" x 48"

W4-2
48" x 48"

250 ft

250 ft

MERGE
W4-2M
48" x 48"

I-74 SB

I-74 NB

MISSISSIPPI BLVD.

BROWN ST.

CALVERT DR.

KIMBERLY RD. NB

I-74 NB RAMP

MATCHLINE See Sheet J.23

ROAD CLOSED
R11-2
48" x 30"

14TH ST.

Spacing = 35 ft

Spacing = 35 ft

5 Devices

ROAD WORK AHEAD
W20-1
48" x 48"

ROAD WORK AHEAD
W20-1
48" x 48"

ROAD WORK AHEAD
W20-1
48" x 48"

14TH ST.

0 FEET 50

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

KIMBERLY RD
STAGE 2C, SHEET 2 OF 2

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	F.24

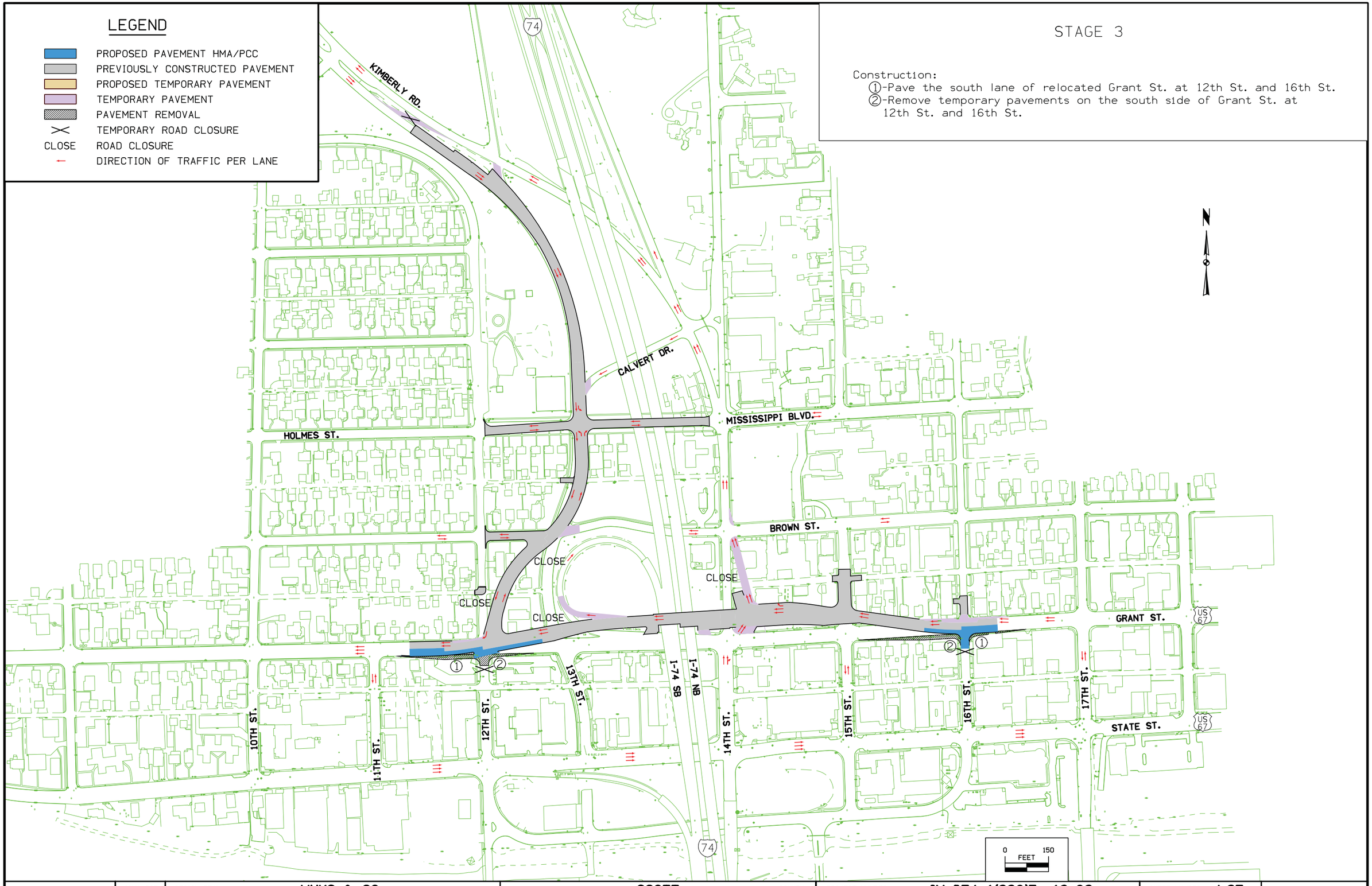
8:44:18 AM 12/17/2012 IA_I-74_7400.20\7400.20 - I-74\Cadd\Cadd Sheets\7400.20_J-Sheets.sht

LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

STAGE 3

Construction:
①-Pave the south lane of relocated Grant St. at 12th St. and 16th St.
②-Remove temporary pavements on the south side of Grant St. at 12th St. and 16th St.



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.25

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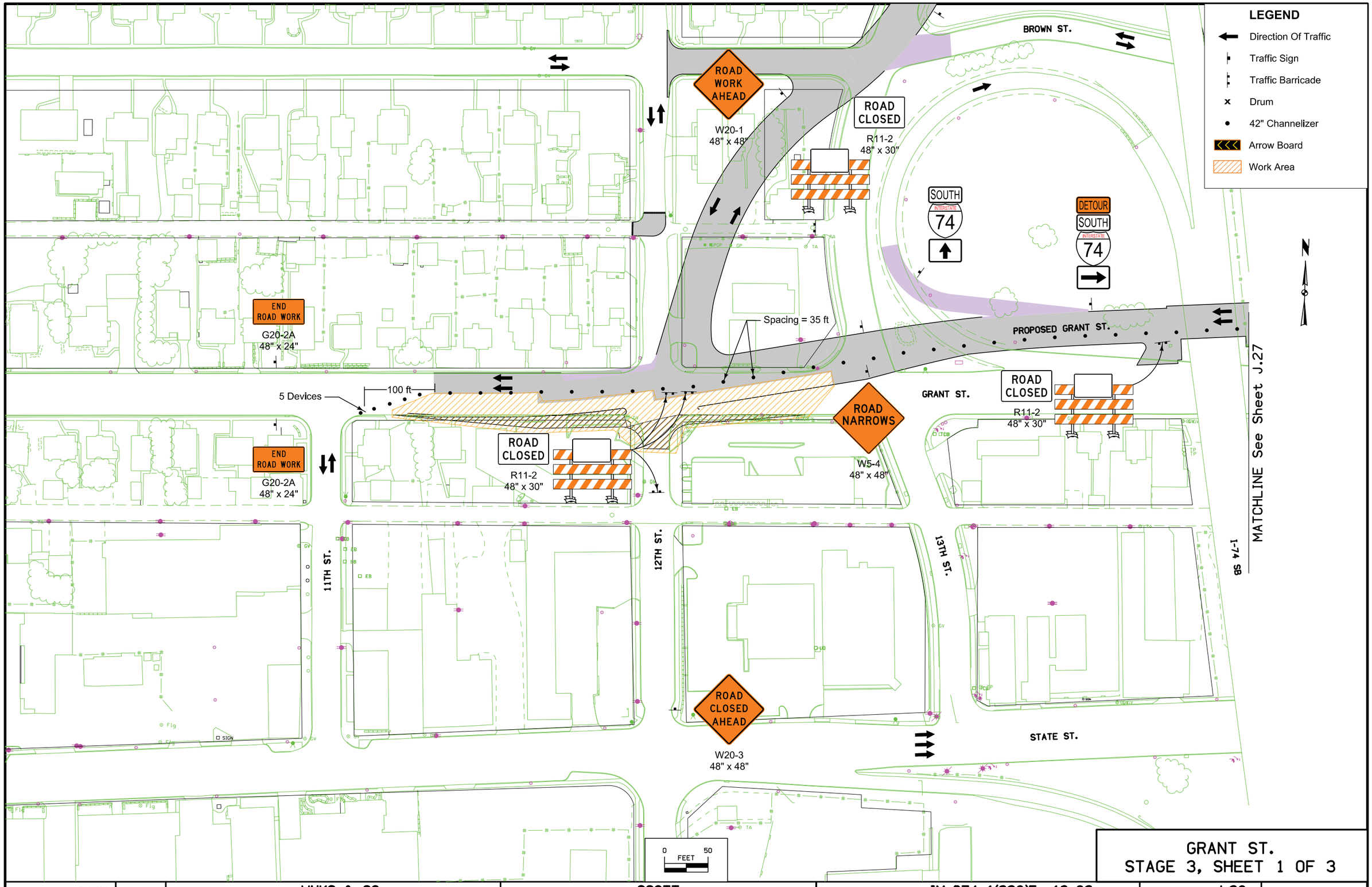
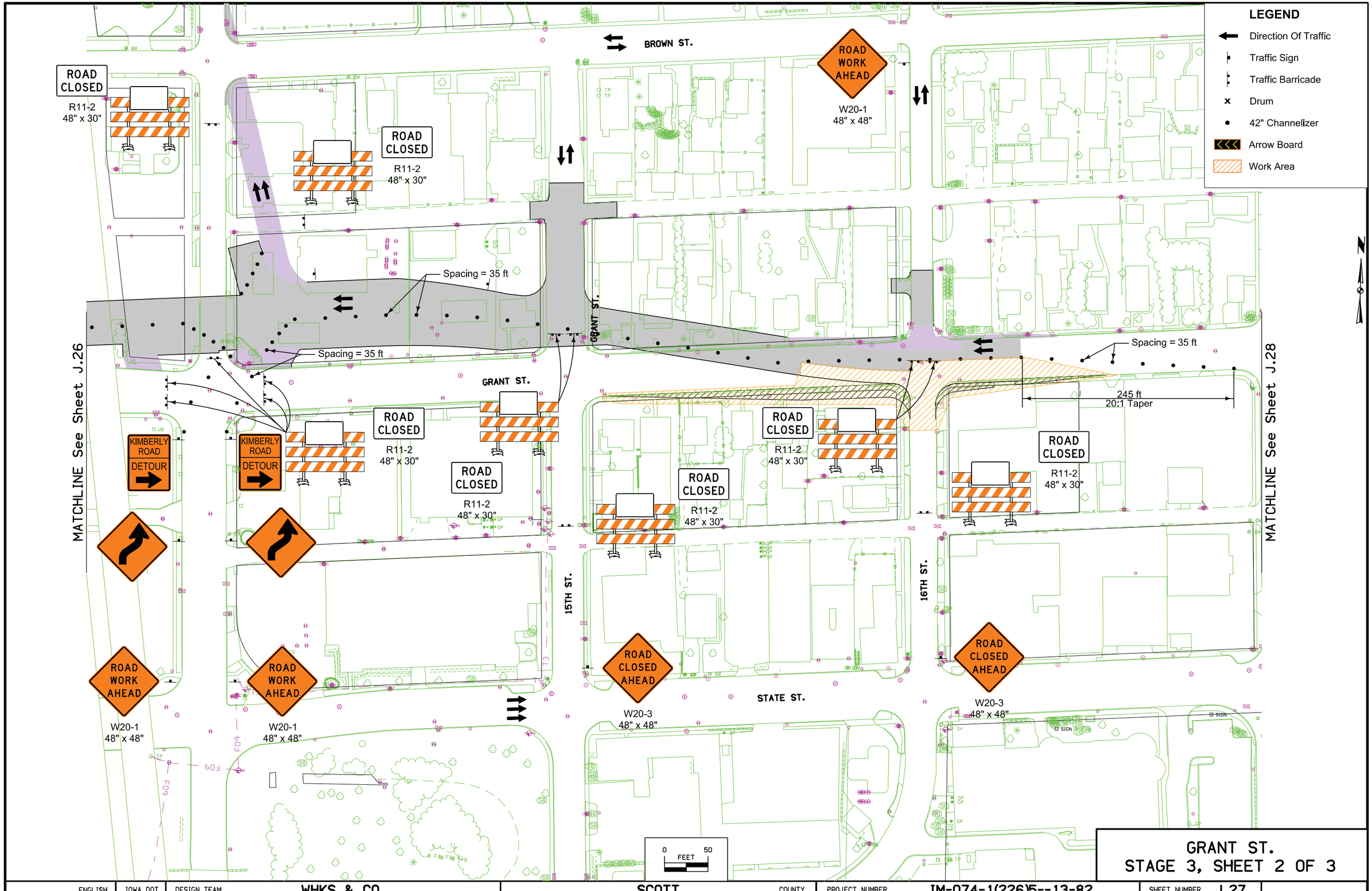


GRANT ST.
STAGE 3, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.26



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.27

GRANT ST.
STAGE 3, SHEET 2 OF 3

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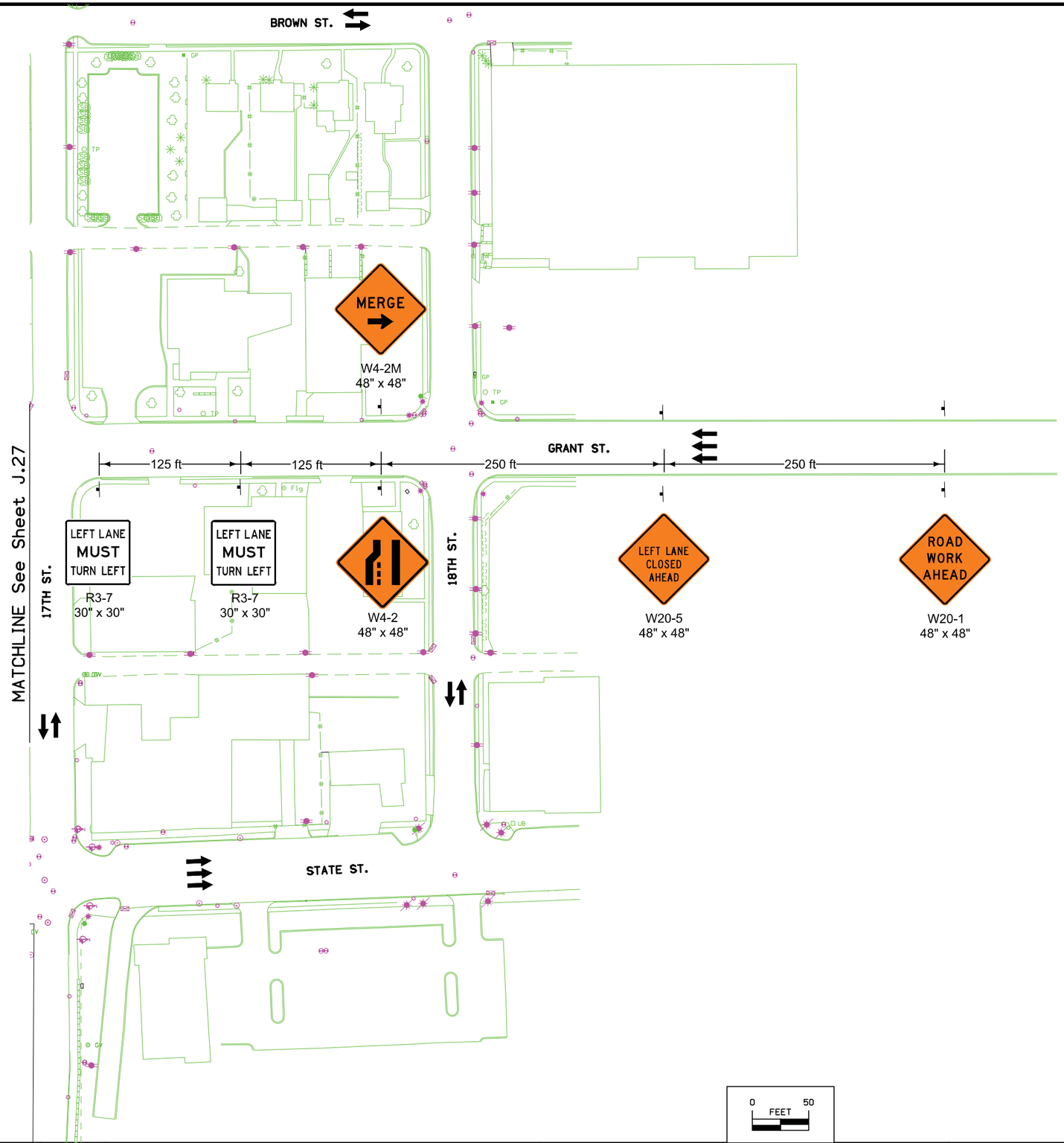


LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

0 50 FEET

GRANT ST.
STAGE 3, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.28

8:44:27 AM 12/17/2012 IA_I-74_7400.20\7400.20 - I-74\Cadd\Cadd Sheets\7400.20_J-Sheets.sht

LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← DIRECTION OF TRAFFIC PER LANE

STATE ST. CONSTRUCTION STAGE 1

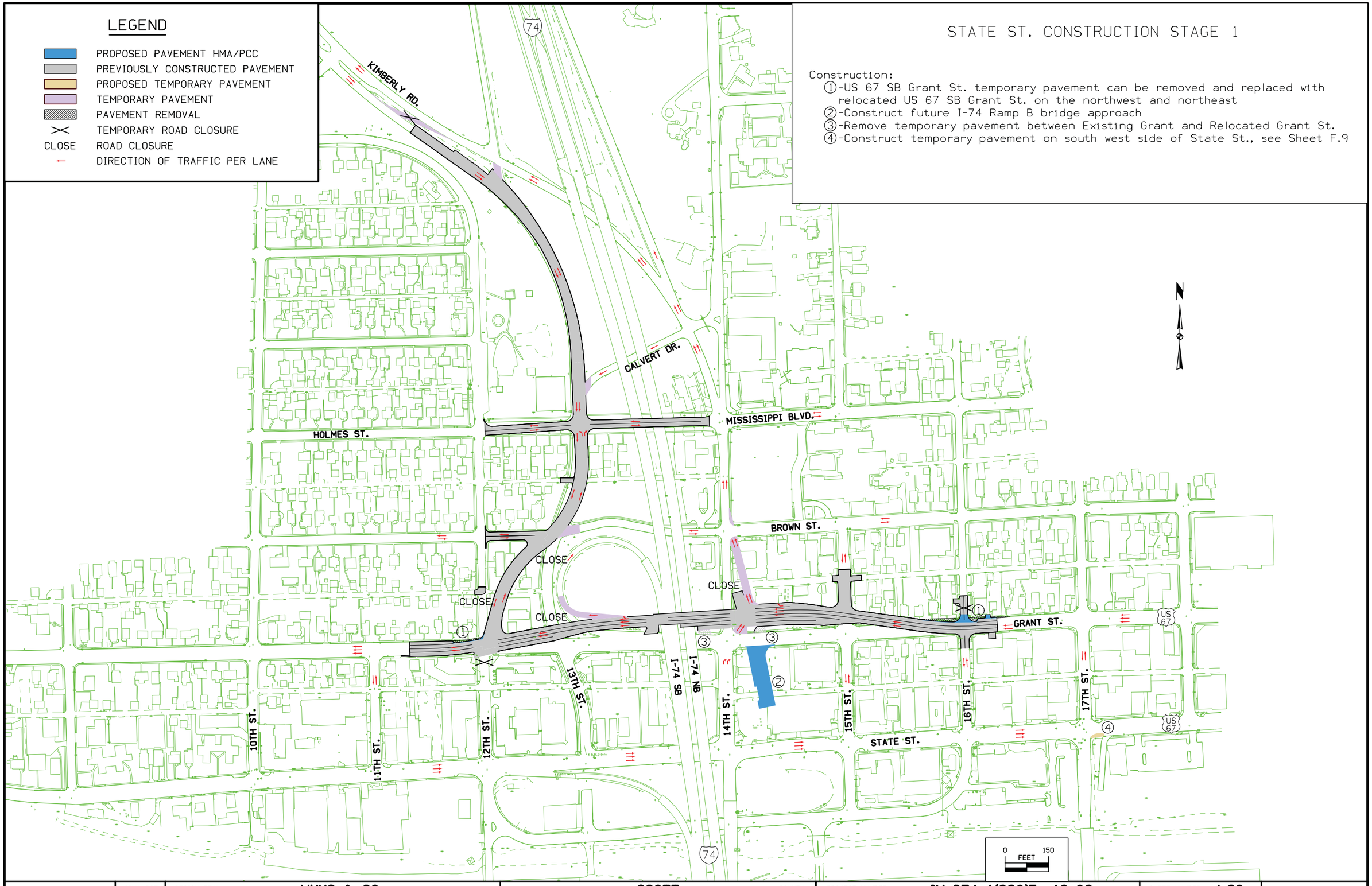
Construction:

①-US 67 SB Grant St. temporary pavement can be removed and replaced with relocated US 67 SB Grant St. on the northwest and northeast

②-Construct future I-74 Ramp B bridge approach

③-Remove temporary pavement between Existing Grant and Relocated Grant St.

④-Construct temporary pavement on south west side of State St., see Sheet F.9



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.29

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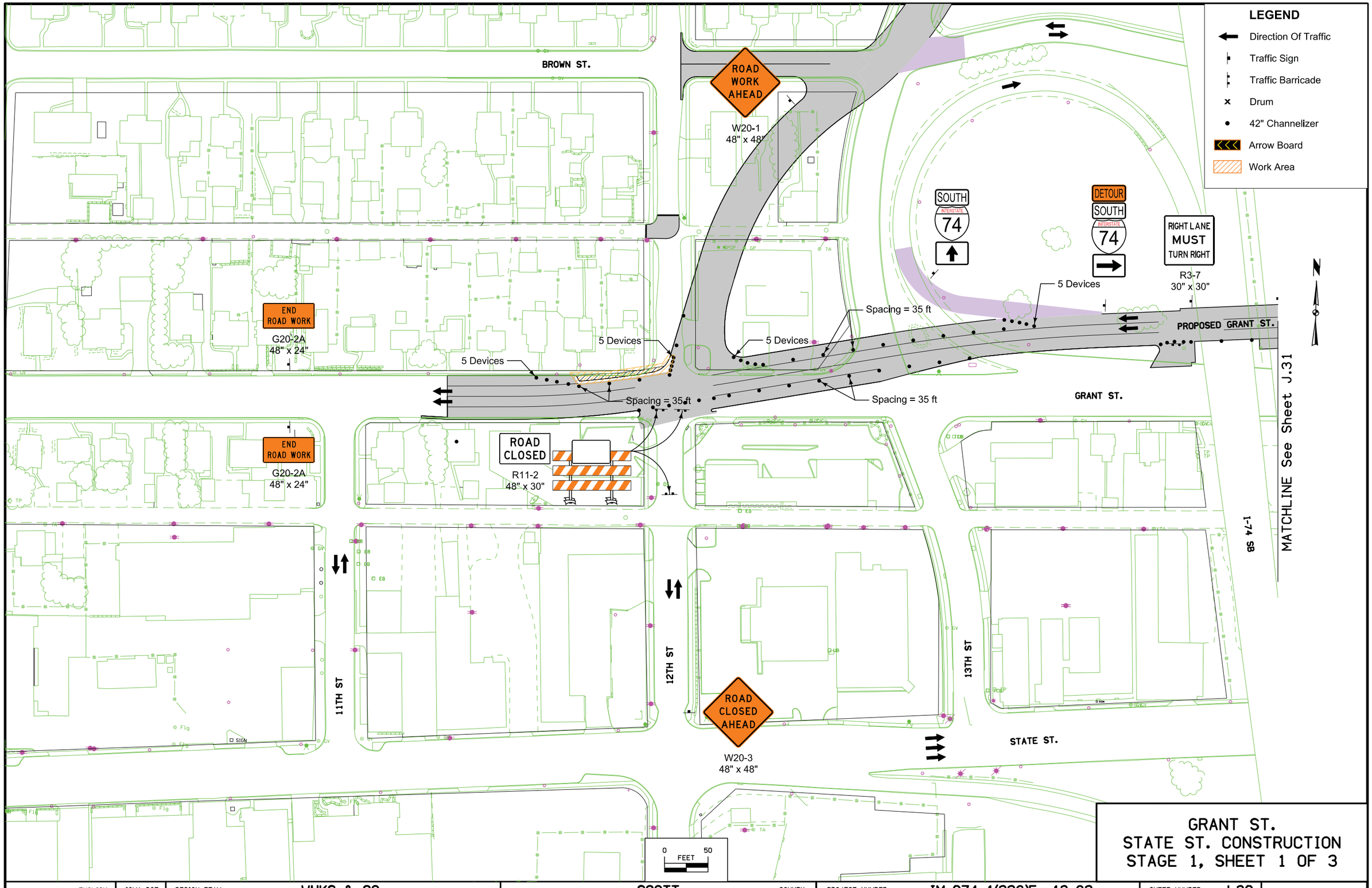

GRANT ST.
STATE ST. CONSTRUCTION
STAGE 1, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.30

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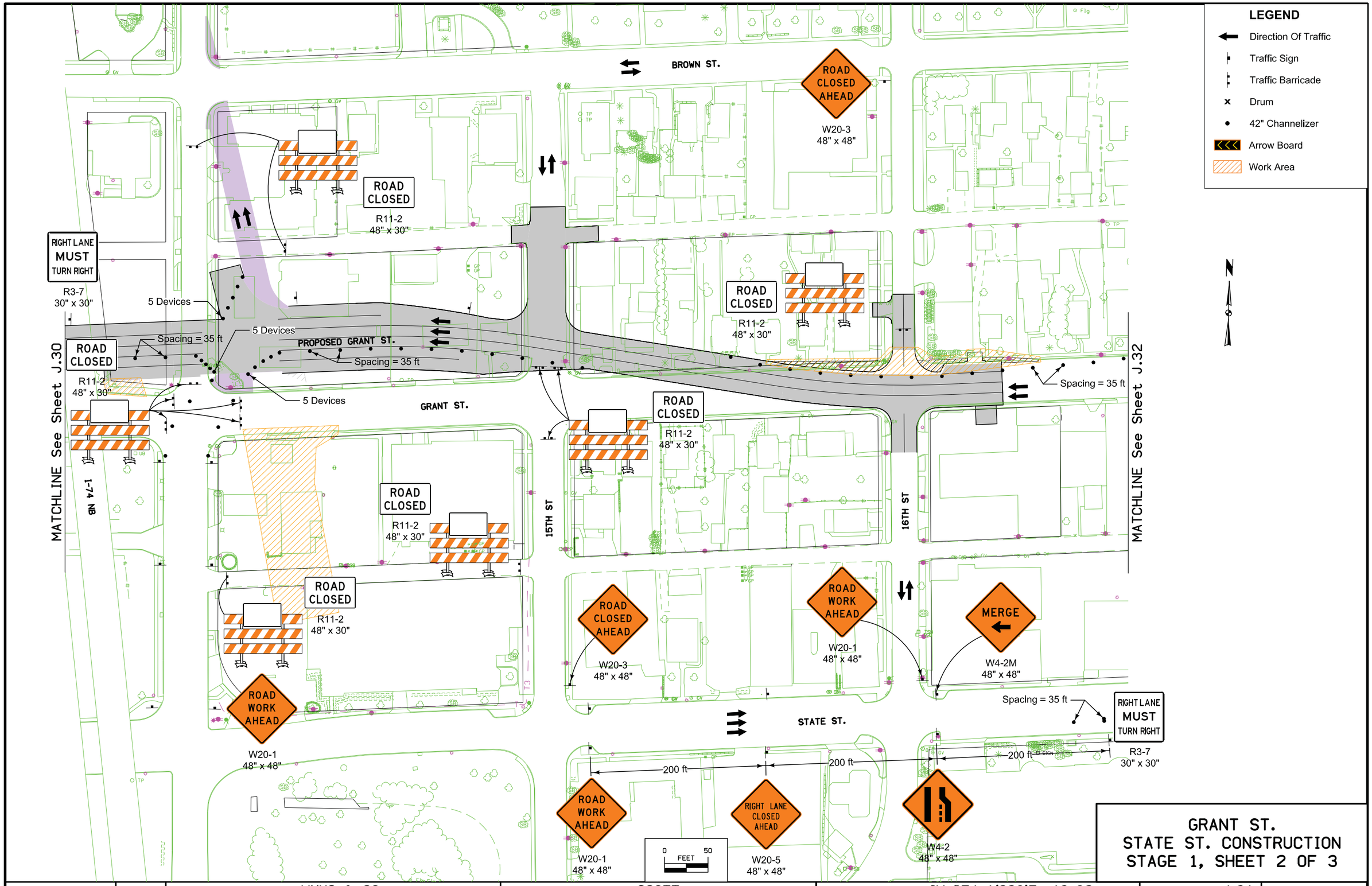

GRANT ST.
STATE ST. CONSTRUCTION
STAGE 1, SHEET 2 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.31

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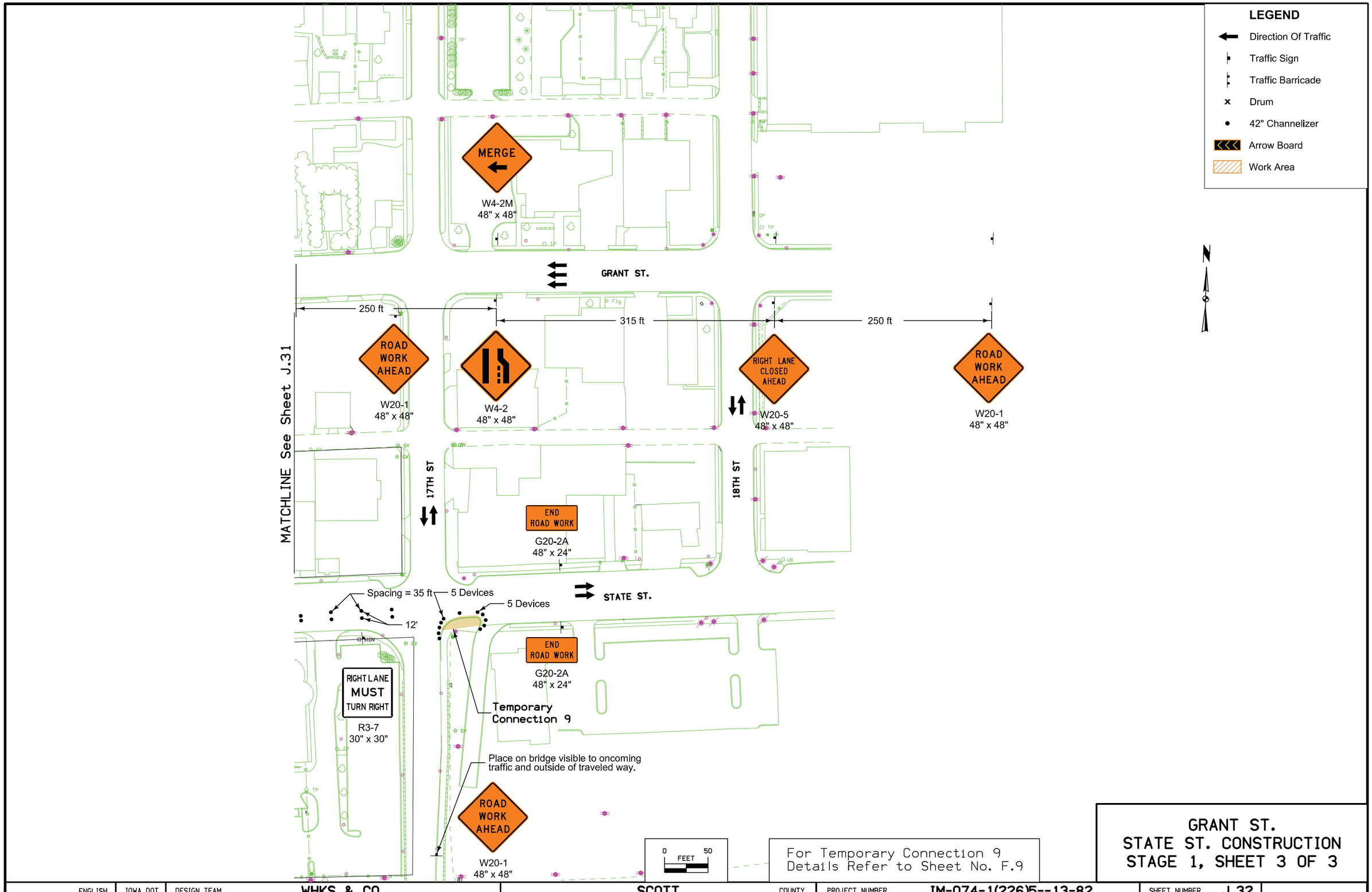


ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.32

LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

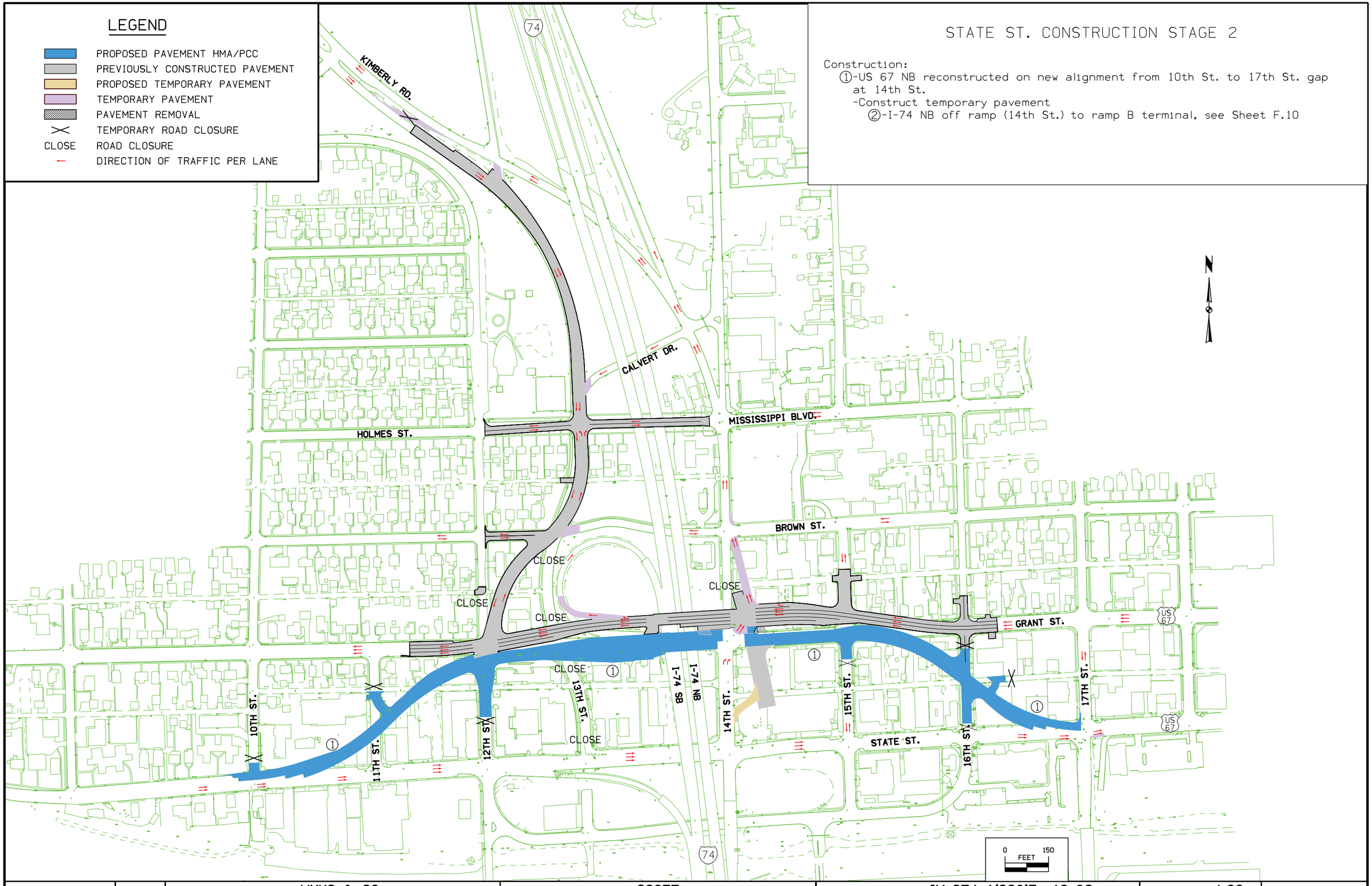
STATE ST. CONSTRUCTION STAGE 2

Construction:

①-US 67 NB reconstructed on new alignment from 10th St. to 17th St. gap at 14th St.

-Construct temporary pavement

②-I-74 NB off ramp (14th St.) to ramp B terminal, see Sheet F.10



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.33

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LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GRANT ST.

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

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

ROAD CLOSED AHEAD
W20-3
48" x 48"

ROAD CLOSED AHEAD
W20-3
48" x 48"

11TH ST.

10TH ST.

8TH ST.

ROAD CLOSED AHEAD
W20-3
48" x 48"

ROAD CLOSED
R11-2
48" x 30"

ROAD CLOSED
R11-2
48" x 30"

MERGE
W4-2M
48" x 48"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

STATE ST.

Spacing = 35 ft

ROAD CLOSED
R11-2
48" x 30"

250 ft

250 ft

250 ft

245 ft
20:1 Taper

ROAD WORK AHEAD
W20-1
48" x 48"

LEFT LANE CLOSED AHEAD
W20-5
48" x 48"

W4-2
48" x 48"

0 FEET 50

MATCHLINE See Sheet J.35

STATE ST.
STATE ST. CONSTRUCTION
STAGE 2, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.34

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BROWN ST.

I-74 SB

I-74 NB

ROAD CLOSED
R11-2
48" x 30"

ROAD CLOSED
R11-2
48" x 30"

Spacing = 35 ft

Spacing = 35 ft

PROPOSED GRANT ST.

5 Devices

Spacing = 10 ft

Spacing = 10 ft

GRANT ST.

MATCHLINE See Sheet J.34

MATCHLINE See Sheet J.36

ROAD CLOSED
R11-2
48" x 30"

ROAD CLOSED
R11-2
48" x 30"

ROAD CLOSED
R11-2
48" x 30"

14TH ST.

12TH ST.

13TH ST.

Spacing = 10 ft

Temporary Connection 10

Safety Closure

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

ROAD CLOSED AHEAD
W20-3
48" x 48"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

STATE ST.

ROAD WORK AHEAD
W20-1
48" x 48"

N

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

For Temporary Connection 10
Details Refer to Sheet No. F.10

0 50
FEET

STATE ST.
STATE ST. CONSTRUCTION
STAGE 2, SHEET 2 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.35

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LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

MATCHLINE See Sheet J.35

ROAD WORK AHEAD
W20-1
48" x 48"

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24" x 18"

ROAD CLOSED
R11-2
48" x 30"

GRANT ST.

16TH ST.

17TH ST.

18TH ST.

15TH ST.

ROAD CLOSED AHEAD
W20-3
48" x 48"

MERGE
W4-2M
48" x 48"

STATE ST.

Spacing = 35 ft

Spacing = 10 ft

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

200 ft

200 ft

200 ft

225 ft
20:1 Taper

LEFT LANE CLOSED AHEAD
W20-5
48" x 48"

W4-2
48" x 48"

GILBERT ST.

Place on bridge visible to oncoming traffic and outside of traveled way.

0 FEET 50

STATE ST.
STATE ST. CONSTRUCTION
STAGE 2, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.36

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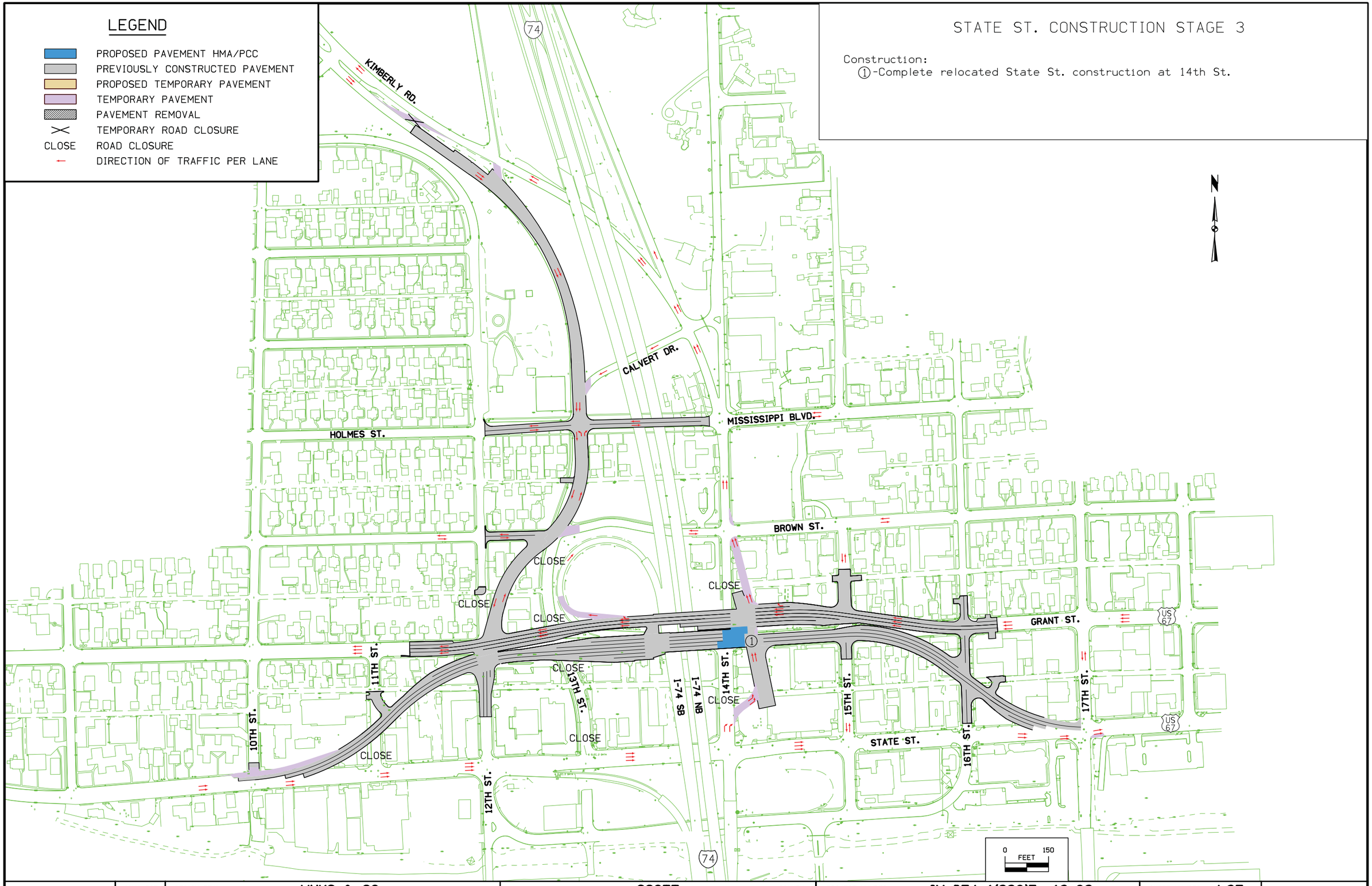
LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

STATE ST. CONSTRUCTION STAGE 3

Construction:
① -Complete relocated State St. construction at 14th St.



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.37

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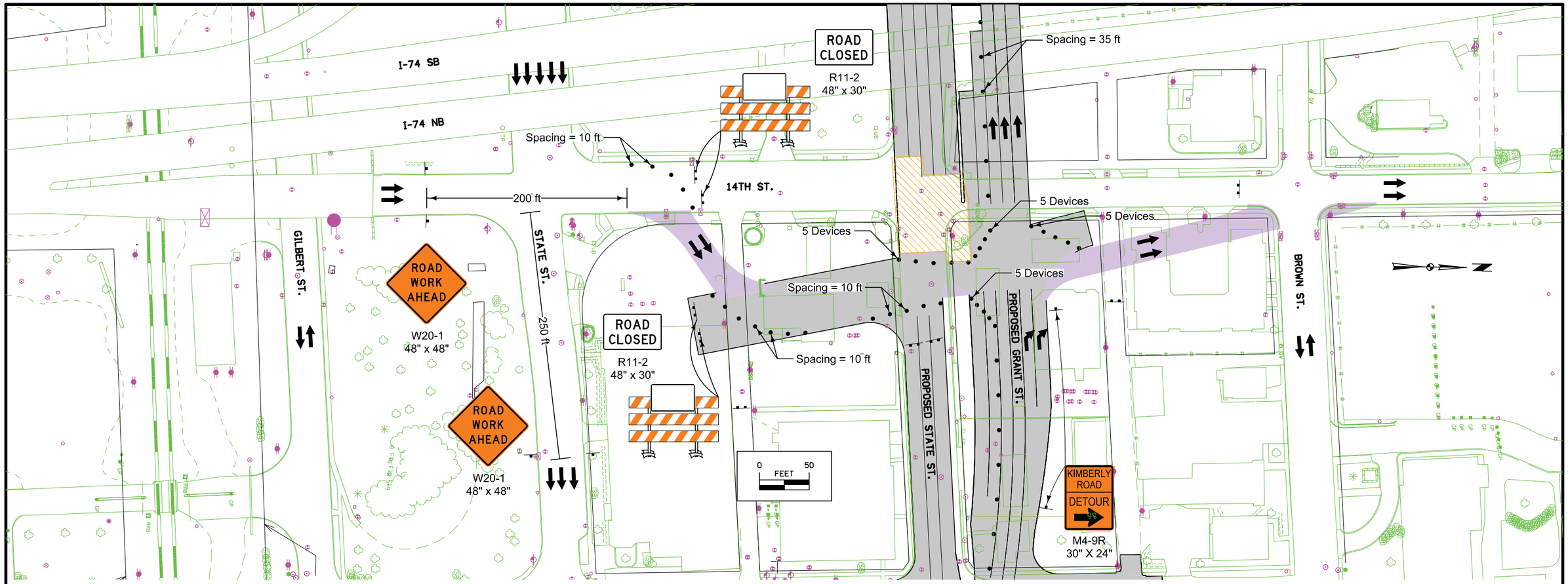


LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

GENERAL NOTES

1. Signs and traffic control devices from previous stages shall remain in place or be modified appropriately for subsequent stages of construction as directed by the engineer.

Possible Contract Item:

Traffic Control

14TH ST.
STATE ST. CONSTRUCTION
STAGE 3, SHEET 1 OF 1

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.38

LEGEND

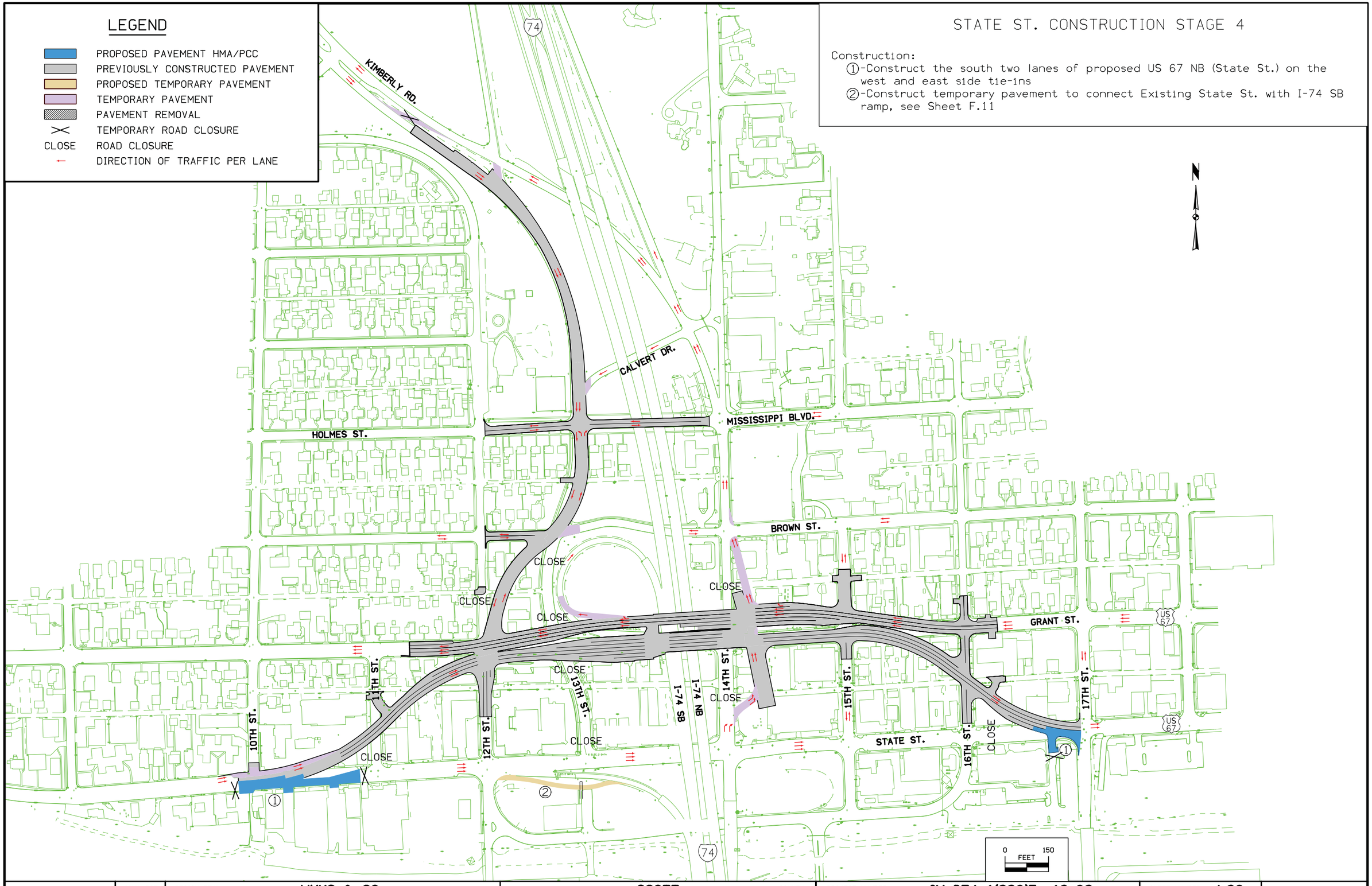
- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

STATE ST. CONSTRUCTION STAGE 4

Construction:

①-Construct the south two lanes of proposed US 67 NB (State St.) on the west and east side tie-ins

②-Construct temporary pavement to connect Existing State St. with I-74 SB ramp, see Sheet F.11



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.39

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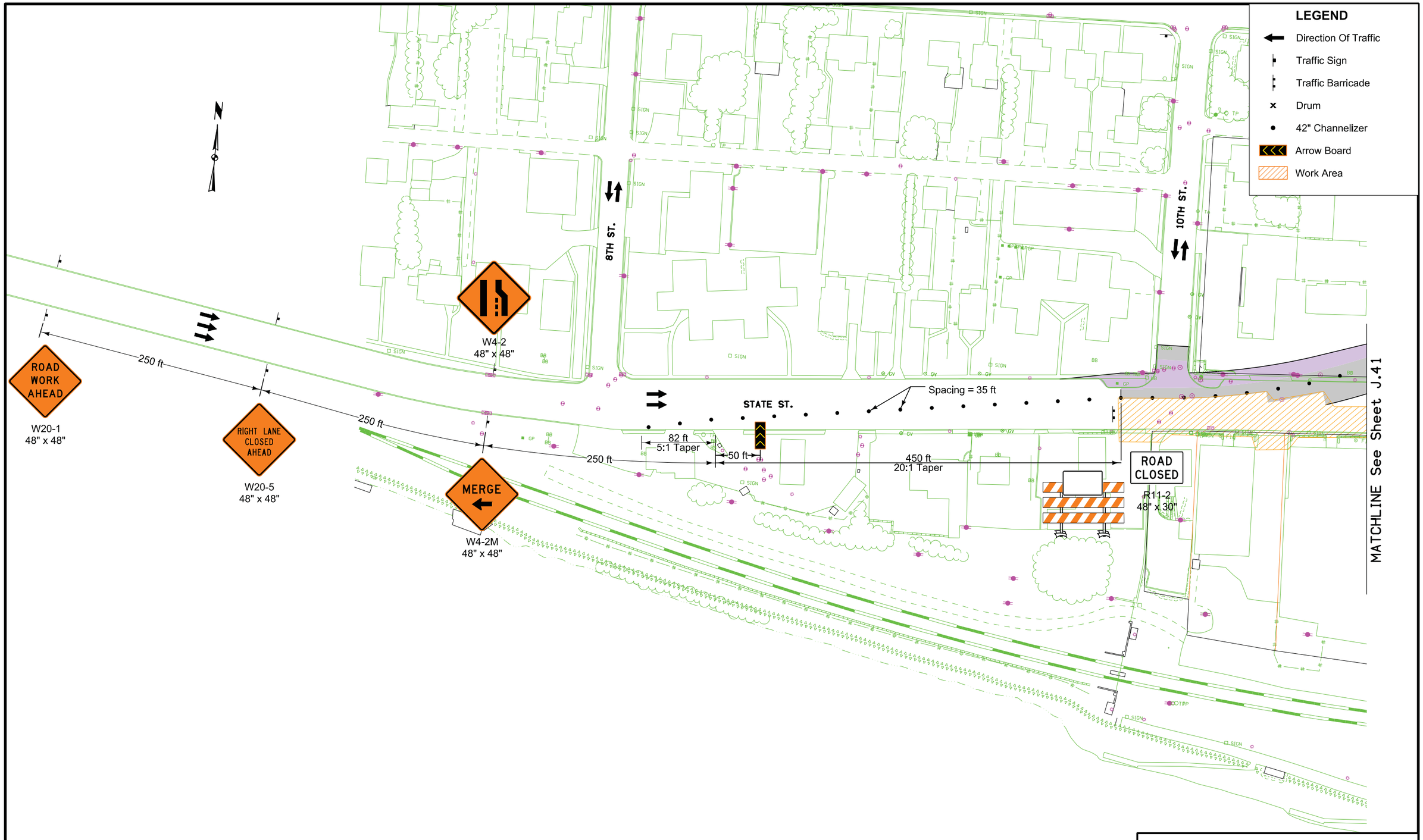

STATE ST.
STATE ST. CONSTRUCTION
STAGE 4, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.40

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

GRANT ST.

SOUTH INTERSTATE XX

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

11TH ST.

STATE STREET DETOUR
M4-9R
30" X 24"

RIGHT LANE MUST TURN RIGHT
R3-7
30" x 30"

200 ft

200 ft

SOUTH INTERSTATE XX

RIGHT LANE MUST TURN RIGHT
R3-7
30" x 30"

STATE STREET DETOUR
M4-9R
30" X 24"

DETOUR AHEAD

Spacing = 35 ft

SOUTH INTERSTATE XX

SOUTH INTERSTATE XX

STATE STREET DETOUR
M4-9R
30" X 24"

12TH ST.

ROAD WORK AHEAD
W20-1
48" x 48"

13TH ST.

ROAD CLOSED
R11-2
48" x 30"

PROPOSED GRANT ST.

Spacing = 35 ft

5 Devices
5 Devices

5 Devices

PROPOSED STATE ST.

14TH ST.

ROAD CLOSED
R11-2
48" x 30"

I-74 SB

I-74 NB

5 Devices

230 ft

MATCHLINE See Sheet J.40

MATCHLINE See Sheet J.42

Spacing = 35 ft

STATE ST.

5 Devices

Temporary Connection 11

ROAD WORK AHEAD
W20-1
48" x 48"

GILBERT ST.

ROAD WORK AHEAD
W20-1
48" x 48"

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

For Temporary Connection 11
Details Refer to Sheet No. F.11

0 50
FEET

STATE ST.
STATE ST. CONSTRUCTION
STAGE 4, SHEET 2 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.41

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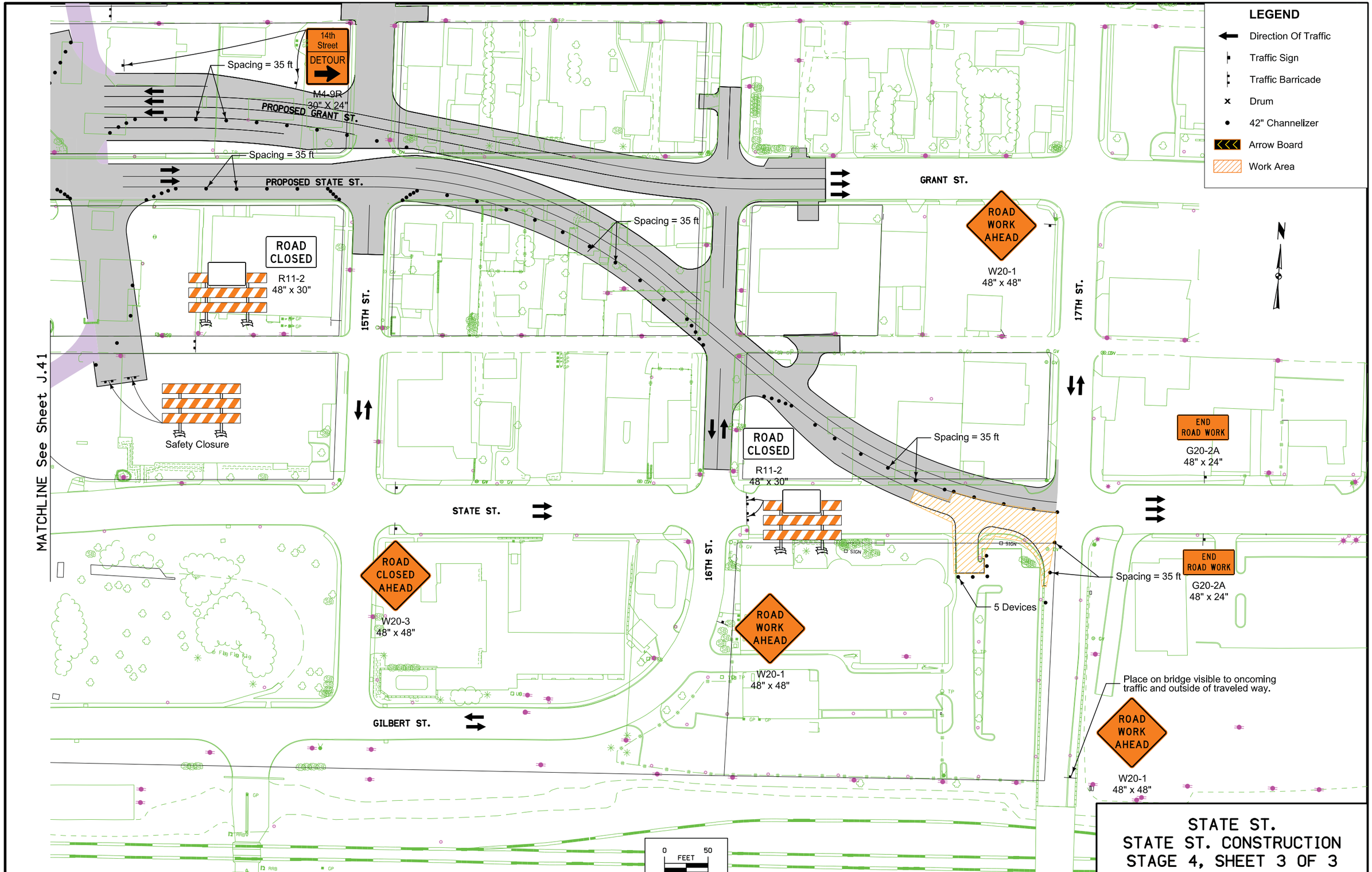

STATE ST.
STATE ST. CONSTRUCTION
STAGE 4, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.42

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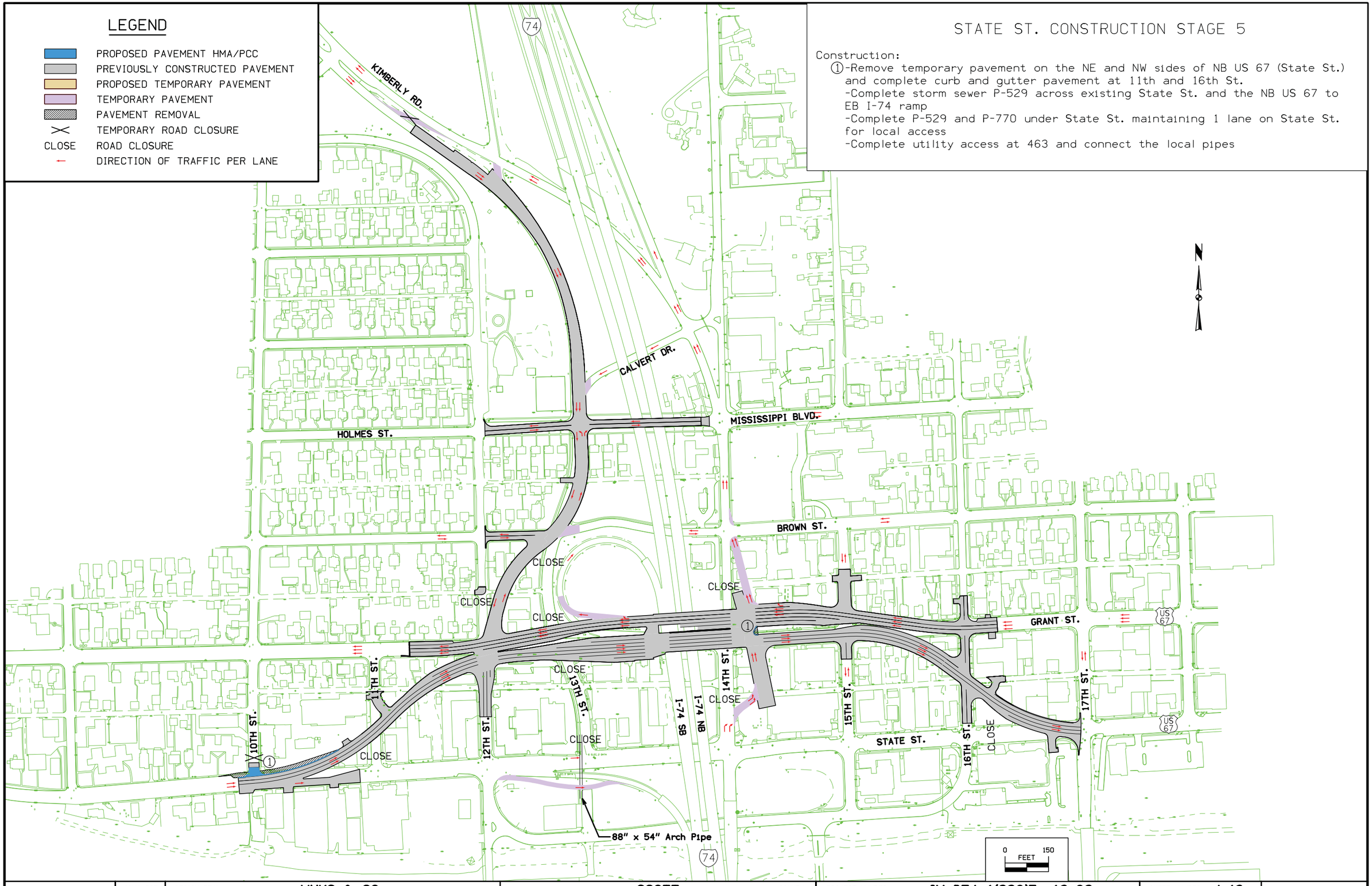
LEGEND

- PROPOSED PAVEMENT HMA/PCC
- PREVIOUSLY CONSTRUCTED PAVEMENT
- PROPOSED TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT
- PAVEMENT REMOVAL
- TEMPORARY ROAD CLOSURE
- CLOSE — ROAD CLOSURE
- ← — DIRECTION OF TRAFFIC PER LANE

STATE ST. CONSTRUCTION STAGE 5

Construction:

①-Remove temporary pavement on the NE and NW sides of NB US 67 (State St.) and complete curb and gutter pavement at 11th and 16th St.
-Complete storm sewer P-529 across existing State St. and the NB US 67 to EB I-74 ramp
-Complete P-529 and P-770 under State St. maintaining 1 lane on State St. for local access
-Complete utility access at 463 and connect the local pipes



ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.43

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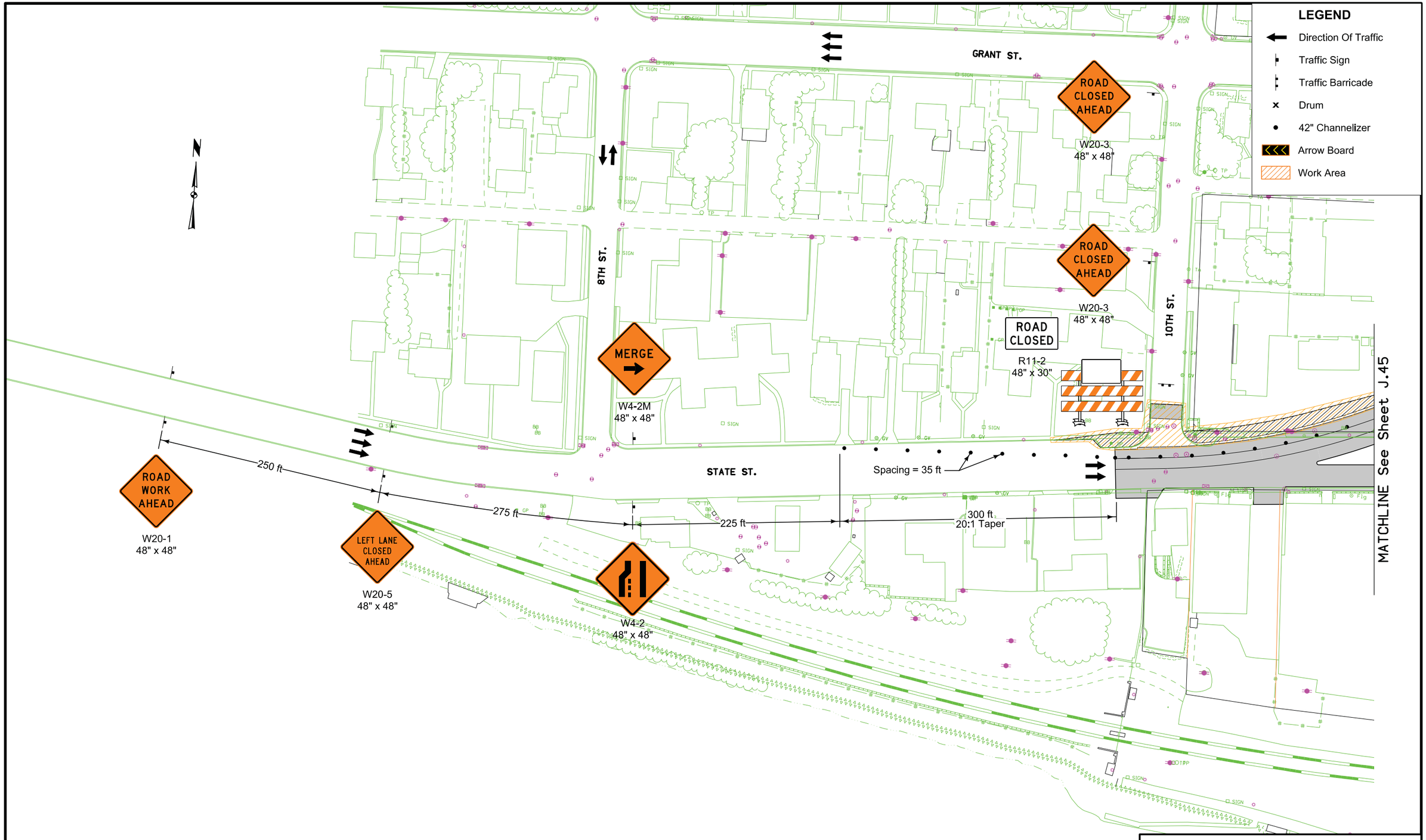

STATE ST.
STATE ST. CONSTRUCTION
STAGE 5, SHEET 1 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.44

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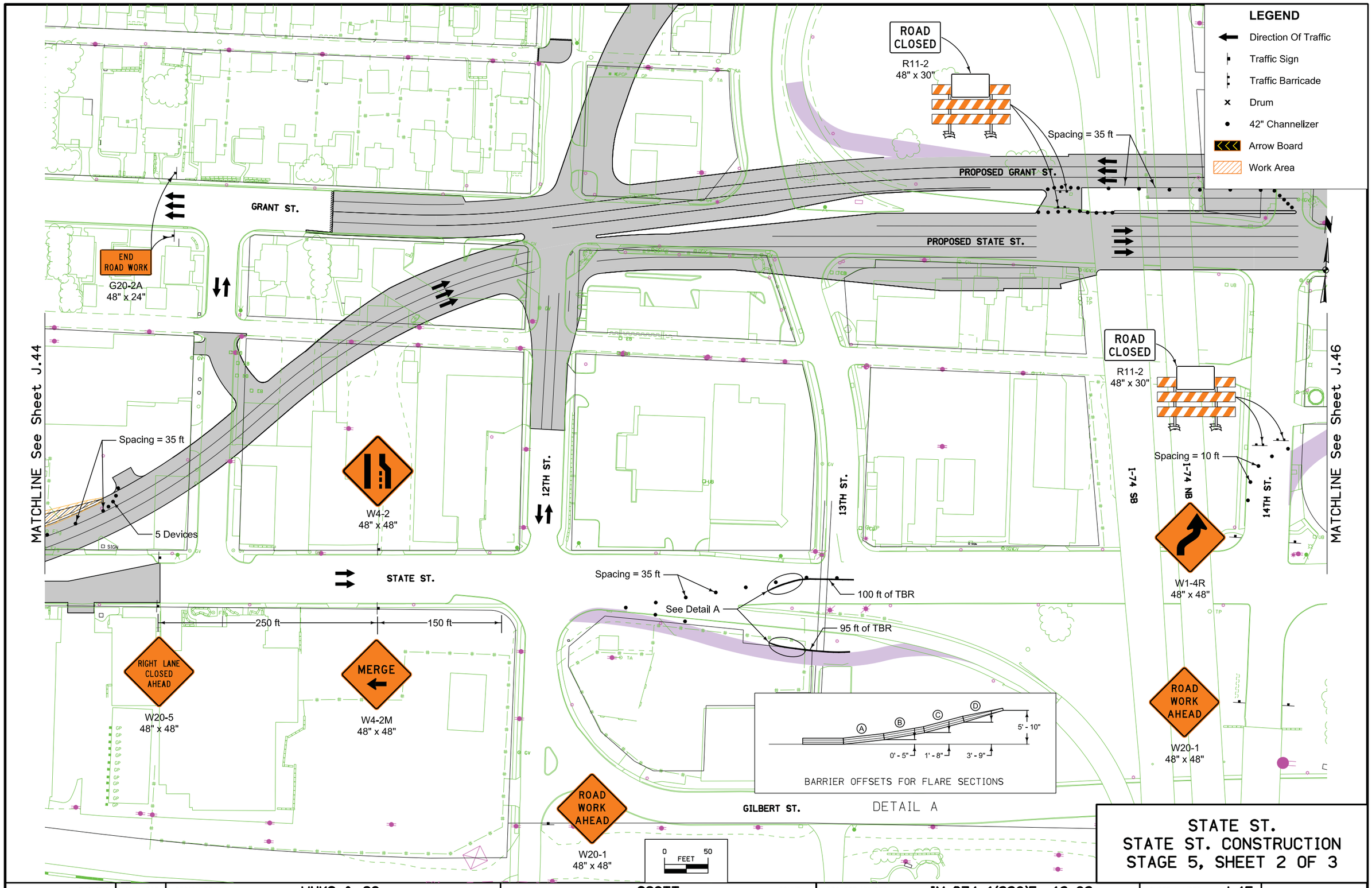

STATE ST.
STATE ST. CONSTRUCTION
STAGE 5, SHEET 2 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.45

8:45:04 AM 12/17/2012 IA_I-74_7400.20 J2\7400.20 - I-74\Cadd\Cadd Sheets\7400.20_J-Sheets.sht

ROAD CLOSED
R11-2
48" x 30"

14th Street
DETOUR
M4-9R
30" X 24"

PROPOSED GRANT ST.

6 Devices

PROPOSED STATE ST.

ROAD CLOSED
R11-2
48" x 30"

MATCHLINE See Sheet J.45

15TH ST.

GRANT ST.

ROAD WORK AHEAD
W20-1
48" x 48"

ROAD WORK AHEAD
W20-1
48" x 48"

17TH ST.

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

STATE ST.

16TH ST.

ROAD CLOSED
R11-2
48" x 30"

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

LEGEND

- Direction Of Traffic
- Traffic Sign
- Traffic Barricade
- Drum
- 42" Channelizer
- Arrow Board
- Work Area

0 50
FEET

STATE ST.
STATE ST. CONSTRUCTION
STAGE 5, SHEET 3 OF 3

ENGLISH	IOWA DOT	DESIGN TEAM	WHKS & CO.	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(226)5--13-82	SHEET NUMBER	J.46

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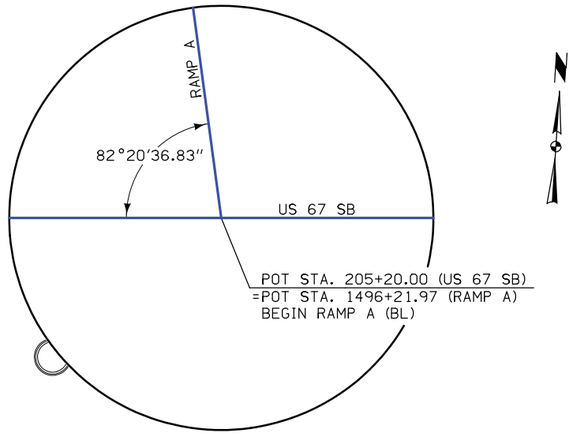


DETAIL A

INTERSECTION CIRCULAR CURVE DATA

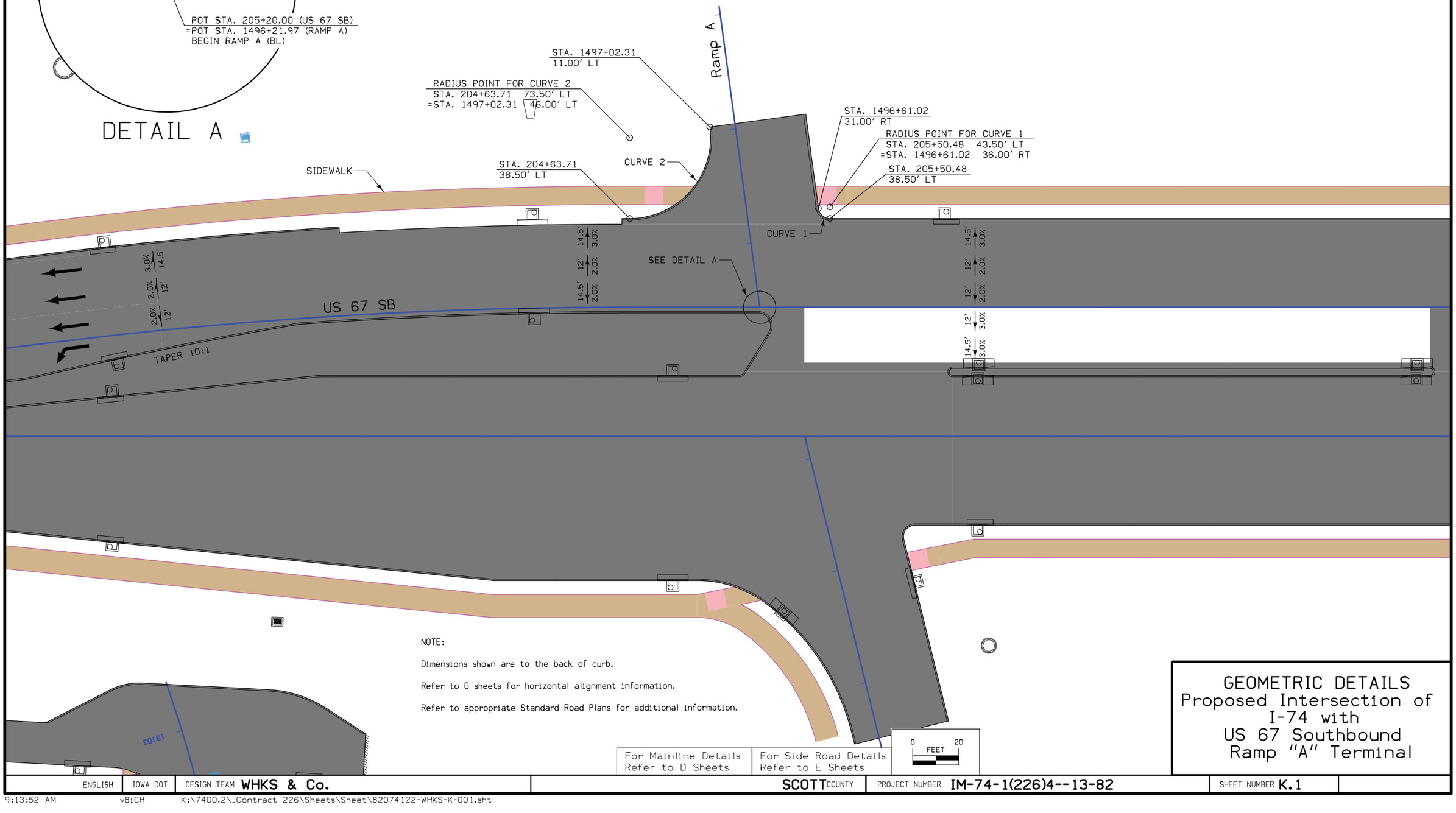
w101-10C-1

Curve Number	△	D	T	L	E	R
1	82° 20' 36.84" RT	785° 54' 56.13"	4.38'	7.19'	1.65'	5.00'
2	97° 39' 23.17" RT	163 42' 8.02"	40.02'	59.66'	18.17'	35.00'

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,184.477	2,457,872.155	570,185.453	2,457,877.058	570,180.462	2,457,877.372
2	570,175.019	2,457,790.772	570,209.950	2,457,788.577	570,216.780	2,457,822.904



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

0 20 FEET

GEOMETRIC DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "A" Terminal

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER K.1

9:13:52 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

Point	Northing	Easting	Elevation	Description
1725	570224.976	2457864.097	571.62	FG
1726	570205.361	2457867.999	571.75	FG
1727	570184.477	2457872.155	571.88	FG END OF RADIUS
1728	570180.462	2457877.372	571.91	FG END OF RADIUS
1729	570181.400	2457892.292	571.97	FG
1730	570182.314	2457906.838	571.96	FG
1731	570185.453	2457877.058	---	CENTER 5' R
1732	570118.927	2457934.536	571.63	FG END OR RADIUS
1733	570117.336	2457933.133	571.71	FG END OR RADIUS

For Sidewalk Details
Refer to S Sheets

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

0 FEET 20

STAKING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "A" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.2

9:14:03 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

0 20 FEET

JOINTING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "A" Terminal

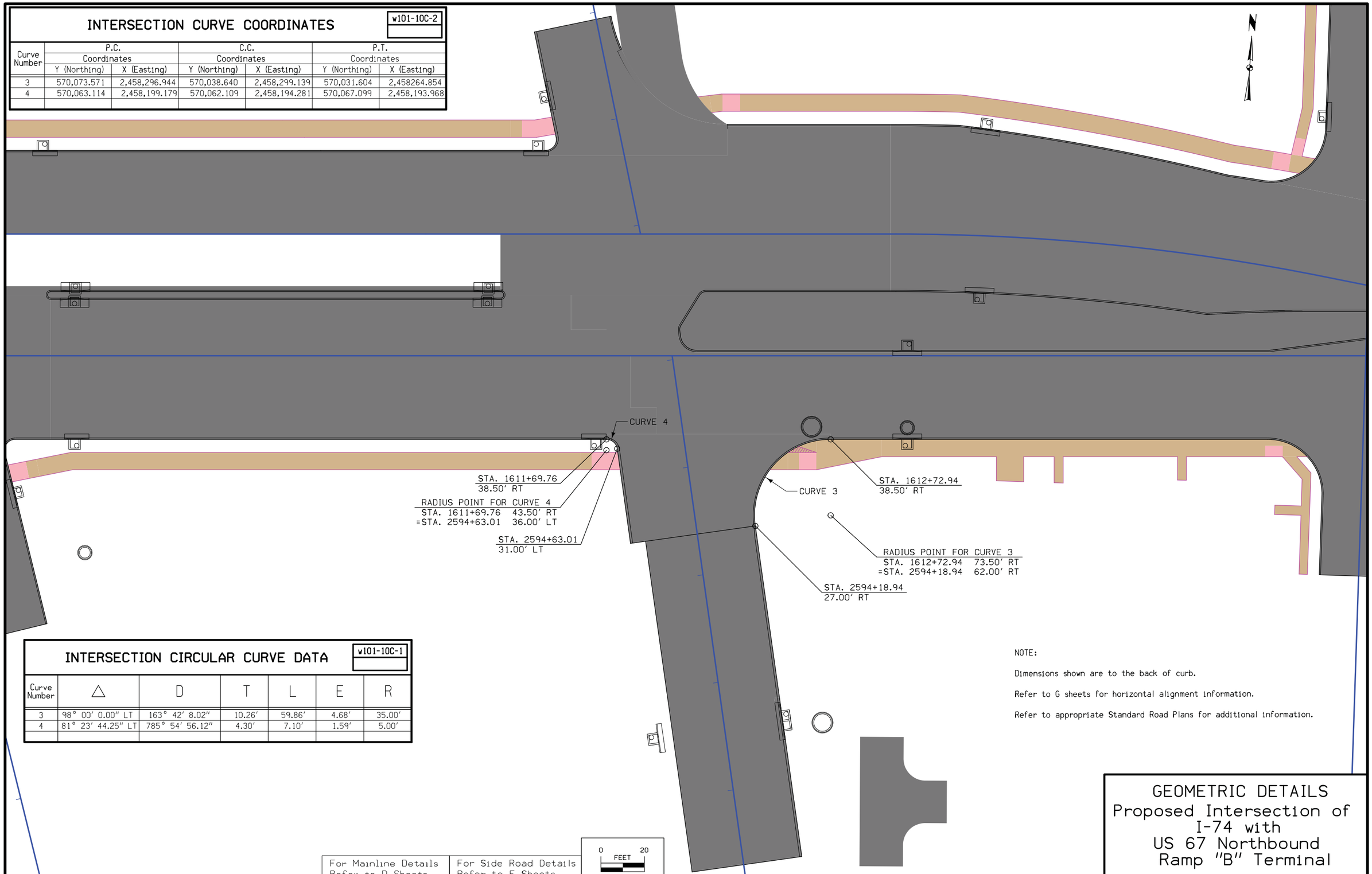
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.3

9:14:14 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
3	570,073.571	2,458,296.944	570,038.640	2,458,299.139	570,031.604	2,458264.854
4	570,063.114	2,458,199.179	570,062.109	2,458,194.281	570,067.099	2,458,193.968



INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
3	98° 00' 0.00" LT	163° 42' 8.02"	10.26'	59.86'	4.68'	35.00'
4	81° 23' 44.25" LT	785° 54' 56.12"	4.30'	7.10'	1.59'	5.00'

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

0 20 FEET

GEOMETRIC DETAILS
Proposed Intersection of I-74 with US 67 Northbound Ramp "B" Terminal

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER K.4

9:14:25 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

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

N

571.90 571.85 571.80 571.75 571.70 571.64 571.59
571.80 571.97 571.85 571.73 571.61 571.60 571.47
571.92 572.13 571.89 571.85 571.41 571.17
571.74 572.02 571.78 571.54 571.30

0.40% 1.00% 0.60% 1.00% 1.41% 0.70% 0.22% 2.75%
2.00% 2.00% 2.00% 2.00%

1850 1851 1852 1853 1854 1858

Point	Northing	Easting	Elevation	Description
1850	570073.571	2458296.944	571.46	FG END OF RADIUS
1851	570069.516	2458282.656	571.43	FG 1/4 RADIUS
1852	570059.900	2458271.336	571.23	FG MIDPOINT RADIUS
1853	570046.456	2458265.023	571.12	FG 1/4 RADIUS
1854	570031.605	2458264.854	571.00	FG END OF RADIUS
1858	570038.640	2458299.139	---	CENTER 35' R

STAKING DETAILS
Proposed Intersection of I-74 with US 67 Northbound Ramp "B" Terminal

For Mainline Details Refer to D Sheets	For Sidewalk Details Refer to S Sheets	For Side Road Details Refer to E Sheets

0 20 FEET

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER K.5

9:14:36 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

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

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

For Mainline Details Refer to D Sheets	For Sidewalk Details Refer to S Sheets	For Side Road Details Refer to E Sheets

0 20
FEET

JOINTING DETAILS
Proposed Intersection of I-74 with US 67 Northbound Ramp "B" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.6

9:14:48 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

INTERSECTION CIRCULAR CURVE DATA

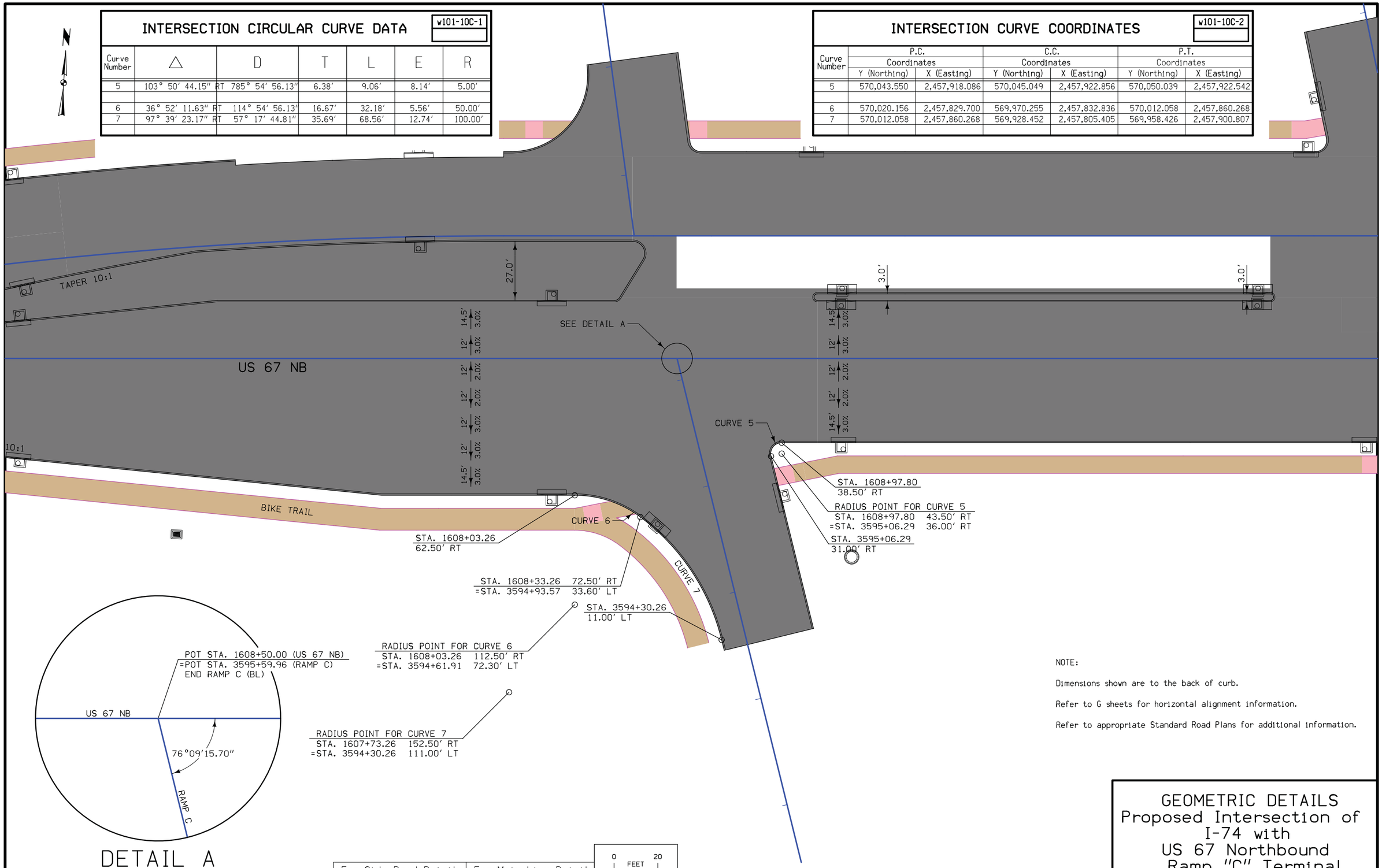
w101-10C-1

Curve Number	△	D	T	L	E	R
5	103° 50′ 44.15″ RT	785° 54′ 56.13″	6.38′	9.06′	8.14′	5.00′
6	36° 52′ 11.63″ RT	114° 54′ 56.13″	16.67′	32.18′	5.56′	50.00′
7	97° 39′ 23.17″ RT	57° 17′ 44.81″	35.69′	68.56′	12.74′	100.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
5	570,043.550	2,457,918.086	570,045.049	2,457,922.856	570,050.039	2,457,922.542
6	570,020.156	2,457,829.700	569,970.255	2,457,832.836	570,012.058	2,457,860.268
7	570,012.058	2,457,860.268	569,928.452	2,457,805.405	569,958.426	2,457,900.807



DETAIL A

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Side Road Details Refer to E Sheets

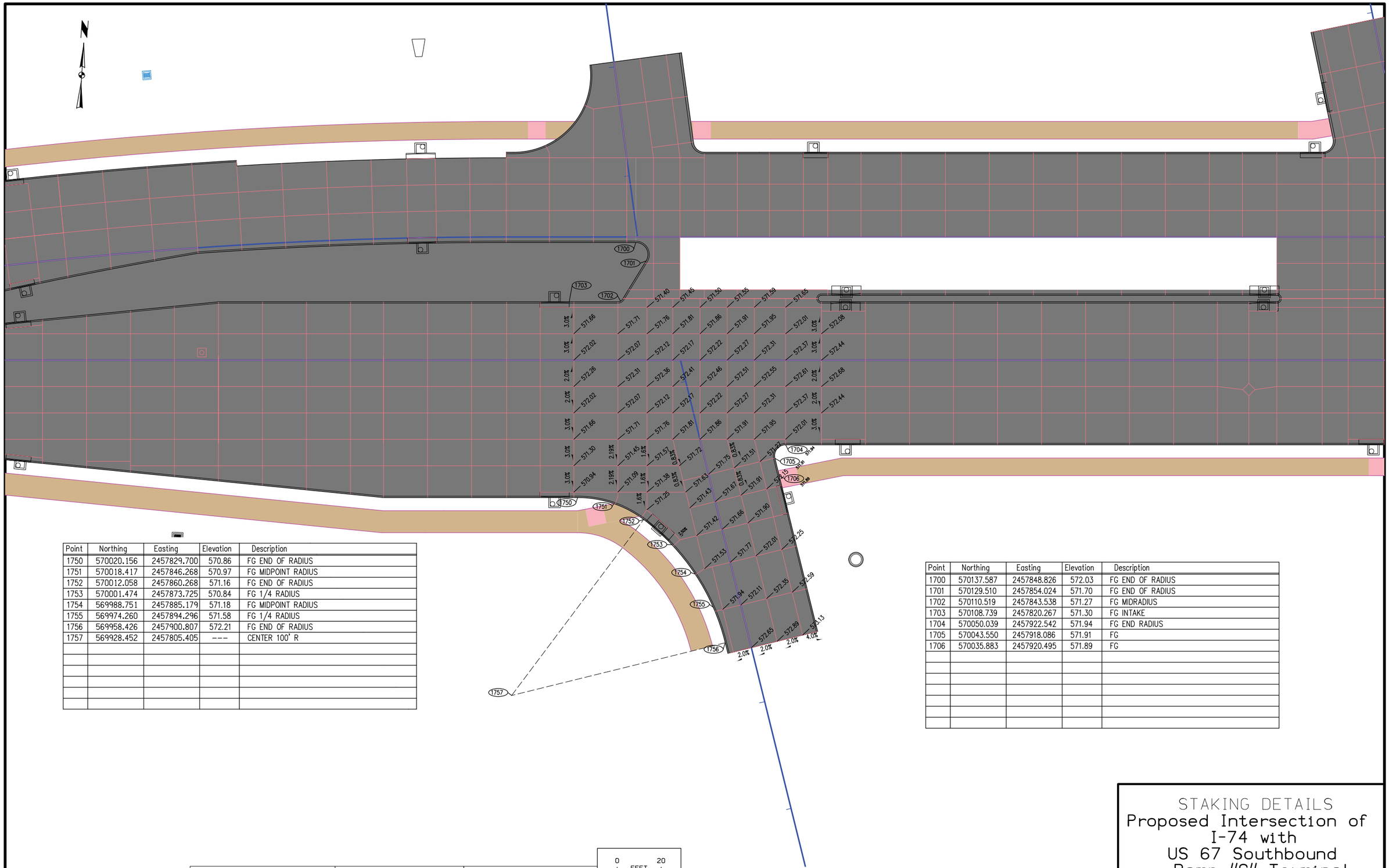
For Main Line Details Refer to D Sheets

0 20 FEET

GEOMETRIC DETAILS
Proposed Intersection of I-74 with US 67 Northbound Ramp "C" Terminal

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **K.7**

9:14:59 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht



Point	Northing	Easting	Elevation	Description
1750	570020.156	2457829.700	570.86	FG END OF RADIUS
1751	570018.417	2457846.268	570.97	FG MIDPOINT RADIUS
1752	570012.058	2457860.268	571.16	FG END OF RADIUS
1753	570001.474	2457873.725	570.84	FG 1/4 RADIUS
1754	569988.751	2457885.179	571.18	FG MIDPOINT RADIUS
1755	569974.260	2457894.296	571.58	FG 1/4 RADIUS
1756	569958.426	2457900.807	572.21	FG END OF RADIUS
1757	569928.452	2457805.405	---	CENTER 100' R

Point	Northing	Easting	Elevation	Description
1700	570137.587	2457848.826	572.03	FG END OF RADIUS
1701	570129.510	2457854.024	571.70	FG END OF RADIUS
1702	570110.519	2457843.538	571.27	FG MIDRADIUS
1703	570108.739	2457820.267	571.30	FG INTAKE
1704	570050.039	2457922.542	571.94	FG END RADIUS
1705	570043.550	2457918.086	571.91	FG
1706	570035.883	2457920.495	571.89	FG

For Sidewalk Details Refer to S Sheets

For Main Line Details Refer to D Sheets

For Side Road Details Refer to E Sheets

0 20 FEET

STAKING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "C" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.8

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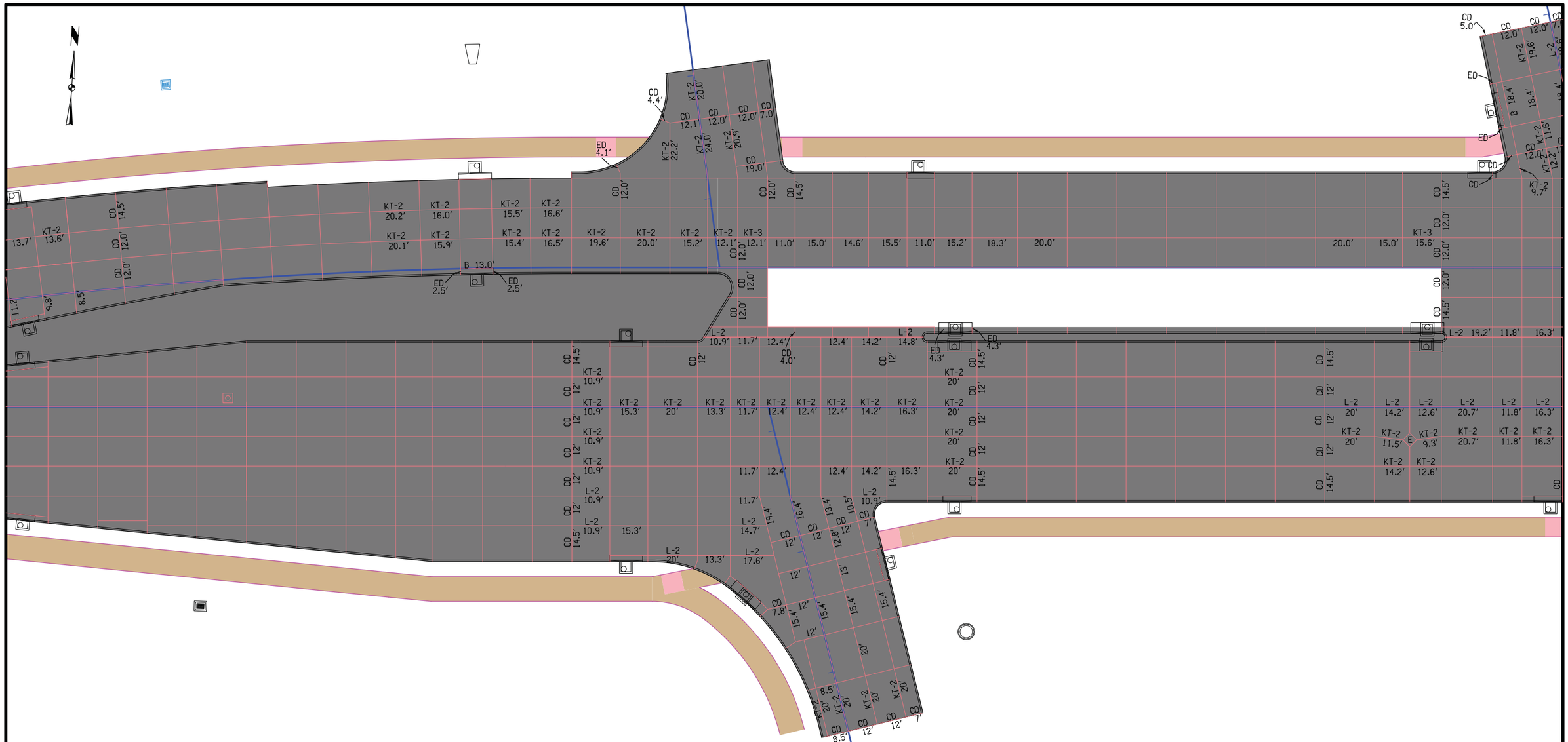


NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

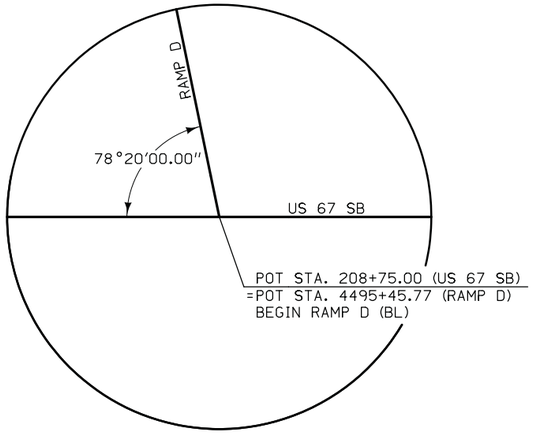
For Main Line Details Refer to D Sheets	For Side Road Details Refer to E Sheets

0 FEET 20

JOINTING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "C" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.9

9:15:22 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht



DETAIL A

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
8	53° 07′ 48.37″ RT	114° 35′ 29.61″	25.00′	46.36′	5.90′	50.00′
9	25° 12′ 05.18″ RT	76° 23′ 39.74″	16.77′	32.99′	1.85′	75.00′
10	101° 40′ 03.29″ RT	785° 54′ 56.12″	6.14′	8.87′	2.92′	5.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates Y (Northing)	P.C. Coordinates X (Easting)	C.C. Coordinates Y (Northing)	C.C. Coordinates X (Easting)	P.T. Coordinates Y (Northing)	P.T. Coordinates X (Easting)
8	570,215.297	2,458,240.307	570,265.199	2,458,237.170	570,232.749	2,458,199.131
9	570,232.749	2,458,199.131	570,281.424	2,458,256.190	570,261.678	2,458,183.836
10	570,204.385	2,458,162.154	570,203.068	2,458,157.330	570,198.078	2,458,157.644

For Main Line Details Refer to D Sheets

For Side Road Details Refer to E Sheets

0 20 FEET

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

GEOMETRIC DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "D" Terminal

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER K.10

9:15:32 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

Point	Northing	Easting	Elevation	Description
1800	570212.254	2458160.006	571.70	FG BOTTOM OF PED RAMP
1801	570204.374	2458162.157	571.77	FG END OF RADIUS
1807	570231.451	2458197.609	571.50	TOP OF SLAB END OF RADIUS
1808	570223.264	2458206.421	571.40	TOP OF SLAB 1/4 RADIUS
1809	570217.322	2458216.878	571.38	TOP OF SLAB MIDPOINT RADIUS
1810	570213.940	2458228.421	571.33	TOP OF SLAB 1/4 RADIUS
1811	570215.297	2458240.307	571.26	FG END OF RADIUS
1812	570265.199	2458287.170	---	CENTER 50' R

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

572.40 572.16 571.92 572.26 572.02 571.78 572.25 572.01 571.77 571.91 571.90 571.83 571.61 571.44 2.00% 2.00% 0.58% 0.58%

1800 1801 1807 1808 1809 1810 1811 1812

For Sidewalk Details Refer to S Sheets | For Main Line Details Refer to D Sheets | For Side Road Details Refer to E Sheets

0 20 FEET

STAKING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "D" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.11

9:15:44 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-K-001.sht

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

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

For Main Line Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

0 FEET 20

JOINTING DETAILS
Proposed Intersection of I-74 with US 67 Southbound Ramp "D" Terminal

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.12

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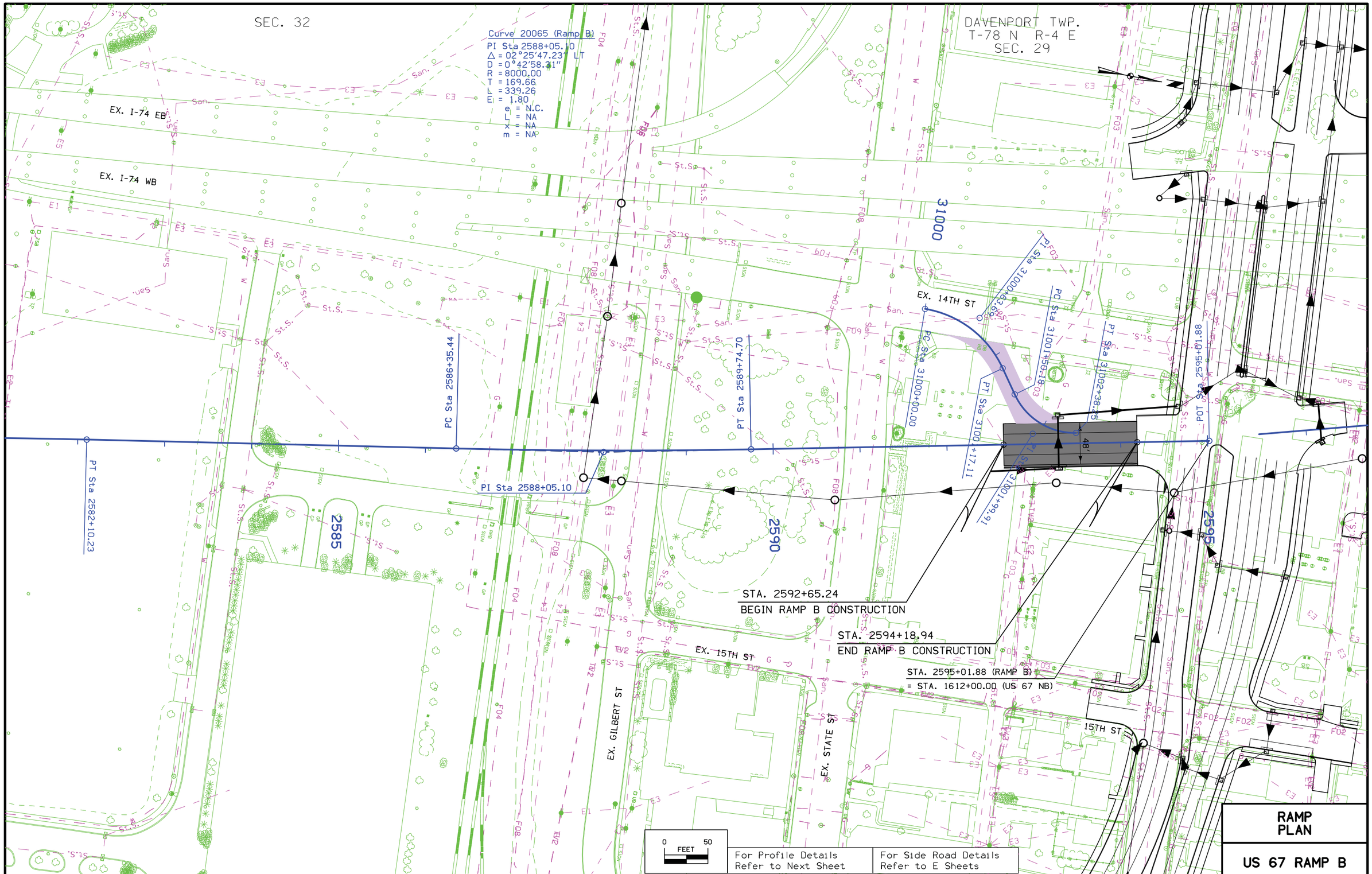

RAMP PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.13

9:02:20 AM untitled c:\pwise_work\do_not_delete\dms03746\82074122-AB-K-226-1.sht.sht

Ramp A Radius Return

CL 10 Cut = 12 CY

12 CY

Fill + 30% = 0 CY
Waste = 12 CY

12 CY

Ramp C Radius Return

CL 10 Cut = 630 CY

630 CY

Fill + 30% = 12 CY
Waste = 618 CY

630 CY

Ramp D Radius Return

CL 10 Cut = 486 CY

486 CY

Fill + 30% = 0 CY
Waste = 486 CY

486 CY

+70.00

CL 10 Cut = 1691 CY

1691 CY

Fill + 30% = 0 CY
Waste = 1691 CY

1691 CY

+65.00

VPI +50.00
Elv 598.57
K = 151
Len 450.00 ft

-2.930%

FUTURE US 67 RAMP B PGL

-5.920%

STA. 2594+18.94
END RAMP B CONSTRUCTION
ELEV. 571.54

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

+0.563%

US 67 RAMP B PGL

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

VERTICAL CLEARANCE
OVER EXISTING
GILBERT ST = 17.88'

EXISTING GROUND AT B/L

R.R. TRACKS

EXISTING
GILBERT ST

VPI +25.00
Elv 570.45
K = 39
Len 250.00 ft

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

Lt

Rt

Ramp B Bridge

Ramp B Bridge

Curb & Gutter

Curb & Gutter

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

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

US 67 RAMP B

For Plan Details
Refer to Sheet No. K.01

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.14

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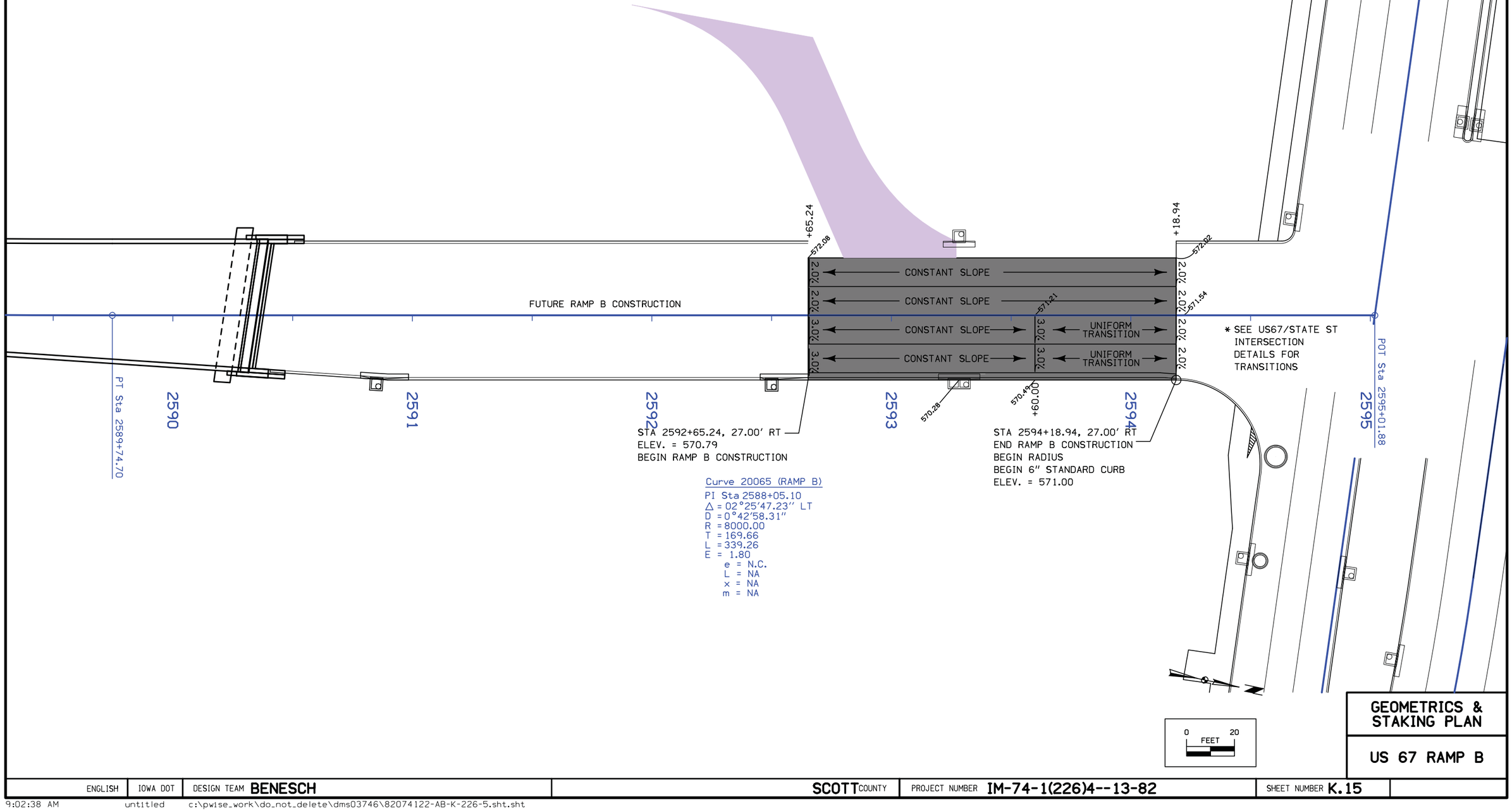
DAVENPORT TWP.
T-78 N R-4 E
SEC. 29

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



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

GEOMETRICS & STAKING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.15

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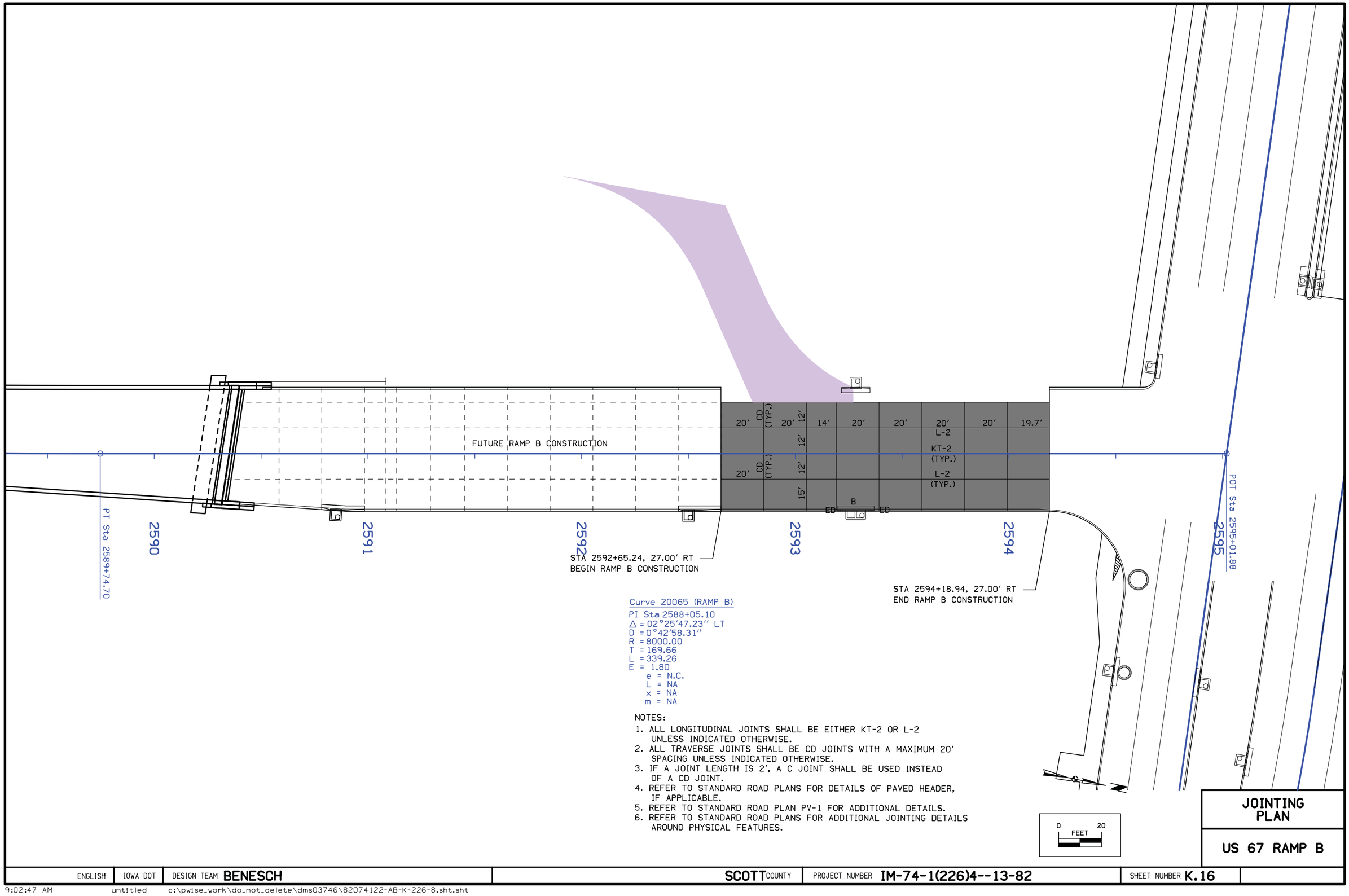

Curve 20065 (RAMP B)
PI Sta 2588+05.10
△ = 02°25′47.23″ LT
D = 0°42′58.31″
R = 8000.00
T = 169.66
L = 339.26
E = 1.80
e = N.C.
L = NA
x = NA
m = NA

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.

JOINTING PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.16

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EX. 13TH ST

R6706
Rock @ El. 564.6

RKB04
Rock @ El. 580.1

KIMBERLY RD

0 20
FEET

578
576
574
572
570
568
566
564
562

3:1

PROPOSED TEMPORARY
DETENTION POND

575
573
571

EX. I-74
ENT. RAMP

EX. BROWN ST

R67A01
Rock @ El. 569.2

R67A02
Rock @ El. 568.6

Refer to M Sheets
for Storm Sewer Details

Rock Elevations given for information
only. Actual depth of rock will vary.

PLAN
DETENTION POND

GRADING

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER K.17

9:02:57 AM untitled c:\pwise_work\do_not_delete\dms01231\82074122-AB-K-1-25.sht.sht

INTERSECTION CURVE COORDINATES

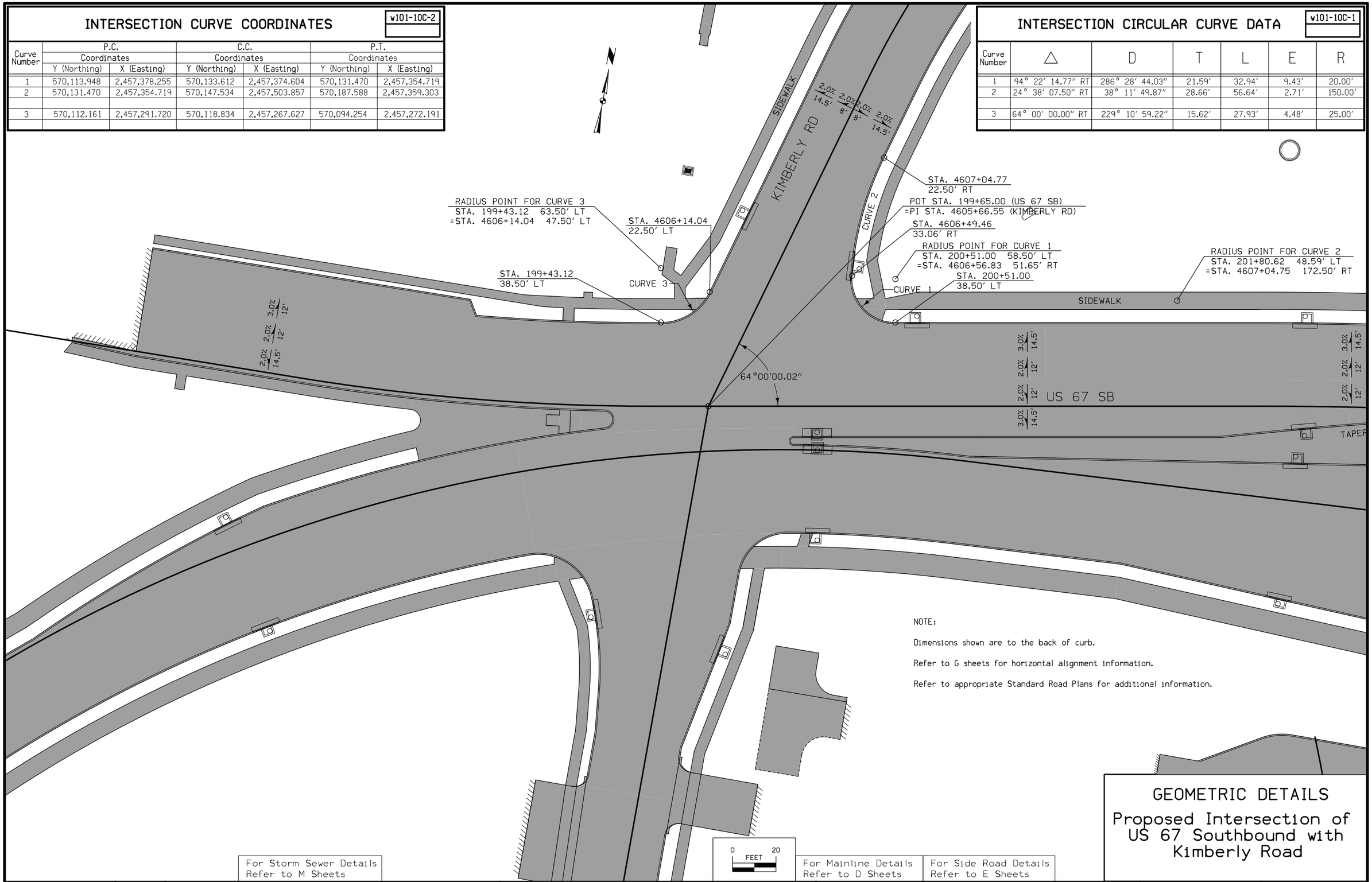
w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,113.948	2,457,378.255	570,133.612	2,457,374.604	570,131.470	2,457,354.719
2	570,131.470	2,457,354.719	570,147.534	2,457,503.857	570,187.588	2,457,359.303
3	570,112.161	2,457,291.720	570,118.834	2,457,267.627	570,094.254	2,457,272.191

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	94° 22′ 14.77″ RT	286° 28′ 44.03″	21.59′	32.94′	9.43′	20.00′
2	24° 38′ 07.50″ RT	38° 11′ 49.87″	28.66′	56.64′	2.71′	150.00′
3	64° 00′ 00.00″ RT	229° 10′ 59.22″	15.62′	27.93′	4.48′	25.00′



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Southbound with Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.1

9:47:59 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1600	570112.176	2457291.724	572.52	FG END OF RADIUS (PC)
1601	570103.317	2457287.229	572.68	FG PC +10
1602	570096.909	2457279.639	572.60	FG PC +20
1603	570094.254	2457272.191	572.53	FG END OF RADIUS (PT)
1604	570118.834	2457267.627	---	CENTER 25' RADIUS

Point	Northing	Easting	Elevation	Description
1611	570115.591	2457387.104	573.82	FG INTAKE
1612	570133.612	2457374.604	---	CENTER 20' RADIUS
1613	570113.948	2457378.255	573.69	FG END OF RADIUS (PC)
1614	570114.605	2457368.381	573.35	FG PC +10
1615	570119.915	2457360.030	573.15	FG PC +20
1616	570128.579	2457355.248	572.71	FG PC +30
1617	570131.488	2457354.717	572.56	FG PCC
1618	570135.910	2457354.310	572.39	FG INTAKE
1619	570147.534	2457503.857	---	CENTER 150' RADIUS
1620	570187.591	2457359.304	572.72	FG END OF RADIUS (PT)

0 20
FEET

STAKING DETAILS

Proposed Intersection of US 67 Southbound with Kimberly Road

For Sidewalk Details Refer to S Sheets | For Storm Sewer Details Refer to M Sheets | For Mainline Details Refer to D Sheets | For Side Road Details Refer to E Sheets

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.2

9:48:10 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

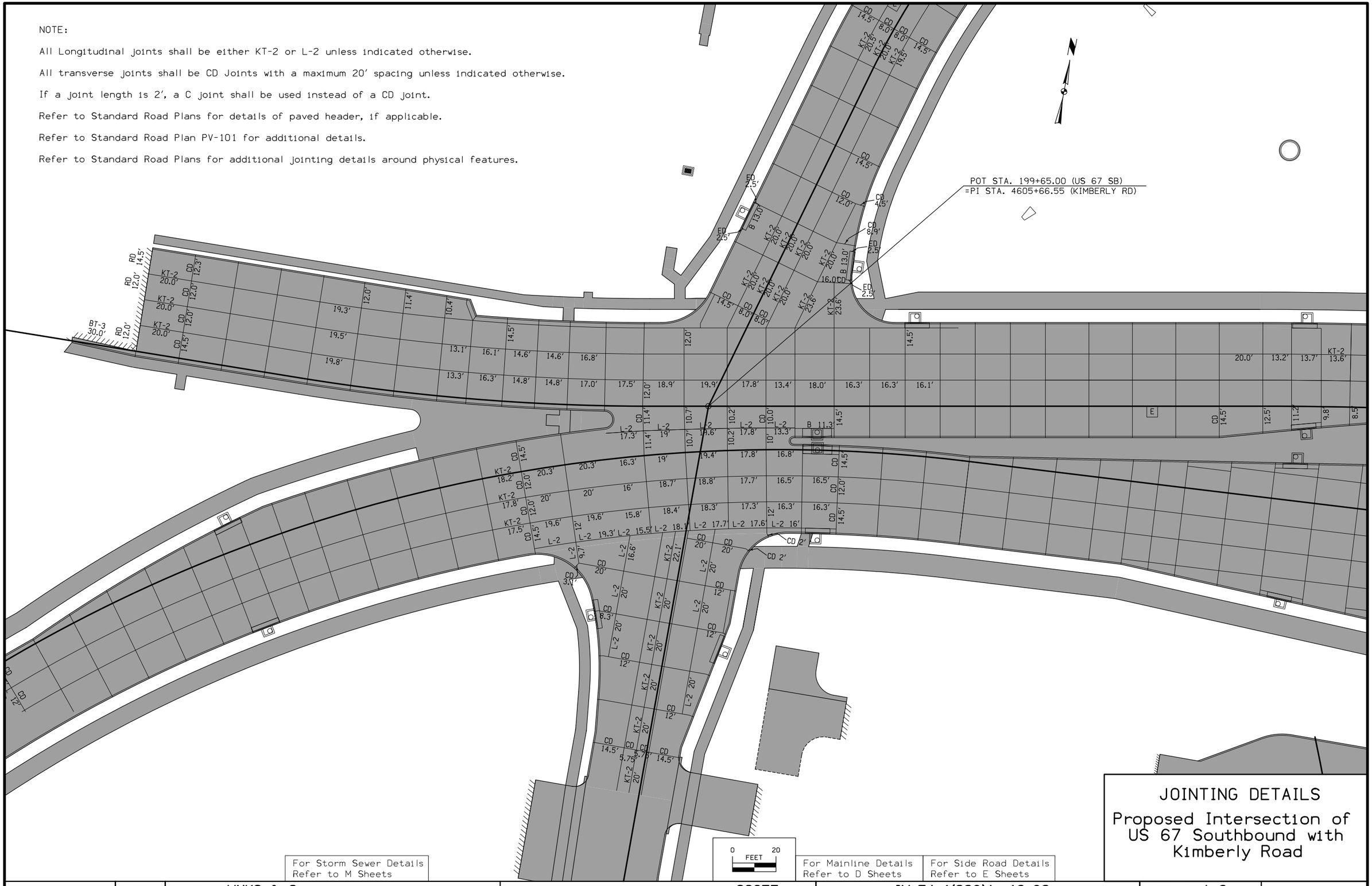
All transverse joints shall be CD Joints with a maximum 20′ spacing unless indicated otherwise.

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

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

Refer to Standard Road Plan PV-101 for additional details.

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



JOINTING DETAILS

Proposed Intersection of US 67 Southbound with Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.3

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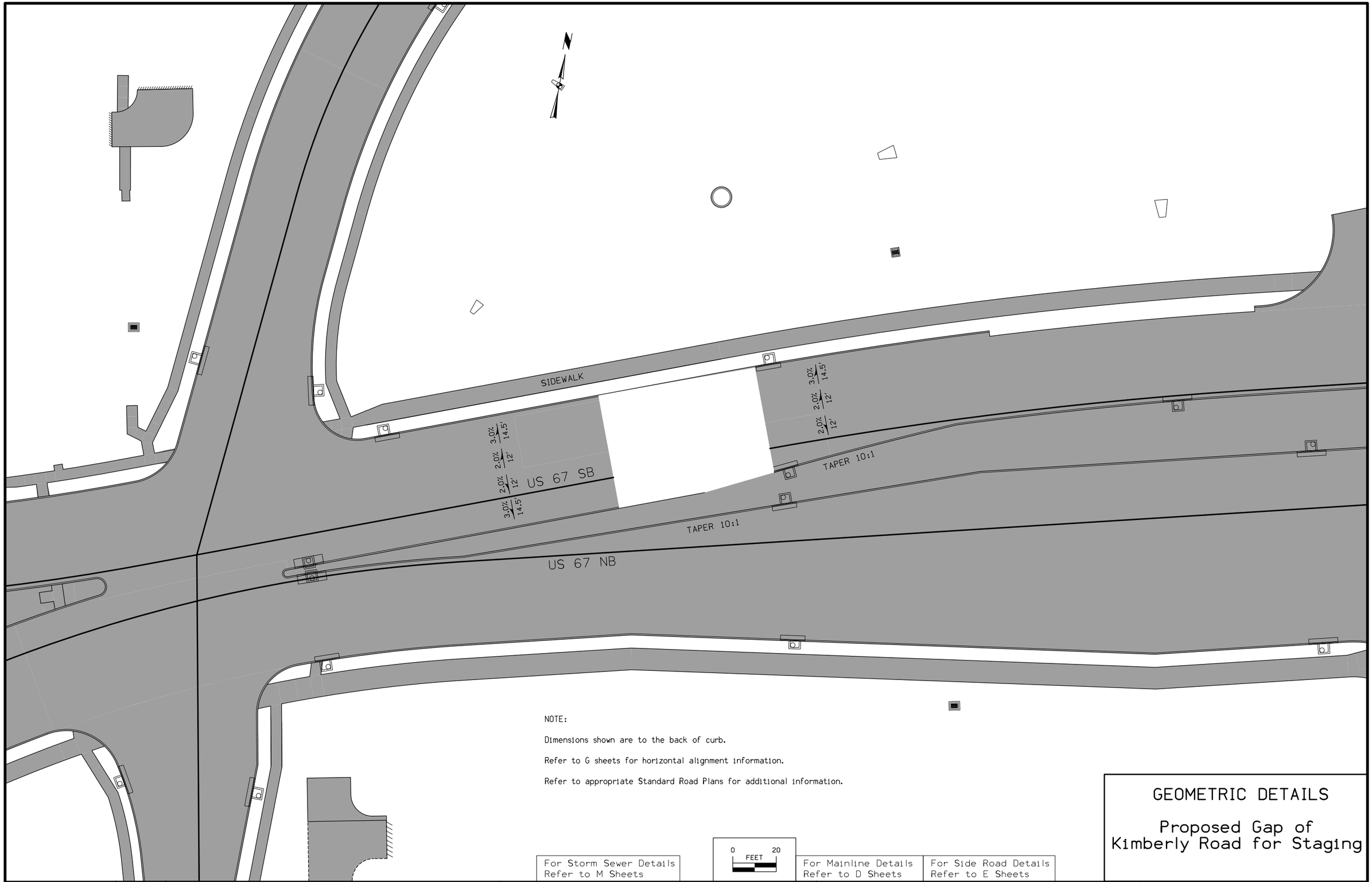

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details Refer to M Sheets

0 20 FEET

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Gap of Kimberly Road for Staging

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.4

9:48:32 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1625	570133.847	2457485.424	573.65	LEFT FG STOP PAVING
1626	570081.737	2457495.099	573.65	RIGHT FG STOP PAVING
1627	570098.320	2457566.468	573.00	RIGHT FG RESUME PAVING
1628	570147.164	2457557.431	572.90	LEFT FG RESUME PAVING

STA. 201+60.00
STOP PAVING

STA. 202+33.28
RESUME PAVING

1625 1626 1627 1628

572.70 572.70 572.70

3.00% 2.00% 2.00% 2.00% 3.00% 3.00%

0 20
FEET

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Gap of Kimberly Road for Staging

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **L.5**

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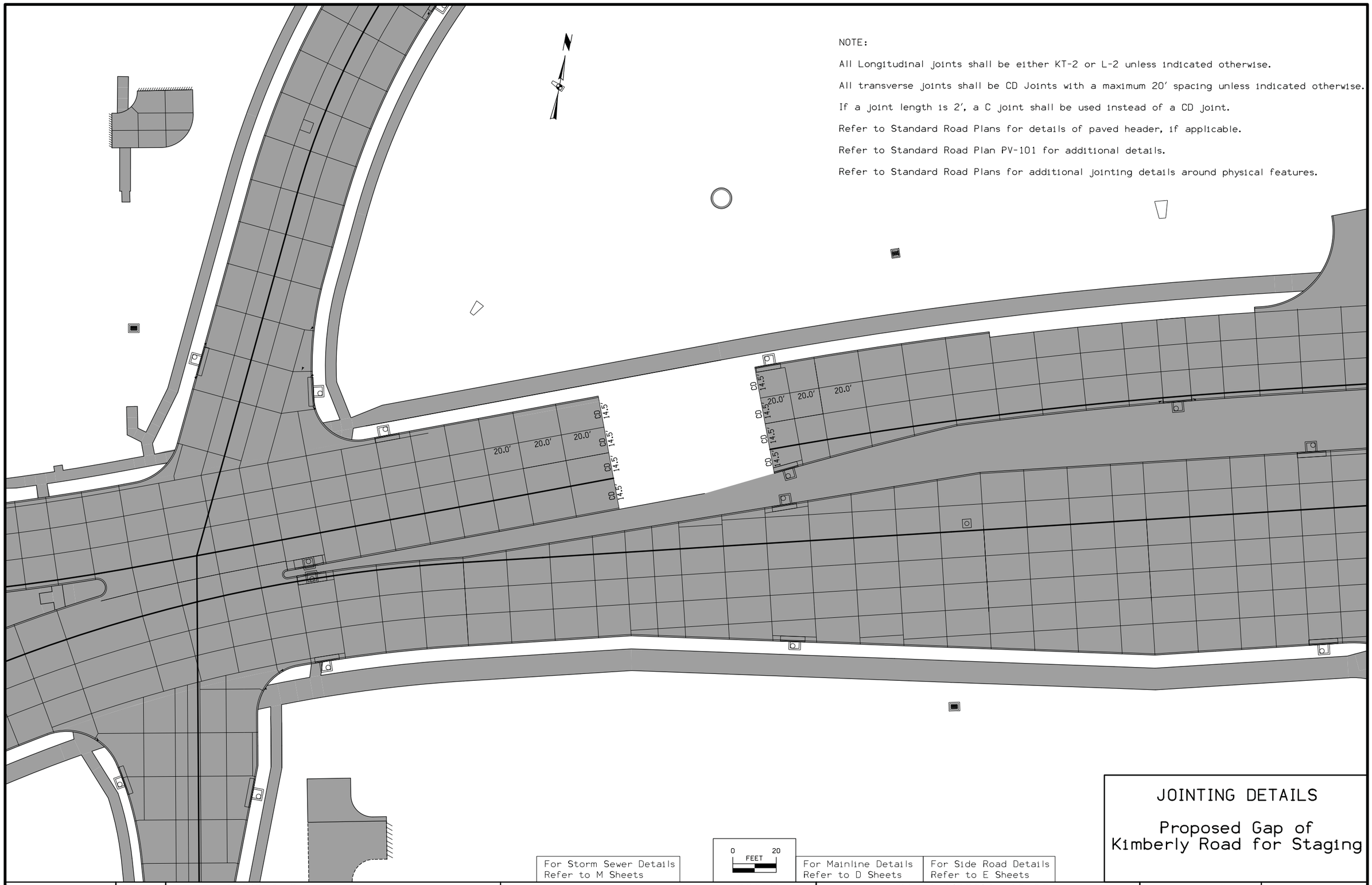


NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

JOINTING DETAILS

Proposed Gap of Kimberly Road for Staging

For Storm Sewer Details Refer to M Sheets

0 20 FEET

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.6

9:48:52 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

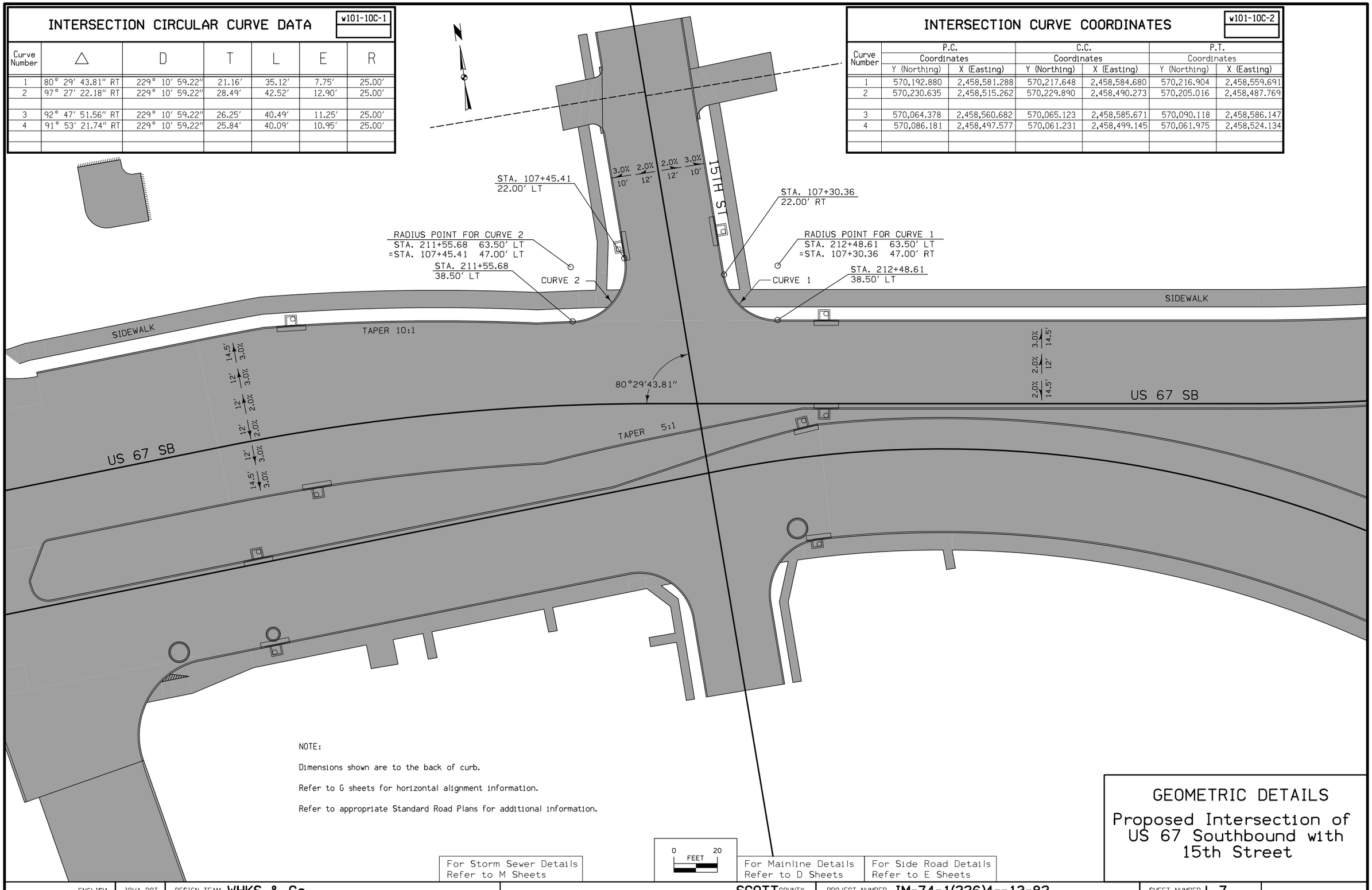
w101-10C-1

Curve Number	△	D	T	L	E	R
1	80° 29′ 43.81″ RT	229° 10′ 59.22″	21.16′	35.12′	7.75′	25.00′
2	97° 27′ 22.18″ RT	229° 10′ 59.22″	28.49′	42.52′	12.90′	25.00′
3	92° 47′ 51.56″ RT	229° 10′ 59.22″	26.25′	40.49′	11.25′	25.00′
4	91° 53′ 21.74″ RT	229° 10′ 59.22″	25.84′	40.09′	10.95′	25.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,192.880	2,458,581.288	570,217.648	2,458,584.680	570,216.904	2,458,559.691
2	570,230.635	2,458,515.262	570,229.890	2,458,490.273	570,205.016	2,458,487.769
3	570,064.378	2,458,560.682	570,065.123	2,458,585.671	570,090.118	2,458,586.147
4	570,086.181	2,458,497.577	570,061.231	2,458,499.145	570,061.975	2,458,524.134



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Southbound with 15th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.7

9:49:03 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1900	570242.583	2458514.906	571.81	FG INTAKE
1901	570230.635	2458515.262	571.85	FG END OF RADIUS
1902	570211.600	2458507.316	571.93	FG MIDPOINT RADIUS
1903	570205.016	2458487.769	572.02	FG END OF RADIUS
1904	570206.520	2458471.554	571.88	FG TRANSITION
1905	570210.065	2458450.971	571.63	FG TRANSITION
1906	570074.470	2458370.151	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
1920	570189.096	2458608.916	573.15	FG INTAKE
1921	570190.589	2458598.018	573.05	FG INTAKE
1922	570192.880	2458581.288	572.56	FG END OF RADIUS
1923	570217649	2458584.680	---	CENTER 25' RADIUS
1924	570216.904	2458559.691	572.52	FG END OF RADIUS
1925	570231.946	2458559.242	572.32	FG INTAKE
1926	570243.894	2458558.886	572.19	FG INTAKE
1927	570149.968	2458592.455	573.41	FG INTAKE
1928	570150.714	2458587.006	573.36	FG TRANSITION
1929	570149.822	2458572.482	573.14	FG TRANSITION
1930	570148.948	2458558.231	572.93	FG TRANSITION
1931	570148.073	2458543.981	572.71	FG TRANSITION
1932	570147.313	2458531.596	572.52	FG TRANSITION
1933	570146.546	2458519.111	572.33	FG TRANSITION
1935	570145.229	2458500.786	572.05	FG TRANSITION
1936	570143.464	2458481.572	571.76	FG TRANSITION
1937	570141.753	2458466.057	571.52	FG TRANSITION

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

0 20 FEET

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS

Proposed Intersection of US 67 Southbound with 15th Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.8

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NOTE:

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

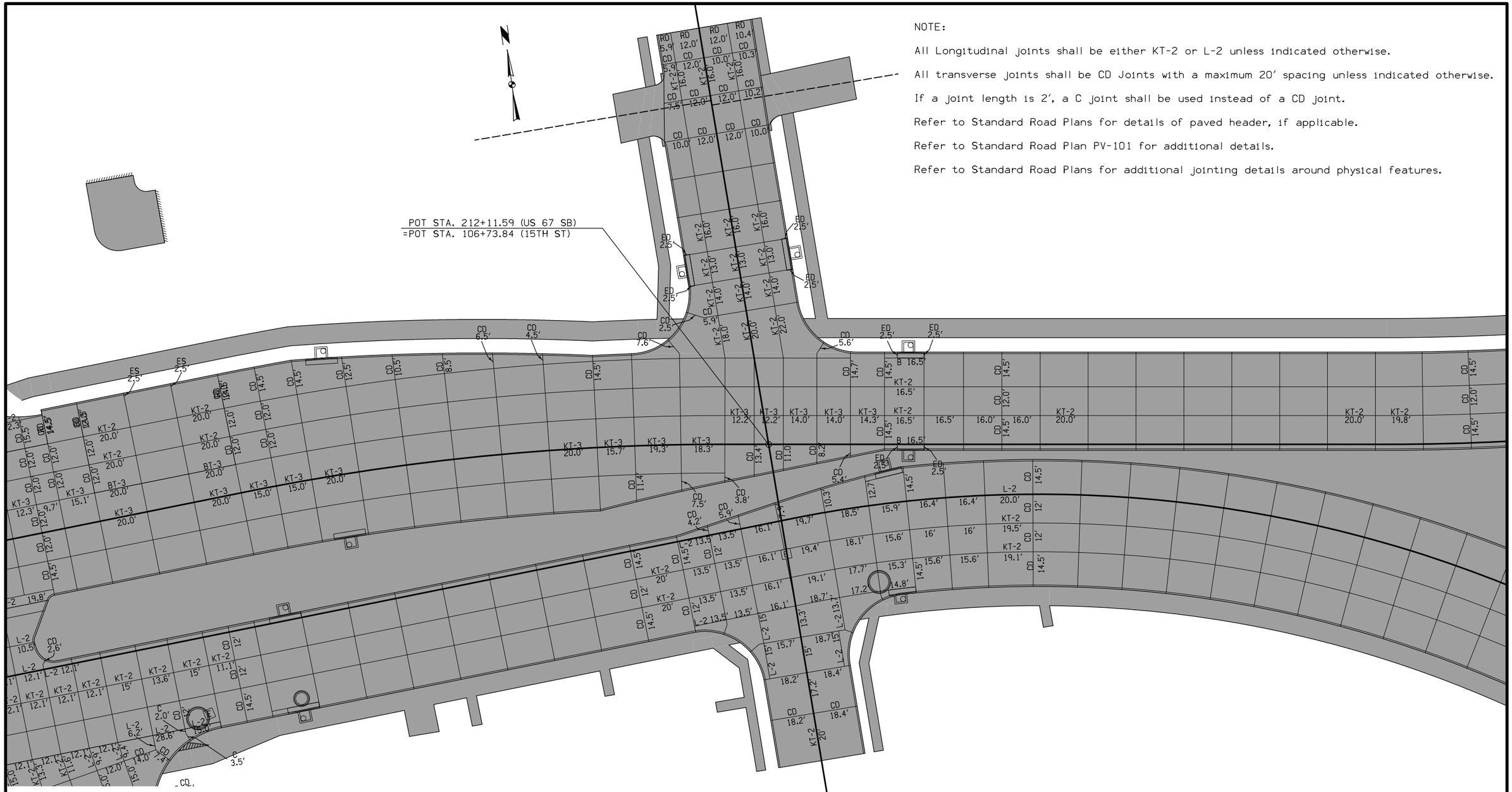
All transverse joints shall be CD Joints with a maximum 20′ spacing unless indicated otherwise.

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

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

Refer to Standard Road Plan PV-101 for additional details.

