GRADING
IM-074-1(260)1--13-82
LETTING DATE 05/16/2017
SCOTT Co.

INDEX OF SHEETS

105-3
10-18-05

No.	Description
A Sheets	**Title Sheets**
A.1	Title Sheet
A.2	Project Location Map
B Sheets	**Typical Cross Sections and Details**
B.1 - B.2	Typical Sections
C Sheets	**Quantities and General Information**
C.1 - C.10	Tabulations
G Sheets	**Survey Sheets**
G.1 - G.9	Bench Mark and Reference Information Sheets
G.10 - G.20	Alignments
G.20 - G.23	Horizontal Control Tabulations
J Sheets	**Traffic Control and Staging Sheets**
J.1	Traffic Control Plan and Staging Notes
K Sheets	**Interchange Sheets**
*K.1 - K.3	Plan and Profile Sheets - Ramps
L Sheets	**Geometric, Staking, and Jointing Sheets**
L.1	Staking Details
M Sheets	**Storm Sewer Sheets**
M.1	Storm Sewer Tabulation Sheet
M.2 - M.5	Storm Sewer Detail Sheets
Q Sheets	**Soils Sheets**
*Q.1 - Q.2	Soil Sheets
T Sheets	**Earthwork Quantity Sheets**
T.1	Earthwork Quantity Sheets
U Sheets	**Detail Sheets**
U.1	Detail Sheet
U.2 - U.3	Removal Plans
U.4 - U.5	Contaminated Soil Areas Site Details
Y Sheets	**Cross Section Key Plan**
Y.1 - Y.3	Cross Section Sheets

* COLOR PLANS

IOWA DOT
Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

GRADING

WB EXIT RAMP TO US 67 RAMP B

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

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

NO MILEAGE SUMMARY

REVISIONS

TOTAL 58
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03
PROJECT NUMBER
IM-074-1(260)1--13-82
R.O.W. PROJECT NUMBER
IM-074-1(144)5--13-82

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

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

04-30-02 101-5

DESIGN DATA URBAN

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

INDEX OF SEALS

SHEET NO.	NAME	TYPE
A.1	Jeffrey J. Tardy	Primary Signature Block
B.11	Steven S. Sweet	Local Roadway Design
G.1	Coventine Fidis	Reference Ties/Benchmarks
Q.1	Kipkoech K. Chepkoit	Geotechnical Design

LICENSED PROFESSIONAL ENGINEER
JEFFREY J. TARDY
21284
IOWA

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

Signature Date

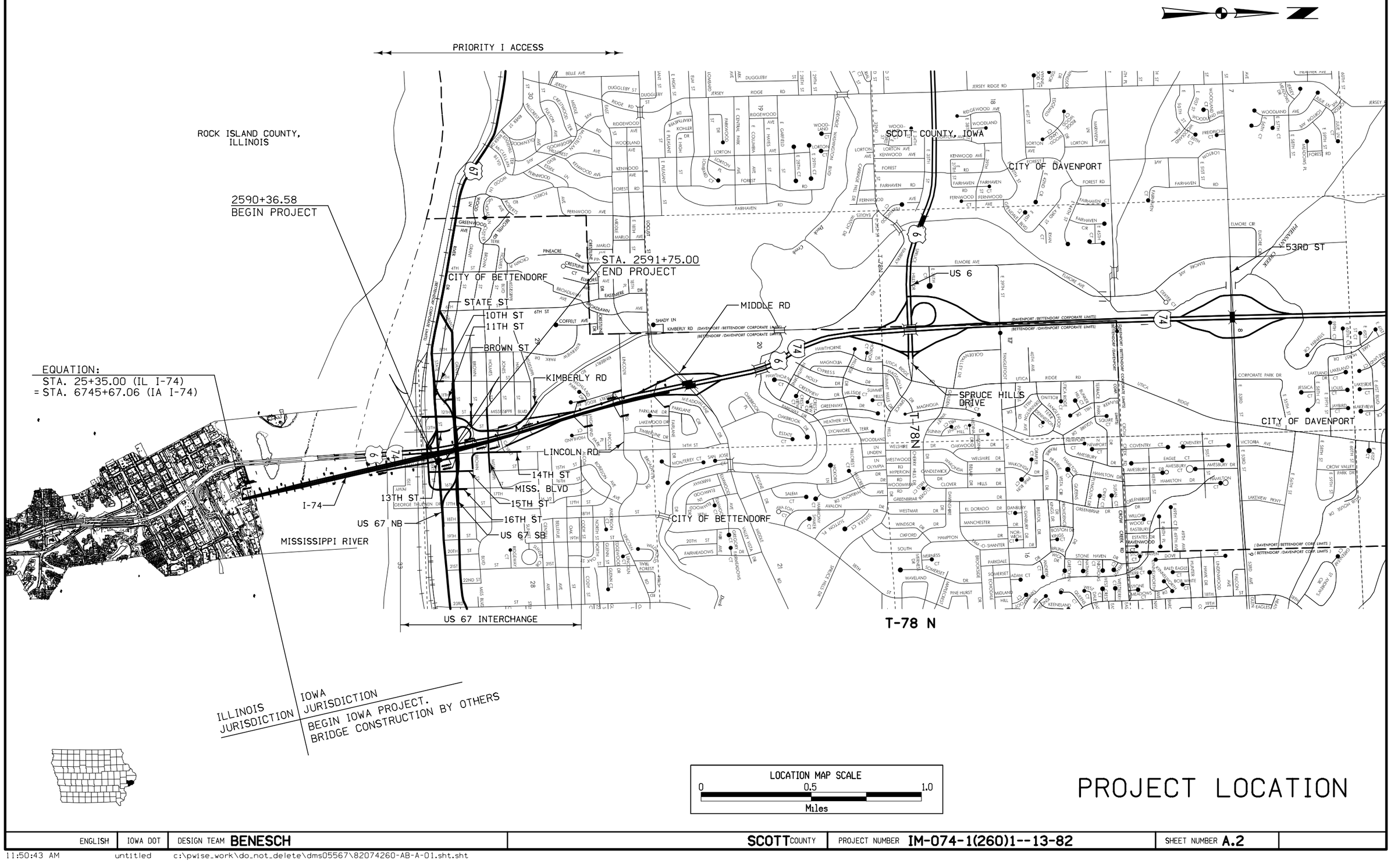
Jeffrey J. Tardy
Printed or Typed Name

My license renewal date is December 31, 17

Pages or sheets covered by this seal: A.1-A.2, B.1-B.2, C.1-C.10, G.10-G.17, G.19-G.22 J.1, K.1-K.3, M.1-M.4, T.1, U.1-U.2, U.4-U.5, W.1-W.3

(NOT FOR BID)

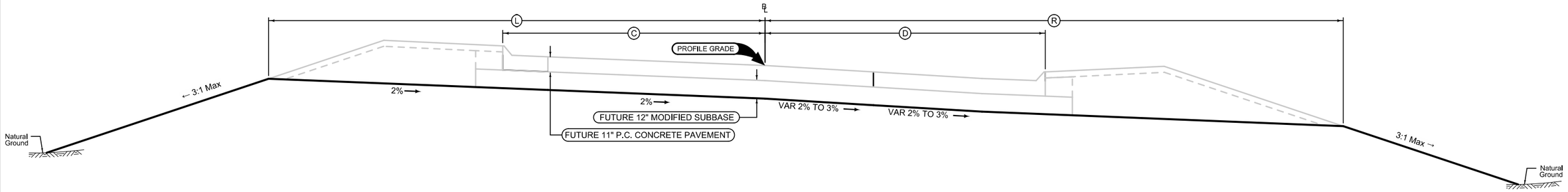
Date: 01-11-2016



PROJECT LOCATION

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **A.2**

1R_Grade
MODIFIED



Section view is in direction of traffic.

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

RAMP GRADING

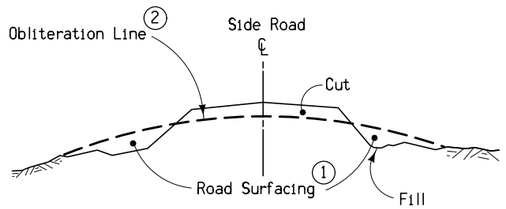
US 67
RAMP B

LOCATION				DIMENSIONS			
INTERCHANGE	RAMP	STATION TO STATION		(L) Feet	(R) Feet	(C) Feet	(D) Feet
I-74	B	2590+36.58	2590+89.63	Var.	Var.	31	Var.
				46.47-	44.56-		24-
				49.81	47.37		27
I-74	B	2590+89.63	2591+75.00	Var.	47.37	31	27
				49.81-			
				50.12			

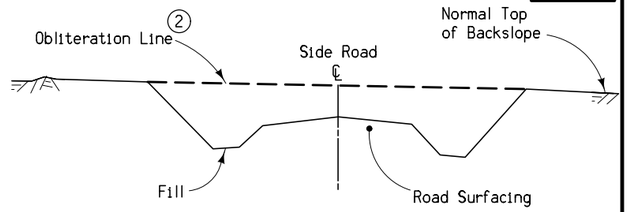
ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **B.1**

10:17:53 AM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-B-01.sht.sht

4302
04-03-01



Fill Section



Cut Section

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

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

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

TYPICAL DETAILS FOR OBLITERATION EXISTING ROADBED

PROJECT DESCRIPTION

This project is for the grading of from the existing WB exit ramp to US US 67 in Bettendorf in Scott County
for future US 67 Ramp B.
The project includes storm sewer construction and the removal of pavement, sidewalk, and storm sewers.

This project is being constructed as part of the new I-74 Bridge over the Mississippi River and I-74 Corridor reconstruction.

ESTIMATED PROJECT QUANTITIES
(UP TO A 5 DIVISION PROJECT)

Division 1: IOWA DOT COST
Division 2: CITY OF BETTENDORF COST
Division 3: 22% DOT AND 78% CITY OF BETTENDORF COST
Division 4: 100% DOT (NON-PARTICIPATING)

	Item Code	Item	Unit	Quantities										
				Estimated						As Built				
				Division 1	Division 2	Division 3	Division 4	Division 5	Total	Division 1	Division 2	Division 3	Division 4	Division 5
1	2101-0850002	CLEARING AND GRUBBING	UNIT	TBD					TBD					
2	2102-2625000	EMBANKMENT-IN-PLACE	CY	60					60					
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	1885					1885					
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS	CY	50					50					
5	2105-8425005	TOPSOIL, FURNISH AND SPREAD	CY	640.4					640.4					
6	2107-0875100	COMPACTION W/MOISTURE CONTROL	CY	1450					1450					
7	2115-0100000	MODIFIED SUBBASE	CY	10.5					10.5					
8	2123-7450020	SHOULDER FINISHING, EARTH	STA	1.03					1.03					
9	2301-1032080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 2 DURABILITY, 8 IN.	SY	28.6					28.6					
10	2435-0250802	INTAKE, SW-508, WELL ONLY	EACH	2					2					
11	2435-0600010	MANHOLE ADJUSTMENT, MINOR	EACH	1					1					
12	2435-0700010	CONNECTION TO EXISTING MANHOLE	EACH	1										
13	2435-0700020	CONNECTION TO EXISTING INTAKE	EACH	2					2					
14	2503-0114215	STORM SWR G-MAIN, TRENCHED, RCP 2000D, 15"	LF	168					168					
15	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.	LF	89					89					
16	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	348					348					
17	2506-4984000	FLOWABLE MORTAR	CY	1.3					1.3					
18	2510-6745850	REMOVAL OF PAVEMENT	SY	5193.1					5193.1					
19	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES	EACH	6					6					
20	2511-6745900	REMOVAL OF SIDEWALK	SY	565.9					565.9					
21	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	58.5					58.5					
22	2520-3350015	FIELD OFFICE	EACH	1					1					
23	2528-8445113	FLAGGERS	EACH	See Proposal										
24	2533-4980005	MOBILIZATION	LS	1					1					
25	2537-8900000	REMEDIATION OF PETROLEUM CONTAMINATED SOIL	CY	60					60					
26	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)	EACH	2					2					
27	2552-0000140	ROCK EXCAVATION	CY	3.3					3.3					
28	2595-0005125	RAILROAD PROTECTIVE LIABILITY INSURANCE FOR DAKOTA, MINNESOTA, AND EASTERN RAILROAD CORP.	LS	1					1					
29	2599-9999010	MEMORIAL RELOCATION TO STORAGE	LS	1					1					
30	2601-2634105	MULCHING, BONDED FIBER MATRIX	ACRE	3					3					
31	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	3					3					
32	2602-0000020	SILT FENCE	LF	50					50					
33	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	20					20					
34	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	2180					2180					
35	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE	LF	1090					1090					
36	2602-0010010	MOBILIZATION, EROSION CONTROL	EACH	1					1					
37	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL	EACH	1					1					

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
1	2101-0850002	CLEARING AND GRUBBING
		Individual trees shall be marked by the Engineer prior to removal.
		See Tab 110-17 for Quantities.
2	2102-2625000	EMBANKMENT-IN-PLACE
		Nominal Quantity provided to replace additional potentially contaminated soil at sites as
		described in the Estimate Reference information for:
		2537-8900000 REMEDIATION OF PETRO CONTAMINATED SOIL
		Quantity is the estimated roadway excavation in the
		potentially contaminated sites =60 CY
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW
		See T-sheets for template quantities.
		Class 10 bid quantity of 1,885 CY includes:
		1,885 CY Fill with Shrink
		49 CY Suitable Excavation
		Project Need = 1,847 CY Contractor furnished borrow. (1,885-49/1.3)
		Overhaul will not be measured or paid for, but shall be considered incidental to roadway excavation.
		Contractor-furnished borrow.
4	2102-2712015	EXCAVATION, CLASS 12, BOULDERS OR ROCK FRAGMENTS
		For boulders encountered in excavation. Existing rip rap is not included.
		See Tab 103-7 on C Sheets.
		Overhaul will not be measured or paid for, but shall
		be considered incidental to roadway excavation.
		Blasting is not allowed
5	2105-8425005	TOPSOIL, FURNISH AND SPREAD
		See Tab. 103-4 on C Sheets for locations and details.
6	2107-0875100	COMPACTION W/MOISTURE CONTROL
		See Tab 103-6 on C Sheets
		Cubic Yards shown on the contract documents as determined by the template volume
		See T-sheets for template quantities of Total Fill
7	2115-0100000	MODIFIED SUBBASE
		Item is for roadway subbase. See Tab. 100-24 on C Sheets.
8	2123-7450020	SHOULDER FINISHING, EARTH
		Work shall consist of backfilling, compacting and shaping areas directly behind the curb.
		Item is for State Street.
		No separate measurement or payment will be made for excavation or overhaul.
9	2301-1032080	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C,
		CLASS 2 DURABILITY, 8 IN.
		Refer to L Sheets and Tab. 100-24 on C Sheets for locations and details.
10	2435-0250802	INTAKE, SW-508, WELL ONLY
		See Tab 104-5B on the M Sheets for locations and details.
		Contractor shall cover and secure all "Well Only" structures with a metal plate and maintain
		until Project (206) begins. Top to be placed by Project (206). Form Grade is future form grade with top includ
		with top included.
11	2435-0600010	MANHOLE ADJUSTMENT, MINOR
		Item is to adjust existing storm sewer manhole to finish grade. Refer to Tab. 104-10 on C Sheets.
12	2435-0700010	CONNECTION TO EXISTING MANHOLE
13	2435-0700020	CONNECTION TO EXISTING INTAKE
		See the M Sheets for locations and details.
		Contractor to field verify the locations and elevations of the existing structures prior
		to installing pipes to be connected
14	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP),
		2000D (CLASS III), 15 IN.
15	2503-0114218	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP),
		2000D (CLASS III), 18 IN.
		See Tab. 104-5B on the M sheets for locations and details.
16	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.
		See U Sheets and Tab 110-14 on the C Sheets
17	2506-4984000	FLOWABLE MORTAR
		For use in anti-seep collars for storm sewers constructed in potentially contaminated soil sites
		Refer To Tab Special-1 in the C Sheets for quantities
		Refer to U Sheets for potentially contaminated soil locations
18	2510-6745850	REMOVAL OF PAVEMENT
		See U Sheets and Tab. 110-1 on C Sheets for locations and details.

100-4A
10-29-02

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
19	2510-6750600	REMOVAL OF INTAKES AND UTILITY ACCESSES
		See Tab 110-15 on the C Sheets
20	2511-6745900	REMOVAL OF SIDEWALK
		See Tab 110-5 on C Sheets for locations and details.
21	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.
		See Tab. 113-1 on C Sheets for locations and details.
22	2520-3350015	FIELD OFFICE
23	2528-8445113	FLAGGER
24	2533-4980005	MOBILIZATION
25	2537-8900000	REMEDIATION OF PETRO CONTAMINATED SOIL
		See the U Sheets 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
		If testing indicates no contamination present, excavated volumes will not be paid for as
		item 2537-8900000.
		Quantity estimate at the location described below.
		Pipes from Tab Special-1=60 CY
26	2537-8900100	SAMPLE+TEST-PETRO CONTAM (REMEDIATION)
		Nominal quantity provided in case of encountering contaminated soil.
		Based on limit of contamination shown on U Sheets, no contamination is expected in this contract
		A. Refer to U Sheets for locations.
		B. The Contractor shall have an Iowa Groundwater Professional, certified in accordance with 567 IAC Chapter 134, on site during excavation activities on parcels 341 and 320. The Groundwater Professional shall monitor excavated material through soil vapor analysis and sampling. Samples shall be submitted to a laboratory accredited in accordance with 567 IAC Chapter 83 and analyzed for petroleum compounds using Iowa 0A-1 and 0A-2 testing procedures. Additional analyses may be added at the discretion of the Groundwater Professional and approved by the Engineer.
		C. The Groundwater professional shall be available on an on-call basis during all other excavation activities. The Contractor shall cease operations in the immediate area upon encountering suspect contamination and contact the Groundwater Professional for field review and sampling.
		D. Compensation for oversight by the Groundwater Professional, and sample analysis beyond petroleum compounds shall be negotiated and paid for in accordance with Article 1109.03, B, of the Standard Specifications.
		E. Samples shall be taken every 100' of excavation along the properties shown on the U Sheets.
		Parcel 341: 1 Samples
		Parcel 320: 1 Samples
		Total=2
27	2552-000140	ROCK EXCAVATION
		Item is included to account for any possible rock encountered during storm sewer excavation.
		Line P620 = 3.3 CY
		Refer to the U sheet "Rock Excavation Trench for Sewers" for the maximum allowable payment area.
28	2595-0005125	RAILROAD PROTECTIVE LIABILITY INSURANCE FOR DAKOTA, MINNESOTA, AND EASTERN RAILROAD CORP.
		Refer to the special provision SP-120194.
29	2599-9999010	MEMORIAL RELOCATION TO STORAGE
		See U Sheets for existing location.
		DESCRIPTION
		Contractor is responsible for coordinating with the City of Bettendorf and for to relocating the monument from
		the existing location shown in the plans to one of the City of Bettendorf's buildings located on the east side o
		Street and south of the railroad tracks. Contractor shall contact the City of Bettendorf Public Works Office for
		MATERIALS
		Item includes disassembly, protection, transportation, and placement of monument structure in storage.
		METHOD OF MEASUREMENT
		The memorial relocation will be measured by lump sum complete.
		BASIS OF PAYMENT
		This work shall be paid for at the contract unit price lump sum, and all related elements shall be included.

ESTIMATE REFERENCE INFORMATION

Item No.	Item Code	Description
30	2601-2634105	MULCHING, BONDED FIBER MATRIX
		A Bonded Fiber Matrix shall be applied as the mulch for all areas designated as "Stabilizing Crop-Seeding and Fertilizing Urban".
		The seed and fertilizer for the area to be covered shall be applied before the Bonded Fiber Matrix Hydraulic Mulch application.
31	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)
		Included in the plans for
		where accompanying grading and paving projects may be completed at a later date.
32	2602-0000020	SILT FENCE
		This item includes 25% more silt fence than the tab quantity for field adjustments and replacements.
		See tab 100-17 on the C Sheets for locations and details.
		Place silt fence around intakes per EC-201
33	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 tab quantities.
34	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.
		Item is for placing Sediment Control Devices around removal and grading areas and around intakes on State Street.
		See Tab 100-19 on the C Sheets.
35	2602-0000350	REMOVAL OF PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE
		This item is included for removal required for staging reasons, removal to allow for replacement (replacement to be paid separately), or for areas that have achieved 70% permanent growth.
		This item is for 50% of the Tab 100-19 tab quantity.
36	2602-0010010	MOBILIZATION, EROSION CONTROL
		Refer to supplemental Specification 09011
37	2602-0010020	MOBILIZATION, EMERGENCY EROSION CONTROL
		Refer to supplemental Specification 09011

STANDARD ROAD PLANS

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

DR-303	4-21-15	Subdrains (Longitudinal)
DR-304	04-21-15	Outlets for Longitudina, Traverse and Backslope Subdrains
EC-201	4-21-15	Silt Fence
EC-204	04-21-15	Perimeter and Slope Sediment Control Devices
EW-101	4-19-11	Embankment and Rebuilding Embankments
EW-103	10-15-13	Embankment Subgrade Treatment, Moisture Density Control and Special Compaction
EW-212	04-15-14	Settlement Plate
MI-220	10-20-15	Detectable Warnings and Pedestrian Ramp
PV-101	04-21-15	Joints
PV-102	04-15-14	PCC Curb Details
SW-101	04-21-09	Trench Bedding and Backfill Zones
SW-102	04-21-09	Rigid Gravity Pipe Trench Bedding
SW-211	10-16-12	Special Pipe Connections for Storm Sewer
SW-401	04-21-09	Circular Storm Sewer Manhole
SW-508	10-21-14	Single Open-Throat Intake, Large Box
TC-1	04-16-13	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-202	04-21-15	Work Within 15 ft of Traveled Way
TC-252	04-19-16	Routes Closed to Traffic
TC-402	04-21-15	Work Within 15 ft of Traveled Way

INDEX OF TABULATIONS

POLLUTION PREVENTION PLAN

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

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

I. ROLES AND RESPONSIBILITES
- A. Designer:
  1. Prepares Base PPP included in the project plan.
  2. Prepares Notice of Intent (NOI) submitted to Iowa DNR.
  3. Signature authority on the Base PPP and NOI.
- B. Contractor/Subcontractor:
  1. Affected contractors/subcontractors are co-permittees with the IDOT and will sign a certification statement adhering to the requirements of the NPDES permit and this PPP plan. All co-permittees are legally required under the Clean Water Act and the Iowa Administrative Code to ensure compliance with the terms and conditions of this PPP.
  2. Submit a detailed schedule according to Article 2602 of the Specifications and any additional plan notes.
  3. Install and maintain appropriate controls.
  4. Supervise and implement good housekeeping practices.
  5. Conduct joint required inspections of the site with inspection staff.
  6. Signature authority on Co-Permittee Certification Statements and storm water inspection reports.
- C. RCE/Inspector:
  1. Update PPP whenever there is a change in design, construction, operation or maintenance, which has a significant effect on the discharge of pollutants from the project.
  2. Maintain an up-to-date list that identifies contractors and subcontractors as co-permittees.
  3. Make these plans available to the DNR upon their request.
  4. Conduct joint required inspections of the site with the contractor/subcontractor.
  5. Complete an inspection report after each inspection.
  6. Signature authority on storm water inspection reports and Notice of Discontinuation (NOD).

II. PROJECT SITE DESCRIPTION
- A. This Pollution Prevention Plan (PPP) is for the construction of I-74 mainline, ramps, and local roads.
- B. This PPP covers approximately 52 acres with an estimated 38 acres being disturbed. The portion of the PPP covered by this contract has 3 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 86.
- 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 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.

110-12A
04-21-15

POLLUTION PREVENTION PLAN

  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. 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.

CERTIFICATION STATEMENT

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

_____
Signature

_____
Printed or Typed Name

254-1
10-02-01

INCIDENT MANAGEMENT

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

232-10
10-21-14

EMERALD ASH BORER

Dispose of all wood material generated as a result of clearing and/or grubbing according to the Iowa Department of Agriculture and Land Stewardship's Emerald Ash Borer (EAB) Quarantine Order. For more information refer to http://www.iowatreepests.com/eab_regulations.html.

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.

262-5
10-18-05

UTILITIES (POINT 25 PROJECT)

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

281-1
10-18-11

SECTION 404 PERMIT AND CONDITIONS

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

100-17
04-20-10

TABULATION OF SILT FENCES

Refer to EC-201

Location			Length	Remarks
Begin Station	End Station	Side	LF	
2590+85.04		Rt.	20.0	Intake Div.(1)
2592+50.00		Rt.	20.0	Intake Div.(1)
	Tab Total =		40.0	
	Bid Total =		50.0	

Special-1

CONTAMINATED SOIL SITES-SEWER

Pipe No.	Pipe Dia.	Trench Length	Excavation	Flowable Mortar	Notes
	Inches	Ft	CY	CY	
P435	15	116	60.0	1.3	Includes 1 Anti-Seep Collar @ 1.3 CY Div.(1)
		Total	60.0	1.3	

100-19
10-16-12

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Refer to EC-204

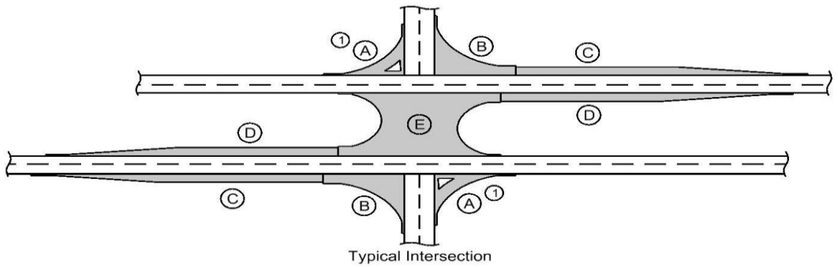
Location			Length of Installation				Remarks
Begin Station	End Station	Side	6 inch Dia	9 inch Dia	12 inch Dia	20 inch Dia	
			LF	LF	LF	LF	
6781+00.00	6787+00.00	LT			600.0		
6781+00.00	6787+00.00	Rt			600.0		
6787+00.00					200.0		outside RR ROW
6787+60.00					200.0		outside RR ROW
6787+50.00	6788+00.00	Lt			50.0		
6787+50.00	6788+00.00	Rt			50.0		
6788+00.00					200.0		
2590+36.58	2591+75.00				140.0		around intake
2590+36.58	2591+75.00				140.0		around intake
				Total	2180.0		

102-5
10-16-12

EXISTING PAVEMENT

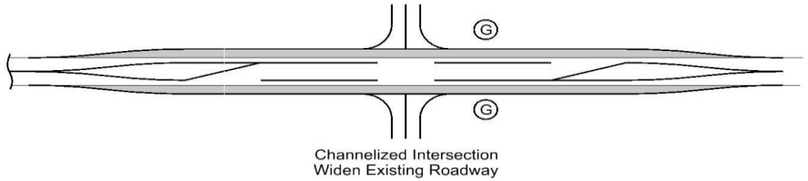
No.	Location					Year	Type	Project Number	Surface		Base		Subbase		Removal		Coarse Aggregate			Reinforcement	Remarks
	County	Route	Dir. of Travel	Begin Milepost	End Milepost				Type	Depth	Type	Depth	Type	Depth	Type	Depth	Source	Type	Durability Class	Type	
										IN		IN		IN		IN					
1	Scott	67	EB	5.29	7.62	1949		NA	PCC	10											

PCC PAVEMENT

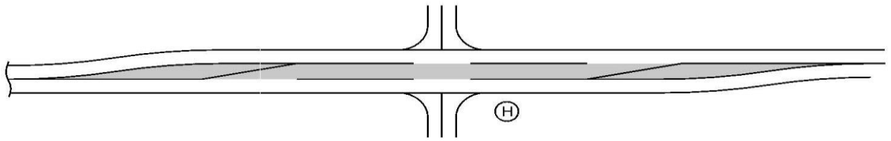


Typical Intersection

Ramp or Loop Taper (2)



Channelized Intersection
Widen Existing Roadway



Channelized Intersection
Reconstructed Roadway

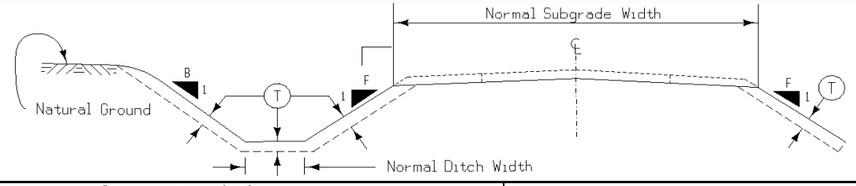
(1) Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.

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

(3) Quantity includes Pavement Header.

Location				Mainline			Area (3)								Total Area By Pavement Thickness		Special Backfill	Modified Subbase	Granular Subbase	Remarks
Road Identification	Direction of Travel	Station to Station		Width	Length	Area	A (1)	B	C	D	E	F (2)	G	H	SY					
															8 IN	10 IN				
				FT	FT	SY	SY	SY	SY	SY	SY	SY	SY	SY			TONS	CY	SY	
15th St.	SB	101+86.30	102+89.23	2.5	102.9	28.6									28.6			10.5		Inc. 103.0 LF of curb and gutter, Div. (1)

TABULATION OF SPREADING TOPSOIL



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

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

Placement Description								Topsoil Excavation Available From			
Area	Quantity	Location		Side	Slope	T	Remarks	Amount Reserved	Station to Station		Remarks
No.	CY	Station to Station		L. or R.	B. or F.	IN		CY			
1	38.2	101+84.46	102+89.57	L. or R.	B.	8.0	Includes 50% shrink, Div. (1)				
2	232.2	496+15.96	499+35.52	Both	N/A	8.0	State St. misc. area of pavement removal				
amp B	370.0	2590+36.58	2591+75.00	Both	N/A	8.0	Div. 1				
Tot.	640.4	Div. 1									

103-5
10-15-13

SETTLEMENT PLATES

Refer to Standard Road Plan EW-212

No.	Location		Remarks
	Station	Offset	
SP-1	2590+75.00	0.0	RAMP B Div.(1)

103-6
04-19-11

EMBANKMENT WITH MOISTURE CONTROL

Moisture content shall be within the limits of minus __2__ and plus __2__ percentage points of Optimum Moisture Content for maximum density within the area described and listed below.

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

103-7
08-01-08

SHRINKAGE DATA

Material	%	Remarks
TOPSOIL	50%	Div.(1)
CLASS 10	30%	Div.(1)
ROCK	0%	
		BOULDERS 50 Cu. Yds.
		excluding Class 12
		Rock Excavation

104-10
08-01-08

ADJUSTMENT OF FIXTURES

No.	Location Station	Type of Fixture	Adjustment
1	102+11.00	Storm Manhole	Adjust structure up approximately 0.50', Div. (1)

110-15
04-16-13

REMOVAL OF INTAKES AND UTILITY ACCESSES

No.	Location/Description	Type	Remarks
	I-74		
17061	6784+26.85, 146.92' RT	Intakes	Div.(1)
43619	6785+31.16, 129.39' RT	Intakes	Div.(1)
1	State St. 498+00.04, 20.70' Rt	Intakes	Div. (1)
2	State St. 498+72.60, 26.19' Lt	Intakes	Div. (1)
3	State St., 499+24.16, 26.43' Lt	Intakes	Div. (1)
4	State St. 499+25.44, 10.15' Lt	Utilities	Div. (1)
	Total	6	

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	
I - 74						
P17062, 6784+22.94, 156.78' RT TO 6784+26.85, 146.92' RT	Storm Sewer	Removal	11			12" Dia. Pipe Div.(1)
P43619, 6784+19.63, 3.32' RT TO 6785+31.16, 129.39' RT	Storm Sewer	Removal	168			18" Dia. Pipe Div.(1)
State Street						
P630, 498+00.04, 20.70' Rt to 497+68.81, 31.85' Rt	Storm Sewer	Removal	33			Div. (1)
P620, 499+32.91, 52.80' Lt to 499+24.47, 27.29' Lt	Storm Sewer	Removal	27			Div. (1)
P19176, 498+72.73, 26.23 Lt to 499+24.16, 26.43' Lt	Storm Sewer	Removal	51			Div. (1)
P18950, 499+24.16, 26.43' Lt to 499+25.44, 10.15' Lt	Storm Sewer	Removal	16			Div. (1)
P18948, 499+25.44, 10.15' Lt to 499+26.57, 32.22' Lt	Storm Sewer	Removal	42			Div. (1)
		TOTAL	348	0		

110-1
04-16-13

REMOVAL OF PAVEMENT

Refer to Tabulation 102-5

* Not a Bid Item

Begin Station	End Station	Side	Pavement Type	Area SY	Saw Cut* LF	Remarks
6784+15.54	6785+49.50	WB,EB		917.7	185.0	
6781+80.07	6783+61.48	EB		2136.4		
6787+67.64	6780+90.31	WB,EB		450.0		
6783+53.45	6783+59.20	WB			6.0	
496+15.96	499+35.52	Both	PCC	1689.0	155.3	State St., Div. (1)
				5193.1		

110-5
08-01-08

SIDEWALK REMOVAL

Begin Station	End Station	Area SY	Remarks
6788+47.17	6789+66.74	396.8	North Side of Gilbert Street
			Div (2)
6783+65.54	6783+86.09	30.0	Div (1)
6783+75.98	6783+59.20	88.8	Div (1)
101+84.66	102+22.62	22.1	15th St., Div. (1)
102+64.29	102+89.01	28.3	15th St., Div. (1)
	Total	565.9	

110-8
08-01-08

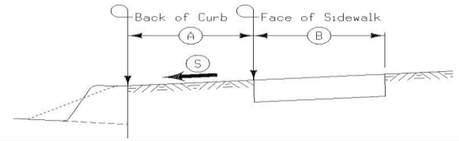
REMOVAL OF CONCRETE DRIVES

Location Station	Side	Area SY	Remarks
6783+90.00	WB	66.7	

113-1
04-16-13

SIDEWALKS

See MI-220 and S Sheets



Road Identification	Station to Station		Side	A FT	B FT	S %	4" PCC Sidewalk SY	6" PCC Sidewalk SY	_" PCC Sidewalk SY	Detectable Warnings SF	Remarks
15th St.	101+84.46	102+89.57	Lt.	Varies	5.00	Varies	58.5				Div. (1)

110-17
04-15-14

CLEARING AND GRUBBING

Location Station to Station or Milepost to Milepost or Description	Direction of Travel	Work and Material Type	Trees, Stumps, and Logs and Down Timber Material Diameters 3"-6"	>6"-9"	>9"-12"	>12"-15"	>15"-18"	>18"-24"	>24"-30"	>30"-36"	>36"-42"	>42"-48"	>48"-60"	>60"-72"	>72"	All Other Materials Length FT	Width FT	Estimated Quantities Units	Area Acres	Herbicide Application Each	Remarks
TBD BY OLE	WB	Trees - Clearing and Grubbing																TBD			TBD closer to letting by OLE
																	TOTAL				

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER C.10

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

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

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

6775

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

6780

6785

6790

BIKE TRAIL

I-74 EB

I-74 WB

US 67 RAMP C

US 67 RAMP B

36'

80'

36'

74

BEGIN RAMP BASELINE
STA. 6776+75.00, 88.00 RT (I-74)
=PC STA. 2576+75.00 (RAMP B)

EX. 14½ ST

EX. ISLE PKWY

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

EX. 15TH ST

EX. GILBERT ST

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

0 FEET 50

For Profile Details
Refer to Next Sheet

MAINLINE PLAN

INTERSTATE 74

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

12:45:47 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

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

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

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

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

MISSISSIPPI BLVD

BEGIN RET. WALL 165

STA. 6803+90.34
BEGIN PROPOSED MEDIAN PAVEMENT CONSTRUCTION

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

PI STA. 16797+67.87 (I-74 WB)
=STA. 6797+70.00, 40.35 RT (I-74)

PI Sta 6801+41.31

PC Sta 6796+70.83

US 67 RAMP A

US 67 RAMP C

US 67 RAMP B

US 67 RAMP D

I-74 EB

I-74 WB

36'

80'

EX. 14TH ST

VARIES

+79.31

6790

6795

6800

6805

74

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

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

US 67 EB

US 67 WB

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

EX. STATE ST

EX. 15TH ST

14TH ST

BEGIN CONSTRUCTION BY OTHERS
SEE IM-074-1(207)5--13-82

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

BEGIN CONSTRUCTION BY OTHERS
SEE IM-074-1(207)5--13-82

EX. BROWN ST

0 FEET 50

For Profile Details
Refer to Next Sheet

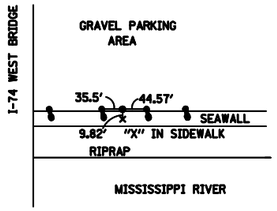
MAINLINE PLAN

INTERSTATE 74

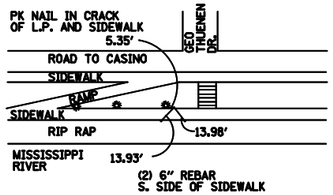
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(206)5--13-82	SHEET NUMBER D.10

12:46:31 PM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-D-01.sht

GPS 014
IOWA D.O.T. FENO MONUMENT
XC=2458338.19 YC=568666.68

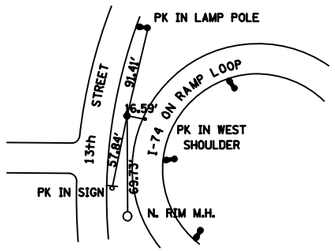


GPS 015
IOWA D.O.T. REBAR
XC=2459345.70 YC= 568727.73

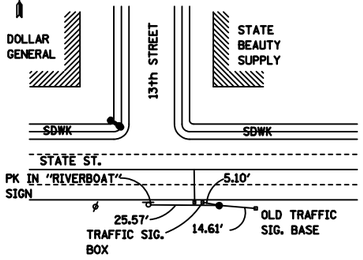


APPROXIMATELY 46' W. OF CENTER LINE OF "GEO THUENEN DR."

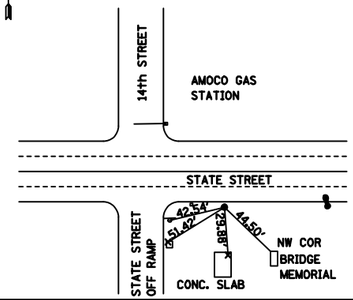
CP 119
SET REBAR
XC=2457540.364 YC=570346.488



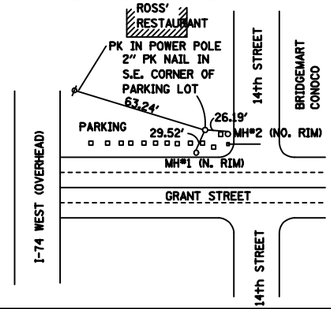
CP 120
SET REBAR
XC=2457691.529 YC=569644.244



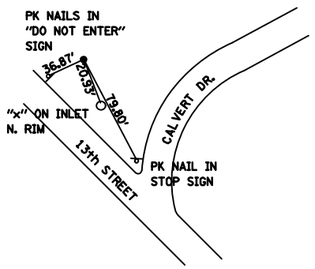
CP 121
SET REBAR
XC=2458219.673 YC=569679.278



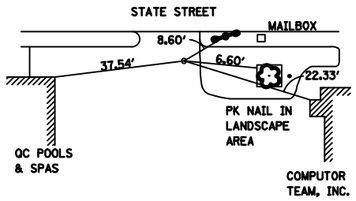
CP 122
SET PK NAIL
XC=2458088.147 YC=570141.496



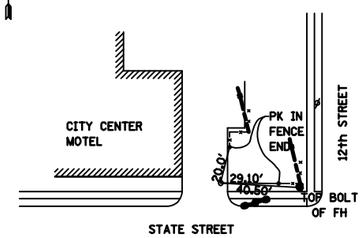
CP 125
SET REBAR
XC=2457651.639 YC=571037.636



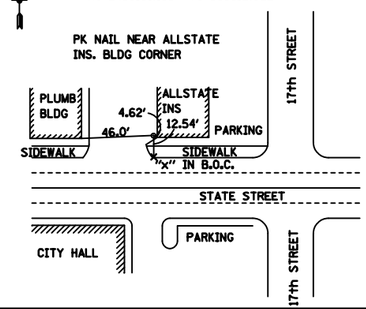
CP 126
SET 2" PK NAIL
XC=2456791.104 YC=569585.544



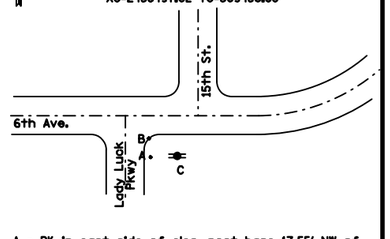
CP 127
SET 2" PK NAIL
XC=2457231.452 YC=569688.750



CP 128
SET PK NAIL
XC=2459161.133 YC=569812.022

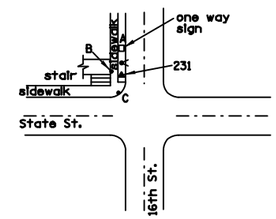


GPS 230
Pt (5/8" Rebar) is on the right corner intersection of Lady Luck Pkwy and Gilbert St. 4.5' back of curb
XC=2458497.62 YC=569456.88



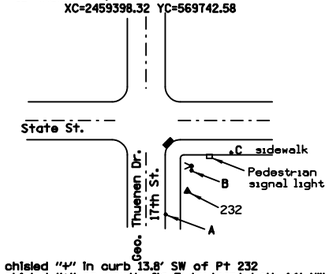
A - PK in east side of elec. post base 17.55' NW of Pt 229
B - PK in west side of first barrier post 21.55' NE of Pt 229
C - PK in in east side of 10" tree 26.9' south of Pt 229

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



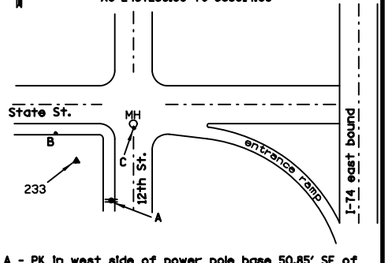
A - PK in east side of one way sign base post 3.85' NW of Pt 231
B - chiseled "+" in sidewalk 7.4' west of Pt 231
C - chiseled "+" in top of curb 11.8' SE of Pt 231

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



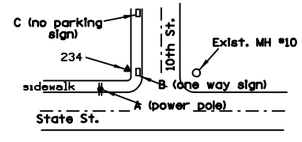
A - chiseled "+" in curb 13.8' SW of Pt 232
B - chiseled "+" on south fig F. hydrant bolt 4.1' NW of Pt 232
C - chiseled "+" in top of inside edge of sidewalk 16.2' NE of Pt 232

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



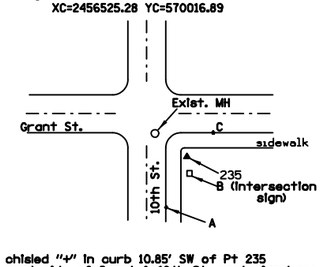
A - PK in west side of power pole base 50.85' SE of Pt 233
B - chiseled "+" on edge of sidewalk 14.9' NW of Pt 233
C - chiseled "+" in south edge of MH rim (stm mh #8) 29.13' NE of Pt 233

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



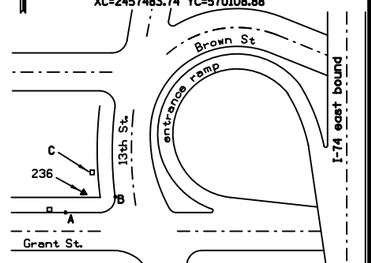
A - PK in power pole 9.5' SW of Pt 234
B - PK in south side of one way post base 5.6' NE of Pt 234
C - chiseled "+" in west side of no parking post base 24.0' NE of Pt 234

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



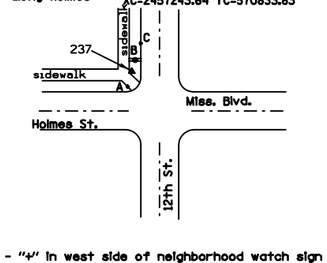
A - chiseled "+" in curb 10.85' SW of Pt 235
B - west side of Grant & 10th St. post sign base 2.67' SE of Pt 235
C - chiseled "+" in top of curb 8.75' NE of Pt 235

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



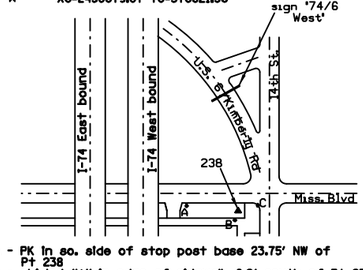
A - chiseled "+" on curb 9.95' SW of Pt 236
B - chiseled "+" on curb 8.5' SE of Pt 236
C - PK in west side of left leg of sign post 10.0' NE of Pt 236

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 - chiseled "+" in edge of sidewalk 6.2' south of Pt 238
C - chiseled "+" on curb 6.4' east of Pt 238

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.

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: 8/15/2014
License number 09174
My license renewal date is December, 2014
Pages or sheets covered by this seal: G.1

ENGLISH	IOWA DOT	DESIGN TEAM AMERICAN SURVEYING	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.1

Survey Information

Scott County
IM-074-1(162)2--13-82
I-74 From South of Lincoln Rd to North of 67th Street
Pin 03-82-074-010-04
SAP 0337.4

General Information

This survey is in English Units. The purpose of this survey was to re-observe and re-level all control. All Bench Marks on the Iowa side of the Mississippi River were re-leveled. All control on the Iowa side of the Mississippi River North of CP123 was re-observed. One new GPS calibration was generated using re-observed control, new supplemental project control, and re-leveled benchmarks along existing I-74. The purpose of this survey was to update old information, confirm the accuracy of old information then collect and verify information along I-74.

The IDOT GPS network control along I-74 was held fixed in the RTK calibration.
Calibration points held fixed Horizontally and Vertically 5,6,10,17,20,25,100,101,102,103,111,153,243,560,612,
Calibration points held fixed Vertically 7,21,106,108,109,110,116,157,250,252,254,255,556,563
Calibration points held fixed Horizontally 12, 13,15.

The project coordinates are projected to the ground.

Vertical Datum

This survey is relative to NAVD 88 vertical datum. A new level loop originated and terminated on the original I-74 mark BM 503. The new level loop ran north to I-80 then returned to BM 503. Loops were also run on Lincoln, Middle road, Spruce Hills & 53rd Street.

Benchmarks were re-established on the new Lincoln Rd overpass bridge. Vertical differences between the 2003 CH2MHill marks and the newly established elevations are as follows, At the Middle Road intersection a vertical difference of 0.062 was found (SEE BM509 equation below). At the Spruce Hills intersection a vertical difference of 0.078 was found (SEE BM514 equation below). All elevations along 53rd street were originally leveled from BM 522, BM 522 has been destroyed in recent construction. Just West of the 53rd Street intersection a vertical difference of 0.066 was found (SEE BM560 equation below).

Vertical Equations;

BM # 503 this survey	Elev. = 580.282 (NAVD 88 English) 2011 Datum BM
=BM # 503	Elev. = 580.282 (NAVD 88 English) I-74 Consultant survey
BM # 509 this survey	Elev. = 677.516 (NAVD 88 English) 2011 Re-Leveled
=BM # 509	Elev. = 677.578 (NAVD 88 English) I-74 Consultant survey
BM # 514 this survey	Elev. = 680.944 (NAVD 88 English) 2011 Re-Leveled
=BM # 514	Elev. = 681.022 (NAVD 88 English) I-74 Consultant survey
=BM # 514	Elev. = 681.022 (NAVD 88 English) 2009 WHKS Kimberly Road Survey
BM # 560 this survey	Elev. = 686.934 (NAVD 88 English) 2011 Re-Leveled
=BM # 560	Elev. = 687.000 (NAVD 88 English) 2008 WHKS 53rd St Survey
BM # 564 this survey	Elev. = 710.632 (NAVD 88 English) 2011 Re-Leveled
=BM # 564	Elev. = 710.688 (NAVD 88 English) 2008 WHKS 53rd St Survey
BM # 556 this survey	Elev. = 707.691 (NAVD 88 English) 2011 Re-Leveled
=BM # 556	Elev. = 707.745 (NAVD 88 English) 2008 WHKS 53rd St Survey
BM # 573 this survey	Elev. = 624.321 (NAVD 88 English) 2011 Re-Leveled
=BM # 317 Scott Co Plan (I-74-1(5)2**01--82	Elev. = 625.21 Datum Unknown
BM # 574 this survey	Elev. = 649.518 (NAVD 88 English) 2011 Re-Leveled
=BM 320"A" Scott Co Plan (I-74-1(5)2--01--82	Elev. = 649.36 Datum Unknown
BM # 575 this survey	Elev. = 653.550 (NAVD 88 English) 2011 Re-Leveled
=BM 423"A" Scott Co Plan (I-74-1(5)2--01--82	Elev. = 654.42 Datum Unknown
BM # 576 this survey	Elev. = 646.600 (NAVD 88 English) 2011 Re-Leveled
=BM 328"A" Scott Co Plan (I-74-1(6)3**01-82	Elev. = 647.61 Datum Unknown

Alignments

Alignments were provided from previous surveys.

Horizontal Datum & Project Coordinate Transformation

The IDOT observed a GPS Static control network for the I-74 Mississippi River Bridge.

GENERAL INFORMATION FOR GPS PROJECT : Sap 0337 IMN-74-1(123)0-0e-82

STATE PLANE COORDINATE ZONE 1402 (IOWA SOUTH LAMBERT)

STATE PLANE COORDINATES HELD AT POINT G021

AVERAGE PROJECT LATITUDE = 41 33 2.13112

RESULTING RADIUS = 6363530.832 (METERS)

MEAN PROJECT ELEVATION = 195.000 (METERS)

SEA LEVEL FACTOR = 0.999969358

AVERAGE PROJECT SCALE FACTOR = 0.999967147

COMBINED FACTOR (GRID) = 0.999936506

1 / GRID = 1.000063498

VERTICAL DATUM = NAVD 88 <> HORIZONTAL DATUM = NAD 83 (1996)

Local Project Plane Coordinate Conversion Equation:
a. Local Project Coord y = [(State Plane y - hold point y) 1/grid factor] + hold point y
b. Local Project Coord x = [(State Plane x - hold point x) 1/grid factor] + hold point x

ALL COORDINATES CONVERTED TO ENGLISH UNITS

POINT	STATE PLANE COORD(Y)	STATE PLANE COORD(X)	POINT SCALE FACTOR	LOCAL PROJECT PLANE COORD(Y)	LOCAL PROJECT PLANE COORD(X)	Leveled Elevation
2	575101.117	2456247.982	0.99996155	575100.785	2456248.039	671.710
3	575305.685	2456670.142	0.99995733	575305.366	2456670.226	677.231
4	587761.953	2454890.061	0.99995075	587762.425	2454890.032	699.736
5	579548.598	2465909.733	0.99996337	579548.549	2465910.403	-------
6	592312.279	2465381.409	0.99996316	592313.040	2465382.046	-------
7	570852.050	2449647.188	0.99996322	570851.449	2449646.826	-------
10	566360.220	2467519.750	0.99996337	566359.333	2467520.523	-------
11	565294.190	2460631.000	0.99996316	565293.236	2460631.335	-------
12	564685.560	2459258.240	0.99996301	564684.567	2459258.488	-------
13	565480.250	2459044.560	0.99996322	565479.308	2459044.794	-------
14	568667.420	2458338.000	0.99996407	568666.680	2458338.190	575.724
15	568728.460	2459345.450	0.99996408	568727.724	2459345.703	576.878
16	571682.620	2457637.330	0.99996489	571682.071	2457637.475	625.186
17	572958.520	2457220.200	0.99996525	572958.052	2457220.319	658.505
Original Cp 18 has been destroyed			----------	----------	----------	-------
19	576053.260	2456566.470	0.99996613	576052.989	2456566.547	659.900
20	577880.740	2455743.660	0.99996666	577880.585	2455743.685	626.865
21	580322.540	2455353.370	0.99996738	580322.540	2455353.370	677.568
22	582952.070	2455193.020	0.99996817	582952.237	2455193.010	688.928
Original Cp 23 has been destroyed			----------	----------	----------	-------
24	590858.430	2455023.020	0.99997062	590859.099	2455022.999	727.114
25	593042.580	2454447.940	0.99997133	593043.388	2454447.883	748.901
26	595178.440	2454058.310	0.99997203	595179.383	2454058.228	732.221

BENCHMARKS		ELEVATION
~~No. 500 Sta. 6781+18.803 161.128 Lt. Y: 568688.781 X:2458216.869~~	~~Fd "X" on bolt East side conc structure =CH2MHill BM500 EL=575.797~~	~~575.796~~
~~No. 501 Sta. 6787+97.906 311.471 Rt. Y: 569456.791 X:2458524.591~~	~~Fd CHISELED "X" IN S.W. FLANGE BOLT IN Fire Hyd (FD Good Cond) =CH2MHill BM501 EL 568.923~~	~~568.926~~
~~No. 502 Sta. 6791+49.022 38.344 Rt. Y: 569737.468 X:2458179.480~~	~~FD CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD (Leaning) =CH2MHill BM502 EL 575.247~~	~~575.247~~
~~No. 503 Sta. 6801+93.632 255.412 Rt. Y: 570811.071 X:2458144.197~~	~~FD CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" FHYD (Leaning) =CH2MHill BM503 EL 580.282~~	~~580.282~~
No. 504 Sta. 6809+00.595 189.731 Rt. Y: 571477.720 X:2457880.301	Fd "X" IN West side conc Luminaire Base =CH2MHill BM504 EL 602.945	602.920
No. 505 Sta. 6810+90.128 75.269 Rt. Y: 571625.939 X:2457715.814	Fd Square on NE Barrier Rail of NBL I-74 Bridge over Kimberly Rd =CH2MHill BM505 EL 621.93	621.906
No. 506 Sta. 6822+67.473 84.778 Rt. Y: 572755.496 X:2457383.651	Fd "X" on West side Cir conc Lum Pole Base =CH2MHill BM506 EL 655.749	655.710
~~No. 507 Sta. 6834+05.076 68.762 Rt. Y: 573843.513 X:2457063.995~~	~~Not Found at given coordinates presumed destroyed CH2M Hill BM~~	~~668.133~~
No. 508 Sta. 6842+55.549 62.831 Rt. Y: 574668.276 X:2456866.038	Fd "X" on East side conc Lum Pole Base =CH2MHill BM508 EL 671.518	671.448
No. 509 Sta. 6851+85.690 59.105 Rt. Y: 575576.663 X:2456666.015	Fd IDOT BM Button on NE Barrier Rail of NBL Brg over Middle Rd =CH2MHill BM509 EL 677.578	677.516
No. 510 Sta. 6861+43.895 80.14 Rt. Y: 576518.994 X:2456482.513	Fd "X" on E Side conc Luminaire Base at AB Sta 2170+00+/- =CH2MHill BM510 EL 645.087	645.044
No. 511 Sta. 6868+67.531 100.64 Rt. Y: 577225.907 X:2456261.874	Fd DOT BM Button on NE Barrier Rail of NBL Brg over Duck Creek =CH2MHill BM511 EL 638.647	638.614
No. 512 Sta. 6882+39.229 73.974 Rt. Y: 578444.501 X:2455659.981	Fd "X" on Conc Base of W post of sign "exit 2" =CH2MHill BM512 EL 631.703	631.676
No. 513 Sta. 6892+34.511 84.403 Rt. Y: 579410.375 X:2455508.787	Fd "X" on top east end 48" RCP =CH2MHill BM513 EL 649.572 125' +/- N. of MM 3.1	649.537
No. 514 Sta. 6901+57.825 60.026 Rt. Y: 580327.480 X:2455399.144	Fd DOT BM Button on SE Barrier Rail of NBL Brg over Spruce Hills Rd =CH2MHill BM514 EL 781.022	680.944
No. 515 Sta. 6912+23.757 330.731 Rt. Y: 581413.875 X:2455570.133	Fd CHISELED "X" IN FLANGE BOLT IN WORD "MUELLER" =CH2MHill BM515 EL 683.991	683.924
No. 516 Sta. 6923+17.968 89.277 Lt. Y: 582468.666 X:2455061.538	Fd "X" on E side conc Lum Pole Base =CH2MHill BM516 EL 686.241	686.161
No. 518 Sta. 6934+40.127 101.985 Rt. Y: 583597.470 X:2455218.010	Fd "T" IN HDWL R.C.B. 2' from WHKS BM (#16589 Fd IHC inlet hdwl 4x5x175.9RCB)	668.280
~~No. 519 Sta. 6946+33.160 100.75 Lt. Y: 584785.834 X:2454989.491~~	~~Not Found at given coordinates presumed destroyed CH2M Hill BM~~	~~667.743~~
No. 520 Sta. 6956+41.991 87.183 Rt. Y: 585798.497 X:2455155.537	Fd "X" in Sign Base =CH2MHill BM520 EL 746.765	646.698
No. 521 Sta. 6963+09.707 63.203 Rt. Y: 586465.537 X:2455117.105	Fd "X" on Lum Base =CH2MHill BM521 EL 660.130	660.059
~~No. 522 Sta. 6974+87.011 80.483 Rt. Y: 587642.940 X:2455108.891~~	~~Not Found at given coordinates presumed destroyed CH2M Hill BM~~	~~679.620~~
No. 523 Sta. 6988+24.965 63.13 Rt. Y: 588980.204 X:2455062.572	Fd "X" on Lum Base =CH2MHill BM523 EL 700.669	700.594
No. 524 Sta. 7000+10.296 63.463 Rt. Y: 590165.265 X:2455037.241	Fd "X" on Lum Base =CH2MHill BM524 EL 719.358	719.265
No. 525 Sta. 7010+07.602 91.313 Lt. Y: 591158.986 X:2454860.908	Fd "X" in Sign Base =CH2MHill BM525 EL 727.605	727.494
No. 526 Sta. 7019+95.564 98.784 Lt. Y: 592123.621 X:2454768.643	FD "X" on east side sign base =CH2MHill BM526 EL 731.873	731.766
No. 527 Sta. 7033+00.191 150.317 Rt. Y: 593441.396 X:2454656.773	Fd RR Spk in w. side fence post =CH2MHill BM527 EL 738.163	738.026
No. 528 Sta. 7039+00.326 82.286 Rt. Y: 593998.080 X:2454422.481	Fd "X" in Sign Base =CH2MHill BM528 EL 733.087	732.973
No. 529 Sta. 7028+71.801 105.188 Rt. Y: 593017.636 X:2454734.117	Fd IHC BM on SE Cor 67th St. Bridge =CH2MHill BM529 EL 751.48	751.346
~~No. 533 Sta. 6975+42.730 2347.104 Rt. Y: 587747.722 X:2457373.774~~	~~Not Found at given coordinates presumed destroyed CH2M Hill BM City of Davenport B.M. BRASS Monu~~	~~711.250~~
No. 556 Sta. 6975+74.064 2934.409 Lt. Y: 587664.694 X:2452092.820	Fd City of Davenport conc pad with disk (Good Cond)-Previous El=707.745	707.691
~~No. 558 Sta. 6976+23.550 1683.44 Lt. Y: 587741.254 X:2453342.425~~	~~Not Found at given coordinates presumed destroyed BM from 53rd St Survey~~	~~709.391~~
No. 564 Sta. 6976+24.653 431.761 Rt. Y: 587788.155 X:2455457.106	Fd "X" on S side Lum Pole Base	710.632
No. 565 Sta. 6934+41.901 101.993 Rt. Y: 583599.244 X:2455217.979	Fd IHC BM on inlet hdwl 4x5x175.9 RCB Note:This BM is 2' from CH2MHill #518	668.319
No. 568 Sta. 6976+08.417 131.511 Rt. Y: 587765.422 X:2455157.278	Fd IDOT Brass Button on NE BRG/SWK Barrier Rail	708.326
No. 569 Sta. 6976+03.140 118.937 Lt. Y: 587754.724 X:2454907.003	Fd IDOT Brass Button on NW BRG/SWK Barrier Rail	703.120
No. 570 Sta. 6975+27.062 133.539 Rt. Y: 587684.130 X:2455161.067	Fd IDOT Brass Button on SE BRG/SWK Barrier Rail (New BM on new Brg Addition)	708.439
No. 571 Sta. 6848+78.456 59.872 Lt. Y: 575251.235 X:2456614.586	BM Established in 2011 DOT BM Button on SW Barrier Rail of SBL Brg over Middle Rd	683.959
No. 572 Sta. 6865+94.623 31.589 Lt. Y: 576920.853 X:2456245.148	BM Established in 2011 DOT BM Button on SW Barrier Rail of SBL Brg over Duck Creek	638.686
No. 573 Sta. 6875+20.239 245.376 Rt. Y: 577875.339 X:2456080.499	BM Established in 2011 (X) on SW Bolt fire hyd Jct Hawthorne Dr & Cypress Drive =Plan BM 317 Plan Elev=625.21 (I-74-1(5)2**01--82 Fd on sheet 4 of 8	624.321
No. 574 Sta. 6893+06.470 271.761 Rt. Y: 579499.349 X:2455688.689	BM Established in 2011 (x) on NW bolt of Fire Hyd Plan Elev =649.36 =Plan BM 320"A" (I-74-1(5)2--01--82 Fd on sheet 47A	649.518
No. 575 Sta. 6904+13.118 741.405 Lt. Y: 580507.579 X:2454577.542	BM Established in 2011 IHC BM on inlet Hdwl 4x4 RCB Plan Elev =654.42 =Plan BM 423"A" (I-74-1(5)2--01--82 Fd on sheet 47A	653.550
No. 576 Sta. 6955+96.514 74.251 Rt. Y: 585752.751 X:2455143.593	BM Established in 2011 =Plan BM 328"A" Plan calls for IHC This Survey Fd "X" on Inlet end 6x6 RCB Plan Plan Elev=647.61 (I-74-1(6)3**01-82 Fd on sheet 30	646.600
No. 577 Sta. 6833+94.859 132.343 Rt. Y: 573849.206 X:2457128.132	BM Established in 2011 Fd PK nail in SE Barrier Rail of New bridge on Lincoln	688.859
No. 578 Sta. 6835+04.164 126.319 Lt. Y: 573892.486 X:2456850.685	BM Established in 2011 Fd PK nail in NW Barrier Rail of New bridge on Lincoln	689.703
No. 600 Sta. 6904+02.998 796.519 Lt. Y: 580492.406 X:2454523.600	Fd x on NE Bolt of lum pole base (Good Cond) equals SAP 0576 BM601 ZC=657.159--	657.067

MISCELLANEOUS LOCATIONS

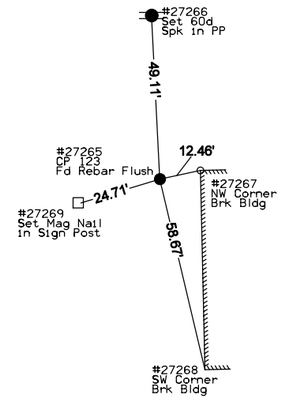
BENCHMARKS along Kimberly Rd		ELEVATION
No. 566 Sta. 7293+72.752 85.356 Lt. Y: 580808.174 X:2452917.397	IHC BM on Inlet Hdwl of Twin 14 x 14 RCB equals SAP 0576 BM505 ZC=632.189	632.115
No. 567 Sta. 7294+25.010 66.073 Rt. Y: 580650.413 X:2452889.591	"X" on Outlet Hdwl 30 x 15 Conc Arch equals SAP 0576 BM506 equals ZC=634.892--	634.811
No. 601 Sta. 7296+53.544 145.968 Lt. Y: 580724.974 X:2453192.177	Fd x on East bolt of lum base (Good Cond) equals SAP 0576 BM601 ZC=637.567---	637.475

BENCHMARKS along Spruce Hills		ELEVATION
No. 600 Sta. 7310+89.997 68.872 Lt. Y: 580492.406 X:2454523.600	Fd x on NE Bolt of lum pole base (Good Cond) equals SAP 0576 BM601 ZC=657.159---	657.067
No. 575 Sta. 7311+44.092 83.488 Lt. Y: 580507.579 X:2454577.542	BM Established in 2011 IHC BM on inlet Hdwl 4x4 RCB Plan Elev =654.42 =Plan BM 423"A" (I-74-1(5)2--01--82 Fd on sheet 47A	653.550

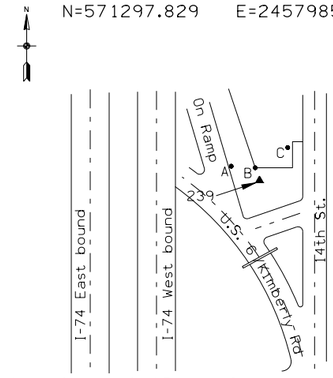
BENCHMARKS along 53rd Street		ELEVATION
No. 556 Sta. 5101+39.040 46.77 Lt. Y: 587664.694 X:2452092.820	Fd City of Davenport conc pad with disk (Good Cond)-Previous El=707.745	707.691
No. 557 Sta. 5109+03.090 61.092 Rt. Y: 587591.784 X:2452860.855	Fd RR spk N side PP 53rd & Ent to Wendys -Previous El=700.401	700.342
No. 559 Sta. 5119+68.333 62.324 Lt. Y: 587757.826 X:2453921.509	Fd "X" SW Bolt F Hyd-Previous El=697.692----	697.643
No. 560 Sta. 5125+32.940 112.763 Rt. Y: 587587.849 X:2454490.316	Fd "X" on E side Lum Pole Base @ SW Quad 53rd & SBL on Ramp to I-74 Previous El=687.000	686.934
No. 564 Sta. 5135+05.67 47.436 LT. Y: 587788.155 X:2455457.106	Fd "X" on S side Lum Pole Base Previous El=710.688	710.632
No. 563 Sta. 5141+77.716 50.554 Rt. Y: 587718.639 X:2456132.692	Fd RR spk S side PP-Previous El=714.911------	714.865
No. 561 Sta. 5144+84.792 67.902 Lt. Y: 587849.961 X:2456434.490	Fd "X" on S Traffic Signal Base Previous El=710.934	710.882
No. 562 Sta. 5147+11.075 49.497 Rt. Y: 587742.225 X:2456665.530	Fd RR spk N side PP-Previous El=707.554------	707.513