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



For Storm Sewer Details Refer to M Sheets

0 20 FEET

For Mainline Details Refer to D Sheets

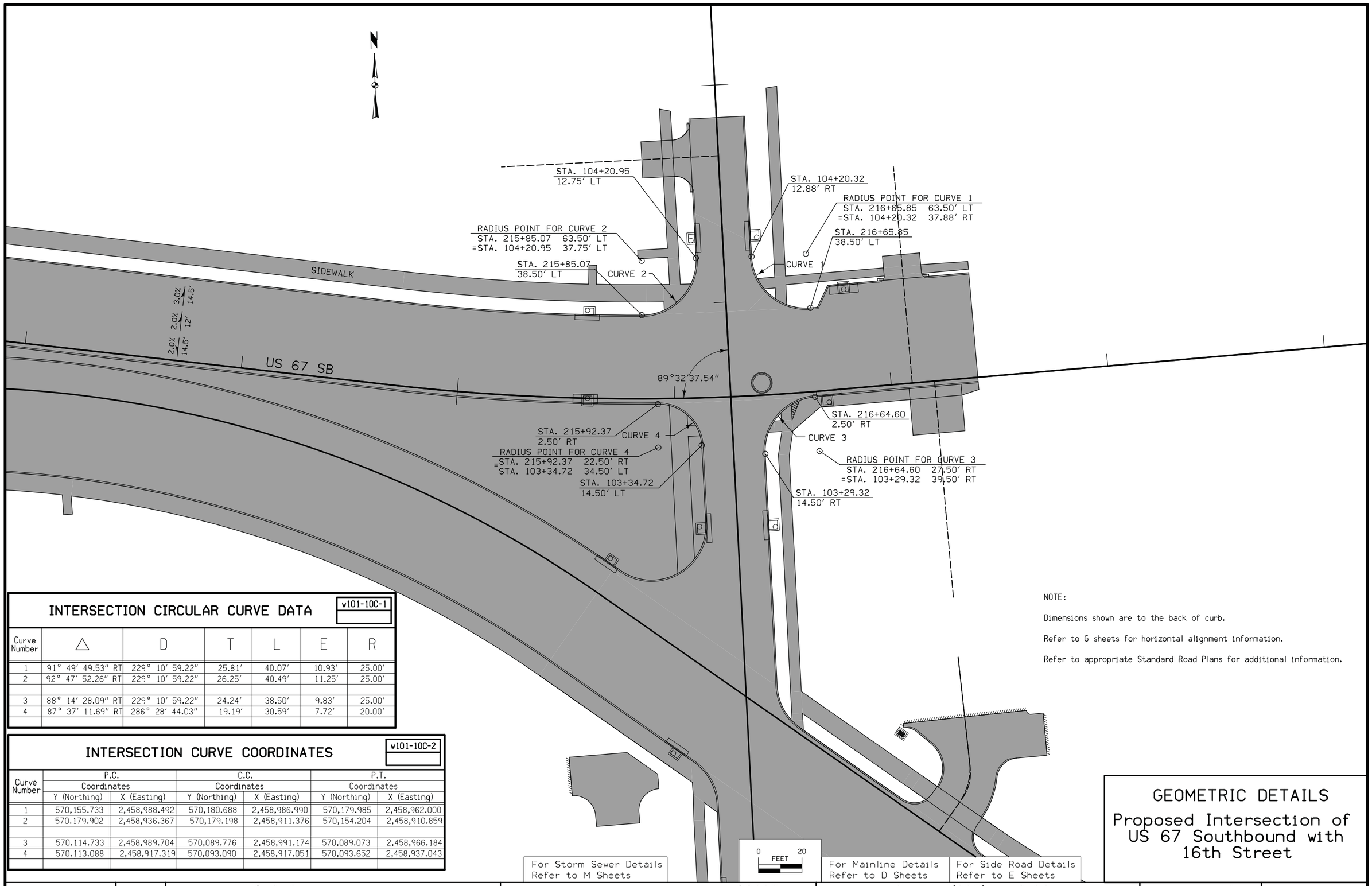
For Side Road Details Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of US 67 Southbound with 15th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.9

9:49:25 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht



INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	91° 49' 49.53" RT	229° 10' 59.22"	25.81'	40.07'	10.93'	25.00'
2	92° 47' 52.26" RT	229° 10' 59.22"	26.25'	40.49'	11.25'	25.00'
3	88° 14' 28.09" RT	229° 10' 59.22"	24.24'	38.50'	9.83'	25.00'
4	87° 37' 11.69" RT	286° 28' 44.03"	19.19'	30.59'	7.72'	20.00'

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,155.733	2,458,988.492	570,180.688	2,458,986.990	570,179.985	2,458,962.000
2	570.179.902	2,458,936.367	570,179.198	2,458,911.376	570,154.204	2,458,910.859
3	570.114.733	2,458,989.704	570,089.776	2,458,991.174	570,089.073	2,458,966.184
4	570.113.088	2,458,917.319	570,093.090	2,458,917.051	570,093.652	2,458,937.043

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

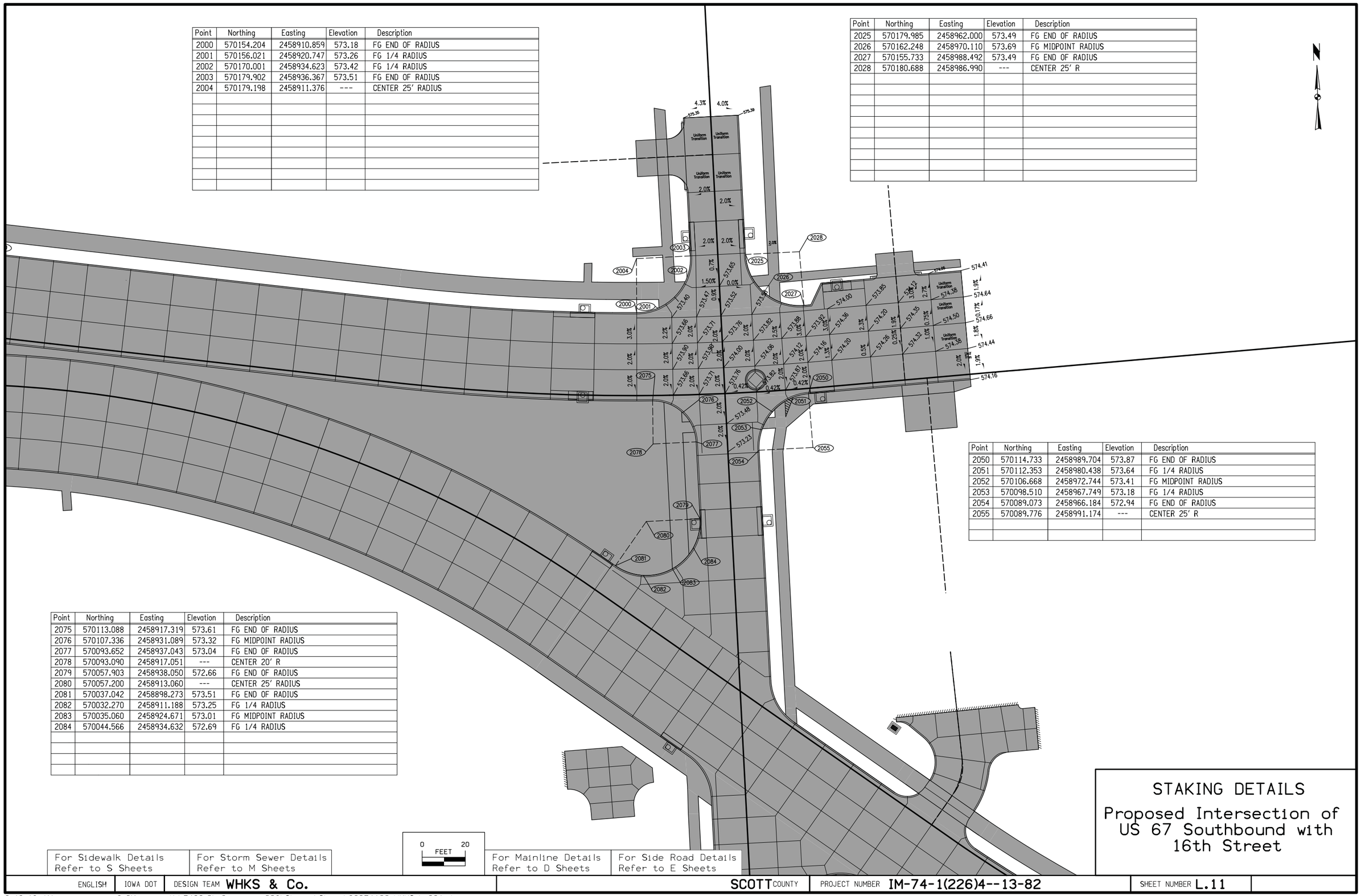
Proposed Intersection of US 67 Southbound with 16th Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.10

9:49:36 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
2000	570154.204	2458910.859	573.18	FG END OF RADIUS
2001	570156.021	2458920.747	573.26	FG 1/4 RADIUS
2002	570170.001	2458934.623	573.42	FG 1/4 RADIUS
2003	570179.902	2458936.367	573.51	FG END OF RADIUS
2004	570179.198	2458911.376	---	CENTER 25' RADIUS

Point	Northing	Easting	Elevation	Description
2025	570179.985	2458962.000	573.49	FG END OF RADIUS
2026	570162.248	2458970.110	573.69	FG MIDPOINT RADIUS
2027	570155.733	2458988.492	573.49	FG END OF RADIUS
2028	570180.688	2458986.990	---	CENTER 25' R



Point	Northing	Easting	Elevation	Description
2050	570114.733	2458989.704	573.87	FG END OF RADIUS
2051	570112.353	2458980.438	573.64	FG 1/4 RADIUS
2052	570106.668	2458972.744	573.41	FG MIDPOINT RADIUS
2053	570098.510	2458967.749	573.18	FG 1/4 RADIUS
2054	570089.073	2458966.184	572.94	FG END OF RADIUS
2055	570089.776	2458991.174	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2075	570113.088	2458917.319	573.61	FG END OF RADIUS
2076	570107.336	2458931.089	573.32	FG MIDPOINT RADIUS
2077	570093.652	2458937.043	573.04	FG END OF RADIUS
2078	570093.090	2458917.051	---	CENTER 20' R
2079	570057.903	2458938.050	572.66	FG END OF RADIUS
2080	570057.200	2458913.060	---	CENTER 25' RADIUS
2081	570037.042	2458898.273	573.51	FG END OF RADIUS
2082	570032.270	2458911.188	573.25	FG 1/4 RADIUS
2083	570035.060	2458924.671	573.01	FG MIDPOINT RADIUS
2084	570044.566	2458934.632	572.69	FG 1/4 RADIUS

0 20
FEET

STAKING DETAILS

Proposed Intersection of US 67 Southbound with 16th Street

For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.11

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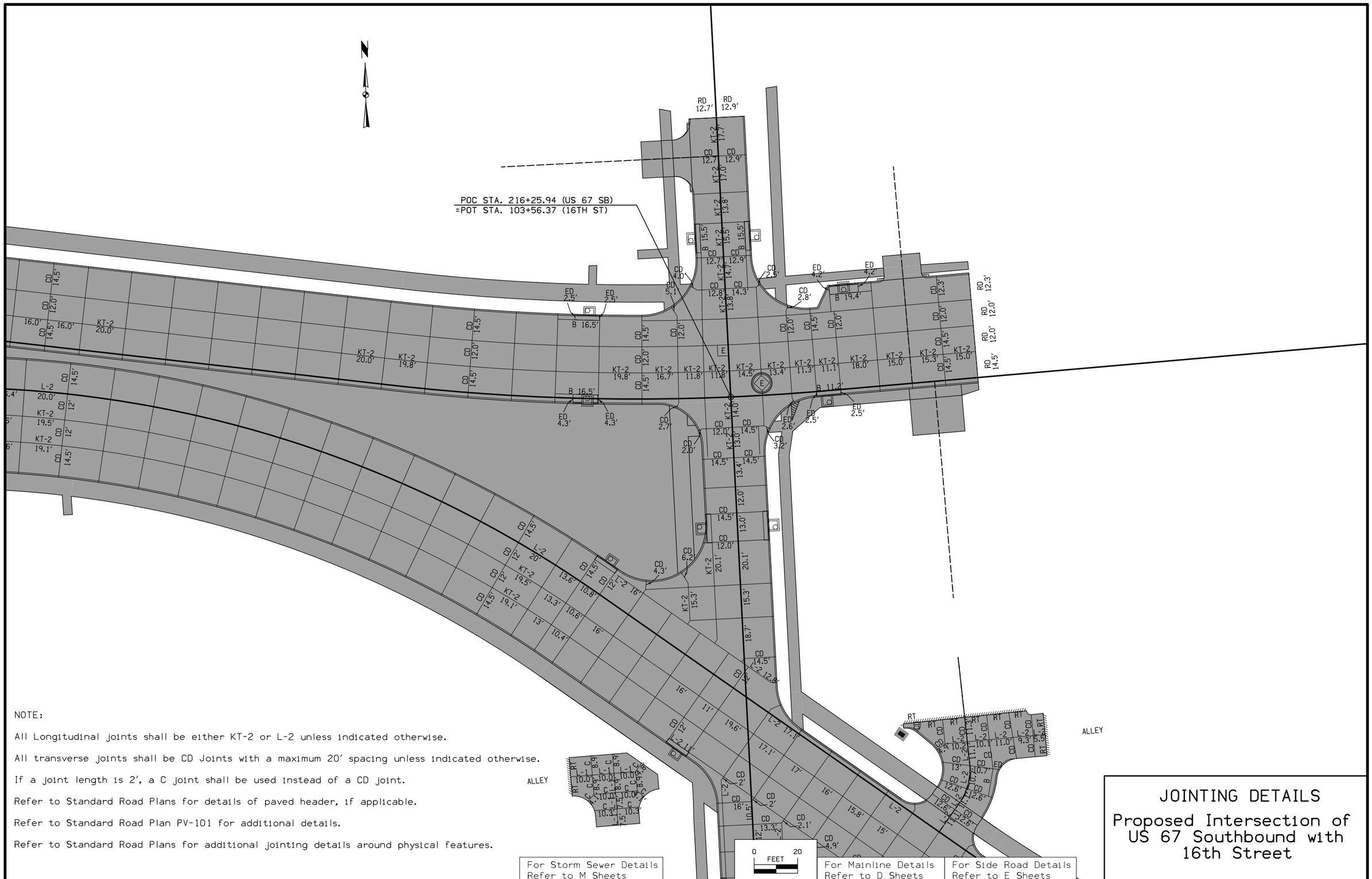

NOTE:

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

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of US 67 Southbound with 16th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.12

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INTERSECTION CIRCULAR CURVE DATA

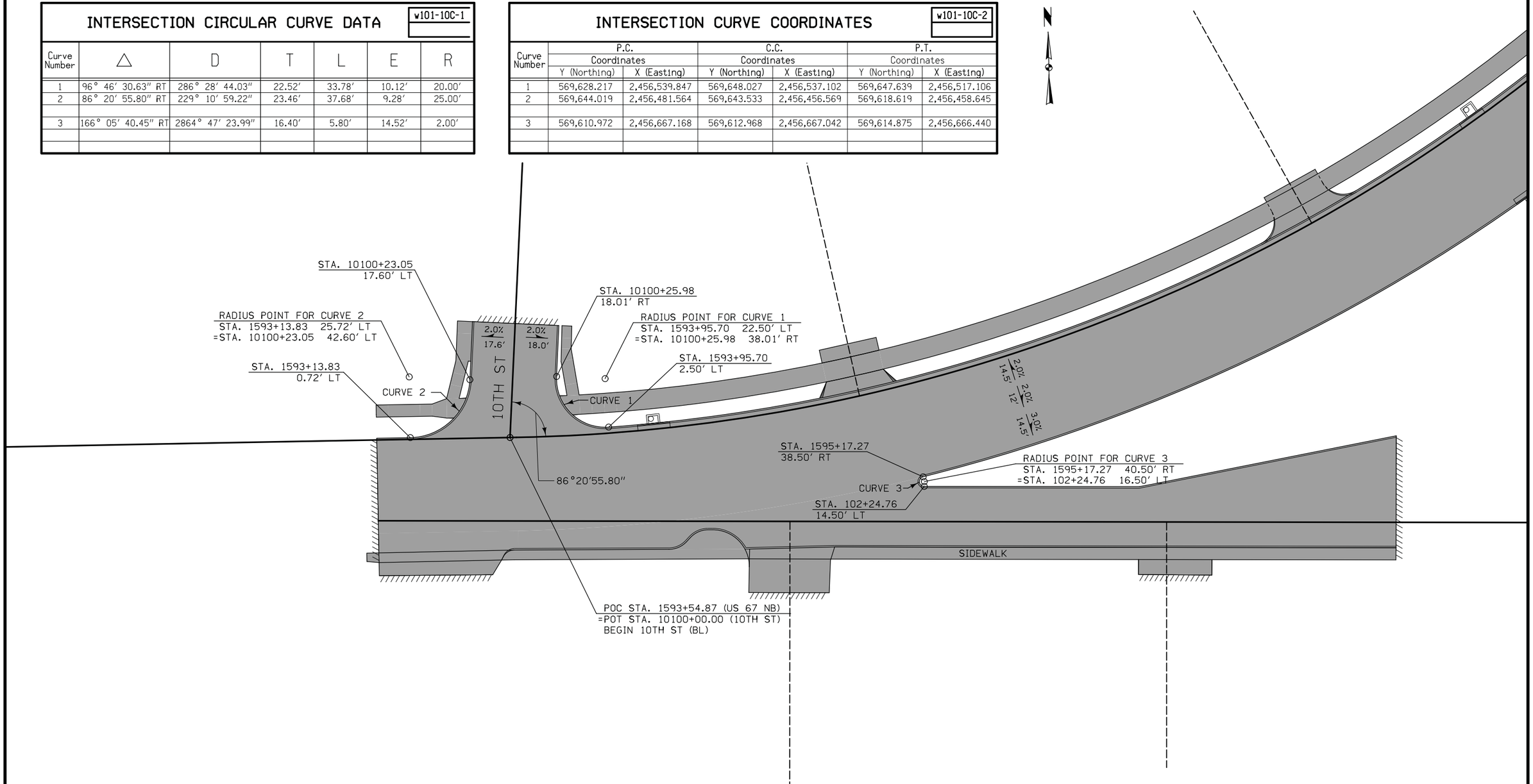
w101-10C-1

Curve Number	△	D	T	L	E	R
1	96° 46′ 30.63″ RT	286° 28′ 44.03″	22.52′	33.78′	10.12′	20.00′
2	86° 20′ 55.80″ RT	229° 10′ 59.22″	23.46′	37.68′	9.28′	25.00′
3	166° 05′ 40.45″ RT	2864° 47′ 23.99″	16.40′	5.80′	14.52′	2.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,628.217	2,456,539.847	569,648.027	2,456,537.102	569,647.639	2,456,517.106
2	569,644.019	2,456,481.564	569,643.533	2,456,456.569	569,618.619	2,456,458.645
3	569,610.972	2,456,667.168	569,612.968	2,456,667.042	569,614.875	2,456,666.440



NOTE:

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Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details Refer to M Sheets

0 20 FEET

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

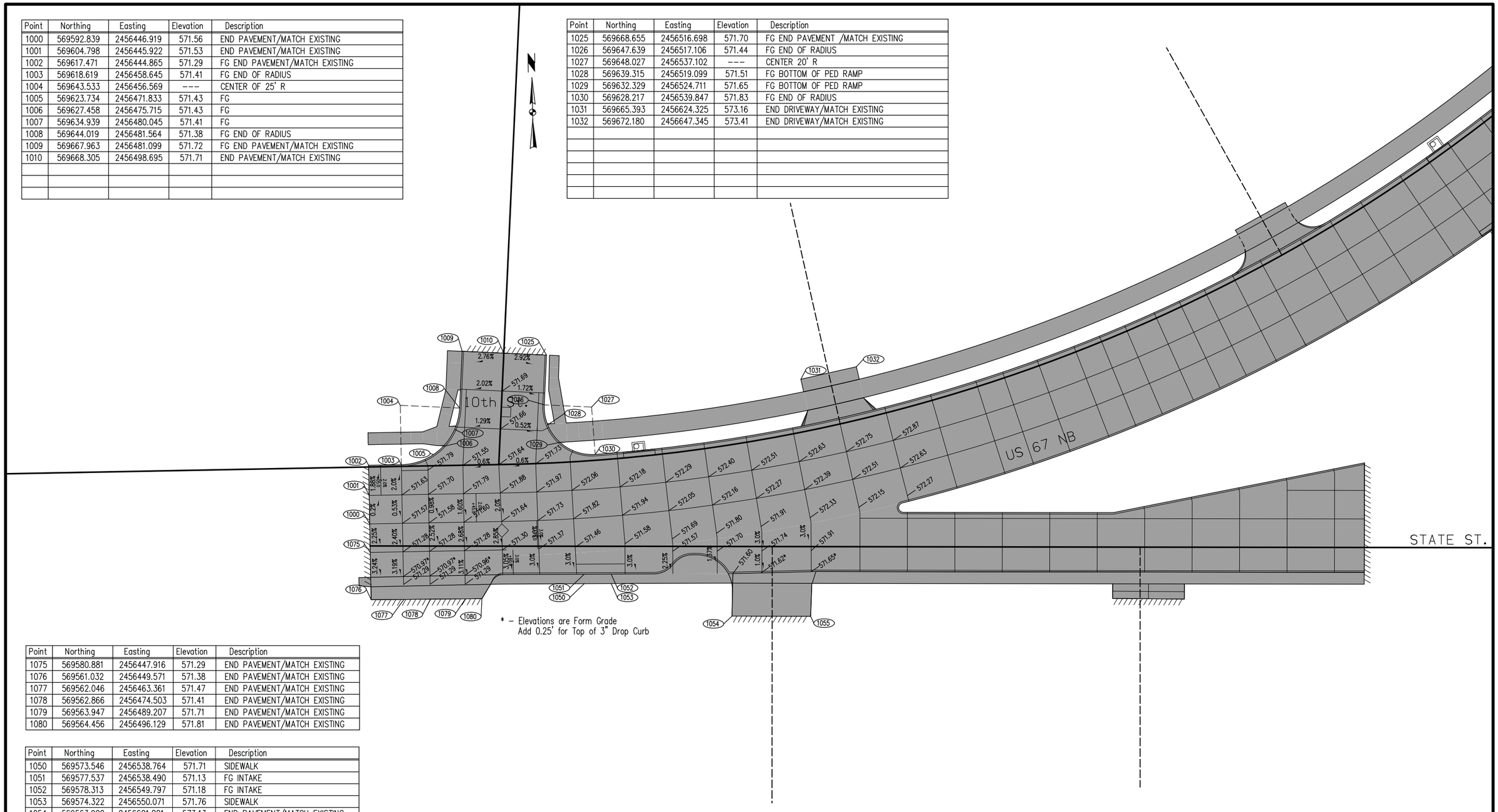
Proposed Intersection of State Street with 10th Street

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **L.13**

9:50:08 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1000	569592.839	2456446.919	571.56	END PAVEMENT/MATCH EXISTING
1001	569604.798	2456445.922	571.53	END PAVEMENT/MATCH EXISTING
1002	569617.471	2456444.865	571.29	FG END PAVEMENT/MATCH EXISTING
1003	569618.619	2456458.645	571.41	FG END OF RADIUS
1004	569643.533	2456456.569	---	CENTER OF 25' R
1005	569623.734	2456471.833	571.43	FG
1006	569627.458	2456475.715	571.43	FG
1007	569634.939	2456480.045	571.41	FG
1008	569644.019	2456481.564	571.38	FG END OF RADIUS
1009	569667.963	2456481.099	571.72	FG END PAVEMENT/MATCH EXISTING
1010	569668.305	2456498.695	571.71	END PAVEMENT/MATCH EXISTING

Point	Northing	Easting	Elevation	Description
1025	569668.655	2456516.698	571.70	FG END PAVEMENT /MATCH EXISTING
1026	569647.639	2456517.106	571.44	FG END OF RADIUS
1027	569648.027	2456537.102	---	CENTER 20' R
1028	569639.315	2456519.099	571.51	FG BOTTOM OF PED RAMP
1029	569632.329	2456524.711	571.65	FG BOTTOM OF PED RAMP
1030	569628.217	2456539.847	571.83	FG END OF RADIUS
1031	569665.393	2456624.325	573.16	END DRIVEWAY/MATCH EXISTING
1032	569672.180	2456647.345	573.41	END DRIVEWAY/MATCH EXISTING



* – Elevations are Form Grade
Add 0.25' for Top of 3" Drop Curb

Point	Northing	Easting	Elevation	Description
1075	569580.881	2456447.916	571.29	END PAVEMENT/MATCH EXISTING
1076	569561.032	2456449.571	571.38	END PAVEMENT/MATCH EXISTING
1077	569562.046	2456463.361	571.47	END PAVEMENT/MATCH EXISTING
1078	569562.866	2456474.503	571.41	END PAVEMENT/MATCH EXISTING
1079	569563.947	2456489.207	571.71	END PAVEMENT/MATCH EXISTING
1080	569564.456	2456496.129	571.81	END PAVEMENT/MATCH EXISTING

Point	Northing	Easting	Elevation	Description
1050	569573.546	2456538.764	571.71	SIDEWALK
1051	569577.537	2456538.490	571.13	FG INTAKE
1052	569578.313	2456549.797	571.18	FG INTAKE
1053	569574.322	2456550.071	571.76	SIDEWALK
1054	569563.902	2456601.801	573.13	END PAVEMENT/MATCH EXISTING
1055	569566.019	2456634.867	573.47	END PAVEMENT/MATCH EXISTING

STAKING DETAILS

Proposed Intersection of State Street with 10th Street

For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	0 20 FEET	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.14

9:50:18 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

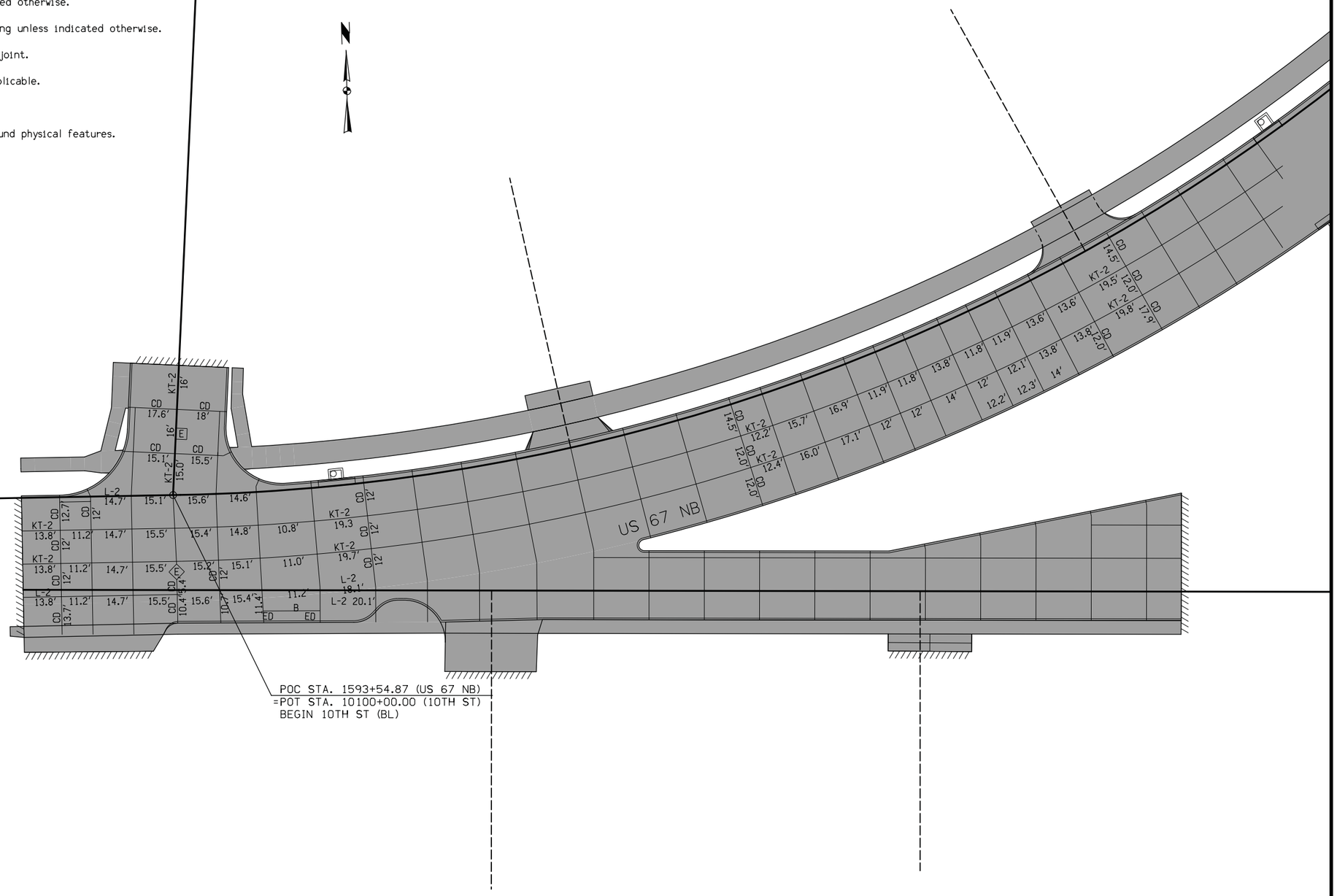
All transverse joints shall be CD Joints with a maximum 20' spacing unless indicated otherwise.

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

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

Refer to Standard Road Plan PV-101 for additional details.

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



For Storm Sewer Details Refer to M Sheets

0 FEET 20

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of State Street with 10th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.15

9:50:28 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

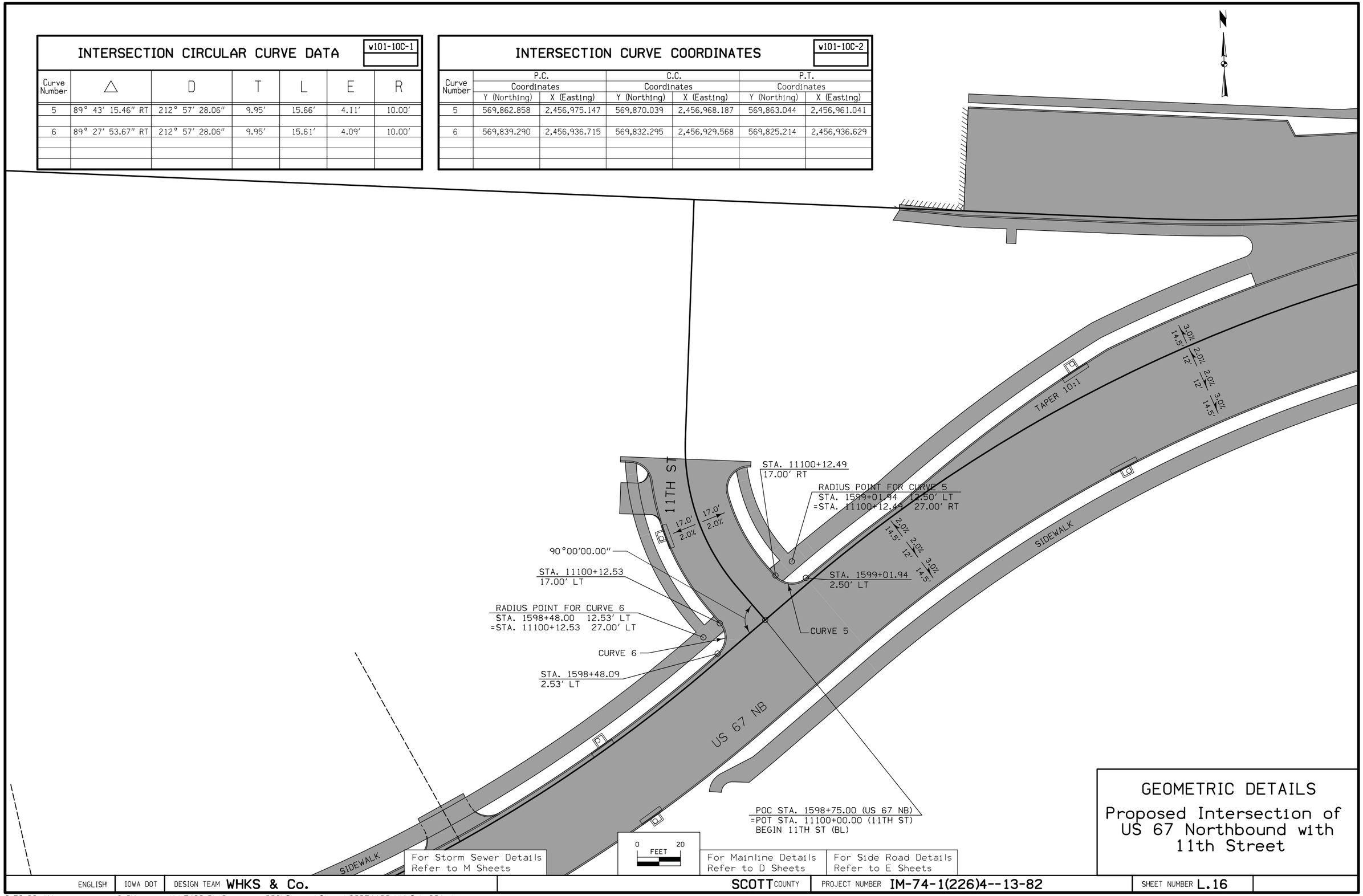
w101-10C-1

Curve Number	△	D	T	L	E	R
5	89° 43′ 15.46″ RT	212° 57′ 28.06″	9.95′	15.66′	4.11′	10.00′
6	89° 27′ 53.67″ RT	212° 57′ 28.06″	9.95′	15.61′	4.09′	10.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
5	569,862.858	2,456,975.147	569,870.039	2,456,968.187	569,863.044	2,456,961.041
6	569,839.290	2,456,936.715	569,832.295	2,456,929.568	569,825.214	2,456,936.629



For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Northbound with 11th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.16

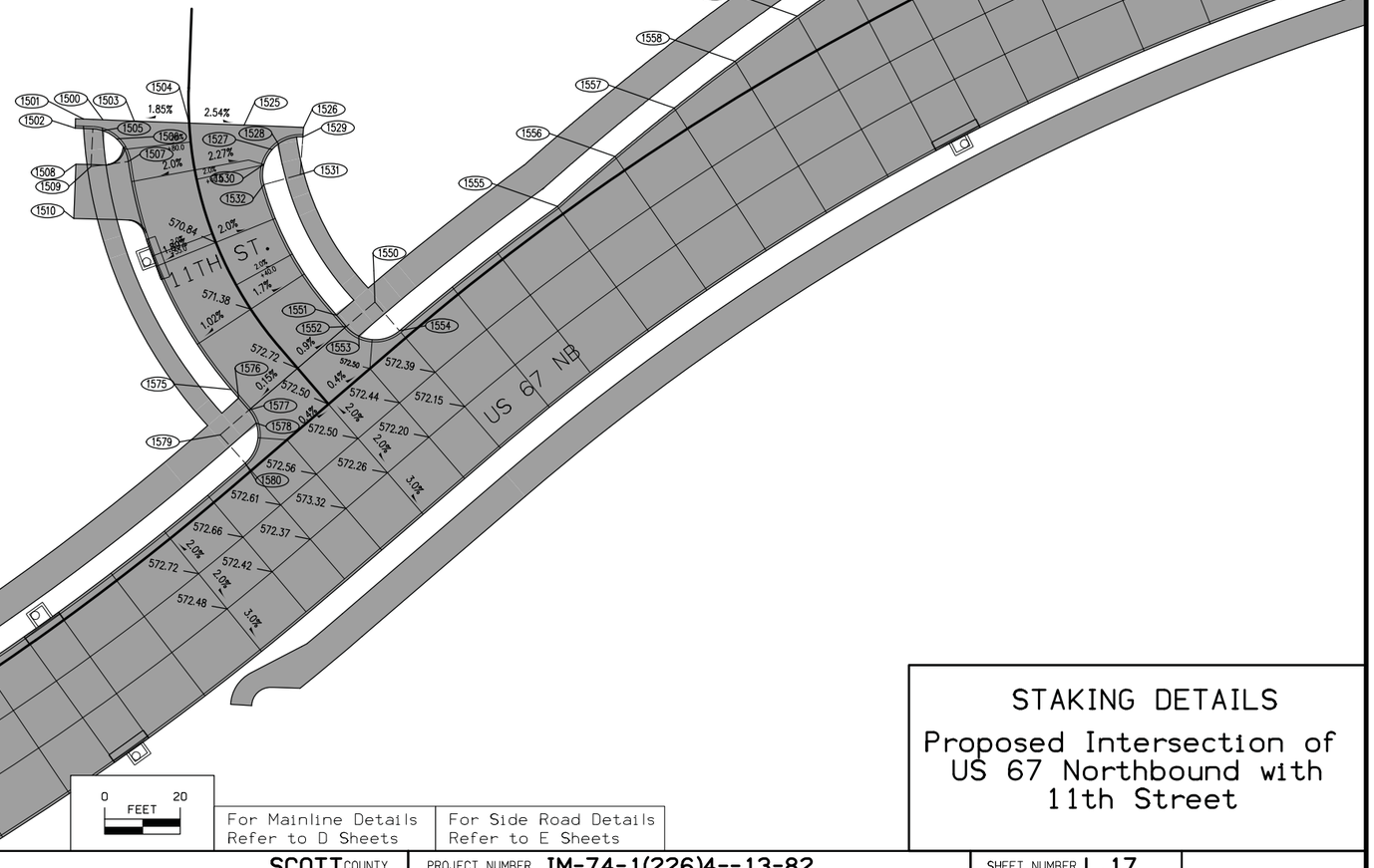
9:50:39 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1500	569913.588	2456893.099	569.75	END PAVEMENT/MATCH EXISTING
1501	569913.455	2456888.065	569.84	END PAVEMENT/MATCH EXISTING
1502	569910.864	2456885.980	567.79	END PAVEMENT/MATCH EXISTING
1503	569913.807	2456901.455	569.70	END PAVEMENT/MATCH EXISTING
1504	569914.189	2456916.008	569.97	END PAVEMENT/MATCH EXISTING
1505	569910.687	2456893.253	569.70	FG
1506	569908.778	2456897.090	569.60	FG MIDRADIUS
1507	569902.981	2456900.619	569.84	FG END OF RADIUS
1508	569901.351	2456886.774	570.22	END PAVEMENT/MATCH EXISTING
1509	569900.988	2456890.819	---	CENTER 10' R
1510	569886.967	2456887.159	570.46	END PAVEMENT/MATCH EXISTING

Point	Northing	Easting	Elevation	Description
1575	569844.458	2456931.656	571.65	FG
1576	569842.268	2456933.800	571.80	FG
1577	569839.290	2456936.715	571.90	FG END OF RADIUS
1578	569835.996	2456938.858	571.99	FG
1579	569832.295	2456929.568	---	CENTER 15' R
1580	569825.214	2456936.629	572.32	FG END OF RADIUS

Point	Northing	Easting	Elevation	Description
1525	569914.572	2456930.580	569.60	END PAVEMENT/MATCH EXISTING
1526	569914.948	2456946.304	570.18	END PAVEMENT/MATCH EXISTING
1527	569908.558	2456938.365	570.04	FG
1528	569910.205	2456939.972	570.06	FG
1529	569912.444	2456946.299	570.31	END PAVEMENT/MATCH EXISTING
1530	569904.518	2456936.496	570.04	FG
1531	569902.444	2456946.279	---	CENTER 10' R
1532	569899.177	2456936.828	570.20	FG END OF RADIUS

Point	Northing	Easting	Elevation	Description
1550	569870.039	2456968.187	---	CENTER 10' RADIUS
1551	569865.888	2456958.258	571.65	FG
1552	569863.044	2456961.041	571.77	FG END OF RADIUS
1553	569860.764	2456964.450	571.84	FG
1554	569862.858	2456975.147	572.10	FG END OF RADIUS
1555	569898.435	2457014.752	571.89	FG BEGIN OF TAPER
1556	569912.624	2457029.127	571.77	FG @ 1599+75.0
1557	569926.431	2457043.948	571.65	FG @ 1599+95.0
1558	569939.842	2457059.203	571.53	FG @ 1600+15.0
1559	569952.844	2457074.883	571.42	FG @ 1600+35.0
1560	569962.862	2457087.619	571.35	FG @ 1600+50.87



For Sidewalk Details Refer to S Sheets | For Storm Sewer Details Refer to M Sheets | For Mainline Details Refer to D Sheets | For Side Road Details Refer to E Sheets

STAKING DETAILS

Proposed Intersection of US 67 Northbound with 11th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.17

9:50:50 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

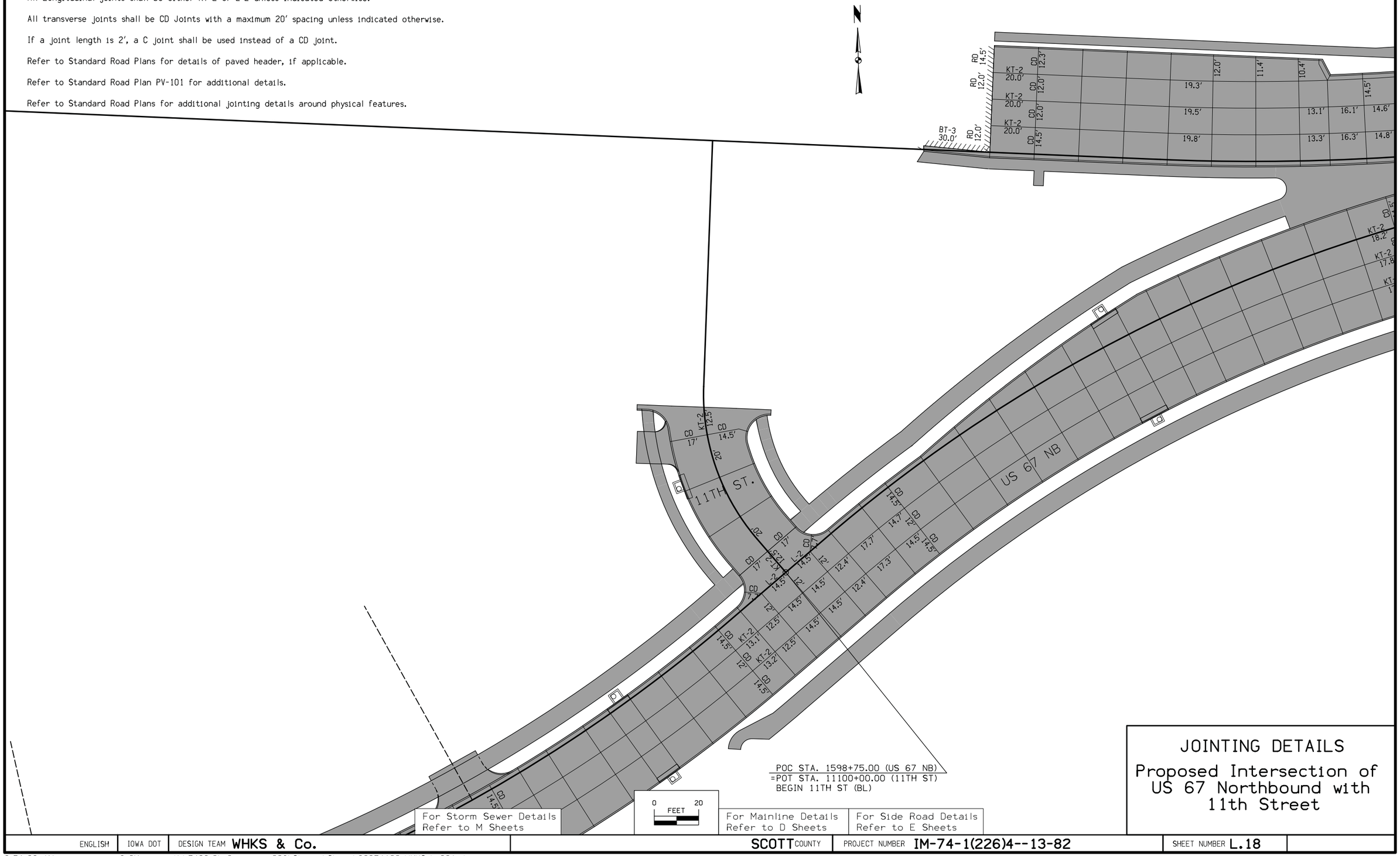
All transverse joints shall be CD Joints with a maximum 20′ spacing unless indicated otherwise.

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

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

Refer to Standard Road Plan PV-101 for additional details.

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



For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of US 67 Northbound with 11th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.18

9:51:00 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
4	80° 45′ 47.78″ RT	254° 38′ 52.47″	19.14′	31.72′	7.04′	22.50′
5	87° 06′ 37.48″ RT	229° 10′ 59.22″	23.77′	38.01′	9.50′	25.00′
6	17° 31′ 16.76″ RT	38° 11′ 48.87″	23.12′	45.87′	1.77′	150.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
4	569,988.268	2,457,334.720	569,988.421	2,457,357.219	570,010.604	2,457,353.457
5	569,978.979	2,457,234.922	569,955.598	2,457,243.772	569,965.615	2,457,266.677
6	569,965.615	2,457,266.677	569,905.512	2,457,129.245	569,921.451	2,457,278.396

POC STA. 1602+76.07 (US 67 NB)
=POT STA. 4605+45.29 (KIMBERLY RD)

76°54′26.48″

US 67 NB

TAPER 10:1

TAPER 10:1

TAPER 10:1

BIKE TRAIL

CURVE 4

STA. 1603+16.52
38.50′ RT

RADIUS POINT FOR CURVE 4
STA. 1603+16.52 61.00′ RT
=STA. 4604+93.19 50.00′ RT

STA. 4604+93.19
27.50′ RT

CURVE 5

STA. 1601+89.85
38.50′ RT

RADIUS POINT FOR CURVE 5
STA. 1601+89.85 63.50′ RT
=STA. 4604+61.02 60.69′ LT

CURVE 6

STA. 4604+70.66
37.62′ LT

STA. 4604+27.76
26.78′ LT

RADIUS POINT FOR CURVE 6
STA. 1600+53.08 56.77′ RT
=STA. 4604+12.84 176.03′ LT

SIDEWALK

12TH ST

TAPER 5:1

3.0% 14.5′ | 2.0% 12′ | 2.0% 12′ | 3.0% 14.5′

2.0% 14.5′ | 2.0% 12′ | 2.0% 12′ | 3.0% 14.5′

2.0% 14.5′ | 2% 5.75′ | 2% 5.75′ | 2.0% 14.5′

0 20
FEET

For Geometric Details
Refer to Sheet No. L.42

For Storm Sewer Details
Refer to M Sheets

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

GEOMETRIC DETAILS

Proposed Intersection of US 67 Northbound with 12th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.19

9:51:11 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1631	569977.867	2457231.983	572.07	FG END OF RADIUS
1632	569979.435	2457241.792	572.03	FG PC +10
1633	569977.059	2457251.437	571.99	FG PC +20
1634	569971.115	2457259.396	571.96	FG PC +30
1635	569964.250	2457263.756	571.93	FG BEGINNING OF RADIUS
1636	569956.609	2457266.766	571.91	FG INTAKE
1637	569954.926	2457267.364	571.93	FG END OF RADIUS
1638	569945.382	2457270.343	572.08	FG PC +10
1639	569935.660	2457272.680	572.20	FG PC +20
1640	569925.805	2457274.363	572.30	FG PC +30
1641	569921.427	2457274.896	572.33	FG BEGINNING OF RADIUS
1642	569903.675	2457276.793	572.47	FG BEGIN TAPER
1643	569954.456	2457240.755	---	CENTER 25' RADIUS
1644	569905.488	2457124.745	---	CENTER 150' RADIUS

Point	Northing	Easting	Elevation	Description
1651	569903.703	2457317.294	572.56	FG BEGIN OF TAPER
1652	569918.578	2457320.164	572.43	FG @ 4604+25.0
1653	569938.605	2457324.028	572.34	FG @ 4604+45.0
1654	569951.014	2457326.422	572.30	FG INTAKE
1655	569958.632	2457327.892	572.32	FG @ 4604+65
1656	569963.783	2457328.886	572.34	FG END OF TAPER
1657	569987.222	2457328.727	572.51	FG BEGIN OF RADIUS
1658	569996.911	2457330.847	572.84	FG PC +10
1659	570004.746	2457336.927	572.90	FG PC +20
1660	570009.207	2457345.785	573.03	FG PC +30
1661	570009.521	2457347.253	573.05	FG END OF RADIUS
1662	569987.375	2457351.226	---	CENTER 22.5' RADIUS

US 67 EB

KIMBERLY ROAD

For Staking Plans
Refer to Sheet No. L.42

0 20
FEET

For Sidewalk Details
Refer to S Sheets

For Storm Sewer Details
Refer to M Sheets

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

STAKING DETAILS

Proposed Intersection of US 67 Northbound with Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.20

9:51:22 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

POC STA. 1602+76.07 (US 67 NB)
=POT STA. 4605+45.29 (KIMBERLY RD)

US 67 NB

12TH ST

ALLEY

For Jointing Details
Refer to Sheet No. L.42

For Storm Sewer Details
Refer to M Sheets

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

0 20
FEET

JOINTING DETAILS

Proposed Intersection of US 67 Northbound with Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.21

9:51:32 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

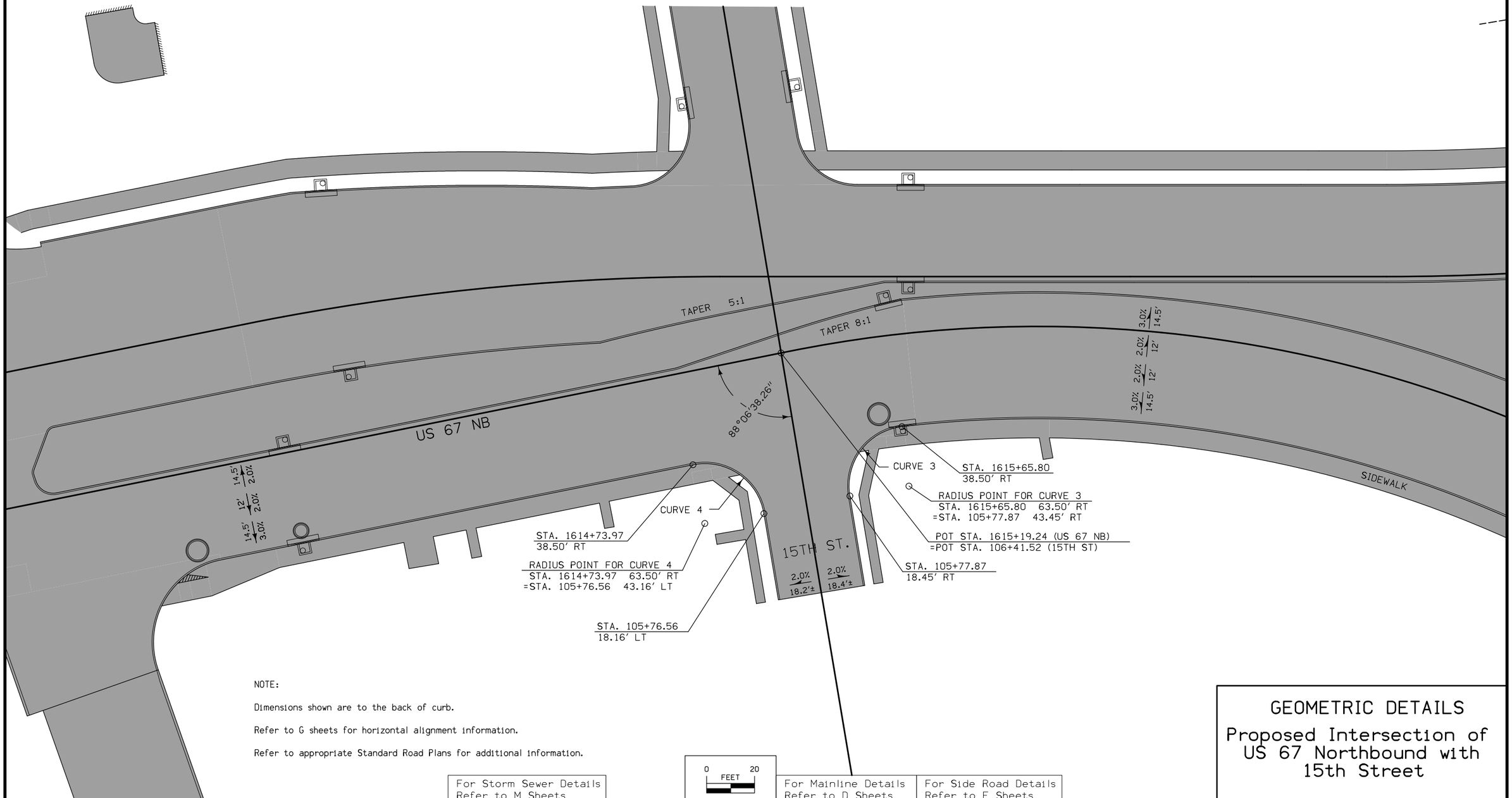
w101-10C-1

Curve Number	△	D	T	L	E	R
3	92° 47′ 51.56″ RT	229° 10′ 59.22″	26.25′	40.49′	11.25′	25.00′
4	91° 53′ 21.74″ RT	229° 10′ 59.22″	25.84′	40.09′	10.95′	25.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
3	570,064.378	2,458,560.682	570,065.123	2,458,585.671	570,090.118	2,458,586.147
4	570,086.181	2,458,497.577	570,061.231	2,458,499.145	570,061.975	2,458,524.134



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

0 20 FEET

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Northbound with 15th Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.22

9:51:44 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
1985	570086.181	2458497.577	572.45	FG END OF RADIUS
1986	570085.849	2458503.499	572.42	FG
1987	570079.707	2458515.986	572.35	FG MIDPOINT RADIUS
1988	570069.171	2458522.851	572.29	FG
1989	570061.975	2458524.134	572.26	FG END OF RADIUS
1990	570061.231	2458499.145	-----	CENTER 25' R

Point	Northing	Easting	Elevation	Description
1946	570127.165	2458496.035	572.82	FG TRANSITION
1947	570129.694	2458509.387	572.87	FG TRANSITION
1948	570132.222	2458522.740	572.93	FG TRANSITION
1949	570135.237	2458538.667	573.00	FG TRANSITION
1950	570138.734	245858.479	573.08	FG TRANSITION
1951	570141.365	2458577.355	573.16	FG INTAKE
1952	570142.981	2458592.493	573.24	FG INTAKE
1960	570064.378	2458560.682	572.55	FG END OF RADIUS
1961	570071.795	2458561.578	572.67	FG
1962	570082.705	2458567.899	572.87	FG MIDPOINT RADIUS
1963	570088.992	2458578.237	573.06	FG
1964	570090.118	2458586.147	573.18	FG END OF RADIUS
1965	570065.123	2458585.671	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
1825	570137.838	2458235.418	571.31	FG
1826	570135.991	2458232.548	571.35	FG
1827	570127.493	2458228.020	571.59	FG
1828	570119.614	2458224.438	571.81	FG
1829	570110.621	2458232.805	572.09	FG
1830	570111.753	2458250.814	572.01	FG
1831	570112.694	2458265.785	571.95	FG
1832	570113.549	2458279.401	571.90	FG
1833	570114.490	2458294.372	571.84	FG

US 67 NB

15TH ST.

0 20 FEET

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS

Proposed Intersection of US 67 Northbound with 15th Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.23

9:51:54 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

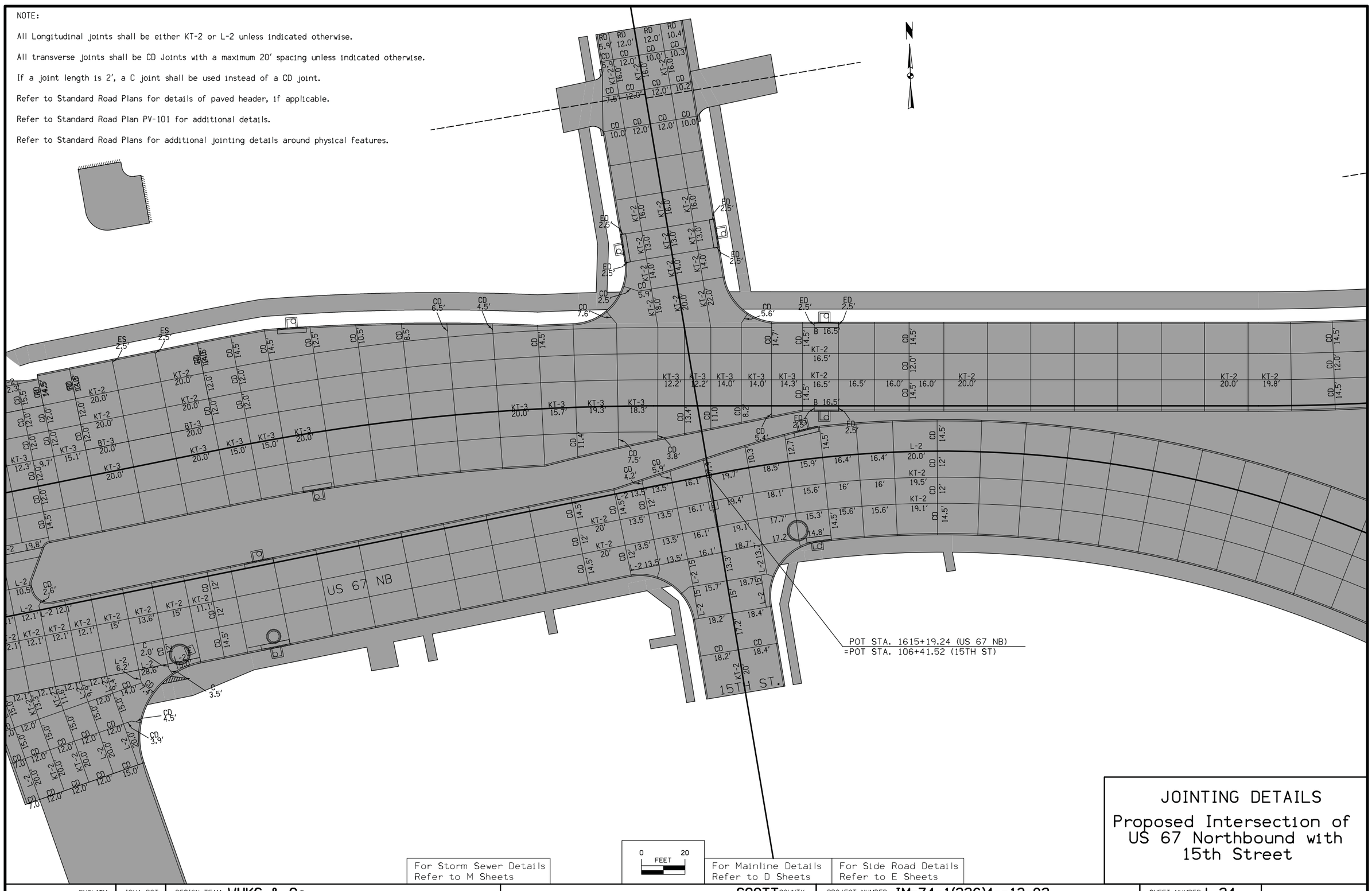
All transverse joints shall be CD Joints with a maximum 20' spacing unless indicated otherwise.

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

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

Refer to Standard Road Plan PV-101 for additional details.

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



For Storm Sewer Details Refer to M Sheets

0 FEET 20

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of US 67 Northbound with 15th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.24

9:52:05 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

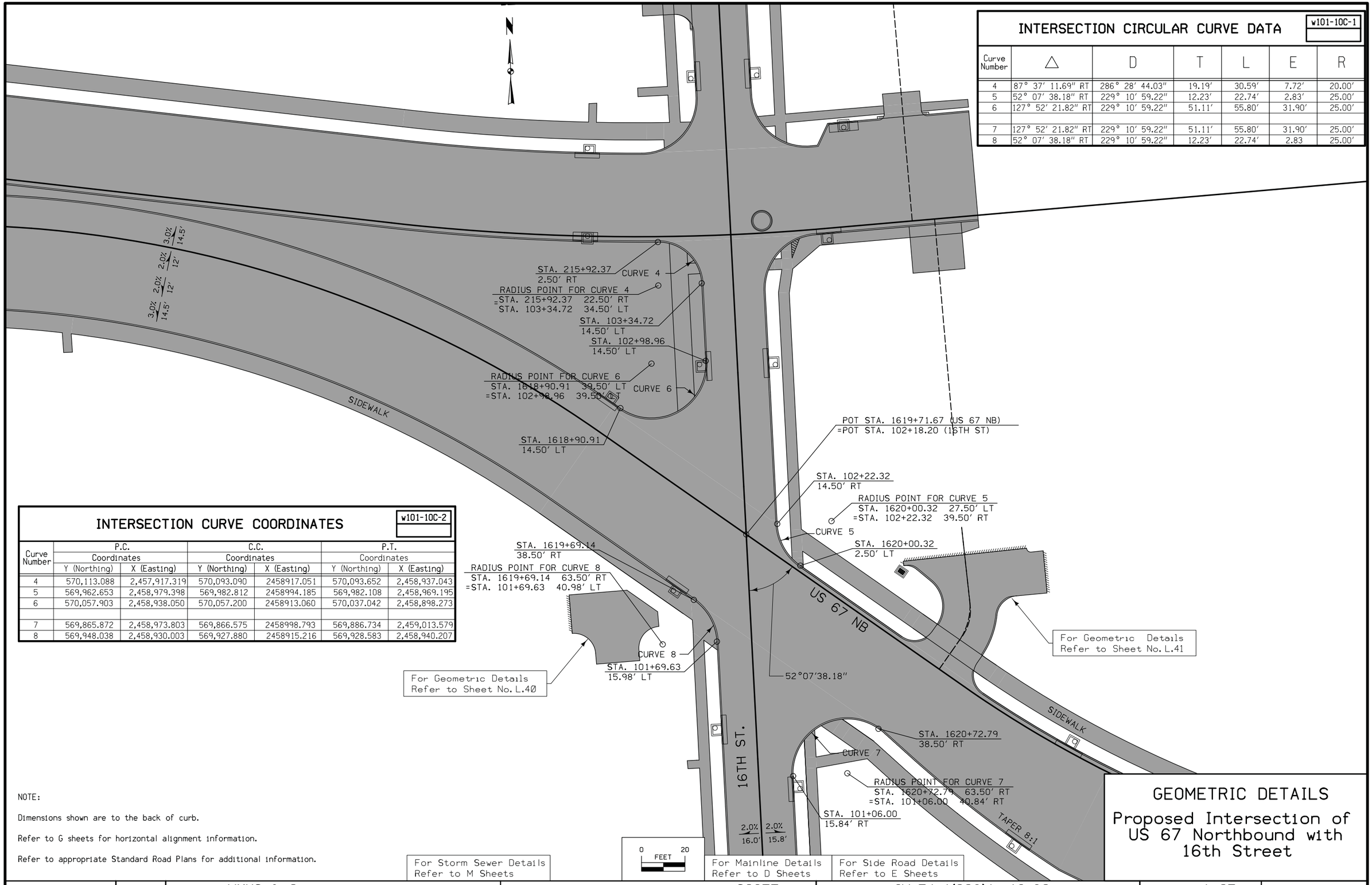
w101-10C-1

Curve Number	△	D	T	L	E	R
4	87° 37′ 11.69″ RT	286° 28′ 44.03″	19.19′	30.59′	7.72′	20.00′
5	52° 07′ 38.18″ RT	229° 10′ 59.22″	12.23′	22.74′	2.83′	25.00′
6	127° 52′ 21.82″ RT	229° 10′ 59.22″	51.11′	55.80′	31.90′	25.00′
7	127° 52′ 21.82″ RT	229° 10′ 59.22″	51.11′	55.80′	31.90′	25.00′
8	52° 07′ 38.18″ RT	229° 10′ 59.22″	12.23′	22.74′	2.83	25.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
4	570,113.088	2,457,917.319	570,093.090	2458917.051	570,093.652	2,458,937.043
5	569,962.653	2,458,979.398	569,982.812	2458994.185	569,982.108	2,458,969.195
6	570,057.903	2,458,938.050	570,057.200	2458913.060	570,037.042	2,458,898.273
7	569,865.872	2,458,973.803	569,866.575	2458998.793	569,886.734	2,459,013.579
8	569,948.038	2,458,930.003	569,927.880	2458915.216	569,928.583	2,458,940.207



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details
Refer to M Sheets

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Northbound with 16th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.25

9:52:16 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
2125	569982.108	2458969.195	573.51	FG END OF RADIUS
2126	569971.200	2458972.045	573.41	FG MIDPOINT RADIUS
2127	569962.653	2458979.398	573.31	FG END OF RADIUS
2128	569982.812	2458994.185	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2175	569865.872	2458973.803	572.73	FG END OF RADIUS
2176	569879.174	2458977.277	572.78	FG 1/4 RADIUS
2177	569888.715	2458987.181	572.83	FG MIDPOINT RADIUS
2178	569891.505	2459000.664	572.81	FG 1/4 RADIUS
2179	569886.734	2459013.579	572.77	FG END OF RADIUS
2180	569866.575	2458998.793	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2150	569948.038	2458930.003	573.19	FG END OF RADIUS
2151	569939.491	2458937.356	573.16	FG MIDPOINT RADIUS
2152	569928.583	2458940.207	573.13	FG END OF RADIUS
2153	569927.880	2458915.216	---	CENTER 25' R

US 67 NB

16TH ST.

For Staking Details
Refer to Sheet No. L.40

For Staking Details
Refer to Sheet No. L.41

0 20
FEET

For Sidewalk Details
Refer to S Sheets

For Storm Sewer Details
Refer to M Sheets

For Mainline Details
Refer to D Sheets

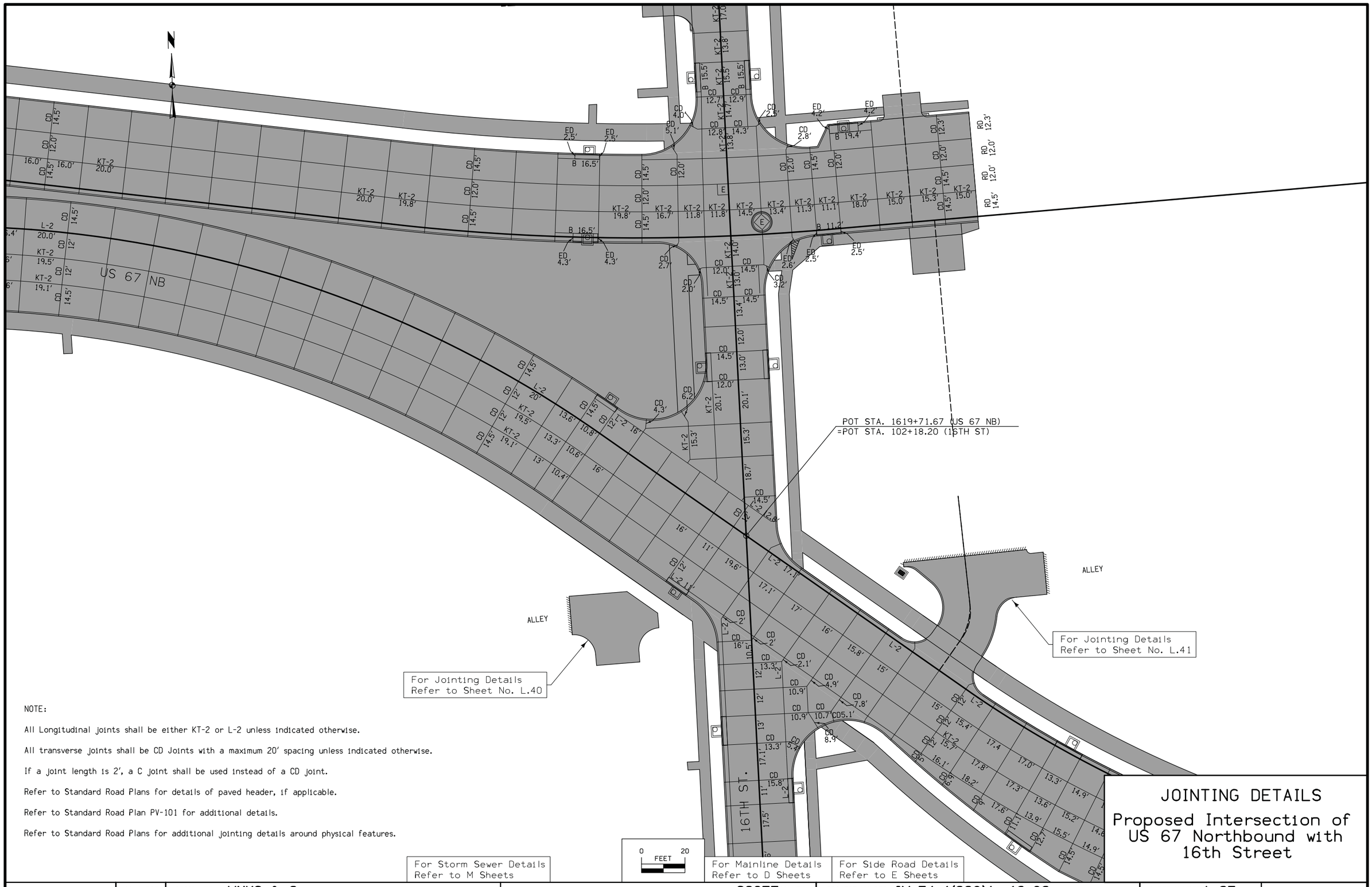
For Side Road Details
Refer to E Sheets

STAKING DETAILS

Proposed Intersection of US 67 Northbound with 16th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.26

9:52:27 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht



NOTE:

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

JOINTING DETAILS

Proposed Intersection of US 67 Northbound with 16th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.27

9:52:38 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CIRCULAR CURVE DATA

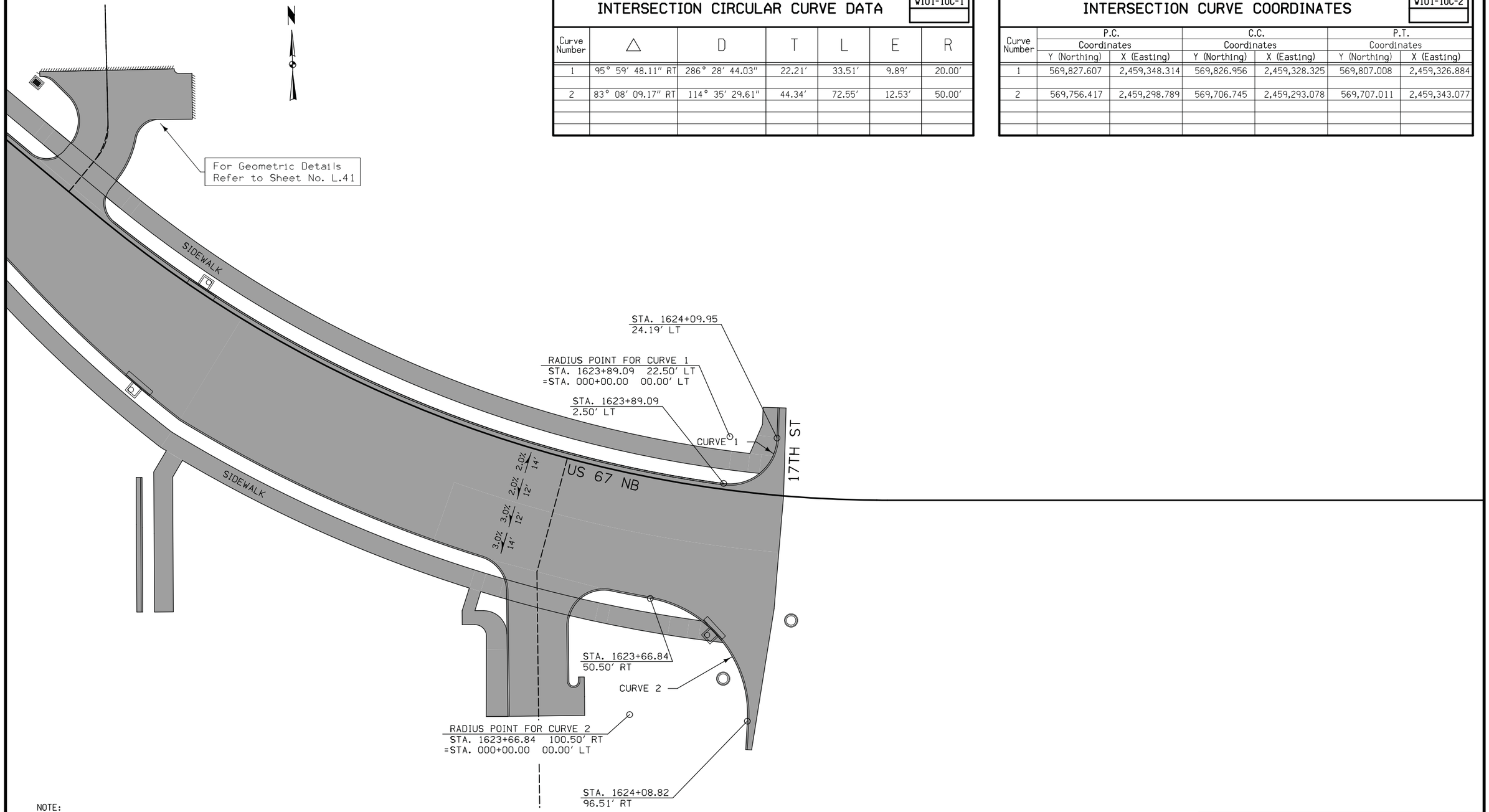
w101-10C-1

Curve Number	△	D	T	L	E	R
1	95° 59′ 48.11″ RT	286° 28′ 44.03″	22.21′	33.51′	9.89′	20.00′
2	83° 08′ 09.17″ RT	114° 35′ 29.61″	44.34′	72.55′	12.53′	50.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,827.607	2,459,348.314	569,826.956	2,459,328.325	569,807.008	2,459,326.884
2	569,756.417	2,459,298.789	569,706.745	2,459,293.078	569,707.011	2,459,343.077



NOTE:

Dimensions shown are to the back of curb.

Refer to G sheets for horizontal alignment information.

Refer to appropriate Standard Road Plans for additional information.

For Storm Sewer Details
Refer to M Sheets

0 20
FEET

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of US 67 Northbound with 17th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.28

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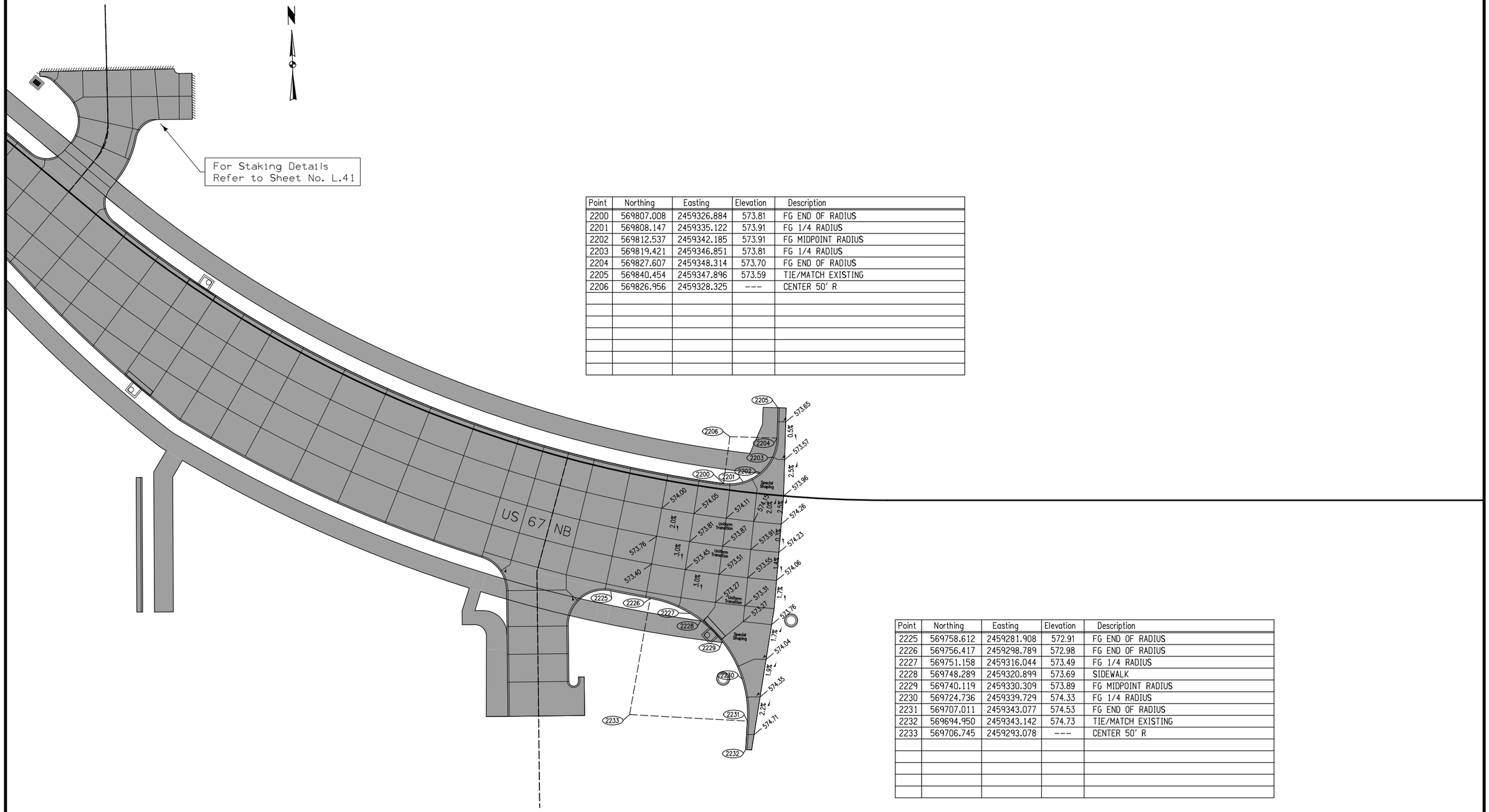


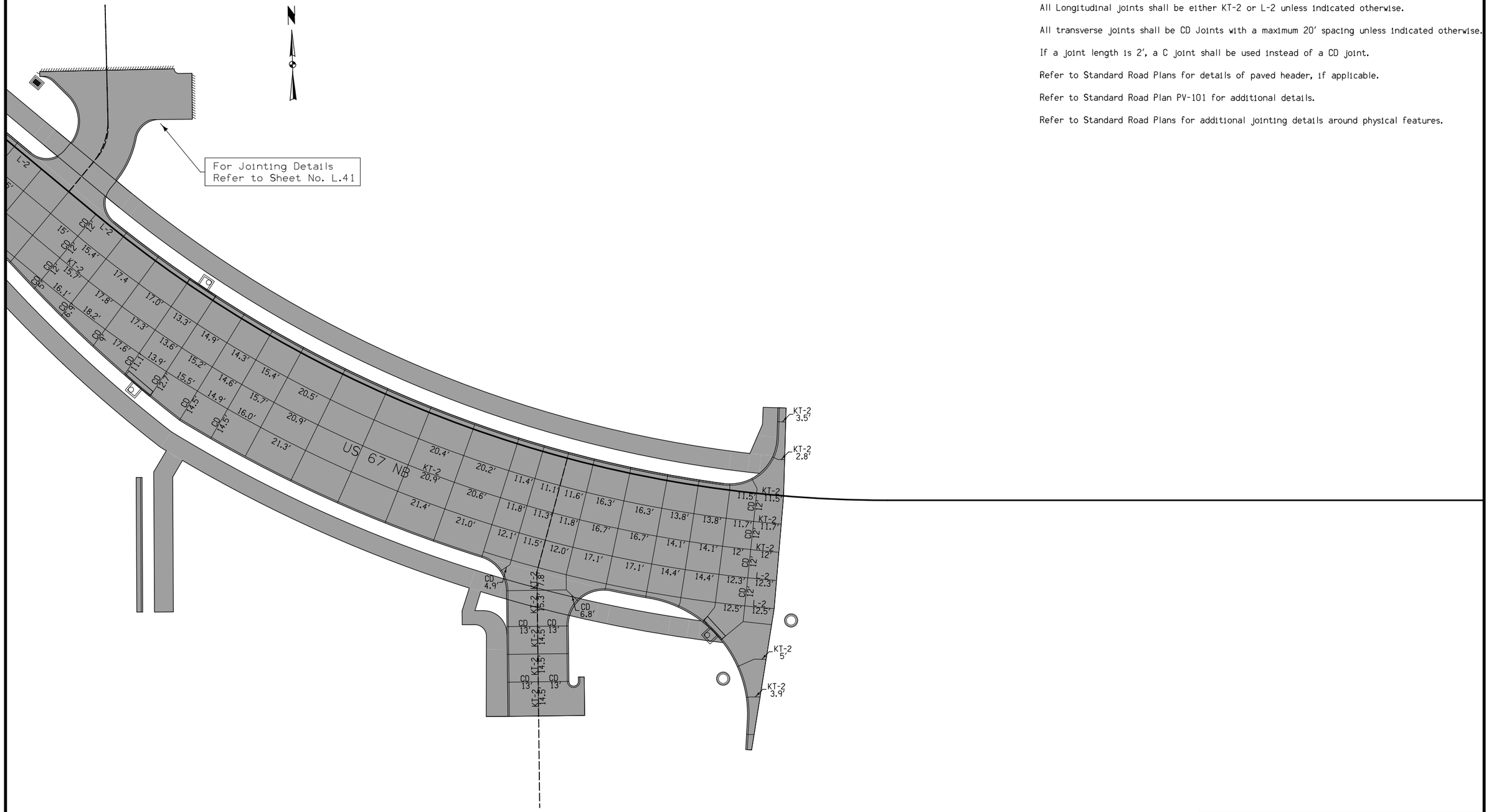
Point	Northing	Easting	Elevation	Description
2200	569807.008	2459326.884	573.81	FG END OF RADIUS
2201	569808.147	2459335.122	573.91	FG 1/4 RADIUS
2202	569812.537	2459342.185	573.91	FG MIDPOINT RADIUS
2203	569819.421	2459346.851	573.81	FG 1/4 RADIUS
2204	569827.607	2459348.314	573.70	FG END OF RADIUS
2205	569840.454	2459347.896	573.59	TIE/MATCH EXISTING
2206	569826.956	2459328.325	---	CENTER 50' R

Point	Northing	Easting	Elevation	Description
2225	569758.612	2459281.908	572.91	FG END OF RADIUS
2226	569756.417	2459298.789	572.98	FG END OF RADIUS
2227	569751.158	2459316.044	573.49	FG 1/4 RADIUS
2228	569748.289	2459320.899	573.69	SIDEWALK
2229	569740.119	2459330.309	573.89	FG MIDPOINT RADIUS
2230	569724.736	2459339.729	574.33	FG 1/4 RADIUS
2231	569707.011	2459343.077	574.53	FG END OF RADIUS
2232	569694.950	2459343.142	574.73	TIE/MATCH EXISTING
2233	569706.745	2459293.078	---	CENTER 50' R

STAKING DETAILS

Proposed Intersection of US 67 Northbound with 17th Street

For Sidewalk Details Refer to S Sheets | For Storm Sewer Details Refer to M Sheets | 0 20 FEET | For Mainline Details Refer to D Sheets | For Side Road Details Refer to E Sheets



NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

For Storm Sewer Details
Refer to M Sheets

0 FEET 20

For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of US 67 Northbound with 17th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.30

9:53:10 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CURVE COORDINATES

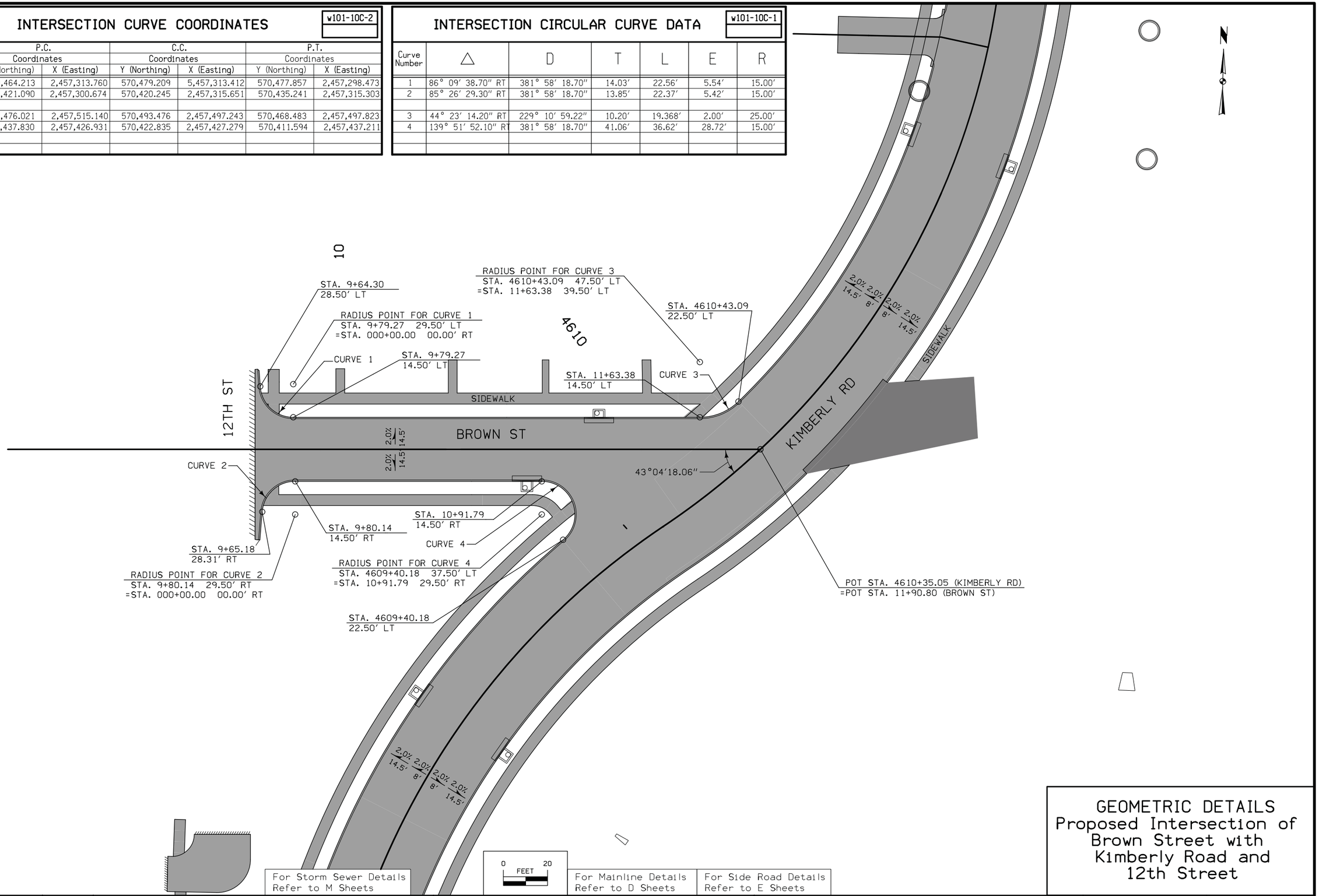
w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,464.213	2,457,313.760	570,479.209	5,457,313.412	570,477.857	2,457,298.473
2	2,457,300.674	570,421.090	570,420.245	2,457,315.651	570,435.241	2,457,315.303
3	570,476.021	2,457,515.140	570,493.476	2,457,497.243	570,468.483	2,457,497.823
4	570,437.830	2,457,426.931	570,422.835	2,457,427.279	570,411.594	2,457,437.211

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	86° 09′ 38.70″ RT	381° 58′ 18.70″	14.03′	22.56′	5.54′	15.00′
2	85° 26′ 29.30″ RT	381° 58′ 18.70″	13.85′	22.37′	5.42′	15.00′
3	44° 23′ 14.20″ RT	229° 10′ 59.22″	10.20′	19.368′	2.00′	25.00′
4	139° 51′ 52.10″ RT	381° 58′ 18.70″	41.06′	36.62′	28.72′	15.00′



For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

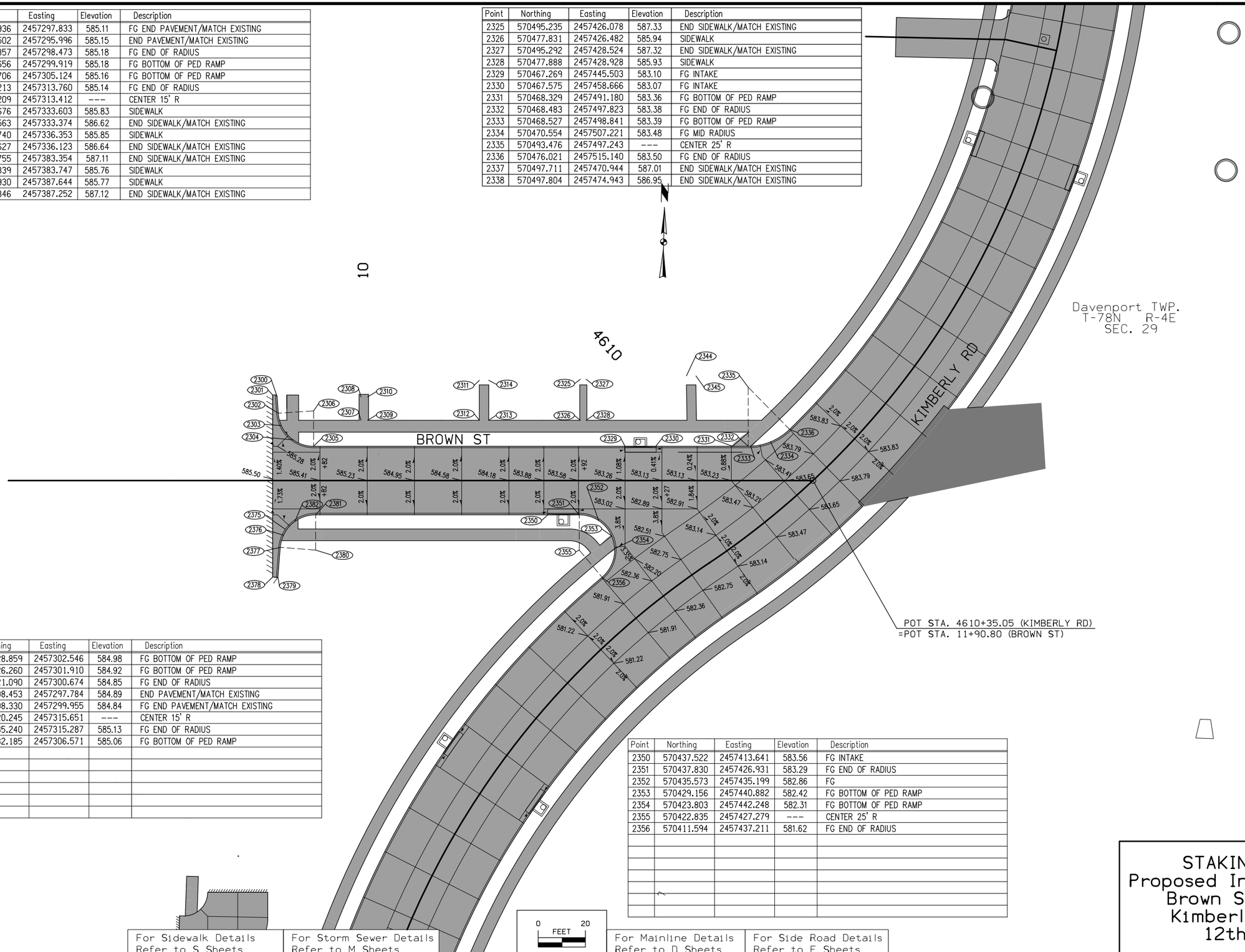
GEOMETRIC DETAILS
Proposed Intersection of Brown Street with Kimberly Road and 12th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.31

9:53:22 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
2300	570484.936	2457297.833	585.11	FG END PAVEMENT/MATCH EXISTING
2301	570485.502	2457295.996	585.15	END PAVEMENT/MATCH EXISTING
2302	570477.857	2457298.473	585.18	FG END OF RADIUS
2303	570472.656	2457299.919	585.18	FG BOTTOM OF PED RAMP
2304	570466.706	2457305.124	585.16	FG BOTTOM OF PED RAMP
2305	570464.213	2457313.760	585.14	FG END OF RADIUS
2306	570479.209	2457313.412	---	CENTER 15' R
2307	570475.676	2457333.603	585.83	SIDEWALK
2308	570485.563	2457333.374	586.62	END SIDEWALK/MATCH EXISTING
2309	570475.740	2457336.353	585.85	SIDEWALK
2310	570485.627	2457336.123	586.64	END SIDEWALK/MATCH EXISTING
2311	570493.755	2457383.354	587.11	END SIDEWALK/MATCH EXISTING
2312	570476.839	2457383.747	585.76	SIDEWALK
2313	570486.930	2457387.644	585.77	SIDEWALK
2314	570493.846	2457387.252	587.12	END SIDEWALK/MATCH EXISTING

Point	Northing	Easting	Elevation	Description
2325	570495.235	2457426.078	587.33	END SIDEWALK/MATCH EXISTING
2326	570477.831	2457426.482	585.94	SIDEWALK
2327	570495.292	2457428.524	587.32	END SIDEWALK/MATCH EXISTING
2328	570477.888	2457428.928	585.93	SIDEWALK
2329	570467.269	2457445.503	583.10	FG INTAKE
2330	570467.575	2457458.666	583.07	FG INTAKE
2331	570468.329	2457491.180	583.36	FG BOTTOM OF PED RAMP
2332	570468.483	2457497.823	583.38	FG END OF RADIUS
2333	570468.527	2457498.841	583.39	FG BOTTOM OF PED RAMP
2334	570470.554	2457507.221	583.48	FG MID RADIUS
2335	570493.476	2457497.243	---	CENTER 25' R
2336	570476.021	2457515.140	583.50	FG END OF RADIUS
2337	570497.711	2457470.944	587.01	END SIDEWALK/MATCH EXISTING
2338	570497.804	2457474.943	586.95	END SIDEWALK/MATCH EXISTING



Point	Northing	Easting	Elevation	Description
2375	570428.859	2457302.546	584.98	FG BOTTOM OF PED RAMP
2376	570426.260	2457301.910	584.92	FG BOTTOM OF PED RAMP
2377	570421.090	2457300.674	584.85	FG END OF RADIUS
2378	570408.453	2457297.784	584.89	END PAVEMENT/MATCH EXISTING
2379	570408.330	2457299.955	584.84	FG END PAVEMENT/MATCH EXISTING
2380	570420.245	2457315.651	---	CENTER 15' R
2381	570435.240	2457315.287	585.13	FG END OF RADIUS
2382	570432.185	2457306.571	585.06	FG BOTTOM OF PED RAMP

Point	Northing	Easting	Elevation	Description
2350	570437.522	2457413.641	583.56	FG INTAKE
2351	570437.830	2457426.931	583.29	FG END OF RADIUS
2352	570435.573	2457435.199	582.86	FG
2353	570429.156	2457440.882	582.42	FG BOTTOM OF PED RAMP
2354	570423.803	2457442.248	582.31	FG BOTTOM OF PED RAMP
2355	570422.835	2457427.279	---	CENTER 25' R
2356	570411.594	2457437.211	581.62	FG END OF RADIUS

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS
Proposed Intersection of Brown Street with Kimberly Road and 12th Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.32

9:53:33 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

NOTE:

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

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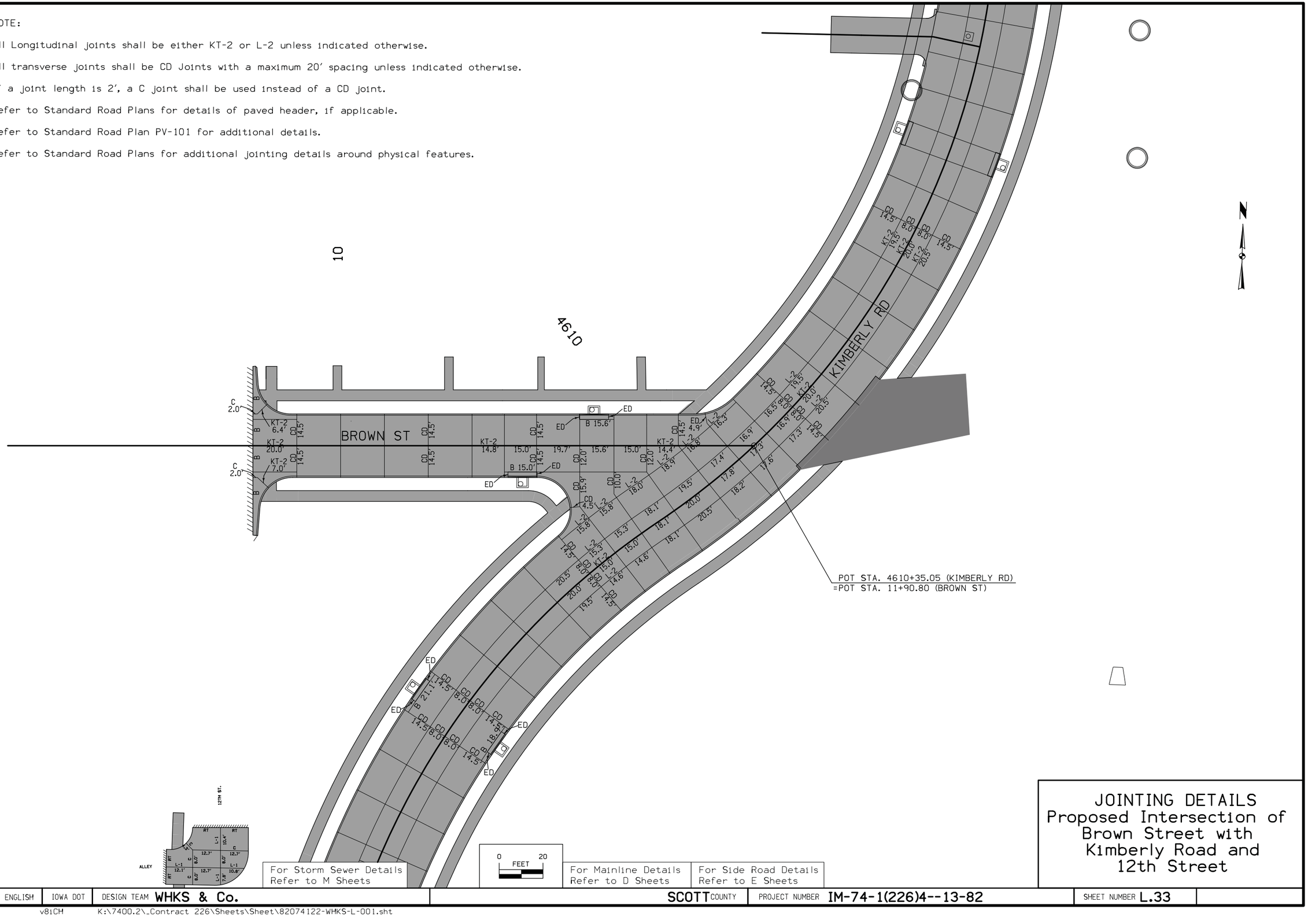


For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

JOINTING DETAILS
Proposed Intersection of Brown Street with Kimberly Road and 12th Street

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.33

9:53:44 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

INTERSECTION CURVE COORDINATES

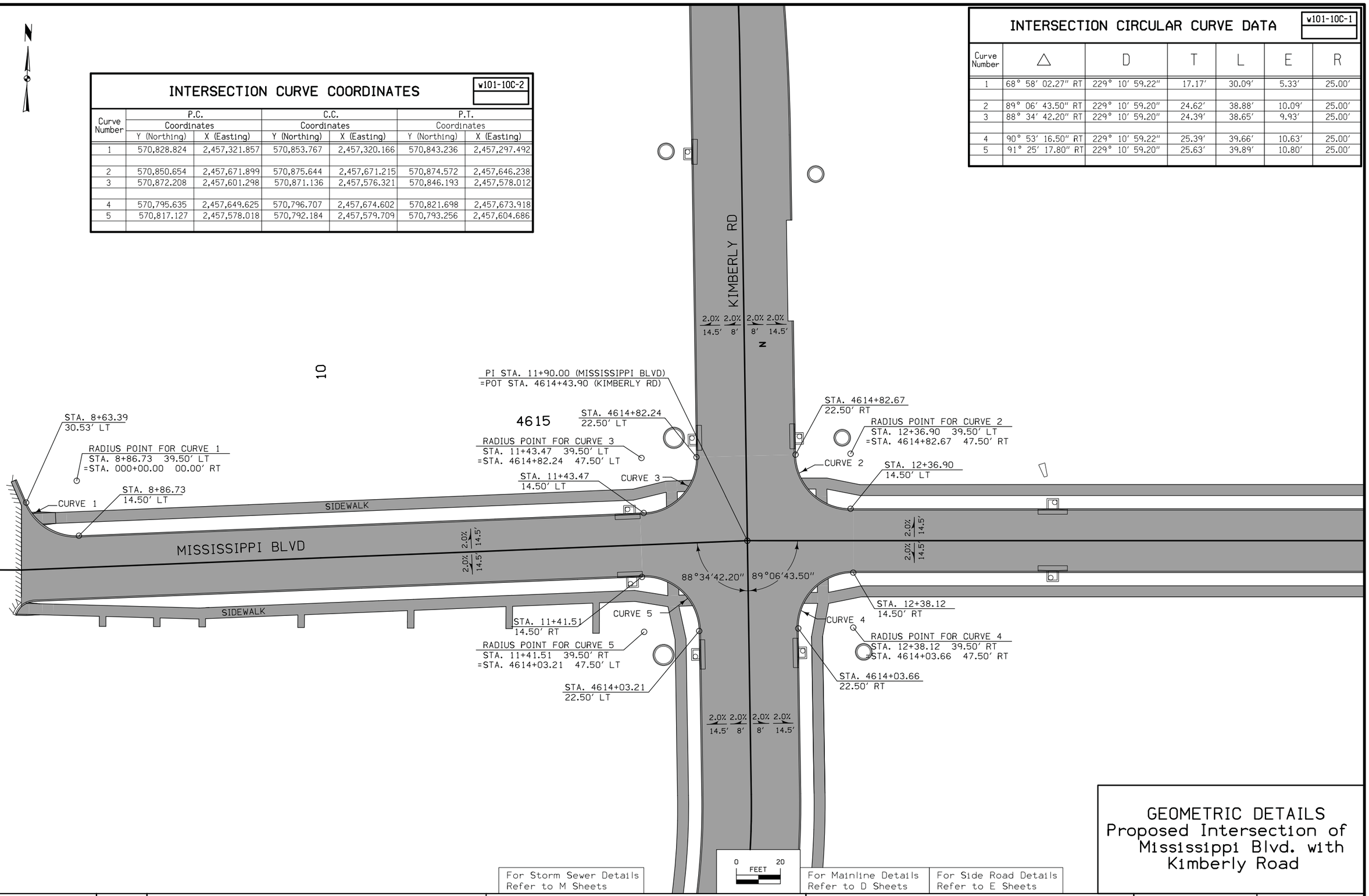
w101-10C-2

Curve Number	P.C. Coordinates Y (Northing)	P.C. Coordinates X (Easting)	C.C. Coordinates Y (Northing)	C.C. Coordinates X (Easting)	P.T. Coordinates Y (Northing)	P.T. Coordinates X (Easting)
1	570,828.824	2,457,321.857	570,853.767	2,457,320.166	570,843.236	2,457,297.492
2	570,850.654	2,457,671.899	570,875.644	2,457,671.215	570,874.572	2,457,646.238
3	570,872.208	2,457,601.298	570,871.136	2,457,576.321	570,846.193	2,457,578.012
4	570,795.635	2,457,649.625	570,796.707	2,457,674.602	570,821.698	2,457,673.918
5	570,817.127	2,457,578.018	570,792.184	2,457,579.709	570,793.256	2,457,604.686

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	68° 58′ 02.27″ RT	229° 10′ 59.22″	17.17′	30.09′	5.33′	25.00′
2	89° 06′ 43.50″ RT	229° 10′ 59.20″	24.62′	38.88′	10.09′	25.00′
3	88° 34′ 42.20″ RT	229° 10′ 59.20″	24.39′	38.65′	9.93′	25.00′
4	90° 53′ 16.50″ RT	229° 10′ 59.22″	25.39′	39.66′	10.63′	25.00′
5	91° 25′ 17.80″ RT	229° 10′ 59.20″	25.63′	39.89′	10.80′	25.00′



GEOMETRIC DETAILS
Proposed Intersection of Mississippi Blvd. with Kimberly Road

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.34

9:53:55 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-L-001.sht

Point	Northing	Easting	Elevation	Description
2400	570886.459	2457600.686	579.22	FG INTAKE
2401	570875.470	2457601.158	579.00	FG INTAKE
2402	570872.208	2457601.298	578.94	FG END OF RADIUS
2403	570858.569	2457597.933	578.65	FG BOTTOM OF PED RAMP
2404	570854.462	2457594.948	578.64	FG MIDPOINT RADIUS
2405	570853.279	2457593.817	578.64	FG BOTTOM OF PED RAMP
2406	570846.193	2457578.012	578.30	FG END OF RADIUS
2407	570846.061	2457576.056	578.28	FG INTAKE
2408	570845.324	2457565.191	578.04	FG INTAKE
2409	570871.136	2457576.321	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2425	570850.654	2457671.899	577.91	FG END OF RADIUS
2426	270856.206	2457655.493	578.46	FG BOTTOM OF PED RAMP
2427	570857.574	2457653.938	578.46	FG MIDPOINT RADIUS
2428	570861.082	2457650.894	578.47	FG BOTTOM OF PED RAMP
2429	570874.572	2457646.238	578.95	FG END OF RADIUS
2430	570877.399	2457646.116	579.00	FG INTAKE
2431	570888.389	2457645.645	579.22	FG INTAKE
2432	570874.572	2457671.244	---	CENTER 25' R

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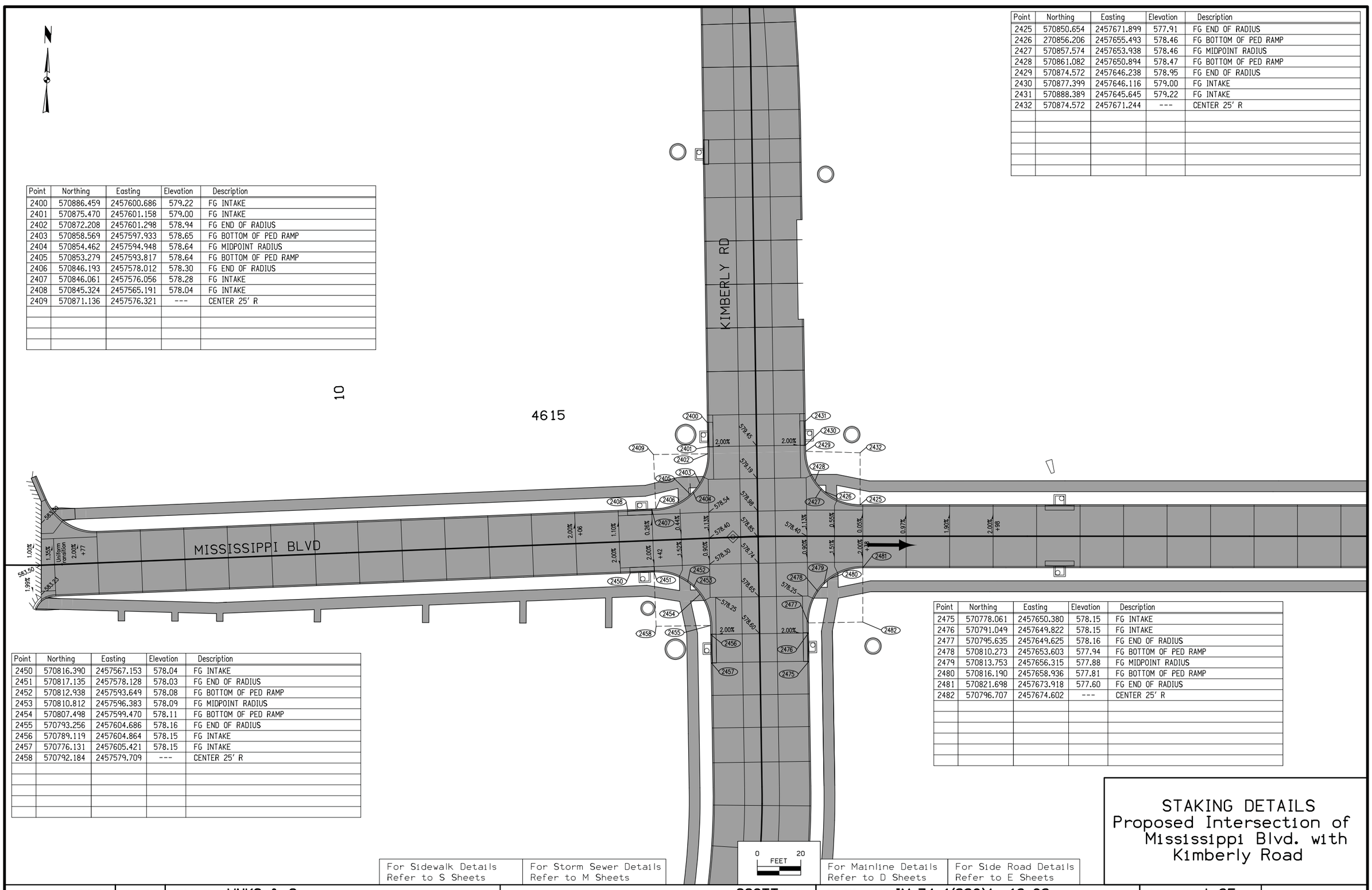

Point	Northing	Easting	Elevation	Description
2450	570816.390	2457567.153	578.04	FG INTAKE
2451	570817.135	2457578.128	578.03	FG END OF RADIUS
2452	570812.938	2457593.649	578.08	FG BOTTOM OF PED RAMP
2453	570810.812	2457596.383	578.09	FG MIDPOINT RADIUS
2454	570807.498	2457599.470	578.11	FG BOTTOM OF PED RAMP
2455	570793.256	2457604.686	578.16	FG END OF RADIUS
2456	570789.119	2457604.864	578.15	FG INTAKE
2457	570776.131	2457605.421	578.15	FG INTAKE
2458	570792.184	2457579.709	---	CENTER 25' R

Point	Northing	Easting	Elevation	Description
2475	570778.061	2457650.380	578.15	FG INTAKE
2476	570791.049	2457649.822	578.15	FG INTAKE
2477	570795.635	2457649.625	578.16	FG END OF RADIUS
2478	570810.273	2457653.603	577.94	FG BOTTOM OF PED RAMP
2479	570813.753	2457656.315	577.88	FG MIDPOINT RADIUS
2480	570816.190	2457658.936	577.81	FG BOTTOM OF PED RAMP
2481	570821.698	2457673.918	577.60	FG END OF RADIUS
2482	570796.707	2457674.602	---	CENTER 25' R

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS
Proposed Intersection of Mississippi Blvd. with Kimberly Road

ENGLISH | IOWA DOT | DESIGN TEAM **WHKS & Co.** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **L.35**

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NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

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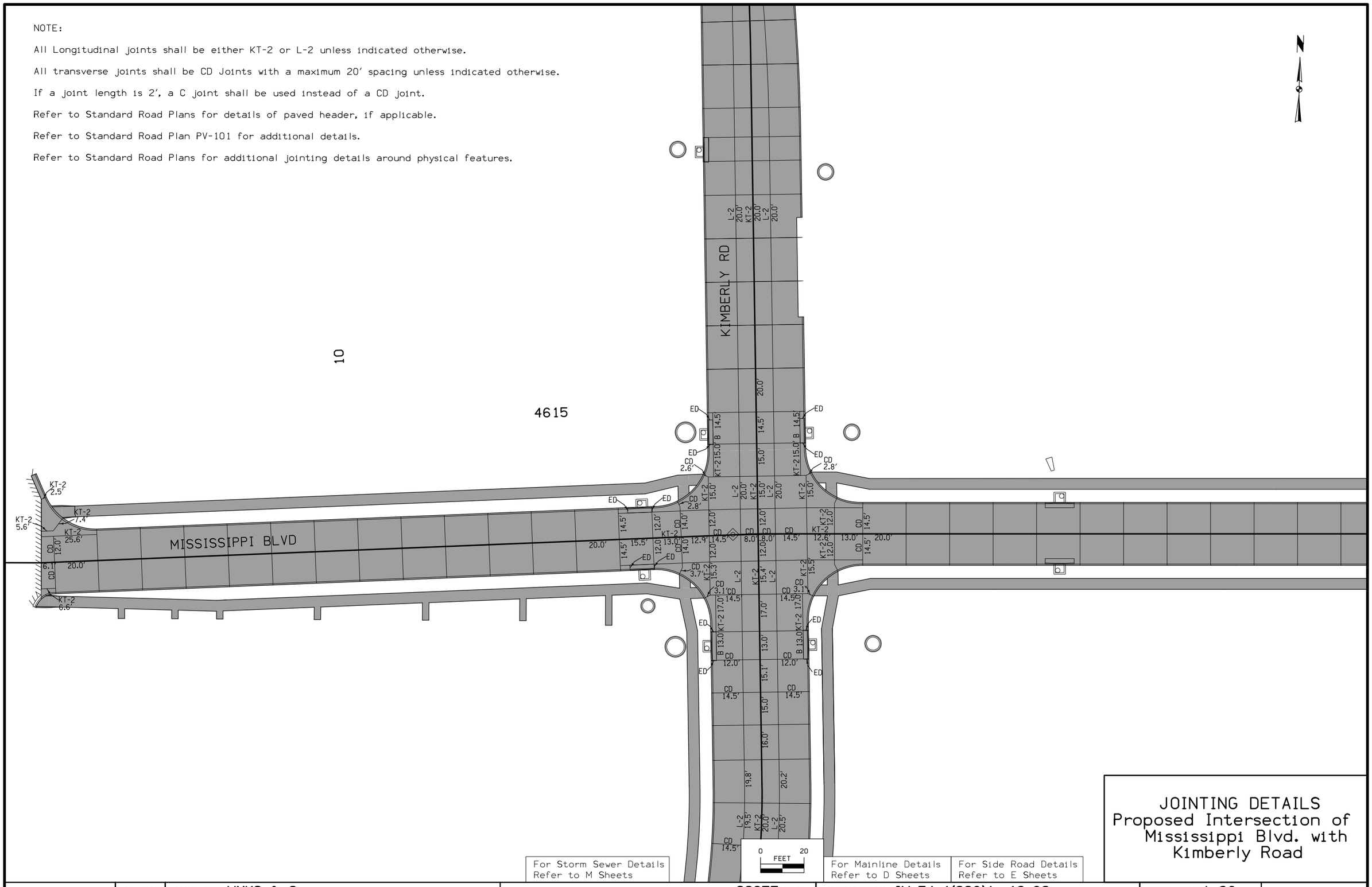

JOINTING DETAILS
Proposed Intersection of
Mississippi Blvd. with
Kimberly Road

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.36

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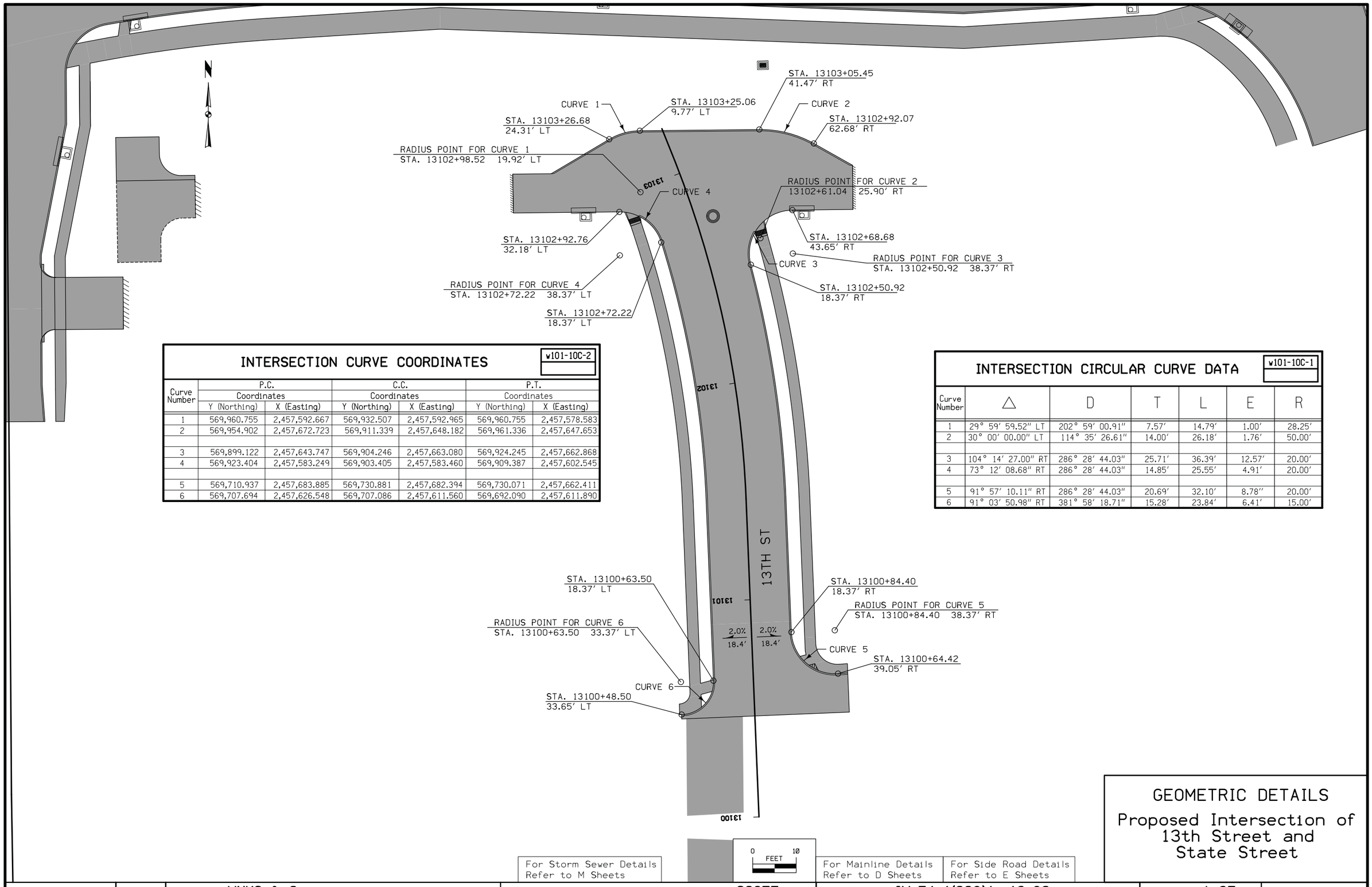

INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates Y (Northing)	P.C. Coordinates X (Easting)	C.C. Coordinates Y (Northing)	C.C. Coordinates X (Easting)	P.T. Coordinates Y (Northing)	P.T. Coordinates X (Easting)
1	569,960.755	2,457,592.667	569,932.507	2,457,592.965	569,960.755	2,457,578.583
2	569,954.902	2,457,672.723	569,911.339	2,457,648.182	569,961.336	2,457,647.653
3	569,899.122	2,457,643.747	569,904.246	2,457,663.080	569,924.245	2,457,662.868
4	569,923.404	2,457,583.249	569,903.405	2,457,583.460	569,909.387	2,457,602.545
5	569,710.937	2,457,683.885	569,730.881	2,457,682.394	569,730.071	2,457,662.411
6	569,707.694	2,457,626.548	569,707.086	2,457,611.560	569,692.090	2,457,611.890

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	29° 59' 59.52" LT	202° 59' 00.91"	7.57'	14.79'	1.00'	28.25'
2	30° 00' 00.00" LT	114° 35' 26.61"	14.00'	26.18'	1.76'	50.00'
3	104° 14' 27.00" RT	286° 28' 44.03"	25.71'	36.39'	12.57'	20.00'
4	73° 12' 08.68" RT	286° 28' 44.03"	14.85'	25.55'	4.91'	20.00'
5	91° 57' 10.11" RT	286° 28' 44.03"	20.69'	32.10'	8.78"	20.00'
6	91° 03' 50.98" RT	381° 58' 18.71"	15.28'	23.84'	6.41'	15.00'

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

GEOMETRIC DETAILS

Proposed Intersection of 13th Street and State Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.37

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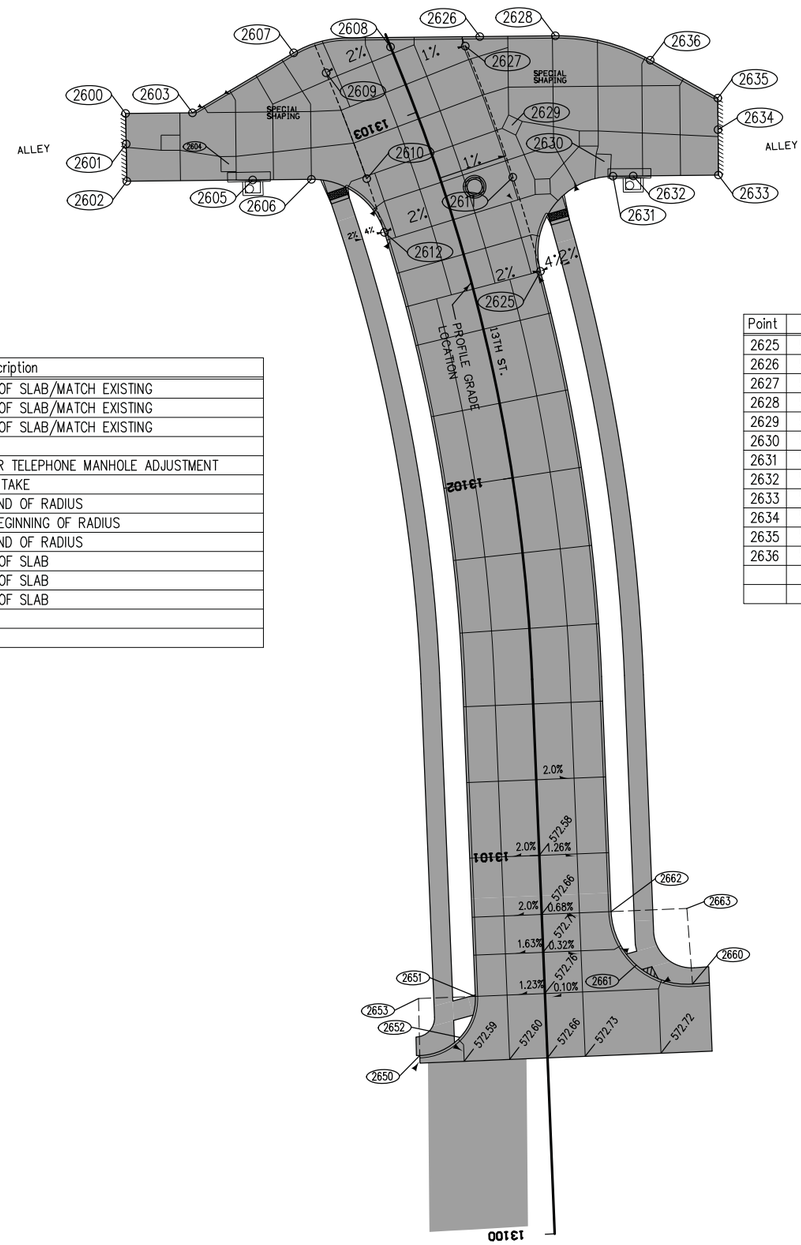

Point	Northing	Easting	Elevation	Description
2600	569940.813	2457534.199	570.88	TOP OF SLAB/MATCH EXISTING
2601	569932.772	2457534.347	570.29	TOP OF SLAB/MATCH EXISTING
2602	569922.889	2457534.530	570.85	TOP OF SLAB/MATCH EXISTING
2603	569941.000	2457551.835	570.79	FG
2604	569927.459	2457561.392	570.76	MINOR TELEPHONE MANHOLE ADJUSTMENT
2605	569923.240	2457597.778	570.69	FG INTAKE
2606	569923.415	2457583.249	571.04	FG END OF RADIUS
2607	569956.821	2457578.583	571.51	FG BEGINNING OF RADIUS
2608	569958.377	2457604.163	572.06	FG END OF RADIUS
2609	569951.506	2457587.126	571.69	TOP OF SLAB
2610	569923.558	2457597.849	571.36	TOP OF SLAB
2611	569923.966	2457636.462	571.47	TOP OF SLAB

Point	Northing	Easting	Elevation	Description
2625	569899.122	2457643.747	571.65	FG BEGINNING OF RADIUS
2626	569961.126	2457627.725	571.83	FG
2627	569958.574	2457623.886	571.81	TOP OF SLAB
2628	569961.336	2457647.653	571.62	FG BEGINNING OF RADIUS
2629	569937.775	2457636.255	571.54	MINOR SANITARY SEWER MANHOLE ADJUSTMENT
2630	569928.149	2457660.541	571.23	MINOR TELEPHONE MANHOLE ADJUSTMENT
2631	569924.245	2457662.868	571.16	FG END OF RADIUS
2632	569924.302	2457668.225	571.12	FG INTAKE
2633	569924.539	2457690.723	571.46	TOP OF SLAB/MATCH EXISTING
2634	569936.512	2457690.625	571.35	TOP OF SLAB/MATCH EXISTING
2635	569944.856	2457690.557	571.54	FG/MATCH EXISTING
2636	569954.902	2457672.723	571.34	FG MATCH EXISTING

Point	Northing	Easting	Elevation	Description
2650	569692.090	2457611.890	572.20	FG BEGIN RADIUS
2651	569707.694	2457626.548	572.53	FG MID RADIUS
2652	569696.826	2457622.493	572.47	FG END RADIUS
2653	569707.096	2457611.560	---	CENTER 15' RADIUS
2660	569710.937	2457683.885	572.20	FG BEGIN RADIUS
2661	569715.949	2457669.089	572.37	FG MID RADIUS
2662	569730.071	2457662.411	572.54	FG END RADIUS
2663	569730.881	2457682.394	---	CENTER 20' RADIUS

0 FEET 10

For Sidewalk Details Refer to S Sheets

For Storm Sewer Details Refer to M Sheets

For Mainline Details Refer to D Sheets

For Side Road Details Refer to E Sheets

STAKING DETAILS

Proposed Intersection of 13th Street and State Street

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.38

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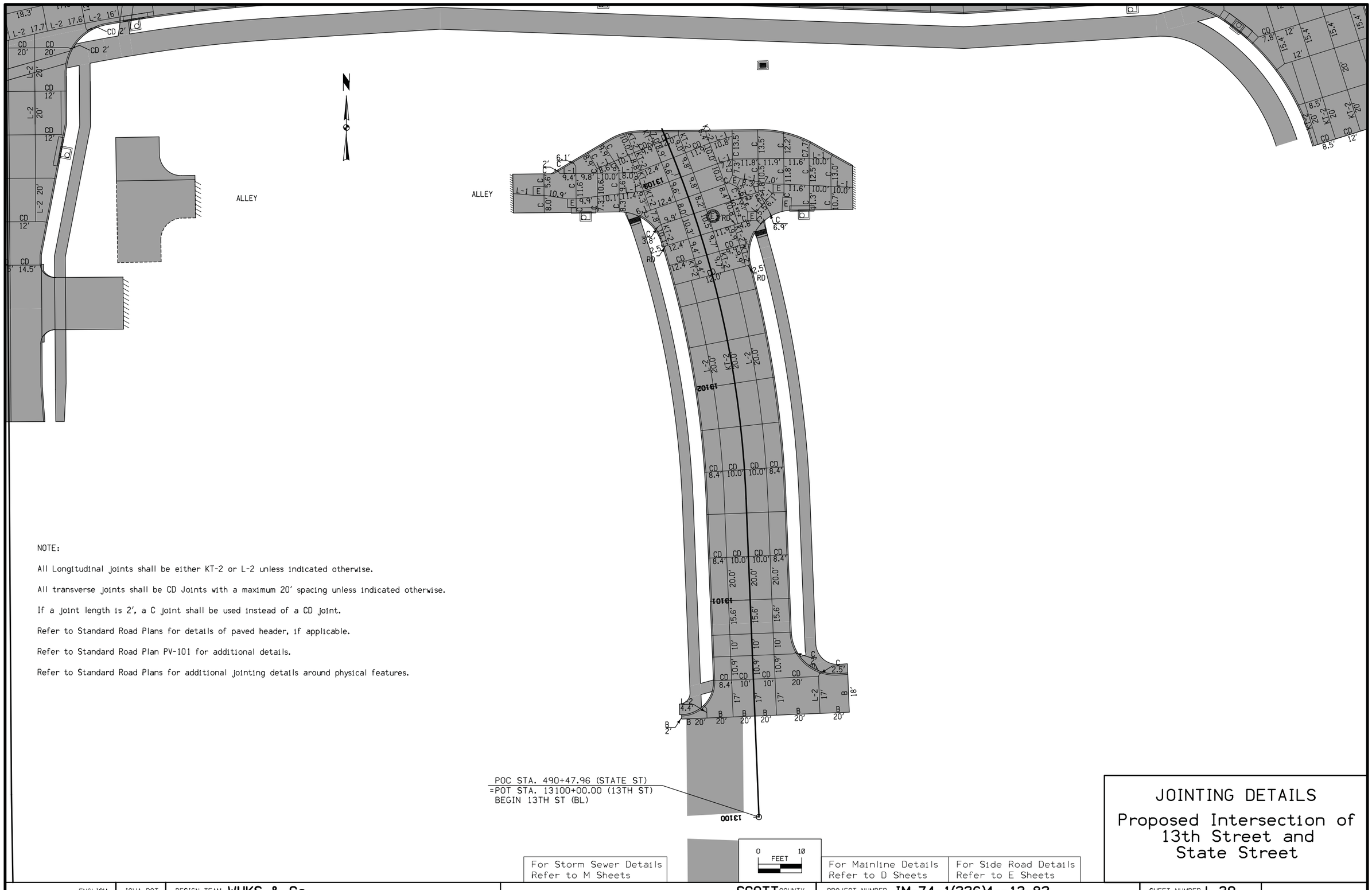


NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

For Storm Sewer Details
Refer to M Sheets

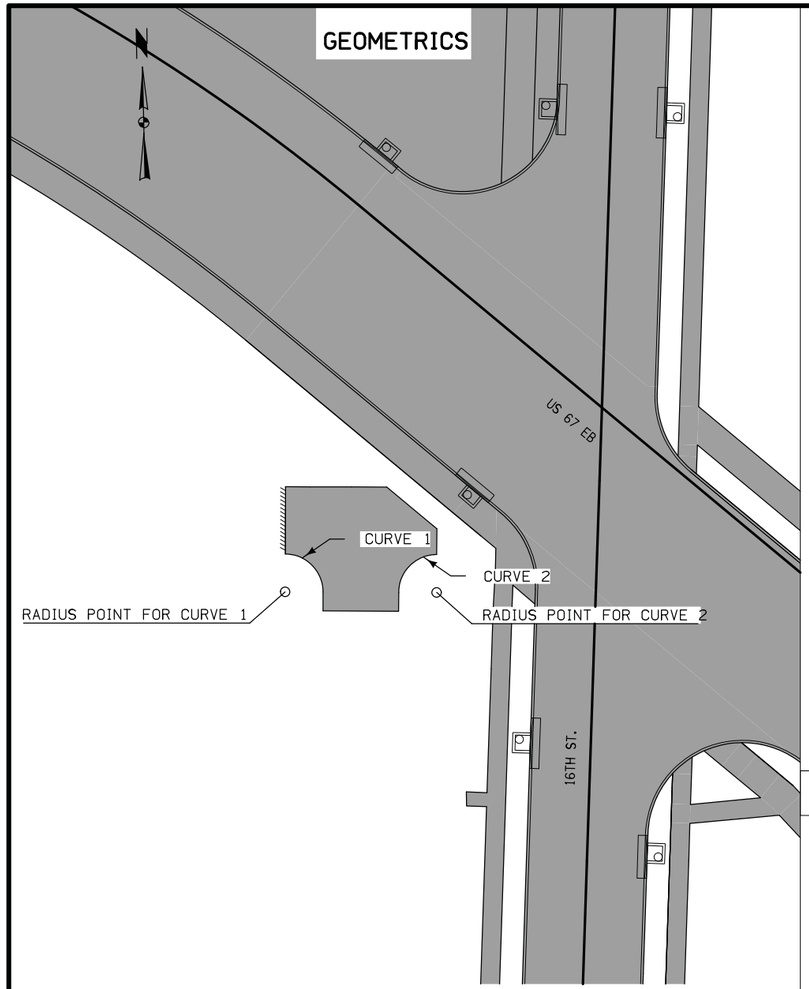
For Mainline Details
Refer to D Sheets

For Side Road Details
Refer to E Sheets

JOINTING DETAILS

Proposed Intersection of 13th Street and State Street

GEOMETRICS



NOTE:

Refer to appropriate Standard Road Plans for additional information.

0 20 FEET

INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

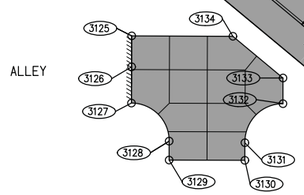
Curve Number	△	D	T	L	E	R
1	90° 00′ 00.00″ RT	212° 57′ 28.06″	10.00′	15.71′	6.51′	10.00′
2	90° 00′ 00.00″ RT	212° 57′ 28.06″	10.00′	15.71′	6.51′	10.00′

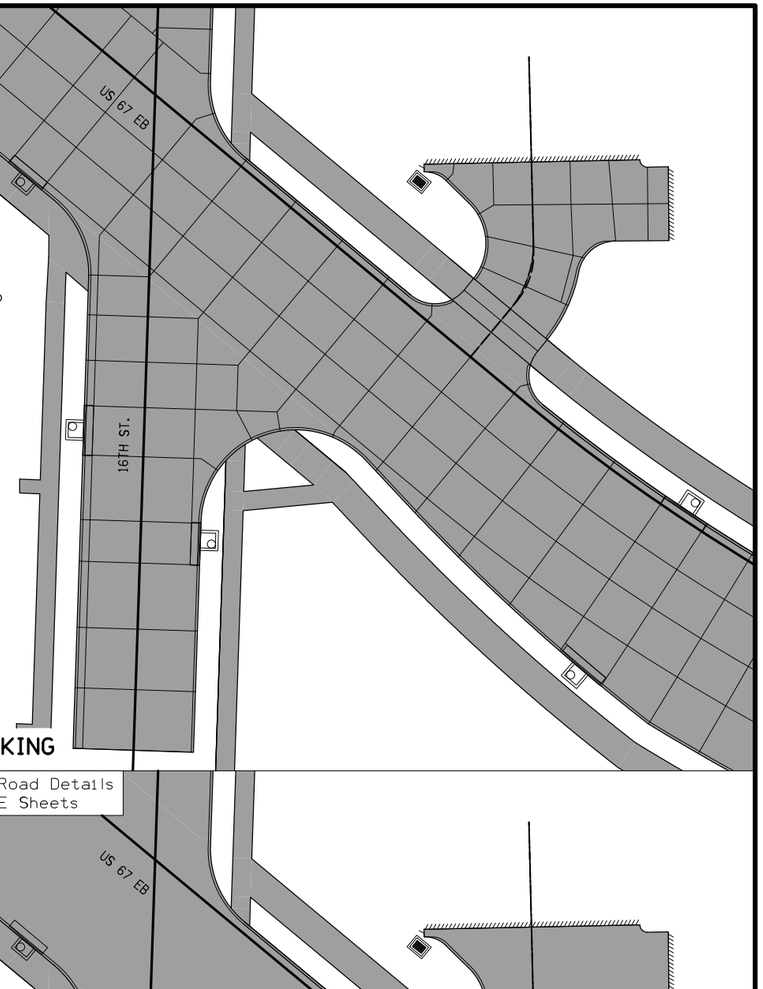
INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,924.482	2,458,884.271	569,923.910	2,458,874.288	569,933.894	2,458,873.716
2	569,936.181	2,458,913.650	569,926.198	2,458,914.222	569,925.626	2,458,904.239

STAKING





For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets

NOTE:

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

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

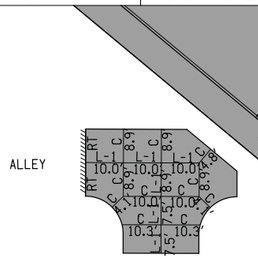
If a joint length is 2′, a C joint shall be used instead of a CD joint.

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

Refer to Standard Road Plan PV-101 for additional details.

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

JOINTING



GEOMETRIC, STAKING AND JOINTING DETAILS

Turnaround Southwest of 16th Street and US 67 Northbound Intersection

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.40

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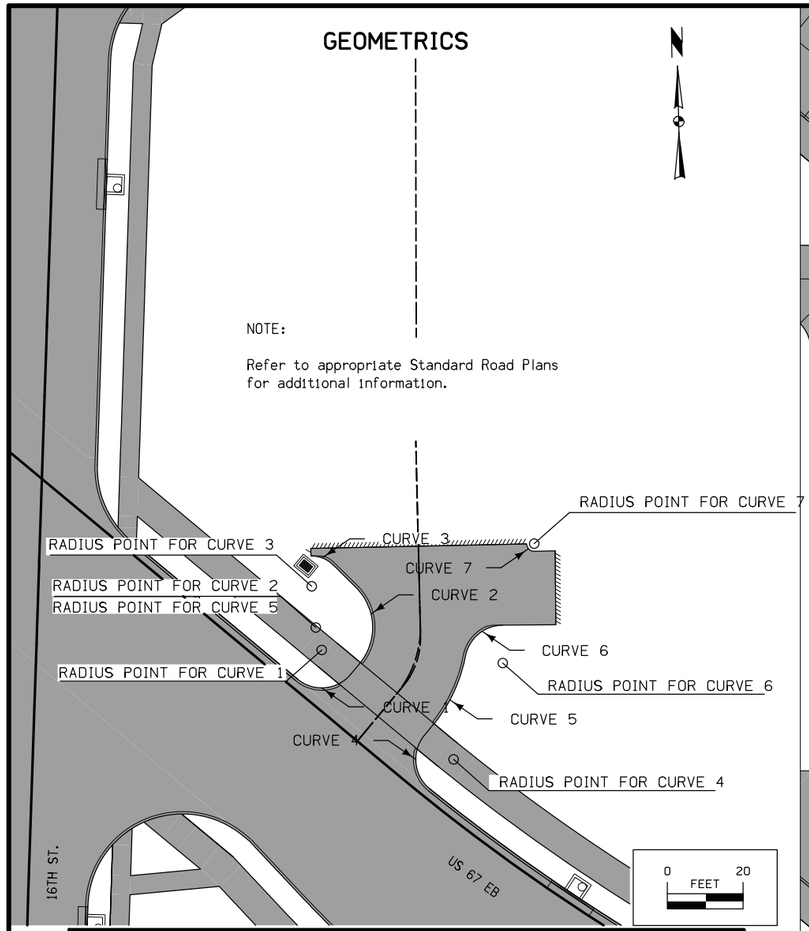
GEOMETRICS



INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

Curve Number	△	D	T	L	E	R
1	89° 59′ 57.54″ LT	212° 57′ 28.06″	10.00′	15.71′	6.51′	10.00′
2	85° 13′ 42.95″ LT	21° 58′ 18.71″	13.80′	22.31′	8.70′	15.00′
3	45° 54′ 43.26″ LT	356° 11′ 50.08″	3.39′	6.41′	1.30	8.00′
4	90° 53′ 12.62″ RT	212° 57′ 28.06″	10.16′	15.86′	6.64′	10.00′
5	28° 53′ 46.96″ LT	142° 20′ 58.35″	10.37′	20.30′	2.57′	40.25′
6	78° 46′ 05.49″ RT	212° 57′ 28.06″	8.21′	13.75′	4.92′	10.00′
7	89° 59′ 59.15″ RT	2504° 47′ 20.31″	2.00′	3.14′	1.30	2.00′

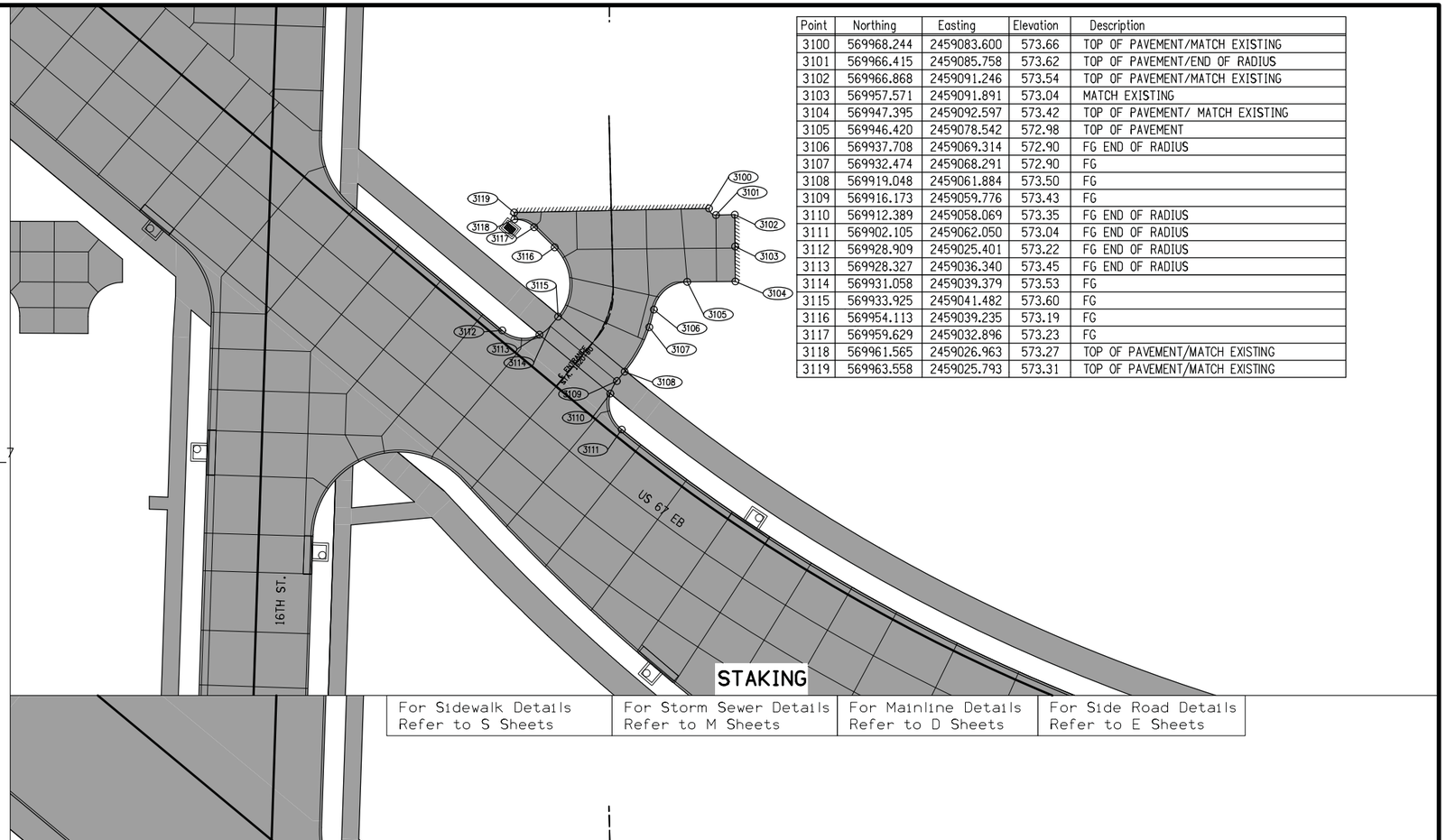
INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,928.909	2,459,025.402	569,936.973	2,459,031.316	569,931.058	2,459,039.379
2	569,933.925	2,459,041.482	569,942.797	2,459,029.387	569,954.113	2,459,039.235
3	569,959.629	2,459,032.896	569,953.594	2,459,027.644	569,961.565	2,459,026.963
4	569,902.105	2,459,062.050	569,910.259	2,459,067.839	569,916.173	2,459,056.776
5	569,919.048	2,459,061.884	569,942.797	2,459,029.387	569,937.708	2,459,069.314
6	569,937.708	2,459,069.314	569,936.444	2,459,079.234	569,946.420	2,459,078.542
7	569,966.415	2,459,085.758	569,968.408	2,459,085.593	569,968.244	2,459,083.600

Point	Northing	Easting	Elevation	Description
3100	569968.244	2459083.600	573.66	TOP OF PAVEMENT/MATCH EXISTING
3101	569966.415	2459085.758	573.62	TOP OF PAVEMENT/END OF RADIUS
3102	569966.868	2459091.246	573.54	TOP OF PAVEMENT/MATCH EXISTING
3103	569957.571	2459091.891	573.04	MATCH EXISTING
3104	569947.395	2459092.597	573.42	TOP OF PAVEMENT/ MATCH EXISTING
3105	569946.420	2459078.542	572.98	TOP OF PAVEMENT
3106	569937.708	2459069.314	572.90	FG END OF RADIUS
3107	569932.474	2459068.291	572.90	FG
3108	569919.048	2459061.884	573.50	FG
3109	569916.173	2459059.776	573.43	FG
3110	569912.389	2459058.069	573.35	FG END OF RADIUS
3111	569902.105	2459062.050	573.04	FG END OF RADIUS
3112	569928.909	2459025.401	573.22	FG END OF RADIUS
3113	569928.327	2459036.340	573.45	FG END OF RADIUS
3114	569931.058	2459039.379	573.53	FG
3115	569933.925	2459041.482	573.60	FG
3116	569954.113	2459039.235	573.19	FG
3117	569959.629	2459032.896	573.23	FG
3118	569961.565	2459026.963	573.27	TOP OF PAVEMENT/MATCH EXISTING
3119	569963.558	2459025.793	573.31	TOP OF PAVEMENT/MATCH EXISTING

STAKING



For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets

JOINTING

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

GEOMETRIC, STAKING AND JOINTING DETAILS

Entrance East of 16th Street and US 67 Northbound Intersection

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER L.41

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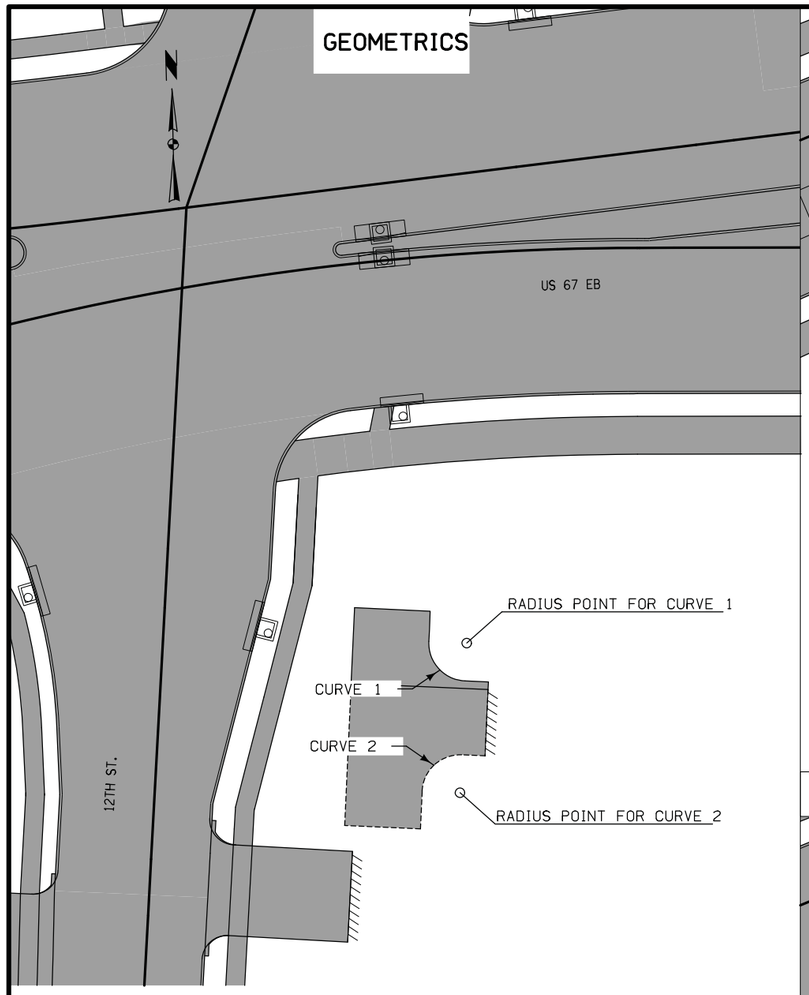
GEOMETRICS



NOTE:

Refer to appropriate Standard Road Plans for additional information.

0 FEET 20

INTERSECTION CIRCULAR CURVE DATA

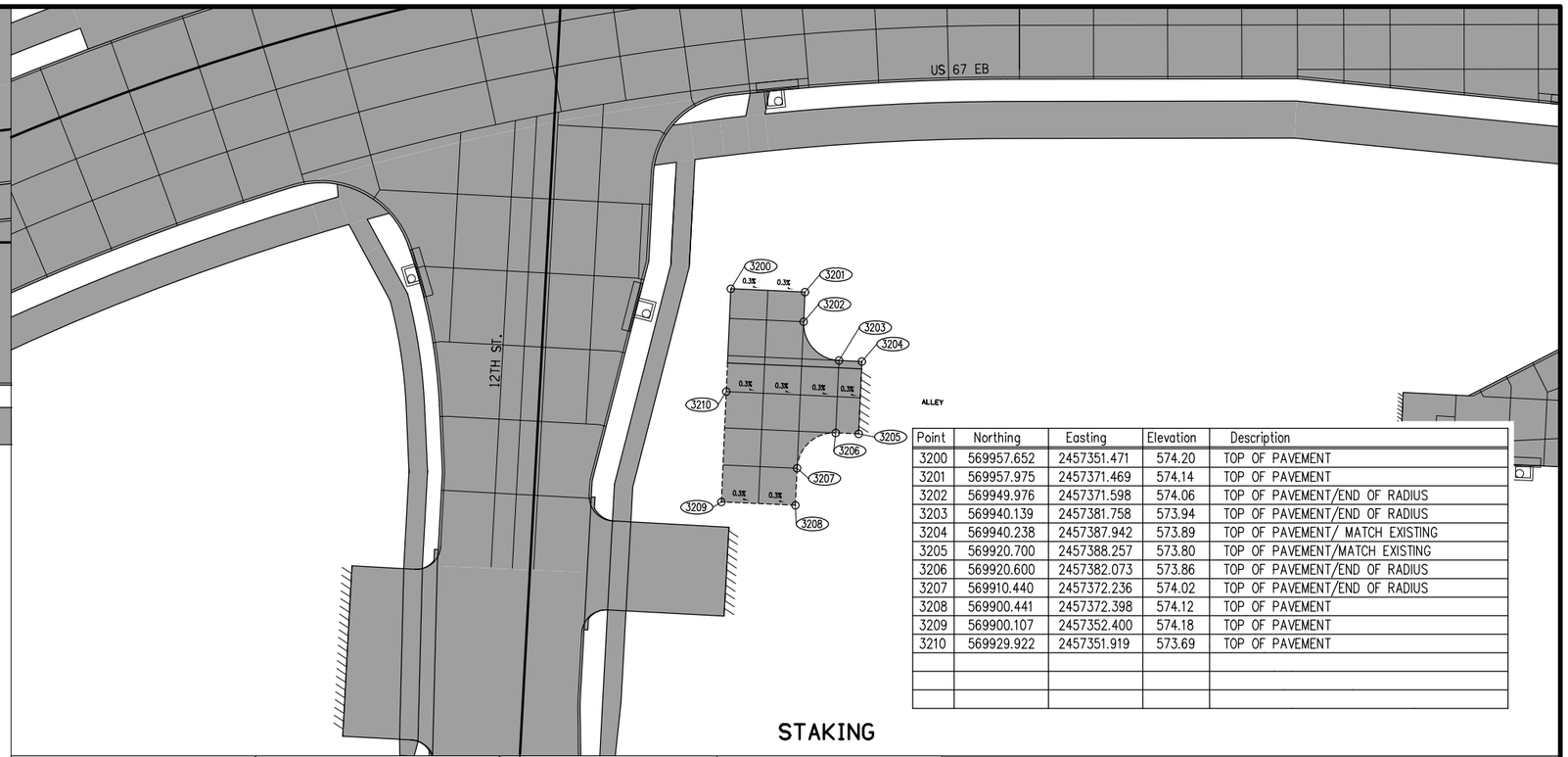
w101-10C-1

Curve Number	△	D	T	L	E	R
1	90° 00′ 00.00″ LT	212° 57′ 28.06″	10.00′	15.71′	2.59′	10.00′
2	90° 00′ 00.00″ LT	212° 57′ 28.06″	10.00′	15.71′	2.59′	10.00′

INTERSECTION CURVE COORDINATES

w101-10C-2

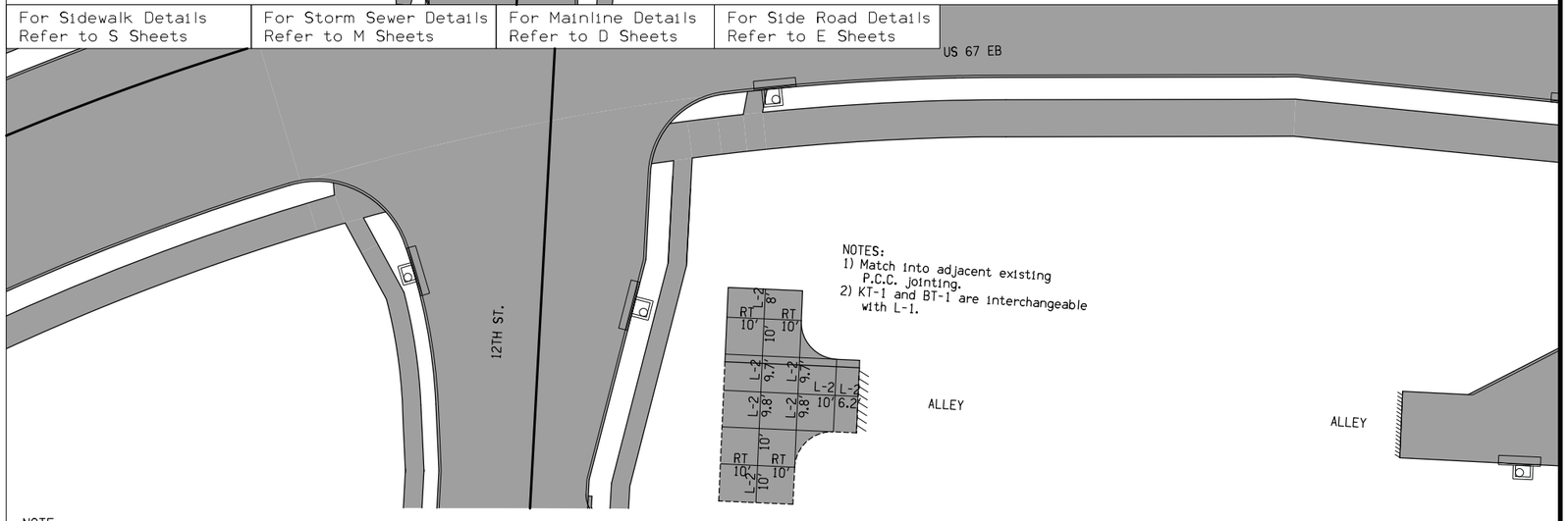
Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	569,949.976	2,457,371.598	569,950.137	2,457,381.596	569,940.139	2,457,381.758
2	569,920.600	2,457,382.073	569,910.601	2,457,382.235	569,910.440	2,457,372.236



Point	Northing	Easting	Elevation	Description
3200	569957.652	2457351.471	574.20	TOP OF PAVEMENT
3201	569957.975	2457371.469	574.14	TOP OF PAVEMENT
3202	569949.976	2457371.598	574.06	TOP OF PAVEMENT/END OF RADIUS
3203	569940.139	2457381.758	573.94	TOP OF PAVEMENT/END OF RADIUS
3204	569940.238	2457387.942	573.89	TOP OF PAVEMENT/ MATCH EXISTING
3205	569920.700	2457388.257	573.80	TOP OF PAVEMENT/MATCH EXISTING
3206	569920.600	2457382.073	573.86	TOP OF PAVEMENT/END OF RADIUS
3207	569910.440	2457372.236	574.02	TOP OF PAVEMENT/END OF RADIUS
3208	569900.441	2457372.398	574.12	TOP OF PAVEMENT
3209	569900.107	2457352.400	574.18	TOP OF PAVEMENT
3210	569929.922	2457351.919	573.69	TOP OF PAVEMENT

STAKING

For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets



NOTES:
1) Match into adjacent existing P.C.C. jointing.
2) KT-1 and BT-1 are interchangeable with L-1.

NOTE:

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

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

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

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

Refer to Standard Road Plan PV-101 for additional details.

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

JOINTING

GEOMETRIC, STAKING AND JOINTING DETAILS

Turnaround Southeast of Kimberly Road and US 67 Northbound Intersection

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER L.42

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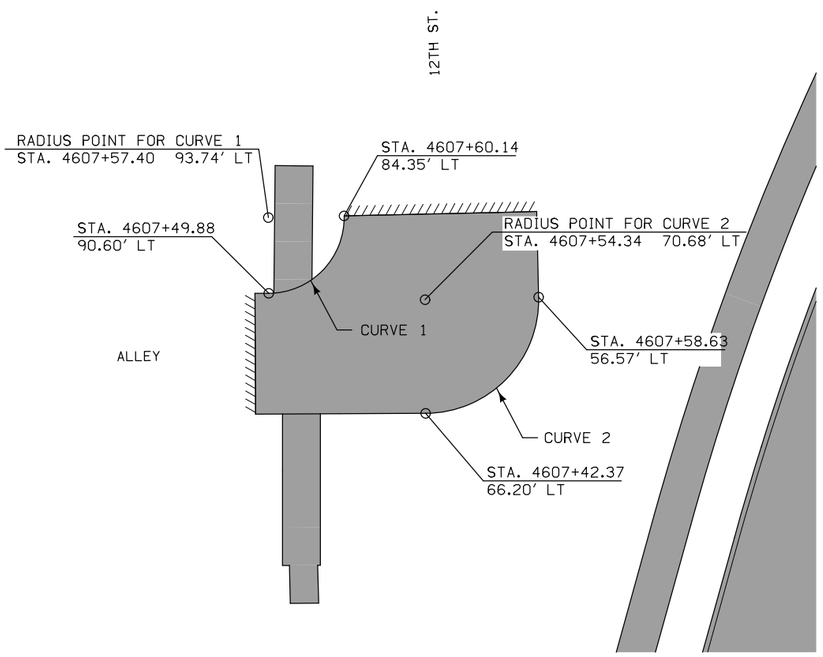


INTERSECTION CIRCULAR CURVE DATA

w101-10C-1

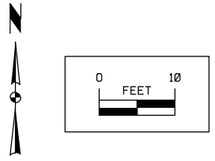
Curve Number	△	D	T	L	E	R
1	91° 00' 39.25" LT	212° 57' 28.06"	10.18'	15.88'	4.27'	10.00'
2	91° 00' 39.25" LT	21° 58' 18.71"	15.27'	23.83'	6.40'	15.00'

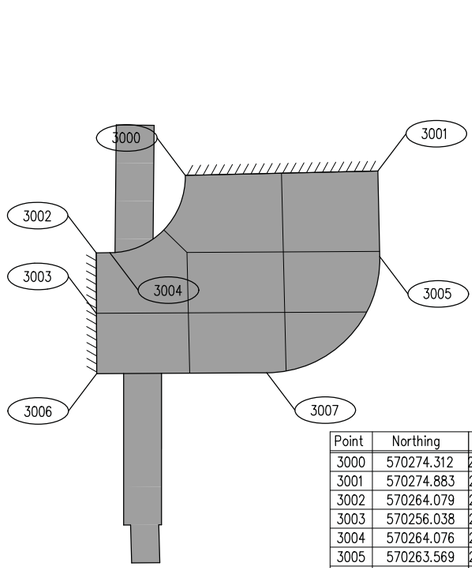
INTERSECTION CURVE COORDINATES

w101-10C-2

Curve Number	P.C. Coordinates		C.C. Coordinates		P.T. Coordinates	
	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)	Y (Northing)	X (Easting)
1	570,264.088	2,457,263.386	570,274.088	2,457,263.338	570,274.312	2,457,273.335
2	570,248.244	2,457,284.099	570,263.243	2,457,284.027	570,263.580	2,457,299.023

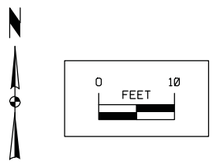
GEOMETRICS



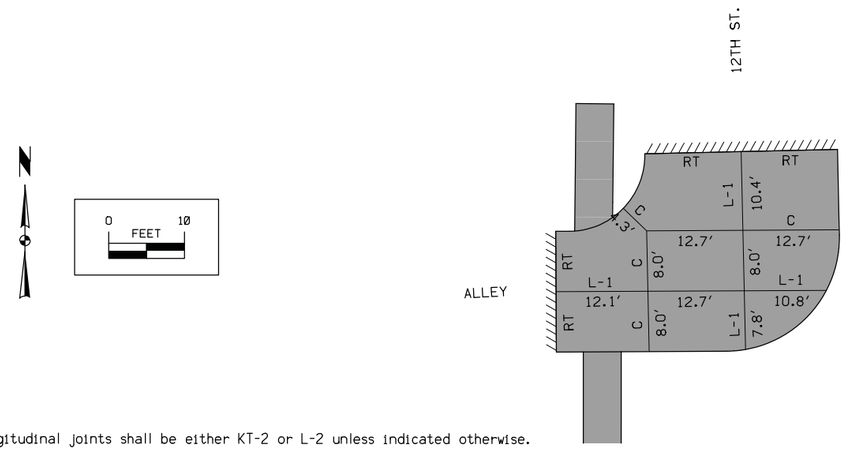


Point	Northing	Easting	Elevation	Description
3000	570274.312	2457273.335	582.72	END OF RADIUS/MATCH EXISTING
3001	570274.883	2457298.770	582.45	END OF RADIUS/MATCH EXISTING
3002	570264.079	2457261.577	582.47	END OF RADIUS/MATCH EXISTING
3003	570256.038	2457261.616	582.27	MATCH EXISTING
3004	570264.076	2457263.386	582.50	BOTTOM OF PED RAMP
3005	570263.569	2457299.024	582.39	END OF RADIUS
3006	570248.136	2457261.654	582.47	END OF RADIUS/MATCH EXISTING
3007	570248.232	2457284.099	581.80	END OF RADIUS

STAKING



For Sidewalk Details Refer to S Sheets	For Storm Sewer Details Refer to M Sheets	For Mainline Details Refer to D Sheets	For Side Road Details Refer to E Sheets



NOTE:

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

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

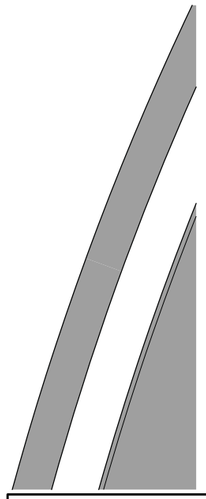
If a joint length is 2', a C joint shall be used instead of a CD joint.

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

Refer to Standard Road Plan PV-101 for additional details.