BENCHMARKS Outside Project Limits		ELEVATION
No. 612 Sta. 6923+98.048 12492.508 Lt. Y: 581906.735 X:2442670.591	Fd "X" NE Cor Coc Base(=BM612 J Krieger 2007 Rd Survey ZC=680.814)=(BM612 2009 Kimberly Rd Survey ZC=680.884)	680.800
No. 999 Sta. 6826+44.943 15993.986 Lt. Y: 568672.694 X:2441824.208	Fd 60 spk in SWK crack near electrical access lid approx 500' NE of station "Davenport" the swk is along west side of Perry Street just north of E 4th St.	584.737

C.P. STA 6805+63.73 RIGHT 341.97
C.P. 123, Fd 5/8" Rebar Flush
N=571198.304 E=2458123.906

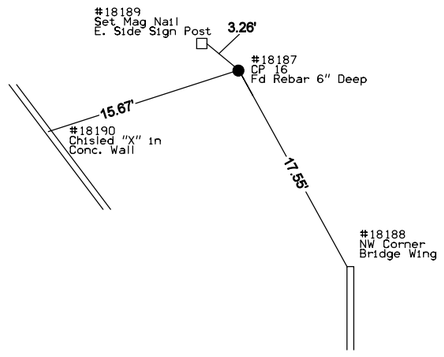


C.P. STA 6806+98.00 RIGHT 238.05
C.P. 239, Fd 5/8" Rebar 4" Deep
N=571297.829 E=2457985.270

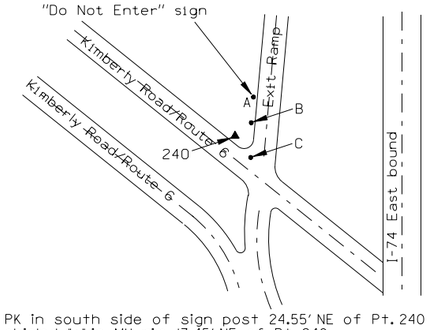


A - chisled "+" in NE sec. of elec. pole base support 30.14' NW of Pt. 239
B - chisled "+" in west side of fence post support 4.7' NW of Pt 239
C - PK in asphalt paving 17.87' NE of Pt 239

C.P. STA 6811+66.56 RIGHT 16.56
C.P. 16, Fd 5/8" Rebar 6" Deep
N=571682.071 E=2457637.475

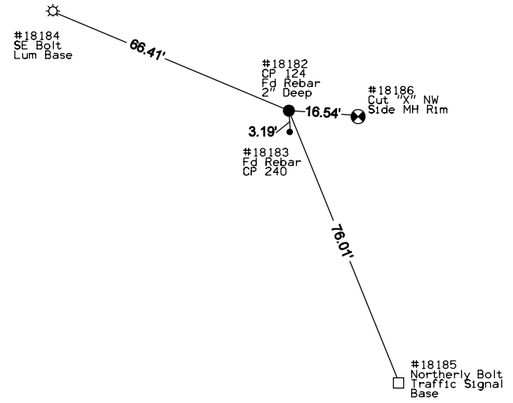


C.P. STA 6813+84.75 LEFT 284.22
C.P. 240, Fd 5/8" Rebar 2" Deep
N=571803.709 E=2457286.364

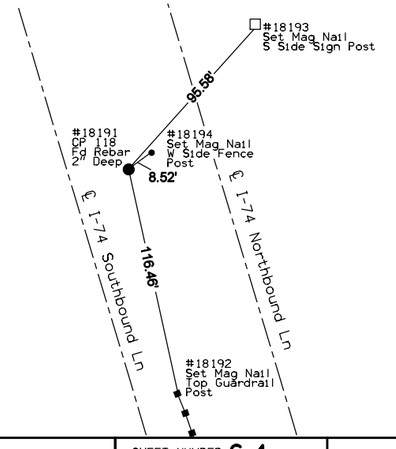


A - PK in south side of sign post 24.55' NE of Pt. 240
B - chisled "+" in MH rim 17.45' NE of Pt. 240
C - chisled "+" in MH rim 13.82' SE of Pt 240

C.P. STA 6813+87.86 LEFT 283.53
C.P. 124, Fd 5/8" Rebar 2" Deep
N=571806.885 E=2457286.125

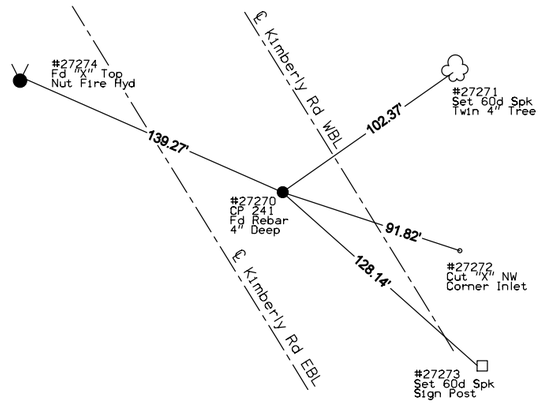


C.P. STA 6815+94.35 LEFT 6.56
C.P. 118, Fd 5/8" Rebar 2" Deep
N=572084.791 E=2457491.344

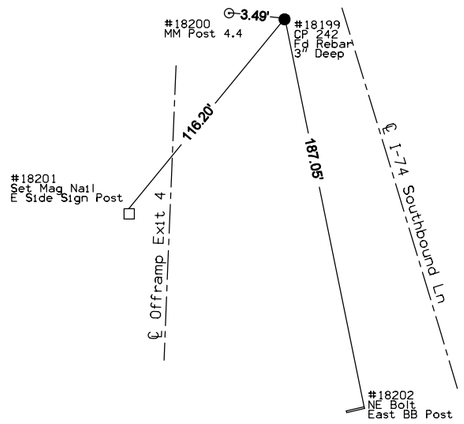


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.4

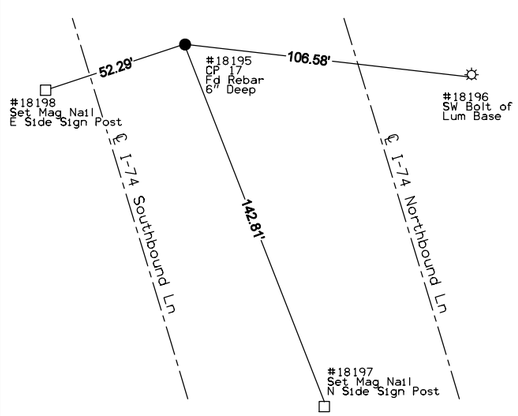
C.P. STA 6817+24.44 LEFT 676.03
C.P. 241, Fd 5/8" Rebar 4" Deep
N=572015.245 E=2456812.909



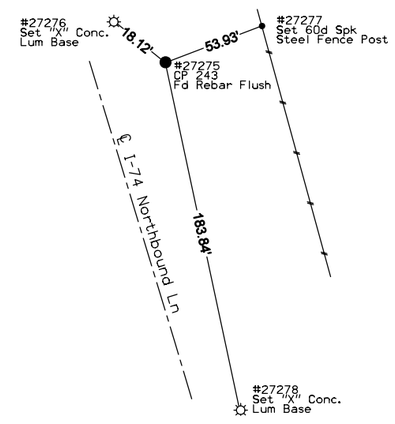
C.P. STA 6822+23.18 LEFT 63.92
C.P. 242, Fd 5/8" Rebar 3" Deep
N=572670.004 E=2457254.178



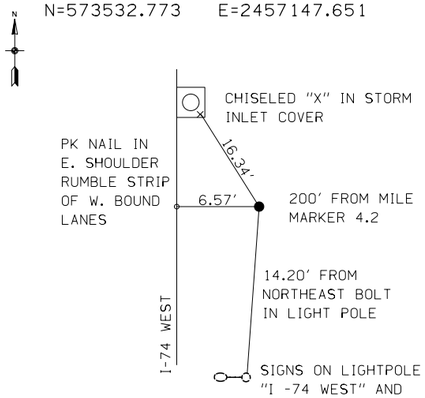
C.P. STA 6825+08.57 LEFT 13.59
C.P. 17, Fd 5/8" Rebar 6" Deep
N=572958.052 E=2457220.319



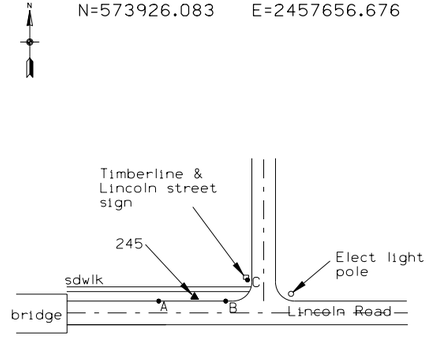
C.P. STA 6830+52.74 RIGHT 84.80
C.P. 243, Fd 5/8" Rebar Flush
N=573507.713 E=2457167.961



C.P. STA 6830+82.30 RIGHT 71.66
C.P. 117, Fd 5/8" Rebar Flush
N=573532.773 E=2457147.651

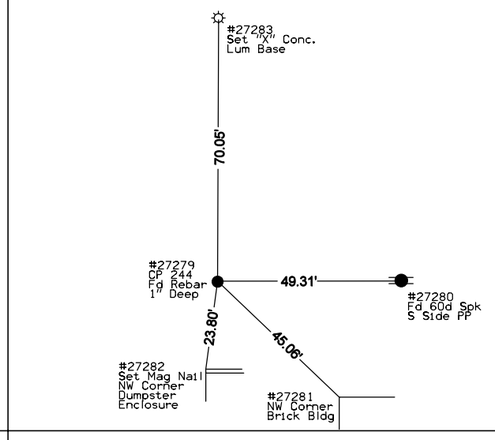


C.P. STA 6833+38.33 RIGHT 663.55
C.P. 245, Fd 5/8" Rebar Flush
N=573926.083 E=2457656.676

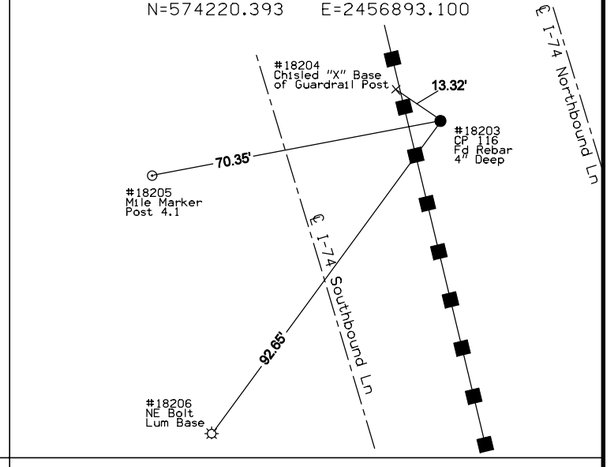


A - chisled "+" in top of curb 12.65' SW of Pt 245
B - chisled "+" in top of curb 6.77' SE of Pt 245
C - chisled "+" on sign support base 11.91' NE of Pt 245

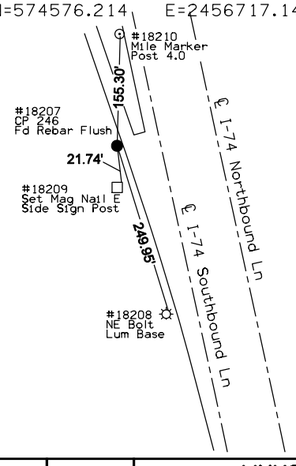
C.P. STA 6835+44.52 LEFT 618.90
C.P. 244, Fd 5/8" Rebar 1" Deep
N=573814.369 E=2456362.609



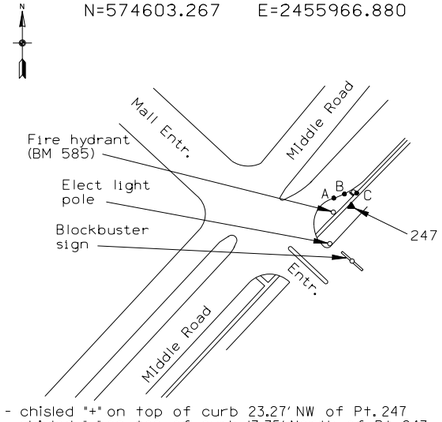
C.P. STA 6838+12.17 LEFT 8.42
C.P. 116, Fd 5/8" Rebar 4" Deep
N=574220.393 E=2456893.100



C.P. STA 6841+97.00 LEFT 102.14
C.P. 246, Fd 5/8" Rebar Flush
N=574576.214 E=2456717.144

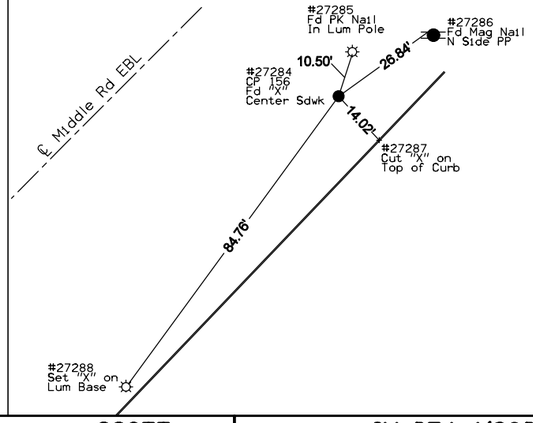


C.P. STA 6843+81.85 LEFT 829.78
C.P. 247, Fd 5/8" Rebar Flush
N=574603.267 E=2455966.880

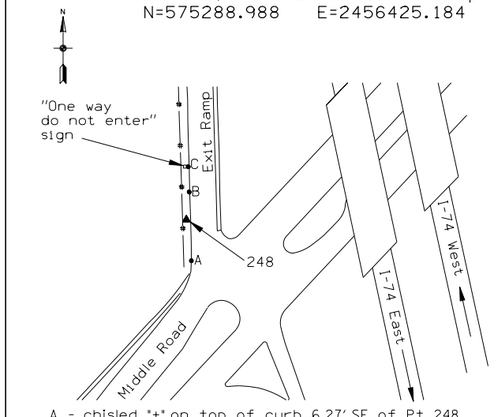


A - chisled "+" on top of curb 23.27' NW of Pt. 247
B - chisled "+" on top of curb 17.75' North of Pt. 247
C - PK in light pole base 37.42' NE of Pt 247

C.P. STA 6845+55.04 LEFT 586.64
C.P. 156, Fd "X" On Sidewalk
N=574823.895 E=2456167.973



C.P. STA 6849+55.35 LEFT 237.03
C.P. 248, Fd 5/8" Rebar 6" Deep
N=575288.988 E=2456425.184

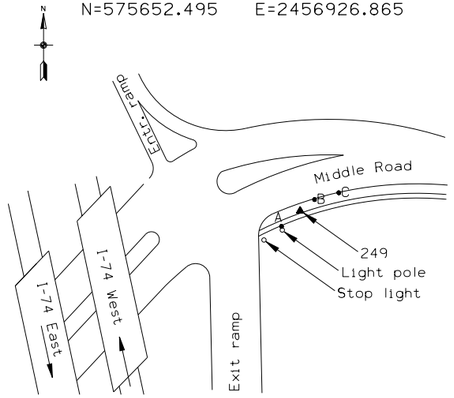


A - chisled "+" on top of curb 6.27' SE of Pt. 248
B - PK in asphalt shoulder 10.48' NE of Pt. 248
C - PK in sign post base 14.19' NW of Pt 248

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.5

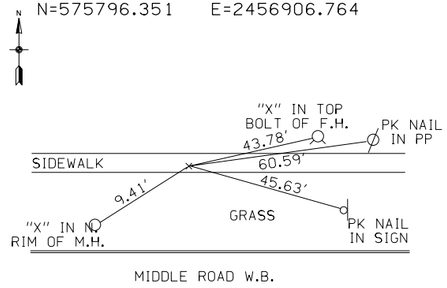
11:02:38 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

C.P. STA 6852+04.74 RIGHT 330.09
C.P. 249, Fd 5/8" Rebar 2" Deep
N=575652.495 E=2456926.865



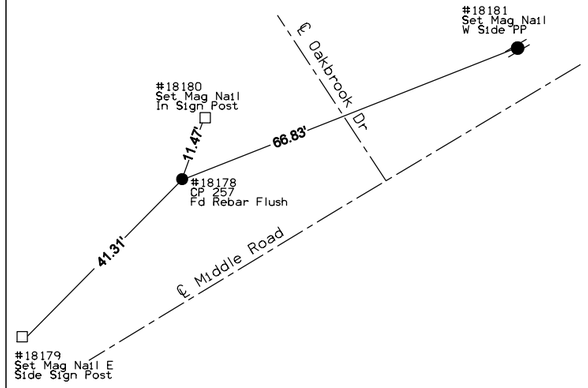
A - PK in light pole support base 16.23' SW of Pt. 249
B - chisled "+" on top of curb 6.0' NE of Pt. 249
C - chisled "+" on top of curb 10.45' NE of Pt 249

C.P. STA 6853+49.60 RIGHT 340.81
C.P. 157, Fd "X" On Sidewalk
N=575796.351 E=2456906.764

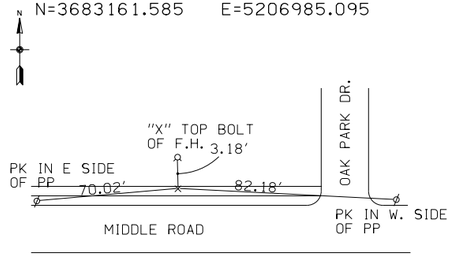


"X" CUT IN SIDEWALK
NORTH OF MIDDLE RD.
EAST OF I-74 SOUTH OF
CHURCH PARKING LOT

C.P. STA 6855+70.34 RIGHT 980.42
C.P. 257, Fd 5/8" Rebar Flush
N=576147.162 E=2457485.347

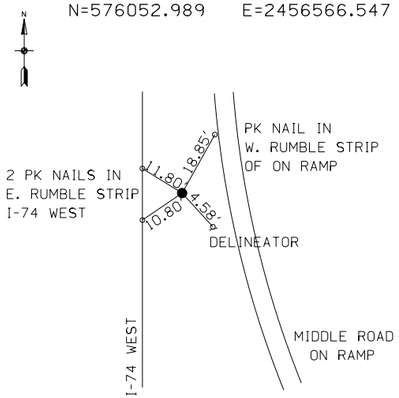


C.P. STA 6856+35.60 RIGHT 1511.93
C.P. 158, Fd "X" On Sidewalk
N=3683161.585 E=5206985.095



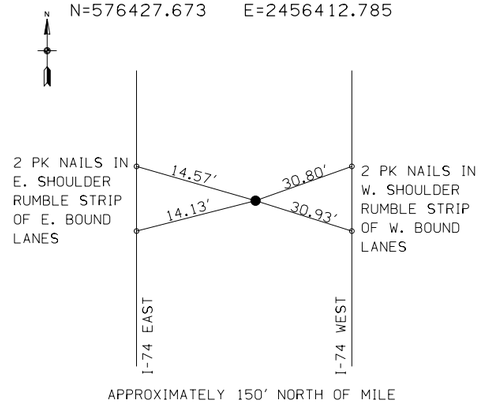
"X" CUT IN SIDEWALK
NORTH OF MIDDLE RD.

C.P. STA 6856+72.28 RIGHT 62.45
C.P. 19, Fd 5/8" Rebar Flush
N=576052.989 E=2456566.547



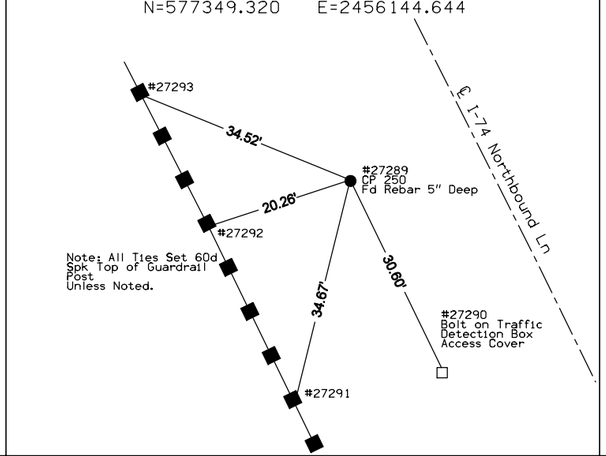
APPROXIMATELY 150' S.
OF MILE MARKER 3.7

C.P. STA 6860+71.06 LEFT 8.34
C.P. 115, Fd 5/8" Rebar Flush
N=576427.673 E=2456412.785

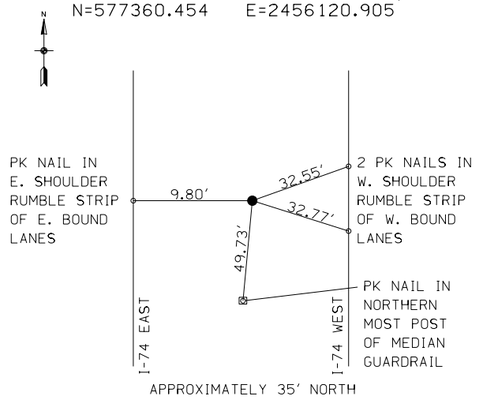


APPROXIMATELY 150' NORTH OF MILE
MARKER 3.7 NEAR EXIT 3 OFF RAMP

C.P. STA 6870+26.49 RIGHT 49.15
C.P. 250, Fd 5/8" Rebar 5" Deep
N=577349.320 E=2456144.644

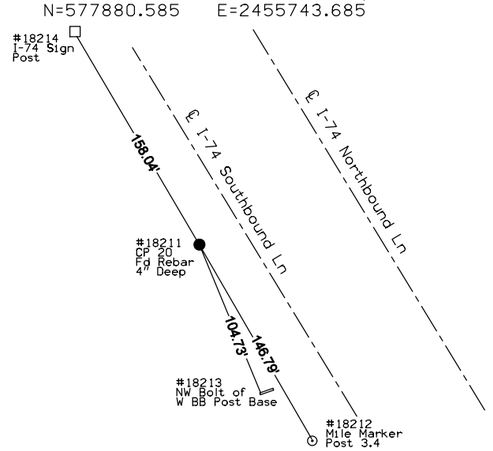


C.P. STA 6870+47.07 RIGHT 33.17
C.P. 114, Fd 5/8" Rebar 6" Deep
N=577360.454 E=2456120.905

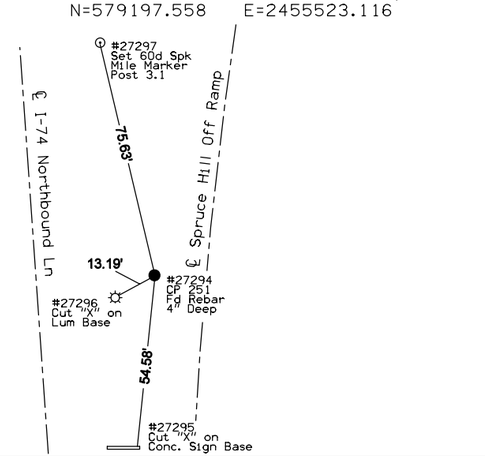


APPROXIMATELY 35' NORTH
OF MILE MARKER 3.5

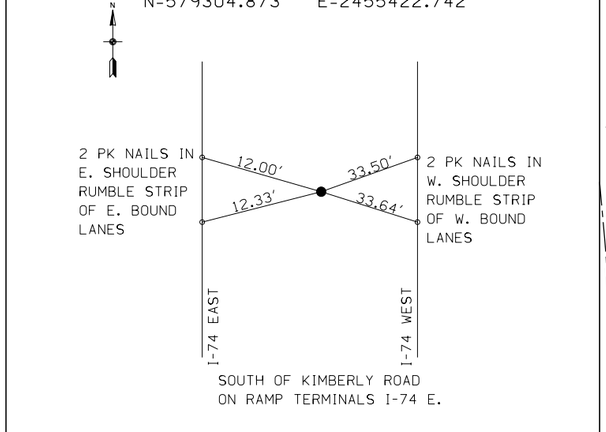
C.P. STA 6876+81.07 LEFT 52.62
C.P. 20, Fd 5/8" Rebar 4" Deep
N=577880.585 E=2455743.685



C.P. STA 6890+20.99 RIGHT 78.88
C.P. 251, Fd 5/8" Rebar 4" Deep
N=579197.558 E=2455523.116

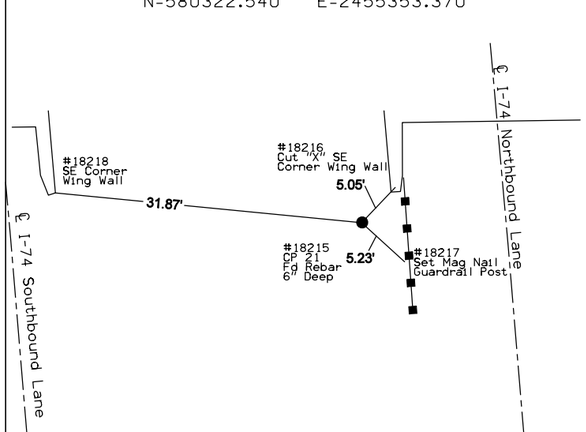


C.P. STA 6891+37.42 LEFT 11.03
C.P. 112, Fd 5/8" Rebar Flush
N=579304.873 E=2455422.742



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

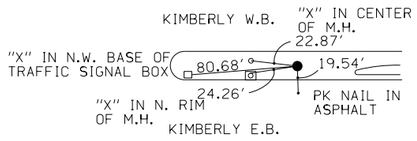
C.P. STA 6901+57.14 RIGHT 13.99
C.P. 21, Fd 5/8" Rebar 6" Deep
N=580322.540 E=2455353.370



ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.6

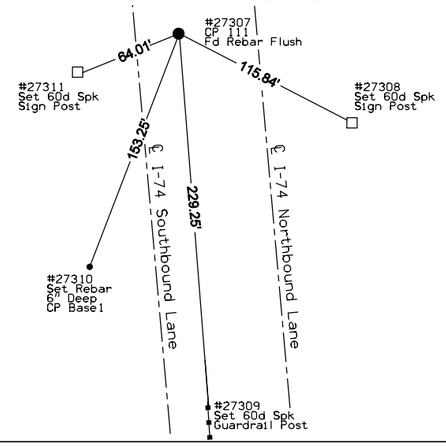
11:02:40 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

C.P. STA 6903+79.03 LEFT 1328.13
C.P. 153, Fd 5/8" Rebar W/ Alum. Cap 6" Deep
N=580419.391 E=2453996.482

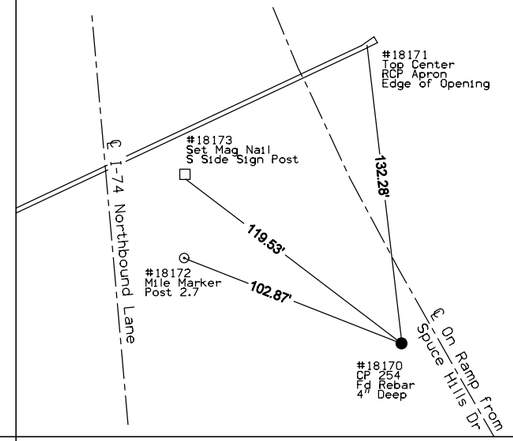


REBAR IN CENTER OF MEDIAN
KIMBERLY ROAD EAST OF
ELMORE AVE., WEST OF
GUARDRAIL

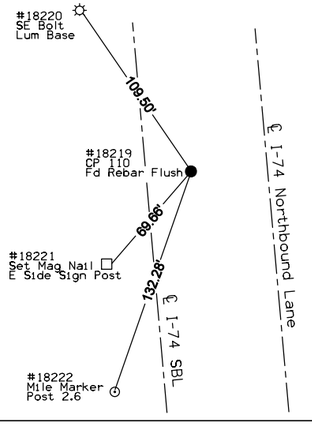
C.P. STA 6908+96.34 LEFT 10.08
C.P. 111, Fd 5/8" Rebar Flush
N=581056.349 E=2455261.055



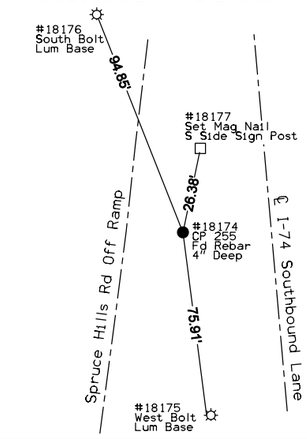
C.P. STA 6911+61.86 RIGHT 159.71
C.P. 254, Fd 5/8" Rebar 4" Deep
N=581336.428 E=2455405.564



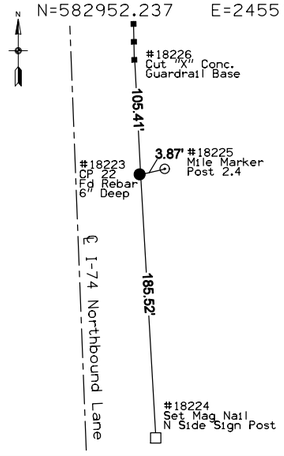
C.P. STA 6918+58.74 LEFT 13.12
C.P. 110, Fd 5/8" Rebar Flush
N=582014.527 E=2455169.727



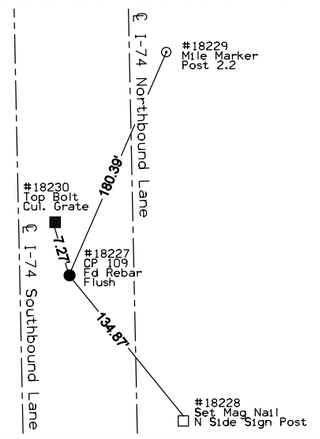
C.P. STA 6920+29.49 LEFT 72.47
C.P. 255, Fd 5/8" Rebar 4" Deep
N=582180.524 E=2455097.140



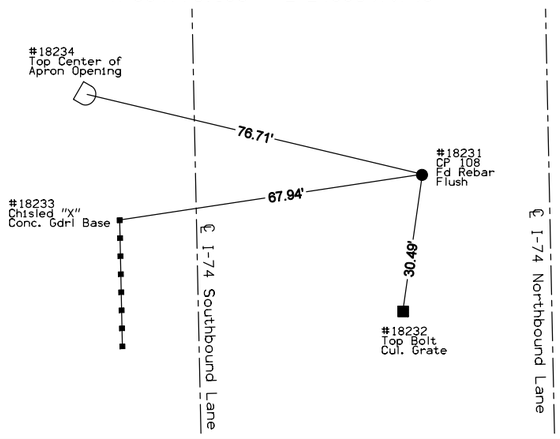
C.P. STA 6927+95.16 RIGHT 62.63
C.P. 22, Fd 5/8" Rebar 6" Deep
N=582952.237 E=2455193.010



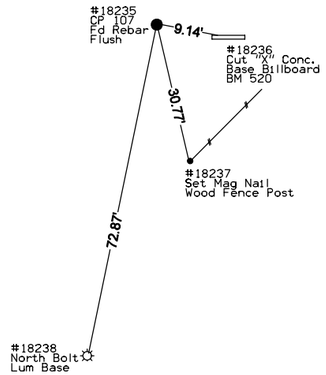
C.P. STA 6936+78.20 LEFT 8.99
C.P. 109, Fd 5/8" Rebar Flush
N=583833.081 E=2455101.910



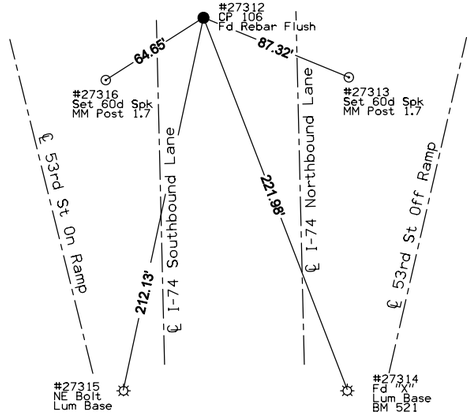
C.P. STA 6946+15.15 RIGHT 7.19
C.P. 108, Fd 5/8" Rebar Flush
N=584770.163 E=2455097.795



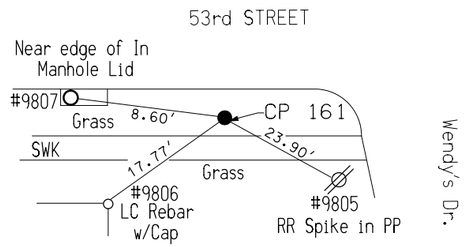
C.P. STA 6956+43.90 RIGHT 78.24
C.P. 107, Fd 5/8" Rebar Flush
N=585800.209 E=2455146.555



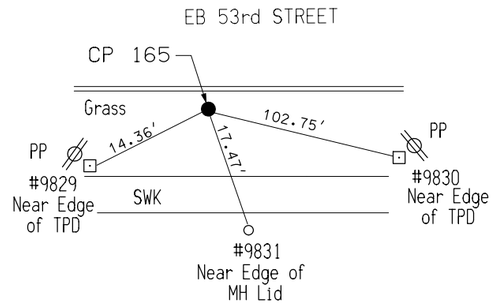
C.P. STA 6965+18.44 LEFT 12.32
C.P. 106, Fd 5/8" Rebar Flush
N=586672.590 E=2455037.086



C.P. STA 6974+95.93 LEFT 2188.07
C.P. 161, Fd 5/8" Rebar 6" Deep
N=587602.742 E=2452840.672



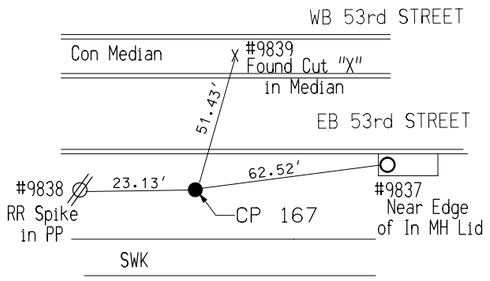
C.P. STA 6975+40.60 RIGHT 998.60
C.P. 165, Fd 5/8" Rebar 2" Deep
N=587716.390 E=2456025.627



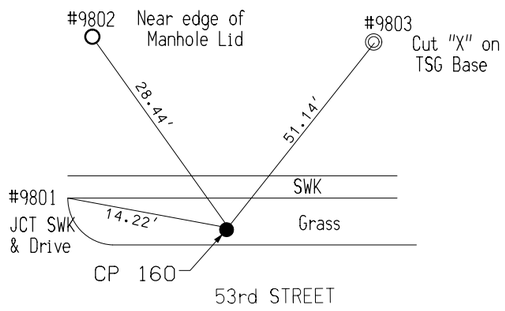
ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.7

11:02:42 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

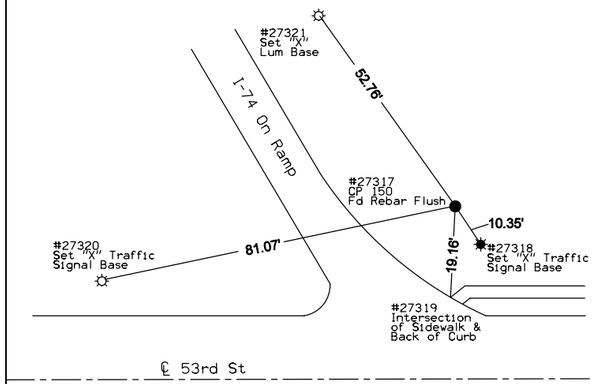
C.P. STA 6975+52.11 RIGHT 1662.05
C.P. 167, Fd 5/8" Rebar 2" Deep
N=587742.271 E=2456688.676



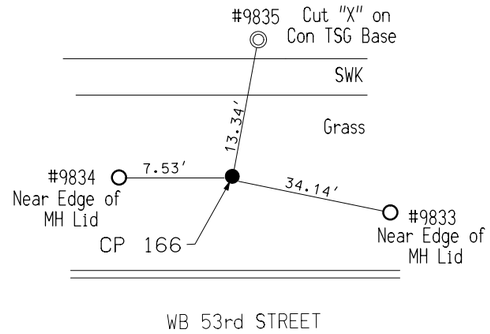
C.P. STA 6975+70.06 LEFT 2804.40
C.P. 160, Fd 5/8" Rebar 6" Deep
N=587663.506 E=2452222.884



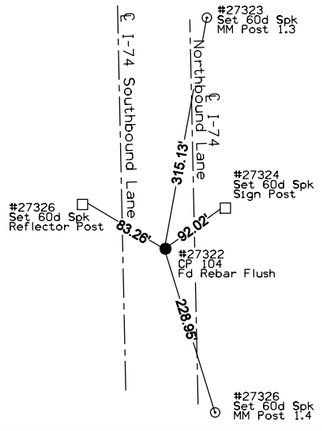
C.P. STA 6976+44.37 RIGHT 573.00
C.P. 150, Fd 5/8" Rebar Flush
N=587810.926 E=2455597.884



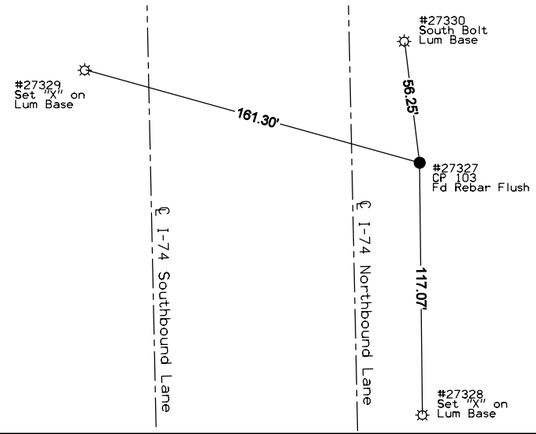
C.P. STA 6976+51.94 RIGHT 1412.05
C.P. 166, Fd 5/8" Rebar 2" Deep
N=587836.658 E=2456436.574



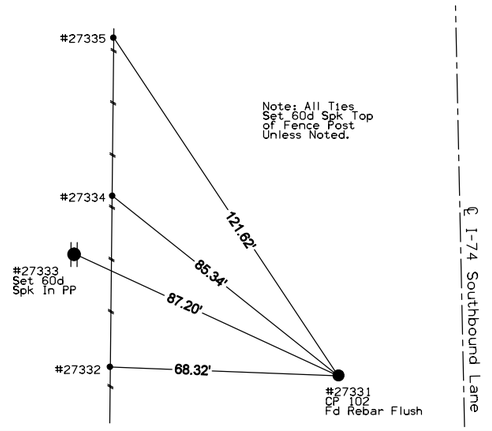
C.P. STA 6982+84.79 RIGHT 4.28
C.P. 104, Fd 5/8" Rebar Flush
N=588438.877 E=2455015.428



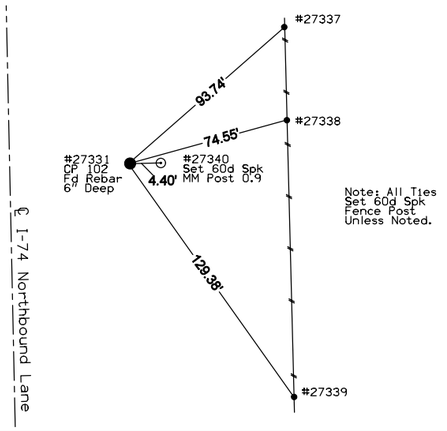
C.P. STA 6992+48.29 RIGHT 78.52
C.P. 103, Fd 5/8" Rebar Flush
N=589403.767 E=2455068.788



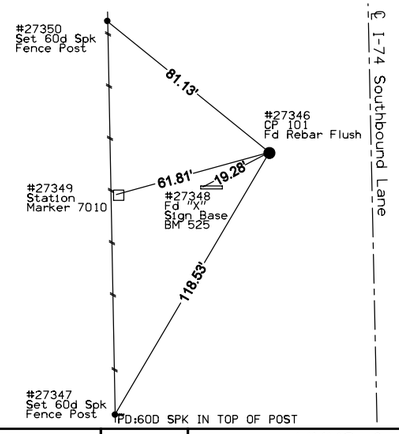
C.P. STA 7001+79.21 LEFT 70.50
C.P. 102, Fd 5/8" Rebar Flush
N=590331.233 E=2454899.652



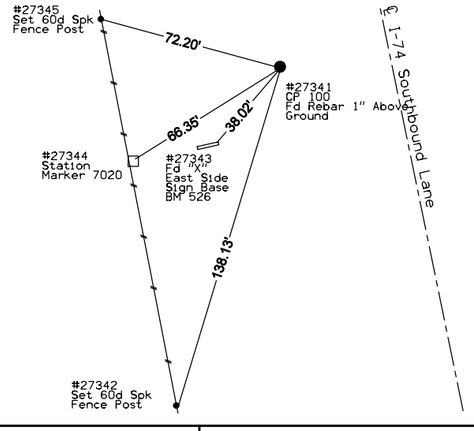
C.P. STA 7007+04.28 RIGHT 64.25
C.P. 24, Fd 5/8" Rebar 6" Deep
N=590859.099 E=2455022.999



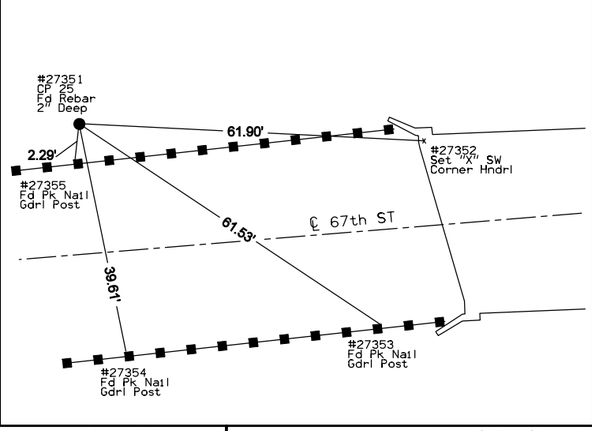
C.P. STA 7010+14.55 LEFT 73.33
C.P. 101, Fd 5/8" Rebar Flush
N=591166.323 E=2454878.741



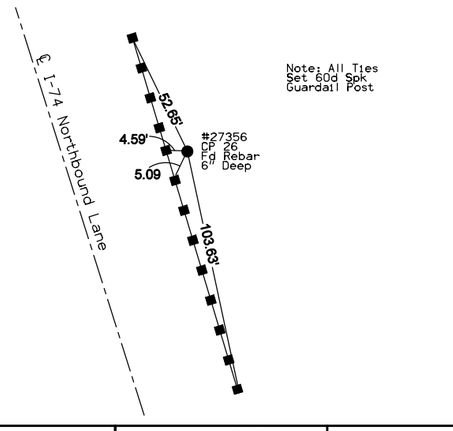
C.P. STA 7020+19.32 LEFT 68.71
C.P. 100, Fd 5/8" Rebar 1" Above Ground
N=592152.498 E=2454793.368



C.P. STA 7029+77.12 LEFT 162.21
C.P. 25, Fd 5/8" Rebar 2" Deep
N=593043.388 E=2454447.883

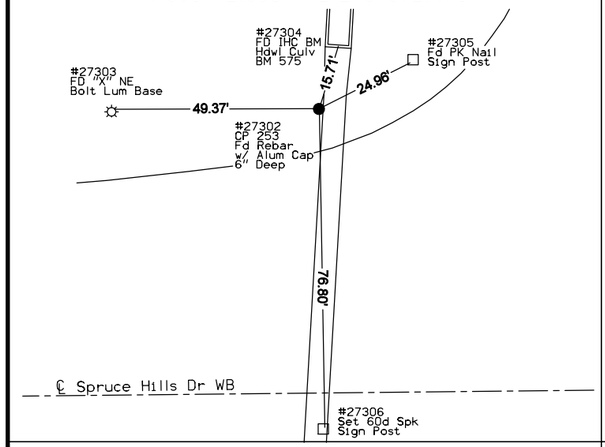


C.P. STA 7051+36.40 RIGHT 65.46
C.P. 26, Fd 5/8" Rebar 6" Deep
N=595179.383 E=2454058.228

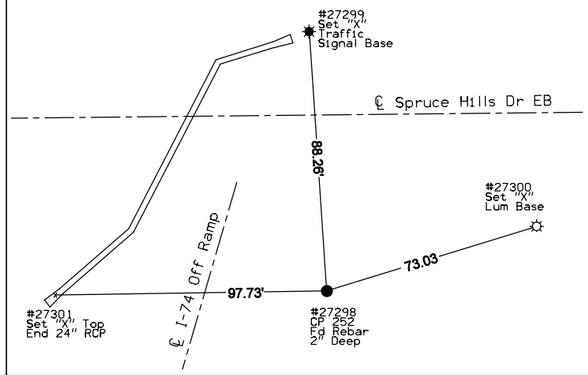


ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.8

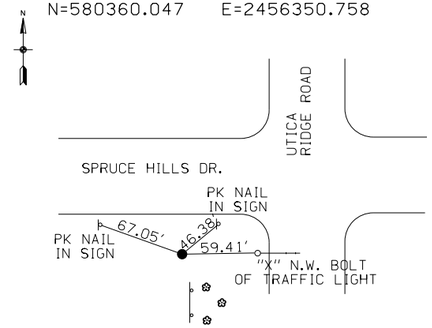
C.P. STA 7311+39.37 LEFT 68.51
C.P. 253, Fd 5/8" Rebar W/ Alum Cap 6" Deep
N=580492.550 E=2454572.971



C.P. STA 7324+99.56 RIGHT 87.97
C.P. 252, Fd 5/8" Rebar 2" Deep
N=580350.094 E=2455934.705



C.P. STA 7329+18.19 RIGHT 82.06
C.P. 154, Fd 5/8" Rebar Flush
N=580360.047 E=2456350.758



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

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.9	

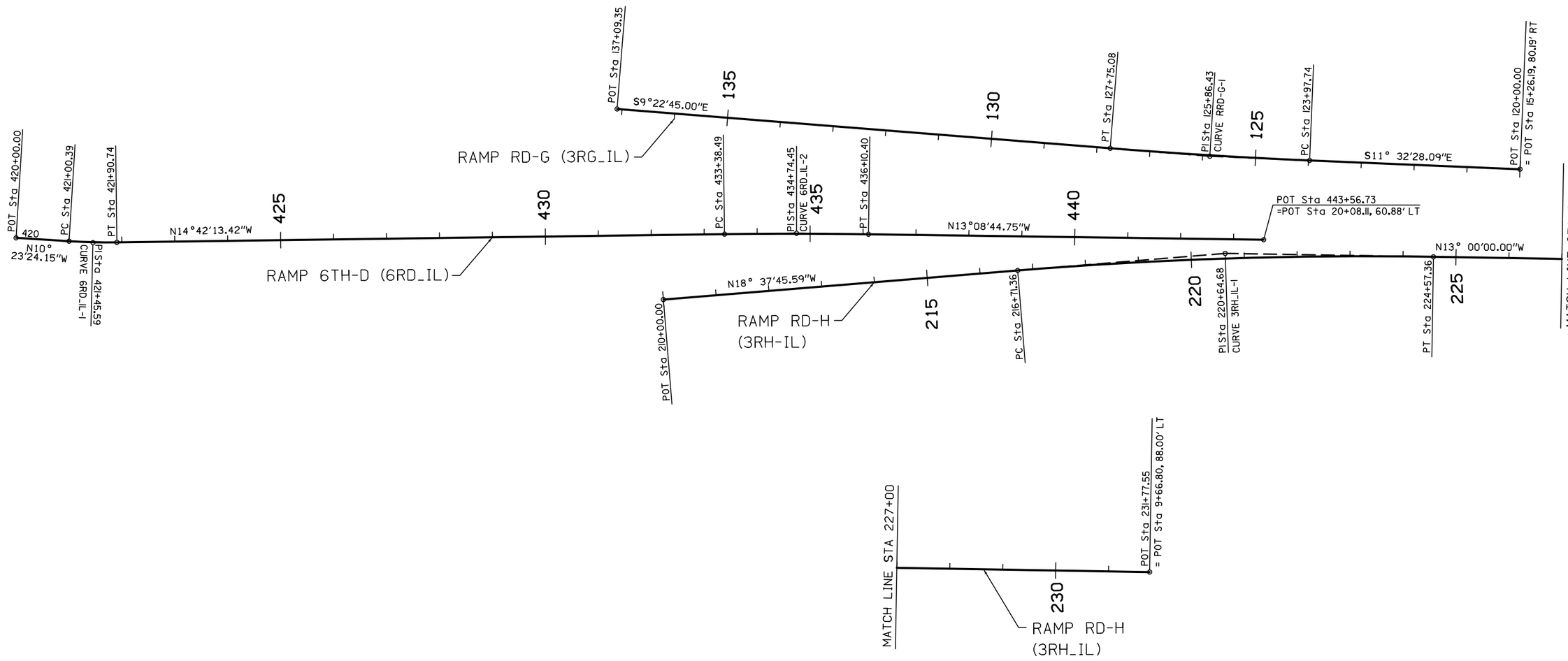
11:02:46 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

Curve 6RD_IL-1 (6TH-D)
PI STA. = 421+45.59
△ = 4° 18′ 49.27″ (LT)
D = 4° 46′ 28.73″
R = 1,200.00′
T = 45.19′
L = 90.35′
E = 0.85′
e = R.C.
Lc = NA
x = NA
m = NA

Curve 6RD_IL-2 (6TH-D)
PI STA. = 434+74.45
△ = 1° 33′ 28.68″ (RT)
D = 0° 34′ 22.65″
R = 10,000.00′
T = 135.97′
L = 271.92′
E = 0.92′
e = R.C.
Lc = NA
x = NA
m = NA

Curve RRD-G-1 (RD-G)
PI STA. = 125+86.43
△ = 2° 09′ 43.09″ (RT)
D = 0° 34′ 22.65″
R = 10,000.00′
T = 188.69′
L = 377.33′
E = 1.78′
e = N.C.
Lc = NA
x = NA
m = NA

Curve 3RH_IL-1 (RD-H)
PI STA. = 220+64.68
△ = 5° 37′ 45.59″ (RT)
D = 0° 42′ 58.31″
R = 8,000.00′
T = 393.32′
L = 786.00′
E = 9.66′
e = R.C.
Lc = NA
x = NA
m = NA

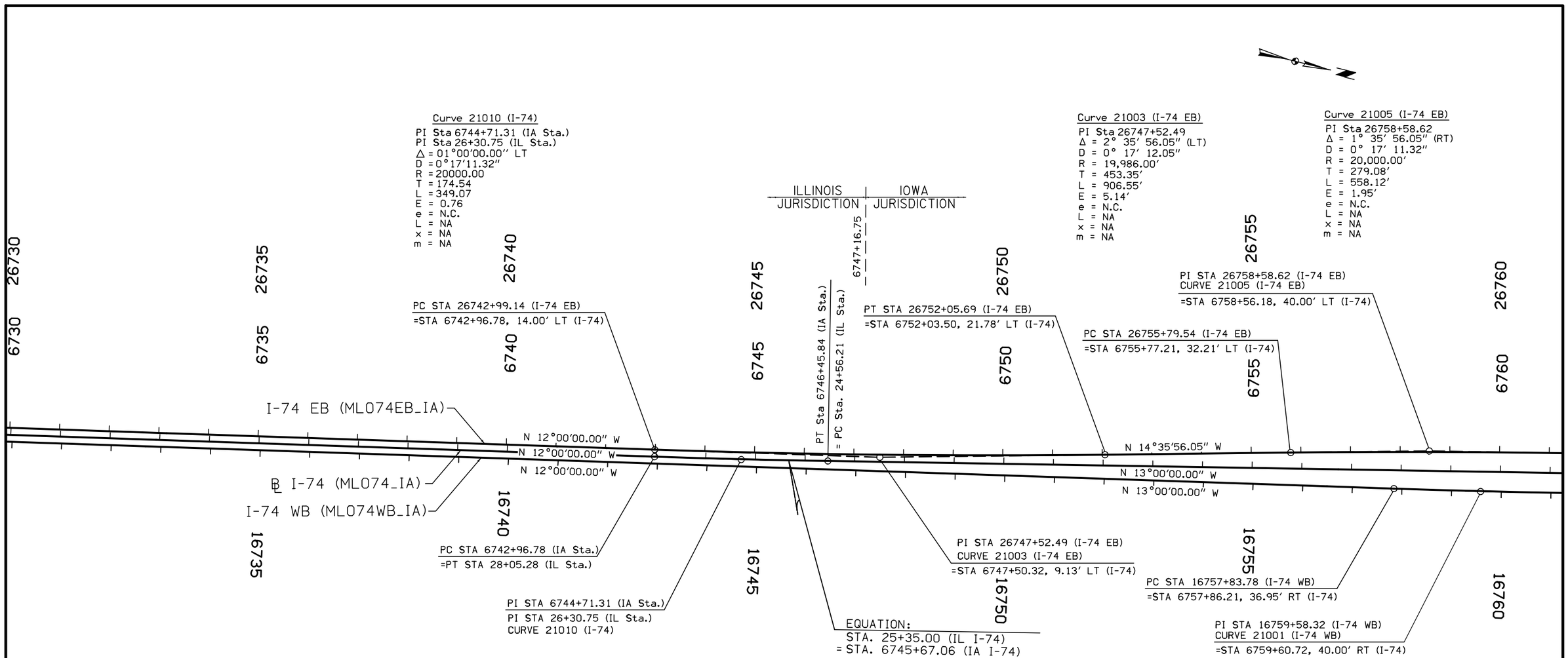


0 FEET 100

ALIGNMENTS
Illinois Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.10**

8:21:52 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht



Curve 21001 (I-74 WB)
PI Sta 16759+58.32
Δ = 1° 00' 00" (LT)
D = 0° 17' 11.32"
R = 20,000.00'
T = 174.54'
L = 349.07'
E = 0.76'
e = N.C.
L = NA
x = NA
m = NA

FOR RAMPS RD-H, RD-G 6TH-C, AND 6TH-D, REFER TO ILLINOIS CONTRACT 64E26

0 FEET 100

ALIGNMENTS
I-74 Mainline

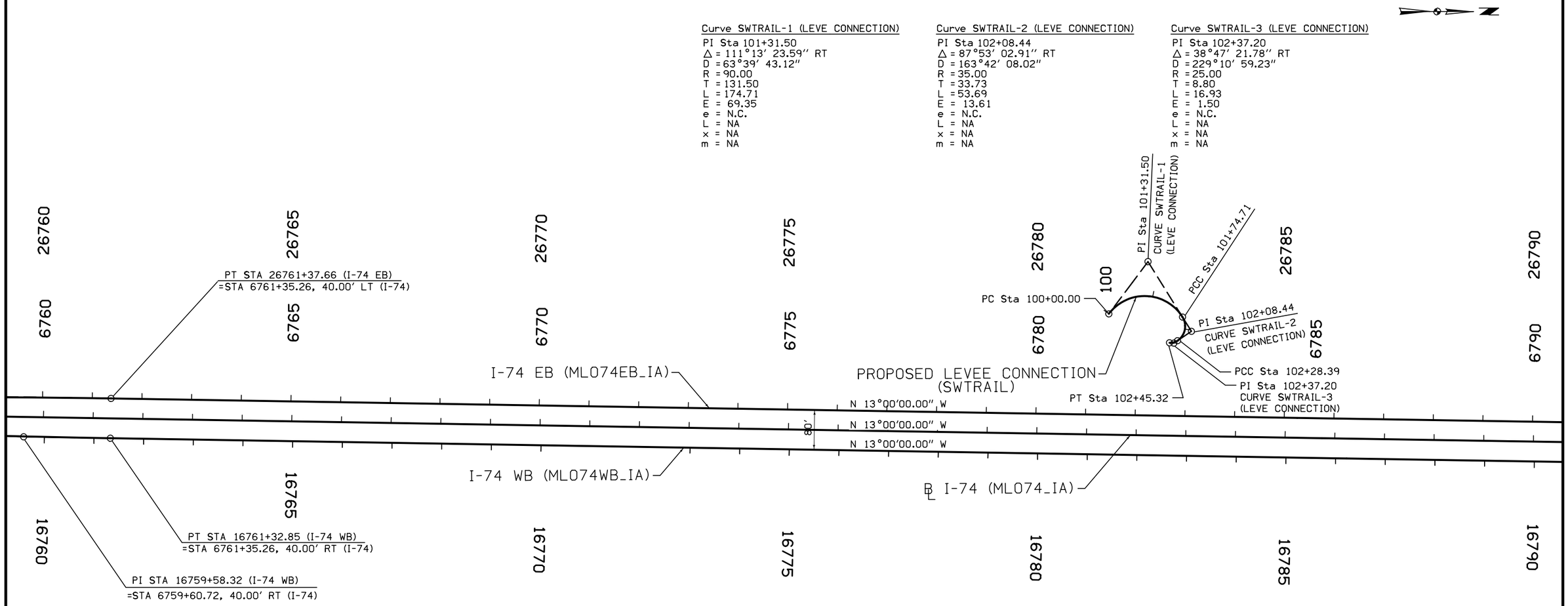
ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.11

8:22:06 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

Curve SWTRAIL-1 (LEVE CONNECTION)
PI Sta 101+31.50
△ = 111°13′ 23.59″ RT
D = 63°39′ 43.12″
R = 90.00
T = 131.50
L = 174.71
E = 69.35
e = N.C.
L = NA
x = NA
m = NA

Curve SWTRAIL-2 (LEVE CONNECTION)
PI Sta 102+08.44
△ = 87°53′ 02.91″ RT
D = 163°42′ 08.02″
R = 35.00
T = 33.73
L = 53.69
E = 13.61
e = N.C.
L = NA
x = NA
m = NA

Curve SWTRAIL-3 (LEVE CONNECTION)
PI Sta 102+37.20
△ = 38°47′ 21.78″ RT
D = 229°10′ 59.23″
R = 25.00
T = 8.80
L = 16.93
E = 1.50
e = N.C.
L = NA
x = NA
m = NA



0 FEET 100

ALIGNMENTS
I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.12**

8:22:18 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

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

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

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

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

PI STA. 26805+14.75 (I-74 EB)
CURVE 21017 (I-74 EB)
=STA. 6805+13.74, 14.66 LT (I-74)

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

26790 26795 26800 26805 26810 26815
6790 6795 6800 6805 6810 6815

I-74 EB (ML074EB_IA)
℄ I-74 (ML074_IA)
I-74 WB (ML074WB_IA)

PC Sta 6796+70.83
VARI
PI Sta 6801+41.31
CURVE 21015 (I-74)
PT Sta 6806+11.44
3D

N 16°50'58.23" W
N 16°50'58.23" W
N 16°50'58.23" W

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

16790 16795 16800 16805 16810 16815

PI STA. 16797+67.87 (I-74 WB)
CURVE 21016 (I-74 WB)
=STA. 6797+70.00, 40.35 RT (I-74)

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

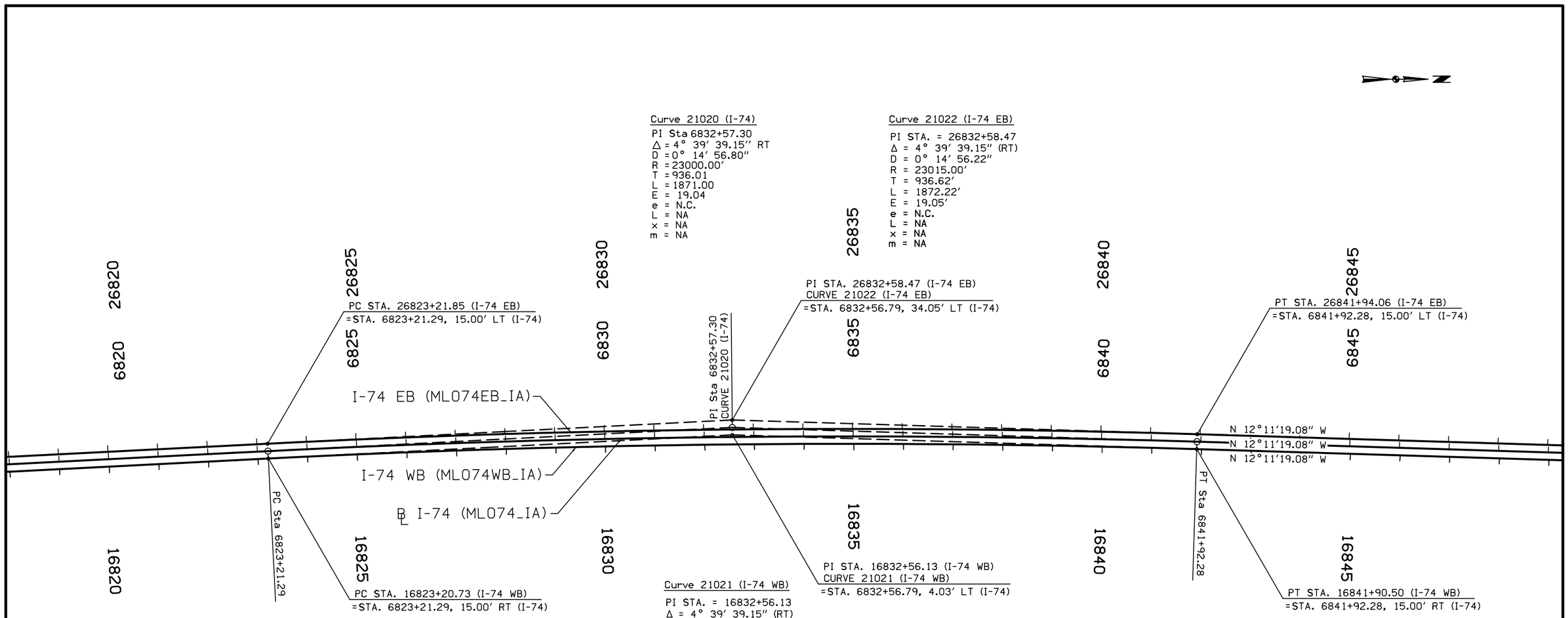
Curve 21016 (I-74 WB)
PI Sta 16797+67.87
△ = 03°50'58.24" LT
D = 0°24'33.32"
R = 14000.00
T = 470.48
L = 940.61
E = 7.90
e = N.C.
L = NA
x = NA
m = NA

0 100
FEET

ALIGNMENTS
I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.13**

8:22:30 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

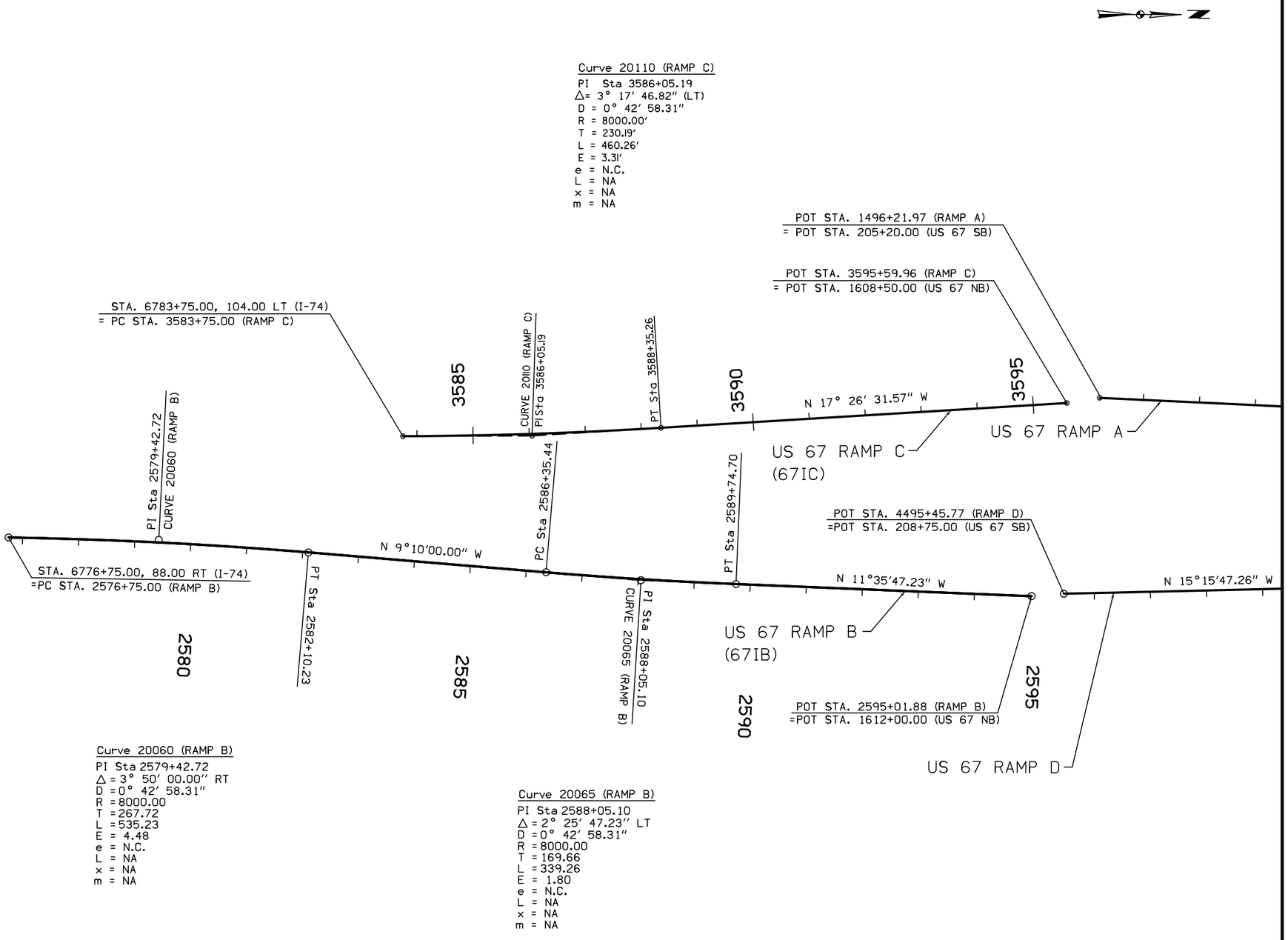


ALIGNMENTS

I-74 Mainline

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.14**

8:22:43 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

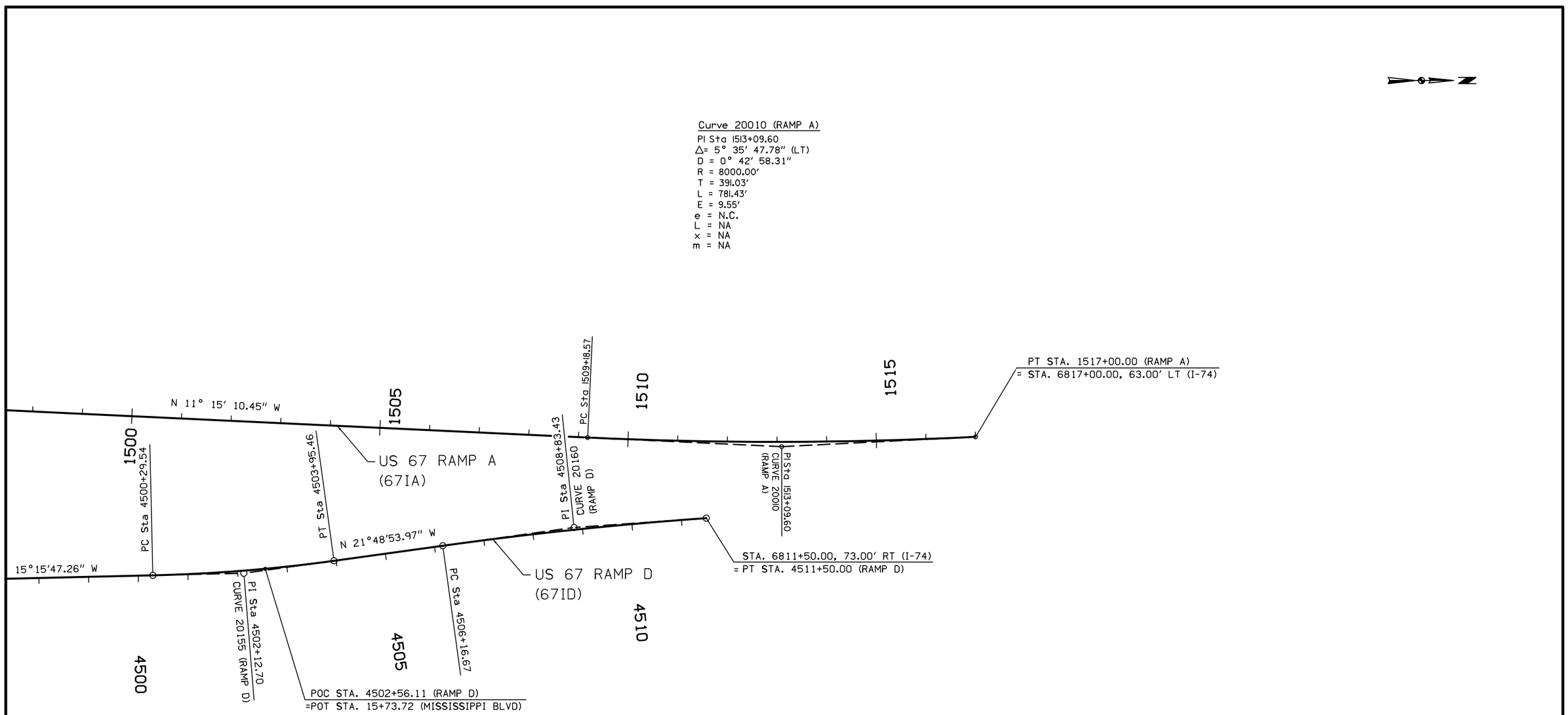


ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.15**

8:22:56 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

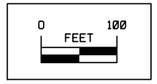


Curve 20155 (RAMP D)

PI Sta 4502+12.70
Δ = 6° 33′ 06.71″ LT
D = 1° 47′ 25.78″
R = 3200.00
T = 183.16
L = 365.93
E = 5.24
e = 2.80
L = 71.00
x = 52.00
m = 21.30

Curve 20160 (RAMP D)

PI Sta 4508+83.43
Δ = 3° 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



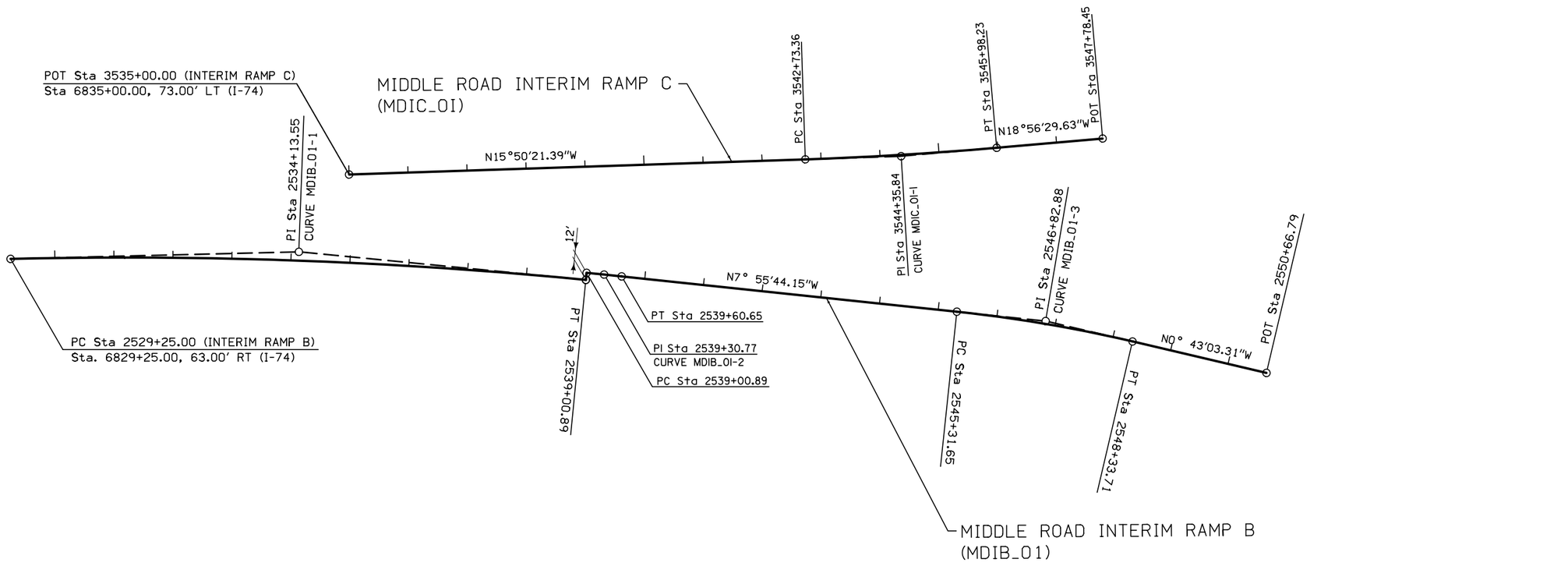
ALIGNMENTS

US 67 Ramps

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.16

Curve MDIC_OI-1 (INTERIM RAMP C)

PI Sta. = 3544+35.84
Δ = 3° 06′ 08.24″ (LT)
D = 0° 57′ 17.75″
R = 6,000.00′
T = 162.48′
L = 324.87′
E = 2.20′
e = N.C.
L = NA
x = NA
m = NA



Curve MDIB_OI-1 (INTERIM RAMP B)

PI Sta. = 2534+13.55
Δ = 6° 59′ 21.45″ (RT)
D = 0° 42′ 58.31″
R = 8,000.00′
T = 488.55′
L = 975.89′
E = 14.90′
e = N.C.
L = NA
x = NA
m = NA

Curve MDIB_OI-2 (INTERIM RAMP B)

PI Sta. = 2539+30.77
Δ = 0° 25′ 38.55″ (RT)
D = 0° 42′ 54.45″
R = 8,012.00′
T = 29.88′
L = 59.76′
E = 0.06′
e = N.C.
L = NA
x = NA
m = NA

Curve MDIB_OI-3 (INTERIM RAMP B)

PI Sta. = 2546+82.88
Δ = 7° 12′ 40.84″ (RT)
D = 2° 23′ 14.37″
R = 2,400.00′
T = 151.23′
L = 302.07′
E = 4.76′
e = N.C.
L = NA
x = NA
m = NA

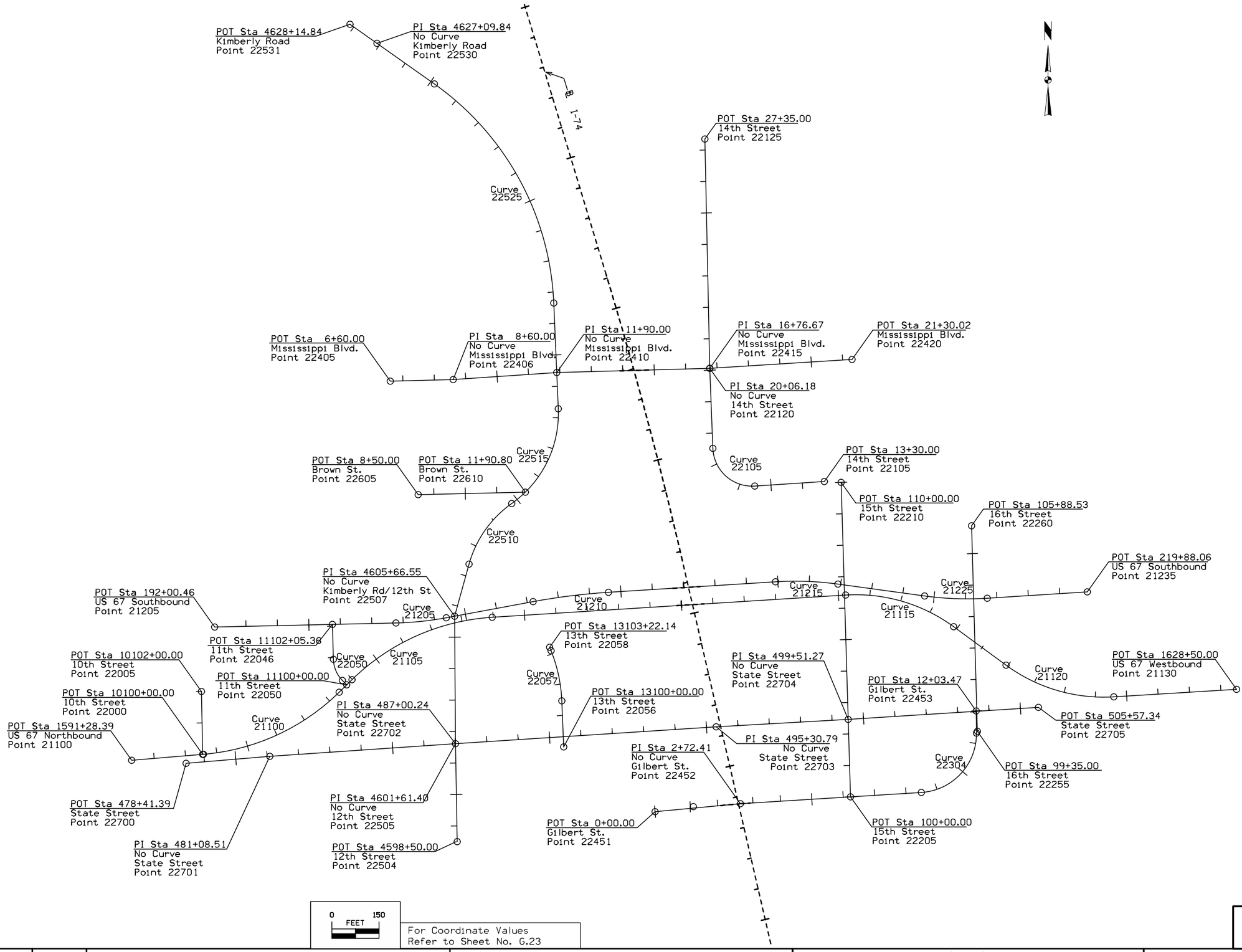
0 100
FEET

ALIGNMENTS

Middle Rd Ramps

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.17**

8:23:49 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht

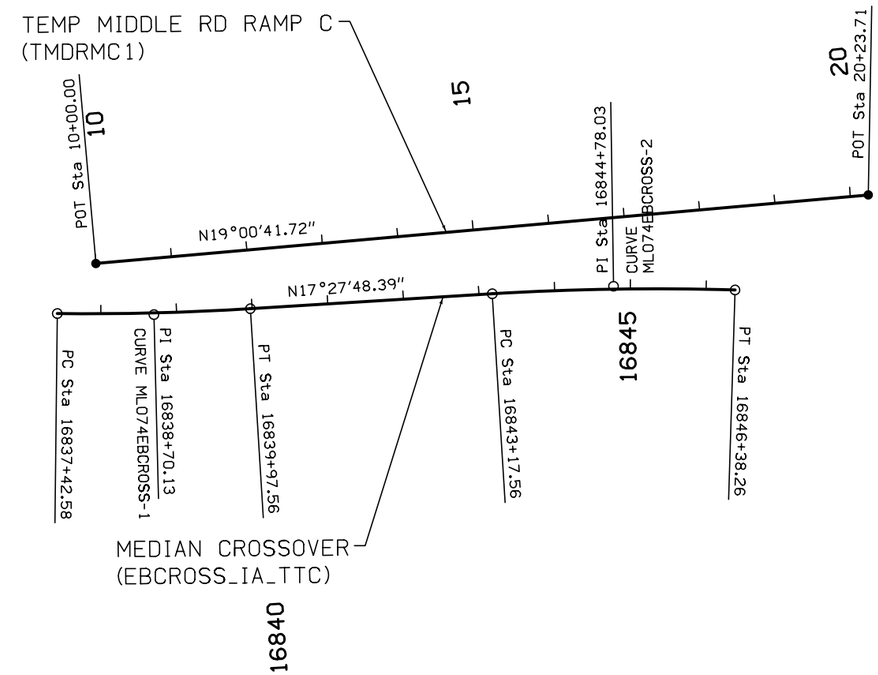


For Coordinate Values
Refer to Sheet No. G.23

LOCAL ROADS ALIGNMENTS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER G.18

11:02:47 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn



Curve ML074EBCROSS-1

PI Sta. = 16838+70.13
Δ = 4°09′ 16.35″ (LT)
D = 1°37′ 45.63″
R = 3,516.5′
T = 127.55′
L = 254.98′
E = 2.31′
e = N.C.
L = NA
x = NA
m = NA

Curve ML074EBCROSS-2

PI Sta. = 106844+78.03
Δ = 5° 16′ 29.32″ (RT)
D = 1° 38′ 41.19″
R = 3,483.5′
T = 160.46′
L = 320.70′
E = 3.69′
e = N.C.
L = NA
x = NA
m = NA

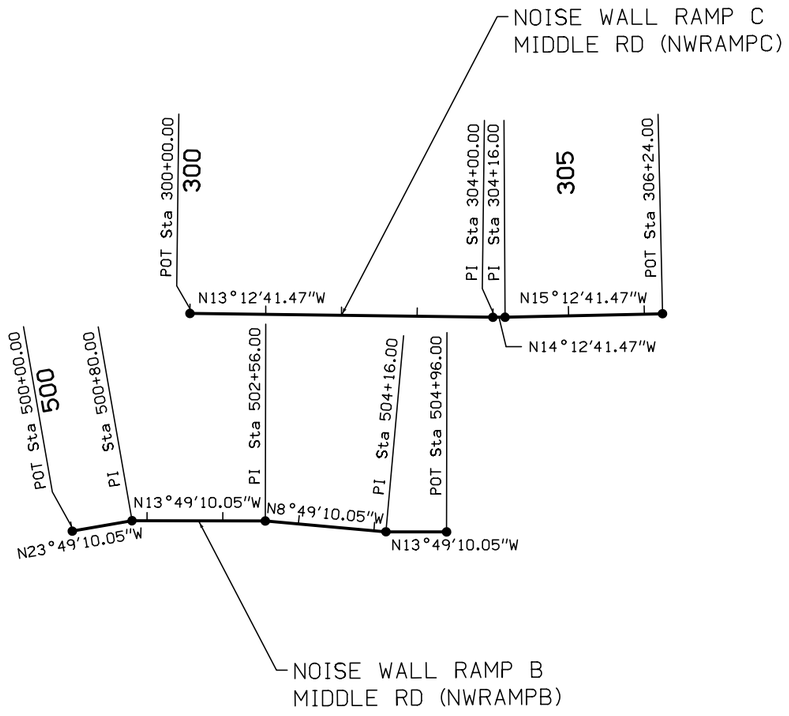
0 100 FEET

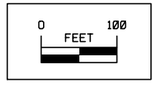
ALIGNMENTS

DETOUR

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.19**

8:19:48 AM untitled c:\pwise_work\do_not_delete\dms04767\82074206-AB-G-01.sht.sht





ALIGNMENTS

Noise Walls

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **G.20**

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)
ML074_IA	I-74 MAINLINE																		
21009		6719+17.38	562672.89	2459725.37															
21010								6742+96.78	565000.29	2459230.66	6744+71.31	565171.01	2459194.38	6746+45.84	565341.08	2459155.11			
21015								6796+70.83	570237.28	2458024.74	6801+41.31	570695.70	2457918.90	6806+11.44	571145.99	2457782.53			
21020								6823+21.29	572782.43	2457286.91	6832+57.30	573678.26	2457015.60	6841+92.28	574593.17	2456817.98			
ML074EB_IA	I-74 EB																		
21001		26722+61.55	563004.32	2459640.61															
21003								26742+99.14	564997.38	2459216.97	26747+52.49	565440.83	2459122.71	26752+05.69	565879.54	2459008.44			
21005								26755+79.54	566241.33	2458914.21	26758+58.62	566511.40	2458843.87	26761+37.66	566783.32	2458781.09			
21017								26800+44.27	570589.80	2457902.30	26805+14.75	571048.23	2457796.46	26809+84.88	571498.51	2457660.09			
21022								26823+21.85	572778.08	2457272.56	26832+58.47	573674.49	2457001.07	26841+94.06	574590.00	2456803.32			
ML074WB_IA	I-74 WB																		
21000		16722+56.30	563010.14	2459668.00															
21001								16757+83.78	566460.53	2458934.59	16759+58.32	566631.26	2458898.31	16761+32.85	566801.32	2458859.04			
21016								16792+97.39	569884.75	2458147.18	16797+67.87	570343.18	2458041.34	16802+38.00	570793.46	2457904.97			
21021								16823+20.73	572786.78	2457301.27	16832+56.13	573682.02	2457030.14	16841+90.50	574596.34	2456832.64			
67IA	RAMP A																		
20005		1496+21.97	570140.13	2457849.37															
20010								1509+18.57	571411.80	2457596.35	1513+09.60	571795.31	2457520.05	1517+00.00	572169.55	2457406.70			
20010		1517+00.00	572169.55	2457406.70															
67IB	RAMP B																		
20060		2576+75.00	568312.39	2458559.45															
20060								2576+75.00	568312.39	2458559.45	2579+42.72	568573.25	2458499.22	2582+10.23	568837.55	2458456.57			
20065								2586+35.44	569257.33	2458388.84	2588+05.10	569424.82	2458361.81	2589+74.70	569591.01	2458327.70			
20070		2595+01.88	570107.42	2458221.73															
67IC	RAMP C																		
20110		3583+75.00	568951.26	2458214.90															
20110								3583+75.00	568951.26	2458214.90	3586+05.19	569174.47	2458158.65	3588+35.26	569394.08	2458089.65			
20115		3595+59.96	570085.46	2457872.42															
67ID	RAMP D																		
20150		4495+45.77	570162.40	2458203.67															
20155								4500+29.54	570629.09	2458076.32	4502+12.70	570805.80	2458028.10	4503+95.46	570975.84	2457960.04			
20160								4506+16.67	571181.20	2457877.84	4508+83.43	571428.87	2457778.70	4511+50.00	571682.58	2457696.29			
20160		4511+50.00	571682.58	2457696.29															
3RG_IL	RAMP RD-G																		
RRDG1		120+00.00	566229.23	2458867.76															
RRD-G-1								123+97.74	565839.53	2458947.34	125+86.43	565654.65	2458985.09	127+75.08	565468.49	2459015.84			
RRDG2		137+09.35	564546.70	2459168.10															
3RH_IL	RAMP RD-H																		
RRDH1		210+00.00	564718.25	2459496.40															
3RH IL-1								216+71.36	565354.44	2459281.94	220+64.68	565727.15	2459156.30	224+57.36	566110.38	2459067.82			
RRDH2		231+77.55	566812.12	2458905.81															
6RD_IL	RAMP 6TH-D																		
RSIXD1		420+00.00	563503.63	2459677.85															
6RD IL-1								421+00.39	563602.38	2459659.74	421+45.59	563646.83	2459651.59	421+90.74	563690.55	2459640.12			
6RD IL-2								433+38.49	564800.71	2459348.80	434+74.45	564932.22	2459314.29	436+10.40	565064.62	2459283.36			
RSIXD2		443+56.73	565791.39	2459113.63															
RW165_IA	RET WALL 165																		
RW200		11503+85.96	570886.41	2457684.57															
RW201		11504+40.00	570939.41	2457674.03															
RW202		11504+60.00	570959.31	2457672.11															
RW165 1								11509+18.57	571409.07	2457582.62	11509+95.78	571484.80	2457567.55	11510+72.99	571560.22	2457551.02			
	MIDDLE RD																		
MDIB_OI	INTERIM RAMP B																		
MDIB_OI-1								2529+25.00	573379.12	2457180.28	2534+13.55	573850.25	2457050.99	2539+00.89	574333.62	2456979.99			
MDIB_OI-2								2539+00.89	574331.87	2456968.12	2539+30.77	574361.44	2456963.77	2539+60.65	574391.03	2456959.65			
MDIB_OI-3								2545+31.65	574956.57	2456880.89	2546+82.88	575106.36	2456860.02	2548+33.71	575257.58	2456858.13			
MDIB2		2550+66.79	575490.64	2456855.21															
	MIDDLE RD																		
MDIC_OI	INTERIM RAMP C																		
MDIC1		3535+00.00	573901.24	2456903.45															
MDIC_OI-1								3542+73.36	574645.24	2456692.36	3544+35.84	574801.55	2456648.02	3545+98.23	574955.22	2456595.28			
MDIC2		3547+78.45	575125.68	2456536.78															
EBCROSS_IA_TTC	TEMP CROSSOVER																		
ML074EBCROSS-1								16837+42.58	574162.27	2456949.82	16838+70.13	574286.39	2456920.46	16839+97.56	574408.06	2456882.18			
ML074EBCROSS-2								16843+17.56	574713.32	2456786.15	16844+78.03	574866.38	2456737.99	16846+38.26	575023.23	2456704.12			
	TEMP MIDDLE RD																		
TMDRMC1	ENTRANCE RAMP																		
TM112		10+00.00	574195.82	2456873.42															
TM113		20+23.71	575163.69	2456539.94															
SWTRAIL-1	PROPOSED LEVEE							100+00.00	568692.07	2458131.98	101+31.50	568743.30	2458010.87	101+74.71	568837.65	2458102.47			
SWTRAIL-2	CONNECTION							101+74.71	568837.65	2458102.47	102+08.44	568861.85	2458125.97	102+28.39	568839.27	2458151.02			
SWTRAIL-3								102+28.39	568839.27	2458151.02	102+37.20	568833.37	2458157.56	102+45.32	568824.69	2458158.96			

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)
NWRAMPB	NOISEWALL RAMP B																		
NW30	MIDDLE RD	500+00.00	573923.91	2457120.59															
NW31		500+80.00	573997.10	2457088.28															
NW32		502+56.00	574168.01	2457046.24															
NW33		504+16.00	574326.11	2457021.71															
NW34		504+96.00	574403.80	2457002.60															
NWRAMPC	NOISEWALL RAMP C																		
NW10	MIDDLE RD	300+00.00	574005.49	2456804.27															
NW11		304+00.00	574394.90	2456712.85															
NW12		304+16.00	574410.42	2456708.92															
NW13		306+24.00	574611.13	2456654.35															
RW135_IA	RET WALL 135																		
RW100		14498+50.00	570458.52	2458133.23															
RW135_1								14500+29.54	570631.73	2458085.97	14501+04.57	570704.11	2458066.22	14501+79.57	570775.49	2458043.10			

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	
I074_IA	I-74 MAINLINE															
21010											1°00′00.00″ LT	174.54′	349.07′	20,000.00′	0.76′	
21015											3°50′58.23″ LT	470.48′	940.61′	14,000.00′	7.90′	
21020											4°39′39.15″ RT	936.01′	1,871.00′	23,000.00′	19.04′	
ML074EB_IA	I-74 EB															
21003											2°35′56.05″ LT	453.35′	906.55′	19,986.00′	5.14′	
21005											1°35′56.05″ RT	279.08′	558.12′	20,000.00′	1.95′	
21017											3°50′58.22″ LT	470.48′	940.61′	14,000.00′	7.90′	
21022											4°39′39.15″ RT	936.62′	1,872.22′	23,015.00′	19.05′	
ML074WB_IA	I-74 WB															
21001											1°00′00.00″ LT	174.54′	349.07′	20,000.00′	0.76′	
21016											3°50′58.24″ LT	470.48′	940.61′	14,000.00′	7.90′	
21021											4°39′39.15″ RT	935.40′	1,869.78′	22,985.00′	19.03′	
67IA	RAMP A															
20010											5°35′47.78″ LT	391.03′	781.43′	8,000.00′	9.55′	
67IB	RAMP B															
20060											3°50′00.00″ RT	267.72′	535.23′	8,000.00′	4.48′	
20065											2°25′47.23″ LT	169.66′	339.26′	8,000.00′	1.80′	
67IC	RAMP C															
20110											3°17′46.82″ LT	230.19′	460.26′	8,000.00′	3.31′	
67ID	RAMP D															
20155											6°33′06.71″ LT	183.16′	365.93′	3,200.00′	5.24′	
20160											3°49′10.99″ RT	266.77′	533.33′	8,000.00′	4.45′	
3RG_IL	RAMP RD-G															
RRD-G-1											2°09′43.09″ RT	188.69′	377.33′	10,000.00′	1.78′	
3RH_IL	RAMP RD-H															
3RHIL-1											5°37′45.59″ RT	393.32′	786.00′	8,000.00′	9.66′	
6RD_IL	RAMP 6TH-D															
6RDIL-1											4°18′49.27″ LT	45.19′	90.35′	1,200.00′	0.85′	
6RDIL-2											1°33′28.68″ RT	135.97′	271.92′	10,000.00′	0.92′	
RW165_IA	RET WALL 165															
RW165 1											1°06′28.57″ LT	77.22′	154.43′	7,986.00′	0.37′	
MDIB OI	MIDDLE RD RAMP B															
MDIB OI-1											6°59′21.45″ RT	488.55′	975.89′	8000.00′	14.9′	
MDIB OI-2											0°25′38.55″ RT	29.88′	59.76′	8012.00′	0.06′	
MDIB OI-3											7°12′40.84″ RT	151.23′	302.07′	2400.00′	4.76′	
MDIC OI	MIDDLE RD RAMP C															
MDIC OI-1											3°06′08.24″ LT	162.48′	324.87′	6000.00′	2.20′	
EBCROSS_IA_TTC	TEMP MEDIAN CROSS OVER															
ML074EBCROSS-1											4°09′16.35″ LT	127.55′	254.98′	3516.50′	2.31′	
ML074EBCROSS-2											5°16′29.32″ RT	160.46′	320.70′	3483.50′	3.69′	
SWTRAIL-1	PROPOSED LEVEE CONNECTION										111°13′23.59″ RT	131.50′	174.71′	90.00′	69.35′	
SWTRAIL-2											87°53′02.91″ RT	33.73′	53.69′	35.00′	13.61′	
SWTRAIL-3											38°47′21.78″ RT	8.80′	16.93′	25.00′	1.50′	
RW135_IA	RET WALL 135															
RW135 1											2°40′40.59″ LT	75.03′	150.03′	3,210.00′	0.88′	

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																		
22700		478+41.39	569,592.839	2,456,446.919															
22701		481+08.51	569,615.027	2,456,713.123															
22702		487+00.24	569,655.251	2,457,303.482															
22703		495+30.79	569,708.817	2,458,132.302															
22704		499+51.27	569,732.469	2,458,552.118															
22705		505+57.34	569,770.682	2,459,156.979															
	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															

Scott ROW: IMN-074-1(251)4--0E-82 PIN 03-82-074-010
S of 23rd Ave in Moline to N of 53rd St in Davenport

		STATE		COUNTY		CITY			BORROW							
PARCEL NO.	OWNER NAME	FEE	EASE	FEE	EASE	FEE	EASE	EXCESS	FEE	T.E.	MITIGATION	OTHER	HOUSE	BUILDING(S)	A/C ONLY	TOTAL ACQ.
400	Davenport Co. of Jehovah's Witnesses - Fee	647.9 SF														
401	GNZ Housing Coopertive - Fee	978.8 SF														
402	Eastridge Villa Apartments, L.L.C. - Fee	3522.81 SF														
403	Julianne Bates - Fee	3841.57 SF														
404	Robart L. Cusack - Fee	.73 AC											X			X
405	City of Bettendorf, Iowa - Fee	1208.91 SF														
6 Parcels	"TOTALS	0.73 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC	0 AC					
		10199.99 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF								

Right of Way Design Information

THIS SHEET INCLUDED FOR INFORMATION ONLY

ROW Team: CUVA /GROAT
ROW #: IM-074-1(251)4--0E-82
Plan Date: 02-09-16
Color Legend:

- Property Lines
- Temporary Easement
- Permanent Acquisition

FILE NO.	ENGLISH	DESIGN TEAM	BENESCH	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(206)5--13-82	SHEET NUMBER	H.1

10:26:19 AM 2/10/2016 sgroat pw:\\projectwise.dot.int.lan:PWMain\Documents\Projects\8207401003\ROW\82074144H.sht

108-23A

TRAFFIC CONTROL PLAN

Traffic is to be maintained on I-74 mainline and ramps, the levee path, and the local roads at all times except where noted below.

Close State Street from 14th to 15th using TC-252
Close Isle Parkway using TC-252. All devices must be within State Right-of-Way
Place embankment using TC-402. Construct curb and storm sewer along 15th Street using TC-202.

Remove all temporary signs, traffic control signage, drums and channelizing devices at the completion of the Project.
All temporary barrier rail and attenuators shall remain in place at the completion of the Project.

In the event of extreme high water, the City of Bettendorf may temporarily place sandbag dikes along 10th Street between Grant Street and State Street. Grant Street and State Street will be closed to traffic during extreme high waters.
The Contractor shall fully cooperate with the City including suspension of work and the removal or relocation of all lane closures, construction equipment, and traffic control devices as requested by the City

Contractor shall coordinate traffic control with other projects in the area.

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

111-01
04-17-12

COORDINATED OPERATIONS

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

Project	Type of Work
BRFIM-074-1(197)5--05-82	EB and WB Approach Spans- River Bridge
BRFIM-074-1(198)5--05-82	EB and WB Main Arch Spans- River Bridge
BRFIM-074-1(199)5--05-82	Westbound Viaduct

108-26A

STAGING NOTES

Work By Others (Refer to Tab 111-01):
In the Mississippi River, westbound and eastbound I-74 arch and approach spans substructure construction begins.
The westbound I-74 viaduct and US 67 Ramp B bridge construction begins from the Mississippi River to State Street.

Work by Project (260):
Remove pavement, driveways, sidewalks, and storm sewers as shown on the U sheets.
Install storm sewer intake wells 435 and 438 and pipe 435
Install sanitary sewers as detailed on the M Sheets.
Grade and place topsoil for future US 67 Ramp B

SURVEY SYMBOLS

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

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

- FO Existing Fiber Optics (Central Scott)
- FO2 Existing Fiber Optics (Mcleod USA)
- FO3 Existing Fiber Optics (Qwest)
- FO4 Existing Fiber Optics (ATT)
- FO6 Existing Fiber Optics (MediaCom)
- FO8 Existing Fiber Optics (Bettendorf)
- FO9 Existing Fiber Optics (IowaDOT)
- E Existing Power Line (MidAmerican)
- E2 Existing Power Line (MidAmerican)
- E2(B) Existing Power for Street Light or Traffic Light (Bettendorf)
- 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

MidAmerican Energy (Electrical Distribution)
Karl Derrick
2811 5th Avenue
Rock Island, IL 61201
309-793-3696
kjderick@midamerican.com

MidAmerican Energy (Gas)
Rod Hawk
2811 5th Avenue
Rock Island, IL 61201
309-793-3760
rlhawk@midamerican.com

MidAmerican Energy (Electrical Transmission)
Tom Alberson
106 East 2nd Street
Davenport, IA 52801
563-338-8155
ktalbertson@midamerican.com

AT&T
Lennie Vohs
1425 Oak Street
Kansas City, MO 64106
816-275-4014
lv2121@att.com

Central Scott Telephone Company
Rick Billups
P.O. Box 260
Eldridge, IA 52748
563-285-9611
rick@cstech.com

Iowa Network Services
Jeff Klocko
4201 Corporate Drive
West Des Moines, IA 50266
515-830-0445
jeff@netins.com

Iowa American Water
David Kull
5201 Grand Avenue
Davenport, IA 52807
563-468-9225
david.kull@amwater.com

MediaCom Communications
Dennis Jarding
3900 26th Avenue
Moline, IL 61265
309-743-4750
djarding@mediacomcc.com

City of Bettendorf
Dennis Snyder
4403 Devils Glen Road
Bettendorf, IA 52722
563-344-4055
dsnyder@bettendorf.org

Windstream
(Formerly PAETEC & McLeod USA)
Dale Graff
614 West Street South
Grinnell, IA 50112
641-269-7725 (Office)
dale.a.graff@windstream.com

IADOT Davenport Maintenance Garage
Clyde Tobey
8721 N.W. Blvd. (P.O. Box 2646)
Davenport, IA 52809
563-391-3920
clyde.tobey@dot.iowa.gov

Centurylink(formerly Qwest)
Antonio (Tony) Glessner
3908 Utica Ridge Road
Bettendorf, IA 52722
563-355-6402
antonio.glessner@centurylink.com

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

LINE WORK	Design Color No.	
Green	(2)	Existing Topographic Features and Labels
Blue	(1)	Proposed Alignment, Stationing, Tic Marks, and Alignment Annotation
Magenta	(5)	Existing Utilities

SHADING	Design Color No.	
Yellow	(4)	Highlight for Critical Notes or Features
Red	(3)	Delineates Restricted Areas
Lavender	(9)	Detour Pavement Shading
Gray, Light	(48)	Proposed Bridge Shading (By Others)
Gray, Med	(64)	Temporary Pavement Shading
Gray, Dark	(112)	Proposed Pavement Shading
Brown, Light	(236)	Grading Shading
Tan	(8)	Proposed Sidewalk Shading
Pink	(11)	Proposed Sidewalk Ramp Shading

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

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

CONVENTIONAL SIGNS

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

RIGHT OF WAY LEGEND

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

Legend And Symbol Information Sheet

K SHEETS

(Symbols are Typical Only)

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

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

EX. I-74 EB

EX. I-74 WB

EX. 14TH ST

PC Sta 6796+70.83

PC Sta 2586+35.44

PT Sta 2589+74.70

POT Sta 2595+01.88

PT Sta 2582+10.23

PI Sta 2588+05.10

US 67 RAMP B

82°00'00.00"

2585

2590

2595

STA. 2590+36.58
BEGIN GRADING

STA. 2591+75.00
END GRADING

STA. 2595+01.88 (RAMP B)
= STA. 1612+00.00 (US 67 NB)

EX. 15TH ST

15TH ST

EX. GILBERT ST

EX. STATE ST

0 50 FEET

For K Sheets Legend, Refer to Sheet K.1

For Profile Details Refer to Next Sheet

Refer to M Sheets for Storm Sewer Details

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER K.2

9:34:46 PM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-K-01.sht.sht

VPI +50.00
Elv 598.57
K = 151
Len 450.00 ft

-2.930%

FUTURE US 67 RAMP B PGL

STA. 2590+36.58
BEGIN GRADING

STA. 2591+75.00
END GRADING

Sta. 2587+74.60
Cont. Welded Girder Bridge
Design No. 3508
Segment No. 8

-5.920%

VERTICAL CLEARANCE
OVER EXISTING
GILBERT ST = 17.88'

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

+0.563%

EXISTING
GILBERT ST

R.R. TRACKS

EXISTING GROUND AT B/L

VPI +25.00
Elv 570.45
K = 39
Len 250.00 ft

US 67 RAMP B

For Plan Details
Refer to Previous Sheet

Ramp B Bridge

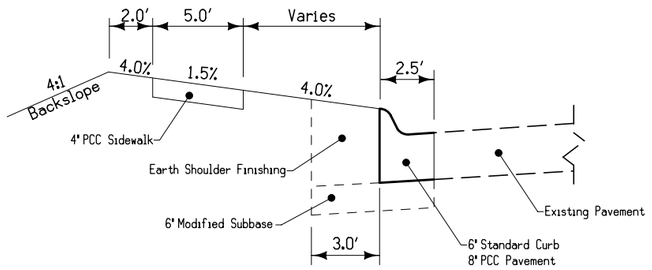
Ramp B Bridge

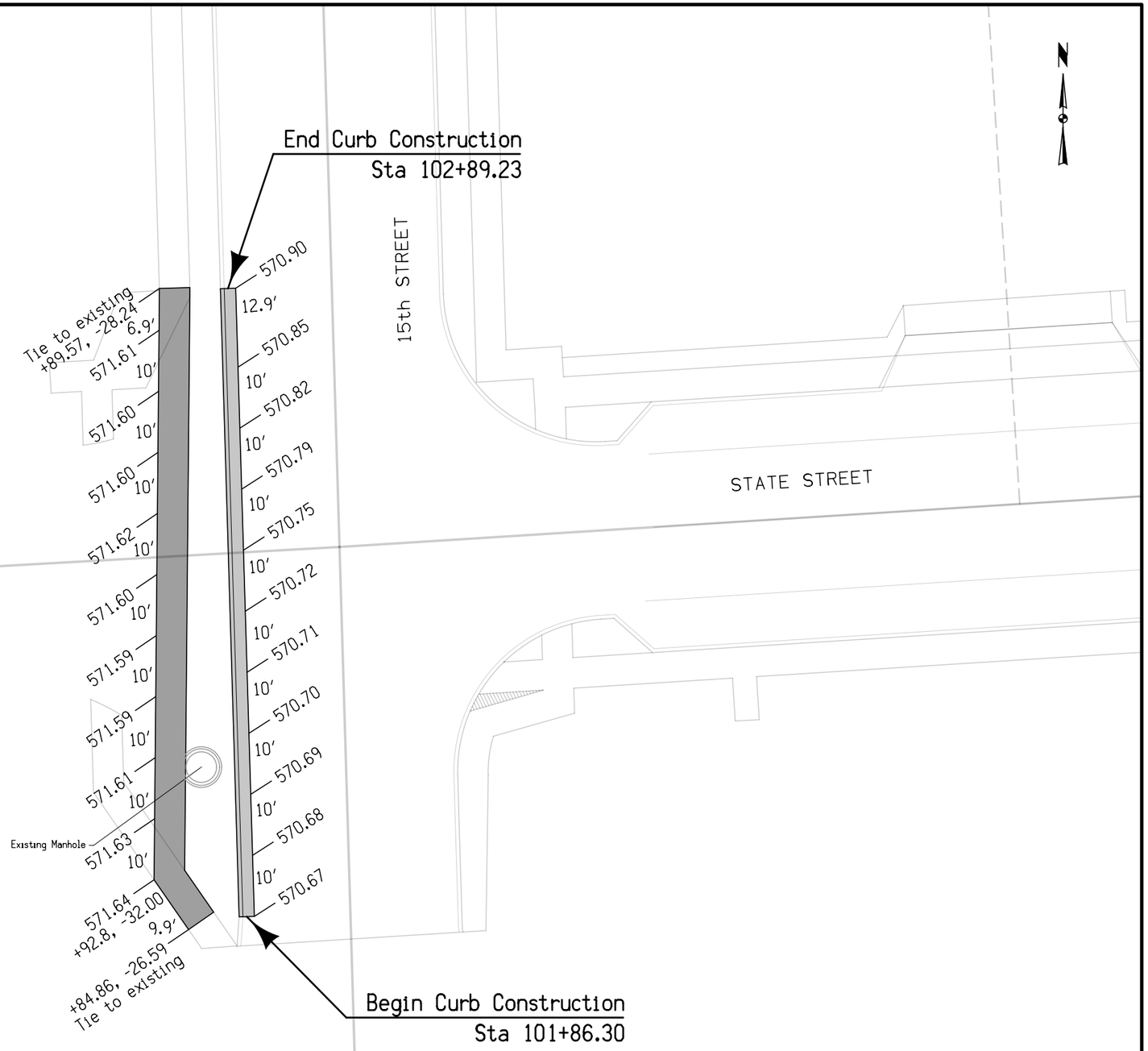
Lt	605.16	604.41	603.61	602.77	601.90	600.98	600.02	599.01	597.97	596.88	595.76	594.59	593.38	592.13	590.83	589.50	588.12	586.71	585.25	583.77	582.29	580.81	579.33	577.85	576.45	575.21	574.14	573.22	572.47	571.88	571.46	571.19	571.09	571.15	571.29	571.43	571.57	571.71
Rt																																						

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

ENGLISH | IOWA DOT | DESIGN TEAM **BENESCH** | **SCOTT** COUNTY | PROJECT NUMBER **IM-074-1(260)1--13-82** | SHEET NUMBER **K.3**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-K-01.sht.sht





Traffic control for this work shall be according to TC-202

0 FEET 10

STAKING DETAILS
Proposed Curb and Gutter
at Temporary
Pavement Removal Locations

ENGLISH	IOWA DOT	DESIGN TEAM **WHKS & Co.**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **L.1**

11:02:54 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

STORM SEWER

(1) Diameter or equivalent diameter
* Bid Item
** For SW-545

INTAKES AND UTILITY ACCESSES

No.	Location Station and Offset	*Type or Standard Road Plan	Form Grade Elev.	Bottom Well Elev.	Extension Length** FT	Notes
435	2590+85.04,26.71' R	SW-508 - Well Only*	578.20	573.70		US 67 Ramp B Div.(1)
438	2592+50.00,27'R	SW-508 - Well Only*	571.07	566.62		US 67 Ramp B Div.(1)
e620	103+00.66, 18.25' Lt.	Existing SW-508	570.89	566.02		
e625	102+11.00, 23.71' Lt.	Existing 60" SW-401	570.85	564.26		
		*Contractor shall cover and secure all "Well Only" structures with a metal plate and maintain until Project (206) begins. Top to be placed by Project (206). Form Grade is future form grade with top included.				
					Div.(1)	IOWA DOT COST
					Div.(2)	CITYOF BETTENDORF COST
					Div.(3)	CITY OF MOLINE
					Div.(4)	NON-PARTICIPATING
					Div.(5)	50% IOWA/50% ILLINOIS

PIPES

Design Length, Slope, and Flowlines are calculated from inside wall to inside wall along CL of pipe. An additional 3 ft length is added to each side of the Design Length to account for estimated length to center of structures.

Line Number	Intake/ Utility Access No. From	To	Class 'D'	Pipe Size (1) IN	Bid* Length FT	Design Length FT	Slope %	Flow Lines Inlet Elevation	Outlet Elevation	Other Elevation	Pipe Profile Sheet No.	Notes
P435##	435	438	2000	15	168	162.0	4.31	574.20	567.22		M.18	Div.(1)
P620	620	625	2000	18	89.25	85.3	2.18	566.52	564.66			Note 1

Notes
1 Remove existing pipe from south wall of e620. Connect proposed pipe P620 to e620 using existing hole. Pipe connection to e620 shall be considered incidental to pipe construction. Proposed pipe P620 is to be connected to e625. Use existing hole left by removed 24" RCP. Connection to existing structure will be paid for by the bid item "Connection to Existing Manhole".

Gasketed/Sealed sewer pipes required

SURVEY SYMBOLS

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

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

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

PLAN VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINE WORK	Design Color No.	
Grey, Dark	(112)	Existing Topographic Features, Utilities and Labels
Black	(17)	Proposed Storm Sewer Details, Alignment, Stationing, Tic Marks, and Alignment Annotation
SHADING	Design Color No.	
Gray Dark	(48)	Proposed Pavement Shading

PROFILE VIEW COLOR LEGEND OF STORM SEWER SHEETS

LINE WORK	Design Color No.	
Grey, 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

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

PROFILE VIEW LINE STYLE LEGEND OF STORM SEWER SHEETS

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

CONVENTIONAL SIGNS

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

RIGHT OF WAY LEGEND

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

TABULATION OF UTILITIES

102-13A
10-29-02

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

Legend And Symbol Information Sheet

M SHEETS

(Symbols are Typical Only)

EX. US 67 RAMP C

EX. 14TH ST

EX. 14TH ST

EX. STATE ST

EX. STATE ST

EX. 15TH ST

US 67 RAMP B

6785 3585 6790 3590 6795 3595

2585 2590 2595

435

P435

438 (1) (2)

ANTI-SEEP COLLAR, 1.3 CY FLOWABLE MORTAR

NOTES:

1. CONNECT PROPOSED INTAKE OR MANHOLE TO EXISTING PIPE.
2. CONSTRUCT 10' LONG FLOWABLE MORTAR ANTI- SEEP COLLAR FROM THE BOTTOM OF PIPE TRENCH TO TC OF PIPE AT THE WIDTH OF THE PIPE TRENCH.

0 FEET 50

For Profile Details Refer to Next Sheet

STORM SEWER PLAN

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER M.3

10:07:51 AM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-M-01.sht.sht

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

US 67 RAMP B PGL

435
2590+85.04
FG. 578.20

438
2592+50.00
FG. 571.07

FL. 574.20

ROCK LAYER

EXISTING GROUND AT B/L

FL. 567.22

EX. 15" FL. 567.12

P435 162.00'- 15" 2000D @ 4.31%

Ramp B Bridge

Ramp B Bridge

For Plan Details
Refer to Previous Sheet

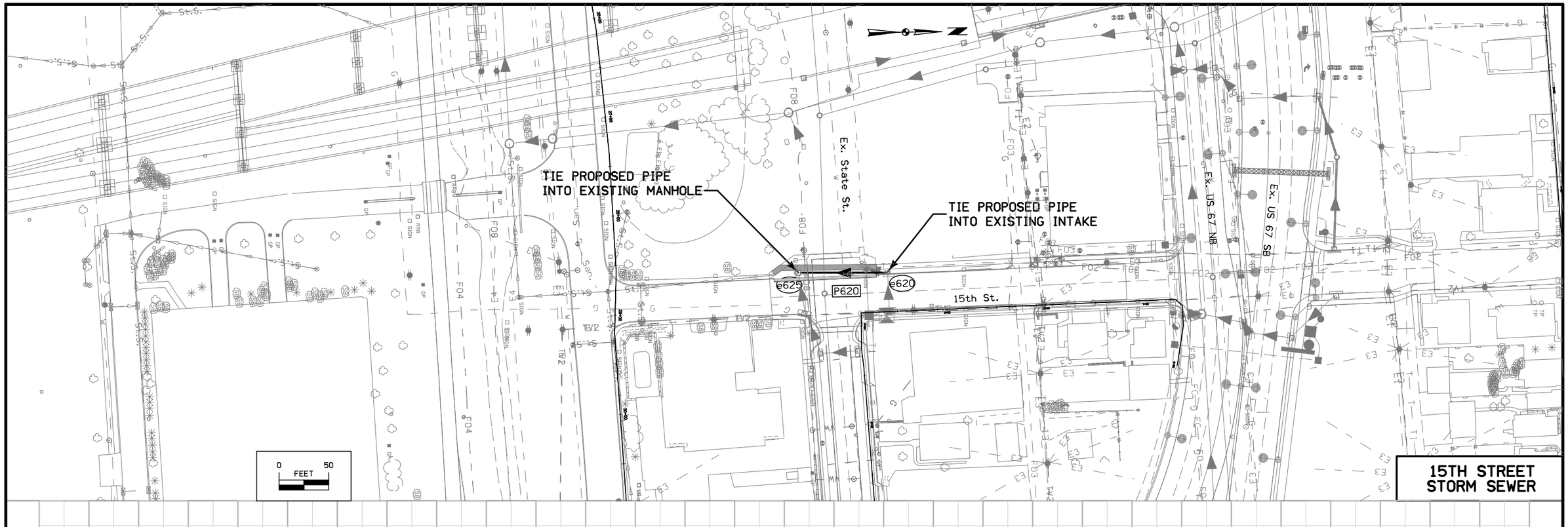
STORM SEWER PROFILE

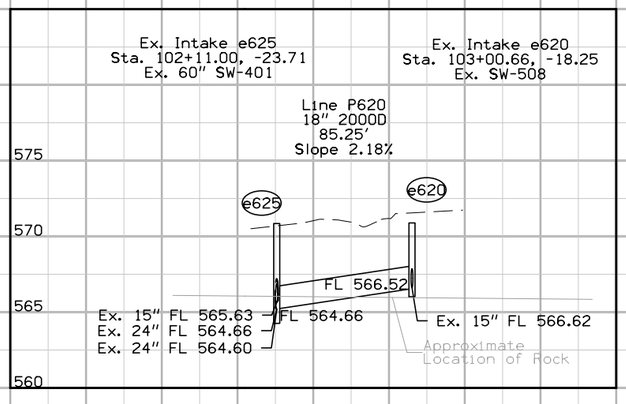
US 67 RAMP B

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

ENGLISH	IOWA DOT	DESIGN TEAM **BENESCH**	**SCOTT** COUNTY	PROJECT NUMBER **IM-074-1(260)1--13-82**	SHEET NUMBER **M.4**

SYSTEMTIME SYSTEMDATE untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-M-01.sht.sht





ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER M.5

11:03:14 AM 12/30/2015 xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn

EX. I-74 EB

EX. I-74 WB

EX. GILBERT ST

EX. STATE ST

EX. 14TH ST

EX. 15TH ST

PVIA04

PRMPBI

US 67 RAMP B

48

74

2585

2590

2595

STA. 2590+36.58
FUTURE RAMP B
PAVEMENT CONSTRUCTION

STA. 2592+65.24
END GRADING

0 FEET 50

GEOTECHNICAL DESIGN

LICENSED PROFESSIONAL ENGINEER
Kipkoech K. Chepkoit
18405
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.

12-9-15
Signature Date

Kipkoech K. Chepkoit
Printed or Typed Name

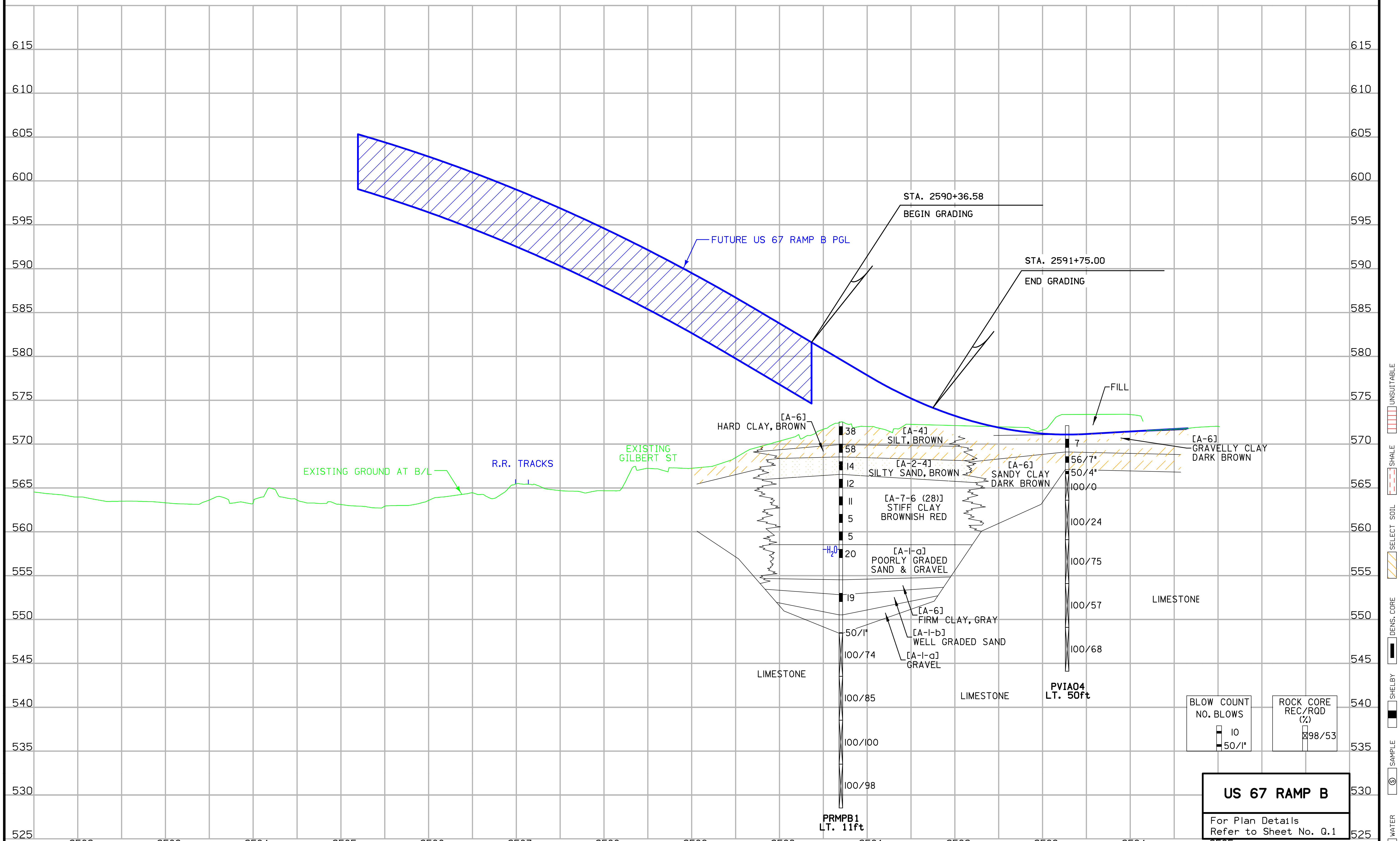
My license renewal date is December 31, 2017

Pages or sheets covered by this seal: Q.1 - Q.2

US 67 RAMP B

ENGLISH	IOWA DOT	DESIGN TEAM	HANSON PROFESSIONAL SERVICES	SCOTT	COUNTY	PROJECT NUMBER	IM-074-1(260)1--13-82	SHEET NUMBER	Q.1

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



US 67 RAMP B

For Plan Details
Refer to Sheet No. Q.1

ENGLISH	IOWA DOT	DESIGN TEAM HANSON PROFESSIONAL SERVICES	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER Q.2

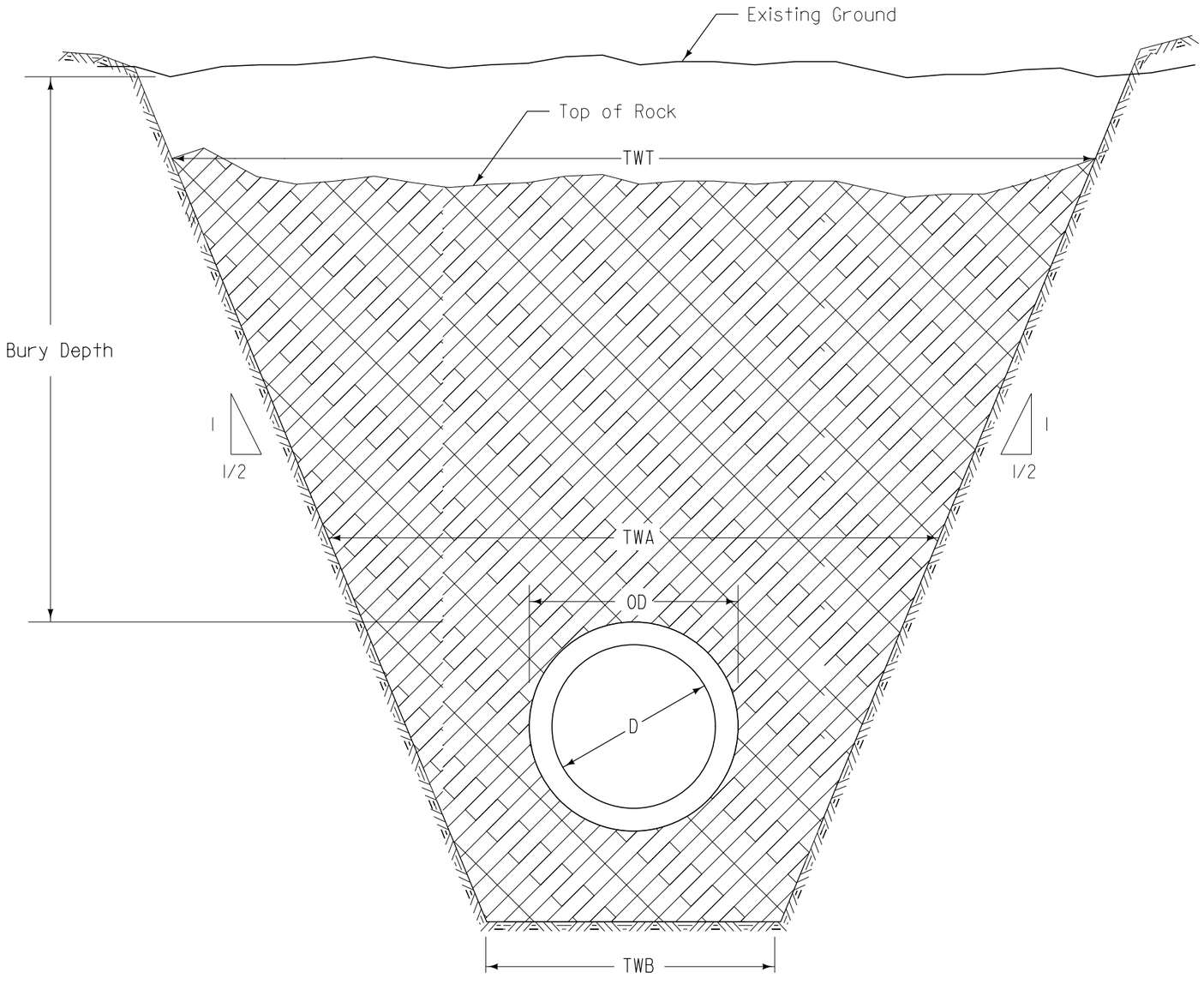
12:41:04 PM untitled c:\pwise_work\do_not_delete\dms01327\82074122-HPS-Q-059.sht.sht

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							
Ramp B													
2590+36.58	1	1	1	263	342	342							
2590+50.00	1	1	1	488	634	634							
2590+75.00	1	1	1	319	415	415							
2591+00.00	0	0	0	87	113	113							
2591+08.39	1	1	1	153	199	199							
2591+25.00	5	5	5	122	159	159							
2591+50.00	40	40	40	18	23	23							
2591+75.00	0	0	0	0	0	0							
Total:	49	49	49	1450	1885	1885							

STATION	TOTAL CUT	CLASS 10 SUITABLE CUT	ADJUSTED CLASS 10 TOTAL	TOTAL FILL	CLASS 10 SUITABLE + 30% SHRINK	TOTAL FILL WITH SHRINK							



Legend

Maximum allowable payment area for Rock Excavation

Key

OD = Outside diameter of pipe

D = Inside diameter of pipe

TWT = Trench width at top of rock

TWB = Trench width at bottom (Max=1.25+OD+12 inches or 54 inches (whichever is greater)

TWA = Average trench width

Rock Excavation Trench for Sewers

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER U.1	

10:20:49 AM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-U-01.sht.sht

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

EX. I-74 EB

EX. I-74 WB

EX 13TH ST

EX. GILBERT ST

EX. STATE ST

U.A.C INTAKE

U.A.C 18"

REMOVE SIDEWALK

6780

6785

6790

REMOVE PARKING LOT

REMOVE SIDEWALK

REMOVE DRIVEWAY

REMOVE SIDEWALK

REMOVE PAVEMENT

REMOVE EXISTING 18" STORM SEWER
P43619 < 36 INCH DIAMETER

INTAKE
REMOVAL
No. 17061

INTAKE REMOVAL No. 43619

SAWCUT

EX. 14½ ST

REMOVE EXISTING 12" STORM SEWER
PI7062 < 36 INCH DIAMETER
PLUG END

6780+01±P
℄125'

6783+52±Ex.R/W
℄155'

6784+05±Ex.R/W
℄155'

6786+54±Ex.R/W
℄180'

301

GREEN BRIDGE REAL ESTATE CO. L.C.

GREEN BRIDGE COMPANY

GREEN BRIDGE CO.

EX. ISLE PKWY

REMOVE PARKING LOT

EXISTING MEMORIAL TO
RELOCATE TO STORAGE

REMOVE SIDEWALK

U.A.C INTAKE

EX. 14TH ST

EX. 15TH ST

0 FEET 50

REMOVAL PLAN

INTERSTATE 74

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER U.2

6:07:09 PM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-U-01.sht.sht

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK OR DRIVEWAY REMOVAL
- REMOVAL OF EXISTING STORM SEWER PIPE
- INTAKE OR UTILITY ACCESS REMOVAL
- SAWCUT

EX. US 67 SB

EX. US 67 NB

EX. 15TH STREET

EX. 16TH STREET

EX. STATE STREET

EX. GILBERT STREET

EX. I-74 ENT. RAMP

P620
IN #18950
P19176
IN #19176

P18950
MH #18948
IN #630
P630
P18948

REMOVE STATE STREET AND BUILD CURB AND GUTTER ON 15TH STREET (SEE L SHEETS FOR DETAILS)

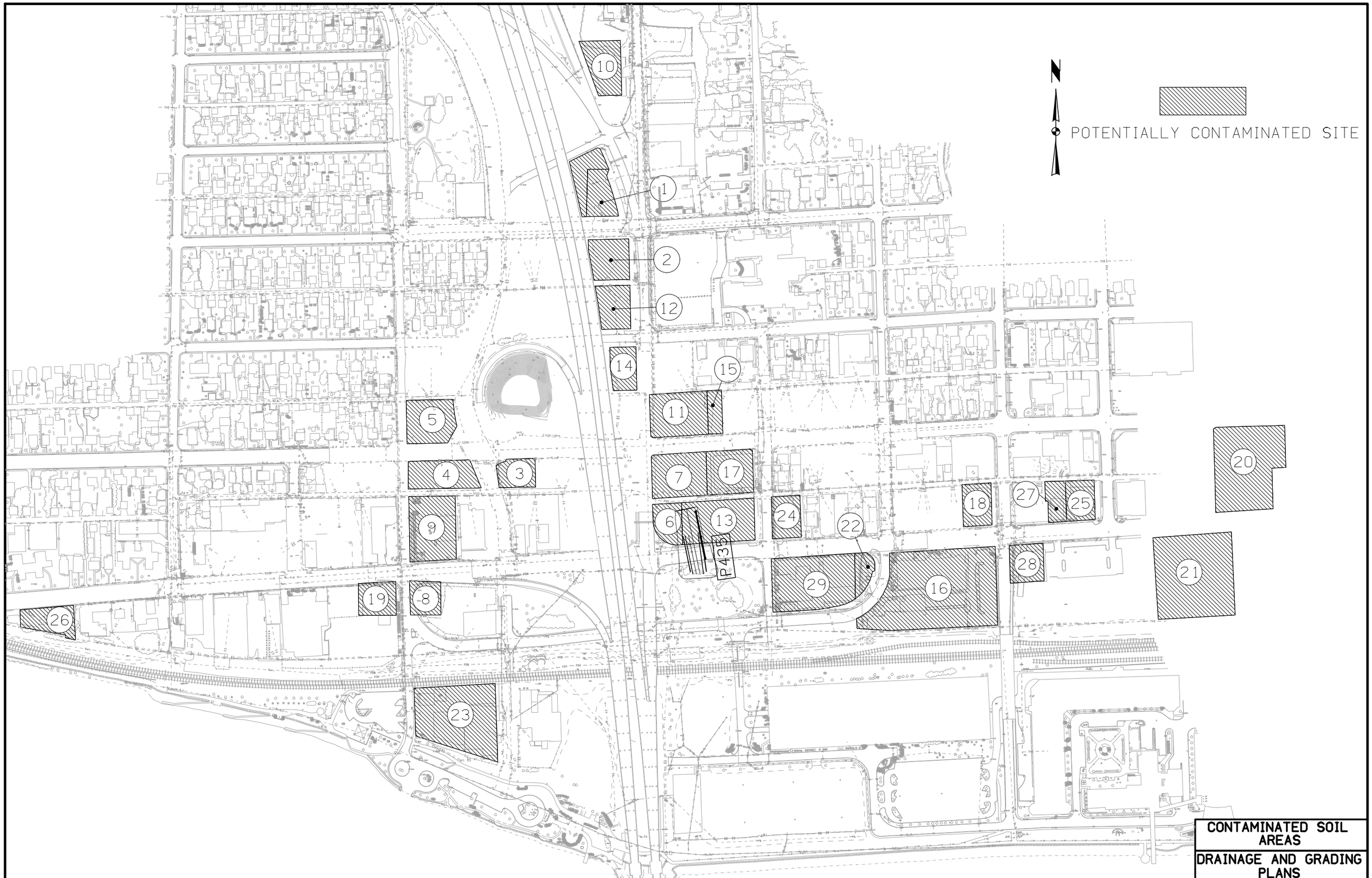
N

0 FEET 50

STATE STREET REMOVALS

ENGLISH	IOWA DOT	DESIGN TEAM WHKS & Co.	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER U.3

11:03:30 AM xmCH c:\pwise_work\do_not_delete\dms04883\82074260-WHKS.dsn



CONTAMINATED SOIL AREAS

DRAINAGE AND GRADING PLANS

ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER U.4	

10:21:02 AM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-U-01.sht.sht

Contaminated Soil Summary

PCSS-1

SPECIAL

Location	Parcel # See H Sheets	Description and Address	Site Impacted by this Contract	Remarks
			Yes/No	
1	380	H & H Car Care Center 612 14th Street	No	DNR - "No Action Req'd" Feb. 2005. Petroleum contamination in soil boring.
2	374	Dale Snapp Co. 536 14th Street	No	2 UST removed 1998. Petroleum contamination in recent soil boring.
3	345	Crescent Economy Inc. 1303 Grant Street	No	No tanks. Dry cleaning chemicals present. DNR statewide standards exceeded (Oct. 2005).
4	346	Showboat Car Wash 1215 Grant Street	No	3 UST removed 1992. DNR - "No Action Req'd" Aug. 2003.
5	353	Hoyt & Son Automotive 1210 Grant Street	No	5 UST removed 1996. Previous soil removal project DNR - "No Action Req'd" July 2003.
6	341	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 soil boring.
7	341A	Twin Bridges 66/Shell Oil 333 14th Street	No	Total of 4 UST: 1 removed 1993 and 3 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Petroleum contamination in recent soil boring.
8	312	Adel Parking Lot 1207 State Street	No	Former gas station. Now part of QCA Spa. Petroleum contamination in ground water from monitoring wells.
9	324	Village Inn 1210 State Street	No	Petroleum contamination in recent soil borings.
10	386	Great American Window Co 710 14th Street	No	Petroleum contamination in ground water from monitoring wells.
11	355	Dart Mart/Big 10 Mart 411 14th Street	No	Total of 5 UST: 1 removed 1990 and 4 active; DOT to request owners to remove tanks; if not removed then Iowa DOT OLE to remove prior to letting. Contamination documented in monitoring wells.