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

JOINTING



GEOMETRIC, STAKING AND JOINTING DETAILS

Turnaround Southeast of Kimberly Road and US 67 Northbound Intersection

SURVEY SYMBOLS

- Interstate Highway Symbol
- U.S. Highway Symbol
- Iowa Highway Symbol
- County Road Highway Symbol
- Evergreen Tree
- Deciduous Tree
- Fruit Tree
- SB — Shrub (Bushes)
- Timber
- Hedge
- Stump
- Swamp
- Rock Outcrop
- Broken Concrete
- Revetment (Rip Rap)
- Cemetery
- G — Grave
- CV — Cave
- SH — Sink Hole
- Board Fence
- Chain Link or Security Fence
- Wire Fence
- Terrace
- Earth Dam or Dike (Existing)
- Earth Dam or Dike (Proposed)
- Tile Outlet
- Edge of Water
- Existing Drainage
- Proposed Drainage
- Right of Way Rail or Lot Corner
- Concrete Monument
- Well
- Windmill
- Beehive Intake
- Existing Intake
- Proposed Intake
- Existing Utility Access (Manhole)
- Proposed Utility Access (Manhole)
- Fire Hydrant
- WH — Water Hydrant (Rural)
- ST — Septic Tank
- C — Cistern
- LP — L.P. Gas Tank (No Footing)
- UST — Underground Storage Tank
- Latrine
- Luminaire
- Traffic Signal
- Traffic Signal with Luminaire
- TP — Telephone Pedestal
- TVP — Television Pedestal
- Telephone Pole
- Telephone Pole (Second Company)
- Telephone Pole (Third Company)
- Telephone Pole (Fourth Company)
- Telephone Pole (Fifth Company)
- Power Pole
- Power Pole (Second Company)
- Power Pole (Third Company)
- Power Pole (Fourth Company)
- Power Pole (Fifth Company)
- Electrical Highline Tower (Metal or Concrete)
- Telephone Riser Pole
- Power Riser Pole
- Telegraph Pole
- Satellite TV Dish
- Guardrail (Beam or Cable)
- GP — Guard Post (one or two)
- Guard Post (over two)
- FP — Filler Pipe
- GV — Gas Valve
- WV — Water Valve
- SL — Speed Limit Sign
- MM — Mile Marker Post
- SIGN — Sign
- WHU — Water Hook Up
- RT — Radio Tower
- TA — Tower Anchor
- EB — Electric Box
- TCB — Traffic Signal Control Box
- RRB — Rail Road Signal Control Box
- TSB — Telephone Switch Box

UTILITY LEGEND

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

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Gray, Dark	(112)	Existing Topographic Features, Utilities, and Labels
Black	(17)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	Design Color No.	
Gray, Light	(48)	Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINEWORK	Design Color No.	
Gray, Dark	(112)	Existing Ground Line Profile and Existing Utilities Information
Black	(17)	Proposed Pipes and Intakes

PLAN VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

- Plug and Abandon Existing Pipe or Structure
- 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

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

RIGHT-OF-WAY LEGEND

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

STORM SEWER LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES M)

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.1

10:58:23 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht

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
529	203+03.11, 80.00' Lt.	Pond Outlet				US 67 WB Div. (3)
971	13103+22.14, 54.02' Rt.	SW-511	572.55	567.20		13TH ST. Div. (2)
489	13102+66.82, 48.63' Rt.	SW-507R	571.59	565.38		13TH ST. Div. (2)
490	13102+97.98, 46.90' Lt.	SW-507R	571	565.73		13TH ST. Div. (2)
731	13102+76.54, 7.98' Rt.	SW-405	571.99	561.93		13TH ST. Div. (3)
970	490+80.81, 99.02' Rt.	Junction				STATE ST. Div. (3)
704	11100+55.00, 17.00' Lt.	SW-507L	570.44	567.39		11TH ST. Div. (3)
598	1597+80.00, 38.50' Rt.	SW-507R	572.21	567.74		US 67 EB Div. (1)
703	1597+80.00, 2.50' Lt.	SW-508L	572.59	567.49		US 67 EB Div. (1)
595	1600+57.26, 38.50' Rt.	SW-507S	571.16	566.70		US 67 EB Div. (1)
594	1600+57.26, 12.73' Lt.	SW-508S	571.55	566.26		US 67 EB Div. (1)
494	4604+37.50, 34.67' Lt.	SW-507S	571.76	567.75		KIMBERLY ROAD Div. (2)
495	4604+57.00, 24.95' Rt.	SW-508S	571.77	567.07		KIMBERLY ROAD Div. (2)
587	1603+30.00, 38.50' Rt.	SW-508L	573.17	565.98		US 67 EB Div. (1)
586	1603+30.00, 2.50' Lt.	SW-541S	573.55	565.44		US 67 EB Div. (1)
585	200+15.00, 14.50' Rt.	SW-541S	573.33	565.12		US 67 WB Div. (1)
960	4606+59.72, 55.9' Lt.	SW-511	574.67	567.66		KIMBERLY ROAD Div. (2)
496	4606+53.50, 22.50' Lt.	SW-508S	572.26	567.27		KIMBERLY ROAD Div. (2)
497	4606+53.69, 31.65' Rt.	SW-508S	572.4	565.39		KIMBERLY ROAD Div. (2)
584	200+60.00, 38.50' Lt.	SW-508R	573.75	564.80		US 67 WB Div. (1)
528	201+14.31, 90.36' Lt.					US 67 WB Div. (3)
579	1605+50.00, 46.00' Rt.	SW-507R	573.11	569.17		US 67 EB Div. (1)
578	1605+50.00, 17.50' Lt.	SW-508L	573.25	568.59		US 67 EB Div. (1)
581	202+40.00, 10.50' Rt.	SW-508R	572.95	568.42		US 67 WB Div. (1)
580	202+40.00, 38.50' Lt.	SW-508L	572.83	567.34		US 67 WB Div. (1)
583	202+40.00, 87.16' Lt.					US 67 WB Div. (1)
438	2592+50.26, 27.00' Rt.					FUTURE CONSTRUCTION
439	2593+28.29, 27.00' Rt.	SW-509S	570.29	564.96		US 67 RAMP B Div. (1)
437	2593+28.29, 31.00' Lt.	SW-508S	571.33	564.19		US 67 RAMP B Div. (1)
567	1611+65.00, 38.50' Rt.	SW-508R	571.89	563.83		US 67 EB Div. (1)
566	1611+15.00, 26.50' Lt.	SW-541S	571.75	563.58		US 67 EB Div. (1)
563	208+05.00, 26.50' Rt.	SW-541S	571.79	563.47		US 67 WB Div. (1)
422	4496+16.57, 13.35' Rt.					FUTURE CONSTRUCTION
421	4496+16.61, 29.00' Lt.	SW-507S	572.14	566.67		US 67 RAMP D Div. (1)
564	208+27.95, 38.50' Lt.	SW-508L	572.15	563.25		US 67 WB Div. (1)
431	3594+87.17, 31.00' Rt.	SW-507S	571.85	567.00		US 67 RAMP C Div. (1)
941	3594+52.84, 55.74' Rt.	60" SW-401	573.65	564.54		US 67 RAMP C Div. (1)
572	1609+25.00, 38.50' Rt.	SW-508L	572.05	564.33		US 67 EB Div. (1)
571	1609+25.00, 26.50' Lt.	SW-541S	571.65	564.10		US 67 EB Div. (1)
570	206+15.00, 26.50' Rt.	SW-541S	571.72	563.99		US 67 WB Div. (1)
569	206+00.00, 38.50' Lt.	SW-508R	572	561.77		US 67 WB Div. (1)
432	3594+87.17, 28.78' Lt.	SW-541S	571.01	566.00		US 67 RAMP C Div. (1)
576	1607+92.74, 62.50' Rt.	SW-508S	570.86	565.55		US 67 EB Div. (1)
575	1607+92.74, 26.50' Lt.	SW-508S	571.22	564.99		US 67 EB Div. (1)
574	204+22.22, 2.50' Rt.	SW-508S	571.7	564.50		US 67 WB Div. (1)
573	204+22.22, 38.50' Lt.	SW-508S, WELL ONLY	571.33	561.32		US 67 WB Div. (1)
780	204+22.22, 90.36' Lt.	36" RF-3				US 67 WB Div. (2)
501	11+17.71, 14.50' Lt.	SW-507S	583.09	574.94		BROWN ST. Div. (2)
500	10+85.10, 14.50' Rt.	SW-508S	583.43	572.58		BROWN ST. Div. (2)
498	4608+50.00, 22.50' Lt.	SW-508R	578.02	566.19		KIMBERLY ROAD Div. (2)
499	4608+50.00, 22.50' Rt.	SW-508L	578.02	563.69		KIMBERLY ROAD Div. (2)
786	4608+48.98, 92.30' Rt.					FUTURE CONSTRUCTION
910	4608+46.00, 180.75' Rt.	96" SW-401	579.63	562.65		KIMBERLY ROAD Div. (1)
912	4609+73.82, 215.18' Rt.	36" RF-3				KIMBERLY ROAD Div. (1)

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
P529	529	731	2000D	88"x54"	282	276	0.17	562.9	562.43		M.6	Div. (1)
P971	971	489	2000D	15	75	69	2.50	567.7	565.98		M.6	Div. (2)
P489	489	731	2000D	15	44	38	2.51	565.88	564.93		M.6	Div. (2)
P490	490	731	2000D	15	58	52	2.49	566.23	564.93		M.6	Div. (2)
P731	731	732	2000D	88"x54"	383	377	0.17	562.43	561.79		M.6	Div. (3)
P704	704	Ex.	2000D	15	46	40	0.35	567.83	567.69		M.30	Div. (3)
P598	598	703	2000D	15	47	41	0.37	568.24	568.09		M.30	Div. (1)
P703	703	594	2000D	15	281	275	0.36	567.99	567.01		M.30	Div. (3)
P595	595	594	2000D	15	57	51	0.37	567.2	567.01		M.30	Div. (1)
P594	594	585	2000D	18	277	271	0.38	566.76	565.72		M.30	Div. (3)
P494	494	495	2000D	15	66	60	0.97	568.25	567.67		M.36	Div. (2)
P495	495	587	2000D	15	70	64	1.56	567.57	566.58		M.36	Div. (2)
P587	587	586	2000D	15	43	37	1.18	566.48	566.04		M.14	Div. (1)
P586	586	585	2000D	15	8	2	0.83	565.94	565.92		M.14	Div. (1)
P585	585	584	2000D	18	73	67	0.33	565.62	565.4		M.14	Div. (1)
P960	960	496	2000D	15	35	29	1.01	568.16	567.87		M.12	Div. (2)
P496	496	497	2000D	15	60	54	3.29	567.77	565.99		M.12	Div. (2)
P497	497	584	2000D	24	39	33	0.82	565.89	565.62		M.12	Div. (2)
P584	584	528	2000D	24	72	66	0.23	565.3	565.15		M.14	Div. (3)
P579	579	578	2000D	15	66	60	0.81	569.67	569.19		M.32	Div. (1)
P578	578	581	2000D	15	15	9	0.81	569.09	569.02		M.32	Div. (1)
P581	581	580	2000D	15	53	47	2.11	568.92	567.94		M.16	Div. (1)
P580	580	583	2000D	15	45	39	7.36	567.84	565		M.14	Div. (1)
P438	438	439	2000D	15	80	74	1.16	567.12	566.26		M.32	Place End Cap, Div. (1)
P439	439	437	2000D	18	64	58	0.29	565.46	565.29		M.32	Div. (1)
P437	437	567	2000D	24	141	135	0.19	564.69	564.43		M.32	Div. (1)
P567	567	566	2000D	24	85	79	0.19	564.33	564.18		M.32	Div. (1)
P566	566	563	2000D	24	8	2	0.45	564.08	564.07		M.32	Div. (1)
P563	563	564	2000D	24	72	66	0.18	563.97	563.85			Div. (1)
P422	422	421	2000D	15	48	42	0.43	567.6	567.42		M.16	Place End Cap, Div. (1
P421	421	564	2000D	18	25	19	0.89	567.17	567		M.16	Div. (1)
P564	564	569	2000D	24	230	224	0.30	563.75	563.07		M.6	Div. (1)
P431	431	941	2000D	15	44	38	0.56	568	567.79		M.32	Div. (1)
P941	941	572	2000D	30	52	46	0.24	565.04	564.93		M.32	Div. (1)
P572	572	571	2000D	30	68	62	0.21	564.83	564.7		M.32	Div. (1)
P571	571	570	2000D	30	8	2	0.45	564.6	564.59		M.32	Div. (1)
P570	570	569	2000D	30	69	63	0.24	564.49	564.34		M.32	Div. (1)
P569	569	573	2000D	36	181	175	0.20	562.27	561.92		M.6	Div. (1)
P432	432	576	2000D	15	52	46	0.55	566.5	566.25		M.32	Div. (1)
P576	576	575	2000D	18	95	89	0.52	566.05	565.59		M.32	Div. (1)
P575	575	574	2000D	18	66	60	0.65	565.49	565.1		M.34	Div. (1)
P574	574	573	2000D	18	47	41	0.88	565	564.64		M.13	Div. (1)
P573	573	780	2000D	36	46	40	0.40	561.82	561.66		M.13	Div. (1)
P501	501	500	2000D	15	50	44	5.18	575.44	573.18		M.24	Div. (2)
P500	500	498	2000D	15	109	103	6.13	573.08	566.79		M.24	Div. (2)
P498	498	499	2000D	15	51	45	5.33	566.69	564.29		M.24	Div. (2)
P499	499	786	2000D	15	66	60	0.74	564.19	563.75		M.24	Div. (1)
P786	786	910	3750D	15	97	91	0.55	563.75	563.25		M.24	Jack under 13th St. Div. (1)
P528	528		2000D	24	68	62	0.82	565.15	564.64		M.24	Pipe to be Trenched Div. (3)
P528		910	3750D	24	67	61	0.81	564.64	564.15		M.14	Jack under 13th St. Div. (3)
P583	583	910	2000D	15	40	34	0.50	565	564.83		M.14	Div. (1)
P910	910	912	2000D	36	77	71	0.21	563.15	563		M.14	Div. (1)

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	
912	4609+73.82, 215.18' Rt.	36" RF-3				KIMBERLY ROAD	Div. (1)
463	19+66.43, 27.68' Lt.	96" SW-401	578.02	567.60		14TH ST.	Div. (3)
745	18+25.00, 25.00' Lt.	96" SW-401	579.54	566.97		14TH ST.	Div. (3)
465	17+20.00, 18.00' Lt.	96" SW-401	577.74	566.47		14TH ST.	Div. (3)
746	16+32.96, 49.88' Lt.	96" SW-401	575.55	565.95		14TH ST.	Div. (3)
773	4496+61.63, 37.70' Rt.	96" SW-401	573.3	565.04		US 67 RAMP D	Div. (3)
541	1618+85.00, 14.50' Lt.	SW-507L	573.53	569.78		US 67 EB	Div. (1)
542	102+96.50, 14.50' Lt.	SW-508S	573.2	569.37		16TH STREET	Div. (1)
543	102+96.50, 14.50' Rt.	SW-508S	572.67	569.15		16TH STREET	Div. (3)
545	104+30.00, 12.75' Lt.	SW-507S	573.72	569.88		16TH STREET	Div. (2)
544	104+30.00, 12.75' Rt.	SW-508S	573.72	569.58		16TH STREET	Div. (2)
548	215+60.00, 38.50' Lt	SW-507L	573.14	569.66		US 67 WB	Div. (1)
546	216+82.00, 48.13' Lt.	SW-541S	573.36	570.00		US 67 WB	Div. (1)
547	216+70.00, 2.50' Rt.	SW-508L	573.88	569.72		US 67 WB	Div. (1)
763	216+40.55, 5.66' Lt.	96" SW-401	573.93	568.84		US 67 WB	Div. (3)
549	215+60.00, 2.50' Rt	SW-541R	573.55	568.62		US 67 WB	Div. (3)
551	107+50.86, 22.00' Lt.	SW-507S	573.93	569.43		15TH STREET	Div. (2)
552	107+50.86, 22.00' Rt.	SW-508S	573.93	569.13		15TH STREET	Div. (2)
553	212+70.00, 38.50' Lt.	SW-508R	573.09	568.77		US 67 WB	Div. (1)
554	212+70.00, 2.50' Rt.	SW-508L	573.47	568.49		US 67 WB	Div. (1)
555	1615+65.00, 13.75' Lt.	SW-508R	573.23	568.35		US 67 EB	Div. (1)
556	1615+65.00, 38.50' Rt.	SW-507L	573.18	568.71		US 67 EB	Div. (1)
558	1615+56.27, 32.11' Rt.	96" SW-401	573.3	568.07		US 67 EB	Div. (3)
759	210+32.03, 49.30' Lt.	SW-508S	570.86	565.99		US 67 WB	Div. (1)
760	210+32.03, 26.50' Rt.	SW-508S	570.83	565.49		US 67 WB	Div. (1)
559	1613+08.19, 2.50' Lt.	SW-508S	571.76	565.12		US 67 EB	Div. (1)
560	1613+08.19, 38.50' Rt.	SW-508S	571.38	567.30		US 67 EB	Div. (1)
561	1613+08.19, 33.18' Rt.	60" SW-401	571.54	564.78		US 67 EB	Div. (3)
764	1612+64.17, 32.73' Rt.	96" SW-401	571.66	564.29		US 67 EB	Div. (3)
770	2593+25.00, 45.00' Rt.	96" SW-401	572.81	563.48		US 67 RAMP B	Div. (3)
769	2590+70.00, 60.00' Rt.	96" SW-401	571.9	561.80		US 67 RAMP B	Div. (3)
772	2588+25.56, 35.07' Rt.	96" SW-401	567.4	558.80		US 67 RAMP B	Div. (3)
413	2587+82.08, 31.42' Rt.	96" SW-401	564.29	558.27		US 67 RAMP B	Div. (3)
858	496+54.19, 63.65' Rt.	96" SW-401	564.81	556.22		STATE ST.	Div. (1)
486	495+23.06, 63.70' Rt.	96" SW-401	565.8	555.91		STATE ST.	Div. (1)
860	492+05.07, 227.94' Rt.	96" SW-401	565.08	555.08		STATE ST.	Div. (3)
861	493+25.18, 414.77' Rt.	72" SW-401	561.79	553.58		STATE ST.	Div. (3)
862	493+56.75, 557.46' Rt.	72" SW-401	560.33	552.45		STATE ST.	Div. (3)
536	1619+60.00, 38.50' Rt.	SW-507R	573.21	569.71		US 67 EB	Div. (1)
706	101+29.02, 16.00' Lt.	SW-508S	572.66	569.35		16TH STREET	Div. (2)
537	101+00.99, 15.83' Rt.	SW-508R	572.79	569.03		16TH STREET	Div. (2)
539	100+30.68, 17.02' Rt.	48" SW-401	572.8	568.60		16TH STREET	Div. (3)
540	1620+40.00, 26.88' Lt.	SW-511	573.12	570.14		US 67 EB	Div. (2)
534	1621+50.00, 2.50' Lt.	SW-508S	572.95	569.39		US 67 EB	Div. (1)
535	1621+50.00, 47.88' Rt.	SW-508S	572.28	569.01		US 67 EB	Div. (1)
729	1621+27.35, 116.94' Rt.	48" SW-401	572.9	568.50		US 67 EB	Div. (3)
532	1624+21.91, 52.40' Rt.	48" SW-401	573.89	568.31		US 67 EB	Div. (3)
762	1623+92.86, 60.49' Rt.	SW-508R	573.81	567.97		US 67 EB	Div. (1)
531	1623+98.46, 79.68' Rt.	48" SW-401	574.96	567.83		US 67 EB	Div. (3)
852	486+81.89, 31.64' Rt.	48" SW-401	570.95	565.74		STATE ST.	Div. (3)
853	486+76.47, 200.84' Rt.	48" SW-401	569.56	562.91		STATE ST.	Div. (3)
854	486+73.98, 283.35' Rt.	48" SW-401	566.65	561.96		STATE ST.	Div. (3)
855	486+65.26, 483.64' Rt.	48" SW-401	565.31	556.54		STATE ST.	Div. (3)
701	1594+14.32, 2.50' Lt.	SW-507S	571.95	567.18		US 67 EB	Div. (1)
514	4625+75.00, 0.00'	SW-511	605.29	600.86		KIMBERLY ROAD	Div. (2)

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
P463	463	745	2000D	54	139	133	0.40	568.1	567.57		M.10	Div. (3)
P745	745	465	2000D	54	108	102	0.39	567.47	567.07		M.10	Div. (3)
P465	465	746	2000D	54	111	105	0.40	566.97	566.55		M.10	Div. (3)
P746	746	773	2000D	54	177	171	0.47	566.45	565.64		M.10	Div. (3)
P773	773	764	2000D	54	218	212	0.31	565.54	564.89		M.10	Div. (1)
P541	541	542	2000D	15	47	41	0.76	570.28	569.97		M.34	Div. (1)
P542	542	543	2000D	15	35	29	0.41	569.87	569.75		M.22	Div. (1)
P543	543	763	2000D	18	66	60	0.35	569.65	569.44		M.22	Div. (3)
P545	545	544	2000D	15	32	26	0.78	570.38	570.18		M.22	Div. (2)
P544	544	763	2000D	15	68	62	0.52	570.08	569.76		M.22	Div. (1)
P548	548	549	2000D	15	43	37	1.20	570.16	569.71		M.20	Div. (1)
P546	546	547	2000D	15	55	49	0.37	570.5	570.32		M.20	Div. (1)
P547	547	763	2000D	15	31	25	3.08	570.22	569.44		M.20	Div. (1)
P763	763	549	2000D	24	81	75	0.16	569.34	569.22		M.20	Div. (3)
P549	549	558	2000D	36	308	302	0.15	569.12	568.67		M.20	Div. (3)
P551	551	552	2000D	15	50	44	0.45	569.93	569.73		M.18	Div. (2)
P552	552	553	2000D	15	65	59	0.44	569.63	569.37		M.18	Div. (2)
P553	553	554	2000D	15	47	41	0.44	569.27	569.09		M.20	Div. (1)
P554	554	555	2000D	15	13	7	0.55	568.99	568.95		M.18	Div. (1)
P555	555	558	2000D	15	49	43	0.42	568.85	568.67		M.18	Div. (1)
P556	556	558	2000D	15	13	7	1.53	569.21	569.11		M.18	Div. (1)
P558	558	561	2000D	33	246	240	1.33	568.57	565.38		M.20	Div. (3)
P759	759	760	2000D	15	82	76	0.53	566.49	566.09		M.16	Div. (1)
P760	760	559	2000D	15	43	37	0.74	565.99	565.72		M.16	Div. (1)
P559	559	561	2000D	15	39	33	0.72	565.62	565.38		M.32	Div. (1)
P560	560	561	2000D	15	9	3	2.84	567.8	567.72		M.32	Div. (1)
P561	561	764	2000D	36	44	38	0.80	565.28	564.98		M.32	Div. (3)
P764	764	770	2000D	54	134	128	0.55	564.79	564.08		M.10	Div. (3)
P770	770	769	2000D	54	253	247	0.64	563.98	562.4		M.10	Div. (3)
P769	769	772	2000D	54	244	238	1.22	562.3	559.4		M.10	Div. (3)
P772	772	413	2000D	54	42	36	1.20	559.3	558.87		M.10	Div. (3)
P413	413	858	2000D	54	186	180	1.09	558.77	556.82		M.8	Div. (1)
P858	858	486	2000D	54	129	123	0.17	556.72	556.51		M.8	Div. (1)
P486	486	860	2000D	54	416	410	0.18	556.41	555.68		M.8	Div. (3)
P860	860		3750D	54	133	127	0.64	555.58	554.77		M.8	e Jacked under Railroad Div.
P860		861	3000D	54	97	91	0.65	554.77	554.18		M.8	Pipe to be trenched Div. (3)
P861	861	862	2000D	54	165	159	0.65	554.08	553.05		M.8	Div. (3)
P536	536	706	2000D	15	69	63	0.41	570.21	569.95		M.18	Div. (1)
P706	706	537	2000D	15	49	43	0.52	569.85	569.63		M.22	Div. (3)
P537	537	539	2000D	15	72	66	0.50	569.53	569.2		M.22	Div. (3)
P540	540	534	2000D	15	114	108	0.60	570.64	569.99		M.34	Div. (2)
P534	534	535	2000D	15	56	50	0.56	569.89	569.61		M.34	Div. (1)
P535	535	729	2000D	15	74	68	0.60	569.51	569.1		M.34	Div. (3)
P532	532	762	2000D	24	37	31	0.77	568.81	568.57		M.34	Div. (3)
P762	762	531	2000D	24	21	15	0.90	568.47	568.33		M.34	Div. (3)
P852	852	853	2000D	12	171	165	1.69	566.24	563.44		M.8	Pipe to be Relined Div. (3)
P853	853	854	2000D	12	85	79	1.20	563.41	562.47		M.8	Pipe to be Relined Div. (3)
P854	854	855	2000D	12	202	196	2.76	562.46	557.04		M.8	Pipe to be Relined Div. (3)

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).

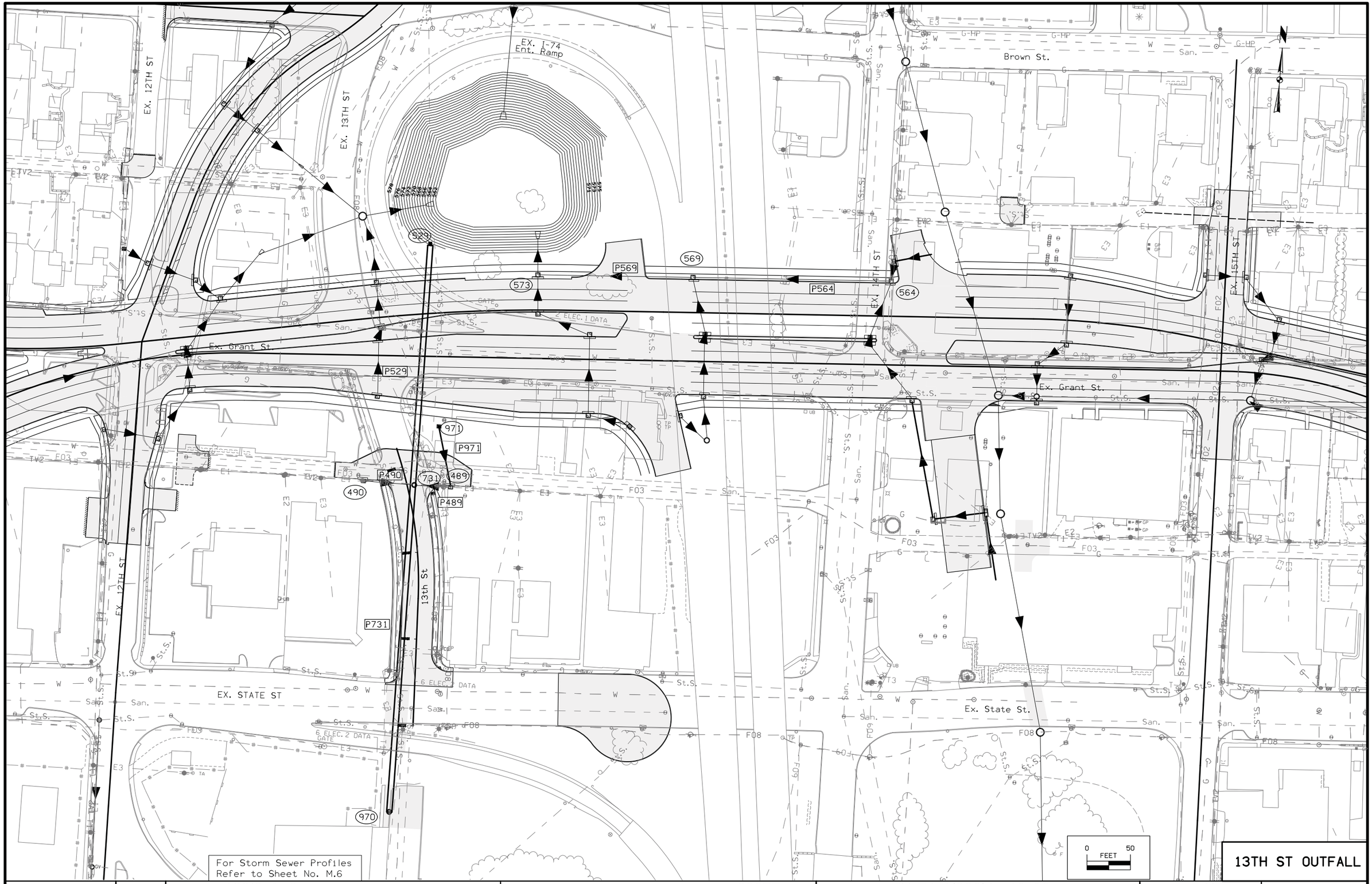
INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
514	4625+75.00, 0.00'	SW-511	605.29	600.86		KIMBERLY ROAD Div. (2)
695	4625+75.00, 40.60' Lt.	SW-507R	606.6	599.93		KIMBERLY ROAD Div. (2)
512	4624+00.00, 36.91' Lt.	SW-507R	603	596.25		KIMBERLY ROAD Div. (1)
517	4623+56.86, 38.85' Lt.	96" SW-401	603.17	595.44		KIMBERLY ROAD Div. (3)
511	4621+00.00, 19.00' Lt.	SW-507R	597.89	593.09		KIMBERLY ROAD Div. (1)
519	4621+01.37, 28.46' Lt.	72" SW-401	598.45	592.97		KIMBERLY ROAD Div. (3)
510	4618+00.00, 19.63' Lt.	SW-507R	589.6	584.81		KIMBERLY ROAD Div. (1)
520	4617+96.55, 31.47' Lt.	72" SW-401	589.44	584.66		KIMBERLY ROAD Div. (3)
509	4616+20.00, 22.50' Lt.	SW-507R	583.09	578.80		KIMBERLY ROAD Div. (1)
522	4616+21.36, 34.16' Lt.	72" SW-401	584.67	578.60		KIMBERLY ROAD Div. (3)
920	4623+91.30, 118.22' Rt.	18" RF-3				KIMBERLY ROAD Div. (1)
379	4623+41.04' 107.82' Rt.	72" SW-401	602	594.00		KIMBERLY ROAD Div. (1)
647	4623+00.00, 50.00' Rt.	SW-511	599	592.30		KIMBERLY ROAD Div. (1)
781	4620+00.00, 35.00' Rt.	72" SW-401	597.2	581.07		KIMBERLY ROAD Div. (1)
783	4616+10.00, 33.66' Rt.	72" SW-401	582.7	568.50		KIMBERLY ROAD Div. (1)
508	4614+90.00, 22.50' Rt.	SW-507L	579.11	576.61		KIMBERLY ROAD Div. (1)
513	4614+90.00, 43.83' Rt.	72" SW-401	579.59	573.36		KIMBERLY ROAD Div. (1)
900	25+29.52, 233.68' Lt.	48" SW-401	597.4	590.70		14TH ST. Div. (1)
902	23+35.79, 139.56' Lt.	48" SW-401	589.29	584.55		14TH ST. Div. (1)
903	21+43.40, 63.89' Lt.	48" SW-401	582.5	576.36		14TH ST. Div. (1)
453	16+00.19, 14.50' Lt.	SW-508S	577.04	572.00		MISSISSIPPI BLVD. Div. (1)
454	16+00.19, 14.50' Rt.	SW-508S	577.04	571.12		MISSISSIPPI BLVD. Div. (1)
407	13+23.76, 34.92' Lt.	18" RF-3				MISSISSIPPI BLVD. Div. (1)
452	13+28.75, 14.50' Lt.	SW-508S	576.69	570.98		MISSISSIPPI BLVD. Div. (1)
451	13+28.75, 14.50' Rt.	SW-508S	576.69	569.38		MISSISSIPPI BLVD. Div. (1)
506	4613+92.57, 22.50' Rt.	SW-507S	578.15	573.65		KIMBERLY ROAD Div. (1)
515	4613+92.57, 52.09' Rt.	72" SW-401	578.96	568.40		KIMBERLY ROAD Div. (1)
782	4612+66.48, 70.41' Rt.	96" SW-401	579.5	565.63		KIMBERLY ROAD Div. (1)
507	4614+90.00, 22.50' Lt.	SW-507R	579.11	571.38		KIMBERLY ROAD Div. (1)
523	4614+91.15, 32.62' Lt.	96" SW-401	580.21	567.56		KIMBERLY ROAD Div. (3)
449	11+37.12, 14.5' Lt.	SW-507L	578.16	573.54		MISSISSIPPI BLVD. Div. (2)
450	11+37.12, 14.5' Rt.	SW-508R	578.04	573.15		MISSISSIPPI BLVD. Div. (2)
930	11+38.02, 31.07' Rt.	60" SW-401	579.1	572.73		MISSISSIPPI BLVD. Div. (2)
505	4613+92.57, 22.50' Lt.	SW-507S	578.15	573.79		KIMBERLY ROAD Div. (1)
524	4613+92.57, 38.84'Lt.	96" SW-401	579.2	567.00		KIMBERLY ROAD Div. (3)
525	4612+19.65, 25.33' Lt.	96" SW-401	581.46	565.95		KIMBERLY ROAD Div. (3)
503	4612+00.00, 22.50' Lt.	SW-508L	581.31	565.70		KIMBERLY ROAD Div. (1)
504	4612+00.00, 22.50' Rt.	SW-508R	581.31	565.04		KIMBERLY ROAD Div. (1)
980	4612+19.64, 82.24' Rt.	96" SW-401	579.92	564.13		KIMBERLY ROAD Div. (1)
981	4610+65.04, 195.05' Rt.	54"RF-3				

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
P514	514	695	2000D	15	45	39	2.15	601.36	600.53		M.26	Div. (2)
P695	695	512	2000D	15	173	167	2.14	600.43	596.85		M.26	Div. (2)
P512	512	517	2000D	15	41	35	2.30	596.75	595.94		M.26	Div. (3)
P511	511	519	2000D	15	11	5	0.43	593.59	593.57		M.26	Div. (1)
P510	510	520	2000D	15	12	6	0.77	585.31	585.26		M.26	Div. (1)
P509	509	522	2000D	15	12	6	1.74	579.3	579.2		M.26	Div. (1)
P920	920	379	2000D	18	54	48	0.99	595.7	595.22			Div. (1)
P379	379	647	2000D	36	75	69	2.02	594.5	593.1			Div. (1)
P647	647	781	2000D	36	315	309	2.34	592.8	585.57		M.26	Div. (1)
P781	781	783	2000D	36	400	394	2.34	581.57	572.37		M.26	Div. (1)
P783	783	513	2000D	42	120	114	1.15	571.87	570.55		M.26	Div. (1)
P508	508	513	2000D	15	21	15	1.96	575.11	574.81		M.24	Div. (1)
P513	513	515	2000D	42	98	92	1.14	570.45	569.4		M.24	Div. (1)
P900	900	902	2000D	15	217	211	2.86	591.2	585.15		M.28	Div. (1)
P902	902	903	2000D	15	209	203	3.91	585.05	577.13		M.28	Div. (1)
P903	903	453	2000D	18	124	118	3.24	576.86	573.04		M.28	Div. (1)
P453	453	454	2000D	24	35	29	2.69	572.5	571.72		M.28	Div. (1)
P454	454	451	2000D	24	274	268	0.61	571.62	569.98		M.28	Div. (1)
P407	407	452	2000D	18	17	11	3.79	573.57	573.15		M.28	Div. (1)
P452	452	451	2000D	24	34	28	1.73	571.48	570.99		M.28	Div. (1)
P451	451	515	2000D	30	94	88	1.00	569.88	569		M.28	Div. (1)
P506	506	515	2000D	15	30	24	1.91	574.15	573.7		M.24	Div. (1)
P515	515	782	2000D	48	138	132	2.03	568.9	566.23		M.24	Div. (1)
P782	782	980	2000D	48	56	50	2.79	566.13	564.73		M.24	Div. (1)
P507	507	523	2000D	15	9	3	3.11	571.68	571.58		M.24	Div. (1)
P523	523	524	2000D	54	97	91	0.51	568.06	567.6		M.24	Div. (3)
P449	449	450	2000D	15	35	29	1.00	574.04	573.75		M.28	Div. (2)
P450	450	930	2000D	15	16	10	3.16	573.65	573.33		M.28	Div. (2)
P930	930	524	2000D	15	22	16	1.18	573.23	573.04		M.28	Div. (2)
P505	505	524	2000D	15	15	9	0.86	574.29	574.21		M.24	Div. (1)
P524	524	525	2000D	54	161	155	0.61	567.5	566.55		M.24	Div. (3)
P525	525	503	2000D	54	18	12	1.21	566.45	566.3		M.24	Div. (3)
P503	503	504	2000D	54	51	45	1.24	566.2	565.64		M.24	Div. (1)
P504	504	980	2000D	54	62	56	1.44	565.54	564.73		M.24	Div. (1)
P980	980		3000D	54	132	126	0.28	564.63	564.284		M.24	Trench Div. (1)
P980			3750D	54	56	50	0.27	564.284	564.15		M.24	Jack under Loop Ramp Div. (1
P980		981	3000D	54	59	53	0.27	564.146	564		M.24	Trench Div. (1)



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.5

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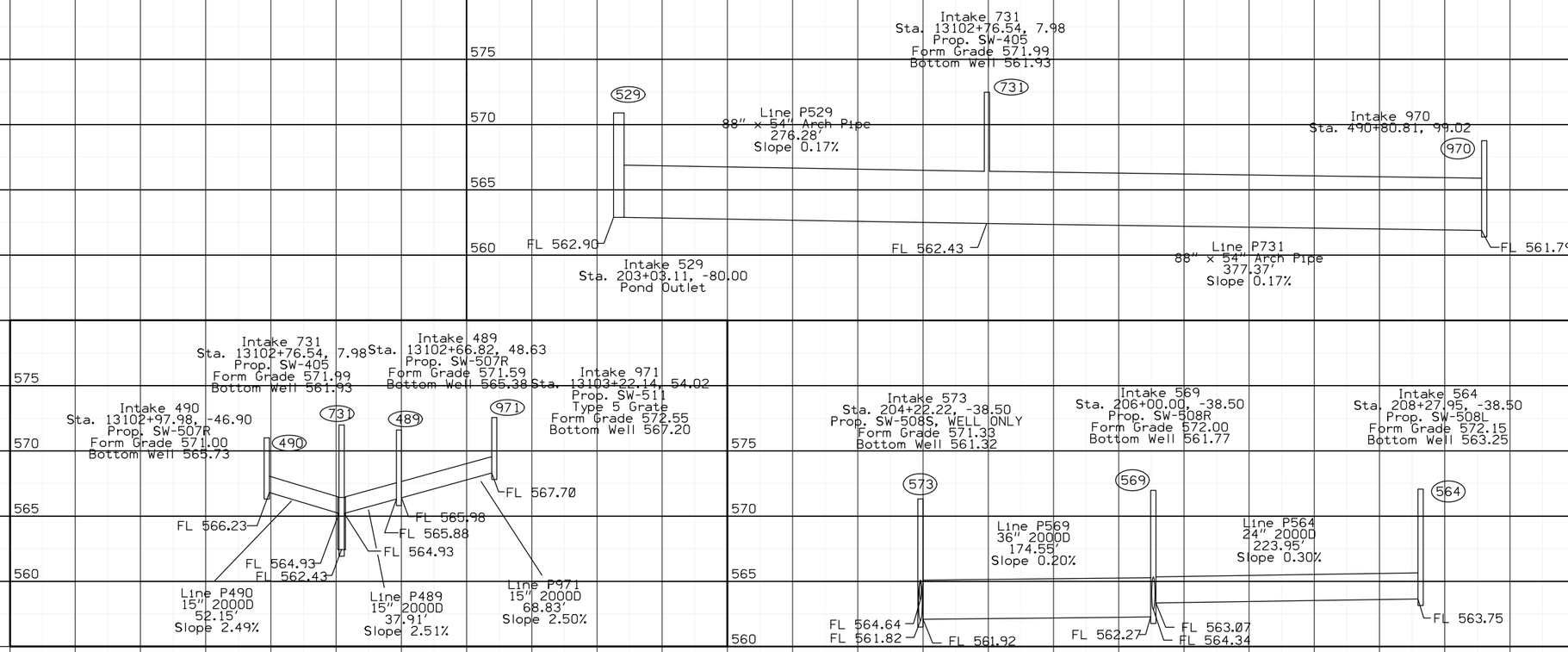

NOT TO SCALE

13TH ST OUTFALL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.6

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14TH ST OUTFALL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.7

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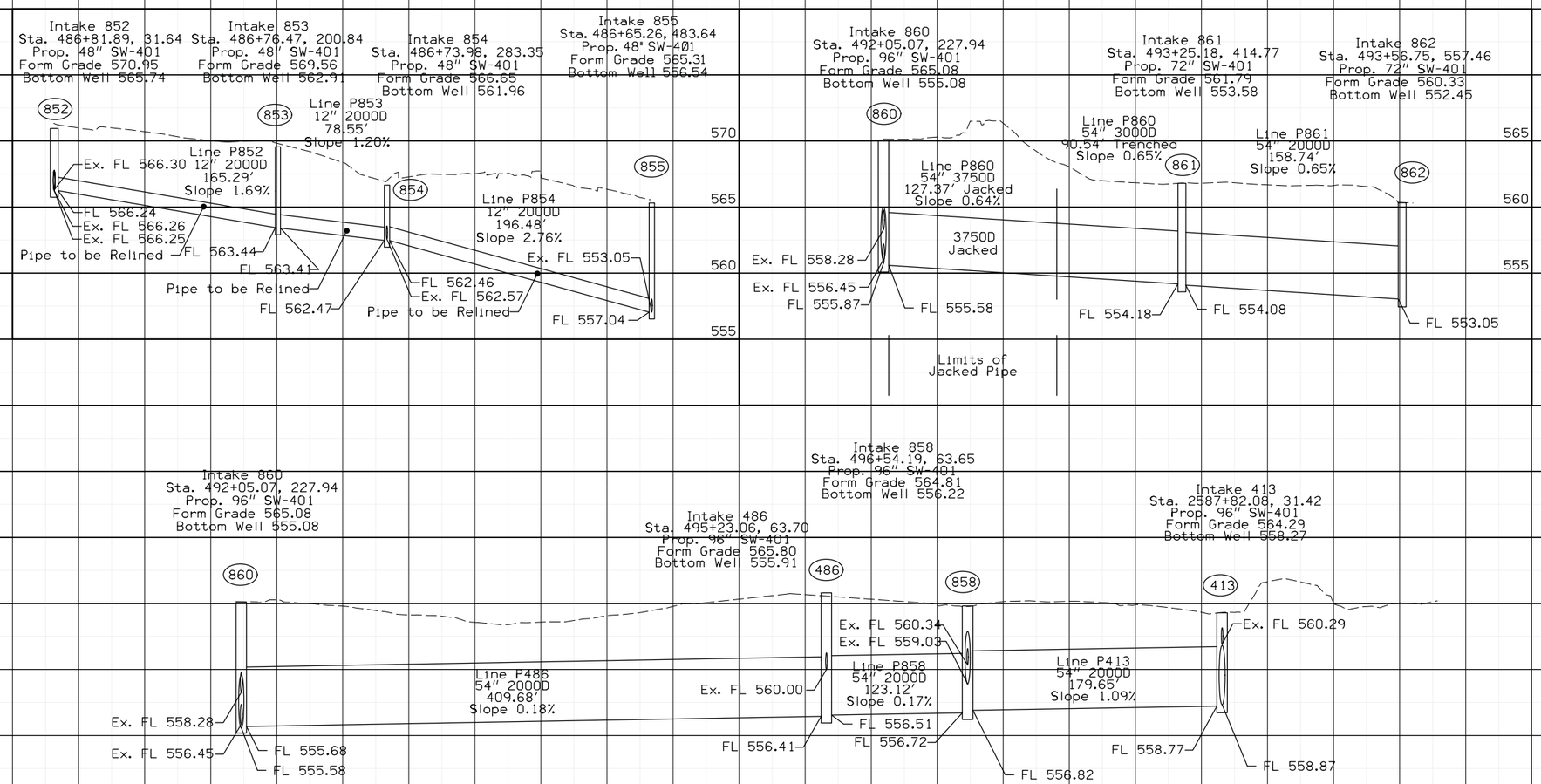

NOT TO SCALE

14TH ST OUTFALL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.8

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EX. I-74

EX. 14TH ST

EX. 15TH ST

EX. STATE ST

EX. GRANT ST

EX. BROWN ST

EX. MISSISSIPPI BLVD

North Railroad R.O.W.

465 P745 745 P463 463

746 P465

P746

P773 773

764

770 P764

P770

769

P769

P772 413 772

For Storm Sewer Profiles
Refer to Sheet No. M.10

0 50
FEET

14TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.9

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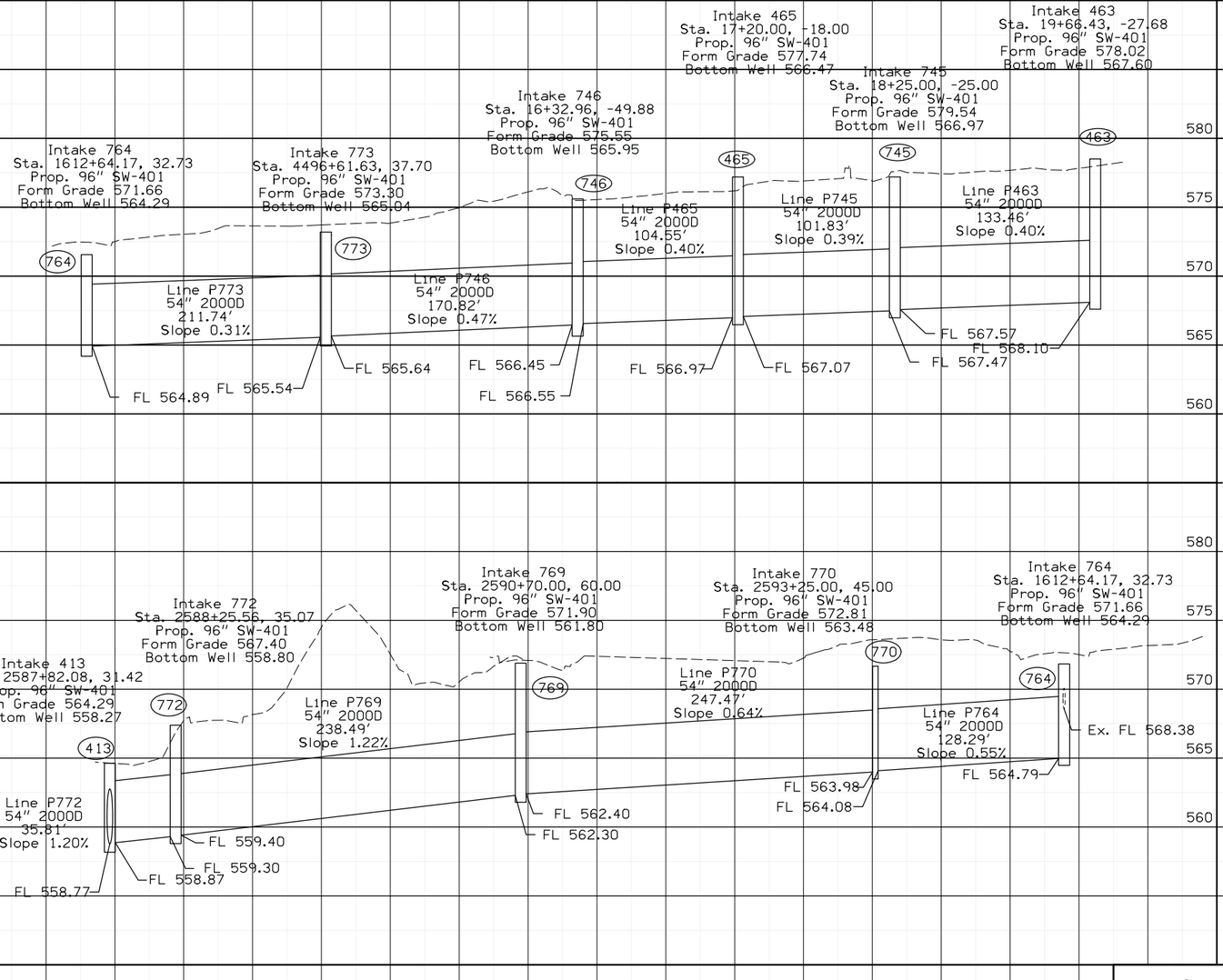

NOT TO SCALE

14TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.10

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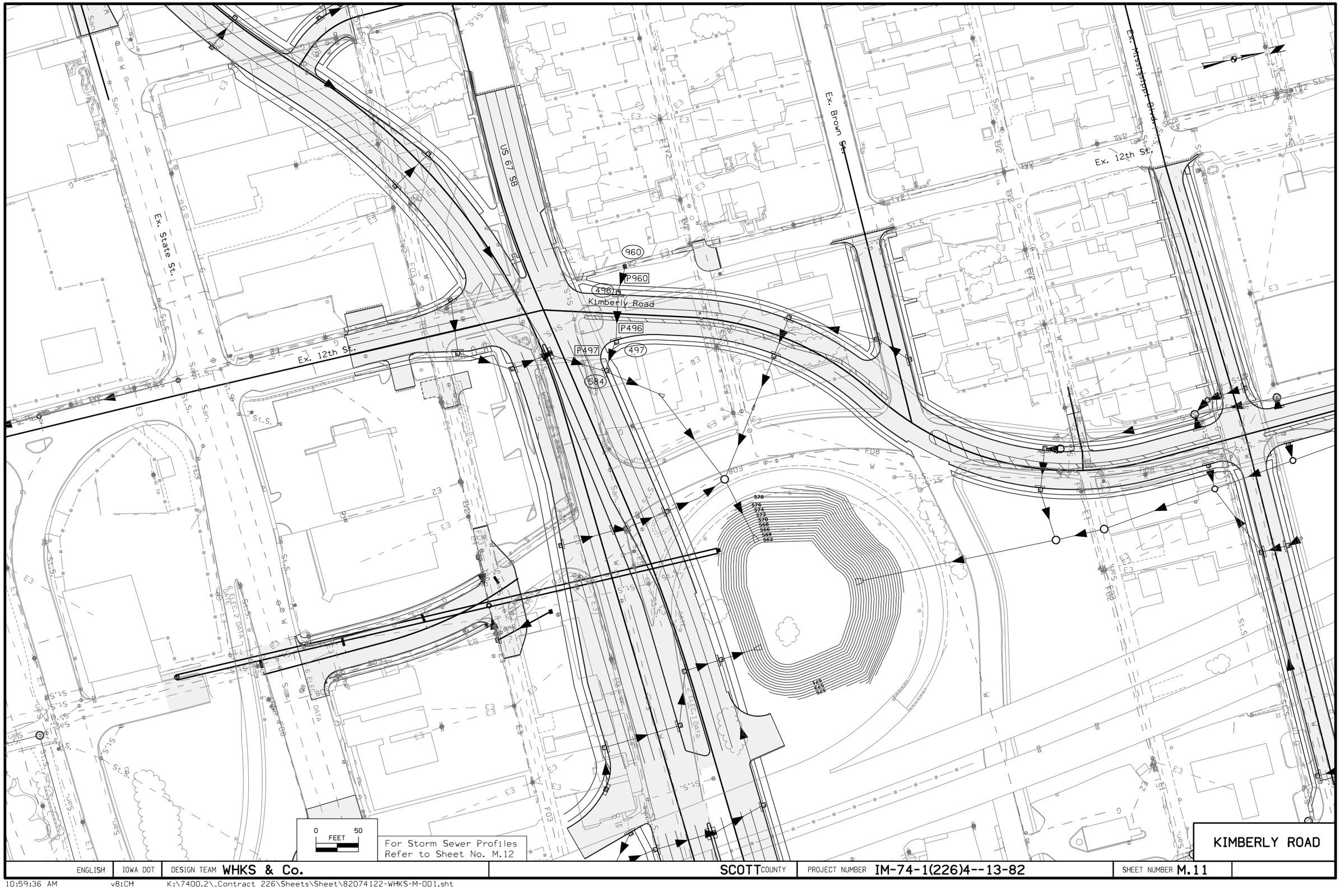


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.11

10:59:36 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht

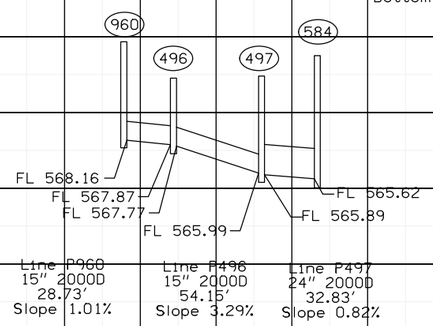
610
605
600
595
590
585
580
575
570
565
560
555
550
545
540
535

Intake 960
Sta. 4606+59.72, -55.90
Prop. SW-511
Form Grade 574.67
Bottom Well 567.66

Intake 496
Sta. 4606+53.50, -22.50
Prop. SW-508S
~~Form Grade 572.26~~
Bottom Well 567.27

Intake 497
Sta. 4606+53.69, 31.65
Prop. SW-508S
Form Grade 572.40
Bottom Well 565.39

Intake 584
Sta. 200+60.00, -38.50
Prop. SW-508R
Form Grade 573.75
Bottom Well 564.80



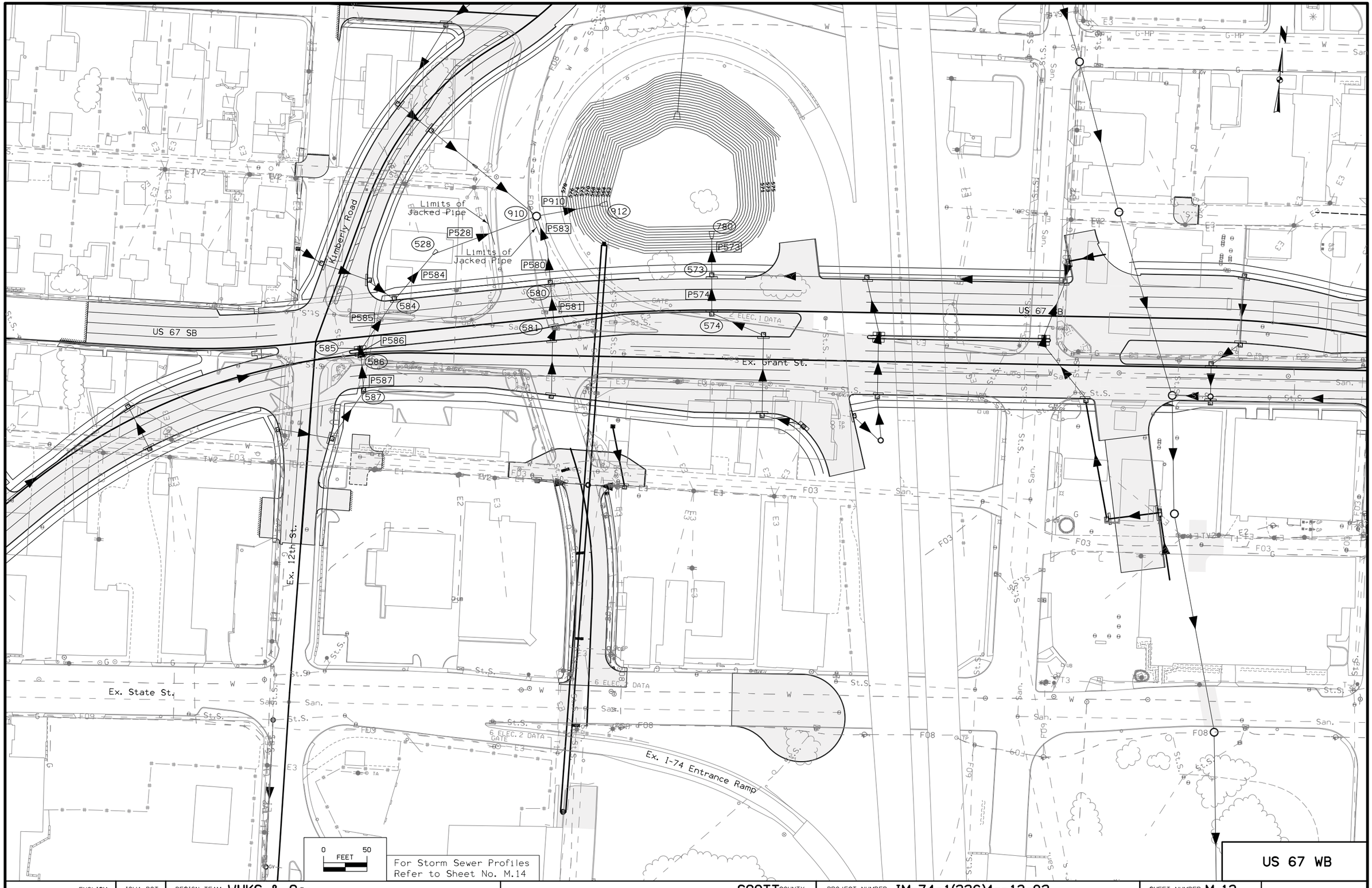
Line P960
15" 2000D
28.73'
Slope 1.01%

Line P496
15" 2000D
54.15'
Slope 3.29%

Line P497
24" 2000D
32.83'
Slope 0.82%

NOT TO SCALE

KIMBERLY ROAD



For Storm Sewer Profiles
Refer to Sheet No. M.14

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.13

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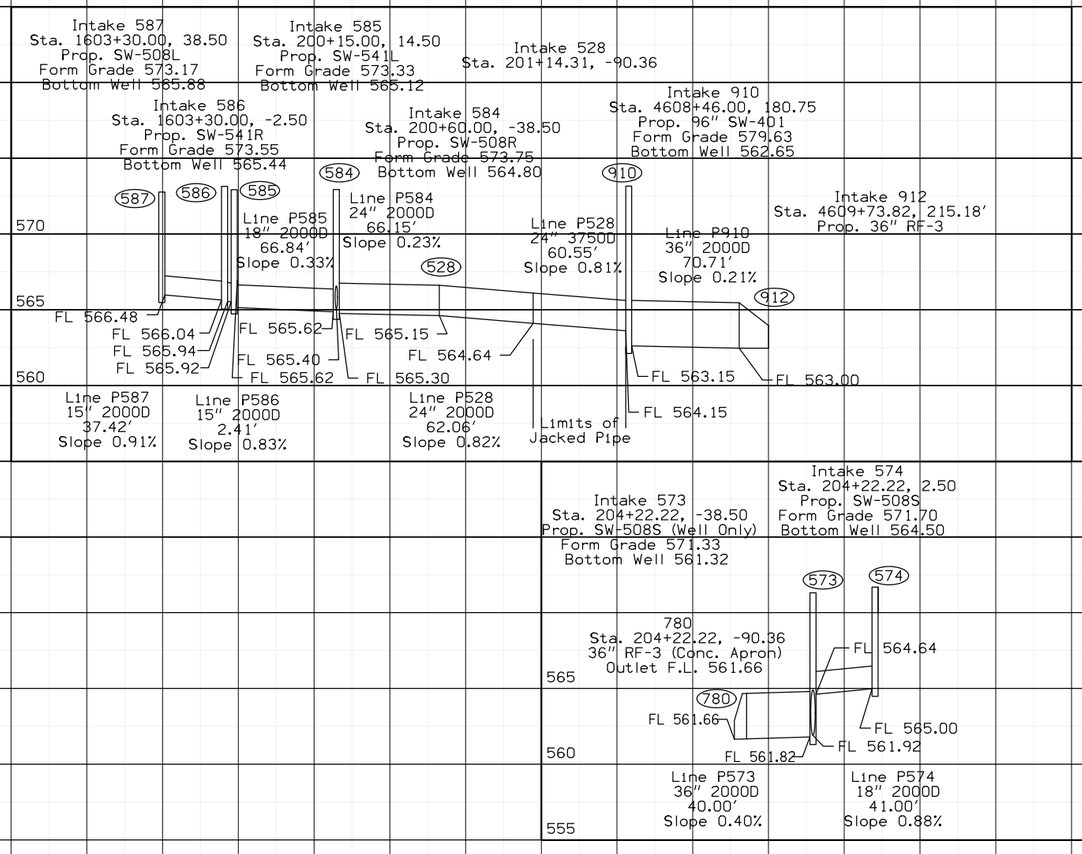

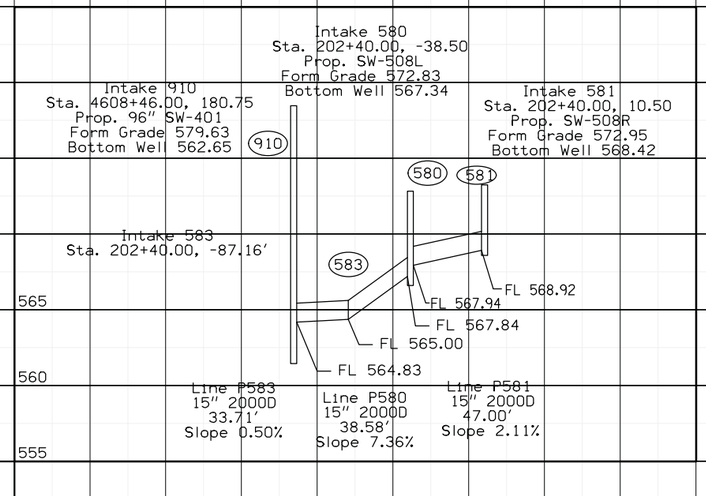

NOT TO SCALE

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.14

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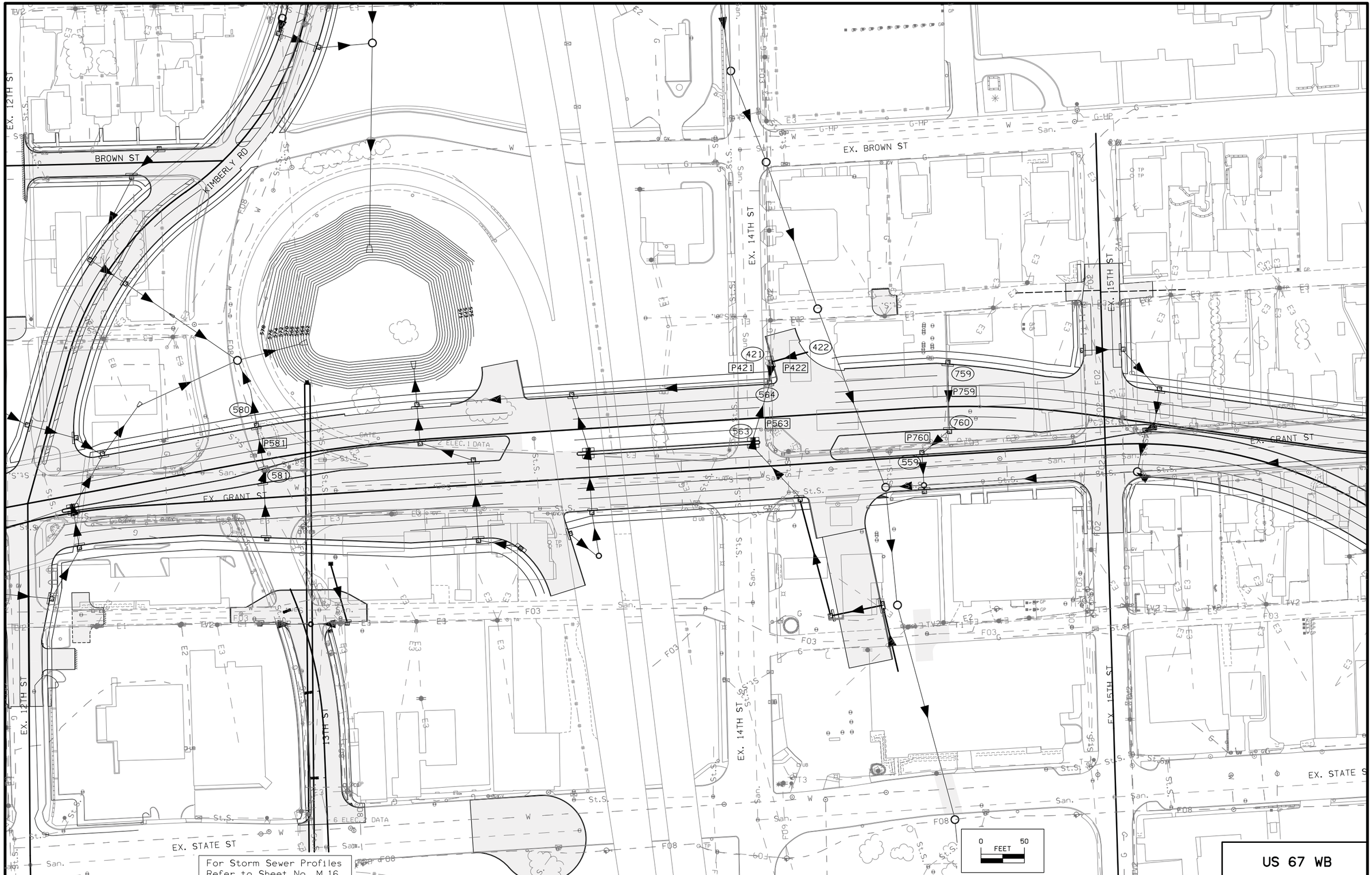

For Storm Sewer Profiles
Refer to Sheet No. M.16

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.15

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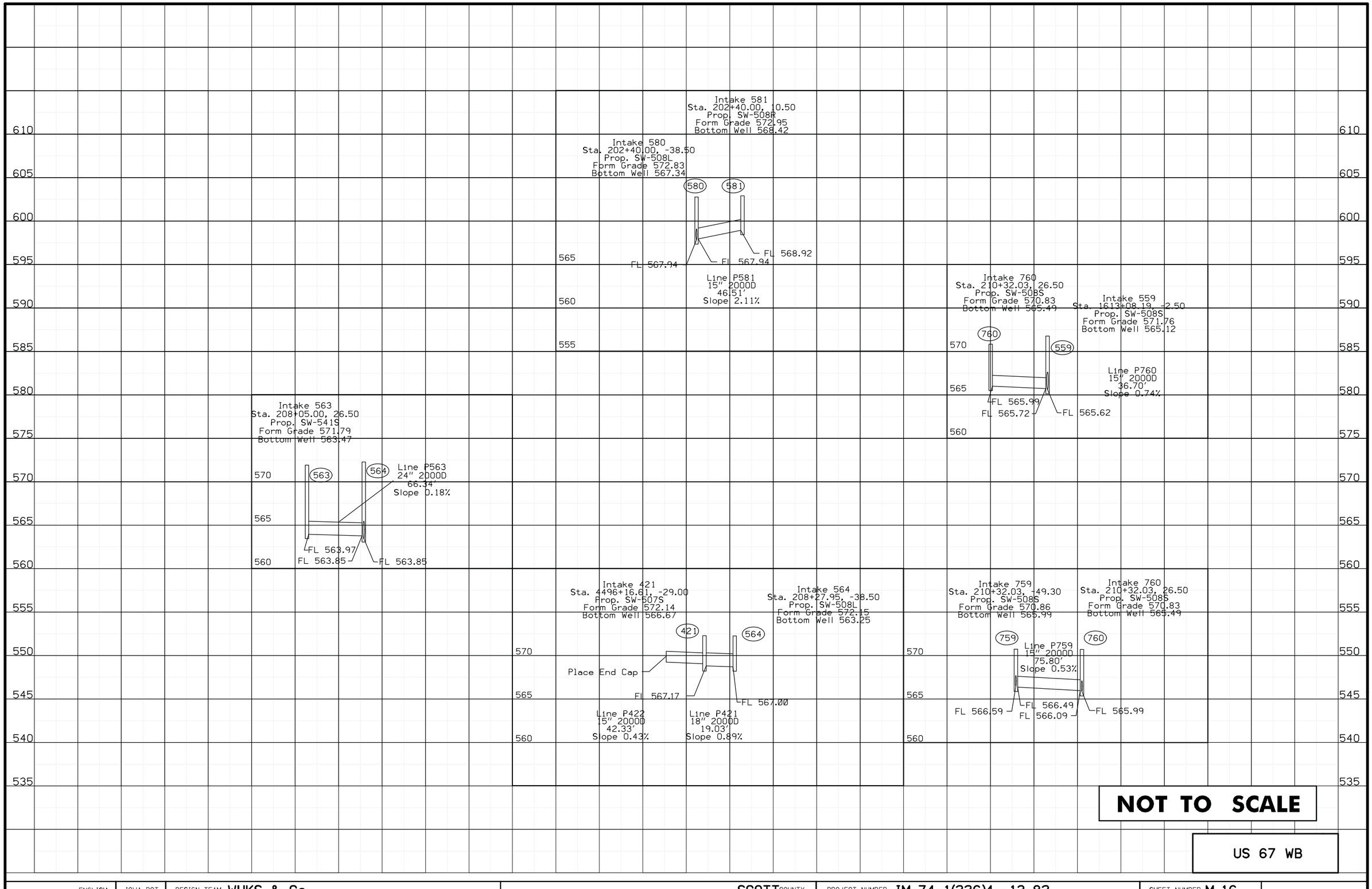
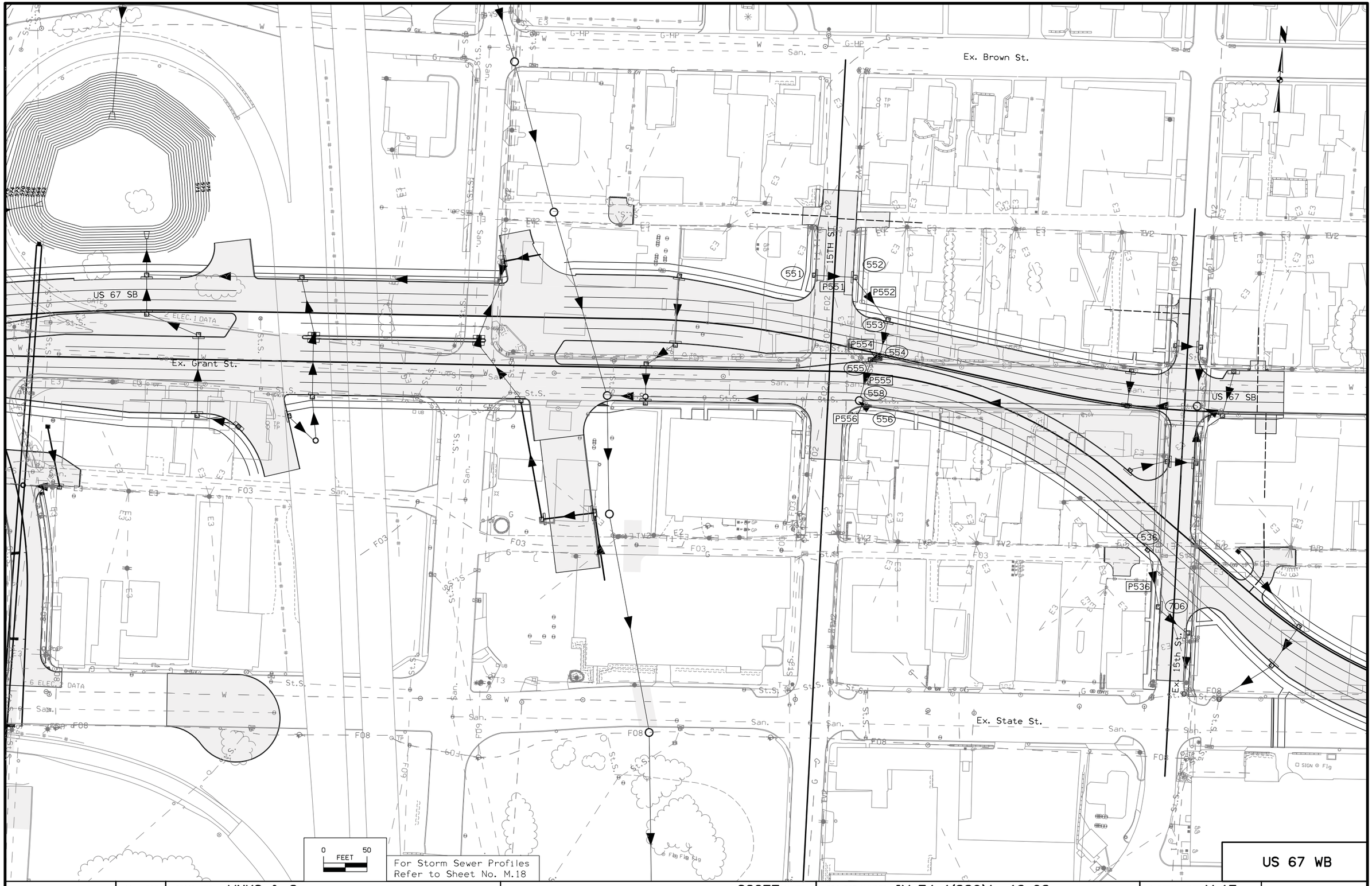


NOT TO SCALE

US 67 WB



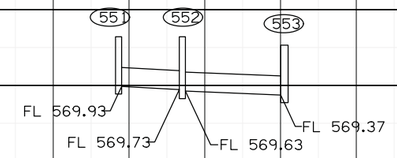
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.17

11:00:41 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht

Intake 551
Sta. 107+50.86, -22.00
Prop. SW-507S
Form Grade 573.93
Bottom Well 569.43

Intake 552
Sta. 107+50.86, 22.00
Prop. SW-508S
Form Grade 573.93
Bottom Well 569.13

Intake 553
Sta. 212+70.00, -38.50
Prop. SW-508R
Form Grade 573.09
Bottom Well 568.77

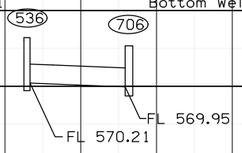


Line P551
15" 2000D
44.00'
Slope 0.45%

Line P552
15" 2000D
58.64'
Slope 0.44%

Intake 536
Sta. 1619+60.00, 38.50
Prop. SW-507R
Form Grade 573.21
Bottom Well 569.71

Intake 706
Sta. 101+29.02, -16.0
Prop. SW-508S
Form Grade 572.66
Bottom Well 569.35



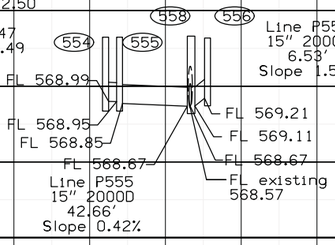
Line P536
15" 2000D
63.15'
Slope 0.41%

Intake 555
Sta. 1615+65.00, -13.75
Prop. SW-508R
Form Grade 573.23
Bottom Well 568.35

Intake 558
Sta. 1615+56.27, -32.11
Prop. 96" SW-401
Form Grade 573.30
Bottom Well 568.07

Intake 556
Sta. 1615+65.00, 38.50
Prop. SW-507L
Form Grade 573.18
Bottom Well 568.71

Intake 554
Sta. 212+70.00, 2.50
Prop. SW-508L
Form Grade 573.47
Bottom Well 568.49



Line P554
15" 2000D
7.25'
Slope 0.55%

Line P555
15" 2000D
42.66'
Slope 0.42%

Line P556
15" 2000D
6.53'
Slope 1.53%

NOT TO SCALE

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.18

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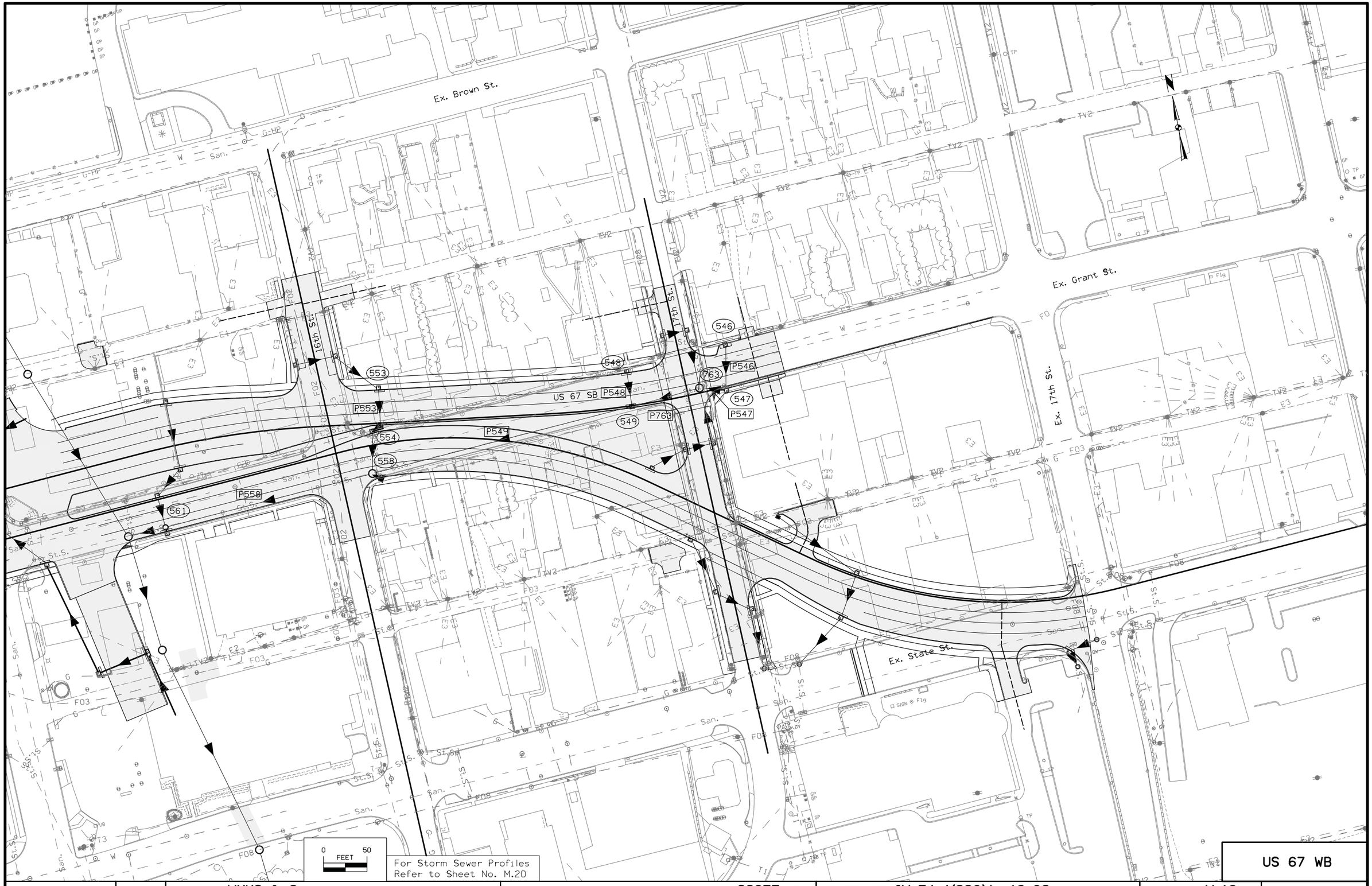

For Storm Sewer Profiles
Refer to Sheet No. M.20

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.19

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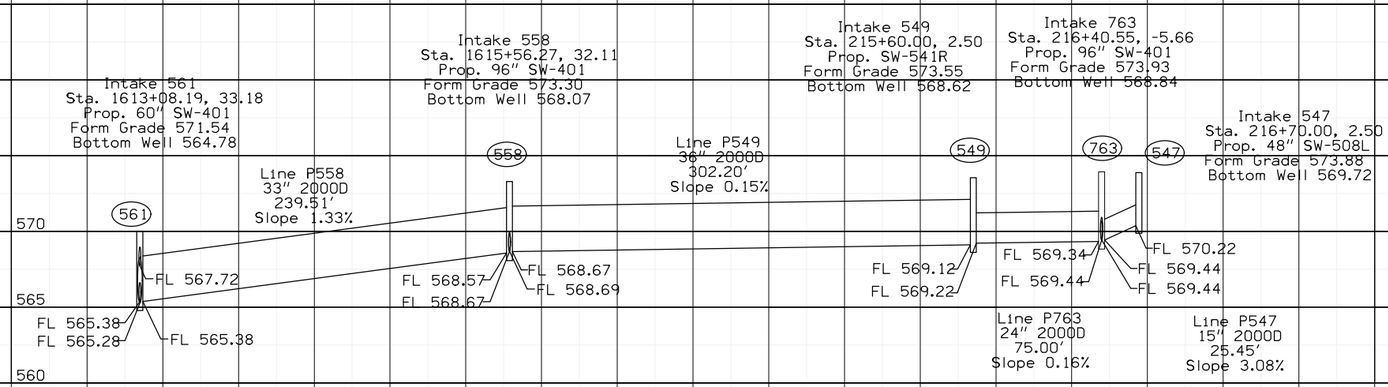

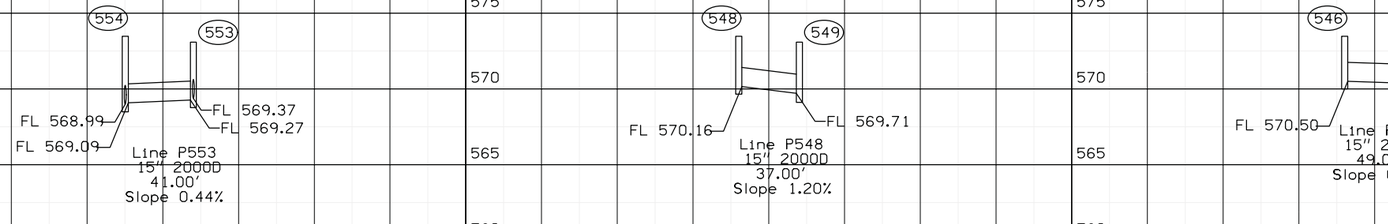

NOT TO SCALE

US 67 WB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.20

11:01:13 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht

Ex. Gilbert St.
Ex. State St.
Ex. Grant St.
Ex. Brown St.
Ex. 15th St.
Ex. 16th St.
Ex. 17th St.
706
542
545
763
539
537
543
544
P537
P706
P542
P543
P544
P545
0 FEET 50
For Storm Sewer Profiles Refer to Sheet No. M.22
16TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.21

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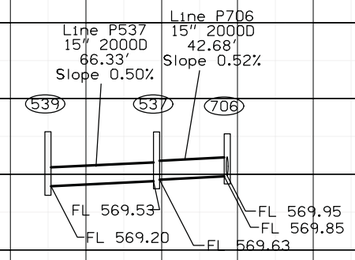
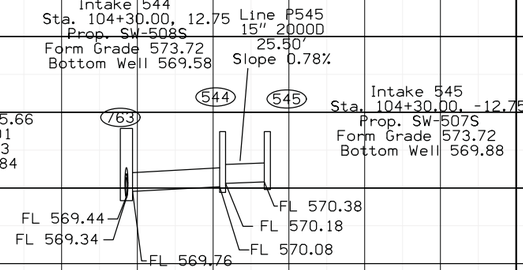
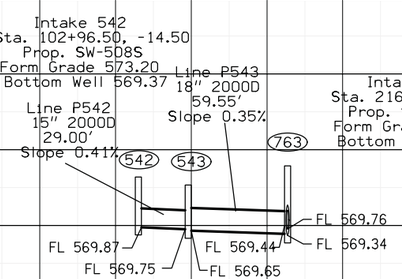


Intake 539
Sta. 100+30.68, 17.02
Prop. 48" SW-401
Form Grade 572.80
Bottom Well 568.60

Intake 537
Sta. 101+00.99, 15.83
Prop. SW-508R
Form Grade 572.79
Bottom Well 569.03

Intake 706
Sta. 101+29.02, -16.00
Prop. SW-508S
Form Grade 572.66
Bottom Well 569.35





Intake 543
Sta. 102+96.50, 14.50
Prop. SW-508S
Form Grade 572.67
Bottom Well 569.15

NOT TO SCALE

16TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.22

11:01:34 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht

EX. 11TH ST

12TH ST

EX. 12TH ST

EX. HOLMES

MISSISSIPPI BLVD

BROWN ST

KIMBERLY RD

EX. STATE ST

Limits of Jacked Pipe

Limits of Jacked Pipe

Limits of Jacked Pipe

498 499 500 501 503 504 505 506 507 508 510 513 515 523 524 525 782 786 910 980 981

P498 P499 P500 P501 P503 P504 P505 P506 P507 P508 P513 P515 P523 P524 P525 P782 P786 P980

578 576 574 572 570 568 566 564 562

575 565

0 FEET 50

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

KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.23

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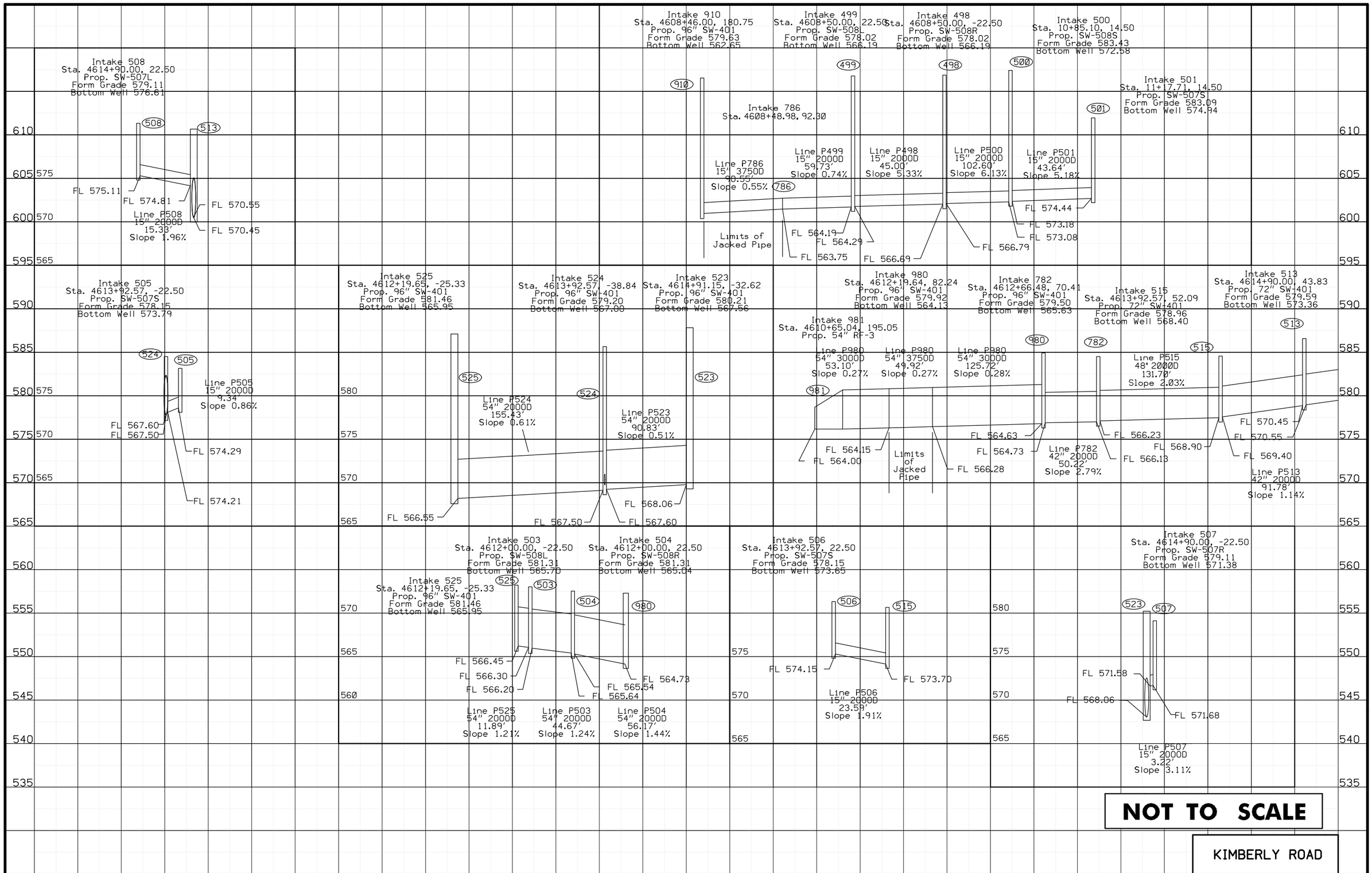

NOT TO SCALE

KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.24

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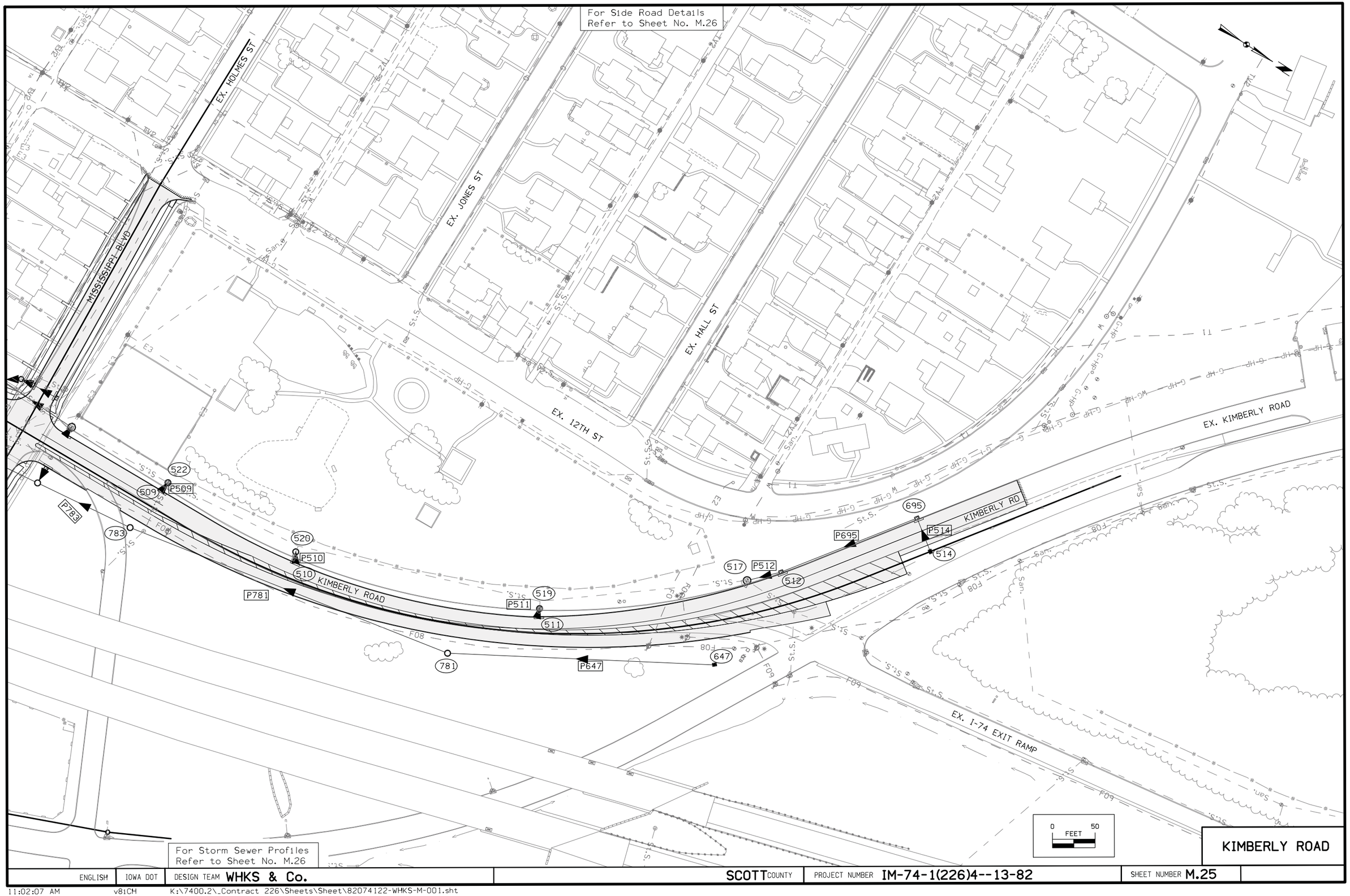

KIMBERLY ROAD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.25

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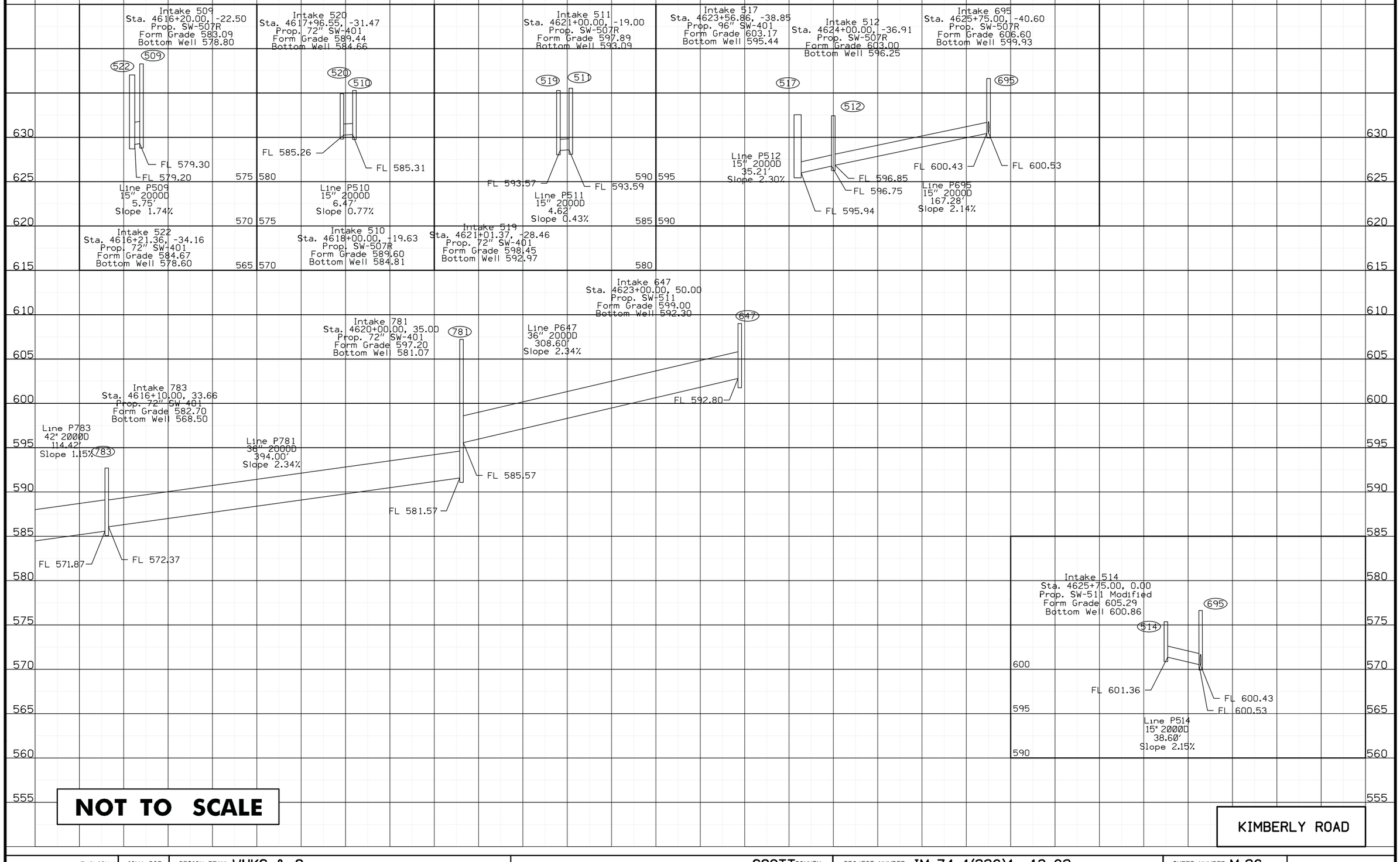

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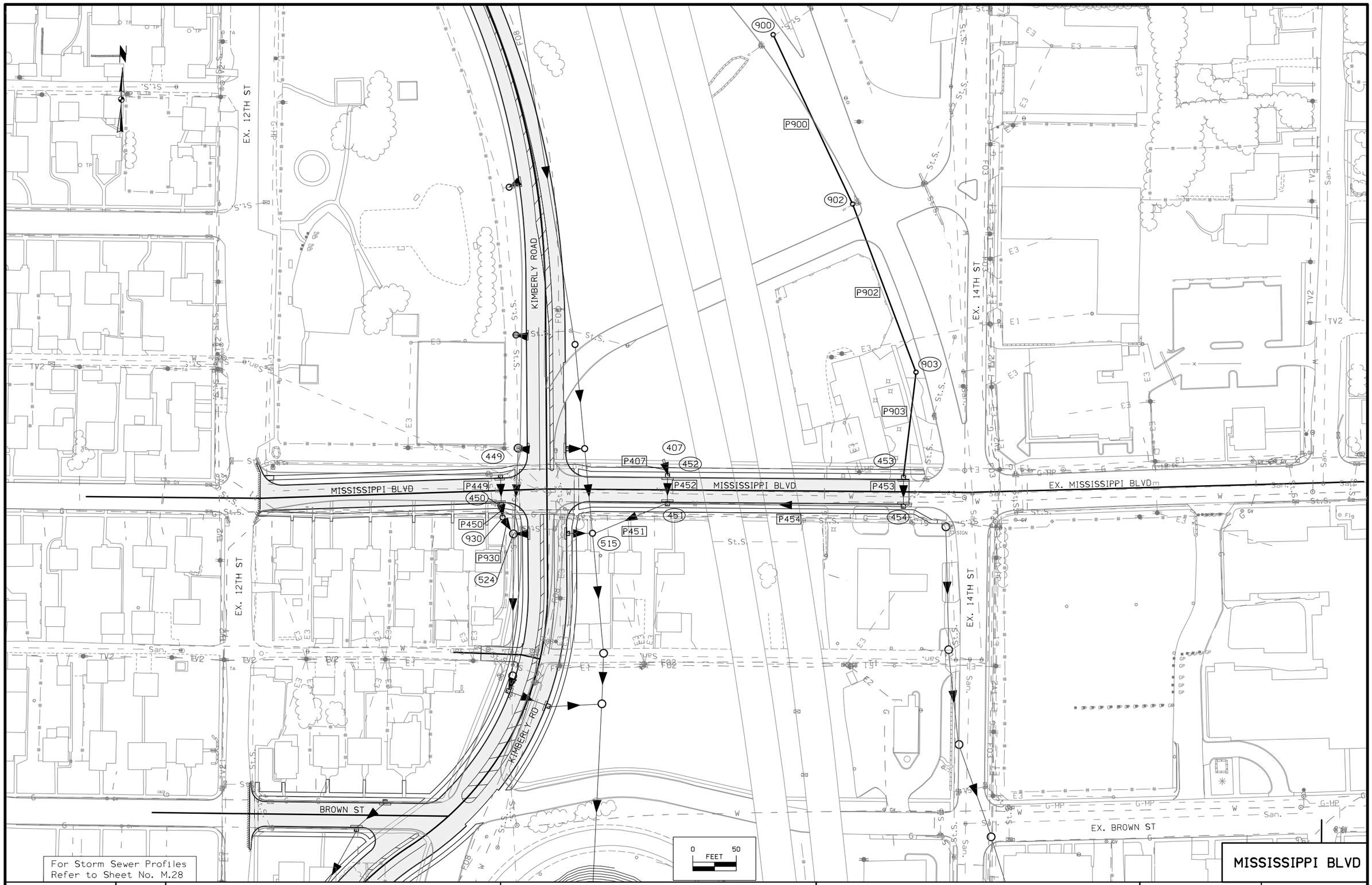

For Storm Sewer Profiles
Refer to Sheet No. M.28

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.27

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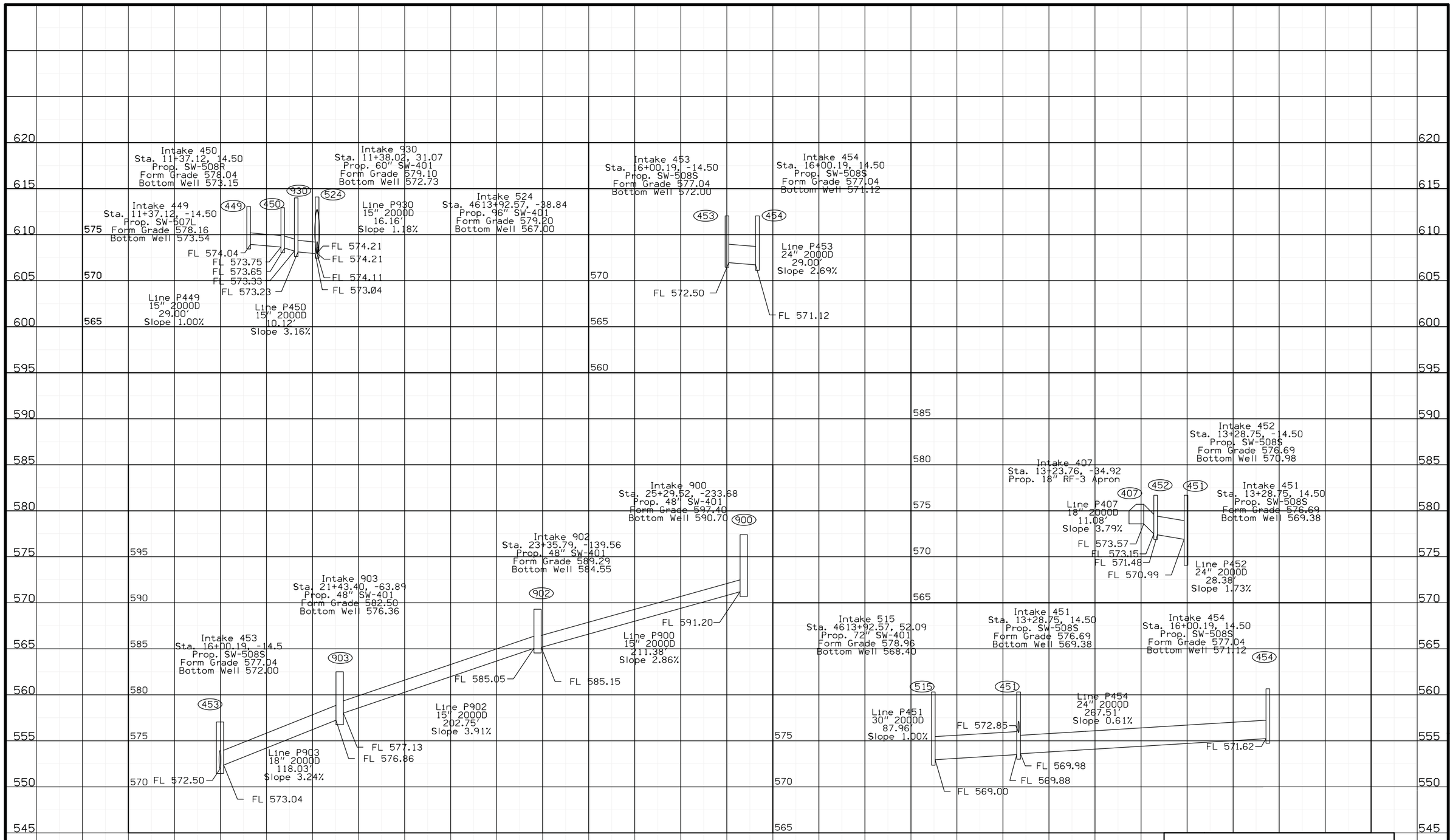

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.28

11:02:40 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-M-001.sht



For Storm Sewer Profiles
Refer to Sheet No. M.30

US 67 EB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.29

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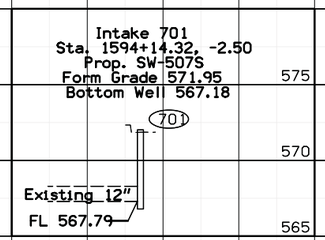



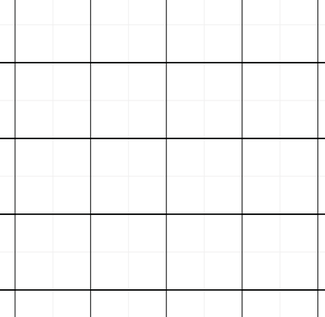

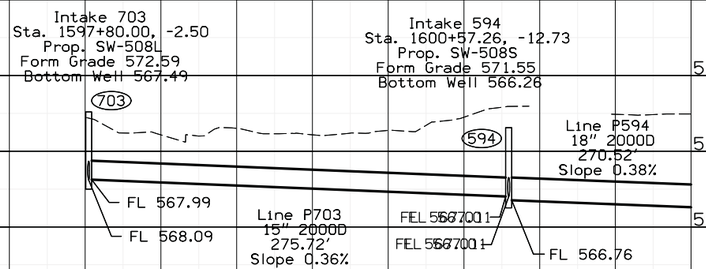



NOT TO SCALE

US 67 EB

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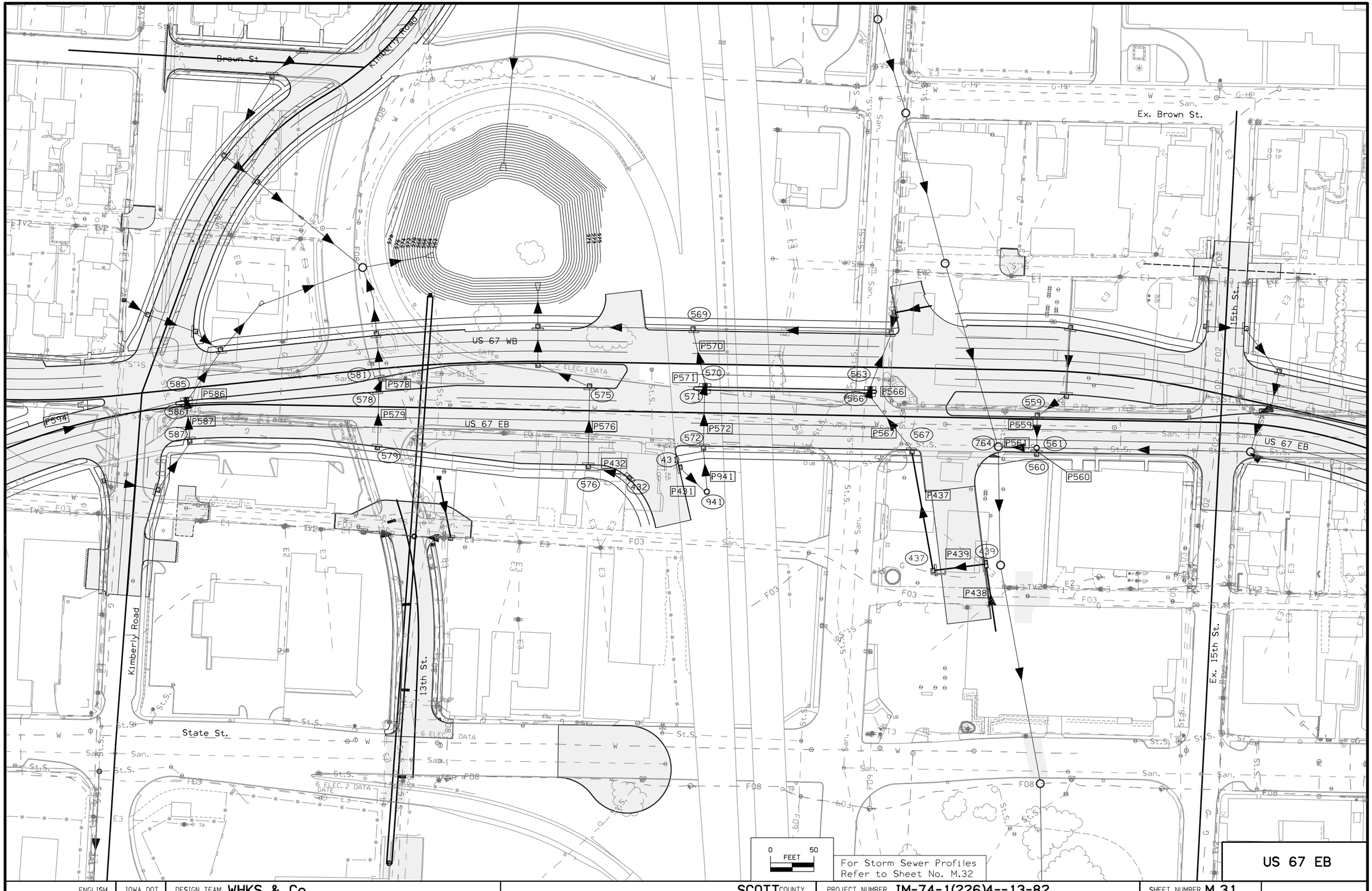

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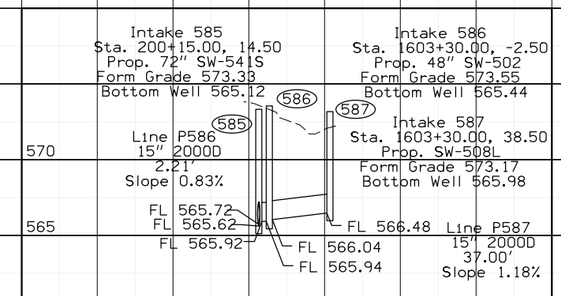

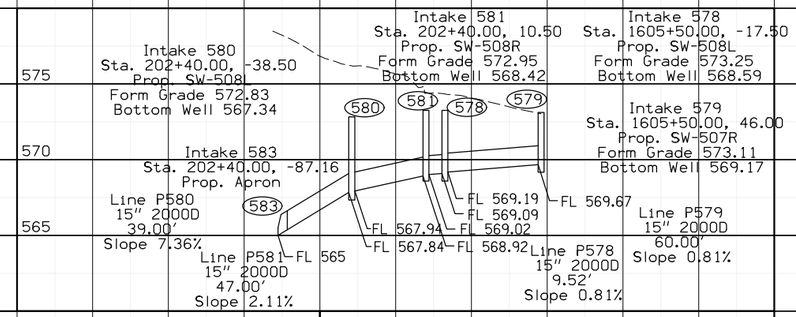

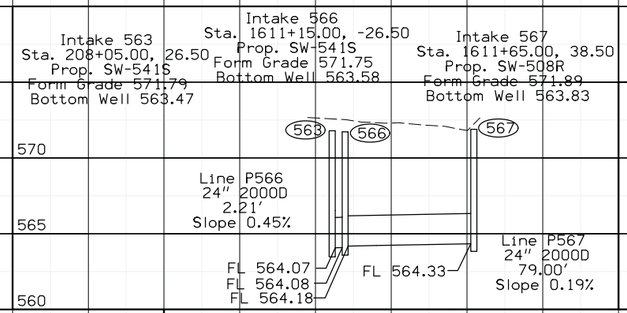

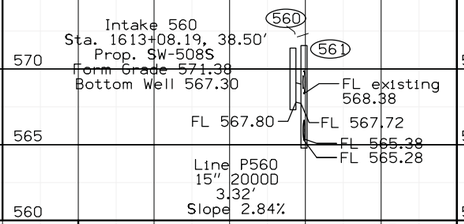

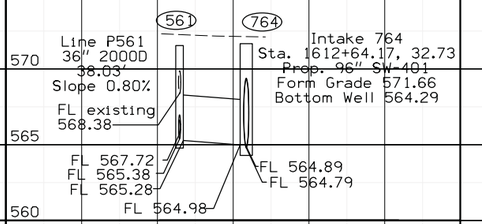

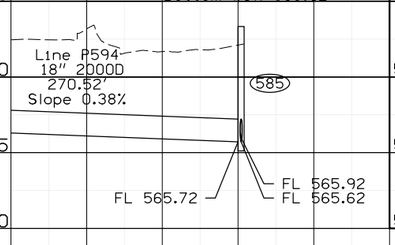

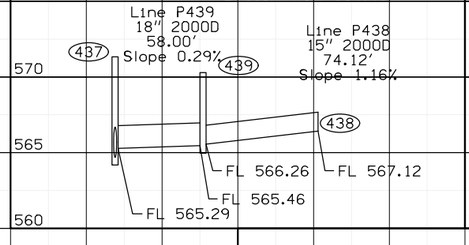

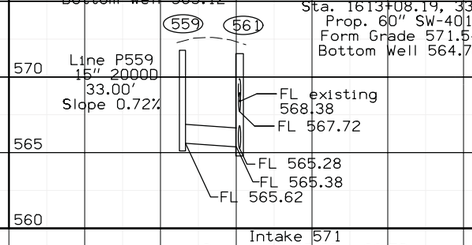

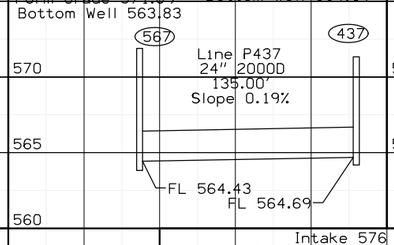

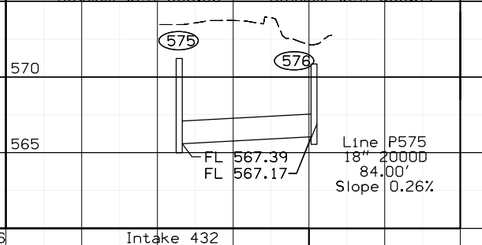

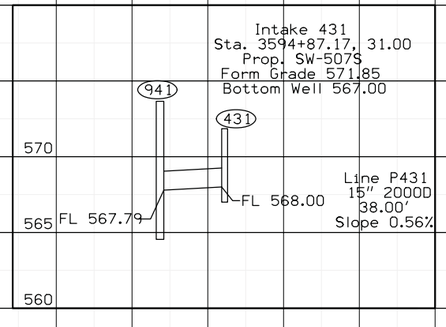

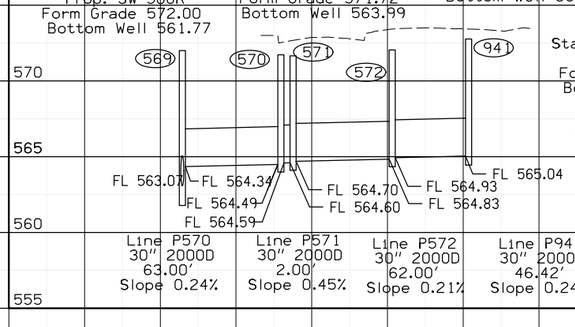

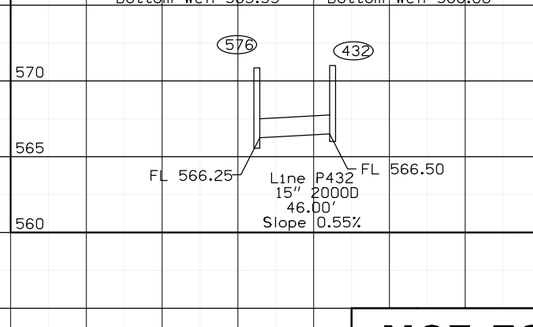

NOT TO SCALE

US 67 EB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.32

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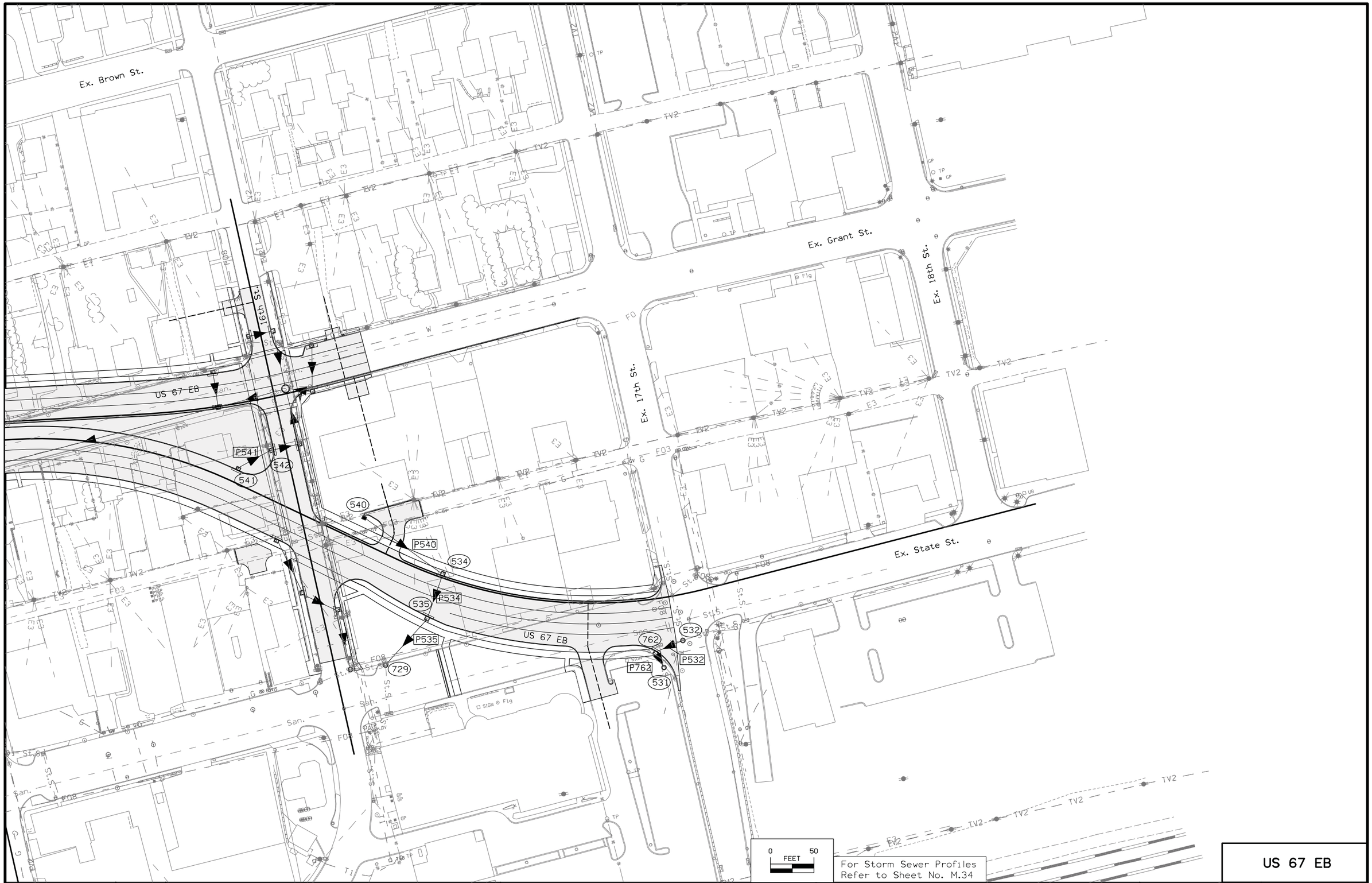

For Storm Sewer Profiles
Refer to Sheet No. M.34

US 67 EB

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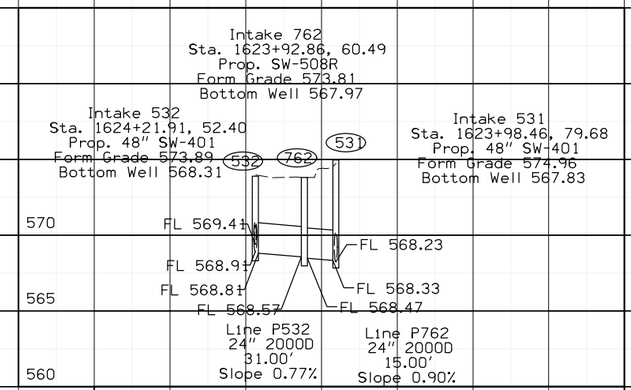

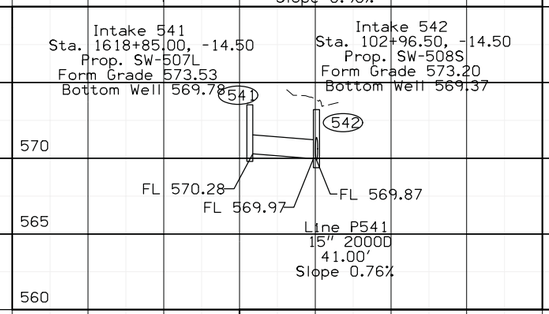

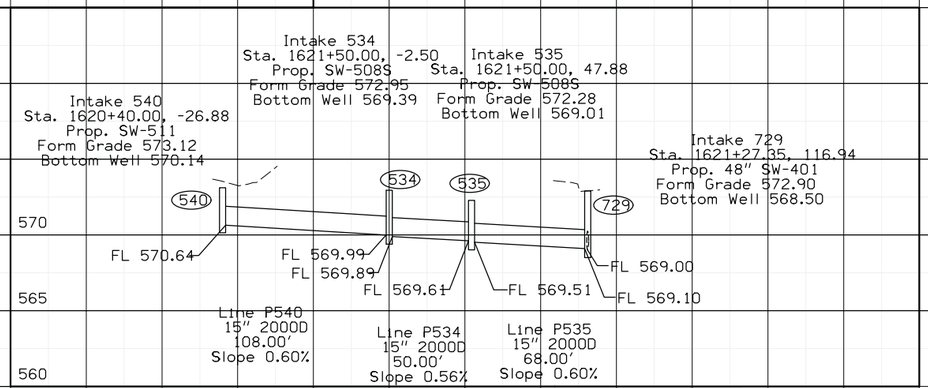

NOT TO SCALE

US 67 EB

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.34

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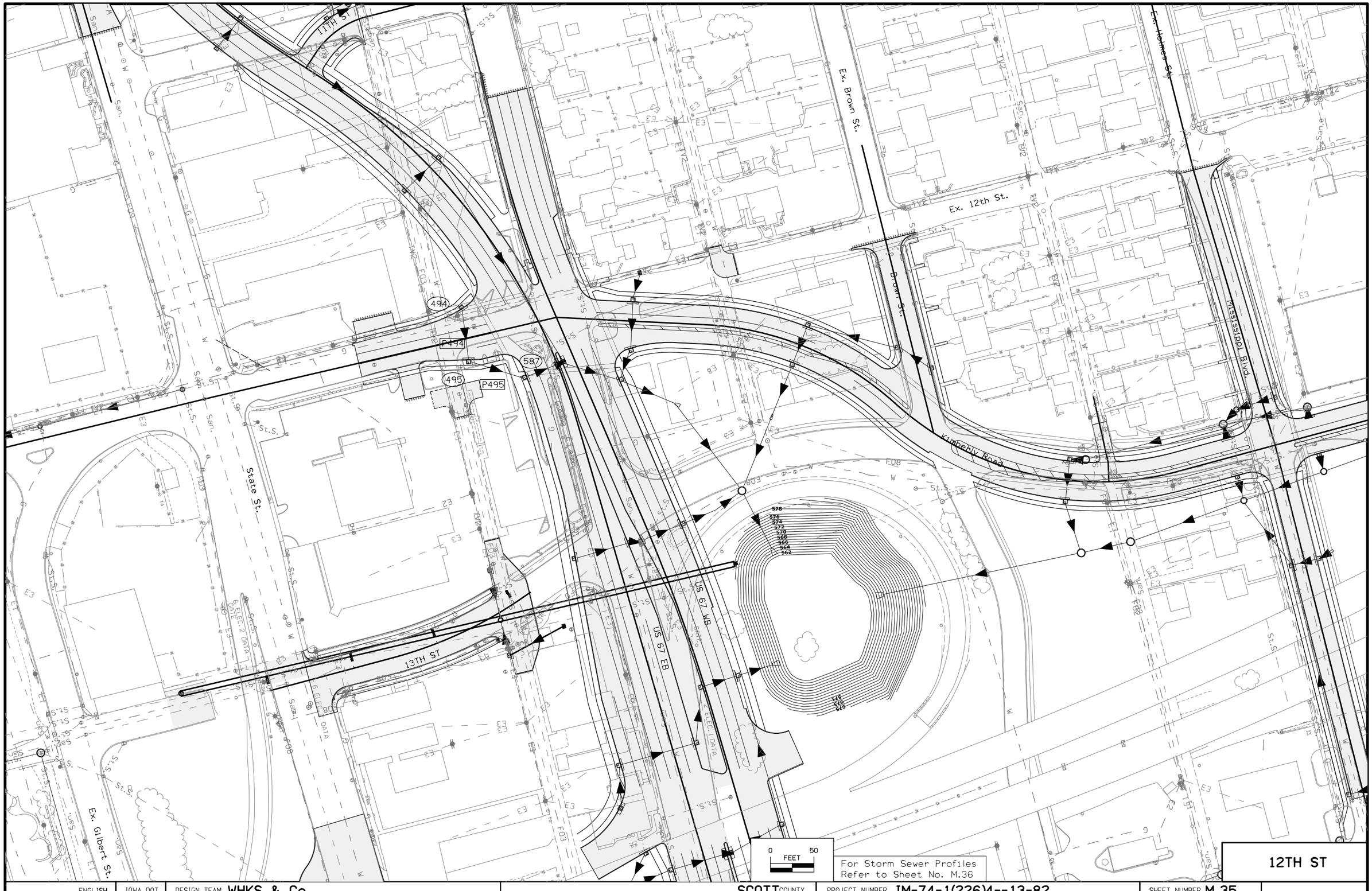

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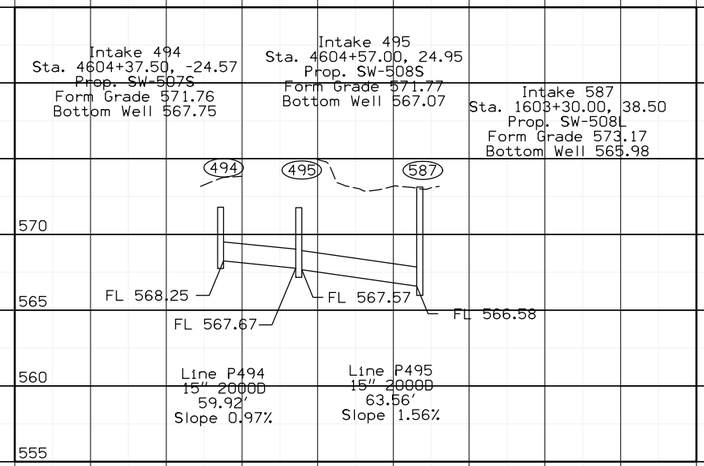

610 605 600 595 590 585 580 575 570 565 560 555 550 545 540 535

NOT TO SCALE

12TH ST

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER M.36

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TRAFFIC SIGNAL GENERAL NOTES

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

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

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

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

5. 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.

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

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

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

9. 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.

10. 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.

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

12. 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.

13. EXISTING STREET SIGNS AT INTERSECTIONS WITH TEMPORARY TRAFFIC SIGNALS SHALL BE MAINTAINED AS A PART OF THE TEMPORARY TRAFFIC SIGNAL PAY ITEM.

14. THE CONTRACTOR SHALL REMOVE THE EXISTING TRAFFIC SIGNAL AT THE LOCATION(S) SPECIFIED IN THE DELIVERY AND STOCKPILING TABLE. REMOVAL SHALL CONSIST OF, BUT NOT LIMITED TO, ALL TRAFFIC SIGNAL POSTS, POLES, MAST ARMS, SIGNAL HEADS, CONTROLLER, CABINETS, WIRING, AND HAND HOLES.

15. ALL PEDESTRIAN SIGNAL HEADS ON TEMPORARY SIGNALS SHALL NOT BE TURNED ON AND SHALL BE COVERED, UNTILL LATER STAGES WHEN PEDERTRIAN CROSS WALKS ARE CONSTRUCTED.

DELIVERY AND STOCKPILING

110-13
04-20-10

Item Description	Quantity	Units	Delivery Location	Contact Name & Number	Remarks
Existing traffic signal at Grant Street and 13th Street	1	EACH	Bettendorf Public Works Facility 4403 Devils Glen Rd Bettendorf, IA 52722	563-344-4055	(4)
Existing traffic signal at Kimberly and I-74 EB exit ramp	1	EACH			
Partial Existing traffic signal at Kimberly and I-74 EB exit ramp	1	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 (72.23% IOWA/27.7% BETTENDORF COST)

(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)

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

REGISTERED PROFESSIONAL ENGINEER
TODD ARTZ
20229
IOWA

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

Signature Dec 07, 2012 Date

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.19

LAYOUT	TMA	12/05/12
DRAWN	TMA	12/05/12
REVIEWED	KNB	12/07/12

TRAFFIC SIGNAL PLAN

GENERAL NOTES

ENGLISH	IOWA DOT	DESIGN TEAM HANSON	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.1

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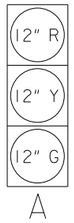
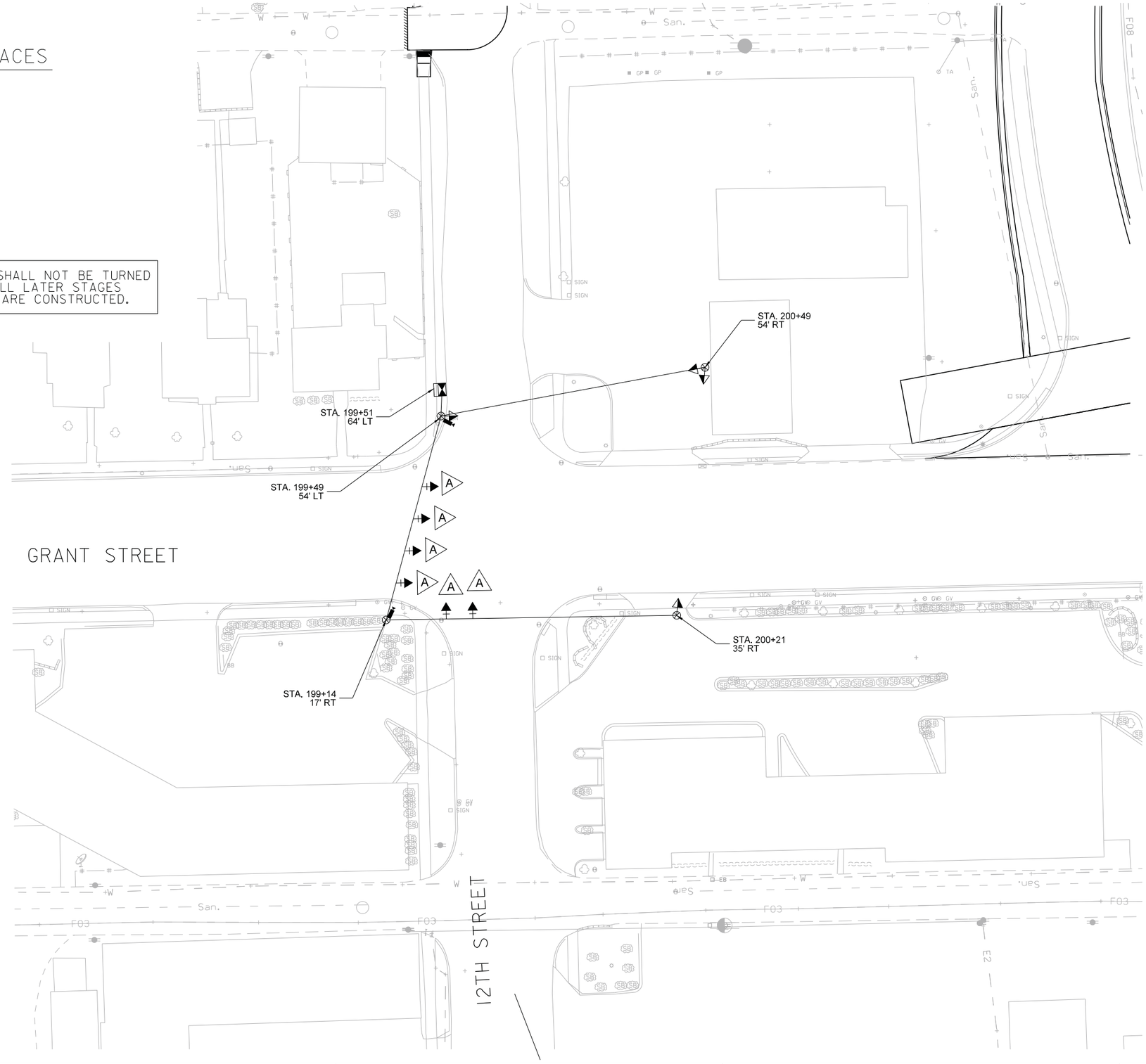
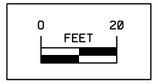


ALL PEDESTRIAN SIGNAL HEADS SHALL NOT BE TURNED ON AND SHALL BE COVERED, UNTILL LATER STAGES WHEN PEDERTRIAN CROSS WALKS ARE CONSTRUCTED.





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

TRAFFIC SIGNAL PLAN

GRANT STREET AND 12TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM HANSON	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.2

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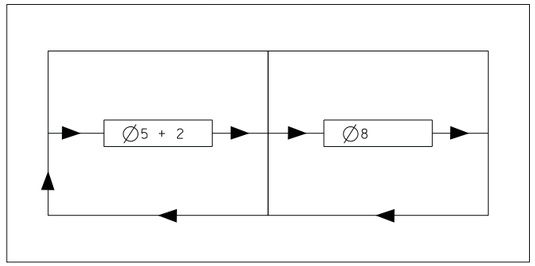
TRAFFIC PHASING LEGEND

→	ACTUATED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø5 + 2				Ø8												FLASH
		R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø: AO			R/W	CLEAR TO Ø			R/W	CLEAR TO Ø			
WESTBOUND	A	G	Y			R	R											R
SOUTHBOUND	A	R	R			G	Y											R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

→ INDICATES FLOW PATH WITH ALL PHASES DEMANDED

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

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

TRAFFIC SIGNAL PLAN

GRANT STREET AND 12TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.3**

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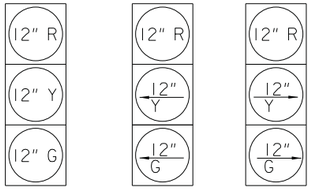
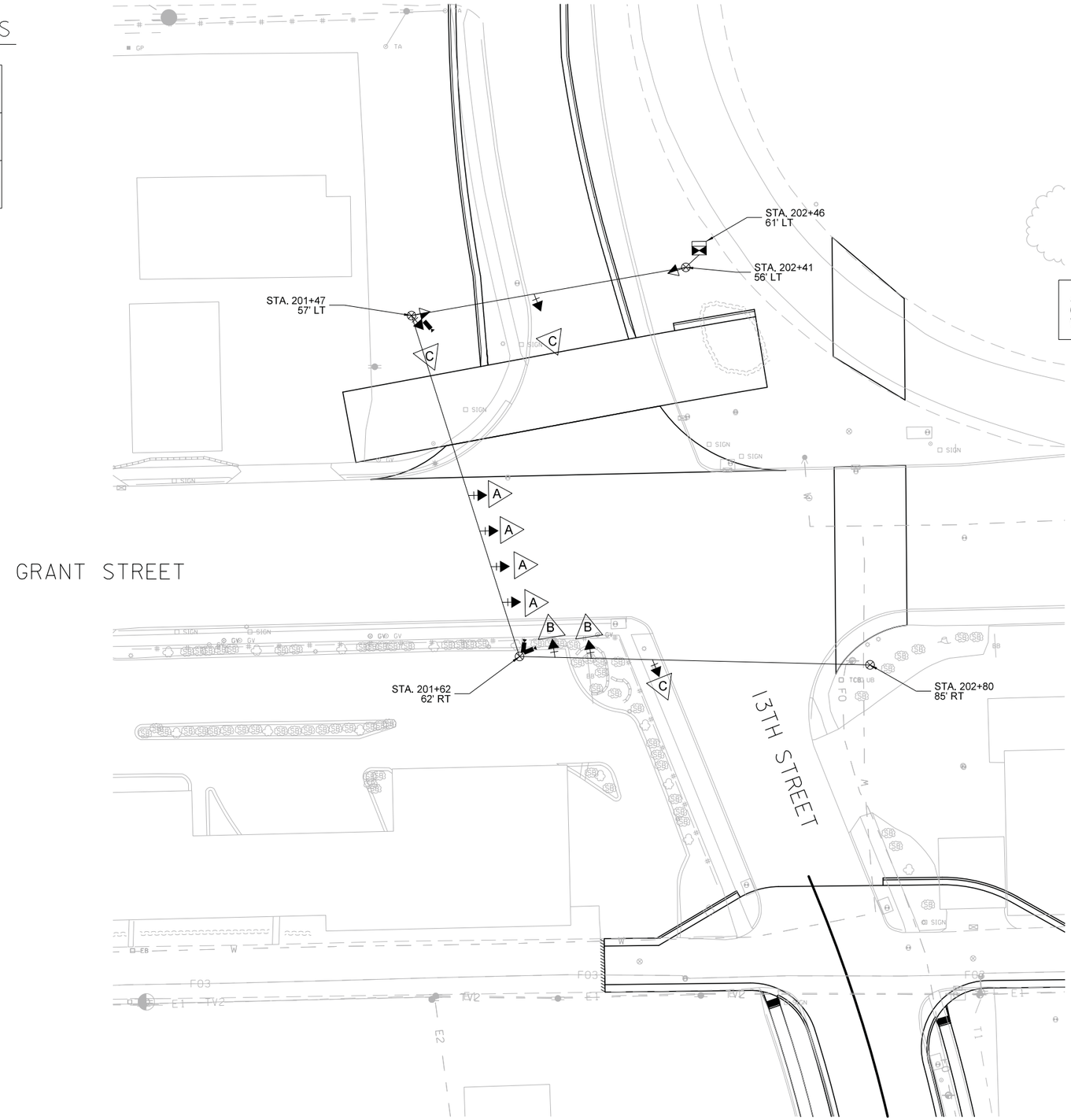
TRAFFIC SIGNAL FACES





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ALL PEDESTRIAN SIGNAL HEADS SHALL NOT BE TURNED ON AND SHALL BE COVERED, UNTILL LATER STAGES WHEN PEDERTRIAN CROSS WALKS ARE CONSTRUCTED.

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

TRAFFIC SIGNAL PLAN

GRANT STREET AND 13TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.4**

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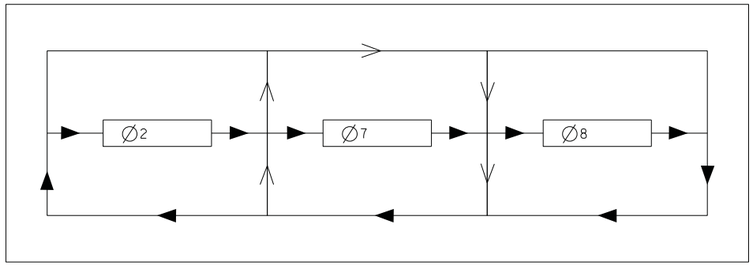
TRAFFIC PHASING LEGEND

→	ACTUATED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø2				Ø7				Ø8								FLASH
		R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø			
WESTBOUND	A	G	Y			R	R			R	R							R
NORTHBOUND	C	R	R			G	Y			R	R							R
SOUTHBOUND	B	R	R			R	R			G	Y							R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

→ INDICATES FLOW PATH WITH ALL PHASES DEMANDED

⟶ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT THE TIME OF RIGHT-OF-WAY TRANSFER.

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

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

TRAFFIC SIGNAL PLAN

GRANT STREET AND 13TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.5**

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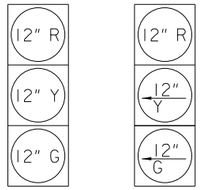

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LAYOUT	TMA	4/11/11
DRAWN	RLA	4/8/11
REVIEWED	KNB	4/13/11

TRAFFIC SIGNAL PLAN

KIMBERLY ROAD AND 12TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.6**	

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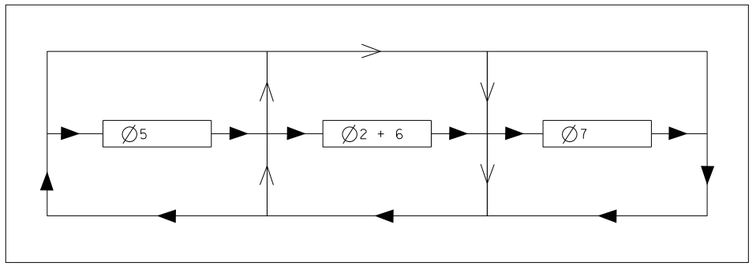
TRAFFIC PHASING LEGEND

→	ACTUATED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø5				Ø2 + 6				Ø7								FLASH
		R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø			
WESTBOUND	A	R	R			G	Y			R	R							R
	B	GA	YA			R	R			R	R							R
EASTBOUND	A	R	R			G	Y			R	R							
NORTHBOUND	A	R	R			R	R			G	Y							

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

→ INDICATES FLOW PATH WITH ALL PHASES DEMANDED

⟶ INDICATES OPTIONAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT THE TIME OF RIGHT-OF-WAY TRANSFER.

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

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

TRAFFIC SIGNAL PLAN

KIMBERLY ROAD AND 12TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.7**

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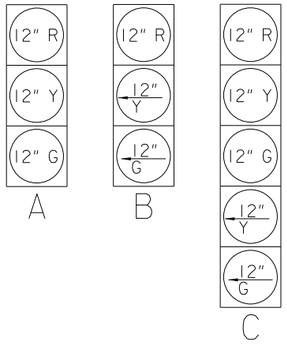
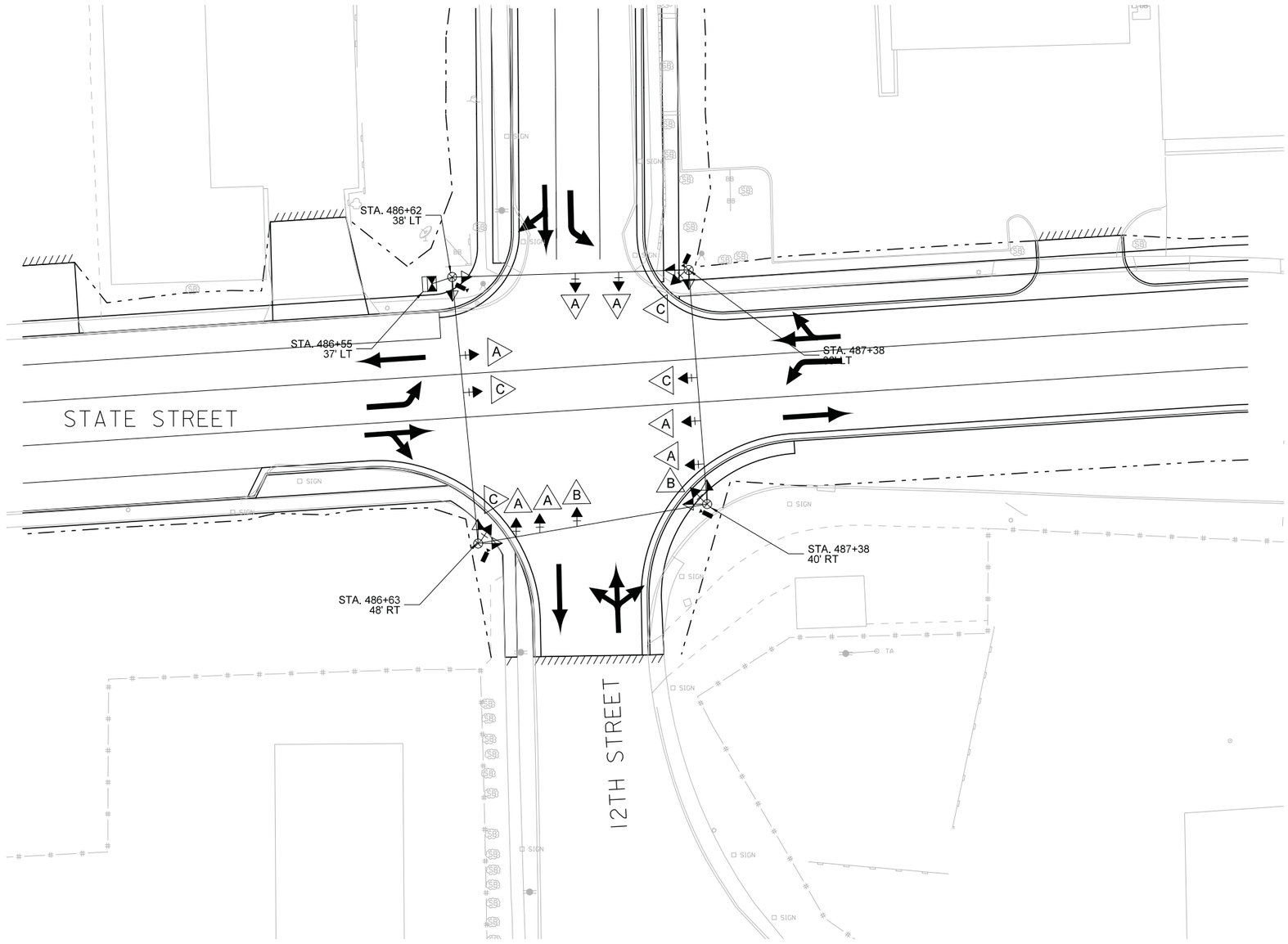
TRAFFIC SIGNAL FACES





0 FEET 20

N

LAYOUT	TMA	12/05/12
DRAWN	TMA	12/05/12
REVIEWED	KNB	12/07/12

TRAFFIC SIGNAL PLAN

STATE STREET AND 12TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.8**

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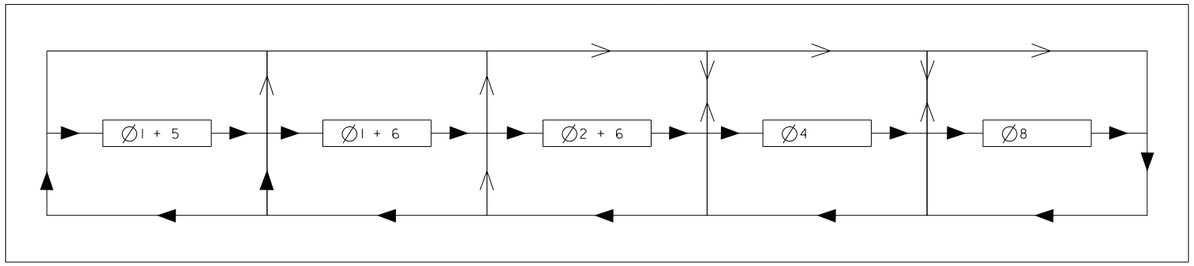
TRAFFIC PHASING LEGEND

——►	ACTUATED VEHICLE MOVEMENT
– – ►	PARTIALLY RESTRICTED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø1 + 5				Ø1 + 6				Ø2 + 6				Ø4				Ø8				FLASH
			CLEAR TO Ø				CLEAR TO Ø				CLEAR TO Ø				CLEAR TO Ø				CLEAR TO Ø			
		R/W	AO			R/W	2+6	AO		R/W	AO			R/W				R/W				
EASTBOUND	C	GA	YA			G,GA	Y,YA	Y,YA		R	R			R	R			R	R			R
	A	R	R			G	G	Y		G	Y			R	R			R	R			R
WESTBOUND	C	GA	YA			R	R	R		G	Y			R	R			R	R			R
	A	R	R			R	R	R		G	Y			R	R			R	R			R
NORTHBOUND	A	R	R			R	R	R		R	R			G	Y			R	R			R
SOUTHBOUND	B	R	R			R	R	R		R	R			R	R			GA	YA			R
	A	R	R			R	R	R		R	R			R	R			G	Y			R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

——► INDICATES FLOW PATH WITH ALL PHASES DEMANDED

——> INDICATES OPTIMAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT THE TIME OF RIGHT-OF-WAY TRANSFER

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

LAYOUT		12/05/12
DRAWN	TMA	12/05/12
REVIEWED	KNB	12/07/12

TRAFFIC SIGNAL PLAN

STATE STREET AND 12TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.9**

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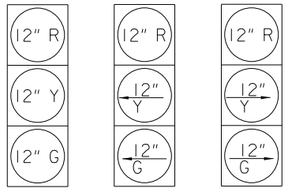
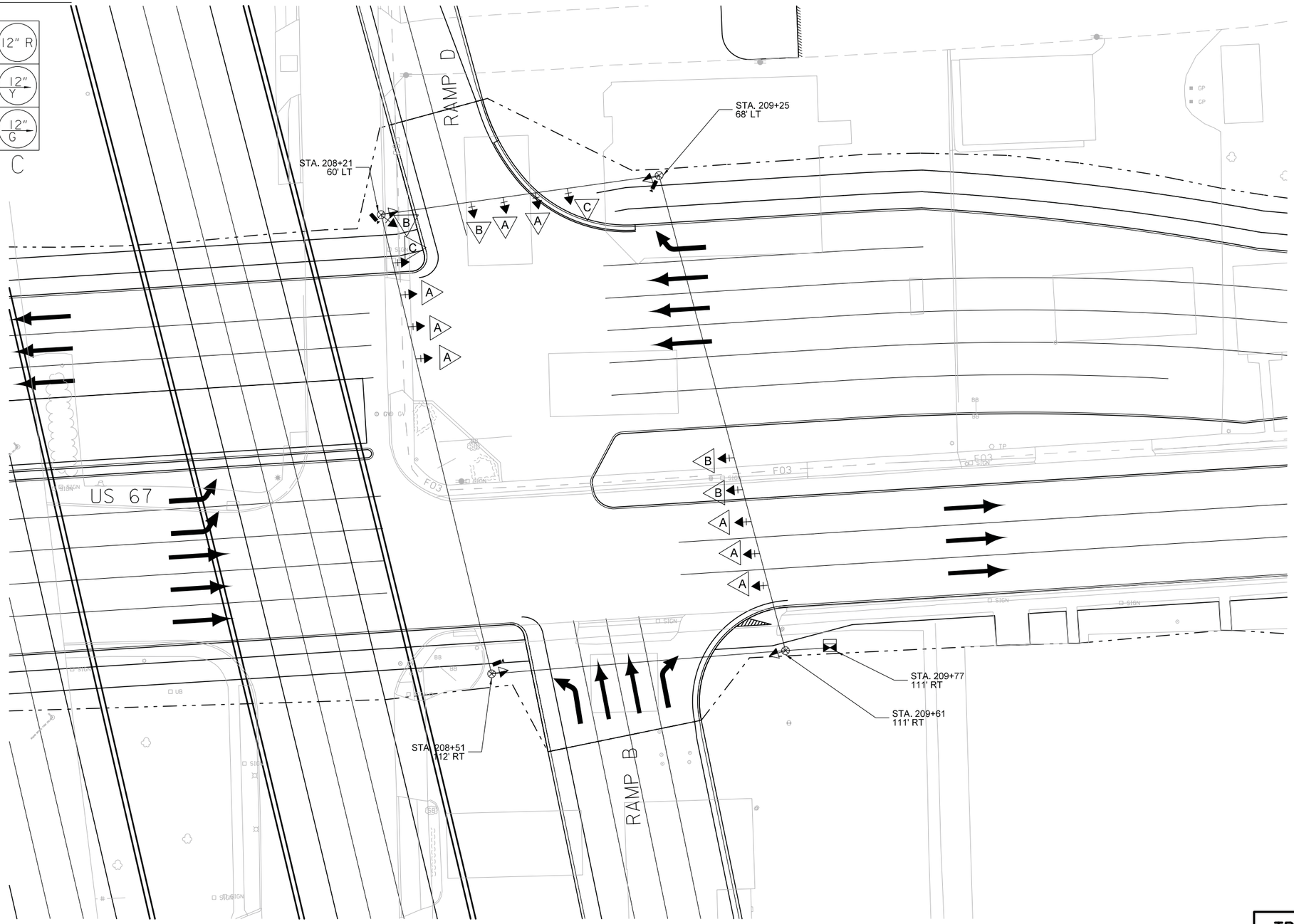
TRAFFIC SIGNAL FACES





LAYOUT	TMA	12/05/12
DRAWN	TMA	12/05/12
REVIEWED	KNB	12/07/12

TRAFFIC SIGNAL PLAN

US 67 AND WB RAMP B AND D

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	SCOTT COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.10**

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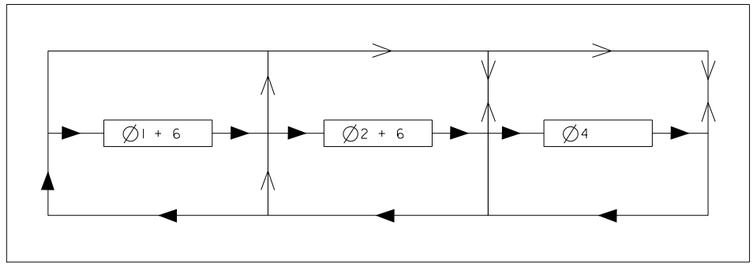
TRAFFIC PHASING LEGEND

——►	ACTUATED VEHICLE MOVEMENT
– – ►	PARTIALLY RESTRICTED VEHICLE MOVEMENT
R/W	RIGHT OF WAY INTERVAL
Ø	TRAFFIC PHASE
R	CIRCULAR RED
Y	CIRCULAR YELLOW
G	CIRCULAR GREEN
YA	YELLOW ARROW
GA	GREEN ARROW
AO	ALL OTHERS

TRAFFIC PHASING AND COLOR SCHEME

APPROACH	FACE	Ø1 + 6				Ø2 + 6				Ø4								FLASH
		R/W	CLEAR TO Ø 2+6	CLEAR TO Ø AO		R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø AO			R/W	CLEAR TO Ø			
EASTBOUND	B	GA	YA	YA		R	R			R	R							R
	A	G	G	Y		G	Y			R	R							R
WESTBOUND	A	R	R	R		G	Y			R	R							R
NORTHBOUND	C	R	R	R		R	R			GA	YA							R
	B	R	R	R		R	R			GA	YA							R
	A	R	R	R		R	R			G	Y							R

FLOW DIAGRAM



THE RED CLEARANCE INTERVAL SHALL BE INCLUDED IN THE COLOR SEQUENCE WHEN CALLED FOR BY THE CONTROLLER TIMING.

NOTE:

——► INDICATES FLOW PATH WITH ALL PHASES DEMANDED

——> INDICATES OPTIMAL FLOW PATHS WHEN SOME PHASES ARE NOT DEMANDED AT THE TIME OF RIGHT-OF-WAY TRANSFER

SUGGESTED TIMINGS (SECONDS)

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

ALL TEMPORARY TRAFFIC SIGNAL TIMING WILL BE ESTABLISHED BY THE DEPARTMENT OF TRANSPORTATION AND MAY BE ADJUSTED THROUGHOUT CONSTRUCTION.

DETECTOR UNITS SHALL ALLOW FOR ADJUSTABLE DELAY SETTING. INITIAL DELAY SETTING SHALL BE 5 SECONDS.