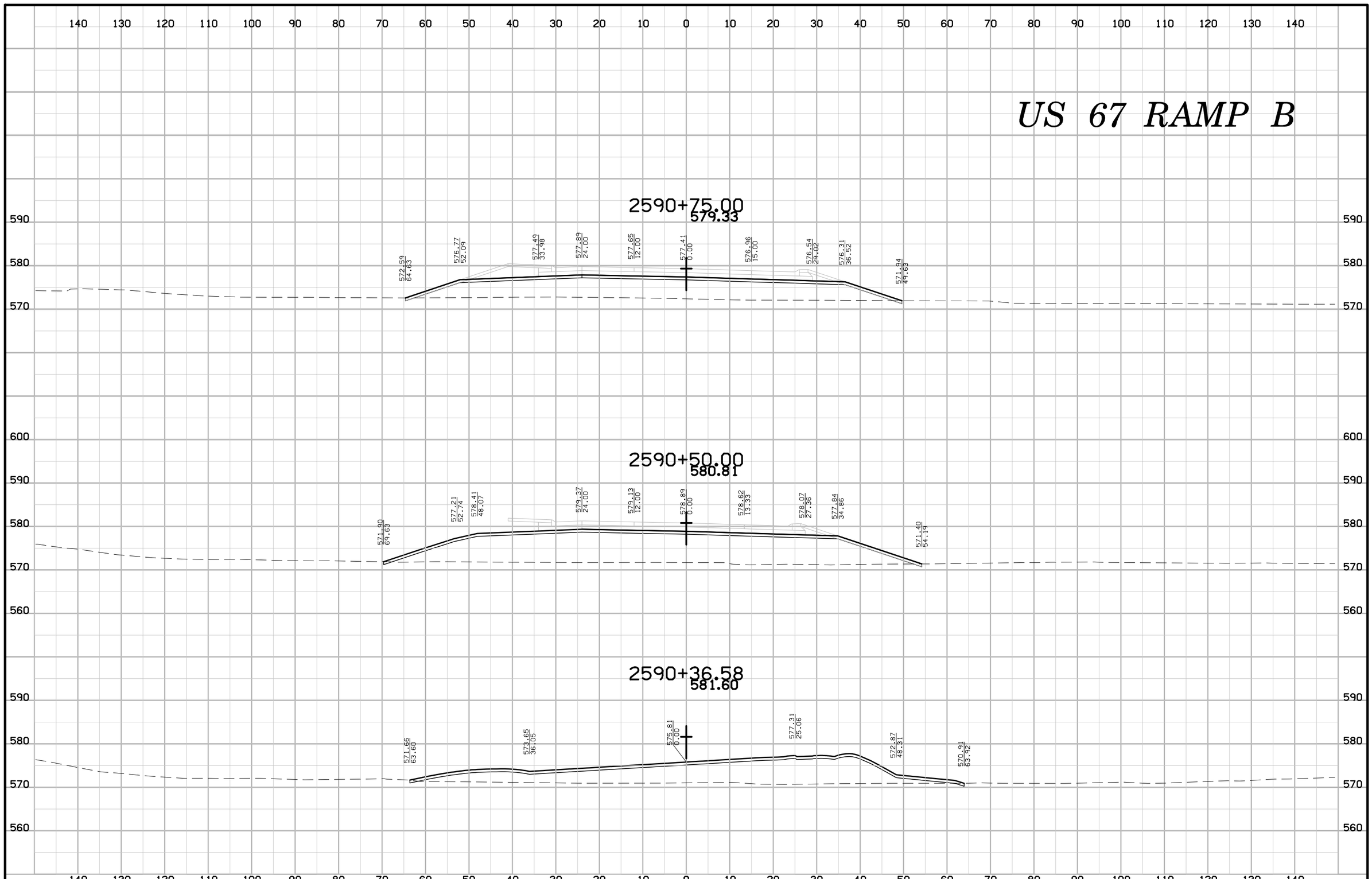
Contaminated Soil Summary

PCSS-1

SPECIAL

Location	Parcel # See HE Sheets	Description and Address	Site Impacted by this Contract	Remarks
			Yes/No	
12	372	Ross' Drive Through 512 14th Street	No	No action necessary. No contamination identified.
13	320	Knox Corporation 1416 State Street	Yes	No action necessary. No contamination identified.
14	367	Ross' Restaurant Inc 430 14th Street	No	Contamination documented in monitoring wells.
15	357	Handy Shop 1430 Grant Street	No	3 UST removed 1992, 2005. Increasing contamination levels in monitoring wells. DNR "No Action Req'd" March 2001.
16	311	City Hall 1609 State Street	No	Total of 5 UST: 3 UST removed 1988 and one active. Petroleum contamination in soil boring.
17	339	US West 1437 Grant Street	No	1 UST removed 1993. No contamination identified.
18	331	Car Quest 312 17th Street	No	Contamination documented in monitoring wells.
19	NA	Adel Parking Lot 1159 State Street	No	Owner denied access to property. Potential UST.
20	NA	Lindquist Ford 1910 State Street	No	8 UST removed 1997. DNR "No Action Req'd" Nov. 1998.
21	NA	Plaza Building 1823 State Street	No	Petroleum contamination identified.
22	NA	Kelley's Gas 1543 State Street	No	Total of 5 UST: 2 removed 2000 and 3 active (2 - 6000 gal and 1- 8200 gal); Contamination documented in monitoring wells.
23	NA	Twin Bridges Truck City 131 12th Street	No	2 UST removed 1990. DNR "No Action Req'd" Jan. 1996.
24	NA	Nextel Phone 1504 State Street	No	Former gas station. No documented information.
25	NA	Rapid Lube and Oil 1740 State Street	No	Former gas station. 6 UST removed 1981 to 1987.
26	NA	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	NA	Hans Body Shop 1720 State Street	No	Former gas station. No documented information.
28	NA	Bettendorf Auto 1705-1719 State Street	No	No contamination identified.
29	NA	Twin Bridges Motor Inn 221 15th Street	No	No contamination identified.

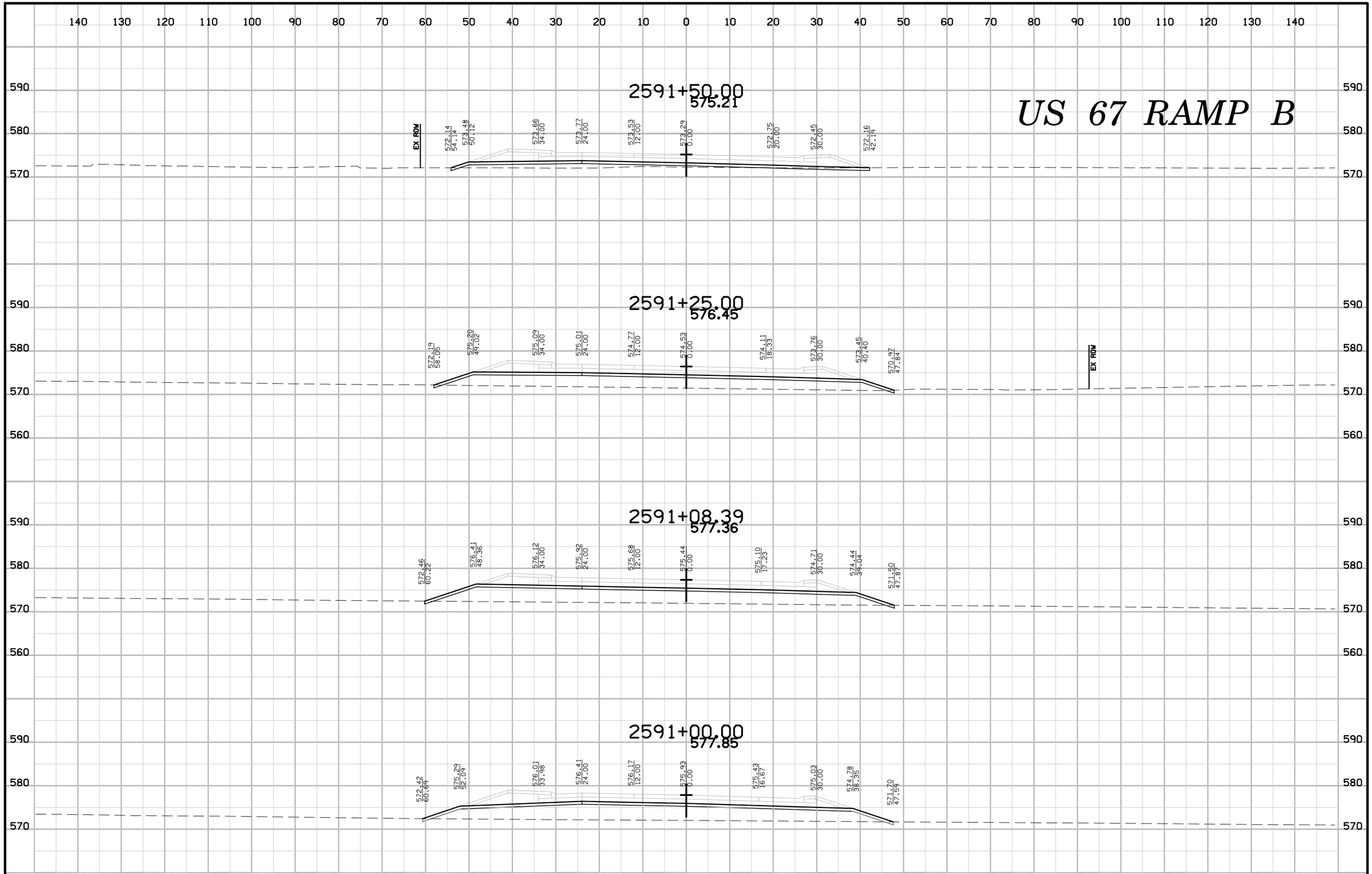
US 67 RAMP B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER Y.1

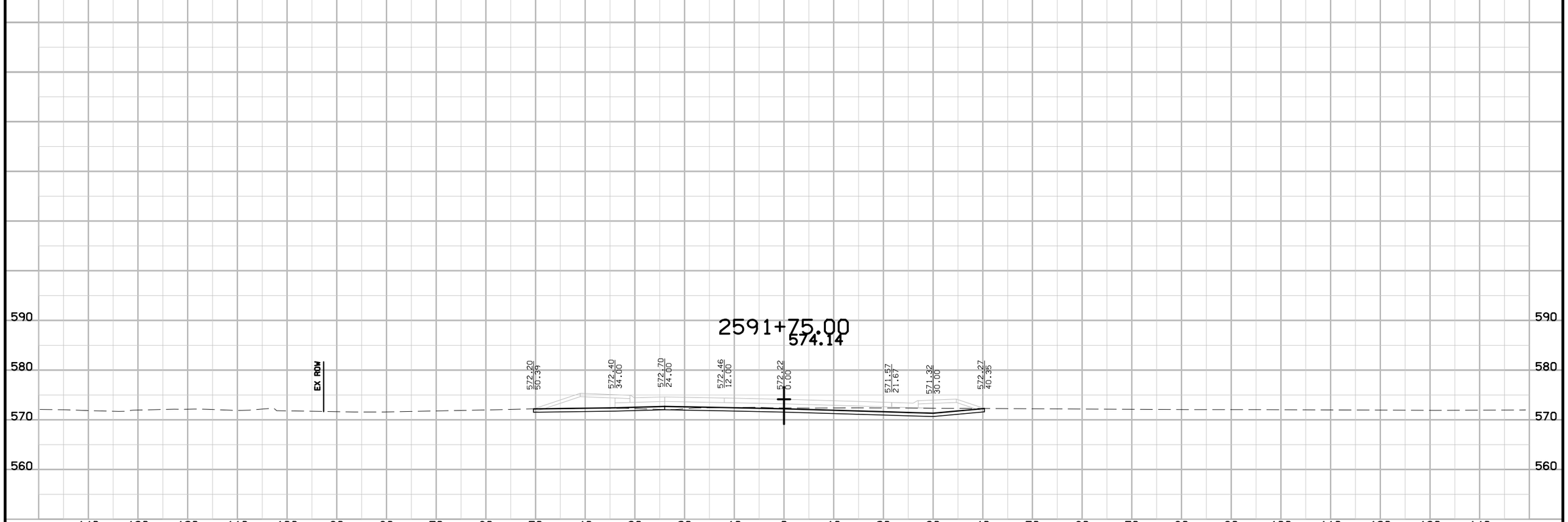
6:49:26 PM untitled c:\pwise_work\do_not_delete\dms05567\82074260-AB-Y-02.sht

US 67 RAMP B



ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER Y.2

US 67 RAMP B

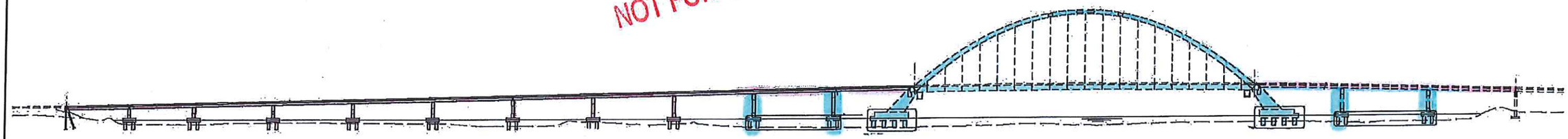


ENGLISH	IOWA DOT	DESIGN TEAM BENESCH	SCOTT COUNTY	PROJECT NUMBER IM-074-1(260)1--13-82	SHEET NUMBER Y.3

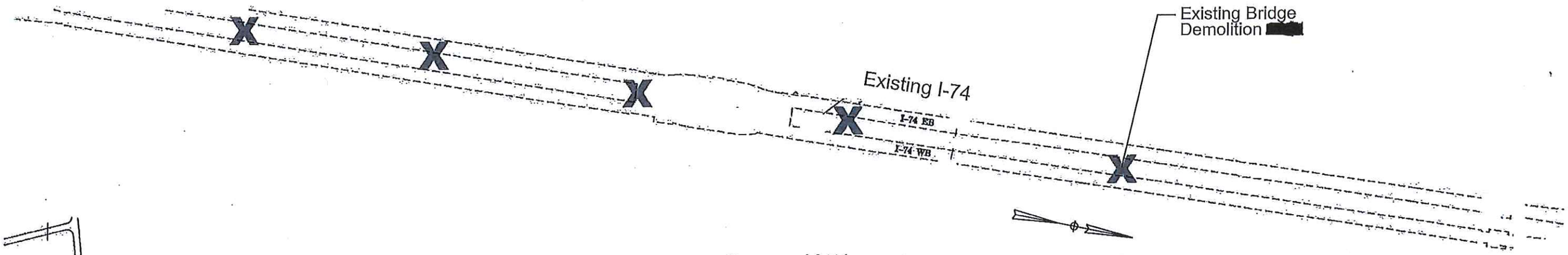
River Bridge Approach Spans
Iowa (197)

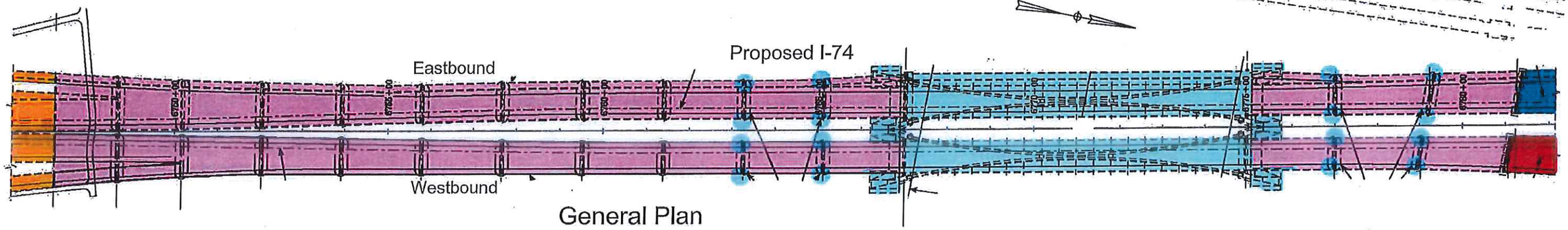
River Bridge Arch Spans
Iowa (198)

PRELIMINARY
NOT FOR CONSTRUCTION



Longitudinal Section





General Plan

River Bridge

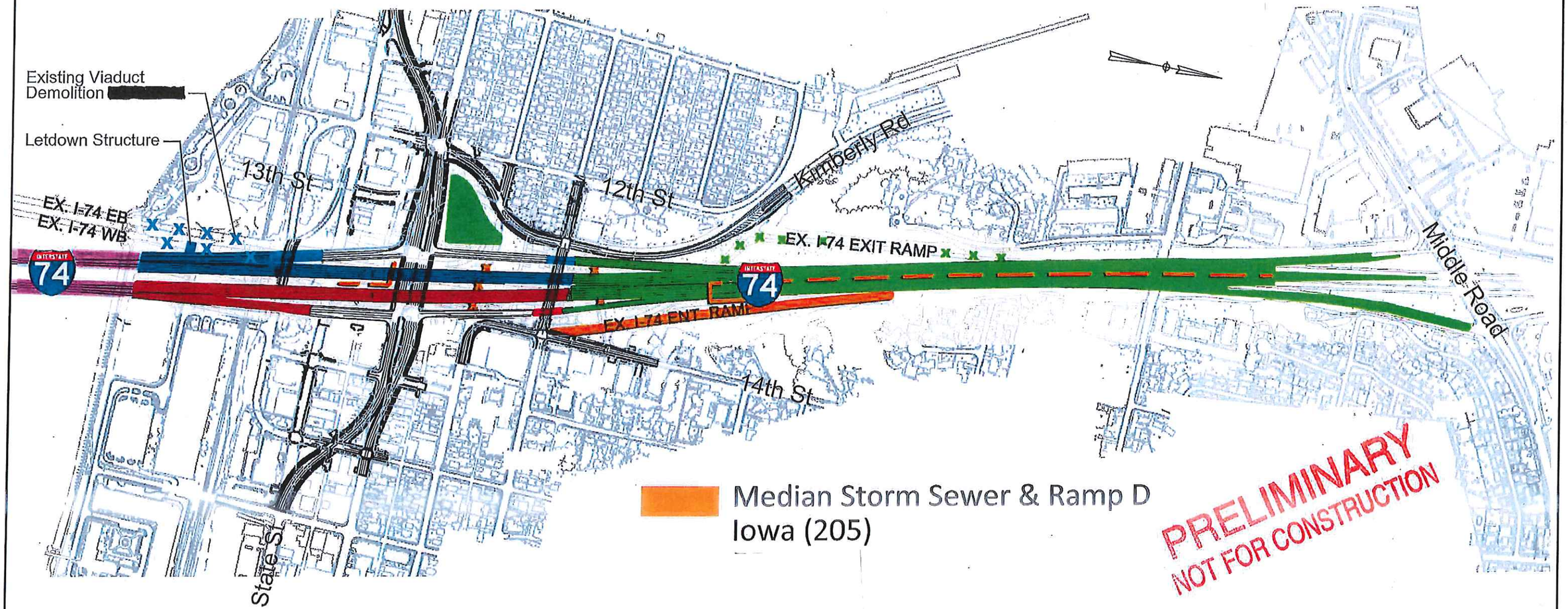
I-74 Construction Contracts

benesch

WB Iowa Viaduct
Iowa (199)

EB Iowa Viaduct
Iowa (200)

Mainline & Ramps
Iowa (206)



Median Storm Sewer & Ramp D
Iowa (205)

PRELIMINARY
NOT FOR CONSTRUCTION

Iowa Viaduct & Roadway

I-74 Construction Contracts

benesch

BRIDGE REPLACEMENT - STEEL GIRDER
BRFIM-074-1(197)5--05-82

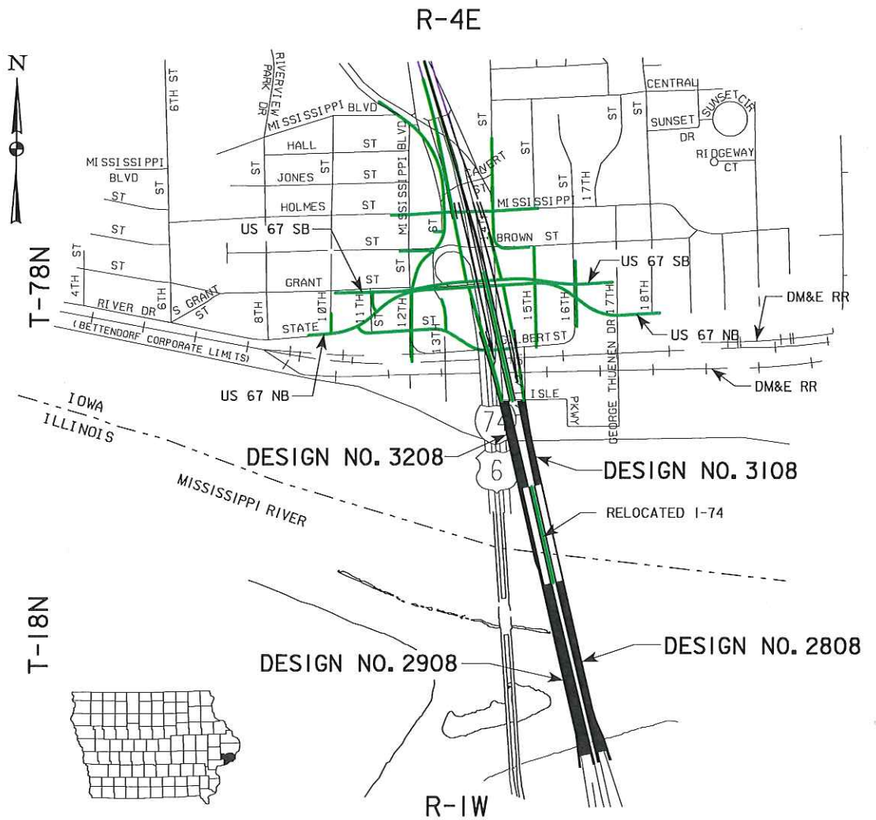
LETTING DATE

SCOTT COUNTY

SCOTT COUNTY - DESIGN NO. 2808, 2908, 3108, & 3208

LEGEND

INTERSTATE ROUTE	29
FREEWAY OR EXPRESSWAY ROUTE	69
U.S. NUMBERED ROUTE	6
STATE NUMBERED ROUTE	44
COUNTY NUMBERED ROUTE	A13
LOCAL ROAD OR CITY STREET	
RAILROAD	
CORPORATION LINE	
SECTION LINE	
CUL DE SAC	
SECTION, TOWNSHIP & RANGE NUMBERS	9 , T-81N , R-30W
PIPELINE	
AIRPORT	
HYDROLOGY	
BRIDGE	
STATE BOUNDARY	
COUNTY BOUNDARY	
CORPORATE LIMIT LINE	
TOWNSHIP LINE	



LOCATION MAP - PART OF CITY OF BETTENDORF

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENTS ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

BRIDGE REPLACEMENT- STEEL GIRDER I-74 APPROACHES TO ARCH BRIDGE OVER MISSISSIPPI RIVER

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

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

ENGLISH STANDARD BRIDGE PLANS

STANDARD	ISSUED	REVISED

REVISIONS

NOT FOR CONSTRUCTION

	TOTAL SHEETS 1078
PROJECT NUMBER	
BRFIM-074-1(197)5--05-82	
R.O.W. PROJECT NUMBER	
PROJECT IDENTIFICATION NUMBER	
03-82-074-010-03	

INDEX OF SHEETS

INDEX OF SEALS

SHEET NO.	NAME	TYPE
1	DAVID J. MORRILL	STRUCTURAL
6	MICHELLE A. LEWIS	SCOUR
6	ANDREW McCOY	HYDRAULIC
297	DAVID J. MORRILL	MAINTENANCE WATER LINE
SPS.1	JAMES P. KNUTELSKI	GEOTECHNICAL
649	DAVID J. MORRILL	MAINTENANCE WATER LINE
677	JEFF J. PAPE	STRUCTURAL
SPS.10	JAMES P. KNUTELSKI	GEOTECHNICAL
760	DAVID J. MORRILL	MAINTENANCE WATER LINE
SPS.19	JAMES P. KNUTELSKI	GEOTECHNICAL
783	JEFF J. PAPE	STRUCTURAL
897	DAVID J. MORRILL	MAINTENANCE WATER LINE
SPS.20	JAMES P. KNUTELSKI	GEOTECHNICAL
MU.1	DAVID J. MORRILL	PIER MOCKUP
C.1	JEFFREY TARDY	ROADWAY
G.1	COVENTINE FIDIS	SURVEY
J.1	SCOTT SWEET	TRAFFIC CONTROL
N.1	STEVEN GARBE	ITS DESIGN
P.1	GEOFFREY THIESSE	ELECTRICAL

ALL WORKING DRAWINGS, INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS, SHALL BE SUBMITTED ACCORDING TO ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.
THESE DRAWINGS SHALL BE SUBMITTED TO AND CHECKED BY:

ALFRED BENESCH & COMPANY
205 NORTH MICHIGAN AVENUE, SUITE 2400
CHICAGO, IL 60601
(312) 565-0450
KSMITH@BENESCH.COM

IOWA DOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE LISTED ON SHEET C.8

DESIGN DATA URBAN

REFER TO INDIVIDUAL SITUATION PLANS FOR TRAFFIC DATA INFORMATION

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
David J. Morrill
11799
IOWA

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

Signature Date

David J. Morrill
Printed or Typed Name

My license renewal date is December 31, 2011

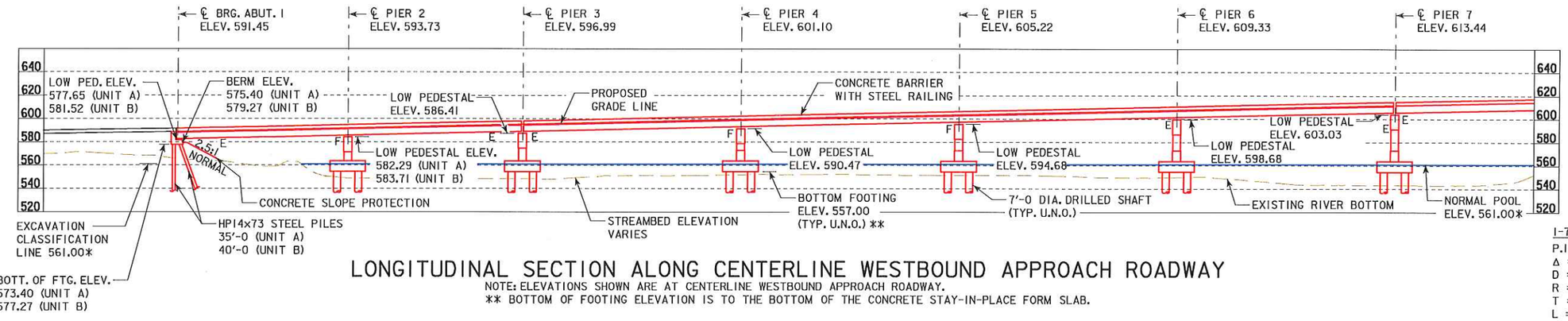
Pages or sheets covered by this seal: 1-296, 309-648, 661-676, 682-759, 766-782, 788-896, 905

PROJECT DIRECTORY NAME: 8207401003

DESIGN TEAM: ALFRED BENESCH, ITERIS, WHKS & HANSON	ENGLISH	IOWA DOT * OFFICE OF BRIDGES AND STRUCTURES	FILE NO.30253	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 1

3:26:13 PM untitled c:\pwise_work\do_not_delete\dms05638\82074197.brg

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797,
CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

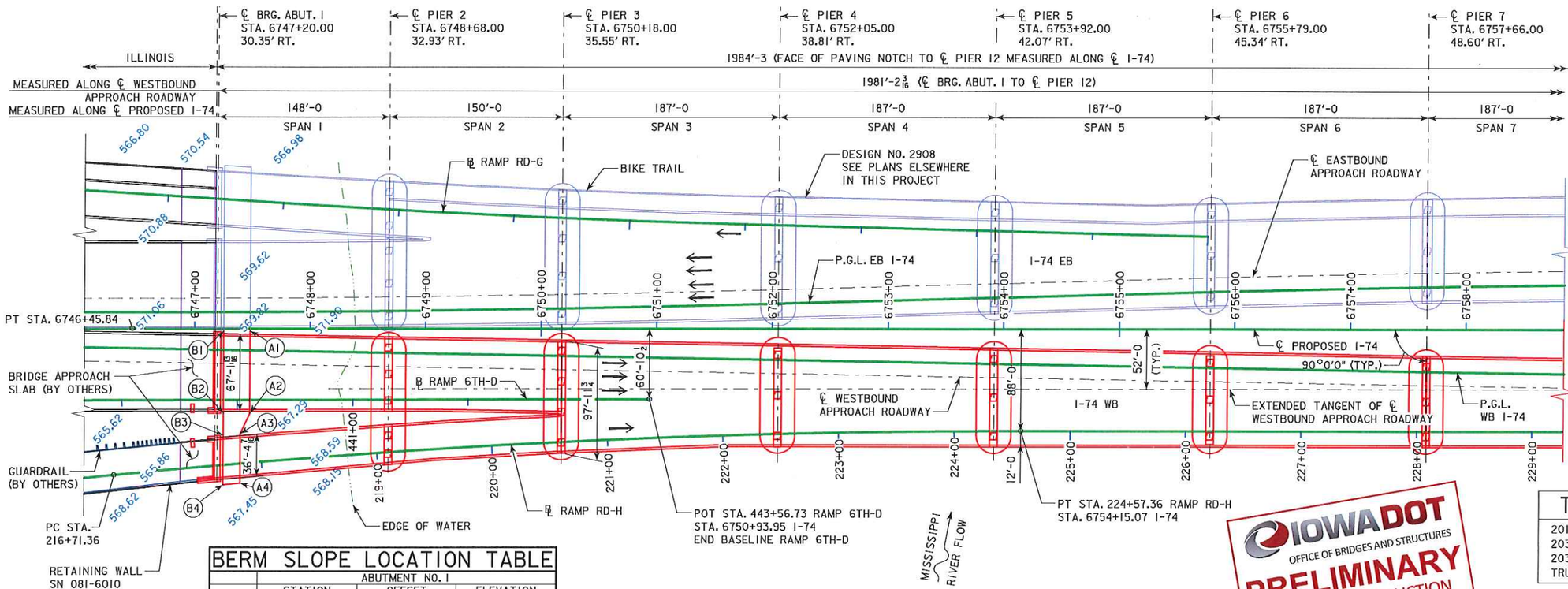
NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

RAMP RD-H CURVE DATA
P.I. STA. = 220+64.68
Δ = 5°37'45.59"
D = 0°42'58.31"
R = 8,000.000
T = 393.3179
L = 785.6868
E = 9.6628
e = N.C.
P.C. STA. = 216+71.36
P.T. STA. = 224+57.36

I-74 WB P.G.L. CURVE DATA
P.I. STA. = 16759+58.32
Δ = 1°00'00.00"
D = 0°17'11.32"
R = 20,000.000
T = 174.5374
L = 349.0659
E = 0.7616
e = N.C.
P.C. STA. = 16757+83.78
P.T. STA. = 16761+32.85

P.C. STA. 16757+83.78 I-74 WB P.G.L.= STA. 6757+86.21, 36.95 RT. ℄ I-74

P.T. STA. 16761+32.85 I-74 WB P.G.L.= STA. 6761+35.26, 40.00 RT. ℄ I-74



BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 1		
	STATION	OFFSET	ELEVATION
A1	6747+48.15	2.26' RT.	570.85
A2	6747+48.15	73.21' RT.	570.14
A3	6747+40.05	91.04' RT.	569.93
A4	6747+40.05	133.59' RT.	569.50
B1	6747+25.25	2.26' RT.	579.02
B2	6747+25.25	73.24' RT.	579.02
B3	6747+25.25	92.30' RT.	575.15
B4	6747+25.25	134.91' RT.	575.15

SITUATION PLAN - SEGMENT 1

NOTES:

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

WORK THIS SHEET WITH DESIGN SHEET 4.

FOR ADDITIONAL NOTES, SEE DESIGN SHEET 4.

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

LOCATION

I-74 WESTBOUND SOUTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
T-18 N R-1 W
SECTIONS 29 & 32
MOLINE TOWNSHIP
ROCK ISLAND COUNTY, ILLINOIS
CITY OF MOLINE
LATITUDE: 41.516095
LONGITUDE: -90.510845
FHWA NO. 47281

I-74 WESTBOUND

TRAFFIC ESTIMATE

2015	AADT	44,700	V.P.D.
2035	AADT	51,770	V.P.D.
2035	DHV	5,000	V.P.H.
TRUCKS		5	%

DESIGN FOR VARIABLE SKEW

1981'-0 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

SITUATION PLAN

STA. 6757+10.50 - 47.63' RT. - I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

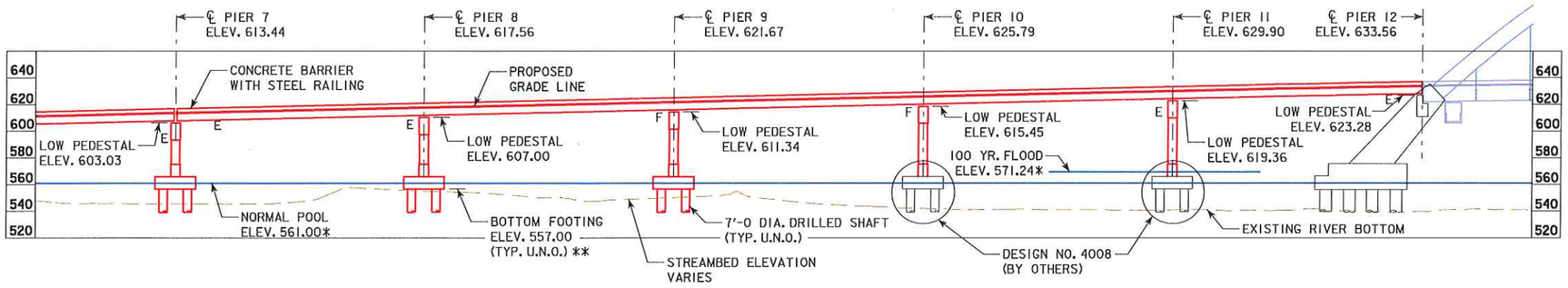
DESIGN SHEET NO. 3 OF 311 FILE NO. 30253 DESIGN NO. 2808

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/VH/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 4

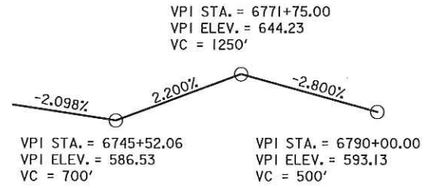
4:14:14 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

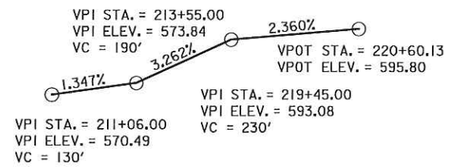


LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

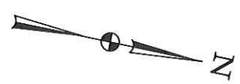
NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

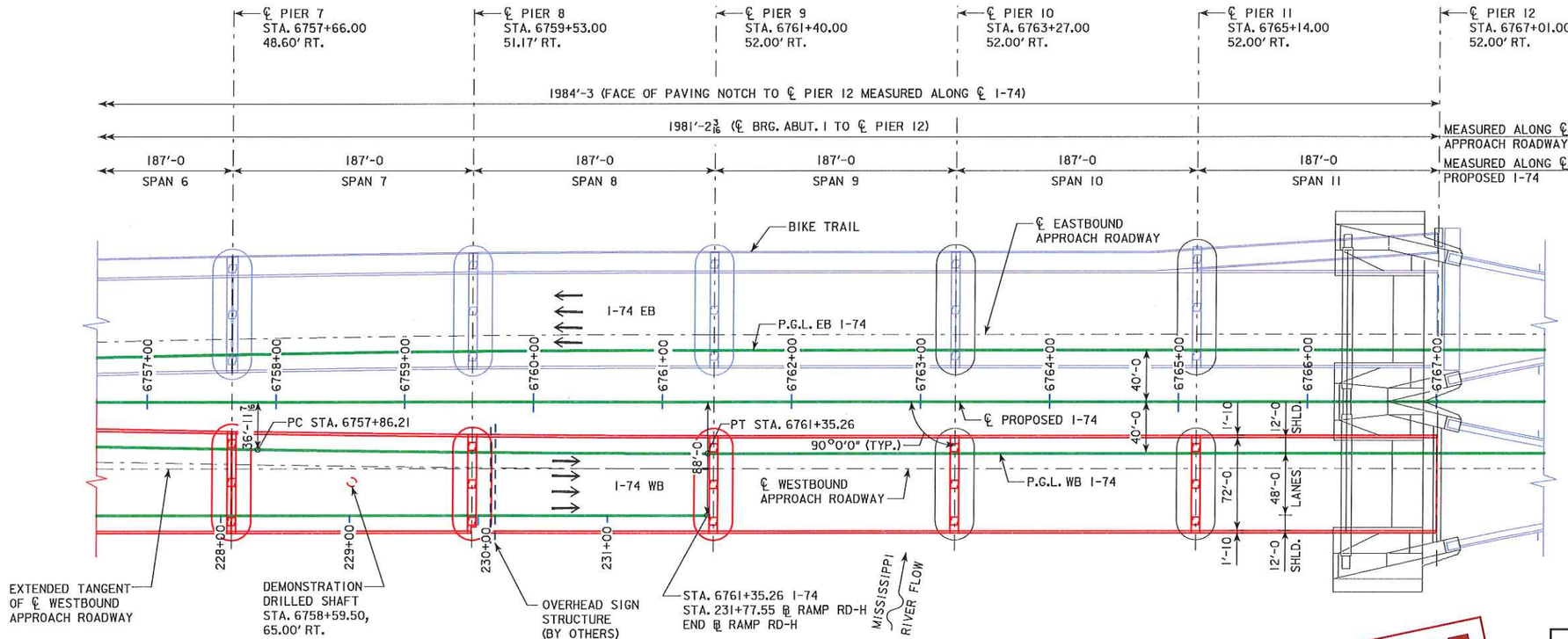


PROPOSED PROFILE GRADE I-74 WB



PROPOSED PROFILE GRADE RAMP RD-H





SITUATION PLAN - SEGMENT 1

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

WORK THIS SHEET WITH DESIGN SHEET 3.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE DESIGN SHEET 5.

FOR DRAIN LOCATIONS, SEE DESIGN SHEETS 274 AND 275.

FOR LOCATIONS AND DETAILS OF CONDUIT AND LIGHT POLES, SEE DESIGN SHEETS 240 AND 246.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.1 THRU SPS.9.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE WESTBOUND APPROACH ROADWAY.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR VARIABLE SKEW

1981'-0 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

SITUATION PLAN

STA. 6757+10.50 - 47.63' RT. - I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 311 FILE NO. 30253 DESIGN NO. 2808

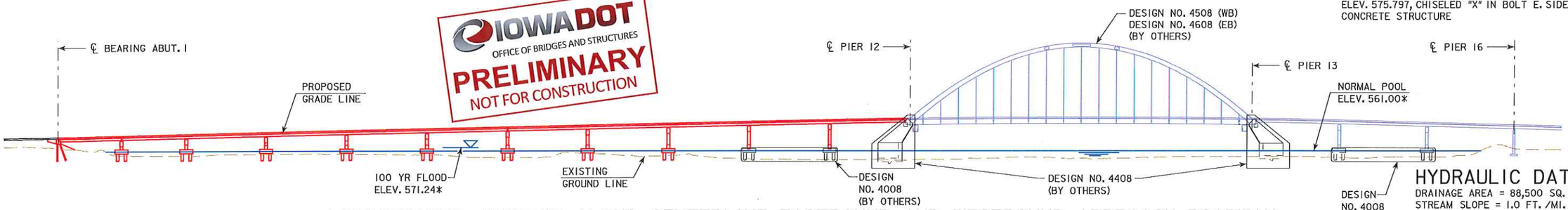
benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/VH/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 5

4:14:15 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND AND WESTBOUND APPROACH ROADWAY

NOTE: PIERS NOT SHOWN SKEWED FOR CLARITY.

HYDRAULIC DATA

DRAINAGE AREA = 88,500 SQ. MI.
STREAM SLOPE = 1.0 FT. /MI.

Q2 = 130,000 CFS
STAGE = 563.10*
CHANNEL VELOCITY = 2.5 FPS
Q100 = 290,000 CFS
STAGE = 571.24*
Q500 = 345,000 CFS
STAGE = 574.10*
EXTREME H.W. STAGE = 570.0*
DATE = JULY 1993
AVG LOW WATER STAGE = 561.0*
CESSATION OF NAVIGATION = 562.50

SCOUR DATA - WB

CALC. SCOUR PIER 10 (E. END) = 534.90
CALC. SCOUR PIER 10 (W. END) = 537.90
CALC. SCOUR PIER 11 (E. END) = 539.90
CALC. SCOUR PIER 11 (W. END) = 534.90
CALC. SCOUR PIER 12 = 535.90
CALC. SCOUR PIER 13 = 546.90
CALC. SCOUR PIER 14 = 541.90
CALC. SCOUR PIER 15 = 543.90

CALCULATED SCOUR ELEV. (100 YR.)
= MAXIMUM SCOUR ELEVATION (500 YR.)

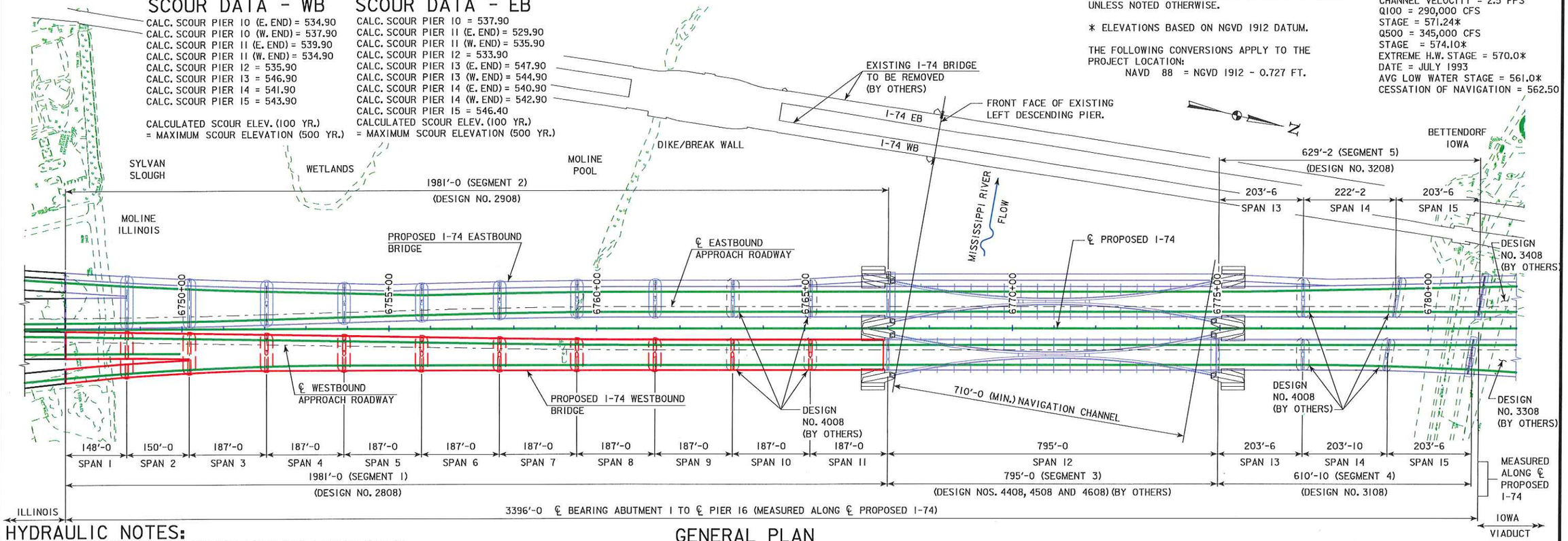
SCOUR DATA - EB

CALC. SCOUR PIER 10 = 537.90
CALC. SCOUR PIER 11 (E. END) = 529.90
CALC. SCOUR PIER 11 (W. END) = 535.90
CALC. SCOUR PIER 12 = 533.90
CALC. SCOUR PIER 13 (E. END) = 547.90
CALC. SCOUR PIER 13 (W. END) = 544.90
CALC. SCOUR PIER 14 (E. END) = 540.90
CALC. SCOUR PIER 14 (W. END) = 542.90
CALC. SCOUR PIER 15 = 546.40
CALCULATED SCOUR ELEV. (100 YR.)
= MAXIMUM SCOUR ELEVATION (500 YR.)

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

THE FOLLOWING CONVERSIONS APPLY TO THE PROJECT LOCATION:
NAVD 88 = NGVD 1912 - 0.727 FT.



GENERAL PLAN

HYDRAULIC NOTES:

1. ALL RIVER ELEVATIONS ARE NGVD 1912 DATUM AND TAKEN AT RIVER MILE 486, JUST UPSTREAM FROM THE PROPOSED BRIDGE. THE RIVER ELEVATIONS COME FROM THE PROPOSED BRIDGE CONFIGURATION MODELED WITH FESWMS, A 2D DEPTH-AVERAGED HYDRAULIC MODEL.
MODEL BOUNDARY CONDITIONS, RESULTS, AND FILES ARE DOCUMENTED IN TWO REPORTS WRITTEN BY HDR FOR THE IOWA D.O.T., DATED NOVEMBER 2008 AND MAY 2014 (ADDENDUM).

2. THE AVERAGE LOW WATER STAGE IS THE SAME AS THE NORMAL POOL STAGE IN THE LOCK AND DAM 15 NAVIGATION POOL.

3. THE SCOUR CALCULATIONS WERE COMPUTED FOLLOWING HEC-18 PROCEDURES INSIDE OF A HEC-RAS BACKWATER MODEL SEPARATE FROM THE FESWMS MODEL REFERENCED IN HYDRAULIC NOTE 1. THE ENGINEERS CERTIFICATION PERTAINING TO THE HYDRAULIC DATA DOES NOT COVER THE SCOUR DATA.

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

SCOUR DESIGN

LICENSED PROFESSIONAL ENGINEER
Michelle A. Lewis
19328
IOWA

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

Signature Date

Michelle A. Lewis
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: 6, 313, 664, 770

HYDRAULIC DESIGN

LICENSED PROFESSIONAL ENGINEER
Andrew W. McCoy
18963
IOWA

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

Signature Date

Andrew W. McCoy
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: 6, 313, 664, 770

DESIGN FOR VARIABLE SKEW

1981'-0 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

GENERAL PLAN

STA. 6757+10.50 - 47.63' RT. - I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

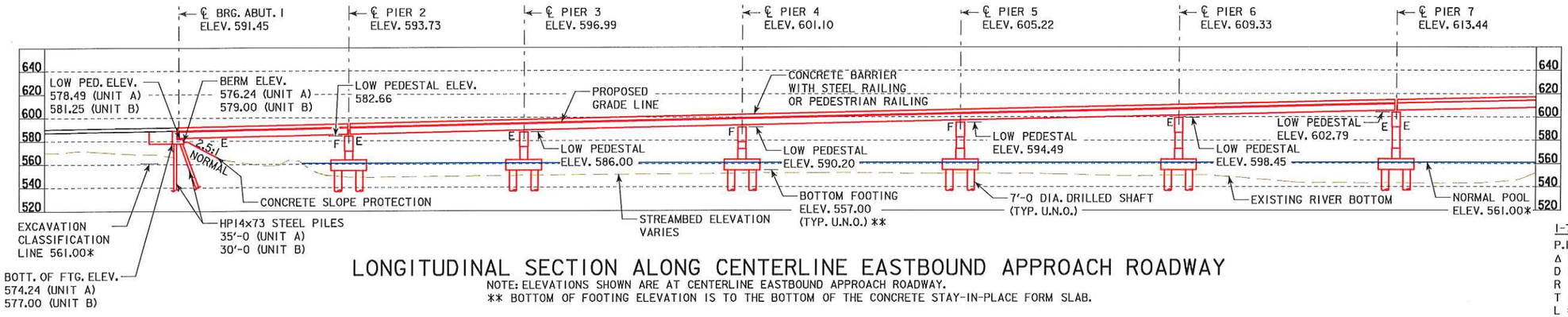
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 311 FILE NO. 30253 DESIGN NO. 2808

DESIGN TEAM DMS/BS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 6

4:14:17 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

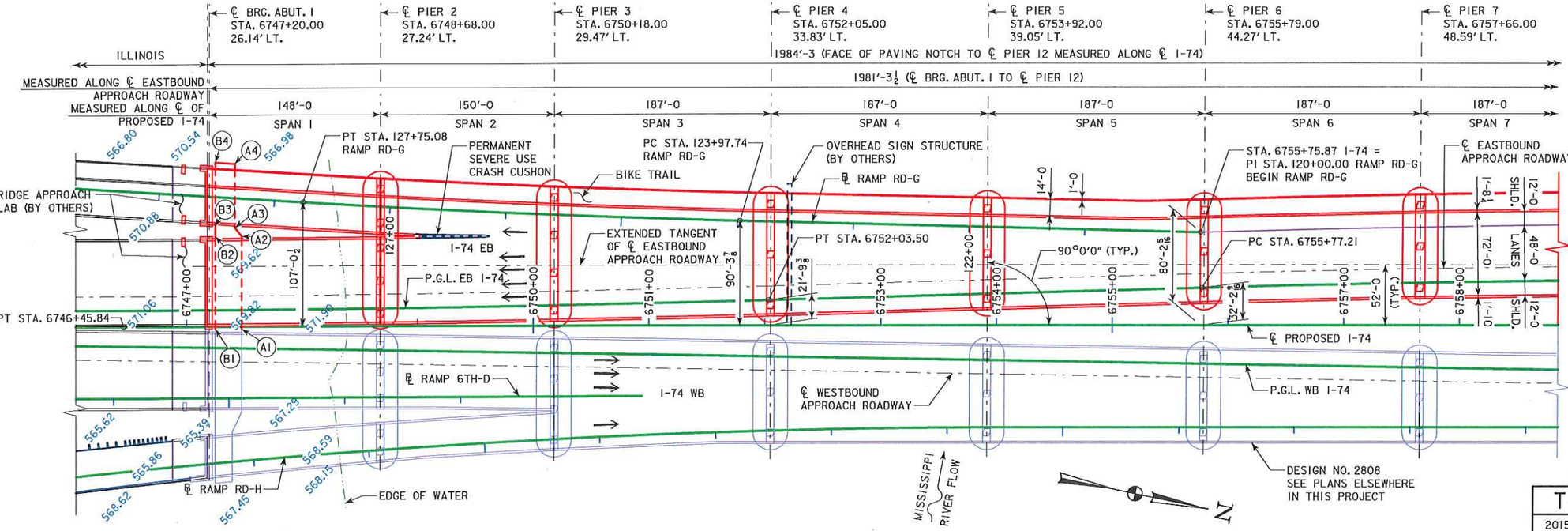


LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

RAMP RD-G CURVE DATA
P.I. STA. = 125+86.43
Δ = 02°09'43" RT
D = 00°34'23"
R = 10,000.000'
T = 188.69'
L = 377.33'
E = 1.78'
e = N.C.
P.C. STA. = 123+97.74
P.T. STA. = 127+75.08

I-74 EB P.G.L. CURVE DATA
P.I. STA. = 26747+52.49
Δ = 02°35'56" LT.
D = 00°17'12"
R = 19,986.00'
T = 453.35'
L = 906.55'
E = 5.14'
e = N.C.
P.C. STA. = 26742+99.14
P.T. STA. = 26752+05.69



I-74 EB P.G.L. CURVE DATA
P.I. STA. = 26758+58.62
Δ = 01°35'56" RT.
D = 00°17'11"
R = 20,000.00'
T = 279.08'
L = 558.12'
E = 1.95'
e = N.C.
P.C. STA. = 26755+79.54
P.T. STA. = 26761+37.66

P.C. STA. 26742+99.14 I-74 EB P.G.L.= STA. 6742+96.78, 14.00' LT. ℄ I-74

P.T. STA. 26752+05.69 I-74 EB P.G.L.= STA. 6752+03.50, 21.78' LT. ℄ I-74

P.C. STA. 26755+79.54 I-74 EB P.G.L.= STA. 6755+77.21, 32.21' LT. ℄ I-74

P.T. STA. 26761+37.66 I-74 EB P.G.L.= STA. 6761+35.26, 40.00' LT. ℄ I-74

SITUATION PLAN - SEGMENT 2

BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 1		
	STATION	OFFSET	ELEVATION
A1	6747+48.15	2.26' RT.	570.85
A2	6747+48.15	77.74' LT.	570.05
A3	6747+42.35	85.22' LT.	569.97
A4	6747+42.35	140.33' LT.	569.42
B1	6747+25.25	2.26' RT.	578.75
B2	6747+25.25	77.66' LT.	578.75
B3	6747+25.25	86.30' LT.	575.99
B4	6747+25.25	141.41' LT.	575.99

NOTES:

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

WORK THIS SHEET WITH DESIGN SHEET 4.

FOR ADDITIONAL NOTES, SEE DESIGN SHEET 4.

LOCATION

I-74 EASTBOUND SOUTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
T-18 N R-1 W
SECTIONS 29 & 32
MOLINE TOWNSHIP
ROCK ISLAND COUNTY, ILLINOIS
CITY OF MOLINE
LATITUDE = 41.515940
LONGITUDE = -90.510837
FHWA NO. 47291

I-74 EASTBOUND TRAFFIC ESTIMATE

2015	AADT	44,020	V.P.D.
2035	AADT	52,160	V.P.D.
2035	DHV	4,850	V.P.H.
TRUCKS		5	%

DESIGN FOR 0° SKEW

1981'-0 x VARI. CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

SITUATION PLAN

STA. 6757+10.50 - 47.49' LT. - I-74

100% APPROVED
JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 352 FILE NO. 30253 DESIGN NO. 2908

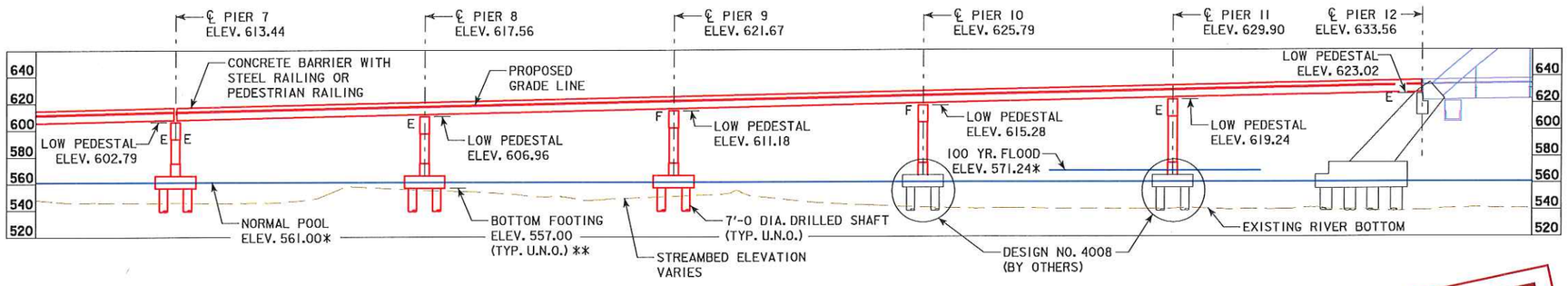
IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(197)5--05-82 | SHEET NUMBER 311

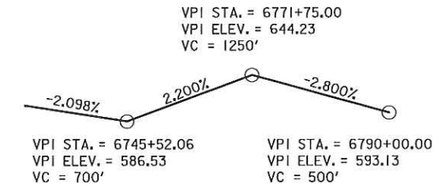
4:27:00 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797,
CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

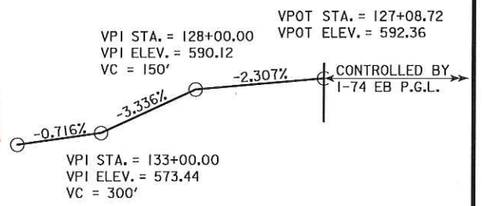


LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

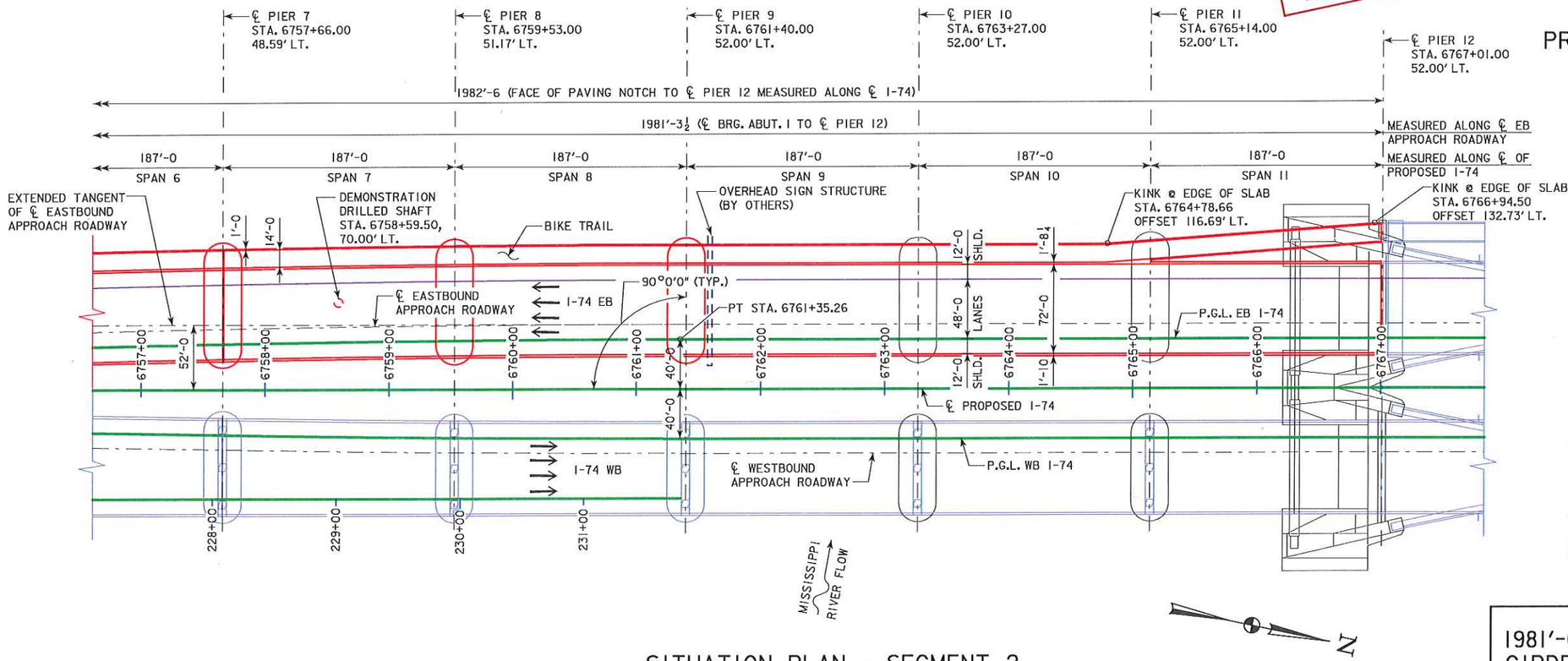
NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.



PROPOSED PROFILE GRADE I-74 EB



PROPOSED PROFILE GRADE RAMP RD-G



SITUATION PLAN - SEGMENT 2

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

WORK THIS SHEET WITH DESIGN SHEET 3.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE DESIGN SHEET 5.

FOR DRAIN LOCATIONS, SEE DESIGN SHEETS 316 AND 317.

FOR LOCATIONS AND DETAILS OF CONDUIT AND LIGHT POLES, SEE DESIGN SHEETS 273 THRU 284.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.10 THRU SPS.18.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE EASTBOUND APPROACH ROADWAY UNLESS NOTED OTHERWISE.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

DESIGN FOR 0° SKEW

1981'-0 x VARI. CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

SITUATION PLAN

STA. 6757+10.50 - 47.49' LT. - I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 352 FILE NO. 30253 DESIGN NO. 2908

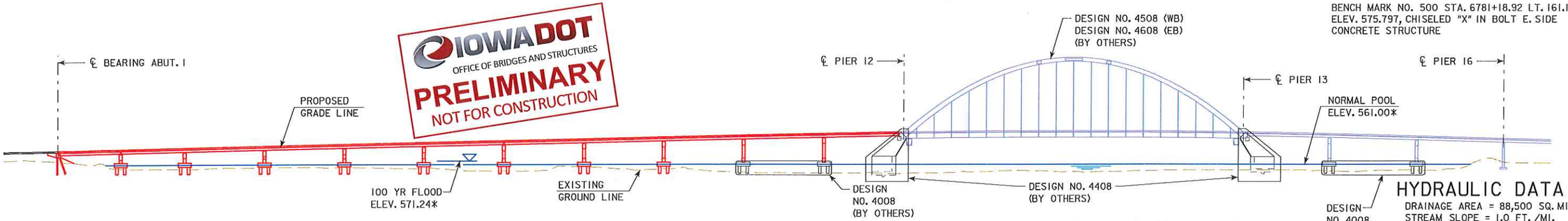
benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 312

4:27:02 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND AND WESTBOUND APPROACH ROADWAY

NOTE: PIERS NOT SHOWN SKEWED FOR CLARITY.