LAYOUT		12/05/12
DRAWN	TMA	12/05/12
REVIEWED	KNB	12/07/12

TRAFFIC SIGNAL PLAN

US 67 AND WB RAMP B AND D

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.11**

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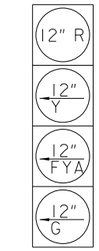
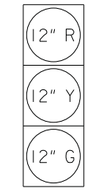
TRAFFIC SIGNAL FACES



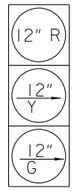
NO. 11, 12, 31, 32, 33, 51, 52, 71, 72, 73
(10-REQ'D)



NO. 21, 22, 23, 24, 41, 43, 61, 62, 63, 64, 81, 82, 83
(13-REQ'D)



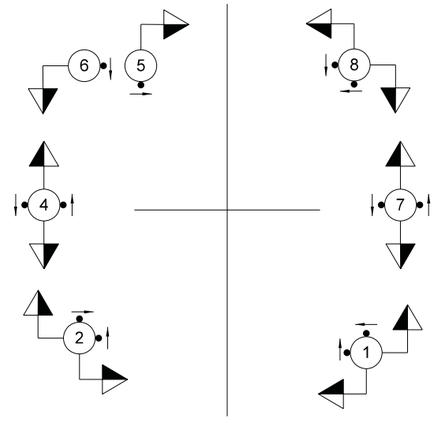
NO. 25, 26, 44, 45, 46, 47, 65, 66, 84, 85, 86, 87
(12-REQ'D)



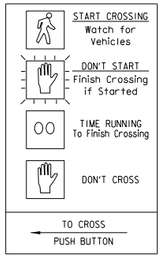
NO. 42
(1-REQ'D)

0 FEET 20

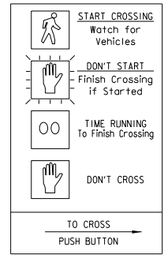
PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING



PEDESTRIAN PUSHBUTTON SIGNS



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



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

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

TRAFFIC SIGNAL PLAN

GRANT STREET AND 12TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.12**

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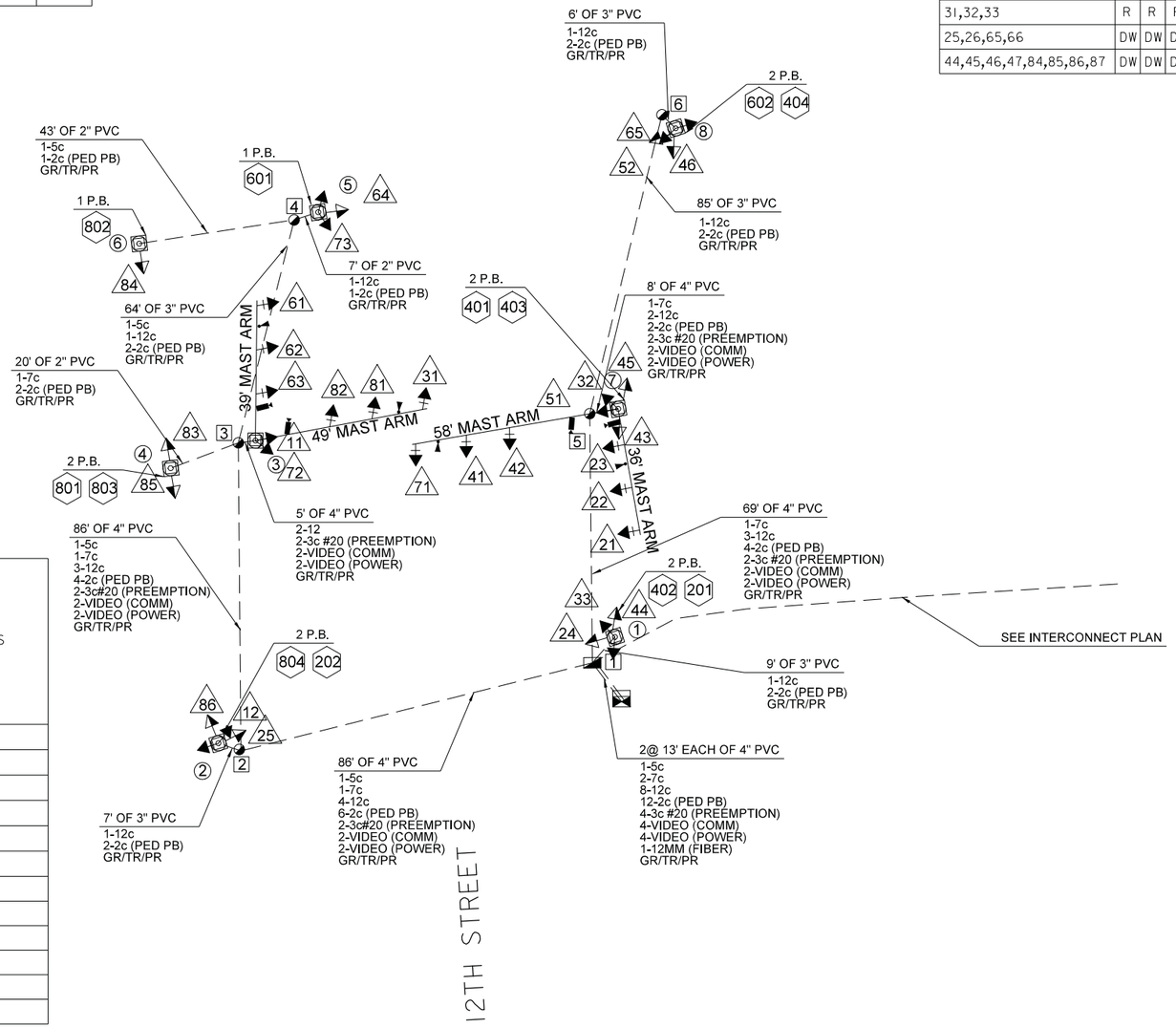
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN	7	10	7	7	7	10	7	7
PASSAGE	3	3	3	3	3	3	3	3
MAXIMUM I	30	60	30	30	30	60	30	30
MAXIMUM II								
YELLOW CHANGE	4	4	4	4	4	4	4	4
RED CLEARANCE	1	2	1	3	1	2	1	3
WALK		7		7		7		7
PEDESTRIAN CLEARANCE		23		17		23		17
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	⑴+⑸				⑵+⑹				⑶+⑺				⑷+⑻				FLASHING
	01+05				02+06				03+07				04+08				
61,62,63,64	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R
11,12	G	G	Y	R	FY	FY	Y	R	R	R	R	R	R	R	R	R	R
21,22,23,24	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R
51,52	G	G	Y	R	FY	FY	Y	R	R	R	R	R	R	R	R	R	R
41,42,43	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
71,72,73	R	R	R	R	R	R	R	R	G	G	Y	R	FY	FY	Y	R	R
81,82,83	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R
31,32,33	R	R	R	R	R	R	R	R	G	G	Y	R	FY	FY	Y	R	R
25,26,65,66	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	-
44,45,46,47,84,85,86,87	DW	DW	DW	DW	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	VIDEO			1	1	X			
21,22,23	VIDEO			2	1	X			
51	VIDEO			5	1	X			
41,42	VIDEO			4	1	X			
71	VIDEO			7	1	X			
81	VIDEO			8	1	X			
31	VIDEO			3	1	X			
201,202		X		2					
401,402,403,404		X		4					
601,602		X		6					
801,802,803,804		X		8					

0 20 FEET

TRAFFIC SIGNAL PLAN

GRANT STREET AND 12TH STREET

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

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.13**

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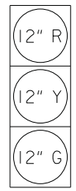
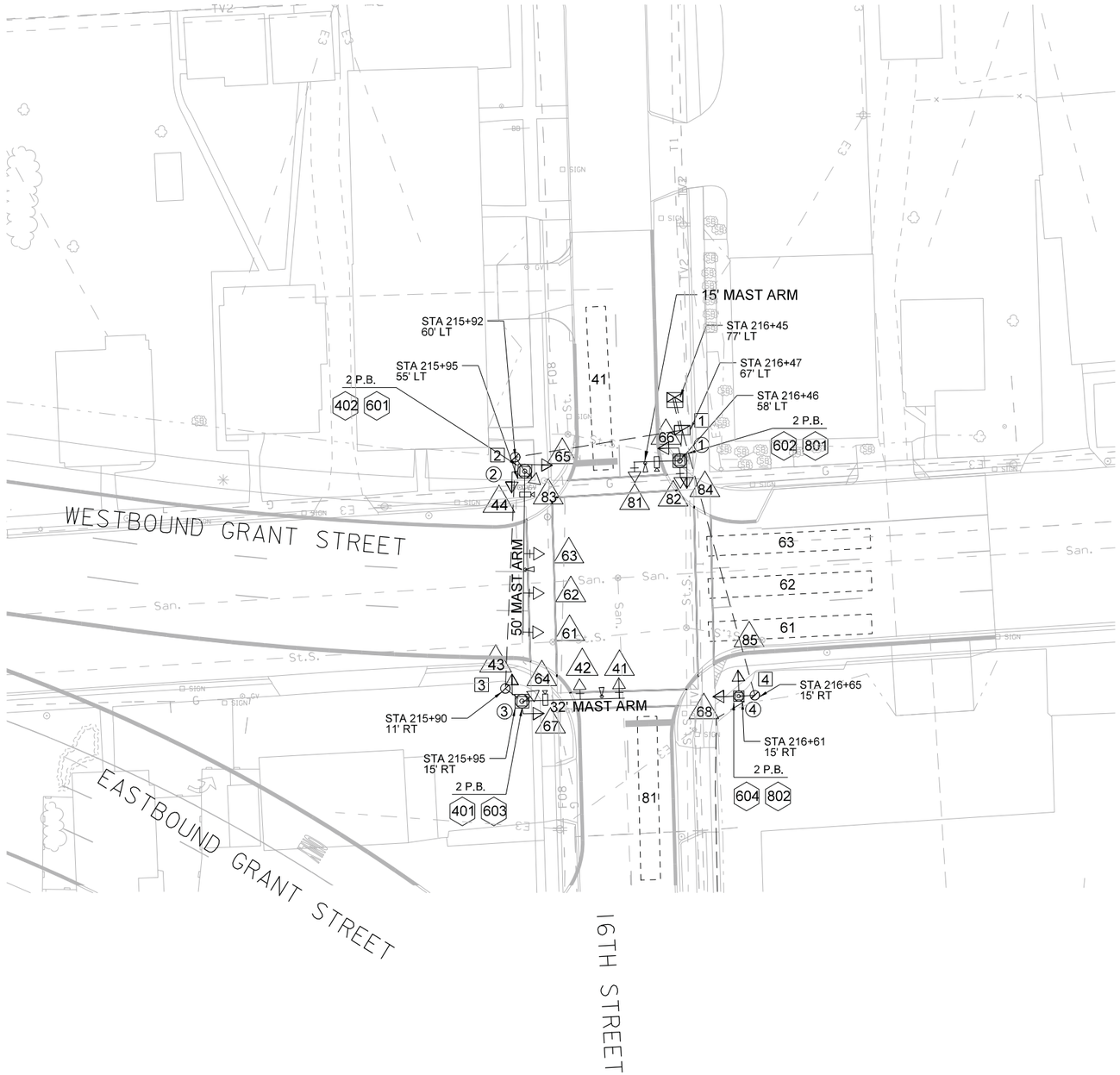
TRAFFIC SIGNAL FACES

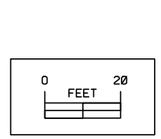


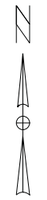
NO. 41, 42, 61, 62, 63, 64, 81, 82, 83 (9-REQ'D)



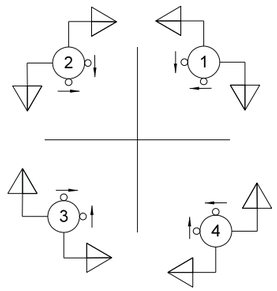
NO. 43, 44, 65, 66, 67, 68, 84, 85, (8-REQ'D)



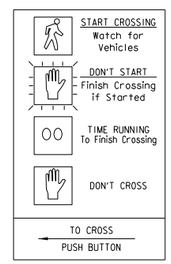




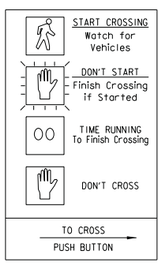
PEDESTRIAN PUSHBUTTON AND SIGNAL FACE MOUNTING



PEDESTRIAN PUSHBUTTON SIGNS



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



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

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

TRAFFIC SIGNAL PLAN

WESTBOUND GRANT AND 16TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.14**

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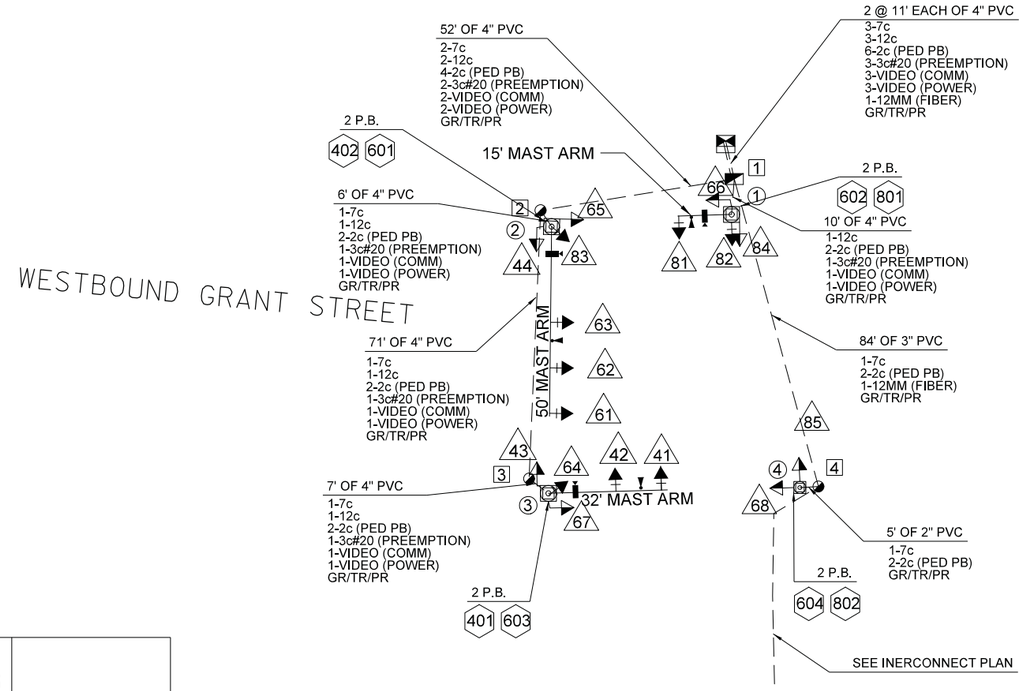
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN				7		10		7
PASSAGE				3		3		3
MAXIMUM I				30		90		30
MAXIMUM II								
YELLOW CHANGE				4		4		4
RED CLEARANCE				2		1		2
WALK				7		7		7
PEDESTRIAN CLEARANCE				13		9		13
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	Ø6				Ø8 Ø4												FLASHING
	06				04+08												
61,62,63,64	G	G	Y	R	R	R	Y	R									R
41,42	R	R	R	R	G	G	Y	R									R
81,82	R	R	R	R	G	G	Y	R									R
65,66,67,68	W	FDW	DW	DW	DW	DW	DW	DW									-
43,44,84,85	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			
41	VIDEO			4	1	X			
81	VIDEO			8	1	X			
401,402		X		4					
601,602,603,604		X		6					
801,802		X		8					

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

0 FEET 20

TRAFFIC SIGNAL PLAN

WESTBOUND GRANT AND 16TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.15**

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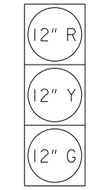
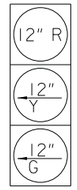
TRAFFIC SIGNAL FACES



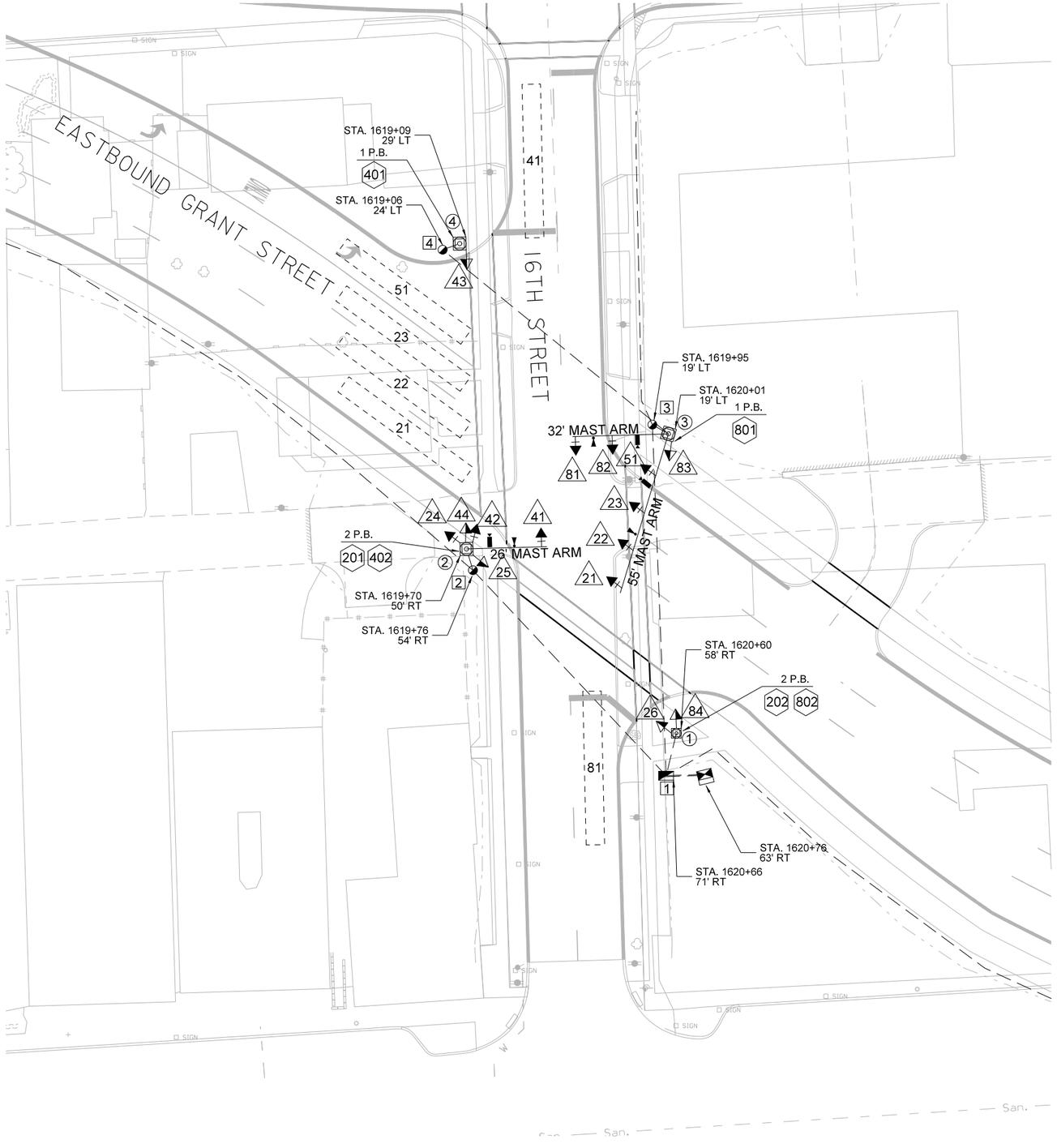
NO. 21, 22, 23, 24, 41, 42, 81, 82 (8-REQ'D)



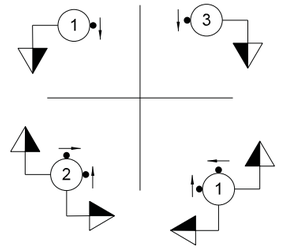
NO. 51 (1-REQ'D)



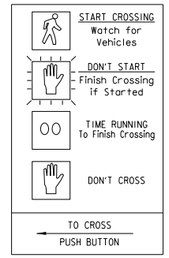
NO. 25, 26 43, 44, 83, 84 (6-REQ'D)



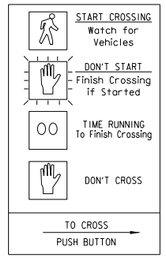
0 FEET 20



PEDESTRIAN PUSHBUTTON SIGNS



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



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

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

TRAFFIC SIGNAL PLAN

EASTBOUUND GRANT AND 16TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.16**

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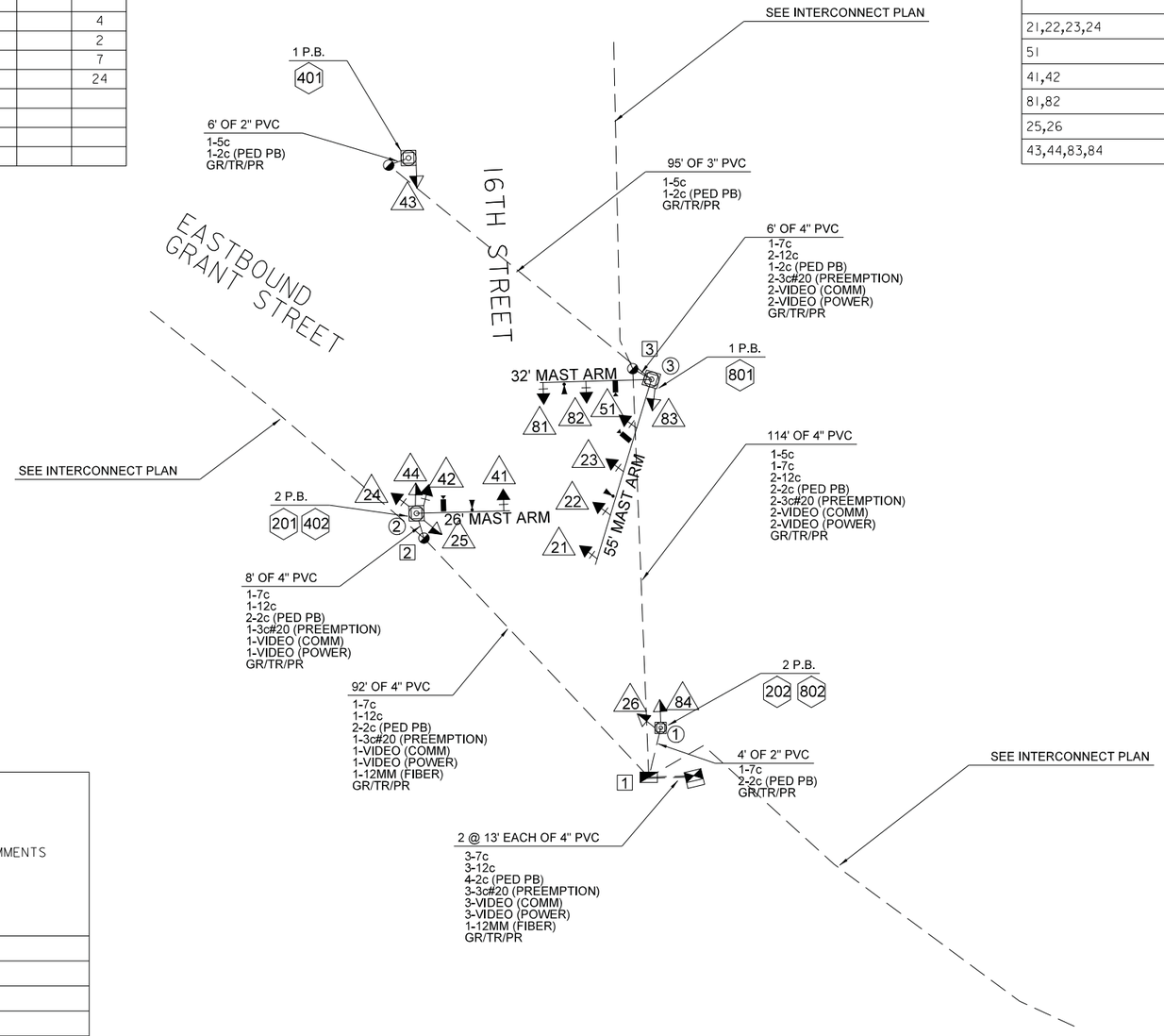
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN		10		7				7
PASSAGE		3		3				3
MAXIMUM I		90		30				30
MAXIMUM II								
YELLOW CHANGE		4		4				4
RED CLEARANCE		1		2				2
WALK		7		7				7
PEDESTRIAN CLEARANCE		18		24				24
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	⌀2				⌀8 ⌀4												FLASHING
	02				04+08												
21,22,23,24	G	G	Y	R	R	R	R	R									R
51	G	G	Y	R	R	R	R	R									R
41,42	R	R	R	R	G	G	Y	R									R
81,82	R	R	R	R	G	G	Y	R									R
25,26	W	FDW	DW	DW	DW	DW	DW	DW									-
43,44,83,84	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
21,22,23	VIDEO			2	1	X			
51	VIDEO			2	1	X			
41	VIDEO			4	1	X			
81	VIDEO			8	1	X			
201,202		X		2					
401,402		X		4					
801,802		X		8					

0 20 FEET

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

TRAFFIC SIGNAL PLAN

EASTBOUUND GRANT AND 16TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.17**

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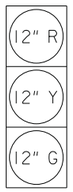
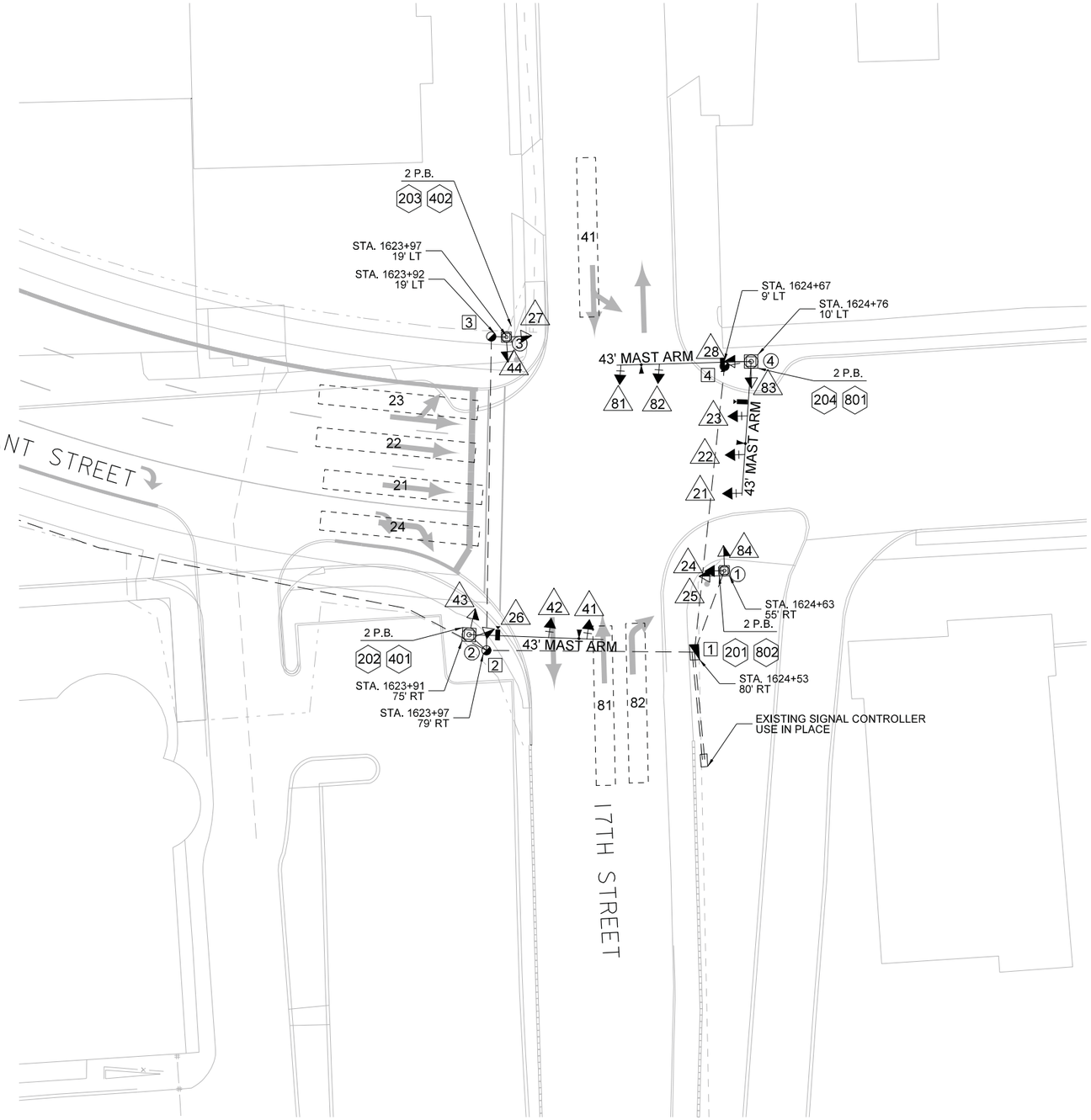
TRAFFIC SIGNAL FACES

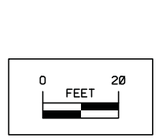


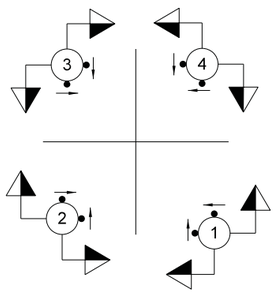
NO. 21, 22, 23, 24, 23, 41, 42, 81, 82
(7-REQ'D)



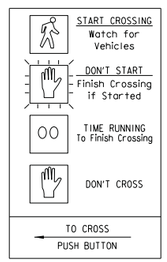
NO. 25, 26, 27, 28, 43, 44, 83, 84
(8-REQ'D)



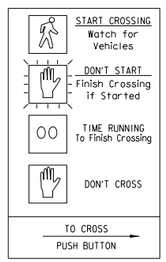




PEDESTRIAN PUSHBUTTON SIGNS



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



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

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

TRAFFIC SIGNAL PLAN

EASTBOUND GRANT AND 17TH STREET

ENGLISH	IOWA DOT	DESIGN TEAM **HANSON**	**SCOTT** COUNTY	PROJECT NUMBER **IM-74-1(226)4--13-82**	SHEET NUMBER **N.18**

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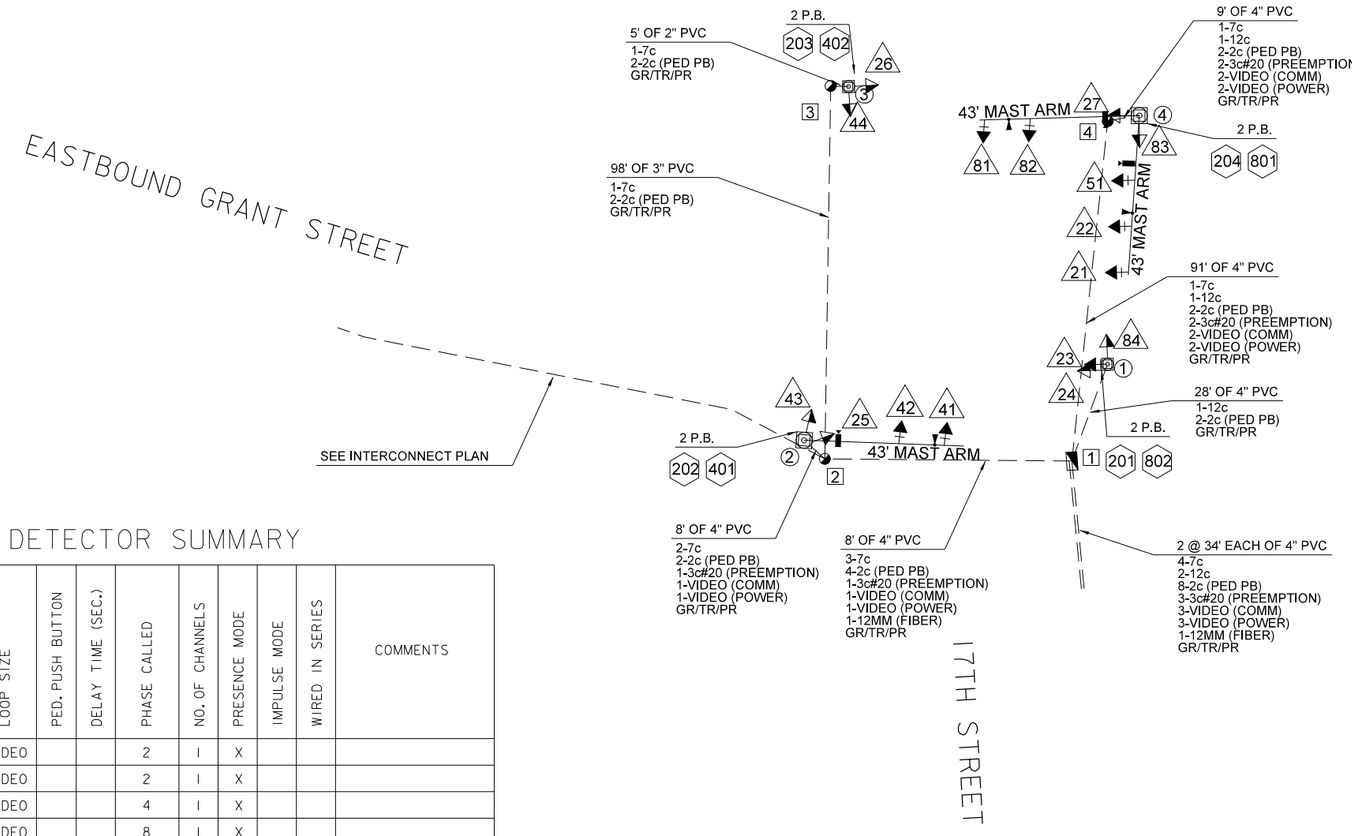
SUGGESTED TIMINGS (SECONDS)

PHASE	1	2	3	4	5	6	7	8
MINIMUM GREEN		10		7				7
PASSAGE		3		3				3
MAXIMUM I		90		30				30
MAXIMUM II								
YELLOW CHANGE		4		4				4
RED CLEARANCE		1		2				2
WALK		7		7				7
PEDESTRIAN CLEARANCE		15		20				20
ADDED INITIAL								
TIME TO REDUCE								
TIME BEFORE REDUCTION								
MAXIMUM GAP								

PHASE SEQUENCE CHART

PHASE / NUMBER	⌀2				⌀8 ⌀4												FLASHING
	02				08+04												R
21,22,23,24	G	G	Y	R	R	R	R	R									R
41,42	R	R	R	R	G	G	Y	R									R
81,82	R	R	R	R	G	G	Y	R									R
25,26,27,28	W	FDW	DW	DW	DW	DW	DW	DW									-
43,44,83,84	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
21,22,23	VIDEO			2	1	X			
51	VIDEO			2	1	X			
41	VIDEO			4	1	X			
81,82	VIDEO			8	1	X			
201,202,203,204		X		2					
401,402		X		4					
801,802		X		8					

0 20 FEET

N

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

TRAFFIC SIGNAL PLAN

EASTBOUND GRANT AND 17TH STREET

ENGLISH | IOWA DOT | DESIGN TEAM **HANSON** | **SCOTT** COUNTY | PROJECT NUMBER **IM-74-1(226)4--13-82** | SHEET NUMBER **N.19**

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ESTIMATE OF ITS INFRASTRUCTURE QUANTITIES•

100-1B
10-29-02

Item No.	Item		Unit	Estimated Total	As Built Quan.
1	TYPE I HANDHOLE	(4)	EACH	10	
2	TYPE III HANDHOLE	(4)	EACH	16	
3	FIBER TERMINATION CABINET	(4)	EACH	1	
4	POWER CABINET	(4)	EACH	3	
5	DMS CABINET (POLE MOUNTED)	(4)	EACH	2	
6	DMS POLE FOOTING	(4)	EACH	2	
7	NEW DMS POLE	(4)	EACH	2	
8	2" HDPE CONDUIT	(4)	LIN FT	3725	
9	24 SM FIBER OPTIC CABLE	(4)	LIN FT	2895	
10	1C #12 TRACER WIRE	(4)	LIN FT	2585	
11	#2 THHN COPPER (POWER)	(4)	LIN FT	960	
12	#1 THHN COPPER (GROUND)	(4)	LIN FT	480	
13	#TBA THHN COPPER (POWER)	(4)	LIN FT	2170	
14	#TBA THHN COPPER (GROUND)	(4)	LIN FT	1085	
15	RELOCATE AUTOMATED GATE	(4)	EACH	1	
16	RELOCATE LED SIGN POLE	(4)	EACH	2	

PROJECT NOTE:
THE PAY ITEMS HAVE BEEN DIVIDED IN THE REMARKS AS FOLLOWS:

(1) DIVISION 1 PAY ITEM (IOWA DOT COST)
(2) DIVISION 2 PAY ITEM (CITY OF BETTENDORF COST)
(3) DIVISION 3 PAY ITEM (77.23% IOWA/27.77% BETTENDORF COST)
(4) DIVISION 4 PAY ITEM (NON-PARTICIPATING)

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

LISTING OF ITS CONDUIT WORK

Conduit Run	Location		Conduit Length	Install 2" Conduit	INSTALL 24 SM FIBER	Install #12 Tracer	Install #2 Power	Install #4 Ground	Install #TBA Power	Install #TBA Ground
	From	To								
1A	DMS CABINET 1	HH1-1/HH1-2	15	2	1	1			2	1
1B	HH1-1/HH1-2	HH1-3/HH1-4	150	2	1	1			2	1
1C	HH1-4	HH1-5	155						2	1
1D	HH1-5	TEMP POWER CAB	15						4	2
1E	HH1-5	HH1-6	125						2	1
1F	HH1-6	HH1-7	200						2	1
1G	HH1-7	LED SIGN	15						2	1
1H	HH1-7	HH1-8	60						2	1
1I	HH1-8	AUTOMATED GATE	30						2	1
1J	HH1-3	HH1-9	125	1	1	1				
1K	HH1-9	HH1-10	520	1	1	1				
1L	HH1-10	HH1-11	80	1	1	1				
1M	HH1-11	HH1-12	140	1	1	1				
1N	HH1-12	HH1-13/HH1-14	110	1	1	1				
1O	HH1-13	CABINET 3	20	1	1	1				
1P	HH1-14	POWER CABINET 2	20	1			2	1		
1Q	HH1-13/HH1-14	HH1-15/HH1-16	230	2		1	2	1		
1R	HH1-15	HH1-17	140	1			2	1		
1S	HH1-17	LED SIGN	20	1			2	1		
1T	HH1-13/HH1-14	HH1-18	90	1	1	1				
1U	HH1-18	HH1-19	240	1	1	1				
1V	HH1-19	HH1-20	75	1	1	1				
1W	HH1-20	HH1-21	75	1	1	1				
1X	HH1-21	HH1-22	140	1	1	1				
1Y	HH1-22	DMS CABINET 2	15	1	1	1				
1Z	HH1-23	DMS CABINET 2	20	1					2	1
1AA	HH1-23	POWER CABINET 3	20	1					2	1
1AB	HH1-21	HH1-23	310	1	1	1				
1AC	HH1-23	HH1-24	80	1	1	1				
1AD	HH1-24	HH1-25	150	1	1	1				
1AE	HH1-25	BETTENDORF FIBER	20	1	1	1				

LISTING OF ITS HANDHOLE WORK

HANDHOLE LABEL	HANDHOLE TYPE	Splice Closure	24 SM FIBER Coil	#2 Power Coil	#4 Ground Coil	#TBA Power Coil	#TBA Ground Coil
HH1-1	III		70				
HH1-2	I					140	70
HH1-3	III		15				
HH1-4	I						
HH1-5	I					280	140
HH1-6	I						
HH1-7	I						
HH1-8	I						
HH1-9	III		55				
HH1-10	III		55				
HH1-11	III		15				
HH1-12	III		15				
HH1-13	III		70				
HH1-14	I			140	70		
HH1-15	I						
HH1-16	III						
HH1-17	I						
HH1-18	III		25				
HH1-19	III		25				
HH1-20	III		25				
HH1-21	III		35				
HH1-22	III		70				
HH1-23	I					140	70
HH1-24	III		35				
HH1-25	III		15				
HH1-26	III		15				

LISTING OF ITS CABINET WORK

Cabinet Label	Sheet Number	Cabinet Type	Pole Mount	Pad Mount
ITS CABINET 1	N.23	DMS	X	
POWER CAB 1	N.23	POWER		X
ITS CABINET 3	N.24	TERMINATION		X
POWER CAB 2	N.24	POWER		X
ITS CABINET 2	N.25	DMS	X	
POWER CAB 3	N.25	POWER		X
1609 STATE ST	N.25	TERMINATION		X

ITS PLAN NOTES:

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

ITS DESIGN

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

Signature Date
STEVEN GARBE, P.E.
Printed or Typed Name
My license renewal date is December 31, 20 12

Pages or sheets covered by this seal:

ITS QUANTITIES

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GENERAL NOTES

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

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

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

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

GENERAL NOTES

ITS GENERAL NOTES

PROTECT IN PLACE EXISTING BRIDGE ACCESS CONTROL SYSTEM (GATE AND EMS), AND WIRELESS ANTENNA.

36" X 36" ELECTRONIC LED SIGN (RAMP CLOSED)

BACK OF SIGN

EX. GILBERT ST

EX. STATE ST

EX. 13TH ST

REMOVE AND RELOCATE EXISTING BRIDGE ACCESS CONTROL SYSTEM (GATE AND EMS) TO STA 206+90.12, 60.84 LT. SEE NOTE 1.

EX. I-74 ENT. RAMP

PROTECT IN PLACE EXISTING CAMERA, CABINETS, CONDUIT, HANDHOLES, AND WIRELESS.

PROTECT IN PLACE EXISTING , CABINETS, CONDUIT, AND HANDHOLES.

EX. 14TH ST

EX. GRANT ST

NOTES:

1. CONTRACTOR TO NOTIFY IOWA DOT PRIOR TO CONSTRUCTION TO FACILITATE REMOVAL OF LED SIGNS AND WIRELESS EQUIPMENT BY ITS MAINTENANCE VENDOR.

0 FEET 50

ITS REMOVAL

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.22

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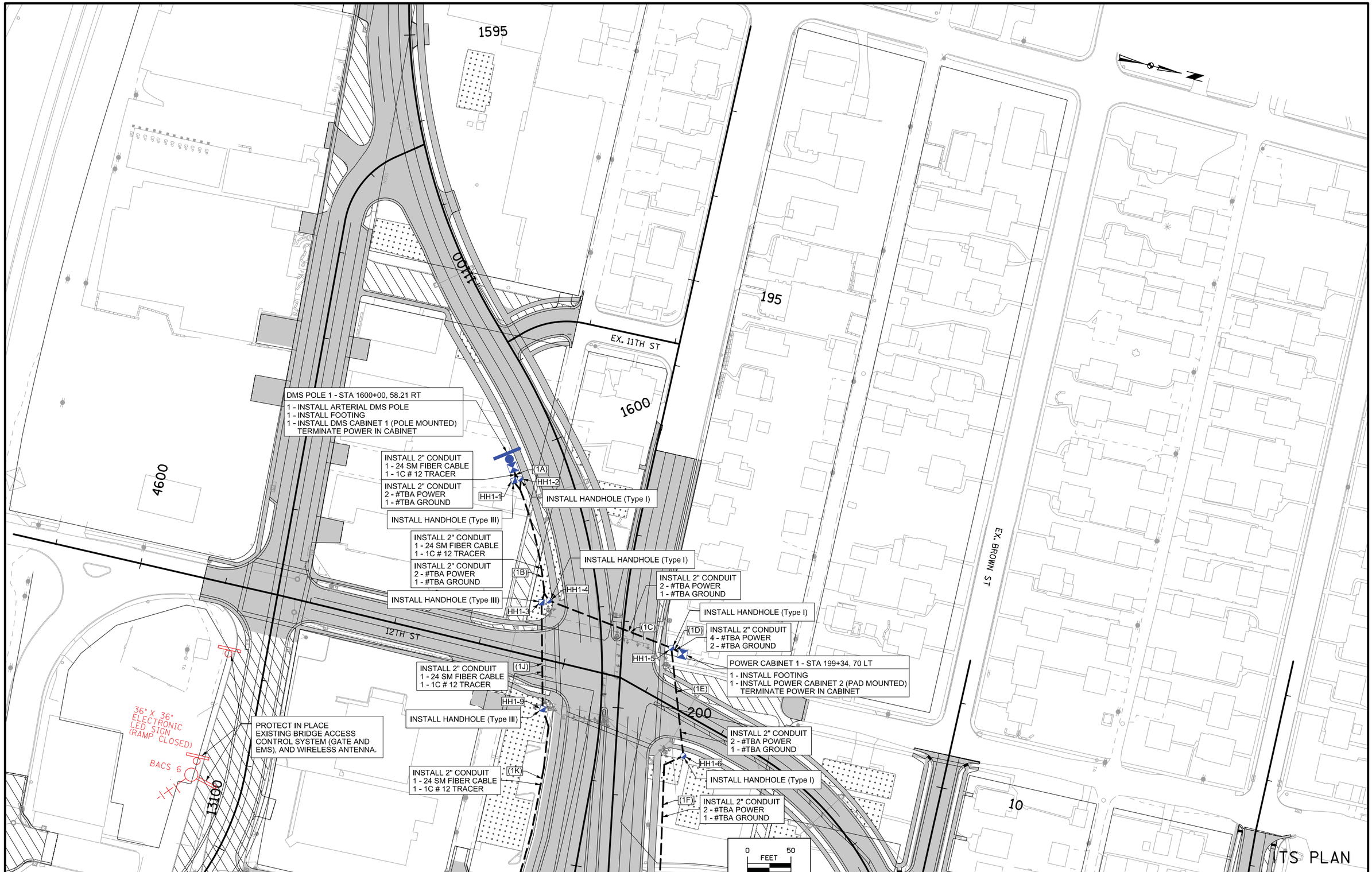

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.23

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STATE ST
13TH ST
EX. STATE ST
EX. 13TH ST
EX. I-74 ENT. RAMP
KIMBERLY RD
EX. BROWN ST
BIKE TRAIL
US 67 RAMP A
US 67 RAMP C
US 67 RAMP D
EX. 15TH ST
67
74
490
495
205
210
1610
1615
4610
4615
0
10
15
20

INSTALL 2" CONDUIT
2 - #TBA POWER
1 - #TBA GROUND
(1F)
HH1-7
(1G)
INSTALL HANDHOLE (Type I)
(1H)
HH1-8
(1I)
INSTALL 2" CONDUIT
2 - #TBA POWER
1 - #TBA GROUND

RELOCATE EXISTING BRIDGE ACCESS CONTROL SYSTEM (EMS) TO STA. 202+46, 60.50 LT

RELOCATE EXISTING BRIDGE ACCESS CONTROL SYSTEM (GATE), AND WIRELESS ANTENNA TO STA. 202+87.87, 82.66 LT

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1K)

HH1-10
INSTALL HANDHOLE (Type III)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1L)

HH1-11
INSTALL HANDHOLE (Type III)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1M)

INSTALL HANDHOLE (Type III)
HH1-12

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1N)

INSTALL HANDHOLE (Type III)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

CABINET 3 - STA 1611+51, 99 RT
1 - INSTALL FOOTING
1 - INSTALL FIBER TERMINATION CABINET 3 (PAD MOUNTED) TERMINATE POWER IN CABINET

(1O)
(1P)
HH1-13
HH1-14

POWER CABINET 2 - STA 1611+70, 95 RT
1 - INSTALL FOOTING
1 - INSTALL POWER CABINET 2 (PAD MOUNTED) TERMINATE POWER IN CABINET

INSTALL 2" CONDUIT
2 - #2 POWER
1 - #4 GROUND
(1T)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
HH1-18

INSTALL HANDHOLE (Type III)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1U)

INSTALL HANDHOLE (Type III)
HH1-19

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER
(1V)

INSTALL 2" CONDUIT
1 - 1C # 12 TRACER

INSTALL 2" CONDUIT
2 - #TBA POWER
1 - #TBA GROUND
(1Q)

INSTALL HANDHOLE (Type I)

RELOCATE EXISTING BRIDGE ACCESSCONTROL SYSTEM (EMS) TO STA. 206+90.12, 60.84 LT

INSTALL 2" CONDUIT
2 - #2 POWER
1 - #4 GROUND
(1S)
HH1-17
INSTALL HANDHOLE (Type I)

INSTALL 2" CONDUIT
2 - #2 POWER
1 - #4 GROUND
(1R)

INSTALL HANDHOLE (Type I)
HH1-15
HH1-16
INSTALL HANDHOLE (Type III)

0 FEET 50

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.24

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INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

HH1-20

INSTALL HANDHOLE (Type III)

(1V)

(1W)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

HH1-21

INSTALL HANDHOLE (Type III)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

HH1-22

HH1-23

INSTALL HANDHOLE (Type III)

INSTALL HANDHOLE (Type I)

(1X)

(1Y)

(1AA)

POWER CABINET 3- STA 213+35, 70 LT
1 - INSTALL FOOTING
1 - INSTALL POWER CABINET 2 (PAD MOUNTED)
TERMINATE POWER IN CABINET

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

(1Z)

(1AB)

DMS POLE 2 - STA. 213+60.84, 58.42 LT
1 - INSTALL ARTERIAL DMS POLE
1 - INSTALL FOOTING
1 - INSTALL DMS CABINET 2 (POLE MOUNTED)
TERMINATE POWER IN CABINET

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

HH1-26

INSTALL HANDHOLE (Type III)

HH1-24

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

(1AE)

(1AC)

INSTALL 2" CONDUIT
1 - 24 SM FIBER CABLE
1 - 1C # 12 TRACER

TIE INTO CITY OF
BETTENDORF FIBER
1609 STATE STREET

(1AD)

HH1-25

INSTALL HANDHOLE (Type III)

INSTALL HANDHOLE (Type III)

POSSIBLE ROW
OWNER UNKNOWN AREA.

EX. 15TH ST

EX. 16TH ST

EX. GRANT ST

1615

1620

1625

215

100

10

0 FEET 50

ITS PLAN

ENGLISH	IOWA DOT	DESIGN TEAM ITERIS	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER N.25	

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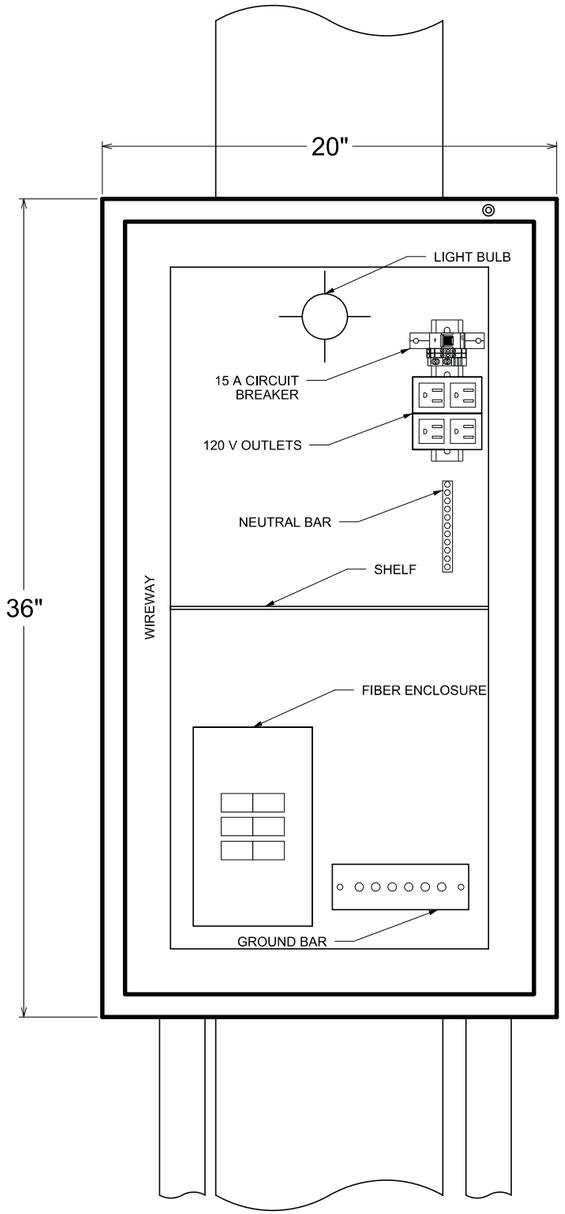
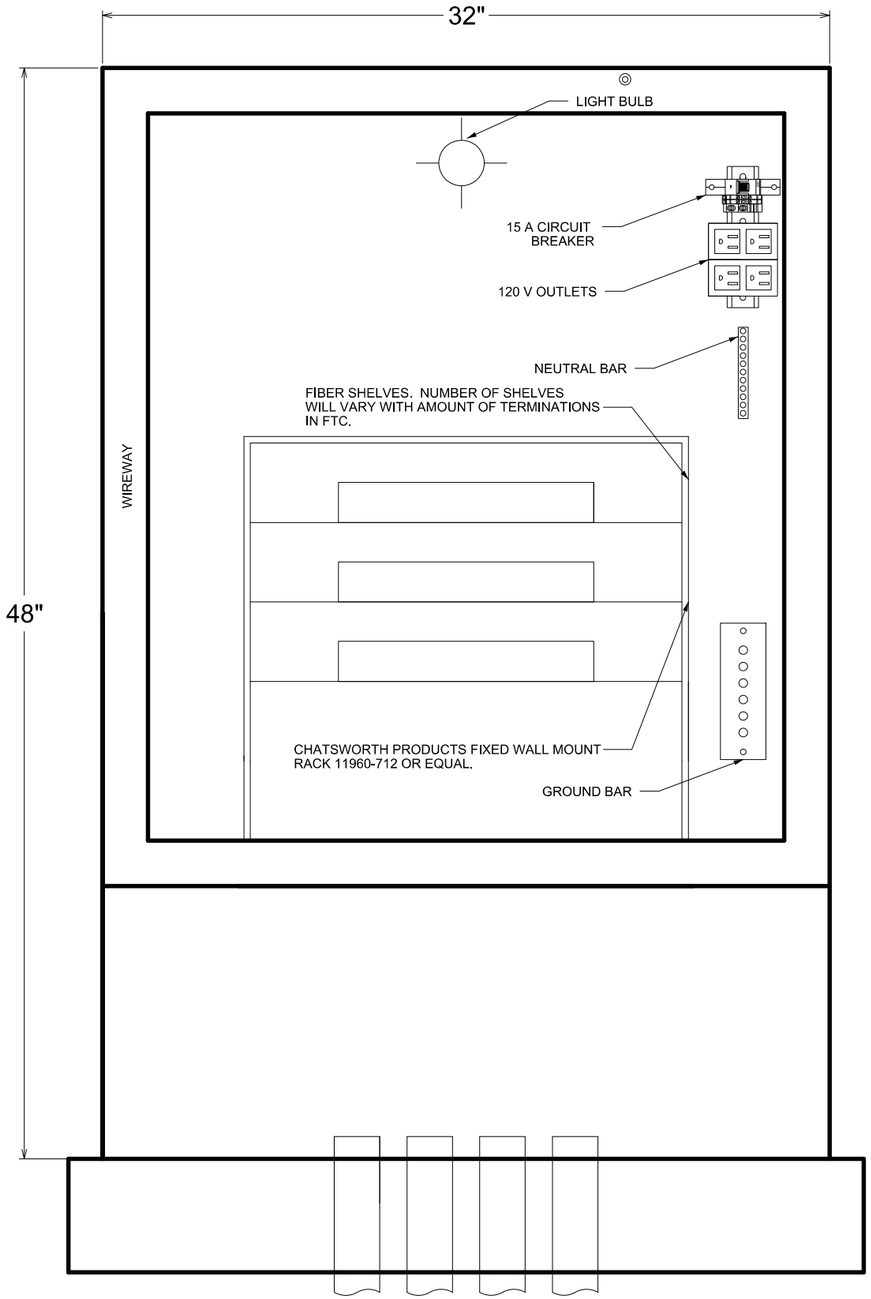
POLE MOUNTED CABINET FOR CAMERA CABINETS, SENSOR CABINETS, LANE UT CABINETS, DMS CABINETS, AND JOINT CABINETS.



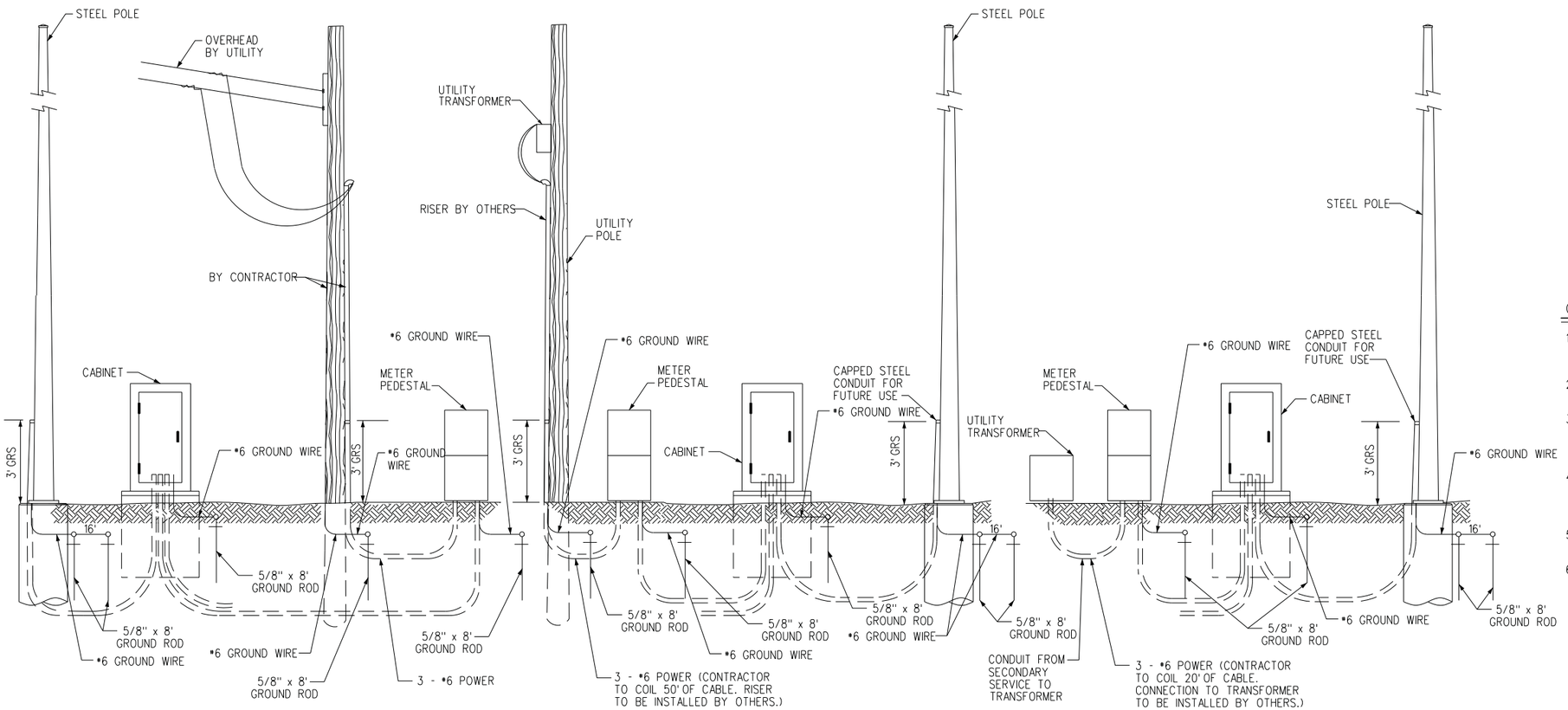
FIBER TERMINATION CABINET



ITS DETAIL

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 DETAIL

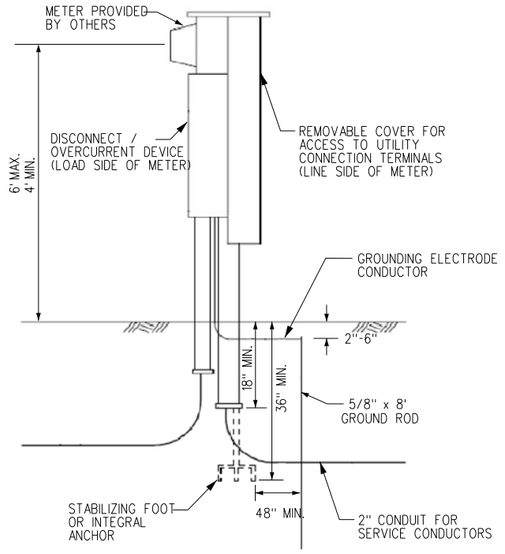


TYPICAL BREAKER INSTALLATION IN SIGNAL/CONTROLLER CABINET

NOT TO SCALE

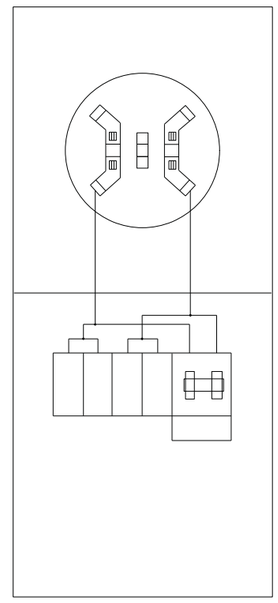
GENERAL NOTES

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. 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.
4. CONDUIT SIZES FOR ALL DETAILS SHALL MATCH THOSE INDICATED ON THE PLANS.



METER PEDESTAL INSTALLATION

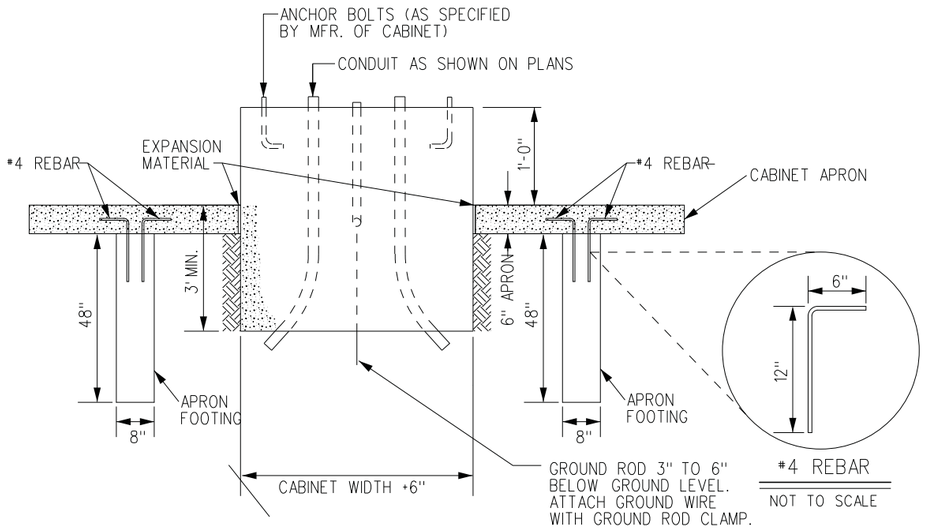
NOT TO SCALE



OPTION B

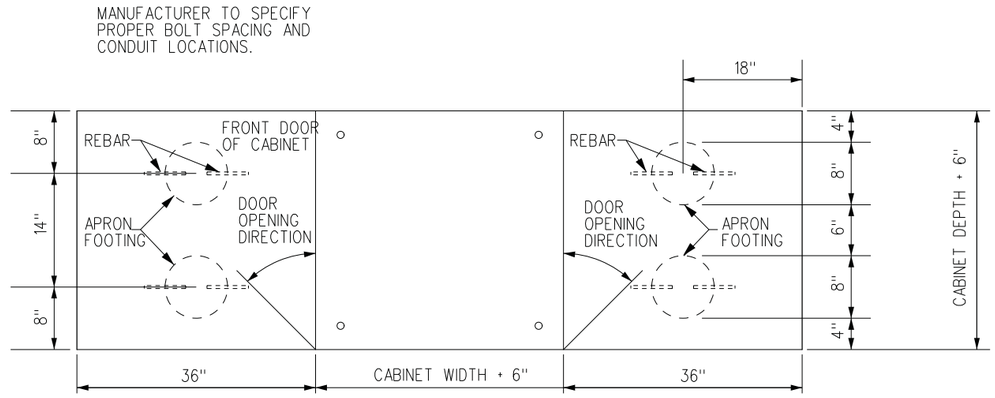
Features:
- 6 circuit interior to accept standard plug-in type circuit breakers
- 100 amp, 120/240 volt circuit breaker

ITS DETAIL



ITS CABINET FOOTING

NOT TO SCALE



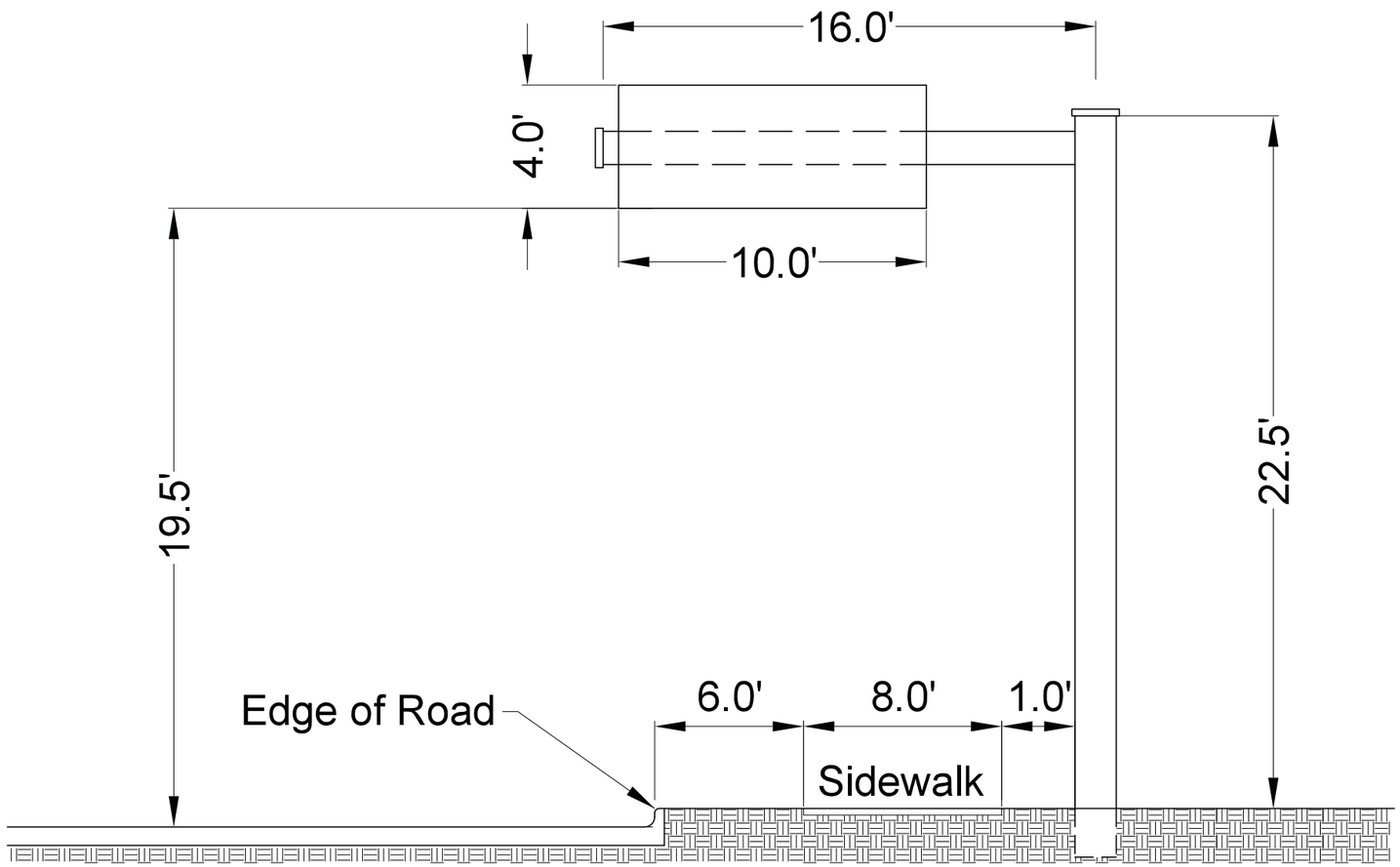
ITS CABINET CONCRETE APRON

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 DETAIL



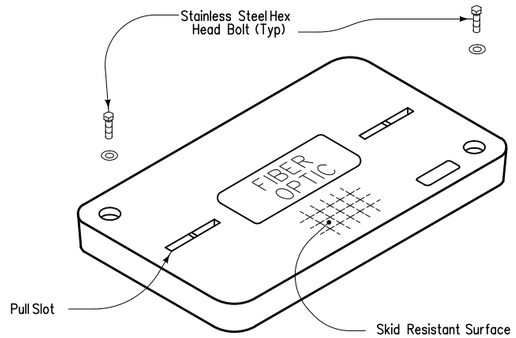
SPAN LENGTH: 16.0'
H: 22.5'
POLE TYPE: 16"
SPAN TYPE: 13"

ARTERIAL DMS DETAIL

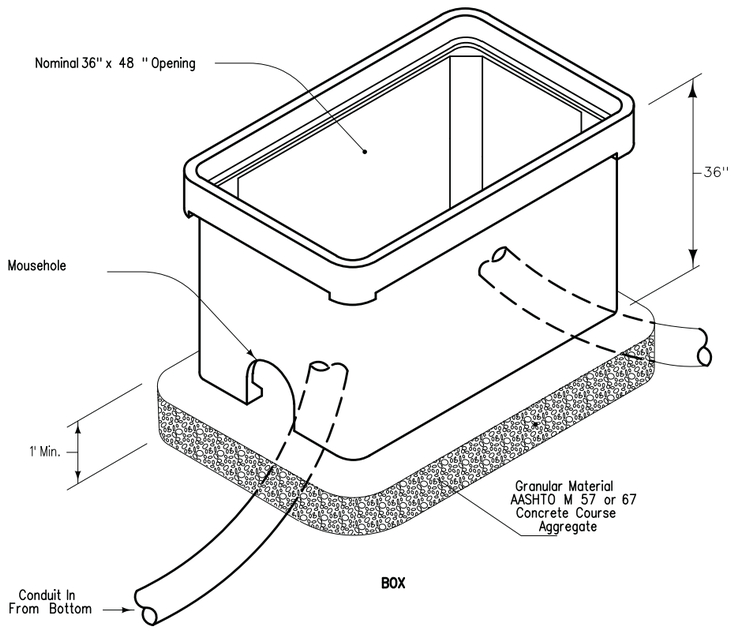
GENERAL NOTES

1. THE POLE MANUFACTURER SHALL FURNISH A NOTARIZED CERTIFICATE STATING THAT THE POLES AND ASSOCIATED MATERIALS COMPLY WITH THE STRUCTURAL, WIND LOADING AND FINISH REQUIREMENTS OF THE PLANS AND THESE SPECIAL PROVISIONS.
2. THE POLE SHALL BE DESIGNED TO SATISFY REQUIREMENTS SET FORTH IN THE CURRENT EDITION AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS."
3. EACH POLE SHAFT, LUMINAIRE ARM AND SIGNAL ARM AS REQUIRED SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123. ALL MISCELLANEOUS HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, EXCEPT THREADED FASTENERS LESS THAN 3/8" DIAMETER.
4. ANY POLE RELOCATION SHALL BE APPROVED BY THE ENGINEER.
5. UNLESS OTHERWISE NOTED ON THE PLAN, ALL STAINLESS STEEL BOLTS AND U-BOLTS SHALL BE FURNISHED WITH STAINLESS STEEL REGULAR HEXAGONAL NUTS, JAM NUTS AND WASHERS UNDER BOTH HEADS AND NUTS.
6. THE FOOTING SHALL BE BACKFILLED PRIOR TO ERECTING THE DMS SUPPORT FRAME.
7. SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW.
8. MINIMUM TWO GROUND RODS PER STEEL POLE, MAXIMUM GROUND RESISTANCE SHALL BE 20 OHMS OR LESS. ALL GROUND CONNECTIONS SHALL BE CADWELD.

ITS DETAIL



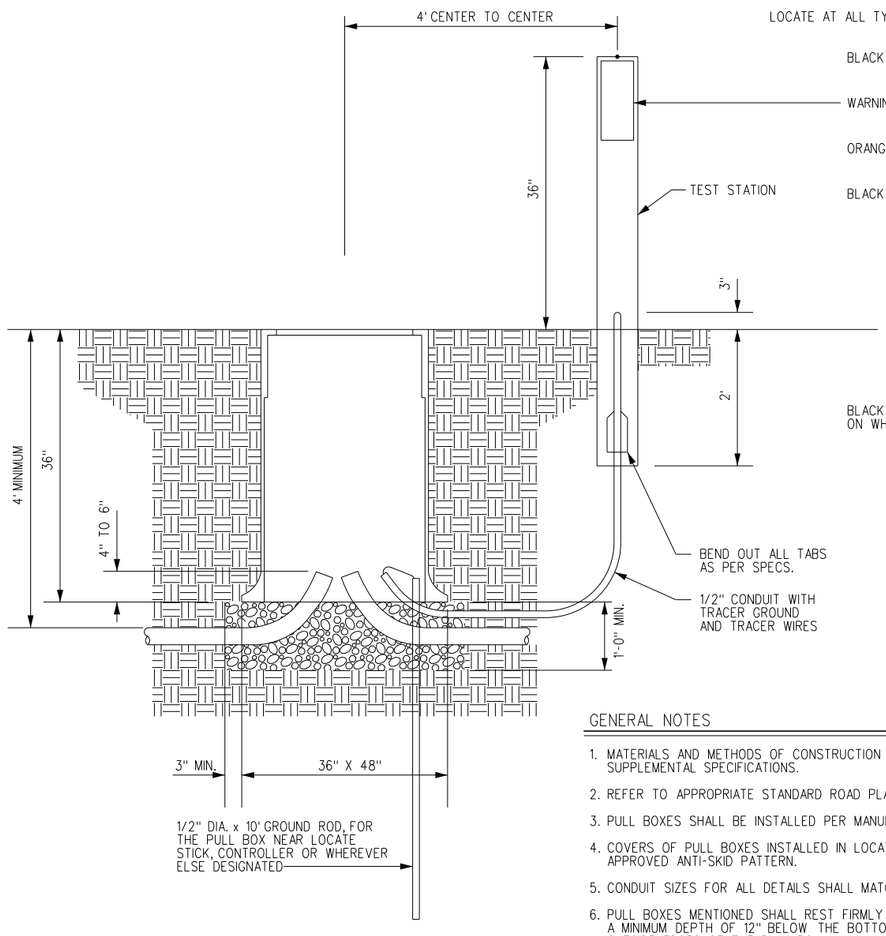
COVER



BOX

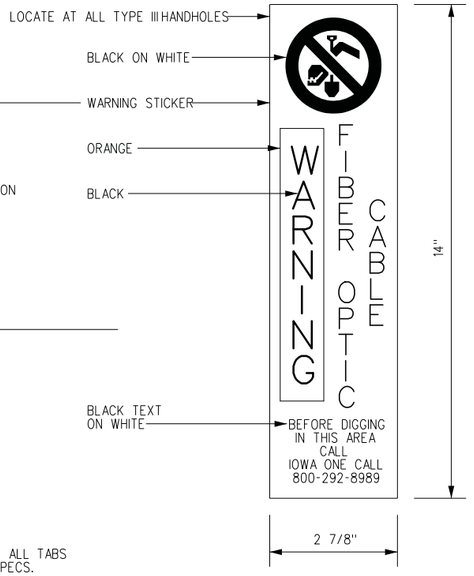
TYPE III HANDHOLE
(FIBER REINFORCED CONCRETE)

NOT TO SCALE



TYPE III HANDHOLE WITH TEST STATION
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



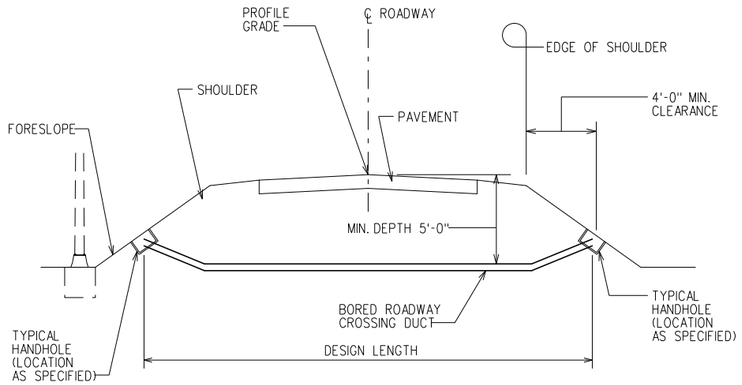
TEST STATION

NOT TO SCALE

GENERAL NOTES

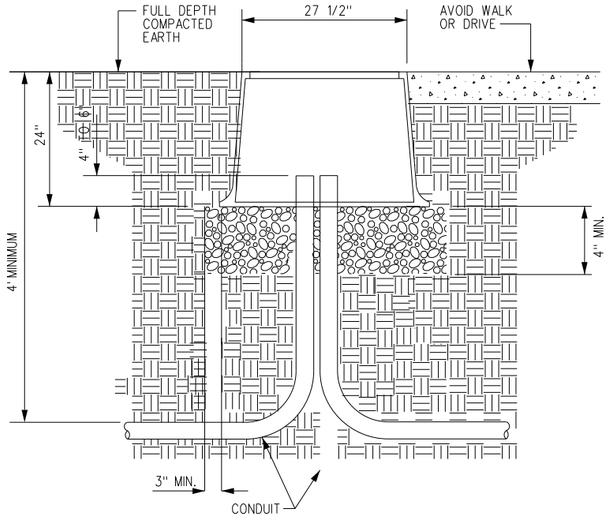
1. MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT STANDARDS AND SUPPLEMENTAL SPECIFICATIONS.
2. REFER TO APPROPRIATE STANDARD ROAD PLANS AND PROJECT PLANS FOR ADDITIONAL DETAILS.
3. PULL BOXES SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AND AS INDICATED HEREIN.
4.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



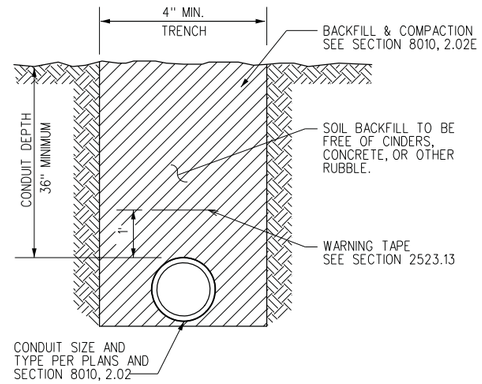
TYPICAL ROADWAY TRANSVERSE SECTION WITH HANDHOLE ON SLOPE

NOT TO SCALE



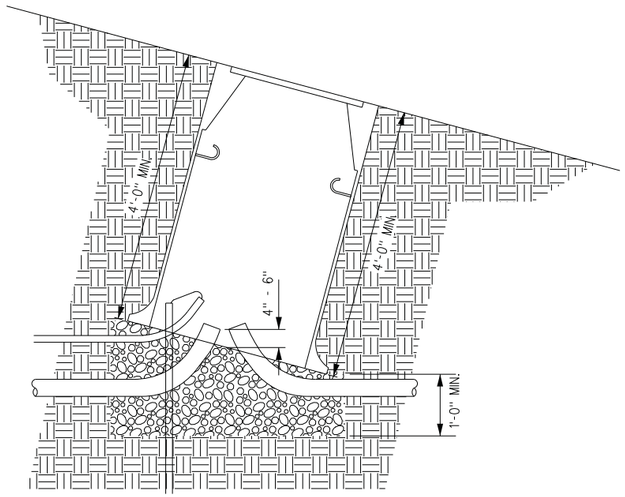
TYPE I HANDHOLE
FOR NON-DELIBERATE TRAFFIC

NOT TO SCALE



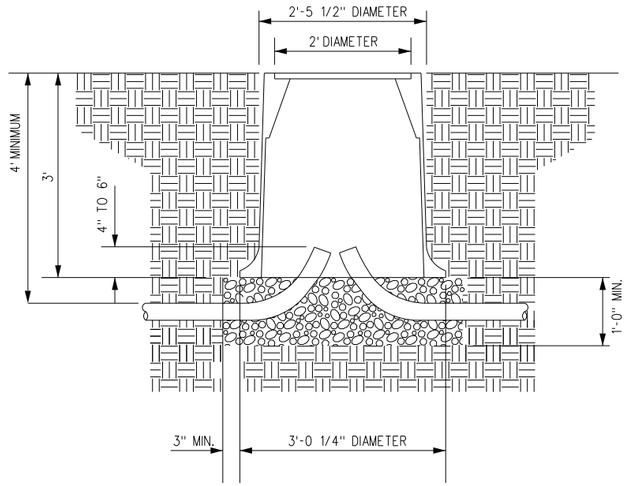
CONDUIT IN TRENCH

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 DETAIL

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 K1 FROM LIGHTING CONTROLLER TO K0107
NO. 4 AWG - CIRCUIT K2 FROM LIGHTING CONTROLLER TO K0206
NO. 4 AWG - CIRCUIT K3 FROM LIGHTING CONTROLLER TO K0302
NO. 4 AWG - CIRCUIT K4 FROM LIGHTING CONTROLLER TO K0402
NO. 2 AWG - CIRCUIT K5 FROM LIGHTING CONTROLLER TO K0502
NO. 2 AWG - CIRCUIT K5 FROM HANDHOLE TO K0512
NO. 2 AWG - CIRCUIT K6 FROM LIGHTING CONTROLLER TO K0612
NO. 2 AWG - CIRCUIT K6 FROM K0503/K0601 TO K0602
NO. 4 AWG - CIRCUIT K7 FROM LIGHTING CONTROLLER TO K0705
NO. 4 AWG - CIRCUIT K7 FROM HANDHOLE TO K0706
NO. 4 AWG - CIRCUIT K7 FROM HANDHOLE TO K0711
NO. 4 AWG - CIRCUIT K8 FROM LIGHTING CONTROLLER TO K0807
NO. 2 AWG - CIRCUIT K9 FROM LIGHTING CONTROLLER TO K0603
NO. 6 AWG - CIRCUIT L1 FROM LIGHTING CONTROLLER TO L0101
NO. 6 AWG - CIRCUIT L1 FROM HANDHOLE TO L0108
NO. 6 AWG - CIRCUIT L2 FROM LIGHTING CONTROLLER TO L0201
NO. 6 AWG - CIRCUIT L2 FROM LIGHTING CONTROLLER TO L0208
NO. 10 AWG - CIRCUIT L3 FROM LIGHTING CONTROLLER TO L0301
NO. 10 AWG - CIRCUIT L3 FROM LIGHTING CONTROLLER TO L0306
NO. 10 AWG - CIRCUIT L3 FROM LIGHTING CONTROLLER TO L0311
NO. 10 AWG - CIRCUIT L4 FROM LIGHTING CONTROLLER TO L0401
NO. 10 AWG - CIRCUIT L4 FROM L0406 TO L0410
NO. 6 AWG - CIRCUIT A2 FROM EX. LIGHTING CONTROLLER TO EX. HANDHOLE
NO. 6 AWG - CIRCUIT A3 FROM EX. LIGHTING CONTROLLER TO EX. HANDHOLE
NO. 6 AWG - CIRCUIT A4 FROM EX. LIGHTING CONTROLLER TO EX. HANDHOLE

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	
K0107 TO K0102	SCH 40 PLASTIC	1	2	1104	CIRCUIT K1	(2)
K0102 TO HANDHOLE	SCH 80 PVC	1	2	246	CIRCUIT K1	(2)
K0206 TO K0202	SCH 40 PLASTIC	1	2	921	CIRCUIT K2	(2)
K0202 TO K0201	SCH 80 PVC	1	2	191	CIRCUIT K2	(2)
K0201 TO HANDHOLE	SCH 40 PLASTIC	1	2	180	CIRCUIT K2	(2)
K0402 TO K0401	SCH 80 PVC	1	2	220	CIRCUIT K4	(2)
K0401 TO HANDHOLE	SCH 40 PLASTIC	1	2	87	CIRCUIT K4	(2)
HANDHOLE TO HANDHOLE	SCH 80 PVC	2	3	51	CIRCUITS K2 & K4	(2)
K06012 TO K0609	SCH 40 PLASTIC	1	2	269	CIRCUIT K6	(2)
K0609 TO K0608	SCH 80 PVC	1	2	88	CIRCUIT K6	(2)
K06013 TO K0603	SCH 40 PLASTIC	1	2	549	CIRCUIT K6	(2)
K0603 TO K0503/K0601	SCH 80 PVC	1	2	85	CIRCUITS K6 & K9	(2)
K0512 TO K0504	SCH 40 PLASTIC	1	2	850	CIRCUIT K5	(2)
K0602 TO HANDHOLE	SCH 40 PLASTIC	1	2	45	CIRCUITS K5 & K6	(2)
HANDHOLE TO K0503/K0601	SCH 40 PLASTIC	1	2	82	CIRCUITS K5, K6 & K9	(2)
K0503/K0601 TO HANDHOLE	SCH 80 PVC	1	2	49	CIRCUITS K5, K6 & K9	(2)
K0502 TO HANDHOLE	SCH 40 PLASTIC	1	2	189	CIRCUIT K5	(2)
HANDHOLE TO HANDHOLE	SCH 40 PLASTIC	1	2	63	CIRCUITS K5, K6 & K9	(2)
K0710 TO HANDHOLE	SCH 40 PLASTIC	1	2	350	CIRCUIT K7	(2)
K0706 TO HANDHOLE	SCH 40 PLASTIC	1	2	68	CIRCUIT K7	(2)
HANDHOLE TO K0801/K0802	SCH 80 PVC	1	2	49	CIRCUIT K7	(2)
K0808 TO K0806	SCH 40 PLASTIC	1	2	16	CIRCUIT K8	(2)
K0807 TO K0801/K0802	SCH 40 PLASTIC	1	2	358	CIRCUIT K8	(2)
K0801/K0802 TO HANDHOLE	SCH 80 PVC	1	2	61	CIRCUITS K7 & K8	(2)
K0705 TO HANDHOLE	SCH 40 PLASTIC	1	2	290	CIRCUIT K7	(2)
HANDHOLE TO K0701/K0702	SCH 40 PLASTIC	1	2	33	CIRCUITS K7 & K8	(2)
K0701/K0702 TO HANDHOLE	SCH 80 PVC	1	2	80	CIRCUITS K7 & K8	(2)
HANDHOLE TO K0302	SCH 40 PLASTIC	1	3	209	CIRCUITS K5, K6, K7, K8 & K9	(2)
K0302 TO HANDHOLE	SCH 40 PLASTIC	1	3	392	CIRCUITS K3, K5, K6, K7, K8 & K9	(2)
HANDHOLE TO CABINET K	SCH 40 PLASTIC	2	3	10	CIRCUITS K1, K2, K3, K4, K5, K6, K7, K8 & K9	(2)
L0101 TO L0103	SCH 40 PLASTIC	1	2	192	CIRCUIT L1	(2)
L0103 TO L0104	SCH 80 PVC	1	2	75	CIRCUIT L1	(2)
L0104 TO HANDHOLE	SCH 40 PLASTIC	1	2	372	CIRCUIT L1	(2)
L0108 TO L0207	SCH 80 PVC	1	2	131	CIRCUIT L1	(2)
L0201 TO L0203	SCH 40 PLASTIC	1	2	158	CIRCUIT L2	(2)
L0301 TO L0203	SCH 40 PLASTIC	1	2	159	CIRCUIT L3	(2)
L0203 TO L0206	SCH 40 PLASTIC	1	2	343	CIRCUITS L2 & L3	(2)
L0305 TO L0206	SCH 40 PLASTIC	1	2	18	CIRCUIT L3	(2)
L0206 TO L0207	SCH 40 PLASTIC	1	2	128	CIRCUITS L2 & L3	(2)
L0207 TO CABINET L	SCH 40 PLASTIC	1	2	52	CIRCUITS L1, L2 & L3	(2)
L0208 TO L0209	SCH 40 PLASTIC	1	2	98	CIRCUIT L2	(2)
L0311 TO L0209	SCH 40 PLASTIC	1	2	481	CIRCUIT L3	(2)
L0209 TO CABINET L	SCH 80 PVC	1	2	61	CIRCUITS L2 & L3	(2)
L0401 TO L0402	SCH 40 PLASTIC	1	2	143	CIRCUIT L4	(2)
L0402 TO L0403	SCH 80 PVC	1	2	77	CIRCUIT L4	(2)
L0403 TO L0406	SCH 40 PLASTIC	1	2	326	CIRCUIT L4	(2)
L0410 TO L0409	SCH 80 PVC	1	2	129	CIRCUIT L4	(2)
L0409 TO L0407	SCH 40 PLASTIC	1	2	194	CIRCUIT L4	(2)
L0407 TO HANDHOLE	SCH 80 PVC	1	2	90	CIRCUIT L4	(2)
HANDHOLE TO L0406	SCH 40 PLASTIC	1	2	57	CIRCUIT L4	(2)
L0406 TO L0306	SCH 80 PVC	1	2	72	CIRCUIT L4	(2)
L0306 TO CABINET L	SCH 40 PLASTIC	1	2	14	CIRCUITS L3 & L4	(2)
K0705 TO CAP	SCH 40 PLASTIC	1	2	15	EMPTY	
L0901 TO CAP	SCH 40 PLASTIC	1	2	15	EMPTY	
K0612 TO K0614	SCH 40 PLASTIC	1	2	66	CIRCUIT K6	(1)
K0512 TO K0513	SCH 40 PLASTIC	1	2	115	CIRCUIT K5	(1)

DELIVERY AND STOCKPILING

110-13
MODIFIED

ITEM DESCRIPTION	QUANTITY	UNITS	DELIVERY LOCATION	CONTACT NAME & NUMBER	REMARKS
LIGHTING POLE	3	EACH	IOWA DOT DAVENPORT MAINTENANCE SHOP	563-391-3920	ML LIGHTING REMOVAL (4)
			8721 NORTHWEST BLVD		
			DAVENPORT, IA 52806		
LIGHTING POLE	33	EACH	BETTENDORF PUBLIC WORKS FACILITY	563-344-4405	LOCAL LIGHTING REMOVAL (4)
			4403 DEVILS GLEN RD		
			BETTENDORF, IA 52722		

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		
K0101	4612+90.0	25.5' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0102	4614+82.2	25.5' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0103	4617+07.9	24.7' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0104	4619+34.0	21.1' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0105	4621+59.8	25.6' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0106	4623+83.2	38.9' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0107	4626+10.7	43.6' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0201	4614+03.7	25.5' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0202	4615+94.2	25.5' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0203	4618+21.1	20.2' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0204	4620+46.2	18.2' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0205	4622+71.3	21.8' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0206	4624+93.3	38.8' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0301	4610+43.1	25.5' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0302	4608+30.1	25.5' LT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0401	4611+50.0	25.5' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0402	4609+40.3	25.5' RT	KIMBERLY RD	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0501	198+44.2	53.3' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0502	197+20.4	55.4' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0503/K0601			US-67 WB	-	-	-	-	SEE PLAN NOTE 4 (2)
K0504	1601+41.7	17.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0505	1600+24.2	12.4' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0506	1599+01.9	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0507	1597+84.4	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0508	1596+67.3	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0509	1595+87.6	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0510	1594+78.6	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0511	1593+95.7	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0512	1593+13.8	3.7' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0602	197+82.7	8.7' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0603	1601+97.4	58.2' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0604	1600+82.3	41.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0605	1599+64.9	41.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0606	1598+45.8	41.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0607	1597+37.1	41.8' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0608	1596+84.3	51.2' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0609	1596+02.9	60.0' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0610	1595+41.0	53.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0611	1594+36.7	58.1' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0612	1593+55.7	52.0' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0613	1596+91.7	88.0' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0701 / K0702			US-67 WB	-	-	-	-	SEE PLAN NOTE 4 (2)
K0703	201+45.5	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0704	202+54.8	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0705	203+62.9	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0706			US-67 EB	-	-	-	-	SEE PLAN NOTE 4 (2)
K0707	1604+60.9	41.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0708	1605+76.2	51.6' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0709	1606+72.2	61.2' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0710	1607+47.5	65.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
K0711			US-67 EB	-	-	-	-	SEE PLAN NOTE 4 (2)
K0801 / K0802	200+84.8	18.7' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 3/DETAIL TYPE II SHEET P.17(2)

TABULATION OF LIGHTING INSTALLATIONS (CONT'D)

(1) RM-39

108-1 MODIFIED

LOCATION				RM-31			FOOTING TYPE (1)	REMARKS
NO.	STATION	OFFSET	ALIGNMENT	TYPE	A	E		
K0803 / K0804	201+98.1	19.9' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 3/DETAIL TYPE II SHEET P.17 (2)
K0805	203+10.1	6.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0806	204+22.3	5.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0807	1607+32.7	29.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
K0808	1606+22.4	27.8' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0101	209+72.5	53.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0102	210+65.5	49.0' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0103	211+55.7	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0104	212+26.9	59.9' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0105	212+48.6	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0106	213+93.5	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0107	215+24.6	41.5' LT	US-67 WB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0108			US-67 WB	-	-	-	-	SEE PLAN NOTE 4 (2)
L0201	209+69.2	29.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0202	210+66.7	29.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0203	211+30.8	29.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0204 / L0303	212+11.1	18.8' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 3/DETAIL TYPE II SHEET P.17 (2)
L0205 / L0304	213+24.2	4.4' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 3/DETAIL TYPE II SHEET P.17 (2)
L0206	214+69.3	5.5' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0207	215+95.1	15.1' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0208	216+94.2	8.7' RT	US-67 WB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0209	1619+42.9	65.4' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0301	1612+79.8	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0302	1613+94.7	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0305	1617+59.7	17.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0306	1618+88.1	17.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0307			US-67 EB	-	-	-	-	SEE PLAN NOTE 4 (2)
L0308	1620+50.0	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0309	1621+80.7	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0310	1622+86.5	5.5' LT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0311	1623+97.0	20.7' LT	US-67 EB	-	-	-	-	SEE PLAN NOTE 4 (2)
L0401	1613+34.3	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0402	1614+77.3	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0403	1615+57.3	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0404	1616+91.3	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0405	1618+14.5	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0406	1619+17.5	47.7' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 2/DETAIL TYPE I SHEET P.17 (2)
L0407			US-67 EB	-	-	-	-	SEE PLAN NOTE 4 (2)
L0408	1621+25.9	47.9' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0409	1622+34.4	53.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
L0410	1623+51.3	53.5' RT	US-67 EB	3	-	-	RM-39	PLAN NOTE 1/DETAIL TYPE I SHEET P.17 (2)
W1	4624+07.9	60.7' LT	KIMBERLY RD	-	-	-	-	SEE PLAN NOTE 5 (1)
W2	4625+37.8	55.6' LT	KIMBERLY RD	-	-	-	-	SEE PLAN NOTE 5 (1)
W3	4625+33.4	62.7' RT	KIMBERLY RD	-	-	-	-	SEE PLAN NOTE 5 (1)
W4	4625+09.8	122.1' RT	KIMBERLY RD	-	-	-	-	SEE PLAN NOTE 5 (1)

LIGHTING QUANTITIES

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.	
K1	L-1	14	L-2	2	Y-1	12	Y-3	-	-	-	4	3000	-	-	-	-	10	630	-	-	(2)
K2	L-1	12	L-2	4	Y-1	10	Y-3	-	-	-	4	2952	-	-	-	-	10	540	-	-	(2)
K3	L-1	4	L-2	2	Y-1	2	Y-3	-	-	-	4	888	-	-	-	-	10	180	-	-	(2)
K4	L-1	4	L-2	4	Y-1	2	Y-3	-	-	-	4	822	-	-	-	-	10	180	-	-	(2)
K5	L-1	24	L-2	10	Y-1	20	Y-3	-	2	4216	-	-	-	-	-	-	10	1080	-	-	(2)
K6	L-1	26	L-2	16	Y-1	20	Y-3	4	2	4267	-	-	-	-	-	-	10	1170	-	-	(2)
K7	L-1	22	L-2	12	Y-1	16	Y-3	4	-	-	4	3720	-	-	-	-	10	990	-	-	(2)
K8	L-1	14	L-2	6	Y-1	12	Y-3	-	-	-	4	2647	-	-	-	-	10	630	-	-	(2)
K9	L-1	-	L-2	8	Y-1	-	Y-3	-	2	1616	-	-	-	-	-	-	-	-	-	-	(2)
L1	L-1	16	L-2	4	Y-1	12	Y-3	2	-	-	-	-	6	2036	-	-	10	720	-	-	(2)
L2	L-1	18	L-2	-	Y-1	14	Y-3	-	-	-	-	-	6	2130	-	-	10	810	-	-	(2)
L3	L-1	22	L-2	4	Y-1	14	Y-3	2	-	-	-	-	-	-	10	3073	10	990	-	-	(2)
L4	L-1	20	L-2	6	Y-1	16	Y-3	2	-	-	-	-	-	-	10	2724	10	900	-	-	(2)
A2	L-1	-	L-2	-	Y-1	-	Y-3	-	-	-	-	-	6	840	-	-	-	-	-	-	AERIAL CABLE WITH MESSENGER WIRE (1)
A3	L-1	-	L-2	-	Y-1	-	Y-3	-	-	-	-	-	6	840	-	-	-	-	-	-	AERIAL CABLE WITH MESSENGER WIRE (1)
A4	L-1	-	L-2	-	Y-1	-	Y-3	-	-	-	-	-	6	840	-	-	-	-	-	-	AERIAL CABLE WITH MESSENGER WIRE (1)
									-	-	-	-	-	-	-	-	-	-	-	-	
COMMON GROUND									-	-	-	-	-	-	-	-	-	-	6	11024	(2)

TABULATION OF LIGHTING REMOVALS

LOCATION		
STATION	OFFSET	ALIGNMENT
1593+83.0	11.3' LT	PROPOSED 67 EB
1594+37.4	53.8' RT	PROPOSED 67 EB
1595+56.8	20.2' RT	PROPOSED 67 EB
1596+16.2	107.1' RT	PROPOSED 67 EB
1597+04.8	90.7' RT	PROPOSED 67 EB
1597+43.1	187.4' RT	PROPOSED 67 EB
1598+45.7	209.4' RT	PROPOSED 67 EB
1598+60.0	301.8' RT	PROPOSED 67 EB
1600+18.3	308.1' RT	PROPOSED 67 EB
1601+40.0	421.1' RT	PROPOSED 67 EB
1603+74.6	364.2' RT	PROPOSED 67 EB
1605+77.0	366.3' RT	PROPOSED 67 EB
1606+37.4	426.5' RT	PROPOSED 67 EB
1607+37.0	360.3' RT	PROPOSED 67 EB
1608+26.1	423.6' RT	PROPOSED 67 EB
1609+00.1	359.9' RT	PROPOSED 67 EB
1610+38.9	424.0' RT	PROPOSED 67 EB
1611+39.1	356.4' RT	PROPOSED 67 EB
1612+12.8	419.9' RT	PROPOSED 67 EB
1613+01.8	360.7' RT	PROPOSED 67 EB
1613+92.0	414.7' RT	PROPOSED 67 EB
1614+76.2	365.2' RT	PROPOSED 67 EB
1617+80.2	410.1' RT	PROPOSED 67 EB
1618+94.5	311.6' RT	PROPOSED 67 EB
1620+02.9	298.4' RT	PROPOSED 67 EB
1620+32.5	195.4' RT	PROPOSED 67 EB
1621+62.5	83.5' RT	PROPOSED 67 EB
1622+51.2	96.4' RT	PROPOSED 67 EB
1623+09.6	9.7' RT	PROPOSED 67 EB
1624+85.2	12.2' LT	PROPOSED 67 EB
1607+85.3	630.9' RT	PROPOSED 67 EB
1609+35.6	621.9' RT	PROPOSED 67 EB
1611+35.5	616.4' RT	PROPOSED 67 EB
4622+04.2	36.2' LT	PROPOSED KIMBERLY
4623+54.1	0.4' RT	PROPOSED KIMBERLY
4625+43.1	59.2' RT	PROPOSED KIMBERLY

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. TYPE I LIGHT POLE WITH SIDEWALK LUMINAIRE:
   INSTALL PROPOSED LIGHT POLE FOUNDATION, LIGHT POLE, MAST ARM, ROADWAY LUMINAIRE, SIDEWALK LUMINARIRE, AND BANNER ARM PER DETAIL SHOWN ON SHEET P.17. LIGHT POLE FOUNDATION SHALL BE PER RM-39. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

2. TYPE I LIGHT POLE WITHOUT SIDEWALK LUMINAIRE:
   INSTALL PROPOSED LIGHT POLE FOUNDATION, LIGHT POLE, MAST ARM AND ROADWAY LUMINAIRE PER DETAIL SHOWN ON SHEET P.17. LIGHT POLE FOUNDATION SHALL BE PER RM-39. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

3. TYPE II LIGHT POLE:
   INSTALL PROPOSED LIGHT POLE FOUNDATION, LIGHT POLE, MAST ARMS AND ROADWAY LUMINAIRES PER DETAIL SHOWN ON SHEET P.17. LIGHT POLE FOUNDATION SHALL BE PER RM-39. A TYPE 1 HANDHOLE SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION.

4. 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.

5. INSTALL 50' WOOD POLE, CLASS 3 OR BETTER.

6. INSTALL PROPOSED CONTROL CABINET (PAD MOUNTED) AND FOUNDATION PER RM-36.

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

8. INSTALL AERIAL CABLE, 6-1/C NO. 6 WITH MESSENGER WIRE.

9. RUN AERIAL CABLE DOWN WOOD POLE IN RISER AS SHOWN IN DETAIL T1 ON SHEET P.18. REPLACE L-2 CONNECTIONS IN HANDHOLE AND CONNECT TO EXISTING CIRCUITS.

10. MAKE TEMPORARY AERIAL CONNECTIONS TO CIRCUITS A-2, A-3, AND A-4 PER DETAIL T-2 ON SHEET P.18. WORK SHALL BE INCIDENTAL TO ITEM 2523-0000200: "ELECTRICAL CIRCUITS".

11. 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.

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

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

14. LUMINAIRE, MAST ARM AND WOOD POLE TO BE REMOVED BY OTHERS.

15. WOOD POLE TO BE REMOVED BY OTHERS.

16. STUB 2" SCHEDULE 40 TO 2' BEHIND PROPOSED SIDEWALK. CAP AND SEAL CONDUIT FOR FUTURE CONNECTION.

LIGHTING GENERAL & PLAN NOTES

LEGEND:

EXISTING LIGHT POLE TO BE REMOVED

EXISTING LUMINAIRE, MAST ARM, AND WOOD POLE TO BE REMOVED BY OTHERS

EXISTING HANDOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

US-67 / GRANT ST

10TH ST

11TH ST

12TH ST

13TH ST

STATE ST

STATE ST

RAMP C

GILBERT ST

SEE PLAN NOTE 11

SEE PLAN NOTE 14

SEE PLAN NOTE 15

74

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

0 50 FEET

F04

LIGHTING REMOVALS
GRANT / STATE

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

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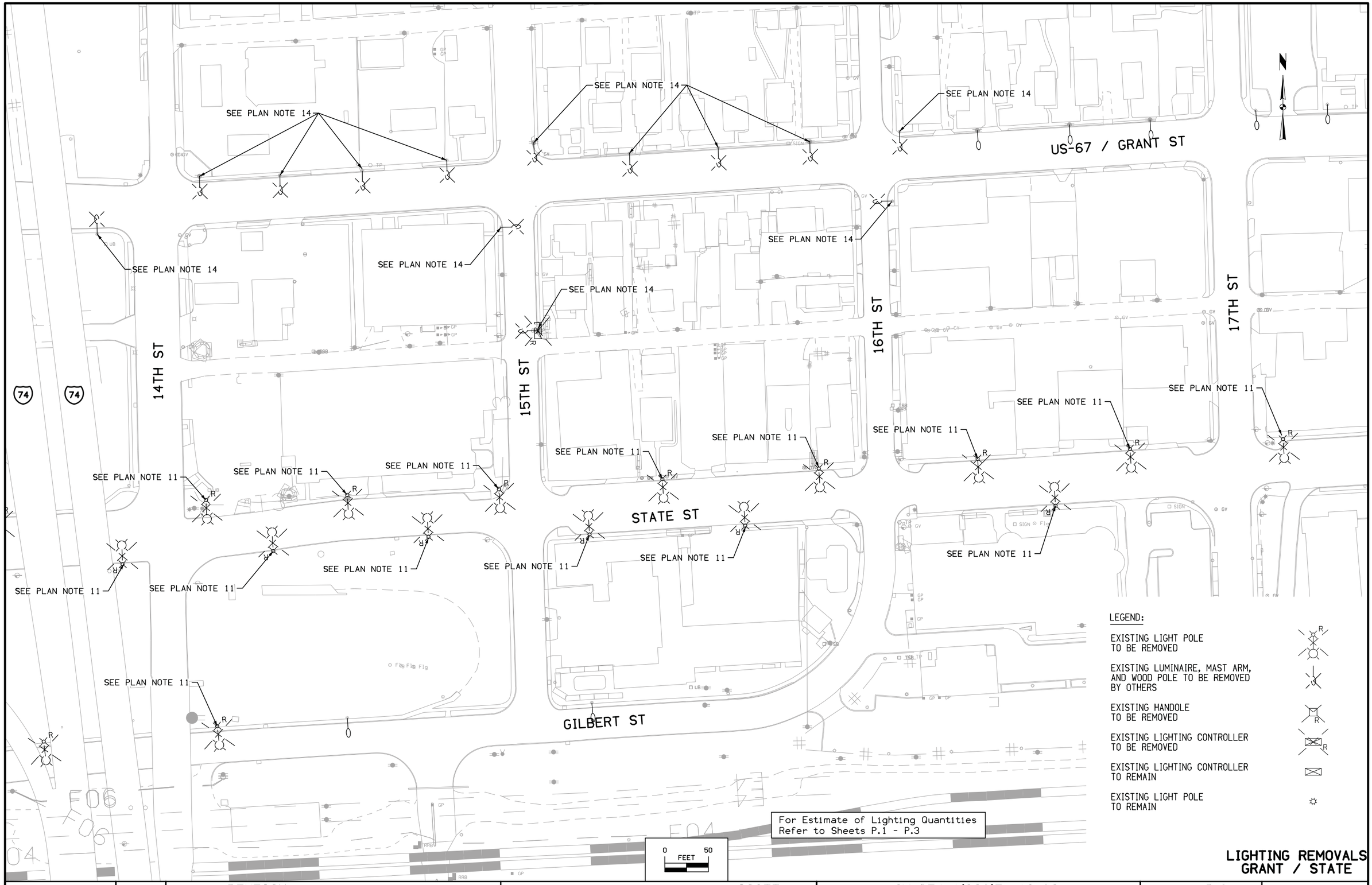

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

LIGHTING REMOVALS GRANT / STATE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)5--13-82	SHEET NUMBER P.6

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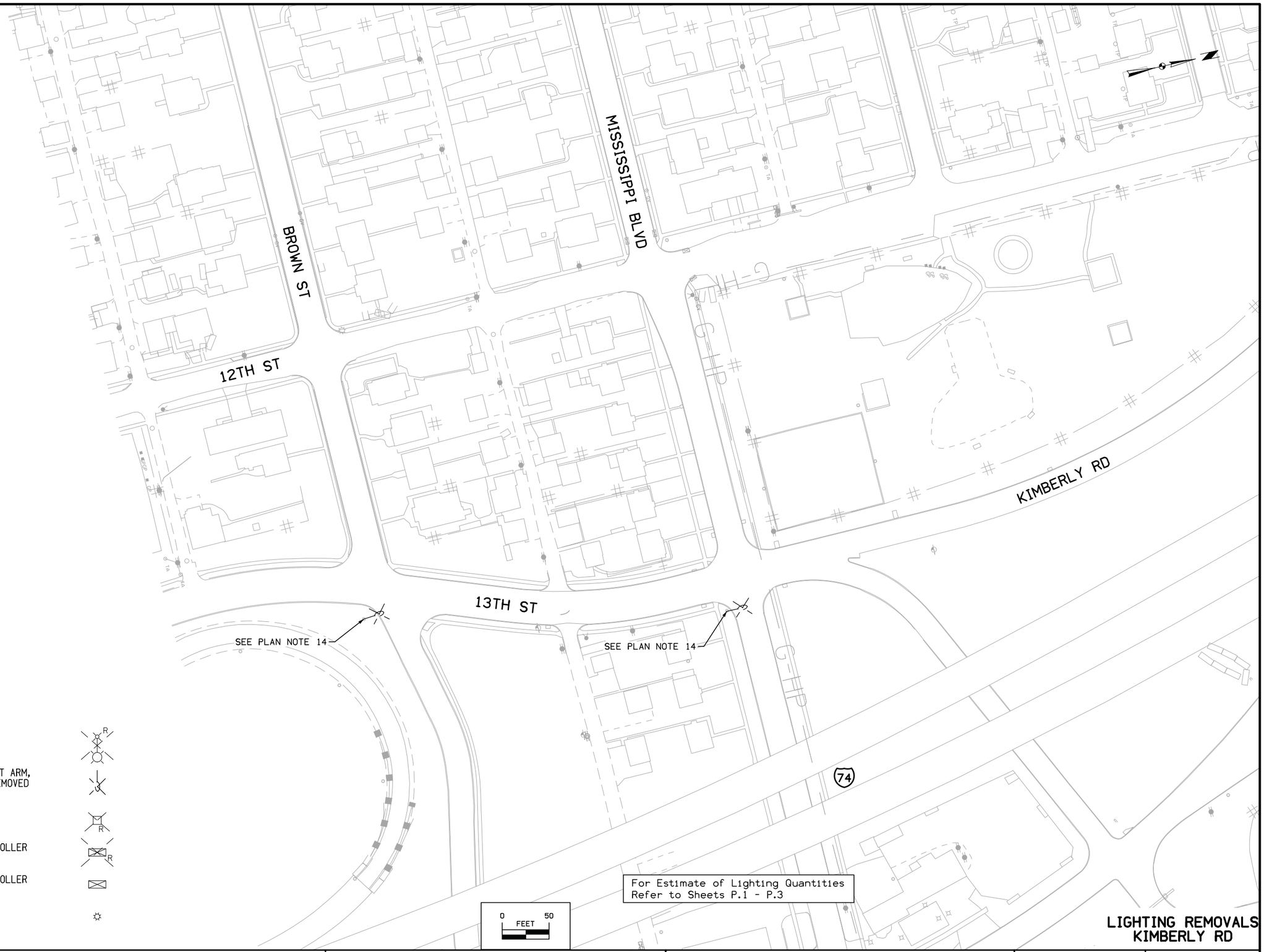

LEGEND:

EXISTING LIGHT POLE TO BE REMOVED

EXISTING LUMINAIRE, MAST ARM, AND WOOD POLE TO BE REMOVED BY OTHERS

EXISTING HANDOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

0 50
FEET

LIGHTING REMOVALS
KIMBERLY RD

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)5--13-82	SHEET NUMBER P.7

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LEGEND:

EXISTING LIGHT POLE TO BE REMOVED

EXISTING LUMINAIRE, MAST ARM, AND WOOD POLE TO BE REMOVED BY OTHERS

EXISTING HANDOLE TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO BE REMOVED

EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHT POLE TO REMAIN

12TH ST
HOLMES ST
JONES ST
HALL ST
12TH ST
KIMBERLY RD
74

W2
SEE PLAN NOTE 5

EXISTING CABINET A
SEE DETAIL T2
ON SHEET P.18
SEE PLAN NOTE 10

SEE PLAN NOTE 11

W1
SEE PLAN NOTE 5

SEE PLAN NOTE 12

SEE PLAN NOTE 11

W3
SEE PLAN NOTE 5

W4
SEE PLAN NOTE 5

SEE DETAIL T1
ON SHEET P.18
SEE PLAN NOTE 9

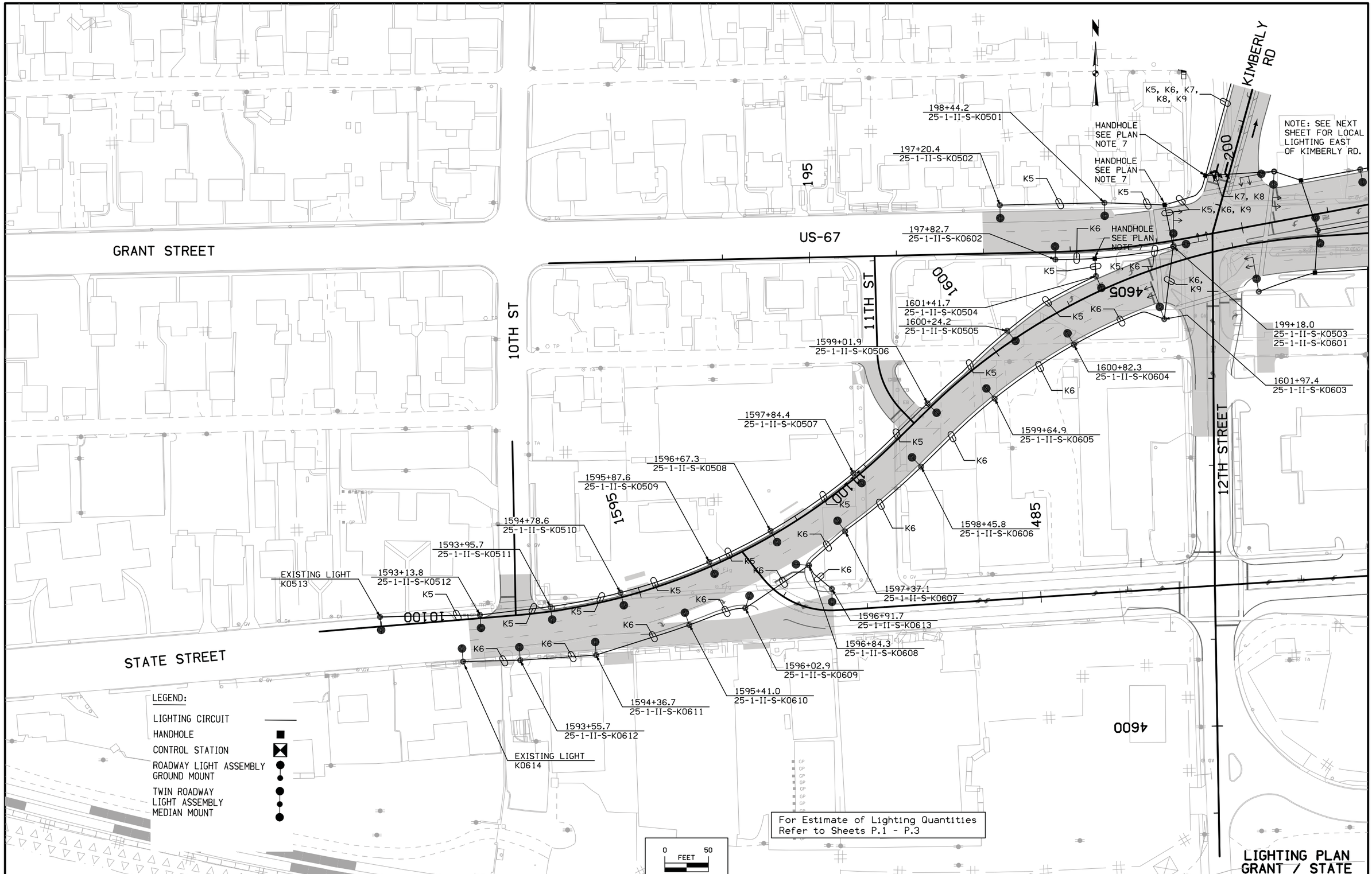
SEE PLAN NOTE 11

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

0 FEET 50

LIGHTING REMOVALS
KIMBERLY RD

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)5--13-82	SHEET NUMBER P.8	



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)5--13-82	SHEET NUMBER P.9

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HANDHOLE
SEE PLAN NOTE 7

200+47.8
25-1-II-S-K0701
25-1-II-S-K0702

201+45.5
25-1-II-S-K0703

202+54.8
25-1-II-S-K0704

203+62.9
25-1-II-S-K0705

SEE PLAN NOTE 16

EMPTY

204+22.3
25-1-II-S-K0806

NOTE: SEE PREVIOUS SHEET FOR LOCAL LIGHTING WEST OF KIMBERLY RD.

20084.8
25-1-II-S-K0801
25-1-II-S-K0802

201+98.1
25-1-II-S-K0803
25-1-II-S-K0804

203+10.1
25-1-II-S-K0805

1606+22.4
25-1-II-S-K0808

1607+32.7
25-1-II-S-K0807

HANDHOLE
SEE PLAN
NOTE 7

1603+20.7
25-1-II-S-K0706

1604+60.9
25-1-II-S-K0707

1606+72.2
25-1-II-S-K0709

1605+76.2
25-1-II-S-K0708

FED FROM STATE
CONTROLLER

1607+47.5
25-1-II-S-K0710

K7
K8
K7, K8

200 KIMBERLY RD
1605
205
1610
US-67
US-67
EX. I-74
EX. I-74
960
965
13100
STATE ST
GILBERT ST

LEGEND:

- LIGHTING CIRCUIT
- HANDHOLE
- CONTROL STATION
- ROADWAY LIGHT ASSEMBLY GROUND MOUNT
- TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT

0 FEET 50

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

LIGHTING PLAN
GRANT / STATE

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(226)5--13-82	SHEET NUMBER P.10

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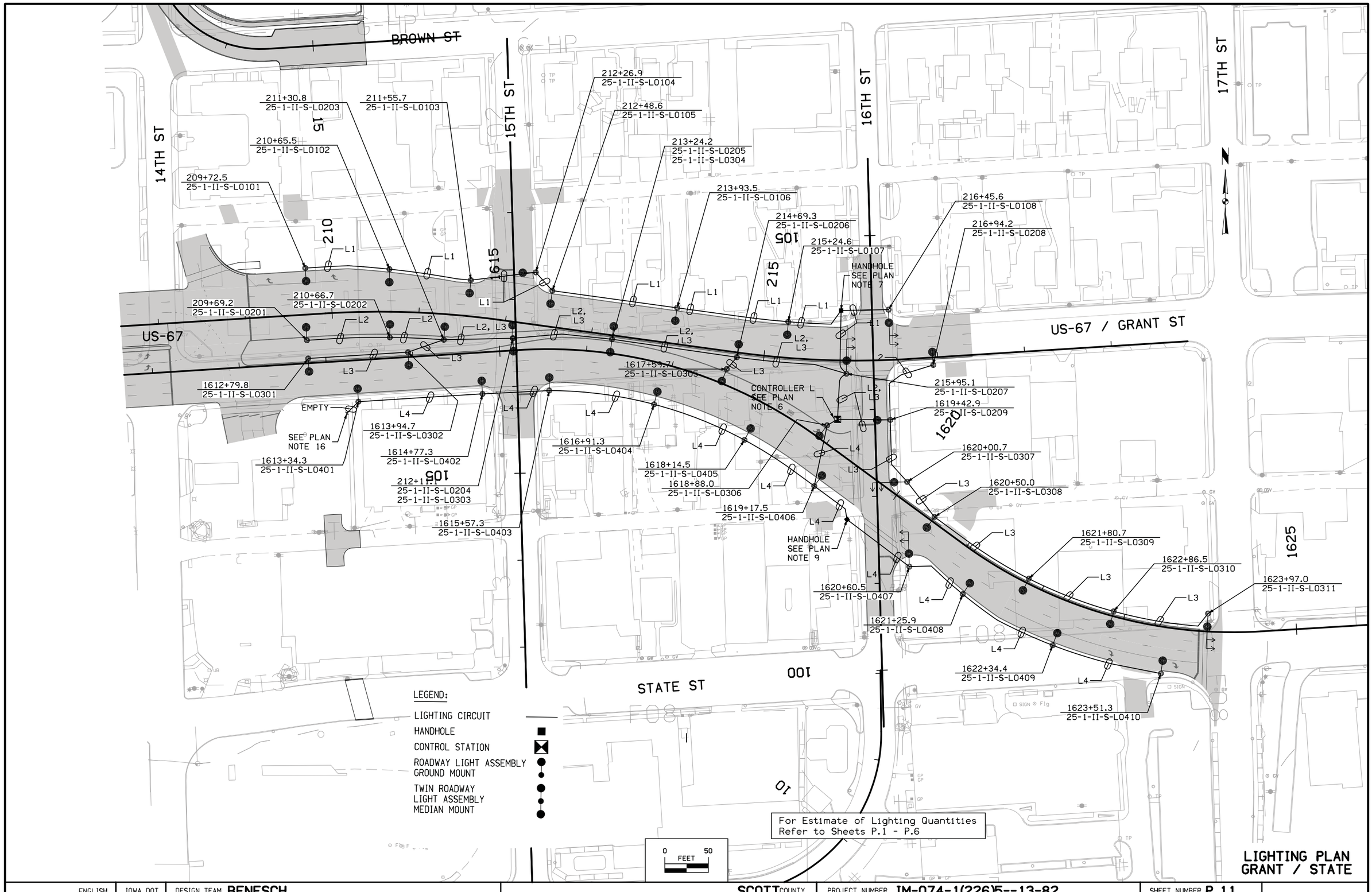

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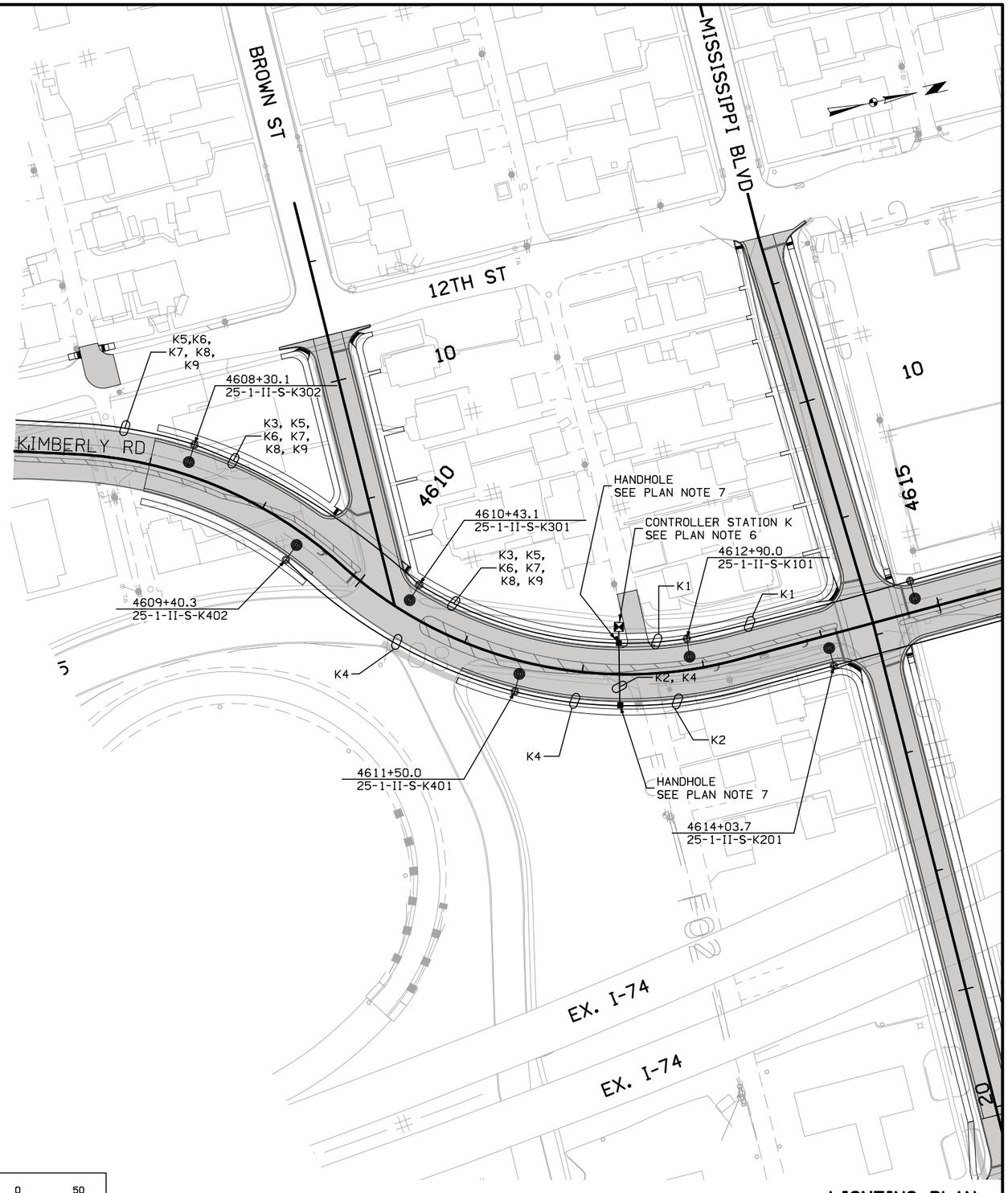


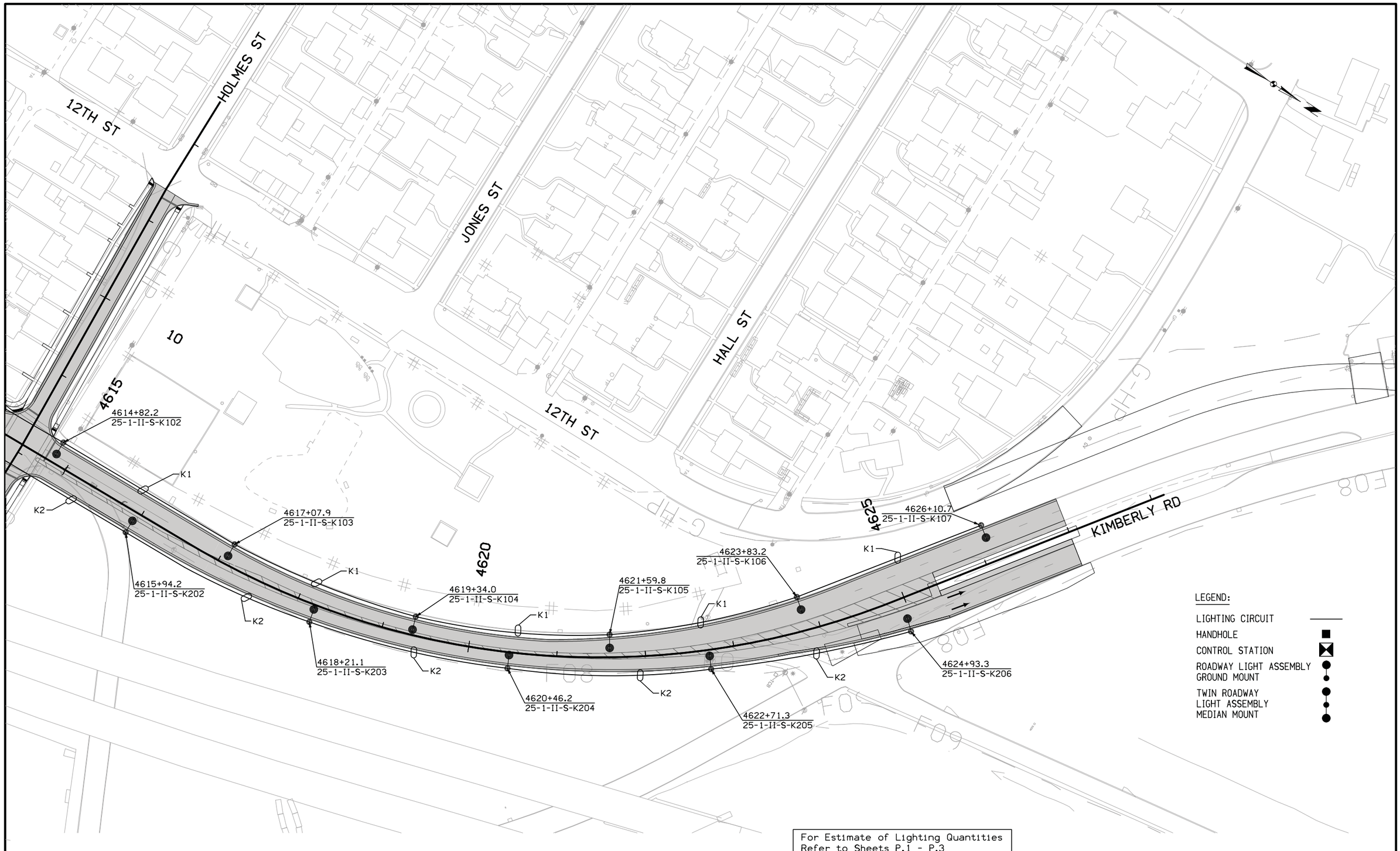
LEGEND:

- LIGHTING CIRCUIT
- HANDHOLE
- CONTROL STATION
- ROADWAY LIGHT ASSEMBLY GROUND MOUNT
- TWIN ROADWAY LIGHT ASSEMBLY MEDIAN MOUNT

For Estimate of Lighting Quantities
Refer to Sheets P.1 - P.3

0 50
FEET

LIGHTING PLAN
KIMBERLY RD



LIGHTING PLAN KIMBERLY RD

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

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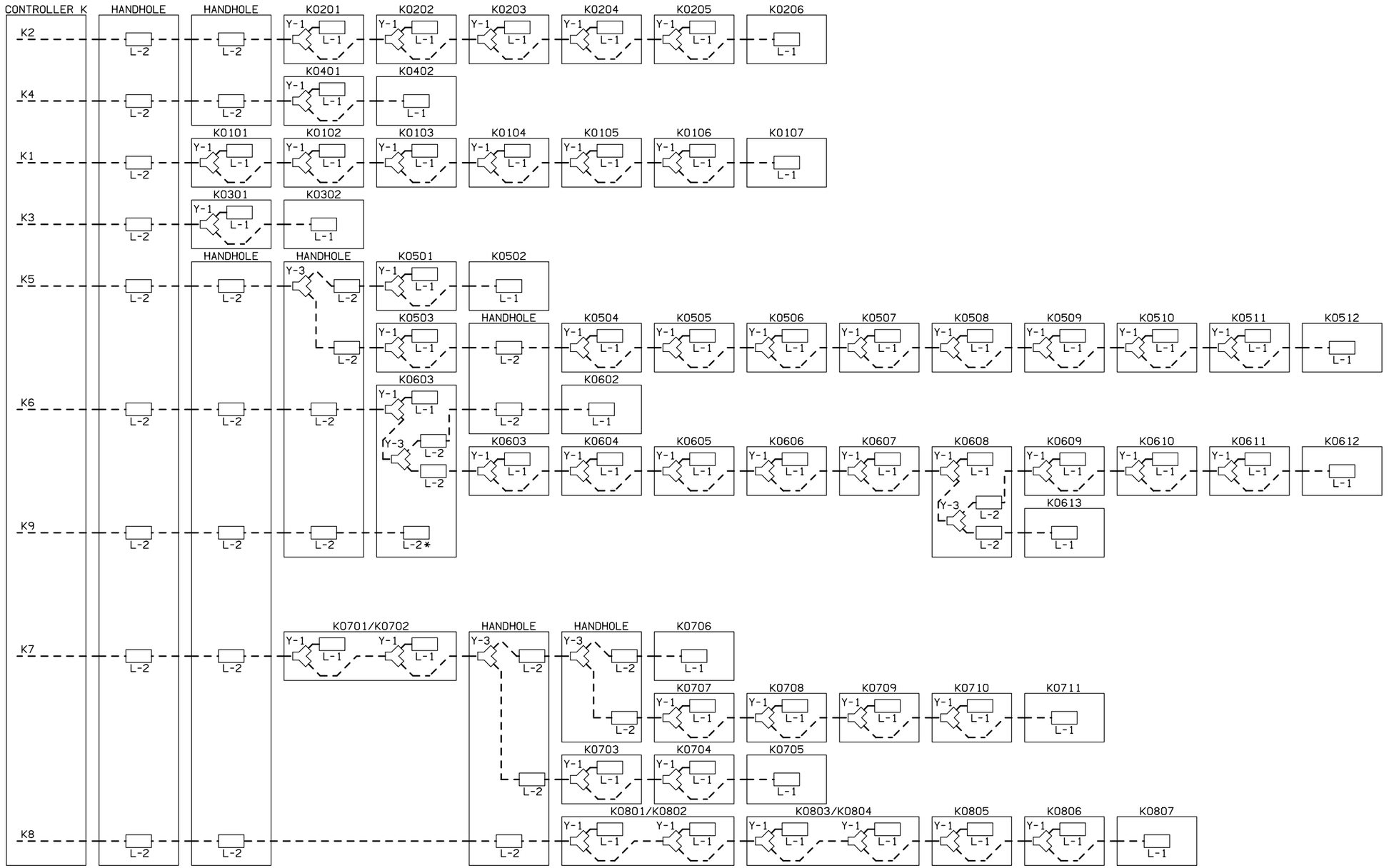
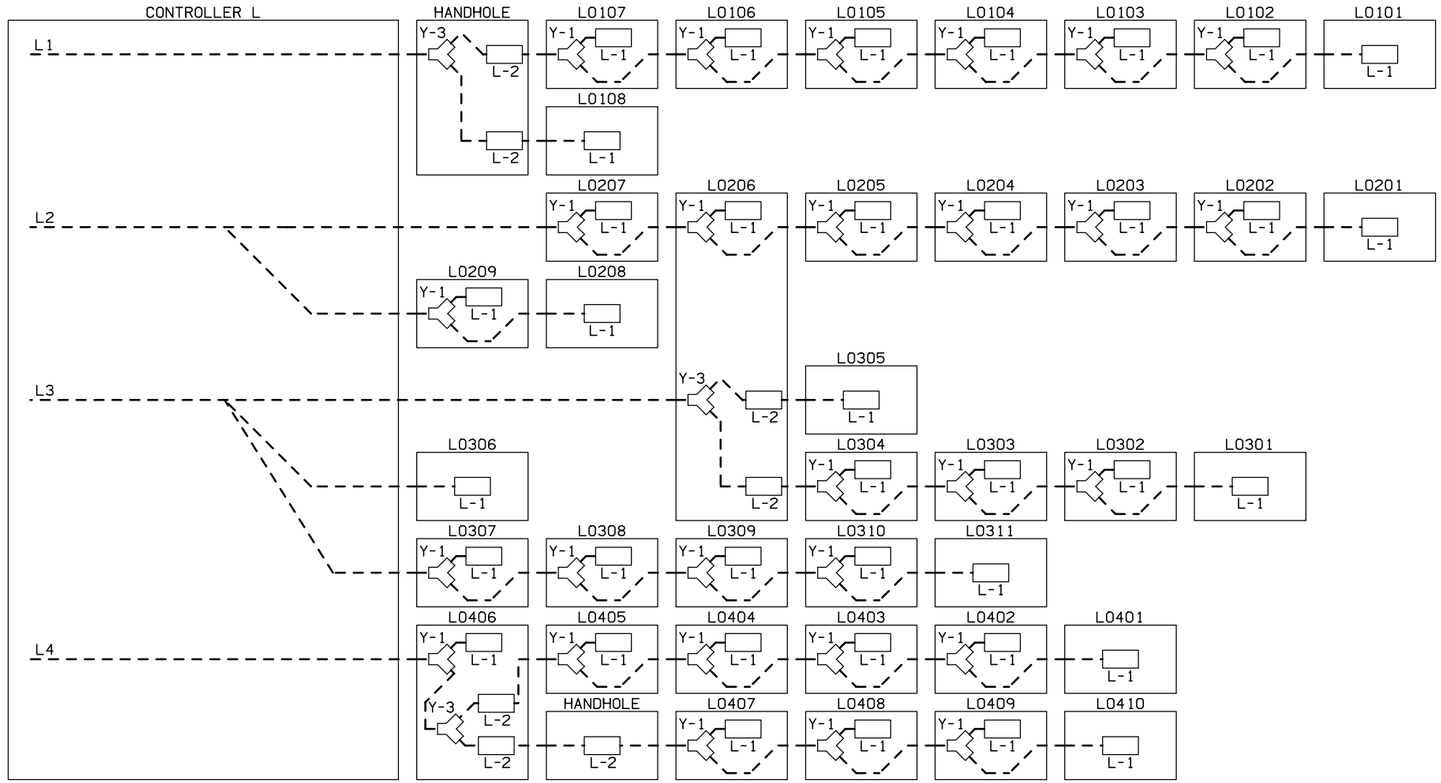


CABINET K WIRING DETAIL - 200 AMP MAIN

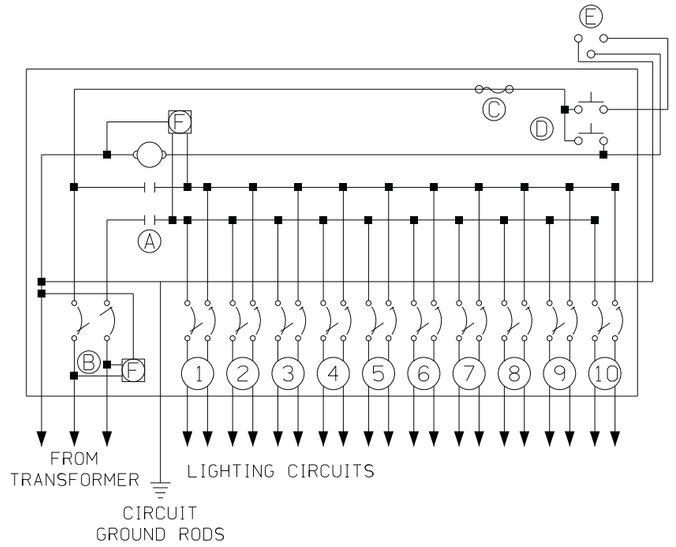
* INSTALL FEMALE PORTION OF L-2 CONNECTOR.
TAPE AND REAL FOR FUTURE CONNECTION.

LIGHTING DETAILS



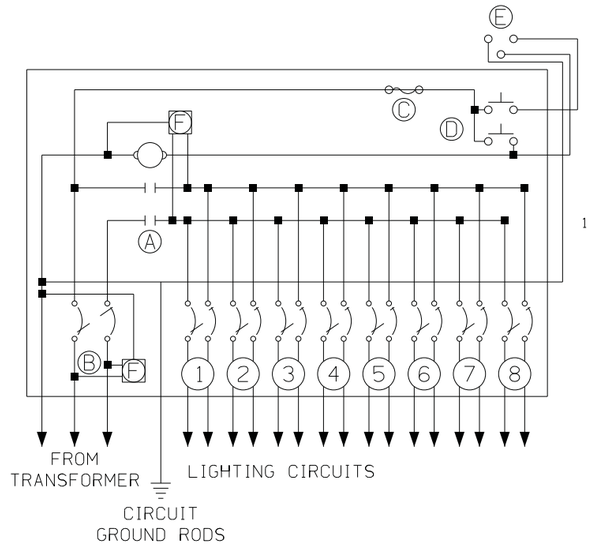
CABINET L WIRING DETAIL - 200 AMP MAIN

LIGHTING DETAILS



A. CONTACTOR (2P.)
B. LINE BREAKER (2P.)
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 10. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS ON KIMBERLY ROAD
2. ROADWAY LIGHTS ON KIMBERLY ROAD
3. ROADWAY LIGHTS ON KIMBERLY ROAD
4. ROADWAY LIGHTS ON KIMBERLY ROAD
5. ROADWAY LIGHTS ON US-67 / GRANT ST / STATE ST
6. ROADWAY LIGHTS ON US-67 / GRANT ST / STATE ST
7. ROADWAY LIGHTS ON US-67 / GRANT ST / STATE ST
8. ROADWAY LIGHTS ON US-67 / GRANT ST / STATE ST
9. ROADWAY LIGHTS ON STATE ST
10. BLANK

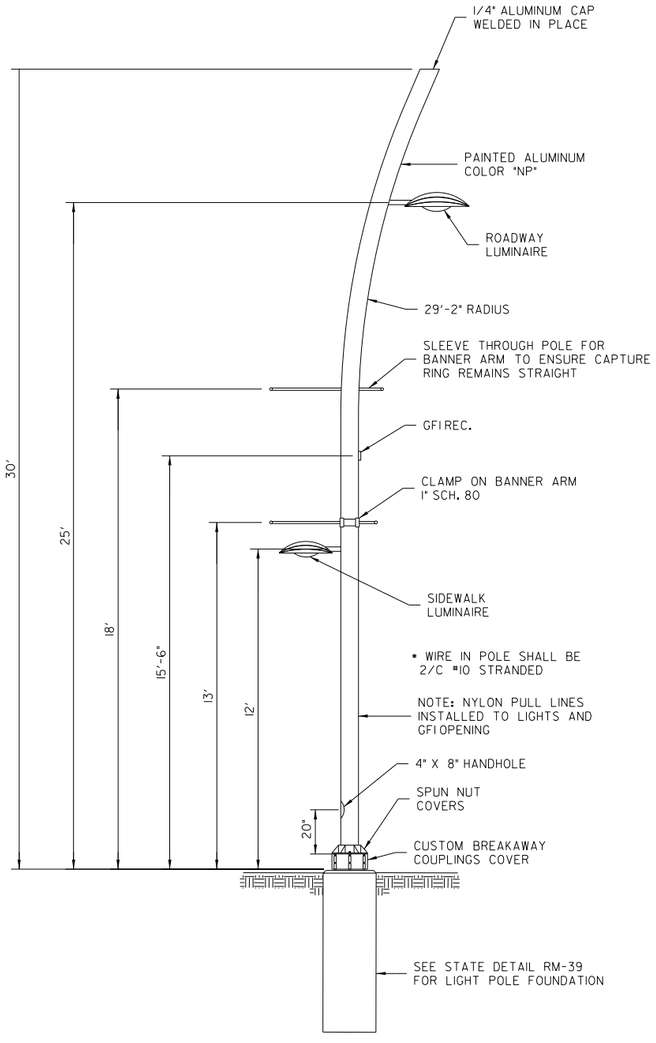
CIRCUIT K SCHEMATIC DIAGRAM



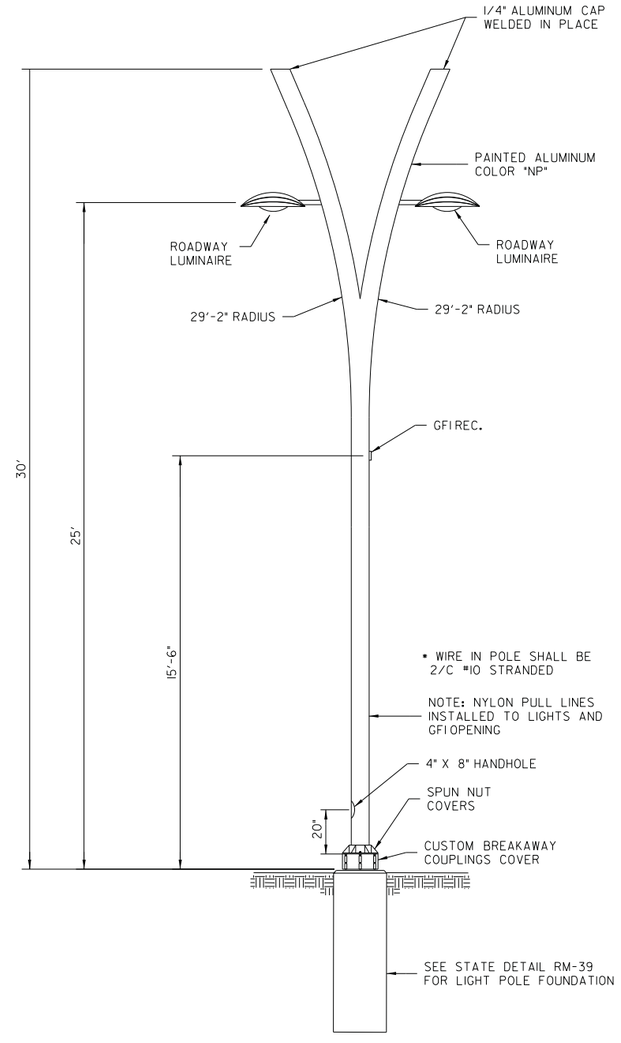
A. CONTACTOR (2P.)
B. LINE BREAKER (2P.)
C. CONTROL FUSE
D. TEST SWITCH
E. PHOTOCELL
F. SURGE SUPRESSOR
1 THRU 8. BRANCH CIRCUIT BREAKERS (2P.)
1. ROADWAY LIGHTS ON US-67 / GRANT ST
2. ROADWAY LIGHTS ON US-67 / GRANT ST
3. ROADWAY LIGHTS ON US-67 / GRANT ST
4. ROADWAY LIGHTS ON US-67 / GRANT ST
5. BLANK
6. BLANK
7. BLANK
8. BLANK

CIRCUIT L SCHEMATIC DIAGRAM

LIGHTING DETAILS



TYPE I
DAVIT POLE - CITY OF BETTENDORF
NO SCALE



TYPE II
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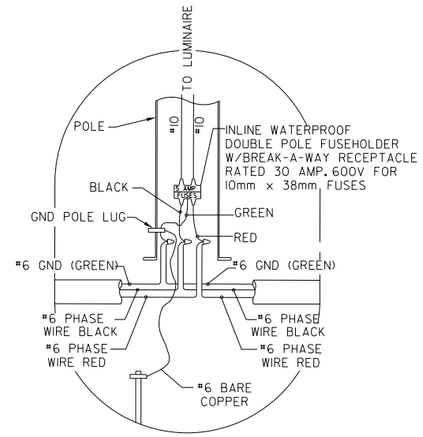
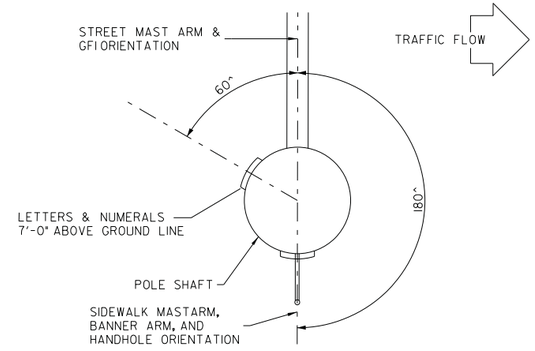
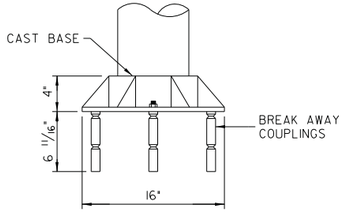


POLE WIRING DETAIL
NO SCALE

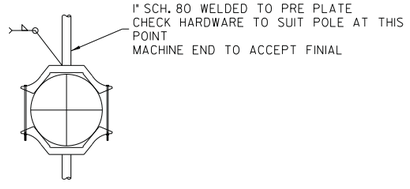
NOTE: SEPARATE WIRING AND FUSE HOLDERS FOR EACH LUMINAIRE AND GFI.



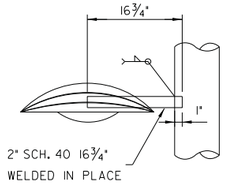
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



AB-8-16 BASE
NO SCALE



BANNER ARM DETAIL
NO SCALE



MAST ARM DETAIL
NO SCALE

LIGHTING DETAILS

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(226)5--13-82**	SHEET NUMBER **P.17**

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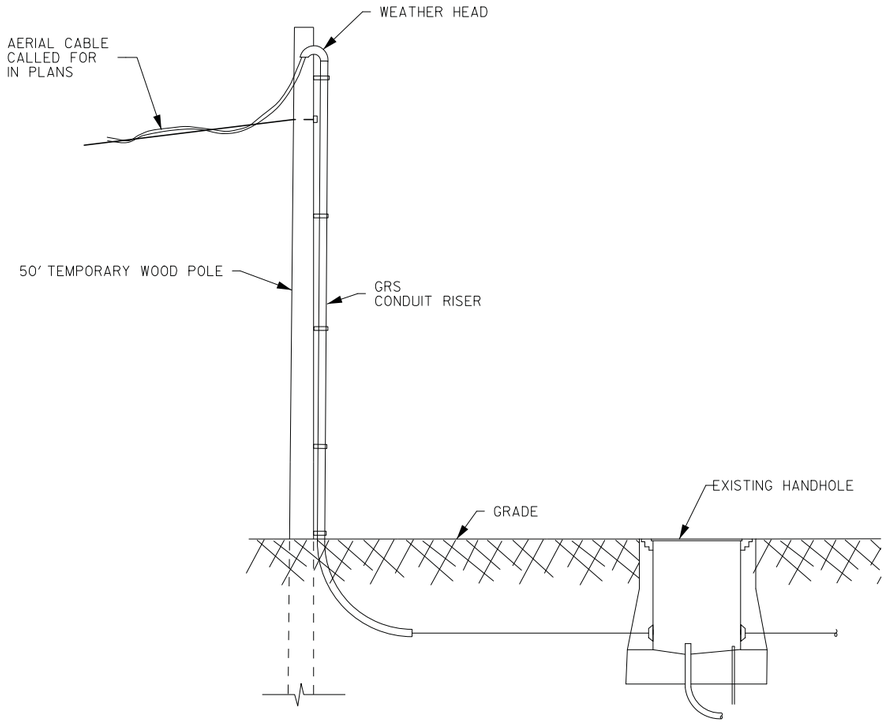
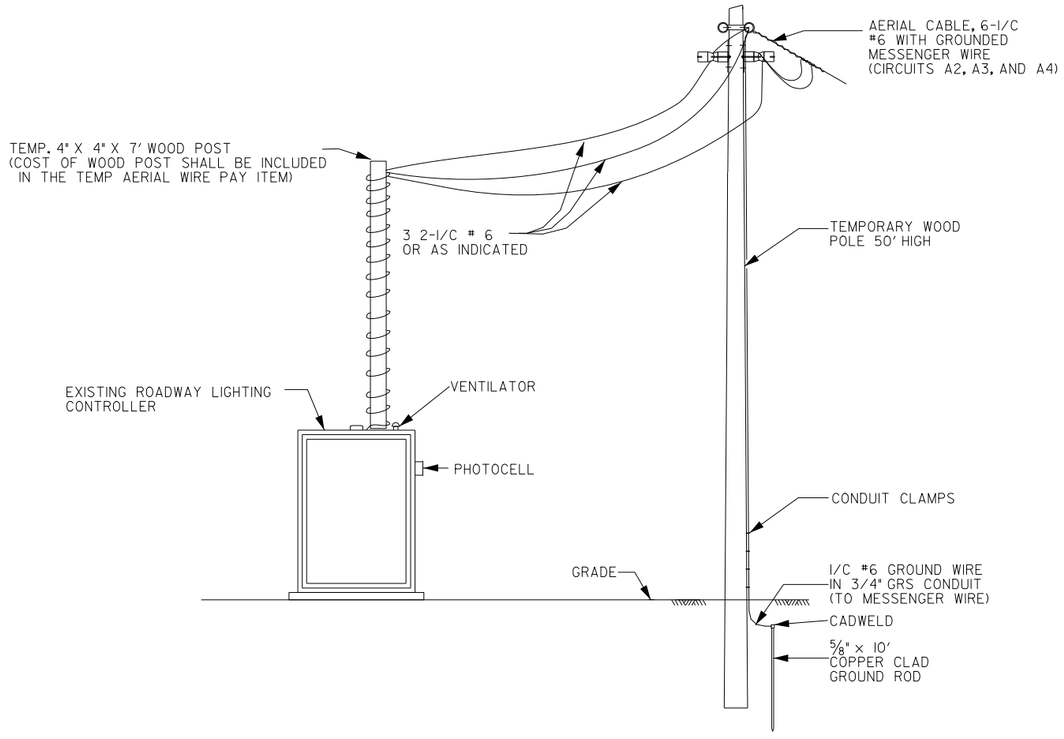


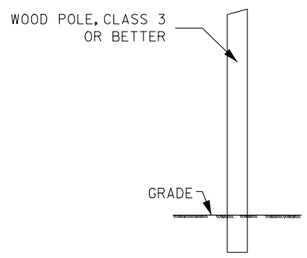
PROPOSED TEMPORARY POLE/
HAND HOLE CONNECTION
DETAIL TI

NOT TO SCALE



TEMPORARY WOOD POLE/
CONTROLLER CONNECTION
DETAIL T2

NOT TO SCALE



POLE LENGTH	DEPTH IN GROUND
65'	12'
60'	10'
55'	9'
50'	8'
45'	7'
40'	6'-6"
35'	6'
30'	5'-6"

WOOD POLE DETAIL

NOT TO SCALE

LIGHTING DETAILS

EX. BROWN ST

BROWN ST

EX. 12TH ST

KIMBERLY RD

EX. I-74
ENT. RAMP

STA. 197+00.00
BEGIN CONSTRUCTION

EX. GRANT ST/US 67

67

R6704

R6705

R6706

STA. 200+50.00
END SPECIAL COMPACTION

STA. 199+00.00
BEGIN SPECIAL COMPACTION
FULL WIDTH

EX. 10TH ST

EX. 11TH ST

EX. 12TH ST

EX. 13TH ST

EX. STATE ST

0 50
FEET

US 67 SB

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.1

CUT MOISTURE	-	-	21.4
CUT DENSITY (lb/cu ft)	-	-	-
PLASTIC LIMIT	-	-	18

610 600 590 580 570 560 550 540 530

STA. 197+00.00
BEGIN CONSTRUCTION
ELEV. 570.60

EXISTING GROUND AT PGL

US 67 SB PGL

[A-4] SILTY CLAY, BROWN — 6, 16, 50/4"

[A-4] SANDY LEAN CLAY OLIVE GRAY

WEATHERED LIMESTONE

[A-4] LEAN CLAY WITH SAND BROWN — 27

LIMESTONE

[A-4] SILTY CLAY DARK BROWN — 11, 12

[A-4] SANDY LEAN CLAY DARK BROWN — 12, 12, 19

WEATHERED LIMESTONE — 50/1"

CONCRETE

[A-4] SILTY CLAY DARK BROWN

[A-3] SAND WITH GRAVEL BROWN

[A-4] SANDY LEAN CLAY DARK BROWN

[A-4] CLAY, GRAYISH BROWN

LIMESTONE

R6704 RT. 5ft

R6705 RT. 25ft

R6706 LT. 6ft

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

SPECIAL COMPACTION

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

BLOW COUNT
NO. BLOWS
10
50/1"

US 67 SB

For Plan Details
Refer to Sheet No. Q.1

197 198 199 200 201 202 203 204

UNSUITABLE · SUBGRADE TREATMENT · SHALE · ROCK · SELECT SOIL · SANDY SOIL · DENS. CORE · SELECT SAND · SHELBY · BLOW · SAMPLE · PLUGGED · WATER (H_2O) · MOISTURE (M)

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.2

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EX. BROWN ST

14TH ST

EX. 16TH ST

EX. I-74 ENT. RAMP

EX. 14TH ST

15TH ST

16TH ST

STA. 217+40.00
END CONSTRUCTION

EX. GRANT ST/US 67

R6707

RB1021

67

R6708

R6709

STA. 212+00.00
BEGIN SPECIAL COMPACTION
FULL WIDTH

STA. 213+85.00
END SPECIAL COMPACTION

EX. 15TH ST

EX. STATE ST

EX. STATE ST

0 FEET 50

US 67 SB

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.3

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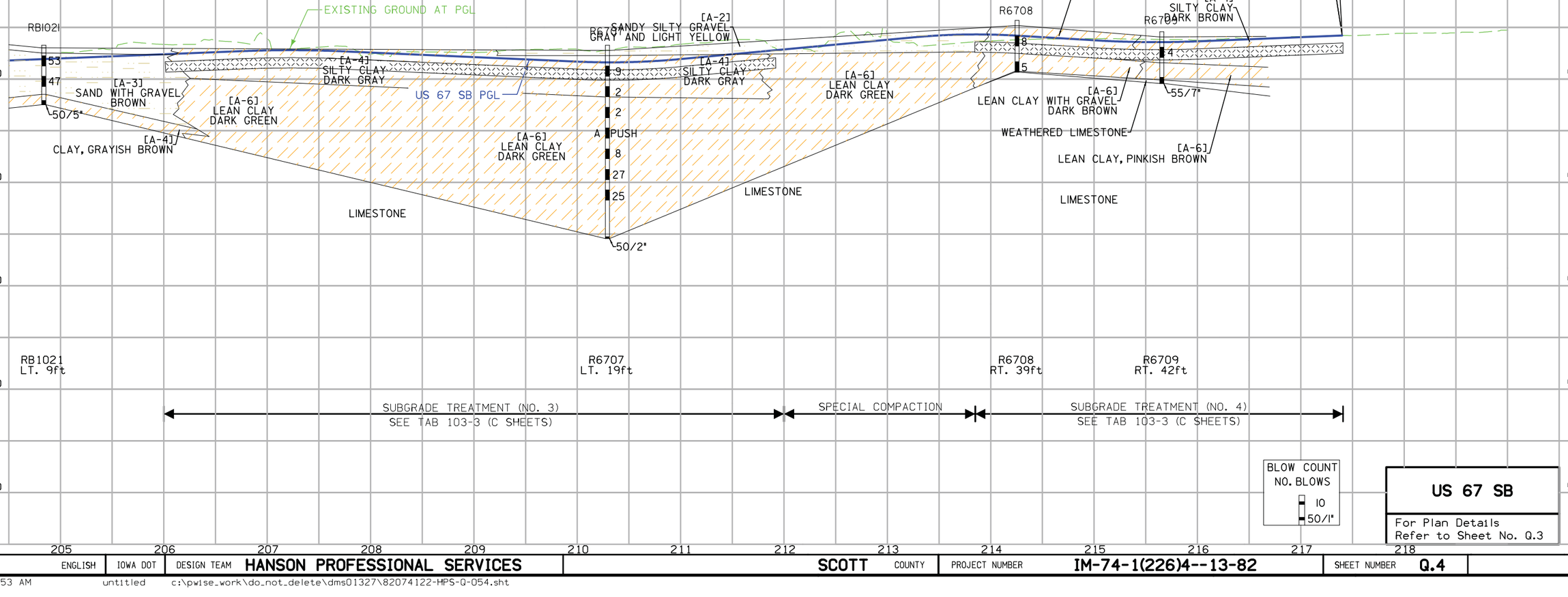
CUT MOISTURE	30.1	-	23.8
CUT DENSITY (lb/cu ft)	-	-	-
PLASTIC LIMIT	31	-	17

SHELBY TUBE CORE DATA

CORE NO.	R6707-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	24.1
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



BLOW COUNT
NO. BLOWS
10
50/1"

US 67 SB

For Plan Details
Refer to Sheet No. Q.3

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

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.4

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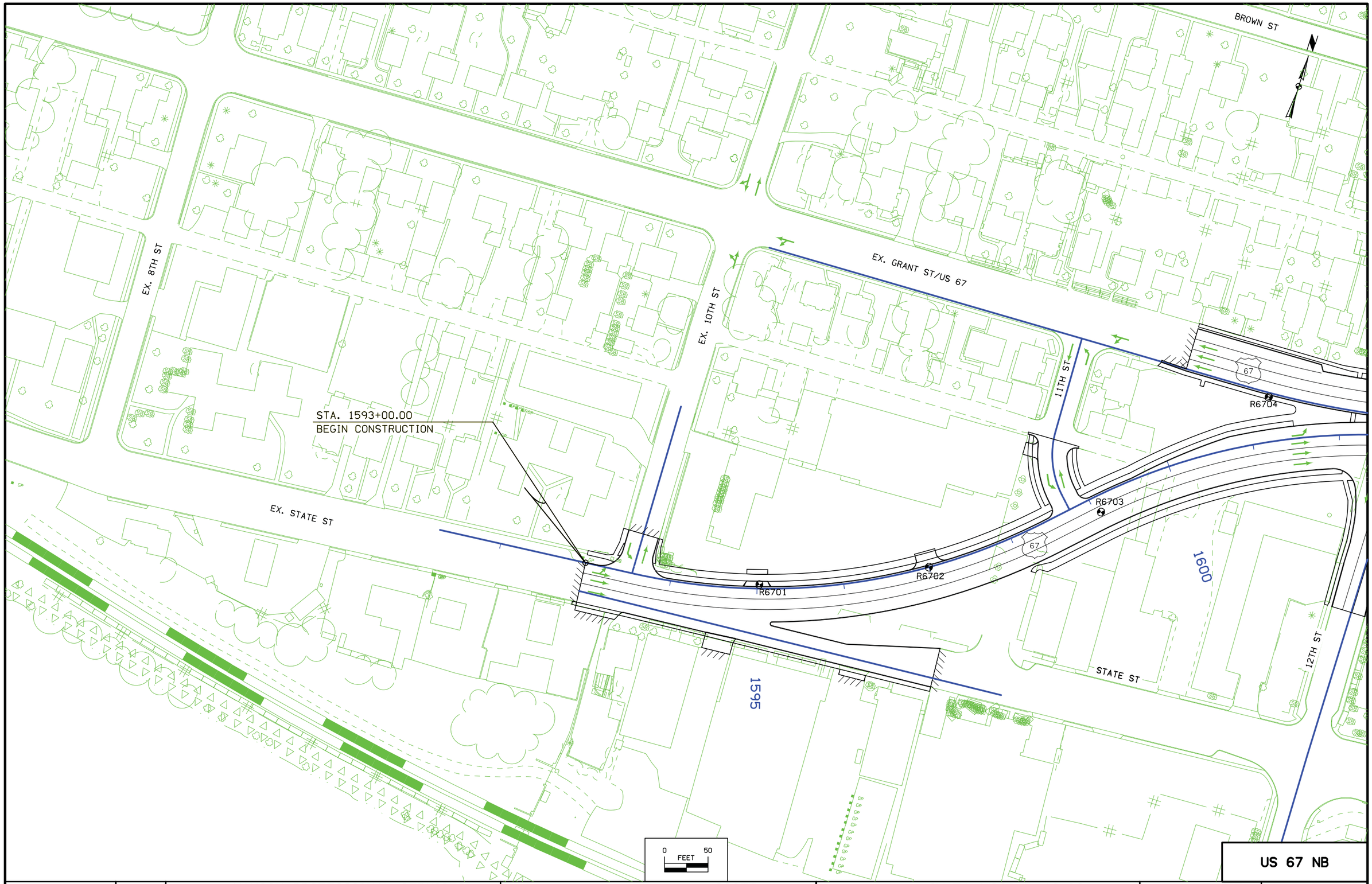

US 67 NB

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.5

CUT MOISTURE	28.1	27.3
CUT DENSITY (lb/cu ft)	-	-
PLASTIC LIMIT	17	23

610 600 590 580 570 560 550 540 530

STA. 1593+00.00
BEGIN CONSTRUCTION
ELEV. 571.31

US 67 NB PGL

EXISTING GROUND AT PGL

[A-4]
SANDY SILT WITH GRAVEL
BROWN

[A-4]
SILT, DARK BROWN

[A-4]
SILTY CLAY, BROWN

[A-6]
LEAN CLAY
PINKISH BROWN

[A-4]
SILTY CLAY, BROWN

[A-4]
SILTY CLAY, BROWN

4 2 7 6 5 8 7 7 6 6 16 50

50/4"

50/4"

WEATHERED LIMESTONE

WEATHERED LIMESTONE

LIMESTONE

LIMESTONE

R6701
LT. 5ft

R6702
0ft

R6703
RT. 19ft

R6704
LT. 51ft

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

BLOW COUNT
NO. BLOWS
10
50/1"

US 67 NB

For Plan Details
Refer to Sheet No. Q.5

1593 1594 1595 1596 1597 1598 1599 1600 1601

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(226)4--13-82	SHEET NUMBER	Q.6

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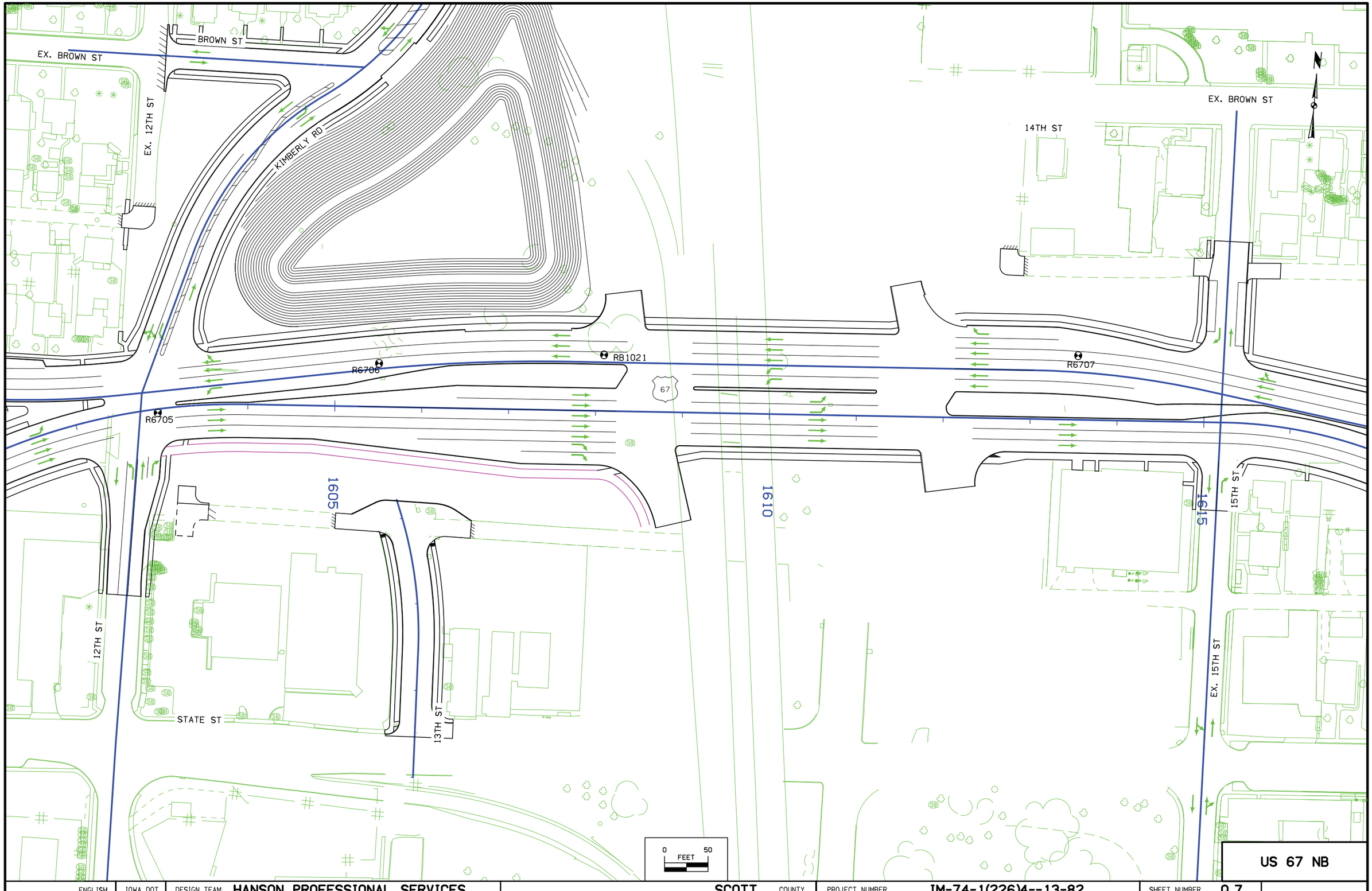

US 67 NB

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.7

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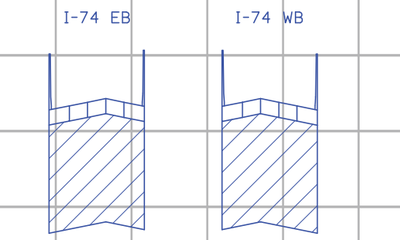
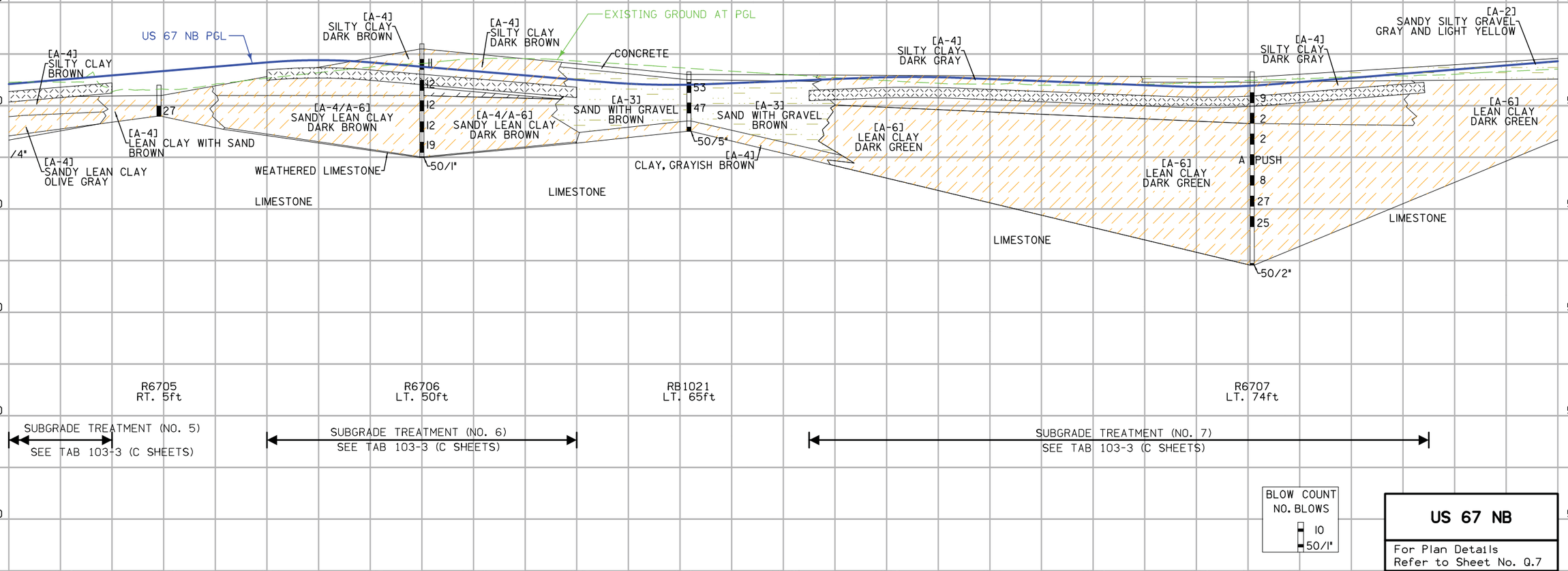
CUT MOISTURE	21.4	30.1
CUT DENSITY (lb/cu ft.)	-	-
PLASTIC LIMIT	18	31

SHELBY TUBE CORE DATA

CORE NO.	R6707-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	24.1
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED





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

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.8

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EX. BROWN ST

EX. 16TH ST

16TH ST

EX. GRANT ST/US 67

EX. 17TH ST

EX. 18TH ST

67

R6709

R6708

1620

R6710

1625

EX. STATE ST

STA. 1624+15.00
END CONSTRUCTION

0 FEET 50

US 67 NB

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.9

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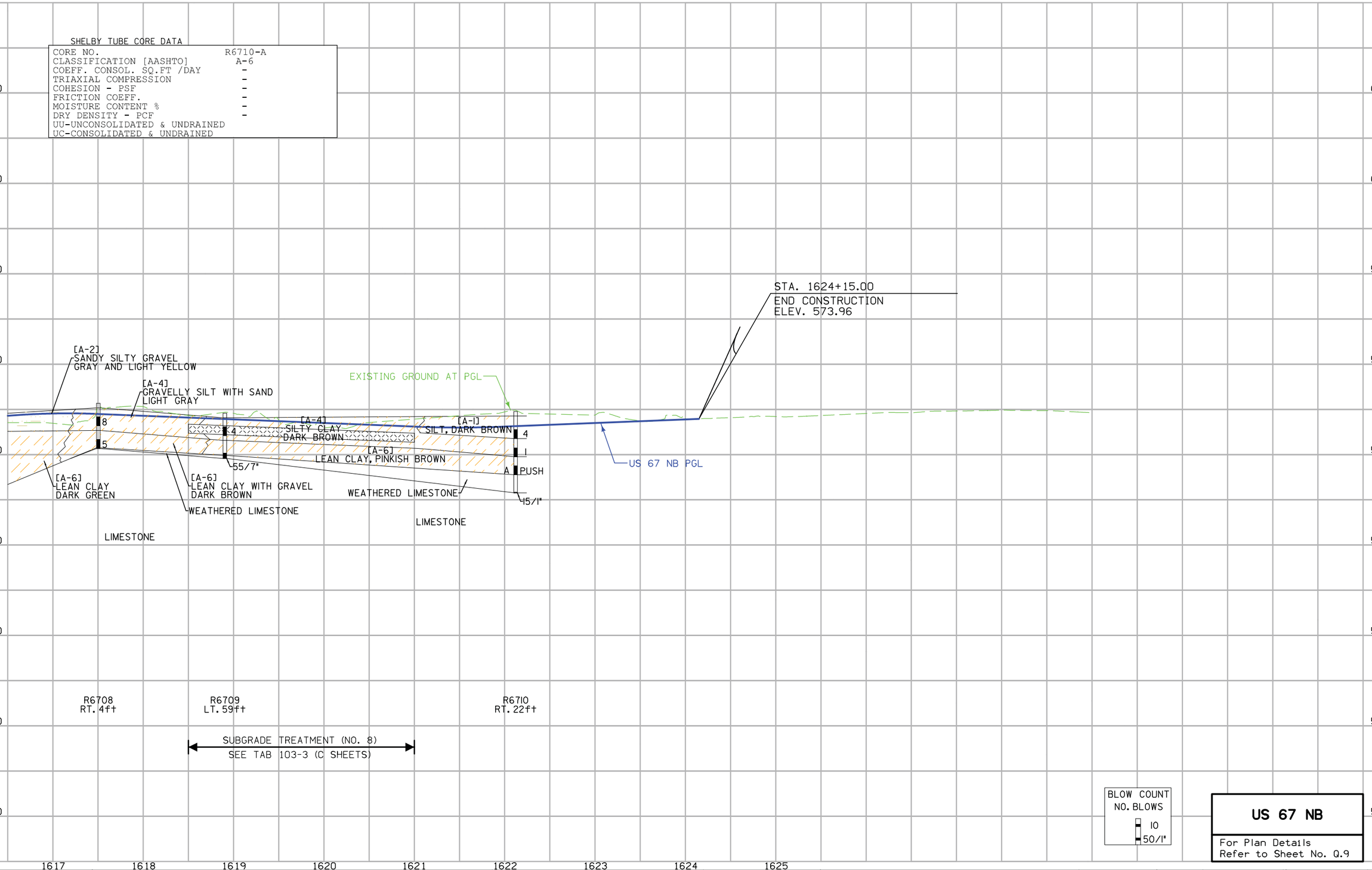
CUT MOISTURE	20.7
CUT DENSITY (lb/cu ft)	-
PLASTIC LIMIT	-

SHELBY TUBE CORE DATA

CORE NO.	R6710-A
CLASSIFICATION [AASHTO]	A-6
COEFF. CONSOL. SQ.FT /DAY	-
TRIAXIAL COMPRESSION	-
COHESION - PSF	-
FRICTION COEFF.	-
MOISTURE CONTENT %	-
DRY DENSITY - PCF	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



BLOW COUNT
NO. BLOWS
10
50/1"

US 67 NB

For Plan Details
Refer to Sheet No. Q.9

UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
H_2O WATER
M MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.10

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EX. GRANT ST/US 67

EX. 10TH ST

EX. 11TH ST

11TH ST

10TH ST

100

105

EX. STATE ST

STA. 104+19.00
END SPECIAL COMPACTION

STATE ST

STA. 100+92.82
BEGIN SPECIAL COMPACTION
FULL WIDTH

STA. 100+92.82
BEGIN CONSTRUCTION

STA. 104+19.00
END CONSTRUCTION

RST01

13TH ST

RST02

EX. GILBERT ST

EX. 12TH ST

0 50
FEET

STATE ST

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER Q.11

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

610
600
590
580
570
560
550
540
530

STA. 100+92.82
BEGIN CONSTRUCTION
ELEV. 571.54

STA. 104+19.00
END CONSTRUCTION
ELEV. 573.36

EXISTING GROUND AT ℄

STATE ST PGL

SPECIAL COMPACTION

100 101 102 103 104 105

BLOW COUNT
NO. BLOWS
10
50/1"

STATE ST

For Plan Details
Refer to Sheet No. Q.11

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

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.12

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11TH ST
EX. 11TH ST
EX. GRANT ST / US 67
EX. BROWN ST
EX. HOLMES ST
EX. 12TH ST
4605
4600
4610
4615
STA. 4606+06.61
BEGIN CONSTRUCTION
TIE INTO US 67 SB
RKB01
RKB02
RKB03
RKB04
RKB05
RKB06
R6705
BROWN ST
MISSISSIPPI BLVD
KIMBERLY RD
12TH ST
STA. 4610+84
BEGIN SPECIAL COMPACTION
FULL WIDTH
EX. GILBERT ST
13TH ST
EX. STATE ST
0 FEET 50
KIMBERLY RD

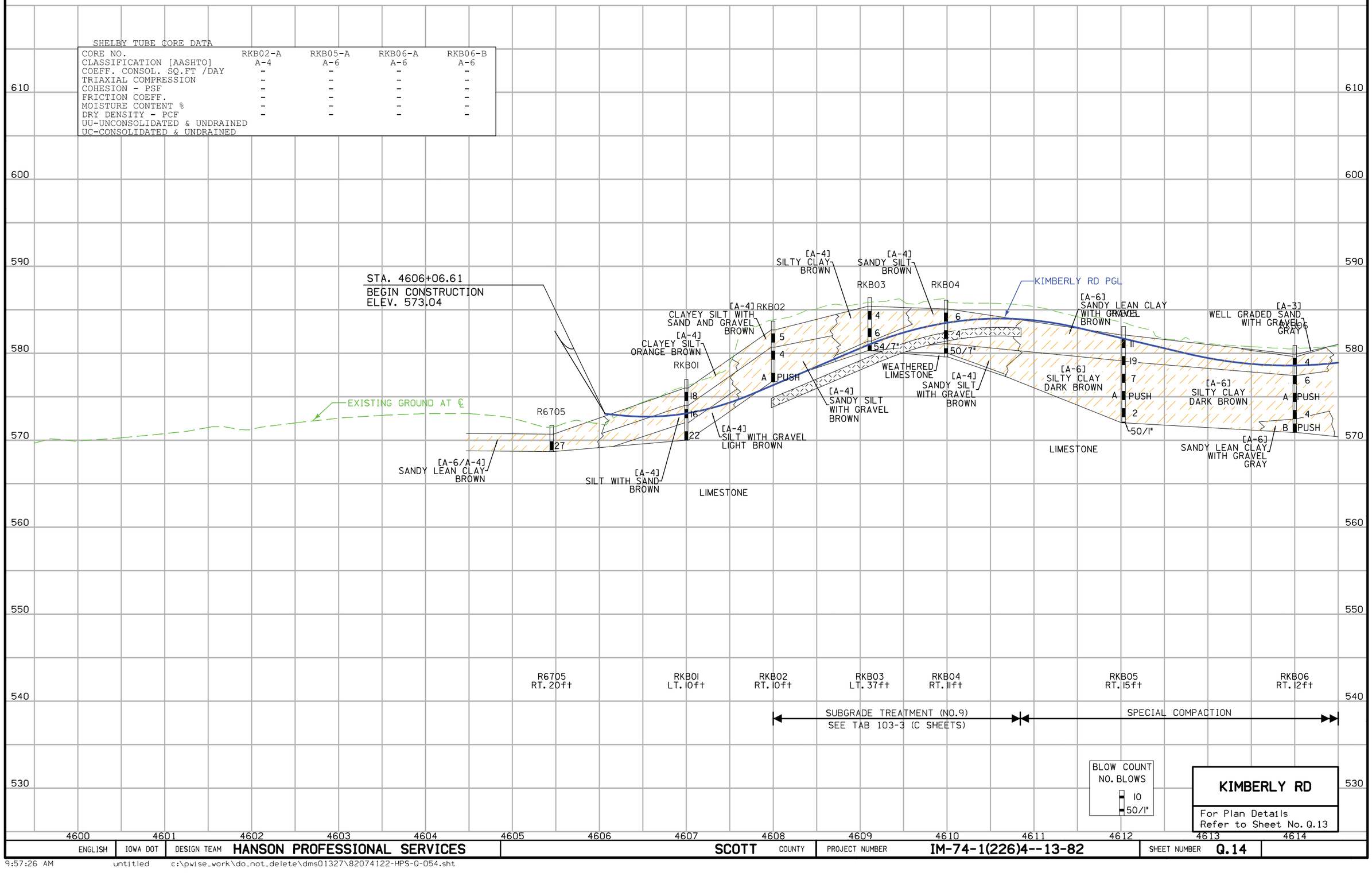
ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.13

CUT MOISTURE	-	-	-	13	-	-	-	-
CUT DENSITY (lb/cu ft)	-	-	-	-	-	-	-	-
PLASTIC LIMIT	-	-	-	15	-	-	-	-

SHELBY TUBE CORE DATA

CORE NO.	RKB02-A	RKB05-A	RKB06-A	RKB06-B
CLASSIFICATION [AASHTO]	A-4	A-6	A-6	A-6
COEFF. CONSOL. SQ.FT /DAY	-	-	-	-
TRIAXIAL COMPRESSION	-	-	-	-
COHESION - PSF	-	-	-	-
FRICTION COEFF.	-	-	-	-
MOISTURE CONTENT %	-	-	-	-
DRY DENSITY - PCF	-	-	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.14

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EX. 12TH ST
EX. JONES ST
EX. HALL ST
EX. 10TH ST
EX. MISSISSIPPI BLVD
MISSISSIPPI BLVD
EX. MISSISSIPPI BLVD
4615
4620
4625
STA. 4627+00
END SPECIAL COMPACTION
STA. 4627+00.00
END CONSTRUCTION
EX. E KIMBERLY RD
RKB07
RKB08
RKB09
EX. I-74 EXIT RAMP
EX. E KIMBERLY RD
0 FEET 50
KIMBERLY RD

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER Q.15

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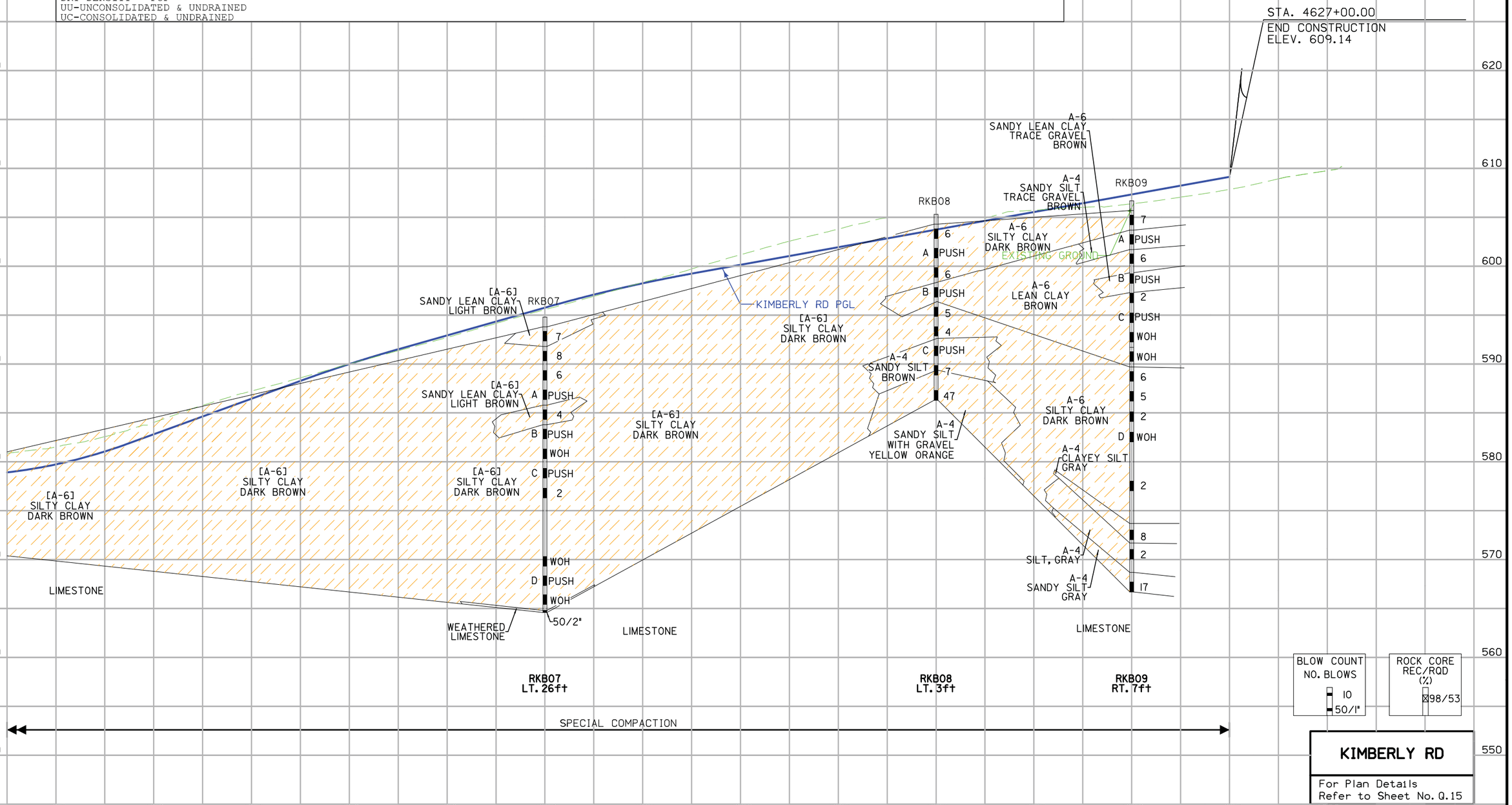
CUT MOISTURE	-	-	-
CUT DENSITY (lb/cu ft)	-	-	-
PLASTIC LIMIT	-	-	-

SHELBY TUBE CORE DATA

CORE NO.	RKB07-A	RKB07-B	RKB07-C	RKB07-D	RKB08-A	RKB08-B	RKB08-C	RKB09-A	RKB09-B	RKB09-C	RKB09-D
CLASSIFICATION [AASHTO]	A-6	A-6	A-6	A-6	A-6	A-6	A-4	A-4	A-6	A-6	A-6
COEFF. CONSOL. SQ.FT /DAY	-	-	-	-	-	-	-	-	-	-	-
TRIAXIAL COMPRESSION	-	-	-	-	-	-	-	-	-	-	-
COHESION - PSF	-	-	-	-	-	-	-	-	-	-	-
FRICTION COEFF.	-	-	-	-	-	-	-	-	-	-	-
MOISTURE CONTENT %	-	-	-	-	-	-	-	-	-	-	27
DRY DENSITY - PCF	-	-	-	-	-	-	-	-	-	-	-

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



KIMBERLY RD

For Plan Details
Refer to Sheet No. Q.15

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.16

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EX. MISSISSIPPI BLVD

EX. JONES ST

STA. 8+60.00
BEGIN CONSTRUCTION

STA. 8+60.00
BEGIN SPECIAL COMPACTION

EX. HOLMES ST

10

STA. 11+70.00
TIE INTO KIMBERLY RD

MISSISSIPPI BLVD

RKB06

STA. 12+10.01
TIE INTO KIMBERLY RD

EX. 12TH ST

KIMBERLY RD

BROWN ST

EX. BROWN ST

15

EX. I-74 ENTRANCE RAMP

14TH ST

PVIA08

RWI35-04

STA. 16+06.69
END SPECIAL COMPACTION

STA. 16+06.69
END CONSTRUCTION

20

EX. 15TH ST

EX. MISSISSIPPI BLVD

EX. BROWN ST

EX. 15TH ST

0 FEET 50

MISSISSIPPI BLVD

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.17

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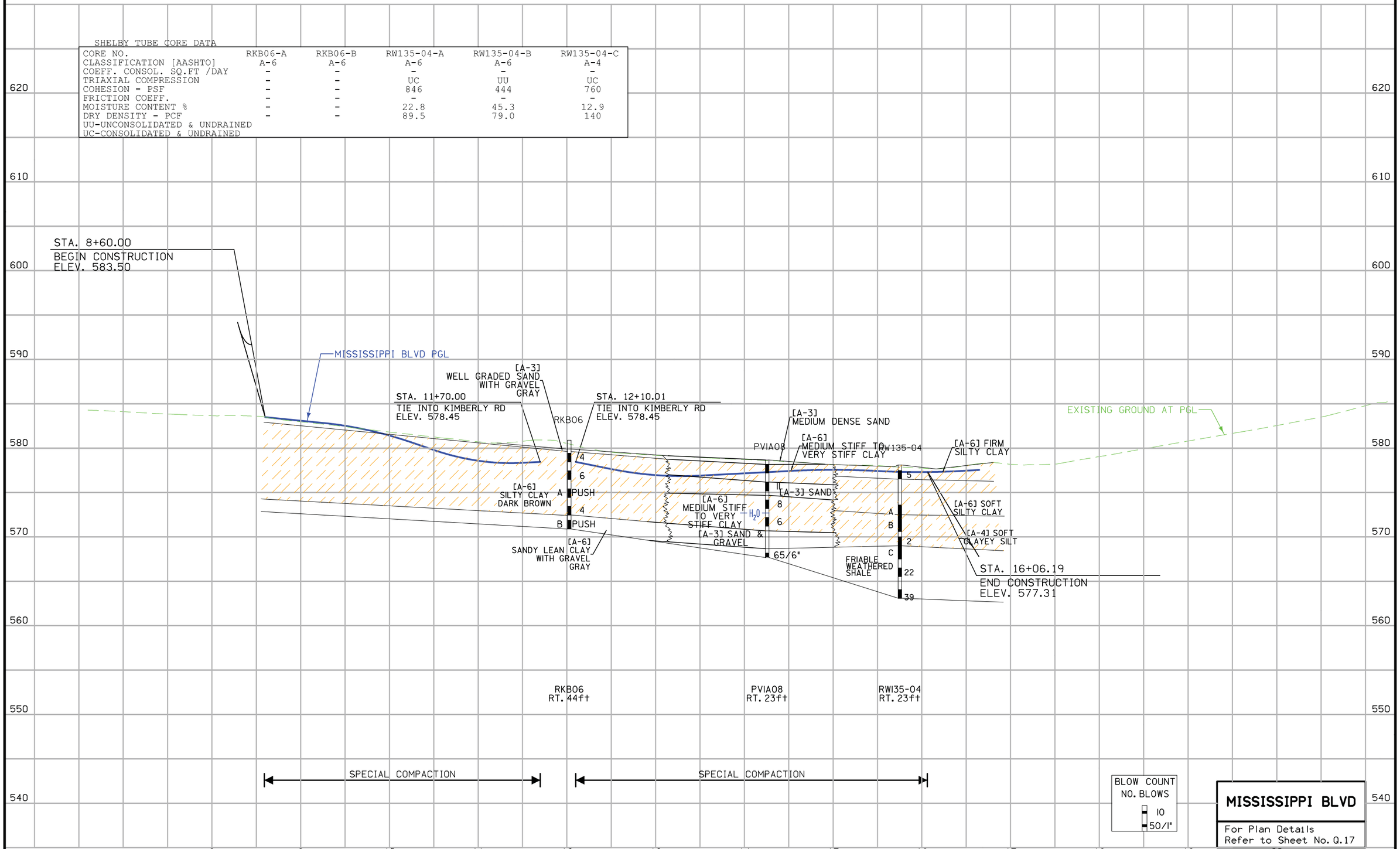
CUT MOISTURE		-	-	-	
CUT DENSITY (lb/cu ft)		-	-	-	
PLASTIC LIMIT		-	-	-	

SHELBY TUBE CORE DATA

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

UU-UNCONSOLIDATED & UNDRAINED
UC-CONSOLIDATED & UNDRAINED



MISSISSIPPI BLVD

For Plan Details
Refer to Sheet No. Q.17

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(226)4--13-82	SHEET NUMBER	Q.18

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EX. HOLMES ST

STA. 11+60.42
END CONSTRUCTION

KIMBERLY RD

STA. 9+62.00
BEGIN SPECIAL COMPACTION

BROWN ST

EX. BROWN ST

STA. 11+60.42
END SPECIAL COMPACTION

EX. 12TH ST

STA. 9+62.00
BEGIN CONSTRUCTION

EX. GRANT ST/US 67

EX. 11TH ST

0 FEET 50

BROWN ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.19

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

620
610
600
590
580
570
560
550
540

STA. 9+62.00
BEGIN CONSTRUCTION
ELEV. 585.49

EXISTING GROUND

BROWN ST PGL

STA. 11+60.42
END CONSTRUCTION
ELEV. 583.27

SPECIAL COMPACTION

9 10 11

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

BROWN ST

For Plan Details
Refer to Sheet No. Q.19

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.20

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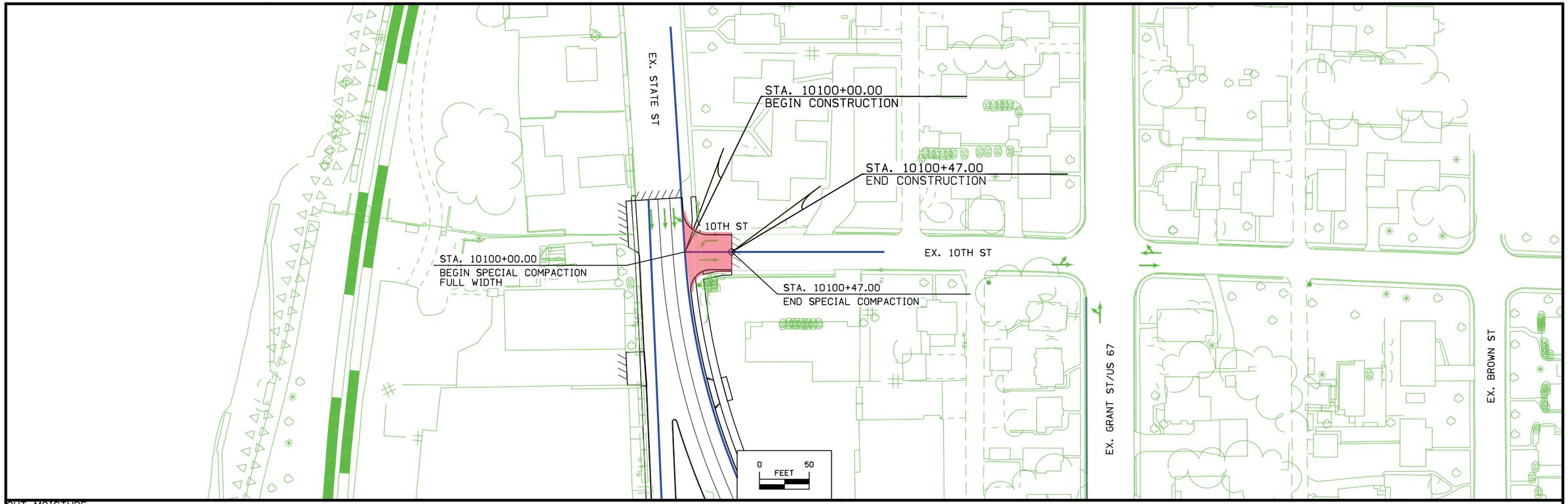
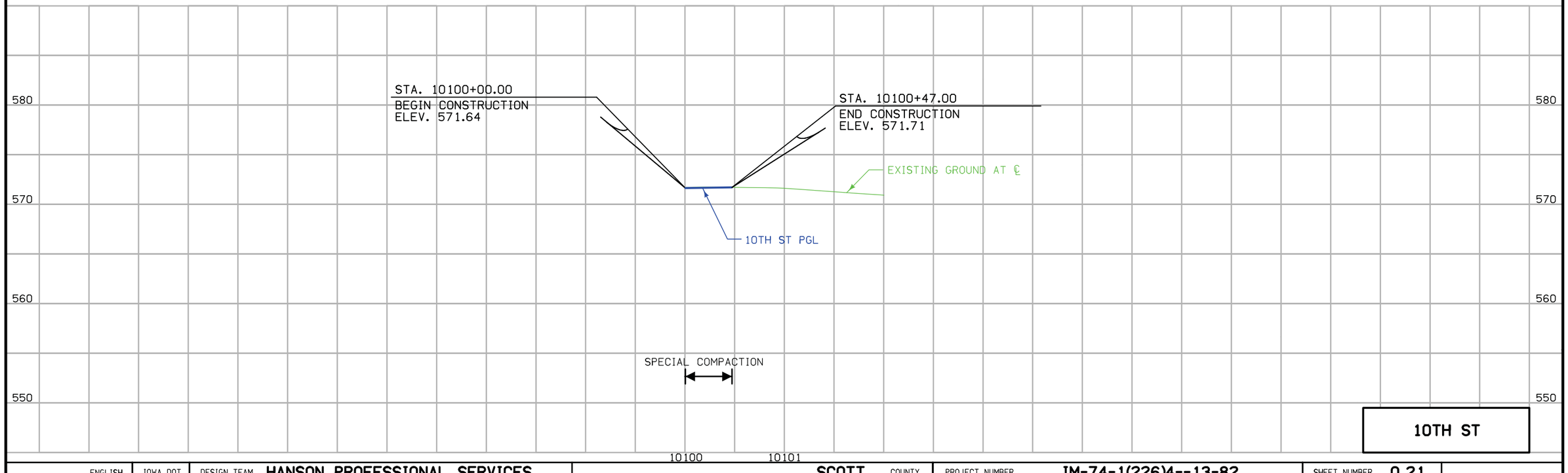


CUT MOISTURE
CUT DENSITY (lb/cu ft)
PLASTIC LIMIT



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

10TH ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.21

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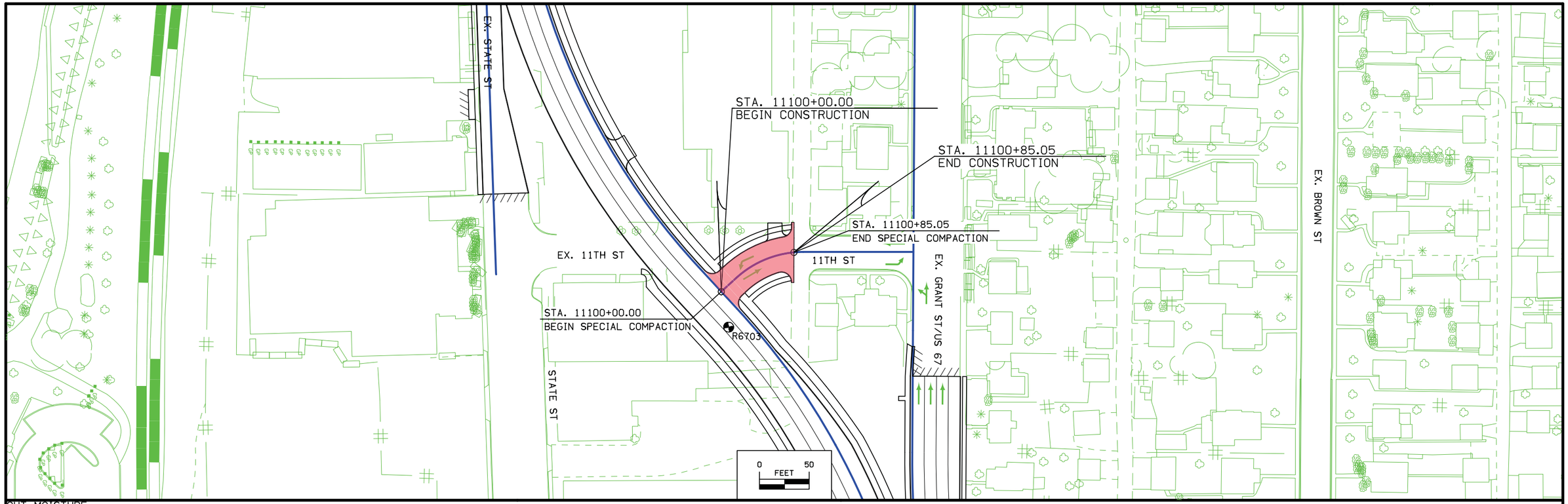
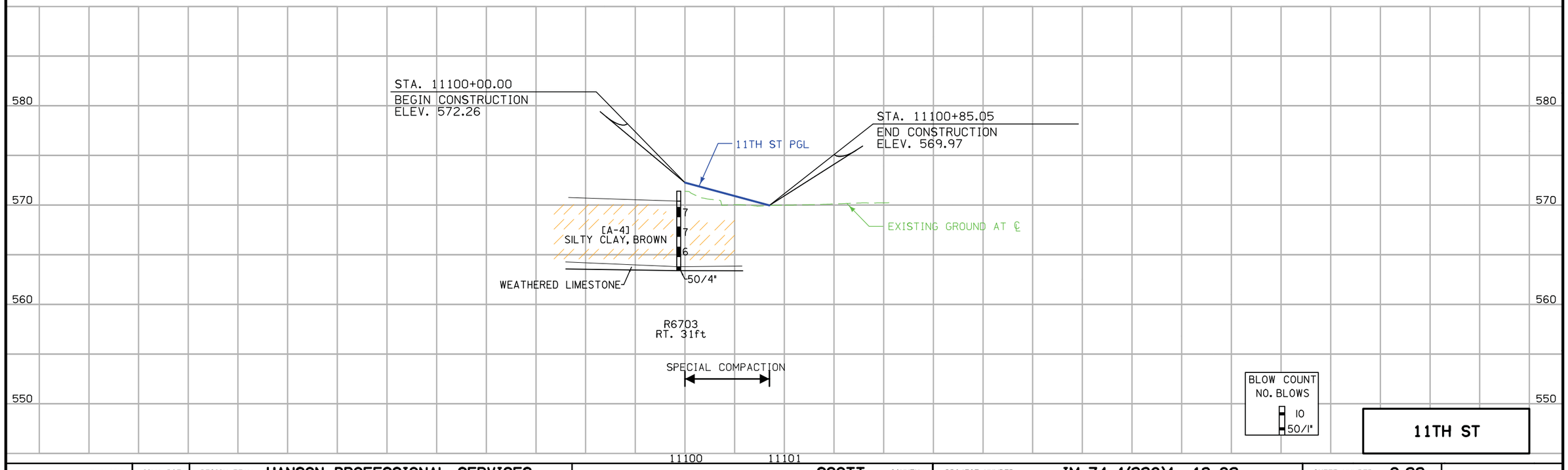
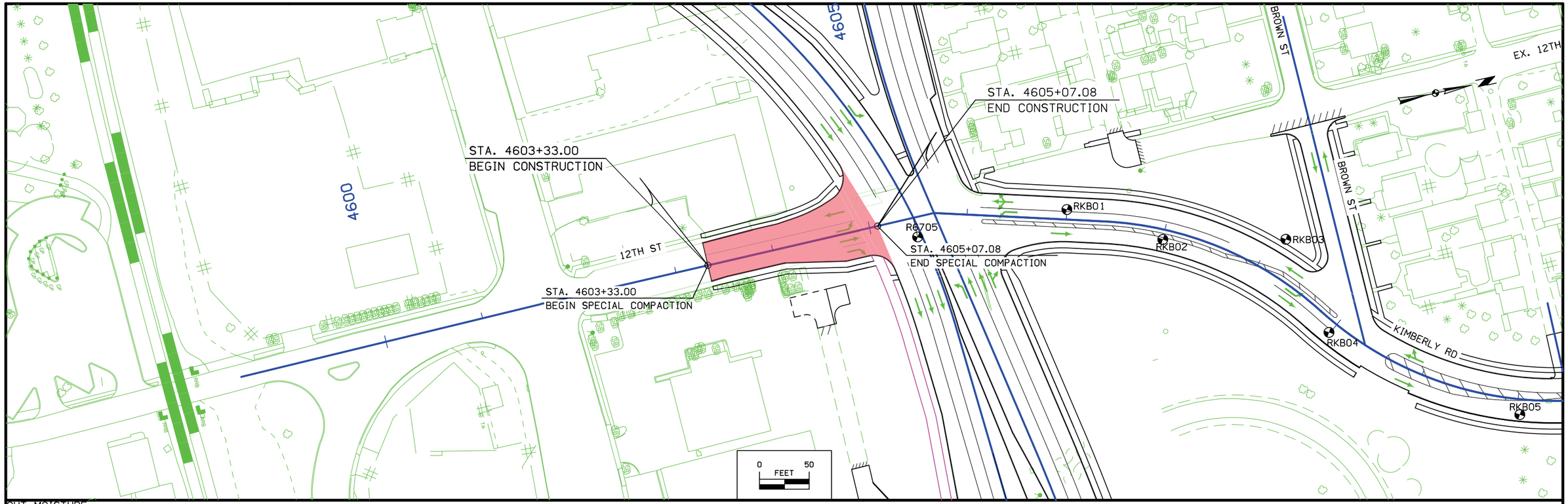


CUT MOISTURE
CUT DENSITY (lb/cu ft)
PLASTIC LIMIT

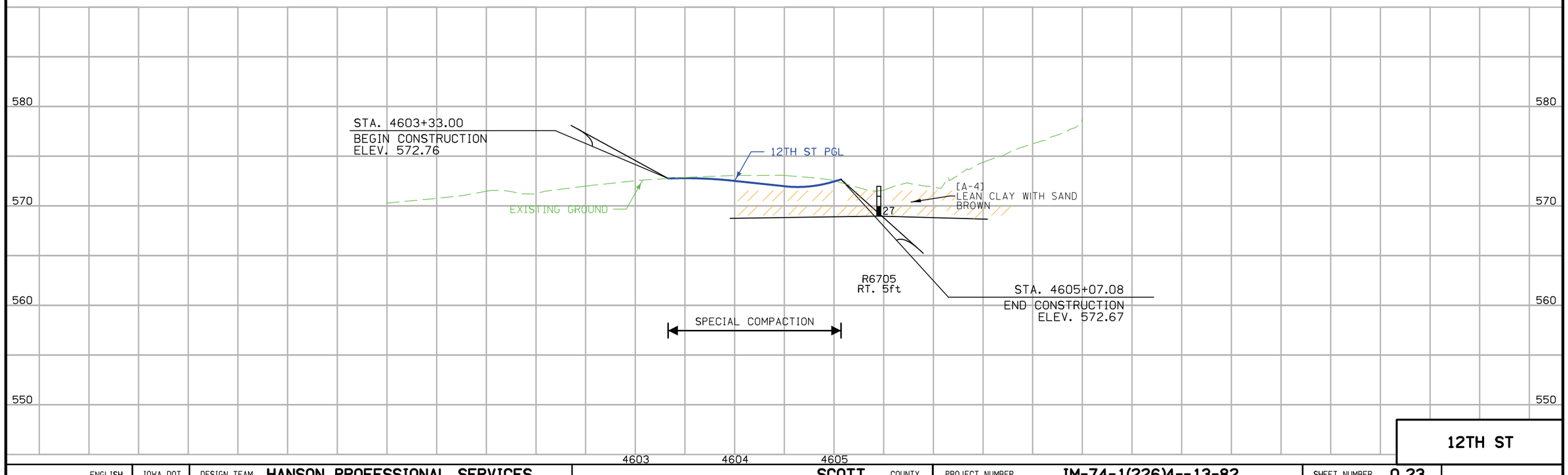


UNSUITABLE
SUBGRADE TREATMENT
SHALE
ROCK
SELECT SOIL
SANDY SOIL
DENS. CORE
SELECT SAND
SHELBY
BLOW
SAMPLE
PLUGGED
WATER
MOISTURE

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.22



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



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

12TH ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.23

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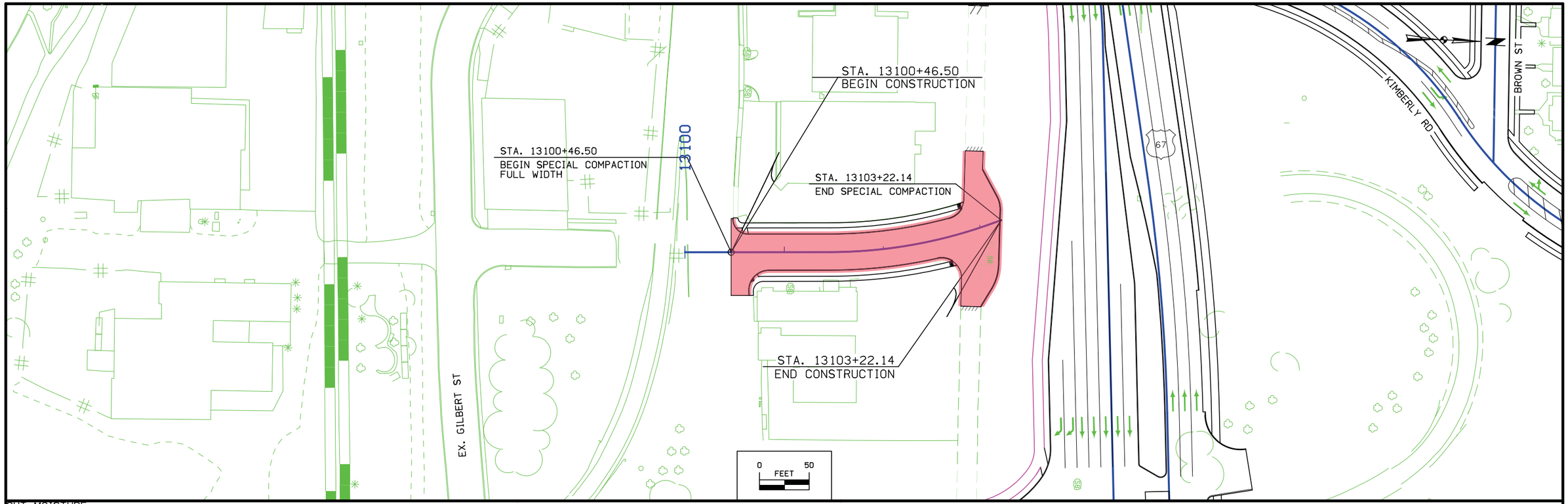
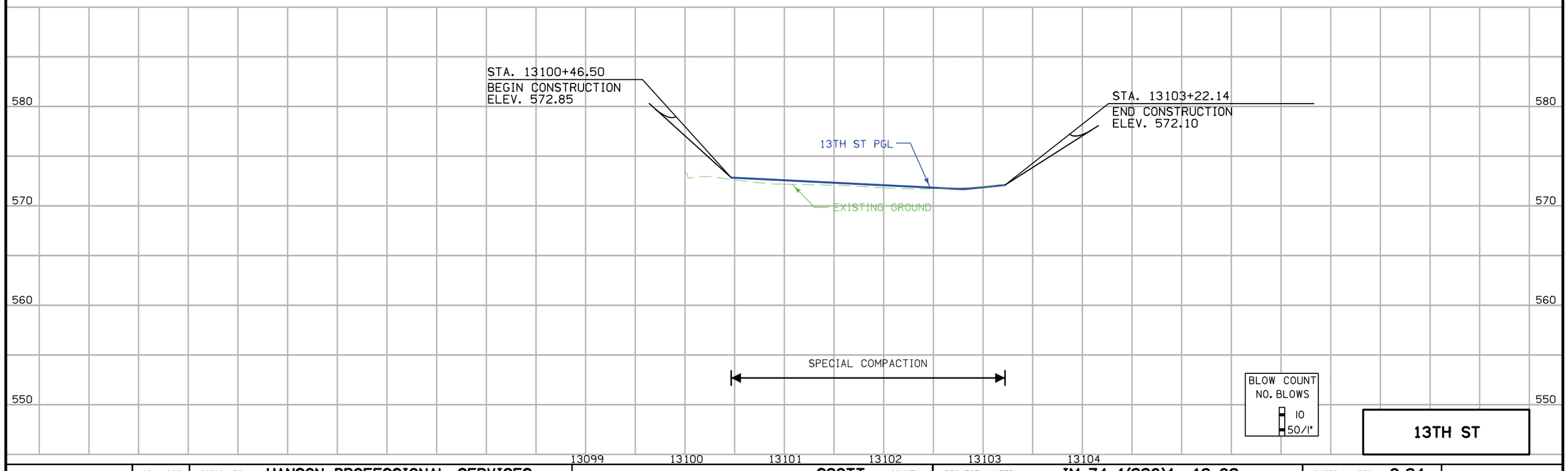


CUT MOISTURE
CUT DENSITY (lb/cu ft)
PLASTIC LIMIT



13TH ST

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(226)4--13-82	SHEET NUMBER	Q.24

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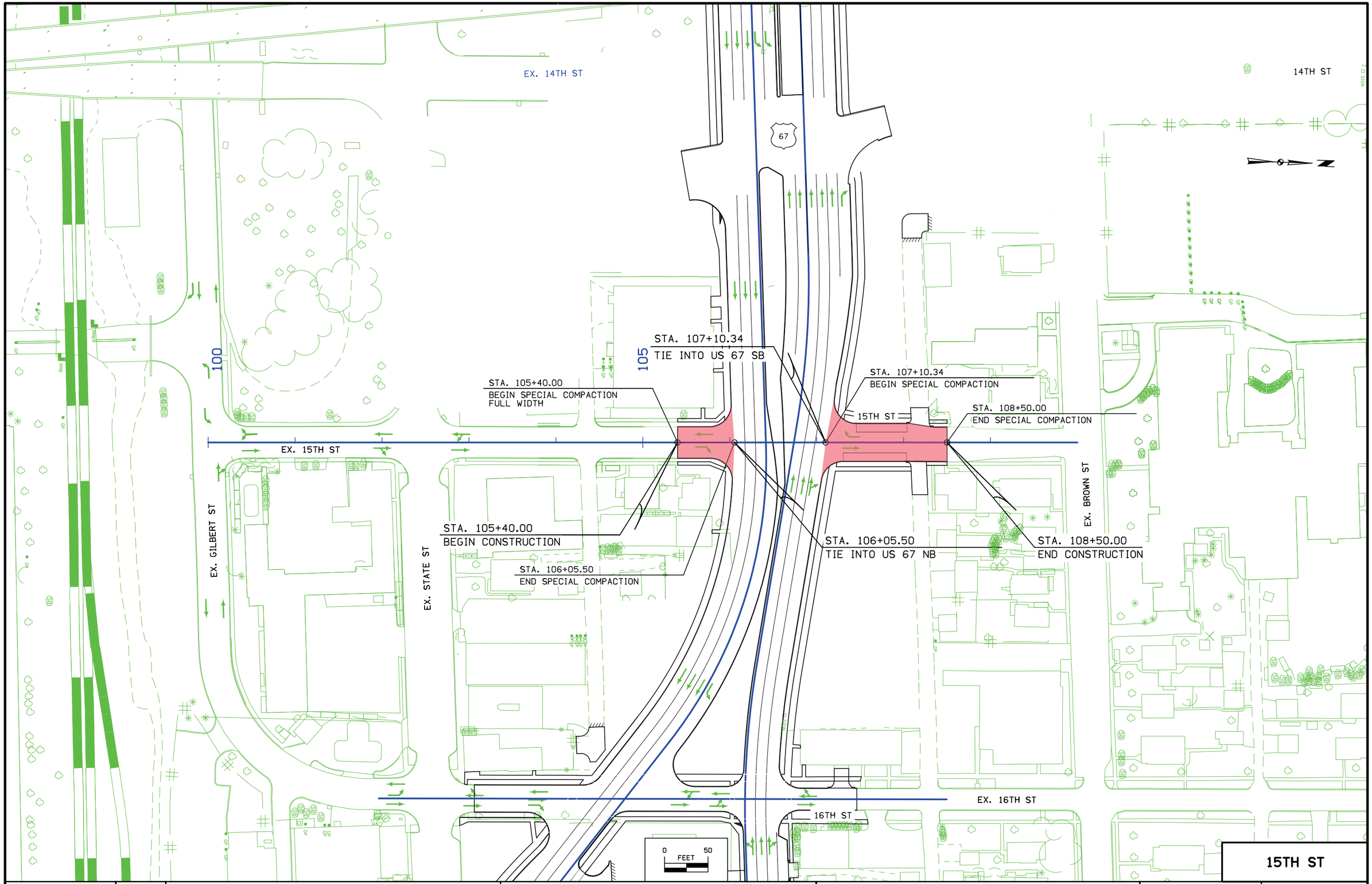

15TH ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.25

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

610
600
590
580
570
560
550
540
530

STA. 105+40.00
BEGIN CONSTRUCTION
ELEV. 572.35

STA. 106+05.50
TIE INTO US 67 NB
ELEV. 572.87

STA. 108+50.00
END CONSTRUCTION
ELEV. 574.92

EXISTING GROUND AT ℄

15TH ST PGL

STA. 107+10.34
TIE INTO US 67 SB
ELEV. 572.56

SPECIAL COMPACTION

SPECIAL COMPACTION

105 106 107 108 109 110

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

15TH ST

For Plan Details
Refer to Sheet No. Q.25

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.26

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EX. 15TH ST

15TH ST

EX. GILBERT ST

EX. STATE ST

I67

EX. BROWN ST

STA. 101+72.59
END SPECIAL COMPACTION

100

STA. 101+72.59
TIE INTO US 67 NB

STA. 103+56.37
TIE INTO US 67 SB

105

R6709

STA. 100+45.00
BEGIN SPECIAL COMPACTION
FULL WIDTH

EX. 16TH ST

16TH ST

STA. 100+45.00
BEGIN CONSTRUCTION

STA. 102+33.40
TIE INTO US 67 NB

STA. 103+92.37
TIE INTO US 67 SB

STA. 104+85.00
END CONSTRUCTION

EX. GRANT ST/US 67

EX. 17TH ST

0 50
FEET

16TH ST

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.27

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

610 600 590 580 570 560 550 540 530

STA. 100+45.00
BEGIN CONSTRUCTION
ELEV. 573.22

STA. 101+72.59
TIE INTO US 67 NB
ELEV. 573.14

STA. 103+56.37
TIE INTO US 67 SB
ELEV. 573.76

STA. 104+85.00
END CONSTRUCTION
ELEV. 575.89

EXISTING GROUND AT ℄

16TH ST PGL

[A-4]
SILTY CLAY
DARK BROWN

55/7"

WEATHERED
LIMESTONE

[A-6]
LEAN CLAY
PINKISH BROWN

STA. 102+33.40
TIE INTO US 67 NB
ELEV. 573.29

STA. 103+92.37
TIE INTO US 67 SB
ELEV. 573.76

LIMESTONE

R6709
LT. 28ft

SPECIAL COMPACTION

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

BLOW COUNT
NO. BLOWS
10
50/1"

16TH ST

For Plan Details
Refer to Sheet No. Q.27

100 101 102 103 104 105 106

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(226)4--13-82	SHEET NUMBER	Q.28

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EX. I-74 EB

EX. I-74 WB

EX. 14TH ST

74

STA. 2594+18.94
END SPECIAL COMPACTION

STA. 2592+65.24
BEGIN SPECIAL COMPACTION

STA. 2592+65.24
BEGIN RAMP B CONSTRUCTION

STA. 2594+18.94
END RAMP B CONSTRUCTION

EX. 15TH ST

EX. GILBERT ST

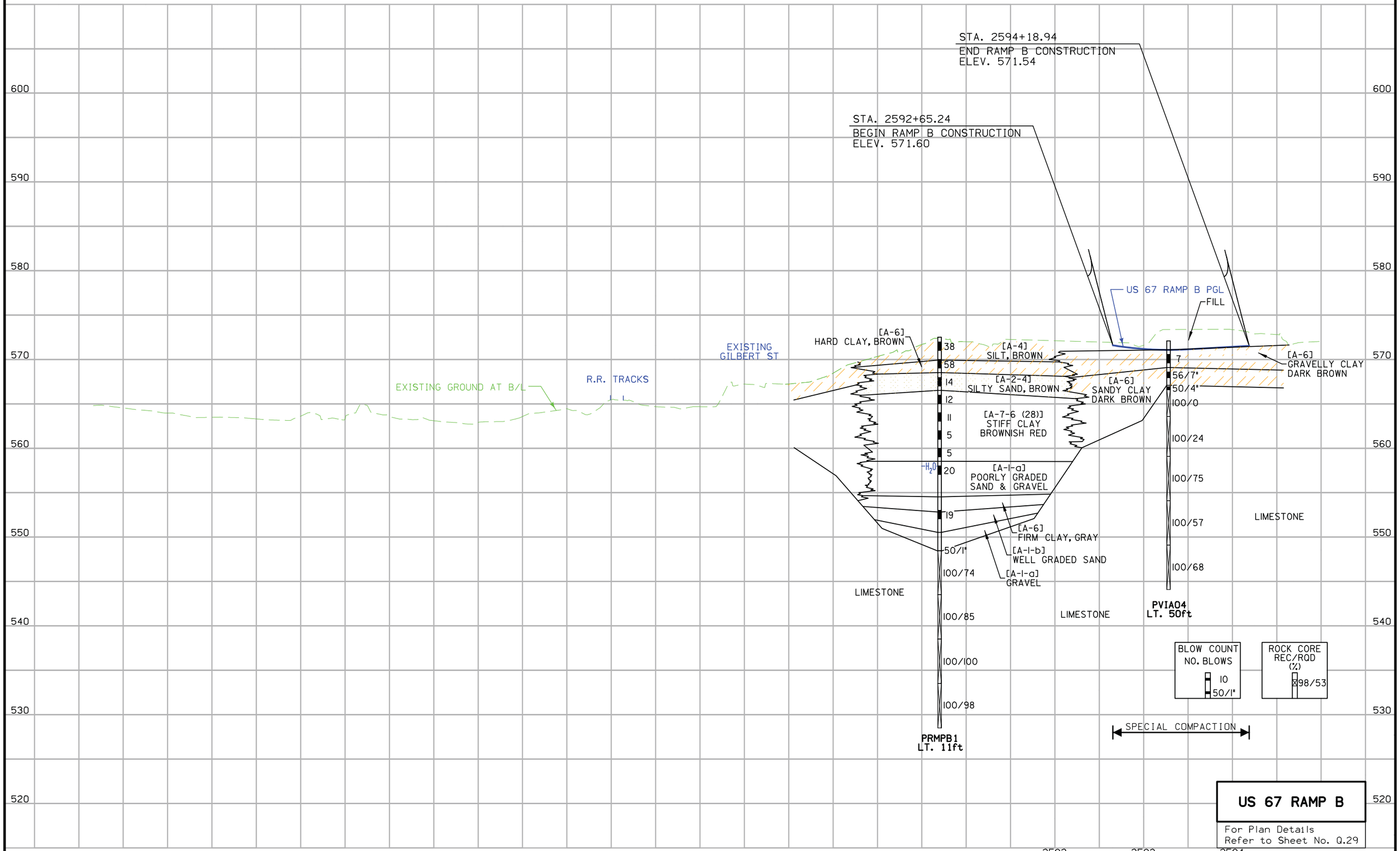
EX. STATE ST

0 FEET 50

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.29

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



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

US 67 RAMP B

For Plan Details
Refer to Sheet No. Q.29

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-74-1(226)4--13-82	SHEET NUMBER	Q.30

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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)

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

UTILITY LEGEND

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

PLAN VIEW COLOR LEGEND OF PLAN AND PROFILE SHEETS

LINEWORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities

SHADING	Design Color No.	
Tan	(8)	Proposed Sidewalk Shading
Blue, Light	(230)	Proposed Sidewalk Landing Shading
Pink	(11)	Proposed Sidewalk Ramp Shading
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Temporary Pavement Shading
Gray, Light	(48)	Proposed Pavement Shading
Gray, Med	(80)	Proposed Granular Shading
Gray, Dark	(112)	Proposed Grade and Pave Shading
Brown, Light	(236)	Grading Shading

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

RIGHT-OF-WAY LEGEND

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

SIDEWALK LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES S)

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.1

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SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W1101	W1102	Crosswalk Cross Slope - Yield Condition	9.49	0.02	0.2%	0.0% to 2.0%				W1101	10100+15.33	-18.82	571.41
W1101	W1103	Landing/Turning Space	2.83	0.05	1.8%	0.1% to 2.0%	Yes			W1102	10100+07.02	-23.41	571.43
W1103	W1104	Ramp Cross Slope	5.17	0.09	1.7%	0.1% to 2.0%	Yes			W1103	10100+15.15	-21.64	571.46
W1102	W1105	Landing/Turning Space	2.89	0.04	1.4%	0.1% to 2.0%				W1104	1593+29.07	-16.50	571.55
W1104	W1105	Landing/Turning Space	8.00	-0.08	-1.0%	0.1% to 2.0%				W1105	1593+29.07	-8.50	571.47
W1104	W1108	Ramp Running Slope	6.36	0.41	6.4%	0.5% to 8.3%				W1106	1593+29.07	-14.39	571.53
W1106	W1108	Ramp Running Slope	6.00	0.43	7.2%	0.5% to 8.3%				W1107	1593+29.07	-9.39	571.48
W1107	W1109	Ramp Running Slope	6.00	0.40	6.7%	0.5% to 8.3%				W1108	1593+23.07	-14.39	571.96
W1105	W1109	Ramp Running Slope	6.07	0.41	6.8%	0.5% to 8.3%				W1109	1593+23.07	-9.39	571.88
W1104	W1106	Ramp Cross Slope	2.11	-0.02	-0.9%	0.1% to 2.0%				W1110	1593+05.00	-14.39	571.55
W1106	W1107	Ramp Cross Slope	5.00	-0.05	-1.0%	0.1% to 2.0%				W1111	1593+05.00	-9.39	571.47
W1107	W1105	Ramp Cross Slope	0.89	-0.01	-1.1%	0.1% to 2.0%				W1112	1593+00.00	-14.39	571.52
W1108	W1109	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W1113	1593+00.00	-9.39	571.36
W1108	W1110	Sidewalk Running Slope	18.07	-0.41	-2.3%	0.5% to 5.0%				W1114	1593+00.00	-10.54	571.40
W1109	W1111	Sidewalk Running Slope	18.07	-0.41	-2.3%	0.5% to 5.0%				W1115	10100+19.84	-20.72	571.68
W1110	W1111	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W1116	10100+20.80	-25.63	571.75
W1110	W1112	Sidewalk Running Slope	5.00	-0.03	-0.6%	0.5% to 5.0%				W1117	10100+24.74	-19.76	571.91
W1111	W1113	Sidewalk Running Slope	5.00	-0.11	-2.2%	0.5% to 5.0%				W1118	10100+25.71	-24.66	571.98
W1112	W1114	Sidewalk Cross Slope	3.85	-0.12	-3.1%	0.5% to 4.1%		Slope required to match existing conditions		W1119	10100+30.62	-17.60	571.83
W1114	W1113	Sidewalk Cross Slope	1.15	-0.04	-3.5%	0.5% to 4.5%		Slope required to match existing conditions		W1120	10100+30.62	-18.60	571.85
W1103	W1115	Ramp Running Slope	4.78	0.22	4.6%	0.5% to 8.3%				W1121	10100+30.62	-23.70	571.92
W1104	W1116	Ramp Running Slope	6.10	0.20	3.3%	0.5% to 8.3%				W1122	10100+42.00	-17.60	571.73
W1115	W1116	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W1123	10100+42.00	-23.73	571.84
W1115	W1117	Ramp Running Slope	5.00	0.23	4.6%	0.5% to 8.3%				W1124	10100+47.00	-17.60	571.76
W1116	W1118	Ramp Running Slope	5.00	0.23	4.6%	0.5% to 8.3%				W1125	10100+47.00	-23.75	572.08
W1117	W1118	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W1117	W1120	Sidewalk Running Slope	5.98	-0.06	-1.1%	0.5% to 5.0%							
W1118	W1121	Sidewalk Running Slope	5.00	-0.06	-1.2%	0.5% to 5.0%							
W1119	W1120	Sidewalk Cross Slope	1.00	0.01	1.5%	0.5% to 2.0%							
W1120	W1121	Sidewalk Cross Slope	5.10	0.07	1.5%	0.5% to 2.0%							
W1119	W1122	Sidewalk Running Slope	11.38	-0.10	-0.9%	0.5% to 5.0%							
W1121	W1123	Sidewalk Running Slope	11.38	-0.08	-0.7%	0.5% to 5.0%							
W1122	W1123	Sidewalk Cross Slope	6.13	0.11	1.8%	0.5% to 2.0%	Yes						
W1122	W1124	Sidewalk Running Slope	5.00	0.03	0.6%	0.5% to 5.0%							
W1123	W1125	Sidewalk Running Slope	5.00	0.24	4.8%	0.5% to 5.0%	Yes						
W1124	W1125	Sidewalk Cross Slope	6.15	0.32	5.2%	0.5% to 6.2%		Slope required to match existing conditions					
W1201	W1202	Crosswalk Cross Slope - Yield Condition	9.40	0.14	1.5%	0.0% to 2.0%				W1201	10100+18.03	19.66	571.51
W1201	W1203	Landing/Turning Space	2.98	0.04	1.3%	0.1% to 2.0%				W1202	10100+10.52	25.31	571.66
W1203	W1204	Ramp Cross Slope	5.04	0.07	1.4%	0.1% to 2.0%				W1203	10100+18.29	22.62	571.55
W1202	W1205	Landing/Turning Space	3.11	0.05	1.4%	0.1% to 2.0%				W1204	1593+84.24	-16.50	571.62
W1204	W1205	Ramp Cross Slope	8.00	0.08	1.0%	0.1% to 2.0%				W1205	1593+84.24	-8.50	571.70
W1204	W1206	Ramp Running Slope	10.00	0.74	7.4%	0.5% to 8.3%	Yes			W1206	1593+94.52	-16.50	572.36
W1205	W1207	Ramp Running Slope	10.18	0.74	7.3%	0.5% to 8.3%				W1207	1593+94.52	-8.50	572.44
W1206	W1207	Ramp Cross Slope	8.00	0.08	1.0%	0.1% to 2.0%				W1208	1593+99.64	-16.50	572.72
W1206	W1208	Ramp Running Slope	5.00	0.36	7.2%	0.5% to 8.3%				W1209	1593+99.64	-8.50	572.60
W1207	W1209	Ramp Running Slope	5.09	0.16	3.1%	0.5% to 8.3%				W1210	10100+22.59	21.68	571.78
W1208	W1209	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W1211	10100+23.66	26.57	571.85
W1203	W1210	Ramp Running Slope	4.40	0.23	5.2%	0.5% to 8.3%				W1212	10100+32.27	19.57	571.92
W1204	W1211	Ramp Running Slope	5.00	0.23	4.6%	0.5% to 8.3%				W1213	10100+33.34	24.45	571.99
W1210	W1211	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W1214	10100+37.56	19.47	571.86
W1210	W1212	Sidewalk Running Slope	5.00	0.14	2.8%	0.5% to 5.0%				W1215	10100+37.63	23.52	571.92
W1211	W1213	Sidewalk Running Slope	5.00	0.14	2.8%	0.5% to 5.0%				W1216	10100+42.00	19.39	571.80
W1212	W1213	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%				W1217	10100+42.00	23.45	571.86
W1212	W1214	Sidewalk Running Slope	5.29	-0.06	-1.1%	0.5% to 5.0%				W1218	10100+47.00	19.30	571.72
W1213	W1215	Sidewalk Running Slope	5.09	-0.07	-1.4%	0.5% to 5.0%				W1219	10100+47.00	23.36	571.79
W1214	W1215	Sidewalk Cross Slope	4.05	0.06	1.5%	0.5% to 2.0%							
W1214	W1216	Sidewalk Running Slope	4.37	-0.06	-1.4%	0.5% to 5.0%							
W1215	W1217	Sidewalk Running Slope	4.37	-0.06	-1.4%	0.5% to 5.0%							
W1216	W1217	Sidewalk Cross Slope	4.06	0.06	1.5%	0.5% to 2.0%							
W1216	W1218	Sidewalk Running Slope	5.00	-0.08	-1.6%	0.5% to 5.0%							
W1217	W1219	Sidewalk Running Slope	5.00	-0.07	-1.4%	0.5% to 5.0%							
W1218	W1219	Sidewalk Cross Slope	4.06	0.07	1.7%	0.5% to 2.0%	Yes						
W2101	W2103	Crosswalk Cross Slope - Yield Condition	5.12	-0.15	-2.9%	0.0% to 3.9%				W2101	11100+77.68	28.00	570.21
W2101	W2102	Sidewalk Running Slope	1.08	-0.05	-4.6%	0.5% to 5.0%	Yes			W2102	11100+76.17	28.00	570.16
W2102	W2103	Ramp Cross Slope	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W2103	11100+76.17	23.00	570.06
W2102	W2104	Ramp Running Slope	4.68	0.38	8.1%	0.5% to 8.3%	Yes			W2104	11100+69.68	28.00	570.54
W2103	W2105	Ramp Running Slope	5.00	0.39	7.8%	0.5% to 8.3%	Yes			W2105	11100+69.68	23.00	570.45
W2104	W2105	Ramp Cross Slope	5.00	-0.09	-1.8%	0.1% to 2.0%	Yes			W2106	11100+63.19	28.00	570.93
W2104	W2106	Ramp Running Slope	4.68	0.39	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed		W2107	11100+63.19	23.00	570.85
W2105	W2107	Ramp Running Slope	5.00	0.40	8.0%	0.5% to 8.3%	Yes			W2108	11100+56.69	28.00	571.31
W2106	W2107	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W2109	11100+56.69	23.00	571.24
W2106	W2108	Ramp Running Slope	4.68	0.38	8.1%	0.5% to 8.3%	Yes			W2110	11100+50.20	28.00	571.38
W2107	W2109	Ramp Running Slope	5.00	0.39	7.8%	0.5% to 8.3%	Yes			W2111	11100+50.20	23.00	571.31
W2108	W2109	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%							
W2108	W2110	Landing/Turning Space	4.68	0.07	1.5%	0.1% to 2.0%							

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W2109	W2111	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%							
W2110	W2111	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W2201	W2203	Crosswalk Cross Slope - Yield Condition	5.07	-0.09	-1.8%	0.0% to 2.0%				W2201	11100+85.19	28.00	569.79
W2201	W2202	Sidewalk Running Slope	0.88	0.01	1.1%	0.5% to 5.0%				W2202	11100+84.50	28.00	569.80
W2202	W2203	Ramp Cross Slope	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W2203	11100+84.50	23.00	569.70
W2202	W2204	Ramp Running Slope	5.00	0.39	7.8%	0.5% to 8.3%	Yes			W2204	11100+80.59	28.00	570.19
W2203	W2205	Ramp Running Slope	4.80	0.40	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed		W2205	11100+80.59	23.00	570.10
W2204	W2205	Ramp Cross Slope	5.00	-0.09	-1.8%	0.1% to 2.0%	Yes			W2206	11100+77.70	28.00	570.13
W2204	W2206	Landing/Turning Space	5.00	-0.06	-1.2%	0.1% to 2.0%				W2207	11100+77.05	23.00	570.04
W2205	W2207	Landing/Turning Space	4.36	-0.06	-1.4%	0.1% to 2.0%				W2208	11100+78.05	30.90	570.22
W2206	W2207	Sidewalk Cross Slope	5.07	-0.09	-1.8%	0.5% to 2.0%	Yes			W2209	11100+67.44	34.01	570.46
W2206	W2208		2.93	0.09	3.1%	#N/A	#N/A			W2210	11100+66.19	28.00	570.41
W2207	W2211	Sidewalk Running Slope	14.77	0.32	2.2%	0.5% to 5.0%				W2211	11100+65.04	23.00	570.36
W2206	W2210	Sidewalk Running Slope	14.74	0.28	1.9%	0.5% to 5.0%				W2212	11100+61.50	28.00	570.79
W2208	W2209		14.39	0.24	1.7%	#N/A	#N/A			W2213	11100+61.50	23.00	570.72
W2209	W2210		6.24	-0.05	-0.8%	#N/A	#N/A			W2214	11100+57.59	28.00	571.18
W2210	W2211	Ramp Cross Slope	5.20	-0.05	-1.0%	0.1% to 2.0%				W2215	11100+57.59	23.00	571.11
W2210	W2212	Ramp Running Slope	6.00	0.38	6.3%	0.5% to 8.3%							
W2211	W2213	Ramp Running Slope	4.36	0.36	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed					
W2212	W2213	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%							
W2212	W2214	Ramp Running Slope	5.00	0.39	7.8%	0.5% to 8.3%	Yes						
W2213	W2215	Ramp Running Slope	4.80	0.39	8.1%	0.5% to 8.3%	Yes						
W2214	W2215	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W2301	W2303	Crosswalk Cross Slope - No Yield Condition	8.04	0.19	2.4%	0.0% to 5.0%				W2301	11100+16.50	-17.00	571.85
W2301	W2302	Sidewalk Running Slope	0.85	0.04	4.7%	0.5% to 5.0%	Yes			W2302	11100+16.50	-17.85	571.89
W2302	W2303	Ramp Cross Slope	8.00	0.15	1.9%	0.1% to 2.0%	Yes			W2303	11100+08.50	-17.85	572.04
W2302	W2304	Ramp Running Slope	5.15	0.31	6.0%	0.5% to 8.3%				W2304	11100+16.50	-23.00	572.20
W2303	W2305	Ramp Running Slope	5.15	0.28	5.4%	0.5% to 8.3%				W2305	11100+08.50	-23.00	572.32
W2304	W2305	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W2306	11100+16.50	-28.00	572.28
W2304	W2306	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W2307	11100+08.50	-28.00	572.40
W2305	W2307	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W2308	1598+31.88	-16.50	573.24
W2306	W2307	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W2309	1598+31.88	-8.50	573.12
W2306	W2308	Ramp Running Slope	14.88	0.96	6.5%	0.5% to 8.3%				W2310	11100+21.18	-23.00	572.34
W2307	W2309	Ramp Running Slope	15.00	0.72	4.8%	0.5% to 8.3%				W2311	11100+21.18	-28.00	572.42
W2308	W2309	Sidewalk Cross Slope	8.00	-0.12	-1.5%	0.5% to 2.0%							
W2304	W2310	Ramp Running Slope	5.00	0.14	2.8%	0.5% to 8.3%							
W2306	W2311	Ramp Running Slope	5.07	0.14	2.8%	0.5% to 8.3%							
W2310	W2311	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes						
W2401	W2403	Crosswalk Cross Slope - Yield Condition	8.04	0.19	2.4%	0.0% to 3.4%				W2401	11100+16.50	17.00	571.70
W2401	W2402	Sidewalk Running Slope	0.83	0.03	3.6%	0.5% to 5.0%				W2402	11100+16.50	17.83	571.73
W2402	W2403	Ramp Cross Slope	8.00	0.16	2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W2403	11100+08.50	17.83	571.89
W2402	W2404	Ramp Running Slope	5.24	0.35	6.7%	0.5% to 8.3%				W2404	11100+16.50	23.00	572.08
W2403	W2405	Ramp Running Slope	5.24	0.31	5.9%	0.5% to 8.3%				W2405	11100+08.50	23.00	572.20
W2404	W2405	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W2406	1599+02.90	-16.50	572.16
W2404	W2406	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W2407	1599+02.90	-8.50	572.28
W2405	W2407	Landing/Turning Space	4.95	0.08	1.6%	0.1% to 2.0%	Yes			W2408	1599+07.78	-16.50	572.54
W2406	W2407	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W2409	1599+07.78	-8.50	572.66
W2406	W2408	Ramp Running Slope	5.00	0.38	7.6%	0.5% to 8.3%	Yes			W2410	1599+12.67	-16.50	572.92
W2407	W2409	Ramp Running Slope	4.94	0.38	7.7%	0.5% to 8.3%	Yes			W2411	1599+12.67	-8.50	572.80
W2408	W2409	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W2412	11100+22.02	23.00	572.19
W2408	W2410	Ramp Running Slope	5.00	0.38	7.6%	0.5% to 8.3%	Yes			W2413	11100+22.02	28.00	572.27
W2409	W2411	Ramp Running Slope	4.94	0.14	2.8%	0.5% to 8.3%							
W2410	W2411	Sidewalk Cross Slope	8.00	-0.12	-1.5%	0.5% to 2.0%							
W2404	W2412	Ramp Running Slope	5.00	0.11	2.2%	0.5% to 8.3%							
W2406	W2413	Ramp Running Slope	4.90	0.11	2.2%	0.5% to 8.3%							
W2412	W2413	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes						
W3101	W3102	Sidewalk Running Slope	17.74	0.46	2.6%	0.5% to 5.0%				W3101	200+42.83	-66.89	573.23
W3101	W3115	Sidewalk Cross Slope	5.07	-0.08	-1.6%	0.5% to 2.0%	Yes			W3102	200+46.47	-49.50	573.69
W3102	W3103	Sidewalk Running Slope	20.30	0.72	3.5%	0.5% to 5.0%				W3103	200+61.47	-52.50	574.41
W3102	W3106	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W3104	200+66.47	-52.50	574.65
W3102	W3114	Landing/Turning Space	5.26	-0.08	-1.5%	0.1% to 2.0%				W3105	200+66.47	-44.50	574.53
W3103	W3104	Sidewalk Running Slope	5.00	0.24	4.8%	0.5% to 5.0%	Yes			W3106	200+46.47	-44.50	573.62
W3104	W3105	Sidewalk Cross Slope	8.00	-0.12	-1.5%	0.5% to 2.0%				W3107	200+45.03	-40.08	573.48
W3105	W3106	Sidewalk Running Slope	20.00	-0.91	-4.5%	0.5% to 5.0%	Yes			W3108	200+44.84	-39.47	573.50
W3106	W3107	Ramp Running Slope	4.65	-0.14	-3.0%	0.5% to 8.3%				W3109	200+40.28	-41.62	573.40
W3106	W3110	Landing/Turning Space	5.26	-0.08	-1.5%	0.1% to 2.0%				W3110	200+41.21	-44.50	573.54
W3107	W3108	Sidewalk Running Slope	0.63	0.02	3.2%	0.5% to 5.0%				W3111	200+36.72	-44.50	573.28
W3107	W3109	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W3112	200+33.14	-49.50	573.11
W3109	W3110	Ramp Running Slope	3.03	0.14	4.6%	0.5% to 8.3%				W3113	200+36.72	-49.50	573.25
W3110	W3111	Ramp Running Slope	4.49	-0.26	-5.8%	0.5% to 8.3%				W3114	200+41.21	-49.50	573.61
W3110	W3114	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W3115	200+37.77	-66.72	573.15
W3111	W3113	Ramp Cross Slope	5.00	-0.03	-0.6%	0.1% to 2.0%							
W3112	W3113	Sidewalk Running Slope	3.58	0.14	3.9%	0.5% to 5.0%							

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W3113	W3114	Ramp Running Slope	4.49	0.36	8.0%	0.5% to 8.3%	Yes						
W3114	W3115	Sidewalk Running Slope	17.56	-0.46	-2.6%	0.5% to 5.0%							
W3201	W3203	Crosswalk Cross Slope - Yield Condition	6.70	0.10	1.5%	0.0% to 2.0%				W3201	199+63.83	-49.50	572.58
W3201	W3202	Sidewalk Running Slope	4.46	0.07	1.6%	0.5% to 5.0%				W3202	199+59.37	-49.50	572.65
W3202	W3203	Sidewalk Cross Slope	5.00	0.03	0.6%	0.5% to 2.0%				W3203	199+59.37	-44.50	572.68
W3202	W3204	Ramp Running Slope	5.00	0.41	8.2%	0.5% to 8.3%	Yes			W3204	199+54.37	-49.50	573.06
W3203	W3205	Ramp Running Slope	5.00	0.31	6.2%	0.5% to 8.3%				W3205	199+54.37	-44.50	572.99
W3204	W3205	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W3206	199+49.37	-49.50	573.14
W3204	W3206	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W3207	199+49.37	-44.50	573.07
W3205	W3207	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W3208	199+44.37	-49.50	573.37
W3206	W3207	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W3209	199+44.37	-44.50	573.30
W3206	W3208	Ramp Running Slope	5.00	0.23	4.6%	0.5% to 8.3%				W3210	4606+08.69	-37.94	573.43
W3207	W3209	Ramp Running Slope	5.00	0.23	4.6%	0.5% to 8.3%				W3211	4606+10.88	-33.44	573.38
W3208	W3209	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W3212	4606+10.18	-38.67	573.45
W3206	W3210	Ramp Running Slope	5.00	0.29	5.8%	0.5% to 8.3%				W3213	4606+15.09	-37.73	573.50
W3204	W3211	Ramp Running Slope	5.00	0.32	6.4%	0.5% to 8.3%				W3214	4606+14.15	-32.82	573.43
W3210	W3211	Ramp Cross Slope	5.00	-0.05	-1.0%	0.1% to 2.0%				W3215	4606+20.00	-36.79	573.41
W3210	W3212	Sidewalk Running Slope	1.66	0.02	1.2%	0.5% to 5.0%				W3216	4606+19.07	-31.88	573.34
W3212	W3213	Sidewalk Cross Slope	5.00	0.05	1.0%	0.5% to 2.0%				W3217	4606+34.21	-33.50	573.13
W3211	W3214	Sidewalk Running Slope	3.34	0.05	1.5%	0.5% to 5.0%				W3218	4606+36.73	-28.50	573.06
W3213	W3214	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%				W3219	4606+10.97	-42.77	573.53
W3213	W3215	Sidewalk Running Slope	5.00	-0.09	-1.8%	0.5% to 5.0%				W3220	4606+11.54	-45.74	573.59
W3214	W3216	Sidewalk Running Slope	5.00	-0.09	-1.8%	0.5% to 5.0%				W3221	4606+14.43	-46.62	573.65
W3215	W3216	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%				W3222	4606+15.88	-41.83	573.58
W3215	W3217	Sidewalk Running Slope	17.54	-0.28	-1.6%	0.5% to 5.0%				W3223	4606+19.23	-48.36	573.72
W3216	W3218	Sidewalk Running Slope	17.99	-0.28	-1.6%	0.5% to 5.0%				W3224	4606+20.66	-43.28	573.65
W3217	W3218	Sidewalk Cross Slope	5.02	-0.07	-1.4%	0.5% to 2.0%				W3225	4606+24.01	-49.51	573.83
W3212	W3219	Sidewalk Running Slope	4.18	0.08	1.9%	0.5% to 5.0%				W3226	4606+25.45	-44.72	573.70
W3213	W3222	Sidewalk Running Slope	4.18	0.08	1.9%	0.5% to 5.0%							
W3219	W3222	Sidewalk Cross Slope	5.00	0.05	1.0%	0.5% to 2.0%							
W3219	W3220	Sidewalk Running Slope	3.03	0.06	2.0%	0.5% to 5.0%							
W3220	W3221	Sidewalk Running Slope	3.03	0.06	2.0%	0.5% to 5.0%							
W3221	W3222	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W3221	W3223	Sidewalk Running Slope	5.00	0.07	1.4%	0.5% to 5.0%							
W3222	W3224	Sidewalk Running Slope	5.00	0.07	1.4%	0.5% to 5.0%							
W3223	W3224	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W3223	W3225	Sidewalk Running Slope	5.00	0.11	2.2%	0.5% to 5.0%							
W3224	W3226	Sidewalk Running Slope	5.00	0.05	1.0%	0.5% to 5.0%							
W3225	W3226	Match Existing Cross Slope	5.00	-0.13	-2.6%	Match Existing							
W3301	W3302	Crosswalk Cross Slope - Yield Condition	5.00	0.05	1.0%	0.0% to 2.0%				W3301	198+96.47	-38.50	572.01
W3301	W3303	Ramp Running Slope	6.00	0.49	8.2%	0.5% to 8.3%	Yes			W3302	199+01.67	-38.50	572.06
W3302	W3304	Ramp Running Slope	6.00	0.49	8.2%	0.5% to 8.3%	Yes			W3303	198+96.44	-44.50	572.50
W3303	W3304	Ramp Cross Slope	5.00	0.05	1.0%	0.1% to 2.0%				W3304	199+01.67	-44.50	572.55
W3303	W3305	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W3305	198+96.44	-49.50	572.57
W3304	W3306	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W3306	199+01.67	-49.50	572.62
W3305	W3306	Landing/Turning Space	4.97	0.05	1.0%	0.1% to 2.0%				W3307	198+91.21	-44.50	572.69
W3303	W3307	Ramp Running Slope	5.00	0.19	3.8%	0.5% to 8.3%				W3308	198+91.21	-49.50	572.76
W3305	W3308	Ramp Running Slope	4.97	0.19	3.8%	0.5% to 8.3%				W3309	199+06.07	-44.50	572.85
W3307	W3308	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%				W3310	199+06.07	-49.50	572.92
W3304	W3309	Ramp Running Slope	5.00	0.30	6.0%	0.5% to 8.3%							
W3306	W3310	Ramp Running Slope	4.97	0.30	6.0%	0.5% to 8.3%							
W3309	W3310	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%							
W3401	W3402	Crosswalk Cross Slope - Yield Condition	5.08	0.04	0.8%	0.0% to 2.0%				W3401	1602+12.74	-14.50	572.18
W3401	W3403	Sidewalk Running Slope	11.07	0.31	2.8%	0.5% to 5.0%				W3402	1602+17.71	-14.50	572.22
W3402	W3404	Sidewalk Running Slope	10.18	0.33	3.2%	0.5% to 5.0%				W3403	198+96.68	2.50	572.49
W3403	W3404	Crosswalk Cross Slope - Yield Condition	5.00	0.06	1.2%	0.0% to 2.0%				W3404	199+01.67	2.50	572.55
W3401	W3405	Sidewalk Running Slope	3.57	0.10	2.8%	0.5% to 5.0%				W3405	1602+13.36	-18.02	572.28
W3405	W3406	Sidewalk Running Slope	5.00	0.14	2.8%	0.5% to 5.0%				W3406	1602+07.62	-19.15	572.42
W3406	W3403	Sidewalk Running Slope	2.50	0.07	2.8%	0.5% to 5.0%				W3407	198+96.70	5.00	572.75
W3405	W3407	Ramp Running Slope	6.00	0.47	7.8%	0.5% to 8.3%	Yes			W3408	198+90.73	5.00	572.84
W3406	W3408	Ramp Running Slope	6.00	0.42	7.0%	0.5% to 8.3%							
W3407	W3408	Ramp Cross Slope	5.00	0.09	1.8%	0.1% to 2.0%	Yes						
W3501	W3502	Landing/Turning Space	6.17	0.09	1.5%	0.1% to 2.0%				W3501	1602+14.33	52.50	572.02
W3502	W3503	Ramp Running Slope	8.00	0.44	5.5%	0.5% to 8.3%				W3502	1602+07.66	52.50	572.11
W3502	W3507	Landing/Turning Space	5.12	0.08	1.6%	0.1% to 2.0%	Yes			W3503	1602+09.61	60.30	572.55
W3503	W3504	Sidewalk Running Slope	14.81	0.08	0.5%	0.5% to 5.0%		Drainage issues were considered		W3504	1602+13.36	74.71	572.63
W3503	W3506	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes			W3505	1602+07.75	75.25	572.71
W3504	W3505	Sidewalk Cross Slope	5.04	0.08	1.6%	0.5% to 2.0%	Yes			W3506	1602+04.27	61.41	572.63
W3505	W3506	Sidewalk Running Slope	14.20	-0.08	-0.6%	0.5% to 5.0%				W3507	1602+02.12	52.50	572.19
W3506	W3507	Ramp Running Slope	9.12	-0.44	-4.8%	0.5% to 8.3%				W3508	1601+92.81	52.50	572.87
W3507	W3508	Ramp Running Slope	8.61	0.68	7.9%	0.5% to 8.3%	Yes			W3509	1601+92.81	44.50	572.75
W3507	W3510	Landing/Turning Space	8.03	-0.07	-0.9%	0.1% to 2.0%				W3510	1602+01.35	44.50	572.12
W3508	W3509	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W3511	1602+02.04	41.19	572.07

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W3509	W3510	Ramp Running Slope	8.00	-0.63	-7.9%	0.5% to 8.3%	Yes						
W3510	W3511	Landing/Turning Space	3.37	-0.05	-1.5%	0.1% to 2.0%							
W3601	W3602	Sidewalk Running Slope	1.52	0.04	2.6%	0.5% to 5.0%				W3601	1603+28.71	38.50	573.20
W3602	W3603	Ramp Running Slope	4.75	0.38	8.0%	0.5% to 8.3%	Yes			W3602	1603+28.25	39.95	573.24
W3602	W3618	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W3603	1603+26.76	44.50	573.62
W3603	W3604	Sidewalk Running Slope	7.68	0.32	4.2%	0.5% to 5.0%	Yes			W3604	1603+35.00	44.50	573.94
W3603	W3606	Sidewalk Cross Slope	10.00	0.15	1.5%	0.5% to 2.0%				W3605	1603+35.00	54.50	574.09
W3604	W3605	Sidewalk Cross Slope	10.00	0.15	1.5%	0.5% to 2.0%				W3606	1603+29.79	24.50	573.77
W3605	W3606	Sidewalk Running Slope	7.57	-0.32	-4.2%	0.5% to 5.0%	Yes			W3607	1603+21.21	54.50	573.69
W3606	W3607	Landing/Turning Space	5.15	-0.08	-1.6%	0.1% to 2.0%	Yes			W3608	1603+13.74	54.50	573.55
W3607	W3608	Sidewalk Running Slope	6.89	-0.14	-2.0%	0.5% to 5.0%				W3609	1603+05.05	54.40	572.89
W3607	W3617	Sidewalk Cross Slope	10.00	-0.15	-1.5%	0.5% to 2.0%				W3610	1603+02.44	66.99	573.34
W3608	W3609	Ramp Running Slope	8.00	-0.66	-8.2%	0.5% to 8.3%	Yes			W3611	1602+97.02	66.02	573.26
W3608	W3616	Ramp Cross Slope	10.00	-0.15	-1.5%	0.1% to 2.0%				W3612	1602+99.54	54.50	572.79
W3609	W3610	Sidewalk Running Slope	12.72	0.45	3.5%	0.5% to 5.0%				W3613	1602+93.04	54.50	572.66
W3609	W3612	Landing/Turning Space	5.09	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W3614	1602+99.97	44.50	572.90
W3609	W3615	Landing/Turning Space	10.00	0.08	0.8%	0.1% to 2.0%				W3615	1603+05.06	44.50	572.97
W3610	W3611	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W3616	1603+13.74	44.50	573.40
W3611	W3612	Sidewalk Running Slope	11.75	-0.47	-4.0%	0.5% to 5.0%				W3617	1603+21.21	44.50	573.54
W3612	W3613	Landing/Turning Space	6.39	-0.13	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W3618	1603+23.18	38.50	573.16
W3614	W3615	Landing/Turning Space	4.77	0.07	1.5%	0.1% to 2.0%							
W3615	W3616	Ramp Running Slope	8.12	0.43	5.3%	0.5% to 8.3%							
W3616	W3617	Sidewalk Running Slope	7.00	0.14	2.0%	0.5% to 5.0%							
W3617	W3618	Ramp Running Slope	6.28	-0.38	-6.1%	0.5% to 8.3%							
W3701	W3702	Sidewalk Cross Slope	5.26	0.02	0.4%	0.5% to 2.0%		Drainage issues were considered		W3701	200+22.06	14.50	573.47
W3701	W3704	Sidewalk Running Slope	3.57	0.17	4.8%	0.5% to 5.0%	Yes			W3702	200+27.32	14.50	573.49
W3702	W3703	Sidewalk Running Slope	3.77	0.18	4.8%	0.5% to 5.0%	Yes			W3703	1603+40.89	-2.50	573.67
W3703	W3704	Sidewalk Cross Slope	5.20	-0.03	-0.6%	0.5% to 2.0%				W3704	1603+35.71	-2.50	573.64
W4101	W4102	Sidewalk Running Slope	3.49	0.14	4.0%	0.5% to 5.0%				W4101	13102+67.60	29.37	571.41
W4102	W4103	Ramp Running Slope	8.07	0.64	7.9%	0.5% to 8.3%	Yes			W4102	13102+64.31	29.37	571.55
W4102	W4107	Ramp Cross Slope	5.00	-0.06	-1.2%	0.1% to 2.0%				W4103	13102+56.71	29.37	572.19
W4103	W4104	Landing/Turning Space	5.05	0.08	1.6%	0.1% to 2.0%	Yes			W4104	13102+51.95	29.37	572.27
W4103	W4106	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W4105	13102+51.95	24.37	572.19
W4104	W4105	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W4106	13102+56.71	24.37	572.12
W4105	W4106	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W4107	13102+64.32	24.37	571.49
W4106	W4107	Ramp Running Slope	8.00	-0.63	-7.9%	0.5% to 8.3%	Yes						
W4201	W4202	Ramp Running Slope	12.13	0.83	6.8%	0.5% to 8.3%				W4201	13102+87.51	-25.37	571.20
W4201	W4206	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W4202	13102+74.73	-24.37	572.03
W4202	W4203	Landing/Turning Space	5.06	0.07	1.4%	0.1% to 2.0%				W4203	13102+69.40	-24.37	572.10
W4202	W4205	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W4204	13102+69.40	-29.37	572.18
W4203	W4204	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W4205	13102+74.73	-29.37	572.10
W4204	W4205	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W4206	13102+87.51	-29.37	571.28
W4205	W4206	Ramp Running Slope	12.00	-0.82	-6.8%	0.5% to 8.3%				W4207	13102+91.45	-29.37	571.13
W4206	W4207	Sidewalk Running Slope	3.69	-0.15	-4.1%	0.5% to 5.0%	Yes						
W4301	W4302	Sidewalk Running Slope	11.88	-0.19	-1.6%	0.5% to 5.0%				W4301	13100+74.40	-24.37	573.15
W4301	W4314	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes			W4302	13100+62.53	-24.37	572.96
W4302	W4303	Ramp Running Slope	4.16	-0.32	-7.7%	0.5% to 8.3%	Yes			W4303	13100+63.45	-20.31	572.64
W4302	W4306	Landing/Turning Space	5.13	-0.09	-1.8%	0.1% to 2.0%	Yes			W4304	13100+63.89	-18.37	572.58
W4302	W4313	Landing/Turning Space	5.13	0.08	1.6%	0.1% to 2.0%	Yes			W4305	13100+58.57	-19.20	572.56
W4303	W4304	Sidewalk Running Slope	1.99	-0.06	-3.0%	0.5% to 5.0%				W4306	13100+57.40	-24.37	572.87
W4303	W4305	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W4307	13100+51.50	-24.37	572.96
W4305	W4306	Ramp Running Slope	5.30	0.31	5.8%	0.5% to 8.3%				W4308	13100+48.52	-24.53	572.70
W4306	W4307	Sidewalk Running Slope	5.90	0.09	1.5%	0.5% to 5.0%				W4309	13100+48.59	-39.53	572.60
W4306	W4312	Landing/Turning Space	5.69	0.09	1.6%	0.1% to 2.0%	Yes			W4310	13100+53.47	-39.44	572.55
W4308	W4309	Sidewalk Running Slope	5.00	-0.10	-2.0%	0.5% to 5.0%				W4311	13100+53.41	-34.44	572.77
W4308	W4311	Sidewalk Cross Slope	4.90	0.07	1.4%	0.5% to 2.0%				W4312	13100+56.14	-29.92	572.96
W4309	W4310	Sidewalk Cross Slope	4.88	-0.05	-1.0%	0.5% to 2.0%				W4313	13100+61.39	-29.37	573.04
W4310	W4311	Sidewalk Running Slope	5.00	0.22	4.4%	0.5% to 5.0%	Yes			W4314	13100+74.40	-29.37	573.23
W4311	W4312	Sidewalk Running Slope	5.56	0.19	3.4%	0.5% to 5.0%							
W4312	W4313	Landing/Turning Space	5.34	0.08	1.5%	0.1% to 2.0%							
W4313	W4314	Sidewalk Running Slope	13.02	0.19	1.5%	0.5% to 5.0%							
W4401	W4402	Ramp Running Slope	10.84	-0.80	-7.4%	0.5% to 8.3%	Yes			W4401	13100+85.66	29.37	573.36
W4401	W4413	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W4402	13100+74.92	30.11	572.56
W4402	W4403	Landing/Turning Space	5.61	-0.04	-0.7%	0.1% to 2.0%				W4403	13100+70.57	33.53	572.52
W4402	W4412	Landing/Turning Space	5.52	-0.08	-1.4%	0.1% to 2.0%				W4404	13100+68.80	43.52	572.85
W4403	W4404	Ramp Running Slope	10.40	0.33	3.2%	0.5% to 8.3%				W4405	13100+68.95	48.52	572.70
W4404	W4405	Sidewalk Running Slope	5.00	-0.15	-3.0%	0.5% to 5.0%				W4406	13100+64.74	48.52	572.78
W4404	W4407	Sidewalk Cross Slope	4.24	-0.06	-1.4%	0.5% to 2.0%				W4407	13100+64.57	43.52	572.79
W4405	W4406	Sidewalk Cross Slope	4.21	0.08	1.9%	0.5% to 2.0%	Yes			W4408	13100+66.20	30.08	572.80
W4406	W4407	Sidewalk Running Slope	5.00	0.01	0.2%	0.5% to 5.0%		Drainage issues were considered		W4409	13100+69.44	28.54	572.44
W4407	W4408	Ramp Running Slope	13.70	0.01	0.1%	0.5% to 8.3%		Drainage issues were considered		W4410	13100+68.82	25.83	572.40

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W4409	W4410	Landing/Turning Space	2.77	-0.04	-1.4%	0.1% to 2.0%				W4411	13100+73.06	21.90	572.46
W4410	W4412	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W4412	13100+73.70	24.72	572.48
W4411	W4412	Landing/Turning Space	2.89	0.02	0.7%	0.1% to 2.0%				W4413	13100+85.66	24.37	573.28
W4412	W4413	Ramp Running Slope	12.00	0.80	6.7%	0.5% to 8.3%							
W5101	W5102	Ramp Running Slope	12.00	-0.86	-7.2%	0.5% to 8.3%				W5101	204+66.30	-52.50	572.27
W5101	W5107	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W5102	204+78.30	-52.50	571.41
W5102	W5103	Landing/Turning Space	12.00	-0.08	-0.7%	0.1% to 2.0%				W5103	204+83.30	-52.50	571.33
W5102	W5106	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5104	504+91.71	-52.50	571.30
W5103	W5104	Landing/Turning Space	8.40	-0.03	-0.4%	0.1% to 2.0%				W5105	204+83.30	-44.50	571.45
W5103	W5105	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5106	204+75.30	-44.50	571.53
W5105	W5106	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W5107	204+66.30	-44.50	572.15
W5106	W5107	Ramp Running Slope	8.00	0.62	7.8%	0.5% to 8.3%	Yes						
W5201	W5202	Sidewalk Running Slope	3.64	-0.02	-0.5%	0.5% to 5.0%		Drainage issues were considered		W5201	1608+03.26	68.50	571.62
W5201	W5211	Sidewalk Cross Slope	10.00	0.13	1.3%	0.5% to 2.0%				W5202	1608+06.83	67.79	571.60
W5202	W5203	Ramp Running Slope	8.00	-0.50	-6.3%	0.5% to 8.3%				W5203	1608+14.68	66.22	571.10
W5202	W5210	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W5204	1608+19.58	65.24	571.02
W5203	W5204	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W5205	1608+31.25	71.06	571.18
W5203	W5209	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5206	1608+41.67	88.02	571.58
W5204	W5208	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5207	1608+34.39	94.88	571.73
W5205	W5208	Landing/Turning Space	10.30	-0.04	-0.4%	0.1% to 2.0%				W5208	1608+21.15	73.08	571.14
W5206	W5207	Sidewalk Cross Slope	10.00	0.15	1.5%	0.5% to 2.0%				W5209	1608+16.25	74.06	571.22
W5208	W5209	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W5210	1608+08.40	75.63	571.72
W5209	W5210	Ramp Running Slope	8.00	0.50	6.3%	0.5% to 8.3%				W5211	1608+03.26	78.50	571.75
W5210	W5211	Sidewalk Running Slope	5.88	0.03	0.5%	0.5% to 5.0%		Drainage issues were considered					
W5301	W5302	Ramp Running Slope	8.35	0.34	4.1%	0.5% to 8.3%				W5301	1608+94.32	50.29	571.95
W5301	W5308	Ramp Cross Slope	8.00	-0.04	-0.5%	0.1% to 2.0%				W5302	1609+02.51	48.65	572.29
W5302	W5303	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W5303	1609+07.42	47.67	572.37
W5302	W5307	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5304	1609+23.26	44.50	572.78
W5303	W5304	Sidewalk Running Slope	16.16	0.41	2.5%	0.5% to 5.0%				W5305	1609+24.06	52.50	572.90
W5303	W5306	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W5306	1609+08.99	55.51	572.49
W5304	W5305	Sidewalk Cross Slope	8.00	0.12	1.5%	0.5% to 2.0%				W5307	1609+04.08	56.50	572.41
W5305	W5306	Sidewalk Running Slope	15.37	-0.41	-2.7%	0.5% to 5.0%				W5308	1608+96.24	58.06	571.91
W5306	W5307	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W5307	W5308	Ramp Running Slope	8.00	-0.50	-6.3%	0.5% to 8.3%							
W5401	W5402	Sidewalk Running Slope	1.08	0.02	1.9%	0.5% to 5.0%				W5401	205+44.22	-52.50	571.87
W5402	W5403	Ramp Running Slope	12.00	0.86	7.2%	0.5% to 8.3%				W5402	205+45.30	-52.50	571.89
W5402	W5407	Ramp Cross Slope	8.00	0.03	0.4%	0.1% to 2.0%				W5403	205+57.30	-52.50	572.75
W5403	W5404	Landing/Turning Space	5.00	0.07	1.3%	0.1% to 2.0%				W5404	205+62.30	-52.50	572.82
W5403	W5406	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W5405	205+62.30	-44.50	572.70
W5404	W5405	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W5406	205+57.30	-44.50	572.63
W5405	W5406	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W5407	205+45.30	-44.50	571.92
W5406	W5407	Ramp Running Slope	12.00	-0.71	-5.9%	0.5% to 8.3%							
W6101	W6102	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W6101	208+15.38	-44.50	572.80
W6101	W6108	Landing/Turning Space	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W6102	208+15.38	-52.50	572.92
W6102	W6103	Landing/Turning Space	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W6103	208+20.38	-52.50	572.82
W6103	W6104	Ramp Running Slope	6.00	-0.49	-8.2%	0.5% to 8.3%	Yes			W6104	208+26.38	-52.50	572.33
W6103	W6108	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W6105	208+34.27	-53.86	571.69
W6104	W6105	Ramp Running Slope	8.00	-0.64	-8.0%	0.5% to 8.3%	Yes			W6106	208+35.89	-46.02	571.76
W6104	W6107	Ramp Cross Slope	8.00	-0.04	-0.5%	0.1% to 2.0%				W6107	208+27.17	-44.50	572.29
W6105	W6106	Ramp Cross Slope	8.00	0.07	0.9%	0.1% to 2.0%				W6108	208+20.38	-44.50	572.70
W6106	W6107	Ramp Running Slope	8.85	0.53	6.0%	0.5% to 8.3%							
W6107	W6108	Ramp Running Slope	6.79	0.41	6.0%	0.5% to 8.3%							
W6201	W6202	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W6201	1611+57.95	52.50	572.78
W6201	W6207	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W6202	1611+57.95	44.50	572.66
W6202	W6203	Landing/Turning Space	8.00	-0.07	-0.9%	0.1% to 2.0%				W6203	1611+62.95	44.50	572.59
W6203	W6204	Ramp Running Slope	12.00	-0.76	-6.3%	0.5% to 8.3%				W6204	1611+74.95	44.50	571.83
W6203	W6207	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W6205	1611+76.07	52.50	571.85
W6204	W6206	Ramp Cross Slope	8.00	0.07	0.9%	0.1% to 2.0%				W6206	1611+74.95	52.50	571.90
W6205	W6206	Sidewalk Running Slope	1.12	0.05	4.5%	0.5% to 5.0%	Yes			W6207	1611+62.95	52.50	572.71
W6206	W6207	Ramp Running Slope	12.00	0.81	6.8%	0.5% to 8.3%							
W6301	W6307	Landing/Turning Space	8.40	0.13	1.5%	0.1% to 2.0%				W6301	1612+44.94	52.50	571.25
W6302	W6303	Landing/Turning Space	5.00	0.03	0.6%	0.1% to 2.0%				W6302	1612+53.34	44.50	571.40
W6302	W6307	Landing/Turning Space	8.00	-0.02	-0.2%	0.1% to 2.0%				W6303	1612+58.34	44.50	571.43
W6303	W6304	Ramp Running Slope	8.00	0.60	7.5%	0.5% to 8.3%	Yes			W6304	1612+66.34	44.50	572.03
W6303	W6306	Landing/Turning Space	5.00	0.02	0.4%	0.1% to 2.0%				W6305	1612+66.34	52.50	572.07
W6304	W6305	Ramp Cross Slope	8.00	0.04	0.5%	0.1% to 2.0%				W6306	1612+58.34	52.50	571.45
W6305	W6306	Ramp Running Slope	8.00	-0.62	-7.8%	0.5% to 8.3%	Yes			W6307	1612+53.34	52.50	571.38
W6306	W6307	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%							
W6401	W6402	Landing/Turning Space	5.25	0.08	1.5%	0.1% to 2.0%				W6401	209+01.51	-63.20	571.43

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W6402	W6403	Landing/Turning Space	6.09	0.09	1.5%	0.1% to 2.0%				W6402	209+06.72	-63.83	571.51
W6402	W6407	Landing/Turning Space	8.00	-0.11	-1.4%	0.1% to 2.0%				W6403	209+12.78	-64.50	571.60
W6403	W6404	Ramp Running Slope	8.00	0.51	6.4%	0.5% to 8.3%				W6404	209+20.78	-64.50	572.11
W6403	W6406	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W6405	209+20.78	-56.50	571.99
W6404	W6405	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W6406	209+12.78	-56.50	571.48
W6405	W6406	Ramp Running Slope	8.00	-0.51	-6.4%	0.5% to 8.3%				W6407	209+07.81	-55.90	571.40
W6406	W6407	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W7101	W7102	Ramp Running Slope	10.00	-0.70	-7.0%	0.5% to 8.3%				W7101	107+34.35	-47.31	572.88
W7101	W7113	Sidewalk Cross Slope	8.00	-0.08	-1.0%	0.5% to 2.0%				W7102	107+32.99	-37.34	572.18
W7102	W7103	Ramp Running Slope	8.00	0.50	6.3%	0.5% to 8.3%				W7103	107+40.85	-35.77	572.68
W7102	W7109	Landing/Turning Space	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W7104	107+45.41	-34.86	572.74
W7102	W7112	Landing/Turning Space	8.00	-0.10	-1.2%	0.1% to 2.0%				W7105	107+54.70	-33.00	572.66
W7103	W7104	Sidewalk Running Slope	4.65	0.06	1.3%	0.5% to 5.0%				W7106	107+54.21	-28.00	572.58
W7103	W7108	Ramp Cross Slope	8.00	-0.07	-0.9%	0.1% to 2.0%				W7107	107+45.41	-29.76	572.66
W7104	W7105	Sidewalk Running Slope	9.48	-0.08	-0.8%	0.5% to 5.0%				W7108	107+40.13	-30.82	572.61
W7104	W7107	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W7109	107+32.27	-32.39	572.08
W7105	W7106	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W7110	107+31.37	-26.32	571.96
W7106	W7107	Sidewalk Running Slope	8.97	0.08	0.9%	0.5% to 5.0%				W7111	107+24.35	-33.52	572.00
W7107	W7108	Sidewalk Running Slope	5.38	-0.05	-0.9%	0.5% to 5.0%				W7112	107+25.07	-38.47	572.08
W7108	W7109	Ramp Running Slope	8.00	-0.53	-6.6%	0.5% to 8.3%				W7113	107+26.42	-48.37	572.80
W7109	W7110	Landing/Turning Space	6.11	-0.12	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W7114	108+50.00	-25.95	574.64
W7111	W7112	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W7115	108+45.00	-25.95	574.85
W7112	W7113	Ramp Running Slope	10.00	0.72	7.2%	0.5% to 8.3%				W7116	108+45.00	-21.89	574.79
W7114	W7115	Sidewalk Running Slope	5.00	0.21	4.2%	0.5% to 5.0%	Yes			W7117	108+50.00	-21.89	574.68
W7114	W7117	Match Existing Cross Slope	3.90	0.04	1.0%	Match Existing							
W7115	W7116	Sidewalk Cross Slope	3.95	-0.06	-1.5%	0.5% to 2.0%							
W7116	W7117	Sidewalk Running Slope	5.00	-0.11	-2.2%	0.5% to 5.0%							
W7201	W7202	Crosswalk Cross Slope - Yield Condition	8.17	0.04	0.5%	0.0% to 2.0%				W7201	1614+92.30	46.50	572.35
W7201	W7203	Landing/Turning Space	4.81	0.07	1.5%	0.1% to 2.0%				W7202	1614+85.84	41.50	572.39
W7203	W7204	Landing/Turning Space	6.64	0.09	1.4%	0.1% to 2.0%				W7203	1614+87.48	46.50	572.42
W7202	W7205	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W7204	1614+80.84	46.50	572.51
W7204	W7205	Ramp Cross Slope	5.00	-0.05	-1.0%	0.1% to 2.0%				W7205	1614+80.84	41.50	572.46
W7204	W7206	Ramp Running Slope	8.00	0.55	6.9%	0.5% to 8.3%				W7206	1614+72.84	46.50	573.06
W7205	W7207	Ramp Running Slope	8.00	0.52	6.6%	0.5% to 8.3%				W7207	1614+72.84	41.50	572.99
W7206	W7207	Ramp Cross Slope	5.00	-0.07	-1.5%	0.1% to 2.0%				W7208	1614+72.84	38.50	572.94
W7207	W7208	Sidewalk Cross Slope	3.00	-0.04	-1.5%	0.5% to 2.0%				W7209	105+90.09	-33.47	572.53
W7204	W7209	Landing/Turning Space	5.00	0.02	0.4%	0.1% to 2.0%				W7210	105+93.50	-29.75	572.43
W7203	W7210	Landing/Turning Space	0.67	0.01	1.5%	0.1% to 2.0%				W7211	105+86.41	-30.09	572.82
W7209	W7210	Ramp Cross Slope	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W7212	105+89.81	-26.37	572.72
W7209	W7211	Ramp Running Slope	5.00	0.29	5.8%	0.5% to 8.3%				W7213	105+86.62	-23.45	572.78
W7210	W7212	Ramp Running Slope	5.00	0.29	5.8%	0.5% to 8.3%				W7214	105+83.59	-27.50	572.88
W7211	W7212	Ramp Cross Slope	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W7215	105+83.57	-23.46	572.82
W7211	W7214	Landing/Turning Space	3.83	0.06	1.6%	0.1% to 2.0%	Yes			W7216	105+79.59	-27.49	573.03
W7212	W7213	Landing/Turning Space	4.33	0.06	1.4%	0.1% to 2.0%				W7217	105+79.57	-23.47	572.97
W7213	W7215	Landing/Turning Space	3.05	0.04	1.3%	0.1% to 2.0%				W7218	105+45.01	-27.44	572.81
W7214	W7215	Ramp Cross Slope	4.04	-0.06	-1.5%	0.1% to 2.0%				W7219	105+45.00	-23.58	572.75
W7214	W7216	Ramp Running Slope	4.00	0.15	3.7%	0.5% to 8.3%				W7220	105+40.00	-27.44	572.43
W7215	W7217	Ramp Running Slope	4.00	0.15	3.7%	0.5% to 8.3%				W7221	105+40.00	-23.59	572.34
W7216	W7217	Ramp Cross Slope	4.02	-0.06	-1.5%	0.1% to 2.0%							
W7218	W7219	Ramp Cross Slope	3.87	-0.06	-1.6%	0.1% to 2.0%	Yes						
W7218	W7220	Ramp Running Slope	5.00	-0.38	-7.6%	0.5% to 8.3%	Yes						
W7219	W7221	Ramp Running Slope	5.00	-0.41	-8.2%	0.5% to 8.3%	Yes						
W7220	W7221	Ramp Cross Slope	3.85	-0.09	-2.3%	0.1% to 3.3%		Slope required to match existing conditions					
W7301	W7302	Crosswalk Cross Slope - Yield Condition	8.32	0.12	1.4%	0.0% to 2.0%				W7301	1615+45.32	46.50	572.87
W7301	W7303	Landing/Turning Space	3.69	0.04	1.1%	0.1% to 2.0%				W7302	1615+52.61	41.50	572.99
W7303	W7304	Sidewalk Cross Slope	4.27	0.05	1.2%	0.5% to 2.0%				W7303	1615+49.37	16.50	572.91
W7304	W7305	Landing/Turning Space	2.62	0.01	0.6%	0.1% to 2.0%				W7304	1615+54.06	46.50	572.96
W7302	W7306	Landing/Turning Space	4.00	0.06	1.5%	0.1% to 2.0%				W7305	1615+56.93	46.50	572.98
W7305	W7306	Ramp Cross Slope	5.00	0.07	1.5%	0.1% to 2.0%				W7306	1615+56.93	41.50	573.05
W7305	W7307	Ramp Running Slope	12.00	0.87	7.2%	0.5% to 8.3%				W7307	1615+70.10	46.50	573.84
W7306	W7308	Ramp Running Slope	12.12	0.72	5.9%	0.5% to 8.3%				W7308	1615+70.10	41.50	573.77
W7307	W7308	Sidewalk Cross Slope	5.00	-0.08	-1.5%	0.5% to 2.0%				W7309	1615+70.10	38.50	573.72
W7308	W7309	Sidewalk Cross Slope	3.00	-0.04	-1.5%	0.5% to 2.0%				W7310	105+45.00	22.25	572.72
W7310	W7311	Sidewalk Cross Slope	3.93	0.06	1.5%	0.5% to 2.0%				W7311	105+45.00	26.18	572.78
W7310	W7312	Sidewalk Running Slope	5.00	-0.12	-2.4%	0.5% to 5.0%				W7312	105+40.00	22.25	572.60
W7311	W7313	Sidewalk Running Slope	5.00	-0.18	-3.6%	0.5% to 5.0%				W7313	105+40.00	26.18	572.60
W7312	W7313	Sidewalk Cross Slope	3.93	0.00	0.0%	0.5% to 2.0%		Slope required to match existing conditions					
W7401	W7402	Landing/Turning Space	5.03	0.09	1.8%	0.1% to 2.0%	Yes			W7401	107+23.22	23.04	572.64
W7402	W7403	Ramp Running Slope	8.00	0.53	6.6%	0.5% to 8.3%				W7402	107+22.39	28.00	572.73
W7402	W7410	Landing/Turning Space	8.00	0.02	0.2%	0.1% to 2.0%				W7403	107+30.39	28.00	573.26
W7402	W7405	Landing/Turning Space	5.06	0.09	1.8%	0.1% to 2.0%	Yes			W7404	107+30.39	33.00	573.34
W7403	W7404	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W7405	107+21.55	33.00	572.82
W7404	W7405	Ramp Running Slope	8.84	-0.52	-5.9%	0.5% to 8.3%				W7406	107+21.37	34.09	572.84

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W7405	W7406	Landing/Turning Space	1.10	0.02	1.8%	0.1% to 2.0%	Yes			W7407	107+19.38	45.93	573.76
W7406	W7407	Ramp Running Slope	12.00	0.92	7.7%	0.5% to 8.3%	Yes			W7408	107+11.49	44.60	573.64
W7406	W7409	Landing/Turning Space	8.00	-0.04	-0.5%	0.1% to 2.0%				W7409	107+13.48	32.77	572.80
W7407	W7408	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W7410	107+14.30	27.84	572.75
W7408	W7409	Ramp Running Slope	12.00	-0.84	-7.0%	0.5% to 8.3%				W7411	108+35.00	22.29	574.61
W7409	W7410	Landing/Turning Space	5.00	-0.05	-1.0%	0.1% to 2.0%				W7412	108+50.00	22.43	574.90
W7411	W7412	Sidewalk Running Slope	15.00	0.29	1.9%	0.5% to 5.0%				W7413	108+50.00	26.33	575.40
W7411	W7414	Sidewalk Cross Slope	3.95	0.06	1.5%	0.5% to 2.0%				W7414	108+35.00	26.33	574.67
W7412	W7413	Match Existing Cross Slope	3.90	0.50	12.8%	Match Existing							
W7413	W7414	Sidewalk Running Slope	15.00	-0.73	-4.9%	0.5% to 5.0%	Yes						
W8101	W8102	Ramp Running Slope	8.00	-0.59	-7.4%	0.5% to 8.3%	Yes			W8101	104+09.86	-36.12	574.03
W8101	W8111	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W8102	104+09.53	-28.20	573.44
W8102	W8103	Landing/Turning Space	2.69	-0.01	-0.4%	0.1% to 2.0%				W8103	104+09.43	-25.51	573.43
W8102	W8110	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W8104	104+21.43	-25.58	574.41
W8103	W8104	Ramp Running Slope	12.00	0.98	8.2%	0.5% to 8.3%	Yes			W8105	104+21.46	-20.58	574.33
W8103	W8106	Landing/Turning Space	5.00	-0.02	-0.4%	0.1% to 2.0%				W8106	104+09.27	-20.51	573.41
W8104	W8105	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W8107	104+09.13	-15.72	573.45
W8105	W8106	Ramp Running Slope	12.00	-0.92	-7.7%	0.5% to 8.3%	Yes			W8108	104+02.30	-21.10	573.38
W8106	W8107	Landing/Turning Space	4.79	0.04	0.8%	0.1% to 2.0%				W8109	103+97.73	-28.50	573.31
W8109	W8110	Landing/Turning Space	3.81	0.01	0.3%	0.1% to 2.0%				W8110	104+01.53	-28.50	573.32
W8110	W8111	Ramp Running Slope	8.00	0.59	7.4%	0.5% to 8.3%	Yes			W8111	104+01.87	-36.49	573.91
W8112	W8113	Sidewalk Running Slope	5.00	0.15	3.0%	0.5% to 5.0%				W8112	104+84.02	-25.97	576.10
W8112	W8115	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W8113	104+90.24	-26.01	576.25
W8113	W8114	Sidewalk Cross Slope	5.15	-0.46	-8.9%	0.5% to 9.9%		Slope required to match existing conditions		W8114	104+89.05	-21.00	575.79
W8114	W8115	Sidewalk Running Slope	5.00	0.23	4.6%	0.5% to 5.0%	Yes			W8115	104+84.05	-20.97	576.02
W8201	W8210	Sidewalk Running Slope	4.80	-0.03	-0.6%	0.5% to 5.0%				W8201	103+53.80	-28.50	573.48
W8202	W8203	Ramp Running Slope	4.83	0.04	0.8%	0.5% to 8.3%				W8202	103+49.00	-20.50	573.38
W8203	W8204	Ramp Running Slope	3.62	-0.15	-4.1%	0.5% to 8.3%				W8203	103+44.18	-20.50	573.42
W8203	W8207	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W8204	103+44.18	-16.88	573.27
W8203	W8209	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W8205	103+39.18	-15.00	573.17
W8204	W8206	Ramp Cross Slope	5.00	-0.06	-1.2%	0.1% to 2.0%				W8206	103+39.18	-16.88	573.21
W8205	W8206	Sidewalk Running Slope	1.87	0.04	2.1%	0.5% to 5.0%				W8207	103+39.18	-20.50	573.50
W8206	W8207	Ramp Running Slope	3.62	0.29	8.0%	0.5% to 8.3%	Yes			W8208	103+39.18	-28.50	573.62
W8207	W8208	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W8209	103+44.18	-28.50	573.54
W8208	W8209	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W8210	103+49.00	-28.20	573.45
W8209	W8210	Ramp Running Slope	4.83	-0.09	-1.9%	0.5% to 8.3%							
W8301	W8302	Landing/Turning Space	6.20	-0.11	-1.8%	0.1% to 2.0%	Yes			W8301	102+76.51	-28.50	573.06
W8302	W8303	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W8302	102+82.71	-28.50	572.95
W8302	W8307	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W8303	102+87.71	-28.50	573.03
W8303	W8304	Ramp Running Slope	8.00	0.49	6.1%	0.5% to 8.3%				W8304	102+95.71	-28.50	573.52
W8303	W8306	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W8305	102+95.71	-20.50	573.40
W8304	W8305	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W8306	102+87.71	-20.50	572.91
W8305	W8306	Ramp Running Slope	8.00	-0.49	-6.1%	0.5% to 8.3%				W8307	102+82.71	-20.50	572.83
W8306	W8307	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W8401	W8402	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W8401	102+19.27	20.50	573.80
W8402	W8403	Landing/Turning Space	10.13	-0.15	-1.5%	0.1% to 2.0%				W8402	102+19.27	25.50	573.87
W8403	W8404	Ramp Running Slope	3.07	-0.24	-7.8%	0.5% to 8.3%	Yes			W8403	102+09.13	25.50	573.72
W8403	W8407	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W8404	102+06.07	25.50	573.48
W8404	W8405	Sidewalk Running Slope	4.53	-0.13	-2.9%	0.5% to 5.0%				W8405	102+01.53	25.50	573.35
W8404	W8406	Sidewalk Cross Slope	5.00	-0.08	-1.6%	0.5% to 2.0%	Yes			W8406	102+06.07	20.50	573.40
W8406	W8407	Ramp Running Slope	3.07	0.25	8.1%	0.5% to 8.3%	Yes			W8407	102+09.13	20.50	573.65
W8501	W8502	Ramp Running Slope	3.24	0.18	5.6%	0.5% to 8.3%				W8501	103+44.18	19.39	573.38
W8501	W8512	Ramp Cross Slope	5.00	-0.01	-0.2%	0.1% to 2.0%				W8502	103+44.18	22.63	573.56
W8502	W8503	Ramp Running Slope	3.62	-0.06	-1.7%	0.5% to 8.3%				W8503	103+47.79	22.65	573.50
W8502	W8507	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W8504	103+51.35	27.67	573.64
W8502	W8511	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W8505	103+47.77	27.65	573.58
W8503	W8505	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W8506	103+49.37	40.69	574.45
W8504	W8505	Sidewalk Running Slope	3.58	-0.06	-1.7%	0.5% to 5.0%				W8507	103+44.18	27.64	573.63
W8505	W8507	Ramp Running Slope	3.59	0.05	1.4%	0.5% to 8.3%				W8508	103+39.18	27.61	573.71
W8506	W8508	Sidewalk Running Slope	16.58	-0.74	-4.5%	0.5% to 5.0%	Yes			W8509	103+28.14	25.50	573.75
W8507	W8508	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W8510	103+28.64	20.50	573.67
W8508	W8509	Sidewalk Running Slope	11.24	0.04	0.4%	0.5% to 5.0%		Drainage issues were considered		W8511	103+39.18	22.61	573.63
W8508	W8511	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W8512	103+39.18	19.39	573.37
W8509	W8510	Sidewalk Cross Slope	5.02	-0.08	-1.6%	0.5% to 2.0%	Yes			W8513	103+39.18	16.52	573.24
W8510	W8511	Sidewalk Running Slope	10.75	-0.04	-0.4%	0.5% to 5.0%		Drainage issues were considered					
W8511	W8512	Ramp Running Slope	3.22	-0.26	-8.1%	0.5% to 8.3%	Yes						
W8512	W8513	Sidewalk Running Slope	2.87	-0.13	-4.5%	0.5% to 5.0%	Yes						
W8601	W8602	Sidewalk Running Slope	2.75	0.08	2.9%	0.5% to 5.0%				W8601	104+10.12	15.05	573.65
W8602	W8603	Ramp Running Slope	5.20	0.31	6.0%	0.5% to 8.3%				W8602	104+10.21	17.79	573.73
W8602	W8610	Sidewalk Cross Slope	5.00	-0.03	-0.6%	0.5% to 2.0%				W8603	104+10.38	22.99	574.04
W8603	W8604	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W8604	104+10.54	27.99	574.12

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W8603	W8609	Landing/Turning Space	5.19	-0.08	-1.5%	0.1% to 2.0%				W8605	104+05.35	27.96	574.04
W8604	W8605	Landing/Turning Space	5.19	-0.08	-1.5%	0.1% to 2.0%				W8606	104+00.24	27.94	573.74
W8605	W8606	Ramp Running Slope	5.10	-0.30	-5.9%	0.5% to 8.3%				W8607	103+97.38	27.92	573.65
W8605	W8609	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W8608	104+00.27	22.94	573.71
W8606	W8607	Sidewalk Running Slope	2.86	-0.09	-3.1%	0.5% to 5.0%				W8609	104+05.37	22.96	573.96
W8606	W8608	Sidewalk Cross Slope	5.00	-0.03	-0.6%	0.5% to 2.0%				W8610	104+05.21	17.95	573.70
W8608	W8609	Ramp Running Slope	5.10	0.25	4.9%	0.5% to 8.3%							
W8609	W8610	Ramp Running Slope	5.01	-0.26	-5.2%	0.5% to 8.3%							
W9101	W9102	Ramp Running Slope	3.00	-0.01	-0.3%	0.5% to 8.3%		Drainage issues were considered		W9101	1619+59.43	38.50	573.73
W9101	W9111	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W9102	1619+62.43	38.50	573.72
W9103	W9110	Landing/Turning Space	4.23	0.04	0.9%	0.1% to 2.0%				W9103	1619+67.43	38.50	573.25
W9104	W9105	Landing/Turning Space	7.49	0.11	1.5%	0.1% to 2.0%				W9104	1619+91.27	51.24	573.21
W9105	W9106	Ramp Running Slope	8.00	0.48	6.0%	0.5% to 8.3%				W9105	1619+83.78	51.07	573.32
W9105	W9108	Landing/Turning Space	6.30	0.10	1.6%	0.1% to 2.0%	Yes			W9106	1619+88.55	57.52	573.80
W9106	W9107	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W9107	1619+84.52	60.45	573.88
W9107	W9108	Ramp Running Slope	11.83	-0.46	-3.9%	0.5% to 8.3%				W9108	1619+77.49	50.97	573.42
W9108	W9109	Landing/Turning Space	5.75	-0.06	-1.0%	0.1% to 2.0%				W9109	1619+73.88	46.50	573.36
W9109	W9110	Landing/Turning Space	6.04	-0.07	-1.2%	0.1% to 2.0%				W9110	1619+70.09	41.80	573.29
W9109	W9111	Ramp Running Slope	14.45	0.49	3.4%	0.5% to 8.3%				W9111	1619+59.43	46.50	573.85
W9201	W9214	Landing/Turning Space	6.40	0.11	1.7%	0.1% to 2.0%	Yes			W9201	1620+50.36	52.45	572.88
W9202	W9203	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W9202	1620+56.76	44.45	572.87
W9202	W9214	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W9203	1620+61.76	44.45	572.95
W9203	W9204	Ramp Running Slope	8.00	0.46	5.7%	0.5% to 8.3%				W9204	1620+69.76	44.45	573.41
W9203	W9213	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W9205	1620+77.47	44.86	573.50
W9204	W9205	Landing/Turning Space	7.74	0.09	1.2%	0.1% to 2.0%				W9206	1620+76.48	52.79	573.62
W9204	W9207	Landing/Turning Space	8.00	0.11	1.4%	0.1% to 2.0%				W9207	1620+69.76	52.45	573.52
W9205	W9206	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W9208	1620+56.67	65.58	573.45
W9206	W9207	Landing/Turning Space	6.74	-0.10	-1.5%	0.1% to 2.0%				W9209	1620+59.77	69.56	573.52
W9206	W9209	Sidewalk Running Slope	23.67	-0.10	-0.4%	0.5% to 5.0%		Drainage issues were considered		W9210	1620+55.80	72.60	573.44
W9207	W9208	Sidewalk Running Slope	18.54	-0.07	-0.4%	0.5% to 5.0%		Drainage issues were considered		W9211	1620+52.73	68.65	573.37
W9207	W9213	Ramp Running Slope	8.00	-0.45	-5.6%	0.5% to 8.3%				W9212	1620+51.76	59.27	572.92
W9208	W9209	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W9213	1620+61.76	52.45	573.07
W9208	W9211	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W9214	1620+56.76	52.45	572.99
W9208	W9212	Ramp Running Slope	8.00	-0.53	-6.6%	0.5% to 8.3%				W9215	1620+47.81	62.34	572.84
W9209	W9210	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W9216	1620+49.02	55.75	572.87
W9210	W9211	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%							
W9211	W9215	Ramp Running Slope	8.00	-0.53	-6.6%	0.5% to 8.3%							
W9212	W9215	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W9212	W9216	Sidewalk Running Slope	4.46	-0.05	-1.1%	0.5% to 5.0%							
W9213	W9214	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W9301	W9302	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W9301	1620+53.54	-16.50	574.10
W9301	W9307	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9302	1620+58.57	-16.50	574.03
W9302	W9303	Ramp Running Slope	8.00	-0.41	-5.1%	0.5% to 8.3%				W9303	1620+66.54	-16.50	573.62
W9302	W9306	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9304	1620+67.37	-16.50	573.61
W9303	W9304	Sidewalk Running Slope	0.83	-0.01	-1.2%	0.5% to 5.0%				W9305	1620+66.54	-8.50	573.50
W9303	W9305	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W9306	1620+58.54	-8.50	573.91
W9305	W9306	Ramp Running Slope	8.00	0.41	5.1%	0.5% to 8.3%				W9307	1620+53.54	-8.50	573.98
W9306	W9307	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%							
W9401	W9402	Sidewalk Running Slope	0.87	0.01	1.1%	0.5% to 5.0%				W9401	1620+92.62	-16.50	573.51
W9402	W9403	Ramp Running Slope	8.00	0.29	3.6%	0.5% to 8.3%				W9402	1620+93.49	-16.50	573.52
W9402	W9407	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W9403	1621+01.71	-16.50	573.81
W9403	W9404	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W9404	1621+06.87	-16.50	573.89
W9403	W9406	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9405	1621+06.68	-8.50	573.77
W9404	W9405	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9406	1621+01.60	-8.50	573.69
W9405	W9406	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W9407	1620+93.49	-8.50	573.40
W9406	W9407	Ramp Running Slope	8.00	-0.29	-3.6%	0.5% to 8.3%							
W9501	W9502	Ramp Running Slope	8.01	-0.62	-7.7%	0.5% to 8.3%	Yes			W9501	1623+03.22	56.50	573.38
W9501	W9506	Landing/Turning Space	8.00	0.11	1.4%	0.1% to 2.0%				W9502	1623+10.44	56.50	572.76
W9501	W9514	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W9503	1623+13.39	64.50	572.81
W9502	W9504	Ramp Cross Slope	8.00	0.07	0.9%	0.1% to 2.0%				W9504	1623+10.44	64.50	572.83
W9503	W9504	Sidewalk Running Slope	3.31	0.02	0.6%	0.5% to 5.0%				W9505	1623+03.22	72.96	573.90
W9504	W9506	Ramp Running Slope	8.11	0.66	8.1%	0.5% to 8.3%	Yes			W9506	1623+03.22	64.50	573.49
W9505	W9506	Sidewalk Running Slope	8.46	-0.41	-4.8%	0.5% to 5.0%	Yes			W9507	1623+17.04	78.62	573.51
W9505	W9510	Sidewalk Cross Slope	5.93	0.10	1.7%	0.5% to 2.0%	Yes			W9508	1623+11.37	87.33	573.73
W9505	W9512	Sidewalk Cross Slope	5.41	0.03	0.6%	0.5% to 2.0%				W9509	1623+10.06	82.04	573.68
W9506	W9513	Landing/Turning Space	5.07	0.08	1.6%	0.1% to 2.0%	Yes			W9510	1623+04.64	78.66	574.00
W9507	W9509	Sidewalk Cross Slope	8.77	0.17	1.9%	0.5% to 2.0%	Yes			W9511	1623+00.26	80.25	574.16
W9508	W9509	Sidewalk Running Slope	5.50	-0.05	-0.9%	0.5% to 5.0%				W9512	1622+98.71	74.61	573.93
W9509	W9510	Sidewalk Running Slope	7.90	0.32	4.1%	0.5% to 5.0%	Yes			W9513	1622+98.71	64.50	573.57
W9510	W9511	Sidewalk Running Slope	5.29	0.16	3.0%	0.5% to 5.0%				W9514	1622+98.71	56.50	573.45
W9511	W9512	Sidewalk Cross Slope	5.91	-0.23	-3.9%	0.5% to 4.9%		Slope required to match existing conditions					
W9512	W9513	Sidewalk Running Slope	10.11	-0.36	-3.6%	0.5% to 5.0%							

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W9513	W9514	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%							
W9601	W9602	Ramp Running Slope	10.00	0.79	7.9%	0.5% to 8.3%	Yes			W9601	1623+40.56	56.50	572.81
W9601	W9606	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W9602	1623+49.59	56.50	573.60
W9602	W9603	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W9603	1623+54.11	56.50	573.67
W9602	W9605	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W9604	1623+54.11	64.50	573.79
W9603	W9604	Landing/Turning Space	8.00	0.12	1.5%	0.1% to 2.0%				W9605	1623+49.59	64.50	573.72
W9604	W9605	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W9606	1623+40.56	64.50	572.93
W9605	W9606	Ramp Running Slope	10.00	-0.79	-7.9%	0.5% to 8.3%	Yes			W9607	1623+38.00	64.50	572.91
W9606	W9607	Sidewalk Running Slope	2.88	-0.02	-0.7%	0.5% to 5.0%							
W9701	W9702	Landing/Turning Space	10.48	-0.08	-0.8%	0.1% to 2.0%				W9701	1623+96.85	64.50	573.94
W9702	W9703	Landing/Turning Space	5.07	0.08	1.6%	0.1% to 2.0%	Yes			W9702	1623+87.52	64.50	573.86
W9702	W9707	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9703	1623+83.00	64.50	573.94
W9703	W9704	Ramp Running Slope	8.11	0.14	1.7%	0.5% to 8.3%				W9704	1623+75.78	64.50	574.08
W9703	W9706	Landing/Turning Space	8.00	-0.12	-1.5%	0.1% to 2.0%				W9705	1623+75.78	56.50	573.96
W9704	W9705	Ramp Cross Slope	8.00	-0.12	-1.5%	0.1% to 2.0%				W9706	1623+83.00	56.50	573.82
W9705	W9706	Ramp Running Slope	8.00	-0.14	-1.7%	0.5% to 8.3%				W9707	1623+87.52	56.50	573.74
W9706	W9707	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W9801	W9802	Sidewalk Running Slope	5.00	0.18	3.6%	0.5% to 5.0%				W9801	1624+09.05	-37.02	573.92
W9801	W9814	Sidewalk Cross Slope	6.28	0.29	4.6%	0.5% to 5.6%		Slope required to match existing conditions		W9802	1624+09.40	-32.03	574.10
W9802	W9803	Sidewalk Running Slope	7.55	0.10	1.3%	0.5% to 5.0%				W9803	1623+09.93	-24.50	574.20
W9802	W9813	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes			W9804	1624+08.91	-16.50	573.86
W9803	W9811	Ramp Cross Slope	8.25	0.12	1.5%	0.1% to 2.0%				W9805	1624+03.81	-16.50	573.95
W9804	W9805	Landing/Turning Space	4.94	0.09	1.8%	0.1% to 2.0%	Yes			W9806	1624+03.81	-8.50	573.96
W9805	W9806	Landing/Turning Space	8.00	0.01	0.1%	0.1% to 2.0%		Drainage issues were considered		W9807	1623+98.73	-8.50	574.00
W9806	W9807	Landing/Turning Space	5.00	0.04	0.8%	0.1% to 2.0%				W9808	1623+90.59	-8.50	574.57
W9807	W9808	Ramp Running Slope	8.00	0.57	7.1%	0.5% to 8.3%				W9809	1623+90.59	-16.50	574.69
W9807	W9810	Ramp Cross Slope	8.00	0.04	0.5%	0.1% to 2.0%				W9810	1623+98.73	-16.50	574.04
W9808	W9809	Ramp Cross Slope	8.00	0.12	1.5%	0.1% to 2.0%				W9811	1624+01.27	-24.50	574.32
W9809	W9810	Ramp Running Slope	7.88	-0.65	-8.2%	0.5% to 8.3%	Yes			W9812	1624+02.85	-29.33	574.22
W9810	W9811	Ramp Running Slope	8.37	0.28	3.3%	0.5% to 8.3%				W9813	1624+02.68	-31.57	574.18
W9811	W9812	Sidewalk Running Slope	5.05	-0.10	-2.0%	0.5% to 5.0%				W9814	1624+02.31	-36.56	574.21
W9812	W9813	Sidewalk Running Slope	2.25	-0.04	-1.8%	0.5% to 5.0%							
W9813	W9814	Sidewalk Running Slope	5.00	0.03	0.6%	0.5% to 5.0%							
W10101	W10102	Crosswalk Cross Slope - No Yield Condition	6.30	0.02	0.3%	0.0% to 5.0%				W10101	9+72.93	-15.90	585.15
W10101	W10104	Sidewalk Running Slope	4.60	0.07	1.5%	0.5% to 5.0%				W10102	9+67.93	-19.68	585.17
W10102	W10103	Sidewalk Running Slope	0.82	0.01	1.2%	0.5% to 5.0%				W10103	9+67.93	-20.50	585.18
W10103	W10104	Landing/Turning Space	5.00	0.04	0.8%	0.1% to 2.0%				W10104	9+72.93	-20.50	585.22
W10105	W10106	Crosswalk Cross Slope - Yield Condition	5.60	-0.01	-0.2%	0.0% to 2.0%				W10105	9+64.81	-25.50	585.18
W10105	W10107	Sidewalk Running Slope	3.12	0.05	1.6%	0.5% to 5.0%				W10106	9+67.27	-20.50	585.17
W10106	W10103	Sidewalk Running Slope	0.66	0.01	1.5%	0.5% to 5.0%				W10107	9+67.93	-25.50	585.23
W10106	W10102	Crosswalk Cross Slope - Yield Condition	1.06	0.00	0.0%	0.0% to 2.0%				W10108	9+72.93	-25.50	585.30
W10107	W10103	Landing/Turning Space	5.00	-0.05	-1.0%	0.1% to 2.0%				W10109	9+82.93	-25.50	585.92
W10107	W10108	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W10110	9+82.93	-20.50	585.85
W10108	W10104	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W10111	9+67.96	-36.20	585.90
W10104	W10110	Ramp Running Slope	10.00	0.63	6.3%	0.5% to 8.3%				W10112	9+71.53	-36.20	585.96
W10108	W10109	Ramp Running Slope	10.00	0.62	6.2%	0.5% to 8.3%							
W10109	W10110	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%							
W10108	W10112	Ramp Running Slope	10.70	0.66	6.2%	0.5% to 8.3%							
W10107	W10111	Ramp Running Slope	10.70	0.67	6.3%	0.5% to 8.3%							
W10111	W10112	Ramp Cross Slope	5.00	0.06	1.2%	0.1% to 2.0%							
W10201	W10202	Crosswalk Cross Slope - No Yield Condition	6.10	-0.08	-1.3%	0.0% to 5.0%				W10201	9+72.65	16.50	585.07
W10201	W10203	Sidewalk Running Slope	4.00	0.01	0.2%	0.5% to 5.0%		Drainage issues were considered		W10202	9+68.08	20.50	584.99
W10203	W10202	Landing/Turning Space	4.62	-0.09	-1.9%	0.1% to 2.0%	Yes			W10203	9+72.70	20.50	585.08
W10202	W10204	Crosswalk Cross Slope - Yield Condition	0.55	-0.01	-1.8%	0.0% to 2.0%				W10204	9+67.77	21.02	584.98
W10204	W10205	Crosswalk Cross Slope - Yield Condition	5.00	-0.07	-1.4%	0.0% to 2.0%				W10205	9+65.68	25.50	584.91
W10205	W10206	Sidewalk Running Slope	2.09	0.10	4.8%	0.5% to 5.0%	Yes			W10206	9+67.77	25.50	585.01
W10204	W10206	Landing/Turning Space	4.48	0.03	0.7%	0.1% to 2.0%				W10207	9+72.77	25.50	585.11
W10206	W10207	Landing/Turning Space	5.00	0.10	2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W10208	9+82.70	25.50	585.92
W10203	W10207	Ramp Cross Slope	5.00	0.03	0.6%	0.1% to 2.0%				W10209	9+82.70	20.50	585.85
W10207	W10208	Ramp Running Slope	9.93	0.81	8.2%	0.5% to 8.3%	Yes						
W10203	W10209	Ramp Running Slope	10.00	0.77	7.7%	0.5% to 8.3%	Yes						
W10208	W10209	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%							
W10301	W10303	Crosswalk Cross Slope - Yield Condition	5.52	-0.11	-2.0%	0.0% to 2.0%				W10301	11+05.54	23.50	582.42
W10301	W10302	Sidewalk Running Slope	2.38	-0.02	-0.8%	0.5% to 5.0%				W10302	11+03.67	24.96	582.40
W10303	W10302	Ramp Cross Slope	5.00	0.09	1.8%	0.1% to 2.0%	Yes			W10303	11+06.78	28.86	582.31
W10303	W10305	Ramp Running Slope	4.00	0.32	8.0%	0.5% to 8.3%	Yes			W10304	11+00.51	27.49	582.70
W10302	W10304	Ramp Running Slope	4.04	0.30	7.4%	0.5% to 8.3%	Yes			W10305	11+03.66	31.38	582.63
W10305	W10304	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10306	4609+42.89	-33.50	582.63
W10304	W10306	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W10307	4609+42.89	-28.50	582.56
W10305	W10307	Landing/Turning Space	4.94	-0.07	-1.4%	0.1% to 2.0%				W10308	4609+38.26	-33.50	582.37
W10307	W10306	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10309	4609+38.26	-28.50	582.30

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W10306	W10308	Ramp Running Slope	5.07	-0.26	-5.1%	0.5% to 8.3%				W10310	10+85.10	25.50	583.69
W10307	W10309	Ramp Running Slope	5.00	-0.26	-5.2%	0.5% to 8.3%				W10311	10+85.10	20.50	583.76
W10309	W10308	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%				W10312	10+80.00	25.50	583.76
W10306	W10310	Ramp Running Slope	13.36	1.06	7.9%	0.5% to 8.3%	Yes			W10313	10+80.00	20.50	583.83
W10304	W10311	Ramp Running Slope	17.79	1.06	6.0%	0.5% to 8.3%				W10314	10+70.00	25.50	584.40
W10310	W10311	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10315	10+70.00	20.50	584.47
W10310	W10312	Landing/Turning Space	5.10	0.07	1.4%	0.1% to 2.0%				W10316	10+65.00	25.50	584.64
W10311	W10313	Landing/Turning Space	5.10	0.07	1.4%	0.1% to 2.0%				W10317	10+65.00	20.50	584.57
W10312	W10313	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W10312	W10314	Ramp Running Slope	10.00	0.64	6.4%	0.5% to 8.3%							
W10313	W10315	Ramp Running Slope	10.00	0.64	6.4%	0.5% to 8.3%							
W10314	W10315	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W10314	W10316	Sidewalk Running Slope	5.00	0.24	4.8%	0.5% to 5.0%	Yes						
W10315	W10317	Sidewalk Running Slope	5.00	0.10	2.0%	0.5% to 5.0%							
W10316	W10317	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W10401	W10402	Sidewalk Running Slope	5.75	0.09	1.6%	0.5% to 5.0%				W10401	11+56.73	-14.50	583.36
W10401	W10403	Crosswalk Cross Slope - Yield Condition	7.66	0.03	0.4%	0.0% to 2.0%				W10402	11+61.08	-18.26	583.45
W10402	W10403	Ramp Cross Slope	5.00	-0.06	-1.2%	0.1% to 2.0%				W10403	11+64.40	-14.52	583.39
W10402	W10404	Ramp Running Slope	3.37	0.26	7.7%	0.5% to 8.3%	Yes			W10404	11+63.59	-20.50	583.71
W10403	W10405	Ramp Running Slope	3.40	0.27	7.9%	0.5% to 8.3%	Yes			W10405	11+66.94	-16.78	583.66
W10404	W10405	Ramp Cross Slope	5.00	-0.05	-1.0%	0.1% to 2.0%				W10406	4610+36.71	-33.50	583.82
W10404	W10406	Landing/Turning Space	7.38	0.11	1.5%	0.1% to 2.0%				W10407	4610+36.71	-28.50	583.75
W10405	W10407	Landing/Turning Space	7.49	0.09	1.2%	0.1% to 2.0%				W10408	4610+47.77	-33.50	584.33
W10406	W10407	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W10409	4610+47.77	-28.50	584.26
W10406	W10408	Ramp Running Slope	10.00	0.51	5.1%	0.5% to 8.3%				W10410	11+63.59	-25.50	583.78
W10407	W10409	Ramp Running Slope	10.16	0.51	5.0%	0.5% to 8.3%				W10411	11+53.59	-25.50	584.11
W10408	W10409	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W10412	11+53.59	-25.50	584.18
W10406	W10410	Landing/Turning Space	5.42	-0.04	-0.7%	0.1% to 2.0%							
W10404	W10410	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W10404	W10411	Ramp Running Slope	5.00	0.40	8.0%	0.5% to 8.3%	Yes						
W10410	W10412	Ramp Running Slope	5.00	0.40	8.0%	0.5% to 8.3%	Yes						
W10411	W10412	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W10501	W10503	Crosswalk Cross Slope - No Yield Condition	5.33	0.07	1.3%	0.0% to 5.0%				W10501	4607+50.06	-89.96	582.51
W10501	W10502	Sidewalk Running Slope	1.84	0.02	1.1%	0.5% to 5.0%				W10502	4607+51.47	-90.50	582.53
W10502	W10503	Ramp Cross Slope	5.00	0.05	1.0%	0.1% to 2.0%				W10503	4607+52.64	-85.72	582.58
W10502	W10504	Ramp Running Slope	5.00	0.39	7.8%	0.5% to 8.3%	Yes			W10504	4607+55.25	-91.99	582.92
W10503	W10505	Ramp Running Slope	5.00	0.41	8.2%	0.5% to 8.3%	Yes			W10505	4607+56.47	-87.23	582.99
W10504	W10505	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10506	4607+59.01	-93.53	582.99
W10504	W10506	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10507	4607+60.26	-88.79	583.06
W10505	W10507	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10508	4607+62.74	-95.12	583.12
W10505	W10507	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10509	4607+64.03	-90.40	583.29
W10506	W10508	Sidewalk Running Slope	5.00	0.13	2.6%	0.5% to 5.0%							
W10507	W10509	Sidewalk Running Slope	5.00	0.23	4.6%	0.5% to 5.0%	Yes						
W10508	W10509	Sidewalk Cross Slope	5.00	0.17	3.4%	0.5% to 4.4%		Slope required to match existing conditions					
W10601	W10602	Crosswalk Cross Slope - No Yield Condition	5.00	0.15	3.0%	0.0% to 5.0%				W10601	4607+39.17	-79.53	582.21
W10601	W10603	Ramp Running Slope	5.00	-0.56	-11.2%	0.5% to 12.2%				W10602	4607+38.02	-84.34	582.36
W10602	W10604	Ramp Running Slope	5.00	-0.64	-12.8%	0.5% to 13.8%				W10603	4607+34.55	-78.19	581.65
W10603	W10604	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W10604	4607+33.21	-83.01	581.72
W10603	W10605	Ramp Running Slope	5.00	-0.63	-12.6%	0.5% to 13.6%				W10605	4607+29.73	-76.86	581.02
W10604	W10606	Ramp Running Slope	5.00	-0.63	-12.6%	0.5% to 13.6%				W10606	4607+28.40	-81.68	581.09
W10605	W10606	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W10607	4607+24.92	-75.53	580.39
W10605	W10607	Ramp Running Slope	5.00	-0.63	-12.6%	0.5% to 13.6%				W10608	4607+23.56	-80.34	580.46
W10606	W10608	Ramp Running Slope	5.00	-0.63	-12.6%	0.5% to 13.6%				W10609	4607+20.10	-74.19	580.29
W10607	W10608	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W10610	4607+18.74	-79.00	580.36
W10607	W10609	Landing/Turning Space	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W10611	4607+20.00	-74.56	580.29
W10608	W10610	Landing/Turning Space	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W10612	4607+18.99	-78.13	580.35
W10609	W10610	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W10613	4607+15.22	-73.07	580.04
W10611	W10612	Sidewalk Cross Slope	3.72	0.06	1.6%	0.5% to 2.0%	Yes			W10614	4607+14.21	-76.68	580.18
W10611	W10613	Sidewalk Running Slope	5.00	-0.25	-5.0%	0.5% to 5.0%	Yes	Proposed slope is maximum allowed					
W10612	W10614	Sidewalk Running Slope	5.00	-0.17	-3.4%	0.5% to 5.0%							
W10613	W10614	Sidewalk Cross Slope	3.75	0.14	3.7%	0.5% to 4.7%		Slope required to match existing conditions					
W11101	W11102	Ramp Running Slope	6.00	0.43	7.2%	0.5% to 8.3%				W11101	8+70.48	-20.50	583.32
W11101	W11107	Sidewalk Cross Slope	6.70	0.09	1.3%	0.5% to 2.0%				W11102	8+76.48	-20.50	583.75
W11101	W11106	Ramp Cross Slope	5.00	0.10	2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W11103	8+81.48	-20.50	583.81
W11102	W11103	Landing/Turning Space	5.00	0.06	1.2%	0.1% to 2.0%				W11104	8+81.48	-25.50	583.88
W11102	W11105	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W11105	8+76.48	-25.50	583.82
W11103	W11104	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%				W11106	8+70.48	-25.50	583.42
W11105	W11104	Landing/Turning Space	5.00	0.06	1.2%	0.1% to 2.0%				W11107	8+66.01	-25.50	583.41
W11106	W11105	Ramp Running Slope	6.00	0.40	6.7%	0.5% to 8.3%							
W11107	W11106	Sidewalk Running Slope	4.46	0.01	0.2%	0.5% to 5.0%		Drainage issues were considered					
W11201	W11210	Sidewalk Cross Slope	6.70	-0.06	-0.9%	0.5% to 2.0%				W11201	8+57.82	20.07	583.10
W11201	W11202	Sidewalk Running Slope	5.60	0.03	0.5%	0.5% to 5.0%		Drainage issues were considered		W11202	8+62.57	20.33	583.13