HYDRAULIC DATA

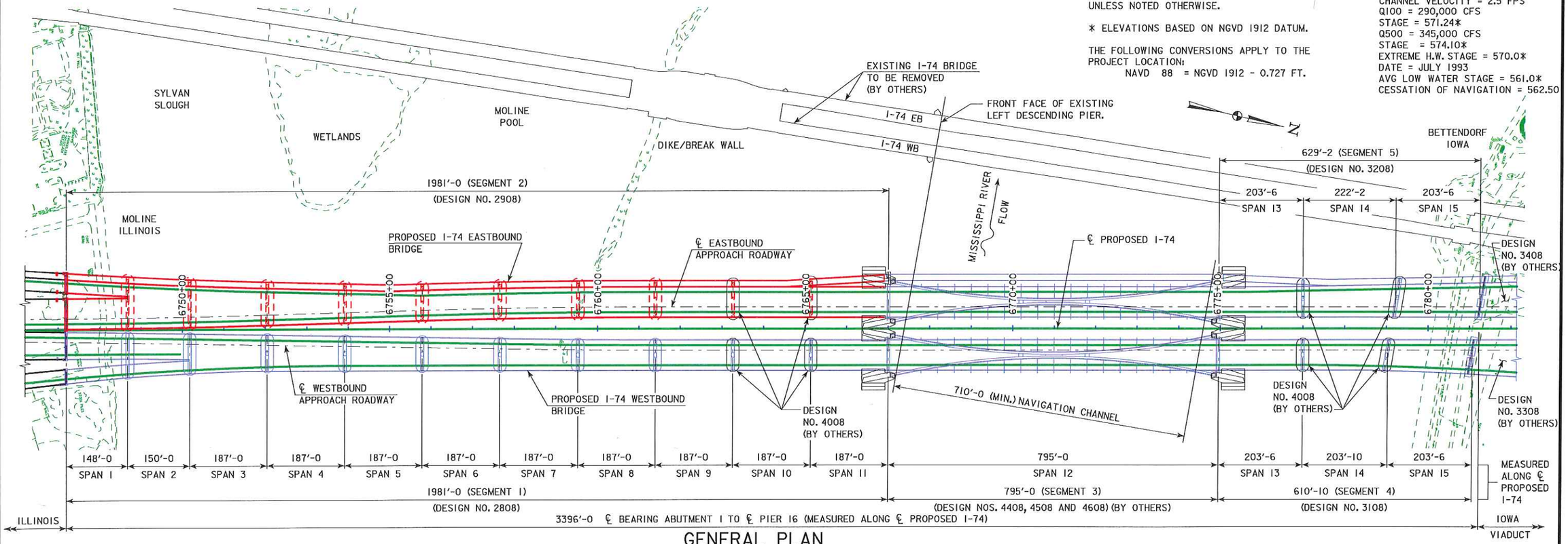
DRAINAGE AREA = 88,500 SQ. MI.
STREAM SLOPE = 1.0 FT. /MI.

Q2 = 130,000 CFS
STAGE = 563.10*
CHANNEL VELOCITY = 2.5 FPS
Q100 = 290,000 CFS
STAGE = 571.24*
Q500 = 345,000 CFS
STAGE = 574.10*
EXTREME H.W. STAGE = 570.0*
DATE = JULY 1993
AVG LOW WATER STAGE = 561.0*
CESSATION OF NAVIGATION = 562.50

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

THE FOLLOWING CONVERSIONS APPLY TO THE PROJECT LOCATION:
NAVD 88 = NGVD 1912 - 0.727 FT.



GENERAL PLAN

SCOUR DATA - EASTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 546.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 548.90
CALC. SCOUR PIER 6 (E. END) = 546.40
CALC. SCOUR PIER 6 (W. END) = 543.90
CALC. SCOUR PIER 7 = 541.90
CALC. SCOUR PIER 8 = 539.40
CALC. SCOUR PIER 9 = 540.90
CALC. SCOUR PIER 10 = 537.90
CALC. SCOUR PIER 11 (E. END) = 529.90
CALC. SCOUR PIER 11 (W. END) = 535.90
CALC. SCOUR PIER 12 = 533.90
CALC. SCOUR PIER 13 (E. END) = 547.90
CALC. SCOUR PIER 13 (W. END) = 544.90
CALC. SCOUR PIER 14 (E. END) = 540.90
CALC. SCOUR PIER 14 (W. END) = 542.90
CALC. SCOUR PIER 15 = 546.40
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

SCOUR DATA - WESTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 544.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 547.90
CALC. SCOUR PIER 6 (E. END) = 542.90
CALC. SCOUR PIER 6 (W. END) = 547.90
CALC. SCOUR PIER 7 = 543.40
CALC. SCOUR PIER 8 = 538.90
CALC. SCOUR PIER 9 = 538.90
CALC. SCOUR PIER 10 (E. END) = 534.90
CALC. SCOUR PIER 10 (W. END) = 537.90
CALC. SCOUR PIER 11 (E. END) = 539.90
CALC. SCOUR PIER 11 (W. END) = 534.90
CALC. SCOUR PIER 12 = 535.90
CALC. SCOUR PIER 13 = 546.90
CALC. SCOUR PIER 14 = 541.90
CALC. SCOUR PIER 15 = 543.90
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

HYDRAULIC NOTES:

1. ALL RIVER ELEVATIONS ARE NGVD 1912 DATUM AND TAKEN AT RIVER MILE 486, JUST UPSTREAM FROM THE PROPOSED BRIDGE. THE RIVER ELEVATIONS COME FROM THE PROPOSED BRIDGE CONFIGURATION MODELED WITH FESWMS, A 2D DEPTH-AVERAGED HYDRAULIC MODEL.
MODEL BOUNDARY CONDITIONS, RESULTS, AND FILES ARE DOCUMENTED IN TWO REPORTS WRITTEN BY HDR FOR THE IOWA D.O.T., DATED NOVEMBER 2008 AND MAY 2014 (ADDENDUM).

2. THE AVERAGE LOW WATER STAGE IS THE SAME AS THE NORMAL POOL STAGE IN THE LOCK AND DAM 15 NAVIGATION POOL.

3. THE SCOUR CALCULATIONS WERE COMPUTED FOLLOWING HEC-18 PROCEDURES INSIDE OF A HEC-RAS BACKWATER MODEL SEPARATE FROM THE FESWMS MODEL REFERENCED IN HYDRAULIC NOTE 1. THE ENGINEERS CERTIFICATION PERTAINING TO THE HYDRAULIC DATA DOES NOT COVER THE SCOUR DATA.

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN FOR 0° SKEW

1981'-0 x VARI. CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

148'-0 & 187'-0 END SPANS 150'-0 & 8-187'-0 INTERIOR SPANS

GENERAL PLAN

STA. 6757+10.50 - 47.49' LT. - I-74

100% APPROVED JANUARY 2014

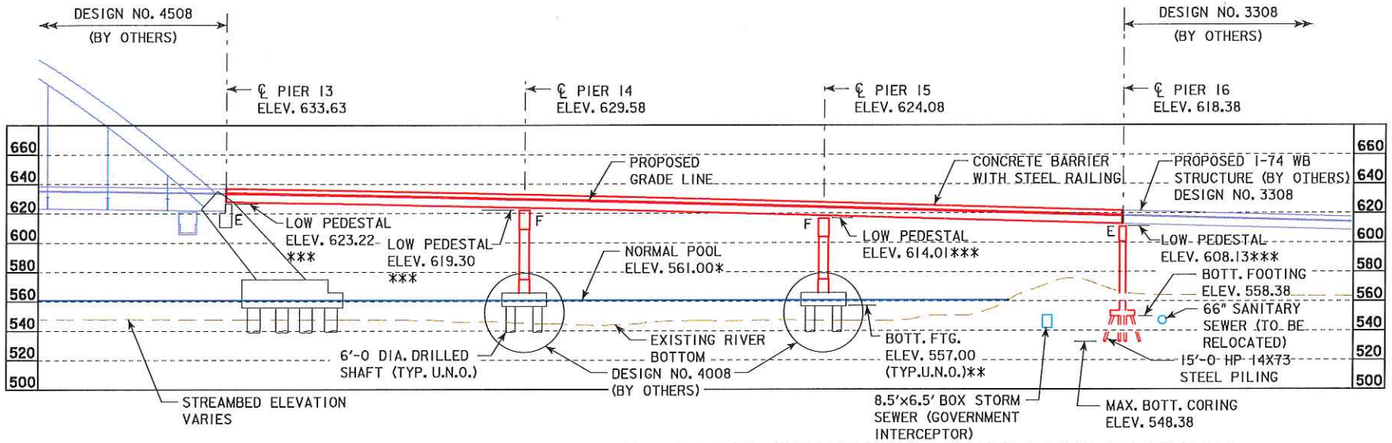
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 352 FILE NO. 30253 DESIGN NO. 2908

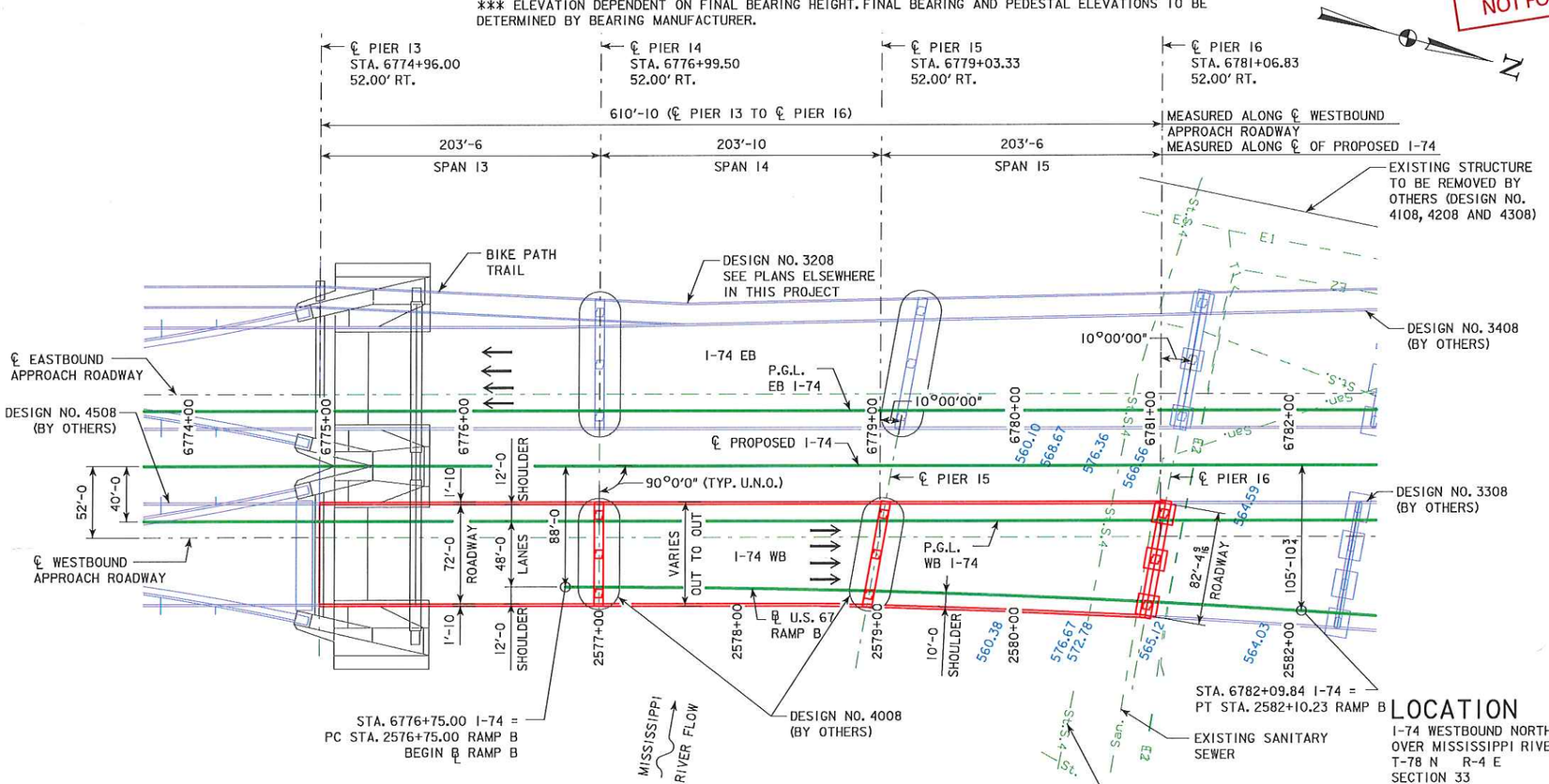
DESIGN TEAM DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 313

4:27:04 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION SHOWN IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.
*** ELEVATION DEPENDENT ON FINAL BEARING HEIGHT. FINAL BEARING AND PEDESTAL ELEVATIONS TO BE DETERMINED BY BEARING MANUFACTURER.



SITUATION PLAN - SEGMENT 4

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

PROPOSED PROFILE GRADE I-74 WB

VPI STA = 6771+75.00
VPI ELEV = 644.23'
VC = 1250'

-2.098% 2.200% -2.800%

VPI STA = 6745+52.06
VPI ELEV = 586.53'
VC = 700'

VPI STA = 6790+00.00
VPI ELEV = 593.13'
VC = 500'

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

U.S. 67 RAMP B CURVE DATA

P.I. STA.=2579+42.72
Δ = 03° 50' 00"
D = 00° 42' 58.31"
T = 267.72'
L = 535.23'
E = 4.48'
R = 8,000.00'
e = N/C
P.C. STA.=2576+75.00
P.T. STA.=2582+10.23

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR DRAIN LOCATIONS SEE DESIGN SHEET 87.

FOR HYDRAULIC DATA SEE DESIGN SHEET 4.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 72 AND 73.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE WESTBOUND APPROACH ROADWAY.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS OTHERWISE NOTED.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

U.N.O - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

I-74 WESTBOUND TRAFFIC ESTIMATE

2015	AADT	44,700	V.P.D.
2035	AADT	51,770	V.P.D.
2035	DHV	5,000	V.P.H.
TRUCKS		5	%

LOCATION

I-74 WESTBOUND NORTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.521624
LONGITUDE = -90.511941
FHWA NO. 47281

DESIGN FOR VARIABLE SKEW (LA)

610'-10 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

2-203'-6 END SPANS 203'-10 INTERIOR SPAN

SITUATION PLAN

STA. 6778+01.41 52' RT. CL I-74

100% APPROVED
JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

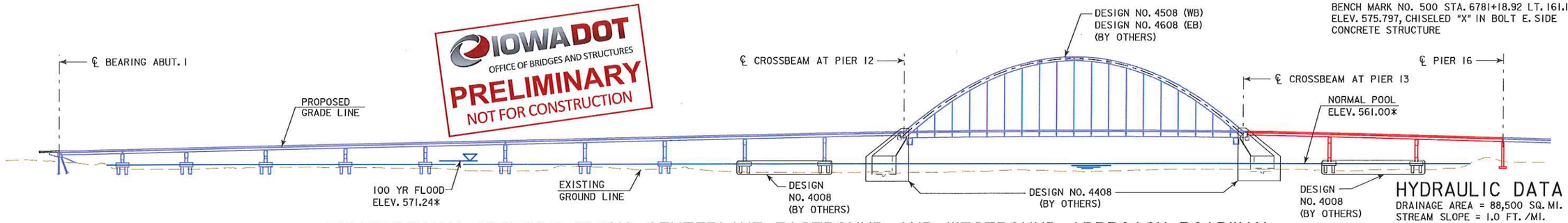
DESIGN SHEET NO. 3 OF 105 FILE NO. 30253 DESIGN NO. 3108

DESIGN TEAM	DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 663

4:47:34 PM untitled C:\Users\ksnider\Desktop\82074197.brg

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND AND WESTBOUND APPROACH ROADWAY

NOTE: PIERS NOT SHOWN SKEWED FOR CLARITY.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

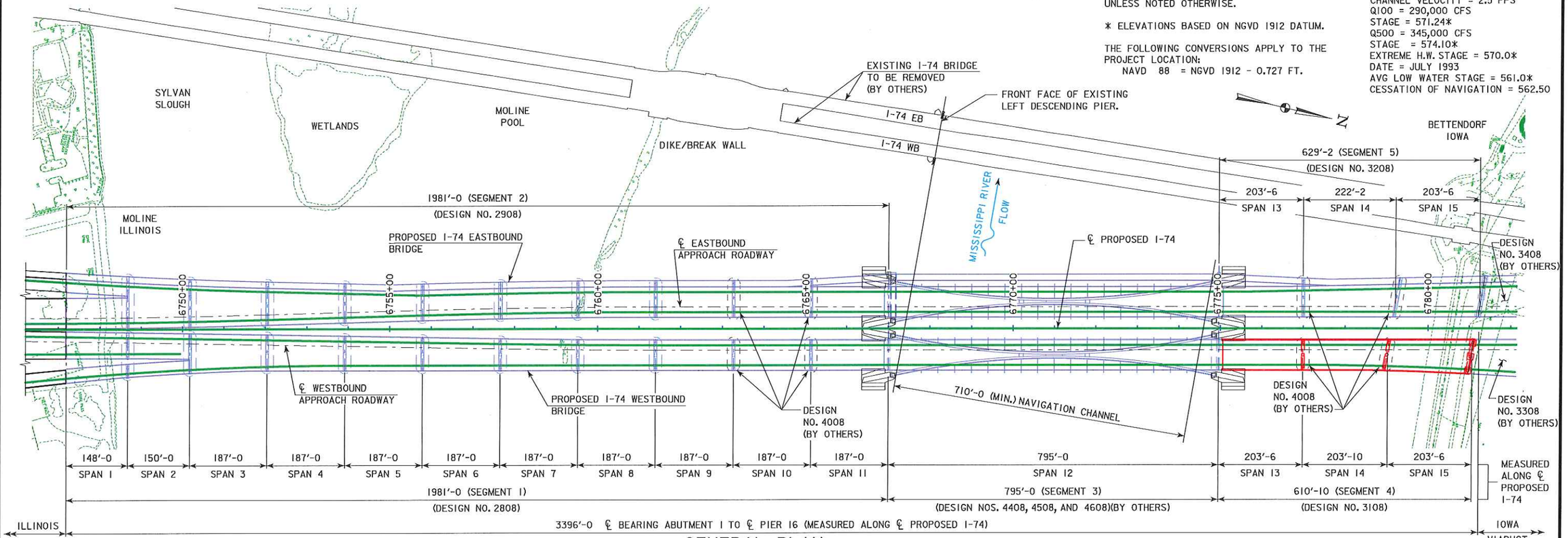
* ELEVATIONS BASED ON NGVD 1912 DATUM.

THE FOLLOWING CONVERSIONS APPLY TO THE PROJECT LOCATION:
NAVD 88 = NGVD 1912 - 0.727 FT.

HYDRAULIC DATA

DRAINAGE AREA = 88,500 SQ. MI.
STREAM SLOPE = 1.0 FT. /MI.

Q2 = 130,000 CFS
STAGE = 563.10*
CHANNEL VELOCITY = 2.5 FPS
Q100 = 290,000 CFS
STAGE = 571.24*
Q500 = 345,000 CFS
STAGE = 574.10*
EXTREME H.W. STAGE = 570.0*
DATE = JULY 1993
AVG LOW WATER STAGE = 561.0*
CESSATION OF NAVIGATION = 562.50



GENERAL PLAN

SCOUR DATA - EASTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 546.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 548.90
CALC. SCOUR PIER 6 (E. END) = 546.40
CALC. SCOUR PIER 6 (W. END) = 543.90
CALC. SCOUR PIER 7 = 541.90
CALC. SCOUR PIER 8 = 539.40
CALC. SCOUR PIER 9 = 540.90
CALC. SCOUR PIER 10 = 537.90
CALC. SCOUR PIER 11 (E. END) = 529.90
CALC. SCOUR PIER 11 (W. END) = 535.90
CALC. SCOUR PIER 12 = 533.90
CALC. SCOUR PIER 13 (E. END) = 547.90
CALC. SCOUR PIER 13 (W. END) = 544.90
CALC. SCOUR PIER 14 (E. END) = 540.90
CALC. SCOUR PIER 14 (W. END) = 542.90
CALC. SCOUR PIER 15 = 546.40
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

SCOUR DATA - WESTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 544.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 547.90
CALC. SCOUR PIER 6 (E. END) = 542.90
CALC. SCOUR PIER 6 (W. END) = 547.90
CALC. SCOUR PIER 7 = 543.40
CALC. SCOUR PIER 8 = 538.90
CALC. SCOUR PIER 9 = 538.90
CALC. SCOUR PIER 10 (E. END) = 534.90
CALC. SCOUR PIER 10 (W. END) = 537.90
CALC. SCOUR PIER 11 (E. END) = 539.90
CALC. SCOUR PIER 11 (W. END) = 534.90
CALC. SCOUR PIER 12 = 535.90
CALC. SCOUR PIER 13 = 546.90
CALC. SCOUR PIER 14 = 541.90
CALC. SCOUR PIER 15 = 543.90
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

HYDRAULIC NOTES:

1. ALL RIVER ELEVATIONS ARE NGVD 1912 DATUM AND TAKEN AT RIVER MILE 486, JUST UPSTREAM FROM THE PROPOSED BRIDGE. THE RIVER ELEVATIONS COME FROM THE PROPOSED BRIDGE CONFIGURATION MODELED WITH FESWMS, A 2D DEPTH-AVERAGED HYDRAULIC MODEL.
MODEL BOUNDARY CONDITIONS, RESULTS, AND FILES ARE DOCUMENTED IN TWO REPORTS WRITTEN BY HDR FOR THE IOWA D.O.T., DATED NOVEMBER 2008 AND MAY 2014 (ADDENDUM).

2. THE AVERAGE LOW WATER STAGE IS THE SAME AS THE NORMAL POOL STAGE IN THE LOCK AND DAM 15 NAVIGATION POOL.

3. THE SCOUR CALCULATIONS WERE COMPUTED FOLLOWING HEC-18 PROCEDURES INSIDE OF A HEC-RAS BACKWATER MODEL SEPARATE FROM THE FESWMS MODEL REFERENCED IN HYDRAULIC NOTE 1. THE ENGINEERS CERTIFICATION PERTAINING TO THE HYDRAULIC DATA DOES NOT COVER THE SCOUR DATA.

DESIGN FOR VARIABLE SKEW (LA)

610'-10 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

2-203'-6 END SPANS 203'-10 INTERIOR SPAN

GENERAL PLAN

STA. 6778+01.41 52' RT. CL I-74

100% APPROVED JANUARY 2014

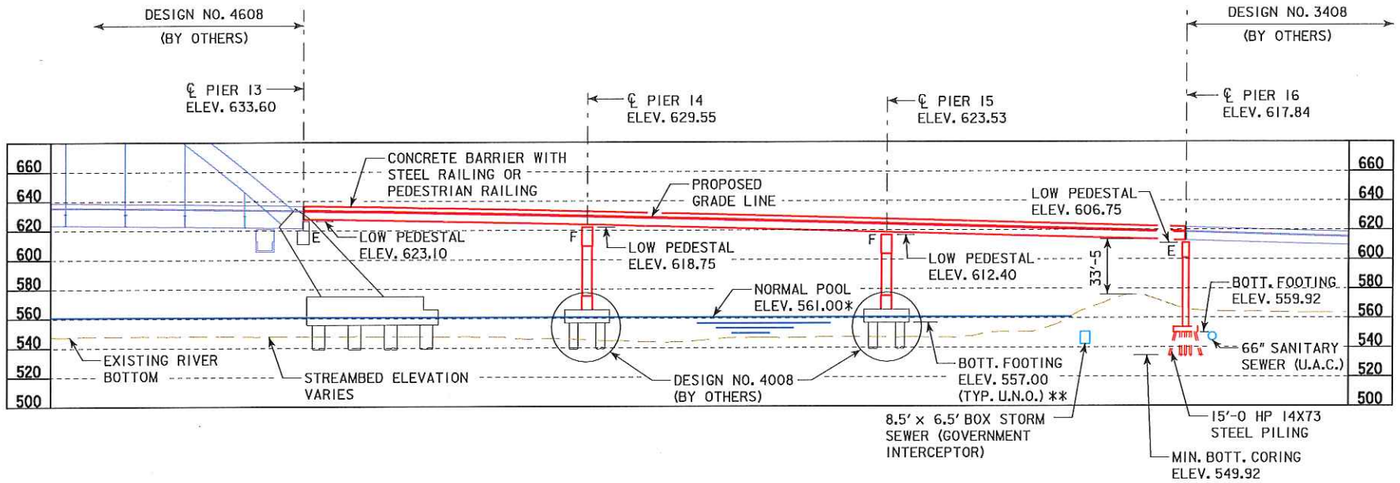
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 105 FILE NO. 30253 DESIGN NO. 3108

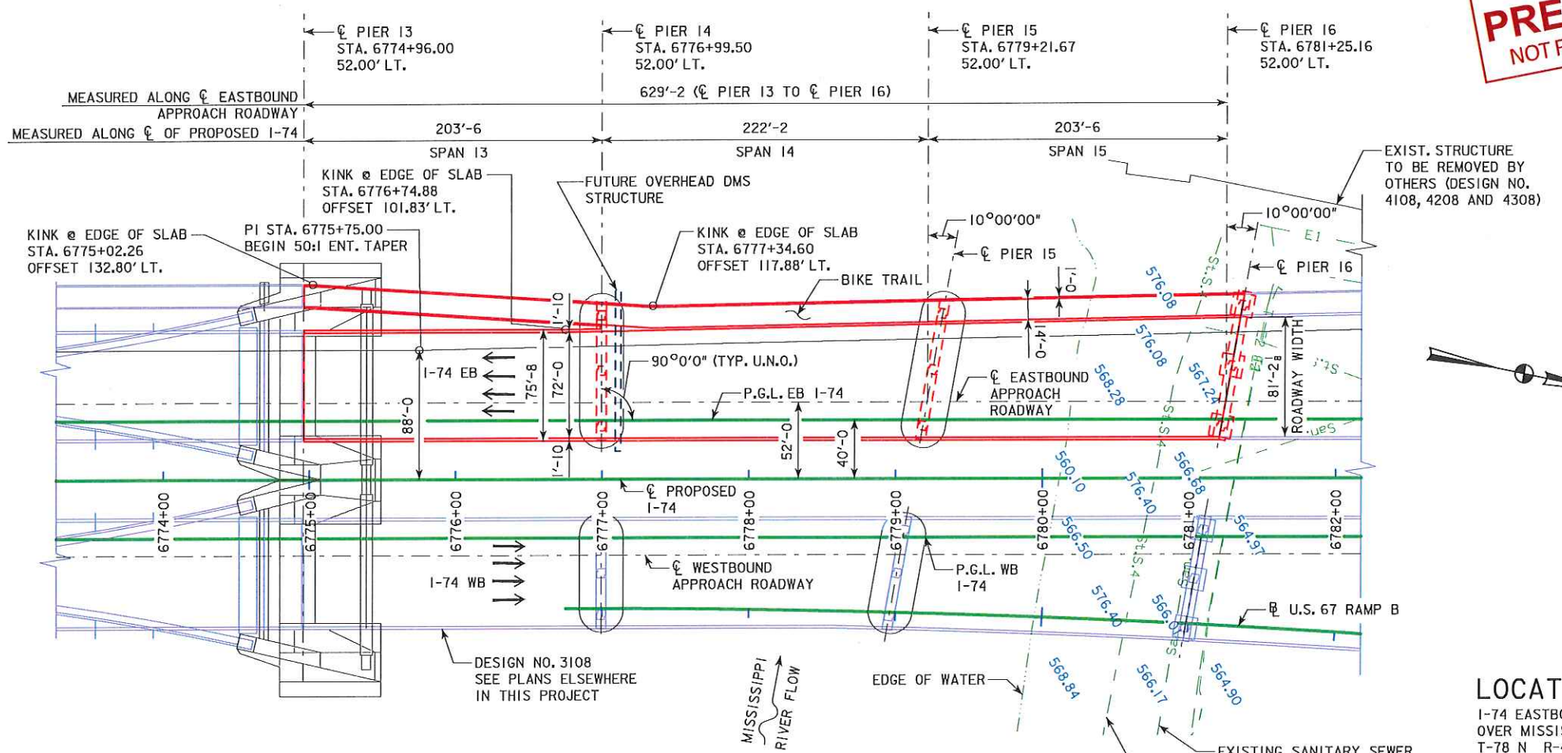
DESIGN TEAM EFS/BS/DJM | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(197)5--05-82 | SHEET NUMBER 664

4:47:38 PM untitled C:\Users\ksnider\Desktop\82074197.brg



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

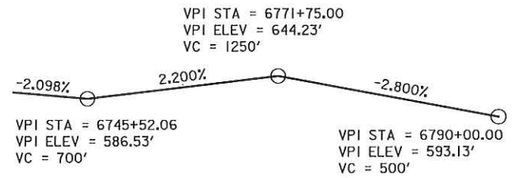
NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.



SITUATION PLAN - SEGMENT 5

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

PROPOSED PROFILE GRADE I-74 EB



IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE DESIGN SHEET 4.

FOR DRAIN LOCATIONS, SEE DESIGN SHEET 116.

FOR LOCATIONS AND DETAILS OF CONDUIT AND LIGHT POLES, SEE DESIGN SHEETS 96 THRU 100.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE EASTBOUND APPROACH ROADWAY UNLESS NOTED OTHERWISE.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

I-74 EASTBOUND TRAFFIC ESTIMATE

2015	AADT	44,020	V.P.D.
2035	AADT	52,160	V.P.D.
2035	DHV	4,850	V.P.H.
TRUCKS		5	%

LOCATION

I-74 EASTBOUND NORTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
LATITUDE = 41.521594
LONGITUDE = -90.512320
FHWA NO. 47291

DESIGN FOR VARIABLE SKEW (LA)

629'-2 x VARIES CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

2-203'-6 END SPANS 222'-2 INTERIOR SPAN

SITUATION PLAN

STA. 6778+10.58 52' LT. CL I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 140 FILE NO. 30253 DESIGN NO. 3208

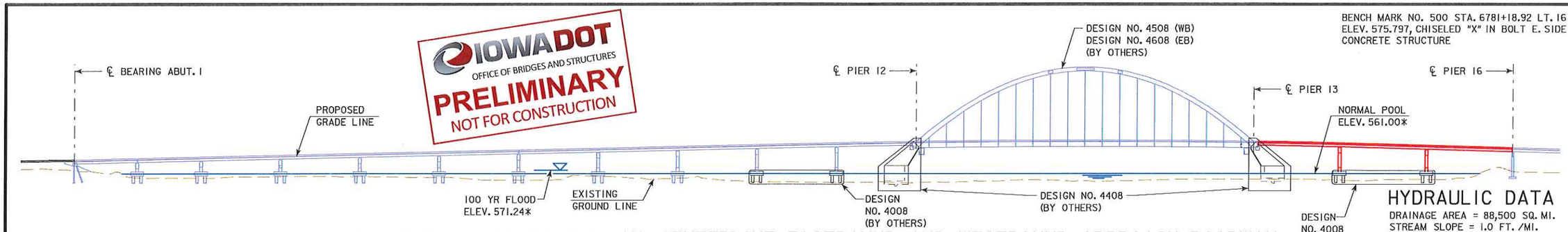
benesch
engineers · scientists · planners
Job No. 10061

DESIGN TEAM DMS/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(197)5--05-82 | SHEET NUMBER 769

4:56:23 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND AND WESTBOUND APPROACH ROADWAY

NOTE: PIERS NOT SHOWN SKEWED FOR CLARITY.

HYDRAULIC DATA

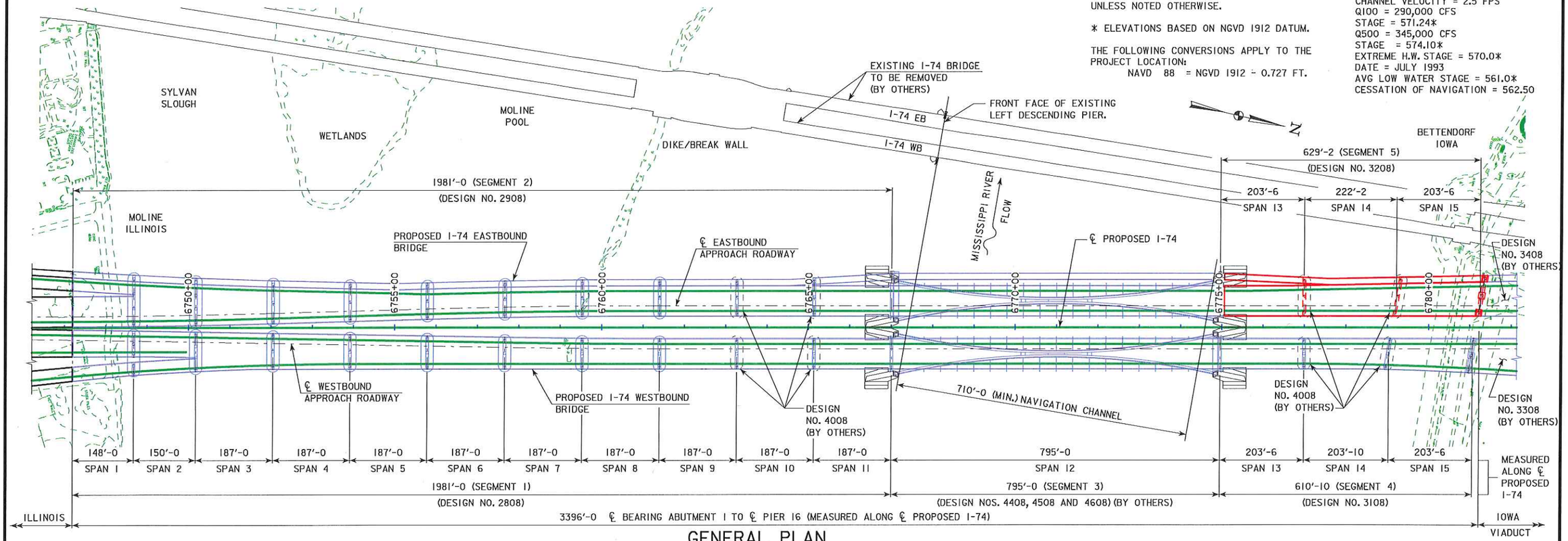
DRAINAGE AREA = 88,500 SQ. MI.
STREAM SLOPE = 1.0 FT. /MI.

Q2 = 130,000 CFS
STAGE = 563.10*
CHANNEL VELOCITY = 2.5 FPS
Q100 = 290,000 CFS
STAGE = 571.24*
Q500 = 345,000 CFS
STAGE = 574.10*
EXTREME H.W. STAGE = 570.0*
DATE = JULY 1993
AVG LOW WATER STAGE = 561.0*
CESSATION OF NAVIGATION = 562.50

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

THE FOLLOWING CONVERSIONS APPLY TO THE PROJECT LOCATION:
NAVD 88 = NGVD 1912 - 0.727 FT.



GENERAL PLAN

SCOUR DATA - EASTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 546.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 548.90
CALC. SCOUR PIER 6 (E. END) = 546.40
CALC. SCOUR PIER 6 (W. END) = 543.90
CALC. SCOUR PIER 7 = 541.90
CALC. SCOUR PIER 8 = 539.40
CALC. SCOUR PIER 9 = 540.90
CALC. SCOUR PIER 10 = 537.90
CALC. SCOUR PIER 11 (E. END) = 529.90
CALC. SCOUR PIER 11 (W. END) = 535.90
CALC. SCOUR PIER 12 = 533.90
CALC. SCOUR PIER 13 (E. END) = 547.90
CALC. SCOUR PIER 13 (W. END) = 544.90
CALC. SCOUR PIER 14 (E. END) = 540.90
CALC. SCOUR PIER 14 (W. END) = 542.90
CALC. SCOUR PIER 15 = 546.40
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

SCOUR DATA - WESTBOUND

CALC. SCOUR PIER 2 = 546.90
CALC. SCOUR PIER 3 = 544.40
CALC. SCOUR PIER 4 = 547.40
CALC. SCOUR PIER 5 = 547.90
CALC. SCOUR PIER 6 (E. END) = 542.90
CALC. SCOUR PIER 6 (W. END) = 547.90
CALC. SCOUR PIER 7 = 543.40
CALC. SCOUR PIER 8 = 538.90
CALC. SCOUR PIER 9 = 538.90
CALC. SCOUR PIER 10 (E. END) = 534.90
CALC. SCOUR PIER 10 (W. END) = 537.90
CALC. SCOUR PIER 11 (E. END) = 539.90
CALC. SCOUR PIER 11 (W. END) = 534.90
CALC. SCOUR PIER 12 = 535.90
CALC. SCOUR PIER 13 = 546.90
CALC. SCOUR PIER 14 = 541.90
CALC. SCOUR PIER 15 = 543.90
CALCULATED SCOUR ELEV. (100 YR.) = MAXIMUM SCOUR ELEVATION (500 YR.)

HYDRAULIC NOTES:

1. ALL RIVER ELEVATIONS ARE NGVD 1912 DATUM AND TAKEN AT RIVER MILE 486, JUST UPSTREAM FROM THE PROPOSED BRIDGE. THE RIVER ELEVATIONS COME FROM THE PROPOSED BRIDGE CONFIGURATION MODELED WITH FESWMS, A 2D DEPTH-AVERAGED HYDRAULIC MODEL.
MODEL BOUNDARY CONDITIONS, RESULTS, AND FILES ARE DOCUMENTED IN TWO REPORTS WRITTEN BY HDR FOR THE IOWA D.O.T., DATED NOVEMBER 2008 AND MAY 2014 (ADDENDUM).

2. THE AVERAGE LOW WATER STAGE IS THE SAME AS THE NORMAL POOL STAGE IN THE LOCK AND DAM 15 NAVIGATION POOL.

3. THE SCOUR CALCULATIONS WERE COMPUTED FOLLOWING HEC-18 PROCEDURES INSIDE OF A HEC-RAS BACKWATER MODEL SEPARATE FROM THE FESWMS MODEL REFERENCED IN HYDRAULIC NOTE 1. THE ENGINEERS CERTIFICATION PERTAINING TO THE HYDRAULIC DATA DOES NOT COVER THE SCOUR DATA.

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN FOR VARIABLE SKEW (LA)

629'-2 x VARIES CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

2-203'-6 END SPANS 222'-2 INTERIOR SPAN

GENERAL PLAN

STA. 6778+10.58 52' LT. CL I-74

100% APPROVED JANUARY 2014

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 140 FILE NO. 30253 DESIGN NO. 3208

DESIGN TEAM	DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(197)5--05-82	SHEET NUMBER 770

4:56:28 PM untitled C:\Users\ksnider\Desktop\82074197.brg
MODEL: $MODEL

BRIDGE REPLACEMENT-OTHER
BRFIM-074-1(198)5--05-82

LETTING DATE

SCOTT COUNTY

LEGEND

INTERSTATE ROUTE	29
FREEWAY OR EXPRESSWAY ROUTE	69
U.S. NUMBERED ROUTE	6
STATE NUMBERED ROUTE	44
COUNTY NUMBERED ROUTE	A13
LOCAL ROAD OR CITY STREET	
RAILROAD	
CORPORATION LINE	
SECTION LINE	
CUL DE SAC	
SECTION, TOWNSHIP & RANGE NUMBERS	9 , T-81N , R-30W
PIPELINE	
AIRPORT	
HYDROLOGY	
BRIDGE	
STATE BOUNDARY	
COUNTY BOUNDARY	
CORPORATE LIMIT LINE	
TOWNSHIP LINE	

IOWA DOT
Highway Division

PLANS OF PROPOSED IMPROVEMENTS ON THE

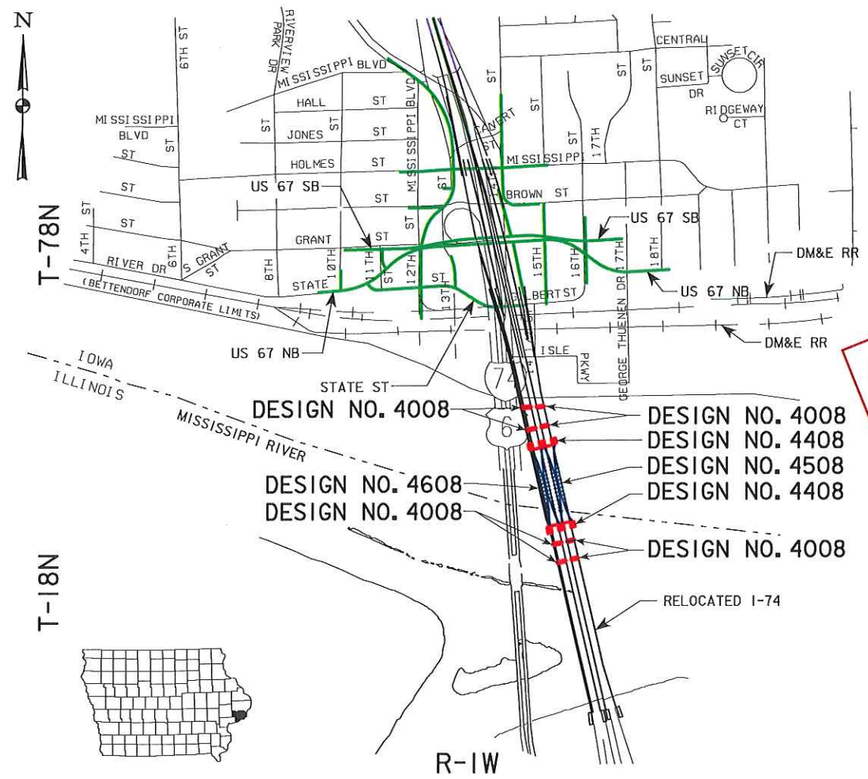
INTERSTATE ROAD SYSTEM

SCOTT COUNTY

BRIDGE REPLACEMENT-OTHER
I-74 MISSISSIPPI RIVER BRIDGES
BETWEEN BETTENDORF, IA AND MOLINE, IL

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

R-4E



LOCATION MAP - PART OF CITY OF BETTENDORF

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

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

ENGLISH STANDARD BRIDGE PLANS

STANDARD	ISSUED	REVISED

REVISIONS

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE LISTED ON SHEET C.1

DESIGN DATA URBAN

REFER TO INDIVIDUAL SITUATION PLANS FOR TRAFFIC DATA INFORMATION

ALL WORKING DRAWINGS, INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS, SHALL BE SUBMITTED ELECTRONICALLY ACCORDING TO ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.
THESE DRAWINGS SHALL BE SUBMITTED TO AND CHECKED BY:

ALFRED BENESCH & COMPANY (DESIGN NO. 4008 & 4408)
205 NORTH MICHIGAN AVENUE, SUITE 2400
CHICAGO, IL 60601
(312) 565-0450
DMORRILL@BENESCH.COM

OR

MODJESKI AND MASTERS, INC (DESIGN NO. 4508 & 4608)
100 STERLING PARKWAY, SUITE 302
MECHANICSBURG, PA 17050
(717) 790-9565
TBMCMEANS@MODJESKI.COM

	TOTAL SHEETS
	598
PROJECT NUMBER	
BRFIM-074-1(198)5--05-82	
R.O.W. PROJECT NUMBER	
PROJECT IDENTIFICATION NUMBER	
03-82-074-010-03	

INDEX OF SHEETS

INDEX OF SEALS

SHEET NO.	NAME	TYPE
1	DAVID J. MORRILL	STRUCTURAL
SPS.1	JAMES P. KNUTELSKI	GEOTECHNICAL
47	MARION KESSEY	SCOUR
47	ANDREW McCOY	HYDRAULIC
SPS.5	JAMES P. KNUTELSKI	GEOTECHNICAL
116	THOMAS P. MURPHY	STRUCTURAL
210	DAVID J. MORRILL	MAINTENANCE WATER LINE
244	THOMAS P. MURPHY	STRUCTURAL
383	DAVID J. MORRILL	MAINTENANCE WATER LINE
416	JOE D. APPEL	OVERLOOK DETAILS
C.1	JEFFREY J. TARDY	ROADWAY
G.1	COVENTINE FIDIS	SURVEY
N.1	STEVEN P. GARBE	ITS DESIGN
P.1	GEOFFREY THIESSE	LIGHTING/ELECTRICAL

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
David J. Morrill
11799
IOWA

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

Signature Date

David J. Morrill
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: 2-44, 45-46, 48-115

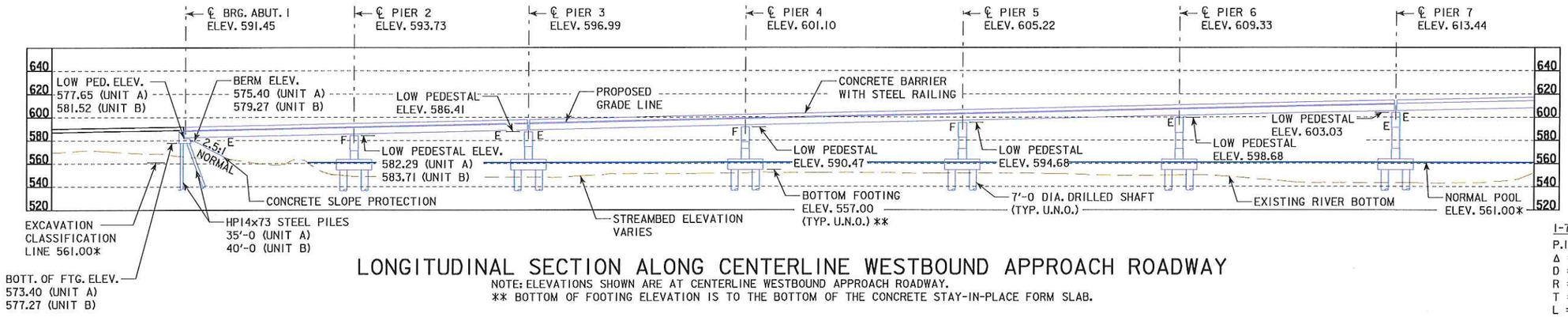
PROJECT DIRECTORY NAME: 8207401003

DESIGN TEAM: ALFRED BENESCH, MODJESKI AND MASTERS, AND HANSON	ENGLISH	IOWA DOT * OFFICE OF BRIDGES AND STRUCTURES	FILE NO.30253	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(198)5--05-82	SHEET NUMBER 1

SCOTT COUNTY - DESIGN NO. 4008, 4408, 4508, 4608

4:43:47 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797,
CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

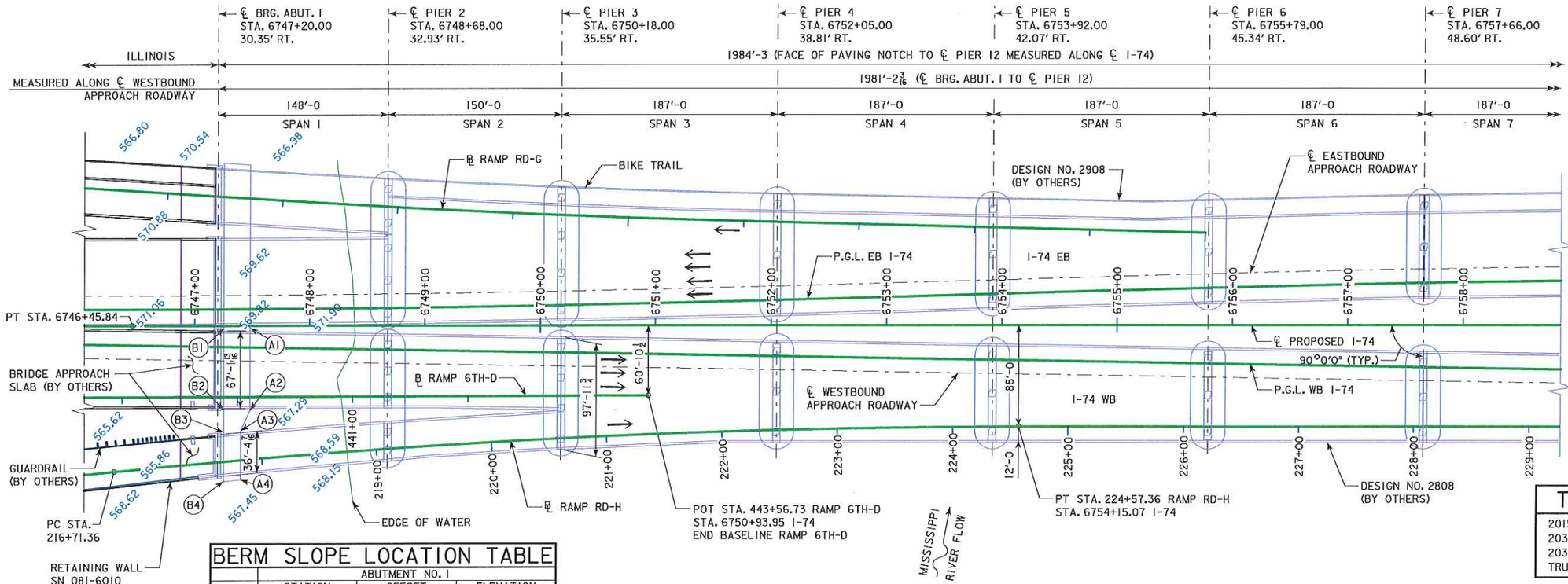


LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

RAMP RD-H CURVE DATA
P.I. STA. = 220+64.68
Δ = 5°37'45.59"
D = 0°42'58.31"
R = 8,000.000
T = 393.3179
L = 785.6868
E = 9.6628
e = N.C.
P.C. STA. = 216+71.36
P.T. STA. = 224+57.36

I-74 WB P.G.L. CURVE DATA
P.I. STA. = 16759+58.32
Δ = 1°00'00.00"
D = 0°17'11.32"
R = 20,000.000
T = 174.5374
L = 349.0659
E = 0.7616
e = N.C.
P.C. STA. = 16757+83.78
P.T. STA. = 16761+32.85



LOCATION

I-74 WESTBOUND SOUTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
T-18 N R-1 W
SECTIONS 29 & 32
MOLINE TOWNSHIP
ROCK ISLAND COUNTY, ILLINOIS
CITY OF MOLINE
LATITUDE: 41.516095
LONGITUDE: -90.510845
FHWA NO. 47281

I-74 WESTBOUND

TRAFFIC ESTIMATE			
2015	AADT	44,700	V.P.D.
2035	AADT	51,770	V.P.D.
2035	DHV	5,000	V.P.H.
TRUCKS		5	%

BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 1		
	STATION	OFFSET	ELEVATION
A1	6747+48.15	2.26' RT.	570.85
A2	6747+48.15	73.21' RT.	570.14
A3	6747+40.05	91.04' RT.	569.93
A4	6747+40.05	133.59' RT.	569.50
B1	6747+25.25	2.26' RT.	579.02
B2	6747+25.25	73.24' RT.	579.02
B3	6747+25.25	92.30' RT.	575.15
B4	6747+25.25	134.91' RT.	575.15

SITUATION PLAN - SEGMENT 1

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

WORK THIS SHEET WITH DESIGN SHEET 3.

FOR ADDITIONAL NOTES, SEE DESIGN SHEET 3.

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

STA. 6770+98.50 (I-74) NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

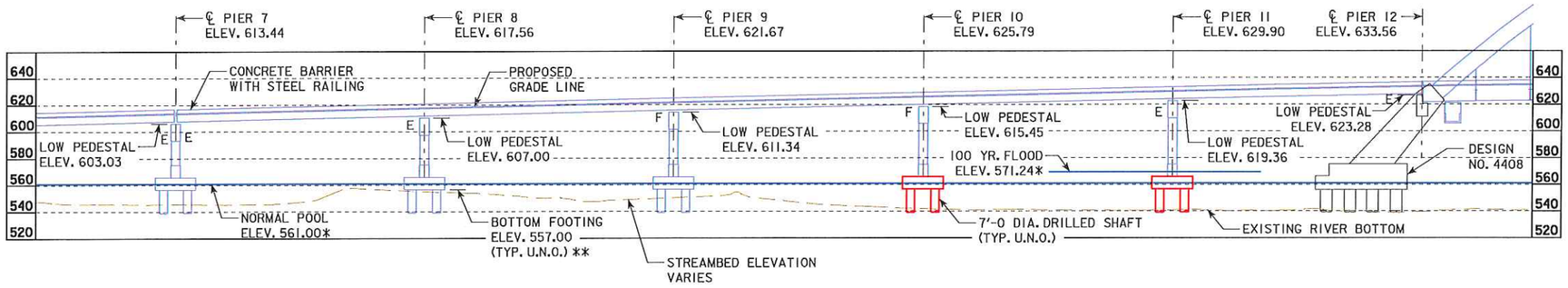
DESIGN SHEET NO. 2 OF 43 FILE NO. 30253 DESIGN NO. 4008

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/VH/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 3

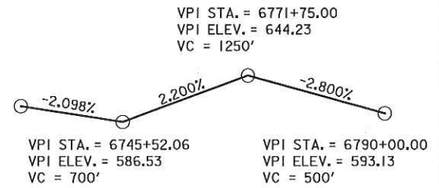
2:08:55 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797,
CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

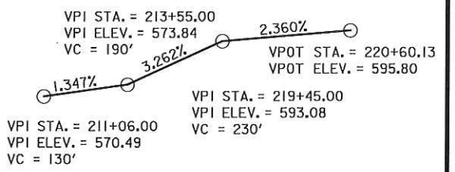


LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

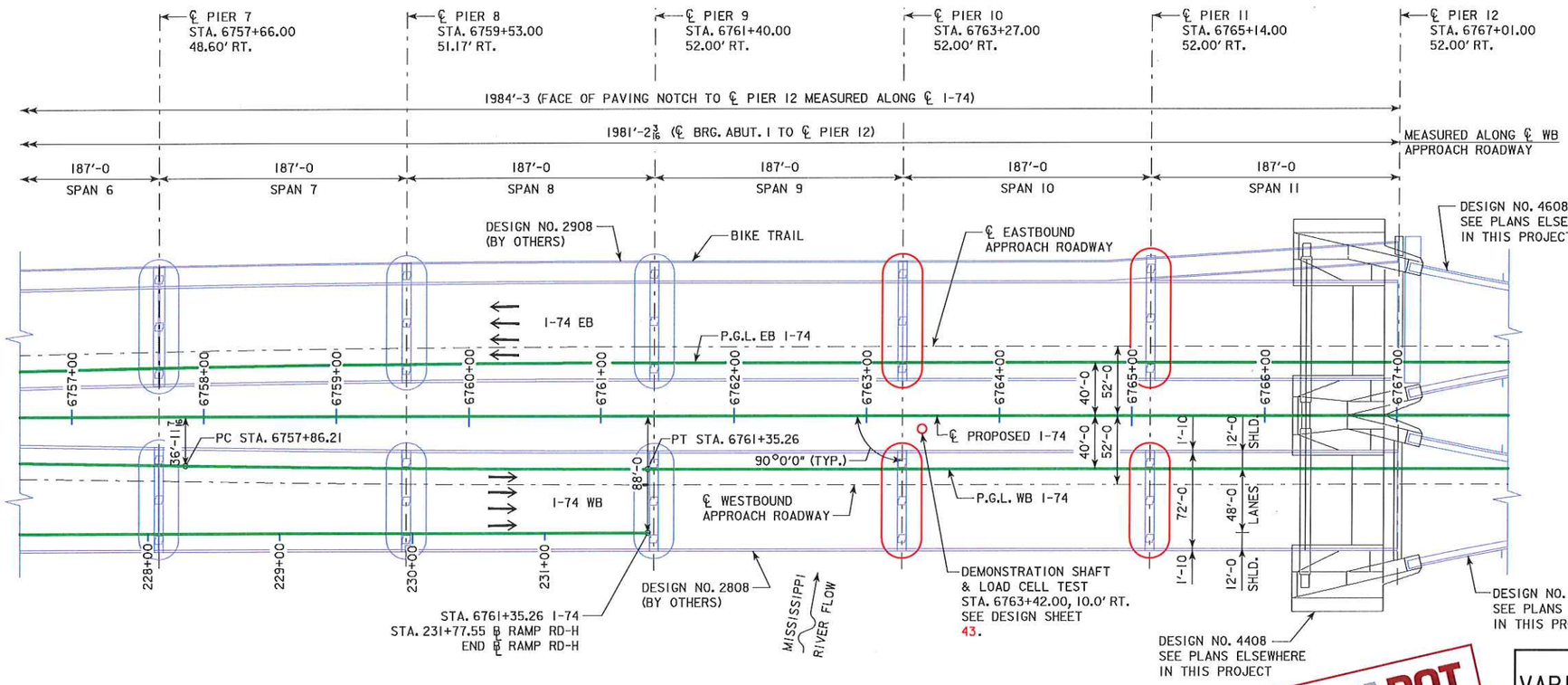
NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.



PROPOSED PROFILE GRADE I-74 WB



PROPOSED PROFILE GRADE RAMP RD-H



SITUATION PLAN - SEGMENT 1

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

WORK THIS SHEET WITH DESIGN SHEET 2.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE SHEET NUMBER 47.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.1 & SPS.2.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE WESTBOUND APPROACH ROADWAY.

ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED OTHERWISE. HYDRAULIC ELEVATIONS ARE NOTED WITH A "*" AND BASED ON NGVD 1912 DATUM.

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

STA. 6770+98.50 (I-74) NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

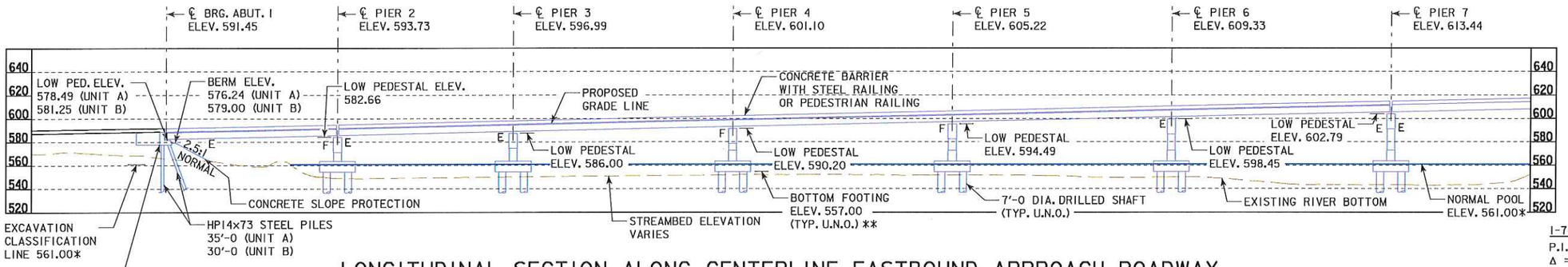
DESIGN SHEET NO. 3 OF 43 FILE NO. 30253 DESIGN NO. 4008

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10081

DESIGN TEAM DMS/VH/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 4

2:09:00 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL

BENCH MARK NO.:500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

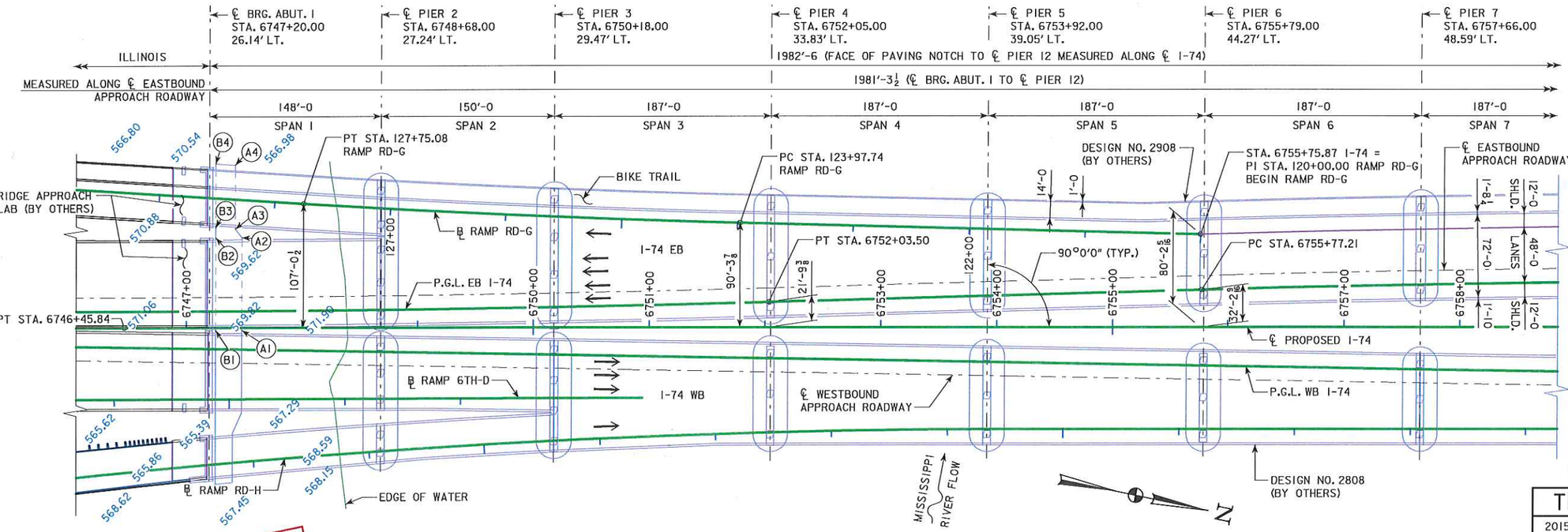


LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

RAMP RD-G CURVE DATA
P.I. STA. = 125+86.43
Δ = 02°09'43" RT
D = 00°34'23"
R = 10,000.000'
T = 188.69'
L = 377.33'
E = 1.78'
e = N.C.
P.C. STA. = 123+97.74
P.T. STA. = 127+75.08

I-74 EB P.G.L. CURVE DATA
P.I. STA. = 26747+52.49
Δ = 02°35'56" LT.
D = 00°17'12"
R = 19,986.00'
T = 453.35'
L = 906.55'
E = 5.14'
e = N.C.
P.C. STA. = 26742+99.14
P.T. STA. = 26752+05.69



I-74 EB P.G.L. CURVE DATA
P.I. STA. = 26758+58.62
Δ = 01°35'56" RT.
D = 00°17'11"
R = 20,000.00'
T = 279.08'
L = 558.12'
E = 1.95'
e = N.C.
P.C. STA. = 26755+79.54
P.T. STA. = 26761+37.66

P.C. STA. 26755+79.54 I-74 EB P.G.L.= STA. 6755+77.21, 32.21' LT. ℄ I-74
P.T. STA. 26761+37.66 I-74 EB P.G.L.= STA. 6761+35.26, 40.00' LT. ℄ I-74

SITUATION PLAN - SEGMENT 2

I-74 EASTBOUND TRAFFIC ESTIMATE

2015	AADT	44,020	V.P.D.
2035	AADT	52,160	V.P.D.
2035	DHV	4,850	V.P.H.
TRUCKS		5	%

BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 1		
	STATION	OFFSET	ELEVATION
A1	6747+48.15	2.26' RT.	570.85
A2	6747+48.15	77.74' LT.	570.05
A3	6747+42.35	85.22' LT.	569.97
A4	6747+42.35	140.33' LT.	569.42
B1	6747+25.25	2.26' RT.	578.75
B2	6747+25.25	77.66' LT.	578.75
B3	6747+25.25	86.30' LT.	575.99
B4	6747+25.25	141.41' LT.	575.99

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

WORK THIS SHEET WITH DESIGN SHEET 5.

FOR ADDITIONAL NOTES, SEE DESIGN SHEET 5.