SIDEWALK COMPLIANCE

See S Sheets

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

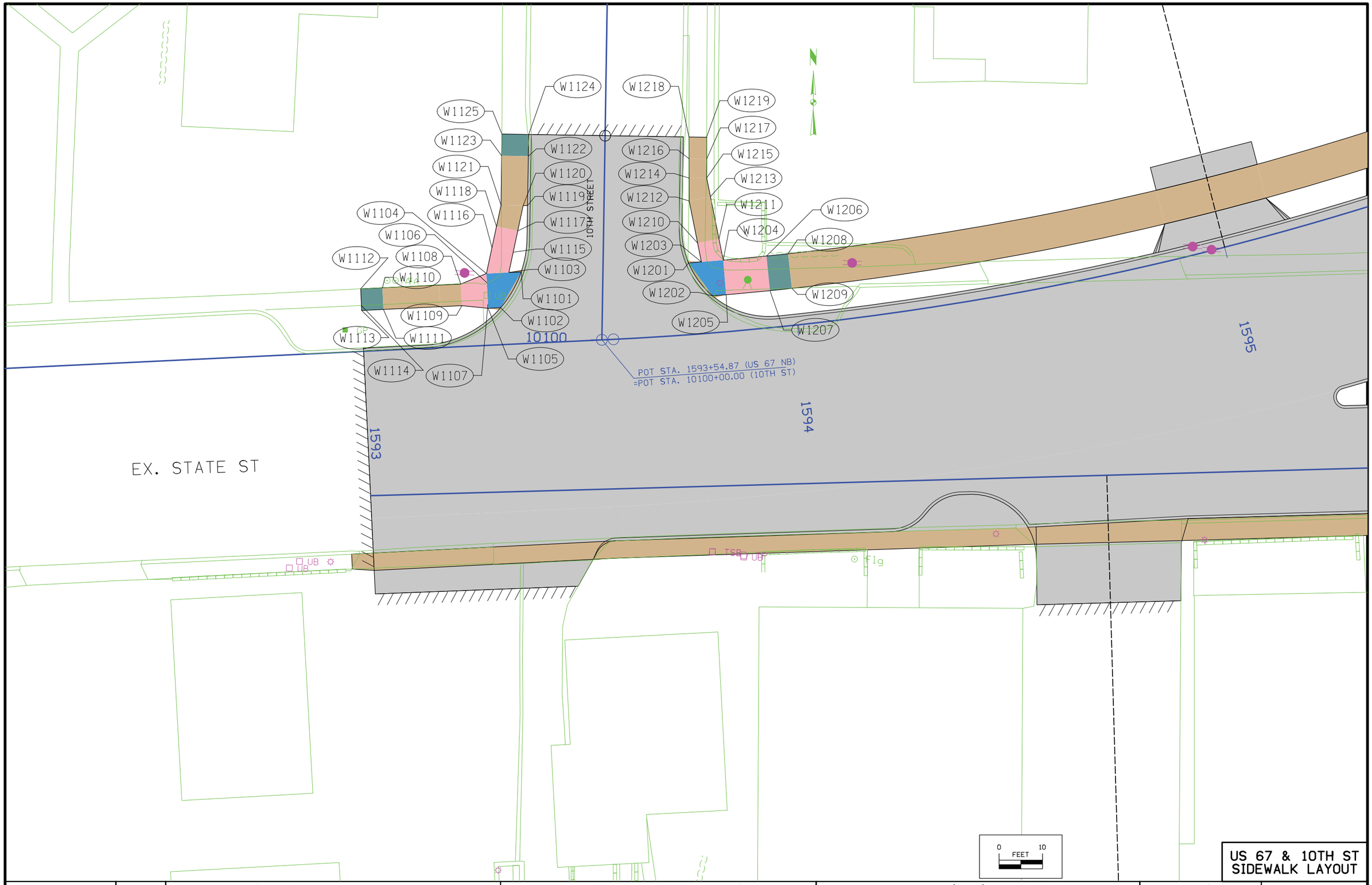
Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W11210	W11209	Sidewalk Running Slope	1.29	0.02	1.6%	0.5% to 5.0%				W11203	8+68.56	20.73	583.61
W11209	W11202	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W11204	8+73.54	21.07	583.60
W11202	W11203	Ramp Running Slope	6.00	0.48	8.0%	0.5% to 8.3%	Yes			W11205	8+80.00	21.50	583.58
W11209	W11208	Ramp Running Slope	6.00	0.48	8.0%	0.5% to 8.3%	Yes			W11206	8+80.00	16.50	583.51
W11208	W11203	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W11207	8+73.88	16.08	583.53
W11203	W11204	Landing/Turning Space	5.00	-0.01	-0.2%	0.1% to 2.0%				W11208	8+68.89	15.74	583.54
W11208	W11207	Landing/Turning Space	5.00	-0.01	-0.2%	0.1% to 2.0%				W11209	8+62.90	15.34	583.06
W11207	W11204	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%				W11210	8+61.71	15.26	583.04
W11204	W11205	Sidewalk Running Slope	6.47	-0.02	-0.3%	0.5% to 5.0%		Drainage issues were considered					
W11207	W11206	Sidewalk Running Slope	6.14	-0.02	-0.3%	0.5% to 5.0%		Drainage issues were considered					
W11206	W11205	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%							
W11301	W11314	Sidewalk Cross Slope	6.00	0.02	0.3%	0.5% to 2.0%		Drainage issues were considered		W11301	11+60.72	23.50	578.10
W11314	W11313	Sidewalk Running Slope	3.24	0.01	0.3%	0.5% to 5.0%		Drainage issues were considered		W11302	11+57.91	23.50	578.28
W11301	W11313	Ramp Cross Slope	5.00	0.03	0.6%	0.1% to 2.0%				W11303	11+57.98	20.69	578.08
W11301	W11302	Ramp Running Slope	2.81	0.18	6.4%	0.5% to 8.3%				W11304	11+53.06	17.33	578.07
W11313	W11312	Ramp Running Slope	2.93	0.22	7.5%	0.5% to 8.3%	Yes			W11305	11+52.98	20.57	578.11
W11302	W11312	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W11306	11+52.91	23.50	578.35
W11304	W11303	Sidewalk Cross Slope	6.00	0.01	0.2%	0.5% to 2.0%		Drainage issues were considered		W11307	11+37.98	20.50	578.77
W11304	W11305	Sidewalk Running Slope	3.24	0.04	1.2%	0.5% to 5.0%				W11308	11+37.98	25.50	578.84
W11305	W11303	Ramp Cross Slope	5.00	-0.03	-0.6%	0.1% to 2.0%				W11309	11+52.79	58.50	578.42
W11305	W11306	Ramp Running Slope	2.93	0.24	8.2%	0.5% to 8.3%	Yes			W11310	4613+99.68	-33.50	578.96
W11306	W11302	Ramp Cross Slope	5.00	-0.07	-1.4%	0.1% to 2.0%				W11311	4613+99.68	-28.50	578.89
W11303	W11302	Ramp Running Slope	2.81	0.20	7.1%	0.5% to 8.3%				W11312	11+57.79	28.50	578.35
W11306	W11309	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W11313	11+60.72	28.50	578.13
W11306	W11307	Sidewalk Running Slope	15.23	0.42	2.8%	0.5% to 5.0%				W11314	11+63.96	28.50	578.12
W11309	W11308	Sidewalk Running Slope	15.23	0.42	2.8%	0.5% to 5.0%							
W11307	W11308	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%							
W11309	W11312	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%							
W11309	W11310	Sidewalk Running Slope	15.11	0.54	3.6%	0.5% to 5.0%							
W11312	W11311	Sidewalk Running Slope	15.23	0.54	3.5%	0.5% to 5.0%							
W11310	W11311	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%							
W11401	W11414	Sidewalk Cross Slope	6.00	-0.08	-1.3%	0.5% to 2.0%				W11401	12+15.67	28.50	577.99
W11401	W11402	Sidewalk Running Slope	3.24	0.02	0.6%	0.5% to 5.0%				W11402	12+18.91	28.50	578.01
W11402	W11414	Ramp Cross Slope	5.00	-0.10	-2.0%	0.1% to 2.0%	Yes	Proposed slope is maximum allowed		W11403	12+21.95	28.50	578.16
W11402	W11403	Ramp Running Slope	3.04	0.15	4.9%	0.5% to 8.3%				W11404	4613+99.96	28.50	578.70
W11414	W11413	Ramp Running Slope	2.96	0.18	6.1%	0.5% to 8.3%				W11405	4613+99.96	33.50	578.75
W11403	W11413	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W11406	12+26.95	28.50	578.09
W11403	W11404	Sidewalk Running Slope	15.23	0.54	3.5%	0.5% to 5.0%				W11407	12+41.83	25.50	578.33
W11406	W11405	Sidewalk Running Slope	15.18	0.66	4.3%	0.5% to 5.0%	Yes			W11408	12+41.83	20.50	578.26
W11404	W11405	Sidewalk Cross Slope	5.00	0.05	1.0%	0.5% to 2.0%				W11409	12+26.87	23.50	578.02
W11403	W11406	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W11410	12+26.83	20.46	577.77
W11406	W11409	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W11411	12+26.78	17.22	577.75
W11406	W11407	Sidewalk Running Slope	15.18	0.24	1.6%	0.5% to 5.0%				W11412	12+21.83	20.54	577.84
W11409	W11408	Sidewalk Running Slope	15.23	0.24	1.6%	0.5% to 5.0%				W11413	12+21.87	23.50	578.09
W11407	W11408	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%				W11414	12+18.91	23.50	577.91
W11411	W11412	Sidewalk Cross Slope	6.00	0.09	1.5%	0.5% to 2.0%				W11415	4613+94.95	28.50	578.88
W11411	W11410	Sidewalk Running Slope	3.24	0.02	0.6%	0.5% to 5.0%				W11416	4613+94.88	33.50	578.96
W11410	W11412	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%							
W11410	W11409	Ramp Running Slope	3.40	0.25	7.4%	0.5% to 8.3%	Yes						
W11412	W11413	Ramp Running Slope	3.00	0.25	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed					
W11409	W11413	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%							
W11404	W11415	Sidewalk Running Slope	5.00	0.18	3.6%	0.5% to 5.0%							
W11405	W11416	Sidewalk Running Slope	5.00	0.21	4.2%	0.5% to 5.0%	Yes						
W11415	W11416	Sidewalk Cross Slope	5.00	0.08	1.6%	0.5% to 2.0%	Yes						
W11501	W11512	Sidewalk Cross Slope	6.00	0.06	1.0%	0.5% to 2.0%				W11501	12+17.69	-23.50	578.46
W11501	W11511	Ramp Cross Slope	5.00	0.09	1.8%	0.1% to 2.0%	Yes			W11502	12+21.14	-23.50	578.72
W11512	W11511	Sidewalk Running Slope	3.24	0.03	0.9%	0.5% to 5.0%				W11503	12+21.20	-20.04	578.44
W11501	W11502	Ramp Running Slope	3.46	0.26	7.5%	0.5% to 8.3%	Yes			W11504	12+26.25	-16.88	578.25
W11511	W11510	Ramp Running Slope	3.46	0.24	6.9%	0.5% to 8.3%				W11505	12+26.20	-20.12	578.36
W11502	W11510	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W11506	12+26.14	-23.50	578.64
W11503	W11502	Ramp Running Slope	3.46	0.28	8.1%	0.5% to 8.3%	Yes			W11507	12+41.22	-20.50	578.54
W11504	W11505	Sidewalk Running Slope	3.24	0.11	3.4%	0.5% to 5.0%				W11508	12+41.22	-25.50	578.61
W11503	W11505	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W11509	12+26.14	-28.50	578.71
W11505	W11506	Ramp Running Slope	3.38	0.28	8.3%	0.5% to 8.3%	Yes	Proposed slope is maximum allowed		W11510	12+21.14	-28.50	578.79
W11502	W11506	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W11511	12+17.69	-28.50	578.55
W11506	W11509	Landing/Turning Space	5.00	0.07	1.4%	0.1% to 2.0%				W11512	12+14.45	-28.50	578.52
W11510	W11509	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes						
W11509	W11508	Sidewalk Running Slope	15.37	-0.10	-0.7%	0.5% to 5.0%							
W11506	W11507	Sidewalk Running Slope	15.37	-0.10	-0.7%	0.5% to 5.0%							
W11507	W11508	Sidewalk Cross Slope	5.00	0.07	1.4%	0.5% to 2.0%							
W11601	W11612	Sidewalk Cross Slope	6.00	-0.06	-1.0%	0.5% to 2.0%				W11601	11+65.92	-28.50	578.70
W11601	W11602	Sidewalk Running Slope	3.24	0.02	0.6%	0.5% to 5.0%				W11602	11+62.68	-28.50	578.72
W11602	W11612	Ramp Cross Slope	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W11603	11+59.08	-28.50	578.87

SIDEWALK COMPLIANCE

See S Sheets

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

Point to Point		Sidewalk Designation	Distance*	Δ Elevation	Slope	Acceptable Constructed Range	Staking Required on this Quadrant? (1)	Remarks		FOR INFORMATION ONLY: VALUES USED TO DETERMINE DESIGNED SLOPES			
										Point	Station	Offset	Elevation
			FT	FT	%	Pos. or Neg.							
W11602	W11603	Ramp Running Slope	3.60	0.15	4.2%	0.5% to 8.3%				W11604	11+54.08	-28.50	578.91
W11612	W11611	Ramp Running Slope	3.60	0.16	4.4%	0.5% to 8.3%				W11605	11+38.96	-25.50	579.07
W11603	W11611	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W11606	11+38.96	-20.50	579.00
W11603	W11604	Landing/Turning Space	5.00	0.04	0.8%	0.1% to 2.0%				W11607	11+54.08	-23.50	578.84
W11604	W11607	Landing/Turning Space	5.00	-0.07	-1.4%	0.1% to 2.0%				W11608	11+53.99	-20.02	578.56
W11604	W11605	Sidewalk Running Slope	15.41	0.16	1.0%	0.5% to 5.0%				W11609	11+53.91	-16.78	578.48
W11607	W11606	Sidewalk Running Slope	15.41	0.16	1.0%	0.5% to 5.0%				W11610	11+58.99	-19.90	578.60
W11605	W11606	Sidewalk Cross Slope	5.00	-0.07	-1.4%	0.5% to 2.0%				W11611	11+59.08	-23.50	578.80
W11609	W11610	Sidewalk Cross Slope	6.00	0.12	2.0%	0.5% to 2.0%	Yes	Proposed slope is maximum allowed		W11612	11+62.68	-23.50	578.64
W11609	W11608	Sidewalk Running Slope	3.24	0.08	2.5%	0.5% to 5.0%							
W11608	W11610	Ramp Cross Slope	5.00	0.04	0.8%	0.1% to 2.0%							
W11608	W11607	Ramp Running Slope	3.48	0.28	8.0%	0.5% to 8.3%	Yes						
W11610	W11611	Ramp Running Slope	3.60	0.20	5.6%	0.5% to 8.3%							
W11607	W11611	Landing/Turning Space	5.00	-0.04	-0.8%	0.1% to 2.0%							
W12101	W12102	Sidewalk Running Slope	4.17	0.06	1.4%	0.5% to 5.0%				W12101	4610+99.02	28.50	583.76
W12102	W12103	Ramp Running Slope	4.93	0.19	3.9%	0.5% to 8.3%				W12102	4611+02.88	28.50	583.82
W12102	W12107	Ramp Cross Slope	5.00	0.07	1.4%	0.1% to 2.0%				W12103	4611+07.44	28.50	584.01
W12103	W12104	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W12104	4611+12.07	28.50	583.93
W12103	W12106	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W12105	4611+12.04	33.50	584.01
W12104	W12105	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W12106	4611+07.44	33.50	584.09
W12105	W12106	Landing/Turning Space	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W12107	4611+20.88	33.50	583.89
W12106	W12107	Ramp Running Slope	5.00	-0.20	-4.0%	0.5% to 8.3%							
W12201	W12202	Ramp Running Slope	12.00	-0.73	-6.1%	0.5% to 8.3%				W12201	4610+35.16	28.50	584.20
W12201	W12207	Ramp Cross Slope	5.00	0.08	1.6%	0.1% to 2.0%	Yes			W12202	4610+46.26	28.50	583.47
W12202	W12203	Landing/Turning Space	5.00	-0.08	-1.6%	0.1% to 2.0%	Yes			W12203	4610+50.88	28.50	583.39
W12202	W12206	Landing/Turning Space	5.00	0.01	0.2%	0.1% to 2.0%				W12204	4610+57.56	33.50	583.27
W12203	W12205	Landing/Turning Space	5.00	0.01	0.2%	0.1% to 2.0%				W12205	4610+50.88	33.50	583.40
W12204	W12205	Landing/Turning Space	7.32	0.13	1.8%	0.1% to 2.0%	Yes			W12206	4610+46.26	33.50	583.48
W12205	W12206	Landing/Turning Space	5.07	0.08	1.6%	0.1% to 2.0%	Yes			W12207	4610+35.16	33.50	584.28
W12206	W12207	Ramp Running Slope	12.16	0.80	6.6%	0.5% to 8.3%							



US 67 & 10TH ST
SIDEWALK LAYOUT

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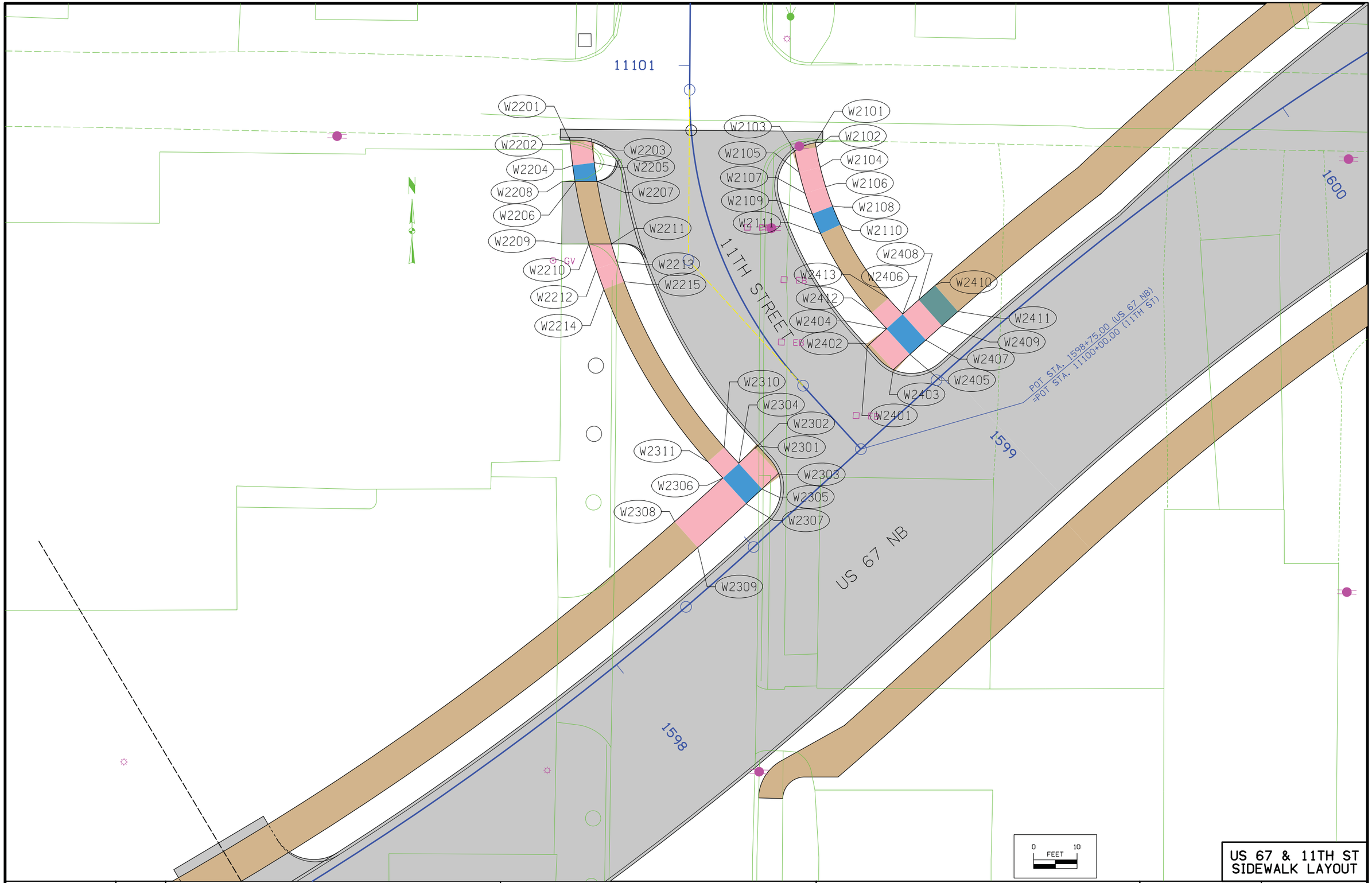

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US 67 & 11TH ST
SIDEWALK LAYOUT

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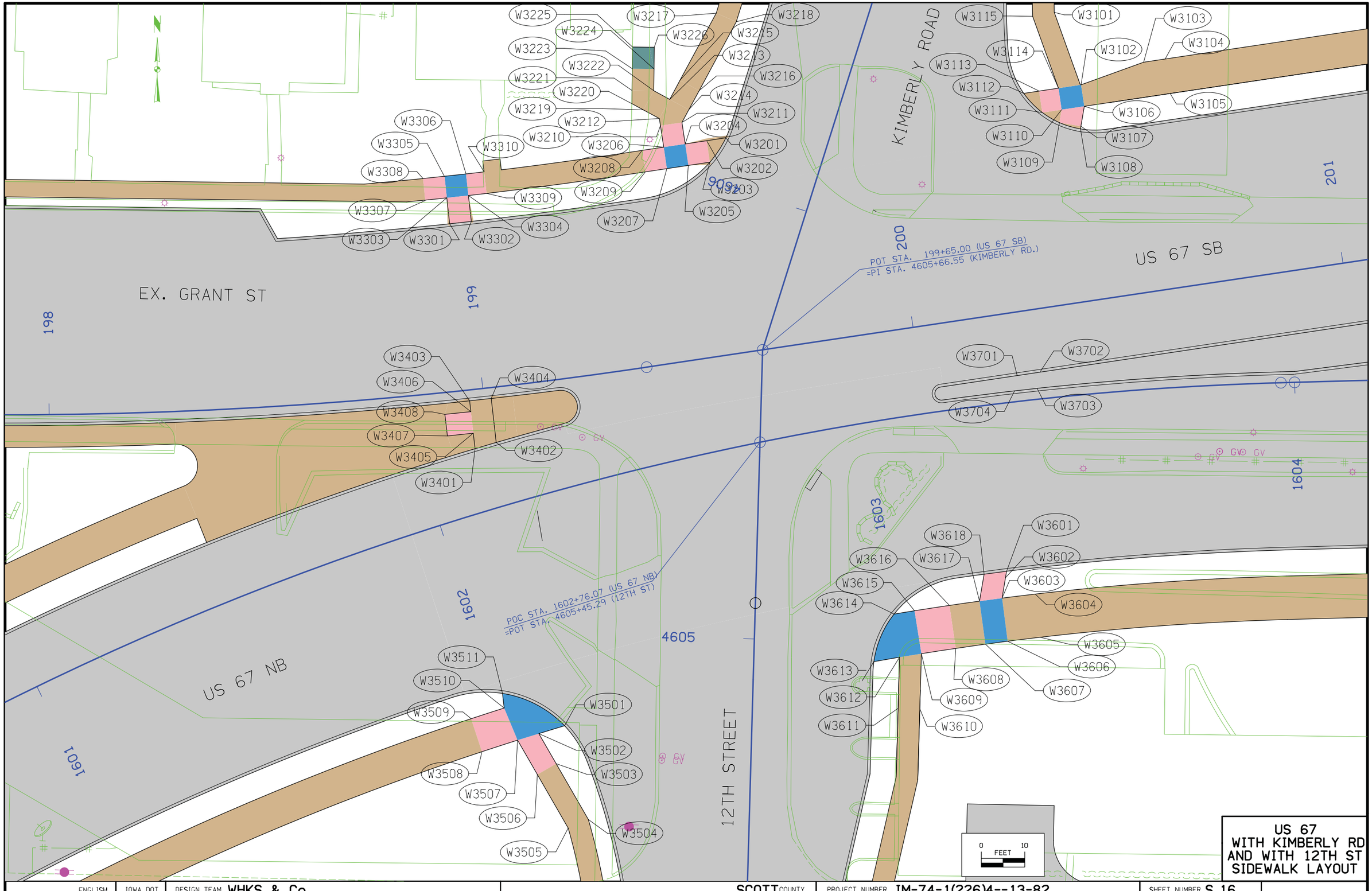

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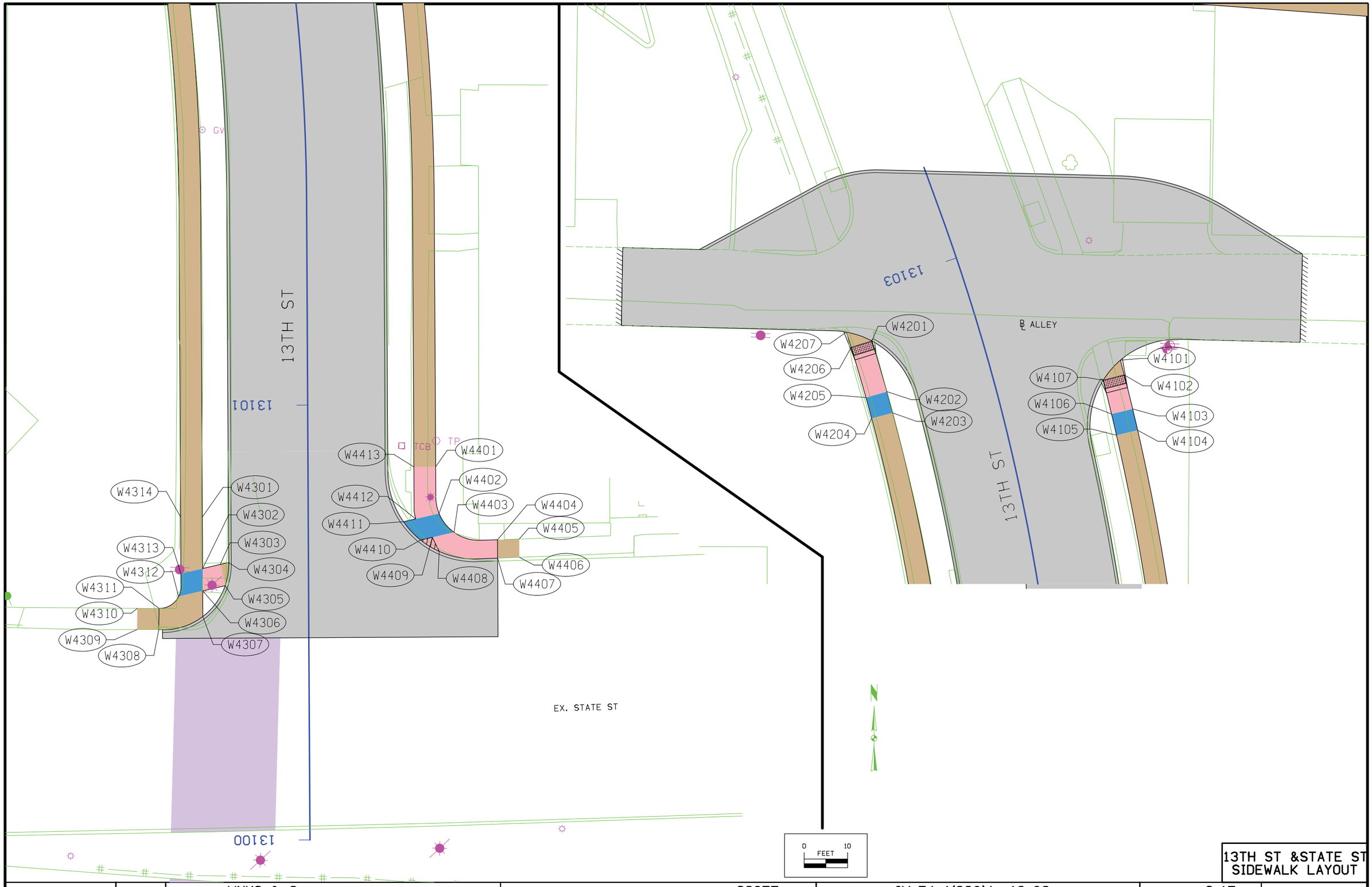

13TH ST &STATE ST
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.17

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W5211
W5201
W5210
W5202
W5209
W5203
W5208
W5204
W5207
W5205
W5206
W5301
W5308
W5302
W5307
W5306
W5303
W5304
W5305
W5101
W5107
W5106
W5102
W5103
W5105
W5104
W5401
W5407
W5402
W5406
W5403
W5405
W5404
1608
1609
205
206
RAMP A
RAMP C
US 67 NB
US 67 SB
POT STA. 1608+50.00 (US 67 NB)
=POT STA. 3595+59.96 (RAMP C)
POT STA. 205+20.00 (US 67 SB)
=POT STA. 1496+21.97 (RAMP A)
TP
TP
GV
GV
0 FEET 10

US 67 & RAMPS C/A
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.18

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1611

208

1612

209

US 67 NB

US 67 SB

RAMP B

RAMP D

POT STA. 1612+00.00 (US 67 NB)
=POT STA. 2595+01.68 (RAMP B)

POT STA. 208+75.00 (US 67 SB)
=POT STA. 4495+45.77 (RAMP D)

W6101
W6102
W6103
W6104
W6105
W6106
W6107
W6108

W6201
W6202
W6203
W6204
W6205
W6206
W6207

W6301
W6302
W6303
W6304
W6305
W6306
W6307

W6401
W6402
W6403
W6404
W6405
W6406
W6407

0 FEET 10

US 67 & RAMPS B/D SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.19

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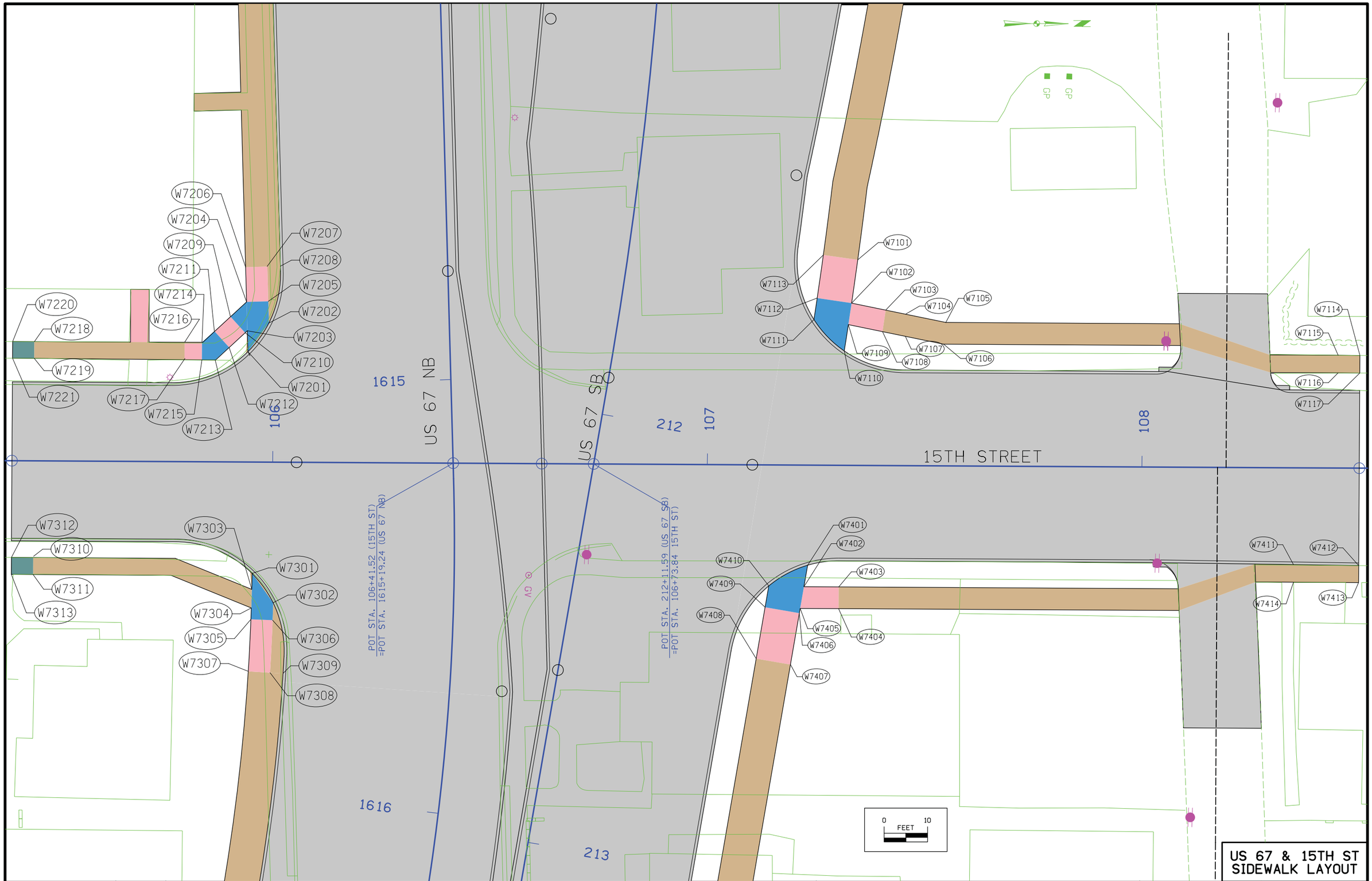

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POT STA. 1619+71.67 (US 67 NB)
=POT STA. 102+18.20 (16TH ST)

1619

US 67 NB

102

W8302
W8303
W8304
W8301
W8305
W8307
W8306
W8210
W8209
W8208
W8207
W8206
W8205
W8201
W8202
W8203
W8204

US 67 SB

POT STA. 216+29.34 (US 67 SB)
=POT STA. 103+56.01 (16TH ST)

216

16TH STREET

W8111
W8110
W8109
W8108
W8101
W8102
W8103
W8104
W8106
W8105
W8107
W8113
W8112
W8115
W8114

104

1620

W8407
W8406
W8405
W8404
W8401
W8402
W8403
W8513
W8512
W8510
W8511
W8509
W8508
W8507
W8506
W8501
W8502
W8503
W8504
W8505

US 67 SB

217

W8610
W8609
W8608
W8607
W8606
W8605
W8601
W8602
W8603
W8604

0 FEET 10

US 67 & 16TH ST
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.21

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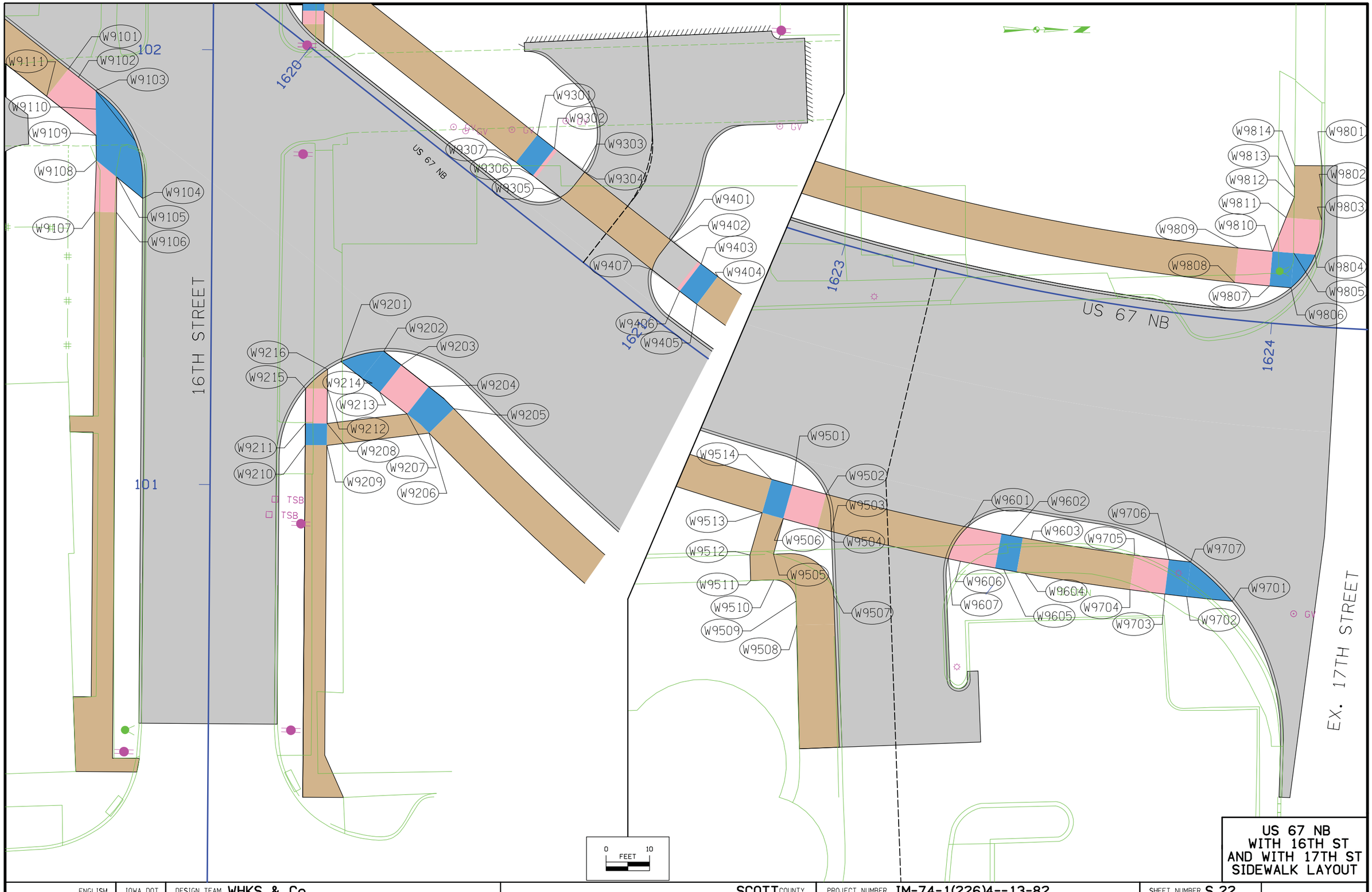

US 67 NB
WITH 16TH ST
AND WITH 17TH ST
SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.22

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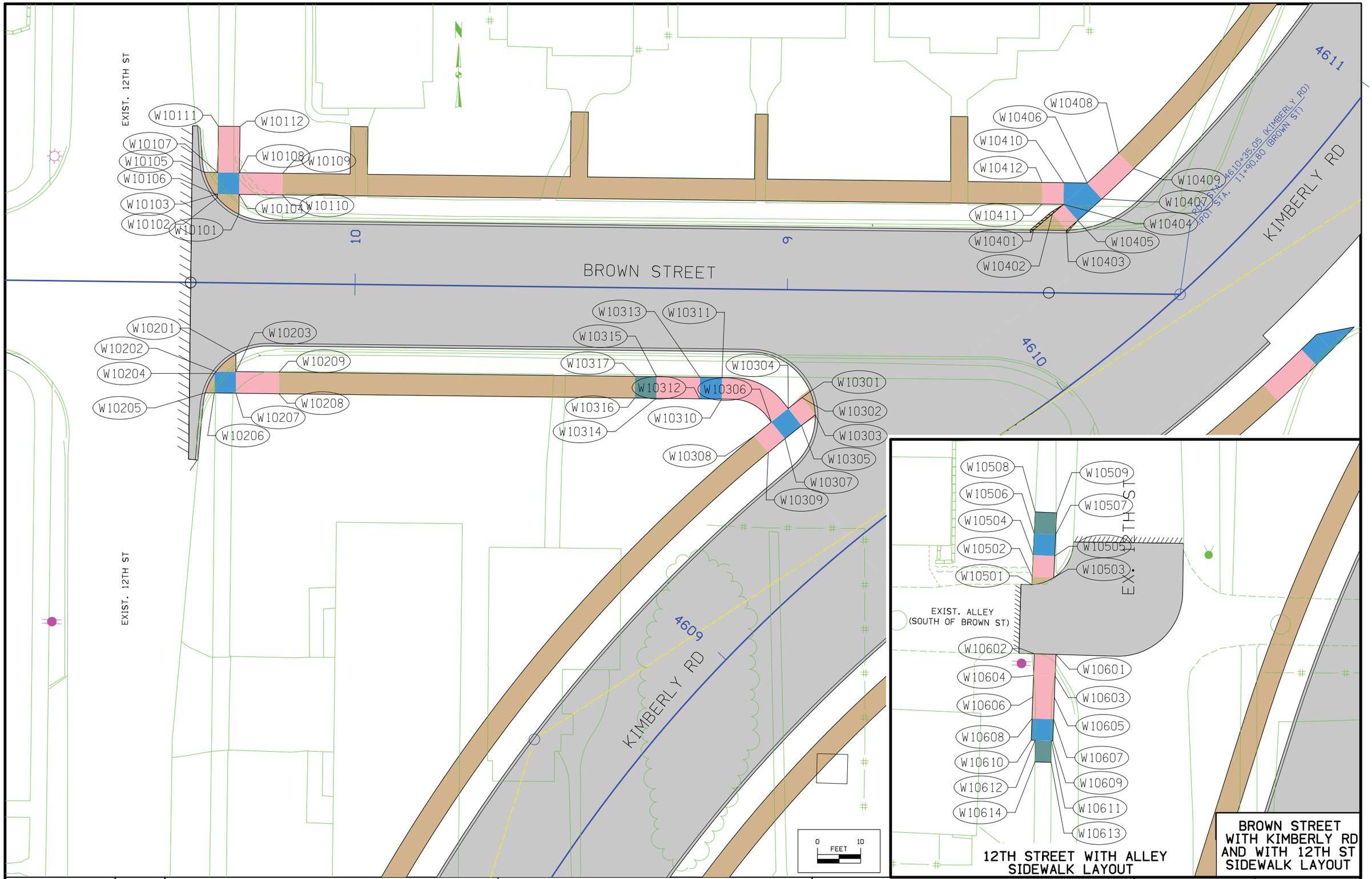

ENGLISH | IOWA DOT | DESIGN TEAM WHKS & Co. | SCOTT COUNTY | PROJECT NUMBER IM-74-1(226)4--13-82 | SHEET NUMBER S.23

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12TH STREET

MISSISSIPPI BLVD

KIMBERLY RD

4615

4614

POT STA. 4614+43.90 (KIMBERLY RD)
=PI STA. 11-90.00 (MISSISSIPPI BLVD)

W11101 W11102 W11103 W11104 W11105 W11106 W11107

W11201 W11202 W11203 W11204 W11205 W11206 W11207 W11208 W11209 W11210

W11301 W11302 W11303 W11304 W11305 W11306 W11307 W11308 W11309 W11310 W11311 W11312 W11313 W11314

W11401 W11402 W11403 W11404 W11405 W11406 W11407 W11408 W11409 W11410 W11411 W11412 W11413 W11414 W11415 W11416

W11501 W11502 W11503 W11504 W11505 W11506 W11507 W11508 W11509 W11510 W11511 W11512

W11601 W11602 W11603 W11604 W11605 W11606 W11607 W11608 W11609 W11610 W11611 W11612

0 FEET 10

MISSISSIPPI BLVD WITH KIMBERLY RD AND WITH 12TH ST SIDEWALK LAYOUT

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.24

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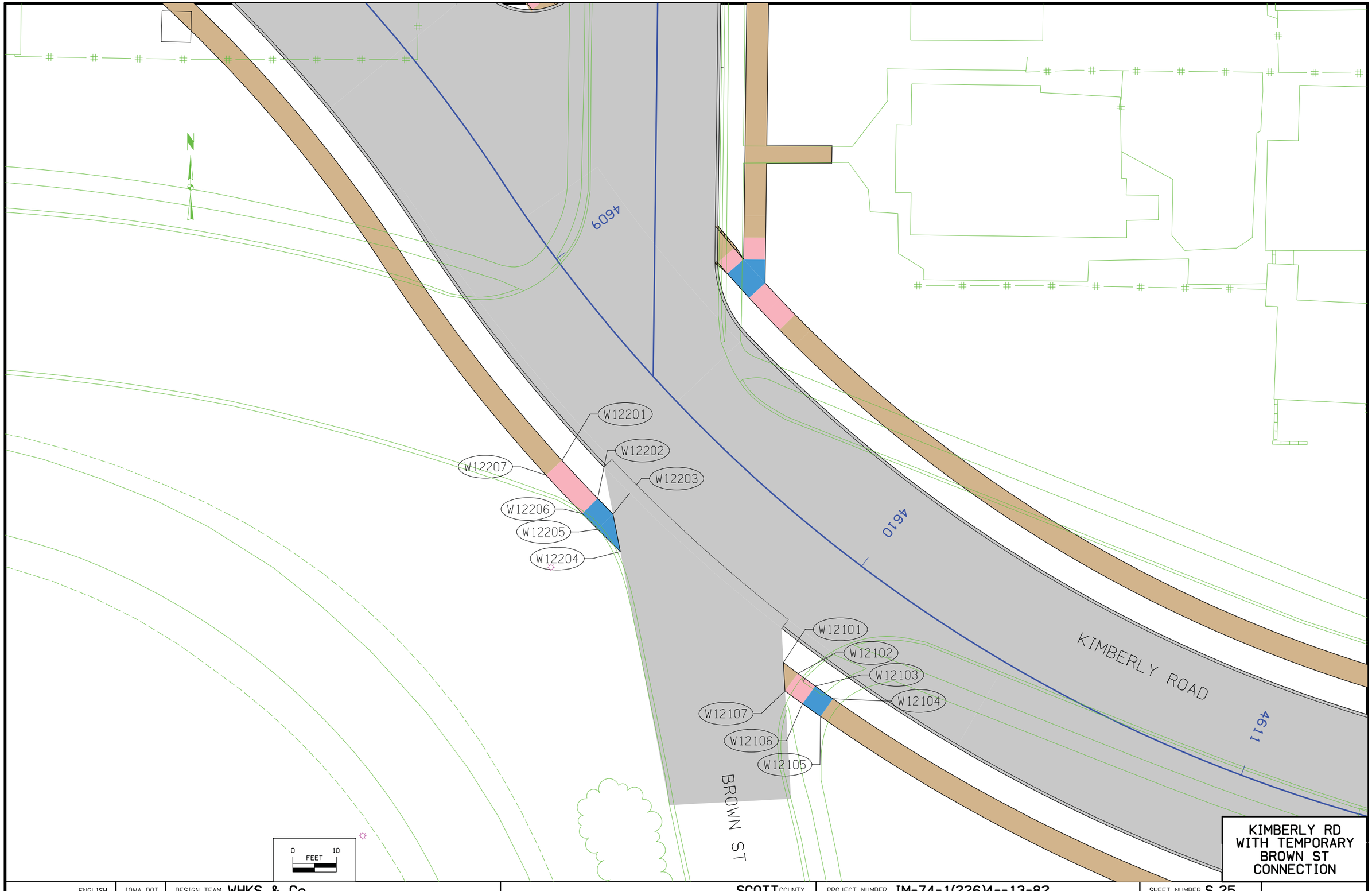

KIMBERLY RD WITH TEMPORARY BROWN ST CONNECTION

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER S.25

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TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
US 67 SB						
197+00.01	56	56	56			
197+25.00	69	69	69			
197+50.00	72	72	72			
197+75.00	64	64	64			
198+00.00	49	49	49			
198+25.00	33	33	33			
198+50.00	17	17	17	1	1	1
198+75.00	8	8	8	2	3	3
199+00.00	10	10	10	2	3	3
199+21.00	7	7	7	6	8	8
199+43.00				4	5	5
199+50.00	1	1	1	5	7	7
199+66.00	4	4	4			
199+75.00	15	15	15	4	5	5
200+03.00	4	4	4	7	9	9
200+25.00	1	1	1	3	4	4
200+31.00	9	9	9	10	13	13
200+50.00	23	23	23	13	17	17
200+75.00	25	25	25	10	13	13
201+00.00	33	33	33	4	5	5
201+25.00	83	83	83			
201+50.00	137	137	137			
201+75.00	148	148	148			
202+00.00	171	171	171			
202+25.00	227	227	227			
202+50.00	235	235	235			
202+75.00	197	197	197			
203+00.00	133	133	133			
203+20.00	31	31	31			
203+25.00	160	160	160			
203+50.00	181	181	181			
203+75.00	184	184	184			
204+00.00	175	175	175			
204+25.00	166	166	166			
204+50.00	81	81	81			
204+63.00	73	73	73			
204+75.00	149	149	149			
205+00.00	125	125	125			
205+25.00	21	21	21			
205+30.00	100	100	100			
205+45.00	41	41	41			
205+50.00	198	198	198			
205+75.00	225	225	225			
206+03.00	160	160	160			
206+25.00	190	190	190			
206+50.00	184	184	184			
206+75.00	163	163	163			
207+00.00	137	137	137			
207+25.00	117	117	117			
207+50.00	125	125	125			
207+75.00	76	76	76			
208+00.00	12	12	12			
208+12.00	62	62	62			
208+31.00	31	31	31			
208+37.00	59	59	59			
208+50.00	53	53	53			
208+62.00	59	59	59			
208+75.00	79	79	79			
208+92.00	38	38	38			
209+00.00	97	97	97			
209+15.00	81	81	81			
209+25.00	210	210	210			
209+50.00	222	222	222			
209+75.00	233	233	233			
210+00.00	187	187	187			
210+20.00	46	46	46			
210+25.00	239	239	239			
210+50.00	243	243	243			
210+75.00	231	231	231			
211+00.00	89	89	89			
211+10.00	127	127	127			
211+25.00	123	123	123			
211+40.00	118	118	118			
211+55.00	160	160	160			
211+80.00	64	64	64			
212+00.00	23	23	23			
212+23.00	76	76	76			
212+49.00	59	59	59			
212+60.00	81	81	81			
212+75.00	139	139	139			
213+00.00	142	142	142			
213+25.00	139	139	139			
213+50.00	136	136	136			
213+75.00	118	118	118			
214+00.00	97	97	97			
214+25.00	83	83	83			
214+50.00	74	74	74			
214+75.00	70	70	70			
215+00.00	67	67	67	1	1	1
215+25.00	60	60	60	2	3	3
215+50.00	54	54	54			
215+75.00	21	21	21			
215+85.00	15	15	15			
215+92.00	35	35	35			
216+13.00	15	15	15			
216+25.00	17	17	17			
216+39.00	15	15	15	1	1	1
216+50.00	23	23	23	1	1	1
216+65.00	21	21	21			
216+75.00	55	55	55			
217+00.00	14	14	14			
217+10.00	11	11	11			
217+20.00	6	6	6			
217+25.00	19	19	19			
217+40.00						
US 67 NB						
1593+00.00	36	36	36	9	12	12
1593+25.00	48	48	48	10	13	13
1593+50.00	57	57	57	13	17	17
1593+75.00	60	60	60	18	23	23
1594+00.00	47	47	47	14	18	18
1594+25.00	33	33	33	6	8	8
1594+50.00	39	39	39	3	4	4
1594+75.00	57	57	57	3	4	4
1595+00.00	63	63	63	5	7	7
1595+25.00	61	61	61	9	12	12
1595+50.00	70	70	70	9	12	12
1595+75.00	81	81	81	6	8	8
1596+00.00	99	99	99	5	7	7
1596+25.00	125	125	125	3	4	4
1596+50.00	153	153	153	5	7	7
1596+75.00	151	151	151	5	7	7
1597+00.00	111	111	111	6	8	8
1597+25.00	77	77	77	10	13	13
1597+50.00	45	45	45	20	26	26
1597+75.00	13	13	13	31	40	40
1598+00.00	5	5	5	31	40	40
1598+25.00	15	15	15	23	30	30
1598+50.00						

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
1598+50.00	23	23	23	24	31	31
1598+75.00	22	22	22	38	49	49
1599+00.00	17	17	17	43	56	56
1599+25.00	24	24	24	56	73	73
1599+55.00	26	26	26	31	40	40
1599+75.00	52	52	52	18	23	23
1600+00.00	76	76	76	11	14	14
1600+25.00	112	112	112	9	12	12
1600+50.00	146	146	146	6	8	8
1600+75.00	161	161	161	6	8	8
1601+00.00	147	147	147	6	8	8
1601+25.00	130	130	130	6	8	8
1601+50.00	124	124	124	6	8	8
1601+75.00	74	74	74	4	5	5
1601+93.00	24	24	24	2	3	3
1602+00.00	106	106	106	4	5	5
1602+22.00	81	81	81	1	1	1
1602+37.00	35	35	35	1	1	1
1602+50.00	46	46	46	6	8	8
1602+75.00	73	73	73	6	8	8
1602+99.00	47	47	47	4	5	5
1603+18.00	7	7	7	2	3	3
1603+23.00	47	47	47	5	7	7
1603+50.00	54	54	54	3	4	4
1603+75.00	56	56	56	4	5	5
1604+00.00	57	57	57	5	7	7
1604+25.00	56	56	56	5	7	7
1604+50.00	58	58	58	4	5	5
1604+75.00	66	66	66	3	4	4
1605+00.00	70	70	70	4	5	5
1605+25.00	63	63	63	9	12	12
1605+50.00	73	73	73	12	16	16
1605+75.00	127	127	127	8	10	10
1606+00.00	181	181	181	9	12	12
1606+25.00	122	122	122	6	8	8
1606+40.00	89	89	89	1	1	1
1606+50.00	253	253	253	3	4	4
1606+75.00	283	283	283	3	4	4
1607+00.00	177	177	177	2	3	3
1607+15.00	121	121	121	1	1	1
1607+25.00	296	296	296	3	4	4
1607+50.00	287	287	287	3	4	4
1607+75.00	326	326	326	3	4	4
1608+03.00	265	265	265	3	4	4
1608+25.00	194	194	194	2	3	3
1608+40.00	119	119	119	1	1	1
1608+50.00	185	185	185			
1608+70.00	170	170	170			
1608+93.00	26	26	26	2	3	3
1608+98.00	57	57	57	12	16	16
1609+13.00	44	44	44	8	10	10
1609+25.00	76	76	76	10	13	13
1609+50.00	58	58	58	3	4	4
1609+75.00	45	45	45	3	4	4
1610+00.00	37	37	37	3	4	4
1610+25.00	35	35	35	5	7	7
1610+50.00	49	49	49	13	17	17
1610+75.00	46	46	46	17	22	22
1611+00.00	30	30	30	14	18	18
1611+22.00	37	37	37	11	14	14
1611+50.00	23	23	23	3	4	4
1611+69.00	8	8	8	1	1	1
1611+75.00	85	85	85	2	3	3
1612+03.00	114	114	114			
1612+25.00	100	100	100	9	12	12
1612+46.00	100	100	100	16	21	21
1612+75.00	17	17	17	1	1	1
1612+81.00	58	58	58	3	4	4
1613+00.00	83	83	83	6	8	8
1613+25.00	86	86	86	6	8	8
1613+50.00	80	80	80	3	4	4
1613+75.00	70	70	70	4	5	5
1614+00.00	60	60	60	4	5	5
1614+25.00	52	52	52	3	4	4
1614+50.00	45	45	45	3	4	4
1614+75.00	40	40	40	1	1	1
1615+00.00	42	42	42			
1615+25.00	33	33	33			
1615+37.00	33	33	33	2	3	3
1615+50.00	23	23	23	4	5	5
1615+66.00	8	8	8	1	1	1
1615+71.00	49	49	49	3	4	4
1616+00.00	45	45	45	3	4	4
1616+25.00	49	49	49	4	5	5
1616+50.00	66	66	66	4	5	5
1616+75.00	90	90	90	4	5	5
1617+00.00	105	105	105	3	4	4
1617+25.00	122	122	122	3	4	4
1617+50.00	148	148	148	3	4	4
1617+75.00	172	172	172	3	4	4
1618+00.00	142	142	142	5	7	7
1618+25.00	96	96	96	6	8	8
1618+50.00	96	96	96	6	8	8
1618+75.00	73	73	73	4	5	5
1618+91.00	47	47	47	2	3	3
1619+00.00	93	93	93	3	4	4
1619+16.00	60	60	60	1	1	1
1619+25.00	148	148	148	6	8	8
1619+50.00	61	61	61	7	9	9
1619+69.00	15	15	15	6	8	8
1619+81.00	7	7	7	4	5	5
1619+89.00	16	16	16	5	7	7
1620+00.00	61	61	61	15	20	20
1620+25.00	75	75	75	13	17	17
1620+47.00	128	128	128	8	10	10
1620+75.00	27	27	27	1	1	1
1620+80.00	91	91	91	4	5	5
1621+00.00	109	109	109	6	8	8
1621+25.00	149	149	149	6	8	8
1621+50.00	150	150	150	5	7	7
1621+71.00	206	206	206	7	9	9
1622+00.00	152	152	152	6	8	8
1622+25.00	124	124	124	16	21	21
1622+50.00	99	99	99	16	21	21
1622+75.00	83	83	83	6	8	8
1623+00.00	103	103	103	9	12	12
1623+22.00	116	116	116	11	14	14
1623+50.00	35	35	35	4	5	5
1623+67.00	17	17	17	2	3	3
1623+75.00	33	33	33	6	8	8
1623+89.00	31	31	31	8	10	10
1624+00.00	29	29	29	10	13	13
1624+15.00						
State St.						
102+25.00						
102+50.00	48	48	48			
102+75.00	47	47	47			
103+00.00	44	44	44			
103+13.27	22	22	22			
103+25.00	20	20	20			

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
103+25.00	44	44	44	1	1	1
103+50.00	46	46	46	2	3	3
103+75.00	47	47	47	3	4	4
104+00.00	38	38	38	3	4	4
104+19.00						
imberly Roa						
4606+50.00	229	229	229	6	8	8
4606+75.00	302	302	302	6	8	8
4607+00.00	365	365	365	6	8	8
4607+25.00	441	441	441	6	8	8
4607+50.00	607	607	607	6	8	8
4607+75.00	762	762	762	6	8	8
4608+00.00	795	795	795	6	8	8
4608+25.00	744	744	744	6	8	8
4608+50.00	648	648	648	6	8	8
4608+75.00	554	554	554	6	8	8
4609+00.00	458	458	458	6	8	8
4609+25.00	376	376	376	6	8	8
4609+50.00	380	380	380	6	8	8
4609+75.00	357	357	357	6	8	8
4610+00.00	238	238	238	6	8	8
4610+25.00	179	179	179	6	8	8
4610+50.00	164	164	164	6	8	8
4610+75.00	136	136	136	6	8	8
4611+00.00	135	135	135	6	8	8
4611+25.00	142	142	142	6	8	8
4611+50.00	133	133	133	7	9	9
4611+75.00	126	126	126	7	9	9
4612+00.00	121	121	121	9	12	12
4612+25.00	133	133	133	12	16	16
4612+50.00	137	137	137	11	14	14
4612+75.00	141	141	141	8	10	10
4613+00.00	176	176	176	6	8	8
4613+25.00	212	212	212	6	8	8
4613+50.00	235	235	235	6	8	8
4613+75.00	230	230	230	6	8	8
4614+00.00	249	249	249	8	10	10
4614+25.00	449	449	449	5	7	7
4614+50.00	390	390	390	3	4	4
4614+75.00	164	164	164	6	8	8
4615+00.00	156	156	156	6	8	8
4615+25.00	133	133	133	6	8	8
4615+50.00	114	114	114	6	8	8
4615+75.00	107	107	107	6	8	8
4616+00.00	95	95	95	19	25	25
4616+25.00	77	77	77	23	30	30
4616+50.00	62	62	62	17	22	22
4616+75.00	50	50	50	28	36	36
4617+00.00	61	61	61	31	40	40
4617+25.00	50	50	50	42	55	55
4617+50.00	21	21	21	64	83	83
4617+75.00	16	16	16	71	92	92
4618+00.00	13	13	13	75	98	98
4618+25.00	11	11	11	79	103	103
4618+50.00	9	9	9	85	111	111
4618+75.00	8	8	8	90	117	117
4619+00.00	8	8	8	95	124	124
4619+25.00	8	8	8	98	127	127
4619+50.00	8	8	8	98	127	127
4619+75.00	7	7	7	97	126	126
4620+00.00	7	7	7	96	125	125
4620+25.00	8	8	8	96	125	125
4620+50.00	9	9	9	96	125	125
4620+75.00	13	13	13	94	122	122
4621+00.00	18	18	18	88	114	114
4621+25.00	27	27	27	78	101	101
4621+50.00	37	37	37	68	88	88
4621+75.00	50	50	50	58	75	75
4622+00.00	66	66	66	50	65	65
4622+25.00	83	83	83	42	55	55
4622+50.00	100	100	100	36	47	47
4622+75.00	118	118	118	28	36	36
4623+00.00	138	138	138	14	18	18
4623+25.00	158	158	158	6	8	8
4623+50.00	167	167	167	6	8	8
4623+75.00	158	158	158	6	8	8
4624+00.00	146	146	146	6	8	8
4624+25.00	140	140	140	5	7	7
4624+50.00	133	133	133	4	5	5
4624+75.00	122	122	122	4	5	5
4625+00.00	106	106	106	4	5	5
4625+25.00	92	92	92	3	4	4
4625+50.00	48	48	48	2	3	3
4625+64.85	27	27	27	2	3	3
4625+75.00	53	53	53	8	10	10
4626+00.00	45	45	45	8	10	10
4626+25.00	37	37	37	8	10	10
4626+50.00	30	30	30	8	10	10
4626+75.00	27	27	27	8	10	10
4627+00.00						
ssissippi Bl						
8+60.00	12	12	12	4	5	5
8+75.00	23	23	23	10	13	13
9+00.00	27	27	27	11	14	14
9+25.00	30	30	30	12	16	16
9+50.00	36	36	36	9	12	12
9+75.00	46	46	46	7	9	9
10+00.00	62	62	62	6	8	8
10+25.00	83	83	83	7	9	9
10+50.00	106	106	106	7	9	9
10+75.00	123	123	123	7	9	9
11+00.00	136	136	136	7	9	9
11+25.00	150	150	150	8	10	10
11+50.00	60	60	60	2	3	3
11+60.00	449	449	449	9	12	12
12+15.00	82	82	82	3	4	4
12+25.00	144	144	144	7	9	9
12+50.00	150	150	150	6	8	8
12+75.00	163	163	163	6	8	8
13+00.00	166	166	166	6	8	8
13+25.00	157	157	157	6	8	8
13+50.00	138	138	138	6	8	8
13+75.00	120	120	120	6	8	8
14+00.00	104	104	104	6	8	8
14+25.00	87	87	87	6	8	8
14+50.00	73	73	73	6	8	8
14+75.00	61	61	61	6	8	8
15+00.00	53	53	53	6	8	8
15+25.00	52	52	52	6	8	8
15+50.00	55	55	55	6	8	8
15+75.00	47	47	47	6	8	8
16+00.00						
Brown St						
9+62.00	10	10	10	2	3	3
9+75.00	3	3	3	1	1	1
9+80.00	21	21	21	5	7	7
10+00.00	42	42	42	6	8	8
10+25.00						

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

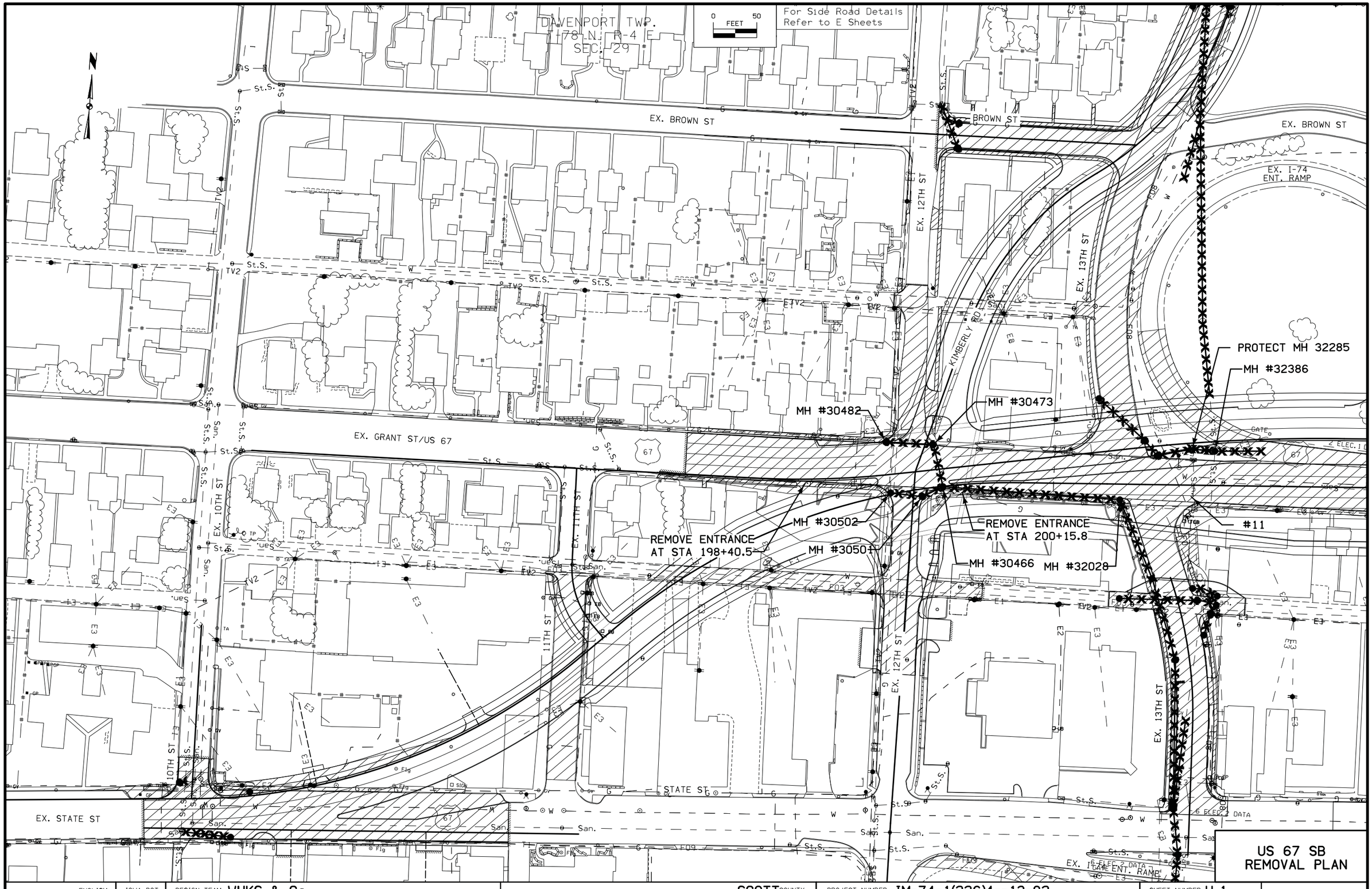
STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
10+25.00	68	68	68	7	9	9
10+50.00	99	99	99	7	9	9
10+75.00	77	77	77	4	5	5
10+91.00	54	54	54	3	4	4
11+00.00						
10th St						
10100+05.00	15	15	15	2	3	3
10100+15.00	9	9	9			
10100+25.00	9	9	9			
10100+35.00	9	9	9			
10100+45.00						
11th St						
11100+10.00	2	2	2	16	21	21
11100+20.00	6	6	6	12	16	16
11100+30.00	6	6	6	8	10	10
11100+40.00	2	2	2	5	7	7
11100+50.00	4	4	4	3	4	4
11100+60.00	7	7	7			
11100+70.00						
12th St						
4603+33.00	41	41	41	8	10	10
4603+50.00	64	64	64	11	14	14
4603+75.00	81	81	81	9	12	12
4604+00.00	39	39	39	4	5	5
4604+09.75	70	70	70	5	7	7
4604+25.00	161	161	161	9	12	12
4604+50.00	168	168	168	7	9	9
4604+69.75	48	48	48	2	3	3
4604+75.00	141	141	141	6	8	8
4605+00.00						
13th St						
13100+89.37	10	10	10	3	4	4
13101+00.00	26	26	26	7	9	9
13101+25.00	29	29	29	6	8	8
13101+50.00	28	28	28	6	8	8
13101+75.00	27	27	27	7	9	9
13102+00.00	29	29	29	7	9	9
13102+25.00	36	36	36	6	8	8
13102+50.00	38	38	38	4	5	5
13102+75.00						
15th St						
105+40.00	12	12	12			
105+50.00	31	31	31	1	1	1
105+77.00	38	38	38	1	1	1
106+00.00	20	20	20			
106+05.00						
107+46.00	169	169	169			
107+75.00	118	118	118			
108+00.00	25	25	25	1	1	1
108+10.00	17	17	17	7	9	9
108+25.00	18	18	18	7	9	9
108+40.00	13	13	13	1	1	1
108+50.00						
16th St						
100+45.01	5	5	5	1	1	1
100+50.00	28	28	28	4	5	5
100+75.00	36	36	36	2	3	3
101+00.00	10	10	10			
101+06.00	53	53	53			
101+25.00						

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK
101+25.00	26	26	26			
101+31.00	64	64	64			
101+50.00	35	35	35			
101+69.00	5	5	5			
101+72.00	105	105	105			
102+35.00	25	25	25			
102+50.00	103	103	103			
102+73.00	128	128	128			
102+99.00	73	73	73			
103+29.00	11	11	11			
103+34.00	38	38	38			
103+50.00	25	25	25			
103+55.00	330	330	330	1	1	1
103+95.00	36	36	36			
104+00.00	80	80	80			
104+21.00	66	66	66			
104+50.00	27	27	27			
104+67.00	10	10	10			
104+75.00	12	12	12			
104+85.00						

TABULATION OF TEMPLATE QUANTITIES AND ADJUSTMENTS

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

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK	EXCAVATION, CL 12
RAMPB							
YEAR0							
2592+65.24	100	100	100				
2593+00.00	129	129	129				
2593+25.00	199	199	199				
2593+50.00	268	268	268				
2593+60.00	108	108	108				
2593+75.00	155	155	155				
2594+00.00	234	234	234				
2594+17.00	139	139	139				
2594+18.94	15	15	15				
2594+25.00	48	48	48				
2594+50.00	219	219	219				
2594+65.00	111	111	111				
SUBTOTAL	1725	1725	1725				
TEMPORARY DETENTION POND			8972.3				8927.8
LOCAL ROADS			42160	3740		4880	
RAMPC	22	22	22	1	1	1	
3594+30.00	111	111	111	3	4	4	
3594+50.00	205	205	205	3	4	4	
3594+75.00	314	314	314	3	4	4	
3595+00.00	652	652	652	10	13	13	
SUBTOTAL							
RAMPA							
1496+55.45	6	6	6				
1497+03.00	6	6	6				
SUBTOTAL							
RAMPD							
4495+83.00	47	47	47				
4495+87.00	64	64	64				
4495+93.00	65	65	65				
4496+00.00	191	191	191				
4496+25.00	118	118	118				
4496+46.78	485	485	485				
SUBTOTAL							
TOTAL	2868	2868	54000	3750	13	4893	8927.8



US 67 SB REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.1

7:26:37 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

For Side Road Details
Refer to E Sheets

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

EX. BROWN ST

EX. 16TH ST

EX. 15TH ST

EX. STATE ST

EX. I-74 ENT. RAMP

EX. 14TH ST

REMOVE ENTRANCE
AT STA 210+03.0

REMOVE ENTRANCE
AT STA 210+83.3

REMOVE ENTRANCE
AT STA 215+36.7

REMOVE ENTRANCE
AT STA 217+09.4

REMOVE ENTRANCE
AT STA 209+43.8

REMOVE ENTRANCE
AT STA 208+65.0

REMOVE ENTRANCE
AT STA 215+41.9

MH #32437

MH #30311

MH #30310

#10

MH #30305

#41

MH #30217

MH #30215

MH #30289

MH #30216

MH #19701

MH #19702

MH #19703

2 ELEC. 1 DATA

SEC. 29

0 FEET 50

US 67 SB
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.2

7:26:48 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

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

EX. BROWN ST

EX. GRANT ST/US 67

EX. 8TH ST

EX. 10TH ST

EX. 11TH ST

EX. STATE ST

MH #16318

MH #16324

MH #16325

REMOVE ENTRANCE
AT STA 1593+23

REMOVE ENTRANCE
AT STA 1594+65

For Side Road Details
Refer to E Sheets

0 FEET 50

US 67 NB
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.3

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

EX. BROWN ST

EX. 12TH ST

EX. 13TH ST

EX. I-74 ENT. RAMP

EX. 14TH ST

EX. 15TH ST

EX. STATE ST

EX. I-74 EXIT RAMP

REMOVE ENTRANCE
AT STA 1611+76

REMOVE ENTRANCE
AT STA 1612+51

REMOVE ENTRANCE
AT STA 1612+51

MH #32472

MH #32571

MH #32537

MH #U-106

MH #55432

MH #55431

MH #30295

MH #30305

MH #30304

MH #30318

MH #30289

MH #30251

MH #30277

MH #33569

For Side Road Details
Refer to E Sheets

0 FEET 50

US 67 NB
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.4

7:27:11 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

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

EX. 16TH ST

EX. 17TH ST

EX. 18TH ST

W GRANT ST/US 67

EX. STATE ST

MH #19503

MH #19451

MH #19116

MH #18765

MH #18712

REMOVE ENTRANCE AT STA 1622+18

REMOVE ENTRANCE AT STA 1623+45

REMOVE ENTRANCE AT STA 1623+22

For Side Road Details Refer to E Sheets

0 FEET 50

US 67 NB
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.5	

7:27:22 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

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

SEC. 29

SEC. 32

SEC. 33

Remove Pavement
Begin at 14th St.

Remove Pavement
End at 14th St.

Remove Pavement

Remove Pavement
End at 15th St.

MH #43612

MH #43613

MH #58065

EX. 13TH ST

EX. 15TH ST

EX. STATE ST

EX. GILBERT ST

For Side Road Details
Refer to E Sheets

0 FEET 50

STATE ST
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.6

7:27:33 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

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

N

EX. 10TH ST

EX. 11TH ST

EX. 12TH ST

EX. STATE ST

EX. STATE ST

EX. GILBERT ST

REMOVE ENTRANCE
AT STA 482+00

SEC. 32

For Side Road Details
Refer to E Sheets

0 FEET 50

STATE ST
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.7

7:27:44 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

For Side Road Details
Refer to E Sheets

REMOVE ENTRANCE
AT STA 4608+25.2

REMOVE PAVEMENT
AFTER ALLEY

REMOVE PAVEMENT
BEGIN AFTER GRANT ST

REMOVE ENTRANCE
AT STA 4606+45.2

SANITARY MH TO BE
REMOVED BY OTHERS

MH #10020

REMOVE PAVEMENT
BEGIN AFTER GRANT ST

REMOVE ALLEY
AT STA 4612+47.6

MH #34892

MH #34769

MH #34859

MH #35031

MH #34860

MH #35022

MH #34781

MH #35117

MH #32368

MH #32373

EX. GRANT ST
US 67

EX. BROWN ST

EX. 12TH ST

EX. MISSISSIPPI BLVD

EX. 13TH ST

EX. I-74
ENT. RAMP

EX. STATE ST

EX. GILBERT ST

0 FEET 50

KIMBERLY ROAD
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.8	

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

For Side Road Details
Refer to E Sheets

EX. 12TH ST
EX. HOLMES ST
EX. JONES ST
EX. HALL ST
EX. MISSISSIPPI BLVD
EX. E KIMBERLY RD
EX. I-74 EXIT RAMP

MH #34675
MH #34627
MH #34686
MH #34581
MH #34581
MH #34628
MH #54655
MH #34445
MH #29117
#61

REMOVE PAVEMENT
END AT STA 4627+00.00

74

0 FEET 50

KIMBERLY ROAD
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.9

7:28:08 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

For Side Road Details
Refer to E Sheets

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

EX. 12TH ST

EX. 14TH ST

EX. 15TH ST

EX. KIMBERLY RD

EX. E KIMBERLY RD

EX. HOLMES ST

EX. MISSISSIPPI BLVD

EX. BROWN ST

BROWN ST

REMOVE PAVEMENT
BEGIN AT STA 8+60

REMOVE PAVEMENT
END AT STA 16+35

REMOVE ENTRANCE
AT STA 15+98.8

REMOVE ENTRANCE
AT STA 15+24.9

REMOVE ENTRANCE
AT STA 15+98.6

REMOVE ENTRANCE
AT STA 15+28.7

MH #27174

MH #34743

MH #27028

MH #34781

MH #27029

MH #27022

MH #29673

MH #25984

MH #26488

MH #463

MH #26053

0 FEET 50

SEC. 28

MISSISSIPPI BLVD REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.10

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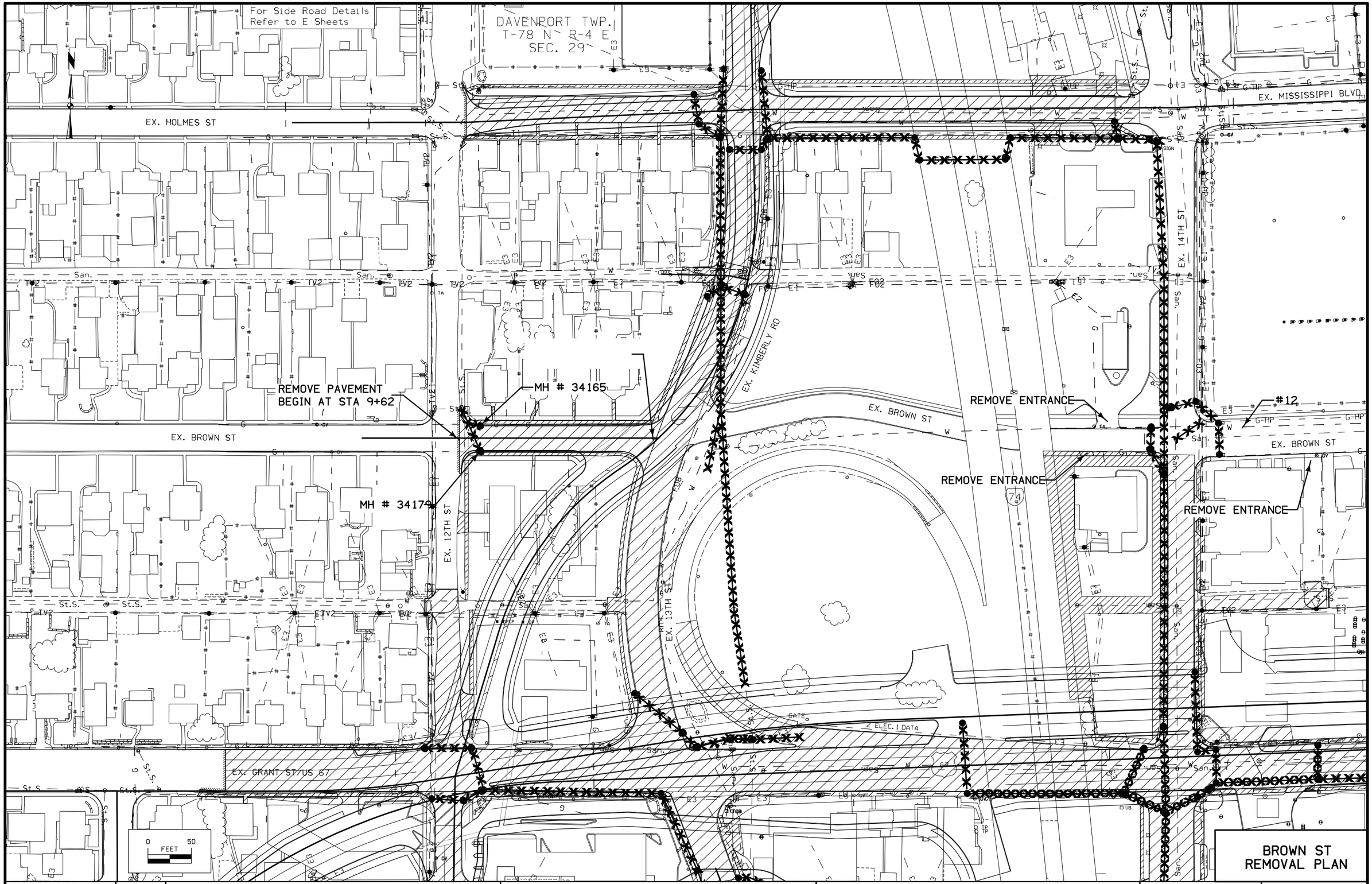

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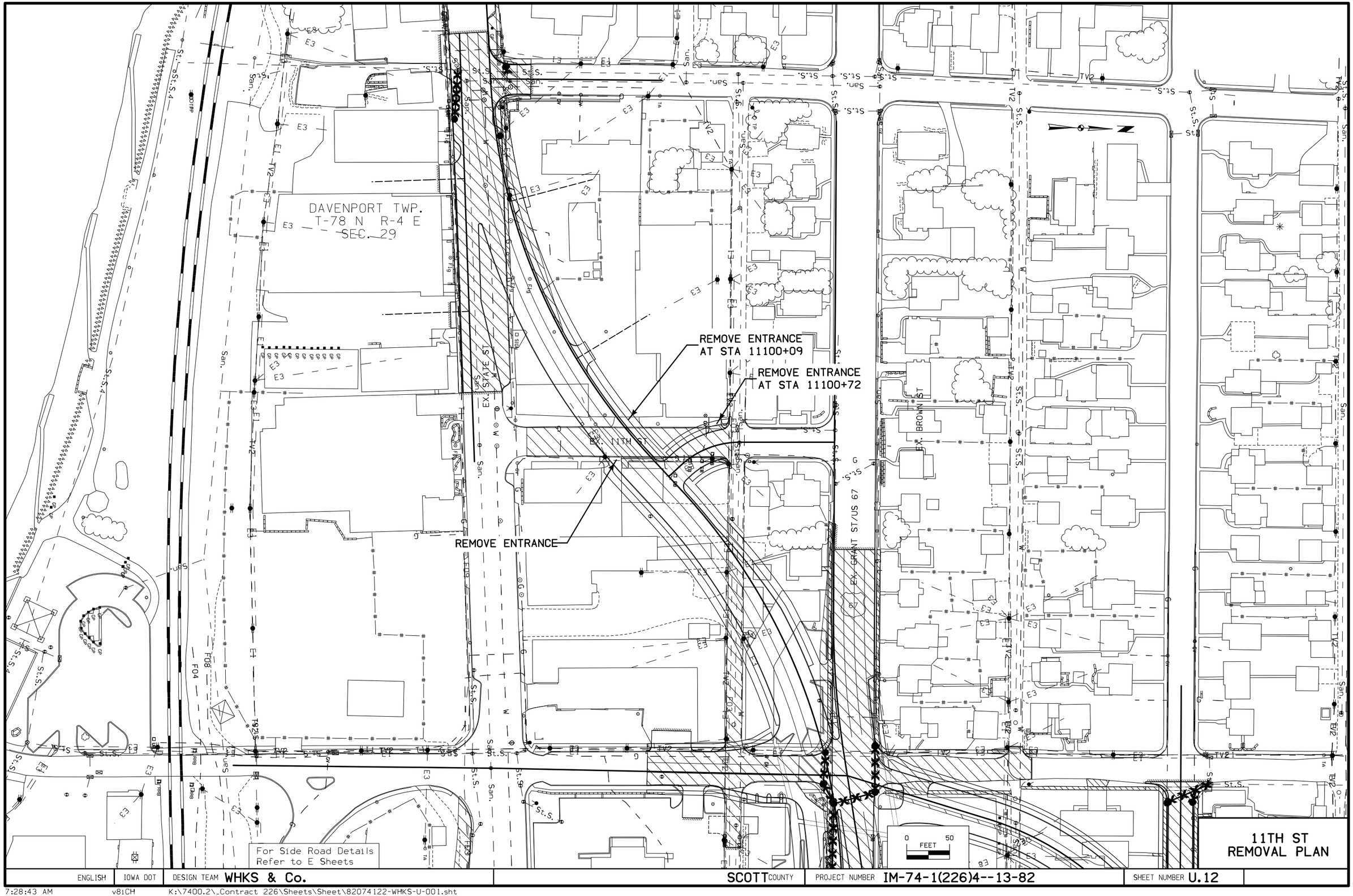

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.12

7:28:43 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

REMOVE ENTRANCE
AT STA 4603+60

REMOVE ENTRANCE
AT STA 4605+05

REMOVE ENTRANCE
AT STA 4603+87

EX. GRANT ST
US 67

EX. BROWN ST

EX. MISSISSIPPI BLVD

EX. 12TH ST

EX. 12TH ST

EX. STATE ST

EX. GILBERT ST

For Side Road Details
Refer to E Sheets

0 FEET 50

12TH ST
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.13	

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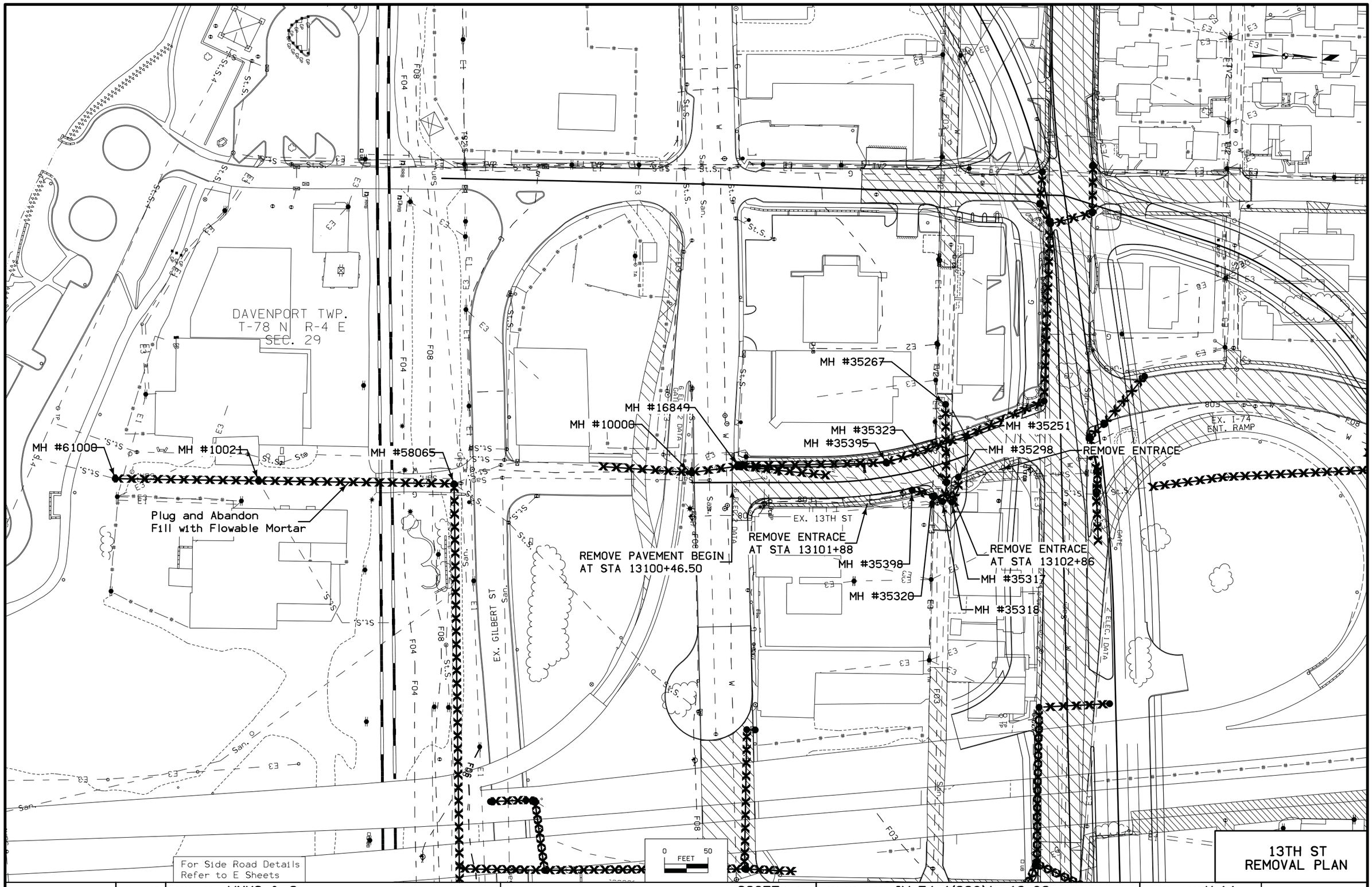

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.14

7:29:07 AM v81CH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

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

REMOVE ALLEY
NORTH OF GRANT ST

REMOVE PAVEMENT
END AT GRANT ST

REMOVE PAVEMENT
BEGIN AT TEMPORARY RAMP

REMOVE ENTRANCE

REMOVE ENTRANCE

MH #55256

REMOVE ENTRANCE #52

REMOVE ALLEY SOUTH
OF GRANT ST

REMOVE PARKING
LOT PAVEMENT

REMOVE PAVEMENT
BEGIN AT GRANT ST

REMOVE ENTRANCE

MH #32492

MH #26232

MH #24642

MH #24600

REMOVE ALLEY
AT STA 18+12.7

MH #24726

MH #26232

MH #26052

MH #26452

MH #24781

MH #24536

REMOVE ALLEY SOUTH
OF BROWN ST

MH #28289

REMOVE TEMPORARY
PAVEMENT

MH #26052

MH #26051

EX. I-74
ENT. RAMP

EX. 14TH ST

EX. 15TH ST

EX. BROWN ST

EX. MISSISSIPPI BLVD

For Side Road Details
Refer to E Sheets

0 FEET 50

14TH ST
REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.15

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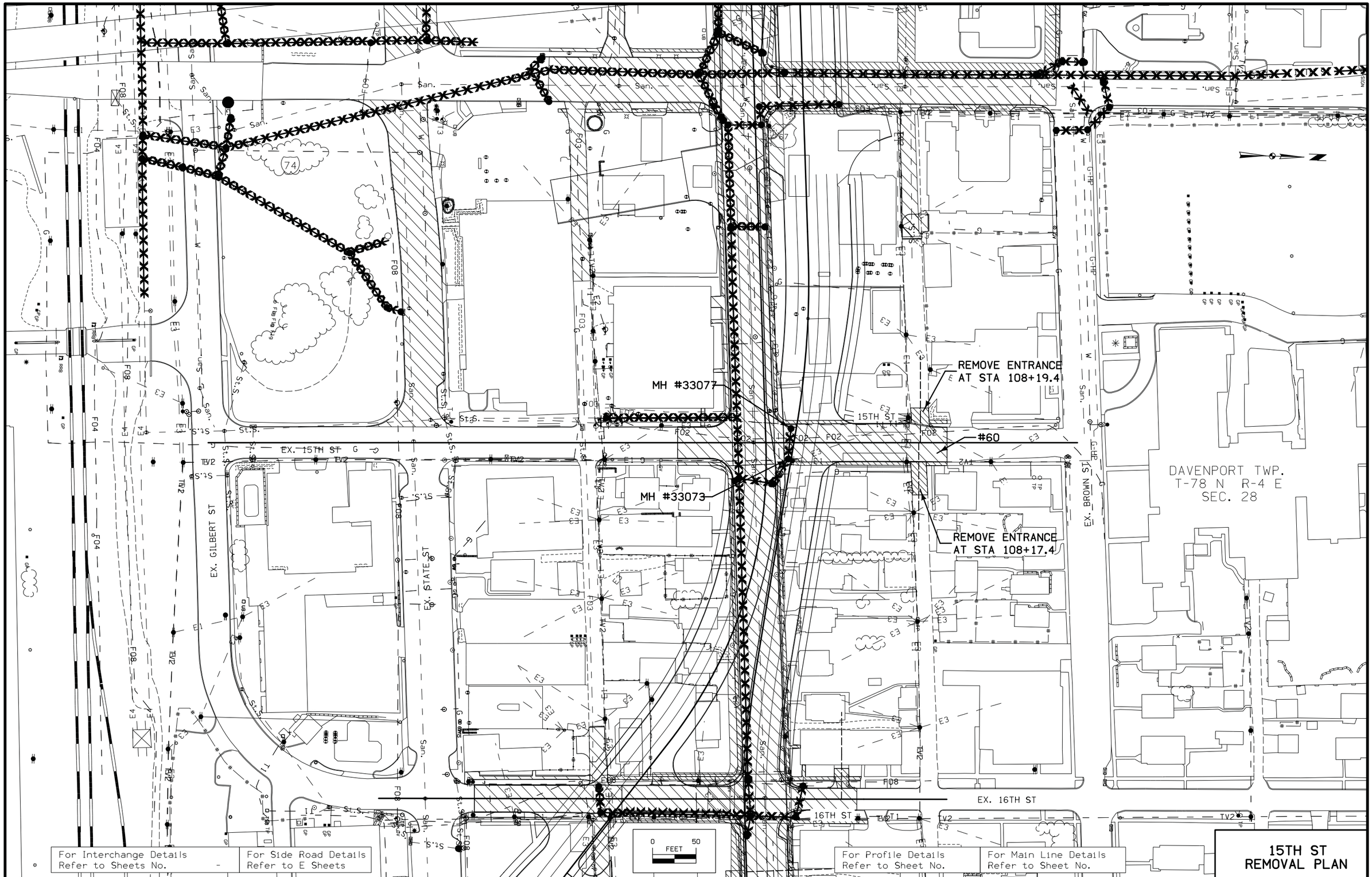

15TH ST REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.16

7:29:32 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

VENPORT TWP.
78 N R-4 E
SEC. 28

15TH ST

EX. 15TH ST

EX. GILBERT ST

EX. STATE ST

EX. BROWN ST

REMOVE ENTRANCE
AT STA 103+13.3

REMOVE ENTRANCE
AT STA 102+54.8

MH #19863

REMOVE ENTRANCE
AT STA 104+67.4

16TH ST

EX. 16TH ST

MH #19797

REMOVE ENTRANCE
AT STA 102+25.6

REMOVE ENTRANCE
AT STA 103+11.3

EX. GRANT ST/US 67

EX. 17TH ST

0 50
FEET

For Side Road Details
Refer to E Sheets

16TH ST REMOVAL PLAN

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.17

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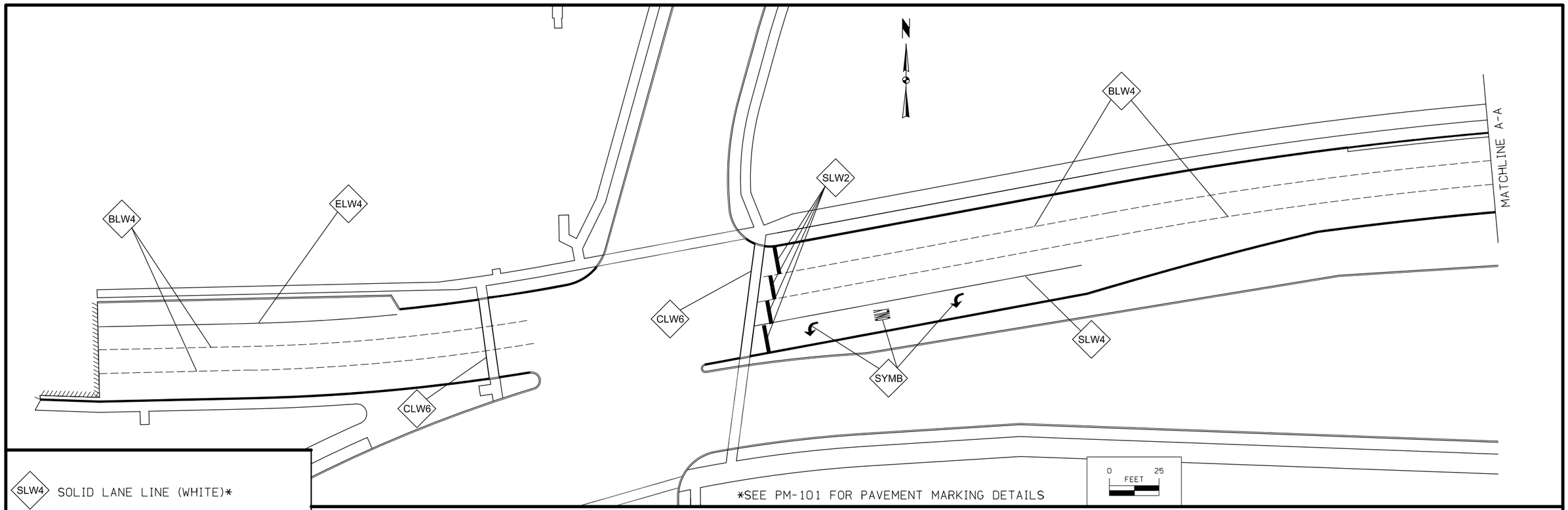
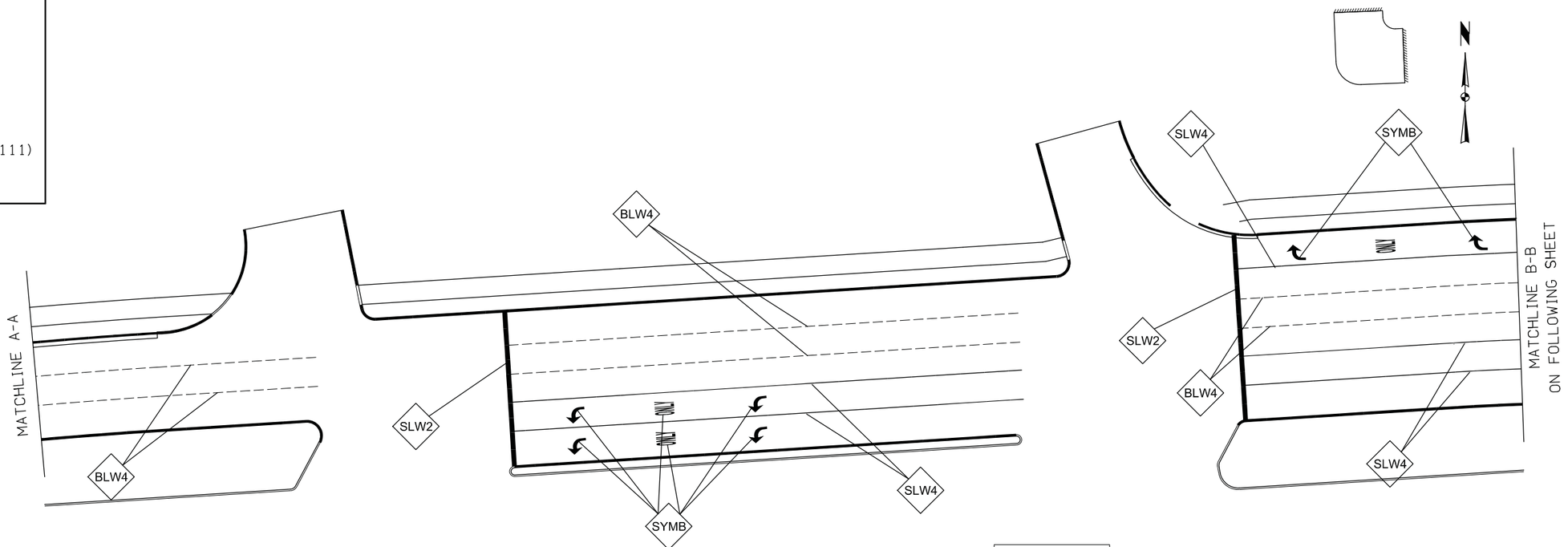


SLW4 SOLID LANE LINE (WHITE)*

CLW6 CROSSWALK LINE (WHITE)*

SLW2 STOP LINE (WHITE)*

SYMB SYMBOLS AND LEGENDS (SEE PM-111)



US 67 SB
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.18

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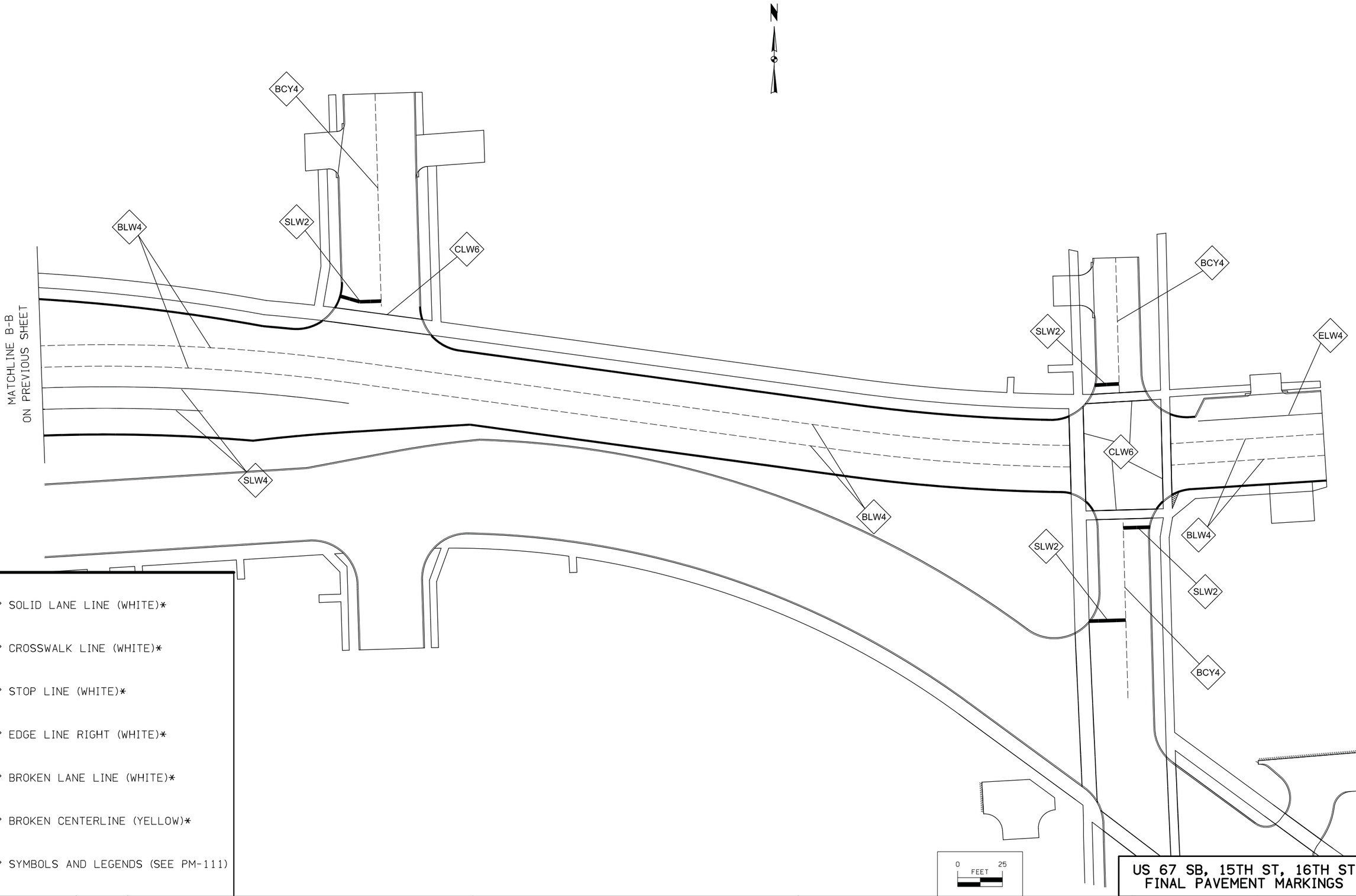


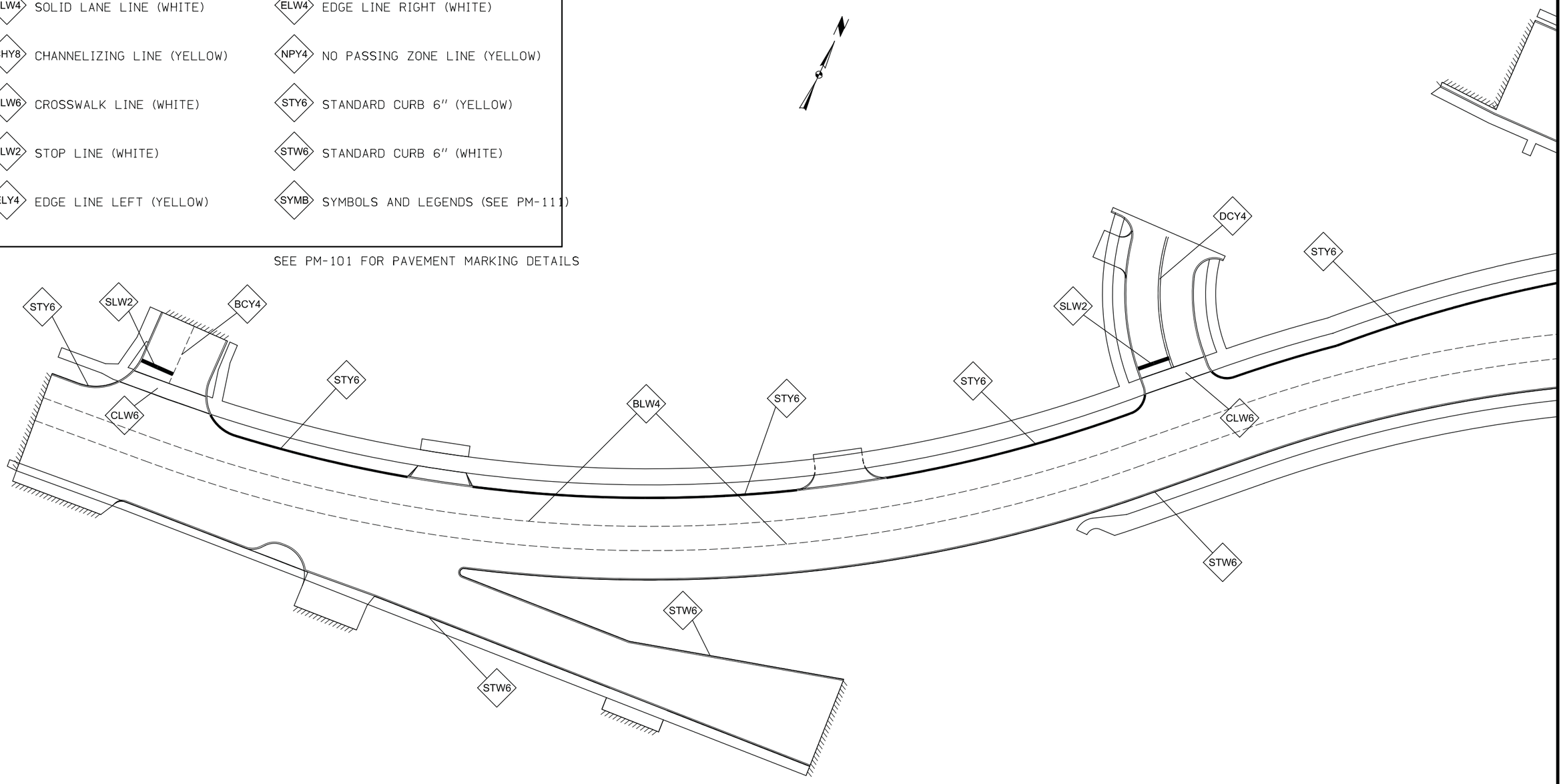
US 67 SB, 15TH ST, 16TH ST
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.19

7:30:07 AM v8iCH K:\7400.2_Contract 226\Sheets\Sheet\82074122-WHKS-U-001.sht

SLW4	SOLID LANE LINE (WHITE)	ELW4	EDGE LINE RIGHT (WHITE)
CHY8	CHANNELIZING LINE (YELLOW)	NPY4	NO PASSING ZONE LINE (YELLOW)
CLW6	CROSSWALK LINE (WHITE)	STY6	STANDARD CURB 6" (YELLOW)
SLW2	STOP LINE (WHITE)	STW6	STANDARD CURB 6" (WHITE)
ELY4	EDGE LINE LEFT (YELLOW)	SYMB	SYMBOLS AND LEGENDS (SEE PM-111)

SEE PM-101 FOR PAVEMENT MARKING DETAILS



0 FEET 25

US 67 NB, 10TH ST, 11TH ST
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.20

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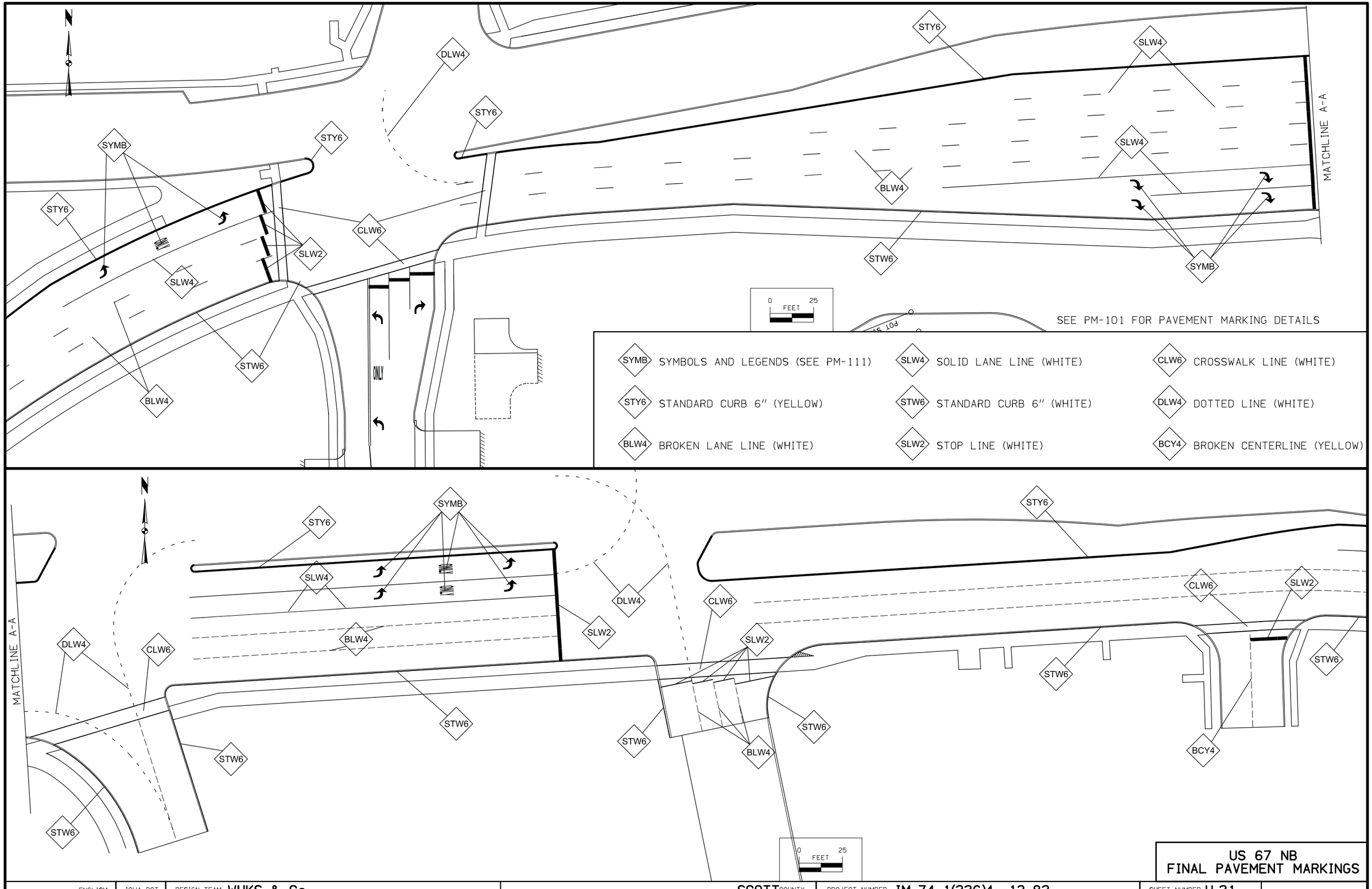

US 67 NB
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.21

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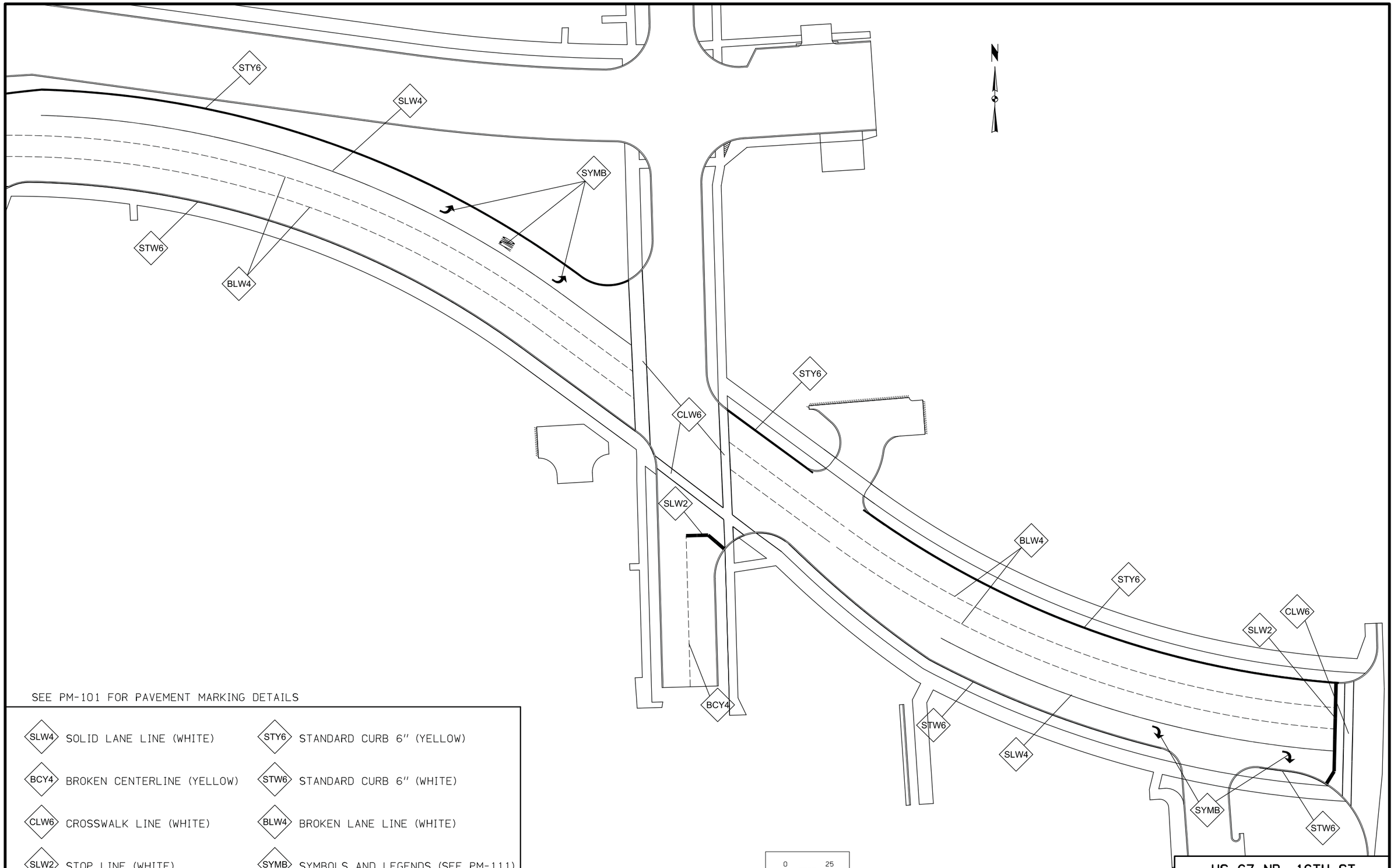

SEE PM-101 FOR PAVEMENT MARKING DETAILS

SLW4	SOLID LANE LINE (WHITE)	STY6	STANDARD CURB 6" (YELLOW)
BCY4	BROKEN CENTERLINE (YELLOW)	STW6	STANDARD CURB 6" (WHITE)
CLW6	CROSSWALK LINE (WHITE)	BLW4	BROKEN LANE LINE (WHITE)
SLW2	STOP LINE (WHITE)	SYMB	SYMBOLS AND LEGENDS (SEE PM-111)

US 67 NB, 16TH ST
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.22

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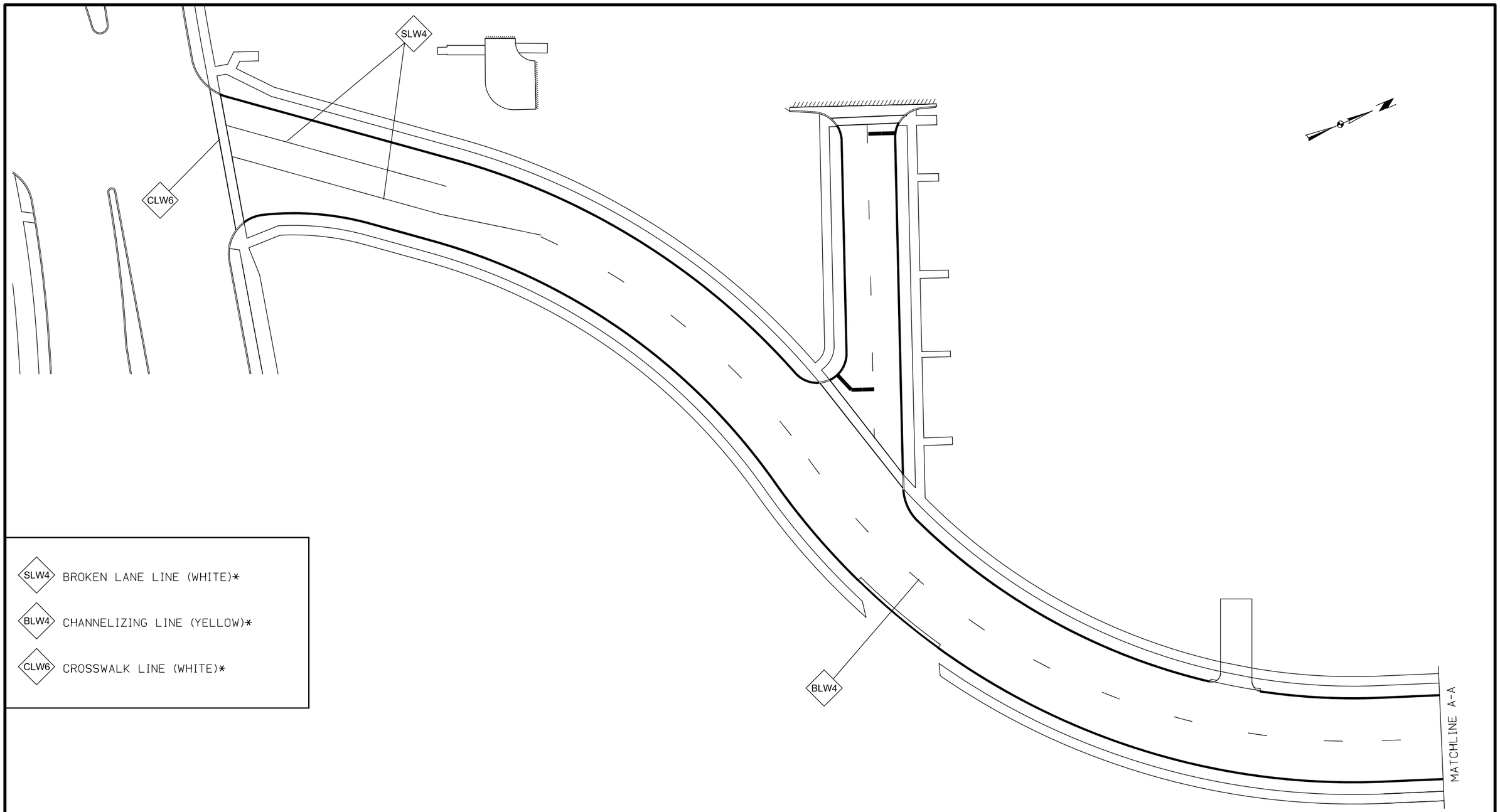

SLW4 BROKEN LANE LINE (WHITE)*

BLW4 CHANNELIZING LINE (YELLOW)*

CLW6 CROSSWALK LINE (WHITE)*

0 25 FEET

KIMBERLY ROAD
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.23

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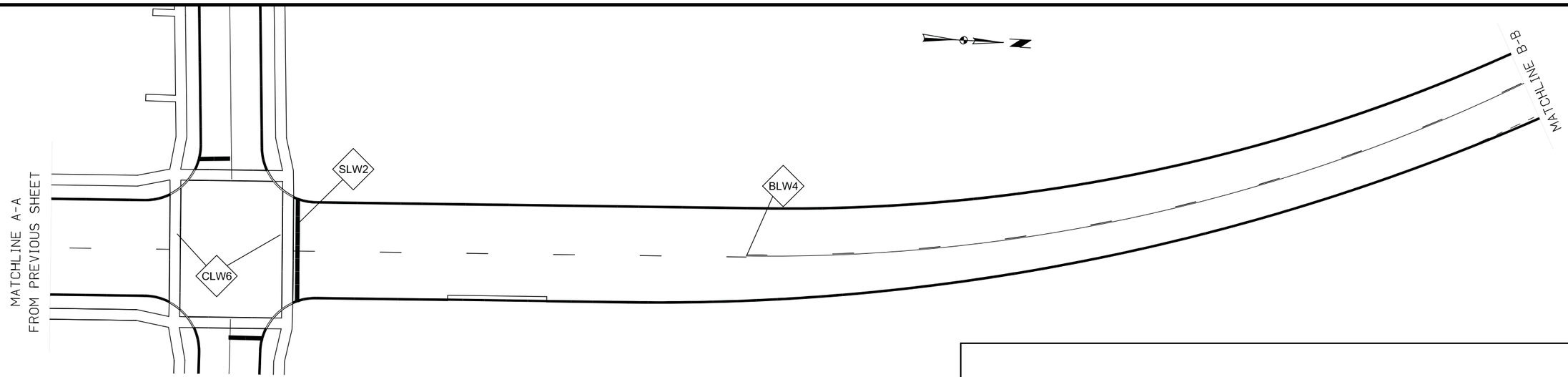
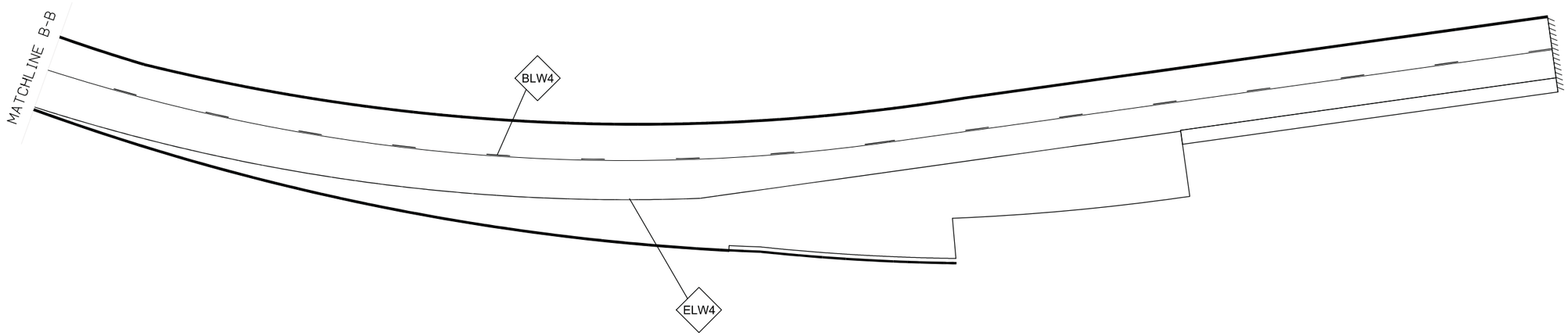


0 FEET 25

*SEE PM-101 FOR PAVEMENT MARKING DETAILS

CLW6	CROSSWALK LINE (WHITE)*
ELW4	EDGE LINE LEFT (WHITE)*
SLW2	STOP LINE (WHITE)*
BLW4	BROKEN LANE LINE (WHITE)*



0 FEET 25

KIMBERLY ROAD
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.24	

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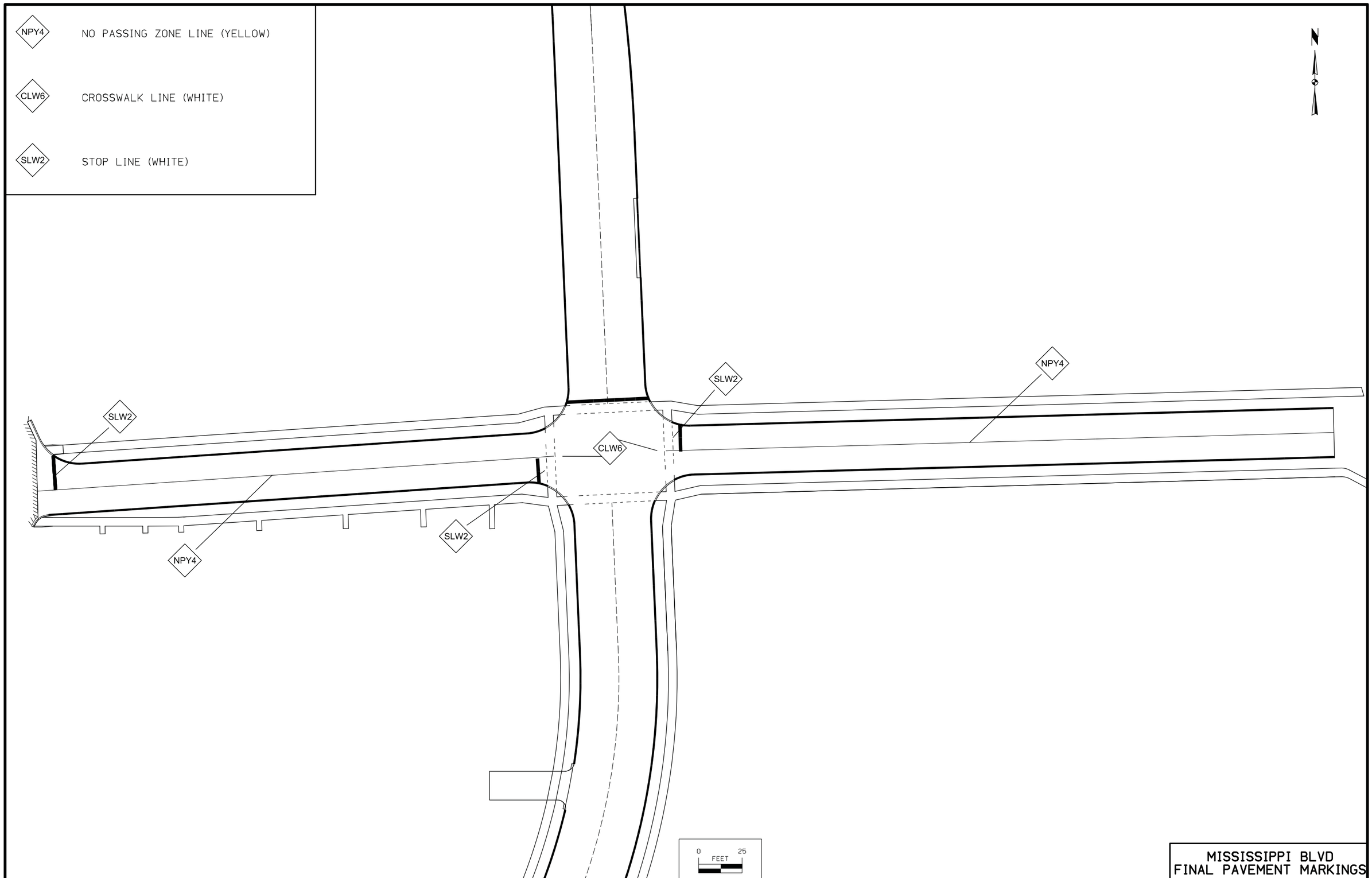
NPY4 NO PASSING ZONE LINE (YELLOW)

CLW6 CROSSWALK LINE (WHITE)

SLW2 STOP LINE (WHITE)



MISSISSIPPI BLVD
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.25

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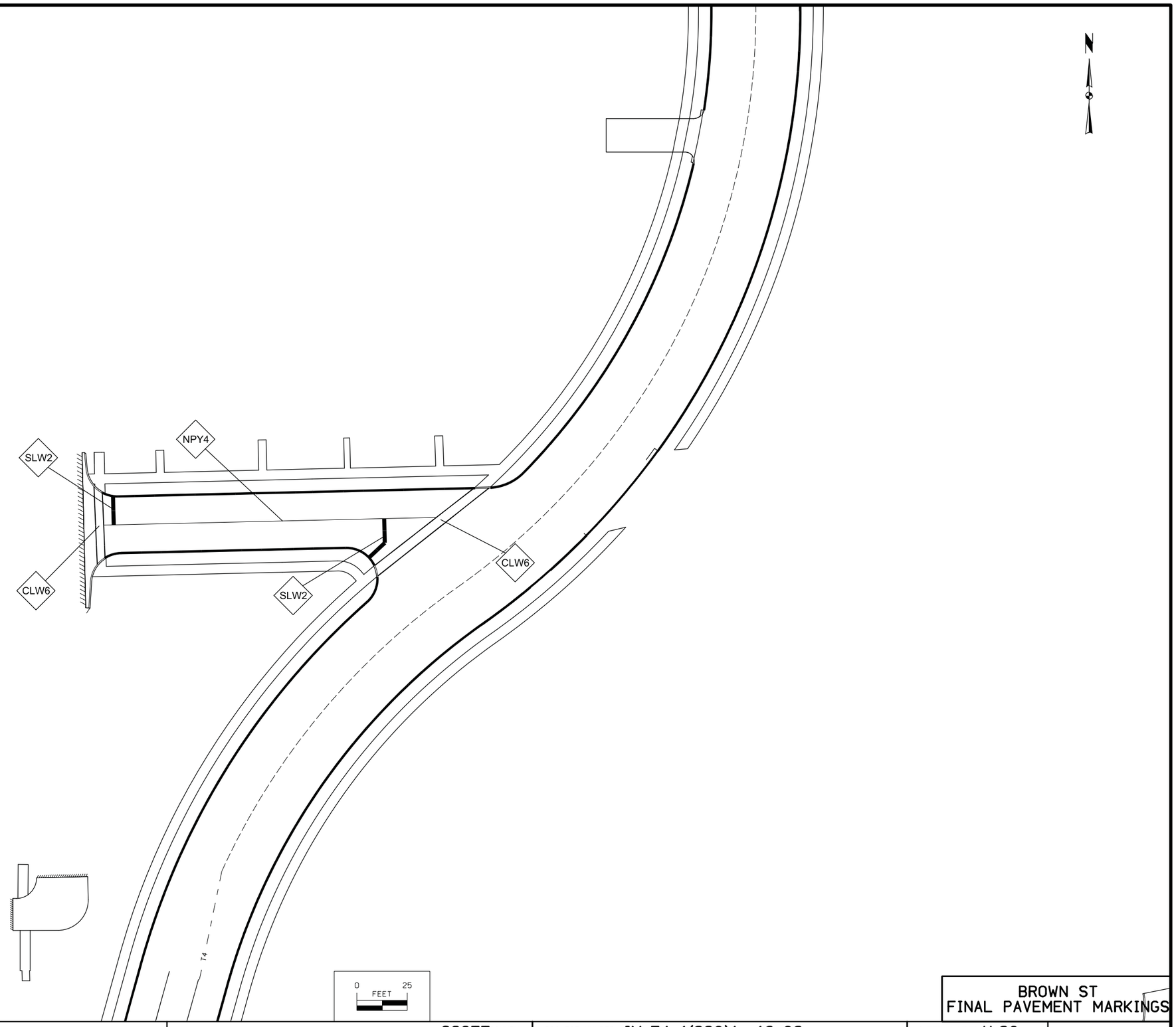
NPY4 NO PASSING ZONE LINE (YELLOW)

SLW2 STOP LINE (WHITE)

ELW4 EDGE LINE RIGHT (WHITE)

CLW6 CROSSWALK LINE (WHITE)



BROWN ST
FINAL PAVEMENT MARKINGS

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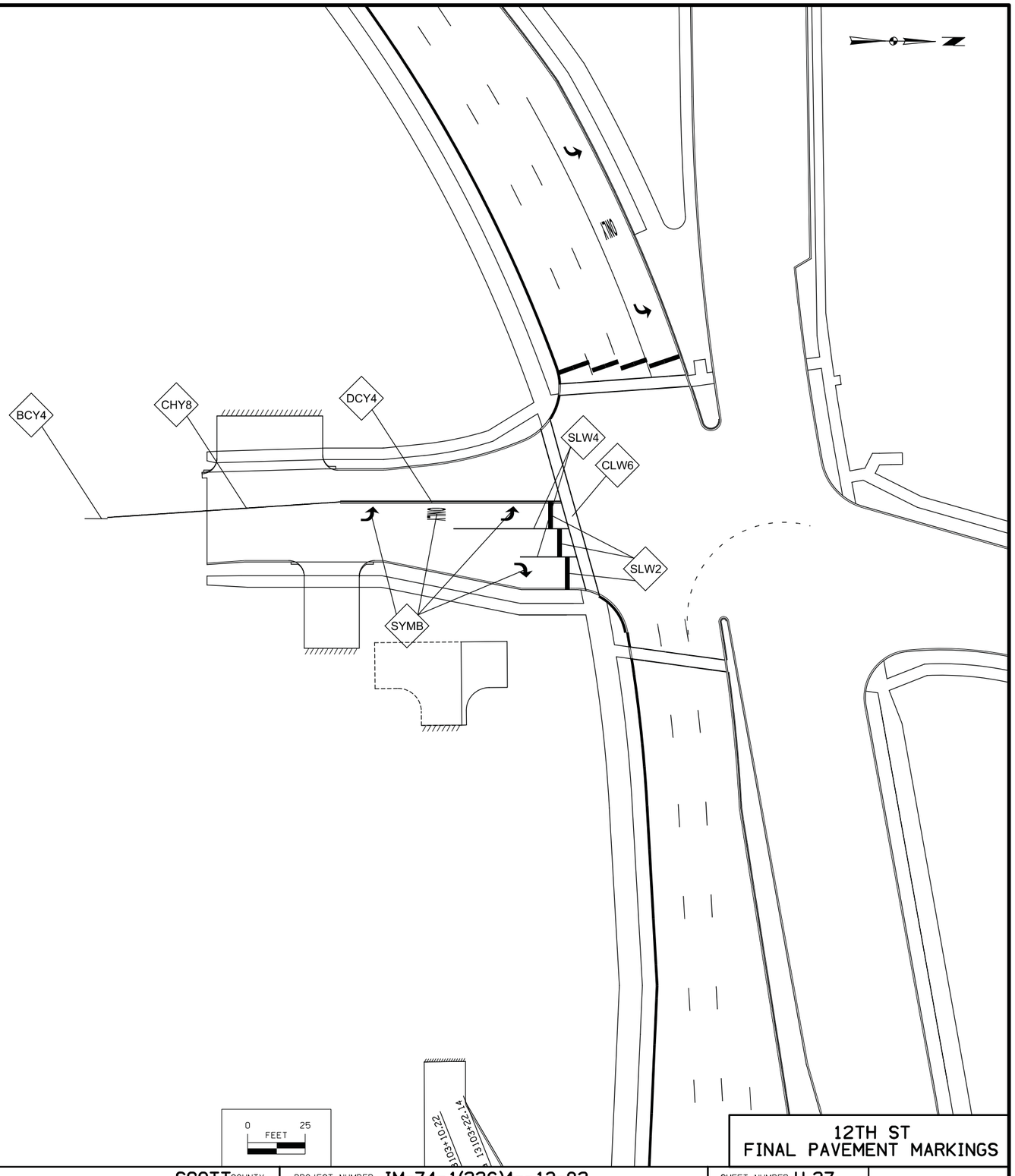

SEE PM-101 FOR PAVEMENT MARKING DETAILS

- SLW4 — SOLID LANE LINE (WHITE)
- BCY4 — BROKEN CENTERLINE (YELLOW)
- CLW6 — CROSSWALK LINE (WHITE)
- SLW2 — STOP LINE (WHITE)
- BCY4 — BROKEN CENTERLINE (YELLOW)
- DCY4 — DOUBLE CENTERLINE (YELLOW)
- SYMB — SYMBOLS AND LEGENDS (SEE PM-111)

12TH ST
FINAL PAVEMENT MARKINGS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.27

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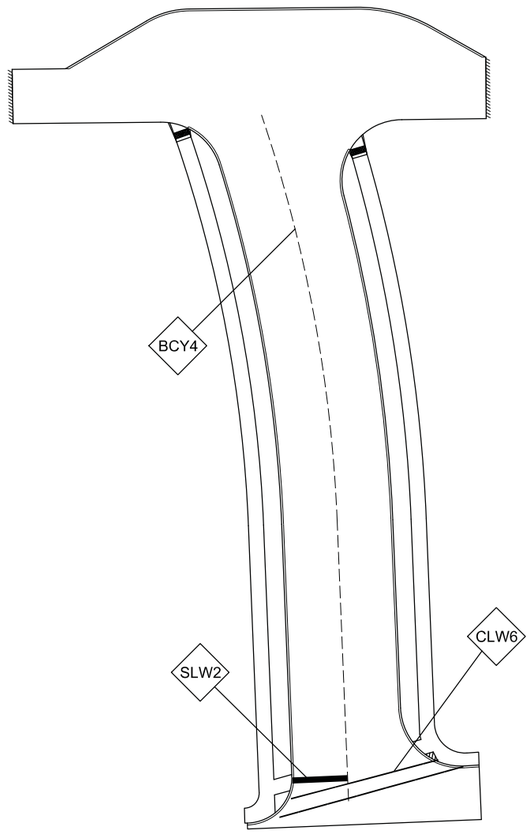
BCY4 BROKEN CENTERLINE (YELLOW)

SLW2 STOP LINE (WHITE)

CLW6 CROSSWALK LINE (WHITE)





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13TH ST
FINAL PAVEMENT MARKINGS

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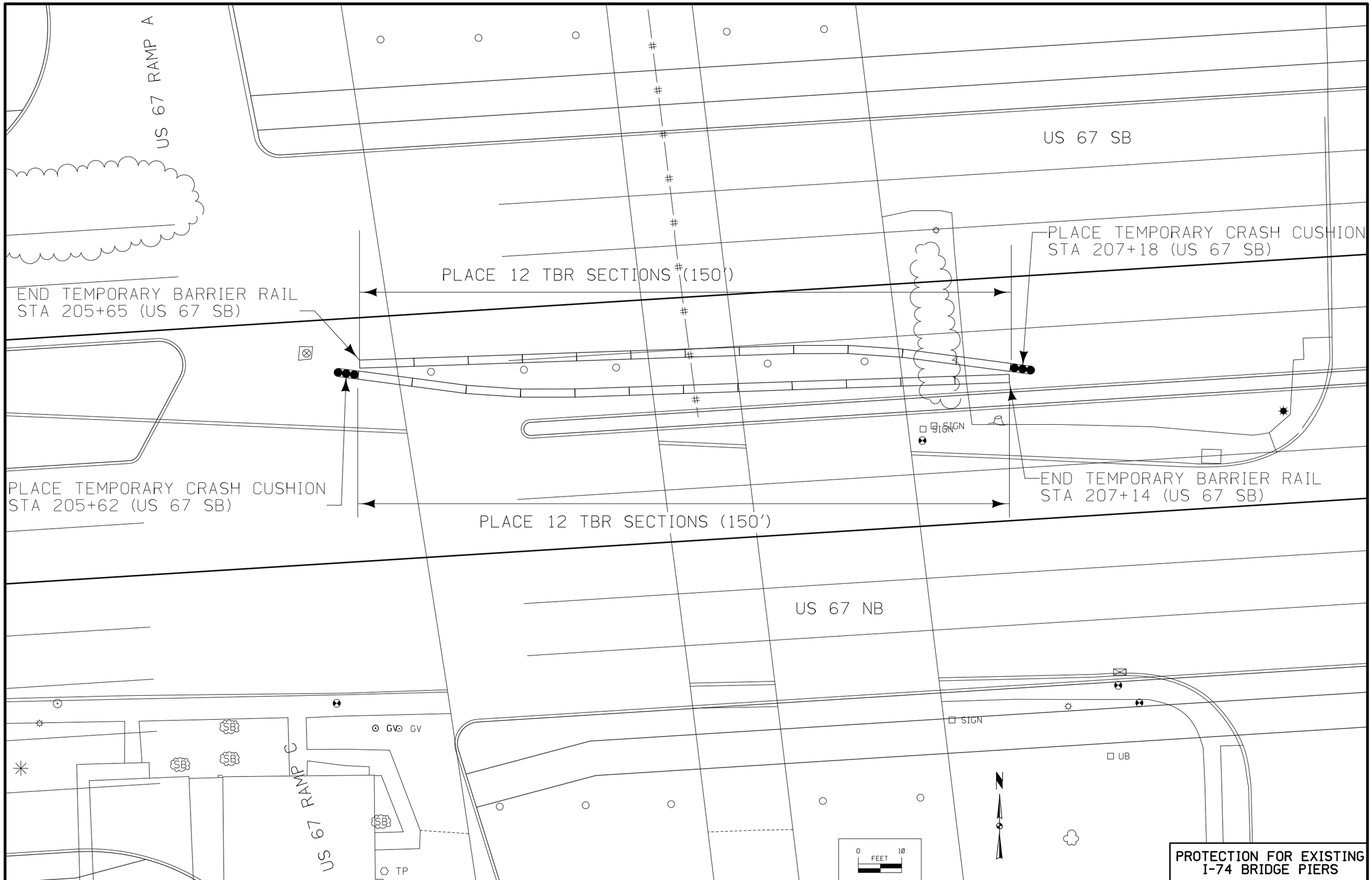

PROTECTION FOR EXISTING
I-74 BRIDGE PIERS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.29

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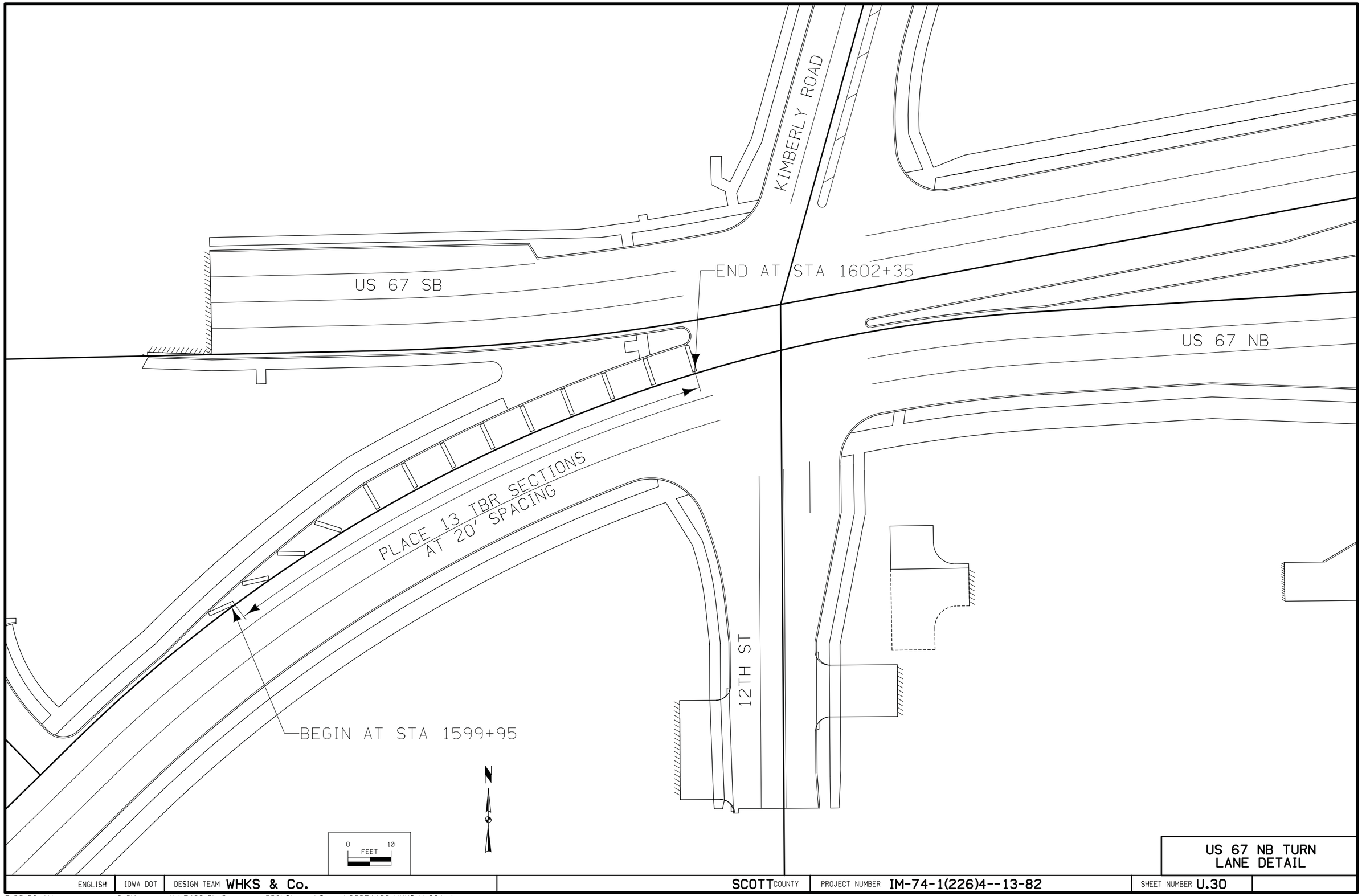

US 67 NB TURN LANE DETAIL

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.30

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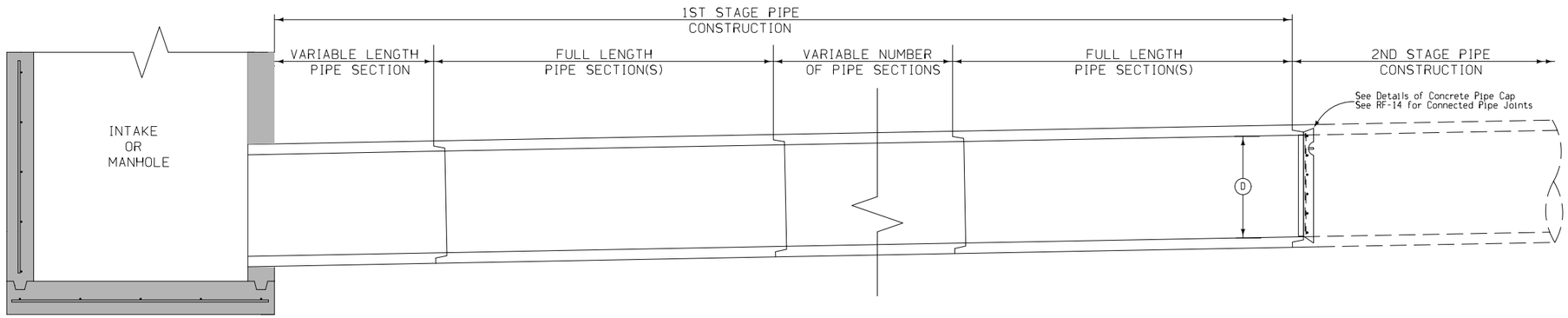
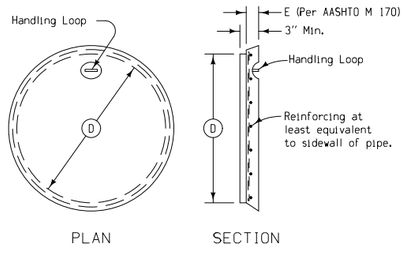




DETAILS OF CONCRETE PIPE CAP

CONCRETE PIPE CAP:

The use of an approved pipe cap is required when so indicated on the detail project plans. The dimensions of the pipe cap shall be such as to neatly fit the groove end of the appropriate size of pipe.

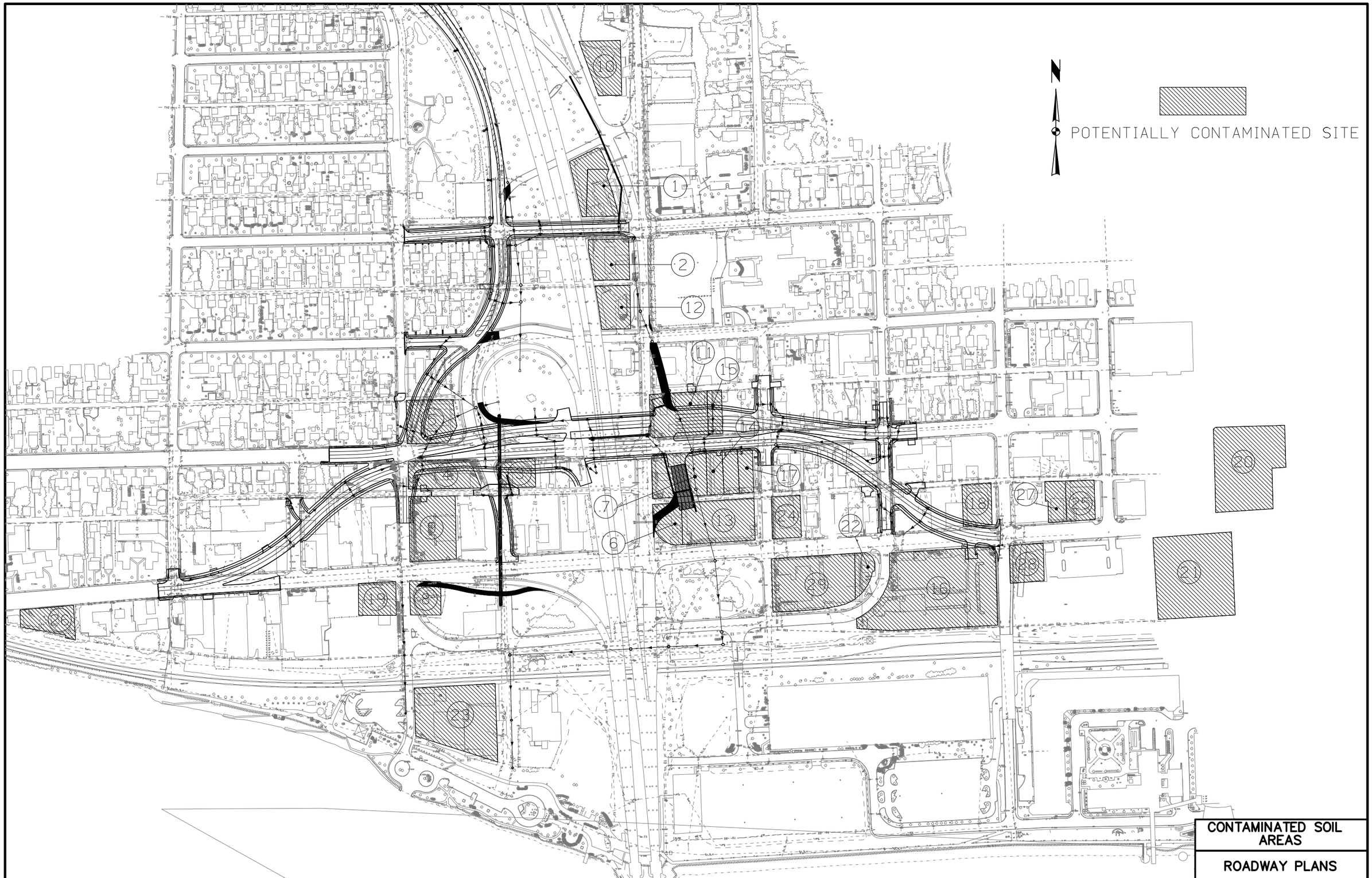
The cap must be precast and an approved bituminous joint material shall be placed between the cap and the pipe.

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

1st Stage: Install Concrete Pipe Cap where specified.

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

DETAIL OF STAGED STORM SEWER PIPE CONSTRUCTION AND CONCRETE PIPE CAP



CONTAMINATED SOIL AREAS

ROADWAY PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.32	

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CONTAMINATED SOIL AREAS

DRAINAGE PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER U.33	

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Contaminated Soil Summary			PCSS-1 SPECIAL
Location	Description and Address	Site Impacted by this Contract	Remarks
		Yes/No	
1	H & H Car Care Center 612 14th Street	Yes	4 UST removed 1990. DNR - "No Action Req'd" Feb. 2005. Petroleum contamination in recent soil boring.
2	Dale Snapp Co. 536 14th Street	Yes	2 UST removed 1998. Petroleum contamination in recent soil boring.
3	Crescent Economy Inc. 1303 Grant Street	Yes	No tanks. Dry cleaning chemicals present. DNR statewide standards exceeded (Oct. 2005).
4	Showboat Car Wash 1215 Grant Street	Yes	3 UST removed 1992. DNR - "No Action Req'd" Aug. 2003.
5	Hoyt & Son Automotive 1210 Grant Street	Yes	5 UST removed 1996. Previous soil removal project DNR - "No Action Req'd" July 2003.
6	Johnny's Amoco BP/QC Mart 1402 State Street	Yes	Total of 9 UST: 5 removed 1989 and 4 active; DOT to request owners to remove tanks. DNR - "No Action Req'd" Sep. 2004. Petroleum contamination in recent soil boring.
7	Twin Bridges 66/Shell Oil 333 14th Street	Yes	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	Yes	Former gas station. Now part of QCA Spa. Petroleum contamination in ground water from monitoring wells.
9	Village Inn 1210 State Street	Yes	Petroleum contamination in recent soil borings.
10	Great American Window Co 710 14th Street	No	Petroleum contamination in ground water from monitoring wells.
11	Dart Mart/Big 10 Mart 411 14th Street	Yes	Total of 5 UST: 1 removed 1990 and 4 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Contamination documented in monitoring wells.

Contaminated Soil Summary			PCSS-1 SPECIAL
Location	Description and Address	Site Impacted by this Contract	Remarks
		Yes/No	
12	Ross' Drive Through 512 14th Street	No	No action necessary. No contamination identified.
13	Knox Corporation 1416 State Street	Yes	No action necessary. No contamination identified.
14	Ross' Restaurant Inc 430 14th Street	Yes	Contamination documented in nonitoring wells.
15	Handy Shop 1430 Grant Street	Yes	3 UST removed 1992, 2005. Increasing contamination levels in monitoring wells. DNR "No Action Req'd" March 2001.
16	City Hall 1609 State Street	Yes	Total of 5 UST: 3 UST removed 1988 and one active. Petroleum contamination in recent soil boring.
17	US West 1437 Grant Street	Yes	1 UST removed 1993. No contamination identified.
18	Car Quest 312 17th Street	Yes	Contamination documented in nonitoring 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 nonitoring 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 renoved 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.