LOCATION

I-74 EASTBOUND SOUTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
T-18 N R-1 W
SECTIONS 29 & 32
MOLINE TOWNSHIP
ROCK ISLAND COUNTY, ILLINOIS
CITY OF MOLINE
LATITUDE = 41.515940
LONGITUDE = -90.510837
FHWA NO. 47291

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

(FOR INFORMATION ONLY)

STA. 6770+98.50 (I-74) NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

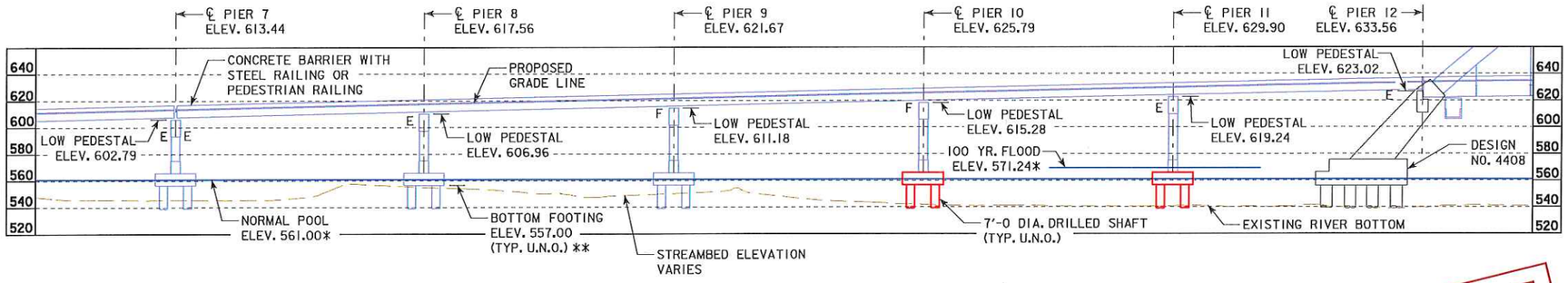
DESIGN SHEET NO. 4 OF 43 FILE NO. 30253 DESIGN NO. 4008

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM	DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(198)5--05-82	SHEET NUMBER 5

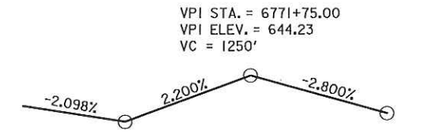
2:09:04 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797,
CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

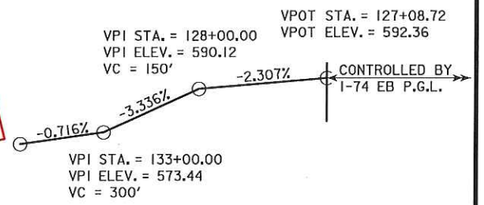


LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

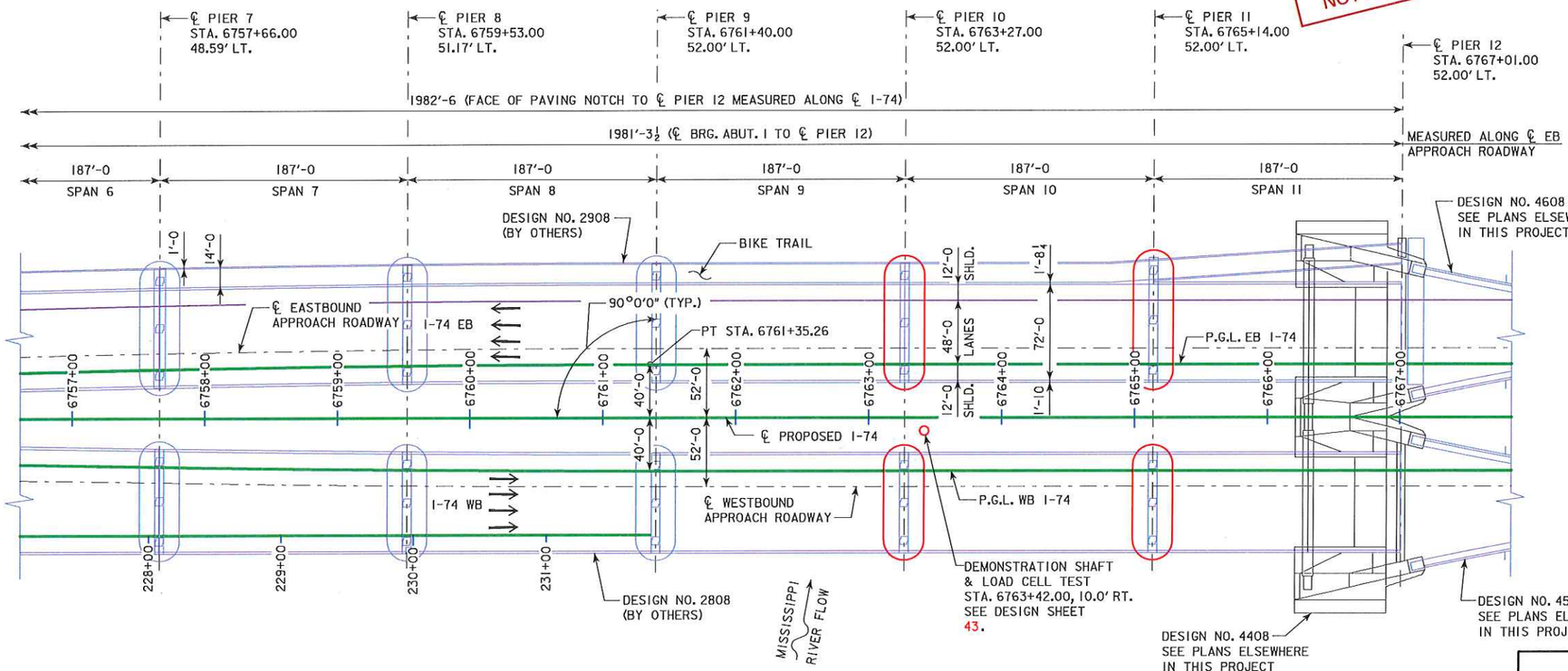


PROPOSED PROFILE GRADE I-74 EB



PROPOSED PROFILE GRADE RAMP RD-G

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION



SITUATION PLAN - SEGMENT 2

N

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

WORK THIS SHEET WITH DESIGN SHEET 4.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE SHEET NUMBER 47.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.1 & SPS.2.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE EASTBOUND APPROACH ROADWAY UNLESS NOTED OTHERWISE.

ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED OTHERWISE. HYDRAULIC ELEVATIONS ARE NOTED WITH A "*" AND BASED ON NGVD 1912 DATUM.

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

STA. 6770+98.50 (I-74) NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

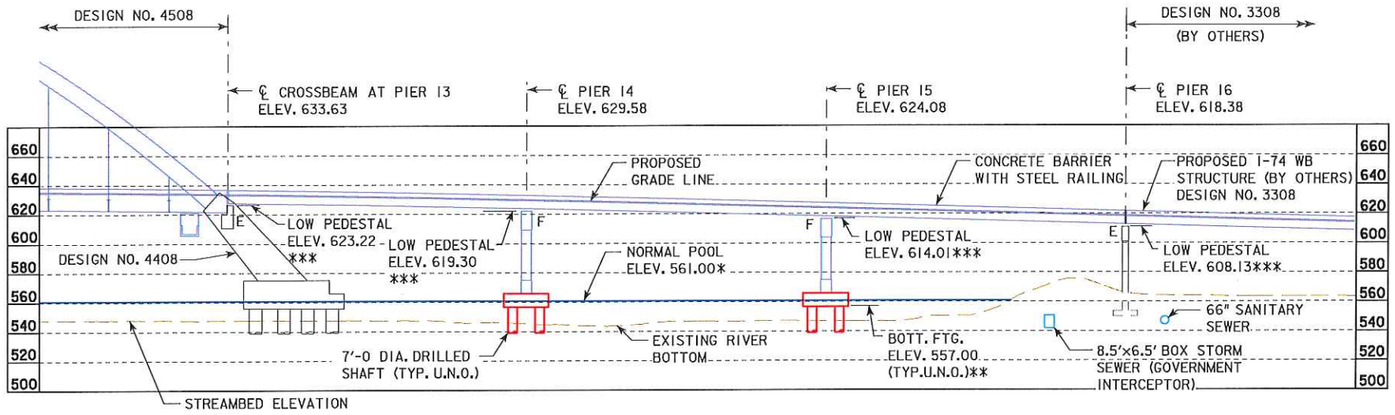
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 43 FILE NO. 30253 DESIGN NO. 4008

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

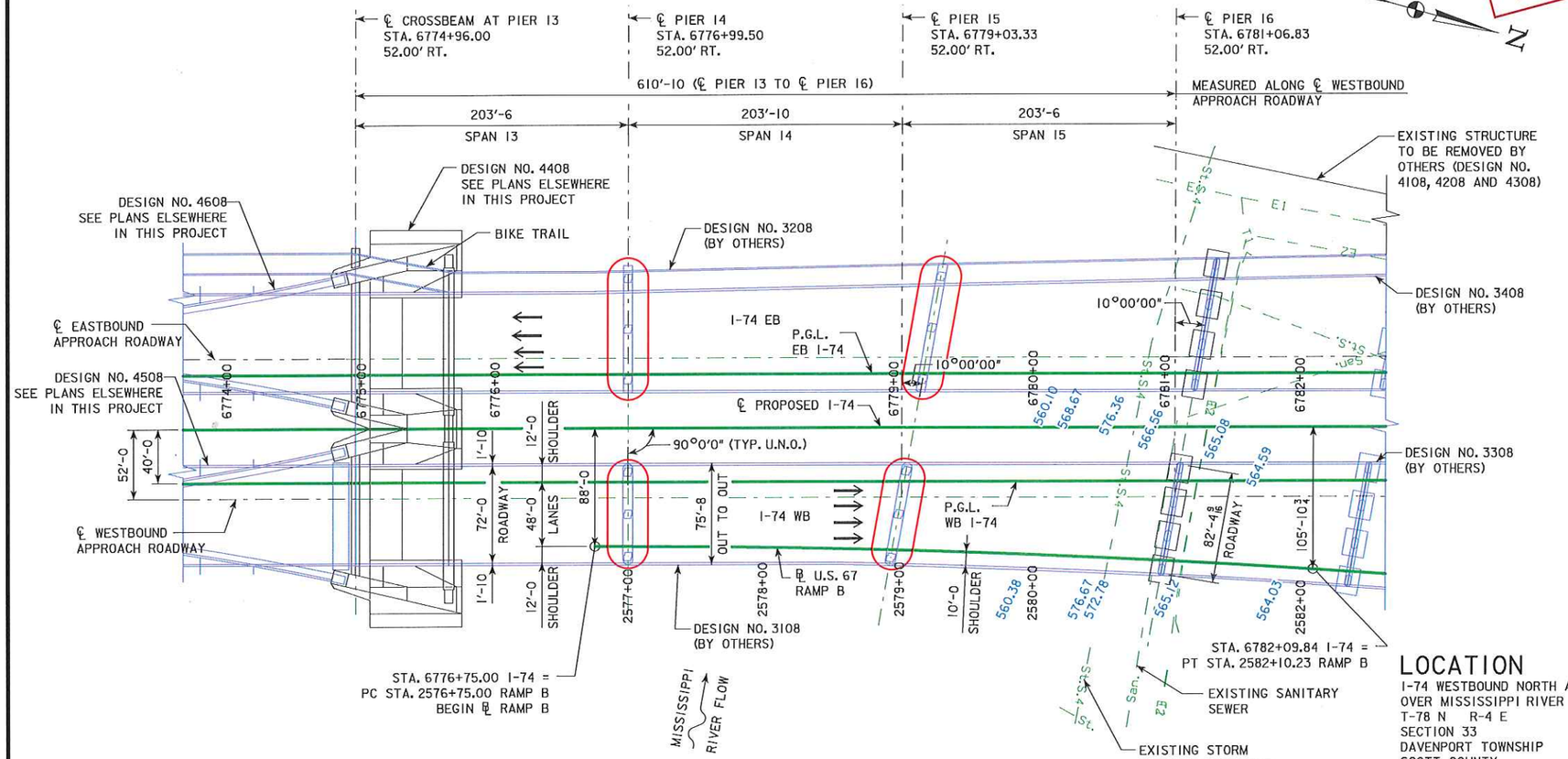
DESIGN TEAM DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(198)5--05-82	SHEET NUMBER 6

2:09:08 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION SHOWN IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.
*** ELEVATION DEPENDENT ON FINAL BEARING HEIGHT. FINAL BEARING AND PEDESTAL ELEVATIONS TO BE DETERMINED BY BEARING MANUFACTURER.



SITUATION PLAN - SEGMENT 4

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

PROPOSED PROFILE GRADE I-74 WB

VPI STA = 6771+75.00
VPI ELEV = 644.23'
VC = 1250'

-2.098% 2.200% -2.800%

VPI STA = 6745+52.06
VPI ELEV = 586.53'
VC = 700'

VPI STA = 6790+00.00
VPI ELEV = 593.13'
VC = 500'

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

U.S. 67 RAMP B CURVE DATA

P.I. STA.=2579+42.72
Δ = 03° 50' 00"
D = 00° 42' 58.31"
T = 267.72'
L = 535.23'
E = 4.48'
R = 8,000.00'
e = N/C
P.C. STA.=2576+75.00
P.T. STA.=2582+10.23

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE SHEET NUMBER 47.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.3 & SPS.4.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE WESTBOUND APPROACH ROADWAY.

ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED OTHERWISE. HYDRAULIC ELEVATIONS ARE NOTED WITH A "*" AND BASED ON NGVD 1912 DATUM.

U.N.O - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

I-74 WESTBOUND TRAFFIC ESTIMATE

2015	AADT	44,700	V.P.D.
2035	AADT	51,770	V.P.D.
2035	DHV	5,000	V.P.H.
TRUCKS		5	%

LOCATION

I-74 WESTBOUND NORTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.521624
LONGITUDE = -90.511941
FHWA NO. 47281

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

STA. 6770+98.50 (I-74) NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

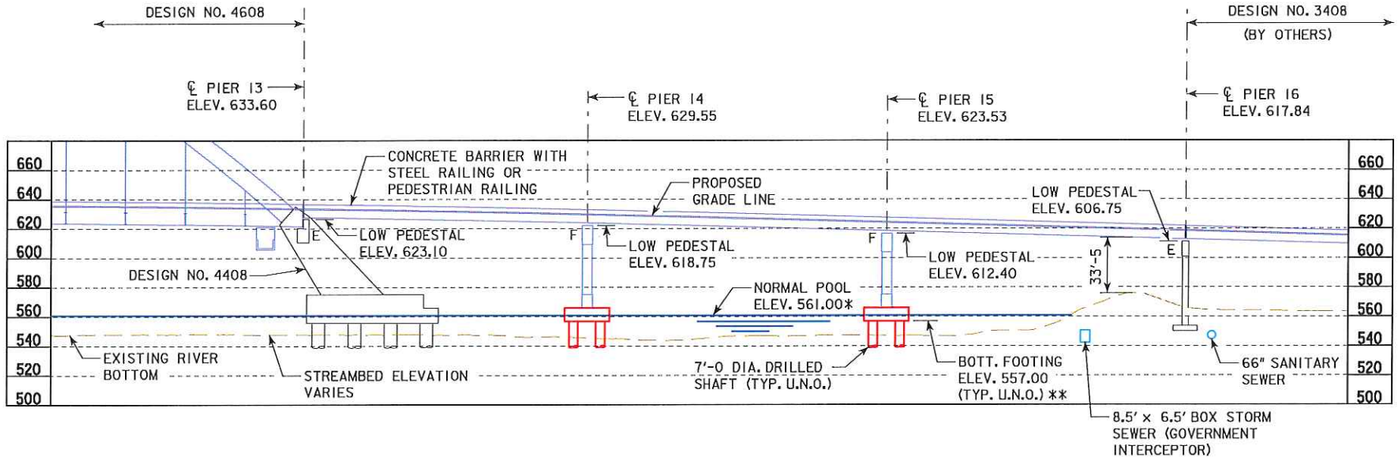
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 43 FILE NO. 30253 DESIGN NO. 4008

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

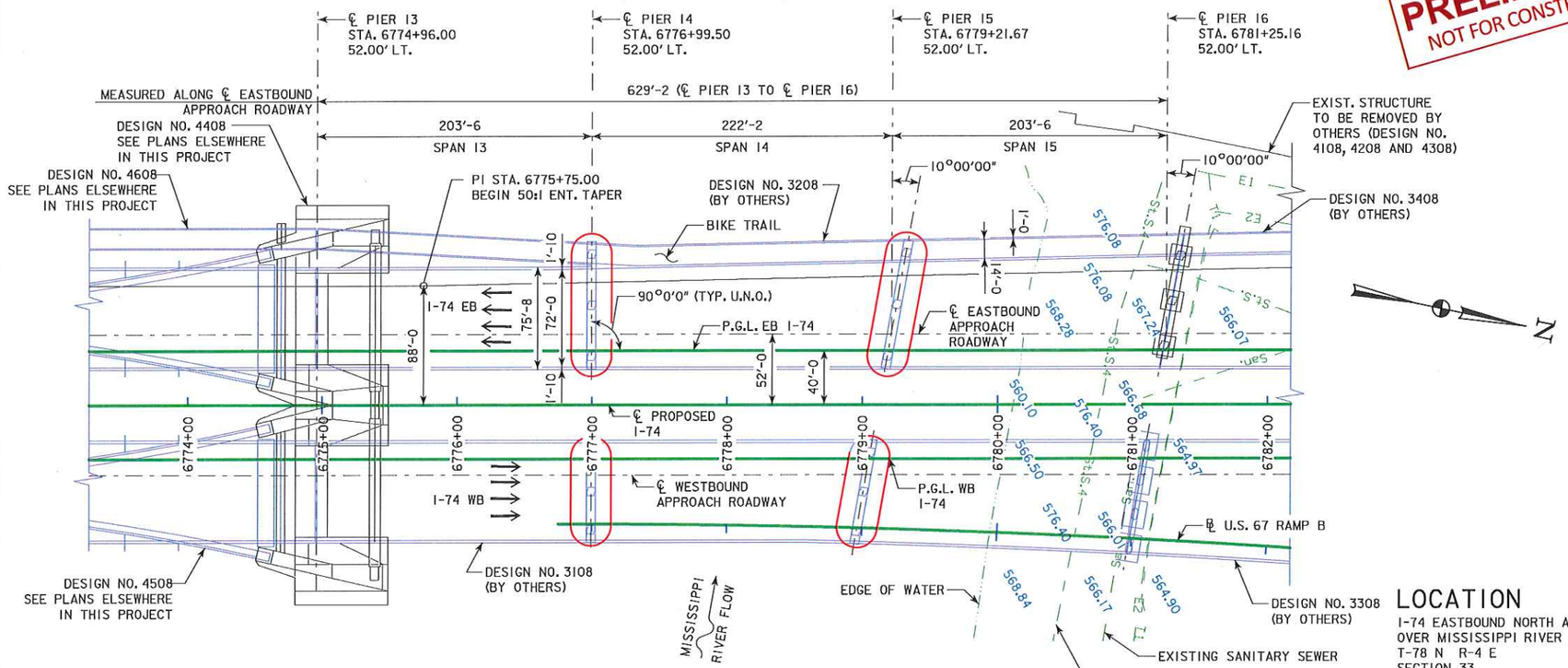
DESIGN TEAM DMS/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 7

2:09:13 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
** BOTTOM OF FOOTING ELEVATION IS TO THE BOTTOM OF THE CONCRETE STAY-IN-PLACE FORM SLAB.

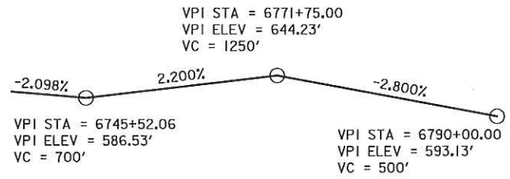


SITUATION PLAN - SEGMENT 5

benesch
engineers · scientists · planners
Job No. 10061

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

PROPOSED PROFILE GRADE I-74 EB



IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

STATIONS ARE MEASURED ALONG ℄ PROPOSED I-74.

FOR HYDRAULIC DATA SEE SHEET NUMBER 47.

FOR SOIL BORING LOCATIONS, SEE SHEETS SPS.3 & SPS.4.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE EASTBOUND APPROACH ROADWAY UNLESS NOTED OTHERWISE.

ELEVATIONS BASED ON NAVD 88 DATUM, UNLESS NOTED OTHERWISE. HYDRAULIC ELEVATIONS ARE NOTED WITH A "*" AND BASED ON NGVD 1912 DATUM.

U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

I-74 EASTBOUND TRAFFIC ESTIMATE

2015	AADT	44,020	V.P.D.
2035	AADT	52,160	V.P.D.
2035	DHV	4,850	V.P.H.
TRUCKS		5	%

LOCATION

I-74 EASTBOUND NORTH APPROACH
OVER MISSISSIPPI RIVER
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY, IOWA
CITY OF BETTENDORF
LATITUDE = 41.521594
LONGITUDE = -90.512320
FHWA NO. 47291

DESIGN FOR VARIABLE SKEW

VARIABLE CONTINUOUS WELDED GIRDER BRIDGE PIER FOUNDATIONS

SITUATION PLAN

STA. 6770+98.50 (I-74) NOVEMBER 2015

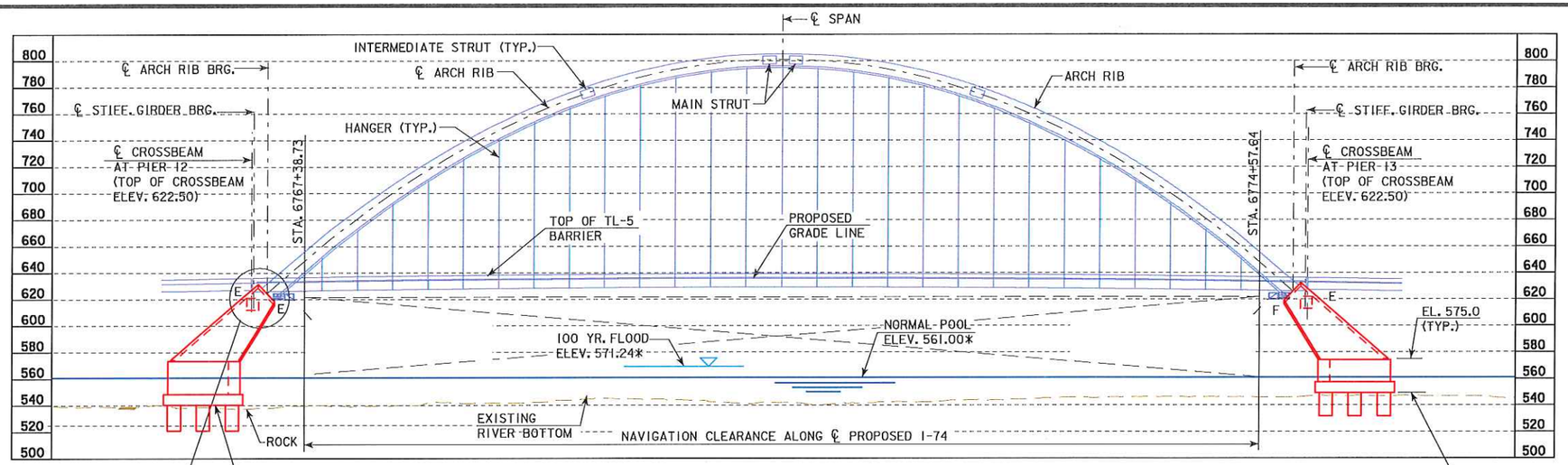
SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 43 FILE NO. 30253 DESIGN NO. 4008

DESIGN TEAM DMS/DMS/KWS	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(198)5--05-82	SHEET NUMBER 8

2:09:16 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL



LONGITUDINAL SECTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

PROPOSED PROFILE GRADE I-74 WB & EB

VPI STA = 6771+75.00
VPI ELEV = 644.23'
VC = 1250'

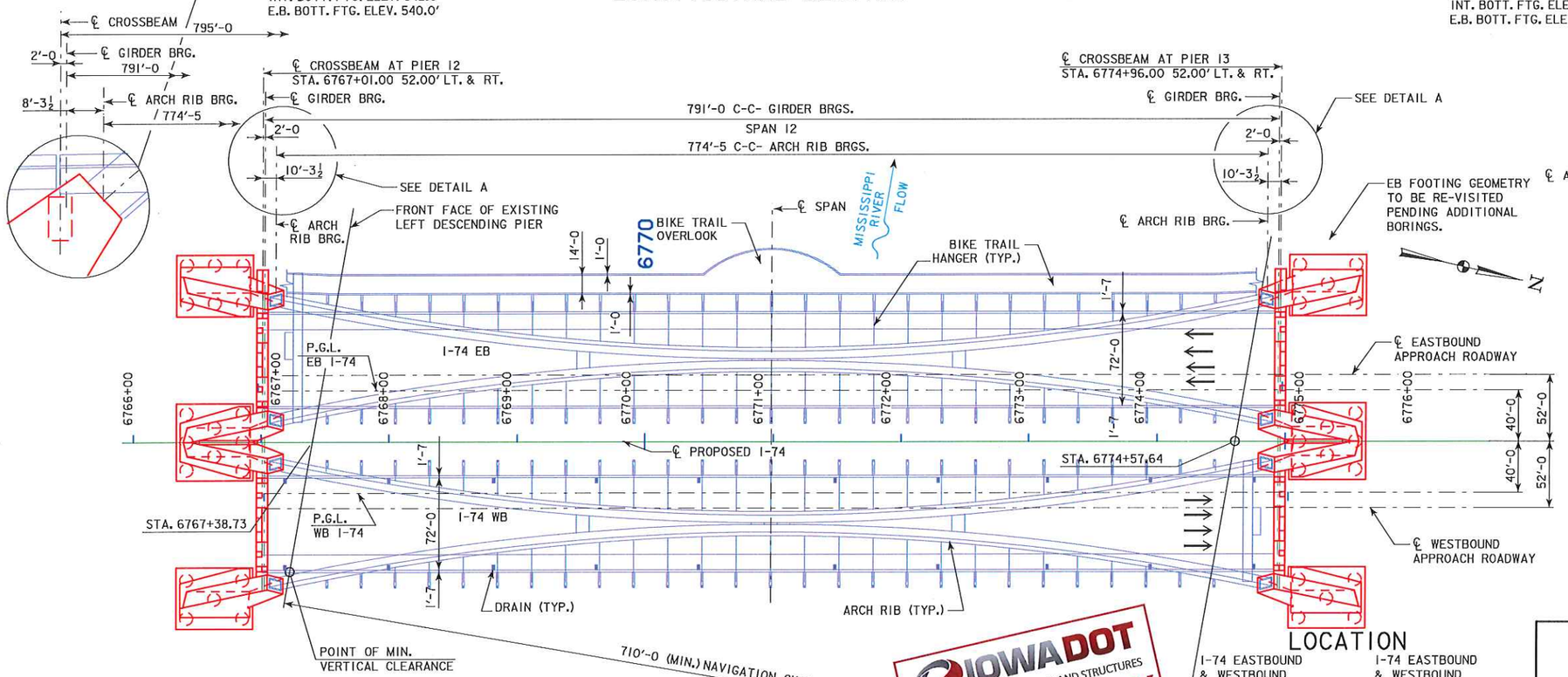
-2.098% 2.200% -2.800%

VPI STA = 6745+52.06
VPI ELEV = 586.53'
VC = 700'

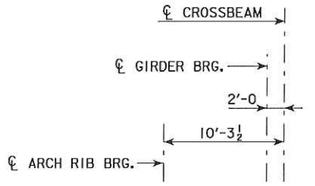
VPI STA = 6790+00.00
VPI ELEV = 593.13'
VC = 500'

TRAFFIC ESTIMATE

I-74 EASTBOUND	I-74 WESTBOUND
A.A.D.T. = 44,020 VPD (2015)	A.A.D.T. = 44,700 VPD (2015)
A.A.D.T. = 52,160 VPD (2035)	A.A.D.T. = 51,770 VPD (2035)
D.H.V. = 4,850 VPH (2035)	D.H.V. = 5,000 VPH (2035)
5% TRUCKS	5% TRUCKS



SITUATION PLAN



DETAIL A
(PIER 13 SHOWN, PIER 12 OPPOSITE HAND)

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

NAVD 88 = NGVD 1912 - 0.727 FT.

E - DENOTES "EXANSION BEARING"

F - DENOTES "FIXED BEARING"

EXISTING STREAM BED ELEVATION VARIES.
SEE SOIL PROFILE SHEETS FOR MORE INFORMATION.

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

LOCATION

I-74 EASTBOUND & WESTBOUND	I-74 EASTBOUND & WESTBOUND
OVER MISSISSIPPI RIVER	OVER MISSISSIPPI RIVER
CITY OF MOLINE, IL	CITY OF BETTENDORF, IA
T-18 N R-1 W	T-78 N R-4 E
SECTION 29	SECTION 33
MOLINE TOWNSHIP	DAVENPORT TOWNSHIP
ROCK ISLAND COUNTY	SCOTT COUNTY
LATITUDE: 41.519703	LATITUDE: 41.519703
LONGITUDE: -90.511636	LONGITUDE: -90.511636
FHWA NO. 47291 & 47281	FHWA NO. 47291 & 47281

SUBSTRUCTURE DESIGN FOR 0° SKEW

DUAL 795'-0 x 72' STEEL ARCH BRIDGE

SITUATION PLAN
ARCH SUBSTRUCTURE

STA. 6770+98.50, ℄ PROPOSED I-74 NOVEMBER 2015

SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 2 OF 71 FILE NO. 30253 DESIGN NO. 4408

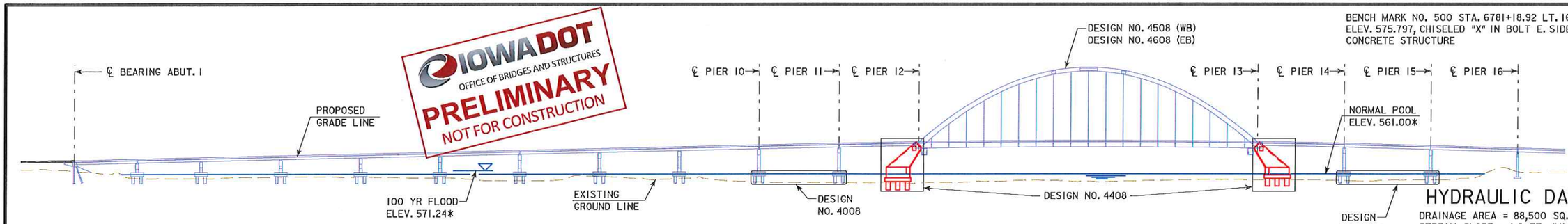
benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM RJT/RMG/AJK | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 46

2:12:33 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL 4/15/2016

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE PROPOSED I-74

NOTE: PIER 15 NOT SHOWN SKEWED FOR CLARITY.

HYDRAULIC DATA

DRAINAGE AREA = 88,500 SQ. MI.
STREAM SLOPE = 1.0 FT. /MI.

Q2 = 130,000 CFS
STAGE = 563.10*
CHANNEL VELOCITY = 2.5 FPS
Q100 = 290,000 CFS
STAGE = 571.24*
Q500 = 345,000 CFS
STAGE = 574.10*
EXTREME H.W. STAGE = 570.0*
DATE = JULY 1993
AVG LOW WATER STAGE = 561.0*
CESSATION OF NAVIGATION = 562.50

SCOUR DATA - WB

CALC. SCOUR PIER 10 (E. END) = 534.90
CALC. SCOUR PIER 10 (W. END) = 537.90
CALC. SCOUR PIER 11 (E. END) = 539.90
CALC. SCOUR PIER 11 (W. END) = 534.90
CALC. SCOUR PIER 12 = 535.90
CALC. SCOUR PIER 13 = 546.90
CALC. SCOUR PIER 14 = 541.90
CALC. SCOUR PIER 15 = 543.90

CALCULATED SCOUR ELEV. (100 YR.)
= MAXIMUM SCOUR ELEVATION (500 YR.)

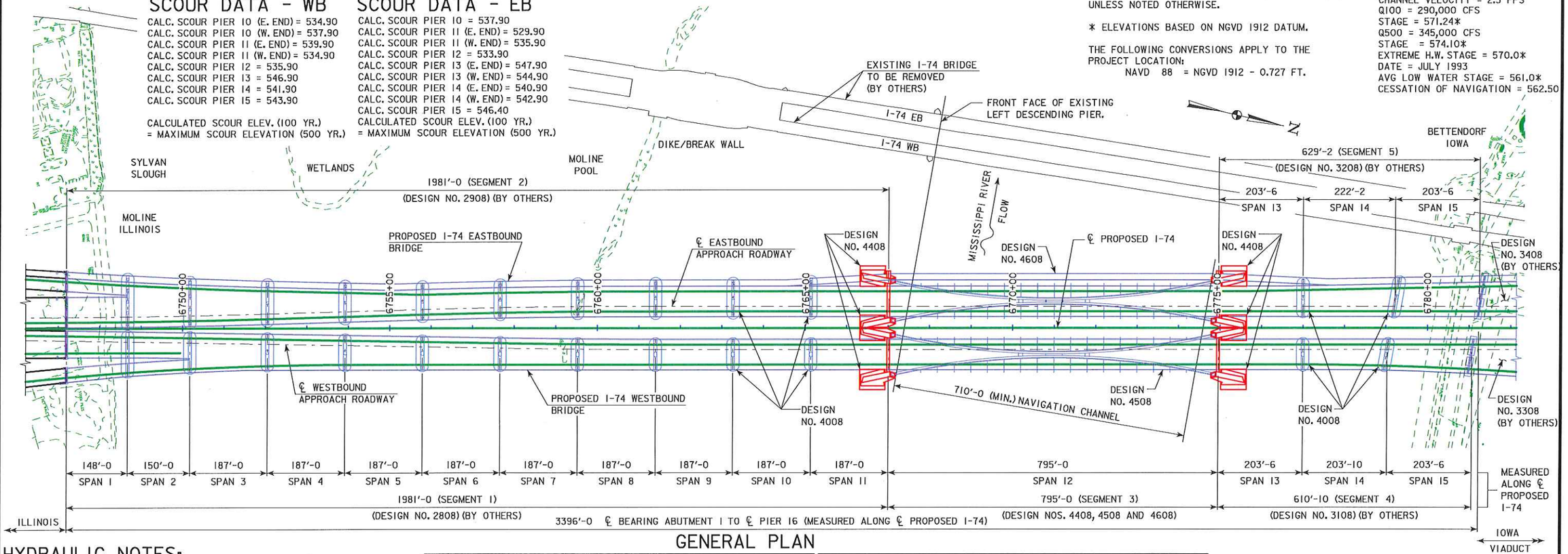
SCOUR DATA - EB

CALC. SCOUR PIER 10 = 537.90
CALC. SCOUR PIER 11 (E. END) = 529.90
CALC. SCOUR PIER 11 (W. END) = 535.90
CALC. SCOUR PIER 12 = 533.90
CALC. SCOUR PIER 13 (E. END) = 547.90
CALC. SCOUR PIER 13 (W. END) = 544.90
CALC. SCOUR PIER 14 (E. END) = 540.90
CALC. SCOUR PIER 14 (W. END) = 542.90
CALC. SCOUR PIER 15 = 546.40
CALCULATED SCOUR ELEV. (100 YR.)
= MAXIMUM SCOUR ELEVATION (500 YR.)

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.

THE FOLLOWING CONVERSIONS APPLY TO THE PROJECT LOCATION:
NAVD 88 = NGVD 1912 - 0.727 FT.



GENERAL PLAN

HYDRAULIC NOTES:

1. ALL RIVER ELEVATIONS ARE NGVD 1912 DATUM AND TAKEN AT RIVER MILE 486, JUST UPSTREAM FROM THE PROPOSED BRIDGE. THE RIVER ELEVATIONS COME FROM THE PROPOSED BRIDGE CONFIGURATION MODELED WITH FESWMS, A 2D DEPTH-AVERAGED HYDRAULIC MODEL. MODEL BOUNDARY CONDITIONS, RESULTS AND FILES ARE DOCUMENTED IN TWO REPORTS WRITTEN BY HDR FOR THE IOWA D.O.T., DATED NOVEMBER 2008 AND MAY 2014 (ADDENDUM).
2. THE AVERAGE LOW WATER STAGE IS THE SAME AS THE NORMAL POOL STAGE IN THE LOCK AND DAM 15 NAVIGATION POOL.
3. THE SCOUR CALCULATIONS WERE COMPUTED FOLLOWING HEC-18 PROCEDURES INSIDE OF A HEC-RAS BACKWATER MODEL SEPARATE FROM THE FESWMS MODEL REFERENCED IN HYDRAULIC NOTE 1. THE ENGINEERS CERTIFICATION PERTAINING TO THE HYDRAULIC DATA DOES NOT COVER THE SCOUR DATA.

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

SCOUR DESIGN

LICENSED PROFESSIONAL ENGINEER
Marion Kessey
XXXXX
IOWA

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

Signature Date
Marion Kessey
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: DESIGN NO. 4008 & 4408

HYDRAULIC DESIGN

LICENSED PROFESSIONAL ENGINEER
Andrew McCoy
XXXXX
IOWA

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

Signature Date
Andrew McCoy
Printed or Typed Name

My license renewal date is December 31, 2013

Pages or sheets covered by this seal: DESIGN NO. 4008 & 4408

SUBSTRUCTURE DESIGN FOR 0° SKEW

DUAL 795'-0 x 72' STEEL ARCH BRIDGE

GENERAL PLAN
ARCH SUBSTRUCTURE

STA. 6770+98.50, ℄ PROPOSED I-74 NOVEMBER 2015

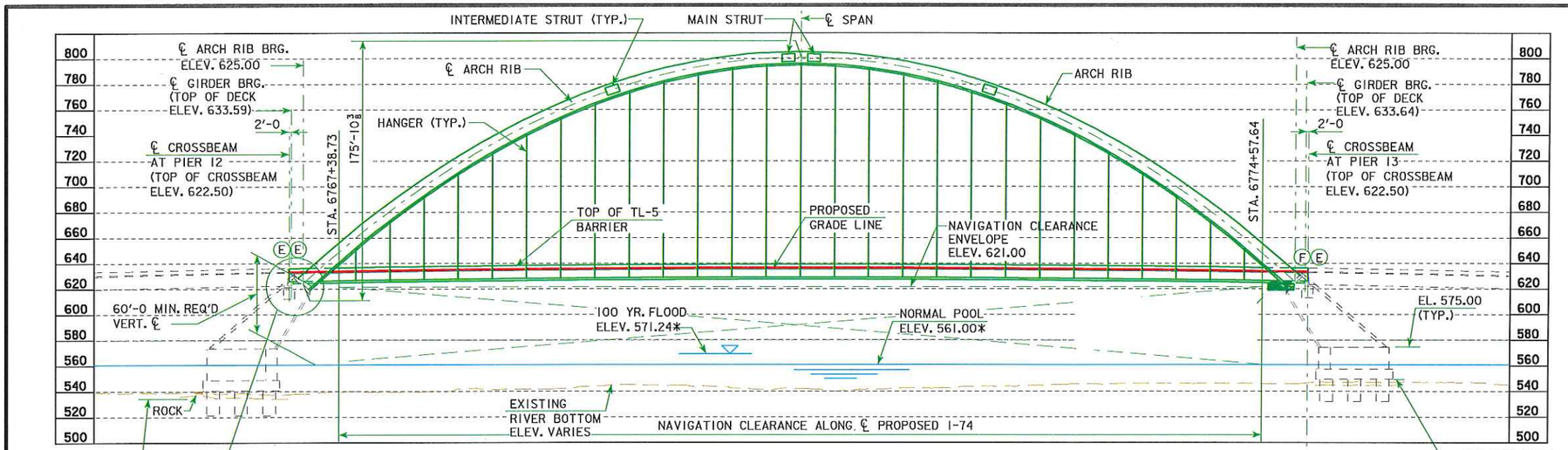
SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 71 FILE NO. 30253 DESIGN NO. 4408

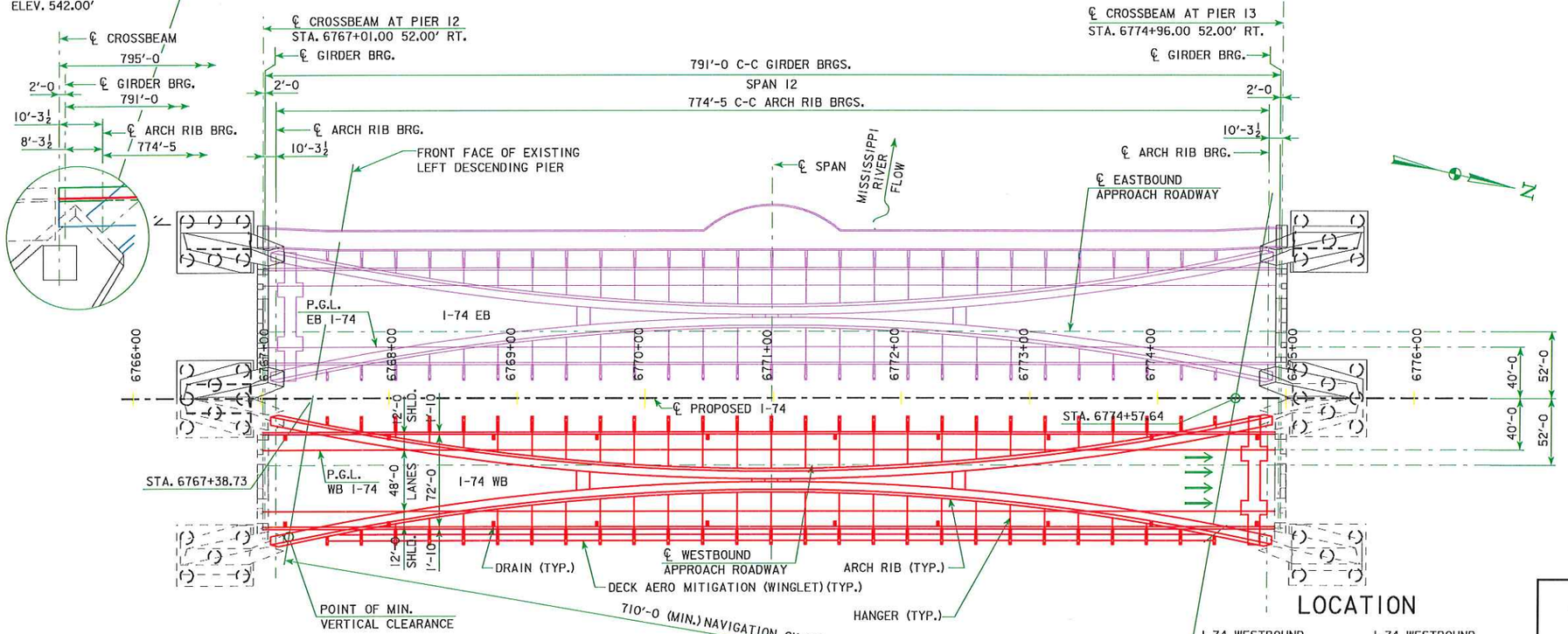
DESIGN TEAM RJT/RMG/AJK | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 47

2:12:37 PM untitled c:\pwise_work\do_not_delete\dms05639\82074198.brg
MODEL: $MODEL 4/15/2016



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAYS UNLESS NOTED OTHERWISE.



SITUATION PLAN

TRAFFIC ESTIMATE

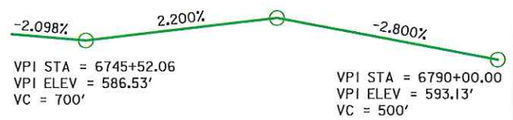
I-74 WESTBOUND
A.A.D.T. = 44,700 VPD (2015)
A.A.D.T. = 51,770 VPD (2035)
D.H.V. = 5,000 VPH (2035)
5% TRUCKS

MODJESKI and MASTERS
Experience great bridges.

BENCH MARK NO. 500 STA. 6781+18.95 LT. 161.23'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE

PROPOSED PROFILE GRADE I-74 WB

VPI STA = 6771+75.00
VPI ELEV = 644.23'
VC = 1250'



IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 6767+20.53, 103.54' RT.
OVERHEAD LOW STEEL ELEV. = 624.86'
NORMAL POOL ELEV. = 560.273' NAVD 88
MINIMUM PROVIDED VERTICAL CLEARANCE = 64.59'

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE WESTBOUND APPROACH ROADWAY.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.
NAVD 88 = NGVD 1912 - 0.727 FT.

LOCATION

I-74 WESTBOUND OVER MISSISSIPPI RIVER
CITY OF MOLINE, IL
T-18 N R-1 W
SECTION 29
MOLINE TOWNSHIP
ROCK ISLAND COUNTY

I-74 WESTBOUND OVER MISSISSIPPI RIVER
CITY OF BETTENDORF, IA
T-78 N R-4 E
SECTION 33
DAVENPORT TOWNSHIP
SCOTT COUNTY

LATITUDE = 41.519676
LONGITUDE = -90.511823
FHWA NO. 47281

SUPERSTRUCTURE DESIGN FOR 0° SKEW

795'-0 x 72'-0 STEEL ARCH BRIDGE

SITUATION PLAN

WESTBOUND ARCH SUPERSTRUCTURE

STATION: 6770+98.50 52' RIGHT - CL I-74 FEBRUARY 2013

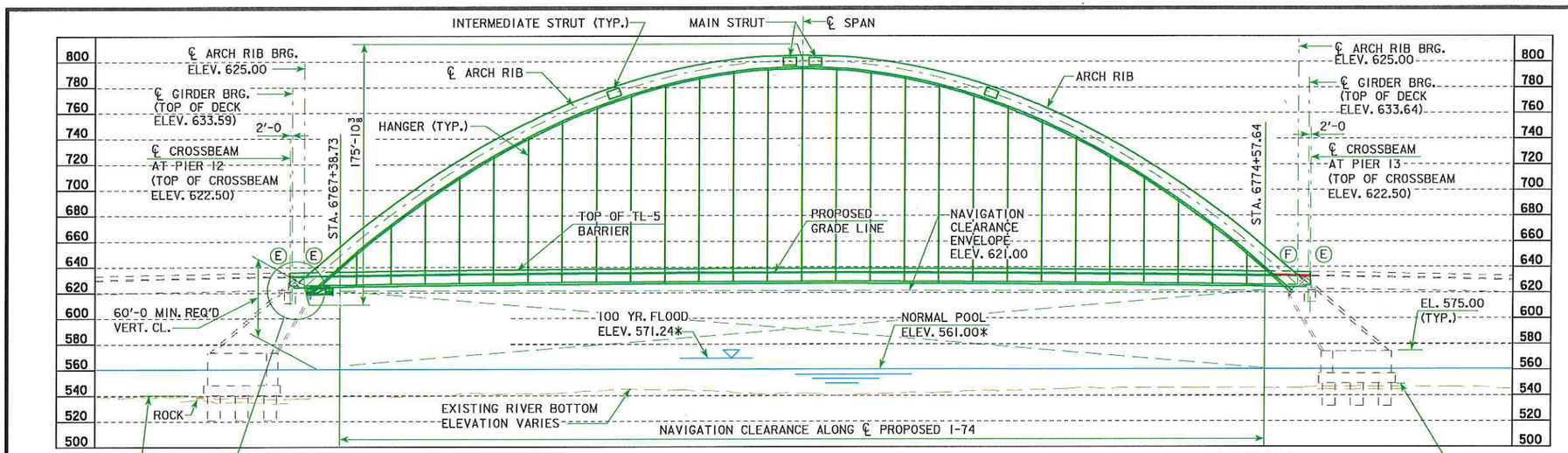
SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 8 OF 129 FILE NO. 30253 DESIGN NO. 4508

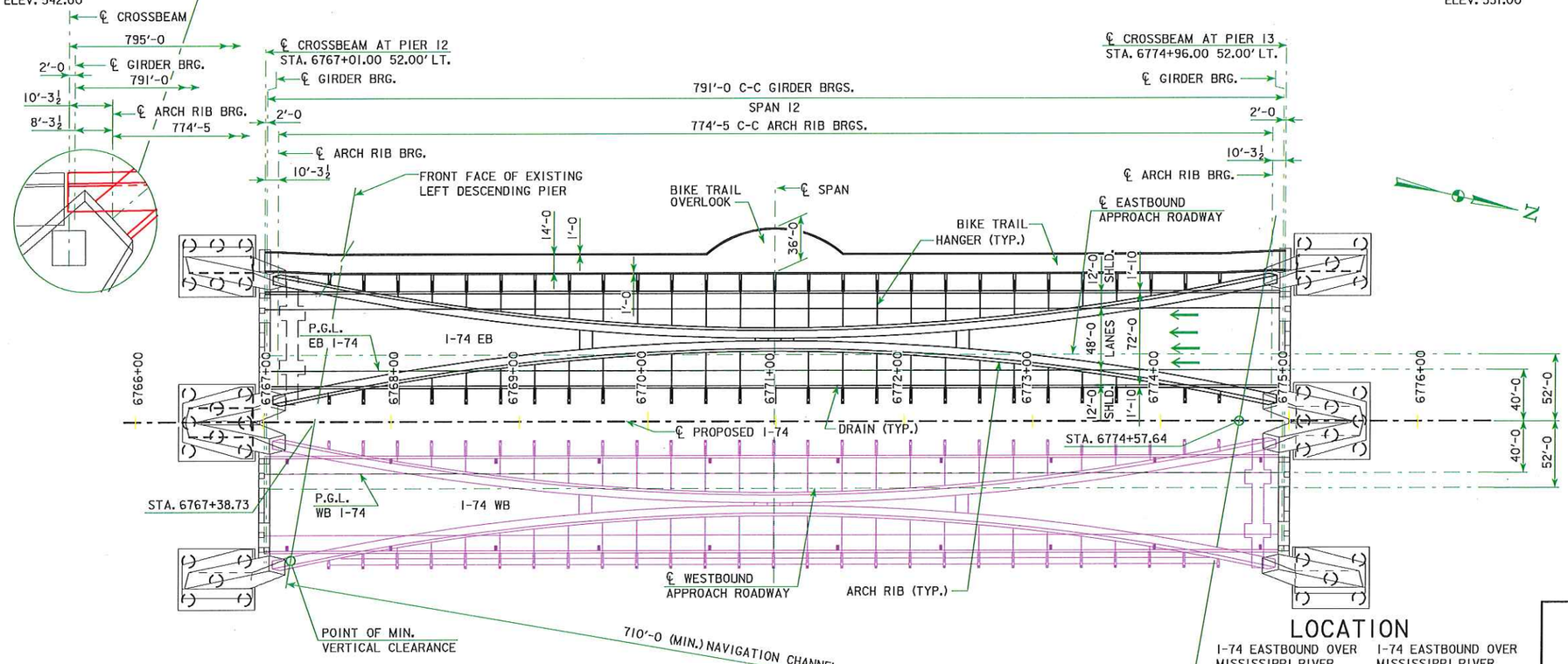
DESIGN TEAM TPM/EAR/HNB | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(198)5--05-82 | SHEET NUMBER 123

12:20:11 PM 2902-PrintOrganizer c:\pwise_work\do_not_delete\dms00814\82074198-4508 & 4608 REVISIONS.brg



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY UNLESS NOTED OTHERWISE.



SITUATION PLAN

TRAFFIC ESTIMATE

I-74 EASTBOUND
A.A.D.T. = 44,020 VPD (2015)
A.A.D.T. = 52,160 VPD (2035)
D.H.V. = 4,850 VPH (2035)
5% TRUCKS

LOCATION

I-74 EASTBOUND OVER MISSISSIPPI RIVER	I-74 EASTBOUND OVER MISSISSIPPI RIVER
CITY OF MOLINE, IL	CITY OF BETTENDORF, IA
T-18 N R-1 W	T-78 N R-4 E
SECTION 29	SECTION 33
MOLINE TOWNSHIP	DAVENPORT TOWNSHIP
ROCK ISLAND COUNTY	SCOTT COUNTY

LATITUDE = 41.519731
LONGITUDE = -90.511450
FHWA NO. 47281

BENCH MARK NO. 500 STA. 6781+18.95 LT. 161.23'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE

PROPOSED PROFILE GRADE I-74 EB

VPI STA = 6771+75.00
VPI ELEV = 644.23'
VC = 1250'

-2.098% 2.200% -2.800%

VPI STA = 6745+52.06
VPI ELEV = 586.53'
VC = 700'

VPI STA = 6790+00.00
VPI ELEV = 593.13'
VC = 500'

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 6767+20.53, 103.54' RT.
OVERHEAD LOW STEEL ELEV. = 624.86'
NORMAL POOL ELEV. = 560.273' NAVD 88
MINIMUM PROVIDED VERTICAL CLEARANCE = 64.59'

NOTES:

ALL DIMENSIONS ARE SHOWN IN FEET.

ELEVATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE EASTBOUND APPROACH ROADWAY.

ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM UNLESS NOTED OTHERWISE.

* ELEVATIONS BASED ON NGVD 1912 DATUM.
NAVD 88 = NGVD 1912 - 0.727 FT.

SUPERSTRUCTURE DESIGN FOR 0° SKEW

795'-0 x 72'-0 STEEL ARCH BRIDGE WITH 14'-0 BIKE TRAIL SITUATION PLAN EASTBOUND ARCH SUPERSTRUCTURE

STATION: 6770+98.50 52' RIGHT - CL I-74 MARCH 2013

SCOTT & ROCK ISLAND COUNTIES

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 181 FILE NO. 30253 DESIGN NO. 4608

MODJESKI AND MASTERS Experience great bridges.

DESIGN TEAM TPM/EAR /HNB	SCOTT & ROCK COUNTIES	PROJECT NUMBER BRFIM-074-1(198)5--05-82	SHEET NUMBER 249

12:23:07 PM 2902-PrintOrganizer c:\pwise_work\do_not_delete\dms00814\82074198-4508 & 4608 REVISIONS.brg

BRIDGE REPLACEMENT - STEEL GIRDER
BRFIM-074-1(199)5--05-82

LETTING DATE

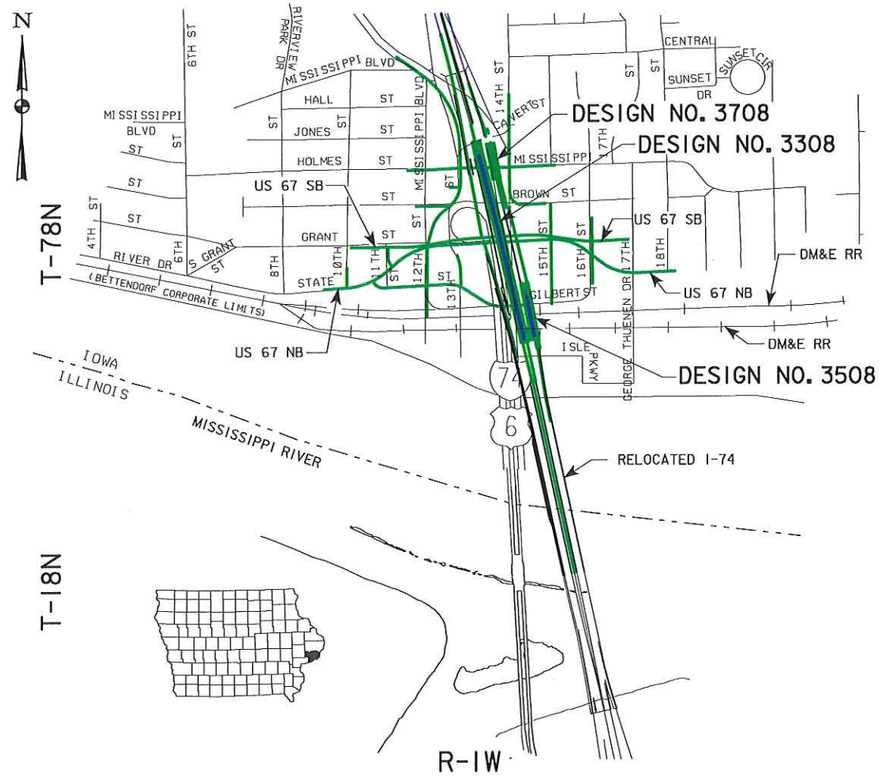
SCOTT COUNTY

SCOTT COUNTY - DESIGN NO. 3308, 3508, & 3708

LEGEND

- INTERSTATE ROUTE
- FREEWAY OR EXPRESSWAY ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- COUNTY NUMBERED ROUTE
- LOCAL ROAD OR CITY STREET
- RAILROAD
- CORPORATION LINE
- SECTION LINE
- CUL DE SAC
- SECTION, TOWNSHIP & RANGE NUMBERS — 9 , T-81N , R-30W
- PIPELINE
- AIRPORT
- HYDROLOGY
- BRIDGE
- STATE BOUNDARY
- COUNTY BOUNDARY
- CORPORATE LIMIT LINE
- TOWNSHIP LINE

R-4E



LOCATION MAP - PART OF CITY OF BETTENDORF

IOWA DOT
Highway Division

PLANS OF PROPOSED IMPROVEMENTS ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

BRIDGE REPLACEMENT - STEEL GIRDER
WB I-74 AND U.S. 67 RAMPS B AND D
IN BETTENDORF

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

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

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE LISTED ON SHEET C.6

DESIGN DATA URBAN

REFER TO INDIVIDUAL SITUATION PLANS FOR TRAFFIC DATA INFORMATION

ENGLISH STANDARD BRIDGE PLANS

STANDARD	ISSUED	REVISED

REVISIONS

INDEX OF SEALS

SHEET NO.	NAME	TYPE
1	DAVID J. MORRILL	STRUCTURAL
2	JEFF J. PAPE	STRUCTURAL
SPS.1	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
SPS.7	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
SPS.9	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
MU.1	DAVID J. MORRILL	PIER MOCKUP
C.1	STEVEN S. SWEET	ROADWAY
G.1	COVENTINE FEDIS	SURVEY
G.10	JEFFREY J. TARDY	ROADWAY
N.1	STEVEN P. GARBE	ITS DESIGN
P.1	GEOFFREY H. THIESSE	ELECTRICAL

TOTAL SHEETS
479
PROJECT NUMBER
BRFIM-074-1(199)5--05-82
R.O.W. PROJECT NUMBER
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03

INDEX OF SHEETS

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

FRA CROSSING NO. 865645Y
IOWA CROSSING NO. 9712

ALL WORKING DRAWINGS, INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS, SHALL BE SUBMITTED ELECTRONICALLY ACCORDING TO ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.
THESE DRAWINGS SHALL BE SUBMITTED TO AND CHECKED BY:

ALFRED BENESCH & COMPANY (DESIGN NO. 3508 & 3708)
205 NORTH MICHIGAN AVENUE, SUITE 2400
CHICAGO, IL 60601
(312) 565-0450
DMORRILL@BENESCH.COM

OR

WHKS & COMPANY (DESIGN NO. 3308)
1412 6TH STREET SW
P.O. BOX 1467
MASON CITY, IA 50402-1467
(641) 423-8271
FDAOUD@WHKS.COM

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
David J. Morrill
11799
IOWA

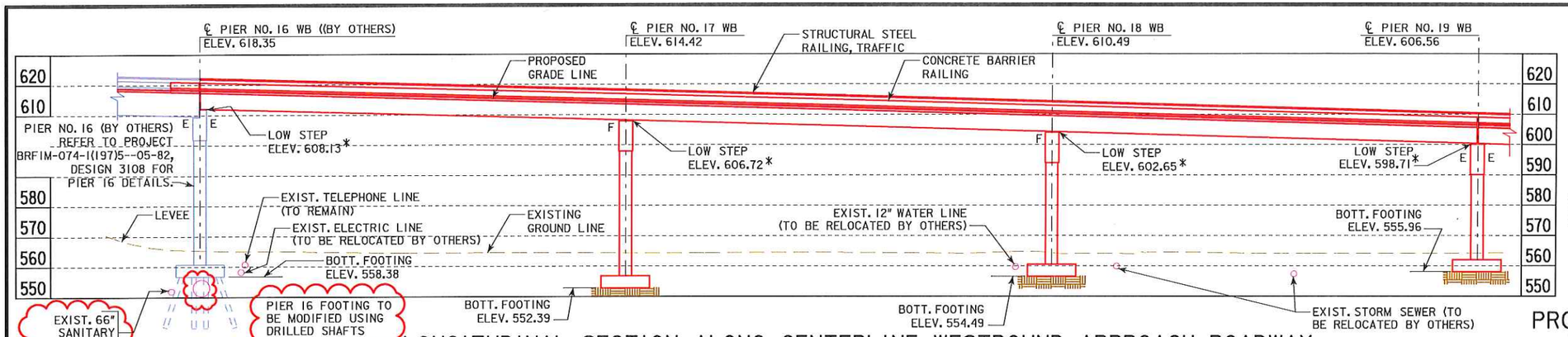
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature — Date
David J. Morrill
Printed or Typed Name
My license renewal date is December 31, 2013
Pages or sheets covered by this seal: 1, 260-331, 332-373

PROJECT DIRECTORY NAME: 8207401003

DESIGN TEAM: ALFRED BENESCH, MODJESKI AND MASTERS, WHKS & HANSON	ENGLISH	IOWA DOT * OFFICE OF BRIDGES AND STRUCTURES	FILE NO. 30253	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(199)5--05-82	SHEET NUMBER 1

12:55:12 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 823308S000 4/16/2016



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

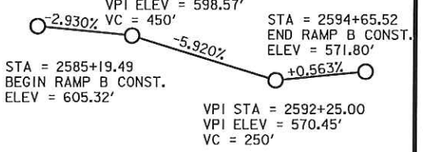
NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"

NOTE:
ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

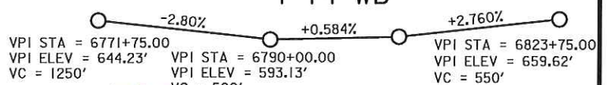
* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 153

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE

PROPOSED PROFILE GRADE U.S. 67 RAMP B



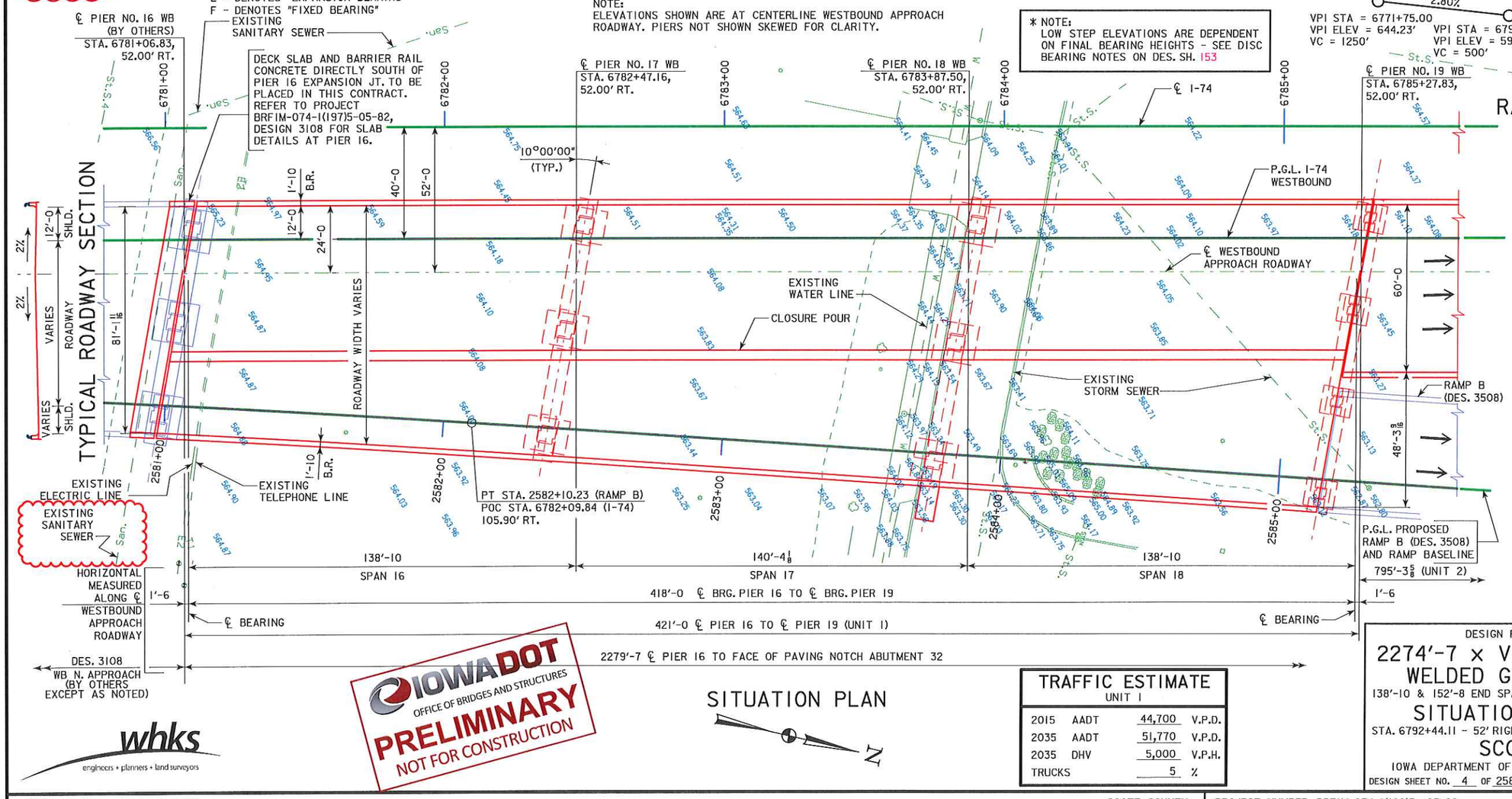
PROPOSED PROFILE GRADE I-74 WB



RAMP B DECELERATION TAPER CURVE DATA

P.T. STA. = 2582+10.23
Δ = 03° 50' 00.00
D = 00° 42' 58.31"
T = 267.72'
L = 535.23'
E = 4.48'
R = 8000.00'
P.I. STA. = 2579+42.72

TYPICAL ROADWAY SECTION



SITUATION PLAN

LOCATION

I-74 WESTBOUND VIADUCT OVER DM&E RAILROAD, EXIST. GILBERT ST., PROPOSED U.S. 67 AND PROPOSED MISSISSIPPI BLVD.
T-78 N R-4 E
SECTIONS 28, 29 & 33
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
FRA NO. 865645Y
IOWA CROSSING NO. 9712
FHWA NO. 604071
LATITUDE 41.524968
LONGITUDE -90.512809

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEET 208.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.1.