LETTING DATE 09/16/2014

SCOTT Co.

PCC PAVEMENT-GRADE AND REPLACE

IM-74-1(226)4--13-82

INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Location Map Sheet
B Sheets	**Typical Cross Sections and Details**
B.1 - 7	Typical Cross Sections
B.8	Typical Details
C Sheets	**Quantities and General Information**
C.1	Project Description
C.2 - 3	Estimated Project Quantities
C.4 - 6	Estimate Reference Information
C.6	Index of Tabulations
C.7	Standard Road Plans
C.8	Pollution Prevention Plan
C.9	General Notes
C.10 - 31	Tabulations
D Sheets	**Mainline Plan and Profile Sheets**
* D.1	Plan & Profile Legend & Symbol Information Sheet
* D.2 - 5	US 67 Southbound Plan and Profile
* D.6 - 11	US 67 Northbound Plan and Profile
E Sheets	**Side Road Plan and Profile Sheets**
* E.1 - 15	Side Roads Plan and Profile
F Sheets	**Detour or Temporary Pavement Sheets**
* F.1 - 11	Temporary Connections Plan and Profile
G Sheets	**Survey Sheets**
G.1 - 5	Benchmark and Reference Information Sheets
G.6 - 8	Alignment Tabulation
G.9 - 10	Local Roads Horizontal Control Tabulation
G.11	Ramp Horizontal Control Tabulation
H Sheets	**Right-of-Way Sheets**
H.1 - **	Right-of-Way Sheets
HE.1 - **	Side Road Right-of-Way Sheets
J Sheets	**Traffic Control and Staging Sheets**
* J.1	Traffic Control & Staging Legend & Symbol Info. Sheet
* J.2 - 11	Traffic Control & Staging Legend & Symbol Info. Sheet
L Sheets	**Geometric, Staking and Jointing Sheets**
L.1 - 43	Intersection Geometric, Staking and Jointing Details
M Sheets	**Storm Sewer Sheets**
M.1	Storm Sewer Legend and Symbol Information
M.2 - 4	Storm Sewer Tabulation
M.5 - 36	Storm Sewer Detail Sheets
N Sheets	**Traffic Signal Sheets**
N.1 - 19	Traffic Signal Sheets
N.20 - 21	ITS Quantities and General Notes
N.22	ITS Removal Sheet
N.23 - 32	ITS Plan and Detail Sheets
P Sheets	**Lighting Layout Sheets**
P.1 - 4	Lighting General Notes and Quantities
P.5 - 8	Lighting Removals
P.9 - 13	Proposed Lighting Plan
S Sheets	**Sidewalk Sheets**
* S .1	Sidewalk Legend & Symbol Information Sheet
* S .2 - 13	Sidewalk Tabulations
* S .14 - 25	Sidewalk Plan Details

Iowa Department of Transportation

Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM

SCOTT COUNTY

PCC PAVEMENT - GRADE AND REPLACE

US 67 FROM 10TH STREET TO 17TH STREET 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.

MILEAGE SUMMARY

105-1
09-27-94

Div.	Location	Lin. Ft.	Miles
	US 67 Southbound Sta. 197+00.00 to Sta. 217+40.00	2040.00	0.386
	US 67 Northbound Sta. 1593+00.00 to Sta. 1624+15.00	3115.00	0.590
	Total Length US 67 Southbound and Northbound	5155.00	0.976
	Average Length of US 67 Roadway (Division 1)	2577.50	0.488

REVISIONS

TOTAL 378
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-74-1(226)4--13-82
R.O.W. PROJECT NUMBER
IM-074-1(144)5--13-82

INDEX OF SHEETS

No.	DESCRIPTION
T Sheets	**Earthwork Quantity Sheets**
T.1 - 5	Earthwork Quantity Sheets
U Sheets	**500 Series, Mod.Stds. and Detail Sheets**
U.1 - 17	Removals Plans
U.18 - 28	Final Pavement Markings
U.29 - 31	Detail Sheets
U.32 - 34	Contaminated Soil Areas Site Details
W Sheets	**Mainline Cross Sections**
W.1	Cross Sections Legend & Symbol Information Sheet
W.2 - 42	Mainline Cross Sections
X Sheets	**Side Road Cross Sections**
X.1 - 43	Side Road Cross Sections
Y Sheets	**Ramp Cross Sections**
Y.1 - 5	Ramp Cross Sections
	* Color Plan Sheets
	** To Be Inserted Later

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

For Project Location Map
Refer to Sheet A.2

04-30-02 101-5

DESIGN DATA URBAN

2010 AADT	14,000	V.P.D.
2035 AADT	18,740	V.P.D.
2035 DHV		V.P.H.
TRUCKS	5	%
Total Design ESALs	--	

INDEX OF SEALS

A.1	Steven S. Sweet	
G.1	Coventine Fid	Reference Ties/Benchmarks
N.1	Todd	Traffic Signal Design
N.8	Steven	ITS Design
G.1	Chepkoech K. Chepkoit	Geotechnical Design

IN PROGRESS

LICENSED PROFESSIONAL ENGINEER
John C. Sample
XXXXXXX
IOWA

IN PROGRESS

I hereby certify that this engineering document was prepared by me or under my 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: _____

UNAPPROVED PLANS

Subject to change by final design.

UNAPPROVED PLAN
Date: 12-17-2012

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER A.1

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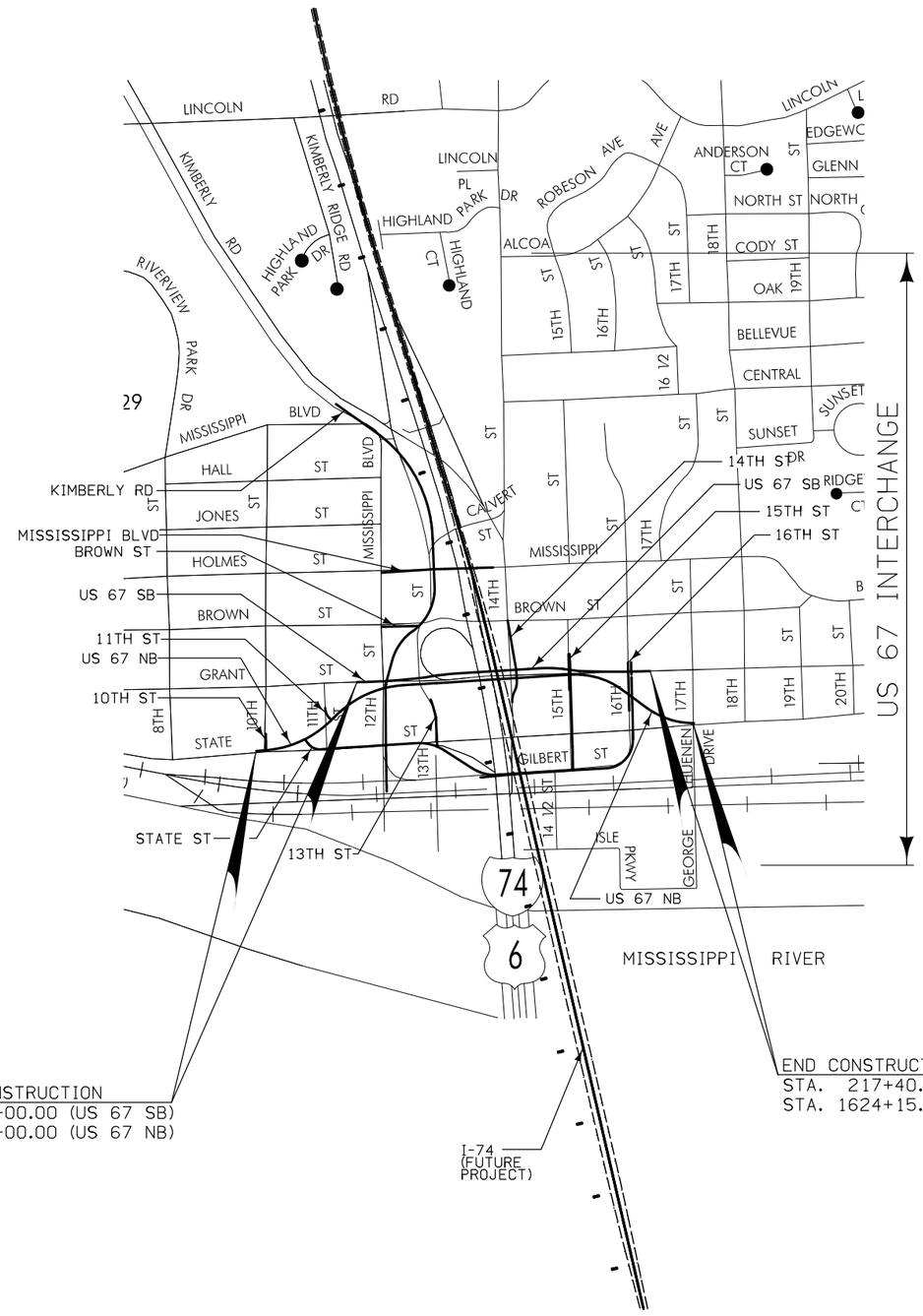
CITY OF BETTENDORF
SCOTT COUNTY, IA





BEGIN CONSTRUCTION
STA 197+00.00 (US 67 SB)
STA 1593+00.00 (US 67 NB)

END CONSTRUCTION
STA. 217+40.00 (US 67 SB)
STA. 1624+15.00 (US 67 NB)

PROJECT LOCATION

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER A.2	

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LINE STYLE LEGEND OF CROSS SECTION SHEETS (ROAD)

- Existing Ground Line
- Proposed Template
- Proposed Topsoil Placement
- Additional Topsoil Removal
- Subgrade Treatment
- Granular Shoulder
- Pavement
- Existing Pipe\RCB
- Proposed Pipe\RCB
- Proposed Dike
- All Elements Associated with Proposed Entrances

LINE STYLE LEGEND OF CROSS SECTION SHEETS (SOILS)

- TS — Topsoil (Class 10)
- TS A — Topsoil (Type A Disposal)
- TS B — Topsoil (Type B Disposal)
- TS C — Topsoil (Type C Disposal)
- CL 10 — Class 10 Materials
- SEL LO — Select Loams And Clay-Loams
- SEL SA — Select Sand
- UNS A — Unsuitable Type A Disposal
- UNS B — Unsuitable Type B Disposal
- UNS C — Unsuitable Type C Disposal
- SHALE — Shale
- WASTE — Waste
- B&W LS — Broken and Weathered Rock
- ROCK — Solid Rock
- BLDRS — Boulders

Note: All layer lines and descriptions identify layers above the line.

Note: Vertical or near vertical lines connecting soil layers at edges of cross sections are only for the purpose of calculating template quantities and do not depict soil stratification.

SYMBOL LEGEND OF CROSS SECTION SHEETS



Existing Right-of-Way Limit

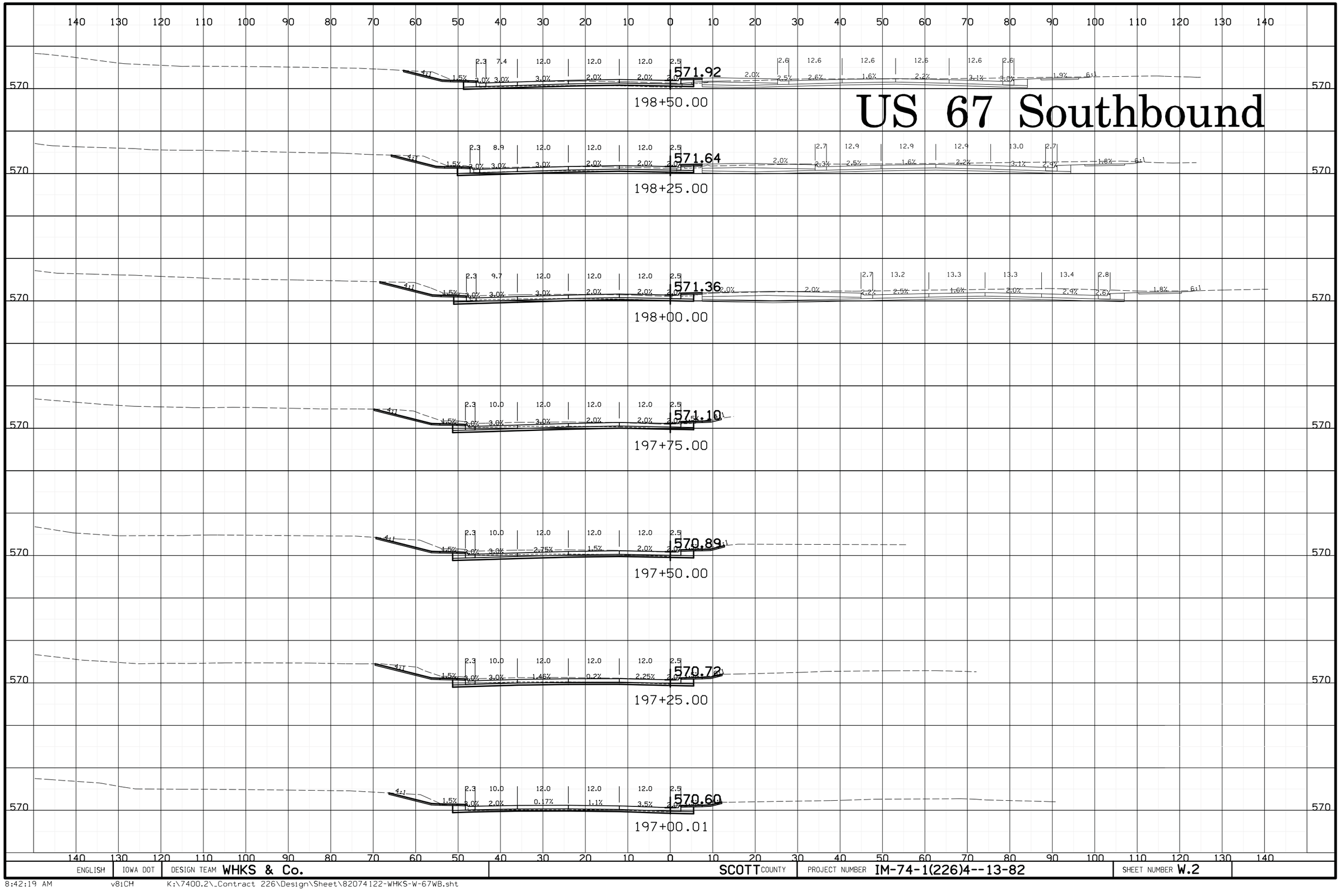
Proposed Right-of-Way Limit

Temporary Right-of-Way Limit

CROSS SECTION LEGEND AND SYMBOL INFORMATION SHEET

(COVERS SHEET SERIES W, X, Y, & Z)

US 67 Southbound



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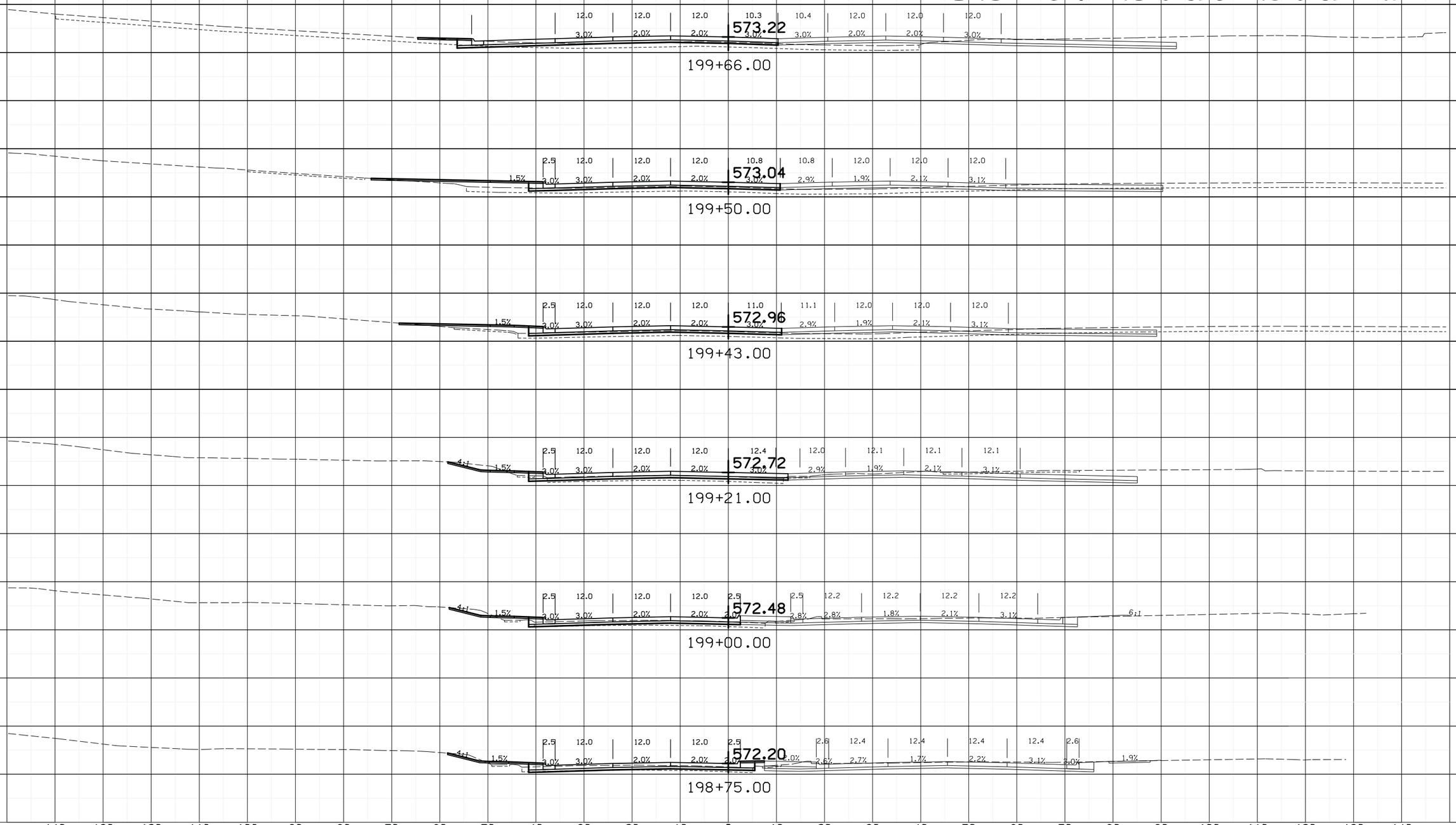
US 67 Southbound



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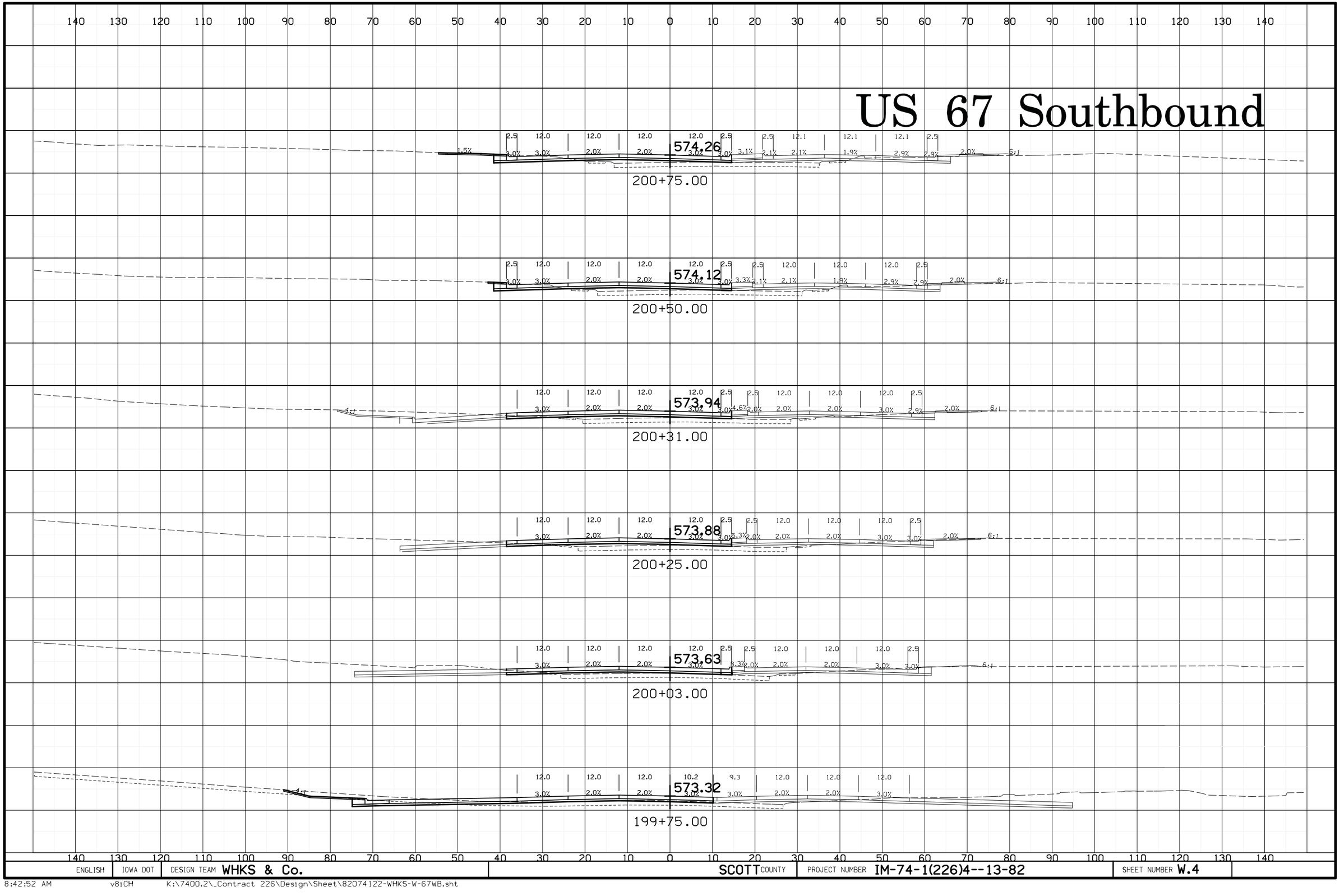
US 67 Southbound



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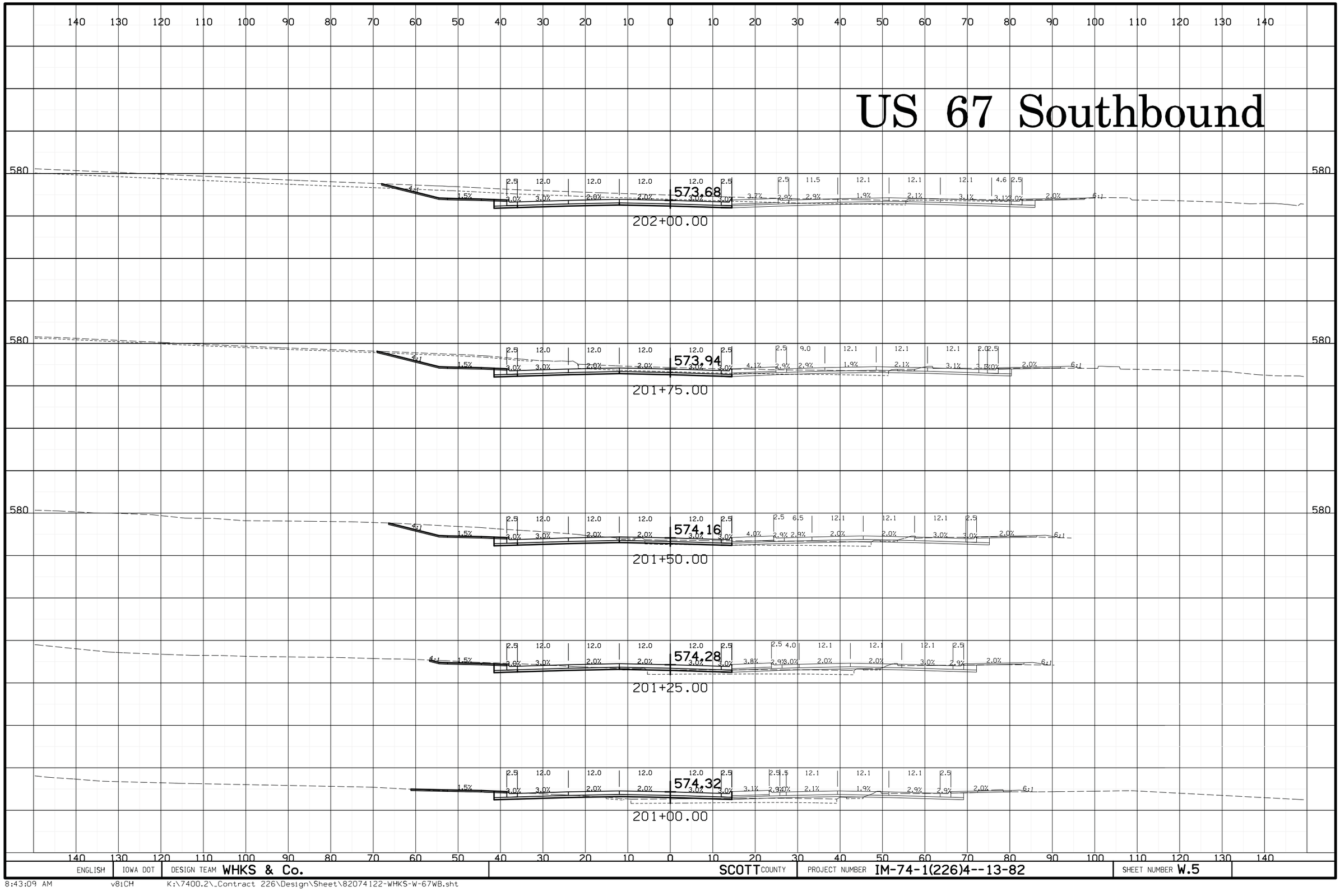

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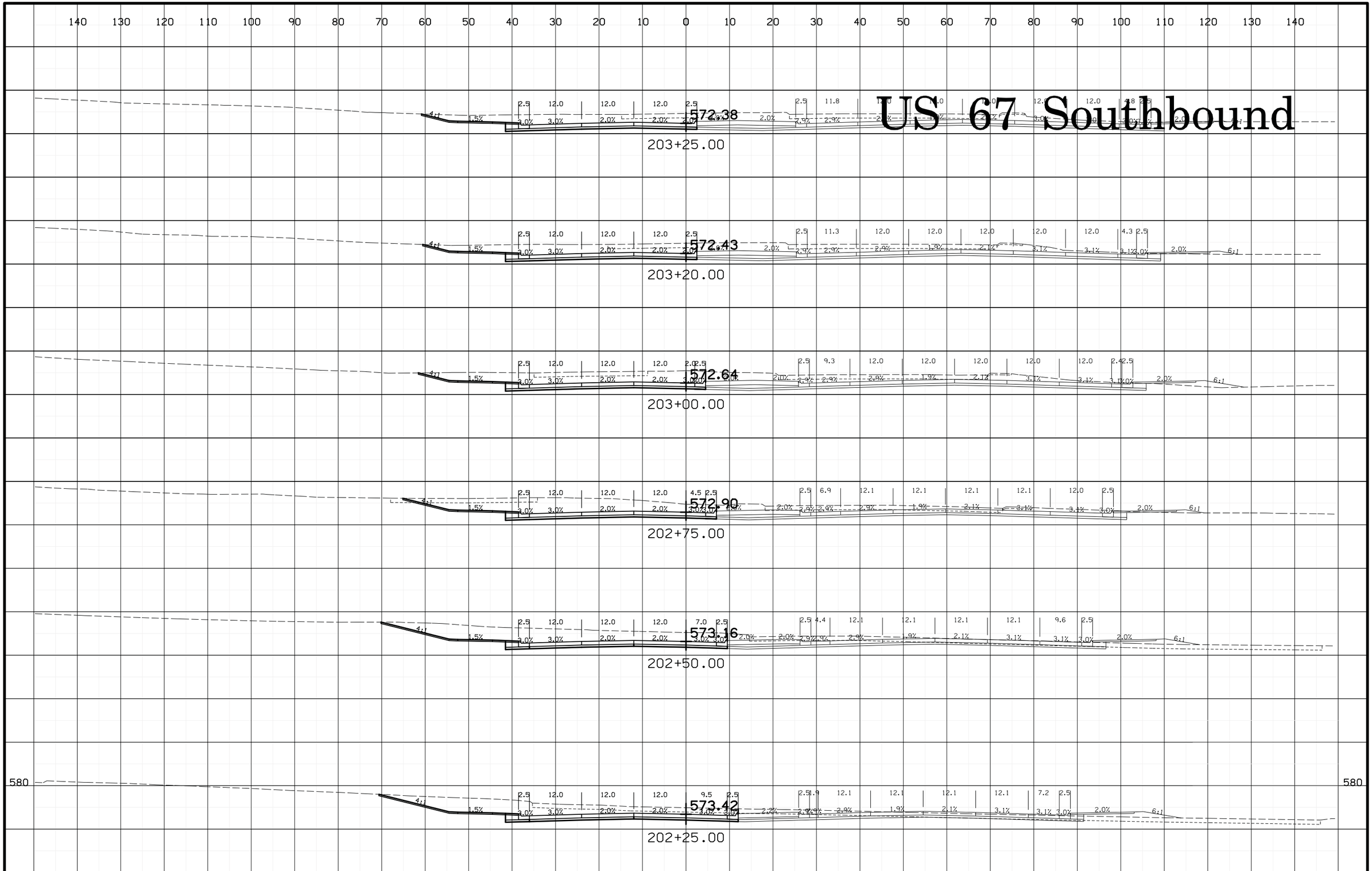
US 67 Southbound



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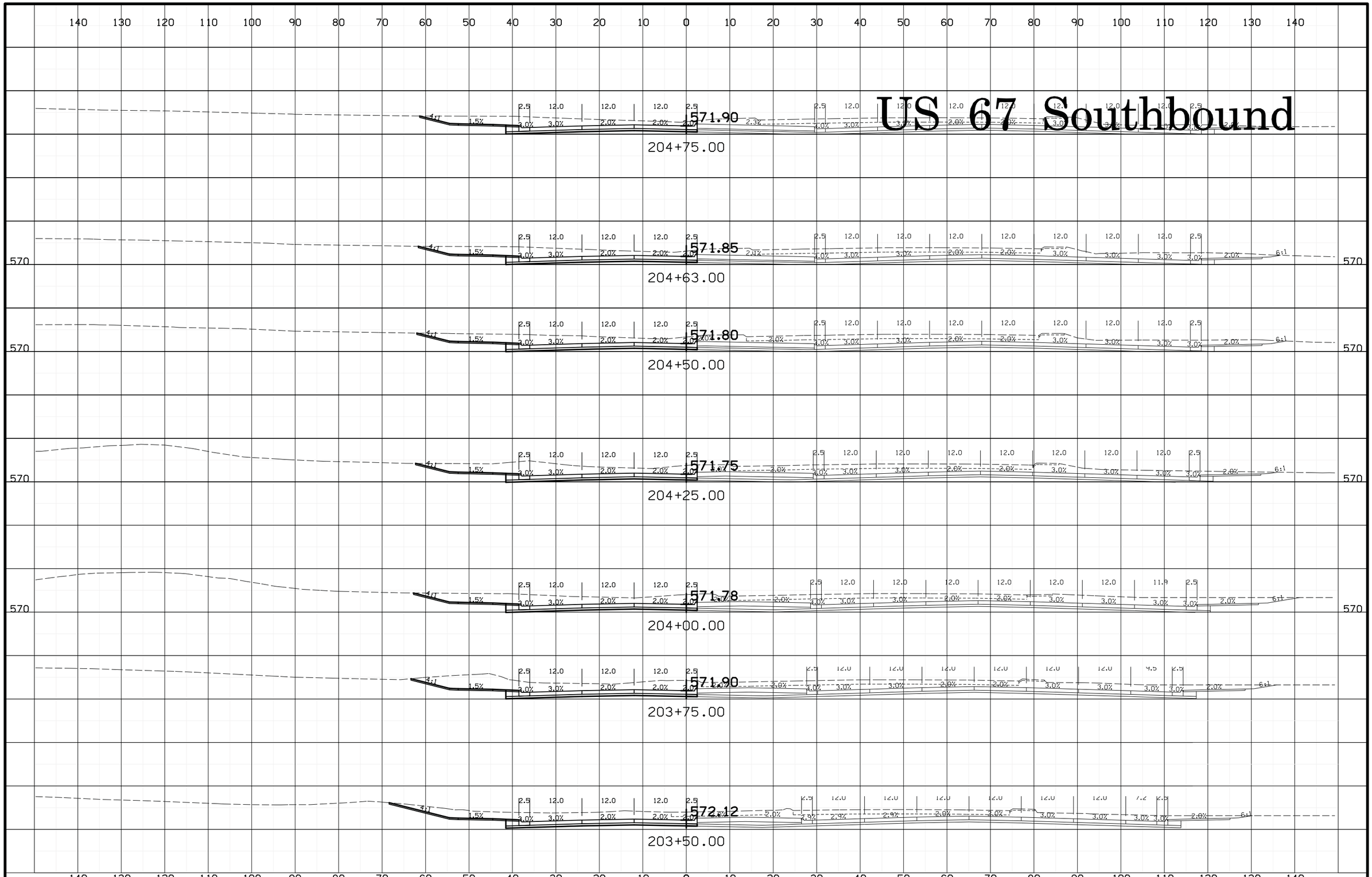
US 67 Southbound



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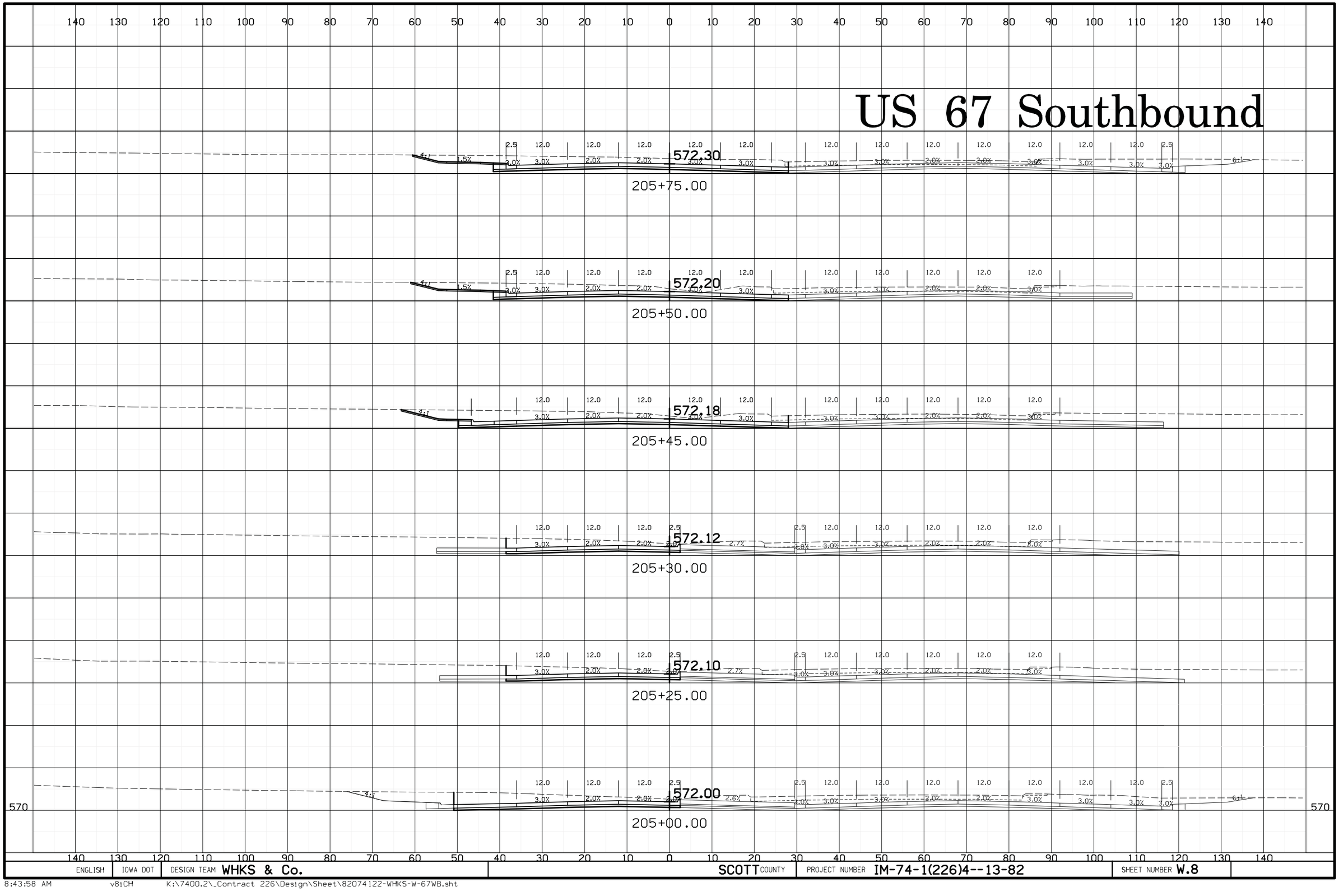

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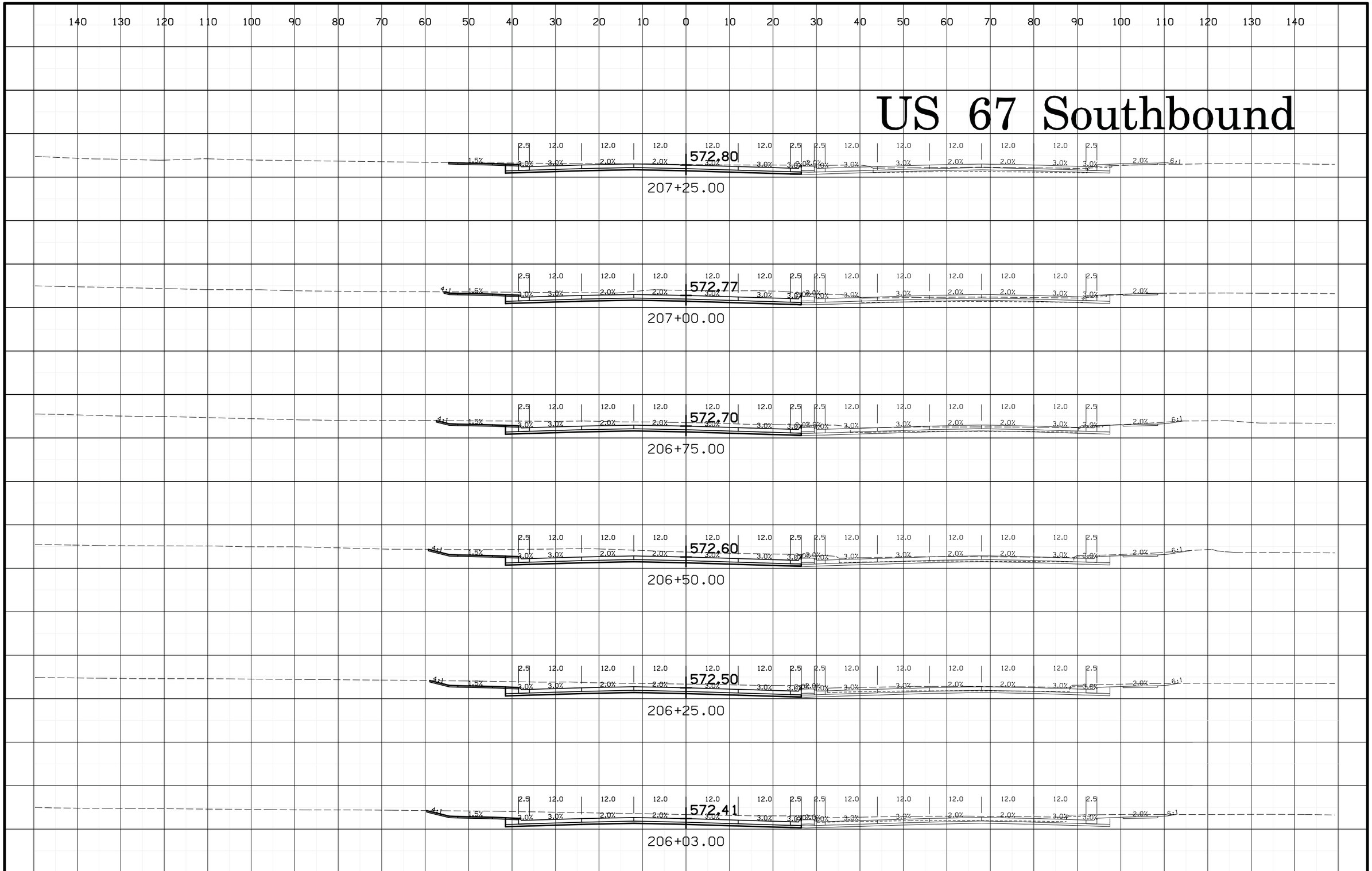
US 67 Southbound



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US 67 Southbound

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12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 2.5

3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0%

572.41

208+37.00

2.5 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 2.5

4:1 1.5% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0% 6:1

572.43

208+31.00

2.5 12.0 12.0 12.0 12.0 12.0 2.5 2.5 12.0 12.0 12.0 12.0 12.0 2.5

4:1 1.5% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0% 6:1

572.52

208+12.00

2.5 12.0 12.0 12.0 12.0 12.0 2.5 2.5 12.0 12.0 12.0 12.0 12.0 2.5

4:1 1.5% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0% 6:1

572.57

208+00.00

2.5 12.0 12.0 12.0 12.0 12.0 2.5 2.5 12.0 12.0 12.0 12.0 12.0 2.5

4:1 1.5% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0% 6:1

572.68

207+75.00

2.5 12.0 12.0 12.0 12.0 12.0 2.5 2.5 12.0 12.0 12.0 12.0 12.0 2.5

1.5% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 3.0% 3.0% 3.0% 2.0% 2.0% 3.0% 3.0% 2.0% 6:1

572.76

207+50.00

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ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.10

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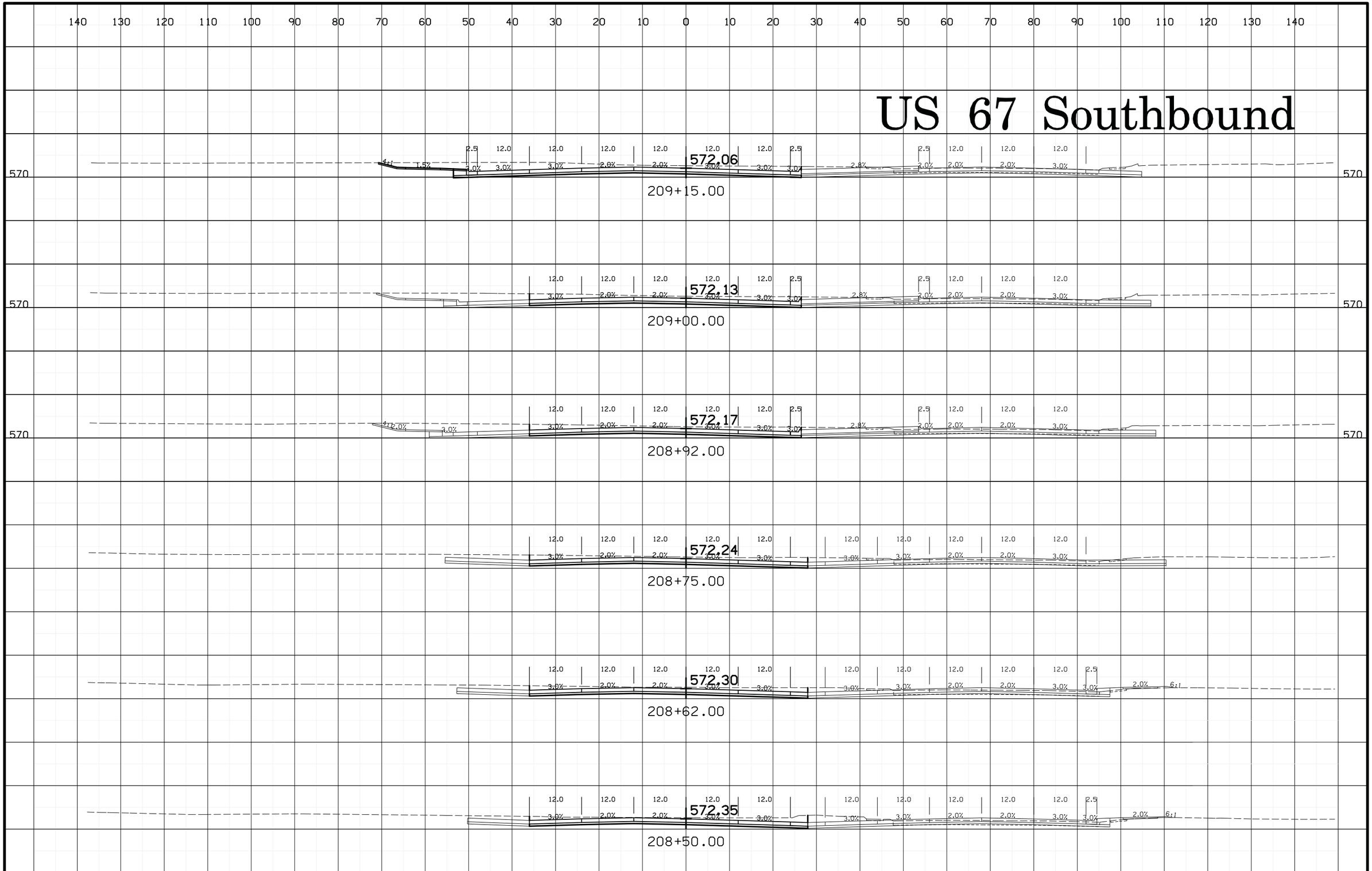

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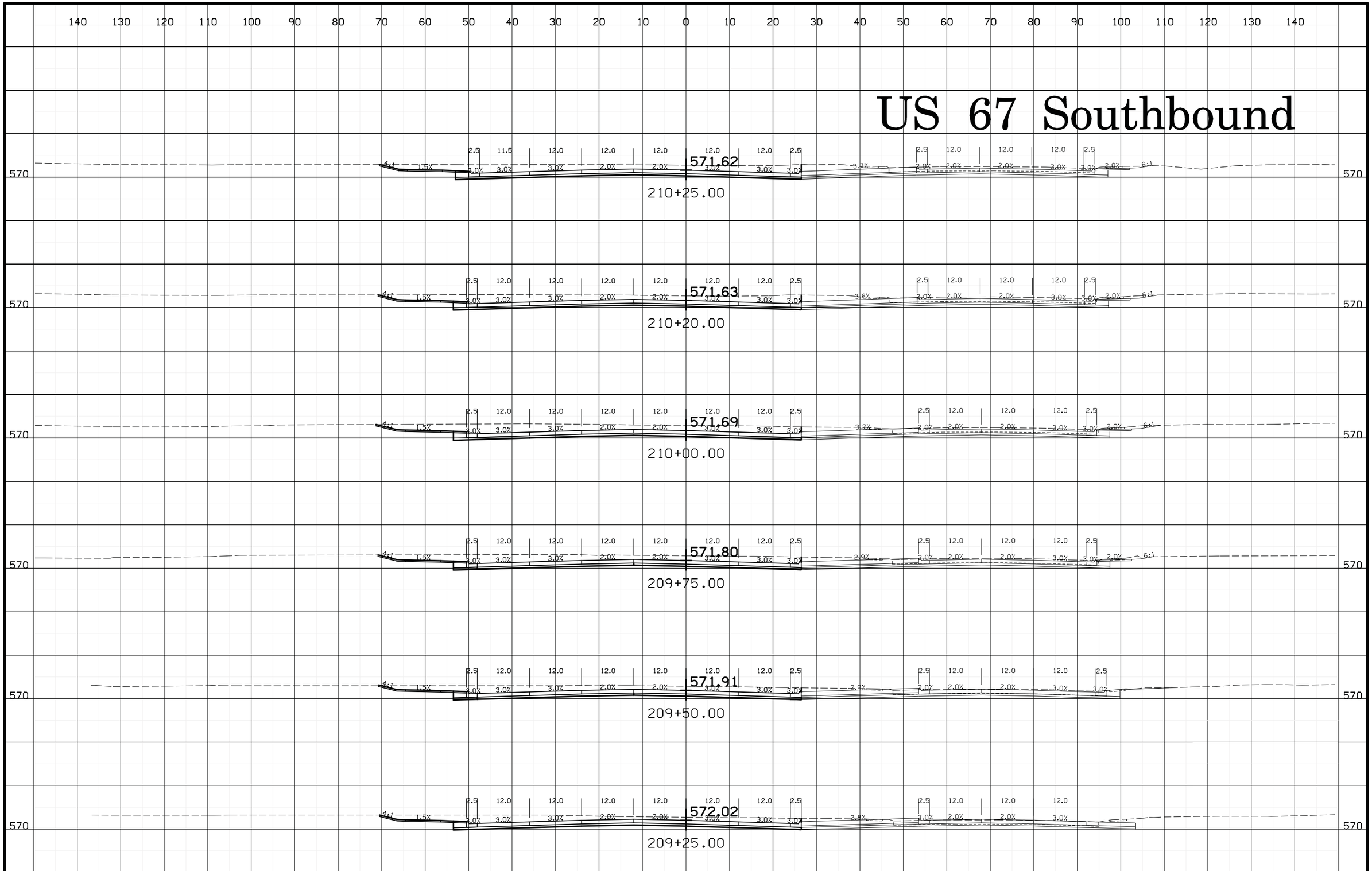

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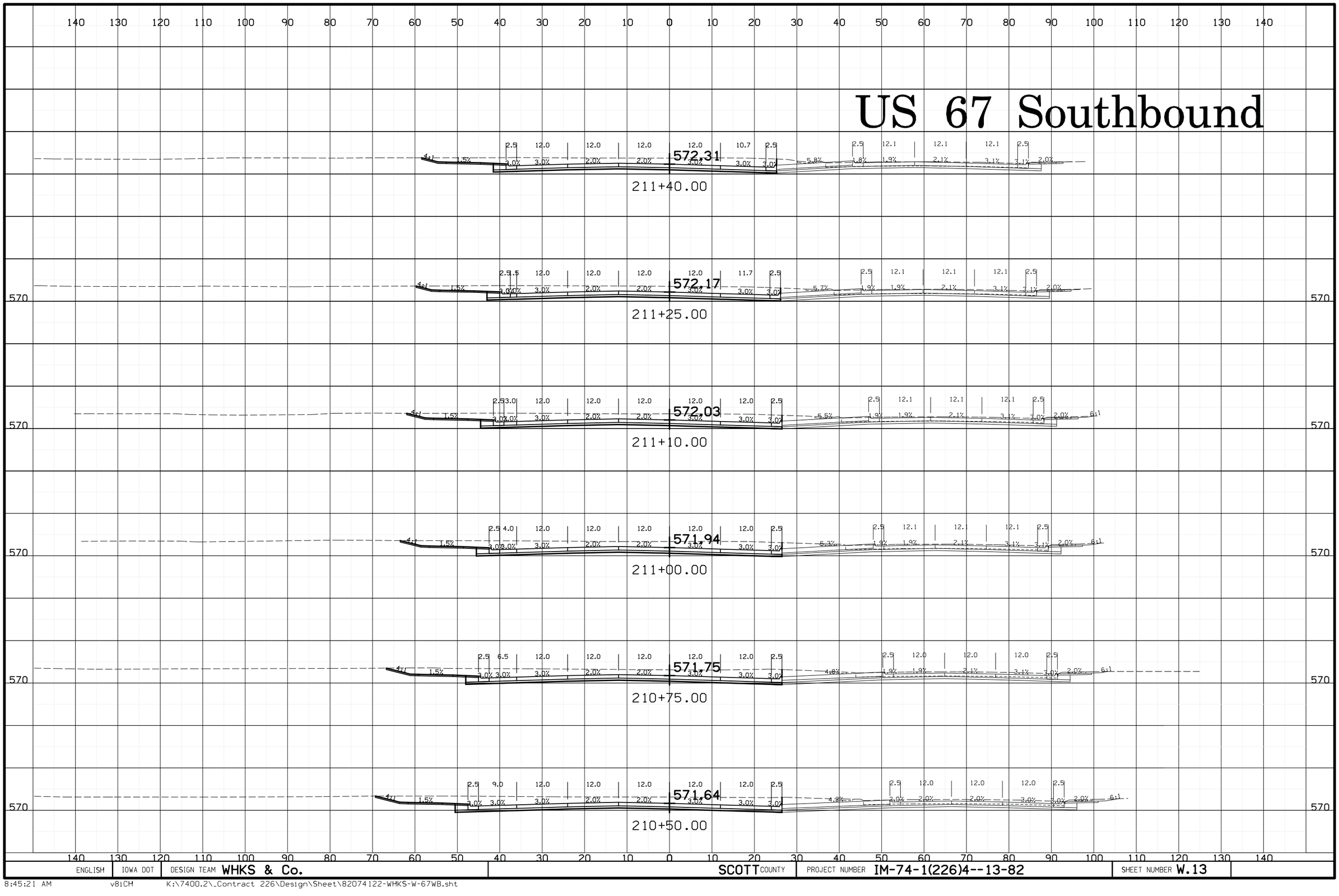

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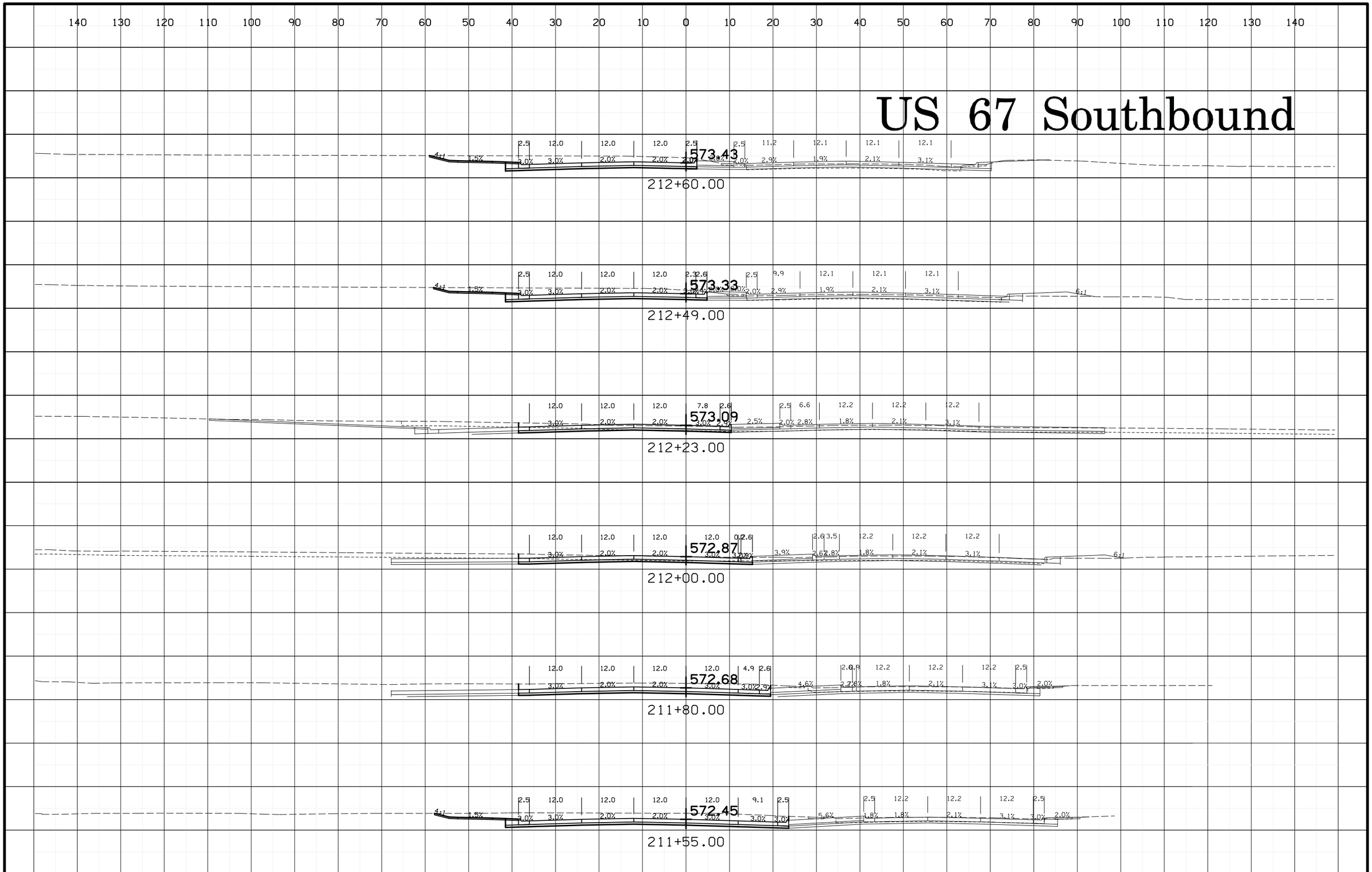

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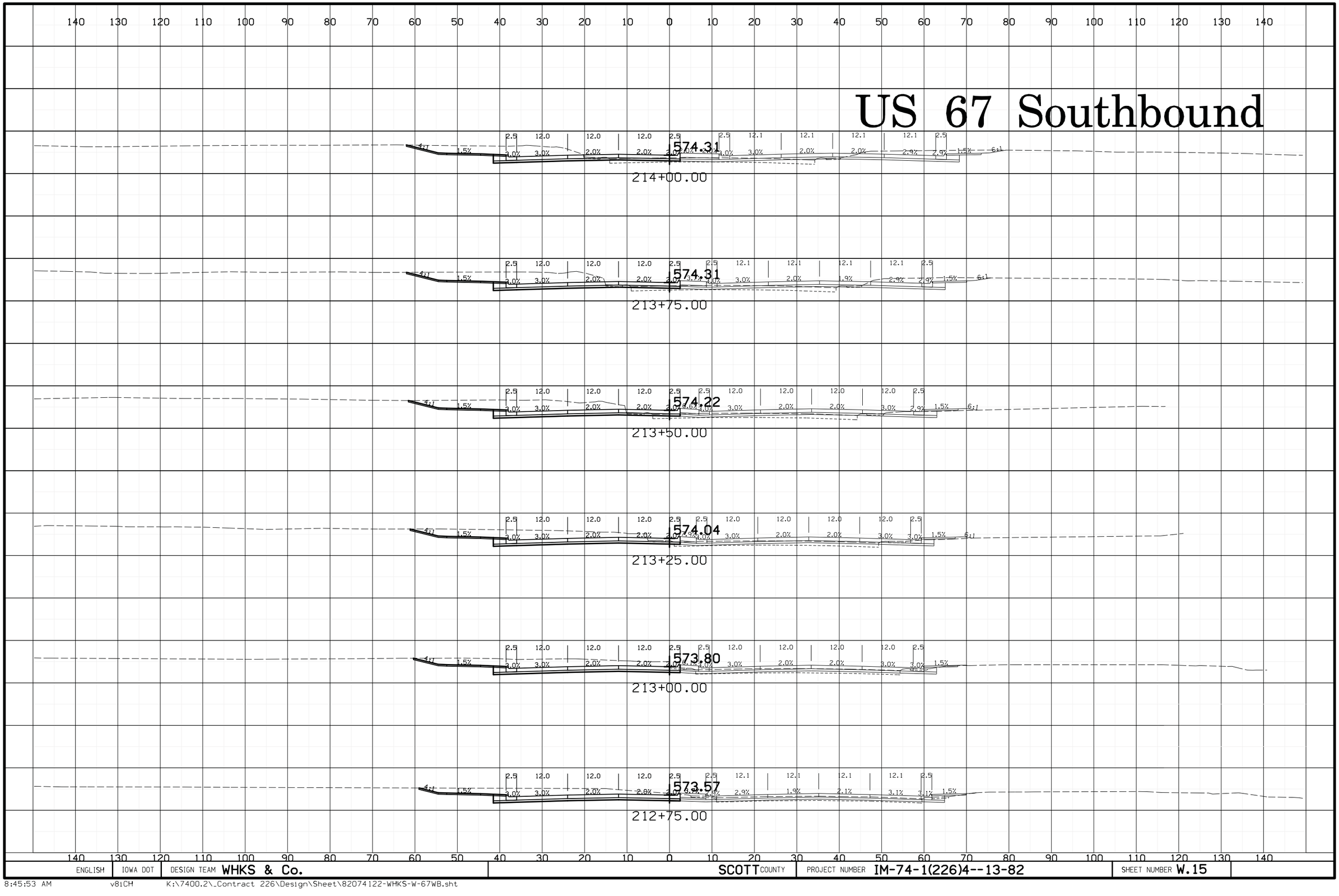

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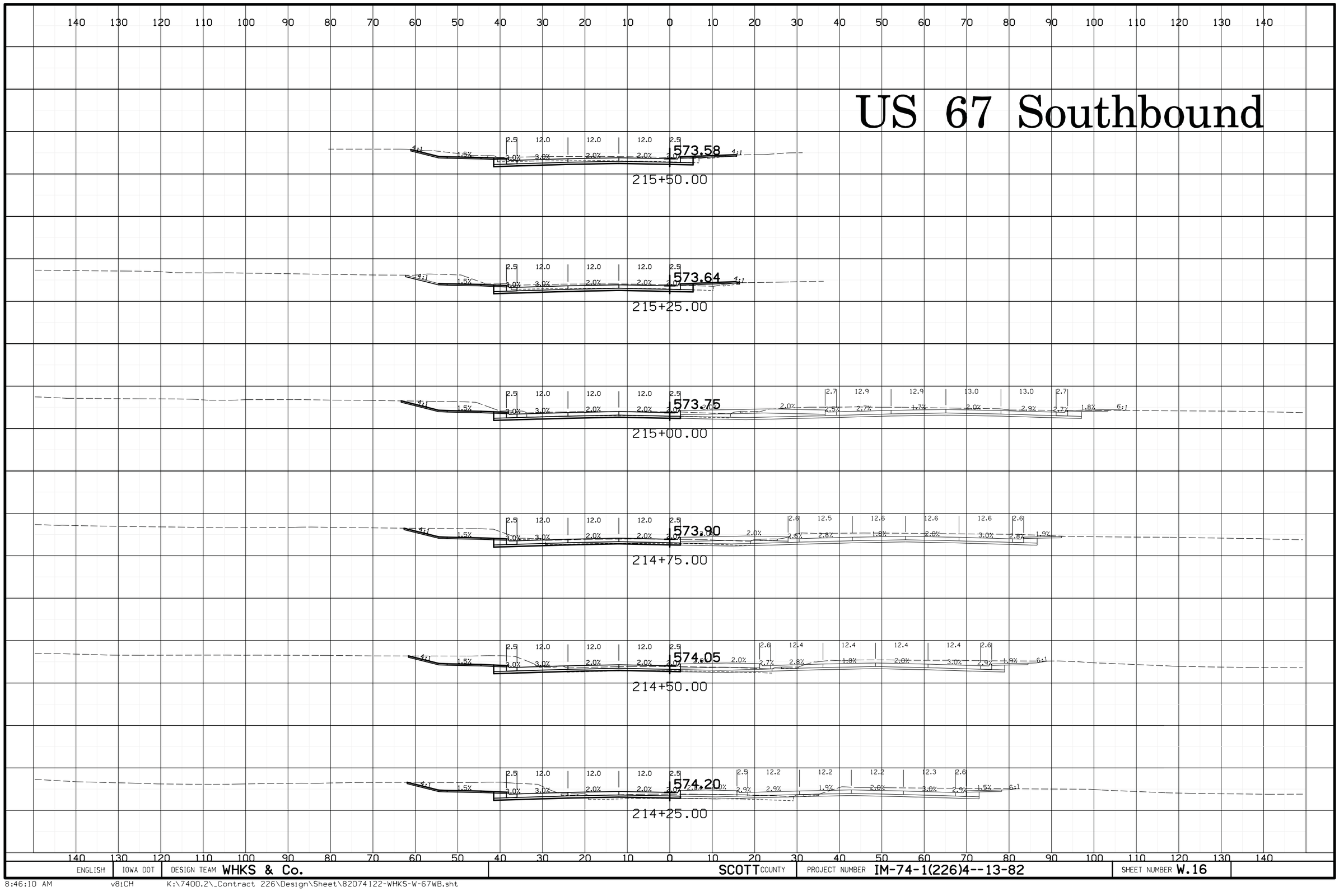

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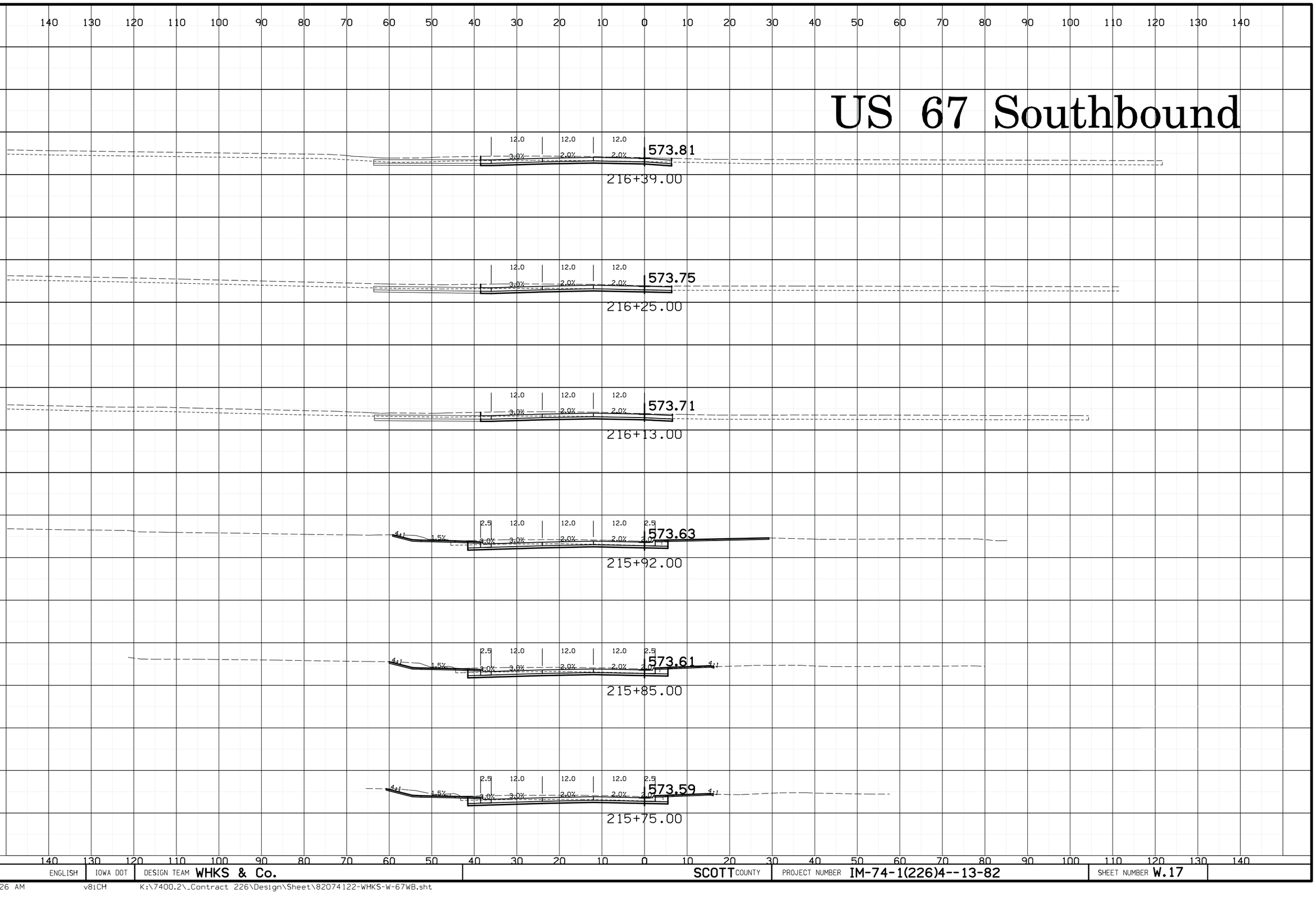

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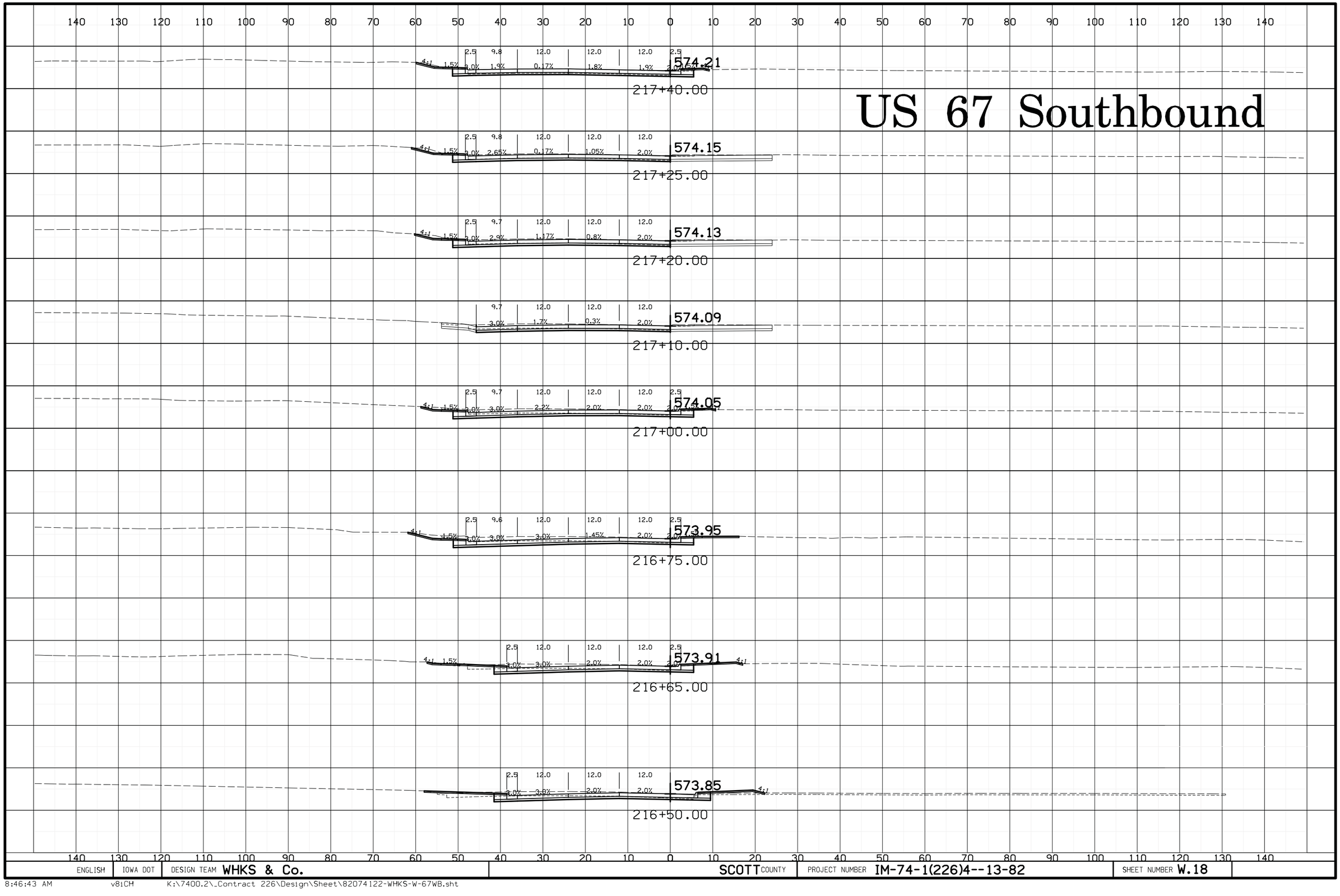

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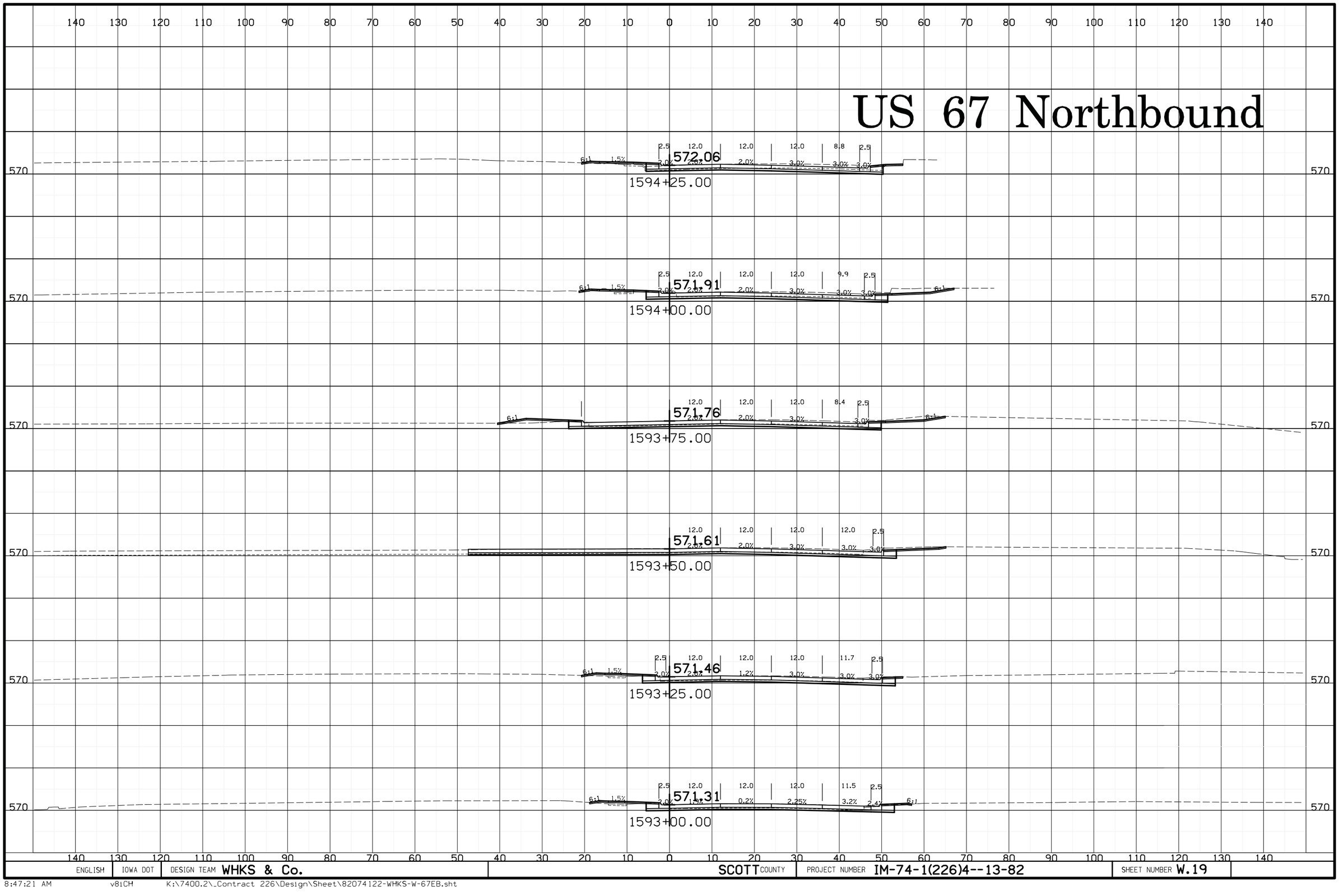
US 67 Northbound



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US 67 Northbound

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570

572.96
1595+75.00
2.5 12.0 12.0 12.0 12.3 2.5
6:1 1.5% 3.0% 2.0% 3.0% 3.0% 3.0%

572.81
1595+50.00
2.5 12.0 12.0 12.0 12.0 2.5
6:1 1.5% 3.0% 2.0% 3.0% 3.0% 3.0% 6:1

572.66
1595+25.00
2.5 12.0 12.0 12.0 12.0 2.5
6:1 1.5% 3.0% 2.0% 3.0% 3.0% 3.0% 6:1

572.51
1595+00.00
12.0 12.0 12.0 12.0 2.5
2.0% 3.0% 3.0% 3.0% 6:1

572.36
1594+75.00
2.5 12.0 12.0 12.0 6.3
6:1 1.5% 3.0% 2.0% 3.0% 3.0%

572.21
1594+50.00
2.5 12.0 12.0 12.0 1.6
6:1 1.5% 3.0% 2.0% 3.0% 3.0%

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.20

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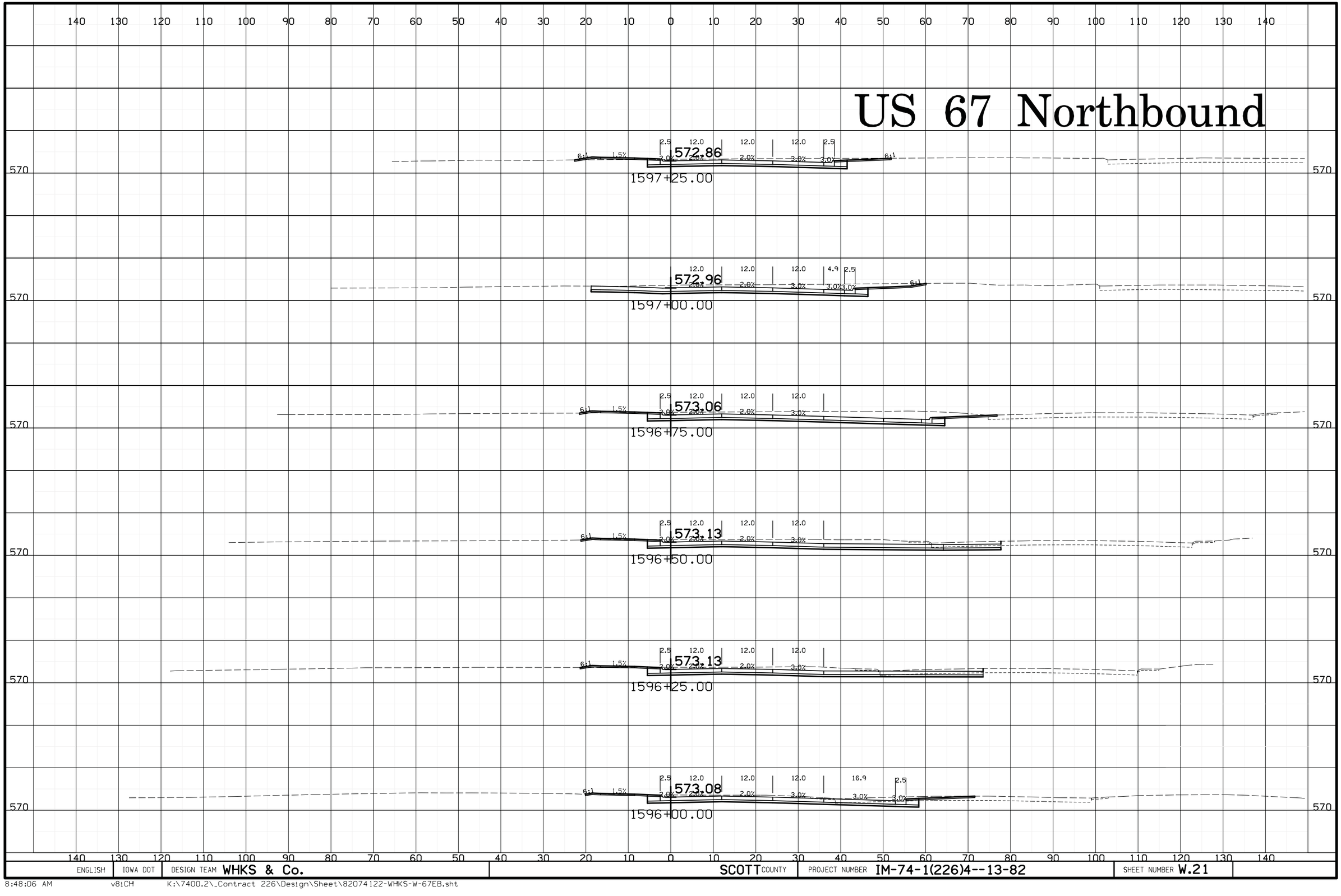

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.21

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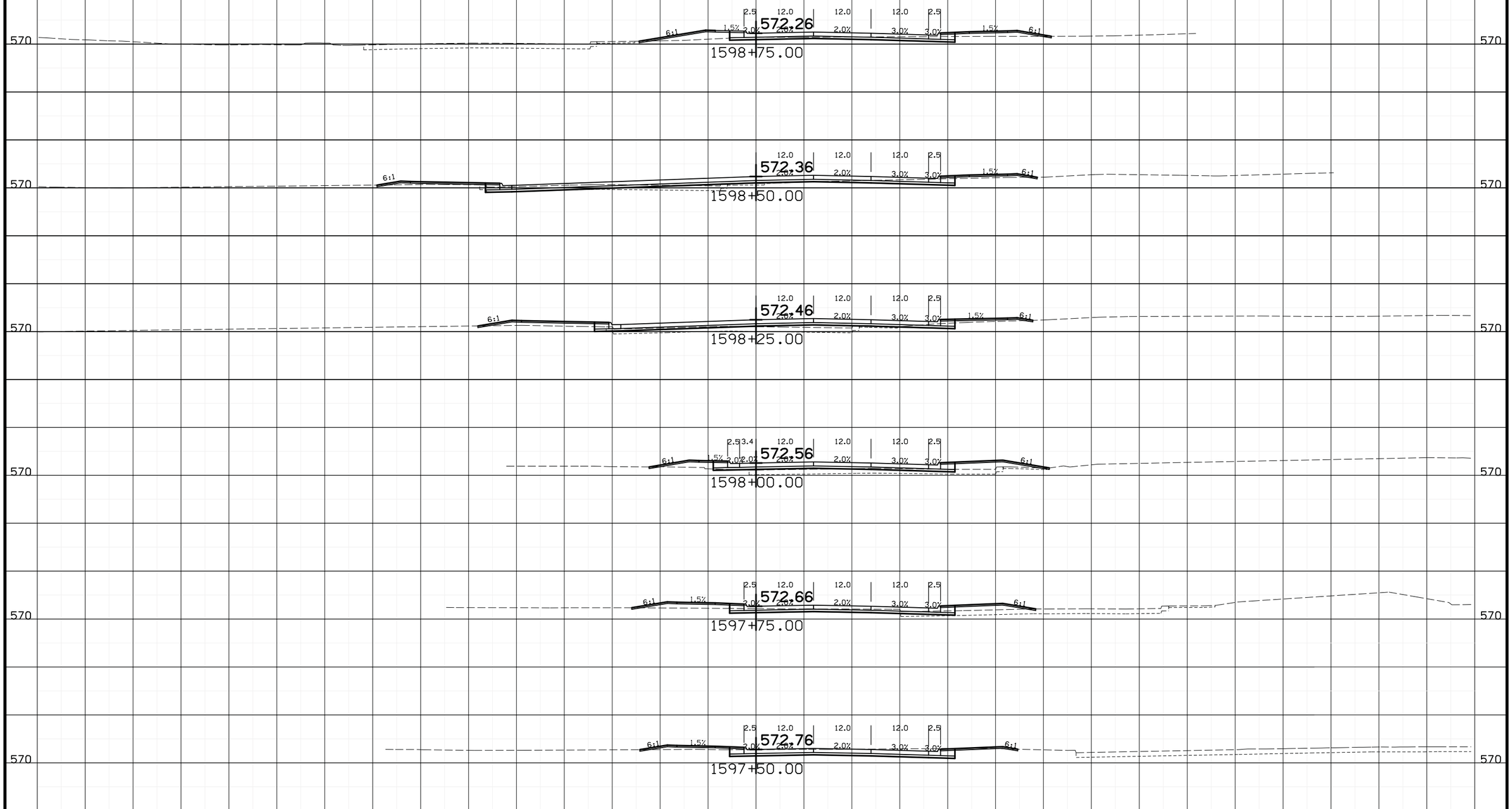

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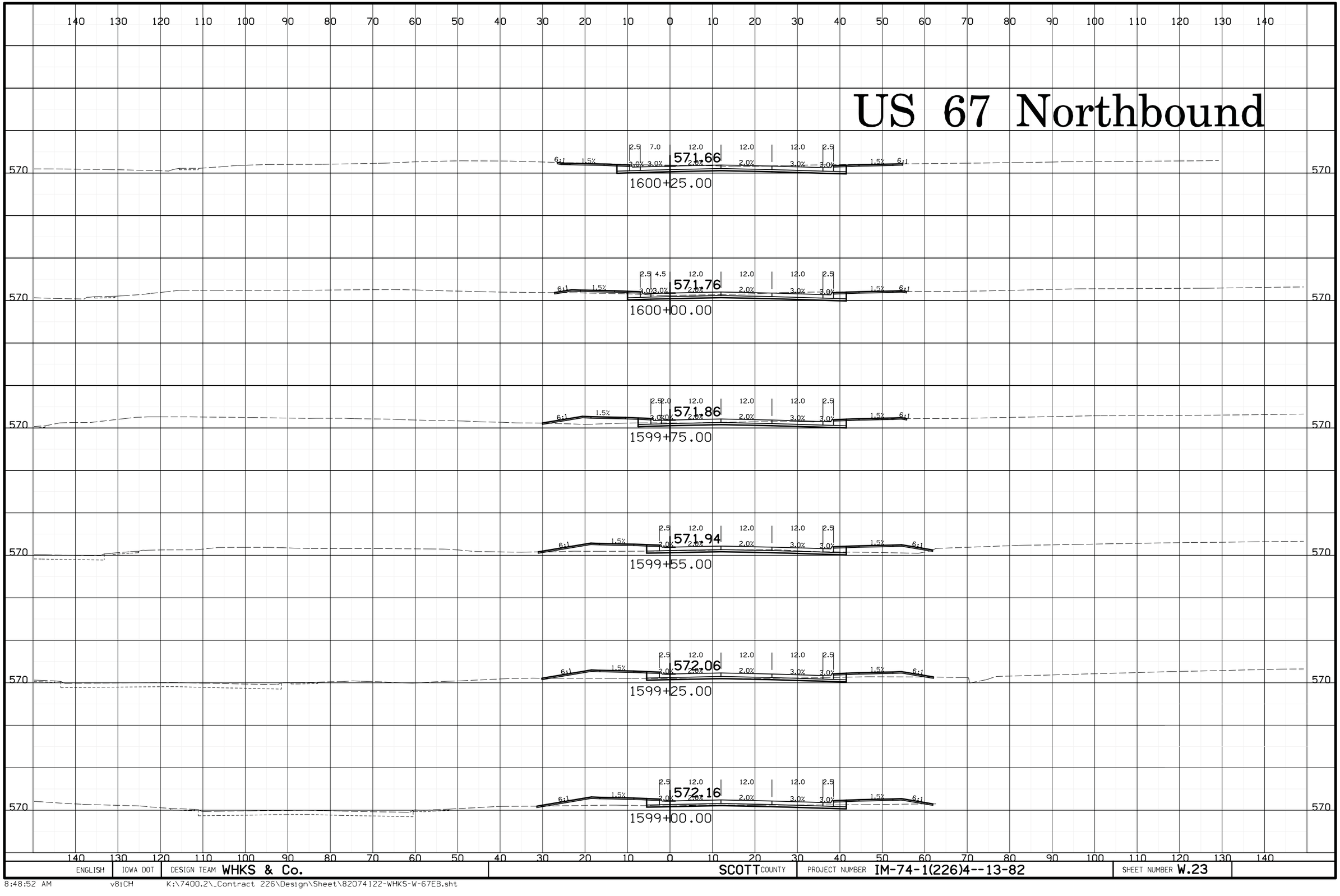
US 67 Northbound



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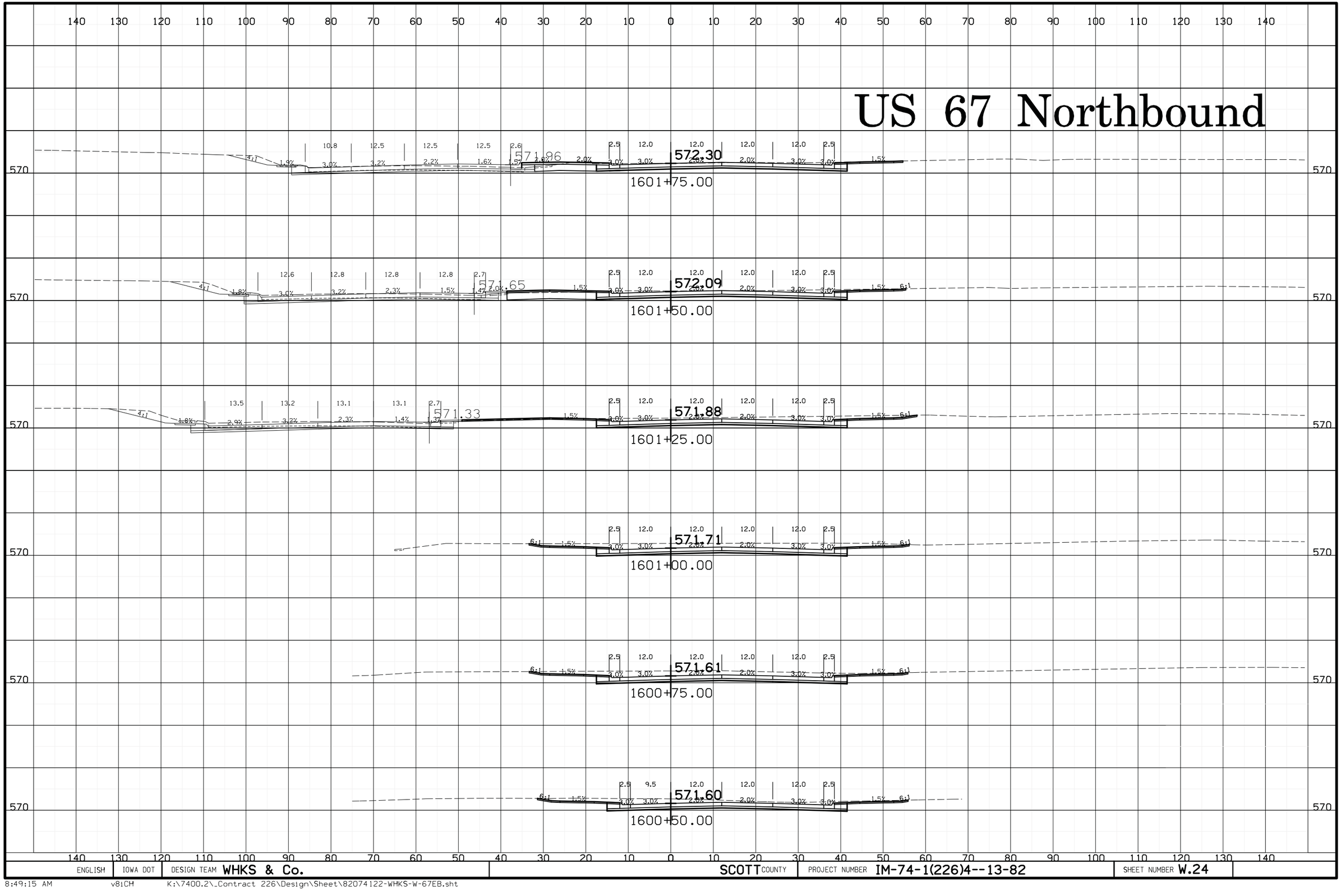

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US 67 Northbound

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580 570

2.5 6.6 12.0 12.0 12.0 10.5 10.5 12.0 12.0 12.0

4:1 2.0% 3.1% 3.1% 3.1% 2.1% 1.9% 2.9% 3.0% 2.0% 3.0%

573.14 573.14

1602+75.00

2.5 12.1 12.1 12.1 11.4 11.4 12.0 12.0 12.0

4:1 2.0% 3.1% 3.1% 2.1% 1.9% 2.9% 3.0% 2.0% 3.0%

572.85 572.93

1602+50.00

2.5 12.1 12.1 12.1 12.5 11.9 12.0 12.0 12.0

4:1 2.0% 3.1% 3.1% 2.1% 1.8% 2.8% 3.0% 2.0% 3.0%

572.70 572.82

1602+37.00

2.5 12.2 12.2 12.2 2.5 2.5 12.0 12.0 12.0 12.0

4:1 2.0% 3.1% 3.2% 2.2% 1.8% 1.8% 2.8% 3.0% 3.0% 2.0% 3.0%

572.52 572.69

1602+22.00

2.6 12.3 12.3 12.3 2.6 2.5 12.0 12.0 12.0 12.0 2.5

4:1 1.9% 3.1% 3.2% 2.2% 1.7% 1.7% 2.8% 3.0% 3.0% 2.0% 3.0% 3.0% 6:1

572.26 572.51

1602+00.00

2.6 12.4 12.4 12.3 2.6 2.5 12.0 12.0 12.0 12.0 2.5

4:1 1.9% 3.1% 3.2% 2.2% 1.7% 1.6% 2.8% 3.0% 3.0% 2.0% 3.0% 3.0% 6:1

572.18 572.45

1601+93.00

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.25

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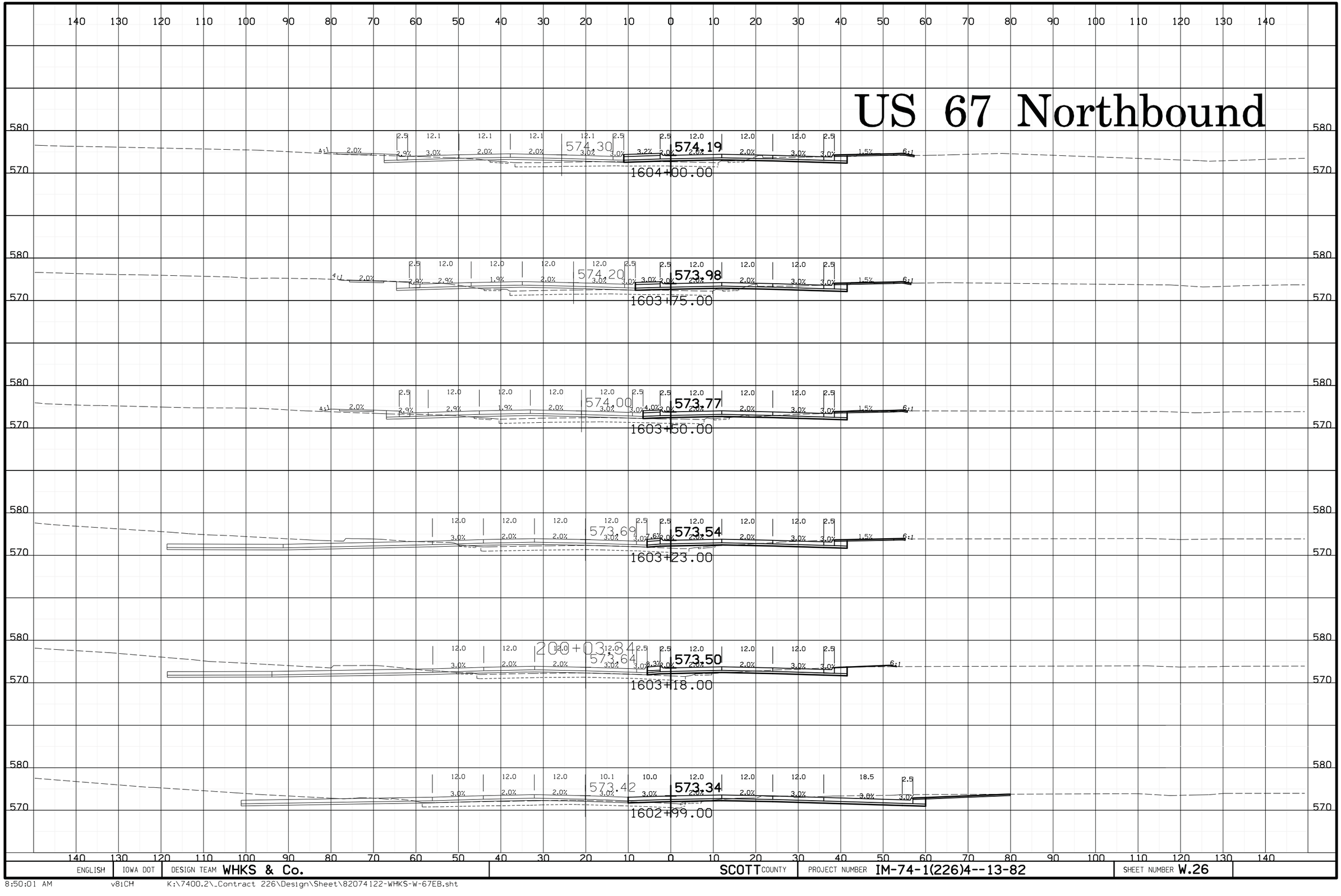

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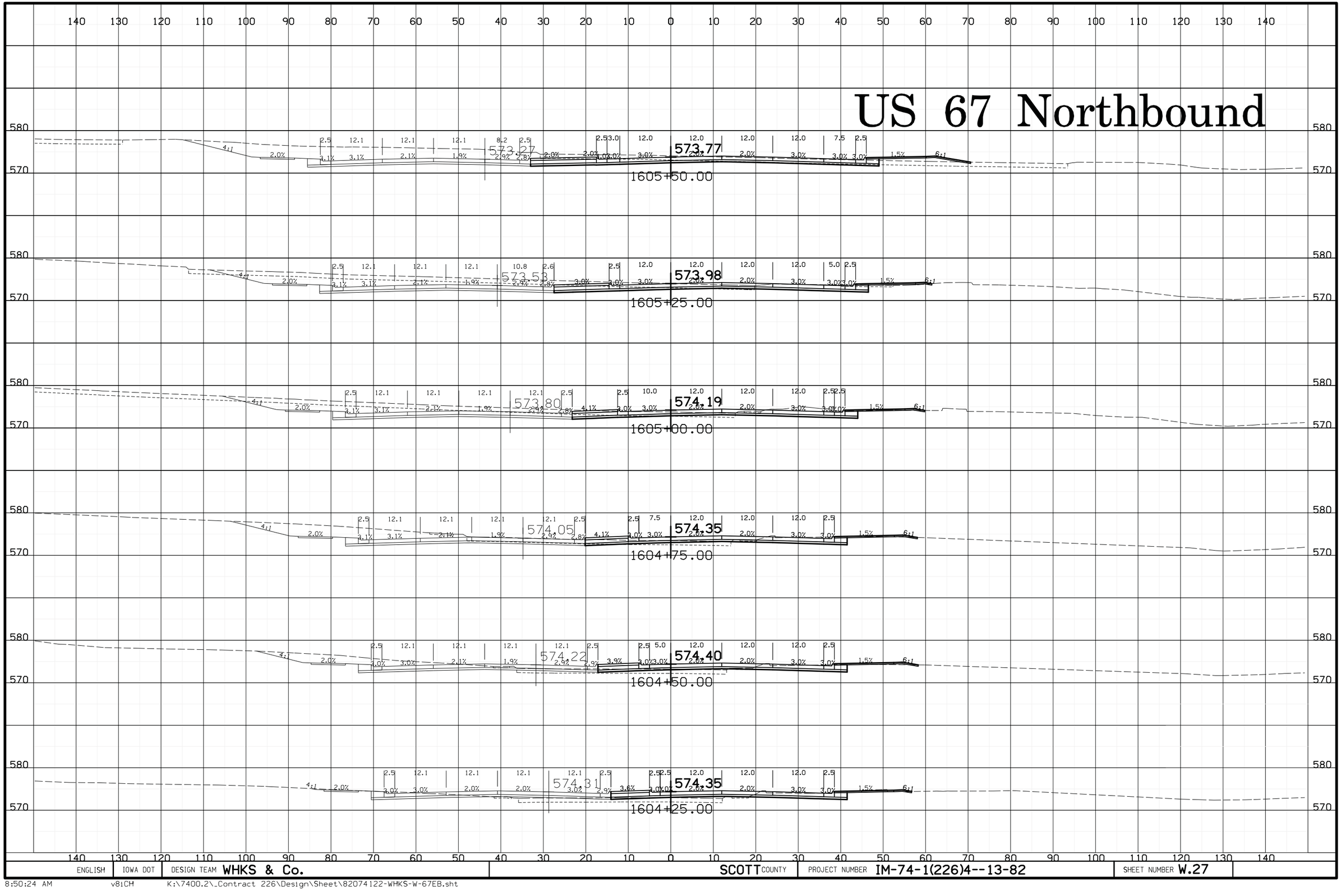

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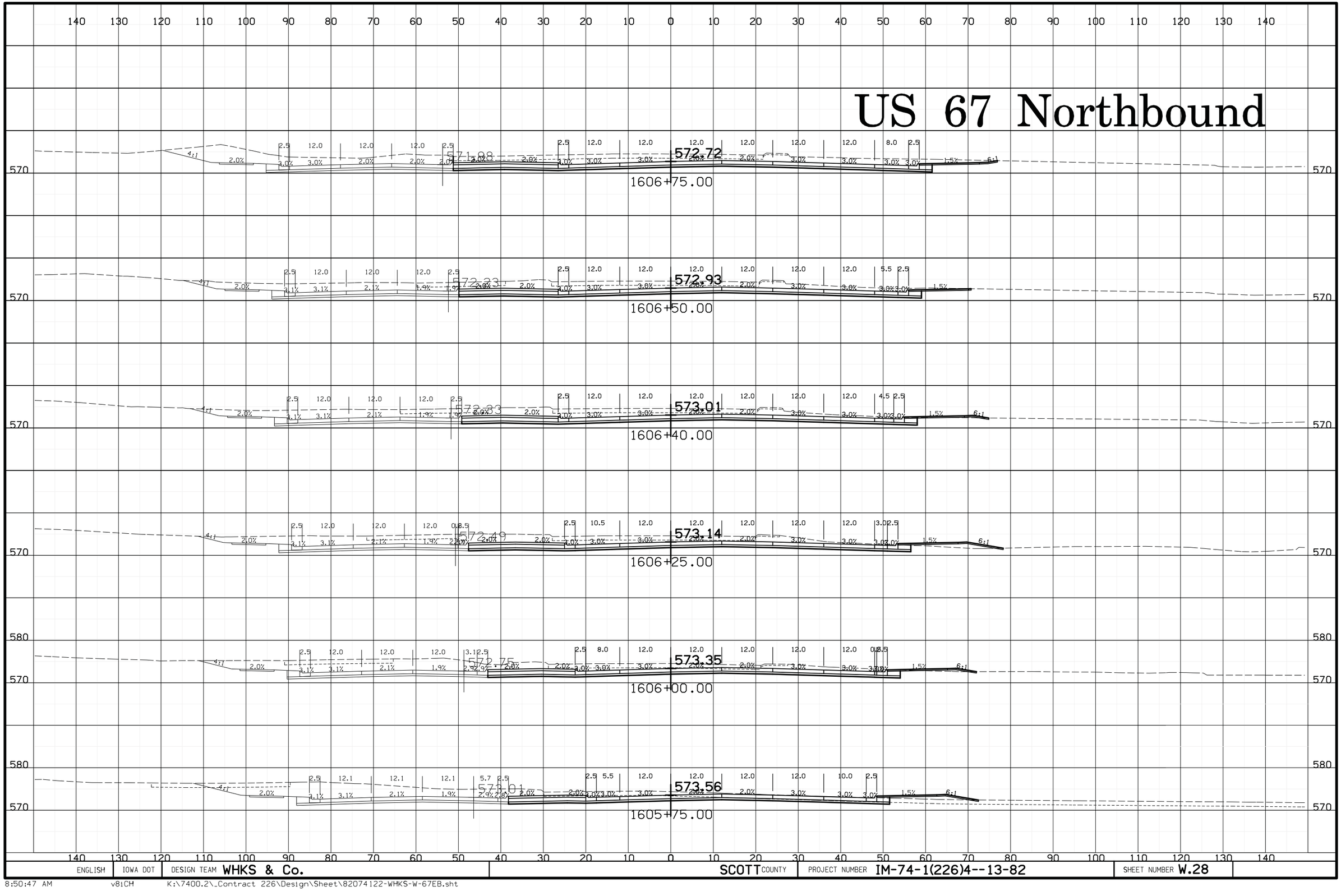

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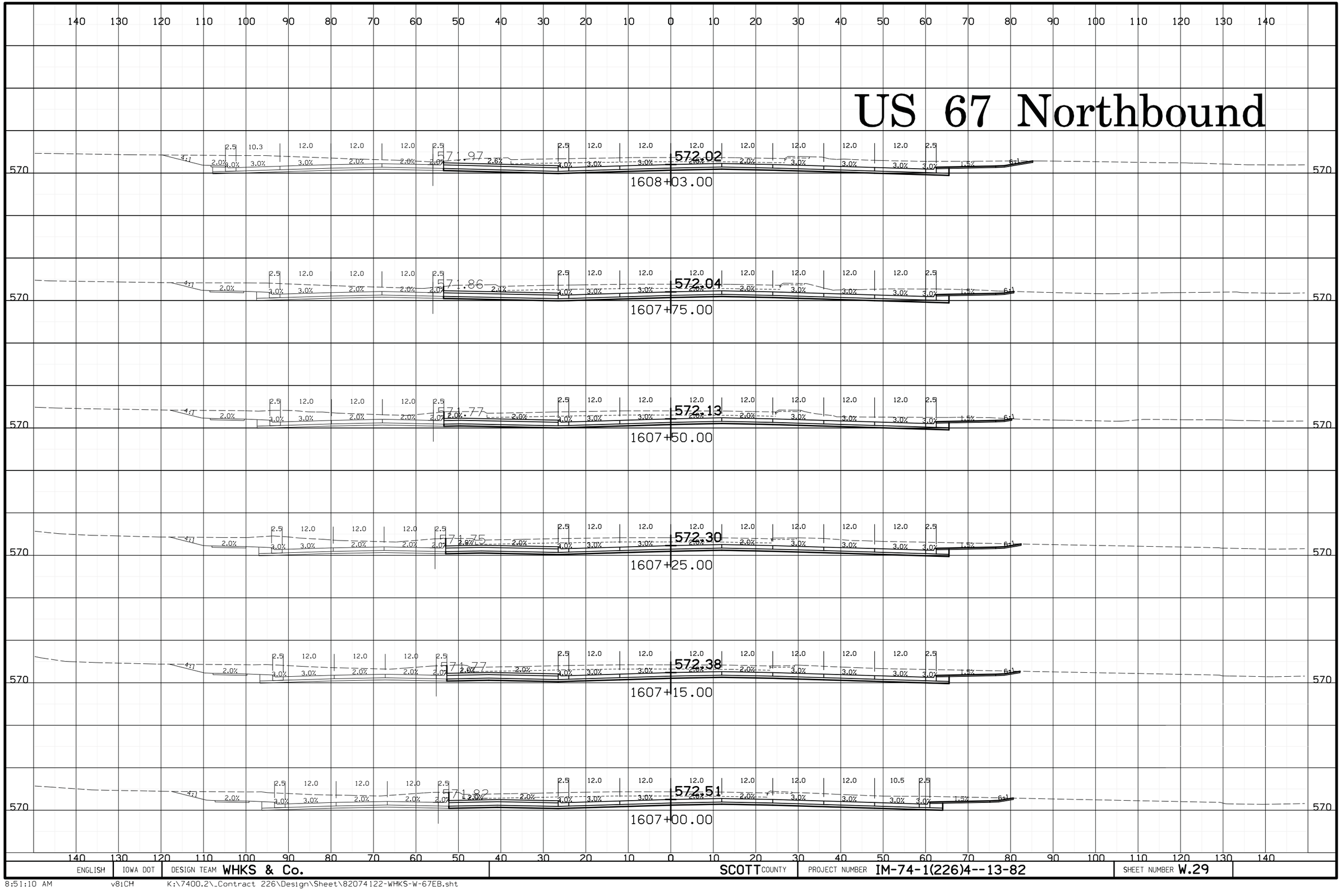

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.29

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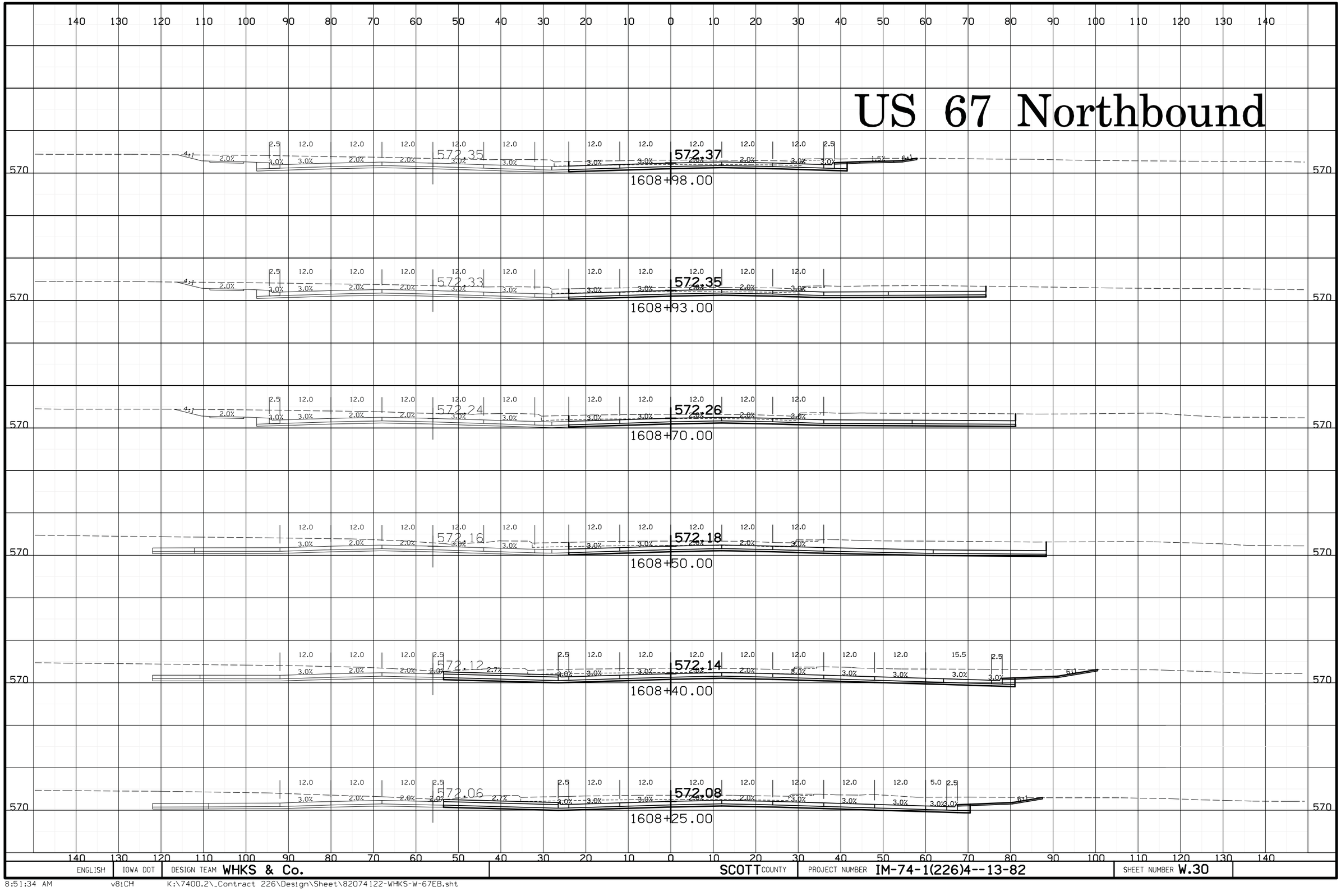

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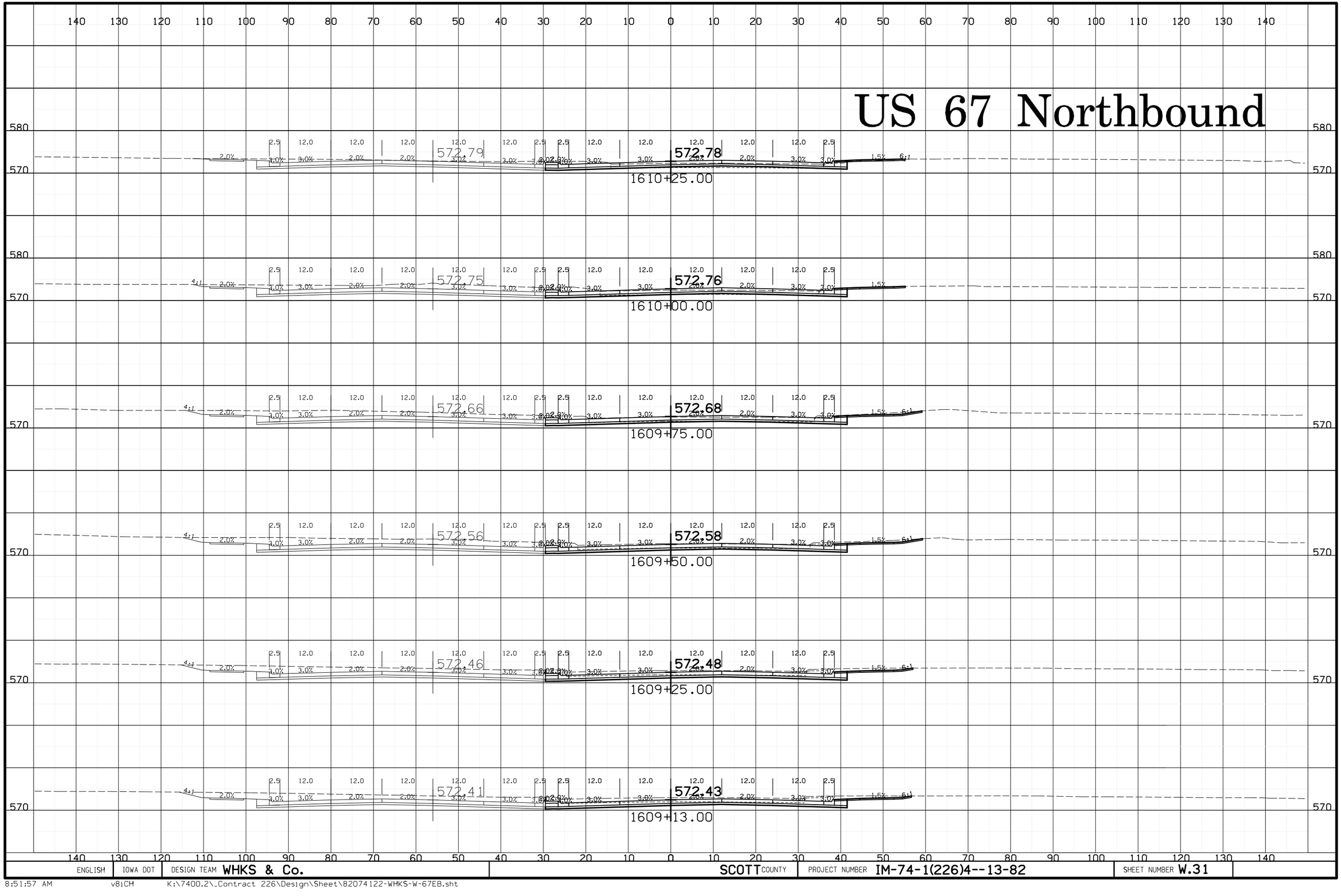

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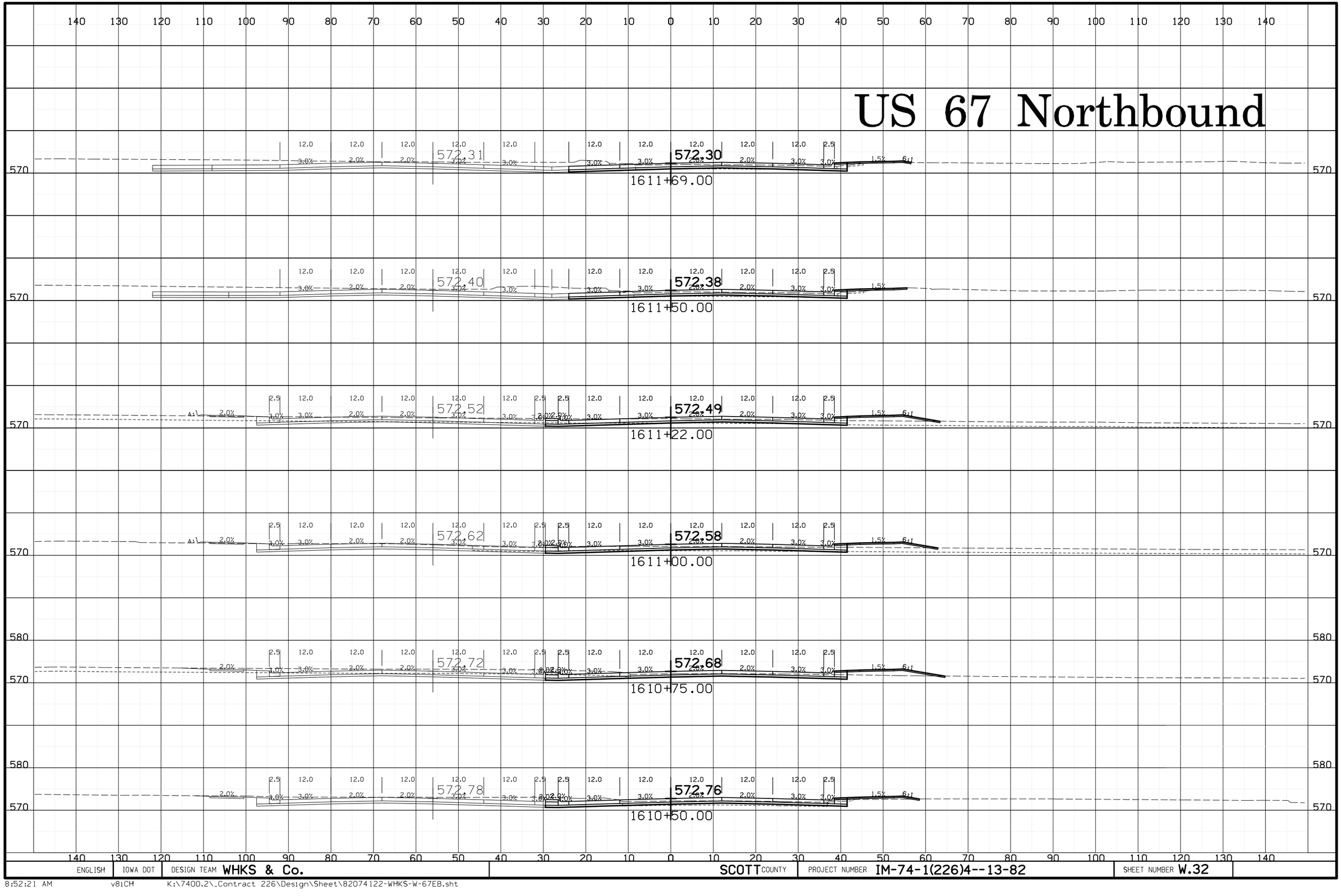

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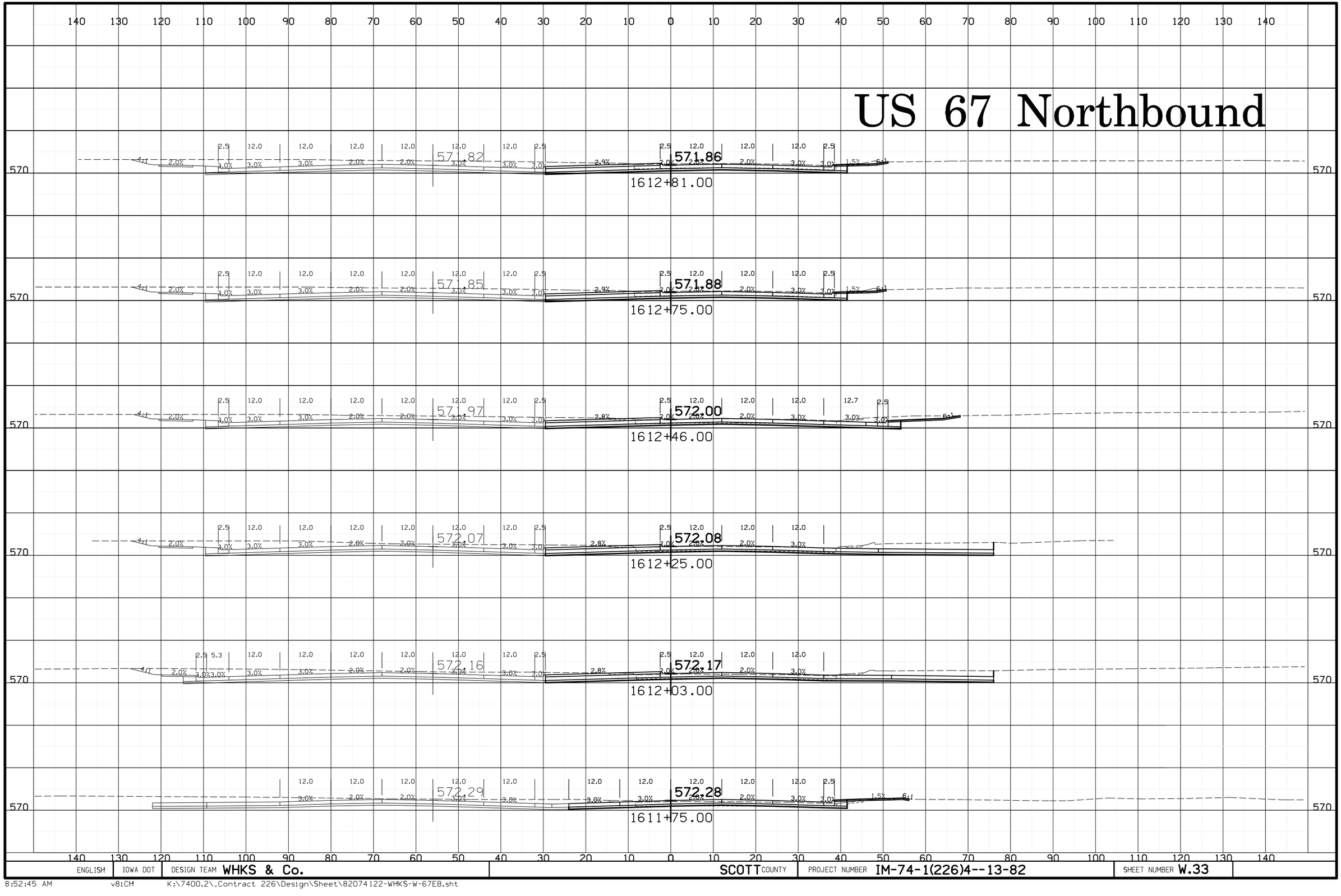

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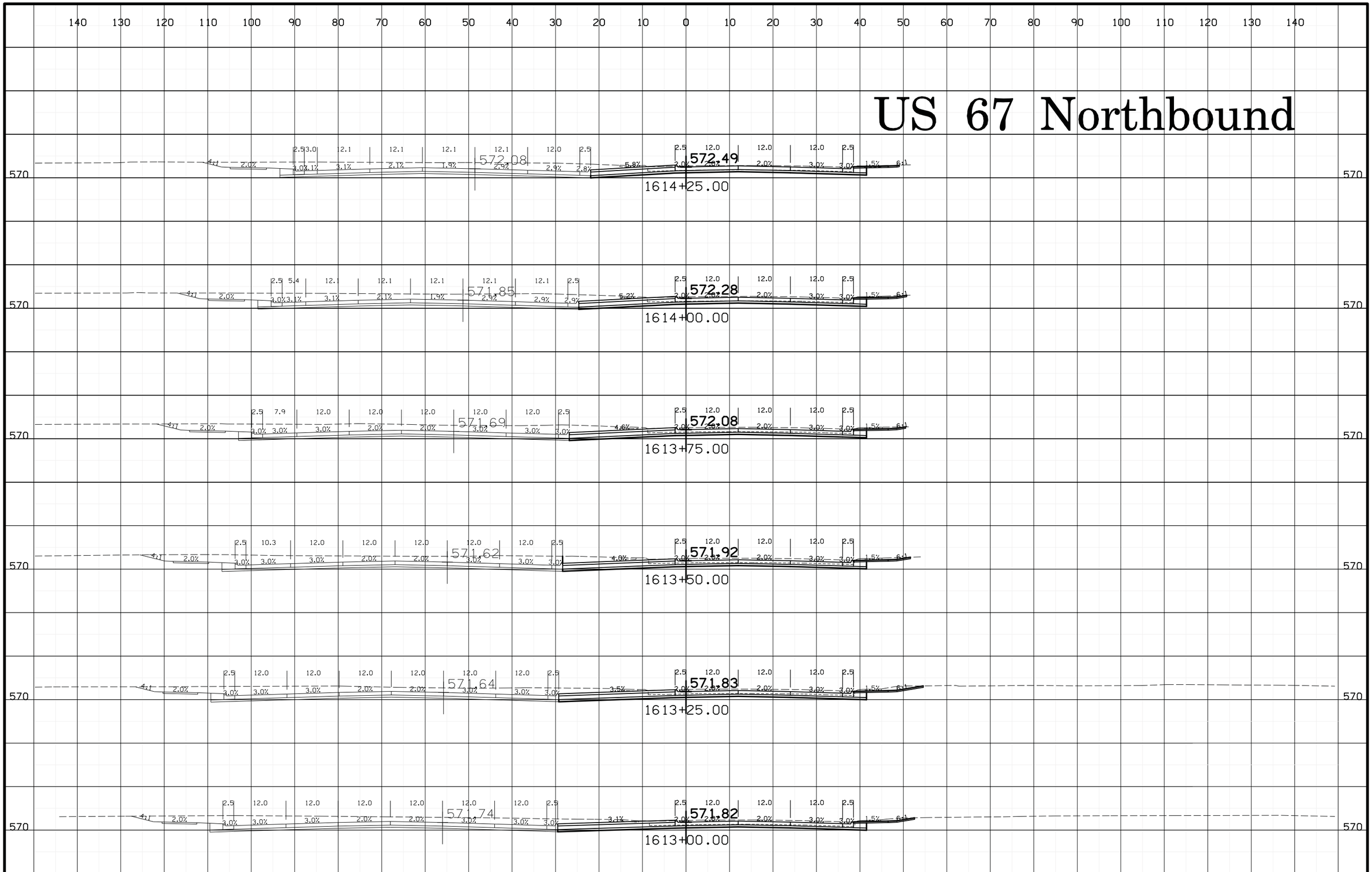

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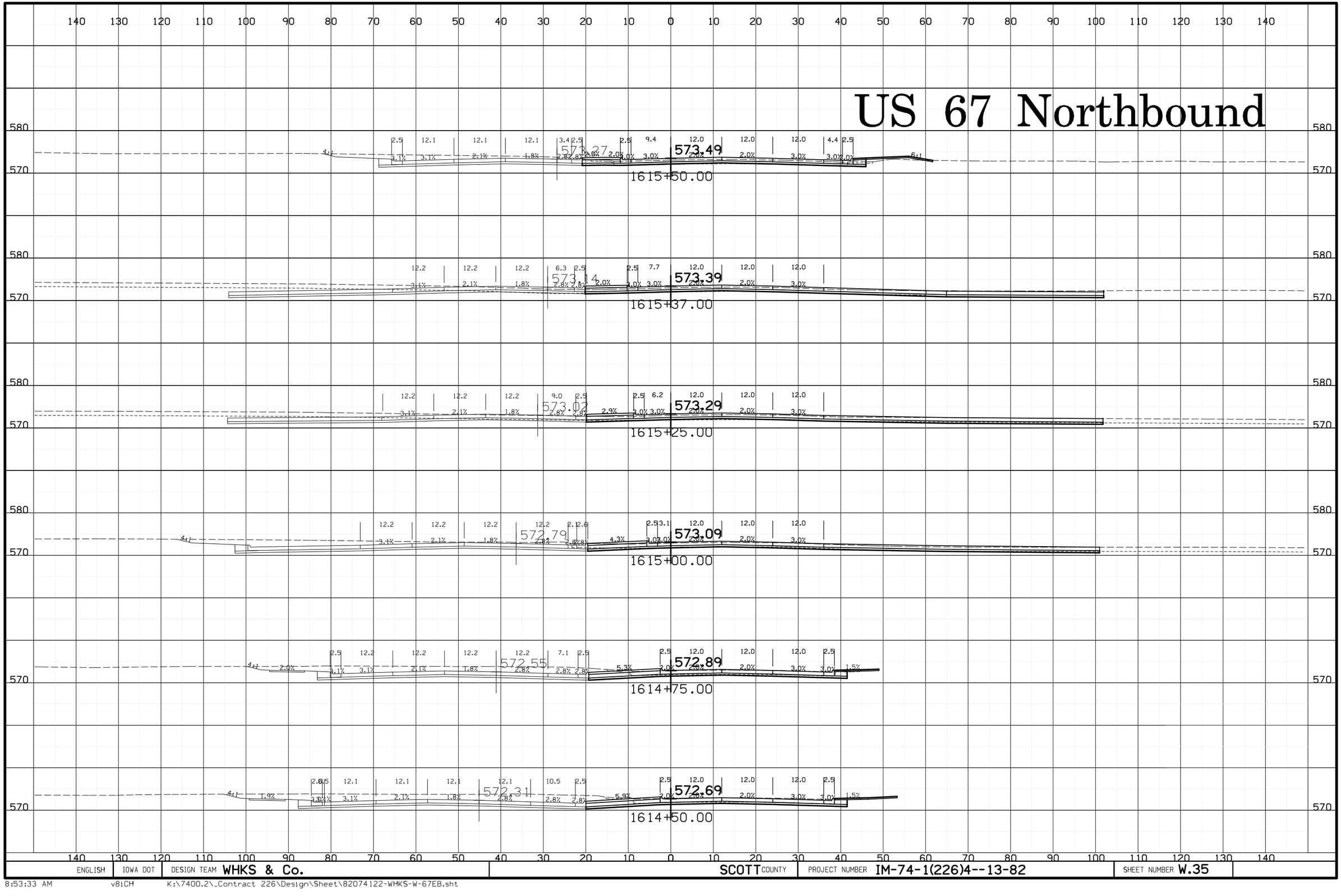

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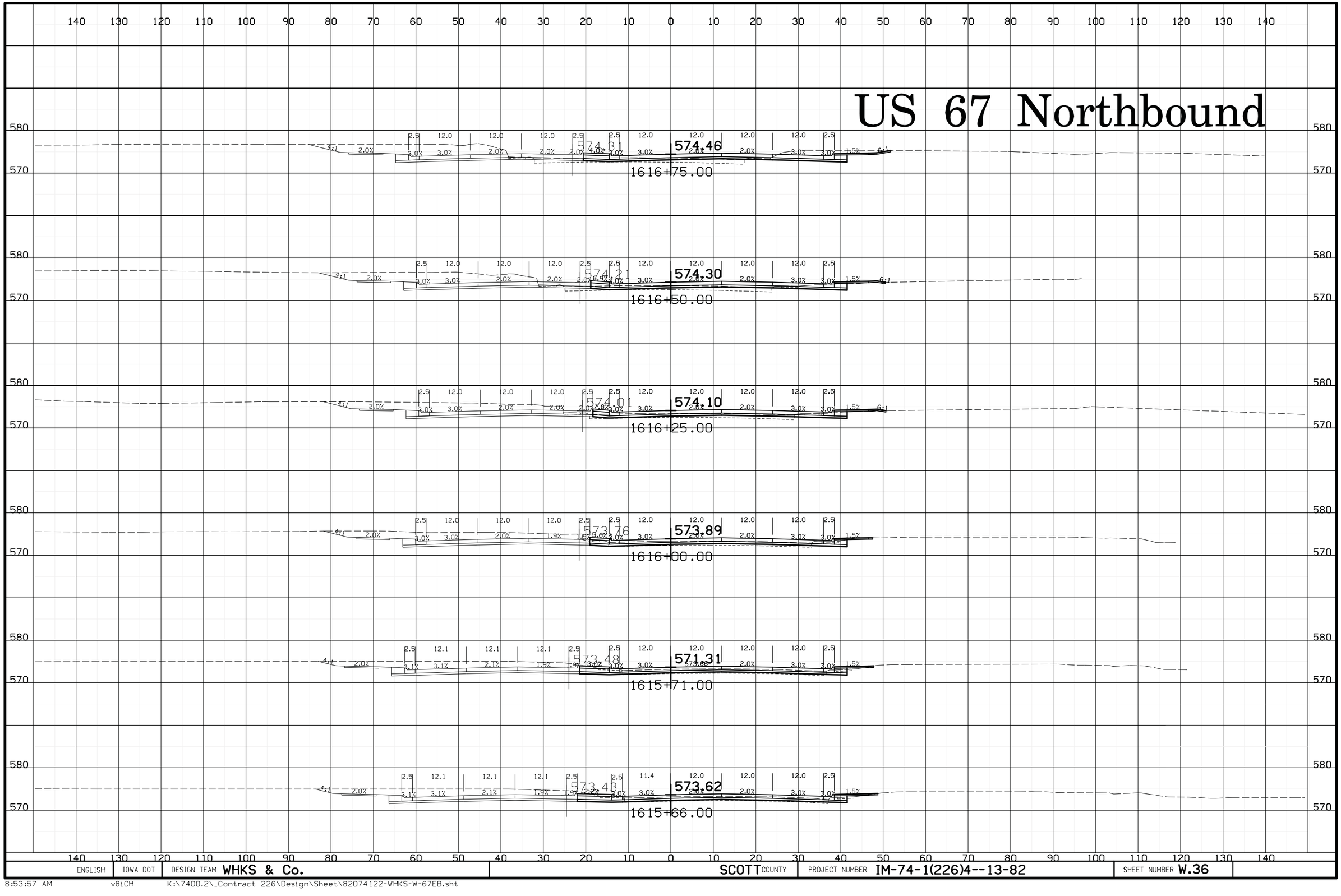

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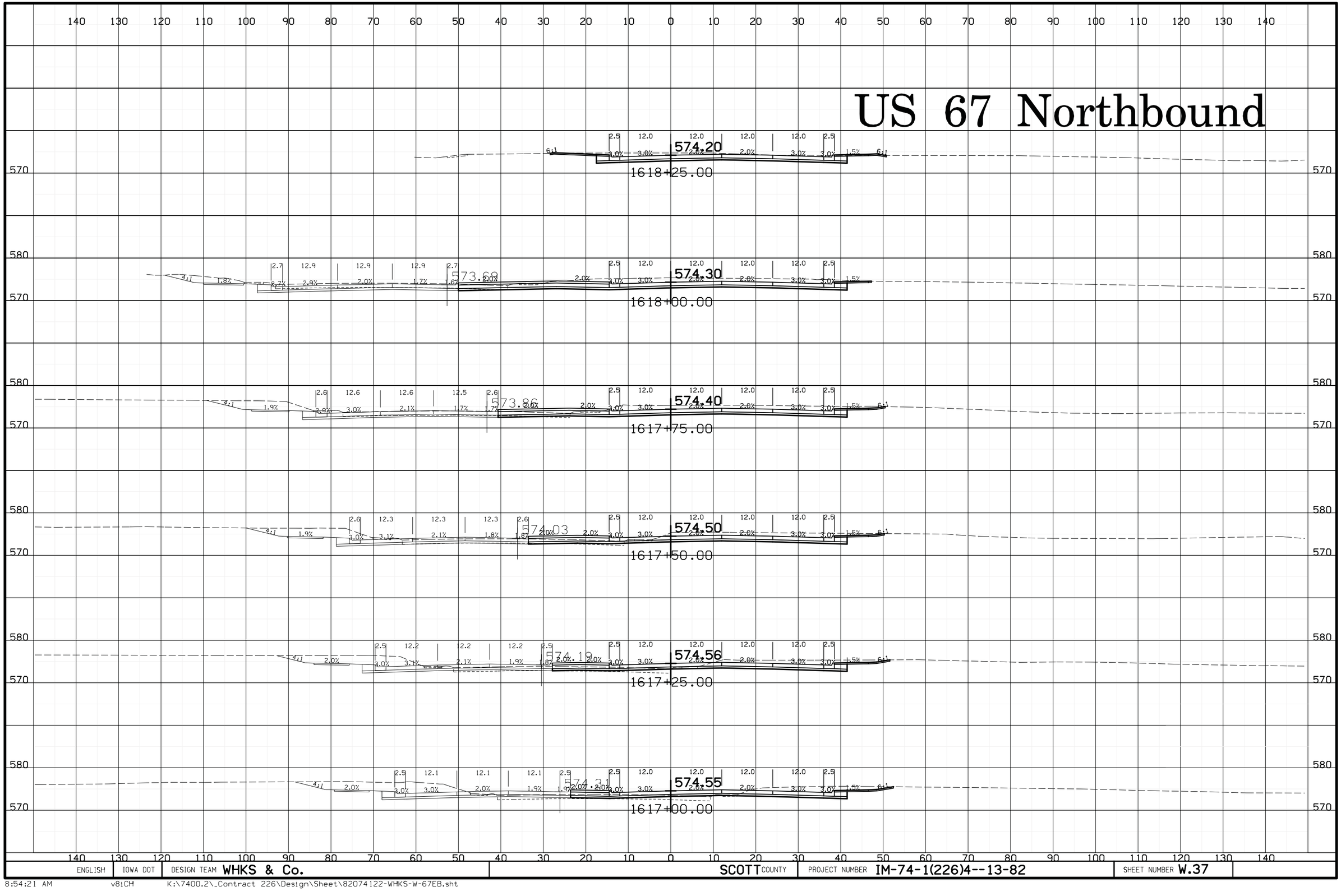
US 67 Northbound



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.37

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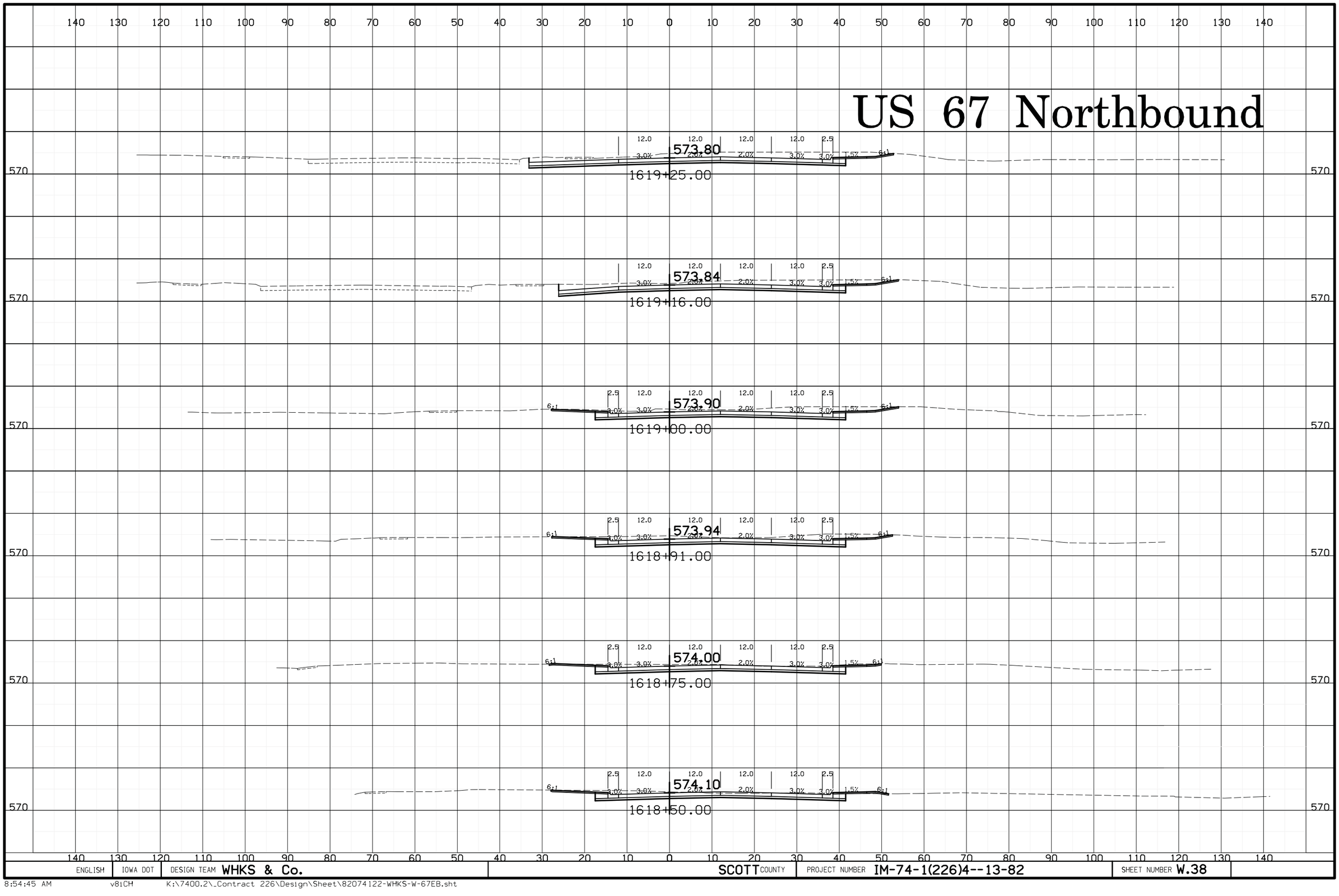

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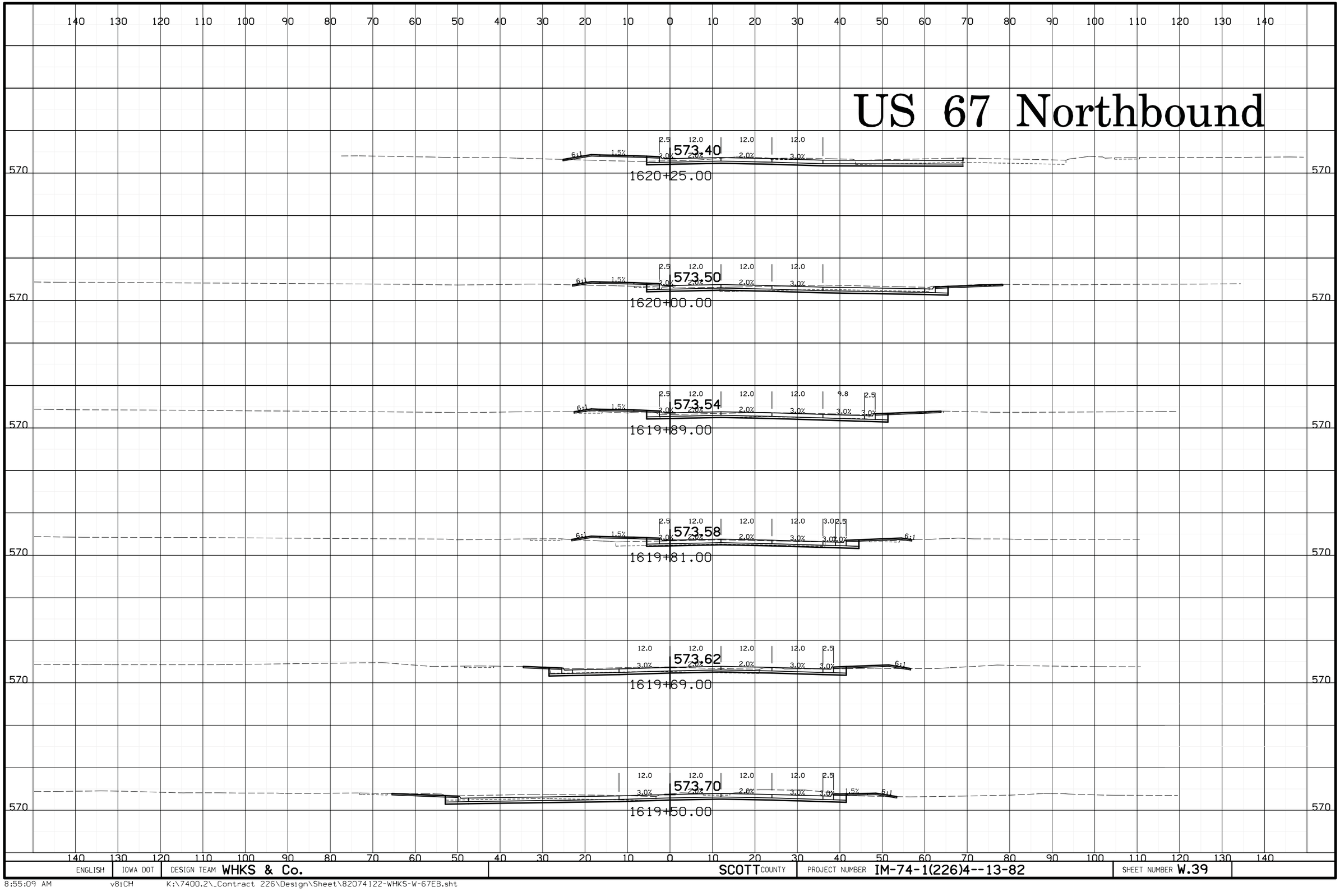

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.39

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US 67 Northbound

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570

573.02
1621+71.00

573.00
1621+50.00

573.02
1621+25.00

573.10
1621+00.00

573.18
1620+80.00

573.20
1620+75.00

573.31
1620+47.00

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER W.40

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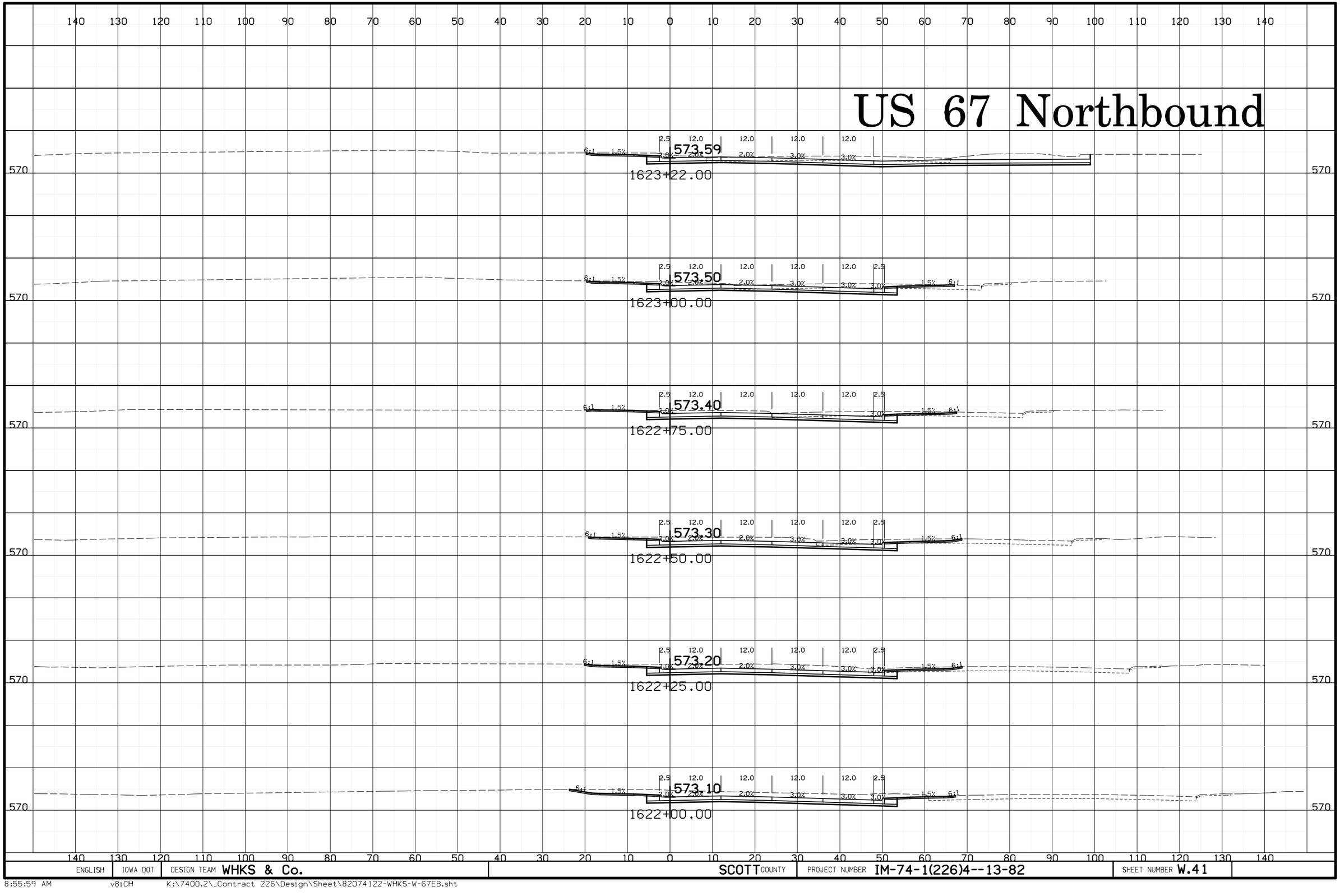

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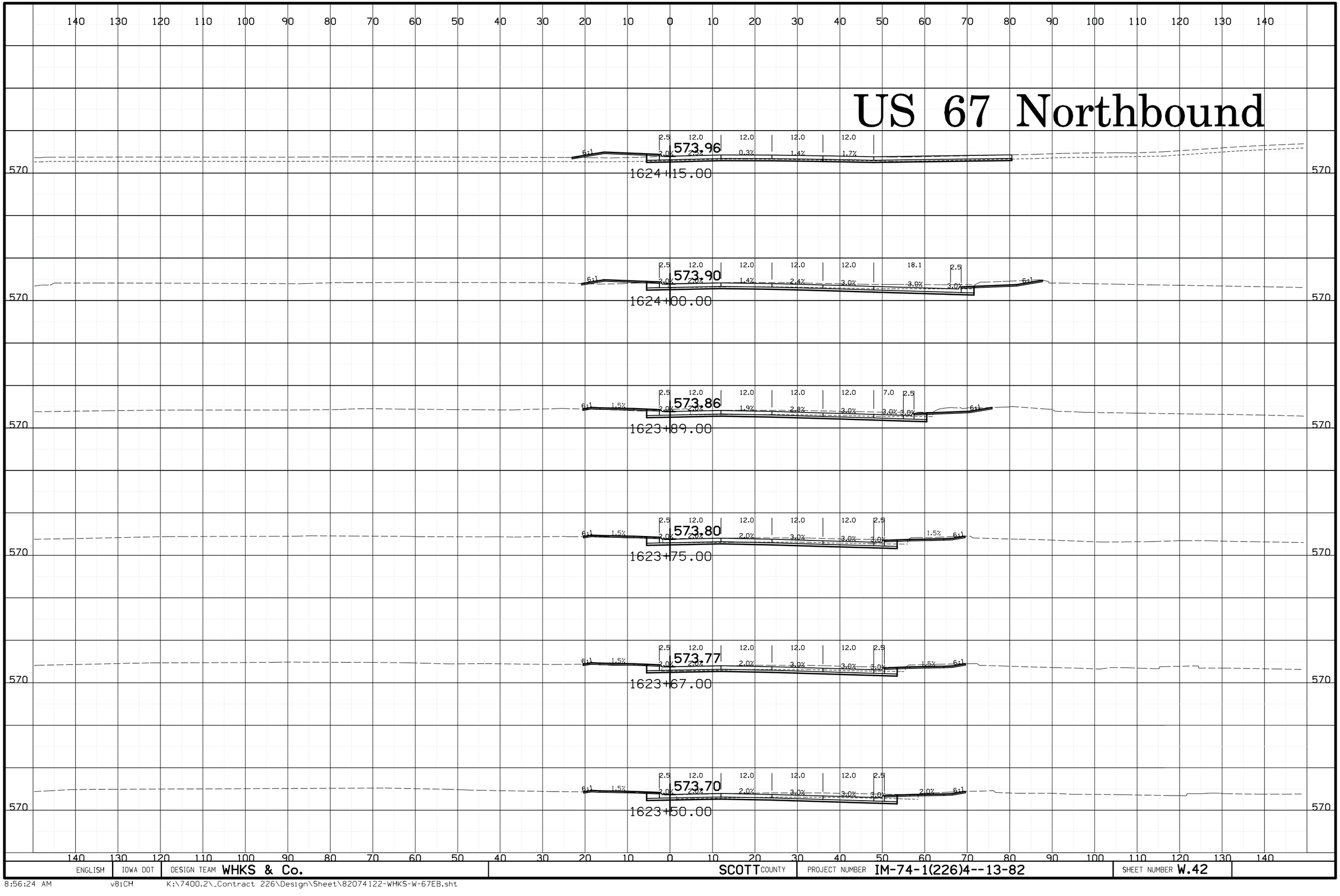

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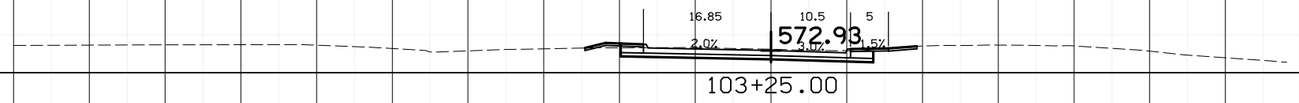

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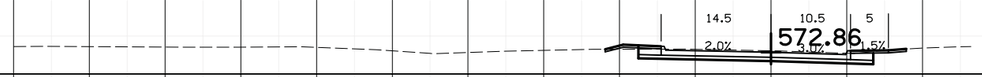

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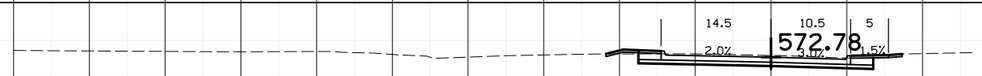

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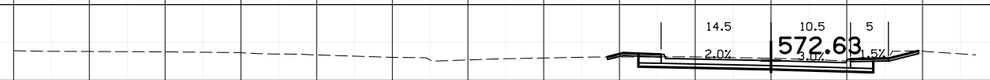

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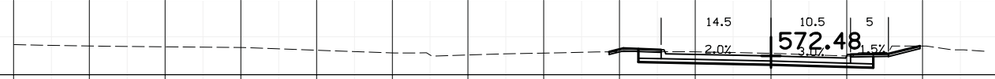

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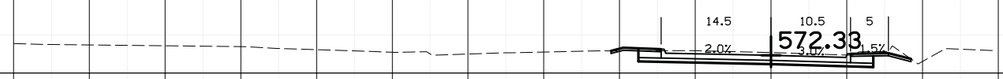

102+25.00

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.1

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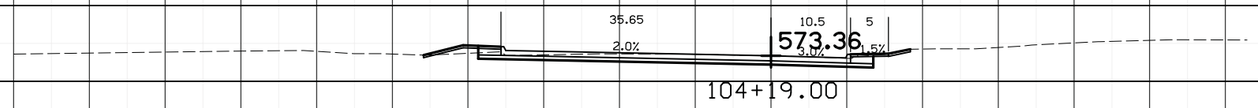
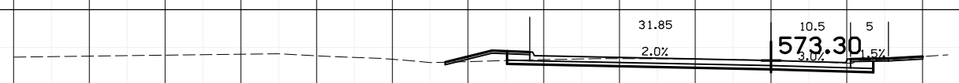
State St.