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

TRAFFIC ESTIMATE UNIT 1			
2015	AADT	44,700	V.P.D.
2035	AADT	51,770	V.P.D.
2035	DHV	5,000	V.P.H.
TRUCKS		5	%

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 1

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

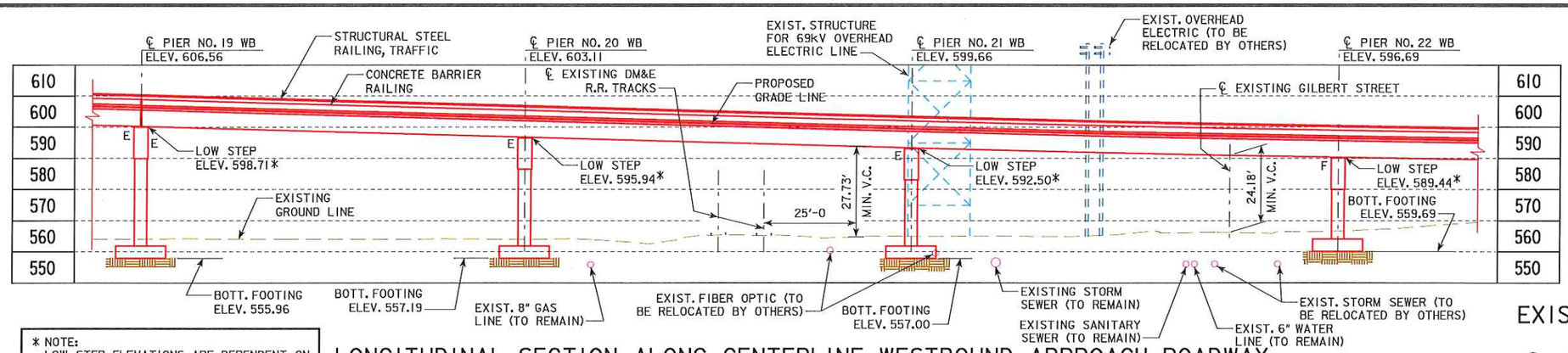
DESIGN SHEET NO. 4 OF 258 FILE NO. 30253 DESIGN NO. 3308

whks engineers + planners + land surveyors

DESIGN TEAM JP / LG / RE | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)5--05-82 | SHEET NUMBER 5

12:55:27 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



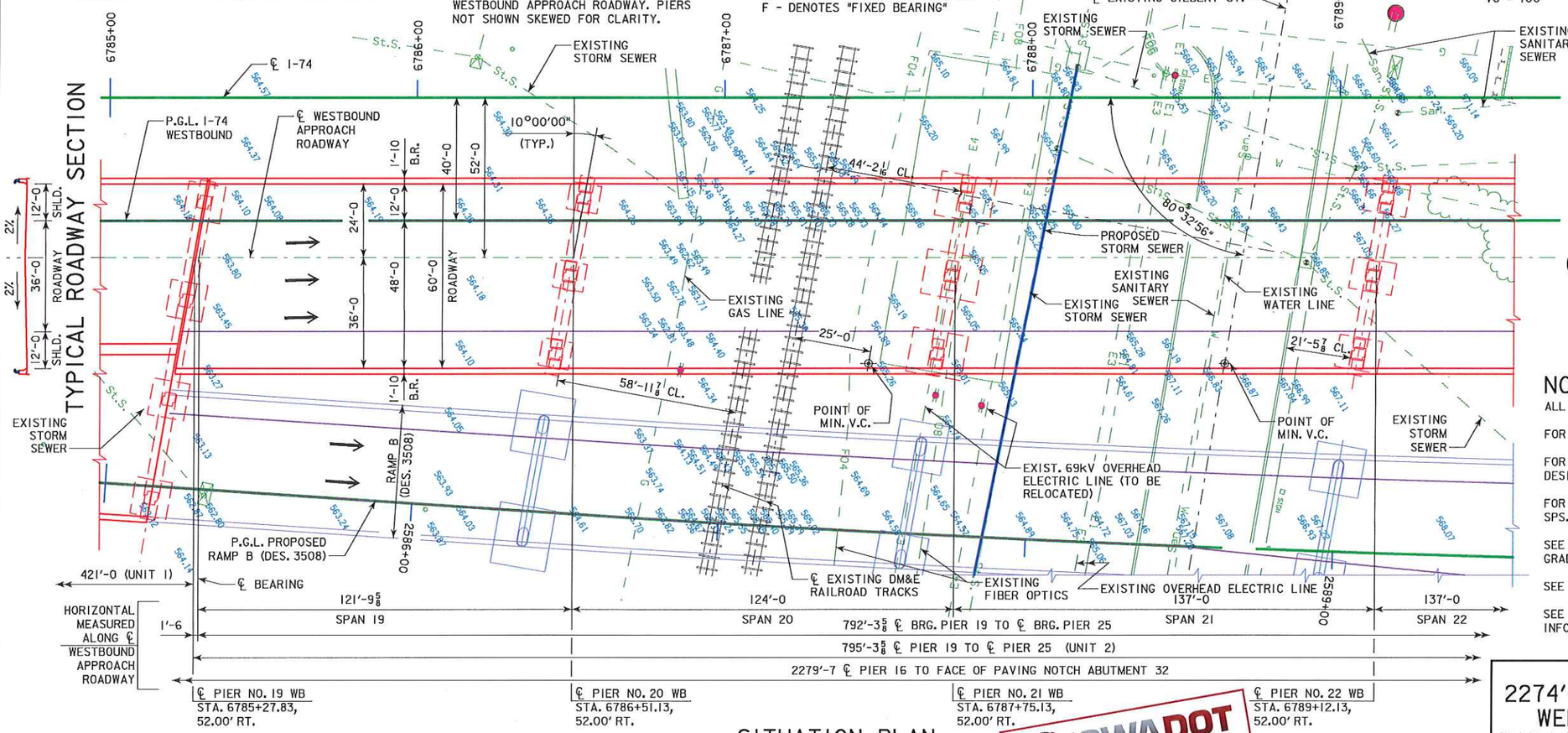
TRAFFIC ESTIMATE UNIT 2			
2015	AADT	26,460	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,700	V.P.H.
TRUCKS		5	%

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DESIGN SHEET 153

LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

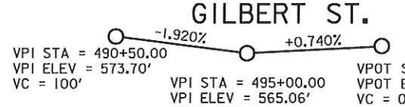
NOTE:
ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"



TYPICAL ROADWAY SECTION

EXISTING PROFILE GRADE GILBERT ST.



MIN. VERT. CLEARANCE OVER EXIST. GILBERT ST.

OVERHEAD STATION = 6788+62.94, 86.50' RT.
OVERHEAD ELEVATION = 596.95'
DEPTH OF SUPERSTRUCTURE = 5.92'
UNDERPASS ELEVATION = 566.85'
MINIMUM VERTICAL CLEARANCE = 24.18'

MINIMUM VERTICAL CLEARANCE OVER DM&E R.R.

OVERHEAD STATION = 6787+47.18, 86.50' RT.
OVERHEAD ELEVATION = 596.76'
DEPTH OF SUPERSTRUCTURE = 5.92'
RAILROAD ELEVATION = 565.5' ±
MINIMUM VERTICAL CLEARANCE = 27.73'

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEET 208.

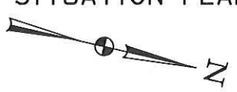
FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEETS SPS.2 & SPS.3.

SEE DESIGN SHEET 4 FOR I-74 WB ROADWAY PROFILE GRADE INFORMATION AND NOTES.

SEE DESIGN SHEET 4 FOR LOCATION INFORMATION.

SEE DESIGN SHEET 4 FOR U.S. 67 RAMP B PROFILE GRADE INFORMATION.

SITUATION PLAN



IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

whks
engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 2

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

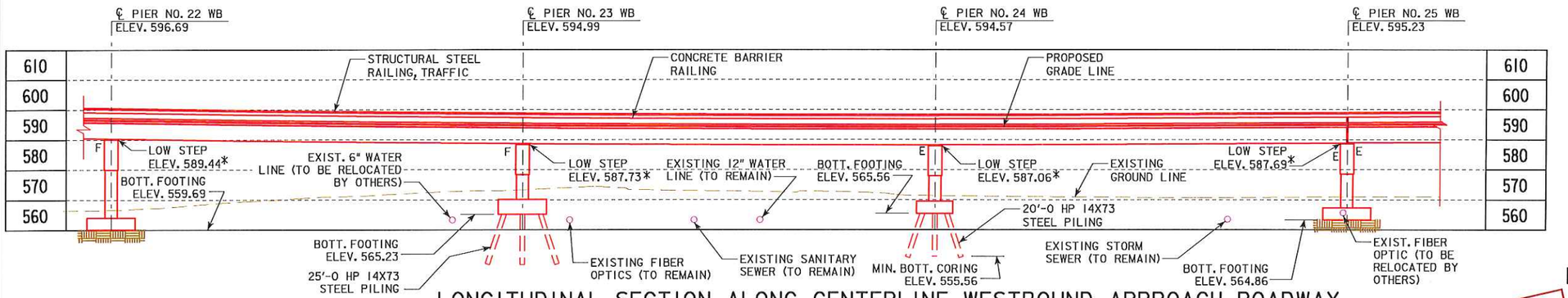
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 5 OF 258 FILE NO. 30253 DESIGN NO. 3308

DESIGN TEAM JP / LG / RE	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(199)5--05-82	SHEET NUMBER 6

12:55:31 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DESIGN SHEET 153

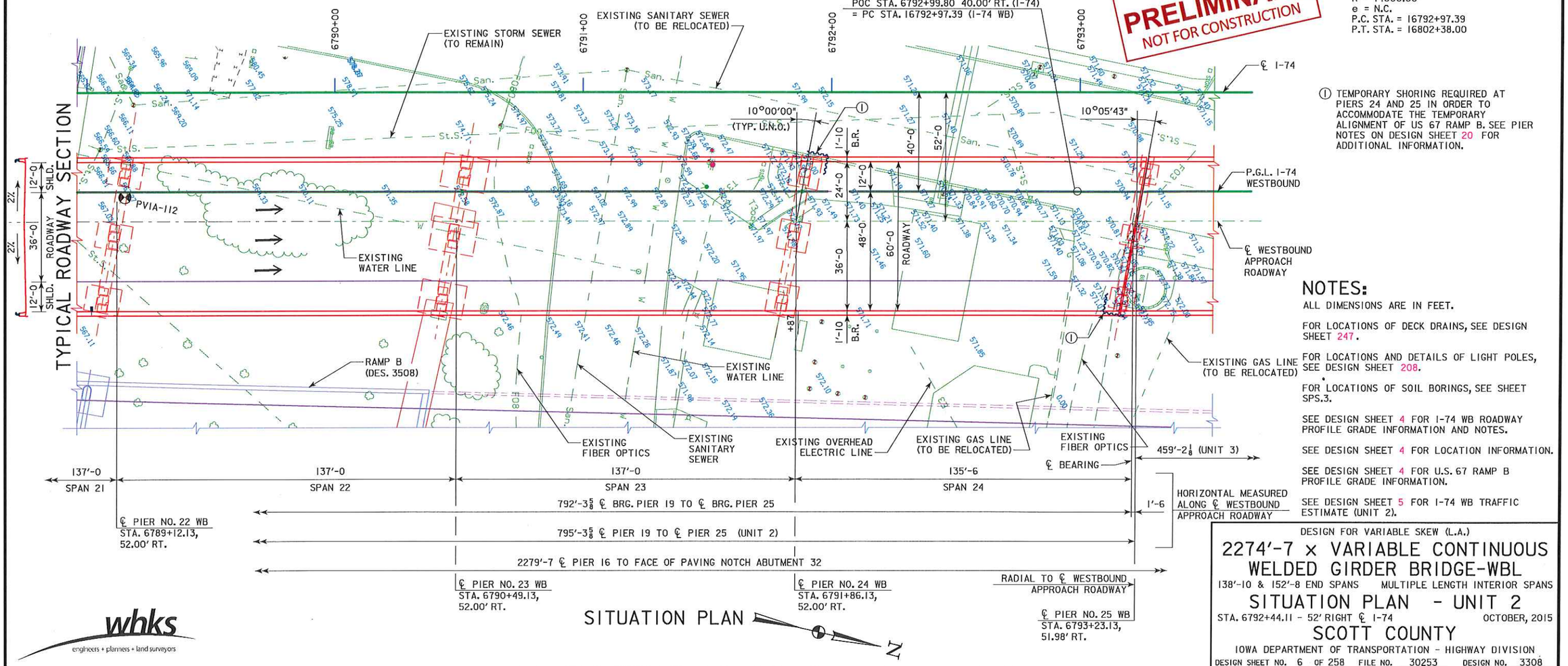
NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"

NOTE:
ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

I-74 WB CURVE DATA

P.I. STA. = 16797+67.87
Δ = 03° 50' 58.24" LT
D = 00° 24' 33.32"
T = 470.48'
L = 940.61'
E = 7.90
R = 14000.00'
e = N.C.
P.C. STA. = 16792+97.39
P.T. STA. = 16802+38.00

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION



SITUATION PLAN

Ⓘ TEMPORARY SHORING REQUIRED AT PIERS 24 AND 25 IN ORDER TO ACCOMMODATE THE TEMPORARY ALIGNMENT OF US 67 RAMP B. SEE PIER NOTES ON DESIGN SHEET 20 FOR ADDITIONAL INFORMATION.

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEET 208.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEET SPS.3.

SEE DESIGN SHEET 4 FOR I-74 WB ROADWAY PROFILE GRADE INFORMATION AND NOTES.

SEE DESIGN SHEET 4 FOR LOCATION INFORMATION.

SEE DESIGN SHEET 4 FOR U.S. 67 RAMP B PROFILE GRADE INFORMATION.

SEE DESIGN SHEET 5 FOR I-74 WB TRAFFIC ESTIMATE (UNIT 2).

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 2

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

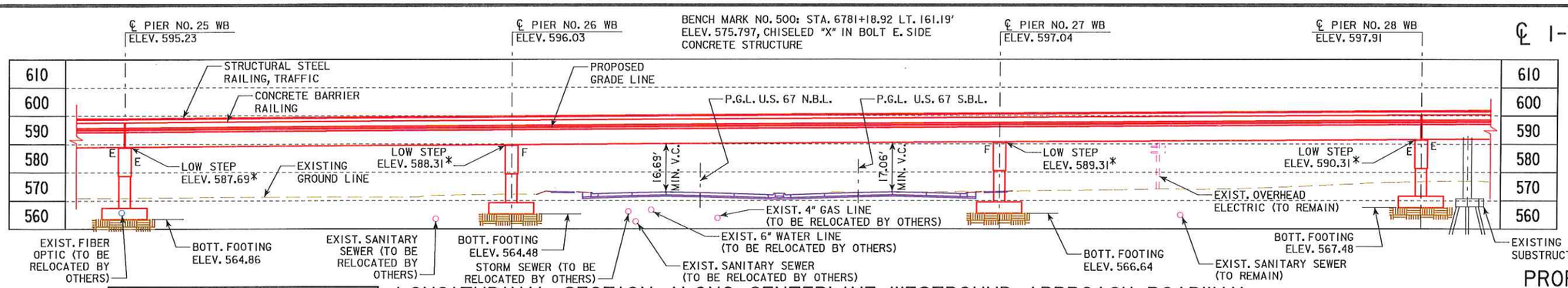
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 258 FILE NO. 30253 DESIGN NO. 3308

whks
engineers + planners + land surveyors

DESIGN TEAM JP / LG / RE	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(199)5--05-82	SHEET NUMBER 7

12:55:34 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL

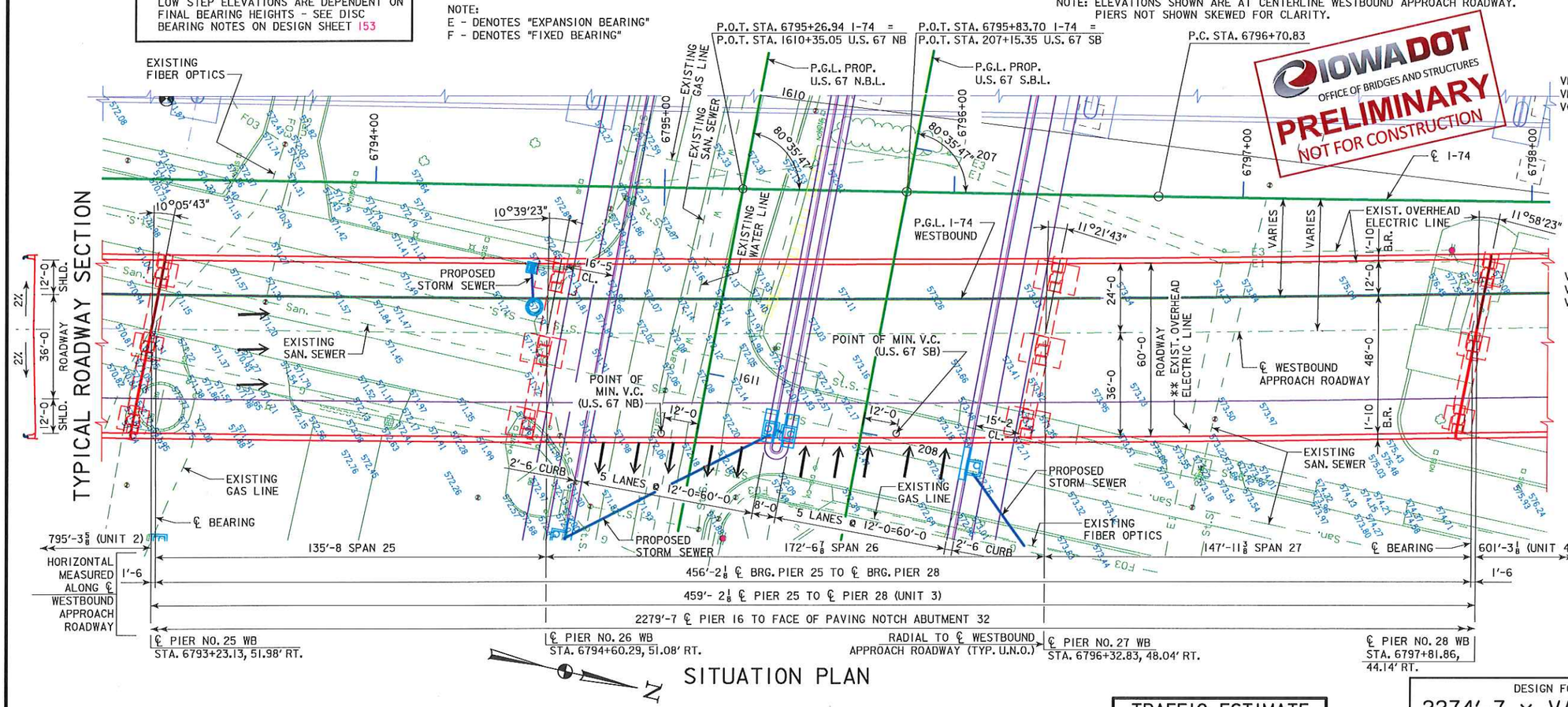


LONGITUDINAL SECTION ALONG CENTERLINE WESTBOUND APPROACH ROADWAY

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DESIGN SHEET 153

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.



SITUATION PLAN

℄ I-74 CURVE DATA

P.I. STA. = 6801+41.31
Δ = 03° 50' 58.23" LT
D = 00° 24' 33.32"
T = 470.48'
L = 940.61'
E = 7.90
R = 14000.00'
e = N.C.
P.C. STA. = 6796+70.83
P.T. STA. = 6806+11.44

PROPOSED PROFILE GRADE U.S. 67 NB

+0.400% -0.400%

VPI STA=1610+25
VPI ELEV=572.88'
VC=100'

VPI STA=1607+75
VPI ELEV=571.88'
VC=100'

VPI STA=1613+25
VPI ELEV=571.68'
VC=100'

PROPOSED PROFILE GRADE U.S. 67 SB

+0.400% -0.440%

VPI STA=207+25
VPI ELEV=572.90'
VC=100'

VPI STA=204+00
VPI ELEV=571.60'
VC=100'

VPI STA=210+50
VPI ELEV=571.47'
VC=100'

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEET 208.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEET SPS.4.

SEE DESIGN SHEET 4 FOR I-74 WB ROADWAY PROFILE GRADE INFORMATION AND NOTES.

SEE DESIGN SHEET 4 FOR LOCATION INFORMATION.

SEE DESIGN SHEET 6 FOR I-74 WB HORIZONTAL CURVE DATA.

MINIMUM VERTICAL CLEARANCE OVER U.S. 67 NB

OVERHEAD STATION = 6795+00.69, 85.06' RT.
OVERHEAD ELEVATION = 595.60'
DEPTH OF SUPERSTRUCTURE = 6.18'
UNDERPASS STATION = 1611+23.26, 12.00' RT.
UNDERPASS ELEVATION = 572.73'
MINIMUM VERTICAL CLEARANCE = 16.69'

MINIMUM VERTICAL CLEARANCE OVER U.S. 67 SB

OVERHEAD STATION = 6795+82.01, 83.66' RT.
OVERHEAD ELEVATION = 596.08'
DEPTH OF SUPERSTRUCTURE = 6.2'
UNDERPASS STATION = 207+98.17, 12.00' LT.
UNDERPASS ELEVATION = 572.82'
MINIMUM VERTICAL CLEARANCE = 17.06'

TRAFFIC ESTIMATE
UNIT 3

2015	AADT	26,460	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,700	V.P.H.
TRUCKS		5	%

whks
engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 3

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

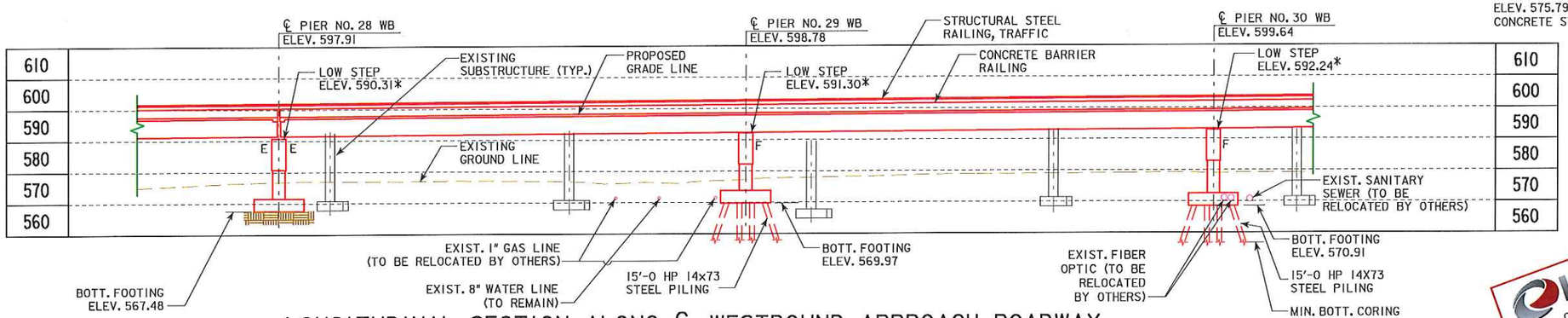
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 258 FILE NO. 30253 DESIGN NO. 3308

DESIGN TEAM	JP / LG / RE	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(199)5--05-82	SHEET NUMBER 8

12:55:39 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



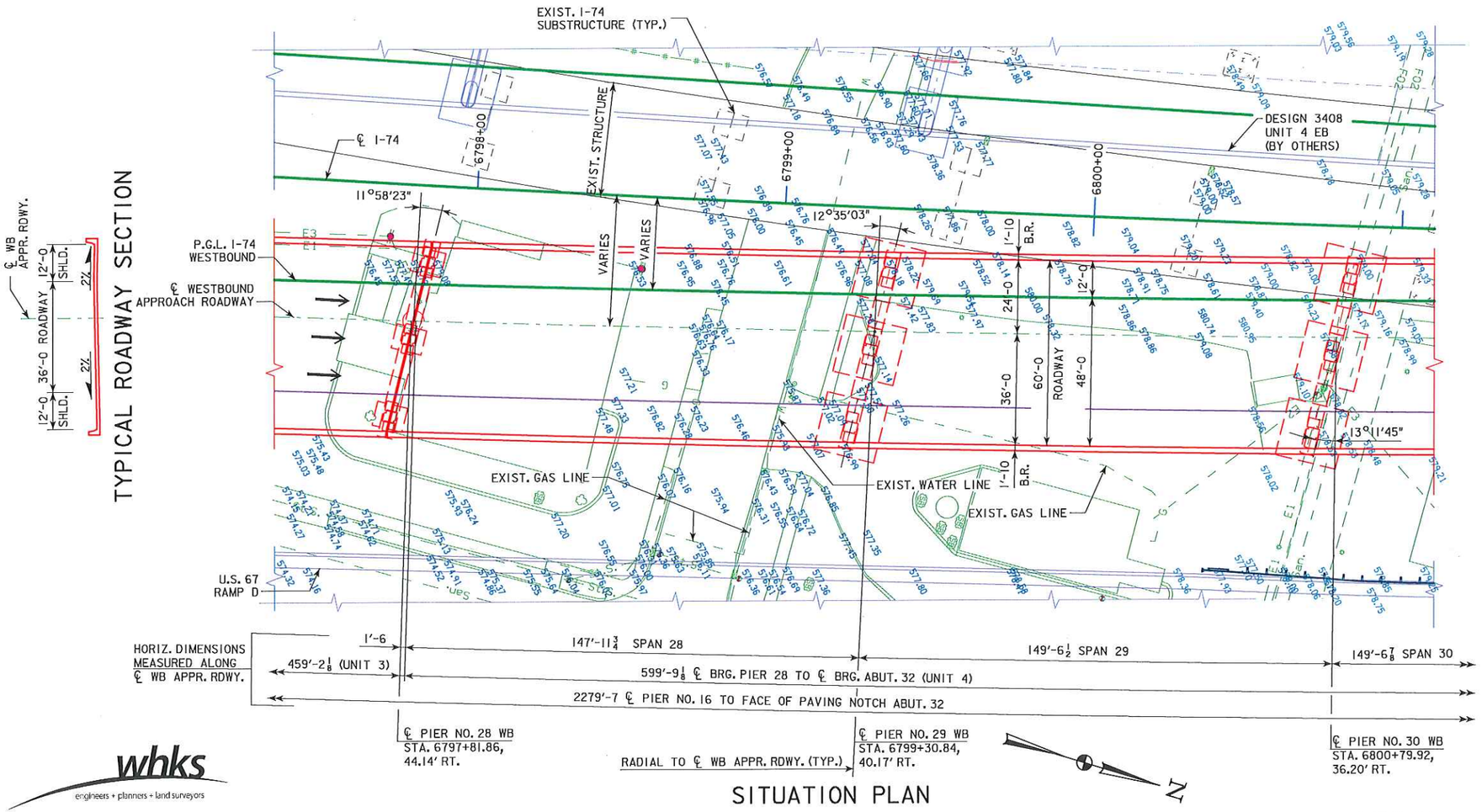
LONGITUDINAL SECTION ALONG ℄ WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DESIGN SHEET 153

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION



SITUATION PLAN

TRAFFIC ESTIMATE UNIT 4			
2015	AADT	26,460	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,700	V.P.H.
TRUCKS		5	%

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 208.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEET SPS.5.

SEE DESIGN SHEET 4 FOR I-74 WB ROADWAY PROFILE GRADE INFORMATION AND NOTES.

SEE DESIGN SHEET 4 FOR LOCATION INFORMATION.

SEE DESIGN SHEET 6 FOR I-74 WB HORIZONTAL CURVE DATA.

SEE DESIGN SHEET 7 FOR ℄ I-74 HORIZONTAL CURVE DATA.

SEE DESIGN SHEET 7 FOR I-74 WB TRAFFIC ESTIMATE (UNIT 3).

whks
engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 4

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

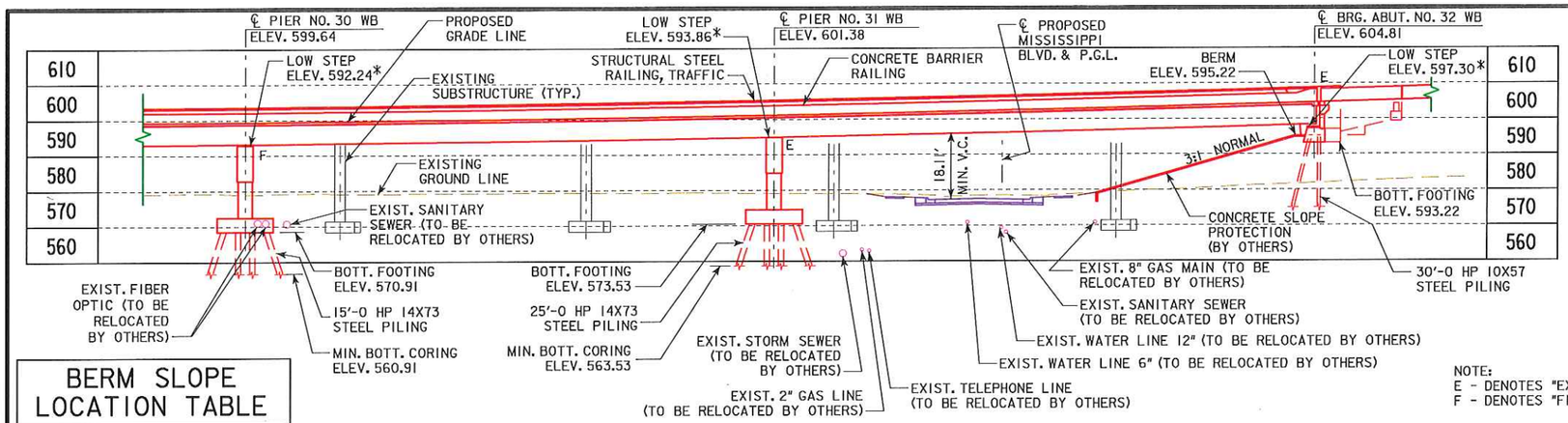
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 8 OF 258 FILE NO. 30253 DESIGN NO. 3308

DESIGN TEAM JO / LG / JP	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(199)5--05-82	SHEET NUMBER 9

12:55:43 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL



LONGITUDINAL SECTION ALONG ℄ WESTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE WESTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENOTES "FIXED BEARING"

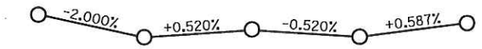
BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

PROPOSED PROFILE GRADE MISSISSIPPI BLVD.

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

VPI STA = 15+00.00
VPI ELEV = 577.69'
VC = 100'

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



VPI STA = 13+00.00
VPI ELEV = 576.65'
VC = 100'

VPI STA = 16+00.00
VPI ELEV = 577.17'
VC = 100'

BERM SLOPE LOCATION TABLE

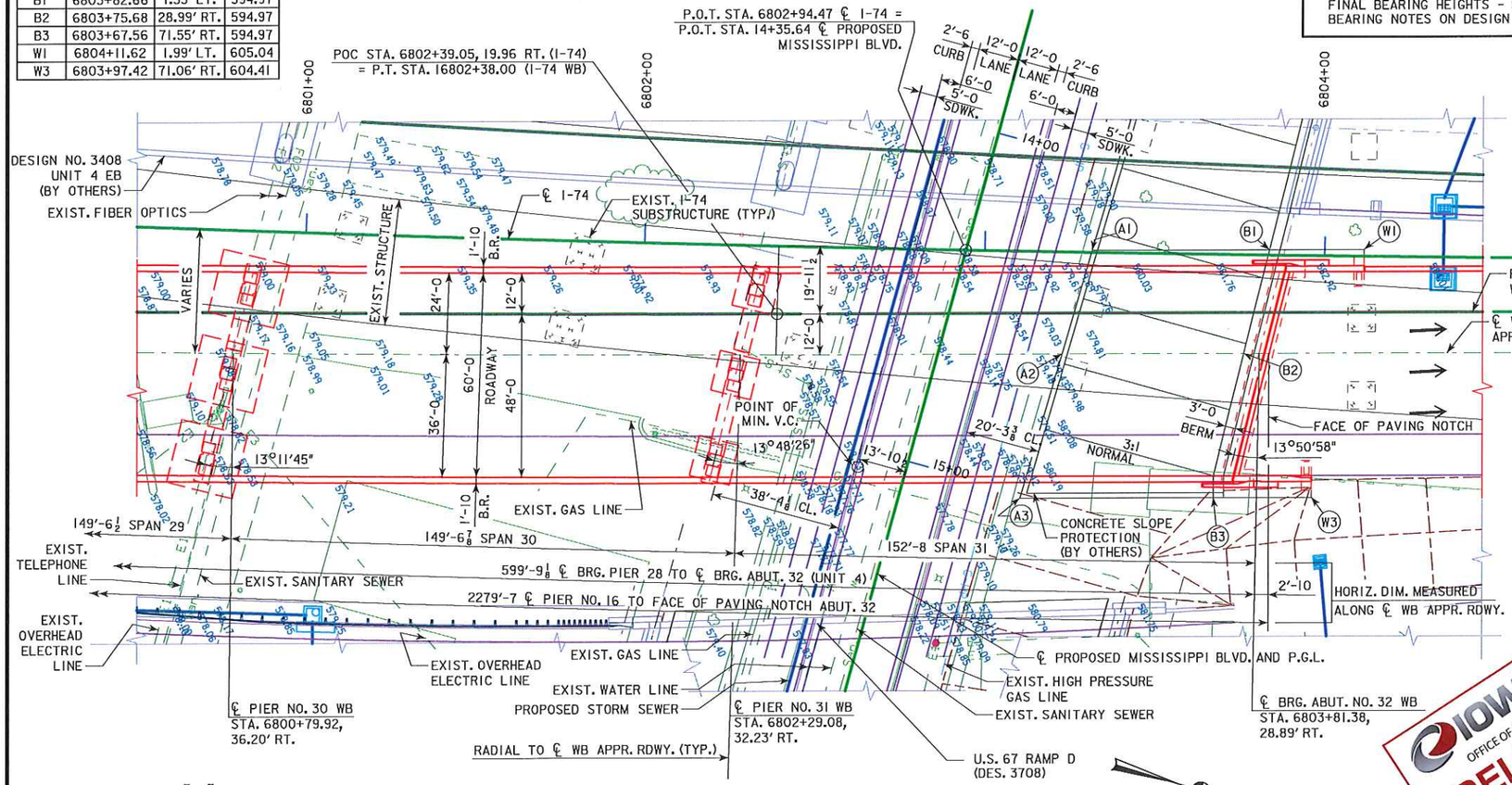
	WB ABUTMENT NO. 32		
	STATION	OFFSET	ELEV.
A1	6803+31.63	0.62' LT.	577.94
A2	6803+23.46	29.97' RT.	578.03
A3	6803+12.14	72.63' RT.	578.19
B1	6803+82.66	1.55' LT.	594.97
B2	6803+75.68	28.99' RT.	594.97
B3	6803+67.56	71.55' RT.	594.97
W1	6804+11.62	1.99' LT.	605.04
W3	6803+97.42	71.06' RT.	604.41

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DESIGN SHEET 153

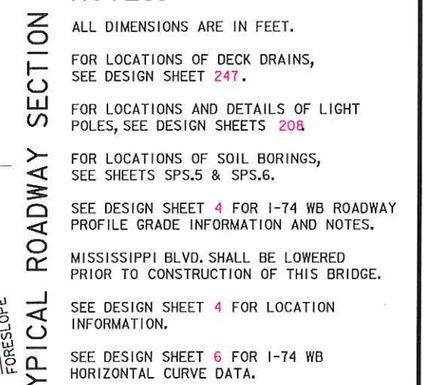
MINIMUM VERTICAL CLEARANCE OVER MISSISSIPPI BLVD.

OVERHEAD STATION = 6802+63.93, 65.83 RT.
OVERHEAD ELEVATION = 601.35'
DEPTH OF SUPERSTRUCTURE = 5.96'
UNDERPASS STATION = 15+06.90
UNDERPASS ELEVATION = 577.28'
MINIMUM VERTICAL CLEARANCE = 18.11'

DESIGN DATA URBAN MISSISSIPPI BLVD.			
2035	AADT	7,400	V.P.D.



SITUATION PLAN



TYPICAL ROADWAY SECTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 247.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 208

FOR LOCATIONS OF SOIL BORINGS, SEE SHEETS SPS.5 & SPS.6.

SEE DESIGN SHEET 4 FOR I-74 WB ROADWAY PROFILE GRADE INFORMATION AND NOTES.

MISSISSIPPI BLVD. SHALL BE LOWERED PRIOR TO CONSTRUCTION OF THIS BRIDGE.

SEE DESIGN SHEET 4 FOR LOCATION INFORMATION.

SEE DESIGN SHEET 6 FOR I-74 WB HORIZONTAL CURVE DATA.

SEE DESIGN SHEET 7 FOR ℄ I-74 HORIZONTAL CURVE DATA.

SEE DESIGN SHEET 8 FOR I-74 WB TRAFFIC ESTIMATE (UNIT 4).

whks
engineers + planners + land surveyors

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 4

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

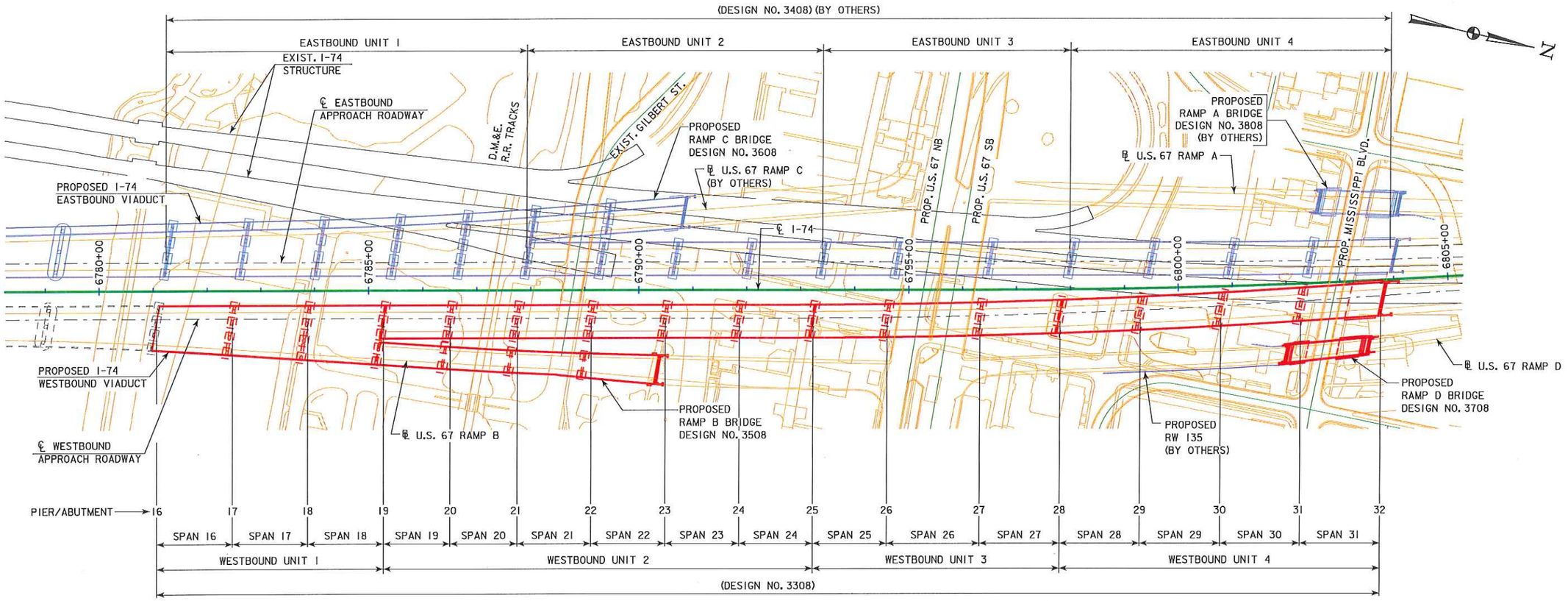
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 258 FILE NO. 30253 DESIGN NO. 3308

DESIGN TEAM JO / LG / JP | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)5--05-82 | SHEET NUMBER 10

12:55:47 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL



GENERAL PLAN

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR VARIABLE SKEW (L.A.)

2274'-7 x VARIABLE CONTINUOUS WELDED GIRDER BRIDGE-WBL

138'-10 & 152'-8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

GENERAL PLAN

STA. 6792+44.11 - 52' RIGHT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

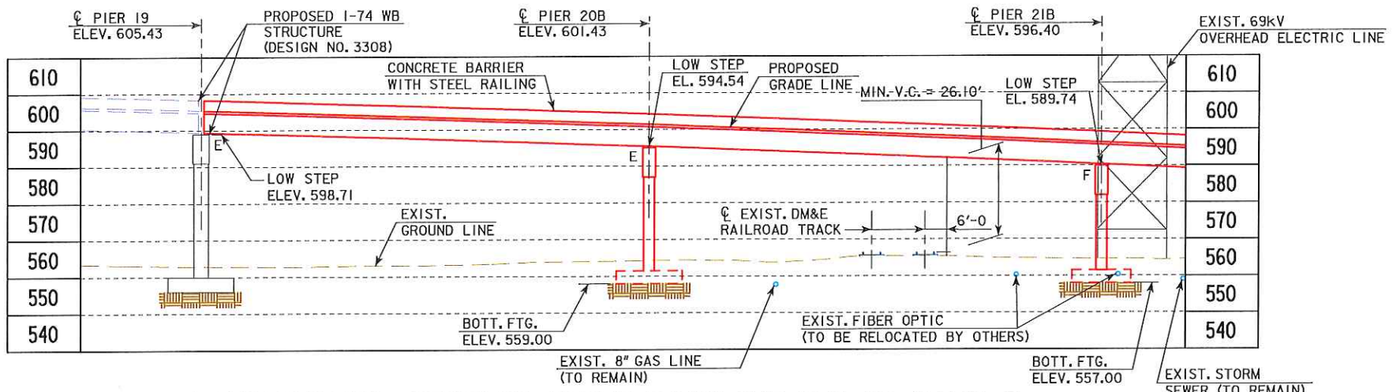
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 10 OF 258 FILE NO. 30253 DESIGN NO. 3308

whks
engineers + planners + land surveyors

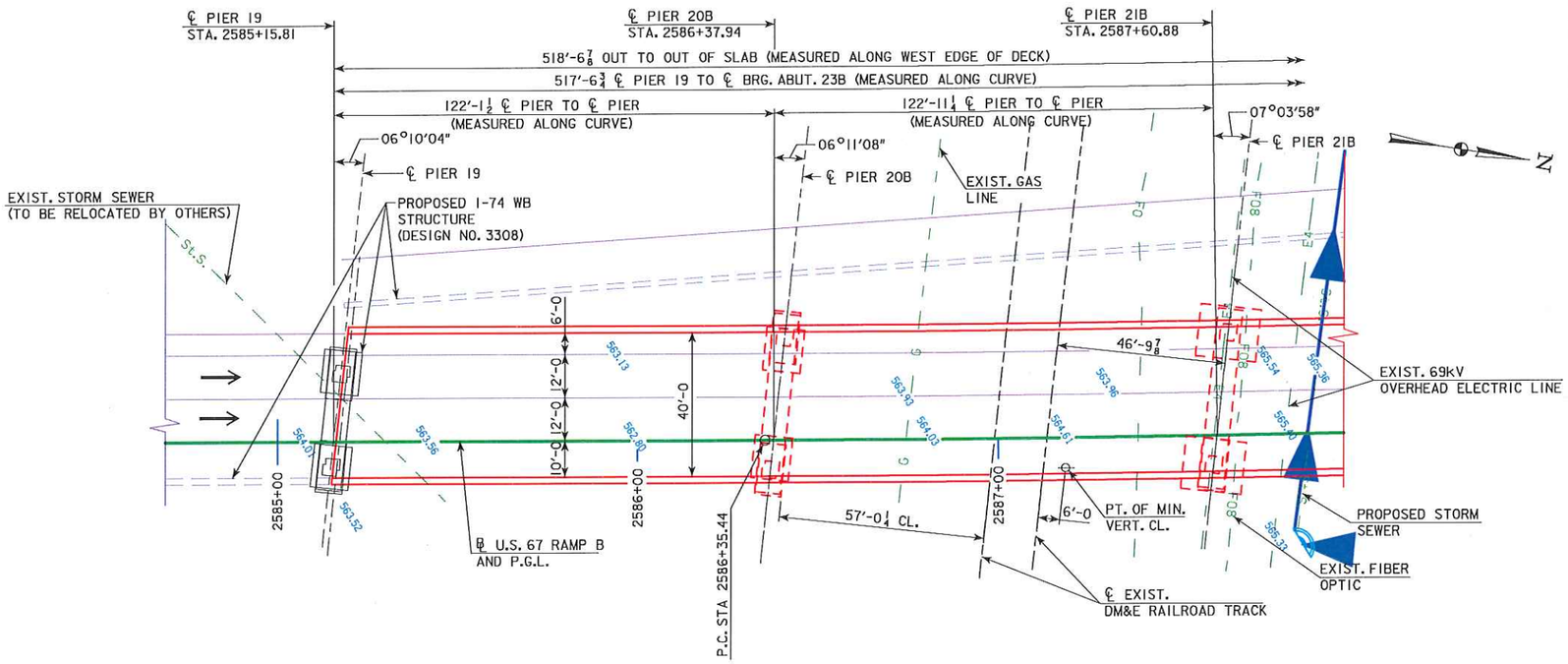
DESIGN TEAM BENESCH | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)5--05-82 | SHEET NUMBER 11

12:55:51 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg 4/16/2016 $MODEL



LONGITUDINAL SECTION ALONG BASELINE U.S. 67 RAMP B

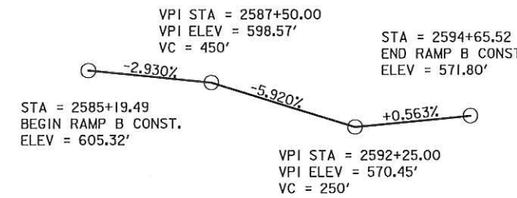
NOTE: PIERS NOT SHOWN SKEWED FOR CLARITY.



SITUATION PLAN

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

PROPOSED PROFILE GRADE U.S. 67 RAMP B



U.S. 67 RAMP B CURVE DATA

P.I. STA. = 2588+05.10
Δ = 2° 25' 47.23" LT.
D = 0° 42' 58.31"
T = 169.66'
L = 339.26'
E = 1.80
R = 8000.00'
e = N.C.
L = NA
x = NA
m = NA
P.C. STA. = 2586+35.44
P.T. STA. = 2589+74.70

MIN. VERT. CLEARANCE OVER DM&E RAILROAD

OVERHEAD STATION = 2587+18.70, 8.33' RT
OVERHEAD ELEVATION = 598.07'
DEPTH OF SUPERSTRUCTURE = 5.88'
RAILROAD ELEVATION = 566.10'
MINIMUM VERTICAL CLEARANCE = 26.10'

NOTES:

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 66.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 62 & 63.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEETS SPS. 7 AND SPS. 8

WORK THIS SHEET WITH DESIGN SHEET 4.

RAMP B

TRAFFIC ESTIMATE			
2015	AADT	18,240	V.P.D.
2035	AADT	18,970	V.P.D.
2035	DHV	1,300	V.P.H.
TRUCKS		5	%

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

LOCATION

U.S. 67 RAMP B OVER
DM&E RAILROAD AND EXIST. GILBERT ST.
T-78 N R-4 E
SECTION 28
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.524265
LONGITUDE = -90.512288
FRA CROSSING NO. 865645Y
IOWA CROSSING NO. 9712
FHWA NO. 605981

DESIGN FOR VARIABLE SKEW (LA)

517'-7 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

136'-4 END SPAN 122'-1, 122'-11 & 136'-1 INTERIOR SPANS

SITUATION PLAN

STA. 2587+74.60, BASELINE U.S. 67 RAMP B TBD

SCOTT COUNTY

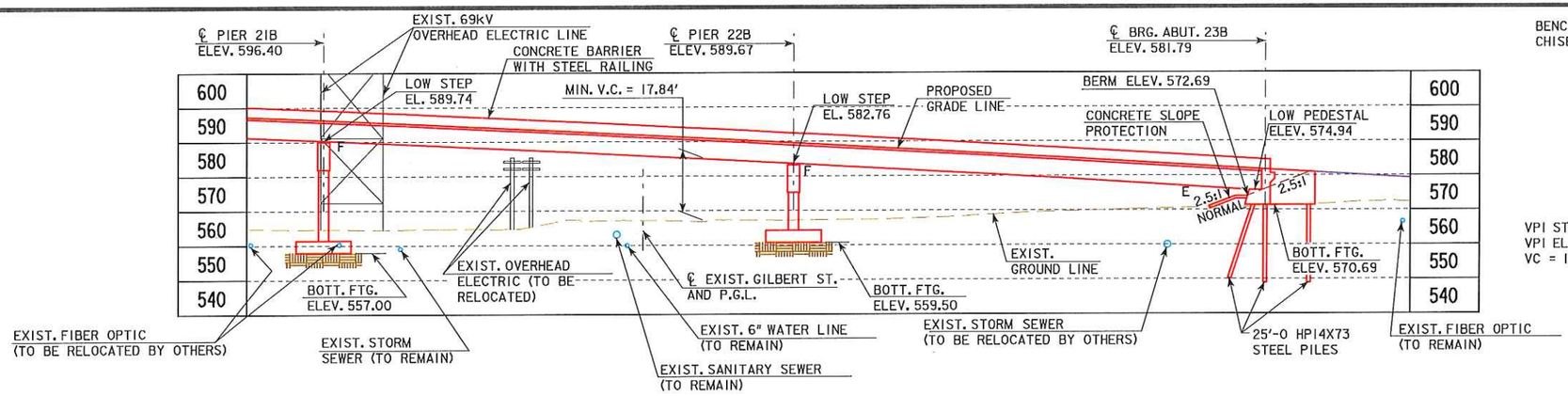
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 72 FILE NO. 30253 DESIGN NO. 3508

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM TJJ/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)-5--05-82 | SHEET NUMBER 262

1:13:59 PM untitled c:\pwise_work\do_not_delete\dms05640\82074199.brg



LONGITUDINAL SECTION ALONG BASELINE U.S. 67 RAMP B

NOTE: PIERS AND ABUTMENT NOT SHOWN SKEWED FOR CLARITY.

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

EXISTING PROFILE GRADE GILBERT ST.

VPI STA = 490+00.00
VPI ELEV = 572.91'
VC = 100'

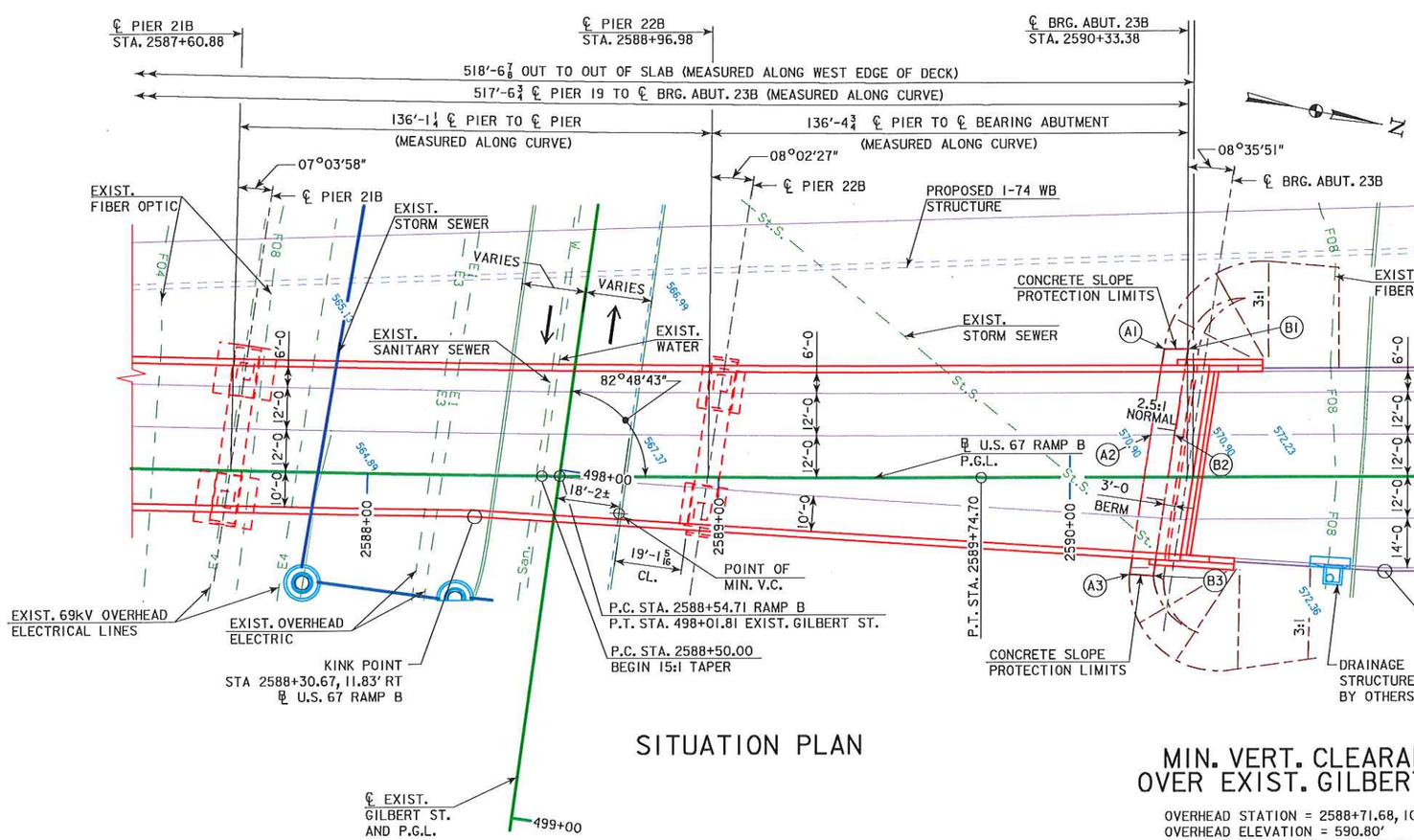
VPI STA = 495+00.00
VPI ELEV = 565.09'
VC = 100'

VPT STA = 498+75.00
VPT ELEV = 567.79'

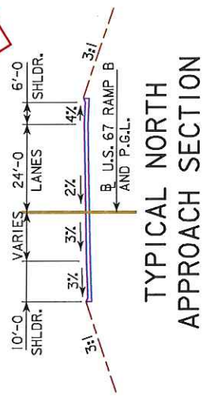
BERM SLOPE LOCATION TABLE

	ABUTMENT 23B		
	STATION	OFFSET	ELEV.
A1	2590+26.78	36.50 LT	571.33
A2	2590+23.08	12.00 LT	571.01
A3	2590+17.08	27.65 RT	570.50
B1	2590+33.58	36.50 LT	572.44
B2	2590+29.88	12.00 LT	572.44
B3	2590+23.82	28.10 RT	572.44

NOTE:
WORK THIS SHEET WITH DESIGN SHEET 3.



SITUATION PLAN



TYPICAL NORTH APPROACH SECTION

IOWA DOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

MIN. VERT. CLEARANCE OVER EXIST. GILBERT ST.

OVERHEAD STATION = 2588+71.68, 10.43' RT.
OVERHEAD ELEVATION = 590.80'
DEPTH OF SUPERSTRUCTURE = 6.00'
UNDERPASS STATION = 498+10.02, 18.16' LT.
UNDERPASS ELEVATION = 566.96'
MINIMUM VERTICAL CLEARANCE = 17.84'

DESIGN FOR VARIABLE SKEW (LA)

517'-7 x VARIES CONTINUOUS WELDED GIRDER BRIDGE

136'-4 END SPAN 122'-1, 122'-11 & 136'-1 INTERIOR SPANS

SITUATION PLAN

STA. 2587+74.60, BASELINE U.S. 67 RAMP B TBD

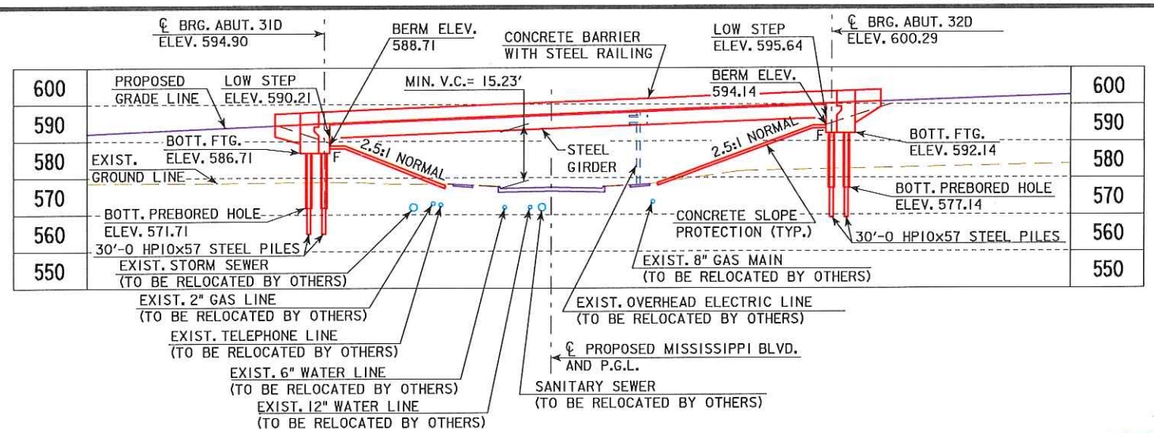
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 72 FILE NO. 30253 DESIGN NO. 3508

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM TJJ/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)-5--05-82 | SHEET NUMBER 263

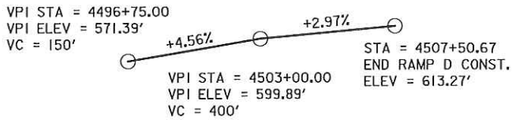


LONGITUDINAL SECTION ALONG BASELINE U.S. 67 RAMP D

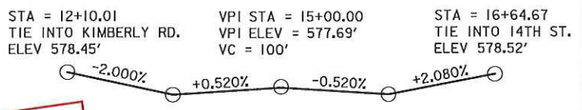
NOTE: ABUTMENTS NOT SHOWN SKEWED FOR CLARITY.

BENCH MARK NO. 500 STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

PROPOSED PROFILE GRADE U.S. 67 RAMP D



PROPOSED PROFILE GRADE MISSISSIPPI BLVD.



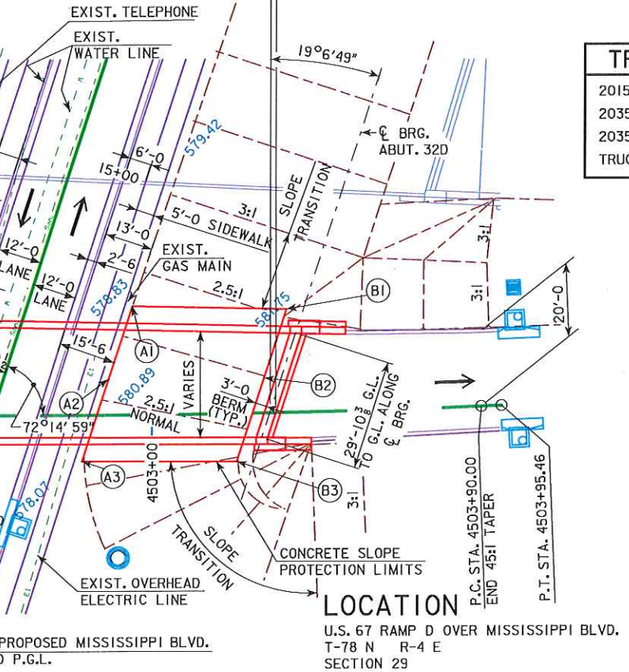
IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

MINIMUM VERTICAL CLEARANCE

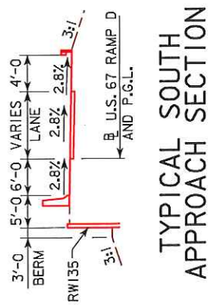
OVERHEAD STATION = 4502+48.75, 22.66' LT.
OVERHEAD ELEVATION = 596.48'
DEPTH OF SUPERSTRUCTURE = 4.00'
UNDERPASS STATION = 15+54.36, 13.88' RT.
UNDERPASS ELEVATION = 577.13'
MINIMUM VERTICAL CLEARANCE = 15.23'

BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 31D			ABUTMENT NO. 32D		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A1	4502+36.99	30.81' LT	578.15	4502+94.90	29.62' LT	578.23
A2	4502+30.32	9.77' LT	578.07	4502+88.05	9.13' LT	578.13
A3	4502+23.35	12.73' RT	578.04	4502+80.90	12.56' RT	578.06
B1	4502+08.62	31.03' LT	588.46	4503+37.27	28.09' LT	593.89
B2	4502+02.24	10.09' LT	588.46	4503+30.48	8.66' LT	593.89
B3	4501+95.20	13.17' RT	588.46	4503+22.99	13.10' RT	593.89



SITUATION PLAN



TYPICAL SOUTH APPROACH SECTION

RAMP D

TRAFFIC ESTIMATE

2015	AADT	5440	V.P.D.
2035	AADT	6700	V.P.D.
2035	DHV	800	V.P.H.
TRUCKS		5	%

U.S. 67 RAMP D CURVE DATA
P.I. STA. = 4502+12.70
Δ = 06° 33' 06.71" LT
D = 01° 47' 25.78"
T = 183.16'
L = 365.93'
E = 5.24
R = 3200.00'
e = 2.80
L = 71.00
x = 52.00
m = 21.30
P.C. STA. = 4500+29.54
P.T. STA. = 4503+95.46

NOTES:

F - DENOTES "FIXED BEARING"

MISSISSIPPI BLVD. SHALL BE LOWERED PRIOR TO CONSTRUCTION OF THIS BRIDGE.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEET SPS.9.

FOR CONDUIT DETAILS, SEE DESIGN SHEET 37.

LOCATION

U.S. 67 RAMP D OVER MISSISSIPPI BLVD.
T-78 N R-4 E
SECTION 29
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.528297
LONGITUDE = -90.513417
FHWA NO. 700035

DESIGN FOR VARIABLE SKEW (L.A.)

137'-9 x VARIES WELDED GIRDER BRIDGE

137'-9 SIMPLE SPAN

SITUATION PLAN

STA. 4502+63.37, BASELINE U.S. 67 RAMP D TBD

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 42 FILE NO. 30253 DESIGN NO. 3708

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM TJJ/MB/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(199)5--05-82 | SHEET NUMBER 334

LETTING DATE

BRIDGE NEW - STEEL GIRDER
BRFIM-074-1(200)5--05-82

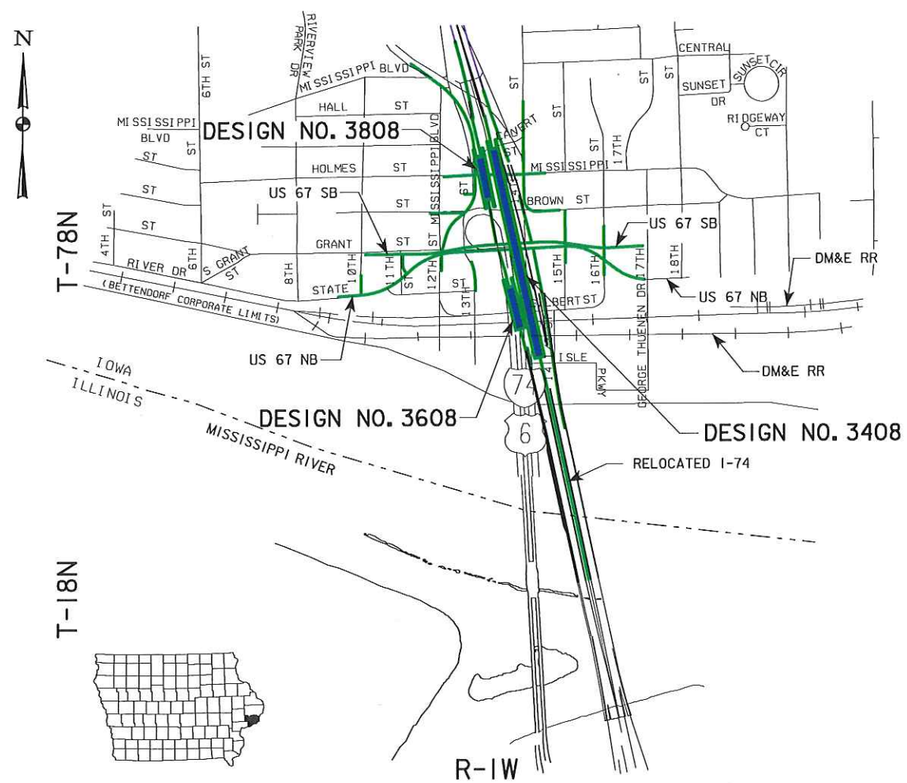
SCOTT COUNTY

SCOTT COUNTY - DESIGN NO. 3408, 3608 & 3808

LEGEND

INTERSTATE ROUTE	29
FREEWAY OR EXPRESSWAY ROUTE	69
U.S. NUMBERED ROUTE	6
STATE NUMBERED ROUTE	44
COUNTY NUMBERED ROUTE	A13
LOCAL ROAD OR CITY STREET	
RAILROAD	
CORPORATION LINE	
SECTION LINE	
CUL DE SAC	
SECTION, TOWNSHIP & RANGE NUMBERS	9 , T-81N , R-30W
PIPELINE	
AIRPORT	
HYDROLOGY	
BRIDGE	
STATE BOUNDARY	
COUNTY BOUNDARY	
CORPORATE LIMIT LINE	
TOWNSHIP LINE	

R-4E



LOCATION MAP - PART OF CITY OF BETTENDORF

IOWA DOT

Highway Division

PLANS OF PROPOSED IMPROVEMENTS ON THE

INTERSTATE ROAD SYSTEM

SCOTT COUNTY

BRIDGE NEW - STEEL GIRDER EB I-74 AND U.S.67 RAMPS A AND C IN BETTENDORF

THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, SERIES 2015, PLUS APPLICABLE GENERAL SUPPLEMENTAL SPECIFICATIONS, DEVELOPMENTAL SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

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

STANDARD ROAD PLANS

STANDARD ROAD PLANS ARE LISTED ON SHEET C.6

DESIGN DATA URBAN

REFER TO INDIVIDUAL SITUATION PLANS FOR TRAFFIC DATA INFORMATION

PROJECT DIRECTORY NAME: 8207401003

ALL WORKING DRAWINGS, INCLUDING SHOP DRAWINGS AND FALSEWORK DRAWINGS, SHALL BE SUBMITTED ACCORDING TO ARTICLE 1105.03 OF THE STANDARD SPECIFICATIONS.
THESE DRAWINGS SHALL BE SUBMITTED TO AND CHECKED BY:

ALFRED BENESCH & COMPANY (DESIGN NO. 3608 & 3808)
205 NORTH MICHIGAN AVENUE, SUITE 2400
CHICAGO, IL 60601
(312) 565-0450
DMORRILL@BENESCH.COM

OR

WHKS & COMPANY (DESIGN NO. 3408)
1412 6TH STREET SW
P.O. BOX 1467
MASON CITY, IA 50402-1467
(641) 423-8271
FDAOUD@WHKS.COM

ENGLISH STANDARD BRIDGE PLANS

STANDARD	ISSUED	REVISED

REVISIONS

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

FRA CROSSING NO. 865645Y
IOWA CROSSING NO. 9712

TOTAL SHEETS
495
PROJECT NUMBER
BRFIM-074-1(200)5--05-82
R.O.W. PROJECT NUMBER
PROJECT IDENTIFICATION NUMBER
03-82-074-010-03

INDEX OF SHEETS

INDEX OF SEALS

SHEET NO.	NAME	TYPE
1	DAVID J. MORRILL	STRUCTURAL
2	JEFF J. PAPE	STRUCTURAL
SPS.1	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
SPS.7	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
SPS.8	KIPKOECH K. CHEPKOIT	GEOTECHNICAL
MU.1	DAVID J. MORRILL	PIER MOCKUP
C.1	STEVEN S. SWEET	ROADWAY
G.1	COVENTINE FEDIS	SURVEY
G.10	JEFFREY J. TARDY	ROADWAY
N.1	STEVEN P. GARBE	ITS DESIGN
P.1	GEOFFREY H. THIESSE	ELECTRICAL

STRUCTURAL DESIGN

LICENSED PROFESSIONAL ENGINEER
David J. Morrill
11799
IOWA

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

Signature Date
David J. Morrill
Printed or Typed Name

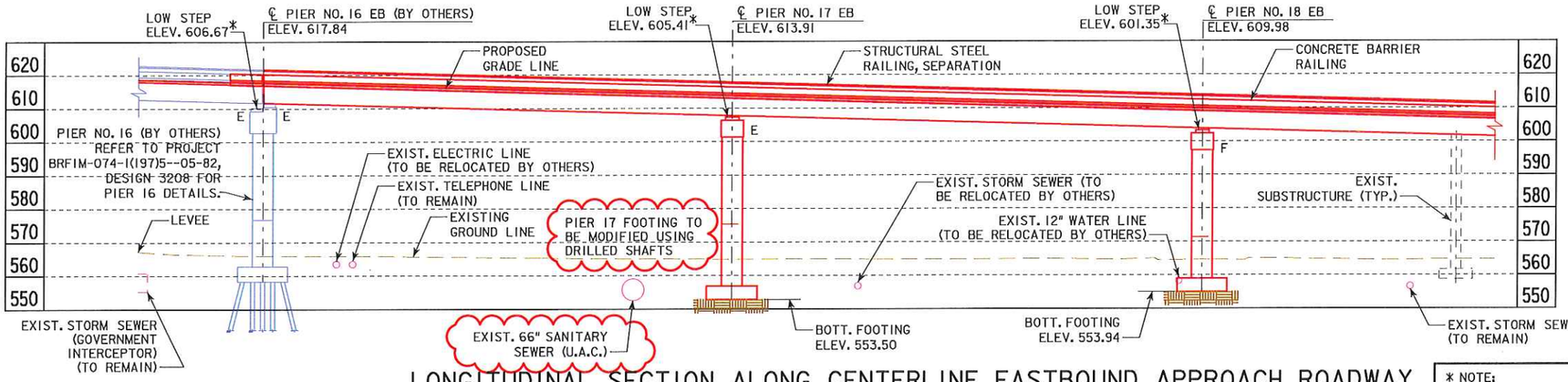
My license renewal date is December 31, 2013

Pages or sheets covered by this seal: 1, 210, 284-389, G.10-G.22, & G.24, U.1-U.11

DESIGN TEAM: ALFRED BENESCH, WHKS, ITERIS & HANSON	ENGLISH	IOWA DOT * OFFICE OF BRIDGES AND STRUCTURES	FILE NO. 30253	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(200)5--05-82	SHEET NUMBER 1

4:15:26 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg

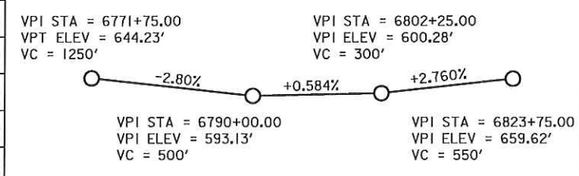
BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
PIERS NOT SHOWN SKEWED FOR CLARITY.