104+19.00



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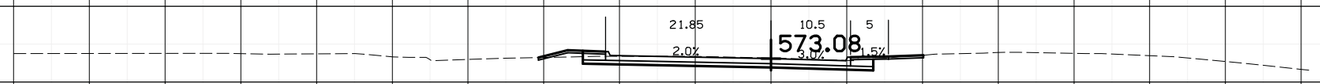
103+75.00



103+50.00

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.2

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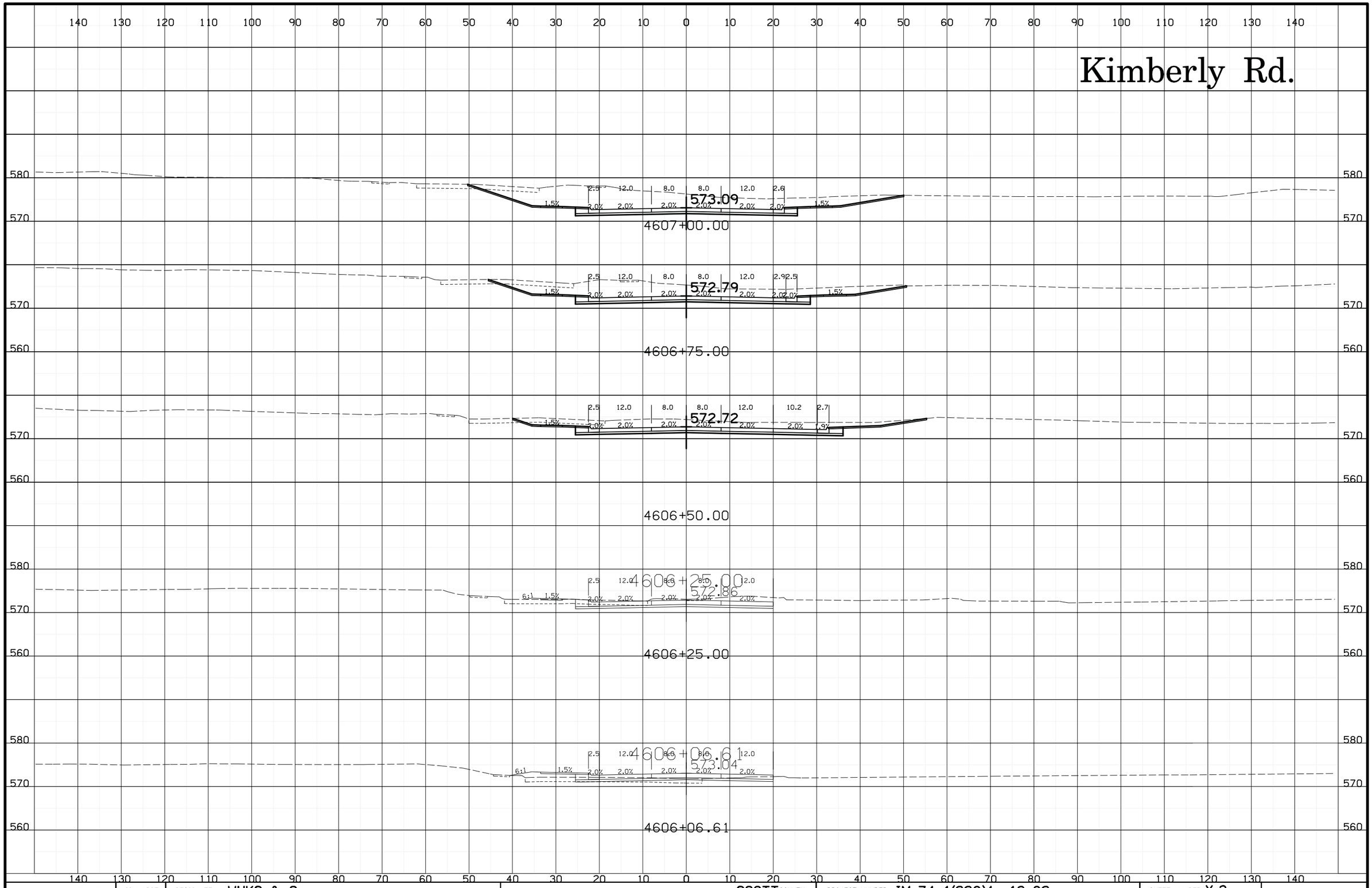
Kimberly Rd.



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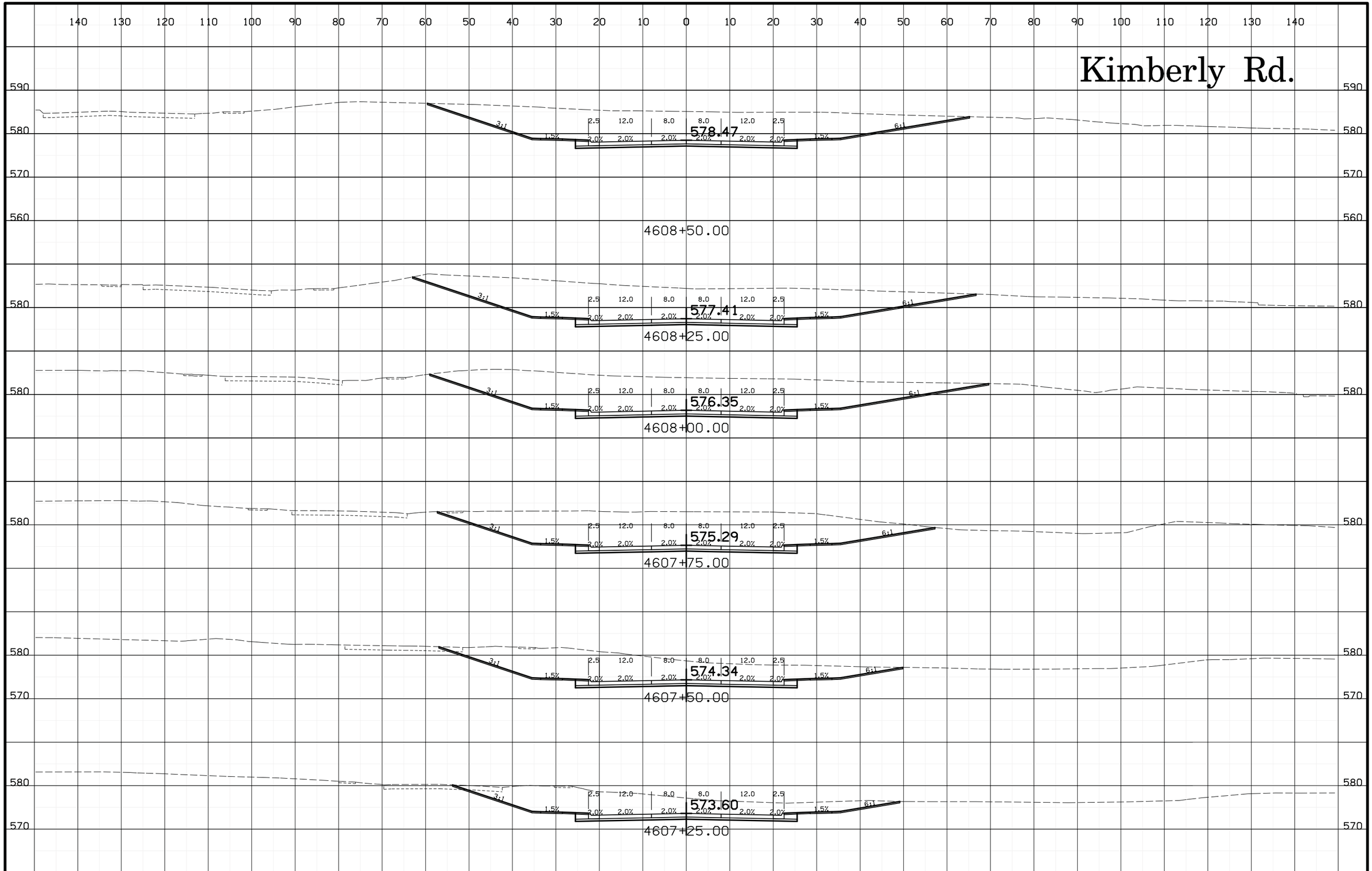
Kimberly Rd.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590
580
570
560
3:1
1.5%
2.5 12.0 8.0 8.0 12.0 2.5
2.0% 2.0% 2.0% 2.0% 2.0% 2.0%
6:1
578.47
4608+50.00
577.41
4608+25.00
576.35
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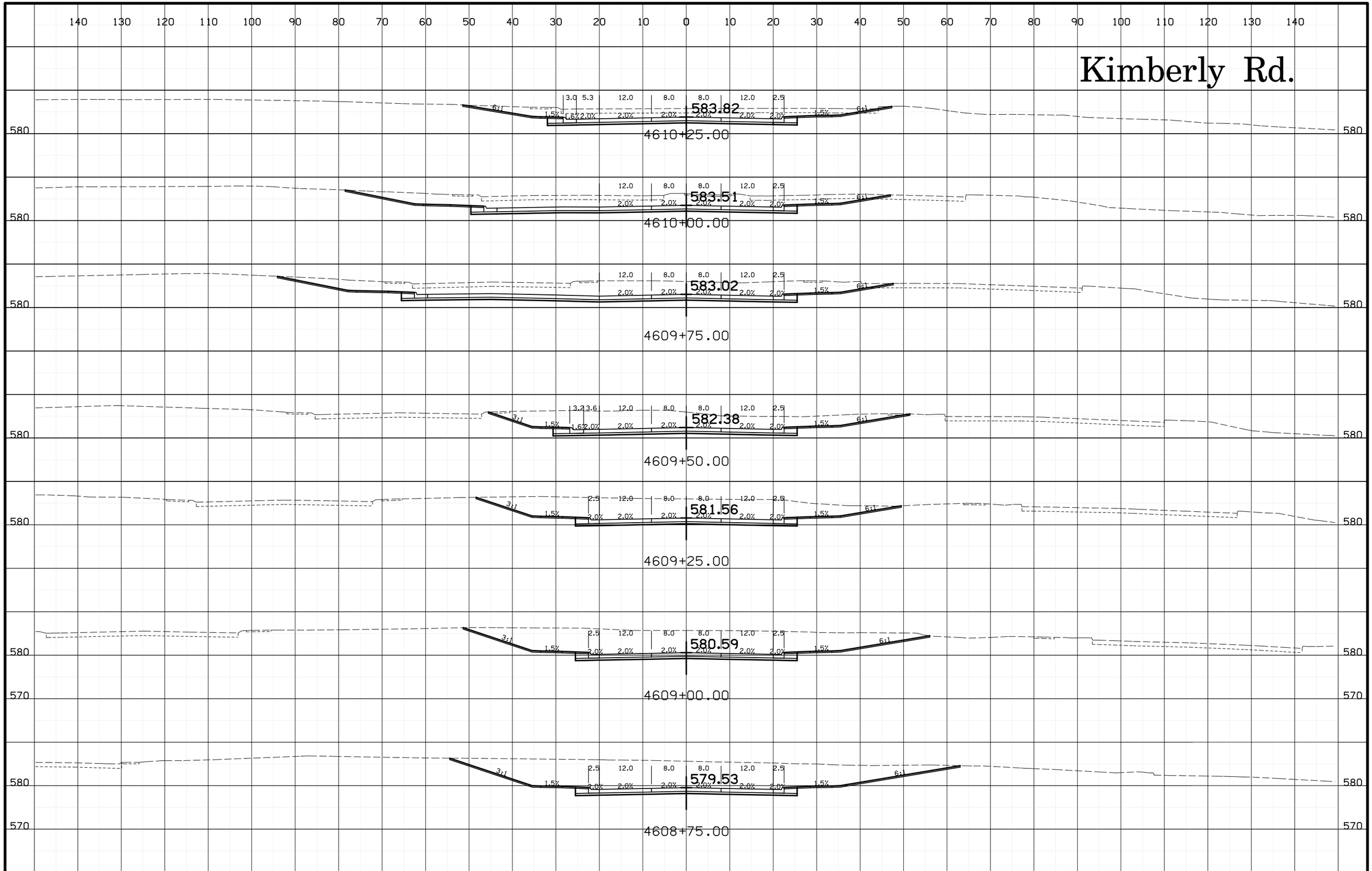
573.60
4607+25.00

Kimberly Rd.



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Kimberly Rd.

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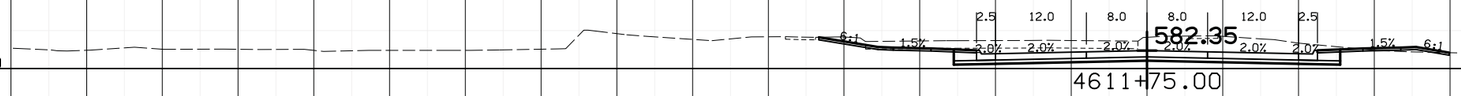
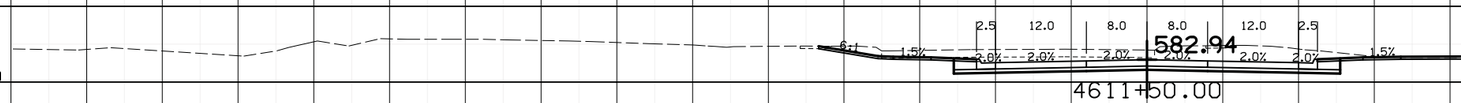
590 580 570



4612+00.00



4611+75.00



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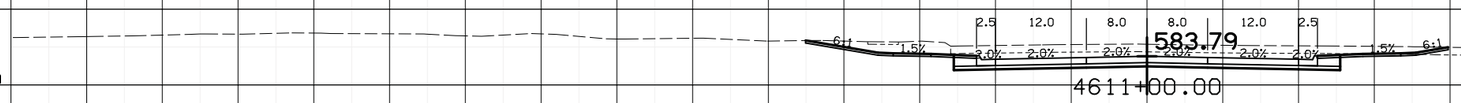
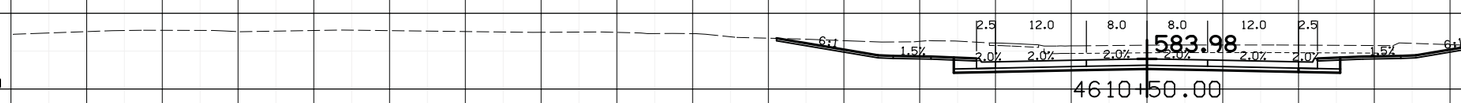
4611+25.00



4611+00.00



4610+75.00



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580 570

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ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.6

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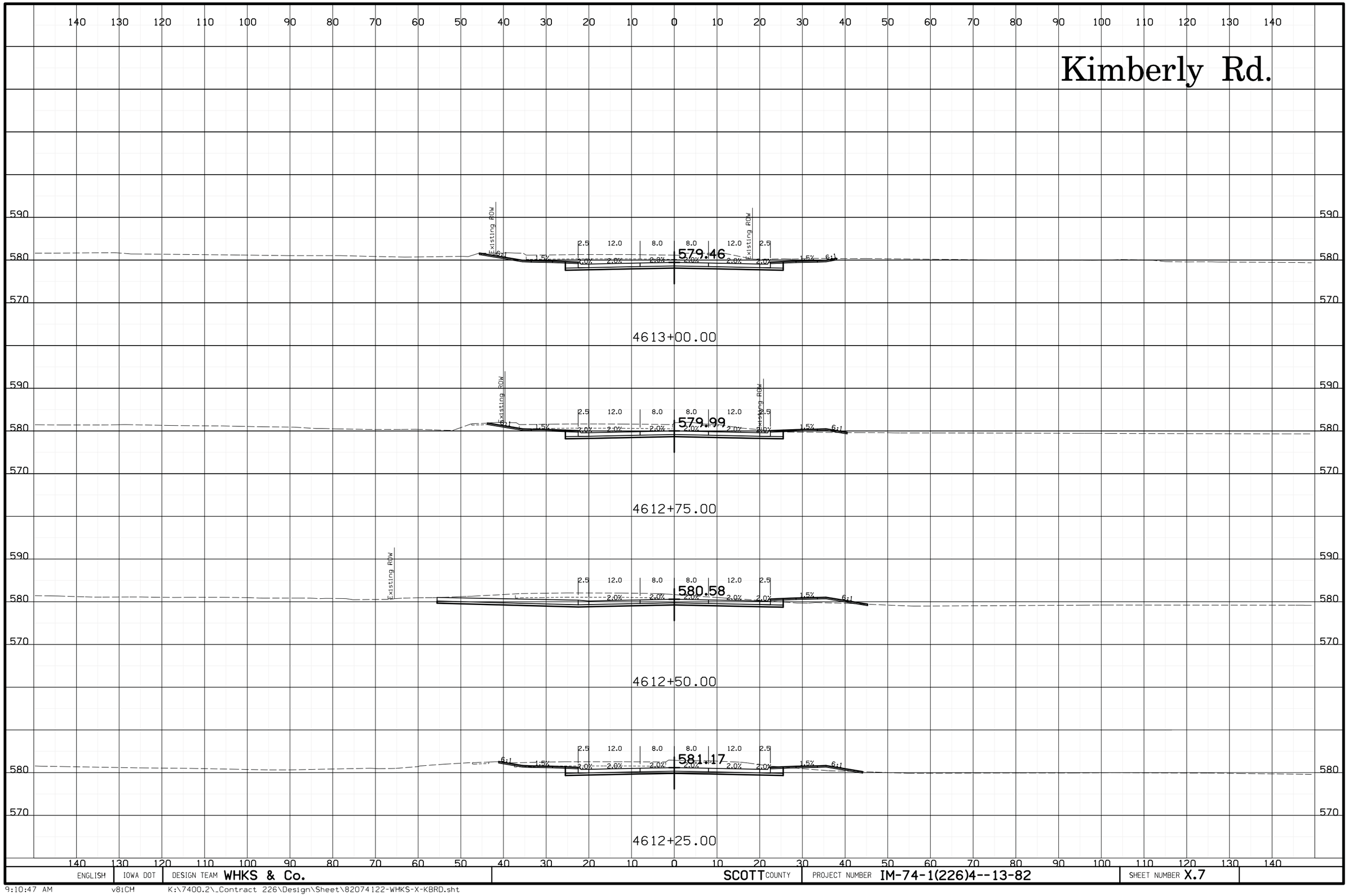

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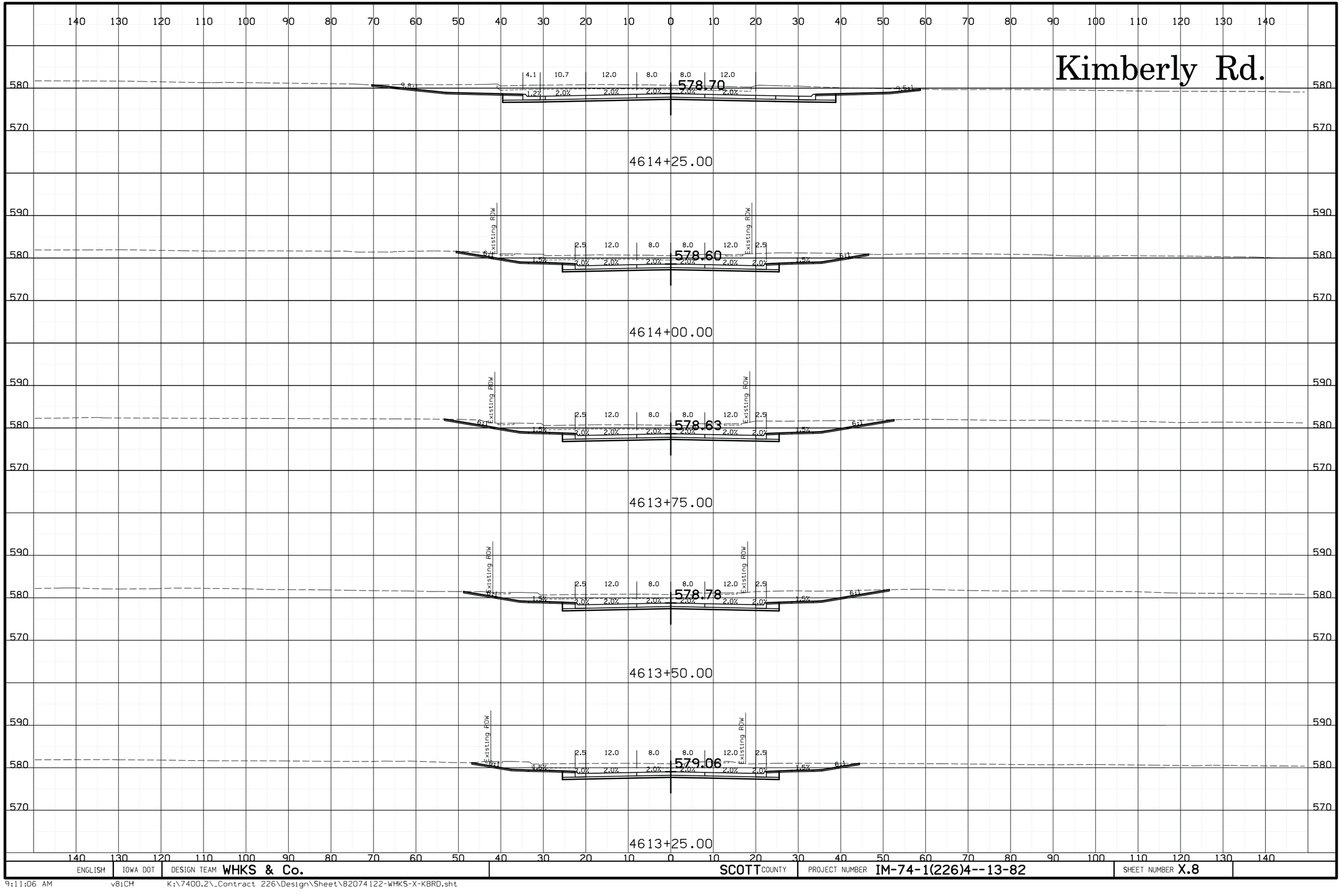
Kimberly Rd.



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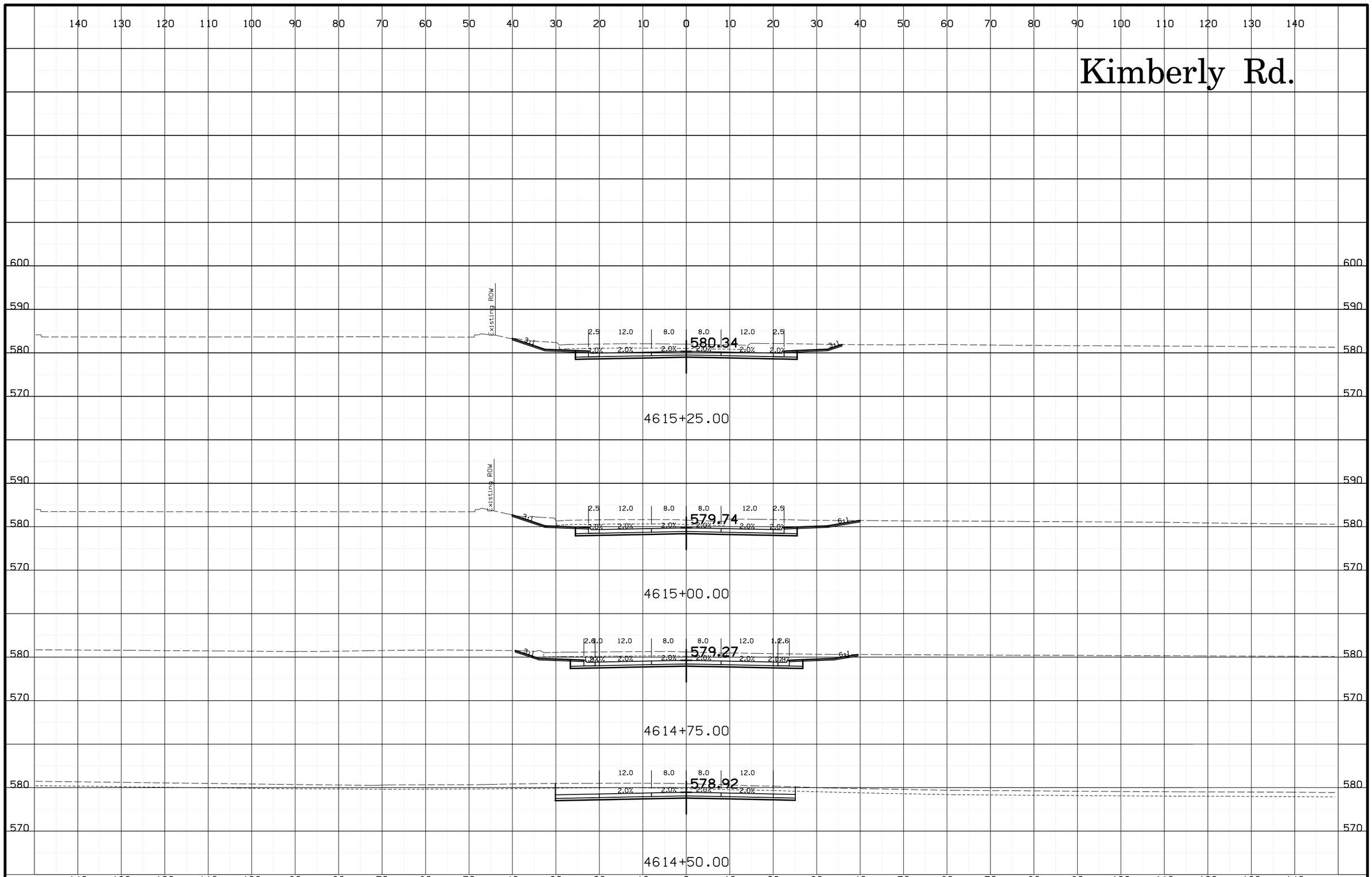
Kimberly Rd.



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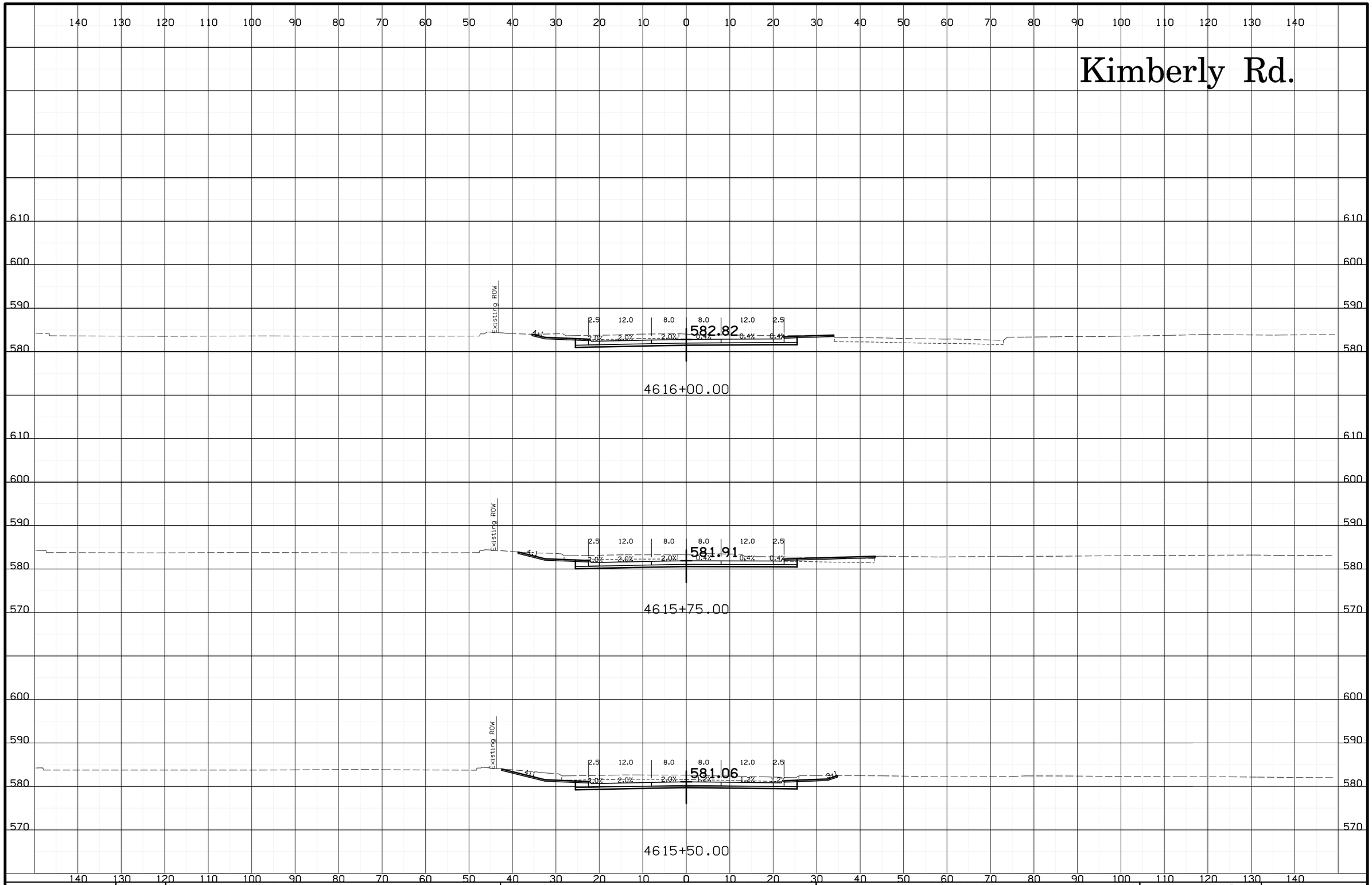
Kimberly Rd.



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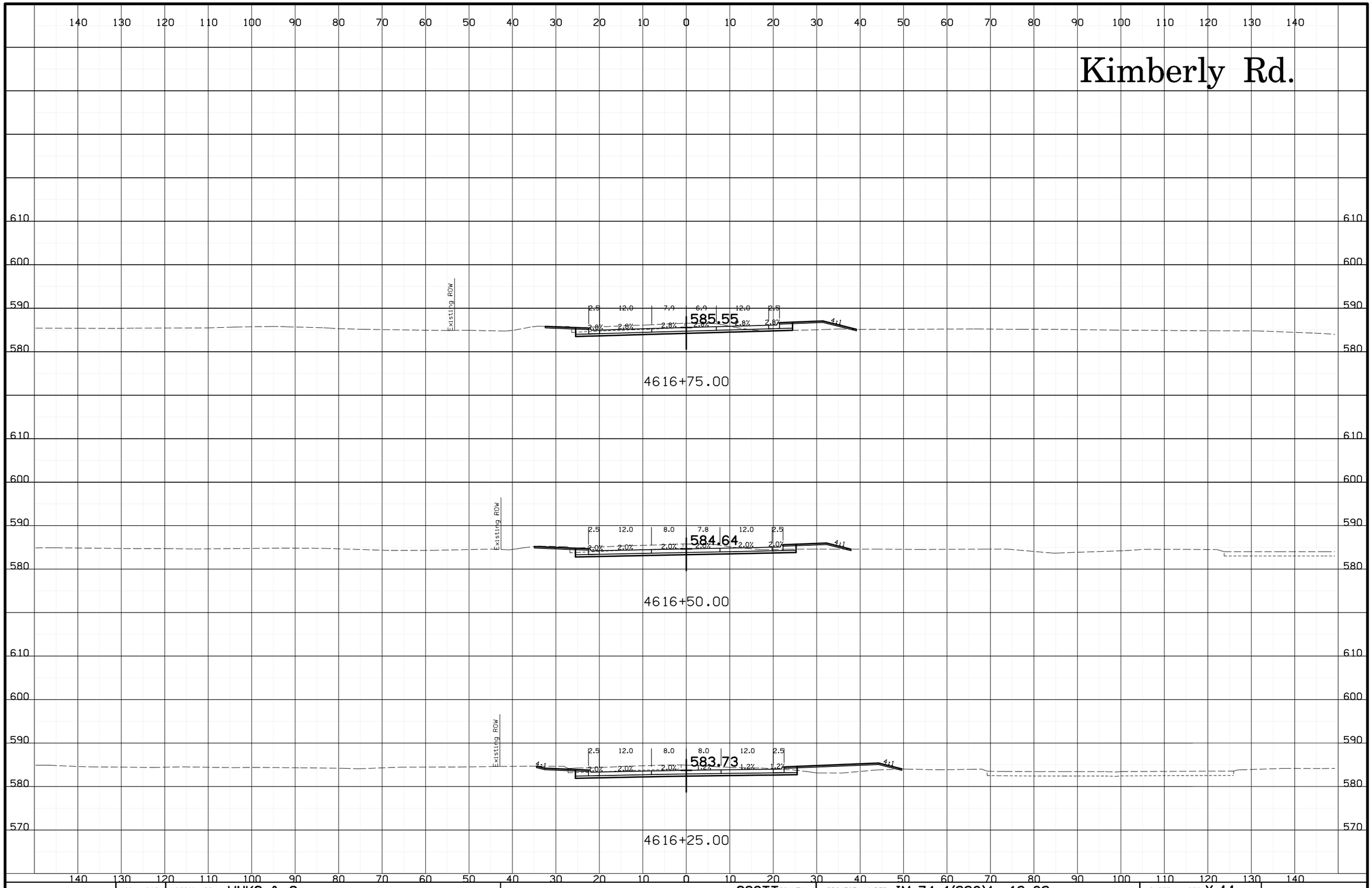

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Kimberly Rd.

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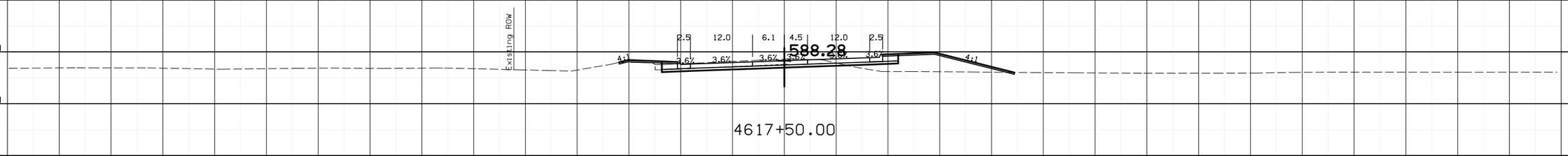
610 600 590 580



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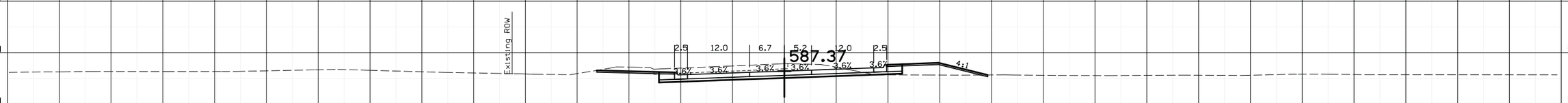

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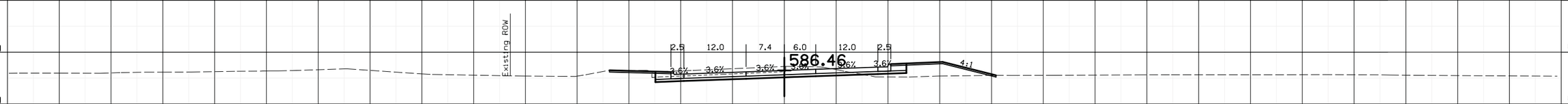

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ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.12

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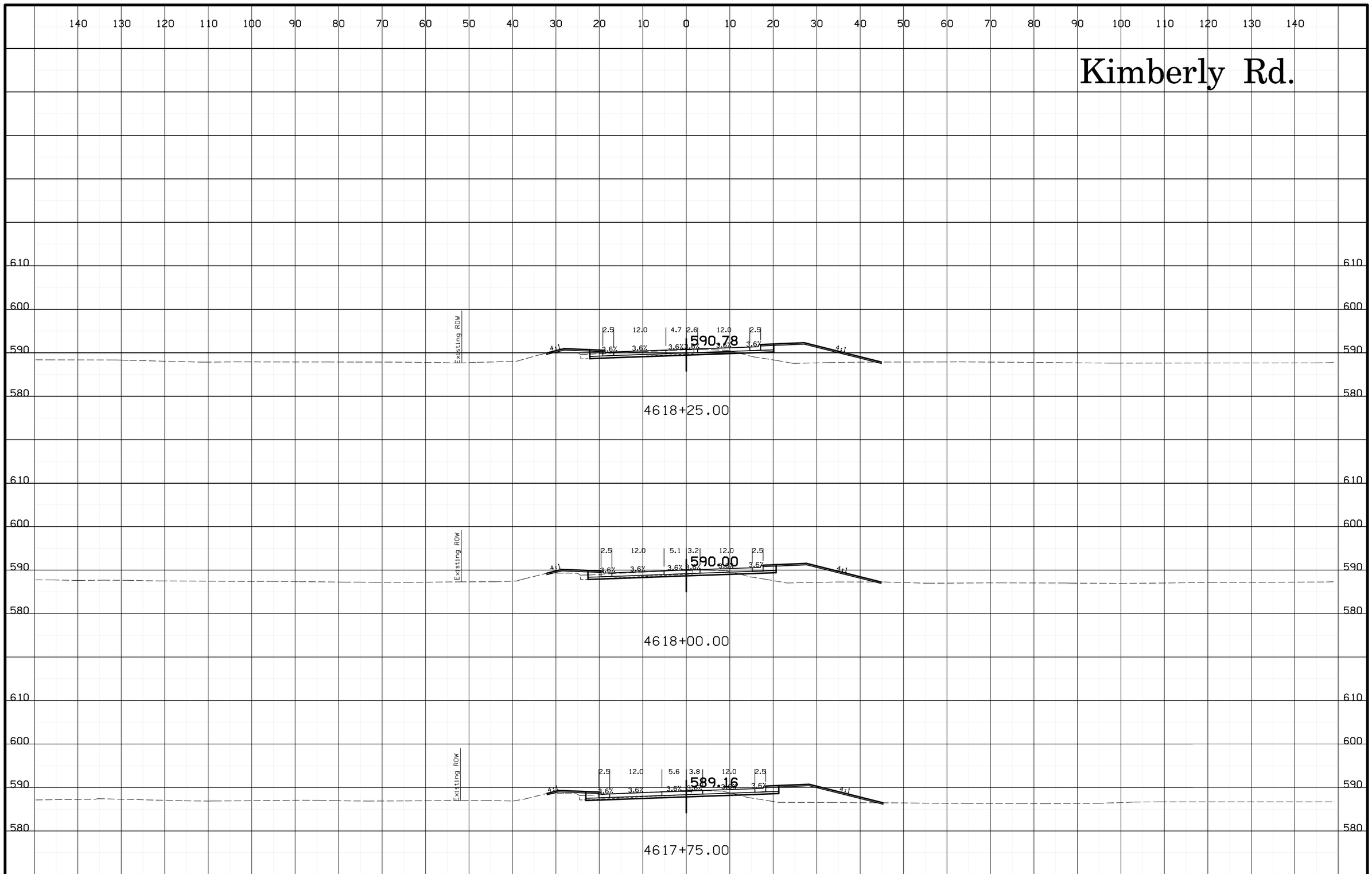
Kimberly Rd.



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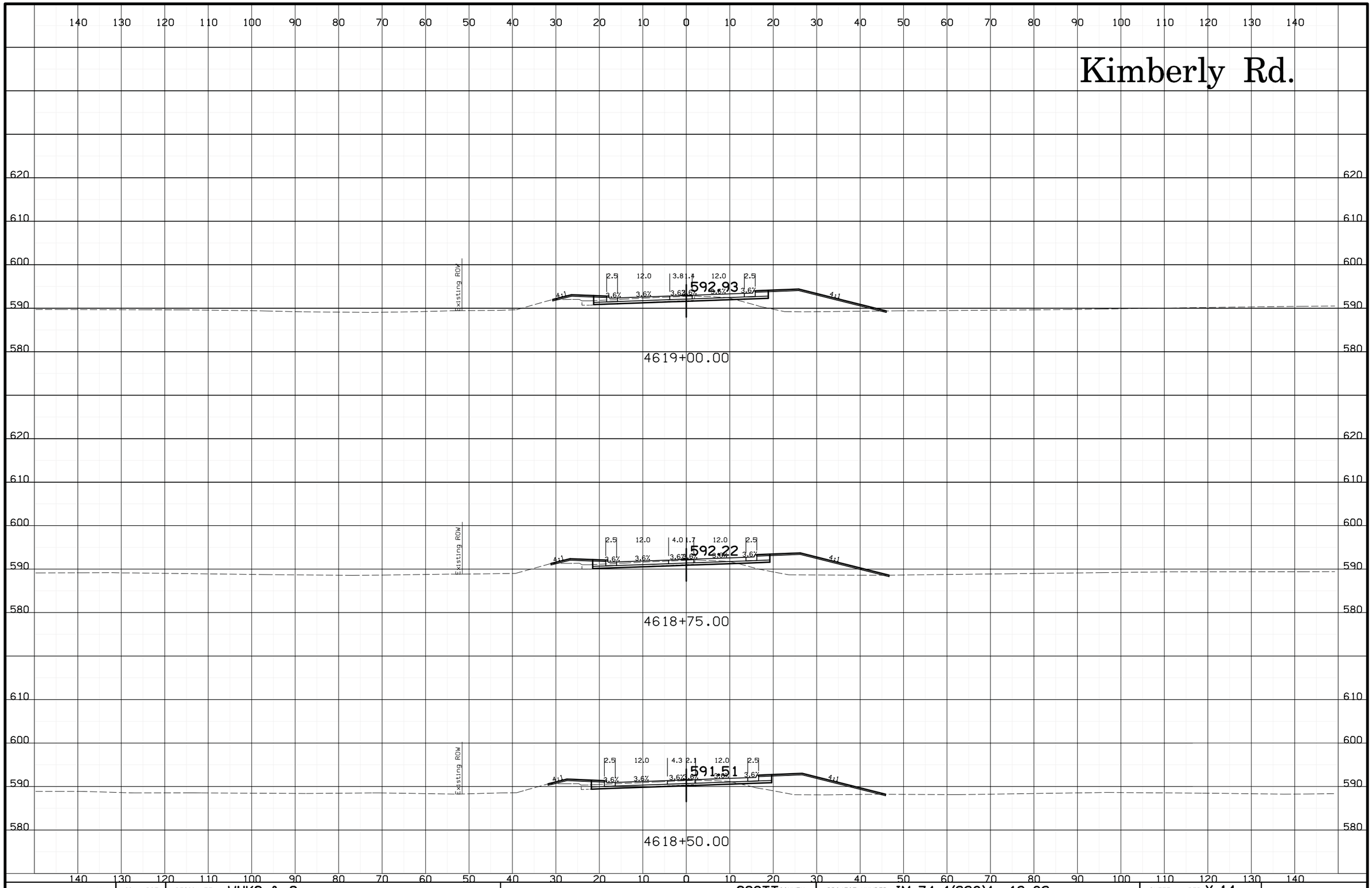

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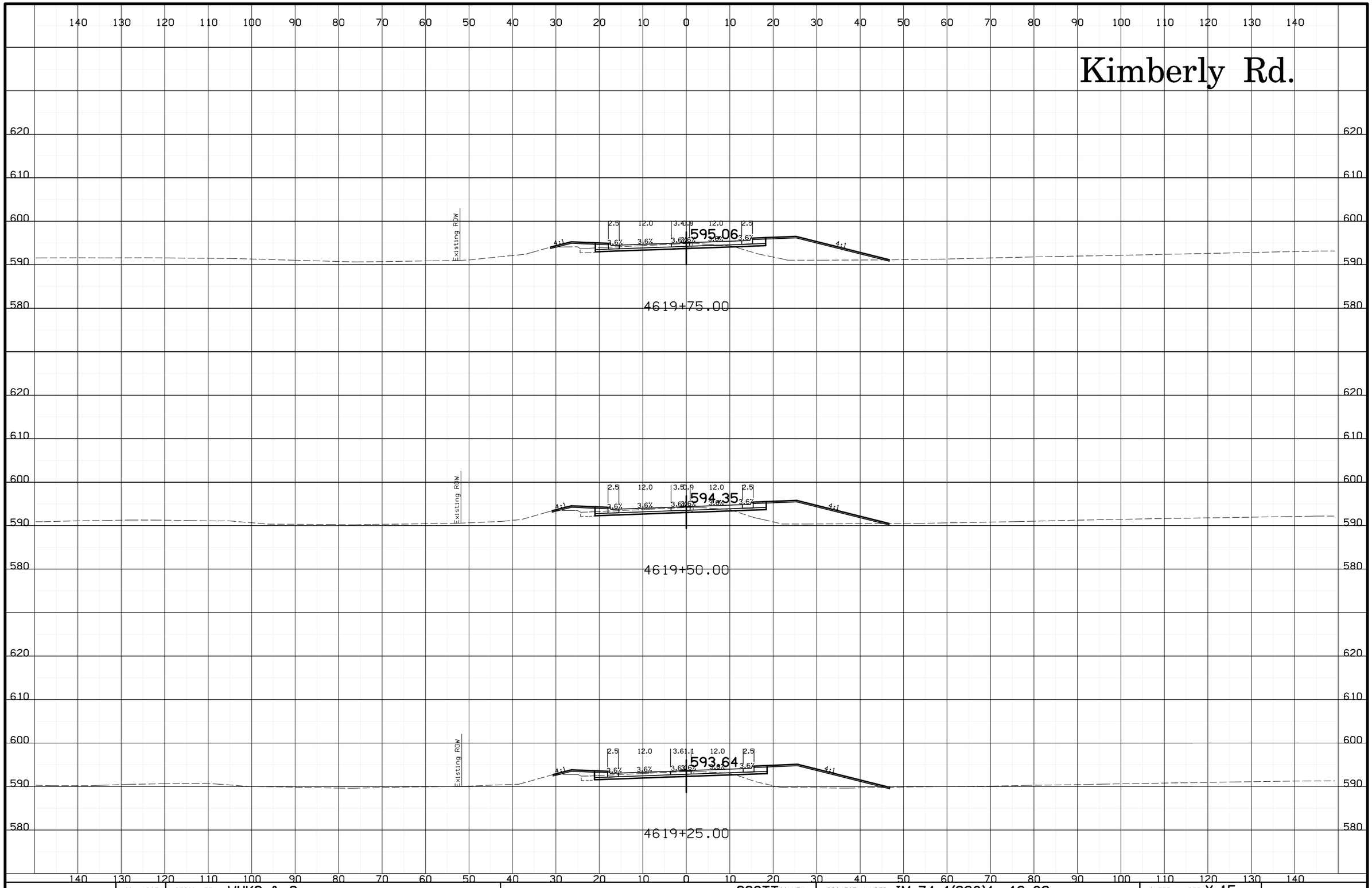
Kimberly Rd.



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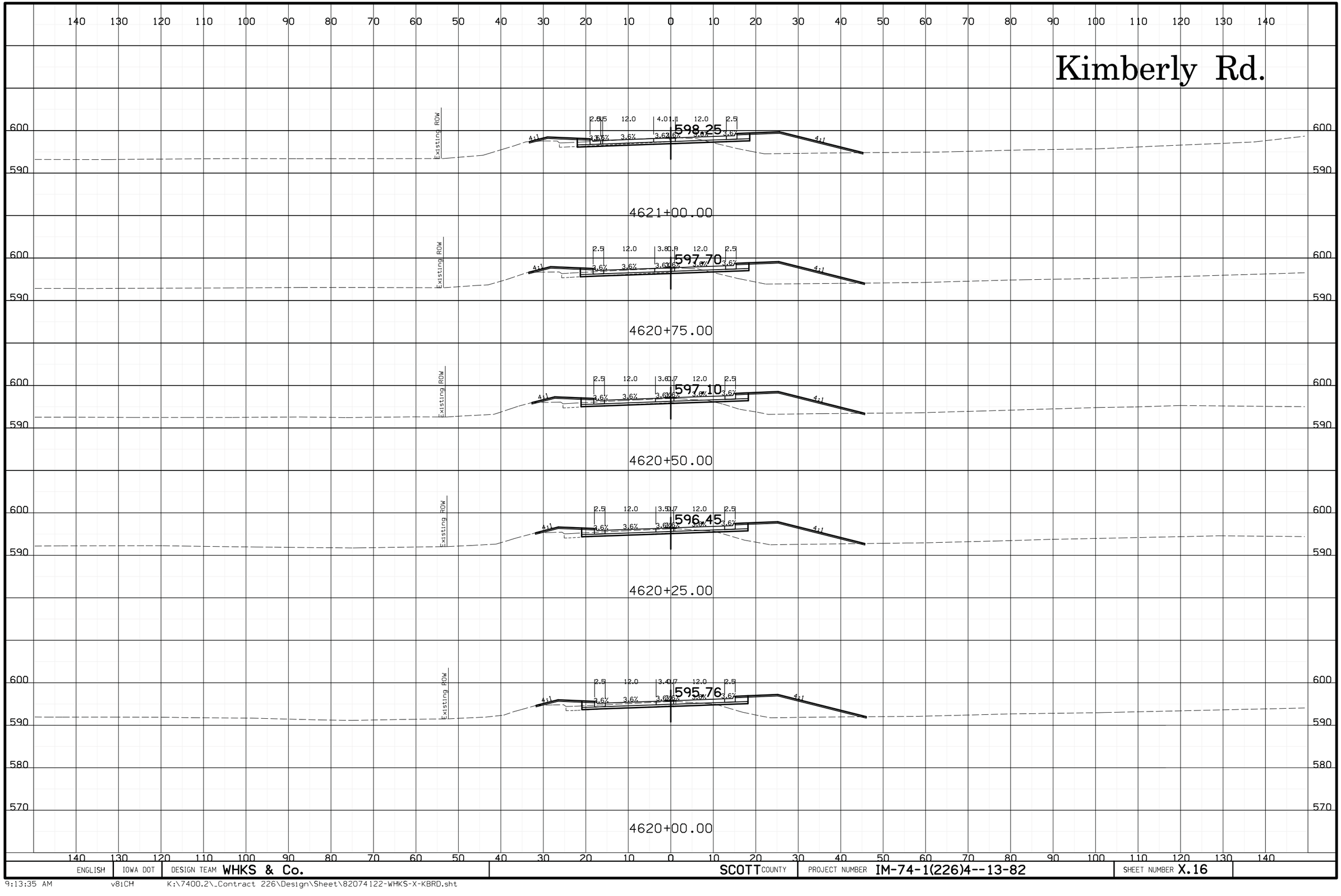
Kimberly Rd.



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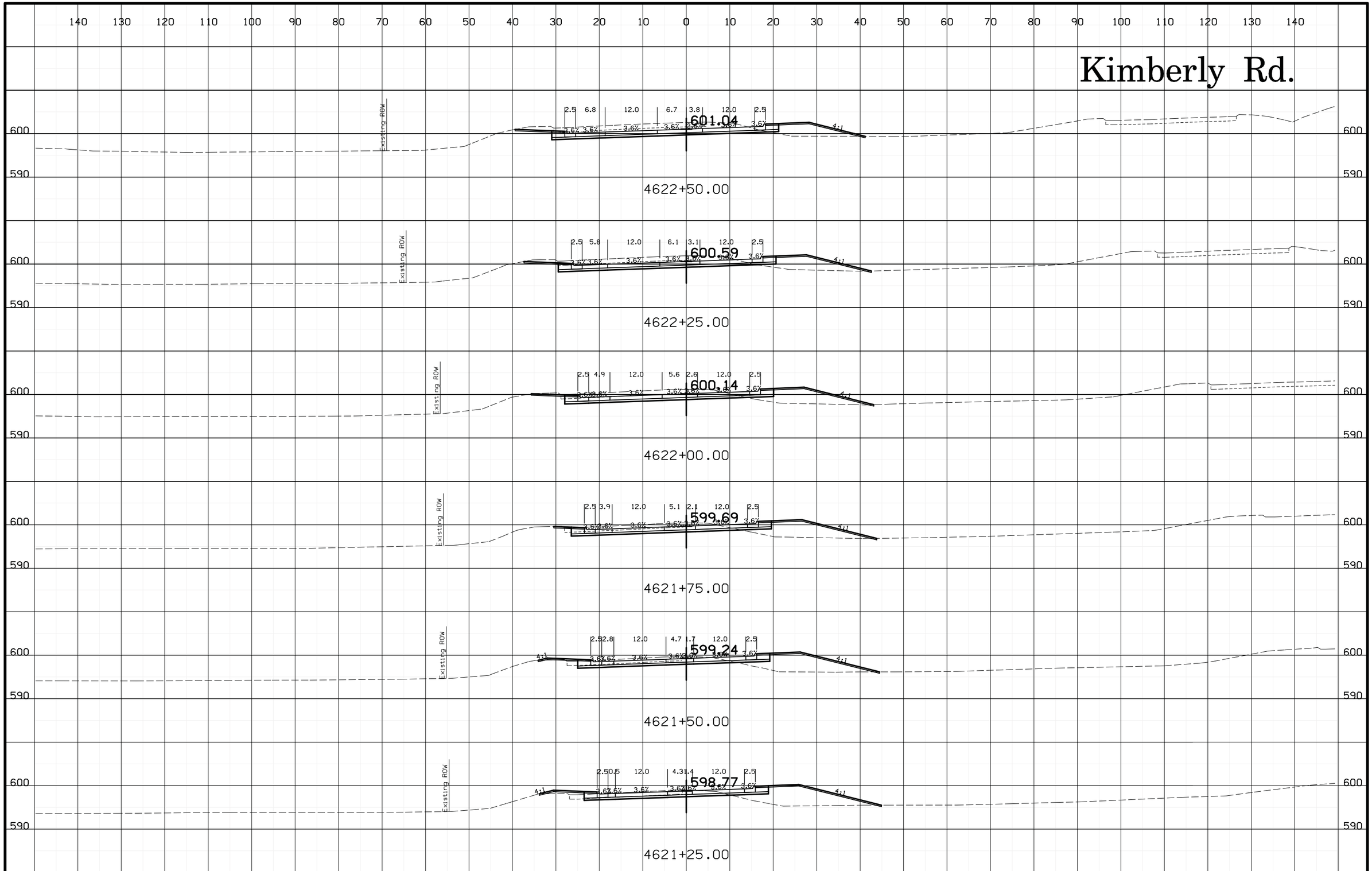

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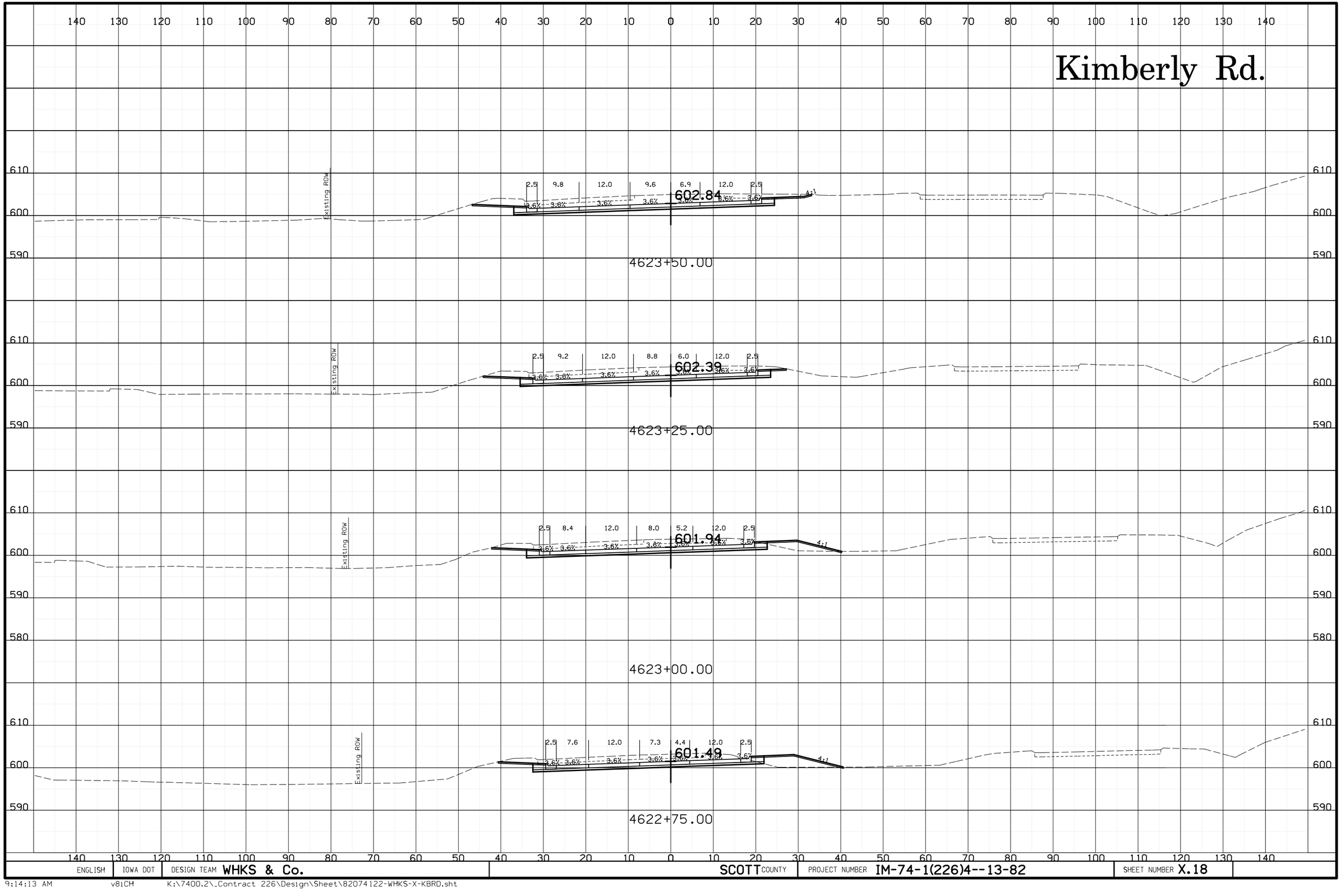
Kimberly Rd.



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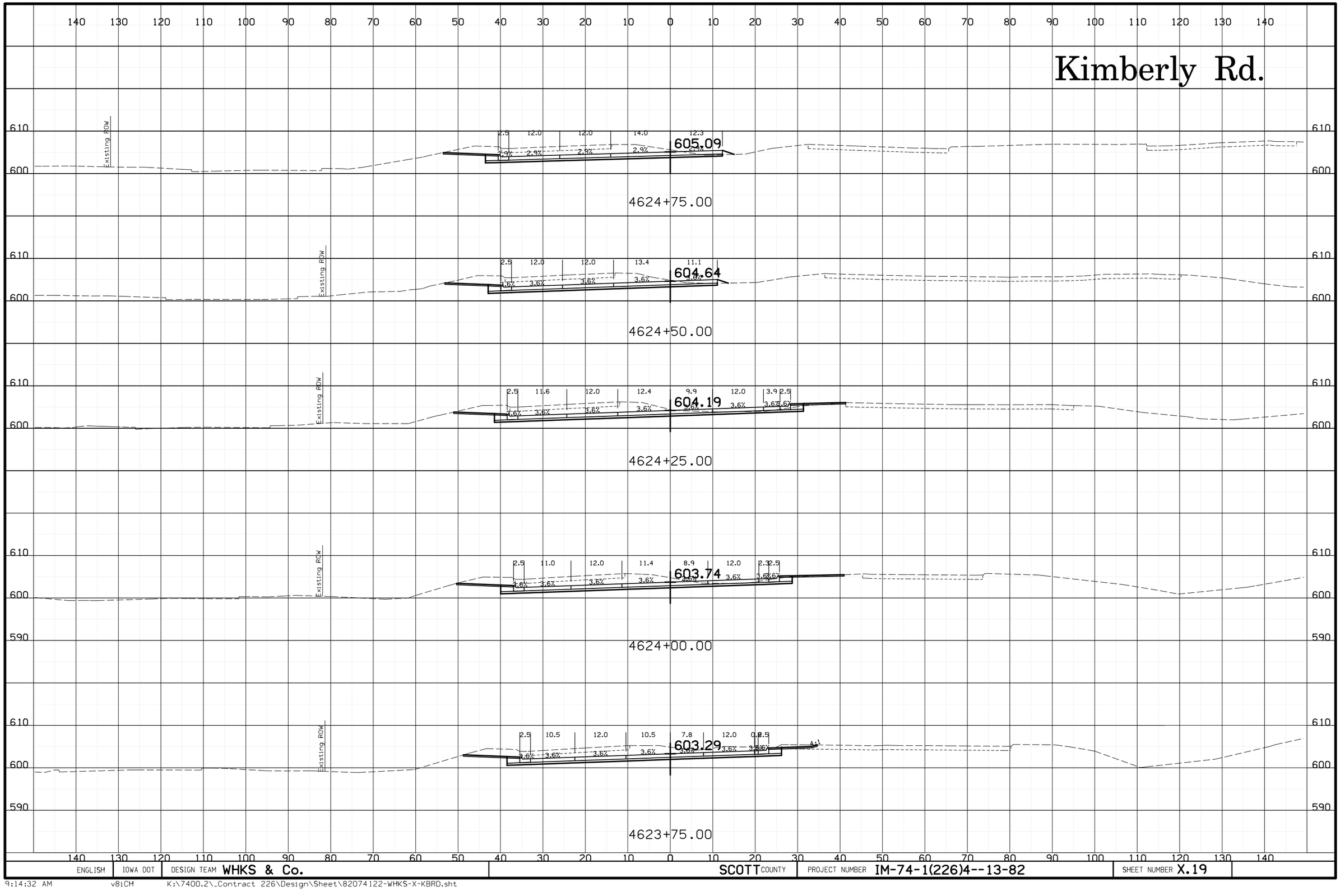
Kimberly Rd.



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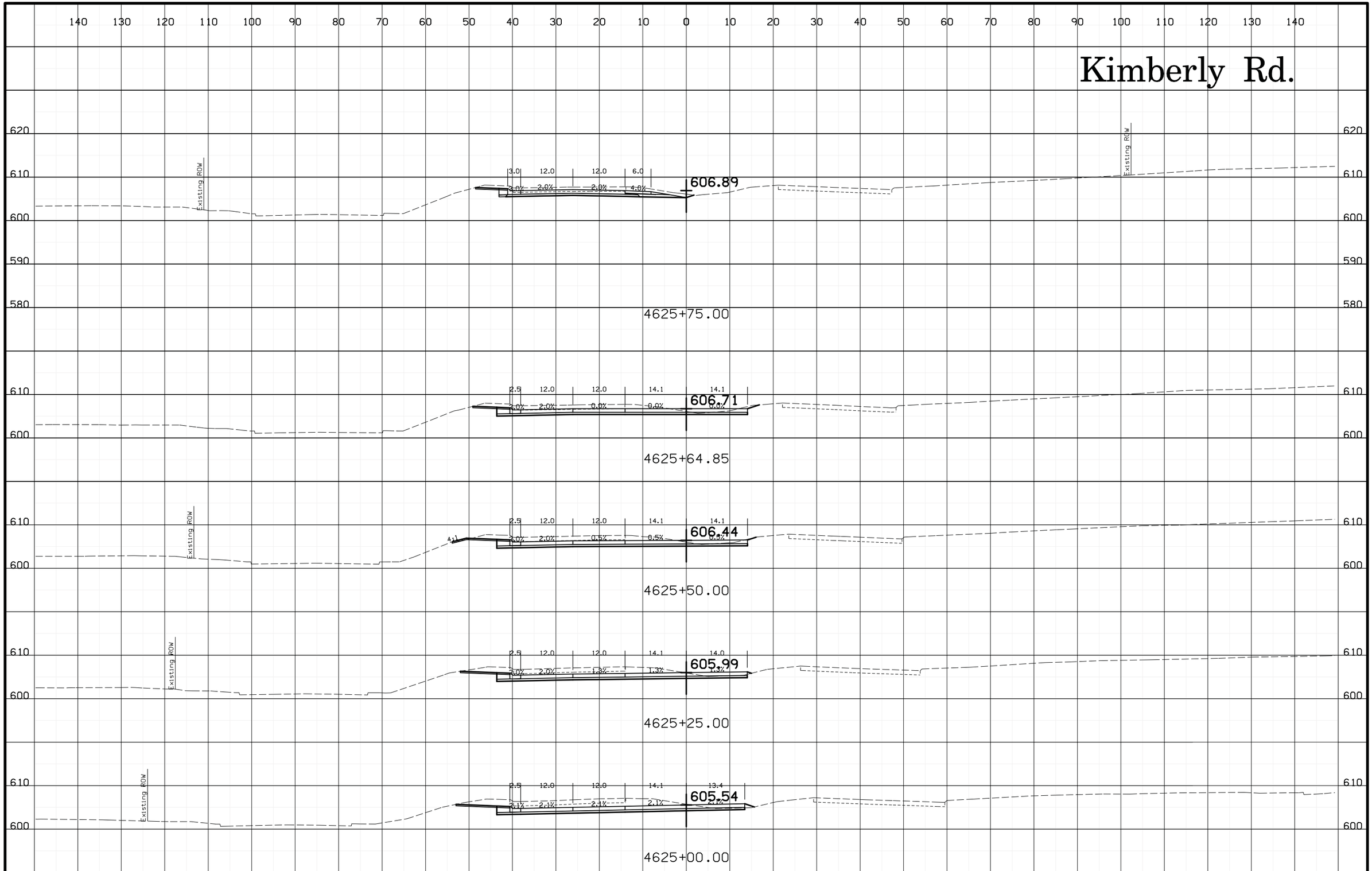
Kimberly Rd.



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9:14:50 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-KBRD.sht

Kimberly Rd.

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

620
610

Existing ROW

12.0 | 12.0 | 6.0
2.21% | 2.25% | 4.0%

609.14

4627+00.00

Existing ROW

620
610

Existing ROW

3.0 | 12.0 | 12.0 | 6.0
3.0% | 1.0% | 2.0% | 4.0%

608.69

4626+75.00

Existing ROW

620
610

Existing ROW

3.0 | 12.0 | 12.0 | 6.0
3.0% | 0.22% | 2.0% | 4.0%

608.24

4626+50.00

Existing ROW

620
610

Existing ROW

3.0 | 12.0 | 12.0 | 6.0
3.0% | 1.43% | 2.0% | 4.0%

607.79

4626+25.00

Existing ROW

620
610

Existing ROW

3.0 | 12.0 | 12.0 | 6.0
2.0% | 2.0% | 4.0%

607.34

4626+00.00

Existing ROW

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.21

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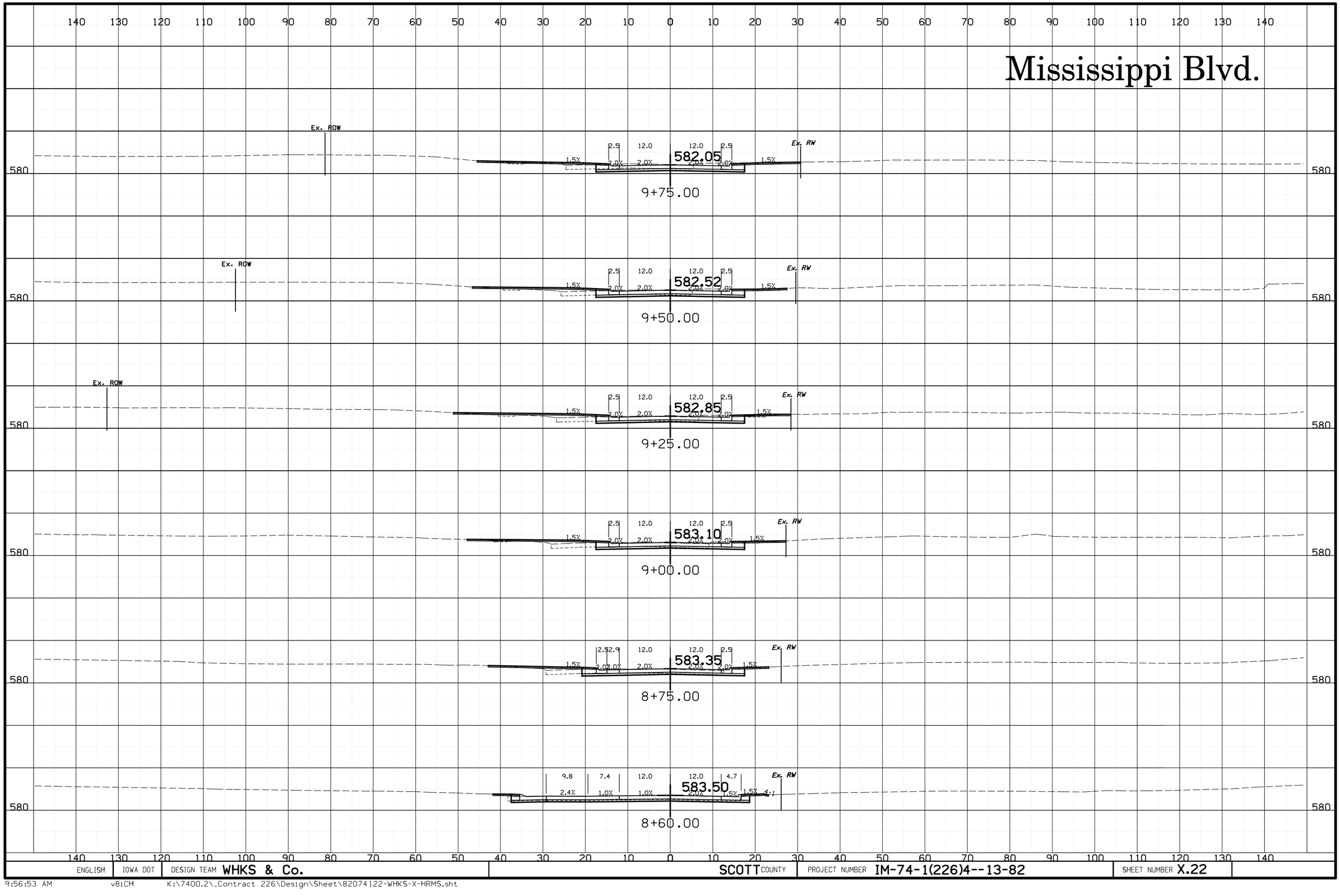

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.22

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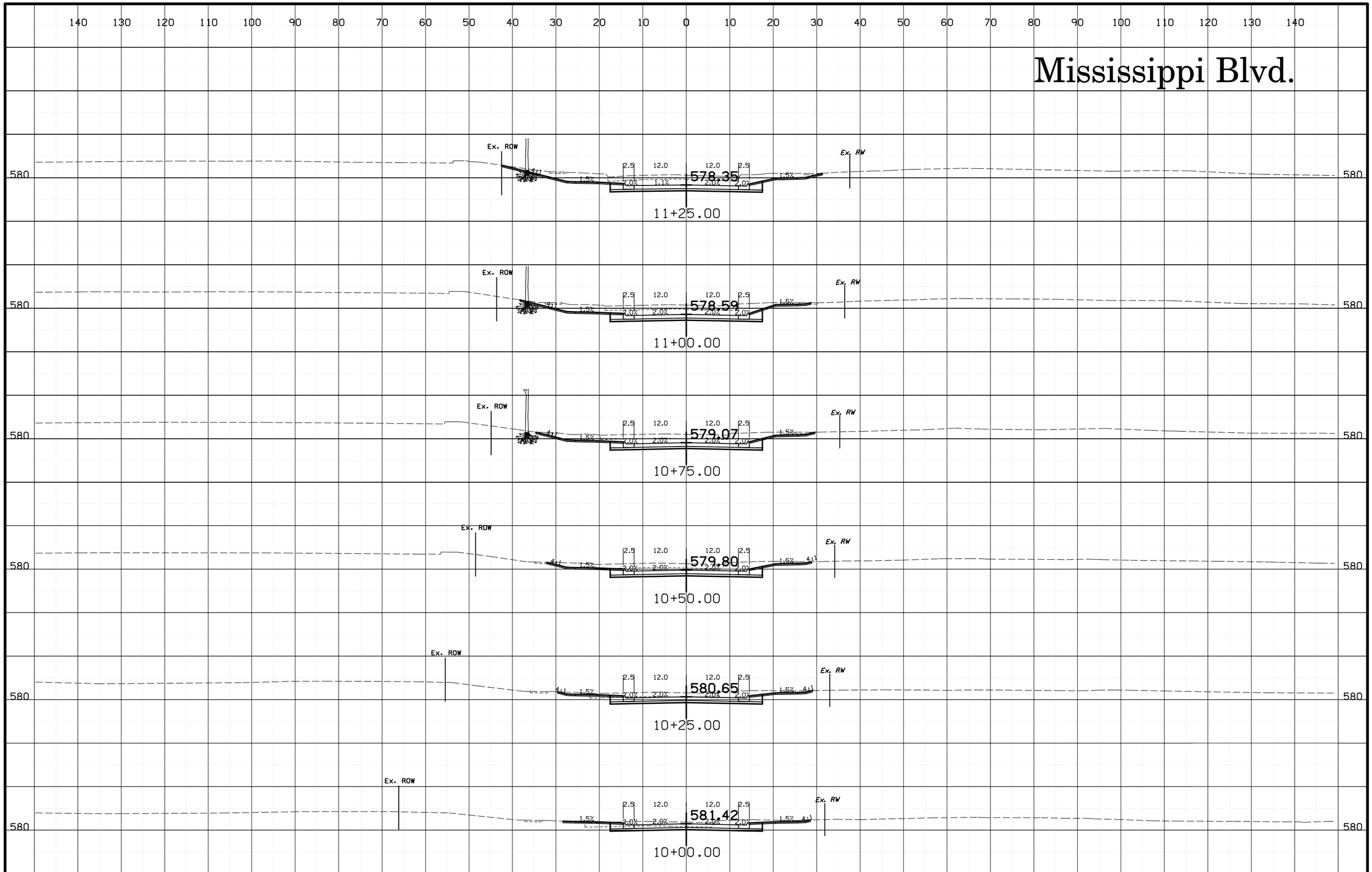

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.23

9:57:05 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-HRMS.sht

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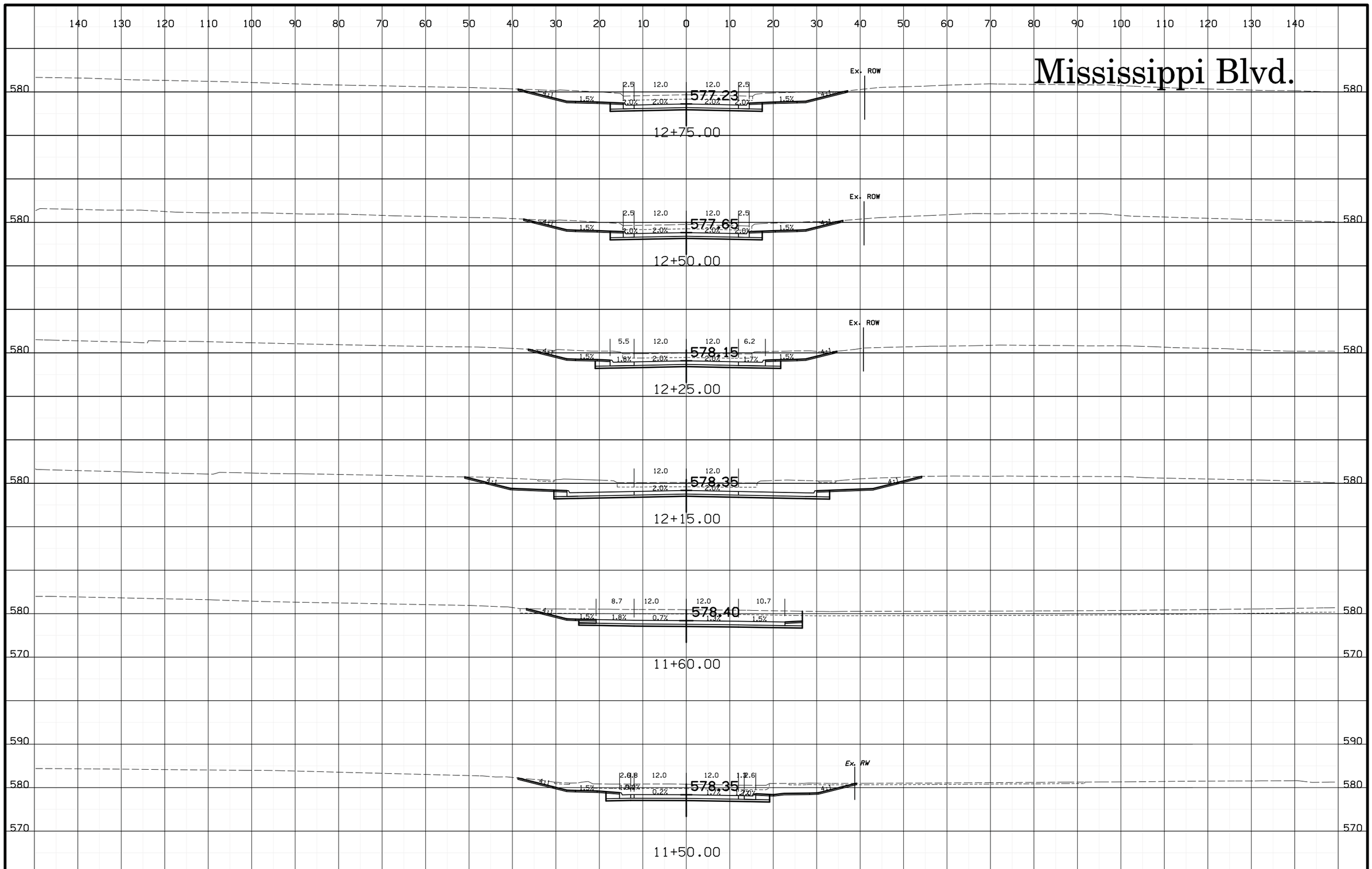

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.24

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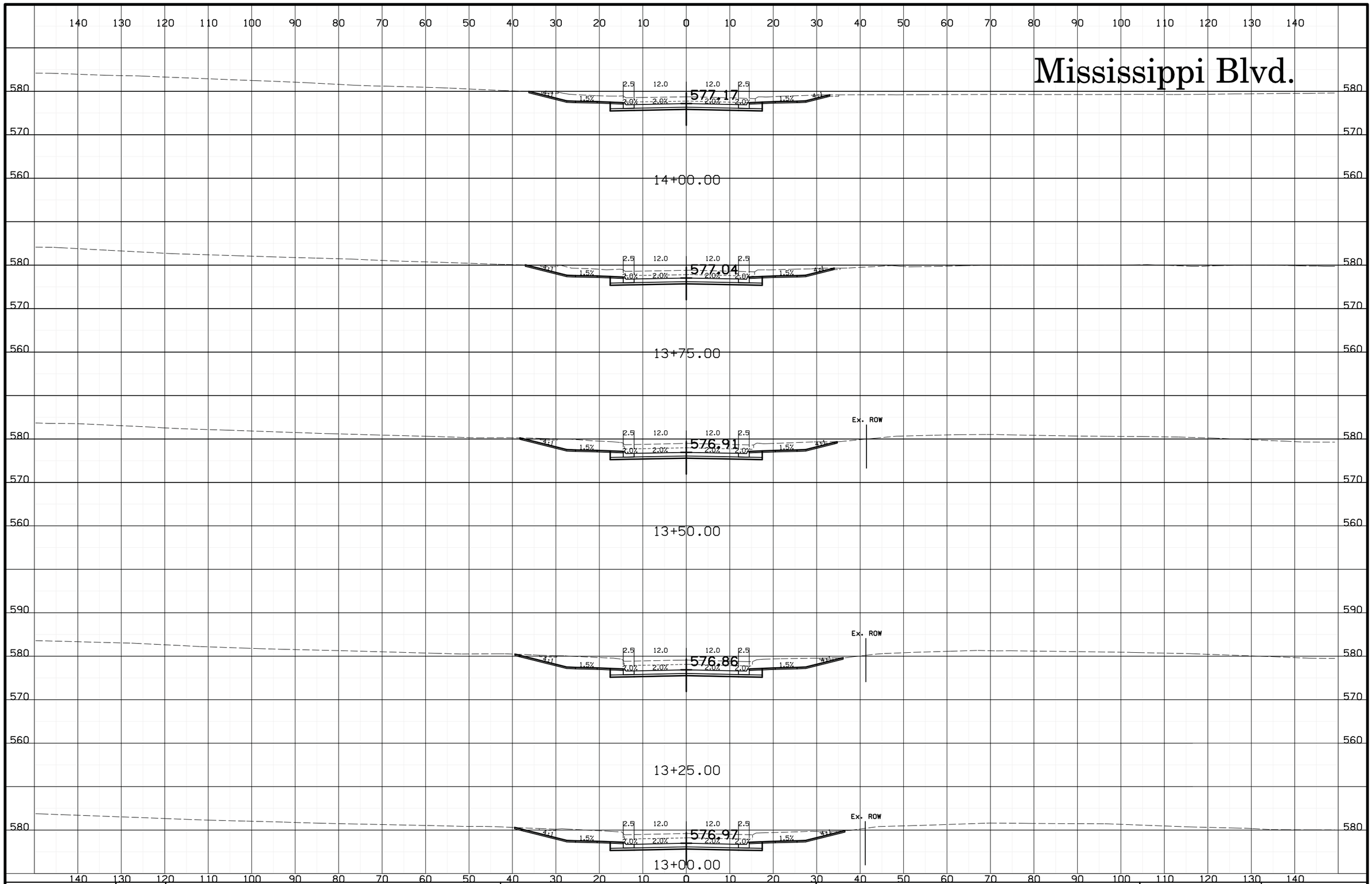

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.25

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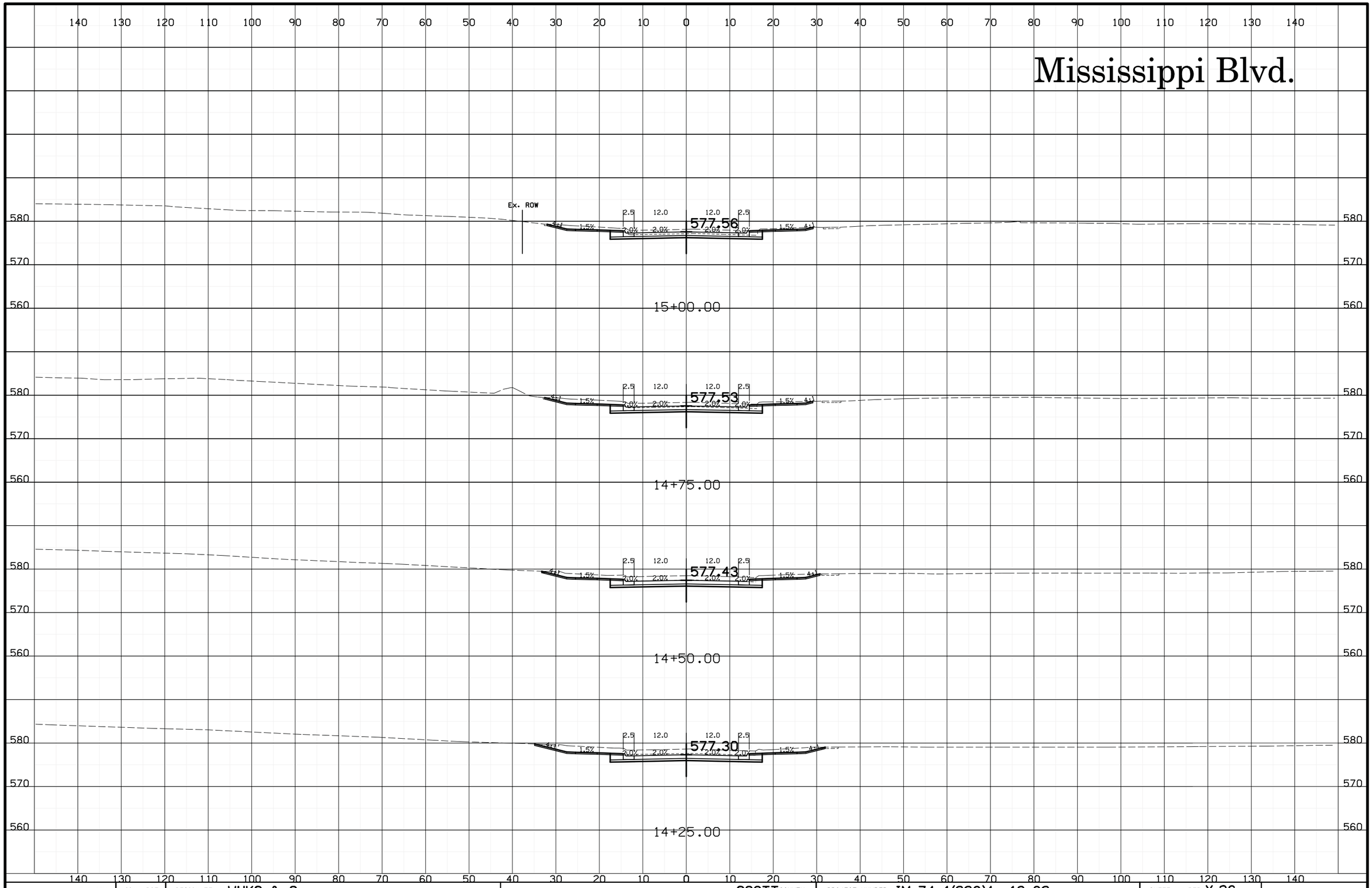
Mississippi Blvd.



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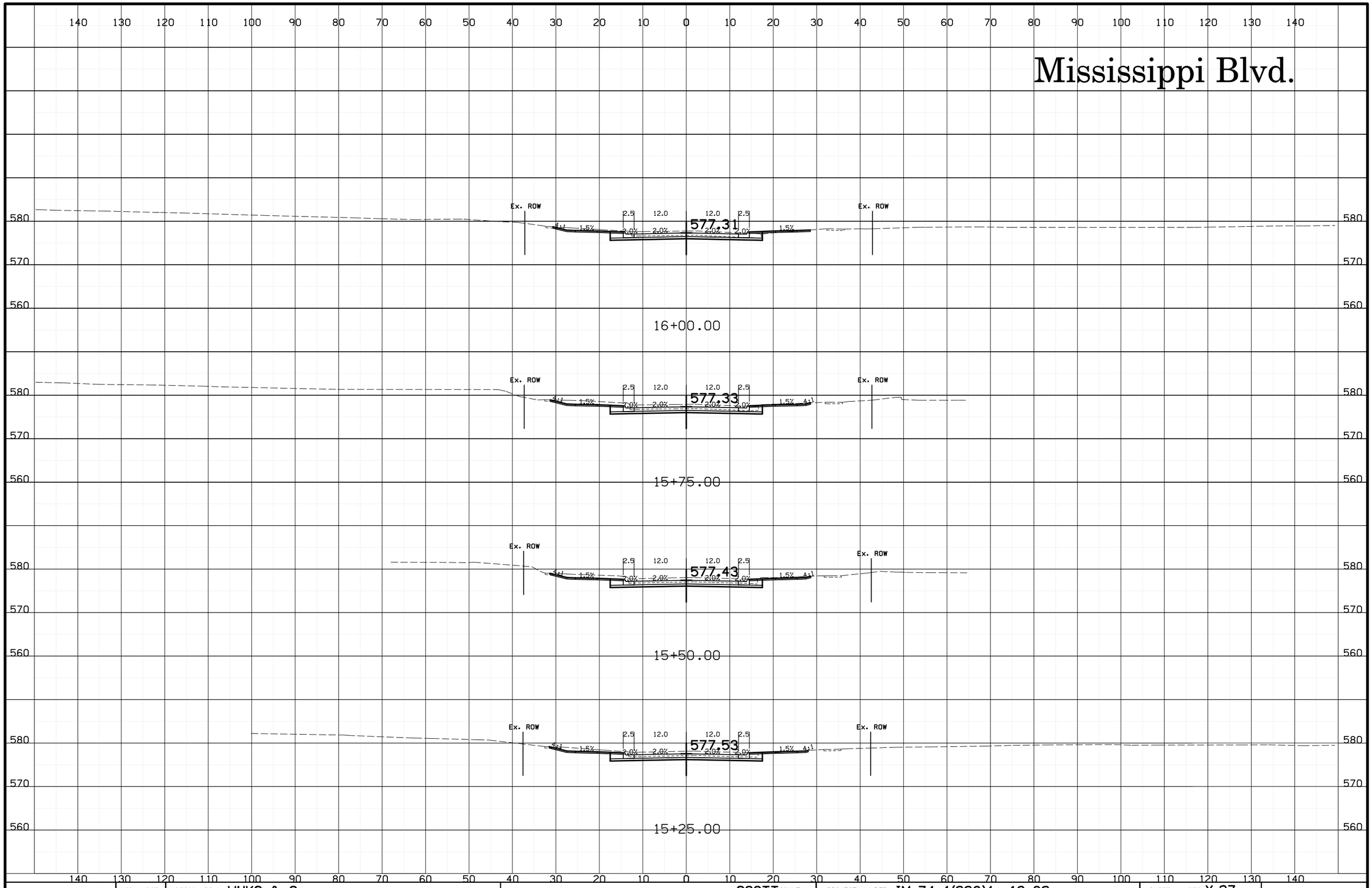
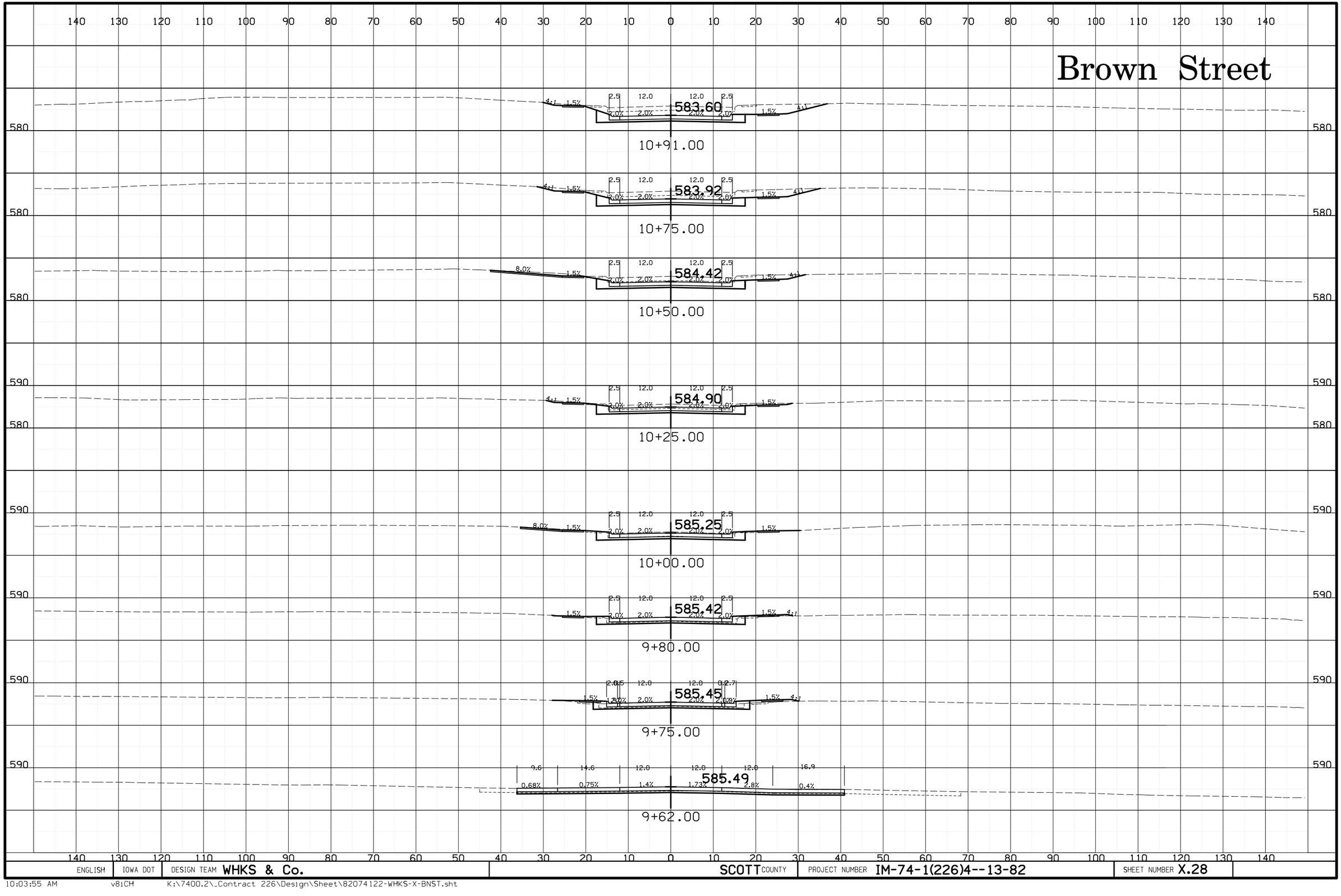


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.27

9:57:52 AM v81CH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-HRMS.sht

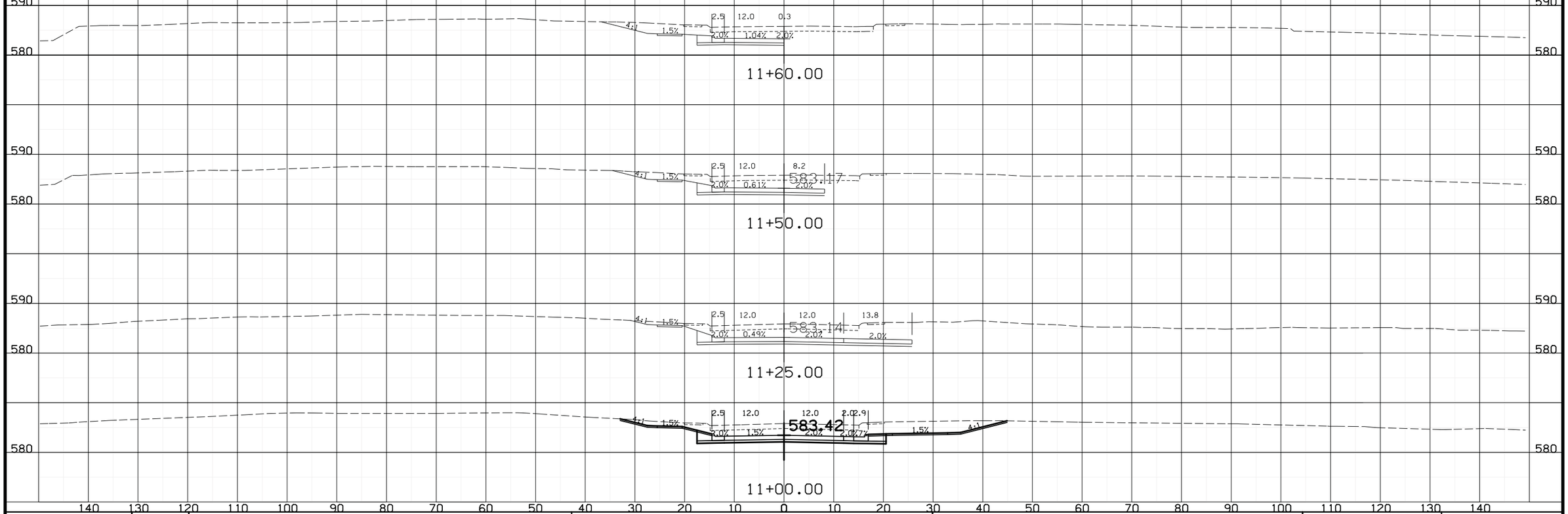
Brown Street



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.28

10:03:55 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-BNST.sht

Brown Street



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.29

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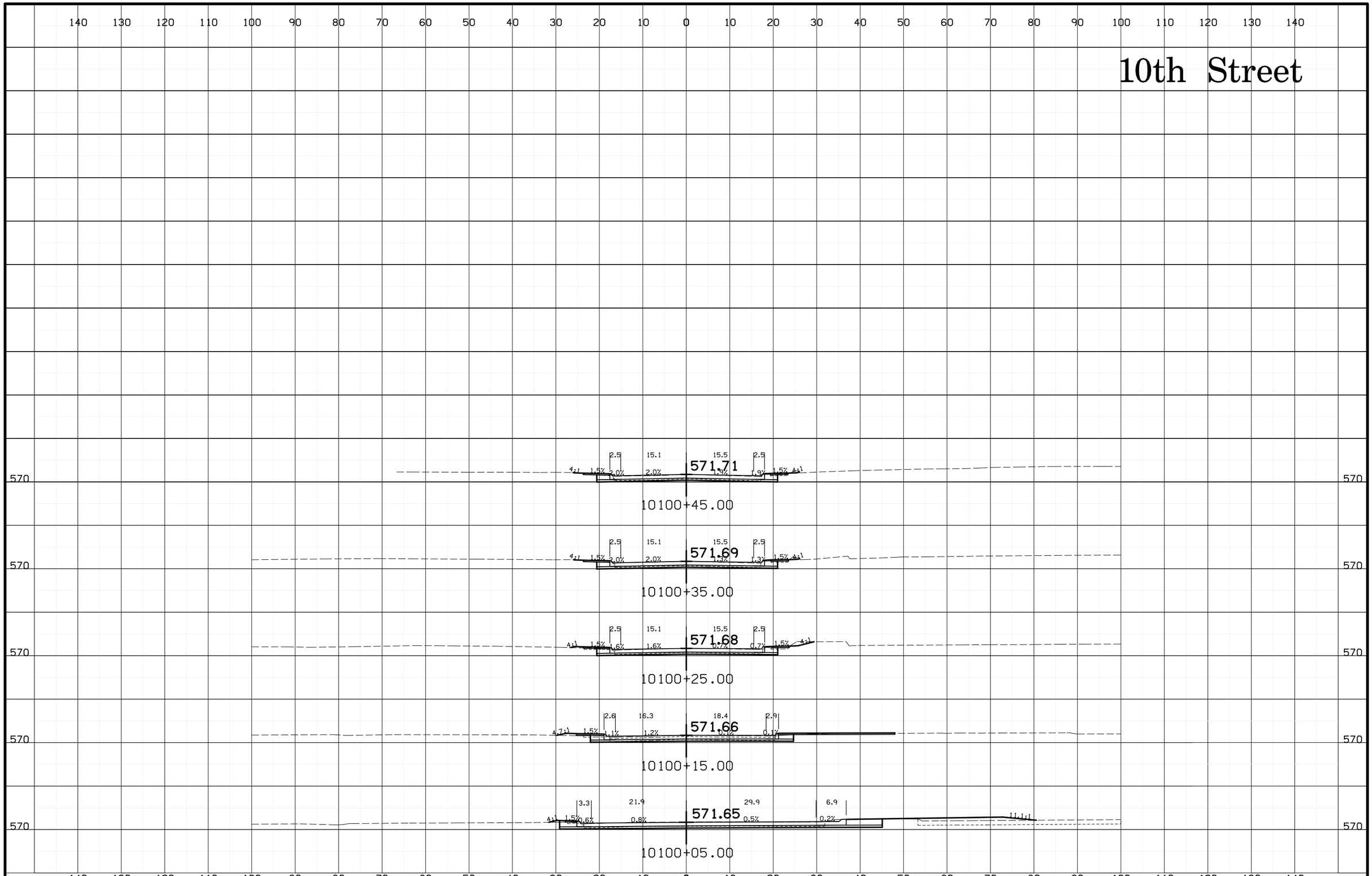


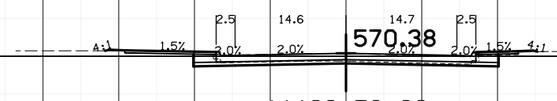
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.30

10:07:50 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-10st.sht

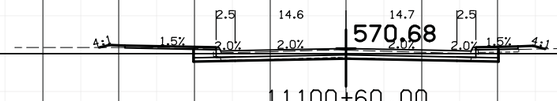
11th Street

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

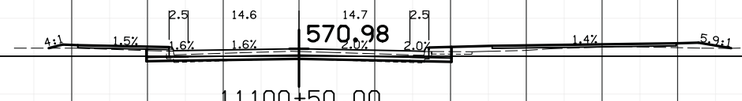
570



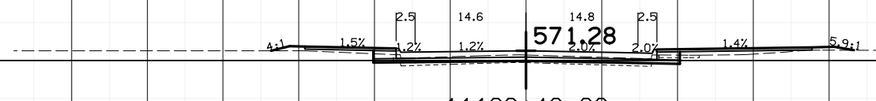
11100+70.00



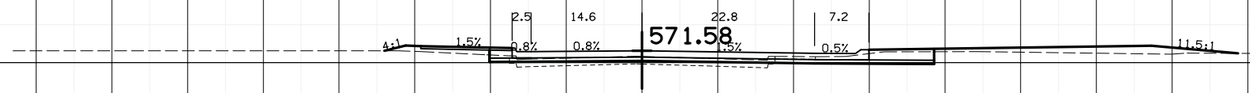
11100+60.00



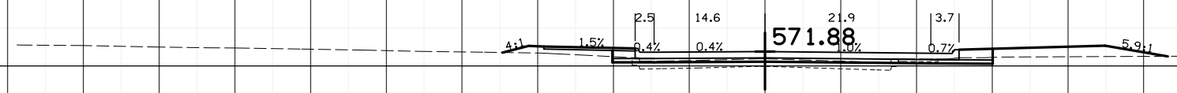
11100+50.00



11100+40.00



11100+30.00



11100+20.00



11100+10.00

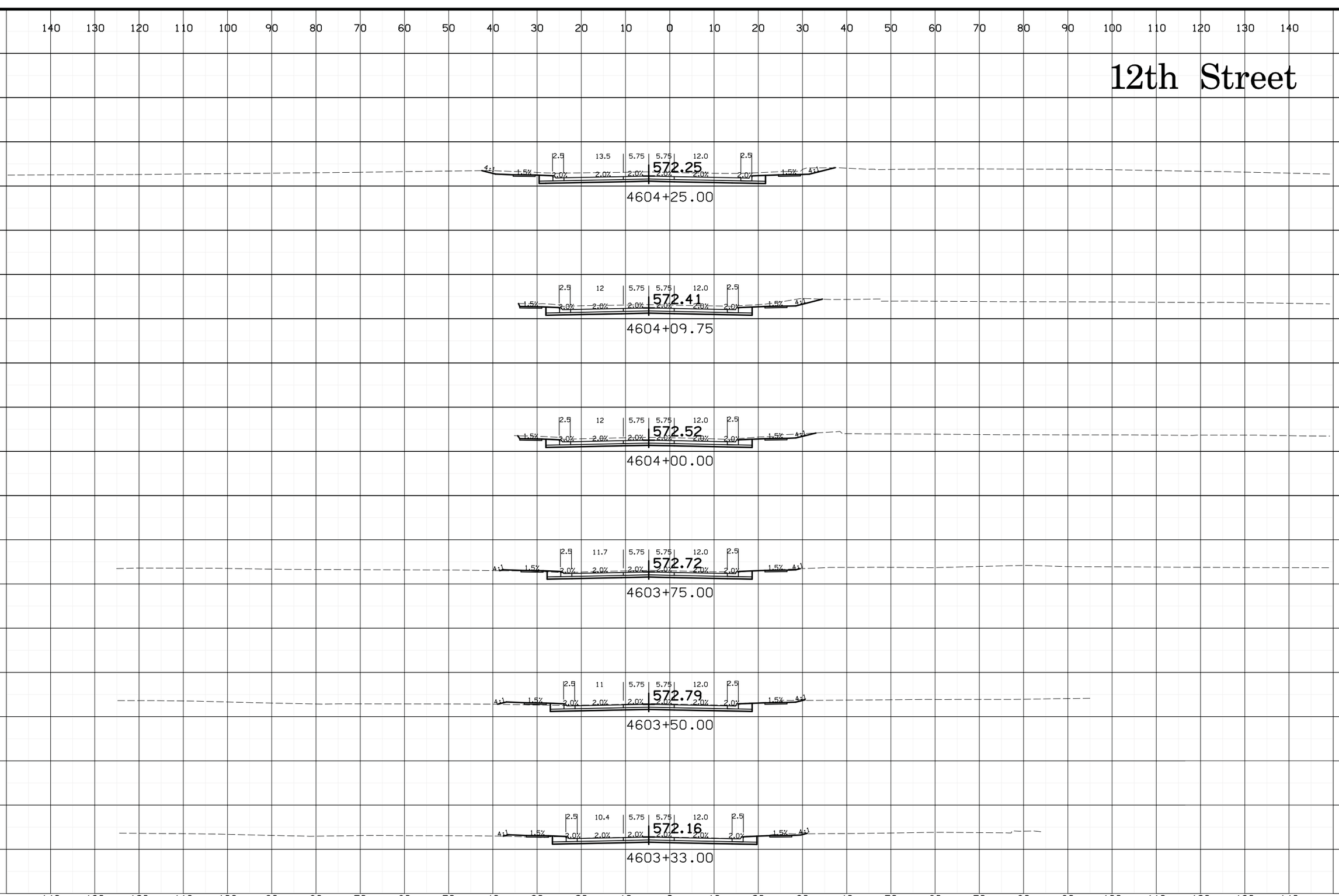
570

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.31

10:11:54 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-11ST.sht

12th Street

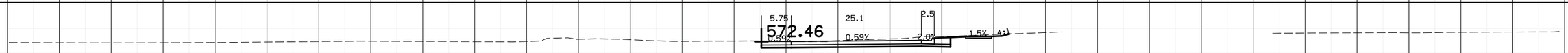


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.32

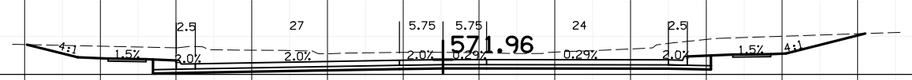
10:15:28 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-12ST.sht

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

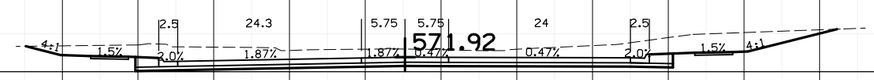
12th Street



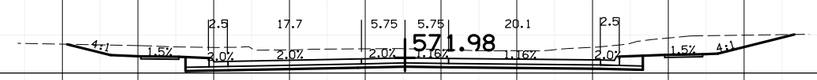
4605+00.00



4604+75.00



4604+69.75



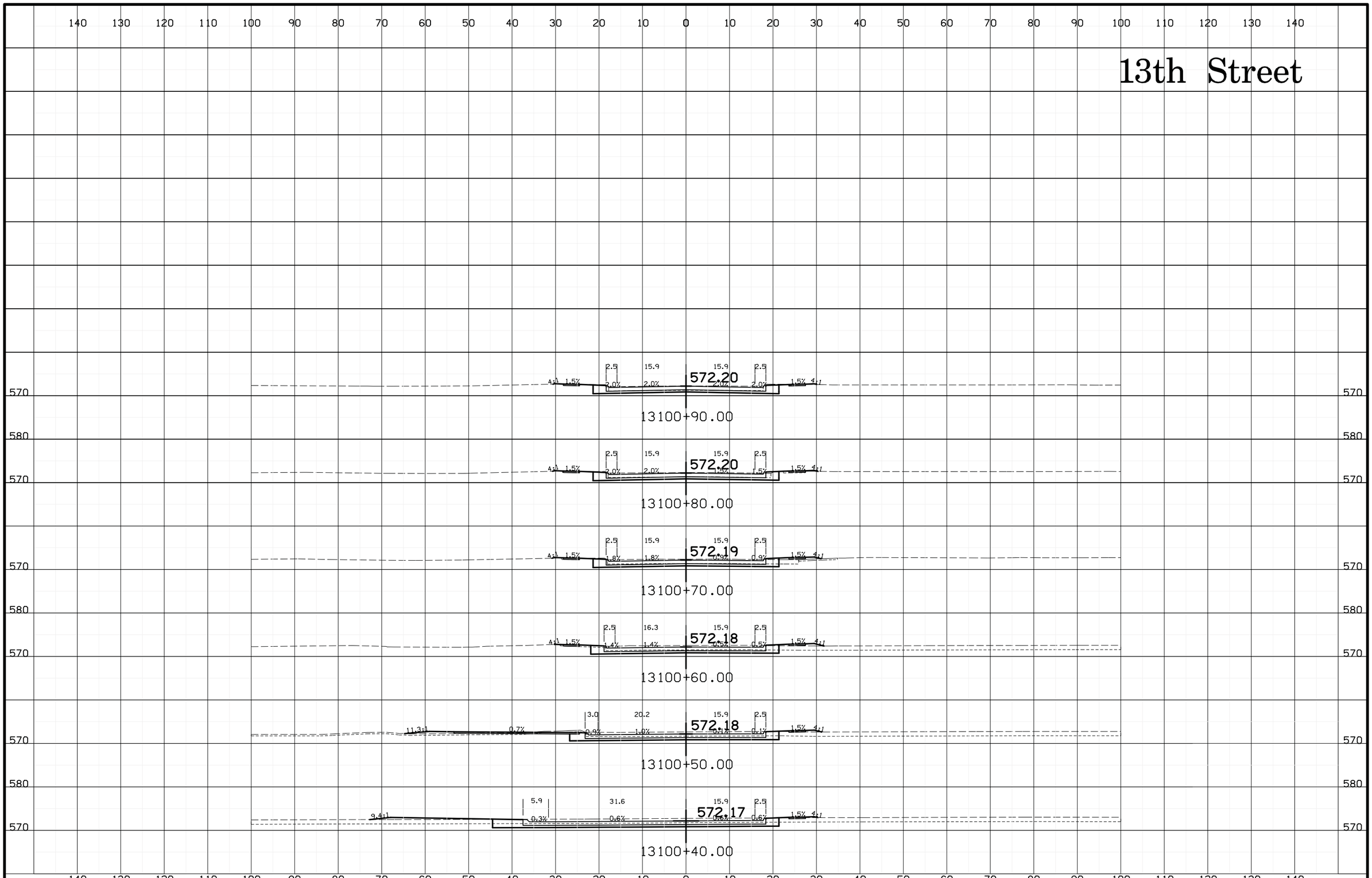
4604+50.00

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.33

10:15:38 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-12ST.sht

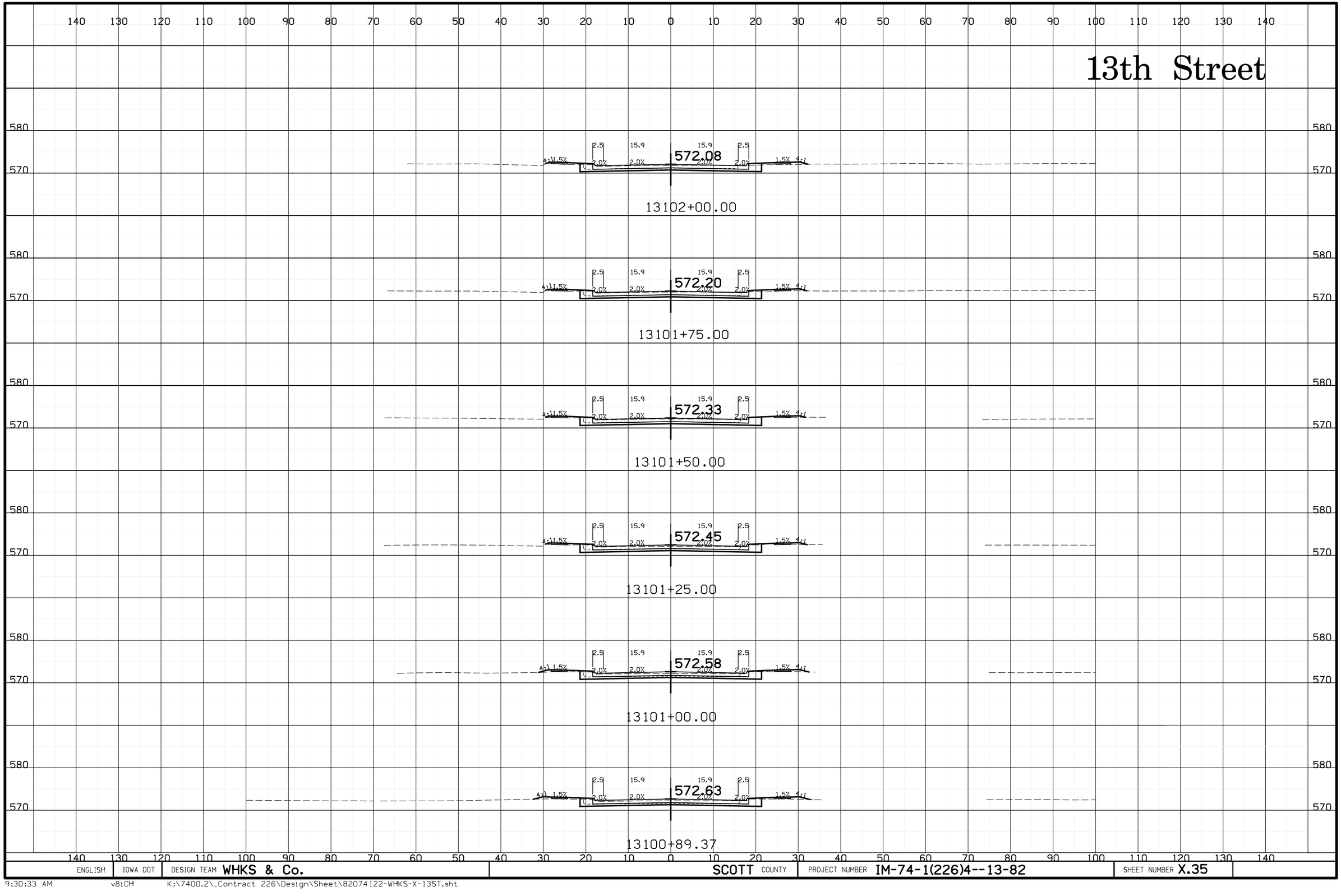
13th Street



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.34

9:30:21 AM v81CH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-13ST.sht

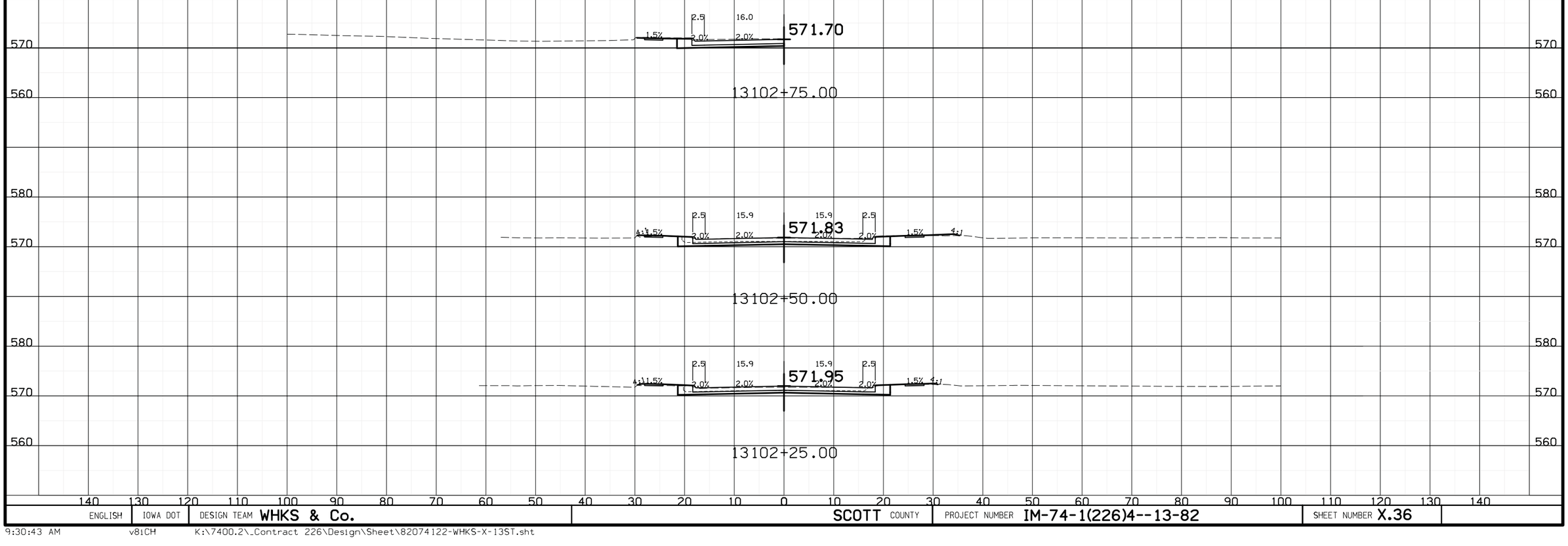
13th Street



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.35

9:30:33 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-13ST.sht

13th Street



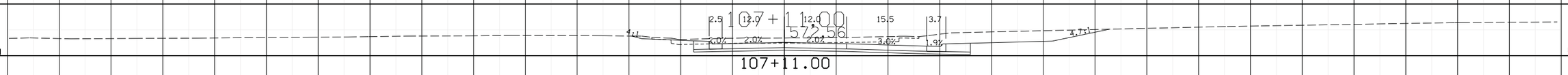
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.36

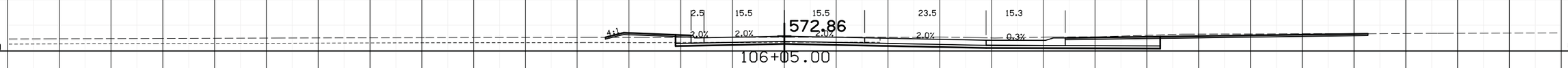
9:30:43 AM v81CH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-13ST.sht

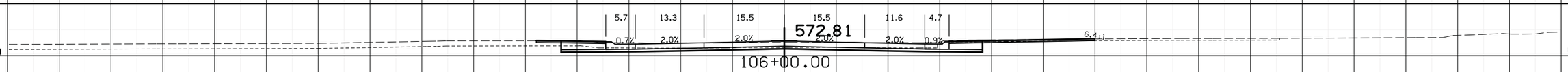
15th Street

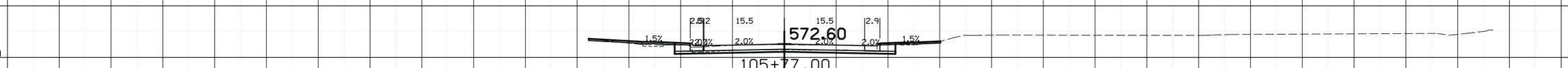
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

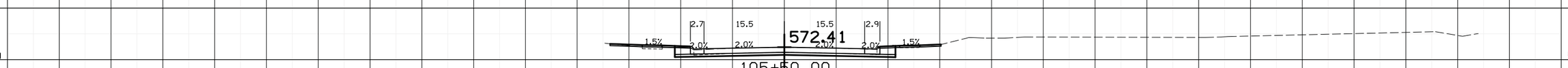
570

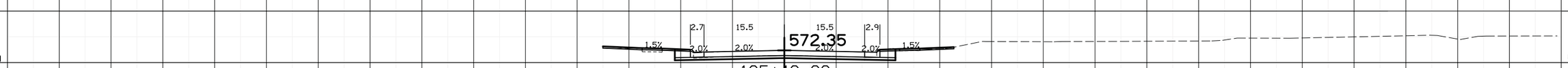












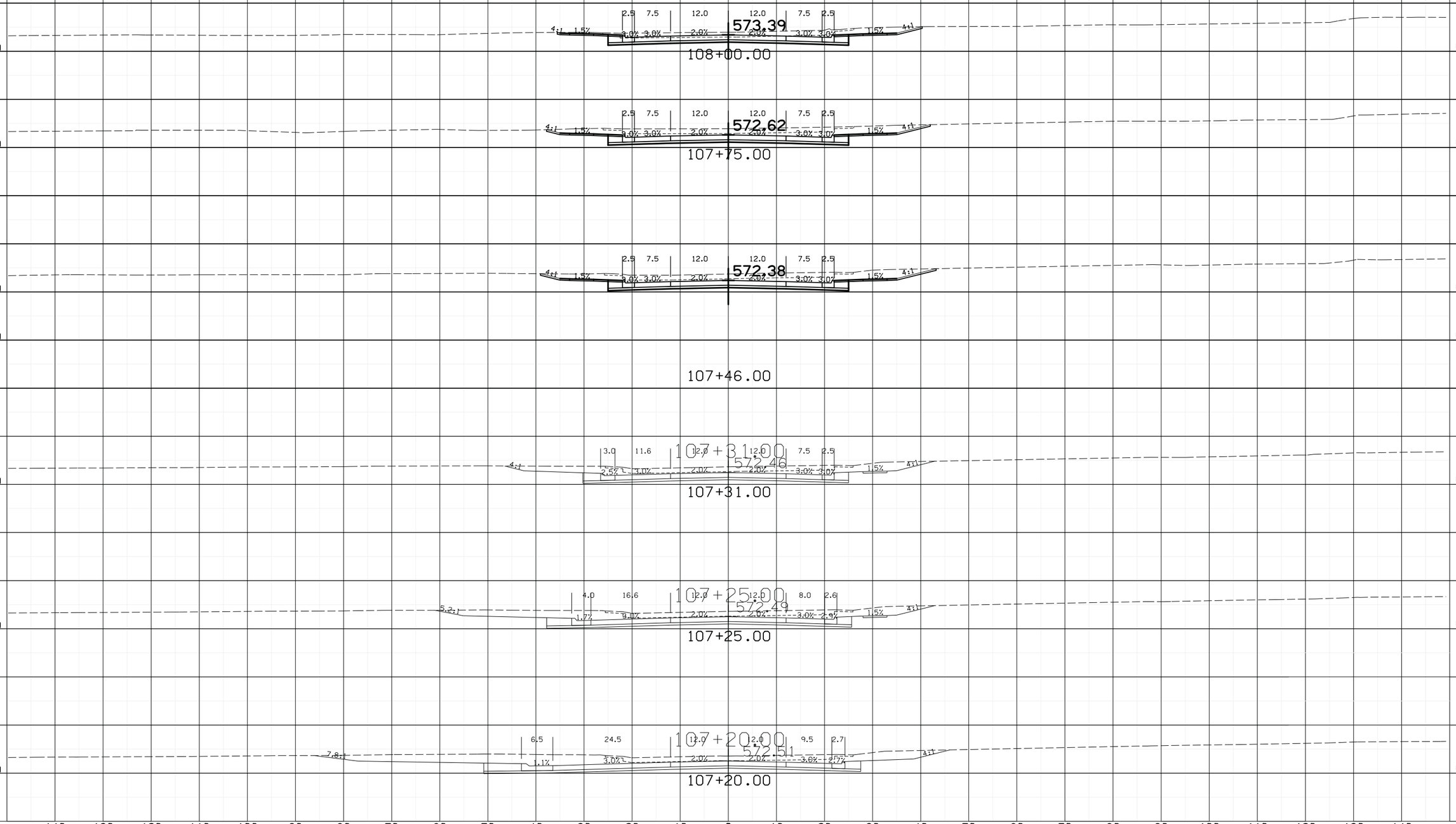
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.37

9:31:06 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-15ST.sht

15th Street

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

570 570 560



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.38

9:31:17 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-15ST.sht

15th Street

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

580
570

5.9 12.0 12.0 10.4
1.5% 2.0% 2.7% 0.25% 2.0% 1.5% 4:1
574.92
108+50.00

580
570

4:1 1.5% 5.9 12.0 12.0 10.4
2.0% 2.16% 0.82 2.0% 1.5% 4:1
574.67
108+40.00

570

4:1 2.5 12.0 12.0 2.5
2.0% 2.0% 2.0% 2.0%
574.25
108+25.00

570

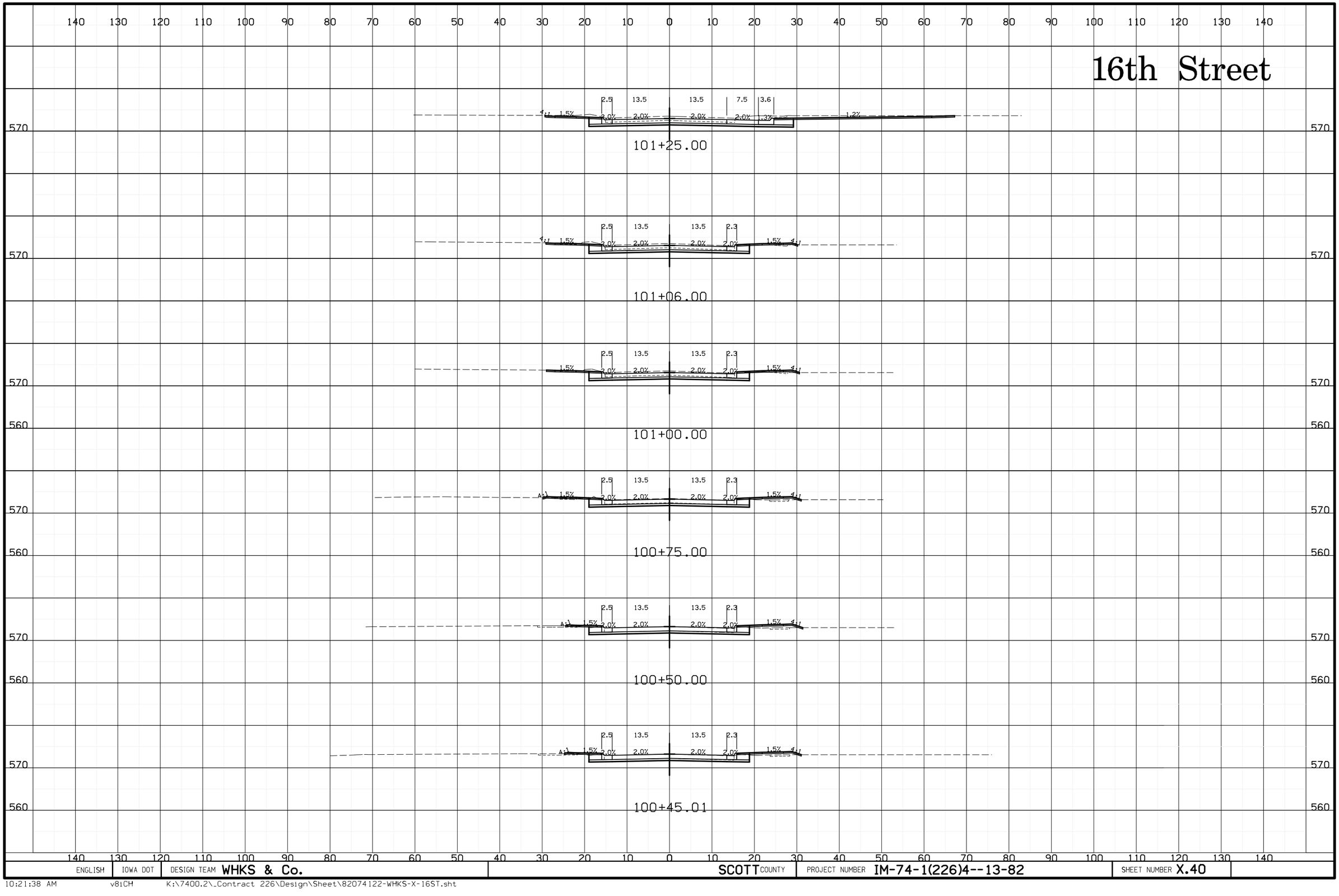
4:1 2.5 12.0 12.0 2.5 4:1
2.0% 2.0% 2.0% 2.0%
573.75
108+10.00

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.39

9:31:28 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-15ST.sht

16th Street

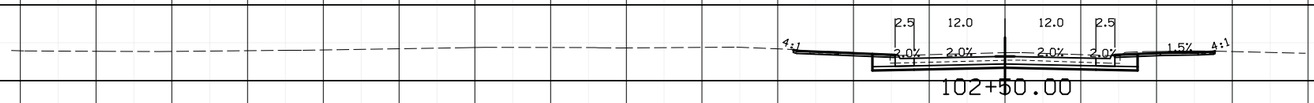


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.40

10:21:38 AM v8iCH K:\7400.2_Contract 226\Design\Sheet\82074122-WHKS-X-16ST.sht

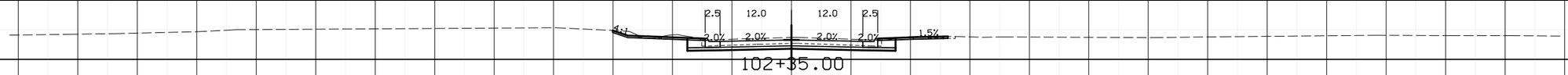
16th Street

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140



570 570

102+50.00



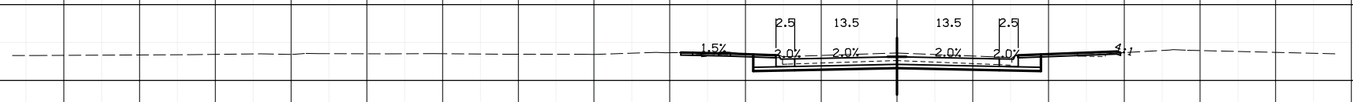
570 570

102+35.00



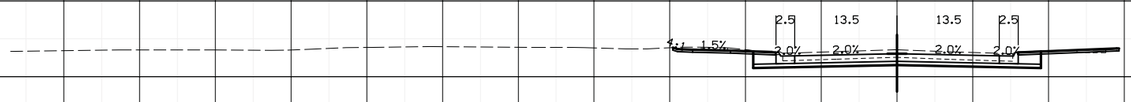
570 570

101+72.00



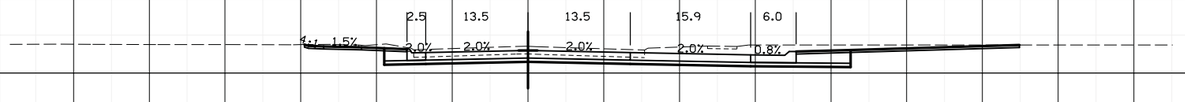
570 570

101+69.00



570 570

101+50.00



570 570

101+31.00

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.41

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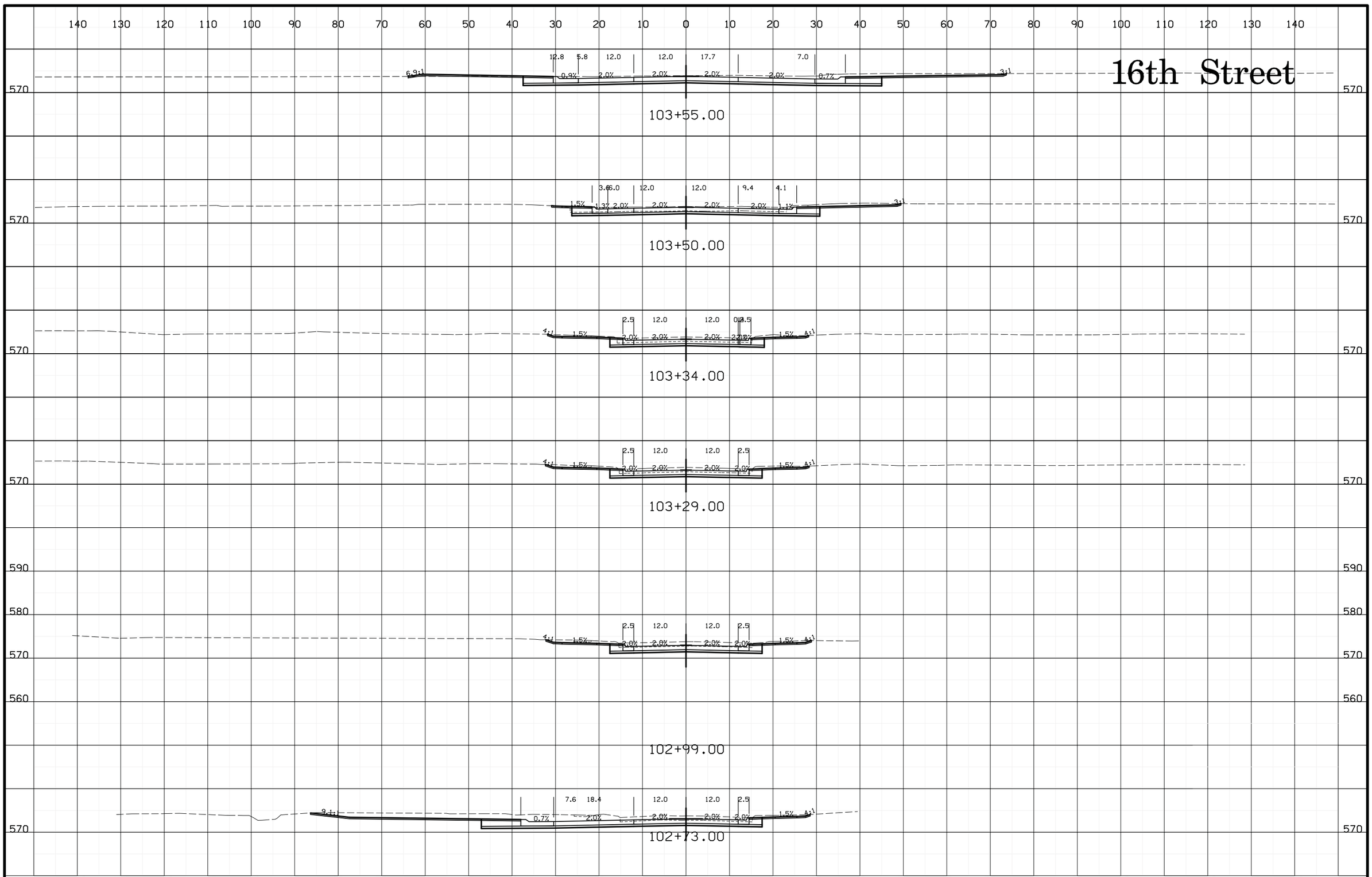
16th Street



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.42

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16th Street

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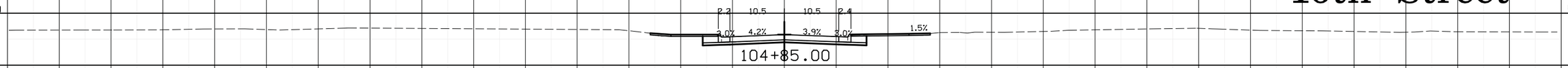

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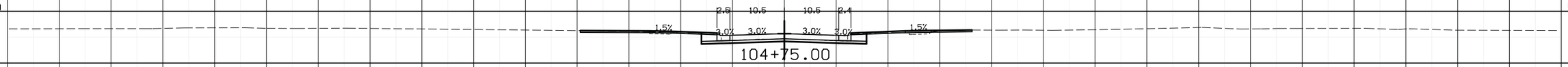

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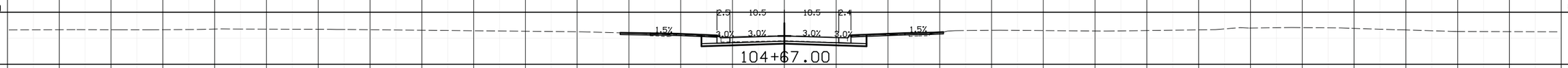

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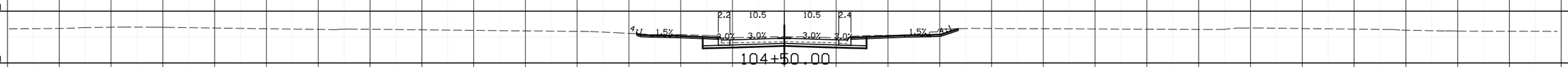

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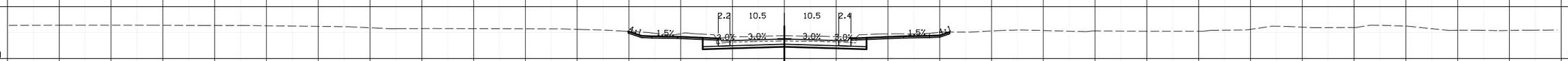

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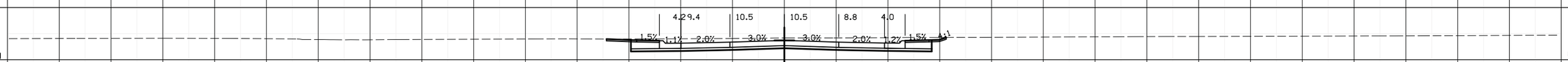

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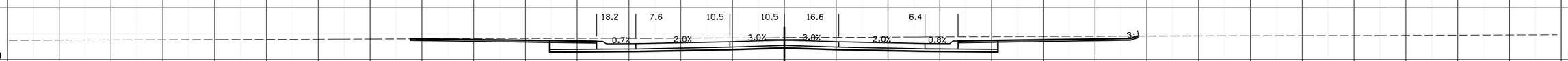

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ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER X.43

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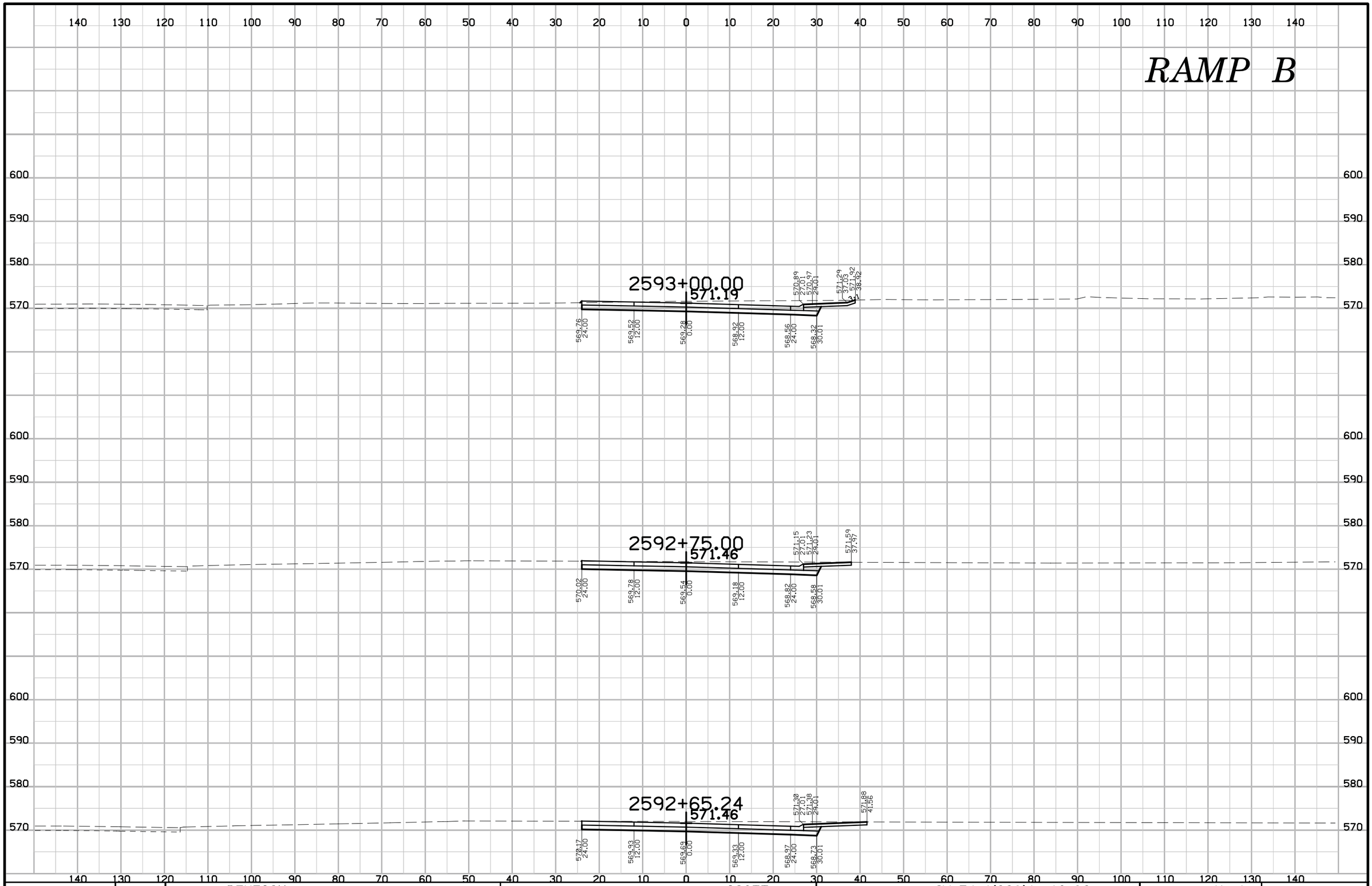

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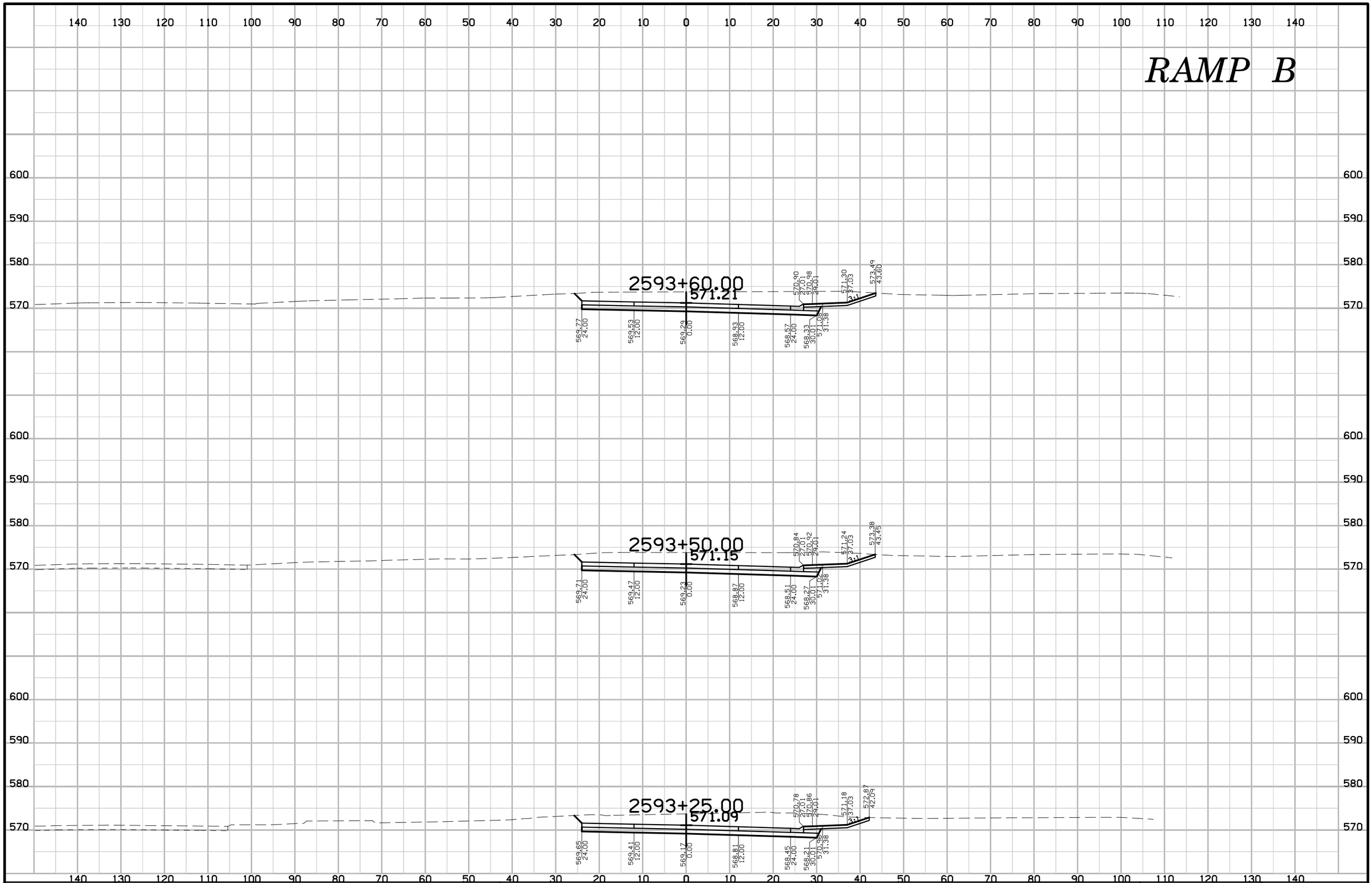

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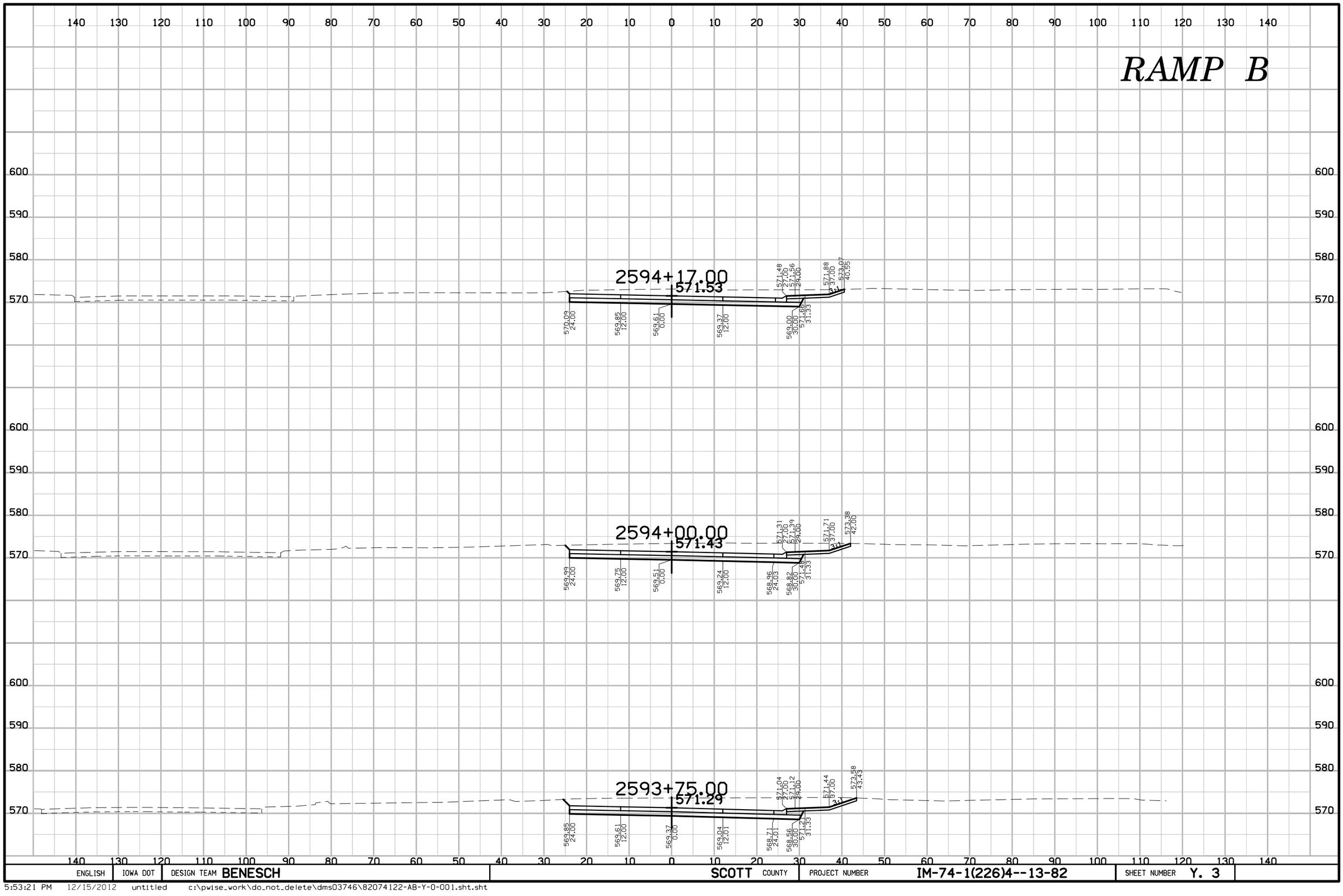
RAMP B



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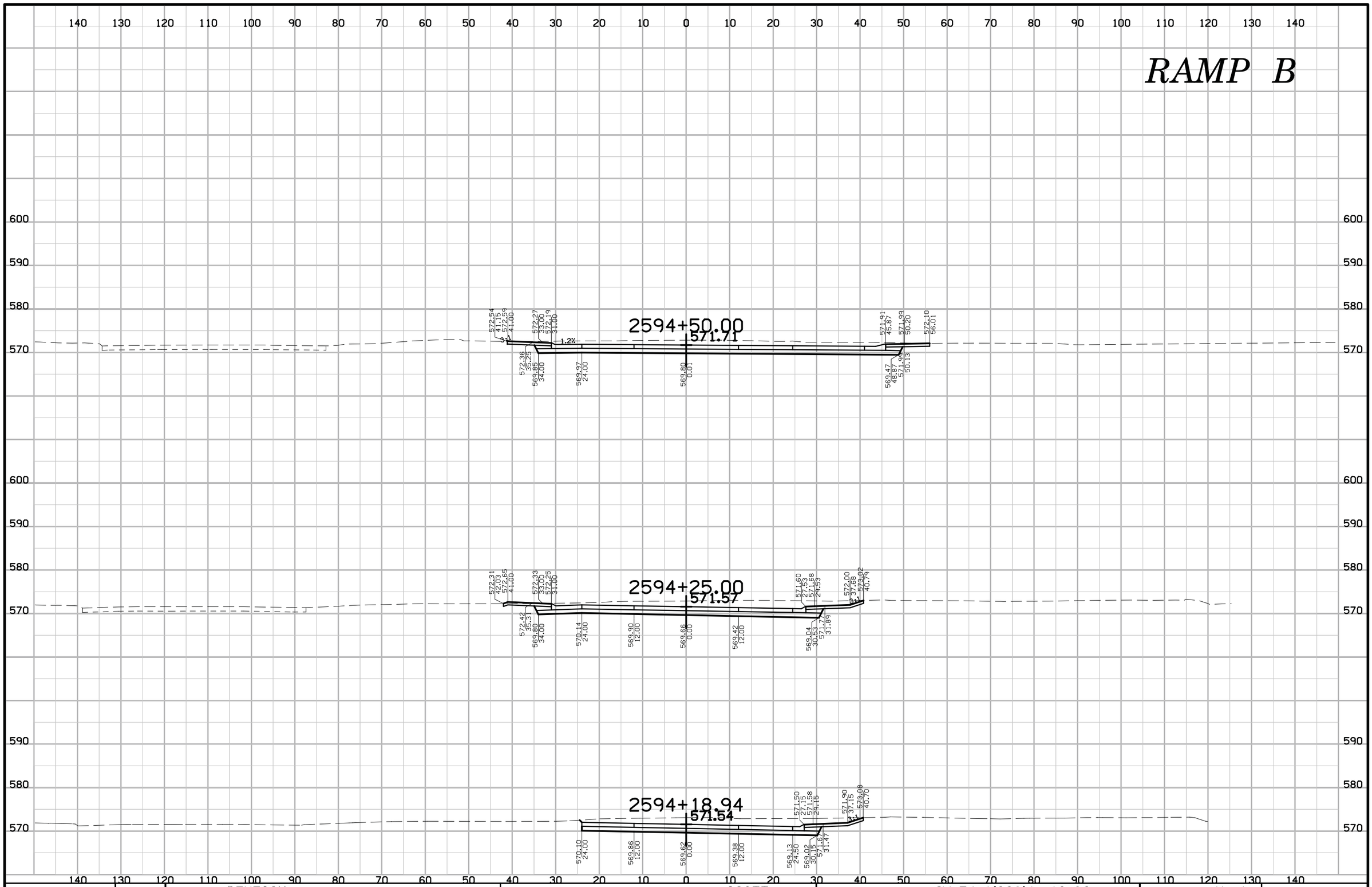

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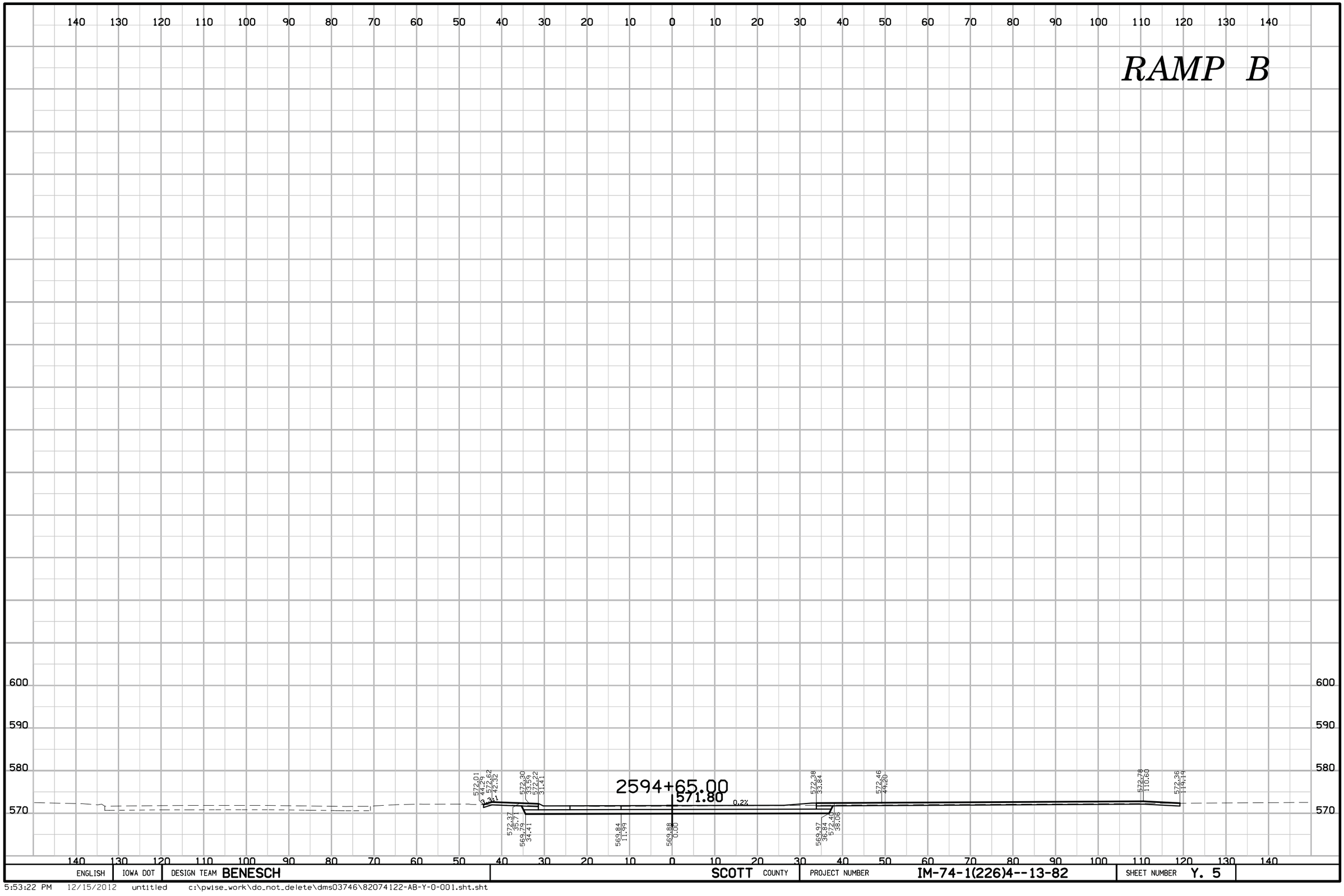
RAMP B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-74-1(226)4--13-82	SHEET NUMBER Y. 5

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