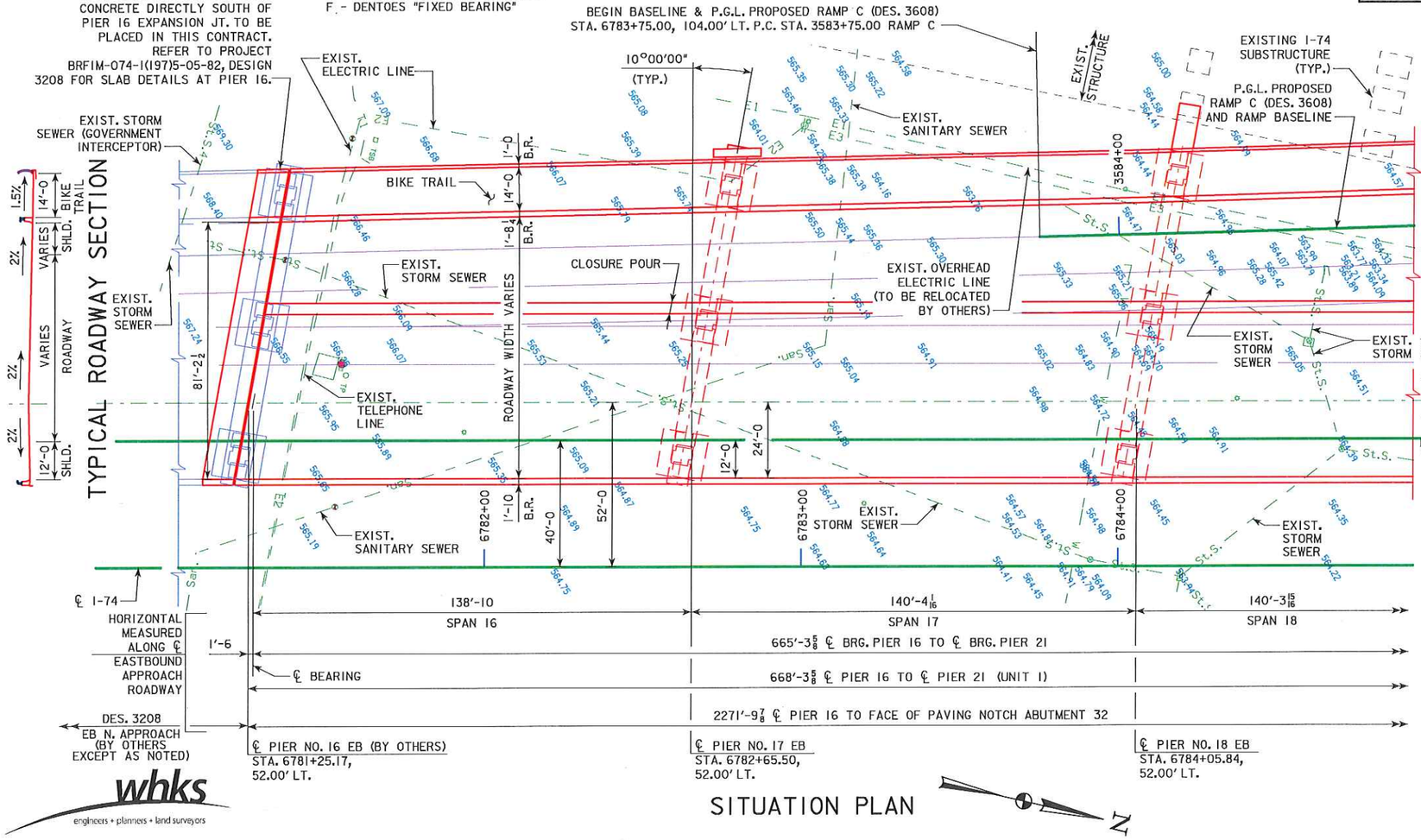
PROPOSED PROFILE GRADE I-74 EB



* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

DECK SLAB AND BARRIER RAIL CONCRETE DIRECTLY SOUTH OF PIER 16 EXPANSION JT. TO BE PLACED IN THIS CONTRACT. REFER TO PROJECT BRFIM-074-1(197)5-05-82, DESIGN 3208 FOR SLAB DETAILS AT PIER 16.



TYPICAL ROADWAY SECTION

SITUATION PLAN

LOCATION

I-74 EASTBOUND VIADUCT OVER DM&E RAILROAD, EXIST. GILBERT ST., PROPOSED U.S. 67 AND PROPOSED MISSISSIPPI BLVD.
T-78 N R-4 E
SECTIONS 28, 29 & 33
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
FRA NO. 865645Y
IOWA CROSSING NO. 9712
FHWA NO. 604081
LATITUDE 41.524959
LONGITUDE -90.513193

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

TRAFFIC ESTIMATE
UNIT 1

2015	AADT	44,020	V.P.D.
2035	AADT	52,160	V.P.D.
2035	DHV	4,850	V.P.H.
TRUCKS		5	%

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 268.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 225.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.1.

FOR RAMP C HORIZONTAL CURVE DATA AND PROFILE GRADE INFORMATION, SEE DESIGN SHEET 5.

DESIGN FOR VARIABLE SKEW (L.A.)

2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL

138'-10 & 151'-0 7/8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 1

STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

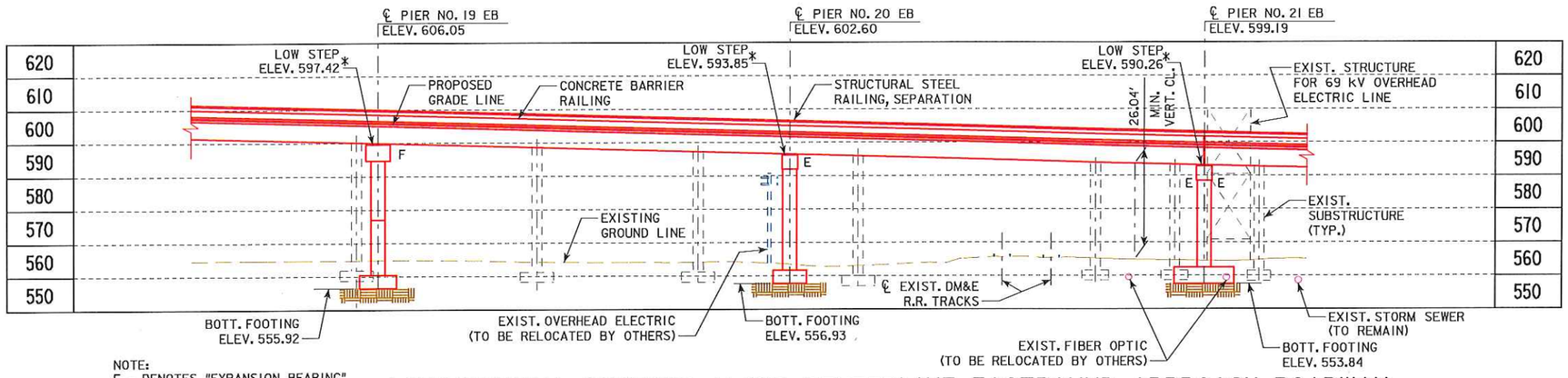
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 4 OF 282 FILE NO. 30253 DESIGN NO. 3408

whks engineers + planners + land surveyors

DESIGN TEAM JP / LG / RE | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(200)5--05-82 | SHEET NUMBER 5

1:46:11 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg 4/16/2016 $MODEL

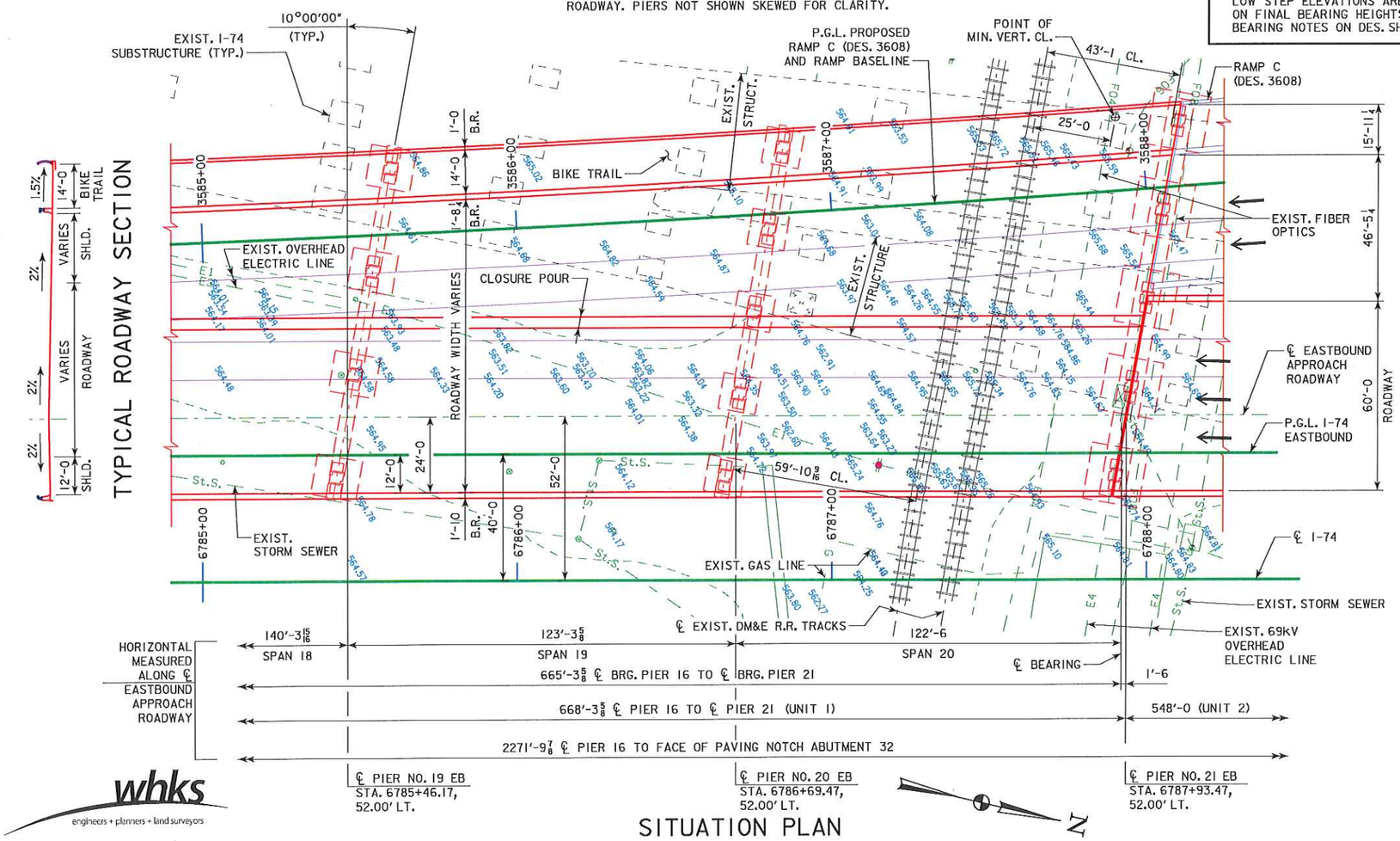


NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE:
ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156



TYPICAL ROADWAY SECTION

SITUATION PLAN

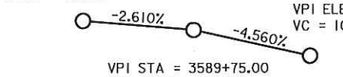
BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE

MINIMUM VERTICAL CLEARANCE OVER DM&E R.R.

OVERHEAD STATION = 6787+89.67, 146.46' LT.
OVERHEAD ELEVATION = 597.48'
DEPTH OF SUPERSTRUCTURE = 5.93'
RAILROAD ELEVATION = 565.51'
MINIMUM VERTICAL CLEARANCE = 26.04'

PROPOSED PROFILE GRADE U.S. 67 RAMP C

STA = 3587+98.76
BEGIN RAMP C CONST.
ELEV = 597.61'



VPI STA = 3594+50.00
VPI ELEV = 571.35'
VC = 100'

VPI STA = 3589+75.00
VPI ELEV = 593.01'
VC = 350'

U.S. 67 RAMP C CURVE DATA

P.I. STA. = 3586+05.19
Δ = 03° 17' 46.82" LT
D = 00° 42' 58.31"
T = 230.19'
L = 460.26'
E = 3.31
R = 8000.00'
e = N.C.
L = NA
x = NA
m = NA
P.C. STA. = 3583+75.00
P.T. STA. = 3588+35.26

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

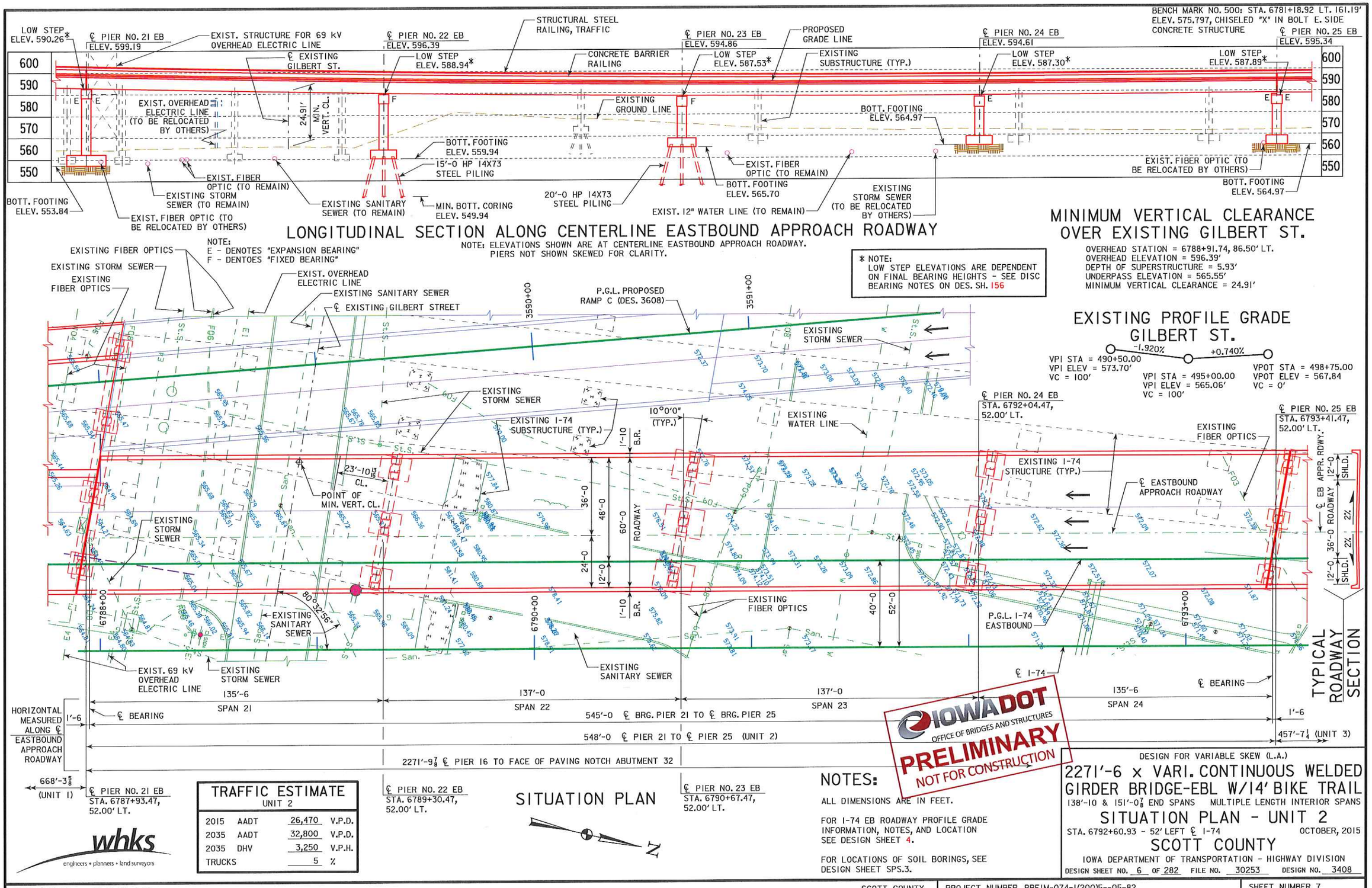
FOR I-74 EB ROADWAY PROFILE GRADE INFORMATION, NOTES, LOCATION AND TRAFFIC ESTIMATE SEE DESIGN SHEET 4.

whks
engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)
2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL
138'-10 & 151'-0 7/8 END SPANS MULTIPLE LENGTH INTERIOR SPANS
SITUATION PLAN - UNIT 1
STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015
SCOTT COUNTY
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
DESIGN SHEET NO. 5 OF 282 FILE NO. 30253 DESIGN NO. 3408

DESIGN TEAM JP / LG / RE	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(200)5--05-82	SHEET NUMBER 6

1:46:20 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg 4/16/2016 $MODEL



LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156

MINIMUM VERTICAL CLEARANCE OVER EXISTING GILBERT ST.

OVERHEAD STATION = 6788+91.74, 86.50' LT.
OVERHEAD ELEVATION = 596.39'
DEPTH OF SUPERSTRUCTURE = 5.93'
UNDERPASS ELEVATION = 565.55'
MINIMUM VERTICAL CLEARANCE = 24.91'

EXISTING PROFILE GRADE GILBERT ST.

-1.920% +0.740%

VPI STA = 490+50.00
VPI ELEV = 573.70'
VC = 100'

VPI STA = 495+00.00
VPI ELEV = 565.06'
VC = 100'

VPOT STA = 498+75.00
VPOT ELEV = 567.84
VC = 0'

℄ PIER NO. 21 EB
STA. 6787+93.47,
52.00' LT.

℄ PIER NO. 22 EB
STA. 6789+30.47,
52.00' LT.

℄ PIER NO. 23 EB
STA. 6790+67.47,
52.00' LT.

TRAFFIC ESTIMATE
UNIT 2

2015	AADT	26,470	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,250	V.P.H.
TRUCKS		5	%

SITUATION PLAN

N

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR I-74 EB ROADWAY PROFILE GRADE INFORMATION, NOTES, AND LOCATION SEE DESIGN SHEET 4.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.3.

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR VARIABLE SKEW (L.A.)

2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL

138'-10 & 151'-0⅞ END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 2

STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 6 OF 282 FILE NO. 30253 DESIGN NO. 3408

whks
engineers + planners + land surveyors

DESIGN TEAM JP / LG / RE | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(200)5--05-82 | SHEET NUMBER 7

1:46:28 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg 4/16/2016 $MODEL

℄ PIER NO. 25 EB
ELEV. 595.34

℄ PIER NO. 26 EB
ELEV. 596.14

℄ PIER NO. 27 EB
ELEV. 597.14

℄ PIER NO. 28 EB
ELEV. 598.01

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

LOW STEP
ELEV. 587.89*

STRUCTURAL STEEL
RAILING, TRAFFIC

CONCRETE BARRIER
RAILING

PROPOSED
GRADE LINE

LOW STEP
ELEV. 588.50*

P.G.L. U.S. 67 N.B.L.

P.G.L. U.S. 67 S.B.L.

LOW STEP
ELEV. 589.49*

LOW STEP
ELEV. 590.51*

600
590
580
570
560

EXISTING
GROUND LINE

16.76'
MIN.
VERT.
CL.

17.31'
MIN.
VERT.
CL.

BOTT. FTG.
ELEV. 564.97

EXIST. FIBER
OPTIC (TO BE
RELOCATED BY
OTHERS)

EXIST. SANITARY
SEWER (TO REMAIN)

BOTT. FOOTING
ELEV. 563.00

EXIST. 4" GAS LINE
(TO BE RELOCATED BY OTHERS)

EXIST. WATER LINE
(TO BE RELOCATED BY OTHERS)

EXIST. SANITARY SEWER
(TO BE RELOCATED BY OTHERS)

STORM SEWER (TO BE RELOCATED BY OTHERS)

BOTT. FOOTING
ELEV. 565.99

BOTT. FOOTING
ELEV. 567.59

EXISTING
SUBSTRUCTURE (TYP.)

LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

PROPOSED PROFILE GRADE U.S. 67 NB

+0.400% -0.400%

VPI STA=1610+25
VPI ELEV=572.88'
VC=100'

VPI STA=1607+75
VPI ELEV=571.88'
VC=100'

VPI STA=1613+25
VPI ELEV=571.68'
VC=100'

PROPOSED PROFILE GRADE U.S. 67 SB

+0.400% -0.440%

VPI STA=207+25
VPI ELEV=572.90'
VC=100'

VPI STA=204+00
VPI ELEV=571.60'
VC=100'

VPI STA=210+50
VPI ELEV=571.47'
VC=100'

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156

NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY. PIERS NOT SHOWN SKEWED FOR CLARITY.

℄ I-74 CURVE DATA

P.I. STA. = 6801+41.31
Δ = 03° 50' 58.23" LT
D = 00° 24' 33.32"
T = 470.48'
L = 940.61'
E = 7.90
R = 14000.00'
e = N.C.
P.C. STA. = 6796+70.83
P.T. STA. = 6806+11.44

TRAFFIC ESTIMATE
UNIT 3

2015	AADT	26,470	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,250	V.P.H.
TRUCKS		5	%

5 LANES @ 12'-0=60'-0

8'-0

P.G.L. PROP.
U.S. 67 N.B.L.

P.G.L. PROP.
U.S. 67 S.B.L.

EXISTING STORM SEWER

EXISTING
FIBER OPTICS

EXISTING
SAN. SEWER

EXISTING GAS LINE

EXISTING
SAN. SEWER

EXISTING
WATER LINE

1609+00

206+00

EXISTING I-74
SUBSTRUCTURE (TYP.)

10°00'00"
(TYP.)

17'-10 15/16"
CL.

12'-0

POINT OF
MIN. VERT. CL.
CL. (U.S. 67 NB)

POINT OF MIN. VERT. CL.
CL. (U.S. 67 SB)

1'-10
B.R.

EXISTING I-74
STRUCTURE

℄ EB APPR. RDWY.

12'-0
SHLD.

36'-0 ROADWAY

2%

2%

12'-0
SHLD.

TYPICAL ROADWAY SECTION

52'-0

40'-0

6794+00

6795+00

1610+00

19'-0 3/4"
CL.

80°35'47"

207+00

48'-0

36'-0

60'-0
ROADWAY

℄ EASTBOUND
APPROACH ROADWAY

P.G.L. I-74
EASTBOUND

24'-0

12'-0

40'-0

6797+00

6798+00

VARIES

VARIES

EXISTING I-74
STRUCTURE

EXISTING
STORM
SEWER

EXISTING
GAS LINE

EXIST. OVERHEAD
ELECTRIC LINE

EXISTING
SAN. SEWER

℄ BEARING

℄ BEARING

℄ I-74

P.O.T. STA. 6795+26.94 I-74 =
P.O.T. STA. 1610+35.05 U.S. 67 NB

P.O.T. STA. 6795+83.70 I-74 =
P.O.T. STA. 207+15.35 U.S. 67 SB

P.C. STA. 6796+70.83

HORIZONTAL
MEASURED
ALONG ℄
EASTBOUND
APPROACH
ROADWAY

1'-6

135'-6
SPAN 25

172'-0
SPAN 26

147'-1 1/4
SPAN 27

1'-6

597'-11
(UNIT 4)

454'-7 1/4 ℄ BRG. PIER 25 TO ℄ BRG. PIER 28

457'-7 1/4 ℄ PIER 25 TO ℄ PIER 28 (UNIT 3)

2271'-9 7/8 ℄ PIER 16 TO FACE OF PAVING NOTCH ABUTMENT 32

548'-0 (UNIT 2)

PERPENDICULAR TO
℄ I-74 (TYP. U.N.O.)

RADIAL TO ℄ I-74

℄ PIER NO. 25 EB
STA. 6793+41.47,
52.00' LT.

℄ PIER NO. 26 EB
STA. 6794+78.47,
52.00' LT.

℄ PIER NO. 27 EB
STA. 6796+50.47,
52.00' LT.

℄ PIER NO. 28 EB
STA. 6797+99.55,
51.41' LT.

IOWADOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 268.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 225.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.4.

FOR I-74 EB ROADWAY PROFILE GRADE INFORMATION, SEE DESIGN SHEET 4.

FOR LOCATION INFORMATION, SEE DESIGN SHEET 4.

FOR I-74 EB TRAFFIC ESTIMATE (UNITS 2, 3, & 4), SEE DESIGN SHEETS 6 THRU 8 .

MINIMUM VERTICAL CLEARANCE OVER U.S. 67 NB

OVERHEAD STATION = 6795+29.10, 86.50' LT.
OVERHEAD ELEVATION = 595.77'
DEPTH OF SUPERSTRUCTURE = 6.19'
UNDERPASS STATION = 1609+49.36, 12.00' RT.
UNDERPASS ELEVATION = 572.82'
MINIMUM VERTICAL CLEARANCE = 16.76'

SITUATION PLAN

N

MINIMUM VERTICAL CLEARANCE OVER U.S. 67 SB

OVERHEAD STATION = 6796+10.19, 86.50' LT.
OVERHEAD ELEVATION = 596.24'
DEPTH OF SUPERSTRUCTURE = 6.19'
UNDERPASS STATION = 206+25.69, 12.00' LT.
UNDERPASS ELEVATION = 572.74'
MINIMUM VERTICAL CLEARANCE = 17.31'

whks
engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL

138'-10 & 151'-0 7/8" END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 3

STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015

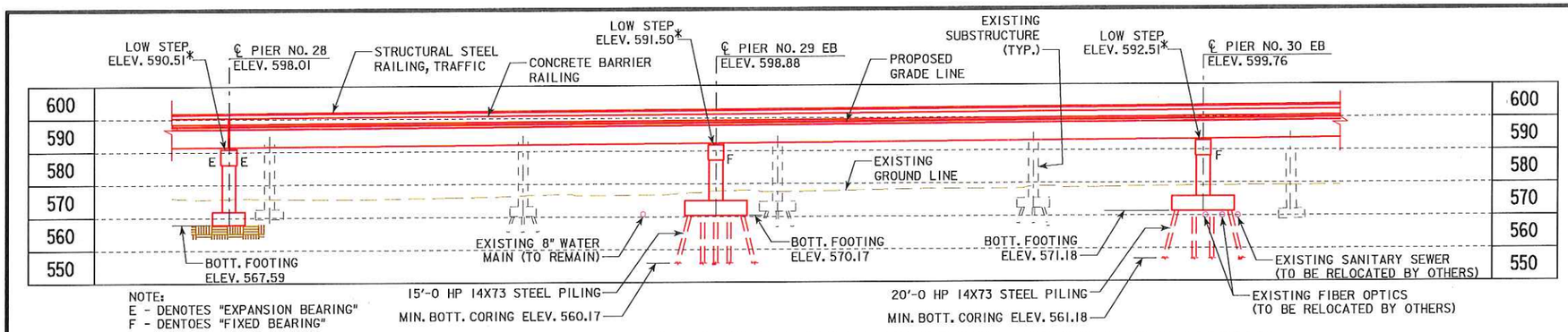
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 7 OF 282 FILE NO. 30253 DESIGN NO. 3408

DESIGN TEAM	JP / LG / RE	SCOTT COUNTY	PROJECT NUMBER BRFIM-074-1(200)5--05-82	SHEET NUMBER 8

1:46:35 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg 4/16/2016 $MODEL

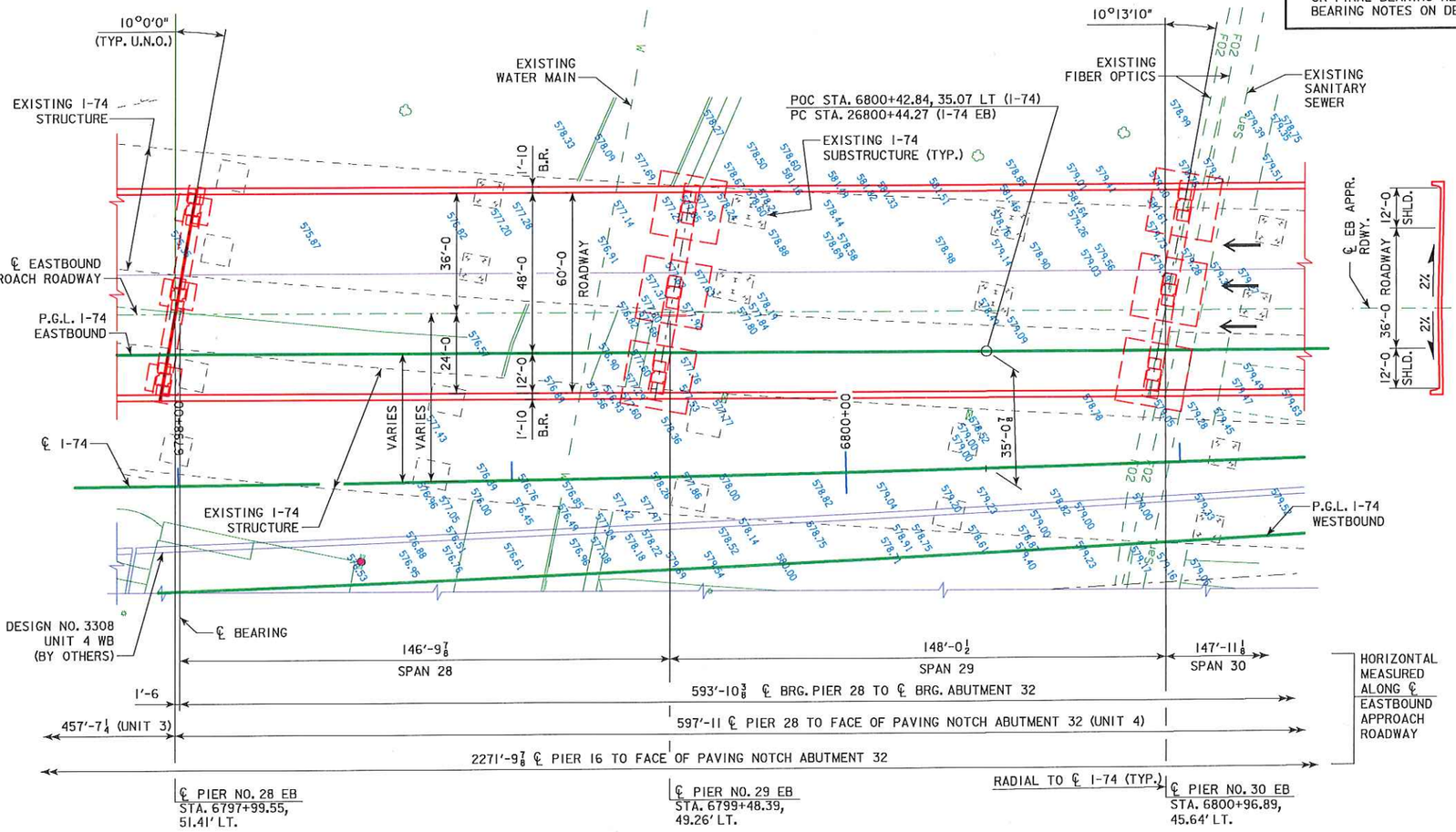


NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
PIERS NOT SHOWN SKEWED FOR CLARITY.

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156



SITUATION PLAN

TYPICAL ROADWAY SECTION

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE

I-74 EB CURVE DATA

P.I. STA. = 26805+14.75
Δ = 03° 50' 58.22" LT
D = 00° 24' 33.32"
T = 470.48'
L = 940.61'
E = 7.90
R = 14000.00'
e = N.C.
P.C. STA. = 26800+44.27
P.T. STA. = 26809+84.88

TRAFFIC ESTIMATE UNIT 4			
2015	AADT	26,470	V.P.D.
2035	AADT	32,800	V.P.D.
2035	DHV	3,250	V.P.H.
TRUCKS		5	%

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 268.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 225.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.5.

FOR I-74 EB ROADWAY PROFILE GRADE INFORMATION, SEE DESIGN SHEET 4.

FOR LOCATION INFORMATION, SEE DESIGN SHEET 4.

FOR ℄ I-74 HORIZONTAL CURVE DATA, SEE DESIGN SHEET 7.

FOR I-74 EB TRAFFIC ESTIMATE (UNITS 2, 3, & 4), SEE DESIGN SHEETS 6 THRU 8 .

whks engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL

138'-10 & 151'-0 7/8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

SITUATION PLAN - UNIT 4

STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015

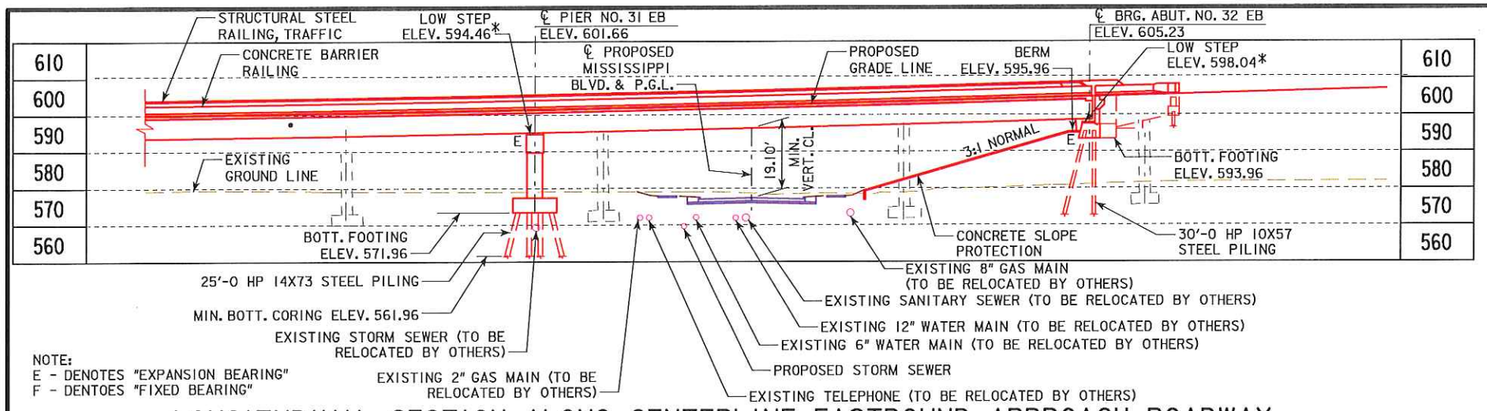
SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 8 OF 282 FILE NO. 30253 DESIGN NO. 3408

DESIGN TEAM JP / LG / RE | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(200)5--05-82 | SHEET NUMBER 9

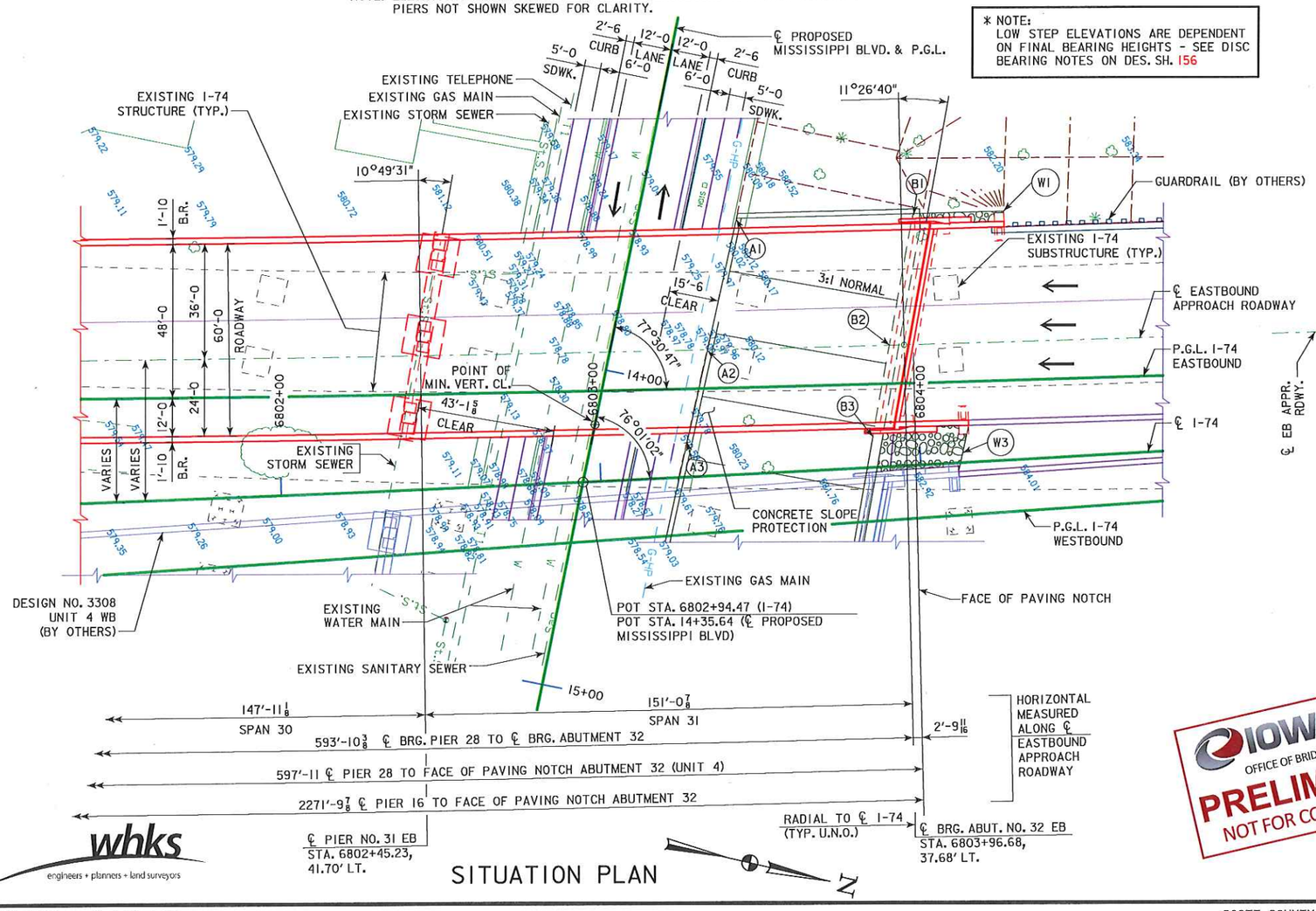
1:46:43 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg 4/16/2016 $MODEL



NOTE:
E - DENOTES "EXPANSION BEARING"
F - DENTOES "FIXED BEARING"

LONGITUDINAL SECTION ALONG CENTERLINE EASTBOUND APPROACH ROADWAY

NOTE: ELEVATIONS SHOWN ARE AT CENTERLINE EASTBOUND APPROACH ROADWAY.
PIERS NOT SHOWN SKEWED FOR CLARITY.

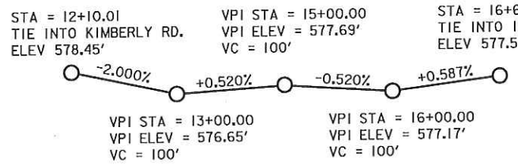


SITUATION PLAN

* NOTE:
LOW STEP ELEVATIONS ARE DEPENDENT ON FINAL BEARING HEIGHTS - SEE DISC BEARING NOTES ON DES. SH. 156

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19'
ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE
CONCRETE STRUCTURE

PROPOSED PROFILE GRADE MISSISSIPPI BLVD.



DESIGN DATA URBAN MISSISSIPPI BLVD.			
2035	AADT	7,400	V.P.D.

BERM SLOPE LOCATION TABLE

	EB ABUTMENT NO. 32		
	STATION	OFFSET	ELEV.
A1	6803+45.99	81.46' LT	577.89
A2	6803+35.92	39.30' LT	577.73
A3	6803+29.60	9.04' LT	577.90
B1	6803+99.50	80.04' LT	595.71
B2	6803+91.06	37.83' LT	595.71
B3	6803+84.10	7.59' LT	595.71
W1	6804+30.00	79.23' LT	605.31
W2	6804+15.34	6.76' LT	605.14

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 6802+98.90, 17.77' LT.
OVERHEAD ELEVATION = 602.32'
DEPTH OF SUPERSTRUCTURE = 5.96'
UNDERPASS STATION = 14+17.33
UNDERPASS ELEVATION = 577.26'
MINIMUM VERTICAL CLEARANCE = 19.10'

TYPICAL ROADWAY SECTION

NOTES:

ALL DIMENSIONS ARE IN FEET.

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 268.

FOR LOCATIONS AND DETAILS OF LIGHT POLES, SEE DESIGN SHEETS 225.

FOR LOCATIONS OF SOIL BORINGS, SEE DESIGN SHEET SPS.6.

FOR I-74 EB ROADWAY PROFILE GRADE INFORMATION AND NOTES, SEE DESIGN SHEET 4.

MISSISSIPPI BLVD. SHALL BE LOWERED PRIOR TO CONSTRUCTION OF THIS BRIDGE.

FOR LOCATION INFORMATION, SEE DESIGN SHEET 4.

FOR I-74 EB HORIZONTAL CURVE DATA, SEE DESIGN SHEET 8.

FOR ℄ I-74 HORIZONTAL CURVE DATA, SEE DESIGN SHEET 7.

FOR I-74 EB TRAFFIC ESTIMATE (UNITS 2, 3, & 4), SEE DESIGN SHEETS 6 THRU 8 .

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

whks engineers + planners + land surveyors

DESIGN FOR VARIABLE SKEW (L.A.)

2271'-6 x VARI. CONTINUOUS WELDED GIRDER BRIDGE-EBL W/14' BIKE TRAIL

138'-10 & 151'-0 7/8 END SPANS MULTIPLE LENGTH INTERIOR SPANS

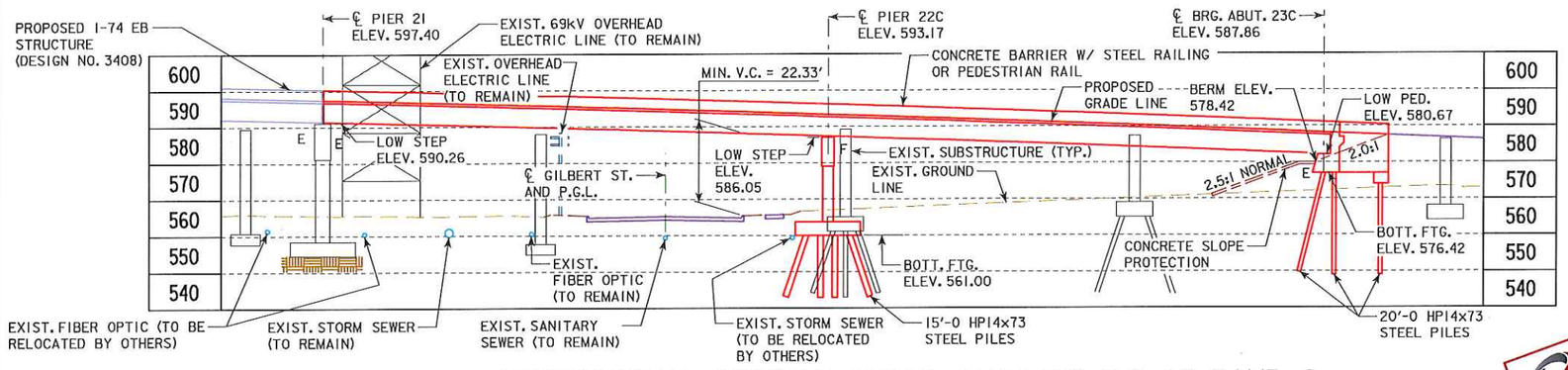
SITUATION PLAN - UNIT 4

STA. 6792+60.93 - 52' LEFT ℄ I-74 OCTOBER, 2015

SCOTT COUNTY

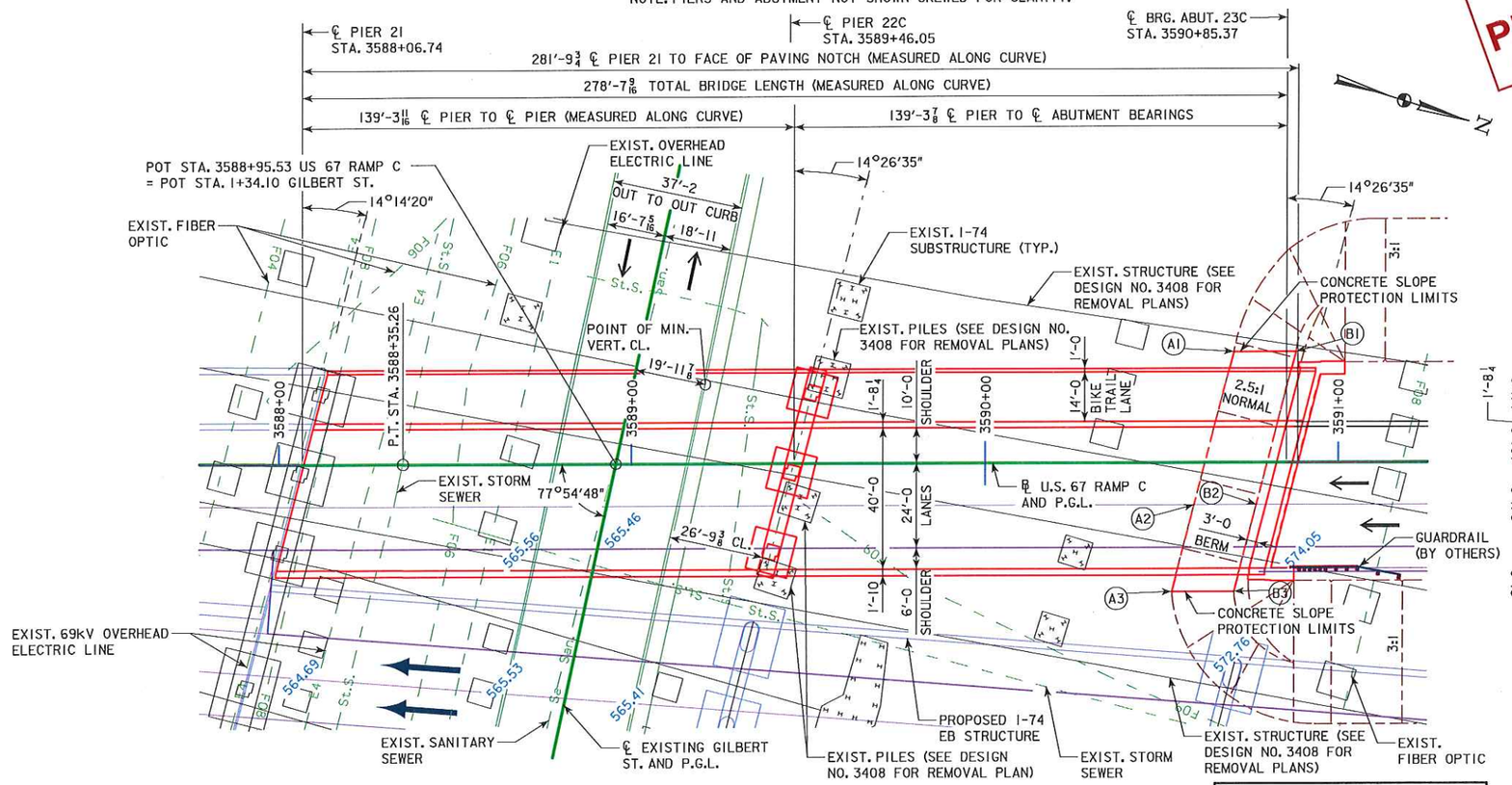
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 9 OF 282 FILE NO. 30253 DESIGN NO. 3408



LONGITUDINAL SECTION ALONG BASELINE U.S. 67 RAMP C

NOTE: PIERS AND ABUTMENT NOT SHOWN SKEWED FOR CLARITY.



SITUATION PLAN

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 3589+27.99, 23.43' LT.
OVERHEAD ELEVATION = 593.37'
DEPTH OF SUPERSTRUCTURE = 5.95'
UNDERPASS STATION = 494+89.67, 20.88' RT.
UNDERPASS ELEVATION = 565.09'
MINIMUM VERTICAL CLEARANCE = 22.33'

RAMP C TRAFFIC ESTIMATE

2015 AADT	17,550	V.P.D.
2035 AADT	19,360	V.P.D.
2035 DHV	1,600	V.P.H.
TRUCKS	5	%

BERM SLOPE LOCATION TABLE

	ABUTMENT 23C		
	STATION	OFFSET	ELEV.
A1	3590+70.43	31.35 LT	572.04
A2	3590+59.26	12.00 RT	572.62
A3	3590+52.95	36.50 RT	572.94
B1	3590+88.03	31.35 LT	578.17
B2	3590+76.86	12.00 RT	578.17
B3	3590+70.55	36.50 RT	578.17

LOCATION

U.S. 67 RAMP C OVER GILBERT ST.
T-78 N R-4 E
SECTION 29
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.524582
LONGITUDE = -90.513404
FHWA NO. 605976

PROPOSED PROFILE GRADE U.S. 67 RAMP C

STA = 3587+98.76
BEGIN RAMP C CONST.
ELEV = 597.61'

VPI STA = 3594+50.00
VPI ELEV = 571.35'
VC = 100'

-2.610% -4.560%

VPI STA = 3589+75.00
VPI ELEV = 593.01'
VC = 350'

IOWADOT OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

EXISTING PROFILE GRADE GILBERT ST.

-0.280% 0.720%

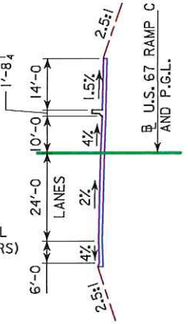
VPOC STA = 0+00.00
VPOC ELEV = 565.33'

VPOT STA = 2+87.53
VPOT ELEV = 566.35'

VPI STA = 1+05.00
VPI ELEV = 565.04'
VC = 100'

U.S. 67 RAMP C CURVE DATA

P.I. STA. = 3586+05.19
Δ = 03° 17' 46.82" LT
D = 00° 42' 58.31"
T = 230.19'
L = 460.26'
E = 3.31
R = 8000.00'
e = N.C.
L = NA
x = NA
m = NA
P.C. STA. = 3583+75.00
P.T. STA. = 3588+35.26



TYPICAL APPROACH SECTION

NOTES:

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

FOR LOCATIONS OF DECK DRAINS, SEE DESIGN SHEET 57.

FOR LOCATIONS OF LIGHT POLES, SEE DESIGN SHEET 51.

FOR LOCATIONS OF SOIL BORINGS, SEE SHEET SPS.7.

FOR EXISTING STRUCTURE REMOVAL PLANS, SEE DESIGN NUMBER 3408.

DESIGN FOR VARIABLE SKEW (L.A.)

278'-8 x 40' CONTINUOUS WELDED GIRDER BRIDGE W/14' BIKE TRAIL

139'-4 END SPAN 139'-4 INTERIOR SPANS

SITUATION PLAN

STA. 3589+46.06, BASELINE U.S. 67 RAMP C TBD

SCOTT COUNTY

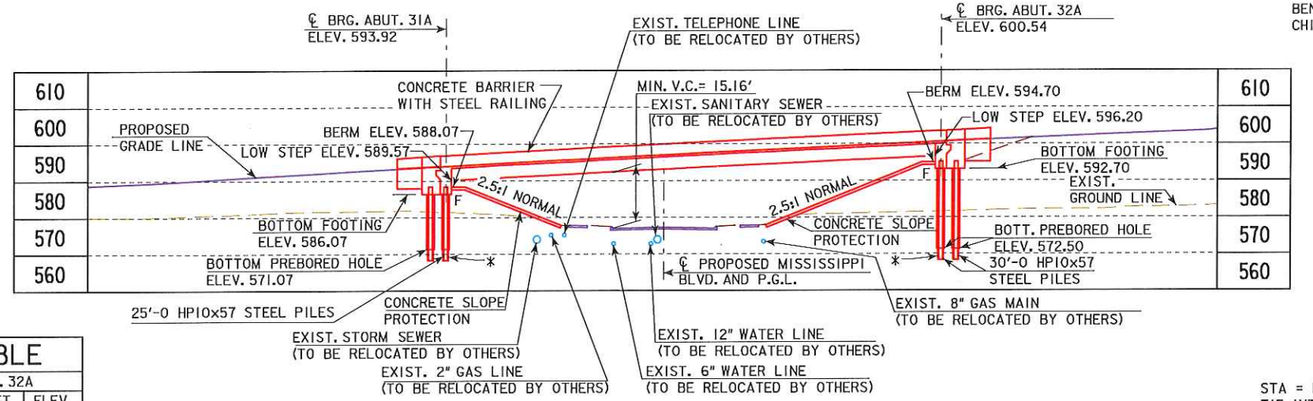
IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 64 FILE NO. 30253 DESIGN NO. 3608

benesch engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10061

DESIGN TEAM DMS/DMS/TJJ | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(200)5--05-82 | SHEET NUMBER 286

2:21:53 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg
MODEL: $MODEL



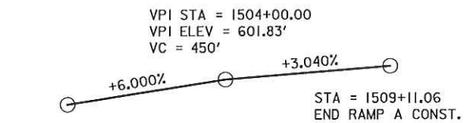
* 3' CONCRETE FILLED ROCK CORE

LONGITUDINAL SECTION ALONG BASELINE U.S. 67 RAMP A

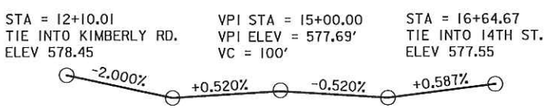
NOTE: ABUTMENTS NOT SHOWN SKEWED FOR CLARITY.

BENCH MARK NO. 500: STA. 6781+18.92 LT. 161.19' ELEV. 575.797, CHISELED "X" IN BOLT E. SIDE CONCRETE STRUCTURE.

PROPOSED PROFILE GRADE U.S. 67 RAMP A

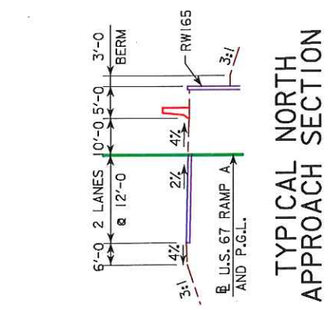


PROPOSED PROFILE GRADE MISSISSIPPI BLVD.

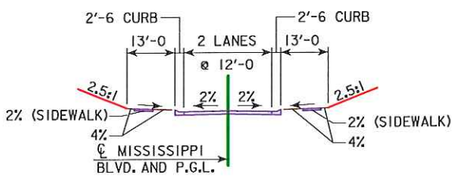


BERM SLOPE LOCATION TABLE

	ABUTMENT NO. 31A			ABUTMENT NO. 32A		
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.
A1	1503+07.64	16.5' LT	578.04	1503+63.43	16.5' LT	578.20
A2	1503+02.77	12.00' RT	577.66	1503+58.57	12.00' RT	577.76
A3	1502+98.59	36.5' RT	577.51	1503+54.39	36.5' RT	577.55
B1	1502+80.88	16.5' LT	587.82	1504+06.50	16.5' LT	594.45
B2	1502+76.02	12.00' RT	587.82	1504+01.64	12.00' RT	594.45
B3	1502+71.84	36.5' RT	587.82	1503+97.46	36.5' RT	594.45



TYPICAL NORTH APPROACH SECTION



TYPICAL SECTION MISSISSIPPI BLVD.

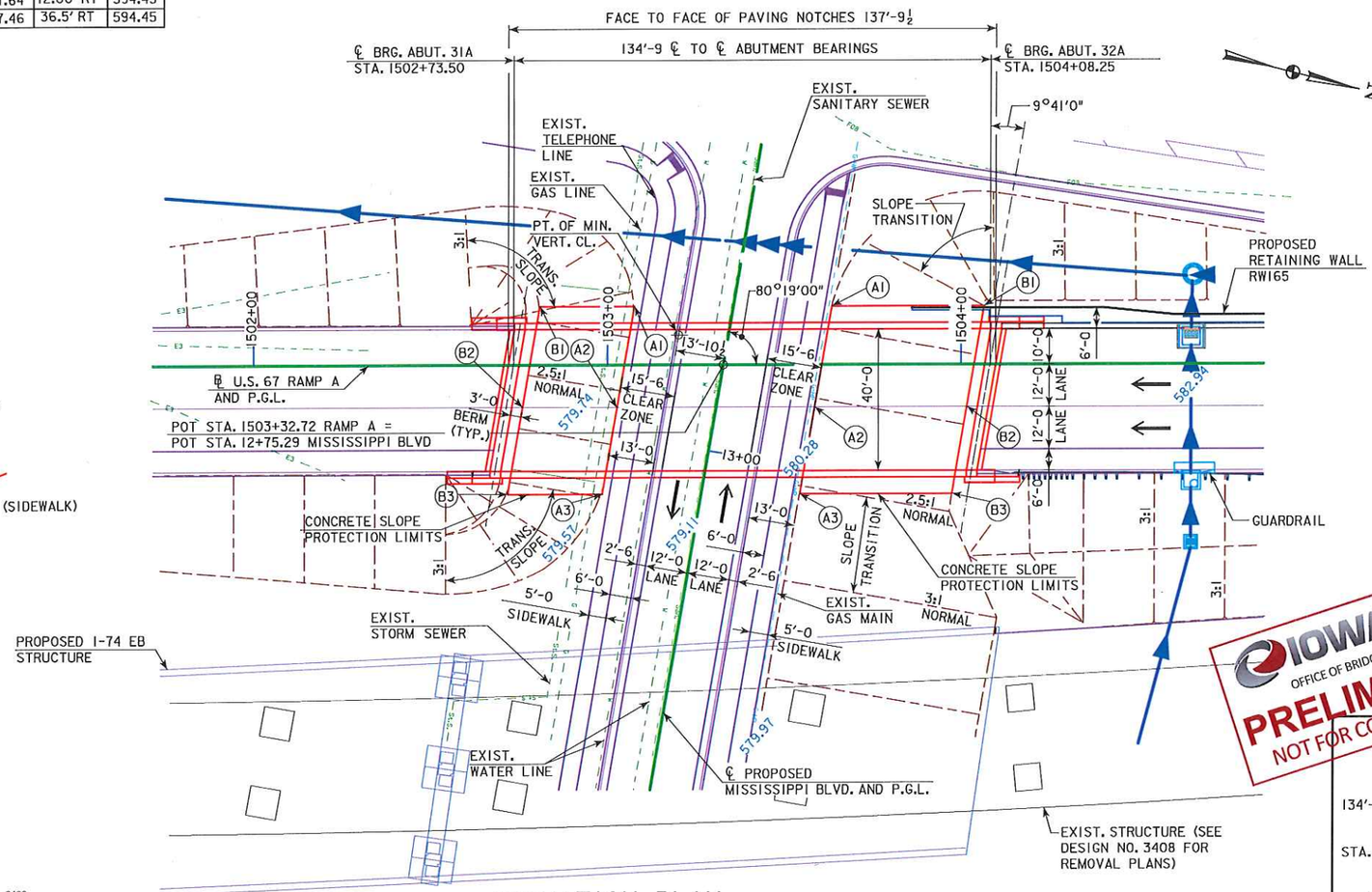
NOTES:

E - DENOTES "EXPANSION BEARING"

F - DENOTES "FIXED BEARING"

MISSISSIPPI BLVD. SHALL BE LOWERED PRIOR TO CONSTRUCTION OF THIS BRIDGE.

FOR LOCATIONS OF SOIL BORINGS SEE SHEET SPS. 8.



SITUATION PLAN

MINIMUM VERTICAL CLEARANCE

OVERHEAD STATION = 1503+20.06, 8.33' LT.
OVERHEAD ELEVATION = 596.18'
DEPTH OF SUPERSTRUCTURE = 3.99'
UNDERPASS STATION = 12+69.21, 13.88' RT.
UNDERPASS ELEVATION = 577.03'
MINIMUM VERTICAL CLEARANCE = 15.16'

RAMP A

TRAFFIC ESTIMATE

2015	AADT	4,440	V.P.D.
2035	AADT	5,920	V.P.D.
2035	DHV	400	V.P.H.
TRUCKS		5	%

LOCATION

U.S. 67 RAMP A OVER MISSISSIPPI BLVD.
T-78 N R-4 E
SECTION 29
DAVENPORT TOWNSHIP
SCOTT COUNTY
CITY OF BETTENDORF
LATITUDE = 41.528195
LONGITUDE = -90.514479
FHWA NO. 700040

IOWA DOT
OFFICE OF BRIDGES AND STRUCTURES
PRELIMINARY
NOT FOR CONSTRUCTION

DESIGN FOR 9°41'0" SKEW (L.A.)

134'-9 x 40'-0 WELDED GIRDER BRIDGE

134'-9 SIMPLE SPAN

SITUATION PLAN

STA. 1503+40.88, BASELINE U.S. 67 RAMP A TBD

SCOTT COUNTY

IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION

DESIGN SHEET NO. 3 OF 43 FILE NO. 30253 DESIGN NO. 3808

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10081

DESIGN TEAM DMS/DMS/KWS | SCOTT COUNTY | PROJECT NUMBER BRFIM-074-1(200)5--05-82 | SHEET NUMBER 350

2:29:26 PM untitled c:\pwise_work\do_not_delete\dms05641\82074200.brg
MODEL: $MODEL